WKE

SEPTEMBER 2021

PROJECT ID: 1080-12-70

WITH: N/A

COUNTY: WALWORTH

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 = 210

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1080-12-70	———	—

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

USH 12 - STRUCTURES

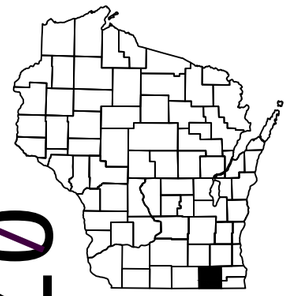
STH 50 TO STH 67

USH 12

WALWORTH

STATE PROJECT NUMBER

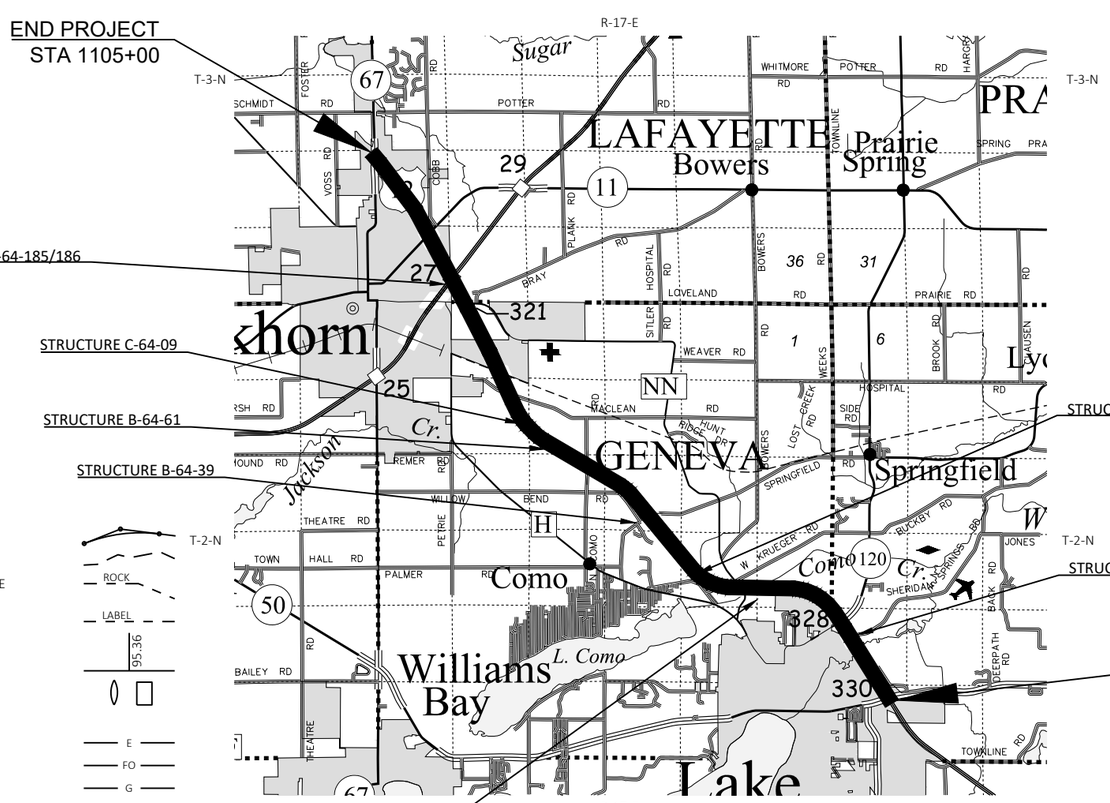
1080-12-70



07

DESIGN DESIGNATION 1080-12-70

A.A.D.T.	2021	=	25,800
A.A.D.T.	2041	=	29,200
D.H.V.		=	3,358
D.D.		=	60/40
T.		=	7.7%
DESIGN SPEED		=	70 MPH
ESALS		=	4,400,000



SCALE 0 2 MI

LAYOUT

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WALWORTH COUNTY, NAD83 (2007), 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 (2007). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

CONVENTIONAL SYMBOLS

PLAN		PROFILE		UTILITIES	
CORPORATE LIMITS		GRADE LINE	T-2-N	ELECTRIC	E
PROPERTY LINE		ORIGINAL GROUND	ROCK	FIBER OPTIC	FO
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	LABEL	GAS	G
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH		SANITARY SEWER	SAN
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36	STORM SEWER	SS
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)		TELEPHONE	T
SLOPE INTERCEPT				WATER	W
REFERENCE LINE	300'EB'			UTILITY PEDESTAL	
EXISTING CULVERT				POWER POLE	
PROPOSED CULVERT (Box or Pipe)				TELEPHONE POLE	
COMBUSTIBLE FLUIDS	CAUTION				
MARSH AREA					
WOODED OR SHRUB AREA					

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-225-9817

WISCONSIN ANDREW J. SMIEJA E-31137 WAUKESHA, WI PROFESSIONAL ENGINEER

DATE: 4/20/2021 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	RA SMITH, INC.
Designer	DAAR ENGINEERING INC.
Project Manager	AL GILBERTSON, P.E.
Regional Examiner	STEVE CHOJNACKI, P.E.
Regional Supervisor	JANET CANNON, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 4/21/2021 Allan Gilbertson (Signature)

E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\010101-TI.DWG PLOT DATE : 4/20/2021 10:52 AM PLOT BY : KAYLA DEBACCO PLOT NAME :

2

MISCELLANEOUS

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE BASED OFF OF THE USH 12 WB REFERENCE LINE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

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

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS AND SERVICES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

TRAFFIC CONTROL

WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, IT SHALL BE CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

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

SIGN LOCATIONS ARE APPROXIMIATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.

ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER, NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN.

ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.

A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY THAT ARE NOT THE RESULT OF CONTRACT ITEMS SHALL BE RESTORED, SEEDED, FERTILIZED, AND MULCHED AT THE CONTRACTOR'S EXPENSE.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICE SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINED THE DEVICE IS NO LONGER REQUIRED.

RESTORE AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT SALVAGED TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED MATERIAL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, APPLY TEMPORARY SEED AND MULCH TO THE STOCKPILE.

WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMNATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL EROSION CONTROL REQUIREMENTS TO BE FOLLOWED.

USE 3-INCH THICKNESS ASPHALTIC SURFACE FOR DRIVEWAYS AND FIELD ENTRANCES.

LIST OF STANDARD ABBREVIATIONS

AP	ACCESS POINT
AC	ACRE
ADJ	ADJUST
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE
AH	AHEAD
AC	ASPHALT CEMENT
ASPH	ASPHALTIC
ACP	ASPHALTIC CONCRETE PAVEMENT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
AEW	APRON ENWALL
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
CB	CATCH BASIN
C/L	CENTER LINE
C/L CONST	CENTER LINE CONSTRUCTION
Δ	CENTRAL ANGLE OR DELTA
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CTH	COUNTY TRUNK HIGHWAY
CABC	CRUSHED AGGREGATE BASE COURSE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FPS	FEET PER SECOND
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FT	FOOT
GN	GRID NORTH
HES	HIGH EARLY STRENGTH
HP HW	HIGH POINT
HW	HIGH WATER
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HWD	HYDRANT
INL	INLET
ID	INSIDE DIAMETER
I	INTERSECTION ANGLE
INV	INVERT
IP	IRON PIPE OR PIN
JT	JOINT
LT	LEFT
LT	LENGTH OF CURVE
LF	LINEAR FOOT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
Mgal	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
MON	MONUMENT
NOM	NOMINAL
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OPT	OPTIONAL
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
Q100	100-YEAR FLOW RATE
R	RADIUS
RR	RAILROAD
R	RANGE
R/L	R/L
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SEC	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
t	TON
T	TOWN
T/L	TRANSIT LINE
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
USH	UNITED STATES HIGHWAY
VAR	VARIABLE
V	VELOCITY OF DESIGN SPEED
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
WM	WATERMAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
YD	YARD

HMA LAYERS

	PAVEMENT THICKNESS	TYPE
LOWER LAYER	3"	3 MT 58-28 S
UPPER LAYER	2"	4 MT 58-28 S

HMA PAVEMENT QUANTITES WERE CALCULATED USING 118 LB/SY-IN.

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRIC
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AT&T WISCONSIN
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ATC MANAGEMENT, INC.
TONY MARCINIAK
W234 N2000 RIDGEVIEW PARKWAY CT
PO BOX 47
WAUKESHA, WI 53187-0047
PHONE 262-506-6814
tmarciniak@atcllc.com

CHARTER COMMUNICATIONS
GERALD SCHULTZ (SOUTH OF STA 705+00)
1320 N. MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
(414) 232-7178
gerald.schultz@charter.com

CHARTER COMMUNICATIONS
CODY THOMPSON (NORTH OF STA 705+00)
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JANESVILLE, WI 53545
(414) 921-8282
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CITY OF ELKHORN- ELECTRIC & WATER
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CITY OF ELKHORN- SANITARY
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mlindstron@cityofelkhorn.org

CITY OF LAKE GENEVA - SANITARY & WATER
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(262) 248-2311
jgajewski@lgutilities.org

EVERSTREAM
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1228 EUCLID AVENUE, SUITE 250
CLEVELAND, OH 44115
(414) 409-1708
sgarcia@everstream.net

MIDWEST FIBER NETWORKS LLC
RICHARD TRGOVEC
6070 NORTH FLINT RD
GLENDALE, WI 53209
(414) 459-3554
rtrgovec@midwestfibernetworks.com

STATE LONG DISTANCE TELECOM
MARK FOX
216 W. WALWORTH STREET
ELKHORN, WI 53121
(608) 692-5062
mark.fox@tdstelecom.com

WALCOMET- SANITARY
NEAL KOLB
975 W. WALWORTH AVE.
DELEVAN, WI 53115
(262) 728-4140
nkolb@walcomet.com

WE ENERGIES - ELECTRIC & GAS
333 W. EVERETT STREET, ROOM A299
MILWAUKEE, WI 53203
(414) 221-2738
We-Utility-Relocations@we-energies.com

OTHER CONTACTS

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DAAR ENGINEERING, INC
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WDNR CONTACT

WISCONSIN DNR
CRAIG WEBSTER
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SEWRPC CONTACT

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WAUKESHA, WI 53187-1607
sewrpc@sewrpc.org

ORDER OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS

2

STH 50

560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720

STRUCTURE B-64-031

BEGIN PROJECT
590+00
Y=339,645.92
X=797,189.42

WHITE RIVER

SHERIDAN SPRINGS RD

STH 120

USH 12

COMO CREEK

CTH NN

STRUCTURE B-64-034

STRUCTURE B-64-037

720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870

STRUCTURE B-64-038

STRUCTURE B-64-039

USH 12

STRUCTURE B-64-061

JACKSON CREEK

SPRINGFIELD RD

COMO RD

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 8/31/2020 8:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2

STRUCTURE C-64-009

WISCONSIN & SOUTHERN RR CO

GENEVA STREET (CTH NN)

N

870 880 890 900 910 920 930 940 950 USH 12 960 970 980 990 1000 1010 1020

STRUCTURE B-64-061

JACKSON CREEK

MACLEAN RD

STRUCTURE B-64-185

STRUCTURE B-64-186

IH 43

E COURT ST (STH 11)

N WISCONSIN ST

N

20 1030 1040 1050 1060 USH 12 1070 1080 1090 1100 1110

END PROJECT
STA 1105+00

USH 12

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 5	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\020201-PO.DWG
LAYOUT NAME - 02

PLOT DATE : 8/31/2020 8:15 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

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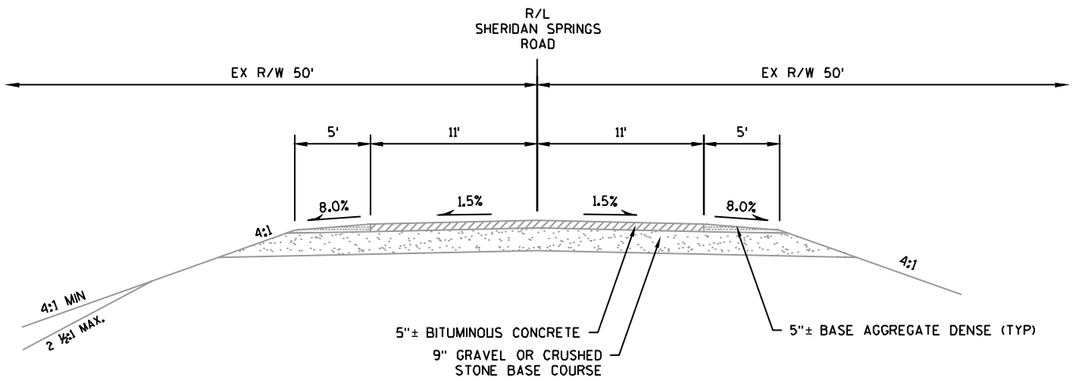
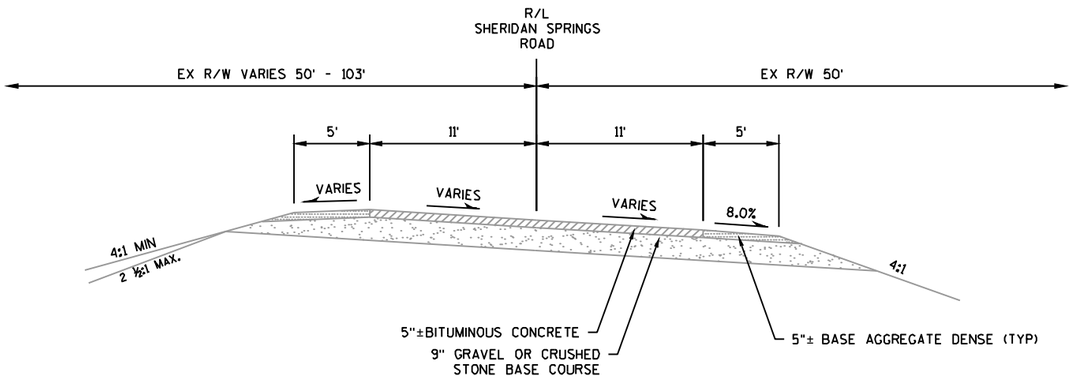


TYPICAL EXISTING SECTION
SHERIDAN SPRINGS ROAD

TANGENT SECTION



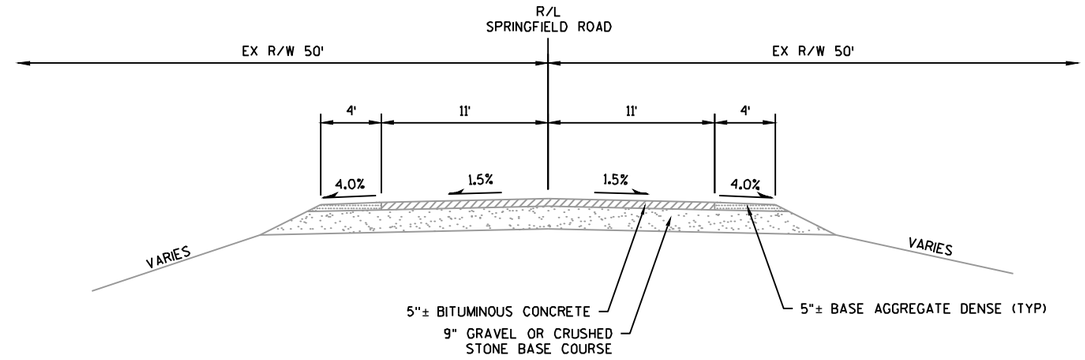
TYPICAL EXISTING SECTION
SHERIDAN SPRINGS ROAD

SUPERELEVATED SECTION

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 6	E

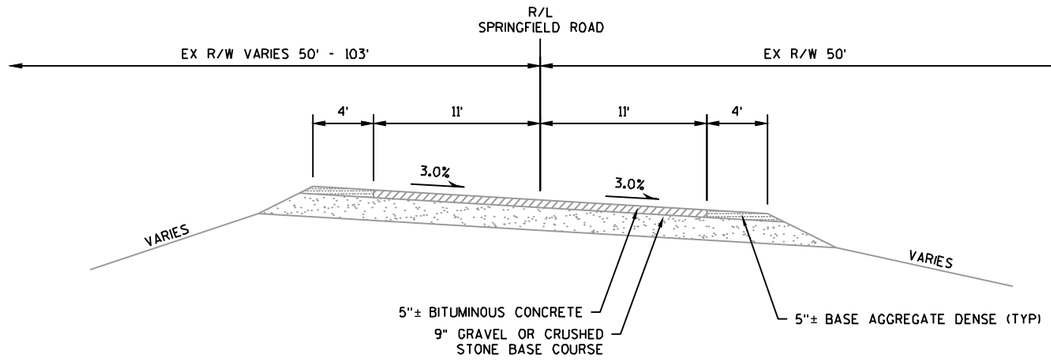
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\020302-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 11/1/2020 7:59 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION
SPRINGFIELD ROAD

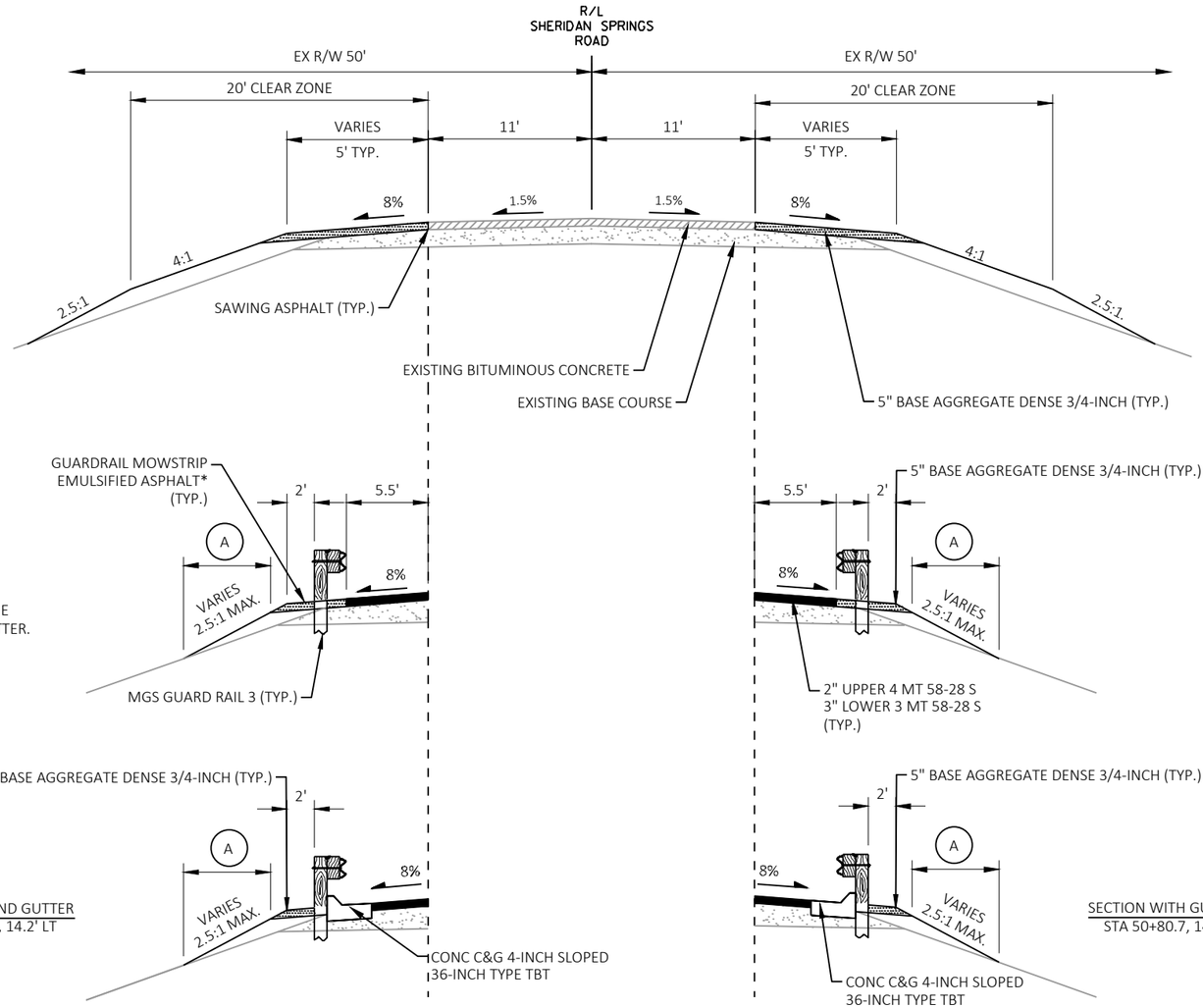
TANGENT SECTION



TYPICAL EXISTING SECTION
SPRINGFIELD ROAD

SUPERELEVATED SECTION

2



* INSTALL GUARDRAIL MOW STRIP ASPHALT ALONG THRIE BEAM APPROACHES WHERE THERE IS NO CURB AND GUTTER.

SECTION WITH GUARDRAIL AND CURB AND GUTTER
STA 50+80.5, 14.2' LT TO STA 51+20.5, 14.2' LT

SECTION WITH GUARDRAIL AND CURB AND GUTTER
STA 50+80.7, 14.2' RT TO STA 50+98.9, 14.2' RT

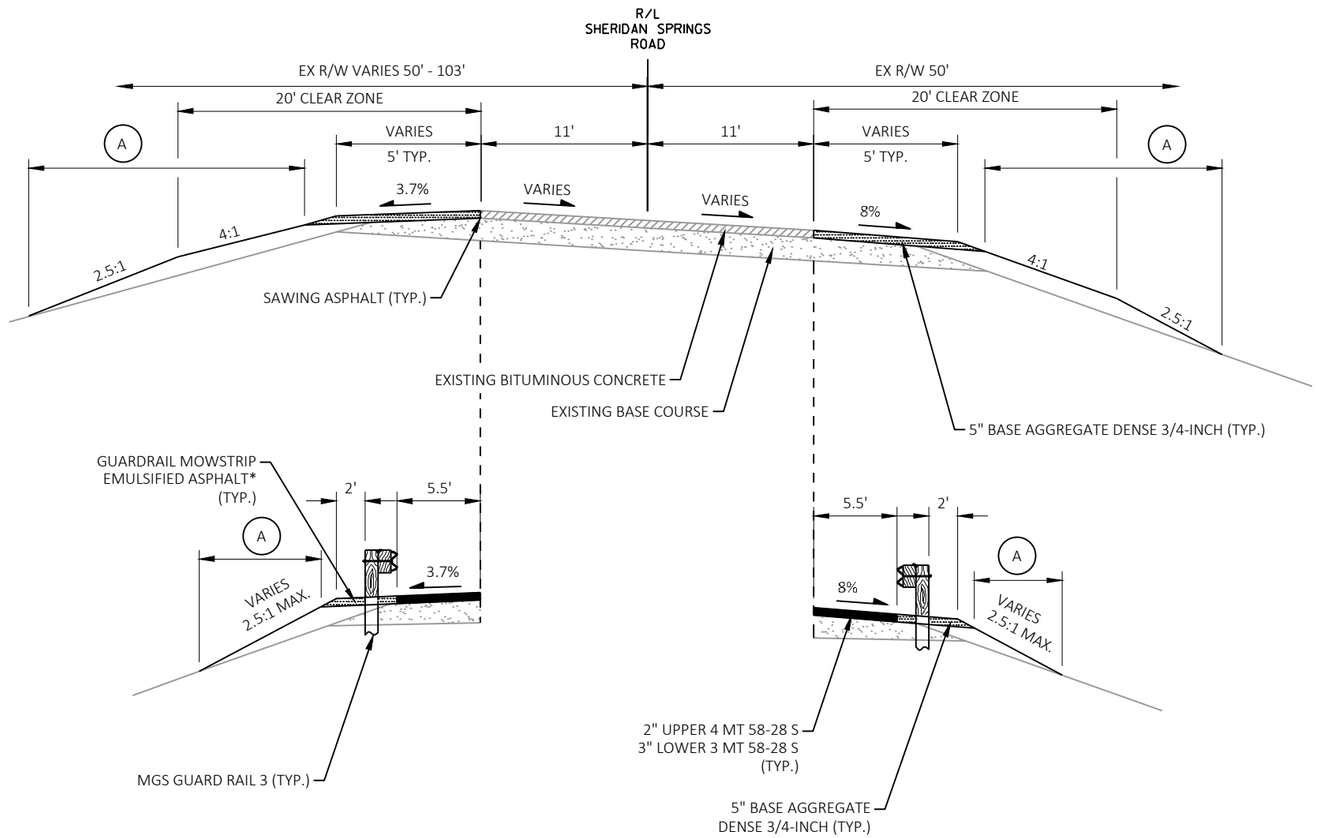
FINISHED TYPICAL SECTION - SHERIDAN SPRING RD

TANGENT SECTION

(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 8	E

2



* INSTALL GUARDRAIL MOW STRIP ASPHALT ALONG THRIE BEAM APPROACHES WHERE THERE IS NO CURB AND GUTTER.

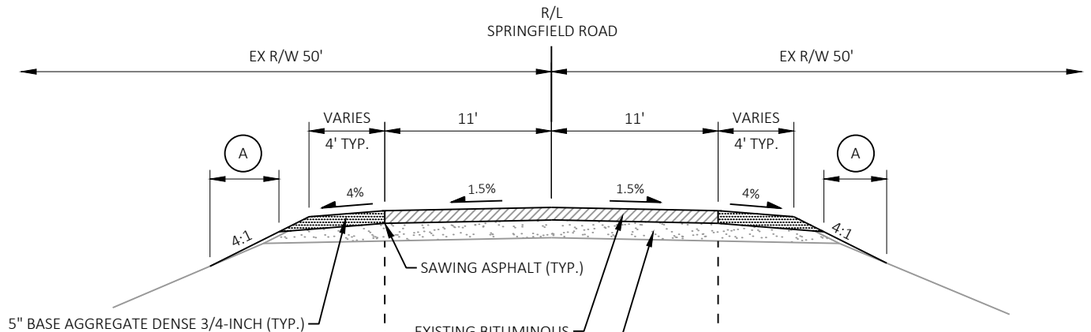
FINISHED TYPICAL SECTION - SHERIDAN SPRING RD

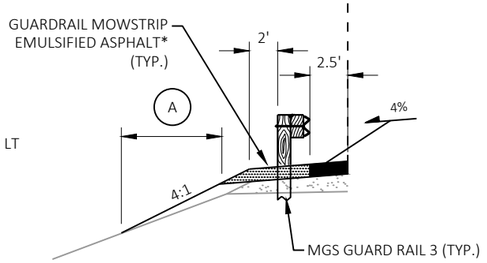
SUPERELEVATED SECTION

(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

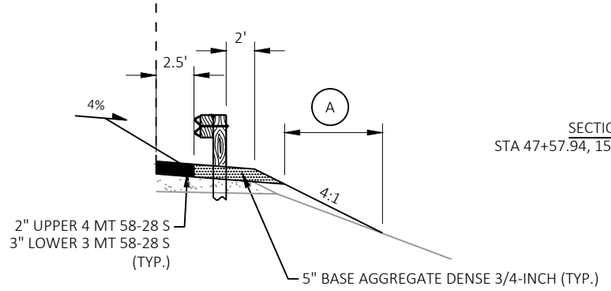
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 9	E

2





SECTION WITH GUARDRAIL
STA 47+69.25, 15.5' LT TO STA 48+61.29, 13.5' LT



SECTION WITH GUARDRAIL
STA 47+57.94, 15.0' RT TO STA 48+63.39,13.5' RT

* INSTALL GUARDRAIL MOW STRIP ASPHALT ALONG THRIE BEAM APPROACHES WHERE THERE IS NO CURB AND GUTTER.

FINISHED TYPICAL SECTION - SPRINGFIELD RD

TANGENT SECTION

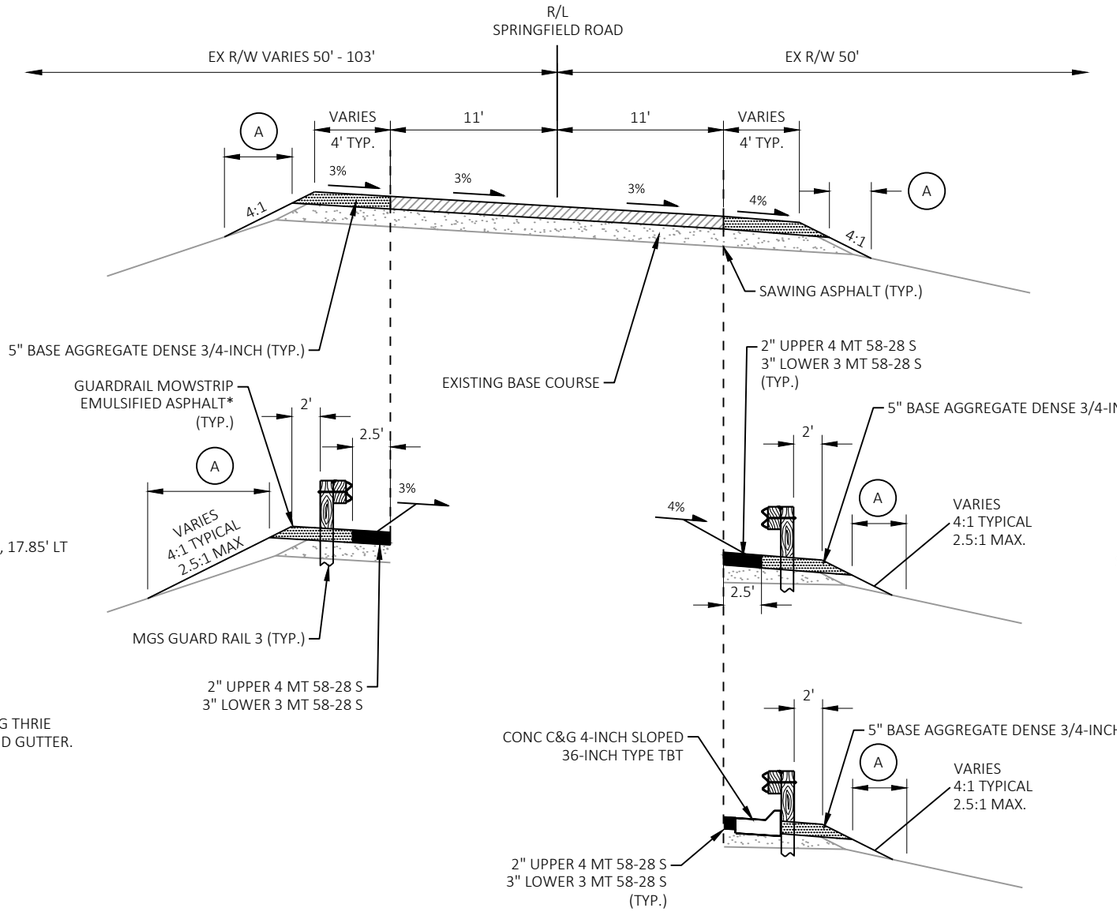
(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\020302-TS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/8/2021 9:14 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1:10

2



SECTION WITH GUARDRAIL
STA 50+71.69, 13.5' LT TO STA 52+00.11, 17.85' LT

SECTION WITH GUARDRAIL
STA 51+27.66, 13.83' RT TO STA 51+49.59, 14.84' RT

SECTION WITH GUARDRAIL AND CURB AND GUTTER
STA 50+80.8 11.2' RT TO STA 50+99.1, 11.2' RT

* INSTALL GUARDRAIL MOW STRIP ASPHALT ALONG THRIE BEAM APPROACHES WHERE THERE IS NO CURB AND GUTTER.

FINISHED TYPICAL SECTION - SPRINGFIELD RD

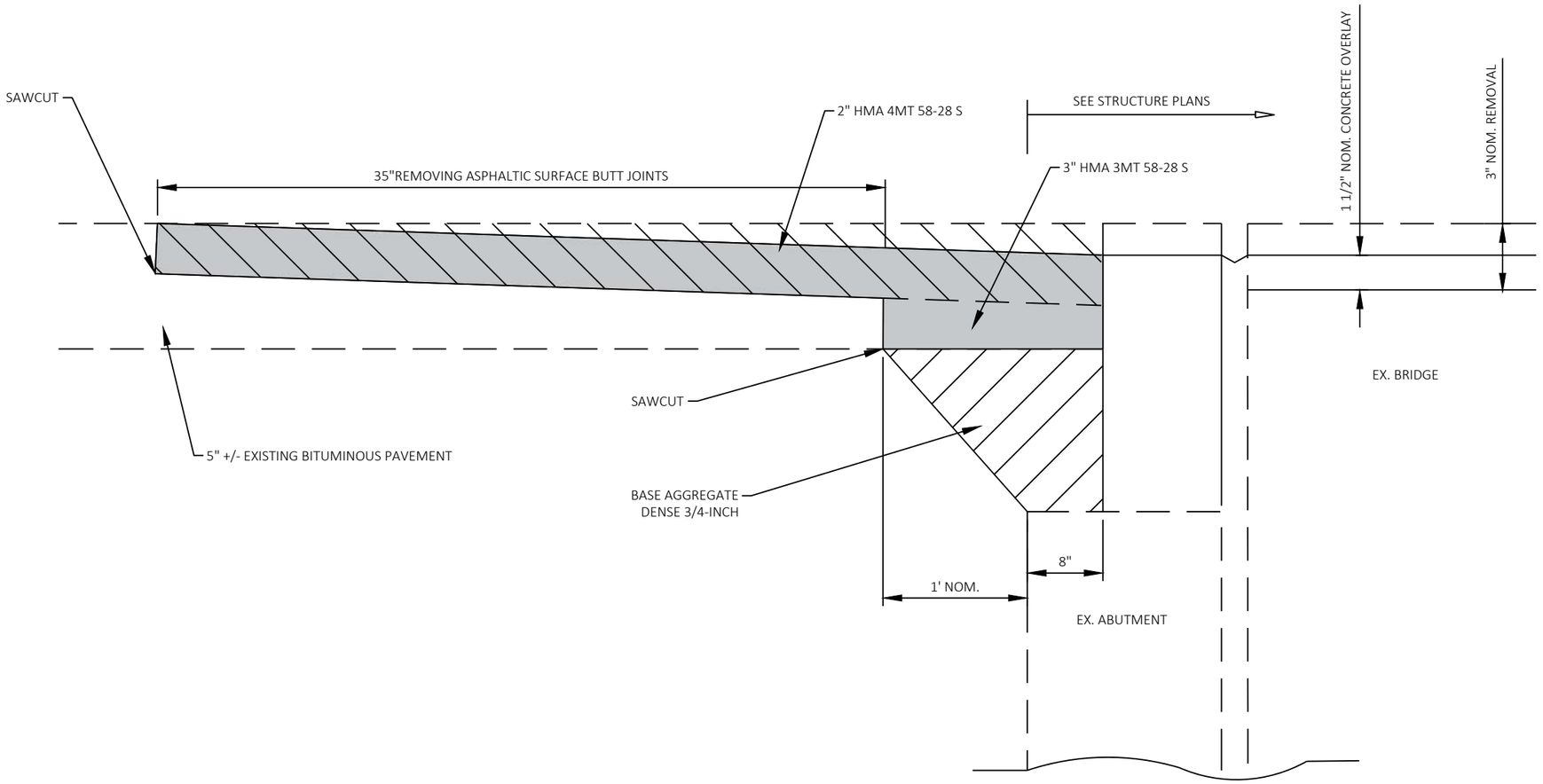
SUPERELEVATED SECTION

(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS	SHEET 11	E

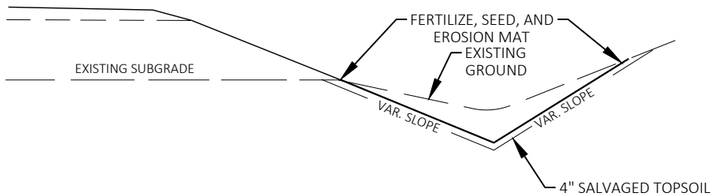
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\020302-TS.DWG
LAYOUT NAME - 06
PLOT DATE : 7/8/2021 9:14 AM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2

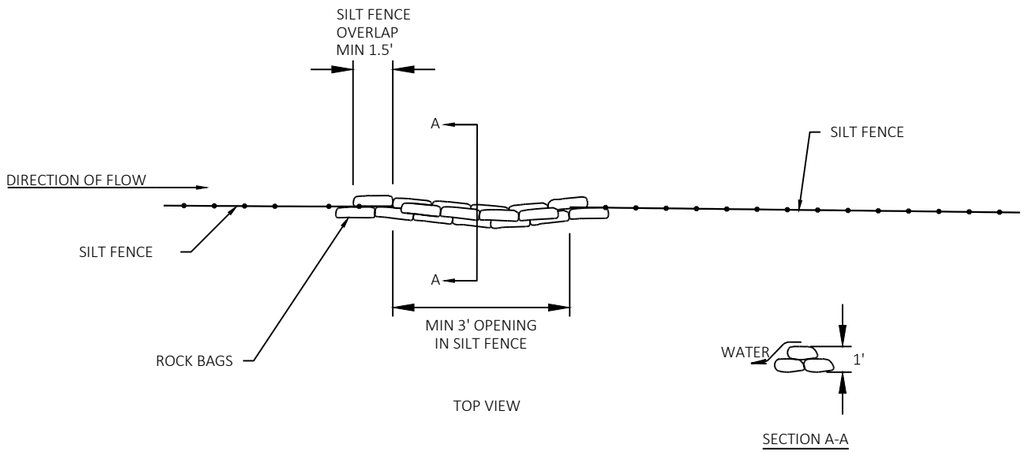


REMOVING ASPHALTIC SURFACE BUTT JOINT DETAIL

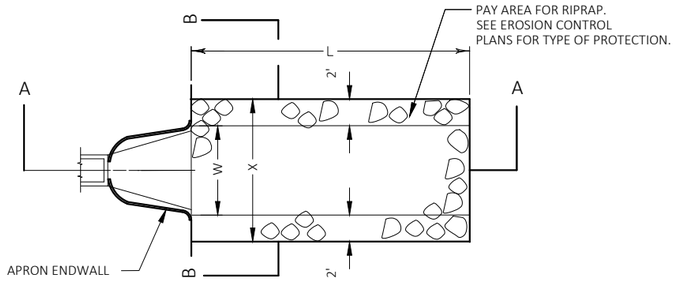
B-64-31 SHERIDAN SPRINGS ROAD
B-64-39 SPRINGFIELD ROAD



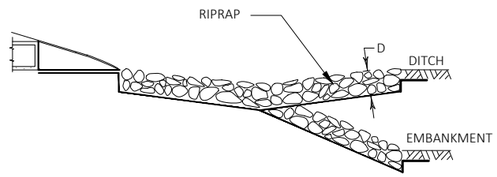
DITCH SHAPING DETAIL



ROCK BAGS USED FOR SILT FENCE RELIEF



PLAN VIEW



SECTION A-A

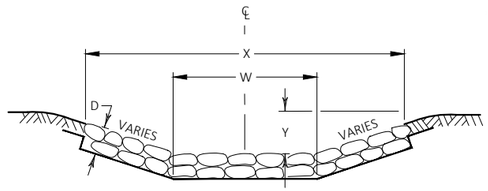
L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 18" FOR RIPRAP MEDIUM

X = W+4' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+6' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

* TYPE HR (FOR RIPRAP HEAVY AND MEDIUM ONLY)



SECTION B-B

CONSTRUCTION NOTES:

1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS

2

BENCHMARK

NO.	STATION	ELEV	DESCRIPTION
131	608+66.77, 155.07' LT	889.11	BRIDGE MONUMENT SW. CORNER OF BRIDGE.

USH 12 EB

USH 12 WB

WE ENERGIES - GA$

ALIANT ENERGY - ELECTRICITY

SLOPE INTERCEPT (TYP)

AT&T WISCONSIN

EX. R/W

CLEARING AND GRUBBING ALONG FENCE LINE (35' LONG X 10' WIDE)

REMOVE EXISTING FENCE INSTALL FENCE WOVEN WIRE 4-FT

REMOVE EXISTING FENCE INSTALL FENCE WOVEN WIRE 4-FT

CLEARING AND GRUBBING ALONG FENCE LINE (35' LONG X 10' WIDE)

REMOVE INLET (PLUG PIPE) INSTALL CONCRETE CURB AND GUTTER INSTALL ASPHALTIC FLUME (AT 45^ TO 4' FROM BOC) AND RIPRAP MEDIUM

+87.18 53.64'LT

+55.68 -24.65'LT

+07.59 -11.30'LT

+55.67 -18.65'LT

+07.92 -16.50'LT

+21.05 -46.22'LT

+42.51 -16.50'LT

+45.91 -22.10'LT

+46.02 -18.00'LT

+77.97 -16.50'LT

+78.01 -14.20'LT

+76.17 -18.93'LT

+94.18 -16.50'LT

+69.57 -11.00'LT

EAT

BAD34

HMA01

MOW

MGS3K

TBT

CGTBT

BEGIN ROADWAY WORK STA 46+08

46+00

47+00

48+00

49+00

50+00

51+00

52+00

+14.39 -11.00'LT

+42.46 11.00'RT

+33.43 11.00'RT

+96.10 11.00'RT

+98.80 14.20'RT

+20.50 -14.20'LT

SW01

MOW2

SHERIDAN SPRINGS RD

17'

22'

+80.67 14.17'RT

CGTBT

SPBGSR

MGS3K

+88.80 18.50'RT

+37.75 16.50'RT

+45.00 16.50'RT

BM 131

+45.01 22.05'RT

+45.01 18.00'RT

STBSA

+78.46 16.80'RT

+76.89 19.66'RT

+98.79 18.50'RT

HMA01

MGSSR

MGS3

+88.80 24.50'RT

+02.33 64.12'RT

+61.70 44.58'RT

+96.01 16.50'RT

+90.50 67.58'RT

+30.67 48.36'RT

+80.69 16.50'RT

+30.85 73.36'RT

+56.14 72.15'RT

SPBGSRT

MGSSRT

R35'

AT&T WISCONSIN

AT&T WISCONSIN, CHARTER COMMUNICATIONS

CLEARING AND GRUBBING ALONG FENCE LINE (60' LONG X 10' WIDE)

REMOVE EXISTING FENCE INSTALL FENCE WOVEN WIRE 4-FT

CITY OF LAKE GENEVA - WATER

CHARTER COMMUNICATIONS

ALIANT ENERGY - ELECTRICITY

AT&T WISCONSIN

AT&T WISCONSIN

CHARTER COMMUNICATIONS

ATC MANAGEMENT, INC

REMOVE INLET (PLUG PIPE) INSTALL CONCRETE CURB AND GUTTER INSTALL ASPHALTIC FLUME (AT 45^ TO 4' FROM BOC) AND RIPRAP MEDIUM

MATCH LINE STA. 52+00

LEGEND

- EAT — MGS GUARDRAIL TERMINAL EAT
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- MGSSR — MGS GUARDRAIL SHORT RADIUS
- MGSSRT — MGS GUARDRAIL SHORT RADIUS TERMINAL
- SPBGSR — STEEL PLATE BEAM GUARD SHORT RADIUS
- SPBGSRT — STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
- SPBGEAT — STEEL PLATE BEAM GUARD EAT TERMINAL
- STBSA — STEEL THRIE BEAM STRUCTURE APPROACH
- TBT — MGS THRIE BEAM TRANSITION
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- HMA01 — HMA PAVEMENT
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- FLUME — ASPHALT FLUME
- DR06 — ASPHALT DRIVEWAY
- SW01 — SAWING ASPHALT
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- REMOVING ASPHALTIC SURFACE BUTT JOINT

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS - SHERIDAN SPRINGS RD	SHEET 14	E

2

N

WE ENERGIES - GAS

ALIANT ENERGY - ELECTRICITY

EX. R/W

HMA01

SLOPE INTERCEPT (TYP)

EAT

BAD34

MOW

MGS3K

+79.94
-20.50'LT

+79.94
-16.50'LT

+29.00
-24.50'LT

+29.00
-18.50'LT

5.5'

+03.17
-11.00'LT

53+00

54+00

55+00

56+00

57+00

SHERIDAN SPRINGS RD

20'

MATCHLINE STA. 52+00

SW01

+84.22
16.50'RT

+37.31
18.38'RT

+10.99
11.00'RT

+36.98
11.43'RT

+84.22
20.50'RT

+37.37
24.38'RT

END ROADWAY WORK
STA 56+03

CITY OF LAKE GENEVA - WATER

AT&T WISCONSIN

ALIANT ENERGY - ELECTRICITY

EX. R/W

CHARTER COMMUNICATIONS

AT&T WISCONSIN

AT&T WISCONSIN,
CHARTER COMMUNICATIONS

ALIANT ENERGY - ELECTRICITY,
AT&T WISCONSIN,
CHARTER COMMUNICATIONS

LEGEND

EAT	MGS GUARDRAIL TERMINAL EAT
MGS3	MGS GUARDRAIL 3
MGS3K	MGS GUARDRAIL 3 K
MGSSR	MGS GUARDRAIL SHORT RADIUS
MGSSRT	MGS GUARDRAIL SHORT RADIUS TERMINAL
SPBGSR	STEEL PLATE BEAM GUARD SHORT RADIUS
SPBGSRT	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
SPBGEAT	STEEL PLATE BEAM GUARD EAT TERMINAL
STBSA	STEEL THRIE BEAM STRUCTURE APPROACH
TBT	MGS THRIE BEAM TRANSITION
CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
HMA01	HMA PAVEMENT
BAD34	BASE AGGREGATE DENSE 3/4-INCH
FLUME	ASPHALT FLUME
DR06	ASPHALT DRIVEWAY
SW01	SAWING ASPHALT
MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
MOW2	GUARDRAIL MOW STRIP ASPHALT
	REMOVING ASPHALTIC SURFACE BUTT JOINT

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS - SHERIDAN SPRINGS RD	SHEET 15	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\021201-PD.DWG
LAYOUT NAME - 02

PLOT DATE : 7/8/2021 5:02 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EAT — MGS GUARDRAIL TERMINAL EAT
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- MGSSR — MGS GUARDRAIL SHORT RADIUS
- MGSSRT — MGS GUARDRAIL SHORT RADIUS TERMINAL
- SPBGSR — STEEL PLATE BEAM GUARD SHORT RADIUS
- SPBGSRT — STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
- SPBGEAT — STEEL PLATE BEAM GUARD EAT TERMINAL
- STBSA — STEEL THRIE BEAM STRUCTURE APPROACH
- TBT — MGS THRIE BEAM TRANSITION
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- HMA01 — HMA PAVEMENT
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- FLUME — ASPHALT FLUME
- DR06 — ASPHALT DRIVEWAY
- SW01 — SAWING ASPHALT
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- REMOVING ASPHALTIC SURFACE BUTT JOINT

BENCHMARK

NO.	STATION	ELEV	DESCRIPTION
27785	786+54.52, 138.05' LT	1020.50	BRIDGE MONUMENT SW. CORNER OF BRIDGE.

N

WILLOW BEND RD
EX. R/W
18" CMP
BORE
24" RCP
SS
REMOVE EXISTING FENCE
INSTALL FENCE WOVEN WIRE 4-FT
+94.37
-53.09'LT
+69.25
-21.50'LT
+69.25
-15.50'LT
+61.29
-13.50'LT
+70.30
-25.16'LT
+74.81
-15.25'LT
+20.10
-71.46'LT
REMOVE EXISTING FENCE
INSTALL FENCE WOVEN WIRE 4-FT
EX. R/W
SLOPE INTERCEPT (TYP)
+58.87
-25.13'LT
+58.05
-15.74'LT
+71.69
-13.50'LT
+00.11
-17.85'LT
END ROADWAY WORK
STA 53+40
+31.35
11.00'LT
EAT
BAD34
HMA01
MOW
TBT
MOW2
MGS3
SW01
R139'
49+00
50+00
51+00
52+00
53+00
48+00
47+00
46+00
+44.25
-13.00'LT
14'
SPRINGFIELD RD
+78.25
13.51'RT
+75.87
15.25'RT
+75.83
19.82'RT
STBSA
FLUME
R25'
+49.59
14.84'RT
DR06
+99.07
13.20'RT
BAD34
SPBGEAT
+56.59
50.17'RT
CGTBT
+67.26
15.25'RT
+67.03
19.97'RT
+63.39
13.50'RT
+63.39
13.50'RT
B-64-39
+00.45
11.00'RT
+45.45
21.50'RT
+57.94
15.00'RT
+00.19
49.54'RT
ASPH
HO
BEGIN ROADWAY WORK
STA 46+22
AT&T WISCONSIN,
CHARTER COMMUNICATIONS
WE ENERGIES - ELECTRIC
CLEARING AND GRUBBING ALONG FENCE LINE
(50' LONG X 10' WIDE)
REMOVE EXISTING FENCE
INSTALL FENCE WOVEN WIRE 4-FT
WE ENERGIES - ELECTRIC,
AT&T WISCONSIN,
CHARTER COMMINICATIONS
USH 12 EB
USH 12 WB
REMOVE INLET
REMOVE SMALL PIPE CULVERT 12" CMP 30FT
INSTALL CONCRETE CURB & GUTTER,
ASPHALTIC FLUME (AT 45^ FROM BOC)
AND RIPRAP MEDIUM
CLEARING AND GRUBBING ALONG FENCE LINE
(75' LONG X 10' WIDE)
REMOVE EXISTING FENCE
INSTALL FENCE WOVEN WIRE 4-FT
AT&T WISCONSIN
WE ENERGIES - ELECTRIC,
CHARTER COMMUNICATIONS

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS - SPRINGFIELD RD	SHEET 16 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 7/8/2021 5:02 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

2

N

USH 12 EB

USH 12 WB

B-64-186

B-64-185

CTH NN WB

CTH NN EB

RIM=1044.93

RIM=1045.57

12" CMP I.E.=1042.53

12" CMP I.E.=1042.71

RIM=1046.26

RIM=1046.80

BORE

6" CMP

12" CMP

I.E.=1032.81

I.E.=1020.27

I.E.=1019.12

TILE

18" RCP

RIM=1026.45
18" RCP NE & SW=1021.15

RIM=1025.22
18" RCP SW=1022.40
STRUCTURE NOT FOUND
12-4-2019

I.E.=1017.59'

30" RCP

I.E.=1019.92

I.E.=1020.92

CONC

APSH

46

48

50

52

990

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	EROSION CONTROL	SHEET 17	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\022001-EC NN.DWG PLOT DATE : 7/8/2021 9:19 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

USH 12 EB

USH 12 WB

610

EX. R/W

18" RCP

RIPRAP MEDIUM (8'X40')
ADJUST LOCATION TO
FIT SITE CONDITIONS.

TYPE B

46+00

47+00

48+00

49+00

50+00

51+00

52+

SHERIDAN SPRINGS RD

MATCH LINE STA. 52+00

TYPE B

RIPRAP MEDIUM (8'X50')
ADJUST LOCATION TO
FIT SITE CONDITIONS.

EX. R/W

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	EROSION CONTROL	SHEET 18	E

2

N

EX. R/W

MATCHLINE STA. 52+00

53+00

54+00

55+00

56+00

57+00

SHERIDAN SPRINGS RD

EX. R/W

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	EROSION CONTROL	SHEET 19	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/8/2021 9:24 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

WILLOW BEND RD

EX. R/W

18" CMP

BORE

24" RCP

SS

CONC OVERLAY, JOINT REPLACEMENT, SPOT PAINTING

46+00

47+00

48+00

49+00

50+00

51+00

52+00

53+00

SPRINGFIELD RD

15" CMP

18" CMP

TYPE B

RIPRAP MEDIUM (8'X10')
ADJUST LOCATION TO
FIT SITE CONDITIONS.

EXISTING 18-INCH CMP
TO REMAIN
1-CLEANING CULVERT PIPES

POST

USH 12 EB

USH 12 WB

785

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	EROSION CONTROL	SHEET 20	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/8/2021 9:25 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

401 SPEED LIMIT 25 — R2-1 (2S)

402 25 MPH — W13-1 (2S)

403 — W1-2L (2S)

SPEED LIMIT 25 — REMOVE

404 — W5-52L (2S) 4' HEIGHT

405 WEIGHT LIMIT CLASS B — R12-53 (2S)

WEIGHT LIMIT CLASS B — REMOVE

406 TOWN OF LYONS — MOVE

407 SPEED LIMIT 35 — R2-1 — REMOVE

408 — W5-52R (2S) 4' HEIGHT

409 — W5-52L (2S) 4' HEIGHT

410 — W5-52R (2S) 4' HEIGHT

BP: 45+42.92

PT: 47+07.92

46+00

47+00

ASPH

48+00

49+00

50+00

51+00

SHERIDAN SPRINGS RD

CABC

B-64-031

USH 12 EB

USH 12 WB

610+00

609+00

608+00

607+00

E E E E

T T T T

G G G G

OH OH OH

MP MP MP MP

TV

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTY(S) PHONE*

- DENNIS NEWTON MILWAUKEE 414-750-0257
- DENNIS NEWTON RACINE 414-750-0257
- JENNY BUCKETT KENOSHA, WASHINGTON, OZAUKEE 414-750-2427
- CHUCK SALDIVAR WALWORTH, WAUKESHA 414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

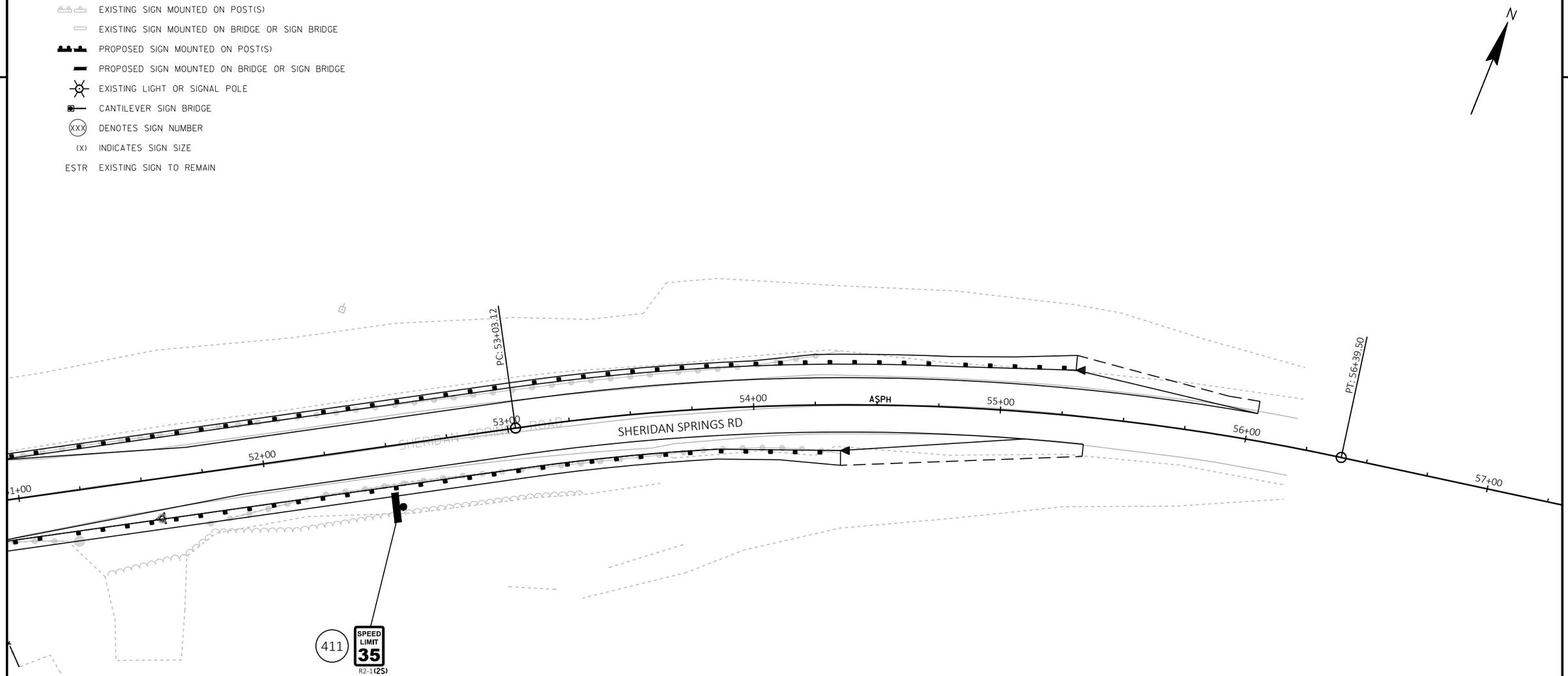
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING - SHERIDAN SPRINGS RD OVERPASS	SHEET 21	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-70.DWG
LAYOUT NAME - Sht-01_ShSp
PLOT DATE : 10/2/2020 7:20 AM
PLOT BY : VANDE LEEST, CYNTHIA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 2 OF 6

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING - SHERIDAN SPRINGS RD OVERPASS	SHEET 22	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-70.DWG
LAYOUT NAME - Sht-02_ShSp

PLOT DATE : 10/2/2020 7:20 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

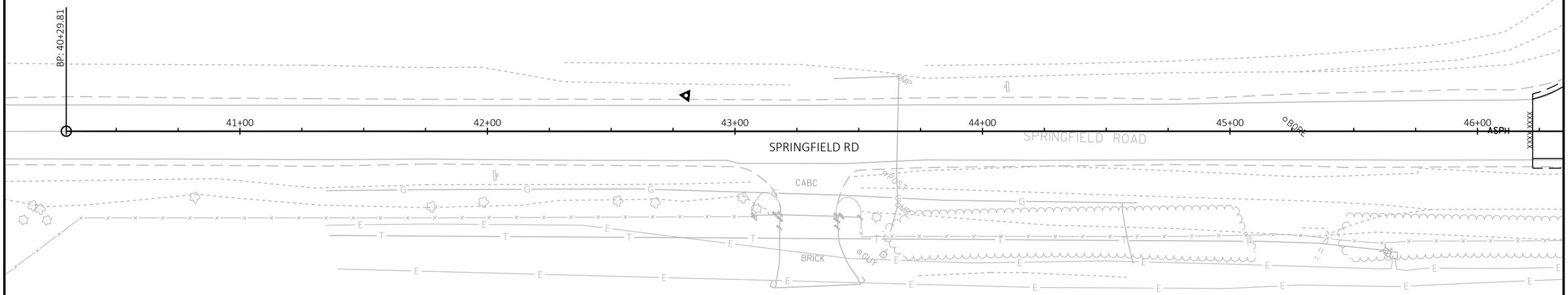
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET



2

SHEET 3 OF 6

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING - SPRINGFIELD RD OVERPASS	SHEET 23	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-70.DWG
LAYOUT NAME - Sht-03_Spfl

PLOT DATE : 10/2/2020 7:20 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

413
W5-52L(2S)
4' HEIGHT

415
W5-52R(2S)
4' HEIGHT

412
W5-52R(2S)
4' HEIGHT

414
W5-52L(2S)
4' HEIGHT

B-64-039

SPRINGFIELD RD

USH 12 EB

USH 12 WB

PI: 46+61.32

PC: 48+19.57

46+00

47+00

48+00

49+00

50+00

51+00

52+00

787+00

788+00

ASPH

CABC

BORE

GUY

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 4 OF 6

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING - SPRINGFIELD RD OVERPASS	SHEET 24	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-70.DWG
LAYOUT NAME - Sht-04_Spfl

PLOT DATE : 10/2/2020 7:21 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

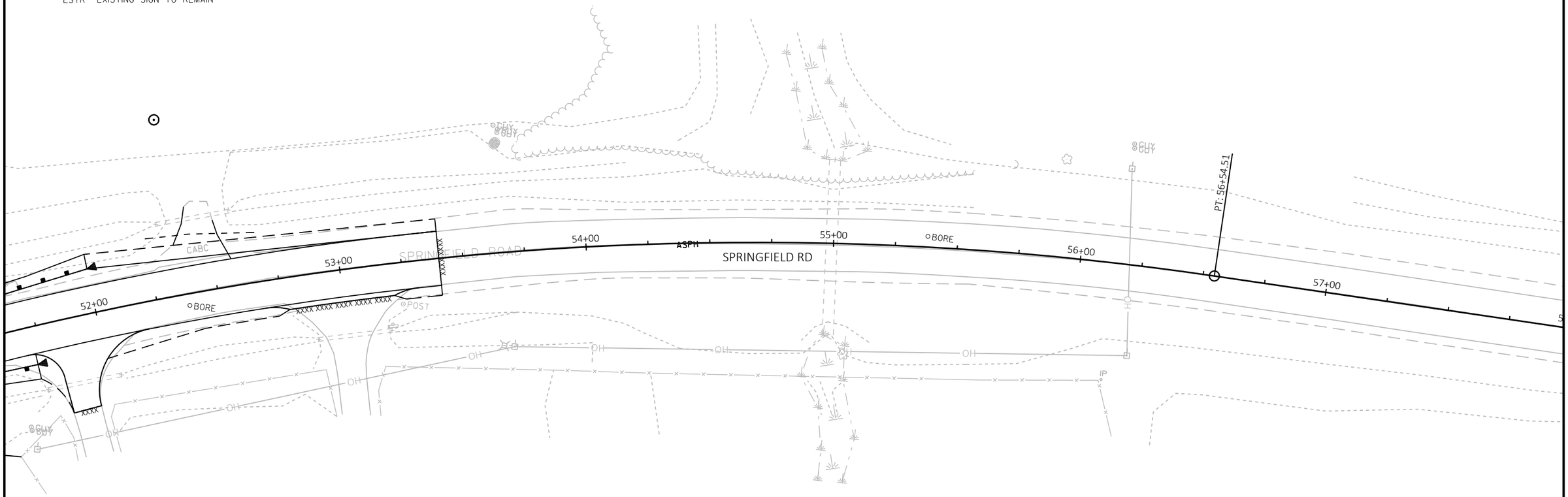
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET

N

2



SHEET 5 OF 6

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING - SPRINGFIELD RD OVERPASS	SHEET 25	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-70.DWG
LAYOUT NAME - Sht-05_Spfl

PLOT DATE : 10/2/2020 7:21 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

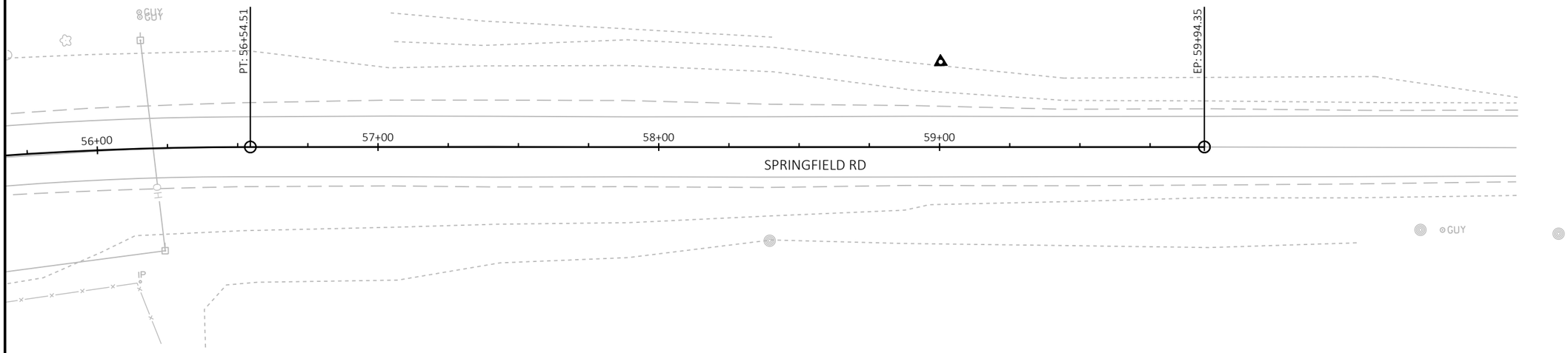
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

NO SIGNS
THIS SHEET

N

2



SHEET 6 OF 6

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING - SPRINGFIELD RD OVERPASS	SHEET 26	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-70.DWG
LAYOUT NAME - Sht-06_Spfl

PLOT DATE : 10/2/2020 7:21 AM PLOT BY : VANDE LEEST, CYNTHIA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

REFRESH PAVEMENT MARKING LINES TO RAMP INTERSECTIONS

USH 12 EB

USH 12 WB

REFRESH PAVEMENT MARKING LINES TO RAMP INTERSECTIONS

47+50

118 144 152 10 1 117 2

50+97

B-64-186

10'
12'
12'
6'

50+35

CTH NN WB

46 48 50 52

48+85

18'

48+17

48+57

46 48 50 52

6'
12'
12'
10'

CTH NN EB

B-64-185

2 1 117 2

48+09

51+56

REFRESH PAVEMENT MARKING LINES TO RAMP INTERSECTIONS

REFRESH PAVEMENT MARKING LINES TO RAMP INTERSECTIONS

USH 12 EB

USH 12 WB

LEGEND

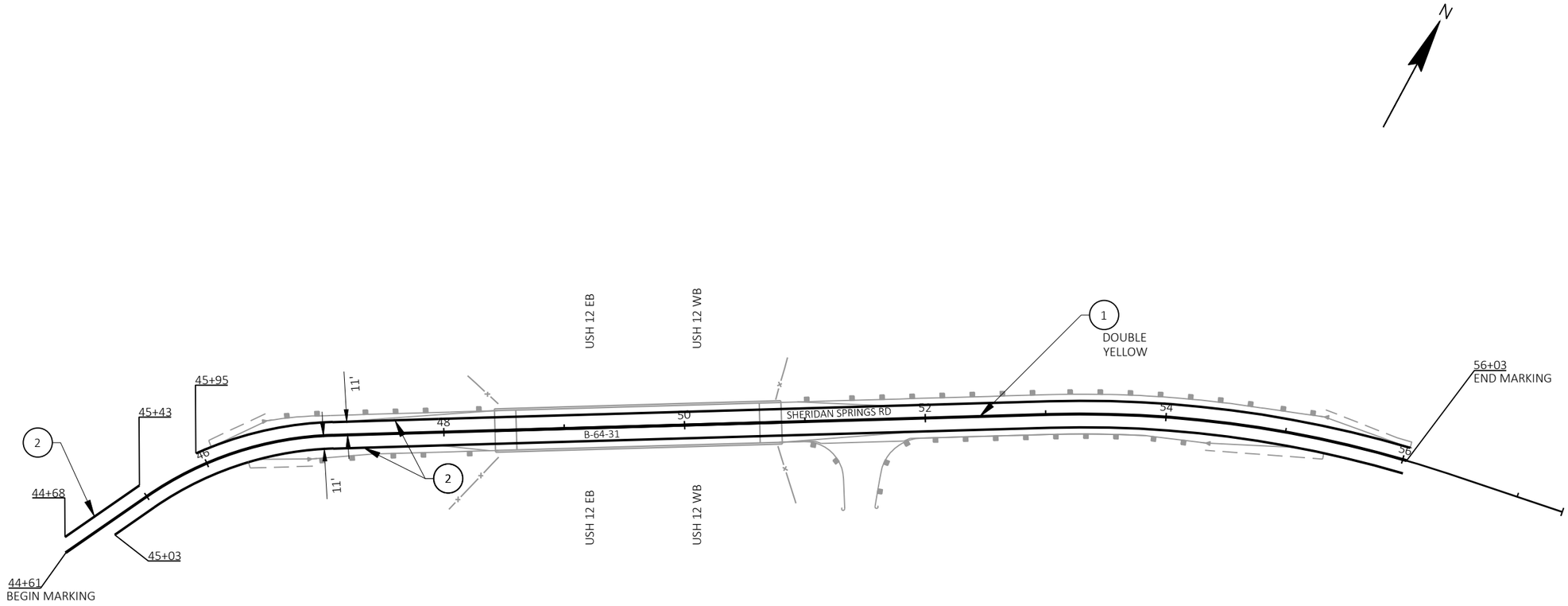
1	MARKING LINE EPOXY 4-INCH (YELLOW)
2	MARKING LINE EPOXY 4-INCH (WHITE)
10	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
117	MARKING LINE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
118	MARKING LINE CONTRAST EPOXY 8-INCH (WHITE)
144	MARKING ARROW EPOXY TYPE 2 (WHITE)
152	MARKING WORD EPOXY (WHITE)

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 27	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\024501-PM NN.DWG PLOT DATE : 10/30/2020 8:49 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

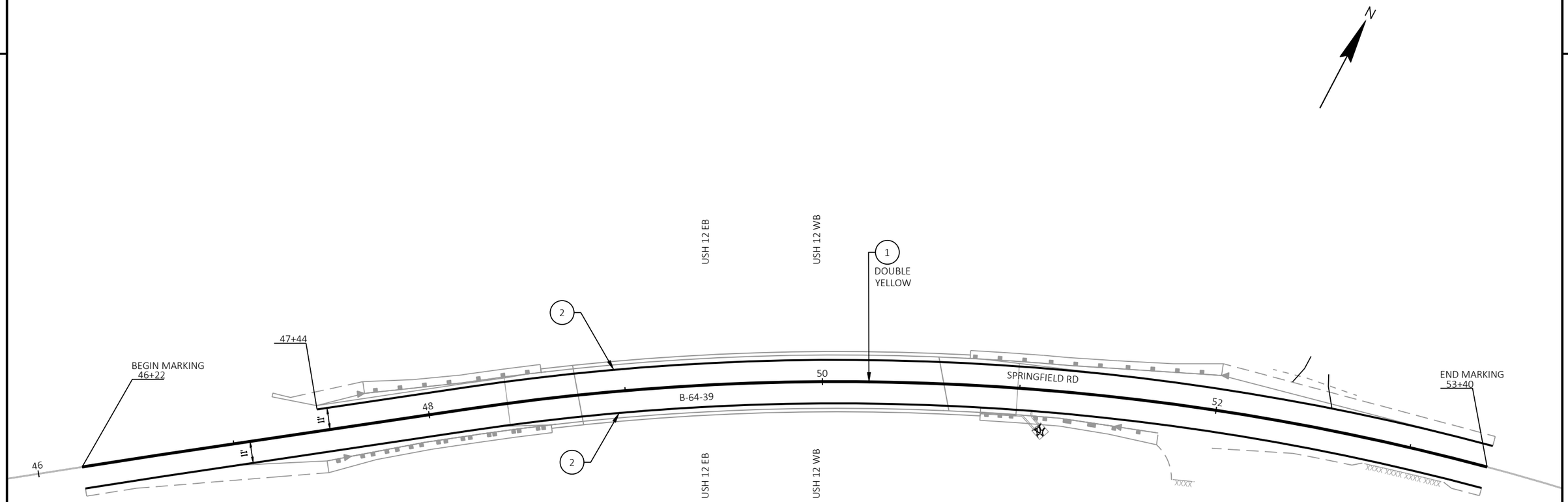


LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)
2	MARKING LINE EPOXY 4-INCH (WHITE)
10	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
117	MARKING LINE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
118	MARKING LINE CONTRAST EPOXY 8-INCH (WHITE)
144	MARKING ARROW EPOXY TYPE 2 (WHITE)
152	MARKING WORD EPOXY (WHITE)

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 28	E

2



LEGEND

1	MARKING LINE EPOXY 4-INCH (YELLOW)
2	MARKING LINE EPOXY 4-INCH (WHITE)
10	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
117	MARKING LINE CONTRAST EPOXY 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
118	MARKING LINE CONTRAST EPOXY 8-INCH (WHITE)
144	MARKING ARROW EPOXY TYPE 2 (WHITE)
152	MARKING WORD EPOXY (WHITE)

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 29	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\024501-PM SPRINGFIELD.DWG PLOT DATE : 10/31/2020 9:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA

IH 43 SB

IH 43 NB

STUART DR

CTH NN WB

CTH NN EB

CTH H

N

12'

PCMS MESSAGING

FRAME 1: ROAD WORK

FRAME 2: BEGINS XX/XX/XX

MB

ROAD WORK AHEAD W20-1A

LEFT LANE CLOSED AHEAD W20-5A

350' 350' 350'

WO1-6 48"X24"

BEGIN LEFT TURN LANE R3-20L 24"X36"

ROAD WORK AHEAD W20-1A

PLACE ON CTH H 500' PRIOR TO CTH NN/CTH H INTERSECTION

NOTES:
1) USE APPLICABLE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL FOR RAMPS AND INTERSECTIONS WITHIN LANE CLOSURES.
2) USE A WO1-6 (NIGHT ARROW) AT BEGINNING OF CLOSED LANES AT INTERSECTIONS AND MEDIAN OPENINGS IF CLOSURE WILL BE IN PLACE DURING NIGHTTIME HOURS.

STUART DR

ROAD WORK AHEAD W20-1A

END ROAD WORK G20-2A 48"X24"

CTH NN WB

CTH NN EB

12'

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

LANE CLOSED R11-2L 48"X30"

B-64-186

B-64-185

N

WO1-6 48"X24"

ROAD WORK AHEAD W20-1A

PLACE ON RAMP D 500' PRIOR TO CTH NN/RAMP D INTERSECTION

CTH NN RAMP C

CTH NN RAMP D

WO1-6 48"X24"

LANE CLOSED R11-2L 48"X30"

C-D RD EB

USH 12 EB

USH 12 WB

C-D RD WB

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

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - CTH NN (STAGE A)	SHEET 30	E

FILE NAME : T:\DESIGN\01 PROJECTS\WISDOT SE REGION\1080-12-00_USH 12_WALWORTH COUNTY\15.0 INCOMING\2020.10.30_RAS FINAL PS&E FILES-TC_DT_UPATES\026001-S6-NN.DWG
LAYOUT NAME - 01
PLOT DATE : 7/7/2021 1:48 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

ROAD WORK AHEAD
W20-1A

PLACE ON BRAY RD 500' PRIOR TO CTH NN/BRAY RD INTERSECTION

WO1-6
48"X24"

BRAY RD

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

N

CTH NN WB

12'

CTH NN EB

12'

12'

12'

END ROAD WORK
G20-2A
48"X24"

CTH NN RAMP B

CTH NN RAMP A

ROAD WORK AHEAD
W20-1A

PLACE ON RAMP A 500' PRIOR TO CTH NN/RAMP A INTERSECTION

NOTES:
1) USE APPLICABLE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL FOR RAMPS AND INTERSECTIONS WITHIN LANE CLOSURES.
2) USE A WO1-6 (NIGHT ARROW) AT BEGINNING OF CLOSED LANES AT INTERSECTIONS AND MEDIAN OPENINGS IF CLOSURE WILL BE IN PLACE DURING NIGHTTIME HOURS.

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

CTH NN WB

12'

CTH NN EB

12'

12'

500' 500' 500'

MB

LANE CLOSED
R11-2L
48"X30"

LEFT LANE CLOSED AHEAD
W20-5A

ROAD WORK AHEAD
W20-1A

PCMS MESSAGING

ROAD WORK	FRAME 1
BEGINS XX/XX/XX	FRAME 2

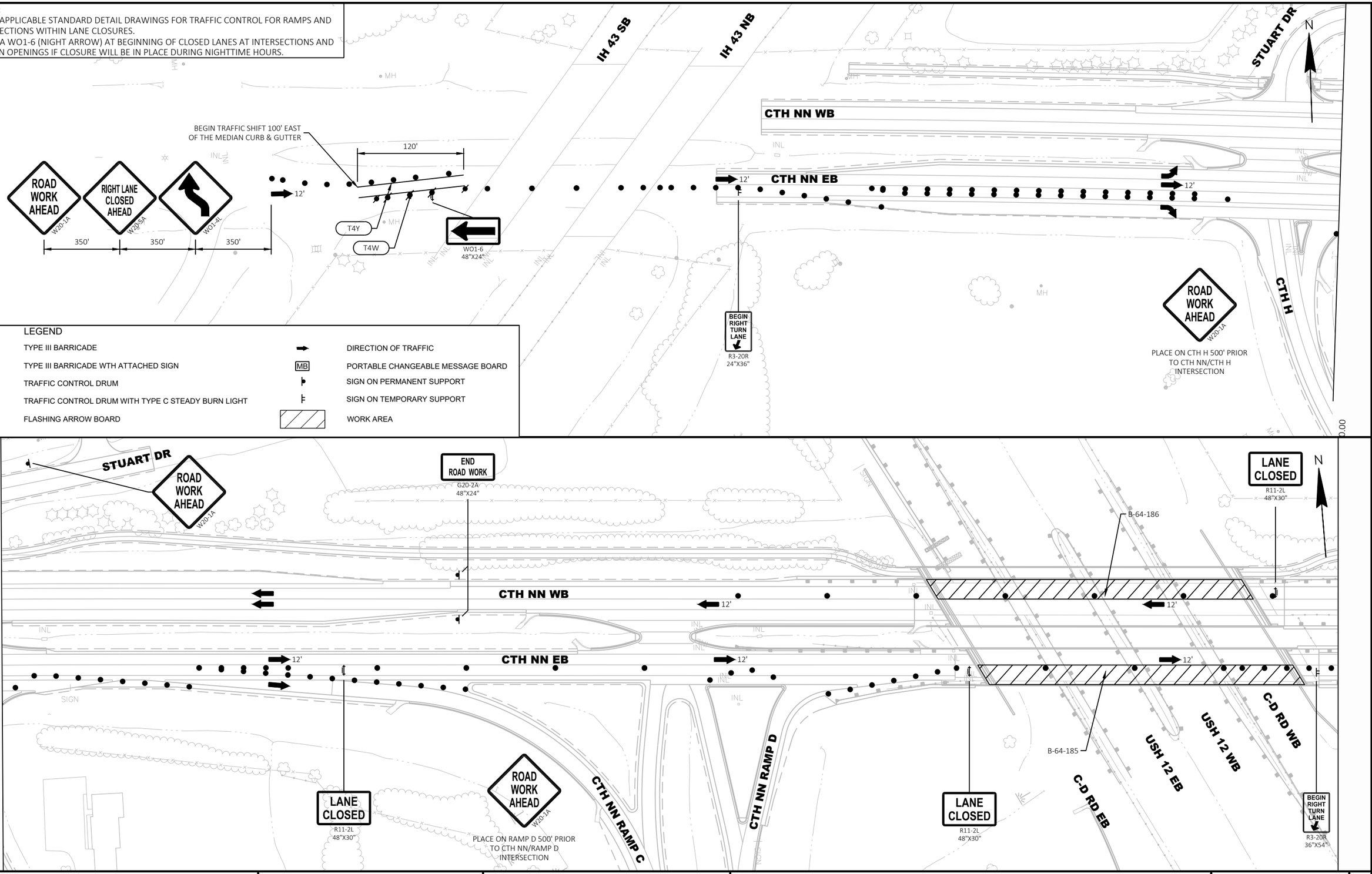
LEGEND

TYPE III BARRICADE	DIRECTION OF TRAFFIC
TYPE III BARRICADE WTH ATTACHED SIGN	PORTABLE CHANGEABLE MESSAGE BOARD
TRAFFIC CONTROL DRUM	SIGN ON PERMANENT SUPPORT
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	SIGN ON TEMPORARY SUPPORT
FLASHING ARROW BOARD	WORK AREA

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - CTH NN (STAGE A)	SHEET 31	E

FILE NAME : T:\DESIGN\01 PROJECTS\WISDOT SE REGION\1080-12-00_USH 12_WALWORTH COUNTY\15.0 INCOMING\2020.10.30_RAS FINAL PS&E FILES-TC_DT_UPATES\026001-S6-NN.DWG
LAYOUT NAME - 02
PLOT DATE : 7/7/2021 1:48 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

NOTES:
1) USE APPLICABLE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL FOR RAMPS AND INTERSECTIONS WITHIN LANE CLOSURES.
2) USE A WO1-6 (NIGHT ARROW) AT BEGINNING OF CLOSED LANES AT INTERSECTIONS AND MEDIAN OPENINGS IF CLOSURE WILL BE IN PLACE DURING NIGHTTIME HOURS.



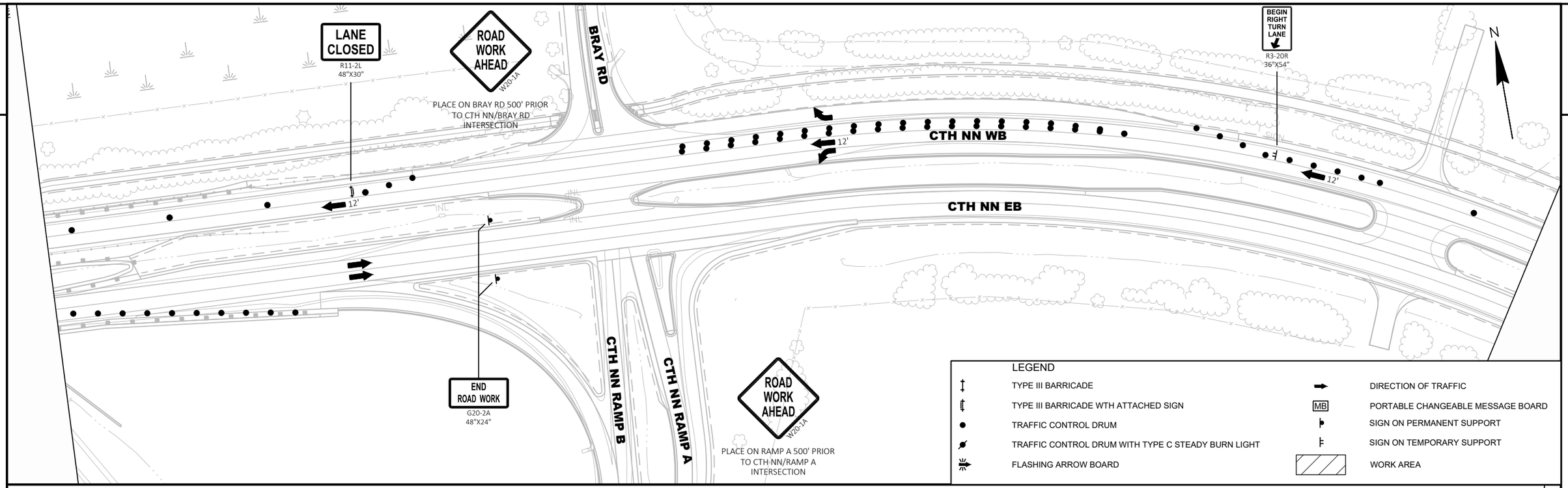
LEGEND

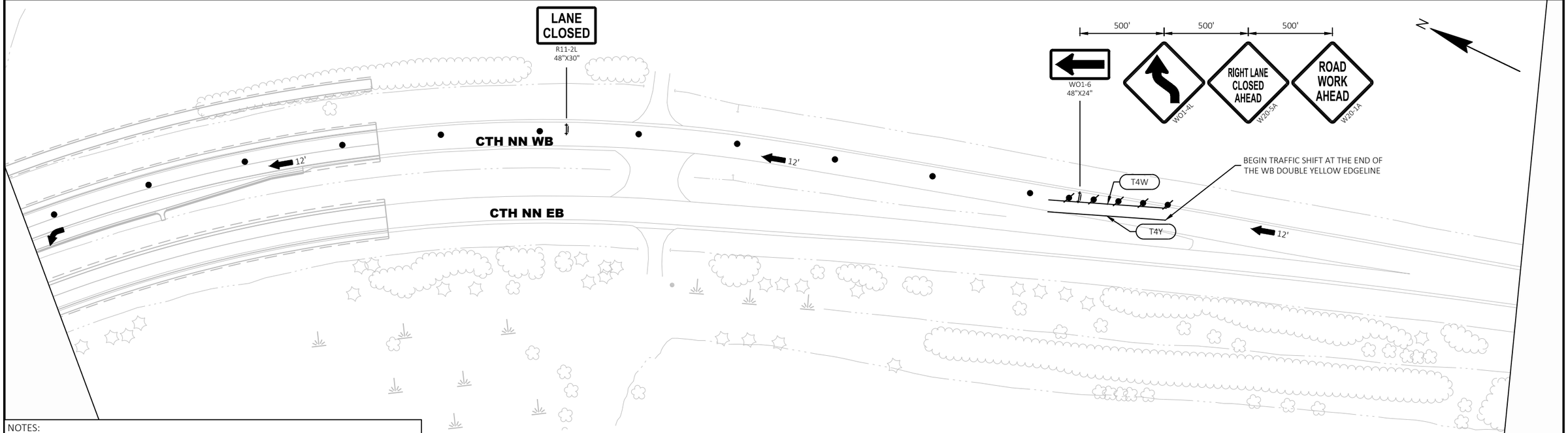
‡	TYPE III BARRICADE	➡	DIRECTION OF TRAFFIC
‡	TYPE III BARRICADE WTH ATTACHED SIGN	MB	PORTABLE CHANGEABLE MESSAGE BOARD
●	TRAFFIC CONTROL DRUM		SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		SIGN ON TEMPORARY SUPPORT
	FLASHING ARROW BOARD		WORK AREA

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - CTH NN (STAGE B)	SHEET 32	E

FILE NAME : T:\DESIGN\01 PROJECTS\WISDOT SE REGION\1080-12-00_USH 12_WALWORTH COUNTY\15.0 INCOMING\2020.10.30_RAS FINAL PS&E FILES-TC_DT_UPATES\026001-S7-NN.DWG
LAYOUT NAME - 01
PLOT DATE : 7/7/2021 1:44 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





NOTES:
1) USE APPLICABLE STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL FOR RAMPS AND INTERSECTIONS WITHIN LANE CLOSURES.
2) USE A WO1-6 (NIGHT ARROW) AT BEGINNING OF CLOSED LANES AT INTERSECTIONS AND MEDIAN OPENINGS IF CLOSURE WILL BE IN PLACE DURING NIGHTTIME HOURS.

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - CTH NN (STAGE B)	SHEET 33	E

FILE NAME : T:\DESIGN\01 PROJECTS\WISDOT SE REGION\1080-12-00_USH 12_WALWORTH COUNTY\15.0 INCOMING\2020.10.30_RAS FINAL PS&E FILES-TC_DT_UPATES\026001-S7-NN.DWG
LAYOUT NAME - 02
PLOT DATE : 7/7/2021 1:45 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

LEGEND

TYPE III BARRICADE	DIRECTION OF TRAFFIC
TYPE III BARRICADE WTH ATTACHED SIGN	PORTABLE CHANGEABLE MESSAGE BOARD
TRAFFIC CONTROL DRUM	SIGN ON PERMANENT SUPPORT
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	SIGN ON TEMPORARY SUPPORT
FLASHING ARROW BOARD	WORK AREA

R/L USH 12

USH 12 EB

USH 12 WB

610

605

R/L SHERIDAN SPRINGS RD

B-64-31

SHERIDAN SPRINGS RD

48

50

52

54

56

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

PLACE ADDITIONAL TRAFFIC CONTROL DEVICES PER STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" - DETAILS C, D, AND E.

WORK ZONE

PLACE ADDITIONAL TRAFFIC CONTROL DEVICES PER STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" - DETAILS C, D, AND E.

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - SHERIDAN SPRINGS RD	SHEET 34	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\025201-TC SHERIDAN SPRINGS.DWG PLOT DATE : 7/8/2021 9:54 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

‡	TYPE III BARRICADE	➡	DIRECTION OF TRAFFIC
‡	TYPE III BARRICADE WTH ATTACHED SIGN	MB	PORTABLE CHANGEABLE MESSAGE BOARD
●	TRAFFIC CONTROL DRUM		SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		SIGN ON TEMPORARY SUPPORT
	FLASHING ARROW BOARD		WORK AREA

N

790

WILLOW BEND RD

USH 12 EB

USH 12 WB

R/L SPRINGFIELD RD

44

46

48

50

52 SPRINGFIELD RD

54

56

58

B-64-39

WORK ZONE

R/L USH 12

785

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

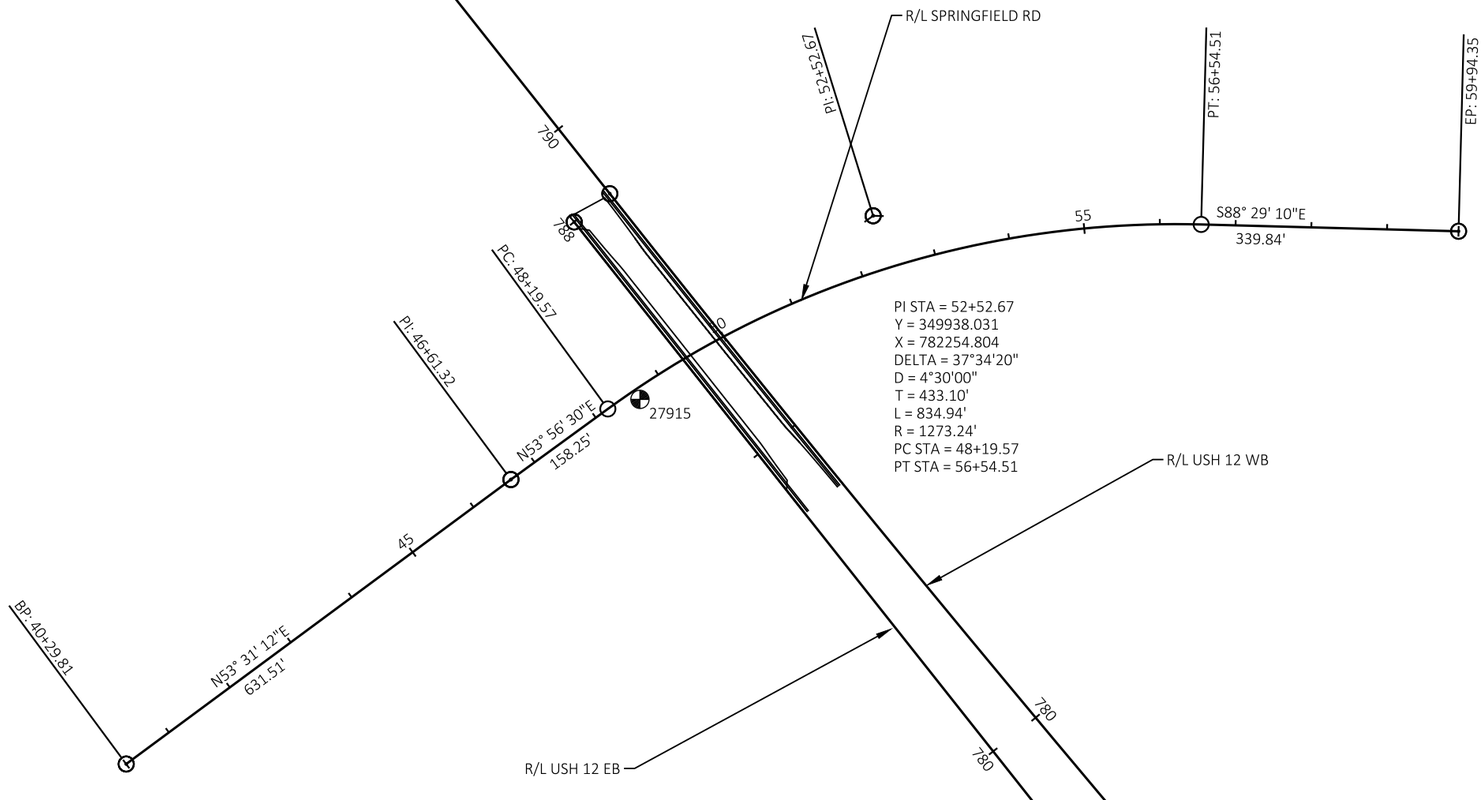
PLACE ADDITIONAL TRAFFIC CONTROL DEVICES PER STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES." - DETAILS C, D, AND E.

PLACE ADDITIONAL TRAFFIC CONTROL DEVICES PER STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" - DETAILS C, D, AND E.

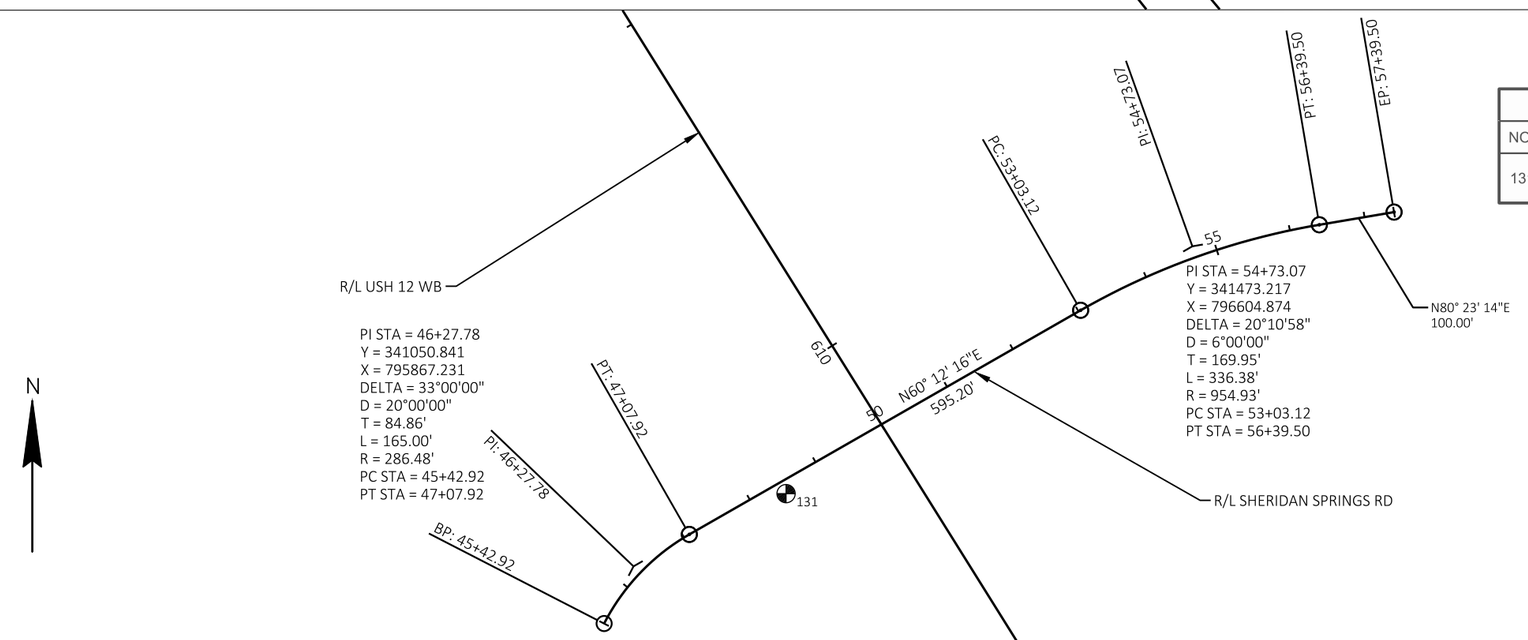
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - SPRINGFIELD RD	SHEET 35	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\025201-TC SPRINGFIELD.DWG
LAYOUT NAME - 02

PLOT DATE : 7/7/2021 1:54 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:100 FT



BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
27915	Y = 349695.781 X = 781947.036	1020.486	BM

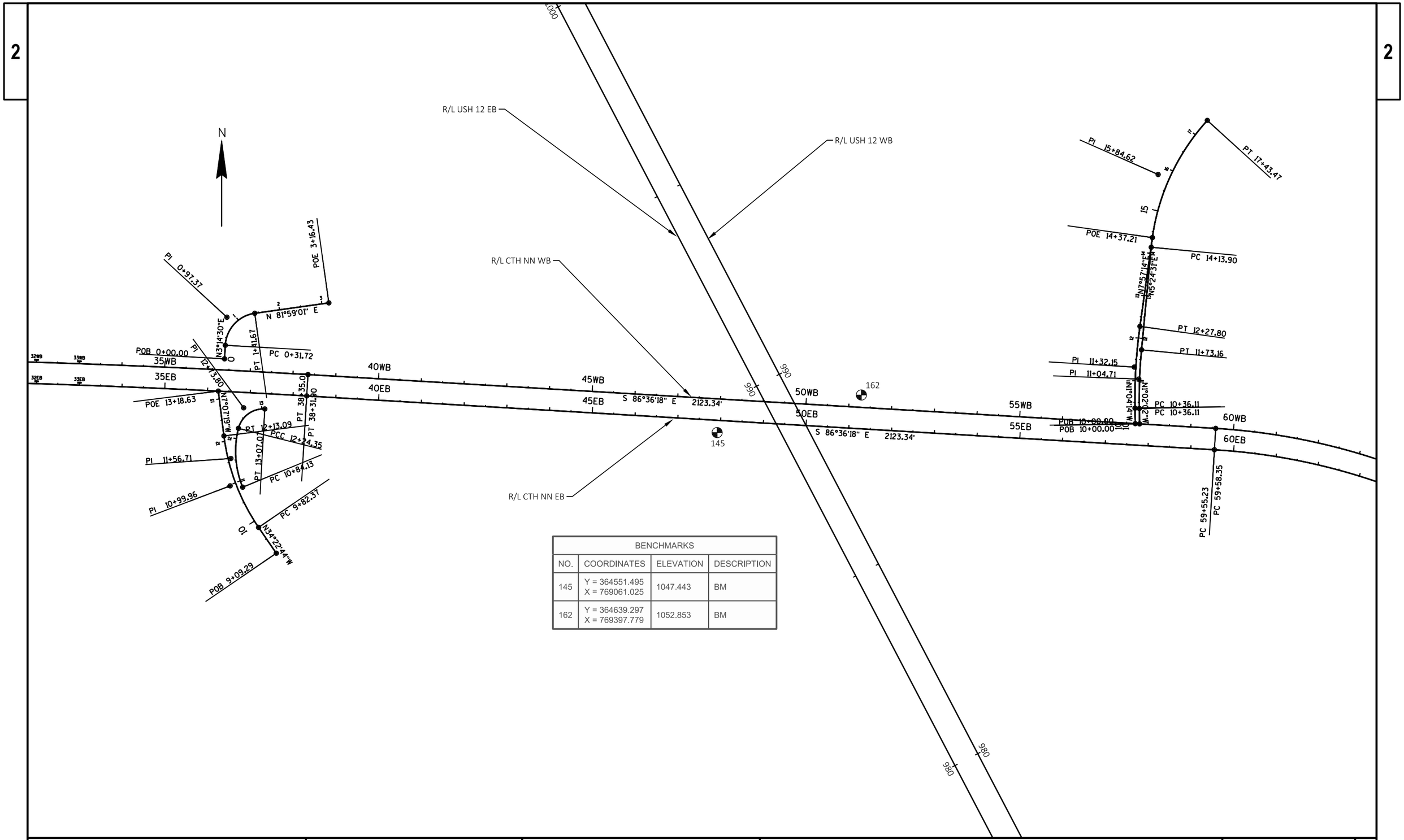


BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
131	Y = 341146.781 X = 796068.571	889.220	BM

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 36	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/31/2020 9:41 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1IN:200FT
WISDOT/CADDS SHEET 42

2



BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
145	Y = 364551.495 X = 769061.025	1047.443	BM
162	Y = 364639.297 X = 769397.779	1052.853	BM

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 37	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\027201-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2020 9:41 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1IN:200FT

1080-12-70

Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	0.100	0.100
0004	201.0110	Clearing	SY	282.000	282.000
0006	201.0210	Grubbing	SY	282.000	282.000
0008	203.0100	Removing Small Pipe Culverts	EACH	1.000	1.000
0010	203.0210.S	Abatement of Asbestos Containing Material (structure) 01. B-64-31	LS	1.000	1.000
0012	203.0210.S	Abatement of Asbestos Containing Material (structure) 02. B-64-39	LS	1.000	1.000
0014	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. 693+31	LS	1.000	1.000
0016	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 02. 730+71	LS	1.000	1.000
0018	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 03. 731+67	LS	1.000	1.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	480.000	480.000
0030	204.0165	Removing Guardrail	LF	1,200.000	1,200.000
0032	204.0170	Removing Fence	LF	537.000	537.000
0038	204.0220	Removing Inlets	EACH	3.000	3.000
0064	205.0100	Excavation Common	CY	342.000	342.000
0066	206.2000	Excavation for Structures Culverts (structure) 01. B-64-34	LS	1.000	1.000
0068	206.2000	Excavation for Structures Culverts (structure) 02. B-64-37	LS	1.000	1.000
0070	206.2000	Excavation for Structures Culverts (structure) 03. B-64-38	LS	1.000	1.000
0072	206.5000	Cofferdams (structure) 01. B-64-34	LS	1.000	1.000
0074	206.5000	Cofferdams (structure) 02. B-64-37	LS	1.000	1.000
0076	206.5000	Cofferdams (structure) 03. B-64-38	LS	1.000	1.000
0080	210.1500	Backfill Structure Type A	TON	760.000	760.000
0082	213.0100	Finishing Roadway (project) 01. 1080-12-70	EACH	1.000	1.000
0088	305.0110	Base Aggregate Dense 3/4-Inch	TON	250.000	250.000
0110	455.0605	Tack Coat	GAL	102.000	102.000
0116	460.2000	Incentive Density HMA Pavement	DOL	510.000	510.000
0124	460.6223	HMA Pavement 3 MT 58-28 S	TON	173.000	173.000
0126	460.6224	HMA Pavement 4 MT 58-28 S	TON	615.000	615.000
0130	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0132	465.0315	Asphaltic Flumes	SY	15.000	15.000
0136	502.3101	Expansion Device	LF	122.000	122.000
0138	502.3200	Protective Surface Treatment	SY	1,321.000	1,321.000
0140	502.3210	Pigmented Surface Sealer	SY	1,231.000	1,231.000
0142	502.4204	Adhesive Anchors No. 4 Bar	EACH	4.000	4.000
0144	502.4205	Adhesive Anchors No. 5 Bar	EACH	260.000	260.000
0146	504.0100	Concrete Masonry Culverts	CY	121.000	121.000
0148	505.0400	Bar Steel Reinforcement HS Structures	LB	10,599.000	10,599.000
0150	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	6,676.000	6,676.000
0152	506.2610	Bearing Pads Elastomeric Laminated	EACH	8.000	8.000
0154	506.5000	Bearing Assemblies Fixed (structure) 01. B-64-31	EACH	4.000	4.000
0156	506.7050.S	Removing Bearings (structure) 01. B-64-31	EACH	12.000	12.000
0158	509.0301	Preparation Decks Type 1	SY	246.000	246.000
0160	509.0302	Preparation Decks Type 2	SY	51.000	51.000
0162	509.0310.S	Sawing Pavement Deck Preparation Areas	LF	1,180.000	1,180.000
0164	509.1000	Joint Repair	SY	55.000	55.000
0166	509.1500	Concrete Surface Repair	SF	356.000	356.000
0168	509.2000	Full-Depth Deck Repair	SY	2.000	2.000
0170	509.2100.S	Concrete Masonry Deck Repair	CY	7.000	7.000
0172	509.2500	Concrete Masonry Overlay Decks	CY	98.000	98.000
0174	509.5100.S	Polymer Overlay	SY	4,090.000	4,090.000

1080-12-70

Line	Item	Item Description	Unit	Total	Qty
0176	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 01. B-64-31	SY	715.000	715.000
0178	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 02. B-64-39	SY	559.000	559.000
0180	509.9020.S	Epoxy Crack Sealing	LF	16.000	16.000
0182	509.9050.S	Cleaning Parapets	LF	876.000	876.000
0184	511.1200	Temporary Shoring (structure) 01. B-64-34	SF	110.000	110.000
0186	511.1200	Temporary Shoring (structure) 02. B-64-37	SF	870.000	870.000
0188	511.1200	Temporary Shoring (structure) 03. B-64-38	SF	625.000	625.000
0190	513.9005.S	Removing and Resetting Tubular Railing (structure) 01. B-64-31	LS	1.000	1.000
0192	513.9005.S	Removing and Resetting Tubular Railing (structure) 02. B-64-39	LS	1.000	1.000
0194	516.0500	Rubberized Membrane Waterproofing	SY	36.000	36.000
0196	517.0900.S	Preparation and Coating of Top Flanges (structure) 01. B-64-31	LS	1.000	1.000
0198	517.1800.S	Structure Repainting Recycled Abrasive (structure) 01. B-64-31	LS	1.000	1.000
0200	517.1800.S	Structure Repainting Recycled Abrasive (structure) 02. B-64.39	LS	1.000	1.000
0202	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 01. B-64-31	LS	1.000	1.000
0204	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 02. B-64-39	LS	1.000	1.000
0206	517.6001.S	Portable Decontamination Facility	EACH	2.000	2.000
0210	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0258	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	76.000	76.000
0268	604.9015.S	Reseal Crushed Aggregate Slope Paving	SY	227.000	227.000
0270	606.0200	Riprap Medium	CY	46.000	46.000
0294	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	6.000	6.000
0296	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	179.000	179.000
0300	614.0200	Steel Thrie Beam Structure Approach	LF	41.200	41.200
0306	614.0345	Steel Plate Beam Guard Short Radius	LF	62.500	62.500
0308	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	1.000	1.000
0310	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	1.000	1.000
0312	614.0396	Guardrail Mow Strip Asphalt	SY	80.000	80.000
0314	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	638.000	638.000
0324	614.2300	MGS Guardrail 3	LF	112.500	112.500
0326	614.2330	MGS Guardrail 3 K	LF	650.000	650.000
0328	614.2350	MGS Guardrail Short Radius	LF	50.000	50.000
0330	614.2500	MGS Thrie Beam Transition	LF	236.400	236.400
0332	614.2610	MGS Guardrail Terminal EAT	EACH	7.000	7.000
0336	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0338	616.0100	Fence Woven Wire (height) 01. 4-FT	LF	537.000	537.000
0344	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1080-12-70	EACH	1.000	1.000
0350	619.1000	Mobilization	EACH	0.100	0.100
0354	625.0500	Salvaged Topsoil	SY	1,698.000	1,698.000
0356	627.0200	Mulching	SY	900.000	900.000
0358	628.1504	Silt Fence	LF	1,325.000	1,325.000
0360	628.1520	Silt Fence Maintenance	LF	1,325.000	1,325.000
0362	628.1905	Mobilizations Erosion Control	EACH	7.000	7.000
0364	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0366	628.2004	Erosion Mat Class I Type B	SY	1,698.000	1,698.000
0374	628.7010	Inlet Protection Type B	EACH	7.000	7.000
0378	628.7504	Temporary Ditch Checks	LF	85.000	85.000
0380	628.7555	Culvert Pipe Checks	EACH	7.000	7.000

1080-12-70

Line	Item	Item Description	Unit	Total	Qty
0384	628.7570	Rock Bags	EACH	25.000	25.000
0386	629.0210	Fertilizer Type B	CWT	3.000	3.000
0388	630.0130	Seeding Mixture No. 30	LB	25.000	25.000
0390	630.0200	Seeding Temporary	LB	30.000	30.000
0394	630.0500	Seed Water	MGAL	40.000	40.000
0408	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	13.000	13.000
0412	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	3.000	3.000
0418	637.2210	Signs Type II Reflective H	SF	15.000	15.000
0420	637.2230	Signs Type II Reflective F	SF	32.500	32.500
0424	638.2102	Moving Signs Type II	EACH	2.000	2.000
0426	638.2602	Removing Signs Type II	EACH	3.000	3.000
0428	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0430	643.0300	Traffic Control Drums	DAY	1,690.000	1,690.000
0432	643.0420	Traffic Control Barricades Type III	DAY	1,490.000	1,490.000
0438	643.0705	Traffic Control Warning Lights Type A	DAY	2,980.000	2,980.000
0440	643.0715	Traffic Control Warning Lights Type C	DAY	625.000	625.000
0442	643.0800	Traffic Control Arrow Boards	DAY	45.000	45.000
0444	643.0900	Traffic Control Signs	DAY	2,325.000	2,325.000
0452	643.1050	Traffic Control Signs PCMS	DAY	25.000	25.000
0454	643.1070	Traffic Control Cones 42-Inch	DAY	525.000	525.000
0456	643.5000	Traffic Control	EACH	0.100	0.100
0460	645.0120	Geotextile Type HR	SY	134.000	134.000
0462	646.1020	Marking Line Epoxy 4-Inch	LF	11,627.000	11,627.000
0472	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0474	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0482	646.7120	Marking Diagonal Epoxy 12-Inch	LF	227.000	227.000
0508	690.0150	Sawing Asphalt	LF	2,400.000	2,400.000
0514	999.2000.S	Installing and Maintaining Bird Deterrent System 01. Structure B-64-31	EACH	1.000	1.000
0516	999.2000.S	Installing and Maintaining Bird Deterrent System 02. Structure B-64-34	EACH	1.000	1.000
0518	999.2000.S	Installing and Maintaining Bird Deterrent System 03. Structure B-64-37	EACH	1.000	1.000
0520	999.2000.S	Installing and Maintaining Bird Deterrent System 04. Structure B-64-38	EACH	1.000	1.000
0522	999.2000.S	Installing and Maintaining Bird Deterrent System 05. Structure B-64-39	EACH	1.000	1.000
0524	999.2000.S	Installing and Maintaining Bird Deterrent System 06. Structure B-64-61	EACH	1.000	1.000
0526	999.2000.S	Installing and Maintaining Bird Deterrent System 07. Structure B-64-09	EACH	1.000	1.000
0528	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	600.000	600.000
0530	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,200.000	1,200.000
0540	SPV.0060	Special 05. Install Railing Splice Sleeve	EACH	1.000	1.000
0542	SPV.0060	Special 06. Bearing Repair	EACH	5.000	5.000
0544	SPV.0060	Special 07. Strapping B-64-37	EACH	1.000	1.000
0546	SPV.0060	Special 08. Strapping B-64-38	EACH	2.000	2.000
0550	SPV.0060	Special 10. Field Facilities Office Space	EACH	0.100	0.100
0554	SPV.0090	Special 03. Marking Contrast Epoxy 4-Inch	LF	530.000	530.000
0556	SPV.0090	Special 04. Marking Contrast Epoxy 8-Inch	LF	840.000	840.000
0558	SPV.0090	Special 05. Steel Thrie Beam Railing Retrofit	LF	914.000	914.000
0560	SPV.0105	Special 01. Survey Project 1080-12-70	LS	1.000	1.000
0566	SPV.0105	Special 04. Vegetation and Debris Removal B-64-34	LS	1.000	1.000
0568	SPV.0105	Special 05. Vegetation and Debris Removal B-64-61	LS	1.000	1.000
0570	SPV.0105	Special 06. Vegetation and Debris Removal C-64-09	LS	1.000	1.000
0574	SPV.0105	Special 08. Heat Straightening of Damaged Girders B-64-39	LS	1.000	1.000

1080-12-70

Line	Item	Item Description	Unit	Total	Qty
0576	SPV.0165	Special 01. Removing Loose Concrete B-64-39	SF	30.000	30.000
0578	SPV.0180	Special 01. Abutment Seat Cleaning and Sealing	SY	34.000	34.000

CPM PROGRESS SCHEDULE

	108.4400
LOCATION	EACH
PROJECT	0.1
TOTAL	**0.1**

FINISHING ROADWAY

	213.0100
LOCATION	EACH
PROJECT	1
TOTAL	**1**

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CLEARING AND GRUBBING

ROADWAY	STATION	TO	STATION	OFFSET	201.0110 CLEARING SY	201.0210 GRUBBING SY
SHERIDAN SPRINGS ROAD	48+21	-	48+46	LT	39	39
	48+02	-	48+45	RT	67	67
	50+76	-	50+87	LT	39	39
	50+77	-	50+91	RT	39	39
	SUBTOTAL				184	184
SPRINGFIELD ROAD	48+00	-	48+50	RT	56	56
	50+75	-	51+57	RT	42	42
	SUBTOTAL				98	98
TOTALS					**282**	**282**

REMOVING GUARDRAIL

ROADWAY	STATION	TO	STATION	OFFSET	204.0165 REMOVING GUARDRAIL LF
SPRINGFIELD ROAD	46+00	-	48+60	LT	75
	47+69	-	48+62	RT	100
	50+62	-	52+00	LT	100
	50+78	-	51+73	RT	88
	SUBTOTAL				363
SHERIDAN SPRINGS ROAD	46+00	-	48+60	LT	100
	46+00	-	48+60	RT	100
	50+60	-	56+00	LT	350
	50+60	-	56+00	RT	288
	SUBTOTAL				838
TOTALS					**1,200**

DRAINAGE ITEMS

ROADWAY	STATION	TO	STATION	OFFSET	204.0220 REMOVING INLETS EACH	203.0100 REMOVING SMALL PIPE CULVERTS EACH	465.0315 ** ASPHALTIC FLUMES SY	520.8700 CLEANING CULVERT PIPES EACH	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
SHERIDAN SPRINGS ROAD											
	50+81	-	51+20	LT	--	--	--	--	40	--	--
	50+81	-	50+99	RT	--	--	--	--	18	--	--
	50+84			RT	1	--	--	--	--	--	--
	50+84			LT	1	--	--	--	--	--	--
	51+03			RT	--	--	5	--	--	23	65
	51+24			LT	--	--	5	--	--	18	53
SPRINGFIELD ROAD											
	50+81	-	50+99	RT	--	--	--	--	18	--	--
	50+83	-	50+99	RT	1	1	--	--	--	--	--
	51+03	-	51+57	RT	--	--	5	--	--	5	16
	51+90			RT	--	--	--	1	--	--	--
TOTALS					**3**	**1**	**15**	**1**	**76**	**46**	**134**

** EXTEND ASPHALTIC FLUMES APPROXIMATELY 4' BACK OF CURB, THEN BEGIN RIPRAP MEDIUM.

ASPHALT ITEMS

ROADWAY	STATION	TO	STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	465.0120 ASPHALT SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON
SHERIDAN SPRINGS RD								
	46+33	-	48+60	130	--	26	43	165
	50+62	-	56+03	130	--	47	96	200
SPRINGFIELD ROAD								
	46+22	-	48+75	110	--	14	15	125
	50+61	-	53+40	110	20	15	19	125
TOTALS				**480**	**20**	**102**	**173**	**615**

3

FENCE ITEMS

ROADWAY	LOCATION	204.0170 REMOVING FENCE LF	616.0100 FENCE WOVEN WIRE 4-FT LF
SHERIDAN SPRINGS ROAD	NW QUADRANT	39	39
	SW QUADRANT	64	64
	NE QUADRANT	40	40
	SE QUADRANT	50	50
SPRINGFIELD ROAD	NW QUADRANT	92	92
	SW QUADRANT	76	76
	NE QUADRANT	88	88
	SE QUADRANT	88	88
TOTALS		**537**	**537**

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100 EXCAVATION COMMON (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.20	MASS ORDINATE +/- (14)	WASTE
SHERIDAN SPRINGS RD	46+07.59/56+03.17	242	0	242	132	158	84	84
SPRINGFIELD RD	46+51.14/53+40.28	100	0	100	53	64	36	36
GRAND TOTAL		342	0	342	185	222	120	120
TOTAL EXCAVATION COMMON		342						

NOTES:

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

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

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(13) EXPANDED FILL FACTOR = 1.2

(14) 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.

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-70 MQ's\030201-mq.ppt

PLOT DATE : 4/30/2021 1:50:34 PM

PLOT SCALE : 1:1

BASE AGGREGATE

ROADWAY	STATION	TO	STATION	305.0110 3/4-INCH BASE AGGREGATE DENSE TON
SHERIDAN SPRINGS RD				
	46+33	-	48+60	95
	50+62	-	56+03	155
SPRINGFIELD ROAD				
	46+22	-	48+75	65
	50+61	-	53+40	85
TOTALS				**250**

BEAM GUARD

ROADWAY	STATION	TO	STATION	OFFSET	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH	** 614.0396 GUARDRAIL MOW STRIP ASPHALT SY	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
SHERIDAN SPRINGS ROAD	46+56	-	48+45	17' LT	--	--	--	--	16	64	--	100.0	--	39.4	1	--
	46+89	-	48+45	17' RT	--	--	--	--	16	60	62.5	--	--	39.4	1	--
	50+78	-	55+29	17' LT	--	--	--	--	--	196	--	362.5	--	39.4	1	--
	50+78	-	55+35	17' RT	20.6	62.5	--	1	--	128	--	187.5	50.0	--	1	1
SPRINGFIELD ROAD	47+69	-	48+62	14' LT	--	--	--	--	16	34	--	--	--	39.4	1	--
	47+45	-	48+58	14' RT	--	--	--	--	16	48	12.5	--	--	39.4	1	--
	50+71	-	52+00	14' LT	--	--	--	--	16	56	37.5	--	--	39.4	1	--
	50+78	-	51+73	14' RT	20.6	--	1	--	--	52	--	--	--	--	--	--
TOTALS					**41.2**	**62.5**	**1**	**1**	**80**	**638**	**112.5**	**650.0**	**50.0**	**236.4**	**7**	**1**

3

EROSION CONTROL

ROADWAY	STATION		TO STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECK LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH
SHERIDAN SPRINGS ROAD	46+00	-	48+50	125	125	198	--	20	--	10
	51+75	-	57+00	600	600	798	2	--	--	--
SPRINGFIELD ROAD	46+50	-	48+75	100	100	179	--	20	--	--
	50+50	-	53+50	200	200	173	1	20	5	10
CTH NN	44+00	-	54+00	--	--	--	4	--	--	--
SUBTOTALS				1,025	1,025	1,348	7	60	5	20
UNDISTRIBUTED (25%)				300	300	350	--	25	2	5
TOTALS				**1,325**	**1,325**	**1,698**	**7**	**85**	**7**	**25**

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

EROSION CONTROL - MOBILIZATIONS

ROADWAY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
SHERIDAN SPRINGS ROAD	3	1
SPRINGFIELD ROAD	3	1
CTH NN	1	--
TOTALS	**7**	**2**

HAUL ROADS

ROADWAY	LOCATION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS EACH
SIDE ROADS		
	PROJECT	1
TOTAL		**1**

MOBILIZATION

LOCATION	619.1000 EACH
PROJECT	0.1
TOTAL	**0.1**

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RESTORATION ITEMS

ROADWAY	STATION	TO	STATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL
SHERIDAN SPRINGS ROAD	46+00	-	56+00	996	500	1	20	15	20
SPRINGFIELD ROAD	46+00	-	53+50	352	200	1	--	10	10
SUBTOTALS				1,348	700	2	20	25	30
UNDISTRIBUTED (25%)				350	200	1	5	5	10
TOTALS				**1,698**	**900**	**3**	**25**	**30**	**40**

TRAFFIC CONTROL ITEMS

ROADWAY	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS EACH**	DRUMS DAY	643.0420 BARRICADES TYPE III EACH**	BARRICADES TYPE III DAY	643.0705 WARNING LIGHTS TYPE A EACH**	WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C EACH**	WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS EACH**	ARROW BOARDS DAY	643.0900 SIGNS EACH**	SIGNS DAY	643.1050 SIGNS PCMS EACH**	SIGNS PCMS DAY	643.1070 CONES 42-INCH EACH**	CONES 42-INCH DAY
SHERIDAN SPRINGS ROAD	45	0	--	14	630	28	1260	0	--	--	--	20	900	2	5	--	--
SPRINGFIELD ROAD	45	0	--	14	630	28	1260	0	--	--	--	20	900	2	5	--	--
CTH NN STAGE 1	5	105	525	16	80	32	160	60	300	2	10	40	200	2	5	50	250
CTH NN STAGE 2	5	213	1,065	15	75	30	150	60	300	2	10	40	200	2	5	50	250
SUBTOTALS			1,590		1,415		2,830		600		20		2,200		20		500
UNDISTRIBUTED			100		75		150		25		25		125		5		25
TOTALS			**1,690**		**1,490**		**2,980**		**625**		**45**		**2,325**		**25**		**525**

** INFORMATION ONLY.

TRAFFIC CONTROL

LOCATION	643.5000 EACH
PROJECT	0.1
TOTAL	**0.1**

CONSTRUCTION STAKING

LOCATION	SPV.0105.01 SURVEY PROJECT 1080-12-70 LS
PROJECT	1
TOTALS	**1**

SAWING ITEMS

ROADWAY	STATION	TO	STATION	690.0150 SAWING ASPHALT LF
SHERIDAN SPRINGS ROAD	46+00	-	56+00	1,475
SPRINGFIELD ROAD	46+00	-	53+50	925
TOTALS				**2,400**

3

PAVEMENT MARKING ITEMS

ROADWAY		646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	SPV.0090.03 MARKING LINE CONTRAST EPOXY 4-INCH 12.5' LINE 37.5' GAP WHITE LF	SPV.0090.04 MARKING LINE CONTRAST EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY WHITE EACH	646.5120 MARKING WORD EPOXY WHITE EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF
SHERIDAN SPRINGS ROAD								
44+61 to 56+03		2,286	2,181	--	--	--	--	--
SPRINGFIELD ROAD								
46+22 to 53+40		1,436	1,318	--	--	--	--	--
CTH NN	EB	1,162	877	220	490	--	--	--
	WB	1,140	1,227	310	350	1	1	227
SUBTOTALS		6,024	5,603	530	840	1	1	227
TOTALS			**11,627**	**530**	**840**	**1**	**1**	**227**

TYPE II PERMANENT SIGNING

1080-12-70

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
401	R2-1(2S)	25 MPH	24	X	30	5.000					1			
402	W13-1(2S)		18	X	18		2.250						403	
403	W1-2L(2S)		30	X	30		6.250		1	1	1			INCLUDES REMOVAL OF W13-1
404	W5-52L(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
405	R12-53 (2S)		24	X	30	5.000			1	1	1			
406	NONE	TOWN OF LYONS						1		1	1			
407	R2-1								1	1				
408	W5-52R(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
409	W5-52L(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
410	W5-52R(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
411	R2-1(2S)	35 MPH	24	X	30	5.000					1			
412	W5-52R(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
413	W5-52L(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
414	W5-52L(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
415	W5-52R(2S)		12	X	36		3.000				1			4 FOOT MOUNTING HEIGHT
UNDISTRIBUTED						--	--	1				3	--	--
TOTALS						15.000	32.500	2	3	4	13	3	--	--

SHEET: 1 OF 1

Standard Detail Drawing List

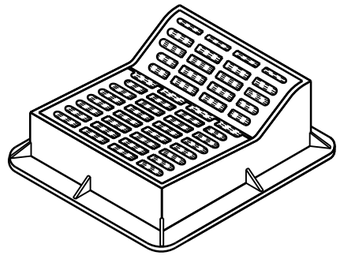
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
12A03-10	NAME PLATE (STRUCTURES)
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B53-01A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-08A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)

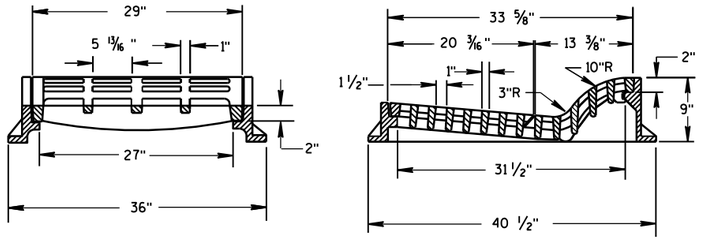
6

Standard Detail Drawing List

15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15D03-05	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D06-04	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D12-09B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-05A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD

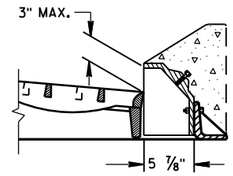
6





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

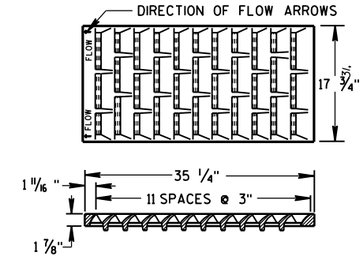
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

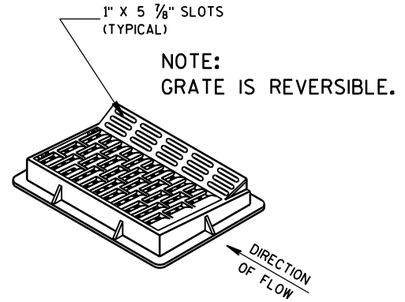
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

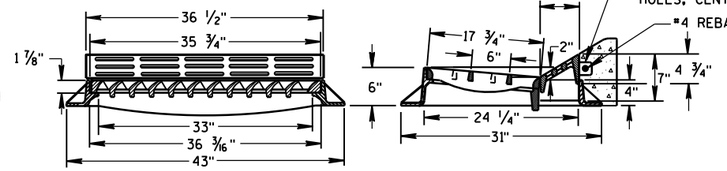
GENERAL NOTES

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.



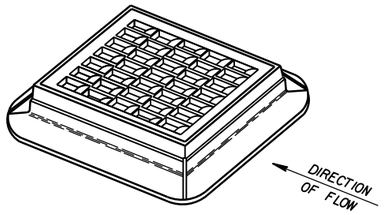


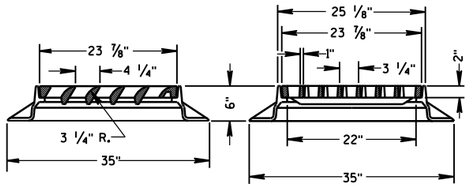


TYPE "HM"

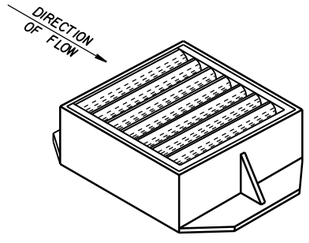
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

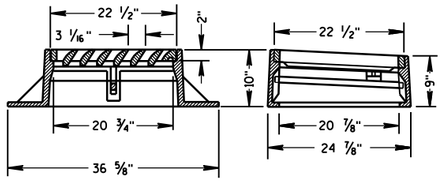
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



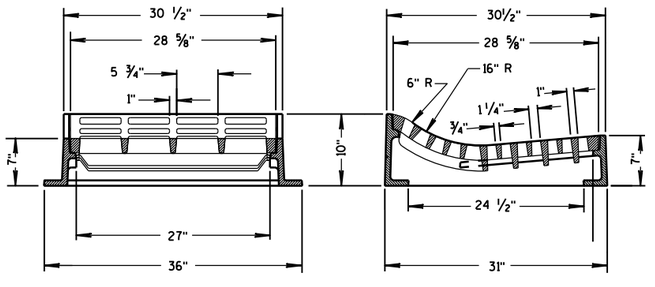


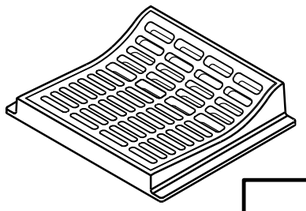
TYPE "S"





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

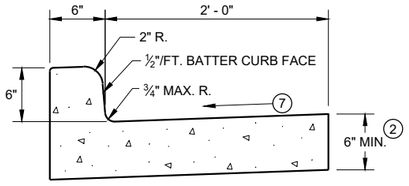
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

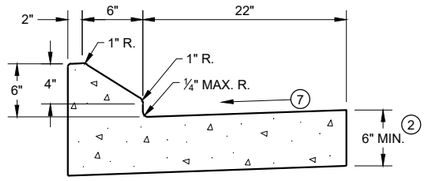
FHWA

6

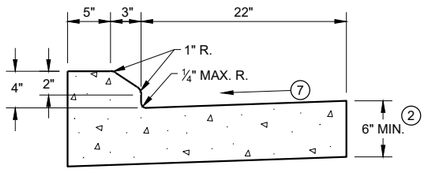
S.D.D. 8 A 5-19c



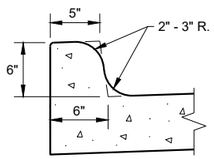
TYPES A[1] & D



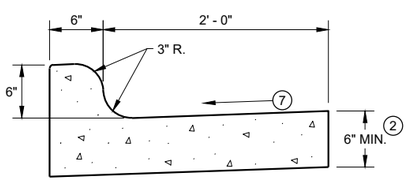
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

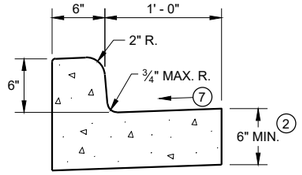


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



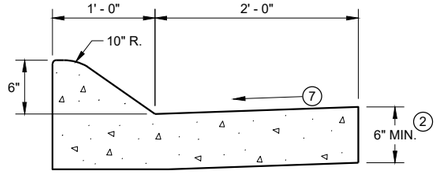
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

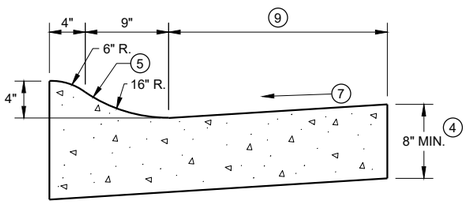
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

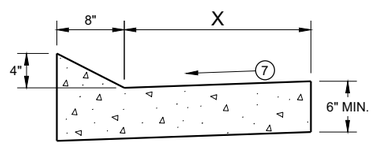
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

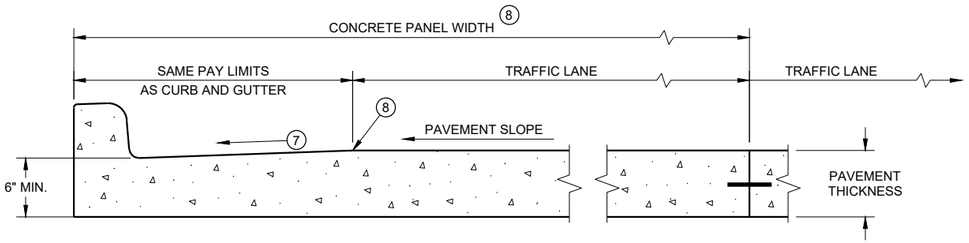


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

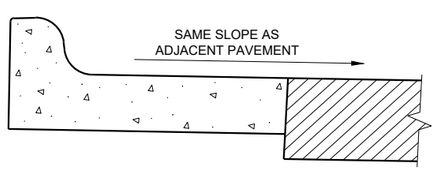
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

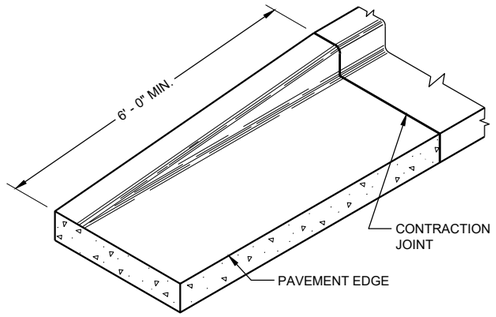
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

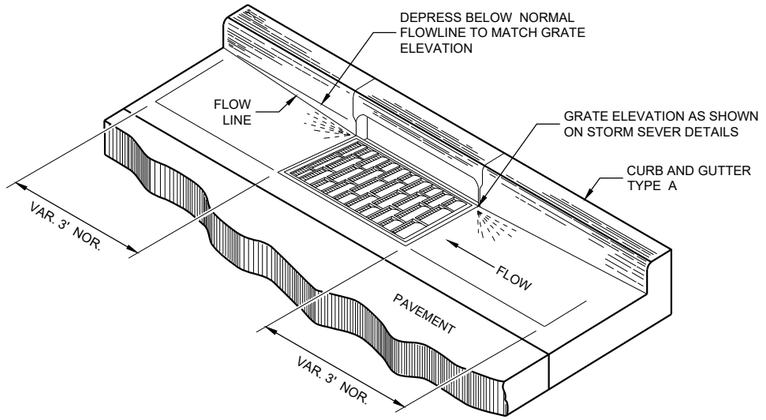
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

CONCRETE CURB AND GUTTER



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.

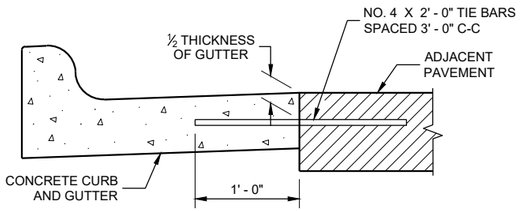
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

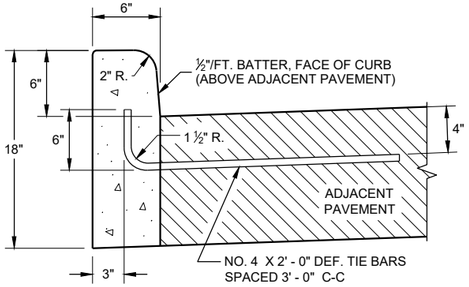
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

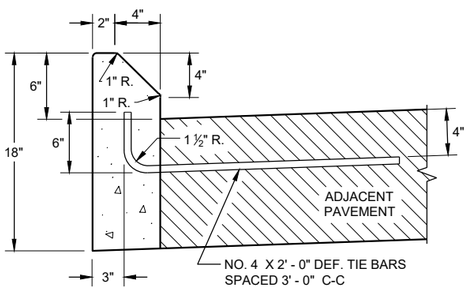
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

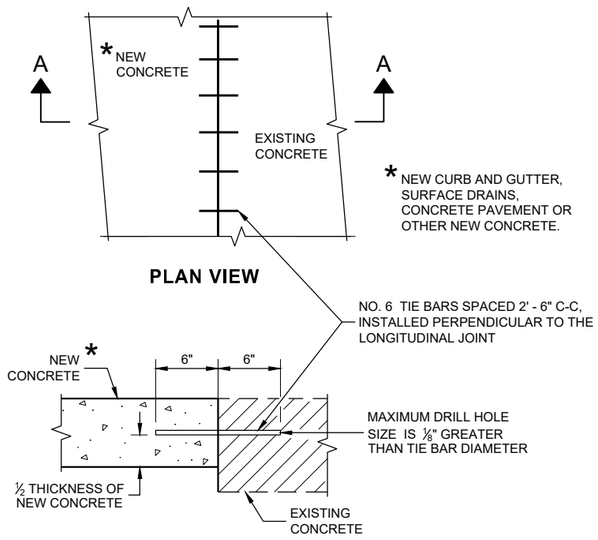


TYPES A (1) & D



TYPES G (1) & J

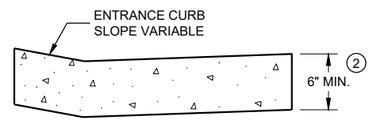
CONCRETE CURB



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 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD08D01 - 22b

SDD08D01 - 22b

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

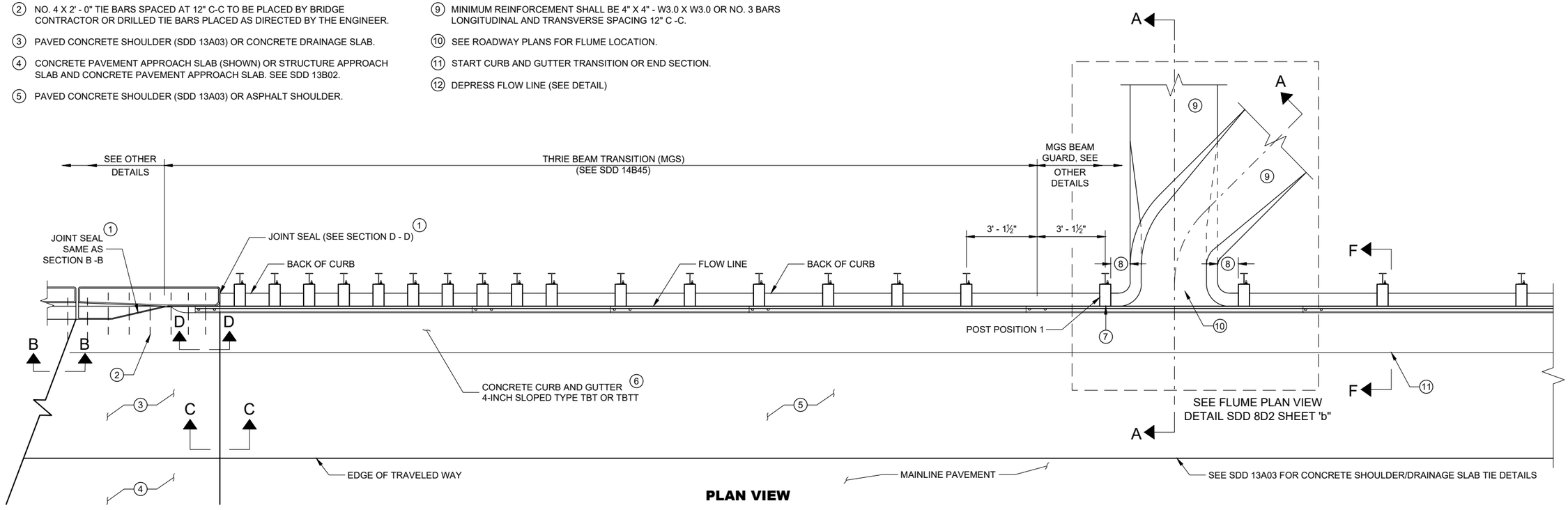
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

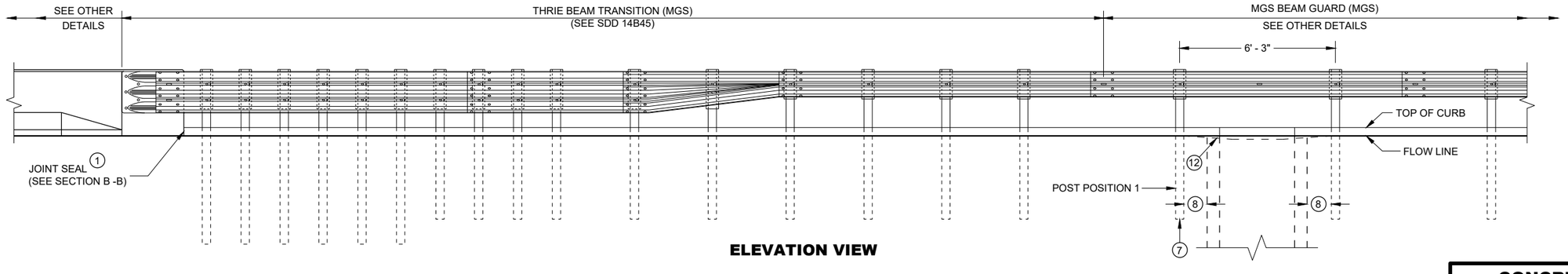
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



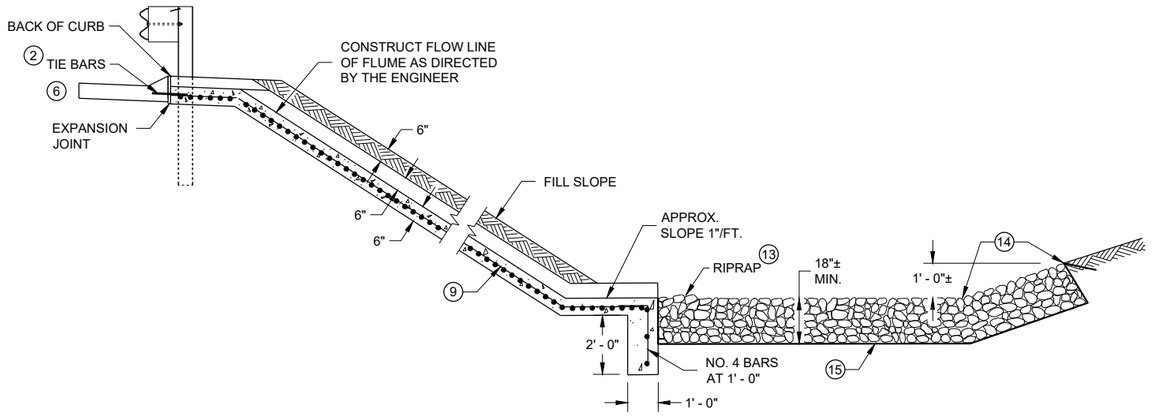
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

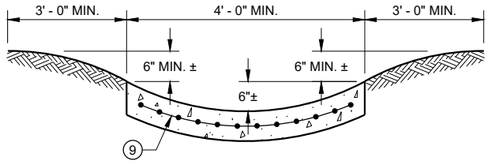
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

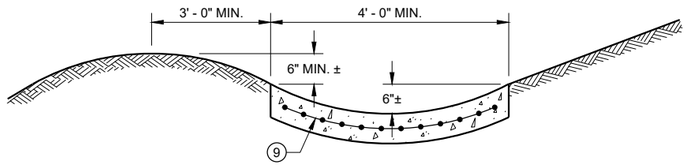
SDD 08D02 - 07a



SECTION A - A



SECTION G - G



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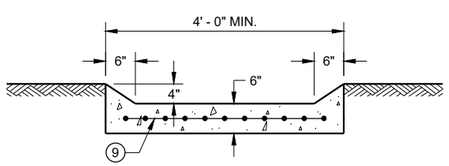
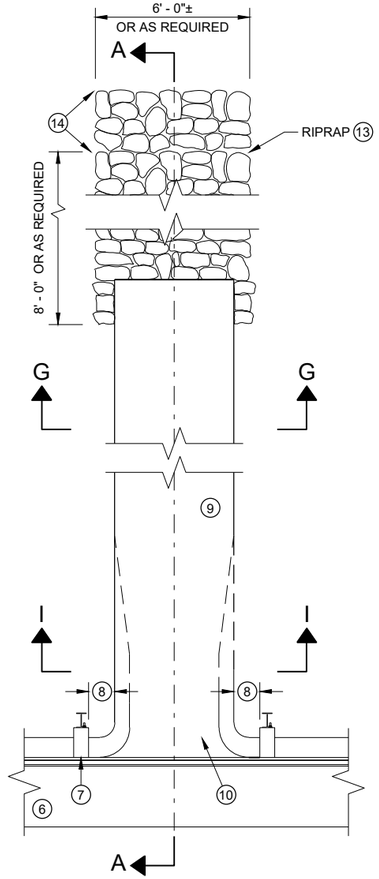
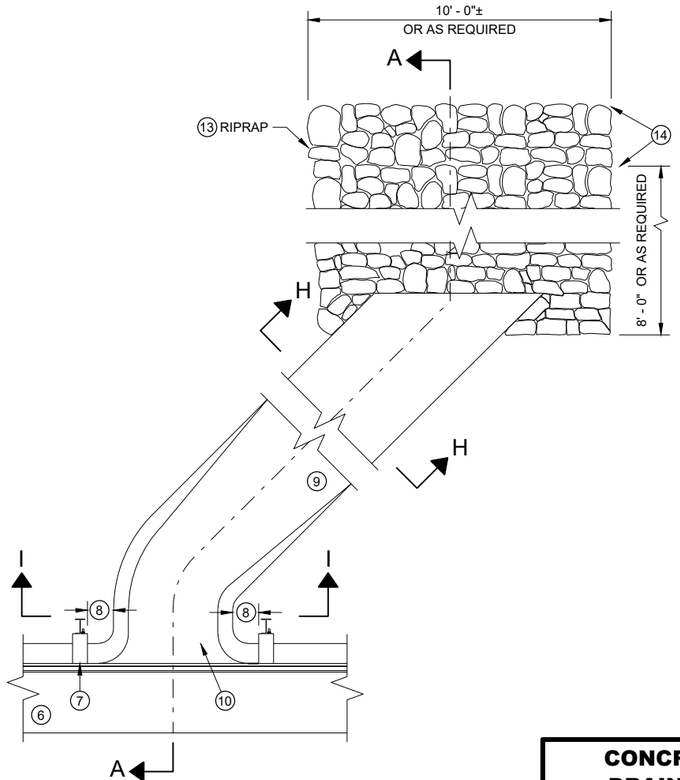


SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

6

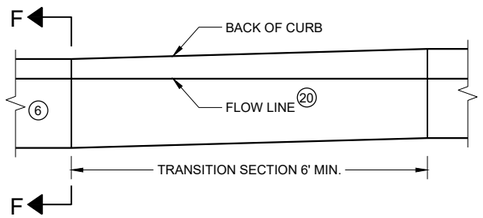
SDD 08D02 - 07b

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

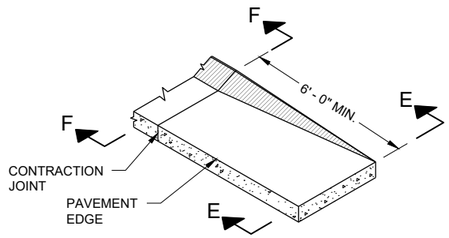
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

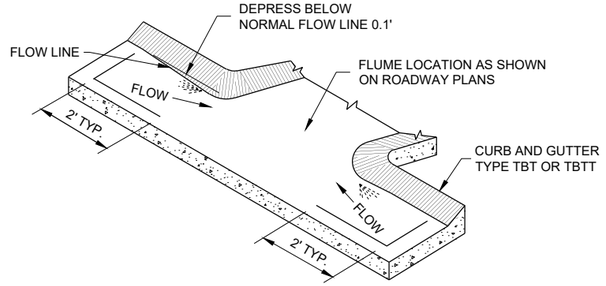
SDD 08D02 - 07b



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



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



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

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

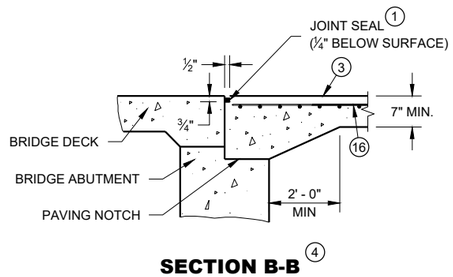
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

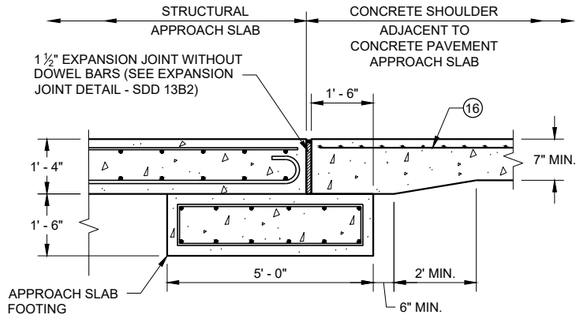
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

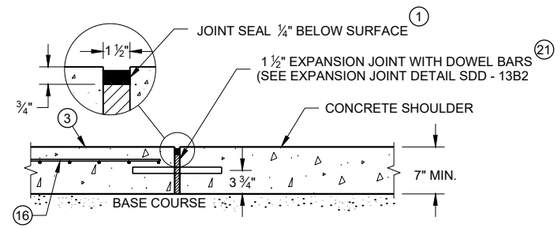
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



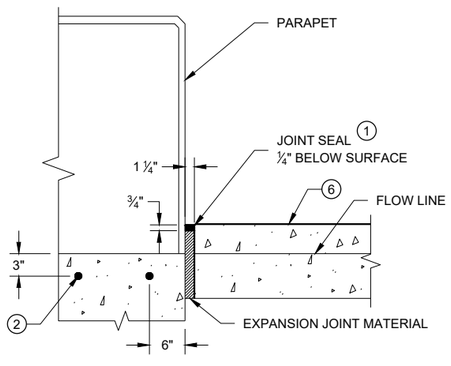
SECTION B-B (4)



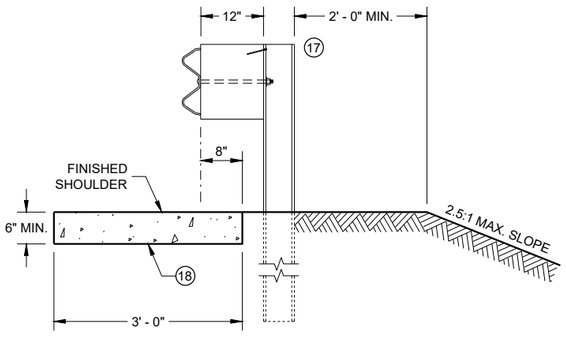
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



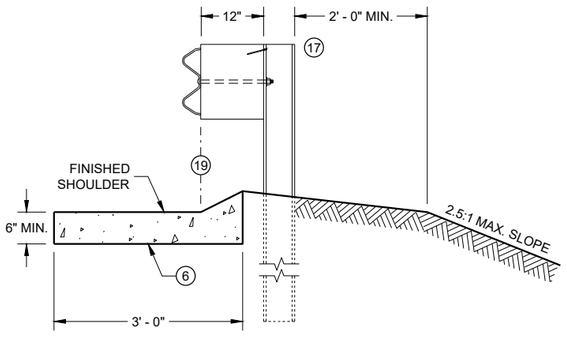
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

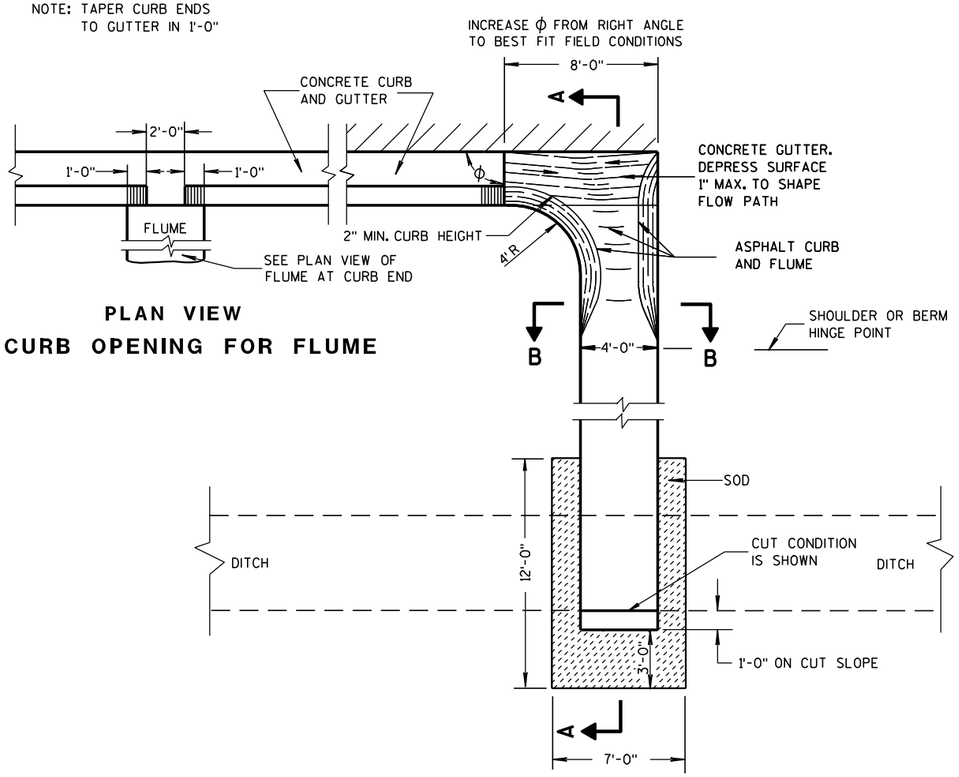
APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D02 - 07c

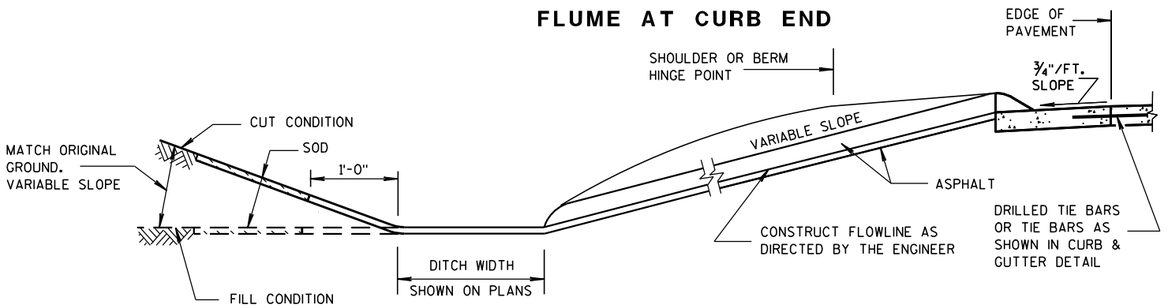
SDD 08D02 - 07c

ASPHALTIC FLUME

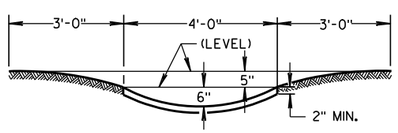


PLAN VIEW
CURB OPENING FOR FLUME

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.

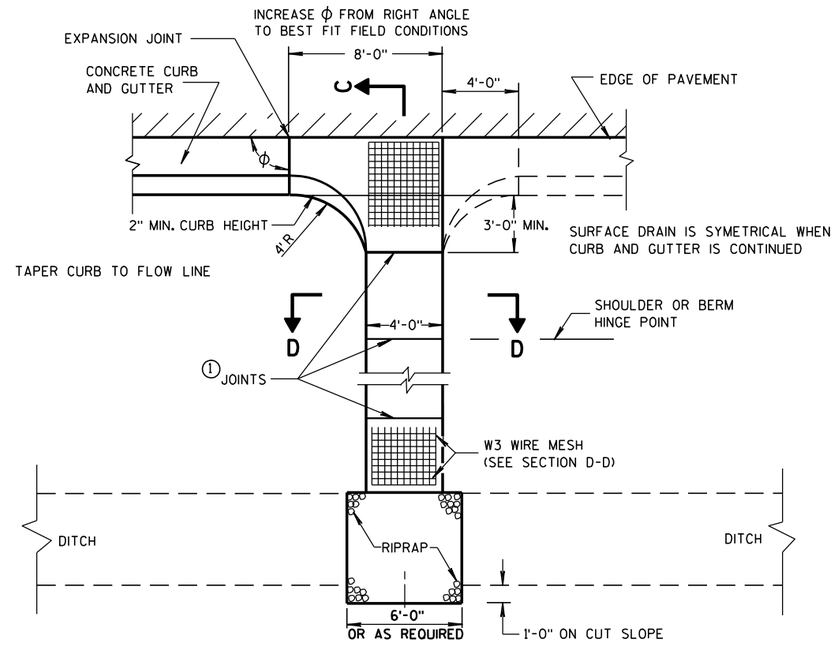
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

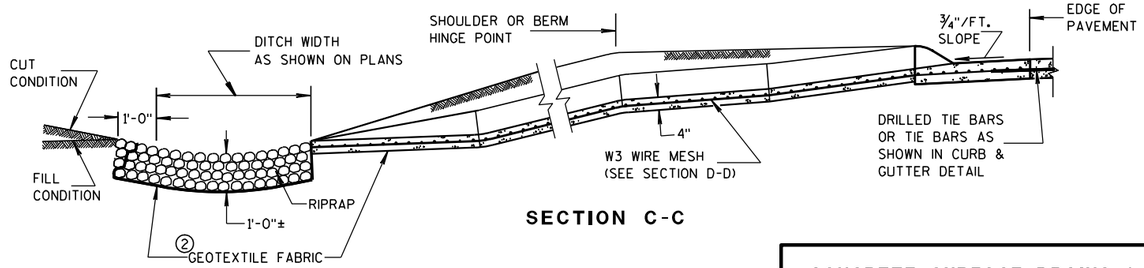
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

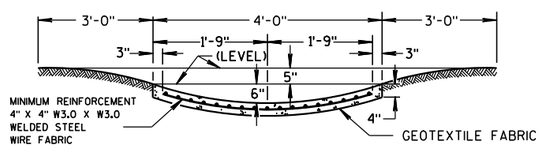
③ CONCRETE SURFACE DRAIN



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
58
MENT
FHWA

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S.D.D. 8 D 4-5

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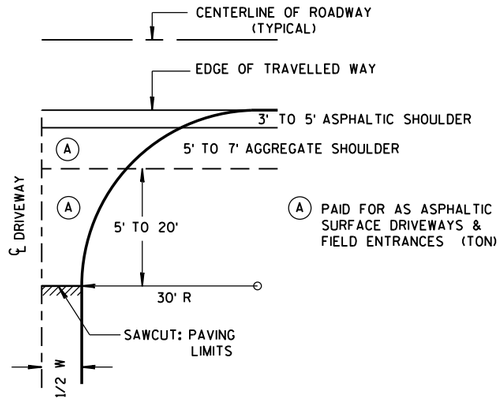
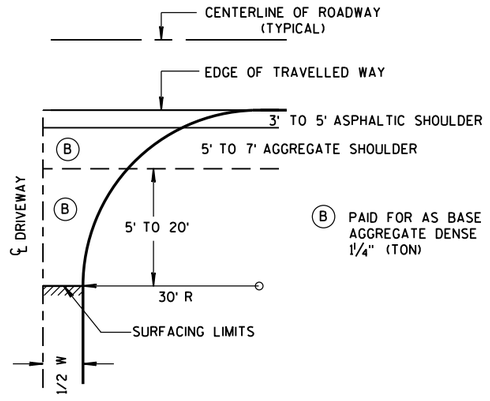


PLAN VIEW
HALF SECTION

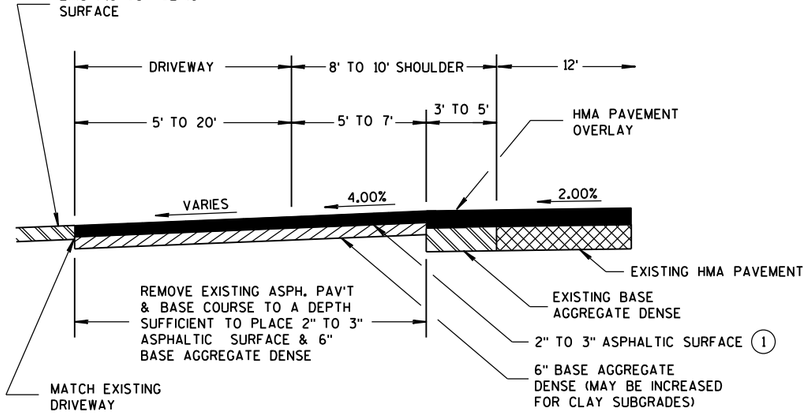
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

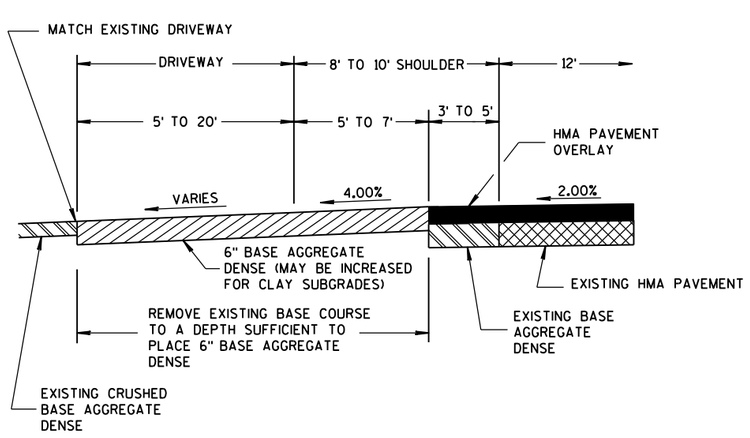
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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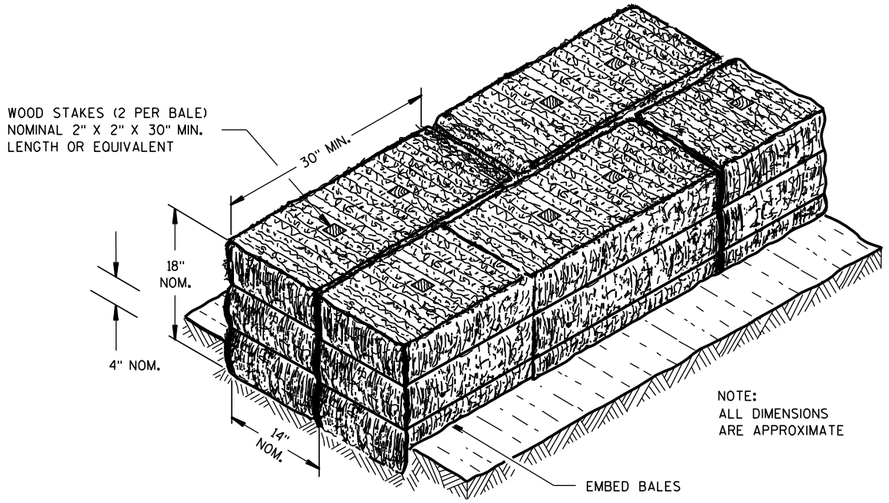
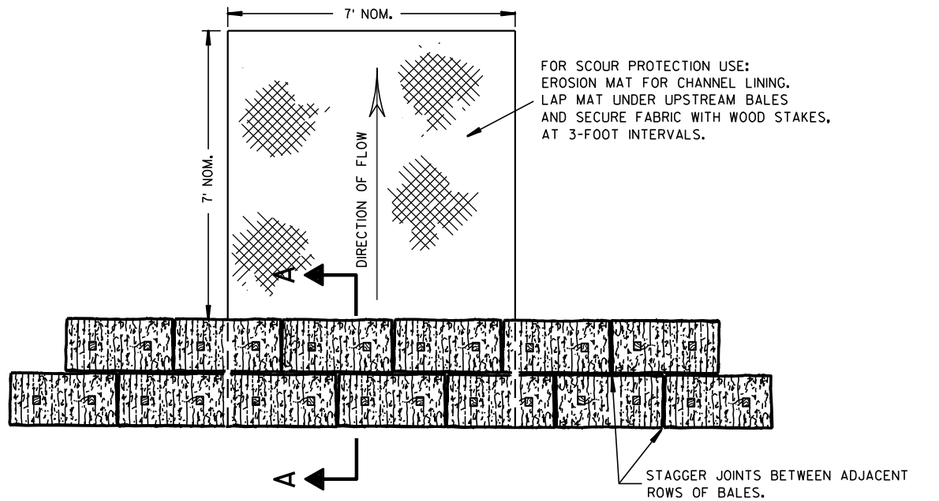
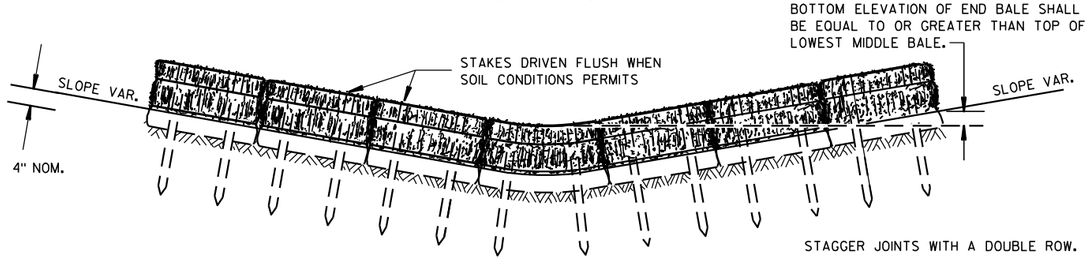
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



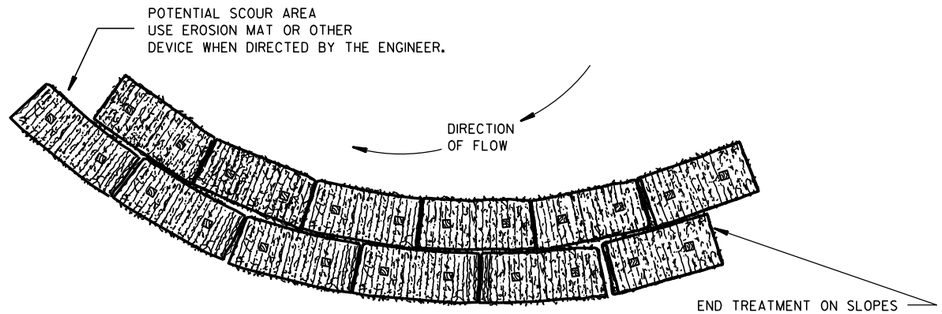
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

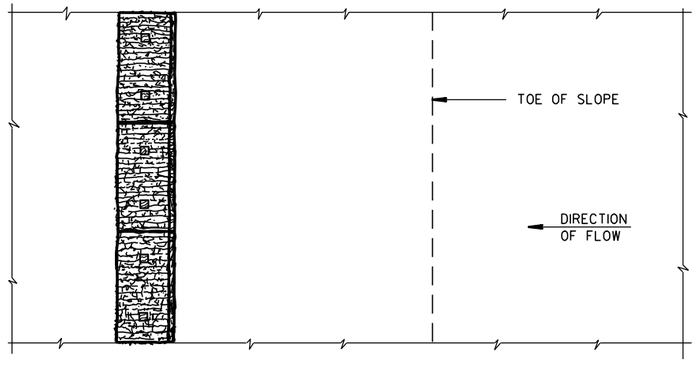
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

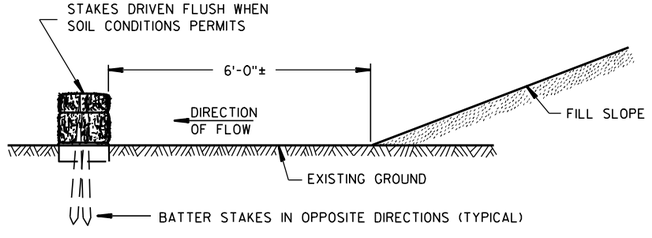


PLAN VIEW

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

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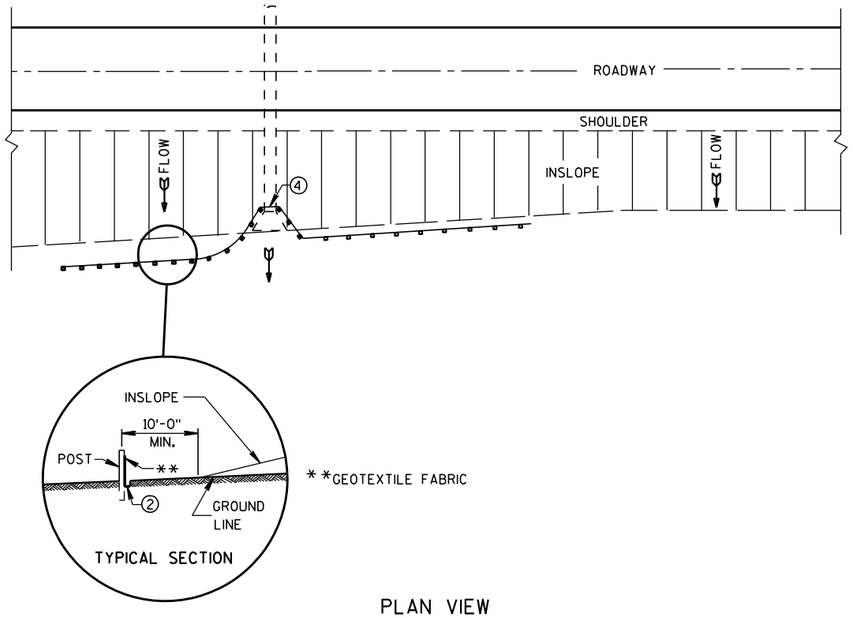
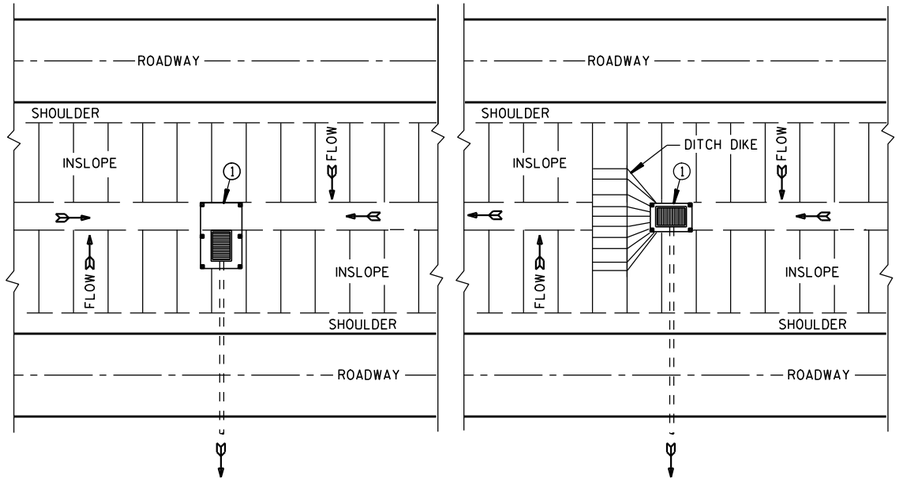
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



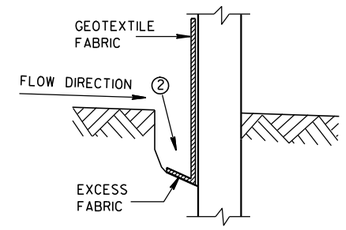
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

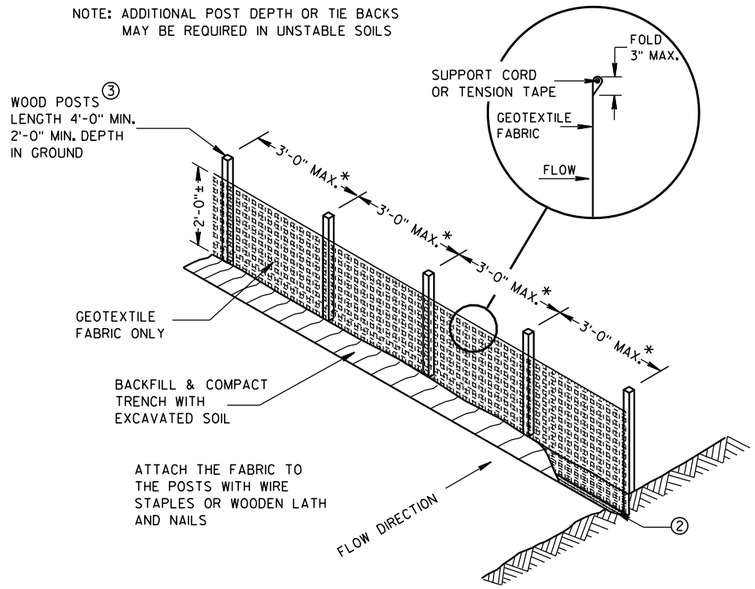
GENERAL NOTES

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

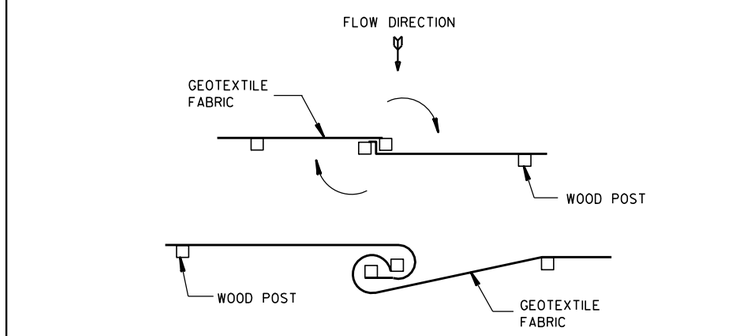
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



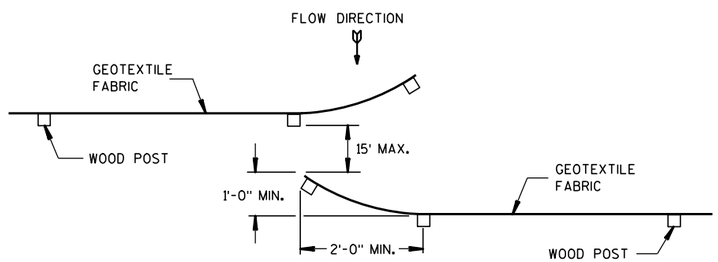
TRENCH DETAIL



SILT FENCE

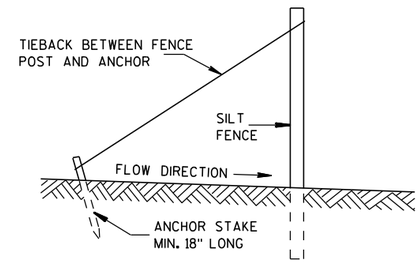


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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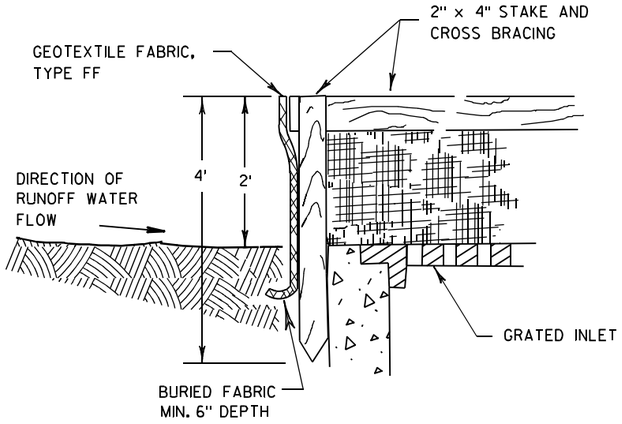
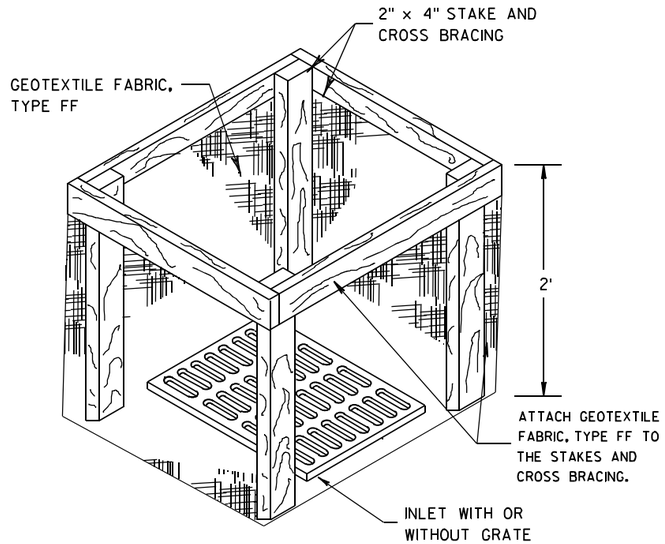
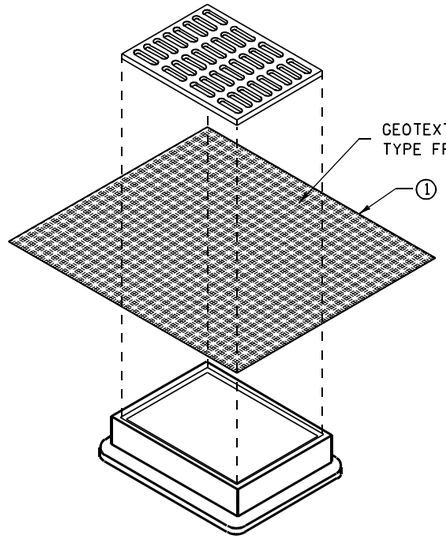
S.D.D. 8 E 9-6



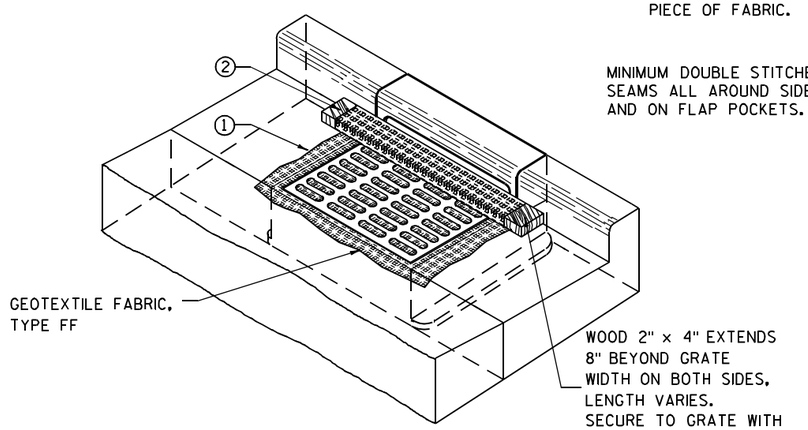


INLET PROTECTION, TYPE A

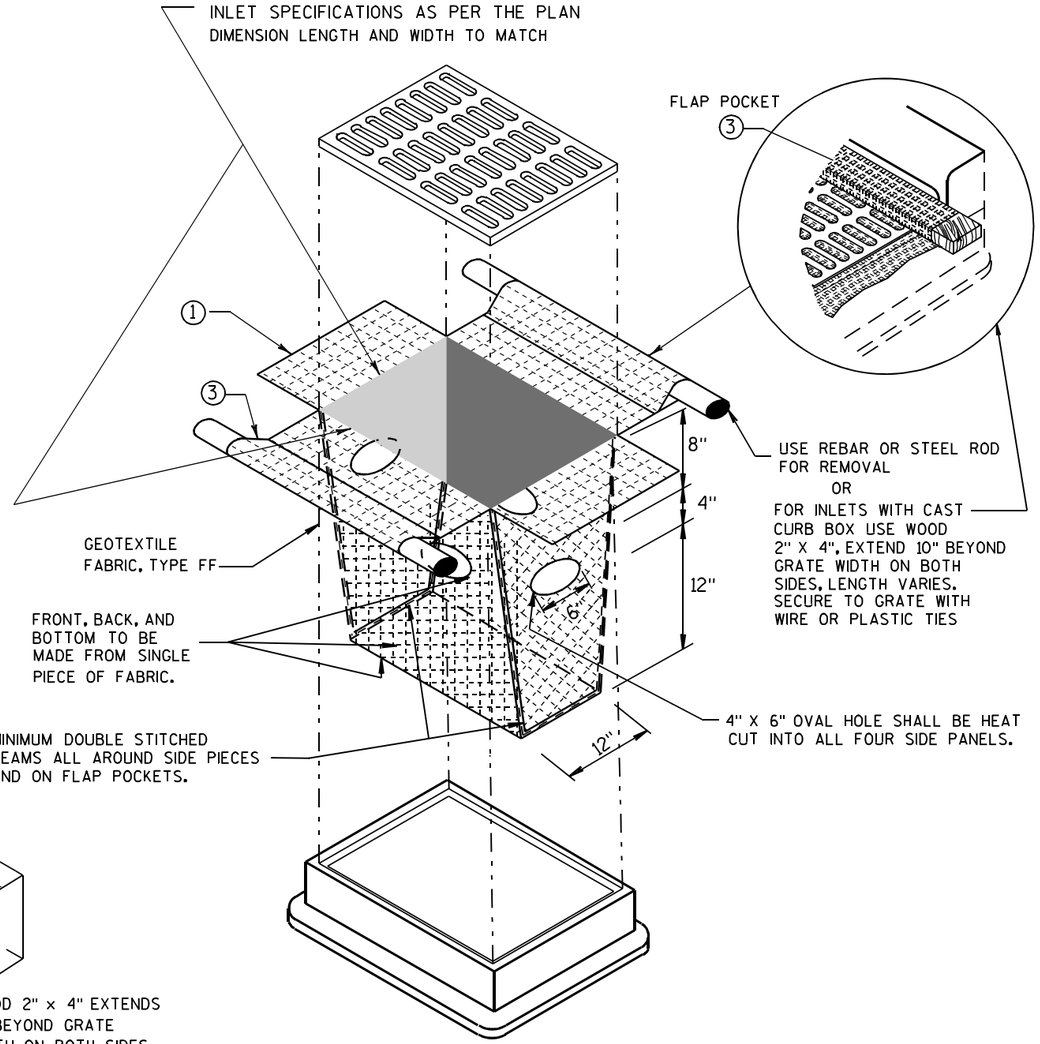


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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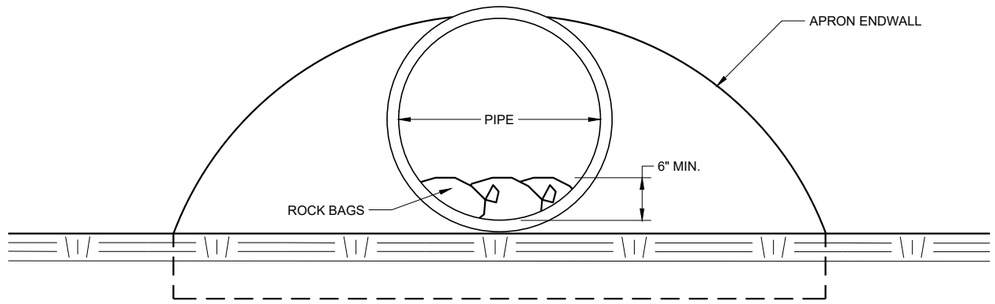
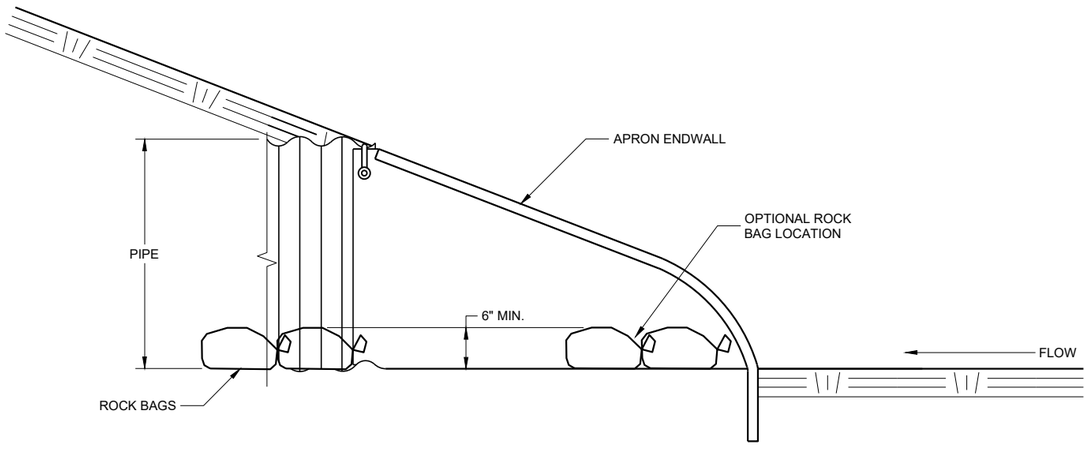
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

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SDD 08E15 - 01

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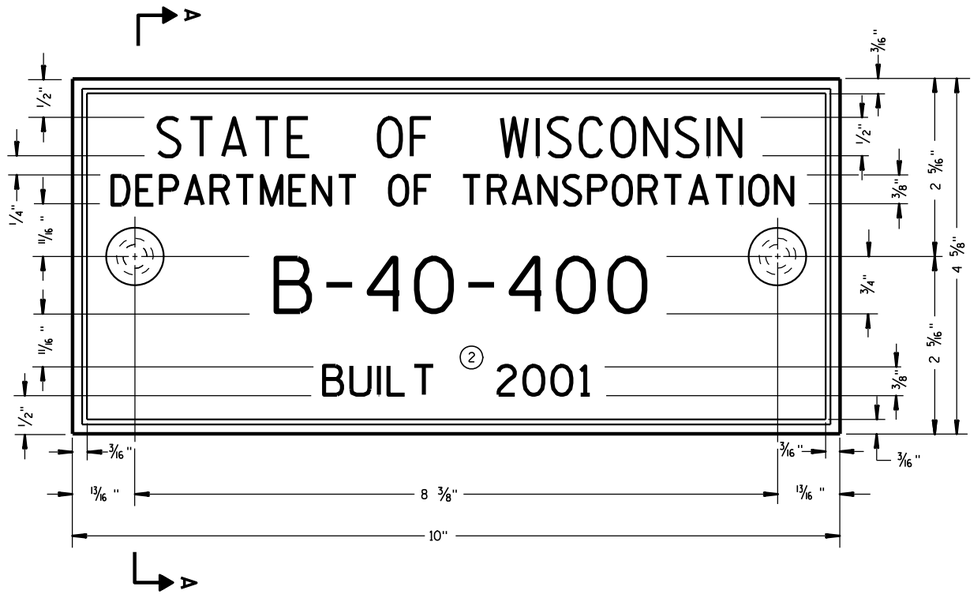
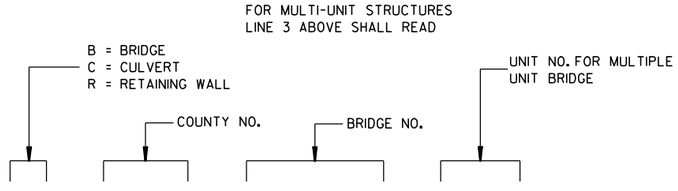
SDD 08E15 - 01



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

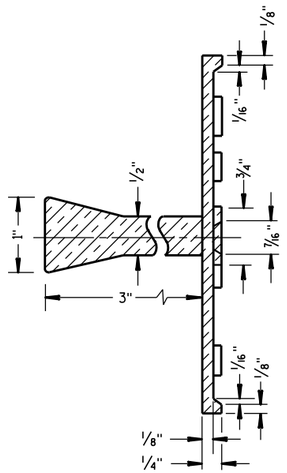
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

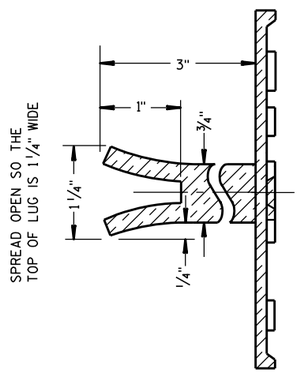
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

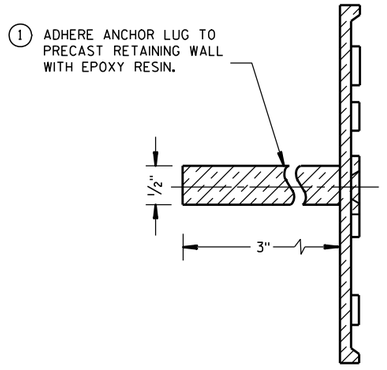
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
3/26/10 DATE	/S/ Scot Becker CHIEF STRUCTURAL DEVELOPMENT ENGINEER
FHWA	

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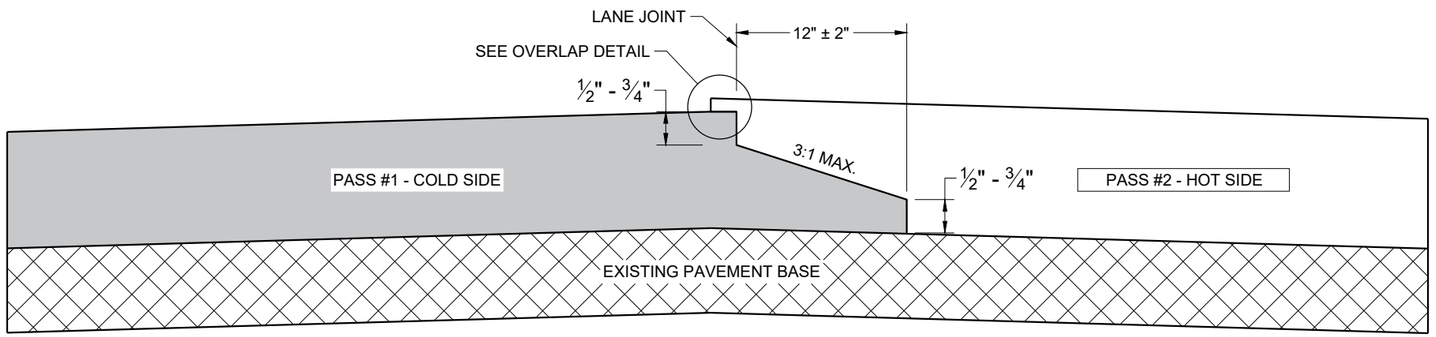
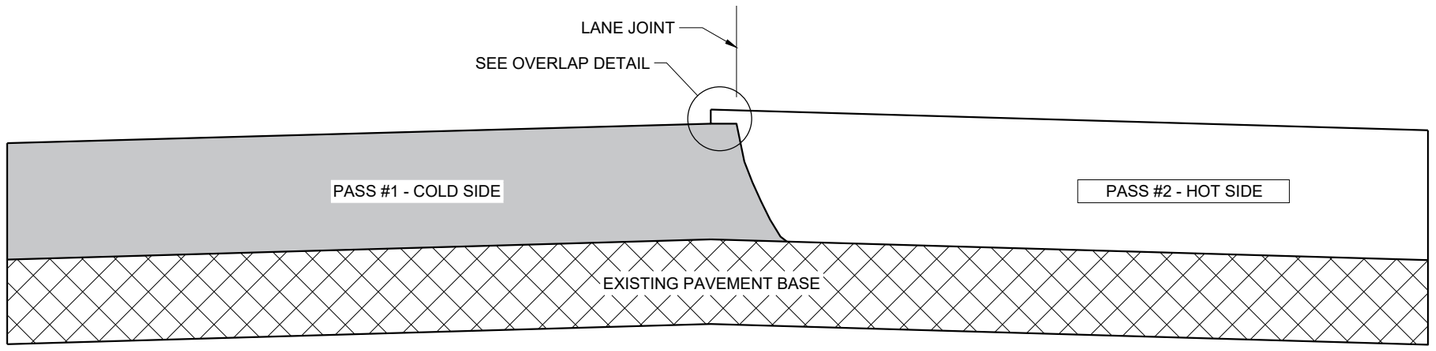
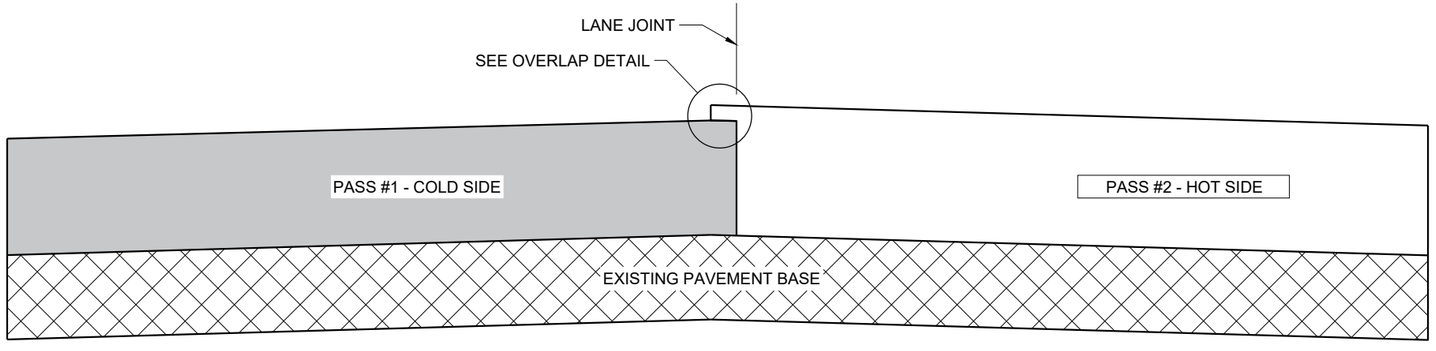


TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

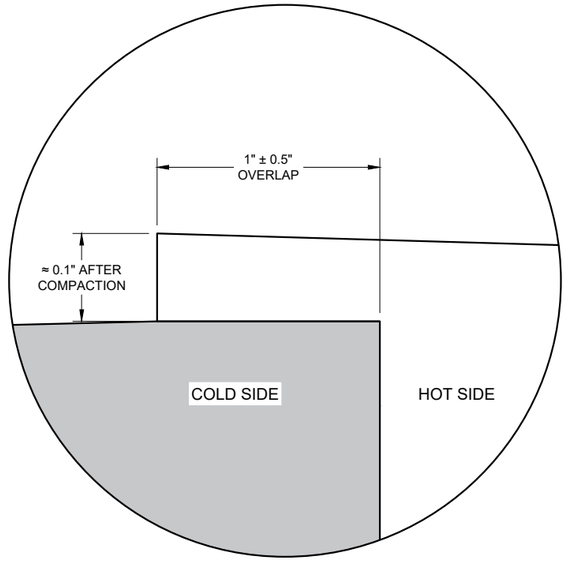
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

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SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

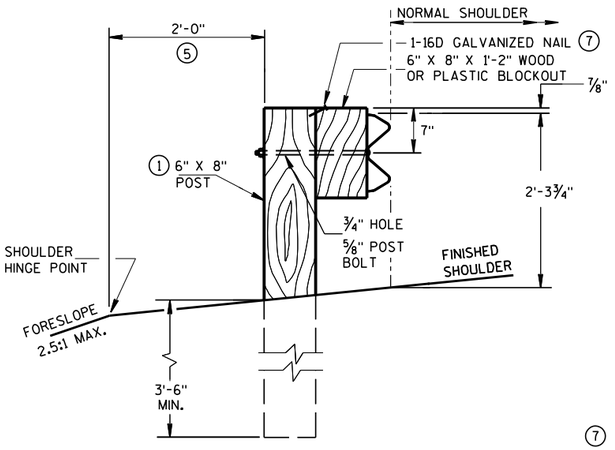
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

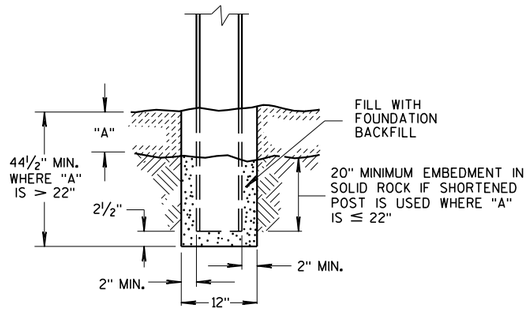
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

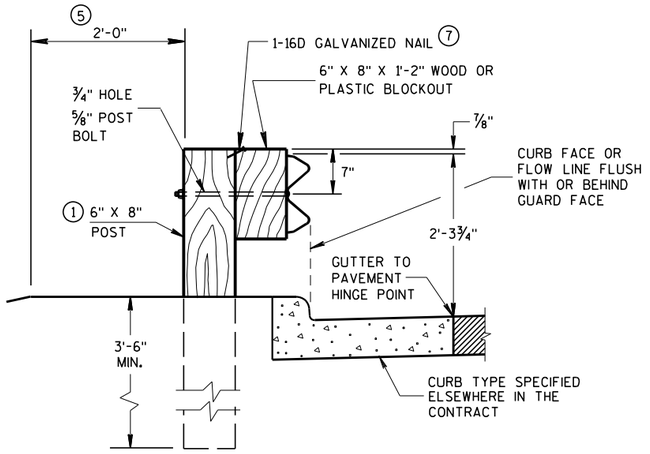
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



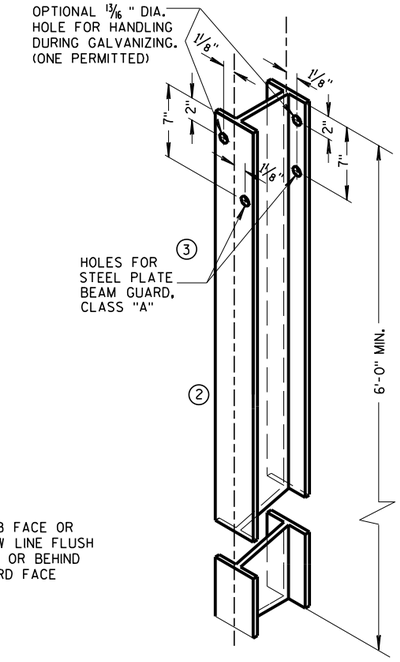
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

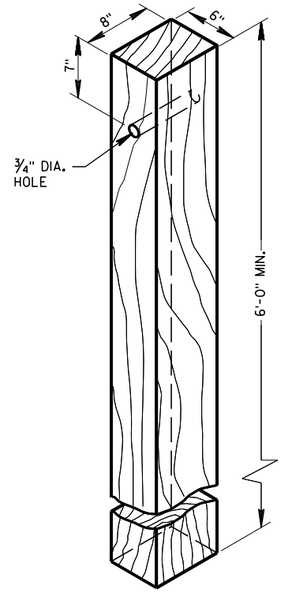


END VIEW
LOCATED ALONG A CURBED ROADWAY

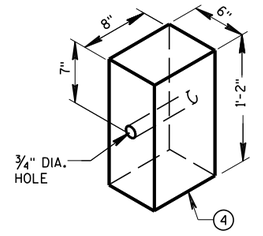


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

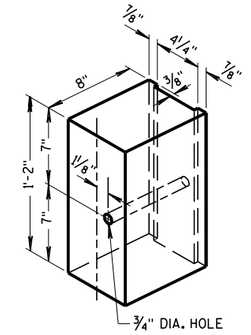
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



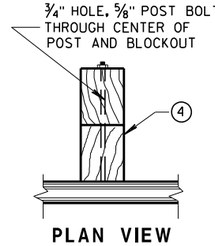
WOOD POST
(6"X8") NOMINAL



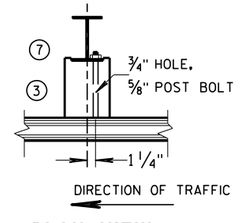
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



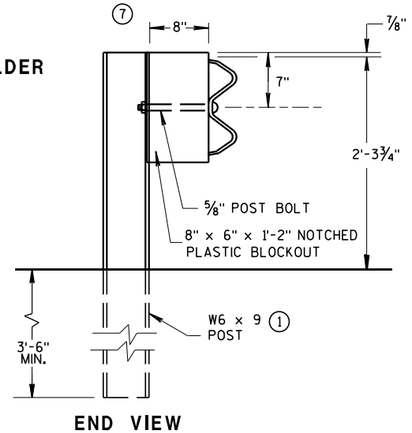
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



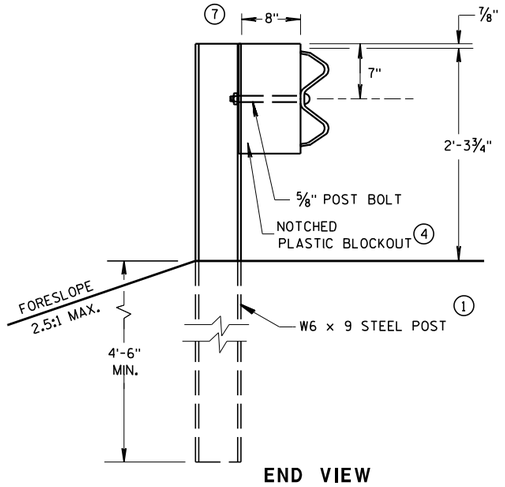
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



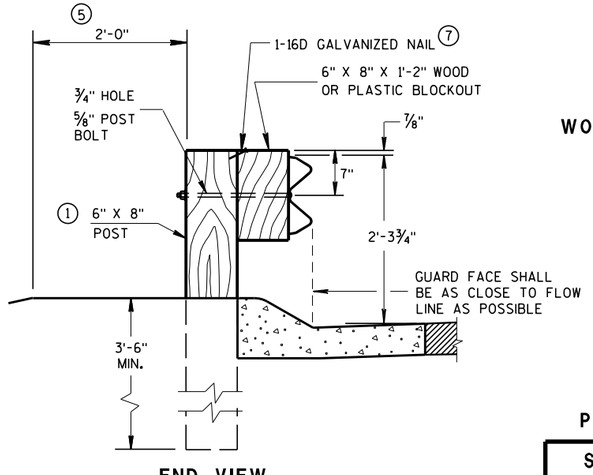
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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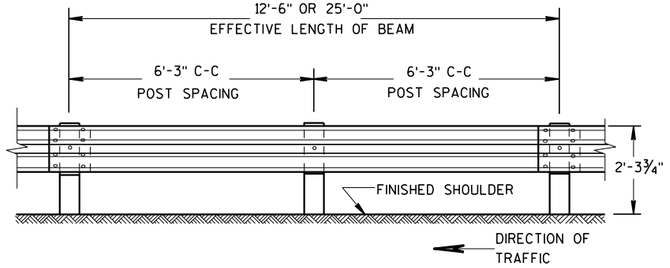
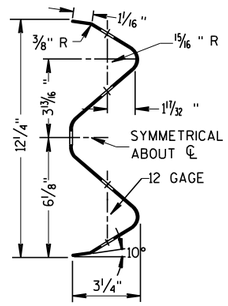
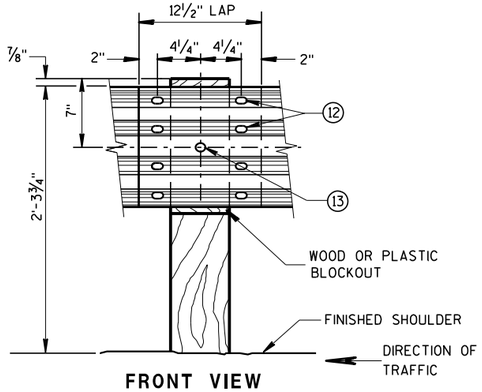


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

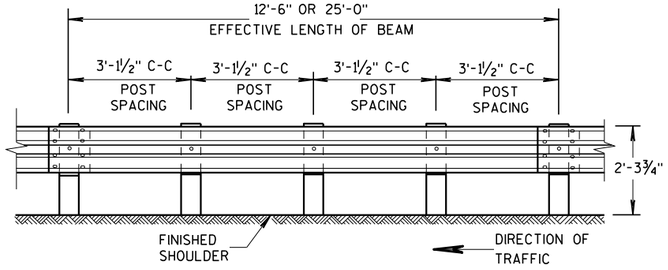
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

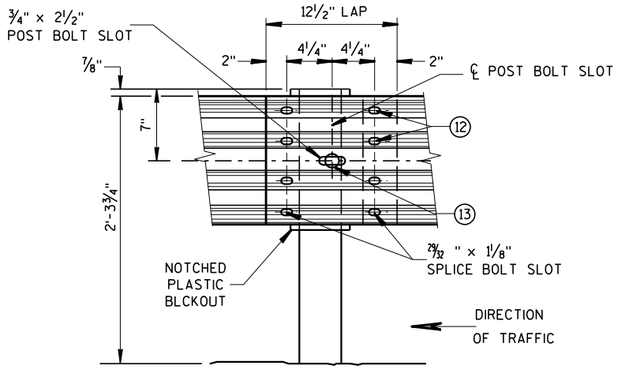
(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

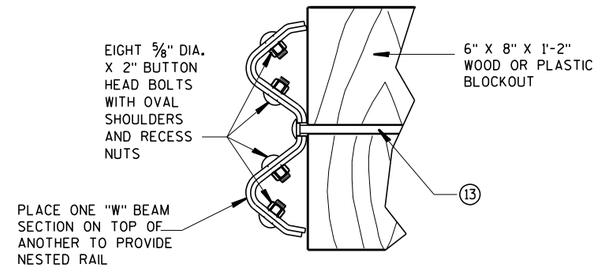
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

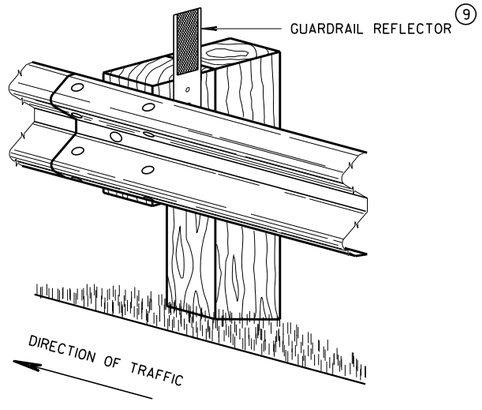
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



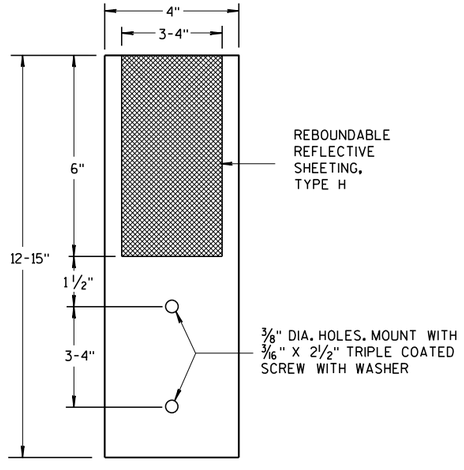
NESTED W BEAM (NW)

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

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



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



4"x 12" GUARDRAIL REFLECTOR

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

STATE OF WISCO 67
DEPARTMENT OF TRANSPORTATION

6

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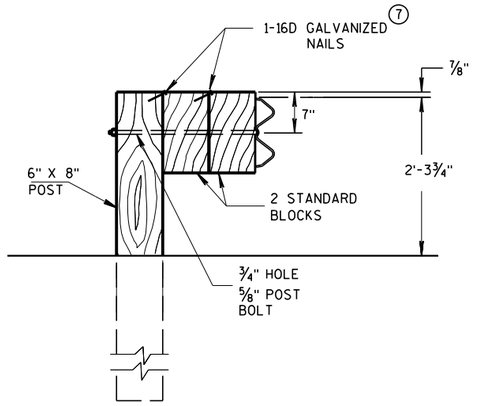
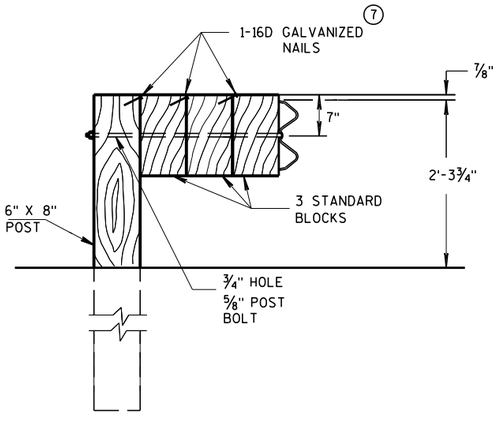


DETAIL FOR DOUBLE BLOCKS

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

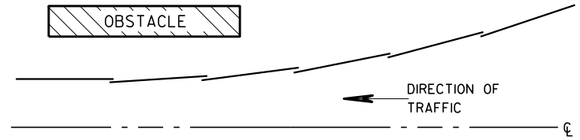


DETAIL FOR TRIPLE BLOCKS

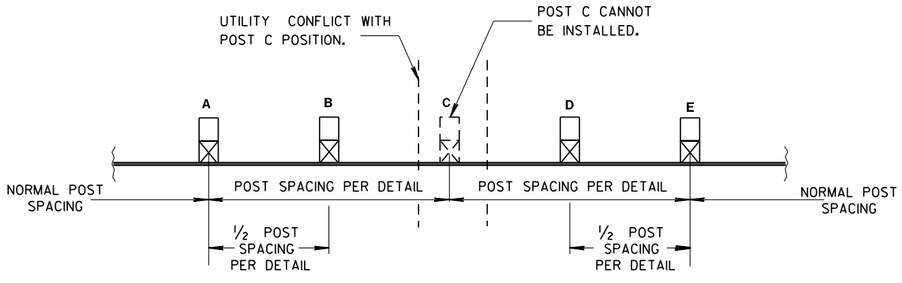
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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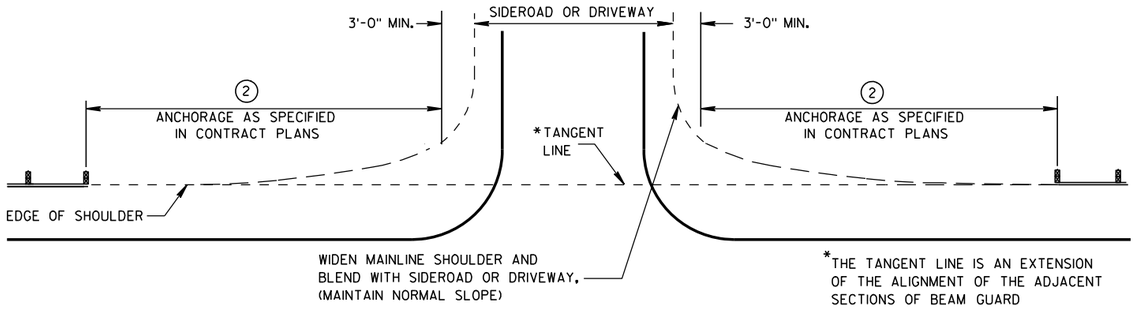
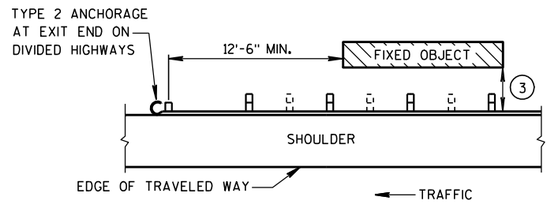
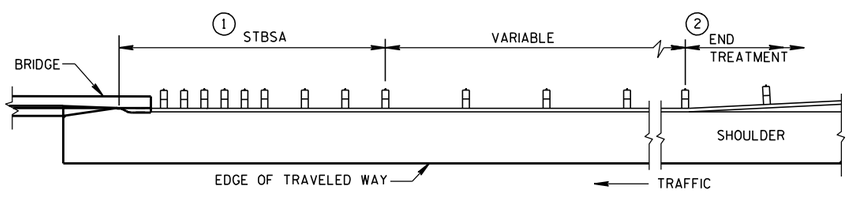


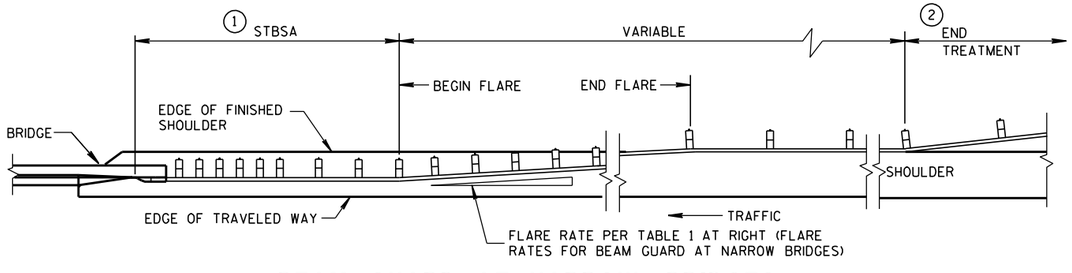
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



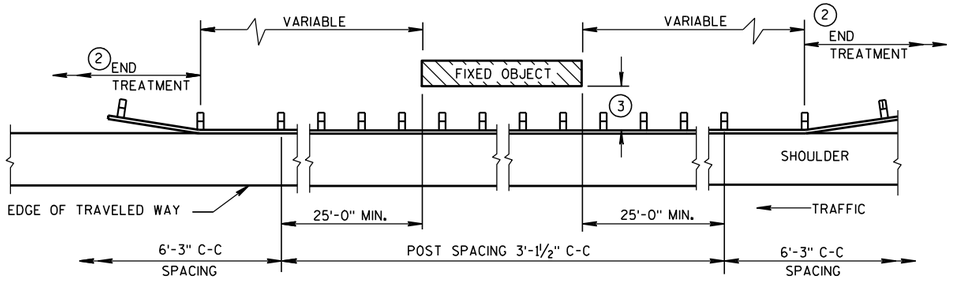
BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC



BEAM GUARD AT FULL WIDTH BRIDGES



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



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")

GENERAL NOTES

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

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

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

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

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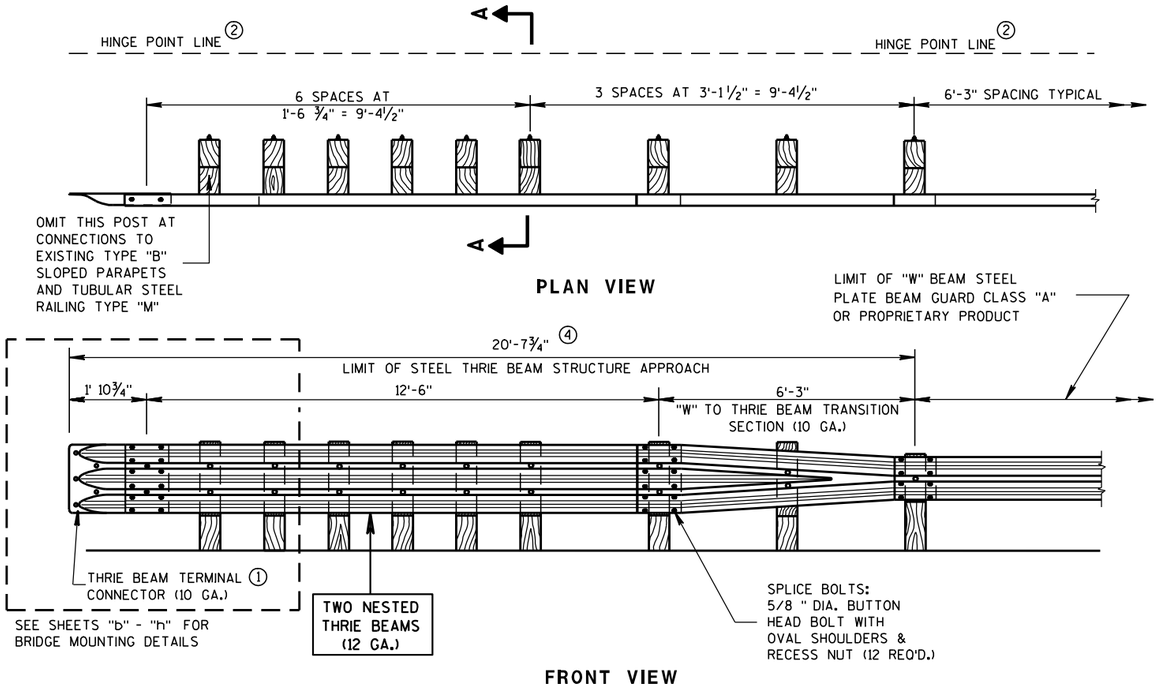
S.D.D. 14 B 18-6a



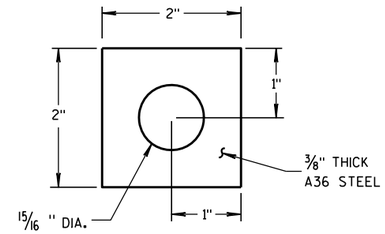


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

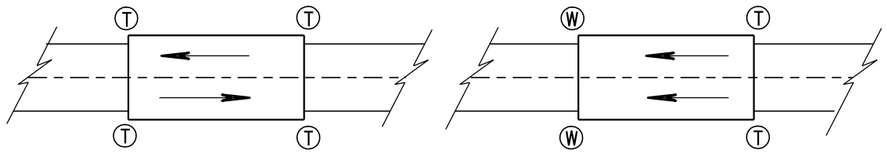
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



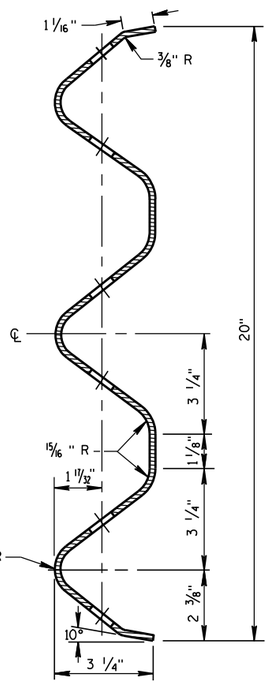
TWO WAY TRAFFIC

ONE WAY TRAFFIC

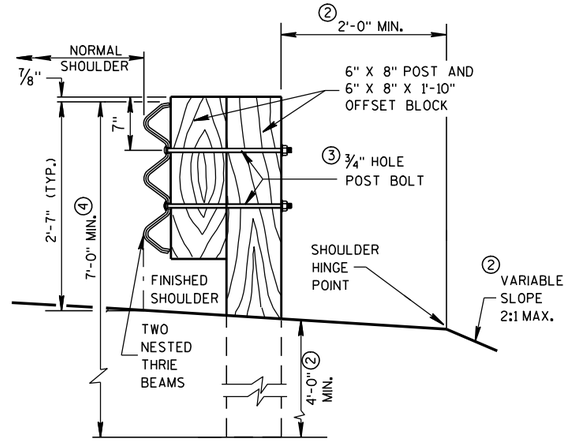
T THRIE BEAM CONNECTION

W W-BEAM CONNECTION WHEN REQUIRED

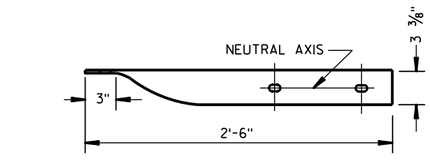
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

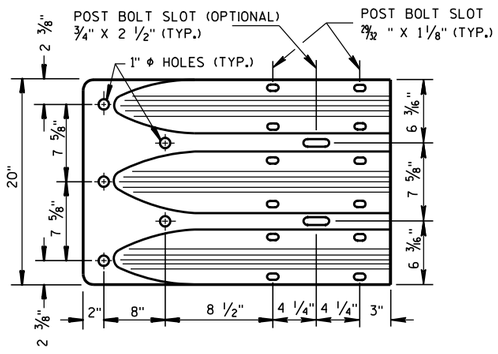


SECTION THRU THRIE BEAM RAIL ELEMENT

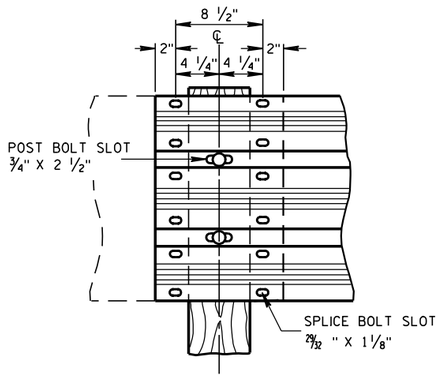


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

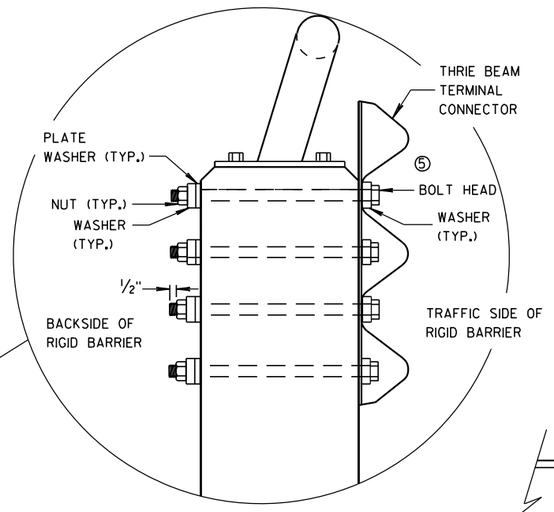
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

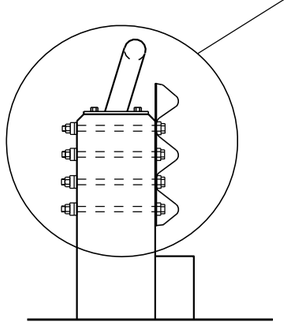
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

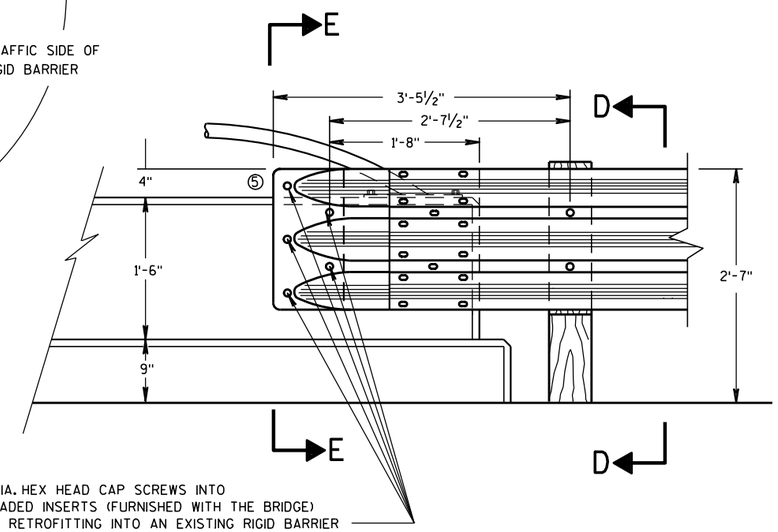
⑤ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



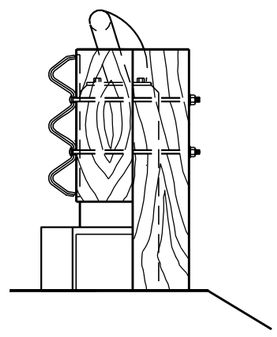


SECTION E-E



①② 7/8" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
7/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)

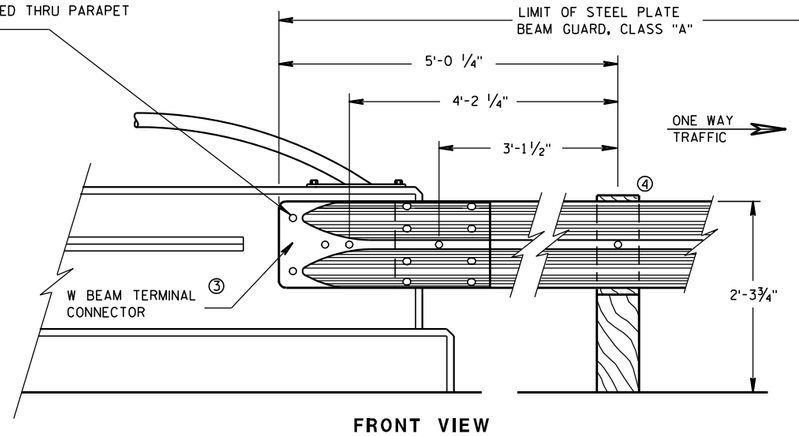
FRONT VIEW



SECTION D-D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

①② 7/8" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER
7/8" DIA. H.S. HEX BOLT AND WASHERS REQUIRED



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
8/31/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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S.D.D. 14 B 20-11c

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S.D.D. 14 B 20-11c

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

Ⓐ THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

Ⓑ AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

Ⓓ THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

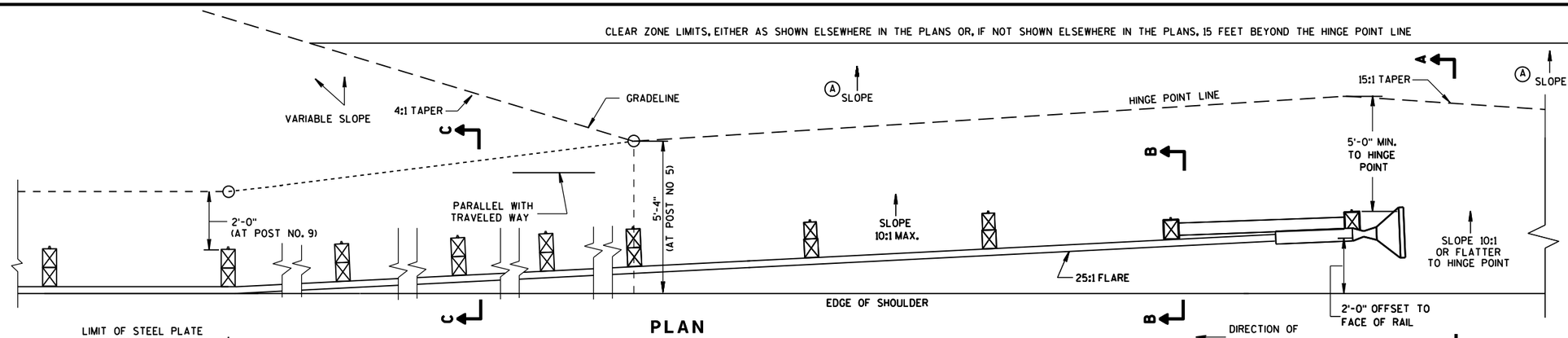
Ⓔ THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

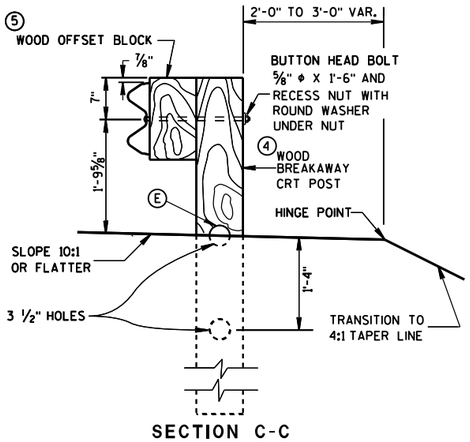
Ⓕ ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

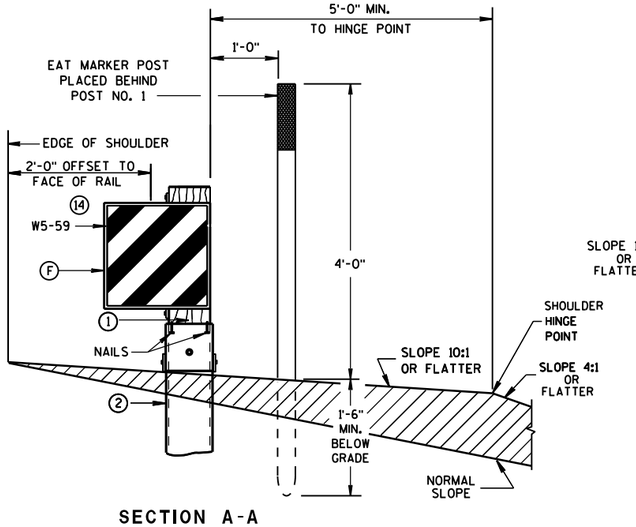
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

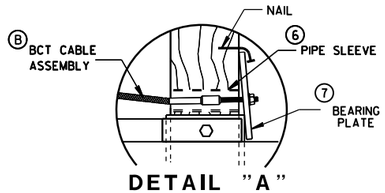
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

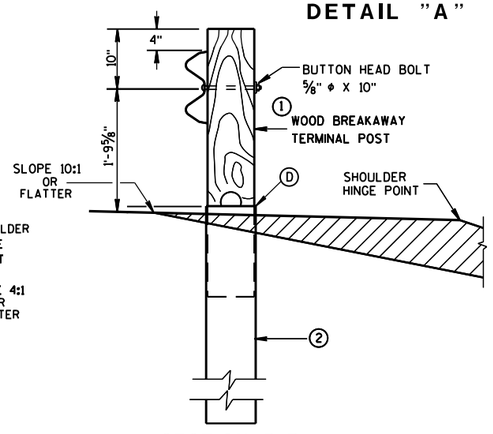
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

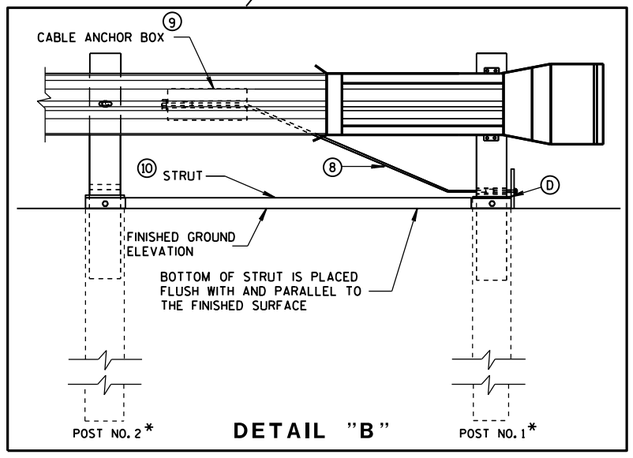










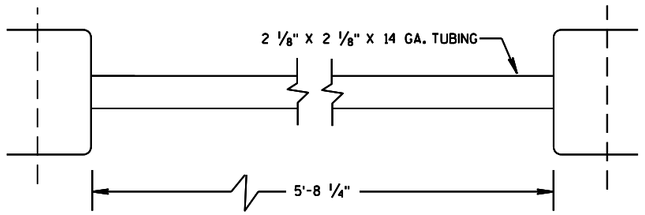


STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

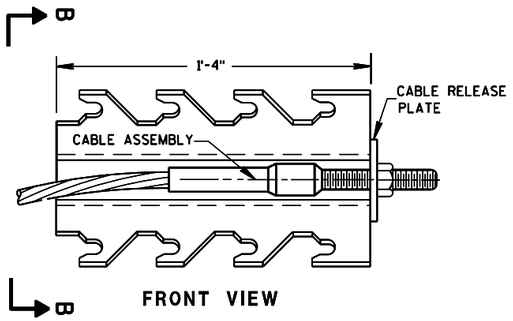
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

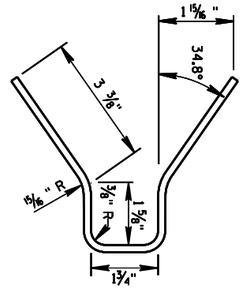
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

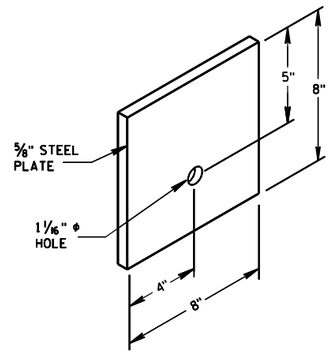


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

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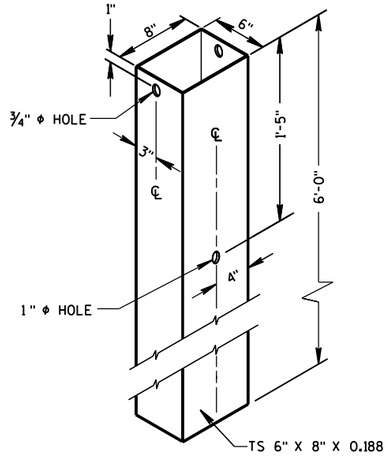
S.D.D. 14 B 24-9b

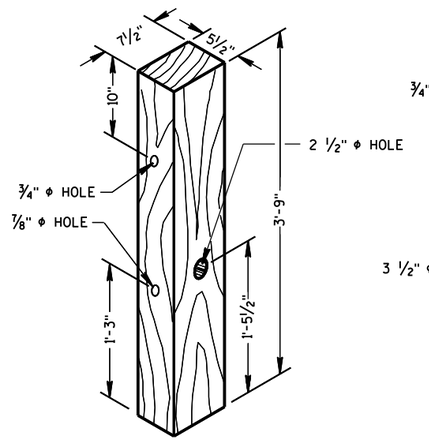
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

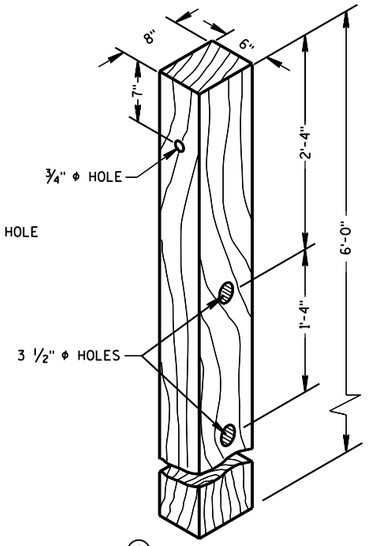
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

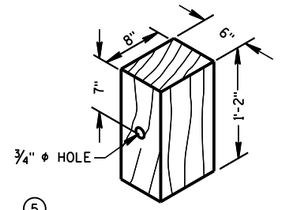


④ CRT POST
(POSTS NO'S 5-8)

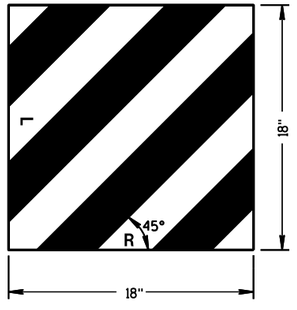
WOOD BREAKAWAY POSTS

GENERAL NOTES

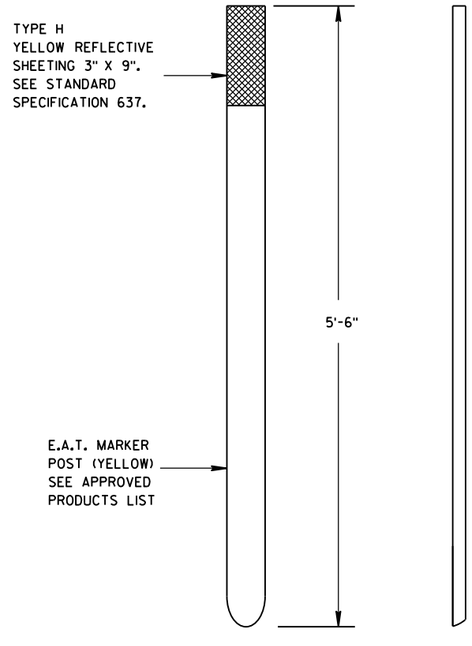
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



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



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERV.

ENT

6

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

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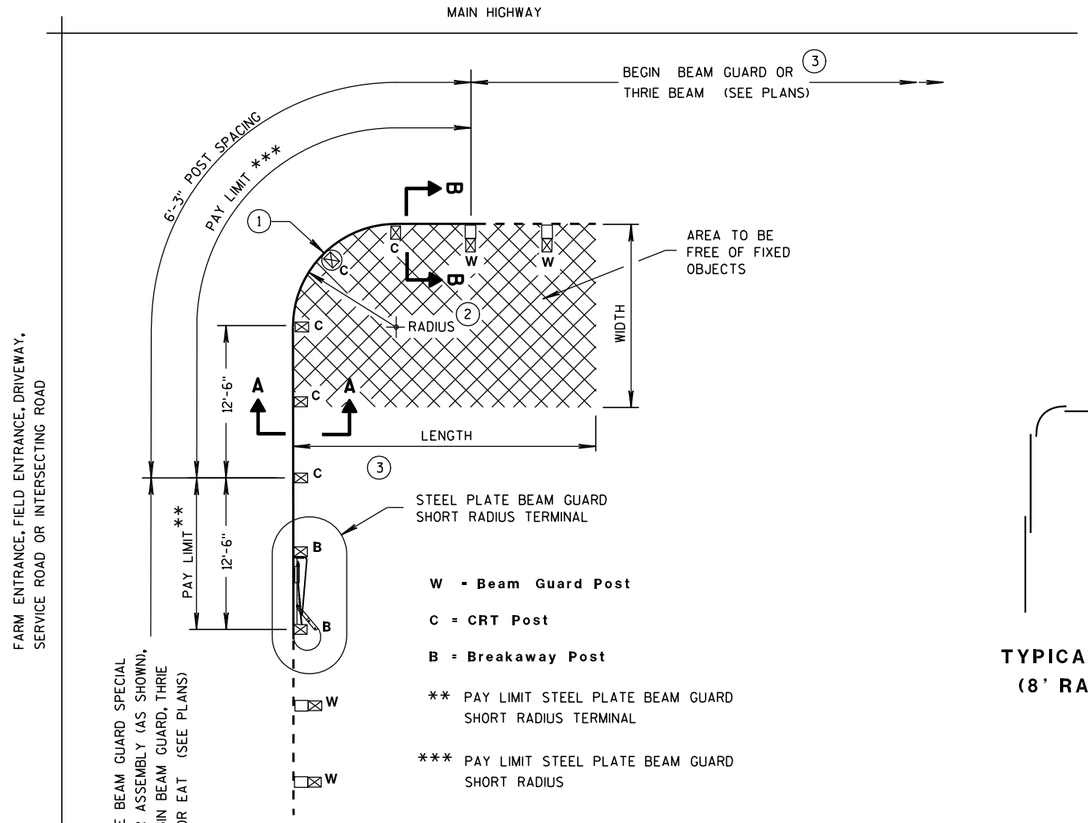
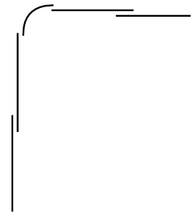
S.D.D. 14 B 24-9c



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

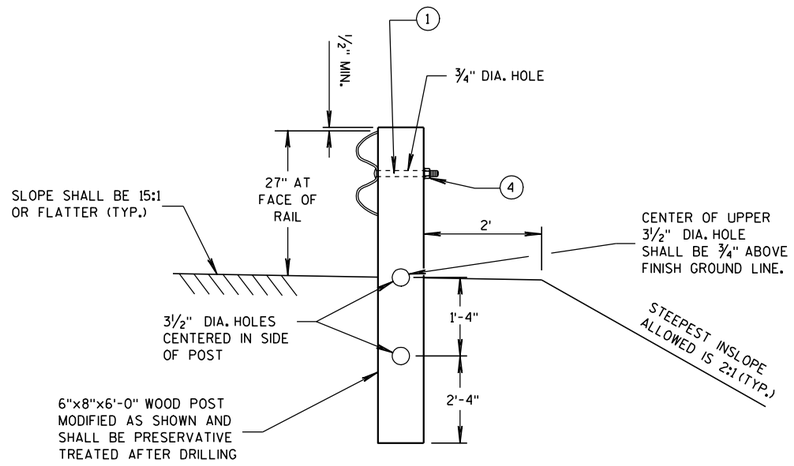
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

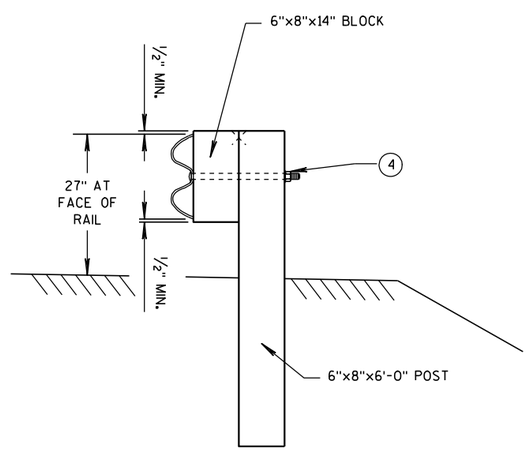
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

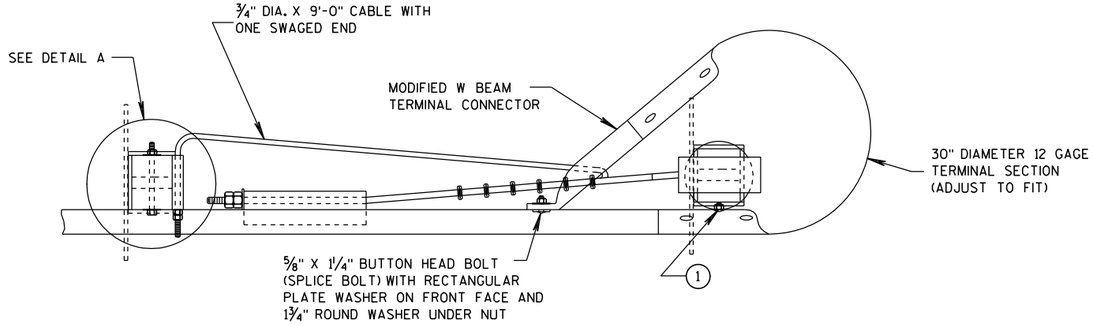
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

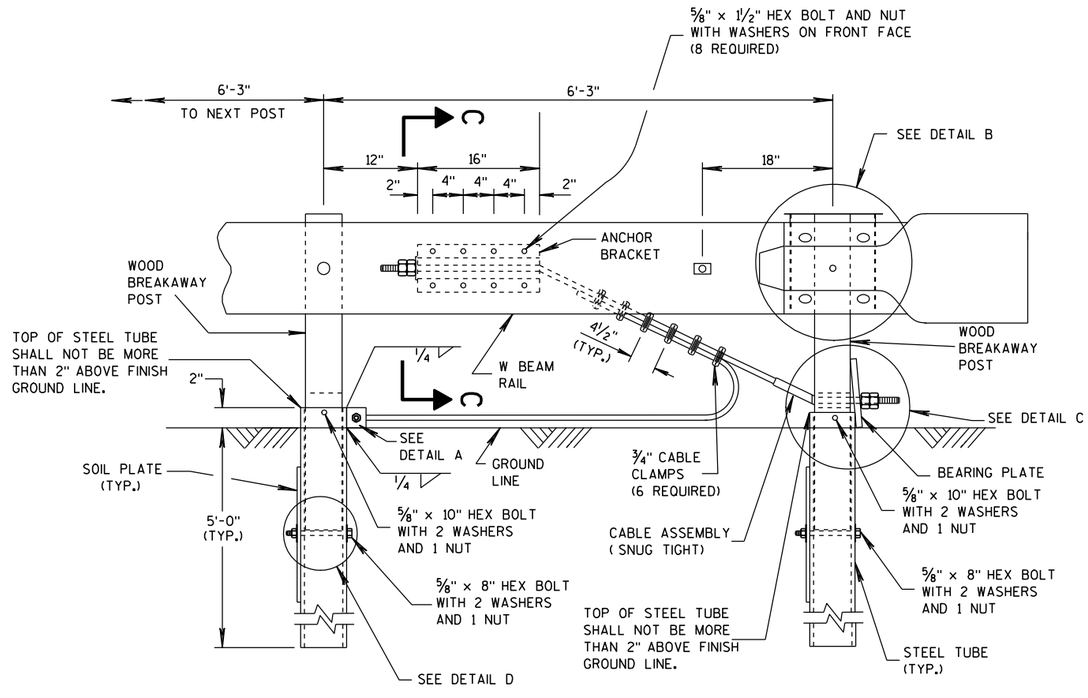
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



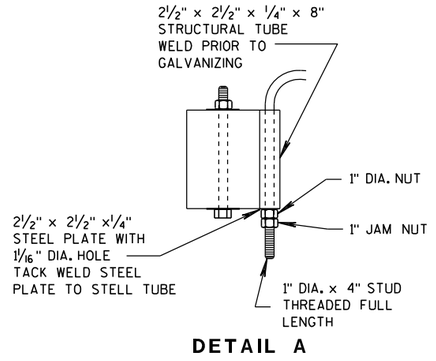
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

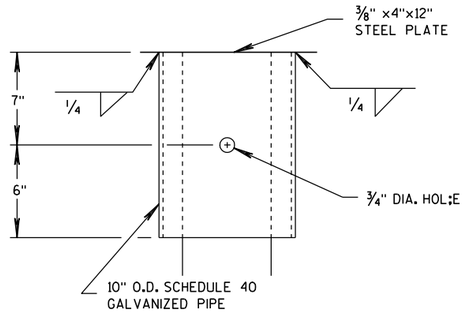
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



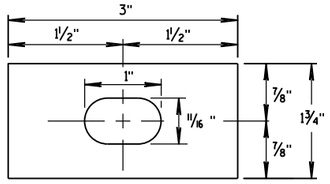
DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

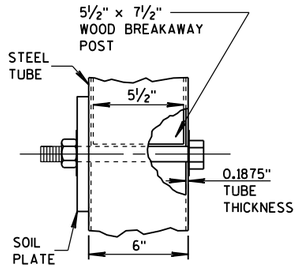
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

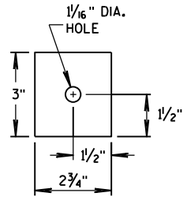
6
S.D.D. 14 B 27-1b



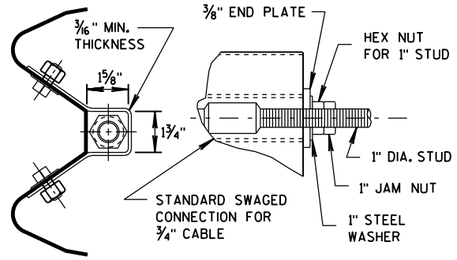
RECTANGULAR PLATE WASHER



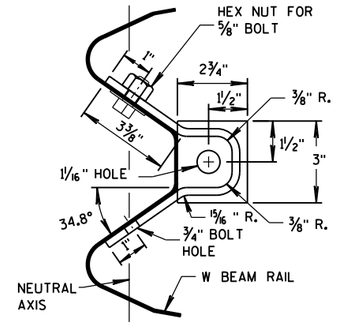
DETAIL D



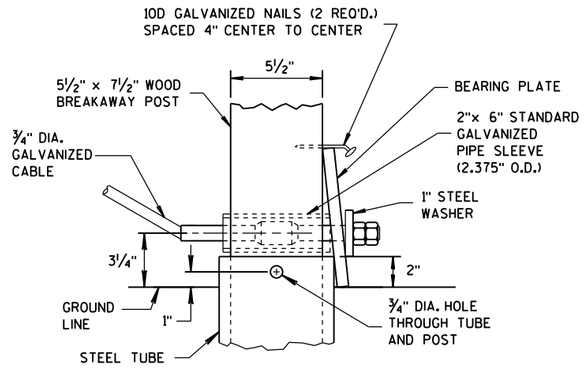
END PLATE



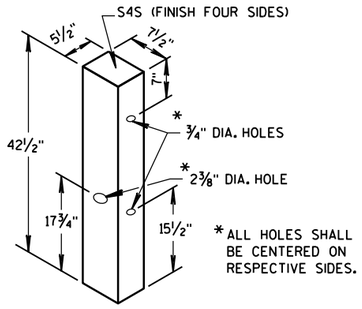
SECTION C-C
(END PLATE REMOVED)



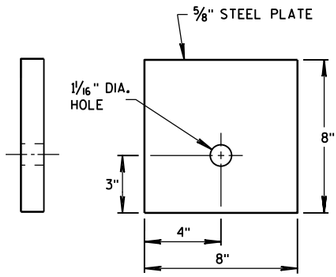
ANCHOR BRACKET



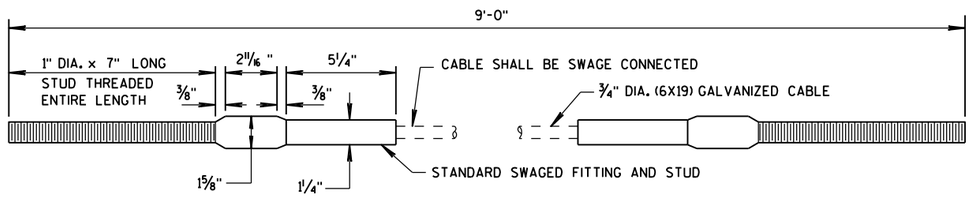
DETAIL C



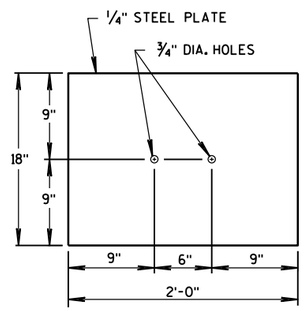
WOOD BREAKAWAY POST



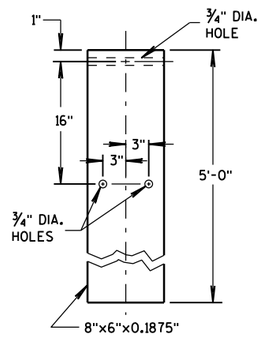
BEARING PLATE



CABLE ASSEMBLY



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

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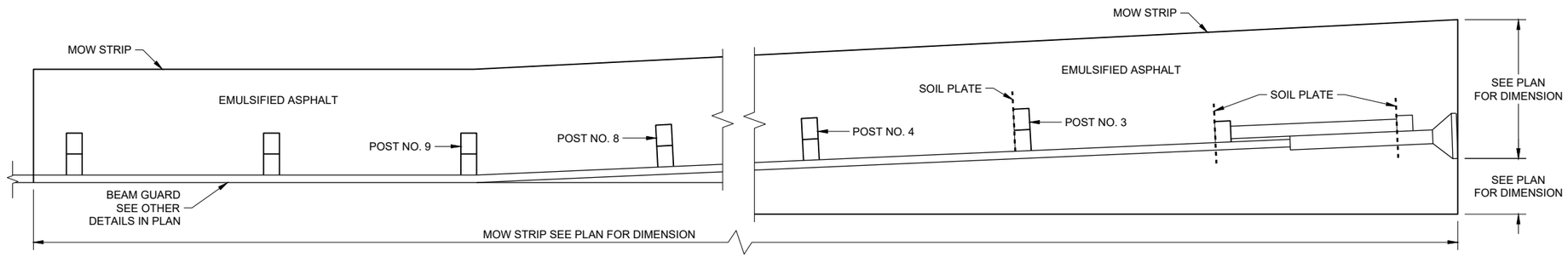
S.D.D. 14 B 27-1c



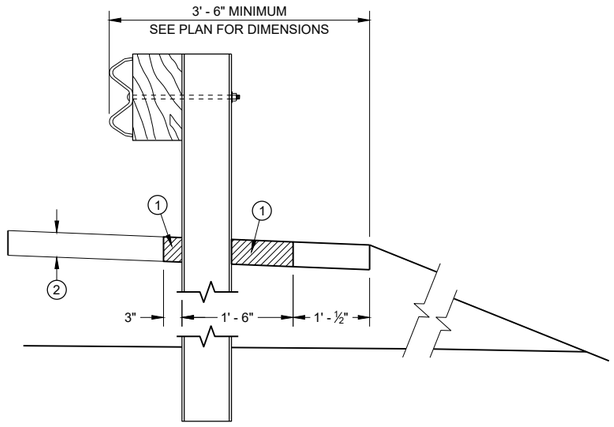
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

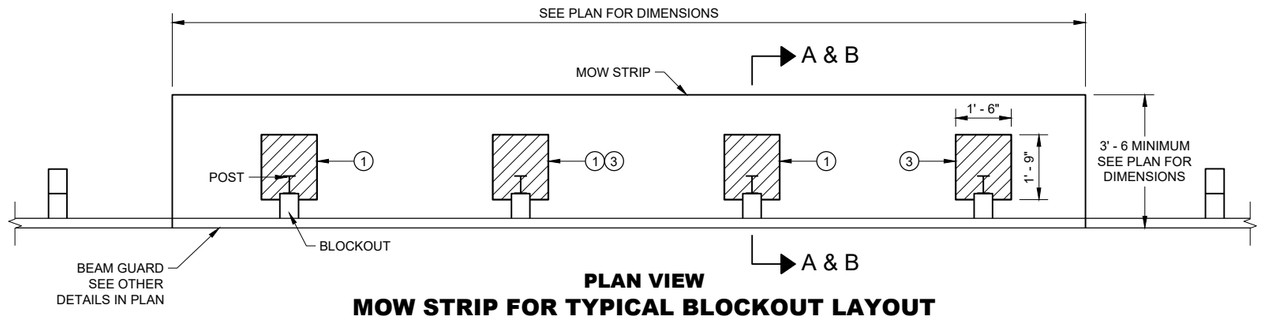
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

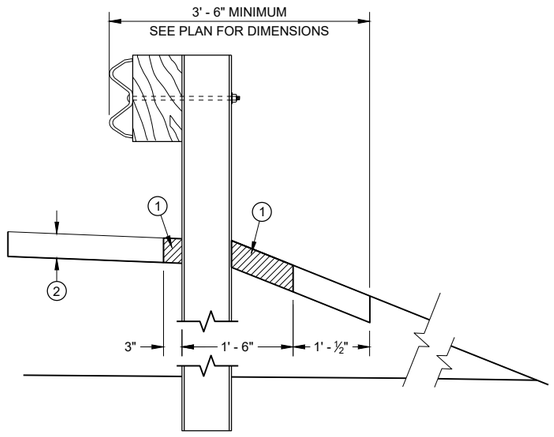


SECTION A - A

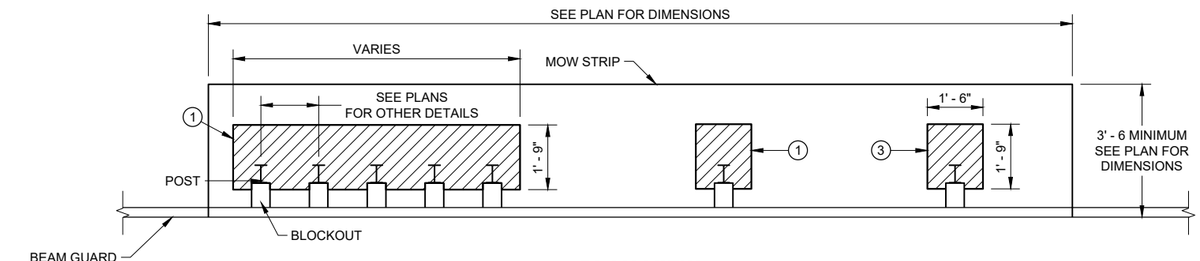


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

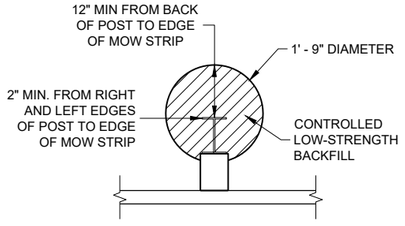


SECTION B - B

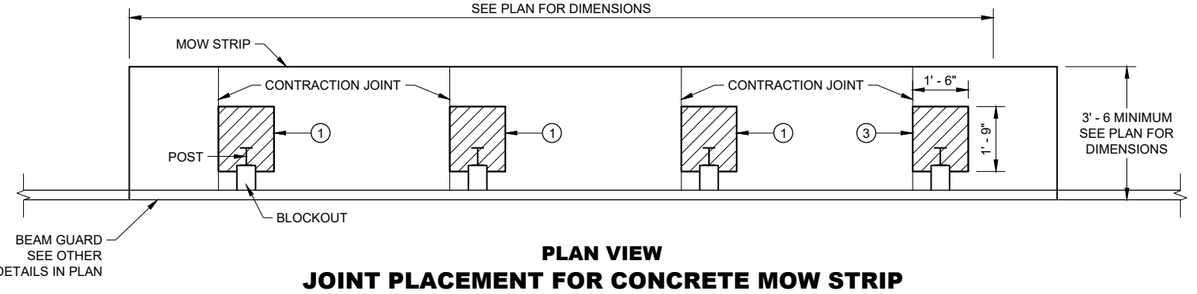


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

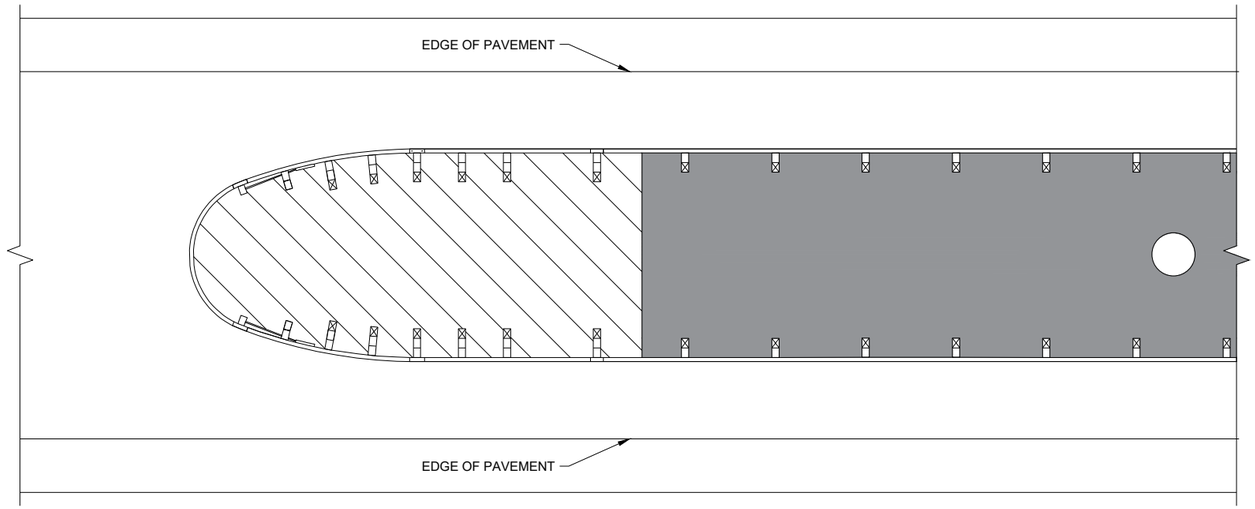
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

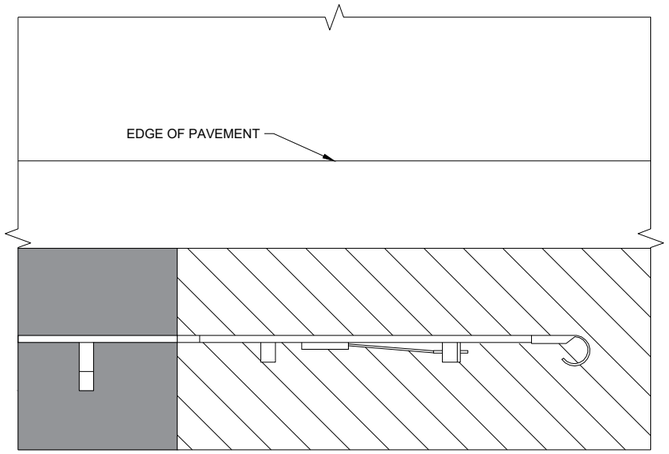
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

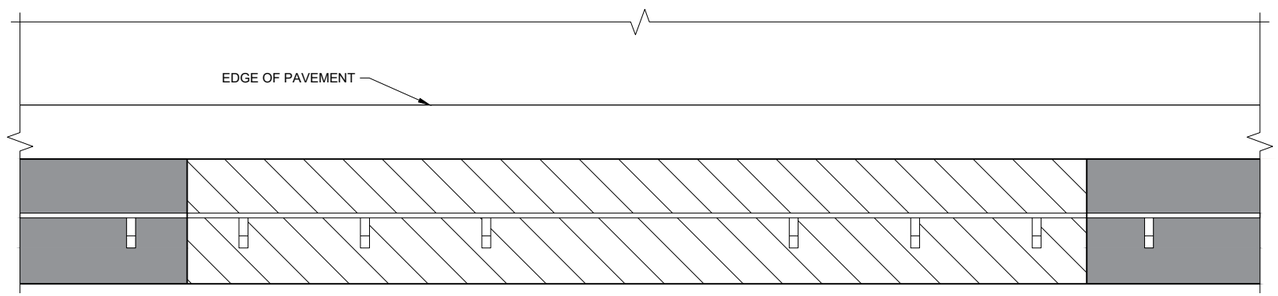
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



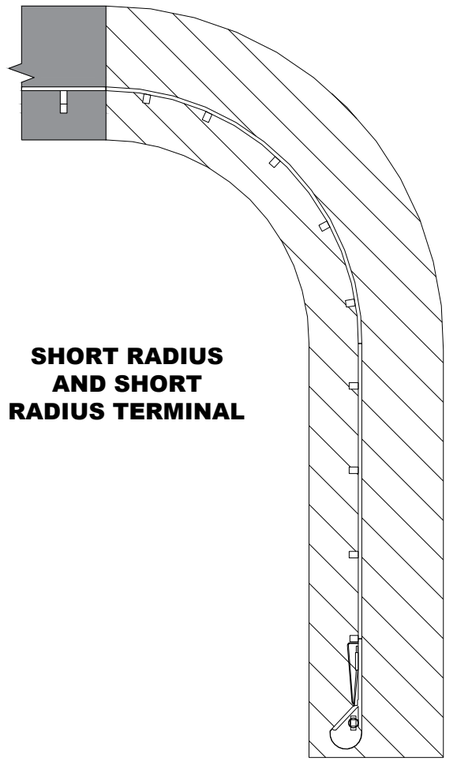
THRIE BEAM BULLNOSE



TYPE 2 TERMINAL



LONG - SPAN



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

FHWA

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SDD 14B28 - 04b

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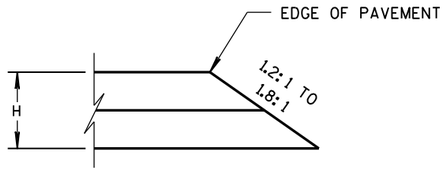
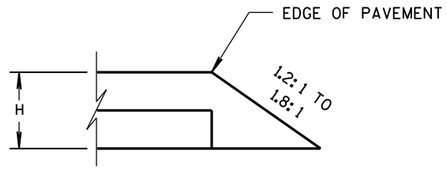
SDD 14B28 - 04b



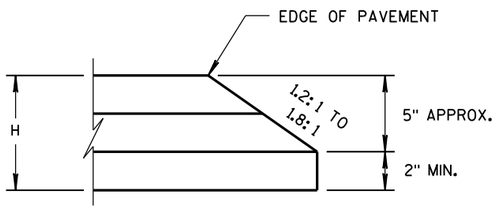
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



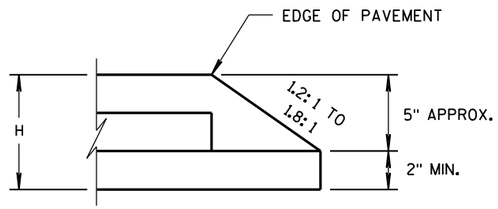
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

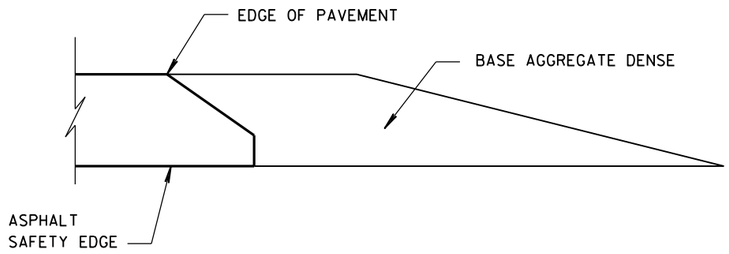
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

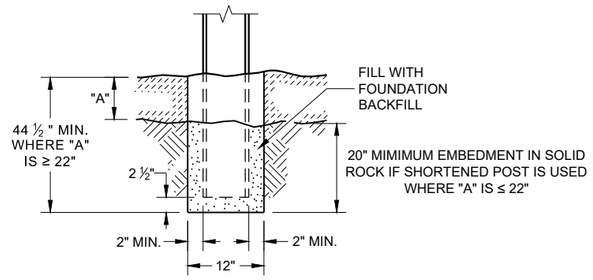
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

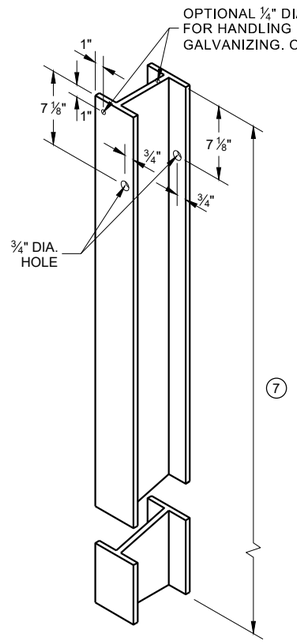
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS +1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

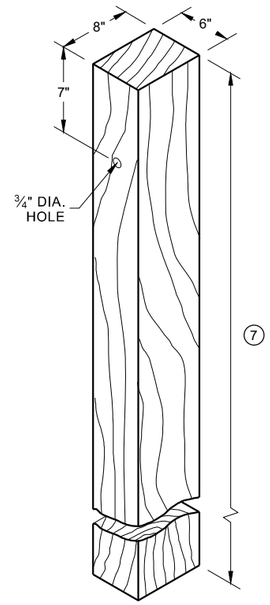
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



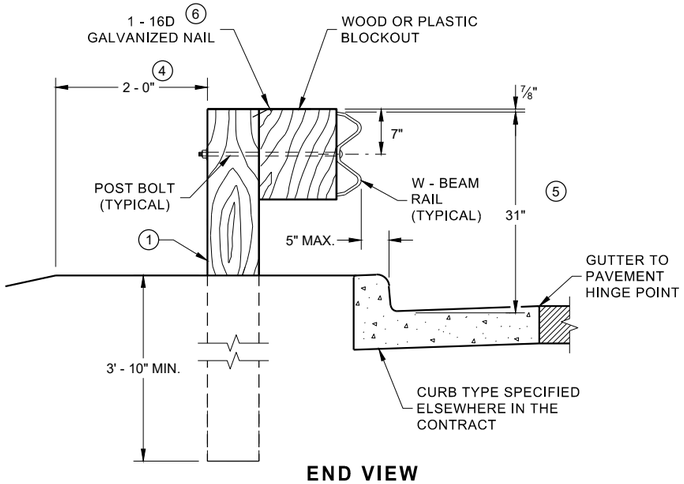
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



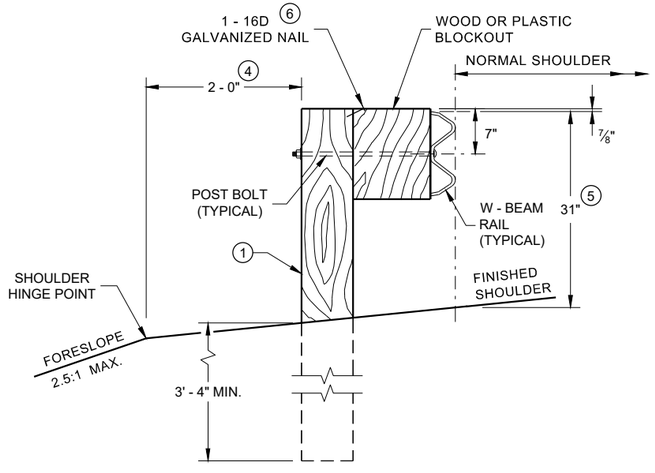
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



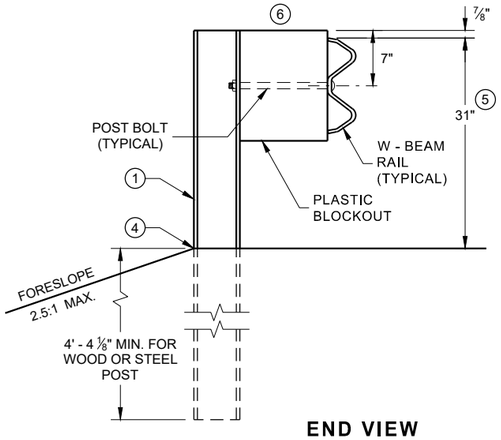
WOOD POST (6" X 8") NOMINAL (1)



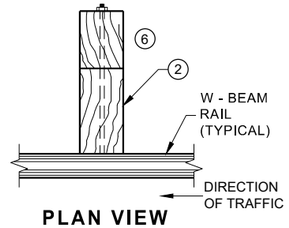
END VIEW
LOCATED ALONG A CURBED ROADWAY



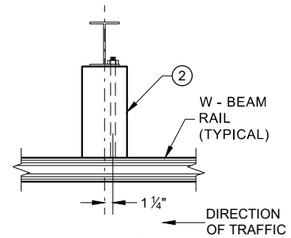
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



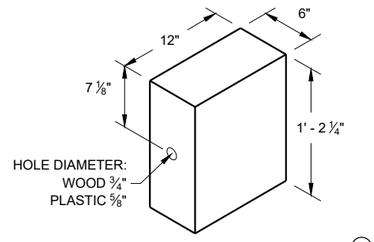
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

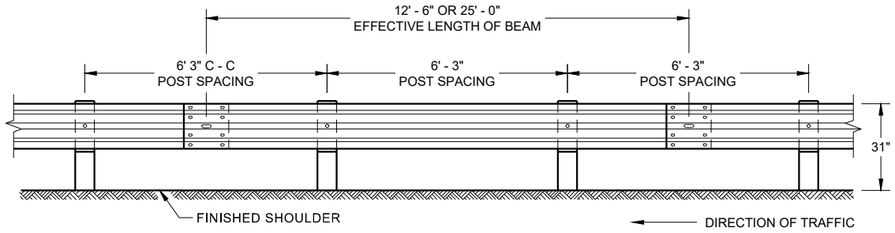
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

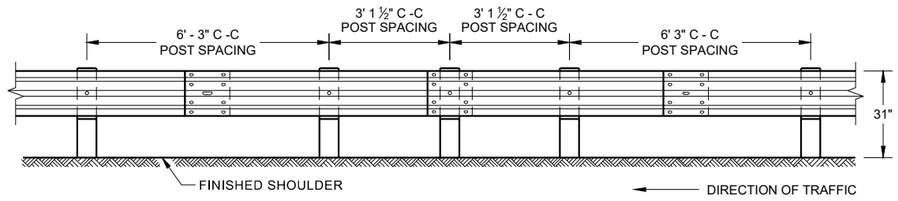
SDD 14B42 - 06a

6

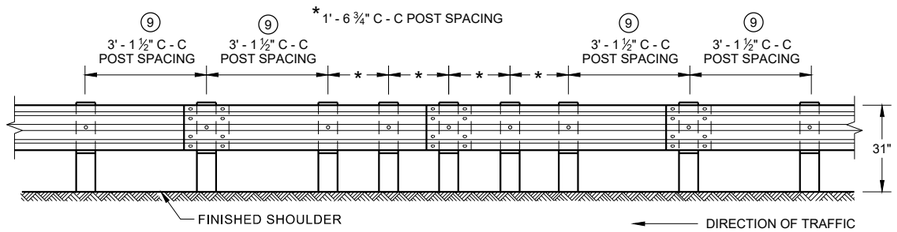
SDD 14B42 - 06a



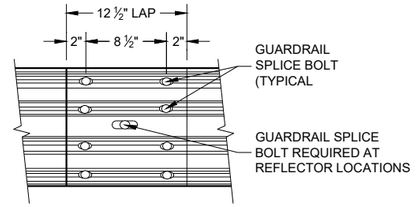
FRONT VIEW
POST SPACING STANDARD INSTALLATION



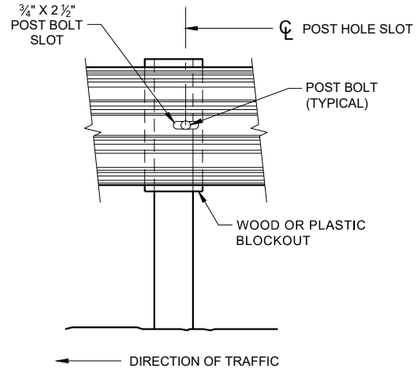
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



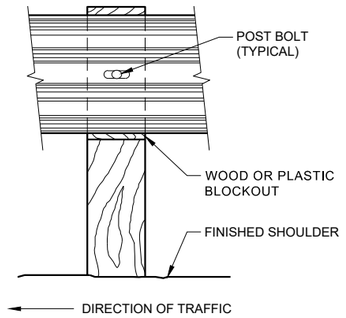
FRONT VIEW
QUARTER POST SPACING (QS)



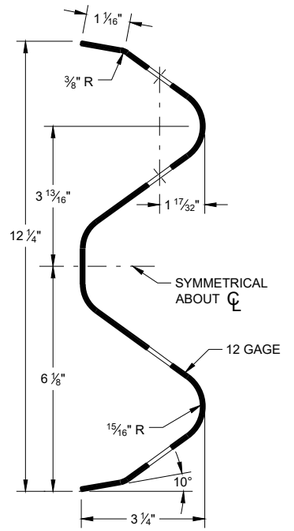
FRONT VIEW
MID-SPAN BEAM SPLICE



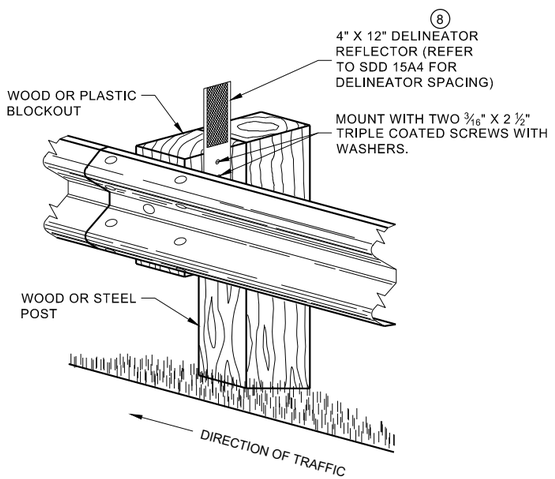
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

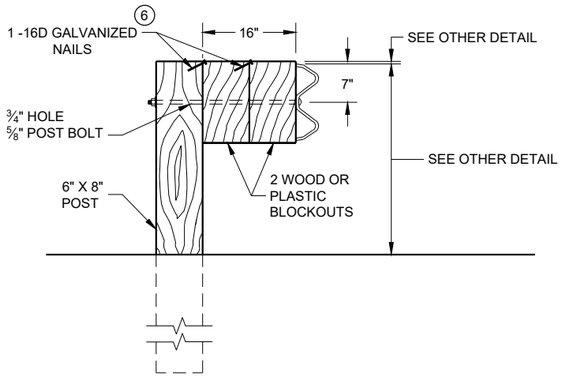
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 06b

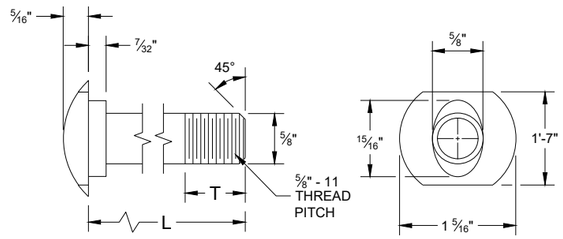


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

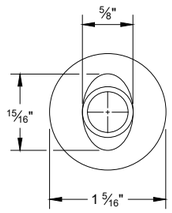
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

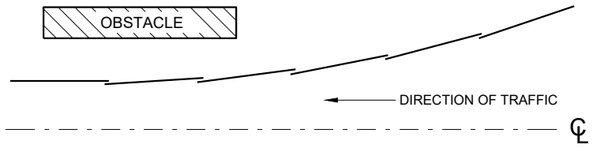


POST BOLT TABLE

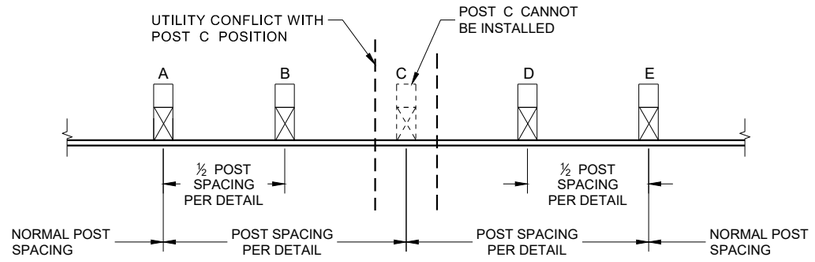
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



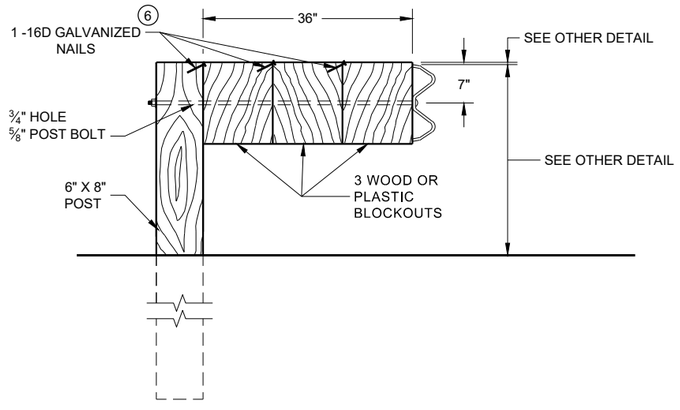
ALTERNATE BOLT HEAD



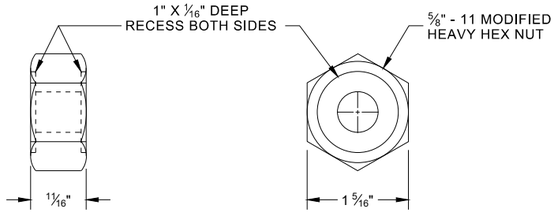
PLAN VIEW
BEAM LAPPING DETAIL



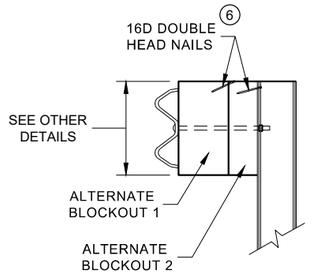
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



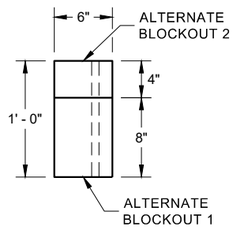
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

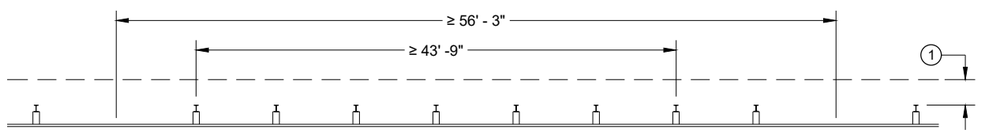
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

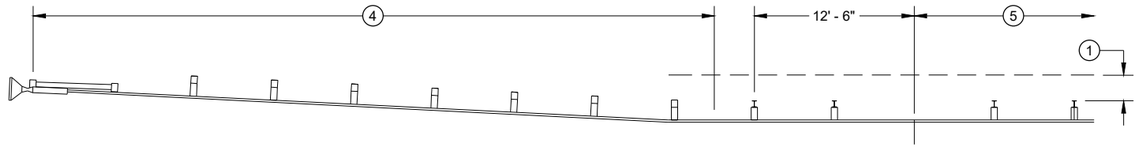
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

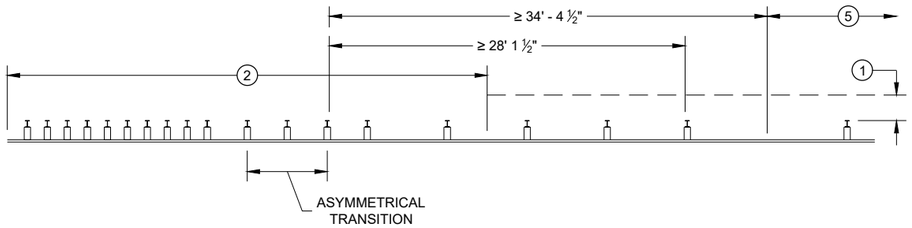
SDD 14B42 - 06c



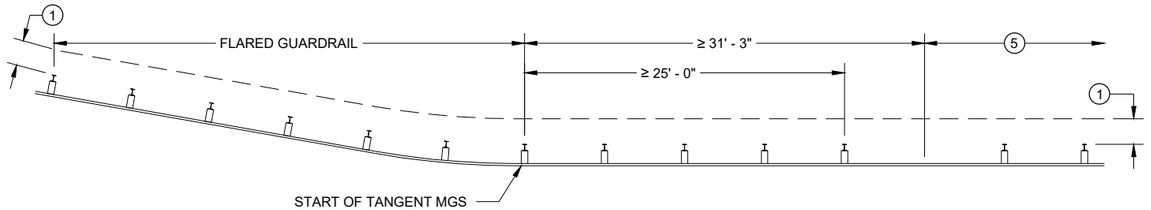
MISSING POST IN NORMAL BEAM GUARD RUN



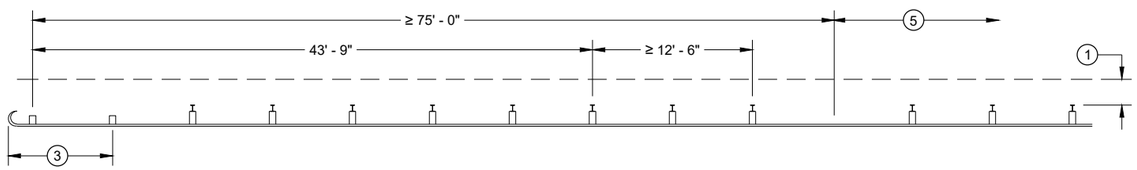
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



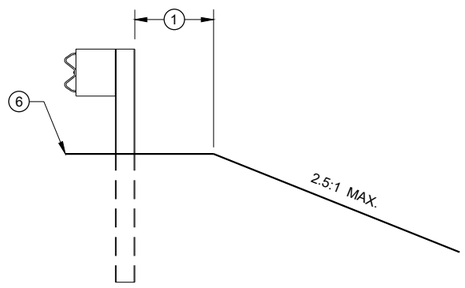
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B42 - 06d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

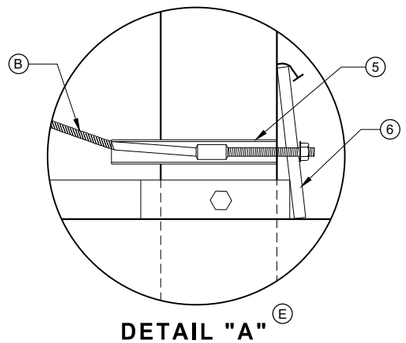
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

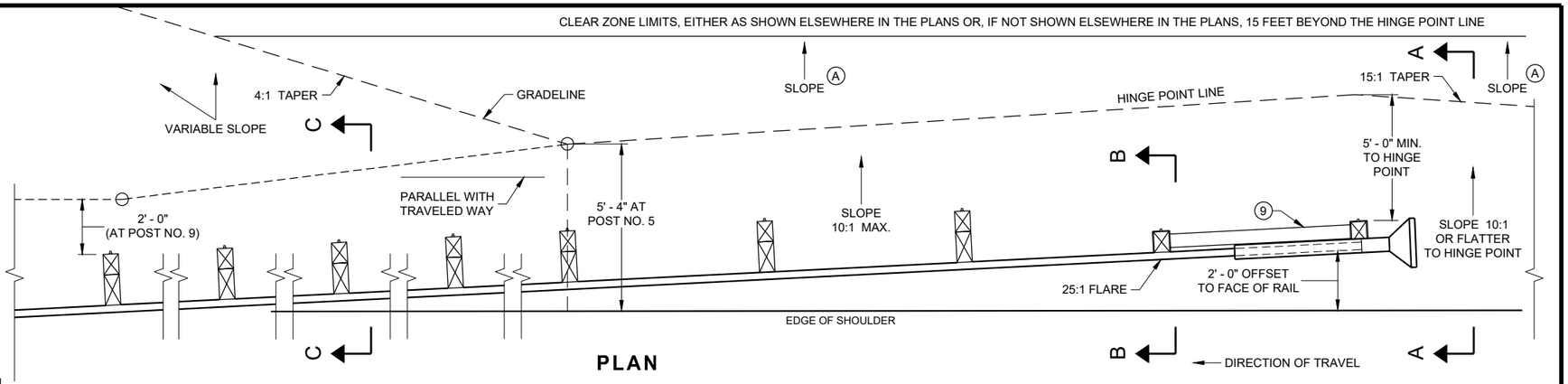
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

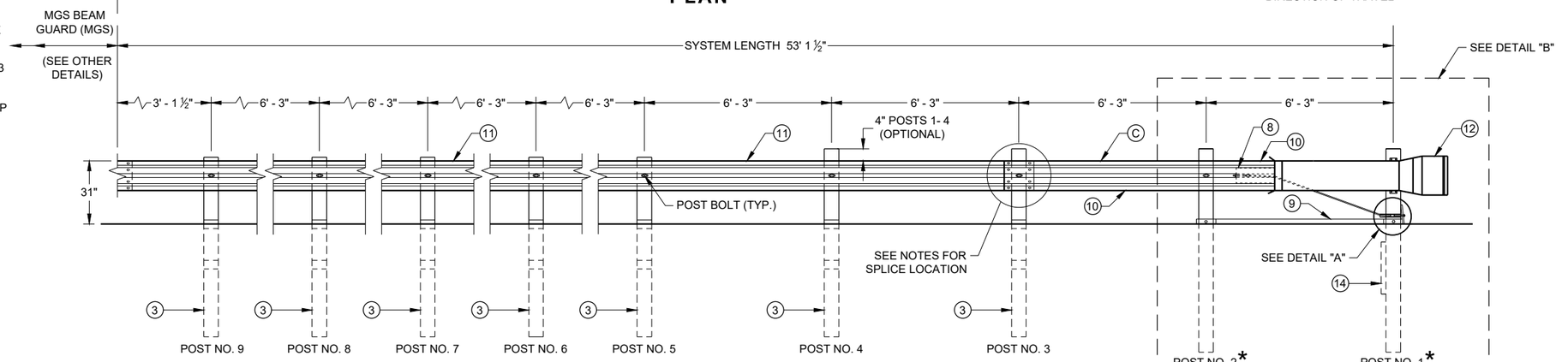
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



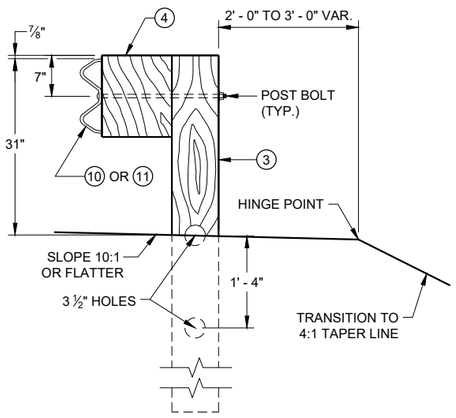
DETAIL "A" (E)



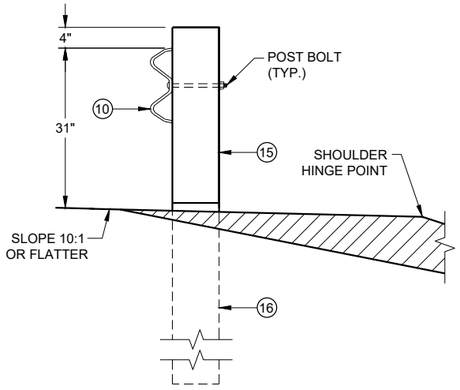
PLAN



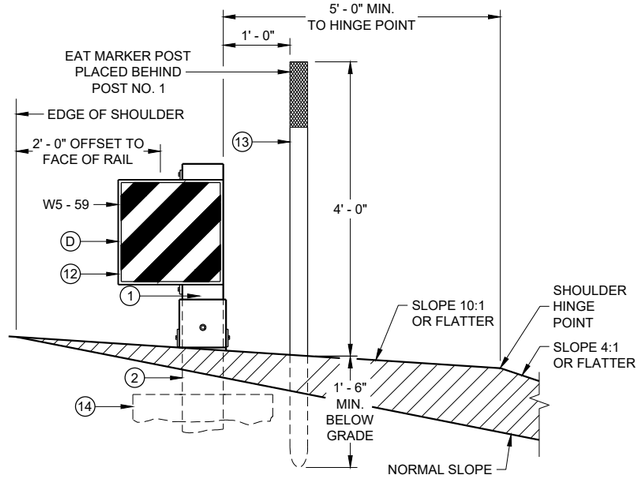
ELEVATION



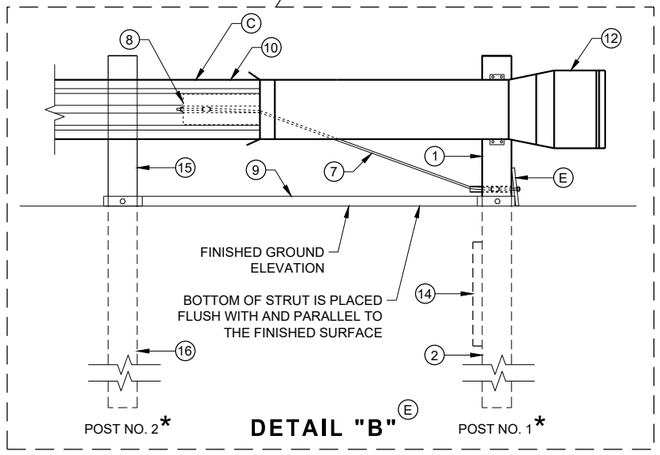
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



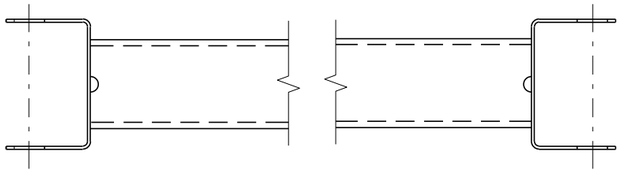
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

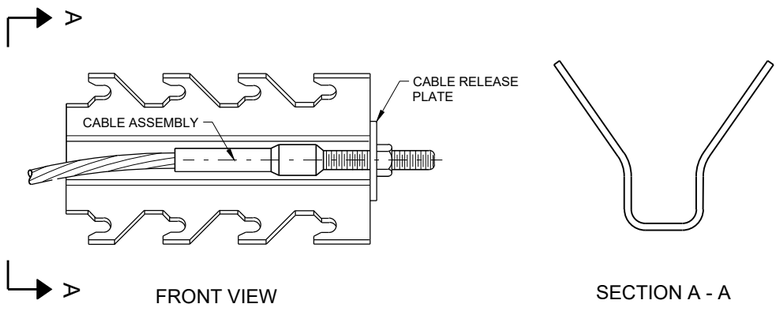
SDD 14B44 - 04a



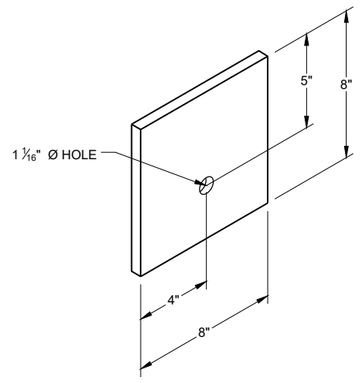
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

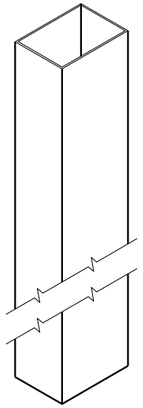
6

SDD 14B44 - 04b

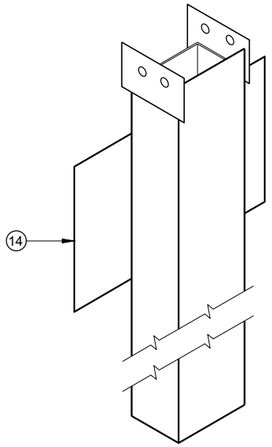
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

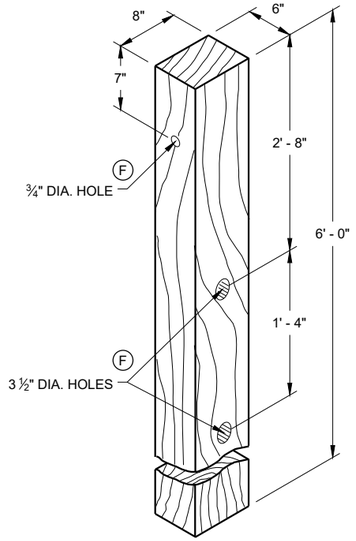
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



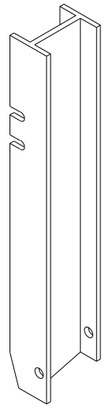
UPPER POST NO. 1 (1) (E)



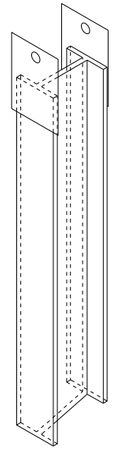
LOWER POST NO. 1 (2) (E)



WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



UPPER POST NO. 2 (15) (E)



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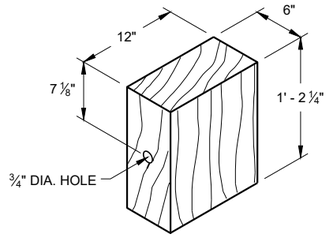
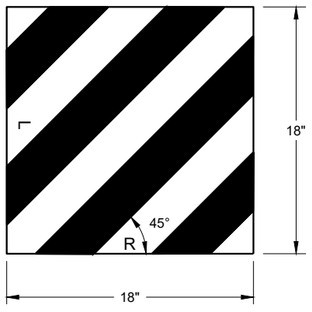
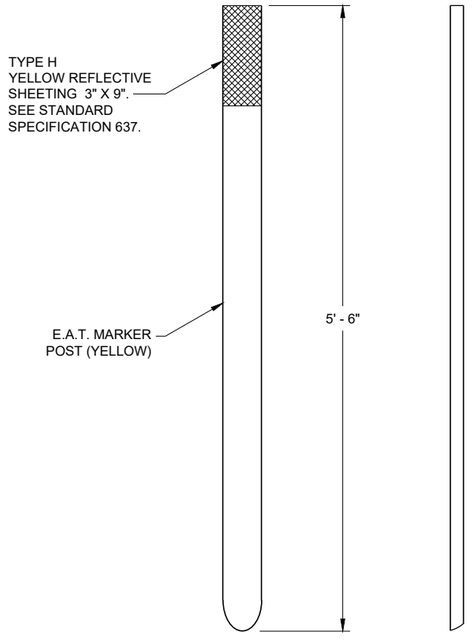


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



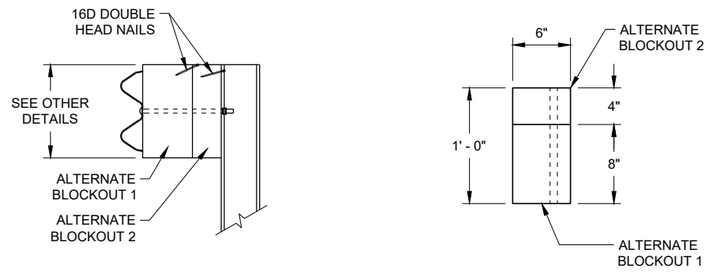
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

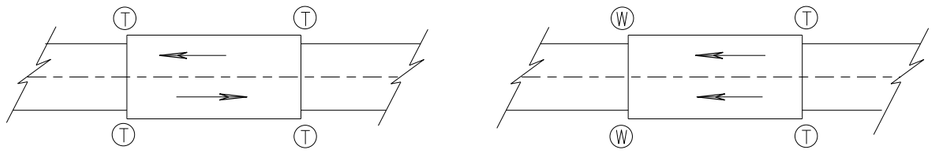
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

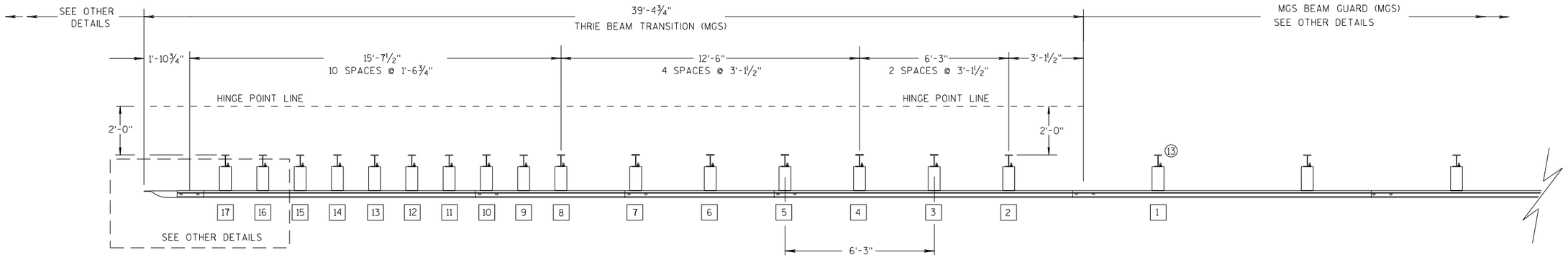
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

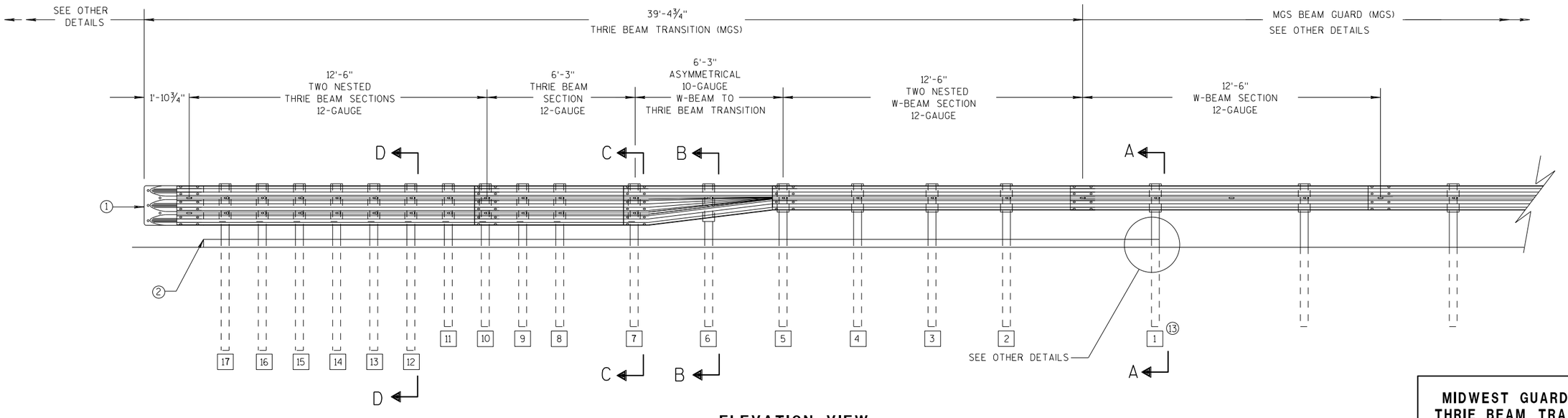
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 45-5a

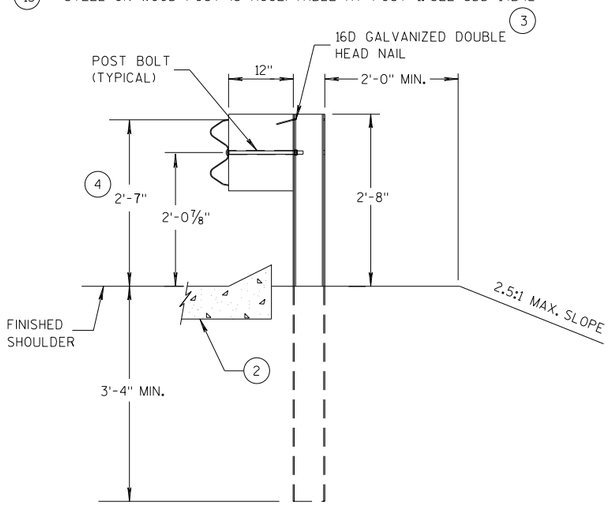
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

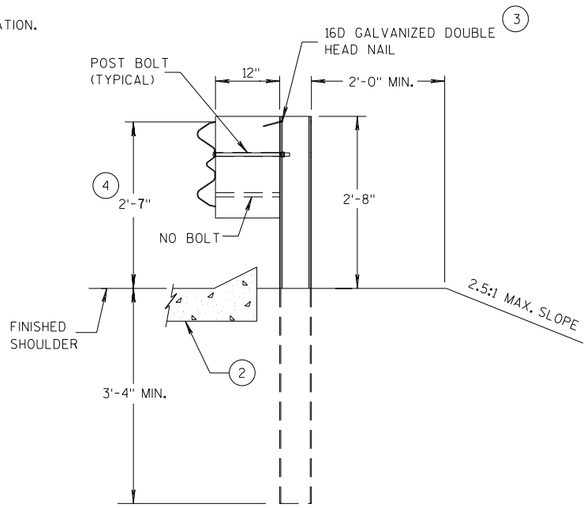
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



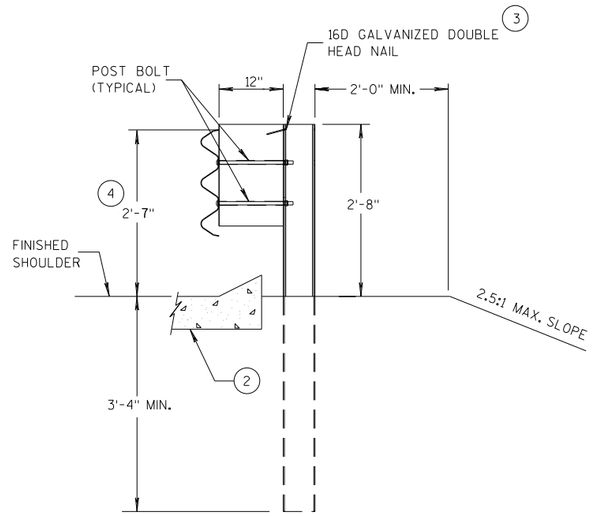
SECTION A-A (13)

POSTS 1-5



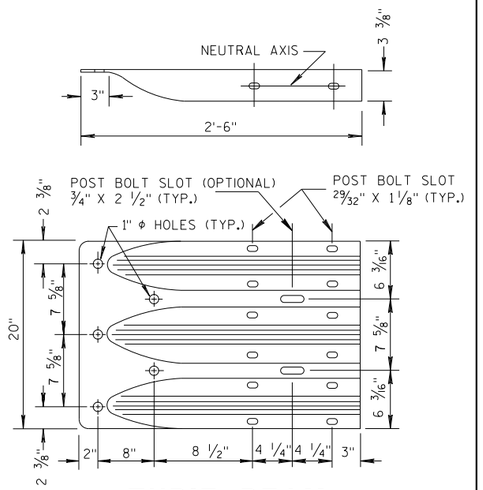
SECTION B-B

POST 6

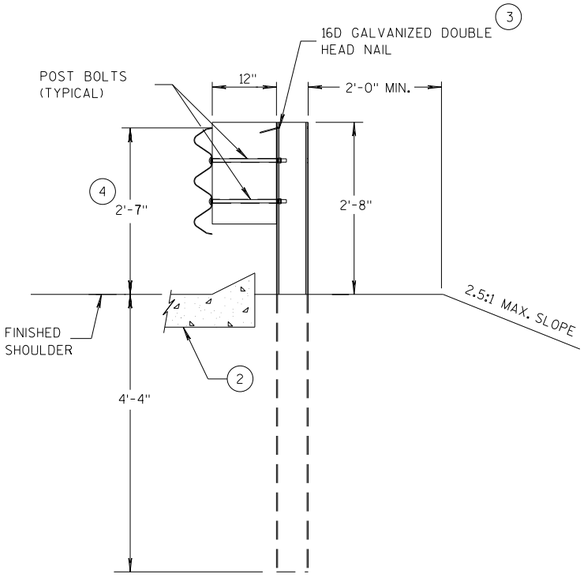


SECTION C-C

POSTS 7-11

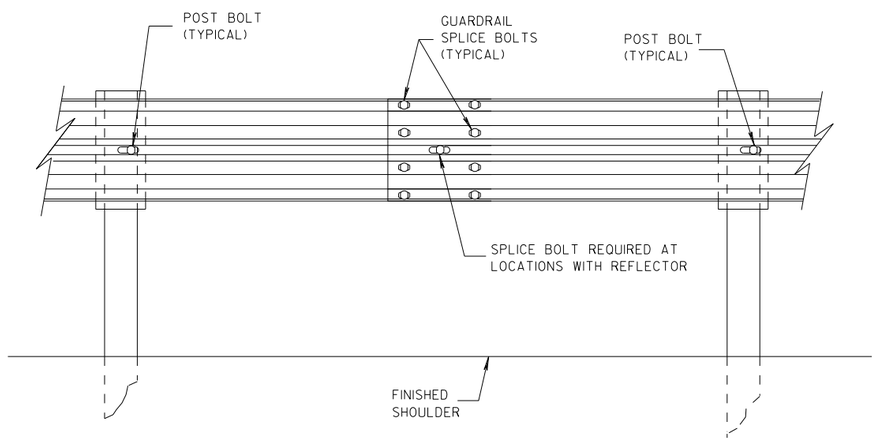


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

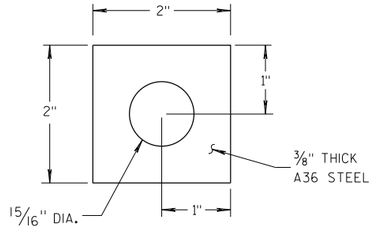
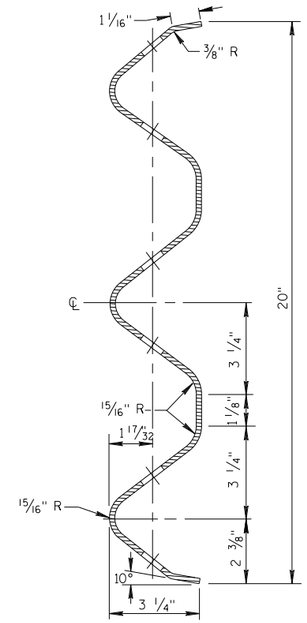


PLATE WASHER DETAIL



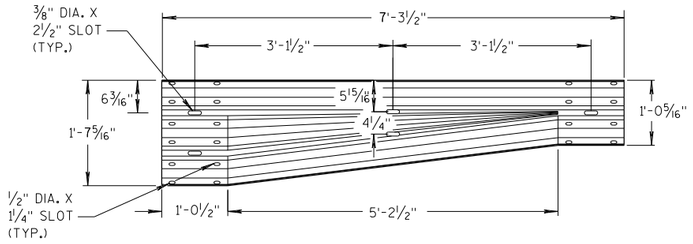
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

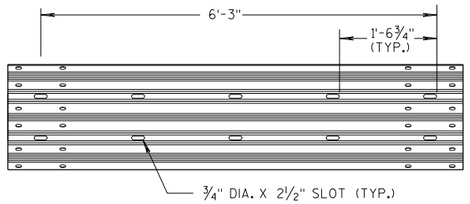
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

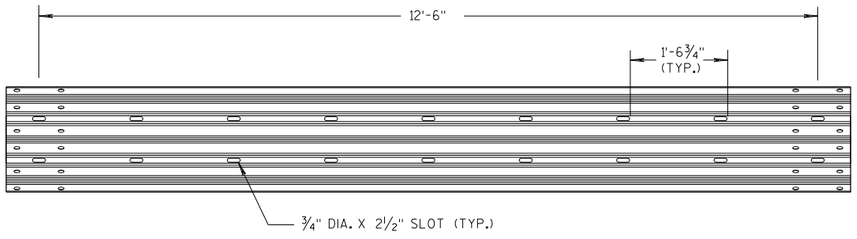
S.D.D. 14 B 45-5b



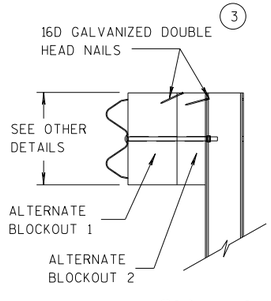
W-BEAM TO THRIE BEAM TRANSITION SECTION



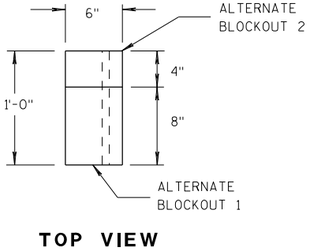
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

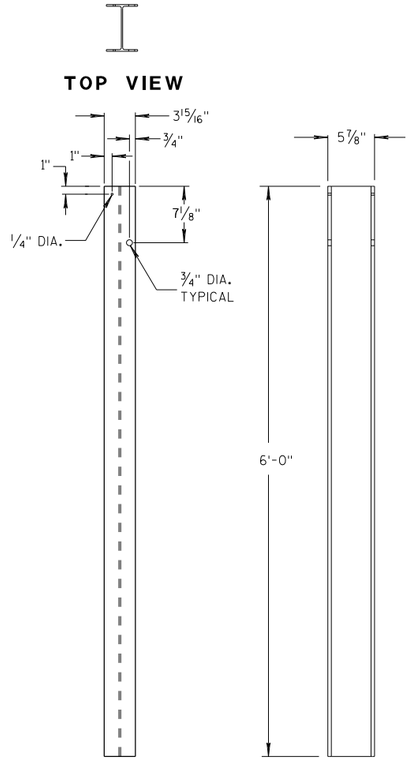


SIDE VIEW



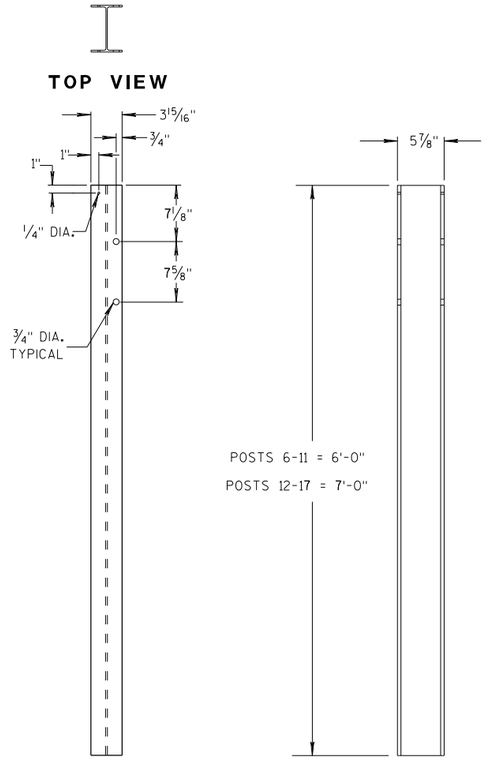
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



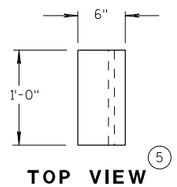
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

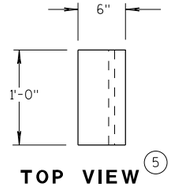


FRONT VIEW SIDE VIEW

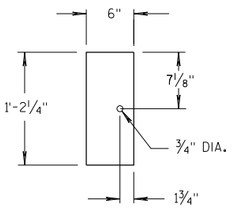
STEEL POSTS 6-17



TOP VIEW (5)

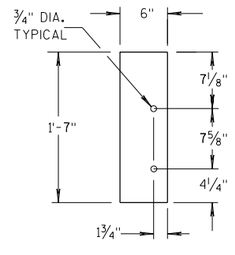


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

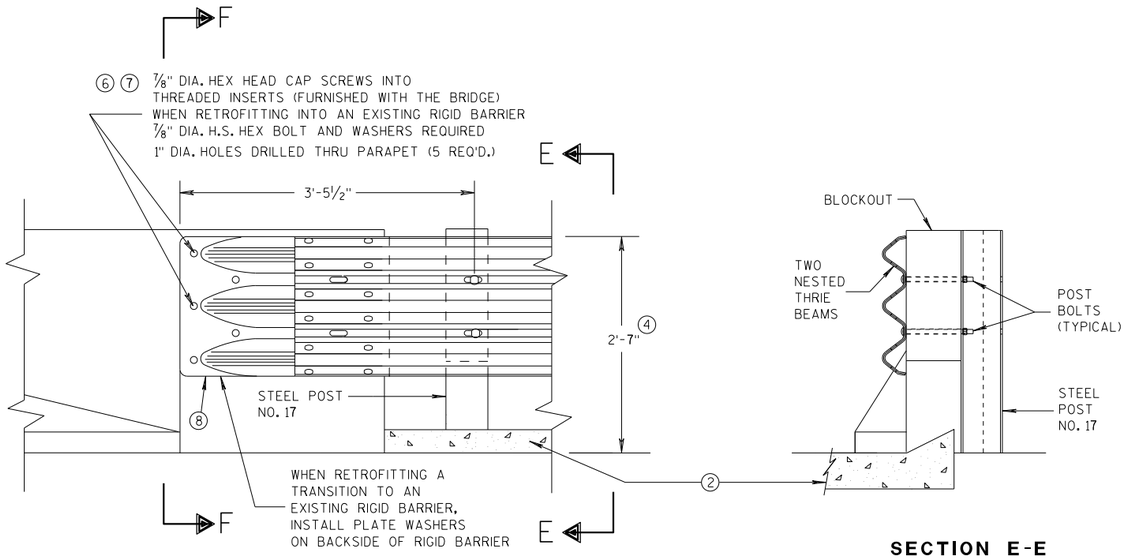
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

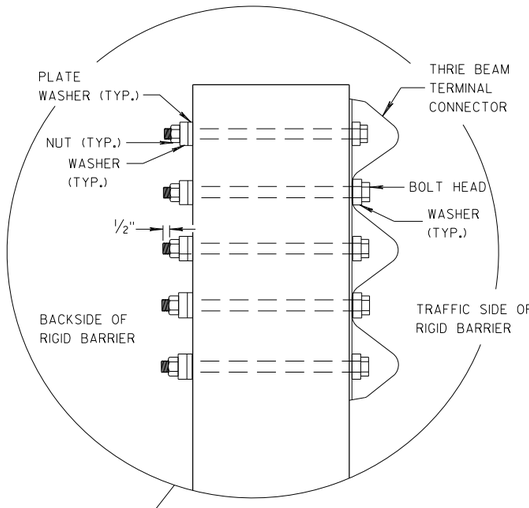
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

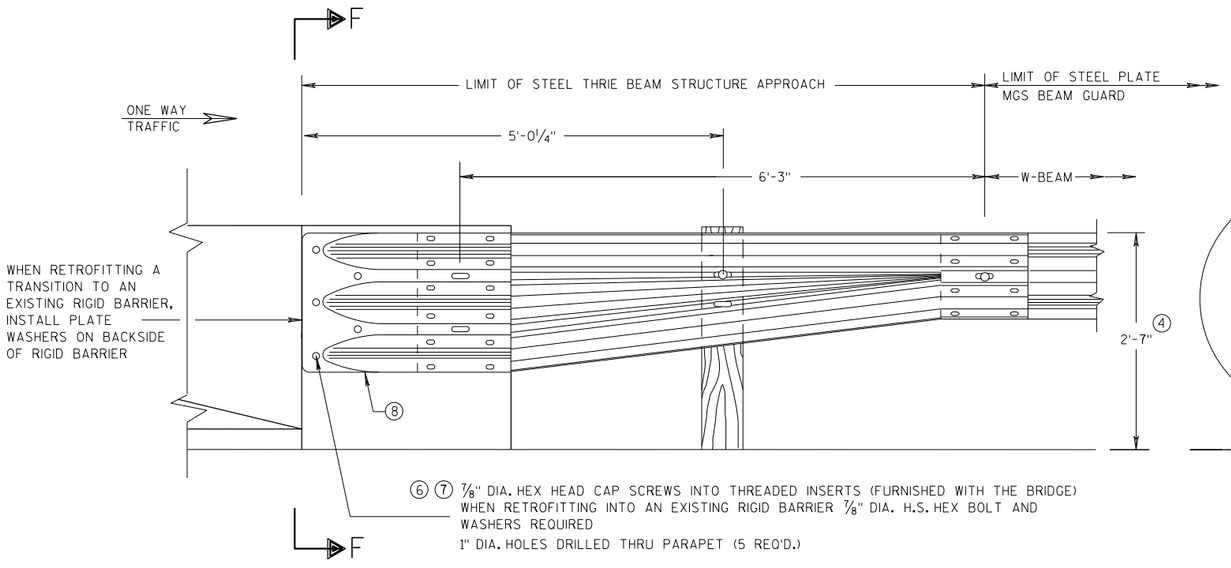
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

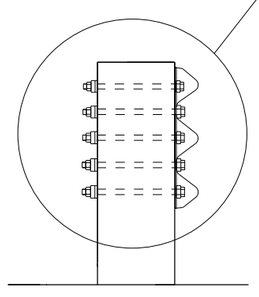
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

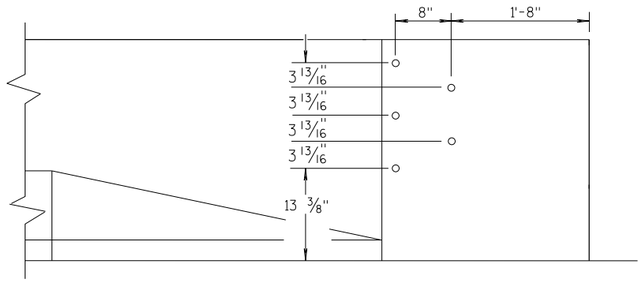




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI
NT
FHWA

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S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

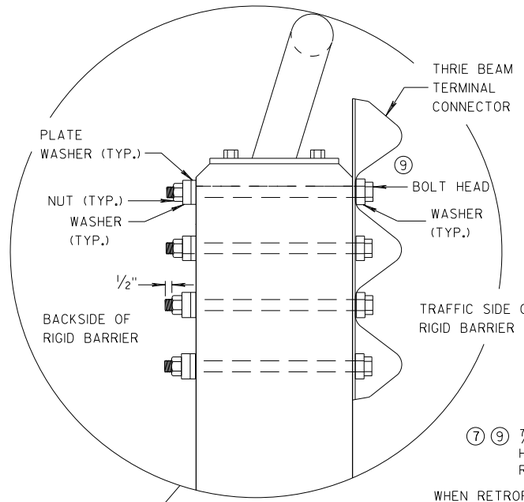
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

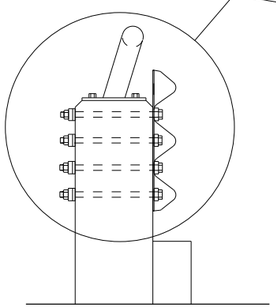
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

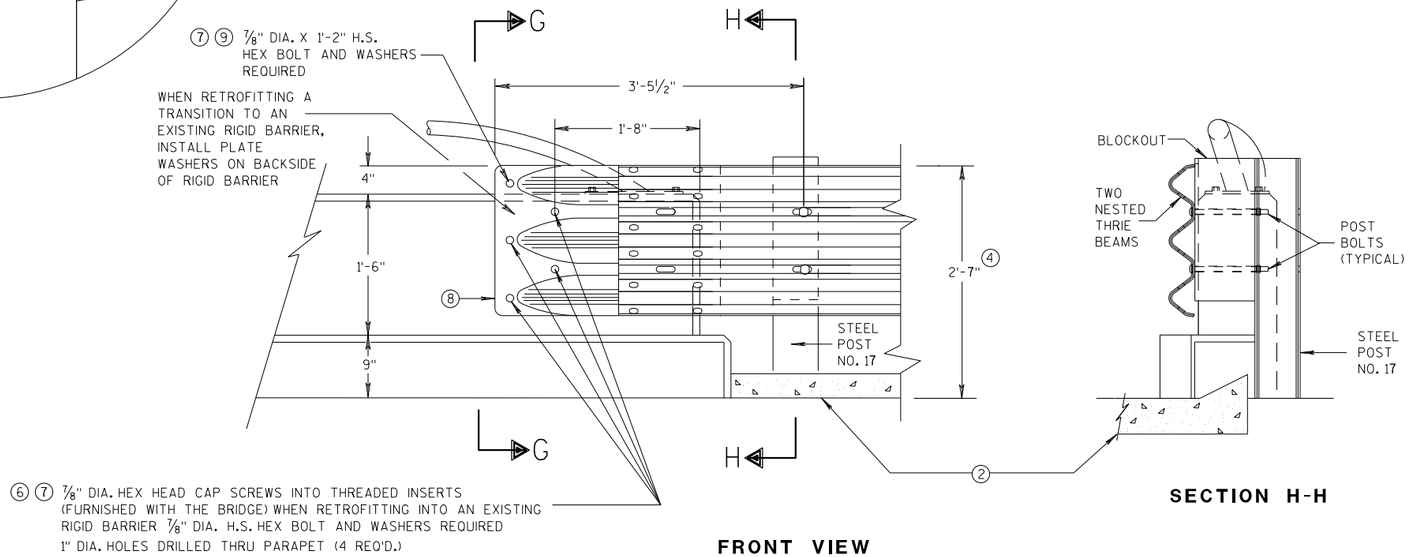
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





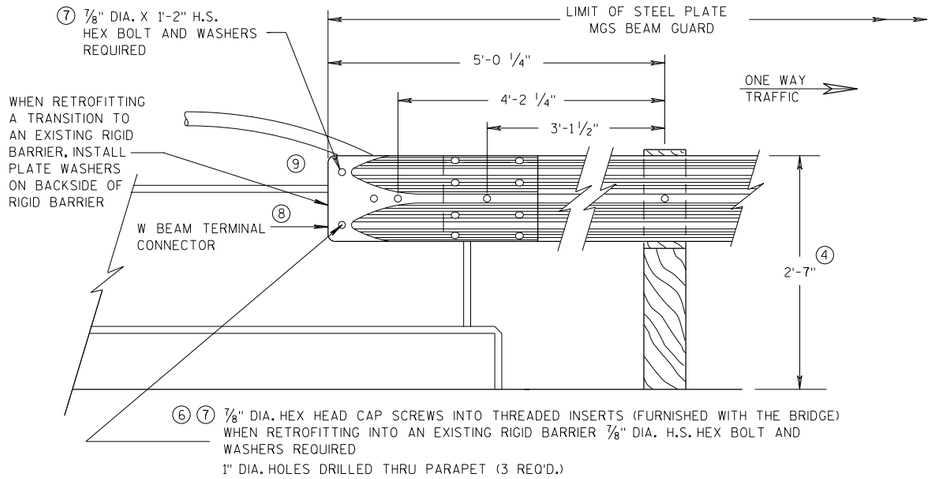
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI
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S.D.D. 14 B 45-5e

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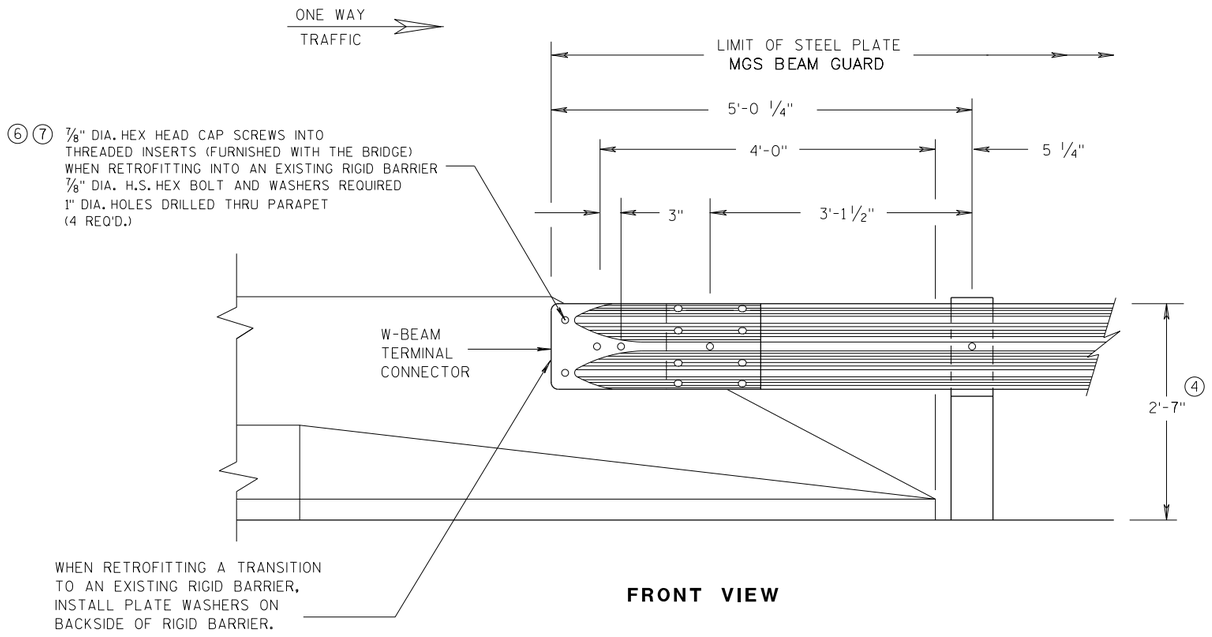
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

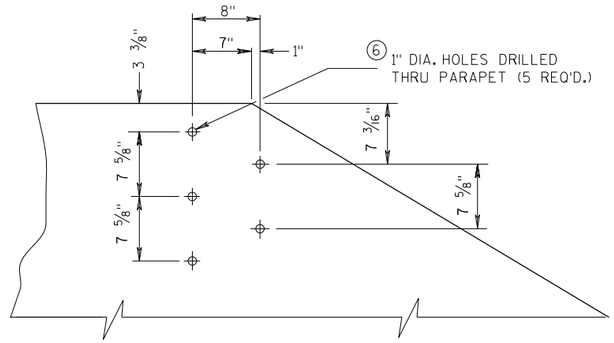
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

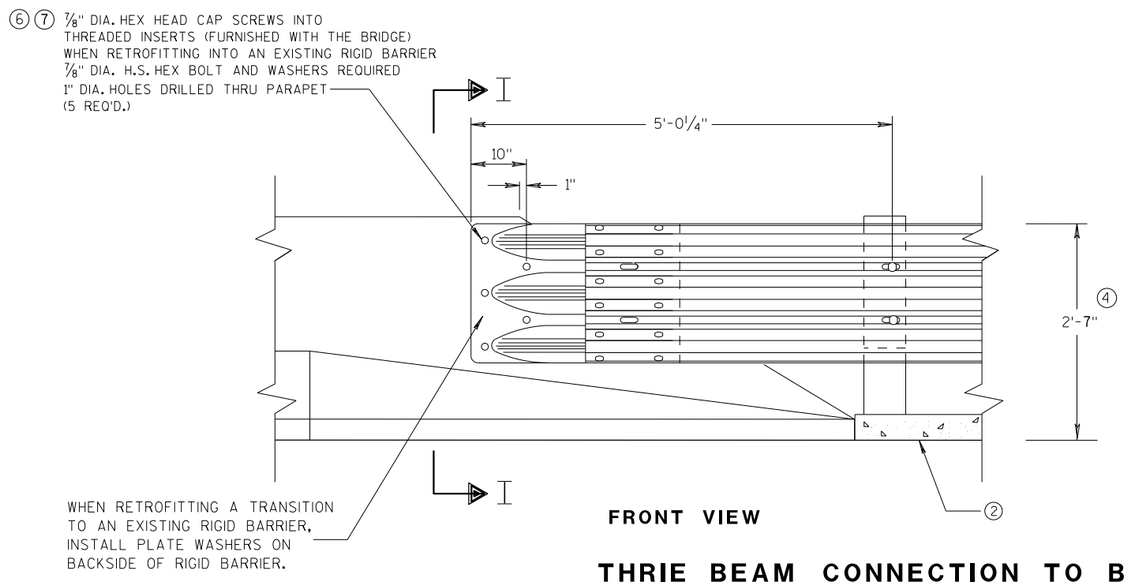
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

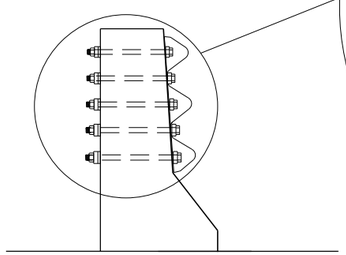
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



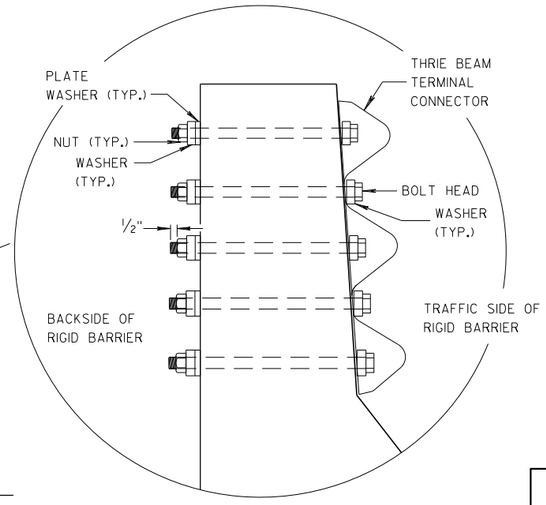
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS I
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FHWA

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S.D.D. 14 B 45-5f

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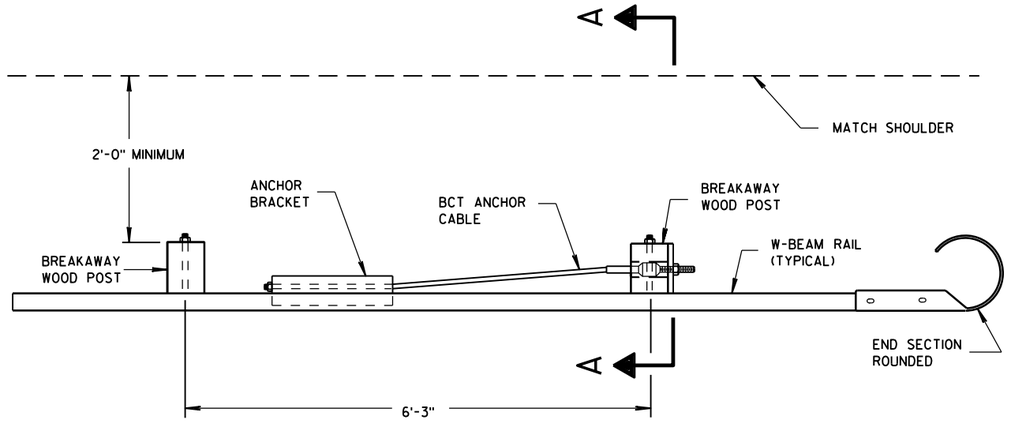
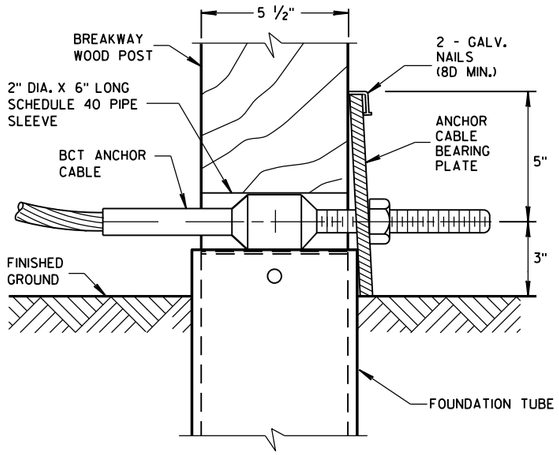
S.D.D. 14 B 45-5f



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

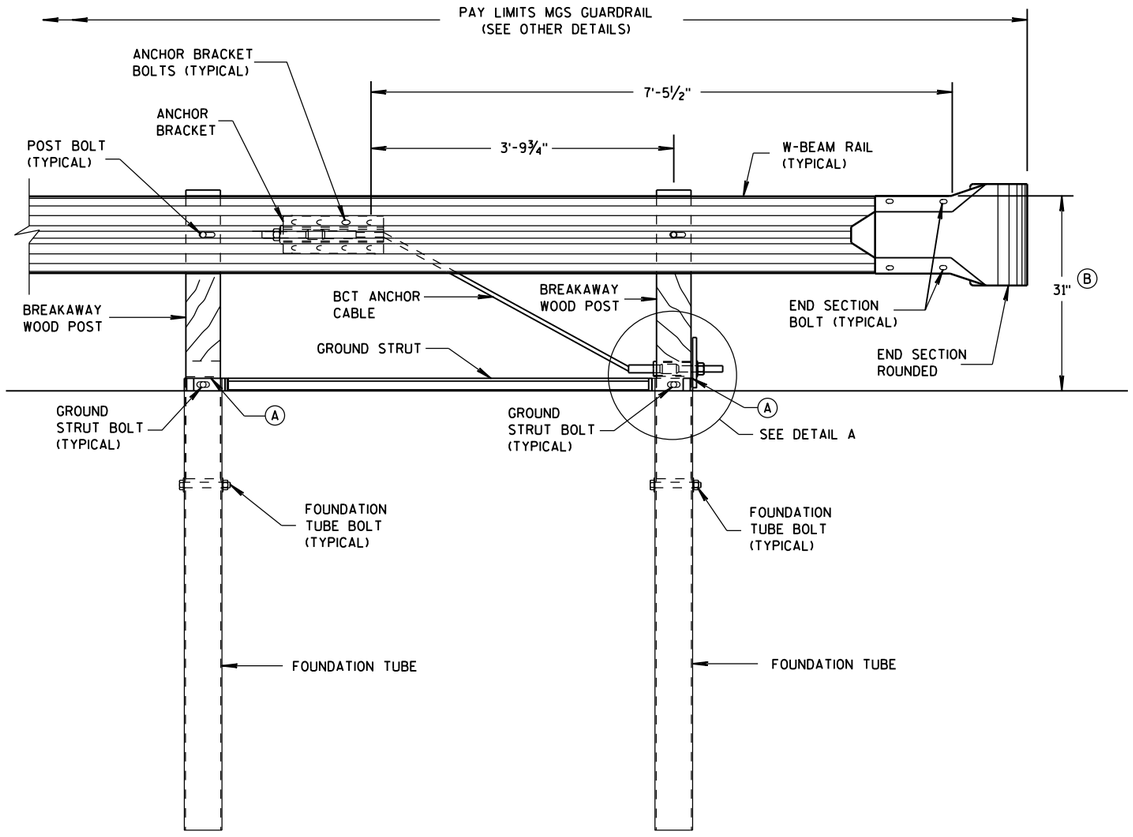
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

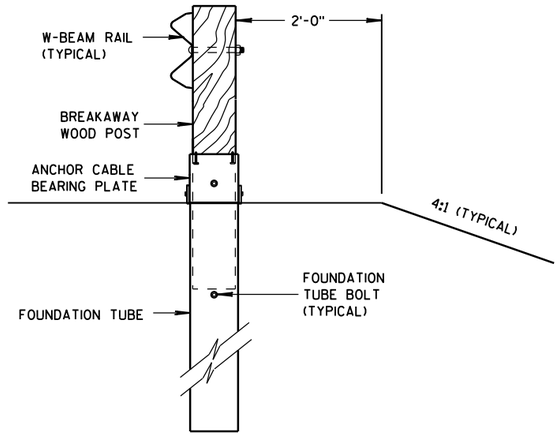
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

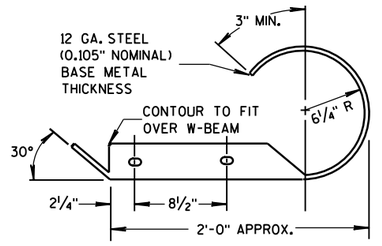


FRONT VIEW

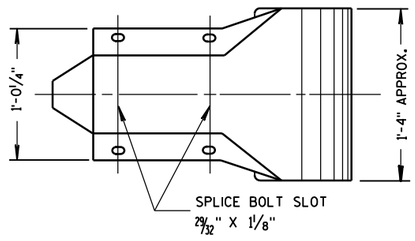
END RAIL DETAIL



SECTION A-A



PLAN VIEW



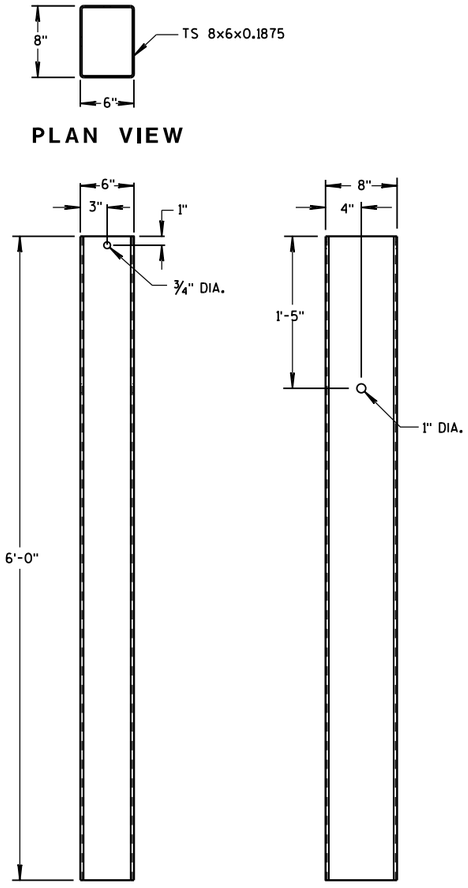
FRONT VIEW

W BEAM END SECTION ROUNDED

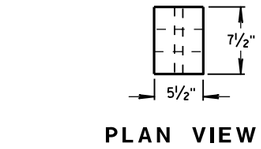
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

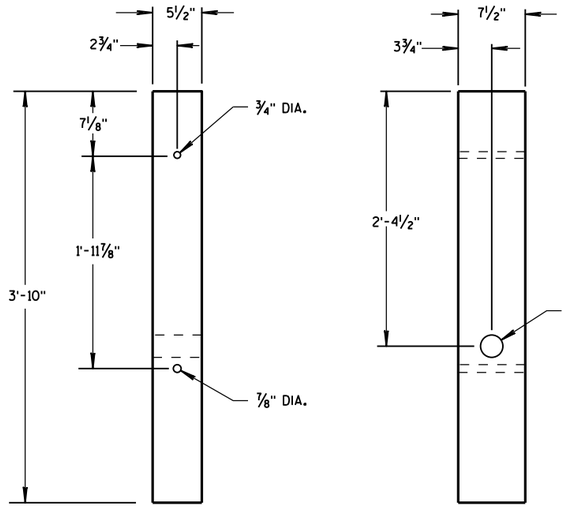
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 47-2a



FOUNDATION TUBE

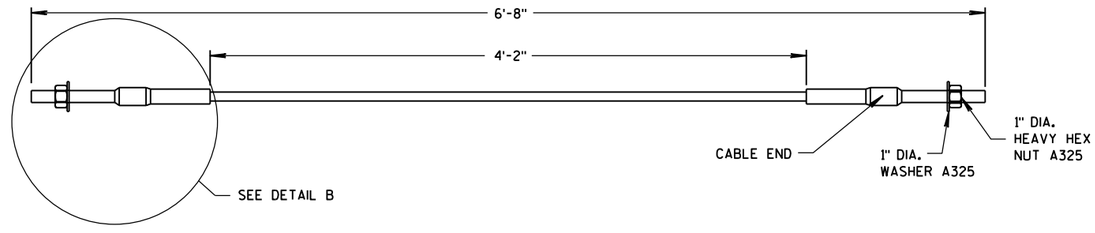




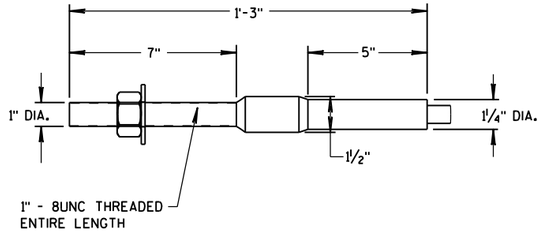
BREAKAWAY WOOD POST

GENERAL NOTES

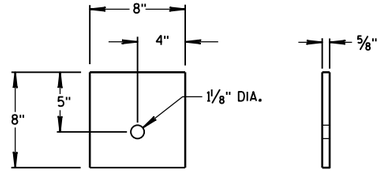
BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.



BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 47-2b

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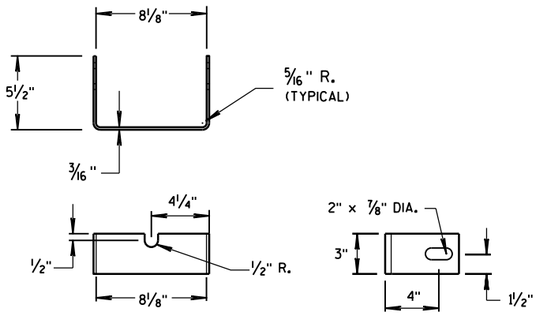
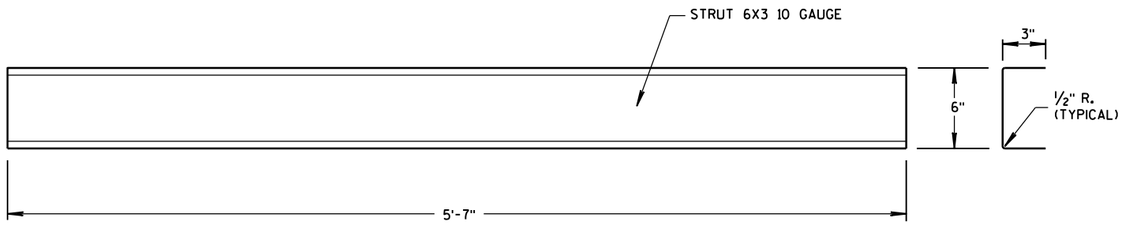
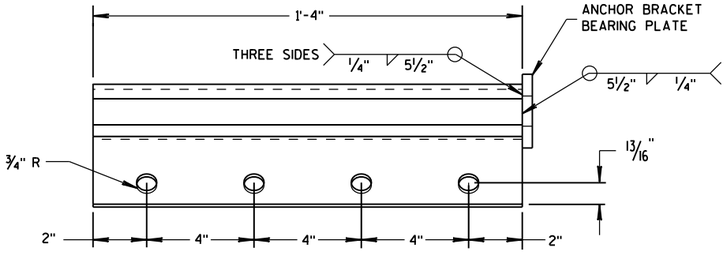
S.D.D. 14 B 47-2b

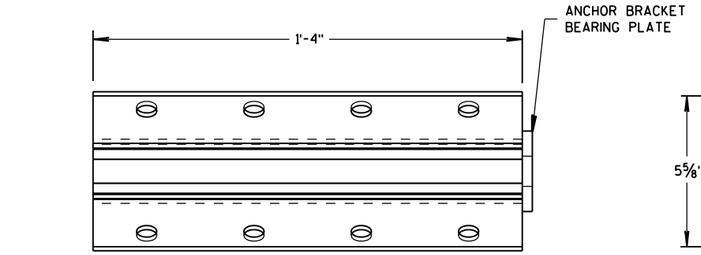


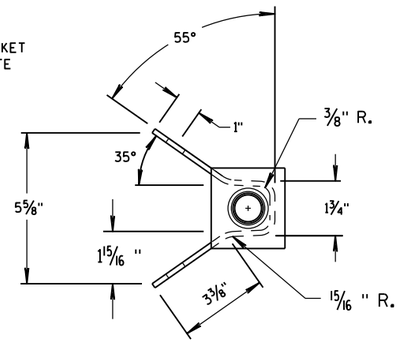
YOKE DETAIL



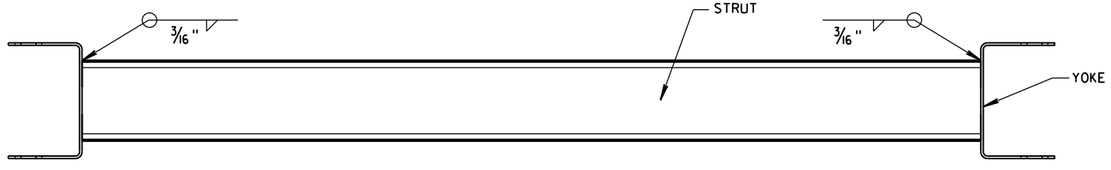
STRUT DETAIL



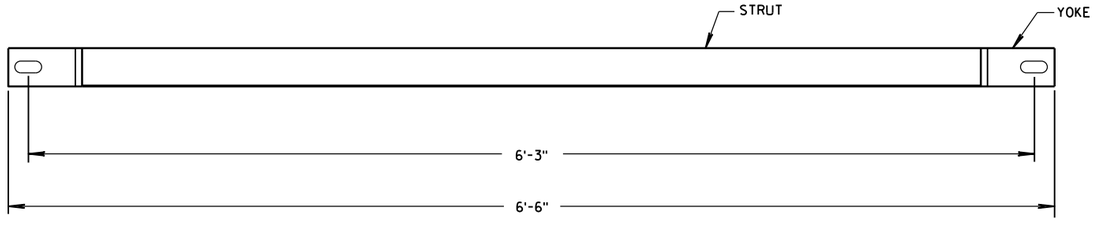




ANCHOR BRACKET

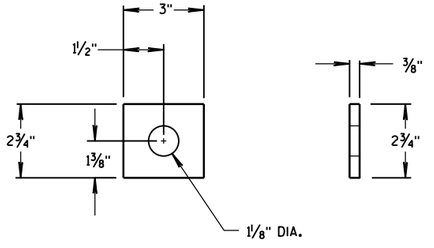


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

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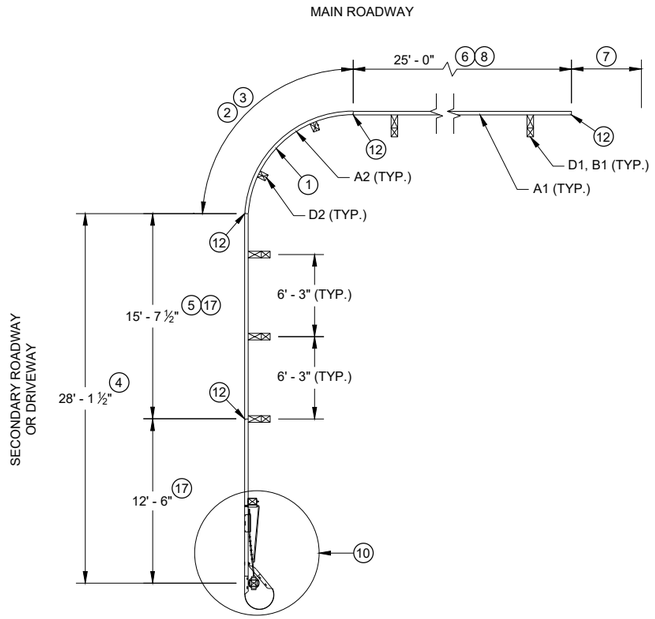
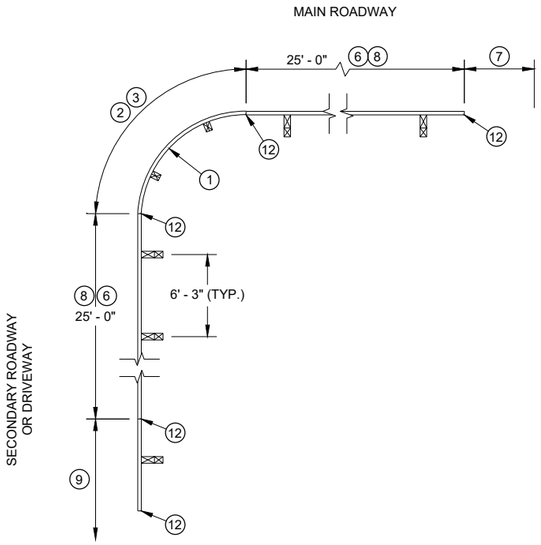
S.D.D. 14 B 47-2c



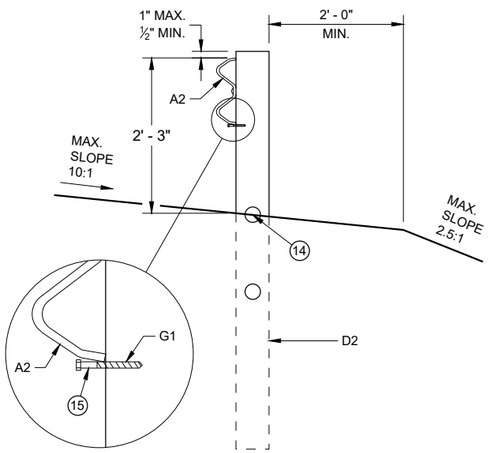
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

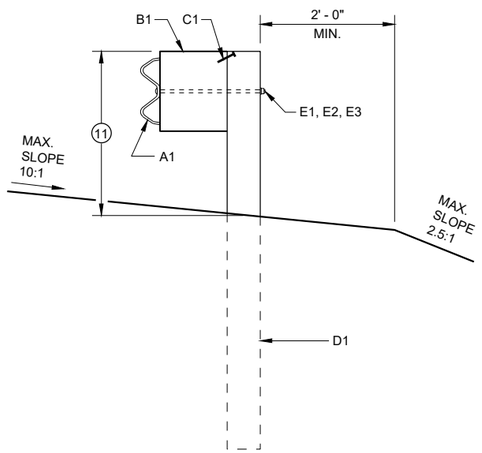


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



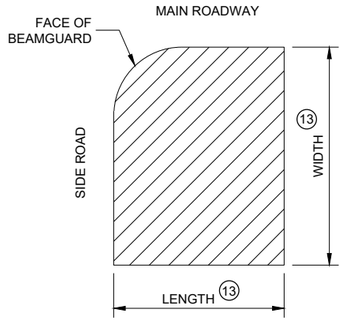
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



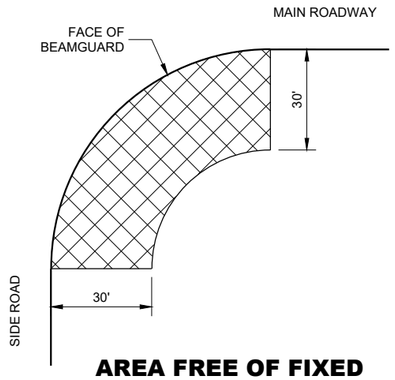
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

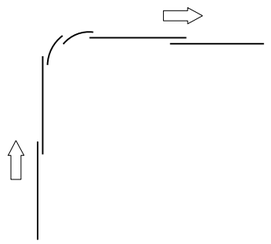
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

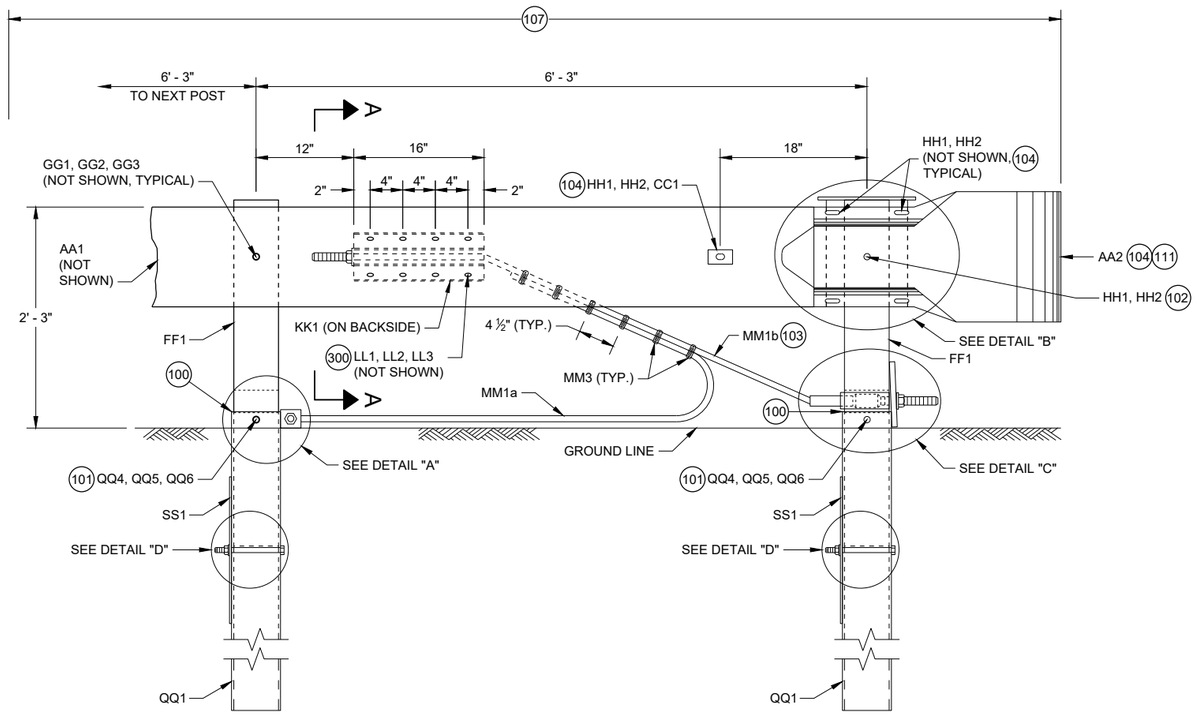
(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

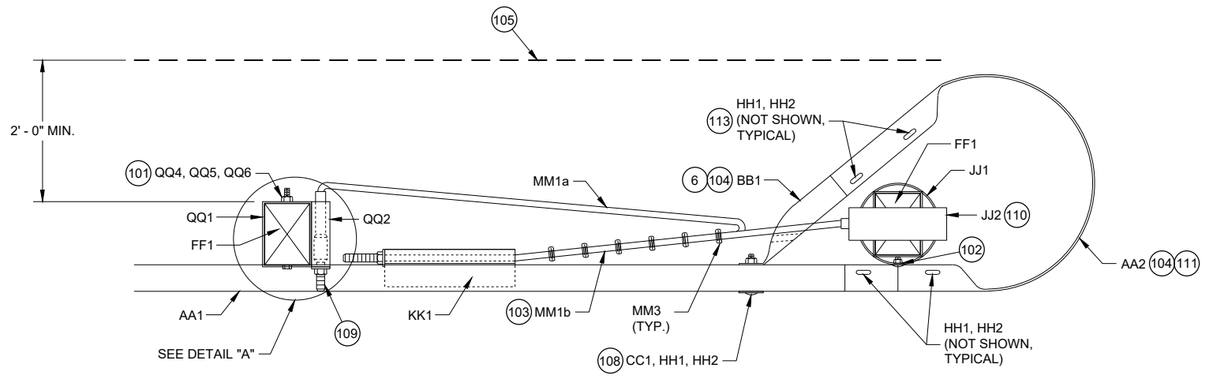
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

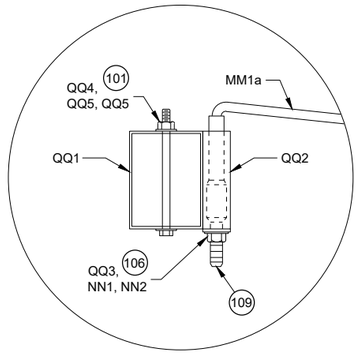
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

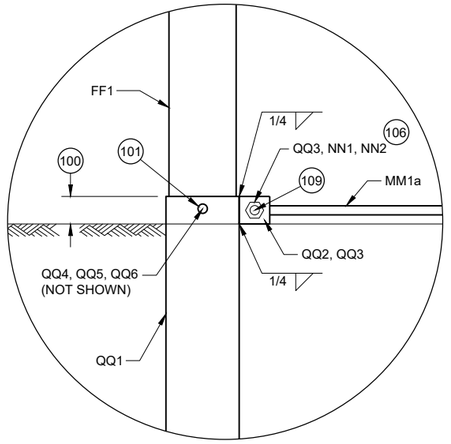
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

SDD 14B53 - 01b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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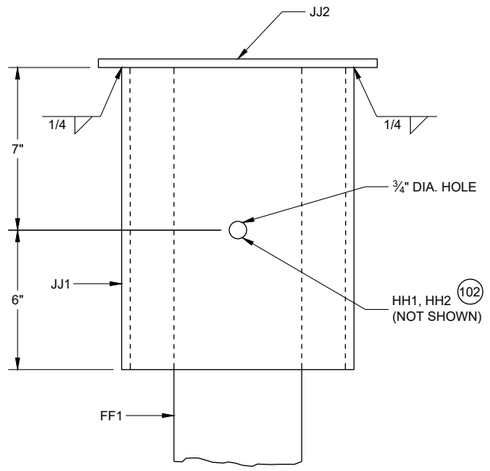
SDD 14B53 - 01b

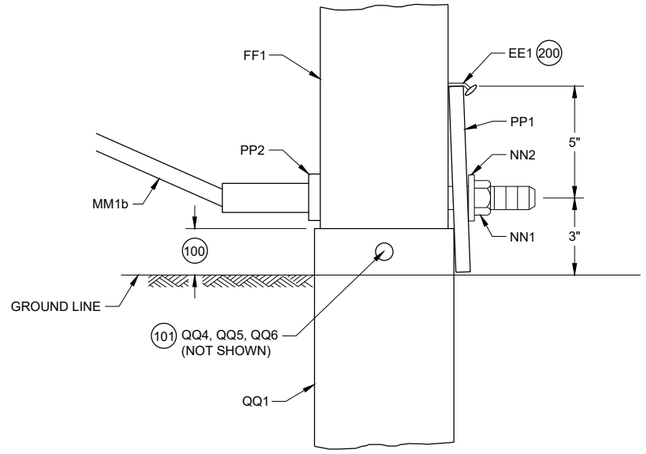
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



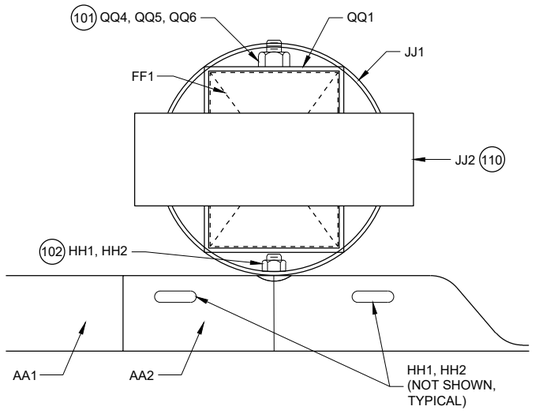
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



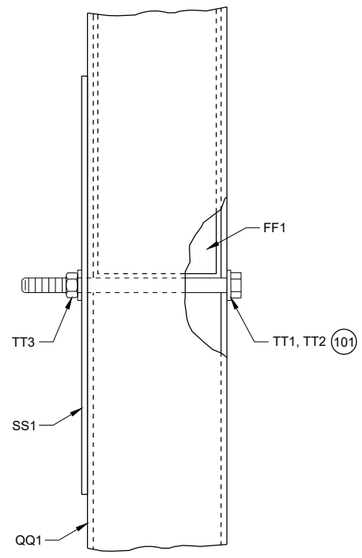
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

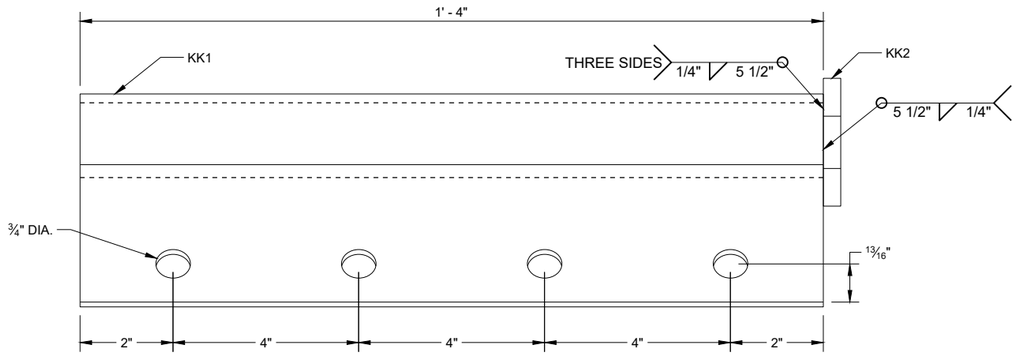
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

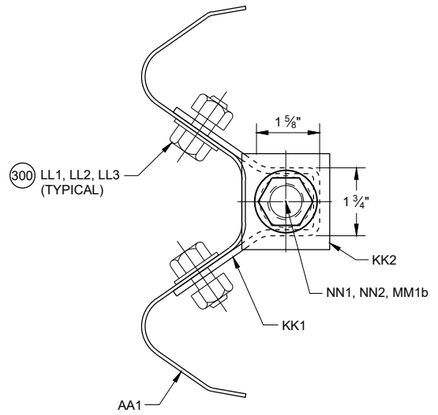
6

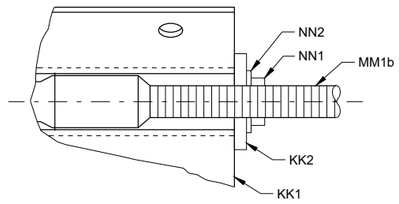
SDD 14B53 - 01c

GENERAL NOTES

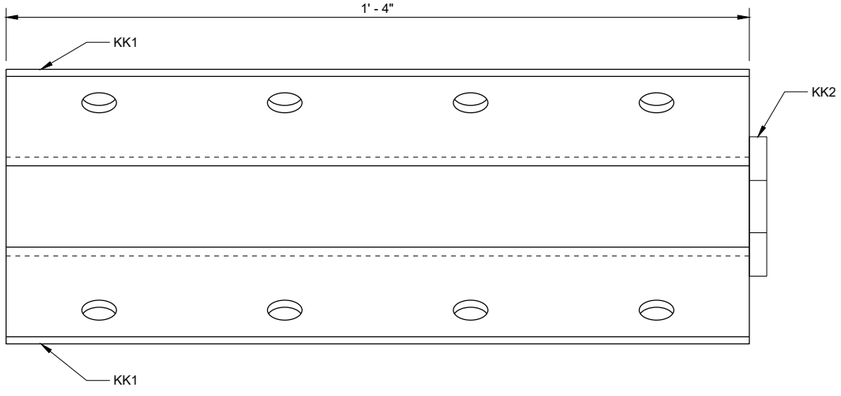
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

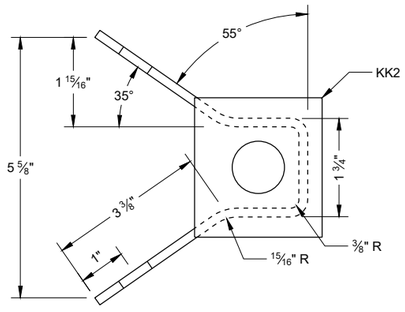




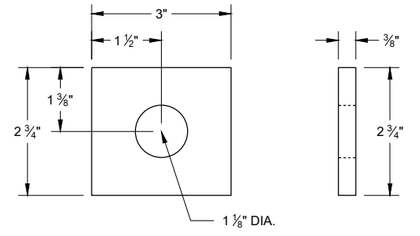


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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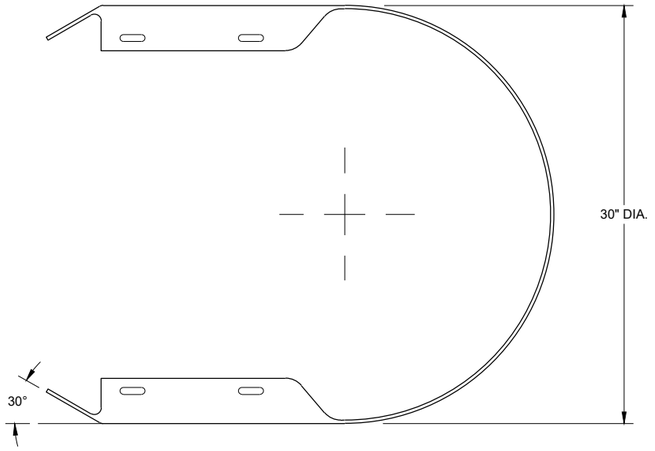
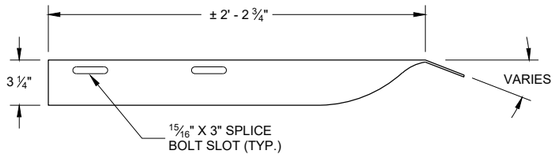
SDD 14B53 - 01d



TOP VIEW

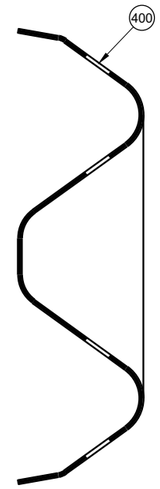


TOP VIEW

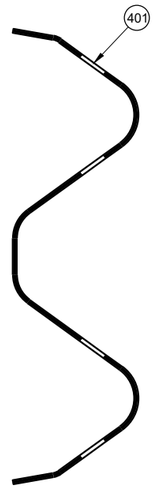
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

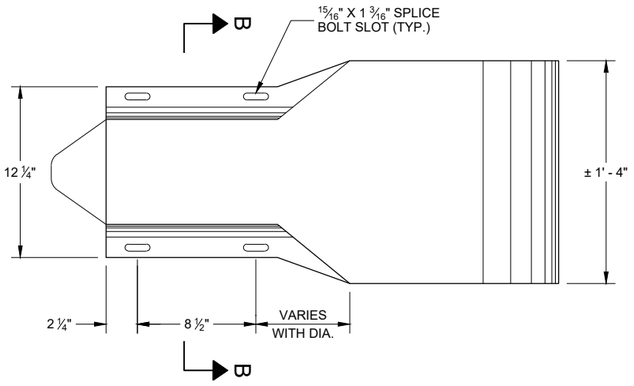
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



SECTION B -B

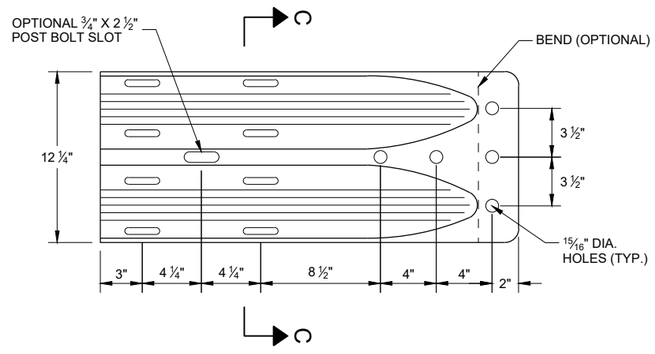


SECTION C -C



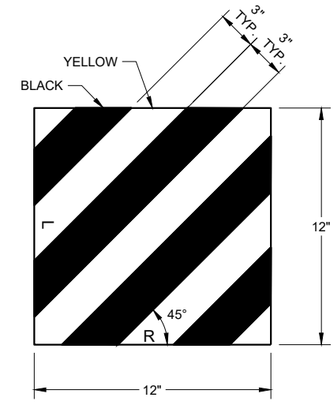
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



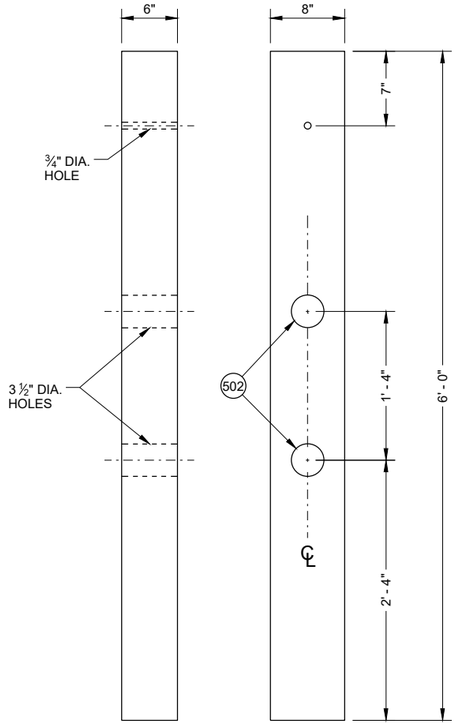
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 101

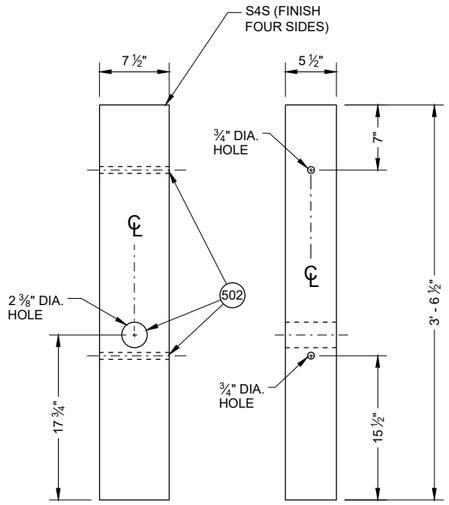
6

SDD 14B53 - 01e



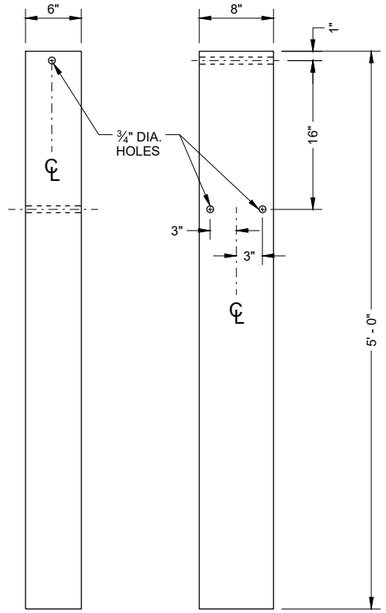
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) 500

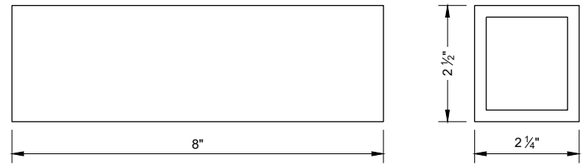
GENERAL NOTES

500 SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

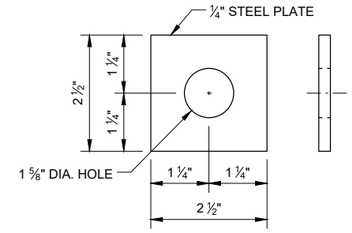
501 FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

502 LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

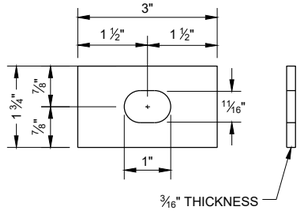
503 MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE 109.



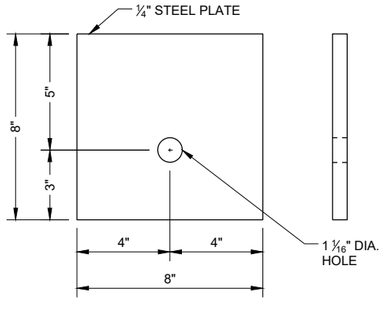
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



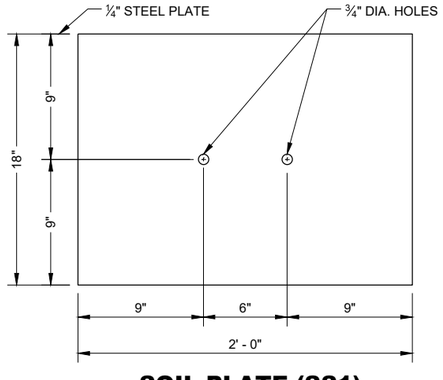
ANCHOR CABLE TUBE END PLATE (QQ3)



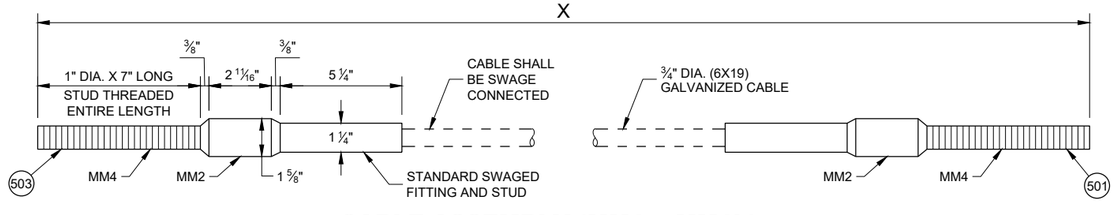
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 01f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 01g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 01h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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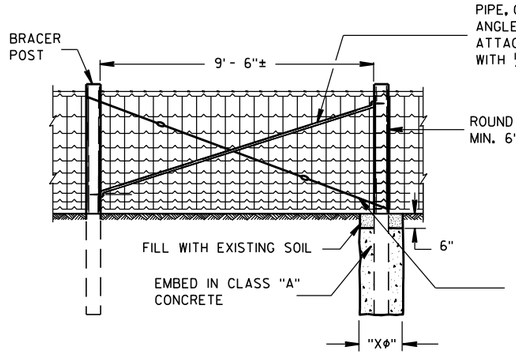
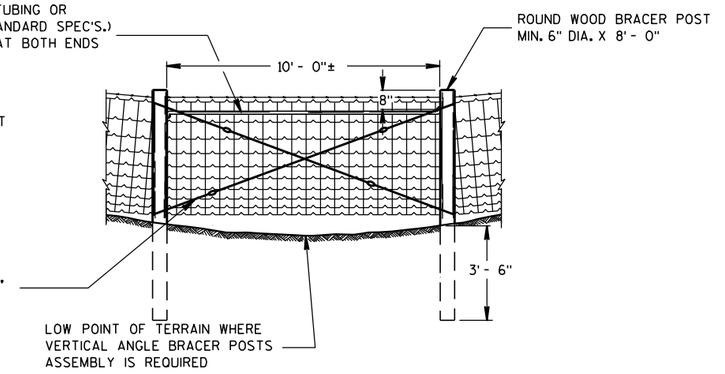
SDD 14B53 - 01i

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

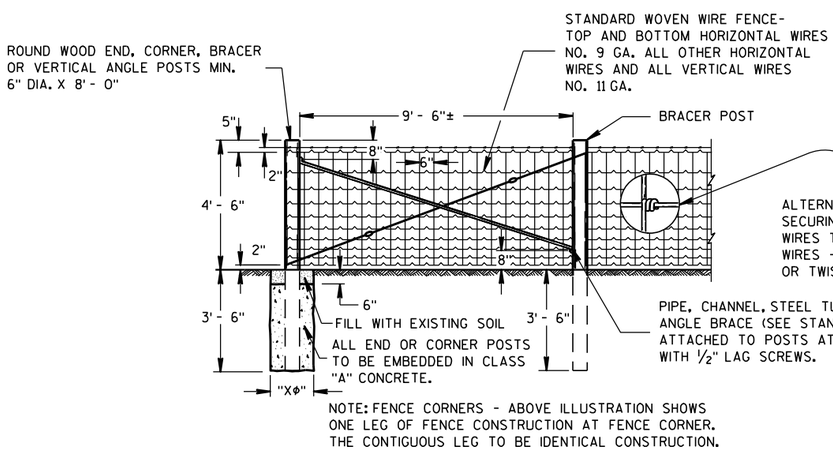
ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY

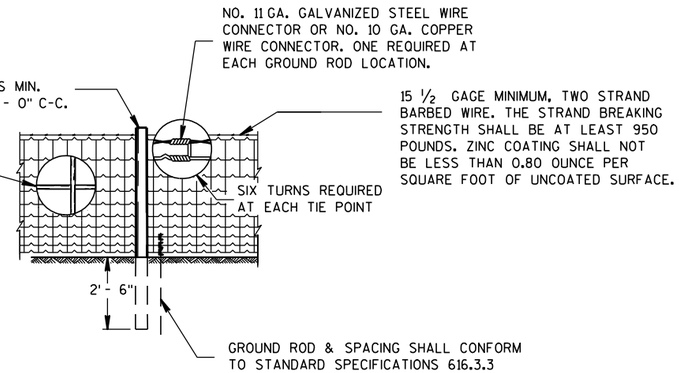


VERTICAL ANGLE BRACER POSTS ASSEMBLY



NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY



LINE FENCE CONSTRUCTION

GENERAL NOTES

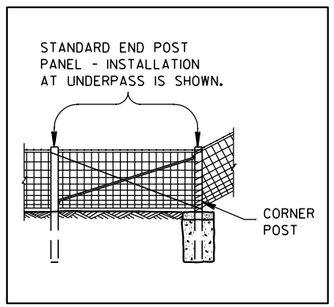
"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

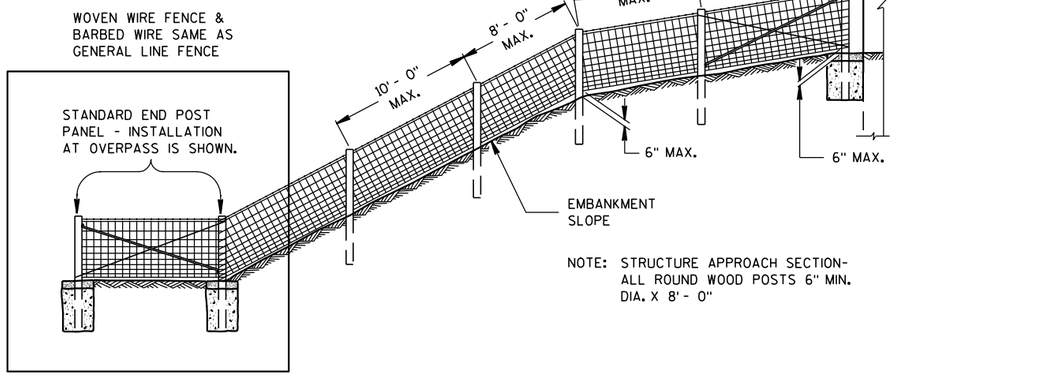
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

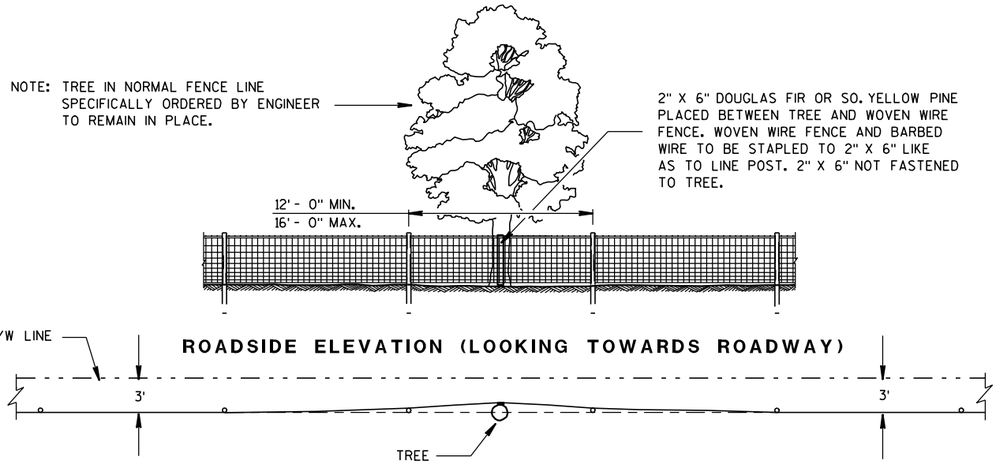
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

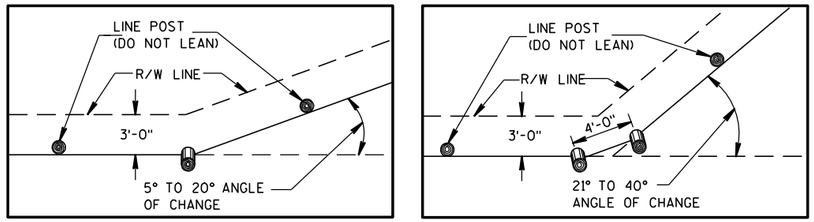
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



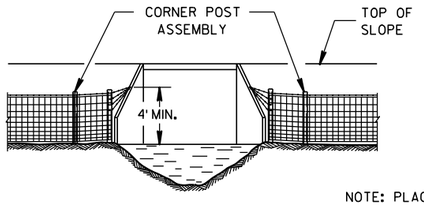
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

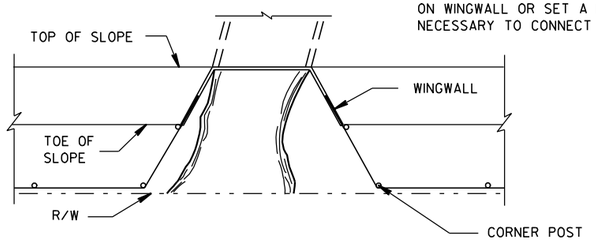
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

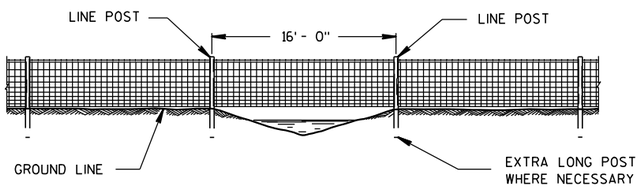
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



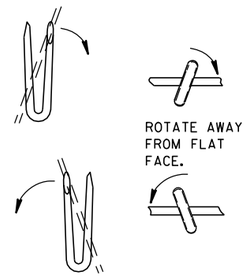
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



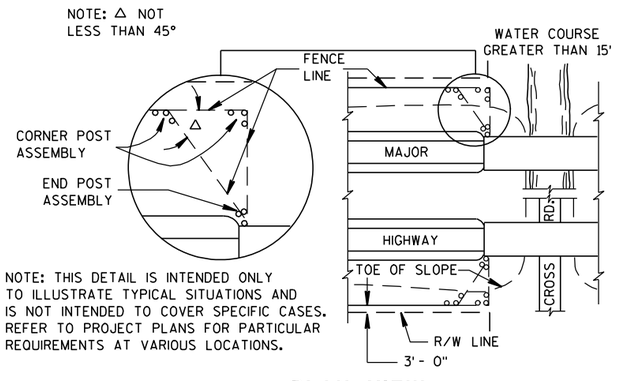
FENCE INSTALLATION TO WINGWALLS



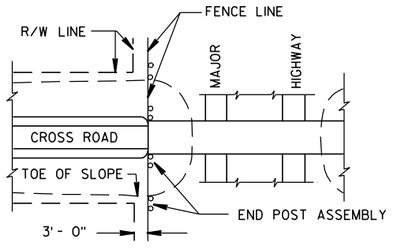
FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



LINE POST

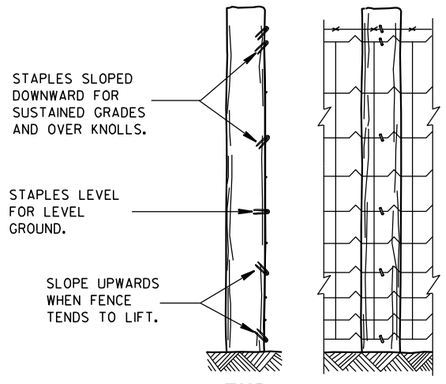


PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

FENCE LOCATION AT STRUCTURES

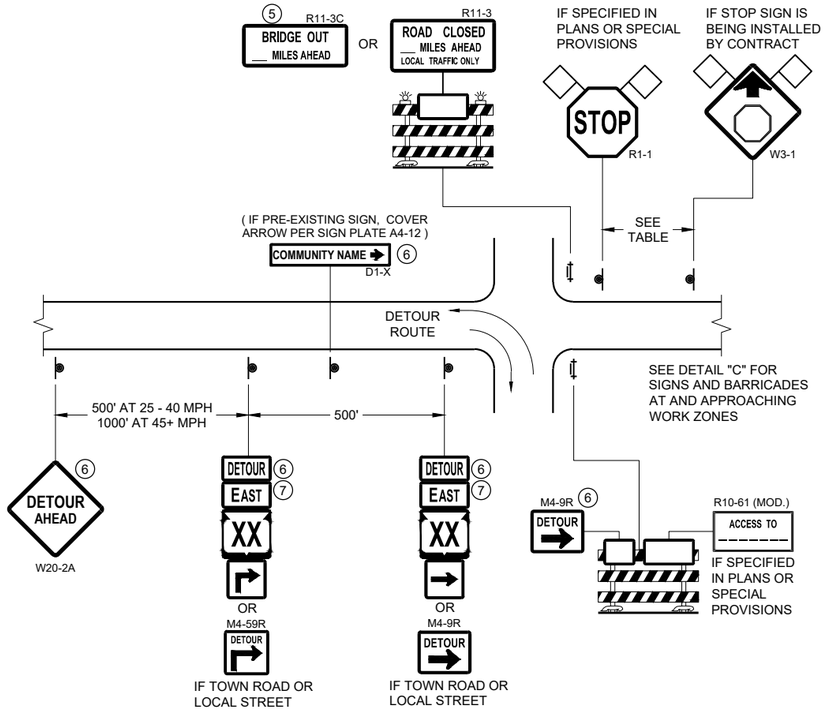
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

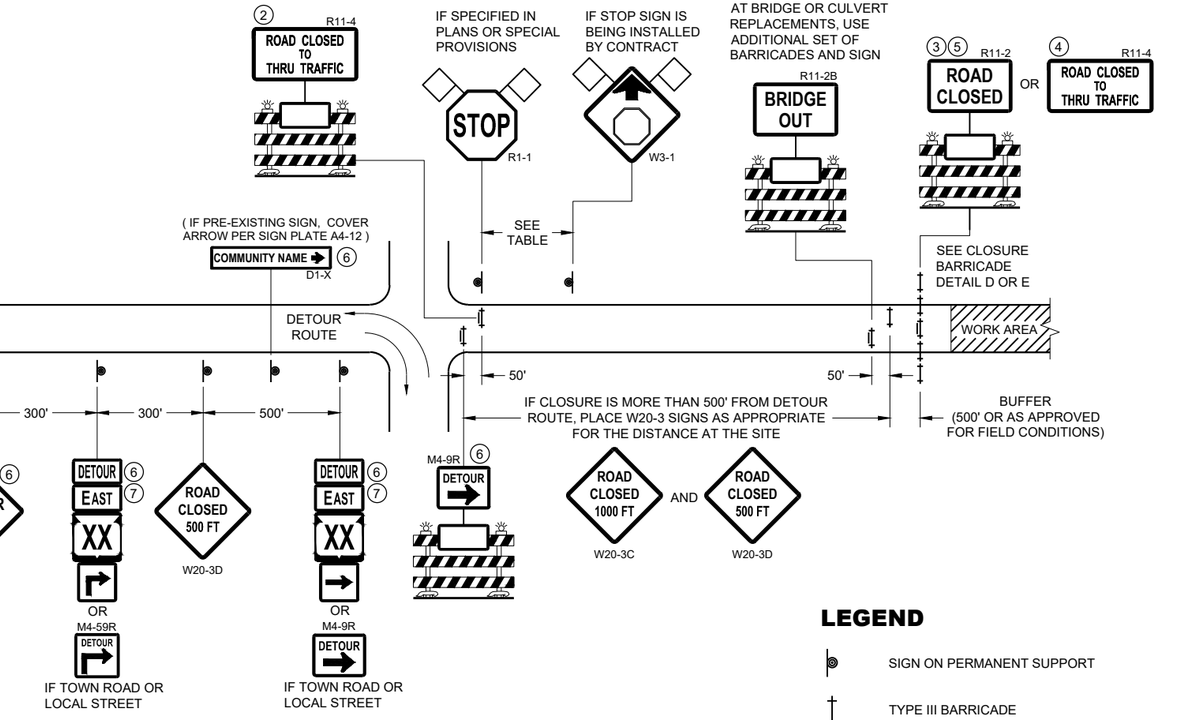
6

S.D.D. 15 B 1-8b



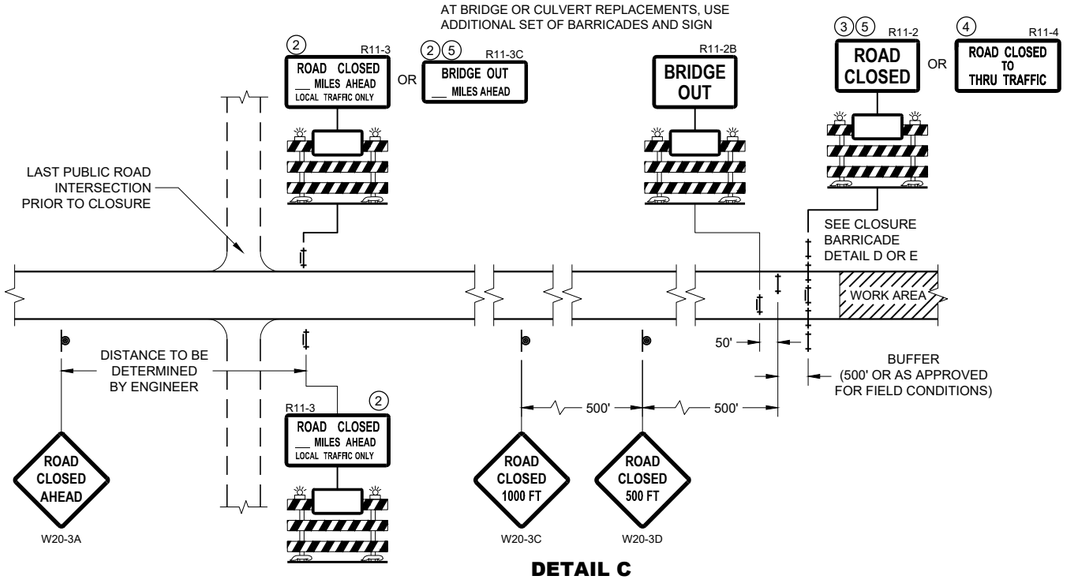
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

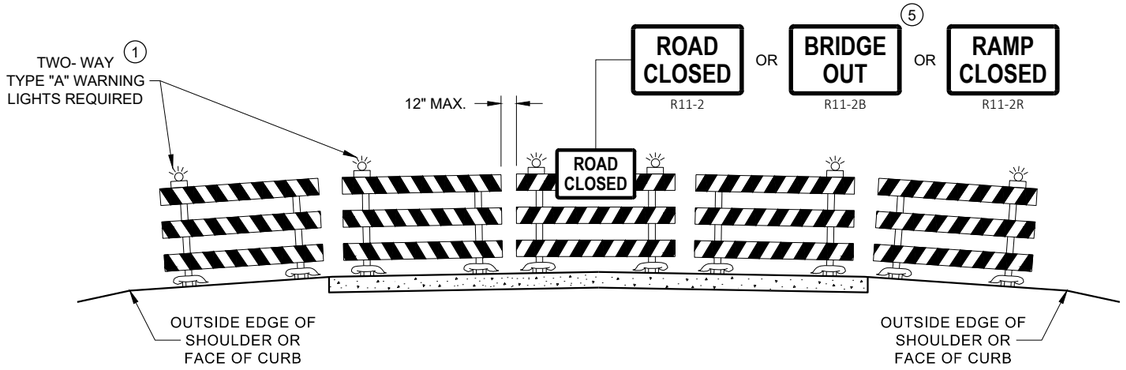
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

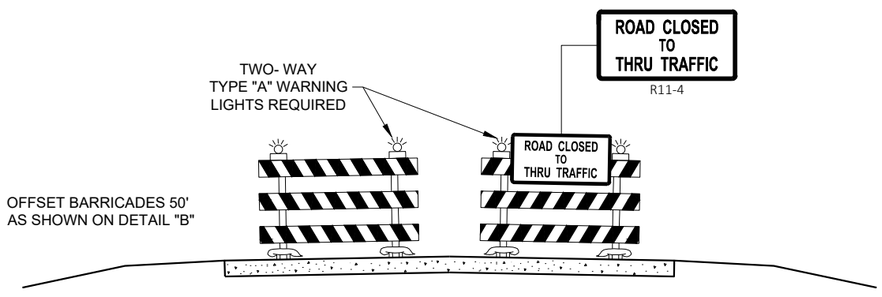
6

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

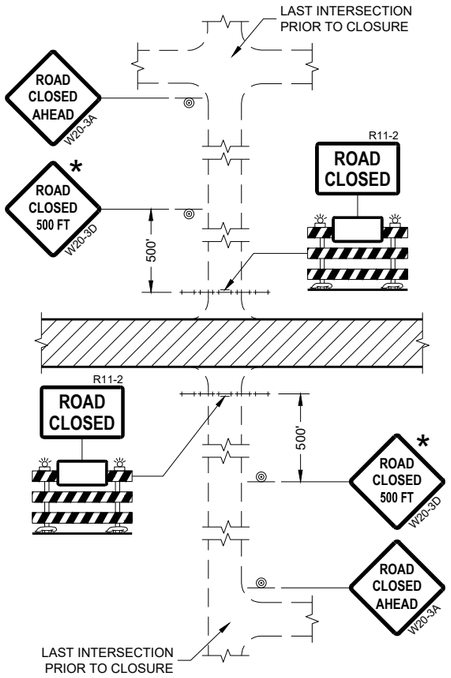
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

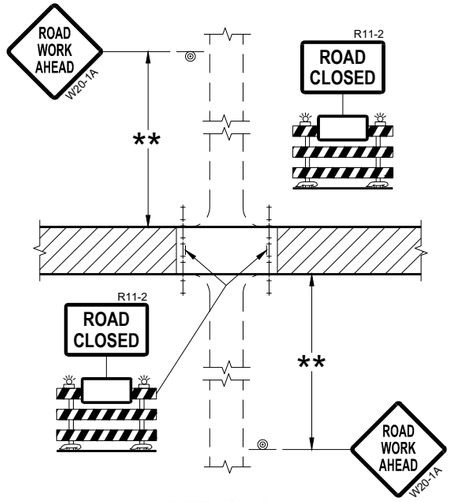
SDD 15C02 - 08b

6

SDD 15C02 - 08b



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.

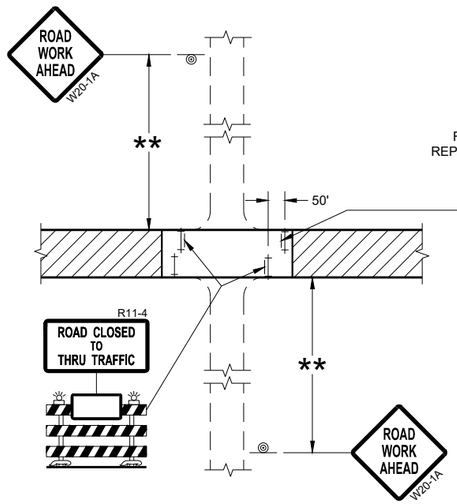
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

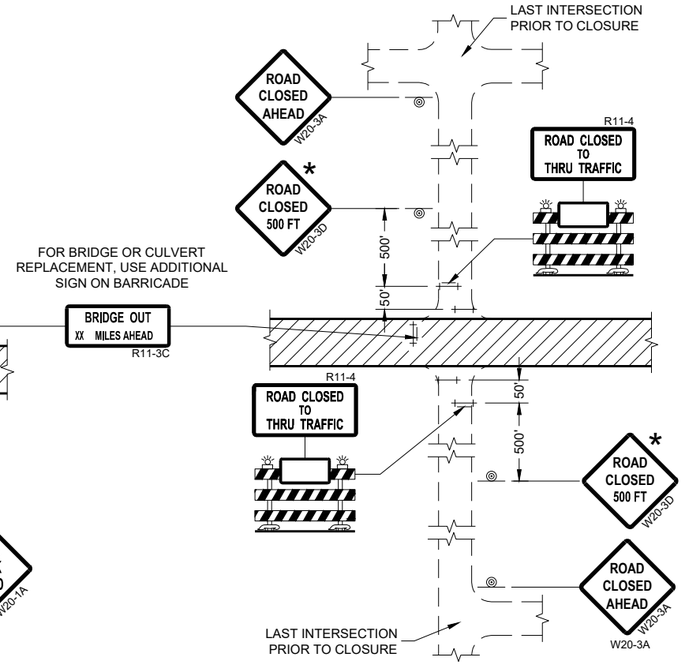
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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

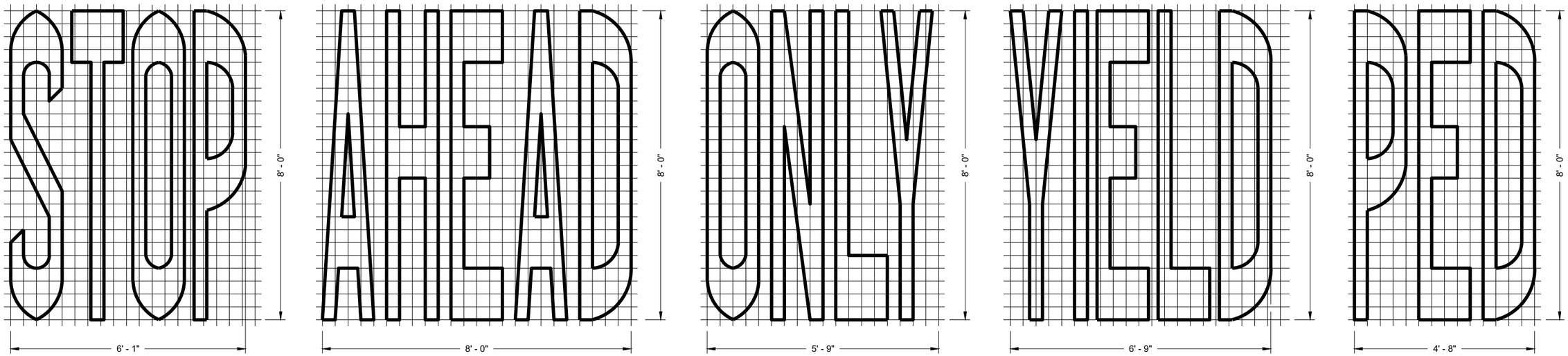
APPROVED
July 2018
DATE

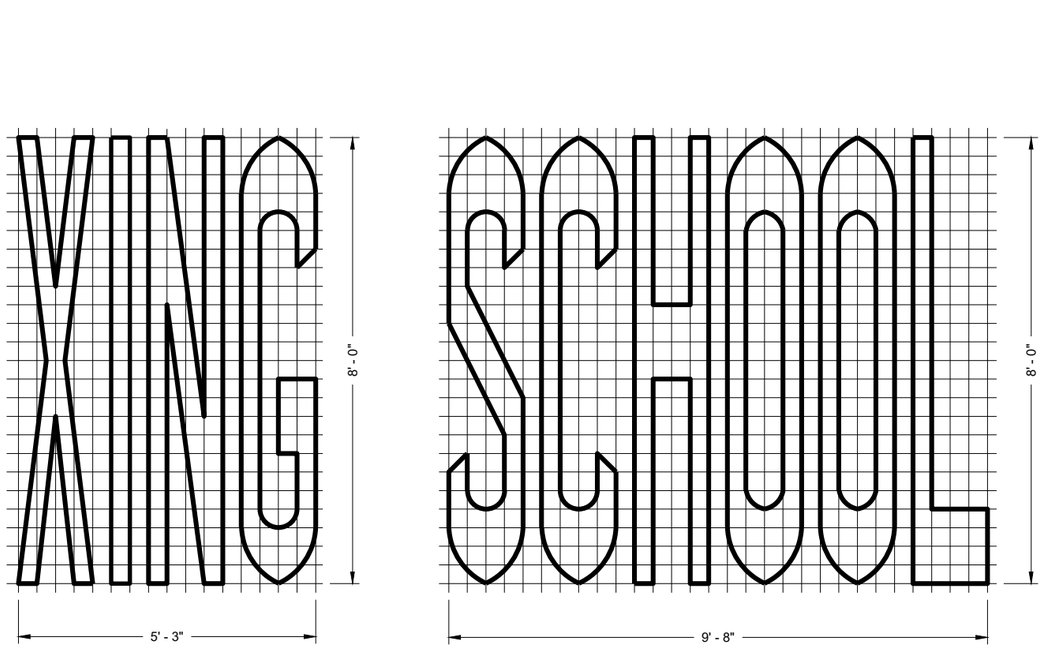
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

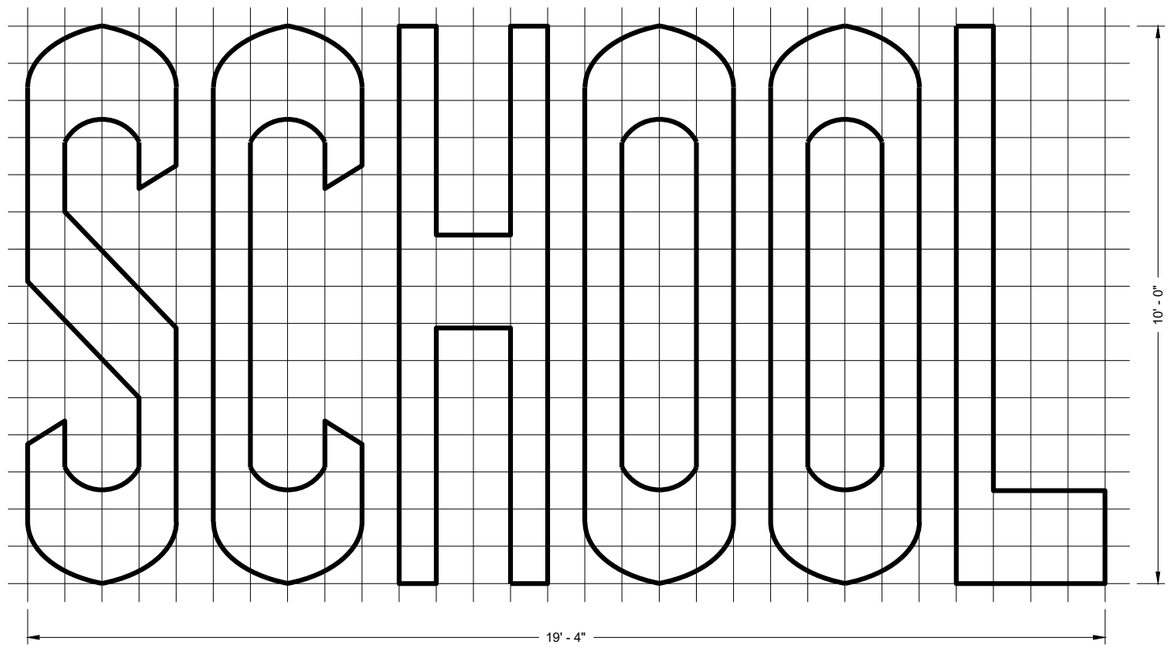
6

SDD 15C03 - 05





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

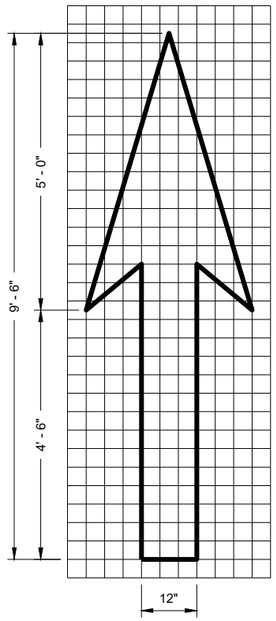
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

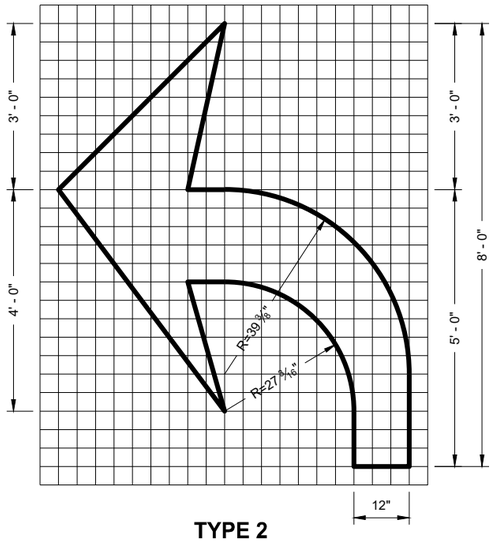
6

SDD 15C07 - 15b

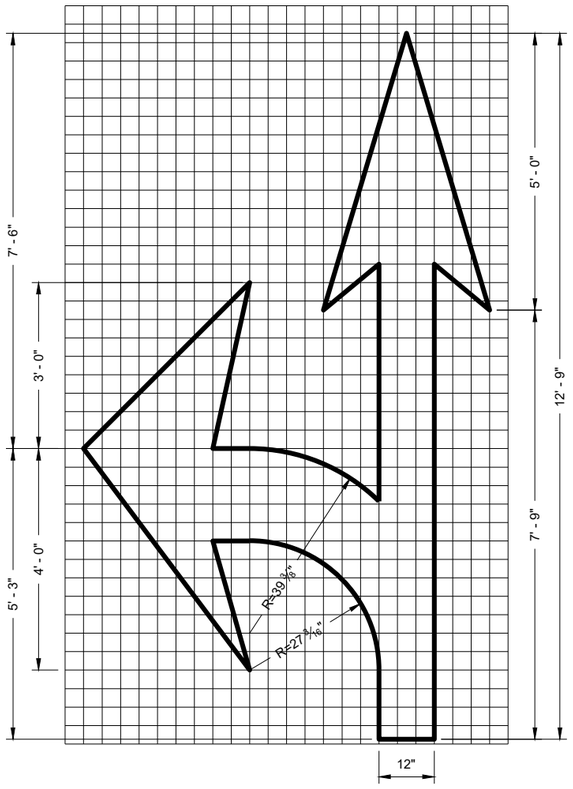
SDD 15C07 - 15b



TYPE 1



TYPE 2



TYPE 3

GENERAL NOTES

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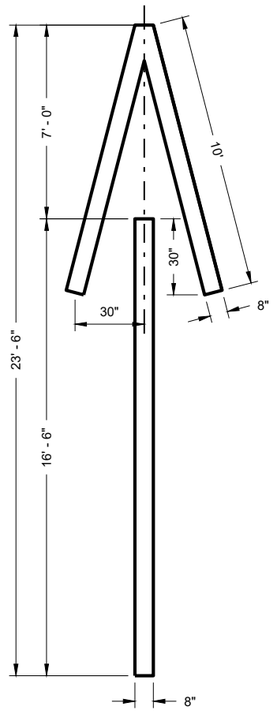
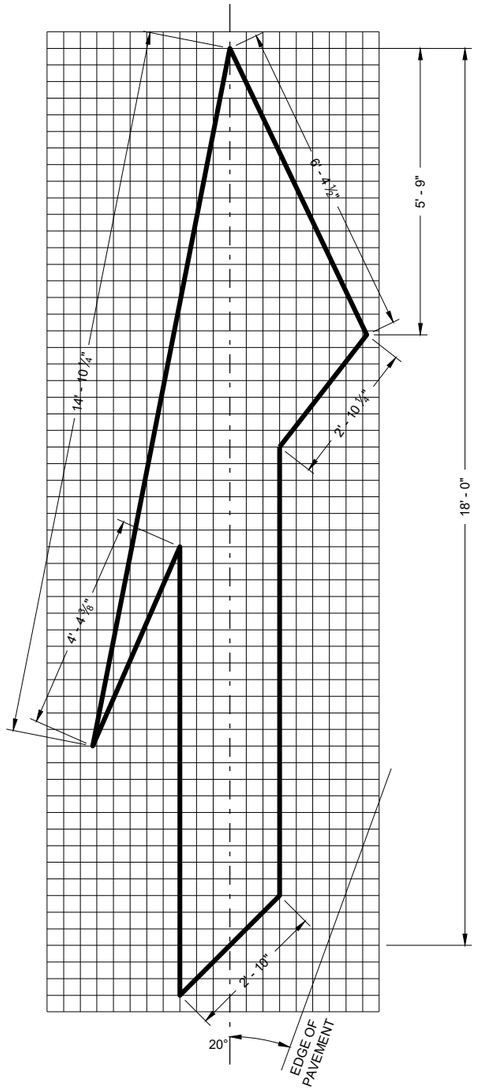
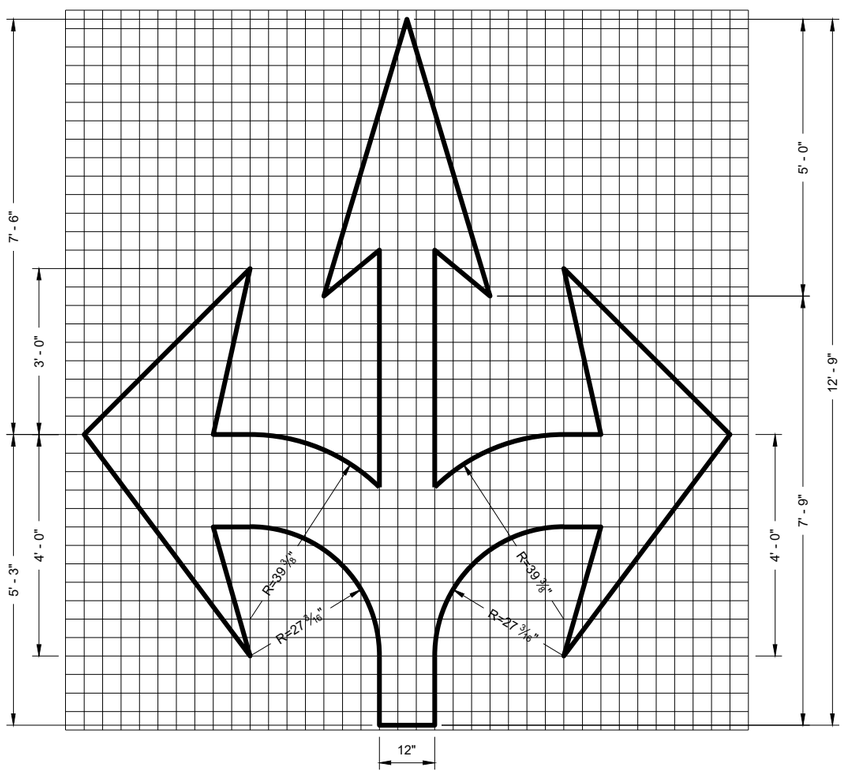


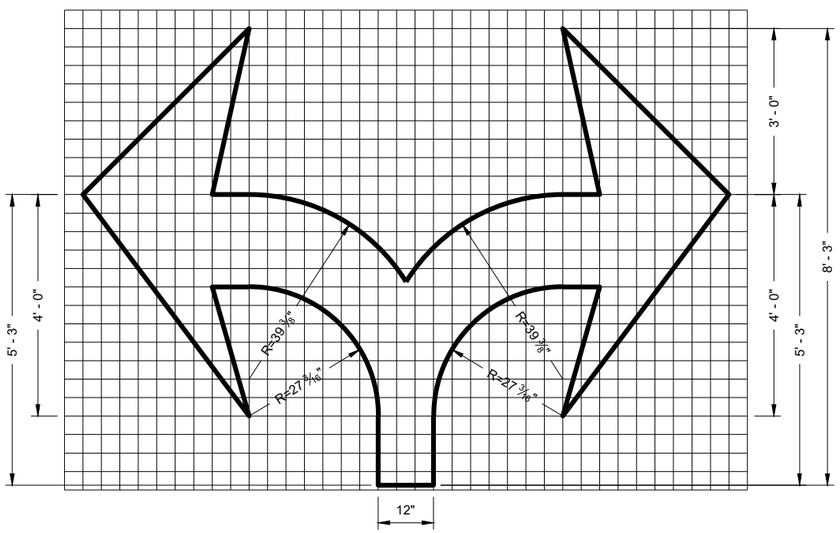
TYPE 4



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 MAF ENGINEER

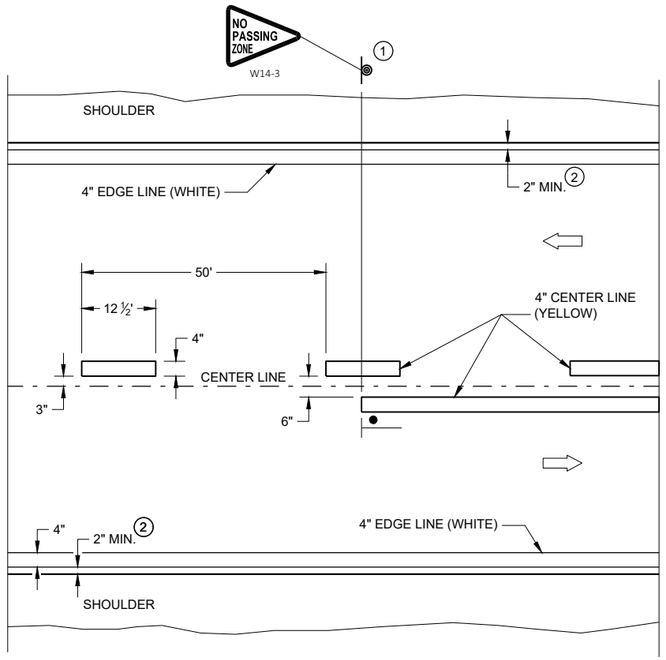
FHWA

6

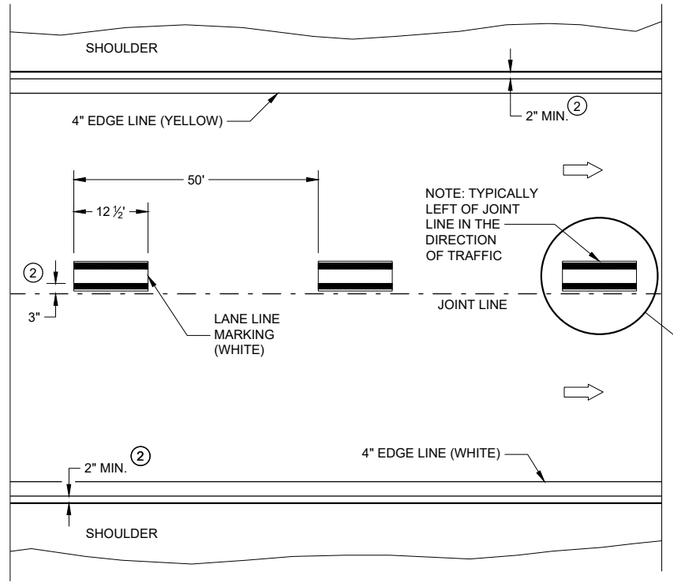
SDD 15C07 - 15c

6

SDD 15C07 - 15c

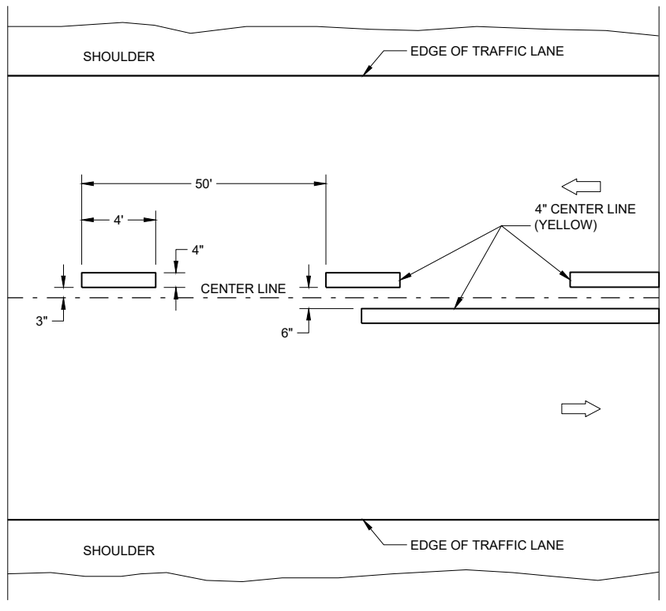


TWO WAY TRAFFIC

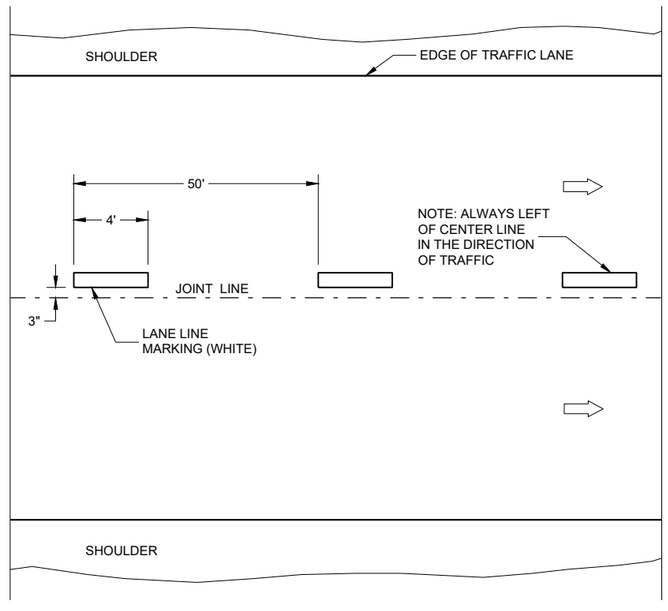


ONE WAY TRAFFIC

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.

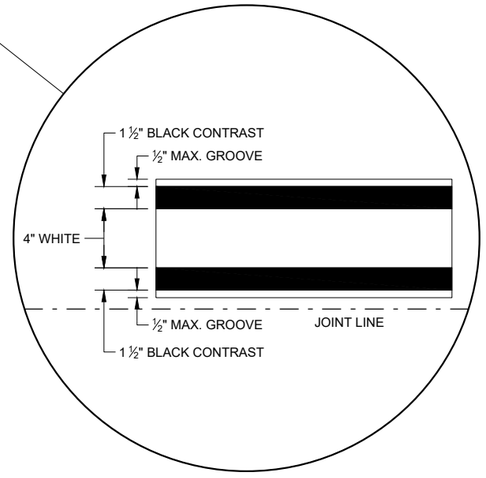
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

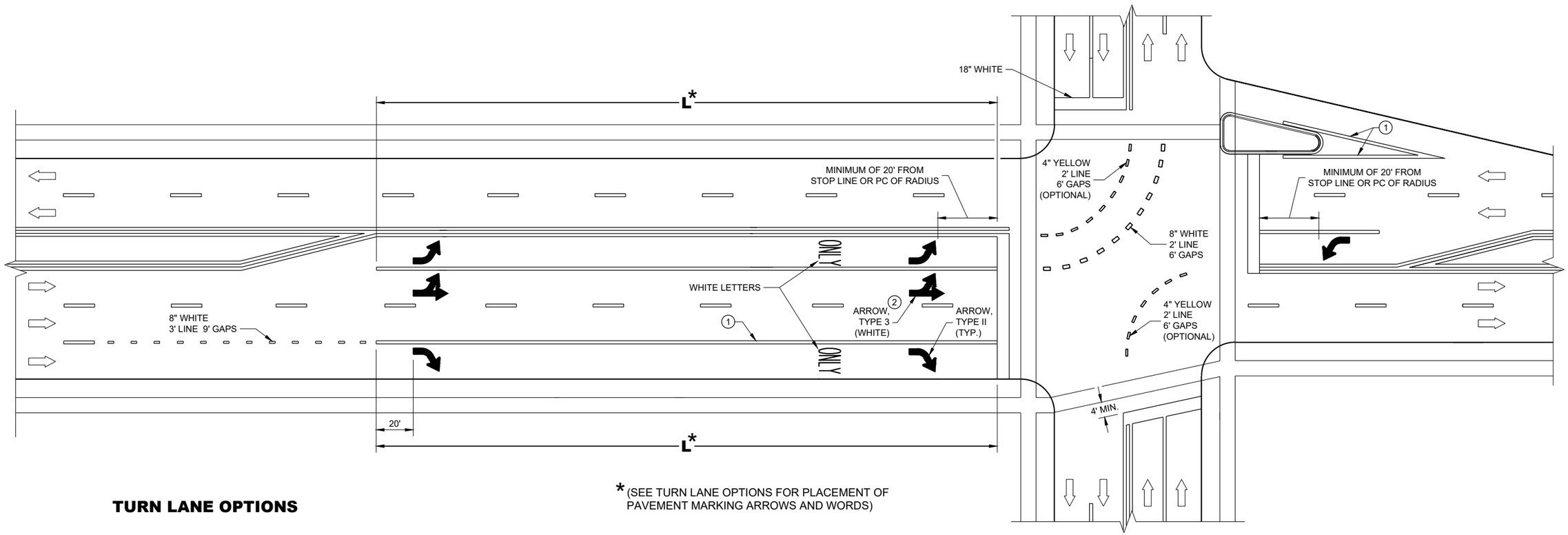
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C08 - 20a

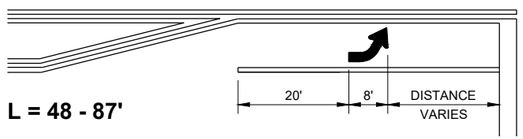
SDD 15C08 - 20a



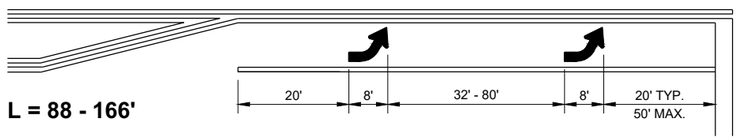
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

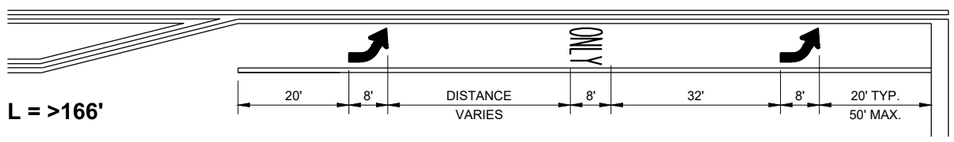
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

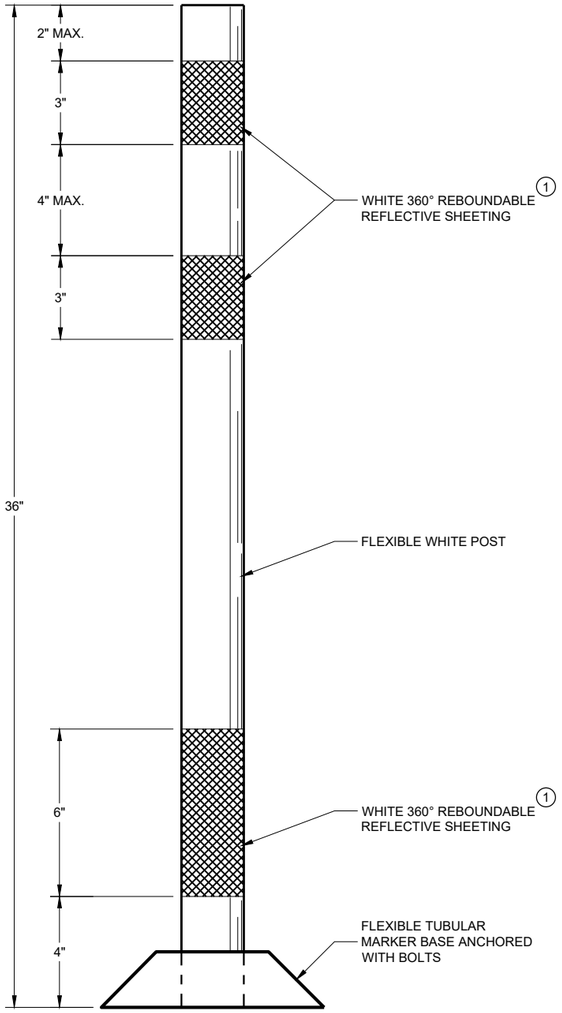
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

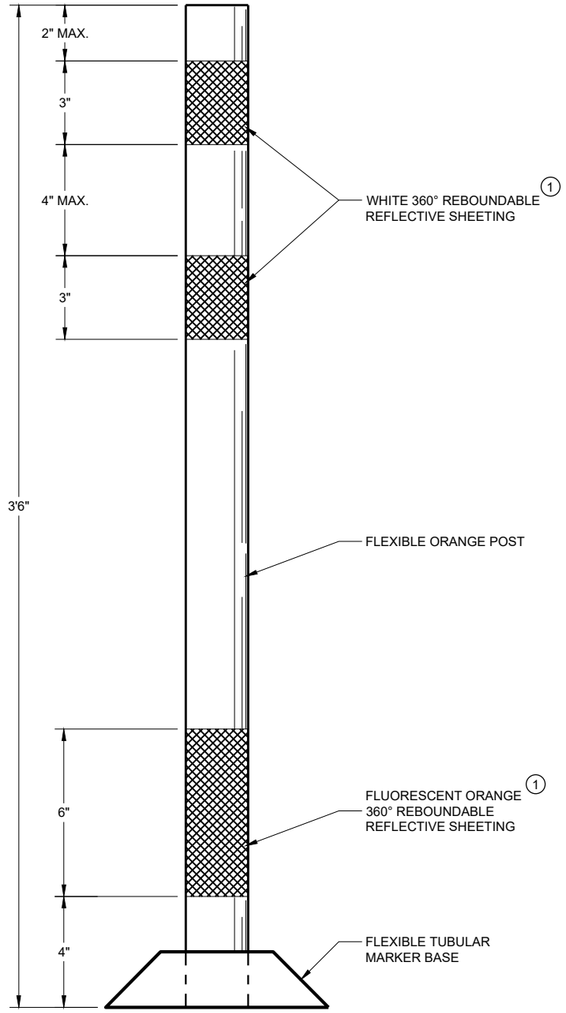
SDD 15C08 - 20c

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 - 08a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

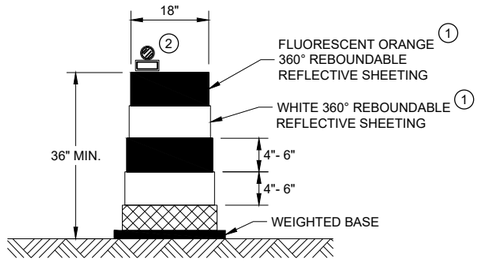
FHWA

6

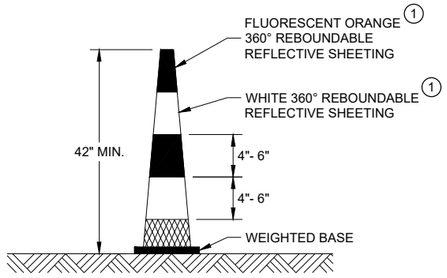
SDD 15C11 - 08a

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.

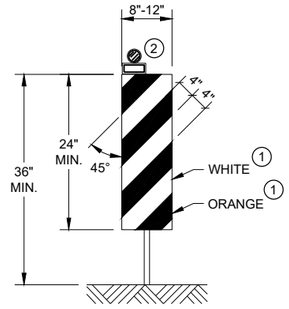


DRUM



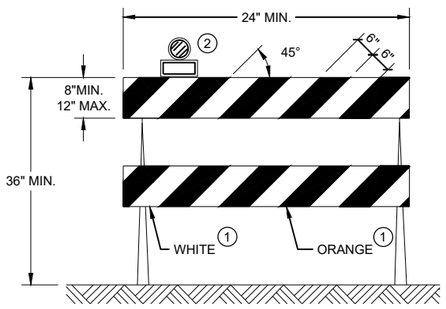
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



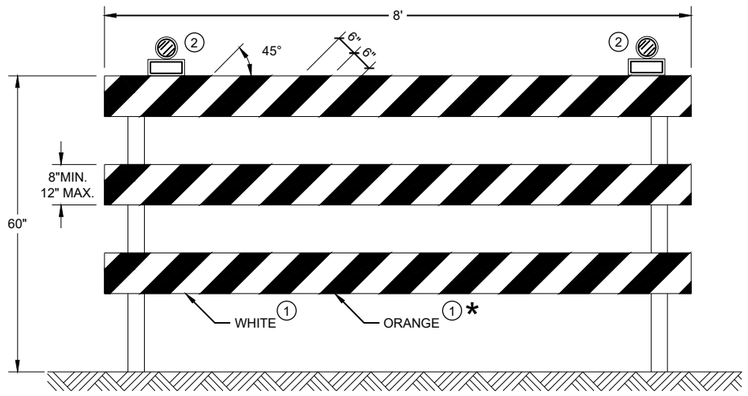
VERTICAL PANEL

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
November 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

SDD15C11 - 08b

6

SDD15C11 - 08b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

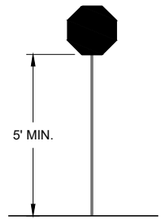
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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.



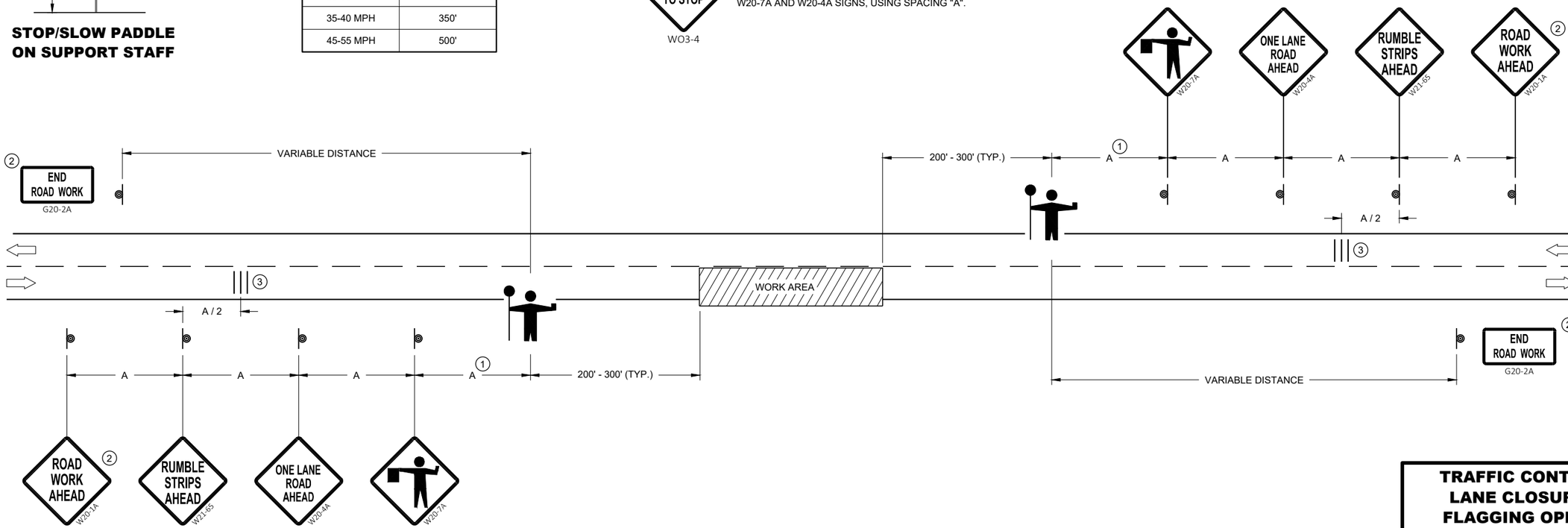
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

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	117

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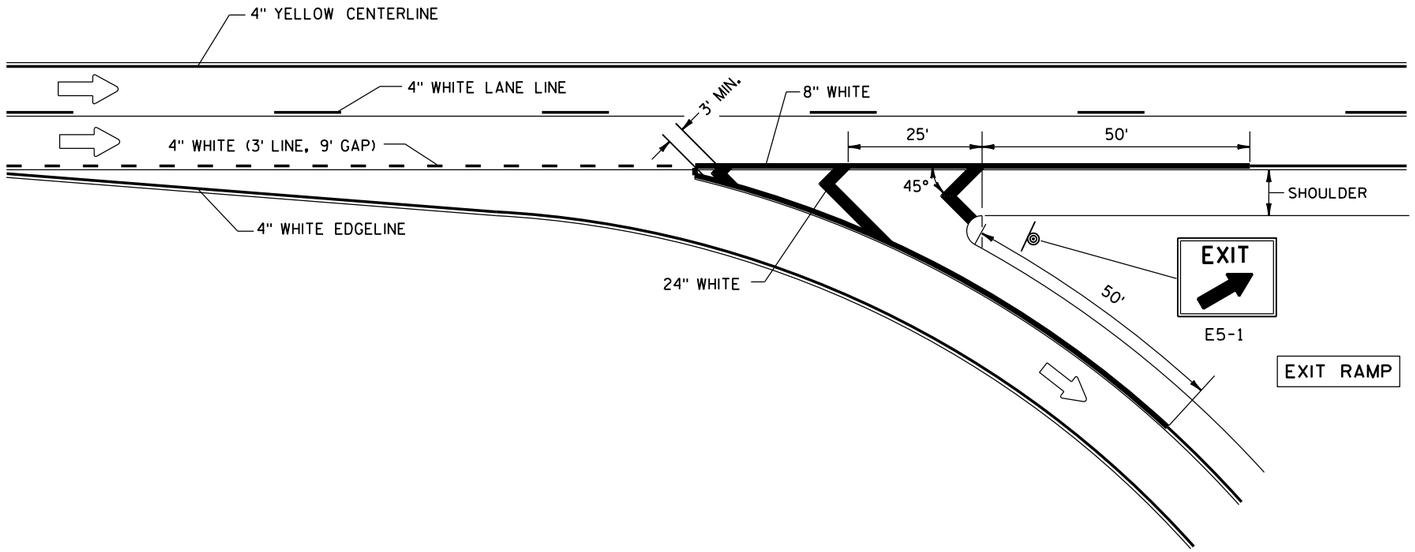
SDD 15C12 - 07



PAVEMENT MARKING FOR EXIT RAMP

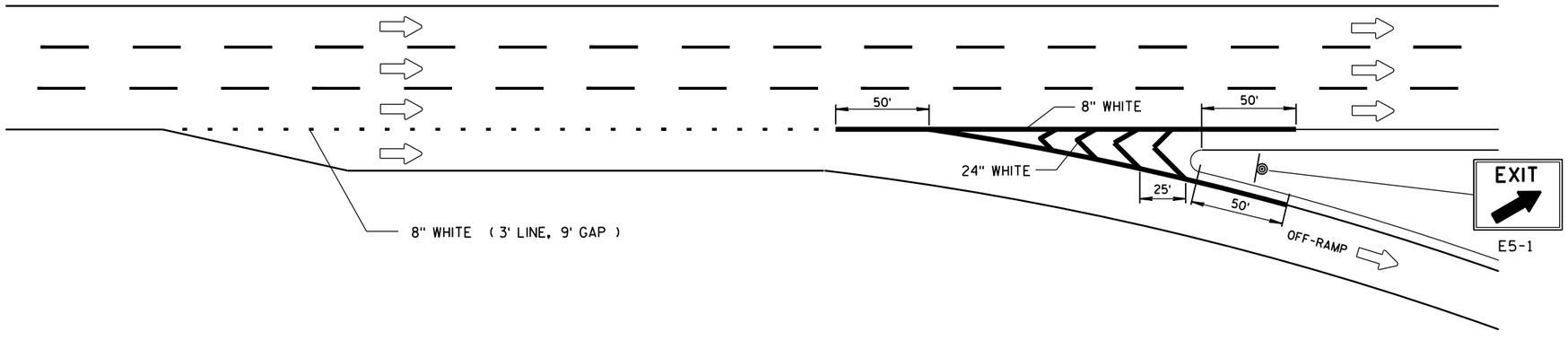
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

SIGN ON PERMANENT SUPPORT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

S.D.D. 15 C 31-3a

PAVEMENT MARKING
(RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

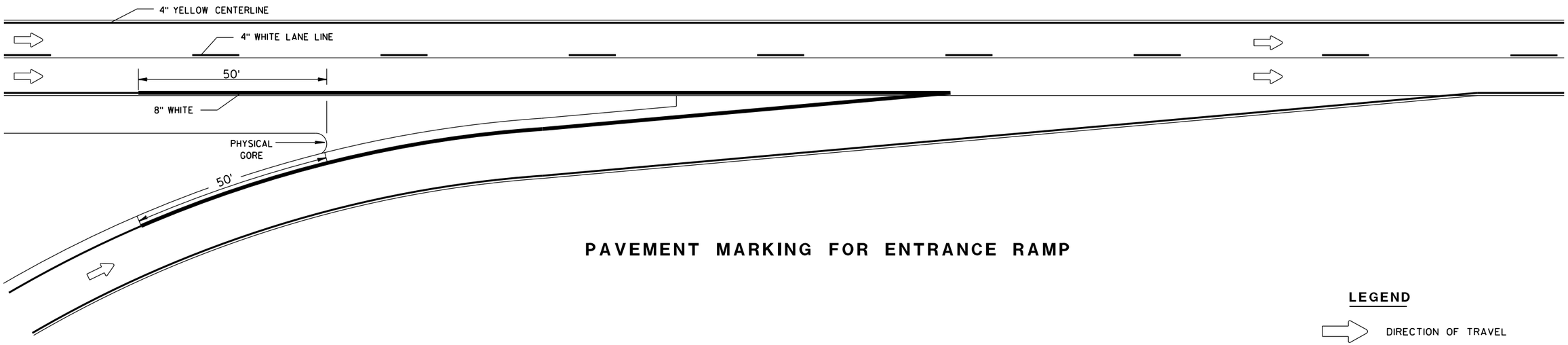
6

S.D.D. 15 C 31-3a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

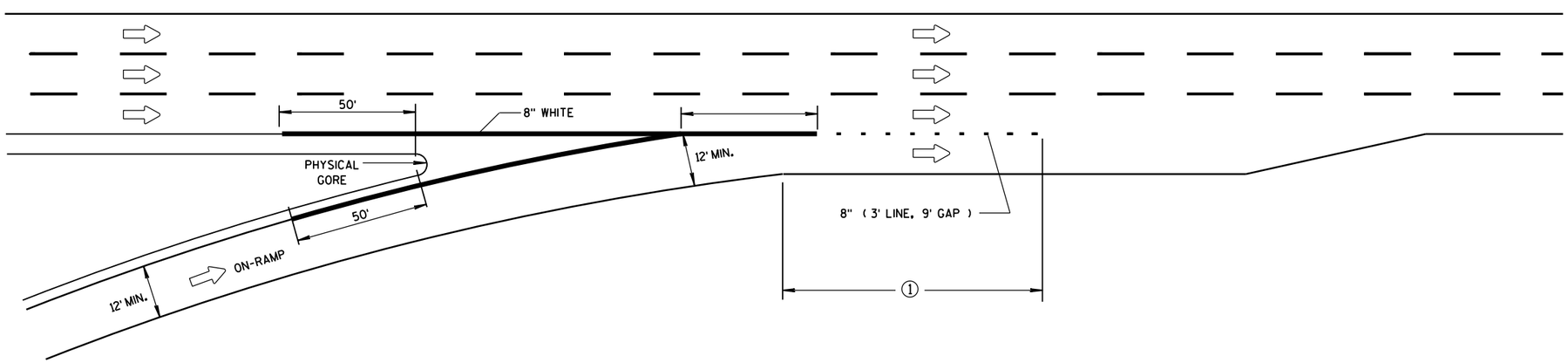
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017
DATE

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

FHWA

6

S.D.D. 15 C 31-3c

6

S.D.D. 15 C 31-3c

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(2) IF NEEDED. USE ONLY IF DESIGN SPEED IS 10 MPH LESS THAN POSTED SPEED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

OR

R2-1
48"X60"

OR

R2-1
48"X60"

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.

LOCATED 400 FEET BEYOND THE W20- 5G SIGN.

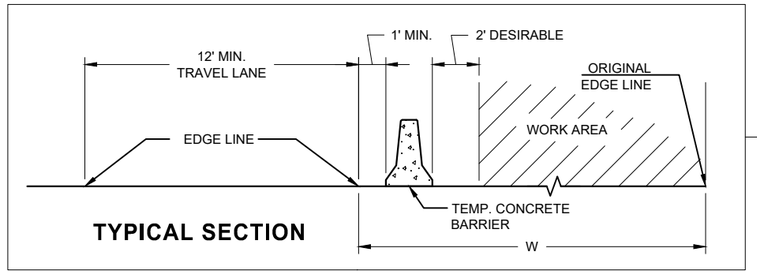
SEE SDD 15D12b FOR SIGN PLACEMENT.

(BLACK AND WHITE)

LOCATED 700 FEET BEYOND W03-5 SIGN

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

L, TAPER LENGTH (MPH)												
SPEED (MPH)	W, LATERAL OFFSET (FT)											
	1	2	3	4	5	6	7	8	9	10	11	12
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840



TYPICAL SECTION

TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 MPH WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINE

FHWA

SDD 15D03-05

SDD 15D03-05

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.

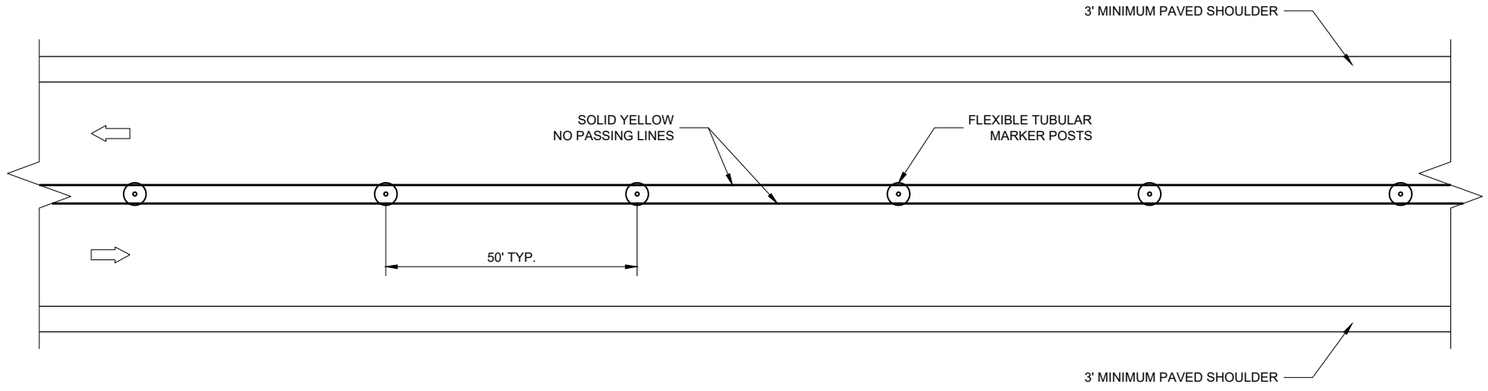
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4 INCH DOUBLE YELLOW.

(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

6

SDD 15D06 - 04

6

SDD 15D06 - 04

GENERAL NOTES

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

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

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

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

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

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

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

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

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

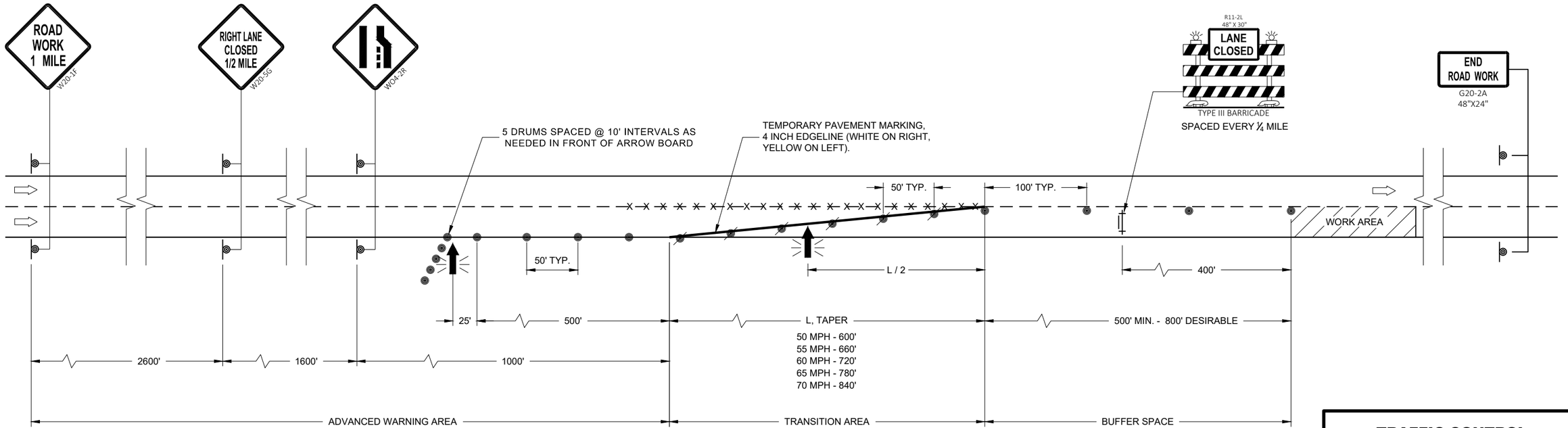
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

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



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SDD 15D12 - 09a

TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 09a

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

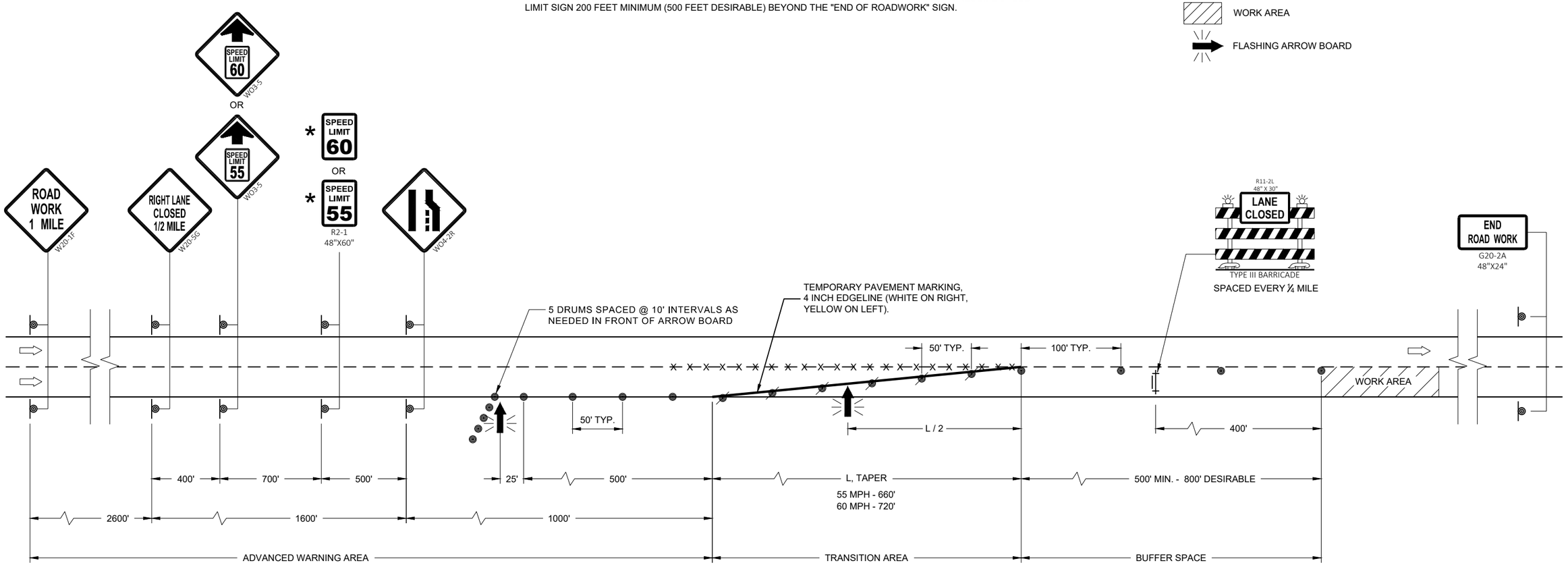
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

LEGEND

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



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D12 - 09b

6
SDD 15D12 - 09b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

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

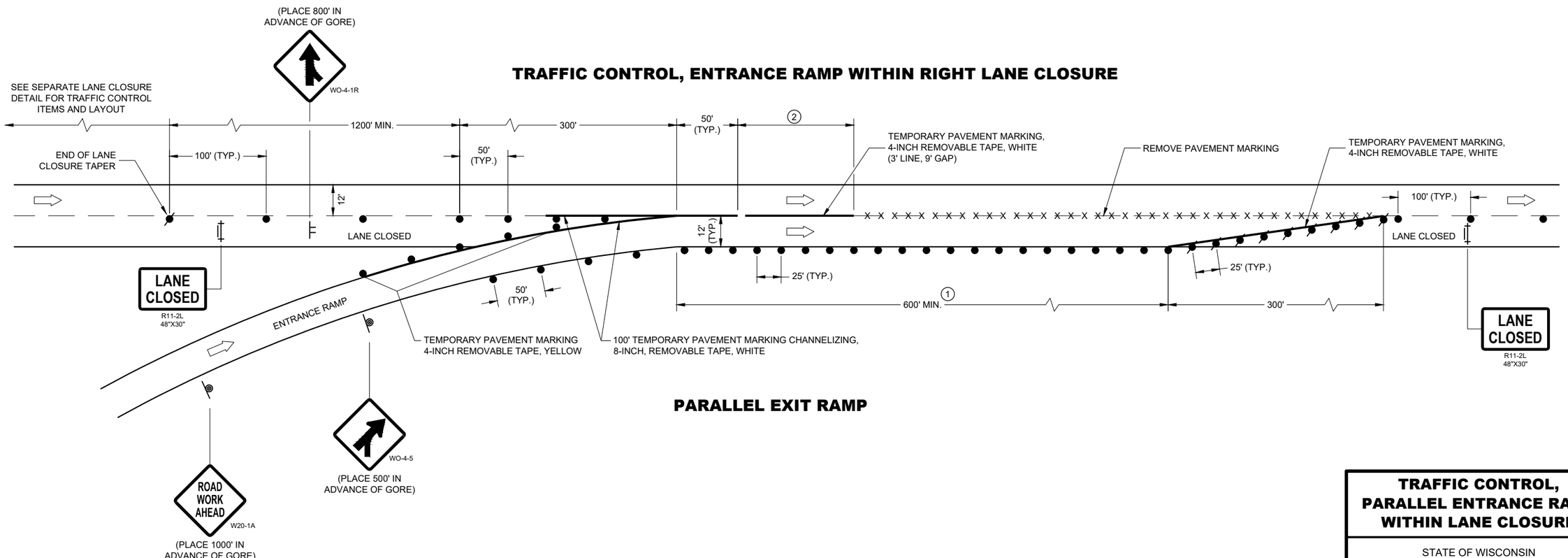
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D15 - 05a

SDD 15D15 - 05a

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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

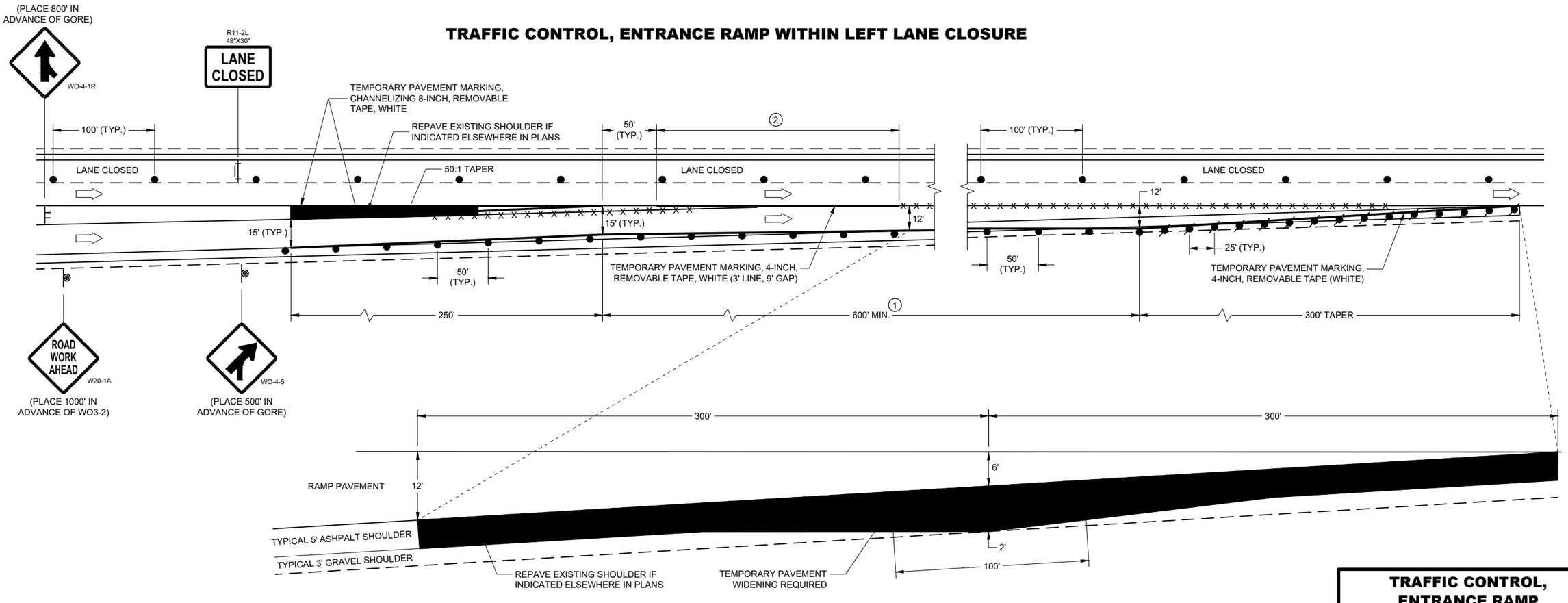
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



TEMPORARY PAVEMENT DETAIL

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

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D15 - 05b

SDD15D15 - 05b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

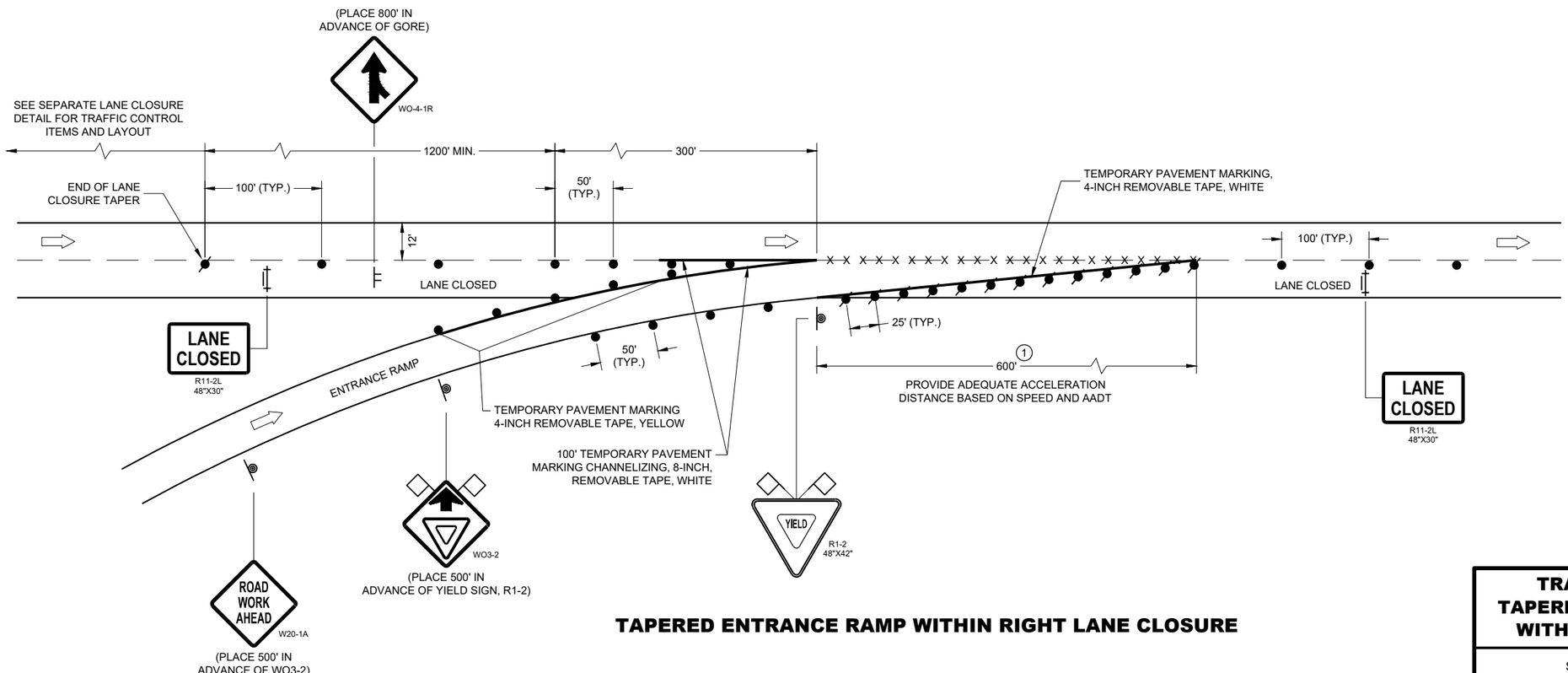
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05c

6

SDD 15D15 - 05c

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

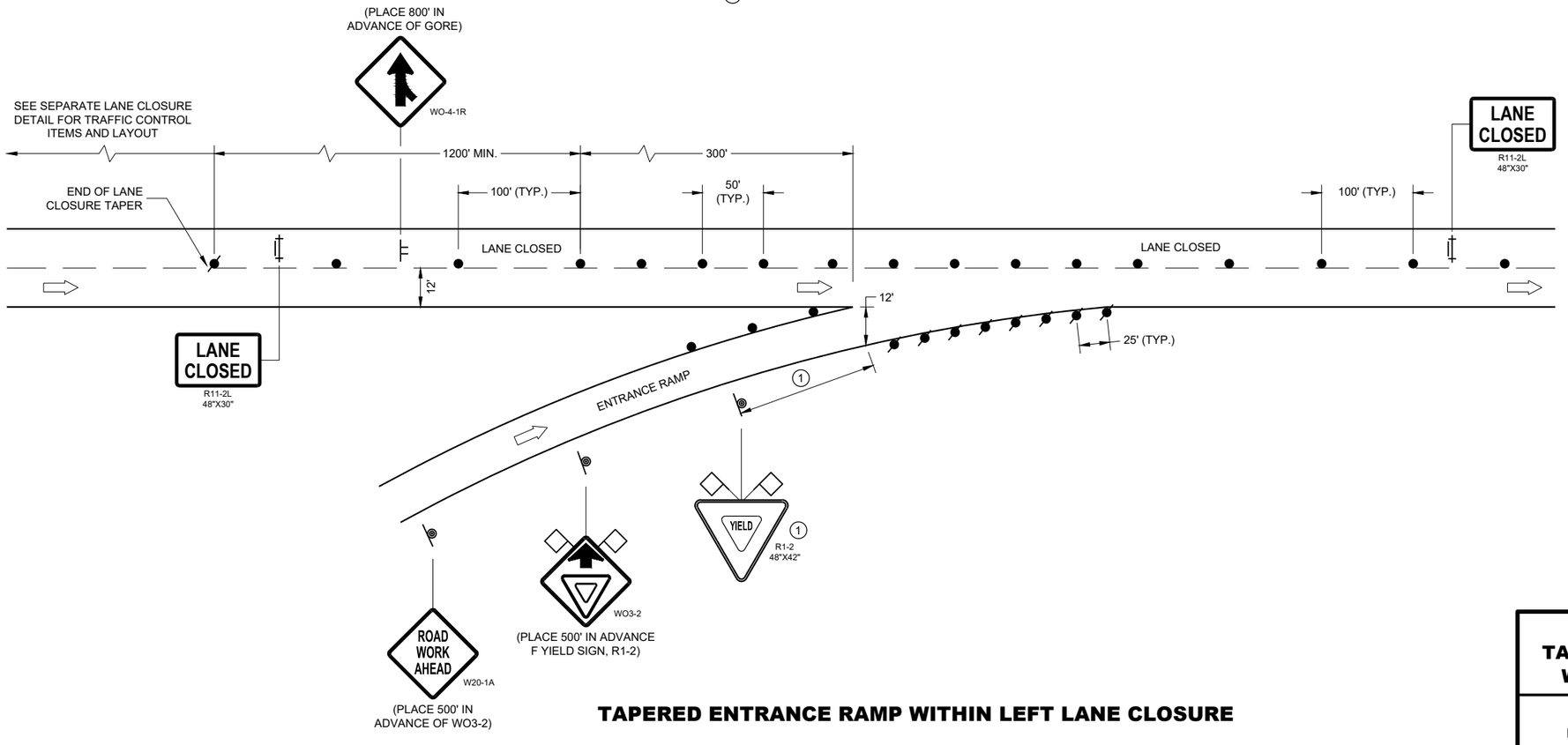
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05d

6

SDD 15D15 - 05d

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

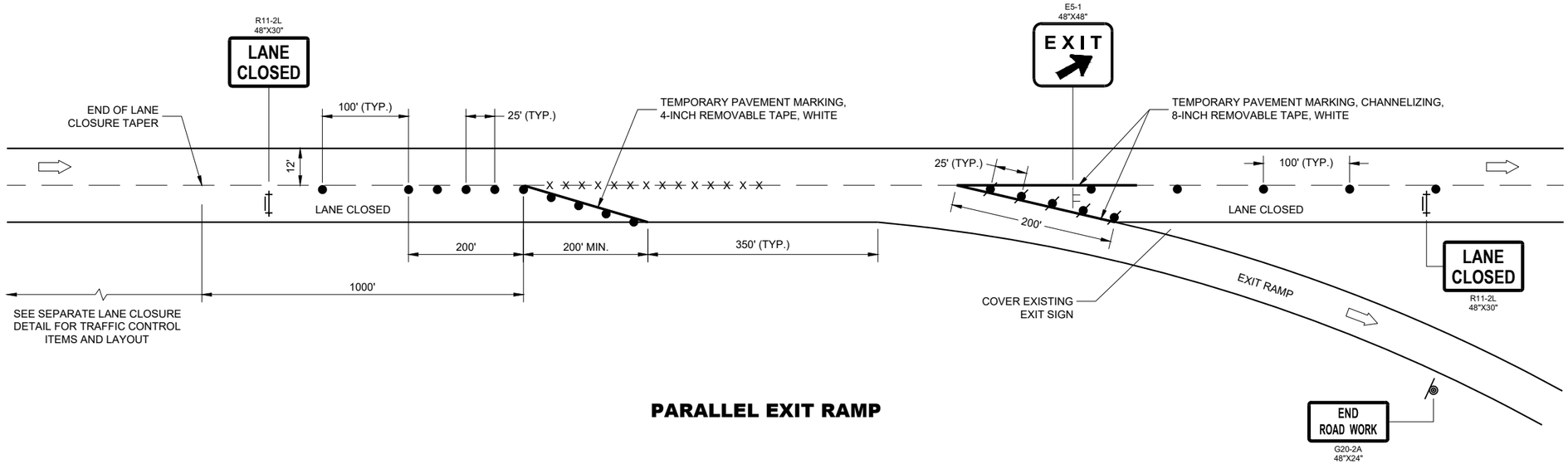
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

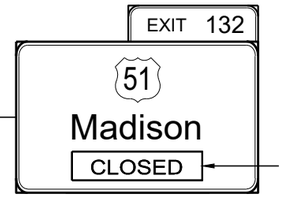
SDD 15D15 - 05e

6

SDD15D15 - 05e

G20 - 60
108" X 24"

OR



G20 - 60
108" X 24"

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

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.

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

G20 - 61
120 ' X 30"

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
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D16 - 04

LEGEND

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

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

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

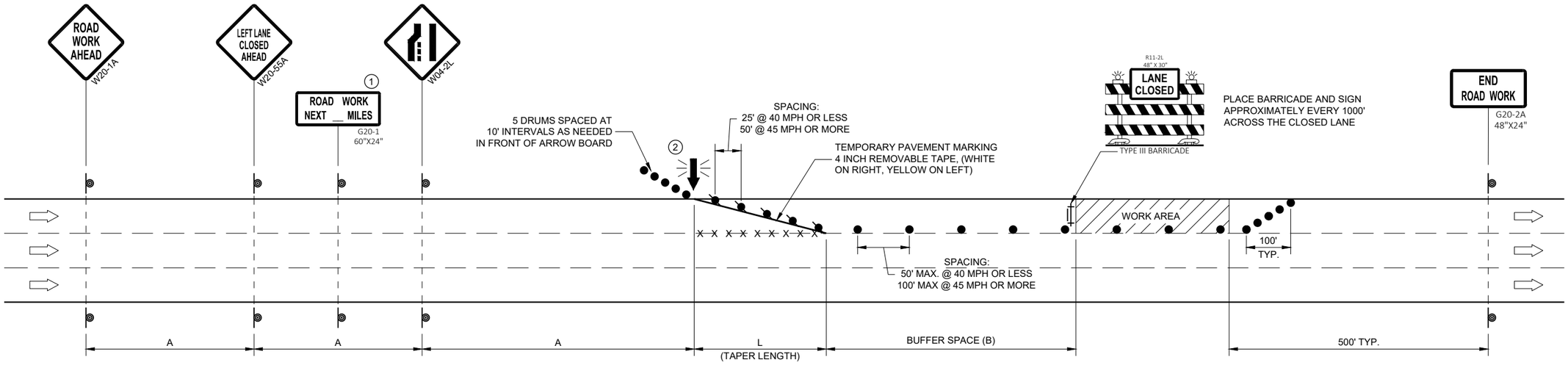
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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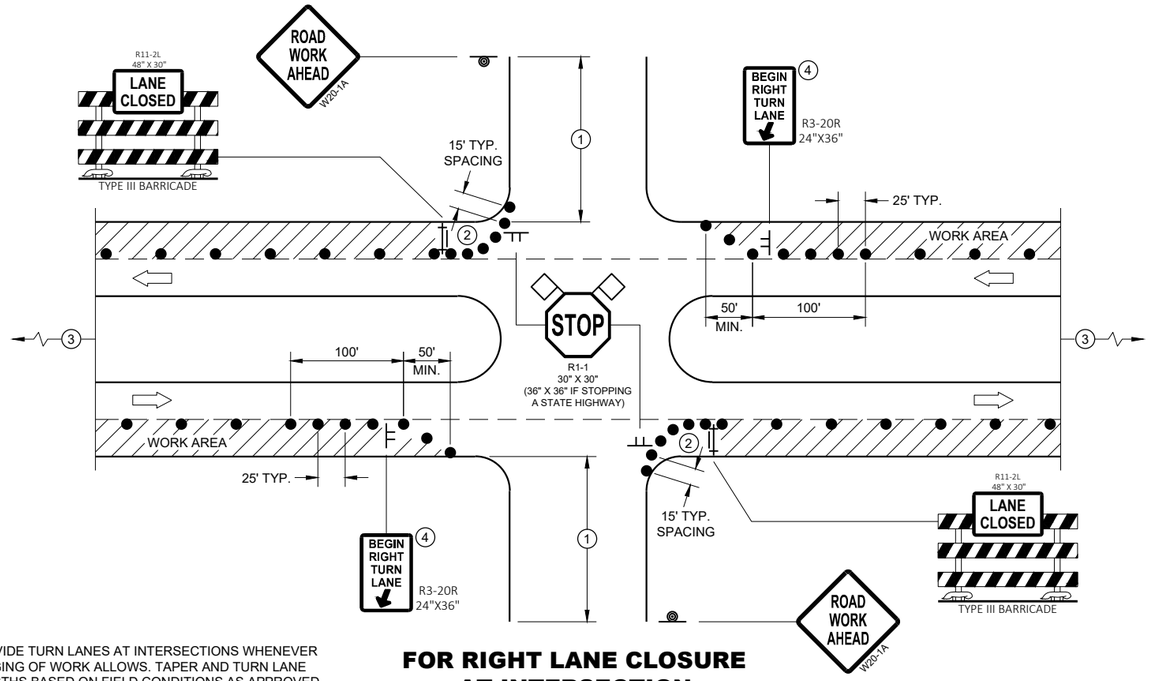
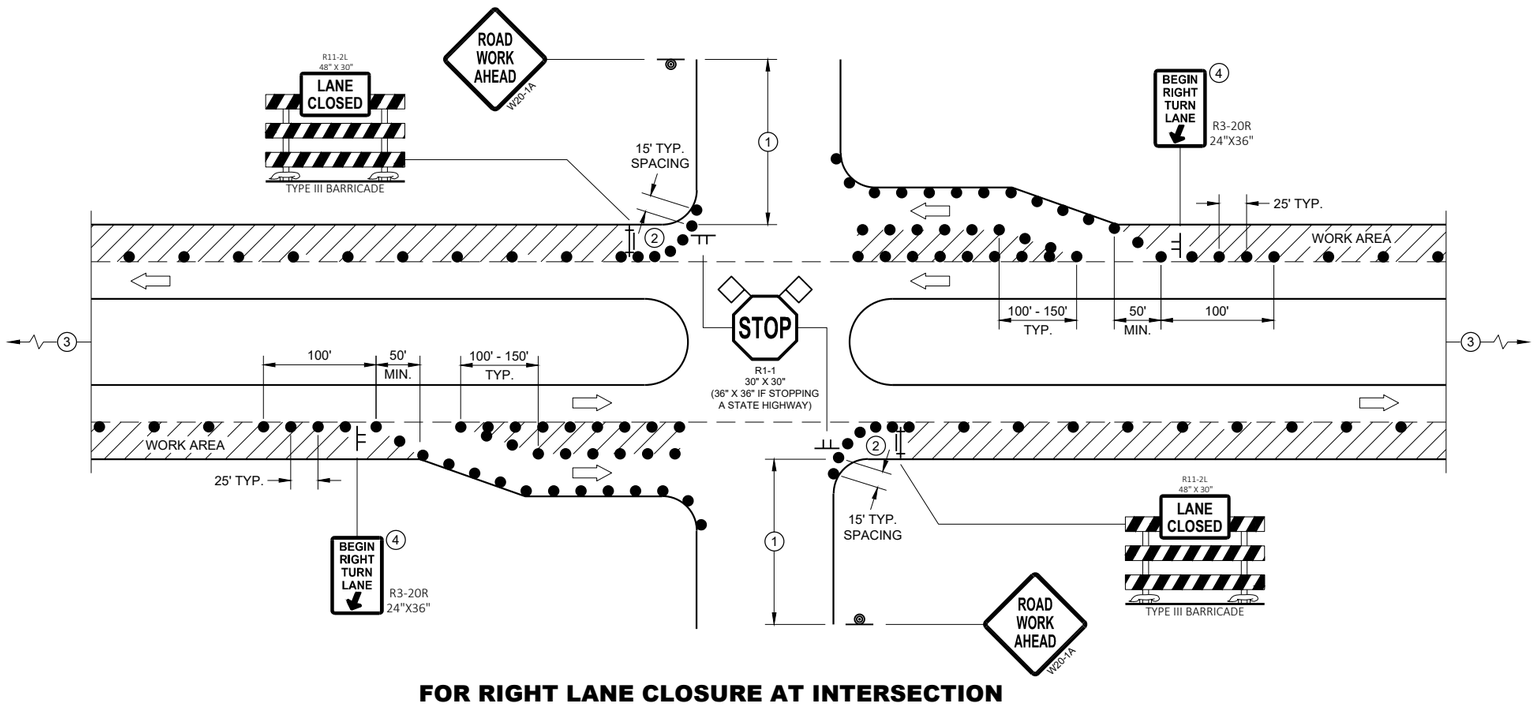
SDD15D20 - 05a



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.



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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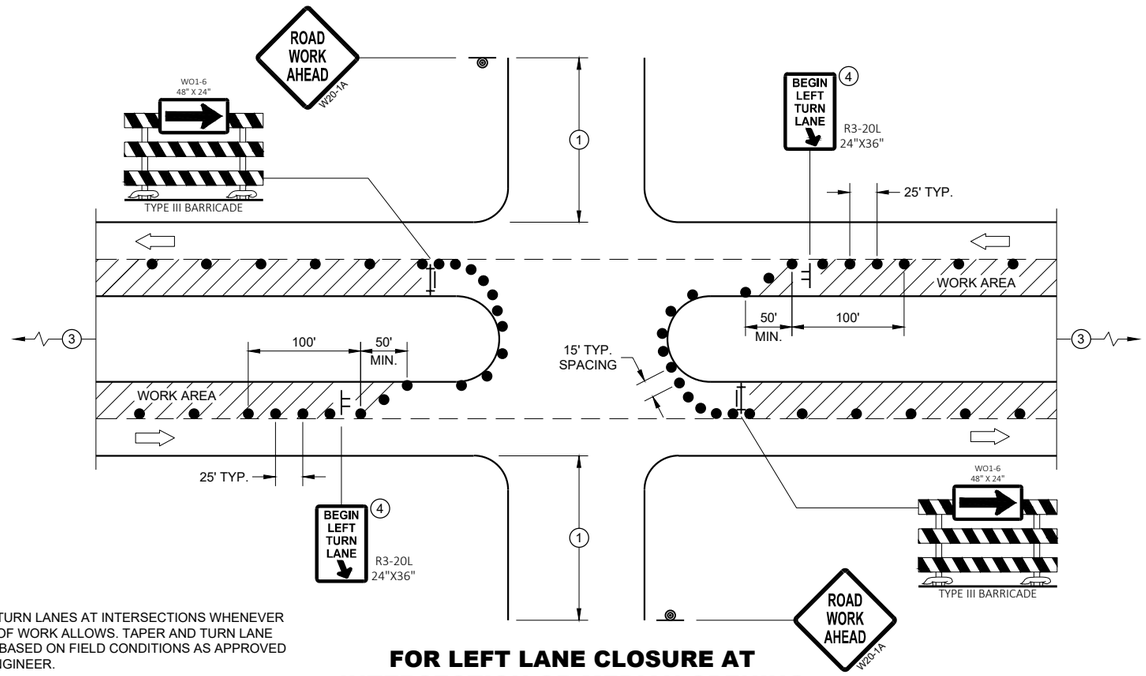
SDD15D21 - 07a



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

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

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

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

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

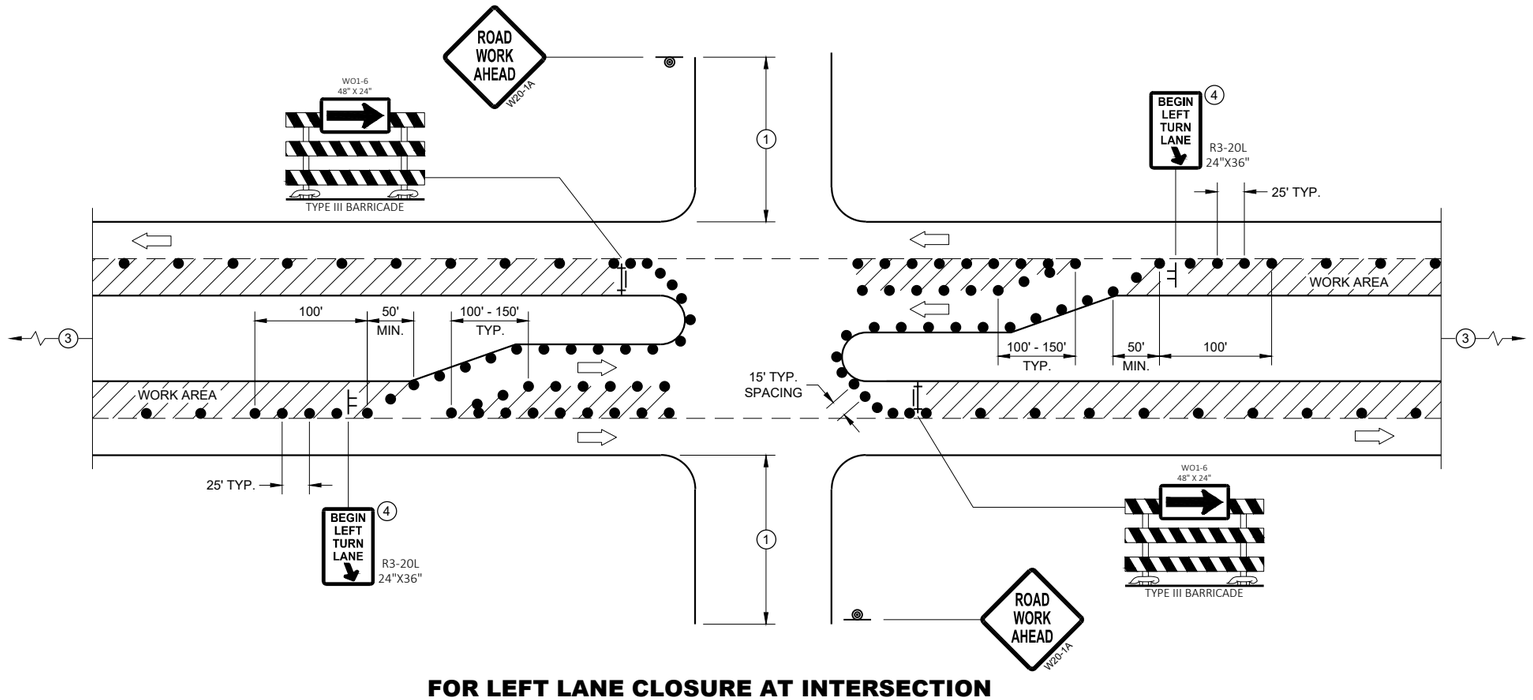
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



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

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D21 - 07b

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SDD 15D21 - 07b

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

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

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

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

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

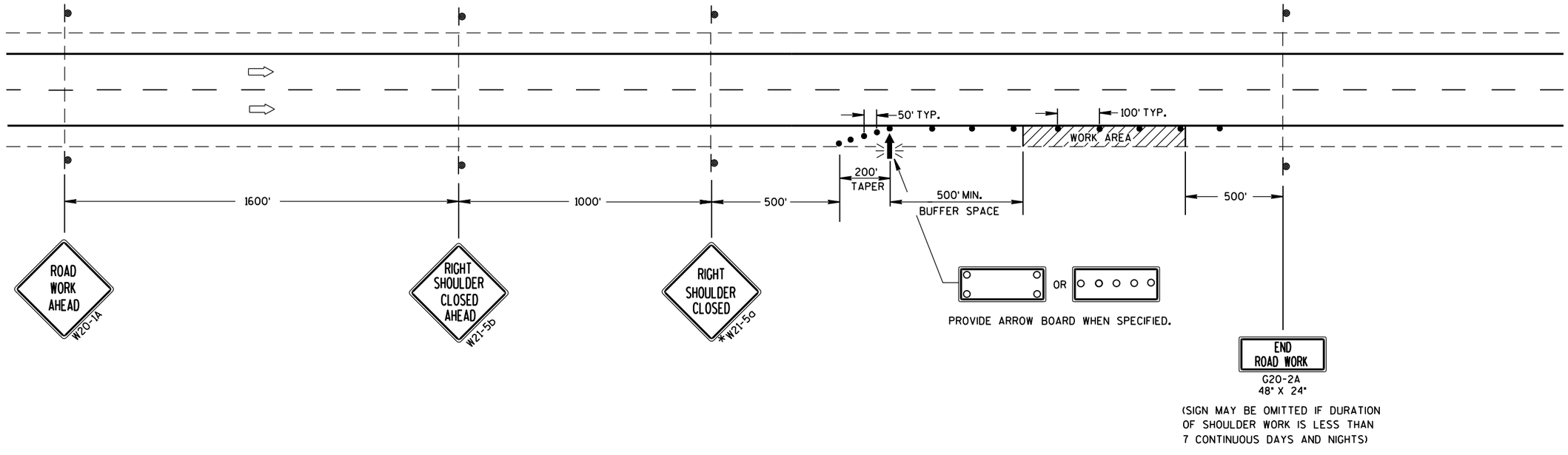
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

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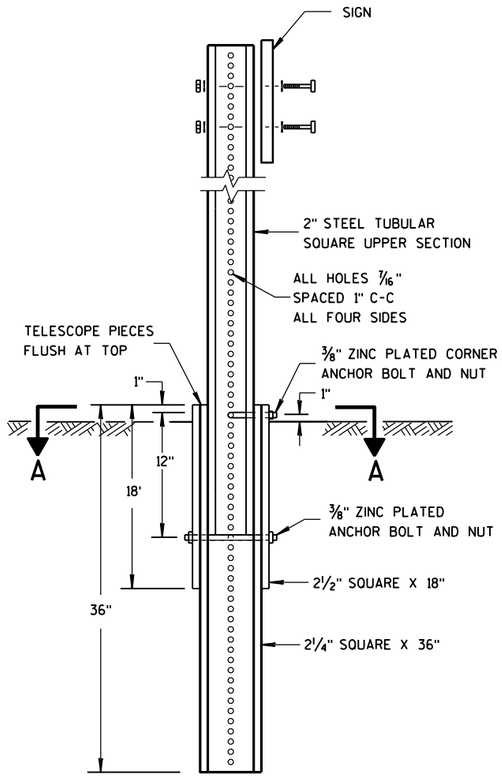
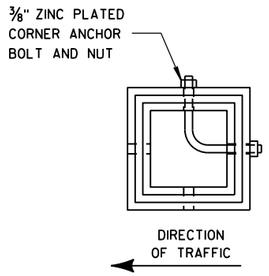
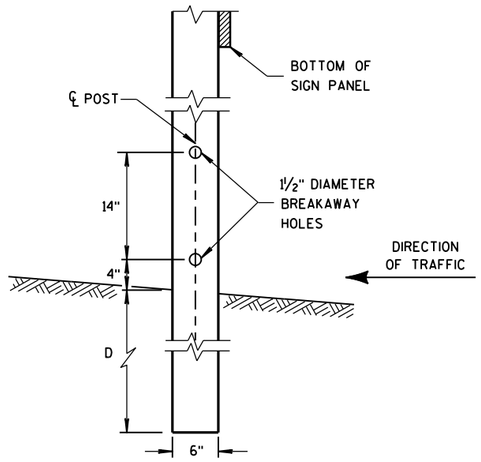
S.D.D. 15 D 27-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



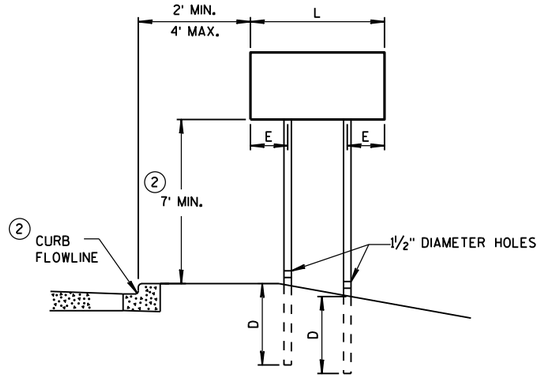
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

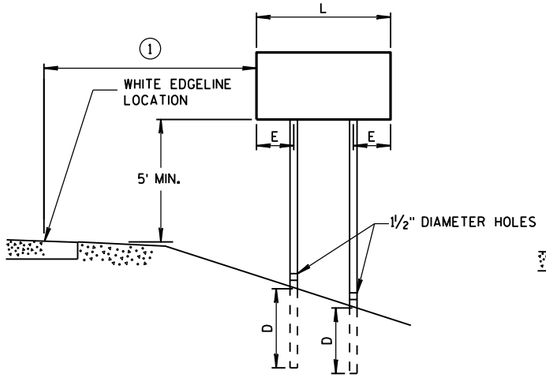
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

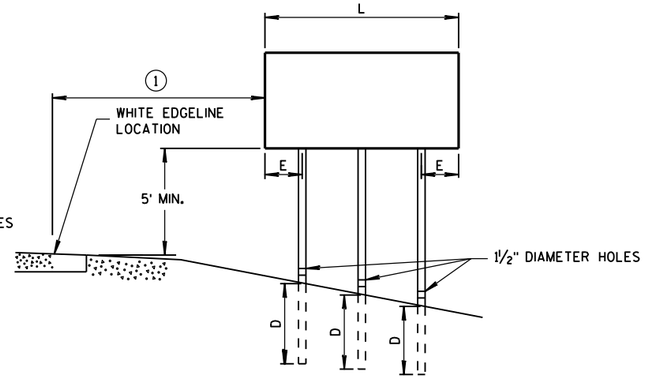
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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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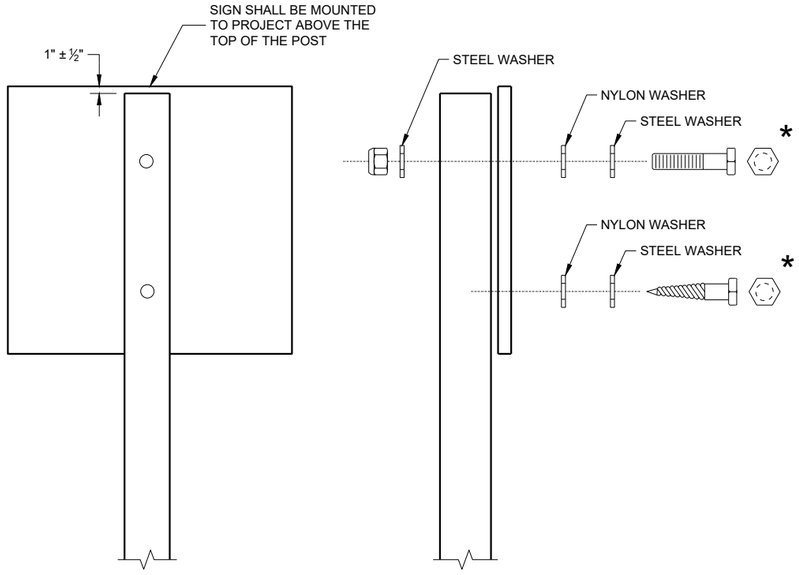
S.D.D. 15 D 38-2a
S.D.D. 15 D 38-2a



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.

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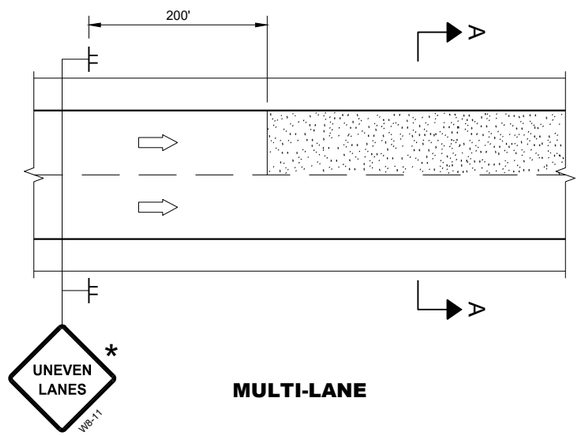
SDD 15D38 - 02b

SDD15D38 - 02b

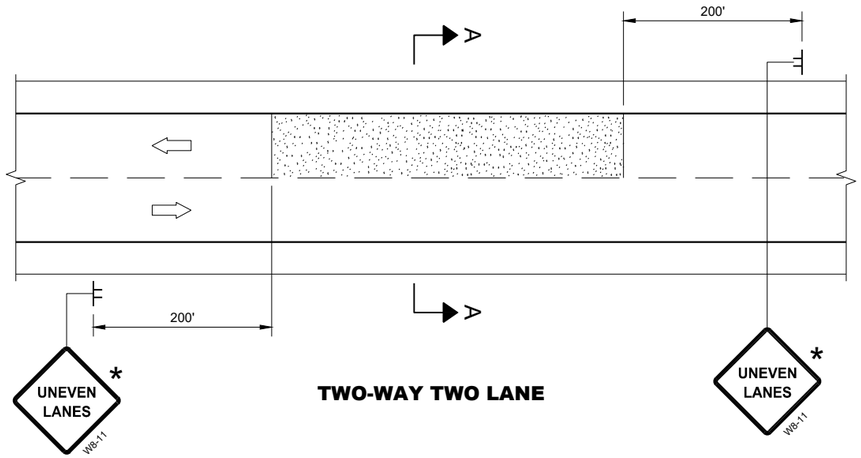
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

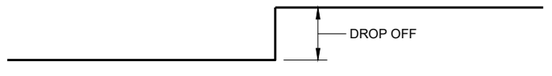
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

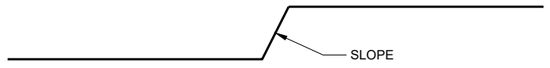
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

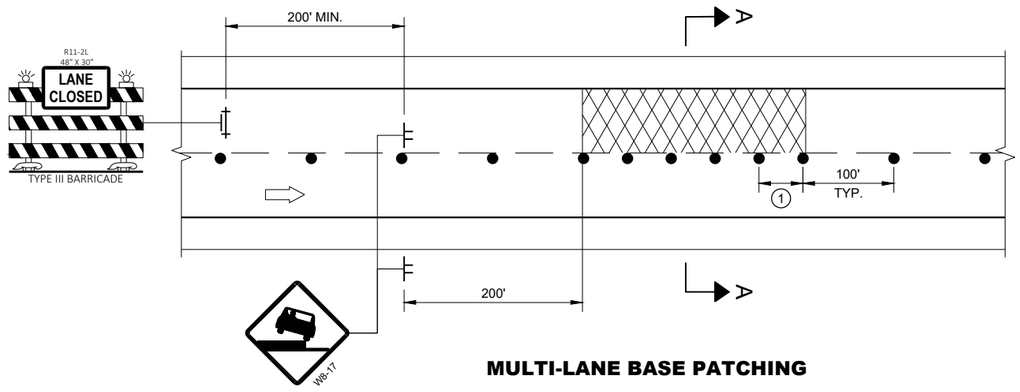


SECTION A - A

OR

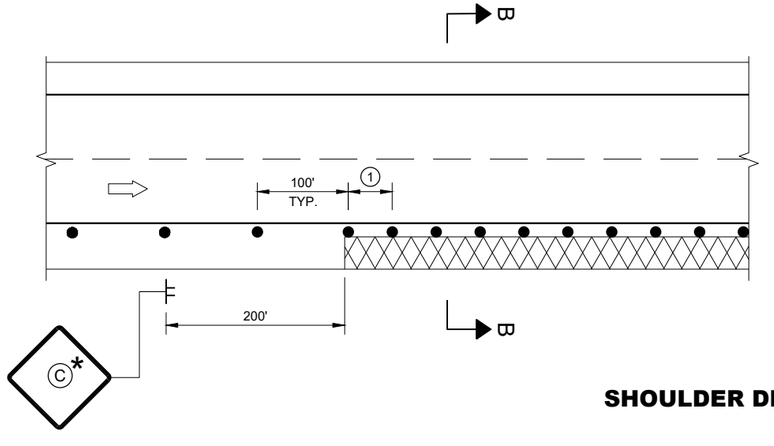


SECTION A - A

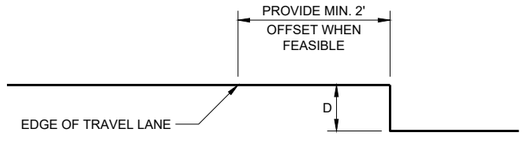


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

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.

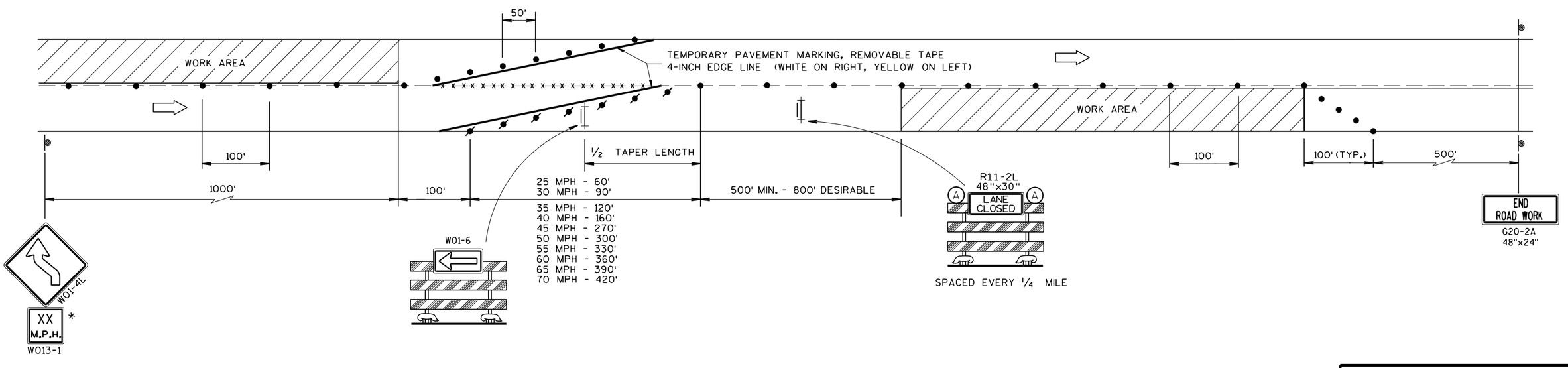
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

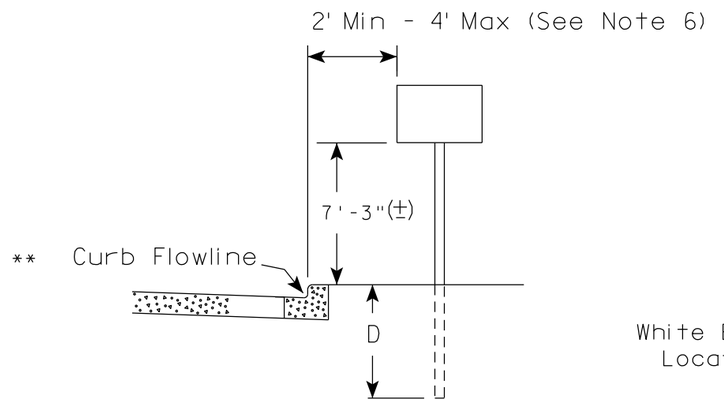
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE
/S/ Andrew I
WORK ZONE E
FHWA

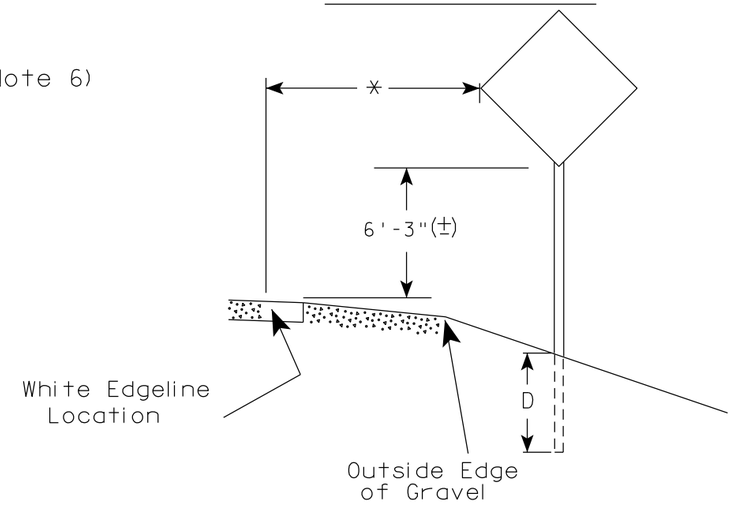
6

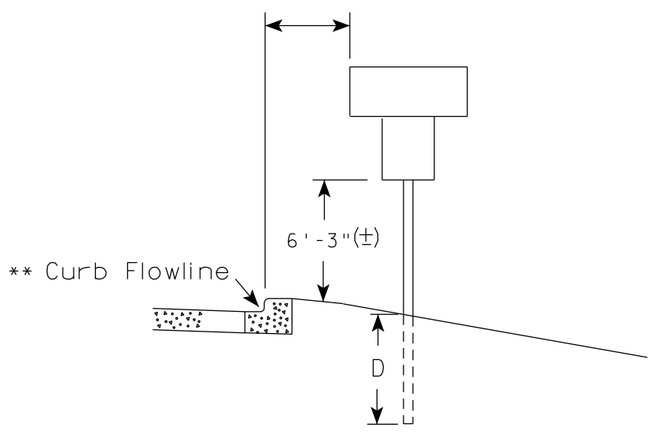
S.D.D. 15 D 40-1

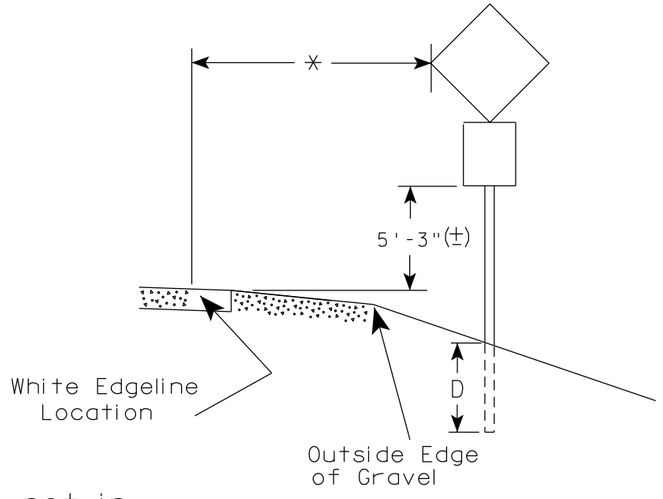
URBAN AREA



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.

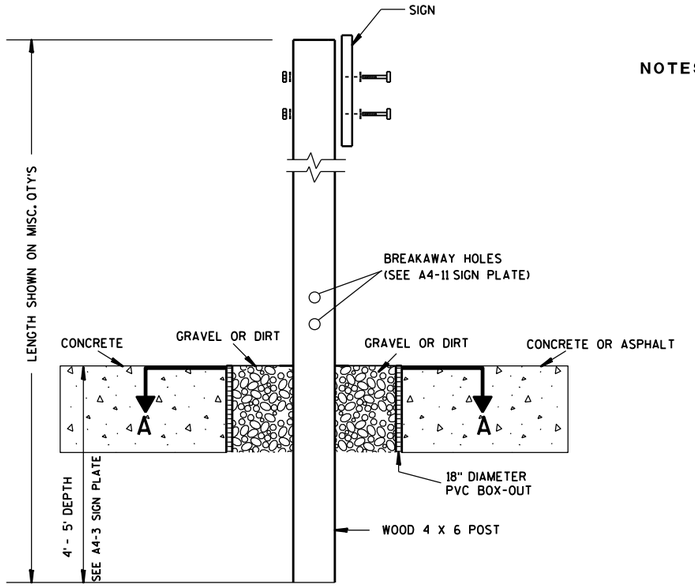
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

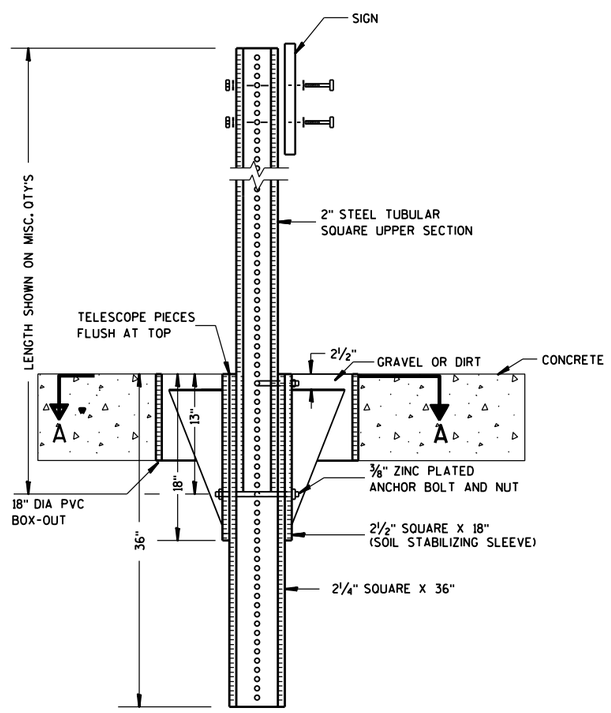
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 138	E



ELEVATION VIEW

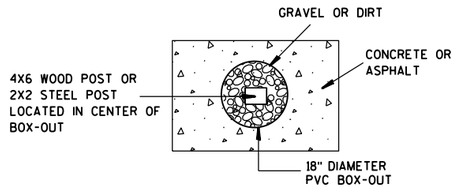
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

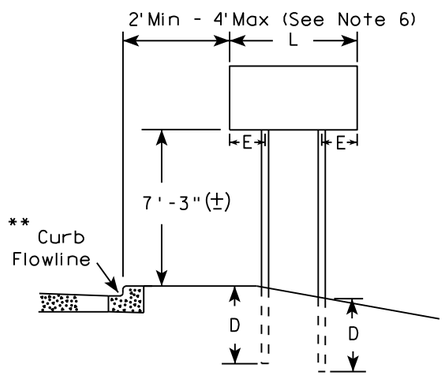
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

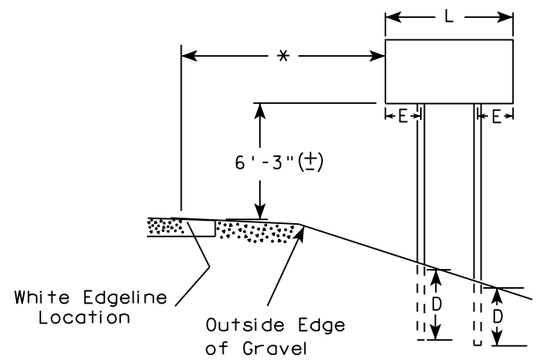
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

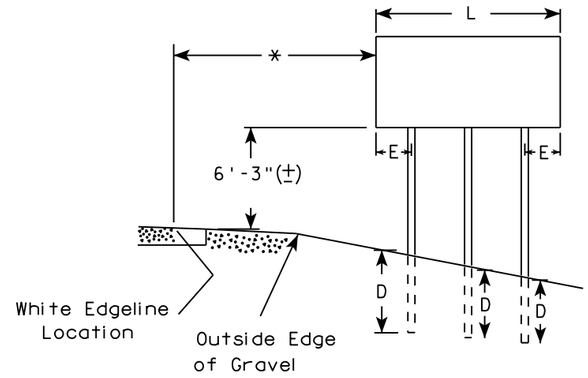
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

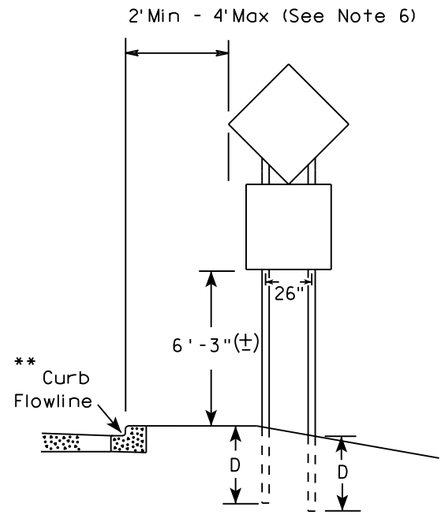
URBAN AREA



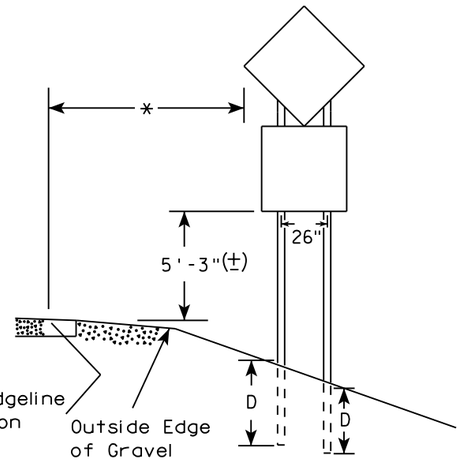
RURAL AREA (See Note 3)







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'

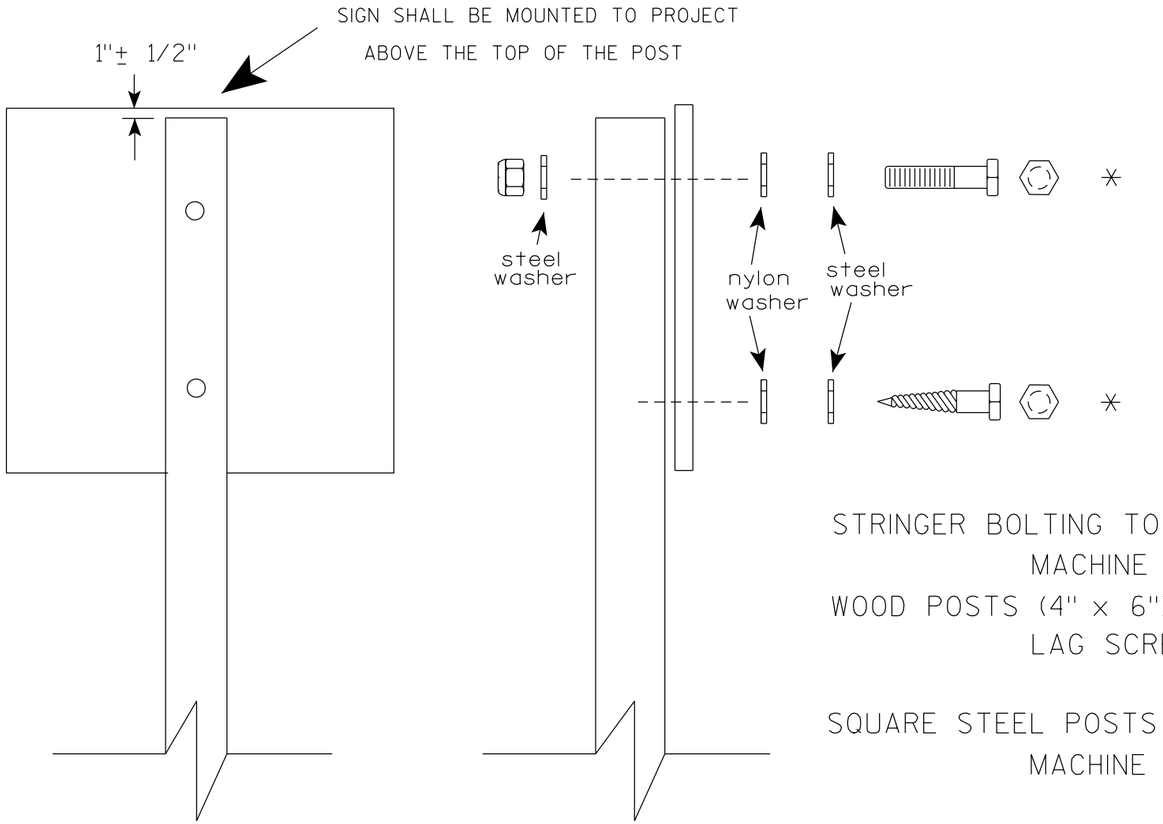
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 140	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: 141 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

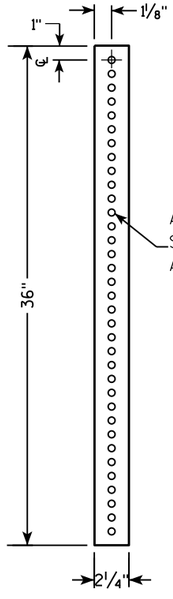
WISDOT/CADDS SHEET 42

7

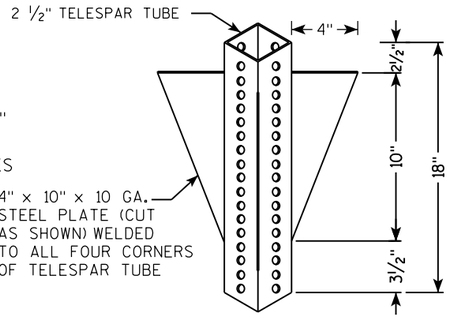
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

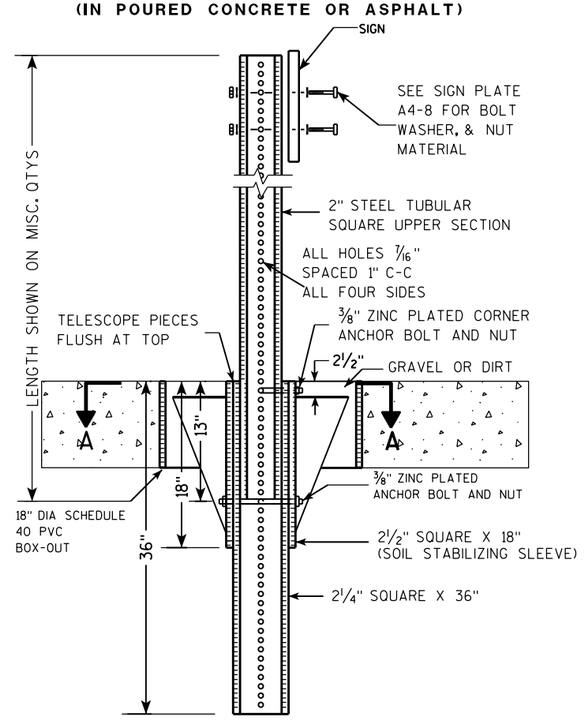
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



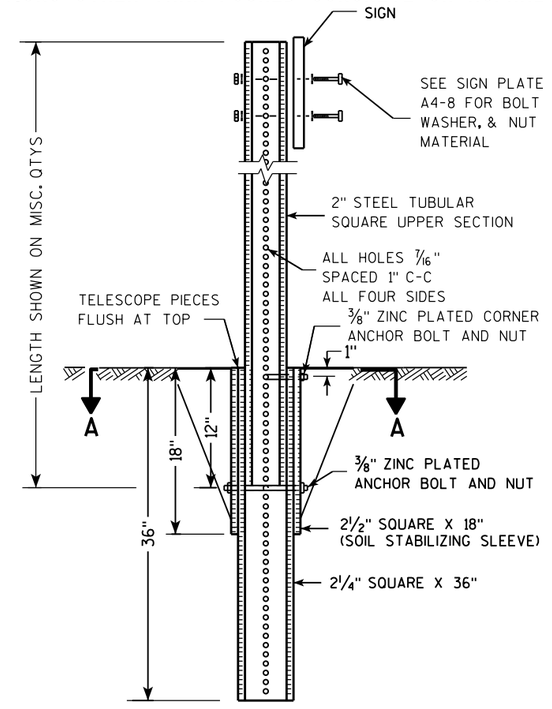
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

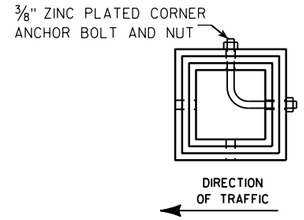


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

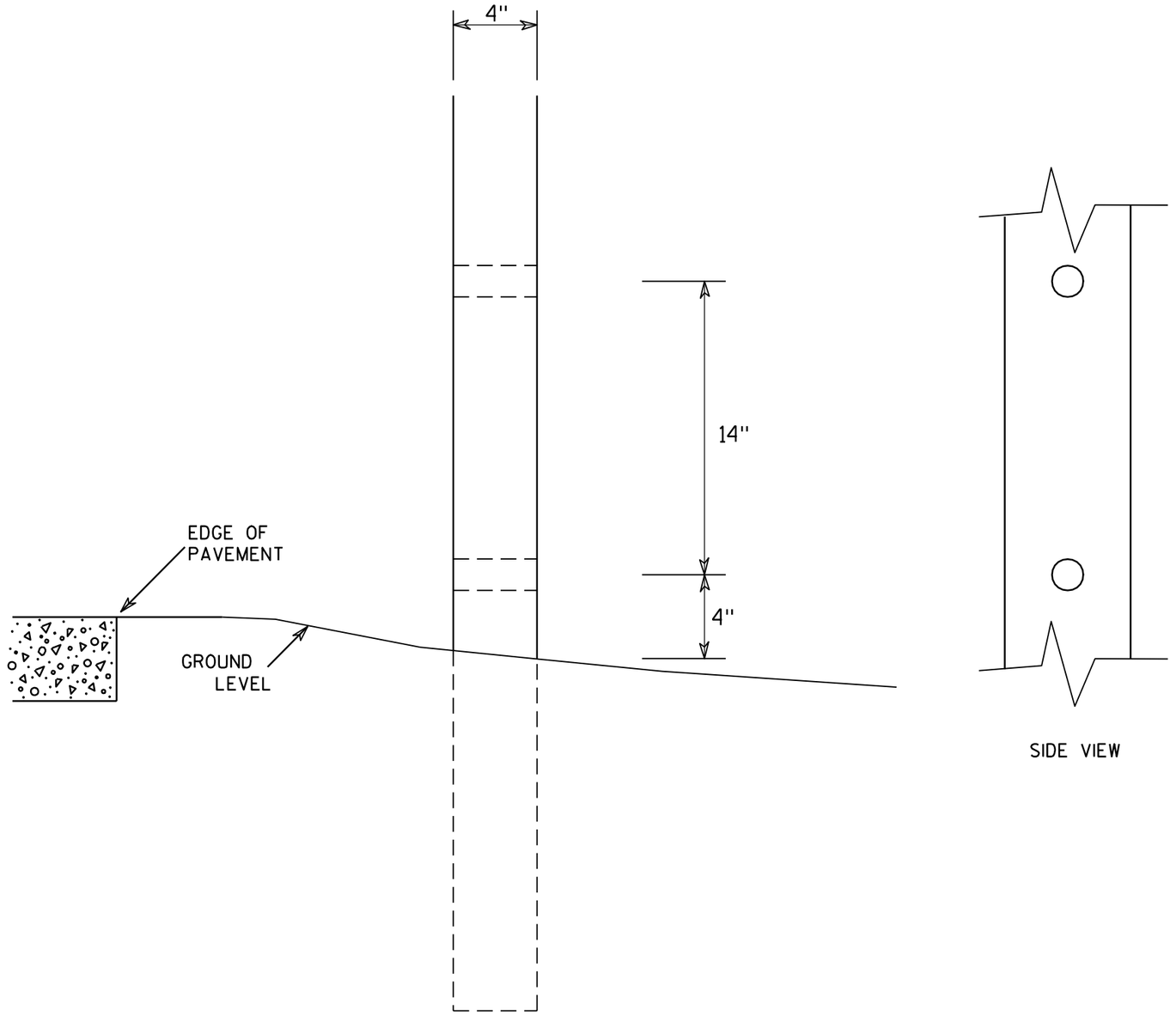
WISCONSIN DEPT OF TRANSPORTATION

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

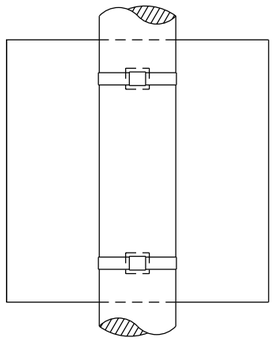
APPROVED Chester J Spang for State Traffic Engineer

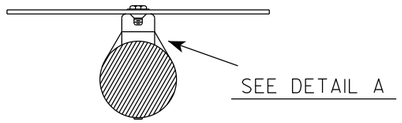
DATE 3/27/97 PLATE NO. A4-11.2

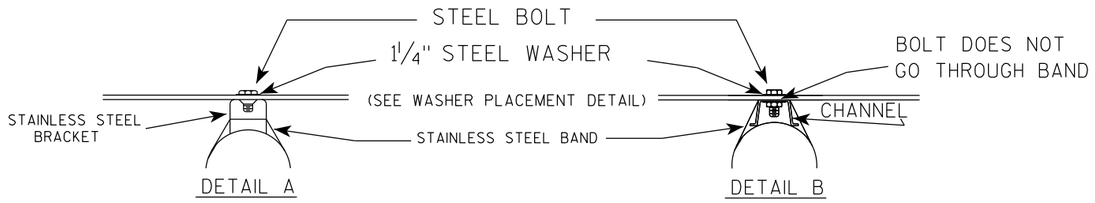
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	E

BANDING

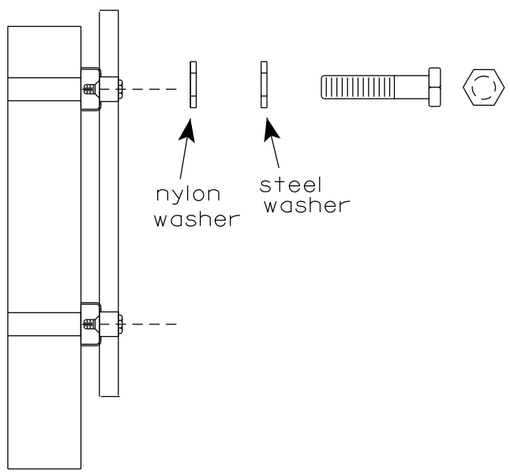
SINGLE SIGN







WASHER PLACEMENT

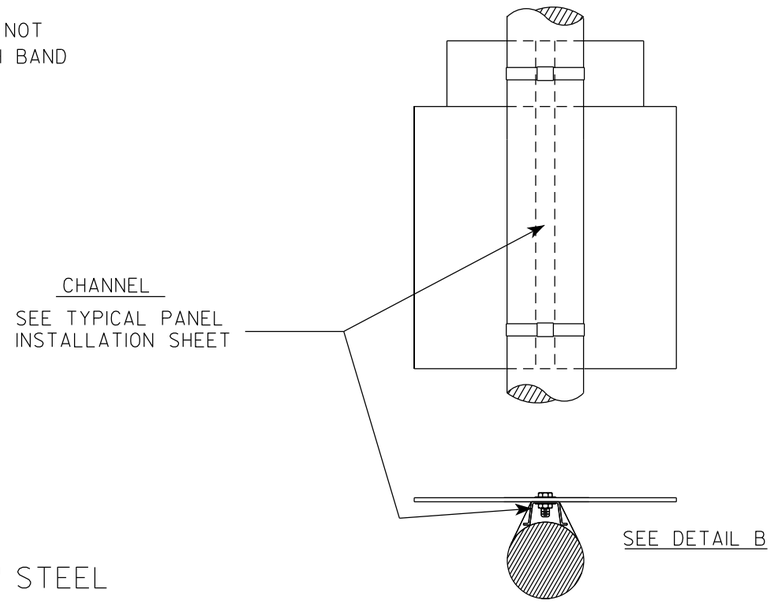


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

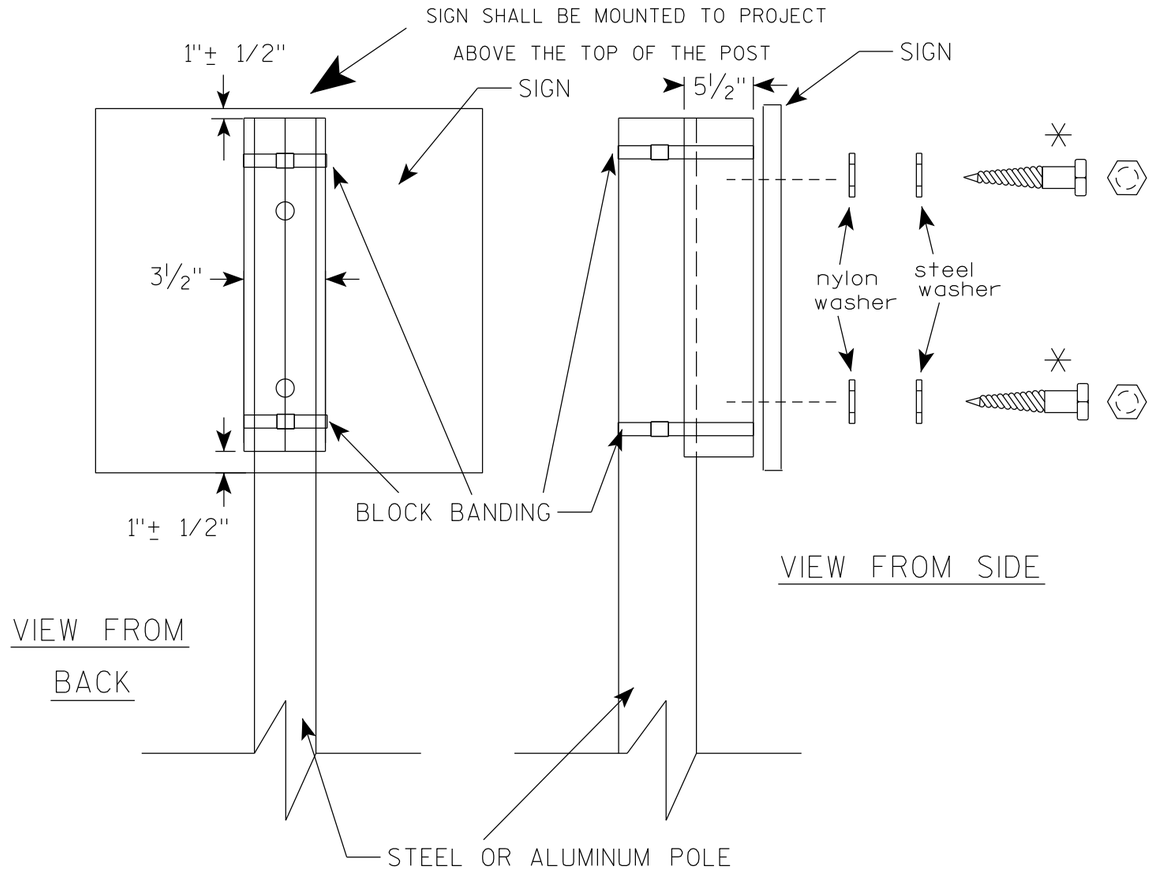
DATE 6/10/19 PLATE NO. A5-9.4

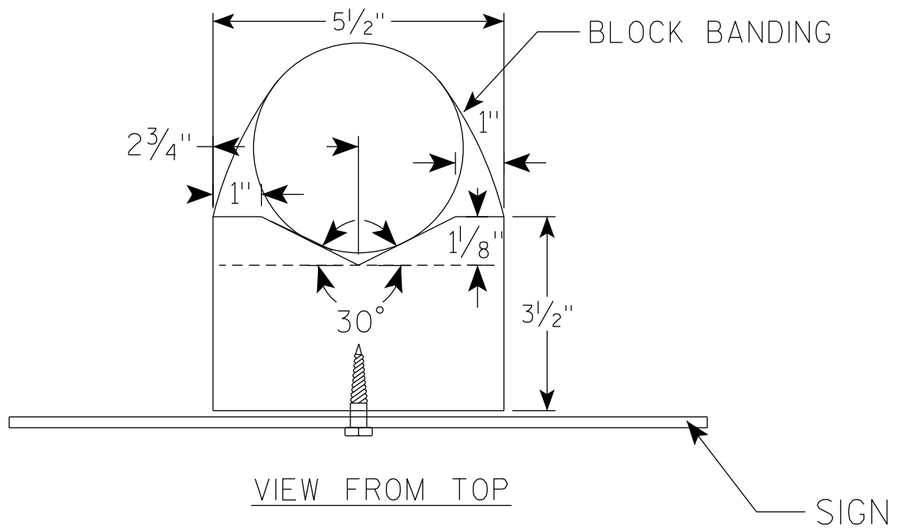
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E

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"

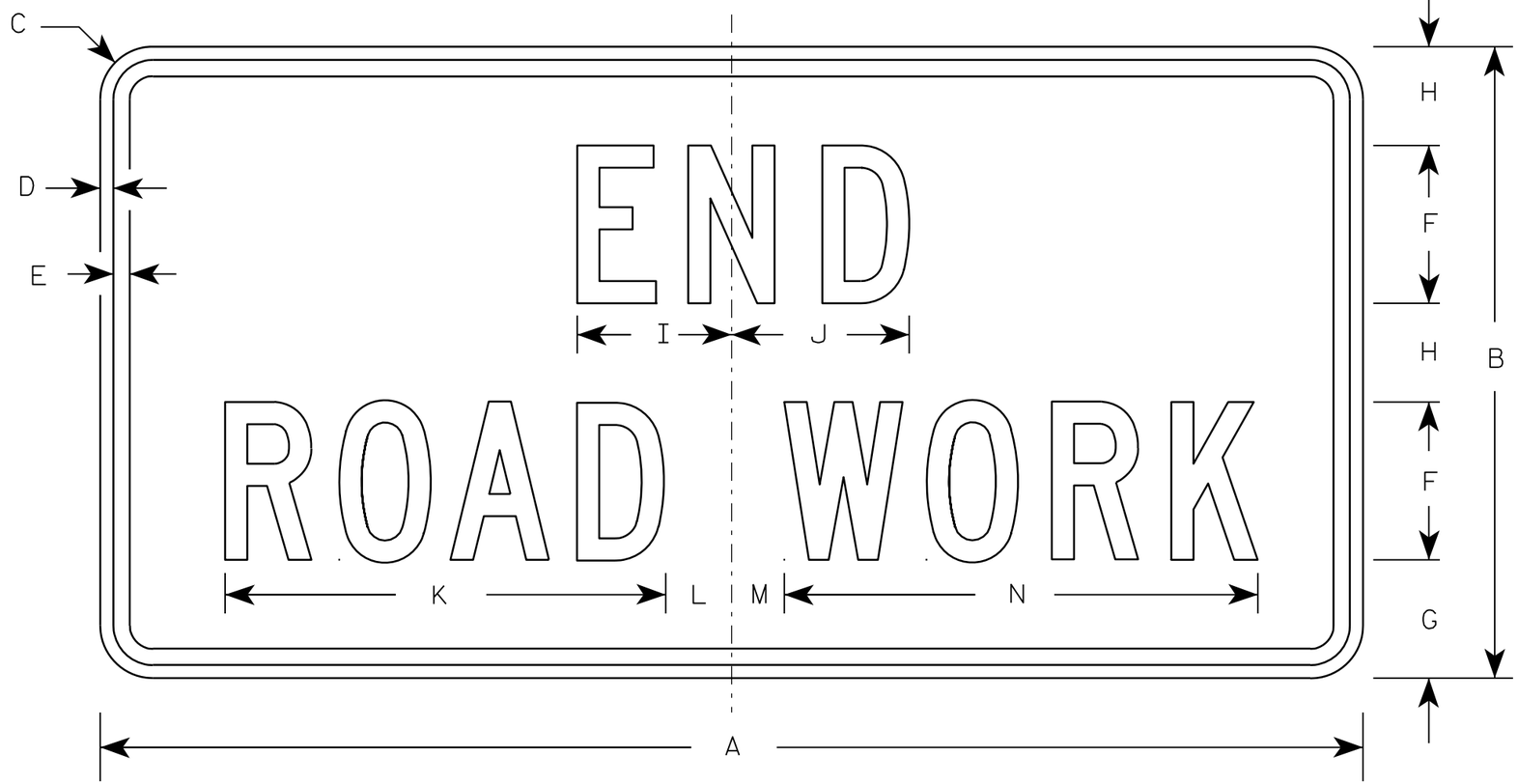
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 145	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

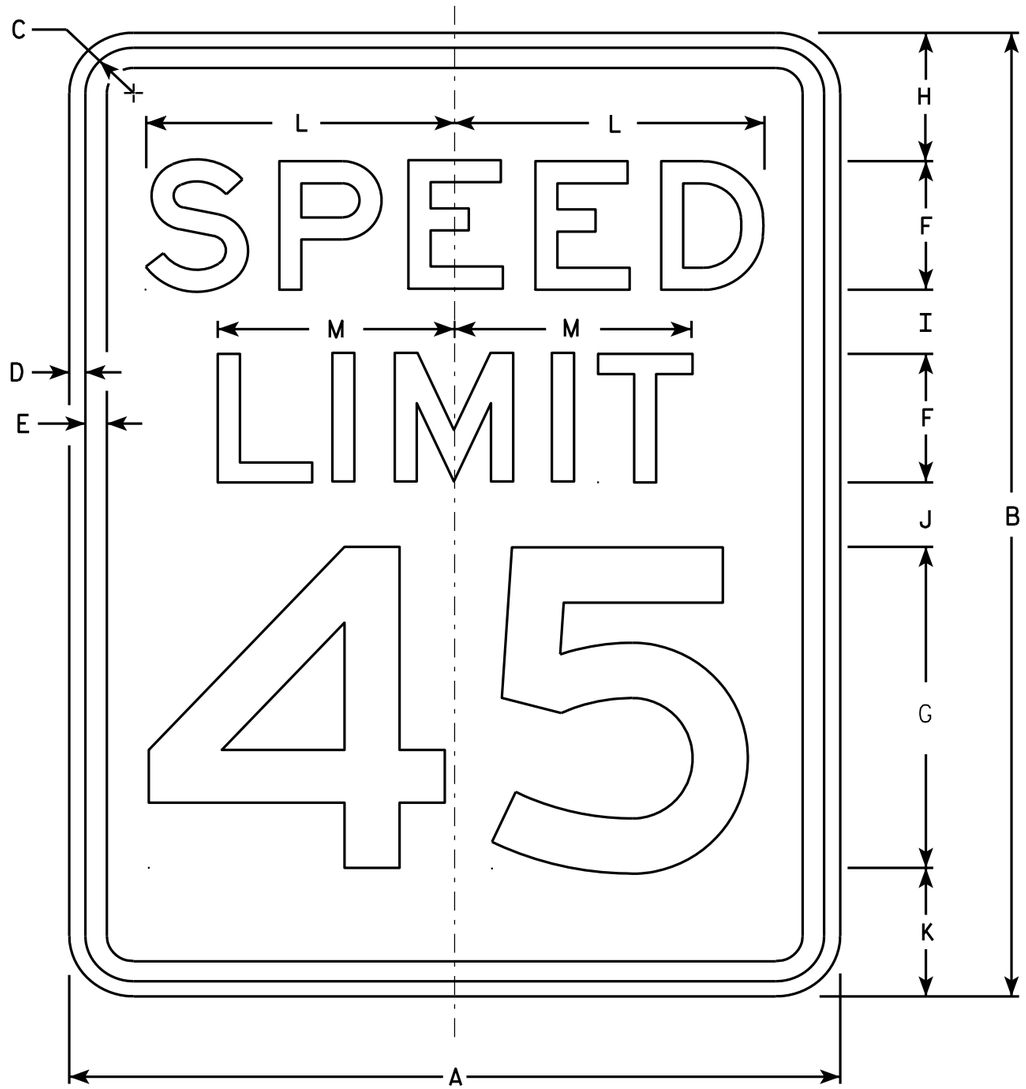
STANDARD SIGN
G20-2A

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: 146	E



R2-1

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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

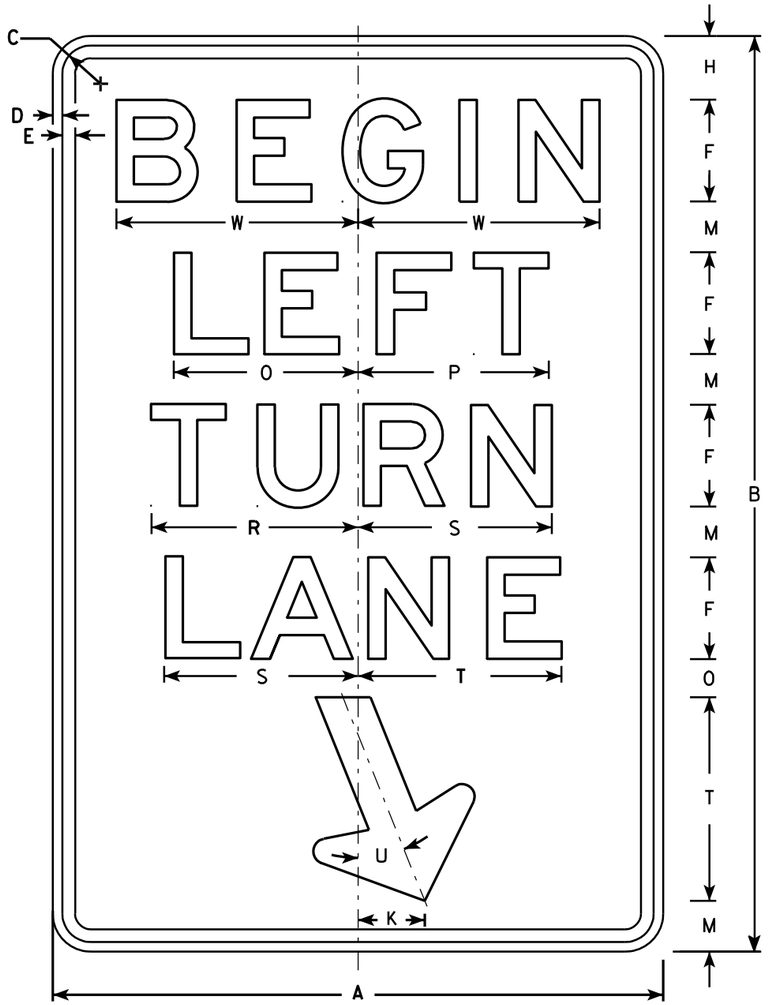
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 147 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

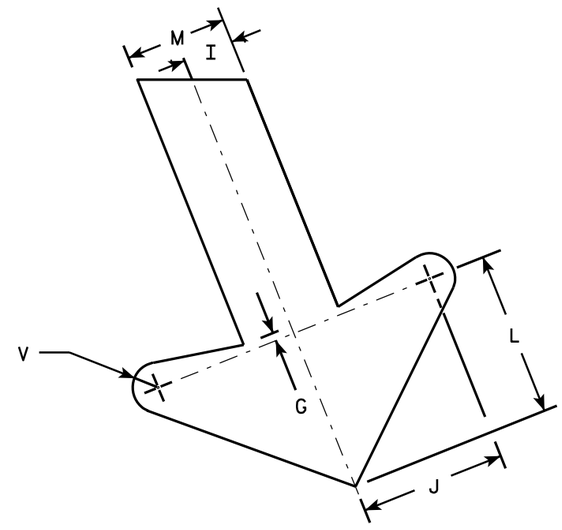
WISDOT/CADDS SHEET 42



R3-20L

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	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 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	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

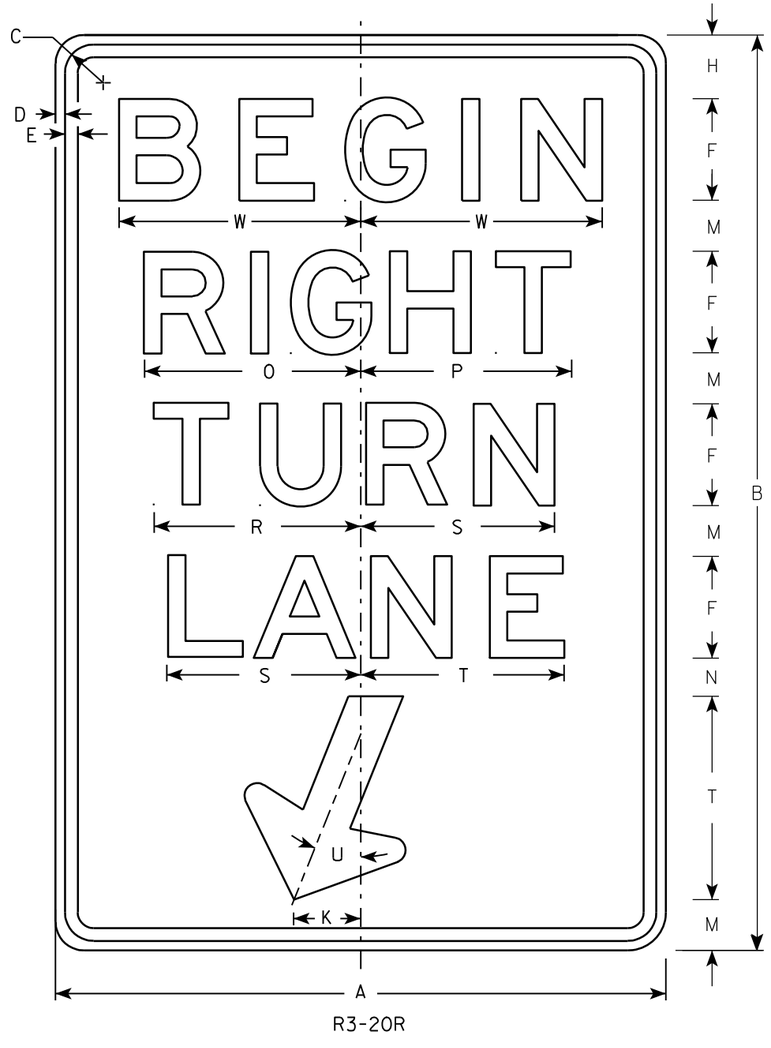
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

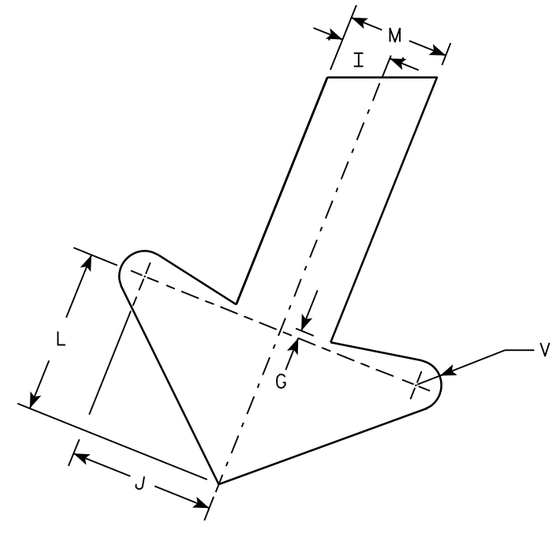
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 148 | E



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																											

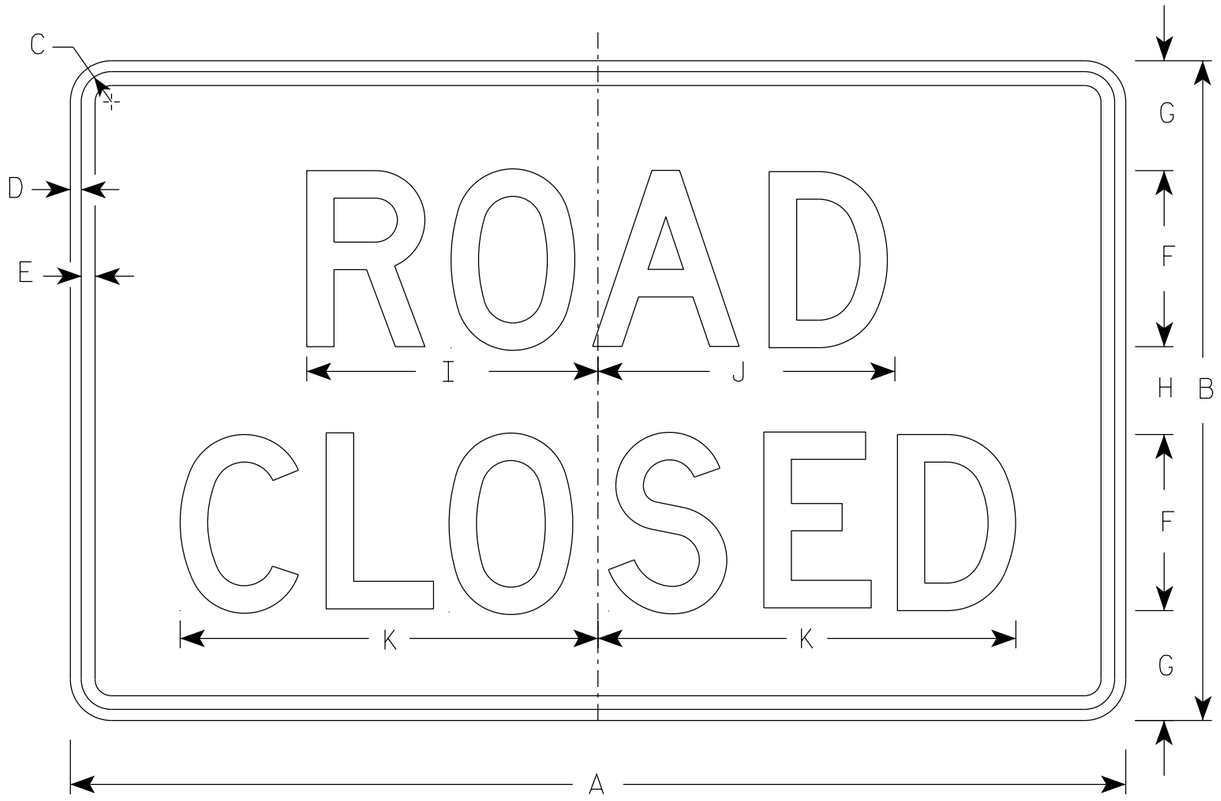
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

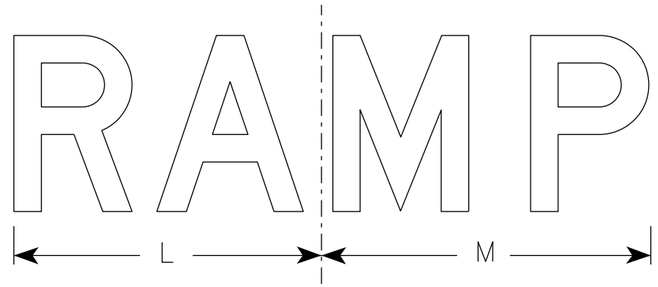
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 | E



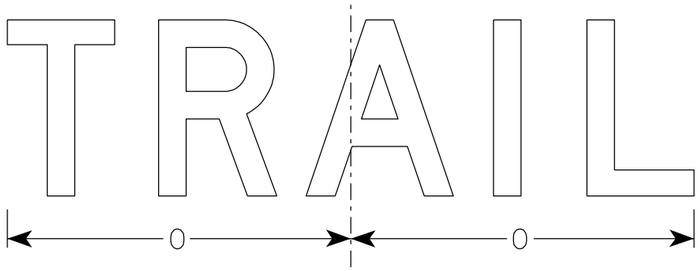
R11-2

NOTES

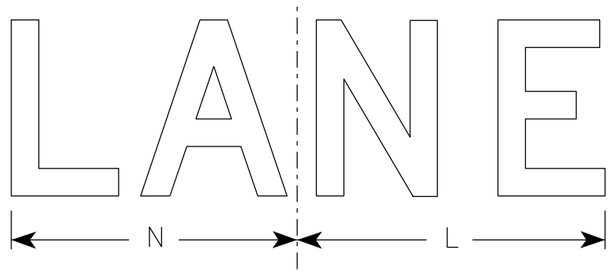
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

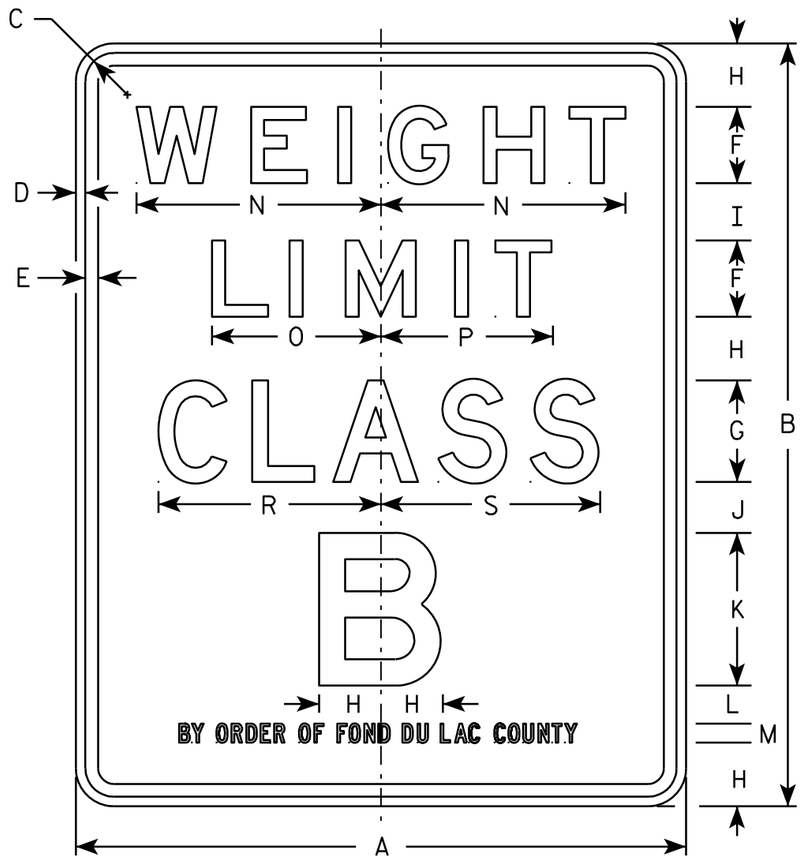
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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



R12-53

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 - 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, 2 & 4 are Series E.
   Line 3 is Series D.
   Line 5 is Series C.
6. Line 5 of the sign shall vary with the name of the maintaining authority.

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	30	1 1/8	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
2M	24	30	1 1/8	3/8	1/2	3	4	2 1/2	2 1/4	2	6	1 1/2	3/4	9 5/8	6 5/8	6 3/4		8 3/4	8 5/8								5.0
3																											
4																											
5																											

STANDARD SIGN
R12-53

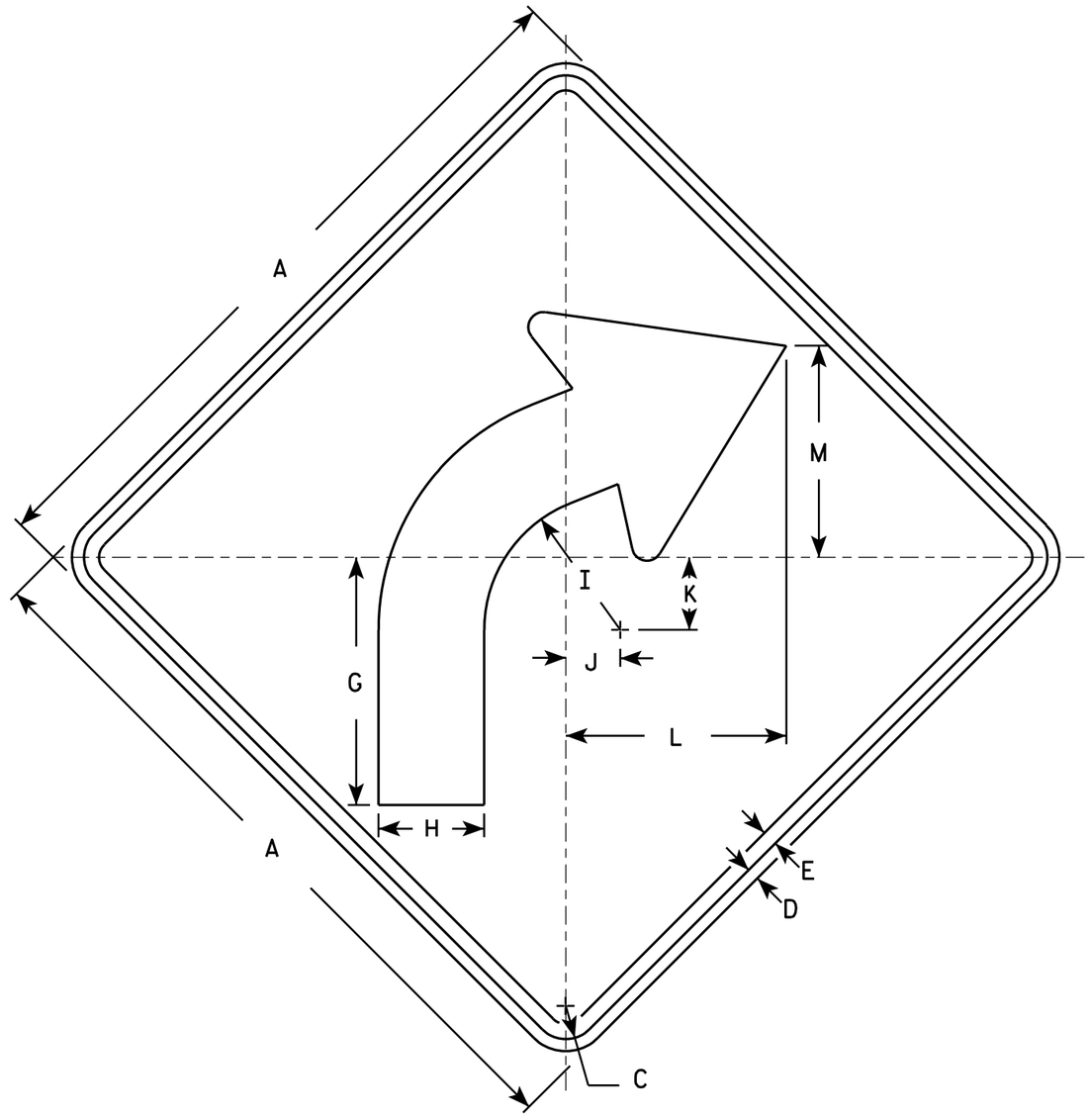
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 4/1/11 PLATE NO. R12-53.3

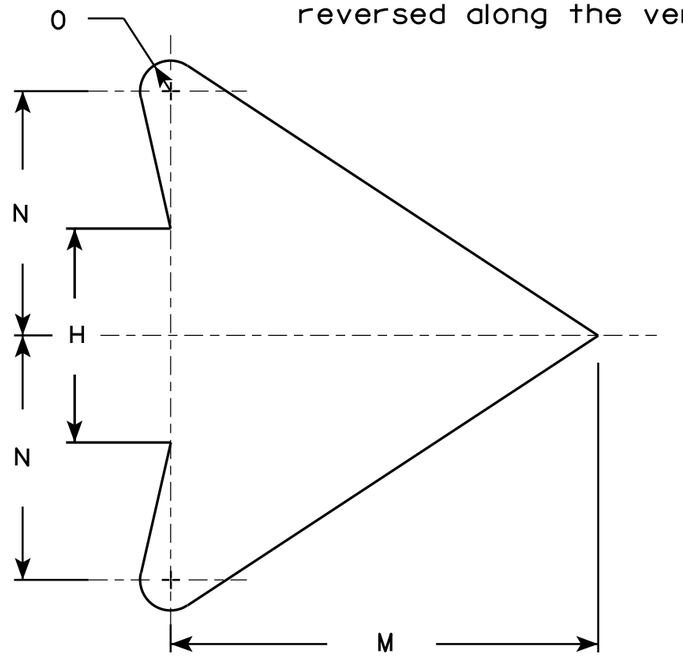
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 151 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



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		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

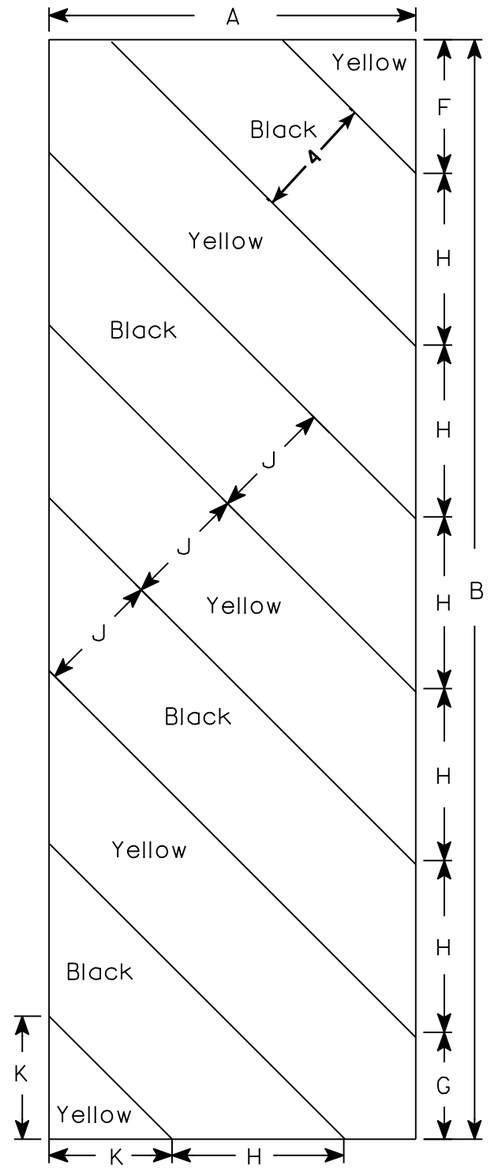
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

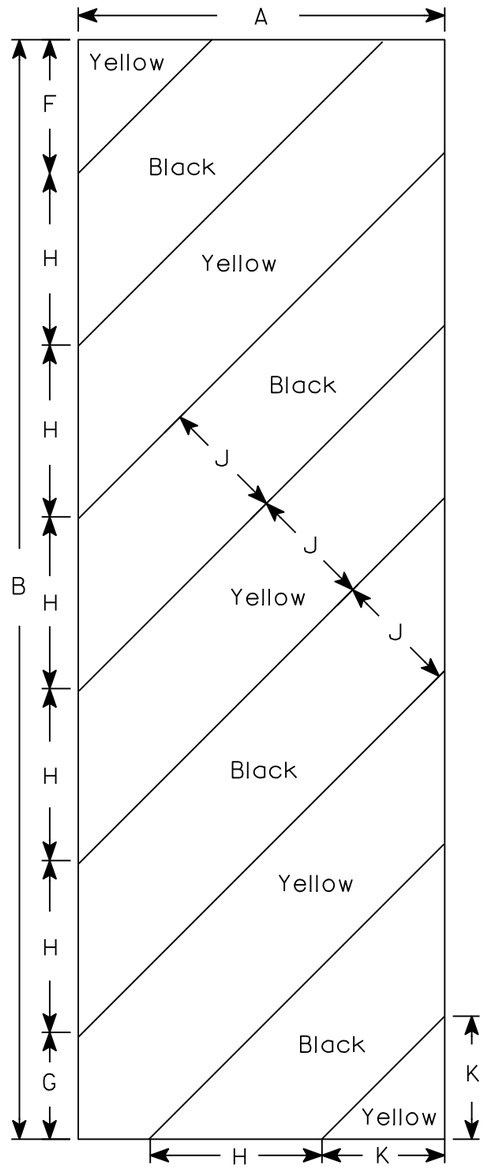
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 152	E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

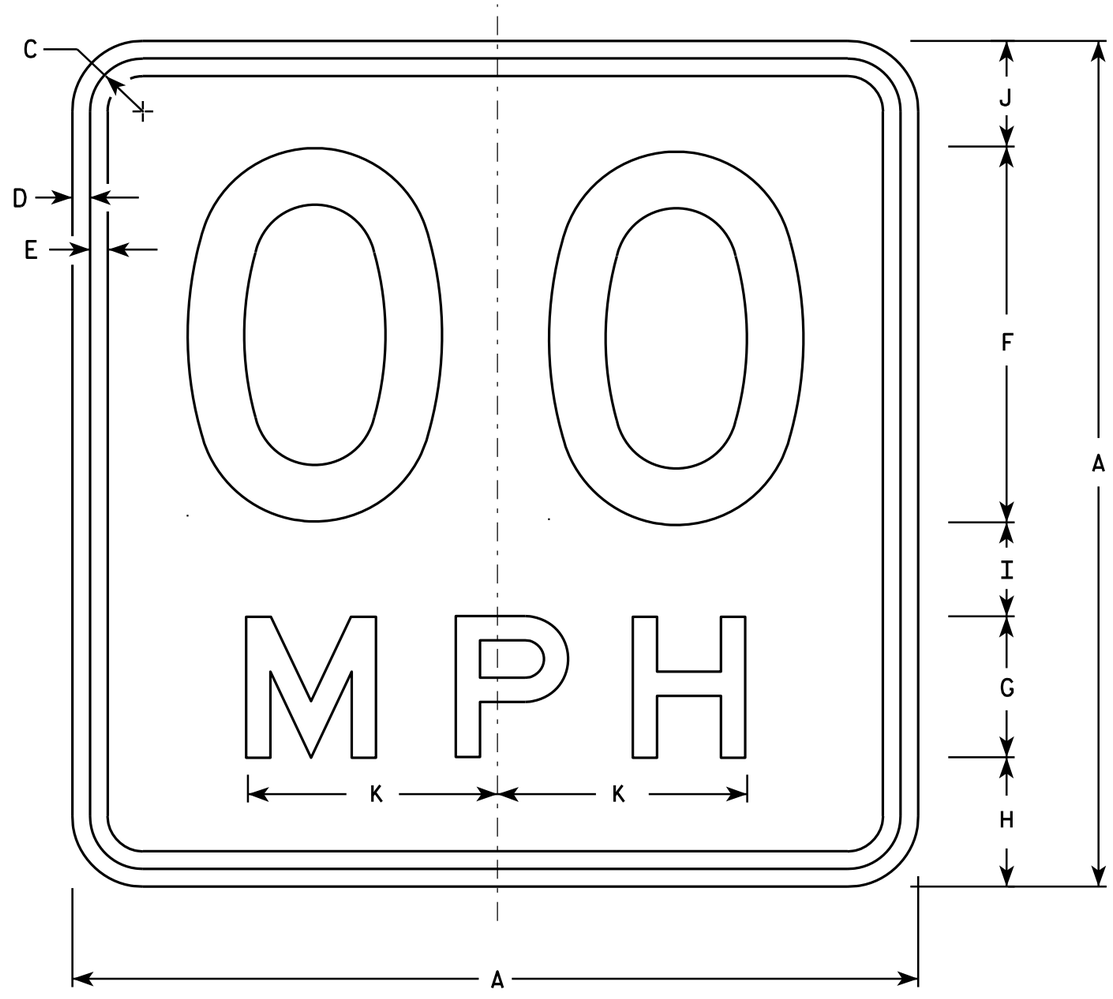
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	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		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

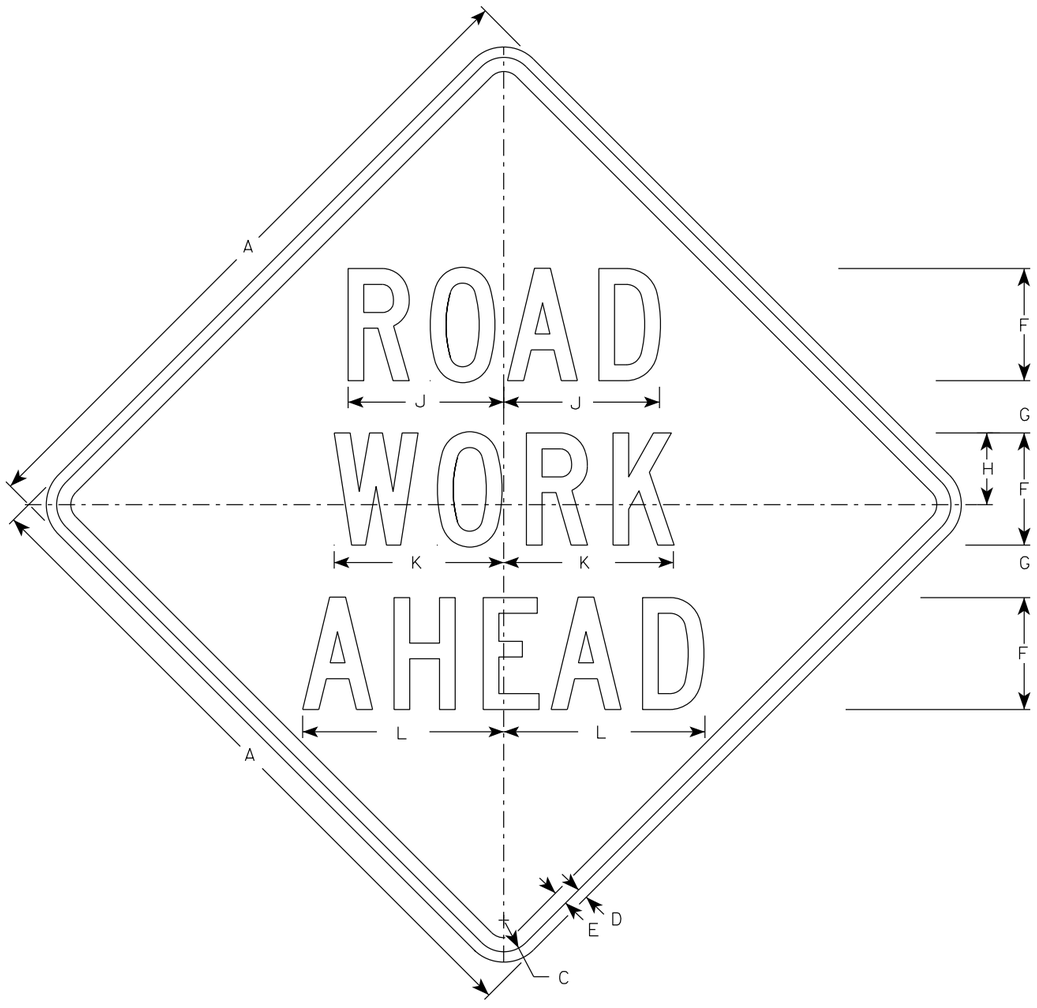
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

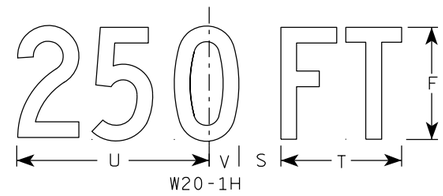
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 154 | E

NOTES

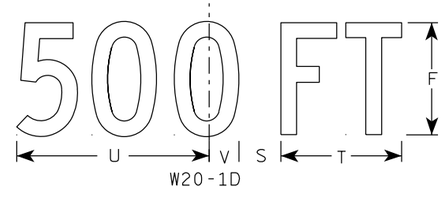
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



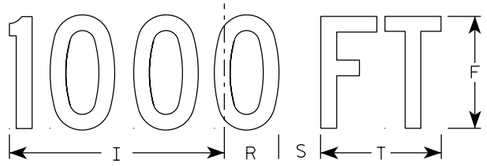
W20-1A



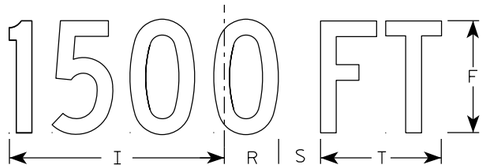
W20-1H



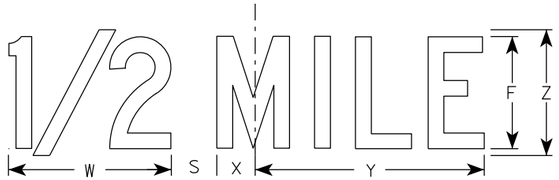
W20-1D



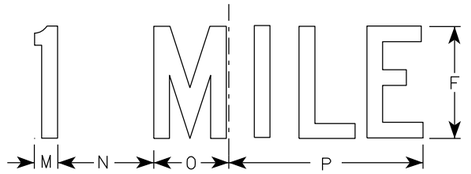
W20-1C



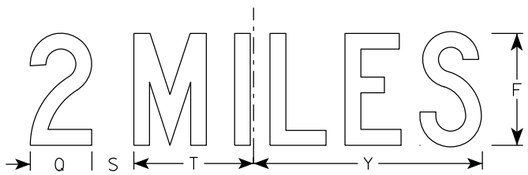
W20-1B



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

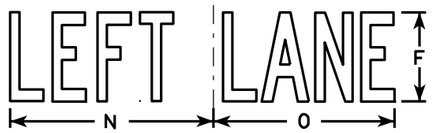
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/25/2020 PLATE NO. W20-1.11

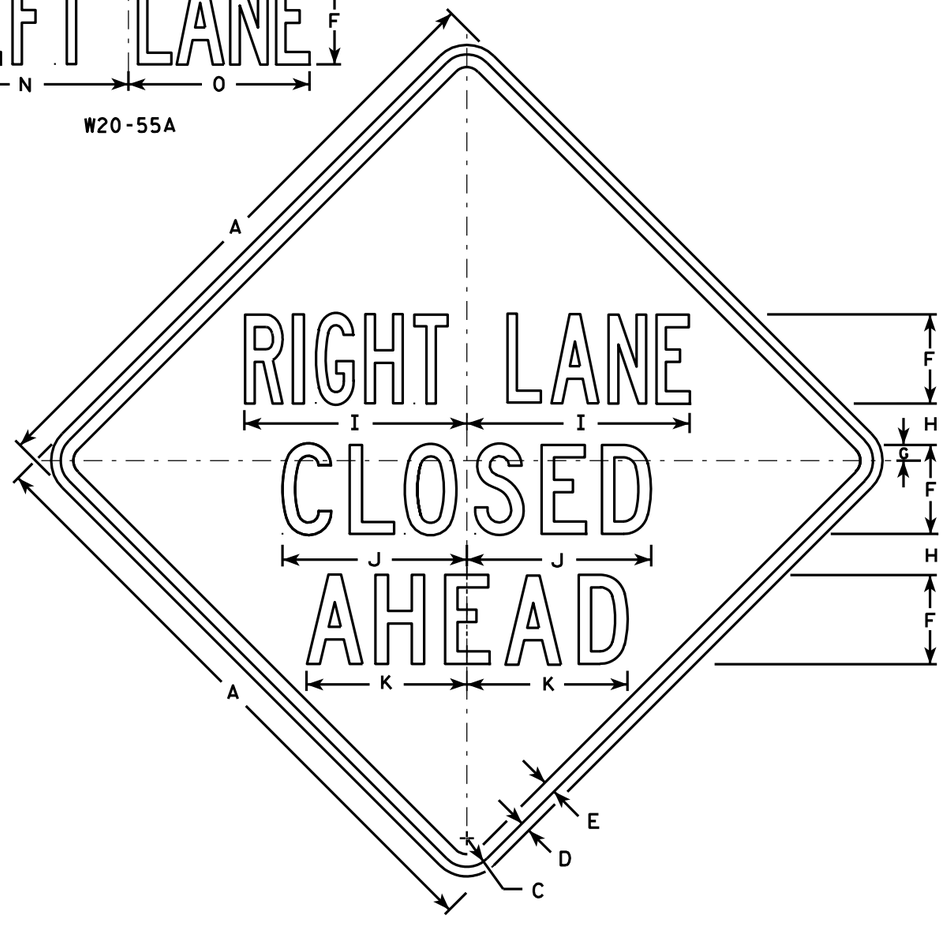
PROJECT NO:

SHEET NO: E

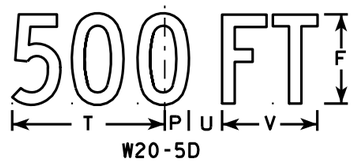
W20-56A



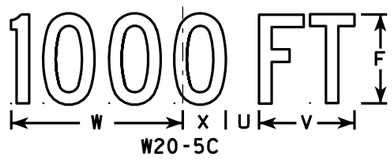
W20-55A



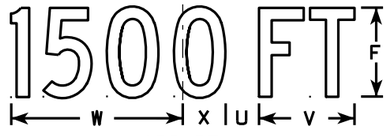
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

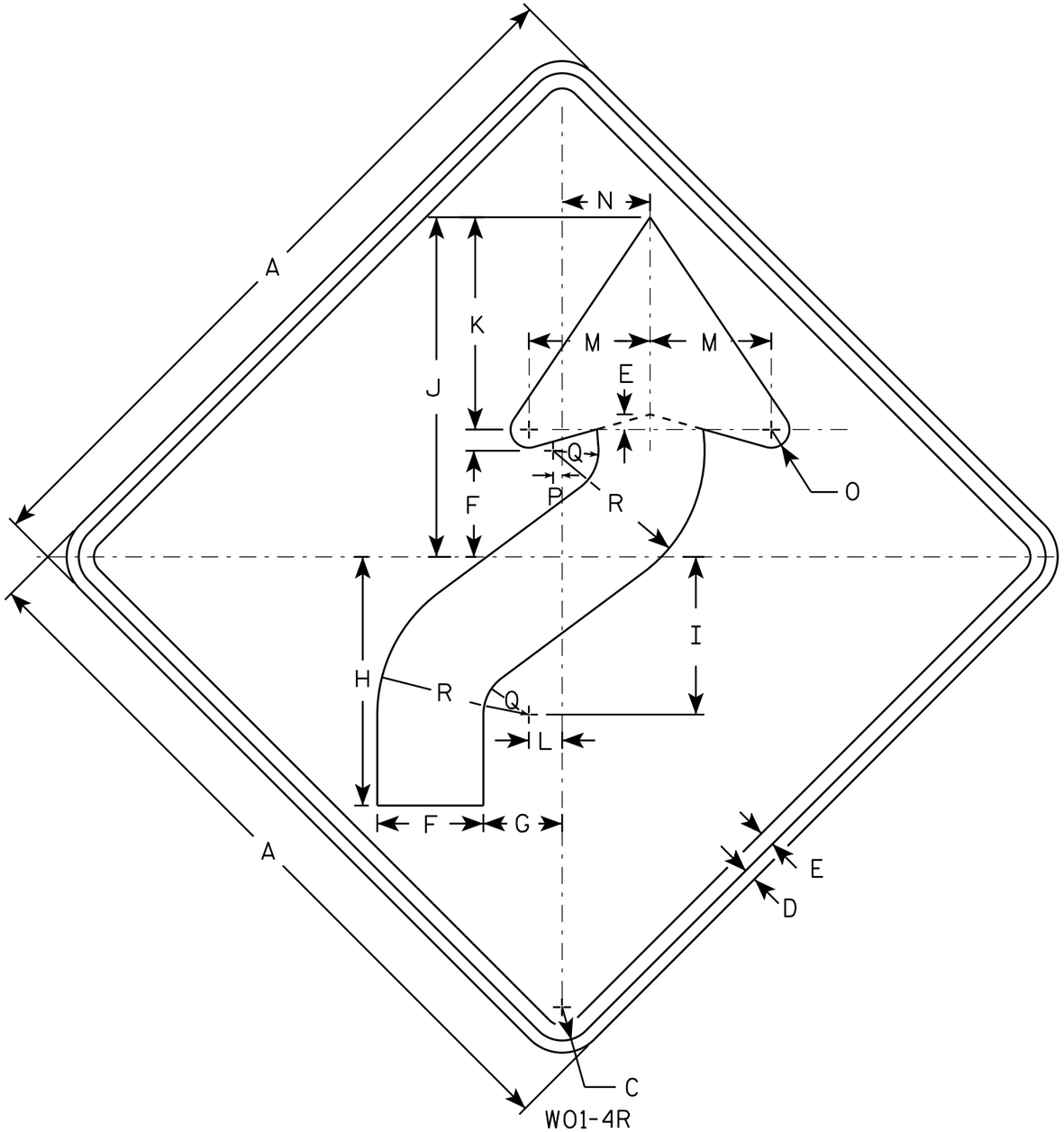
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
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

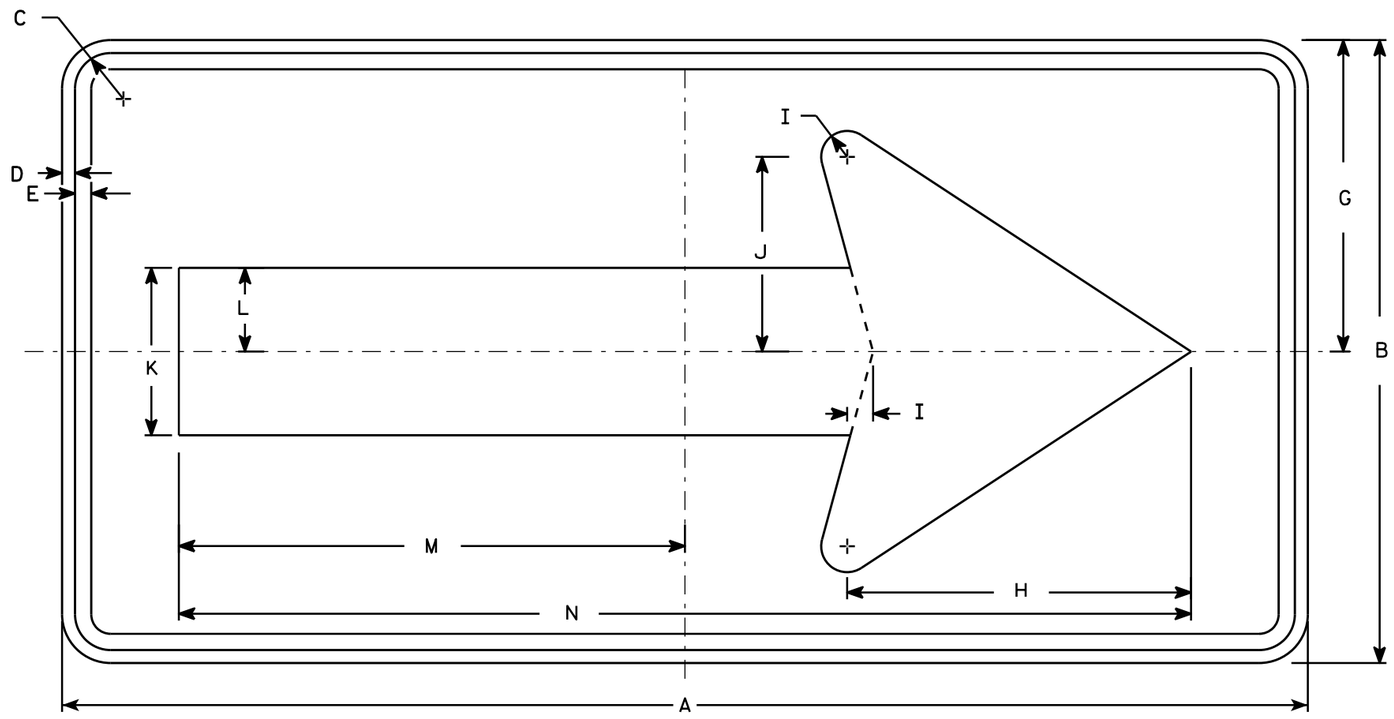
WISCONSIN DEPT OF TRANSPORTATION

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



W01-6

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

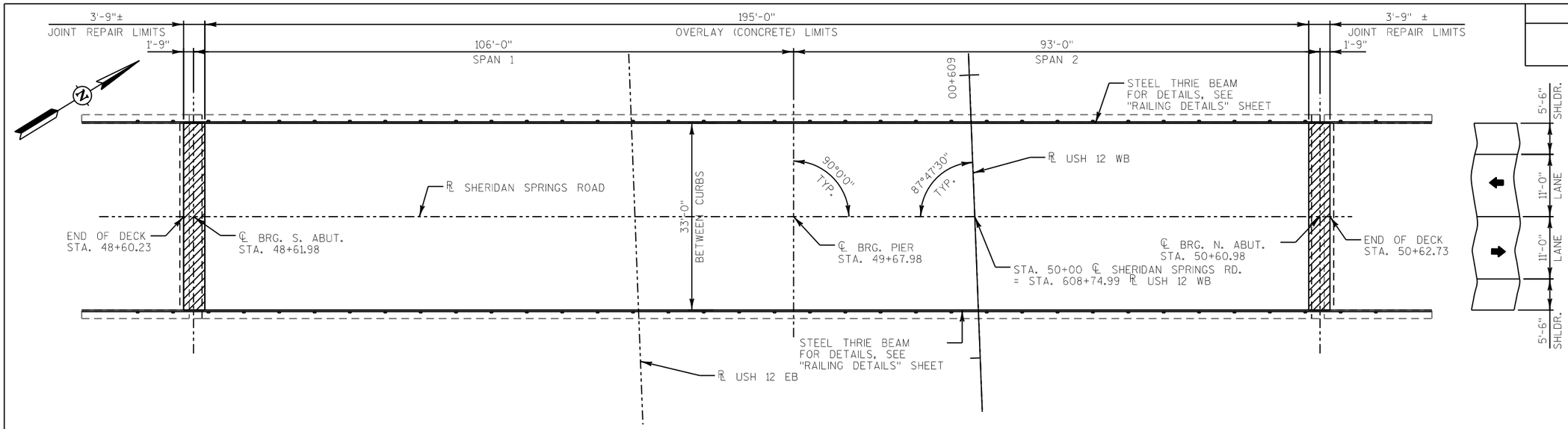
DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42

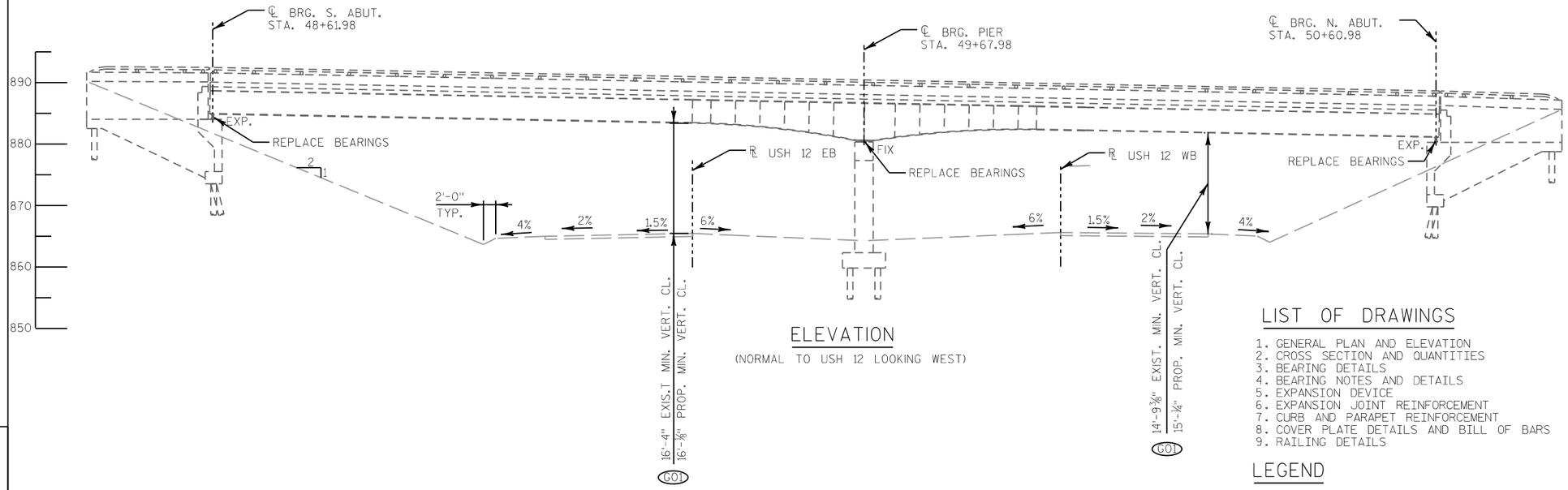
STATE PROJECT NUMBER

1080-12-70



PLAN

(2 SPAN CONTINUOUS STEEL PLATE GIRDER)



ELEVATION

(NORMAL TO USH 12 LOOKING WEST)

DESIGN DATA

LIVE LOAD:

INVENTORY RATING; HS-13.0
OPERATING RATING; HS-22.0
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 160.0 KIPS.

MATERIAL PROPERTIES:

CONCRETE MASONRY
OVERLAY DECKS ---------- f'c = 4,000 P.S.I.
BAR STEEL REINFORCEMENT,
GRADE 60 ---------- fy = 60,000 P.S.I.

TRAFFIC VOLUME

SHERIDAN SPRINGS ROAD	USH 12
A.A.D.T. = 1,000 (2040)	A.A.D.T. = 21,700 (2018)
R.D.S. = 40 M.P.H.	A.A.D.T. = 29,850 (2040)
	R.D.S. = 70 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. CROSS SECTION AND QUANTITIES
3. BEARING DETAILS
4. BEARING NOTES AND DETAILS
5. EXPANSION DEVICE
6. EXPANSION JOINT REINFORCEMENT
7. CURB AND PARAPET REINFORCEMENT
8. COVER PLATE DETAILS AND BILL OF BARS
9. RAILING DETAILS

LEGEND

(G01) EXIST. CLEARANCE DIMENSION FROM HSIS; MEASUREMENT TAKEN 8/12/2020. PROP. CLEARANCE DIMENSIONS INCLUDE USH 12 RESURFACING. LOCATION PER EXISTING PLANS AND INSPECTION REPORT.

➡ TRAFFIC DIRECTION

DIMENSIONS TAKEN ALONG TANGENT

SLOPES SHOWN IN ELEVATION VIEW REPRESENT PROPOSED USH 12 SECTIONS

BENCHMARK

NO.	DESCRIPTION	ELEVATION
BM 131	MONUMENT LOCATED ON TOP OF CURB AT SW CORNER OF BRIDGE	889.11

WISCONSIN
DANIEL E. MEIER
E-36102
WATERFORD
WI
PROFESSIONAL ENGINEER

1-11-2021

CONSULTANT CONTACT:
DAN MEIER
(262) 402-5044

BRIDGE OFFICE CONTACT:
AARON BONK
(262) 261-0261

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 07/13/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-64-31

SHERIDAN SPRINGS ROAD OVER USH 12

COUNTY: WALWORTH
TOWN ~~CITY/VILLAGE~~: LYONS

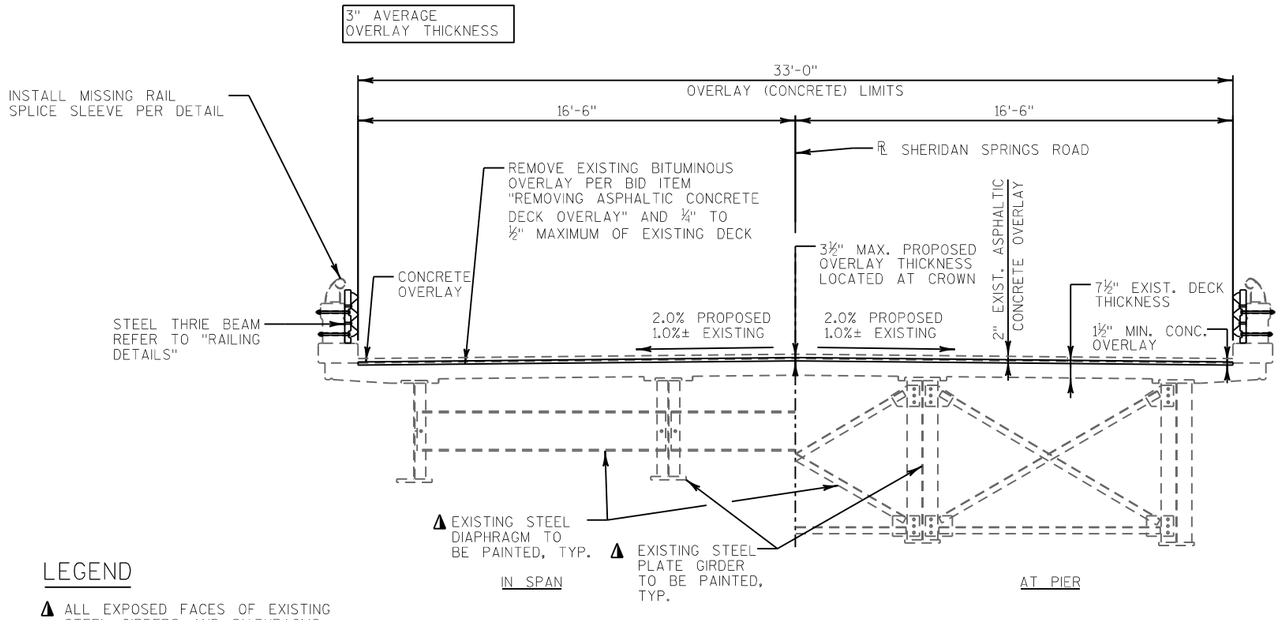
DESIGN SPEC.: REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
RAB	DEM	RAB	DEM

GENERAL PLAN AND ELEVATION

SHEET 1 OF 9

STATE PROJECT NUMBER
1080-12-70



CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

LEGEND

▲ ALL EXPOSED FACES OF EXISTING STEEL GIRDERS AND DIAPHRAGMS TO BE PAINTED.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD).

APPLY "PIGMENTED SURFACE SEALER" TO THE TOP AND INSIDE FACES OF NEW AND EXISTING PARAPETS. PERFORM "CLEANING PARAPETS" PRIOR TO SEALING PORTIONS OF EXISTING PARAPET.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

UNDER THE BID ITEM "ADHESIVE ANCHORS NO.5 BAR", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATION FOR BAR STEEL REINFORCEMENT.

REMOVE FIXED AND MOVEABLE BEARING ASSEMBLIES AT THE ABUTMENTS AND PIER UNDER THE BID ITEM "REMOVING BEARINGS B-64-31" AND REPLACE WITH STEEL EXPANSION AND FIXED BEARINGS.

CLEAN AND PAINT ALL EXPOSED STEEL SUPERSTRUCTURE SURFACES UNDERNEATH THE BRIDGE. THE SURFACES INCLUDE GIRDERS, DIAPHRAGMS, CONNECTIONS, ETC. ALL CLEANING AND PAINTING TO BE PAID FOR AS "STRUCTURE REPAINTING RECYCLED ABRASIVE B-64-31".

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NEW CONCRETE FOR THE DECK AND PAVING BLOCKS AT JOINT REPAIR AREA IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

NEW CONCRETE FOR PARAPET REPLACEMENT WITHIN THE JOINT REPAIR LIMITS IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

REMOVAL OF THE PARAPET AT THE JOINTS IS INCLUDED IN BID ITEM "JOINT REPAIR".

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS 1/2 -INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

"PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", AND "FULL-DEPTH DECK REPAIR" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY OR JOINT REPAIRS AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 3". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

VARIATIONS TO THE NEW GRADE LINE OVER ¼" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW.

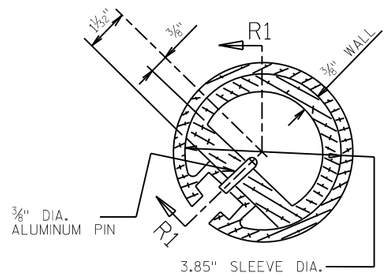
STATIONS ARE BASED ON EXISTING STRUCTURE PLANS.

ESTIMATED STRUCTURAL STEEL SURFACE AREA = 11,900 SF.

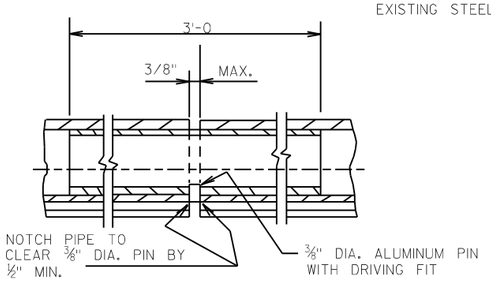
EXISTING STEEL SUPERSTRUCTURE SHALL BE PAINTED AMS STANDARD COLOR NO. 25240, BLUE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
203.0210.S.01	ABATEMENT OF ASBESTOS CONTAINING MATERIAL B-64-31	LS	1
502.3101	EXPANSION DEVICE B-64-31	LF	66
502.3200	PROTECTIVE SURFACE TREATMENT	SY	759
502.3210	PIGMENTED SURFACE SEALER	SY	126
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	72
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2493
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	8
506.5000	BEARING ASSEMBLIES FIXED B-64-31	EACH	4
506.7050.S	REMOVING BEARINGS B-64-31	EACH	12
509.0301	PREPARATION DECKS TYPE 1	SY	72
509.0302	PREPARATION DECKS TYPE 2	SY	29
509.1000	JOINT REPAIR	SY	30
509.1500	CONCRETE SURFACE REPAIR	SF	7
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	68
509.9010.S.01	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-64-31	SY	715
509.9050.S	CLEANING PARAPETS	LF	451
513.9005.S.01	REMOVING AND RESETTING TUBULAR RAILING B-64-31	LS	1
517.0900.S	PREPARATION AND COATING OF TOP FLANGES B-64-31	LS	1
517.1800.S.01	STRUCTURE REPAINTING RECYCLED ABRASIVE B-64-31	LS	1
517.4500.S.01	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-64-31	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
SPV.0060.05	INSTALL RAILING SPLICE SLEEVE	EACH	1
SPV.0090.05	STEEL THRIE BEAM RAILING RETROFIT	LF	477
SPV.0180.01	ABUTMENT SEAT CLEANING AND SEALING	SY	18



RAIL SPLICE DETAIL



SECTION R1

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-31

DRAWN BY	PLANS CK'D.
RAB	DEM

CROSS SECTION AND QUANTITIES

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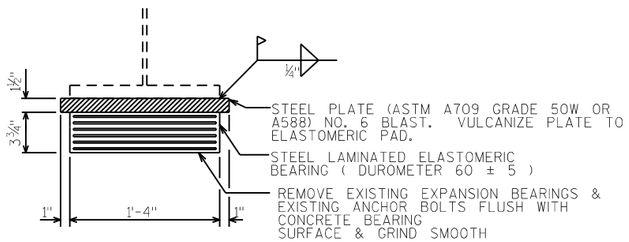
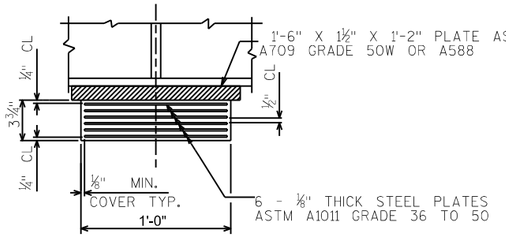
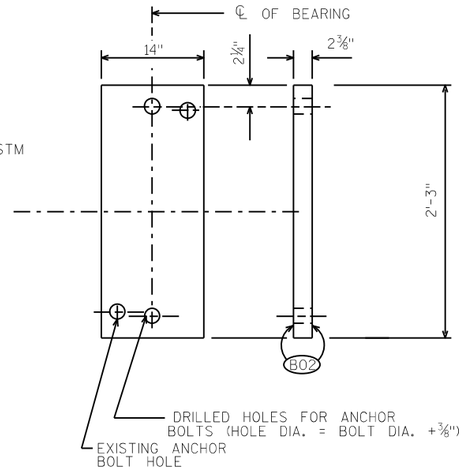


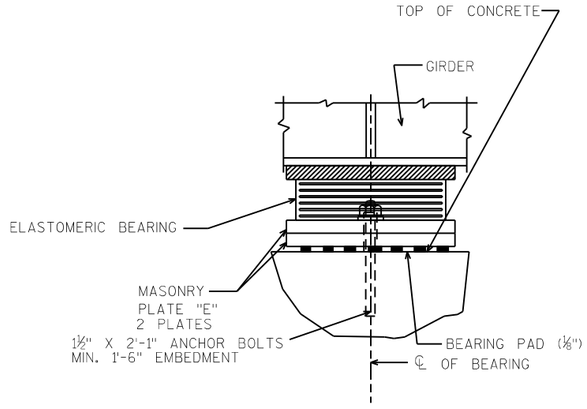
FRONT ELEVATION



SECTION THRU ELASTOMERIC BEARING



MASONRY PLATE "E"



EXPANSION BEARING ASSEMBLY

B01 TABLE OF FILLET WELD SIZES

MATERIAL THICKNESS OF THICKER PART JOINED.	MIN. SIZE OF FILLET WELD (B05)
TO ½" INCLUSIVE	⅜"
OVER ½" TO ¾"	¼"
OVER ¾" TO 1½"	5⁄16" (B06)
OVER 1½" TO 2¼"	⅜" (B06)
OVER 2¼" TO 6"	½" (B06)

EXPANSION BEARING

	PLATE "C"			PLATE "D"			PLATE "D" TYPE	ANCHOR BOLT SIZE	NO. OF BRG'S REQ'D.	LOCATION
	'X'	'Y'	'Z'	'X'	'Y'	'Z'				
FIXED BEARING	5"	1 15⁄16"	1'-6"	9"	1¾"	2'-3"	TYPE I	1½"ϕX1'-10"	4	PIER
EXPANSION BEARING								1½"ϕX2'-1"	8	BOTH ABUTMENTS

LEGEND

(B02) FINISH THIS SURFACE TO ANSI 250 IF 'Y' DIMENSION IS GREATER THAN 2".

(B03) PROVIDE A METHOD FOR HANDLING ROCKER PLATE "C" DURING GALVANIZING.

(B04) BOND STEEL PLATE "B" AND TEFLON WITH ADHESIVE MATERIAL MEETING REQUIREMENTS FOUND IN THE STANDARD SPECIFICATION.

(B05) EXCEPT THAT THE WELD SIZE SHALL NOT EXCEED THE THICKNESS OF THE THINNER PART JOINED.

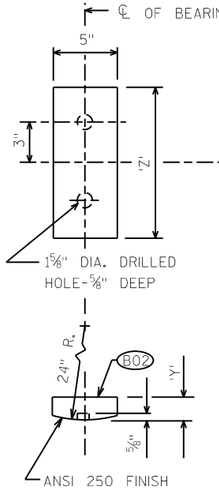
(B06) MIN. PASS SIZE IS 5⁄16"

NOTES

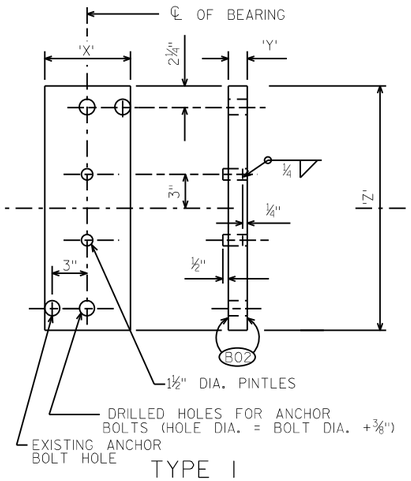
SEE "BEARING NOTES AND DETAILS" SHEET FOR ADDITIONAL INFORMATION

ALL MATERIAL USED FOR EXPANSION BEARINGS SHALL BE PAID AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED".

GRIND EXIST. WELD AT EXPANSION BEARINGS THAT ATTACHED EXIT. TOP PLATE TO EXIST. BOT. FLANGE. GRIND AFFECTED AREAS SMOOTH.

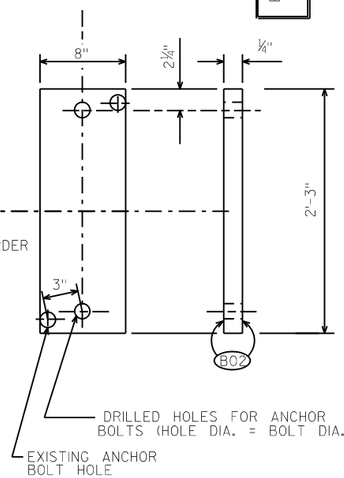


ROCKER PLATE "C"



TYPE I

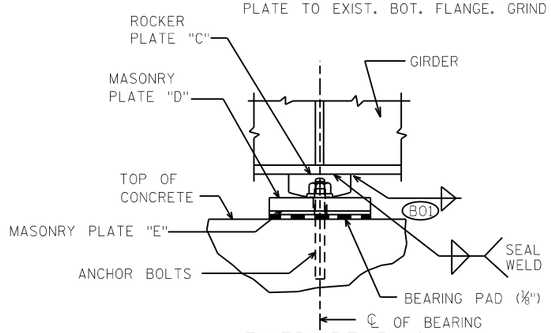
MASONRY PLATE "D"



IN LIEU OF USING MASONRY PLATE E IN THE FIXED BEARING ASSEMBLY, FABRICATOR MAY INCREASE THICKNESS OF MASONRY PLATE "D" BY "T", THE MASONERY PLATE "E" THICKNESS.

MASONRY PLATE "E"

FIXED BEARING



FIXED BEARING ASSEMBLY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-31

DRAWN BY RAB | PLANS CK'D. DEM

BEARING DETAILS

SHEET 3 OF 9

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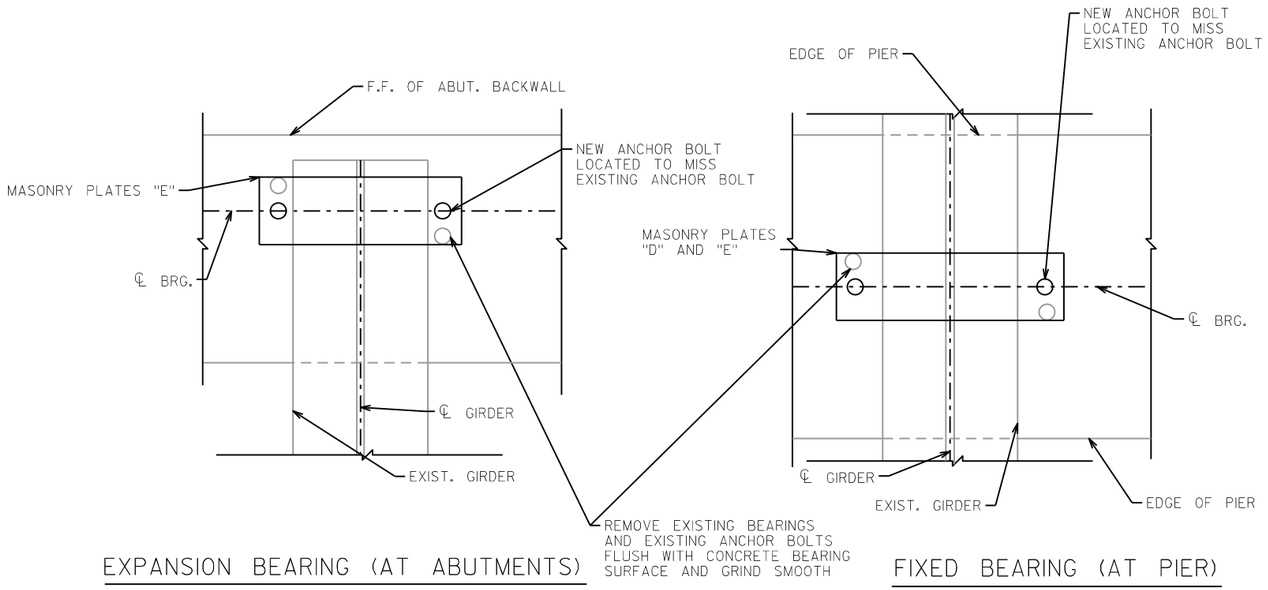


EXPANSION BEARING (AT ABUTMENTS)

FIXED BEARING (AT PIER)

BEARING DETAILS

NOTES

ALL BEARINGS ARE SYMMETRICAL ABOUT ℄ OF GIRDER AND ℄ OF BEARING.

ANCHOR BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153, CLASS C.

ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 36, OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

ALL MATERIAL IN BEARINGS, INCLUDING SHIM PLATES, BUT EXCLUDING STAINLESS STEEL SHEET, TEFLON SURFACE, PINTLES, ANCHOR BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A709 GRADE 50W.

ALL MATERIAL IN BEARINGS, INCLUDING SHIM PLATES AND BEARING PADS, SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED" OR "BEARING ASSEMBLIES FIXED B-64-31" , EACH.

CHAMFER ANCHOR BOLTS PRIOR TO THREADING.

ALL FINISHED SURFACES SHALL BE MACHINE FINISHED BY AN AUTOMATIC PROCESS.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED STEEL PLATES WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

PROVIDE 1/8" THICK BEARING PAD THE SAME SIZE AS MASONRY PLATE "E" FOR EACH BEARING.

ANCHOR BOLTS SHALL BE THREADED 3". PROVIDE ONE STANDARD WROUGHT WASHER AND ONE HEX NUT PER BOLT. BOLT LENGTH TO BE 1'-5" FOR 1 1/4" ϕ AND 1'-10" FOR 1 1/2" ϕ BOLTS. PROJECT ANCHOR BOLTS, MASONRY PLATE "D" THICKNESS + 2 1/4", ABOVE TOP OF CONCRETE.

CHAMFER TOP OF PINTLES 1/8". DRILL HOLES FOR ALL PINTLES IN MASONRY PLATE "D" FOR A DRIVING FIT.

STEEL PINTLES SHALL CONFORM TO ASTM A449 OR MATERIAL OF EQUIVALENT YIELD STRENGTH AND ELONGATION.

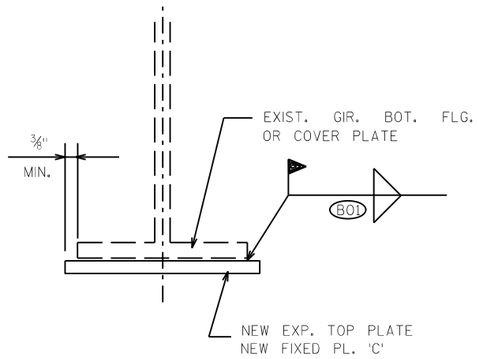
FOR FIXED BEARINGS:

- ROCKER PLATE "C" SHALL BE SHOP PAINTED WITH A WELDABLE PRIMER.

- MASONRY PLATE "D" SHALL BE GALVANIZED.

B01 TABLE OF FILLET WELD SIZES

MATERIAL THICKNESS OF THICKER PART JOINED.	MIN. SIZE OF FILLET WELD (B05)
TO 1/2" INCLUSIVE	3/16"
OVER 1/2" TO 3/4"	1/4"
OVER 3/4" TO 1 1/2"	5/16" (B06)
OVER 1 1/2" TO 2 1/4"	3/8" (B06)
OVER 2 1/4" TO 6"	1/2" (B06)



BEARING REPLACEMENT DETAILS

LEGEND

(B05) EXCEPT THAT THE WELD SIZE SHALL NOT EXCEED THE THICKNESS OF THE THINNER PART JOINED.

(B06) MIN. PASS SIZE IS 5/16"

NO.	DATE	REVISION	BY

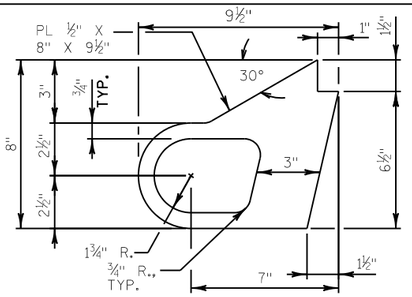
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-31

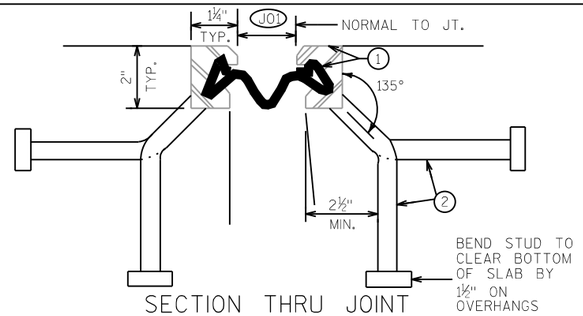
DRAWN BY RAB | PLANS CK'D. DEM

BEARING NOTES AND DETAILS

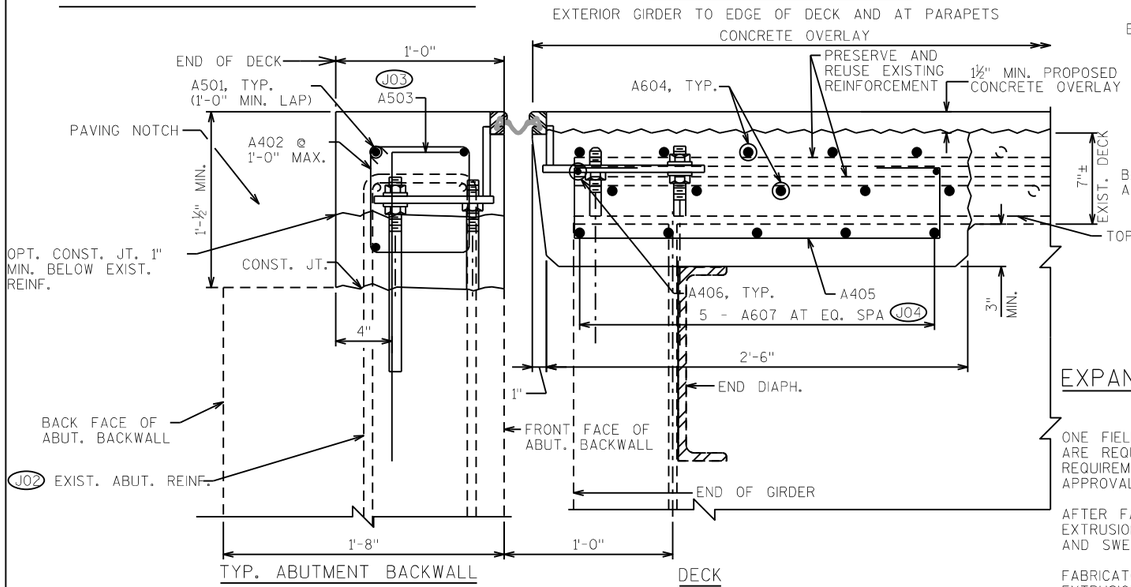
SHEET 4 OF 9



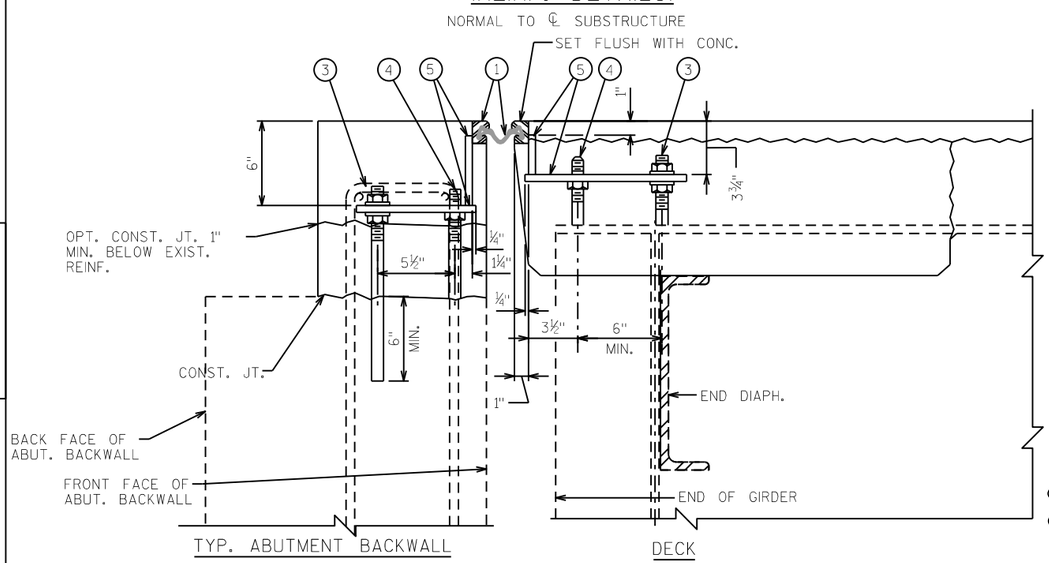
ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

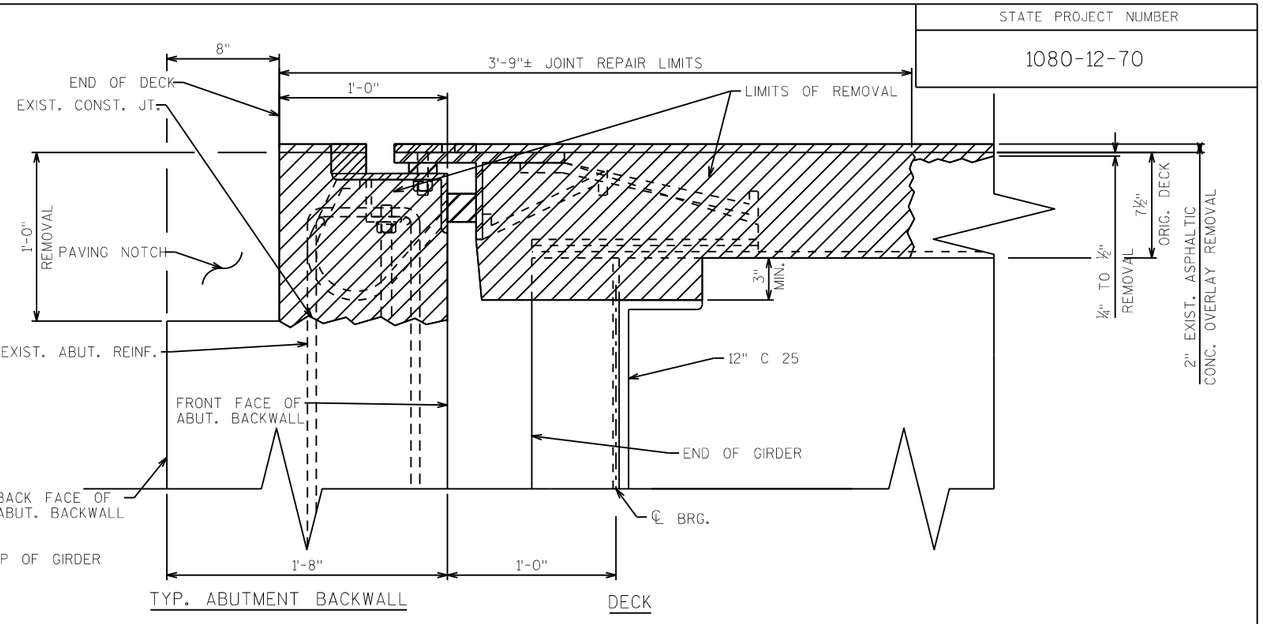


SECTION THRU JOINT AT ABUTMENT BETWEEN CURBS (REINF. DETAILS)



SECTION THRU JOINT AT ABUTMENTS BETWEEN CURBS (EXPANSION DEVICE COMPONENTS)

NORMAL TO ℄ SUBSTRUCTURE



EXISTING SECTION AT ABUTMENTS BETWEEN CURBS

DIMENSIONS TAKEN NORMAL TO ℄ SUBSTRUCTURE

EXPANSION JOINT NOTES

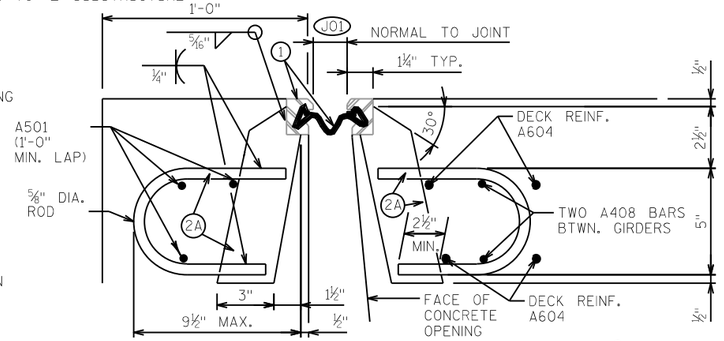
ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTIONS, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED OR UNLESS OTHERWISE NOTED.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE B-64-31", LF.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS ⅝"ϕ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝"ϕ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾"ϕ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾"ϕ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½ "ϕ HOLE FOR NO. 3 AND 1" ϕ HOLE FOR NO. 4.

(J01) SET JOINT OPENING AT 1¾".

(J02) EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY (J03).

(J03) ADHESIVE ANCHORS, NO. 5 BARS. EMBED A MINIMUM OF 1'-0" INTO CONCRETE. SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

(J04) BARS PLACED PARALLEL TO GIRDERS. SPACING PERPENDICULAR TO ℄ OF GIRDERS.

NOTES

REFER TO "EXPANSION JOINT REINFORCEMENT" SHEET FOR ADDITIONAL INFORMATION AND DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-31

DRAWN BY: RAB | PLANS CK'D: DEM

EXPANSION DEVICE

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8

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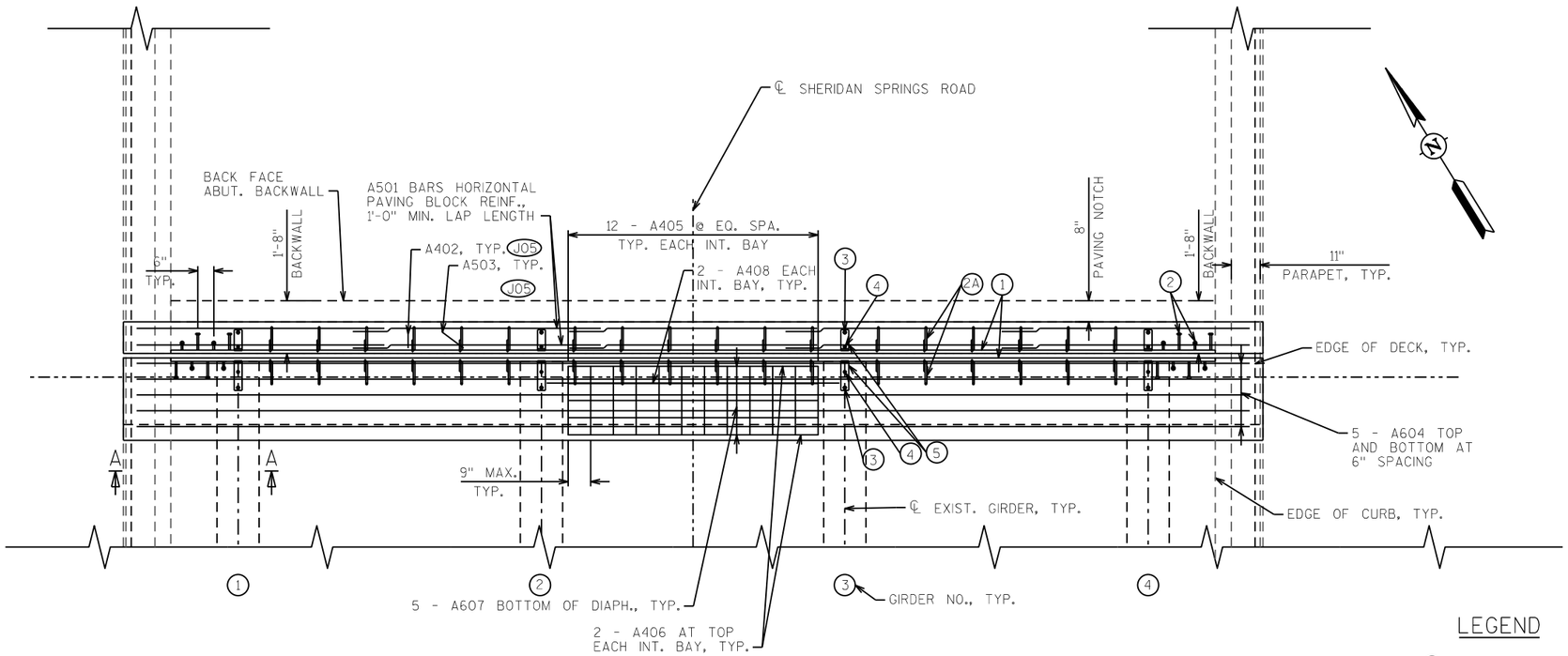
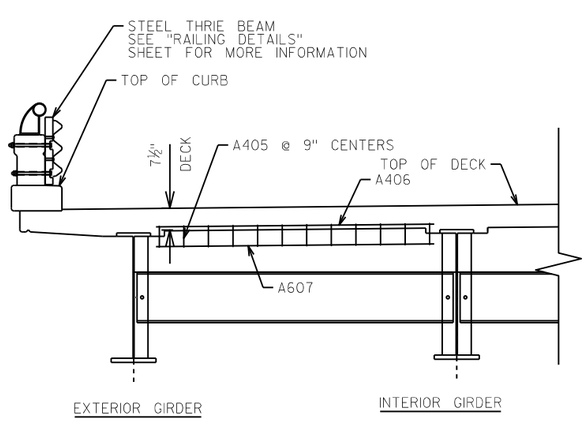
STATE PROJECT NUMBER
1080-12-70

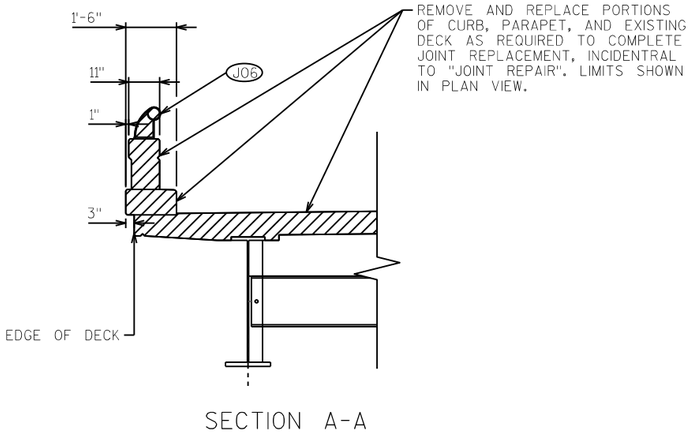


PLAN ABUTMENT EXPANSION JOINT REPLACEMENT

NORTH ABUTMENT SHOWN, SOUTH ABUTMENT SIMILAR



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION A-A

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS $\frac{5}{8}$"Φ X 6$\frac{3}{8}$" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH $\frac{5}{8}$"Φ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾"Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾"Φ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½"Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.

(J05) SPACE AT 1'-0" MAX. AND TO AVOID EXPANSION JOINT HARDWARE.

(J06) REMOVE AND RESET EXISTING RAIL AS NEEDED FOR JOINT REPAIR. PAID FOR UNDER THE BID ITEM "REMOVING AND RESETTING TUBULAR RAILING B-64-31".

NOTES

REFER TO "EXPANSION JOINT REINFORCEMENT" SHEET FOR ADDITIONAL INFORMATION AND DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-31

DRAWN BY RAB | PLANS CK'D. DEM

EXPANSION JOINT REINFORCEMENT

SHEET 6 OF 9

STATE PROJECT NUMBER

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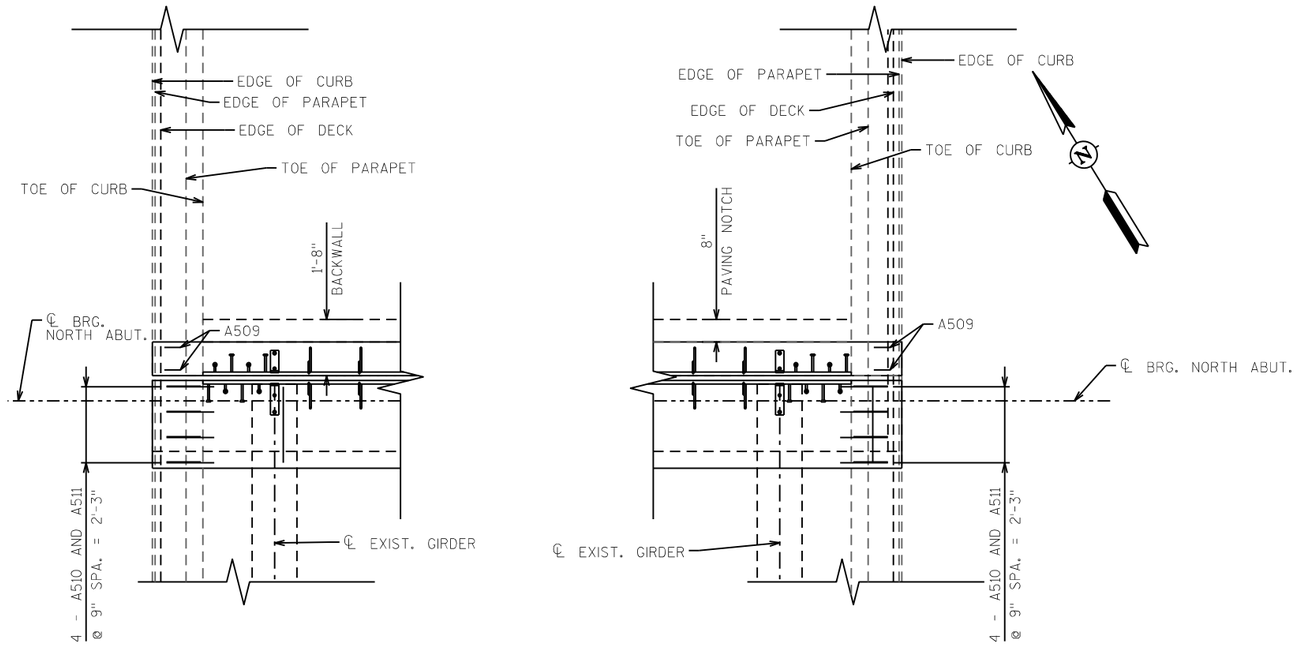


PLAN ABUTMENT EXPANSION JOINT REPLACEMENT

NORTH ABUTMENT SHOWN, SOUTH ABUTMENT SIMILAR

NOTES

REFER TO "EXPANSION DEVICE" AND "EXPANSION JOINT REINFORCEMENT" SHEETS FOR ADDITIONAL INFORMATION AND DETAILS.

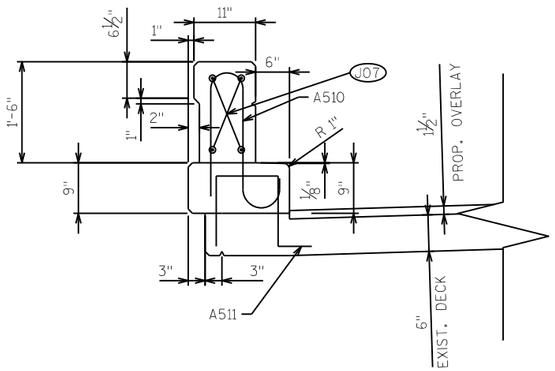
STEEL THRIE BEAM NOT SHOWN FOR CLARITY. SEE "RAILING DETAILS" SHEET FOR MORE INFORMATION.

LEGEND

(J07) PRESERVE AND REUSE EXISTING REINFORCEMENT, TYP. NOT SHOWN IN PLAN VIEWS FOR CLARITY.

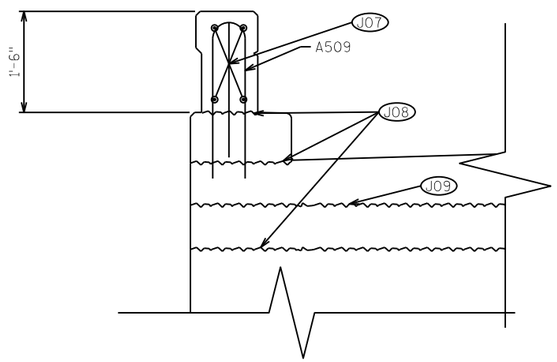
(J08) CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(J09) OPTIONAL CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.



SECTION THRU DECK/CURB/PARAPET

(RAILING AND GIRDER NOT SHOWN FOR CLARITY)



SECTION THRU BACKWALL/CURB/PARAPET

(RAILING NOT SHOWN FOR CLARITY)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-31

DRAWN BY RAB | PLANS CK'D. DEM

CURB AND PARAPET REINFORCEMENT

SHEET 7 OF 9

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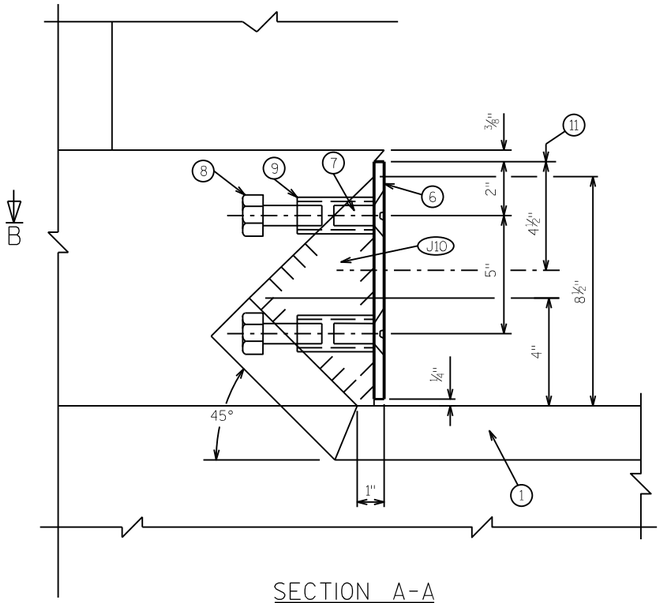
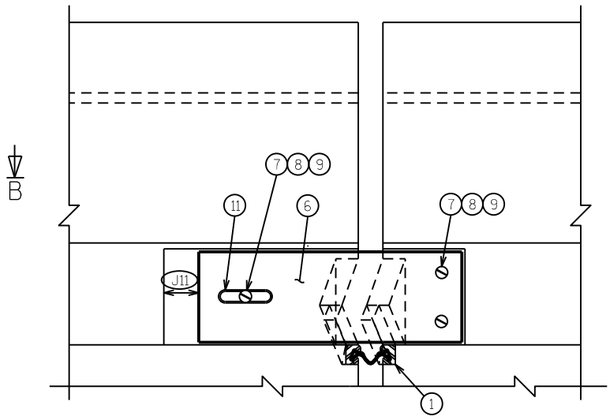
STATE PROJECT NUMBER
1080-12-70



SECTION A-A



VIEW OF PARAPET PLATE FROM ROADWAY

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS $\frac{5}{8}$"Φ X 6$\frac{3}{8}$" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(6) GALVANIZED PLATE $\frac{3}{8}$" X 1'-2" X 2'-2" LONG WITH HOLES FOR NO. 7. BEND AS SHOWN.

(7) $\frac{3}{4}$"Φ X 1$\frac{1}{2}$" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS $\frac{1}{16}$" BELOW PLATE SURFACE.

(8) $\frac{3}{4}$"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) $\frac{3}{4}$"Φ X 2$\frac{1}{4}$" GALVANIZED THREADED COUPLING.

(11) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

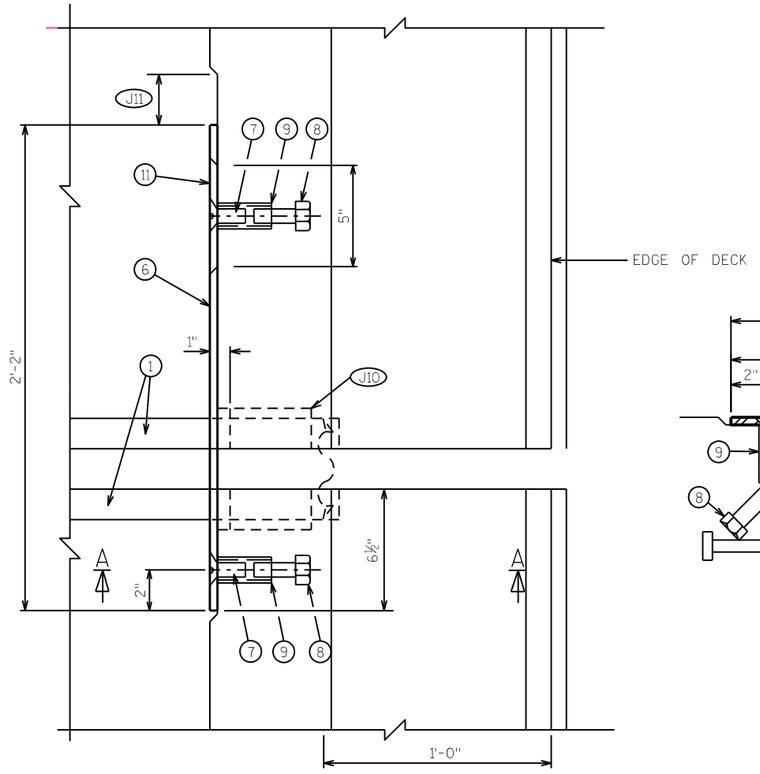
(J10) BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

(J11) JOINT OPENING DIMENSION ALONG SKEW PLUS $\frac{1}{2}$".

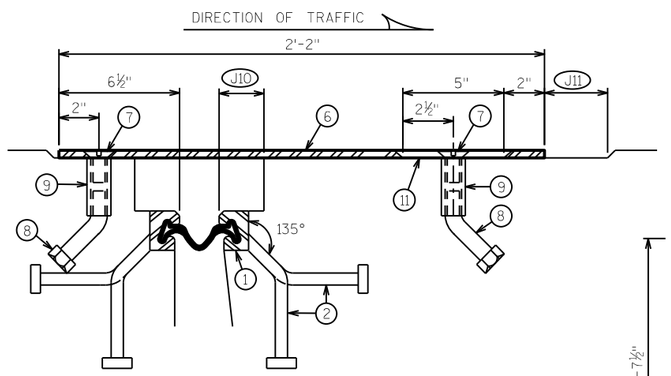
(J12) ADHESIVE ANCHORS, NO. 5 BARS.

BILL OF BARS

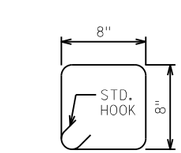
BAR MARK	COAT	NUMBER REQUIRED	LENGTH FEET	LENGTH INCHES	BENT	BAR SERIES	LOCATION
A501		30	7	10			PAVING BLOCK TRANSVERSE
A402		72	3	2	X		PAVING BLOCK STIRRUP
A503		72	2	7	X		PAVING BLOCK ANCHOR
A604		20	35	2			DECK TRANSVERSE
A405		72	3	5	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A406		12	7	11			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A607		30	7	11			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A408		12	8	4			DECK ADDITONAL - HORIZ.
A509		8	5	9	X		PARAPET STIRRUP AT WINGWALL
A510		16	5	0	X		PARAPET STIRRUP ON DECK
A511		16	3	9	X		CURB AT SLAB



PLAN



SECTION B-B



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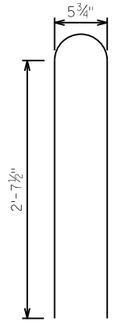

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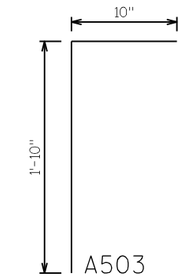

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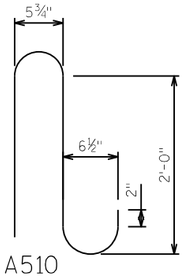

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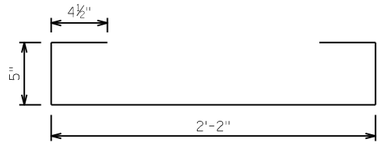

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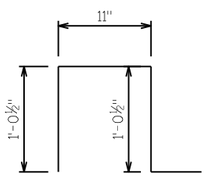


A511

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-31

DRAWN BY RAB | PLANS CK'D. DEM

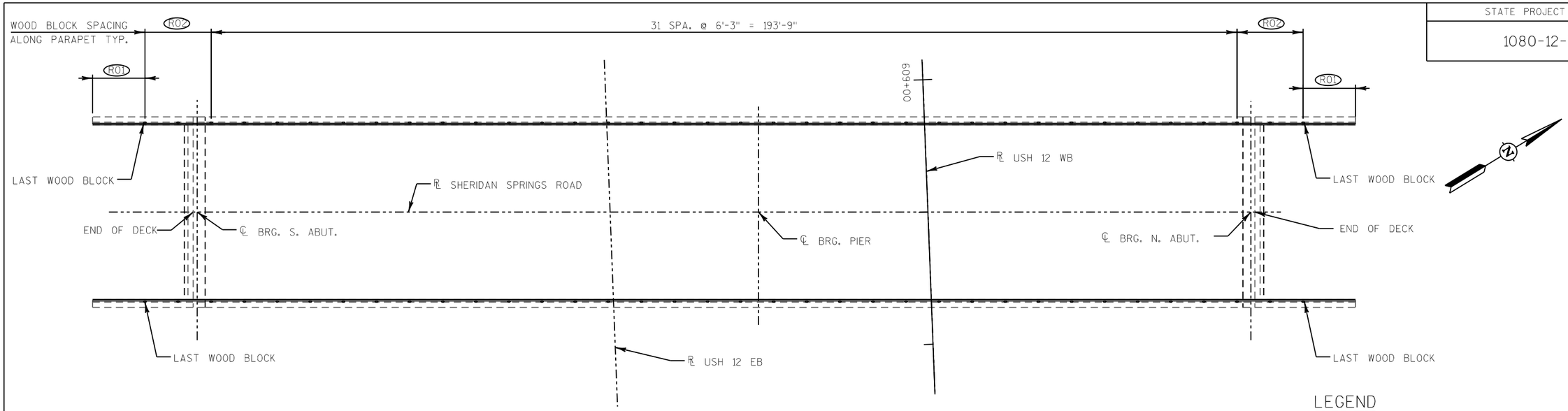
COVER PLATE DETAILS AND BILL OF BARS

SHEET 8 OF 9
166

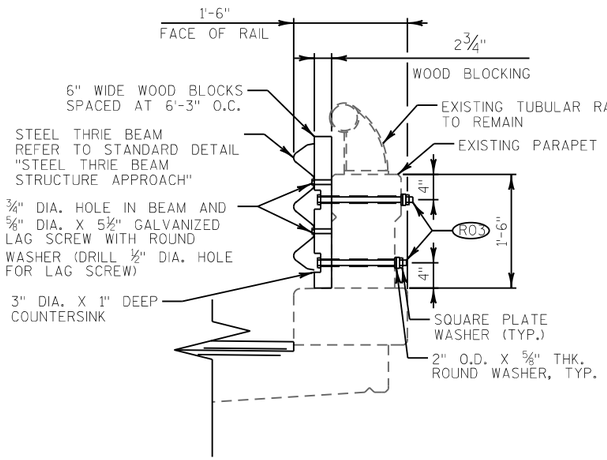
8

8

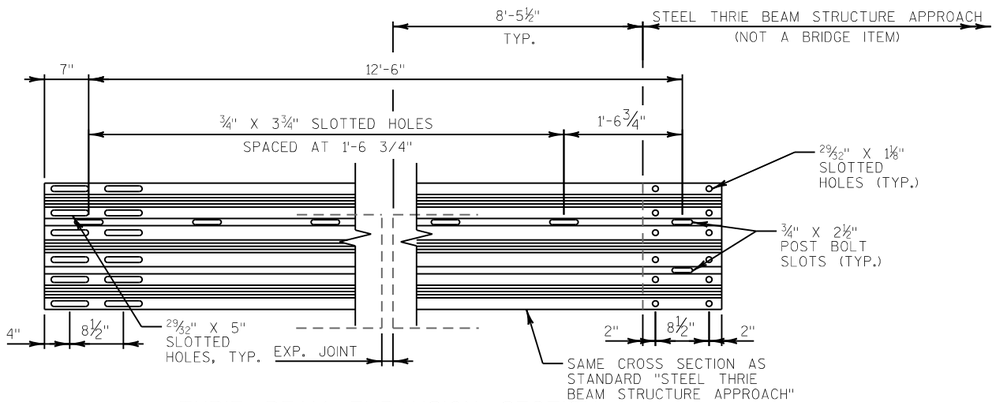
STATE PROJECT NUMBER
1080-12-70



THRIE BEAM & WOOD BLOCKING LAYOUT

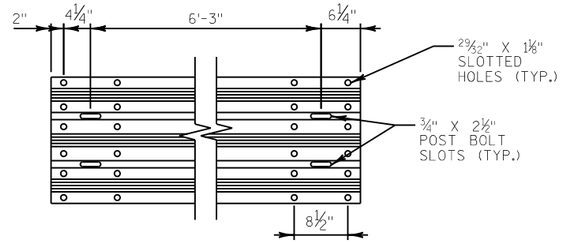


SECTION THRU PARAPET RAILING



THRIE BEAM EXPANSION SECTION

(REQUIRED AT BRIDGE CORNERS)



TYPICAL THRIE BEAM SECTION

LEGEND

(R01) SPLICE TO STEEL THRIE BEAM STRUCTURE APPROACH. SEE ROADWAY PLANS FOR DETAILS.

(R02) THRIE BEAM EXPANSION SECTION TO BE USED. SEE DETAIL THIS SHEET.

(R03) DRILL 1" DIA. HOLE IN WOOD BLOCKING AND BRIDGE RAILING. ⅞" DIA. THREADED BOLTS WITH ROUND WASHERS (2" O.D. X ⅝" THK.) UNDER WELDED NUTS AND SQUARE WASHERS PLACED AGAINST CONCRETE. ONE ROUND WASHER UNDER BOLT HEAD.

NOTES

SEE SDD 14 B 20-11A FOR ADDITIONAL STEEL THRIE BEAM DETAILS.

INSTALL RAIL WITH CAP SPLICES IN DIRECTION OF TRAFFIC. FIELD VERIFY BOLT LENGTH AND THREADED LENGTH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-31

DRAWN BY	RAB	PLANS CK'D.	DEM

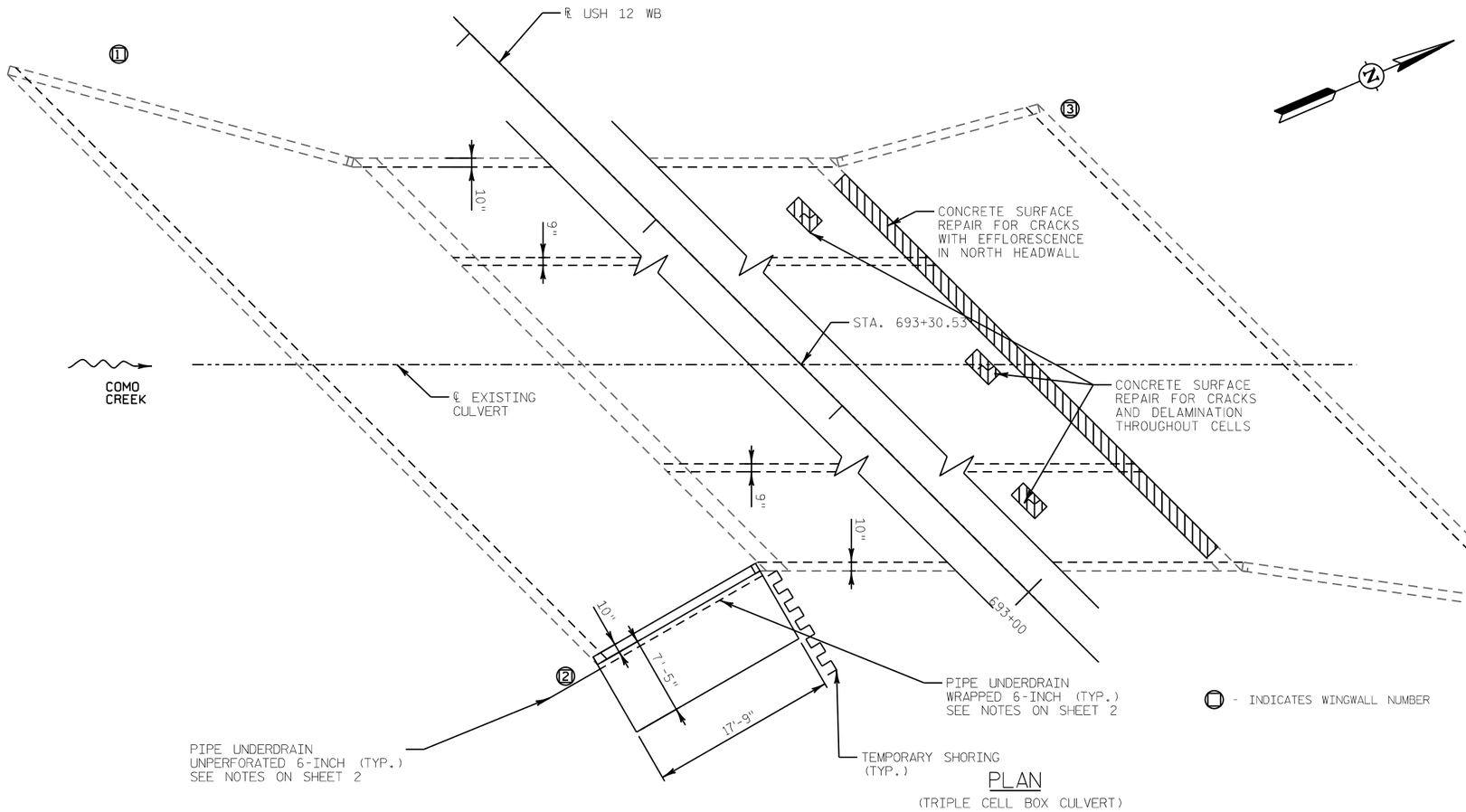
RAILING DETAILS

SHEET 9 OF 9

167

STATE PROJECT NUMBER

1080-12-70



PLAN

(TRIPLE CELL BOX CULVERT)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR (1967).

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-64-34" SHALL BE THE EXISTING GROUNDLINE.

BACKFILL PAY LIMITS ARE SHOWN ON THE "WINGWALL REPLACEMENT" SHEET. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO THE EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

AT THE BACKFACE OF THE WINGWALL, ALL VOLUME WHICH CANNOT BE PLACED BEFORE WINGWALL CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

PERFORM VEGETATION AND DEBRIS REMOVAL AS DIRECTED BY THE PROJECT ENGINEER.

LIST OF DRAWINGS

1. GENERAL PLAN
2. WINGWALL REPLACEMENT

DESIGN DATA

MATERIAL PROPERTIES:

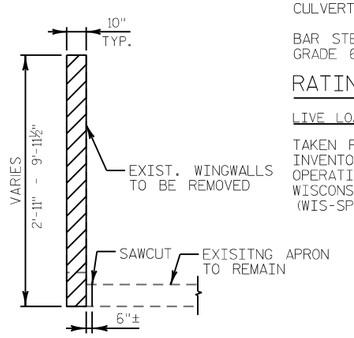
CONCRETE MASONRY
CULVERTS---------- f'c = 3,500 psi

BAR STEEL REINFORCEMENT,
GRADE 60 ---------- fy = 60,000 psi

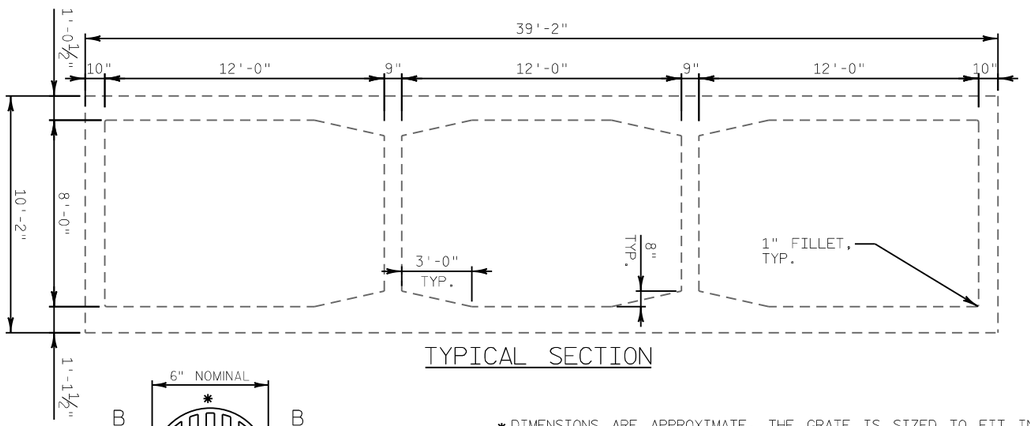
RATINGS

LIVE LOAD:

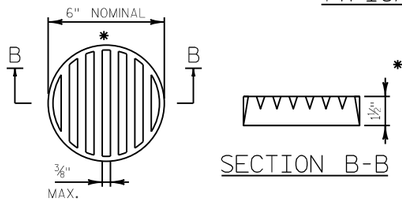
TAKEN FROM HSI, 08/07/2020
INVENTORY RATING: HS20
OPERATING RATING: HS33
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)=190 KIPS



TYPICAL WINGWALL REMOVAL



TYPICAL SECTION



RODENT SCREEN DETAIL

SECTION B-B

✱ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
203.0600.S.01	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 693+31	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-64-34	LS	1
206.5000	COFFERDAMS B-64-34	LS	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	126
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	13
504.0100	CONCRETE MASONRY CULVERTS	CY	14
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	841
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	472
509.1500	CONCRETE SURFACE REPAIR	SF	101
511.1200	TEMPORARY SHORING B-64-34	SF	110
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	4
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	6
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	18
SPV.0105.04	VEGETATION AND DEBRIS REMOVAL B-64-34	LS	1

CONSULTANT CONTACT:
DAN MEIER
(262) 402-5044

BRIDGE OFFICE CONTACT:
AARON BONK
(262) 261-0261

WISCONSIN
DANIEL E. MEIER
E-36102
WATERFORD
WI
PROFESSIONAL ENGINEER

9-1-2020

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 01/14/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-64-34

USH 12 OVER COMO CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
WALWORTH	GENEVA

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	RAB	DESIGN CK'D.	DEM	DRAWN BY	RAB	PLANS CK'D.	DEM

GENERAL PLAN

SHEET 1 OF 2

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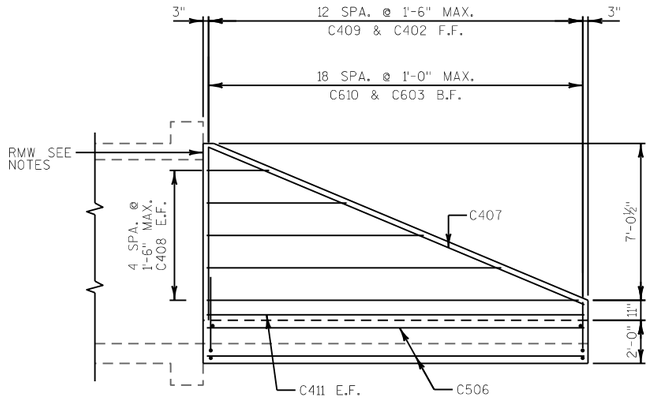
STATE PROJECT NUMBER

1080-12-70



WINGWALL 2 ELEVATION

BAR SERIES TABLE

BAR MARK	NO. REQUIRED	LENGTH
C408	2 SERIES OF 5	4'-1" TO 17'-5"
C409	1 SERIES OF 13	9" TO 7'-9"
C610	1 SERIES OF 19	9" TO 7'-9"

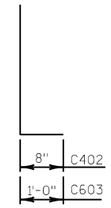
NOTE: BUNDLE AND TAG EACH SERIES SEPARATELY

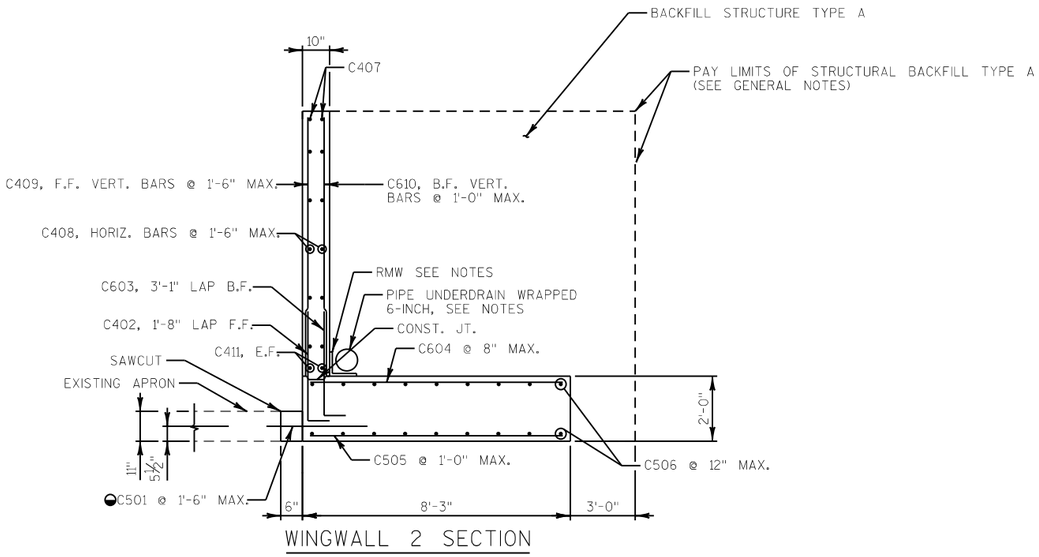
BILL OF BARS

BAR MARK	COAT	NUMBER REQUIRED	LENGTH FEET	LENGTH INCHES	BENT	BAR SERIES	LOCATION
◒ C501		13	2	0			APRON TO WINGWALL DOWELS
C402	X	13	3	11	X		STEM VERTICAL FRONT FACE
C603	X	19	5	7	X		STEM VERTICAL BACK FACE
C604		28	7	11			FOOTING TRANSVERSE TOP
C505		19	7	11			FOOTING TRANSVERSE TOP
C506		18	17	3			WINGWALL FOOTING LONG. TOP & BOTTOM
C407	X	2	18	8			WINGWALL STEM HORIZONTAL EACH FACE
C408	X	10	10	9		X	WINGWALL STEM HORIZONTAL EACH FACE
C409	X	13	4	3		X	WINGWALL STEM VERTICAL FRONT FACE
C610	X	19	4	3		X	WINGWALL STEM VERTICAL BACK FACE
C411	X	2	17	5			WINGWALL STEM HORIZONTAL EACH FACE

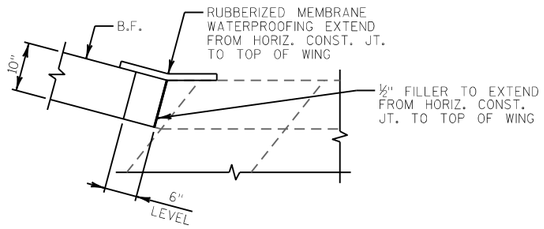
◒ ADHESIVE ANCHORS NO. 5 BAR EMBED 8"

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE





WINGWALL 2 SECTION



CORNER DETAIL

NOTES

PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

PIPE UNDERDRAIN UNPERFORATED 6-INCH TO SUITABLE DRAINAGE.

18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL VERTICAL AND HORIZONTAL JOINTS AT BACKFACE.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

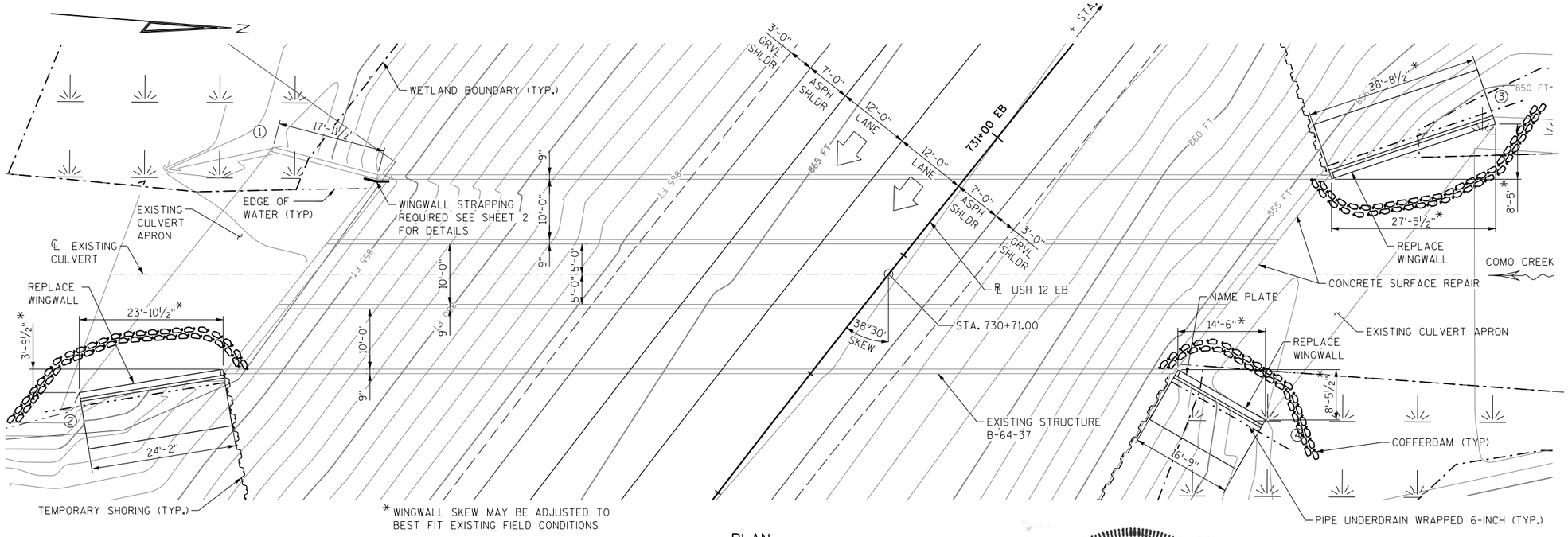
STRUCTURE B-64-34

DRAWN BY RAB | PLANS CK'D. DEM

WINGWALL REPLACEMENT

SHEET 2 OF 2

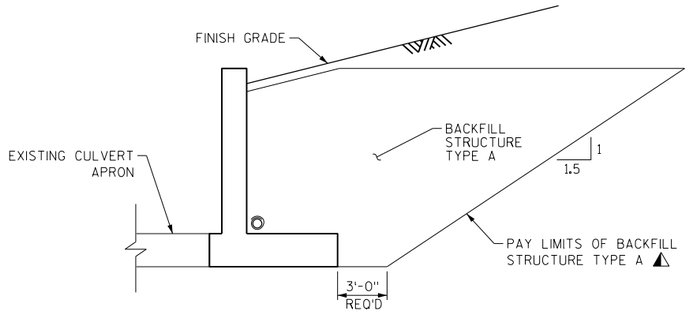
STATE PROJECT NUMBER
1080-12-70



* WINGWALL SKEW MAY BE ADJUSTED TO BEST FIT EXISTING FIELD CONDITIONS

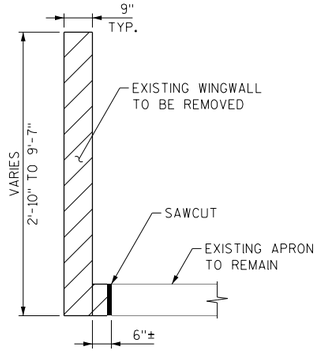
PLAN

(THREE CELL REINFORCED CONCRETE BOX CULVERT)

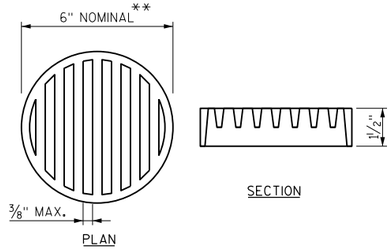


TYPICAL SECTION THRU RETAINING WALL

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



TYPICAL WINGWALL REMOVAL



RODENT SHIELD DETAIL

** DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STATION 730+71	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-64-37	LS	1
206.5000	COFFERDAMS B-64-37	LS	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	392
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	72
504.0100	CONCRETE MASONRY CULVERTS	CY	66
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2287
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	4803
509.1500	CONCRETE SURFACE REPAIR	SF	10
511.1200	TEMPORARY SHORING B-64-37	SF	870
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	20
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	100
SPV.0060.07	STRAPPING B-64-37	EA	1
	NON-BID ITEMS		
	NAME PLATE		
	JOINT FILLER - ¾"		
	NON-BITUMINOUS JOINT SEALER		

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

① INDICATES WING NUMBER

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR (1967).

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-64-037" SHALL BE THE EXISTING GROUND LINE.

AT THE BACK FACE OF THE WINGWALL, ALL VOLUME WHICH CANNOT BE PLACED BEFORE WINGWALL CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

CONCRETE SURFACE REPAIR AREAS ARE REQUIRED AT THE NOTED LOCATIONS. LIMITS OF REPAIR AREAS WILL BE DETERMINED BY THE PROJECT ENGINEER. ESTIMATED QUANTITIES ARE APPROXIMATE.

TRAFFIC DATA

USH 12 EB
A.A.D.T. = 8,400 (2015)

DESIGN CONTACTS

BRIDGE OFFICE:

AARON BONK, PE
(608) 261-0261

CONSULTANT:

WILLIAM J. ZIPPEL, PE, SE
ALFRED BENESCH & CO
1300 W CANAL ST, SUITE 150
MILWAUKEE, WI 53233
(414) 308-1321

WISCONSIN
WILLIAM J. ZIPPEL
38868-006
MILWAUKEE, WI
12/14/2020
PROFESSIONAL ENGINEER

DESIGN DATA

LIVE LOAD:

ORIGINAL DESIGN LOADING: HS-20

EARTH LOAD

ORIGINAL BOX DESIGNED FOR 13' OF FILL

MATERIAL PROPERTIES

CONCRETE MASONRY -------- f'c = 3,500 psi

BAR STEEL REINFORCEMENT, GRADE 60 ---------- fy = 60,000 psi

GEOTECHNICAL

WINGWALL TO BE FOUNDED ON SOIL WITH A MINIMUM ULTIMATE BEARING RESISTANCE OF 2.5 KSF. CONTRACTOR TO DETERMINE SUITABILITY OF EXISTING SOIL PRIOR TO CONSTRUCTING THE WINGWALL.

LIST OF DRAWINGS

1. GENERAL PLAN
2. WING STRAPPING
3. NORTH WINGWALLS
4. SOUTH WINGWALL

NO.	DATE	REVISION	BY

benesch
Alfred Benesch & Company
1300 West Canal Street, Suite 150
Milwaukee, Wisconsin 53233
414-308-1310 Job No. 20229.04

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 12/14/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-64-37

USH 12 EB OVER COMO CREEK

COUNTY	WALWORTH	TOWN/~~CITY/VILLAGE~~	GENEVA		
DESIGN SPEC.	REHABILITATION	N/A			
DESIGNED BY	JAP	DESIGN CK'D.	WJZ	DRAWN BY	BJW
PLANS CK'D.	WJZ				

GENERAL PLAN

SHEET 1 OF 4

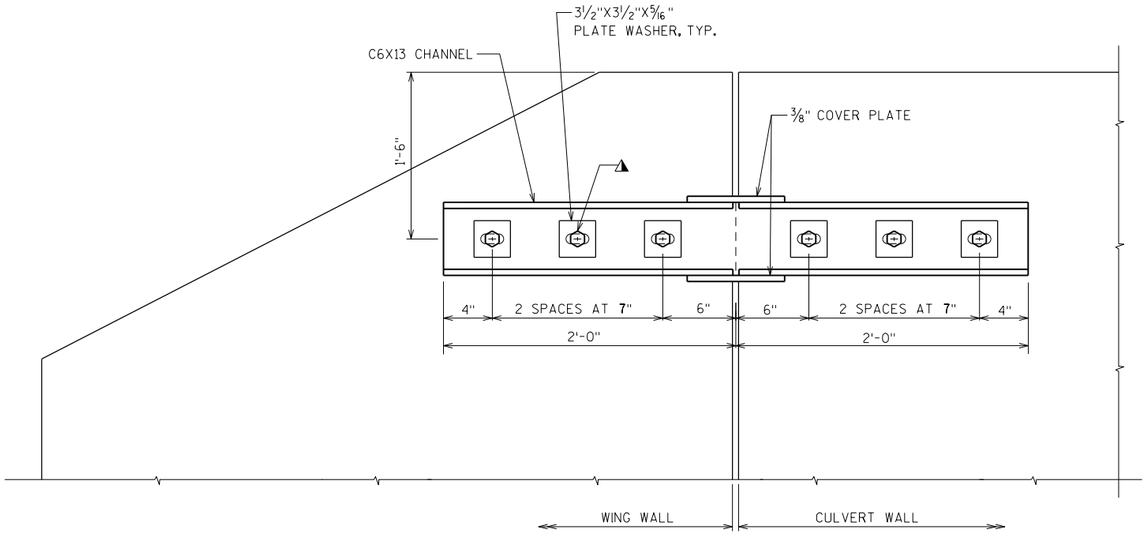
170

FILE= B-64-37_01-GP.DGN
SCALE = 1:20

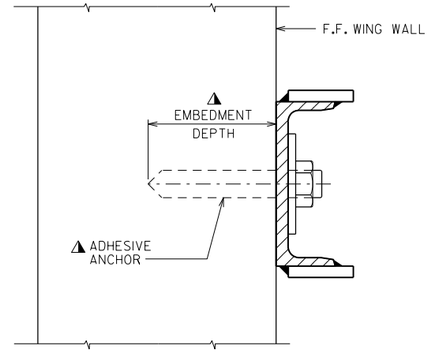
8

8

STATE PROJECT NUMBER
1080-12-70



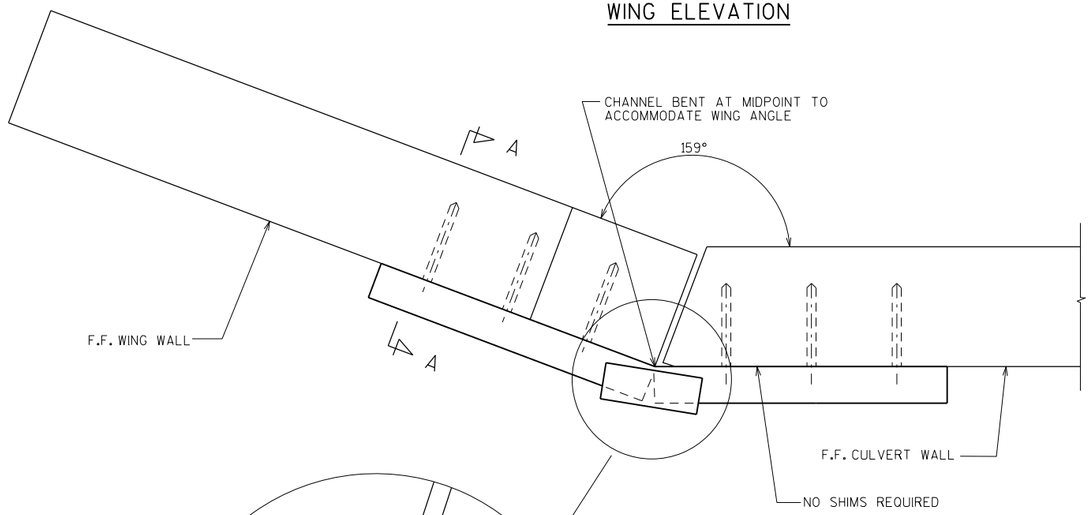
WING ELEVATION



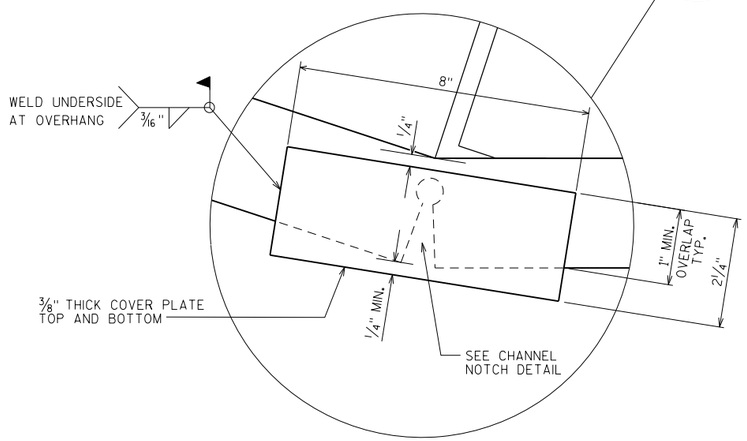
SECTION A-A

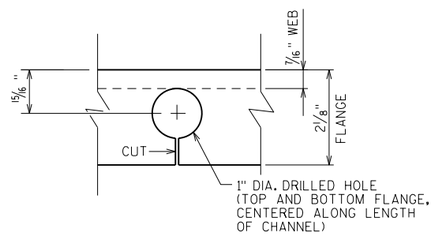
△ ADHESIVE ANCHORS 5⁄8-INCH. EMBED 5" IN CONCRETE.

USE 11⁄16 " X 1 3⁄16" LONG SLOTTED HOLES



PLAN





CHANNEL NOTCH DETAIL

NOTES

BID ITEM "STRAPPING B-64-037" INCLUDES ALL ITEMS SHOWN.

ALL PROVIDED STEEL MATERIAL SHALL CONFORM TO ASTM A36.

ALL STRUCTURAL STEEL SHOWN SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123. THREADED RODS, MASONRY ANCHORS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C.

CUTTING AND DRILLING OF CHANNEL SHALL BE DONE IN FABRICATION SHOP, PRIOR TO GALVANIZING.

CAULK AROUND PERIMETER OF CHANNEL AND FILL PORTION OF HOLE AROUND ANCHOR BOLTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

WINGWALL ANGLE, REQUIRED SHIMS, ANCHOR LOCATIONS AND WELD CLEARANCES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATING WING WALL STRAP.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-37

DRAWN BY BJW | PLANS CK'D. WJZ

WING STRAPPING

SHEET 2 OF 4

171

FILE= B-64-37_02-STRAP.DGN
SCALE = 1:1.03624

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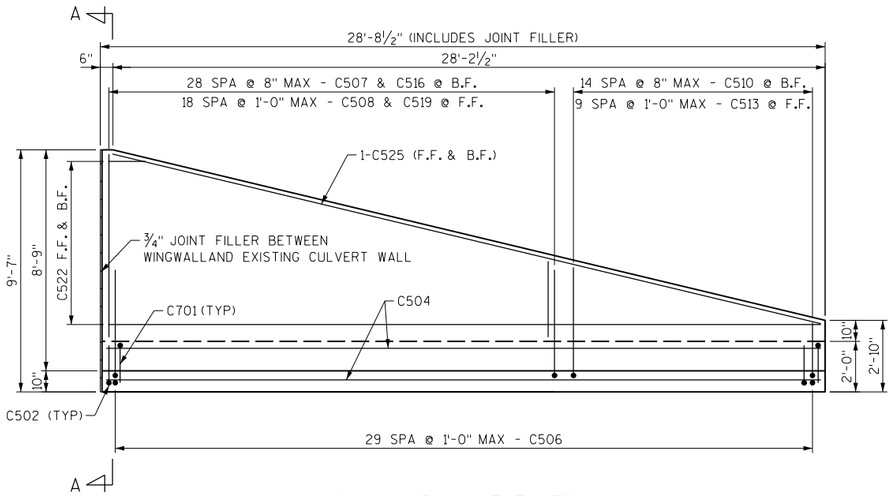
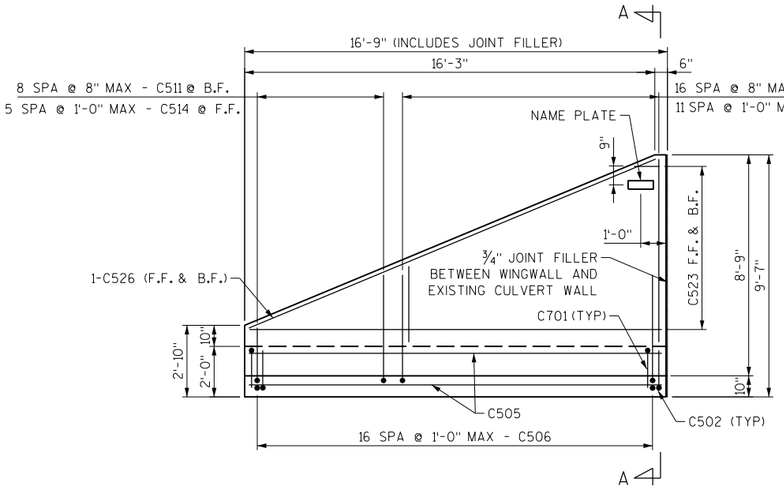
STATE PROJECT NUMBER

1080-12-70



WINGWALL #3 (NW) ELEVATION



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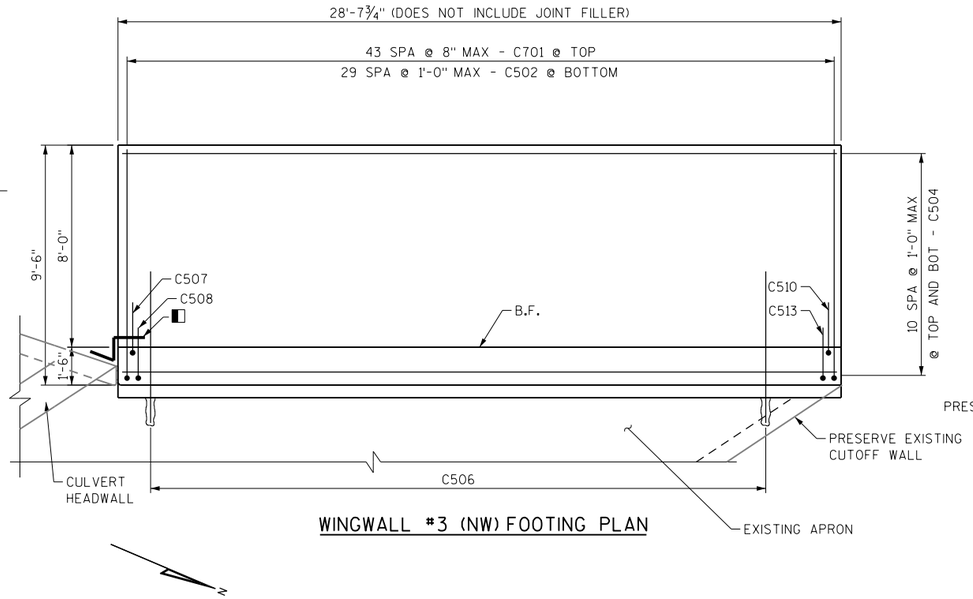
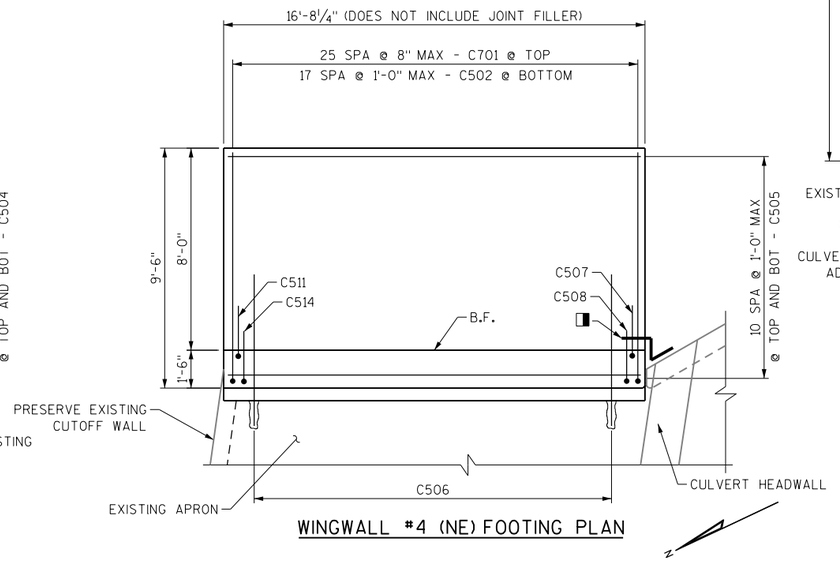
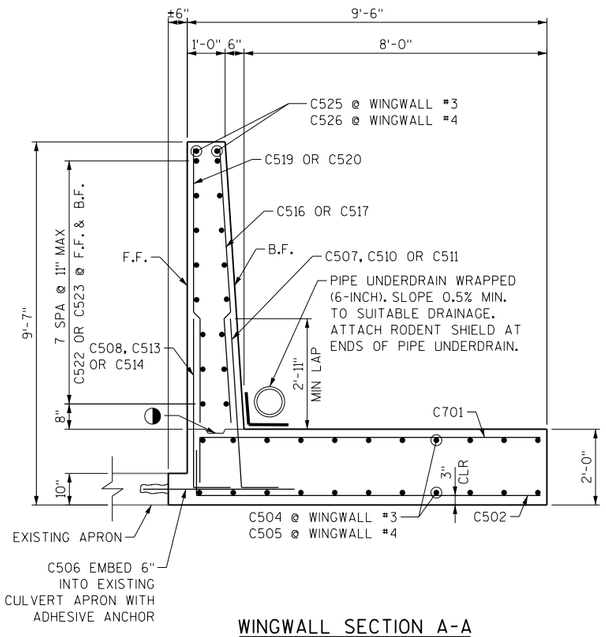


WINGWALL #3 (NW) FOOTING PLAN



WINGWALL #4 (NE) FOOTING PLAN



WINGWALL SECTION A-A

NOTES

SEE SHEET 4 FOR REBAR TABLES AND BAR BEND SKETCHES

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

F.F. DENOTES FRONT FACE

B.F. DENOTES BACK FACE

◨ 30" RUBBERIZED MEMBRANE WATERPROOFING

◑ CONST. JOINT FORMED BY BEVELED 2"x6" KEYWAY WITH 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK OF WALL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-37

DRAWN BY JAP | PLANS CK'D. WJZ

NORTH WINGWALLS

SHEET 3 OF 4

172

FILE= B-64-37.03-NORTH WWS.DGN
SCALE = 1:6

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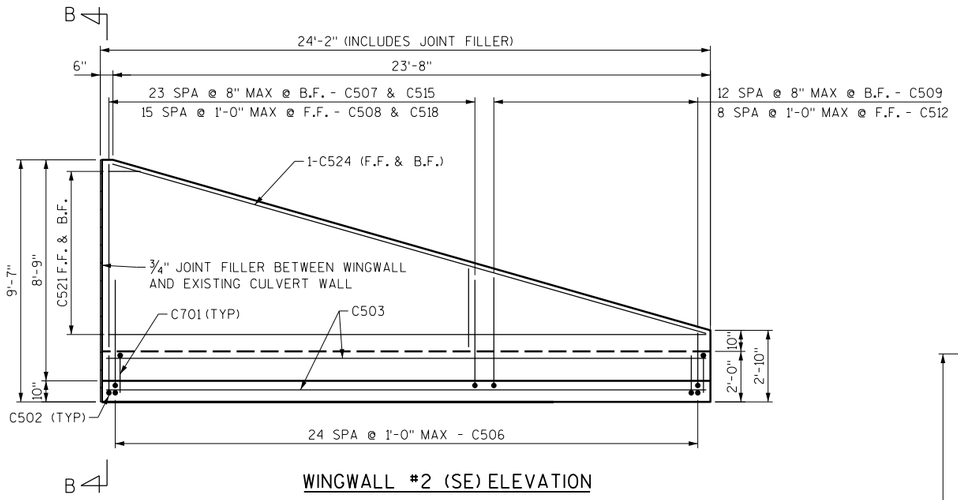
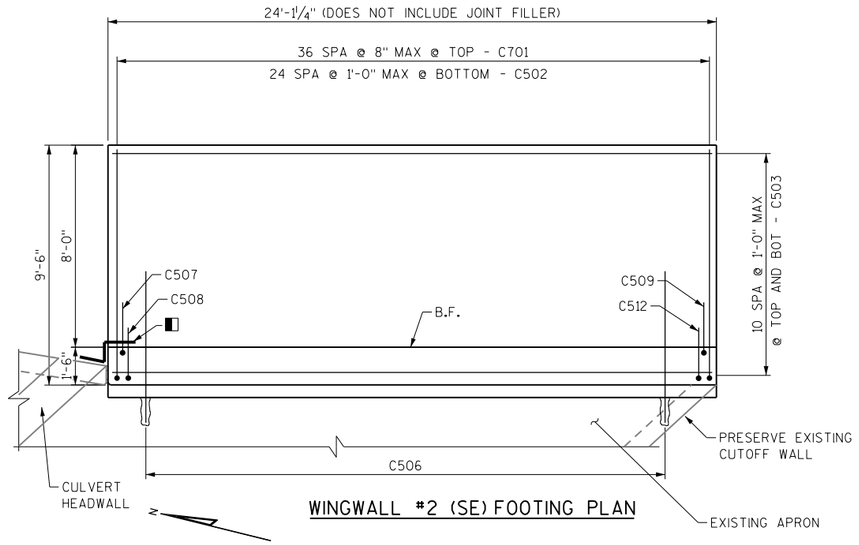
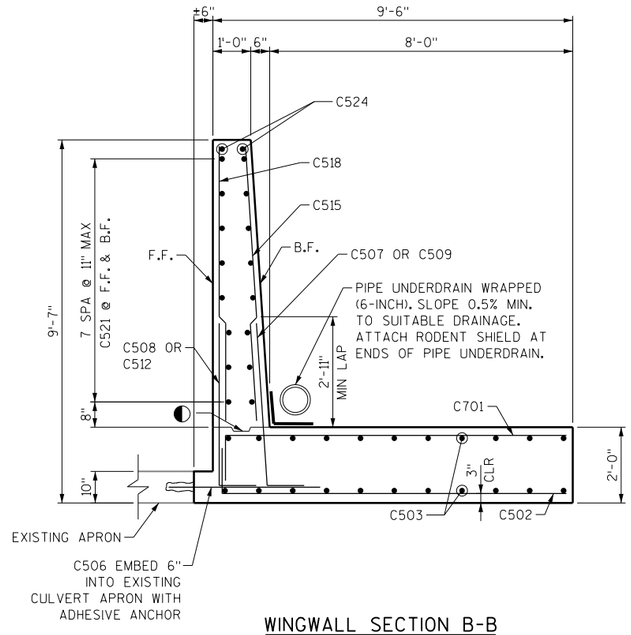


WINGWALL #2 (SE) ELEVATION



WINGWALL #2 (SE) FOOTING PLAN



WINGWALL SECTION B-B

STATE PROJECT NUMBER

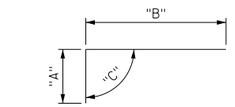
1080-12-70

BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D	LENGTH	BENT BAR	⚠ BAR SERIES	2287# COATED 4803 # UNCOATED LOCATION
C701		107	10'-2"	X		ALL WINGWALLS - FOOTING - HORIZ. - TOP
C502		73	9'-10"	X		ALL WINGWALLS - FOOTING - HORIZ. - BOT
C503		22	23'-9"			WINGWALL #2 - FOOTING - TRANS. - TOP & BOT
C504		22	28'-3"			WINGWALL #3 - FOOTING - TRANS. - TOP & BOT
C505		22	16'-4"			WINGWALL #4 - FOOTING - TRANS. - TOP & BOT
C506		72	3'-6"			ALL WINGWALLS - FOOTING - HORIZ. ADHESIVE DOWEL
C507	X	70	5'-3"	X		ALL WINGWALLS - FOOTING - DOWEL - B.F.
C508	X	47	5'-3"	X		ALL WINGWALLS - FOOTING - DOWEL - F.F.
C509	X	13	4'-2"	X	X	WINGWALL #2 - FOOTING - DOWEL - B.F. - CUT BAR
C510	X	15	4'-2"	X	X	WINGWALL #3 - FOOTING - DOWEL - B.F. - CUT BAR
C511	X	9	4'-2"	X	X	WINGWALL #4 - FOOTING - DOWEL - B.F. - CUT BAR
C512	X	9	4'-2"	X	X	WINGWALL #2 - FOOTING - DOWEL - F.F. - CUT BAR
C513	X	10	4'-2"	X	X	WINGWALL #3 - FOOTING - DOWEL - F.F. - CUT BAR
C514	X	6	4'-2"	X	X	WINGWALL #4 - FOOTING - DOWEL - F.F. - CUT BAR
C515	X	24	5'-2"		X	WINGWALL #2 - STEM - VERT. - B.F.
C516	X	29	5'-2"		X	WINGWALL #3 - STEM - VERT. - B.F.
C517	X	17	5'-2"		X	WINGWALL #4 - STEM - VERT. - B.F.
C518	X	16	5'-2"		X	WINGWALL #2 - STEM - VERT. - F.F.
C519	X	19	5'-2"		X	WINGWALL #3 - STEM - VERT. - F.F.
C520	X	12	5'-2"		X	WINGWALL #4 - STEM - VERT. - F.F.
C521	X	16	12'-6"		X	WINGWALL #2 - STEM - HORIZ - F.F. & B.F.
C522	X	16	14'-9"		X	WINGWALL #3 - STEM - HORIZ - F.F. & B.F.
C523	X	16	8'-7"		X	WINGWALL #4 - STEM - HORIZ - F.F. & B.F.
C524	X	2	24'-5"			WINGWALL #2 - STEM - DIAG - TOP BAR
C525	X	2	28'-10"			WINGWALL #3 - STEM - DIAG - TOP BAR
C526	X	2	17'-5"			WINGWALL #4 - STEM - DIAG - TOP BAR

THE FIRST DIGIT OR FIRST TWO DIGITS OF A BAR MARK INDICATES THE BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

⚠ LENGTH SHOWN FOR BAR SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS.



BAR NO.	DIM "A"	DIM "B"	ANG "C"
C701	1'-2"	9'-2"	90°
C502	10"	9'-2"	90°
C507	10"	4'-7"	94°
C508	10"	4'-7"	90°
C509 C510 C511	10"	2'-4" TO 4'-7"	94°
C512 C513 C514	10"	2'-4" TO 4'-7"	90°

CUT BAR TABLE

BAR NO.	NO. REQUIRED	LENGTH
C509	1 SERIES OF 13	3'-0" TO 5'-3"
C510	1 SERIES OF 15	
C511	1 SERIES OF 9	
C512	1 SERIES OF 9	3'-0" TO 5'-3"
C513	1 SERIES OF 10	
C514	1 SERIES OF 6	
C515	1 SERIES OF 24	3'-1" TO 7'-3"
C516	1 SERIES OF 29	
C517	1 SERIES OF 17	
C518	1 SERIES OF 16	
C519	1 SERIES OF 19	
C520	1 SERIES OF 12	
C521	2 SERIES OF 8	1'-2" TO 23'-9"
C522	2 SERIES OF 8	1'-3" TO 28'-3"
C523	2 SERIES OF 8	10" TO 16'-4"

BUNDLE AND TAG EACH SERIES SEPARATELY

NOTES

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

F.F. DENOTES FRONT FACE

B.F. DENOTES BACK FACE

◨ 30" RUBBERIZED MEMBRANCE WATERPROOFING

◐ CONST. JOINT FORMED BY BEVELED 2"x6" KEYWAY WITH 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK OF WALL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-37

DRAWN BY JAP | PLANS CK'D. WJZ

SOUTH WINGWALL

SHEET 4 OF 4

173

FILE= B-64-37.04-SOUTH WWS.DGN
SCALE = 1:6

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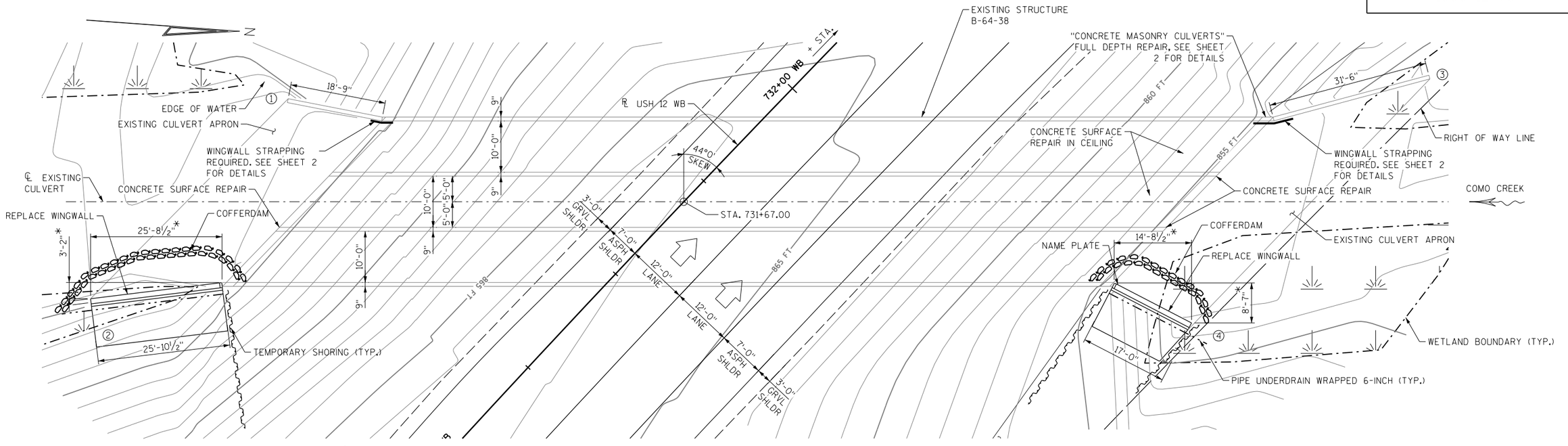
STATE PROJECT NUMBER

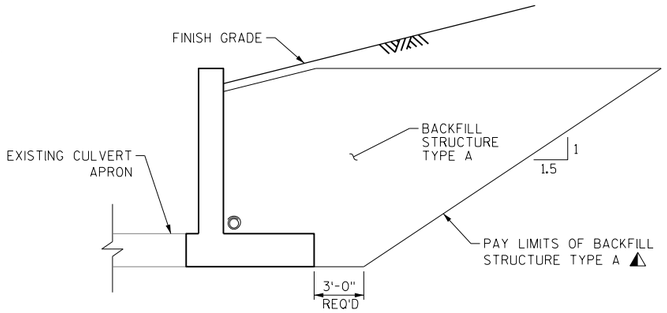
1080-12-70



PLAN

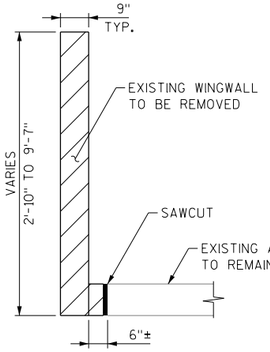
(THREE CELL REINFORCED CONCRETE BOX CULVERT)

*WINGWALL SKEW MAY BE ADJUSTED TO BEST FIT EXISTING FIELD CONDITIONS

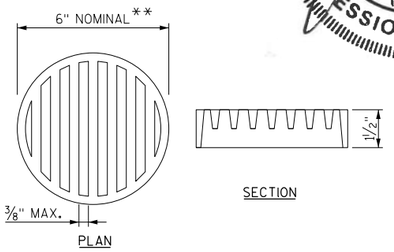


TYPICAL SECTION THRU RETAINING WALL

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.



TYPICAL WINGWALL REMOVAL



RODENT SHIELD DETAIL

** DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STATION 731+67	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-64-38	LS	1
206.5000	COFFERDAMS B-64-38	LS	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	242
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EA	4
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EA	45
504.0100	CONCRETE MASONRY CULVERTS	CY	40
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2938
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1401
509.1500	CONCRETE SURFACE REPAIR	SF	60
511.1200	TEMPORARY SHORING B-64-38	SF	625
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	12
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	61
SPV.0060.08	STRAPPING B-64-38	EA	2
	NON-BID ITEMS		
	NAME PLATE		
	JOINT FILLER - ¾"		
	NON-BITUMINOUS JOINT SEALER		

TRAFFIC DATA

USH 12 EB
A.A.D.T. = 8,400 (2015)

LIST OF DRAWINGS

1. GENERAL PLAN
2. WING STRAPPING
3. NORTH & SOUTH WINGWALLS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

① INDICATES WING NUMBER

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR (1967).

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-64-037" SHALL BE THE EXISTING GROUND LINE.

AT THE BACK FACE OF THE WINGWALL, ALL VOLUME WHICH CANNOT BE PLACED BEFORE WINGWALL CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL

CONCRETE SURFACE REPAIR AREAS ARE REQUIRED AT THE NOTED LOCATIONS. LIMITS OF REPAIR AREAS WILL BE DETERMINED BY THE PROJECT ENGINEER. ESTIMATED QUANTITIES ARE APPROXIMATE.

DESIGN DATA

LIVE LOAD:

ORIGINAL DESIGN LOADING: HS-20

EARTH LOAD

ORIGINAL BOX DESIGNED FOR 13' OF FILL

MATERIAL PROPERTIES

CONCRETE MASONRY -------- f'c = 3,500 psi

BAR STEEL REINFORCEMENT, GRADE 60 ---------- fy = 60,000 psi

GEOTECHNICAL

WINGWALL TO BE FOUNDED ON SOIL WITH A MINIMUM ULTIMATE BEARING RESISTANCE OF 2.5 KSF. CONTRACTOR TO DETERMINE SUITABILITY OF EXISTING SOIL PRIOR TO CONSTRUCTING THE WINGWALL.

DESIGN CONTACTS

BRIDGE OFFICE:

AARON BONK, PE
(608) 261-0261

CONSULTANT:

WILLIAM J. ZIPPEL, PE, SE
ALFRED BENESCH & CO
1300 W CANAL ST, SUITE 150
MILWAUKEE, WI 53233
(414) 308-1321

WISCONSIN
WILLIAM J. ZIPPEL
38868-006
MILWAUKEE, WI
12/14/2020
PROFESSIONAL ENGINEER

NO.	DATE	REVISION	BY

benesch
Alfred Benesch & Company
1300 West Canal Street, Suite 150
Milwaukee, Wisconsin 53233
414-308-1310 Job No. 20229.04

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 12/14/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-64-38

USH 12 WB OVER COMO CREEK

COUNTY	WALWORTH	TOWN/~~CITY/VILLAGE~~	GENEVA
DESIGN SPEC.	REHABILITATION	N/A	
DESIGNED BY JAP	DESIGN CK'D. WJZ	DRAWN BY BJW	PLANS CK'D. WJZ

GENERAL PLAN

SHEET 1 OF 3

174

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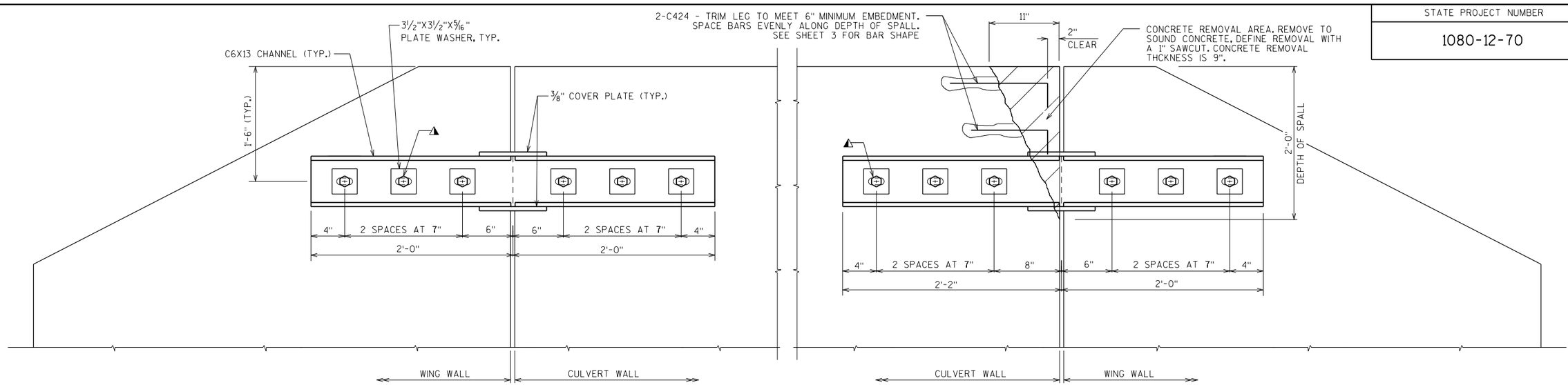
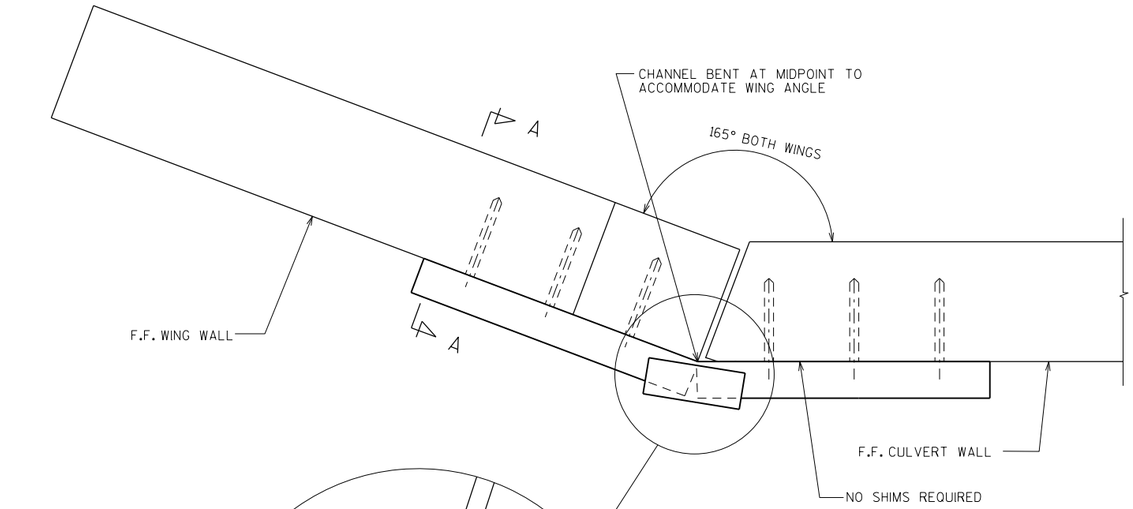
STATE PROJECT NUMBER
1080-12-70



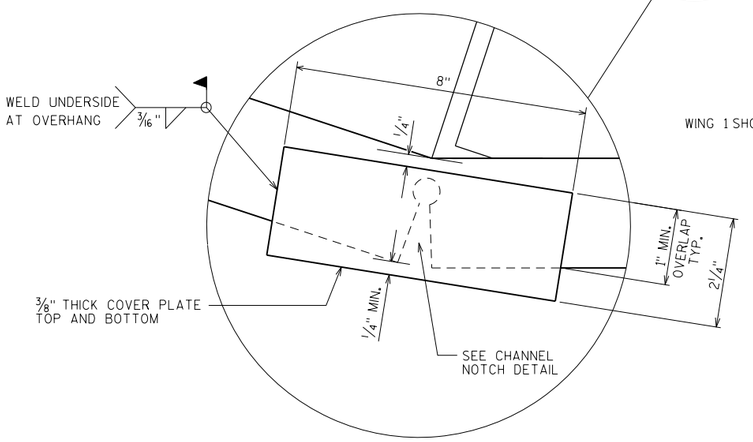
WING 1 ELEVATION

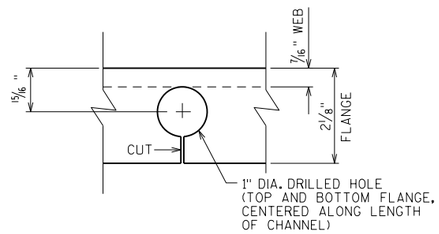
WING 3 ELEVATION



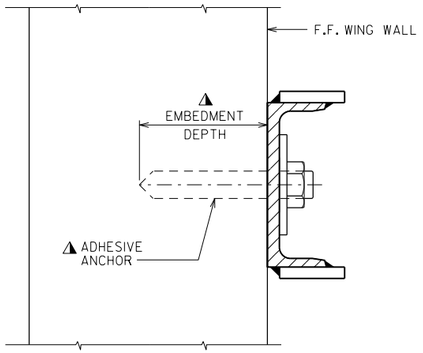
PLAN

WING 1 SHOWN, WING 3 IS OPPOSITE HAND.





CHANNEL NOTCH DETAIL



SECTION A-A

ADHESIVE ANCHORS 5⁄8-INCH. EMBED 5" IN CONCRETE. SEE SECTION A-A

USE 11⁄16 " X 1 3⁄16" LONG SLOTTED HOLES

NOTES

BID ITEM "STRAPPING B-64-038" INCLUDES ALL ITEMS SHOWN.

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CUTTING AND DRILLING OF CHANNEL SHALL BE DONE IN FABRICATION SHOP, PRIOR TO GALVANIZING.

CAULK AROUND PERIMETER OF CHANNEL WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

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WINGWALL ANGLE, REQUIRED SHIMS, ANCHOR LOCATIONS AND WELD CLEARANCES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATING WING WALL STRAP.

IF WELDING COVER PLATE IN FIELD, PRIOR TO WELDING, REMOVE GALVANIZING FROM AREA TO BE WELDED. TOUCH UP WITH ZINC RICH PAINT ALL AREAS LACKING GALVANIZING WHEN COMPLETE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-38

DRAWN BY BJW | PLANS CK'D. WJZ

WING STRAPPING

SHEET 2 OF 3

175

FILE= B-64-38_02-STRAP.DGN
SCALE = 1:1.03624

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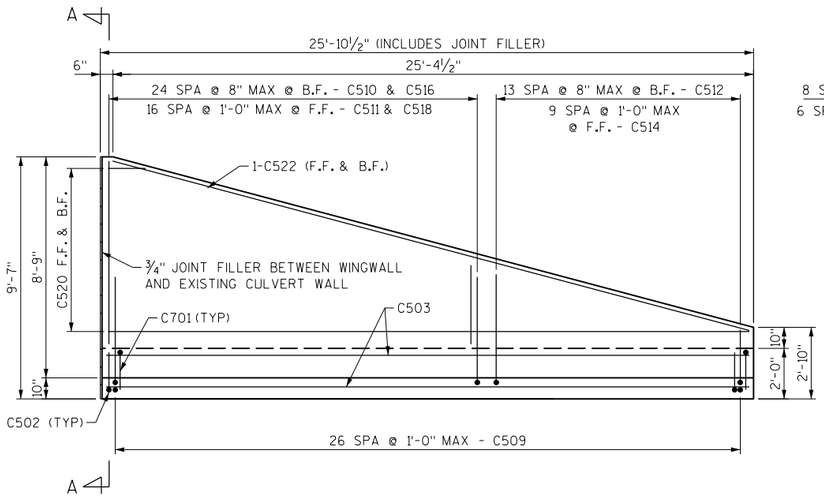
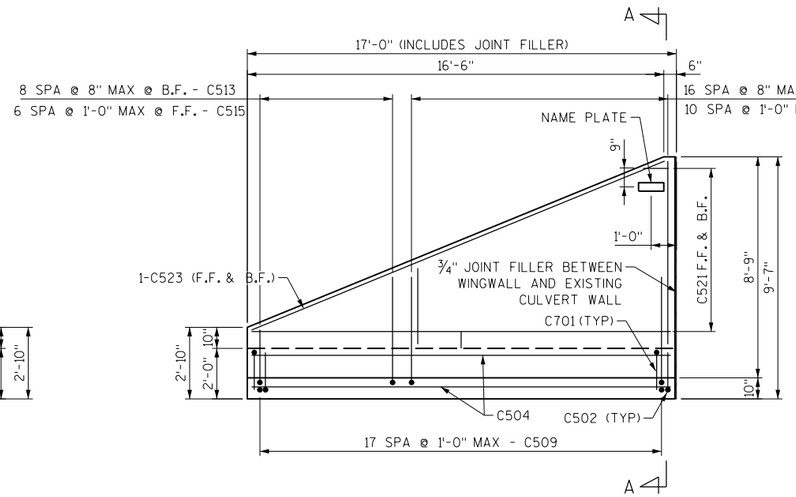
STATE PROJECT NUMBER

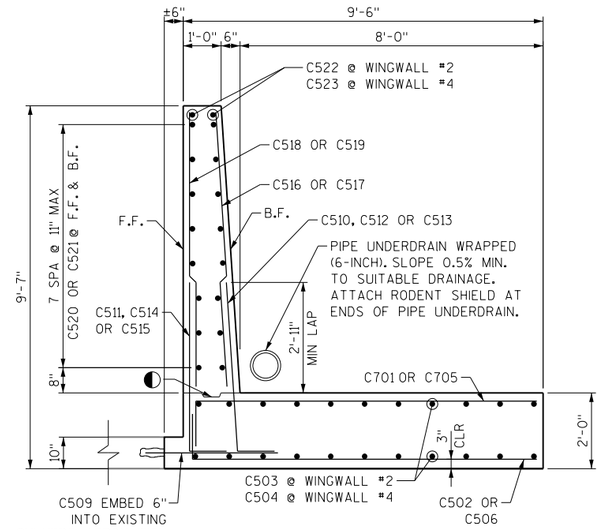
1080-12-70



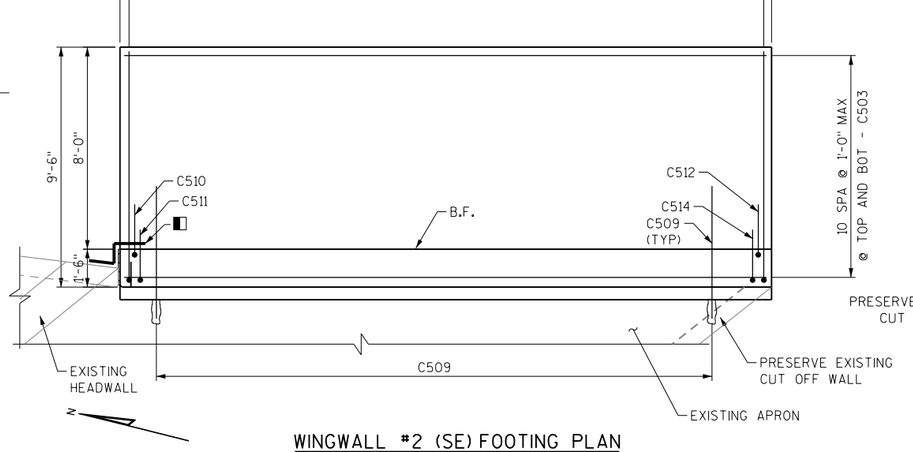
WINGWALL #2 (SE) ELEVATION



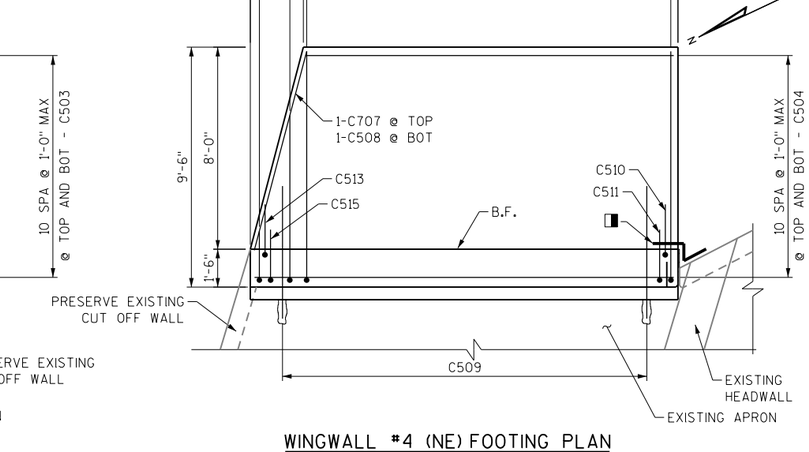
WINGWALL #4 (NE) ELEVATION



WINGWALL SECTION A-A



WINGWALL #2 (SE) FOOTING PLAN



WINGWALL #4 (NE) FOOTING PLAN

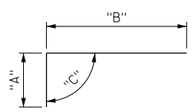
BILL OF BARS

BAR NO.	COATED BAR	NO. REQ'D	LENGTH	BENT BAR	⚠ BAR SERIES	1401 # COATED 2938 # UNCOATED LOCATION
C701		63	10'-2"	X		ALL WINGWALLS - FOOTING - HORIZ. - TOP
C502		43	9'-10"	X		ALL WINGWALLS - FOOTING - HORIZ. - BOT
C503		22	25'-5"			WINGWALL #2 - FOOTING - TRANS. - TOP & BOT
C504		22	15'-7"		X	WINGWALL #4 - FOOTING - TRANS. - TOP & BOT
C705		4	5'-3"	X	X	WINGWALL #4 - FOOTING HORIZ. - TOP - SERIES
C506		3	4'-11"	X	X	WINGWALL #4 - FOOTING HORIZ. - BOT - SERIES
C707		1	8'-1"			WINGWALL #4 - FOOTING HORIZ. - TOP EDGE
C508		1	8'-1"			WINGWALL #4 - FOOTING HORIZ. - BOT EDGE
C509		45	3'-6"			ALL WINGWALLS - FOOTING - HORIZ ADHESIVE DOWEL
C510	X	42	5'-3"	X		ALL WINGWALLS - FOOTING - DOWEL - B.F.
C511	X	28	5'-3"	X		ALL WINGWALLS - FOOTING - DOWEL - F.F.
C512	X	14	4'-2"	X	X	WINGWALL #2 - FOOTING - DOWEL - B.F. - CUT BAR
C513	X	9	4'-2"	X	X	WINGWALL #3 - FOOTING - DOWEL - B.F. - CUT BAR
C514	X	10	4'-2"	X	X	WINGWALL #2 - FOOTING - DOWEL - F.F. - CUT BAR
C515	X	7	4'-2"	X	X	WINGWALL #3 - FOOTING - DOWEL - F.F. - CUT BAR
C516	X	25	5'-2"		X	WINGWALL # 2 - STEM - VERT. - B.F.
C517	X	17	5'-2"		X	WINGWALL # 3 - STEM - VERT. - B.F.
C518	X	17	5'-2"		X	WINGWALL # 2 - STEM - VERT. - F.F.
C519	X	11	5'-2"		X	WINGWALL # 3 - STEM - VERT. - F.F.
C520	X	16	13'-3"		X	WINGWALL #2 - STEM - HORIZ - F.F. & B.F.
C521	X	16	8'-9"		X	WINGWALL #4 - STEM - HORIZ - F.F. & B.F.
C522	X	2	26'-1"			WINGWALL #2 - STEM - DIAG. - TOP BAR
C523	X	2	17'-8"			WINGWALL #4 - STEM - DIAG. - TOP BAR
C424	X	4	2'-9"	X		WINGWALL #3 - REPAIR DOWEL

CUT BAR TABLE

BAR NO.	LOCATION	NO. REQUIRED	LENGTH
C504	WINGWALL #4 - FOOTING	2 SERIES OF 11	14'-7" TO 16'-7"
C705	WINGWALL #4 - FOOTING	1 SERIES OF 4	2'-11" TO 7'-6"
C506	WINGWALL #4 - FOOTING	1 SERIES OF 3	1'-7" TO 6'-2"
C512	WINGWALL #2 - B.F.	1 SERIES OF 14	3'-0" TO 5'-3"
C513	WINGWALL #4 - B.F.	1 SERIES OF 9	
C514	WINGWALL #2 - F.F.	1 SERIES OF 10	3'-0" TO 5'-3"
C515	WINGWALL #4 - F.F.	1 SERIES OF 7	
C516	WINGWALL #2 - B.F.	1 SERIES OF 25	3'-1" TO 7'-3"
C517	WINGWALL #4 - B.F.	1 SERIES OF 17	
C518	WINGWALL #2 - F.F.	1 SERIES OF 17	
C519	WINGWALL #4 - F.F.	1 SERIES OF 11	
C520	WINGWALL #2 - F.F./B.F.	2 SERIES OF 8	1'-1" TO 25'-5"
C521	WINGWALL #4 - F.F./B.F.	2 SERIES OF 8	10" TO 16'-7"

BUNDLE AND TAG EACH SERIES SEPARATELY



BAR NO.	DIM "A"	DIM "B"	ANG "C"
C701	1'-2"	9'-2"	90°
C502	10"	9'-2"	90°
C705	1'-2"	1'-11" TO 6'-6"	90°
C506	10"	1'-11" TO 6'-6"	90°
C510	10"	4'-7"	94°
C511	10"	4'-7"	90°
C512	10"	2'-4" TO 4'-7"	94°
C513			
C514	10"	2'-4" TO 4'-7"	90°
C515			
C424	10"	2'-0"	90°

NOTES

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

F.F. DENOTES FRONT FACE

B.F. DENOTES BACK FACE

◨ 30" RUBBERIZED MEMBRANCE WATERPROOFING

◐ CONST. JOINT FORMED BY BEVELED 2"x6" KEYWAY WITH 18" RUBBERIZED MEMBRANE WATERPROOFING AT BACK OF WALL.

THE FIRST DIGIT OR FIRST TWO DIGITS OF A BAR MARK INDICATES THE BAR SIZE. ALL DIMENSIONS IN THE BAR BENDS ARE OUT TO OUT.

⚠ LENGTH SHOWN FOR BAR SERIES IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-38

DRAWN BY BJW | PLANS CK'D. WJZ

NORTH & SOUTH WINGWALLS

SHEET 3 OF 3

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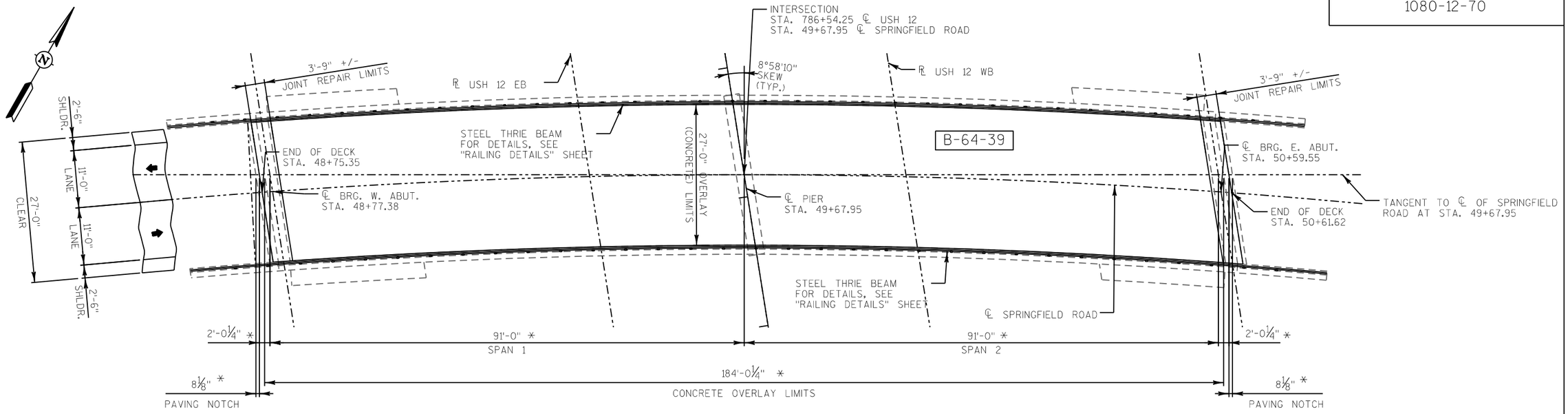
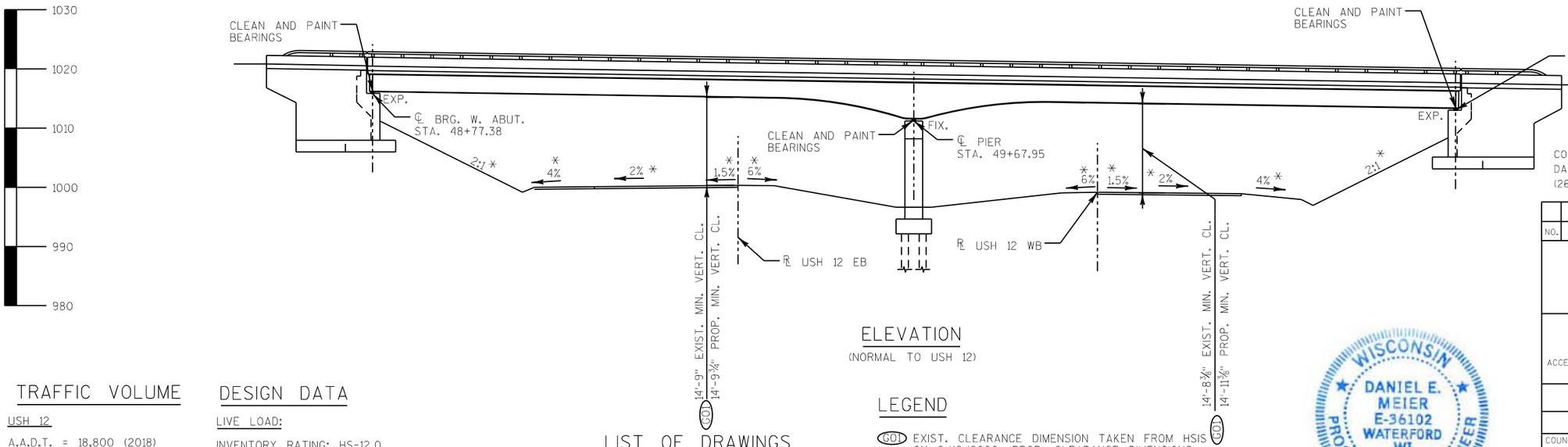
STATE PROJECT NUMBER
1080-12-70



PLAN

(2 SPAN, HAUNCHED STEEL GIRDERS)



ELEVATION

(NORMAL TO USH 12)

TRAFFIC VOLUME

USH 12

A.A.D.T. = 18,800 (2018)
A.A.D.T. = 23,320 (2040)
R.D.S. = 70 M.P.H.

SPRINGFIELD RD

A.A.D.T. = 820 (2009)
A.A.D.T. = N/A
R.D.S. = 50 M.P.H.

DESIGN DATA

LIVE LOAD:

INVENTORY RATING; HS-12.0
OPERATING RATING; HS-20.0
WISCONSIN STANDARD PERMIT VEHICLE LOAD = 130.0 KIPS.

MATERIAL PROPERTIES:

CONCRETE MASONRY
OVERLAY DECKS ---------- f'c = 4,000 P.S.I.

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. CROSS-SECTION AND QUANTITIES
3. EXPANSION DEVICE
4. EXPANSION JOINT REINFORCEMENT
5. CURB AND PARAPET REINFORCEMENT
6. COVER PLATE DETAILS AND BILL OF BARS
7. SLOPE PAVING CRUSHED AGGREGATE
8. RAILING DETAILS
9. DAMAGE REPAIR

LEGEND

GO1 EXIST. CLEARANCE DIMENSION TAKEN FROM HSIS ON 8/12/2020. PROP. CLEARANCE DIMENSIONS INCLUDE USH 12 RESURFACING. LOCATION PER EXISTING PLANS AND INSPECTION REPORT.

➡ TRAFFIC DIRECTION

DIMENSIONS TAKEN ALONG TANGENT

* SLOPES SHOWN IN ELEVATION VIEW REPRESENT PROPOSED USH 12 SECTIONS

CONSULTANT CONTACT:
DAN MEIER
(262) 402-5044

BRIDGE OFFICE CONTACT:
AARON BONK
(262) 261-0261

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 12/18/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
DANIEL E. MEIER
E-36102
WATERFORD
WI
PROFESSIONAL ENGINEER
12-15-2020

STRUCTURE B-64-39

SPRINGFIELD RD OVER USH 12

COUNTY	TOWN ~~CITY/VILLAGE~~
WALWORTH	GENEVA

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
RAB	DEM	RAB	DEM

GENERAL PLAN AND ELEVATION

SHEET 1 OF 9
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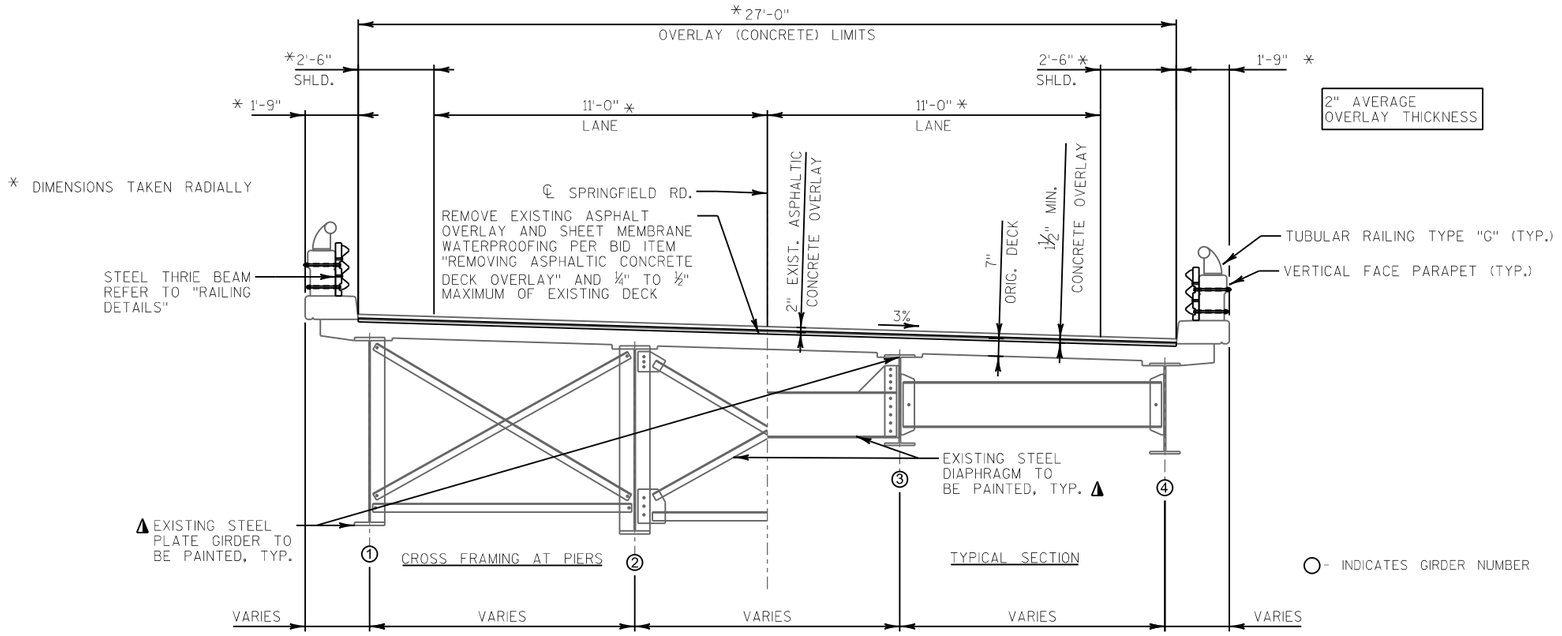


TYPICAL SECTION

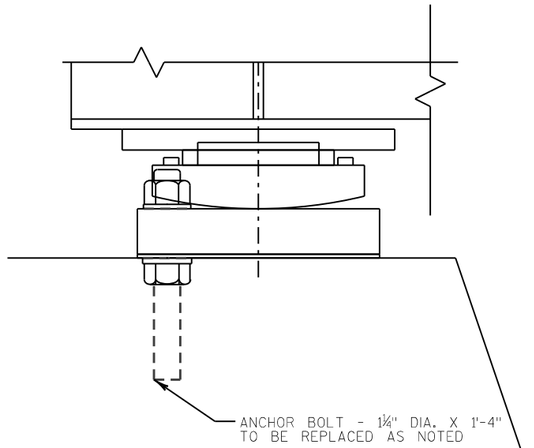
HAUNCHED STEEL GIRDERS
(LOOKING EAST)

LEGEND

◮ ALL EXPOSED FACES OF EXISTING STEEL GIRDERS AND DIAPHRAGMS TO BE PAINTED.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
203.0210.S.02	ABATEMENT OF ASBESTOS CONATINING MATERIAL B-64-39	LS	1
502.3101	EXPANSION DEVICE B-64-39	LF	56
502.3200	PROTECTIVE SURFACE TREATMENT	SY	562
502.3210	PIGMENTED SURFACE SEALER	SY	119
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	58
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2040
509.0301	PREPARATION DECKS TYPE 1	SY	56
509.0302	PREPARATION DECKS TYPE 2	SY	22
509.1000	JOINT REPAIR	SY	25
509.1500	CONCRETE SURFACE REPAIR	SF	23
509.2000	FULL-DEPTH DECK REPAIR	SY	1
509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	30
509.9010.S.02	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-64-39	SY	559
509.9020.S	EPOXY CRACK SEALING	LF	16
509.9050.S	CLEANING PARAPETS	LF	425
513.9005.S.02	REMOVING AND RESETTING TUBULAR RAILING B-64-39	LS	1
517.1800.S.02	STRUCTURE REPAINTING RECYCLED ABRASIVE B-64-39	LS	1
517.4500.S.02	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-64-39	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EACH	1
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	227
SPV.0060.06	BEARING REPAIR	EACH	5
SPV.0090.05	STEEL THRIE BEAM RAILING RETROFIT	LF	437
SPV.0105.08	HEAT STRAIGHTENING OF DAMAGED GIRDERS B-64-39	LS	1
SPV.0165.01	REMOVING LOOSE CONCRETE	SF	30
SPV.0180.01	ABUTMENT SEAT CLEANING AND SEALING	SY	16



TYPICAL BEARING ASSEMBLY

EXPANSION SHOWN

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD).

APPLY "PIGMENTED SURFACE SEALER" TO THE TOP AND INSIDE FACES OF NEW AND EXISTING PARAPETS. PERFORM "CLEANING PARAPETS" PRIOR TO SEALING PORTIONS OF EXISTING PARAPET.

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

ALL REINFORCING BARS ARE ENGLISH. THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

UNDER THE BID ITEM "ADHESIVE ANCHORS NO.5 BAR", ANCHORED REINFORCING STEEL SHALL BE PAID FOR SEPARATELY AS PROVIDED IN SECTION 505 OF THE STANDARD SPECIFICATION FOR BAR STEEL REINFORCEMENT.

"CONCRETE SURFACE REPAIR" AREAS SHOWN IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

NEW CONCRETE FOR THE DECK AND PAVING BLOCKS AT JOINT REPAIR AREA IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

NEW CONCRETE FOR PARAPET REPLACEMENT WITHIN THE JOINT REPAIR LIMITS IS PAID FOR AS "CONCRETE MASONRY OVERLAY DECKS".

REMOVAL OF THE PARAPET AT THE JOINTS IS INCLUDED IN BID ITEM "JOINT REPAIR".

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

A MINIMUM OF 1-INCH OF CONCRETE SHALL BE REMOVED FROM THE ENTIRE BRIDGE DECK UNDER THE BID ITEM "CLEANING DECKS".

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

"PREPARATION DECKS TYPE 1", "PREPARATION DECKS TYPE 2", AND "FULL-DEPTH DECK REPAIR" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION AND FULL-DEPTH DECK REPAIRS SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

ANY EXCAVATION REQUIRED TO COMPLETE THE OVERLAY OR JOINT REPAIRS AT THE ABUTMENTS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE OVERLAY THICKNESS IS 2". IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

VARIATIONS TO THE NEW GRADE LINE OVER ¼" MUST BE SUBMITTED BY THE FIELD ENGINEER TO THE STRUCTURES DESIGN SECTION FOR REVIEW.

STATIONS ARE BASED ON EXISTING STRUCTURE PLANS.

CLEAN AND PAINT ALL EXPOSED STEEL SUPERSTRUCTURE SURFACES UNDERNEATH THE BRIDGE. THE SURFACES INCLUDE GIRDERS, DIAPHRAGMS, CONNECTIONS, ETC. ALL CLEANING AND PAINTING TO BE PAID FOR AS "STRUCTURAL REPAINTING RECYCLED ABRASIVE B-64-39".

EXISTING STEEL SUPERSTRUCTURE SHALL BE PAINTED AMS STANDARD COLOR NO. 25240, BLUE.

ESTIMATED STRUCTURAL STEEL SURFACE AREA = 9,400 SF.

ANCHOR BOLT NOTES

REPLACE RAISED ANCHOR BOLTS AT THE FOLLOWING LOCATIONS:

EAST ABUTMENT:
-GIRDER 1 (TWO BOLTS)
-GIRDER 2 (ONE BOLT)
-GIRDER 3 (ONE BOLT)
-GIRDER 4 (TWO BOLTS)

PIER:
-GIRDER 3, (ONE BOLT)

STATE PROJECT NUMBER
1080-12-70

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-39

DRAWN BY RAB | PLANS CK'D. DEM

CROSS-SECTION AND QUANTITIES

SHEET 2 OF 9
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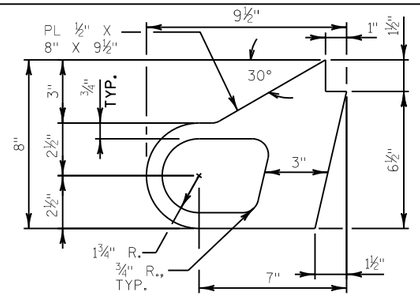
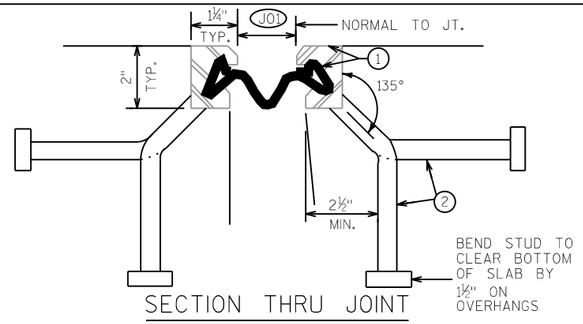
STATE PROJECT NUMBER

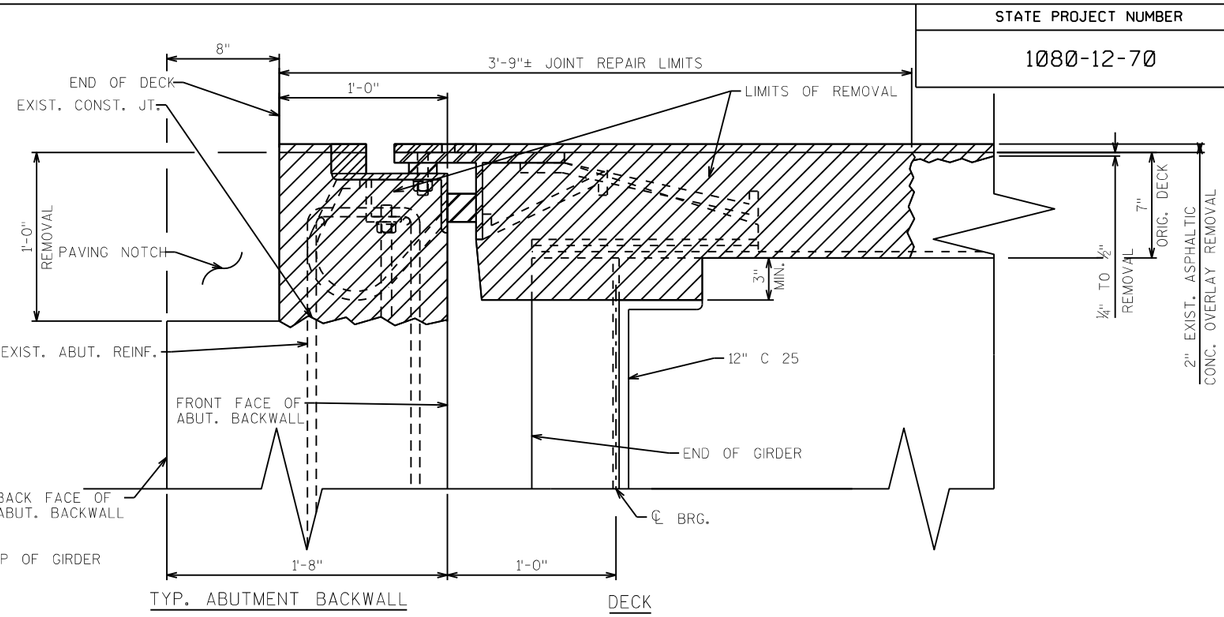
1080-12-70



ALTERNATE STRIP SEAL ANCHOR



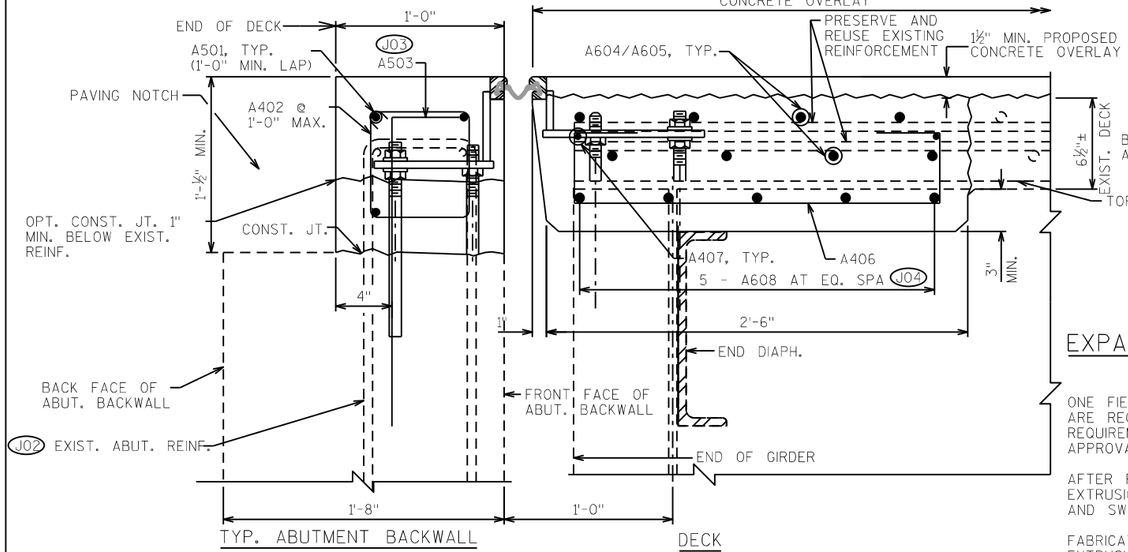
SECTION THRU JOINT



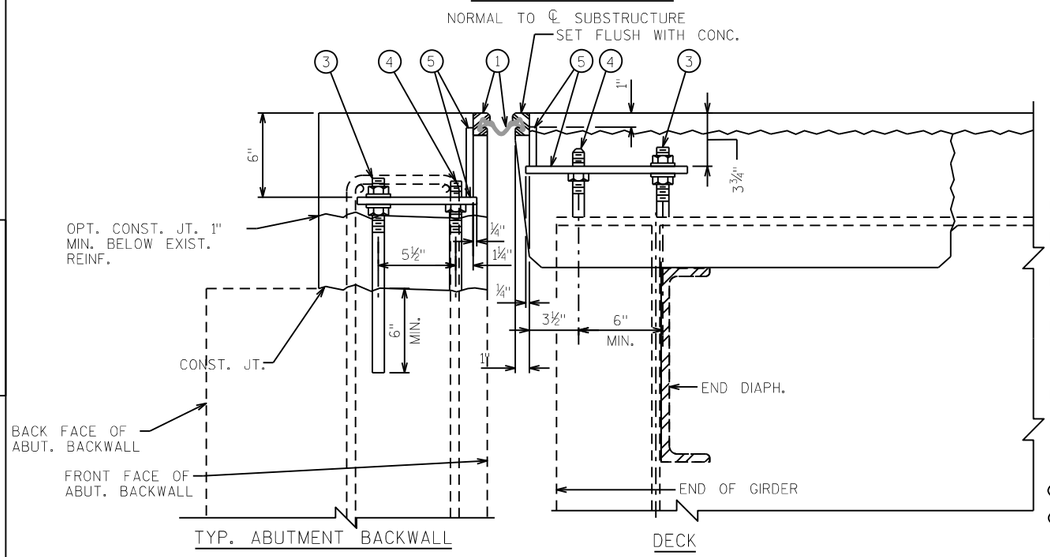
EXISTING SECTION AT ABUTMENTS BETWEEN CURBS

DIMENSIONS TAKEN NORMAL TO ℄ SUBSTRUCTURE

EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS



SECTION THRU JOINT AT ABUTMENT BETWEEN CURBS (REINF. DETAILS)



SECTION THRU JOINT AT ABUTMENTS BETWEEN CURBS (EXPANSION DEVICE COMPONENTS)

NORMAL TO ℄ SUBSTRUCTURE

EXPANSION JOINT NOTES

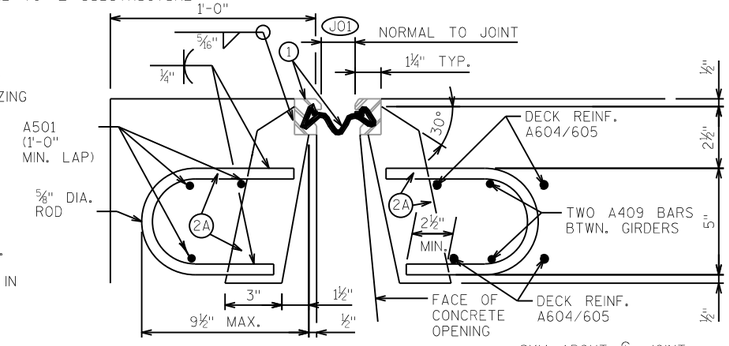
ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTIONS, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS & EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED OR UNLESS OTHERWISE NOTED.

ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE B-64-39", LF.



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS ⅝"ϕ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(2A) ½" THICK ANCHOR PLATE WITH ⅝"ϕ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.

(3) ¾"ϕ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.

(4) ¾"ϕ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.

(5) FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½ "ϕ HOLE FOR NO. 3 AND 1" ϕ HOLE FOR NO. 4.

(J01) SET JOINT OPENING AT 1¾".

(J02) EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY (J03).

(J03) ADHESIVE ANCHORS, NO. 5 BARS. EMBED A MINIMUM OF 1'-0" INTO CONCRETE. SPACE AT 1'-0" MAX. AND AVOID EXPANSION JOINT HARDWARE. TURN 10" LEG AS NECESSARY TO FIT. ANCHORS SHALL BE APPROVED FOR USE IN CRACKED CONCRETE.

(J04) BARS PLACED PARALLEL TO GIRDERS. SPACING PERPENDICULAR TO ℄ OF GIRDERS.

NOTES

REFER TO "EXPANSION JOINT REINFORCEMENT" AND "CURB AND PARAPET REINFORCEMENT" SHEETS FOR ADDITIONAL INFORMATION AND DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-39

DRAWN BY: RAB | PLANS CK'D: DEM

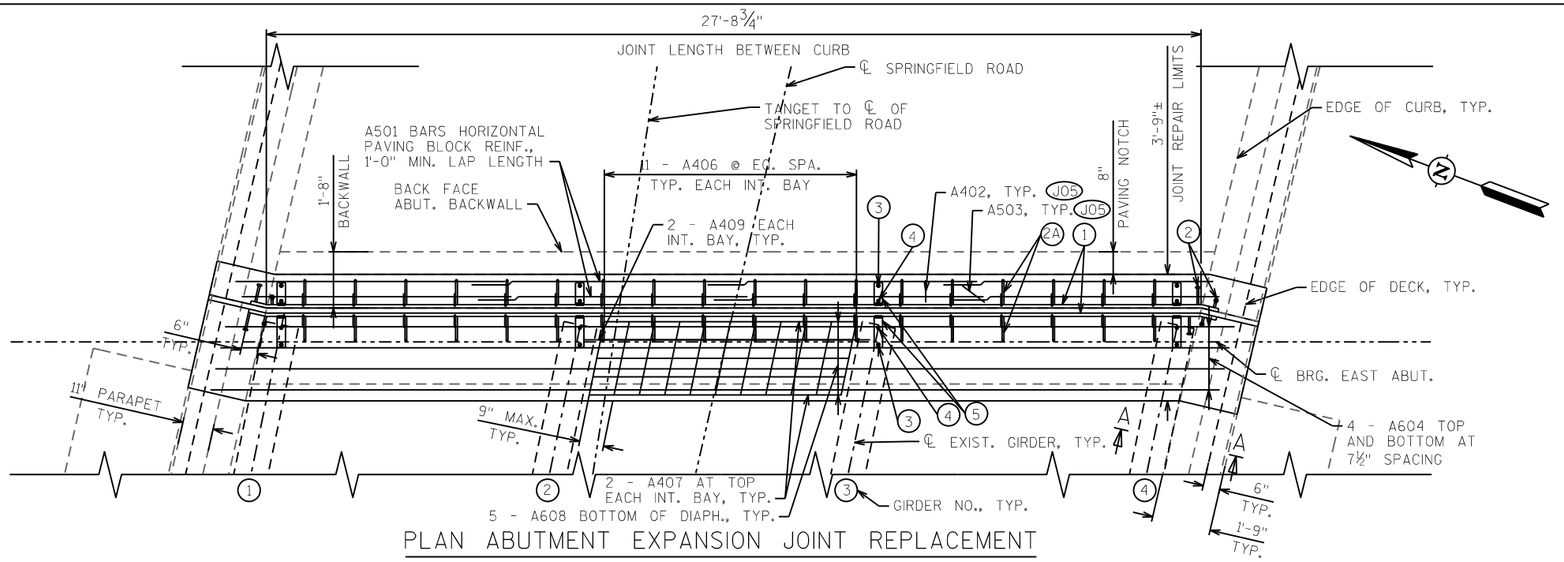
EXPANSION DEVICE

SHEET 3 OF 9
179

8

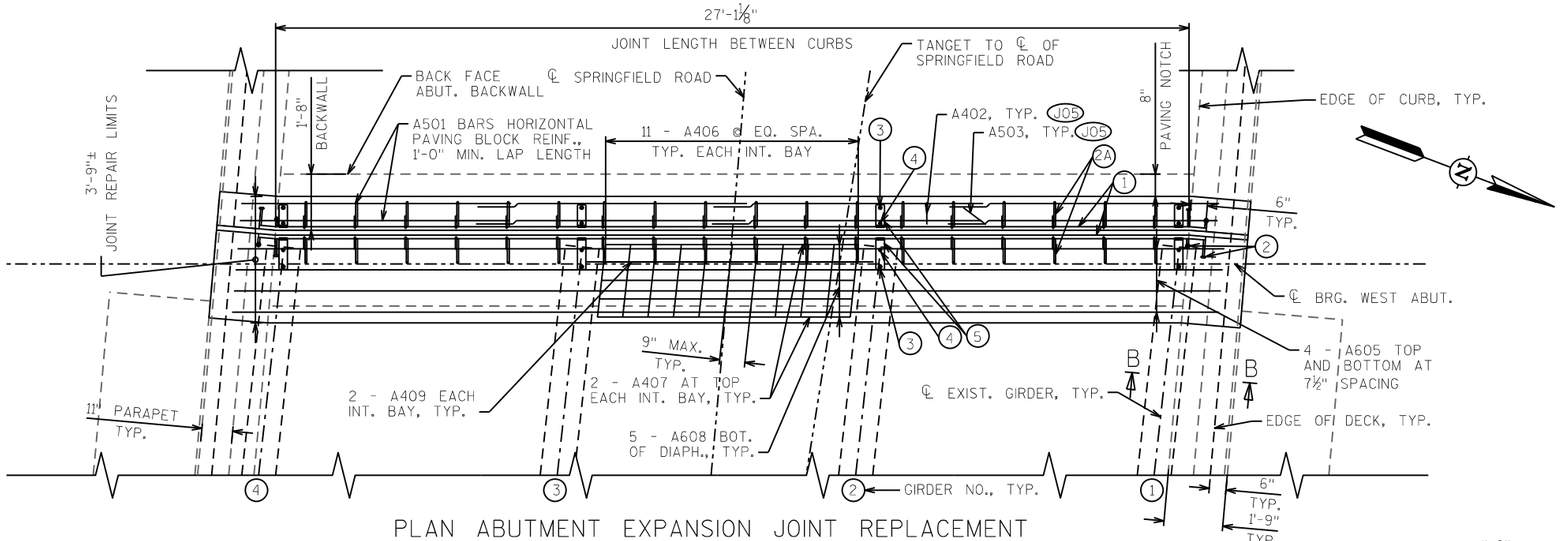
8

STATE PROJECT NUMBER
1080-12-70



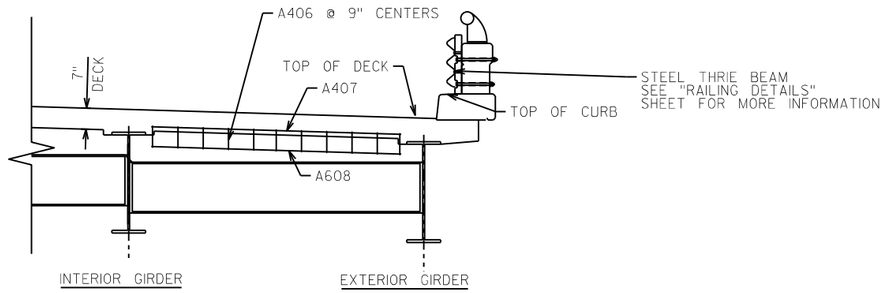
PLAN ABUTMENT EXPANSION JOINT REPLACEMENT

EAST ABUTMENT

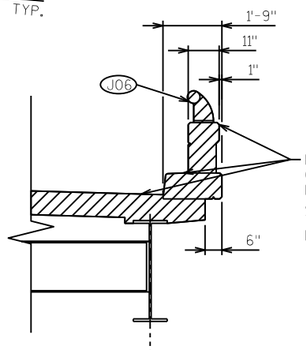


PLAN ABUTMENT EXPANSION JOINT REPLACEMENT

WEST ABUTMENT



PART TRANSVERSE SECTION AT DIAPHRAGM



REMOVE AND REPLACE PORTIONS OF CURB, PARAPET, AND EXISTING DECK AS REQUIRED TO COMPLETE JOINT REPLACEMENT, INCIDENTAL TO "JOINT REPAIR". LIMITS SHOWN IN PLAN VIEW

SECTION A-A

SECTION B-B SIMILAR
DIMENSIONS TAKEN NORMAL TO ℄

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"Φ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"Φ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾"Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. WELD THREADED ROD TO TOP FLANGE OR ATTACH BY BOLTING THRU FLANGE. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾"Φ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½"Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.

J05. SPACE AT 1'-0" MAX. AND TO AVOID EXPANSION JOINT HARDWARE.

J06. REMOVE AND RESET EXISTING RAIL AS NEEDED FOR JOINT REPAIR. PAID FOR UNDER THE BID ITEM "REMOVING AND RESETTING TUBULAR RAILING B-64-39".

NOTES

AT THE PARAPETS, BID ITEM "JOINT REPAIR" SHALL BE MEASURED FROM EDGE OF CURB TO EDGE OF CURB AND INCLUDES PARAPET AND SIDEWALK REMOVAL AS SHOWN BY HATCHED SECTIONS ON THIS SHEET.

REFER TO "EXPANSION JOINT", "CURB AND PARAPET REINFORCEMENT", "COVER PLATE DETAILS AND BILL OF BARS" SHEETS FOR ADDITIONAL INFORMATION AND DETAILS.

PARAPET AND CURB REINFORCEMENT NOT SHOWN ON THIS SHEET. REFER TO "CURB AND PARAPET REINFORCEMENT" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

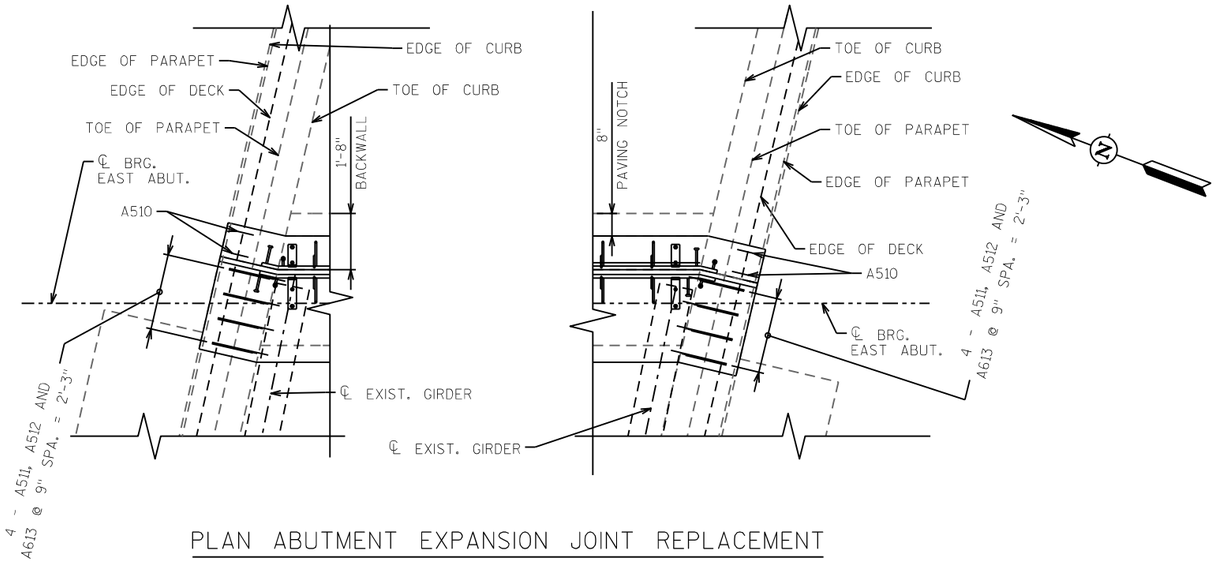
STRUCTURE B-64-39

DRAWN BY	PLANS CK'D.
RAB	DEM

EXPANSION JOINT REINFORCEMENT

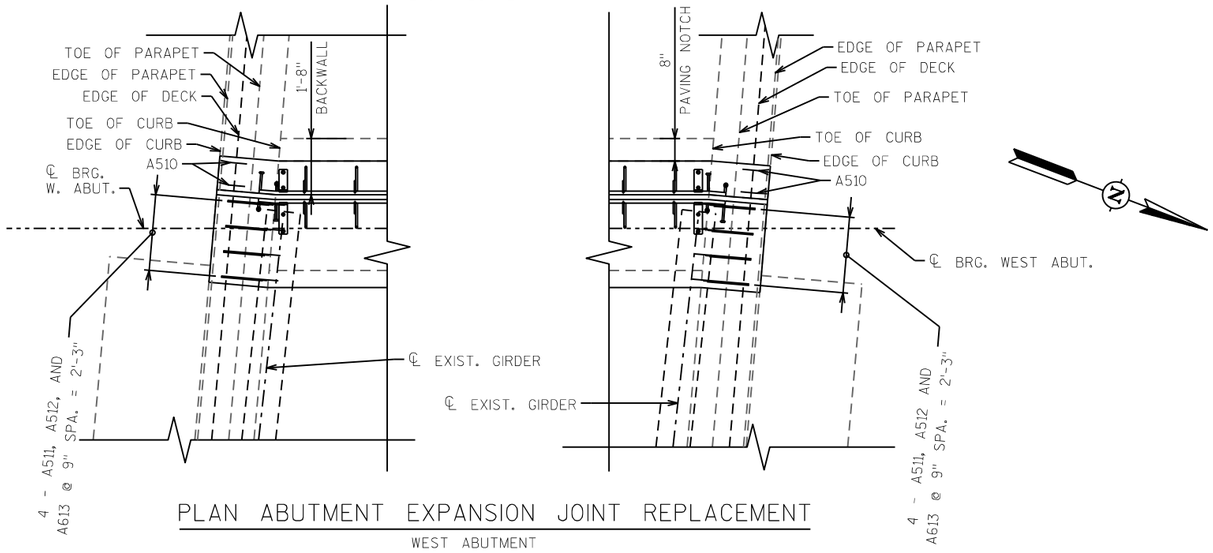
STATE PROJECT NUMBER

1080-12-70



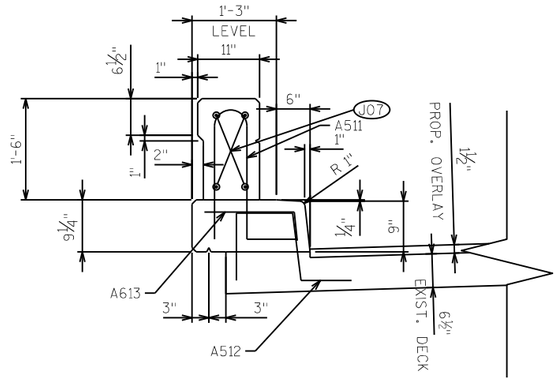
PLAN ABUTMENT EXPANSION JOINT REPLACEMENT

EAST ABUTMENT



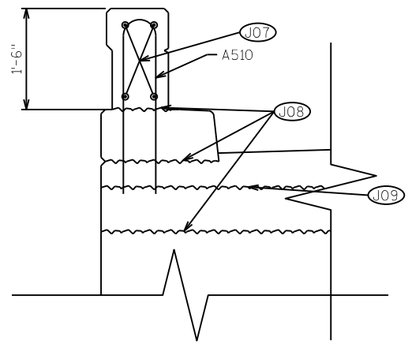
PLAN ABUTMENT EXPANSION JOINT REPLACEMENT

WEST ABUTMENT



SECTION THRU DECK/CURB/PARAPET

(RAILING AND GIRDER NOT SHOWN FOR CLARITY)



SECTION THRU BACKWALL/CURB/PARAPET

(RAILING NOT SHOWN FOR CLARITY)

NOTES

REFER TO "EXPANSION DEVICE" AND "EXPANSION JOINT REINFORCEMENT" SHEETS FOR ADDITIONAL INFORMATION AND DETAILS.

LEGEND

(J07) PRESERVE AND REUSE EXISTING REINFORCEMENT, TYP. NOT SHOWN IN PLAN VIEWS FOR CLARITY.

(J08) CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

(J09) OPTIONAL CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-39

DRAWN BY: RAB | PLANS CK'D.: DEM

CURB AND PARAPET REINFORCEMENT

SHEET 5 OF 9

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8

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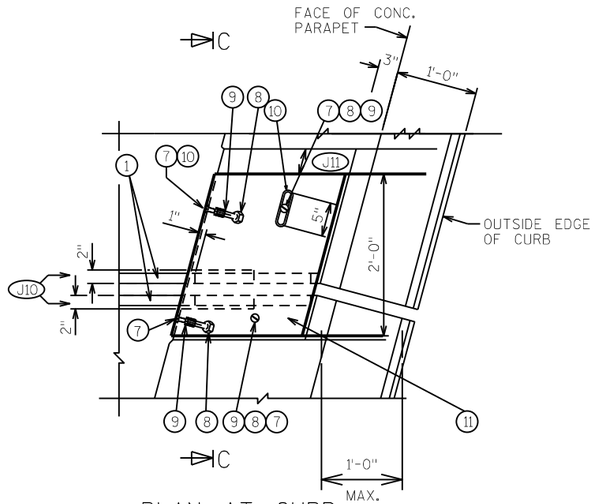
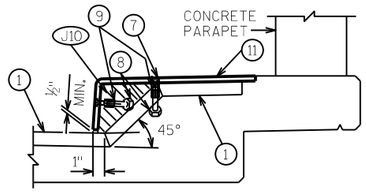
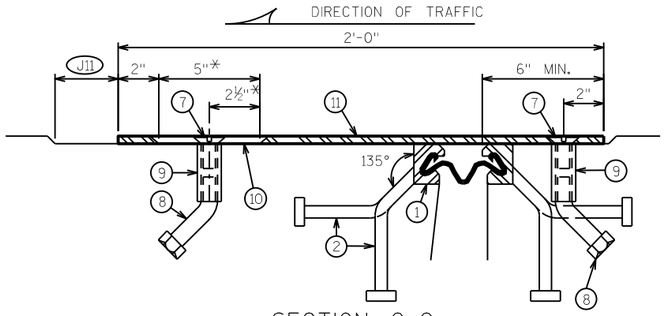


PLAN AT CURB



SECTION AT CURB



SECTION C-C

* DIMENSION ALONG DIRECTION OF MOVEMENT

LEGEND

(1) NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS.

(2) STUDS ⅝"ϕ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.

(7) ¾"ϕ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTER SUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.

(8) ¾"ϕ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) ¾"ϕ X 2¼" GALVANIZED THREADED COUPLING.

(10) 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

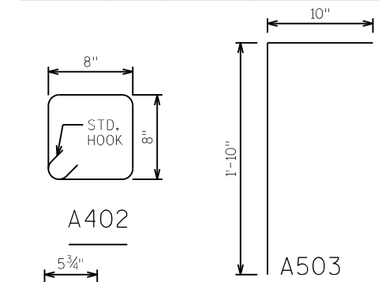
(11) CURB COVER PLATE 3/8" X 2'-0" X LIMITS SHOWN. BEND DOWN FACE OF SIDEWALK WITH HOLES FOR NO. 7. GALVANIZE PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.

(J10) BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

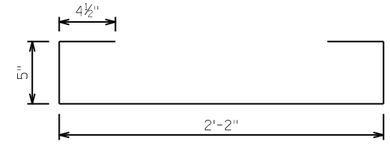
(J11) JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

(J12) ADHESIVE ANCHORS, NO. 5 BARS.

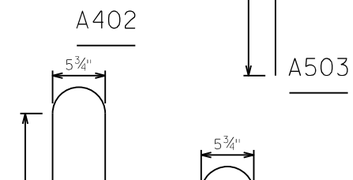
BAR MARK	COAT	NUMBER REQUIRED	LENGTH FEET	LENGTH INCHES	BENT	BAR SERIES	LOCATION
A501		24	8	0			PAVING BLOCK TRANSVERSE
A402		58	3	2	X		PAVING BLOCK STIRRUP
(J12) A503		58	2	7	X		PAVING BLOCK ANCHOR
A604		8	29	11			DECK TRANSVERSE - EAST ABUT.
A605		8	29	3			DECK TRANSVERSE - WEST ABUT.
A406		66	3	5	X		DIAPHRAGM - STIRRUPS BETWEEN GIRDERS
A407		12	7	6			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A608		30	7	6			DIAPHRAGM - HORIZ. BETWEEN GIRDERS
A409		12	8	1			DECK ADDITONAL - HORIZ.
A510		8	5	9	X		PARAPET STIRRUP AT WINGWALL
A511		16	5	0	X		PARAPET STIRRUP ON DECK
A512		16	3	9	X		CURB AND DECK VERT
A613		16	1	9	X		CURB AT SLAB



A402 A503



A406



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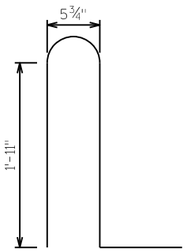

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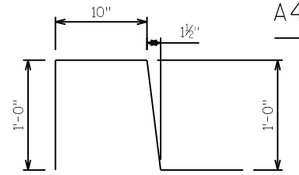

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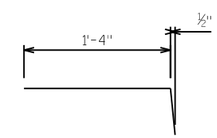


A613

NO.	DATE	REVISION	BY

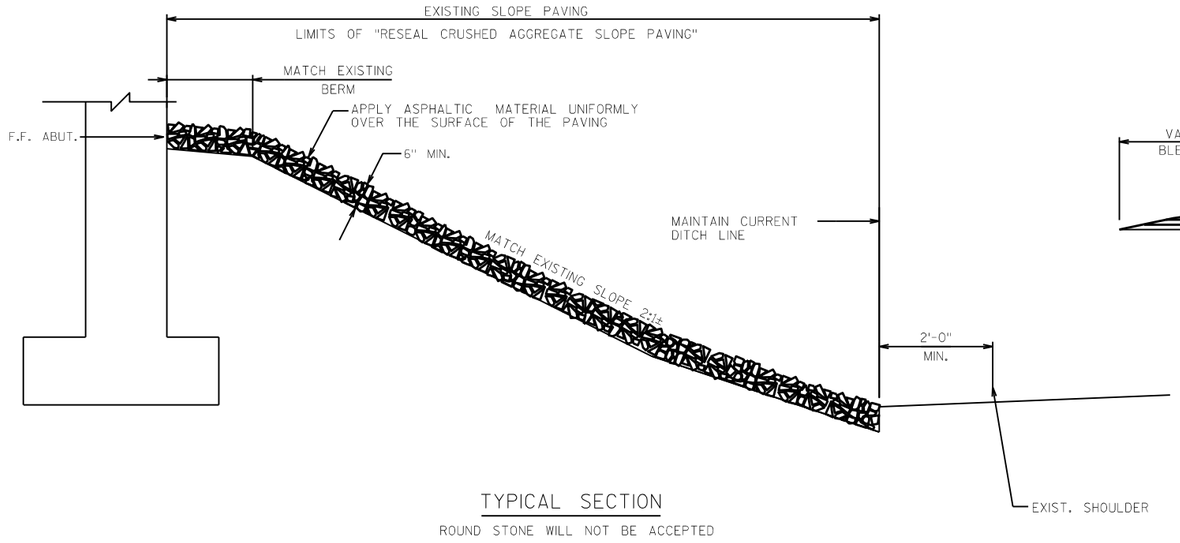
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-39

DRAWN BY RAB | PLANS CK'D. DEM

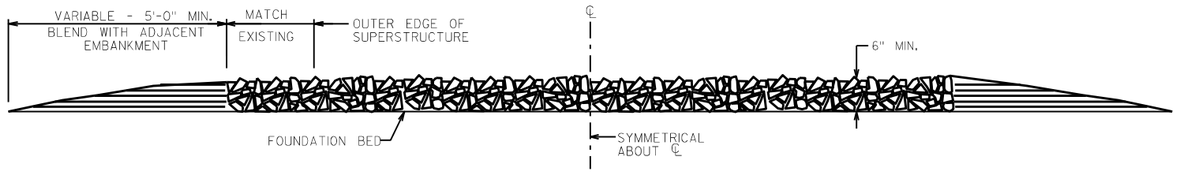
COVER PLATE DETAILS AND BILL OF BARS

STATE PROJECT NUMBER
1080-12-70



TYPICAL SECTION

ROUND STONE WILL NOT BE ACCEPTED



SECTION A-A

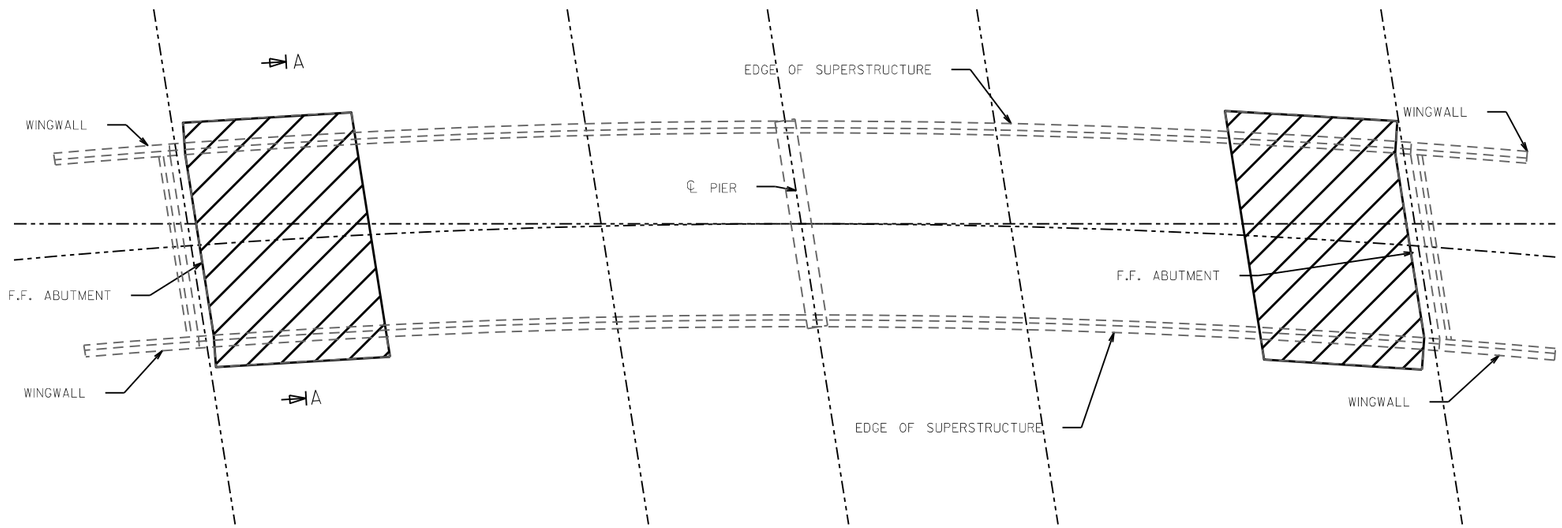
LEGEND

EXISTING SLOPE PAVING AND LIMITS OF "RESEAL CRUSHED AGGREGATE SLOPE PAVING"

NOTES

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

ENTIRE LIMITS OF EXISTING SLOPE PAVING CRUSHED AGGREGATE SHOWN, ONLY EXISTING DETERIORATED AREAS TO BE REPAIRED. REPAIR LIMITS SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER



PLAN VIEW

8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-39

DRAWN BY	RAB	PLANS CK'D.	DEM

SLOPE PAVING CRUSHED AGGREGATE

SHEET 7 OF 9

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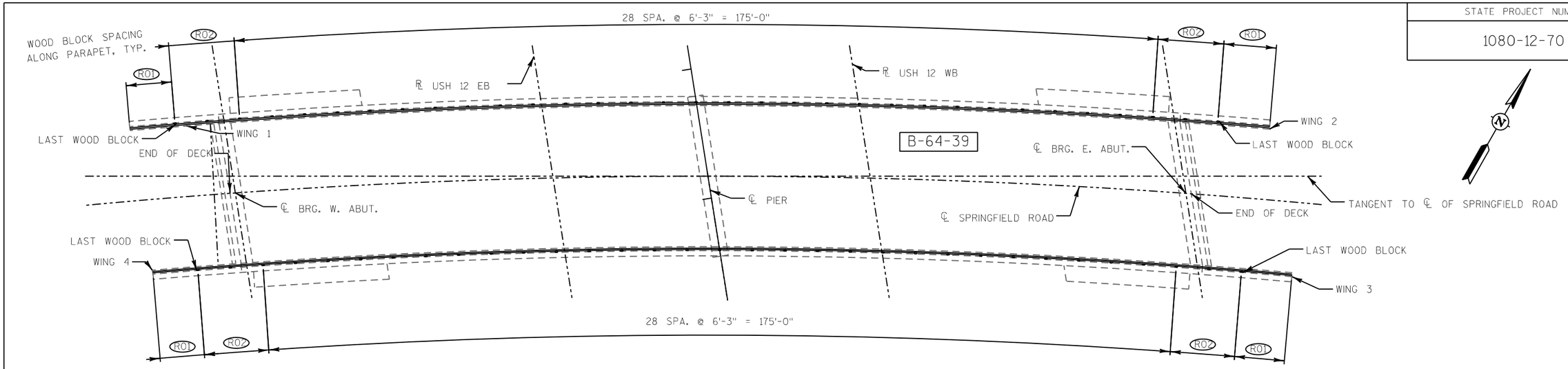
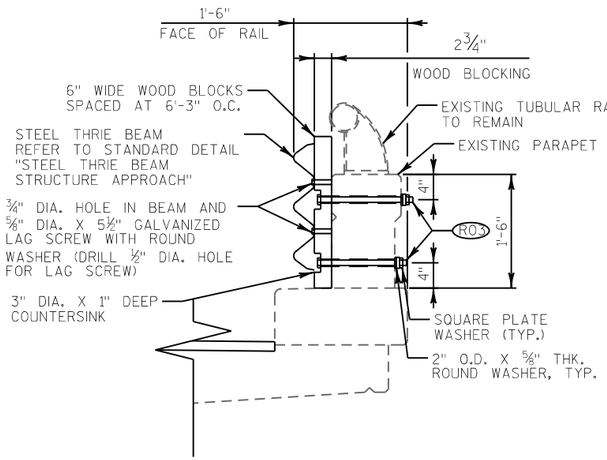
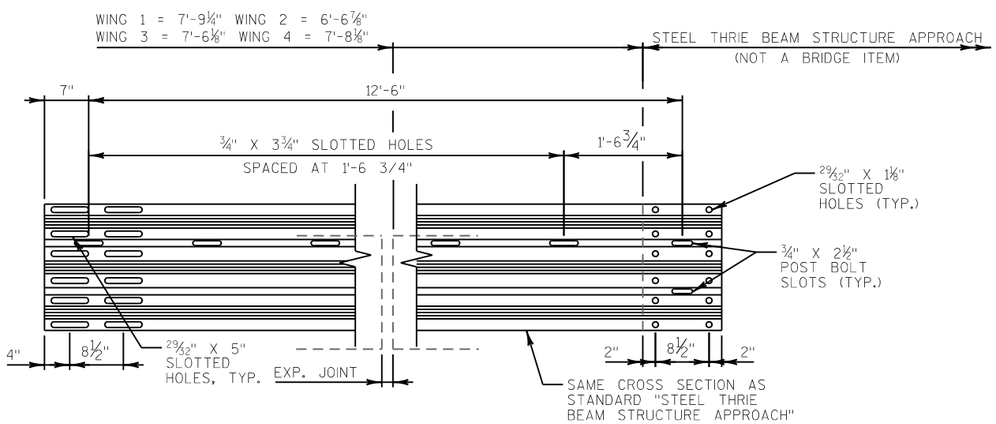


THRIE BEAM & WOOD BLOCKING LAYOUT

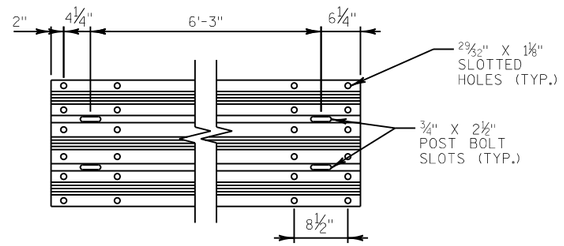


SECTION THRU PARAPET RAILING



THRIE BEAM EXPANSION SECTION

(REQUIRED AT BRIDGE CORNERS)



TYPICAL THRIE BEAM SECTION

LEGEND

RO1 SPLICE TO STEEL THRIE BEAM STRUCTURE APPROACH. SEE ROADWAY PLANS FOR DETAILS.

RO2 THRIE BEAM EXPANSION SECTION TO BE USED. SEE DETAIL THIS SHEET.

RO3 DRILL 1" DIA. HOLE IN WOOD BLOCKING AND BRIDGE RAILING. ⅞" DIA. THREADED BOLTS WITH ROUND WASHERS (2" O.D. X ⅝" THK.) UNDER WELDED NUTS AND SQUARE WASHERS PLACED AGAINST CONCRETE. ONE ROUND WASHER UNDER BOLT HEAD.

NOTES

SEE SDD 14 B 20-11A FOR ADDITIONAL STEEL THRIE BEAM DETAILS.

INSTALL RAIL WITH CAP SPLICES IN DIRECTION OF TRAFFIC. FIELD VERIFY BOLT LENGTH AND THREADED LENGTH

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-39

DRAWN BY RAB | PLANS CK'D. DEM

RAILING DETAILS

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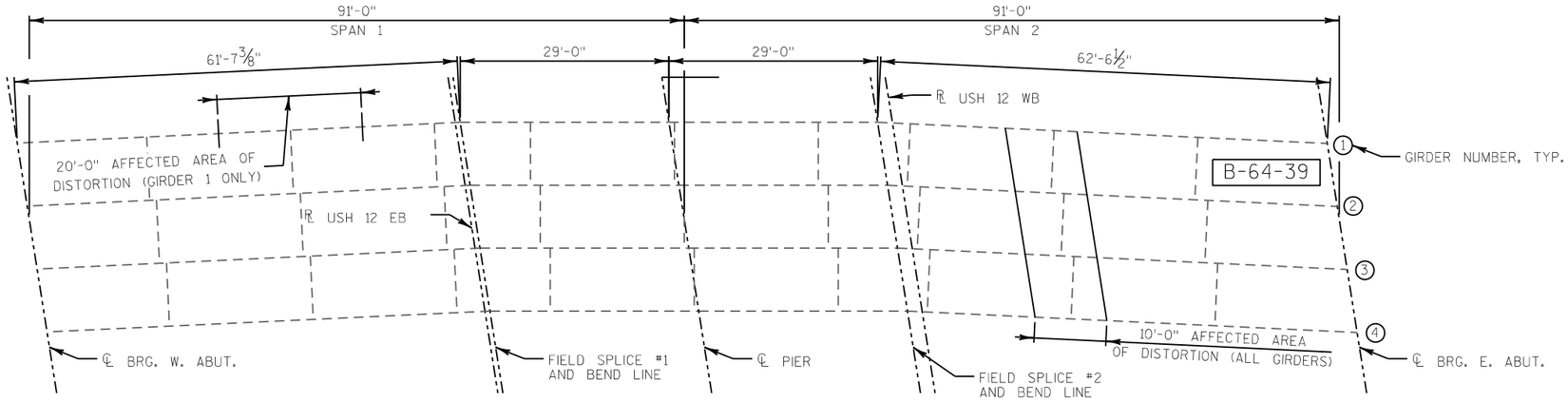

PLAN VIEW

NOTES

EXISTING PROTECTIVE SURFACE TREATMENTS AND/OR SURFACE CORROSION AND DEBRIS SHALL BE REMOVED AT LOCATIONS NOTED REQUIRING HEAT STRAIGHTENING. STEEL SURFACE SHALL BE POWER CLEANED BY MECHANICAL MEANS REMOVING ALL PROTECTIVE COATING, RUST, SCALE, DEBRIS OR OTHER DELETERIOUS MATTER IN CONFORMANCE WITH SSPC-SP15.

BARE STEEL FROM PAINT REMOVALS OF WELDS TO ADJACENT INTERMEDIATE DIAPHRAGM PLATES AND COVER PLATES SHALL BE MAG PARTICLE TESTED (MT) PRIOR TO THE FIELD APPLICATION OF NON-ORGANIC ZINC-RICH PRIMER. DEFICIENCIES SHALL BE REPAIRED PRIOR TO PAINT APPLICATION.

EXTENTS OF REPAIRS ARE ESTIMATED BASED ON FIELD OBSERVATIONS. EXTENT AND AREAS SHALL BE DETERMINED BY FIELD ENGINEER. SEE SPECIAL PROVISIONS FOR REQUIREMENTS.

WORK TO BE PERFORMED

1. REMOVE PROTECTIVE COATING AND ALL DELETERIOUS MATERIAL FROM STEEL SURFACE AT LOCATIONS REQUIRING HEAT APPLICATION.

2. HEAT STRAIGHTEN WEB AND BOTTOM FLANGE OF FOLLOWING IMPACTED LOCATIONS AND ANTICIPATED LENGTHS:

   2A. SPAN 1 - GRIDER 1: FLANGE DISTORTED UPWARD APPROX. 1.5" OVER 6' IN LENGTH. HORIZONTAL DISTORTION APPROX. 2" OVER 20' IN LENGTH.

   2B. SPAN 2 - GIRDERS 1-4: FLANGE DISTORTED UPWARD APRROX. 1" OVER 10' IN LENGTH.

3. MT ALL INTERMEDIATE DIAPHRAGM GUSSET WELDS IMMEDIATELY ADJACENT TO AREAS RECEIVING HEAT STRAIGHTENING REPAIRS. NOTIFY ENGINEER OF ANY ADDITIONAL DEFICIENCIES. GUSSET WELD REPAIR SHALL CONSIST OF BURR GRIDING OUT THE TIP OF THE WELD CRACK. REPAIRED AREA SHALL BE MT TO VERIFY CRACK TIP HAS BEEN ELIMATED. WELD REPAIRS SHALL BE INCIDENTAL TO THE BID-ITEM "HEAT STRAIGHTENING OF DAMAGED GIRDERS B-64-39".

SEE SPECIAL PROVISIONS FOR STRAIGHTENING TOLERANCES RELATIVE TO DISTORTIONS.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-39

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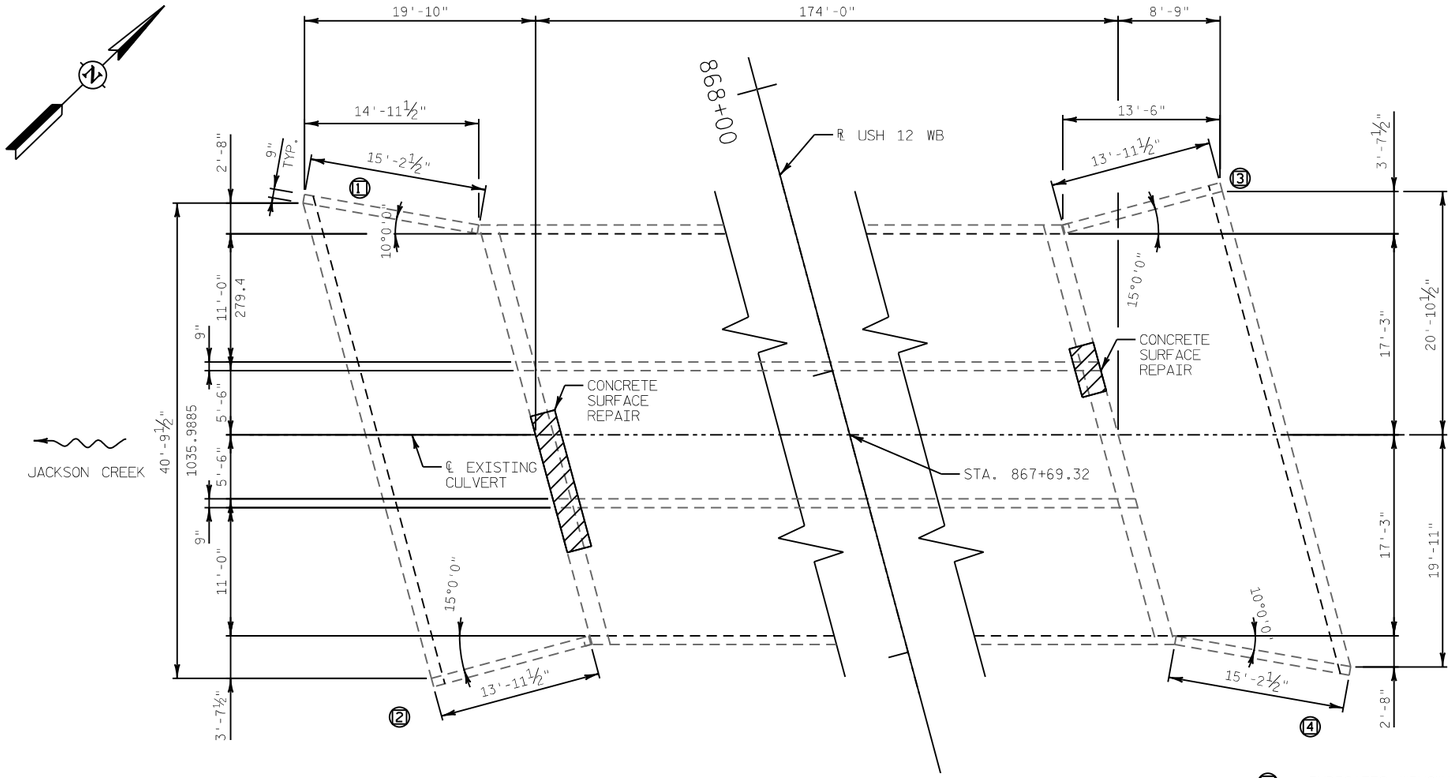
DAMAGE REPAIR

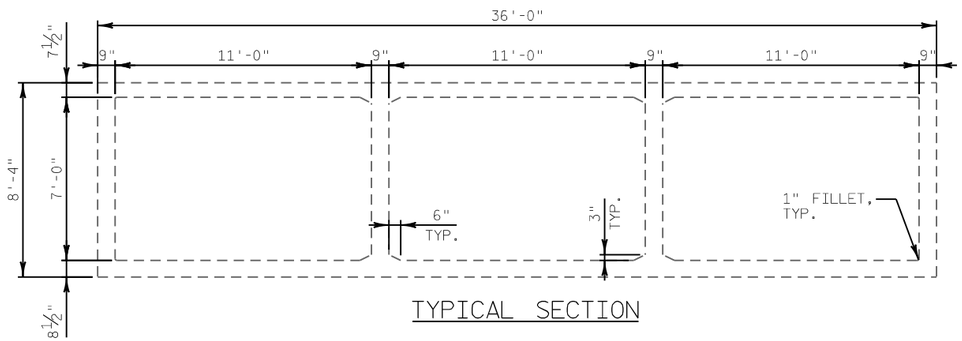
STATE PROJECT NUMBER
1080-12-70



PLAN

(THREE CELL BOX CULVERT)

⬡ - INDICATES WINGWALL NUMBER



TYPICAL SECTION

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
504.0100	CONCRETE MASONRY CULVERTS	CY	1
509.1500	CONCRETE SURFACE REPAIR	SF	77
SPV.0105.05	VEGETATION AND DEBRIS REMOVAL B-64-61	LS	1

LIST OF DRAWINGS

1.GENERAL PLAN

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A SAW CUT.

THE PROPOSED REHABILITATION INCLUDES CONCRETE SURFACE REPAIR.

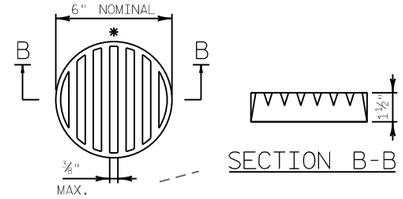
"CONCRETE SURFACE REPAIR" AREAS SHOWN ON THE PLAN AND IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

PERFORM VEGETATION AND DEBRIS REMOVAL AS DIRECTED BY THE PROJECT ENGINEER.

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY CULVERTS ---------- f'c = 3,500 psi



SECTION B-B

RODENT SCREEN DETAIL

✱ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

CONSULTANT CONTACT:
DAN MEIER
(262) 402-5044

BRIDGE OFFICE CONTACT:
AARON BONK
(262) 261-0261

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 01/14/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
DANIEL E. MEIER
E-36102
WATERFORD
WI
PROFESSIONAL ENGINEER
9-1-2020

STRUCTURE B-64-61

USH 12 OVER JACKSON CREEK

COUNTY	TOWN/~~CITY/VILLAGE~~
WALWORTH	GENEVA

DESIGN SPEC. REHABILITATION N/A

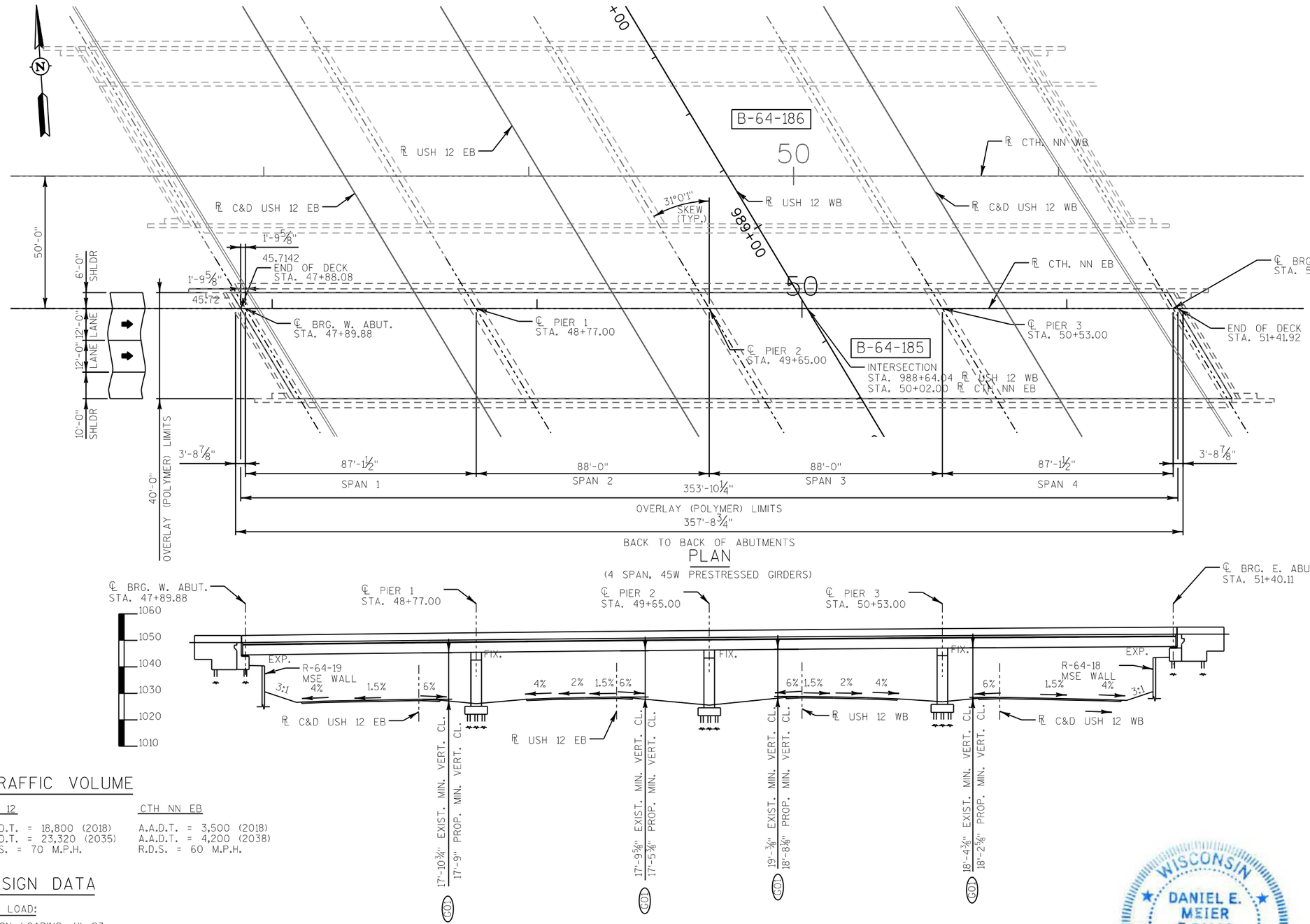
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
RAB	DEM	RAB	DEM

GENERAL PLAN

SHEET 1 OF 1

186

STATE PROJECT NUMBER
1080-12-70



PLAN

(4 SPAN, 45W PRESTRESSED GIRDERS)

ELEVATION

(NORMAL TO USH 12)

LEGEND

(G01) EXIST. CLEARANCE DIMENSION FROM HSIS; MEASUREMENT TAKEN 7/19/2018. PROP. CLEARANCE DIMENSIONS INCLUDE USH 12 RESURFACING. LOCATION PER EXISTING PLANS AND INSPECTION REPORT.

➡ TRAFFIC DIRECTION

DIMENSIONS TAKEN ALONG TANGENT

SLOPES SHOWN IN ELEVATION VIEW REPRESENT PROPOSED USH 12 SECTIONS

TRAFFIC VOLUME

USH 12	CTH NN EB
A.A.D.T. = 18,800 (2018)	A.A.D.T. = 3,500 (2018)
A.A.D.T. = 23,320 (2035)	A.A.D.T. = 4,200 (2038)
R.D.S. = 70 M.P.H.	R.D.S. = 60 M.P.H.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR; RF= 1.20
OPERATING RATINGFACTOR; RF= 1.57
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 250 KIPS.

MATERIAL PROPERTIES:

CONCRETE MASONRY
DECK REPAIR ---------- f'c = 4,000 P.S.I.

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. CROSS-SECTION AND QUANTITIES

CONSULTANT CONTACT:
DAN MEIER
(262) 402-5044

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

WISCONSIN
DANIEL E. MEIER
E-36102
WATERFORD
WI
PROFESSIONAL ENGINEER
12-7-2020

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 12/14/20
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-64-185

CTH NN EB OVER USH 12

COUNTY	TOWN ~~CITY/VILLAGE~~
WALWORTH	GENEVA

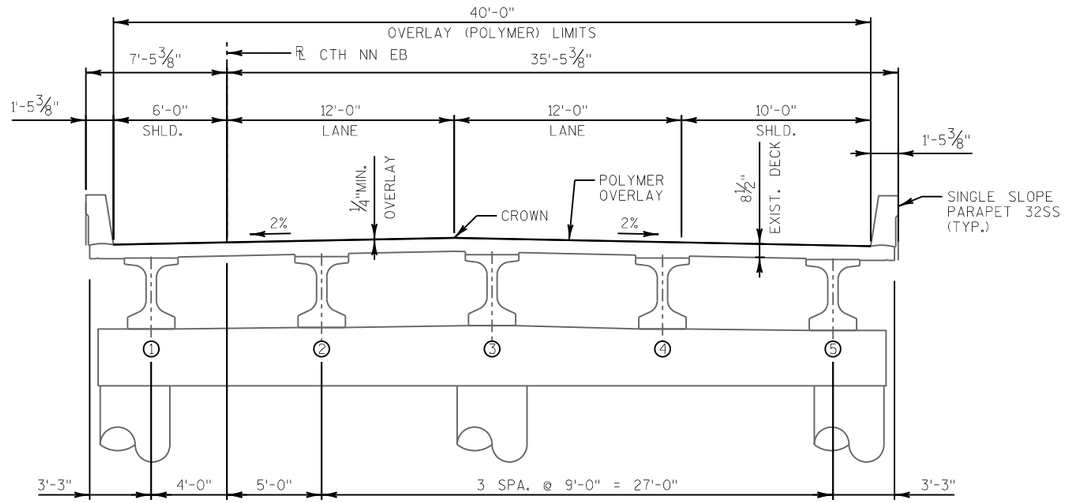
DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	RAB	DESIGN CK'D.	DEM	DRAWN BY	RAB	PLANS CK'D.	DEM

GENERAL PLAN AND ELEVATION

SHEET 1 OF 2
187

STATE PROJECT NUMBER
1080-12-70



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

APPLY "PIGMENTED SURFACE SEALER" TO THE TOP AND INSIDE FACES OF EXISTING PARAPETS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A SAW CUT.

"PREPARATION DECKS TYPE 1" AND "PREPARATION DECKS TYPE 2" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

DECK REPAIRS SHALL BE FILLED PRIOR TO OVERLAY PLACEMENT. DECK REPAIRS USING A PORTLAND CEMENT BASED CONCRETE REQUIRES A MINIMUM CURE TIME OF 28 DAYS PRIOR TO OVERLAY PLACEMENT.

LEGEND

○ GIRDER NUMBER

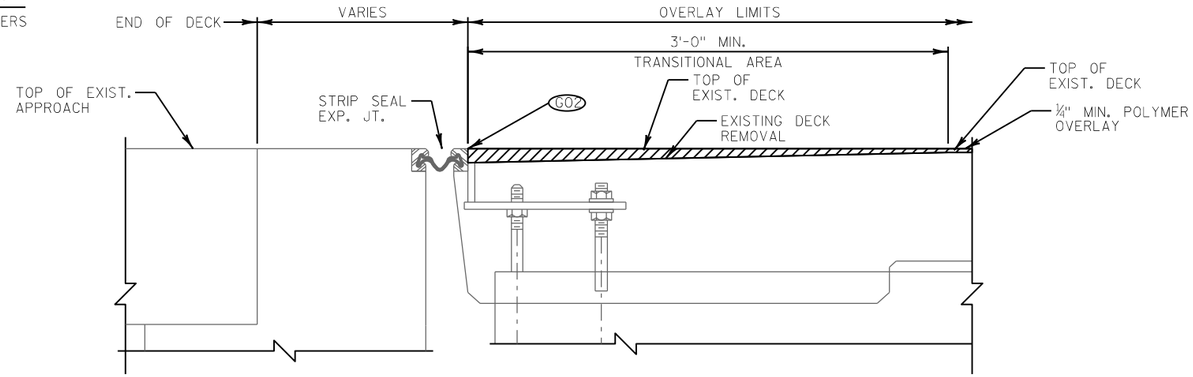
(G02) 1/4" MIN. REMOVAL OF EXIST. DECK AT END OF TRANSITION

TYPICAL SECTION

45W PRESTRESSED GIRDERS
(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
502.3210	PIGMENTED SURFACE SEALER	SY	338
509.0301	PREPARATION DECKS TYPE 1	SY	32
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	320
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	2
509.5100.S	POLYMER OVERLAY	SY	1573



SECTION THRU ABUTMENT TRANSITIONAL AREA ON DECK AT EXPANSION JOINT

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-185

DRAWN BY RAB | PLANS CK'D. DEM

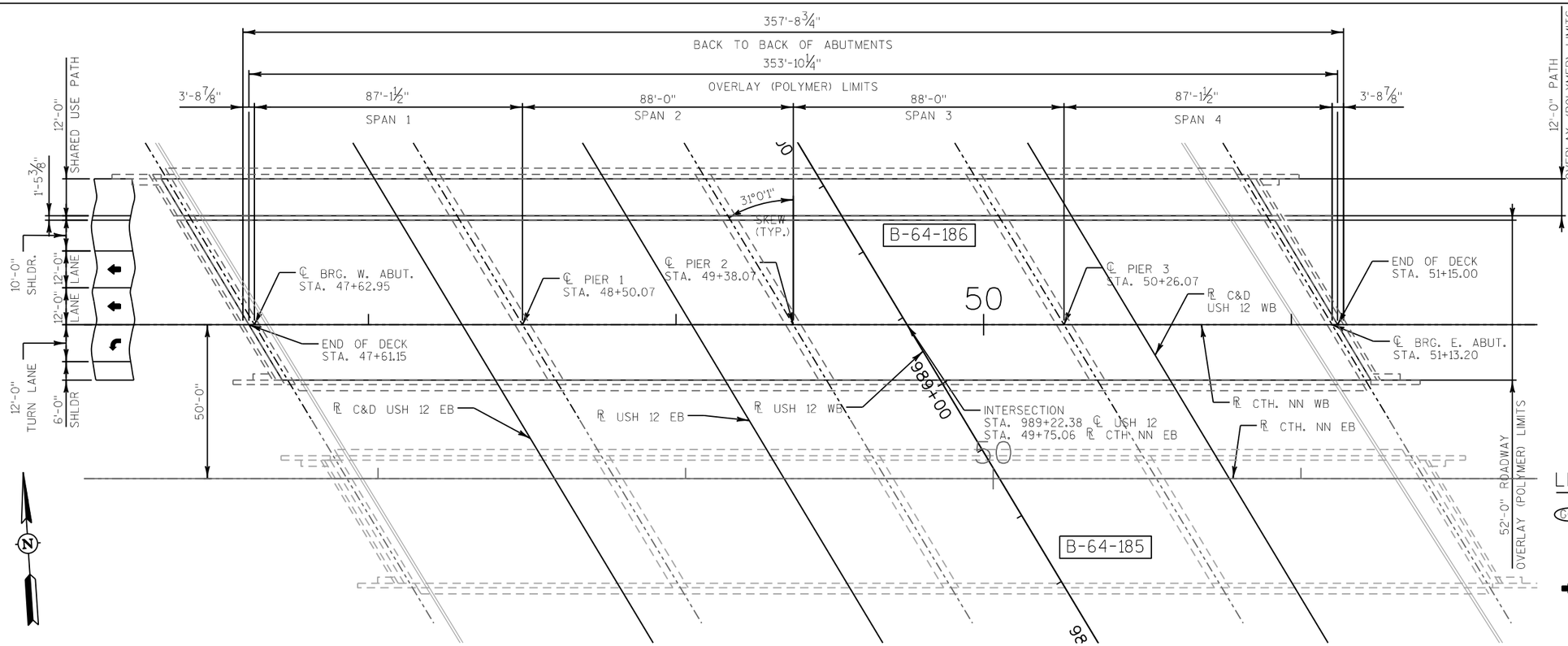
CROSS-SECTION AND QUANTITIES

SHEET 2 OF 2

8

8

STATE PROJECT NUMBER
1080-12-70



PLAN

(4 SPAN, 45W PRESTRESSED GIRDERS)

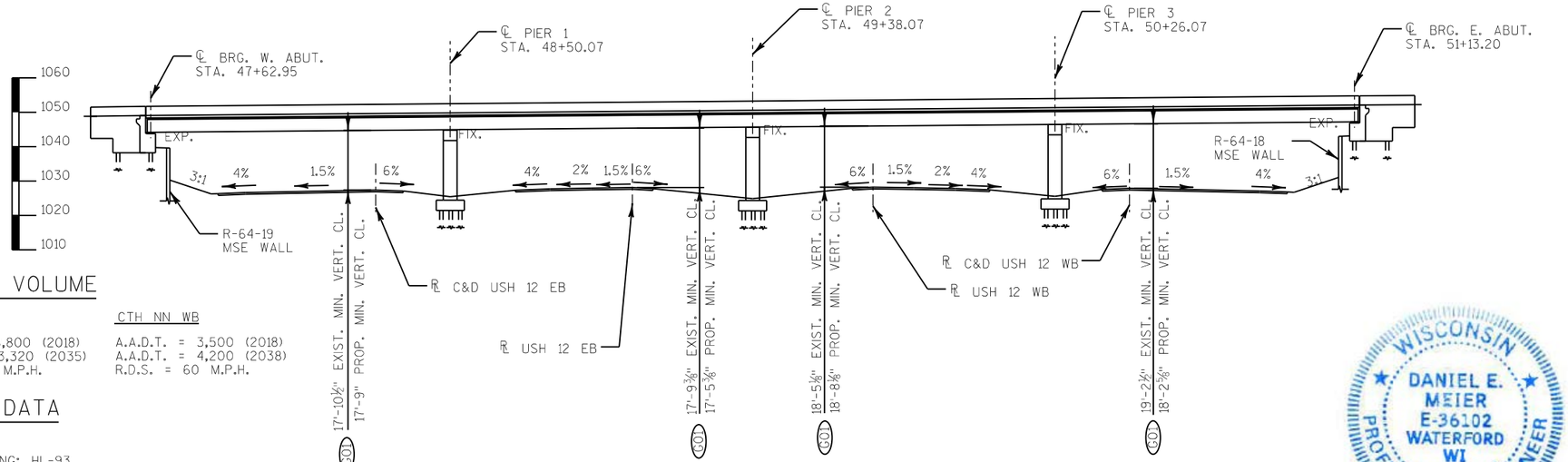
LEGEND

(60') EXIST. CLEARANCE DIMENSION FROM HSIS; MEASUREMENT TAKEN 7/2/2018. PROP. CLEARANCE DIMENSIONS INCLUDE USH 12 RESURFACING. LOCATION PER EXISTING PLANS AND INSPECTION REPORT.

➡ TRAFFIC DIRECTION

DIMENSIONS TAKEN ALONG TANGENT

SLOPES SHOWN IN ELEVATION VIEW REPRESENT PROPOSED USH 12 SECTIONS



ELEVATION

(NORMAL TO USH 12)

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION
2. CROSS-SECTION AND QUANTITIES

CONSULTANT CONTACT: DAN MEIER (262) 402-5044

BRIDGE OFFICE CONTACT: AARON BONK (608) 261-0261

TRAFFIC VOLUME

USH 12

A.A.D.T. = 18,800 (2018)
A.A.D.T. = 23,320 (2035)
R.D.S. = 70 M.P.H.

CTH NN WB

A.A.D.T. = 3,500 (2018)
A.A.D.T. = 4,200 (2038)
R.D.S. = 60 M.P.H.

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF= 1.04
OPERATING RATING FACTOR: RF= 1.36
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 230 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY
DECK REPAIR ---------- f'c = 4,000 P.S.I.

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 12/14/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN
DANIEL E. MEIER
E-36102
WATERFORD
WI
PROFESSIONAL ENGINEER
12-7-2020

STRUCTURE B-64-186

CTH NN WB OVER USH 12

COUNTY	TOWN ~~CITY/VILLAGE~~
WALWORTH	GENEVA

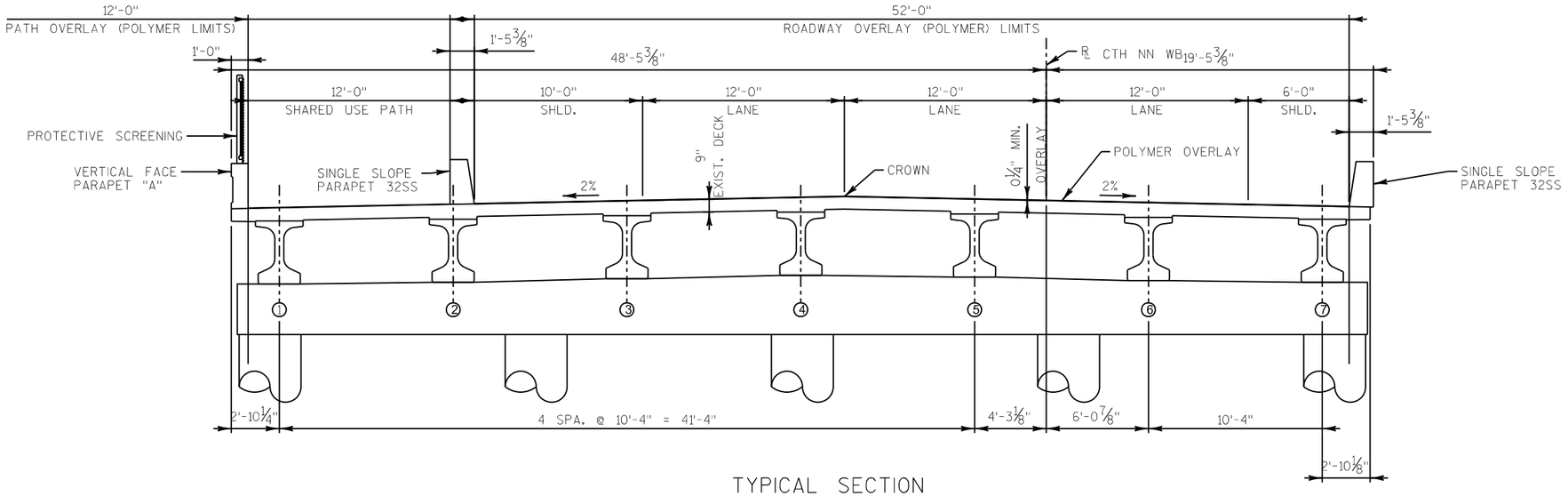
DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
RAB	DEM	RAB	DEM

GENERAL PLAN AND ELEVATION

SHEET 1 OF 2
189

STATE PROJECT NUMBER
1080-12-70



TYPICAL SECTION

45W PRESTRESSED GIRDERS
(LOOKING EAST)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS.

APPLY "PIGMENTED SURFACE SEALER" TO THE TOP AND INSIDE FACES OF EXISTING PARAPETS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

AREAS OF "PREPARATION DECKS TYPE 1" SHALL BE DEFINED BY A SAW CUT.

"PREPARATION DECKS TYPE 1" AND "PREPARATION DECKS TYPE 2" AREAS ARE BASED ON THE PLANS AND AS DETERMINED BY THE ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

DECK REPAIRS SHALL BE FILLED PRIOR TO OVERLAY PLACEMENT. DECK REPAIRS USING A PORTLAND CEMENT BASED CONCRETE REQUIRES A MINIMUM CURE TIME OF 28 DAYS PRIOR TO OVERLAY PLACEMENT.

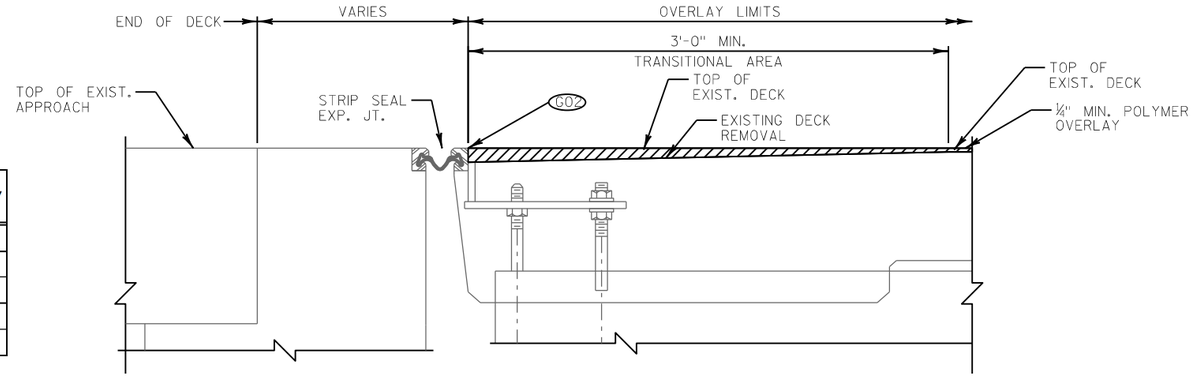
LEGEND

○ GIRDER NUMBER

(G02) ¼" MIN. REMOVAL OF EXIST. DECK AT END OF TRANSITION

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
502.3210	PIGMENTED SURFACE SEALER	SY	648
509.0301	PREPARATION DECKS TYPE 1	SY	86
509.0310.S	SAWING PAVEMENT DECK PREPARATION AREAS	LF	860
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	5
509.5100.S	POLYMER OVERLAY	SY	2517



SECTION THRU ABUTMENT
TRANSITIONAL AREA ON DECK
AT EXPANSION JOINT

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-186

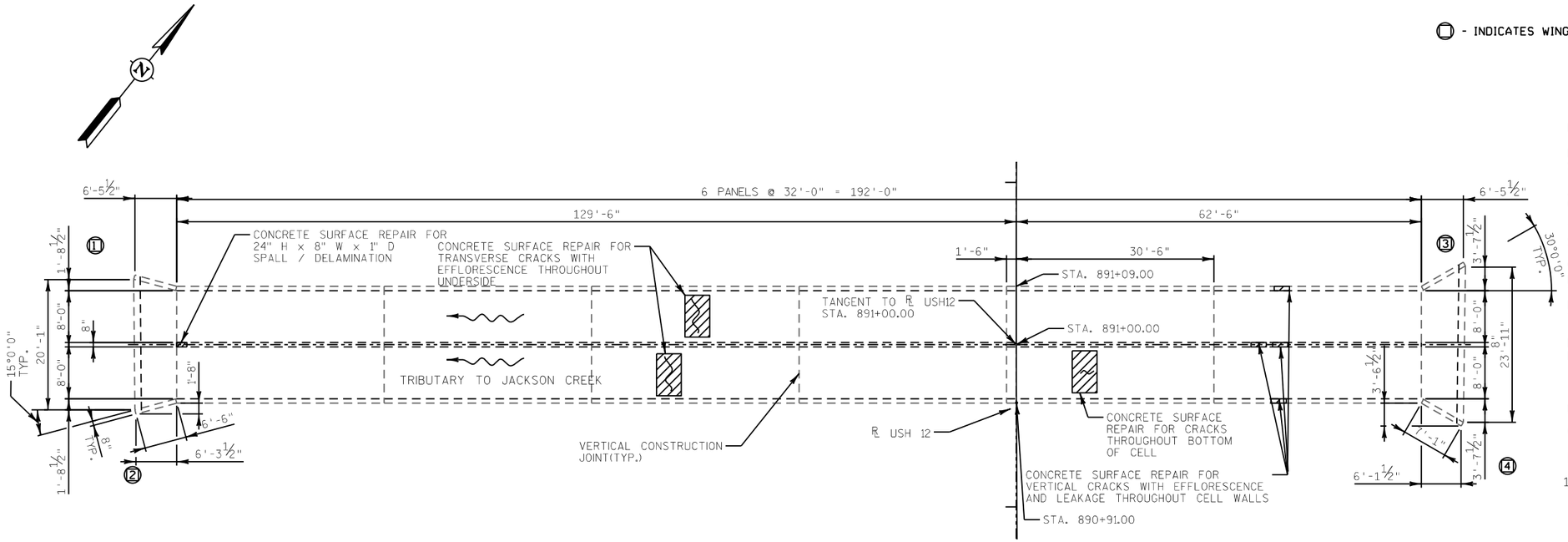
DRAWN BY RAB | PLANS CK'D. DEM

CROSS-SECTION AND QUANTITIES

SHEET 2 OF 2

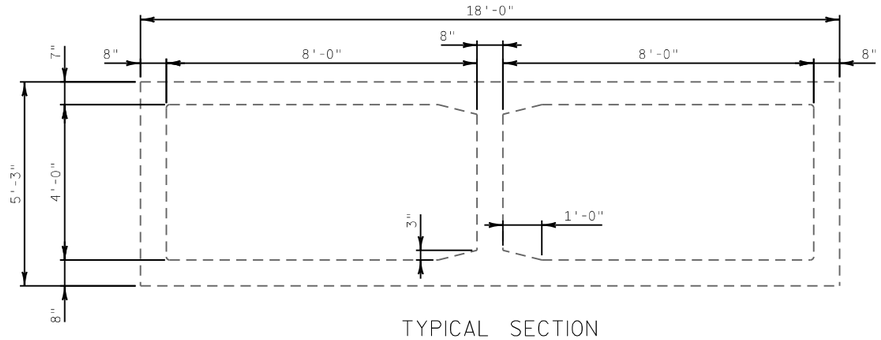
STATE PROJECT NUMBER
1080-12-70

(1) - INDICATES WINGWALL NUMBER



PLAN

(TWO CELL BOX CULVERT)



TYPICAL SECTION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A SAW CUT.

THE PROPOSED REHABILITATION INCLUDES CONCRETE SURFACE REPAIR.

"CONCRETE SURFACE REPAIR" AREAS SHOWN ON THE PLAN AND IN THE QUANTITIES TABLE ARE BASED ON THE BRIDGE INSPECTION REPORT AND ARE APPROXIMATE. EXACT AREAS OF REPAIR SHALL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.

PERFORM VEGETATION AND DEBRIS REMOVAL AS DIRECTED BY THE PROJECT ENGINEER.

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY ---------- f'c = 3,500 psi

LIST OF DRAWINGS

1. GENERAL PLAN, TYPICAL SECTION, NOTES AND QUANTITIES

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
509.1500	CONCRETE SURFACE REPAIR	SF	78
SPV.0105.06	VEGETATION AND DEBRIS REMOVAL C-64-09	LS	1

CONSULTANT CONTACT:
DAN MEIER
(262) 402-5044

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

LYNCH & ASSOCIATES
ENGINEERING CONSULTANTS, LLC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 12/14/20
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN DANIEL E. MEIER E-36102 WATERFORD WI PROFESSIONAL ENGINEER
9-1-2020

STRUCTURE C-64-9

USH 12 OVER TRIBUTARY TO JACKSON CREEK

COUNTY	TOWN ~~CITY/VILLAGE~~
WALWORTH	GENEVA

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
RAB	DEM	RAB	DEM

GENERAL PLAN, TYPICAL SECTION, NOTES AND QUANTITIES

SHEET 1 OF 1
191

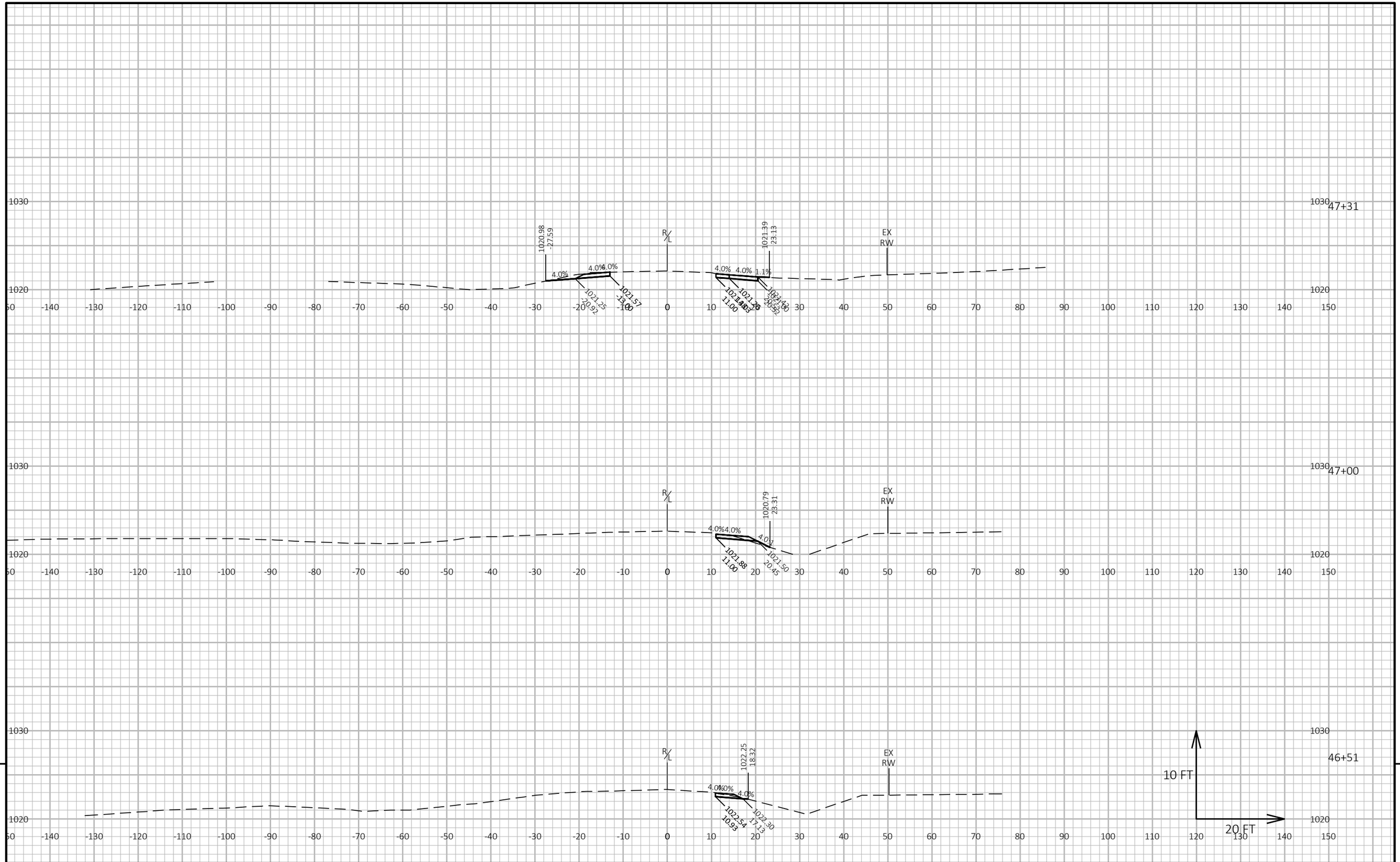
SHERIDAN SPRINGS RD

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
46+07.59	0.00	2.30	0.00	0	0	0	0	0
46+33.43	25.84	8.70	0.00	5	0	5	0	5
46+43.11	9.68	9.78	0.00	3	0	8	0	8
46+50	6.89	9.82	0.14	2	0	10	0	10
46+56.49	6.49	8.91	0.23	2	0	12	0	12
46+79.60	23.12	6.62	1.08	7	1	19	1	18
46+88.80	9.20	6.64	1.33	2	0	21	1	20
47+00	11.20	6.77	0.97	3	0	24	1	23
47+07.92	7.92	7.00	0.73	2	0	26	1	25
47+15.02	7.10	7.14	0.35	2	0	28	1	27
47+39.98	24.97	8.78	0.00	7	0	35	1	34
47+50	10.02	9.43	0.00	3	0	38	1	37
47+51.57	1.57	9.47	0.00	1	0	39	1	38
47+65.61	14.03	8.80	0.00	5	0	44	1	43
48+00	34.39	6.97	1.51	10	1	54	2	52
48+42.50	42.50	2.70	0.91	8	2	62	5	57
50+80.69	238.19	1.85	0.00	20	4	82	10	72
51+00	19.31	1.79	3.67	1	1	83	11	72
51+50	50.00	3.22	0.33	5	4	88	16	72
52+00	50.00	6.79	0.00	9	0	97	16	81
52+50	50.00	6.63	0.75	12	1	109	17	92
53+00	50.00	6.17	0.29	12	1	121	18	103
53+50	50.00	5.74	0.49	11	1	132	19	113
53+84.22	34.22	3.81	25.22	6	16	138	38	100
54+00	15.78	6.46	21.89	3	14	141	55	86
54+09.64	9.64	3.88	20.84	2	8	143	65	78
54+25	15.36	14.81	24.57	5	13	148	80	68
54+37.31	12.31	16.92	11.92	7	8	155	90	65
54+50	12.69	15.81	25.92	8	9	163	101	62
54+76.86	26.86	16.88	14.61	16	20	179	125	54
55+00	23.14	17.00	12.40	15	12	194	139	55
55+04.49	4.49	17.07	11.30	3	2	197	142	55
55+11	6.50	17.19	11.67	4	3	201	145	56
55+29	18.00	17.38	10.10	12	7	213	154	59
55+50	21.00	9.80	0.31	11	4	224	158	66
55+90.78	40.78	9.39	0.00	14	0	238	158	80
56+00	9.22	5.53	0.00	3	0	241	158	83
56+03.17	3.17	4.57	0.00	1	0	242	158	84

CONTINUED ON NEXT PAGE

SPRINGFIELD RD

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
46+51.14	0.00	1.65	0.00	0	0	0	0	0
47+00	48.86	2.06	0.73	3	1	3	1	2
47+30.73	30.73	9.45	0.00	7	0	10	1	9
47+45.45	14.71	7.11	0.00	5	0	15	1	14
47+50	4.55	5.93	0.44	1	0	16	1	15
47+69.25	19.25	4.66	2.65	4	1	20	2	18
47+70.26	1.02	4.63	2.74	0	0	20	2	18
47+94.23	23.96	7.21	1.56	5	2	25	5	20
47+95.41	1.18	7.29	1.54	0	0	25	5	20
48+00	4.59	6.57	1.37	1	0	26	5	21
48+19.57	19.57	4.94	0.58	4	1	30	6	24
48+50	30.43	4.69	0.46	5	1	35	7	28
48+58.82	8.82	2.08	5.66	1	1	36	8	28
50+80.77	221.95	4.93	1.21	29	28	65	42	23
51+00	19.23	3.62	2.52	3	1	68	43	25
51+21.86	21.86	4.39	2.28	3	2	71	46	25
51+23.04	1.19	4.42	2.31	0	0	71	46	25
51+47.11	24.06	4.03	2.05	4	2	75	48	27
51+47.11	0.00	0.00	0.00	0	0	75	48	27
51+50	2.89	4.08	2.20	0	0	75	48	27
51+72.40	22.40	7.00	0.08	5	1	80	49	31
51+75.51	3.11	7.71	0.30	1	0	81	49	32
52+00	24.49	8.15	8.08	7	4	88	54	34
52+19.83	19.83	2.78	5.91	4	5	92	60	32
52+50	30.17	3.47	0.00	3	3	95	64	31
53+00	50.00	0.99	0.26	4	0	99	64	35
53+40.28	40.28	0.94	0.25	1	0	100	64	36



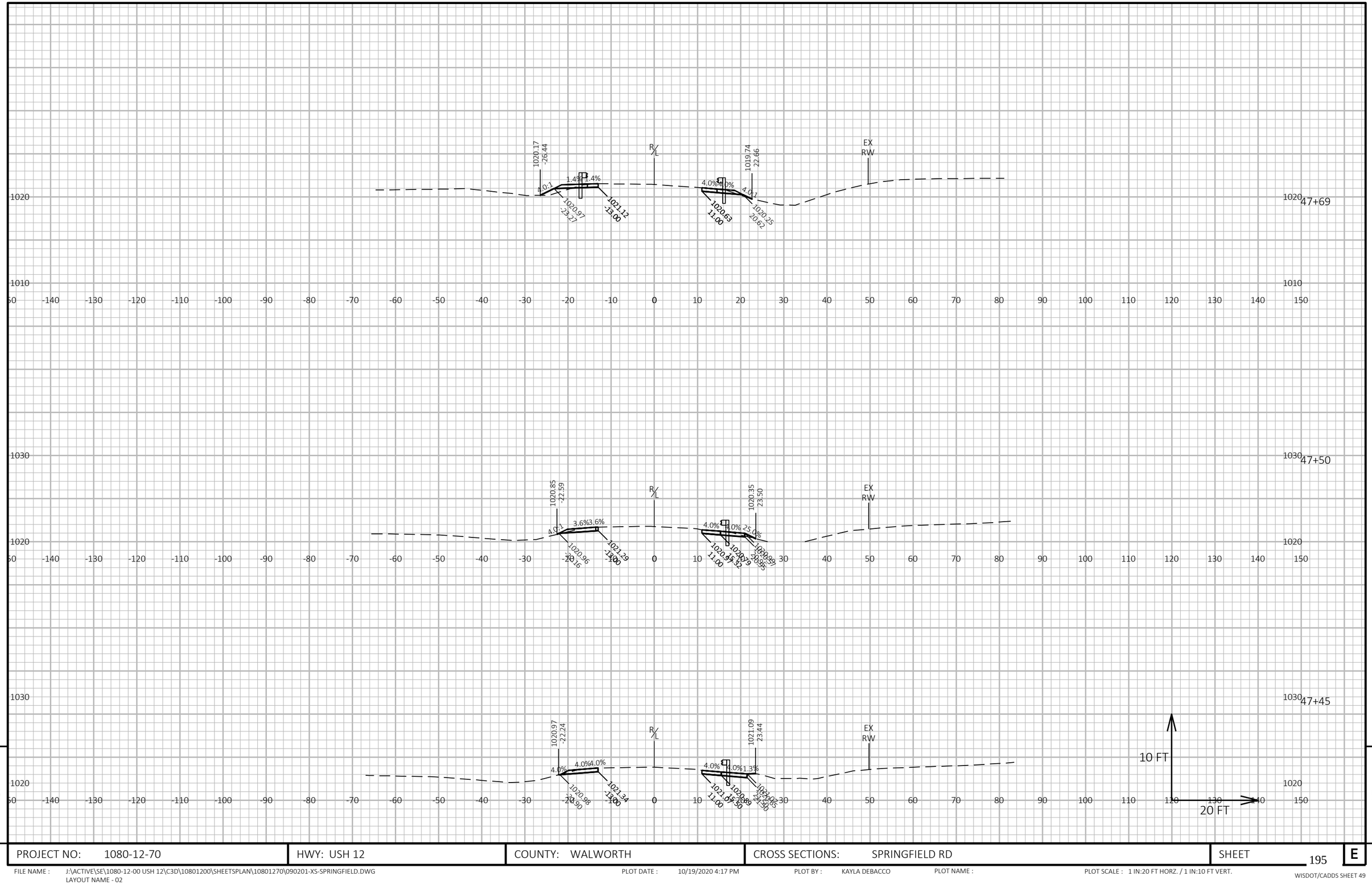
9

9

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 194	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 01

PLOT DATE : 10/19/2020 4:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

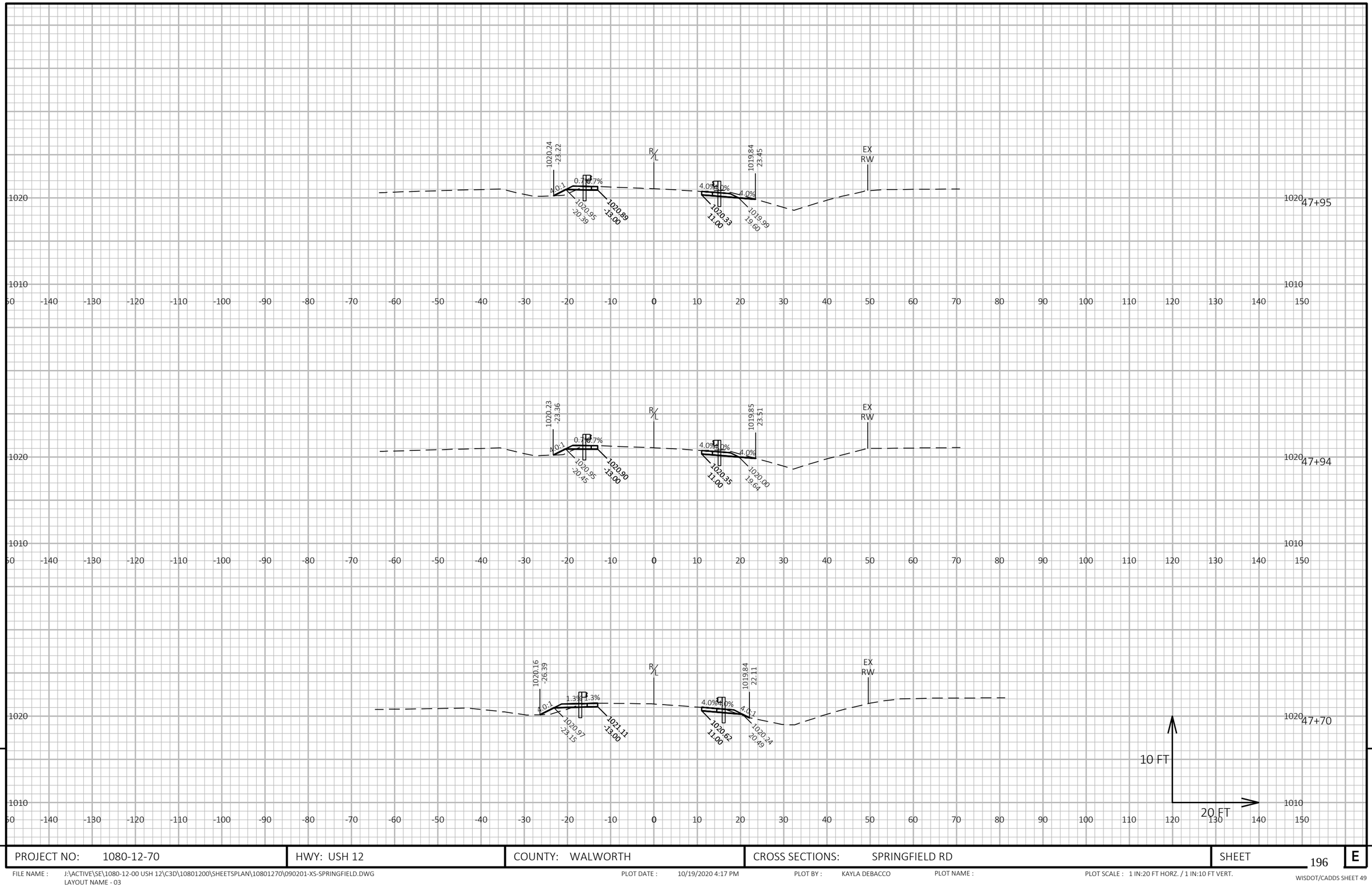


PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 195	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/19/2020 4:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

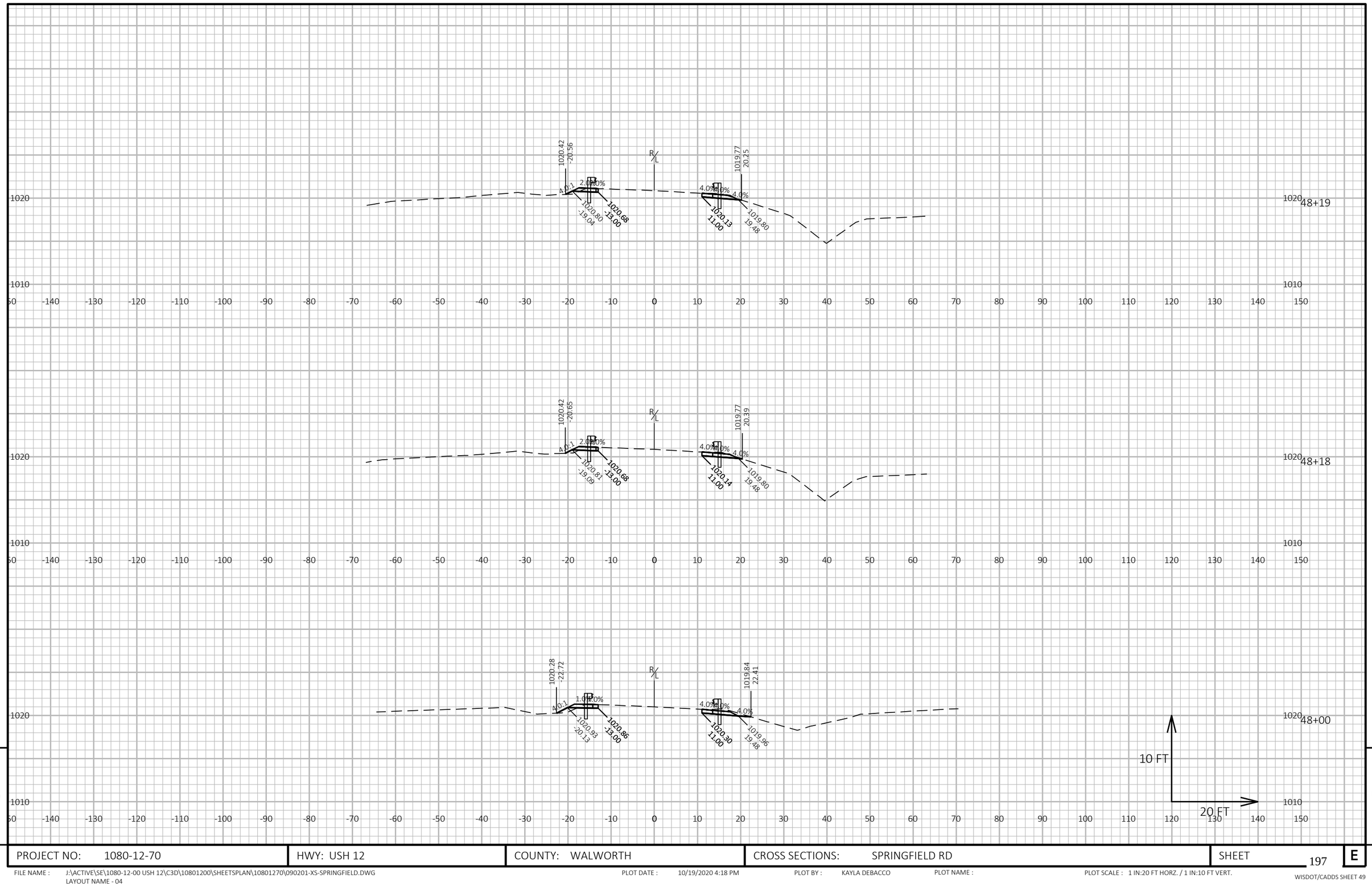
9

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 196	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 03

PLOT DATE : 10/19/2020 4:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

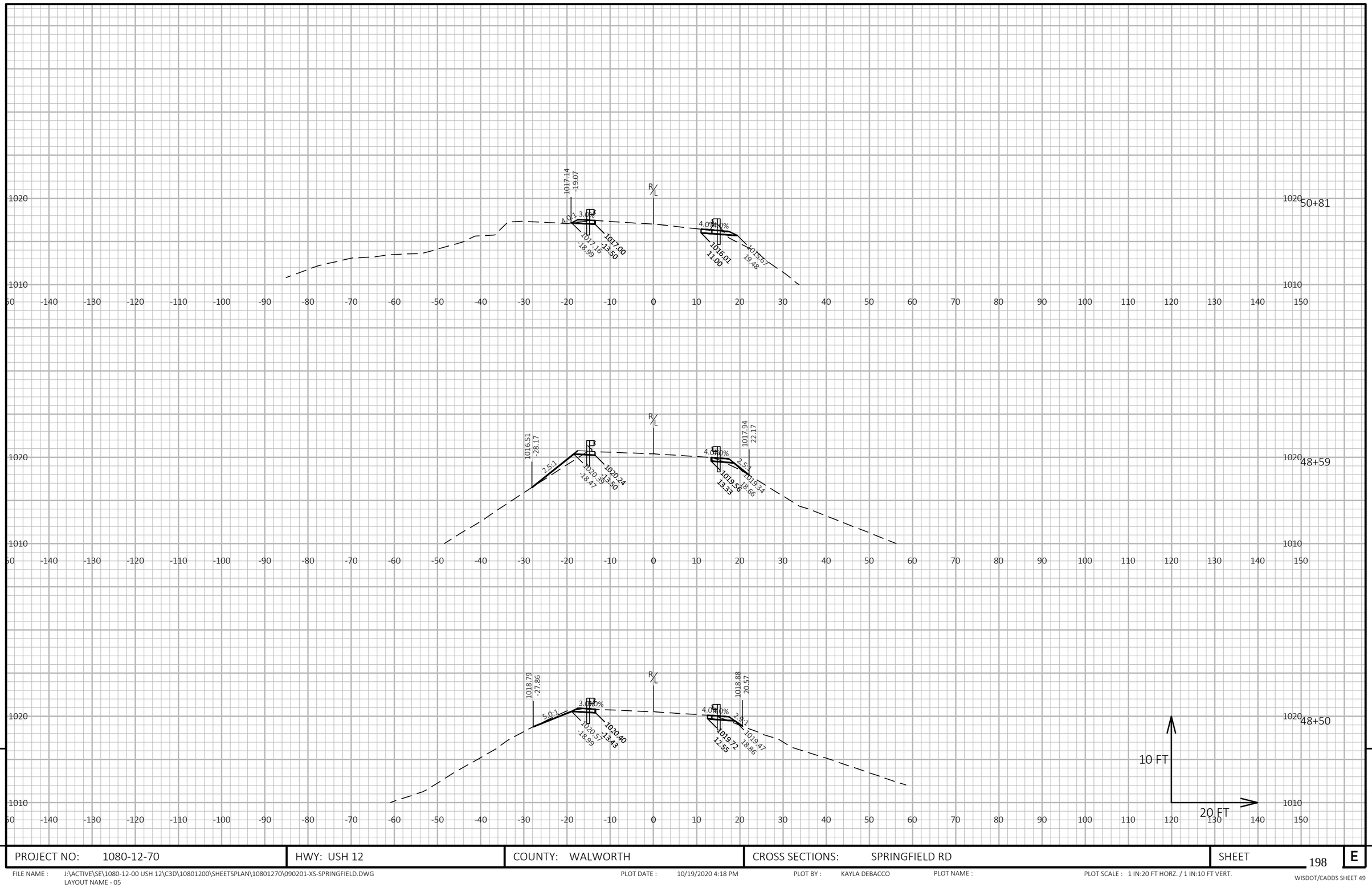
9

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 197	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 04

PLOT DATE : 10/19/2020 4:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

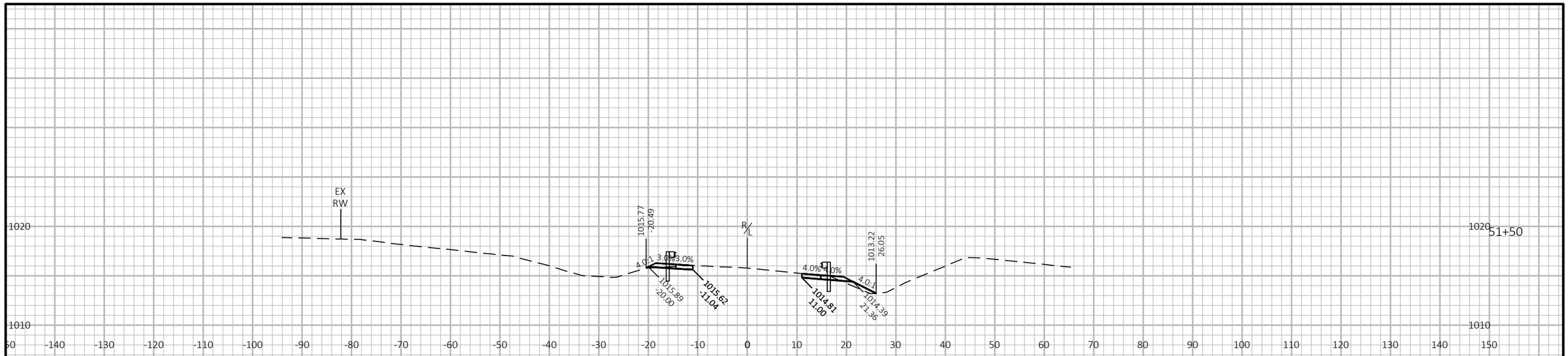
9

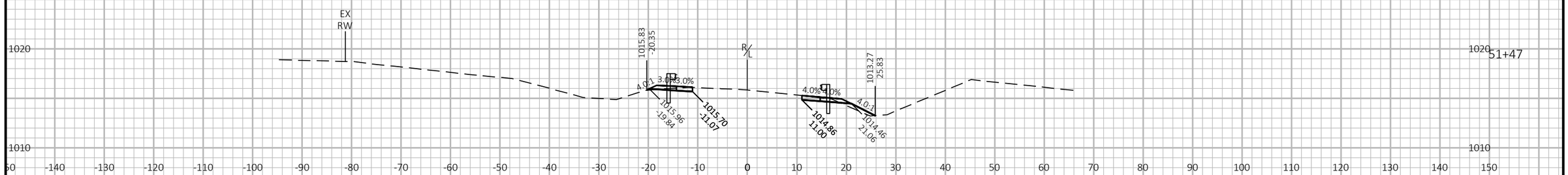
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 198	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 05

PLOT DATE : 10/19/2020 4:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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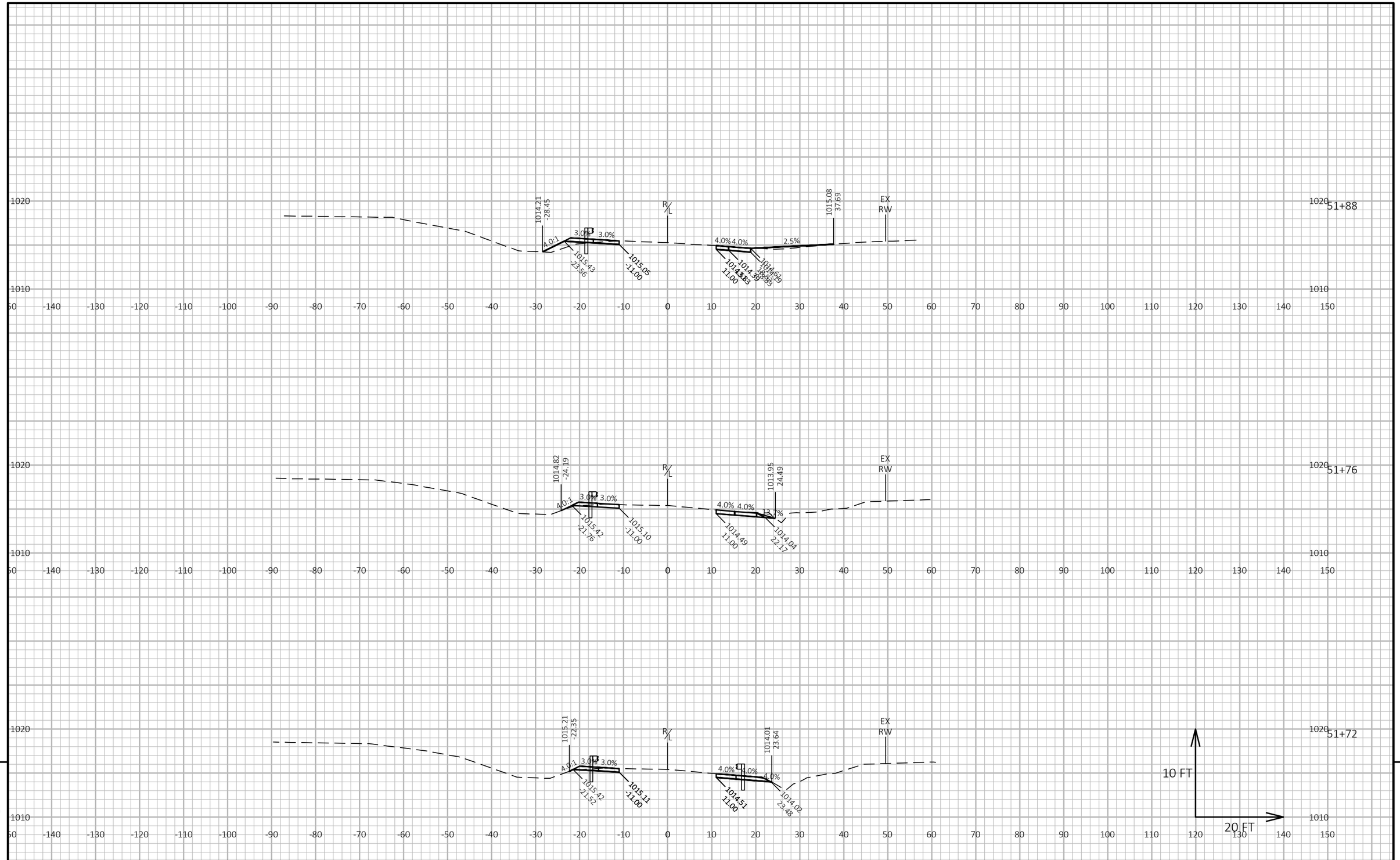
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 199	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 06

PLOT DATE : 10/19/2020 4:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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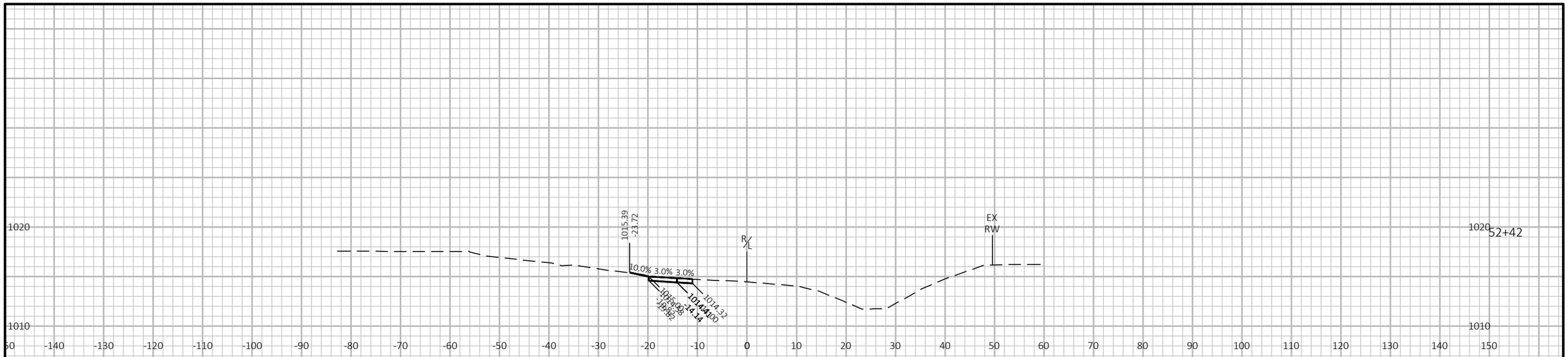
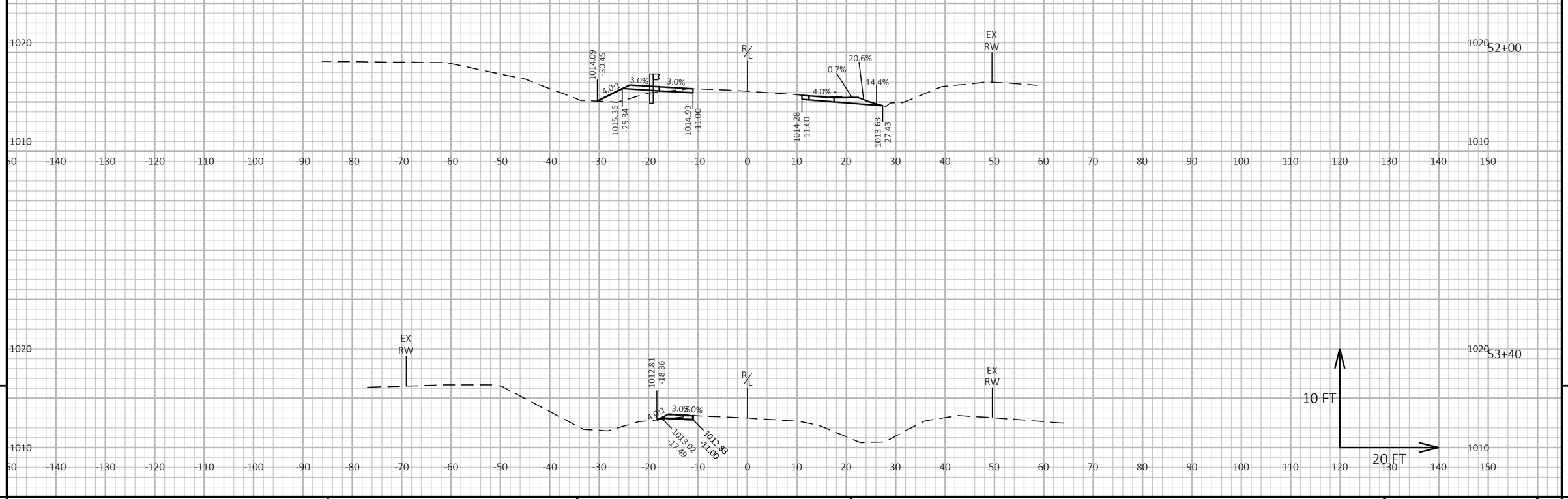
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 200	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 07

PLOT DATE : 10/19/2020 4:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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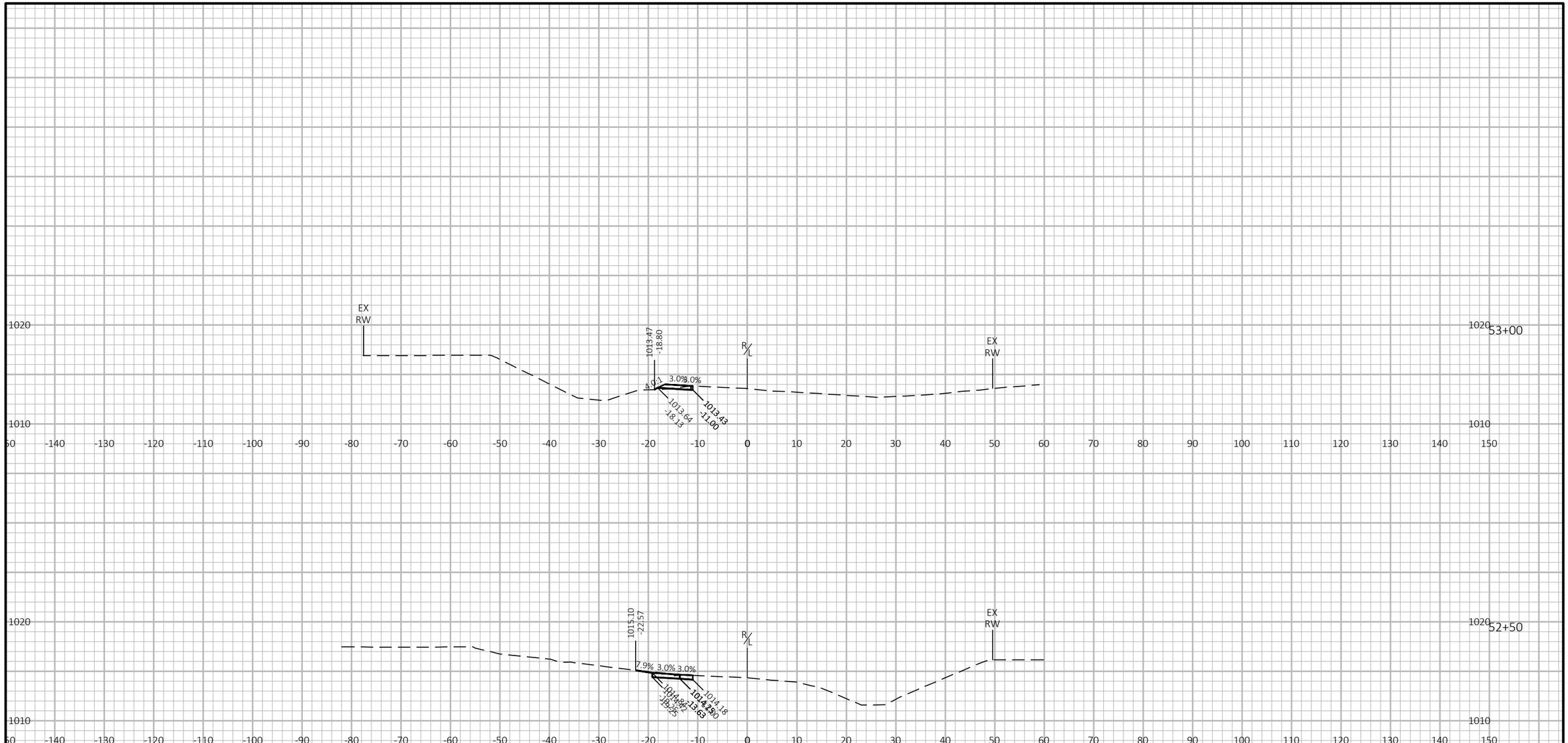
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 201	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 08

PLOT DATE : 10/19/2020 4:19 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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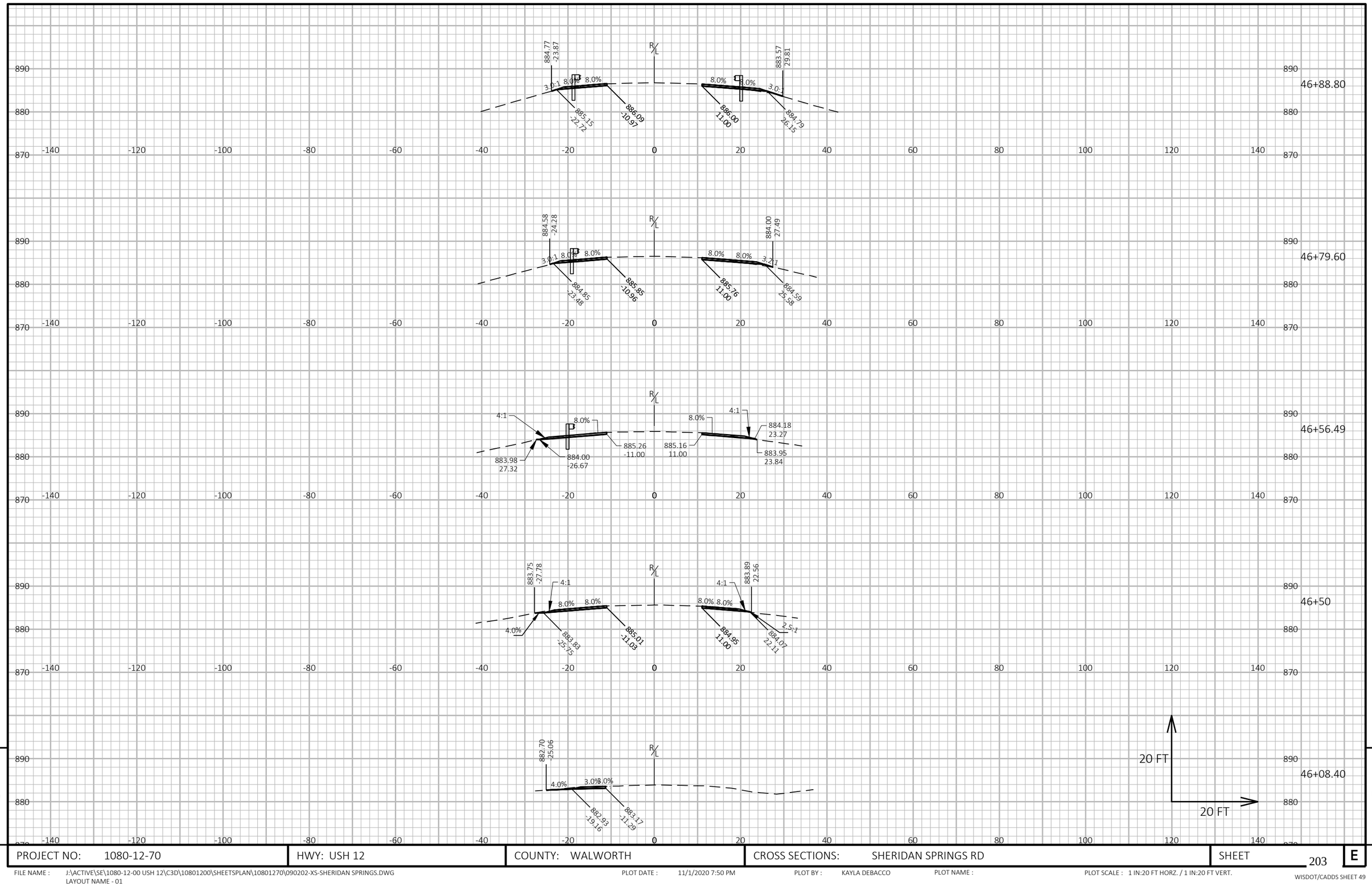
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SPRINGFIELD RD	SHEET 202	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090201-XS-SPRINGFIELD.DWG
LAYOUT NAME - 09

PLOT DATE : 10/19/2020 4:19 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

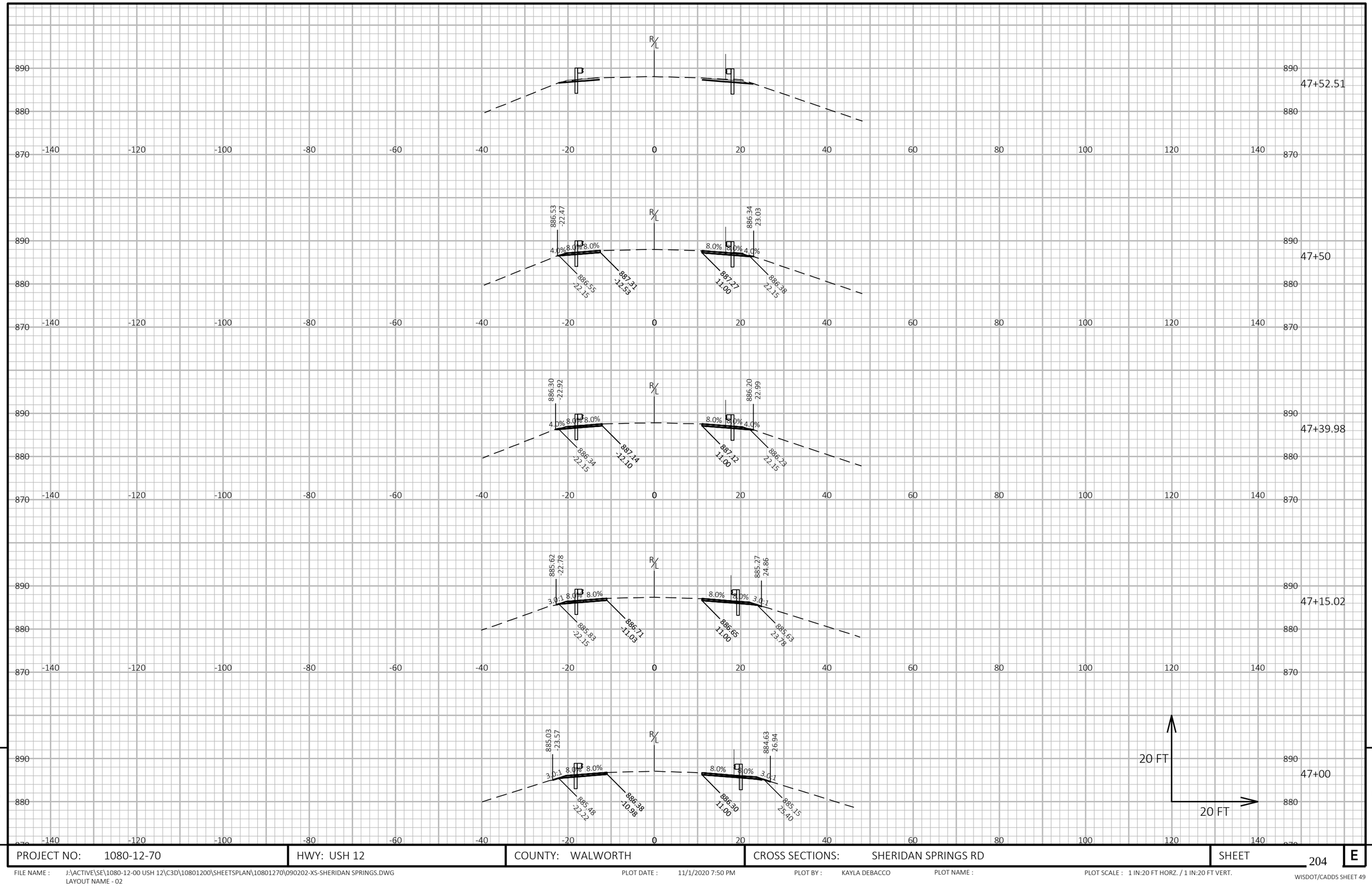


PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 203	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 7:50 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

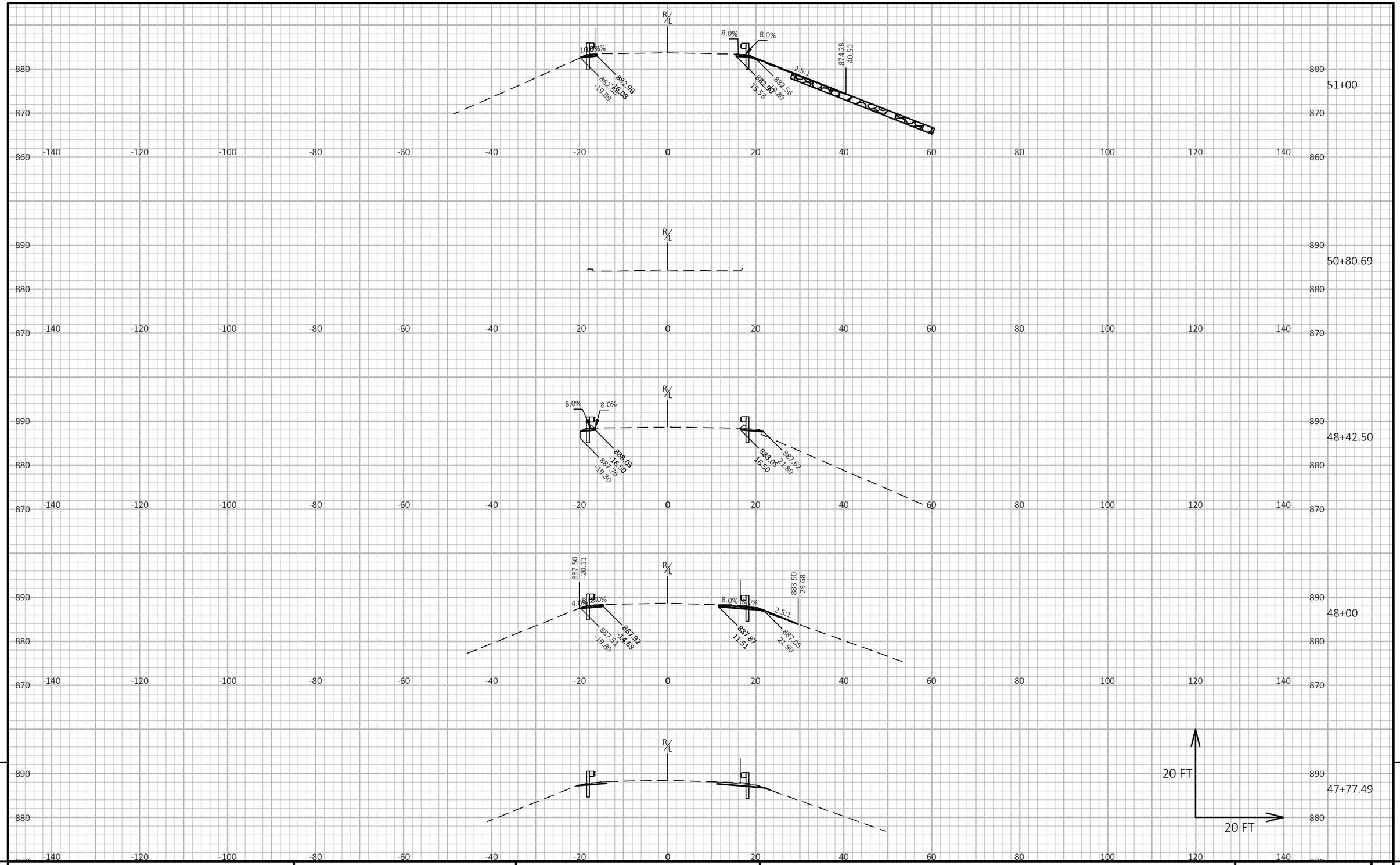


PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 204	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 7:50 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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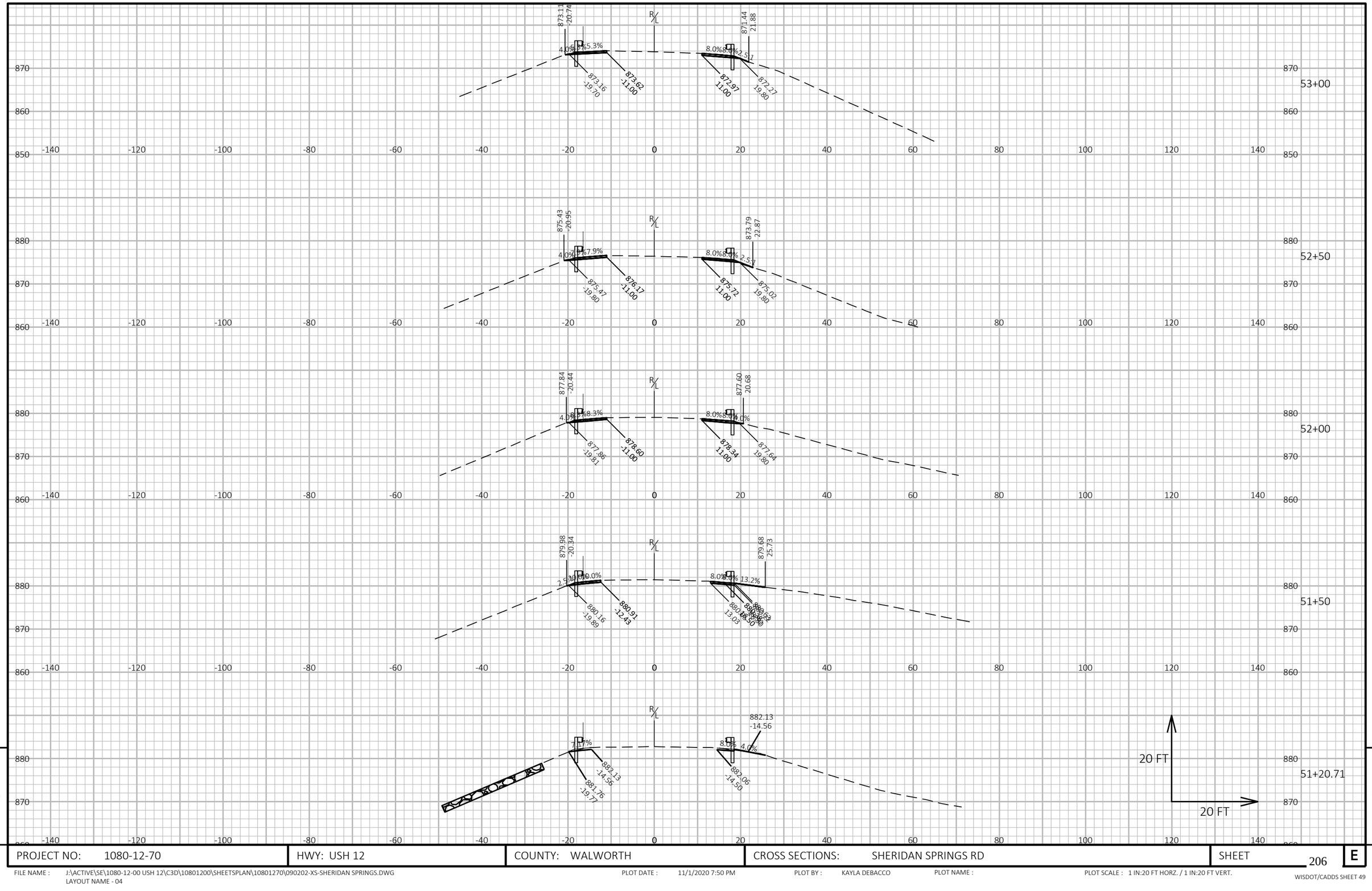
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 205	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 7:50 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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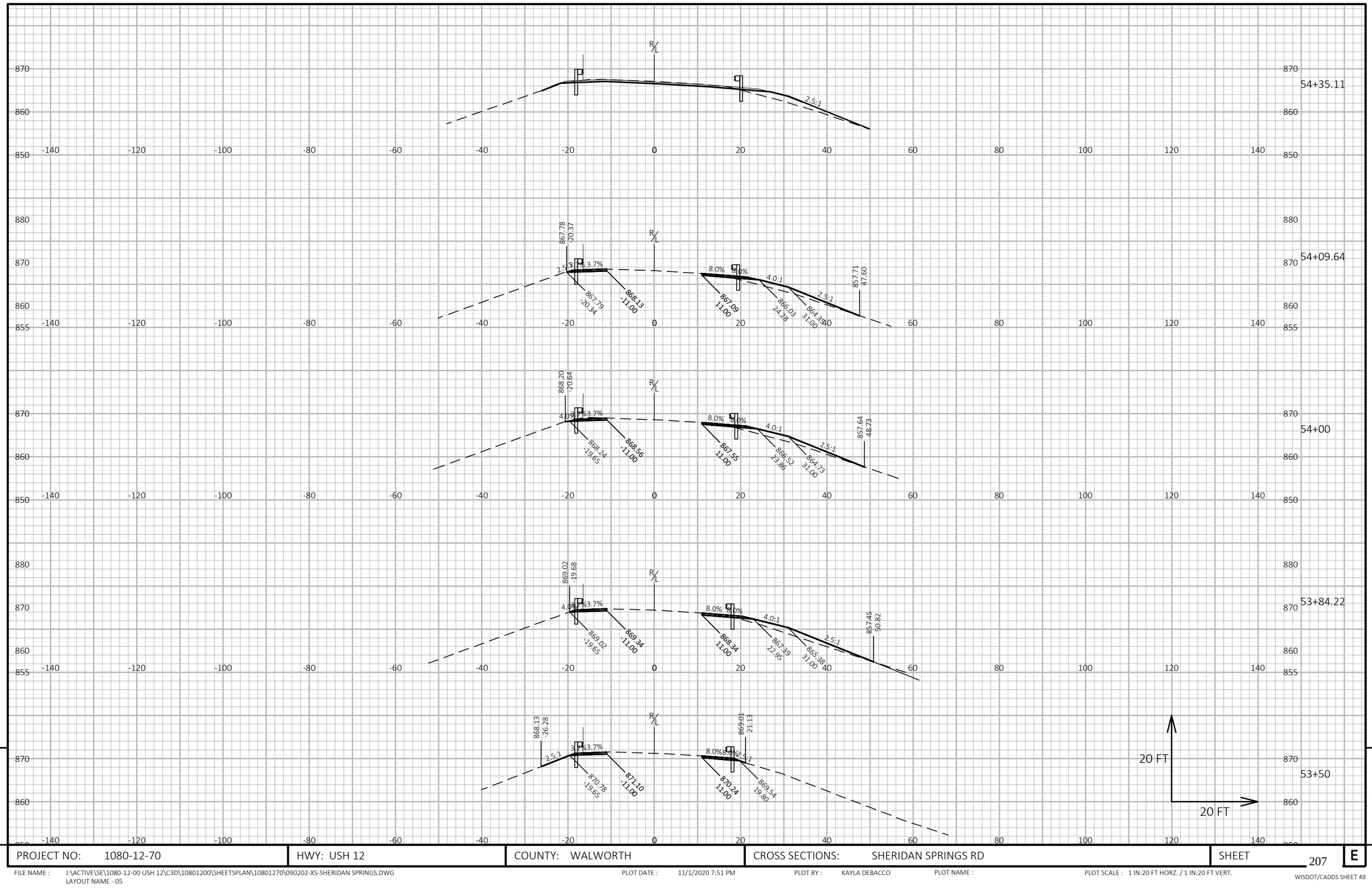
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 206	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 7:50 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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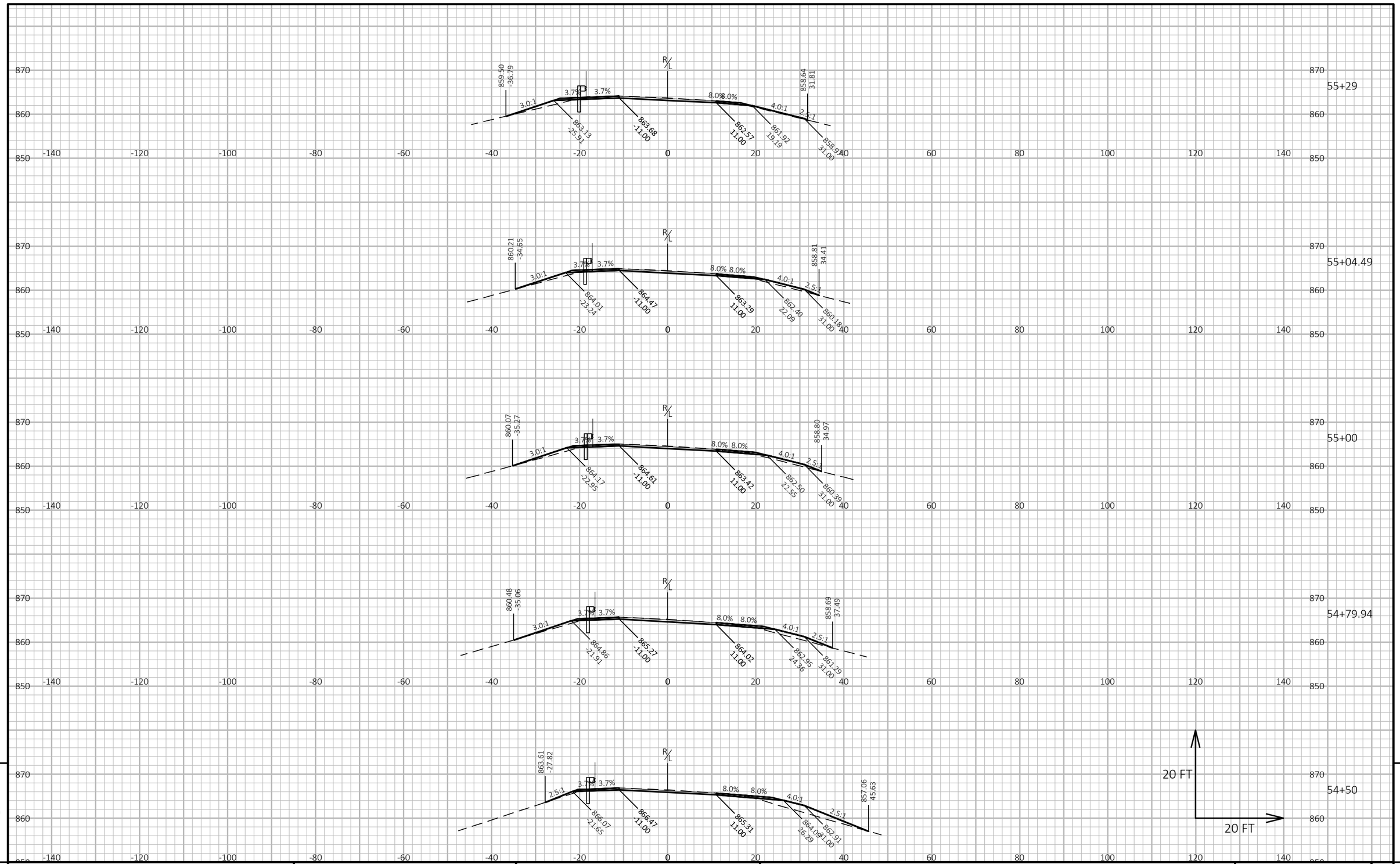
PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 207	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2020 7:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 208	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 06

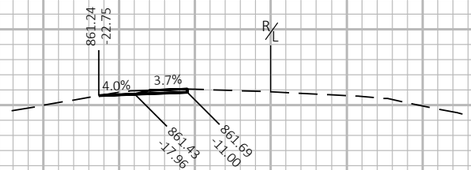
PLOT DATE : 11/1/2020 7:51 PM

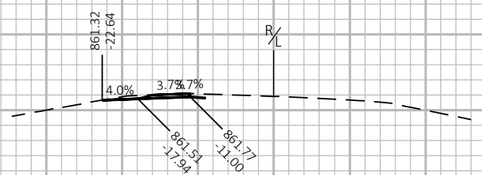
PLOT BY : KAYLA DEBACCO

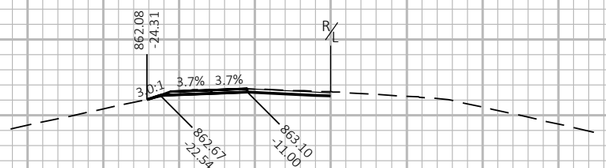
PLOT NAME :

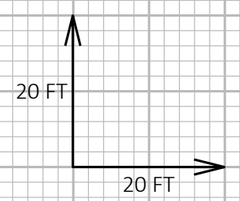
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49









860 850 840 -140 -120 -100 -80 -60 -40 -20 0 20 40 60 80 100 120 140

56+03.17

56+00

55+50

9

9

PROJECT NO: 1080-12-70	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: SHERIDAN SPRINGS RD	SHEET 209	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801270\090202-XS-SHERIDAN SPRINGS.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2020 7:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WKE

SEPTEMBER 2021

PROJECT ID: 1080-12-72 & 1080-12-73

WITH: N/A

COUNTY: WALWORTH

07

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 = 896

DESIGN DESIGNATION 1080-12-72 & 73

A.A.D.T.	2021	=	25,800
A.A.D.T.	2041	=	29,200
D.H.V.		=	3358
D.D.		=	60/40
T.		=	7.7%
DESIGN SPEED		=	70 MPH
ESALS		=	4,400,000

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'ER)
- 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1080-12-72	WISC 2021474	1
1080-12-73	WISC 2021475	1

LAKE GENEVA - ELKHORN RD
EB STH 50 TO STH 67

USH 12

WALWORTH

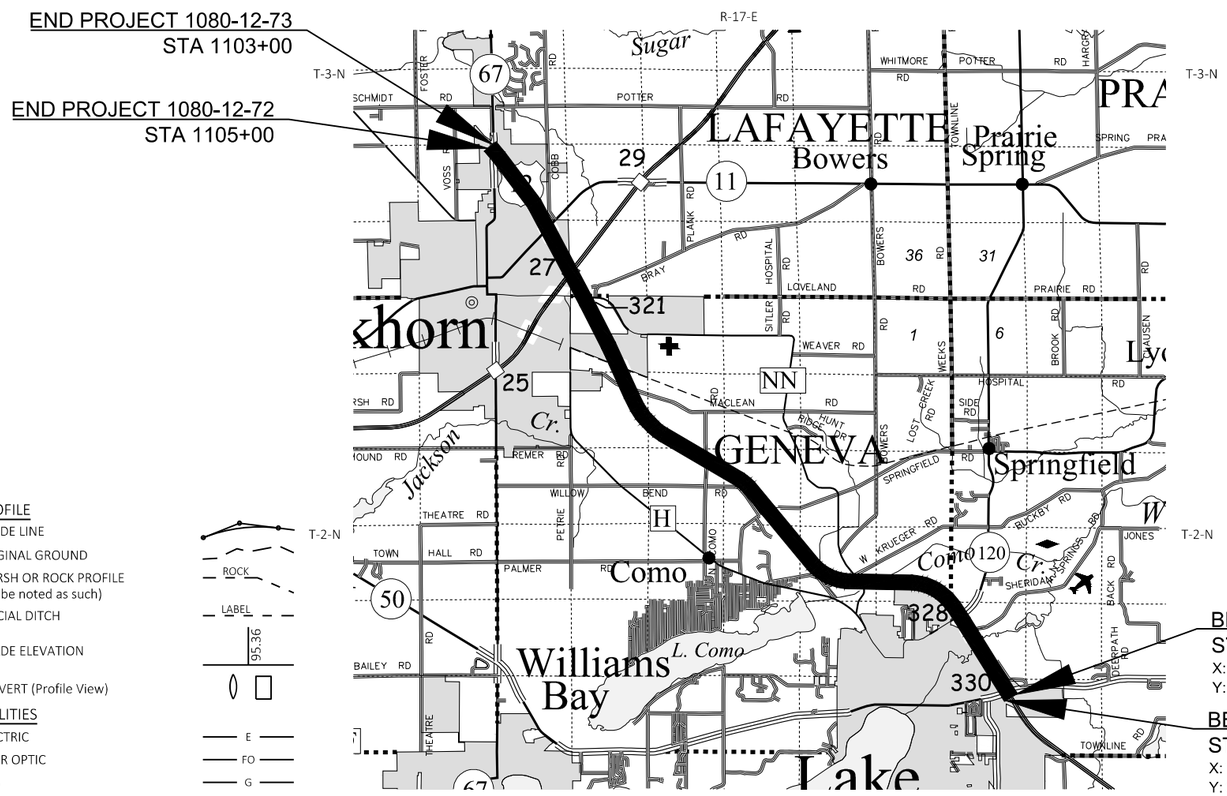
STATE PROJECT NUMBER
1080-12-72

LAKE GENEVA - ELKHORN RD.
WB STH 50 TO STH 67

USH 12

WALWORTH

STATE PROJECT NUMBER
1080-12-73



BEGIN PROJECT 1080-12-73
STA 590+00
X: 797,189.42
Y: 339, 645.92

BEGIN PROJECT 1080-12-72
STA 590+00
X: 797,138.54
Y: 339, 614.12

TOTAL NET LENGTH OF CENTERLINE PROJECT 1080-12-72 = 9.754 MI
TOTAL NET LENGTH OF CENTERLINE PROJECT 1080-12-73 = 9.716 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), WALWORTH COUNTY, NAD83 (2007), 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 (2007). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Milwaukee, WI 53202
414-225-9817

WISCONSIN
ANDREW J. SMIEJA
E-31137
WAUKESHA, WI
PROFESSIONAL ENGINEER

DATE: 4/20/2021 (Signature)

raSmith

WISCONSIN
ANDREW J. AXT
E-45143-6
WEST ALLIS, WI
PROFESSIONAL ENGINEER

DATE: 4/20/2021 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	RA SMITH, INC.
Designer	DAAR ENGINEERING, INC.
Project Manager	AL GILBERTSON, P.E.
Regional Examiner	STEVE CHOJNACKI, P.E.
Regional Supervisor	JANET CANNON, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 4/21/2021 Allen Gilbertson (Signature)

E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\010101-TI.DWG

PLOT DATE : 4/20/2021 11:12 AM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

GENERAL NOTES

MISCELLANEOUS

DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

UNLESS NOTED ON THE PLAN, ALL STATIONS AND OFFSETS ARE BASED OFF OF THE USH 12 WB REFERENCE LINE.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

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

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

THE LOCATION OF EXISTING OR PROPOSED UTILITIES, AS NOTED IN THE PLANS, ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS AND SERVICES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPALITY OR PUBLIC AGENCY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT MEETS EXISTING PAVEMENT.

TRAFFIC CONTROL

WHEN TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IS REQUIRED, IT SHALL BE CUT THROUGH ITS FULL WIDTH AND THICKNESS AT 25-FOOT INTERVALS TO CONTROL RAVELING.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED IN THE PLANS.

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

SIGN LOCATIONS ARE APPROXIMIATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.

ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER, NO "WORKING" LIGHTS SHALL BE VISIBLE ON A COVERED OR LAID DOWN SIGN.

ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.

A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.

CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY THAT ARE NOT THE RESULT OF CONTRACT ITEMS SHALL BE RESTORED, SEEDED, FERTILIZED, AND MULCHED AT THE CONTRACTOR'S EXPENSE.

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICE SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THE DEVICE IS NO LONGER REQUIRED.

RESTORE AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT SALVAGED TOPSOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF SALVAGED TOPSOIL. IF GRADED AREAS ARE LEFT EXPOSED FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

STOCKPILE EXCESS MATERIAL OR SPOILS ON UPLAND AREAS AWAY FROM WETLANDS, FLOODPLAINS AND WATERWAYS. STOCKPILED MATERIAL SHALL BE PROTECTED AGAINST EROSION. IF STOCKPILED MATERIAL IS LEFT FOR MORE THAN FOURTEEN (14) CALENDAR DAYS, APPLY TEMPORARY SEED AND MULCH TO THE STOCKPILE.

WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMNATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL EROSION CONTROL REQUIREMENTS TO BE FOLLOWED.

DRAINAGE

PROPOSED STORM SEWER REHABILITATION WORK IS BASED ON A FIELD REVIEW. THE ACTUAL WORK T OBE DONE MAY BE REVISED IN THE FIELD AS DIRECTED BY THE ENGINEER.

HMA PAVING

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 118 LS/SY-IN.

CONSTRUCT HMA PAVMENT WITH THE FOLLOWING LAYERS:

HMA LAYERS

LEGEND	LOCATION	TYPE	MEDIAN SHOULDER PAVEMENT THICKNESS	MEDIAN LANE PAVEMENT THICKNESS	OUTSIDE LANE PAVEMENT THICKNESS	OUTSIDE SHOULDER PAVEMENT THICKNESS
HMA01	UPPER LAYER	4 MT 58-28 S	1 3/4"	1 3/4"	1 3/4"	1 3/4"
	LOWER LAYER	3 MT 58-28 S	2 1/4"	2 1/4"	3 3/4" - 2 1/4"	2 1/4"
	WEDGE LAYER	4 MT 58-28 S	2 1/4" - 1 1/4"	2 1/4" - 1 1/2"	-	-
HMA02	UPPER LAYER	4 MT 58-28 S	1 3/4"	1 3/4"	1 3/4"	1 3/4"
	LOWER LAYER	3 MT 58-28 S	2 1/4"	3 3/4" - 2 1/4"	3 3/4" - 2 1/4"	2 1/4"
HMA03	UPPER LAYER	4 MT 58-28 S	1 3/4"	1 3/4"	1 3/4"	1 3/4"
	LOWER LAYER	3 MT 58-28 S	2 1/4"	2 1/4"	2 1/4"	2 1/4"

LEGEND	LOCATION	TYPE	MEDIAN SHOULDER PAVEMENT THICKNESS	COLLECTOR ROAD PAVEMENT THICKNESS	OUTSIDE SHOULDER PAVEMENT THICKNESS
HMA04	UPPER LAYER	4 MT 58-28 S	1 3/4"	1 3/4"	1 3/4"
	LOWER LAYER	3 MT 58-28 S	3" - 1 3/4"	3 " - 2 1/4"	2 1/4"

LEGEND	LOCATION	TYPE	MEDIAN SHOULDER PAVEMENT THICKNESS	RAMP	OUTSIDE SHOULDER PAVEMENT THICKNESS
HMA05	UPPER LAYER	4 MT 58-28 S	1 3/4"	1 3/4"	1 3/4"
	LOWER LAYER	4 MT 58-28 S	1 3/4"	1 3/4"	1 3/4"

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRIC
MARY MONTGOMERY
200 1ST ST SE
CEDAR RAPIDS, IA 52401
(319) 786-4768
marymontgomery@alliantenergy.com

AT&T MOBILITY
MARC BROWN
301 E MILWAUKEE ST
JANESVILLE, WI 53545
(608) 755-5535
mn2682@att.com

AT&T WISCONSIN
MICHAEL VANBOVEN
411 7TH STREET
RACINE, WI 53403
(262) 636-0514
mv3658@att.com

ATC MANAGEMENT, INC.
TONY MARCINIAK
W234 N2000 RIDGEVIEW PARKWAY CT
PO BOX 47
WAUKESHA, WI 53187-0047
PHONE 262-506-6814
tmarciniak@atcllc.com

CHARTER COMMUNICATIONS
GERALD SCHULTZ (SOUTH OF STA 705+00)
1320 N MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
(414) 232-7178
gerald.schultz@charter.com

CHARTER COMMUNICATIONS
CODY THOMPSON (NORTH OF STA 705+00)
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 921-8282
cody.thompson@charter.com

CITY OF ELKHORN- ELECTRIC & WATER
JOHN MURPHY
4000 KOOPMAN LN
ELKHORN, WI 53121
(262) 741-3138
jmurphy@cityofelkhorn.org

CITY OF ELKHORN- SANITARY
MATT LINDSTROM
9 S BROAD ST
ELKHORN, WI 53121
(262) 723-2223
mlindstron@cityofelkhorn.org

CITY OF LAKE GENEVA- SANITARY & WATER
JOSH GAJEWSKI
361 MAIN STREET
PO BOX 187
LAKE GENEVA, WI 53147
(262) 248-2311
jgajewski@lgutilities.org

EVERSTREAM
SHAD GARCIA
1228 EUCLID AVENUE, SUITE 250
CLEVELAND, OH 44115
(414) 409-1708
sgarcia@everstream.net

MIDWEST FIBER NETWORKS LLC
RICHARD TRGOVEC
6070 NORTH FLINT RD
GLENDALE, WI 53209
(414) 459-3554
rtrgovec@midwestfibernetworks.com

STATE LONG DISTANCE TELECOM
MARK FOX
216 W. WALWORTH STREET
ELKHORN, WI 53121
(608) 692-5062
mark.fox@tdsmetro.com

WALCOMET - SANITARY
NEAL KOLB
975 W. WALWORTH AVE.
DELEVAN, WI 53115
(262) 728-4140
nkolb@walcomet.com

WE ENERGIES - ELECTRIC & GAS
333 W. EVERETT STREET, ROOM A299
MILWAUKEE, WI 53203
(414) 221-2738
We-Utility-Relocations@we-energies.com

WDNR CONTACT

WISCONSIN DNR
CRAIG WEBSTER
141 NW BARSTOW STREET, ROOM 180
WAUKESHA, WI 53188
(262) 574-2141
craig.webster@wisconsin.gov

SEWRPC CONTACT

SEWRPC
ROB MERRY
W239 N1812 ROCKWOOD DRIVE
PO BOX 1607
WAUKESHA, WI 53187-1607
sewrpc@sewrpc.org

OTHER CONTACTS

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AL GILBERTSON, P.E.
PROJECT MANAGER
141 NW BARSTOW ST
WAUKESHA, WI 53187
(262) 548-8817
allen.gilbertson@dot.wi.gov

DAAR ENGINEERING, INC
ANDY SMIEJA, P.E.
325 E CHICAGO ST
MILWAUKEE, WI 53202
(414) 935-4350
andy.smieja@daarcorp.com

ORDER OF DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
TRAFFIC CONTROL
EROSION CONTROL
PERMANENT SIGNING
PAVEMENT MARKING
DETOUR
ALIGNMENT

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

STANDARD ABBREVIATIONS LIST

AP	ACCESS POINT	CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	I	INTERSECTION ANGLE	PVC	POINT OF VERTICAL CURVE	SDD	STANDARD DETAIL DRAWINGS
AC	ACRE			INV	INVERT	PVI	POINT OF VERTICAL INTERSECTION	STH	STATE TRUNK HIGHWAYS
ADJ	ADJUST	C & G	CURB AND GUTTER	IP	IRON PIPE OR PIN	PVT	POINT OF VERTICAL TANGENCY	STA	STATION
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE	D	DEGREE OF CURVE	JT	JOINT	PVC	POLYVINYL CHLORIDE	SS	STORM SEWER
		DHV	DESIGN HOUR VOLUME	LT	LEFT	PCC	PORTLAND CEMENT CONCRETE	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
AH	AHEAD	DIA	DIAMETER	LT	LENGTH OF CURVE	LB	POUND	ST	STREET
AC	ASPHALT CEMENT	DD	DIRECTIONAL DISTRIBUTION	LF	LINEAR FOOT	PSF	POUNDS PER SQUARE FOOT	STR	STRUCTURE OR STRUCTURAL
ASPH	ASPHALTIC	DWY	DRIVEWAY	LP	LOW POINT	PSI	POUNDS PER SQUARE INCH	SEC	SUPERELEVATION
ACP	ASPHALTIC CONCRETE PAVEMENT	E	EAST	LS	LUMP SUM	PE	PRIVATE ENTRANCE	T	TANGENT
AVG	AVERAGE	X	EAST GRID COORDINATE	MH	MANHOLE	PGL	PROFILE GRADE LINE	TEMP	TEMPORARY
ADT	AVERAGE DAILY TRAFFIC	EB	EASTBOUND	MAX	MAXIMUM	PL	PROPERTY LINE	TI	TEMPORARY INTEREST
AEW	APRON ENWALL	EL	ELEVATION	Mgal	MEGAGALLON	Q100	100-YEAR FLOW RATE	TLE	TEMPORARY LIMITED EASEMENT
BK	BACK	ESALS	EQUIVALENT SINGLE AXLE LOADS	MPH	MILES PER HOUR	R	RADIUS	t	TON
BAD	BASE AGGREGATE DENSE	EXC	EXCAVATION	MIN	MINIMUM	RR	RAILROAD	T	TOWN
BM	BENCHMARK	EBS	EXCAVATION BELOW SUBGRADE	MON	MONUMENT	R	RANGE	T/L	TRANSIT LINE
CB	CATCH BASIN	EXIST	EXISTING	NOM	NOMINAL	R/L	R/L	T	TRUCKS (PERCENT OF)
C/L	CENTER LINE	FPS	FEET PER SECOND	NC	NORMAL CROWN	REINF	REINFORCING OR REINFORCEMENT	TYP	TYPICAL
C/L CONST	CENTER LINE CONSTRUCTION	FERT	FERTILIZE	N	NORTH	REQD	REQUIRED	USH	UNITED STATES HIGHWAY
Δ	CENTRAL ANGLE OR DELTA	FE	FIELD ENTRANCE	Y	NORTH GRID COORDINATE	RT	RIGHT	VAR	VARIABLE
CL	CLASS	FL	FLOW LINE	NB	NORTHBOUND	R/W	RIGHT-OF-WAY	V	VELOCITY OF DESIGN SPEED
CONC	CONCRETE	FT	FOOT	NO	NUMBER	RD	ROAD	VERT	VERTICAL
CONST	CONSTRUCTION	GN	GRID NORTH	OPT	OPTIONAL	RDWY	ROADWAY	VC	VERTICAL CURVE
CMCP	CORRUGATED METAL CULVERT PIPE	HES	HIGH EARLY STRENGTH	OD	OUTSIDE DIAMETER	SEC	SECTION	VOL	VOLUME
CTH	COUNTY TRUNK HIGHWAY	HP HW	HIGH POINT	PAVT	PAVEMENT	SHLDR	SHOULDER	WM	WATERMAIN
CABC	CRUSHED AGGREGATE BASE COURSE	HW	HIGH WATER	PLE	PERMANENT LIMITED EASEMENT	S	SOUTH	WV	WATER VALVE
CFS	CUBIC FEET PER SECOND	HMA	HOT MIX ASPHALT	PACS	PIPE ARCH CORRUGATED STEEL	SB	SOUTHBOUND	W	WEST
CY	CUBIC YARD	CWT	HUNDREDWEIGHT	PT	POINT	SQ	SQUARE	WB	WESTBOUND
CP	CULVERT PIPE	HWD	HYDRANT	PC	POINT OF CURVATURE	SF	SQUARE FEET	YD	YARD
CPCS	CULVERT PIPE CORRUGATED STEEL	INL	INLET	PI	POINT OF INTERSECTION	SW	SIDEWALK		
CPRC	CULVERT PIPE REINFORCED CONCRETE	ID	INSIDE DIAMETER	PT	POINT OF TANGENCY	SY	SQUARE YARD		

2

STH 50

BEGIN CONSTRUCTION
STA 588+00

BEGIN PROJECT 1080-12-72
STA 590+00
Y=339,614.12
X=797,138.54

BEGIN PROJECT 1080-12-73
STA 590+00
Y=339,645.92
X=797,189.42

B-64-030
(NO WORK)

B-64-031
(WORK COMPLETED UNDER 1080-12-70)

B-64-032
(NO WORK)

B-64-033
(NO WORK)

B-64-034
(WORK COMPLETED UNDER 1080-12-70)

B-64-035
(NO WORK)

B-64-036
(NO WORK)

B-64-037
(WORK COMPLETED UNDER 1080-12-70)

B-64-038
(WORK COMPLETED UNDER 1080-12-70)

B-64-039
(WORK COMPLETED UNDER 1080-12-70)

B-64-040
(NO WORK)

B-64-061
(WORK COMPLETED UNDER 1080-12-70)

560 570 580 590 600 610 620 630 640 650 660 670 680 690 700 710 720

720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870

WHITE RIVER

SHERIDAN SPRINGS RD

STH 120

CTH NN

COMO CREEK

SPRINGFIELD RD

COMO RD

JACKSON CREEK

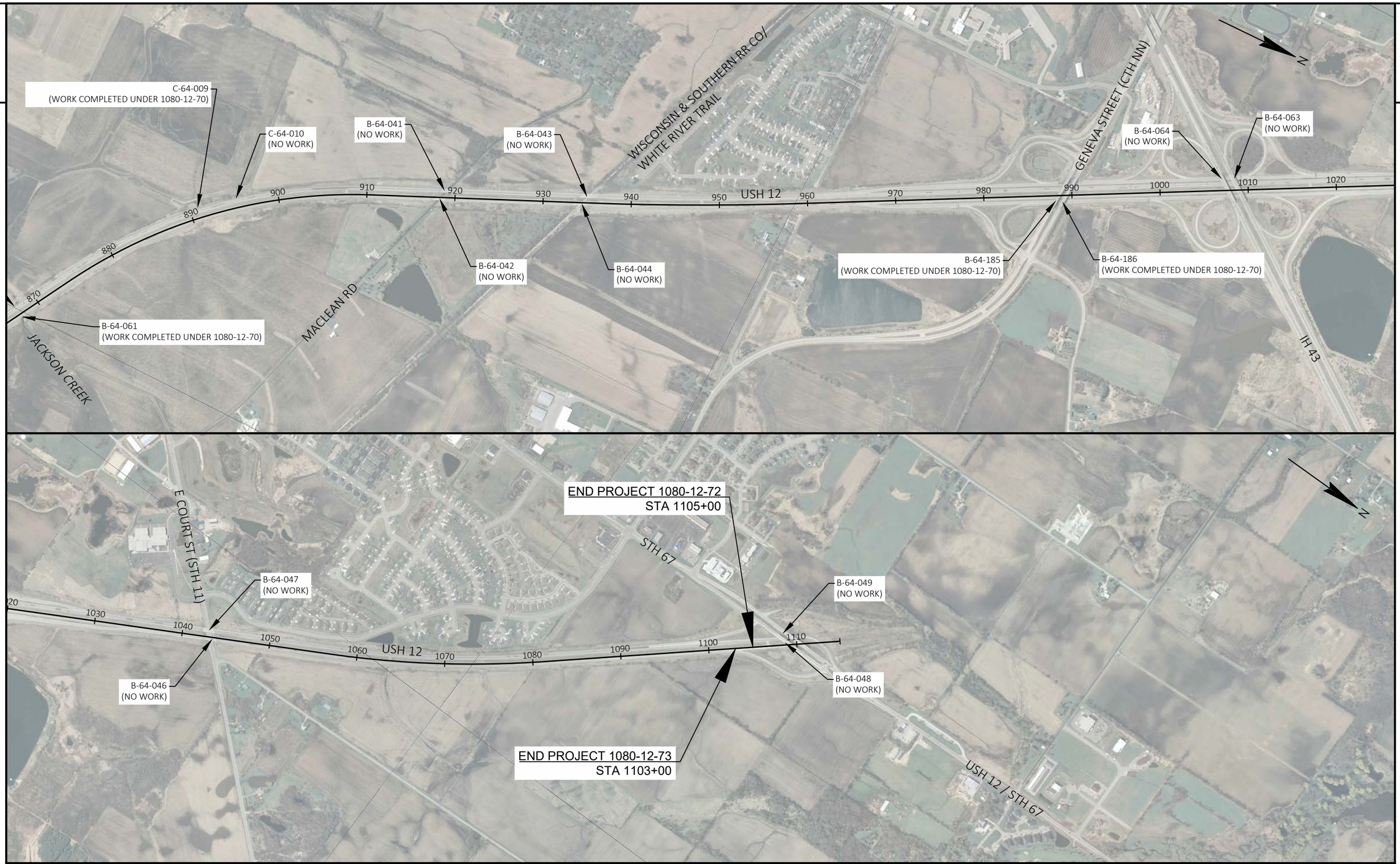
N

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\020201-PO.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2020 4:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44

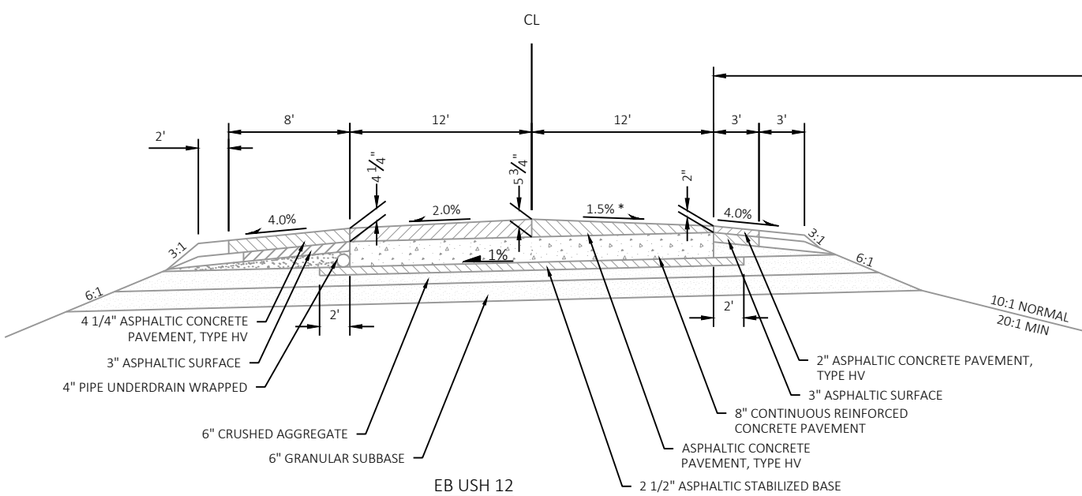


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET 5	E

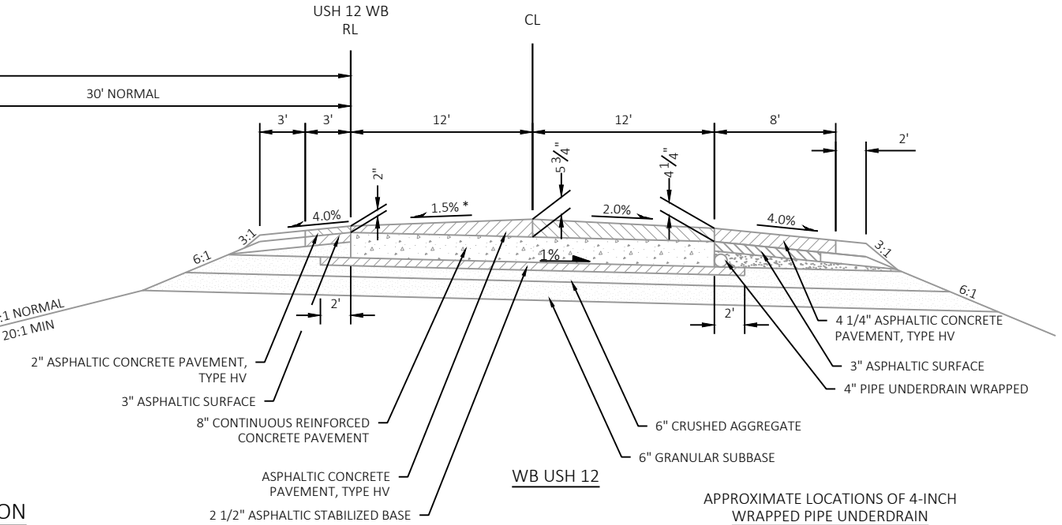
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\020201-PO.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2020 4:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44



EB USH 12



WB USH 12

APPROXIMATE LOCATIONS OF 4-INCH WRAPPED PIPE UNDERDRAIN

STA 563+08 LT - STA 612+00 LT
STA 613+00 LT - STA 619+17 LT
STA 625+60 LT - STA 698+44 LT
STA 704+00 LT - STA 709+00 LT
STA 708+50 RT - STA 742+00 RT AHD
STA 740+00 LT BK - STA 874+50 LT
STA 874+00 RT - STA 910+50 RT
STA 910+00 LT - STA 916+04 LT
STA 920+20 LT - STA 934+00 LT
STA 938+66 LT - STA 968+00 LT
STA 1027+00 LT - STA 1039+98 LT
STA 1045+92 LT - STA 1103+00 LT

* 2.0% STA 910+42 TO STA 940+00
(NOMINAL ASPHALTIC PAVEMENT THICKNESSES ARE 2.5" AT RL, 7.5" AT CL, AND 5.5" AT OUTSIDE EDGE OF CONCRETE IN THIS SEGMENT. ASPHALTIC PAVEMENT IN BORINGS IN OUTSIDE LANE WAS AS THICK AS 9")

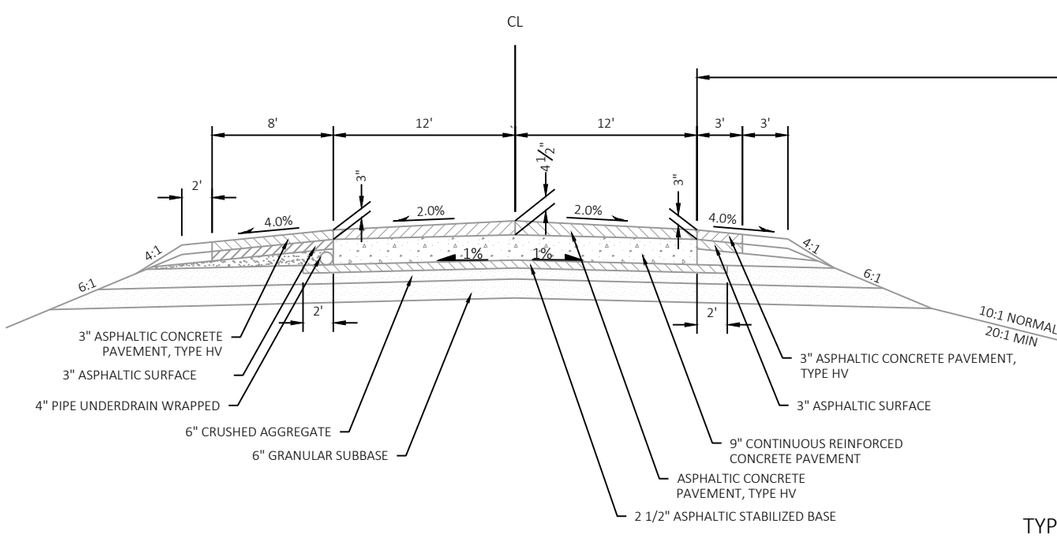
TYPICAL EXISTING SECTION
USH 12

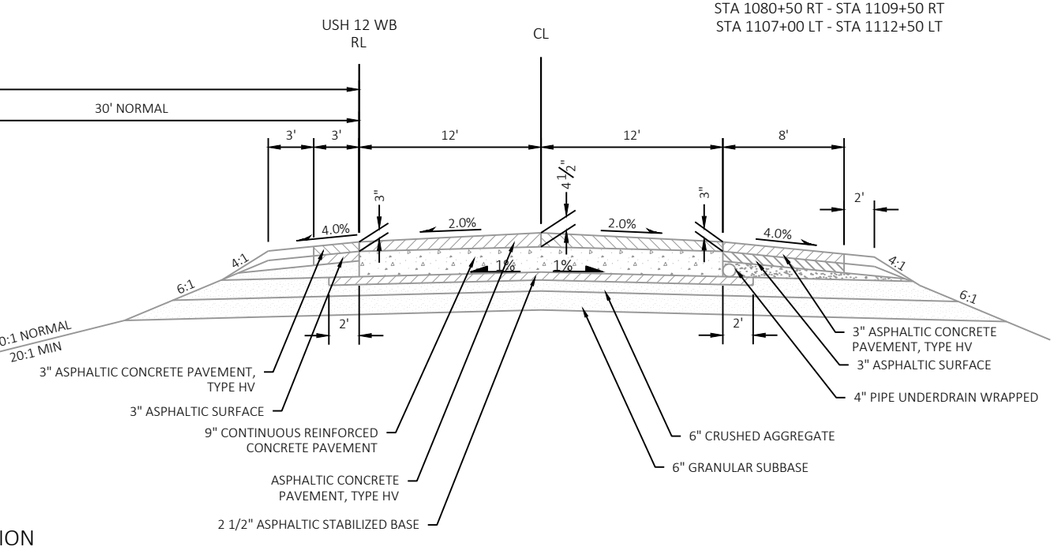
STA 590+00 TO STA 628+73
STA 666+73 TO STA 706+10 WB
STA 666+73 TO STA 708+89 EB
STA 738+10 TO STA 803+18 WB
STA 742+62 TO STA 803+18 EB
STA 817+44 TO STA 874+42
STA 910+42 TO STA 1057+09

* 2.0% STA 910+42 TO STA 940+00
(NOMINAL ASPHALTIC PAVEMENT THICKNESSES ARE 2.5" AT RL, 7.5" AT CL, AND 5.5" AT OUTSIDE EDGE OF CONCRETE IN THIS SEGMENT. ASPHALTIC PAVEMENT IN BORINGS IN OUTSIDE LANE WAS AS THICK AS 9")

APPROXIMATE LOCATIONS OF 4-INCH WRAPPED PIPE UNDERDRAIN

STA 564+26 RT - STA 570+50 RT
STA 571+00 RT - STA 613+50 RT
STA 614+00 RT - STA 619+27 RT
STA 624+00 RT - STA 629+00 RT
STA 628+50 LT - STA 654+46 LT
STA 655+66 LT - STA 667+00 LT
STA 665+50 RT - STA 699+13 RT
STA 703+18 RT - STA 803+50 RT
STA 802+50 LT - STA 820+00 LT
STA 816+00 RT - STA 915+28 RT
STA 919+50 RT - STA 933+50 RT
STA 937+73 RT - STA 968+00 RT
STA 1032+00 RT - STA 1040+28 RT
STA 1046+20 RT - STA 1057+50 RT
STA 1056+50 LT - STA 1081+50 LT
STA 1080+50 RT - STA 1109+50 RT
STA 1107+00 LT - STA 1112+50 LT



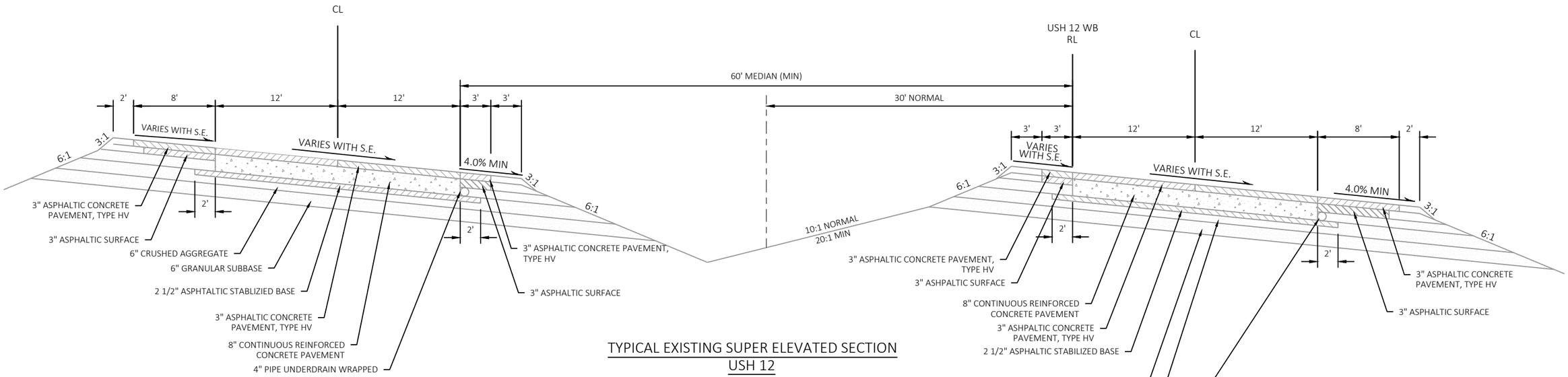


TYPICAL EXISTING SECTION
USH 12

STA 1081+00 TO STA 1105+00 EB
STA 1081+00 TO STA 1103+00 WB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - EXISTING	SHEET 6	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\020301-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 4/30/2021 4:04 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



TYPICAL EXISTING SUPER ELEVATED SECTION
USH 12

STA 628+73 TO STA 666+73
STA 706+10 TO STA 738+10 WB
STA 708+89 TO STA 742+64 EB
STA 803+18 TO STA 817+44
STA 874+42 TO STA 910+42
STA 1057+09 TO STA 1081+00

THE DETAILS SHOWN BELOW ARE FROM THE ORIGINAL AS-BUILT PLANS AND ARE PROVIDED FOR INFORMATION ONLY. BE AWARE OF POTENTIAL PAVEMENT TERMINAL LOCATIONS WHEN WORKING WITH BASE PATCHING.

AS-BUILT TYPICAL MAINLINE ONE-WAY ROADWAY SECTION (9" P.C. CONC.) LOCATIONS

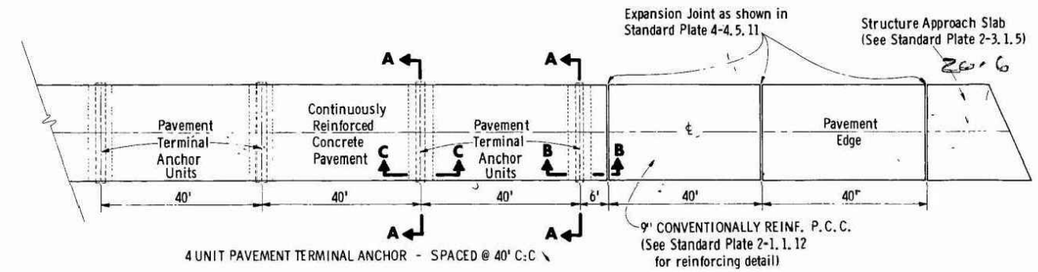
STA 549+00 TO STA 558+28 SB
STA 561+02 TO STA 561+82 SB
STA 620+44 TO STA 621+24 SB
STA 620+44 TO STA 621+24 NB
STA 699+71 TO STA 700+51 SB

STA 700+40 TO STA 701+20 NB
STA 702+54 TO STA 703+34 SB
STA 703+24 TO STA 704+04 NB
STA 916+55 TO STA 917+35 NB
STA 917+31 TO STA 918+11 SB

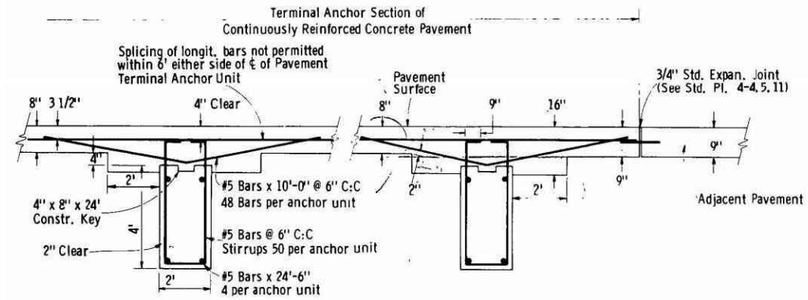
STA 919+37 TO STA 933+11 NB
STA 920+13 TO STA 933+95 SB
STA 935+67 TO STA 936+47 NB
STA 936+61 TO STA 937+41 NB

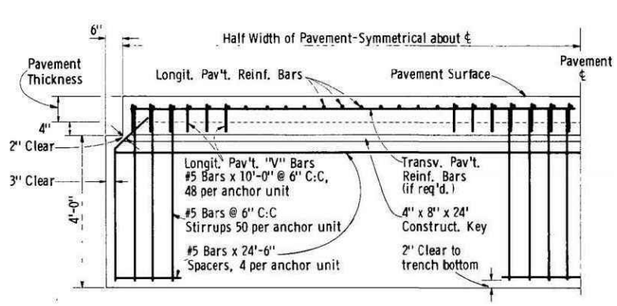
STA 1041+54 TO STA 1042+34 NB
STA 1041+25 TO STA 1042+05 SB
STA 1044+14 TO STA 1044+94 NB
STA 1043+85 TO STA 1044+65 SB

NOTE: PAVEMENT THICKNESS VARIES FROM APPROXIMATELY 6" TO 13" BASED ON PAVEMENT BORINGS. REFER TO PROJECT SOILS REPORT FOR ADDITIONAL INFORMATION.



PAVEMENT TERMINAL ANCHOR





PAVEMENT TERMINAL ANCHOR UNIT DETAILS

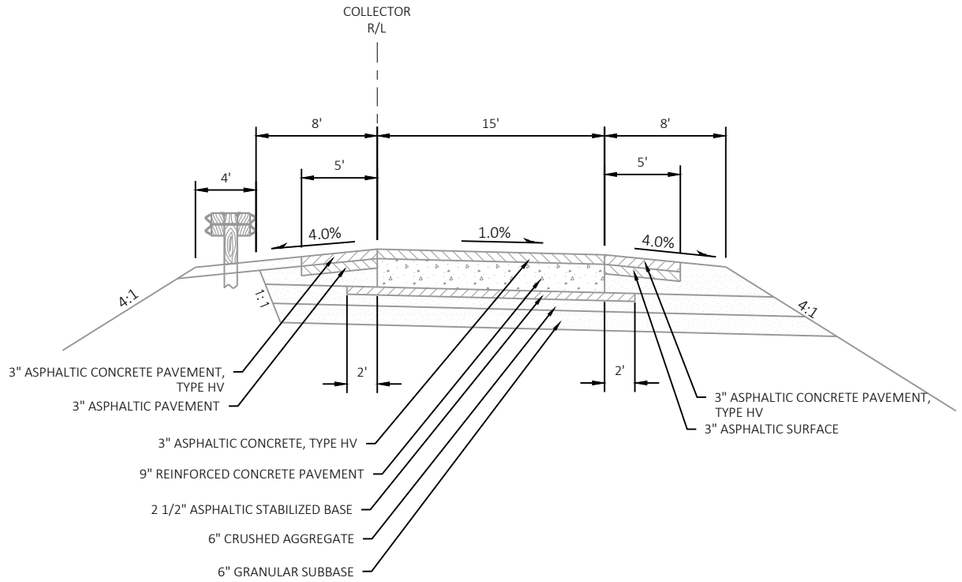
PAVEMENT TERMINAL ANCHORS

CONTR. NO.	STATION - STATION	LOCATION	NO.
1	561+88.12 - 563+08.12	S. B.	1
1	563+06 - 564+26	N. B.	1
1	619+17.75 - 620+37.75	S. B.	1
1	619+27.75 - 620+47.75	N. B.	1
1	624+40.25 - 625+60.25	S. B.	1
1	654+46.00 - 655+66.00	N. B.	1
1	698+44.80 - 699+64.80	S. B.	1
1	699+13.60 - 700+33.60	N. B.	1
1	701+28.15 - 702+48.15	S. B.	1
1	701+97.70 - 703+17.70	N. B.	1
1	916+04.64 - 917+24.64	S. B.	1
1	915+28.55 - 916+48.55	N. B.	1

PAVEMENT TERMINAL ANCHORS

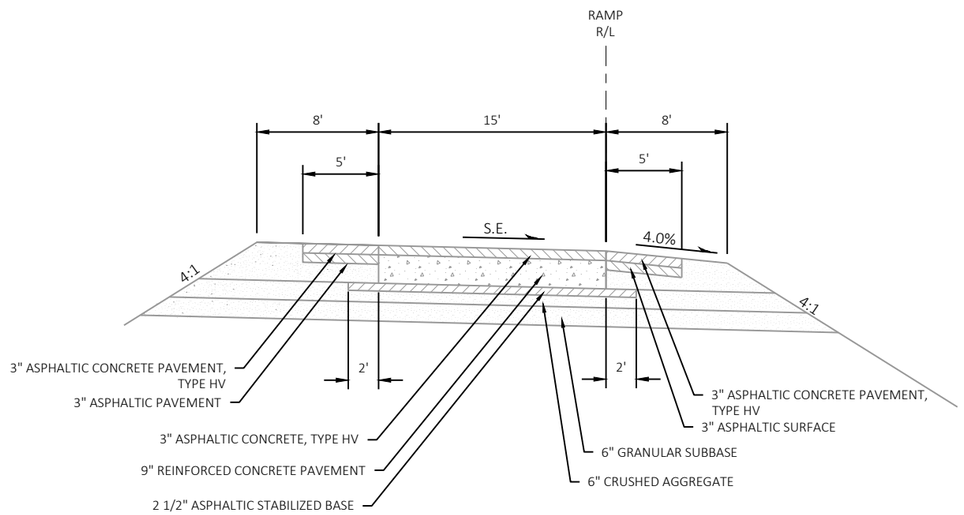
CONTR. NO.	STATION - STATION	LOCATION	NO.
2R	937+46.75 - 938+66.75	S. B.	1
2R	936+53.08 - 937+73.08	N. B.	1
2M	1040+28.17 - 1041+48.17	N. B.	1
2M	1039+98.87 - 1041+18.87	S. B.	1
2M	1045+00.38 - 1046+20.38	N. B.	1
2M	1044+72.08 - 1045+92.08	S. B.	1

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - EXISTING	SHEET 7	E



TYPICAL EXISTING SECTION
COLLECTOR ROADS

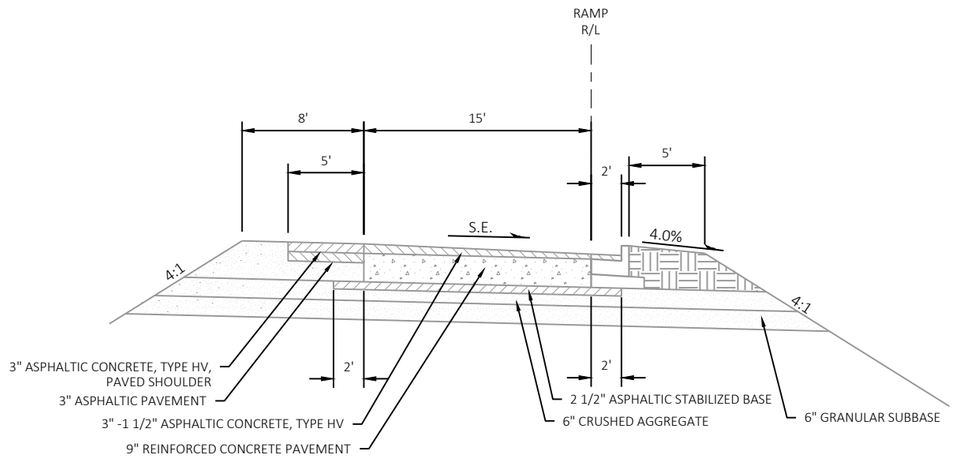
STA 967+25 TO STA 1027+50 EB
STA 967+25 TO STA 1033+00 WB



TYPICAL EXISTING SECTION
RAMPS

EAST BOUND
RAMP 67-B STA 1095+00 TO STA 1105+51
RAMP 67-E STA 1105+00 TO STA 1115+85
RAMP 120-A STA 14+75 TO STA 16+52

WEST BOUND
RAMP 67-A STA 1097+20 TO STA 1113+54
RAMP 120-C STA 616+00 TO STA 618+43

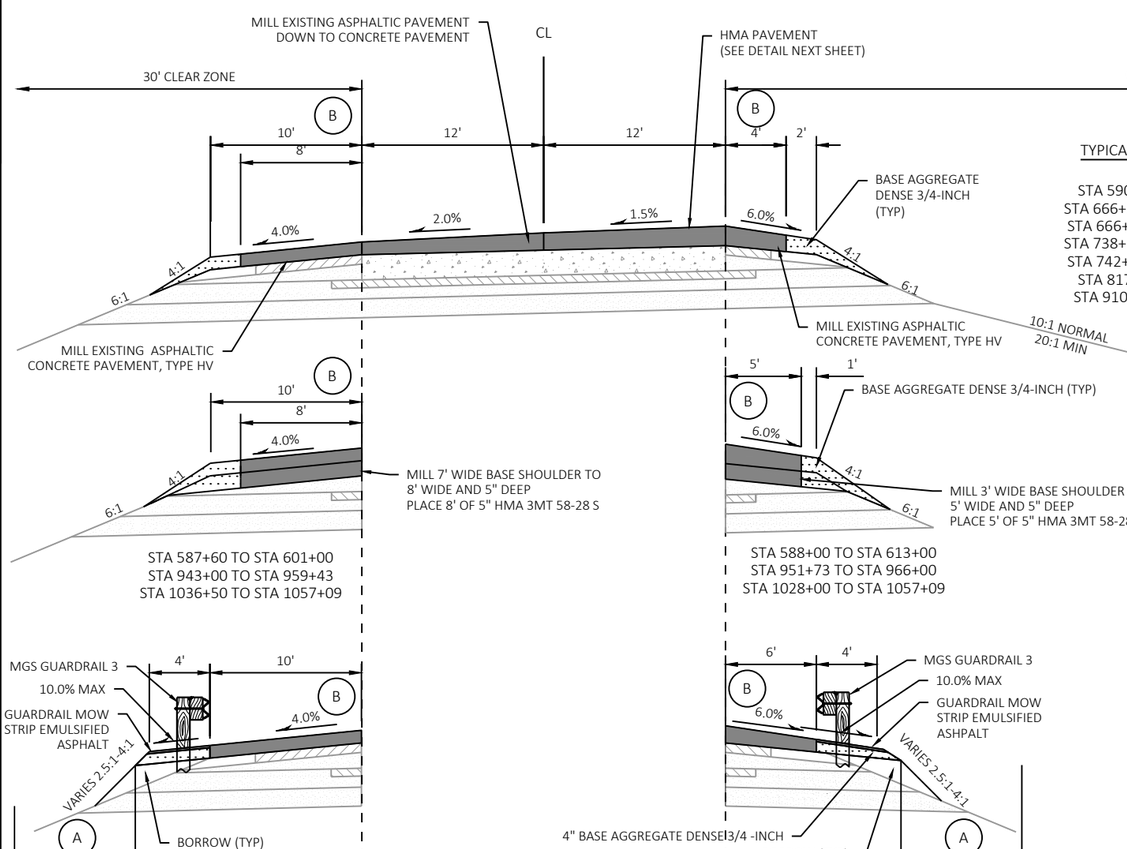


TYPICAL EXISTING SECTION
RAMPS

EAST BOUND
RAMP 120-A STA 12+50 TO STA 14+75
RAMP 120-A STA 16+52 TO STA 20+28
RAMP 120-B STA 13+53 TO STA 20+00

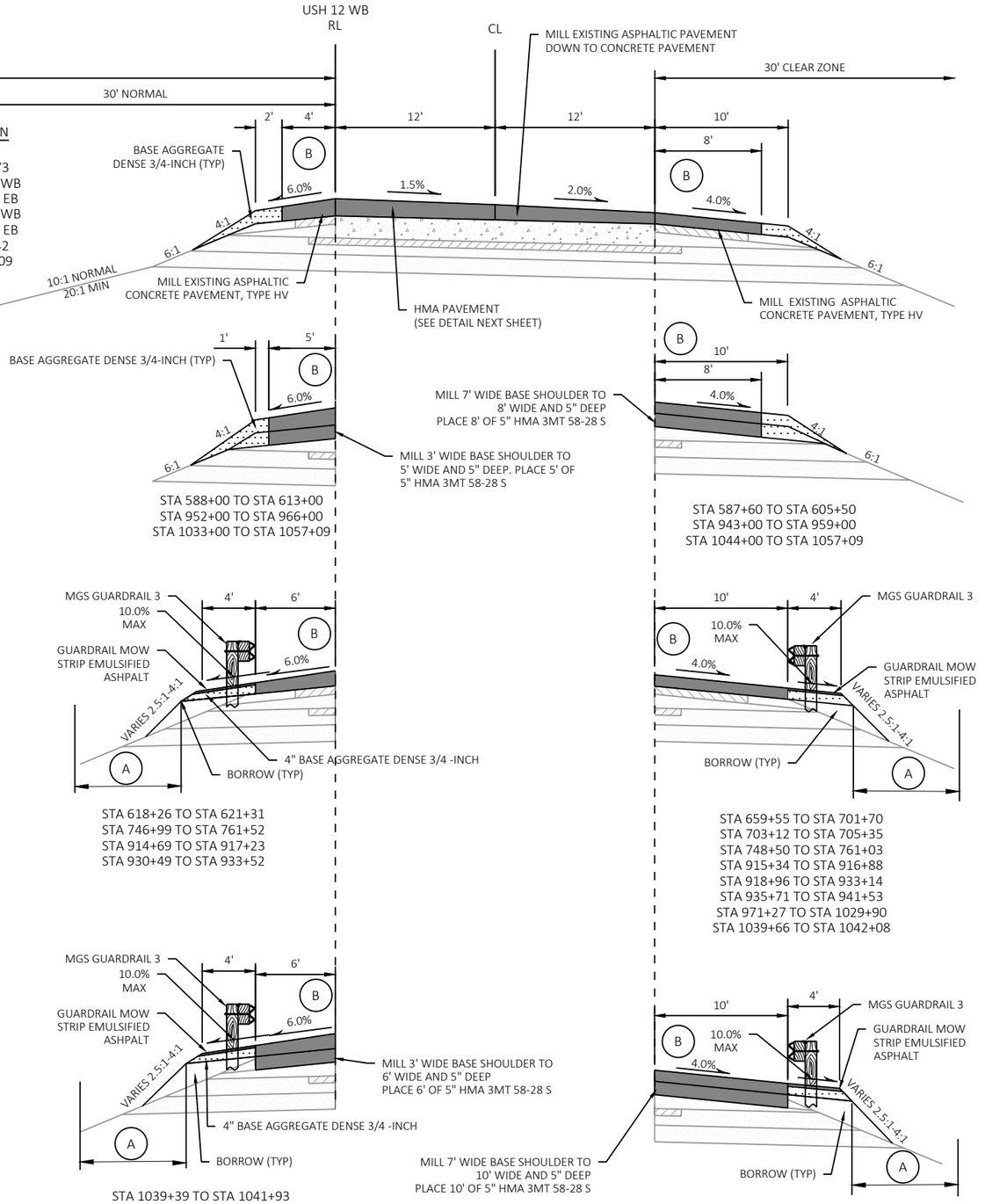
WEST BOUND
RAMP 120-C STA 612+90 STA 616+00
RAMP 120-C STA 618+43 TO ST 621+70
RAMP 120-D STA 614+50 TO STA 620+10

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - EXISTING	SHEET 8	E



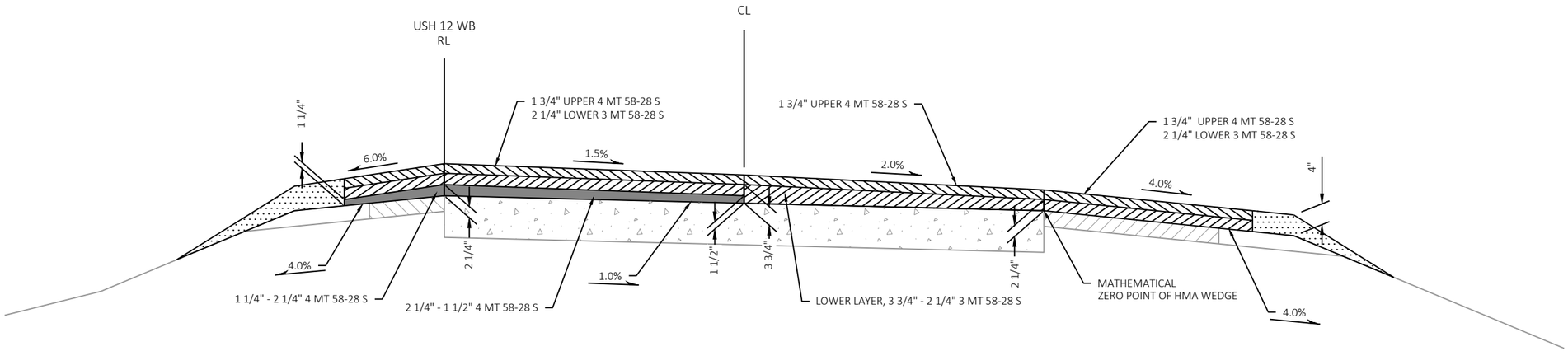
TYPICAL FINISHED SECTION
USH 12

STA 590+00 TO STA 628+73
STA 666+73 TO STA 706+10 WB
STA 666+73 TO STA 708+89 EB
STA 738+10 TO STA 803+18 WB
STA 742+62 TO STA 803+18 EB
STA 817+44 TO STA 874+42
STA 910+42 TO STA 1057+09



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - FINISHED	SHEET 9	E

2



HMA PAVEMENT DETAIL

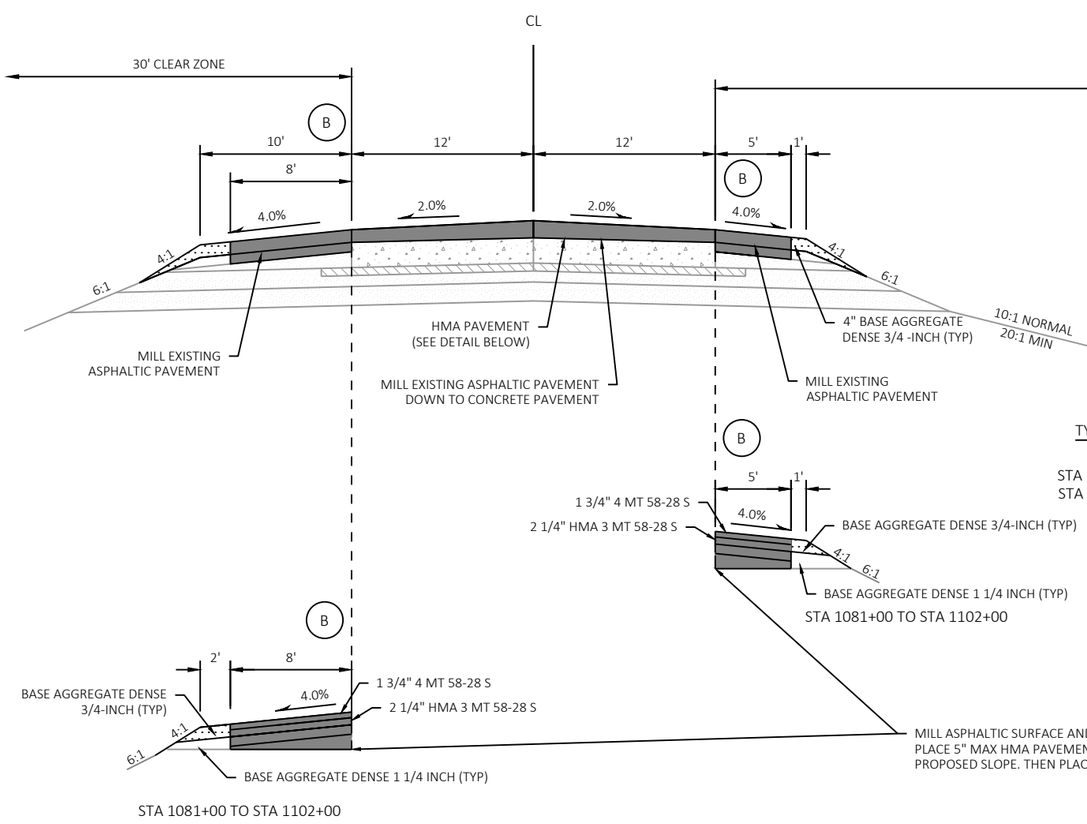
WB SHOWN EB OPPOSITE

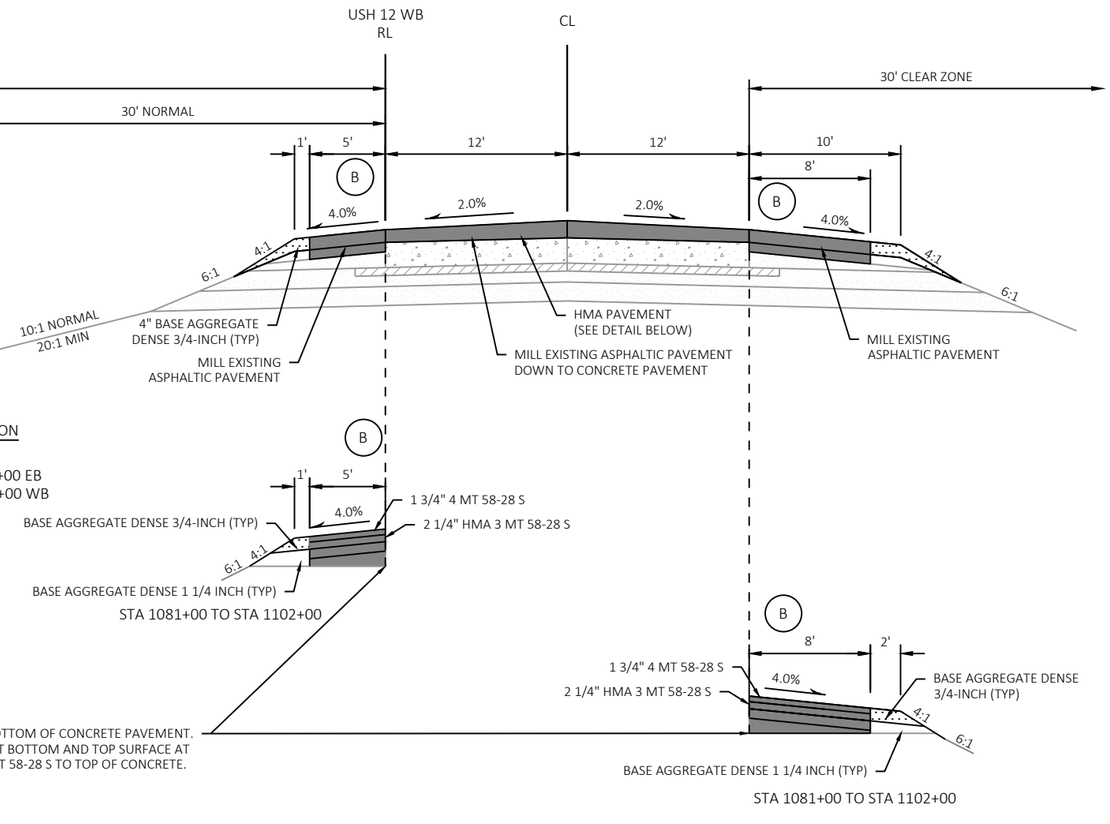
STA 590+00 TO STA 628+73
STA 666+73 TO STA 706+10 WB
STA 666+73 TO STA 708+89 EB
STA 738+10 TO STA 803+18 WB
STA 742+62 TO STA 803+18 EB
STA 817+44 TO STA 874+42
STA 910+42 TO STA 1057+09

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - FINISHED	SHEET 10	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\020301-TS.DWG
LAYOUT NAME - 05

PLOT DATE : 4/30/2021 4:05 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1:10





TYPICAL FINISHED SECTION
USH 12

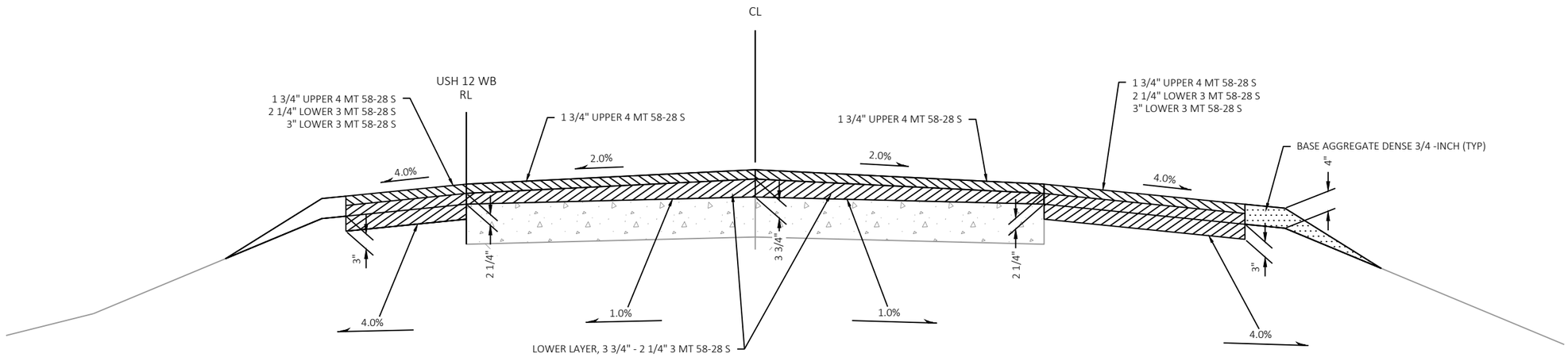
STA 1081+00 TO STA 1105+00 EB
STA 1081+00 TO STA 1103+00 WB

STA 1081+00 TO STA 1102+00

STA 1081+00 TO STA 1102+00

STA 1081+00 TO STA 1102+00

MILL ASPHALTIC SURFACE AND BASE AGGREGATE TO BOTTOM OF CONCRETE PAVEMENT. PLACE 5" MAX HMA PAVEMENT 3 MT 58-28 S WITH FLAT BOTTOM AND TOP SURFACE AT PROPOSED SLOPE. THEN PLACE 4" HMA PAVEMENT 3 MT 58-28 S TO TOP OF CONCRETE.



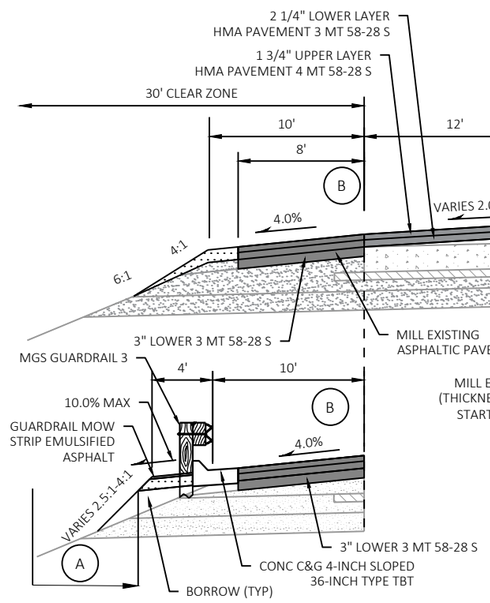
HMA PAVEMENT DETAIL
WB SHOWN EB OPPOSITE

(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

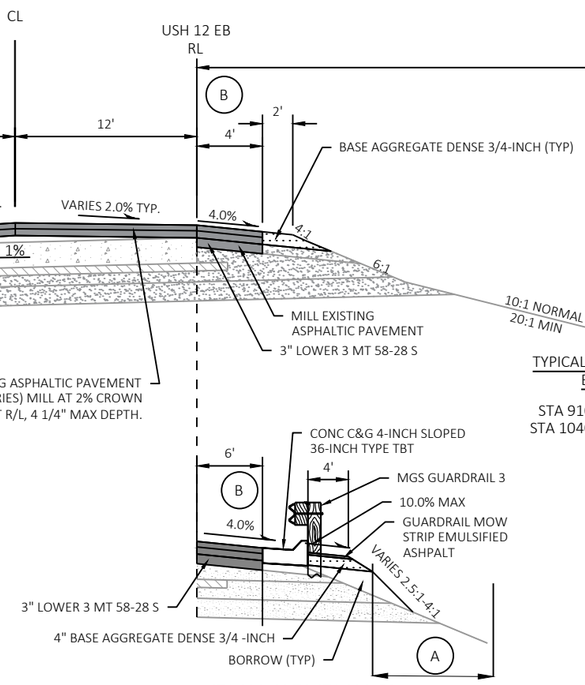
(B) ASPHALTIC SHOULDER RUMBLE STRIPS (SEE STANDARD DETAIL DRAWINGS)

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - FINISHED	SHEET 11	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\020301-TS.DWG
LAYOUT NAME - 06
PLOT DATE : 6/24/2021 12:15 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



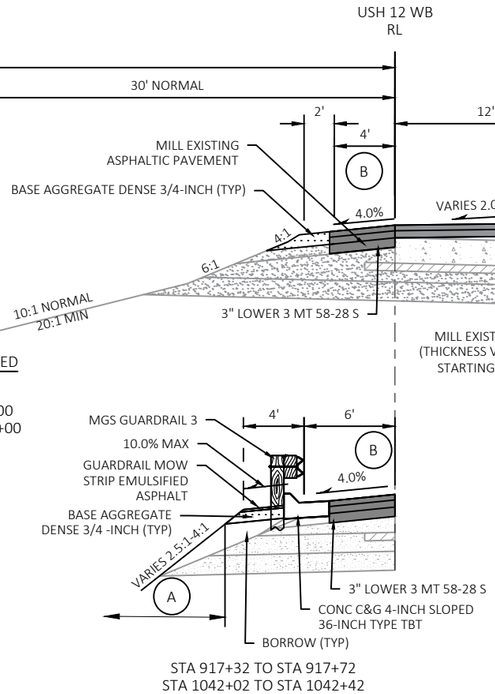
STA 918+11 TO STA 918+51
STA 936+50 TO STA 936+90
STA 1041+70 TO STA 1042+10



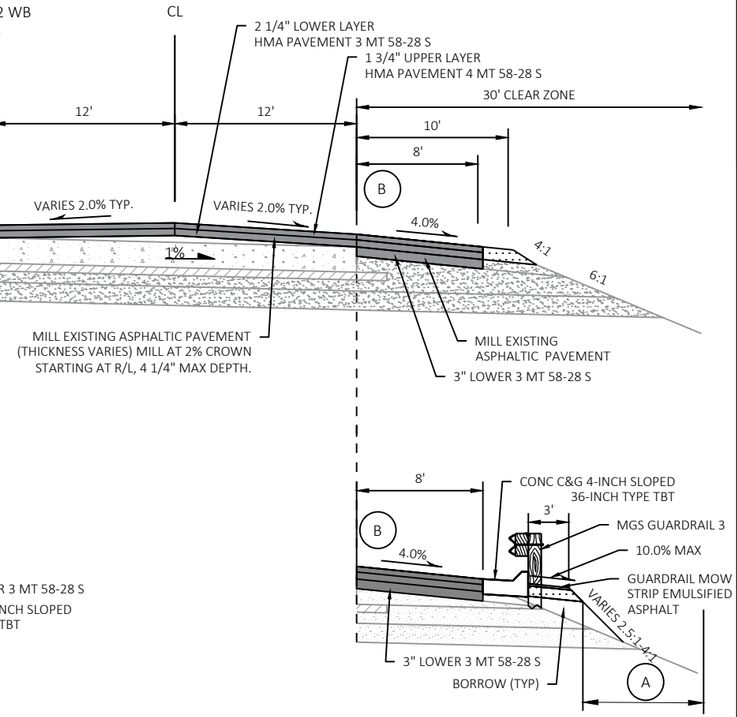
STA 936+10 TO STA 936+50

TYPICAL FINISHED CROWNED
BRIDGE AREAS

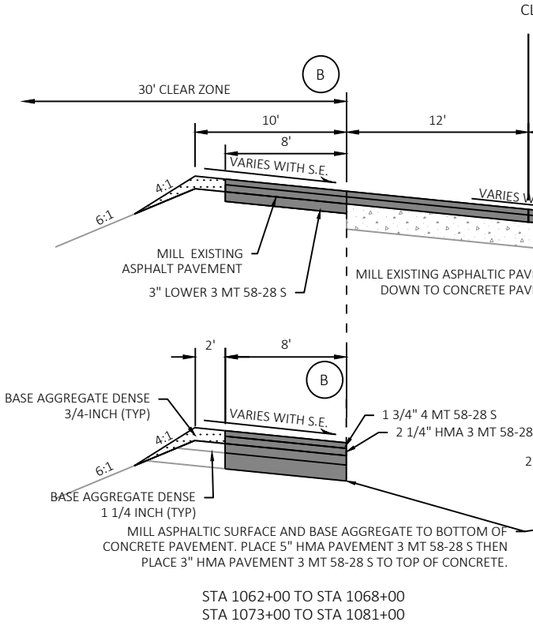
STA 910+42 TO STA 940+00
STA 1040+00 TO STA 1046+00



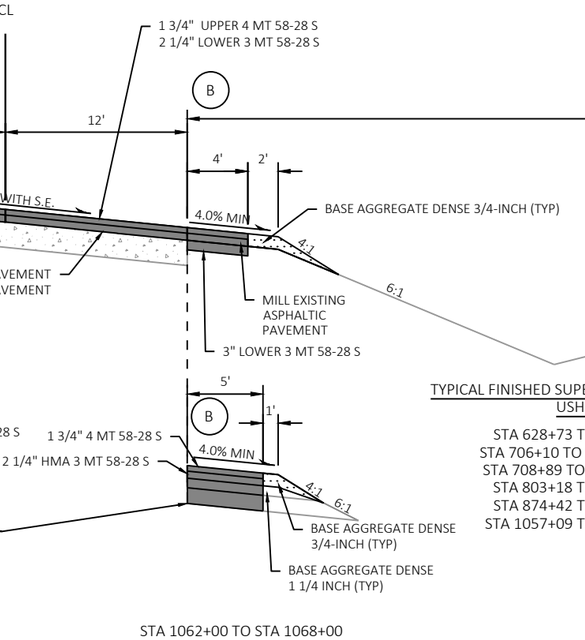
STA 917+32 TO STA 917+72
STA 1042+02 TO STA 1042+42



STA 916+96 TO STA 917+36
STA 935+23 TO STA 935+63
STA 1042+16 TO STA 1042+56



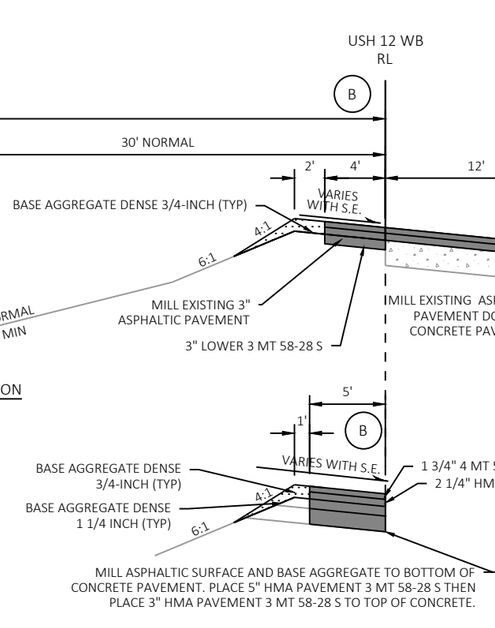
STA 1062+00 TO STA 1068+00
STA 1073+00 TO STA 1081+00



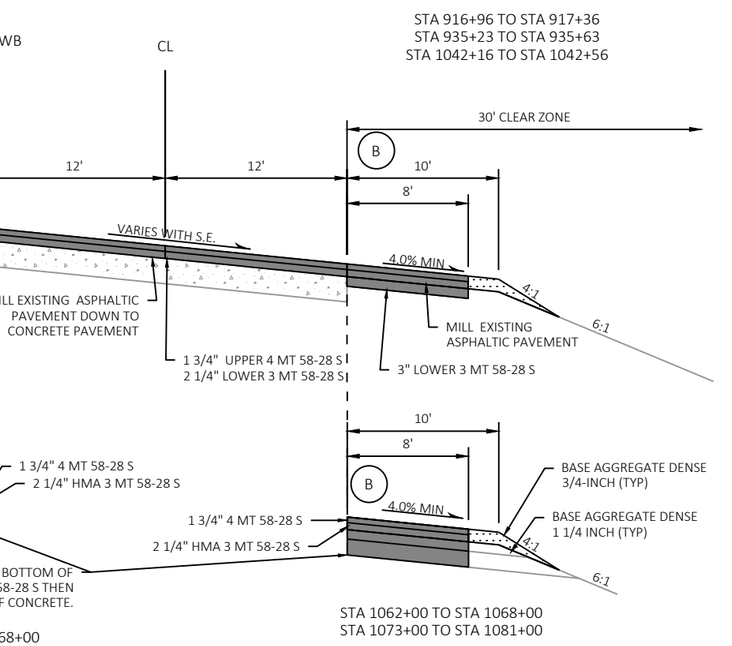
STA 1062+00 TO STA 1068+00
STA 1073+00 TO STA 1081+00

TYPICAL FINISHED SUPER ELEVATED SECTION
USH 12

STA 628+73 TO STA 666+73
STA 706+10 TO STA 738+10 WB
STA 708+89 TO STA 742+64 EB
STA 803+18 TO STA 817+44
STA 874+42 TO STA 910+42
STA 1057+09 TO STA 1081+00



STA 1062+00 TO STA 1068+00
STA 1073+00 TO STA 1081+00



STA 1062+00 TO STA 1068+00
STA 1073+00 TO STA 1081+00

(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

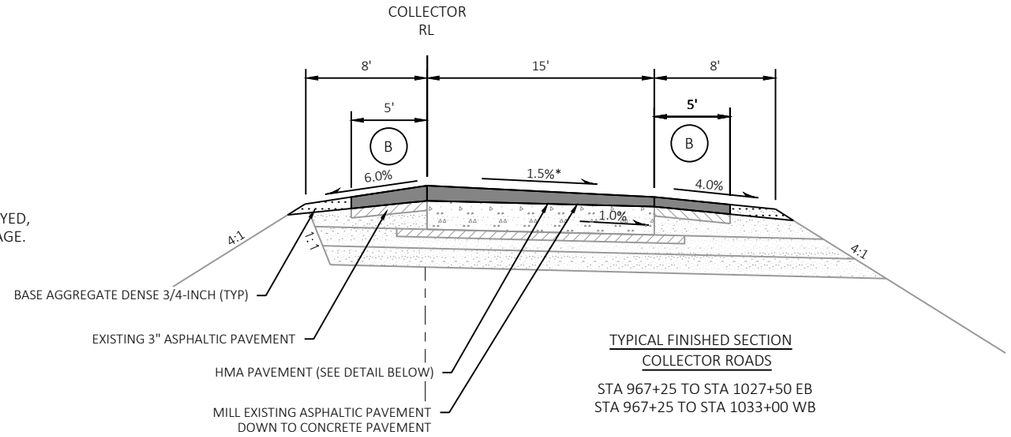
(B) ASPHALTIC SHOULDER RUMBLE STRIPS (SEE STANDARD DETAIL DRAWINGS)

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - FINISHED	SHEET 12	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\020301-TS.DWG
LAYOUT NAME - 07

PLOT DATE : 7/7/2021 3:09 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1:10

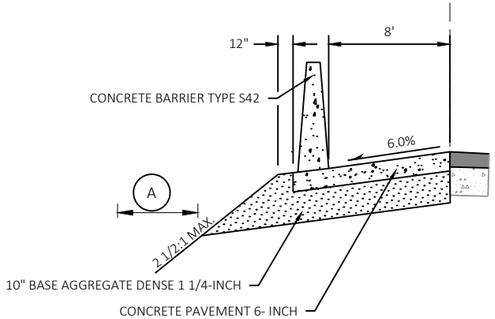
2



NOTE: WB ROADWAY DISPLAYED,
EB ROADWAY IS MIRROR IMAGE.

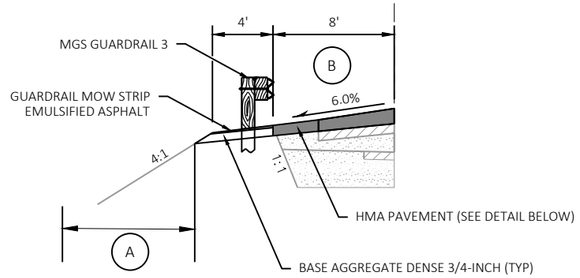
TYPICAL FINISHED SECTION
COLLECTOR ROADS

STA 967+25 TO STA 1027+50 EB
STA 967+25 TO STA 1033+00 WB



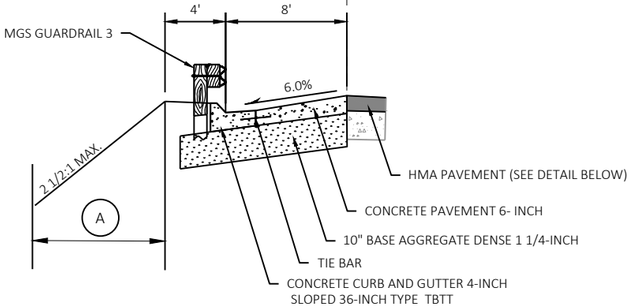
SHOULDER WITH CONCRETE BARRIER DETAIL

STA 976+64 TO STA 977+04 (WB)
STA 998+21 TO STA 998+71 (WB)
STA 998+26 TO STA 998+66 (WB)
STA 1007+25 TO STA 1009+75 (WB)
STA 1006+51 TO STA 1008+91 (EB)



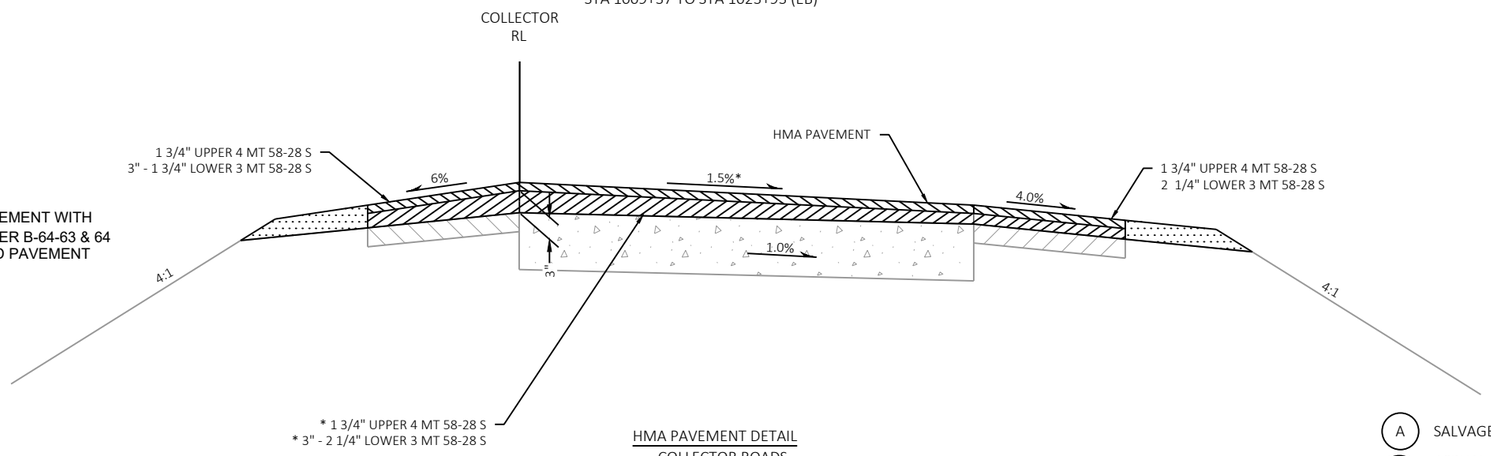
SHOULDER WITH GUARDRAIL DETAIL

STA 971+24 TO STA 976+64 (WB)
STA 977+04 TO STA 998+21 (WB)
STA 998+71 TO STA 1006+79 (WB)
STA 1009+82 TO STA 1029+92 (WB)
STA 970+34 TO STA 1006+44 (EB)
STA 1009+37 TO STA 1023+93 (EB)



SHOULDER WITH GUARDRAIL AND CURB AND GUTTER DETAIL

STA 1006+85 TO STA 1007+25 (WB)
STA 1008+91 TO STA 1009+31 (EB)



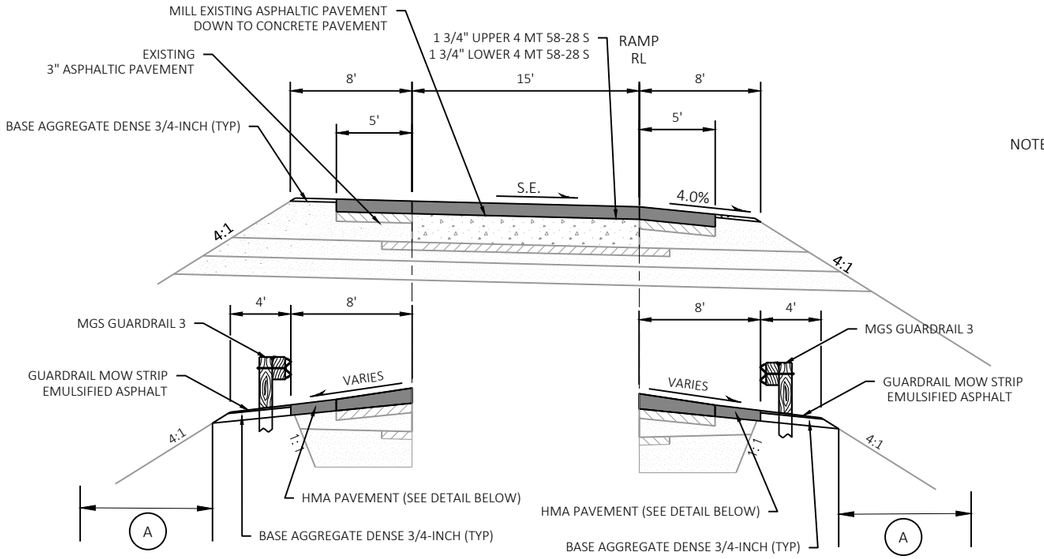
* USE 1.4% CROSS SLOPE AND SINGLE LAYER PAVEMENT WITH THICKNESS OF 2½" - 1¾" FOR EB C-D ROAD UNDER B-64-63 & 64 (IIH43). SEE DETAIL "EB USH 12 COLLECTOR ROAD PAVEMENT TRANSITION AT OVERPASSES."

HMA PAVEMENT DETAIL
COLLECTOR ROADS

(A) SALVAGED TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

(B) ASPHALTIC SHOULDER RUMBLE STRIPS (SEE STANDARD DETAIL DRAWINGS)

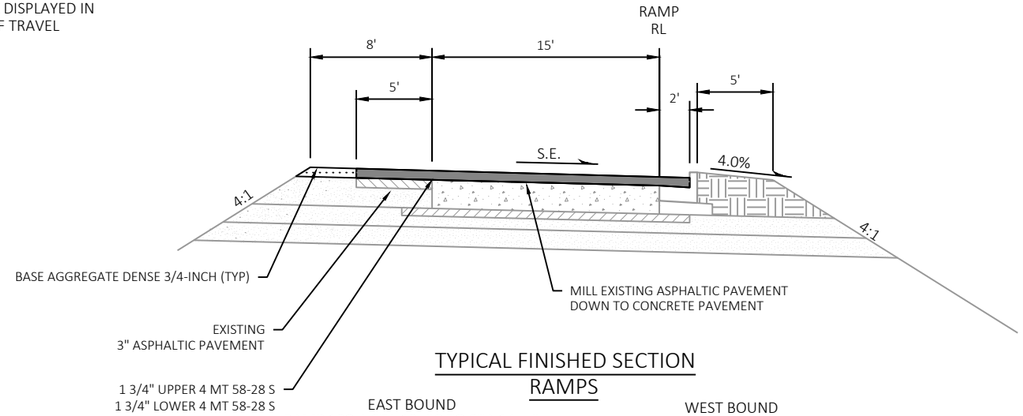
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TYPICAL SECTIONS - FINISHED	SHEET 13	E



SHOULDER WITH GUARDRAIL DETAIL
RAMP 67-E STA 1107+57 TO STA 1110+35

SHOULDER WITH GUARDRAIL DETAIL
RAMP 120-D STA 618+23 TO STA 621+31

NOTE: RAMPS ARE DISPLAYED IN DIRECTION OF TRAVEL



TYPICAL FINISHED SECTION
RAMPS

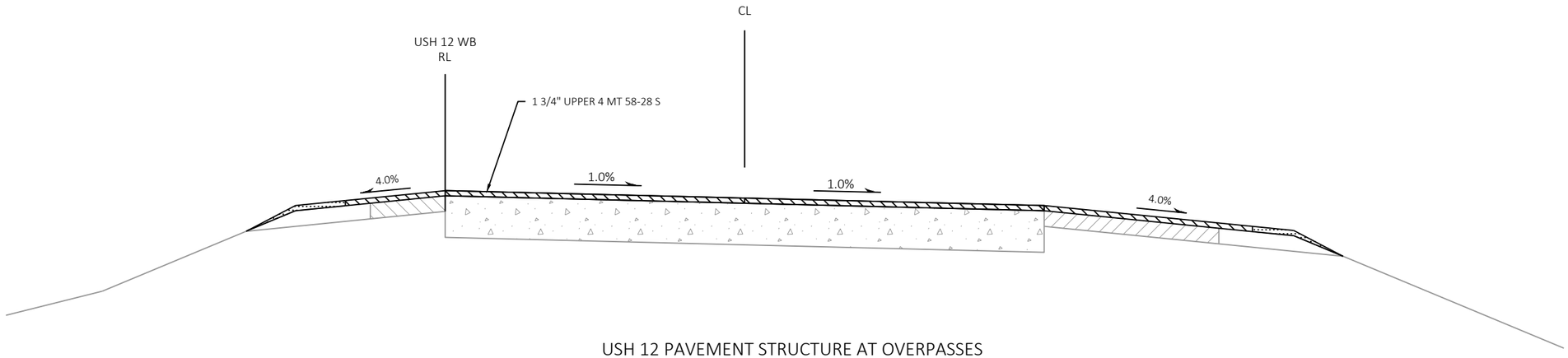
EAST BOUND
RAMP 120-A STA 12+50 TO STA 14+75
RAMP 120-A STA 16+52 TO STA 20+28
RAMP 120-B STA 13+53 TO STA 20+00

WEST BOUND
RAMP 120-C STA 612+90 STA 616+00
RAMP 120-C STA 618+43 TO ST 621+70
RAMP 120-D STA 614+50 TO STA 620+10

TYPICAL FINISHED SECTION
RAMPS

EAST BOUND
RAMP 67-B STA 1095+00 TO STA 1105+51
RAMP 67-E STA 1105+00 TO STA 1115+85
RAMP 120-A STA 14+75 TO STA 16+52

WEST BOUND
RAMP 67-A STA 1097+20 TO STA 1113+54
RAMP 120-C STA 616+00 TO STA 618+43

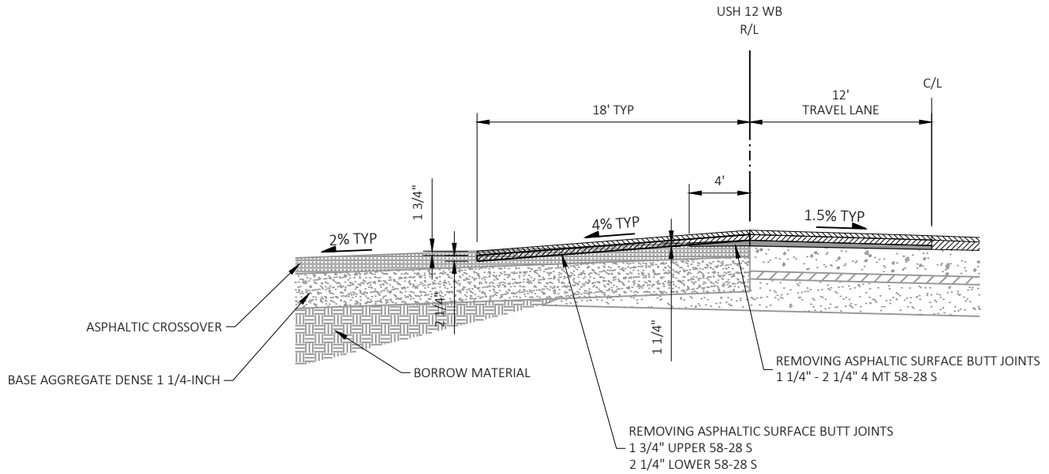


USH 12 PAVEMENT STRUCTURE AT OVERPASSES

WB USH 12 B-64-31 (SHERIDAN SPRINGS ROAD)
EB & WB USH 12 B-64-39 (SPRINGFIELD ROAD)
EB & WB USH 12 B-64-40 (COMO ROAD)
EB & WB USH 12 B-64-63 (SB IH 43)
EB & WB USH 12 B-64-64 (SB IH 43)

(SEE DETAILS FOR PAVEMENT TRANSITIONS AT OVERPASSES)

2



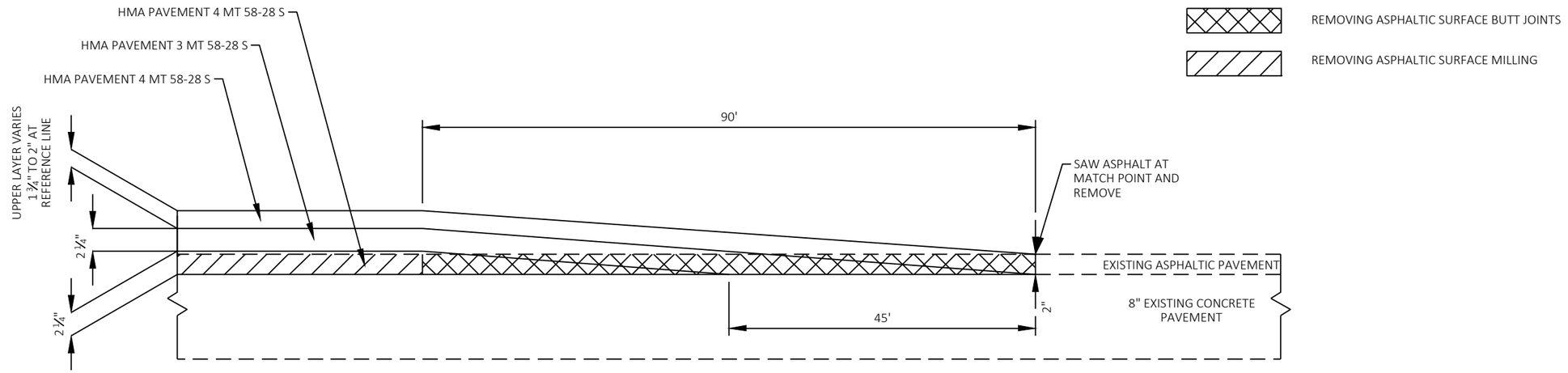
TRAFFIC CROSSOVER FINAL PAVING DETAIL

CONSTRUCTED IN STAGE 6

STA 595+90 TO STA 604+46
STA 940+00 TO STA 952+00

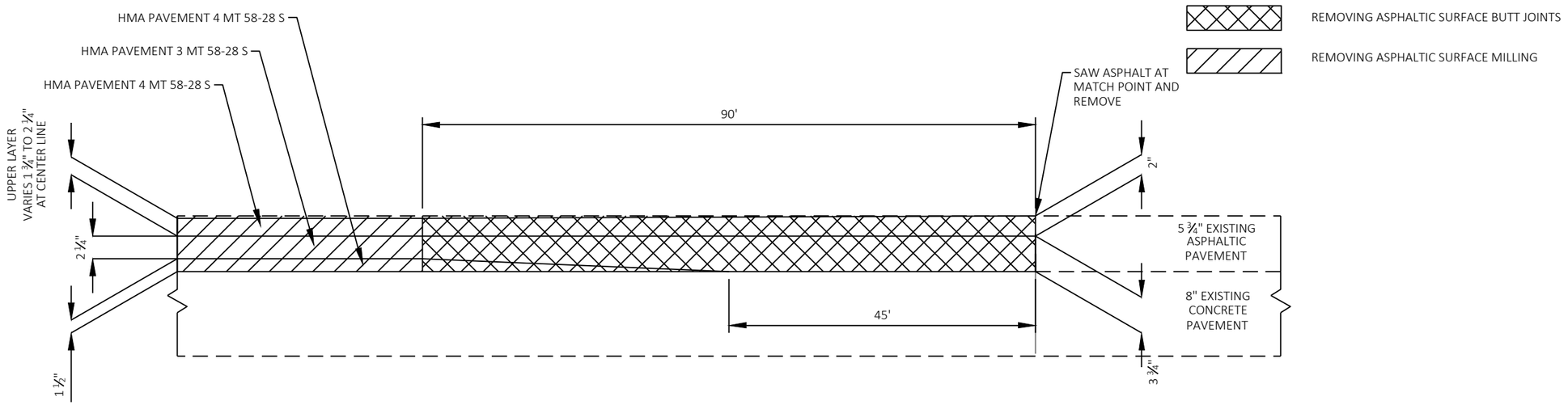
NOTES:

1. WESTBOUND SIDE SHOWN. EASTBOUND IS MIRROR IMAGE.
2. SEE TYPICAL SECTIONS FOR ADDITIONAL INFORMATION.



LANE 1 PAVEMENT TRANSITION DETAIL AT REFERENCE LINE

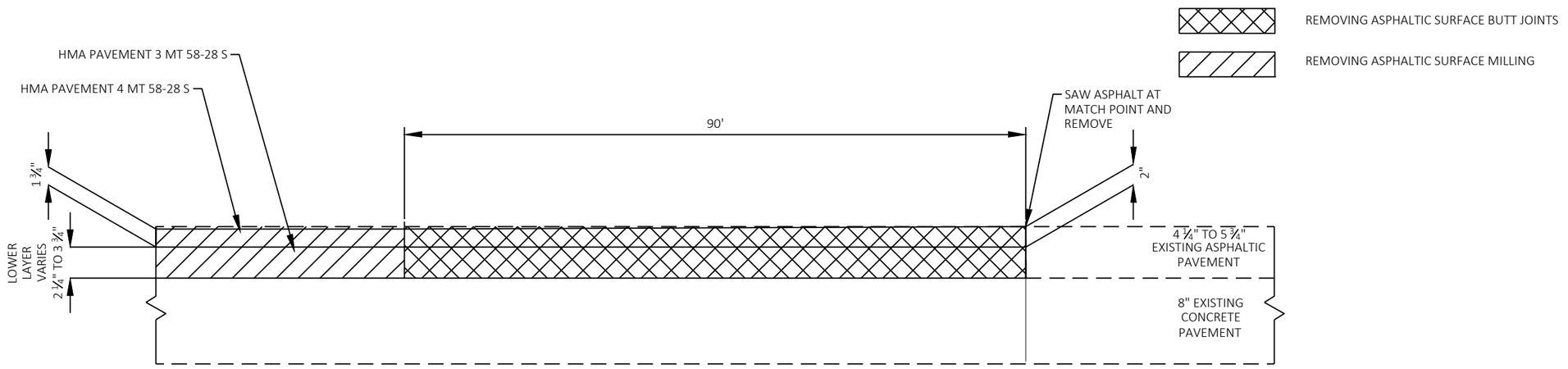
APPLIES TO MATCH POINTS AT FULL CLOSURE LIMITS STAGES 2 AND 3



LANE 1 PAVEMENT TRANSITION DETAIL AT CENTER LINE

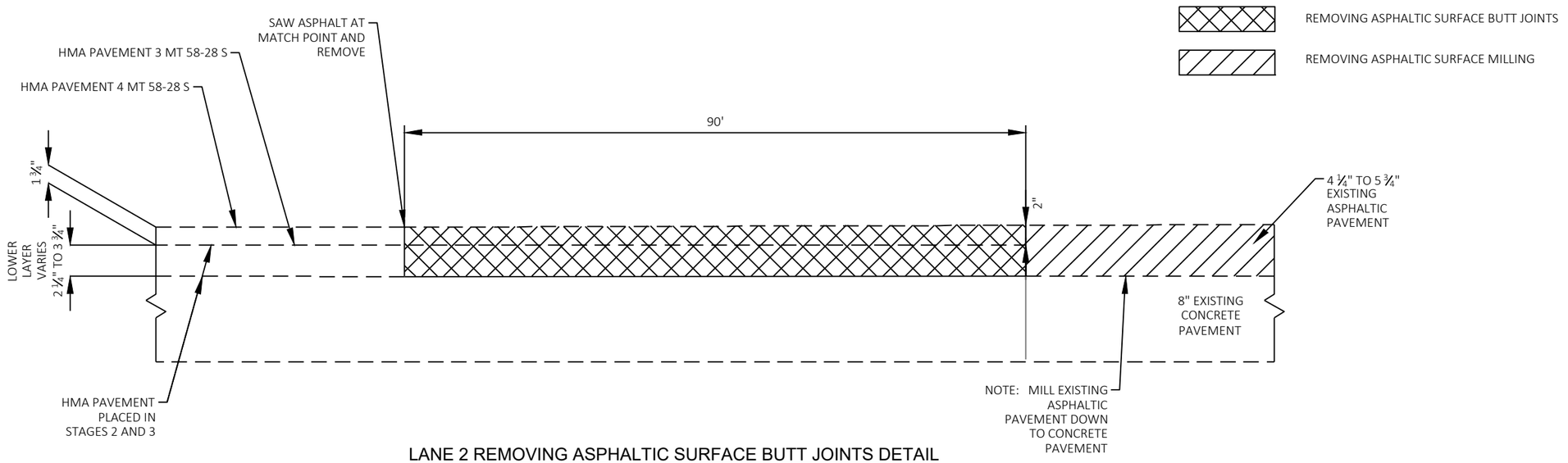
APPLIES TO MATCH POINTS AT FULL CLOSURE LIMITS STAGES 2 AND 3

2



LANE 2 PAVEMENT TRANSITION DETAIL

APPLIES TO MATCH POINTS AT FULL CLOSURE LIMITS STAGES 2 AND 3



LANE 2 REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL

APPLIES TO MATCH POINTS AT FULL CLOSURE LIMITS - STAGE 5

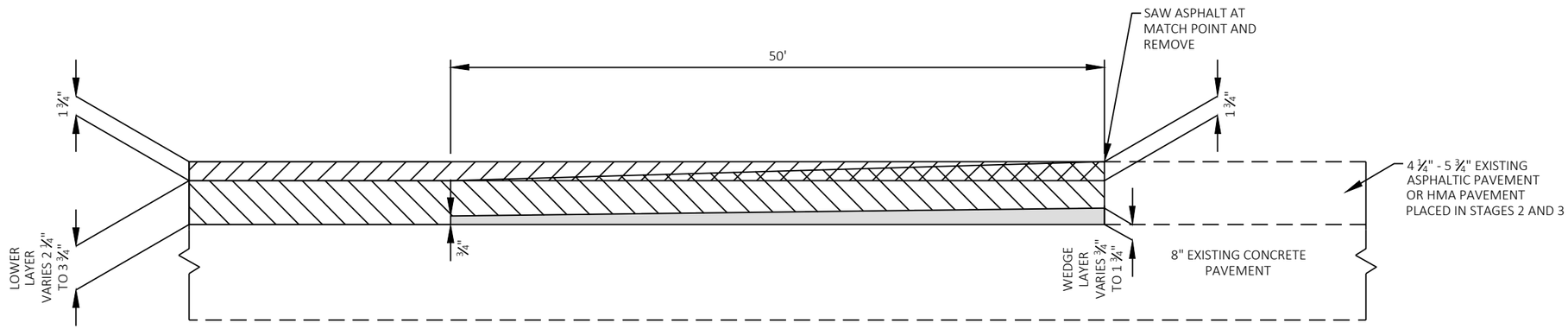
2

REMOVING ASPHALTIC SURFACE BUTT JOINTS (STAGE 7)

HMA PAVEMENT 4 MT 58-28 S (STAGE 7)

HMA PAVEMENT 3 MT 58-28 S (STAGE 5)

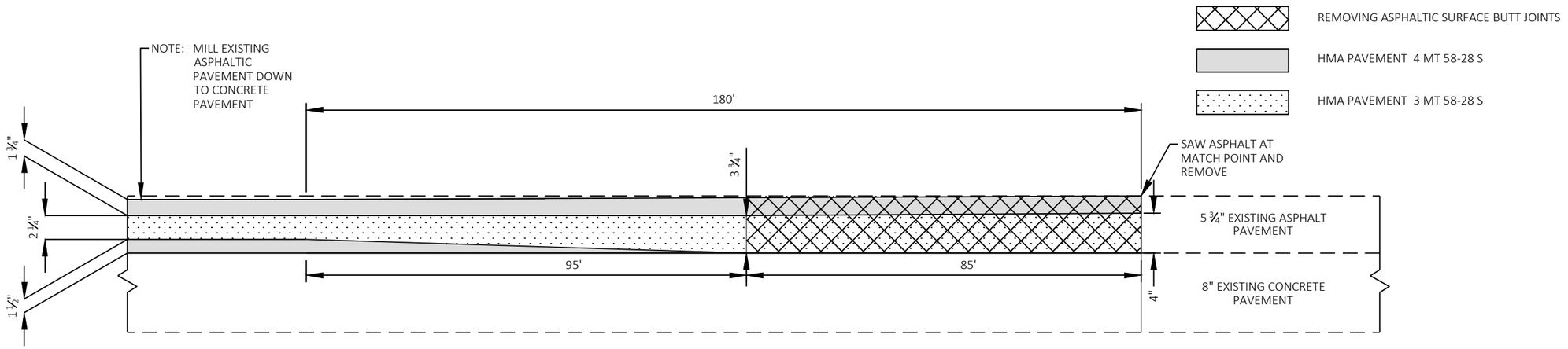
HMA PAVEMENT 3 MT 58-28 S (STAGE 5)



LANE 2 REMOVING ASPHALTIC SURFACE BUTT JOINTS AND WEDGING DETAIL

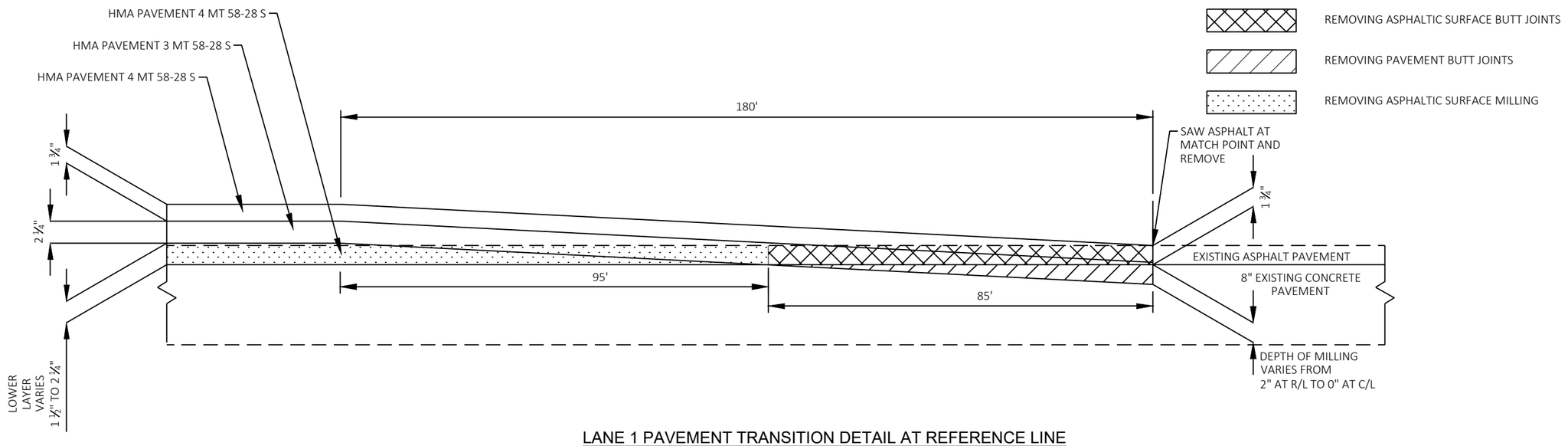
APPLIES TO MATCH POINTS AT PROJECT LIMITS AND FULL CLOSURE LIMITS
(LOWER LAYER AND WEDGING IN STAGE 5, UPPER LAYER AND BUTT JOINT IN STAGE 7)

2



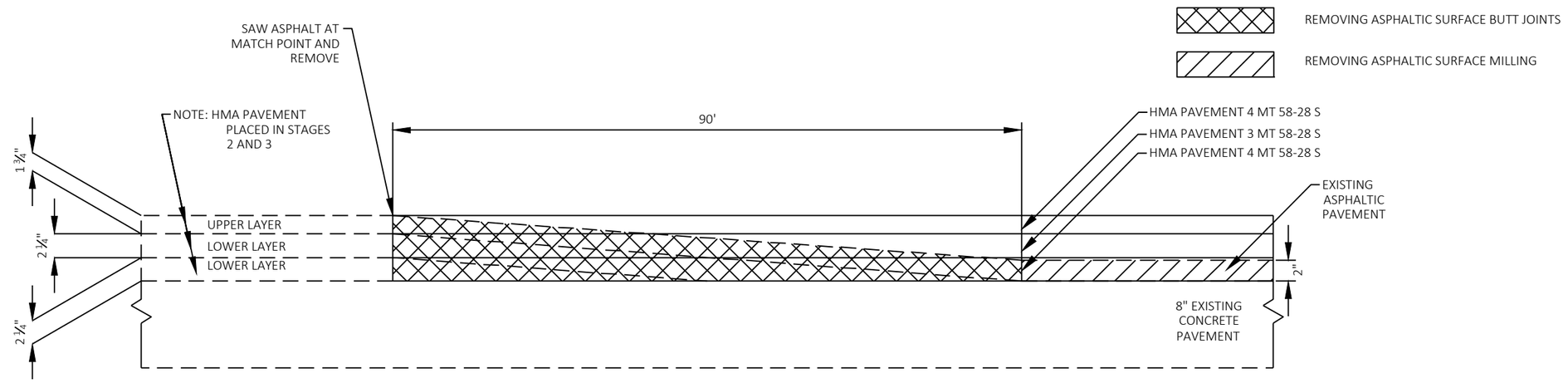
LANE 1 PAVEMENT TRANSITION DETAIL AT CENTER LINE

APPLIES TO MATCH POINTS AT PROJECT LIMITS (STAGE 6)
(SEE ACCOMPANYING DETAIL AT REFERENCE LINE)



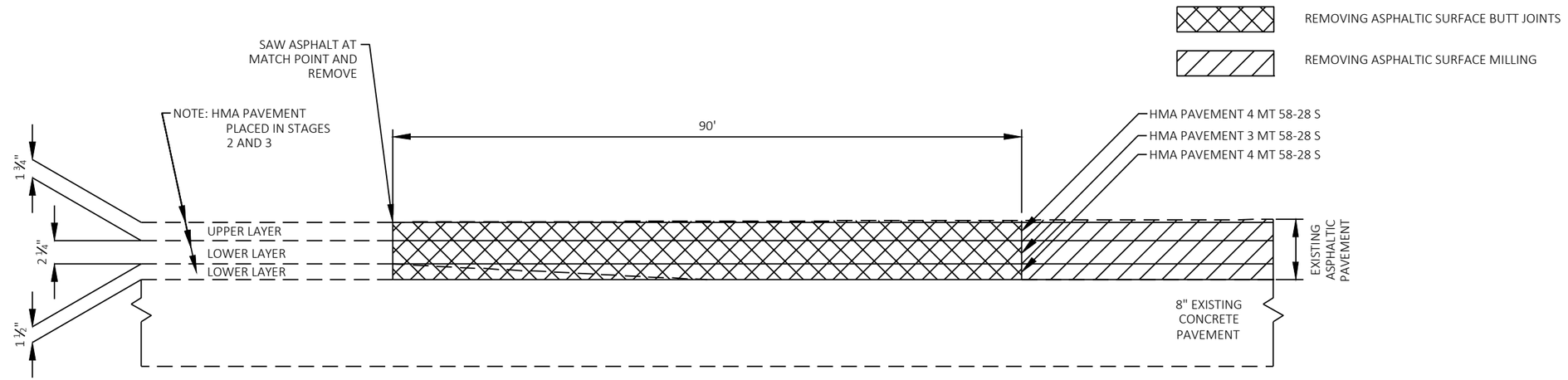
LANE 1 PAVEMENT TRANSITION DETAIL AT REFERENCE LINE

APPLIES TO MATCH POINTS AT PROJECT LIMITS (STAGE 6)
(SEE ACCOMPANYING DETAIL AT CENTER LINE)



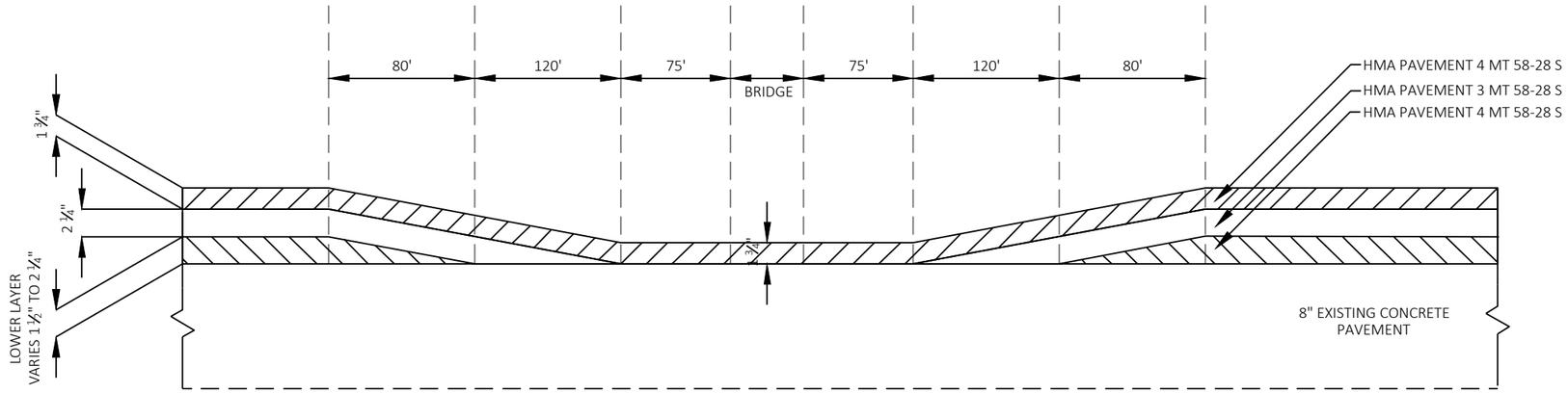
LANE 1 REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL AT REFERENCE LINE

APPLIES TO MATCH POINTS AT FULL CLOSURE LIMITS STAGE 6



LANE 1 REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL AT CENTER LINE

APPLIES TO MATCH POINTS AT FULL CLOSURE LIMITS STAGE 6



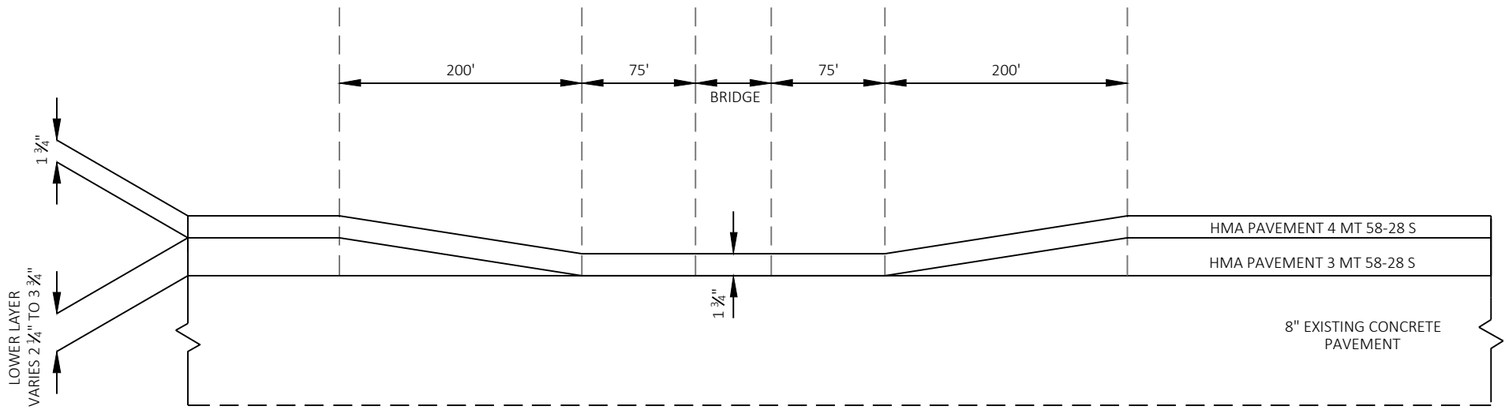
LANE 1 PAVEMENT TRANSITIONS AT OVERPASSES

STAGE 2 - WB USH 12
B-64-39 SPRINGFIELD RD
B-64-40 COMO RD

STAGE 3 - EB USH 12
B-64-39 SPRINGFIELD RD
B-64-40 COMO RD

STAGE 5 - EB + WB USH 12
B-64-63 SB IH 43
B-64-64 NB IH 43

STAGE 6 - WB USH 12
B-64-31 SHERIDAN SPRINGS RD

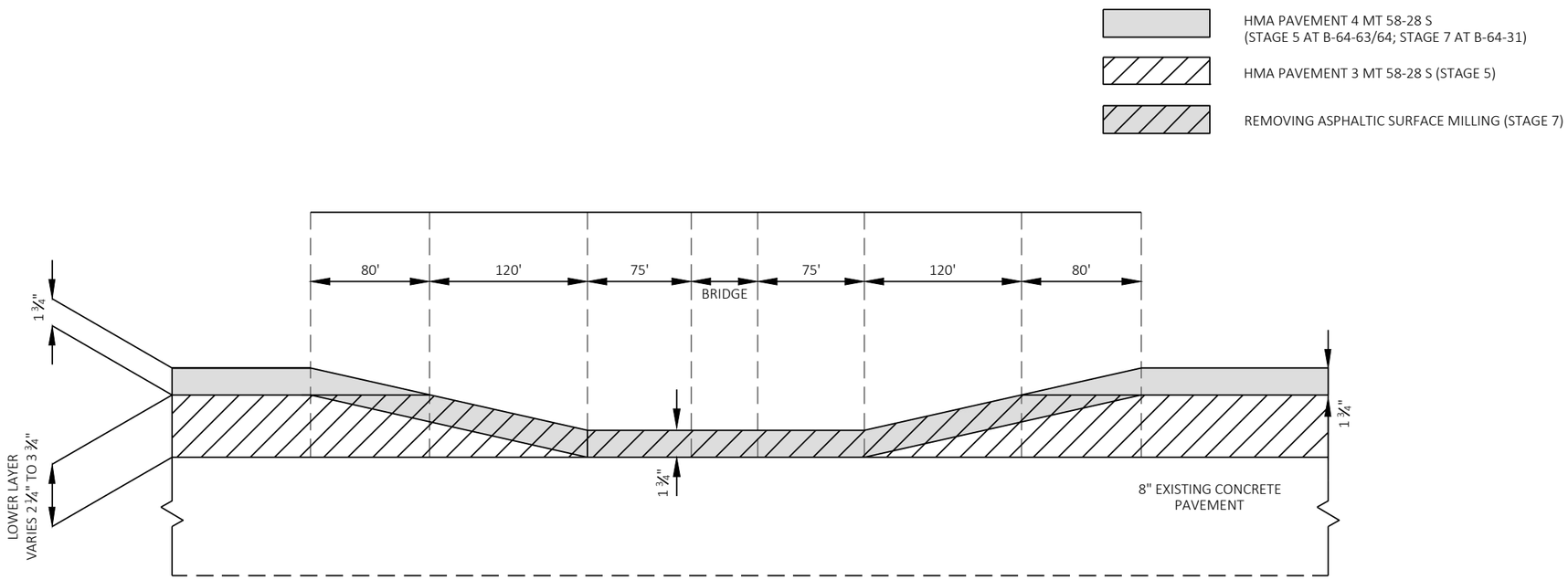


LANE 2 PAVEMENT TRANSITIONS AT OVERPASSES

STAGE 2 - WB USH 12
B-64-39 SPRINGFIELD RD
B-64-40 COMO RD

STAGE 3 - EB USH 12
B-64-39 SPRINGFIELD RD
B-64-40 COMO RD

2

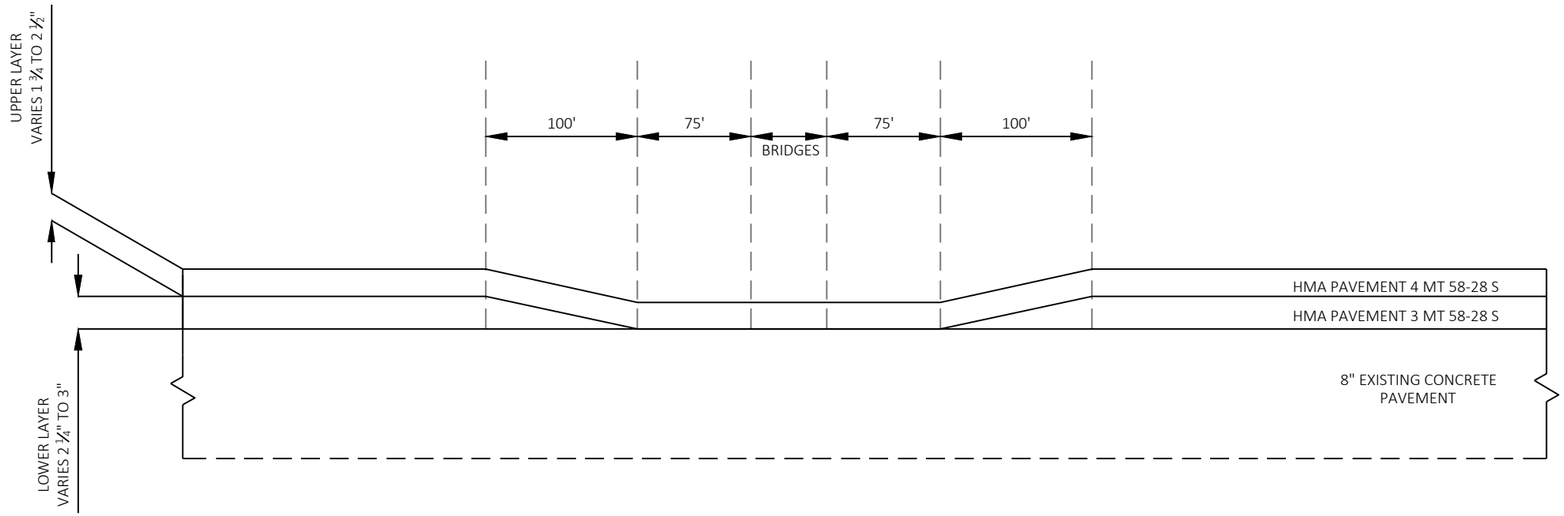


LANE 2 PAVEMENT TRANSITIONS AT OVERPASSES - STAGES 5 AND 7

EB + WB USH 12
B-64-63 SB IH 43
B-64-64 NB IH 43

WB USH 12
B-64-31 SHERIDAN SPRINGS RD

2

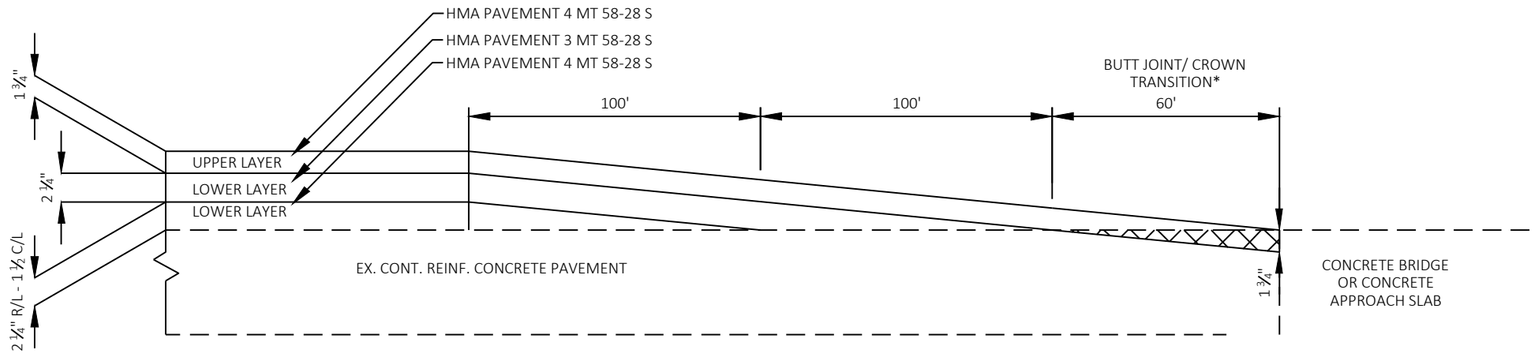


EB USH 12 COLLECTOR ROAD PAVEMENT TRANSITION AT OVERPASSES

B-64-63 SB IH 43
B-64-64 NB IH 43
(SEE TYPICAL SECTIONS FOR C-D ROADS)

REMOVING BUTT JOINTS

* REMOVE AND REPLACE 2" ¼- ASPHALTIC OVERLAY ON NORTH APPROACH OF B-64-33 (EB USH 12 OVER STH 120). PAID AS REMOVING ASPHALTIC SURFACE BUTT JOINTS.

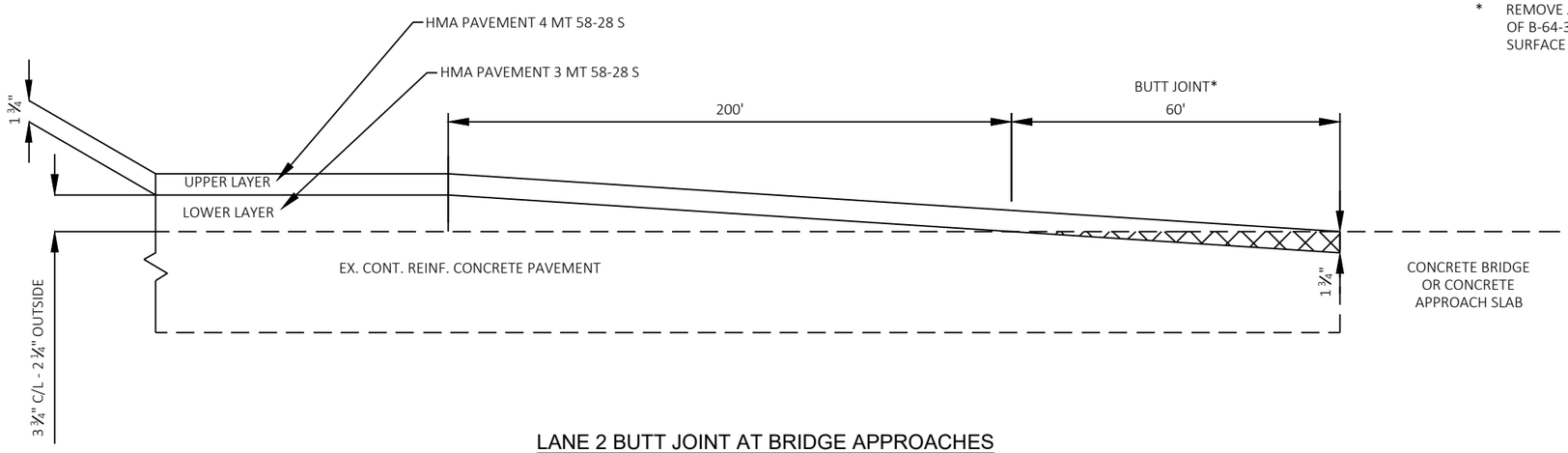


LANE 1 BUTT JOINT AT BRIDGE APPROACHES

B-64-32 WB USH 12 OVER STH 120
B-64-33 EB USH 12 OVER STH 120
B-64-35 EB USH 12 OVER CTH NN
B-64-36 WB USH 12 OVER CTH NN

REMOVING BUTT JOINTS

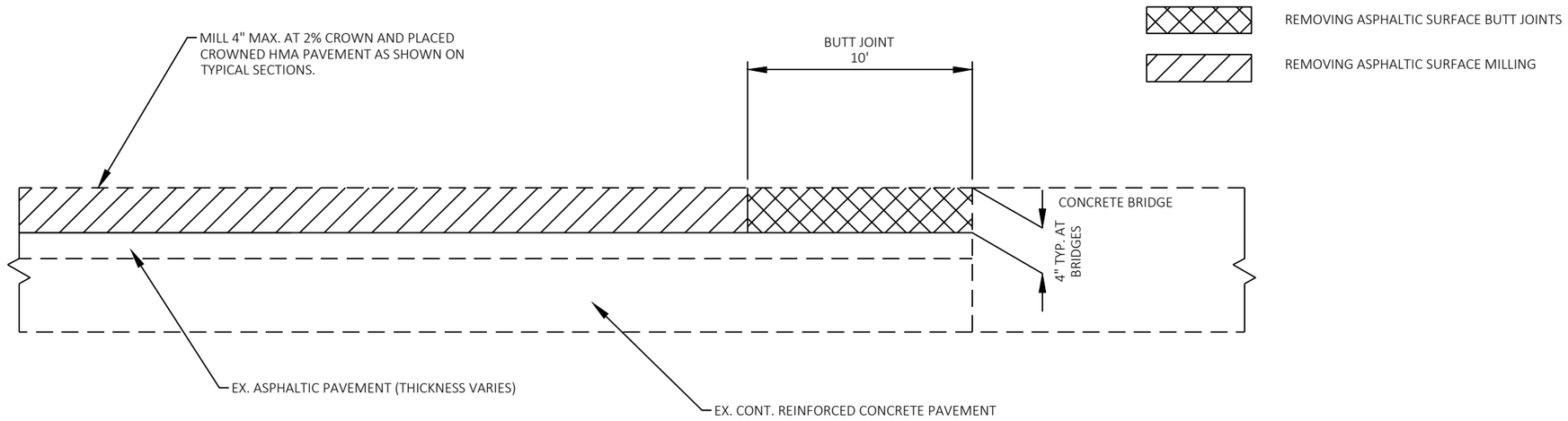
* REMOVE AND REPLACE 2" ¼- ASPHALTIC OVERLAY ON NORTH APPROACH OF B-64-33 (EB USH 12 OVER STH 120). PAID AS REMOVING ASPHALTIC SURFACE BUTT JOINTS.



LANE 2 BUTT JOINT AT BRIDGE APPROACHES

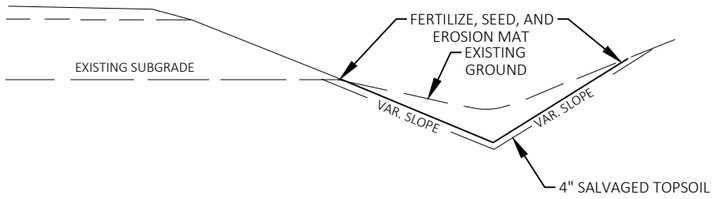
B-64-32 WB USH 12 OVER STH 120
B-64-33 EB USH 12 OVER STH 120
B-64-35 EB USH 12 OVER CTH NN
B-64-36 WB USH 12 OVER CTH NN

2

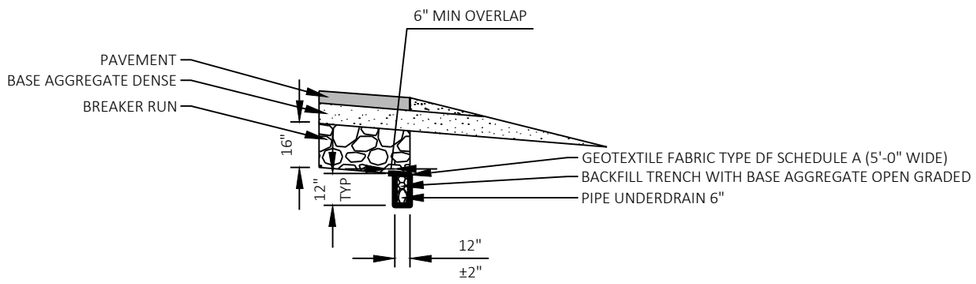


BUTT JOINTS AT BRIDGE APPROACHES

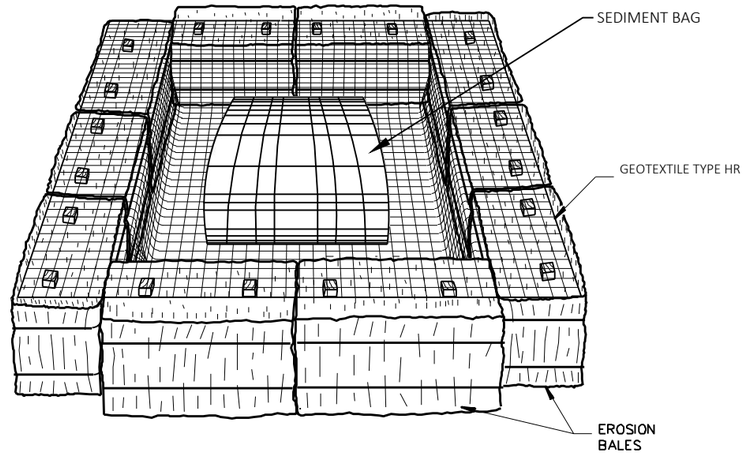
B-64-41 EB USH 12 OVER MAC LEAN ROAD
B-64-42 WB USH 12 OVER MAC LEAN ROAD
B-64-43 EB USH 12 OVER WHITE RIVER STATE TRAIL
B-64-44 WB USH OVER WHITE RIVER STATE TRAIL
B-64-46 WB USH 12 OVER STH 11
B-64-47 EB USH 12 OVER STH 11



DITCH SHAPING DETAIL



PIPE UNDERDRAIN DETAIL



TEMPORARY SETTLING BASIN

NOTE: ALL DEWATERING IS INCIDENTAL TO THE PROJECT

PUMP WATER INTO SEDIMENT BAG INSIDE SETTLING BASIN.

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

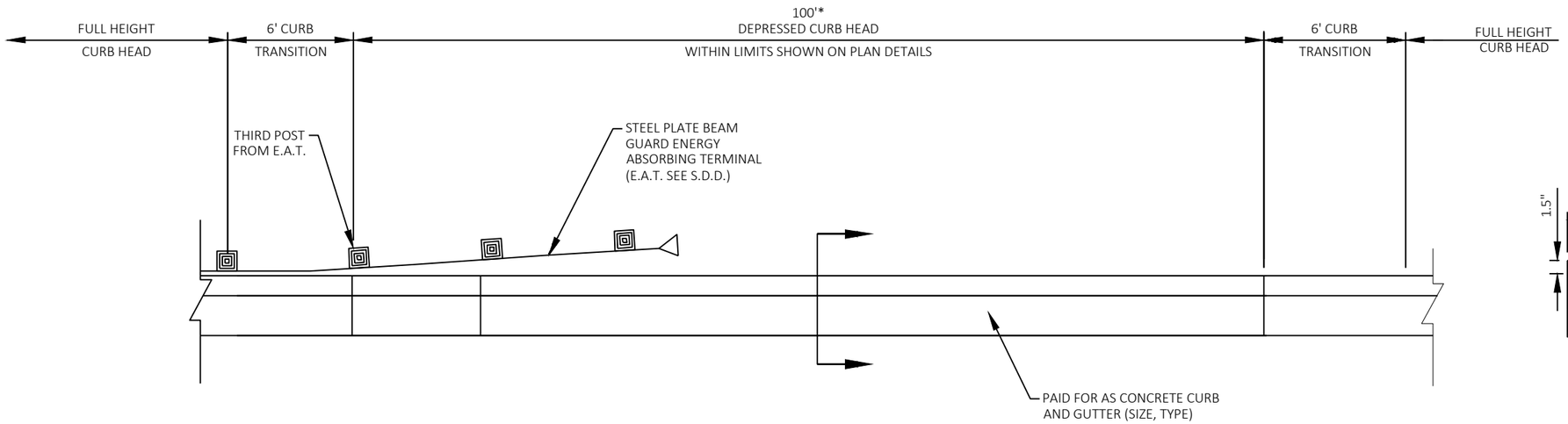
EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

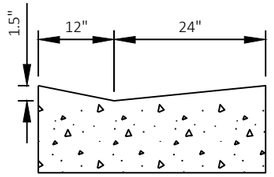
SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

$$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}} = 533 \text{ S.F.}$$

USE A 20 FT. X 27 FT. BASIN

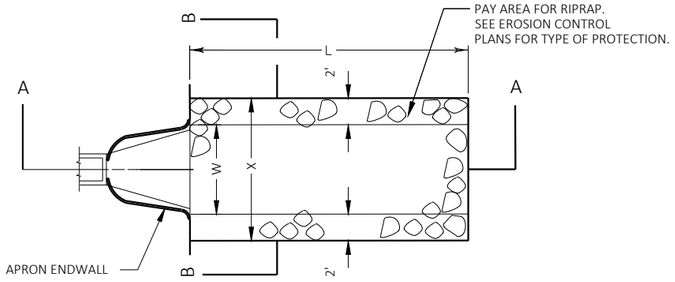
2



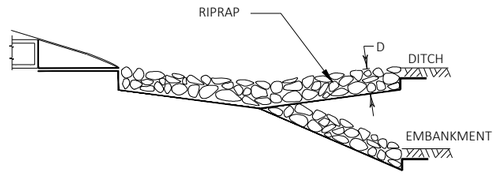


SECTION A-A
DEPRESSED CURB

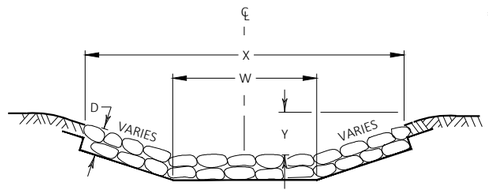
DEPRESSED CURB HEAD AT BEAM GUARD TERMINAL



PLAN VIEW



SECTION A-A



SECTION B-B

L = 3 x W (NOR) OR 10' MIN
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

D = 18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+4' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+6' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

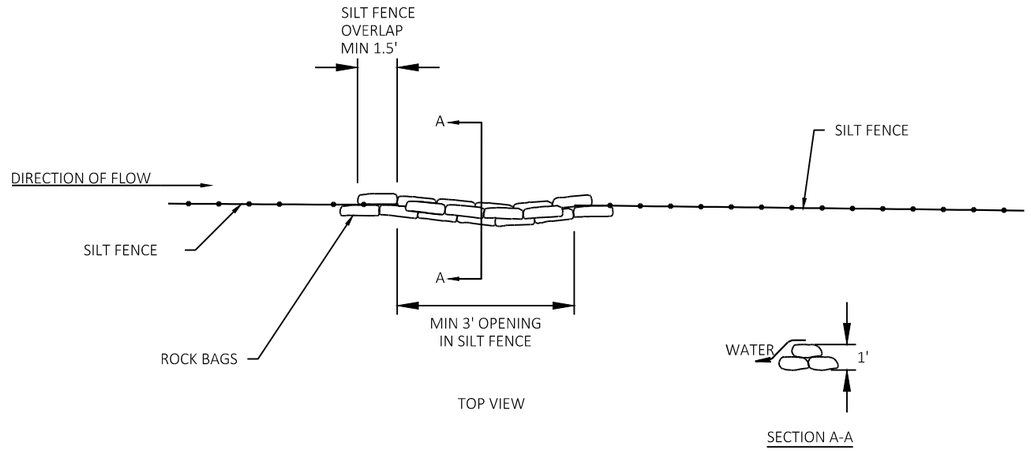
* TYPE HR (FOR RIPRAP HEAVY AND MEDIUM ONLY)

CONSTRUCTION NOTES:

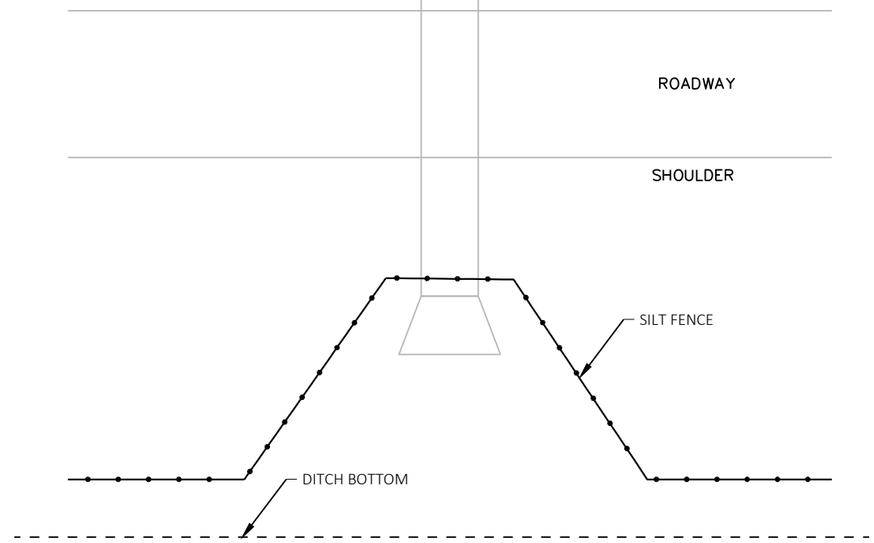
1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS



ROCK BAGS USED FOR SILT FENCE RELIEF



TYPICAL SILT FENCE DETAIL AT PIPE INLET

SEE SILT FENCE SDD FOR ADDITIONAL INFORMATION.

2

BENCHMARKS

STA 608+67, 155' LT, ELEV. 889.11 BRIDGE MONUMENT AT SOUTHWEST CORNER OF SHERIDAN SPRINGS RD BRIDGE

CONTROL POINTS

STA 593+58, 89' LT, ELEV. 883.43 FENO MONUMENT WITH ALUMINUM CAP
STA 605+17, 41' LT, ELEV. 856.56 FENO MONUMENT WITH ALUMINUM CAP

WHITE RIVER

SHERIDAN SPRINGS RD

BEGIN PROJECT
1080-12-72
STA 590+00
X = 797,138.54
Y = 339,614.12

BEGIN CONSTRUCTION EB AND WB
STA 587+60

USH 12 EB

USH 12 WB

BEGIN PROJECT
1080-12-73
STA 590+00
X = 797,189.42
Y = 339,645.92

B-64-030
(NO WORK)

B-64-031
(WORK COMPLETED UNDER 1080-12-70)

SLOPE INTERCEPT

RAMP 120-A R/L

RAMP 120-A

RAMP 120-C

RAMP 120-C R/L

USH 12 R/L

REMOVE EXISTING FLEXIBLE TUBULAR MARKERS

SOUTH CROSSOVER TO REMAIN.
SEE TRAFFIC CROSSOVER FINAL PAVING CONSTRUCTION DETAIL.
CLEAN CROSSOVER OF STONES AND DEBRIS PRIOR TO TRAFFIC CONTROL STAGE 2. CLEANING OF CROSSOVER TO BE PAID UNDER FINISHING ROADWAY.

MAINTAIN EXISTING VERTICAL CLEARANCE UNDER BRIDGE OVER WB USH 12.
SEE CONSTRUCTION DETAILS.

MATCHLINE STA 615+00

LEGEND

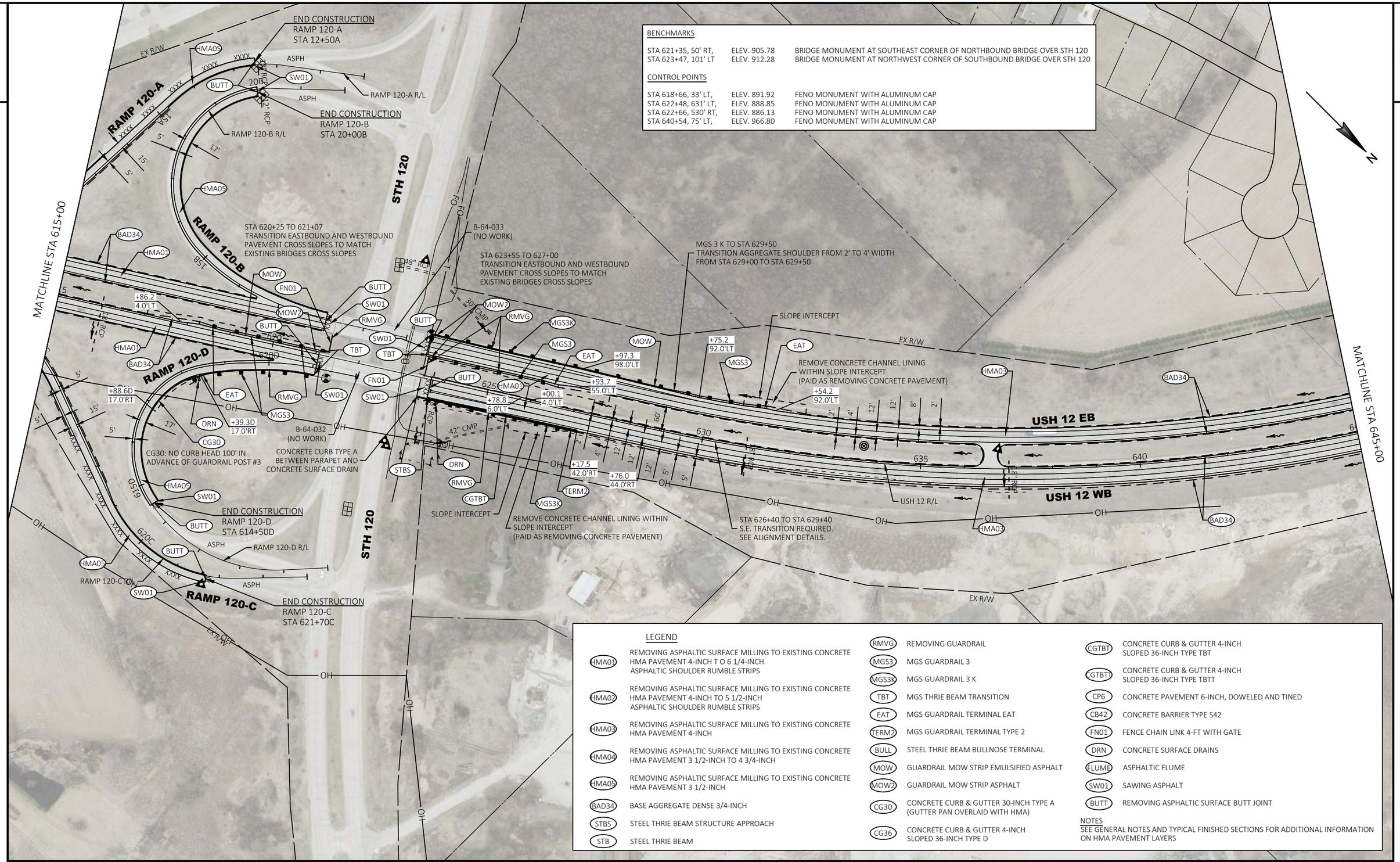
HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH T O 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS	RMVG	REMOVING GUARDRAIL	CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS	MGS3	MGS GUARDRAIL 3	CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH	MGS3K	MGS GUARDRAIL 3 K	CP6	CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH	TBT	MGS THRIE BEAM TRANSITION	CB42	CONCRETE BARRIER TYPE S42
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH	EAT	MGS GUARDRAIL TERMINAL EAT	FN01	FENCE CHAIN LINK 4-FT WITH GATE
BAD34	BASE AGGREGATE DENSE 3/4-INCH	TERM2	MGS GUARDRAIL TERMINAL TYPE 2	DRN	CONCRETE SURFACE DRAINS
STBS	STEEL THRIE BEAM STRUCTURE APPROACH	BULL	STEEL THRIE BEAM BULLNOSE TERMINAL	FLUME	ASPHALTIC FLUME
STB	STEEL THRIE BEAM	MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT	SW01	SAWING ASPHALT
		MOW2	GUARDRAIL MOW STRIP ASPHALT	BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT
		CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)		
		CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D		

NOTES
SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 29	E

2

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 30	E

2

MATCHLINE STA 645+00

CONTROL POINTS

STA 653+21, 80' RT,	ELEV. 970.08	FENO MONUMENT WITH ALUMINUM CAP
STA 664+94, 30' LT,	ELEV. 923.53	FENO MONUMENT WITH ALUMINUM CAP

N

EX R/W

USH 12 EB

USH 12 WB

650 655 660 665 670

12' 5' 5'

+35.6 44.0'RT

+95.6 32.0'RT

+62.3 32.0'RT

BAD34 HMA03

2' 8'

18" RCP

30" RCP

EAT MGS3 RMVG MGS3K MOW

USH 12 R/L

EX R/W

MGS 3 K TO STA 674+86
TRANSITION AGGREGATE SHOULDER FROM 2' TO 4' WIDTH FROM STA 674+61 TO STA 674+86

SLOPE INTERCEPT

TERM2 +91.0 92.0'LT

HMA01 MOW MGS3K

2' 4' 12' 12' 8' 2' 10' 4'

18" RCP

4' 10' 12' 12' 4' 2'

RMVG HMA01

STA 666+00 TO STA 669+50
S.E. TRANSITION REQUIRED.
SEE ALIGNMENT DETAILS.

SLOPE INTERCEPT

MGS 3 TO STA 661+00
MGS 3K FROM STA 661+00 TO STA 701+30
TRANSITION AGGREGATE SHOULDER FROM 4' TO 2' WIDTH FROM STA 661+00 TO STA 661+50

MATCHLINE STA 675+00

2

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH T O 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
BAD34	BASE AGGREGATE DENSE 3/4-INCH
STBS	STEEL THRIE BEAM STRUCTURE APPROACH
STB	STEEL THRIE BEAM
RMVG	REMOVING GUARDRAIL
MGS3	MGS GUARDRAIL 3
MGS3K	MGS GUARDRAIL 3 K
TBT	MGS THRIE BEAM TRANSITION
EAT	MGS GUARDRAIL TERMINAL EAT
TERM2	MGS GUARDRAIL TERMINAL TYPE 2
BULL	STEEL THRIE BEAM BULLNOSE TERMINAL
MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
MOW2	GUARDRAIL MOW STRIP ASPHALT
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CP6	CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
CB42	CONCRETE BARRIER TYPE S42
FN01	FENCE CHAIN LINK 4-FT WITH GATE
DRN	CONCRETE SURFACE DRAINS
FLUME	ASPHALTIC FLUME
SW01	SAWING ASPHALT
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES
SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 31 E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\021201-PD.DWG PLOT DATE : 7/8/2021 12:23 PM PLOT BY : AXT, ANDREW PLOT NAME :

2

MATCHLINE STA 675+00

MATCHLINE STA 705+00

BENCHMARKS

STA 702+13, 94' LT, ELEV. 880.09 BRIDGE MONUMENT AT SOUTHWEST CORNER OF EASTBOUND BRIDGE OVER CTH NN

CONTROL POINTS

STA 677+56, 39' LT, ELEV. 886.32 FENO MONUMENT WITH ALUMINUM CAP
STA 692+72, 30' LT, ELEV. 868.06 FENO MONUMENT WITH ALUMINUM CAP

N

USH 12 EB

USH 12 WB

COMO CREEK

CTH NN

WETLAND LIMITS

SLOPE INTERCEPT

EX R/W

USH 12 R/L

B-64-035 (NO WORK)

B-64-034 (WORK COMPLETED UNDER 1080-12-70)

B-64-036 (NO WORK)

CONCRETE BOX CULVERT

KRUEGER RD

MGS3 +04.1 92.0'LT

EAT

BAD34

HMA01

TERM2 +50.8 92.0'LT

RMVG

MOW

MGS3K +56.1 91.7'LT

FLUME +09.3 91.7'LT

CGTBT +15.8 31.7'RT

TBT +62.7 31.7'RT

MOW2 +45.8 92.0'LT

FN01 +60.4 4.0'LT

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH T O 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS	RMVG	REMOVING GUARDRAIL	CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS	MGS3	MGS GUARDRAIL 3	CGTBT1	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH	MGS3K	MGS GUARDRAIL 3 K	CP6	CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH	TBT	MGS THRIE BEAM TRANSITION	CB42	CONCRETE BARRIER TYPE S42
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH	EAT	MGS GUARDRAIL TERMINAL EAT	FN01	FENCE CHAIN LINK 4-FT WITH GATE
BAD34	BASE AGGREGATE DENSE 3/4-INCH	TERM2	MGS GUARDRAIL TERMINAL TYPE 2	DRN	CONCRETE SURFACE DRAINS
STBS	STEEL THRIE BEAM STRUCTURE APPROACH	BULL	STEEL THRIE BEAM BULLNOSE TERMINAL	FLUME	ASPHALTIC FLUME
STB	STEEL THRIE BEAM	MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT	SW01	SAWING ASPHALT
		MOW2	GUARDRAIL MOW STRIP ASPHALT	BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT
		CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)		
		CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D		

NOTES

SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

2

LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 33	E

2

2

MATCHLINE STA. 735+00

MATCH LINE STA. 765+00

741+97 TO 745+47 EB (STATIONING FOR EB1 IS ALONG EB R/L) S.E. TRANSITION REQUIRED. SEE ALIGNMENT DETAILS.

WETLAND BOUNDARY (TYP.)

HMA03

BAD34

EX. R/W

HMA01

USH 12 EB

HMA01

EAT

EAT

MGS

TERM2

740

745

750

755

760

USH 12 WB

2' 8" 12" 12" 4" 2"

2" 4" 12" 8" 2"

HMA03

737+40 TO 739+40 WB S.E.TRANSITION REQUIRED. SEE ALIGNMENT DETAILS.

BAD34

R/L USH 12 WB

EX. R/W

HMA01

SLOPE INTERCEPT (TYP.)

MGS

TERM2

N

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS	RMVG	REMOVING GUARDRAIL	CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS	MGS3	MGS GUARDRAIL 3	CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH	MGS3K	MGS GUARDRAIL 3 K	CP6	CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH	TBT	MGS THRIE BEAM TRANSITION	CB42	CONCRETE BARRIER TYPE S42
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH	EAT	MGS GUARDRAIL TERMINAL EAT	FN01	FENCE CHAIN LINK 4-FT WITH GATE
BAD34	BASE AGGREGATE DENSE 3/4-INCH	TERM2	MGS GUARDRAIL TERMINAL TYPE 2	DRN	CONCRETE SURFACE DRAINS
STBS	STEEL THRIE BEAM STRUCTURE APPROACH	BULL	STEEL THRIE BEAM BULLNOSE TERMINAL	FLUME	ASPHALTIC FLUME
STB	STEEL THRIE BEAM	MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT	SW01	SAWING ASPHALT
		MOW2	GUARDRAIL MOW STRIP ASPHALT	BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT
		CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)		
		CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D		

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 34	E

2

2

MATCHLINE STA. 765+00

MATCH LINE STA. 795+00

EXISTING 24" RCCP

EXISTING 24" RCCP

EXISTING TWIN 48" RCCP

EXISTING 24" CMP

B-64-39
(WORK COMPLETED UNDER 1080-12-70)

15" CMP

18" CMP

EX. R/W

WILLOW BEND RD

HMA01

BAD34

HMA03

STB

BULL

24" RCCP

24" CMP

USH 12 EB

USH 12 WB

770

775

780

785

790

2'
8'
12'
12'
4'
2'

R/L USH 12 WB

WE ENERGIES
OVERHEAD
SPECTRUM
OVERHEAD
CHARTER
OVERHEAD

18" CMP

SPRINGFIELD RD

54" CMP

EXISTING 24" RCCP

SEE DETAILS FOR PAVEMENT TRANSITIONS AT OVERPASSES.

EXISTING 54" CMP

LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 35	E

2

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
BAD34	BASE AGGREGATE DENSE 3/4-INCH
STBS	STEEL THRIE BEAM STRUCTURE APPROACH
STB	STEEL THRIE BEAM
RMVG	REMOVING GUARDRAIL
MGS3	MGS GUARDRAIL 3
MGS3K	MGS GUARDRAIL 3 K
TBT	MGS THRIE BEAM TRANSITION
EAT	MGS GUARDRAIL TERMINAL EAT
TERM2	MGS GUARDRAIL TERMINAL TYPE 2
BULL	STEEL THRIE BEAM BULLNOSE TERMINAL
MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
MOW2	GUARDRAIL MOW STRIP ASPHALT
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
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FN01	FENCE CHAIN LINK 4-FT WITH GATE
DRN	CONCRETE SURFACE DRAINS
FLUME	ASPHALTIC FLUME
SW01	SAWING ASPHALT
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

2

2

MATCHLINE STA. 825+00

MATCH LINE STA. 855+00

SEE DETAILS FOR PAVEMENT TRANSITIONS AT OVERPASSES.

WE ENERGIES OVERHEAD

EXISTING 42" CMCP

EXISTING 18" RCCP

STRUCTURE B-64-40 NO WORK

EXISTING 18" RCCP

COMO RD

18" CMP

42" RC CMP

12" CMP

42" CMP

12" CMP

EX. R/W

EX. R/W

EX. R/W

EX. R/W

BAD34

HMA01

BAD34

BULL

STB

HMA01

HMA01

USH 12 EB

USH 12 WB

825

830

835

840

845

850

855

2'

8'

12'

12'

4'

2'

BAD34

HMA01

BULL

EXISTING DRAIN TILE

EXISTING 42" CMCP

R/L USH 12 WB

EXISTING DRAIN TILE

18" CMP

18" CMP

12" CMP

N

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
BAD34	BASE AGGREGATE DENSE 3/4-INCH
STBS	STEEL THRIE BEAM STRUCTURE APPROACH
STB	STEEL THRIE BEAM
RMVG	REMOVING GUARDRAIL
MGS3	MGS GUARDRAIL 3
MGS3K	MGS GUARDRAIL 3 K
TBT	MGS THRIE BEAM TRANSITION
EAT	MGS GUARDRAIL TERMINAL EAT
TERM2	MGS GUARDRAIL TERMINAL TYPE 2
BULL	STEEL THRIE BEAM BULLNOSE TERMINAL
MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
MOW2	GUARDRAIL MOW STRIP ASPHALT
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
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CB42	CONCRETE BARRIER TYPE S42
FN01	FENCE CHAIN LINK 4-FT WITH GATE
DRN	CONCRETE SURFACE DRAINS
FLUME	ASPHALTIC FLUME
SW01	SAWING ASPHALT
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 37	E

2

2

N

STRUCTURE B-54-61
(WORK COMPLETED UNDER 1080-12-70)

JACKSON CREEK

EXISTING 18" RCCP

EXISTING TWIN 36" RCCP

EXISTING 18" RCCP

R/L USH 12 WB

EXISTING 18" RCCP

HMA01

BAD34

EX. R/W

HMA03

18" RCP

18" RCP

USH 12 EB

860

865

870

875

880

USH 12 WB

HMA01

HMA01

BAD34

EX. R/W

HMA03

BAD34

871+43 TO 875+10
S.E. TRANSITION REQUIRED.
SEE ALIGNMENT DETAILS.

EXISTING 18" RCCP

WETLAND BOUNDARY (TYP.)

MATCHLINE STA. 855+00

MATCH LINE STA. 885+00

2' 8" 12" 12" 4" 2"

2' 8" 12" 12" 4" 2"

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
BAD34	BASE AGGREGATE DENSE 3/4-INCH
STBS	STEEL THRIE BEAM STRUCTURE APPROACH
STB	STEEL THRIE BEAM
RMVG	REMOVING GUARDRAIL
MGS3	MGS GUARDRAIL 3
MGS3K	MGS GUARDRAIL 3 K
TBT	MGS THRIE BEAM TRANSITION
EAT	MGS GUARDRAIL TERMINAL EAT
TERM2	MGS GUARDRAIL TERMINAL TYPE 2
BULL	STEEL THRIE BEAM BULLNOSE TERMINAL
MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
MOW2	GUARDRAIL MOW STRIP ASPHALT
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CP6	CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
CB42	CONCRETE BARRIER TYPE S42
FN01	FENCE CHAIN LINK 4-FT WITH GATE
DRN	CONCRETE SURFACE DRAINS
FLUME	ASPHALTIC FLUME
SW01	SAWING ASPHALT
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 38	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\021202-PD.DWG
LAYOUT NAME - 06

PLOT DATE : 7/8/2021 1:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING 18" RCP

WETLAND BOUNDARY (TYP.)

STRUCTURE C-64-10
CLEARING AND GRUBBING AND RIPRAP HEAVY REQUIRED. SEE EROSION CONTROL PLANS.

STRUCTURE C-64-09
(WORK COMPLETED UNDER 1080-12-70)

EXISTING 18" RCCP

EXSITING 18" RCP

EX. R/W

USH 12 EB

USH 12 WB

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

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

HMA03

HMA01

BAD34

MGS

TERM2

EAT

15" RCP

18" RCP

890

895

900

905

910

MATCHLINE STA. 885+00

MATCH LINE STA. 915+00

R/L USH 12 WB

909+75 TO 912+42
S.E. TRANSITION REQUIRED.
SEE ALIGNMENT DETAILS.

912+42 TO 940+00
MILL 4" MAX. AT 2% NORMAL CROWN EB & WB.
SEE ALIGNMENT DETAILS.

N

LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

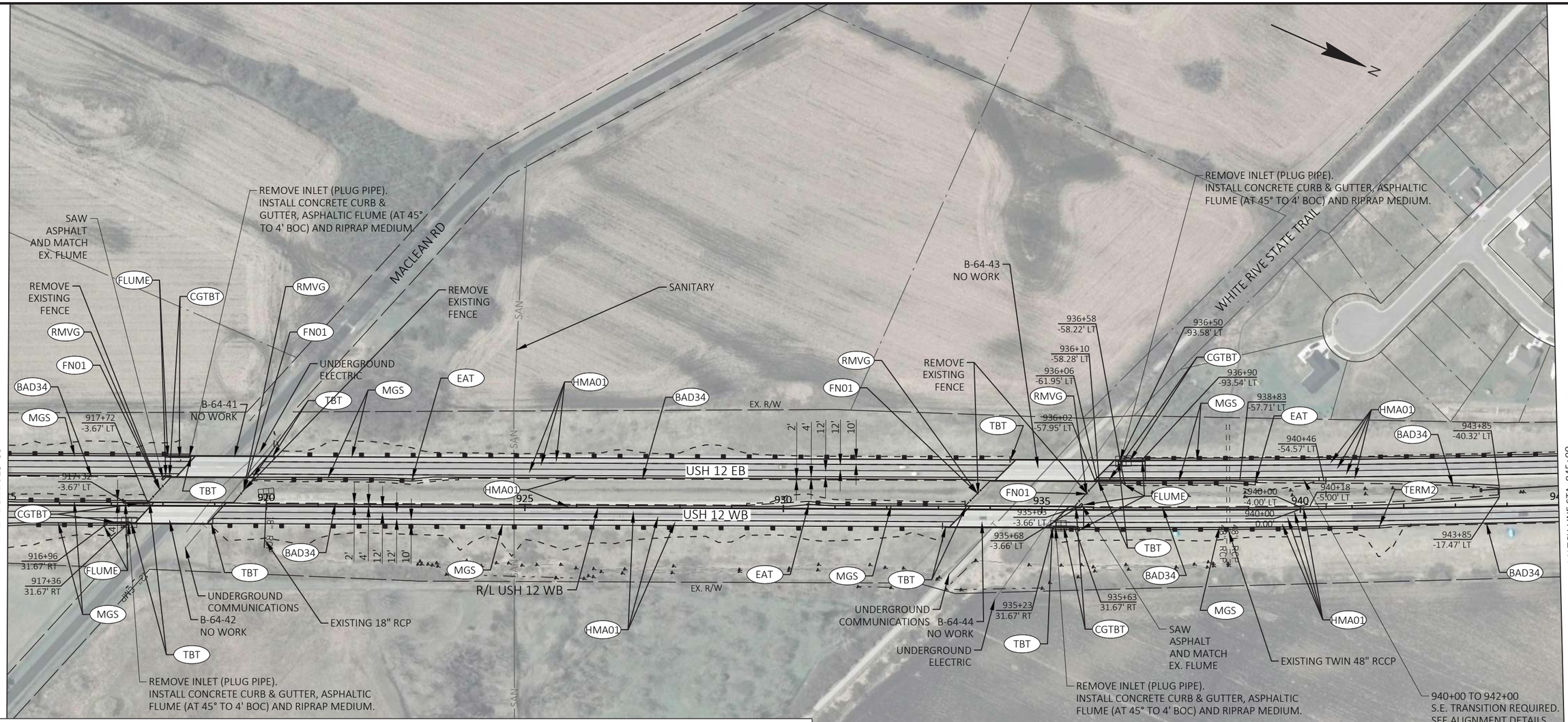
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 39	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\021202-PD.DWG
LAYOUT NAME - 07

PLOT DATE : 7/8/2021 1:58 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

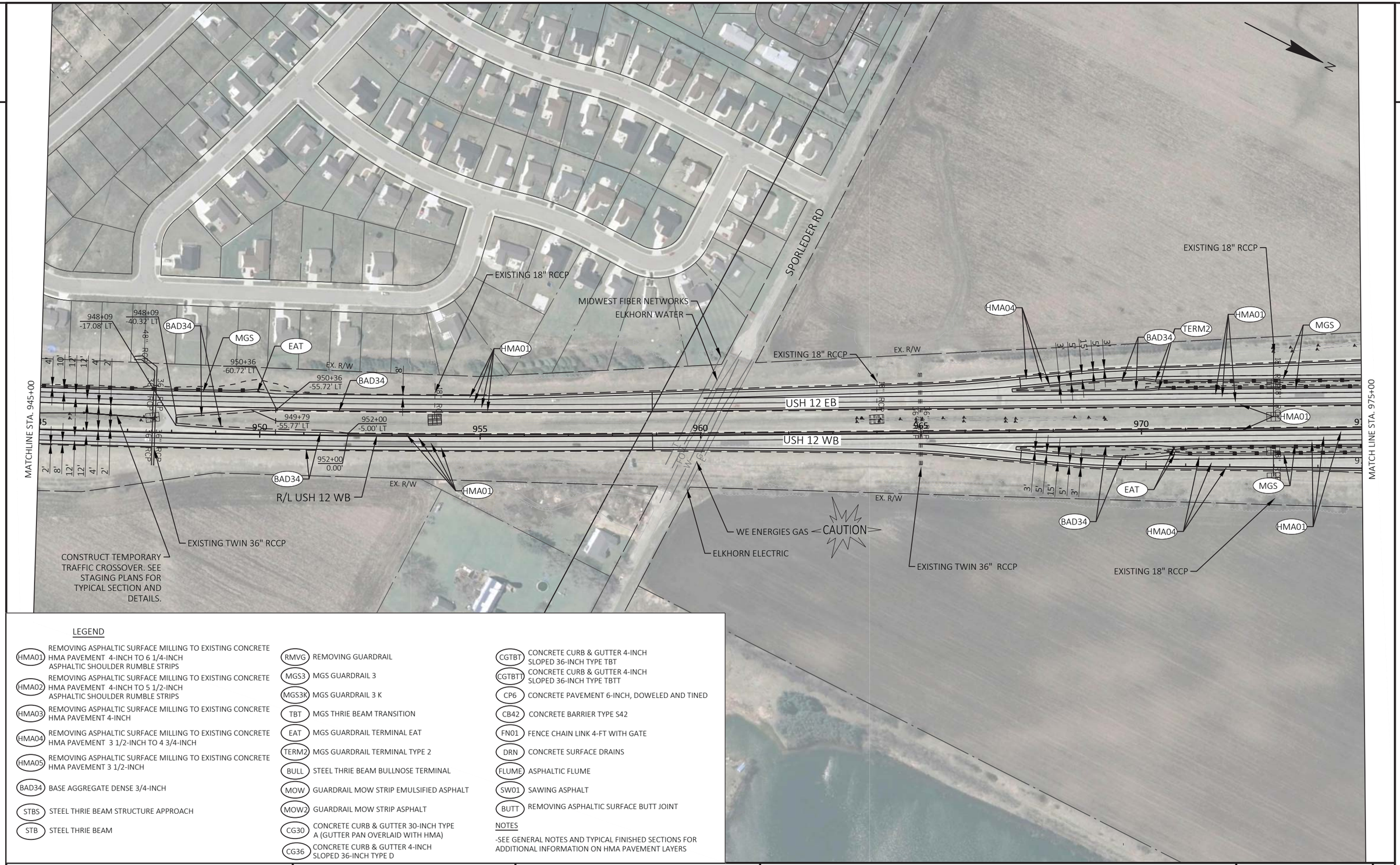
- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 40	E

2



LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
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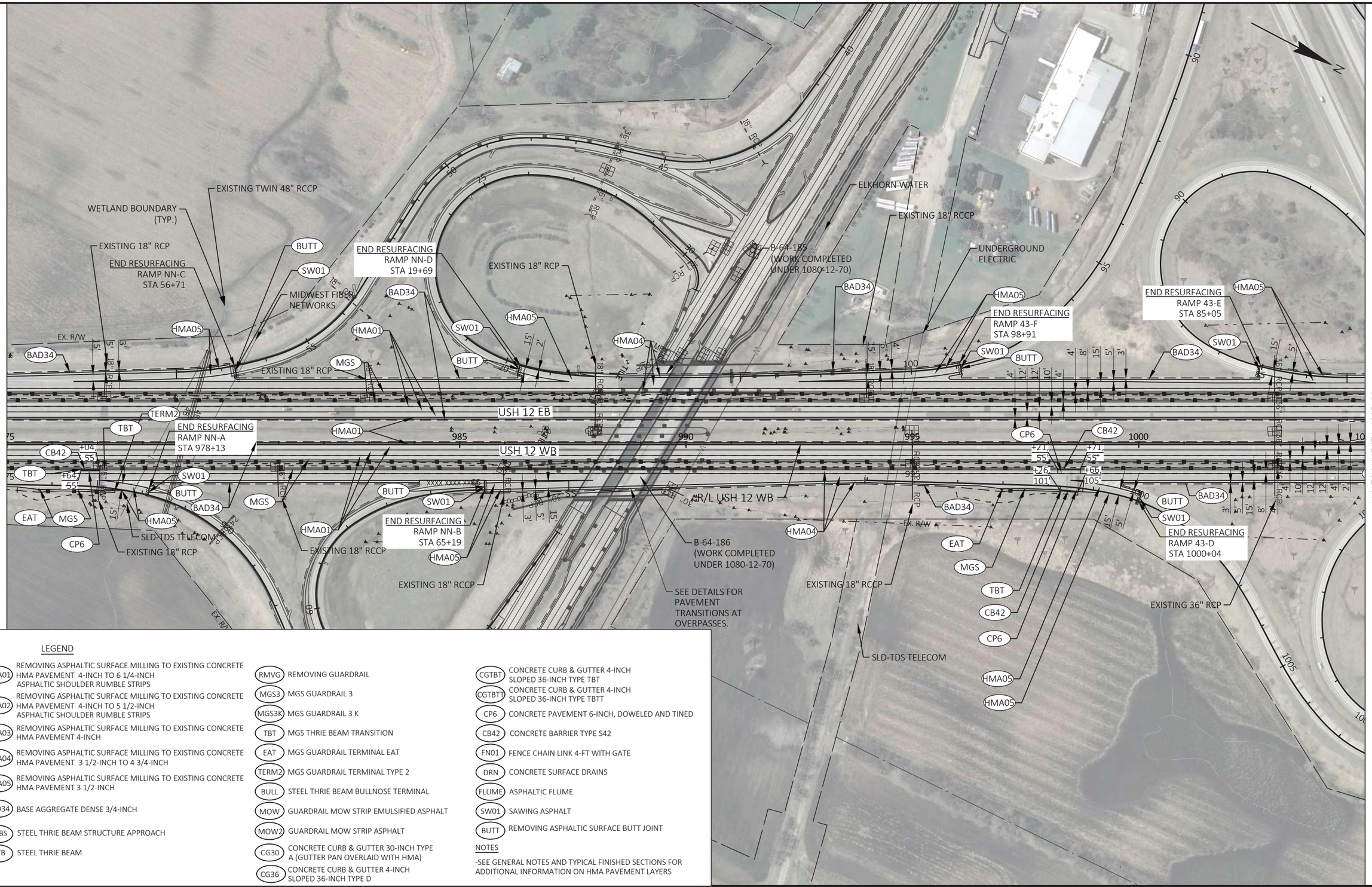
NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 41	E

2



LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
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- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
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- MGS3K — MGS GUARDRAIL 3 K
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- EAT — MGS GUARDRAIL TERMINAL EAT
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- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 42	E

2

2

MATCHLINE STA. 1005+00

MATCH LINE STA. 1035+00

B-64-64
(WORK COMPLETED
UNDER 1080-12-70)

EXISTING 18" RCP

EXISTING 24" RCP

END RESURFACING
RAMP 43-H
STA 1016+23

EXISTING 18" RCP

EXISTING 18" RCP

EXISTING 36" RCCP

END RESURFACING
RAMP 43-G
STA 1010+69

EX. R/W

USH 12 EB

USH 12 WB

EX. R/W

EXISTING 36" RCCP

EXISTING 18" RCP

EXISTING 18" RCP

EXISTING 18" RCP

SEE DETAILS FOR PAVEMENT
TRANSITIONS AT
OVERPASSES.

EXISTING 18" RCP

EXISTING 18" RCP

EXISTING 18" RCP

B-64-63
(WORK COMPLETED
UNDER 1080-12-70)

END RESURFACING
RAMP 43-C
STA 1006+02

END RESURFACING
RAMP 43-A
STA 1013+40

END RESURFACING
RAMP 43-B
STA 1019+72

IH 43 NB

IH 43 SB

LEGEND

HMA01	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA02	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
HMA03	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
HMA04	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
HMA05	REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
BAD34	BASE AGGREGATE DENSE 3/4-INCH
STBS	STEEL THRIE BEAM STRUCTURE APPROACH
STB	STEEL THRIE BEAM
RMVG	REMOVING GUARDRAIL
MGS3	MGS GUARDRAIL 3
MGS3K	MGS GUARDRAIL 3 K
TBT	MGS THRIE BEAM TRANSITION
EAT	MGS GUARDRAIL TERMINAL EAT
TERM2	MGS GUARDRAIL TERMINAL TYPE 2
BULL	STEEL THRIE BEAM BULLNOSE TERMINAL
MOW	GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
MOW2	GUARDRAIL MOW STRIP ASPHALT
CG30	CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
CG36	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CGTBT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
CGTBTT	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
CP6	CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
CB42	CONCRETE BARRIER TYPE S42
FN01	FENCE CHAIN LINK 4-FT WITH GATE
DRN	CONCRETE SURFACE DRAINS
FLUME	ASPHALTIC FLUME
SW01	SAWING ASPHALT
BUTT	REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

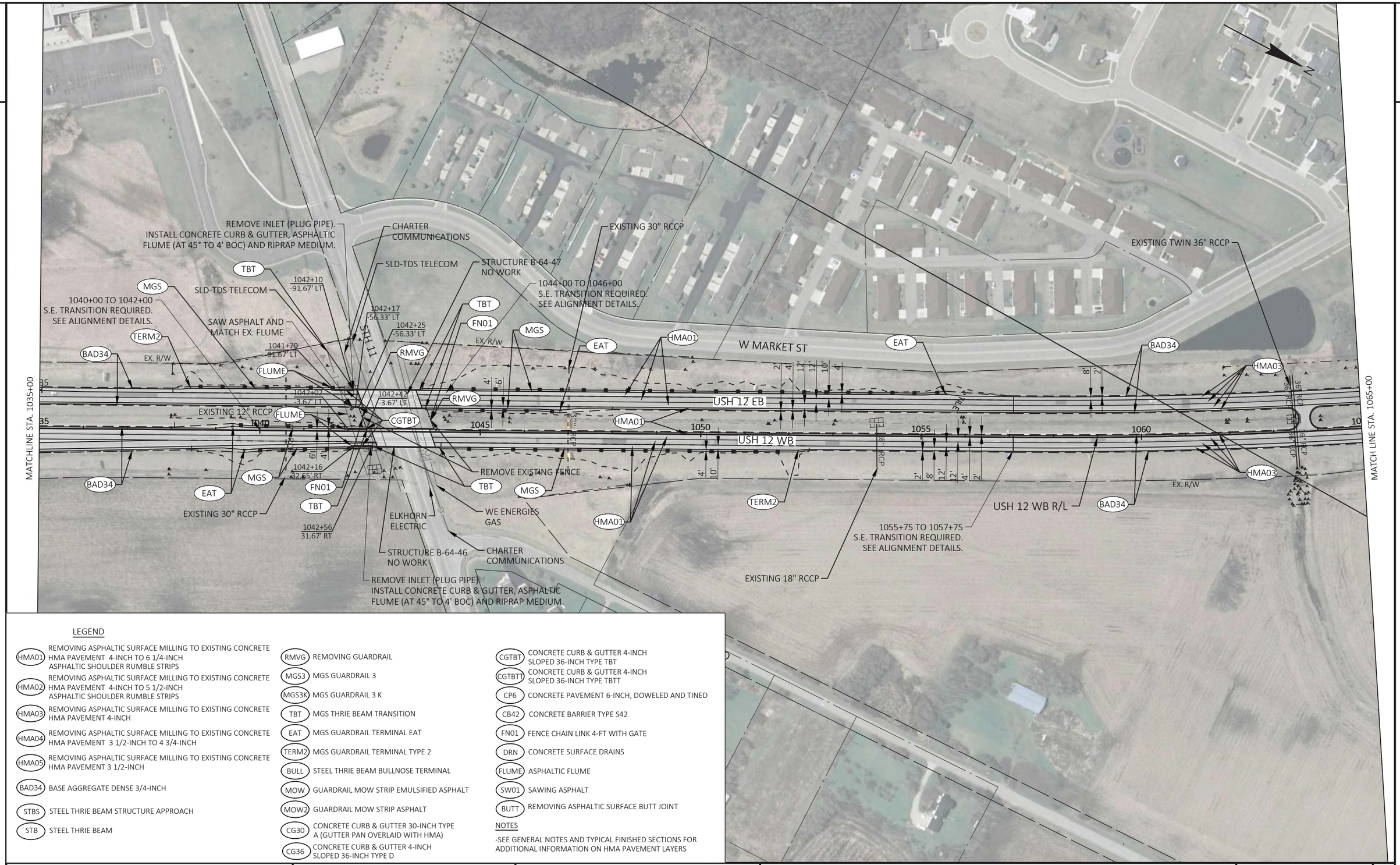
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 43 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\021202-PD.DWG
LAYOUT NAME - 11

PLOT DATE : 7/8/2021 2:00 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 44	E

2

2

MATCHLINE STA. 1065+00

MATCH LINE STA. 1095+00

EXISTING TWIN 42" RCCP

EXISTING 18" RCCP

EXISTING TWIN 42" RCCP

EXISTING 18" RCP

USH 12 EB

USH 12 WB

USH 12 WB R/L

USH

EX. R/W

1080+33 TO 1082+33
S.E. TRANSITION REQUIRED
(UNIDIRECTIONAL TO CROWNED).
SEE ALIGNMENT DETAILS.

LEGEND

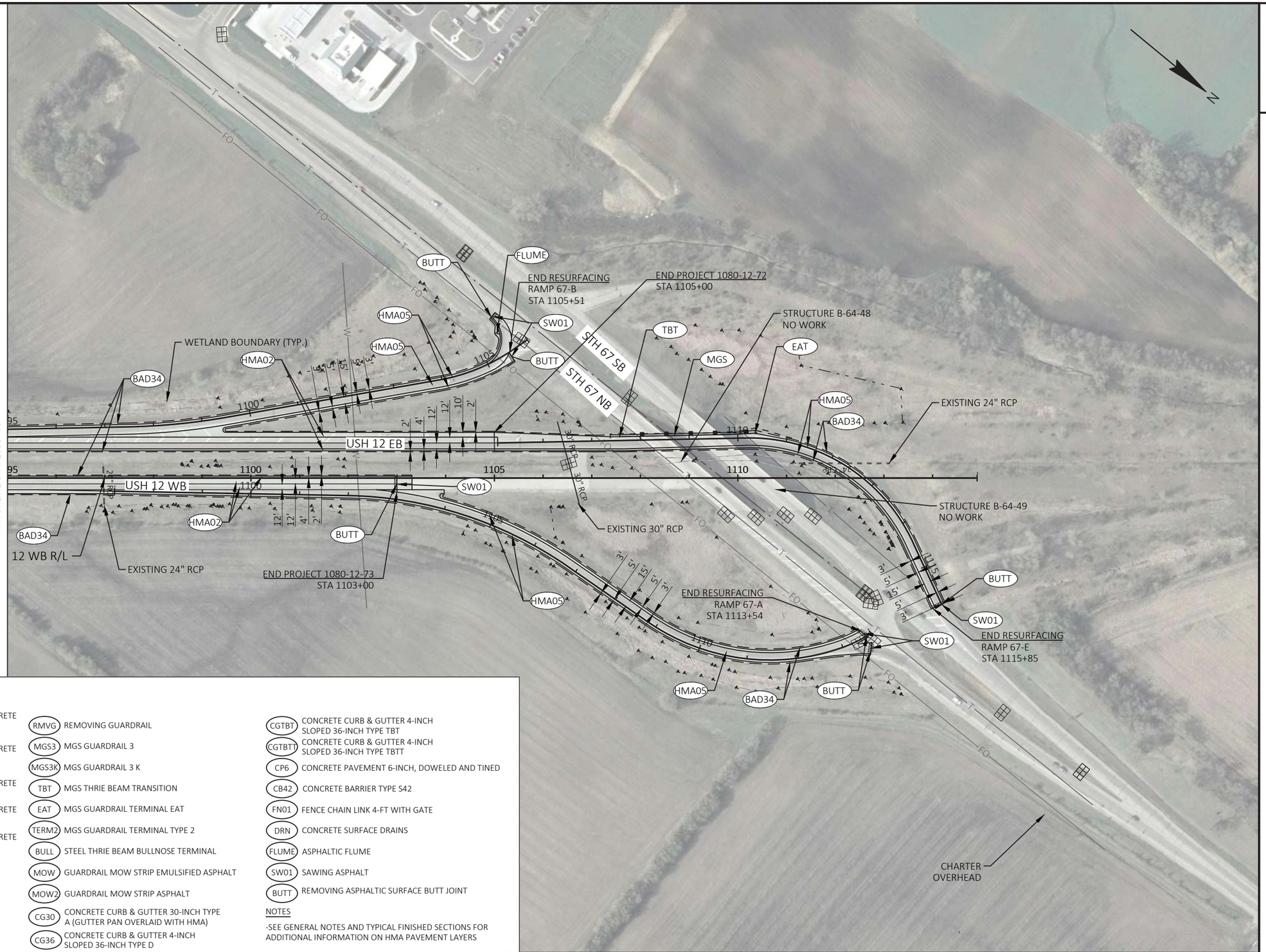
- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PLAN DETAILS	SHEET 45	E

2



LEGEND

- HMA01 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 6 1/4-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA02 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH TO 5 1/2-INCH ASPHALTIC SHOULDER RUMBLE STRIPS
- HMA03 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 4-INCH
- HMA04 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH TO 4 3/4-INCH
- HMA05 — REMOVING ASPHALTIC SURFACE MILLING TO EXISTING CONCRETE HMA PAVEMENT 3 1/2-INCH
- BAD34 — BASE AGGREGATE DENSE 3/4-INCH
- STBS — STEEL THRIE BEAM STRUCTURE APPROACH
- STB — STEEL THRIE BEAM
- RMVG — REMOVING GUARDRAIL
- MGS3 — MGS GUARDRAIL 3
- MGS3K — MGS GUARDRAIL 3 K
- TBT — MGS THRIE BEAM TRANSITION
- EAT — MGS GUARDRAIL TERMINAL EAT
- TERM2 — MGS GUARDRAIL TERMINAL TYPE 2
- BULL — STEEL THRIE BEAM BULLNOSE TERMINAL
- MOW — GUARDRAIL MOW STRIP EMULSIFIED ASPHALT
- MOW2 — GUARDRAIL MOW STRIP ASPHALT
- CG30 — CONCRETE CURB & GUTTER 30-INCH TYPE A (GUTTER PAN OVERLAID WITH HMA)
- CG36 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CGTBT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT
- CGTBTT — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT
- CP6 — CONCRETE PAVEMENT 6-INCH, DOWELED AND TINED
- CB42 — CONCRETE BARRIER TYPE S42
- FN01 — FENCE CHAIN LINK 4-FT WITH GATE
- DRN — CONCRETE SURFACE DRAINS
- FLUME — ASPHALTIC FLUME
- SW01 — SAWING ASPHALT
- BUTT — REMOVING ASPHALTIC SURFACE BUTT JOINT

NOTES

-SEE GENERAL NOTES AND TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION ON HMA PAVEMENT LAYERS

2

LEGEND

- EROSION MAT CLASS I TYPE B
- RIP RAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE

USH 12 EB

USH 12 WB

586WB 588WB 590WB 592WB 594WB 596WB 598WB 600

MATCHLINE STA 600+00.00

18" CMP

EXISTING 18" CMP TO REMAIN.
REMOVE AND INSTALL 4' OF PIPE AT UPSTREAM END
INSTALL 1-AECPS 18" AT UPSTREAM END
CLEANING CULVERT PIPES

76

24" CMP

77

EXISTING 24" CMP TO REMAIN.

CONC

RES

18" CMP

EXISTING 18" CMP TO REMAIN.

78

CONCRETE BOX CULVERT

B-64-030
(NO WORK)

RIPRAP HEAVY

MATCHLINE STA 600+00.00

MATCHLINE STA 615+00.00

PLACE INLET PROTECTION TYPE C AT NEXT INLET
AT THE CONSTRUCTION LIMITS OF RAMP C

18" RCP

81A

EXISTING 18" RCP
TO REMAIN

STH 120 RAMP A

79A

EXISTING 18" RCP
TO REMAIN

B-64-031
(WORK COMPLETED UNDER 1080-12-70)

22A

24" RCP

22C

B

18" RCP

602WB 604WB 606WB 608WB 610WB 612WB 614WB

18" RCP

22B

22C

614C

STH 120 RAMP C

EXISTING 18" RCP TO REMAIN,
INSTALL 1-AECPRC 18" AT UPSTREAM END
CLEANING CULVERT PIPES

80

SHERIDAN SPRINGS RD

EXISTING 54" TWIN RCP
TO REMAIN

81

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 47	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Sheet - (1)

PLOT DATE : 7/8/2021 11:33 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

PLACE INLET PROTECTION TYPE C
AT NEXT INLET AT THE
CONSTRUCTION LIMITS OF RAMP B

STH 120 RAMP B

148

82

128

USH 12 EB

USH 12 WB

MATCHLINE STA 615+00.00

616WB

618WB

620WB

622WB

624WB

626WB

628WB

630

MATCHLINE STA 630+00.00

RES

EXISTING 18" RCP TO REMAIN.
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END
REMOVE AND INSTALL 1-AECPRC 18" AT DOWNSTREAM END

18" RCP

618D

STH 120 RAMP D

RES

RIPRAP MEDIUM

616C

STH

B-64-033
(NO WORK)

48" RCP

83

EXISTING 18" RCP TO REMAIN
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END

30" CMP

EXISTING 30" CMP TO REMAIN 85

CONC

RES

B-64-032
(NO WORK)

18" RCP

42" CMP

CONC

RES

REMOVE CONCRETE CHANNEL LINING WITHIN SLOPE INTERCEPT
(PAID AS REMOVING CONCRETE PAVEMENT)
PLACE RIPRAP MEDIUM

EXISTING 42" CMP TO REMAIN 84

RIPRAP MEDIUM

STH 120

LEGEND

- EROSION MAT CLASS I TYPE B
- RIP RAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE

REMOVE CONCRETE CHANNEL LINING WITHIN SLOPE INTERCEPT
(PAID AS REMOVING CONCRETE PAVEMENT)
PLACE RIPRAP MEDIUM

RES

MATCHLINE STA 630+00.00

WB

632WB

634WB

636WB

638WB

640WB

642WB

644WB

MATCHLINE STA 645+00.00

USH 12 EB

USH 12 WB

18" RCP

CONC

EXISTING 18" RCP TO REMAIN.
REMOVE AND INSTALL 1-AECPRC 18" AT UPSTREAM END
CLEANING CULVERT PIPES

86

EXISTING 18" RCP TO REMAIN. 87

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 48	E

2

2

MATCHLINE STA 645+00.00

MATCHLINE STA 660+00.00

USH 12 EB

USH 12 WB

646WB

648WB

650WB

652WB

654WB

656WB

658WB

660WB

89

EXISTING 42" RCP TO REMAIN.
REGRADE AREA AROUND UPSTREAM INLET
TO ENSURE DRAINAGE TO INLET

A

N

42" RCP

RIPRAP MEDIUM

18" RCP

RES

CONC

88

EXISTING 18" RCP TO REMAIN.
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END,
REMOVE AND INSTALL 1-AECPRC 18" AT DOWNSTREAM END

LEGEND

- EROSION MAT CLASS I TYPE B
- RIP RAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE

MATCHLINE STA 660+00.00

MATCHLINE STA 675+00.00

89A

EXISTING 30" RCP TO REMAIN,

30" RCP

662WB

664WB

666WB

668WB

670WB

672WB

674WB

USH 12 EB

USH 12 WB

RES

CONC

18" RCP

EXISTING 18" RCP TO REMAIN,

90

91

EXISTING 54" RCP TO REMAIN,
INSTALL 1-AECPRC 54" AT UPSTREAM END

N

54" RCP

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 49	E

2

MATCHLINE STA 675+00.00

94

EXISTING 18" RCP TO REMAIN,
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END

95

EXISTING 36" RCCP
TO REMAIN

96

EXISTING 18" RCP TO REMAIN,
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END

N

USH 12 EB

42" RCP

36" RCP

676WB 678WB 680WB 682WB 684WB 686WB 688WB 690

USH 12 WB

18" RCP

RES

EXISTING 42" RCP
TO REMAIN

93

EXISTING 18" RCP TO REMAIN,
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END

92

MATCHLINE STA 690+00.00

LEGEND

- EROSION MAT CLASS I TYPE B
- RIP RAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE

RES

RIPRAP MEDIUM

99

CTH NN

24"x30" CMP

CONC

ASPH

B-64-035
(NO WORK0)

RES

N

USH 12 EB

CONCRETE BOX CULVERT

WB 692WB 694WB 696WB 698WB 700WB 702WB 704WB

USH 12 WB

RES

18" RCP

B-64-034
WORK COMPLETED UNDER 1080-12-70

EXISTING 18" RCP TO REMAIN,
REMOVE 8' OF PIPE AT UPSTREAM END,
INSTALL 1-AECPRC 18" AT UPSTREAM END

97

98

B-64-036
(NO WORK)

RIPRAP MEDIUM

CABC

MATCHLINE STA 705+00.00

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 50	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - Sheet - (4)

PLOT DATE : 7/8/2021 11:34 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

8'- REMOVING SS 18-INCH (100)
INSTALL AECPRC 18-INCH
INSTALL 1- MARKERS CULVERT END

EXISTING 48" CRCP (101)
INSTALL 1- MARKERS CULVERT END

USH 12 EB

EXISTING 48" CRCP (101)
INSTALL 1- MARKERS CULVERT END

MATCHLINE STA 705+00

706 708 710 712 714

USH 12 WB

R/L USH 12 WB

EXISTING 18" CRCP (100)
PLACE RIPRAP MEDIUM (6' X 8')
INSTALL 1- MARKERS CULVERT END

EXISTING 48" CRCP (101)
CLEAN CULVERT PIPES
CLEARING AND GRUBBING
INSTALL 1- MARKERS CULVERT END

MATCHLINE STA 719+50

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

N

RES

STRUCTURE B-64-37
(WORK COMPLETED UNDER 1080-12-70)

RES

SLOPE INTERCEPT

USH 12 EB

N

COMO CREEK

476 -7 /conc

WETLAND BOUNDARY (TYP.)

MATCHLINE STA 719+50

720 722 724 726 728 730 732 734

USH 12 WB

R/L USH 12 WB

B-64-38
(WORK COMPLETED UNER 1080-12-70)

MATCHLINE STA 734+50

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 51	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/8/2021 1:22 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

USH 12 EB

476

476

WETLAND BOUNDARY (TYP.)

SLOPE INTERCEPT (TYP.)

R/L USH 12 WB

MATCHLINE STA 734+50

736

738

740

742

744

746

748

USH 12 WB

MATCHLINE STA 749+50

RES

LEGEND

	EROSION MAT CLASS I TYPE B
	RIPRAP
	SILT FENCE
	SILT FENCE DOUBLE STAKED
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE DENOTED)
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW
RES	IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

476

USH 12 EB

WETLAND BOUNDARY (TYP.)

RES

SLOPE INTERCEPT (TYP.)

R/L USH 12 WB

MATCHLINE STA 749+50

762

764

USH 12 WB

RES

RES

MATCHLINE STA 764+50

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 52 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 7/8/2021 1:22 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

EXISTING 24" CPRC
INSTALL 1-MARKERS CULVERT END
103

EXISTING 34" X 102 " MS
RECONSTRUCT INLET
INSTALL 1-MARKERS CULVERT END
103

EXISTING 24" CPRC
16'-REMOVING SS 24-INCH
16'-CPRC 24-INCH (REPLACE 2 SECTIONS OF PIPES)
REMOVING AECPRC 24-INCH
INSTALL AECPRC 24-INCH
INSTALL 1-MARKERS CULVERT END
104

EXISTING 34" X 102 " MS
INSTALL 1-MARKERS CULVERT END
104

USH 12 EB

USH 12 WB

766 768 770 772 774 776 778

R/L USH 12 WB

MATCHLINE STA 764+50

MATCHLINE STA 779+50

2

EXISTING 48" CRPC
INSTALL 1- MARKERS CULVERT END
105

B-64-39
(WORK COMPLETED UNDER 1080-12-70)

EXISTING 24" CMP TO REMAIN

USH 12 EB

USH 12 WB

780 782 784 786 788 790 792 794

R/L USH 12 WB

EXISTING 48" CRPC
CLEARING AND GRUBBING
CLEANING CULVERT PIPES (INCLUDING 12' X 12' AREA OF CONCRETE APRON)
INSTALL 1- MARKERS CULVERT END
105

EXISTING 24" CRPC
AEW FOR CP SALVAGED 24-INCH
INSTALL 1- MARKERS CULVERT END
107

SPRINGFIELD RD

MATCHLINE STA 779+50

MATCHLINE STA 794+50

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 53	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 7/8/2021 1:23 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCHLINE STA 794+50

796 798 800 802 804 806 808

USH 12 EB

USH 12 WB

42" RCP

R/L USH 12 WB

109 EXISTING 36" CPRC
AEW FOR CP SALVAGED 36-INCH
INSTALL 1- MARKERS CULVERT END

108 EXISTING 18" CPRC
AEW FOR CP SALVAGED 18-INCH
INSTALL 1- MARKERS CULVERT END

109 EXISTING 36" CPRC
AEW FOR CP SALVAGED 36-INCH
INSTALL 1- MARKERS CULVERT END

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

N

MATCHLINE STA 809+50

810 812 814 816 818 820 822 824

USH 12 EB

USH 12 WB

42" RCP

18" RCP

111 EXISTING 42" CPRC
CLEANING CULVERT PIPES
REMOVING AECPRC 42-INCH
INSTALL AECPRC 42-INCH
INSTALL 1-MARKERS CULVERT END

R/L USH 12 WB

110 EXISTING 18" CPRC
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
PLACE RIRAP MEDIUM (6' X 8')
INSTALL 1-MARKERS CULVERT END

111 EXISTING 42" CPRC
CLEANING CULVERT PIPES
CLEARING AND GRUBBING
INSTALL 1-MARKERS CULVERT END

112 EXISTING 18" CPRC
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

N

MATCHLINE STA 824+50

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 54	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 7/8/2021 1:23 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE STA 824+50

MATCHLINE STA 839+50

USH 12 EB

826 828 830 832 834 836 838

USH 12 WB

R/L USH 12 WB

N

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

EXISTING 18" CPRC (113)
INSTALL 1-MARKERS CULVERT END

COMO RD

EXISTING 42" CMP (114)
INSTALL 1-MARKERS CULVERT END

STRUCTURE B-64-40
NO WORK

EXISTING 18" CPRC (116)
16'REMOVING CP 18-INCH
16'CPRC 18-INCH (REPLACE 2 SECTIONS OF PIPES)
REMOVING AECPRPC 18-INCH
INSTALL AECPRC 18-INCH
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 839+50

MATCHLINE STA 854+50

USH 12 EB

840 842 844 846 848 850 852 854

USH 12 WB

R/L USH 12 WB

EXISTING 42" CMP (114)
CLEANING CULVERT PIPES
PLACE RIPRAP MEDIUM (8' X 10') AT OUTFALL (STA. 844+50 RT)
INSTALL 2- MARKERS
CULVERT END

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 55	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 7/8/2021 1:23 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCHLINE STA 854+50

EXISTING 36" CPRC (TWIN) (117)
PLACE RIPRAP MEDIUM (12' X 10')
INSTALL 1-MARKERS CULVERT END

EXISTING MS 34" X 68" (117)
INSTALL 1-MARKERS CULVERT END

EXISTING 36" CPRC (TWIN) (117)
INSTALL 1-MARKERS CULVERT END

USH 12 EB

USH 12 WB

856 858 860 862 864 866 868

R/L USH 12 WB

EXISTING 18" CPRC (118)
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

EXISTING MS 34" X 102" (118)
REMOVING INLET COVERS (REMOVE DAMAGED TYPE MS GRATE)
INSTALL 1-INLET COVERS TYPE MS
INSTALL 1-MARKERS CULVERT END

JACKSON CREEK

MATCHLINE STA 869+50

2

LEGEND

	EROSION MAT CLASS I TYPE B
	RIPRAP
	SILT FENCE
	SILT FENCE DOUBLE STAKED
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE DENOTED)
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW
RES	IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

MATCHLINE STA 869+50

EXISTING 18" CRPC (119)
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

EXISTING MS 34" X 68" (119)
INSTALL 1-MARKERS CULVERT END

USH 12 EB

USH 12 WB

870 872 874 876 878 880 882 884

R/L USH 12 WB

EXISTING MS 34" X 102" (120)
INSTALL 1-MARKERS CULVERT END

EXISTING 18" CRPC (120)
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

(121) EXISTING 18" CRPC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

(121) EXISTING MS 34" X 68"
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 884+50

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 56	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 7/8/2021 1:24 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

EXISTING 18" CPRC (122)
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

EXISTING MS 34" X 68" (122)
INSTALL 1-MARKERS CULVERT END

EXISTING 18" CPRC (124)
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

EXISTING MS 34" X 68" (124)
INSTALL 1-MARKERS CULVERT END

REMOVE FENCE
FENCE WOVEN WIRE 4-FT
(REMOVE AND REPLACE FENCE AS
NEEDED FOR CLEARING AND RIPRAP)

STRUCTURE C-64-10
CLEARING AND GRUBBING
RIPRAP HEAVY (30'X14')
BYPASS PUMPING REQUIRED. SHAPE RIPRAP WITH
SWALE TO MATCH EXISTING CHANNEL.

N

USH 12 EB

USH 12 WB

CONCRETE BOX CULVERT

886 888 890 892 894 896 898

MATCHLINE STA 884+50

MATCHLINE STA 899+50

R/L USH 12 WB

STRUCTURE C-64-09
(WORK COMPLETED UNDER 1080-12-70)

WETLAND BOUNDARIES (TYP.)

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

N

EXISTING MS 34" X 34" (126)
INSTALL 1-MARKERS CULVERT END

USH 12 EB

USH 12 WB

900 902 904 906 908 910 912

MATCHLINE STA 899+50

MATCHLINE STA 914+50

R/L USH 12 WB

SLOPE INTERCEPT (TYP.)

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 57	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 7/8/2021 1:24 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

RIPRAP MEDIUM (8'X60')
STRUCTURE B-64-41
NO WORK
SLOPE INTERCEPT (TYP.)
RES
MATCH EX. FLUME. SEE PLAN DETAILS.
RIPRAP MEDIUM (8'X30')
MACLEAN RD
USH 12 EB
R/L USH 12 WB
USH 12 WB
MATCHLINE STA 914+50
MATCHLINE STA 929+50
916
918
920
922
924
926
928
STRUCTURE B-64-42
NO WORK
WETLAND BOUNDARY (TYP.)
RIPRAP MEDIUM (8'X60')
129
EXISTING 18" CPRC
AEW FOR CP SALVAGED 18-INCH
CLEARING AND GRUBBING
PLACE RIPRAP MEDIUM (8' X 12')
INSTALL 1-MARKERS CULVERT END

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

WHITE RIVE STATE TRAIL
STRUCTURE B-64-43
NO WORK
RIPRAP MEDIUM (8'X70')
CLEARING AND GRUBBING
131A INSTALL 1-INLETS MEDIAN 2 GRATE
INSTALL 2-INLET COVERS TYPE MS
SLOPE UP FROM SOUTH TO NORTH 10:1
STA. 943+50, -31.86'
ELEV. 1040.88
PIPE INVERT = 1036.35
RIPRAP MEDIUM (8'X30')
R/L USH 12 WB
MATCH EX. FLUME. SEE PLAN DETAILS
930
932
934
936
938
940
942
944
STRUCTURE B-64-44
NO WORK
SLOPE INTERCEPT (TYP.)
RIPRAP MEDIUM (8'X60')
P131A INSTALL 250 FT STORM SEWER
PIPE REINFORCED CONCRETE
CLASS III 18-INCH
12" CMP DRAIN
TILE TO REMAIN NEXT
TO NORTH 48" PIPE
131
EXISTING 48" CPRC (TWIN)
16' CP SALVAGED 48-INCH (RESET LAST SECTION OF EACH PIPE)
CLEARING AND GRUBBING
PLACE RIPRAP MEDIUM (14' X 10') AVOID DAMAGING EXISTING 12"
CMP DRAIN TILE WHEN PLACING RIPRAP AROUND THE PIPES
INSTALL 1-MARKERS CULVERT END

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 58	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 08
PLOT DATE : 7/8/2021 1:24 PM
PLOT BY : PATY DONAHUE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

INSTALL 1-MANHOLES 4-FT DIAMETER
INSTALL 1-INLET COVERS TYPE MS
131B STA. 946+00, -40.32,
ELEV. 1039.86
PIPE INVERT = 1034.35

EXISTING 36" CPRC (TWIN) 132
INSTALL 2-MARKERS CULVERT END
BY MANHOLES

SLOPE INTERCEPT (TYP.)

RES

EXISTING 18" CPRC 133
PLACE RIPRAP MEDIUM (7'X15')
PLACE RIPRAP 2' ON EACH SIDE OF
CONCRETE APRON AND PLACE TO
FOLLOW EXISTING CHANNEL TO
R/W FENCE (7' X 15')
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 944+50

USH 12 EB

R/L USH 12 WB

946 948 950 952 954

USH 12 WB

INSTALL 156 FT STORM SEWER
PIPE REINFORCED CONCRETE
CLASS III 18-INCH
P131B

132 1-REMOVE INLETS

INSTALL 1-MANHOLES 5-FT DIAMETER
INSTALL 1-MANHOLE COVERS TYPE J-SPECIAL
132A STA. 947+56, -32.57'
ELEV. 1038.87
18-INCH PIPE INVERT = 1033.10
36-INCH PIPE INVERT = 1022.94

EXISTING 36" CPRC (TWIN) 132
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 959+50

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

SPORLEDER RD

134 EXISTING 18" CPRC
CLEARING AND GRUBBING
INSTALL 1-MARKERS CULVERT END

EXISITNG 36" CRPC (TWIN) 135
2-CLEAN CULVERT PIPES
PLACE RIPRAP MEDIUM (12' X 10')
INSTALL 1-MARKERS CULVERT END

137 EXISTING 18" CPRC
CLEANING GULVERT PIPES
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
CLEARING AND GRUBBING
INSTALL 1-MARKERS CULVERT END

SLOPE INTERCEPT (TYP.)

MATCHLINE STA 959+50

USH 12 EB

960 962 964 966 968 970 972 974

136 EXISTING MS 34" X 102"
INSTALL 1-MARKERS CULVERT END

USH 12 WB

R/L USH 12 WB

SLOPE INTERCERPT (TYP.)

EXISTING 18" CPRC TO REMAIN

135 EXISITNG 36" CRPC (TWIN)
32'-REMOVING SS 36-INCH (REMOVE 2 SECTIONS OF EACH PIPE)
16'-CPRC 36-INCH (REPLACE 1 SECTION OF EACH PIPE)
INSTALL 2 AECPRC 36-INCH
PLACE RIPRAP MEDIUM (12' X 10')
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 974+50

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 59	E

2

MATCHLINE STA 974+50

MATCHLINE STA 989+50

2

139 EXISTING 18" CPRC CLEANING CULVERT PIPES INSTALL 1-MARKERS CULVERT END

SLOPE INTERCEPT (TYP.)

SLOPE INTERCEPT (TYP.)

142 EXISTING 18" CPRC CLEANING CULVERT PIPES INSTALL 1-MARKERS CULVERT END

144 EXISTING 18" CPRC CLEANING CULVERT PIPES INSTALL 1-MARKERS CULVERT END

USH 12 EB

USH 12 EB

R/L USH 12 WB

976 978 980 982 984 986 988

USH 12 WB

USH 12 WB

SLOPE INTERCEPT (TYP.)

EXISTING 18" CPRC CLEANING CULVERT PIPES INSTALL 1-MARKERS CULVERT END

EXISTING 48" CPRC (TWIN) TO REMAIN

138

141 EXISTING 18" CPRC CLEANING CULVERT PIPES REMOVING AECPRC 18-INCH INSTALL AECPRC 18-INCH INSTALL 1-MARKERS CULVERT END

143 EXISTING 18" CPRC REMOVING AECPRC 18-INCH INSTALL AECPRC 18-INCH INSTALL 1-MARKERS CULVERT END

B-64-186 (WORK COMPLETED UNDER 1080-12-70)

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

146 EXISTING 18"CPRC CLEANING CULVERT PIPES AEW FOR CP SALVAGED 18-INCH INSTALL 1-MARKERS CULVERT END

148 EXISTING 36"CPRC CLEANING CULVERT PIPES INSTALL 1-MARKERS CULVERT END

SLOPE INTERCEPT (TYP.)

SLOPE INT

USH 12 EB

R/L USH 12 WB

990 992 994 996 998 1000 1002 1004

USH 12 WB

EXISTING 18"CPRC CLEANING CULVERT PIPES AEW FOR CP SALVAGED 18-INCH INSTALL 1-MARKERS CULVERT END

147

SLOPE INTERCEPT (TYP.)

148 EXISTING 36"CPRC CLEANING CULVERT PIPES INSTALL 1-MARKERS CULVERT END

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 60	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 10

PLOT DATE : 7/8/2021 1:25 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCHLINE STA 1004+50

148A EXISTING 18" CPRC
CLEANING CULVERT PIPES
GRADE DITCH TO DRAIN BRIDGE UNDERDRAIN OUTFALL
INSTALL 1-MARKERS CULVERT END

151 EXISTING 18" CPRC
CLEANING CULVERT PIPES
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
INSTALL 1-MARKERS CULVERT END

153 EXISTING MS 34" X 102"
RECONSTRUCT INLET
REMOVING INLET COVERS
(REPLACE DAMAGED TYPE MS GRATE)
INSTALL 1-INLET COVERS TYPE MS
INSTALL 1-MARKERS CULVERT END

155 EXISTING 18" CPRC
8'-REMOVING SS 18-INCH
8'CPRC 18-INCH (REPLACE 1 SECTION OF PIPES)
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
PLACE RIPRAP (6' X 20')
INSTALL 1-MARKERS CULVERT END

SLOPE INTERCEPT (TYP.)

R/L USH 12 WB

1006 1008 1010 1012 1014 1016 1018

USH 12 EB

149 EXISTING 18" CPRC
CLEANING CULVERT PIPES
INSTALL AECPRC 18-INCH
INSTALL 1-MARKERS CULVERT END

150 EXISTING 30" CPRC
CLEANING CULVERT PIPES
8'-REMOVING SS 30-INCH
8'CPRC 30-INCH (REPLACE 1 SECTION OF PIPE)
REMOVING AECPRC 30-INCH
INSTALL AECPRC 30-INCH
INSTALL 1-MARKERS CULVERT END

150 EXISTING 30" CPRC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

152 EXISTING 18" CPRC
CLEANING CULVERT PIPES
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
INSTALL 1-MARKERS CULVERT END

153 EXISTING 24" CPRC
CLEANING CULVERT PIPES
AEW FOR CP SALVAGED 24-INCH (RESET AEW)
8'-CP SALVAGED 24-INCH (RESET 1 SECTION OF PIPE)
INSTALL 1-MARKERS CULVERT END

154 EXISTING 18" CPRC
CLEANING CULVERT PIPES
AEW FOR CP SALVAGED 18-INCH
(RESET AEW)
INSTALL 1-MARKERS CULVERT END

157 EXISTING 18" CPRC
CLEANING CULVERT PIPES
AEW FOR CP SALVAGED 18-INCH (RESET AEW)
INSTALL 1-MARKERS CULVERT END

158 EXISTING 18" CPRC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

SLOPE INTERCEPT (TYP.)

USH 12 EB

R/L USH 12 WB

1020 1022 1024 1026 1028 1034

USH 12 WB

SLOPE INTERCEPT (TYP.)

156 EXISTING 18" CPRC
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
INSTALL 1-MARKERS CULVERT END

158 EXISTING 36" CPRC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

159 EXISTING 18" CPRC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

160 EXISTING 18" CPRC
INSTALL 1-MARKERS CULVERT END

161 EXISTING 36" CPRC
INSTALL 1-MARKERS CULVERT END

161 EXISTING 36" CPRC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

LEGEND

	EROSION MAT CLASS I TYPE B
	RIPRAP
	SILT FENCE
	SILT FENCE DOUBLE STAKED
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE DENOTED)
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW
RES	IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

MATCHLINE STA 1019+50

MATCHLINE STA 1034+50

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 61	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 7/8/2021 1:25 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCHLINE STA 1034+50

RIPRAP MEDIUM (8'X55')

SLOPE INTERCEPT (TYP.)

MATCH EX. FLUME. SEE PLAN DETAILS.

RIPRAP MEDIUM (8'X20')

R/L USH 12 WB

1036 1038 1040 1042 1044 1046 1048

STH 11

STRUCTURE B-64-47
NO WORK

163A EXISTING 30" CPRC
8'-REMOVING SS 18-INCH
8'-CPRC 18-INCH (REPLACE 1 SECTION OF PIPE)
REMOVING AECPRC 18-INCH
INSTALL AECPRC 18-INCH
PLACE RIPRAP (6' X 10')
INSTALL 1-MARKERS CULVERT END

SLOPE INTERCEPT (TYP.)

RIPRAP MEDIUM (8'X55')

STRUCTURE B-64-46
NO WORK

EXISTING 30" CPRC 161A
AEW FOR CP SALVAGED 30-INCH (RESET AEW)
INSTALL 1-MARKERS CULVERT END

163A EXISTING 30" CPRC
CLEANING CULVERT PIPES
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 1049+50

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- RES — IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

SLOPE INTERCEPT (TYP.)

USH 12 EB

USH 12 WB

1050 1052 1054 1056 1058 1060 1062 1064

R/L USH 12 WB

SLOPE INTERCEPT (TYP.)

165 EXISTING 36" CPRC (TWIN)
INSTALL 1-MARKERS CULVERT END

165 EXISTING 36" CPRC (TWIN)
CLEARING AND GRUBBING OVER PIPES
CLEANING CULVERT PIPES (INCLUDING 10' X 10' CONCRETE APRON)
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 1064+50

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 62	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 7/8/2021 1:26 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

MATCHLINE STA 1064+50

MATCHLINE STA 1079+50

1066 1068 1070 1072 1074 1076 1078

LEGEND

- EROSION MAT CLASS I TYPE B
- RIPRAP
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE DENOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- (RES) IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

R/L USH 12 WB

(166) EXISTING 18" CPRC
INSTALL AECPRC 18-INCH
PLACE RIPRAP MEDIUM (7' X10')
CLEARING AND GRUBBING
INSTALL 1-MARKERS CULVERT END

EXISTING 42" CPRC (TWIN) (167)
PLACE RIPRAP MEDIUM (16' X 10')
INSTALL 1-MARKERS CULVERT END

MATCHLINE STA 1079+50

MATCHLINE STA 1094+50

USH 12 EB

USH 12 WB

1080 1082 1084 1086 1088 1090 1092 1094

R/L USH 12 WB

EXISTING 42" CPRC (TWIN) (169A)
INSTALL 1-MARKERS CULVERT END

EXISTING 18" CPRC (169)
AEW FOR CP SALVAGED 18-INCH (RESET AEW)
PLACE RIPRAP MEDIUM (7' X 10')
INSTALL 1-MARKERS CULVERT END

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 63	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 7/8/2021 1:26 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCHLINE STA 1094+50

USH 12 EB

USH 12 WB

1096 1098 1100 1102 1104 1106 1108

STH 67 SB

STH 67 NB

N

171 EXISTING 30" CPRC
AEW FOR CP SALVAGED 30-INCH (RESET AEW)
CLEANING CULVERT PIPE
INSTALL 1-MARKERS CULVERT END

R/L USH 12 WB

EXISTING MS 34"X34" 171
INSTALL 1-MARKERS CULVERT END

EXISTING 30" CPRC 171
CLEARING AND GRUBBING OVER PIPE
INSTALL 1-MARKERS CULVERT END

EXISTING 24" CPRC 170
CLEAN AEW
INSTALL 1-MARKERS CULVERT END

EXIT RAMP

MATCHLINE STA 1109+50

2

MATCHLINE STA 1109+50

1110 1112 1114

ASPH

R/L USH 12 WB

N

LEGEND

	EROSION MAT CLASS I TYPE B
	RIPRAP
	SILT FENCE
	SILT FENCE DOUBLE STAKED
	SLOPE INTERCEPT
	INLET PROTECTION (TYPE DENOTED)
	TEMPORARY DITCH CHECK
	CULVERT PIPE CHECK
	SURFACE WATER FLOW
RES	IN LIEU OF SILT FENCE, THESE AREAS ARE TO BE TEMPORARILY SEEDED AND MULCHED WITHIN 48 HOURS OF INITIAL DISTURBANCE.

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DRAINAGE & EROSION CONTROL	SHEET 64	E

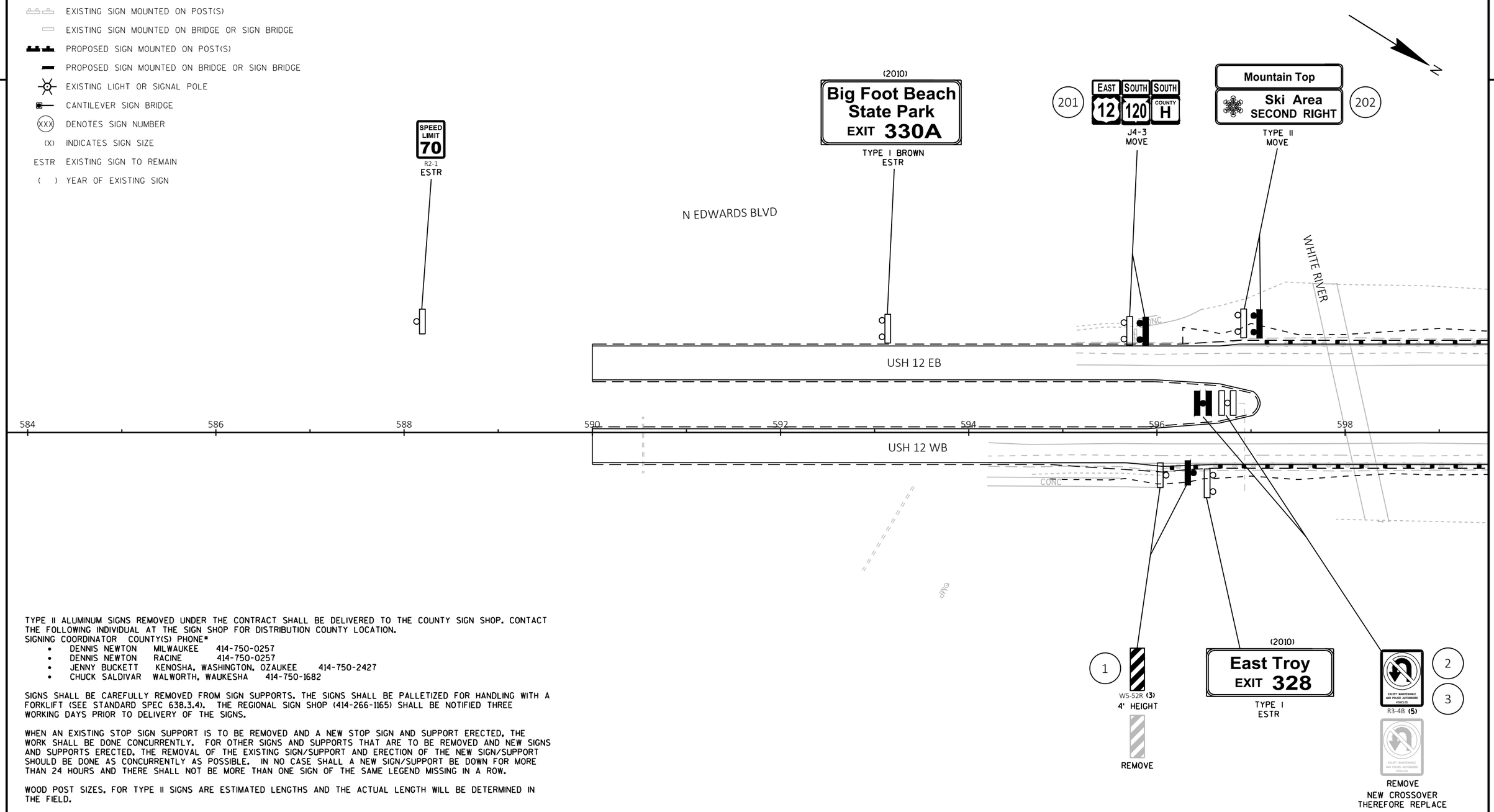
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\022001-EC.DWG
LAYOUT NAME - 14

PLOT DATE : 7/8/2021 1:26 PM PLOT BY : PATY DONAHUE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTY(S) PHONE#

- DENNIS NEWTON MILWAUKEE 414-750-0257
- DENNIS NEWTON RACINE 414-750-0257
- JENNY BUCKETT KENOSHA, WASHINGTON, OZAUKEE 414-750-2427
- CHUCK SALDIVAR WALWORTH, WAUKESHA 414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 65	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-01
PLOT DATE : 8/24/2020 8:27 AM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

REMOVE

203

W5-52R (3)

4' HEIGHT

SIS
GAS/FOOD/
LODGING

TYPE I
ESTR

Sheridan Springs Rd

M1-94 ON BRIDGE
ESTR

EXITS 330 A-B

SOUTH

50 120 H

Lake Geneva
Kenosha

3/4 MILE

E4-1A
TYPE I
ESTR

B-64-31

USH 12 EB

600 602 604 606 608 610 612 614

USH 12 WB

SHERIDAN SPRINGS RD

4

EXIT
35
MPH

W13-2
MOVE

(2015)

EXIT 328

NORTH TO

120 H 36

Lake Geneva
Burlington

E4-1A
TYPE I
ESTR

5

Sheridan Springs Rd

M1-94
MOVE

6

EXIT
328

E5-1A
MOVE

W5-54 W5-54

2

SHEET 2 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 66	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-02

PLOT DATE : 8/24/2020 8:27 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

N

USH 12 EB OFF RAMP

STH 120 EB

FO

B-64-33

CONC

USH 12 EB

616 618 620 622 624 626 628

USH 12 WB

CONC

USH-12 WB ON RAMP

B-64-32

STH 120 WB

FO

7

8

9

W1-8

4'
HEIGHT
MOVE

13

W4-3R
MOVE

12

MILE
3
2
9

D10-3
MOVE

10

W2-6

15
MPH

W13-1
MOVE

USH 12 WB OFF RAMP

11

Lake Geneva
Burlington
East Troy

D1-2
MOVE

SHEET 3 OF 35

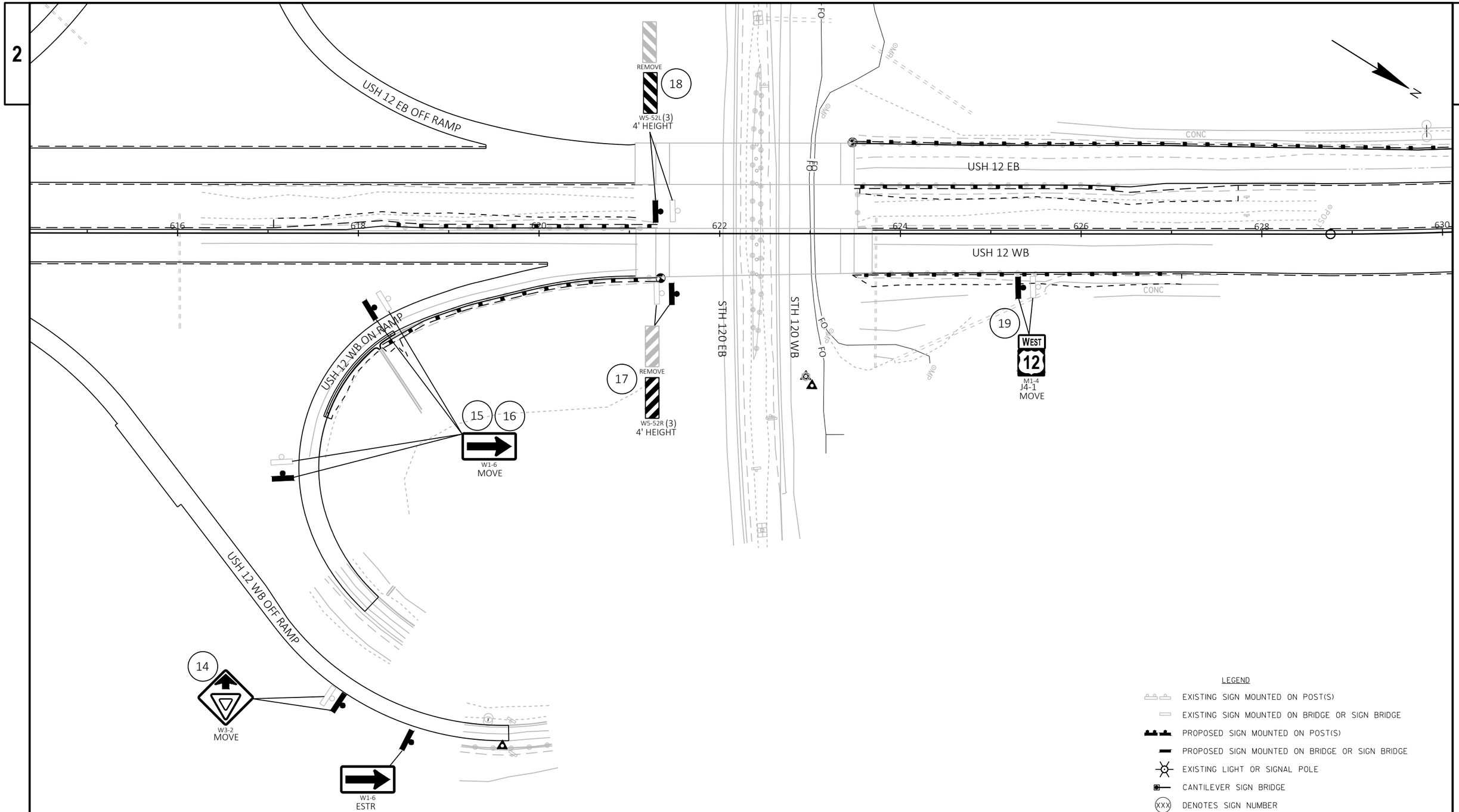
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 67	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-03

PLOT DATE : 8/24/2020 8:27 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

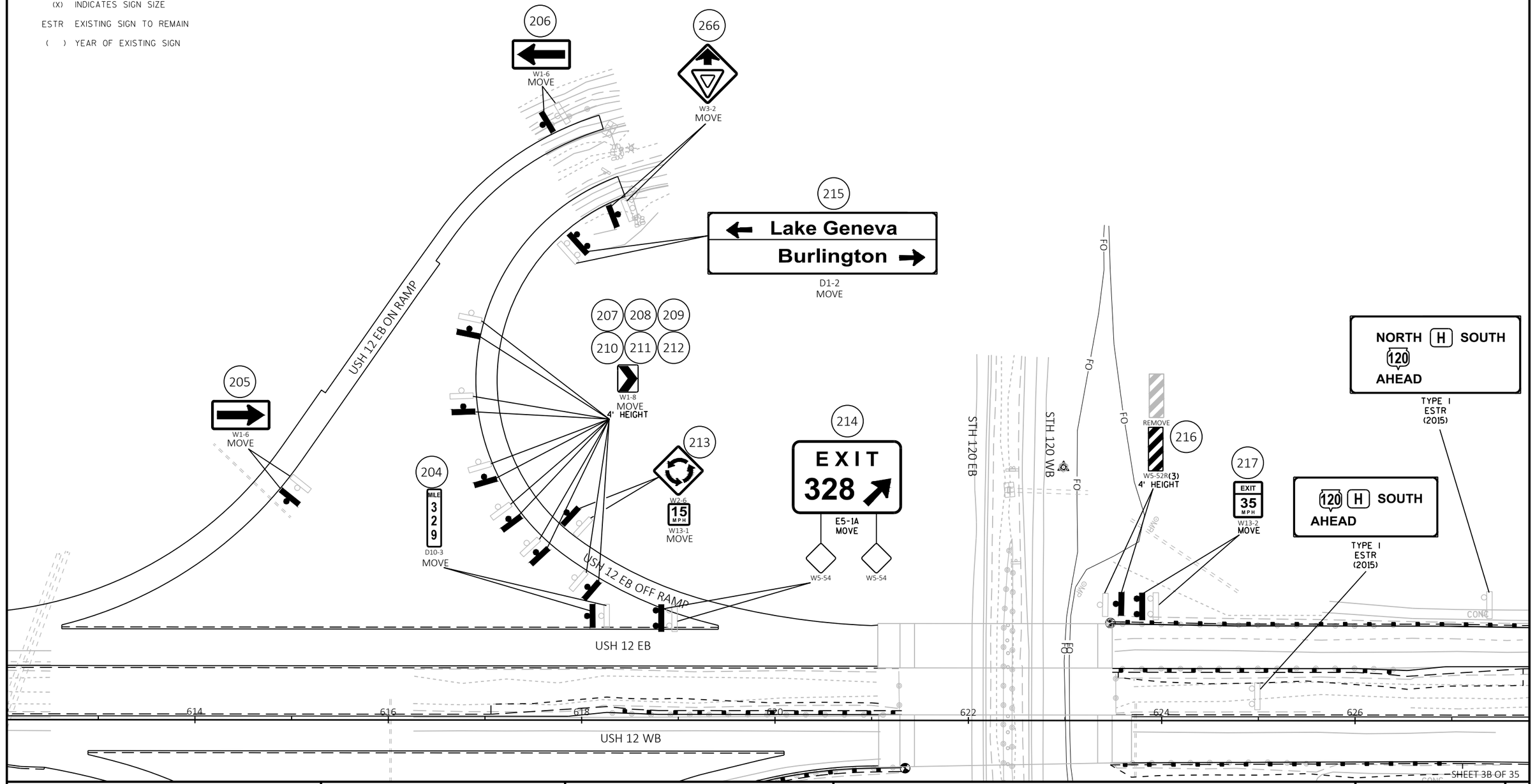


LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 69	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-03B

PLOT DATE : 8/24/2020 8:27 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

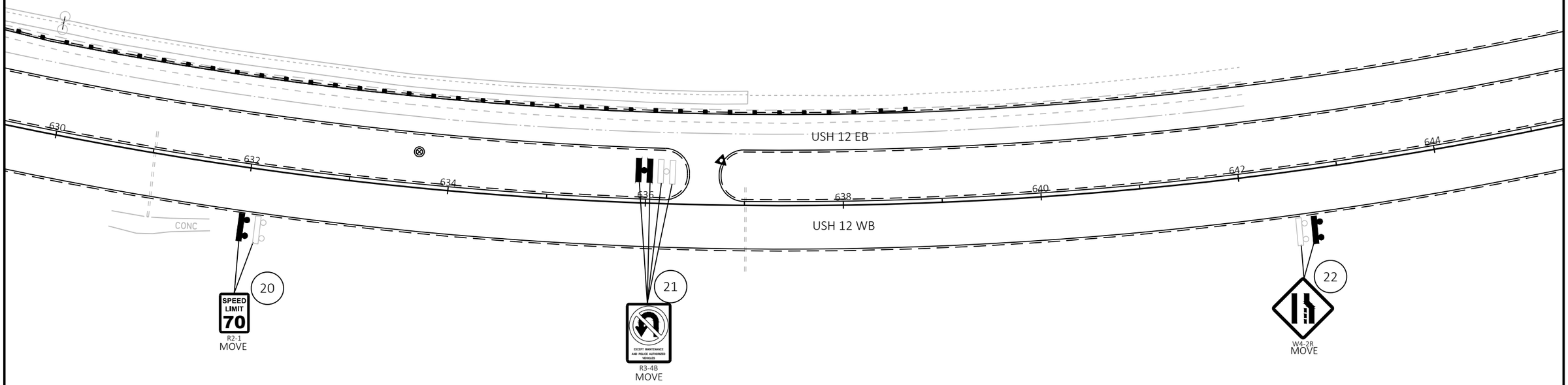
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

N



2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

N

SIS
GAS/FOOD/LODGING

ESTR
TYPE I

USH 12 EB

USH 12 WB

646 648 650 652 654 656 658 660

CONC

CONC

24
SLOWER TRAFFIC KEEP RIGHT
R4-3
MOVE

REMOVE
25
W5-52R (3)
4' HEIGHT

23
Rideshare
Info Call
1-800-455-POOL
D12-2
MOVE

SHEET 5 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 71	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-05

PLOT DATE : 8/24/2020 8:28 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

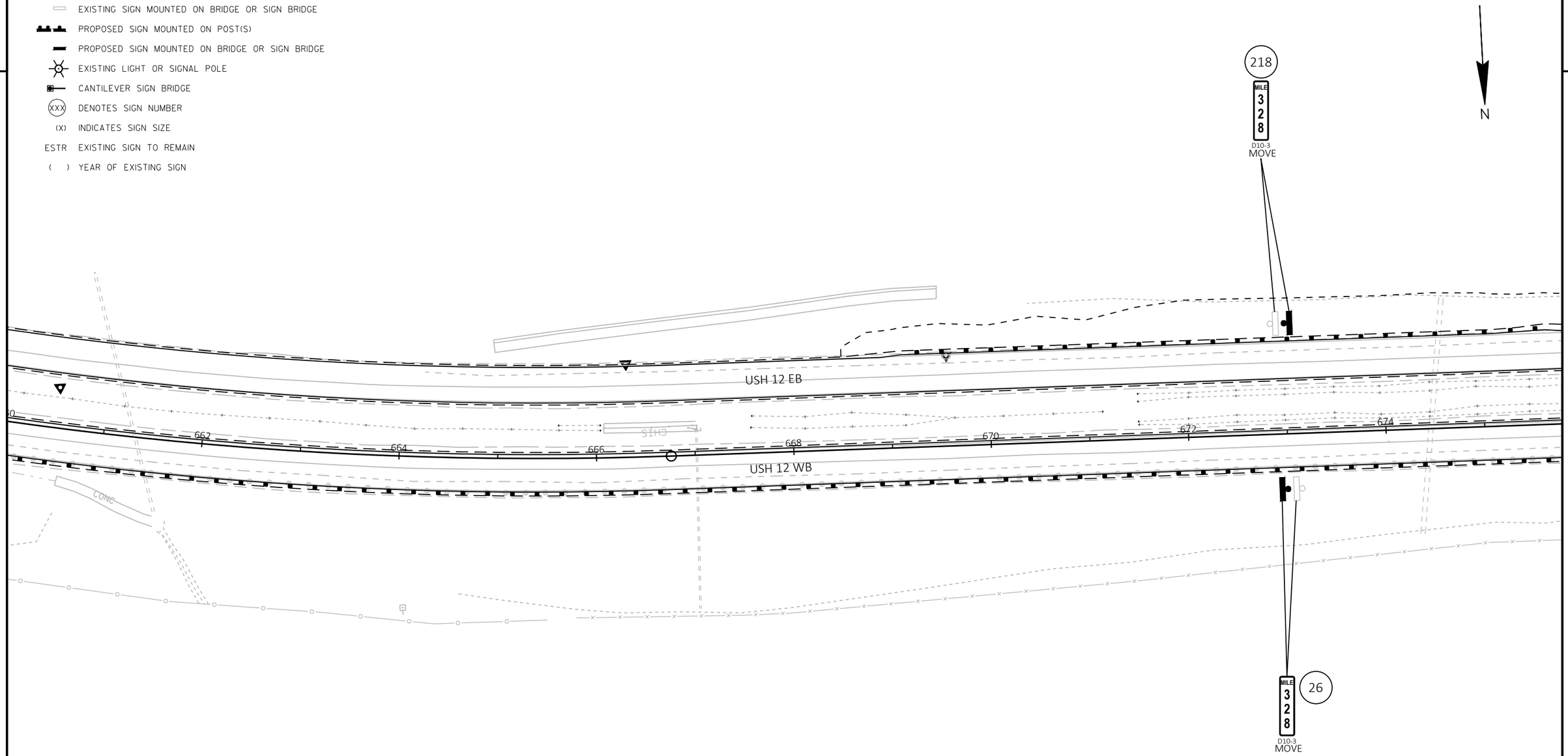
CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN



NOTE:
MATCH EXISTING
MILE MARKER
LOCATIONS IN FIELD
BEFORE REMOVAL

SHEET 6 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 72	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-06

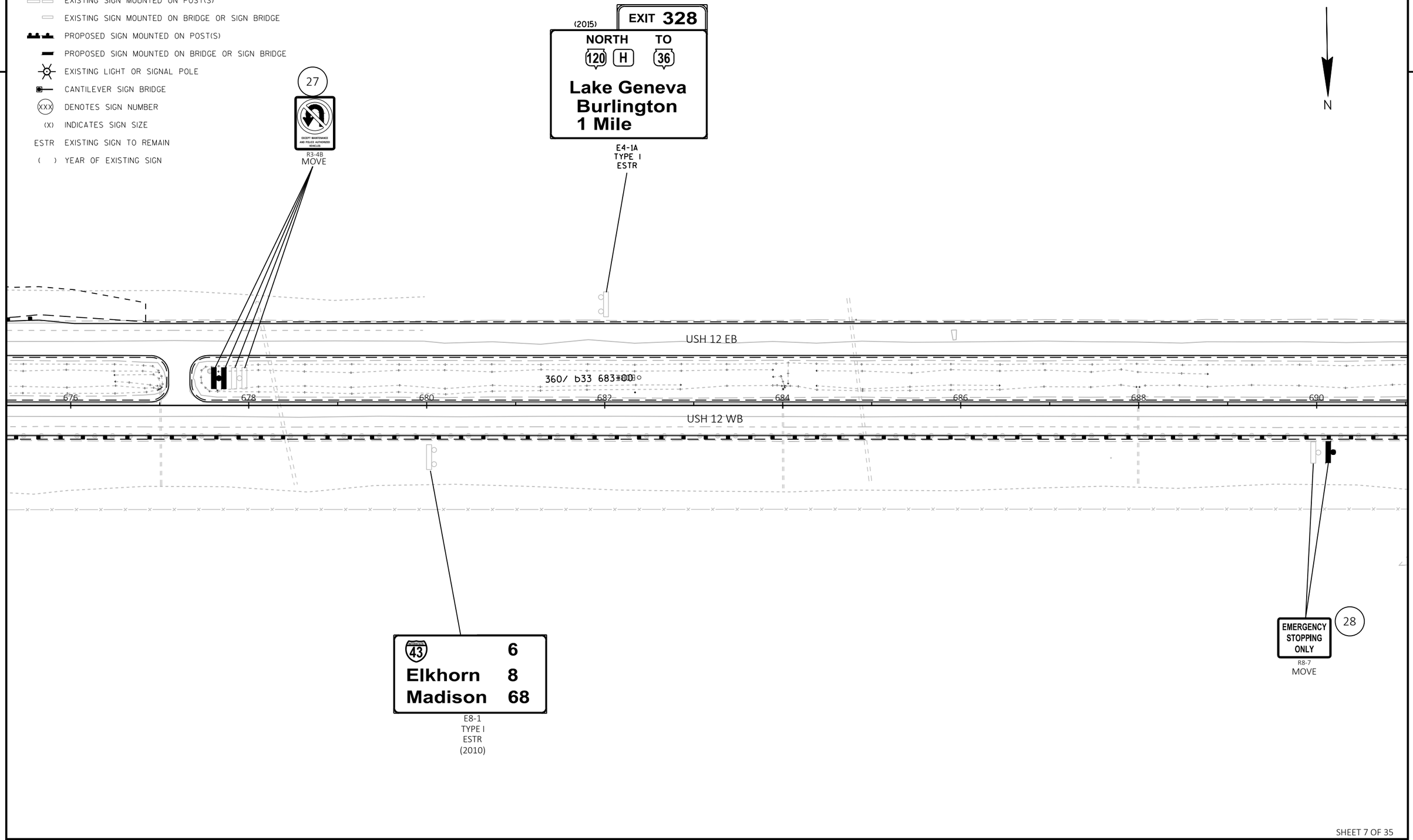
PLOT DATE : 8/24/2020 8:29 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 7 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 73	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-07

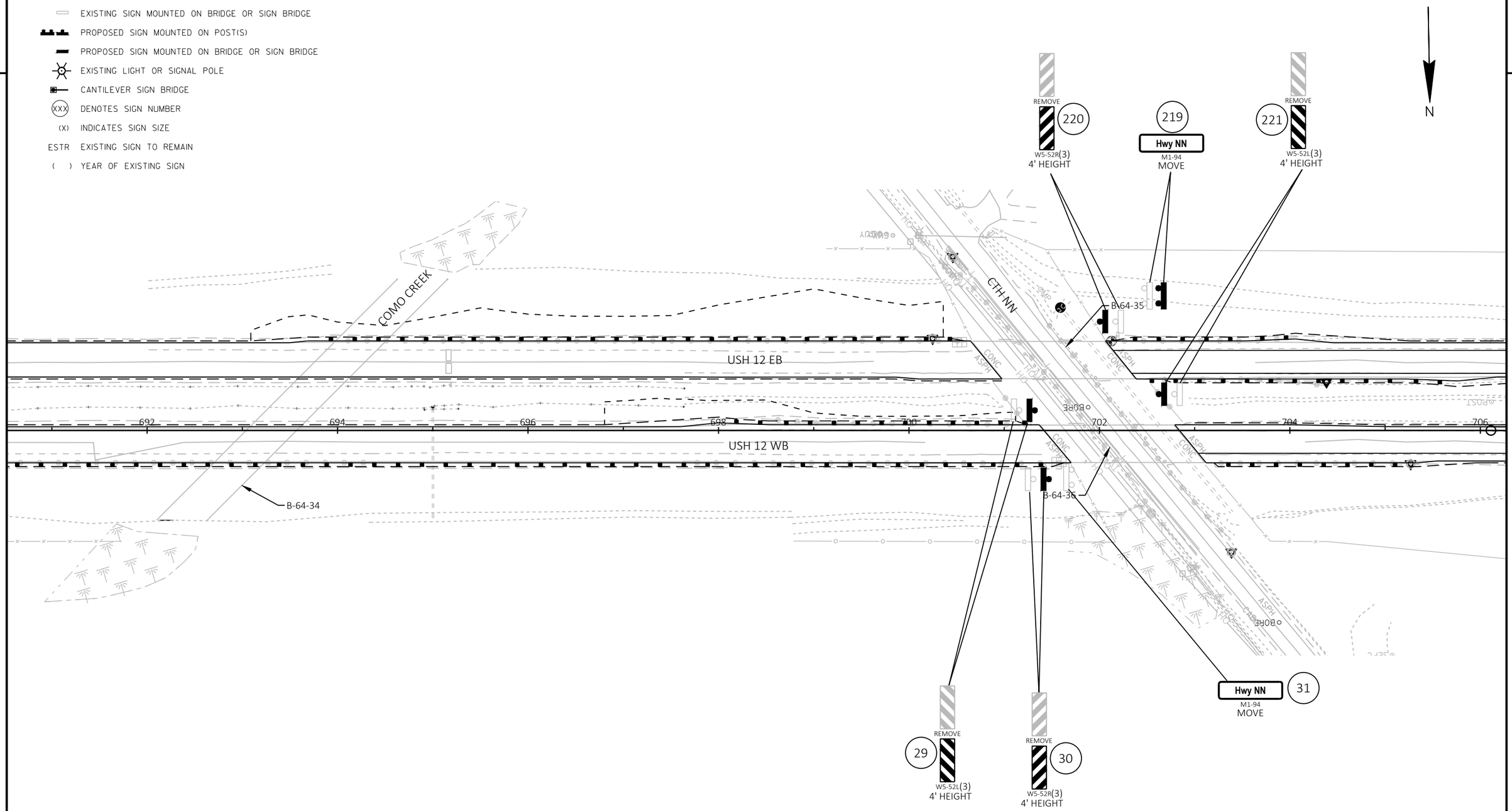
PLOT DATE : 8/24/2020 8:29 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 8 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 74	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-08

PLOT DATE : 8/24/2020 8:29 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

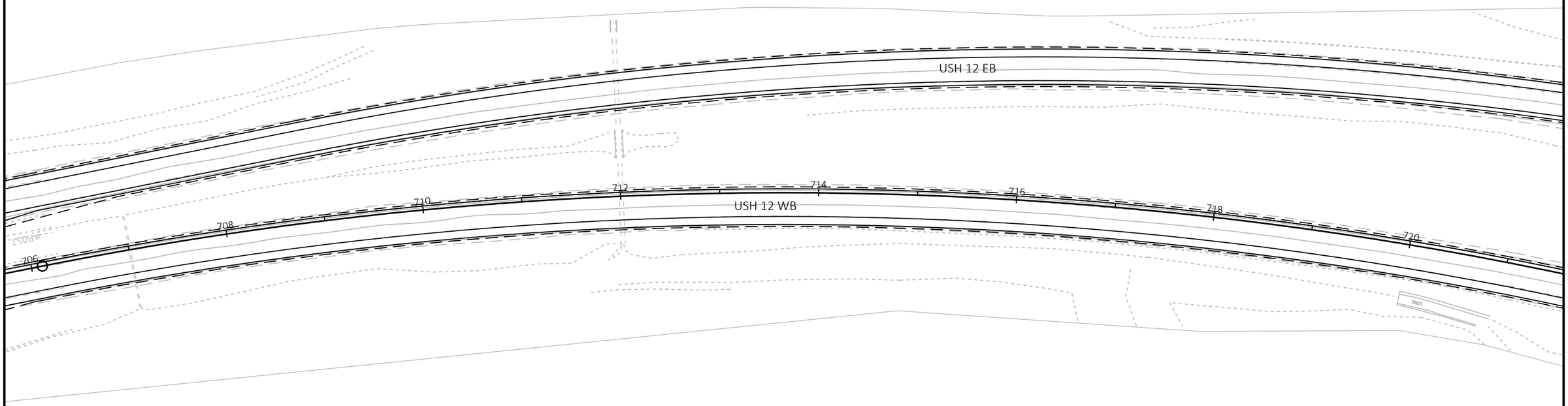
(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

NO SIGNS
THIS SHEET

N



2

SHEET 9 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 75	E

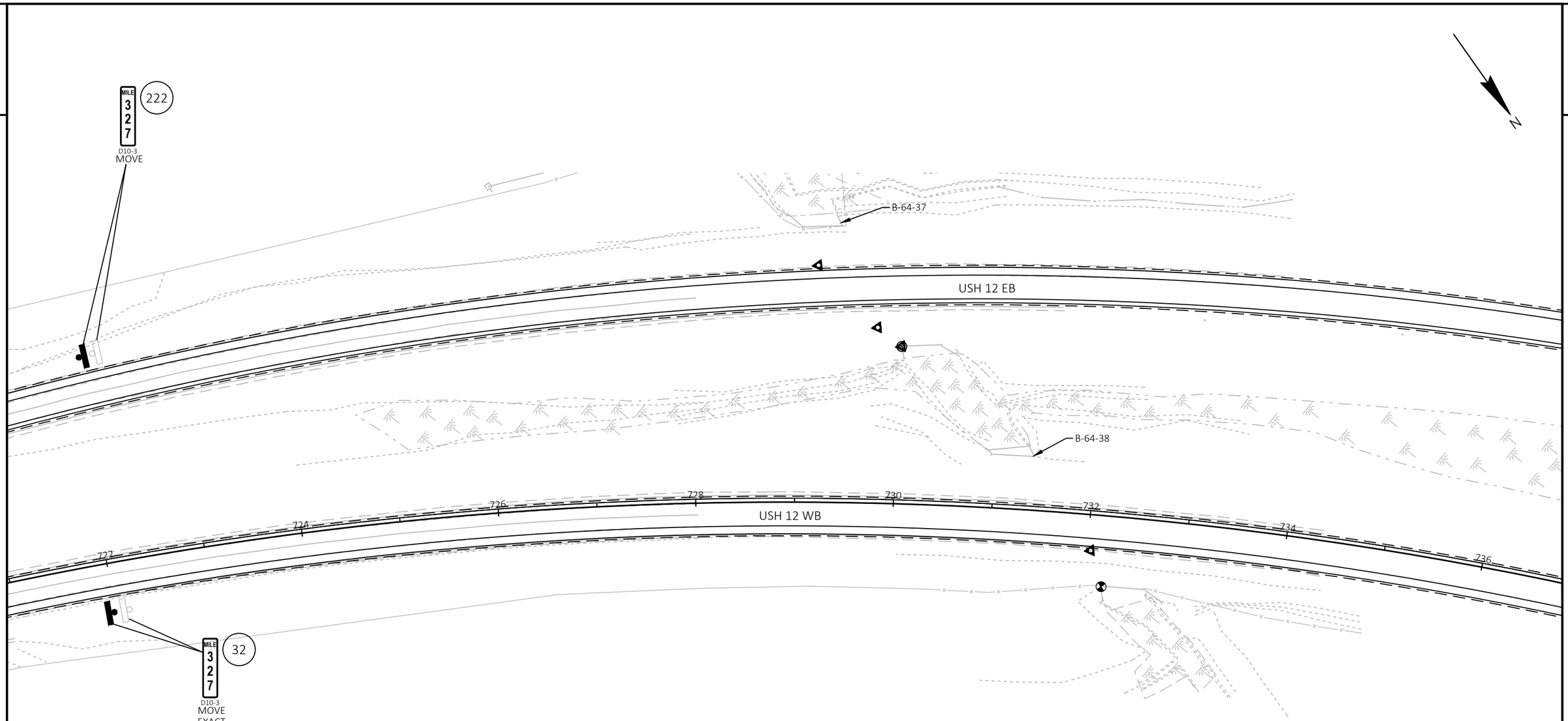
FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-09

PLOT DATE : 8/24/2020 8:29 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2



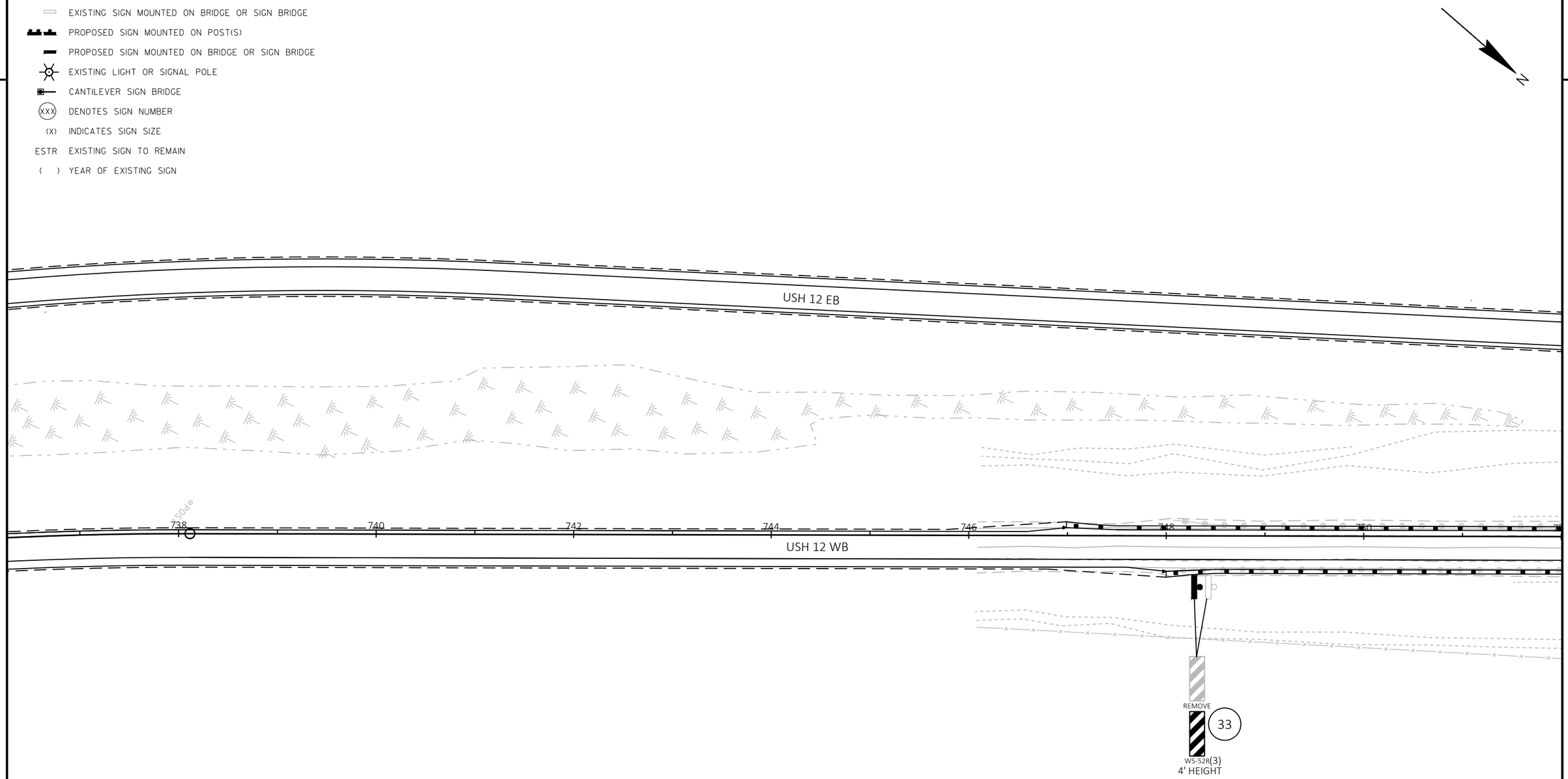
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



2

SHEET 11 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 77	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-11

PLOT DATE : 8/24/2020 8:30 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

NO SIGNS
THIS SHEET

N

2

USH 12 EB

762 764 766 768 760 762 764 766

USH 12 WB

SHEET 12 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 78	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-12

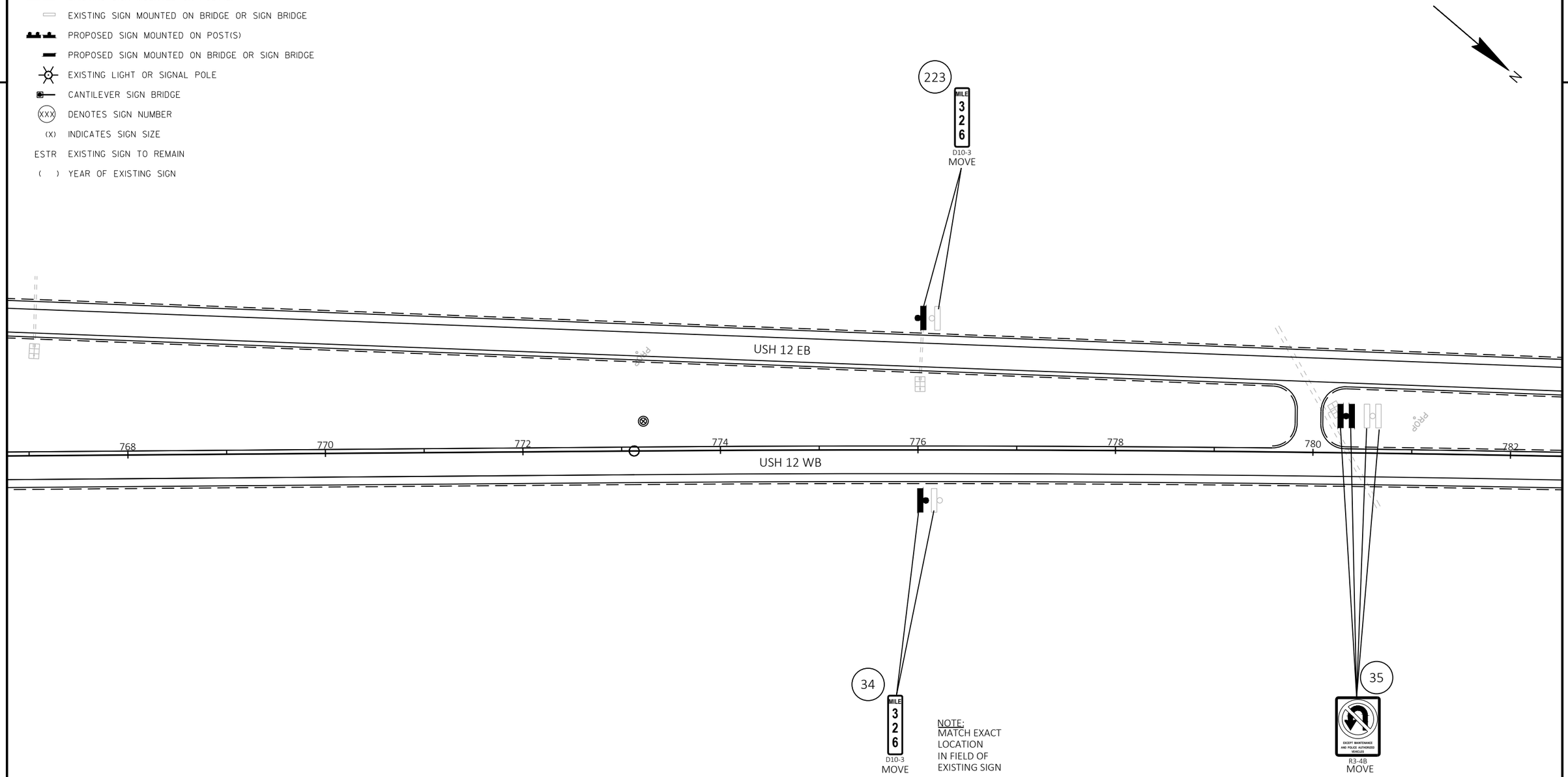
PLOT DATE : 8/24/2020 8:30 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



NOTE:
MATCH EXACT LOCATION IN FIELD OF EXISTING SIGN

2

SHEET 13 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 79	E

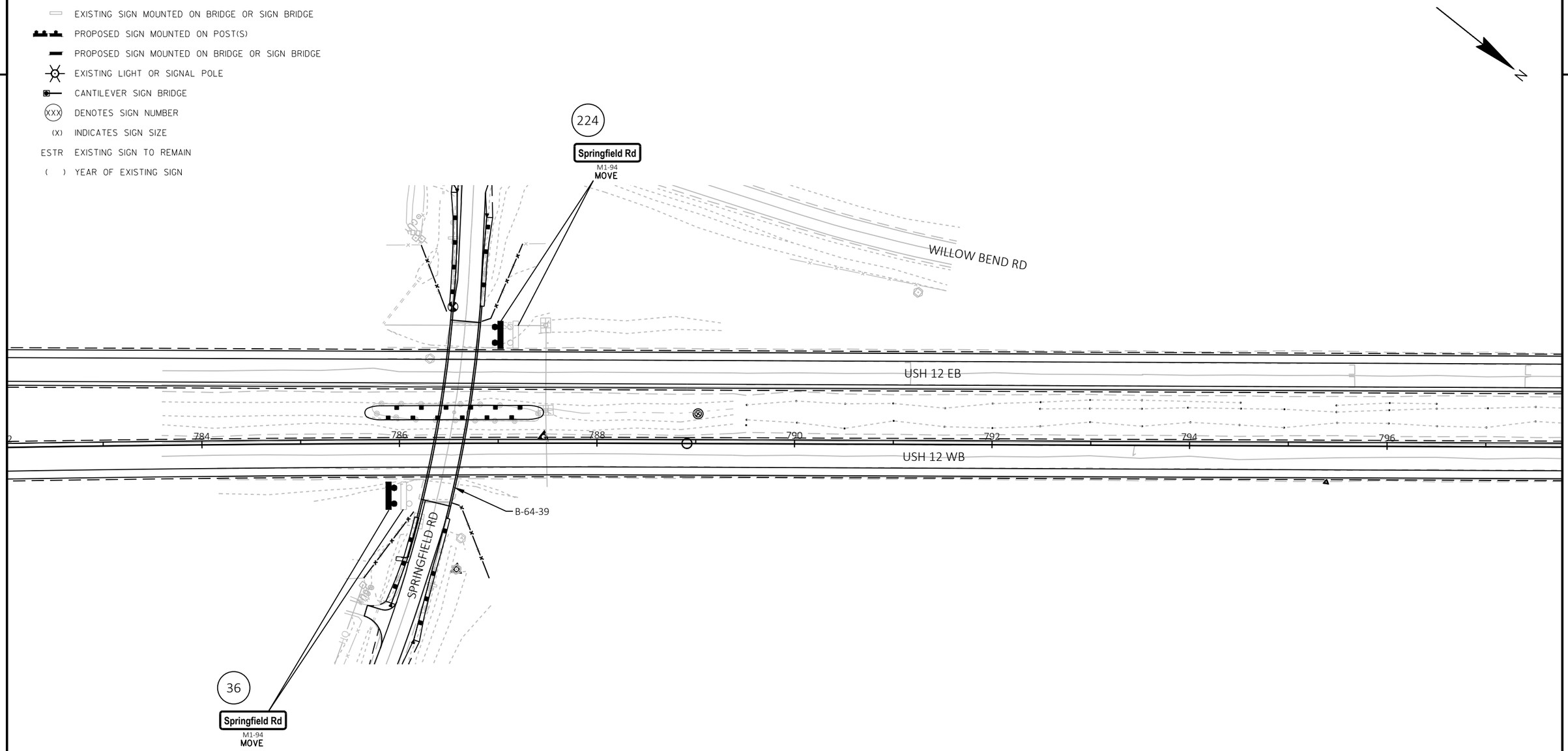
FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-13

PLOT DATE : 8/24/2020 8:30 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



2

SHEET 14 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 80	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-14

PLOT DATE : 8/24/2020 8:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

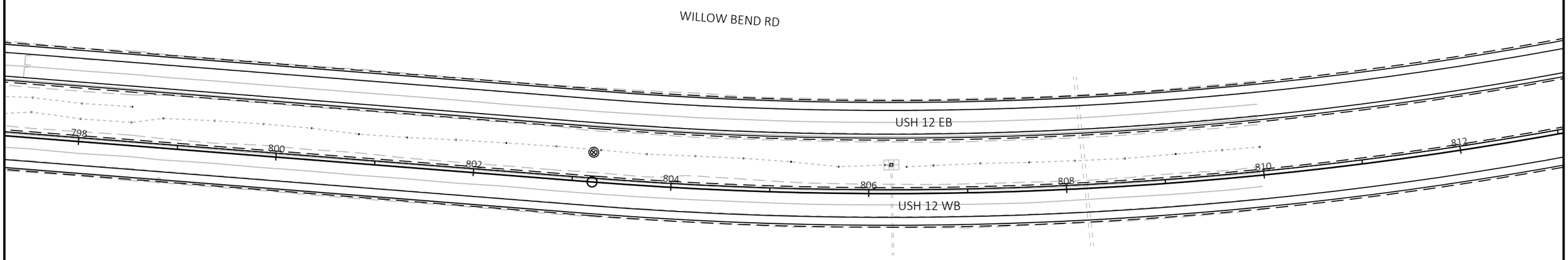
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

NO SIGNS
THIS SHEET

N



2

SHEET 15 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 81	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-15

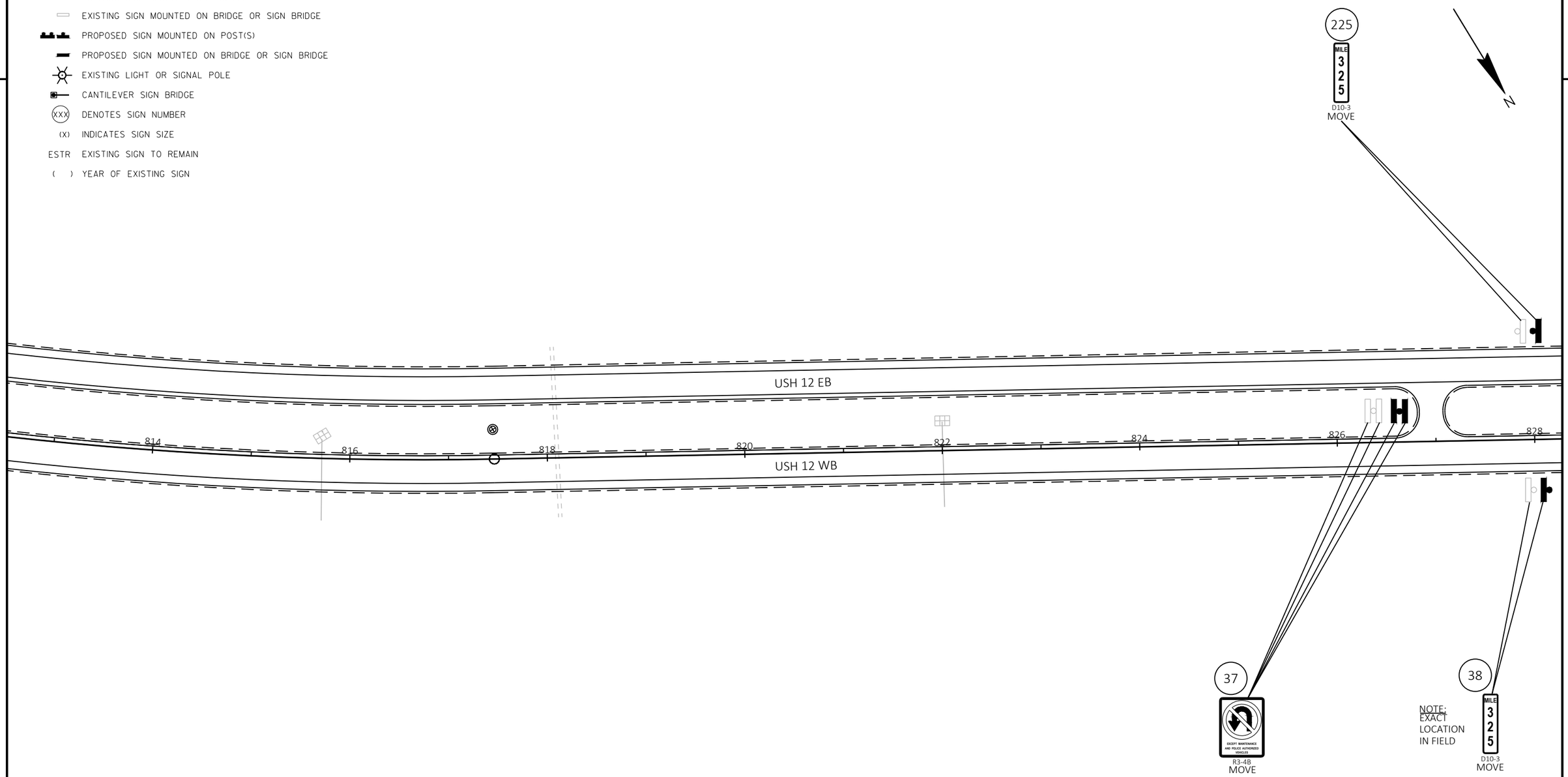
PLOT DATE : 8/24/2020 8:31 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



2

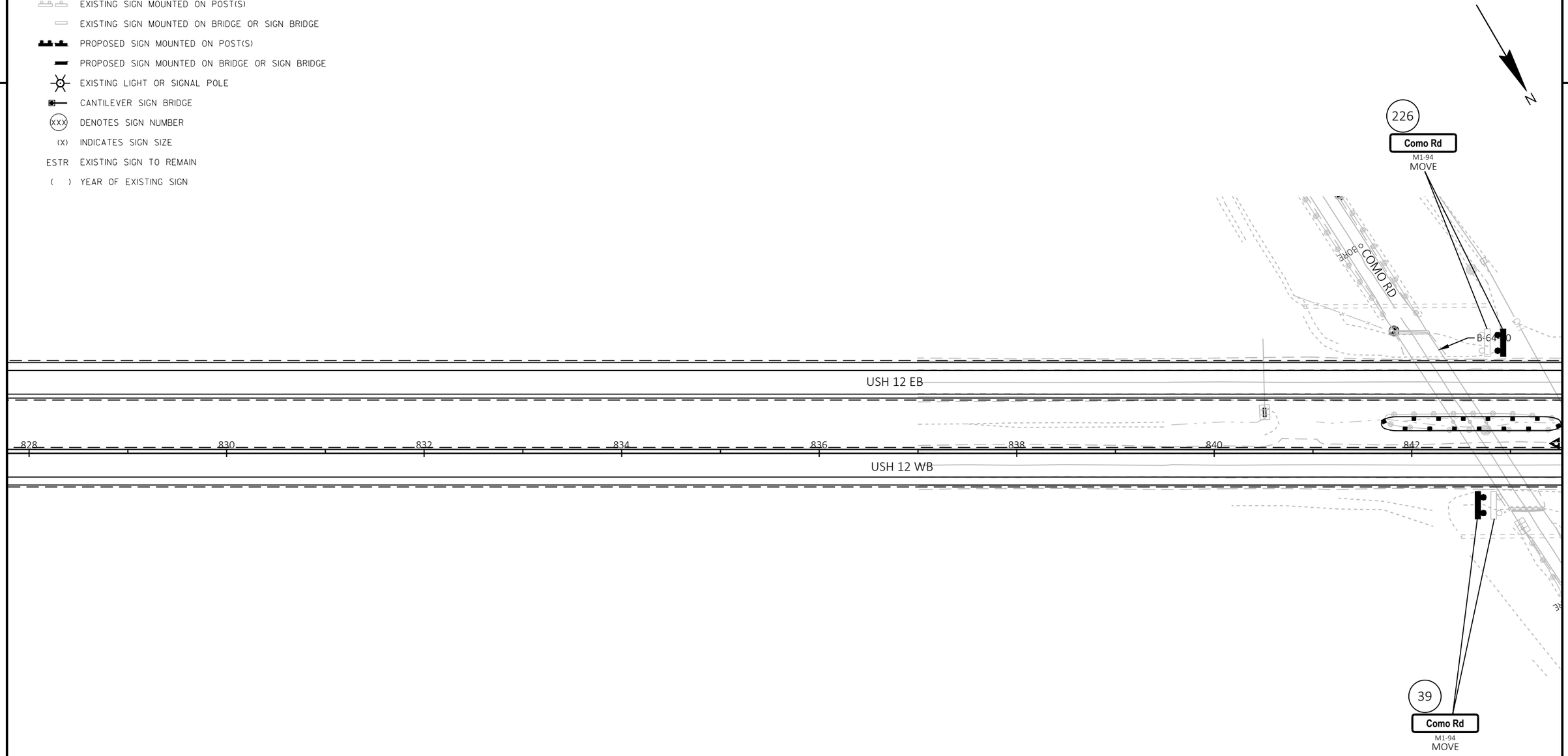
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 82	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-16
PLOT DATE : 8/24/2020 8:31 AM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



2

SHEET 17 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 83	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-17

PLOT DATE : 8/24/2020 8:32 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

N

USH 12 EB

844 846 848 850 852 854 856 858

USH 12 WB

COMO RD

(2010) EXIT 321

43 NN

Beloit
Milwaukee
2 Miles

E1-1A
TYPE I
ESTR

SHEET 18 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 84	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-18

PLOT DATE : 8/24/2020 8:32 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

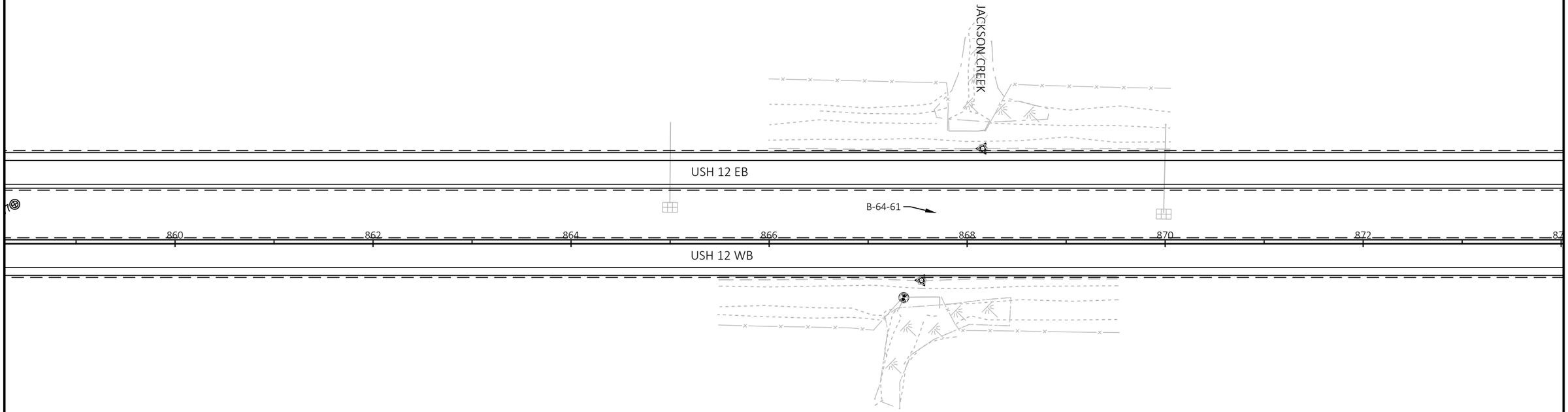
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

NO SIGNS
THIS SHEET

N



SHEET 19 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 85	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-19

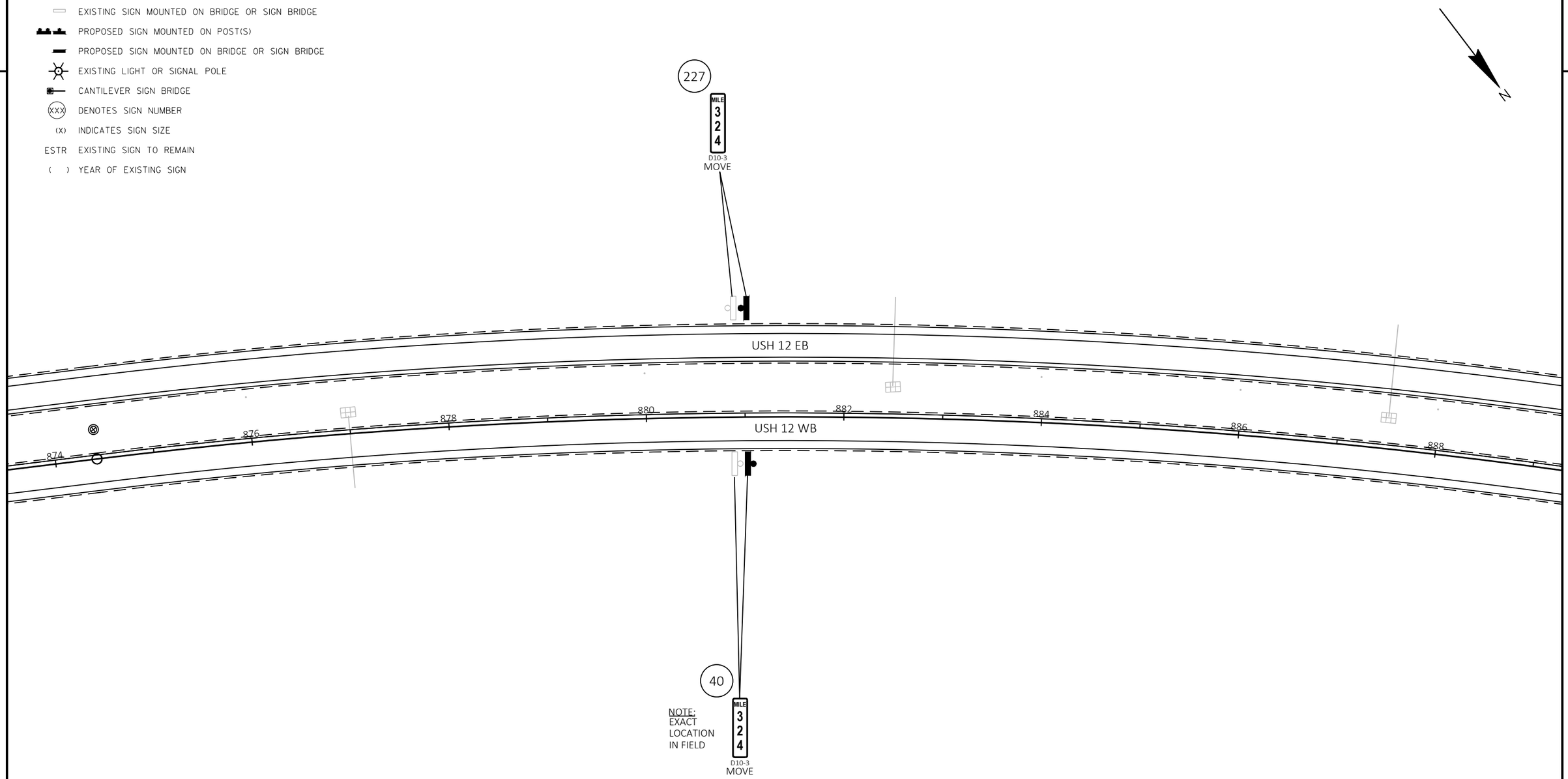
PLOT DATE : 8/24/2020 8:32 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

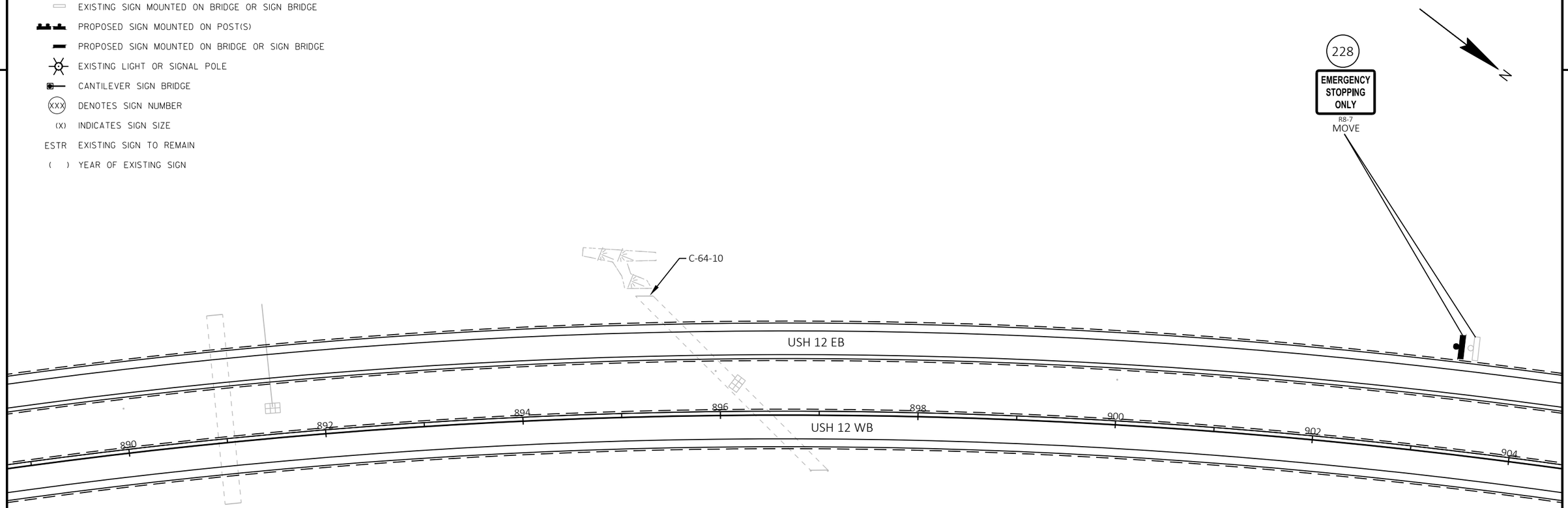
CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN



2

SHEET 21 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 87	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-21

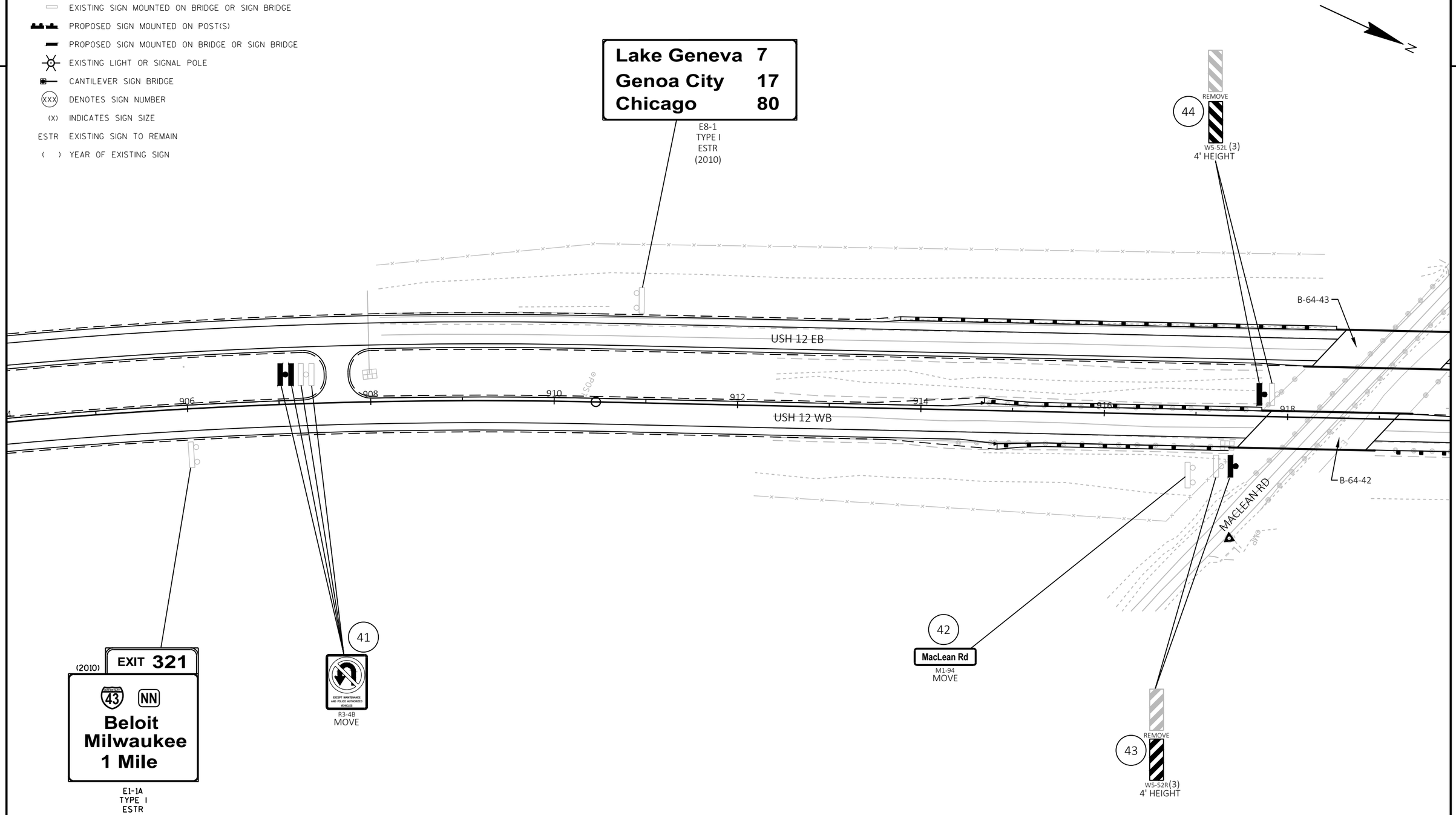
PLOT DATE : 8/24/2020 8:33 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 22 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 88	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-22

PLOT DATE : 8/24/2020 8:33 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

N

229 REMOVE W5-52R(3) 4' HEIGHT

230 MacLean Rd M1-94 MOVE

MACLEAN RD

231 MILE 3 2 3 D10-3 MOVE

47 REMOVE W5-52L (3) 4' HEIGHT

B-64-43

USH 12 EB

920 922 924 926 928 930 932 934

USH 12 WB

B-64-44

WHITE RIVER STATE TRAIL

45 MILE 3 2 3 D10-3 MOVE

46 REMOVE W5-52R(3) 4' HEIGHT

267 REMOVE W5-52L (3) 4' HEIGHT

2

SHEET 23 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 89	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-23

PLOT DATE : 8/24/2020 8:33 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

232 REMOVE
W5-52L(3)
4' HEIGHT

233 REMOVE
W5-52R(3)
4' HEIGHT

234
SPEED LIMIT 70
R2-1
MOVE

235
EAST 12
J4-1
MOVE

WHITE RIVER STATE TRAIL

B-64-43

USH 12 EB

USH 12 WB

936 938 940 942 944 946 948 950

B-64-44

Elkhorn
Delavan
NEXT RIGHT
TYPE I
ESTR
(2010)

CROSSOVER 937-950

Hospital
EXIT 321
TYPE I
ESTR

REMOVE
48 48A
R3-4B(5)
REPLACE DUE
TO CROSSOVER

2

SHEET 24 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 90	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-24

PLOT DATE : 8/24/2020 8:34 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

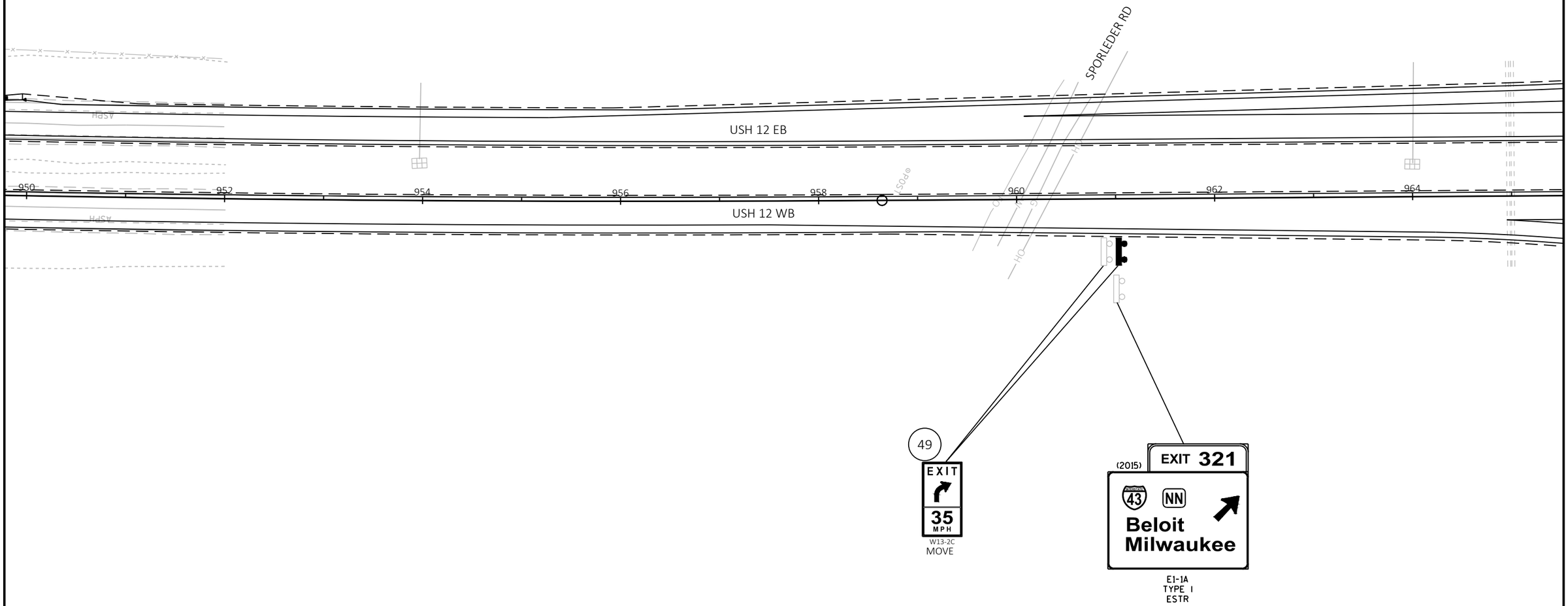
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

N



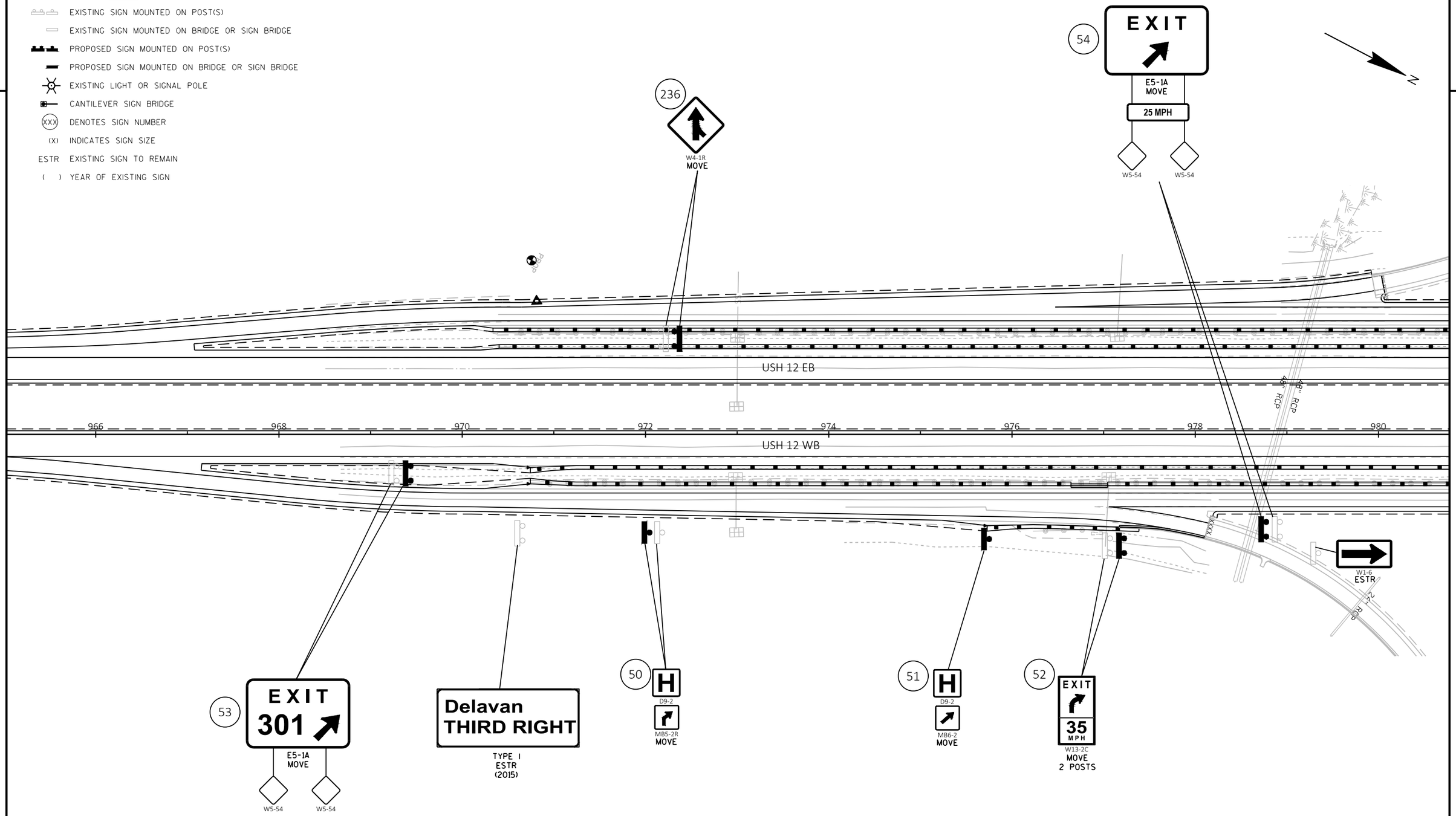
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 91	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-25
PLOT DATE : 8/24/2020 8:34 AM
PLOT BY : WAGNER, SCOTT H
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 26 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 92	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-26

PLOT DATE : 8/24/2020 8:34 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

USH 12 EB ON RAMP

USH 12 EB OFF RAMP

SEE SHEET 27B FOR SB SIGNS

CTH NN EB

CTH NN WB

N

USH 12 EB

USH 12 WB

USH 12 WB ON RAMP

55

W4-1R
MOVE

56

MILE
3
2
2

D10-3
MOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

SHEET 27 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 93	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-27

PLOT DATE : 8/24/2020 8:34 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

USH 12 EB

976 978 980 982 984 986 988 990

USH 12 WB

XXX

USH 12 WB OFF RAMP

XXXX XXXX XXXX XXXX XXXX XXXX XXXX

USH 12 WB ON RAMP

48

50

52

CTH NN EB

54

CTH NN WB

56

58

BRAY RD

NO SIGNS
THIS SHEET

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 94	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-27A
PLOT DATE : 8/24/2020 8:35 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

N

240 ON UPRIGHT
EXIT
20 MPH
W13-2D
ESTR

USH 12 EB ON RAMP

USH 12 EB OFF RAMP

238
EXIT
25 MPH
E5-1A
MOVE
W5-54
W5-54

237
W4-1R
MOVE

268
H
D9-2
MB6-2

NN
Elkhorn
TYPE I
ESTR
S-64-20

CTH NN EB

CTH NN WB

Gateway Tech
NEXT RIGHT
TYPE I
ESTR
(2015)

USH 12 EB

978 980 982 984 986 988 990 992

USH 12 WB

239
MILE
3
2
2
D10-3
MOVE

SHEET 27B OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 95	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-27B

PLOT DATE : 8/24/2020 8:35 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

57

EXIT

E5-1A
MOVE

W5-54

W5-54

241

W4-1R
MOVE

243

D9-2

MB6-1
MOVE

242

EXIT

E5-1A
MOVE

W5-54(2M)

W5-54(2M)

244

Gateway Tech
College

TYPE II
MOVE

NN
Elkhorn
1/4 Mile

EXIT 321

43 NORTH
Milwaukee

TYPE I
ESTR
(2015)
S-64-17

USH 12 EB

USH 12 WB

996 998 1000 1002 1004 1006 1008 1010

1007

EXIT

35
MPH

W13-2C
ON UPRIGHT
ESTR

43 SOUTH
Delavan
Beloit

TYPE I
ESTR

43 NORTH
Milwaukee

TYPE I
ESTR

W1-6
ESTR

58

W4-1R
MOVE

S-64-18

EXIT

35
MPH

W13-2C
ESTR
ON UPRIGHT

43 SOUTH
Delavan
Beloit

TYPE I
ESTR

IH 43 NB

IH 43 SB

STA BACK = 104+19.64
STA AHEAD = 995+12.51

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

SHEET 28 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 96	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-28
PLOT DATE : 10/23/2020 12:39 PM
PLOT BY : VANDE LEEST, CYNTHIA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

IH 43 SB OFF RAMP

IH 43 SB ON RAMP

245
W4-1R
MOVE

246
D9-2
M86-1
MOVE

247
EXIT
E5-1A
MOVE
W5-54 (2M)
W5-54 (2M)

EXIT
25
MPH
W13-2
ESTR
ON UPRIGHT

NORTH
43
NN
Milwaukee
Elkhorn

EXIT 321
43
SOUTH
Delavan
Beloit

TYPE I
ESTR
(2010)
S-64-21

248
EXIT
321
E5-1A
MOVE
W5-54 (2M)
W5-54 (2M)

1010
1012
1014
1016
1018
1020
1022
1024
1026

USH 12 EB

USH 12 WB

1012
1014
1016
1018
1020
1022
1024
1026

1012
1014
1016
1018
1020
1021

59
EXIT
E5-1A
MOVE
W5-54 (2M)
W5-54 (2M)

60
W4-1R
MOVE

61
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
MOVE

62
W4-1R
MOVE

IH 43 SB ON RAMP

IH 43 SB OFF RAMP

AHEAD = 107+26.70
ACK = 1020+70.38

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

SHEET 29 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 97	E

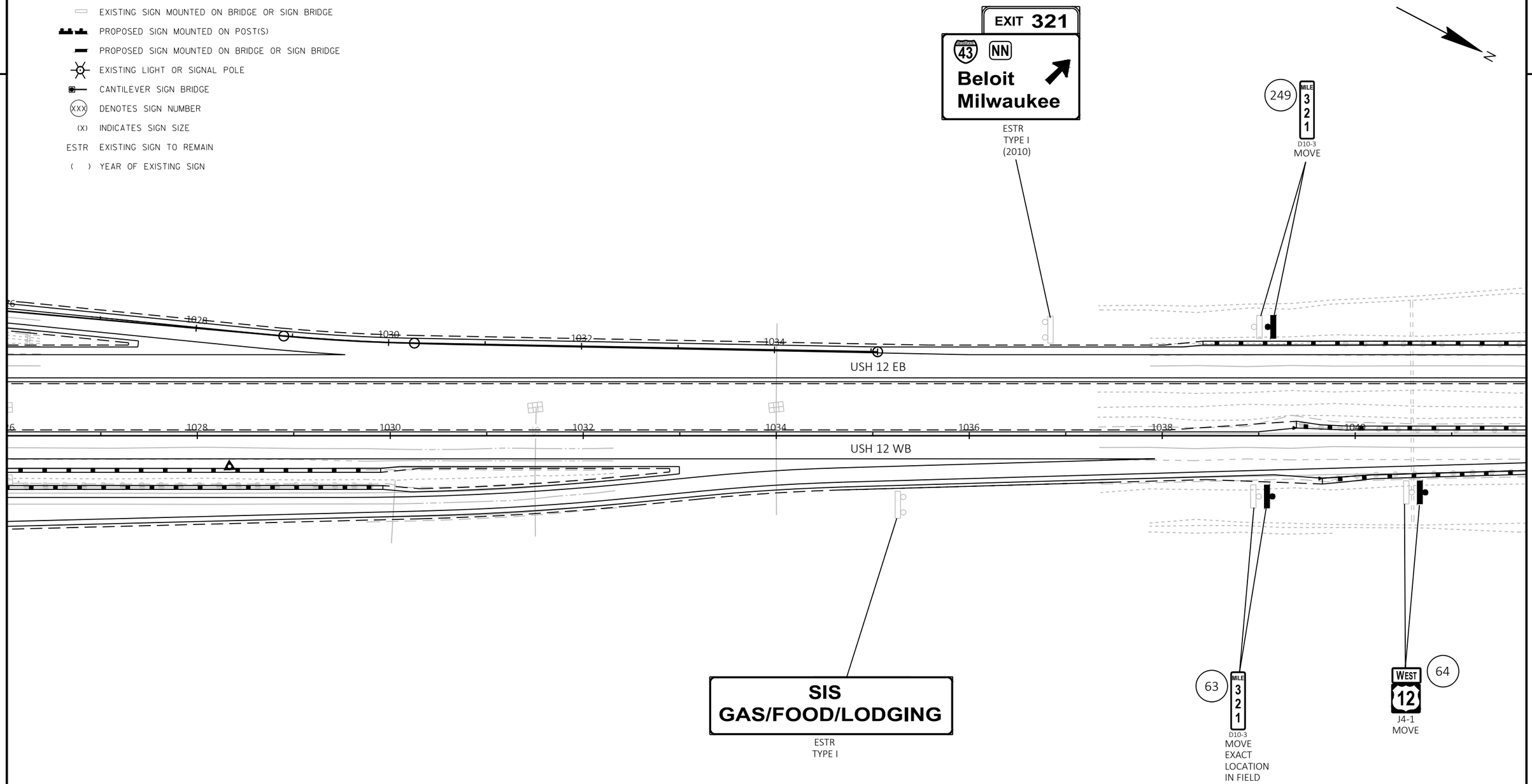
FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-29

PLOT DATE : 8/24/2020 8:36 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 30 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 98	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-30

PLOT DATE : 8/24/2020 8:36 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

252 REMOVE
W5-52L (3)
MOVE
4' HEIGHT

251 REMOVE
W5-52R (3)
4' HEIGHT

250
Hwy 11
M1-94
MOVE

Hospital
EXIT 321
TYPE I
ESTR
(2010)

EXIT 321
43 NN
Beloit
Milwaukee
1 Mile
ESTR
TYPE I
(2010)

STH 11

B-64-47

USH 12 EB

1042 1044 1046 1048 1050 1052 1054 1056

USH 12 WB

B-64-46

65 REMOVE
W5-52L (3)
4' HEIGHT

66 REMOVE
W5-52R (3)
4' HEIGHT

67
Hwy 11
M1-94
MOVE

70
SPEED LIMIT 55
W3-5
MOVE

71

Freeway
Ends
1 Mile
TYPE I
ESTR
(2010)

69
SPEED LIMIT 55
R2-1
MOVE

68

SHEET 31 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 99	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-31

PLOT DATE : 8/24/2020 8:36 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

( ) YEAR OF EXISTING SIGN

N

253
SPEED LIMIT 70
R2-1
MOVE

USH 12 EB

1058 1060 1062 1064 1066 1068 1070 1072

USH 12 WB

72
73
LEFT LANE ENDS
W9-1L
MOVE

74
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
MOVE

75
76
LANE ENDS MERGE RIGHT
W9-2R
MOVE

SHEET 32 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 100	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-32

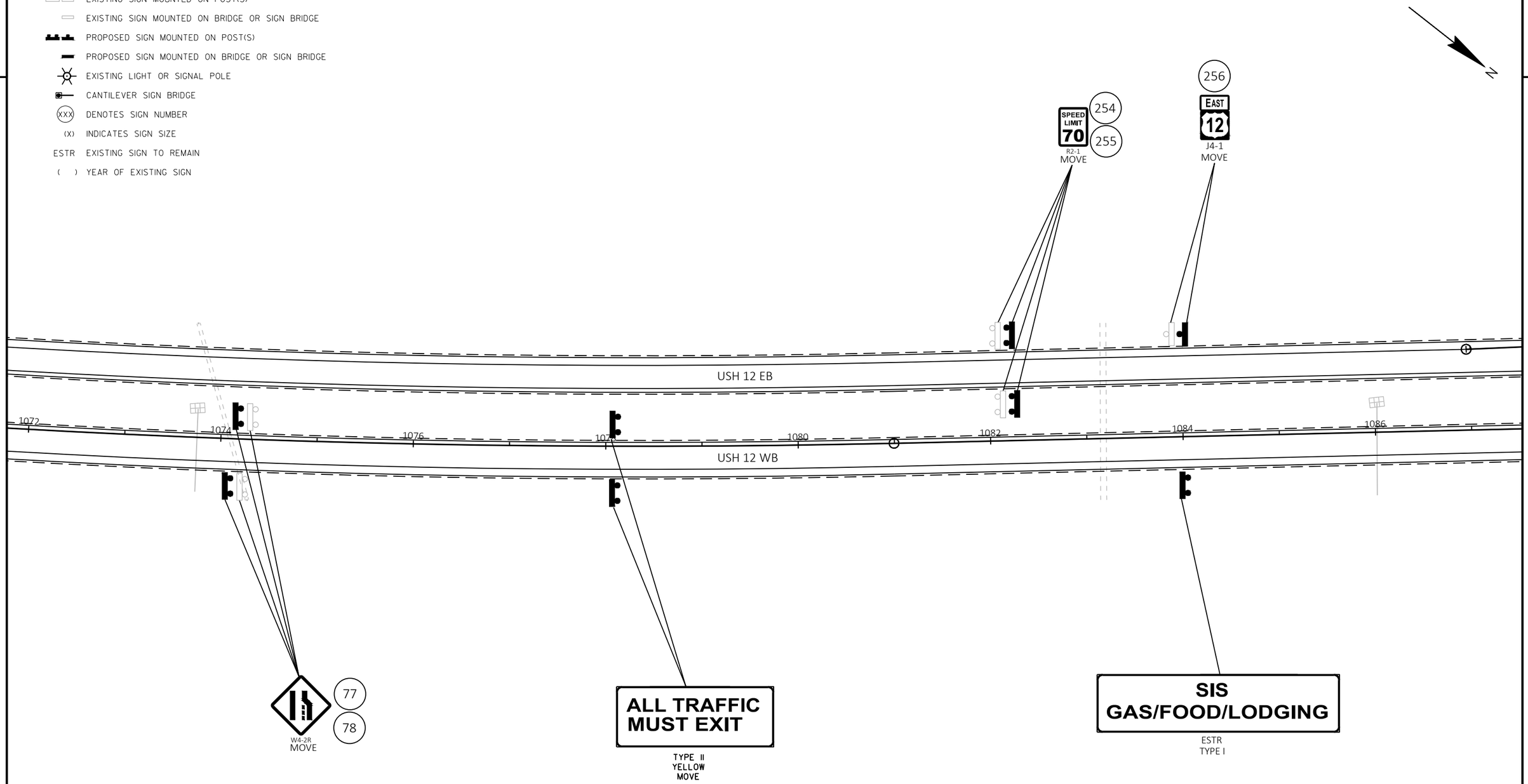
PLOT DATE : 8/24/2020 8:36 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 33 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 101	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-33

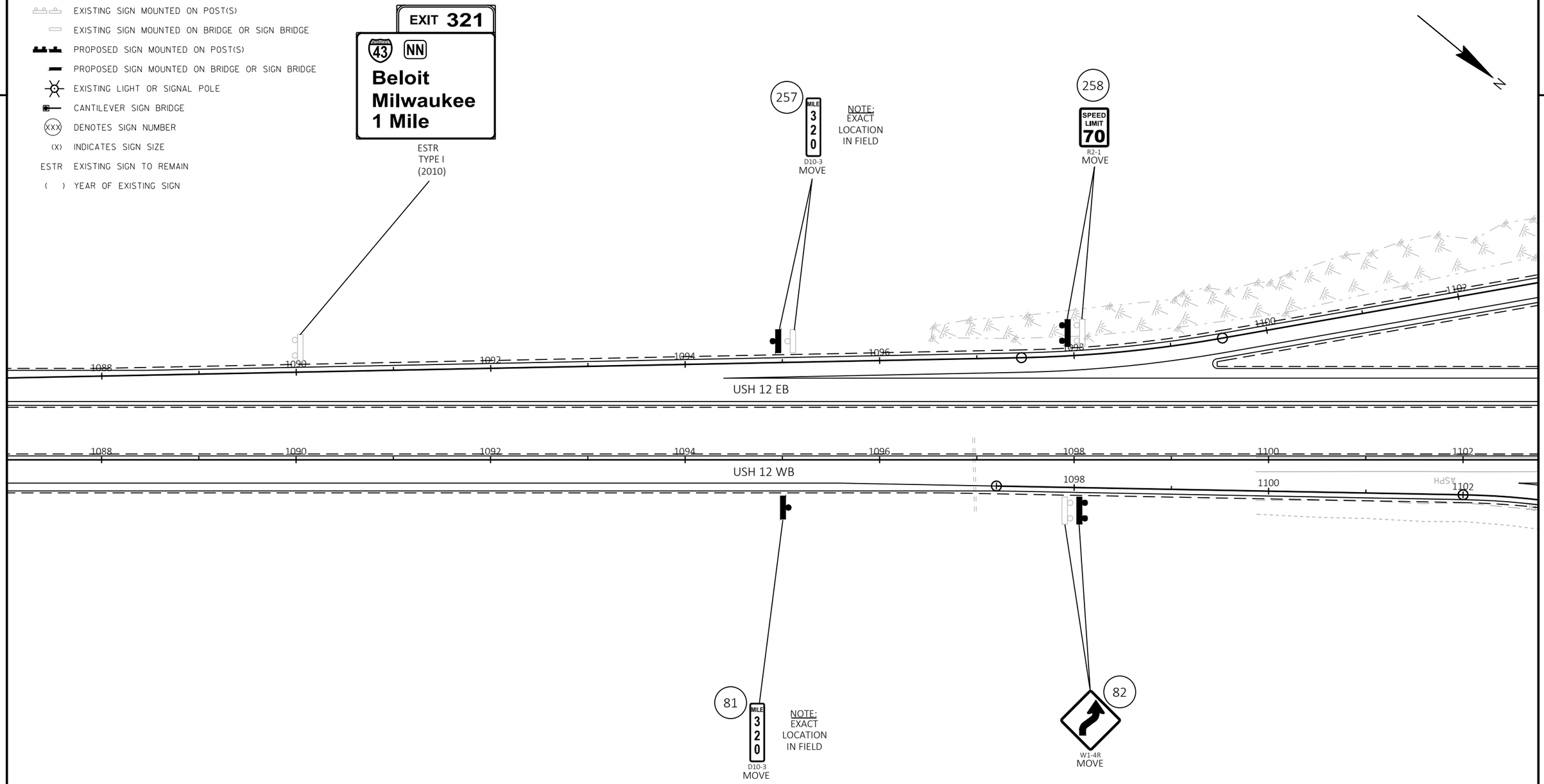
PLOT DATE : 8/24/2020 8:37 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN



SHEET 34 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 102	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-34

PLOT DATE : 8/24/2020 8:37 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN
- ( ) YEAR OF EXISTING SIGN

N

261 EAST 12 J3-1 MOVE

259 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 MOVE

260 W4-3R MOVE

USH 12 EB ON RAMP

STH 67 NB

STH 67 SB

USH 12 EB

263 W1-6 MOVE

262 R3-4B MOVE

USH 12 WB

B-64-49

B-64-48

SIS GAS/FOOD/LODGING TYPE I MOVE

CONTACT WISC BUSINESS LOGOS 608-579-1570

265 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 MOVE

264 EXIT E5-1A MOVE

WS-54 (2M) WS-54 (2M)

DO NOT ENTER R5-1

WRONG WAY R5-1A ESTR

91 WEST NORTH 12 67 J3-1 MOVE

93 STOP R1-1 MOVE

STOP R1-1 ESTR

SOUTH 67 J3-1 ESTR

90 WRONG WAY R5-1A MOVE

83 W1-6 MOVE

84 W3-1 MOVE

85 J2-3 SOUTH 67 WEST 12 NORTH 67 MOVE

86 W1-6 MOVE

87 Elkhorn Whitewater D1-2 MOVE

88 89 RIGHT TURN NO STOP MOVE

92 W4-3L MOVE (MODIFIED)

1102 1104 1106 1108 1110 1112 1114

SHEET 35 OF 35

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 103	E

FILE NAME : N:\PDS\C3D\CAD\10801200\SIGN\023201_PS_1080-12-72-73.DWG
LAYOUT NAME - Sht-35

PLOT DATE : 8/24/2020 8:37 AM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

574 576 578 580 582 584 586 58

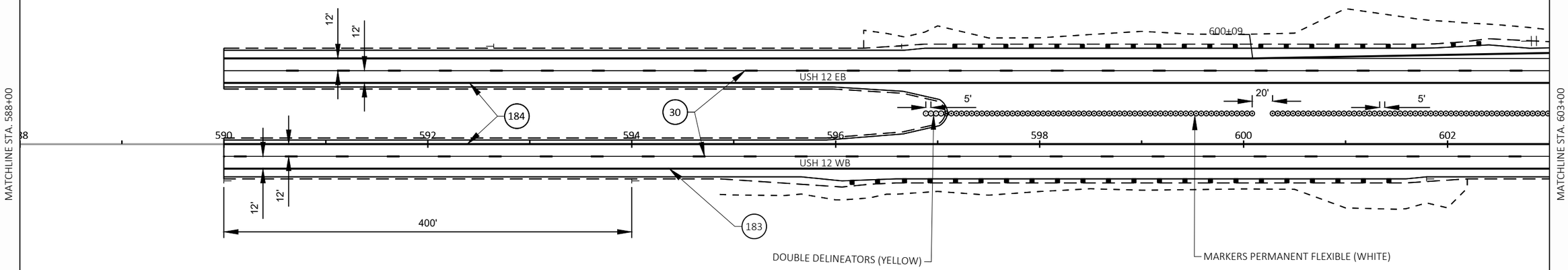
MATCHLINE STA. 588+00

LEGEND

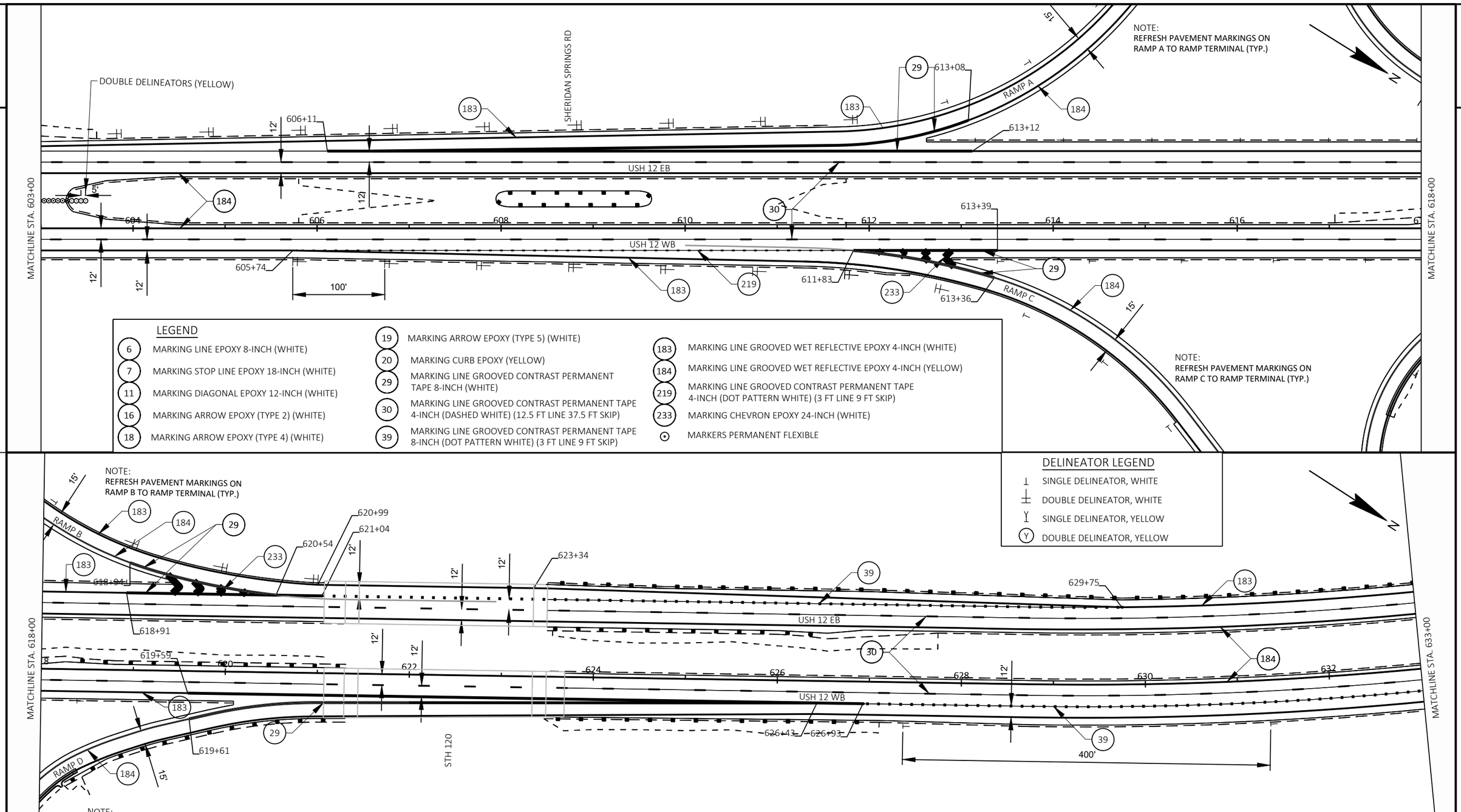
- 6 MARKING LINE EPOXY 8-INCH (WHITE)
- 7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 11 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 16 MARKING ARROW EPOXY (TYPE 2) (WHITE)
- 18 MARKING ARROW EPOXY (TYPE 4) (WHITE)
- 19 MARKING ARROW EPOXY (TYPE 5) (WHITE)
- 20 MARKING CURB EPOXY (YELLOW)
- 29 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
- 30 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 39 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 183 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
- 184 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
- 219 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 233 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⫫ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 104	E



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
- 7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 11 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 16 MARKING ARROW EPOXY (TYPE 2) (WHITE)
- 18 MARKING ARROW EPOXY (TYPE 4) (WHITE)
- 19 MARKING ARROW EPOXY (TYPE 5) (WHITE)
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- 219 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 233 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- ⊙ MARKERS PERMANENT FLEXIBLE

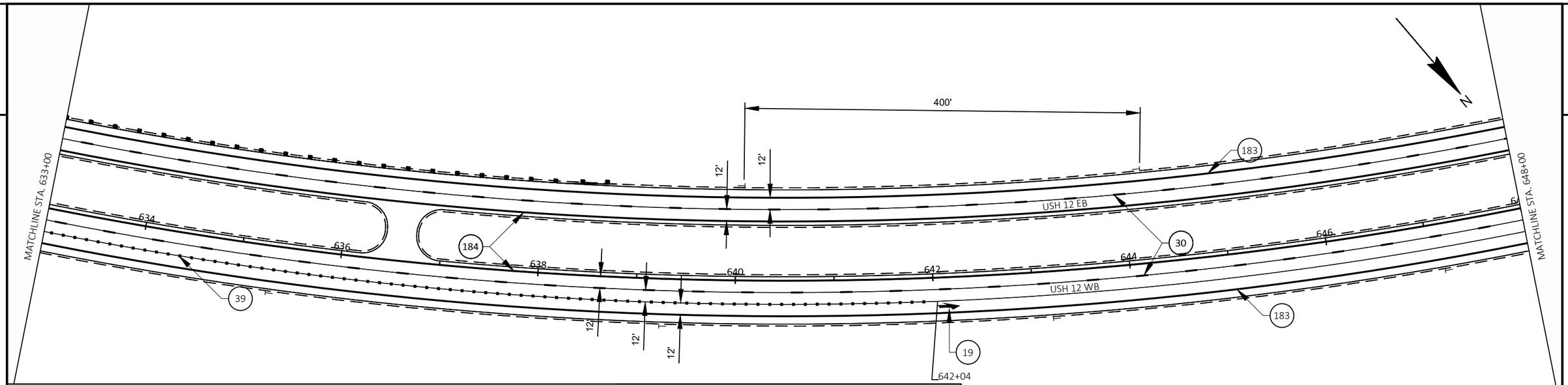
DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⊥⊥ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 105	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\024501-PM.DWG
LAYOUT NAME - 02
PLOT DATE : 11/2/2020 9:00 AM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
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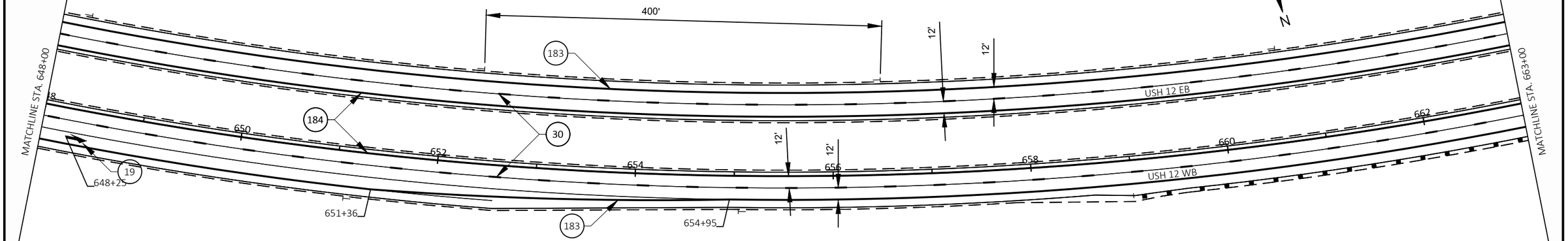
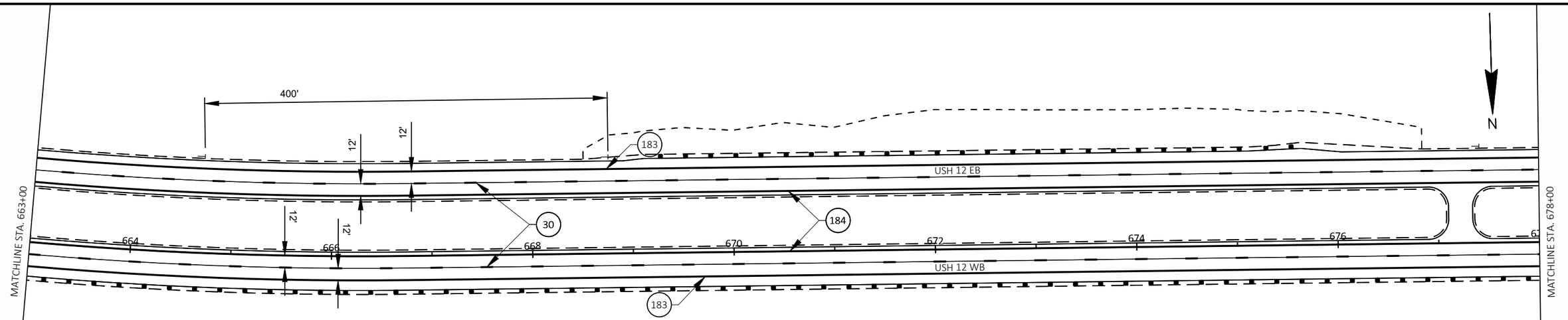
- 233 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⊥⊥ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW





LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
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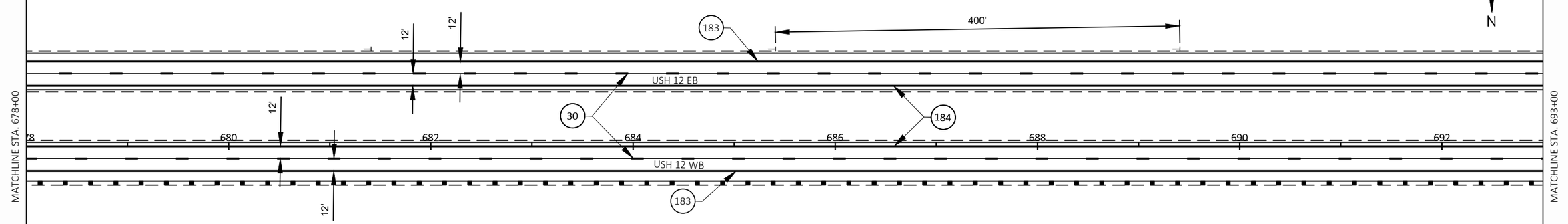
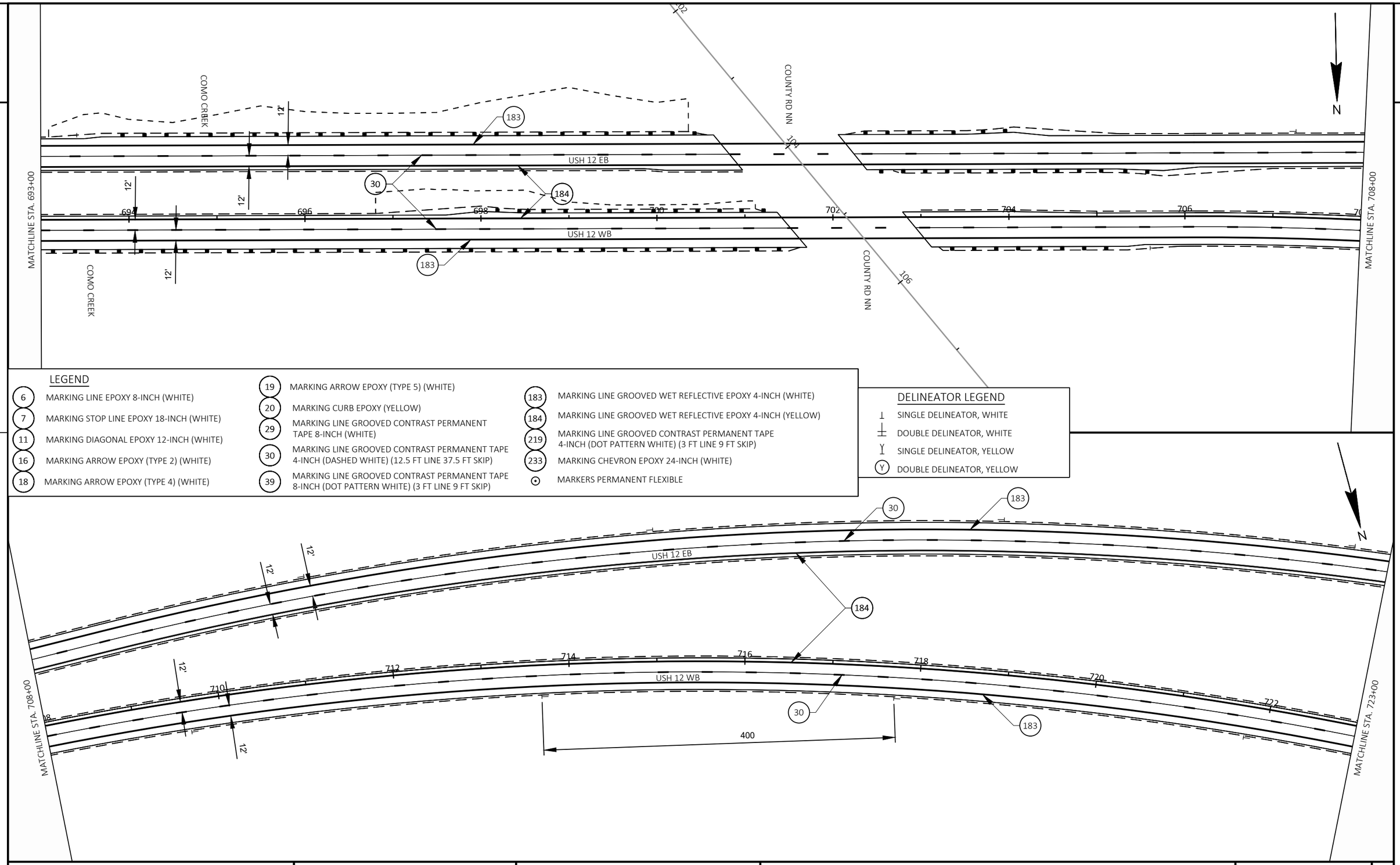
- 219 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 233 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⊥⊥ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW



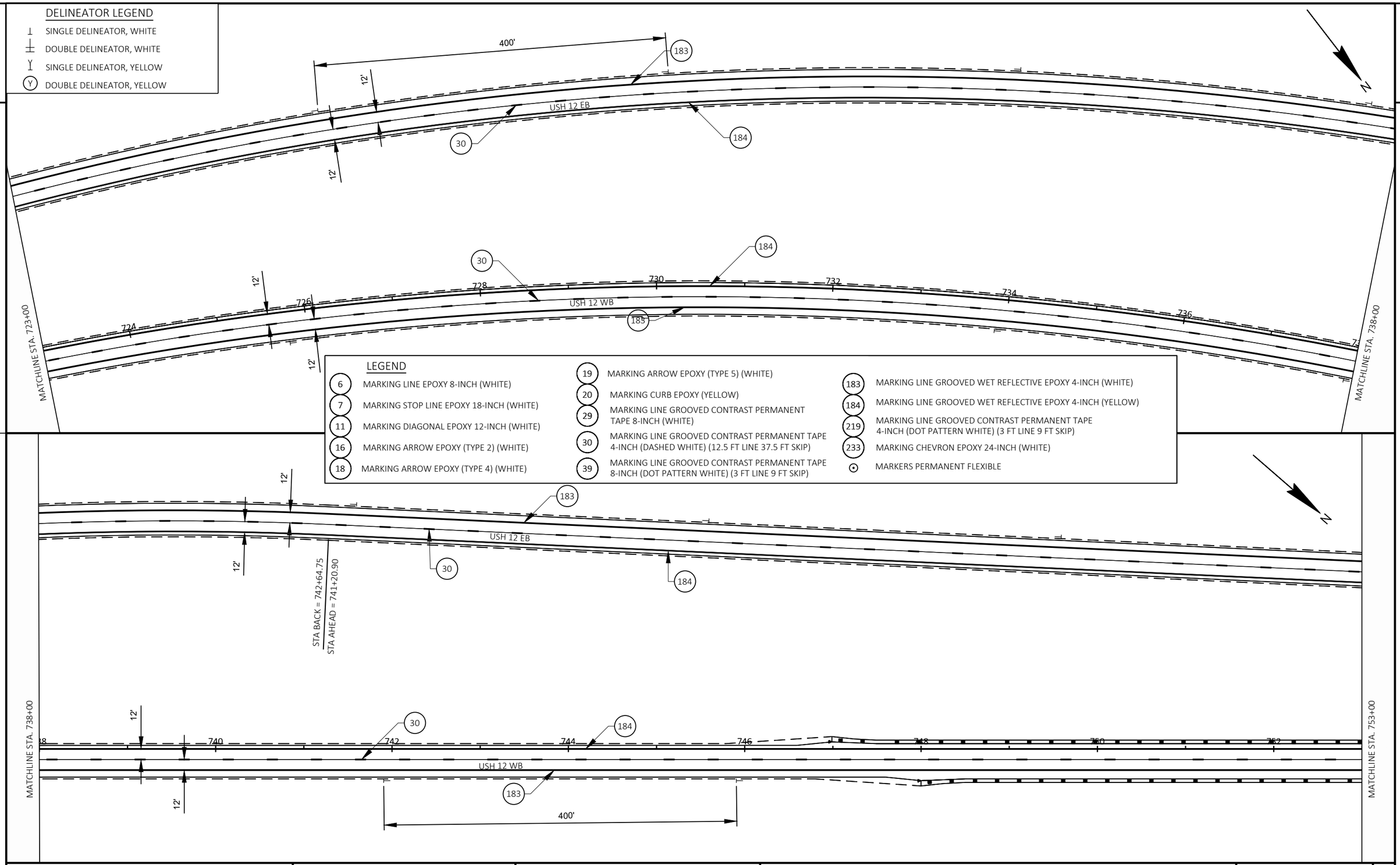
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 107	E



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 108	E

DELINEATOR LEGEND

- SINGLE DELINEATOR, WHITE
- DOUBLE DELINEATOR, WHITE
- SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW



LEGEND

6	MARKING LINE EPOXY 8-INCH (WHITE)
7	MARKING STOP LINE EPOXY 18-INCH (WHITE)
11	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
16	MARKING ARROW EPOXY (TYPE 2) (WHITE)
18	MARKING ARROW EPOXY (TYPE 4) (WHITE)
19	MARKING ARROW EPOXY (TYPE 5) (WHITE)
20	MARKING CURB EPOXY (YELLOW)
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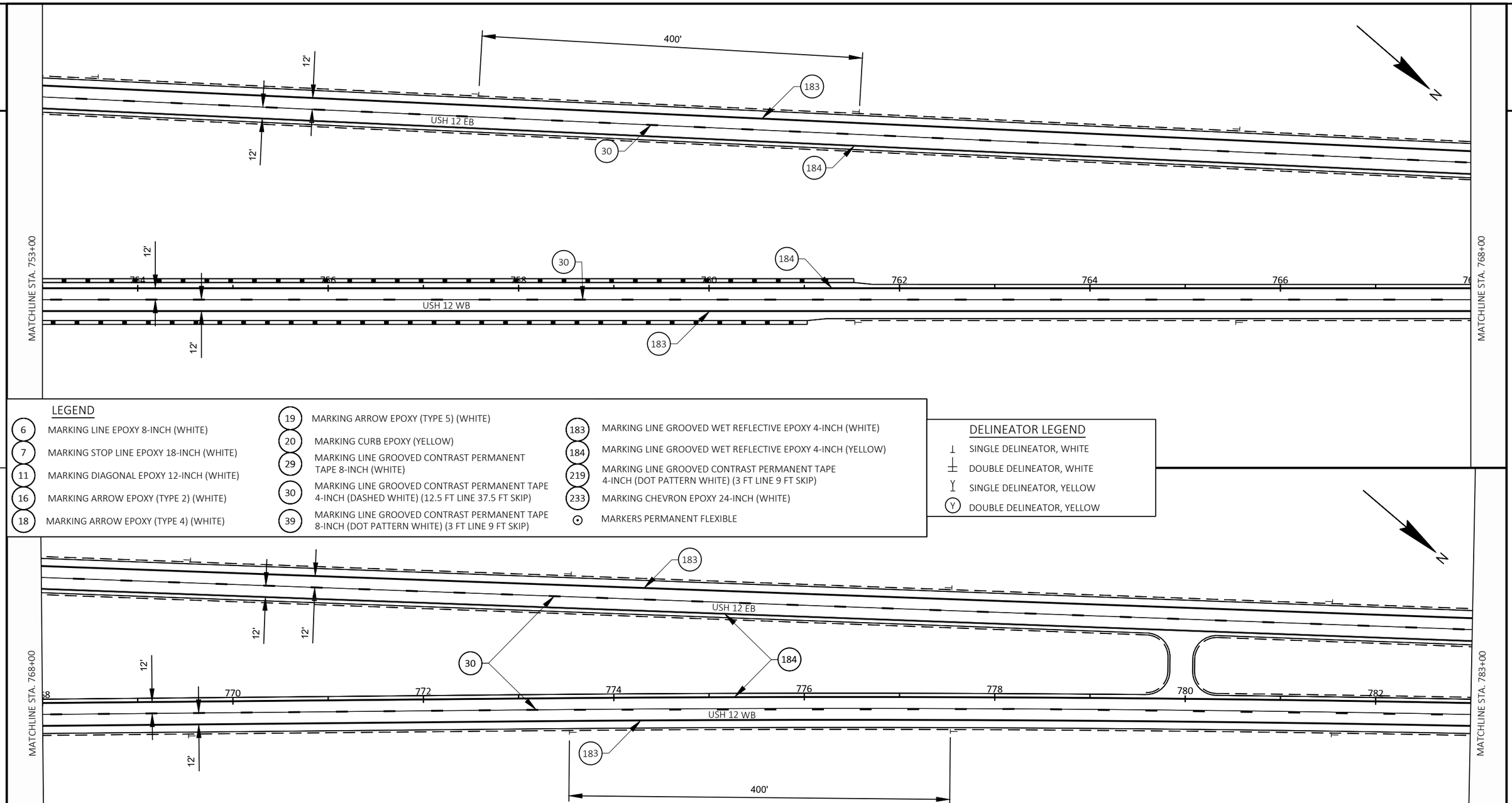
183	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
184	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW)
219	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
233	MARKING CHEVRON EPOXY 24-INCH (WHITE)
⊙	MARKERS PERMANENT FLEXIBLE

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 109	E



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
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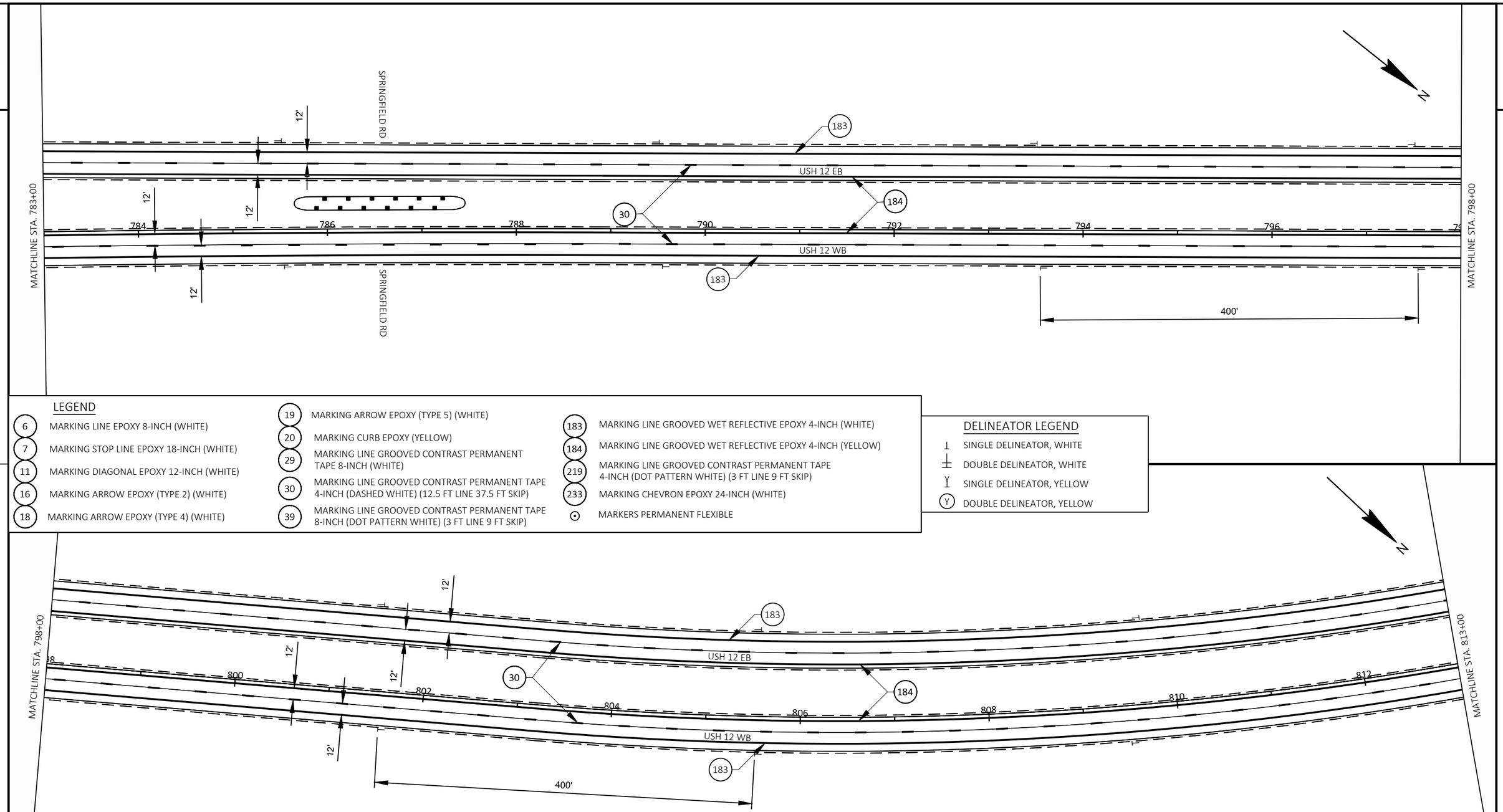
- 233 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⫫ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 110	E



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
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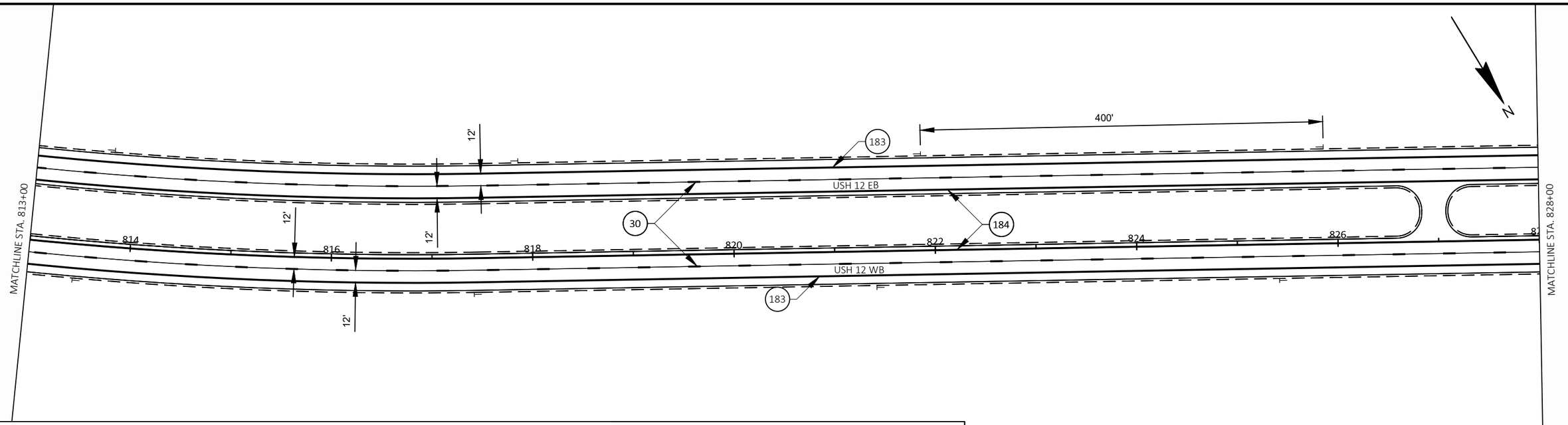
- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⫫ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 111	E



LEGEND

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- 20 MARKING CURB EPOXY (YELLOW)
- 29 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE)
- 30 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DASHED WHITE) (12.5 FT LINE 37.5 FT SKIP)
- 39 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 183 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
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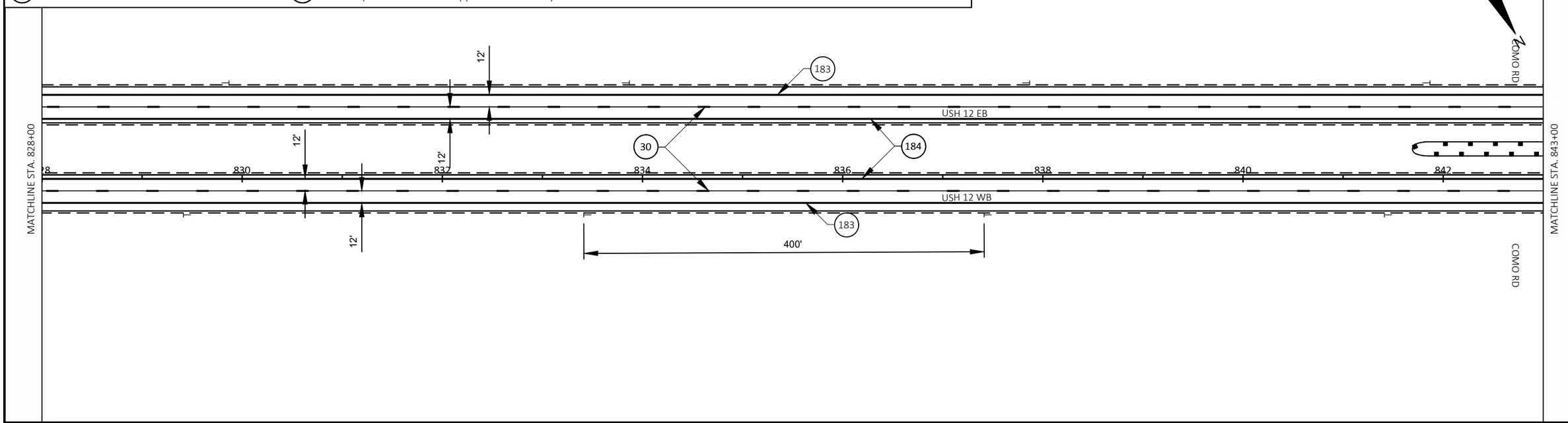
- 219 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH (DOT PATTERN WHITE) (3 FT LINE 9 FT SKIP)
- 233 MARKING CHEVRON EPOXY 24-INCH (WHITE)
- ⊙ MARKERS PERMANENT FLEXIBLE

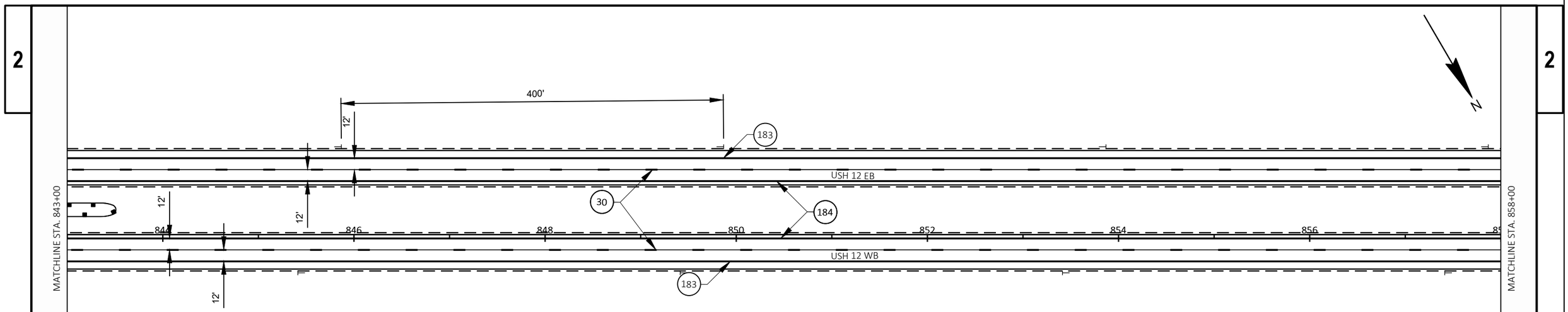
DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⫫ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 112	E

2



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
- 7 MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 11 MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 16 MARKING ARROW EPOXY (TYPE 2) (WHITE)
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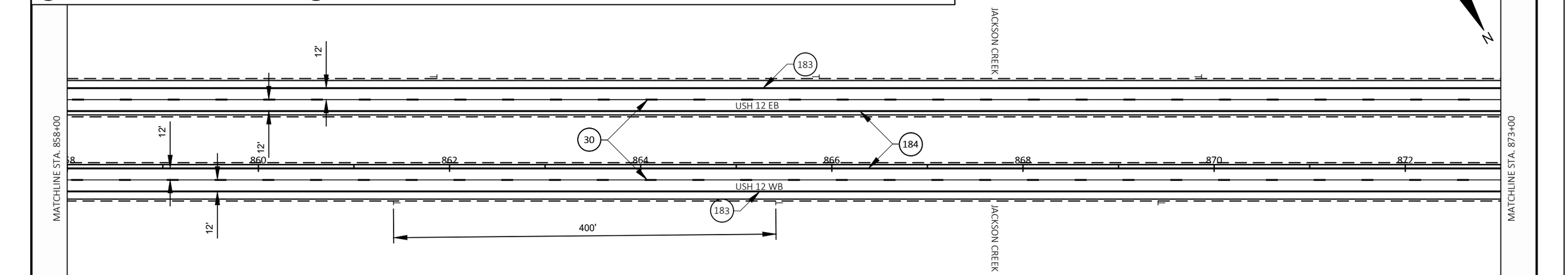
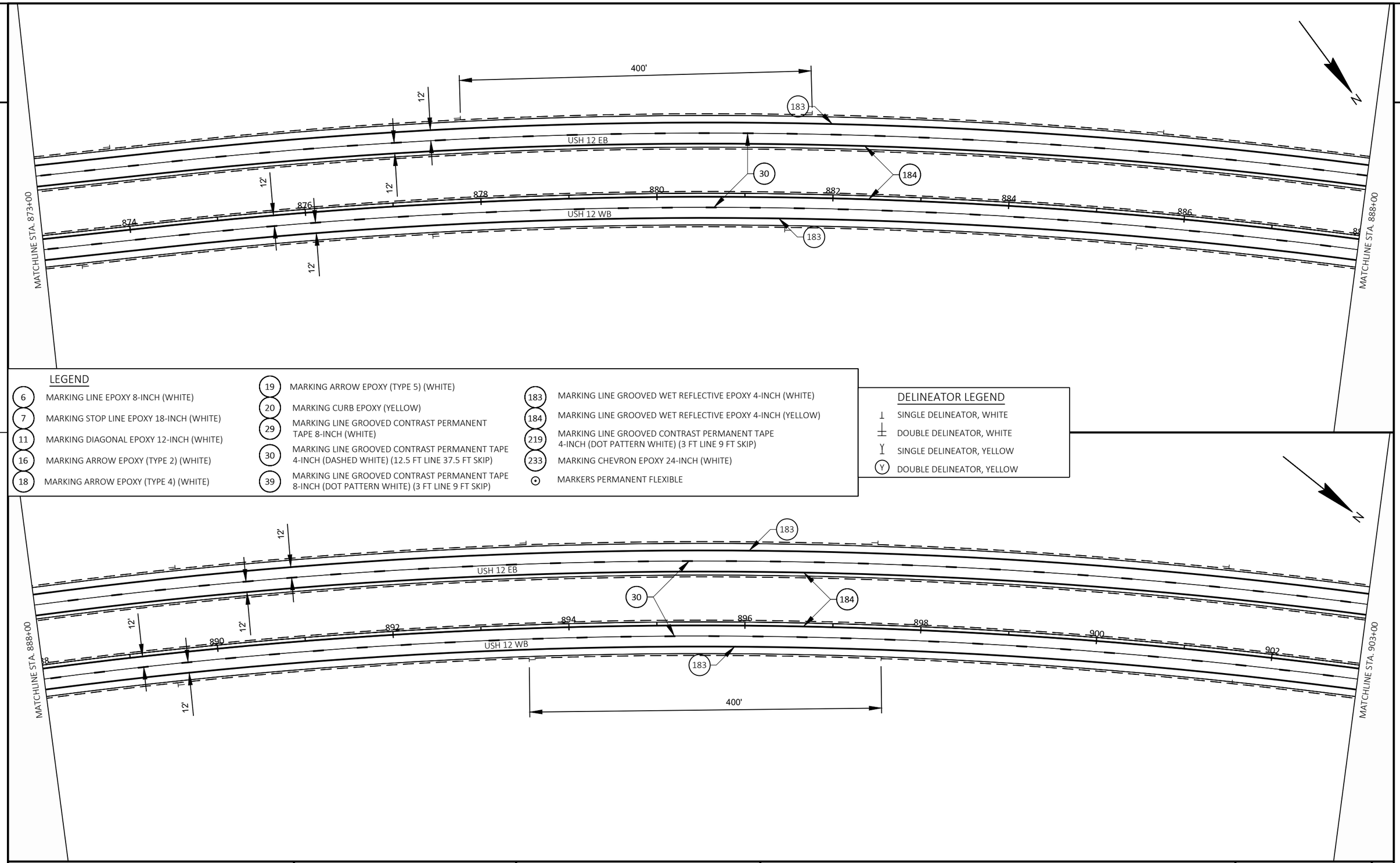
- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⫫ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 113	E



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 114	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\024501-PM.DWG
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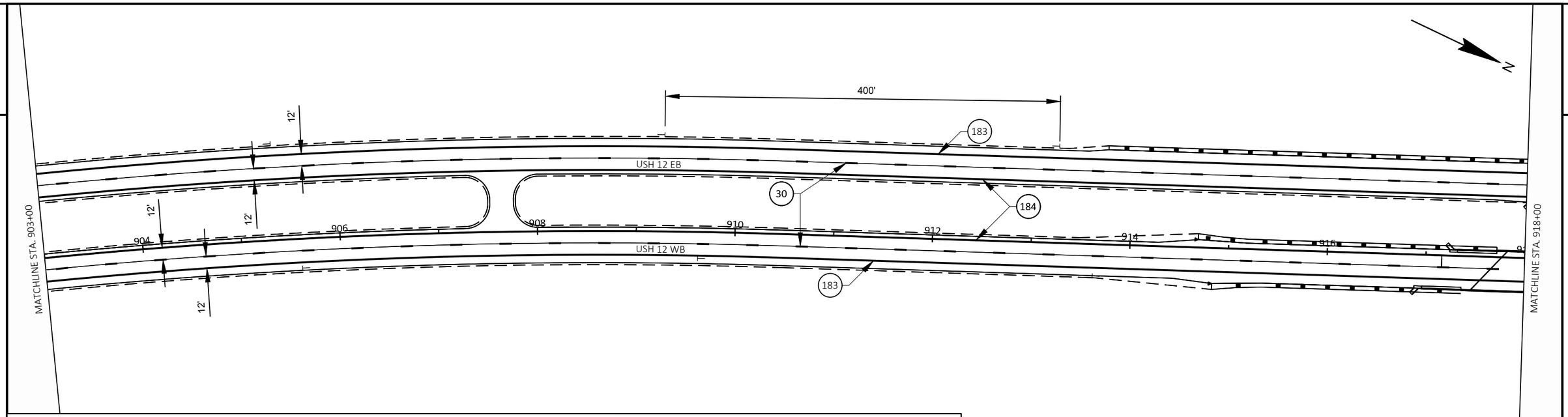
PLOT DATE : 11/2/2020 9:01 AM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
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- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
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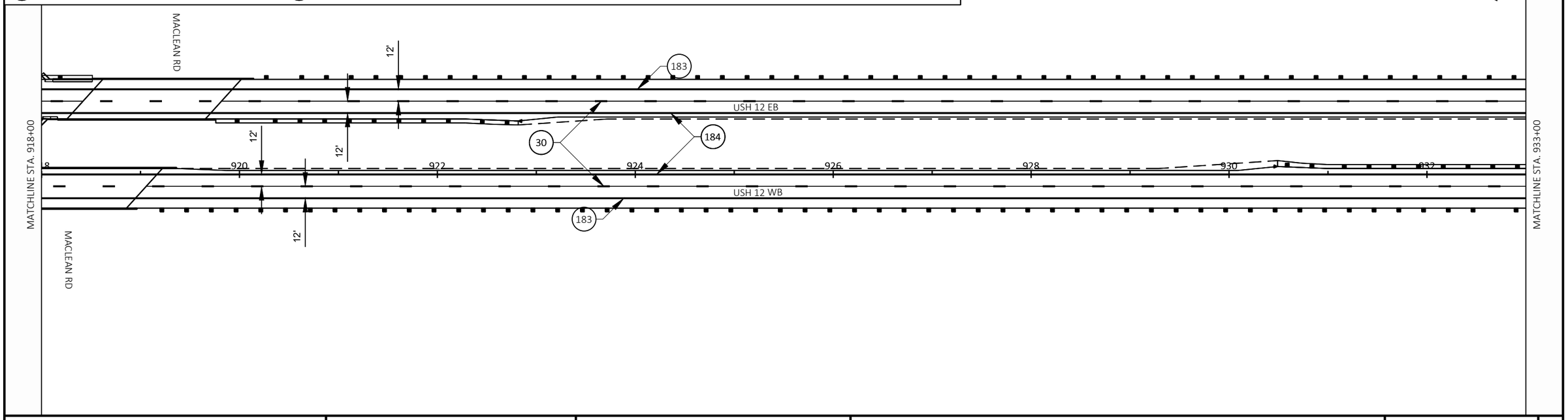
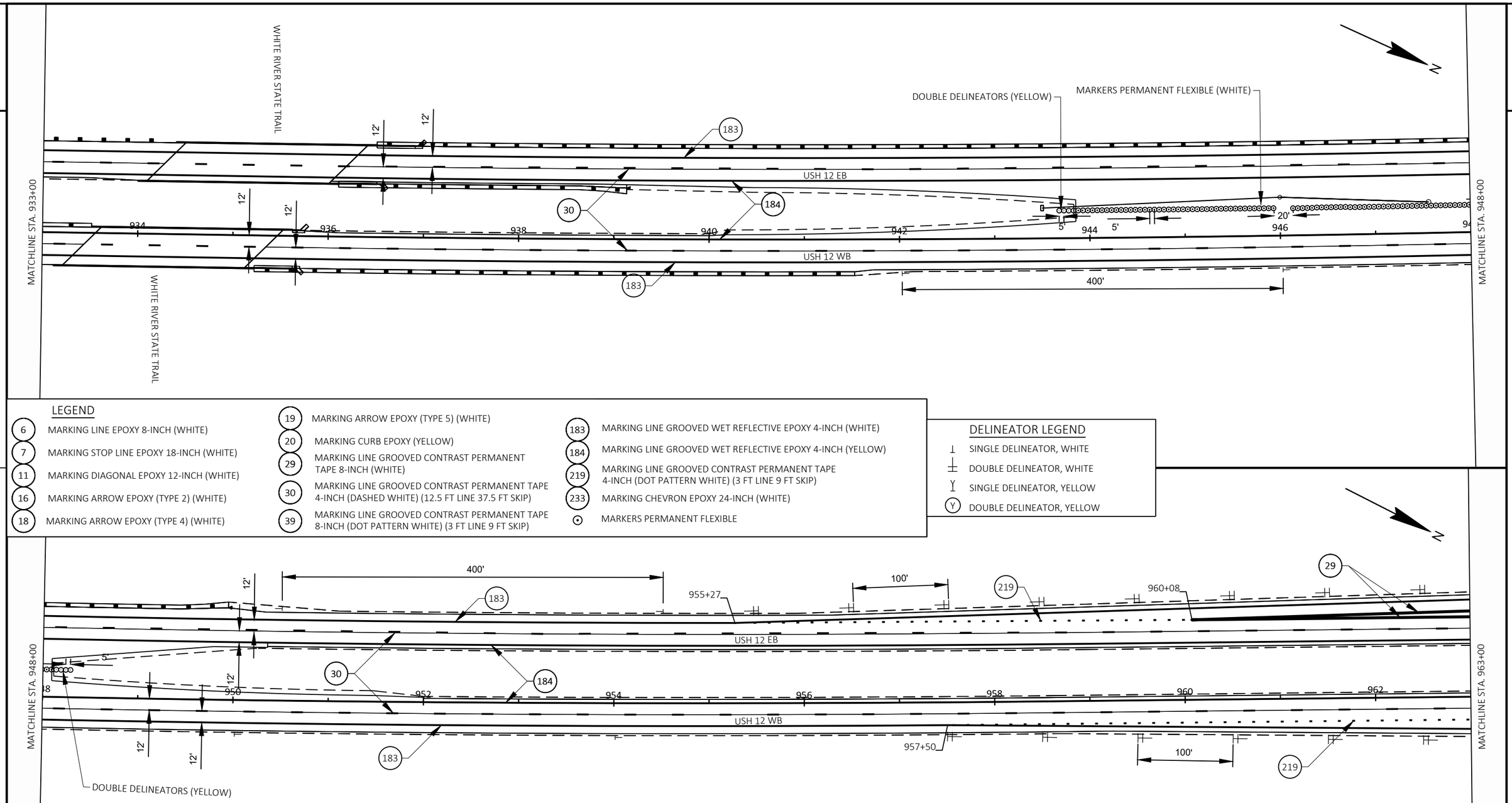
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 115	E



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- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⫫ DOUBLE DELINEATOR, WHITE
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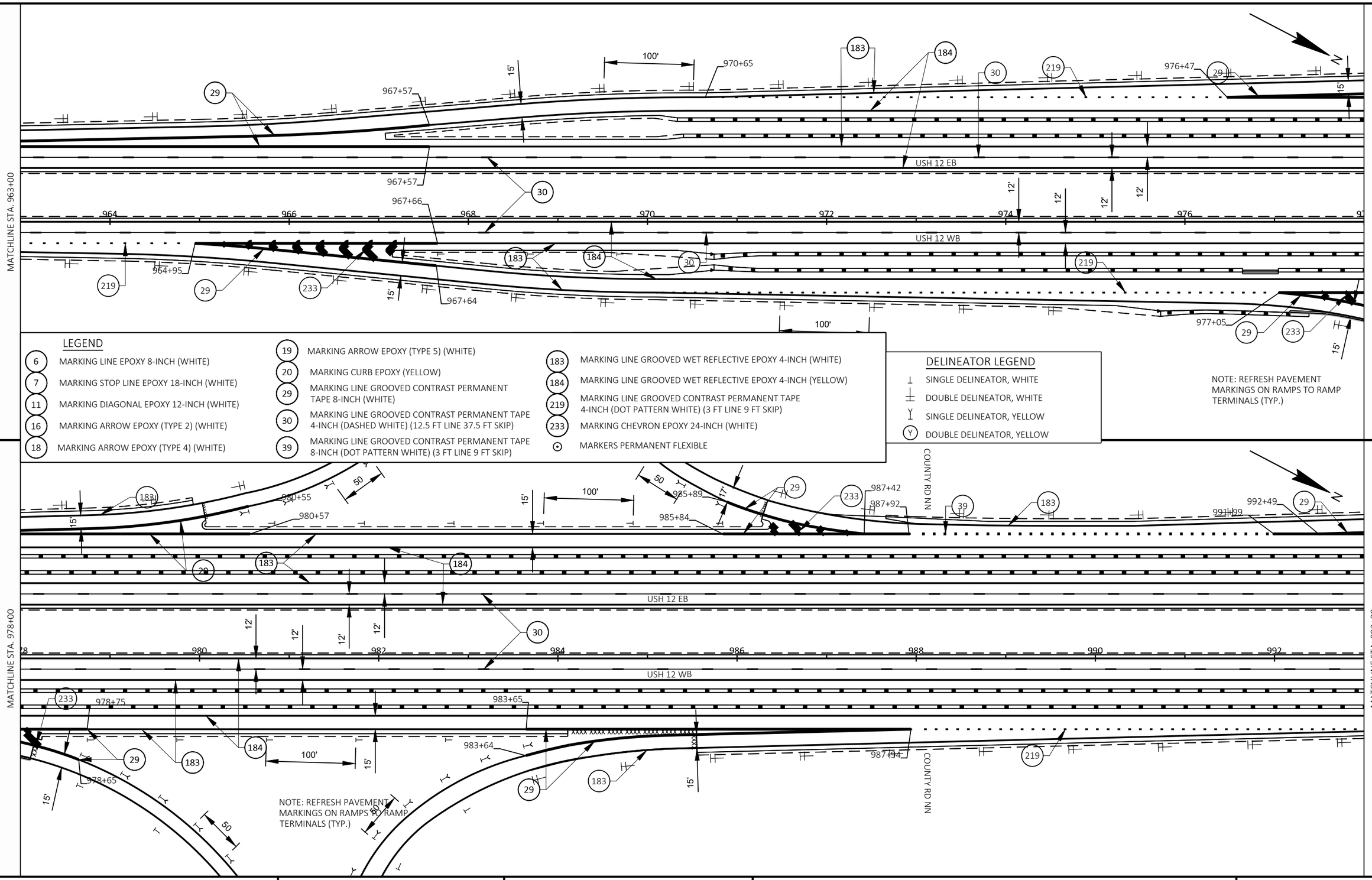
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 116	E

2



LEGEND

- (6) MARKING LINE EPOXY 8-INCH (WHITE)
- (7) MARKING STOP LINE EPOXY 18-INCH (WHITE)
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- (16) MARKING ARROW EPOXY (TYPE 2) (WHITE)
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- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
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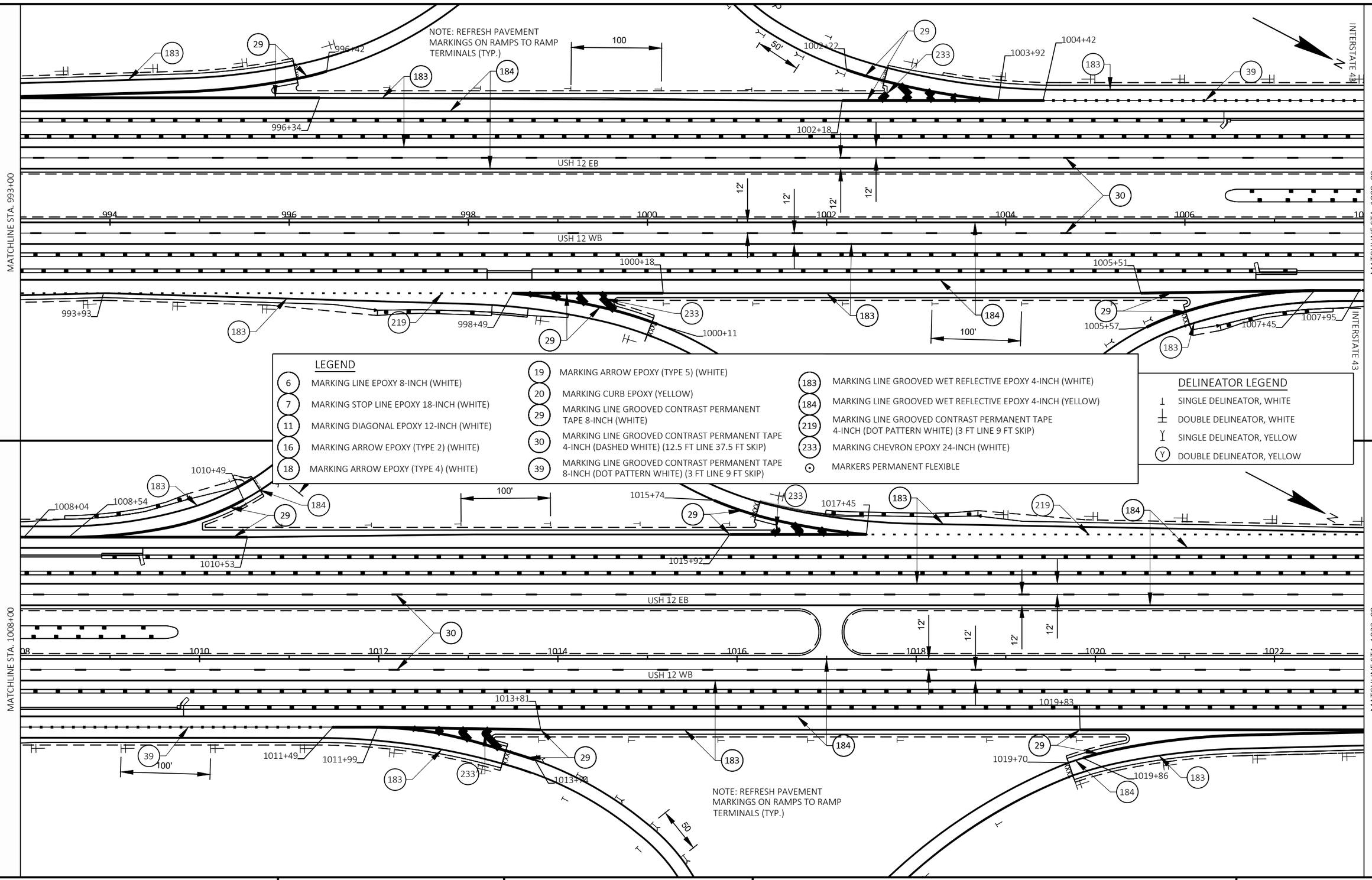
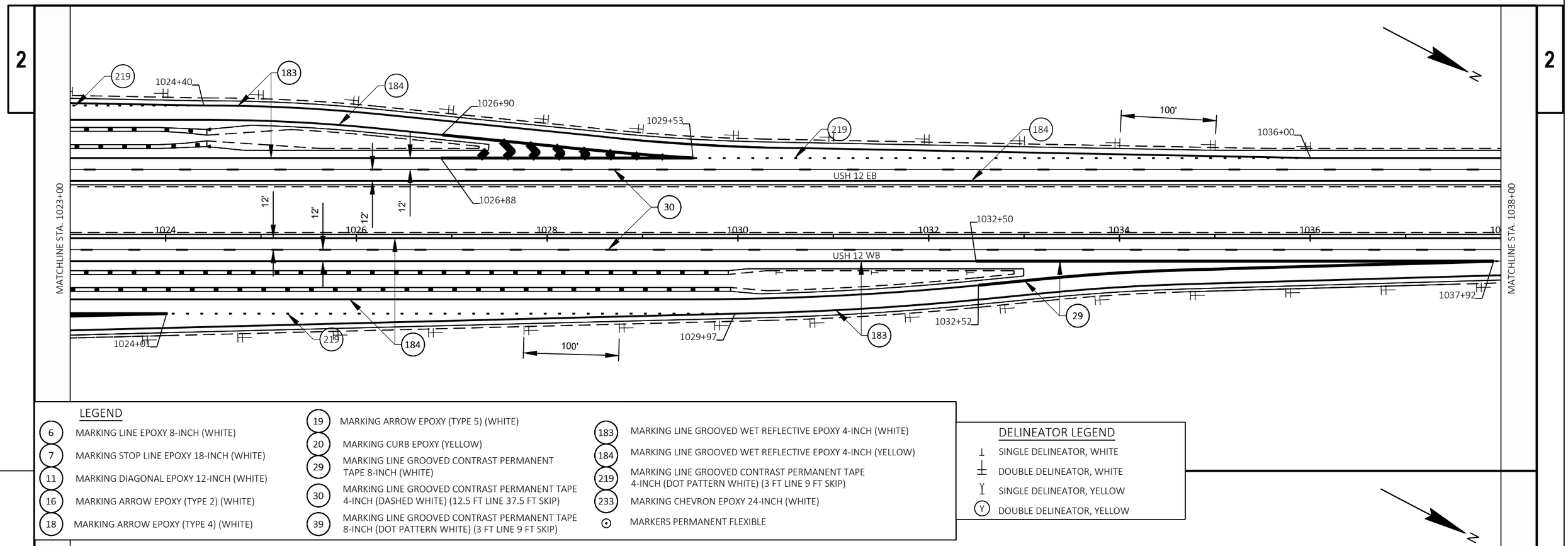
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 117	E



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 118 E



LEGEND

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DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
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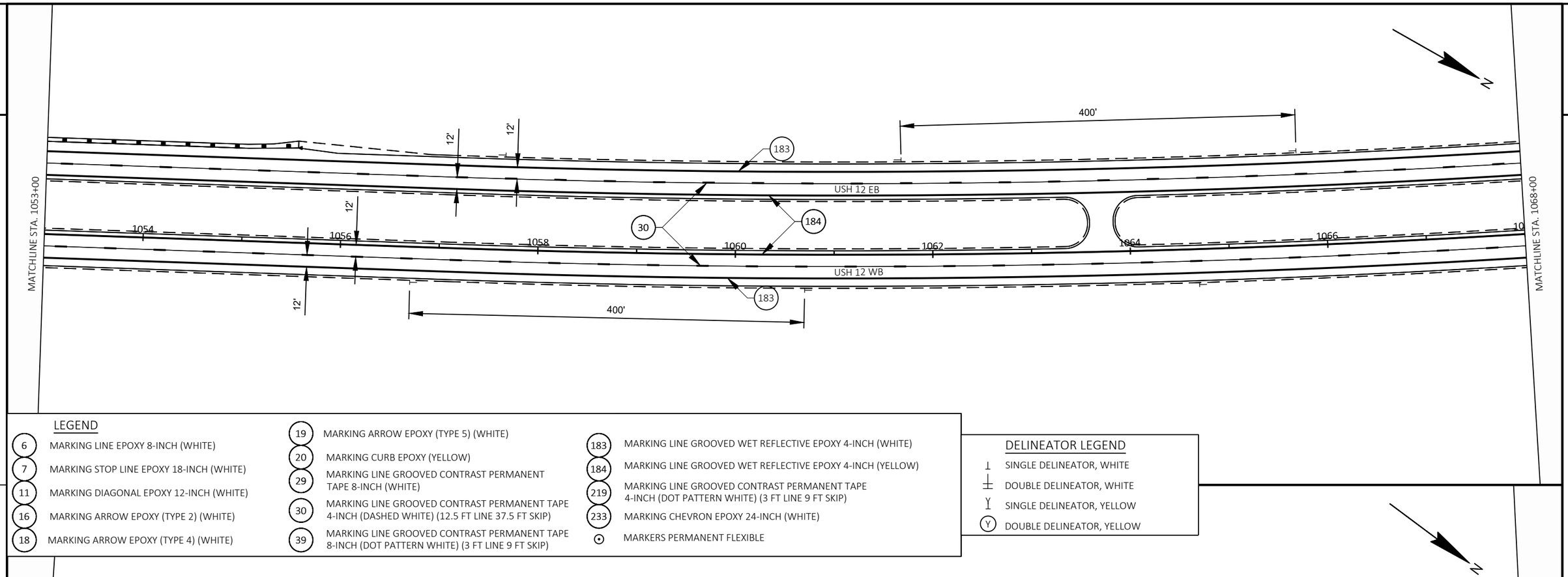
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 119	E



LEGEND

- 6 MARKING LINE EPOXY 8-INCH (WHITE)
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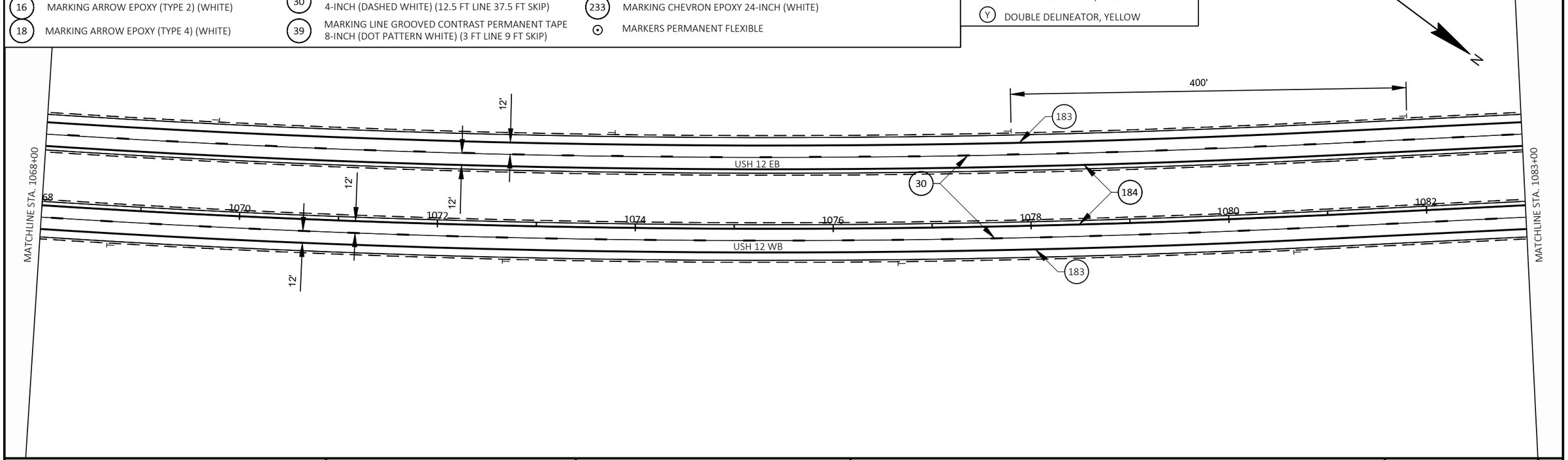
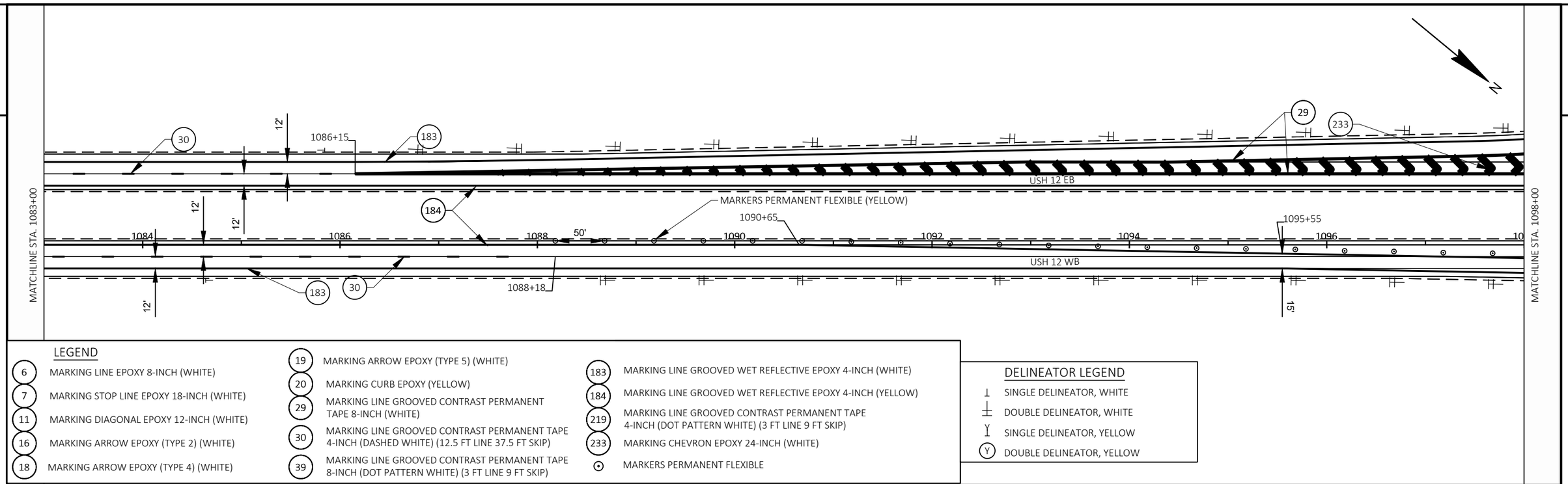


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 120	E



LEGEND

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- ⊥ SINGLE DELINEATOR, WHITE
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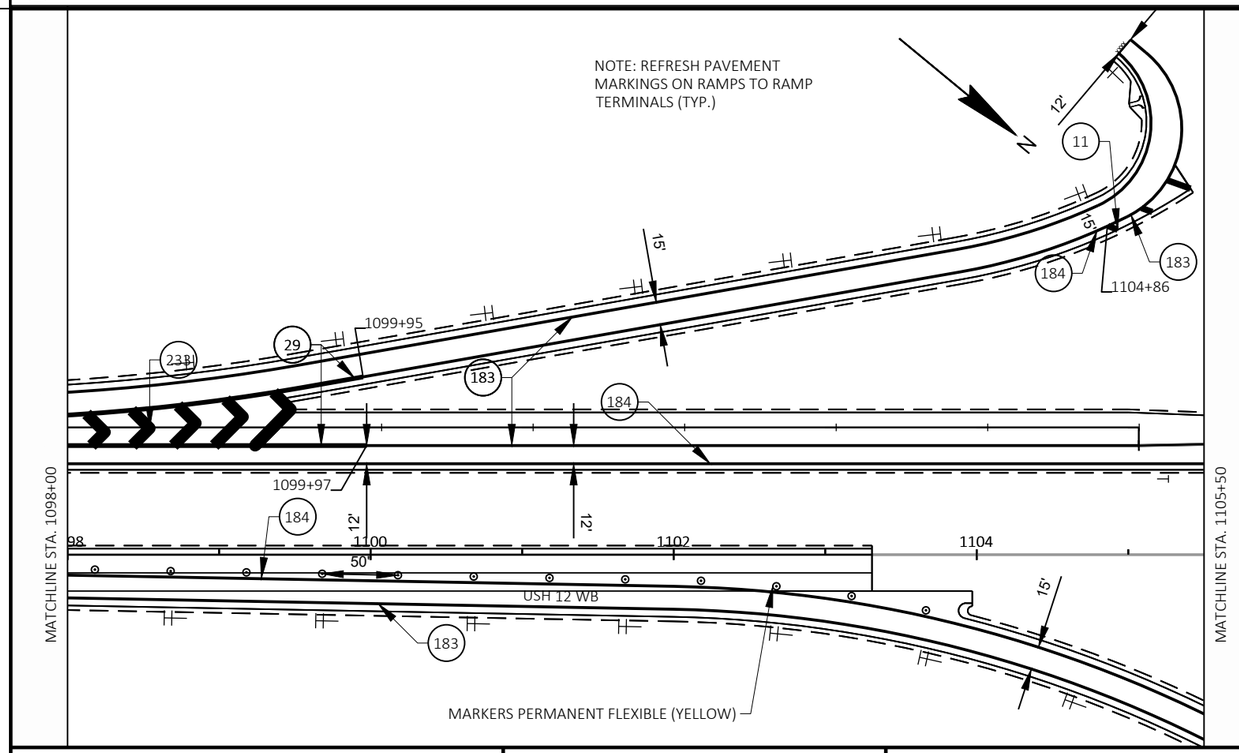
NOTE: REFRESH PAVEMENT MARKINGS ON RAMPS TO RAMP TERMINALS (TYP.)



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 121	E

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LAYOUT NAME - 18
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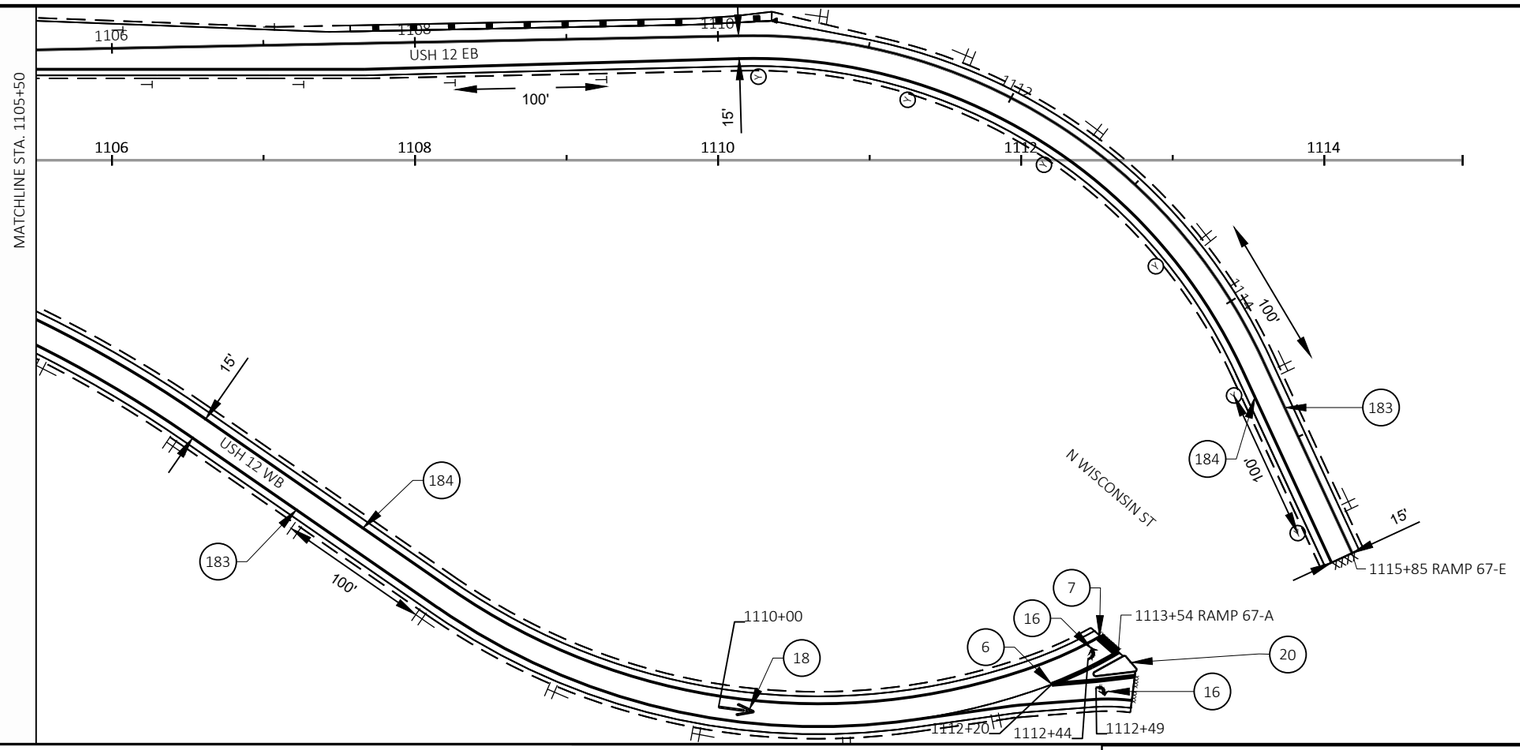
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



NOTE: REFRESH PAVEMENT MARKINGS ON RAMPS TO RAMP TERMINALS (TYP.)

LEGEND

- (6) MARKING LINE EPOXY 8-INCH (WHITE)
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- ⊙ MARKERS PERMANENT FLEXIBLE

DELINEATOR LEGEND

- ⊥ SINGLE DELINEATOR, WHITE
- ⊥⊥ DOUBLE DELINEATOR, WHITE
- Y SINGLE DELINEATOR, YELLOW
- (Y) DOUBLE DELINEATOR, YELLOW

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 122	E

NOTES:

1. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
2. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR TEMPORARILY REMOVED.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4. ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED.
5. PERMANENT SIGNS AND PERMANENT PAVEMENT MARKINGS SHALL BE INSTALLED WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
6. ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED OR COMPLETELY COVERED WITH TEMPORARY PAVEMENT MARKINGS.

STAGED WORK
(FOR INFORMATION ONLY)

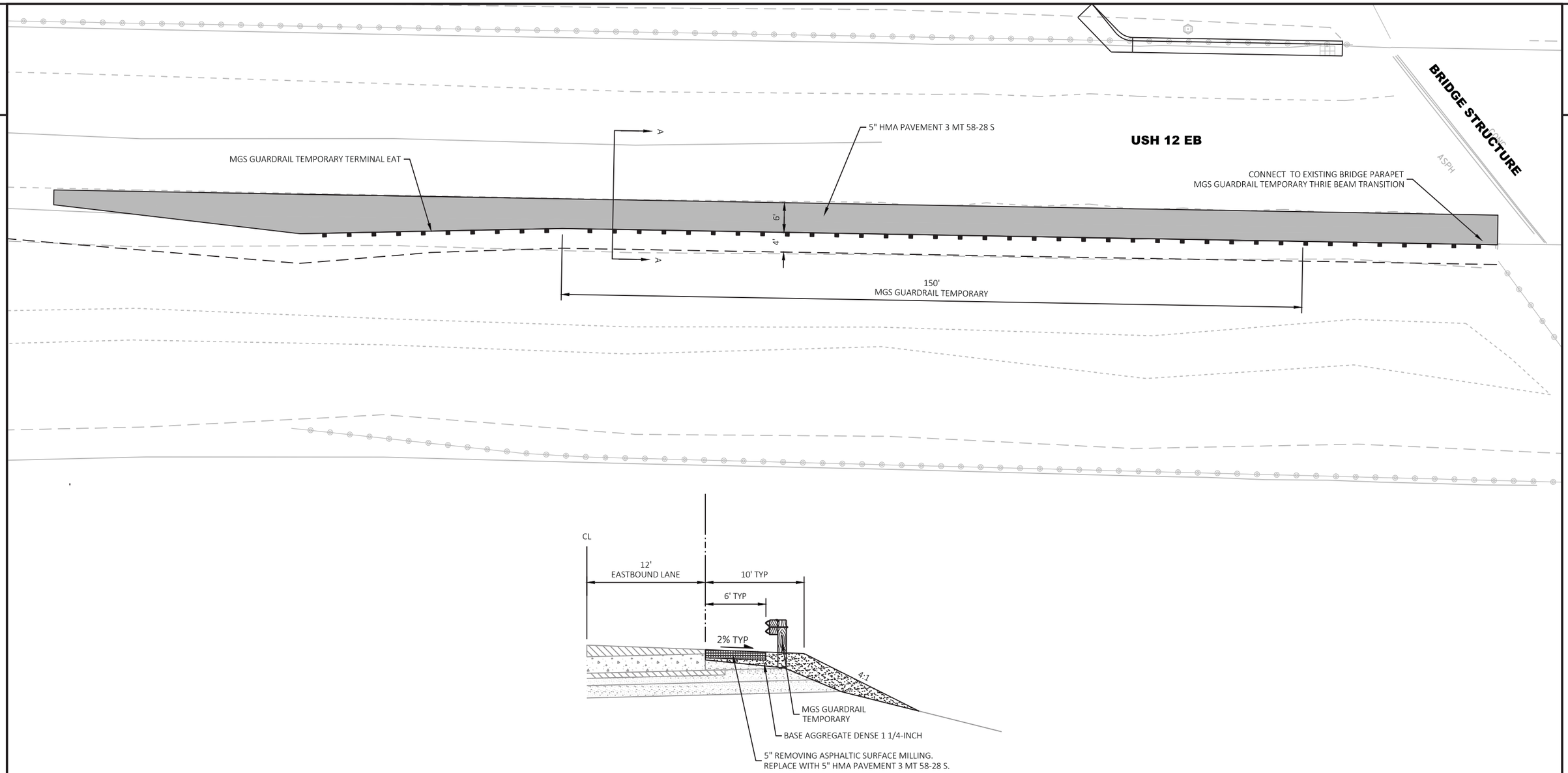
- BASE PATCH AND PAVE LOWER HMA LAYERS
- BASE PATCH AND PAVE LOWER AND UPPER HMA LAYERS
- PAVE UPPER HMA LAYERS

TRAFFIC CONTROL LEGEND

- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER POST AND BASE
- DELINEATORS TEMPORARY
- CRASH CUSHION TEMPORARY
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- TRANSITION BETWEEN EXISTING AND PROPOSED ASPHALT PAVEMENT
- ASPHALTIC SURFACE OR HMA PAVEMENT 3 MT 58-28 S (SEE TRAFFIC CONTROL TYPICAL SECTIONS AND TRAFFIC CONTROL STAGING)
- TRAFFIC CONTROL COVERING SIGNS
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- XX' DIRECTION OF TRAFFIC AND TYPICAL LANE WIDTH
- MB TRAFFIC CONTROL SIGNS PCMS
- 25' TRAFFIC CONTROL DEVICE SPACING
- 50' TRAFFIC CONTROL DEVICE SPACING
- 100' TRAFFIC CONTROL DEVICE SPACING
- .XXXXXX. RAMP OR ROADWAY CLOSURE

TEMPORARY PAVEMENT MARKING LEGEND

- T4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- T4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- T4Y-D TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- T8W TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
- P4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- P4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- P4Y-D TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- P8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
- TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH
- MARKING REMOVAL LINE 4-INCH
- MARKING REMOVAL LINE 8-INCH
- MARKING REMOVAL LINE WIDE



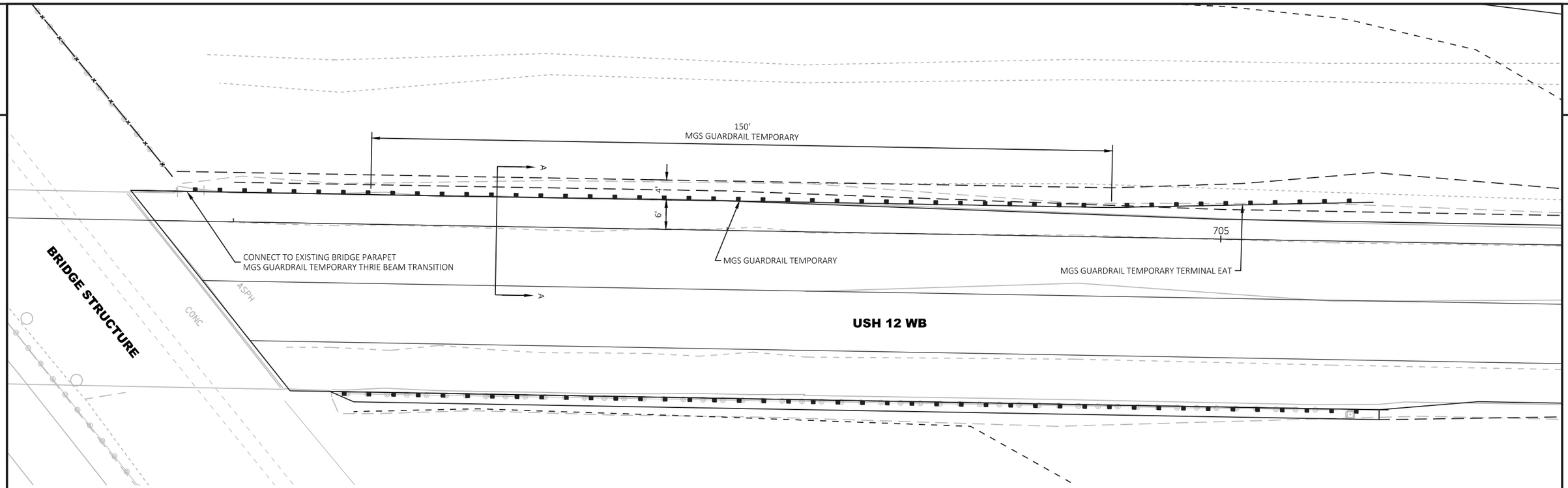
SECTION A-A

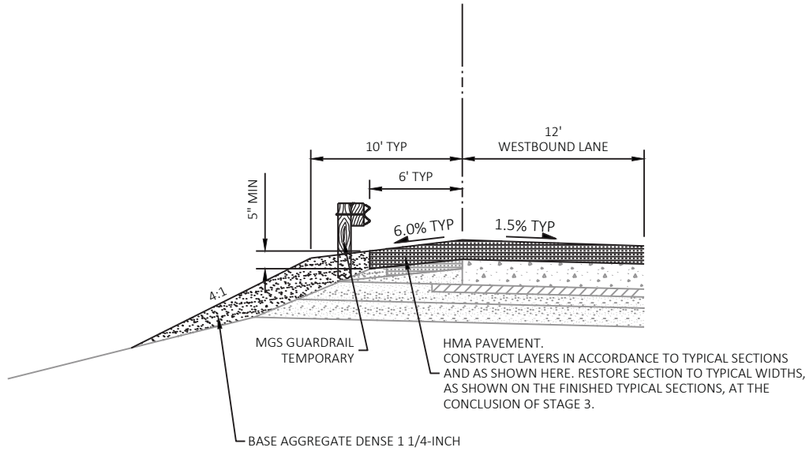
TEMPORARY GUARDRAIL AT BRIDGE PARAPETS - CONSTRUCTED IN STAGE 1

BRIDGE B-64-33 (USH 12 EB OVER STH 120)
BRIDGE B-64-35 (USH 12 EB OVER CTH NN)
BRIDGE B-64-43 (USH 12 EB OVER MACLEAN RD)
BRIDGE B-64-45 (USH 12 EB OVER WHITE RIVER STATE TRAIL)

SEE STAGE 1 TRAFFIC CONTROL PLANS FOR ADDITIONAL LAYOUT DETAILS OF ASPHALTIC SURFACE
SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL
SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

2





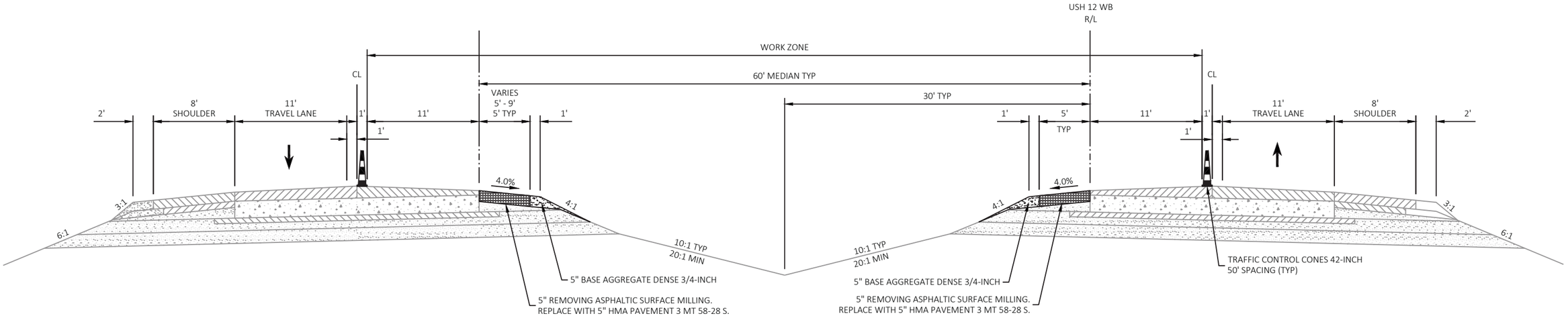
SECTION A-A

TEMPORARY CRASH CUSHIONS AT BRIDGE PARAPETS - CONSTRUCTED IN STAGE 2

BRIDGE B-64-32 (USH 12 WB OVER STH 120)
BRIDGE B-64-36 (USH 12 WB OVER CTH NN)
BRIDGE B-64-42 (USH 12 WB OVER MACLEAN RD)
BRIDGE B-64-44 (USH 12 WB OVER WHITE RIVER STATE TRAIL)

SEE PLAN DETAILS FOR ADDITIONAL LAYOUT DETAILS OF HMA PAVEMENT
SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL
SEE SDD MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

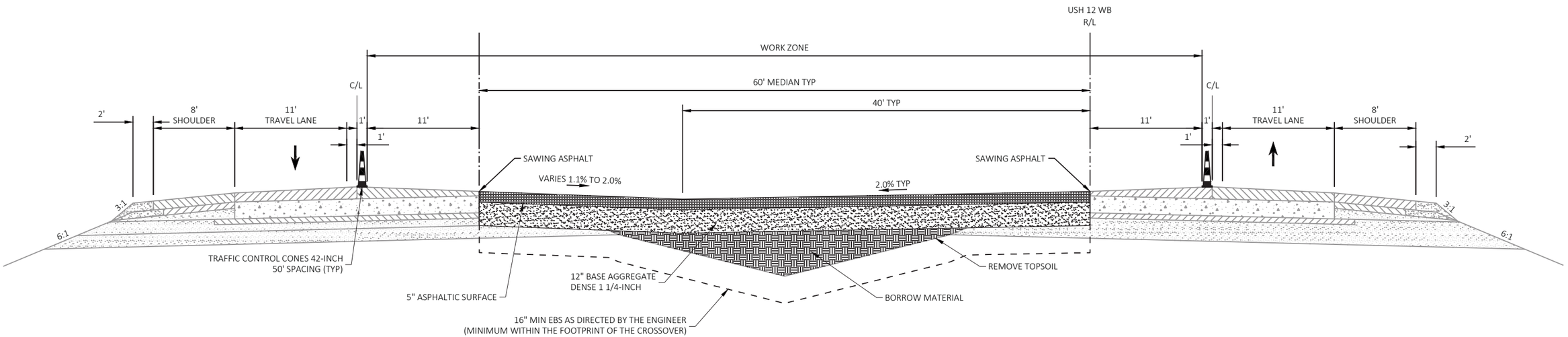
2



TYPICAL SECTION - STAGE 1

USH 12

STA 588+00 TO STA 613+00



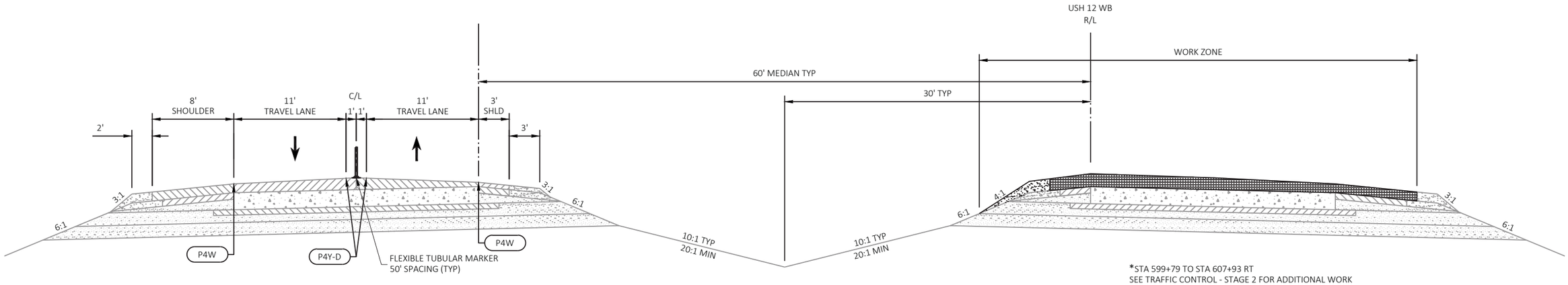
TYPICAL SECTION - STAGE 1 (NORTH CROSSOVER)

USH 12

STA 936+00 TO STA 952+00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL	SHEET 126	E

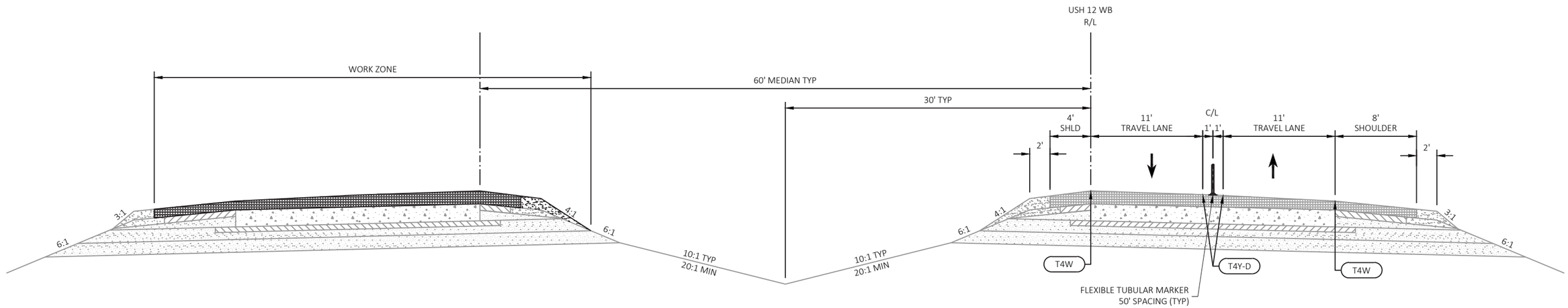
2



TYPICAL SECTION - STAGE 2

USH 12

STA 614+00 TO STA 943+00*

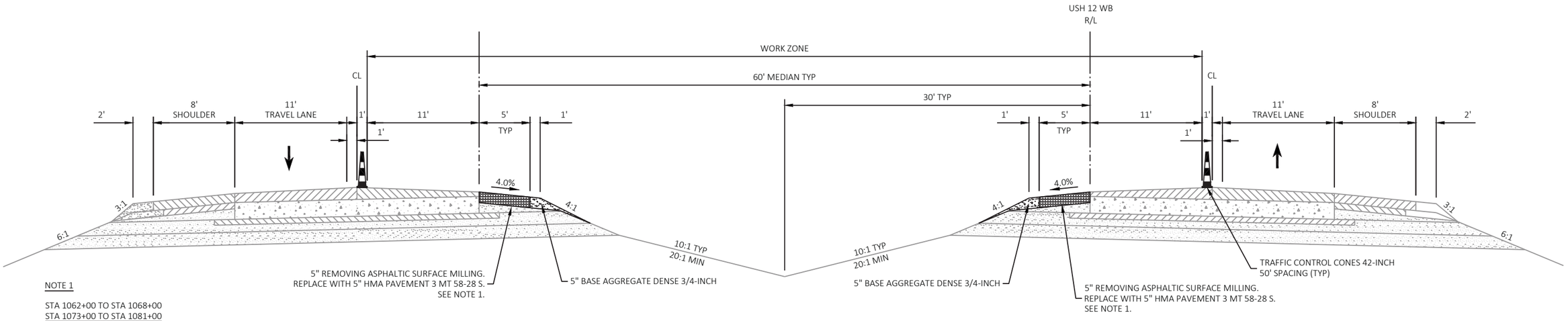


TYPICAL SECTION - STAGE 3

USH 12

STA 614+00 TO STA 943+00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL	SHEET 127	E



NOTE 1

STA 1062+00 TO STA 1068+00
STA 1073+00 TO STA 1081+00
MILL ASPHALTIC SURFACE AND BASE AGGREGATE TO BOTTOM OF CONCRETE PAVEMENT.
PLACE 5" MAX HMA PAVEMENT 3 MT 58-28 S (BOTTOM FLAT, TOP AT PROPOSED SLOPE),
THEN 3" HMA PAVEMENT 3 MT 58-28 S TO TOP OF CONCRETE,
THEN 3" ASPHALTIC SURFACE.
SEE ROADWAY TYPICAL SECTIONS.

STA 1081+00 TO 1102+00
MILL ASPHALTIC SURFACE AND BASE AGGREGATE TO BOTTOM OF CONCRETE PAVEMENT.
PLACE 5" MAX HMA PAVEMENT 3 MT 58-28 S (BOTTOM FLAT, TOP AT PROPOSED SLOPE),
THEN 4" HMA PAVEMENT 3 MT 58-28 S TO TOP OF CONCRETE,
THEN 3" ASPHALTIC SURFACE.
SEE ROADWAY TYPICAL SECTIONS.

TYPICAL SECTION - STAGE 4

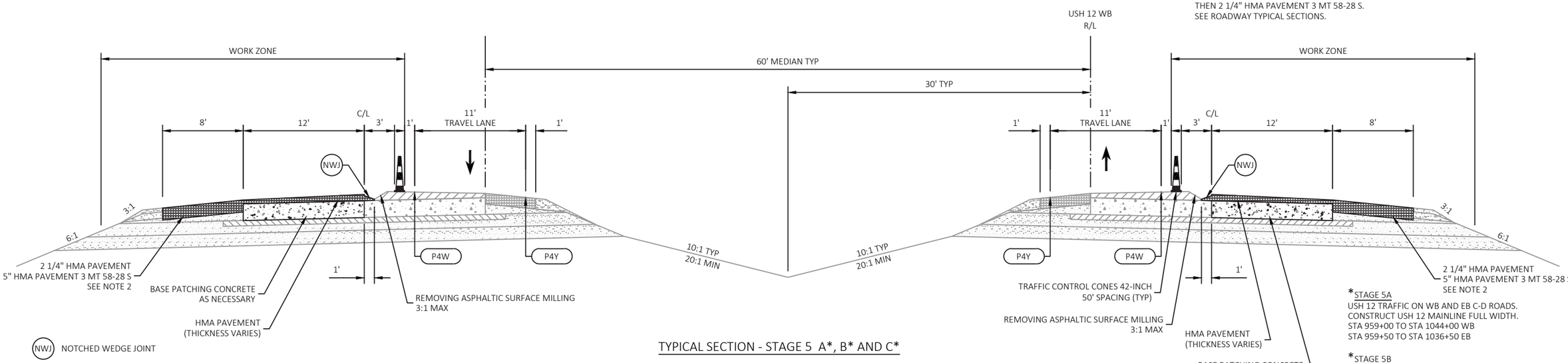
USH 12

STA 952+00 TO STA 966+00
STA 1028+00 TO STA 1110+00

NOTE 2

STA 1062+00 TO STA 1068+00
STA 1073+00 TO STA 1081+00
MILL ASPHALTIC SURFACE AND BASE AGGREGATE TO BOTTOM OF CONCRETE PAVEMENT.
PLACE 5" MAX HMA PAVEMENT 3 MT 58-28 S (BOTTOM FLAT, TOP AT PROPOSED SLOPE),
THEN 3" HMA PAVEMENT 3 MT 58-28 S TO TOP OF CONCRETE,
THEN 2 1/4" HMA PAVEMENT 3 MT 58-28 S.
SEE ROADWAY TYPICAL SECTIONS.

STA 1081+00 TO 1102+00
MILL ASPHALTIC SURFACE AND BASE AGGREGATE TO BOTTOM OF CONCRETE PAVEMENT.
PLACE 5" MAX HMA PAVEMENT 3 MT 58-28 S (BOTTOM FLAT, TOP AT PROPOSED SLOPE),
THEN 4" HMA PAVEMENT 3 MT 58-28 S TO TOP OF CONCRETE,
THEN 2 1/4" HMA PAVEMENT 3 MT 58-28 S.
SEE ROADWAY TYPICAL SECTIONS.



NWJ NOTCHED WEDGE JOINT

TYPICAL SECTION - STAGE 5 A*, B* AND C*

USH 12

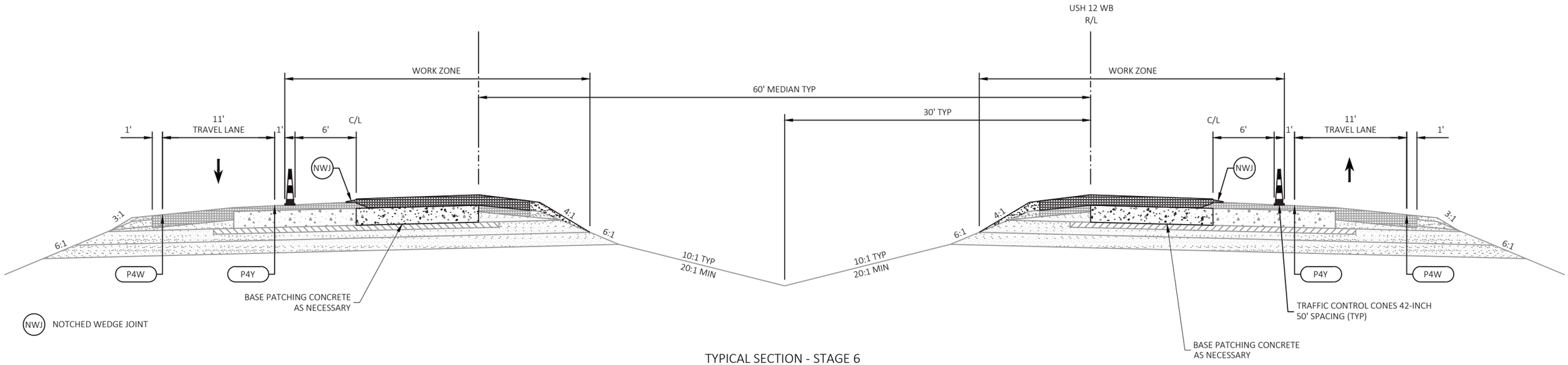
STA 590+00 TO STA 605+50
STA 943+00 TO STA 959+00 WB
STA 949+00 TO STA 959+50 EB
STA 1044+00 TO STA 1101+70 WB
STA 1036+50 TO 1111+00 EB

*STAGE 5A
USH 12 TRAFFIC ON WB AND EB C-D ROADS.
CONSTRUCT USH 12 MAINLINE FULL WIDTH.
STA 959+00 TO STA 1044+00 WB
STA 959+50 TO STA 1036+50 EB

*STAGE 5B
USH 12 TRAFFIC ON MAINLINE USH 12 DURING
NIGHTTIME RAMP CLOSURES.

*STAGE 5C
USH 12 TRAFFIC ON MAINLINE USH 12 DURING
NIGHTTIME C-D ROAD CLOSURES.
STA 959+00 TO STA 1044+00 WB
STA 959+50 TO STA 1036+50 EB

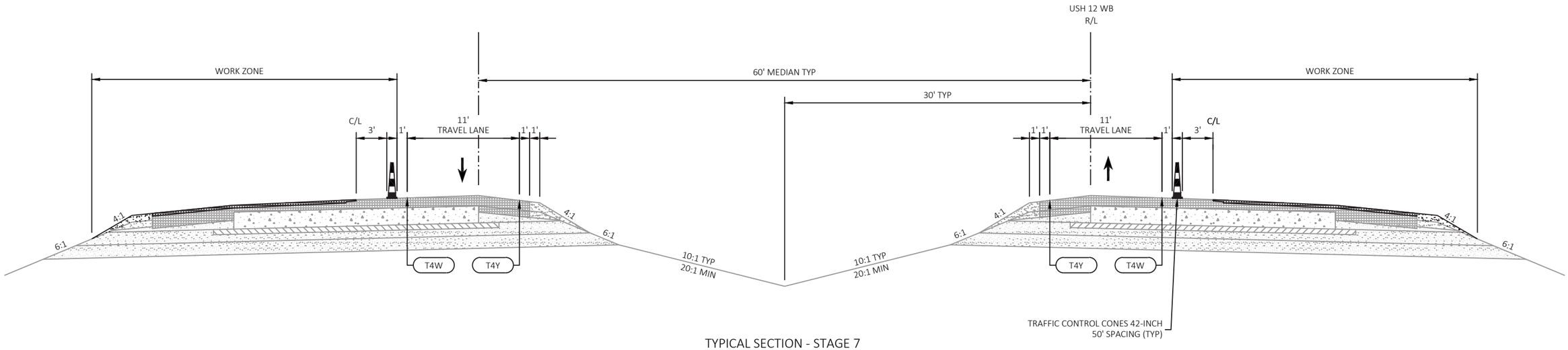
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL	SHEET 128	E



TYPICAL SECTION - STAGE 6

USH 12

STA 590+00 TO STA 614+00
STA 943+00 TO STA 967+00
STA 1027+00 TO STA 1105+00



TYPICAL SECTION - STAGE 7

USH 12

STA 590+00 TO STA 605+50
STA 943+00 TO STA 959+00
STA 1036+50 TO STA 1110+00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL	SHEET 129	E

2

N

USH 12 EB

MATCHLINE - STA 530+00.00

530

535

12'
12'

+30
0.0'

540

T4Y

12'
12'

12'

MATCHLINE - STA 545+00.00

USH 12 WB

PCMS MESSAGING

FRAME 1 | ROAD WORK

FRAME 2 | BEGINS XX/XX/XX

MB

W21-62Q
48"X30"

R2-1
48"X60"

W21-62R
48"X30"

500'

SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 130	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 01

PLOT DATE : 10/26/2020 2:09 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

USH 12 EB

USH 12 WB

MATCHLINE - STA 545+00.00

MATCHLINE - STA 560+00.00

T4Y

+50
12.0'RT

545

550

555

560

12'

12'

12'

12'

LANE CLOSED
R11-2L
48"X30"

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 131	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2020 2:09 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

STH 50

STH 50 RAMP EF

USH 12 EB

USH 12 WB

STH 50 RAMP AC

STH 50 RAMP DB

MATCHLINE - STA 560+00.00

MATCHLINE - STA 575+00.00

560

565

570

575

12'

12'

12'

12'

15'

15'

END ROAD WORK
G20-2A
48"X24"

W04-1R

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 132	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2020 2:09 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

END
ROAD WORK
G20-2A
48"X24"

USH 12 EB

LANE
CLOSED
R11-2L
48"X30"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"
COVER WITH

MATCHLINE - STA 575+00.00

575

580

585

MATCHLINE - STA 590+00.00

12'
12'
12'
12'
11'
11'

+00
55.0'LT
+00
5.0'LT
5'
5'

USH 12 WB

LANE
CLOSED
R11-2L
48"X30"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"
COVER WITH

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 133	E

2

2

MATCHLINE - STA 590+00.00

MATCHLINE - STA 605+00.00

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

USH 12 WB

11'

5'

595

600

+50
47.2'LT

+68
10.7'LT

18" RCP

CONC

CONCRETE BOX CULVERT

24" CMP

LANE CLOSED
R11-2L
48"X30"

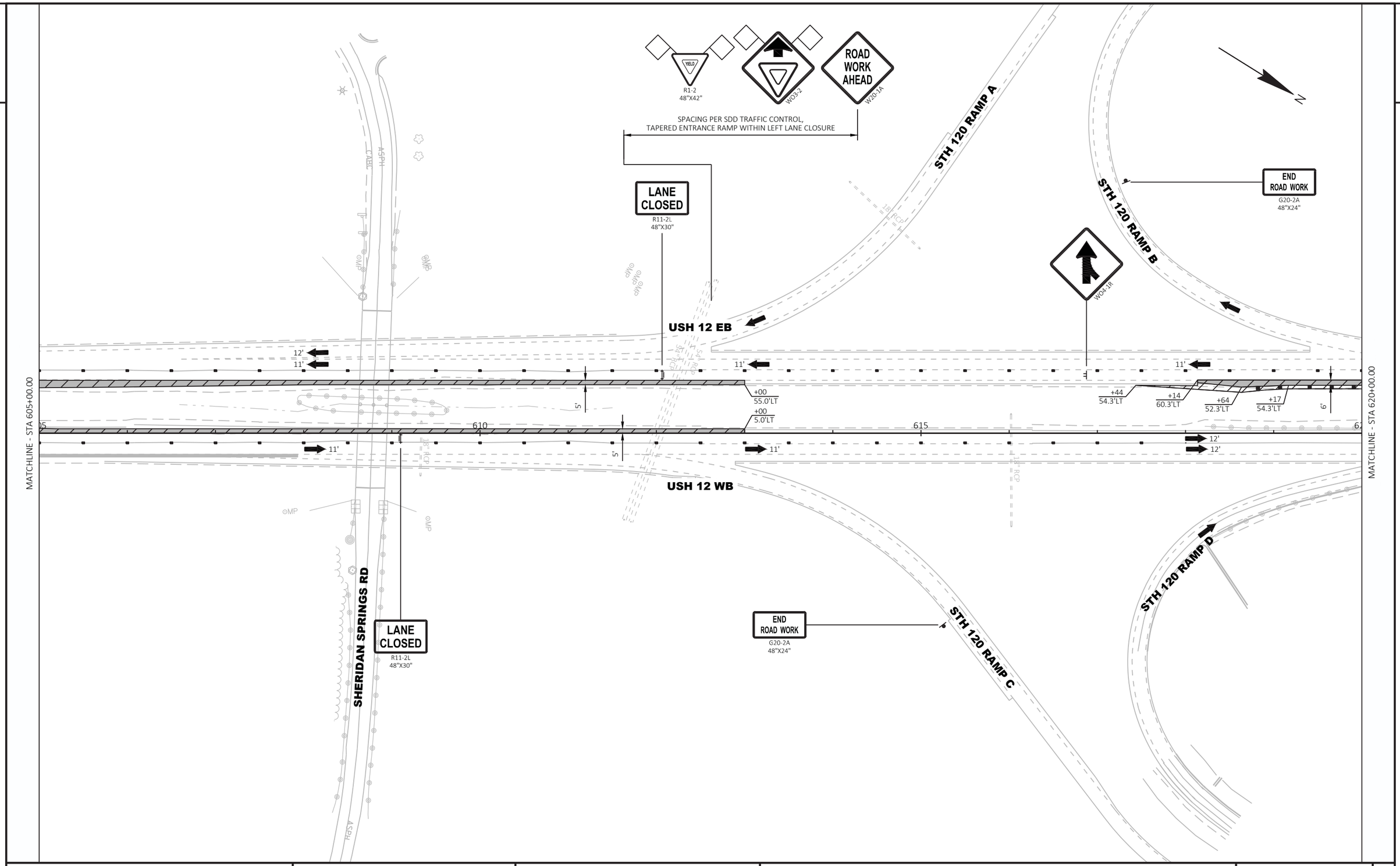
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 134	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 05

PLOT DATE : 10/26/2020 2:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

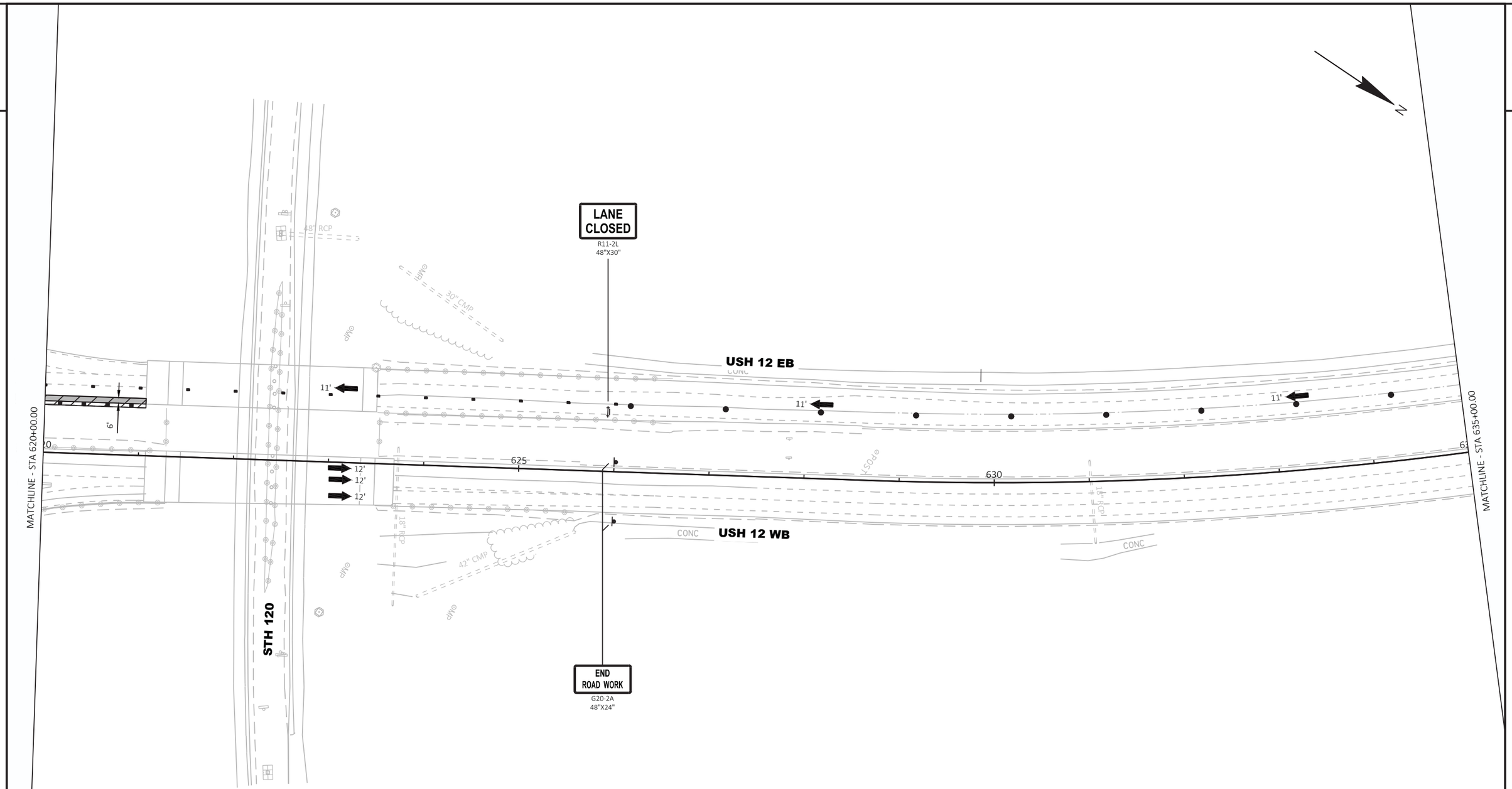
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 135	E

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 136	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 07

PLOT DATE : 10/26/2020 2:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 635+00.00

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'

11'

11'

640

645

MATCHLINE - STA 650+00.00

N

USH 12 WB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 137	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 08

PLOT DATE : 10/26/2020 2:10 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 650+00.00

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

N

USH 12 EB

11'

11'

11'

655

660

MATCHLINE - STA 665+00.00

30" RCP

CONC

CONC

CONC

USH 12 WB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 138	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 09

PLOT DATE : 10/26/2020 2:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'
11'
11'

CH15

18" RCP

54" RCP

42" RCP

18" RCP

670
675

MATCHLINE - STA 665+00.00

MATCHLINE - STA 680+00.00

USH 12 WB

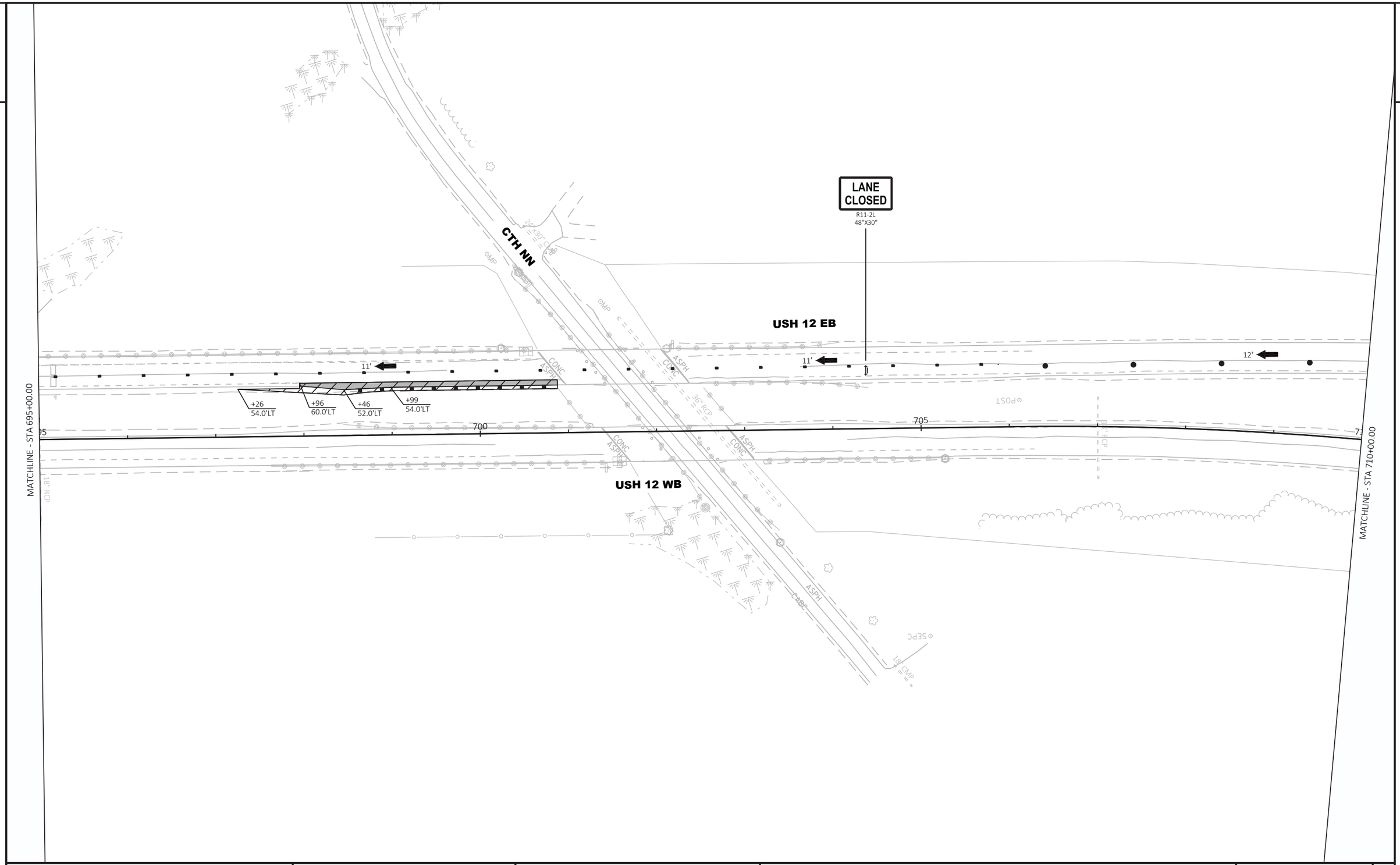
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 139	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 10

PLOT DATE : 10/26/2020 2:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

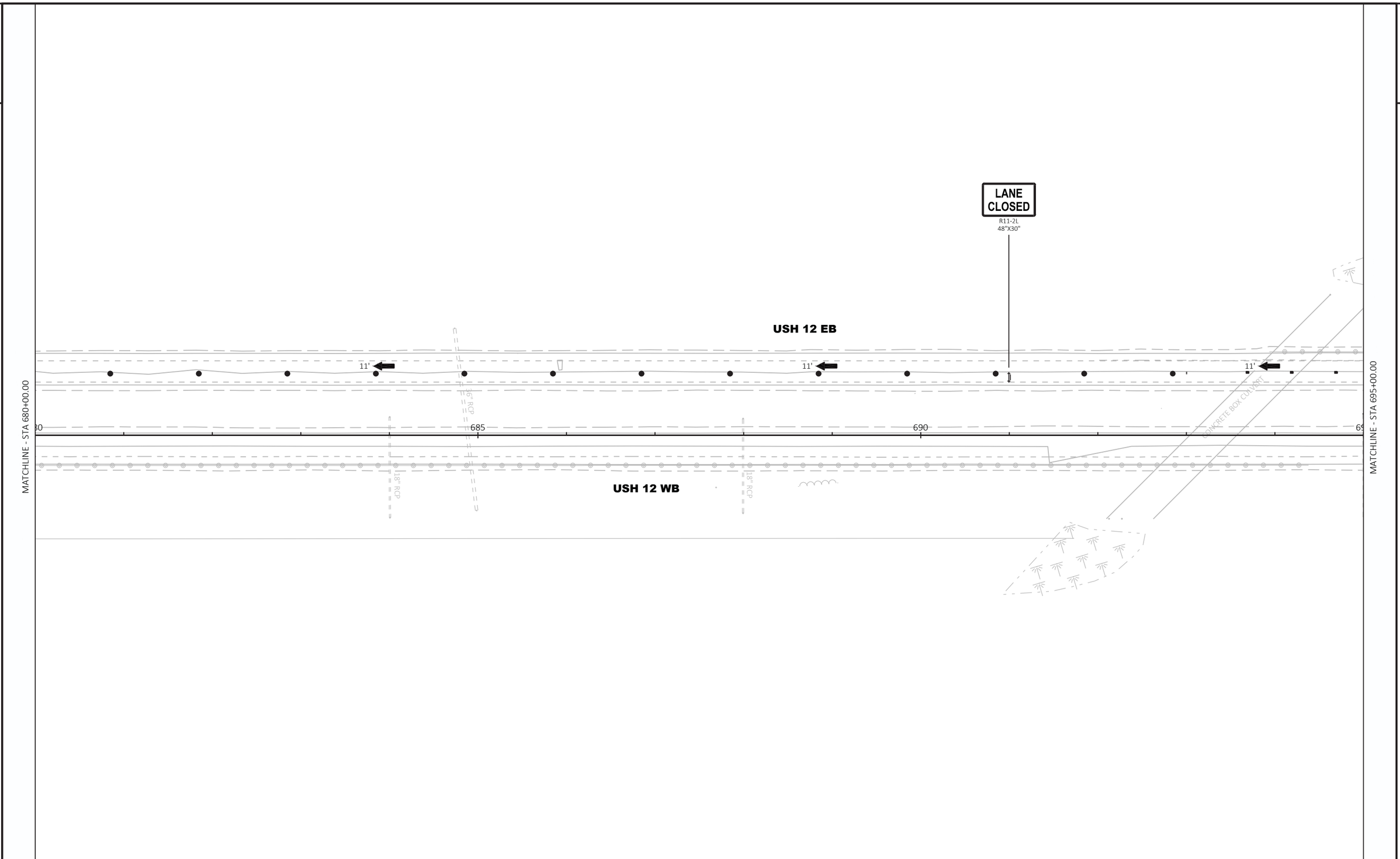


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 140	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 12

PLOT DATE : 4/28/2021 4:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



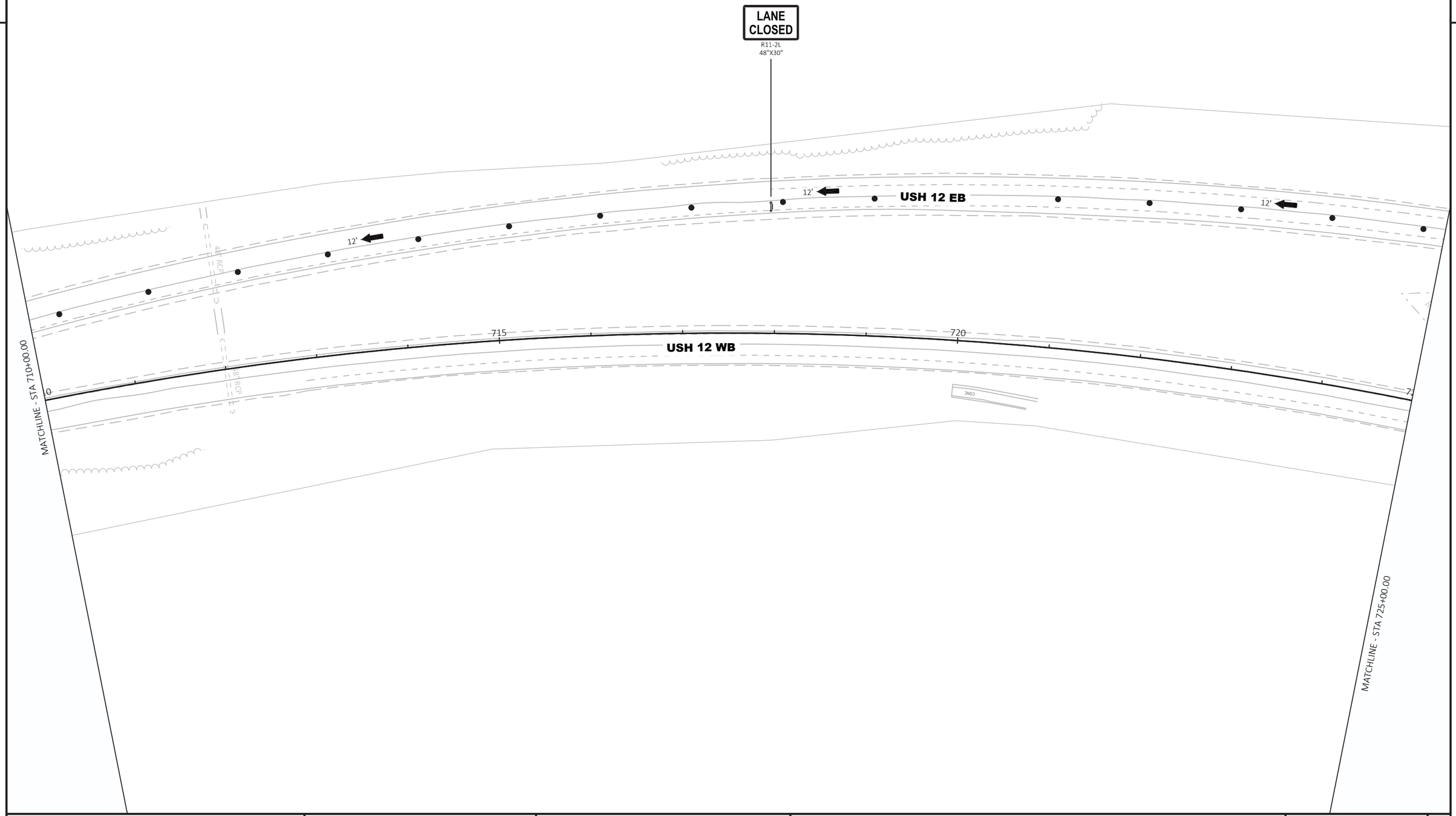
2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 141	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 11

PLOT DATE : 10/26/2020 2:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 142	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 13

PLOT DATE : 10/26/2020 2:11 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LANE CLOSED
R11-2L
48"X30"

12'

12'

12'

USH 12 EB

730

735

USH 12 WB

MATCHLINE - STA 725+00.00

MATCHLINE - STA 740+00.00

PROP

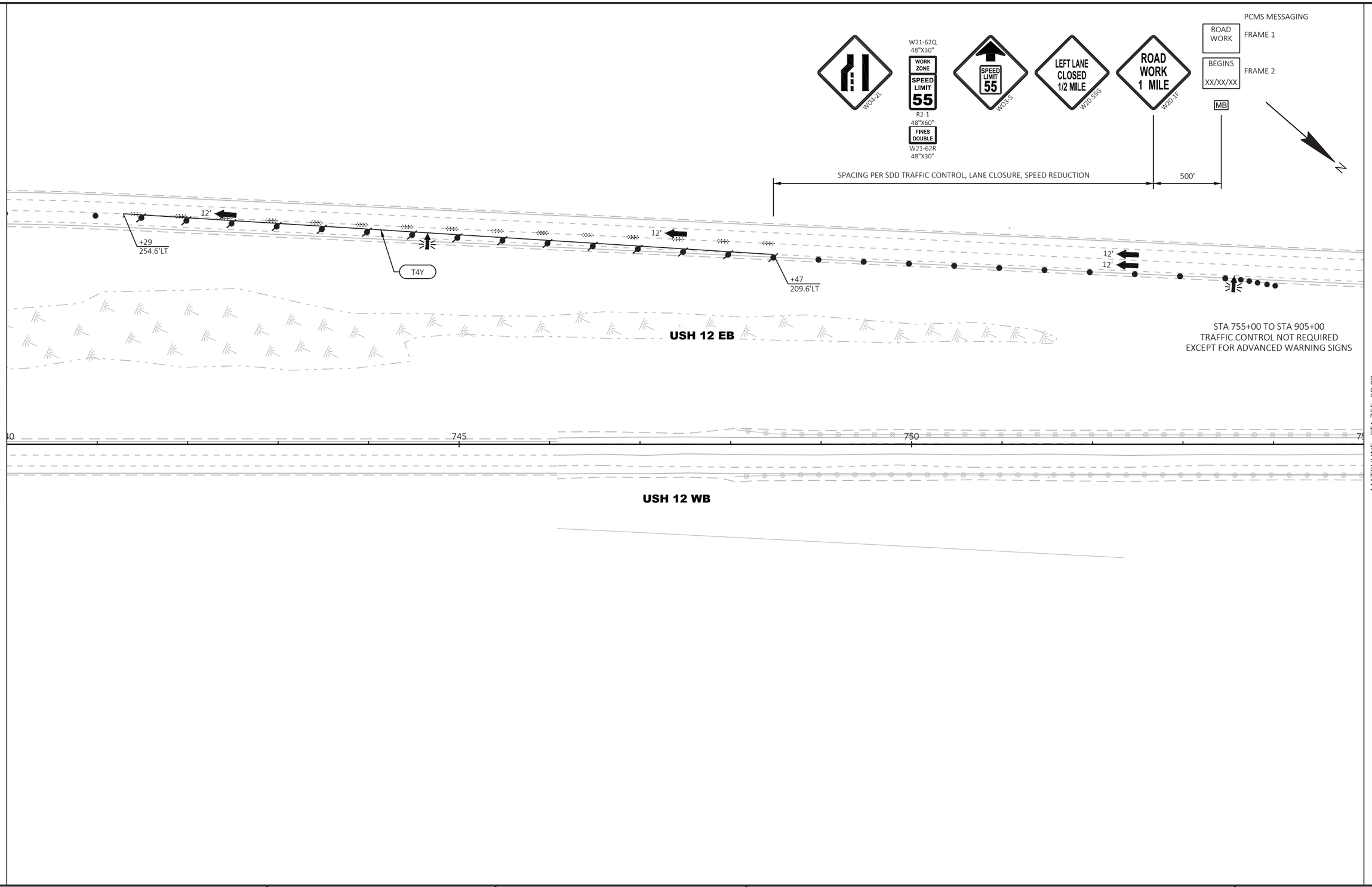
POST

N

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 143	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 13A

PLOT DATE : 10/26/2020 2:12 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 144	E

2

END
ROAD WORK
G20-2A
48"X24"

LANE
CLOSED
R11-2L
48"X30"

USH 12 EB

12'
12'

11'

11'

18" RCP

POST

+54
56.0'LT

+24
59.0'LT

+74
54.0'LT

+27
56.0'LT

6'

910

915

MATCHLINE - STA 905+00.00

MATCHLINE - STA 920+00.00

STA 755+00 TO STA 905+00
TRAFFIC CONTROL NOT REQUIRED
EXCEPT FOR ADVANCED WARNING SIGNS

USH 12 WB

MACLEAN RD

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 145	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 14

PLOT DATE : 10/26/2020 2:12 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MACLEAN RD

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

MATCHLINE - STA 920+00.00

11'
11'
11'

+37
56.0'LT
+07
59.0'LT
+57
54.0'LT
+10
56.0'LT
6"

920
925
930
935

+80
0.0'

12'
12'
12'
12'
12'

+00
12.0'RT

T4Y

MATCHLINE - STA 935+00.00

USH 12 WB

WHITE RIVER STATE TRAIL

LANE CLOSED
R11-2L
48"X30"

PCMS MESSAGING
FRAME 1 ROAD WORK
FRAME 2 BEGINS XX/XX/XX
MB

ROAD WORK 1 MILE
W20-1F

LEFT LANE CLOSED 1/2 MILE
W20-5Sa

SPEED LIMIT 55
W03-5

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

W04-2L

500'
SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 146	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 15
PLOT DATE : 10/26/2020 2:12 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

WHITE RIVER STATE TRAIL

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

USH 12 EB

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"
COVER WITH

LANE CLOSED
R11-2L
48"X30"

11'
4'
+02
58.0'LT
+83
57.7'LT
+46
54.6'LT
+00
4.0'LT
+18
5.0'LT
940
945
+13
27.7'LT
+09
40.4'LT
+09
17.1'LT
+79
55.8'LT

48" RCP
36" RCP

R4678'
STA 940+18, 4682.5' LT

R4677'
STA 940+43, 4622.9' RT

R4677'
STA 951+48, 4684.0' LT

WIRE FENCE

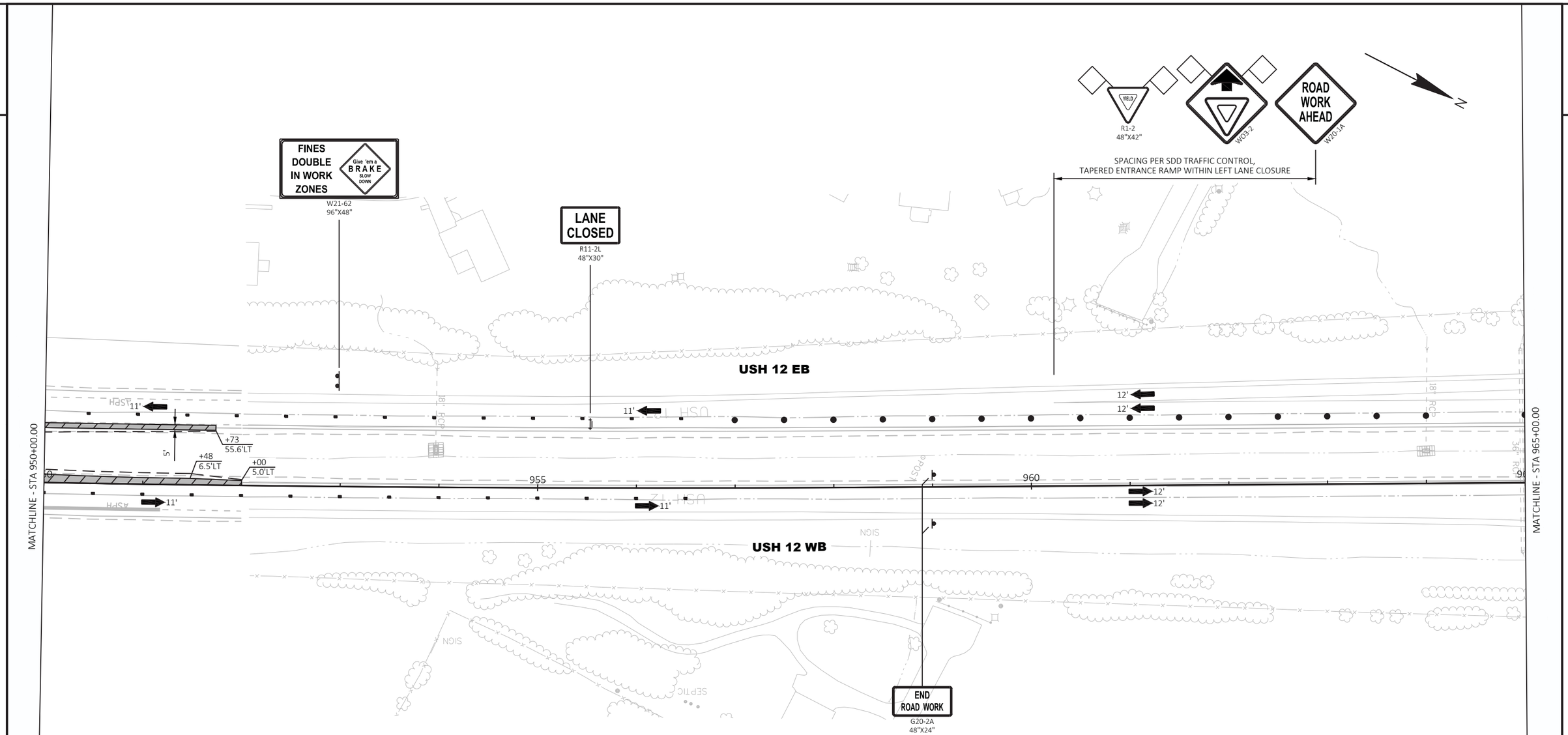
NORTH CROSSOVER
SEE CONSTRUCTION DETAIL

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 147	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 16

PLOT DATE : 10/26/2020 2:12 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 148	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 17
PLOT DATE : 10/26/2020 2:13 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LANE CLOSED
R11-2L
48"X30"

W04-1R

C-D ROAD EB

USH 12 EB

12'

12'

12'

+23
72.0'LT

T4Y

48" RCP

18" RCP

970

975

MATCHLINE - STA 965+00.00

MATCHLINE - STA 980+00.00

12'
12'

15'

12'
12'

15'

USH 12 WB

C-D ROAD WB

CTH NN RAMP A

24" RCP

SIGN

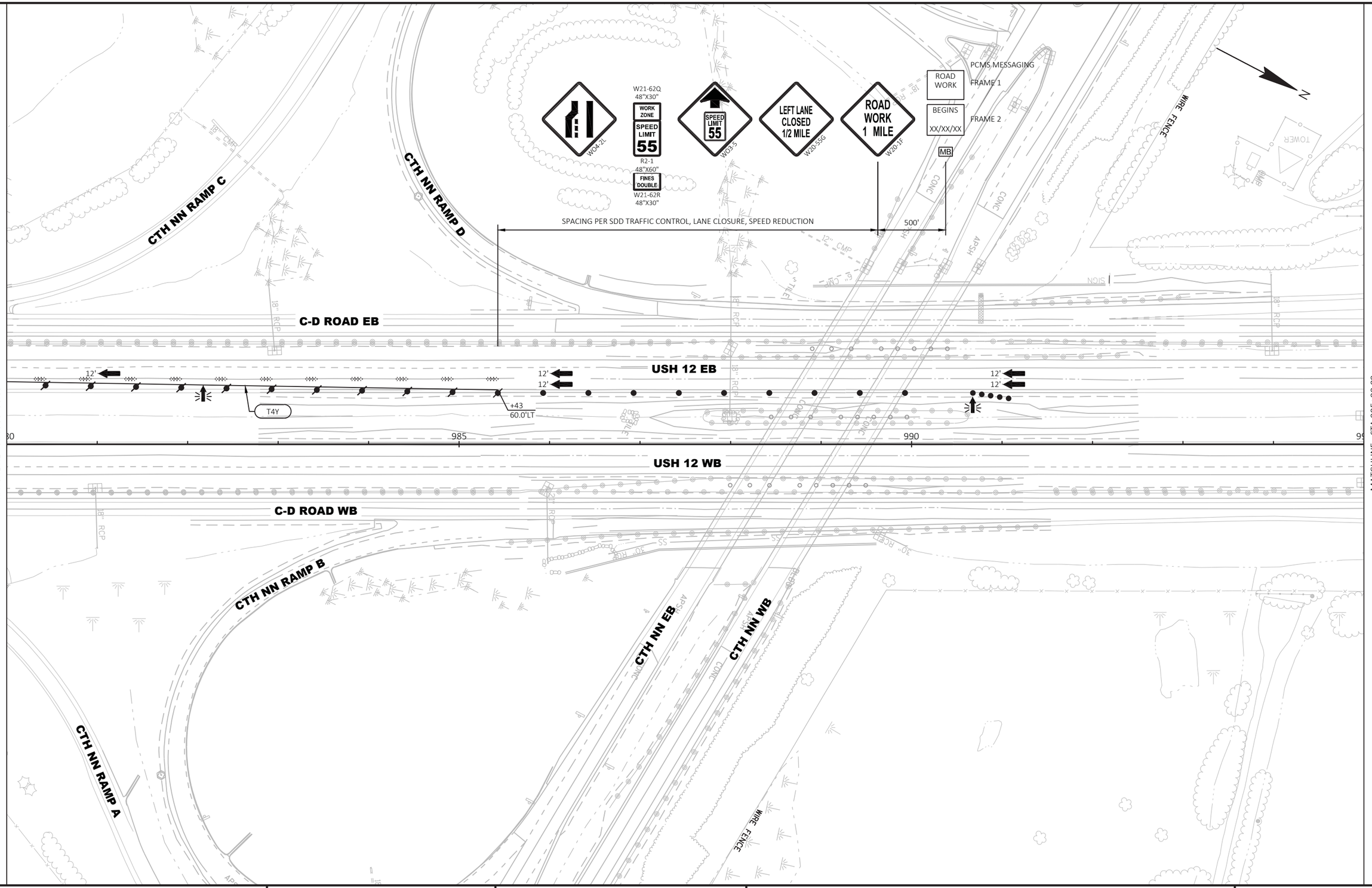
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 149	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 18

PLOT DATE : 10/26/2020 2:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 1	SHEET 150	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 19

PLOT DATE : 10/26/2020 2:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

USH 12 EB

MATCHLINE - STA 530+00.00

MATCHLINE - STA 545+00.00

535

540

11'

12'

12'

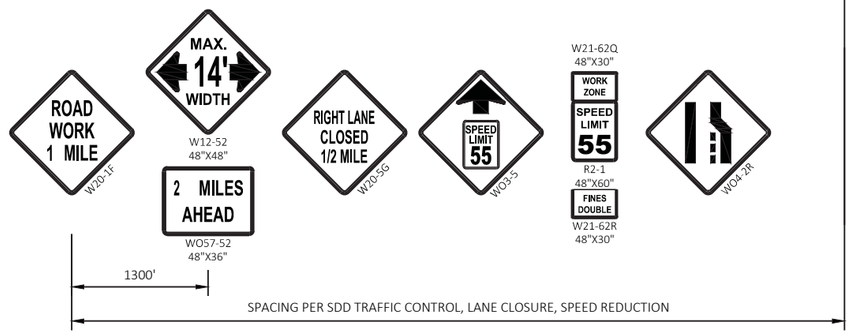
12'

12'

+30
24.0'RT

T4W

USH 12 WB



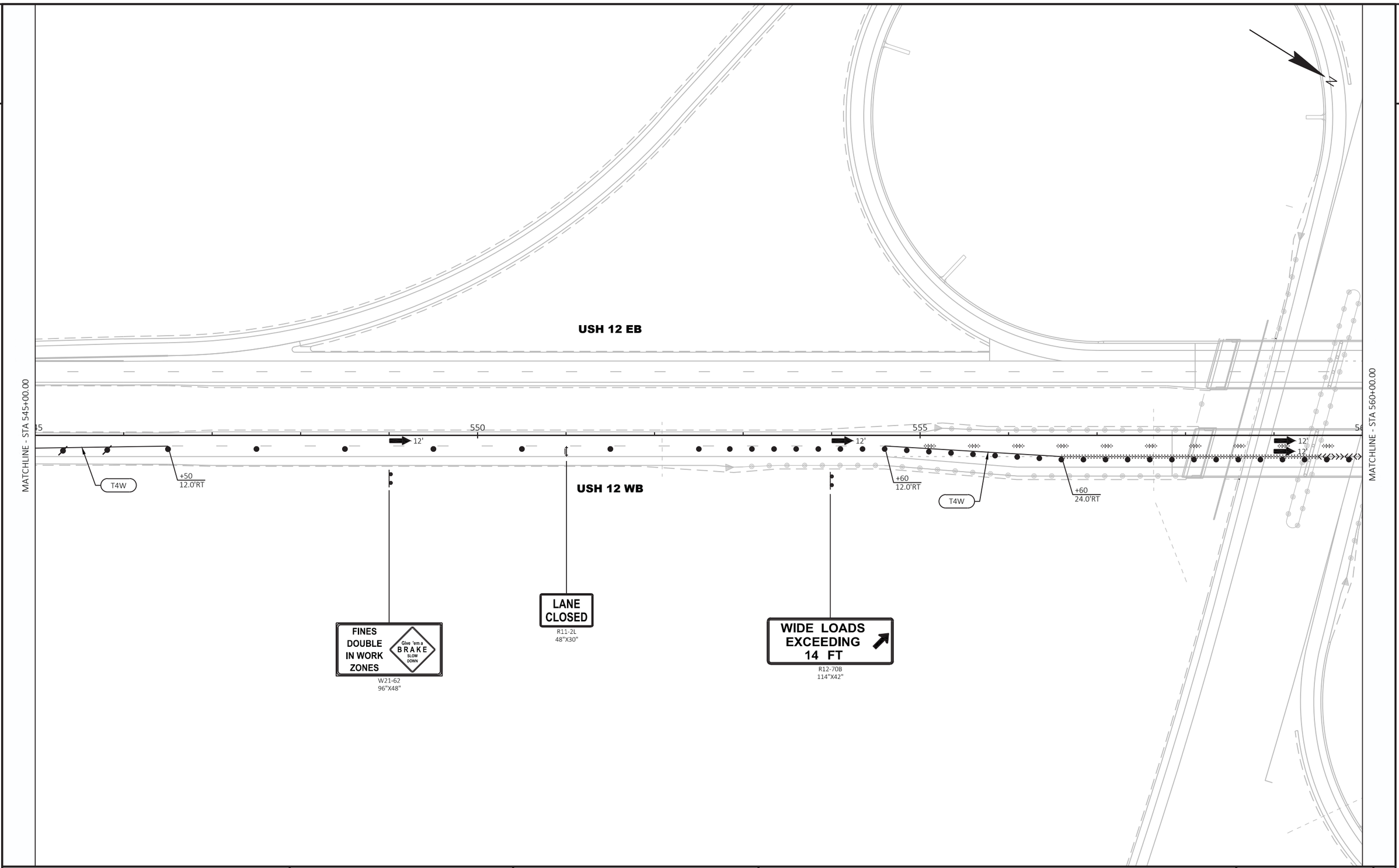
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 151	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 01

PLOT DATE : 10/26/2020 2:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 152	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2020 2:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

STH 50

STH 50 RAMP EF

USH 12 EB

USH 12 WB

STH 50 RAMP AC

STH 50 RAMP DB

MATCHLINE - STA 560+00.00

MATCHLINE - STA 575+00.00

565

570

12'

12'

+00
12.0'RT

T8W

+71
27.6'RT

+82
48.5'RT

T4Y

T4W

EXIT
E5-1
48"X48"

END
ROAD WORK
G20-2A
48"X24"

W04-1R

LANE
CLOSED
R11-2L
48"X30"

ROAD
WORK
AHEAD
W20-1A

W04-5
48"X48"

SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN RIGHT LANE CLOSURE

MAX.
14'
WIDTH
W12-52
48"X48"

PLACE AT ENTRANCE OF RAMP DB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 153	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2020 2:13 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

END
ROAD WORK
G20-2A
48"X24"

R4680'
STA 594+48, 4680.0' LT

USH 12 EB

USH 12 WB

MATCHLINE - STA 590+00.00

MATCHLINE - STA 605+00.00

T4Y

T4W

T4W
3' LINE
9' GAP

LANE
CLOSED
R11-2L
48"X30"

EXIT
E5-1
48"X48"

WEST
M3-4
24"X12"

12
M1-4
24"X24"

M6-2
21"X21"

+00
60.0'LT

+47
0.0'

+84
12.0'RT

+10
0.0'

+22
15.0'LT

+61
70.0'LT

+60
14.1'LT

+51
24.0'LT

+79
24.0'RT

3'

5" REMOVING ASPHALTIC SURFACE MILLING
5" ASPHALTIC SURFACE

R4678'
STA 605+61, 4625.5' RT

595

600

12'

11'

15'

CONC

CONCRETE BOX CULVERT

24" RCP

24" CMP

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 154	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 05

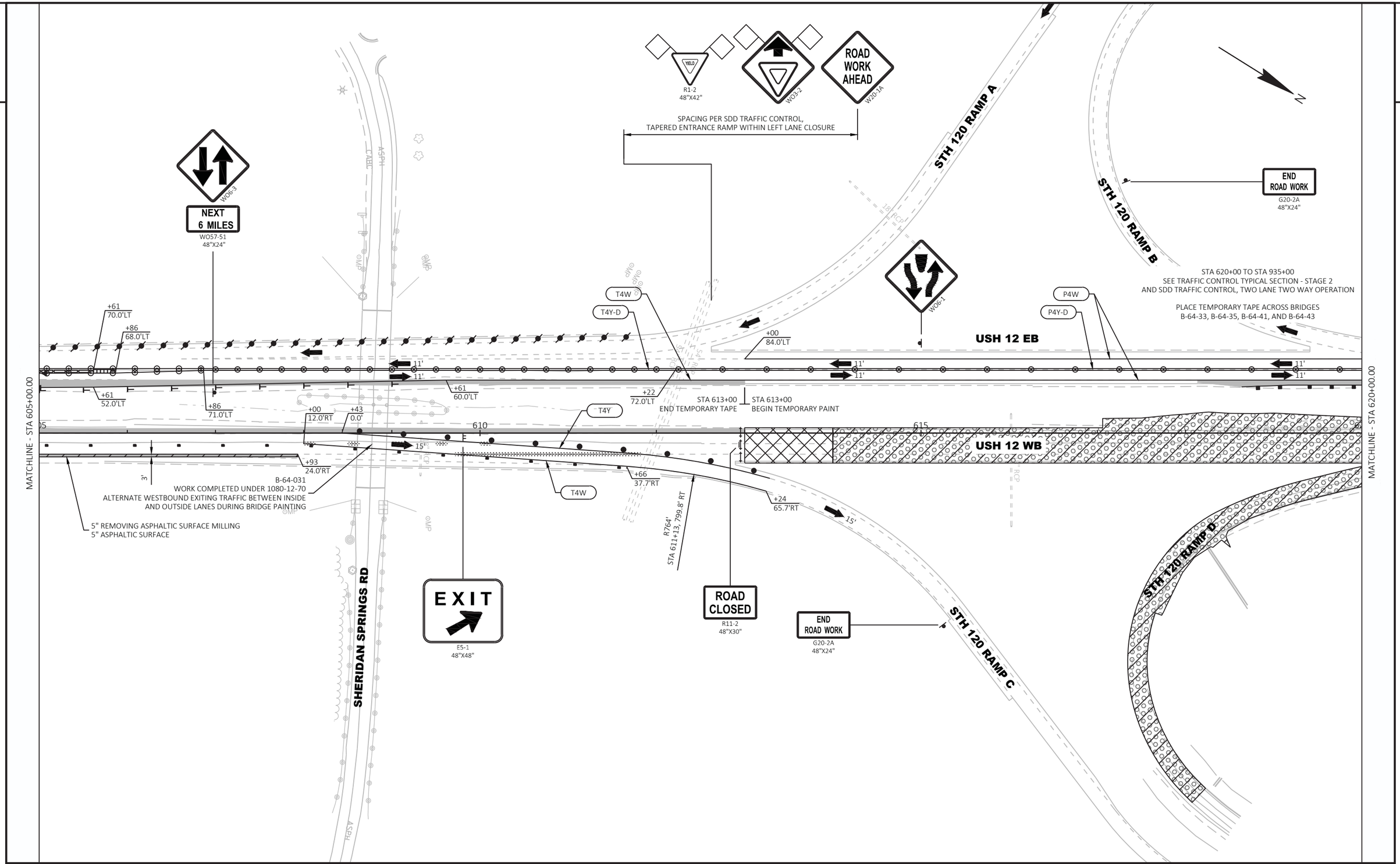
PLOT DATE : 4/28/2021 4:25 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 155	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 06
PLOT DATE : 4/28/2021 4:26 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

UNCOVER EXISTING SIGN

SPEED LIMIT 70

USH 12 EB

MATCHLINE - STA 575+00.00

MATCHLINE - STA 590+00.00

T8W

T4W

+00 12.0'RT

+00 12.0'RT

+00 24.0'RT

+00 12.0'RT

+00 60.0'LT

+00 0.0'

12'

580

585

USH 12 WB

W01-4L

45 MPH

W013-1 36"X36"

LANE CLOSED

R11-2L 48"X30"

W21-62Q 48"X30"

WORK ZONE

SPEED LIMIT 55

R2-1 48"X60"

FINES DOUBLE

W21-62R 48"X30"

WEST

M3-4 24"X12"

12

M1-4 24"X24"

M5-2L 21"X21"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 156	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 04

PLOT DATE : 10/26/2020 2:14 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

STA 620+00 TO STA 935+00
SEE TRAFFIC CONTROL TYPICAL SECTION - STAGE 2
AND SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

PLACE TEMPORARY TAPE ACROSS BRIDGES
B-64-33, B-64-35, B-64-41, AND B-64-43

STA 944+00
END TEMPORARY PAINT

STA 944+00
BEGIN TEMPORARY TAPE

WHITE RIVER STATE TRAIL

USH 12 EB

USH 12 WB

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

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

WO5-52L
18"X54"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

R4680'
STA 951+61, 4191.8' LT

P4W
P4Y-D
P4W
P4Y
T4W
T4Y

+12
62.0'LT
+21
72.7'LT
+83
57.7'LT
+46
72.6'LT
+21
70.6'LT
+46
54.6'LT
+22
72.3'LT
+00
74.3'LT
+46
57.2'LT
+38
40.9'LT
+74
24.3'LT
+36
25.0'LT
+00
24.0'RT

11'
11'
15'
12'
15'
3'

940
945

48" RCP
48" RCP
48" RCP
36" RCP
36" RCP
36" RCP
HHH

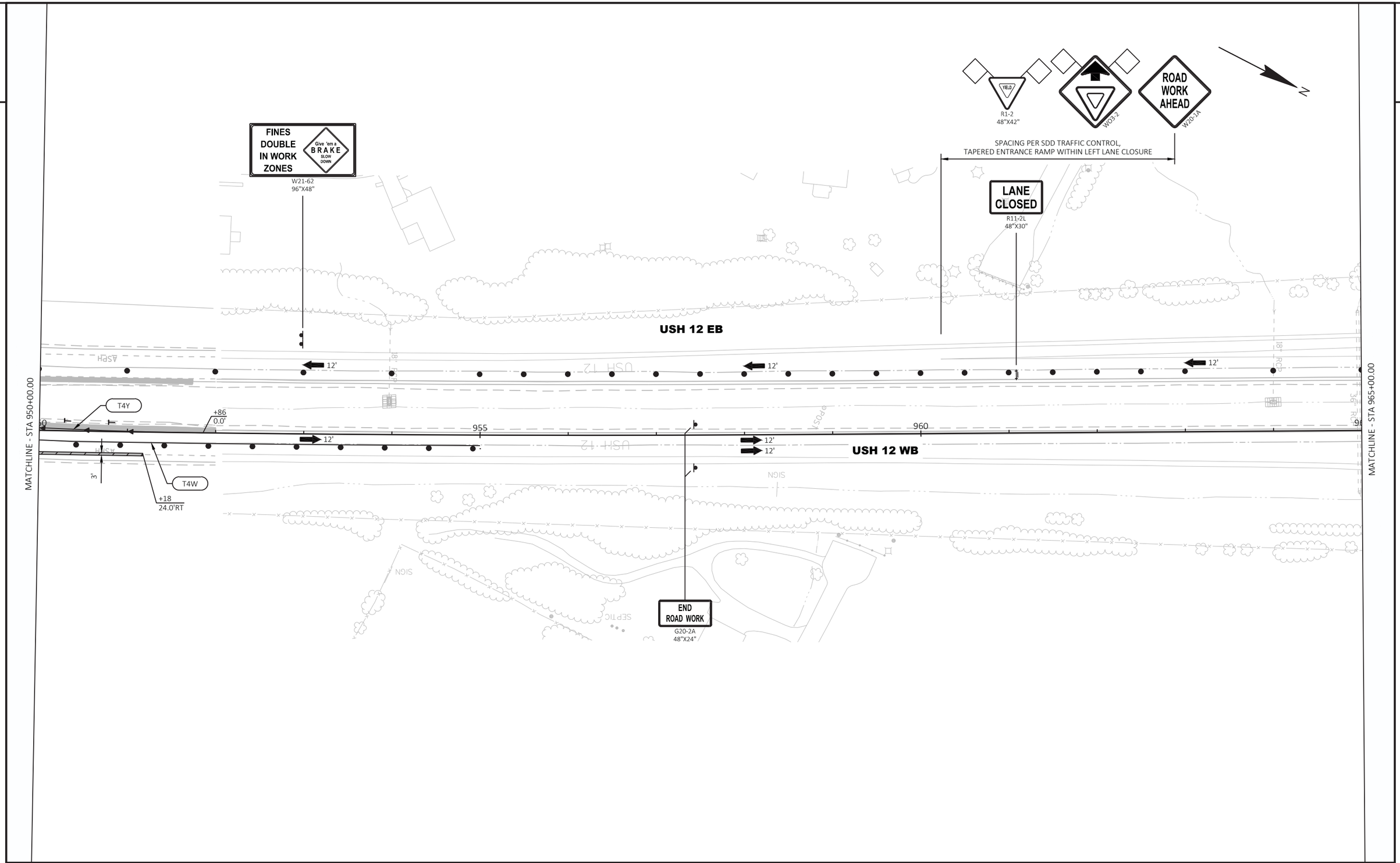
WO1-6
48"X24"

R4678'
STA 940+43, 4622.9' RT

WO1-4R
WO6-2
45
MPH
WO13-1
36"X36"
500'

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 157	E

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 158	E

2

2

MATCHLINE - STA 965+00.00

MATCHLINE - STA 980+00.00

LANE CLOSED
R11-2L
48"X30"

W04-1R

C-D ROAD EB

USH 12 EB

USH 12 WB

C-D ROAD WB

CTH NN RAMP A

12'

12'

12'

+23
72.0'LT

T4Y

970

975

18" RCP

24" RCP

30" RCP

48" RCP

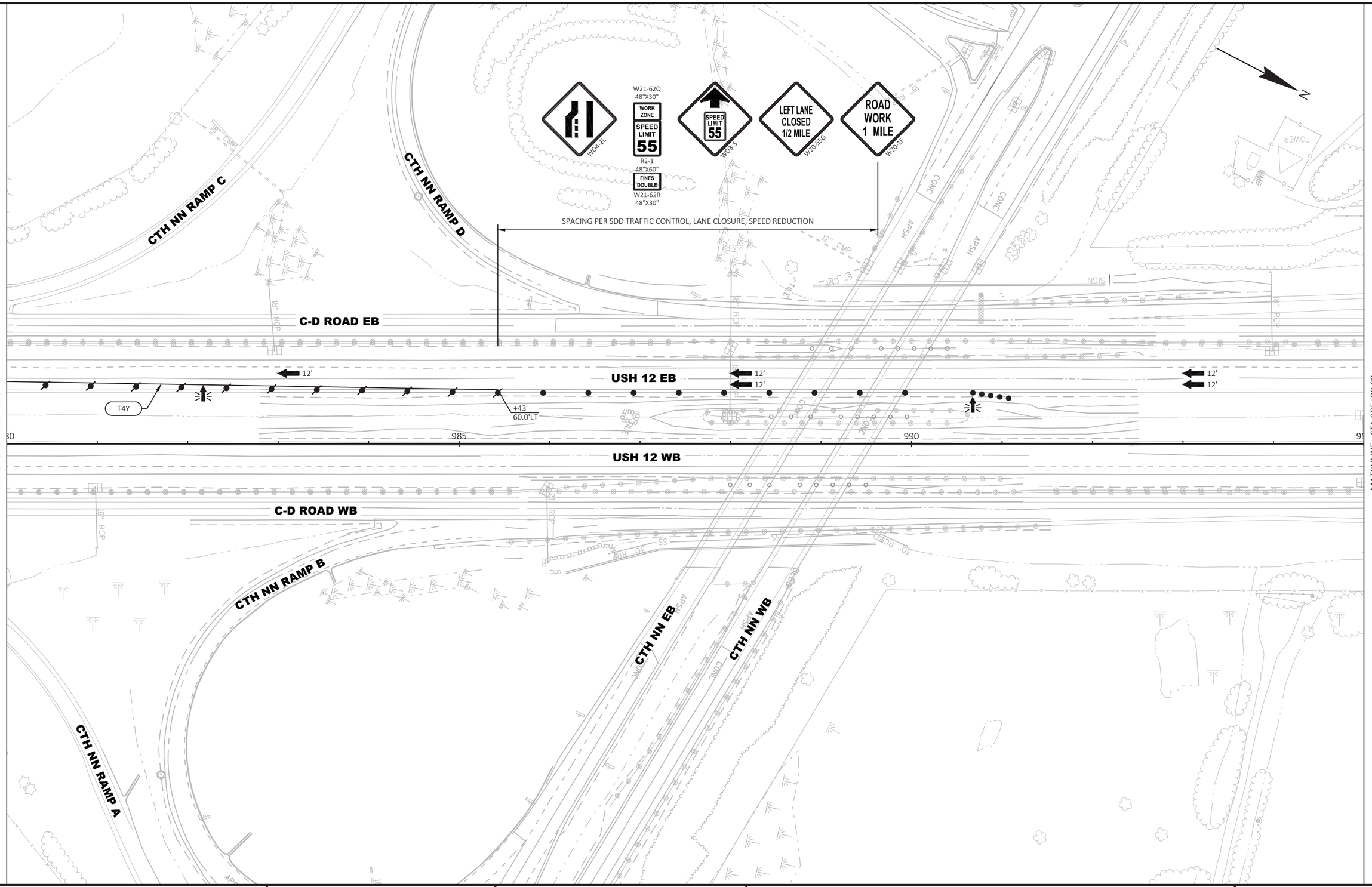
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 159	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 12

PLOT DATE : 10/26/2020 2:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 2	SHEET 160	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 13

PLOT DATE : 10/26/2020 2:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

USH 12 EB

MATCHLINE - STA 530+00.00

530

535

12'
12'

12'
12'

+30
0.0'

540

T4Y

12'

MATCHLINE - STA 545+00.00

USH 12 WB

SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 161	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 01

PLOT DATE : 10/26/2020 2:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 545+00.00

MATCHLINE - STA 560+00.00

USH 12 EB

T4Y

+50
12.0'RT

545

550

555

560

12'

12'

12'

12'

USH 12 WB

LANE
CLOSED
R11-2L
48"X30"

FINES
DOUBLE
IN WORK
ZONES

Give 'em a
BRAKE
SLOW
DOWN

W21-62
96"X48"

LANE
CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 162	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2020 2:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

STH 50

STH 50 RAMP EF

USH 12 EB

12'
12'

12'
12'

12'
12'

MATCHLINE - STA 560+00.00

560

565

570

MATCHLINE - STA 575+00.00

12'

12'

12'

USH 12 WB

STH 50 RAMP AC

STH 50 RAMP DB

END
ROAD WORK
G20-2A
48"X24"

W04-1R

LANE
CLOSED
R11-2L
48"X30"

ROAD
WORK
AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 163	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2020 2:15 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

USH 12 EB

12'
12'

12'
12'

12'
12'

MATCHLINE - STA 575+00.00

575

580

585

MATCHLINE - STA 590+00.00

12'

12'

12'

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

UNCOVER AT CONCLUSION OF STAGE 3

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 164	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 04

PLOT DATE : 10/26/2020 2:16 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE - STA 590+00.00

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

WO4-3R
48"X48"

WO4-3L
48"X48"

WO1-6
48"X24"

WO1-4R

LANE CLOSED
R11-2L
48"X30"

WO5-52L
18"X54"

USH 12 EB

USH 12 WB

T4W
T4Y
T4W
T4Y
T4W
T4Y

+12
72.0'LT
+65
60.0'LT
+75
60.0'LT
+10
39.7'LT
+09
72.0'LT
+47
38.9'LT
+79
12.0'RT
+19
0.0'
+19
16.0'RT
+43
14.0'RT

12'
12'
15'
12'
12'
15'
11'

R4678'
STA 606+18, 4681.5' LT

R4679'
STA 594+75, 4619.5' RT

595
600

CONC
CONC
CONC

2

PLACE AT ENTRANCE OF RAMP A

ROAD WORK AHEAD
W20-1A

STH 120 RAMP A

STH 120 RAMP B

N

LANE CLOSED
R11-2L
48"X30"

W06-1

W01-4R

45 MPH
WO13-1
36"X36"

B-64-031
WORK COMPLETED UNDER 1080-12-70
ALTERNATE EASTBOUND ENTERING TRAFFIC BETWEEN
INSIDE AND OUTSIDE LANES DURING BRIDGE PAINTING

T4W

+61
84.0'LT

12'

USH 12 EB

STA 613+00
END TEMPORARY TAPE
WHITE EDGELINES

STA 613+00
BEGIN TEMPORARY PAINT
WHITE EDGELINES

MATCHLINE - STA 605+00.00

+18
4.0'LT

+83
0.0'

610

615

11'
11'

+43
16.0'RT

+18
14.0'RT

T4W

+93
13.0'RT

T4Y-D

+00
24.0'RT

USH 12 WB

P4W

T4Y-D

MATCHLINE - STA 620+00.00

SHERIDAN SPRINGS RD

W06-3

NEXT
6 MILES
WO57-51
48"X24"

END
ROAD WORK
G20-2A
48"X24"

STH 120 RAMP C

STH 120 RAMP D

PLACE AT ENTRANCE OF RAMP D

ROAD WORK AHEAD
W20-1A

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 166	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 06

PLOT DATE : 10/26/2020 2:16 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

STA 635+00 TO STA 935+00
SEE TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
AND SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

PLACE TEMPORARY TAPE across BRIDGES
B-64-36, B-64-42, AND B-64-44

USH 12 EB

MATCHLINE - STA 620+00.00

MATCHLINE - STA 635+00.00

48" RCP

30" CMP

CMP

CONC

625

630

11'

11'

11'

11'

12'

+00
12.0'RT

TEMPORARY TAPE ACROSS BRIDGE B-64-032

P4W

T4Y-D

+43
24.0'RT

USH 12 WB

42" CMP

STH 120

P4W

3' LINE
9' GAP
CONTINUE TO 539+00, 24' RT

+24
12.0'RT

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

COVER WITH

UNCOVER AT CONCLUSION OF STAGE 3

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 167	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 07

PLOT DATE : 10/26/2020 2:16 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

STA 635+00 TO STA 935+00
SEE TRAFFIC CONTROL TYPICAL SECTION - STAGE 3
AND SDD TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

PLACE TEMPORARY TAPE ACROSS BRIDGES
B-64-36, B-64-42, AND B-64-44

WHITE RIVER STATE TRAIL

W06-3
NEXT
6 MILES
WO57-51
48"X24"

R4677'
STA 940+18, 4682.5' LT

ROAD
CLOSED
R11-2
48"X30"

W21-62Q
48"X30"
WORK
ZONE
SPEED
LIMIT
55
R2-1
48"X60"
FINES
DOUBLE
W21-62R
48"X30"

UNCOVER AT CONCLUSION
OF STAGE 3

WC1-6
48"X24"

WIRE FENCE

48" RCP
HWY
30" RCP
30" SS
30" RCP

USH 12 EB

T4W

+71
44.5'LT

+73
28.6'LT

15'

+09
44.8'LT

+18
15.0'RT

+18
5.0'LT

940

945

11'
11'
11'

+93
13.0'RT

+18
13.0'RT

+93
15.0'RT

+18
13.0'RT

48" RCP
48" RCP

USH 12 WB

T4Y-D

P4W

T4Y

T4W

STA 944+00
END TEMPORARY PAINT
WHITE EDGELINES

STA 944+00
BEGIN TEMPORARY TAPE
WHITE EDGELINES

R6765'
STA 951+58, 4066.4' RT

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

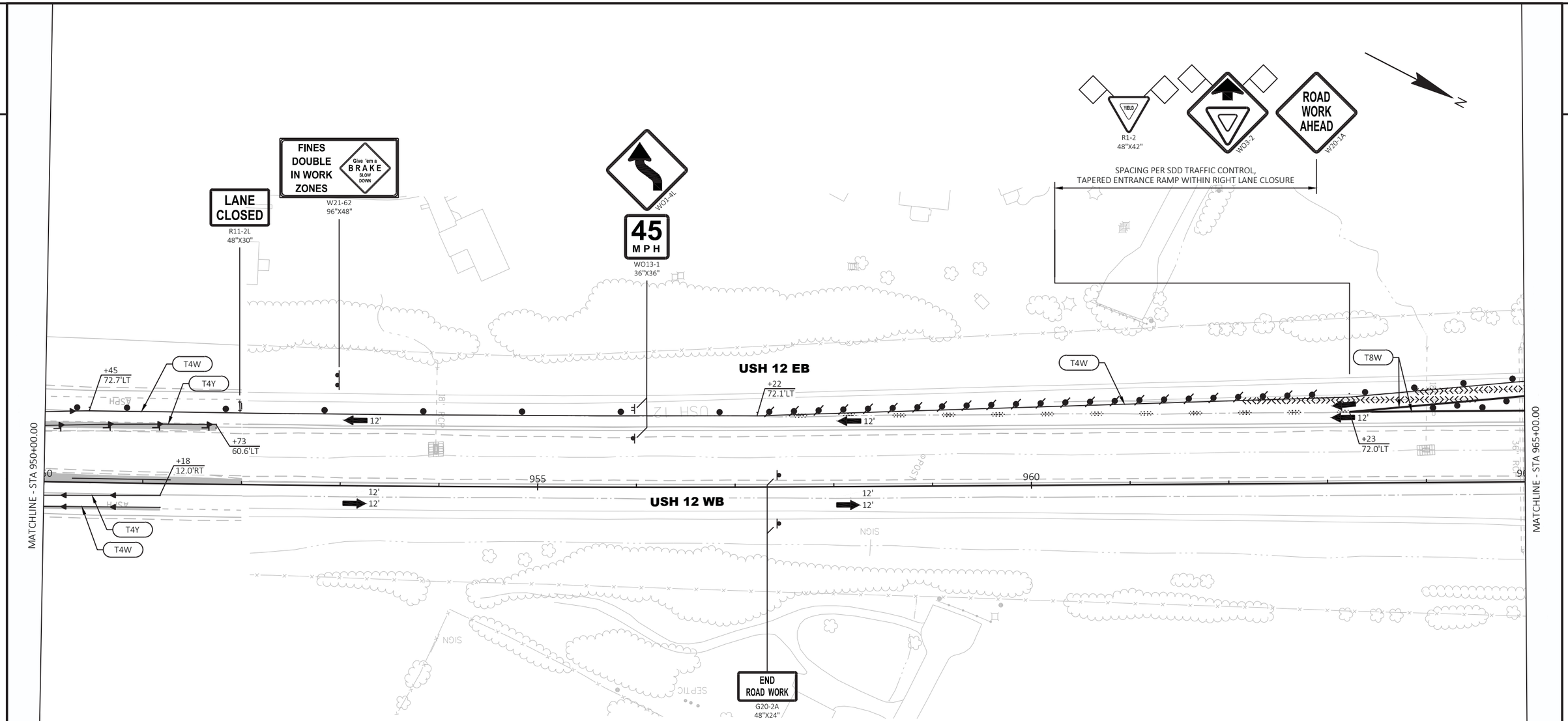
W06-1

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 168	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 10
PLOT DATE : 10/26/2020 2:16 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

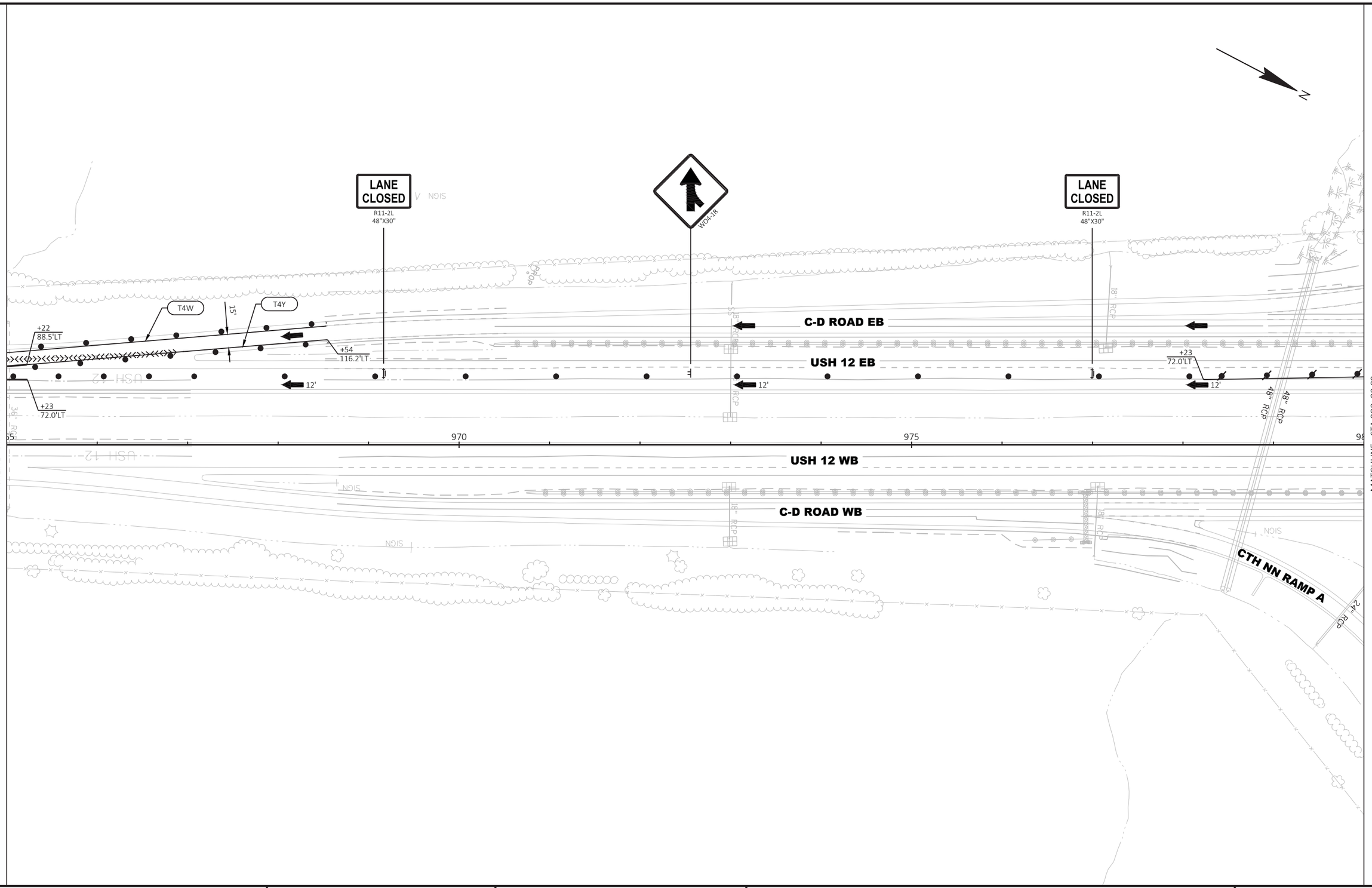
2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 169	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 11
PLOT DATE : 10/26/2020 2:17 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



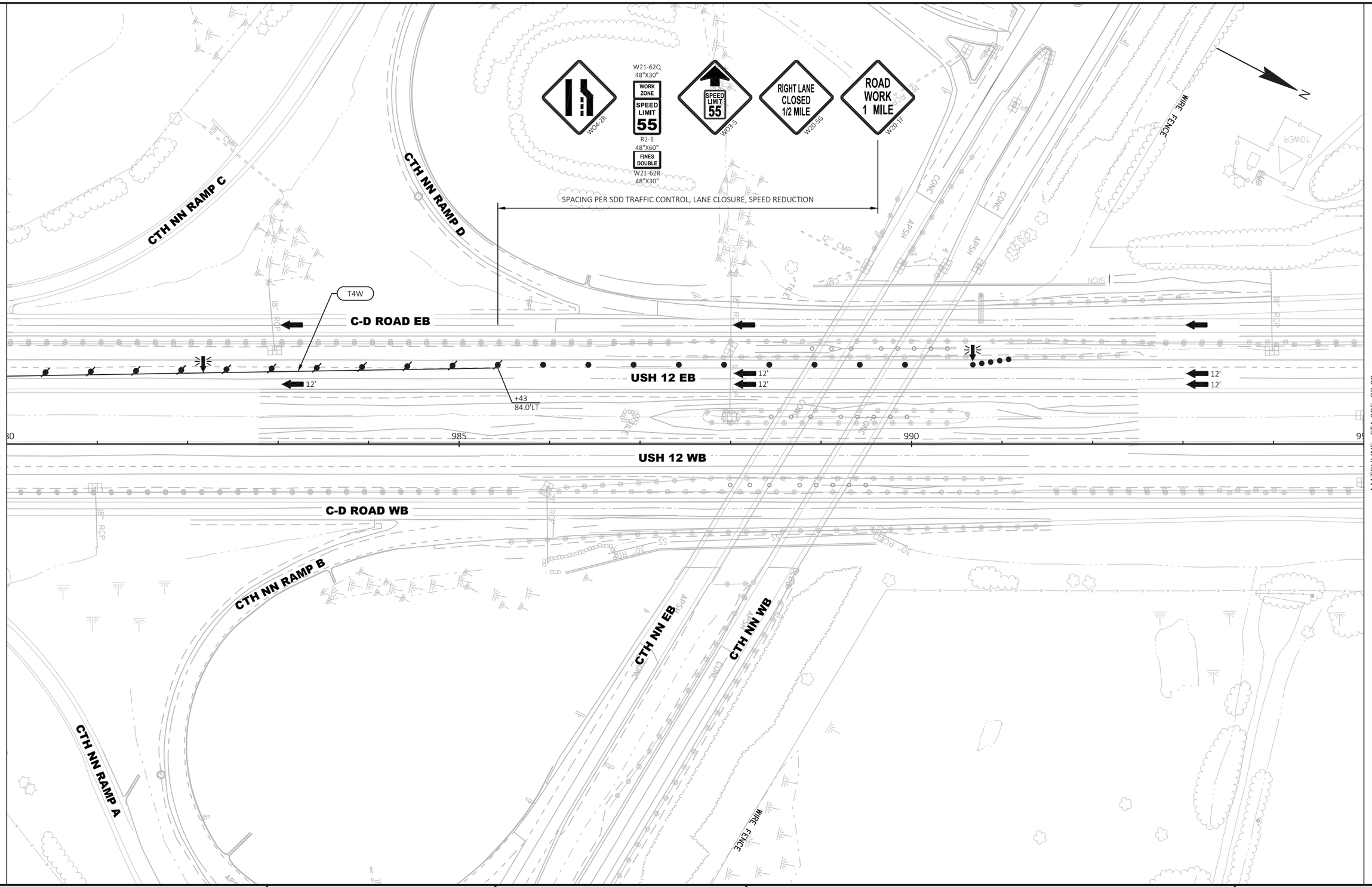
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 170	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 12

PLOT DATE : 10/26/2020 2:17 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 3	SHEET 171	E

2

MACLEAN RD

USH 12 EB

MATCHLINE - STA 920+00.00

MATCHLINE - STA 935+00.00

920

925

930

+80
0.0'

+00
12.0'RT

12'

12'

12'

12'

11'

T4Y

USH 12 WB

WHITE RIVER STATE TRAIL

ROAD WORK BEGINS XX/XX/XX

MB

ROAD WORK 1 MILE
W20-1F

LEFT LANE CLOSED 1/2 MILE
W20-5SG

SPEED LIMIT 55
W03-5

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

W04-2L

500'

SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 172	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 15

PLOT DATE : 10/26/2020 2:18 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

WHITE RIVER STATE TRAIL

END
ROAD WORK
G20-2A
48"X24"

USH 12 EB

USH 12 WB

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

940

945

12'
12'
11'
11'
12'
12'
11'
11'

48" RCP
48" RCP
48" RCP
48" RCP
36" RCP
36" RCP
36" RCP
36" RCP
MH
MH
WIRE FENCE

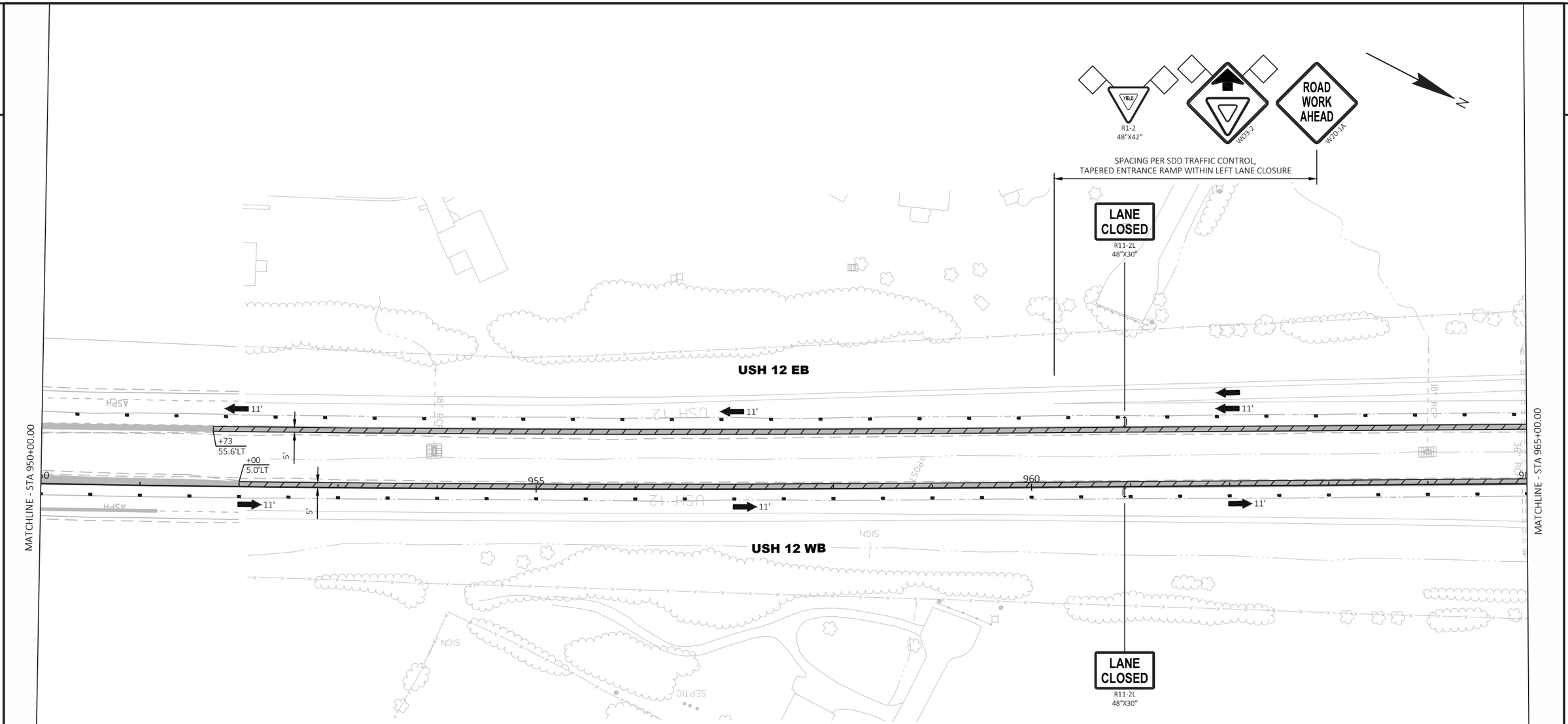
LANE
CLOSED
R11-2L
48"X30"

FINES
DOUBLE
IN WORK
ZONES
Give 'em a
BRAKE
SLOW
DOWN
W21-62
96"X48"

LANE
CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 173	E

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 174	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 17

PLOT DATE : 10/26/2020 2:18 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

WO4-1R

LANE CLOSED
R11-2L
48"X30"

C-D ROAD EB

USH 12 EB

USH 12 WB

C-D ROAD WB

CTH NN RAMP A

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

11'

5'

+00
55.0'LT

+00
5.0'LT

970

975

MATCHLINE - STA 965+00.00

MATCHLINE - STA 980+00.00

SIGN

18" RCP

24" RCP

48" RCP

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 175	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 18

PLOT DATE : 10/26/2020 2:18 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

CTH NN RAMP C

CTH NN RAMP D

CTH NN RAMP B

CTH NN RAMP A

CTH NN EB

CTH NN WB

C-D ROAD EB

USH 12 EB

USH 12 WB

C-D ROAD WB

11'

985

990

MATCHLINE - STA 980+00.00

MATCHLINE - STA 995+00.00

WIRE FENCE

TOWER

18" RCP

30" RCP

18" CMP

12" CMP

6" TILE

CONC

APSH

SIGN

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 176	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 19

PLOT DATE : 10/26/2020 2:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

IH 43 RAMP F

IH 43 RAMP E

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

IH 43 RAMP G

IH 43 NB

IH 43 SB

C-D ROAD EB

USH 12 EB

11'

MATCHLINE - STA 995+00.00

1000

1005

MATCHLINE - STA 1010+00.00

USH 12 WB

C-D ROAD WB

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

IH 43 RAMP D

IH 43 RAMP C

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 177	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 20

PLOT DATE : 10/26/2020 2:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 1010+00.00

MATCHLINE - STA 1025+00.00

IH 43 RAMP G

IH 43 RAMP H

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

C-D ROAD EB

USH 12 EB

11'

24" RCP

18" RCP

10

1015

1020

10

11'

USH 12 WB

C-D ROAD WB

IH 43 RAMP A

IH 43 RAMP B

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

W04-1R

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 178	E

2

2

LANE CLOSED
R11-2L
48"X30"

C-D ROAD EB

USH 12 EB

11'

+00
55.0'LT

5"

+00
5.0'LT

1030

1035

36" RCP

18" RCP

C-D ROAD WB

USH 12 WB

MATCHLINE - STA 1025+00.00

MATCHLINE - STA 1040+00.00

ROAD WORK AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 179	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 22

PLOT DATE : 10/26/2020 2:19 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 1040+00.00

MATCHLINE - STA 1055+00.00

N

W MARKET ST

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

USH 12 WB

STH 11

11'

5'

1040

1045

1050

1055

18" RCP

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 180	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 23

PLOT DATE : 10/26/2020 2:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
COVER WITH
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

USH 12 WB

11'
5'
36" RCP
1060
1065
MATCHLINE - STA 1055+00.00
MATCHLINE - STA 1070+00.00

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 181	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 24

PLOT DATE : 10/26/2020 2:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

COVER WITH

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'

11'

11'

5'

5'

1075

1080

11'

11'

11'

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

MATCHLINE - STA 1070+00.00

MATCHLINE - STA 1085+00.00

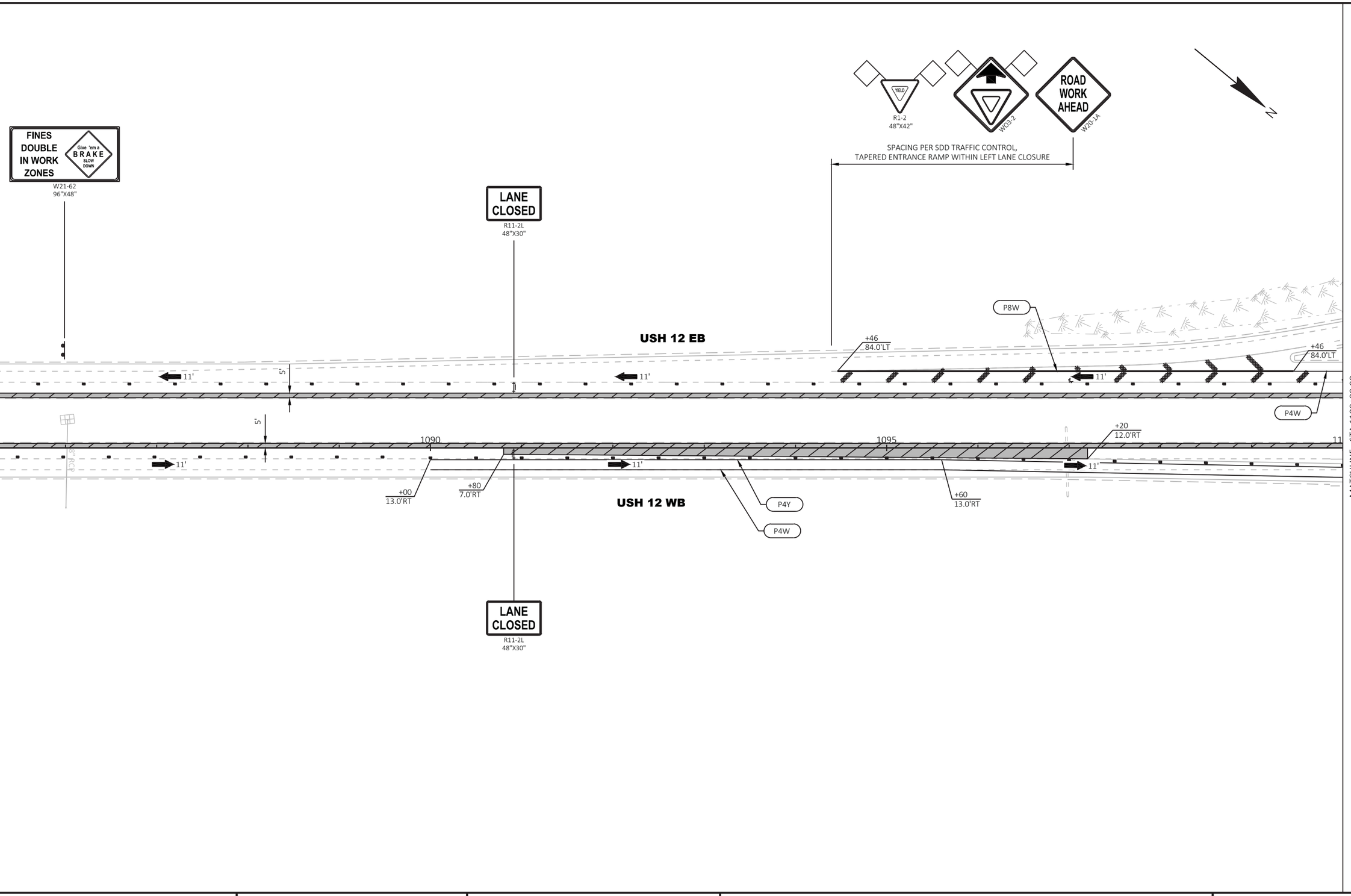
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 182	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 25

PLOT DATE : 10/26/2020 2:20 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

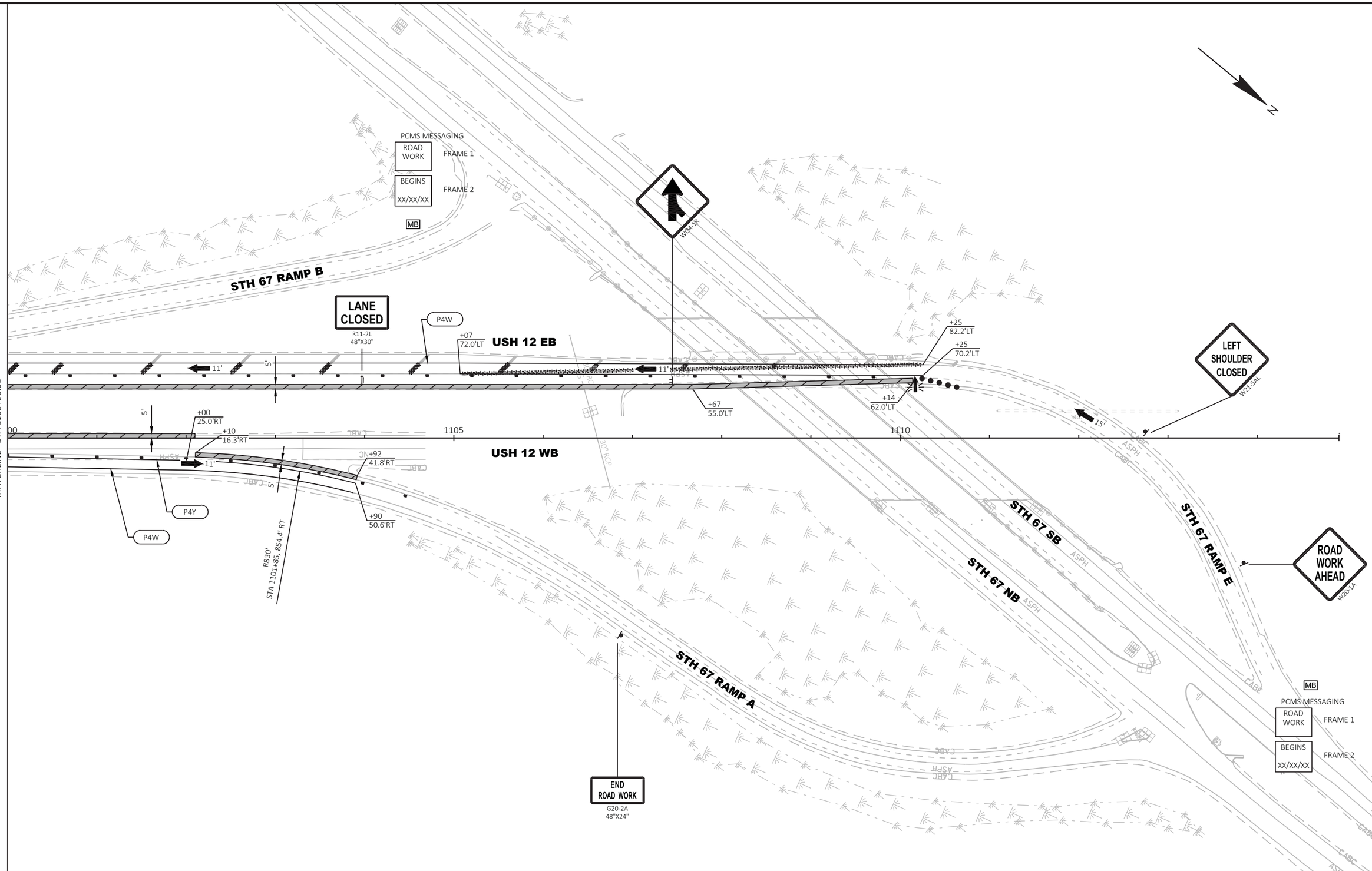
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 183	E

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 4	SHEET 184	E

2

2

N

USH 12 EB

MATCHLINE - STA 530+00.00

MATCHLINE - STA 545+00.00

535

540

12'

12'

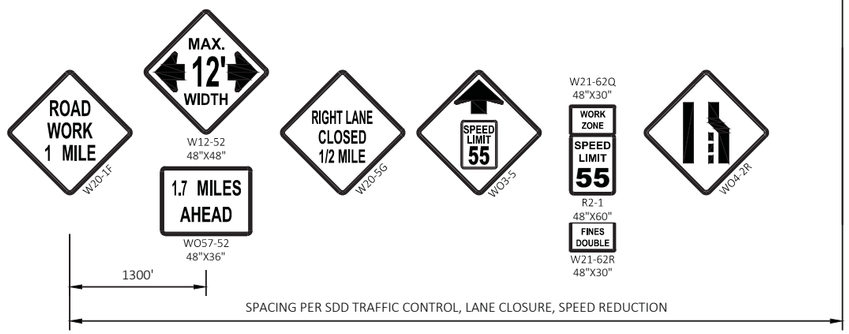
12'

12'

12'

USH 12 WB

T4W



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 185	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 01

PLOT DATE : 10/26/2020 2:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 545+00.00

MATCHLINE - STA 560+00.00

USH 12 EB

USH 12 WB

545

550

555

560

12'

12'

12'

12'

T4W

+50
12.1'RT

+60
12.0'RT

T4W

+60
24.0'RT

WEST
M3-4
24"X12"

12
M1-4
24"X24"

MAX.
12'
WIDTH
W12-52
48"X48"

FINES
DOUBLE
IN WORK
ZONES
Give 'em a
BRAKE
SLOW
DOWN
W21-62
96"X48"

LANE
CLOSED
R11-2L
48"X30"

WIDE LOADS
EXCEEDING
12 FT
R12-70B
114"X42"

PLACE ON WB STH 50
200' IN ADVANCE OF RAMP DB

WEST
M3-4
24"X12"

12
M1-4
24"X24"

MAX.
12'
WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 186	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2020 2:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 575+00.00

MATCHLINE - STA 590+00.00

END ROAD WORK
G20-2A
48"X24"

USH 12 EB

USH 12 WB

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"
COVER WITH

SPEED LIMIT 70

T8W

T4W

+00 12.0'RT

+00 24.0'RT

+60 84.0'LT

+00 60.0'LT

+00 67.0'LT

+00 0.0'

+00 4.0'LT

+60 24.0'RT

12'

11'

3"

575

580

585

590

STA 587+60 TO STA 590+00
5" REMOVING ASPHALTIC SURFACE MILLING
5" HMA PAVEMENT 3 MT 58-28 S

W8-17
48"X48"

LANE CLOSED
R11-2L
48"X30"

WO1-4L

WO1-6
48"X24"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"
COVER WITH

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 187	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 04

PLOT DATE : 4/28/2021 4:28 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

STH 50

STH 50 RAMP EF

USH 12 EB

USH 12 WB

STH 50 RAMP AC

STH 50 RAMP DB

MATCHLINE - STA 560+00.00

MATCHLINE - STA 575+00.00

560

565

570

575

12'

12'

12'

+00
12.0'RT

T8W

+00
12.0'RT

+71
27.6'RT

+00
12.0'RT

T8W

+81
33.8'RT

T4Y

T4W

+00
22.4'RT

EXIT

E5-1
48"X48"

END
ROAD WORK

G20-2A
48"X24"

W04-1R

LANE
CLOSED

R11-2L
48"X30"

ROAD
WORK
AHEAD

W20-1A

W04-5
48"X48"

SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN RIGHT LANE CLOSURE

MAX.
12'
WIDTH

W12-52
48"X48"

PLACE AT ENTRANCE OF RAMP DB

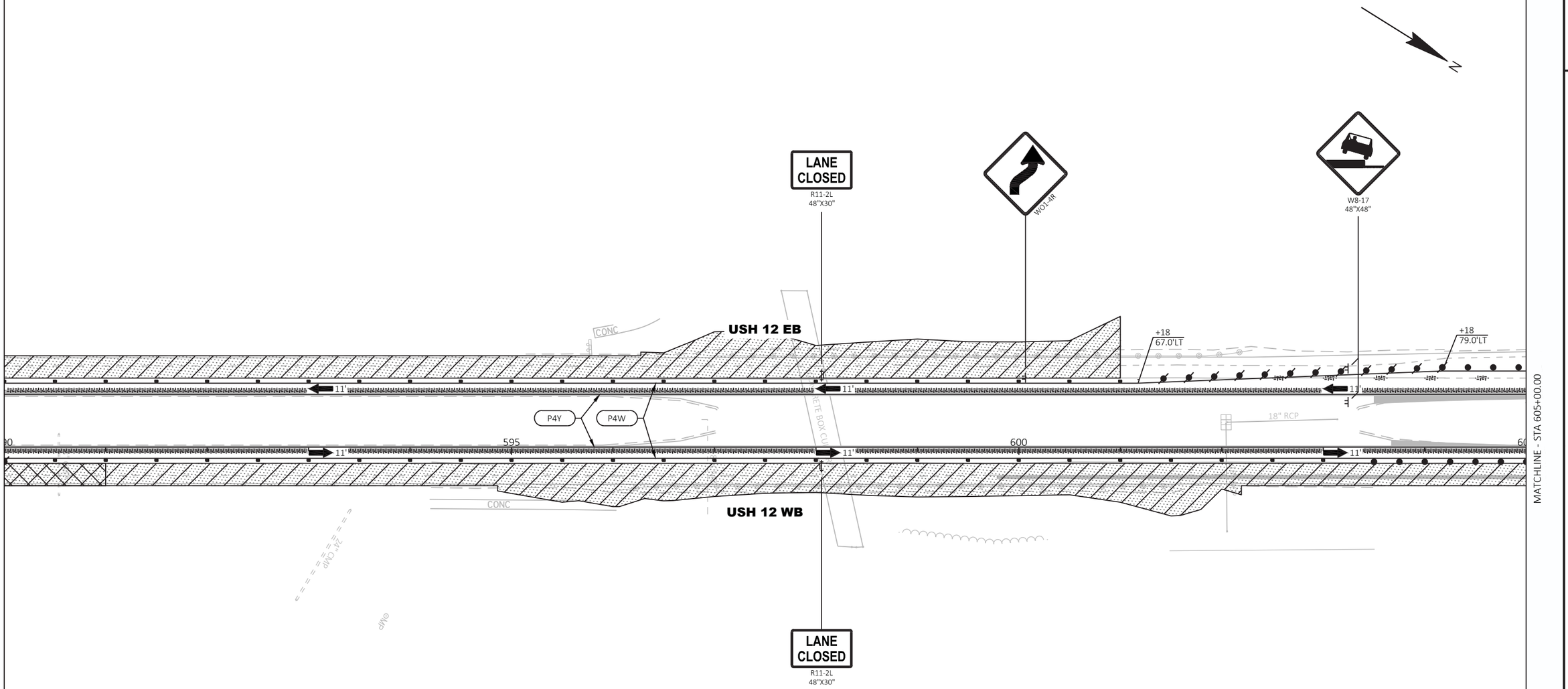
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 188	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2020 2:21 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 189	E

2

PLACE AT ENTRANCE OF RAMP A

MAX. 12' WIDTH
W12-52
48"X48"

WO4-5
48"X48"

ROAD WORK AHEAD
W20-1A

SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

W8-17
48"X48"

STH 120 RAMP A

END ROAD WORK
G20-2A
48"X24"

STH 120 RAMP B

WO4-1R

W8-17
48"X48"

WO1-6
48"X24"

MATCHLINE - STA 605+00.00

MATCHLINE - STA 620+00.00

+18
67.0'LT

+18
67.0'LT

+16
91.5'LT

+10
121.6'LT

+18
67.0'LT

P4Y

USH 12 EB

+50
72.0'LT

+20
108.7'LT

P4Y

P4W

P8W

+00
56.0'LT

T4Y

T4W

+00
60.0'LT

T8W

610

615

+50
7.0'RT

+50
18.0'RT

+25
7.0'RT

P4W
3' LINE
9' GAP

+23
18.0'RT

+42
7.0'RT

+88
40.9'RT

+42
7.0'RT

USH 12 WB

+00
4.0'LT

STA 614+00
END TEMPORARY PAINT

STA 614+00
BEGIN TEMPORARY TAPE

WO1-4R

STH 120 RAMP D

EXIT
E5-1
48"X48"

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

SHERIDAN SPRINGS RD

STH 120 RAMP C

PLACE AT ENTRANCE OF RAMP D

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 190	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 06

PLOT DATE : 10/26/2020 2:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

PLACE ON NB STH 120
200' IN ADVANCE OF RAMP A

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

EXIT
E5-1
48"X48"

W01-4L

LANE CLOSED
R11-2L
48"X30"

T8W
+50
72.0'LT

T4W
+50
84.0'LT

USH 12 EB

+50
72.0'LT

T4Y
+00
0.0'

T4W

12'
12'
12'
12'
12'
12'

625

630

MATCHLINE - STA 620+00.00

MATCHLINE - STA 635+00.00

48" RCP

30" CMP

42" CMP

18" RCP

CONC

USH 12 WB

STH 120

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB STH 120
200' IN ADVANCE OF RAMP D

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 191	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 07

PLOT DATE : 10/26/2020 2:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCHLINE - STA 635+00.00

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

12'

12'

12'

640

645

MATCHLINE - STA 650+00.00

USH 12 WB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 192	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 08

PLOT DATE : 10/26/2020 2:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 650+00.00

MATCHLINE - STA 665+00.00

N

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

USH 12 WB

12'

12'

12'

655

660

42" RCP

30" RCP

CONC

CONC

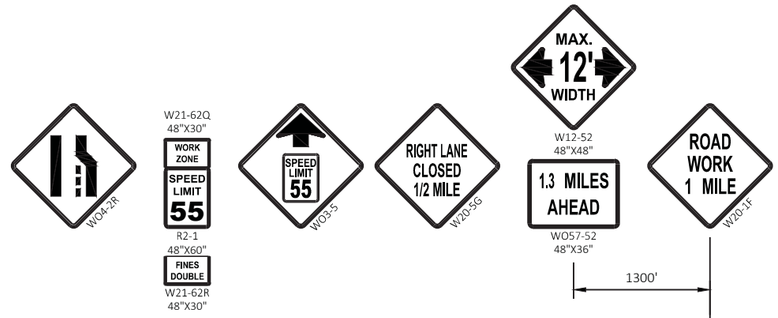
CONC

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 193	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 09

PLOT DATE : 10/26/2020 2:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



STA 680+00 TO STA 920+00
TRAFFIC CONTROL NOT REQUIRED
EXCEPT FOR ADVANCED WARNING SIGNS

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 194	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 10

PLOT DATE : 10/26/2020 2:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MACLEAN RD

USH 12 EB

END
ROAD WORK
G20-2A
48"X24"

12'
12'

MATCHLINE - STA 920+00.00

MATCHLINE - STA 935+00.00

920

925

930

12'
12'

12'
12'

12'

+80
24.0'RT

+00
12.0'RT

T4W

USH 12 WB

WHITE RIVER STATE TRAIL

STA 680+00 TO STA 920+00
TRAFFIC CONTROL NOT REQUIRED
EXCEPT FOR ADVANCED WARNING SIGNS

ROAD WORK 1 MILE
W20-1F

MAX. 12' WIDTH
W12-52
48"X48"

1 MILES AHEAD
W057-52
48"X36"

RIGHT LANE CLOSED 1/2 MILE
W20-5G

SPEED LIMIT 55
W03-5

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

W04-2R

W01-4L

1300'

SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 195	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 15

PLOT DATE : 10/26/2020 2:22 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

STA 943+00
END TEMPORARY TAPE

STA 943+00
BEGIN TEMPORARY PAINT

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
COVER WITH
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

W01-4R

LANE CLOSED
R11-2L
48"X30"

WHITE RIVER STATE TRAIL

WIRE FENCE

48" RCP

HH

USH 12 EB

12'

+99
62.0'LT

+99
57.8'LT

11'

T4W

T4Y

P4Y

P4W

+00
0.0'

+00
4.0'LT

940

945

USH 12 WB

48" RCP

CP

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

W8-17
48"X48"

LANE CLOSED
R11-2L
48"X30"

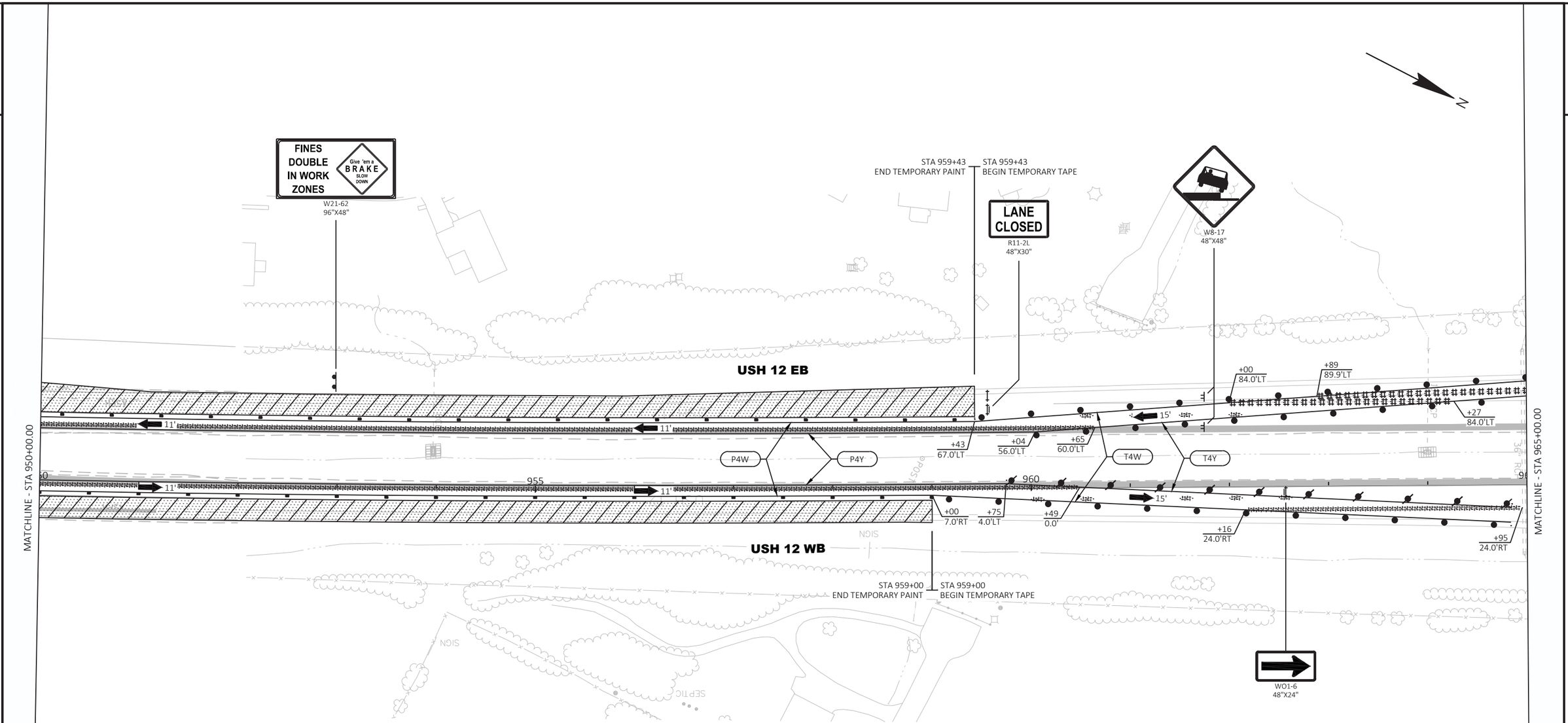
LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 196	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 16

PLOT DATE : 10/26/2020 2:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 197	E

2

2

N

ROAD WORK AHEAD
W20-1A

T4Y
T4W
+06
110.9'LT
+95
102.9'LT
15'
USH 12 EB
C-D ROAD EB
15'
15'
18" RCP
18" RCP
24" RCP
24" RCP
24" RCP
970
975
15'
USH 12 WB
C-D ROAD WB
15'
15'
CTH NN RAMP A
ROAD CLOSED
R11-2
48"X30"
END ROAD WORK
G20-2A
48"X24"
MATCHLINE - STA 965+00.00
MATCHLINE - STA 980+00.00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 198	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 18

PLOT DATE : 10/26/2020 2:23 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

PLACE AT ENTRANCE OF RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

END ROAD WORK

G20-2A
48"X24"

PLACE ON EB CTH NN
200' IN ADVANCE OF RAMP C

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

CTH NN RAMP C

CTH NN RAMP D

C-D ROAD EB

USH 12 EB

C-D ROAD WB

USH 12 WB

CTH NN RAMP B

CTH NN EB

CTH NN WB

CTH NN RAMP A

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH

W12-52
48"X48"

PLACE ON WB CTH NN
200' IN ADVANCE OF RAMP B

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

WIRE FENCE

TOWER

MATCHLINE - STA 980+00.00

MATCHLINE - STA 995+00.00

985

990

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 199	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 19

PLOT DATE : 10/26/2020 2:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

PLACE AT ENTRANCE OF RAMP F

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 RAMP F

IH 43 RAMP E

END ROAD WORK

G20-2A
48"X24"

PLACE ON NB IH 43
200' IN ADVANCE OF RAMP F

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 RAMP G

IH 43 NB

IH 43 SB

C-D ROAD EB

15'

USH 12 EB

15'

15'

MATCHLINE - STA 995+00.00

1000

1005

MATCHLINE - STA 1010+00.00

C-D ROAD WB

15'

USH 12 WB

15'

15'

END ROAD WORK

G20-2A
48"X24"

IH 43 RAMP D

IH 43 RAMP C

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 200	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 20

PLOT DATE : 10/26/2020 2:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 1010+00.00

MATCHLINE - STA 1025+00.00

IH 43 RAMP G

IH 43 RAMP H

END ROAD WORK
G20-2A
48"X24"

15'

C-D ROAD EB

15'

USH 12 EB

15'

24" RCP

18" RCP

10

1015

1020

10

15'

C-D ROAD WB

15'

USH 12 WB

15'

IH 43 RAMP A

IH 43 RAMP B

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB IH 43
200' IN ADVANCE OF RAMP B

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH
W12-52
48"X48"

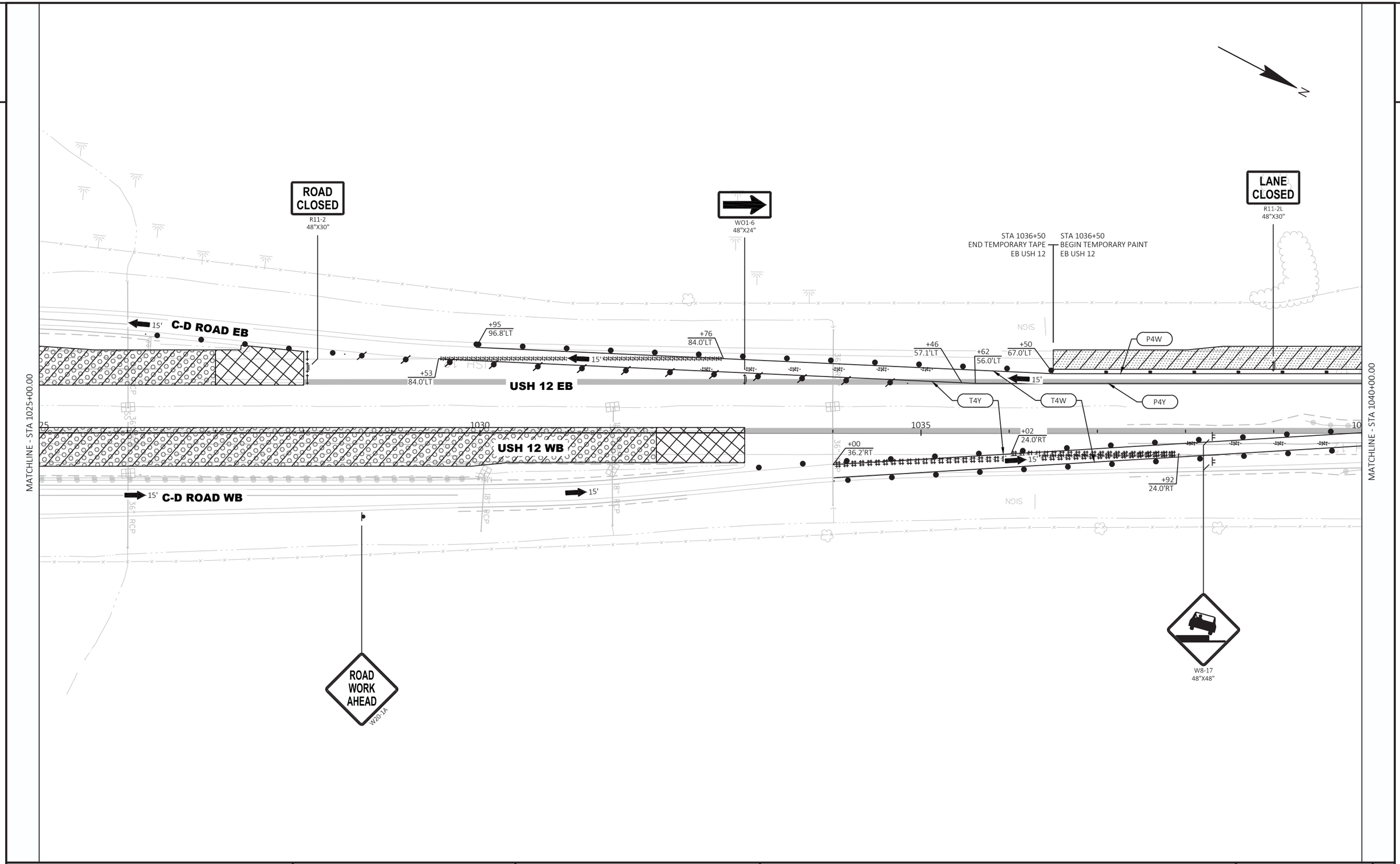
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 201	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 21

PLOT DATE : 10/26/2020 2:24 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 202	E

2

MATCHLINE - STA 1040+00.00

MATCHLINE - STA 1055+00.00

N

W MARKET ST

LANE CLOSED
R11-2L
48"X30"

TEMPORARY TAPE ACROSS
BRIDGE B-64-47

USH 12 EB

11'

11'

11'

P4Y

P4W

+65
4.0'LT

40

1045

1050

10

15'

11'

11'

+31
7.0'RT

USH 12 WB

STH 11

STA 1044+00
END TEMPORARY TAPE
WB USH 12

STA 1044+00
BEGIN TEMPORARY PAINT
WB USH 12

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 203	E

2

N

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'
11'
11'
11'
11'
11'

P4Y
P4W

1060
1065

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

MATCHLINE - STA 1055+00.00

MATCHLINE - STA 1070+00.00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 204	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 24
PLOT DATE : 10/26/2020 2:25 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'

11'

11'

P4Y

P4W

70

1075

1080

11'

11'

11'

10

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

MATCHLINE - STA 1070+00.00

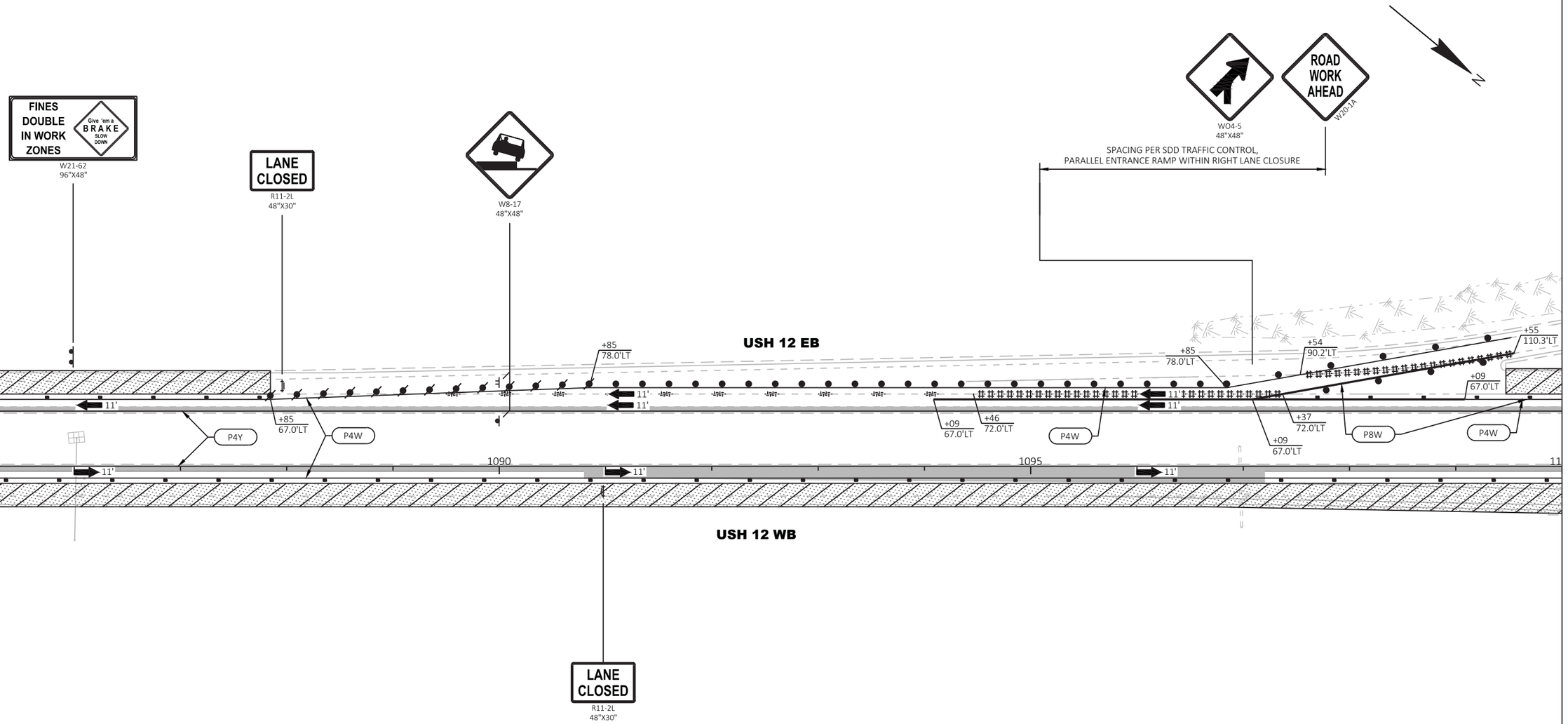
MATCHLINE - STA 1085+00.00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 205	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 25

PLOT DATE : 10/26/2020 2:25 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42


FINES
DOUBLE
IN WORK
ZONES
Give 'em a
BRAKE
SLOW
DOWN
W21-62
96"X48"
LANE
CLOSED
R11-2L
48"X30"
W8-17
48"X48"
W04-5
48"X48"
ROAD
WORK
AHEAD
W20-1A
SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
USH 12 EB
USH 12 WB
MATCHLINE - STA 1085+00.00
MATCHLINE - STA 1100+00.00
+85
78.0'LT
+85
67.0'LT
+09
67.0'LT
+46
72.0'LT
+54
90.2'LT
+55
110.3'LT
+37
72.0'LT
P4Y
P4W
P8W
11'
1090
1095

2

PLACE ON NB STH 67
200' IN ADVANCE OF RAMP B

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

STH 67 RAMP B

LANE CLOSED
R11-2L
48"X30"

WO4-1R

W8-17
48"X48"

WO1-4L

USH 12 EB

11'

11'

P4Y

P4W

+92
4.0'LT

+90
76.2'LT

+67
56.0'LT

+14
63.0'LT

15'

MATCHLINE - STA 1100+00.00

00

1105

1110

11'

USH 12 WB

+74
7.0'RT

+91
46.7'RT

30" RCP

CONC

CABC

ASPH

STH 67 SB

STH 67 NB

STH 67 RAMP E

ROAD WORK AHEAD
W20-1A

WO1-6
48"X24"

15'

STH 67 RAMP A

15'

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB STH 67
200' IN ADVANCE OF RAMP E

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5A	SHEET 207	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5A.DWG
LAYOUT NAME - 27

PLOT DATE : 10/26/2020 2:25 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

W01-4R

W8-17
48"X48"

SEE TRAFFIC CONTROL STAGE 5A
FOR TRAFFIC CONTROL PRIOR TO STA 590+00

USH 12 EB

CONC

P4W

+43
72.0'LT

+18
67.0'LT

T4W

+18
79.0'LT

11'

P4Y

P4W

18" RCP

595

600

MATCHLINE - STA 590+00.00

MATCHLINE - STA 605+00.00

CONC

USH 12 WB

24" CMP

OHP

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5B (NIGHTTIME)	SHEET 208	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5B.DWG
LAYOUT NAME - 05

PLOT DATE : 10/29/2020 11:46 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 605+00.00

MATCHLINE - STA 620+00.00

PLACE AT ENTRANCE OF RAMP A

MAX. 12' WIDTH

W12-52
48"X48"

MB

PLACE ON NB AND SB STH 120
200' IN ADVANCE OF RAMP A

PCMS MESSAGING

RAMP TO HWY 12 EAST — FRAME 1

CLOSED NIGHTLY — FRAME 2

STH 120 RAMP A

STH 120 RAMP B

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

WO4-5
48"X48"

W8-17
48"X48"

SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

CLOSE RAMP NIGHTLY TO COMPLETE BASE PATCHING, MILLING, AND
ASPHALT PAVING WORK ON THE RAMP.
SEE SDD TRAFFIC CONTROL, EXIT LANE CLOSURE.
MISCELLANEOUS QUANTITIES:
TRAFFIC CONTROL SIGNS - 10
TRAFFIC CONTROL BARRICADES TYPE III - 4
TRAFFIC CONTROL WARNING LIGHTS TYPE A - 8
TRAFFIC CONTROL DRUMS - 18

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE,
REESTABLISH TRAFFIC CONTROL DEVICES AND
TEMPORARY PAVEMENT MARKINGS AS SHOWN.

WO4-1R

WO1-6
48"X24"

USH 12 EB

USH 12 WB

T4Y

T8W

P8W

P4W

P4Y

T4W

+18 67.0'LT

+16 91.5'LT

+10 121.6'LT

+00 56.0'LT

+00 60.0'LT

+50 72.0'LT

+20 108.7'LT

+50 7.0'RT

+41 12.0'RT

+50 18.0'RT

+25 7.0'RT

+23 18.0'RT

+42 7.0'RT

+88 40.9'RT

+00 4.0'LT

3' LINE
9' GAP

610

615

SHERIDAN SPRINGS RD

ASPH

CABLE

GMP

OHP

PCMS MESSAGING

RAMP TO HWY 120 CTY H — FRAME 1

CLOSED NIGHTLY — FRAME 2

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE,
REESTABLISH TRAFFIC CONTROL DEVICES AND
TEMPORARY PAVEMENT MARKINGS AS SHOWN.

EXIT
E5-1
48"X48"

WO1-4L

STA 614+00
END TEMPORARY PAINT

STA 614+00
BEGIN TEMPORARY TAPE

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

STH 120 RAMP C

STH 120 RAMP D

SEE TRAFFIC CONTROL STAGE 5A
FOR TRAFFIC CONTROL FROM STA 620+00 TO STA 1085+00

CLOSE RAMP NIGHTLY TO COMPLETE BASE PATCHING, MILLING, AND
ASPHALT PAVING WORK ON THE RAMP.
SEE SDD TRAFFIC CONTROL, EXIT LANE CLOSURE.
MISCELLANEOUS QUANTITIES FOR NIGHTLY CLOSURE:
TRAFFIC CONTROL SIGNS - 10
TRAFFIC CONTROL BARRICADES TYPE III - 4
TRAFFIC CONTROL WARNING LIGHTS TYPE A - 8
TRAFFIC CONTROL DRUMS - 18

PLACE AT ENTRANCE OF RAMP D

MAX. 12' WIDTH

W12-52
48"X48"

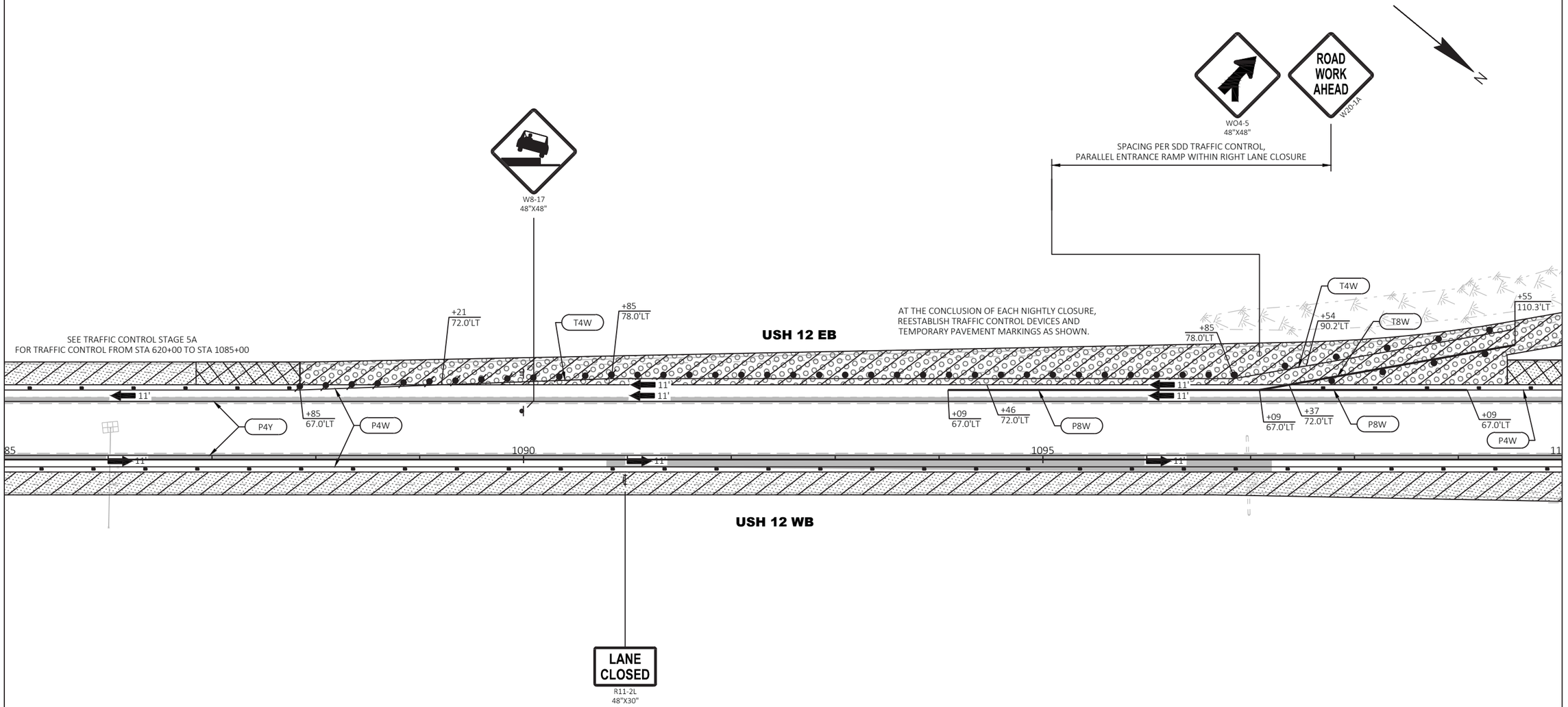
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5B (NIGHTTIME)	SHEET 209	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5B.DWG
LAYOUT NAME - 06

PLOT DATE : 10/26/2020 2:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5B (NIGHTTIME)	SHEET 210	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5B.DWG
LAYOUT NAME - 26

PLOT DATE : 10/26/2020 2:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

PLACE ON NB STH 67
200' IN ADVANCE OF RAMP B

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MB
PCMS MESSAGING
RAMP TO HWY 12 EAST — FRAME 1
CLOSED NIGHTLY — FRAME 2

PLACE ON NB STH 67
500' IN ADVANCE OF RAMP B

MAX. 12' WIDTH
W12-52
48"X48"

CLOSE RAMP NIGHTLY. RAMPS B AND E SHALL NOT BE CLOSED SIMULTANEOUSLY.
SEE SDD TRAFFIC CONTROL, EXIT LANE CLOSURE.
MISCELLANEOUS QUANTITIES FOR NIGHTLY CLOSURE:
5 - TRAFFIC CONTROL SIGNS
4 - TRAFFIC CONTROL BARRICADES TYPE III
8 - TRAFFIC CONTROL WARNING LIGHTS TYPE A
24 - TRAFFIC CONTROL DRUMS

STH 67 RAMP B

LANE CLOSED
R11-2L
48"X30"

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE, REESTABLISH TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS AS SHOWN.

WO4-1R

W8-17
48"X48"

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE, REESTABLISH TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS AS SHOWN.

CLOSE RAMP NIGHTLY. RAMPS B AND E SHALL NOT BE CLOSED SIMULTANEOUSLY.
SEE SDD TRAFFIC CONTROL, EXIT LANE CLOSURE.
MISCELLANEOUS QUANTITIES FOR NIGHTLY CLOSURE:
7 - TRAFFIC CONTROL SIGNS
4 - TRAFFIC CONTROL BARRICADES TYPE III
8 - TRAFFIC CONTROL WARNING LIGHTS TYPE A
24 - TRAFFIC CONTROL DRUMS

USH 12 EB

USH 12 WB

MATCHLINE - STA 1100+00.00

STA 1105+07
END TEMPORARY PAINT

STA 1105+07
BEGIN TEMPORARY TAPE

1105

1110

P4Y
P4W
T4Y
T4W

+92
4.0'LT

+74
7.0'RT

+54
12.0'RT

+91
46.7'RT

+67
56.0'LT

+90
76.2'LT

+14
63.0'LT

11'
15'

30" RCP

CONC

CABC

ASPH

STH 67 SB

STH 67 NB

STH 67 RAMP E

STH 67 RAMP A

WO1-6
48"X24"

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE, REESTABLISH TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS AS SHOWN.

END ROAD WORK
G20-2A
48"X24"

CLOSE RAMP NIGHTLY TO COMPLETE BASE PATCHING, MILLING, AND ASPHALT PAVING WORK.
RAMP A SHALL NOT BE CLOSED SIMULTANEOUSLY WITH EITHER RAMP B OR RAMP E.
MISCELLANEOUS QUANTITIES ALONG STH 67 FOR NIGHTLY CLOSURE:
TRAFFIC CONTROL BARRICADES TYPE III - 2
TRAFFIC CONTROL WARNING LIGHTS TYPE A - 4
TRAFFIC CONTROL DRUMS - 9

ROAD WORK AHEAD
W20-1A

MAX. 12' WIDTH
W12-52
48"X48"

PLACE ON SB STH 67
200' IN ADVANCE OF RAMP E

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MB
PCMS MESSAGING
RAMP TO HWY 12 EAST — FRAME 1
CLOSED NIGHTLY — FRAME 2

PLACE ON SB STH 67
500' IN ADVANCE OF RAMP E

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5B (NIGHTTIME)	SHEET 211	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5B.DWG
LAYOUT NAME - 27

PLOT DATE : 10/26/2020 2:26 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

CLOSE EB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON EB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (EB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

LANE CLOSED
R11-2L
48"X30"

W8-17
48"X48"

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE,
REESTABLISH TRAFFIC CONTROL DEVICES AND
TEMPORARY PAVEMENT MARKINGS AS SHOWN.

SEE TRAFFIC CONTROL STAGE 5A
FOR TRAFFIC CONTROL PRIOR TO STA 950+00

USH 12 EB

MATCHLINE - STA 950+00.00

MATCHLINE - STA 965+00.00

11' 11' 11'

955 960

+43
67.0'LT

+20
72.0'LT

P4W P4Y P4W T4W T4W P4W P8W T8W

3' LINE
9' GAP

11' 11' 11' 11'

+00
7.0'RT

+91
12.0'RT

+00
18.0'RT

+01
7.0'RT

+01
18.0'RT

+42
7.0'RT

USH 12 WB

AT THE CONCLUSION OF EACH NIGHTLY CLOSURE,
REESTABLISH TRAFFIC CONTROL DEVICES AND
TEMPORARY PAVEMENT MARKINGS AS SHOWN.

CLOSE RAMP TO WB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON WB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (WB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

EXIT
E5-1
60"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 212	E

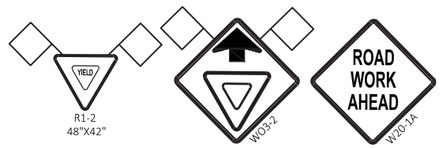
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5C.DWG
LAYOUT NAME - 17

PLOT DATE : 10/29/2020 11:47 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

CLOSE EB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON EB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (EB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.



SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

STA 967+00
END TEMPORARY PAINT
USH 12 MAINLINE

STA 967+00
BEGIN TEMPORARY TAPE
USH 12 MAINLINE

MATCHLINE - STA 965+00.00

MATCHLINE - STA 980+00.00

C-D ROAD EB

USH 12 EB

USH 12 WB

C-D ROAD WB

CTH NN RAMP A

970

975

11'

15'

T4W
T8W
T4Y
P8W
P4Y
P4W
T4Y
T4W

+43
84.0'LT
+18
84.0'LT
+33
102.8'LT
+54
116.2'LT
+36
67.0'LT
+36
67.0'LT
+42
6.6'RT
+41
26.8'RT
+81
30.8'RT

CLOSE RAMP TO WB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON WB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (WB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 213	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5C.DWG
LAYOUT NAME - 18
PLOT DATE : 10/29/2020 11:48 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

PLACE AT ENTRANCE OF RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

END ROAD WORK

G20-2A
48"X24"

CTH NN RAMP C

CTH NN RAMP D

LANE CLOSED

R11-2L
48"X30"

PLACE ON EB CTH NN
200' IN ADVANCE OF RAMP C

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

CLOSE EB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON EB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (EB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

C-D ROAD EB

15'

USH 12 EB

11'

T4Y

T4W

985

990

USH 12 WB

C-D ROAD WB

CTH NN RAMP B

CTH NN EB

CTH NN WB

LANE CLOSED

R11-2L
48"X30"

CLOSE WB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON WB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (WB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

CTH NN RAMP A

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH

W12-52
48"X48"

PLACE ON WB CTH NN
200' IN ADVANCE OF RAMP B

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

MATCHLINE - STA 980+00.00

MATCHLINE - STA 995+00.00

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 214	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5C.DWG
LAYOUT NAME - 19

PLOT DATE : 10/29/2020 11:48 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

PLACE AT ENTRANCE OF RAMP F

MAX. 12' WIDTH

W12-52
48"X48"

CLOSE EB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON EB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (EB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

IH 43 RAMP F

LANE CLOSED

R11-2L
48"X30"

IH 43 RAMP E

END ROAD WORK

G20-2A
48"X24"

PLACE ON NB IH 43
200' IN ADVANCE OF RAMP F

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 NB

IH 43 SB

IH 43 RAMP G

MAX. 12' WIDTH

W12-52
48"X48"

C-D ROAD EB

15'

USH 12 EB

11'

T4Y

T4W

1000

1005

USH 12 WB

C-D ROAD WB

MATCHLINE - STA 995+00.00

MATCHLINE - STA 1010+00.00

CLOSE WB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON WB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (WB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

LANE CLOSED

R11-2L
48"X30"

END ROAD WORK

G20-2A
48"X24"

IH 43 RAMP D

IH 43 RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 215	E

2

2

MATCHLINE - STA 1010+00.00

MATCHLINE - STA 1025+00.00

IH 43 RAMP G

IH 43 RAMP H

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

CLOSE EB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON EB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (EB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

C-D ROAD EB

15'

USH 12 EB

11'

T4Y

T4W

10

1015

1020

USH 12 WB

C-D ROAD WB

IH 43 RAMP A

IH 43 RAMP B

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB IH 43
200' IN ADVANCE OF RAMP B

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

CLOSE WB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON WB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (WB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH
W12-52
48"X48"

WO4-1R

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 216	E

CLOSE RAMP TO EB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON EB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (EB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

STA 1027+00
END TEMPORARY TAPE
EB USH 12 MAINLINE

STA 1027+00
BEGIN TEMPORARY PAINT
EB USH 12 MAINLINE

LANE CLOSED
R11-2L
48"X30"

EXIT
E5-1
60"X48"

LANE CLOSED
R11-2L
48"X30"

C-D ROAD EB

USH 12 EB

USH 12 WB

C-D ROAD WB

+47 92.6'LT
+02 87.0'LT
+53 84.0'LT
+01 67.0'LT
+42 78.0'LT
+01 67.0'LT
+97 67.0'LT
+51 78.0'LT
+61 72.0'LT
+50 67.0'LT
+40 7.0'RT
+40 7.0'RT
+52 49.3'RT
+46 24.0'RT
+31 24.0'RT
+55 12.0'RT

T8W
T4W
P4W
P8W
T4Y
P4Y
3' LINE
9' GAP

1025
1030
1035
1040

11'
15'

MATCHLINE - STA 1025+00.00

MATCHLINE - STA 1040+00.00

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

W8-17
48"X48"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

STA 1032+00
END TEMPORARY TAPE
WB USH 12 MAINLINE

STA 1032+00
BEGIN TEMPORARY PAINT
WB USH 12 MAINLINE

CLOSE WB C-D ROAD NIGHTLY TO COMPLETE BASE PATCHING, MILLING, ASPHALT PAVING, GUARDRAIL, AND BARRIER WALL WORK ON WB C-D ROAD.
SEE DETOUR PLAN - STAGE 5C (WB C-D ROAD), NORTH AND SOUTH SEGMENTS.
EB AND WB C-D ROADS SHALL NOT BE CLOSED SIMULTANEOUSLY.

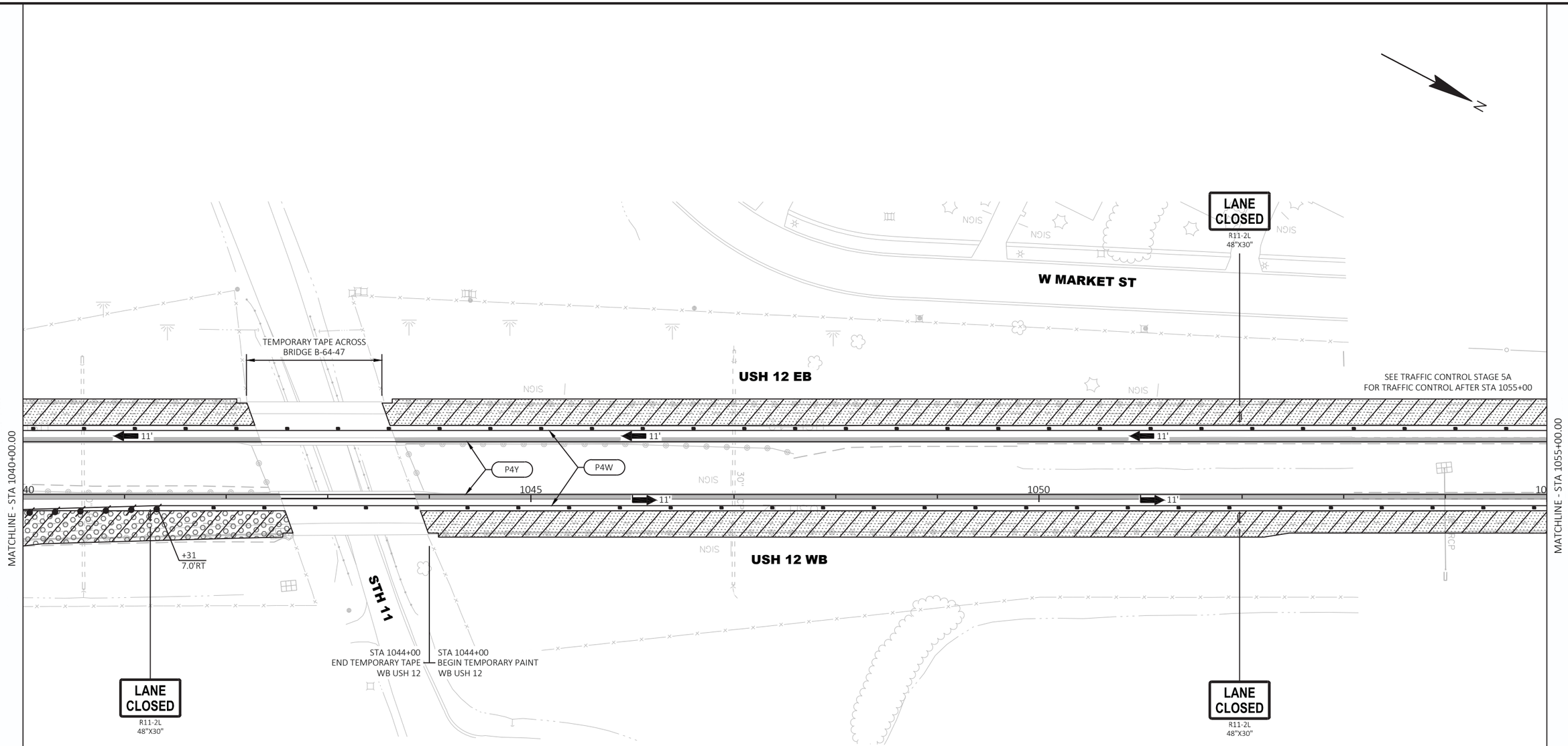
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 217	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5C.DWG
LAYOUT NAME - 22

PLOT DATE : 10/29/2020 11:49 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 5C (NIGHTTIME)	SHEET 218	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S5C.DWG
LAYOUT NAME - 23

PLOT DATE : 10/26/2020 2:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

USH 12 EB

MATCHLINE - STA 530+00.00

535

12'
12'

+30
0.0'

540

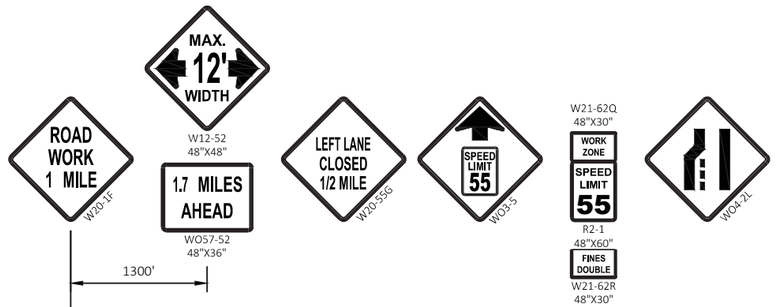
T4Y

12'
12'

12'

MATCHLINE - STA 545+00.00

USH 12 WB



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 219	E

2

2

MATCHLINE - STA 545+00.00

MATCHLINE - STA 560+00.00

USH 12 EB

T4Y

545

550

555

560

12'

12'

12'

12'

+50
12.0'RT

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

WIDE LOADS EXCEEDING 12 FT
R12-70B
114"X42"

WEST
M3-4
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

LANE CLOSED
R11-2L
48"X30"

PLACE ON WB STH 50
200' IN ADVANCE OF RAMP DB

WEST
M3-4
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 220	E

2

STH 50

STH 50 RAMP EF

USH 12 EB

MATCHLINE - STA 560+00.00

560

565

570

MATCHLINE - STA 575+00.00

12'

12'

12'

USH 12 WB

STH 50 RAMP AC

STH 50 RAMP DB

END ROAD WORK
G20-2A
48"X24"

W04-1R

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

MAX. 12' WIDTH
W12-52
48"X48"

PLACE AT ENTRANCE OF RAMP DB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 221	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2020 2:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 575+00.00

MATCHLINE - STA 590+00.00

END ROAD WORK
G20-2A
48"X24"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

WO1-6
48"X24"

USH 12 EB

12'
12'
11'

+60
72.0'LT

+00
80.0'LT

+60
12.0'RT

+00
20.0'RT

T4W

T4Y

575

580

585

590

12'

12'

11'

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

W8-17
48"X48"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

WO1-6
48"X24"

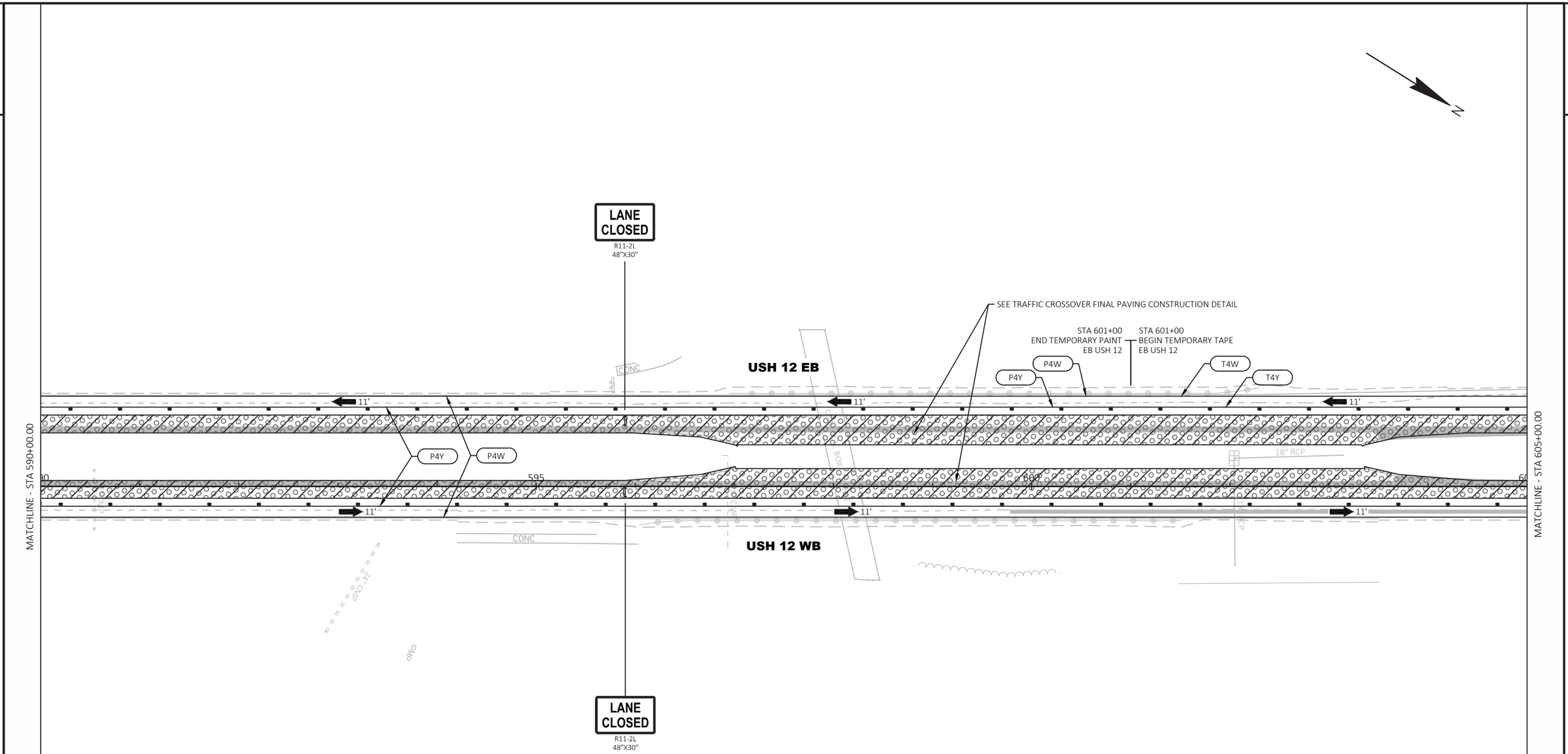
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 222	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 04

PLOT DATE : 10/26/2020 2:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 223	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 05

PLOT DATE : 10/26/2020 2:29 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 605+00.00

MATCHLINE - STA 620+00.00

R1-2
48"X42"

W03-2

ROAD WORK AHEAD
W20-1A

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

PLACE AT ENTRANCE OF RAMP A

MAX. 12' WIDTH
W12-52
48"X48"

STH 120 RAMP A

STH 120 RAMP B

LANE CLOSED
R11-2L
48"X30"

W8-17
48"X48"

15" RCP

END ROAD WORK
G20-2A
48"X24"

W8-17
48"X48"

WO1-6
48"X24"

WO4-1R

+74
148.8'LT

+84
91.0'LT

T8W

+68
105.3'LT

+84
91.0'LT

T4W

USH 12 EB

11'

12'

+00
80.0'LT

+40
72.0'LT

T4Y

P4Y

P4W

610

615

11'

11'

11'

+98
31.0'RT

+38
31.0'RT

+00
20.0'RT

T4Y

T4W

T4W

USH 12 WB

STA 605+50
END TEMPORARY PAINT
BEGIN TEMPORARY TAPE
WB USH 12

SHERIDAN SPRINGS RD

LANE CLOSED
R11-2L
48"X30"

WO1-4L

END ROAD WORK
G20-2A
48"X24"

STH 120 RAMP C

STH 120 RAMP D

PLACE AT ENTRANCE OF RAMP D

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 224	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 06

PLOT DATE : 10/26/2020 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

PLACE ON NB STH 120
200' IN ADVANCE OF RAMP A

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

LANE CLOSED
R11-2L
48"X30"

W01-4R

LANE CLOSED
R11-2L
48"X30"

48" RCP

30" CMP

USH 12 EB

12'

12'

12'

12'

12'

12'

MATCHLINE - STA 620+00.00

620

625

630

635

MATCHLINE - STA 635+00.00

+40
12.0'RT

T4W

T4Y

CONC

USH 12 WB

42" CMP

STH 120

END
ROAD WORK
G20-2A
48"X24"

PLACE ON SB STH 120
200' IN ADVANCE OF RAMP D

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 225	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 07

PLOT DATE : 10/26/2020 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 635+00.00

MATCHLINE - STA 650+00.00

N

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

12'

12'

12'

640

645

USH 12 WB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 226	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 08

PLOT DATE : 10/26/2020 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 650+00.00

MATCHLINE - STA 665+00.00

N

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

USH 12 WB

12'

12'

12'

655

660

42" RCP

30" RCP

CONC

CONC

CONC

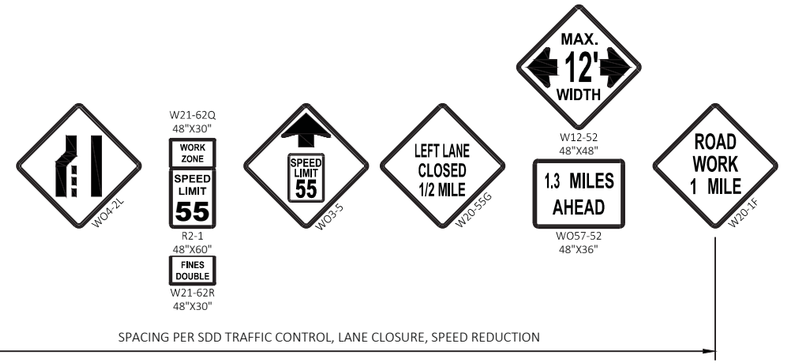
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 227	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 09

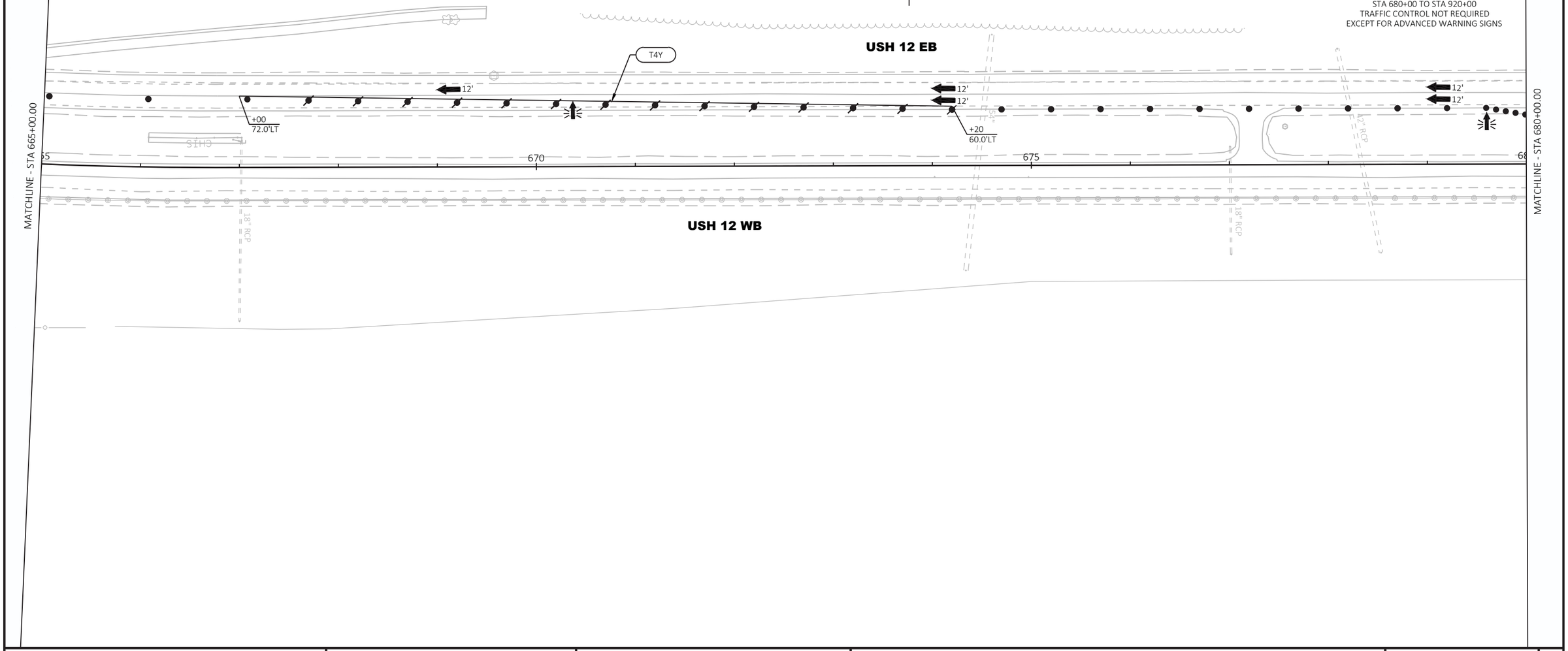
PLOT DATE : 10/26/2020 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



STA 680+00 TO STA 920+00
TRAFFIC CONTROL NOT REQUIRED
EXCEPT FOR ADVANCED WARNING SIGNS



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 228	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 10

PLOT DATE : 10/26/2020 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MACLEAN RD

USH 12 EB

END
ROAD WORK
G20-2A
48"X24"

12'
12'

MATCHLINE - STA 920+00.00

925

930

12'
12'

12'

+80
0.0'

USH 12 WB

+00
12.0'RT

T4Y

MATCHLINE - STA 935+00.00

WHITE RIVER STATE TRAIL

WO1-4R

STA 680+00 TO STA 920+00
TRAFFIC CONTROL NOT REQUIRED
EXCEPT FOR ADVANCED WARNING SIGNS

ROAD WORK 1 MILE
W20-1F

MAX. 12' WIDTH
W12-52
48"X48"

1 MILES AHEAD
WO57-52
48"X36"

LEFT LANE CLOSED 1/2 MILE
W20-5SG

SPEED LIMIT 55
WO3-5

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

WO4-2L

1300'

SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 229	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 15

PLOT DATE : 10/26/2020 2:30 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

WO1-6
48"X24"

WHITE RIVER STATE TRAIL

STA 943+00
END TEMPORARY TAPE

STA 943+00
BEGIN TEMPORARY PAINT

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

WO1-4L

LANE CLOSED
R11-2L
48"X30"

SEE TRAFFIC CROSSOVER FINAL PAVING CONSTRUCTION DETAIL

USH 12 EB

USH 12 WB

+00
85.4'LT

+59
74.0'LT

+99
80.0'LT

+60
12.0'RT

+00
20.0'RT

+00
24.0'RT

T4Y

T4W

P4Y

P4W

12'

11'

940

945

48" RCP

48" RCP

48" RCP

WIRE FENCE

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

W8-17
48"X48"

LANE CLOSED
R11-2L
48"X30"

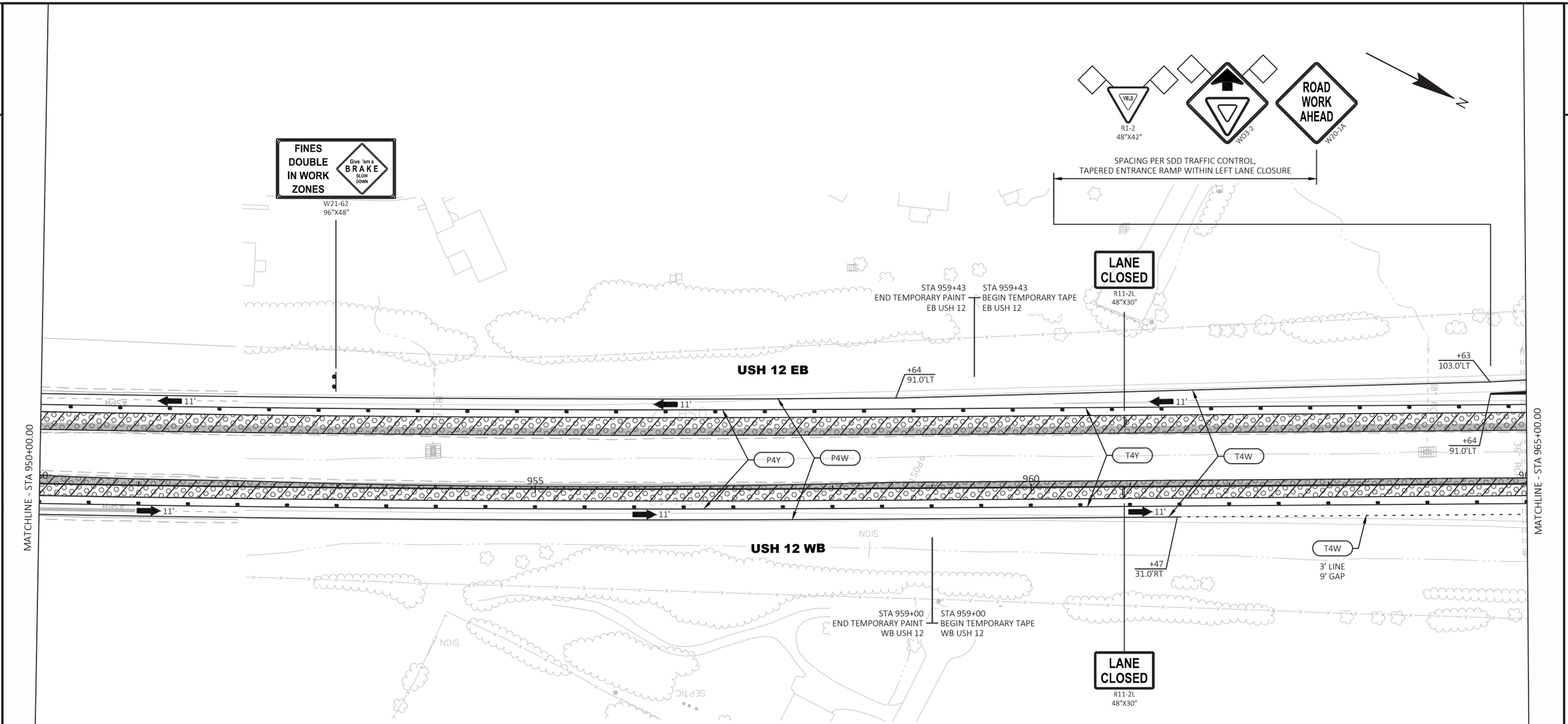
LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 230	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 16

PLOT DATE : 10/26/2020 2:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

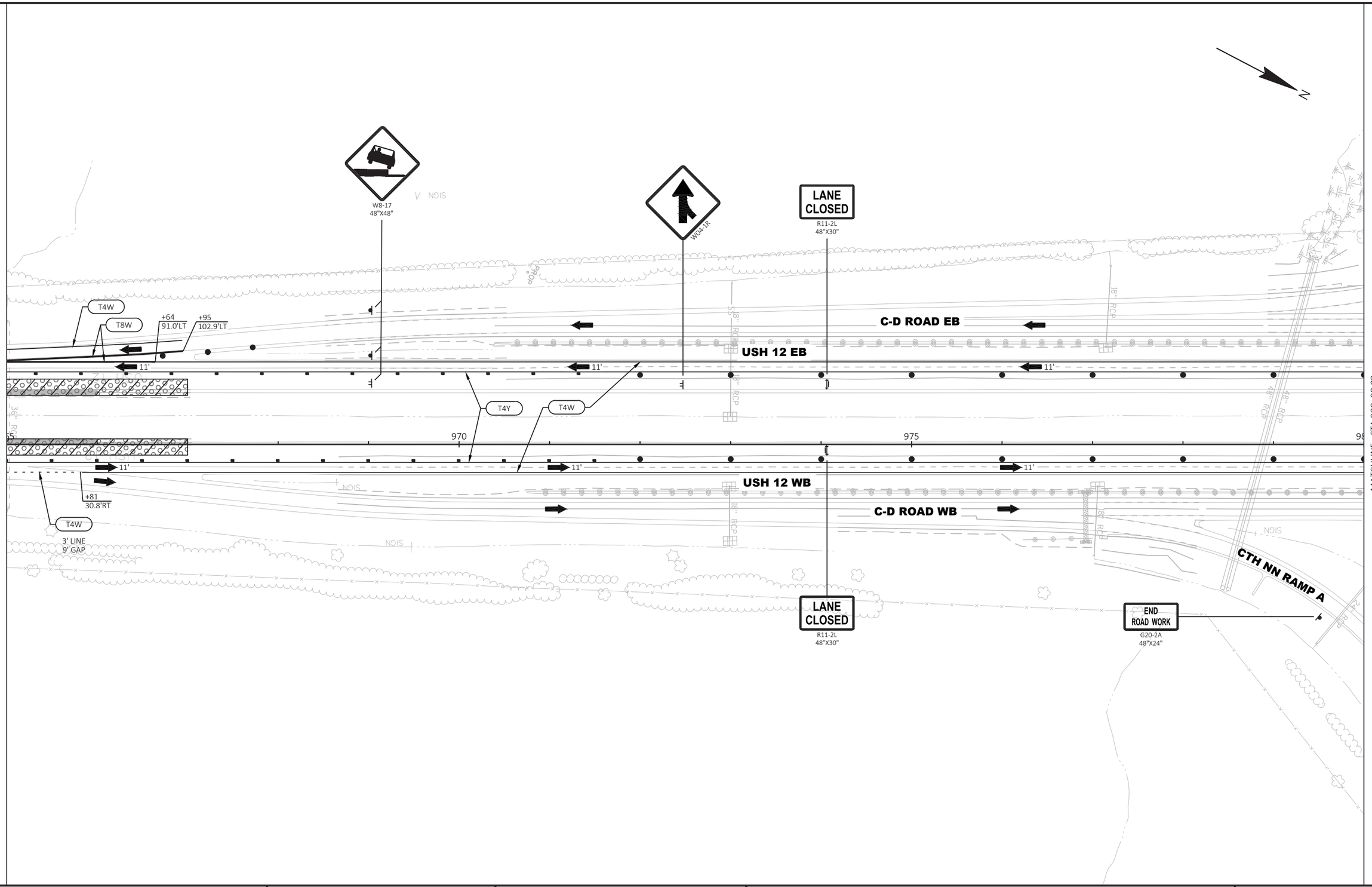


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 231	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 17

PLOT DATE : 10/26/2020 2:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 232	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 18

PLOT DATE : 10/26/2020 2:31 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

PLACE AT ENTRANCE OF RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

END ROAD WORK

G20-2A
48"X24"

CTH NN RAMP C

CTH NN RAMP D

LANE CLOSED

R11-2L
48"X30"

PLACE ON EB CTH NN
200' IN ADVANCE OF RAMP C

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

C-D ROAD EB

USH 12 EB

11'

T4Y

T4W

985

990

C-D ROAD WB

USH 12 WB

CTH NN RAMP B

LANE CLOSED

R11-2L
48"X30"

CTH NN EB

CTH NN WB

CTH NN RAMP A

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH

W12-52
48"X48"

PLACE ON WB CTH NN
200' IN ADVANCE OF RAMP B

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

MATCHLINE - STA 980+00.00

MATCHLINE - STA 995+00.00

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 233	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 19

PLOT DATE : 10/26/2020 2:32 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

PLACE AT ENTRANCE OF RAMP F

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 RAMP F

LANE CLOSED

R11-2L
48"X30"

IH 43 RAMP E

END ROAD WORK

G20-2A
48"X24"

PLACE ON NB IH 43
200' IN ADVANCE OF RAMP F

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 RAMP G

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 NB

IH 43 SB

C-D ROAD EB

USH 12 EB

11'

T4Y

T4W

1000

1005

C-D ROAD WB

USH 12 WB

LANE CLOSED

R11-2L
48"X30"

END ROAD WORK

G20-2A
48"X24"

IH 43 RAMP D

IH 43 RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

MATCHLINE - STA 995+00.00

MATCHLINE - STA 1010+00.00

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 234	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 20

PLOT DATE : 10/26/2020 2:32 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 1010+00.00

MATCHLINE - STA 1025+00.00

IH 43 RAMP G

IH 43 RAMP H

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

C-D ROAD EB

USH 12 EB

USH 12 WB

C-D ROAD WB

11'

T4Y

T4W

10

1015

1020

24" RCP

18" RCP

SIGN

NOIS

IH 43 RAMP A

IH 43 RAMP B

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB IH 43
200' IN ADVANCE OF RAMP B

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

W04-1R

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 235	E

2

2

MATCHLINE - STA 1025+00.00

MATCHLINE - STA 1040+00.00

LANE CLOSED
R11-2L
48"X30"

C-D ROAD EB

+63
91.0'LT

3' LINE
9' GAP

T4W

+43
91.0'LT

STA 1036+50
END TEMPORARY TAPE
EB USH 12

STA 1036+50
BEGIN TEMPORARY PAINT
EB USH 12

T4Y

T4W

P4W

P4Y

LANE CLOSED
R11-2L
48"X30"

11'

USH 12 EB

T4Y

T4W

1025

1030

1035

1040

USH 12 WB

11'

C-D ROAD WB

+52
49.3'RT

+46
31.0'RT

T8W

+46
31.0'RT

+46
46.0'RT

T4W

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

LANE CLOSED
R11-2L
48"X30"

W8-17
48"X48"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

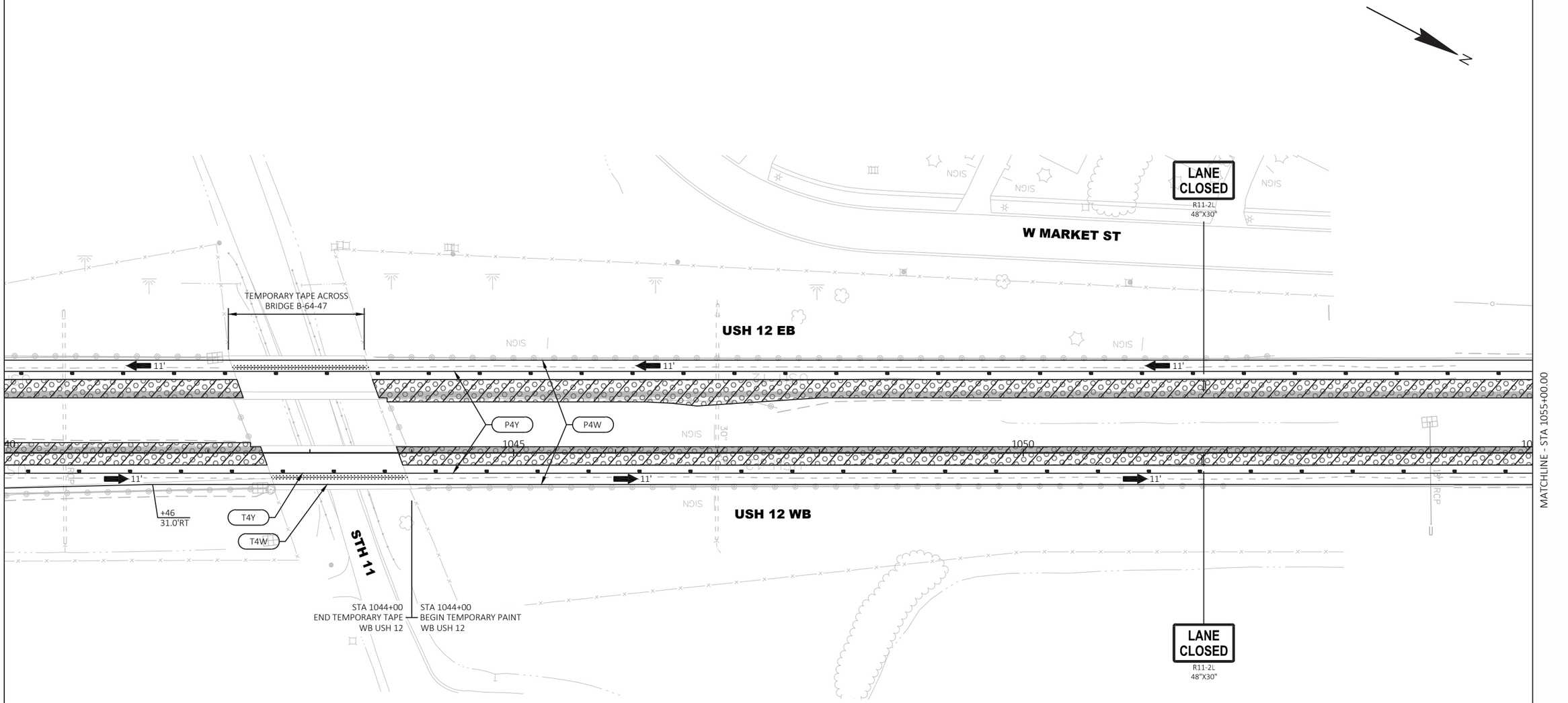
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 236	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 22

PLOT DATE : 10/26/2020 2:32 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 237	E

2

2

W21-62Q
48"X30"

WORK ZONE
SPEED LIMIT
55

R2-1
48"X60"

FINES DOUBLE

W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'

11'

11'

P4Y

P4W

1060

1065

11'

11'

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

MATCHLINE - STA 1055+00.00

MATCHLINE - STA 1070+00.00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 238	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 24

PLOT DATE : 10/26/2020 2:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'

11'

11'

P4Y

P4W

1075

1080

11'

11'

11'

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

MATCHLINE - STA 1070+00.00

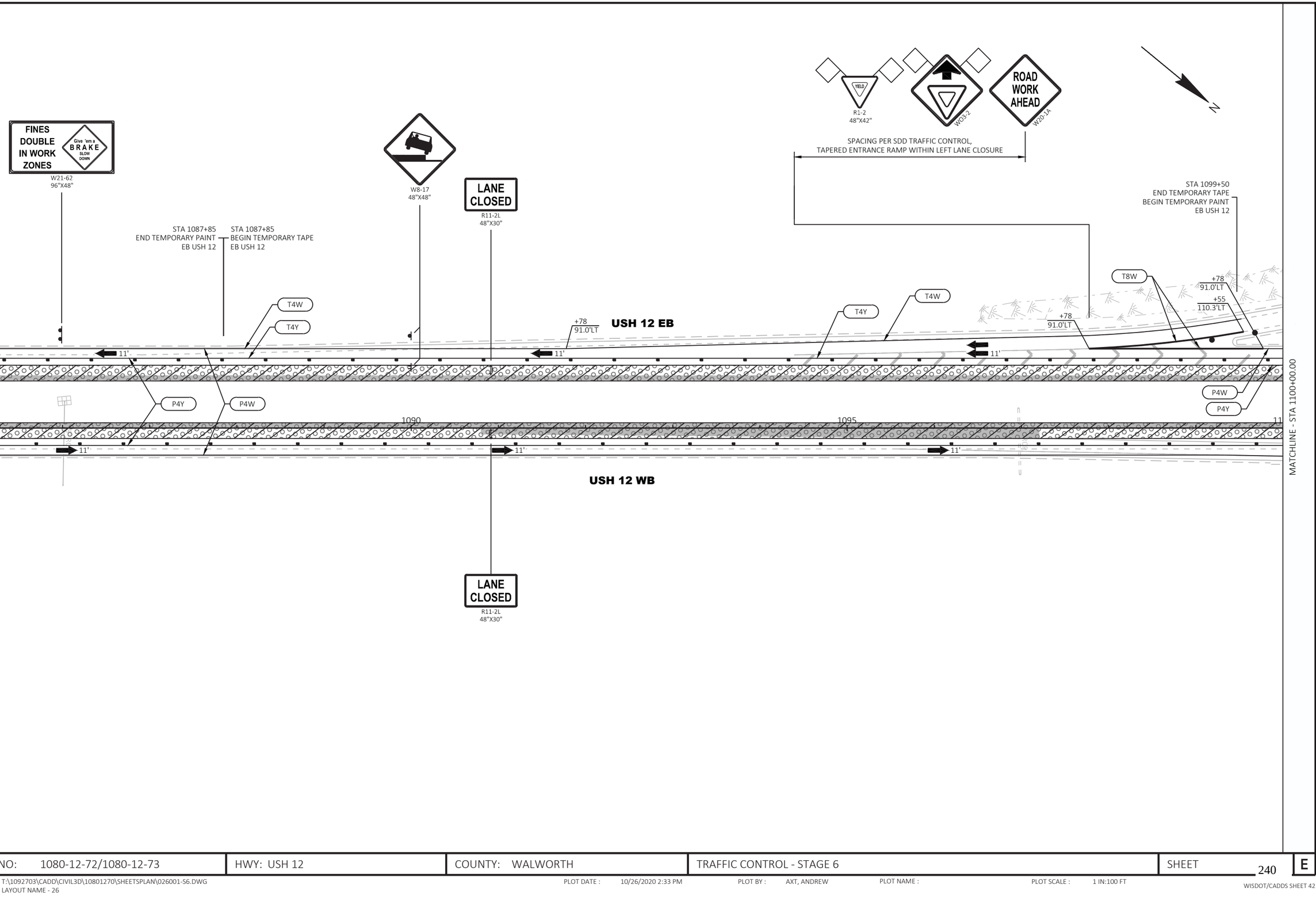
MATCHLINE - STA 1085+00.00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 239	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 25

PLOT DATE : 10/26/2020 2:33 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 240	E

2

PLACE ON NB STH 67
200' IN ADVANCE OF RAMP B

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

WO1-6
48"X24"

W8-17
48"X48"

WO1-4R

STH 67 RAMP B

STA 1105+50
END TEMPORARY PAINT
EB USH 12

STA 1105+50
BEGIN TEMPORARY TAPE
EB USH 12

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

P4W
P4Y
T4W
T4Y
11'
+65
79.1'LT
+49
80.0'LT
+45
65.1'LT
15'

MATCHLINE - STA 1100+00.00

1105
1110

USH 12 WB

11'
P4Y
P4W
+74
12.0'RT
00
21.0'RT
T4Y
T4W
+91
46.7'RT

STA 1101+74
END TEMPORARY PAINT
WB USH 12

STA 1101+74
BEGIN TEMPORARY TAPE
WB USH 12

WO4-1R

15'

STH 67 SB
STH 67 NB
STH 67 RAMP E
STH 67 RAMP A

ASPH
CABC
CONC
30" RCP
24" CMP

ROAD WORK AHEAD
W20-1A

PLACE ON SB STH 67
200' IN ADVANCE OF RAMP E

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

15'

END ROAD WORK
G20-2A
48"X24"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 6	SHEET 241	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S6.DWG
LAYOUT NAME - 27
PLOT DATE : 10/26/2020 2:33 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

USH 12 EB

MATCHLINE - STA 530+00.00

MATCHLINE - STA 545+00.00

535

540

12'

12'

12'

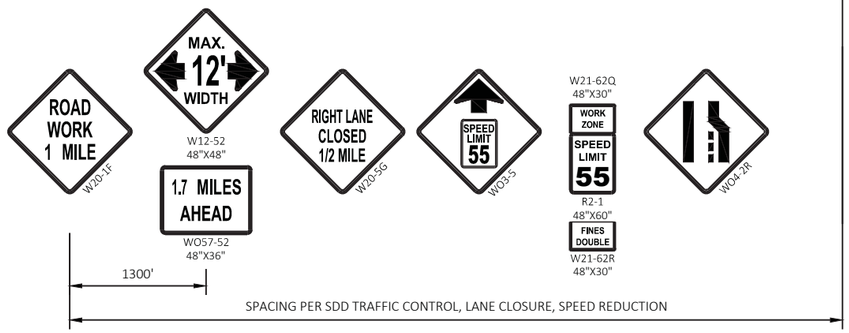
12'

12'

+30
24.0'RT

T4W

USH 12 WB



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 242	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 01

PLOT DATE : 10/26/2020 2:34 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE - STA 545+00.00

MATCHLINE - STA 560+00.00

USH 12 EB

USH 12 WB

545

550

555

560

12'

12'

12'

12'

T4W

+50
12.1'RT

T4W

+60
12.0'RT

+60
24.0'RT

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

LANE CLOSED
R11-2L
48"X30"

WIDE LOADS EXCEEDING 12 FT
R12-70B
114"X42"

WEST
M3-4
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PLACE ON WB STH 50
200' IN ADVANCE OF RAMP DB

WEST
M3-4
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 243	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 02

PLOT DATE : 10/26/2020 2:34 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

STH 50

STH 50 RAMP EF

USH 12 EB

USH 12 WB

STH 50 RAMP AC

STH 50 RAMP DB

MATCHLINE - STA 560+00.00

MATCHLINE - STA 575+00.00

560

565

570

575

+00
12.0'RT

T8W

12'

+71
27.6'RT

+81
33.8'RT

T4W

+00
22.4'RT

EXIT
E5-1
48"X48"

END
ROAD WORK
G20-2A
48"X24"

W04-1R

LANE
CLOSED
R11-2L
48"X30"

ROAD
WORK
AHEAD
W20-1A

W04-5
48"X48"

SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN RIGHT LANE CLOSURE

MAX.
12'
WIDTH
W12-52
48"X48"

PLACE AT ENTRANCE OF RAMP DB

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 244	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 03

PLOT DATE : 10/26/2020 2:34 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE - STA 575+00.00

MATCHLINE - STA 590+00.00

USH 12 EB

I 12 WB

END ROAD WORK
G20-2A
48"X24"

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

T8W
T4W
T4Y

+00 12.0'RT
+00 24.0'RT
+60 84.0'LT
+00 60.0'LT
+00 67.0'LT
+00 0.0"
+00 4.0'LT
+60 24.0'RT
+00 12.0'RT

12'

575
580
585

UNEVEN LANES
W8-11
48"X48"

W8-17
48"X48"

LANE CLOSED
R11-2L
48"X30"

WO1-4L

WO1-6
48"X24"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 245	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2020 11:51 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCHLINE - STA 590+00.00

MATCHLINE - STA 605+00.00

N

LANE CLOSED
R11-2L
48"X30"

W01-4R

W8-17
48"X48"

USH 12 EB

+18
67.0'LT

+18
79.0'LT

11'

T4Y

T4W

595

600

18" RCP

CONC

USH 12 WB

24" CMP

CMP

W01-4R

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 246	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 05

PLOT DATE : 10/26/2020 2:34 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

PLACE AT ENTRANCE OF RAMP A

MAX. 12' WIDTH
W12-52
48"X48"

WO4-5
48"X48"

ROAD WORK AHEAD
W20-1A

SPACING PER SDD TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

W8-17
48"X48"

STH 120 RAMP A

STH 120 RAMP B

END ROAD WORK
G20-2A
48"X24"

UNEVEN LANES
W8-11
48"X48"

WO1-6
48"X24"

WO4-1R

W8-17
48"X48"

USH 12 EB

+18 67.0'LT
+18 67.0'LT
+16 91.5'LT
+10 121.6'LT
+18 67.0'LT
+00 56.0'LT
+00 60.0'LT
+50 72.0'LT
+20 108.7'LT
+50 4.0'LT
+50 0.0'

11'
11'
11'
12'

T4Y
T4W
T8W
T4W
T4Y
T8W

605
610
615

12'
12'
12'
12'
12'
12'

USH 12 WB

END ROAD WORK
G20-2A
48"X24"

END ROAD WORK
G20-2A
48"X24"

STH 120 RAMP C

STH 120 RAMP D

SHERIDAN SPRINGS RD

PLACE AT ENTRANCE OF RAMP D

MAX. 12' WIDTH
W12-52
48"X48"

MATCHLINE - STA 605+00.00

MATCHLINE - STA 620+00.00

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 247	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 06

PLOT DATE : 10/29/2020 11:52 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

PLACE ON NB STH 120
200' IN ADVANCE OF RAMP A

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

EXIT
E5-1
48"X48"

W01-4L

LANE CLOSED
R11-2L
48"X30"

T8W
+50
72.0'LT

T4W
+50
84.0'LT

+50
72.0'LT

USH 12 EB

12'
12'
12'
12'
12'
12'

48" RCP
30" CMP
CMP
CONC
POST
18" RCP
42" CMP

625
630

USH 12 WB

STH 120

MATCHLINE - STA 620+00.00

MATCHLINE - STA 635+00.00

PLACE ON SB STH 120
200' IN ADVANCE OF RAMP D

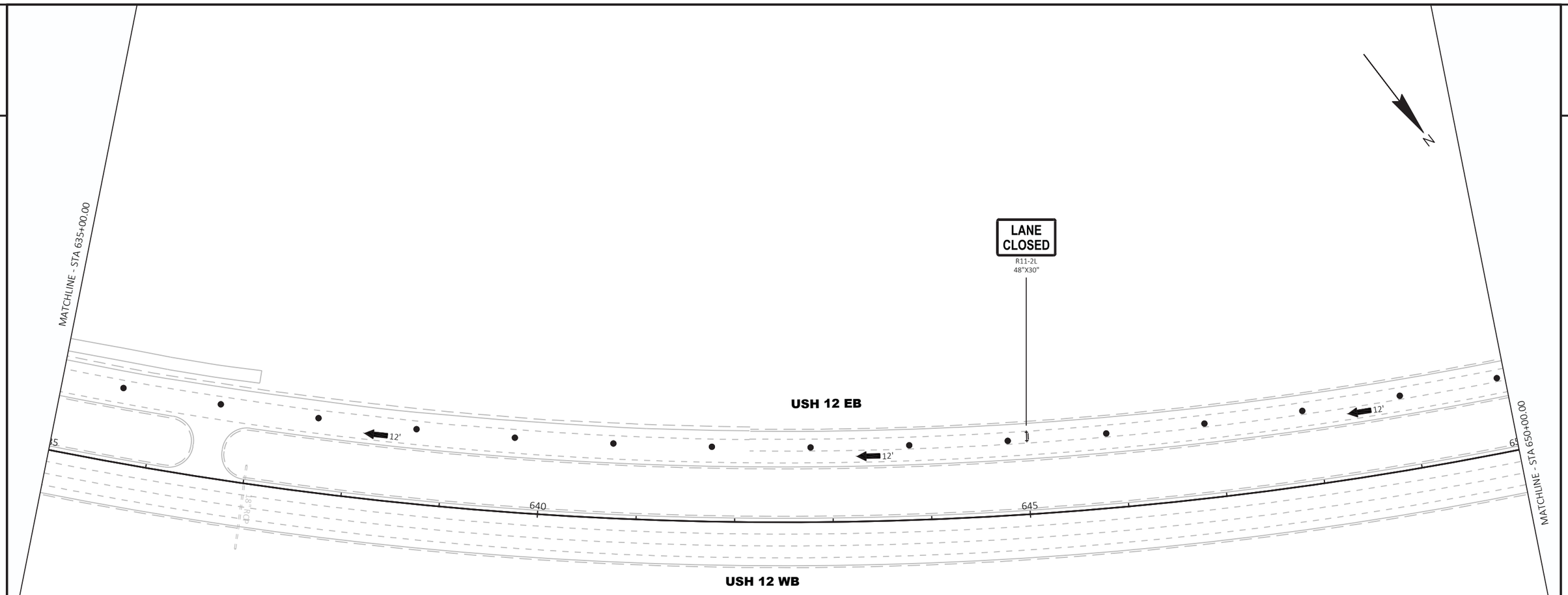
12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 248	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 07
PLOT DATE : 10/26/2020 2:35 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 249	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 08

PLOT DATE : 10/26/2020 2:35 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 650+00.00

MATCHLINE - STA 665+00.00

N

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

USH 12 WB

12'

12'

12'

655

660

42" RCP

30" RCP

CONC

CONC

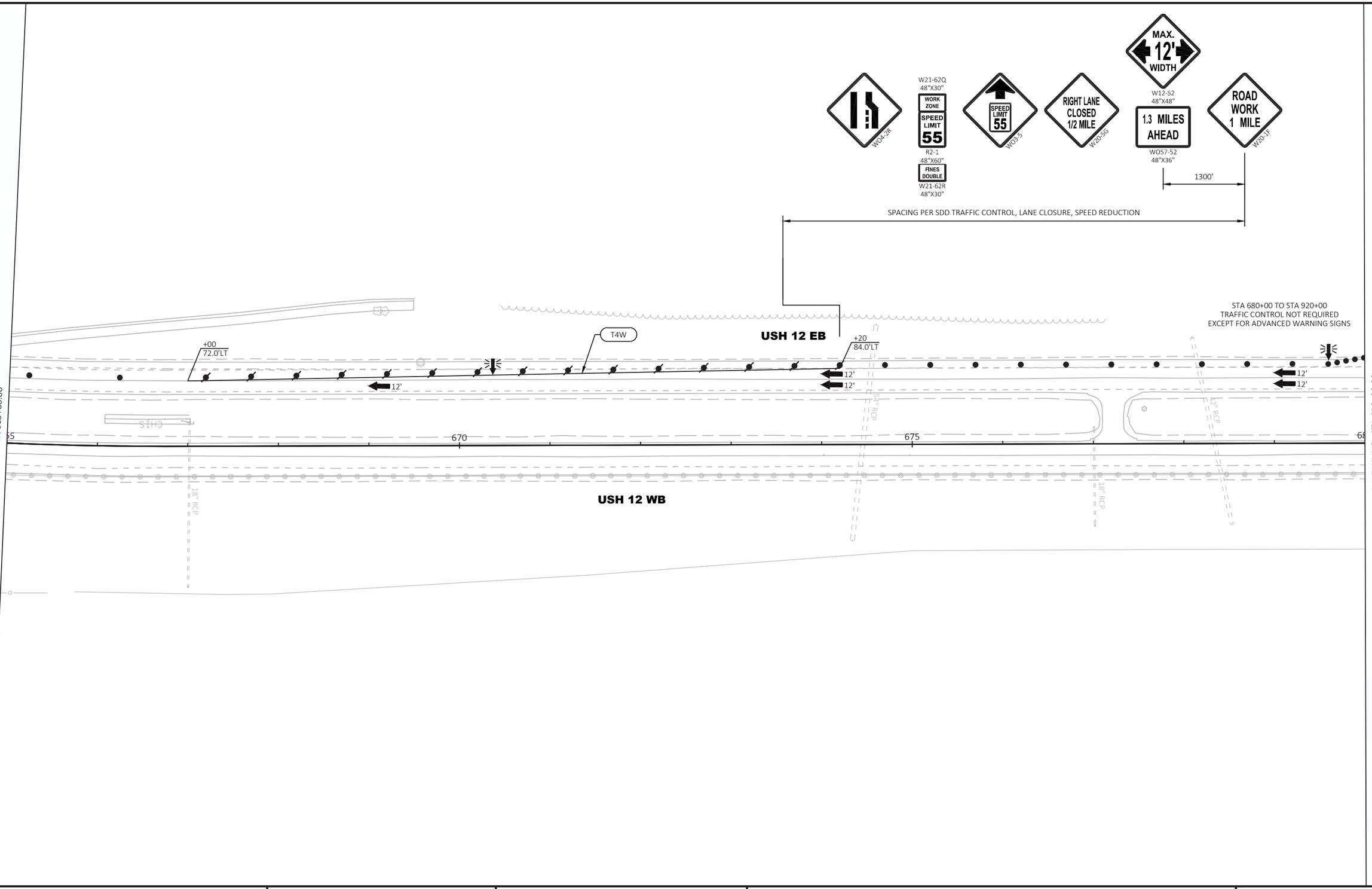
CONC

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 250	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 09

PLOT DATE : 10/26/2020 2:35 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 251	E

2

2

MACLEAN RD

END
ROAD WORK
G20-2A
48"X24"

USH 12 EB

12'
12'

MATCHLINE - STA 920+00.00

MATCHLINE - STA 935+00.00

920

925

930

12'
12'

12'

+80
24.0'RT

+00
12.0'RT

T4W

USH 12 WB

WHITE RIVER STATE TRAIL

STA 680+00 TO STA 920+00
TRAFFIC CONTROL NOT REQUIRED
EXCEPT FOR ADVANCED WARNING SIGNS

ROAD WORK 1 MILE
W20-1F

MAX. 12' WIDTH
W12-52
48"X48"

1 MILES AHEAD
WO57-52
48"X36"

RIGHT LANE CLOSED 1/2 MILE
W20-5G

SPEED LIMIT 55
WO3-5

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT 55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

WO4-2R

WO1-4L

1300'

SPACING PER SDD TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 252	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 15

PLOT DATE : 10/29/2020 11:52 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

WHITE RIVER STATE TRAIL

USH 12 EB

USH 12 WB

MATCHLINE - STA 935+00.00

MATCHLINE - STA 950+00.00

WIRE FENCE

48" RCP

HW

CP

12'

11'

+99
62.0'LT

+99
57.8'LT

+00
0.0'

+00
4.0'LT

+00
61.4'LT

+00
0.0'

T4W

T4Y

940

945

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

W01-4R

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

UNEVEN LANES
W8-11
48"X48"

W8-17
48"X48"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 253	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 16

PLOT DATE : 10/29/2020 11:52 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 950+00.00

MATCHLINE - STA 965+00.00

FINES DOUBLE IN WORK ZONES
Give 'em a BRAKE SLOW DOWN
W21-62
96"X48"

LANE CLOSED
R11-2L
48"X30"

W8-17
48"X48"

UNEVEN LANES
W8-11
48"X48"

USH 12 EB

USH 12 WB

11'

955

960

+43
67.0'LT

+00
7.0'RT

+00
18.0'RT

+01
7.0'RT

+01
18.0'RT

+42
7.0'RT

T4W

T4Y

T4W

3' LINE
9' GAP

T8W

SIGN

SEPTIC

EXIT
E5-1
48"X48"

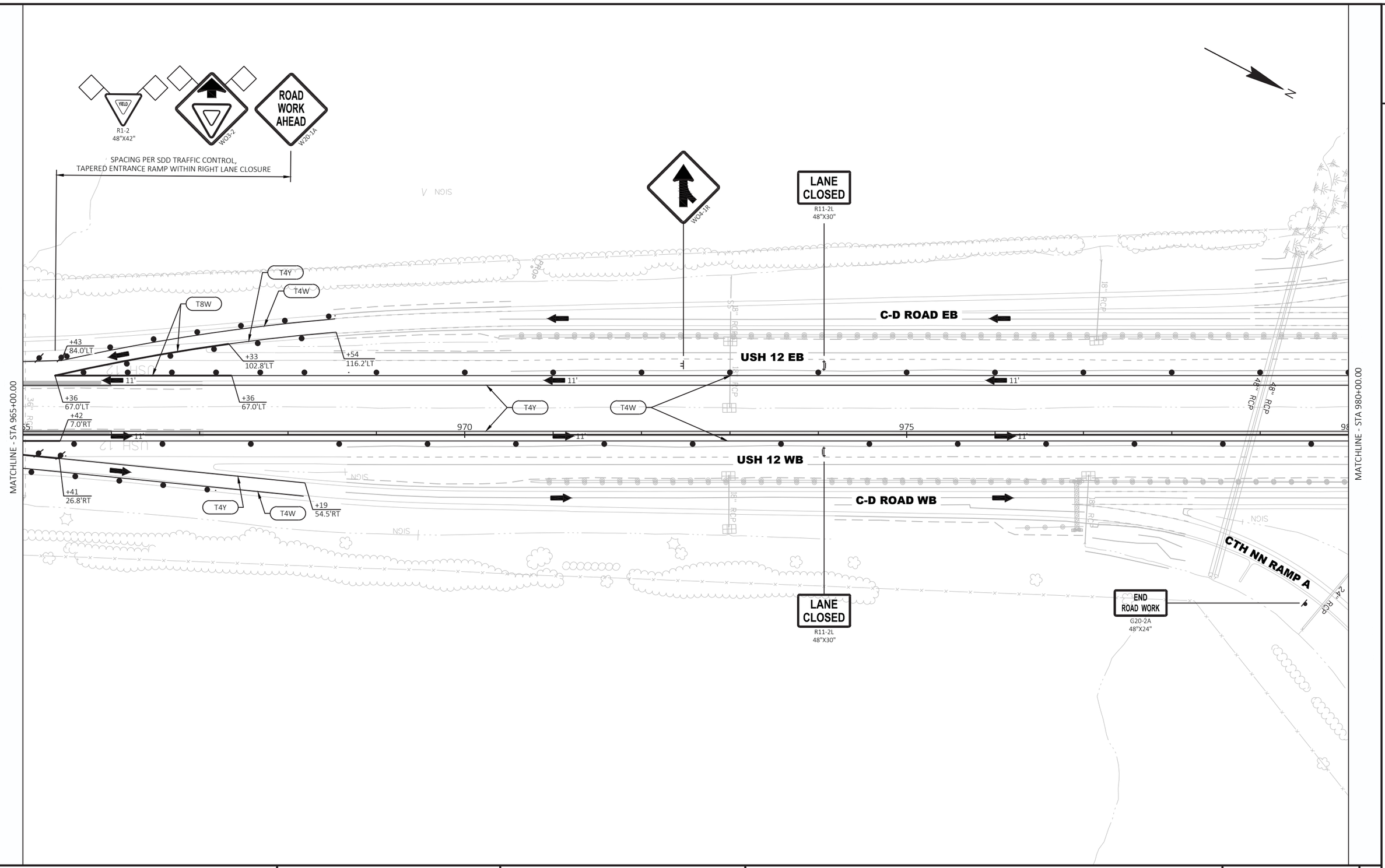
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 254	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 17

PLOT DATE : 10/26/2020 2:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 255	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 18
PLOT DATE : 10/26/2020 2:36 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

PLACE AT ENTRANCE OF RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

END ROAD WORK

G20-2A
48"X24"

CTH NN RAMP C

CTH NN RAMP D

LANE CLOSED

R11-2L
48"X30"

PLACE ON EB CTH NN
200' IN ADVANCE OF RAMP C

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

WIRE FENCE

N

C-D ROAD EB

USH 12 EB

11'

T4Y

T4W

985

990

USH 12 WB

C-D ROAD WB

CTH NN RAMP B

LANE CLOSED

R11-2L
48"X30"

CTH NN EB

CTH NN WB

CTH NN RAMP A

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH

W12-52
48"X48"

PLACE ON WB CTH NN
200' IN ADVANCE OF RAMP B

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

MATCHLINE - STA 980+00.00

MATCHLINE - STA 995+00.00

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 256	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 19

PLOT DATE : 10/26/2020 2:36 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

PLACE AT ENTRANCE OF RAMP F

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 RAMP F

IH 43 RAMP E

LANE CLOSED

R11-2L
48"X30"

END ROAD WORK

G20-2A
48"X24"

PLACE ON NB IH 43
200' IN ADVANCE OF RAMP F

12

M1-4
24"X24"

MAX. 12' WIDTH

W12-52
48"X48"

IH 43 NB

IH 43 SB

IH 43 RAMP G

MAX. 12' WIDTH

W12-52
48"X48"

C-D ROAD EB

USH 12 EB

11'

T4Y

T4W

1000

1005

USH 12 WB

C-D ROAD WB

LANE CLOSED

R11-2L
48"X30"

END ROAD WORK

G20-2A
48"X24"

IH 43 RAMP D

IH 43 RAMP C

MAX. 12' WIDTH

W12-52
48"X48"

MATCHLINE - STA 995+00.00

MATCHLINE - STA 1010+00.00

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 257	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 20

PLOT DATE : 10/26/2020 2:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

IH 43 RAMP G

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

IH 43 RAMP H

C-D ROAD EB

USH 12 EB

11'

11'

11'

T4Y

T4W

10

1015

1020

10

11'

11'

11'

USH 12 WB

C-D ROAD WB

MATCHLINE - STA 1010+00.00

MATCHLINE - STA 1025+00.00

24" RCP

18" RCP

IH 43 RAMP A

IH 43 RAMP B

LANE CLOSED
R11-2L
48"X30"

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB IH 43
200' IN ADVANCE OF RAMP B

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

PLACE AT ENTRANCE OF RAMP B

MAX. 12' WIDTH
W12-52
48"X48"

W04-1R

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 258	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 21

PLOT DATE : 10/26/2020 2:37 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE - STA 1025+00.00

MATCHLINE - STA 1040+00.00

LANE CLOSED
R11-2L
48"X30"

EXIT
E5-1
48"X48"

LANE CLOSED
R11-2L
48"X30"

C-D ROAD EB

USH 12 EB

+21
115.2'LT

T4W

T4Y

+02
87.0'LT

T8W

+42
78.0'LT

T4W

+97
67.0'LT

+51
78.0'LT

+51
67.0'LT

11'

T4Y

T4W

+01
67.0'LT

+01
67.0'LT

T4W
3' LINE
9' GAP

1025

1030

1035

1040

11'

USH 12 WB

C-D ROAD WB

36" RCP

18" RCP

+40
7.0'RT

+52
49.3'RT

+43
39.0'RT

T4Y

T8W

+31
24.0'RT

T4W

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

W03-2

YIELD
R1-2
48"X42"

SPACING PER SDD TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

W8-17
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 259	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 22

PLOT DATE : 10/26/2020 2:37 PM

PLOT BY : AXT, ANDREW

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

2

MATCHLINE - STA 1040+00.00

MATCHLINE - STA 1055+00.00

N

LANE CLOSED
R11-2L
48"X30"

W MARKET ST

USH 12 EB

11'

11'

11'

T4Y

T4W

+65
4.0'LT

40

1045

1050

10

11'

11'

11'

+31
7.0'RT

USH 12 WB

STH 11

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 260	E

2

2

W21-62Q
48"X30"

WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

N

USH 12 EB

11'
11'
11'

T4Y
T4W

55
1060
1065
10

11'
11'
11'

MATCHLINE - STA 1055+00.00

MATCHLINE - STA 1070+00.00

USH 12 WB

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 261	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 24

PLOT DATE : 10/26/2020 2:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

W21-62Q
48"X30"
WORK ZONE
SPEED LIMIT
55
R2-1
48"X60"
FINES DOUBLE
W21-62R
48"X30"

LANE CLOSED
R11-2L
48"X30"

USH 12 EB

11'

11'

11'

T4Y

T4W

1075

1080

11'

11'

11'

MATCHLINE - STA 1070+00.00

MATCHLINE - STA 1085+00.00

USH 12 WB

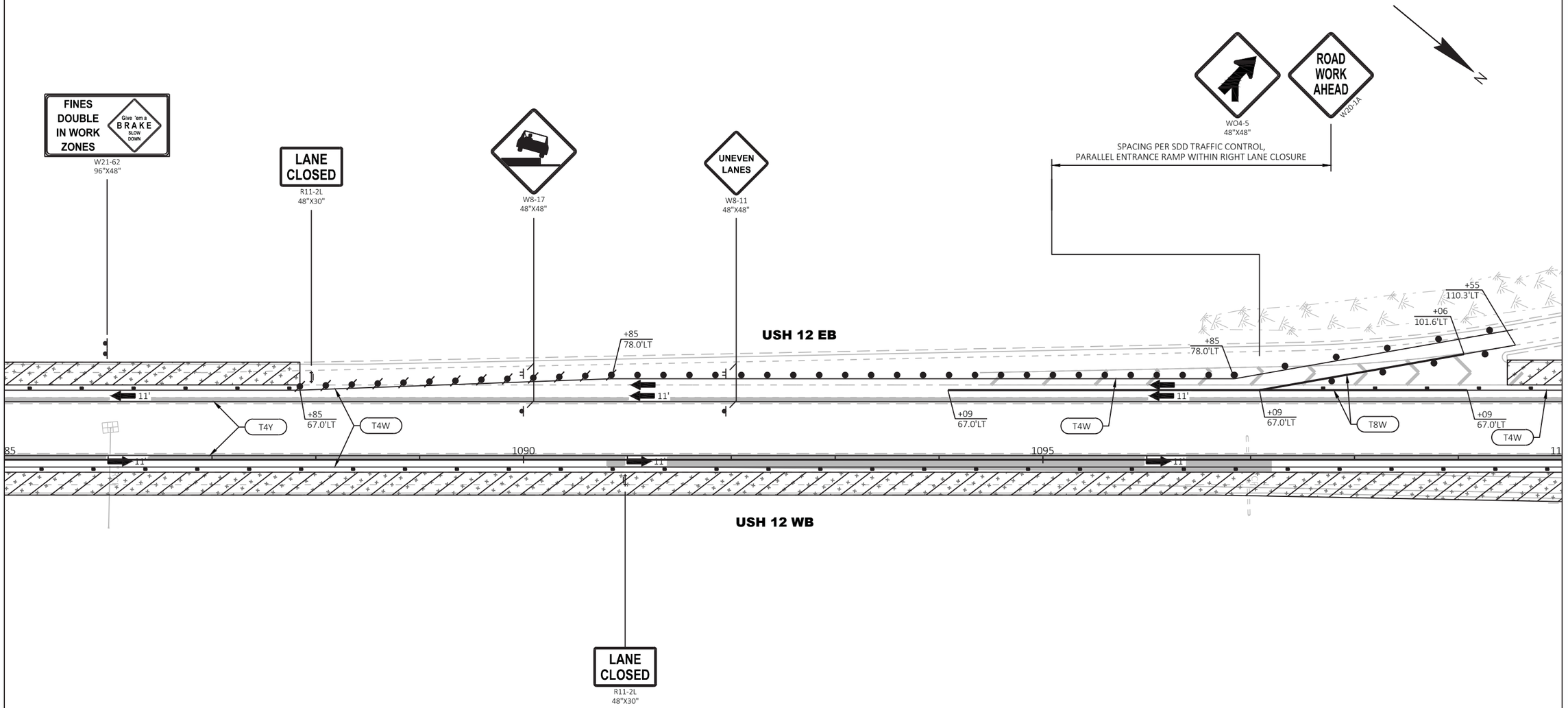
LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 262	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 25

PLOT DATE : 10/26/2020 2:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 263	E

2

2

PLACE ON NB STH 67
200' IN ADVANCE OF RAMP B

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

STH 67 RAMP B

LANE CLOSED
R11-2L
48"X30"

W04-1R

W8-17
48"X48"

W01-4L

USH 12 EB

11'

11'

T4Y

T4W

+92
4.0'LT

+67
56.0'LT

+90
76.2'LT

+14
63.0'LT

15'

MATCHLINE - STA 1100+00.00

00

1105

1110

11'

+74
7.0'RT

+91
46.7'RT

USH 12 WB

30" RCP

CONC

CABC

ASPH

STH 67 SB

STH 67 NB

STH 67 RAMP E

ROAD WORK AHEAD
W20-1A

15'

WO1-6
48"X24"

STH 67 RAMP A

END ROAD WORK
G20-2A
48"X24"

PLACE ON SB STH 67
200' IN ADVANCE OF RAMP E

EAST
M3-2
24"X12"

12
M1-4
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

MAX. 12' WIDTH
W12-52
48"X48"

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	TRAFFIC CONTROL - STAGE 7	SHEET 264	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\026001-S7.DWG
LAYOUT NAME - 27

PLOT DATE : 10/26/2020 2:38 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1

M3-4 24"X12"
M1-4 24"X24"

2

MO4-5 24"X12"
M3-4 24"X12"
M1-4 24"X24"

11

MO4-5 36"X18"
M3-4 36"X18"
M1-4 36"X36"

3

G20-58 72"X36"

PLACE 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER

A

MO6-1 21"X21"

B

MO5-1L 21"X21"

C

MO6-1 21"X21"

D

MO5-1R 21"X21"

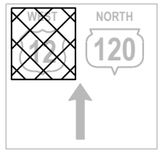
E

MO6-1 21"X21"

F

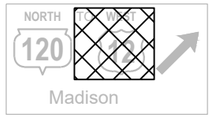
MO6-1 30"X30"

4



5

6



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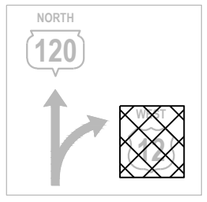

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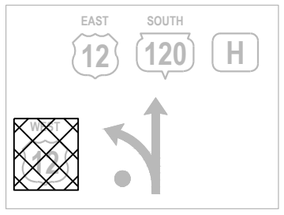

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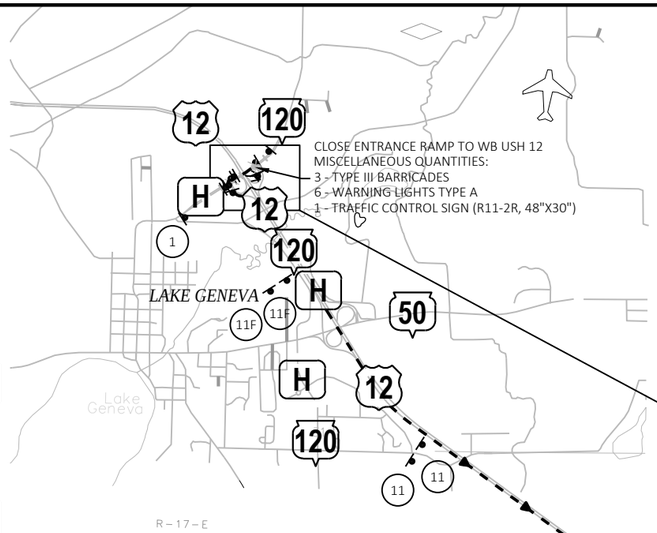
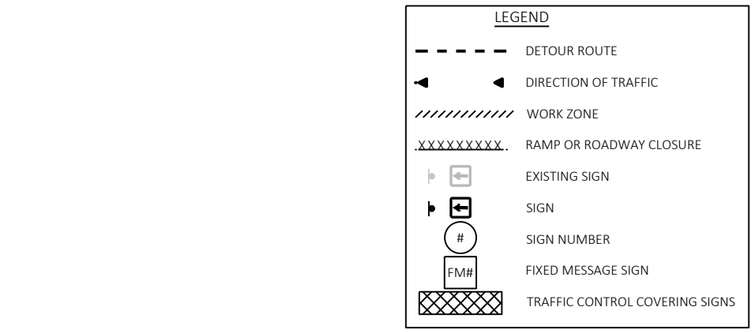
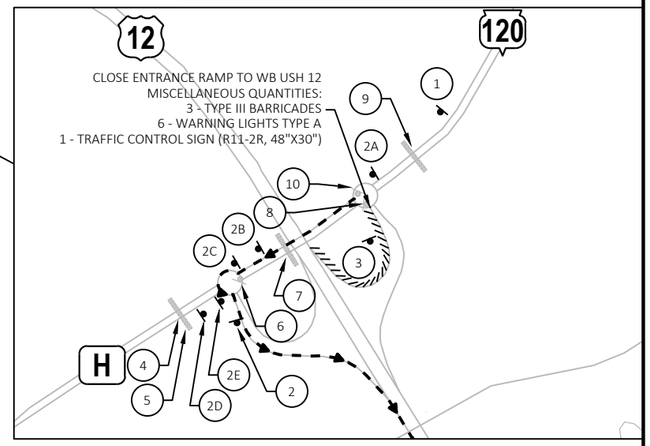
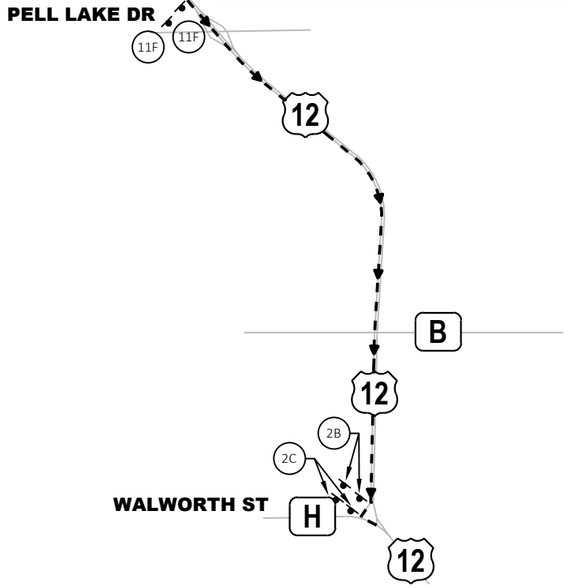








N

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 2 (STH 120 ON-RAMP TO WB USH 12)	SHEET 265	E

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1

TO
MO4-5
36"X18"

NORTH
M3-4
36"X18"

120
M1-6
36"X36"

COUNTY
H
M1-5A
36"X36"

2

TO
MO4-5
24"X12"

NORTH
M3-4
24"X12"

120
M1-6
24"X24"

COUNTY
H
M1-5A
24"X24"

FM10

HWY 120 NORTH
HWY H
RAMP CLOSED
FOLLOW DETOUR
132"X72"

A

MO6-1
30"X30"

B

MO5-1L
21"X21"

C

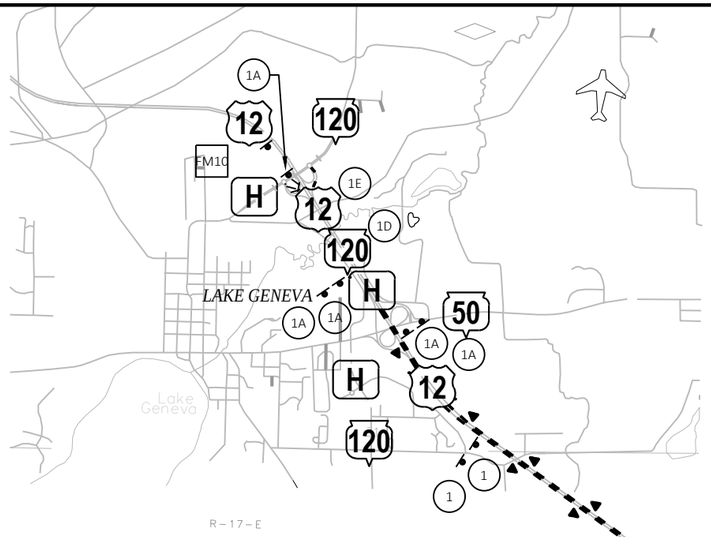
MO6-1
21"X21"

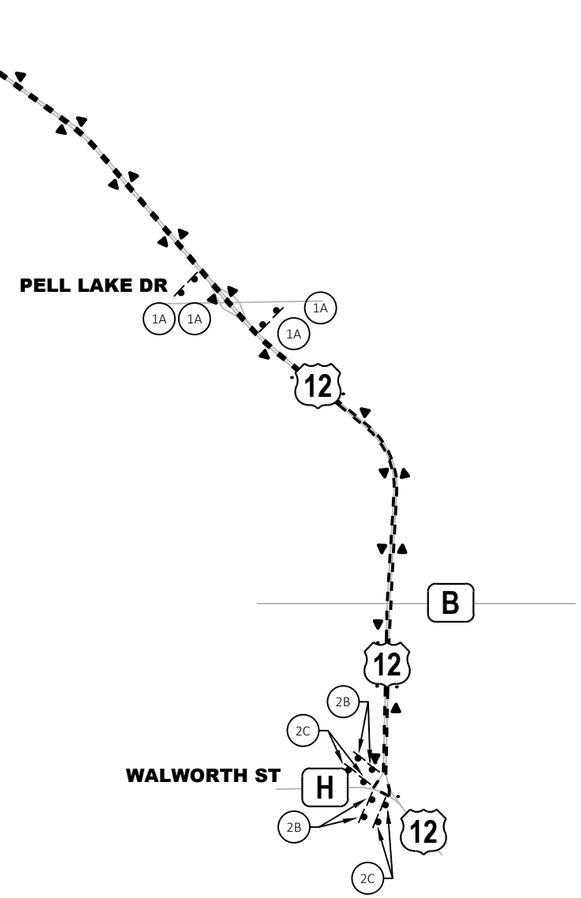
D

MO5-2R
30"X30"

E

MO6-2
30"X30"





LEGEND

- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- WORK ZONE
- XXXXXXXXX RAMP OR ROADWAY CLOSURE
- EXISTING SIGN
- SIGN
- # SIGN NUMBER
- FM# FIXED MESSAGE SIGN
- TRAFFIC CONTROL COVERING SIGNS

N

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 3 (EB USH 12 OFF-RAMP TO STH 120)	SHEET 266	E

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

FM11

HWY 12 EAST
RAMP CLOSED
USE EXIT 25

114"X60"

FM12

HWY 12 WEST
RAMP CLOSED
USE EXIT 25

114"X60"

A — MO6-1 30"X30"
B — MO5-2R 30"X30"
C — MO6-2 30"X30"
D — MO5-1R 21"X21"
E — MO6-1 21"X21"
F — MO5-1L 21"X21"
G — MO6-1 21"X21"

3 — TO / WEST / 12 — MO4-5 36"X18", M3-4 36"X18", M1-4 36"X36"
4 — TO / WEST / 12 — MO4-5 24"X12", M3-4 24"X12", M1-4 24"X24"
5 — TO / EAST / 12 — MO4-5 36"X18", M3-2 36"X18", M1-4 36"X36"
6 — TO / EAST / 12 — MO4-5 24"X12", M3-2 24"X12", M1-4 24"X24"
7 — TO / 12 — MO4-5 24"X12", M1-4 24"X24"

8 — PLACE 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER

RAMP CLOSED
BEGINNING
XXX-XX

G20-58
90"X48"

9 — CLOSED
G20-60
108"X24"

21 — RAMP CLOSED
G20-63
72"X12"

10 — EXITS 27A - B
12 Lake Geneva
3/4 MILE

11 — EXIT 27B
12 WEST Madison
9 COVER WITH

12 — COVER WITH 9
12 WEST Madison

13

14 — EXITS 27A - B
12 Madison
1 MILE

15 — Elkhorn
21 COVER WITH

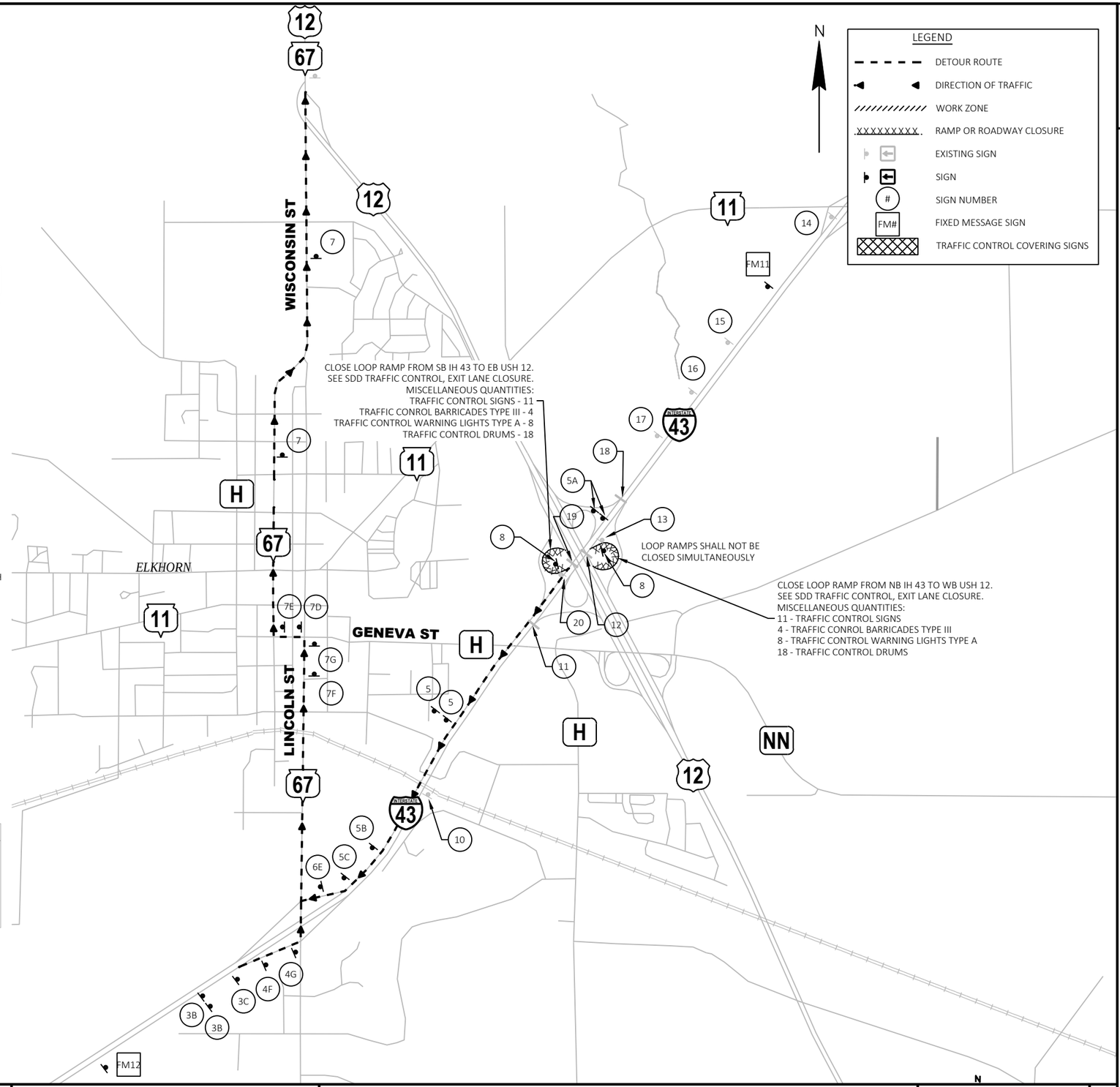
16 — HOSPITAL
21 COVER WITH

17 — Gateway Tech College Elkhorn Campus
21 COVER WITH

18 — EXIT 27A
12 EAST Lake Geneva
9 COVER WITH

19 — COVER WITH 9
12 EAST Lake Geneva

20



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 5A (IH 43 LOOP RAMPS TO USH 12)	SHEET 267	E

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1

TO
MO4-5
36"X18"

WEST
M3-4
36"X18"

12
M1-4
36"X36"

2

TO
MO4-5
24"X12"

WEST
M3-4
24"X12"

12
M1-4
24"X24"

3

DETOUR
M4-8
24"X12"

WEST
M3-4
24"X12"

12
M1-4
24"X24"

A
MO6-1
21"X21"

B
MO5-1L
21"X21"

C
MO6-1
21"X21"

D
MO5-1R
21"X21"

E
MO6-1
21"X21"

F
MO6-1
30"X30"

G
MO5-2R
30"X30"

H
MO6-2
30"X30"

I
MO5-2R
21"X21"

J
MO6-2
21"X21"

FM1

**HWY 12 WEST
CLOSED NIGHTLY
AT I-43
FOLLOW DETOUR**

138"X72"

FM2

**HWY 12 WEST
CLOSED NIGHTLY
AT I-43
FOLLOW DETOUR**

108"X60"

FM3

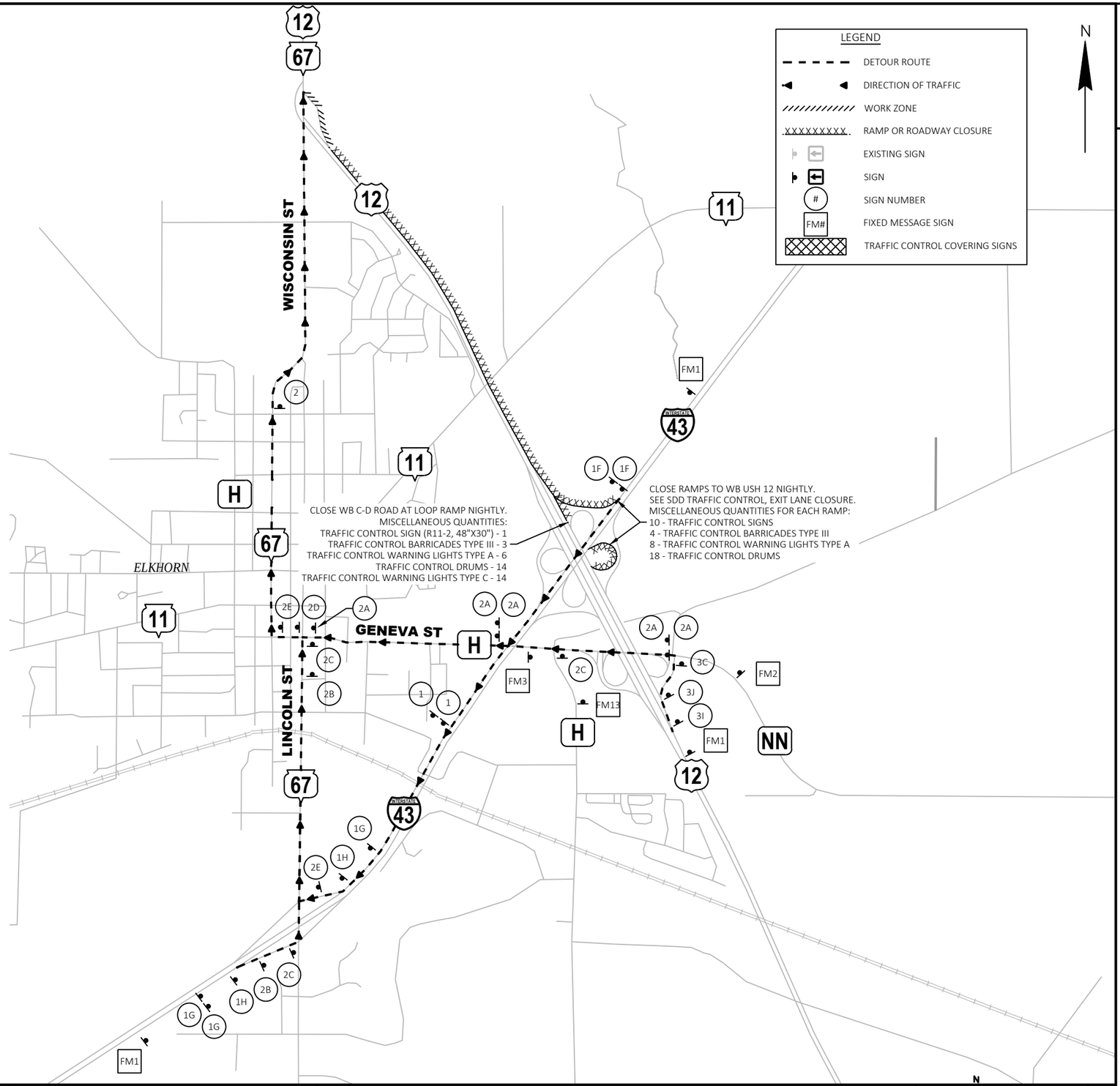
**HWY 12 WEST
CLOSED NIGHTLY
AT I-43
USE ALT ROUTE**

108"X60"

FM13

**HWY 12 WEST
CLOSED NIGHTLY
AT I-43
FOLLOW DETOUR**

84"X48"



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 5B (WB USH 12 OFF-RAMP TO STH 67)	SHEET 268	E

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1
TO
MO4-5 36"X18"
TO
MO4-5 36"X18"
INTERSTATE 43
M1-1 36"X36"
COUNTY NN
M1-5A 36"X36"
COUNTY H
M1-5A 36"X36"

2
TO
MO4-5 24"X12"
TO
MO4-5 24"X12"
INTERSTATE 43
M1-1 24"X24"
COUNTY NN
M1-5A 24"X24"
COUNTY H
M1-5A 24"X24"

3
TO
MO4-5 24"X12"
INTERSTATE 43
M1-1 24"X24"
COUNTY NN
M1-5A 24"X24"

4
TO
MO4-5 24"X12"
INTERSTATE 43
M1-1 24"X24"

A
MO6-1 30"X30"

B
MO5-1L 21"X21"

C
MO6-1 21"X21"

D
MO6-1 21"X21"

E
MO5-1R 21"X21"

F
MO6-1 21"X21"

5
TO
MO4-5 24"X12"
COUNTY NN
M1-5A 24"X24"

6
TO
MO4-5 24"X12"
INTERSTATE 43
M1-1 24"X24"
WEST
M3-4 24"X12"
12
M1-4 24"X24"

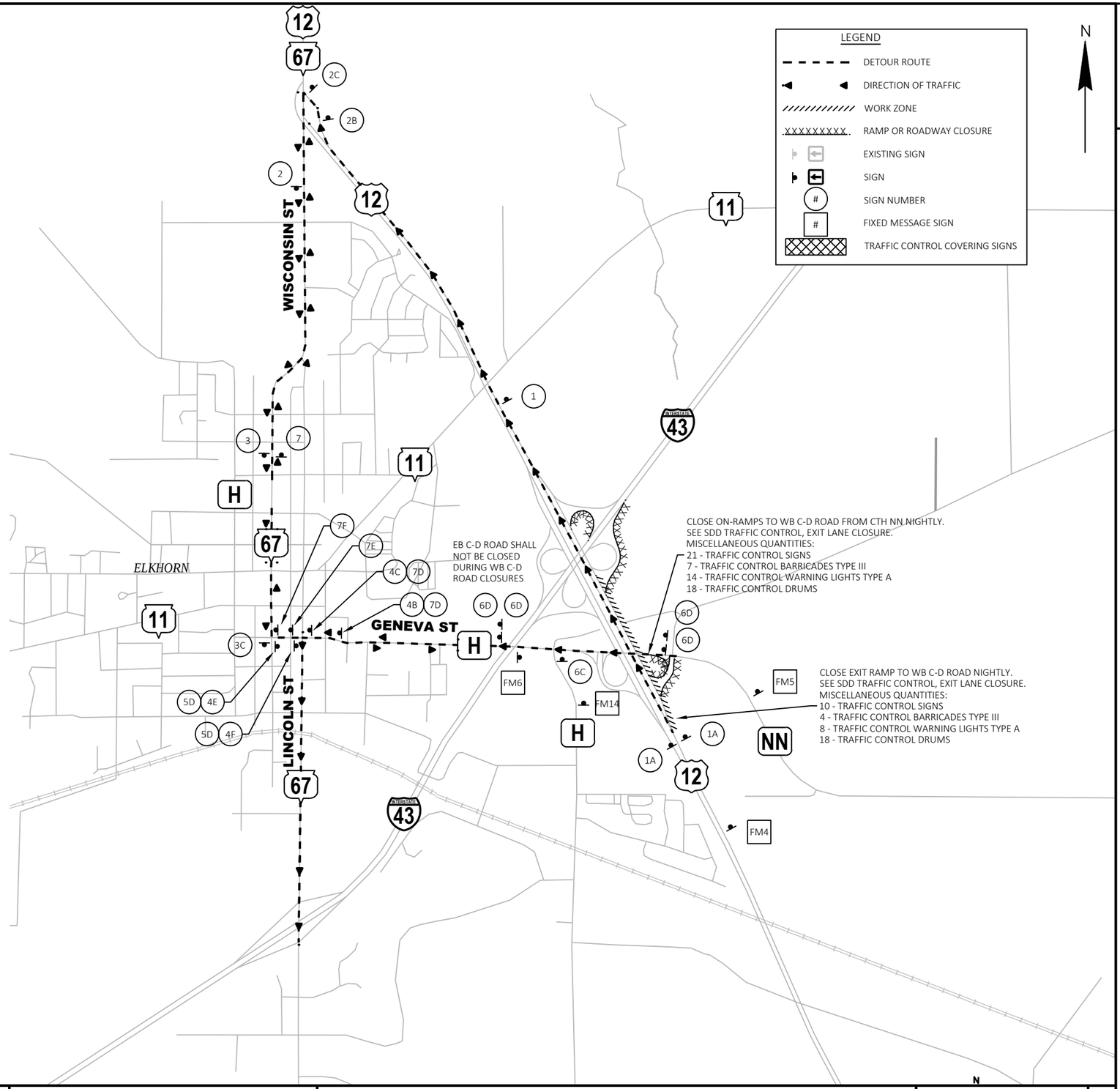
7
TO
MO4-5 24"X12"
WEST
M3-4 24"X12"
12
M1-4 24"X24"

FM4
I-43/HWY H/HWY NN RAMPS CLOSED NIGHTLY FOLLOW DETOUR
144"X60"

FM5
I-43/HWY 12 WEST RAMPS CLOSED NIGHTLY FOLLOW DETOUR
126"X48"

FM6
I-43/HWY 12 WEST RAMPS CLOSED NIGHTLY USE ALT ROUTE
126"X48"

FM14
I-43/HWY H/HWY NN RAMPS CLOSED NIGHTLY FOLLOW DETOUR
96"X36"



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 5C (WB C-D ROAD), SOUTH SEGMENT	SHEET 269	E

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1	2	3	4
TO MO4-5 36"X18" WEST M3-4 36"X18" 12 M1-4 36"X36"	TO MO4-5 24"X12" WEST M3-4 24"X12" 12 M1-4 24"X24"	TO MO4-5 24"X12" SOUTH M3-3 24"X12" 43 M1-1 24"X24"	TO TO MO4-5 MO4-5 24"X12" 24"X12" WEST SOUTH M3-4 M3-3 24"X12" 24"X12" 12 43 M1-4 M1-1 24"X24" 24"X24"

A	B	C	D
MO6-1 30"X30"	MO5-1L 21"X21"	MO6-1 21"X21"	MO6-1 21"X21"

E	F	G	H
MO5-1R 21"X21"	MO6-1 21"X21"	MO5-2R 21"X21"	MO6-2 21"X21"

I	J
MO5-2R 30"X30"	MO6-2 30"X30"

FM4

I-43/HWY H/HWY NN
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR

FM5

I-43/HWY 12 WEST
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR

FM6

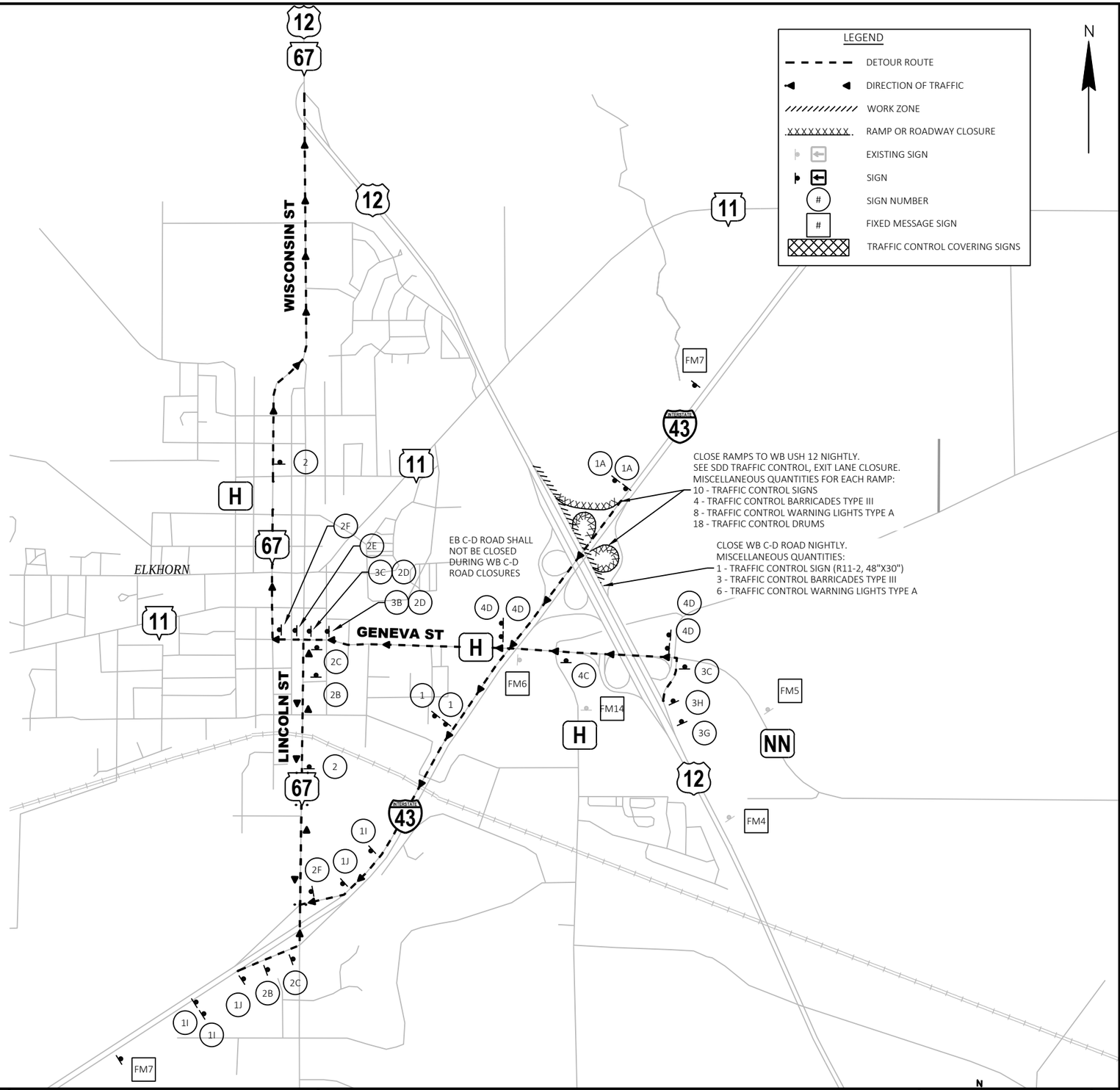
I-43/HWY 12 WEST
RAMPS CLOSED NIGHTLY
USE ALT ROUTE

FM7

HWY 12 WEST
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR
144"X60"

FM14

I-43/HWY H/HWY NN
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 5C (WB C-D ROAD), NORTH SEGMENT	SHEET 270	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\027004-DT.DWG PLOT DATE : 10/29/2020 12:55 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 42

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1
TO TO
MO4-5 24"X12" MO4-5 24"X12"
INTERSTATE 43 COUNTY NN
M1-1 24"X24" M1-5A 24"X24"
COUNTY H
M1-5A 24"X24"

2
TO
MO4-5 24"X12"
INTERSTATE 43
M1-1 24"X24"
COUNTY NN
M1-5A 24"X24"

3
TO
MO4-5 24"X12"
INTERSTATE 43
M1-1 24"X24"

4
TO
MO4-5 24"X12"
COUNTY NN
M1-5A 24"X24"

A
MO6-1 30"X30"

B
MO5-2R 30"X30"

C
MO6-2 30"X30"

D
MO6-1 21"X21"

E
MO6-1 21"X21"

F
MO5-1R 21"X21"

G
MO6-1 21"X21"

5
TO TO
MO4-5 36"X18" MO4-5 36"X18"
EAST COUNTY NN
M3-2 36"X18" M1-5A 36"X36"
12 COUNTY H
M1-4 36"X36" M1-5A 36"X36"

6
TO TO
MO4-5 24"X12" MO4-5 24"X12"
EAST COUNTY NN
M3-2 24"X12" M1-5A 24"X24"
12 COUNTY H
M1-4 24"X24" M1-5A 24"X24"

7
TO
MO4-5 24"X12"
EAST
M3-2 24"X12"
12
M1-4 24"X24"
COUNTY NN
M1-5A 24"X24"

FM8

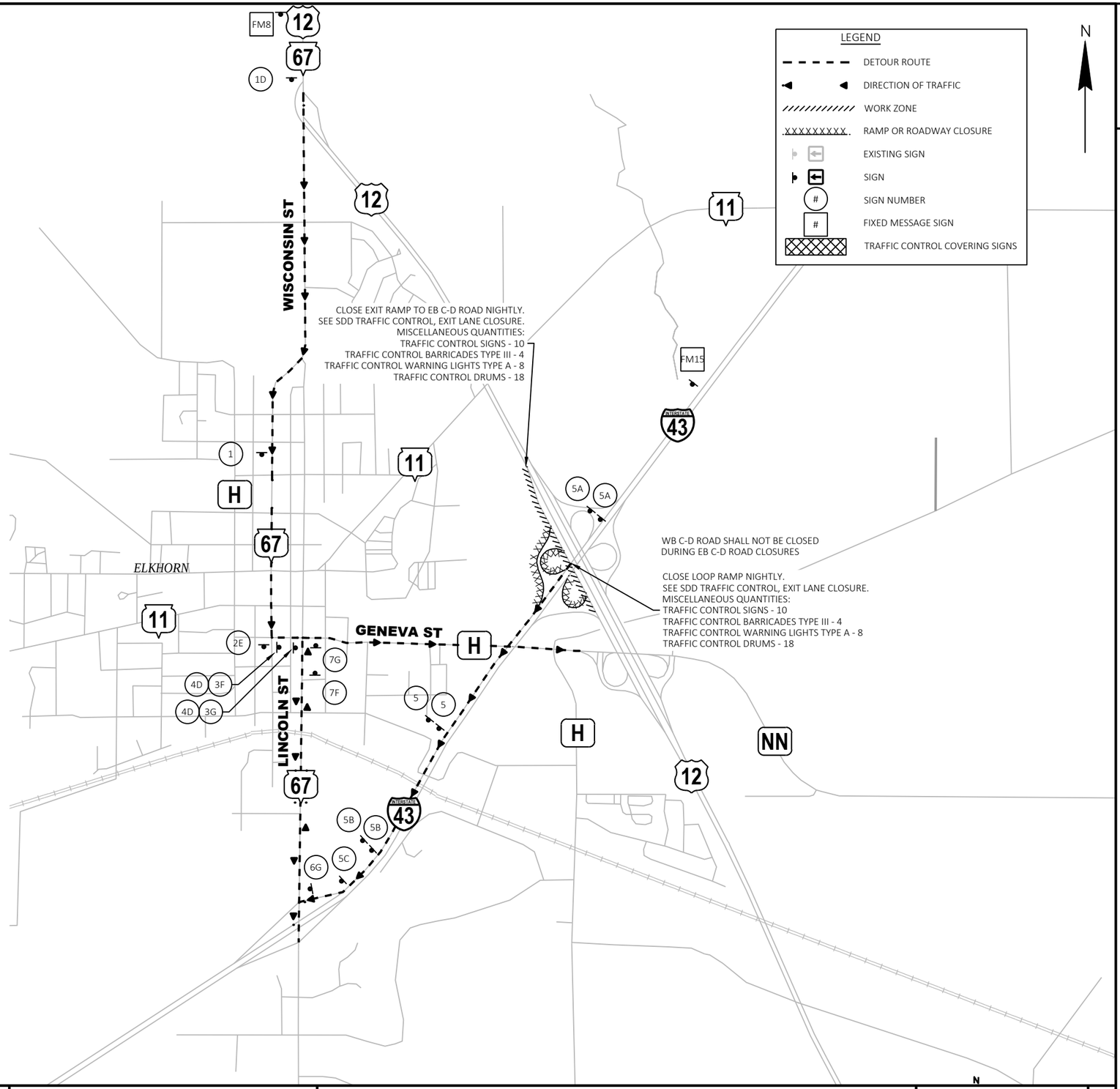
I-43/HWY H/HWY NN RAMPS CLOSED NIGHTLY FOLLOW DETOUR

96"X36"

FM15

HWY 12 EAST RAMPS CLOSED NIGHTLY FOLLOW DETOUR

144"X60"



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 5C (EB C-D ROAD), NORTH SEGMENT	SHEET 271	E

NOTES:

1. ALL SIGNS SHALL BE PLACED IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. 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.
4. 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.
5. "WO" SIGNS ARE THE SAME AS "W" AND "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. "W" AND "WO" DIAMOND SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

1
TO
MO4-5
24"X12"
EAST
M3-2
24"X12"
12
M1-4
24"X24"

2
TO
MO4-5
24"X12"
COUNTY NN
M1-5A
24"X24"

3
TO
MO4-5
24"X12"
COUNTY NN
M1-5A
24"X24"
COUNTY H
M1-5A
24"X24"

A
MO6-1
30"X30"

B
MO5-2R
30"X30"

C
MO6-2
30"X30"

D
MO6-1
21"X21"

E
MO5-1L
21"X21"

F
MO6-1
21"X21"

G
MO5-1R
21"X21"

H
MO6-1
21"X21"

4
TO TO
MO4-5 MO4-5
36"X18" 36"X18"
EAST COUNTY NN
M3-2 M1-5A
36"X18" 36"X36"
12 COUNTY H
M1-4 M1-5A
36"X36" 36"X36"

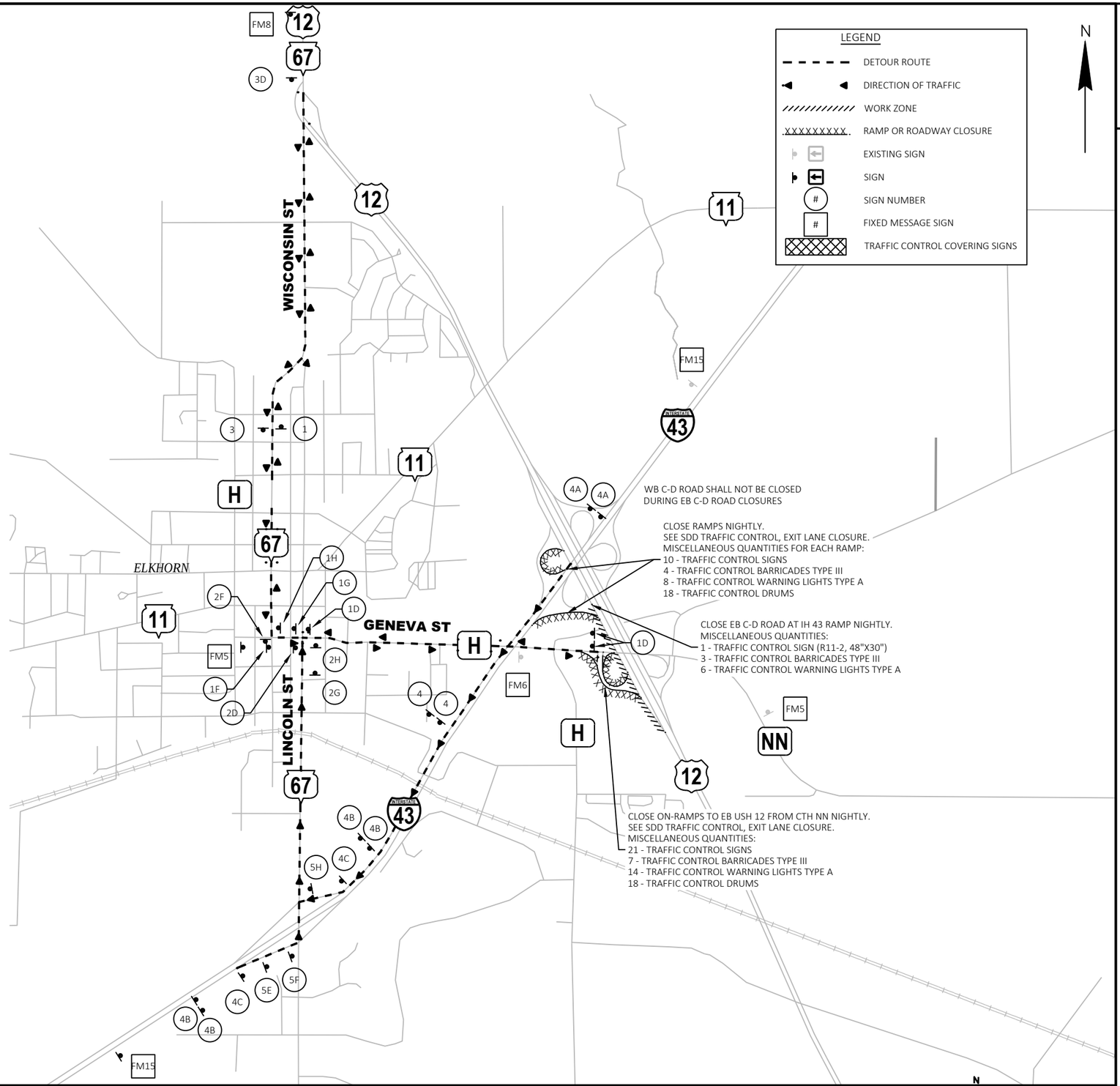
5
TO TO
MO4-5 MO4-5
24"X12" 24"X12"
EAST COUNTY NN
M3-2 M1-5A
24"X12" 24"X24"
12 COUNTY H
M1-4 M1-5A
24"X24" 24"X24"

FM5
I-43/HWY 12 WEST
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR

FM6
I-43/HWY 12 WEST
RAMPS CLOSED NIGHTLY
USE ALT ROUTE

FM8
I-43/HWY H/HWY NN
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR

FM15
HWY 12 EAST
RAMPS CLOSED NIGHTLY
FOLLOW DETOUR



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	DETOUR - STAGE 5C (EB C-D ROAD), SOUTH SEGMENT	SHEET 272	E

2

2

N

PI: 528+05.86

PT: 544+35.41

520 530 540 550 560 570 580 590

CURVE ML1

USH 12

N32° 00' 14"W
8440.57'

R/L USH 12 WB

MATCHLINE - STA.595+00

BEGIN PROJECT
STA 590+00

CURVE ML1
PI STA = 528+05.86
Y = 334358.307
X = 800493.989
DELTA = 22°00'06"
D = 0°40'00"
T = 1670.71'
L = 3300.26'
R = 8594.37'
PC STA = 511+35.15
PT STA = 544+35.41

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 273	E

2

CURVE 120A1
PI STA = 13+23.50
Y = 341651.360
X = 795214.030
DELTA = 49°33'42"
D = 18°59'59"
T = 139.22'
L = 260.85'
R = 301.56'
PC STA = 11+84.28
Y = 341762.890
X = 795130.707
PT STA = 14+45.13
Y = 341642.436
X = 795352.962
BK = S36°45'46.6"E
AH = S86°19'29.1"E
SE = 7.6%

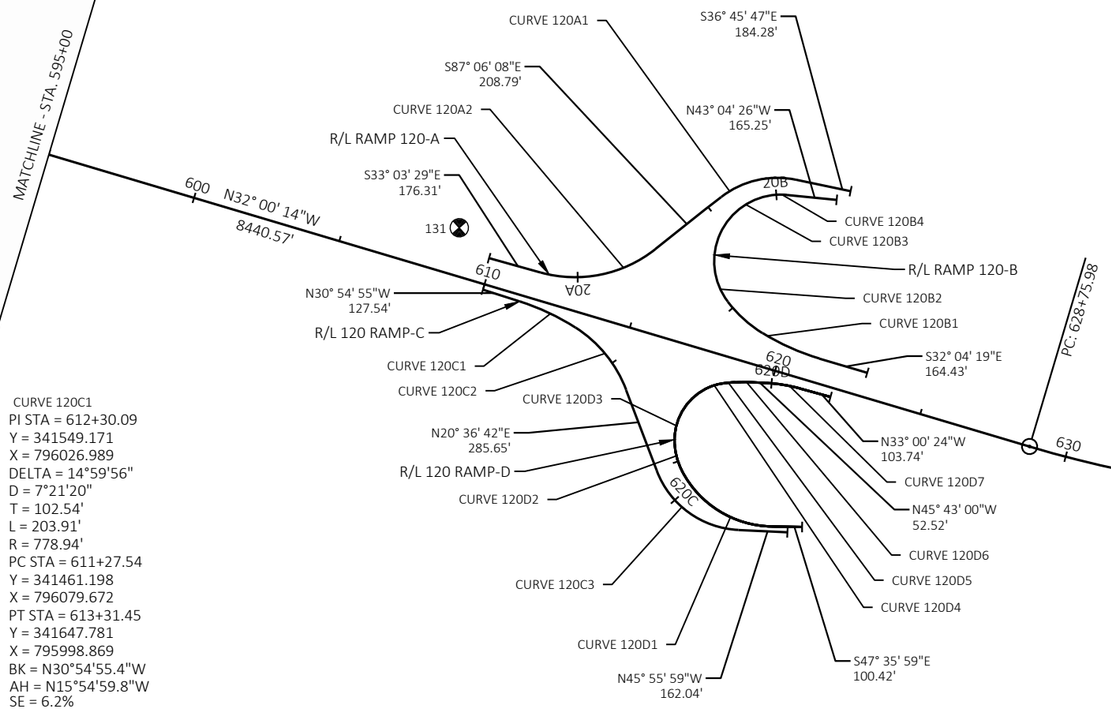
CURVE 120A2
PI STA = 19+39.57
Y = 341616.508
X = 795846.707
DELTA = 54°02'40"
D = 13°28'53"
T = 216.76'
L = 400.88'
R = 425.00'
PC STA = 17+22.81
Y = 341627.465
X = 795630.229
PT STA = 21+23.69
Y = 341434.841
X = 795964.945
BK = S87°06'08.4"E
AH = S33°03'28.6"E
SE = 8.0%

CURVE 120B1
PI STA = 12+68.27
Y = 342168.650
X = 795518.086
DELTA = 15°11'08"
D = 7°21'20"
T = 103.83'
L = 206.45'
R = 778.94'
PC STA = 11+64.43
Y = 342256.637
X = 795462.952
PT STA = 13+70.88
Y = 342069.293
X = 795548.247
BK = S32°04'19.2"E
AH = S16°53'10.7"E
SE = 8.0%

CURVE 120B2
PI STA = 14+49.52
Y = 341994.048
X = 795571.088
DELTA = 21°00'03"
D = 13°30'18"
T = 78.64'
L = 155.51'
R = 424.26'
PC STA = 13+70.88
Y = 342069.293
X = 795548.247
PT STA = 15+26.39
Y = 341915.616
X = 795565.446
BK = S16°53'10.7"E
AH = S04°06'52.5"W
SE = 8.0%

CURVE 120B3
PI STA = 19+35.59
Y = 341507.471
X = 795536.085
DELTA = 123°33'09"
D = 26°05'15"
T = 409.20'
L = 473.61'
R = 219.63'
PC STA = 15+26.39
Y = 341915.616
X = 795565.446
PT STA = 20+00.00
Y = 341757.521
X = 795212.173
BK = S04°06'52.5"W
AH = N52°19'58.9"W
SE = 8.0%

CURVE 120B4
PI STA = 20+17.41
Y = 341768.160
X = 795198.390
DELTA = 9°15'30"
D = 26°38'41"
T = 17.41'
L = 34.75'
R = 215.04'
PC STA = 20+00.00
Y = 341757.521
X = 795212.173
PT STA = 20+34.75
Y = 341780.879
X = 795186.499
BK = N52°19'58.9"W
AH = N43°04'28.9"W
SE = 7.0%



CURVE 120C1
PI STA = 612+30.09
Y = 341549.171
X = 796026.989
DELTA = 14°59'56"
D = 7°21'20"
T = 102.54'
L = 203.91'
R = 778.94'
PC STA = 611+27.54
Y = 341461.198
X = 796079.672
PT STA = 613+31.45
Y = 341647.781
X = 795998.869
BK = N30°54'55.4"W
AH = N15°54'59.8"W
SE = 6.2%

CURVE ML2
PI STA = 649+49.72
Y = 344691.356
X = 794036.209
DELTA = 56°59'44"
D = 1°30'00"
T = 2073.74'
L = 3799.70'
R = 3819.72'
PC STA = 628+75.98
PT STA = 666+75.68
SE = 4.2%

CURVE 120C2
PI STA = 614+70.67
Y = 341781.661
X = 795960.690
DELTA = 36°31'42"
D = 13°34'56"
T = 139.22'
L = 268.94'
R = 421.84'
PC STA = 613+31.45
Y = 341647.781
X = 795998.869
PT STA = 616+00.39
Y = 341911.966
X = 796009.699
BK = N15°54'59.8"W
AH = N20°36'41.9"E
SE = 8.0%

CURVE 120C3
PI STA = 620+84.87
Y = 342365.430
X = 796180.250
DELTA = 66°32'40"
D = 18°54'32"
T = 198.83'
L = 351.92'
R = 303.01'
PC STA = 618+86.04
Y = 342179.327
X = 796110.255
PT STA = 622+37.96
Y = 342503.717
X = 796037.385
BK = N20°36'41.9"E
AH = N45°55'58.6"W
SE = 8.0%

CURVE 120D1
PI STA = 613+03.08
Y = 342431.029
X = 796097.111
DELTA = 61°35'43"
D = 16°51'06"
T = 202.66'
L = 365.51'
R = 340.00'
PC STA = 611+00.42
Y = 342567.685
X = 795947.455
PT STA = 614+65.93
Y = 342234.384
X = 796048.098
BK = S47°35'59.1"E
AH = S13°59'43.4"W
SE = 8.0%

CURVE 120D2
PI STA = 615+20.62
Y = 342181.320
X = 796034.872
DELTA = 27°57'52"
D = 26°05'15"
T = 54.69'
L = 107.20'
R = 219.63'
PC STA = 614+65.93
Y = 342234.384
X = 796048.098
PT STA = 615+73.13
Y = 342140.654
X = 795998.308
BK = S13°59'43.4"W
AH = S41°57'35.5"W
SE = 8.0%

CURVE 120D3
PI STA = 616+97.01
Y = 342048.531
X = 795915.476
DELTA = 66°12'40"
D = 30°09'20"
T = 123.89'
L = 219.56'
R = 190.00'
PC STA = 615+73.13
Y = 342140.654
X = 795998.308
PT STA = 617+92.69
Y = 342087.165
X = 795797.769
BK = S41°57'35.5"W
AH = N71°49'44.4"W
SE = 8.0%

CURVE 120D4
PI STA = 618+11.91
Y = 342093.158
X = 795779.509
DELTA = 13°17'13"
D = 34°43'29"
T = 19.22'
L = 38.26'
R = 165.00'
PC STA = 617+92.69
Y = 342087.165
X = 795797.769
PT STA = 618+30.96
Y = 342103.188
X = 795763.116
BK = N71°49'44.4"W
AH = N58°32'31.0"W
SE = 8.0%

CURVE 120D5
PI STA = 618+55.46
Y = 342115.975
X = 795742.214
DELTA = 7°47'15"
D = 15°54'56"
T = 24.50'
L = 48.93'
R = 360.00'
PC STA = 618+30.96
Y = 342103.188
X = 795763.116
PT STA = 618+79.89
Y = 342131.477
X = 795723.238
BK = N58°32'31.0"W
AH = N50°45'16.0"W
SE = 7.7%

CURVE 120D6
PI STA = 619+15.12
Y = 342153.767
X = 795695.951
DELTA = 5°02'16"
D = 18°04'28"
T = 13.95'
L = 27.87'
R = 317.00'
PC STA = 619+01.18
Y = 342144.945
X = 795706.751
PT STA = 619+29.05
Y = 342163.504
X = 795685.968
BK = N50°45'16.0"W
AH = N45°43'00.0"W
SE = 5.7%

CURVE 120D7
PI STA = 620+39.15
Y = 342240.377
X = 795607.148
DELTA = 12°42'36"
D = 11°04'56"
T = 57.58'
L = 114.69'
R = 517.00'
PC STA = 619+81.57
Y = 342200.174
X = 795648.369
PT STA = 620+96.26
Y = 342288.664
X = 795575.782
BK = N45°43'00.0"W
AH = N33°00'23.9"W
SE = 2.0%

BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
131	Y = 341146.781 X = 796068.571	889.220	BM

2

N

CURVE EB1

PI STA = 726+96.00
Y = 344772.720
X = 785942.334
DELTA = 50°38'11"
D = 1°30'00"
T = 1807.11'
L = 3375.86'
R = 3819.83'
PC STA = 708+88.89
PT STA = 742+64.75 BK = 741+20.90 AH
SE = 4.2%

N88° 59' 58"W
278.60'

BP: 706+10.29

PC: 708+88.89

PI: 723+11.92

PI: 726+96.00

R/L USH 12 EB

720

710

CURVE EB1

730

740

STA BACK = 742+64.75

STA AHEAD = 741+20.90

PT: 741+20.90

135

USH 12

700

710

720

CURVE ML3

730

740

N88° 59' 58"W
3935.37'

690

680

MATCHLINE - STA. 670+00

PC: 706+11.04

R/L USH 12 WB

PT: 738+11.42

N38° 21' 47"W
4770.16'

N40° 59' 37"W
3501.20'

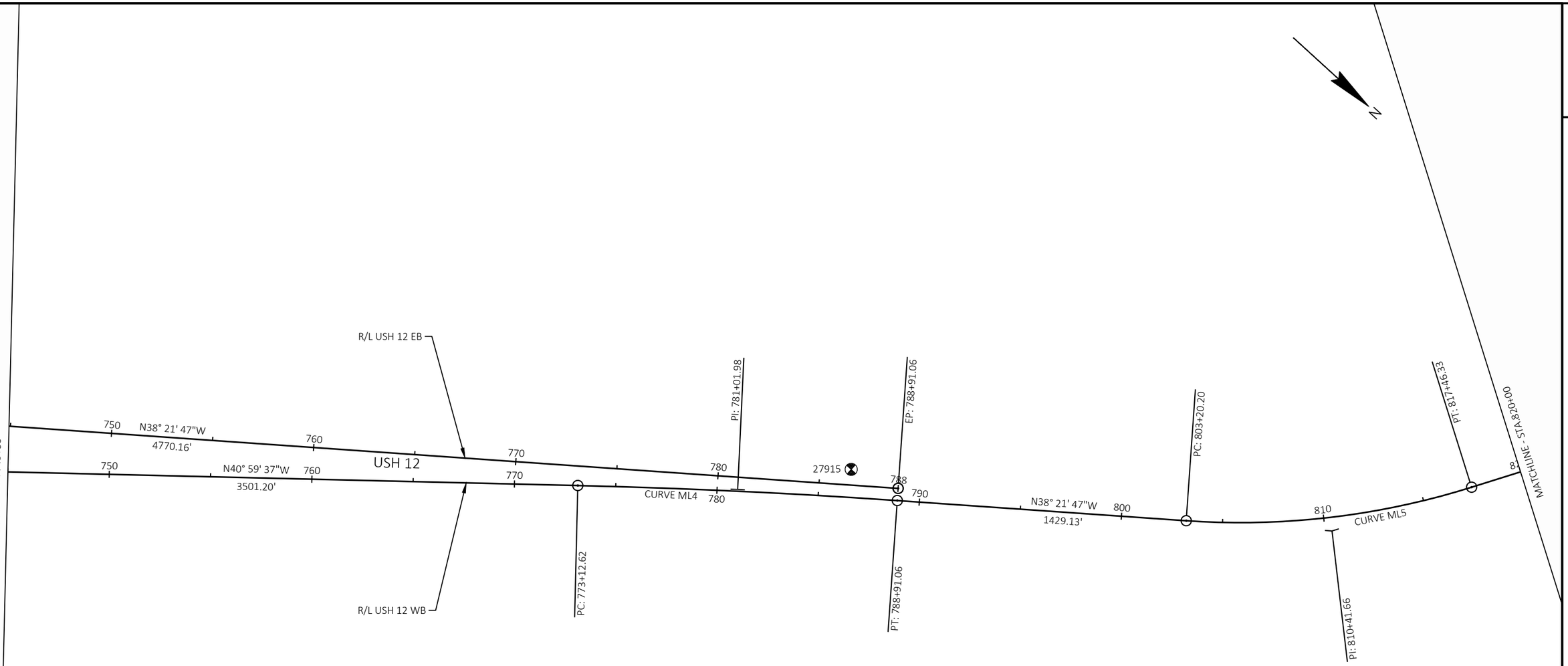
MATCHLINE - STA. 745+00

CURVE ML3

PI STA = 723+11.92
Y = 344826.003
X = 786327.403
DELTA = 48°00'20"
D = 1°30'00"
T = 1700.87'
L = 3200.38'
R = 3819.72'
PC STA = 706+11.04
PT STA = 738+11.42
SE = 4.2%

BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
135	Y = 344695.602 X = 788424.784	880.150	BM

2



BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
27915	Y = 349695.781 X = 781947.036	1020.486	BM

CURVE ML4

PI STA = 781+01.98
Y = 349348.231
X = 782397.165
DELTA = 2°37'51"
D = 0°10'00"
T = 789.36'
L = 1578.44'
R = 34377.47'
PC STA = 773+12.62
PT STA = 788+91.06
SE = NC

CURVE ML5

PI STA = 810+41.66
Y = 351653.436
X = 780572.509
DELTA = 21°23'31"
D = 1°30'00"
T = 721.46'
L = 1426.13'
R = 3819.72'
PC STA = 803+20.20
PT STA = 817+46.33
SE = 4.2%

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 276	E

2

2

CURVE EB2

PI STA = 893+25.04
Y = 355784.120
X = 773369.003
DELTA = 36°02'00"
D = 0°59'23"
T = 1883.02'
L = 3641.08'
R = 5789.58'
PC STA = 874+42.02
PT STA = 910+48.12
SE = 3.0%

N

MATCHLINE - STA. 820+00

820

830

840

850

860

870

880

890

USH 12

N59° 45' 18"W
5695.70'

140

BP: 874+38.62

PC: 874+42.02

R/L USH 12 EB

CURVE EB2

CURVE ML6

PI: 893+05.53

PI: 893+25.04

R/L USH 12 WB

PC: 874+42.02

MATCHLINE - STA.895+00

CURVE ML6

PI STA = 893+05.53
Y = 355824.411
X = 773419.020
DELTA = 36°02'00"
D = 1°00'00"
T = 1863.50'
L = 3603.34'
R = 5729.58'
PC STA = 874+42.02
PT STA = 910+45.37
SE = 3.0%

BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
140	Y = 353136.630 X = 777782.750	1015.978	BM

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 277	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027201-AD.DWG
LAYOUT NAME - 05

PLOT DATE : 4/30/2021 12:41 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

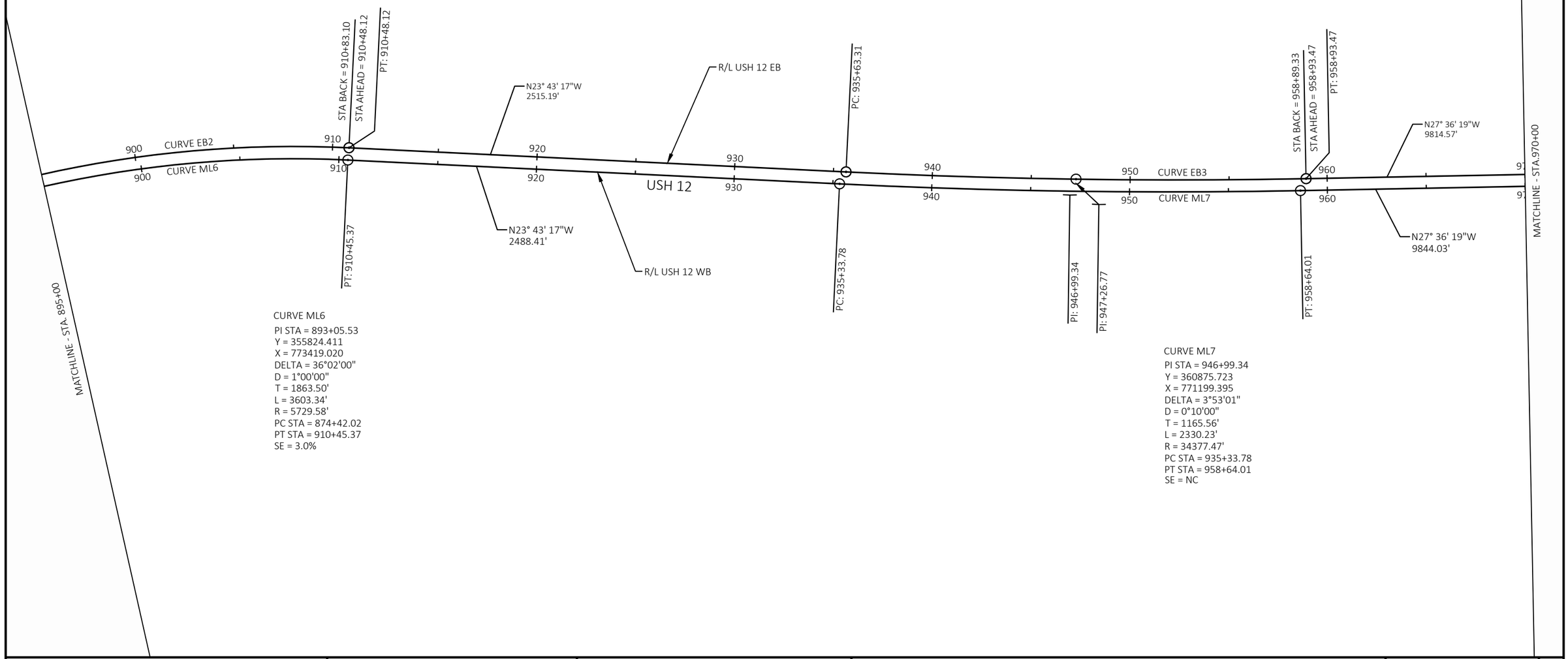
2

CURVE EB2

PI STA = 893+25.04
Y = 355784.120
X = 773369.003
DELTA = 36°02'00"
D = 0°59'23"
T = 1883.02'
L = 3641.08'
R = 5789.58'
PC STA = 874+42.02
PT STA = 910+48.12
SE = 3.0%

CURVE EB3

PI STA = 947+26.77
Y = 360875.890
X = 771131.600
DELTA = 3°53'01"
D = 0°10'01"
T = 1163.46'
L = 2326.02'
R = 34315.47'
PC STA = 935+63.31
PT STA = 958+93.47
SE = NC



CURVE ML6

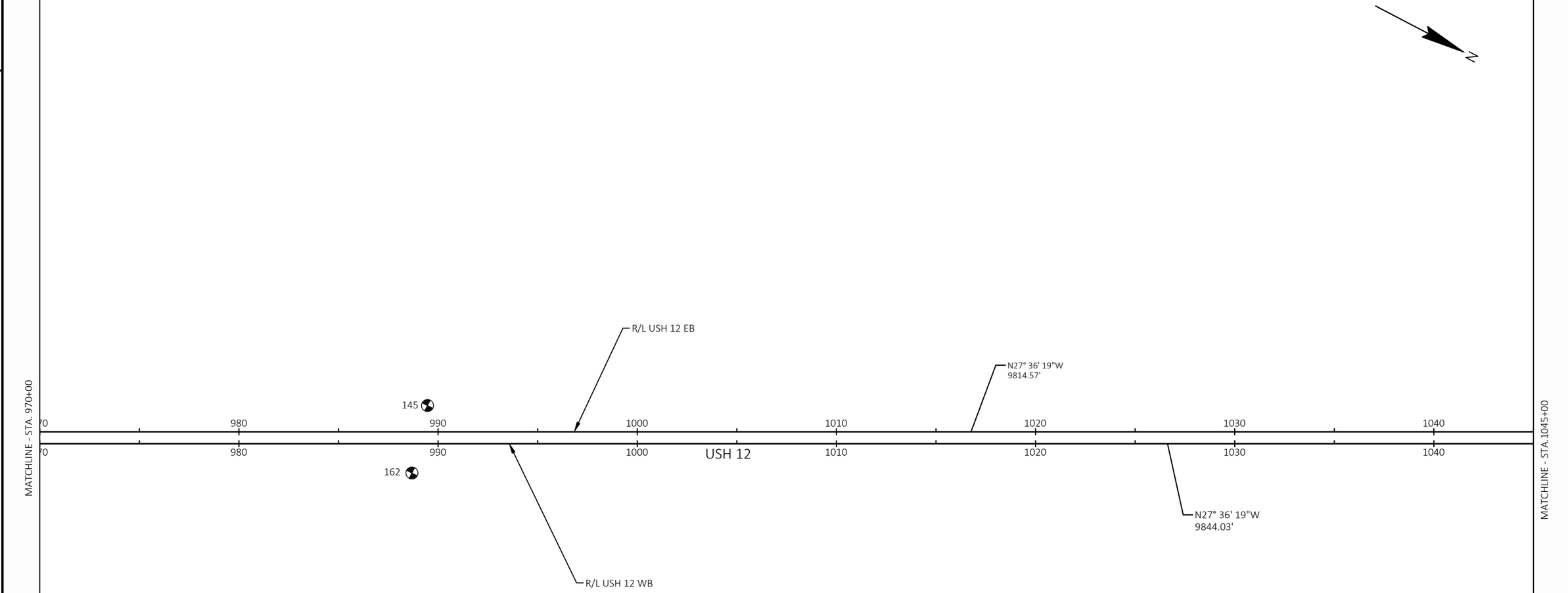
PI STA = 893+05.53
Y = 355824.411
X = 773419.020
DELTA = 36°02'00"
D = 1°00'00"
T = 1863.50'
L = 3603.34'
R = 5729.58'
PC STA = 874+42.02
PT STA = 910+45.37
SE = 3.0%

CURVE ML7

PI STA = 946+99.34
Y = 360875.723
X = 771199.395
DELTA = 3°53'01"
D = 0°10'00"
T = 1165.56'
L = 2330.23'
R = 34377.47'
PC STA = 935+33.78
PT STA = 958+64.01
SE = NC

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 278	E

2



BENCHMARKS			
NO.	COORDINATES	ELEVATION	DESCRIPTION
145	Y = 364551.495 X = 769061.025	1047.443	BM
162	Y = 364639.297 X = 769397.779	1052.853	BM

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 279	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027201-AD.DWG
LAYOUT NAME - 07
PLOT DATE : 4/30/2021 12:41 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

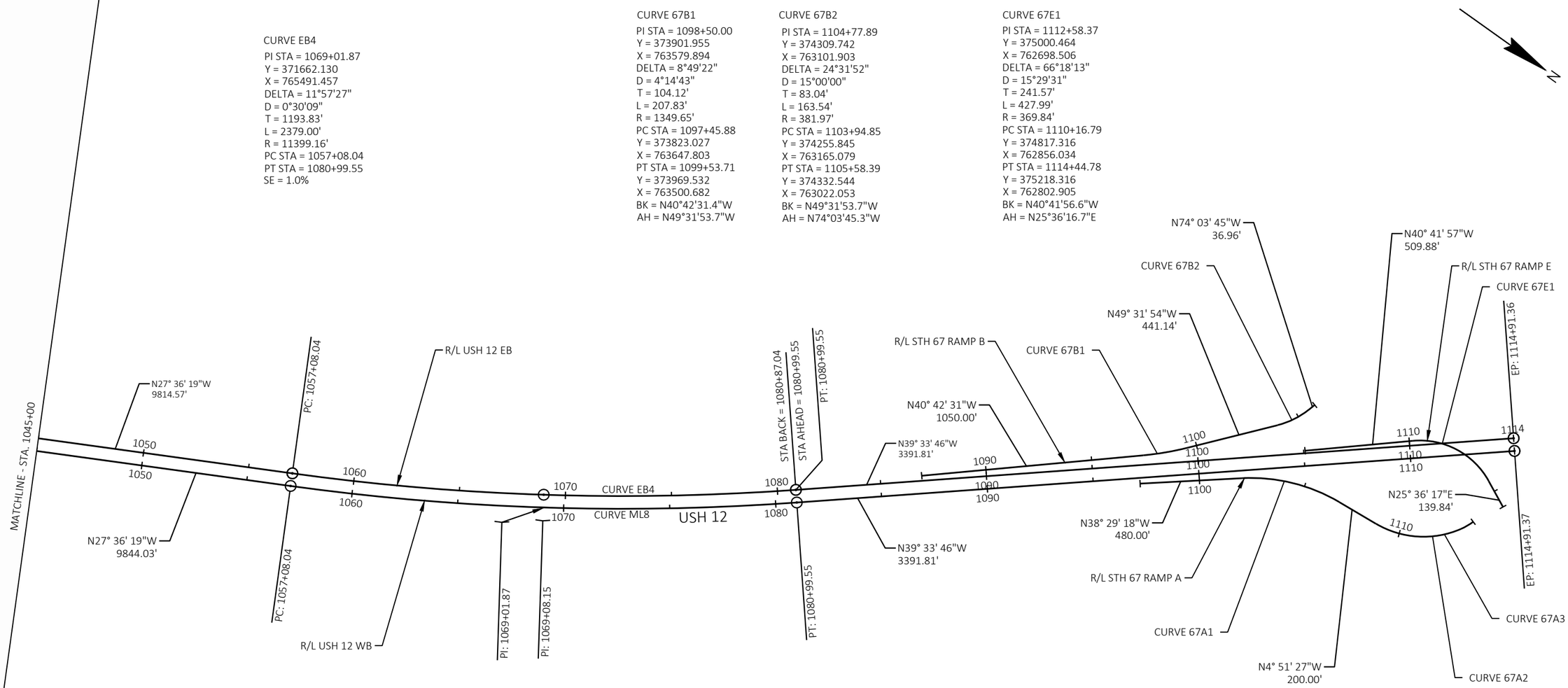
2

CURVE EB4
PI STA = 1069+01.87
Y = 371662.130
X = 765491.457
DELTA = 11°57'27"
D = 0°30'09"
T = 1193.83'
L = 2379.00'
R = 11399.16'
PC STA = 1057+08.04
PT STA = 1080+99.55
SE = 1.0%

CURVE 67B1
PI STA = 1098+50.00
Y = 373901.955
X = 763579.894
DELTA = 8°49'22"
D = 4°14'43"
T = 104.12'
L = 207.83'
R = 1349.65'
PC STA = 1097+45.88
Y = 373823.027
X = 763647.803
PT STA = 1099+53.71
Y = 373969.532
X = 763500.682
BK = N40°42'31.4"W
AH = N49°31'53.7"W

CURVE 67B2
PI STA = 1104+77.89
Y = 374309.742
X = 763101.903
DELTA = 24°31'52"
D = 15°00'00"
T = 83.04'
L = 163.54'
R = 381.97'
PC STA = 1103+94.85
Y = 374255.845
X = 763165.079
PT STA = 1105+58.39
Y = 374332.544
X = 763022.053
BK = N49°31'53.7"W
AH = N74°03'45.3"W

CURVE 67E1
PI STA = 1112+58.37
Y = 375000.464
X = 762698.506
DELTA = 66°18'13"
D = 15°29'31"
T = 241.57'
L = 427.99'
R = 369.84'
PC STA = 1110+16.79
Y = 374817.316
X = 762856.034
PT STA = 1114+44.78
Y = 375218.316
X = 762802.905
BK = N40°41'56.6"W
AH = N25°36'16.7"E



CURVE ML8
PI STA = 1069+08.15
Y = 371695.501
X = 765541.715
DELTA = 11°57'27"
D = 0°30'00"
T = 1200.12'
L = 2391.52'
R = 11459.16'
PC STA = 1057+08.04
PT STA = 1080+99.55

CURVE 67A1
PI STA = 1104+47.36
Y = 374456.547
X = 763313.316
DELTA = 33°37'51"
D = 7°00'00"
T = 247.36'
L = 480.44'
R = 818.51'
PC STA = 1102+00.00
Y = 374262.927
X = 763467.264
PT STA = 1106+80.44
Y = 374703.022
X = 763292.370
BK = N38°29'18.2"W
AH = N04°51'27.3"W

CURVE 67A2
PI STA = 1111+06.00
Y = 375127.053
X = 763256.334
DELTA = 54°12'17"
D = 13°00'00"
T = 225.56'
L = 416.96'
R = 440.74'
PC STA = 1108+80.44
Y = 374902.303
X = 763275.434
PT STA = 1112+97.40
Y = 375243.014
X = 763062.865
BK = N04°51'27.3"W
AH = N59°03'44.6"W

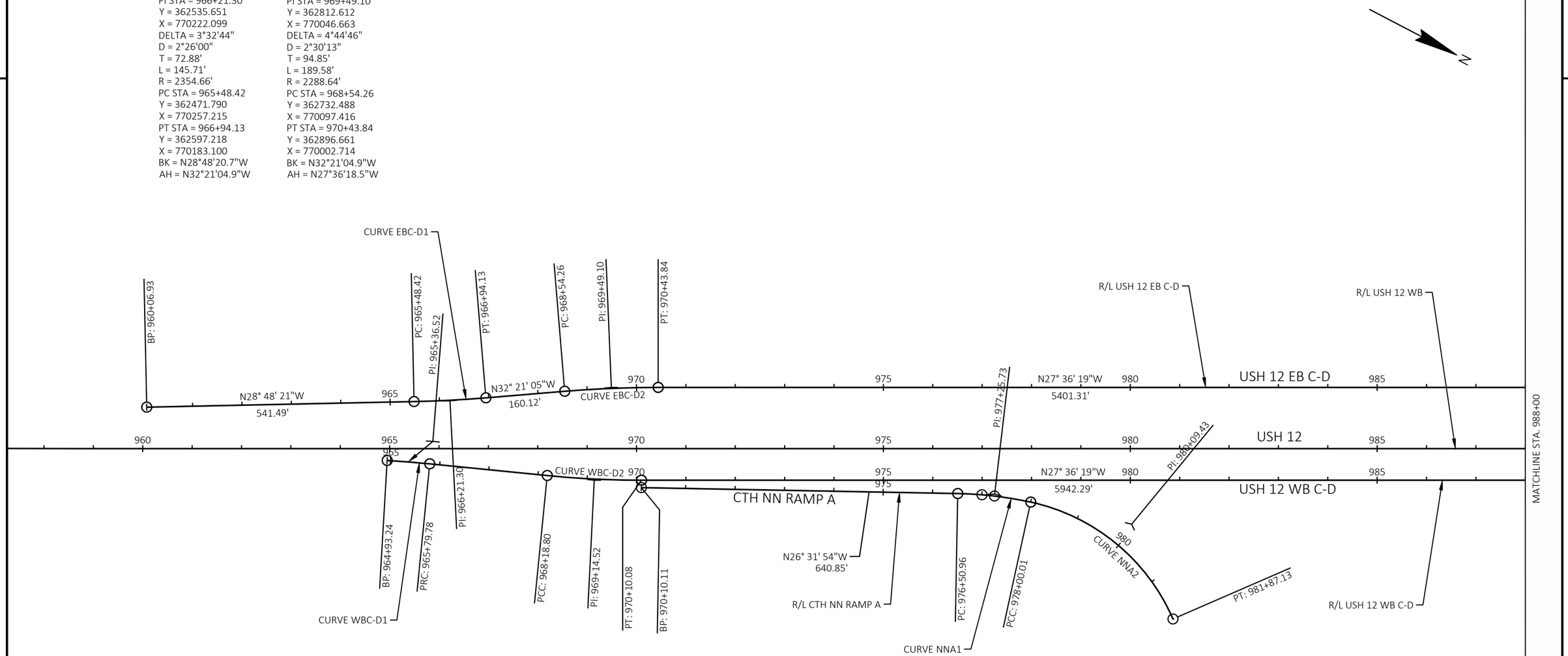
CURVE 67A3
PI STA = 1113+31.17
Y = 375260.373
X = 763033.904
DELTA = 13°26'38"
D = 20°00'00"
T = 33.77'
L = 67.22'
R = 286.48'
PC STA = 1112+97.40
Y = 375243.014
X = 763062.865
PT STA = 1113+64.62
Y = 375270.523
X = 763001.700
BK = N59°03'44.6"W
AH = N72°30'23.0"W

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 280	E

2

CURVE EBC-D1
PI STA = 966+21.30
Y = 362535.651
X = 770222.099
DELTA = 3°32'44"
D = 2°26'00"
T = 72.88'
L = 145.71'
R = 2354.66'
PC STA = 965+48.42
Y = 362471.790
X = 770257.215
PT STA = 966+94.13
Y = 362597.218
X = 770183.100
BK = N28°48'20.7"W
AH = N32°21'04.9"W

CURVE EBC-D2
PI STA = 969+49.10
Y = 362812.612
X = 770046.663
DELTA = 4°44'46"
D = 2°30'13"
T = 94.85'
L = 189.58'
R = 2288.64'
PC STA = 968+54.26
Y = 362732.488
X = 770097.416
PT STA = 970+43.84
Y = 362896.661
X = 770002.714
BK = N32°21'04.9"W
AH = N27°36'18.5"W



CURVE WBC-D1
PI STA = 965+36.52
Y = 362518.345
X = 770370.411
DELTA = 2°19'36"
D = 2°41'19"
T = 43.27'
L = 86.54'
R = 2131.06'
PC STA = 964+93.24
Y = 362478.887
X = 770388.181
PT STA = 965+79.78
Y = 362558.492
X = 770354.258
BK = N24°14'38.5"W
AH = N21°55'02.6"W

CURVE WBC-D2
PI STA = 969+14.52
Y = 362869.037
X = 770229.309
DELTA = 5°41'15"
D = 2°58'24"
T = 95.72'
L = 191.28'
R = 1926.98'
PC STA = 968+18.80
Y = 362780.236
X = 770265.039
PT STA = 970+10.08
Y = 362953.861
X = 770184.955
BK = N21°55'03.6"W
AH = N27°36'18.5"W

CURVE NNA1
PI STA = 977+25.73
Y = 363600.773
X = 769878.743
DELTA = 11°15'06"
D = 7°32'56"
T = 74.77'
L = 149.05'
R = 759.00'
PC STA = 976+50.96
Y = 363533.881
X = 769912.140
PT STA = 978+00.01
Y = 363672.895
X = 769859.040
BK = N26°31'53.5"W
AH = N15°16'48.0"W

CURVE NNA2
PI STA = 980+09.43
Y = 363874.903
X = 769803.852
DELTA = 54°11'46"
D = 13°59'59"
T = 209.41'
L = 387.12'
R = 409.26'
PC STA = 978+00.01
Y = 363672.895
X = 769859.040
PT STA = 981+87.13
Y = 364037.839
X = 769935.400
BK = N15°16'48.0"W
AH = N38°54'57.6"E

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 281	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027202-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 9/1/2020 8:22 AM
PLOT BY : ERIC HANDLER
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

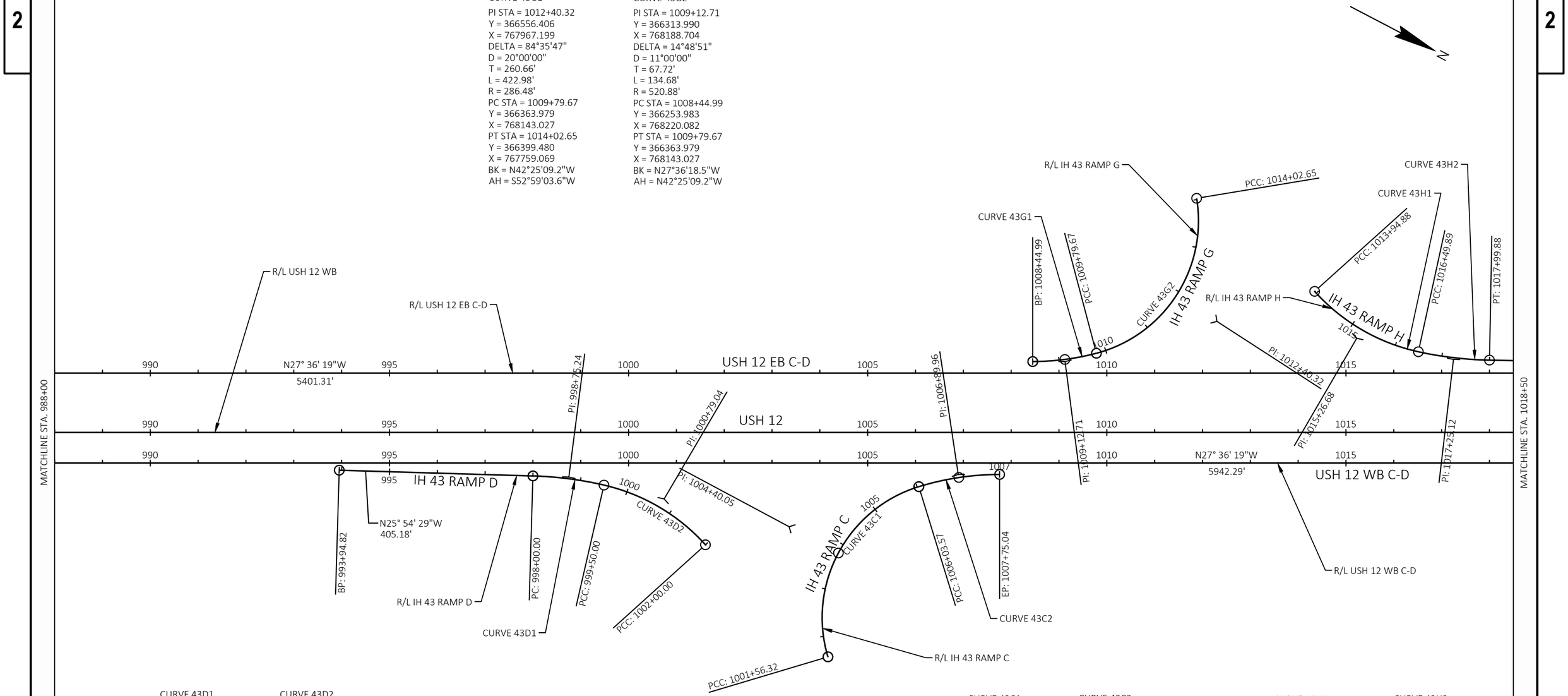
2

CURVE 43G1

PI STA = 1012+40.32
Y = 366556.406
X = 767967.199
DELTA = 84°35'47"
D = 20°00'00"
T = 260.66'
L = 422.98'
R = 286.48'
PC STA = 1009+79.67
Y = 366363.979
X = 768143.027
PT STA = 1014+02.65
Y = 366399.480
X = 767759.069
BK = N42°25'09.2"W
AH = S52°59'03.6"W

CURVE 43G2

PI STA = 1009+12.71
Y = 366313.990
X = 768188.704
DELTA = 14°48'51"
D = 11°00'00"
T = 67.72'
L = 134.68'
R = 520.88'
PC STA = 1008+44.99
Y = 366253.983
X = 768220.082
PT STA = 1009+79.67
Y = 366363.979
X = 768143.027
BK = N27°36'18.5"W
AH = N42°25'09.2"W



CURVE 43D1

PI STA = 998+75.24
Y = 365506.373
X = 768883.225
DELTA = 11°15'00"
D = 7°30'00"
T = 75.24'
L = 150.00'
R = 763.94'
PC STA = 998+00.00
Y = 365438.693
X = 768916.101
PT STA = 999+50.00
Y = 365579.166
X = 768864.186
BK = N25°54'28.8"W
AH = N14°39'28.6"W

CURVE 43D2

PI STA = 1000+79.04
Y = 365704.004
X = 768831.533
DELTA = 34°59'59"
D = 13°59'59"
T = 129.04'
L = 250.00'
R = 409.26'
PC STA = 999+50.00
Y = 365579.166
X = 768864.186
PT STA = 1002+00.00
Y = 365824.994
X = 768876.389
BK = N14°39'28.6"W
AH = N20°20'30.1"E

CURVE 43C1

PI STA = 1004+40.05
Y = 365962.584
X = 768761.808
DELTA = 89°26'30"
D = 19°59'53"
T = 283.73'
L = 447.25'
R = 286.51'
PC STA = 1001+56.32
Y = 366160.414
X = 768965.191
PT STA = 1006+03.57
Y = 366164.029
X = 768562.005
BK = S45°47'34.6"W
AH = N44°45'55.7"W

CURVE 43C2

PI STA = 1006+89.96
Y = 366225.359
X = 768501.175
DELTA = 17°09'29"
D = 10°00'24"
T = 86.38'
L = 171.47'
R = 572.58'
PC STA = 1006+03.57
Y = 366164.029
X = 768562.005
PT STA = 1007+75.04
Y = 366301.904
X = 768461.146
BK = N44°45'55.7"W
AH = N27°36'26.6"W

CURVE 43H1

PI STA = 1015+26.68
Y = 366831.851
X = 767863.070
DELTA = 35°41'59"
D = 13°59'59"
T = 131.79'
L = 255.00'
R = 409.26'
PC STA = 1013+94.88
Y = 366708.340
X = 767817.090
PT STA = 1016+49.89
Y = 366958.984
X = 767828.336
BK = N20°25'08.0"E
AH = N15°16'51.3"W

CURVE 43H2

PI STA = 1017+25.12
Y = 367031.563
X = 767808.507
DELTA = 11°15'00"
D = 7°30'01"
T = 75.24'
L = 149.99'
R = 763.91'
PC STA = 1016+49.89
Y = 366958.984
X = 767828.336
PT STA = 1017+99.88
Y = 367098.878
X = 767774.899
BK = N15°16'51.3"W
AH = N26°31'51.5"W

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 282	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027202-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 9/1/2020 8:22 AM
PLOT BY : ERIC HANDLER
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

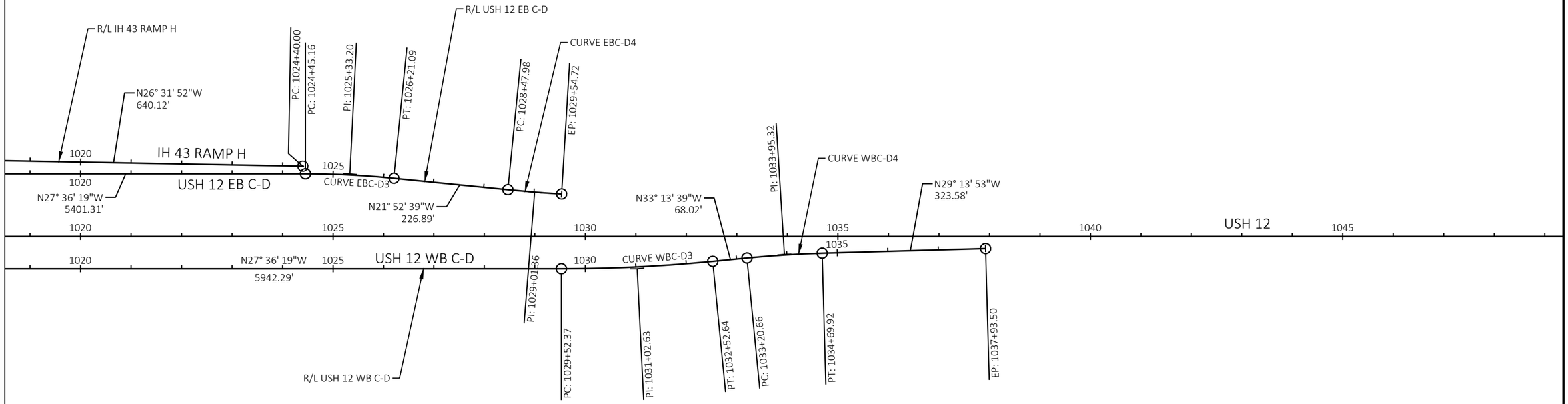
CURVE EBC-D3

PI STA = 1025+33.20
Y = 367761.120
X = 767459.080
DELTA = 5°43'39"
D = 3°15'20"
T = 88.04'
L = 175.94'
R = 1760.00'
PC STA = 1024+45.16
Y = 367683.100
X = 767499.877
PT STA = 1026+21.09
Y = 367842.822
X = 767426.273
BK = N27°36'18.5"W
AH = N21°52'39.3"W

CURVE EBC-D4

PI STA = 1029+01.36
Y = 368102.902
X = 767321.840
DELTA = 2°14'37"
D = 2°06'07"
T = 53.37'
L = 106.74'
R = 2725.77'
PC STA = 1028+47.98
Y = 368053.371
X = 767341.729
PT STA = 1029+54.72
Y = 368151.615
X = 767300.028
BK = N21°52'39.3"W
AH = N24°07'16.1"W

N



CURVE WBC-D3

PI STA = 1031+02.63
Y = 368352.845
X = 767361.817
DELTA = 5°37'20"
D = 1°52'21"
T = 150.26'
L = 300.27'
R = 3060.00'
PC STA = 1029+52.37
Y = 368219.694
X = 767431.442
PT STA = 1032+52.64
Y = 368478.534
X = 767279.482
BK = N27°36'18.5"W
AH = N33°13'38.8"W

CURVE WBC-D4

PI STA = 1033+95.32
Y = 368597.885
X = 767201.300
DELTA = 3°59'46"
D = 2°40'39"
T = 74.66'
L = 149.26'
R = 2140.00'
PC STA = 1033+20.66
Y = 368535.433
X = 767242.210
PT STA = 1034+69.92
Y = 368663.036
X = 767164.841
BK = N33°13'38.8"W
AH = N29°13'52.6"W

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 283	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027202-AD.DWG
LAYOUT NAME - 03
PLOT DATE : 9/1/2020 8:22 AM
PLOT BY : ERIC HANDLER
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

SUPERELEVATION AND OVERLAY THICKNESS TRANSITIONS

	EB LANES					WB LANES				
	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH
STATION	OUTSIDE		C/L		EB R/L	WB R/L		C/L		OUTSIDE
625+90	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33
626+00	0.33	-0.020	0.46	-0.015	0.52	0.50	-0.015	0.45	-0.019	0.33
626+25	0.33	-0.020	0.46	-0.015	0.52	0.45	-0.013	0.41	-0.017	0.33
626+40	0.33	-0.020	0.46	-0.015	0.52	0.43	-0.013	0.40	-0.015	0.33
626+50	0.33	-0.020	0.46	-0.015	0.52	0.41	-0.012	0.38	-0.014	0.33
626+75	0.33	-0.020	0.46	-0.015	0.52	0.36	-0.011	0.35	-0.012	0.33
626+90	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.010	0.33	-0.010	0.33
627+00	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.008	0.33	-0.008	0.33
627+25	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.003	0.33	-0.003	0.33
627+40	0.33	-0.020	0.46	-0.015	0.52	0.33	0.000	0.33	0.000	0.33
627+50	0.33	-0.020	0.46	-0.015	0.52	0.33	0.002	0.33	0.002	0.33
627+75	0.33	-0.020	0.46	-0.015	0.52	0.33	0.007	0.33	0.007	0.33
627+88	0.33	-0.020	0.46	-0.015	0.52	0.33	0.010	0.33	0.010	0.33
628+00	0.33	-0.020	0.43	-0.015	0.47	0.33	0.013	0.33	0.013	0.33
628+11	0.33	-0.020	0.39	-0.015	0.42	0.33	0.015	0.33	0.015	0.33
628+25	0.33	-0.020	0.36	-0.018	0.37	0.33	0.018	0.33	0.018	0.33
628+35	0.33	-0.020	0.33	-0.020	0.33	0.33	0.020	0.33	0.020	0.33
628+50	0.33	-0.023	0.33	-0.023	0.33	0.33	0.023	0.33	0.023	0.33
628+76	0.33	-0.029	0.33	-0.029	0.33	0.33	0.029	0.33	0.029	0.33
629+00	0.33	-0.034	0.33	-0.034	0.33	0.33	0.034	0.33	0.034	0.33
629+25	0.33	-0.039	0.33	-0.039	0.33	0.33	0.039	0.33	0.039	0.33
629+40	0.33	-0.042	0.33	-0.042	0.33	0.33	0.042	0.33	0.042	0.33
666+00	0.33	-0.042	0.33	-0.042	0.33	0.33	0.042	0.33	0.042	0.33
666+25	0.33	-0.037	0.33	-0.037	0.33	0.33	0.037	0.33	0.037	0.33
666+50	0.33	-0.032	0.33	-0.032	0.33	0.33	0.032	0.33	0.032	0.33
666+76	0.33	-0.026	0.33	-0.026	0.33	0.33	0.026	0.33	0.026	0.33
667+00	0.33	-0.021	0.33	-0.021	0.33	0.33	0.021	0.33	0.021	0.33
667+05	0.33	-0.020	0.33	-0.020	0.33	0.33	0.020	0.33	0.020	0.33
667+25	0.33	-0.020	0.39	-0.016	0.41	0.33	0.016	0.33	0.016	0.33
667+29	0.33	-0.020	0.40	-0.015	0.43	0.33	0.015	0.33	0.015	0.33
667+50	0.33	-0.020	0.45	-0.015	0.51	0.33	0.011	0.33	0.011	0.33
667+52	0.33	-0.020	0.46	-0.015	0.52	0.33	0.010	0.33	0.010	0.33
667+75	0.33	-0.020	0.46	-0.015	0.52	0.33	0.005	0.33	0.005	0.33
668+00	0.33	-0.020	0.46	-0.015	0.52	0.33	0.000	0.33	0.000	0.33
668+25	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.005	0.33	-0.005	0.33
668+50	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.010	0.33	-0.010	0.33
668+75	0.33	-0.020	0.46	-0.015	0.52	0.38	-0.011	0.36	-0.013	0.33
669+00	0.33	-0.020	0.46	-0.015	0.52	0.43	-0.013	0.40	-0.015	0.33
669+25	0.33	-0.020	0.46	-0.015	0.52	0.47	-0.014	0.43	-0.018	0.33
669+50	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33

704+75						0.52	-0.015	0.46	-0.020	0.33
705+00						0.44	-0.015	0.41	-0.020	0.33
705+06						0.43	-0.015	0.40	-0.020	0.33
705+25						0.37	-0.018	0.36	-0.020	0.33
705+38						0.33	-0.020	0.33	-0.020	0.33
705+50						0.33	-0.022	0.33	-0.022	0.33
705+75						0.33	-0.026	0.33	-0.026	0.33
706+00						0.33	-0.030	0.33	-0.030	0.33
706+11						0.33	-0.032	0.33	-0.032	0.33
706+25						0.33	-0.034	0.33	-0.034	0.33
706+50						0.33	-0.038	0.33	-0.038	0.33
706+75						0.33	-0.042	0.33	-0.042	0.33
737+40						0.33	-0.042	0.33	-0.042	0.33
737+50						0.33	-0.040	0.33	-0.041	0.33
737+75						0.33	-0.036	0.33	-0.038	0.33
738+00						0.33	-0.032	0.33	-0.035	0.33
738+11						0.33	-0.031	0.33	-0.034	0.33
738+25						0.33	-0.028	0.33	-0.033	0.33
738+50						0.33	-0.024	0.33	-0.030	0.33
738+75						0.33	-0.020	0.33	-0.027	0.33
738+78						0.33	-0.020	0.33	-0.020	0.33
739+00						0.33	-0.016	0.33	-0.020	0.33
739+09						0.37	-0.015	0.36	-0.020	0.33
739+25						0.45	-0.015	0.41	-0.020	0.33
739+40						0.52	-0.015	0.46	-0.020	0.33

706+07	0.33	-0.015	0.46	-0.020	0.52
706+25	0.33	-0.014	0.44	-0.018	0.49
706+50	0.33	-0.013	0.40	-0.016	0.44
706+57	0.33	-0.013	0.40	-0.015	0.43
706+75	0.33	-0.012	0.37	-0.013	0.39
707+00	0.33	-0.010	0.34	-0.011	0.34

SUPERELEVATION AND OVERLAY THICKNESS TRANSITIONS

	EB LANES					WB LANES				
	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH
STATION	OUTSIDE		C/L		EB R/L	WB R/L		C/L		OUTSIDE
707+07	0.33	-0.010	0.33	-0.010	0.33					
707+25	0.33	-0.006	0.33	-0.006	0.33					
707+50	0.33	-0.001	0.33	-0.001	0.33					
707+57	0.33	0.000	0.33	0.000	0.33					
707+75	0.33	0.004	0.33	0.004	0.33					
708+00	0.33	0.009	0.33	0.009	0.33					
708+25	0.33	0.014	0.33	0.014	0.33					
708+50	0.33	0.020	0.33	0.020	0.33					
708+52	0.33	0.020	0.33	0.020	0.33					
708+89	0.33	0.028	0.33	0.028	0.33					
709+00	0.33	0.030	0.33	0.030	0.33					
709+25	0.33	0.035	0.33	0.035	0.33					
709+50	0.33	0.041	0.33	0.041	0.33					
709+57	0.33	0.042	0.33	0.042	0.33					
741+97	0.33	0.042	0.33	0.042	0.33					
742+00	0.33	0.041	0.33	0.041	0.33					
742+25	0.33	0.036	0.33	0.036	0.33					
742+50	0.33	0.031	0.33	0.031	0.33					
742+65	0.33	0.028	0.33	0.028	0.33					
742+75	0.33	0.026	0.33	0.026	0.33					
743+00	0.33	0.020	0.33	0.020	0.33					
743+02	0.33	0.020	0.33	0.020	0.33					
743+25	0.33	0.015	0.33	0.015	0.33					
743+50	0.33	0.010	0.33	0.010	0.33					
743+75	0.33	0.005	0.33	0.005	0.33					
743+97	0.33	0.000	0.33	0.000	0.33					
744+00	0.33	0.000	0.33	0.000	0.33					
744+25	0.33	-0.003	0.35	-0.004	0.37					
744+47	0.33	-0.005	0.37	-0.007	0.39					
744+50	0.33	-0.005	0.38	-0.007	0.40					
744+75	0.33	-0.008	0.40	-0.010	0.43					
745+00	0.33	-0.010	0.42	-0.014	0.46					
745+25	0.33	-0.013	0.44	-0.017	0.49					
745+47	0.33	-0.015	0.46	-0.020	0.52					

799+88	0.33	-0.02	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33
800+00	0.33	-0.020	0.46	-0.015	0.52	0.50	-0.014	0.44	-0.019	0.33
800+25	0.33	-0.020	0.46	-0.015	0.52	0.45	-0.013	0.41	-0.016	0.33
800+50	0.33	-0.020	0.46	-0.015	0.52	0.40	-0.012	0.38	-0.014	0.33
800+75	0.33	-0.020	0.46	-0.015	0.52	0.35	-0.011	0.35	-0.011	0.33
800+88	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.010	0.33	-0.010	0.33
801+00	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.006	0.33	-0.007	0.33
801+25	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.003	0.33	-0.003	0.33
801+50	0.33	-0.020	0.46	-0.015	0.52	0.33	0.000	0.33	0.000	0.33
801+75	0.33	-0.020	0.46	-0.015	0.52	0.33	0.004	0.33	0.004	0.33
802+00	0.33	-0.020	0.46	-0.015	0.52	0.33	0.008	0.33	0.008	0.33
802+10	0.33	-0.020	0.46	-0.015	0.52	0.33	0.010	0.33	0.010	0.33
802+25	0.33	-0.020	0.43	-0.015	0.47	0.33	0.013	0.33	0.013	0.33
802+39	0.33	-0.020	0.40	-0.015	0.43	0.33	0.015	0.33	0.015	0.33
802+50	0.33	-0.020	0.37	-0.017	0.39	0.33	0.017	0.33	0.017	0.33
802+69	0.33	-0.020	0.33	-0.020	0.33	0.33	0.020	0.33	0.020	0.33
802+75	0.33	-0.021	0.33	-0.021	0.33	0.33	0.021	0.33	0.021	0.33
803+00	0.33	-0.025	0.33	-0.025	0.33	0.33	0.025	0.33	0.025	0.33
803+20	0.33	-0.029	0.33	-0.029	0.33	0.33	0.029	0.33	0.029	0.33
803+25	0.33	-0.029	0.33	-0.029	0.33	0.33	0.029	0.33	0.029	0.33
803+50	0.33	-0.034	0.33	-0.034	0.33	0.33	0.034	0.33	0.034	0.33
803+75	0.33	-0.038	0.33	-0.038	0.33	0.33	0.038	0.33	0.038	0.33
804+00	0.33	-0.042	0.33	-0.042	0.33	0.33	0.042	0.33	0.042	0.33
816+60	0.33	-0.042	0.33	-0.042	0.33	0.33	0.042	0.33	0.042	0.33
816+75	0.33	-0.039	0.33	-0.039	0.33	0.33	0.039	0.33	0.039	0.33
817+00	0.33	-0.035	0.33	-0.035	0.33	0.33	0.035	0.33	0.035	0.33
817+25	0.33	-0.031	0.33	-0.031	0.33	0.33	0.031	0.33	0.031	0.33
817+46	0.33	-0.027	0.33	-0.027	0.33	0.33	0.027	0.33	0.027	0.33
817+50	0.33	-0.027	0.33	-0.027	0.33	0.33	0.027	0.33	0.027	0.33
817+75	0.33	-0.023	0.33	-0.023	0.33	0.33	0.023	0.33	0.023	0.33
817+91	0.33	-0.020	0.33	-0.020	0.33	0.33	0.020	0.33	0.020	0.33
818+00	0.33	-0.020	0.35	-0.018	0.36	0.33	0.018	0.33	0.018	0.33
818+21	0.33	-0.020	0.40	-0.015	0.43	0.33	0.015	0.33	0.015	
818+25	0.33	-0.020	0.40	-0.015	0.44	0.33	0.014	0.33	0.014	0.33
818+50	0.33	-0.020	0.46	-0.015	0.52	0.33	0.010	0.33	0.010	0.33
818+75	0.33	-0.020	0.46	-0.015	0.52	0.33	0.006	0.33	0.006	0.33
819+00	0.33	-0.020	0.46	-0.015	0.52	0.33	0.002	0.33	0.002	0.33
819+10	0.33	-0.020	0.46	-0.015	0.52	0.33	0.000	0.33	0.000	0.33

SUPERELEVATION AND OVERLAY THICKNESS TRANSITIONS

	EB LANES					WB LANES				
	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH
STATION	OUTSIDE		C/L		EB R/L	WB R/L		C/L		OUTSIDE
819+25	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.001	0.33	-0.002	0.33
819+50	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.004	0.33	-0.005	0.33
819+72	0.33	-0.020	0.46	-0.015	0.52	0.33	-0.010	0.33	-0.010	0.33
819+75	0.33	-0.020	0.46	-0.015	0.52	0.34	-0.010	0.33	-0.010	0.33
820+00	0.33	-0.020	0.46	-0.015	0.52	0.38	-0.011	0.37	-0.013	0.33
820+25	0.33	-0.020	0.46	-0.015	0.52	0.43	-0.013	0.40	-0.015	0.33
820+50	0.33	-0.020	0.46	-0.015	0.52	0.48	-0.014	0.43	-0.018	0.33
820+72	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33
871+43	0.33	-0.015	0.46	-0.020	0.52	0.52	-0.015	0.46	-0.020	0.33
871+50	0.33	-0.015	0.45	-0.019	0.51	0.52	-0.015	0.46	-0.020	0.33
871+75	0.33	-0.013	0.42	-0.017	0.46	0.52	-0.015	0.46	-0.020	0.33
872+00	0.33	-0.012	0.39	-0.014	0.41	0.52	-0.015	0.46	-0.020	0.33
872+10	0.33	-0.012	0.37	-0.013	0.39	0.52	-0.015	0.46	-0.020	0.33
872+25	0.33	-0.011	0.35	-0.012	0.36	0.52	-0.015	0.46	-0.020	0.33
872+43	0.33	-0.010	0.33	-0.010	0.33	0.52	-0.015	0.46	-0.020	0.33
872+50	0.33	-0.009	0.33	-0.009	0.33	0.52	-0.015	0.46	-0.020	0.33
872+75	0.33	-0.005	0.33	-0.005	0.33	0.52	-0.015	0.46	-0.020	0.33
873+00	0.33	-0.001	0.33	-0.001	0.33	0.52	-0.015	0.46	-0.020	0.33
873+10	0.33	0.000	0.33	0.000	0.33	0.52	-0.015	0.46	-0.020	0.33
873+25	0.33	0.002	0.33	0.002	0.33	0.52	-0.015	0.46	-0.020	0.33
873+50	0.33	0.006	0.33	0.006	0.33	0.52	-0.015	0.46	-0.020	0.33
873+75	0.33	0.010	0.33	0.010	0.33	0.52	-0.015	0.46	-0.020	0.33
874+00	0.33	0.014	0.33	0.014	0.33	0.45	-0.017	0.41	-0.020	0.33
874+25	0.33	0.017	0.33	0.017	0.33	0.38	-0.019	0.36	-0.020	0.33
874+42	0.33	0.020	0.33	0.020	0.33	0.33	-0.020	0.33	-0.020	0.33
874+50	0.33	0.021	0.33	0.021	0.33	0.33	-0.021	0.33	-0.021	0.33
874+75	0.33	0.025	0.33	0.025	0.33	0.33	-0.025	0.33	-0.025	0.33
875+00	0.33	0.029	0.33	0.029	0.33	0.33	-0.029	0.33	-0.029	0.33
875+10	0.33	0.030	0.33	0.030	0.33	0.33	-0.030	0.33	-0.030	0.33
909+75	0.33	0.030	0.33	0.030	0.33	0.33	-0.030	0.33	-0.030	0.33
910+00	0.33	0.026	0.33	0.026	0.33	0.33	-0.026	0.33	-0.026	0.33
910+25	0.33	0.023	0.33	0.023	0.33	0.33	-0.023	0.33	-0.023	0.33
910+42	0.33	0.020	0.33	0.020	0.33	0.33	-0.020	0.33	-0.020	0.33
910+45	0.33	0.019	0.33	0.020	0.33	0.33	-0.019	0.33	-0.020	0.33
910+50	0.33	0.019	0.33	0.020	0.33	0.33	-0.019	0.33	-0.020	0.33
910+75	0.33	0.015	0.33	0.020	0.33	0.33	-0.015	0.33	-0.020	0.33
911+00	0.33	0.011	0.33	0.020	0.33	0.33	-0.011	0.33	-0.020	0.33
911+08	0.33	0.010	0.33	0.020	0.33	0.33	-0.010	0.33	-0.020	0.33
911+25	0.33	0.008	0.33	0.020	0.33	0.33	-0.008	0.33	-0.020	0.33
911+50	0.33	0.004	0.33	0.020	0.33	0.33	-0.004	0.33	-0.020	0.33
911+75	0.33	0.000	0.33	0.020	0.33	0.33	0.000	0.33	-0.020	0.33
912+00	0.33	-0.007	0.33	0.020	0.33	0.33	0.007	0.33	-0.020	0.33
912+25	0.33	-0.015	0.33	0.020	0.33	0.33	0.015	0.33	-0.020	0.33
912+42	0.33	-0.020	0.33	0.020	0.33	0.33	0.020	0.33	-0.020	0.33

940+00	0.33	-0.020	0.33	0.020	0.33	0.33	0.020	0.33	-0.020	0.33
940+25	0.33	-0.020	0.35	0.016	0.35	0.35	0.016	0.35	-0.020	0.33
940+50	0.33	-0.020	0.36	0.011	0.38	0.38	0.011	0.36	-0.020	0.33
940+75	0.33	-0.020	0.38	0.007	0.40	0.40	0.007	0.38	-0.020	0.33
941+00	0.33	-0.020	0.40	0.003	0.43	0.43	0.003	0.40	-0.020	0.33
941+25	0.33	-0.020	0.41	-0.002	0.45	0.45	-0.002	0.41	-0.020	0.33
941+50	0.33	-0.020	0.43	-0.006	0.47	0.47	-0.006	0.43	-0.020	0.33
941+75	0.33	-0.020	0.44	-0.011	0.50	0.50	-0.011	0.44	-0.020	0.33
942+00	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33

1040+00	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33
1040+25	0.33	-0.020	0.44	-0.011	0.50	0.50	-0.011	0.44	-0.020	0.33
1040+50	0.33	-0.020	0.43	-0.006	0.47	0.47	-0.006	0.43	-0.020	0.33
1040+75	0.33	-0.020	0.41	-0.002	0.45	0.45	-0.002	0.41	-0.020	0.33
1041+00	0.33	-0.020	0.40	0.003	0.43	0.43	0.003	0.40	-0.020	0.33
1041+25	0.33	-0.020	0.38	0.007	0.40	0.40	0.007	0.38	-0.020	0.33
1041+50	0.33	-0.020	0.36	0.011	0.38	0.38	0.011	0.36	-0.020	0.33
1041+75	0.33	-0.020	0.35	0.016	0.35	0.35	0.016	0.35	-0.020	0.33
1042+00	0.33	-0.020	0.33	0.020	0.33	0.33	0.020	0.33	-0.020	0.33
1044+00	0.33	-0.020	0.33	0.020	0.33	0.33	0.020	0.33	-0.020	0.33
1044+25	0.33	-0.020	0.35	0.016	0.35	0.35	0.016	0.35	-0.020	0.33
1044+50	0.33	-0.020	0.36	0.011	0.38	0.38	0.011	0.36	-0.020	0.33
1044+75	0.33	-0.020	0.38	0.007	0.40	0.40	0.007	0.38	-0.020	0.33
1045+00	0.33	-0.020	0.40	0.003	0.43	0.43	0.003	0.40	-0.020	0.33
1045+25	0.33	-0.020	0.41	-0.002	0.45	0.45	-0.002	0.41	-0.020	0.33
1045+50	0.33	-0.020	0.43	-0.006	0.47	0.47	-0.006	0.43	-0.020	0.33
1045+75	0.33	-0.020	0.44	-0.011	0.50	0.50	-0.011	0.44	-0.020	0.33

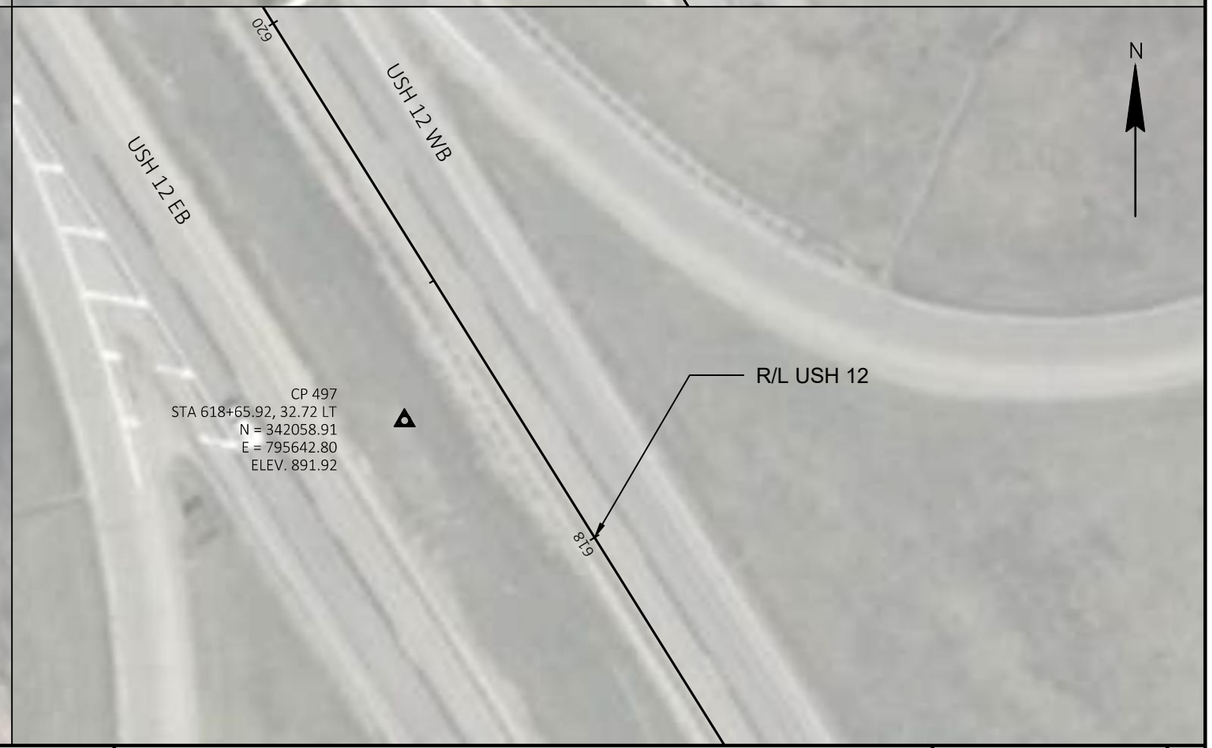
SUPERELEVATION AND OVERLAY THICKNESS TRANSITIONS

	EB LANES					WB LANES				
	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	OVERLAY DEPTH	LANE 1 SLOPE	OVERLAY DEPTH	LANE 2 SLOPE	OVERLAY DEPTH
STATION	OUTSIDE		C/L		EB R/L	WB R/L		C/L		OUTSIDE
1046+00	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33
1055+75	0.33	-0.020	0.46	-0.015	0.52	0.52	-0.015	0.46	-0.020	0.33
1056+00	0.33	-0.020	0.46	-0.015	0.52	0.50	-0.012	0.44	-0.016	0.33
1056+25	0.33	-0.020	0.46	-0.015	0.52	0.47	-0.009	0.43	-0.013	0.33
1056+50	0.33	-0.020	0.46	-0.015	0.52	0.45	-0.006	0.41	-0.009	0.33
1056+75	0.33	-0.020	0.46	-0.015	0.52	0.43	-0.003	0.40	-0.005	0.33
1057+00	0.33	-0.020	0.46	-0.015	0.52	0.40	0.001	0.38	-0.001	0.33
1057+08	0.33	-0.020	0.46	-0.015	0.52	0.39	0.002	0.37	0.000	0.33
1057+25	0.33	-0.020	0.46	-0.015	0.52	0.38	0.004	0.36	0.003	0.33
1057+50	0.33	-0.020	0.46	-0.015	0.52	0.35	0.007	0.35	0.006	0.33
1057+75	0.33	-0.020	0.46	-0.015	0.52	0.33	0.010	0.33	0.010	0.33
1080+33	0.33	-0.020	0.46	-0.015	0.52	0.33	0.010	0.33	0.010	0.33
1080+50	0.33	-0.020	0.46	-0.012	0.50	0.33	0.011	0.34	0.007	0.33
1080+75	0.33	-0.020	0.46	-0.008	0.48	0.33	0.012	0.36	0.004	0.33
1081+00	0.33	-0.020	0.46	-0.003	0.46	0.33	0.013	0.37	0.000	0.33
1081+25	0.33	-0.020	0.46	0.001	0.43	0.33	0.015	0.39	-0.004	0.33
1081+50	0.33	-0.020	0.46	0.005	0.41	0.33	0.016	0.41	-0.008	0.33
1081+75	0.33	-0.020	0.46	0.010	0.39	0.33	0.017	0.42	-0.011	0.33
1082+00	0.33	-0.020	0.46	0.014	0.36	0.33	0.018	0.44	-0.015	0.33
1082+25	0.33	-0.020	0.46	0.019	0.34	0.33	0.020	0.45	-0.019	0.33
1082+33	0.33	-0.020	0.46	0.020	0.33	0.33	0.020	0.46	-0.020	0.33

2

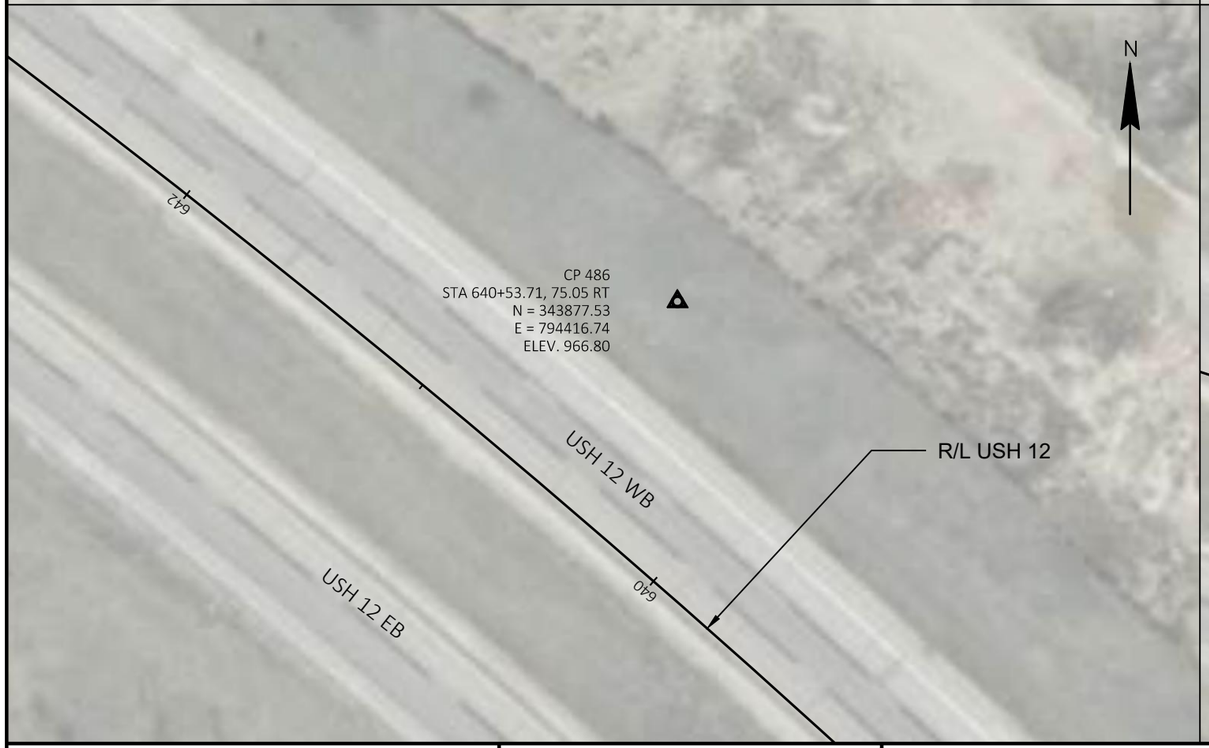
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	ALIGNMENT DETAILS	SHEET 284	E

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 285	E



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 286	E

2



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 287	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027204-AD.DWG
LAYOUT NAME - 03

PLOT DATE : 11/2/2020 11:15 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

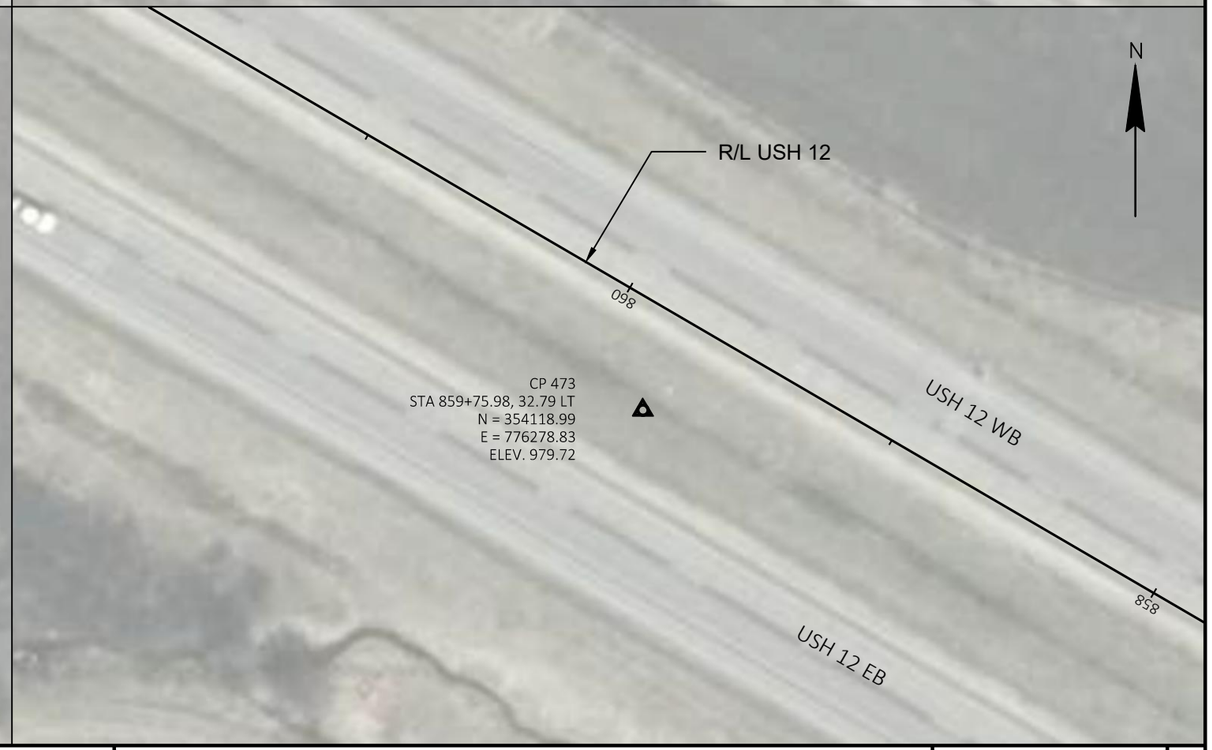
WISDOT/CADDS SHEET 42

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 288	E

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 289	E

2



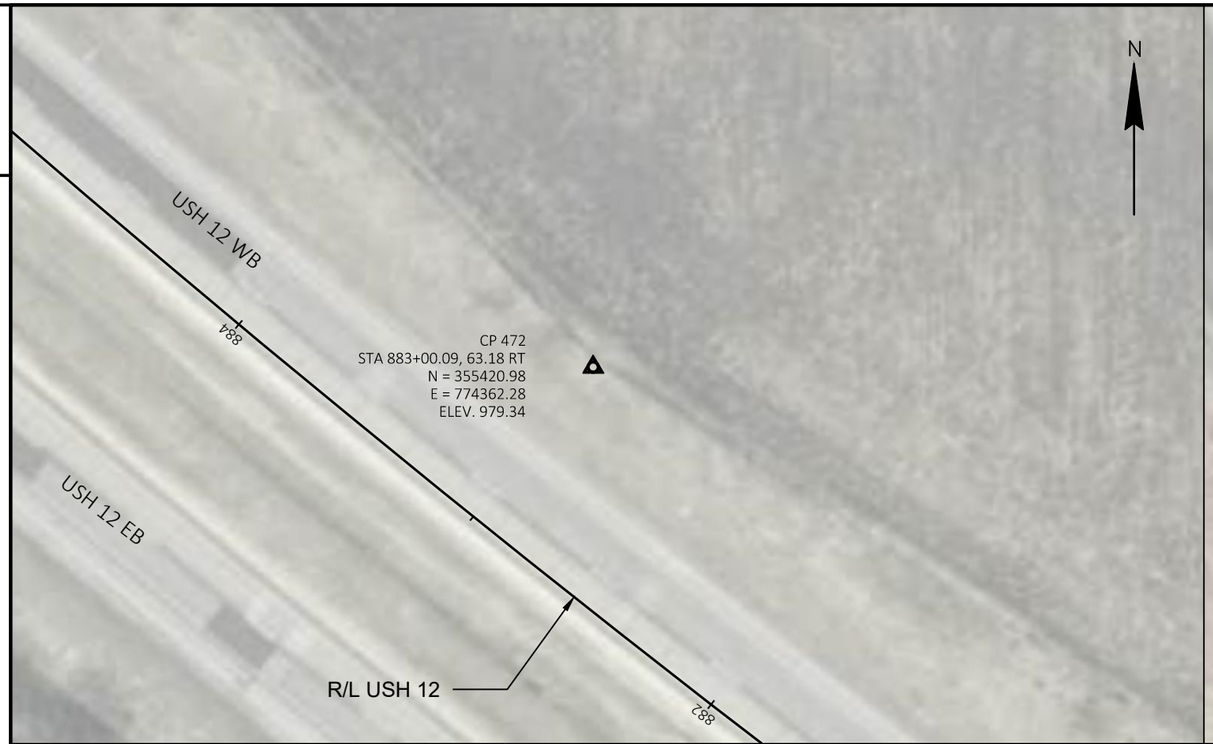
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 290	E

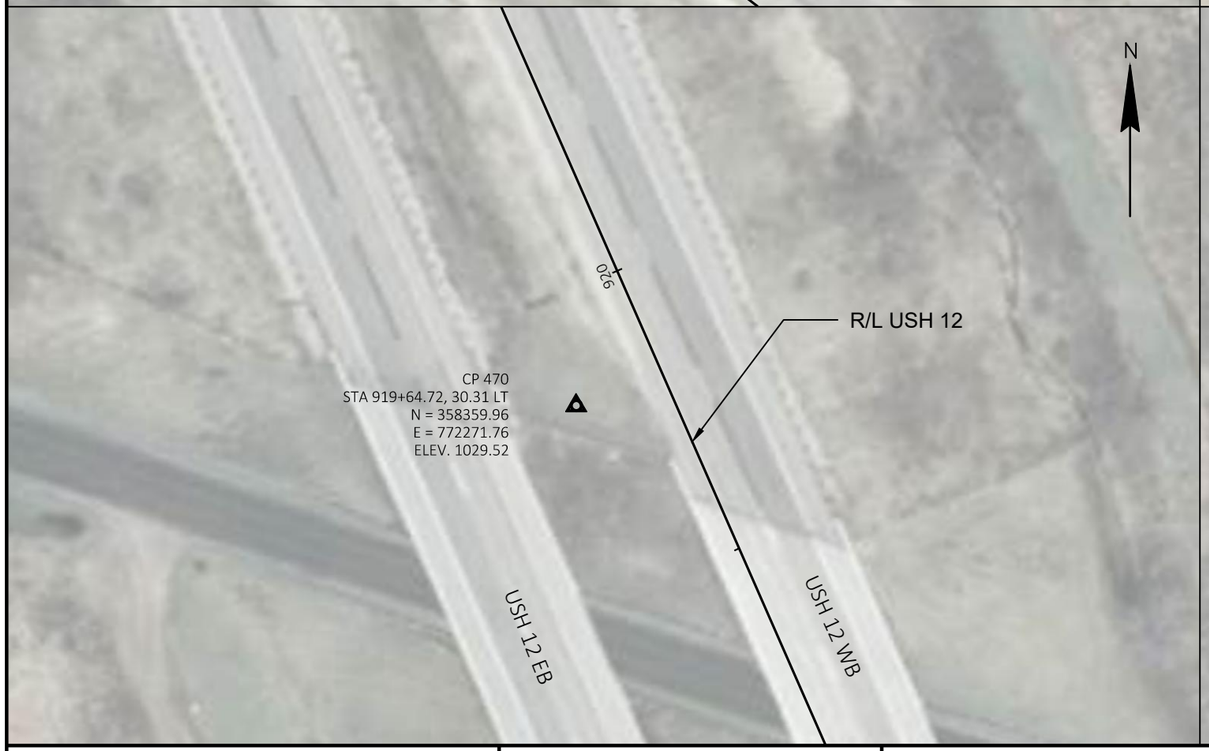
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027204-AD.DWG
LAYOUT NAME - 06

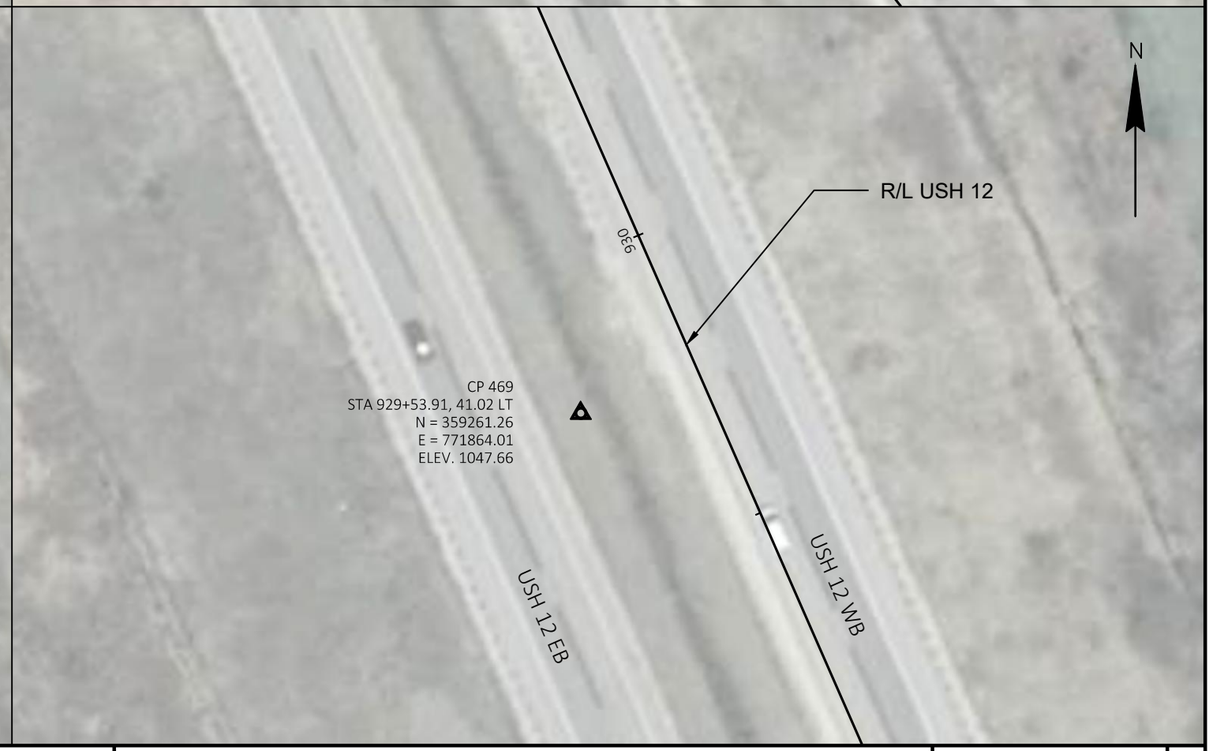
PLOT DATE : 11/2/2020 11:15 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2







PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 291	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027204-AD.DWG
LAYOUT NAME - 07

PLOT DATE : 11/2/2020 11:15 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 292	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\027204-AD.DWG
LAYOUT NAME - 08

PLOT DATE : 11/2/2020 11:15 AM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 293	E

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 294	E

2

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	SURVEY CONTROL	SHEET 295	E

Line	Item	Item Description	Unit	Total	1080-12-72 Qty	1080-12-73 Qty
0002	108.4400	CPM Progress Schedule	EACH	0.900	0.450	0.450
0004	201.0110	Clearing	SY	431.000	101.000	330.000
0006	201.0210	Grubbing	SY	431.000	101.000	330.000
0020	204.0100	Removing Concrete Pavement	SY	358.000	259.000	99.000
0022	204.0105	Removing Pavement Butt Joints	SY	1,168.000	584.000	584.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	11,736.000	5,414.000	6,322.000
0026	204.0125	Removing Asphaltic Surface Milling	TON	146,111.000	73,816.000	72,295.000
0028	204.0150	Removing Curb & Gutter	LF	255.000		255.000
0030	204.0165	Removing Guardrail	LF	47,251.000	19,000.000	28,251.000
0032	204.0170	Removing Fence	LF	562.000	30.000	532.000
0034	204.0180	Removing Delineators and Markers	EACH	786.000	468.000	318.000
0036	204.0190	Removing Surface Drains	EACH	7.000	3.000	4.000
0038	204.0220	Removing Inlets	EACH	9.000	4.000	5.000
0040	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	24.000	24.000	
0042	204.0245	Removing Storm Sewer (size) 03. Removing Storm Sewer 18-Inch	LF	68.000		68.000
0044	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	16.000	16.000	
0046	204.0245	Removing Storm Sewer (size) 05. 30-Inch	LF	8.000	8.000	
0048	204.0245	Removing Storm Sewer (size) 05. Removing Storm Sewer 30-Inch	LF	8.000		8.000
0050	204.0245	Removing Storm Sewer (size) 06. Removing Storm Sewer 36-Inch	LF	32.000		32.000
0052	204.9060.S	Removing (item description) 01. Inlet Covers	EACH	2.000	2.000	
0054	204.9060.S	Removing (item description) 02. Apron Endwall for Culvert Pipe Reinf Conc 18-Inch	EACH	14.000	5.000	9.000
0056	204.9060.S	Removing (item description) 03. Apron Endwall for Culvert Pipe Reinf Conc 24-Inch	EACH	1.000	1.000	
0058	204.9060.S	Removing (item description) 04. Apron Endwall for Culvert Pipe Reinf Conc 30-Inch	EACH	2.000	1.000	1.000
0060	204.9060.S	Removing (item description) 05. Apron Endwall for Culvert Pipe Reinf Conc 42-Inch	EACH	1.000	1.000	
0062	204.9060.S	Removing (item description) 06. Removing Flexible Tubular Markers	EACH	70.000		70.000
0064	205.0100	Excavation Common	CY	3,975.000	1,604.000	2,371.000
0078	208.0100	Borrow	CY	13,705.000	6,011.000	7,694.000
0084	213.0100	Finishing Roadway (project) 02. 1080-12-72	EACH	1.000	1.000	
0086	213.0100	Finishing Roadway (project) 03. 1080-12-73	EACH	1.000		1.000
0088	305.0110	Base Aggregate Dense 3/4-Inch	TON	18,169.000	8,562.000	9,607.000
0090	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,597.000	2,392.000	5,205.000
0092	310.0110	Base Aggregate Open-Graded	TON	440.000	220.000	220.000
0094	311.0110	Breaker Run	TON	7,075.000	1,950.000	5,125.000
0096	390.0303	Base Patching Concrete	SY	27,328.000	13,296.000	14,032.000
0098	390.0403	Base Patching Concrete Shes	SY	7,476.000	3,652.000	3,824.000
0100	415.0060	Concrete Pavement 6-Inch	SY	475.000	190.000	285.000
0102	416.0610	Drilled Tie Bars	EACH	9,146.000	4,218.000	4,928.000
0104	416.0620	Drilled Dowel Bars	EACH	71,412.000	34,924.000	36,488.000
0106	416.1010	Concrete Surface Drains	CY	2.700		2.700
0108	450.4000	HMA Cold Weather Paving	TON	12,080.000	9,495.000	2,585.000
0110	455.0605	Tack Coat	GAL	78,539.000	39,660.000	38,879.000
0112	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	4.000	2.000	2.000
0114	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	1.000	1.000
0116	460.2000	Incentive Density HMA Pavement	DOL	57,368.000	28,626.000	28,742.000
0118	460.2005	Incentive Density PWL HMA Pavement	DOL	30,778.000	14,997.000	15,781.000
0120	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	14,900.000	7,490.000	7,410.000
0122	460.2010	Incentive Air Voids HMA Pavement	DOL	153,993.000	74,980.000	79,013.000
0124	460.6223	HMA Pavement 3 MT 58-28 S	TON	82,145.000	41,098.000	41,047.000
0126	460.6224	HMA Pavement 4 MT 58-28 S	TON	71,848.000	33,882.000	37,966.000

					1080-12-72	1080-12-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0128	465.0105	Asphaltic Surface	TON	1,446.000		1,446.000
0132	465.0315	Asphaltic Flumes	SY	54.000	24.000	30.000
0134	465.0400	Asphaltic Shoulder Rumble Strips	LF	190,644.000	98,464.000	92,180.000
0208	520.8000	Concrete Collars for Pipe	EACH	8.000	4.000	4.000
0210	520.8700	Cleaning Culvert Pipes	EACH	50.000	23.000	27.000
0212	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	1.000		1.000
0214	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	4.000		4.000
0216	522.0118	Culvert Pipe Reinforced Concrete Class III 18-Inch	LF	24.000	24.000	
0218	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	16.000	16.000	
0220	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	16.000	8.000	8.000
0222	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	16.000		16.000
0224	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	26.000	5.000	21.000
0226	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000	
0228	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	1.000	1.000
0230	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000		2.000
0232	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	1.000	1.000	
0234	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	1.000	1.000	
0236	524.0124	Culvert Pipe Salvaged 24-Inch	LF	8.000		8.000
0238	524.0142	Culvert Pipe Salvaged 42-Inch	LF	16.000	16.000	
0240	524.0148	Culvert Pipe Salvaged 48-Inch	LF	16.000		16.000
0242	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	6.000	1.000	5.000
0244	524.0624	Apron Endwalls for Culvert Pipe Salvaged 24-Inch	EACH	2.000		2.000
0246	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	2.000	1.000	1.000
0248	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	2.000	1.000	1.000
0250	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	20.000	10.000	10.000
0252	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	700.000	400.000	300.000
0254	601.0110	Concrete Curb Type D	LF	6.000	6.000	
0256	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	142.000		142.000
0258	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	771.000	194.000	577.000
0260	601.0590	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBTT	LF	90.000	45.000	45.000
0262	603.1142	Concrete Barrier Type S42	LF	620.000	240.000	380.000
0264	603.8000	Concrete Barrier Temporary Precast Delivered	LF	1,600.000	800.000	800.000
0266	603.8125	Concrete Barrier Temporary Precast Installed	LF	1,600.000	800.000	800.000
0270	606.0200	Riprap Medium	CY	694.000	271.000	423.000
0272	606.0300	Riprap Heavy	CY	52.000	40.000	12.000
0274	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	406.000		406.000
0276	611.0430	Reconstructing Inlets	EACH	2.000	2.000	
0278	611.0535	Manhole Covers Type J-Special	EACH	1.000		1.000
0280	611.0642	Inlet Covers Type MS	EACH	4.000	2.000	2.000
0282	611.0651	Inlet Covers Type S	EACH	1.000		1.000
0284	611.2004	Manholes 4-FT Diameter	EACH	1.000		1.000
0286	611.2005	Manholes 5-FT Diameter	EACH	1.000		1.000
0288	611.3902	Inlets Median 2 Grate	EACH	1.000		1.000
0290	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000	
0292	612.0106	Pipe Underdrain 6-Inch	LF	2,000.000	1,000.000	1,000.000
0294	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	1,000.000	500.000	500.000
0298	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	40.000	20.000	20.000
0300	614.0200	Steel Thrie Beam Structure Approach	LF	8.200		8.200
0302	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	10.000		10.000

Line	Item	Item Description	Unit	Total	1080-12-72 Qty	1080-12-73 Qty
0304	614.0230	Steel Thrie Beam	LF	1,000.000		1,000.000
0312	614.0396	Guardrail Mow Strip Asphalt	SY	396.000	270.000	126.000
0314	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	33,897.000	8,369.000	25,528.000
0316	614.0905	Crash Cushions Temporary	EACH	4.000	2.000	2.000
0318	614.1000	MGS Guardrail Temporary	LF	1,200.000	600.000	600.000
0320	614.1100	MGS Guardrail Temporary Thrie Beam Transition	LF	316.000	158.000	158.000
0322	614.1200	MGS Guardrail Temporary Terminal EAT	EACH	8.000	4.000	4.000
0324	614.2300	MGS Guardrail 3	LF	36,254.000	16,979.000	19,275.000
0326	614.2330	MGS Guardrail 3 K	LF	6,637.500	2,037.500	4,600.000
0330	614.2500	MGS Thrie Beam Transition	LF	1,221.400	591.000	630.400
0332	614.2610	MGS Guardrail Terminal EAT	EACH	32.000	15.000	17.000
0334	614.2620	MGS Guardrail Terminal Type 2	EACH	20.000	9.000	11.000
0338	616.0100	Fence Woven Wire (height) 01. 4-FT	LF	40.000	40.000	
0340	616.0204	Fence Chain Link 4-FT	LF	464.000		464.000
0342	616.0329	Gates Chain Link (width) 01. 12-FT	EACH	10.000		10.000
0346	618.0100	Maintenance And Repair of Haul Roads (project) 02. 1080-12-72	EACH	1.000	1.000	
0348	618.0100	Maintenance And Repair of Haul Roads (project) 03. 1080-12-73	EACH	1.000		1.000
0350	619.1000	Mobilization	EACH	0.900	0.450	0.450
0352	624.0100	Water	MGAL	1,146.000	512.000	634.000
0354	625.0500	Salvaged Topsoil	SY	79,370.000	39,866.000	39,504.000
0356	627.0200	Mulching	SY	45,395.000	22,737.000	22,658.000
0358	628.1504	Silt Fence	LF	3,649.000	1,468.000	2,181.000
0360	628.1520	Silt Fence Maintenance	LF	3,909.000	1,728.000	2,181.000
0362	628.1905	Mobilizations Erosion Control	EACH	90.000	45.000	45.000
0364	628.1910	Mobilizations Emergency Erosion Control	EACH	30.000	15.000	15.000
0366	628.2004	Erosion Mat Class I Type B	SY	85,591.000	39,886.000	45,705.000
0368	628.6505	Soil Stabilizer Type A	ACRE	4.200	2.000	2.200
0370	628.6510	Soil Stabilizer Type B	ACRE	10.900	5.200	5.700
0372	628.7005	Inlet Protection Type A	EACH	65.000	48.000	17.000
0374	628.7010	Inlet Protection Type B	EACH	19.000	6.000	13.000
0376	628.7015	Inlet Protection Type C	EACH	7.000	7.000	
0378	628.7504	Temporary Ditch Checks	LF	995.000	719.000	276.000
0380	628.7555	Culvert Pipe Checks	EACH	134.000	49.000	85.000
0382	628.7560	Tracking Pads	EACH	10.000	5.000	5.000
0384	628.7570	Rock Bags	EACH	900.000	300.000	600.000
0386	629.0210	Fertilizer Type B	CWT	52.200	26.700	25.500
0388	630.0130	Seeding Mixture No. 30	LB	1,371.000	655.000	716.000
0390	630.0200	Seeding Temporary	LB	2,158.000	1,087.000	1,071.000
0392	630.0300	Seeding Borrow Pit	LB	453.000	270.000	183.000
0394	630.0500	Seed Water	MGAL	650.000	347.000	303.000
0396	633.0100	Delineator Posts Steel	EACH	767.000	414.000	353.000
0398	633.0500	Delineator Reflectors	EACH	985.000	529.000	456.000
0400	633.1000	Delineators Barrier Wall	EACH	8.000	4.000	4.000
0402	633.1100	Delineators Temporary	EACH	65.000	37.000	28.000
0404	633.5200	Markers Culvert End	EACH	197.000	71.000	126.000
0406	633.5350	Markers Permanent Flexible	EACH	252.000	127.000	125.000
0408	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	92.000	50.000	42.000
0410	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	134.000	78.000	56.000
0412	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	6.000	3.000	3.000

					1080-12-72	1080-12-73
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0414	635.0200	Sign Supports Structural Steel HS	LB	4,000.000	2,500.000	1,500.000
0416	637.1220	Signs Type I Reflective SH	SF	800.000	400.000	400.000
0418	637.2210	Signs Type II Reflective H	SF	51.000	48.000	3.000
0420	637.2230	Signs Type II Reflective F	SF	148.500	87.750	60.750
0422	638.2101	Moving Signs Type I	EACH	7.000	4.000	3.000
0424	638.2102	Moving Signs Type II	EACH	171.000	94.000	77.000
0426	638.2602	Removing Signs Type II	EACH	19.000	10.000	9.000
0428	638.3000	Removing Small Sign Supports	EACH	216.000	123.000	93.000
0430	643.0300	Traffic Control Drums	DAY	198,015.000	96,050.000	101,965.000
0432	643.0420	Traffic Control Barricades Type III	DAY	14,450.000	7,120.000	7,330.000
0434	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	1,616.000	822.000	794.000
0436	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,616.000	822.000	794.000
0438	643.0705	Traffic Control Warning Lights Type A	DAY	28,435.000	13,780.000	14,655.000
0440	643.0715	Traffic Control Warning Lights Type C	DAY	42,540.000	20,310.000	22,230.000
0442	643.0800	Traffic Control Arrow Boards	DAY	2,440.000	1,100.000	1,340.000
0444	643.0900	Traffic Control Signs	DAY	91,235.000	44,132.000	47,103.000
0446	643.0910	Traffic Control Covering Signs Type I	EACH	18.000	7.000	11.000
0448	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	7.000	3.000
0450	643.1000	Traffic Control Signs Fixed Message	SF	919.000	258.000	661.000
0452	643.1050	Traffic Control Signs PCMS	DAY	382.000	354.000	28.000
0454	643.1070	Traffic Control Cones 42-Inch	DAY	126,690.000	65,310.000	61,380.000
0456	643.5000	Traffic Control	EACH	0.900	0.450	0.450
0458	645.0111	Geotextile Type DF Schedule A	SY	2,100.000	1,050.000	1,050.000
0460	645.0120	Geotextile Type HR	SY	2,099.000	841.000	1,258.000
0464	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	276,297.000	142,006.000	134,291.000
0466	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	26,540.000	13,027.000	13,513.000
0468	646.3020	Marking Line Epoxy 8-Inch	LF	104.000		104.000
0470	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	16,664.000	9,792.000	6,872.000
0472	646.5020	Marking Arrow Epoxy	EACH	5.000		5.000
0476	646.6120	Marking Stop Line Epoxy 18-Inch	LF	16.000		16.000
0478	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	147,243.000	73,844.000	73,399.000
0480	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	2,281.000	593.000	1,688.000
0482	646.7120	Marking Diagonal Epoxy 12-Inch	LF	31.000	31.000	
0484	646.7220	Marking Chevron Epoxy 24-Inch	LF	1,391.000	1,043.000	348.000
0486	646.8120	Marking Curb Epoxy	LF	66.000		66.000
0488	646.9000	Marking Removal Line 4-Inch	LF	11,477.000	6,166.000	5,311.000
0490	646.9100	Marking Removal Line 8-Inch	LF	2,762.000	1,648.000	1,114.000
0492	646.9200	Marking Removal Line Wide	LF	504.000	454.000	50.000
0494	649.0105	Temporary Marking Line Paint 4-Inch	LF	356,332.000	215,540.000	140,792.000
0496	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	346,723.000	134,713.000	212,010.000
0498	649.0205	Temporary Marking Line Paint 8-Inch	LF	5,396.000	3,631.000	1,765.000
0500	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	9,849.000	5,480.000	4,369.000
0502	649.0760	Temporary Marking Raised Pavement Marker Type I	EACH	402.000	188.000	214.000
0504	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	14,144.000	6,451.000	7,693.000
0506	649.0970	Temporary Marking Removable Mask Out Tape 10-Inch	LF	3,950.000	1,154.000	2,796.000
0508	690.0150	Sawing Asphalt	LF	10,292.000	4,573.000	5,719.000
0510	690.0250	Sawing Concrete	LF	132,260.000	69,610.000	62,650.000
0512	740.0440	Incentive IRI Ride	DOL	77,880.000	39,016.000	38,864.000
0528	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,600.000	1,800.000	1,800.000

Line	Item	Item Description	Unit	Total	1080-12-72 Qty	1080-12-73 Qty
0530	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,000.000	3,000.000	3,000.000
0532	SPV.0060	Special 01. Locate and Clean Existing Underdrain Outfalls	EACH	40.000	20.000	20.000
0534	SPV.0060	Special 02. Cap Existing Underdrain	EACH	40.000	20.000	20.000
0536	SPV.0060	Special 03. Traffic Control Close-Open Freeway Service Ramp	EACH	100.000	50.000	50.000
0538	SPV.0060	Special 04. Traffic Control Close-Open Freeway To Freeway System Ramp	EACH	339.000	162.000	177.000
0548	SPV.0060	Special 09. Mobilization Emergency Pavement Repair	EACH	6.000	3.000	3.000
0550	SPV.0060	Special 10. Field Facilities Office Space	EACH	0.900	0.450	0.450
0552	SPV.0090	Special 02. Double Staked Silt Fence	LF	475.000	310.000	165.000
0562	SPV.0105	Special 02. Survey Project 1080-12-72	LS	1.000	1.000	
0564	SPV.0105	Special 03. Survey Project 1080-12-73	LS	1.000		1.000
0572	SPV.0105	Special 07. Vegetation and Debris Removal B-64-30	LS	1.000	1.000	

3

CPM PROGRESS SCHEDULE

LOCATION	108.4400 EACH
PROJECT	0.45
PROJECT TOTAL	**0.45**

SHOULDER ENHANCEMENT EARTHWORK

PROJECT	ROADWAY	STATION	-	STATION	205.0100 * EXCAVATION COMMON CY
1080-12-72	USH 12 EB	1062+00	-	1068+00	125
		1073+00	-	1081+00	165
		1081+00	-	1102+00	510
PROJECT TOTAL					800

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FINISHING ROADWAY

LOCATION	213.0100 EACH
PROJECT 1080-12-72	1
PROJECT TOTAL	**1**

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CLEARING AND GRUBBING

PROJECT	ROADWAY	STATION	-	STATION	201.0110 CLEARING SY	201.0210 GRUBBING SY	REMARKS
1080-12-72	USH 12 EB	885+00	-	915+00	50	50	895+00 LT (C-64-10)
		945+00	-	975+00	40	40	964+00 LT, 973+00 LT
		1035+00	-	1065+00	1	1	1047+00 LT
	UNDISTRIBUTED				10	10	
PROJECT TOTAL					**101**	**101**	

NOTE: CLEAR A SUFFICIENT AREA OVER AND AROUND PIPES TO PERFORM CULVERT WORK.

3

REMOVALS

PROJECT	ROADWAY	STATION - STATION LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0165 REMOVING GUARDRAIL LF	204.0170 REMOVING FENCE LF	204.0180 REMOVING DELINEATORS AND MARKERS EACH	204.0190 REMOVING SURFACE DRAINS EACH	204.0220 REMOVING INLETS** EACH
1080-12-72	USH 12 EB	590+00 - 615+00	--	113	1,542	537	--	13	--	--
		615+00 - 645+00	259	358	99	619	--	15	--	--
		645+00 - 675+00	--	--	--	--	--	15	--	--
		675+00 - 705+00	--	--	404	1,057	--	15	--	--
		700+53, 93' LT	--	--	--	--	--	--	--	1
		705+00 1105+00	--	--	--	16,787	30	410	3	--
		915+00 - 945+00	--	--	1,691	--	--	--	--	--
		918+45, 93' LT	--	--	--	--	--	--	--	1
		936+63, 93' LT	--	--	--	--	--	--	--	1
		1035+00 - 1065+00	--	--	508	--	--	--	--	--
		1042+05, 93' LT	--	--	--	--	--	--	--	1
		1065+00 - 1095+00	--	--	--	--	--	--	--	--
		1095+00 - 1115+85	--	113	342	--	--	--	--	--
	USH 12 WB COLLECTOR									
		958+91 - 967+25	--	--	280	--	--	--	--	--
		967+25 - 1033+00	--	--	280	--	--	--	--	--
	USH 12 EB RAMPS									
		120-A	--	--	19	--	--	--	--	--
		120-B	--	--	25	--	--	--	--	--
		NN-C	--	--	28	--	--	--	--	--
		NN-D	--	--	28	--	--	--	--	--
		43-F	--	--	28	--	--	--	--	--
		43-E	--	--	28	--	--	--	--	--
		43-G	--	--	28	--	--	--	--	--
		43-H	--	--	28	--	--	--	--	--
		67-B	--	--	28	--	--	--	--	--
		67-E	--	--	28	--	--	--	--	--
PROJECT TOTAL			**259**	**584**	**5,414**	**19,000**	**30**	**468**	**3**	**4**

**PLUG REMAINING PIPES WITH CONCRETE UNLESS OTHERWISE SHOWN ON PLANS.

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100 * COMMON EXCAVATION CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.20	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW
STAGE 3									
USH 12 EB - STH 120 INSIDE	623+55/628+00	0	0	0	94	113	-113	0	113
USH 12 EB - STH 120 OUTSIDE	630+50/632+50	0	0	0	17	20	-20	0	20
USH 12 EB - EAST OF CTH NN	668+00/677+00	0	0	0	562	674	-674	0	674
USH 12 EB - CTH NN	693+00/706+97	0	0	0	499	599	-599	0	599
USH 12 EB - OUTSIDE	722+50/729+00	57	0	57	698	838	-781	0	781
USH 12 EB - SOUTH OF MACLEAN RD OUTSIDE	913+36/918+34	9	0	9	169	203	-194	0	194
USH 12 EB - NORTH OF MACLEAN RD INSIDE	919+76/923+72	7	0	7	9	11	-4	0	4
USH 12 EB - NORTH OF MACLEAN RD OUTSIDE	920+25/934+33	35	0	35	74	89	-54	0	54
USH 12 EB - NORTH OF WHITE RIVER STATE TRAIL INSIDE	936+10/940+36	2	0	2	34	41	-39	0	39
USH 12 EB - NORTH OF WHITE RIVER STATE TRAIL OUTSIDE	936+55/951+09	50	0	50	89	107	-57	0	57
USH 12 EB - SPRINGFIELD RD BULLNOSE GRADING	784+01/789+00	25	0	25	355	426	-401	0	401
USH 12 EB - COMO RD BULLNOSE GRADING	840+00/845+60	33	0	33	193	232	-199	0	199
STAGE 3 SUBTOTAL		218	0	218	2,793	3,352	-3,134	0	3,134
STAGE 5									
USH 12 EB - WHITE RIVER	596+00/603+60	0	0	0	194	2,095	-2,095	0	2,095
STAGE 5 SUBTOTAL		0	0	0	194	2,095	-2,095	0	2,095
STAGE 5A									
USH 12 EB @ CTH NN/IH 43 INTERCHANGE OUTSIDE	970+10/1025+63	173	0	173	34	41	132	132	0
STAGE 5A SUBTOTAL		173	0	173	34	41	132	132	0
STAGE 5C									
USH 12 EB - C-D ROAD INSIDE	970+07/1025+31	275	0	275	46	55	220	220	0
USH 12 EB - IH 43 RAMP G	1008+65/1010+69	11	0	11	18	22	-11	0	11
USH 12 EB - IH 43 RAMP H	1017+41/1019+89	7	0	7	24	29	-22	0	22
STAGE 5C SUBTOTAL		293	0	293	88	106	187	220	32
STAGE 6									
USH 12 EB - NORTH OF STH 11 INSIDE	1044+00/1048+00	16	0	16	19	23	-7	0	7
USH 12 EB - IH 43 BULLNOSE GRADING	1004+43/1011+60	69	0	69	163	196	-127	0	127
STAGE 6 SUBTOTAL		85	0	85	182	218	-133	0	133
STAGE 7									
USH 12 EB - SOUTH OF STH 11 OUTSIDE	1038+02/1042+08	13	0	13	22	26	-13	0	13
USH 12 EB - NORTH OF STH 11 OUTSIDE	1043+68/1056+89	15	0	15	511	613	-598	0	598
USH 12 EB - STH 67 RAMP E	1107+38/1111+11	7	0	7	10	12	-5	0	5
STAGE 7 SUBTOTAL		35	0	35	543	652	-617	0	617
GRAND TOTAL		804	0	804	3,834	6,463	-5,659	352	6,011
TOTAL COMMON EXCAVATION		804							

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTES:
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.2
(14) 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.

BASE AGGREGATE ITEMS - USH 12

ROADWAY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	* 624.0100 WATER MGAL
USH 12 EB MAINLINE							
	590+00	-	615+00	675	--	--	12
	615+00	-	645+00	687	216	--	15
	645+00	-	675+00	765	216	--	16
	675+00	-	705+00	738	--	--	12
	705+00	-	708+89	30	--	--	1
	708+89	-	742+69	265	--	--	4
	742+69	-	773+21	230	--	--	4
	773+21	-	789+01	120	--	--	2
	789+01	-	803+18	105	--	--	2
	803+18	-	817+44	105	--	--	2
	817+44	-	874+42	425	--	--	7
	874+42	-	910+42	275	--	--	5
	910+42	-	935+81	145	--	--	3
	935+81	-	958+91	250	--	--	4
	958+91	-	1057+09	1,055	--	--	16
	1057+09	-	1081+00	335	695	405	16
	1081+00	-	1105+00	410	1,045	610	22
USH 12 EB COLLECTOR							
	958+91	-	967+25	50	--	50	1
	967+25	-	1027+50	705	--	705	11
USH 12 EB RAMPS							
			120-A	49	--	--	1
			120-B	58	--	--	1
			NN-C	10	--	--	1
			NN-D	5	--	--	1
			43-F	30	--	--	1
			43-E	10	--	--	1
			43-G	25	--	--	1
			43-H	5	--	--	1
			67-B	100	--	--	2
			67-E	120	--	--	2
UNDISTRIBUTED				780	220	180	20
PROJECT TOTAL				**8,562**	**2,392**	**1,950**	**187**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "ASPHALT" AND "EROSION CONTROL" TABLES.

3

BASE PATCHING

STAGE	ROADWAY	STATION		STATION	390.0303 BASE PATCHING CONCRETE SY	390.0403 BASE PATCHING CONCRETE SHES SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
3	USH 12 EB MAINLINE	590+00	-	615+00	40	--	10	80
		615+00	-	645+00	768	--	192	1,536
		645+00	-	675+00	992	--	248	1,984
		675+00	-	705+00	960	--	240	1,920
		705+00	-	943+00	5,776	1,592	1,842	14,736
	USH 12 EB RAMPS							
	120-B	12+00B	-	20+00B	168	--	42	336
STAGE 3 SUBTOTAL					8,704	1,592	2,574	20,592
5	USH 12 EB	590+00	-	615+00	320	80	100	800
		967+00	-	1028+00	816	208	256	2,048
	USH 12 EB COLLECTOR	958+91	-	1057+09	1,640	416	514	5,140
	USH 12 EB RAMPS							
	120-A	12+50A	-	23+00A	--	360	90	720
	67-B	1098+00	-	1105+51	--	256	64	512
	67-E	1098+00	-	1115+85	--	380	76	760
STAGE 5 SUBTOTAL					2,776	1,700	1,100	9,980
6	USH 12 EB	590+00	-	615+00	400	--	100	800
		943+00		1110+00	1,416	360	444	3,552
STAGE 6 SUBTOTAL					1,816	360	544	4,352
PROJECT TOTAL					**13,296**	**3,652**	**4,218**	**34,924**

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ASPHALT ITEMS - USH 12

STAGE	ROADWAY	STATION	TO	STATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	450.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	* 624.0100 WATER MGAL
1	USH 12 EB MAINLINE										
		590+00	-	615+00	454	108	454	--	--	--	1
		615+00	-	645+00	58	14	57	--	--	--	1
		675+00	-	705+00	59	14	59	--	--	--	1
STAGE 1 SUBTOTAL					571	136	570	--	--	--	3
3	USH 12 EB MAINLINE										
		590+00	-	615+00	221	137	115	122	60	--	1
		615+00	-	645+00	2,657	1,788	1,600	1,440	760	--	6
		645+00	-	675+00	2,589	1,778	1,621	1,396	755	--	6
		675+00	-	705+00	3,173	2,019	1,686	1,785	870	--	7
		705+00	-	708+89	525	275	240	250	125	--	2
		708+89	-	742+69	4,570	1,975	1,870	1,460	835	--	10
		742+69	-	773+21	3,965	2,390	1,810	1,860	920	--	8
		773+21	-	789+01	2,060	890	850	660	380	--	5
		789+01	-	803+18	1,840	970	840	570	355	--	4
		803+18	-	817+44	1,820	785	750	580	335	--	4
		817+44	-	874+42	7,400	3,900	3,370	3,460	1,710	--	15
		874+42	-	910+42	4,735	2,045	1,940	1,510	865	--	10
		910+42	-	935+81	3,090	1,335	1,400	990	600	8	7
		935+81	-	958+91	950	1,600	390	440	210	8	2
	USH 12 EB RAMPS										
	120-B	12+00B	-	20+00B	221	217	--	320	80	--	1
STAGE 3 SUBTOTAL					39,816	22,104	18,482	16,843	8,860	16	88
4	USH 12 EB MAINLINE										
		952+00	-	966+00	230	--	--	230	60	--	1
		1028+00	-	1110+00	1,355	275	920	1,355	--	--	3
STAGE 4 SUBTOTAL					1,585	275	920	1,585	60	--	4

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "BASE AGGREGATE" AND "EROSION CONTROL" TABLES.

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ASPHALT ITEMS - USH 12 - CONTINUED

STAGE	ROADWAY	STATION	TO	STATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	450.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	* 624.0100 WATER MGAL
5	USH 12 EB MAINLINE										
		560+00	-	615+00	1,929	1,010	2,037	429	--	--	4
		943+00	-	959+50	1,285	280	1,180	183	--	--	3
		959+50	-	967+00	2,025	440	290	170	--	--	5
		967+00	-	1027+00	8,185	4,280	3,710	4,010	--	--	17
		1027+00	-	1057+09	2,000	435	1,790	--	--	--	4
		1057+09	-	1081+00	1,715	370	1,700	458	--	--	4
		1081+00	-	1105+00	830	180	2,260	290	--	8	2
	USH 12 EB COLLECTOR										
		958+91	-	967+25	375	300	300	220	--	--	1
		967+25	-	1036+50	3,860	3,050	3,170	2,250	--	--	8
	USH 12 EB RAMPS										
	120-A	12+50A	-	23+00A	290	236	--	348	--	--	1
	NN-C				85	55	60	40	--	--	1
	NN-D				90	60	30	50	--	--	1
	43-F				240	155	110	130	--	--	1
	43-E				105	70	50	50	--	--	1
	43-G				140	90	60	70	--	--	1
	43-H				65	20	30	30	--	--	1
	67-B				680	220	460	320	--	--	2
	67-E				745	235	490	350	--	--	2
STAGE 5 SUBTOTAL					24,644	11,486	17,727	9,398	--	8	59
6	USH 12 EB MAINLINE										
		590+00	-	615+00	1,020	759	719	560	--	--	3
		943+00	-	967+00	1,460	945	600	930	--	--	3
		1027+00	-	1057+09	1,780	1,155	730	1,280	--	--	4
		1057+09	-	1081+00	1,460	630	600	560	--	--	3
		1081+00	-	1105+00	1,480	640	750	470	--	--	3
STAGE 6 SUBTOTAL					7,200	4,129	3,399	3,800	--	--	16

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "BASE AGGREGATE" AND "EROSION CONTROL" TABLES.

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ASPHALT ITEMS - USH 12 - CONTINUED

STAGE	ROADWAY	STATION	TO	STATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	450.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	* 624.0100 WATER MGAL
7	USH 12 EB MAINLINE										
		590+00	-	615+00	--	180	--	266	70	--	--
		943+00	-	959+50	--	280	--	410	105	--	--
		1027+00	-	1057+09	--	435	--	640	160	--	--
		1057+09	-	1081+00	--	370	--	550	140	--	--
		1081+00	-	1105+00	--	265	--	390	100	--	--
										--	
STAGE 7 SUBTOTAL					--	1,530	--	2,256	575	--	--
PROJECT TOTAL					**73,816**	**39,660**	**41,098**	**33,882**	**9,495**	**24**	**170**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "BASE AGGREGATE" AND "EROSION CONTROL" TABLES.

ASPHALT PWL

LOCATION	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY EACH
EB ROADWAY	2	1
PROJECT TOTAL	**2**	**1**

RUMBLE STRIPS

PROJECT	ROADWAY	STATION	-	STATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF
1080-12-72	USH 12 EB	590+00	-	615+00	4,399
		615+00	-	645+00	5,214
		645+00	-	675+00	5,918
		675+00	-	705+00	6,013
		705+00		1105+00	76,920
PROJECT TOTAL					**98,464**

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-72 MQs\030201-mq.ppt
PLOT DATE : 4/30/2021 1:37:10 PM
PLOT SCALE : 1:1

PWL Mixture Use Table

The following acceptance criteria are applicable for this project:

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:		
							Mixture Acceptance	Density Acceptance	Longitudinal Joint Incentive
USH 12 Mainline	590+00 to 1081+00	Leveling Layer	Concrete - Lane 1 N/A - Lane 2	4 MT 58-28 S	3,170	1 1/2" to 2 1/4" - Lane 1 N/A - Lane 2	PWL Incentive Air Voids HMA Pavement 460.2010	Ordinary Compaction 450.3.2.6.2. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
USH 12 Mainline	590+00 to 1081+00	Lower Layer	4 MT 58-28 S - Lane 1 Concrete - Lane 2	3 MT 58-28 S	19,850	2 1/4" - Lane 1 2 1/4" to 3 3/4" - Lane 2	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline	590+00 to 1081+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	14,480	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005	Longitudinal Joint Density HMA Pavement 460.2007 - Non Echelon Paving, Sta 590+00 to 614+00, 943+00 to 1081+00
USH 12 Mainline & Shoulders	590+00 to 1110+00	Upper Layer	Base Aggregate Dense	Asphaltic Surface	0	Various	QMP as per Section 465	Ordinary Compaction 450.3.2.6.2. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
USH 12 Mainline Shoulders	590+00 to 1081+00	Leveling Layer	Milled HMA Surface - Inside N/A - Outside	4 MT 58-28 S	1,120	1 1/4" to 2 1/4" - Inside N/A - Outside	PWL Incentive Air Voids HMA Pavement 460.2010	Ordinary Compaction 450.3.2.6.2. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
USH 12 Mainline Shoulders	590+00 to 1081+00	Lower Layer	4 MT 58-28 S - Inside Milled HMA Surface - Outside	3 MT 58-28 S	12,730	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline Shoulders	590+00 to 1081+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	7,400	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance Testing by Department. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
USH 12 Mainline	1081+00 to 1105+00	Lower Layer	Concrete	3 MT 58-28 S	1,140	2 1/4" to 3 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline	1081+00 to 1105+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	510	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005	Longitudinal Joint Density HMA Pavement 460.2007
USH 12 Mainline Shoulders	1081+00 to 1105+00	Lower Layer	Milled HMA Surface	3 MT 58-28 S	2,190	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline Shoulders	1081+00 to 1105+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	360	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance Testing by Department. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
C-D Roadway	955+25 to 1036+00	Lower Layer	Concrete	3 MT 58-28 S	2,070	2 1/4" to 3"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
C-D Roadway	955+25 to 1036+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	1,430	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
C-D Roadway Shoulders	955+25 to 1036+00	Lower Layer	Milled HMA Surface	3 MT 58-28 S	1,400	1 3/4" to 3" - Inside 2 1/4" - Outside	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
C-D Roadway Shoulders	955+25 to 1036+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	1,050	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramps	Various Locations	Lower Layer	Concrete	4 MT 58-28 S	720	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramps	Various Locations	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	1,120	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramp Shoulders	Various Locations	Lower Layer	Milled HMA Surface	4 MT 58-28 S	530	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramp Shoulders	Various Locations	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	560	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive

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CULVERT AND STORM SEWER REPAIR

						204.0245.03	204.0245.04	204.0245.05	204.9060.S.01	204.9060.S.02	204.9060.S.03	204.9060.S.04	204.9060.S.05	520.8000	520.8700	522.0118	522.0124	522.0130
						REMOVING STORM SEWER			REMOVING INLET	REMOVING APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE				CONCRETE COLLARS	CLEANING CULVERT	CULVERT PIPE REINFORCED CONCRETE CLASS III		
PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	18-INCH LF	24-INCH LF	30-INCH LF	COVERS LF	18-INCH EACH	24-INCH EACH	30-INCH EACH	42-INCH EACH	FOR PIPE EACH	PIPES EACH	18-INCH LF	24-INCH LF	30-INCH LF
1080-12-72	USH 12 EB	81	613+60 LT	CPRC (TWIN)	54	---	---	---	---	---	---	---	---	---	---	---	---	---
		85	623+75 - 624+75 LT	CMP	30	---	---	---	---	---	---	---	---	---	---	---	---	---
		89	658+50 LT	CPRC	42	---	---	---	---	---	---	---	---	---	---	---	---	---
		89A	661+75 LT (FIELD INLET)	CPRC	30	---	---	---	---	---	---	---	---	---	---	---	---	---
		91	674+60 LT	CPRC	54	---	---	---	---	---	---	---	---	---	---	---	---	---
		93	678+00 LT	CPRC	42	---	---	---	---	---	---	---	---	---	---	---	---	---
		95	684+75 LT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---	---	---
		101	712+00 LT	CPRC	48	---	---	---	---	---	---	---	---	---	---	---	---	---
		101	712+00 MEDIAN	CPRC	48	---	---	---	---	---	---	---	---	---	---	---	---	---
		103	767+00 LT	CPRC	24	---	---	---	---	---	---	---	---	---	---	---	---	---
		103	767+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	---	---	---	---
		104	776+00 LT	CPRC	24	---	16	---	---	---	1	---	---	---	---	---	16	---
		104	776+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	---	---	---	---
		105	780+00 LT	CPRC (TWIN)	48	---	---	---	---	---	---	---	---	---	---	---	---	---
		109	808+00 LT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---	---	---
		111	818+00 LT	CPRC	42	---	---	---	---	---	---	---	1	---	1	---	---	---
		113	840+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---
		115	COMO ROAD	CMP	42	---	---	---	---	---	---	---	---	---	---	---	---	---
		116	851+00 LT	CPRC	18	16	---	---	---	1	---	---	---	---	---	16	---	---
		117	858+00 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	---	---	---
		118	865+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		118	865+00 MEDIAN INLET	MS	34X102	---	---	---	1	---	---	---	---	---	---	---	---	---
		119	870+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		119	870+00 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---
		121	882+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		121	882+50 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---
		122	887+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		122	887+50 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---
		124	891+50 LT	CPRC	18	---	---	---	---	1	---	---	---	---	1	---	---	---
		124	891+50 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---
		126	908+00 MEDIAN INLET	MS	34X34	---	---	---	---	---	---	---	---	---	---	---	---	---
		132	947+50 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	---	---	---
		133	954+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---
		134	964+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---
		135	965+00 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	2	---	---	---

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

3

CULVERT AND STORM SEWER REPAIR - CONTINUED

						204.0245.03	204.0245.04	204.0245.05	204.9060.S.01	204.9060.S.02	204.9060.S.03	204.9060.S.04	204.9060.S.05	520.8000	520.8700	522.0118	522.0124	522.0130
						REMOVING STORM SEWER			REMOVING INLET	REMOVING APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE				CONCRETE COLLARS	CLEANING CULVERT	CULVERT PIPE REINFORCED CONCRETE CLASS III		
PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	18-INCH LF	24-INCH LF	30-INCH LF	COVERS LF	18-INCH EACH	24-INCH EACH	30-INCH EACH	42-INCH EACH	FOR PIPE EACH	PIPES EACH	18-INCH LF	24-INCH LF	30-INCH LF
1080-12-72	USH 12 EB	136	973+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	---	---	---	---
		137	973+00 LT	CPRC	18	---	---	---	---	1	---	---	---	---	1	---	---	---
		139	977+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		142	983+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		144	988+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		146	994+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		148	1003+00 LT	CPRC	36	---	---	---	---	---	---	---	---	---	1	---	---	---
		148A	1005+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		151	1009+00 LT	CPRC	18	---	---	---	---	1	---	---	---	---	1	---	---	---
		153	1013+00 LT	MS	34X102	---	---	---	1	---	---	---	---	---	---	---	---	---
		155	1019+00 LT	CPRC	18	8	---	---	---	1	---	---	---	---	1	8	---	---
		155	1019+00 LT	INLET	24X24	---	---	---	---	---	---	---	---	---	---	---	---	---
		157	1024+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		158	1026+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	1	---	---	---
		161	1034+00 LT	CPRC	36	---	---	---	---	---	---	---	---	---	1	---	---	---
		163A	1047+00 LT	CPRC	30	---	---	8	---	---	---	1	---	---	1	---	---	8
		165	1063+50 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---		---	---	---
		167	1074+00 LT	CPRC (TWIN)	42													
		171	1106+50 LT	CPRC	30	---	---	---	---	---	---	---	---	---	1	---	---	---
		171	1106+50 MEDIAN INLET	MS	34X34	---	---	---	---	---	---	---	---	---	1	---	---	---
	STH 120 RAMP A	81A	17A+75 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---
			UNDISTRIBUTED			---	---	---	---	---	---	---	---	4	---	---	---	---
PROJECT TOTAL						**24**	**16**	**8**	**2**	**5**	**1**	**1**	**1**	**4**	**23**	**24**	**16**	**8**

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

CULVERT AND STORM SEWER REPAIR - CONTINUED

PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1054 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH EACH	524.0142 CULVERT PIPE SALVAGED 42-INCH LF	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	* 606.0200 RIPRAP MEDIUM CY	611.0430 RECONSTRUCTING INLETS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.0642 INLET COVERS TYPE MS EACH	633.5200 MARKERS CULVERT END EACH	* 645.0120 GEOTEXTILE TYPE HR SY
1080-12-72	USH 12 EB	81	613+60 LT	CPRC (TWIN)	54	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
		85	623+75 - 624+75 LT	CMP	30	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
		89	658+50 LT	CPRC	42	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		89A	661+75 LT (FIELD INLET)	CPRC	30	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		91	674+60 LT	CPRC	54	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---
		93	678+00 LT	CPRC	42	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		95	684+75 LT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		101	712+00 LT	CPRC	48	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		101	712+00 MEDIAN	CPRC	48	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		103	767+00 LT	CPRC	24	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		103	767+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	1	---	---	---	1	---
		104	776+00 LT	CPRC	24	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
		104	776+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		105	780+00 LT	CPRC (TWIN)	48	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		109	808+00 LT	CPRC	36	---	---	---	---	---	---	---	---	1	---	---	---	---	1	---
		111	818+00 LT	CPRC	42	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---
		113	840+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		115	COMO ROAD	CMP	42	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
		116	851+00 LT	CPRC	18	1	---	---	---	---	---	---	---	---	2	---	---	---	1	9
		117	858+00 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	5	---	---	---	1	19
		118	865+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		118	865+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	---	---	---	1	1	---
		119	870+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		119	870+00 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		121	882+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		121	882+50 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		122	887+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		122	887+50 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		124	891+50 LT	CPRC	18	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		124	891+50 MEDIAN INLET	MS	34X68	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		126	908+00 MEDIAN INLET	MS	34X34	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		132	947+50 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
		133	954+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	9	---	---	---	1	33
		134	964+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		135	965+00 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	5	---	---	---	1	19

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

3

CULVERT AND STORM SEWER REPAIR - CONTINUED

PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1054 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH EACH	524.0142 CULVERT PIPE SALVAGED 42-INCH LF	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	* 606.0200 RIPRAP MEDIUM CY	611.0430 RECONSTRUCTING INLETS EACH	611.8115 ADJUSTING INLET COVERS EACH	611.0642 INLET COVERS TYPE MS EACH	633.5200 MARKERS CULVERT END EACH	* 645.0120 GEOTEXTILE TYPE HR SY
1080-12-72	USH 12 EB	136	973+00 MEDIAN INLET	MS	34X102	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		137	973+00 LT	CPRC	18	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		139	977+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		142	983+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		144	988+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		146	994+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		148	1003+00 LT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		148A	1005+50 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		151	1009+00 LT	CPRC	18	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		153	1013+00 LT	MS	34X102	---	---	---	---	---	---	---	---	---	---	1	---	1	1	---
		155	1019+00 LT	CPRC	18	1	---	---	---	---	---	---	---	---	3	---	---	---	1	11
		155	1019+00 LT	INLET	24X24	---	---	---	---	---	---	---	---	---	---	---	1	---	1	---
		157	1024+00 LT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---
		158	1026+00 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		161	1034+00 LT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		163A	1047+00 LT	CPRC	30	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
		165	1063+50 LT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		167	1074+00 LT	CPRC (TWIN)	42	---	---	---	---	---	16	---	---	---	---	---	---	---	1	---
		171	1106+50 LT	CPRC	30	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---
		171	1106+50 MEDIAN INLET	MS	34X34	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	STH 120 RAMP	81A	17A+75 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
			UNDISTRIBUTED			---	---	---	---	---	---	---	---	---	---	---	---	---	10	---
PROJECT TOTAL						**5**	**1**	**1**	**1**	**1**	**16**	**1**	**1**	**1**	**24**	**2**	**1**	**2**	**71**	**91**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

3

CONCRETE ITEMS

PROJECT	ROADWAY	STATION		STATION	LOCATION	415.0060 CONCRETE PAVEMENT 6-INCH SY	601.0110 CONCRETE CURB TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT LF	603.1142 CONCRETE BARRIER TYPE S42 LF
1080-12-72	USH 12 EB	615+00	-	915+00		--	--	47	--	--
		915+00	-	945+00		--	--	127	--	--
		1005+00	-	1035+00		190	6	--	40	240
	UNDISTRIBUTED					--	--	20	5	--
PROJECT TOTAL						**190**	**6**	**194**	**45**	**240**

UNDERDRAIN ITEMS

PROJECT	ROADWAY	STATION	TO	STATION	310.0110 BASE AGGREGATE OPEN GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A SY	SPV.0060.01 LOCATE AND CLEAN EXISTING UNDERDRAIN OUTFALLS EACH	SPV.0060.02 CAP EXISTING UNDERDRAIN EACH	COMMENT
1080-12-72	USH 12 EB	590+00	-	1105+00	220	1,000	500	20	1,050	20	20	FOR UNDERDRAIN REPAIRS
	PROJECT TOTAL				**220**	**1,000**	**500**	**20**	**1,050**	**20**	**20**	

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-72 MQs\030201-mq.ppt
PLOT DATE : 7/7/2021 4:42:12 PM
PLOT SCALE : 1:1

3

GUARDRAIL ITEMS

PROJECT	STAGE	ROADWAY	START STATION	START OFFSET	END STATION	END OFFSET	** 614.0396 GUARDRAIL MOW STRIP ASPHALT SY	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.1000 MGS GUARDRAIL TEMPORARY LF	614.1100 MGS GUARDRAIL TEMPORARY THRIE BEAM TRANSITION LF	614.1200 MGS GUARDRAIL TEMPORARY TERMINAL EAT EACH	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
1080-12-72	1	USH 12 EB	618+63.8	52.3' LT	621+06.3	54.3' LT	--	--	150	39.4	1	--	--	--	--	--
			698+45.7	52.0' LT	700+88.2	54.0' LT	--	--	150	39.4	1	--	--	--	--	--
			915+73.7	54.0' LT	918+16.2	56.0' LT	--	--	150	39.4	1	--	--	--	--	--
			931+56.8	54.0' LT	933+99.3	56.0' LT	--	--	150	39.4	1	--	--	--	--	--
	STAGE 1 SUBTOTAL						--	--	600	158	4	--	--	--	--	--
1080-12-72	3	USH 12 EB	596+87.5	94.0' LT	602+40.5	97.3' LT	--	240	--	--	--	500	--	--	1	1
			623+46.9	100.2' LT	631+33.7	94.0' LT	18	208	--	--	--	125	562.5	39.4	1	--
			623+48.8	54.0' LT	626+53.7	52.0' LT	18	122	--	--	--	--	212.5	39.4	1	--
			669+11.1	94.0' LT	675+64.1	96.0' LT	--	152	--	--	--	25	575	--	1	1
			693+70.8	94.0' LT	700+58.2	94.0' LT	--	134	--	--	--	--	687.5	--	--	1
			702+13.3	94.0' LT	704+05.8	96.0' LT	18	67	--	--	--	100	--	39.4	1	--
			702+46.0	54.0' LT	705+76.0	52.0' LT	18	122	--	--	--	237.5	--	39.4	1	--
			913+76	96' LT	918+54	96' LT	18	195	--	--	--	438.5	--	39.4	--	1
			919+74	56' LT	922+83	54' LT	18	118	--	--	--	212.5	--	39.4	1	--
			920+12	96' LT	934+42	96' LT	36	600	--	--	--	1,350	--	78.8	--	--
			936+08	56' LT	939+13	54' LT	18	118	--	--	--	212.5	--	39.4	1	--
			936+48	96' LT	949+94	97' LT	18	580	--	--	--	1,250	--	39.4	1	--
	STAGE 3 SUBTOTAL						180	2,656	--	--	--	4,451	2,037.5	394	9	4
	5	USH 12 EB	970+33	116' LT	1006+54	116' LT	18	1,589	--	--	--	3,575	--	39.4	--	1
			970+40	94' LT	1024+43	94' LT	--	2,402	--	--	--	5,350	--	--	1	1
			1008+49	156' LT	1009+91	179' LT	--	63	--	--	--	87.5	--	--	1	1
			1008+88	116' LT	1024+43	114' LT	18	674	--	--	--	1,462.5	--	39.4	1	--
			1016+78	165' LT	1018+69	160' LT	--	85	--	--	--	137.5	--	--	1	1
			1038+42	94' LT	1042+04	94' LT	18	145	--	--	--	325	--	39.4	--	1
			1043+61	94' LT	1055+54	96' LT	18	513	--	--	--	1,100	--	39.4	1	--
			1043+75	54' LT	1046+80	52' LT	18	118	--	--	--	212.5	--	39.4	1	--
			1107+57	85' LT	1110+35	92' LT	--	124	--	--	--	278	--	--	--	--
	STAGE 5 SUBTOTAL						90	5,713	--	--	--	12,528	--	197	6	5
PROJECT TOTAL							**270**	**8,369**	**600**	**158**	**4**	**16,979**	**2,037.5**	**591**	**15**	**9**

** USE FOR FULL LENGTH OF THRIE BEAM STRUCTURE APPROACH AT BRIDGES THAT DO NOT USE CURB AND GUTTER.

3

3

FENCING

PROJECT	ROADWAY	STATION	-	STATION	LOCATION	616.0100 FENCE WOVEN WIRE 4-FT LF
1080-12-72	USH 12 EB	885+00	-	915+00		30
	UNDISTRIBUTED					10
PROJECT TOTAL						**40**

HAUL ROADS

ROADWAY	LOCATION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (1080-12-72) EACH
USH 12 EB		
	PROJECT	1
PROJECT TOTAL		**1**

MOBILIZATION

LOCATION	619.1000 EACH
PROJECT	0.45
PROJECT TOTAL	**0.45**

3

EROSION CONTROL ITEMS

PROJECT	ROADWAY	STATION	TO	STATION	* 606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	* 624.0100 WATER MGAL	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.6505 SOIL STABILIZER TYPE A ACRE	628.6510 SOIL STABILIZER TYPE B ACRE
1010-12-72	USH 12 EB	590+00	-	615+00	--	--	28	--	--	--	--	1,235	--	--
		615+00	-	645+00	95	--	26	--	--	--	--	523	--	--
		645+00	-	675+00	--	--	27	301	301	--	--	1,777	--	--
		675+00	-	705+00	17	--	26	194	194	--	--	1,895	--	--
		705+00	-	735+00	--	--	--	80	80	--	--	80	--	--
		735+00	-	765+00	--	--	--	515	515	--	--	3,040	--	--
		765+00	-	795+00	--	--	--	78	138	--	--	2,910	--	--
		795+00	-	825+00	--	--	--	--	60	--	--	2,085	--	--
		825+00	-	855+00	--	--	--	--	60	--	--	--	--	--
		855+00	-	885+00	--	--	--	--	30	--	--	1,781	--	--
		885+00	-	915+00	--	32	--	--	--	--	--	335	--	--
		915+00	-	945+00	85	--	--	--	--	--	--	--	--	--
		945+00	-	967+00	--	--	--	--	--	--	--	3,803	--	--
		967+00	-	990+00	--	--	--	--	--	--	--	5,874	--	--
		990+00	-	1027+00	--	--	--	--	--	--	--	1,784	--	--
		1027+00	-	1050+00	25	--	--	--	--	--	--	4,900	--	--
		1050+00	-	1080+00	--	--	--	--	--	--	--	4,214	--	--
		1080+00	-	1115+85	--	--	--	--	--	--	--	--	--	--
	USH 12 EB RAMPS													
	STH 120 RAMP A	12+50A	-	23+00A	--	--	4	--	--	--	--	--	--	--
	STH 120 RAMP B	12+00B	-	20+00B	--	--	4	--	--	--	--	--	--	--
	SUBTOTAL				222	32	115	1,168	1,378	--	--	36,236	--	--
	UNDISTRIBUTED				25	8	40	300	350	45	15	3,650	2.0	5.2
PROJECT TOTAL					**247**	**40**	**155**	**1,468**	**1,728**	**45**	**15**	**39,886**	**2.0**	**5.2**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-72 MQs\030201-mq.ppt
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3

EROSION CONTROL ITEMS - CONTINUED

					628.7005	628.7010	628.7015	628.7504	628.7555	628.7560	628.7570	* 645.0120	SPV.0090.02
					INLET PROTECTION			TEMPORARY DITCH	CULVERT PIPE	TRACKING	ROCK	GEOTEXTILE	DOUBLE STAKED SILT
					TYPE A	TYPE B	TYPE C	CHECKS	CHECKS	PADS	BAGS	TYPE HR	FENCE
PROJECT	ROADWAY	STATION	TO	STATION	EACH	EACH	EACH	LF	EACH	EACH	EACH	SY	LF
1010-12-72	USH 12 EB	590+00	-	615+00	--	--	--	68	--	--	--	--	--
		615+00	-	645+00	--	--	--	68	5	--	--	242	--
		645+00	-	675+00	1	--	--	--	--	--	--	--	--
		675+00	-	705+00	--	1	--	23	--	--	--	52	--
		705+00	-	735+00	--	--	--	--	--	--	--	--	--
		735+00	-	765+00	--	--	--	--	--	--	--	--	--
		765+00	-	795+00	5	--	--	40	10	--	--	--	60
		795+00	-	825+00	--	--	--	--	--	--	--	--	60
		825+00	-	855+00	2	--	--	40	--	--	--	--	30
		855+00	-	885+00	3	--	--	--	--	--	--	--	60
		885+00	-	915+00	--	--	--	80	--	--	--	68	--
		915+00	-	945+00	2	--	--	80	--	--	--	247	--
		945+00	-	967+00	2	--	--	40	--	--	--	--	--
		967+00	-	990+00	5	--	--	--	--	--	--	--	--
		990+00	-	1027+00	13	--	--	40	--	--	--	--	--
		1027+00	-	1050+00	2	--	--	--	--	--	--	71	--
		1050+00	-	1080+00	2	--	--	--	14	--	--	--	--
		1080+00	-	1115+85	1	--	--	--	--	--	--	--	--
	USH 12 EB RAMPS												
	STH 120 RAMP A	12+50A	-	23+00A	--	--	1	--	--	--	--	--	--
	STH 120 RAMP B	12+00B	-	20+00B	--	--	1	--	--	--	--	--	--
	SUBTOTAL				38	1	2	479	29	--	--	680	210
	UNDISTRIBUTED				10	5	5	240	20	5	300	70	100
PROJECT TOTAL					**48**	**6**	**7**	**719**	**49**	**5**	**300**	**750**	**310**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

RESTORATION

PROJECT	ROADWAY	STATION		STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
1080-12-72	USH 12 EB	590+00	-	615+00		1235	1235	0.8	--	34	34	31
		615+00	-	645+00		523	523	0.4	--	15	15	14
		645+00	-	675+00		1777	1,777	1.2	22	48	48	45
		675+00	-	705+00		1895	1,895	1.2	12	52	52	48
		705+00	-	735+00		80	40	0.1	2	3	--	1
		735+00	-	765+00		3,040	1,520	2.0	55	83	10	18
		765+00	-	795+00		2,910	1,455	1.9	53	79	9	17
		795+00	-	825+00		2,085	1,043	1.4	38	57	7	12
		825+00	-	855+00		--	--	--	--	0.0	--	--
		855+00	-	885+00		1,781	891	1.2	33	49	6	10
		885+00	-	915+00		335	--	0.3	7	10	--	2
		915+00	-	945+00		--	--	--	--	0.0	--	--
		945+00	-	967+00		3,803	1,902	2.4	69	103	12	22
		967+00	-	990+00		5,874	2,937	3.8	106	159	18	33
		990+00	-	1027+00		1,784	892	1.2	33	49	6	10
		1027+00	-	1050+00		4,900	2,450	3.1	89	133	15	28
		1050+00	-	1080+00		4,214	2,107	2.7	76	114	13	24
		1080+00	-	1115+85		--	--	--	--	0.0	--	--
USH 12 EB RAMPS												
STH 120 RAMP A		12+50A	-	23+00A		--	--	--	--	--	--	--
STH 120 RAMP B		12+00B	-	20+00B		--	--	--	--	--	--	--
UNDISTRIBUTED						3,630	2,070	3.0	60	99	25	32
PROJECT TOTAL						**39,866**	**22,737**	**26.7**	**655**	**1087**	**270**	**347**

DELINEATORS

ROADWAY	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.0500 DELINEATOR REFLECTORS YELLOW EACH	633.1000 DELINEATORS BARRIER WALL WHITE EACH	633.5350 MARKERS PERMANENT FLEXIBLE WHITE EACH
USH 12 EB	414	408	121	--	--
EB COLLECTOR	--	--	--	4	--
SOUTH CROSSOVER	--	--	--	--	127
PROJECT TOTAL	**414**	**529**		**4**	**127**

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PLOT SCALE : 1:1

TRAFFIC CONTROL

PROJECT	STAGE	ROADWAY	STATION	-	STATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** EACH	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C ** EACH	DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS ** EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS ** EACH	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER	CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS ** EACH	DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH ** EACH	DAY
1080-12-72	1	USH 12 EB	560+00	-	590+00		---		1		---	---	2		---		---		6		1	1	1	---		9		
			590+00	-	620+00		---		2		---	---	4		---		---		3		---	---	---	---		60		
			620+00	-	650+00		24		2		---	---	4		---		---		2		---	---	---	---		12		
			650+00	-	680+00		30		3		---	---	6		---		---		3		---	---	---	---		---		
			680+00	-	710+00		17		2		---	---	4		---		---		2		---	---	---	---		25		
			710+00	-	740+00		32		2		---	---	4		---		---		2		---	---	---	---		---		
			740+00	-	770+00		31		---		---	---	---		15		2		14		---	---	---	1		---		
			905+00	-	935+00		---		2		---	---	4		---		---		4		---	---	---	---		49		
			935+00	-	965+00		16		2		---	---	4		---		---		6		---	---	1	---		43		
			965+00	-	995+00		42		1		---	---	2		15		2		16		---	---	---	1		---		
		STH 120 RAMP A	12+50A	-	23+00A		---		---		---	---	---		---		---		3		---	---	---	---		---		
		STH 120 RAMP B	12+00B	-	20+00B		---		---		---	---	---		---		---		1		---	---	---	---		---		
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		3		---	---	---	---		---		
	STAGE 1 SUBTOTAL					30	192	5,760	17	510	0	0	34	1,020	30	900	4	120	65	1,950			2	2	14	198	5,940
	2	USH 12 EB	590+00	-	620+00		64		---		54	54	---		40		---		5		---	---	---	---		---		
			620+00	-	935+00		---		---		648	648	---		---		---		16		---	---	---	---		---		
			935+00	-	965+00		42		3		25	25	6		---		---		13		---	---	---	---		---		
			965+00	-	995+00		42		1		---	---	2		15		2		16		---	---	---	---		---		
		STH 120 RAMP A	12+50A	-	23+00A		---		---		---	---	---		---		---		3		---	---	---	---		---		
		STH 120 RAMP B	12+00B	-	20+00B		---		---		---	---	---		---		---		1		---	---	---	---		---		
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		3		---	---	---	---		---		
	STAGE 2 SUBTOTAL					60	148	8,880	4	240	727	727	8	480	55	3,300	2	120	57	3,420			0	0	0	0	0
	3	USH 12 EB	590+00	-	620+00		33		2		20	20	4		---		---		6		---	---	---	---		---		
			620+00	-	935+00		---		---		---	---	---		---		---		---		---	---	---	---		---		
			935+00	-	965+00		58		6		---	---	12		23		---		11		---	---	---	---		---		
			965+00	-	995+00		59		2		---	---	4		15		2		17		---	---	---	---		---		
		STH 120 RAMP A	12+50A	-	23+00A		---		---		---	---	---		---		---		1		---	---	---	---		---		
		STH 120 RAMP B	12+00B	-	20+00B		---		---		---	---	---		---		---		---		---	---	---	---		---		
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		3		---	---	---	---		---		
	STAGE 3 SUBTOTAL					60	150	9,000	10	600	20	20	20	1,200	38	2,280	2	120	35	2,100			0	0	0	0	0

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOURS" TABLE.

** FOR INFORMATION ONLY

TRAFFIC CONTROL CONTINUED

PROJECT	STAGE	ROADWAY	STATION		STATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** EACH	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C ** EACH	DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS ** EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS ** EACH	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER	CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS ** EACH	DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH ** EACH	DAY
	4	USH 12 EB	935+00	-	965+00		---		1		---	---	2		---		---		3		---	---	---	---		37	
			965+00	-	995+00		25		2		---	---	4		---		---		3		---	---	---	---		11	
			995+00	-	1025+00		27		2		---	---	4		---		---		2		---	---	---	---		4	
			1025+00	-	1055+00		---		3		---	---	6		---		---		3				---	---		60	
			1055+00	-	1085+00		---		2		---	---	4		---		---		11		3	1	3	---		60	
			1085+00	-	1115+00		5		2		---	---	4		---		1		4		---	---	---	1		51	
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		6		---	---	---	---		---	
		STH 67 RAMP B	---	-	---		---		---		---	---	---		---		---		3		---	---	---	---		---	
		STH 67 RAMP E	---	-	---		---		---		---	---	---		---		---		2		---	---	---	---		---	
	STAGE 4 SUBTOTAL					30	57	1,710	12	360	0	0	24	720	0	0	1	30	37	1,110			3	1	30	223	6,690
	5	USH 12 EB	560+00	-	590+00		---		---		---	---	---		---		---		5		1	1	1	---		15	
			590+00	-	620+00		65		3		---	---	6		20		---		8		---	---	---	---		23	
			620+00	-	650+00		64		2		---	---	4		1		---		6		---	---	---	---		---	
			650+00	-	680+00		46		1						15		2		19		---	---	---	---		---	
			905+00	-	935+00		---		---		---	---	---		---		---		2		---	---	---	---		---	
			935+00	-	965+00		22		3		---	---	6		11		---		9		1	1	1	---		42	
			965+00	-	995+00		46		---		---	---	---		1		---		2		---	---	---	---		---	
			995+00	-	1025+00		30		---		---	---	---		---		---		2		---	---	---	---		---	
			1025+00	-	1055+00		32		6		---	---	12		9		---		5		---	---	---	---		36	
			1055+00	-	1085+00		---		2		---	---	4		---		---		11		---	---	---	---		60	
			1085+00	-	1115+00		51		2		---	---	4		13		1		6		---	---	---	---		33	
		STH 120 RAMP A	12+50A	-	23+00A		---		---		---	---	---		---		---		5		---	---	---	1		---	
		STH 120 RAMP B	12+00B	-	20+00B		---		---		---	---	---		---		---		1		---	---	---	---		---	
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		17		---	---	---	---		---	
		STH 67 RAMP B	---	-	---		---		---		---	---	---		---		---		6		---	---	---	1		---	
		STH 67 RAMP E	---	-	---		---		---		---	---	---		---		---		8		---	---	---	1		---	
	STAGE 5 SUBTOTAL					90	356	32,040	19	1,710	0	0	36	3,240	70	6,300	3	270	112	10,080			2	3	270	209	18,810

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOURS" TABLE.

** FOR INFORMATION ONLY

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOURS" TABLE.
** FOR INFORMATION ONLY

TRAFFIC CONTROL CONTINUED

PROJECT	STAGE	ROADWAY	STATION	-	STATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** EACH	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C ** EACH	DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS ** EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS ** EACH	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER	CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS ** EACH	DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH ** EACH	DAY
	6	USH 12 EB	560+00	-	590+00		---		1		---	---	2		---		---		6		---	---	---	---			5	
			590+00	-	620+00		12		3		---	---	6		5		---		6		---	---	---	---			48	
			620+00	-	650+00		30		3		---	---	6		---		---		6		---	---	---	---			---	
			650+00	-	680+00		46		1		---	---	---		15		2		19		---	---	---	---			---	
			905+00	-	935+00		---		---		---	---	---		---		---		2		---	---	---	---			---	
			935+00	-	965+00		---		3		---	---	6		---		---		8		---	---	---	---			59	
			965+00	-	995+00		27		2		---	---	4		---		---		5		---	---	---	---			13	
			995+00	-	1025+00		26		2		---	---	4		---		---		2		---	---	---	---			6	
			1025+00	-	1055+00		---		3		---	---	6		---		---		3		---	---	---	---			60	
			1055+00	-	1085+00		---		2		---	---	4		---		---		11		---	---	---	---			60	
			1085+00	-	1115+00		16		3		---	---	6		8		1		7		---	---	---	---			41	
		STH 120 RAMP A	12+50A	-	23+00A		---		---		---	---	---		---		---		6		---	---	---	---			---	
		STH 120 RAMP B	12+00B	-	20+00B		---		---		---	---	---		---		---		1		---	---	---	---			---	
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		18		---	---	---	---			---	
		STH 67 RAMP B	---	-	---		---		---		---	---	---		---		---		7		---	---	---	---			---	
		STH 67 RAMP E	---	-	---		---		---		---	---	---		---		---		8		---	---	---	---			---	
	STAGE 6 SUBTOTAL					60	157	9,420	23	1,380	0	0	44	2,640	28	1,680	3	180	115	6,900			0	0	0	292	17,520
	7	USH 12 EB	560+00	-	590+00		---		---		---	---	---		---		---		8		---	---	---	---			4	
			590+00	-	620+00		65		3		---	---	6		20		---		10		---	---	---	---			22	
			620+00	-	650+00		64		2		---	---	4		1		---		6		---	---	---	---			---	
			650+00	-	680+00		46		1						15		2		19		---	---	---	---			---	
			905+00	-	935+00		---		---		---	---	---		---		---		2		---	---	---	---			---	
			935+00	-	965+00		22		3		---	---	6		22		---		14		---	---	---	---			46	
			965+00	-	995+00		46		2		---	---	4		2		---		3		---	---	---	---			---	
			995+00	-	1025+00		30		2		---	---	4		---		---		2		---	---	---	---			---	
			1025+00	-	1055+00		35		3		---	---	6		5		---		4		---	---	---	---			36	
			1055+00	-	1085+00		---		2		---	---	4		---		---		11		---	---	---	---			60	
			1085+00	-	1115+00		51		2		---	---	4		13		1		8		---	---	---	---			33	
		STH 120 RAMP A	12+50A	-	23+00A		---		---		---	---	---		---		---		5		---	---	---	---			---	
		STH 120 RAMP B	12+00B	-	20+00B		---		---		---	---	---		---		---		1		---	---	---	---			---	
		EB C-D ROAD	---	-	---		---		---		---	---	---		---		---		17		---	---	---	---			---	
		STH 67 RAMP B	---	-	---		---		---		---	---	---		---		---		6		---	---	---	---			---	
		STH 67 RAMP E	---	-	---		---		---		---	---	---		---		---		8		---	---	---	---			---	
	STAGE 7 SUBTOTAL					60	359	21,540	20	1,200	0	0	38	2,280	78	4,680	3	180	124	7,440			0	0	0	201	12,060
	UNDISTRIBUTED						140	5,460	10	390	75	75	20	780	30	1,170	2	80	55	2,145	---	---	0	1	40	110	4,290
PROJECT TOTAL								**93,810**		**6,390**	**822**	**822**		**12,360**		**20,310**		**1,100**		**35,145**			**7**		**354**		**65,310**

3

DETOURS

PROJECT	STAGE	RAMP OR ROADWAY CLOSURE	CLOSURE LOCATION	** DETOUR DURATION (CALENDAR DAYS)	* 643.0300 DRUMS ** EACH	DAY	* 643.0420 BARRICADES TYPE III ** EACH	DAY	* 643.0705 WARNING LIGHTS TYPE A ** EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS ** EACH	DAY	643.0910 COVERING SIGNS TYPE I NUMBER	CYCLES	EACH	643.1000 SIGNS FIXED MESSAGE SF
1080-12-72	3	STH 120 RAMP B			---		3		6		103		---	---	---	66
	STAGE 3 SUBTOTAL			30	0	0	3	90	6	180	103	3,090			0	66
	5A	IH 43 RAMP G			18		4		8		47		1	7	7	48
	STAGE 5A SUBTOTAL			20	18	360	4	80	8	160	47	947			7	48
	5C	EB C-D ROAD	NORTH SEGMENT	15	36		8		16		118	1,770	---	---	---	84
		EB C-D ROAD	SOUTH SEGMENT	15	54		18		36		188	2,820	---	---	---	60
	STAGE C SUBTOTAL			30	90	1,800	26	520	52	1,040	306	4,590			0	144
	UNDISTRIBUTED				10	80	5	40	5	40	45	360	---	---	0	---
PROJECT TOTAL						**2,240**		**730**		**1,420**		**8,987**			**7**	**258**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TRAFFIC CONTROL" TABLE.
** FOR INFORMATION ONLY.

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-72 MQs\030201-mq.ppt
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TRAFFIC CONTROL - ANCILLARY

PROJECT	STAGE	ROADWAY	STATION		STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	633.1100 DELINEATORS TEMPORARY EACH	643.5000 TRAFFIC CONTROL EACH	614.0905 CRASH CUSHIONS TEMPORARY EACH	LOCATION	CRASH CUSHIONS TEMPORARY (ADDITIONAL INFO) BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
1080-12-72	2	USH 12 EB	590+00	-	620+00	400	400	13	---	1	605+61 TO 605+86, 70' LT	2	OM-3C (WO5-58D)	TL-3	BIDIRECTIONAL	LT & RT	CONC. BARRIER TEMP.
			935+00	-	965+00	400	400	11	---	1	940+21 TO 940+46, 72' LT	2	OM-3C (WO5-58D)	TL-3	BIDIRECTIONAL	LT & RT	CONC. BARRIER TEMP.
	STAGE 2 SUBTOTAL					800	800	24	0	2	---	---	---	---	---	---	---
	3	USH 12 EB	590+00	-	620+00	---	---	3	---	---	---	---	---	---	---	---	---
			935+00	-	965+00	---	---	7	---	---	---	---	---	---	---	---	---
	STAGE 3 SUBTOTAL					0	0	10	0	0	---	---	---	---	---	---	---
	UNDISTRIBUTED					---	---	3	---	---							
PROJECT TOTAL						**800**	**800**	**37**	**0.45**	**2**	---	---	---	---	---	---	---

TRAFFIC CONTROL CLOSE-OPEN FREEWAY SERVICE RAMPS

PROJECT	STAGE	ROADWAY	LOCATION	SPV.0060.03 CLOSE-OPEN FREEWAY SERVICE RAMP EACH
1080-12-72	5B	STH 120 RAMP A		5
	STAGE 5B SUBTOTAL			5
	5C	CTH NN RAMP C		14
		CTH NN RAMP D		14
	STAGE 5C SUBTOTAL			28
	UNDISTRIBUTED			17
PROJECT TOTAL				**50**

TRAFFIC CONTROL CLOSE-OPEN FREEWAY SYSTEM RAMPS

PROJECT	STAGE	ROADWAY	LOCATION	SPV.0060.04 CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP EACH
1080-12-72	5B	STH 67 RAMP B		5
		STH 67 RAMP E		5
	STAGE 5B SUBTOTAL			10
	5C	IH 43 RAMP E		14
		IH 43 RAMP F		14
		IH 43 RAMP G		28
		IH 43 RAMP H		14
		EB CD ROAD		28
	STAGE 5C SUBTOTAL			98
	UNDISTRIBUTED			54
PROJECT TOTAL				**162**

3

PAVEMENT MARKING ITEMS

PROJECT	STAGE	ROADWAY	STATION	-	STATION	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 3' LINE 9' GAP WHITE LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 12.5' LINE 37.5' GAP WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH 3' LINE 9' GAP WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF
1080-12-72		USH 12 EB	590+00	-	1114+18	52,509	52,652	282	12,425	218	--	--	--
		EB C-D				4,351	5,934	320	--	193	1,498	--	--
		RAMP 120-A				2,280	979	--	--	--	1,351	--	--
		RAMP 120-B				1,836	797	--	--	218	375	--	66
		RAMP NN-C				2,778	1,326	--	--	--	819	--	--
			RAMP 43-F	-	RAMP NN-D	3,349	2,237	--	--	--	1,187	--	48
			RAMP 43-G	-	RAMP 43-E	2,670	2,030	--	--	--	845	--	88
		RAMP 43-H				2,257	1,364	--	--	--	324	--	37
		RAMP 67-B				2,155	502	--	--	--	2,764	31	804
	SUBTOTAL					74,185	67,821	602	12,425	629	9,163	31	1,043
PROJECT TOTAL						**142,006**		**13,027**		**9,792**		**31**	**1,043**

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PLOT SCALE : 1:1

TEMPORARY PAVEMENT MARKING

PROJECT	STAGE	ROADWAY	STATION - STATION	** 646.6464 COLD WEATHER MARKING EPOXY 4-INCH YELLOW LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	** 646.6468 COLD WEATHER MARKING EPOXY 8-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I YELLOW EACH	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I WHITE EACH	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	649.0970 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH LF
1080-12-72	1	USH 12 EB	560+00 - 590+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			590+00 - 620+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			620+00 - 650+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			650+00 - 680+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			740+00 - 755+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	175	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	175	---
	STAGE 1 SUBTOTAL			---	---	---	---	---	---	---	---	1,440	---	---	---	---	---	350	---
	2	USH 12 EB	530+00 - 560+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			560+00 - 590+00	---	---	---	---	---	---	---	---	200	---	---	---	---	---	---	---
			590+00 - 620+00	---	---	---	---	---	---	1,400	1,400	2,991	1,250	---	---	10	10	---	---
			620+00 - 935+00	---	---	---	---	---	---	62,012	61,336	1,194	952	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	1,562	1,562	376	373	---	---	10	10	---	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	---	---
	STAGE 2 SUBTOTAL			---	---	---	---	---	---	64,974	64,298	5,481	2,575	---	---	20	20	---	---
	3	USH 12 EB	530+00 - 560+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			560+00 - 590+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			590+00 - 620+00	700	767	109	---	---	---	---	---	1,435	784	---	---	11	11	---	---
			620+00 - 935+00	31,600	39,413	322	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	502	1,829	---	356	11	11	150	389
			965+00 - 995+00	---	---	---	---	---	---	---	---	334	1,075	---	44	---	---	---	198
		STH 120 RAMP B	12+00B - 20+00B	600	764	162	---	---	---	---	---	---	---	---	---	---	---	---	---
	STAGE 3 SUBTOTAL			32,900	40,944	593	---	---	---	---	---	2,271	3,688	---	400	22	22	150	587

** ITEM TO BE USED IMMEDIATELY PRIOR TO WINTER SHUTDOWN IF PERMANENT MARKINGS CANNOT BE APPLIED. APPLY IN SAME LOCATIONS AS PERMANENT MARKINGS.

TEMPORARY PAVEMENT MARKING - CONTINUED

PROJECT	STAGE	ROADWAY	STATION - STATION	646.6464 ** COLD WEATHER MARKING EPOXY 4-INCH YELLOW LF	646.6464 ** COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	646.6468 ** COLD WEATHER MARKING EPOXY 8-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I YELLOW EACH	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I WHITE EACH	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	649.0970 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH LF
	4	USH 12 EB	905+00 - 935+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			1055+00 - 1085+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	519	---	414	519	1,080	---	---	500	---	---	---	---	---	---
	STAGE 4 SUBTOTAL			---	---	---	519	---	414	519	1,080	---	---	500	---	---	---	---	---	---
	5	USH 12 EB	560+00 - 590+00	---	---	---	---	---	---	---	---	200	200	---	---	4	4	200	---
			590+00 - 620+00	---	---	---	2,613	168	---	2,400	3,373	200	1,423	920	455	4	4	200	91
			620+00 - 650+00	---	---	---	---	---	---	---	---	---	200	---	102	---	---	694	140
			650+00 - 680+00	---	---	---	---	---	---	---	---	---	720	---	---	---	---	175	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	1,900	439	---	2,195	2,197	700	1,080	---	---	4	4	693	---
			965+00 - 995+00	---	---	---	---	269	---	200	200	2,995	2,907	475	180	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	449	128	---	2,582	2,883	990	1,812	400	200	---	---	134	---
			1055+00 - 1085+00	---	---	---	---	---	---	2,988	2,986	---	---	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	125	494	---	3,128	4,260	560	1,621	972	222	---	---	---	---
		STH 120 RAMP A	--- ---	---	---	---	---	---	---	925	925	825	825	---	---	---	---	---	---
		STH 67 RAMP B	--- ---	---	---	---	---	---	---	700	660	700	660	---	---	---	---	---	---
		STH 67 RAMP E	--- ---	---	---	---	---	---	---	500	495	500	495	---	---	---	---	---	---
		EB C-D ROAD	--- ---	---	---	---	---	163	---	7,485	7,335	7,485	7,335	34	34	---	---	---	---
	STAGE 5 SUBTOTAL			---	---	---	5,087	1,498	---	23,103	25,314	18,155	22,278	2,801	1,193	12	12	2,096	231

** ITEM TO BE USED IMMEDIATELY PRIOR TO WINTER SHUTDOWN IF PERMANENT MARKINGS CANNOT BE APPLIED. APPLY IN SAME LOCATIONS AS PERMANENT MARKINGS.

TEMPORARY PAVEMENT MARKING - CONTINUED

PROJECT	STAGE	ROADWAY	STATION - STATION	** 646.6464 COLD WEATHER MARKING EPOXY 4-INCH YELLOW LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	** 646.6468 COLD WEATHER MARKING EPOXY 8-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I YELLOW EACH	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I WHITE EACH	649.0960 REMOVABLE MASK OUT TAPE 6-INCH LF	649.0970 REMOVABLE MASK OUT TAPE 10-INCH LF
	6	USH 12 EB	560+00 - 590+00	---	---	---	---	---	---	---	---	240	240	---	---	4	4	240	---
			590+00 - 620+00	---	---	---	---	---	---	1,100	1,100	1,540	1,325	---	400	4	4	240	---
			620+00 - 650+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			650+00 - 680+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	---	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	1,640	1,640	1,297	1,297	---	72	4	4	735	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	3,000	3,030	---	---	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	---	---	---	1,717	1,718	1,284	1,000	---	---	---	---	134	---
			1055+00 - 1085+00	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	---	---	---	885	857	1,560	1,485	---	380	6	6	---	---
	STAGE 6 SUBTOTAL			---	---	---	---	---	---	8,342	8,315	12,641	11,377	---	852	18	18	1,349	---
	7	USH 12 EB	560+00 - 590+00	---	---	---	---	---	---	---	---	200	200	---	---	4	4	200	---
			590+00 - 620+00	---	---	---	---	---	---	---	---	2,700	2,695	---	933	4	4	200	91
			620+00 - 650+00	---	---	---	---	---	---	---	---	---	200	---	102	---	---	694	140
			650+00 - 680+00	---	---	---	---	---	---	---	---	---	720	---	---	---	---	---	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	2,900	2,900	---	---	4	4	693	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	3,125	3,122	---	400	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	---	---	---	---	---	3,283	3,332	---	400	---	---	134	---
			1055+00 - 1085+00	---	---	---	---	---	---	---	---	2,990	2,990	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	---	---	---	---	---	2,565	2,640	---	700	---	---	---	---
	STAGE 7 SUBTOTAL			---	---	---	---	---	---	---	---	20,763	21,799	---	2,535	12	12	1,921	231
	UNDISTRIBUTED			---	---	---	560	150	40	9,695	9,900	6,075	6,170	330	500	10	10	585	105
PROJECT TOTAL				**73,844**	**593**	**6,166**	**1,648**	**454**		**215,540**		**134,713**		**3,631**	**5,480**	**188**		**6,451**	**1,154**

** ITEM TO BE USED IMMEDIATELY PRIOR TO WINTER SHUTDOWN IF PERMANENT MARKINGS CANNOT BE APPLIED. APPLY IN SAME LOCATIONS AS PERMANENT MARKINGS.

SAWING

PROJECT	STAGE	ROADWAY	STATION		STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1080-12-72	1	USH 12 EB	590+00	-	615+00		3,236	---
			615+00	-	645+00		207	---
			675+00	-	705+00		230	---
	STAGE 1 SUBTOTAL						3,673	0
	3	USH 12 EB	590+00	-	615+00		35	150
			615+00	-	645+00		---	2,880
			645+00	-	675+00		---	3,720
			675+00	-	705+00		---	3,600
			705+00	-	943+00		---	27,630
		STH 120 RAMP B	12+00B	-	20+00B		22	630
	STAGE 3 SUBTOTAL						57	38,610
	5	USH 12 EB	590+00	-	615+00		62	1,500
			967+00	-	1028+00		---	3,840
		EB CD ROAD	958+91	-	1057+09		---	7,710
		STH 120 RAMP A	12+50A	-	23+00A		17	1,350
		STH 67 RAMP B	1098+00	-	1105+51			960
		STH 67 RAMP E	1098+00	-	1115+85		---	1,140
	STAGE 5 SUBTOTAL						79	16,500
	6	USH 12 EB	590+00	-	615+00		32	1,500
			943+00		1110+00		---	6,660
	STAGE 6 SUBTOTAL						32	8,160
	7	USH 12 EB	590+00	-	615+00		42	---
	STAGE 7 SUBTOTAL						42	0
	BUTT JOINTS	PROJECT					2,998	96
	UNDISTRIBUTED						690	6,340
PROJECT TOTAL							**4,573**	**69,610**

MOBILIZATION EMERGENCY PAVEMENT REPAIR

LOCATION	SPV.0060.09 MOBILIZATION EMERGENCY PAVEMENT REPAIR EACH
PROJECT	3
PROJECT TOTAL	**3**

CONSTRUCTION STAKING

LOCATION	SPV.0105.02 SURVEY PROJECT 1080-12-72 LS
PROJECT	1
TOTALS	**1**

FIELD OFFICE SPECIAL

LOCATION	SPV.0135.01 MONTH
PROJECT	10
PROJECT TOTAL	**10**

3

CPM PROGRESS SCHEDULE

LOCATION	108.4400 EACH
PROJECT	0.45
PROJECT TOTAl	**0.45**

SHOULDER ENHANCEMENT EARTHWORK

PROJECT	ROADWAY	STATION	-	STATION	205.0100 * EXCAVATION COMMON CY
1080-12-72	USH 12 EB	1062+00	-	1068+00	125
		1073+00	-	1081+00	165
		1081+00	-	1102+00	510
PROJECT TOTAL					800

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FINISHING ROADWAY

LOCATION	213.0100 EACH
PROJECT 1080-12-73	1
PROJECT TOTAL	**1**

3

CLEARING AND GRUBBING

PROJECT	ROADWAY	STATION	-	STATION	LOCATION	201.0110 CLEARING SY	201.0210 GRUBBING SY	REMARKS
1080-12-73	USH 12 WB	705+00	-	735+00		20	20	712+00 RT
		765+00	-	795+00		50	50	780+00 RT
		795+00	-	825+00		40	40	806+25 RT, 818+00 RT
		915+00	-	945+00		100	100	920+00 RT, 938+50 RT
		1035+00	-	1065+00		30	30	1063+50 RT
		1065+00	-	1095+00		20	20	1073+75 RT
		1095+00	-	1115+85		20	20	1106+50 RT
	UNDISTRIBUTED					50	50	
PROJECT TOTAL						**330**	**330**	

NOTE: CLEAR A SUFFICIENT AREA OVER AND AROUND PIPES TO PERFORM CULVERT WORK.

3

REMOVALS

PROJECT	ROADWAY	STATION - STATION LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0150 REMOVING CURB & GUTTER LF	204.0165 REMOVING GUARDRAIL LF	204.0170 REMOVING FENCE LF	204.0180 REMOVING DELINEATORS AND MARKERS EACH	204.0190 REMOVING SURFACE DRAINS EACH	* 204.0220 REMOVING INLETS** EACH	204.9060.S.06 REMOVING FLEXIBLE TUBULAR MARKERS EACH
1080-12-73	USH 12 WB MAINLINE											
		590+00 - 615+00	--	113	1,542	--	901	--	13	--	--	40
		615+00 - 645+00	99	358	407	--	602	80	15	--	--	--
		645+00 - 675+00	--	--	---	117	1,535	--	15	--	--	--
		675+00 - 705+00	--	--	404	--	3,258	104	15	--	--	--
		701+58, 33' RT	--	--	--	--	--	--	--	--	1	--
		705+00 1103+00	--	--	---	--	21,646	348	260	3	--	--
		915+00 - 945+00	--	--	2,240	--	--	--	--	--	--	--
		917+36, 35' RT	--	--	--	--	--	--	--	--	1	--
		935+33, 33' RT	--	--	--	--	--	--	--	--	1	--
		1035+00 - 1065+00	--	--	508	--	--	--	--	--	--	--
		1042+51, 35' RT	--	--	--	--	--	--	--	--	1	--
		1065+00 - 1095+00	--	--	---	--	--	--	--	--	--	12
		1095+00 - 1115+85	--	113	393	--	--	--	--	--	--	18
	USH 12 WB COLLECTOR											
		958+91 - 967+25	--	--	280	--	--	--	--	--	--	--
		967+25 - 1033+00	--	--	280	--	--	--	--	--	--	--
	USH 12 WB RAMPS											
		120-C	--	--	19	--	--	--	--	--	--	--
		120-D	--	--	25	138	309	--	--	1	--	--
		NN-A	--	--	28	--	--	--	--	--	--	--
		NN-B	--	--	28	--	--	--	--	--	--	--
		43-D	--	--	28	--	--	--	--	--	--	--
		43-C	--	--	28	--	--	--	--	--	--	--
		43-A	--	--	28	--	--	--	--	--	--	--
		43-B	--	--	28	--	--	--	--	--	--	--
		67-A	--	--	56	--	--	--	--	--	--	--
PROJECT TOTAL			**99**	**584**	**6,322**	**255**	**28,251**	**532**	**318**	**4**	**4**	**70**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

**PLUG REMAINING PIPES WITH CONCRETE UNLESS OTHERWISE SHOWN ON PLANS.

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	205.0100 * EXCAVATION COMMON CUT (2)	205.0100 * EXCAVATION COMMON EBS EXCAVATION	SALVAGED/UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (11) FACTOR 1.00	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.20	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW
STAGE 1											
USH 12 NORTH CROSSOVER	939+14/953+00	8	673	0	8	673	2,665	3,198	-3,190	0	3,190
STAGE 1 SUBTOTAL		8	673	0	8	673	2,665	3,198	-3,190	0	3,190
STAGE 2											
STH 120 - RAMP D	616+50/618+23	4	0	0	4	0	1	1	3	3	0
USH 12 WB - CTH NN	657+50/706+00	0	0	0	0	0	455	546	-546	0	546
USH 12 WB - STH 120	617+00/627+50	0	0	0	0	0	273	328	-328	0	328
USH 12 WB - INSIDE	746+15/761+92	89	0	0	89	0	770	924	-835	0	835
USH 12 WB - OUTSIDE	746+80/761+43	6	0	0	6	0	479	575	-569	0	569
USH 12 WB - SOUTH OF MACLEAN RD INSIDE	912+50/917+25	56	0	0	56	0	394	473	-417	0	417
USH 12 WB - SOUTH OF MACLEAN RD OUTSIDE	913+50/917+63	4	0	0	4	0	62	74	-70	0	70
USH 12 WB - SOUTH OF WHITE RIVER STATE TRAIL OUTSIDE	918+96/933+08	25	0	0	25	0	345	414	-389	0	389
USH 12 WB - SOUTH OF WHITE RIVER STATE TRAIL INSIDE	929+29/933+52	6	0	0	6	0	28	34	-28	0	28
USH 12 WB - NORTH OF WHITE RIVER STATE TRAIL OUTSIDE	935+28/942+14	9	0	0	9	0	140	168	-159	0	159
STAGE 2 SUBTOTAL		199	0	0	199	0	2,947	3,536	-3,337	3	3,340
STAGE 5											
USH 12 WB - WHITE RIVER	594+50/602+19	0	0	0	0	0	103	124	-124	0	124
		0	0	0	0	0	103	124	-124	0	124
STAGE 5A											
USH 12 WB @ CTH NN/IH 43 INTERCHANGE OUTSIDE	969+54/1030+30	194	0	0	194	0	50	60	134	134	0
STAGE 5A SUBTOTAL		194	0	0	194	0	50	60	134	134	0
STAGE 5C											
USH 12 WB - C-D ROAD INSIDE	969+63/1030+31	320	0	0	320	0	175	210	110	110	0
USH 12 WB - CTH NN RAMP A	975+24/977+18	3	0	0	3	0	48	58	-55	0	55
USH 12 WB - IH 43 RAMP D	995+79/998+67	15	0	0	15	0	98	118	-103	0	103
USH 12 WB - IH 43 RAMP C	1006+02/1007+30	1	0	0	1	0	33	40	-39	0	39
STAGE 5C SUBTOTAL		339	0	0	339	0	354	425	-86	110	196
STAGE 6											
USH 12 WB - SHERIDAN SPRINGS	605+50/612+00	29	0	0	29	0	492	590	-561	0	561
USH 12 WB - SOUTH OF STH 11 INSIDE	1038+07/1042+33	105	0	0	105	0	1	1	104	104	0
STAGE 6 SUBTOTAL		134	0	0	134	0	493	592	-458	104	561
STAGE 7											
USH 12 WB - SOUTH OF STH 11 OUTSIDE	1038+46/1042+55	20	0	0	20	0	24	29	-9	0	9
USH 12 WB - NORTH OF STH 11 OUTSIDE	1044+11/1052+46	4	0	0	4	0	232	278	-274	0	274
STAGE 7 SUBTOTAL		24	0	0	24	0	256	307	-283	0	283
GRAND TOTAL		898	673	0	890	0	4,203	5,044	-4,154	351	7,694
TOTAL COMMON EXCAVATION		1,571									

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

NOTES:

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

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

(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH BORROW MATERIAL. EBS BACKFILL FACTOR = 1.00.

(13) EXPANDED FILL FACTOR = 1.2

(14) 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.

BASE AGGREGATE ITEMS - USH 12

ROADWAY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	* 624.0100 WATER MGAL
USH 12 WB MAINLINE							
	590+00	-	705+00	2,898	--	--	44
	705+00	-	706+10	15	--	--	1
	706+10		738+10	395	--	--	6
	738+10	-	773+21	635	--	--	10
	773+21	-	789+01	200	--	--	3
	789+01	-	803+18	180	--	--	3
	803+18	-	817+44	180	--	--	3
	817+44	-	874+42	705	--	--	11
	874+42	-	910+42	445	--	--	7
	910+42	-	935+81	350	--	--	6
	935+81	-	958+91	320	--	--	5
	958+91	-	1057+09	910	3,190	3,640	117
	1057+09	-	1081+00	300	265	405	15
	1081+00	-	1103+00	320	1,270	610	33
USH 12 WB COLLECTOR							
	958+91	-	967+25	80	--	--	2
	967+25	-	1033+00	455	--	--	7
USH 12 WB RAMPS							
	120-C			59	--	--	1
	120-D			50	--	--	1
	NN-A			--	--	--	--
	NN-B			20	--	--	1
	43-D			5	--	--	1
	43-C			10	--	--	1
	43-A			55	--	--	1
	43-B			50	--	--	1
	67-A			90	--	--	2
UNDISTRIBUTED				880	480	470	30
PROJECT TOTAL				**9,607**	**5,205**	**5,125**	**312**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "ASPHALT" AND "EROSION CONTROL" TABLES.

3

BASE PATCHING

STAGE	ROADWAY	STATION	-	STATION	390.0303 BASE PATCHING CONCRETE SY	390.0403 BASE PATCHING CONCRETE SHES SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
2	USH 12 WB MAINLINE	590+00	-	615+00	40	--	10	80
		615+00	-	645+00	1,304	--	326	2,608
		645+00	-	675+00	1,144	--	286	2,288
		675+00	-	705+00	960	--	240	1,920
		705+00	-	943+00	6,352	1,592	1,986	15,888
	USH 12 WB RAMPS							
	120-D	614+50D	-	621+00D	144	--	36	288
STAGE 2 SUBTOTAL					9,944	1,592	2,884	23,072
5	USH 12 WB MAINLINE	590+00	-	615+00	320	80	100	800
		705+00	-	1105+00	816	208	384	2,048
	USH 12 WB COLLECTOR							
		958+90	-	1033+00	1,240	312	776	3,880
	USH 12 WB RAMPS							
	120-C	612+00C	-	621+70C	--	264	66	528
	NN-A	977+00	-	978+13	--	30	6	60
	NN-B	965+19	-	987+41	--	470	94	940
	43-A	1011+00	-	1013+40	--	50	10	100
	43-B	1019+72	-	1024+00	--	90	18	180
	43-C	1006+02	-	1006+57	--	20	4	40
	43-D	998+77	-	1000+04	--	30	6	60
	67-A	1097+20	-	1113+54	--	350	70	700
STAGE 5 SUBTOTAL					2,376	1,904	1,534	9,336
6	USH 12 WB	590+00	-	615+00	400	--	100	800
		943+00	-	1110+00	1,312	328	410	3,280
STAGE 6 SUBTOTAL					1,712	328	510	4,080
PROJECT TOTAL					**14,032**	**3,824**	**4,928**	**36,488**

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-73 MQ's\030201-mq.ppt
PLOT DATE : 4/30/2021 1:41:02 PM
PLOT SCALE : 1:1

3

ASPHALT ITEMS - USH 12

STAGE	ROADWAY	STATION	TO	STATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	450.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	* 624.0100 WATER MGAL
1	USH 12 WB MAINLINE											
		590+00	-	615+00	422	101	422	--	--	--	--	1
	NORTH CROSSOVER	935+81	-	958+91	--	--	--	--	1,341	--	--	--
STAGE 1 SUBTOTAL					422	101	422	--	1,341	--	--	1
2	USH 12 WB MAINLINE											
		590+00	-	615+00	301	137	115	122	81	--	--	1
		615+00	-	645+00	3,120	2,049	1,846	1,634	--	--	--	7
		645+00	-	675+00	2,805	1,965	1,789	1,541	--	--	--	6
		675+00	-	705+00	3,174	2,085	1,743	1,837	--	--	--	7
		705+00	-	706+10	150	80	70	70	--	--	6	1
		706+10	-	738+10	4,140	1,790	1,700	1,320	--	--	--	9
		738+10	-	773+21	4,770	2,520	2,160	2,240	--	--	--	10
		773+21	-	789+01	2,055	885	840	660	--	--	--	5
		789+01	-	803+18	1,840	970	840	860	--	--	--	4
		803+18	-	817+44	1,860	805	760	600	--	--	--	4
		817+44	-	874+42	7,400	1,670	3,370	3,460	--	--	--	15
		874+42	-	910+42	4,665	2,015	1,910	1,490	--	--	--	10
		910+42	-	935+81	3,065	1,325	1,390	980	--	--	8	7
		935+81	-	943+00	980	515	400	450	--	--	8	2
	USH 12 WB RAMPS											
	120-D	614+50D	-	621+00D	191	187	--	276	--	--	--	1
STAGE 2 SUBTOTAL					40,516	18,998	18,933	17,540	81	--	22	89
4	USH 12 WB MAINLINE											
		952+00	-	966+00	230	110	--	230	--	60	--	1
		1033+00	-	1104+00	1,355	915	1,280	1,126	--	--	--	3
STAGE 4 SUBTOTAL					1,585	1,025	1,280	1,356	--	60	--	4

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "BASE AGGREGATE" AND "EROSION CONTROL" TABLES.

3

ASPHALT ITEMS - USH 12 -CONTINUED

STAGE	ROADWAY	STATION	TO	STATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	450.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	* 624.0100 WATER MGAL
5	USH 12 WB MAINLINE											
		560+00	-	615+00	1,771	774	1,706	242	24	--	--	4
		943+00	-	959+50	1,155	250	1,020	414	--	--	--	3
		959+50	-	967+00	350	150	220	120	--	--	--	1
		967+00	-	1032+00	8,875	4,640	5,790	4,340	--	--	--	18
	(SURFACE ONLY TO 1042+50)	1032+00	-	1057+09	1,570	900	1,410	579	--	--	8	4
		1057+09	-	1081+00	1,730	750	1,330	1,120	--	--	--	4
		1081+00	-	1111+00	1,570	680	1,480	1,120	--	--	--	4
	USH 12 WB COLLECTOR											
		958+91	-	967+25	285	225	220	170	--	--	--	1
		967+25	-	1042+50	4,300	3,400	3,540	2,510	--	--	--	9
	USH 12 WB RAMPS											
	120-C	612+00C	-	621+70C	341	293	--	432	--	--	--	1
	NN-A				65	45	50	30	--	--	--	1
	NN-B				140	90	60	70	--	--	--	1
	43-A				125	80	50	60	--	--	--	1
	43-B				250	160	110	120	--	--	--	1
	43-C				100	65	50	170	--	--	--	1
	43-D				85	30	40	40	--	--	--	1
	67-A				805	255	450	380	--	--	--	2
STAGE 5 SUBTOTAL					23,517	12,787	17,526	11,917	24	--	8	57
6	USH 12 WB MAINLINE											
		590+00	-	615+00	1,020	1,142	726	1,152	--	470	--	3
		943+00	-	959+50	815	530	340	520	--	215	--	2
		959+50		967+00	500	325	210	320	--	135	--	1
		1032+00	-	1057+09	1,080	700	450	1,080	--	385	--	3
		1057+09	-	1081+00	1,470	950	600	1,060	--	415	--	3
		1081+00	-	1105+00	1,370	885	560	900	--	365	--	3
STAGE 6 SUBTOTAL					6,255	4,532	2,886	5,032	--	1,985	--	15

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "BASE AGGREGATE" AND "EROSION CONTROL" TABLES.

3

ASPHALT ITEMS - USH 12 - CONTINUED

STAGE	ROADWAY	STATION	TO	STATION	204.0125 REMOVING ASPHALTIC SURFACE MILLING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	450.4000 HMA COLD WEATHER PAVING TON	465.0315 ASPHALTIC FLUMES SY	* 624.0100 WATER MGAL
7	USH 12 WB MAINLINE											
		590+00	-	615+00	--	251	--	371	--	95	--	--
		943+00	-	959+50	--	250	--	370	--	95	--	--
		1044+00	-	1057+09	--	220	--	330	--	85	--	--
		1057+09	-	1081+00	--	375	--	550	--	140	--	--
		1081+00	-	1105+00	--	340	--	500	--	125	--	--
STAGE 7 SUBTOTAL					--	1,436	--	2,121	--	540	--	--
PROJECT TOTAL					**72,295**	**38,879**	**41,047**	**37,966**	**1,446**	**2,585**	**30**	**166**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "BASE AGGREGATE" AND "EROSION CONTROL" TABLES.

ASPHALT PWL

LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH
WB ROADWAY	2	1
PROJECT TOTAL	**2**	**1**

RUMBLE STRIPS

PROJECT	ROADWAY	STATION	-	STATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF
1080-12-73	USH 12 WB	590+00	-	615+00	2,029
		615+00	-	645+00	3,978
		645+00	-	675+00	6,017
		675+00	-	705+00	5,806
		705+00	-	1103+00	74,350
PROJECT TOTAL					**92,180**

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-73 MQ's\030201-mq.ppt
PLOT DATE : 4/30/2021 1:41:02 PM
PLOT SCALE : 1:1

PWL Mixture Use Table

The following acceptance criteria are applicable for this project:

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:		
							Mixture Acceptance	Density Acceptance	Longitudinal Joint Incentive
USH 12 Mainline	590+00 to 1081+00	Leveling Layer	Concrete - Lane 1 N/A - Lane 2	4 MT 58-28 S	3680	1 1/2" to 2 1/4" - Lane 1 N/A - Lane 2	PWL Incentive Air Voids HMA Pavement 460.2010	Ordinary Compaction 450.3.2.6.2. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
USH 12 Mainline	590+00 to 1081+00	Lower Layer	4 MT 58-28 S - Lane 1 Concrete - Lane 2	3 MT 58-28 S	20,730	2 1/4" - Lane 1 2 1/4" to 3 3/4" - Lane 2	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline	590+00 to 1081+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	15,310	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005	Longitudinal Joint Density HMA Pavement 460.2007 - Non Echelon Paving, Sta 590+00 to 614+00, 943+00 to 1081+00
USH 12 Mainline & Shoulders	590+00 to 1111+00	Upper Layer	Base Aggregate Dense	Asphaltic Surface	1,446	Various	QMP as per Section 465	Ordinary Compaction 450.3.2.6.2. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
USH 12 Mainline Shoulders	590+00 to 1081+00	Leveling Layer	Milled HMA Surface - Inside N/A - Outside	4 MT 58-28 S	1240	1 1/4" to 2 1/4" - Inside N/A - Outside	PWL Incentive Air Voids HMA Pavement 460.2010	Ordinary Compaction 450.3.2.6.2. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive
USH 12 Mainline Shoulders	590+00 to 1081+00	Lower Layer	4 MT 58-28 S - Inside Milled HMA Surface - Outside	3 MT 58-28 S	12,650	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive
USH 12 Mainline Shoulders	590+00 to 1081+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	7590	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance Testing by Department. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive
USH 12 Mainline	1081+00 to 1103+00	Lower Layer	Concrete	3 MT 58-28 S	1630	2 1/4" to 3 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline	1081+00 to 1103+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	600	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA Pavement 460.2005	Longitudinal Joint Density HMA Pavement 460.2007
USH 12 Mainline Shoulders	1081+00 to 1103+00	Lower Layer	Milled HMA Surface	3 MT 58-28 S	820	2 1/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
USH 12 Mainline Shoulders	1081+00 to 1103+00	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	350	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance Testing by Department. Not Eligible for Incentive or Disincentive	Not Eligible for Incentive or Disincentive
C-D Roadway	955+75 to 1042+50	Lower Layer	Concrete	3 MT 58-28 S	2290	2 1/4" to 3"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
C-D Roadway	955+75 to 1042+50	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	1580	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
C-D Roadway Shoulders	955+75 to 1042+50	Lower Layer	Milled HMA Surface	3 MT 58-28 S	1460	1 3/4" to 3" - Inside 2 1/4" - Outside	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
C-D Roadway Shoulders	955+75 to 1042+50	Upper Layer	3 MT 58-28 S	4 MT 58-28 S	1100	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramps	Various Locations	Lower Layer	Concrete	4 MT 58-28 S	440	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramps	Various Locations	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	920	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive
Ramp Shoulders	Various Locations	Lower Layer	Milled HMA Surface	4 MT 58-28 S	810	1 3/4"	PWL Incentive Air Voids HMA Pavement 460.2010	QMP Nuclear Density Eligible for Incentive or Disincentive 460.2000	Not Eligible for Incentive or Disincentive

CULVERT AND STORM SEWER REPAIR

PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	204.0245.03 REMOVING STORM SEWER 18-INCH LF	204.0245.05 REMOVING STORM SEWER 30-INCH LF	204.0245.06 REMOVING STORM SEWER 36-INCH LF	204.9060.S.02 REMOVING APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	204.9060.S.04 REMOVING APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	520.8700 CLEANING CULVERT PIPES EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	522.0130 CULVERT REINFORCED PIPE CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT REINFORCED PIPE CONCRETE CLASS III 36-INCH LF
1080-12-73	USH 12 WB	76	590+54 43' RT	CMP	18	4	---	---	---	---	---	1	1	4	---	---
		77	592+50 - 593+50 RT	CMP	24	---	---	---	---	---	---	---	---	---	---	---
		78	596+90 RT	CMP	18	---	---	---	---	---	---	---	---	---	---	---
		79	602+10 RT - 603+20 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		80	609+35 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		81	612+75 RT	CPRC (TWIN)	54	---	---	---	---	---	---	---	---	---	---	---
		82	616+02 22' LT - 106' RT	CPRC	18	8	---	---	1	---	---	---	---	---	---	---
		83	623+73 18' LT	CPRC	18	8	---	---	---	---	---	---	---	---	---	---
		84	624+00 - 625+60 RT	CMP	42	---	---	---	---	---	---	---	---	---	---	---
		86	631+00 RT	CPRC	18	---	---	---	1	---	---	1	---	---	---	---
		87	637+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		88	657+00 RT	CPRC	18	8	---	---	1	---	---	---	---	---	---	---
		89	658+70 RT	CPRC	42	---	---	---	---	---	---	---	---	---	---	---
		89A	661+50 RT	CPRC	30	---	---	---	---	---	---	---	---	---	---	---
		90	667+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		91	674+25 RT	CPRC	54	---	---	---	---	---	---	---	---	---	---	---
		92	677+00 RT	CPRC	18	8	---	---	---	---	---	---	---	---	---	---
		93	678+50 RT	CPRC	42	---	---	---	---	---	---	---	---	---	---	---
		94	684+00 RT	CPRC	18	8	---	---	---	---	---	---	---	---	---	---
		95	685+00 RT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---
		96	688+00 RT	CPRC	18	8	---	---	---	---	---	---	---	---	---	---
		97	695+00 RT	CPRC	18	8	---	---	---	---	---	---	---	---	---	---
		100	707+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		100	707+00 MEDIAN	CPRC	18	8	---	---	---	---	---	---	---	---	---	---
		101	712+00 RT	CPRC	48	---	---	---	---	---	---	1	---	---	---	---
		105	780+00 RT	CPRC	48	---	---	---	---	---	---	1	---	---	---	---
		107	787+50 RT	CPRC	24	---	---	---	---	---	---	---	---	---	---	---
		108	806+25 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		109	808+00 RT	CPRC	36	---	---	---	---	---	---	---	---	---	---	---
		110	815+75 RT	CPRC	18	---	---	---	1	---	---	---	---	---	---	---
		111	818+00 RT	CPRC	42	---	---	---	---	---	---	1	---	---	---	---
		112	822+00 RT	CPRC	18	---	---	---	1	---	---	1	---	---	---	---
		114	844+50 RT (COMO ROAD)	CMP	42	---	---	---	---	---	---	1	---	---	---	---
		117	856+50 RT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	---
		117	856+50 MEDIAN	MS	34X68	---	---	---	---	---	---	---	---	---	---	---

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

CULVERT AND STORM SEWER REPAIR - CONTNUED

PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	204.0245.03 REMOVING STORM SEWER 18-INCH LF	204.0245.05 REMOVING STORM SEWER 30-INCH LF	204.0245.06 REMOVING STORM SEWER 36-INCH LF	204.9060.S.02 REMOVING APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	204.9060.S.04 REMOVING APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH	520.8700 CLEANING CULVERT PIPES EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	522.0130 CULVERT REINFORCED PIPE CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT REINFORCED PIPE CONCRETE CLASS III 36-INCH LF
1080-12-73	USH 12 WB	120	877+00 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		120	877+00 MEDIAN	MS	34X102	---	---	---	---	---	---	---	---	---	---	---
		129	920+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		131	938+50 RT	CPRC (TWIN)	48	---	---	---	---	---	---	---	---	---	---	---
		132	947+50 RT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	---
		135	965+00 RT	CPRC (TWIN)	36	---	---	32	---	---	---	---	---	---	---	16
		138	977+00 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		141	981+00 RT	CPRC	18	---	---	---	1	---	---	1	---	---	---	---
		143	986+00 RT	CPRC	18	---	---	---	1	---	---	---	---	---	---	---
		147	995+00 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		148	1003+00 RT	CPRC	36	---	---	---	---	---	---	1	---	---	---	---
		149	1007+00 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		150	1007+25 RT	CPRC	30	---	8	---	---	1	---	1	---	---	8	---
		150	1010+50 RT	CPRC	30	---	---	---	---	---	---	1	---	---	---	---
		152	1011+00 RT	CPRC	18	---	---	---	1	---	---	1	---	---	---	---
		153	1013+00 RT	CPRC	24	---	---	---	---	---	---	1	---	---	---	---
		154	1018+00 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		156	1022+00 RT	CPRC	18	---	---	---	1	---	---	---	---	---	---	---
		158	1026+00 RT	CPRC	36	---	---	---	---	---	---	1	---	---	---	---
		159	1030+00 RT	CPRC	18	---	---	---	---	---	---	1	---	---	---	---
		160	1031+50 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		161	1034+00 RT	CPRC	36	---	---	---	---	---	---	1	---	---	---	---
		161A	1040+50 RT	CPRC	30	---	---	---	---	---	---	---	---	---	---	---
		163A	1047+00 RT	CPRC	30	---	---	---	---	---	---	1	---	---	---	---
		165	1063+50 RT	CPRC (TWIN)	36	---	---	---	---	---	---	2	---	---	---	---
		166	1073+75 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		167	1074+25 RT	CPRC (TWIN)	42	---	---	---	---	---	---	---	---	---	---	---
		169A	1083+00 RT	CPRC (TWIN)	42	---	---	---	---	---	---	---	---	---	---	---
		169	1086+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	---
		170	1097+00 RT	CPRC	24	---	---	---	---	---	---	1	---	---	---	---
		171	1106+50 MEDIAN INLET	MS	34X34	---	---	---	---	---	---	---	---	---	---	---
		171	1106+50 RT	CPRC	30	---	---	---	---	---	---	1	---	---	---	---
			UNDISTRIBUTED			---	---	---	---	---	4	---	---	---	---	---
PROJECT TOTAL						**68**	**8**	**32**	**9**	**1**	**4**	**27**	**1**	**4**	**8**	**16**

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

CULVERT AND STORM SEWER REPAIR - CONTINUED

PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	* 606.0200 RIPRAP MEDIUM CY	633.5200 MARKERS CULVERT END EACH	* 645.0120 GEOTEXTILE TYPE HR SY
1080-12-73	USH 12 WB	76	590+50 RT	CMP	18	---	---	---	---	---	---	---	---	---	---	2	---
		77	592+50 - 593+50 RT	CMP	24	---	---	---	---	---	---	---	---	---	---	2	---
		78	596+90 RT	CMP	18	---	---	---	---	---	---	---	---	---	---	2	---
		79	602+10 RT - 603+20 LT	CPRC	18	---	---	---	---	---	---	---	---	---	---	3	---
		80	609+35 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		81	612+75 RT	CPRC (TWIN)	54	---	---	---	---	---	---	---	---	---	---	2	---
		82	616+00 RT	CPRC	18	2	---	---	---	---	---	---	---	---	---	2	---
		83	623+75 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		84	624+00 - 625+60 RT	CMP	42	---	---	---	---	---	---	---	---	---	---	2	---
		86	631+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		87	637+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	2	---
		88	657+00 RT	CPRC	18	2	---	---	---	---	---	---	---	---	---	2	---
		89	658+70 RT	CPRC	42	---	---	---	---	---	---	---	---	---	---	1	---
		89A	661+50 RT	CPRC	30	---	---	---	---	---	---	---	---	---	---	1	---
		90	667+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	2	---
		91	674+25 RT	CPRC	54	---	---	---	---	---	---	---	---	---	---	1	---
		92	677+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		93	678+50 RT	CPRC	42	---	---	---	---	---	---	---	---	---	---	1	---
		94	684+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		95	685+00 RT	CPRC	36	---	---	---	---	---	---	---	---	---	---	1	---
		96	688+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		97	695+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	2	---
		100	707+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	2	1	9
		100	707+00 MEDIAN	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		101	712+00 RT	CPRC	48	---	---	---	---	---	---	---	---	---	---	1	---
		105	780+00 RT	CPRC	48	---	---	---	---	---	---	---	---	---	---	1	---
		107	787+50 RT	CPRC	24	---	---	---	---	---	---	1	---	---	---	1	---
		108	806+25 RT	CPRC	18	---	---	---	---	---	1	---	---	---	---	1	---
		109	808+00 RT	CPRC	36	---	---	---	---	---	---	---	---	1	---	1	---
		110	815+75 RT	CPRC	18	1	---	---	---	---	---	---	---	---	2	1	9
		111	818+00 RT	CPRC	42	---	---	---	---	---	---	---	---	---	---	1	---
		112	822+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		114	844+50 RT (COMO ROAD)	CMP	42	---	---	---	---	---	---	---	---	---	---	2	---
		117	856+50 RT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	1	---
		117	856+50 MEDIAN	MS	34X68	---	---	---	---	---	---	---	---	---	---	1	---

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

CULVERT AND STORM SEWER REPAIR - CONTINUED

PROJECT	ROADWAY	CULVERT NUMBER	STATION**	TYPE	SIZE	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	524.0624 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 24-INCH EACH	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	* 606.0200 RIPRAP MEDIUM CY	633.5200 MARKERS CULVERT END EACH	* 645.0120 GEOTEXTILE TYPE HR SY
1080-12-73	USH 12 WB	120	877+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	1	---
		120	877+00 MEDIAN	MS	34X102	---	---	---	---	---	---	---	---	---	---	1	---
		129	920+00 RT	CPRC	18	1	---	---	---	---	1	---	---	---	4	1	16
		131	938+50 RT	CPRC (TWIN)	48	---	---	---	---	16	---	---	---	---	6	1	22
		132	947+50 RT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	1	---
		135	965+00 RT	CPRC (TWIN)	36	---	---	2	---	---	---	---	---	---	5	1	19
		138	977+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	1	---
		141	981+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		143	986+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		147	995+00 RT	CPRC	18	---	---	---	---	---	1	---	---	---	---	1	---
		148	1003+00 RT	CPRC	36	---	---	---	---	---	---	---	---	---	---	1	---
		149	1007+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		150	1007+25 RT	CPRC	30	---	1	---	---	---	---	---	---	---	---	1	---
		150	1010+50 RT	CPRC	30	---	---	---	---	---	---	---	---	---	---	1	---
		152	1011+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		153	1013+00 RT	CPRC	24	---	---	---	8	---	---	1	---	---	---	1	---
		154	1018+00 RT	CPRC	18	---	---	---	---	---	1	---	---	---	---	1	---
		156	1022+00 RT	CPRC	18	1	---	---	---	---	---	---	---	---	---	1	---
		158	1026+00 RT	CPRC	36	---	---	---	---	---	---	---	---	---	---	1	---
		159	1030+00 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	1	---
		160	1031+50 RT	CPRC	18	---	---	---	---	---	---	---	---	---	---	1	---
		161	1034+00 RT	CPRC	36	---	---	---	---	---	---	---	---	---	---	1	---
		161A	1040+50 RT	CPRC	30	---	---	---	---	---	---	---	1	---	---	1	---
		163A	1047+00 RT	CPRC	30	---	---	---	---	---	---	---	---	---	---	1	---
		165	1063+50 RT	CPRC (TWIN)	36	---	---	---	---	---	---	---	---	---	---	1	---
		166	1073+75 RT	CPRC	18	1	---	---	---	---	---	---	---	---	3	1	12
		167	1074+25 RT	CPRC (TWIN)	42	---	---	---	---	---	---	---	---	---	6	1	24
		169A	1083+00 RT	CPRC (TWIN)	42	---	---	---	---	---	---	---	---	---	---	1	---
		169	1086+00 RT	CPRC	18	---	---	---	---	---	1	---	---	---	3	1	12
		170	1097+00 RT	CPRC	24	---	---	---	---	---	---	---	---	---	---	1	---
		171	1106+50 MEDIAN INLET	MS	34X34	---	---	---	---	---	---	---	---	---	---	1	---
		171	1106+50 RT	CPRC	30	---	---	---	---	---	---	---	---	---	---	1	---
			UNDISTRIBUTED			---	---	---	---	---	---	---	---	---	5	40	20
PROJECT TOTAL						**21**	**1**	**2**	**8**	**16**	**5**	**2**	**1**	**1**	**36**	**126**	**143**

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE.

** STATIONS ARE APPROXIMATE LOCATIONS OF EXISTING PIPES.

3

CONCRETE ITEMS

PROJECT	ROADWAY	STATION		STATION	LOCATION	415.0060 CONCRETE PAVEMENT 6-INCH SY	416.1010 CONCRETE SURFACE DRAINS CY	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	601.0590 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBTT LF	603.1142 CONCRETE BARRIER TYPE S42 LF
1080-12-73	USH 12 WB	615+00	-	645+00		--	1.3	--	350	--	--
		645+00	-	915+00		--	--	--	47	--	--
		915+00	-	945+00		--	--	--	125	--	--
		975+00	-	1005+00		90	--	--	--	--	130
		1005+00	-	1035+00		195	--	--	--	40	250
	STH 120 RAMP D	614+50D	-	621+00D		--	1.4	127	--	--	--
	UNDISTRIBUTED					--	--	15	55	5	--
PROJECT TOTAL						**285**	**2.7**	**142**	**577**	**45**	**380**

UNDERDRAIN ITEMS

PROJECT	ROADWAY	STATION	TO	STATION	OFFSET	310.0110 BASE AGGREGATE OPEN GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	645.0111 GEOTEXTILE FABRIC TYPE DF SCHEDULE A SY	SPV.0060.01 LOCATE AND CLEAN EXISTING UNDERDRAIN OUTFALLS EACH	SPV.0060.02 CAP EXISTING UNDERDRAIN EACH	COMMENT
1080-12-73	USH 12 WB	590+00	-	1105+00		220	1,000	500	20	1,050	20	20	FOR UNDERDRAIN REPAIRS
	PROJECT TOTAL					**220**	**1,000**	**500**	**20**	**1,050**	**20**	**20**	

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-73 MQ's\030201-mq.ppt
PLOT DATE : 7/7/2021 4:47:00 PM
PLOT SCALE : 1:1

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STORM SEWER STRUCTURE ITEMS

PROJECT	ROADWAY	STRUCTURE NO.	STA	OFFSET FT	RIM OR FLANGE ELEV	LOWEST INVERT ELEV	STR DEPTH FT	* 204.0220 REMOVING INLETS EACH	611.0535 MANHOLE COVERS TYPE J-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	COMMENT
1080-12-73	USH 12 EB	131A	943+50	31.86 LT	1040.88	1036.35	4.74	--	--	2	--	--	--	1	SLOPE TOP AT 10:1 (HIGH SIDE AT DISCHARGE)
		131B	946+00	40.32 LT	1039.86	1034.35	4.72	--	--	--	1	1	--	--	CONCRETE DECK REQ'D. PLACE IN FLOW LINE.
		132A	947+56	32.57' LT	1038.87	1022.94	15.02	--	1	--	--	--	1	--	CONNECT TO EXISTING 36" PIPES (DOGHOUSE)
		132 (EXIST.)	947+56	32 LT	---	---		1	--	--	--	--	--	--	REMOVE EXISTING 2-GRATE FIELD INLET
	PROJECT TOTAL							**1**	**1**	**2**	**1**	**1**	**1**	**1**	

STORM SEWER STRUCTURE GENERAL NOTES

1) STATIONS AND OFFSETS ARE TO THE CENTER OF STRUCTURES.
2) RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE FOR INLET GRATES OR THE CENTER OF THE COVER FOR MANHOLES AND FIELD INLETS.
3) STRUCTURE DEPTH = RIM ELEVATION MINUS LOWEST INVERT PLUS PIPE THICKNESS MINUS CASTING HEIGHT MINUS ADJUSTMENT RING.
   - CASTING HEIGHT EQUALS 0.74 FT FOR TYPE J-S COVERS; 0 FT FOR TYPE MS COVERS; 0.5' FOR TYPE S COVERS.
   - ADJUSTMENT RING HEIGHT EQUALS 0.5 FT, UNLESS OTHERWISE NOTED.
4) VERIFY SPACE BETWEEN EXISTING DUAL 36-INCH PIPES PRIOR TO ORDERING STRUCTURES AND ADJUST (OFFSET) HOLES IN STR. 132A AS NEEDED TO AVOID SECOND PIPE.

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER PIPE ITEMS

PROJECT	ROADWAY	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF
1080-12-73	USH 12 EB	131A	131B	1036.35	1034.35	0.80%	250
		131B	132A	1034.35	1033.10	0.80%	156
	PROJECT TOTAL						**406**

STORM SEWER PIPE GENERAL NOTES

1) ELEVATIONS ARE TO THE CENTER OF STRUCTURES.
2) PIPE LENGTHS ARE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.

GUARDRAIL ITEMS

PROJECT	STAGE	ROADWAY	START STATION	START OFFSET	END STATION	END OFFSET	614.0200 ** STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.0396 GUARDRAIL MOW STRIP ASPHALT SY	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.1000 MGS GUARDRAIL TEMPORARY LF	614.1100 MGS GUARDRAIL TEMPORARY THRIE BEAM TRANSITION LF	614.1200 MGS GUARDRAIL TEMPORARY TERMINAL EAT EACH	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
1080-12-73	2	USH 12 WB	618+26.2	8.0' LT	621+31.2	6.0' LT	--	--	--	18	122	--	--	--	212.5	--	39.4	1	--
			623+46.9	43.8' RT	627+17.5	42.0' RT	8.2	--	--	--	--	--	--	--	--	362.5	--	--	1
			623+68.8	6.0' LT	626+11.2	8.0' LT	--	--	--	--	--	150	39.4	1	--	--	--	--	--
			659+02.1	36.0' RT	701+62.7	34.0' RT	--	--	--	--	983	--	--	--	150	4,025	39.4	1	--
			698+00.4	8.0' LT	701+30.3	6.0' LT	--	--	--	18	128	--	--	--	237.5	--	39.4	1	--
			702+88.3	6.0' LT	705+30.8	8.0' LT	--	--	--	--	--	150	39.4	1	--	--	--	--	--
			703+21.2	34.0' RT	705+32.7	34.0' RT	--	--	--	--	30	--	--	--	--	212.5	--	--	1
			785+65	24"-38' LT	787+46	24'-38' LT	--	2	100	--	1,207	--	--	--	--	--	--	--	--
			841+69	23"-37' LT	843+51	23'-37' LT	--	2	100	--	1,214	--	--	--	--	--	--	--	--
			746+99	8' LT	761+52	6' LT	--	--	--	--	646	--	--	--	1,400	--	--	1	1
			748+00	36' RT	761+03	34' RT	--	--	--	--	591	--	--	--	1,275	--	--	1	1
			914+69	8' LT	917+35	6' LT	--	--	--	--	814	--	--	--	225	--	39.4	1	--
			914+84	36' RT	917+39	34' RT	--	--	--	--	792	--	--	--	175	--	39.4	1	--
			918+94	36' RT	933+14	34' RT	--	--	--	36	1,945	--	--	--	1,350	--	78.8	--	--
			919+36.7	6.0' LT	921+79.2	8.0' LT	--	--	--	--	--	150	39.4	1	--	--	--	--	--
			930+49	8' LT	933+54	6' LT	--	--	--	18	796	--	--	--	225	--	39.4	1	--
			935+20	34' RT	941+53	34' RT	--	--	--	--	957	--	--	--	600	--	39.4	--	1
			935+62.6	6.0' LT	938+05.1	8.0' LT	--	--	--	--	--	150	39.4	1	--	--	--	--	--
		STH 120 RAMP D	618+02.2	19.3' RT	621+30.9	17.3' RT	--	--	--	18	--	--	--	--	225	--	39.4	1	--
	STAGE 2 SUBTOTAL						8.2	4	200	108	10,225	600	158	4	6,075	4,600	394	9	5
	5	USH 12 WB	970+64	54' RT	1006+25	56' RT	--	--	--	--	2,225	--	--	--	3,400	--	39.4	1	--
			970+74	36' RT	1029+90	34' RT	--	--	--	--	2,635	--	--	--	5,875	--	--	1	1
			975+73	36'RT	977+39	99' RT	--	--	--	--	80	--	--	--	125	--	--	1	1
			987+77	23'-37' LT	990+46	23'-37' LT	--	2	275	--	1,794	--	--	--	--	--	--	--	--
			996+98	98' RT	998+29	100' RT	--	--	--	--	736	--	--	--	50	--	39.4	1	--
			1006+39	115' RT	1007+66	96' RT	--	--	--	--	57	--	--	--	75	--	--	1	1
			1006+45	23'-37' LT	1009+76	23'-37' LT	--	2	400	--	2,207	--	--	--	--	--	--	--	--
			1009+72	56' RT	1029+92	56' RT	--	--	--	--	1,568	--	--	--	1,975	--	39.4	--	1
			1039+39	8' LT	1042+44	6' LT	--	--	--	--	814	--	--	--	225	--	39.4	1	--
			1039+66	4439' RT	1042+58	34' RT	--	--	--	--	803	--	--	--	200	--	39.4	1	--
			1044+07	34' RT	1052+21	34' RT	--	--	--	18	1,017	--	--	--	775	--	39.4	--	1
	STAGE 5 SUBTOTAL						--	4	675	18	13,936	--	--	--	12,700	--	236.4	7	5
	6	USH 12 WB	607+94.4	32.1' LT	609+63.6	32.1' LT	--	2	125	--	1,134	125	125	--	--	--	--	--	--
	STAGE 6 SUBTOTAL						--	2	125	--	1,134				--	--	--	--	--
	7	USH 12 WB	596+06.3	36.0 ' RT	601+59.4	34.0' RT	--	--	--	--	233	--	--	--	500	--	--	1	1
	STAGE 7 SUBTOTAL						--	--	--	--	233	--	--	--	500	--	--	1	1
PROJECT TOTAL							**8.2**	**10**	**1,000**	**126**	**25,528**	**600**	**158**	**4**	**19,275**	**4,600**	**630.4**	**17**	**11**

** USE FOR FULL LENGTH OF THRIE BEAM STRUCTURE APPROACH AT BRIDGES THAT DO NOT USE CURB AND GUTTER.

3

3

FENCING

PROJECT	ROADWAY	STATION		STATION	LOCATION	616.0204 FENCE CHAIN LINK 4 FT LF	616.0329.01 GATES CHAIN LINK 12-FT EACH
1080-12-73	USH 12 WB	615+00	-	645+00		80	2
		675+00	-	705+00		104	2
		915+00	-	945+00		208	4
		1027+00	-	1050+00		72	2
PROJECT TOTAL						**464**	**10**

HAUL ROADS

ROADWAY	LOCATION	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (1080-12-73) EACH
USH 12 WB		
	PROJECT	1
PROJECT TOTAL		**1**

MOBILIZATION

LOCATION	619.1000 EACH
PROJECT	0.45
PROJECT TOTAl	**0.45**

3

EROSION CONTROL ITEMS

PROJECT	ROADWAY	STATION		TO STATION	* 606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	* 624.0100 WATER MGAL	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.6505 SOIL STABILIZER TYPE A ACRE	628.6510 SOIL STABILIZER TYPE B ACRE
1010-12-73	USH 12 WB	590+00	-	615+00	---	9	28	---	---	---	---	9043	--	--
		615+00	-	645+00	97	---	31	---	---	---	---	341	--	--
		645+00	-	675+00	34	---	29	---	---	---	---	1,234	--	--
		675+00	-	705+00	15	---	26	181	181	---	---	1,000	--	--
		705+00	-	735+00	---	---	---	---	---	---	---	---	--	--
		735+00	-	765+00	---	---	---	---	---	---	---	---	--	--
		765+00	-	795+00	--	--	---	---	---	---	---	---	--	--
		795+00	-	825+00	---	---	---	---	---	---	---	---	--	--
		825+00	-	855+00	---	---	---	---	---	---	---	---	--	--
		855+00	-	885+00	---	---	---	---	---	---	---	---	--	--
		885+00	-	915+00	---	---	---	---	---	---	---	4,030	--	--
		915+00	-	945+00	103	---	---	1,370	1,370	---	---	13,535	--	--
		945+00	-	967+00	---	---	---			---	---	---	--	--
		967+00	-	990+00	---	---	---	50	50	---	---	250	--	--
		990+00	-	1027+00	---	---	---	130	130	---	---	2,155	--	--
		1027+00	-	1050+00	34	---	---	---	---	---	---	9,860	--	--
		1050+00	-	1080+00	---	---	---	---	---	---	---	---	--	--
		1080+00	-	1115+85	---	---	---	---	---	---	---	---	--	--
	USH 12 WB RAMPS													
	STH 120 RAMP C	612+00C	-	621+70C	---	---	4	---	---	---	---	---	--	--
	STH 120 RAMP D	614+50D	-	621+00D	24	---	3	---	---	---	---	102	--	--
	SUBTOTAL				307	9	121	1,731	1,731	--	--	41,550	--	--
	UNDISTRIBUTED				80	3	35	450	450	45	15	4,155	2.2	5.7
PROJECT TOTAL					**387**	**12**	**156**	**2,181**	**2,181**	**45**	**15**	**45,705**	**2.2**	**5.7**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FILE NAME : T:\Design\01 Projects\WisDOT SE Region\1080-12-00_USH 12_Walworth County\12.0 PS&E\Misc. Quantities\1080-12-73 MQ's\030201-mq.ppt
PLOT DATE : 4/30/2021 1:41:02 PM
PLOT SCALE : 1:1

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EROSION CONTROL ITEMS - CONTINUED

PROJECT	ROADWAY	STATION	TO	STATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	* 645.0120 GEOTEXTILE TYPE HR SY	SPV.0090.02 DOUBLE STAKED SILT FENCE LF
1010-12-73	USH 12 WB	590+00	-	615+00	---	3	113	---	---	---	25	---
		615+00	-	645+00	---	---	23	7	---	---	263	---
		645+00	-	675+00	---	---	---	---	---	---	88	---
		675+00	-	705+00	---	1	45	7	---	---	47	---
		705+00	-	735+00	---	---	---	---	---	---	---	---
		735+00	-	765+00	---	---	---		---	---	---	---
		765+00	-	795+00	---	---	---	13	---	---	---	60
		795+00	-	825+00	---	---	---	---	---	---	---	55
		825+00	-	855+00	---	---	---	14	---	---	---	
		855+00	-	885+00	---	---	---	---	---	---	---	
		885+00	-	915+00	---	---	---	---	---	---	---	---
		915+00	-	945+00	---	1	---	10	---	---	296	---
		945+00	-	967+00	---	---	---	---	---	---	---	---
		967+00	-	990+00	5	---	---	---	---	---	---	---
		990+00	-	1027+00	7	---	---	---	---	---	---	---
		1027+00	-	1050+00	---	3	---	---	---	---	99	---
		1050+00	-	1080+00	---	---	---	14	---	---	---	---
		1080+00	-	1115+85	---	---	---	---	---	---	---	---
	USH 12 WB RAMPS											
	STH 120 RAMP C	612+00C	-	621+70C	---	---	---	---	---	---	---	---
	STH 120 RAMP D	614+50D	-	621+00D	---	---	---	---	---	---	72	---
	SUBTOTAL				12	8	181	65	--	--	890	115
	UNDISTRIBUTED				5	5	95	20	5	600	225	50
PROJECT TOTAL					**17**	**13**	**276**	**85**	**5**	**600**	**1,115**	**165**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

RESTORATION

PROJECT	ROADWAY	STATION		STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
1080-12-73	USH 12 WB	590+00	-	615+00		3,406	3,406	2.2	62	92	92	22
		615+00	-	645+00		341	341	0.3	7	10	10	11
		645+00	-	675+00		1,234	1,234	0.8	23	34	34	11
		675+00	-	705+00		1,000	600	0.7	18	27	27	11
		705+00	-	735+00		--	--	--	--	--	--	--
		735+00	-	765+00		--	--	--	--	--	--	--
		765+00	-	795+00		--	--	--	--	--	--	--
		795+00	-	825+00		--	--	--	--	--	--	--
		825+00	-	855+00		--	--	--	--	--	--	--
		855+00	-	885+00		--	--	--	--	--	--	--
		885+00	-	915+00		4,030	2,015	2.6	73	109	--	33
		915+00	-	945+00		13,535	6,768	8.6	244	366	--	77
		945+00	-	967+00		--	--	--	--	--	--	--
		967+00	-	990+00		250	125	0.2	5	7	--	11
		990+00	-	1027+00		2,155	1,078	1.4	39	59	--	22
		1027+00	-	1050+00		9,860	4,930	6.3	178	267	--	66
		1050+00	-	1080+00		--	--	--	--	--	--	--
		1080+00	-	1115+85		--	--	--	--	--	--	--
	STH 120 RAMP C	612+00C	-	621+70C		--	--	--	--	--	--	--
	STH 120 RAMP D	614+50D	-	621+00D		102	102	0.1	2	3	3	11
	UNDISTRIBUTED					3,591	2,060	2.3	65	97	17	28
PROJECT TOTAL						**39,504**	**22,658**	**25.5**	**716**	**1,071**	**183**	**303**

DELINEATORS

ROADWAY	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS WHITE EACH	633.0500 DELINEATOR REFLECTORS YELLOW EACH	633.1000 DELINEATORS BARRIER WALL WHITE EACH	633.5350 MARKERS PERMANENT FLEXIBLE WHITE EACH	633.5350 MARKERS PERMANENT FLEXIBLE YELLOW EACH
WB USH 12	353	364	92	--	--	--
WB COLLECTOR	--	--	--	4	--	--
RAMP 67-A	--	--	--	--	--	64
NORTH CROSSOVER	--	--	--	--	61	--
PROJECT TOTAL	**353**	**456**		**4**	**125**	

TRAFFIC CONTROL

PROJECT	STAGE	ROADWAY	STATION	-	STATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DAY	* 643.0420 BARRICADES TYPE III ** EACH	DAY	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	* 643.0705 WARNING LIGHTS TYPE A ** EACH	DAY	* 643.0715 WARNING LIGHTS TYPE C ** EACH	DAY	643.0800 ARROW BOARDS ** EACH	DAY	* 643.0900 SIGNS ** EACH	DAY	643.0920 COVERING SIGNS TYPE II NUMBER	CYCLES	EACH	643.1050 SIGNS PCMS ** EACH	DAY	643.1070 CONES 42-INCH ** EACH	DAY
1080-12-73	1	USH 12 WB	530+00	-	560+00		42		2		---	---	4		15		2		17		---	---	---	1		---	
			560+00	-	590+00		32		2		---	---	4		---		---		10		1	1	1	---		16	
			590+00	-	620+00		---		2		---	---	4		---		---		2		---	---	---	---		55	
			620+00	-	650+00		---		---		---	---	---		---		---		2		---	---	---	---		---	
			905+00	-	935+00		30		1		---	---	2		15		2		15		---	---	---	1		3	
			935+00	-	965+00		---		1		---	---	2		---		---		3		---	---	---	---		43	
		STH 120 RAMP C	612+00C	-	621+70C		---		---		---	---	---		---		---		1		---	---	---	---		---	
		STH 120 RAMP D	614+50D	-	621+00D		---		---		---	---	---		---		---		---		---	---	---	---		---	
	STAGE 1 SUBTOTAL					30	104	3,120	8	240	--	--	16	480	30	900	4	120	50	1,500			1	2	14	117	3,510
	2	USH 12 WB	530+00	-	560+00		64		1		---	---	2		15		2		21		---	---	---	---		---	
			560+00	-	590+00		87		2		---	---	4		17		---		16		---	---	---	---		---	
			590+00	-	620+00		30		5		---	---	10		---		---		7		---	---	---	---		33	
			620+00	-	935+00		---		---		---	---	---		---		---		---		---	---	---	---		---	
			935+00	-	965+00		24		---		---	---	---		---		---		2		---	---	---	---		---	
			965+00	-	995+00		---		---		---	---	---		---		---		---		---	---	---	---		---	
		STH 120 RAMP C	612+00C	-	621+70C		---		---		---	---	---		---		---		1		---	---	---	---		---	
		STH 120 RAMP D	614+50D	-	621+00D		---		---		---	---	---		---		---		---		---	---	---	---		---	
	STAGE 2 SUBTOTAL					60	205	12,300	8	480	--	--	16	960	32	1,920	2	120	47	2,820			--	--	--	33	1,980
	3	USH 12 WB	530+00	-	560+00		42		2		---	---	4		15		2		17		---	---	---	---		---	
			560+00	-	590+00		41		2		---	---	4		---		---		10		---	---	---	---		---	
			590+00	-	620+00		41		2		46	46	4		5		---		9		---	---	---	---		---	
			620+00	-	635+00		---		---		54	54	---		---		---		3		1	1	1	---		---	
			635+00	-	935+00		---		---		600	600	---		---		---		16		---	---	---	---		---	
			935+00	-	965+00		28		---		24	24	---		---		---		5		---	---	---	---		---	
			965+00	-	995+00		---		---		---	---	---		---		---		---		---	---	---	---		---	
		STH 120 RAMP C	612+00C	-	621+70C		---		---		---	---	---		---		---		1		---	---	---	---		---	
		STH 120 RAMP D	614+50D	-	621+00D		---		---		---	---	---		---		---		1		---	---	---	---		---	
	STAGE 3 SUBTOTAL					60	152	9,120	6	360	724	724	12	720	20	1,200	2	120	62	3,720			1	--	--	--	--

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOURS" TABLE.

** FOR INFORMATION ONLY

TRAFFIC CONTROL

PROJECT	STAGE	ROADWAY	STATION		STATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DAY	* 643.0420 BARRICADES TYPE III ** EACH	DAY	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	* 643.0705 WARNING LIGHTS TYPE A ** EACH	DAY	* 643.0715 WARNING LIGHTS TYPE C ** EACH	DAY	643.0800 ARROW BOARDS ** EACH	DAY	* 643.0900 SIGNS ** EACH	DAY	643.0920 COVERING SIGNS TYPE II NUMBER	CYCLES	EACH	643.1050 SIGNS PCMS ** EACH	DAY	643.1070 CONES 42-INCH ** EACH	DAY
	4	USH 12 WB	905+00	-	935+00		32		---		---	---	---		15		2		14		---	---	---	1		---	
			935+00	-	965+00		11		3		---	---	6		---		---		4		---	---	---	---		37	
			965+00	-	995+00		24		2		---	---	4		---		---		2		---	---	---	---		12	
			995+00	-	1025+00		30		2		---	---	4		---		---		3		---	---	---	---		---	
			1025+00	-	1055+00		3		3		---	---	6		---		---		3		---	---	---	---		55	
			1055+00	-	1085+00		---		2		---	---	4		---		---		2		---	---	---	---		60	
			1085+00	-	1115+00		---		1		---	---	2		---		---		1		---	---	---	---		39	
		WB C-D ROAD	---	-	---		---		---		---	---	---		---		---		6		---	---	---	---		---	
		STH 67 RAMP A	---	-	---		---		---		---	---	---		---		---		1				---	---		---	
	STAGE 4 SUBTOTAL					30	100	3,000	13	390	--	--	26	780	15	450	2	60	36	1,080			--	1	7	203	6,090
	5	USH 12 WB	530+00	-	560+00		64		1		---	---	2		15		2		33		---	---	---	---		---	
			560+00	-	590+00		89		3		---	---	6		22		---		15		1	1	1	---		---	
			590+00	-	620+00		46		2		---	---	4		6		---		4		---	---	---	---		25	
			620+00	-	905+00		---		---		---	---	---		---		---		6		---	---	---	---		---	
			905+00	-	935+00		30		---		---	---	---		15		2		19		---	---	---	---		---	
			935+00	-	965+00		29		5		---	---	10		13		---		7		---	---	---	---		40	
			965+00	-	995+00		34		3		---	---	6		---		---		3		---	---	---	---		---	
			995+00	-	1025+00		30		---		---	---	---		---		---		2		---	---	---	---		---	
			1025+00	-	1055+00		48		2		---	---	4		12		---		5		---	---	---	---		27	
			1055+00	-	1085+00		---		2		---	---	4		---		---		2		---	---	---	---		60	
			1085+00	-	1115+00		9		2		---	---	4		9		---		2		---	---	---	---		38	
		STH 120 RAMP C	612+00C	-	621+70C		---		---		---	---	---		---		---		1		---	---	---	1		---	
		STH 120 RAMP D	614+50D	-	621+00D		---		---		---	---	---		---		---		1		---	---	---	---		---	
		WB C-D ROAD	---	-	---		---		---		---	---	---		---		---		17		---	---	---	---		---	
		STH 67 RAMP A	---	-	---		---		---		---	---	---		---		---		1		---	---	---	---		---	
	STAGE 5 SUBTOTAL					90	379	34,110	20	1,800	--	--	40	3,600	92	8,280	4	360	118	10,124			1	1	7	190	17,100

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOURS" TABLE.
** FOR INFORMATION ONLY

TRAFFIC CONTROL

PROJECT	STAGE	ROADWAY	STATION	-	STATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** EACH	DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	DAY	* 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C ** EACH	DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS ** EACH	DAY	* 643.0900 TRAFFIC CONTROL SIGNS ** EACH	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER	CYCLES	EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS ** EACH	DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH ** EACH	DAY
	6	USH 12 WB	530+00	-	560+00		42		2		---	---	4		15		2		34		---	---	---	---		---		
			560+00	-	590+00		41		3		---	---	6		5		---		14		---	---	---	---		---		
			590+00	-	620+00		---		2		---	---	4		---		---		3		---	---	---	---		60		
			620+00	-	650+00		---		---		---	---	---		---		---		6		---	---	---	---		3		
			905+00	-	935+00		32		---		---	---	---		15		2		19		---	---	---	---		---		
			935+00	-	965+00		6		5		---	---	10		5		---		7		---	---	---	---		53		
			965+00	-	995+00		24		2		---	---	4		---		---		2		---	---	---	---		13		
			995+00	-	1025+00		30		2		---	---	4		---		---		3		---	---	---	---		---		
			1025+00	-	1055+00		4		3		---	---	6		---		---		5		---	---	---	---		56		
			1055+00	-	1085+00		---		2		---	---	4		---		---		2		---	---	---	---		60		
			1085+00	-	1115+00		---		1		---	---	2		---		---		1		---	---	---	---		37		
		STH 120 RAMP C	612+00C	-	621+70C		---		---		---	---	---		---		---		1		---	---	---	---		---		
		STH 120 RAMP D	614+50D	-	621+00D		---		---		---	---	---		---		---		1		---	---	---	---		---		
		WB C-D ROAD	---	-	---		---		---		---	---	---		---		---		18		---	---	---	---		---		
		STH 67 RAMP A	---	-	---		---		---		---	---	---		---		---		1		---	---	---	---		---		
	STAGE 6 SUBTOTAL					60	179	10,740	22	1,320	--	--	44	2,640	40	2,400	4	240	117	7,020			--	--	--	282	16,920
	7	USH 12 WB	530+00	-	560+00		64		1		---	---	2		15		2		33		---	---	---	---		---		
			560+00	-	590+00		89		3		---	---	6		22		---		17		---	---	---	---		---		
			590+00	-	620+00		---		1		---	---	2		---		---		4		---	---	---	---		34		
			620+00	-	650+00		---		---		---	---	---		---		---		4		---	---	---	---		---		
			905+00	-	935+00		32		---		---	---	---		15		2		19		---	---	---	---		---		
			935+00	-	965+00		32		4		---	---	8		8		---		9		---	---	---	---		39		
			965+00	-	995+00		37		2		---	---	4		2		---		2		---	---	---	---		---		
			995+00	-	1025+00		30		2		---	---	4		---		---		3		---	---	---	---		---		
			1025+00	-	1055+00		48		3		---	---	6		24		---		5		---	---	---	---		27		
			1055+00	-	1085+00		---		2		---	---	4		---		---		2		---	---	---	---		60		
			1085+00	-	1115+00		9		2		---	---	4		9		---		2		---	---	---	---		38		
		STH 120 RAMP C	612+00C	-	621+70C		---		---		---	---	---		---		---		1		---	---	---	---		---		
		STH 120 RAMP D	614+50D	-	621+00D		---		---		---	---	---		---		---		1		---	---	---	---		---		
		WB C-D ROAD	---	-	---		---		---		---	---	---		---		---		17		---	---	---	---		---		
		STH 67 RAMP A	---	-	---		---		---		---	---	---		---		---		1		---	---	---	---		---		
	STAGE 7 SUBTOTAL					60	341	20,460	20	1,200	--	--	40	2,400	95	5,700	4	240	120	7,200			--	--	--	198	11,880
	UNDISTRIBUTED						145	5,655	10	390	70	70	20	780	30	1,170	2	80	55	2,145	---	---	---	--	--	100	3,900
PROJECT TOTAL								**98,505**		**6,180**	**794**	**794**		**12,360**		**22,020**		**1,340**		**35,609**			**3**		**28**		**61,380**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "DETOURS" TABLE.
** FOR INFORMATION ONLY

3

DETOURS

PROJECT	STAGE	RAMP OR ROADWAY CLOSURE	CLOSURE LOCATION	** STAGE DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS ** EACH	DRUMS ** DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III ** EACH	BARRICADES TYPE III ** DAY	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	WARNING LIGHTS TYPE A ** DAY	* 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C ** EACH	WARNING LIGHTS TYPE C ** DAY	* 643.0900 TRAFFIC CONTROL SIGNS ** EACH	SIGNS ** DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER	COVERING SIGNS TYPE I CYCLES	COVERING SIGNS TYPE I EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
1080-12-73	2	STH 120 RAMP D			--		3		6		--		64		1	7	7	--
	STAGE 2 SUBTOTAL			60	--	--	3	180	6	360	--	--	64	3,847			7	--
	5A	IH 43 RAMP C			18		4		8		--		38		1	4	4	48
	STAGE 5A SUBTOTAL			20	18	360	4	80	8	160	--	--	38	767			4	48
	5B	USH 12 WB	NORTH OF IH 43		50		11		22		14		122		--	--	--	325
	STAGE 5B SUBTOTAL			15	50	750	11	165	22	330	14	210	122	1,830			--	325
	5C	WB C-D ROAD	SOUTH SEGMENT	15	36		11		22		--		138	2,070	--	--	--	168
		WB C-D ROAD	NORTH SEGMENT	15	36		11		22		--		157	2,355	--	--	--	120
	STAGE 5C SUBTOTAL			30	72	2,160	22	660	44	1,320	--	--	295	4,425			--	288
	UNDISTRIBUTED				15	190	5	65	10	125	--	--	50	625	--	--	--	--
PROJECT TOTAL						**3,460**		**1,150**		**2,295**		**210**		**11,494**			**11**	**661**

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE. SEE "TRAFFIC CONTROL" TABLE.
** FOR INFORMATION ONLY.

TRAFFIC CONTROL - ANCILLARY

PROJECT	STAGE	ROADWAY	STATION	-	STATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	633.1100 DELINEATORS TEMPORARY EACH	643.5000 TRAFFIC CONTROL EACH	614.0905 CRASH CUSHIONS TEMPORARY EACH	CRASH CUSHIONS TEMPORARY (ADDITIONAL INFO) LOCATION	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
1080-12-73	2	USH 12 WB	590+00	-	620+00	---	---	5	---	---	---	---	---	---	---	---	---
			935+00	-	965+00	---	---	6	---	---	---	---	---	---	---	---	---
	STAGE 2 SUBTOTAL					--	--	11	--	--	---	---	---	---	---	---	---
	3	USH 12 WB	590+00	-	620+00	400	400	5	---	1	606+18 TO 606+43, 14' RT	2	OM-3C (WO5-58D)	TL-3	BIDIRECTIONAL	LT & RT	CONC. BARRIER TEMP.
			935+00	-	965+00	400	400	9	---	1	939+93 TO 940+18, 13' RT	2	OM-3C (WO5-58D)	TL-3	BIDIRECTIONAL	LT & RT	CONC. BARRIER TEMP.
	STAGE 3 SUBTOTAL					800	800	14	--	2	---	---	---	---	---	---	---
	UNDISTRIBUTED					---	---	3	---	---							
PROJECT TOTAL						**800**	**800**	**28**	**0.45**	**2**	---	---	---	---	---	---	---

3

TRAFFIC CONTROL CLOSE-OPEN FREEWAY SERVICE RAMPS

PROJECT	STAGE	ROADWAY	LOCATION	SPV.0060.03 CLOSE-OPEN FREEWAY SERVICE RAMP EACH
1080-12-73	5B	STH 120 RAMP C		5
	STAGE 5B SUBTOTAL			5
	5C	CTH NN RAMP A		14
		CTH NN RAMP B		14
	STAGE 5C SUBTOTAL			28
	UNDISTRIBUTED			17
PROJECT TOTAL				**50**

TRAFFIC CONTROL CLOSE-OPEN FREEWAY SYSTEM RAMPS

PROJECT	STAGE	ROADWAY	LOCATION	SPV.0060.04 CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP EACH
1080-12-73	5B	IH 43 RAMP B		5
		IH 43 RAMP C		5
		WB CD ROAD		5
		STH 67 RAMP A		5
	STAGE 5B SUBTOTAL			20
	5C	IH 43 RAMP A		28
		IH 43 RAMP B		14
		IH 43 RAMP C		14
		IH 43 RAMP D		14
		WB CD ROAD		28
	STAGE 5C SUBTOTAL			98
	UNDISTRIBUTED			59
PROJECT TOTAL				**177**

3

PAVEMENT MARKING ITEMS

PROJECT	ROADWAY	STATION	-	STATION	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 3' LINE 9' GAP WHITE LF	646.1555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH 12.5' LINE 37.5' GAP WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH 3' LINE 9' GAP WHITE LF	646.3555 MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF
1080-12-73	USH 12 WB	590+00	-	1090+65	44,967	50,064	471	12,455	--	380	--	2	--	--	--
	WB C-D		-		4,211	6,188	587	--	--	89	1,623	--	--	116	--
	RAMP 120-C		-		2,035	1,060	--	--	--	--	313	--	--	56	--
	RAMP 120-D		-		3,165	960	--	--	--	--	1,418	--	--	--	--
	RAMP NN-A		-		1,693	812	--	--	--	84	--	--	--	58	--
		RAMP NN-B	-	RAMP 43-D	4,246	2,198	--	--	--	--	1,197	--	--	56	--
		RAMP 43-C	-	RAMP 43-A	2,872	2,089	--	--	--	89	844	--	--	62	--
	RAMP 43-B		-		2,078	1,089	--	--	--	--	835	--	--	--	--
	RAMP 67-A		-		2,289	2,275	--	--	104	--	--	3	16	--	66
	SUBTOTALS				67,556	66,735	1,058	12,455	104	642	6,230	5	16	348	66
PROJECT TOTAL					**134,291**		**13,513**		**104**	**6,872**		**5**	**16**	**348**	**66**

3

TEMPORARY PAVEMENT MARKING

				** 646.6464		** 646.6468	646.9000	646.9100	646.9200	649.0105		649.0150		649.0205	649.0250	649.0760		649.0960	649.0970
				TEMPORARY MARKING															
				COLD WEATHER MARKING EPOXY						LINE PAINT		LINE REMOVABLE TAPE		LINE PAINT	LINE REMOVABLE TAPE	RAISED PAVEMENT MARKER TYPE I		REMOVABLE MASK OUT TAPE	
				4-INCH		8-INCH	MARKING REMOVAL LINE			4-INCH		4-INCH							
PROJECT	STAGE	ROADWAY	STATION - STATION	YELLOW LF	WHITE LF	WHITE LF	4-INCH LF	8-INCH LF	WIDE LF	YELLOW LF	WHITE LF	YELLOW LF	WHITE LF	8-INCH LF	8-INCH LF	YELLOW EACH	WHITE EACH	6-INCH LF	10-INCH LF
1080-12-73	1	USH 12 WB	530+00 - 560+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	175	---
			560+00 - 590+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			590+00 - 620+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	175	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	STAGE 1 SUBTOTAL			--	--	--	--	--	--	--	--	1,440	--	--	--	--	--	350	--
	2	USH 12 WB	530+00 - 560+00	---	---	---	---	---	---	---	---	---	920	---	---	---	---	415	50
			560+00 - 590+00	---	---	---	---	---	---	---	---	220	1,319	---	973	---	---	150	797
			590+00 - 620+00	---	---	---	---	---	---	---	---	2,127	827	---	---	12	12	275	---
			620+00 - 935+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	650	966	---	---	12	12	---	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	STAGE 2 SUBTOTAL			--	--	--	--	--	--	--	--	2,997	4,032	--	973	24	24	840	847
	3	USH 12 WB	530+00 - 560+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	---	---
			560+00 - 590+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			590+00 - 620+00	700	795	41	---	---	---	---	1,400	3,979	2,070	---	---	20	20	---	---
			620+00 - 935+00	31,500	39,283	1,510	---	---	---	---	59,045	63,000	1,401	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	1,608	2,794	1,061	---	---	16	16	---	---
		STH 120 RAMP D	614+50D - 621+00D	510	611	137	---	---	---	---	---	---	---	---	---	---	---	---	---
	STAGE 3 SUBTOTAL			32,710	40,689	1,688	--	--	--	--	62,053	70,493	4,532	--	--	36	36	--	--

** ITEM TO BE USED IMMEDIATELY PRIOR TO WINTER SHUTDOWN IF PERMANENT MARKINGS CANNOT BE APPLIED. APPLY IN SAME LOCATIONS AS PERMANENT MARKINGS.

3

TEMPORARY PAVEMENT MARKING - CONTINUED

PROJECT	STAGE	ROADWAY	STATION - STATION	** 646.6464 COLD WEATHER MARKING EPOXY 4-INCH YELLOW LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	** 646.6468 COLD WEATHER MARKING EPOXY 8-INCH WHITE LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I YELLOW EACH	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I WHITE EACH	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	649.0970 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH LF
	4	USH 12 WB	905+00 - 935+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	175	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			1055+00 - 1085+00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	---	---	---	1,392	1,390	---	---	---	---	---	---	---	---
	STAGE 4 SUBTOTAL			--	--	--	--	--	--	1,392	1,390	720	--	--	--	--	--	175	--
	5	USH 12 WB	530+00 - 560+00	---	---	---	---	---	---	---	---	---	920	---	---	---	---	590	50
			560+00 - 590+00	---	---	---	---	---	---	---	---	420	1,819	---	973	5	5	350	797
			590+00 - 620+00	---	---	---	2,572	140	---	2,400	3,000	600	1,250	480	130	2	2	600	---
			620+00 - 905+00	---	---	---	---	---	---	---	---	100	100	---	---	2	2	100	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	---	820	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	2,129	---	---	2,725	2,385	1,185	1,895	470	110	4	4	600	---
			965+00 - 995+00	---	---	---	---	105	---	200	240	2,800	2,840	80	40	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	125	769	---	2,010	2,550	1,045	1,655	575	175	---	---	134	---
			1055+00 - 1085+00	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	---	---	---	1,897	1,894	---	---	---	---	---	---	---	---
		STH 120 RAMP C	--- ---	---	---	---	---	---	---	880	885	880	885	---	---	---	---	---	---
		STH 67 RAMP A	--- ---	---	---	---	---	---	---	1,090	1,165	1,090	1,165	---	---	---	---	---	---
		WB C-D ROAD	--- ---	---	---	---	---	---	---	8,005	7,988	8,005	7,988	---	---	---	---	---	---
	STAGE 5 SUBTOTAL			--	--	--	4,826	1,014	--	22,207	23,107	19,125	24,337	1,605	1,428	13	13	2,374	847

** ITEM TO BE USED IMMEDIATELY PRIOR TO WINTER SHUTDOWN IF PERMANENT MARKINGS CANNOT BE APPLIED. APPLY IN SAME LOCATIONS AS PERMANENT MARKINGS.

TEMPORARY PAVEMENT MARKING - CONTINUED

PROJECT	STAGE	ROADWAY	STATION - STATION	** 646.6464 COLD WEATHER MARKING EPOXY 4-INCH YELLOW LF	** 646.6464 COLD WEATHER MARKING EPOXY 4-INCH WHITE LF	** 646.6468 COLD WEATHER MARKING EPOXY 8-INCH WHITE LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH LF	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I YELLOW EACH	649.0760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I WHITE EACH	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	649.0970 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH LF
	6	USH 12 WB	530+00 - 560+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	---	---
			560+00 - 590+00	---	---	---	---	---	---	---	---	240	240	---	---	4	4	240	---
			590+00 - 620+00	---	---	---	---	---	---	1,550	1,550	1,450	1,195	---	---	2	2	600	---
			620+00 - 650+00	---	---	---	---	---	---	---	---	140	140	---	---	2	2	140	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	720	---	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	1,600	1,600	1,240	977	---	---	4	4	641	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	3,000	2,937	---	---	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	---	---	---	1,100	1,100	1,900	1,995	---	200	---	---	134	---
			1055+00 - 1085+00	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	---	---	---	1,674	1,674	220	216	---	---	---	---	---	---
	STAGE 6 SUBTOTAL			--	--	--	--	--	--	8,924	8,924	12,630	10,700	--	200	12	12	1,755	--
	7	USH 12 WB	530+00 - 560+00	---	---	---	---	---	---	---	---	---	920	---	---	---	---	415	50
			560+00 - 590+00	---	---	---	---	---	---	---	---	420	1,819	---	973	4	4	350	797
			590+00 - 620+00	---	---	---	---	---	---	---	---	1,750	1,750	---	---	4	4	---	---
			905+00 - 935+00	---	---	---	---	---	---	---	---	---	820	---	---	---	---	---	---
			935+00 - 965+00	---	---	---	---	---	---	---	---	2,800	3,000	---	200	4	4	600	---
			965+00 - 995+00	---	---	---	---	---	---	---	---	3,280	3,280	---	---	---	---	---	---
			995+00 - 1025+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1025+00 - 1055+00	---	---	---	---	---	---	---	---	3,000	3,090	---	200	---	---	134	---
			1055+00 - 1085+00	---	---	---	---	---	---	---	---	3,000	3,000	---	---	---	---	---	---
			1085+00 - 1115+00	---	---	---	---	---	---	---	---	1,900	1,900	---	---	---	---	---	---
	STAGE 7 SUBTOTAL			--	--	--	--	--	--	--	--	19,150	22,579	--	1,373	12	12	1,499	847
	UNDISTRIBUTED			---	---	---	485	100	50	3,250	9,545	12,655	6,620	160	395	10	10	700	255
PROJECT TOTAL				**73,399**	**1,688**	**5,311**	**1,114**	**50**		**140,792**		**212,010**		**1,765**	**4,369**	**214**		**7,693**	**2,796**

** ITEM TO BE USED IMMEDIATELY PRIOR TO WINTER SHUTDOWN IF PERMANENT MARKINGS CANNOT BE APPLIED. APPLY IN SAME LOCATIONS AS PERMANENT MARKINGS.

SAWING

PROJECT	STAGE	ROADWAY	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
1080-12-73	1	USH 12 WB	590+00 - 615+00		3,265	---
	STAGE 1 SUBTOTAL				3,265	---
	2	USH 12 WB	590+00 - 615+00		1,663	180
			615+00 - 645+00		---	4,890
			645+00 - 675+00		---	4,290
			675+00 - 705+00		---	3,600
			705+00 - 943+00		---	29,790
		STH 120 RAMP D	614+50D - 621+00D		22	540
	STAGE 2 SUBTOTAL				1,685	43,290
	5	USH 12 WB	590+00 - 615+00		60	1,500
			705+00 - 1105+00		---	3,840
		WB CD ROAD	958+91 - 1033+00		---	5,820
		STH 120 RAMP C	612+00C - 621+70C		17	990
		NN-A	977+00 - 978+13		---	90
		NN-B	965+19 - 987+41		---	1,410
		43-A	1011+00 - 1013+40		---	150
		43-B	1019+72 - 1024+00		---	270
		43-C	1006+02 - 1006+57		---	60
		43-D	998+77 - 1000+04		---	90
		67-A	1097+20 - 1113+54		---	1,050
	STAGE 5 SUBTOTAL				77	12,150
	6	USH 12 WB	590+00 - 615+00		32	1,500
			943+00 - 1110+00			6,150
	STAGE 6 SUBTOTAL				32	1,500
	7	USH 12 WB	590+00 - 615+00		40	---
	STAGE 7 SUBTOTAL				40	---
	BUTT JOINTS	PROJECT			1,038	96
	UNDISTRIBUTED				620	5,710
PROJECT TOTAL					**5,719**	**62,650**

MOBILIZATION EMERGENCY PAVEMENT REPAIR

LOCATION	SPV.0060.09 MOBILIZATION EMERGENCY PAVEMENT REPAIR EACH
PROJECT	3
PROJECT TOTAL	**3**

CONSTRUCTION STAKING

LOCATION	SPV.0105.03 SURVEY PROJECT 1080-12-73 LS
PROJECT	1
TOTALS	**1**

FIELD OFFICE SPECIAL

LOCATION	SPV.0135.01 MONTH
PROJECT	10
PROJECT TOTAL	**10**

TYPE I & II PERMANENT SIGNING

1080-12-72

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638-3000 RMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	STEEL POST TYPE	531.1100 CONCRETE MASONRY ANCILIARY STRUCTURES TYPE NS [CY] EST	531.1140 STEEL REINF. HS ANCILLARY STRUCTURES TYPE NS [LBS] EST	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR: POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
1	W5-52R(3)		18 x 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
2	R3-4B(5)		36 X 48	12.000			1	1		1															
3	R3-4B(5)		36 X 48	12.000								2	REMOVAL INCLUDED IN SIGN # 2												
4	W13-2					1		1		1															
5	M1-94					1		2		2															
6	E5-1A					3		2		2			MOUNT W5-54 SIGNS UNDER # 6												
7	W1-8					1		1	1				4 FOOT MOUNTING HEIGHT												
8	W1-8					1		1	1				4 FOOT MOUNTING HEIGHT												
9	W1-8					1		1	1				4 FOOT MOUNTING HEIGHT												
10	W2-6					2		1	1				MOVE THE W13-1 ALSO												
11	D1-2					1		2	2																
12	D10-3					1		1	1																
13	W4-3R					1		2		2															
14	W3-2					1		1	1																
15	W1-6					1		1	1																
16	W1-6					1		1	1																
17	W5-52R(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
18	W5-52L(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
19	J4-1					1		1		1															
20	R2-1					1		1		1															
21	R3-4B(5)					1		1		1															
22	W4-2B					1		1		1															
23	W12-2					1		2		2															
24	R4-3					1		1		1															
25	W5-52R(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
26	D10-3					1		1	1																
27	R3-4B					1		1		1															
28	R8-7					1		1		1															
29	W5-52L(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
30	W5-52R(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638-3000 RMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	STEEL POST TYPE	531.1100 CONCRETE MASONRY ANCILIARY STRUCTURES TYPE NS [CY] EST	531.1140 STEEL REINF. HS ANCILLARY STRUCTURES TYPE NS [LBS] EST	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																					POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
31	M1-94					1		2		2														
32	D10-3					1		1	1															
33	W5-52R(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT											
34	D10-3					1		1	1															
35	R3-4B					2		1		1			BACK TO BACK SIGNS											
36	M1-94					1		2		2														
37	R3-4B					2		1		1			BACK TO BACK SIGNS											
38	D10-3					1		1	1															
39	M1-94					1		2		2														
40	D10-3					1		1	1															
41	R3-4B					2		1		1			BACK TO BACK SIGNS											
42	M1-94					1		2		2														
43	W5-52R(3)		18 X 54		6.750			1	1				4 FOOT MOUNTING HEIGHT											
44	W5-52L(3)		18 X 54		6.750			1	1				4 FOOT MOUNTING HEIGHT											
45	D10-3					1		1	1															
46	W5-52R(3)		18 X 54		6.750			1	1				4 FOOT MOUNTING HEIGHT											
47	W5-52L(3)		18 X 54		6.750			1	1				4 FOOT MOUNTING HEIGHT											
48	R3-4B(5)		36 X 48	12.000				1		1														
48A	R3-4B(5)		36 X 48	12.000								48												
49	W13-2C					1		2		2														
50	D9-2	AND MB5-2R				2		1		1			MOVE TWO SIGNS TO NEW POST											
51	D9-2	AND MB6-2				2		1		1			MOVE TWO SIGNS TO NEW POST											
52	W13-2C					1		2		2														
53	E5-1A					3		2		2			MOVE THE TWO W5-54'S ALSO											
54	E5-1A					4		2		2			MOVE TO W5-54'S AND THE SPEED PLAQUE											
55	W4-1R					1		2		2														
56	D10-3					1		1	1															
57	E5-1A					3		2		2			MOVE THE W5-54'S ALSO											
58	W4-1R					1		2		2														
59	E5-1A					3		2		2			MOVE THE W5-54'S ALSO											
60	W4-1R					1		2		2														

TYPE I & II PERMANENT SIGNING

1080-12-72

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638-3000 RMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	STEEL POST TYPE	531.1100 CONCRETE MASONRY ANCILIARY STRUCTURES TYPE NS [CY] EST	531.1140 STEEL REINF. HS ANCILLARY STRUCTURES TYPE NS [LBS] EST	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																						POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
61	R3-4B					2		1		1			BACK TO BACK SIGNS												
62	W4-1R					1		2		2															
63	D10-3					1		1	1																
64	J4-1					1		1		1															
65	W5-52L(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
66	W5-52R(3)		18 X 54		6.750		1	1	1				4 FOOT MOUNTING HEIGHT												
67	M1-94					1		2		2															
68	R2-1					1		2		2															
69	R2-1					1		2		2															
70	W3-5					1		2		2															
71	W3-5					1		2		2															
72	W9-1L					1		2		2															
73	W9-1L					1		2		2															
74	R3-4B					2		1		1			BACK TO BACK SIGNS												
75	W9-2R					1		2		2															
76	W9-2R					1		2		2															
77	W4-2R					1		2		2															
78	W4-2R					1		2		2															
79	NOT USED																								
80	NOT USED																								
81	D10-3					1		1	1																
82	W1-4R					1		2		2															
83	W1-6					1		1	1																
84	W3-1					1		1	1																
85	J2-3					1		2	2																
86	W1-6					1		1	1																
87	D1-2					1		2	2																
88	NONE	RIGHT TURN NO STOP				1		1	1																
89	NONE	RIGHT TURN NO STOP				1		1	1																
90	R5-1A					1		1	1																
91	J3-1					1		1	1																
92	W4-3L					1		1	1																
93	R1-1					1		1	1																
UNDISTRIBUTED				--	--				5	--	3	--	--		400.00	4	--	10	400	2500	--	--	--	--	
TOTALS				48.000	87.750	94	10	123	50	78	3	--	--		400.000	4	--	10	400	2500					

SHEET: 3 OF 3

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	MISCELLANEOUS QUANTITIES – PERMANENT SIGNING	SHEET:	E

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\1080-12-72\030501_MQ.pptx PLOT DATE : 8/22/2020 PLOT BY : DOTTAH PLOT NAME : 030501_MQ.pdf PLOT SCALE : 1:1

TYPE I & II PERMANENT SIGNING

1080-12-73

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	STEEL POST TYPE	531.1100 CONCRETE MASONRY ANCILIARY STRUCTURES TYPE NS [CY] EST	531.1140 STEEL REINF. HS ANCILLARY STRUCTURES TYPE NS [LBS] EST	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																						POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
201	J4-3					1		2.000		2															
202	NONE	SKI AREA SIGN				1		2.000		2															
203	W5-52R(3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
204	D10-3					1		1.000	1																
205	W1-6					1		1.000	1																
206	W1-6					1		1.000	1																
207	W1-8					1		1.000	1				4 FOOT MOUNTING HEIGHT												
208	W1-8					1		1.000	1				4 FOOT MOUNTING HEIGHT												
209	W1-8					1		1.000	1				4 FOOT MOUNTING HEIGHT												
210	W1-8					1		1.000	1				4 FOOT MOUNTING HEIGHT												
211	W1-8					1		1.000	1				4 FOOT MOUNTING HEIGHT												
212	W1-8					1		1.000	1				4 FOOT MOUNTING HEIGHT												
213	W2-6					2		1.000	1				MOVE W13-1 ALSO												
214	E5-1A					3		2.000		2			MOVE THE W5-54 'S ALSO												
215	D1-2					1		2.000	2																
216	W5-52R(3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
217	W13-2					1		2.000		2															
218	D10-3					1		1.000	1																
219	M1-94					1		2.000		2															
220	W5-52R(3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
221	W5-52L (3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
222	D10-3					1		1.000	1																
223	D10-3					1		1.000	1																
224	M1-94					1		2.000		2															
225	D10-3					1		1.000	1																
226	M1-94					1		2.000		2															
227	D10-3					1		1.000	1																
228	R8-7					1		1.000		1															
229	W5-52R(3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
230	M1-94					1		2.000		2															
231	D10-3					1		1.000	1																

TYPE I & II PERMANENT SIGNING

1080-12-73

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	STEEL POST TYPE	531.1100 CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS [CY] EST	531.1140 STEEL REINF. HS ANCILLARY STRUCTURES TYPE NS [LBS] EST	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																						POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
232	W5-52L (3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
233	W5-52R(3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
234	R2-1					1		2.000		2															
235	J4-1					1		1.000		1															
236	W4-1R					1		2.000		2															
237	W4-1R					1		2.000		2															
238	E5-1A					4		2.000		2			MOVE THE W5-54'S AND THE 25 MPH PLAQUE												
239	D10-3					1		1.000	1																
240	W13-2D					1		2.000		2															
241	W4-1R					1		2.000		2															
242	E5-1A					3		2.000		2			INCLUDES MOVING THE W5-54'S												
243	D9-2	MOVE THE MB6-1 ALSO				2		1.000	1																
244	NONE	GATEWAY TECH COLLEGE				1		2.000		2															
245	W4-1R					1		2.000		2															
246	D9-2					2		1.000	1				MOVE THE MB6-1 ALSO												
247	E5-1A					3		2.000		2			MOVE THE W5-54'S ALSO												
248	E5-1A					3		2.000		2			MOVE THE W5-54'S ALSO												
249	D10-3					1		1.000	1																
250	M1-94					1		2.000		2															
251	W5-52R(3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
252	W5-52L (3)		18 X 54		6.750		1.000	1.000	1				4 FOOT MOUNTING HEIGHT												
253	R2-1					1		2.000		2															
254	R2-1					1		2.000		2															
255	R2-1					1		2.000		2															
256	J4-1					1		1.000		1															
257	D10-3					1		1.000	1																
258	R2-1					1		2.000		2															
259	R5-57					1		1.000	1																
260	W4-3R					1		2.000		2															
261	J3-1					1		1.000	1																

TYPE I & II PERMANENT SIGNING

1080-12-73

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REMOVING SMALL SIGN SUPPORTS (EA)	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' [EA]	634.0816 POSTS TUBULAR STEEL 2" X 2" X 16' [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W [FT.] x H [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	STEEL POST TYPE	531.1100 CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS [CY] EST	531.1140 STEEL REINF. HS ANCILLARY STRUCTURES TYPE NS [LBS] EST	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS [EST.LBS]	INFO ONLY-POST LENGTHS TO BE VERIFIED BY CONTRACTOR			
																						POST NO 1 LENGTH [FT]	POST NO 2 LENGTH [FT]	OFF SET DISTANCE [FT]	DIST BTWN POSTS "S" [FT]
262	R3-4B					1		1.000		1															
263	W1-6					1		1.000	1																
264	E5-1A					3		2.000		2			MOVE THE W5-54 'S ALSO												
265	R5-57					1		1.000	1																
266	NOT USED																								
267	NOT USED																								
268	D9-2	INCLUDES THE MB6-2				2		1.000	1																
UNDISTRIBUTED				3.000	--	3	--		5	--	3	--	--		400.00	3	--	10	300	1500	--	--	--	--	
TOTALS				3.000	60.750	77	9.000	93.000	42	56	3	--	--		400.000	3	--	10	300	1500					

SHEET: 3 OF 3

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	MISCELLANEOUS QUANTITIES – PERMANENT SIGNING	SHEET: 365	E

Standard Detail Drawing List

08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
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
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05B	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C19-03	HMA LONGITUDINAL JOINTS
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B26-04A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-04H	STEEL THRIE BEAM BULLNOSE TERMINAL
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B29-01	SAFETY EDGE
14B32-07A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-07E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

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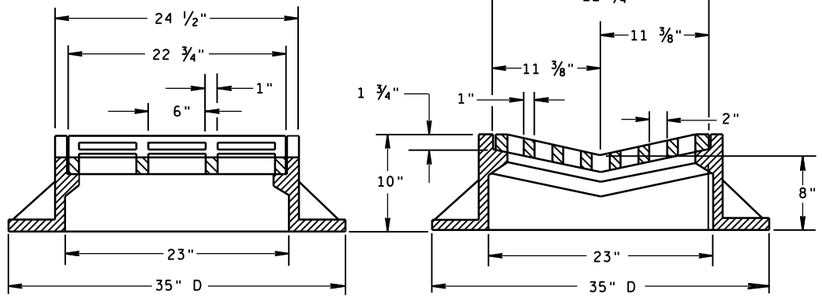
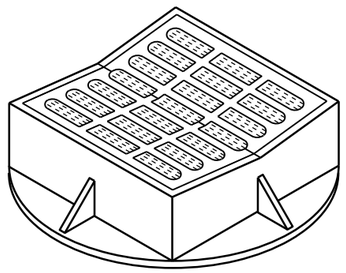
Standard Detail Drawing List

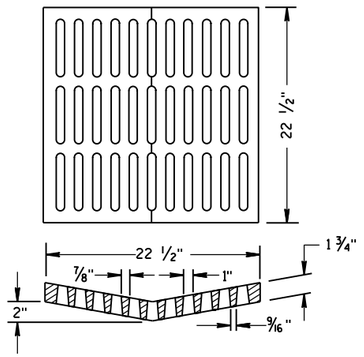
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-05A	FLEXIBLE DELINEATOR POST
15A04-05B	DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A04-05C	DELINEATOR POST WITH REFLECTIVE SHEETING
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-08D	ON RAMP LANE CLOSURE
15C02-08E	OFF RAMP LANE CLOSURE
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-08A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-05C	PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D03-05	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D06-04	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D11-07	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D12-09B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-05A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-02D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D42-01	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D47-01B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

6



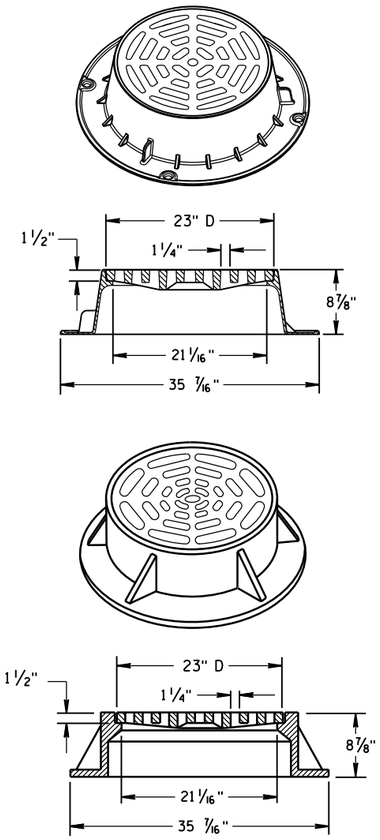


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

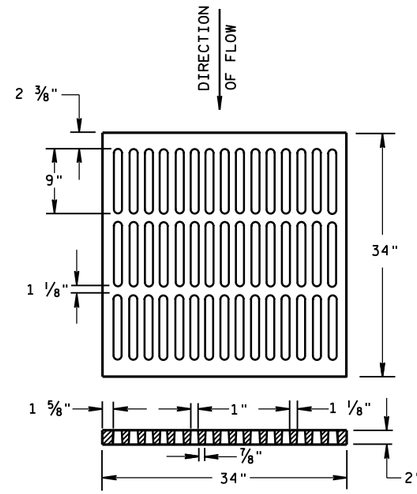
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

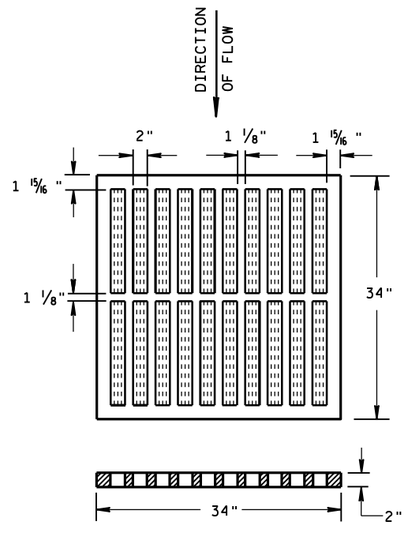
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



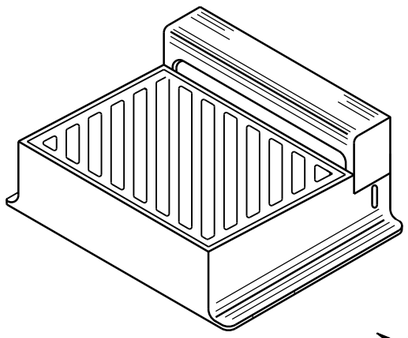
ALTERNATIVE TYPE "MS"

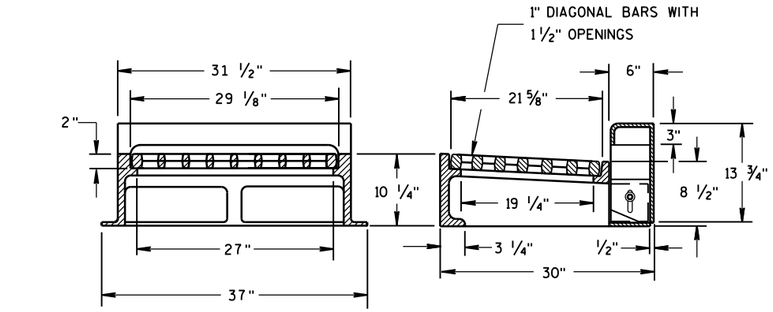
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

DIRECTION OF FLOW

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

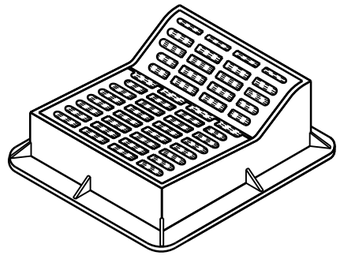
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

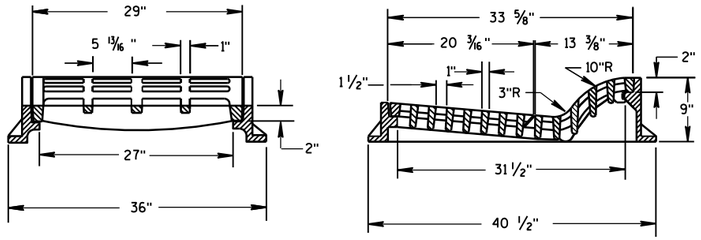
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

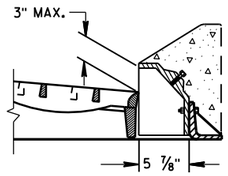
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

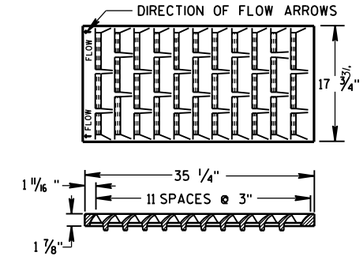
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

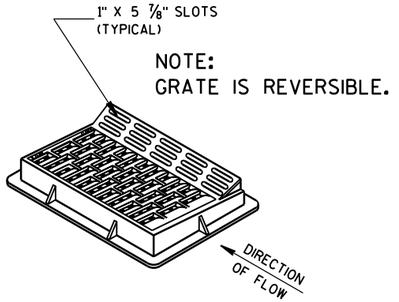
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

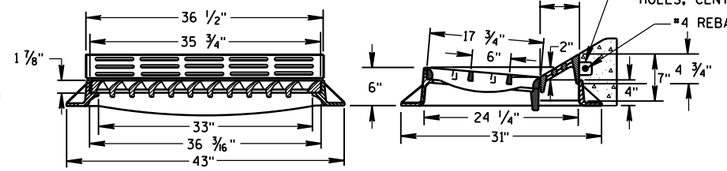
GENERAL NOTES

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.



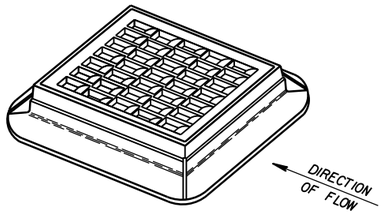


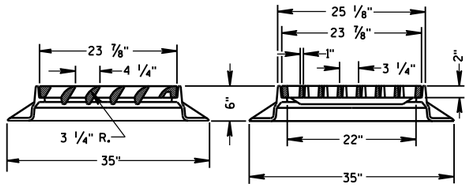


TYPE "HM"

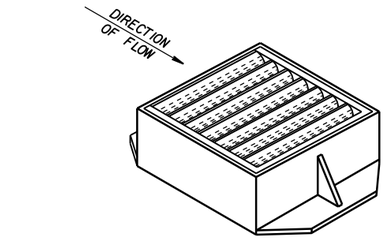
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

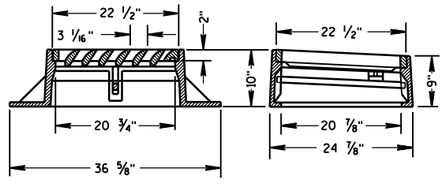
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



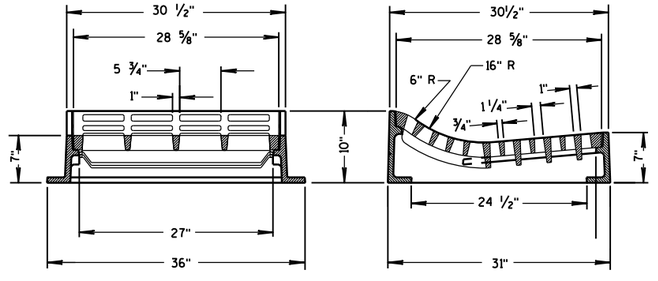


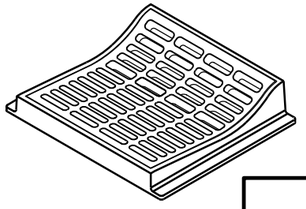
TYPE "S"





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

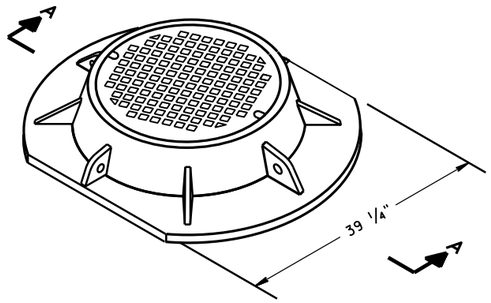
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

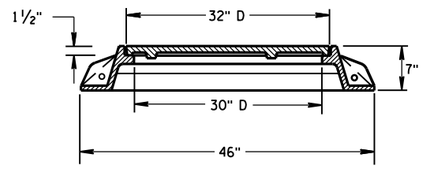
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

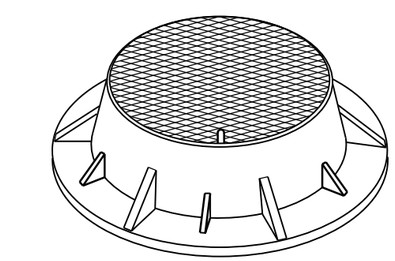
FHWA

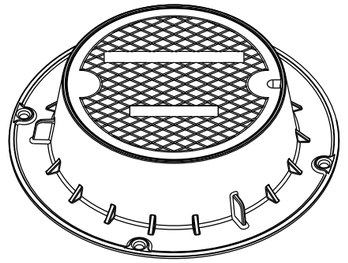
6
S.D.D. 8 A 5-19c

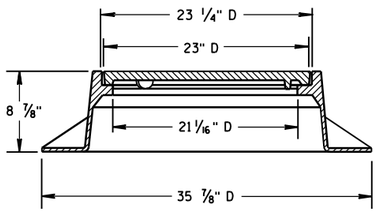


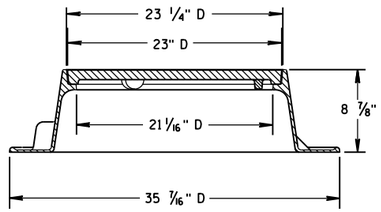


SECTION A-A
TYPE "K"









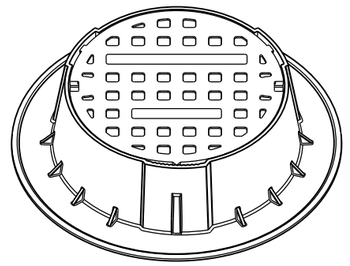
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

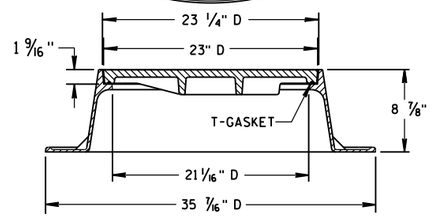
GENERAL NOTES

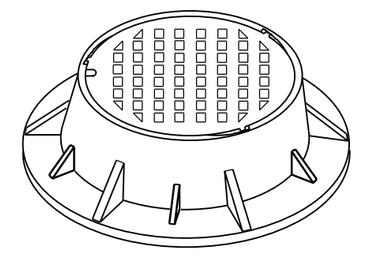
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

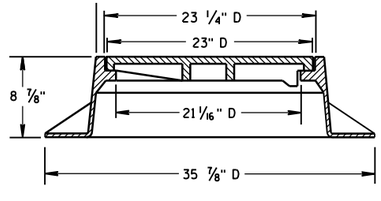
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

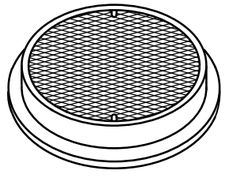


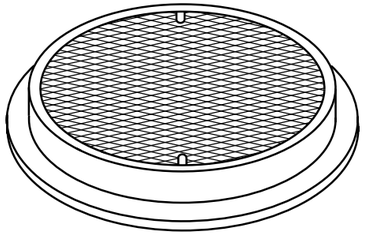


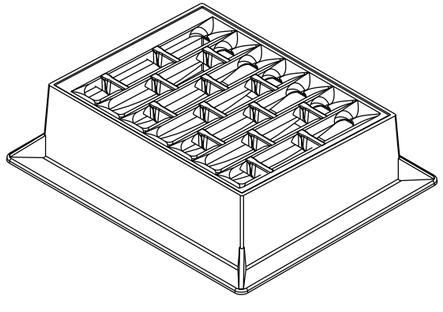


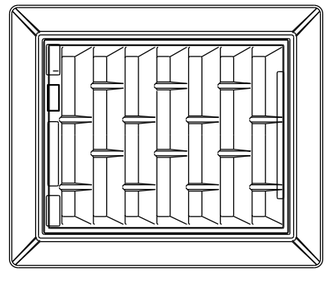


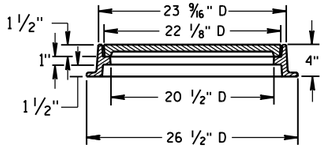
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



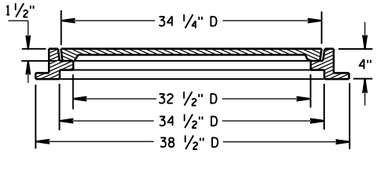




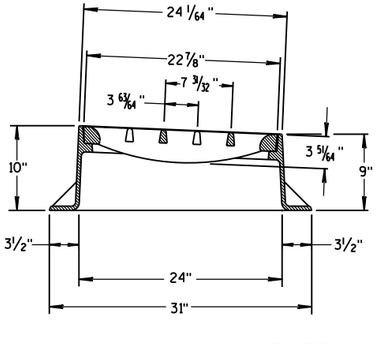


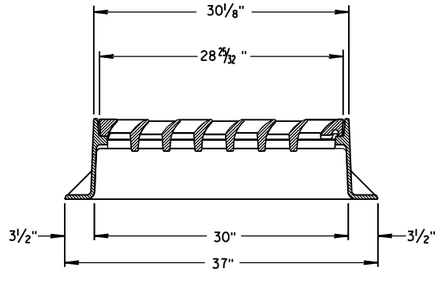


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

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

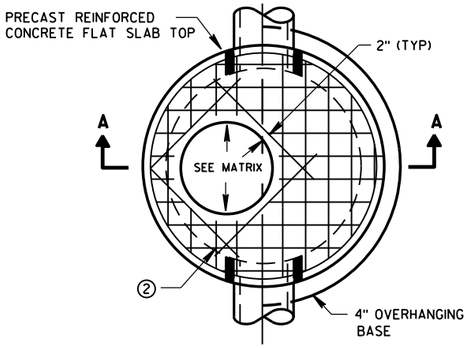
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

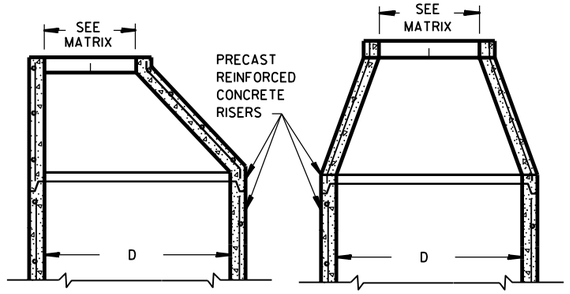
S.D.D. 8 A 5-19d

6

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

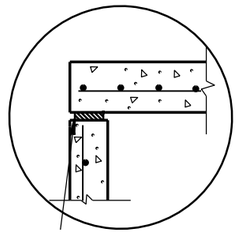


PLAN VIEW CIRCULAR OPENING

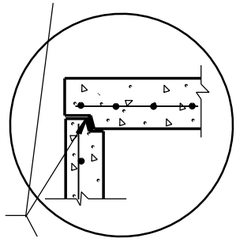


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

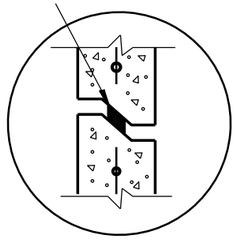


TOP WITH PLAIN END JOINT



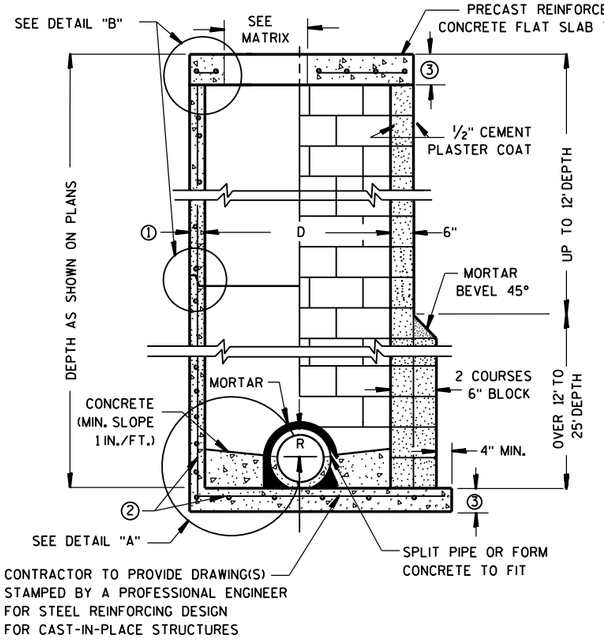
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



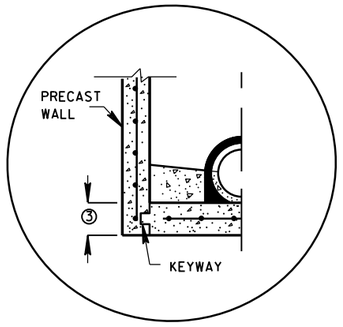
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

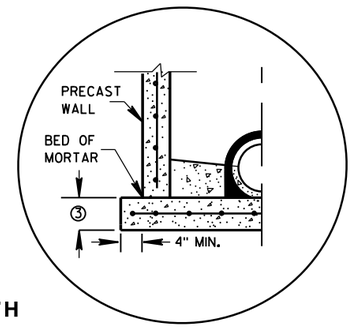


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

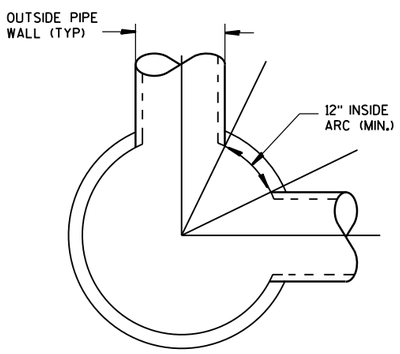


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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

FHWA

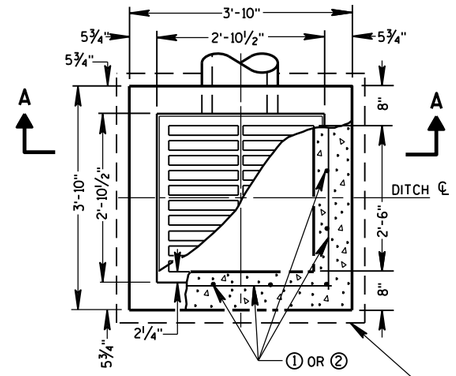
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

6

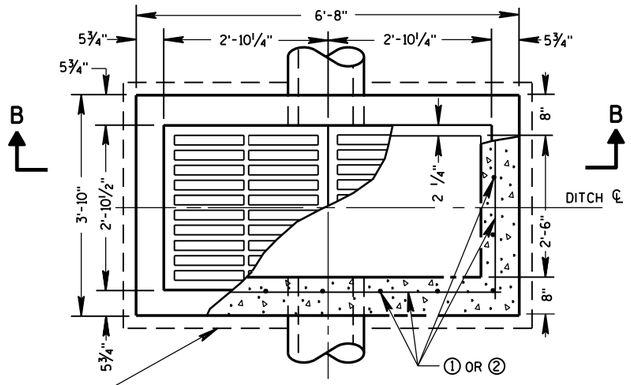
S.D.D. 8 B 9-2

6

S.D.D. 8 B 9-2

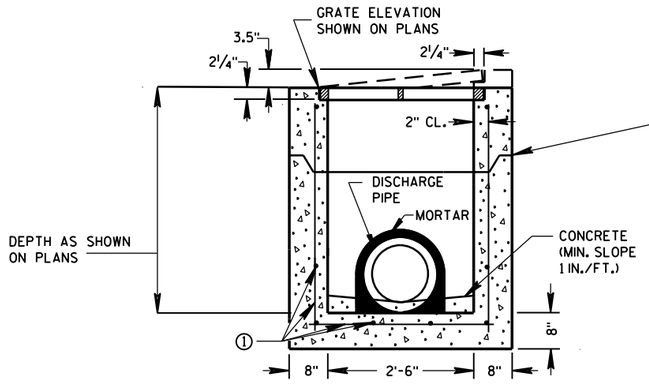


PLAN VIEW

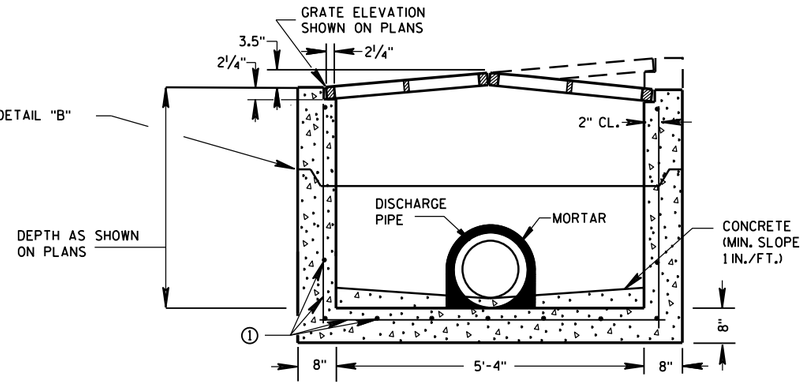


PLAN VIEW

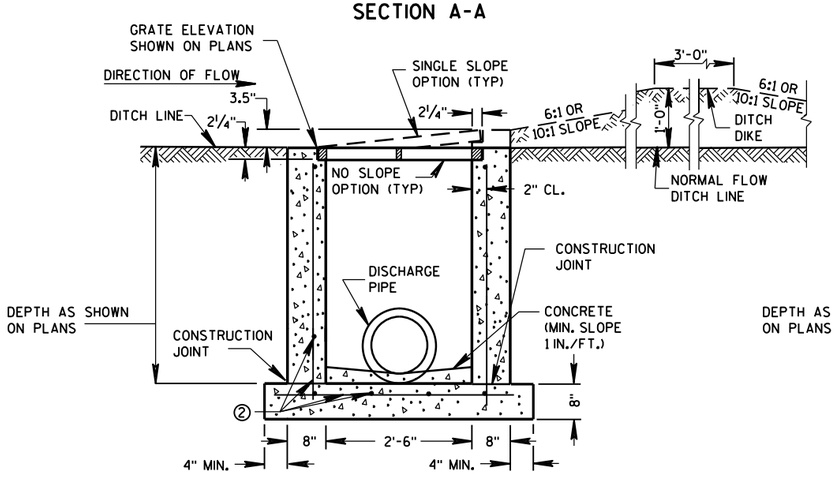
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



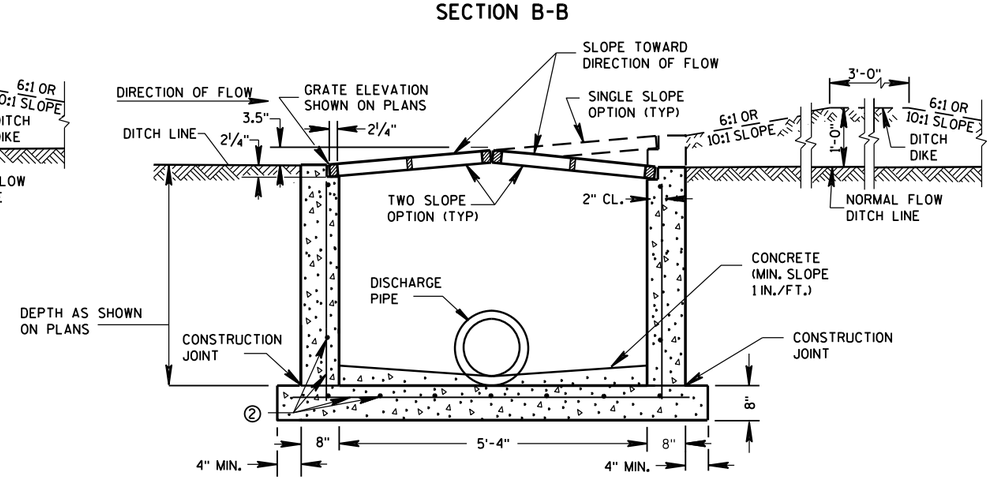
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

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

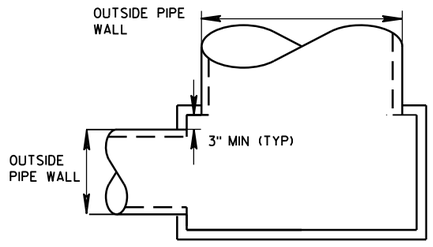
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

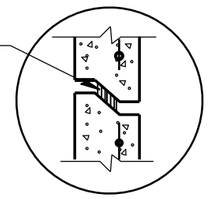
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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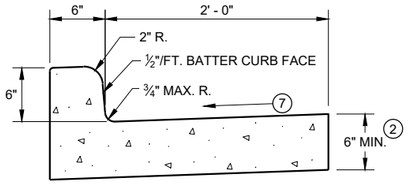
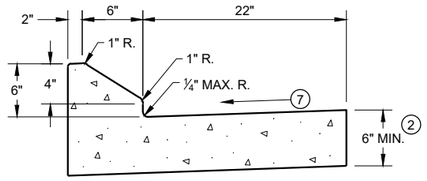
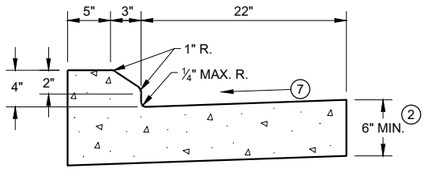
S.D.D. 8 C 8-2



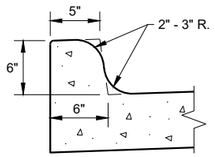
TYPES A (1) & D



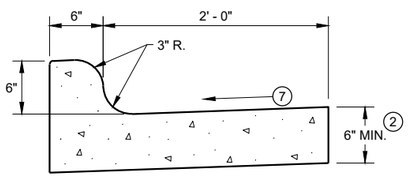
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

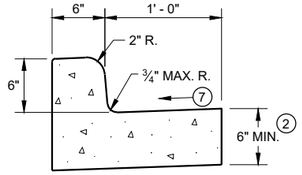


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



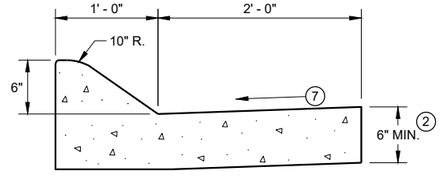
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

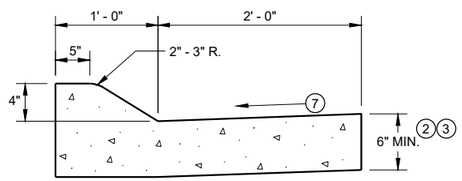


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

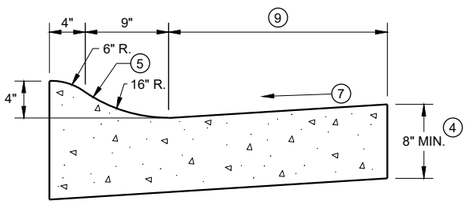


6" SLOPED CURB TYPES A (1) & D



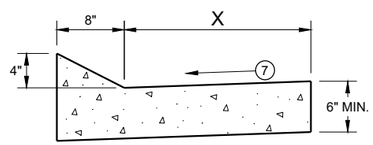
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

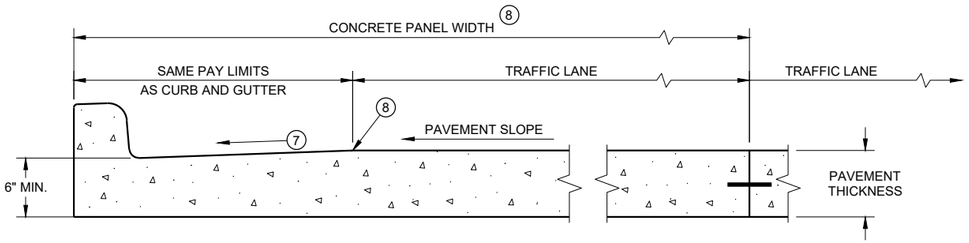


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

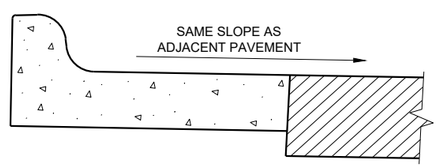
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

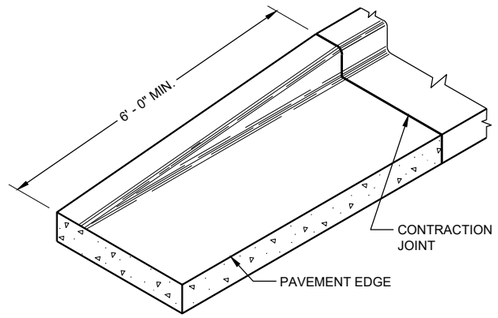
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

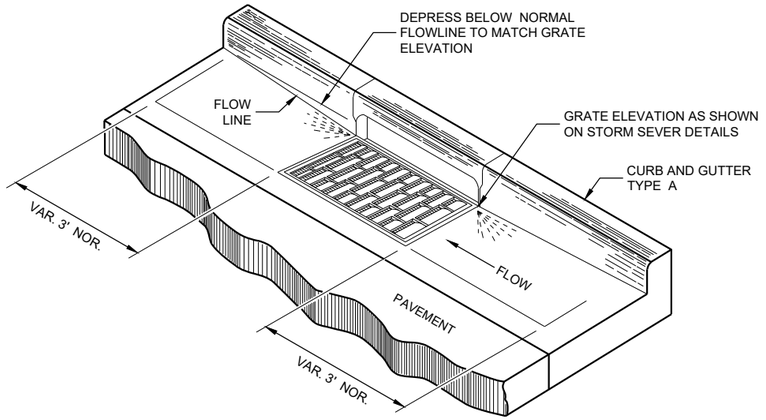
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



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.

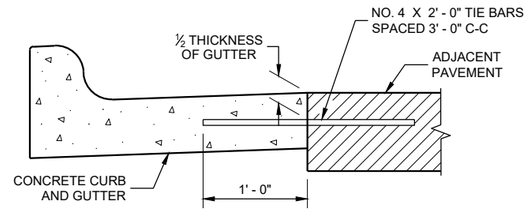
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

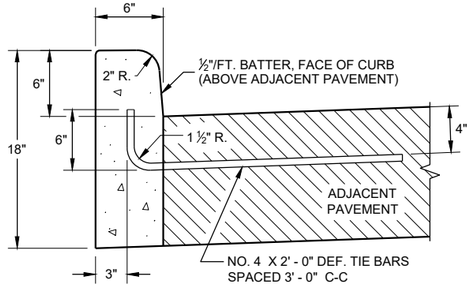
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

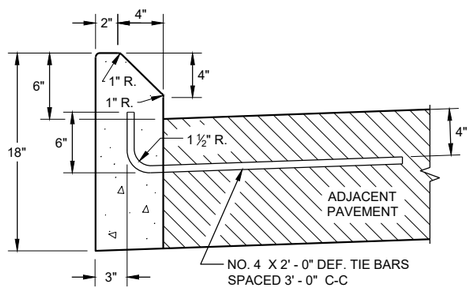
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

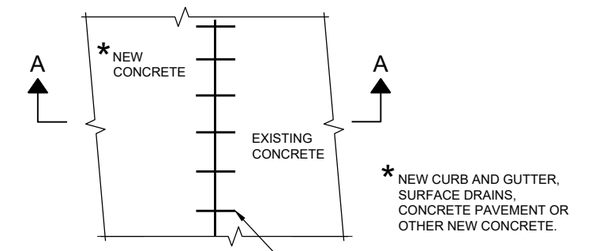


TYPES A (1) & D

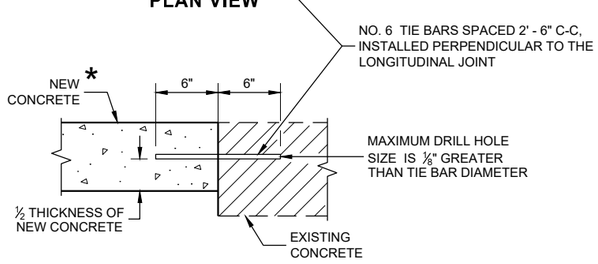


TYPES G (1) & J

CONCRETE CURB

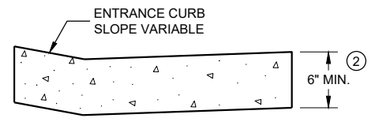


PLAN VIEW



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 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD08D01 - 22b

6

SDD08D01 - 22b

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

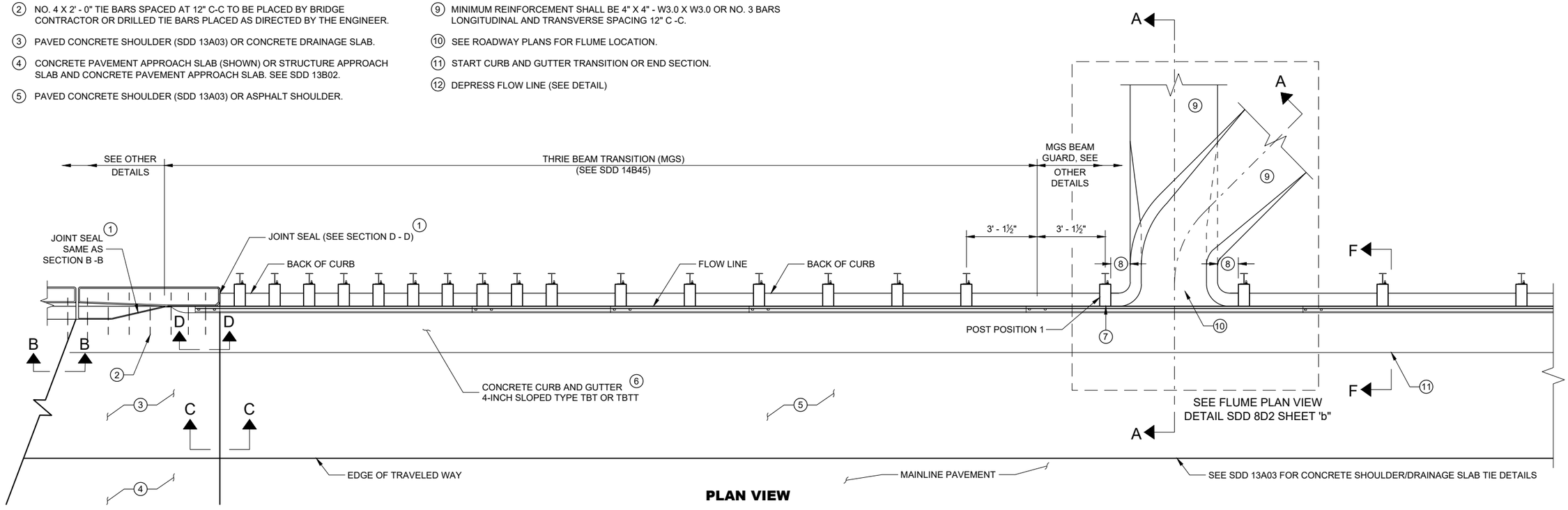
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

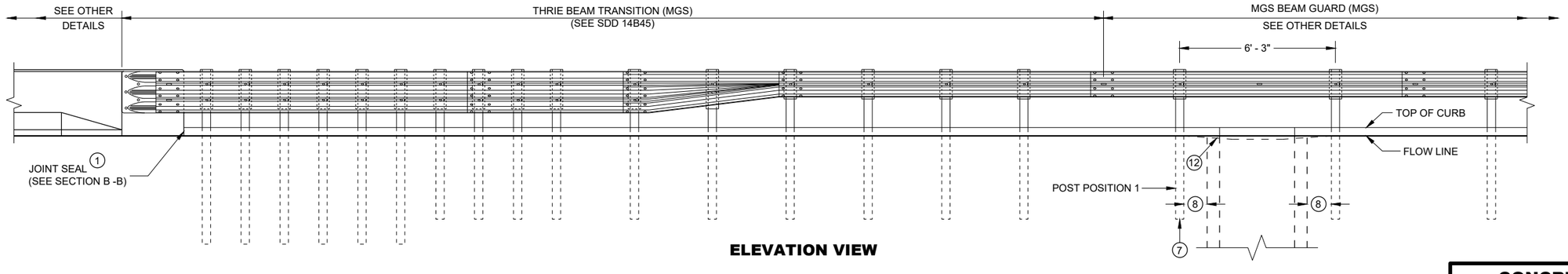
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



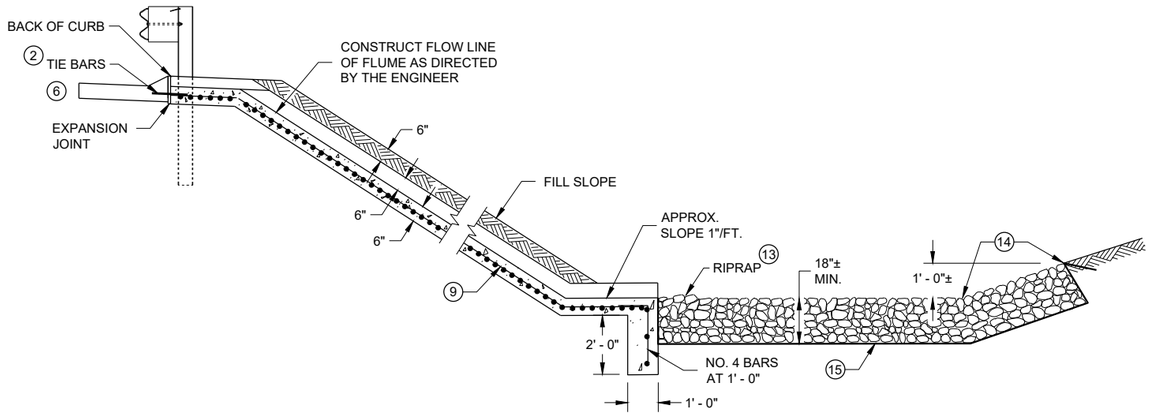
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

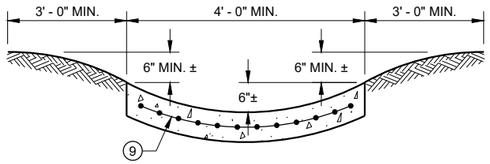
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

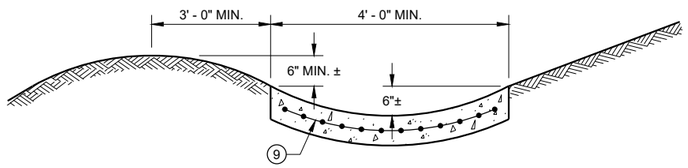
SDD 08D02 - 07a



SECTION A - A



SECTION G - G



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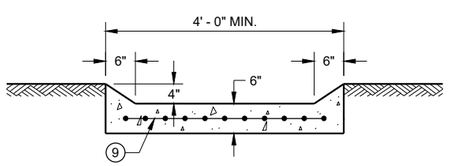
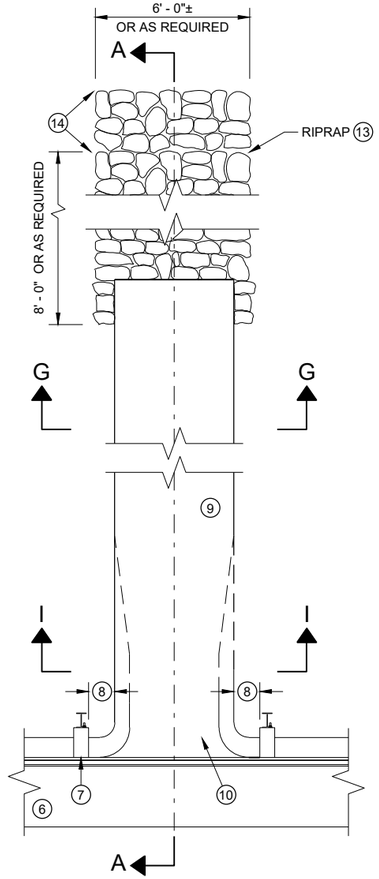
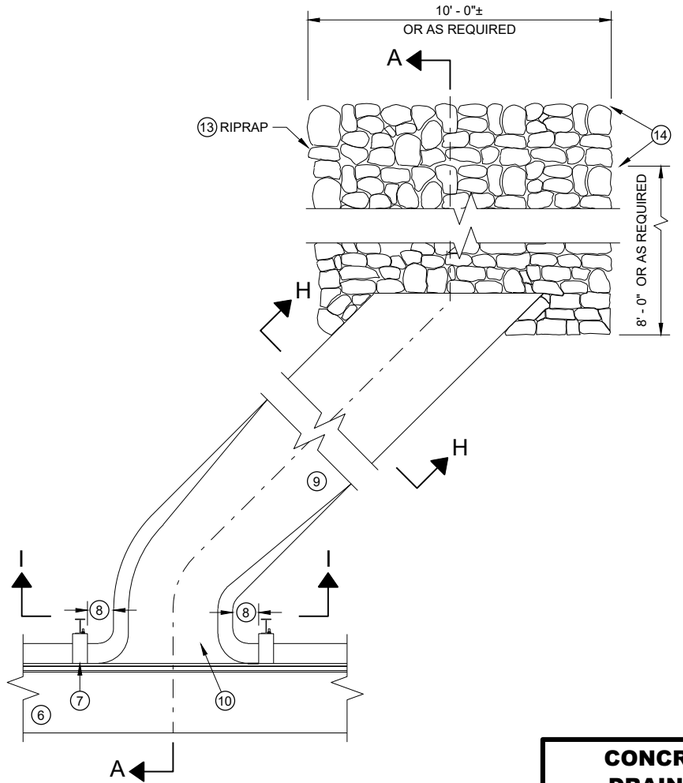


SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

6

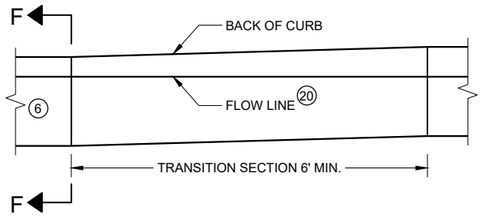
SDD 08D02 - 07b

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

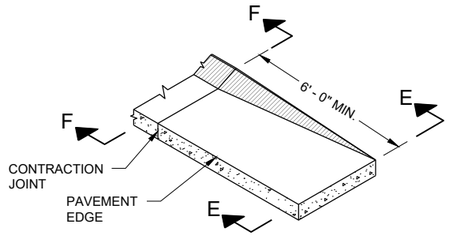
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

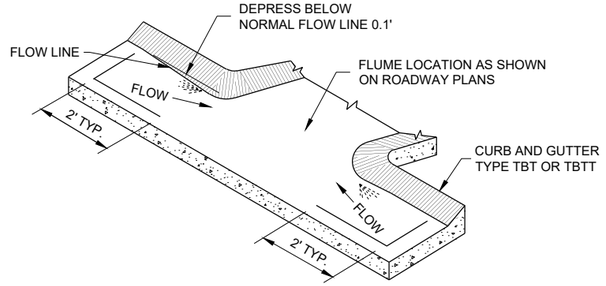
SDD 08D02 - 07b



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



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



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

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

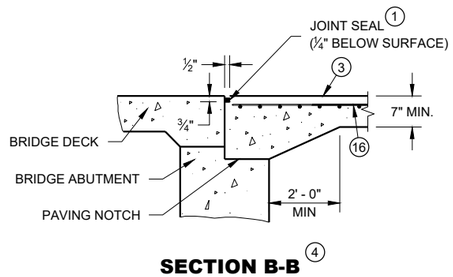
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

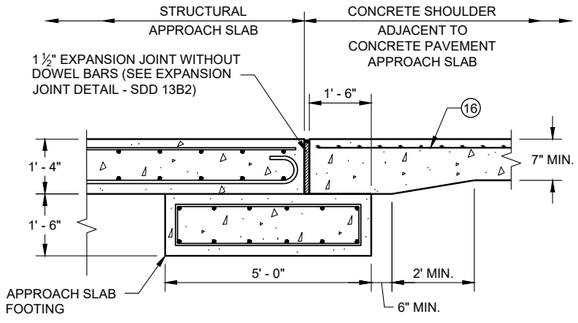
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

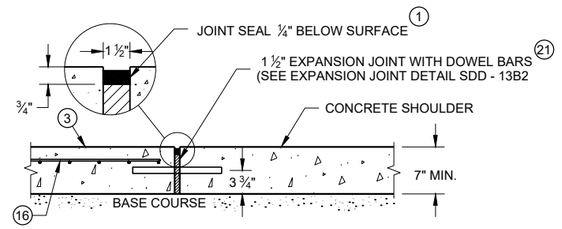
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



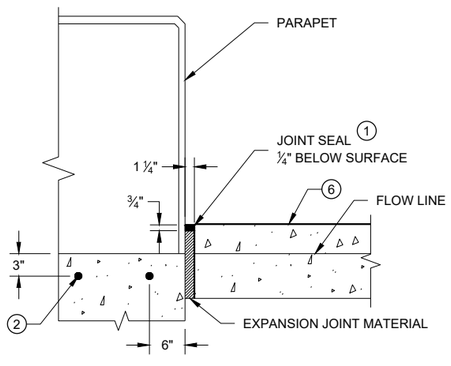
SECTION B-B (4)



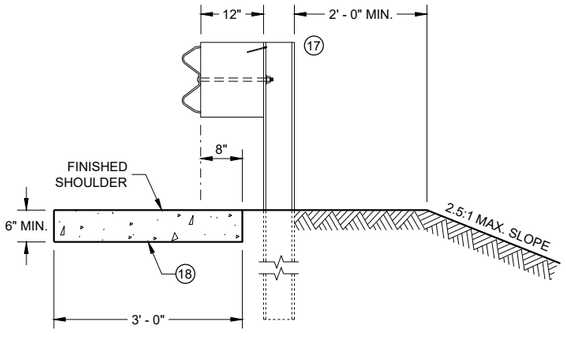
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



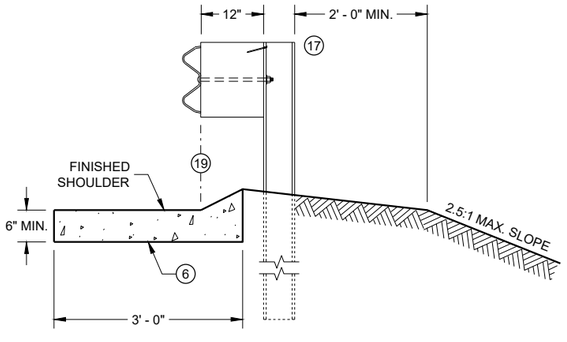
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

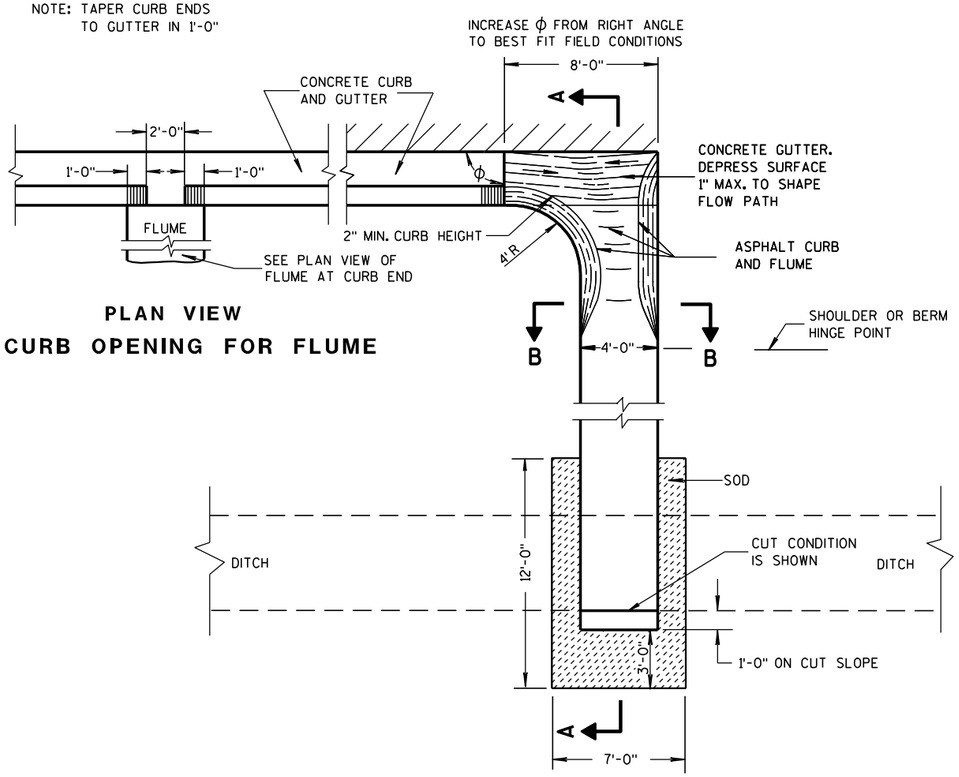
SDD 08D02 - 07c

SDD 08D02 - 07c

6

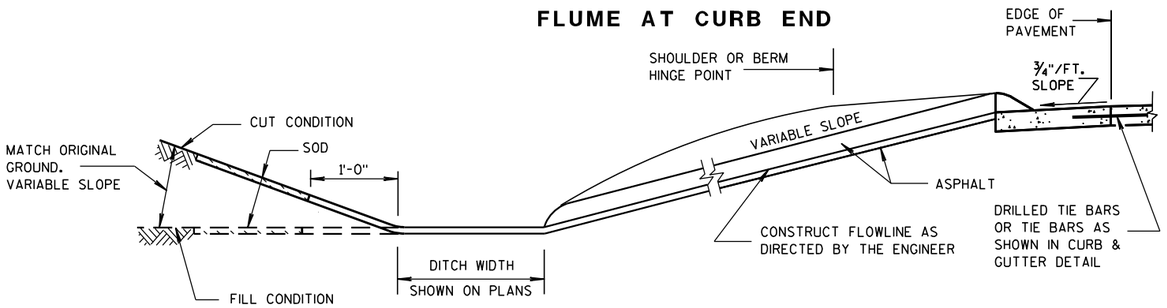
6

ASPHALTIC FLUME

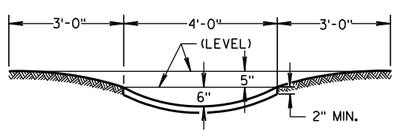


PLAN VIEW
CURB OPENING FOR FLUME

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.

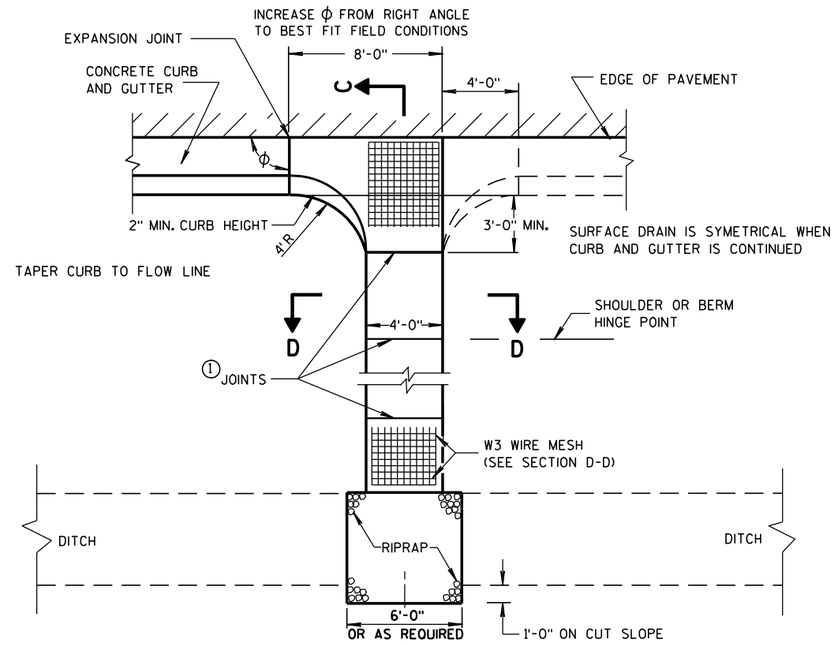
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

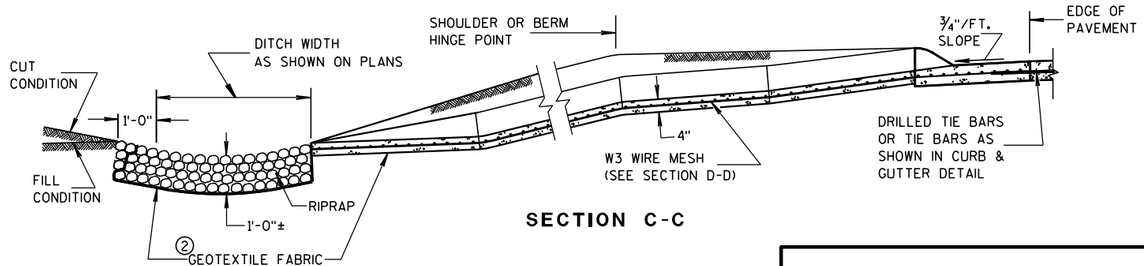
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

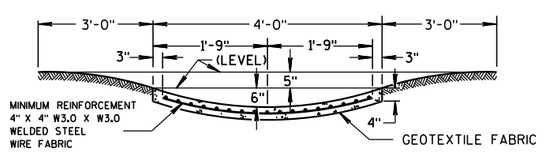
③ CONCRETE SURFACE DRAIN



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
FHWA

GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

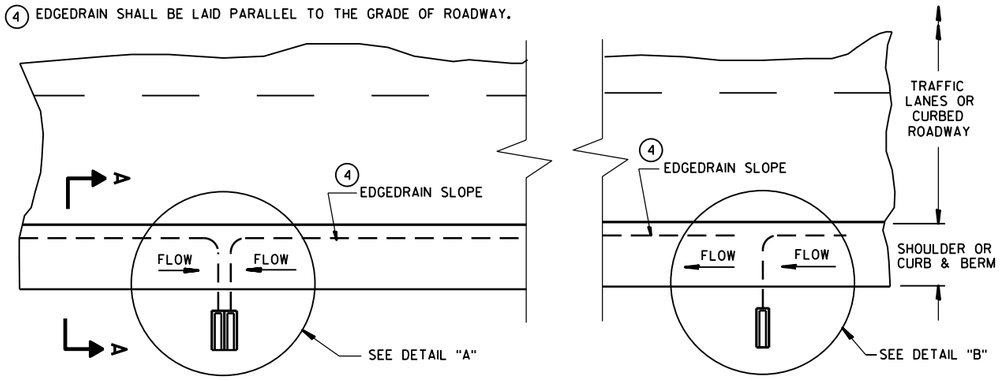
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

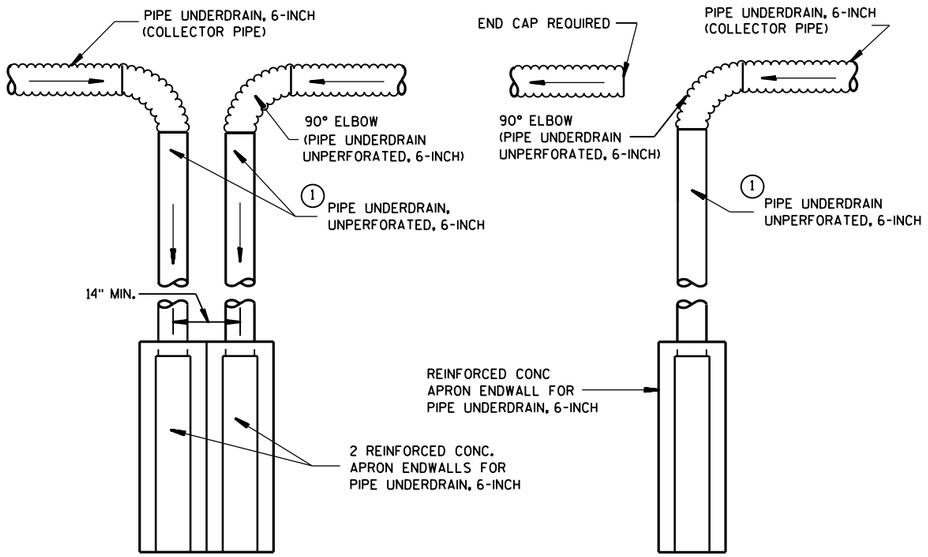
(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS

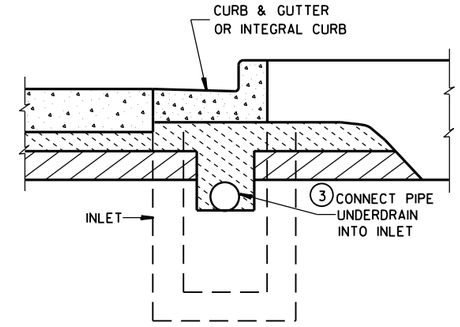
(EDGEDRAIN OUTLETS TO ROADSIDE)(2)



DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS

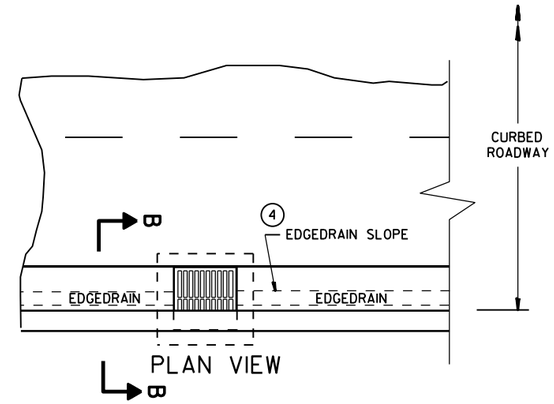
DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



SECTION B-B

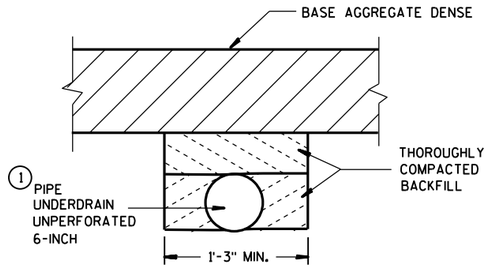
URBAN CROSS SECTION



PLAN VIEW

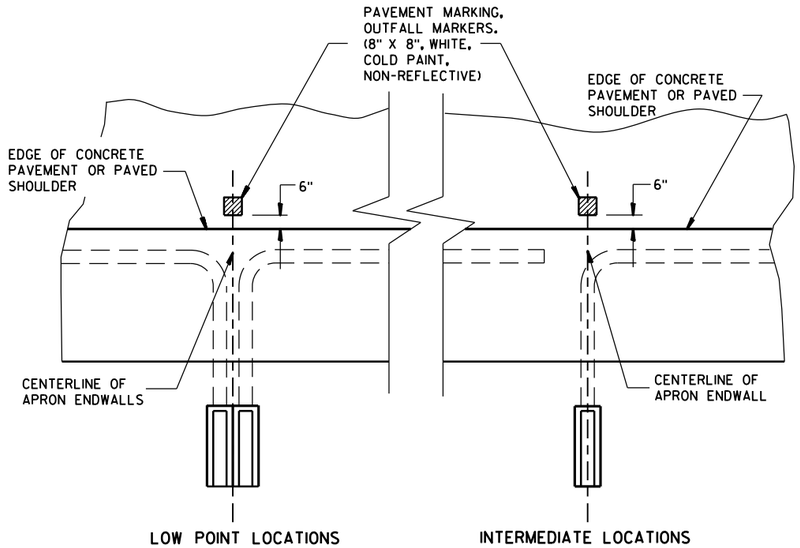
ROADWAY WITH CURBS

(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)



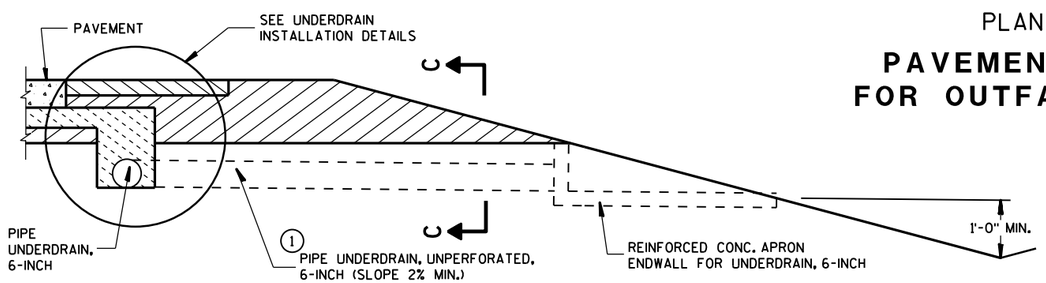
SECTION C-C

(TRENCH FOR OUTFALL PIPE)



PLAN VIEW

PAVEMENT MARKING FOR OUTFALL MARKERS



SECTION A-A

RURAL CROSS SECTION

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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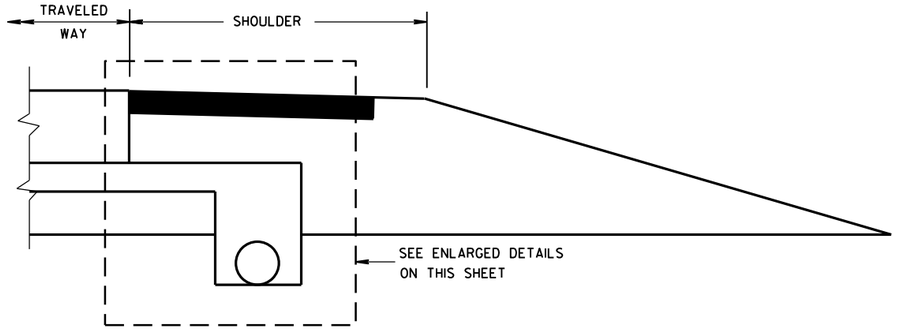
S.D.D. 8 D 15-5a

6

S.D.D. 8 D 15-5a



RURAL CROSS SECTION

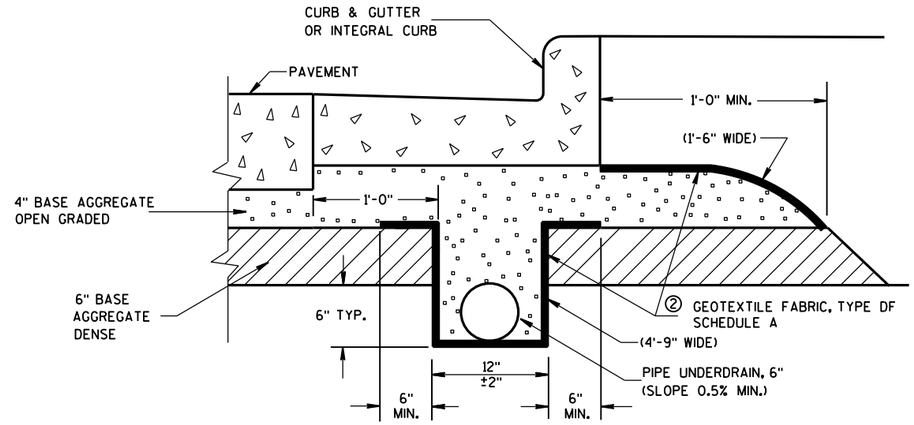
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

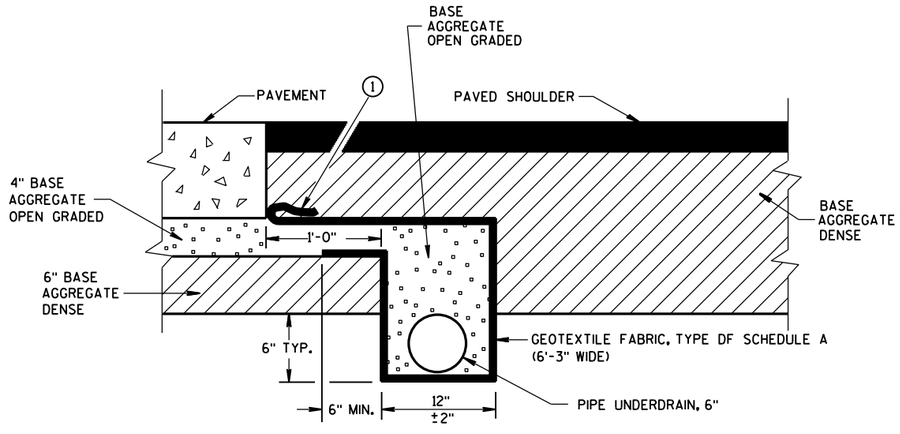
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.

① FOLD OVER EXCESS GEOTEXTILE FABRIC AT THIS LOCATION.

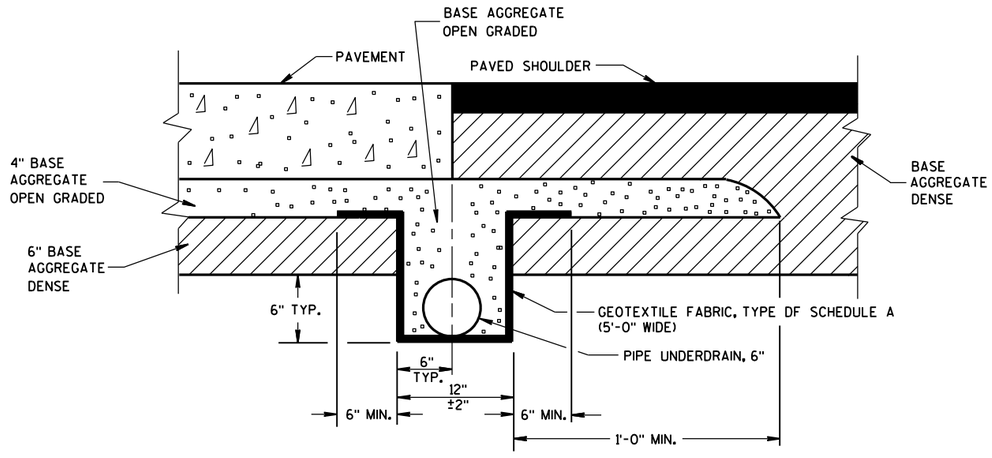
② TOTAL FABRIC WIDTH IS 6'-3" FOR PAYMENT.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

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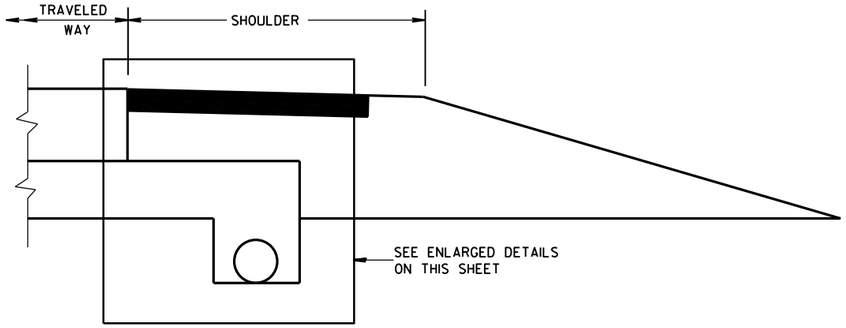
S.D.D. 8 D 15-5b

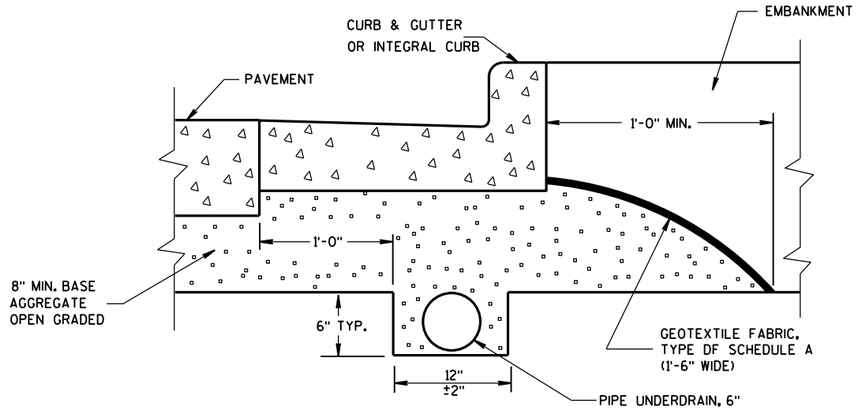


RURAL CROSS SECTION

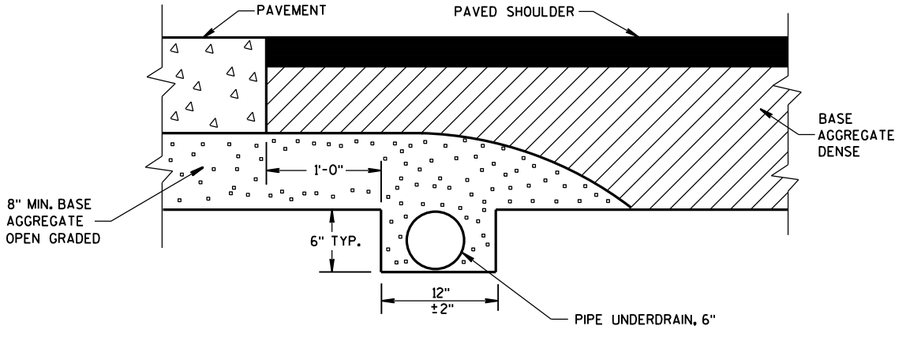
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

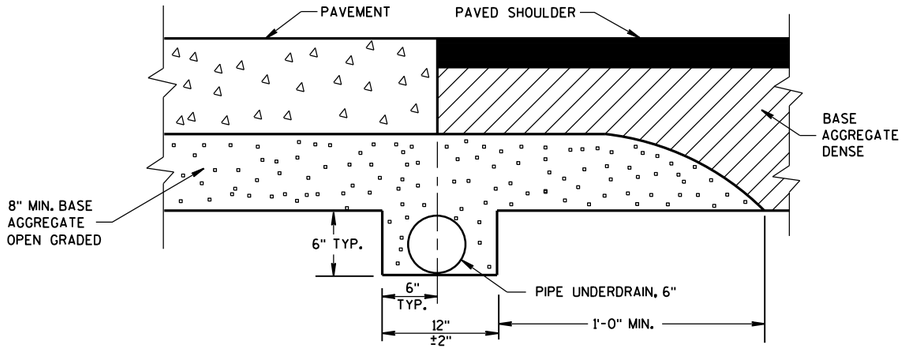
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY



POST PAVING INSTALLATION
(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

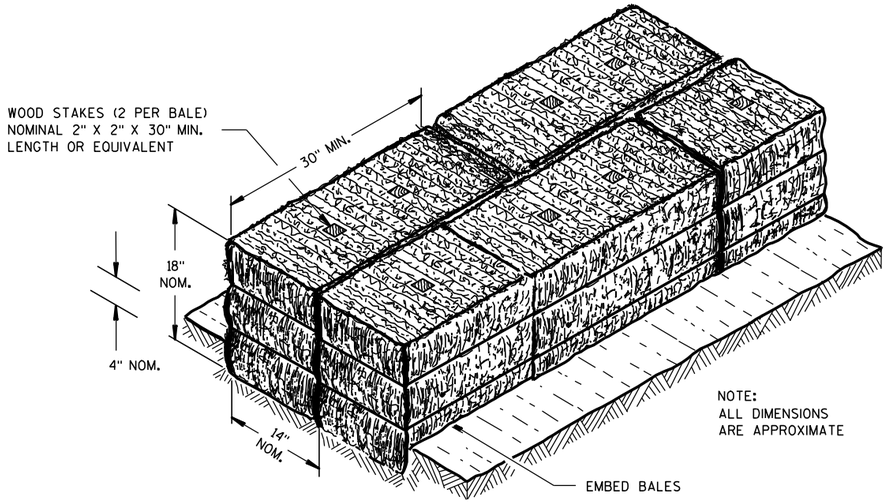
EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

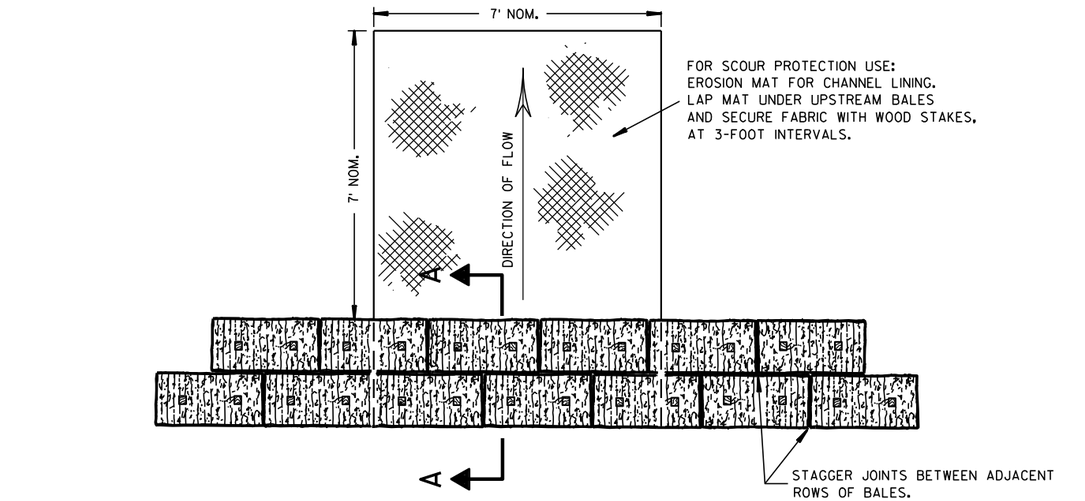
APPROVED
Sept. 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPE
FHWA

6

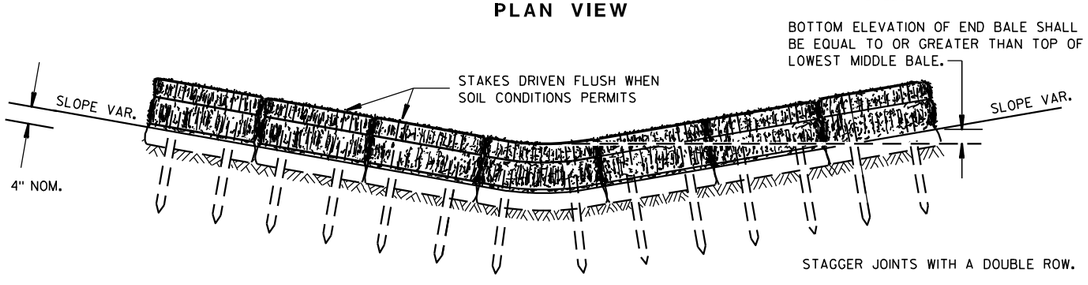
S.D.D. 8 D 15-5c



SECTION A-A



PLAN VIEW



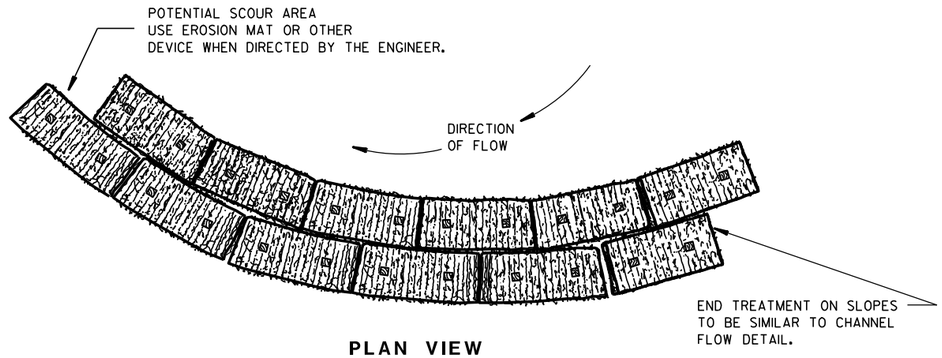
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

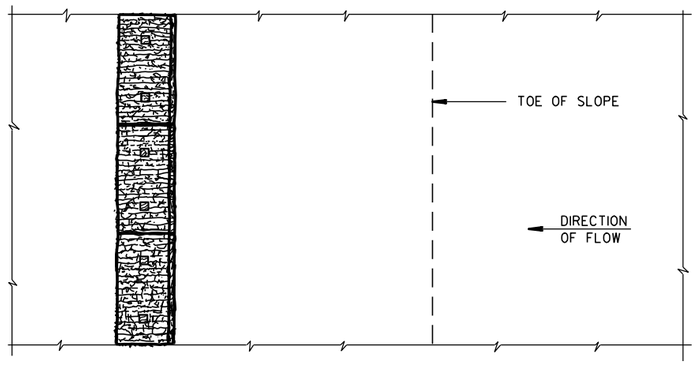
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

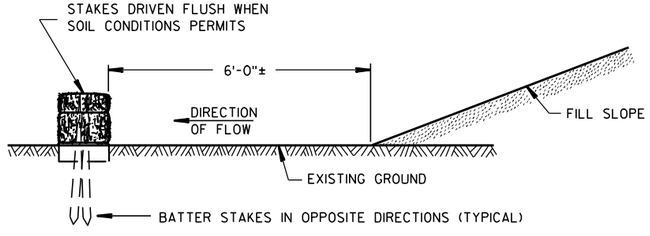


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

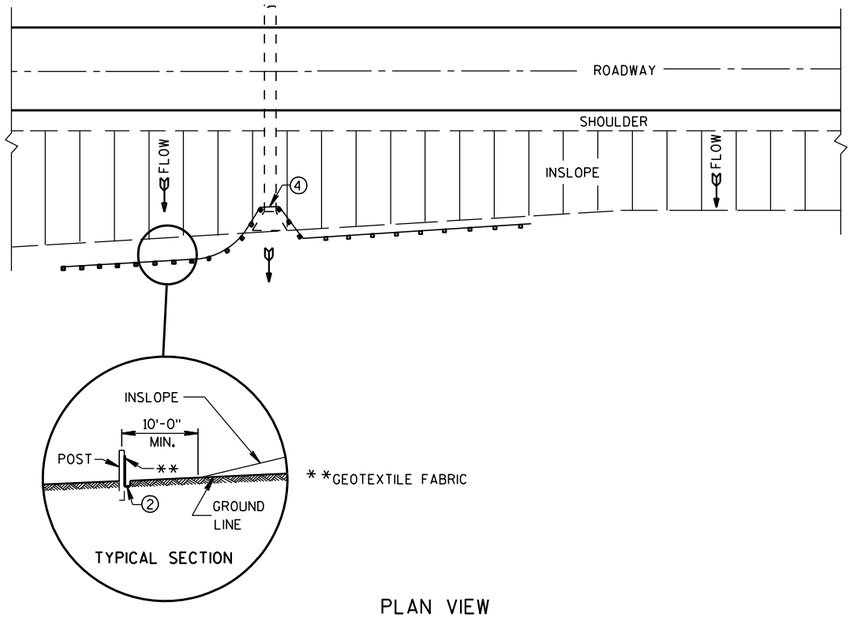
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

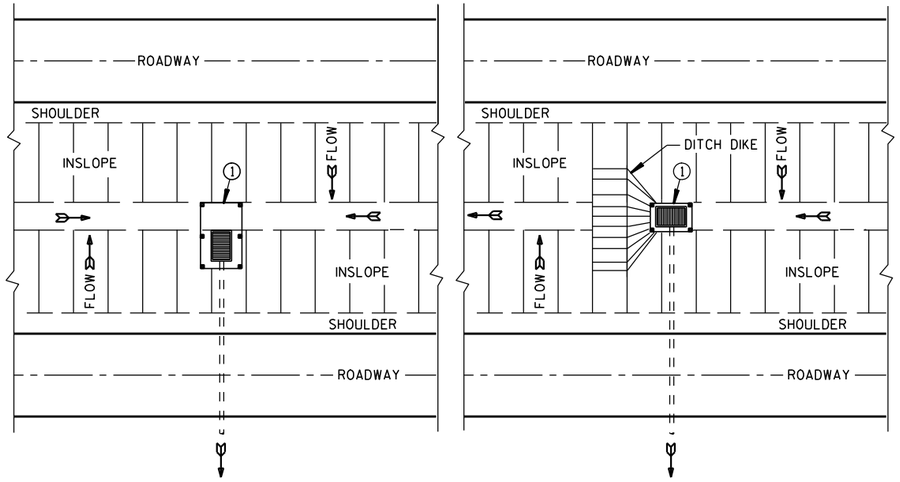
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



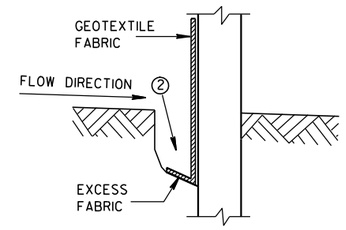
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

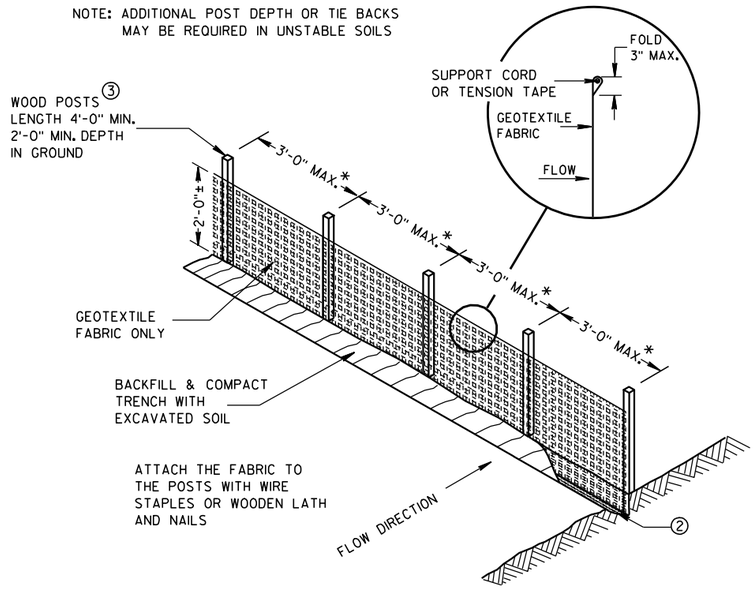
GENERAL NOTES

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

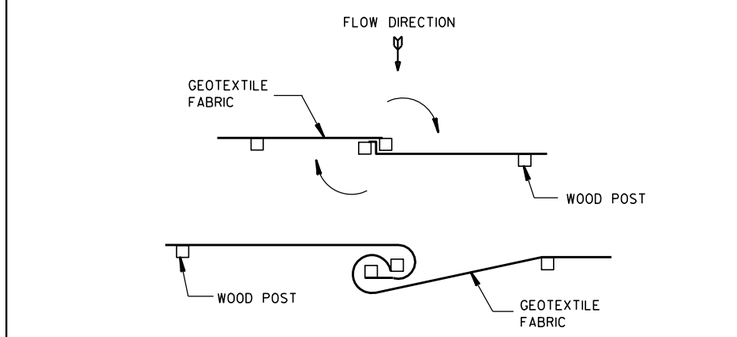
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



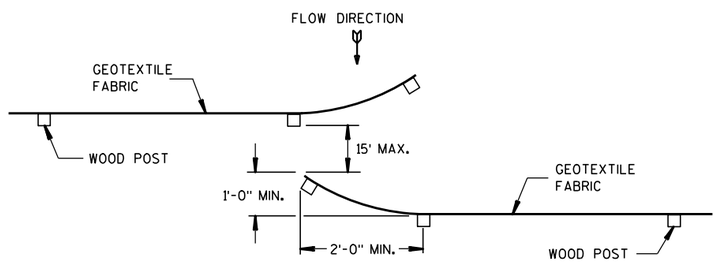
TRENCH DETAIL



SILT FENCE

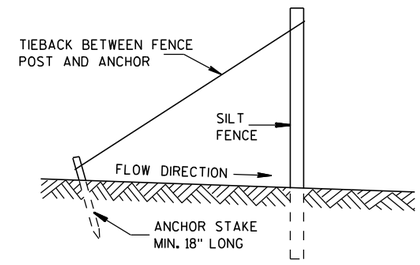


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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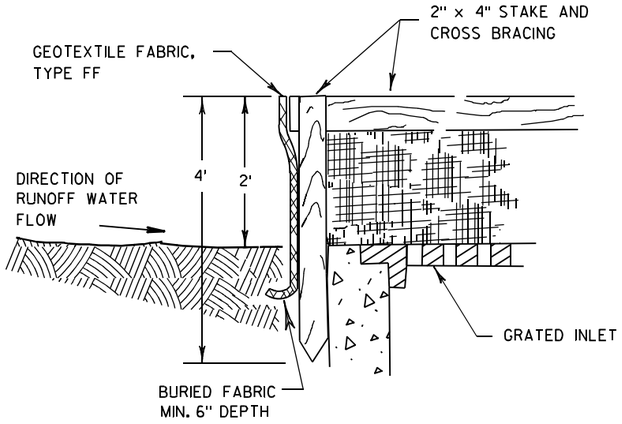
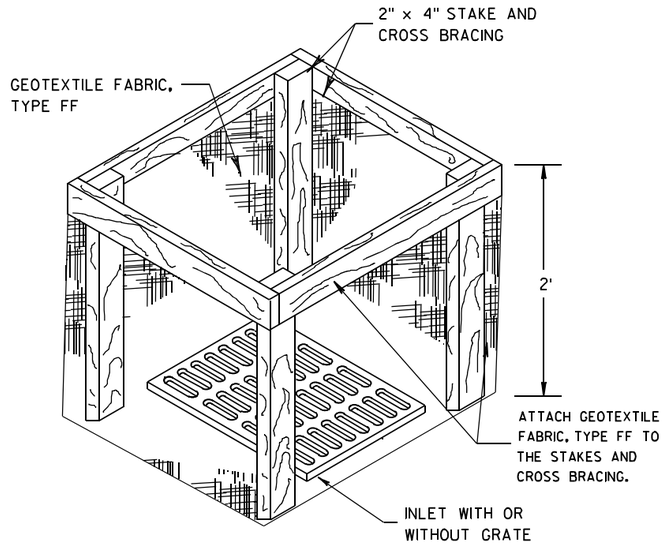
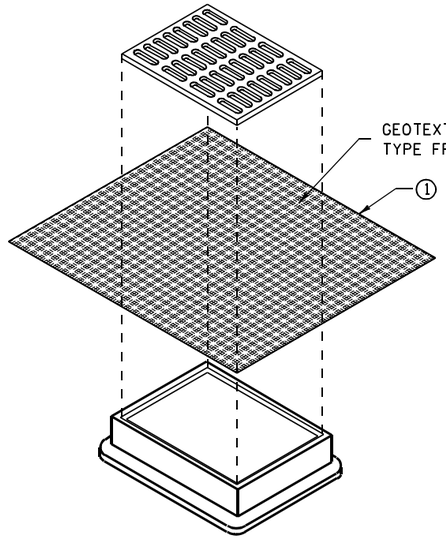
S.D.D. 8 E 9-6



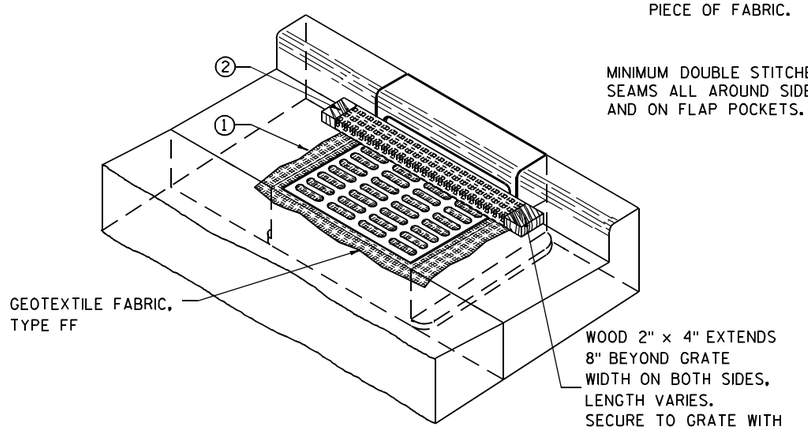


INLET PROTECTION, TYPE A

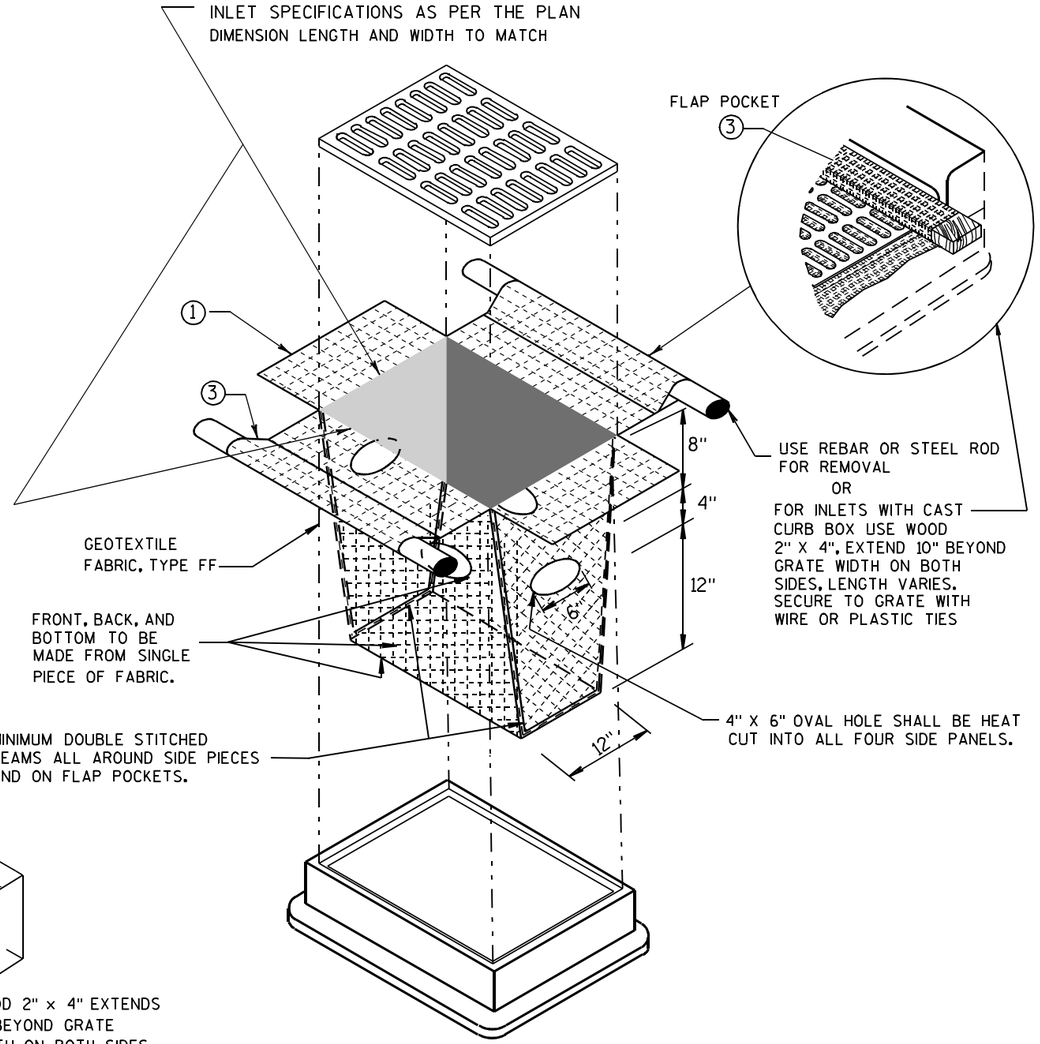


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

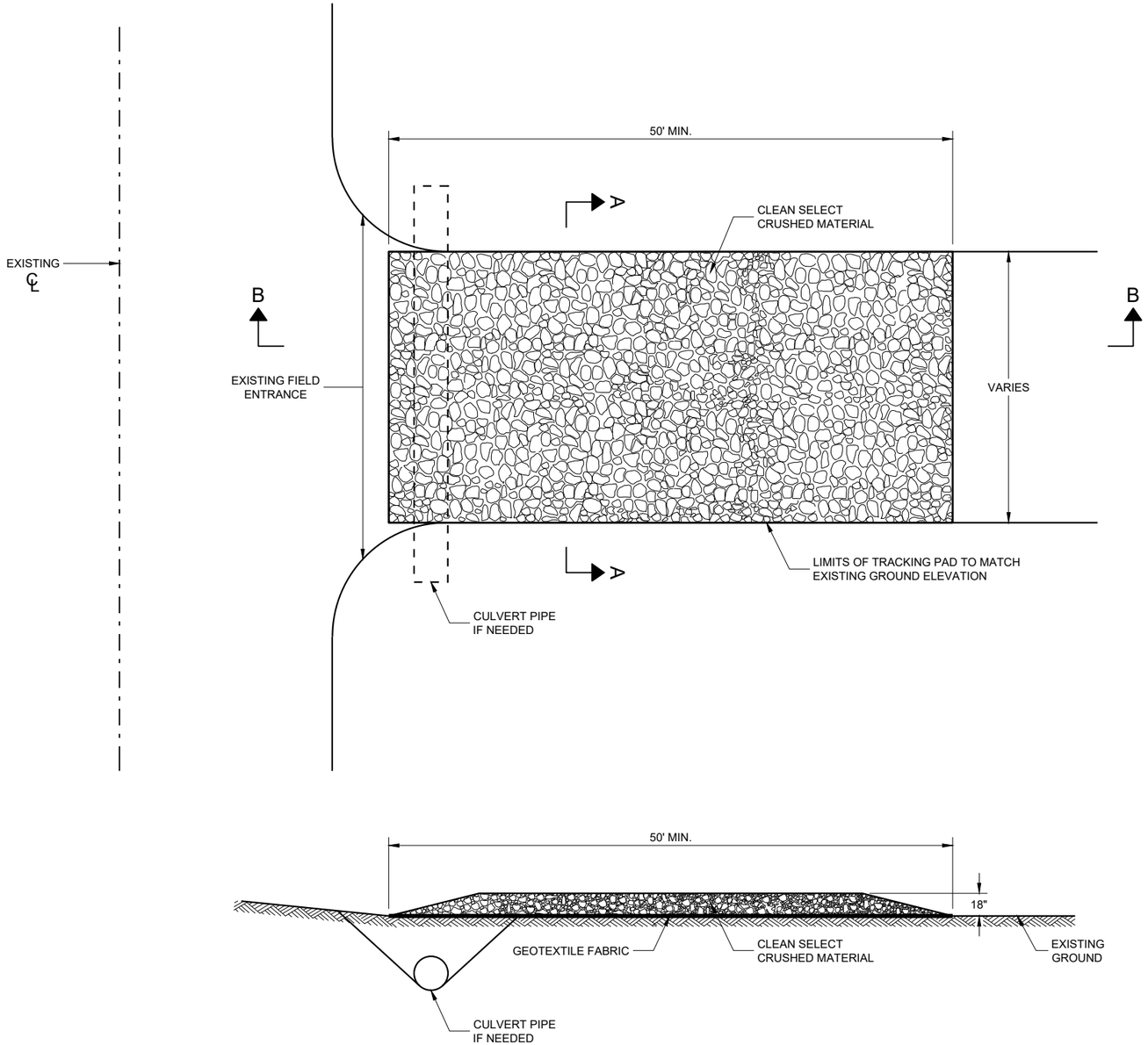
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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



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.

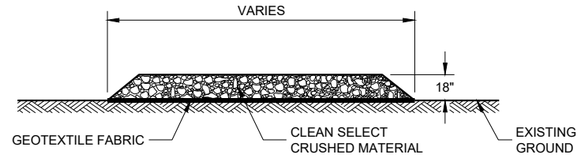
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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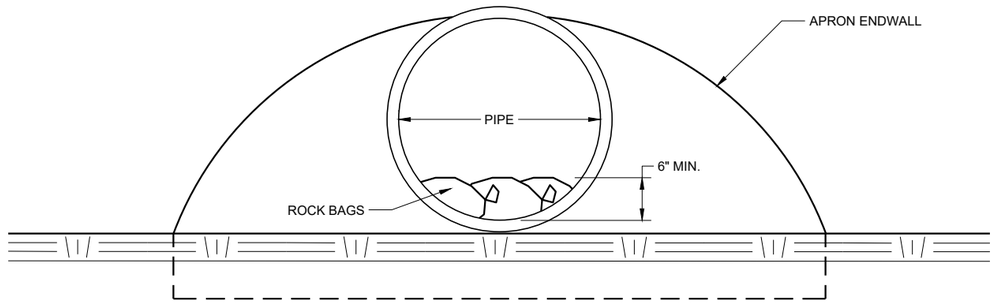
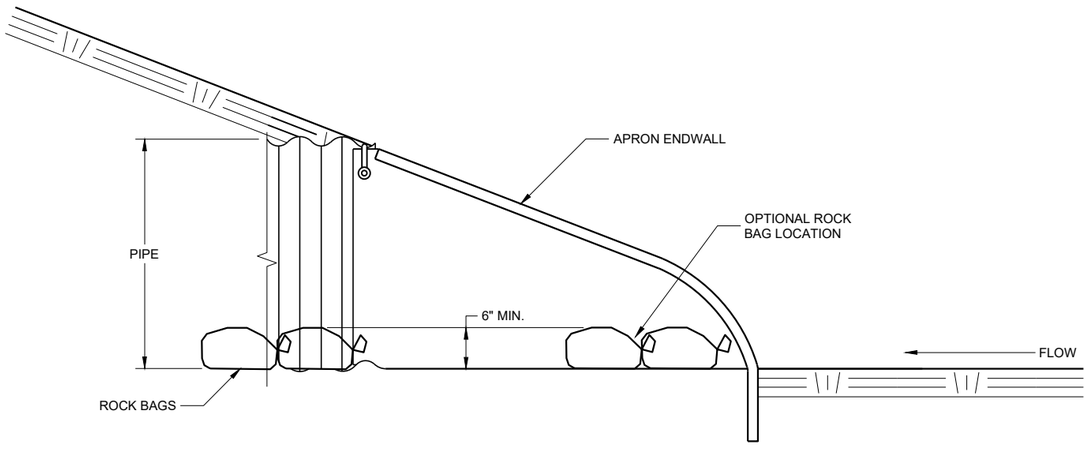
SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Daniel Schave — EROSION CONTROL ENGI
FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

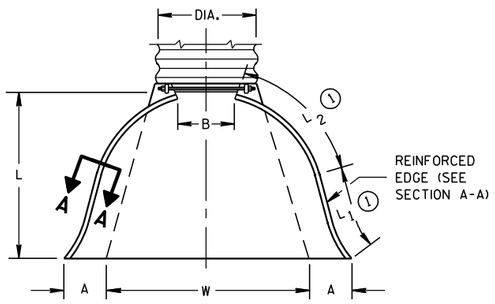
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

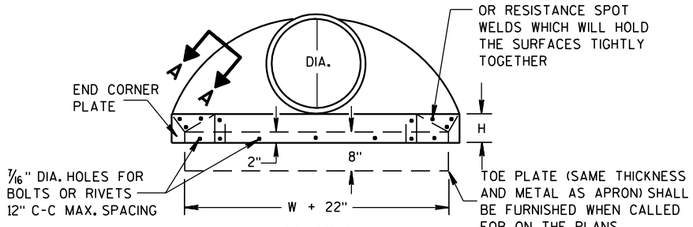
REINFORCED CONCRETE APRON ENDWALLS

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

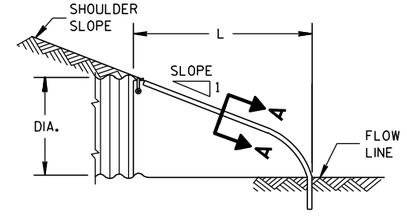
*MINIMUM
**MAXIMUM



PLAN VIEW

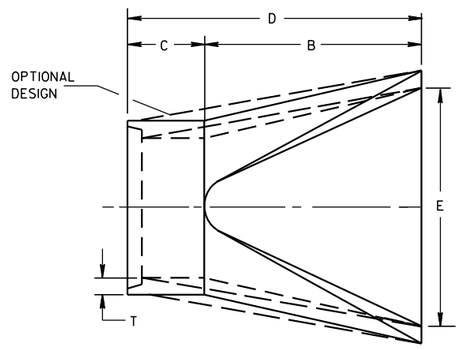


END VIEW

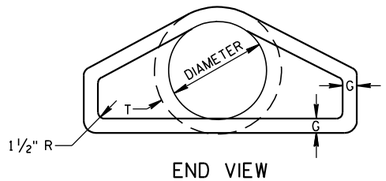


SIDE ELEVATION

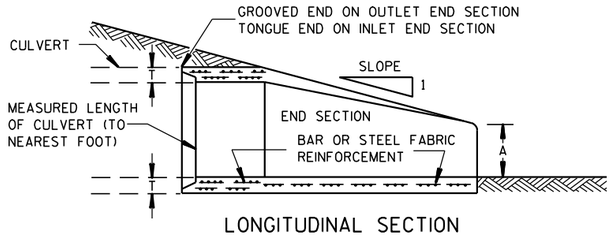
METAL ENDWALLS



PLAN

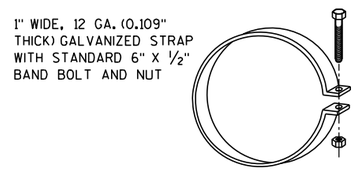


END VIEW



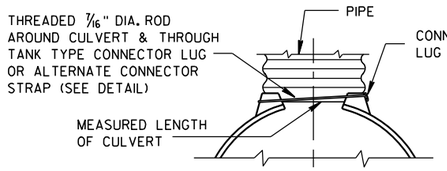
LONGITUDINAL SECTION

CONCRETE ENDWALLS

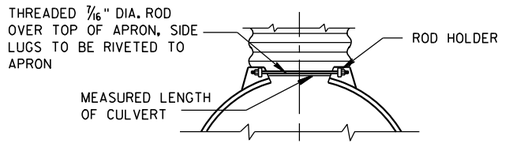


ALTERNATE FOR TYPE 1 CONNECTION

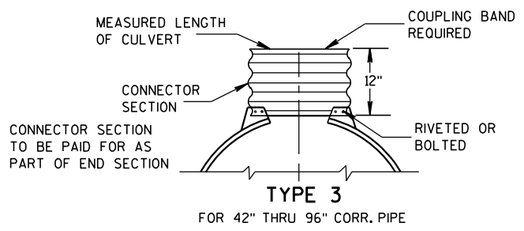
END SECTION CONNECTOR STRAP



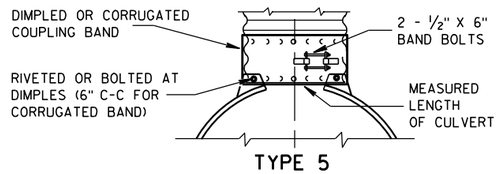
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

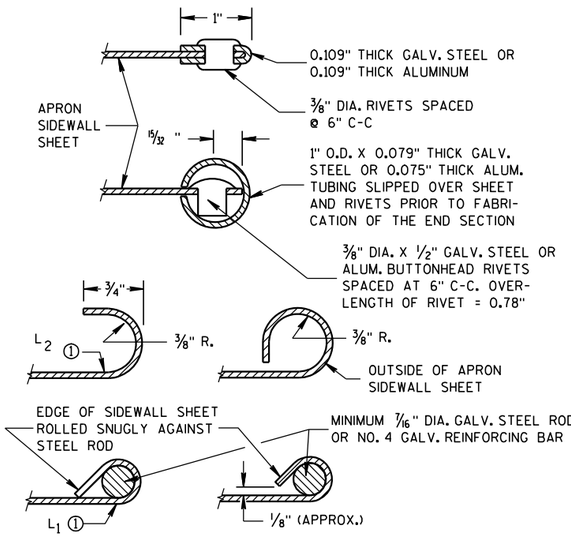
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

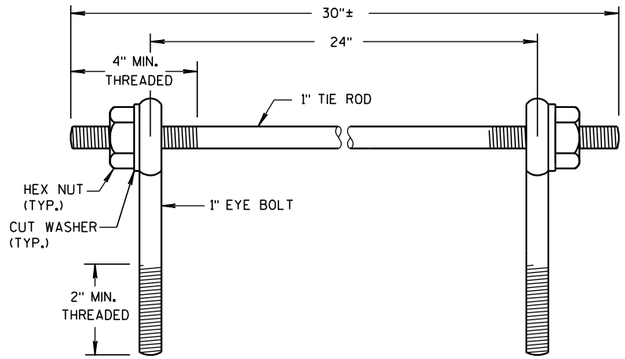
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

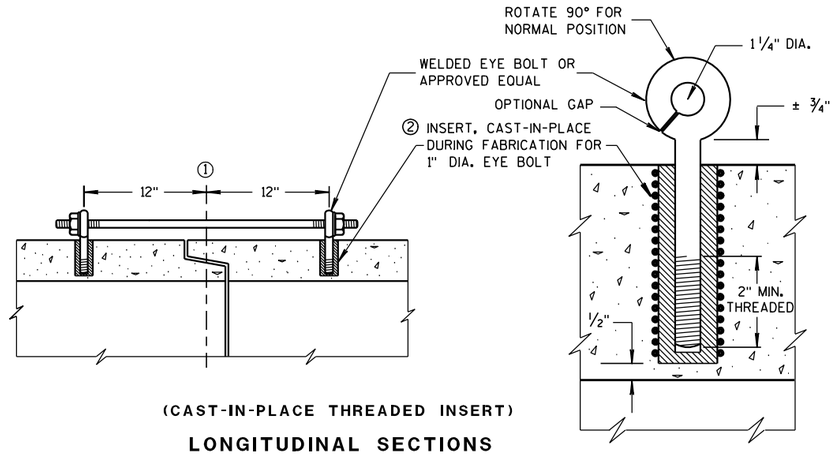
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



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.

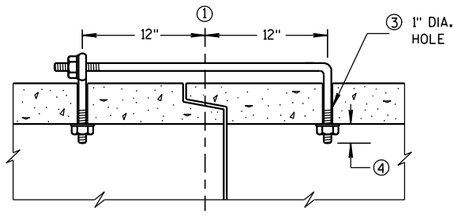
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

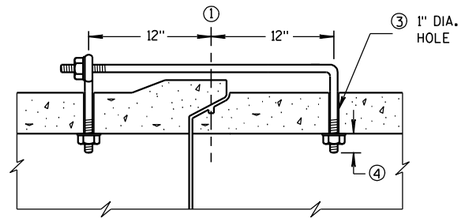
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

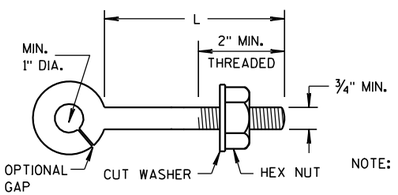


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

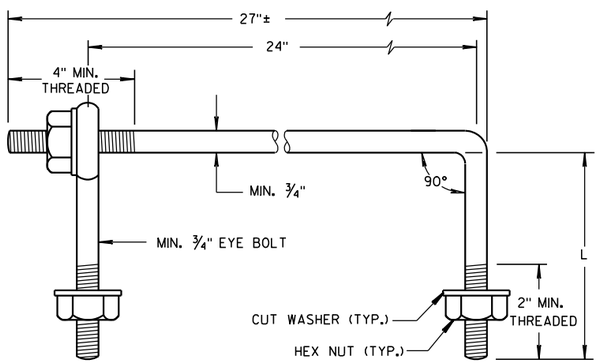
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

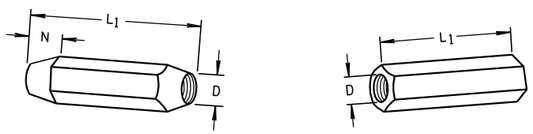
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

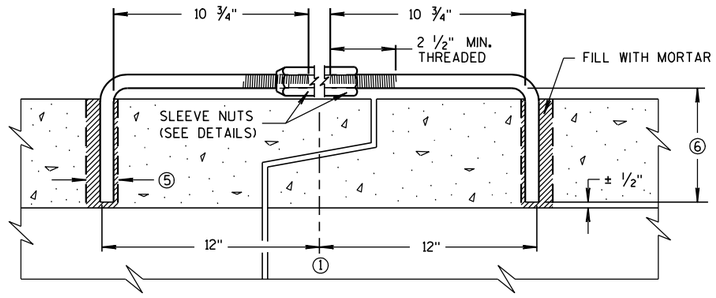
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

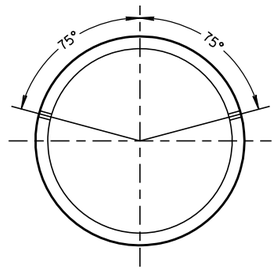
SLEEVE NUTS



LONGITUDINAL SECTION

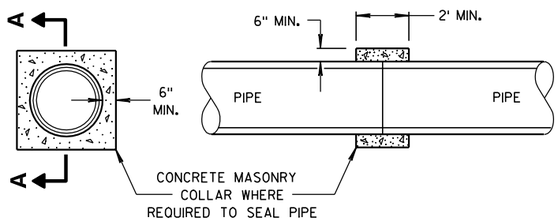
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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
388
FHWA

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S.D.D. 8 F 4-7

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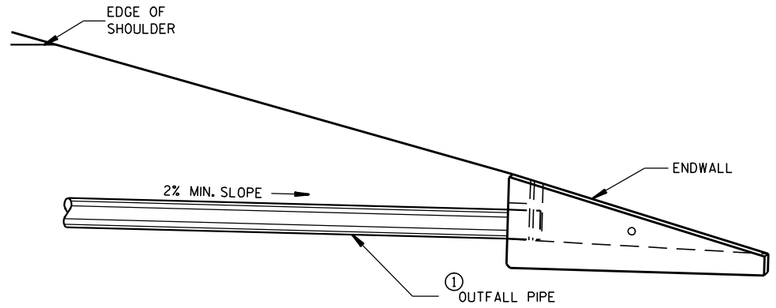
S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION 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.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

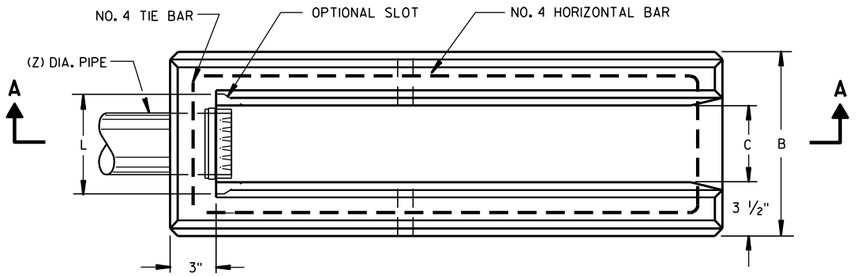
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

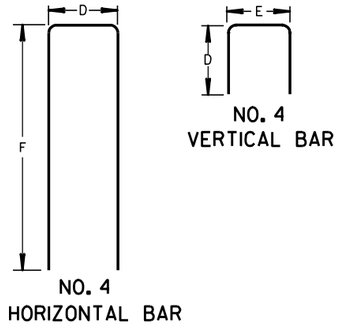
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

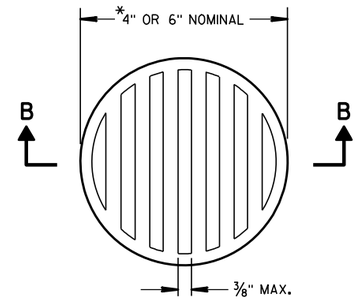
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

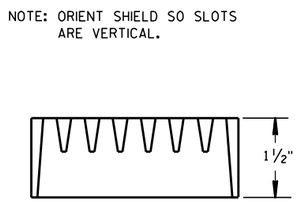


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

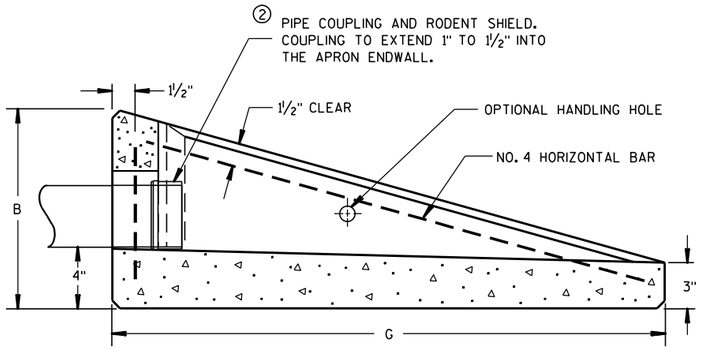




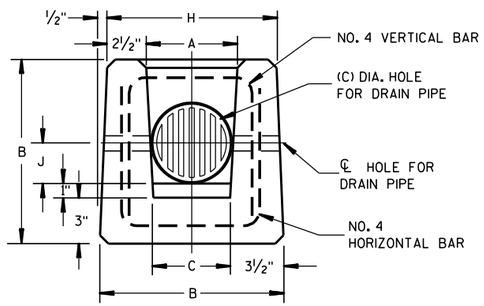
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

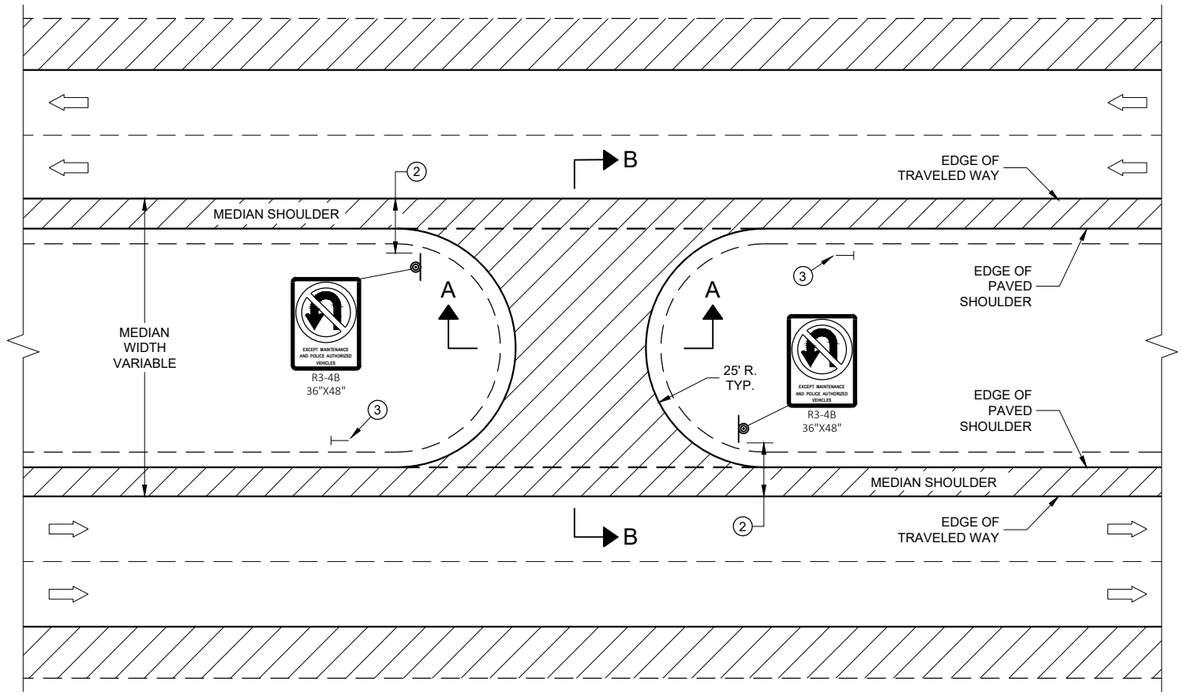
REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

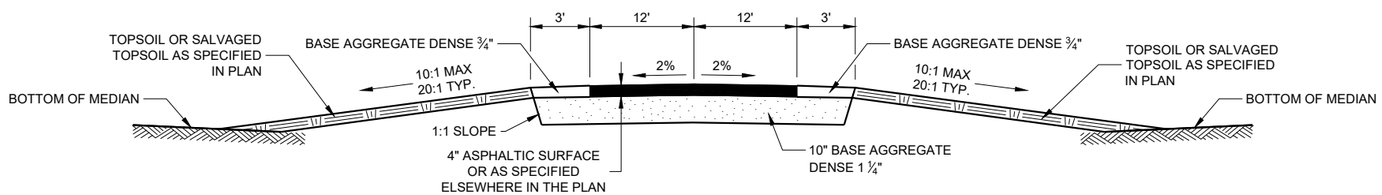
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

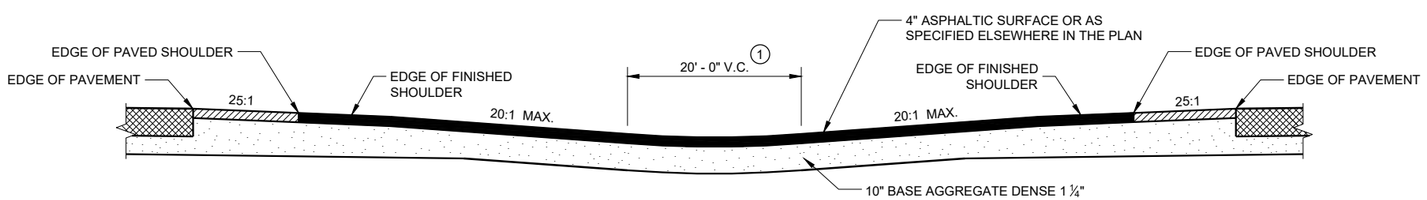
S.D.D. 8 F 6-4



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

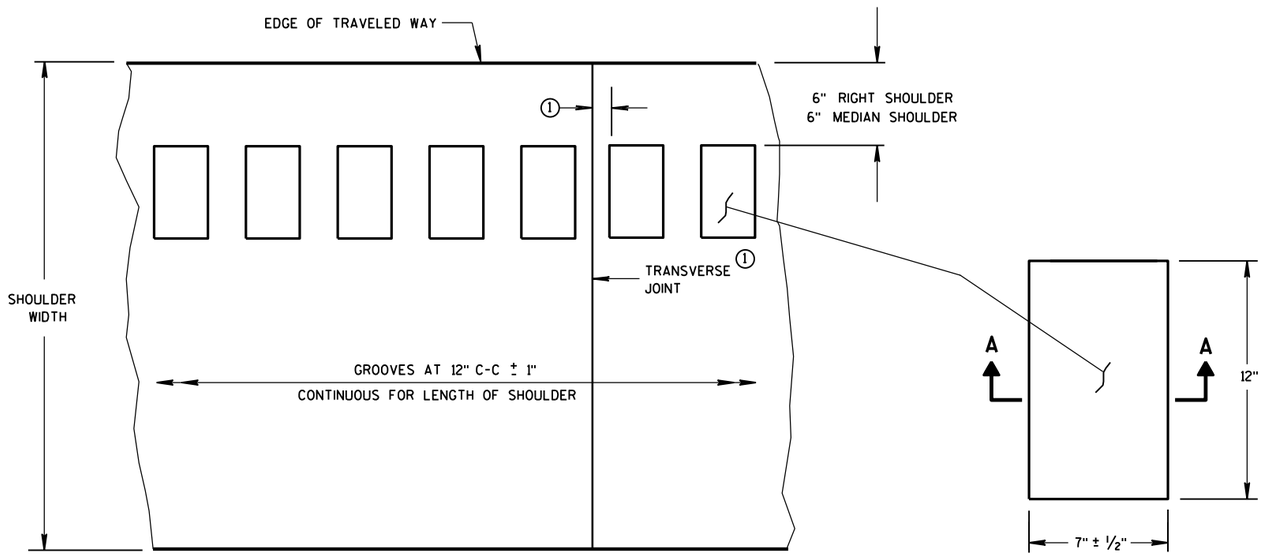
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
SDD 11A01 - 06



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

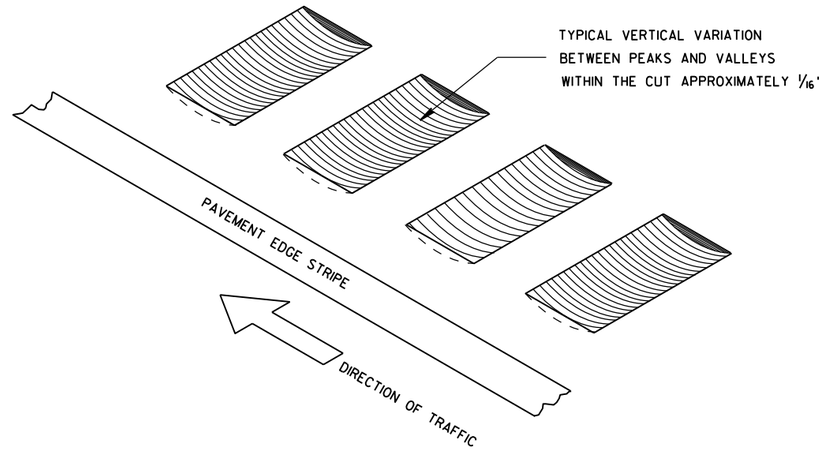
GENERAL NOTES

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

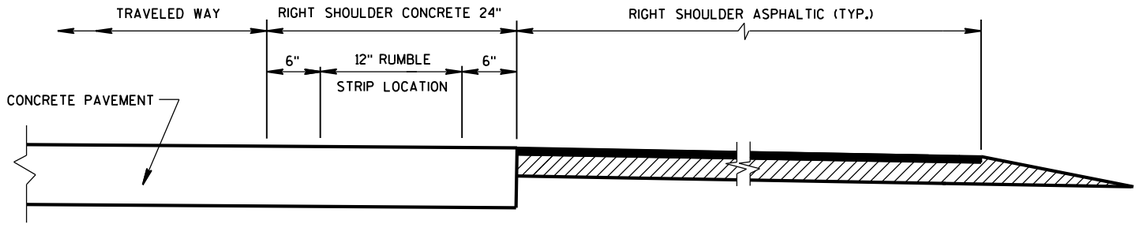
RUMBLE STRIPS ON EXPRESSWAYS

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

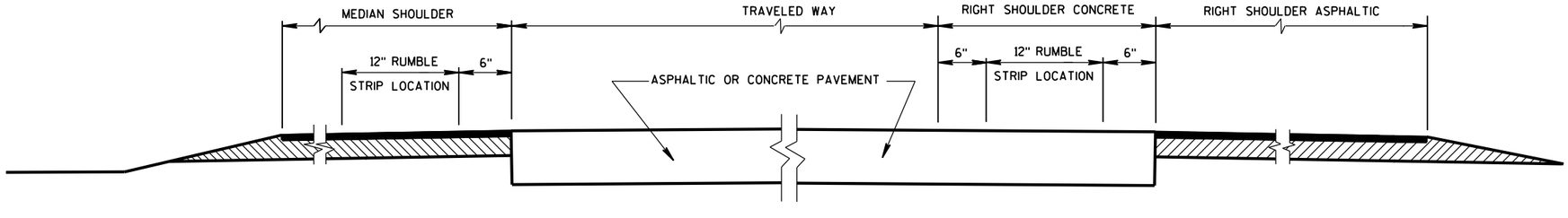
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



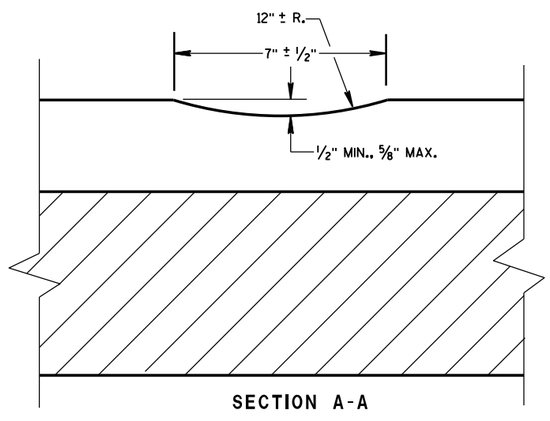
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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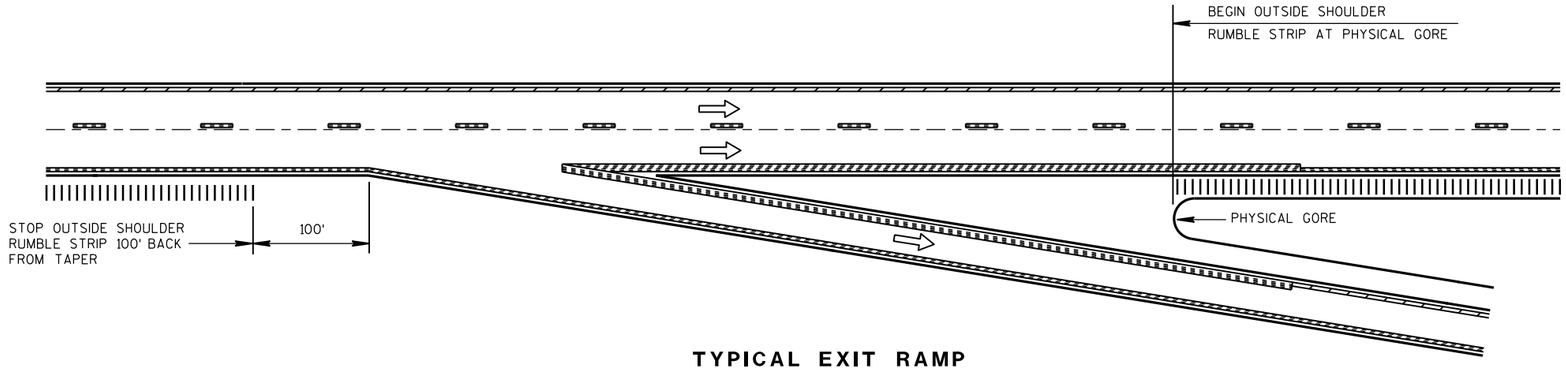
S.D.D. 13 A 5-5a



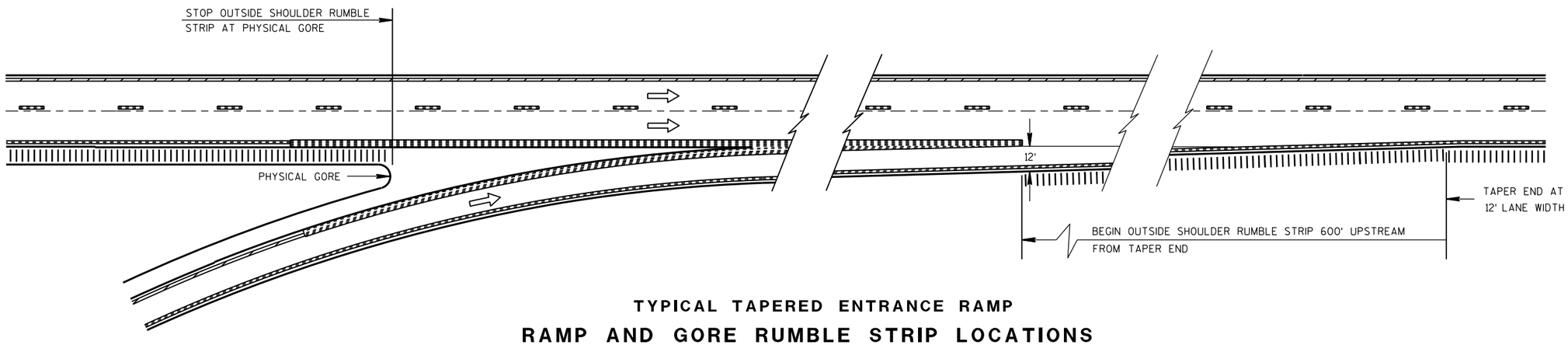
TYPICAL EXIT RAMP

NOTES:

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

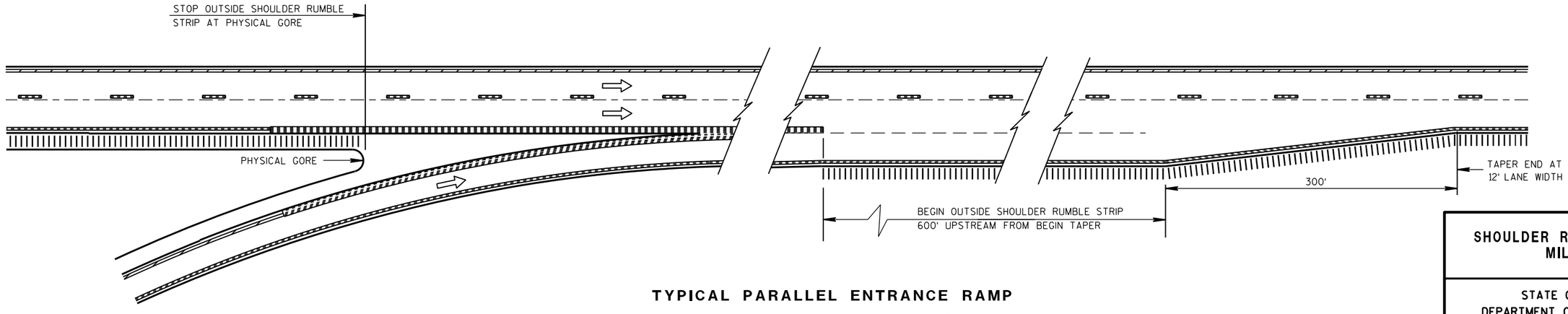
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

6

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

6

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

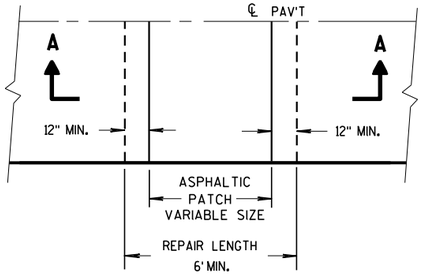
GENERAL NOTES

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

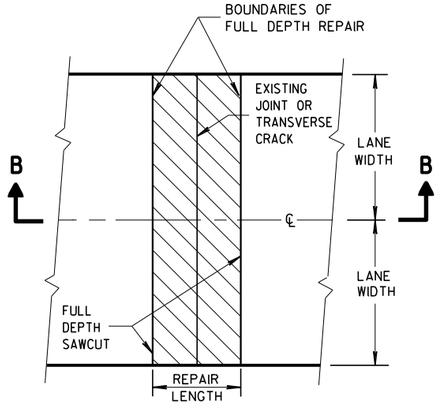
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

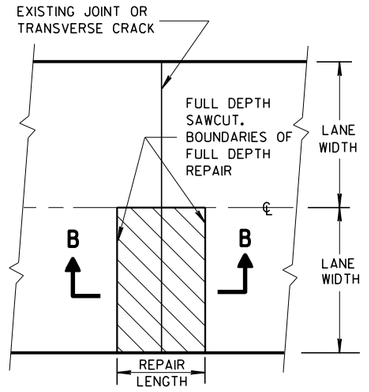
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

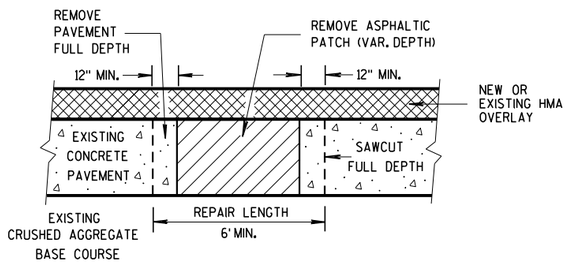


PLAN VIEW
(DOUBLE LANE REPAIR)



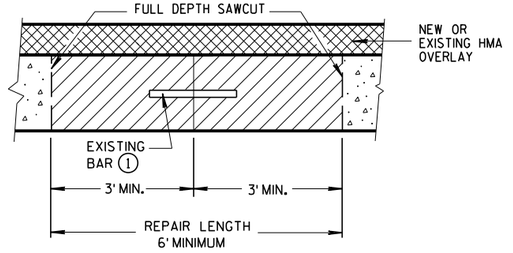
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

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S.D.D. 13 C 14-7a

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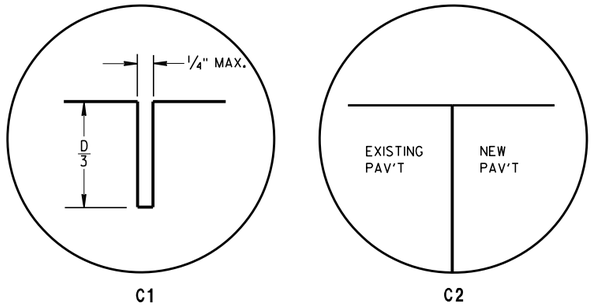
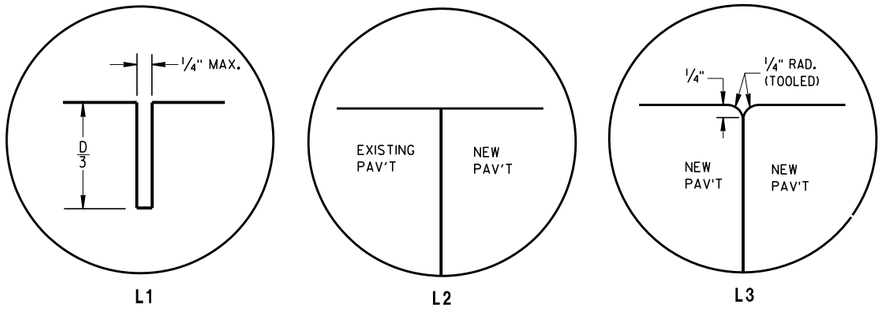
S.D.D. 13 C 14-7a

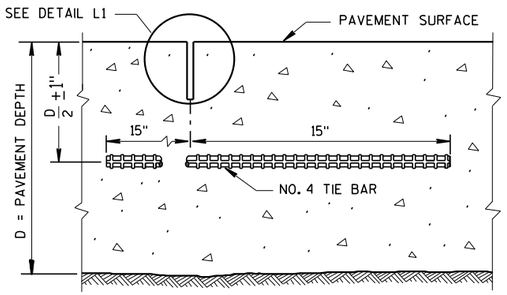
BASE PATCHING CONCRETE



TRANSVERSE JOINTS

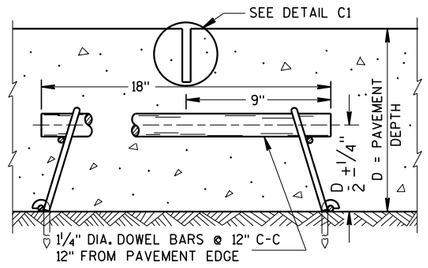


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

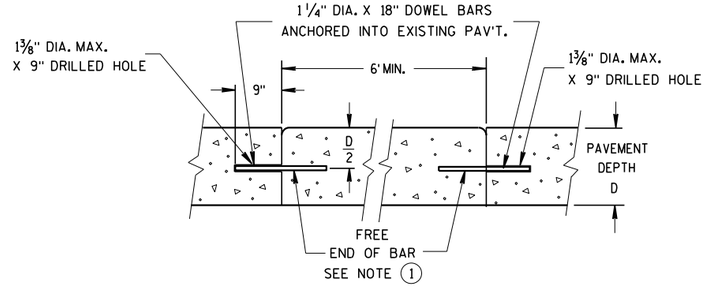
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

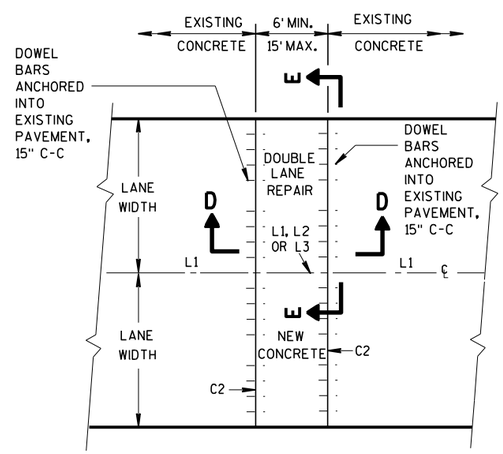
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

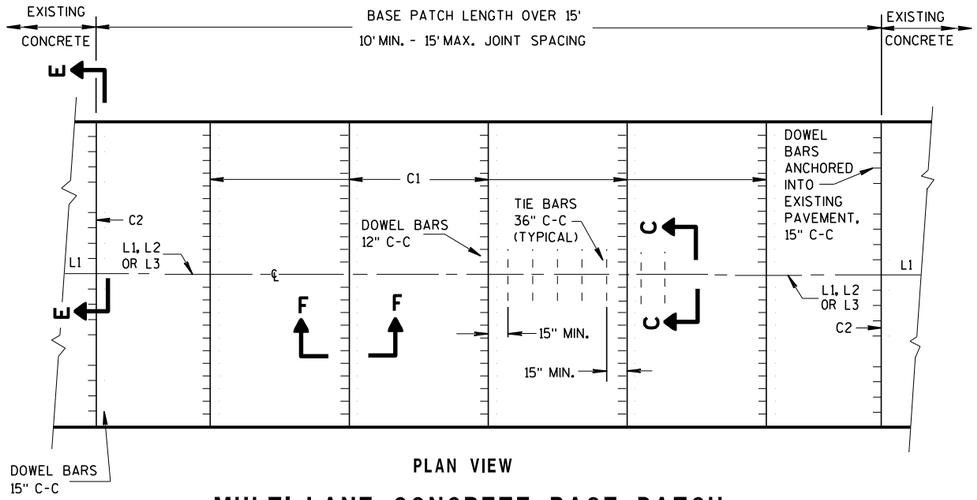


SECTION D-D



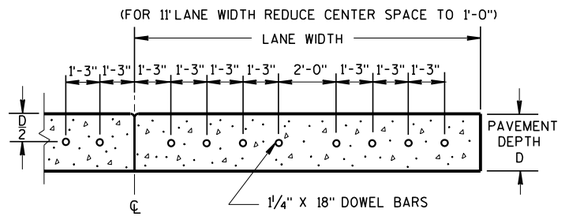
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

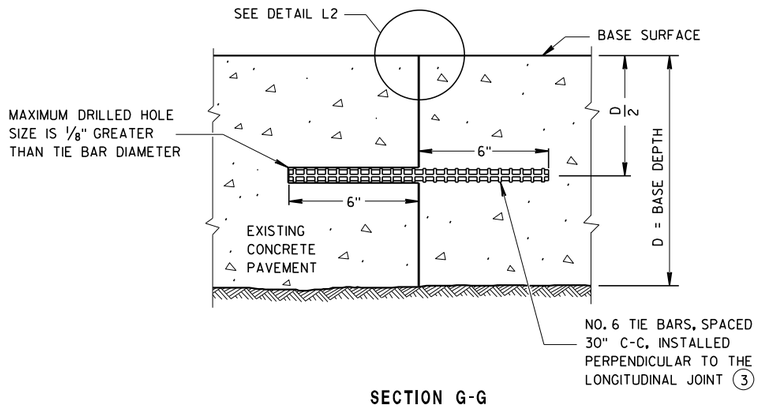


SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

6
S.D.D. 13 C 14-7b



SECTION G-G

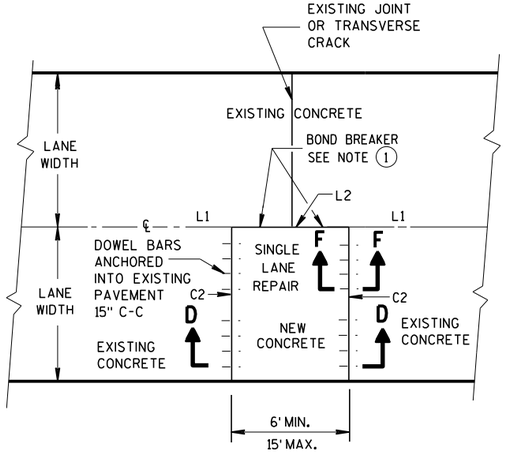
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

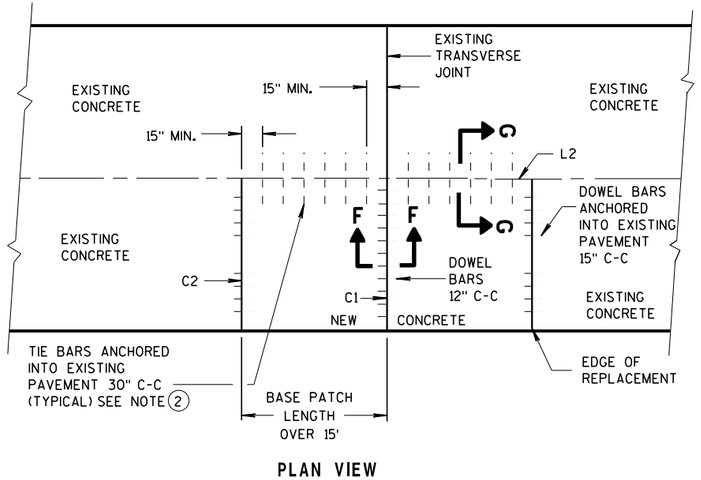
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

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



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

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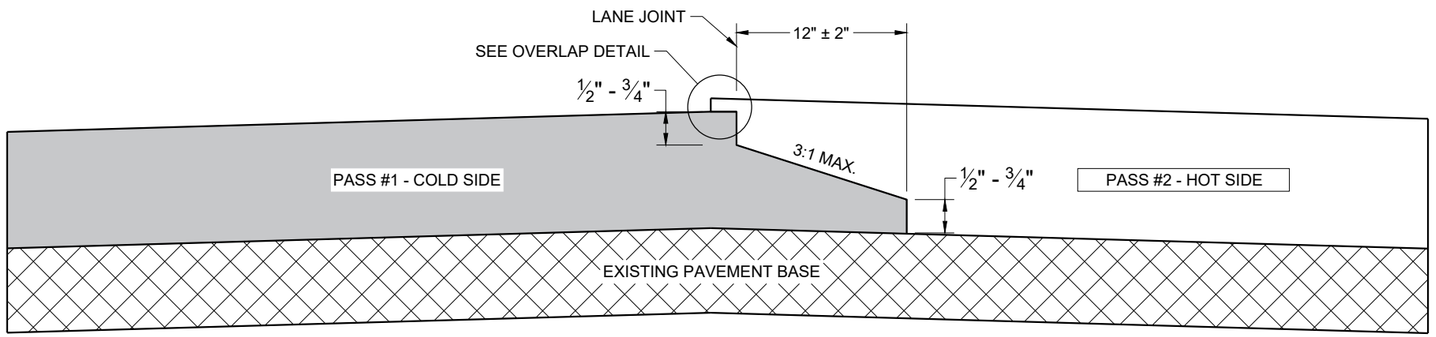
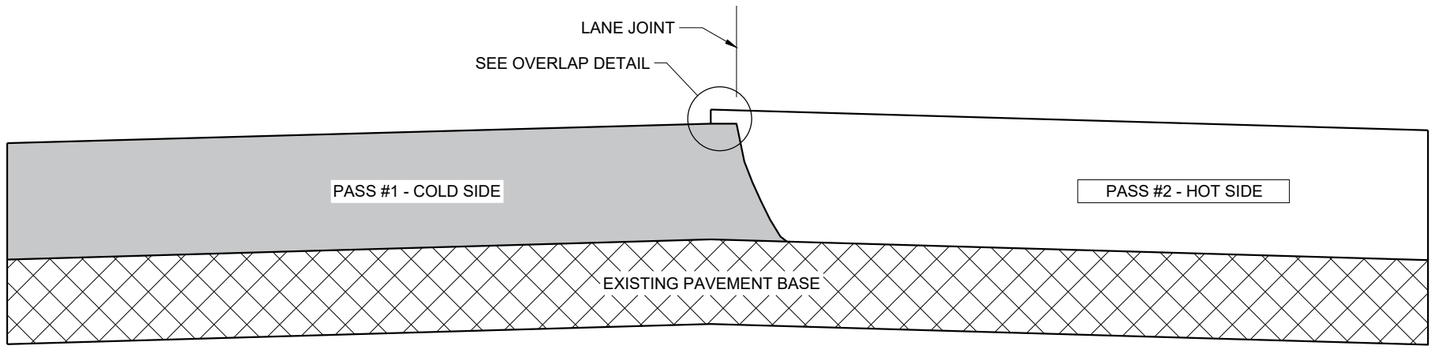
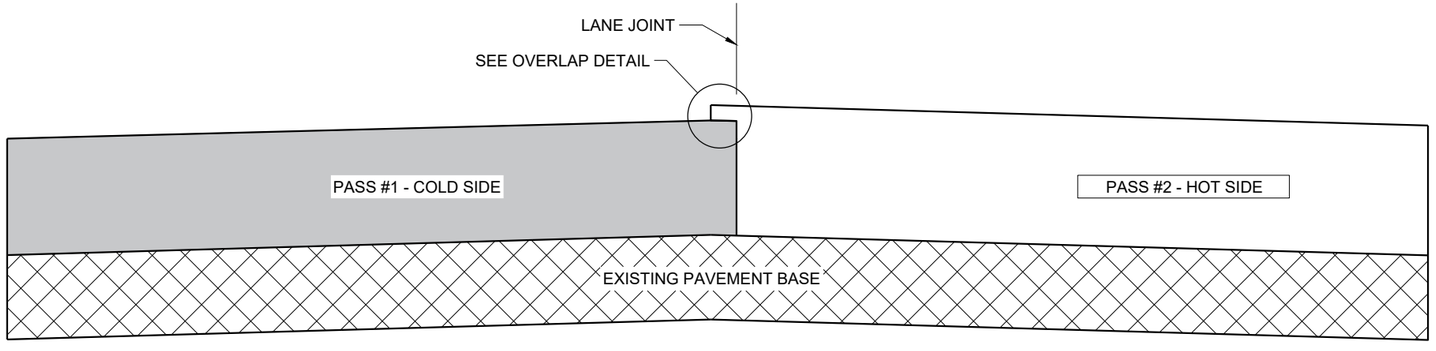
S.D.D. 13 C 14-7c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

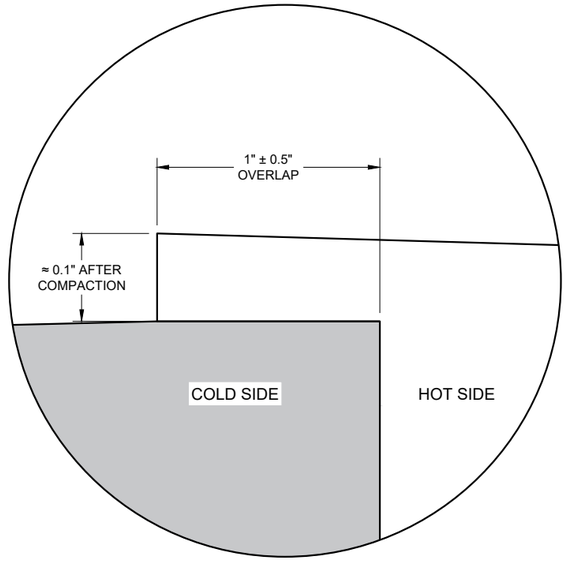
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

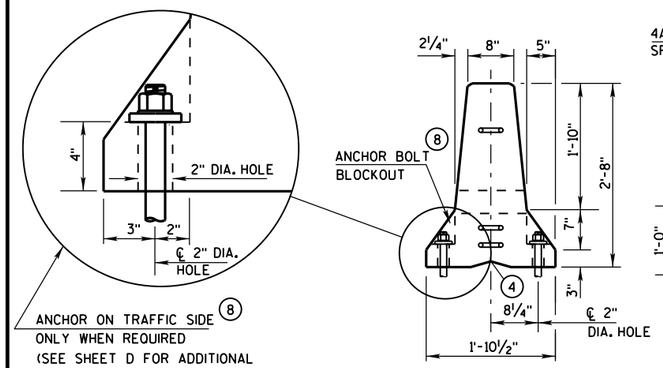
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

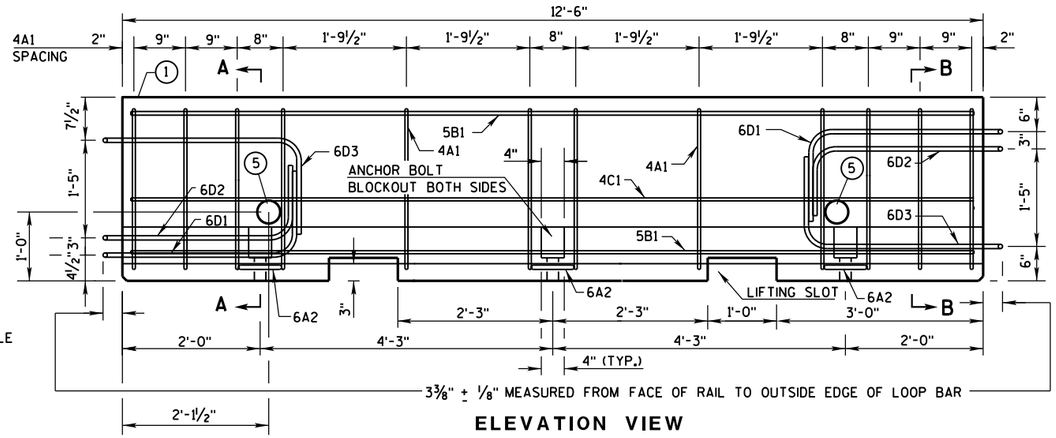
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

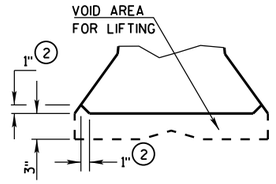
FHWA



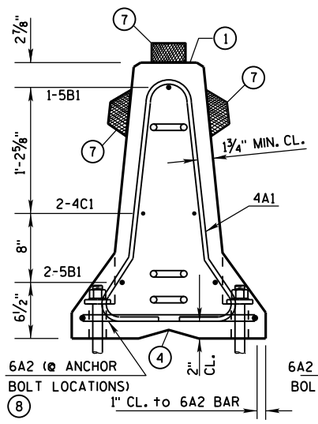
END VIEW



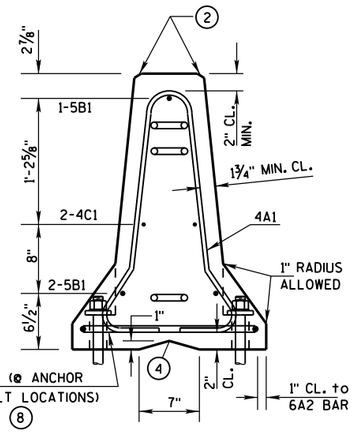
ELEVATION VIEW



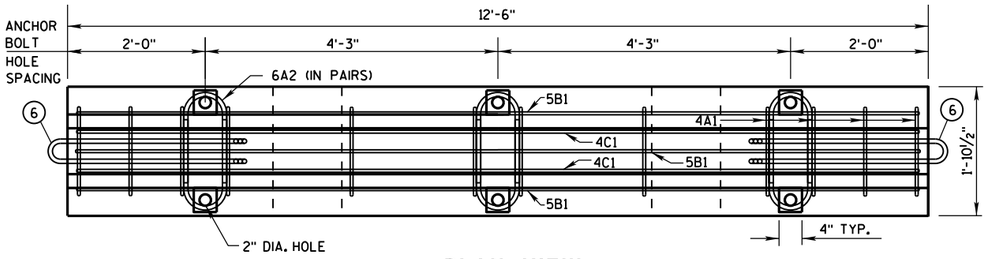
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)



PLAN VIEW

DETAILS OF BARRIER SECTION

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

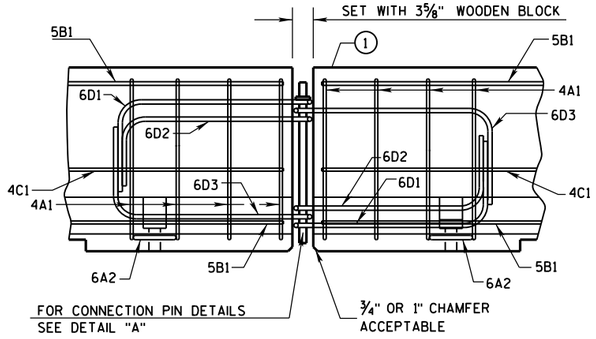
(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

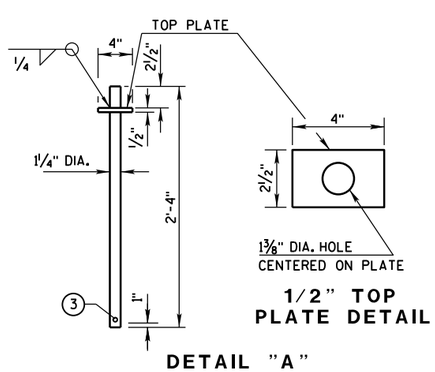
(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

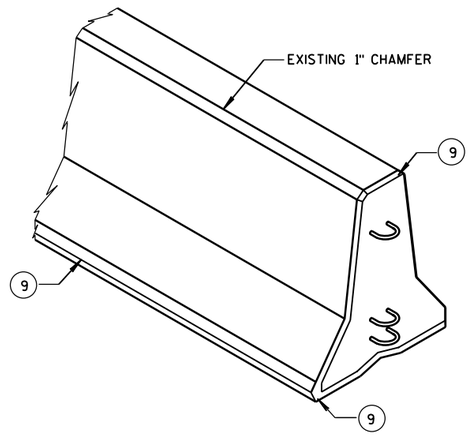


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

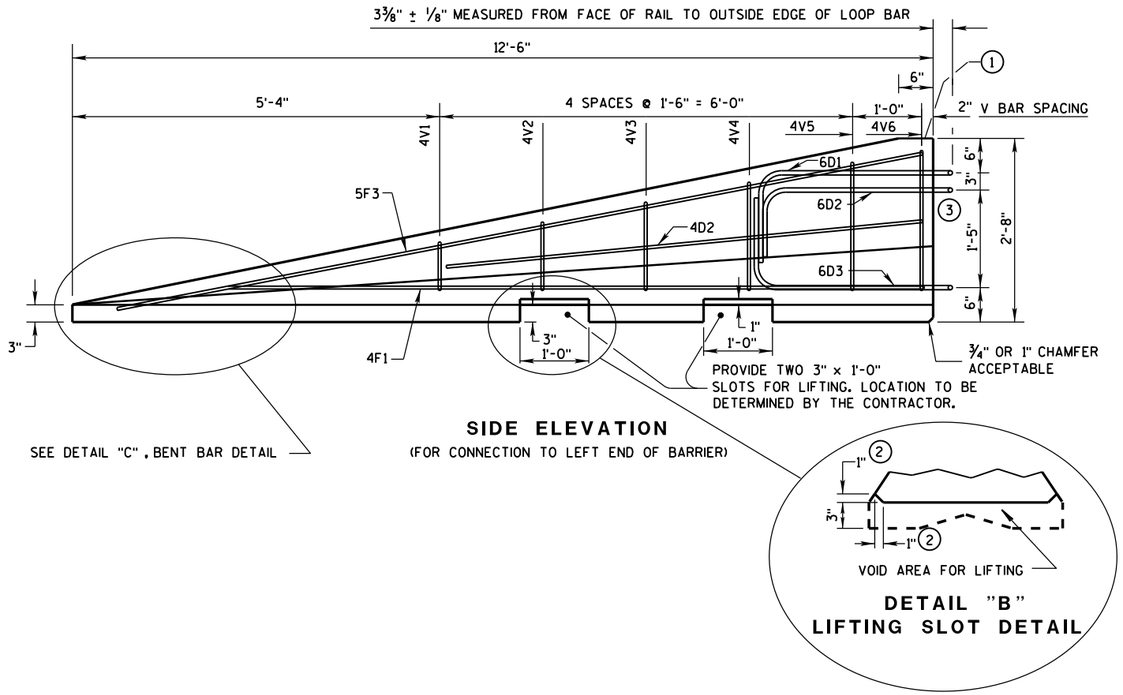
DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))

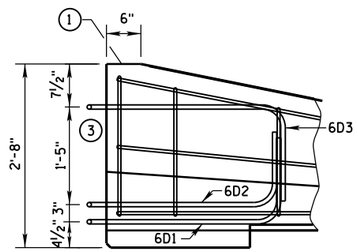


CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

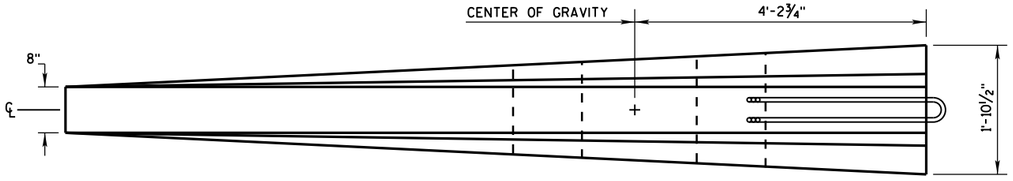
S.D.D. 14 B 7-15a

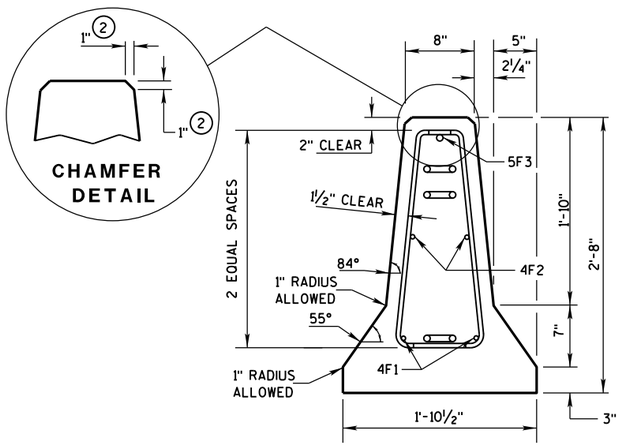


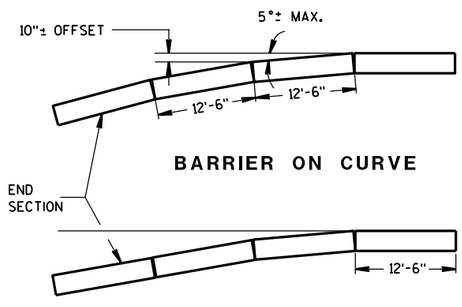


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

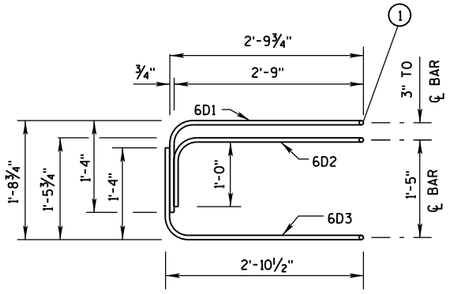
6

S.D.D. 14 B 7-15b

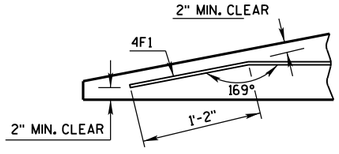
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

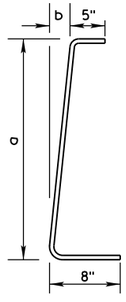
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

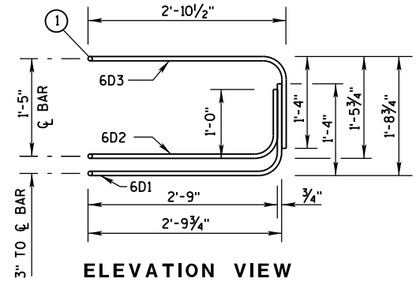
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

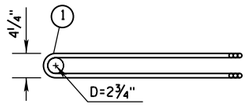
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

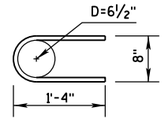
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



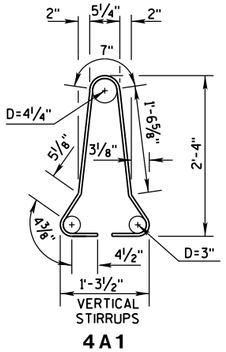
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

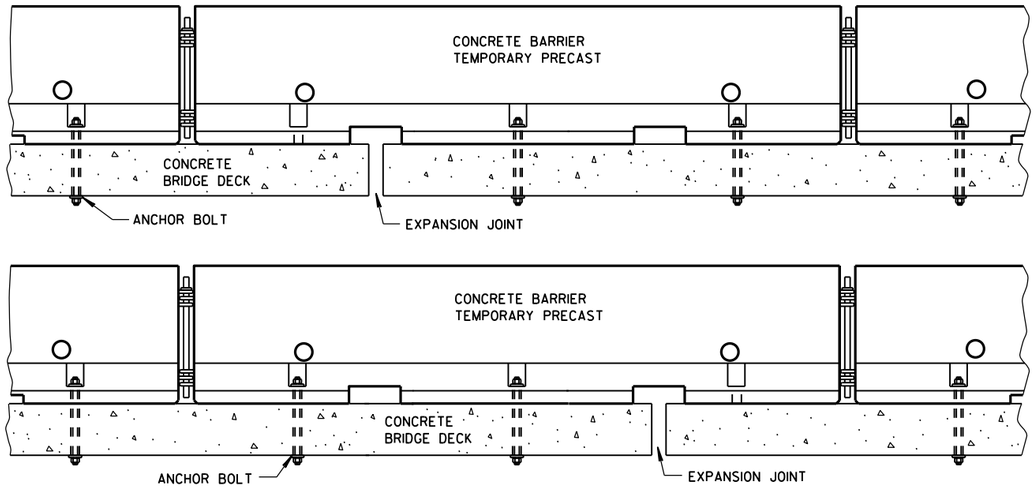
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

GENERAL NOTES

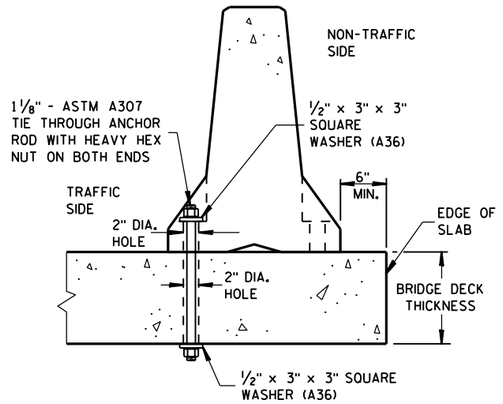
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

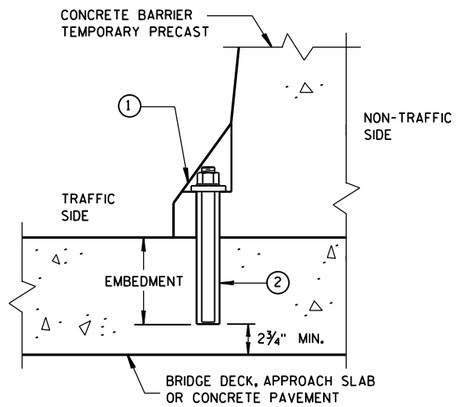
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



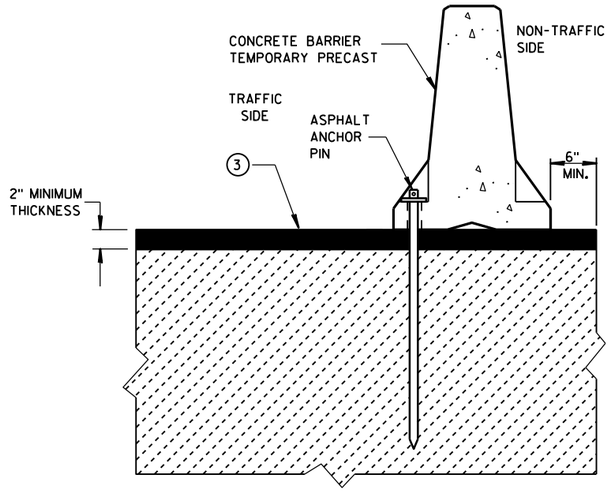
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

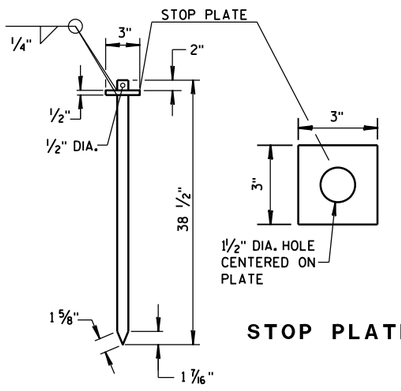


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



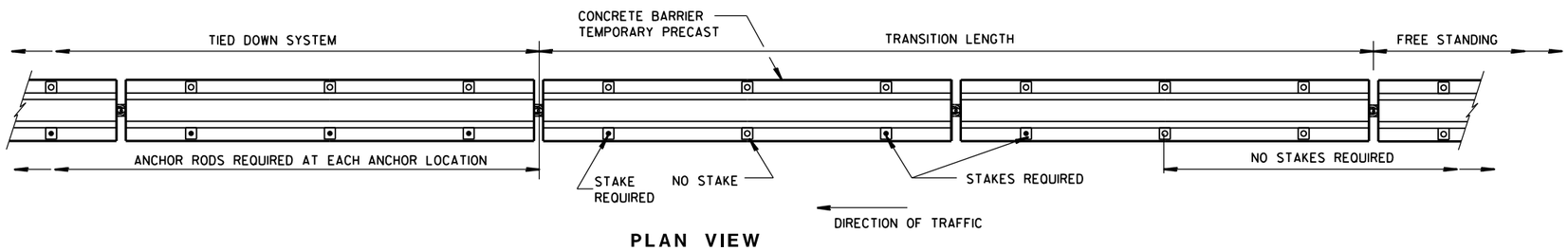
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

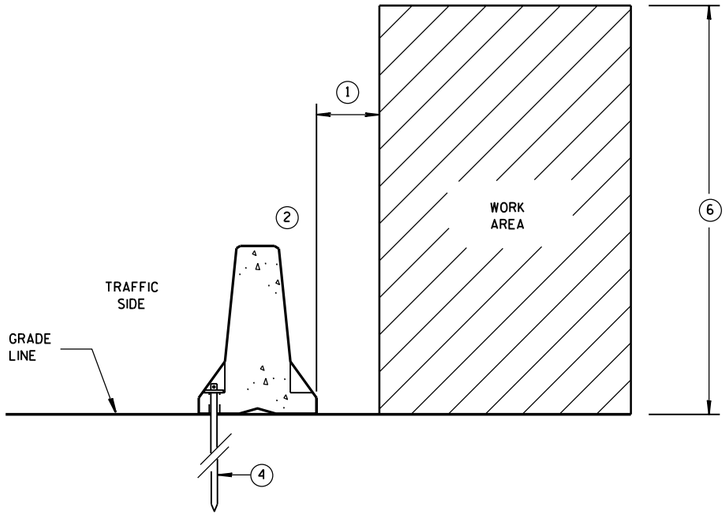
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

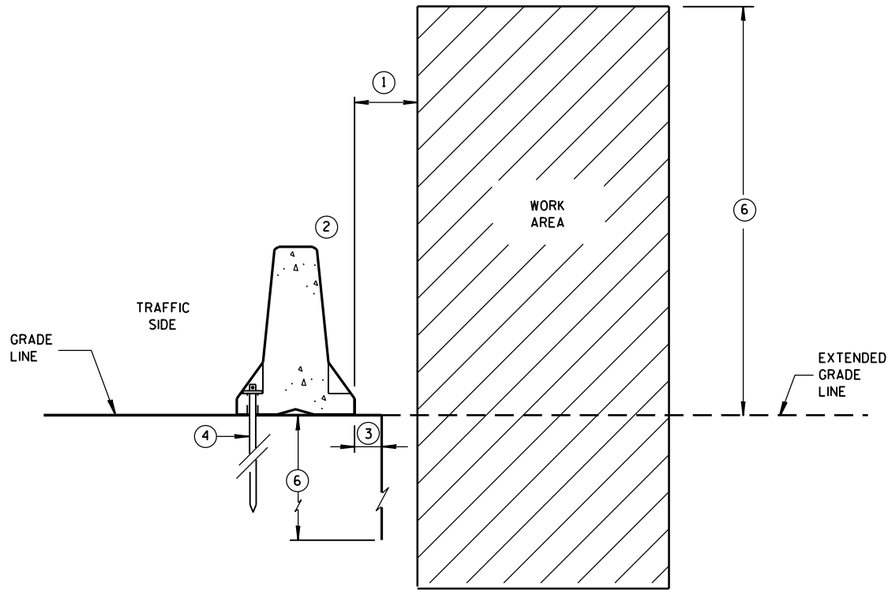
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

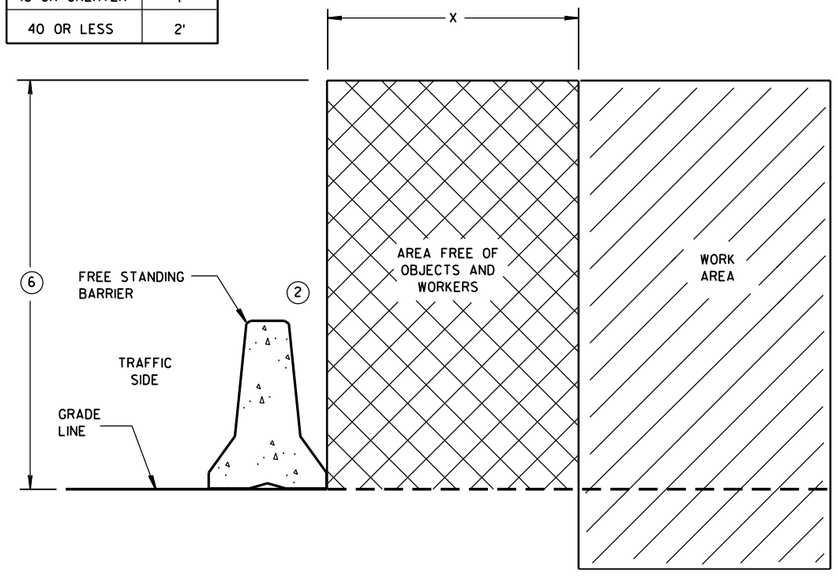


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

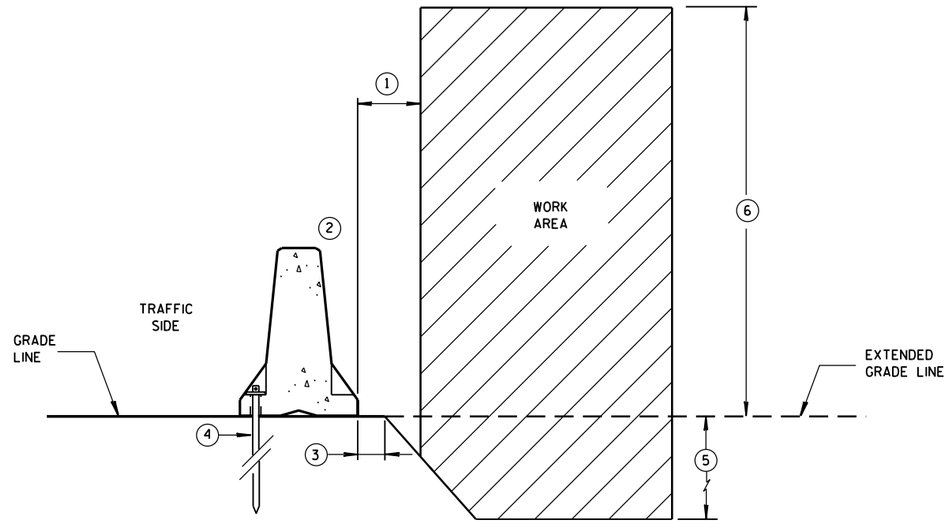
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 401

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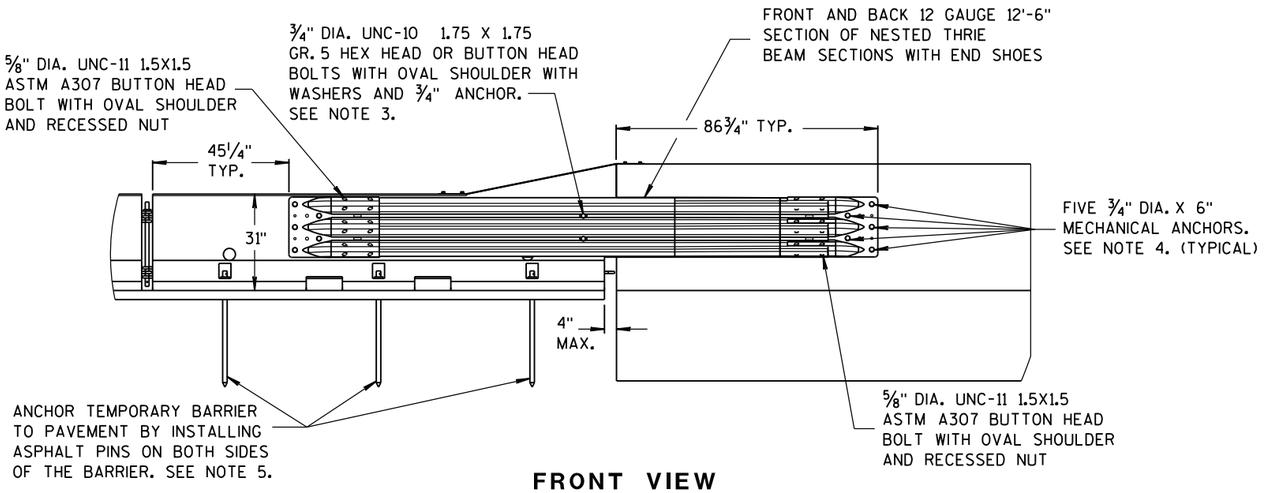
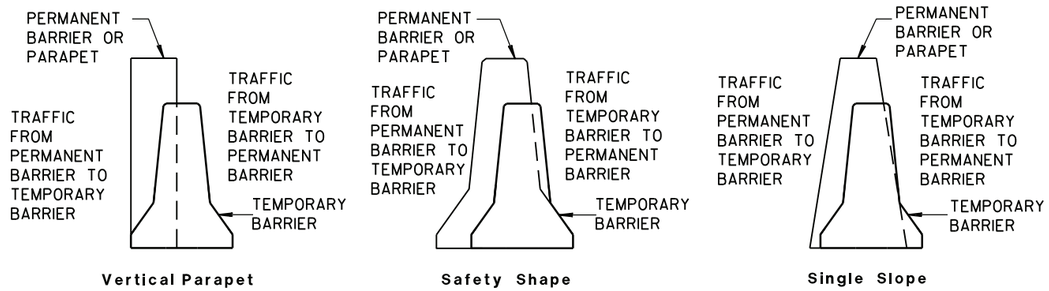
S.D.D. 14 B 7-15e

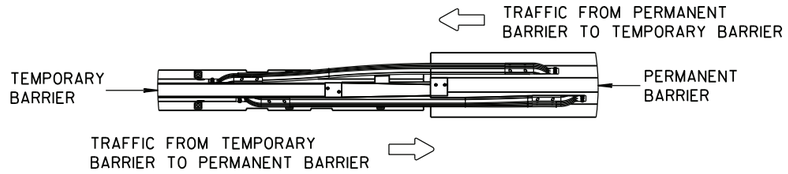
6

S.D.D. 14 B 7-15e



FRONT VIEW



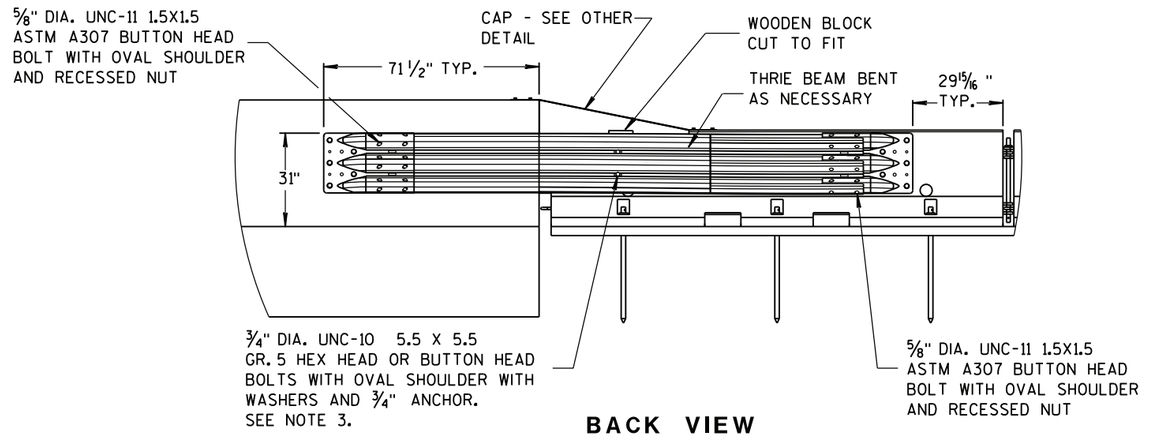


TEMPORARY BARRIER PLACEMENT FOR TRANSITION TO TIED DOWN SYSTEM

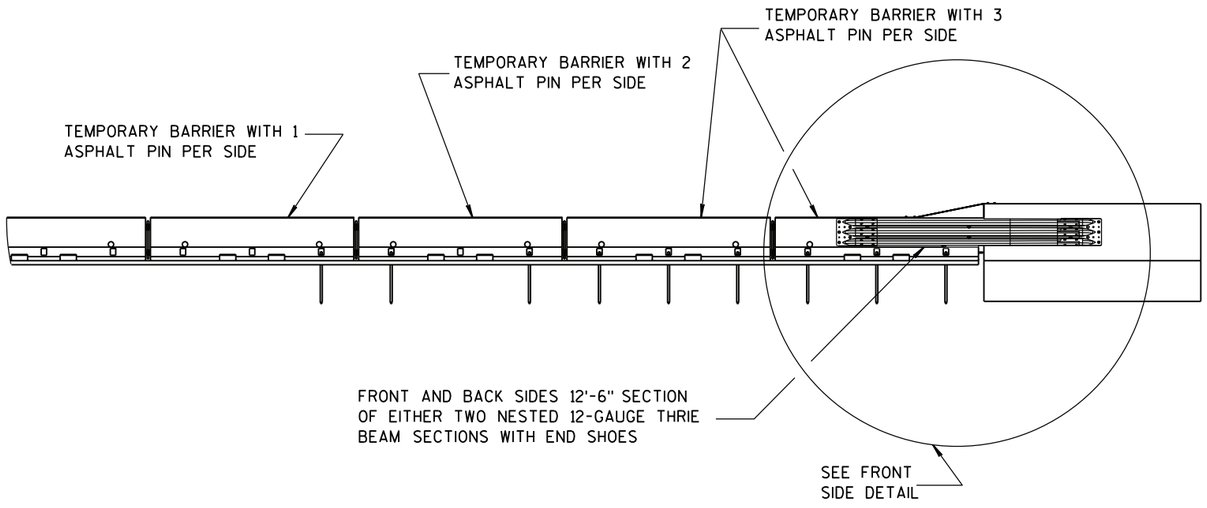
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

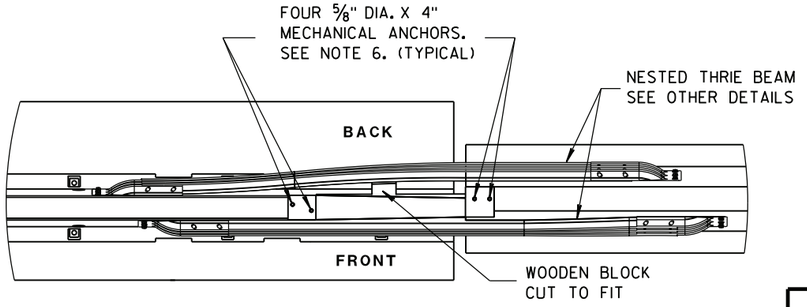
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



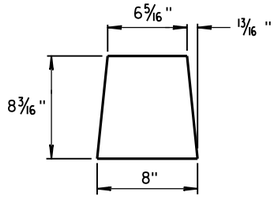
PLAN VIEW

TRANSITION TO TIED DOWN SYSTEM

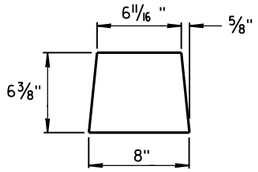
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

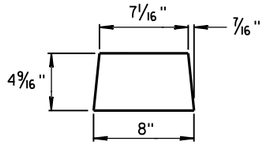
6
S.D.D. 14 B 7-15f



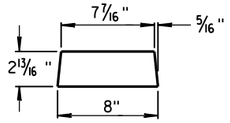
GUSSET 1



GUSSET 2

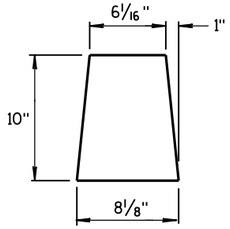


GUSSET 3

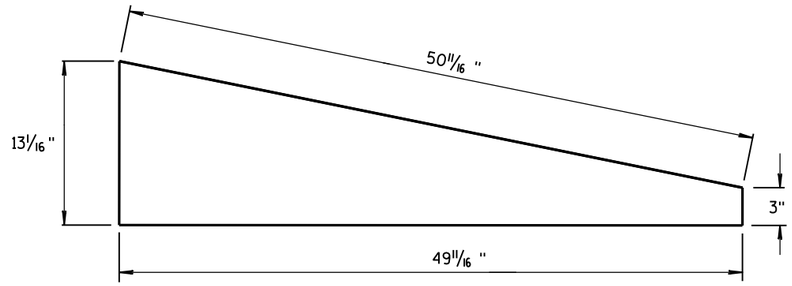


GUSSET 4

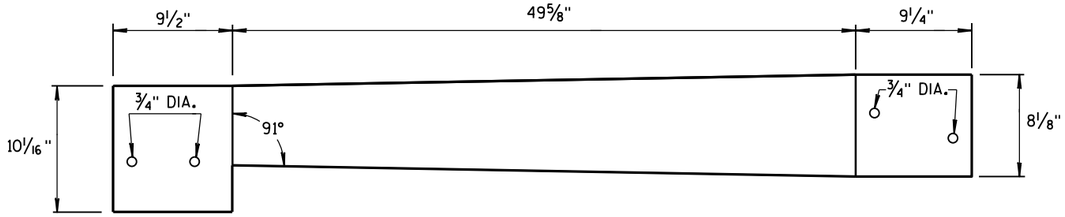
GUSSETS

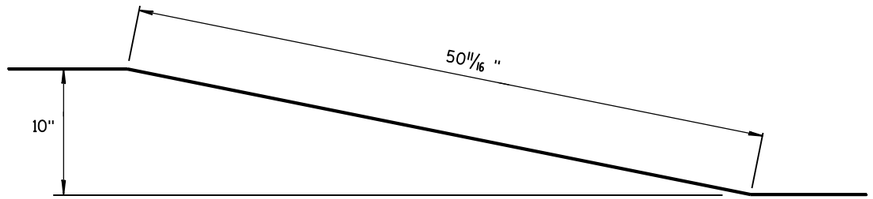


END PLATE



SIDE PLATE

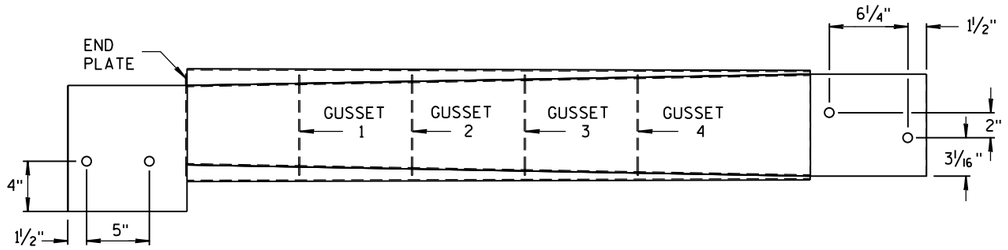


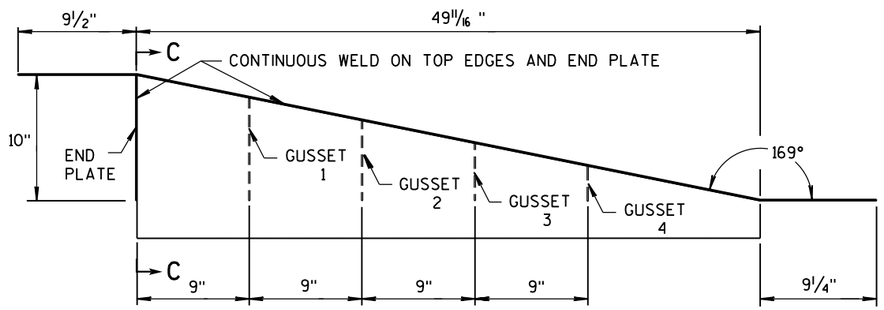


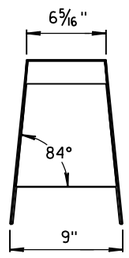
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

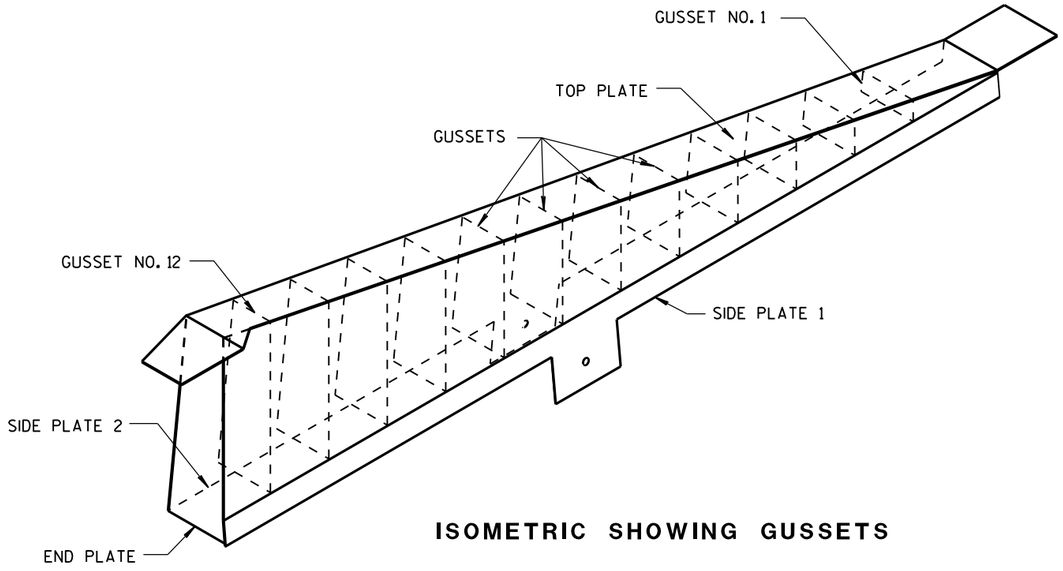
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

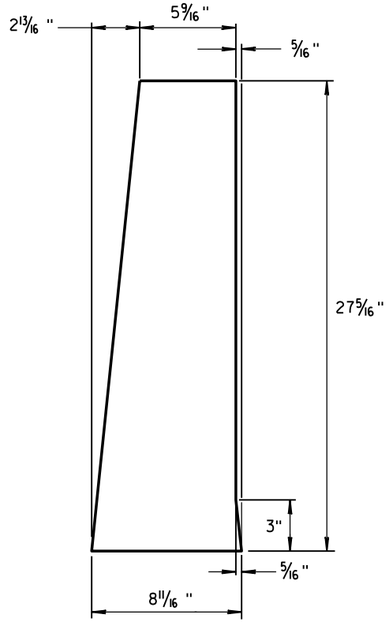
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15g

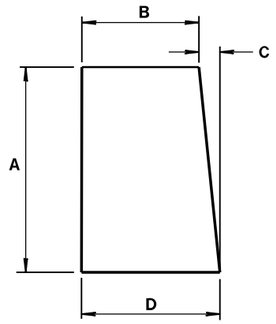


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



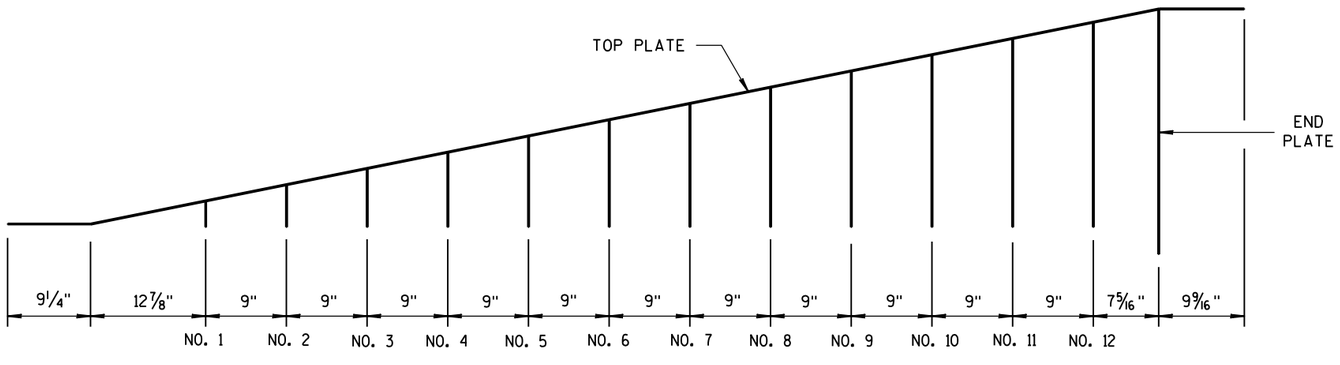
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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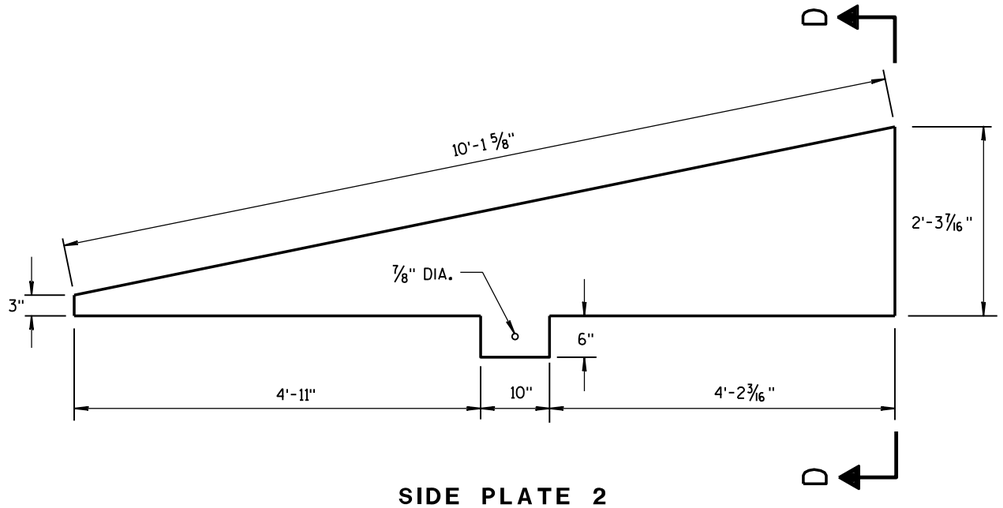
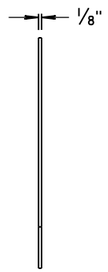
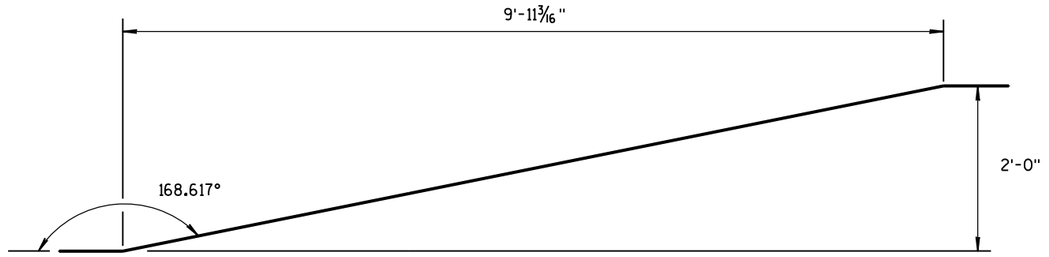
S.D.D. 14 B 7-15h



SIDE PLATE 2

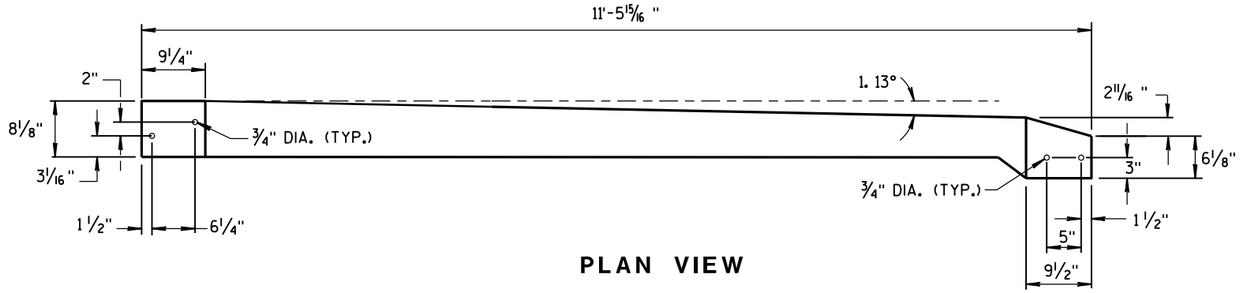


END VIEW



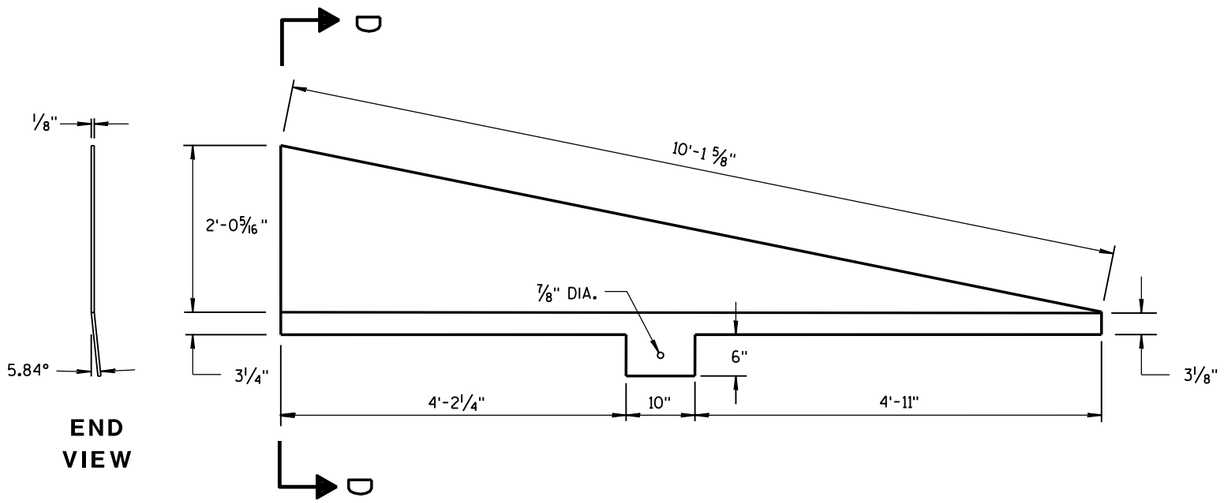
SIDE VIEW

TOP PLATE



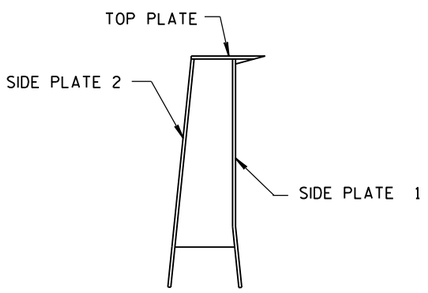
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
405
ENT
FHWA

6

S.D.D. 14 B 7-15i

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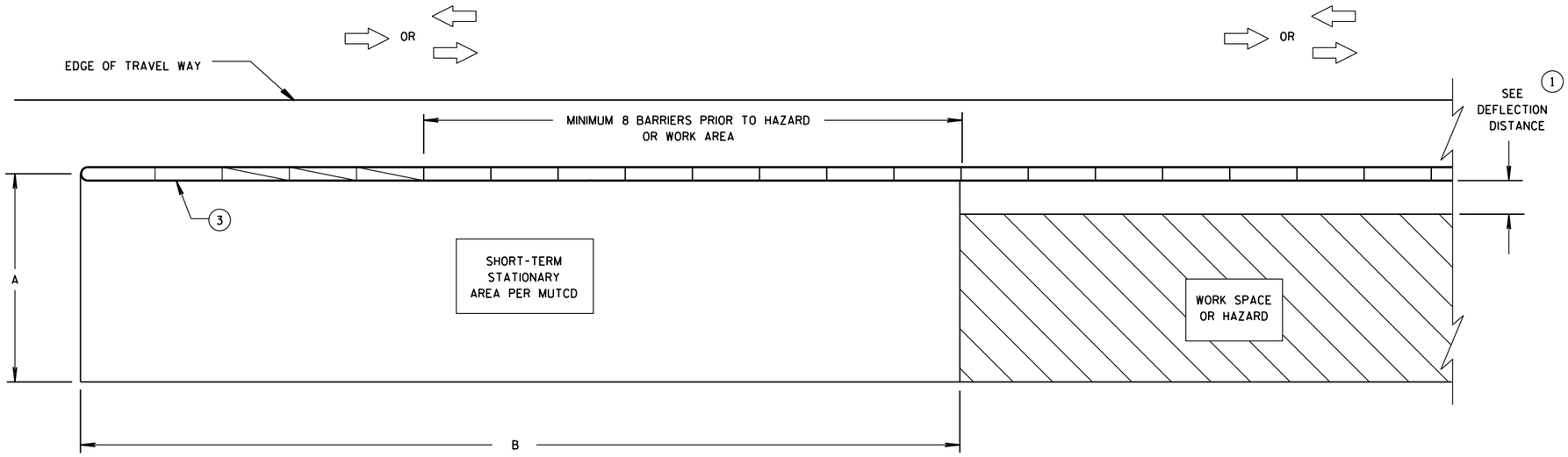
S.D.D. 14 B 7-15i



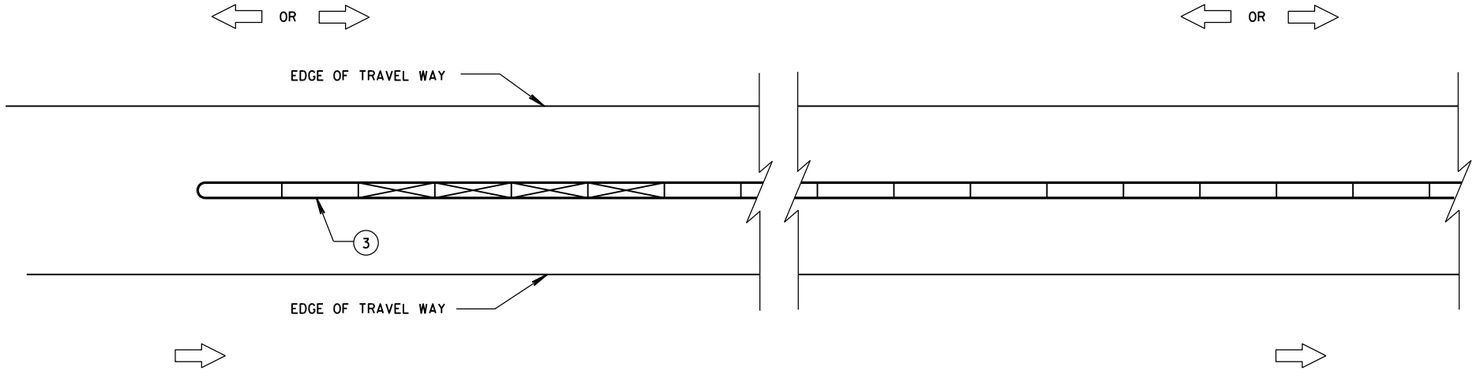
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

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

DIMENSION B TABLE (2)

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



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

LEGEND

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

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

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

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

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

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 406

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

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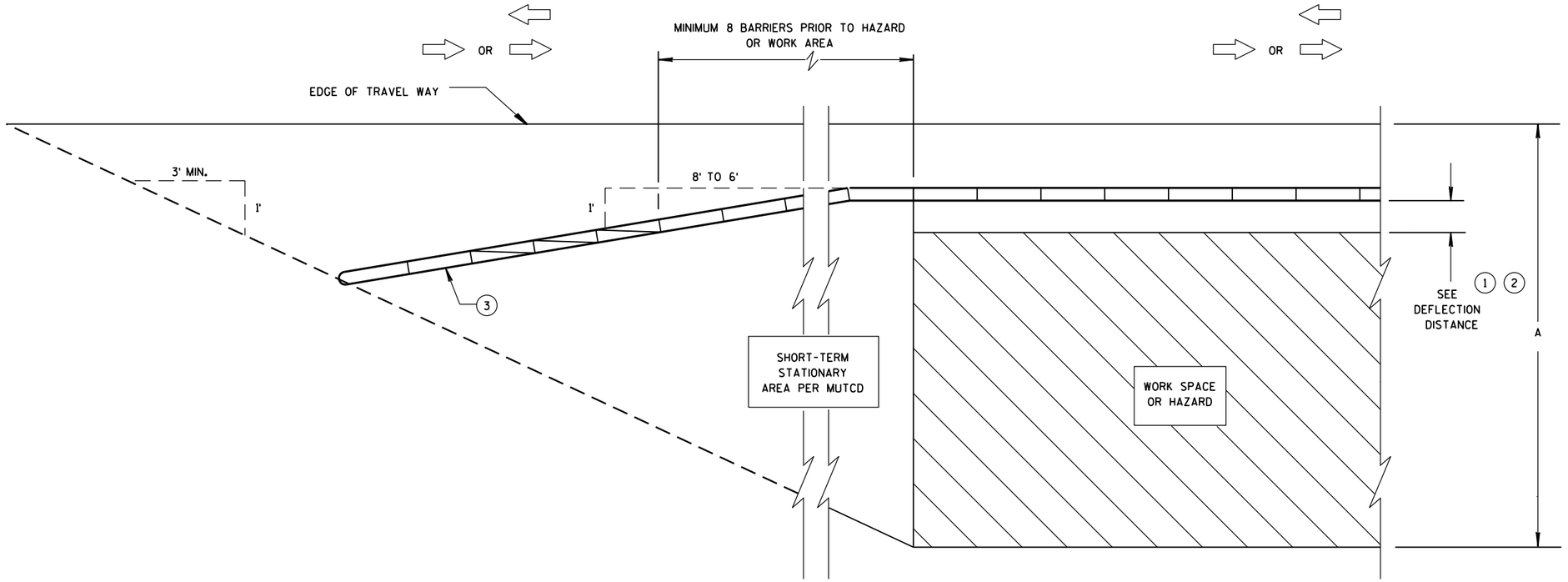
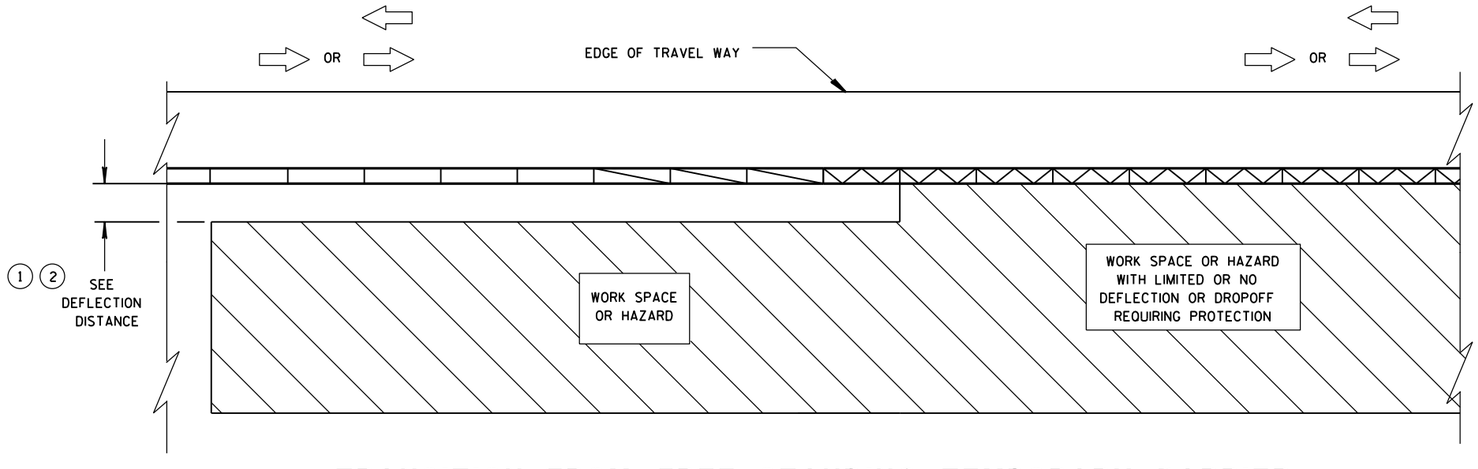
S.D.D. 14 B 8-2a



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



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

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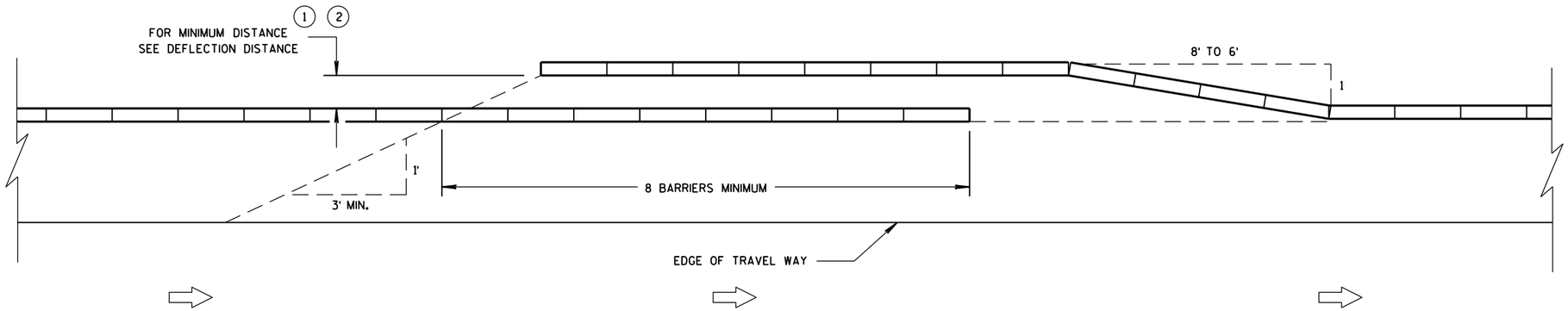
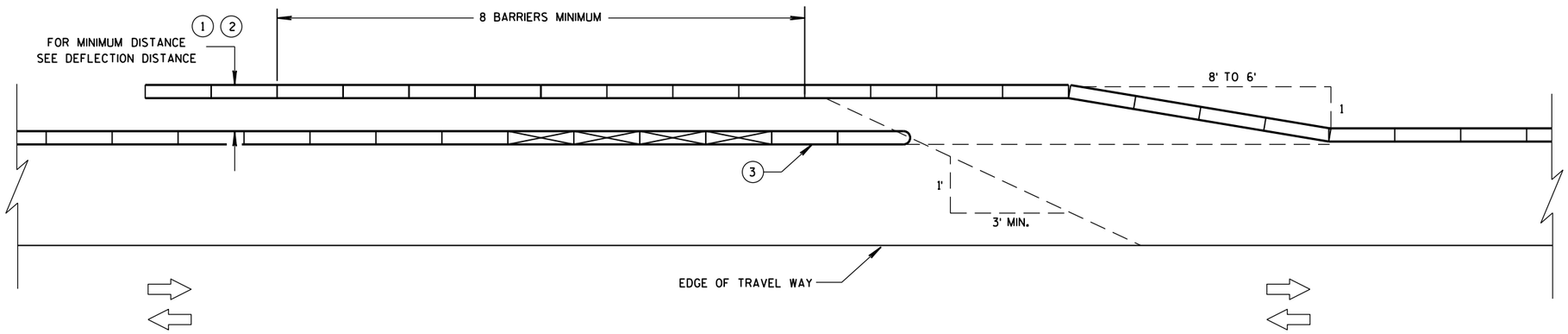
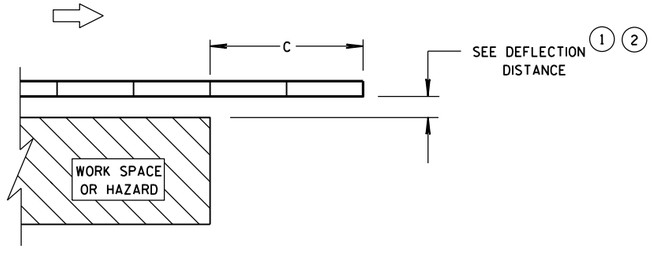
S.D.D. 14 B 8-2b



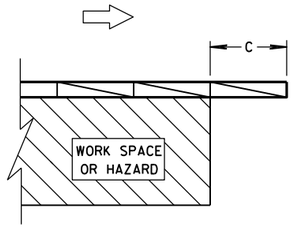
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

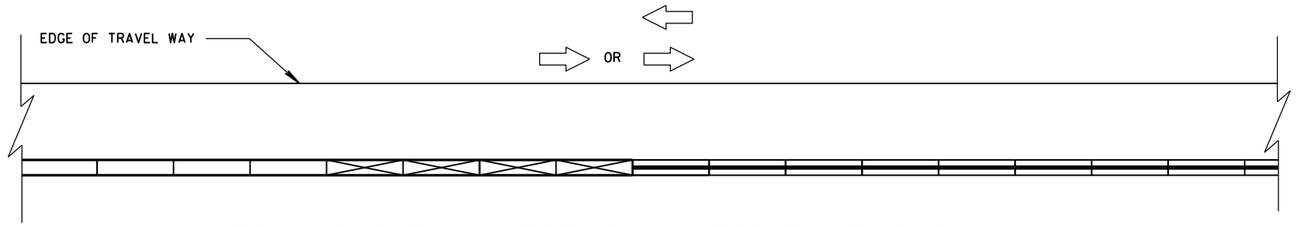
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

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

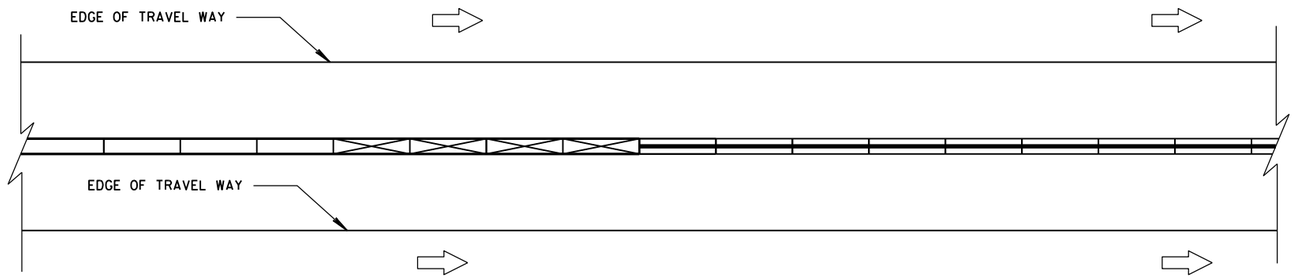
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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



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



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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

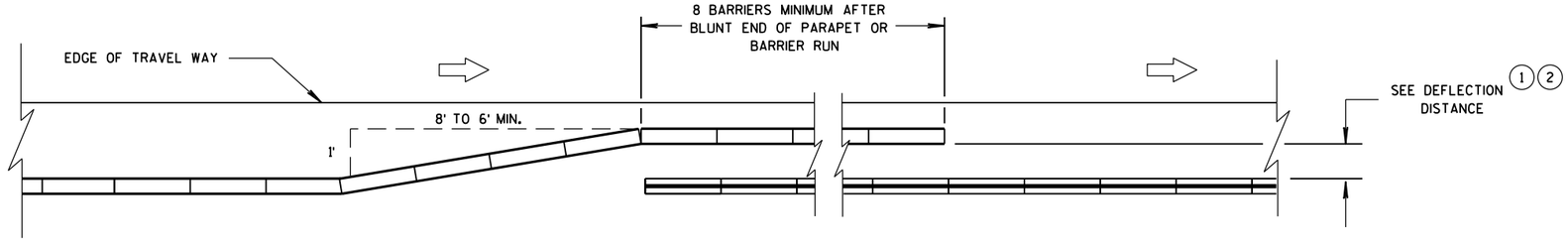
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

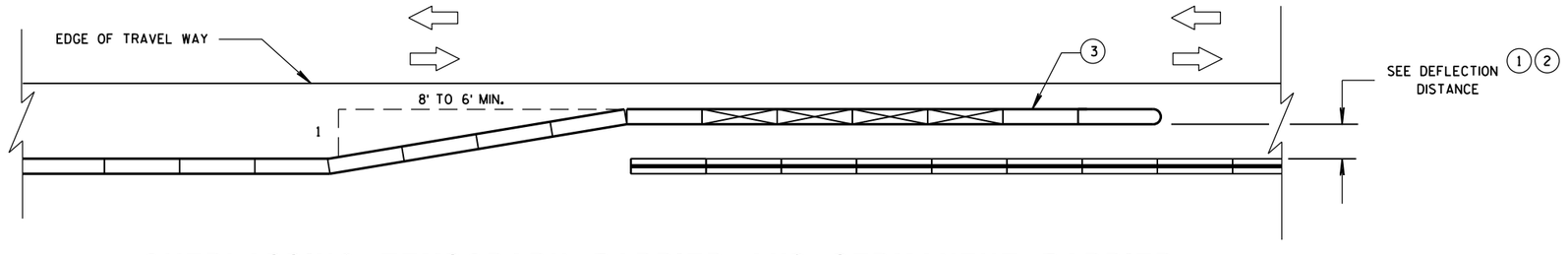
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

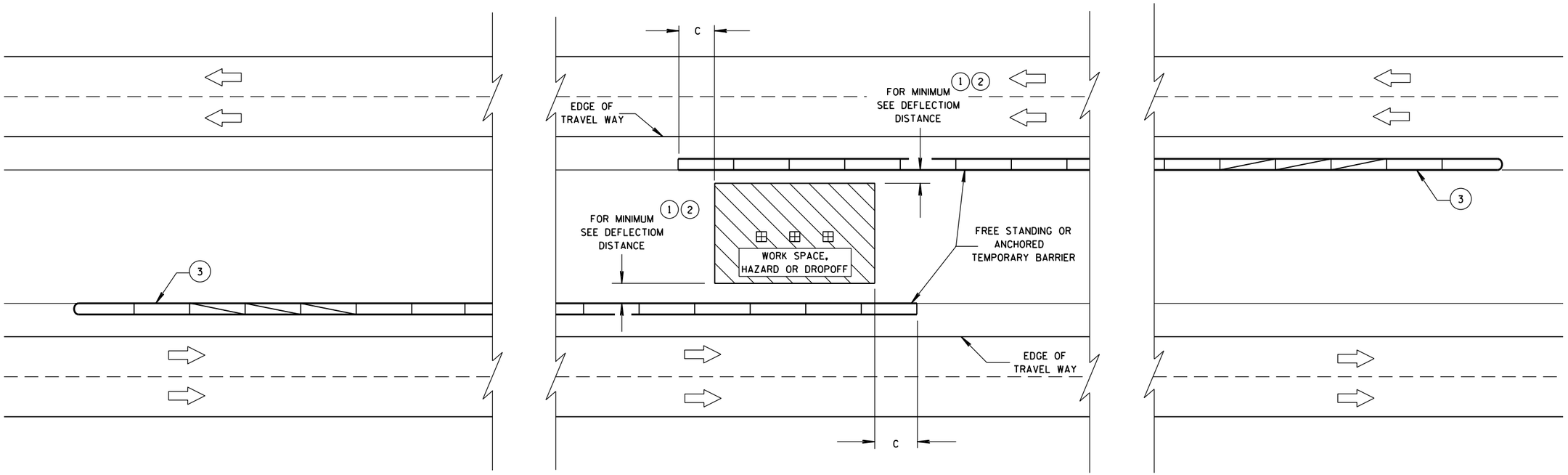
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINNER
FHWA

6

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

6

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

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

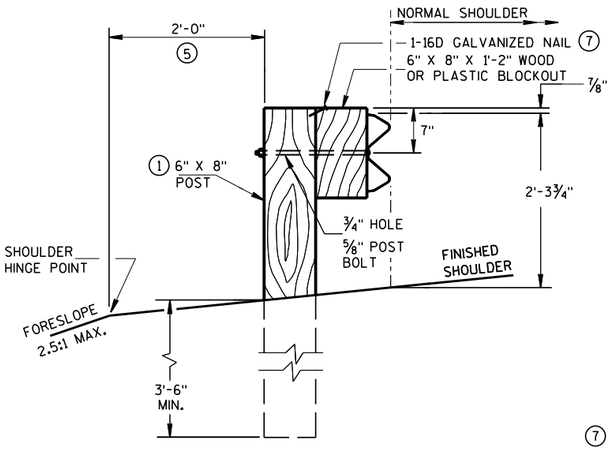
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

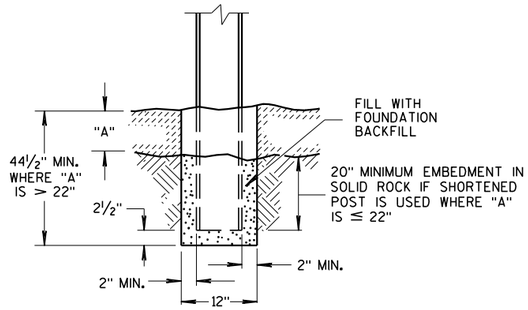
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

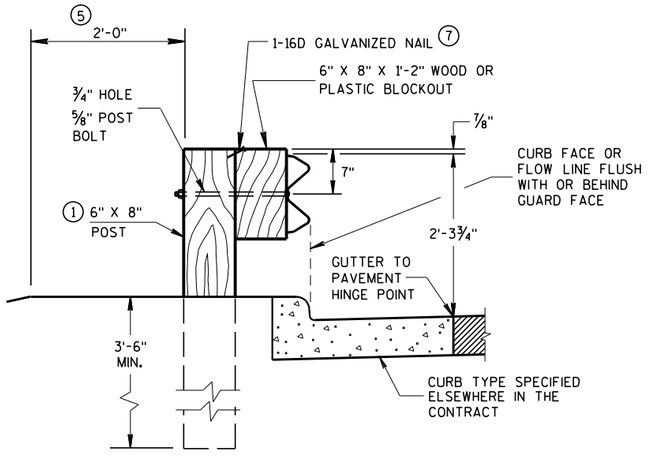
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



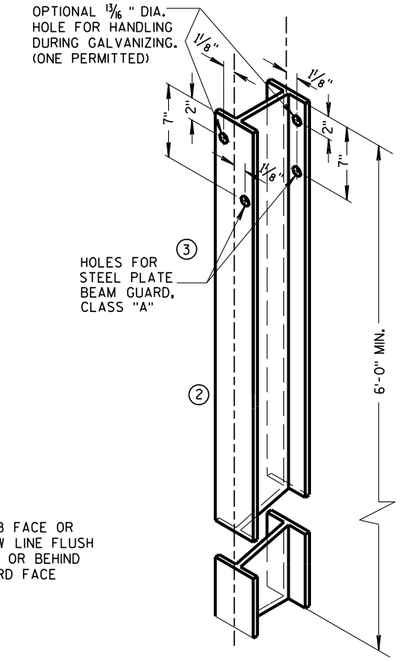
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

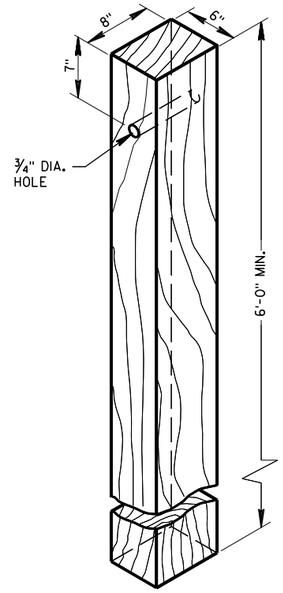


END VIEW
LOCATED ALONG A CURBED ROADWAY

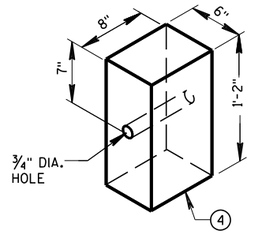


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

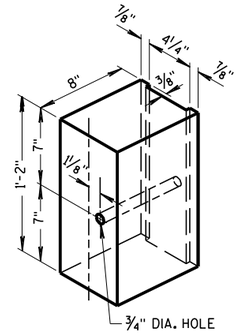
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



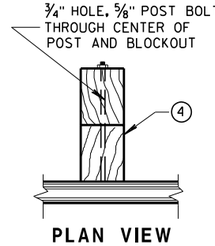
WOOD POST
(6"X8") NOMINAL



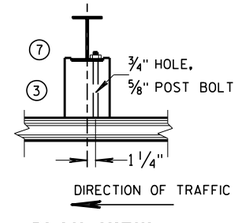
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



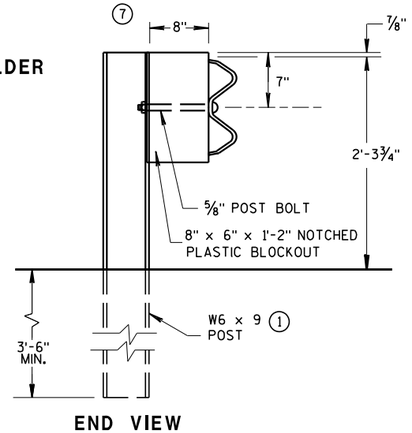
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



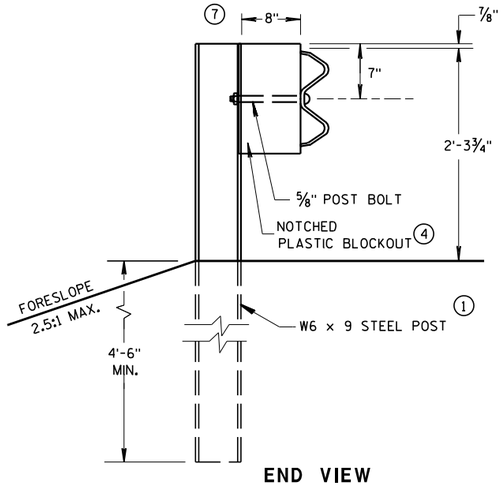
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



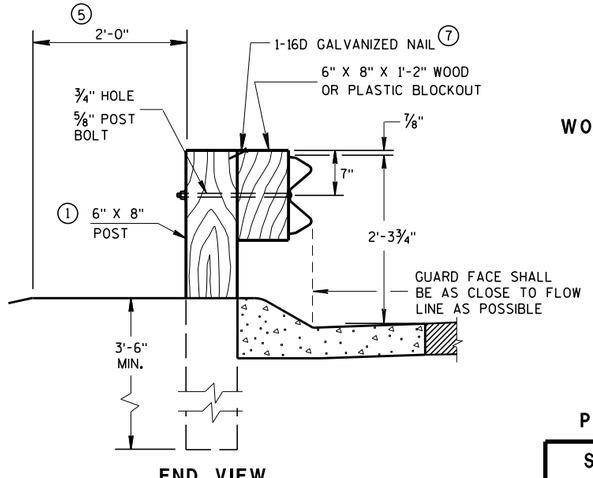
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

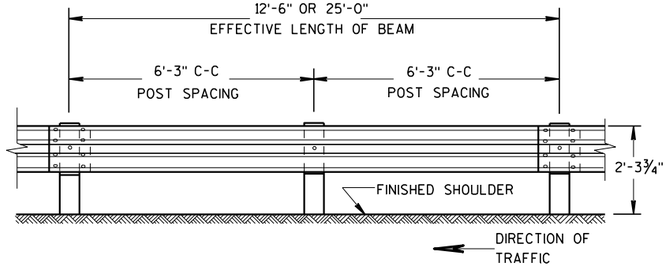
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

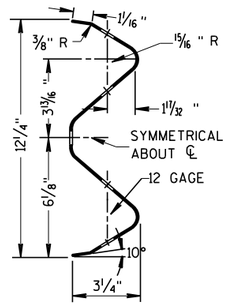
S.D.D. 14 B 15-11a

S.D.D. 14 B 15-11a

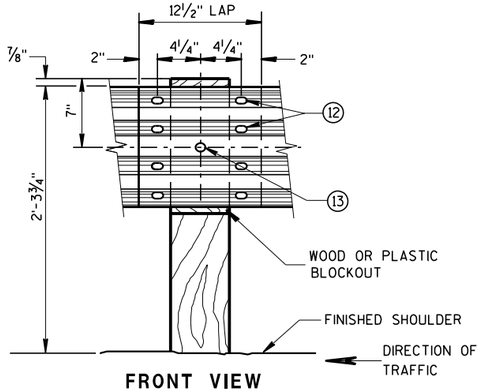


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

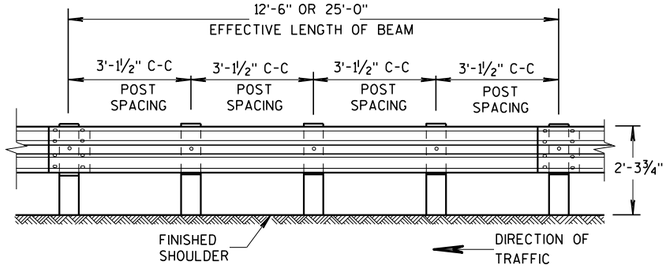
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

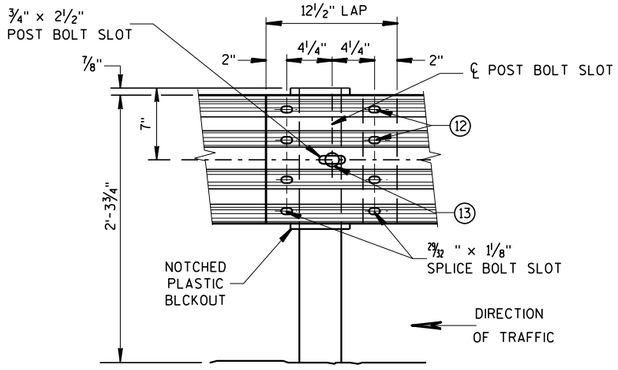
(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

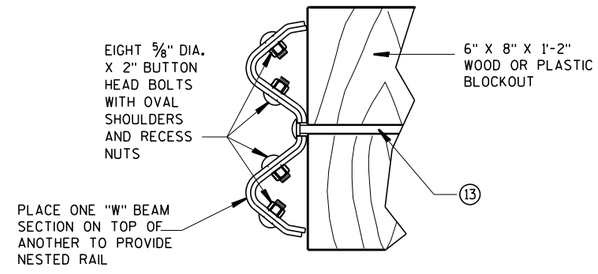
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

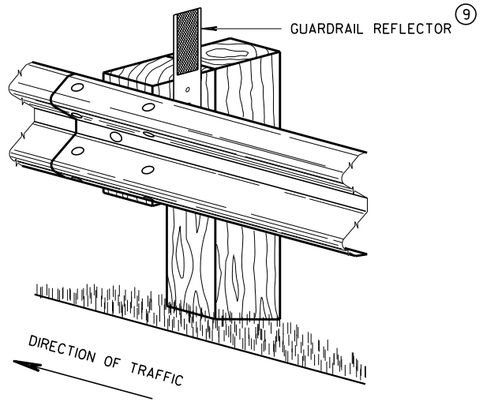
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



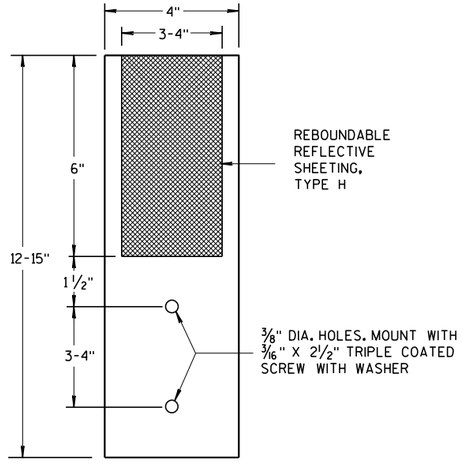
NESTED W BEAM (NW)

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

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



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



4"x 12" GUARDRAIL REFLECTOR

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

STATE OF WISCO 412
DEPARTMENT OF TRANSPORTATION

6

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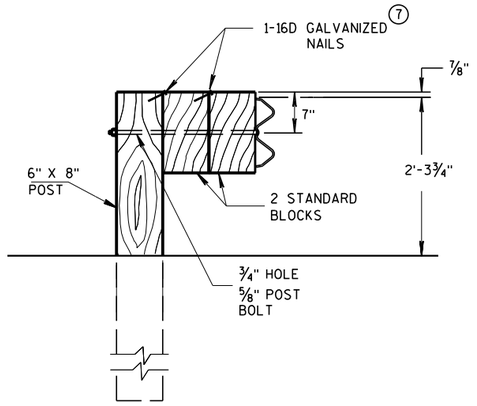
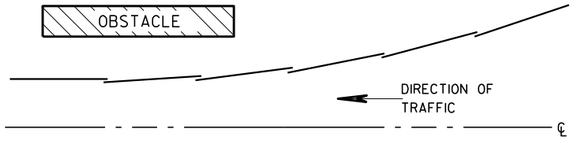
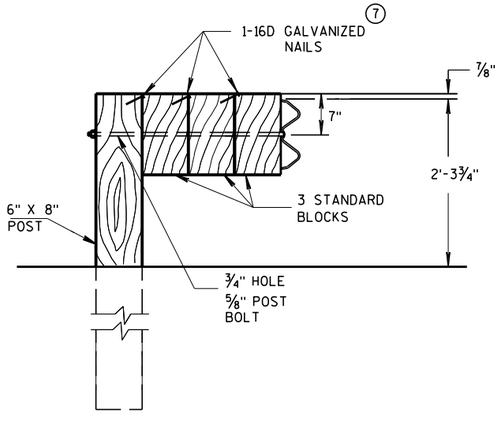


DETAIL FOR DOUBLE BLOCKS

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

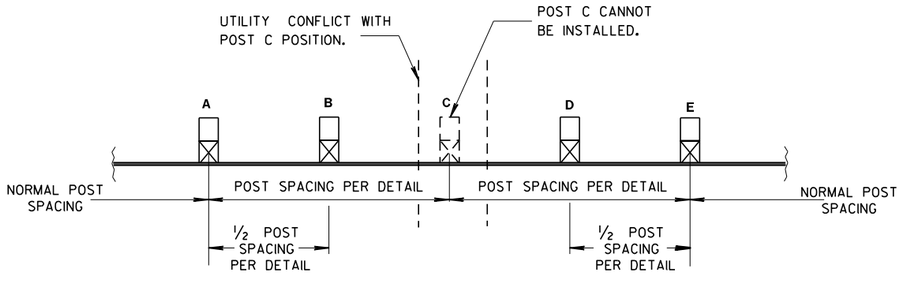


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

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



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

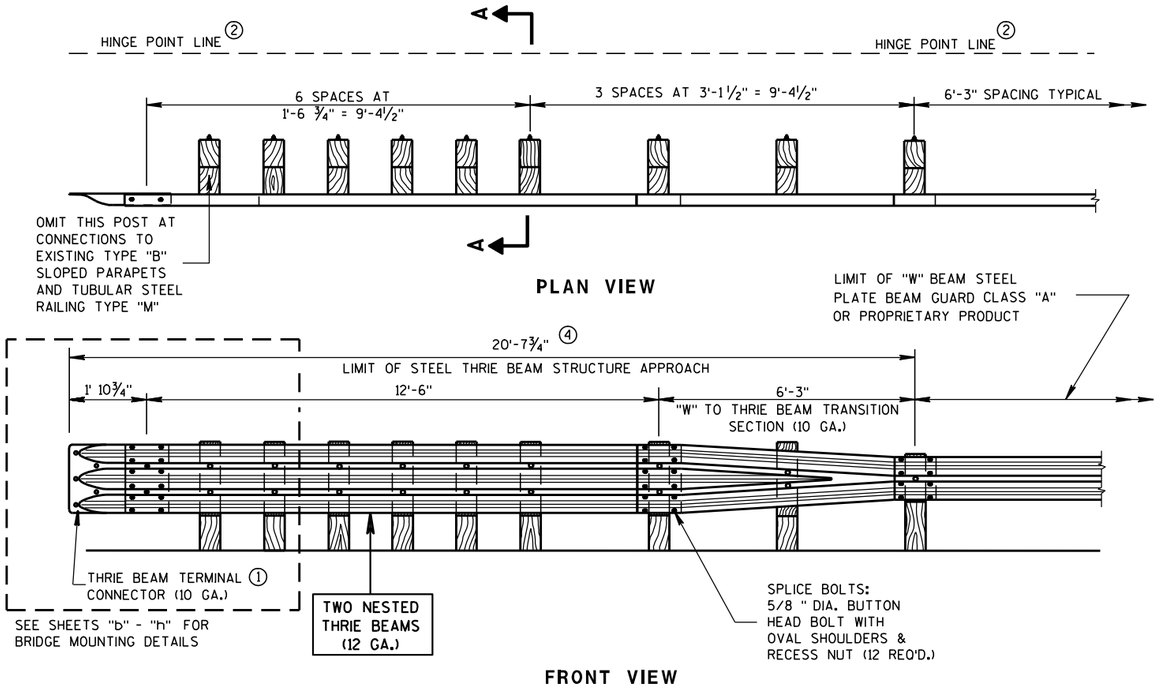
DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 14 B 15-11c



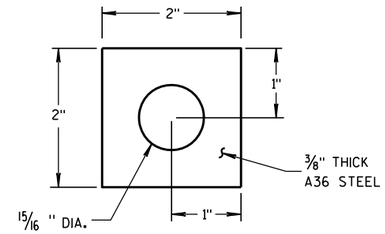


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

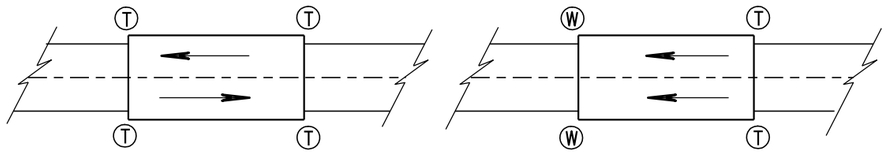
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



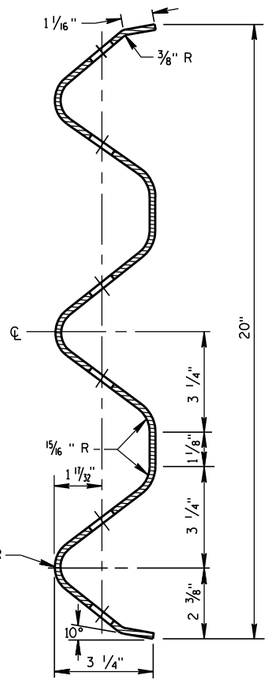
TWO WAY TRAFFIC

ONE WAY TRAFFIC

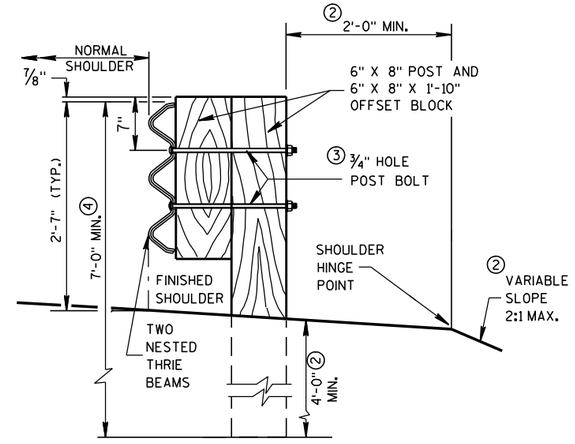
(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

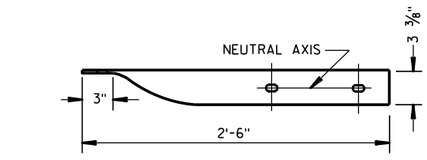
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

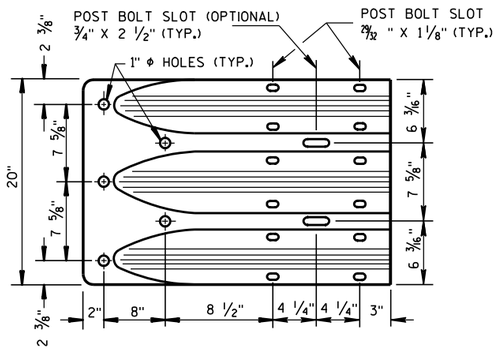


SECTION THRU THRIE BEAM RAIL ELEMENT

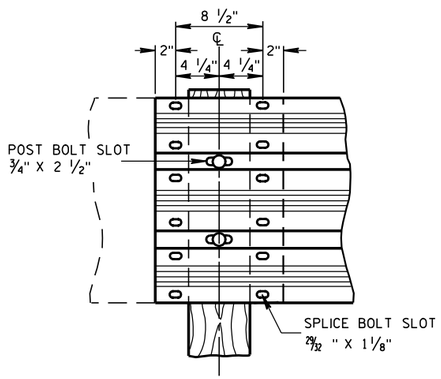


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

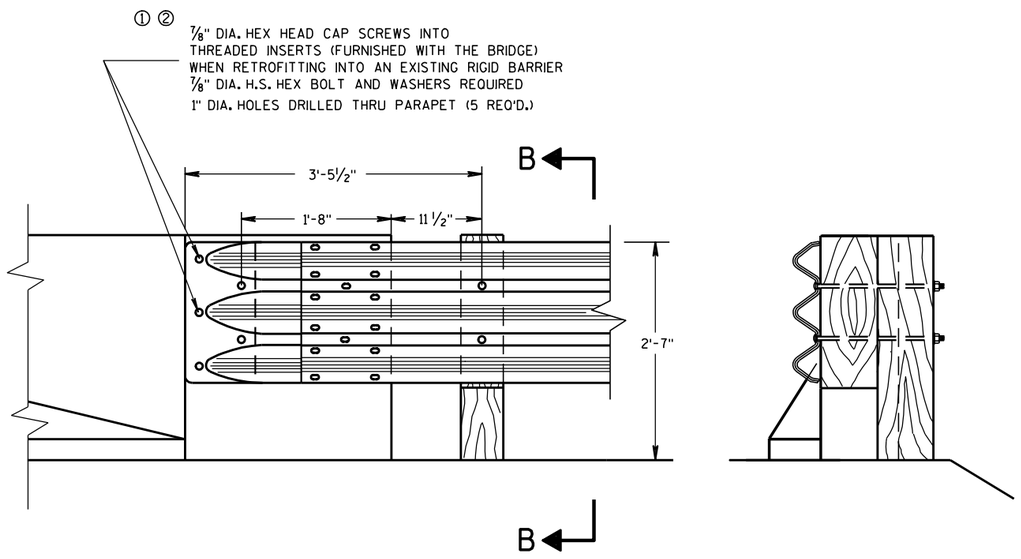
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA



FRONT VIEW

SECTION B-B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

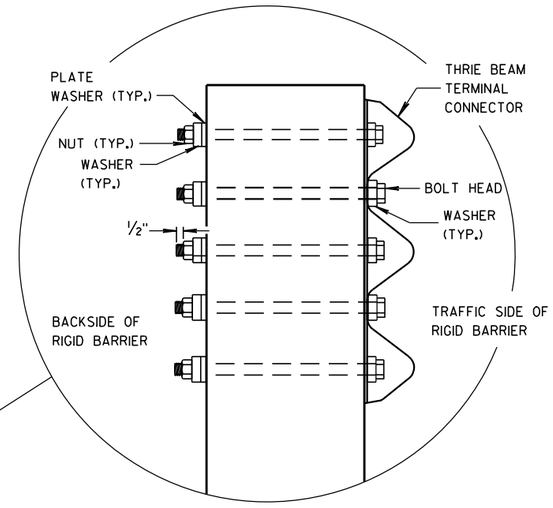
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

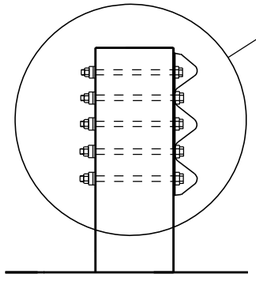
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

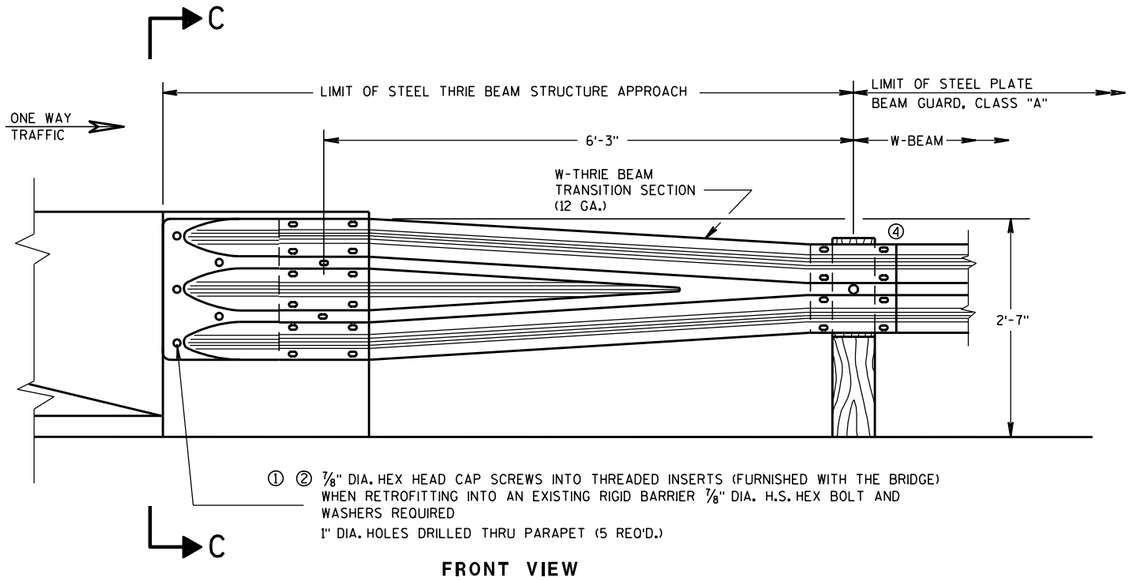
④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C-C



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS [415
ENGINEER

FHWA

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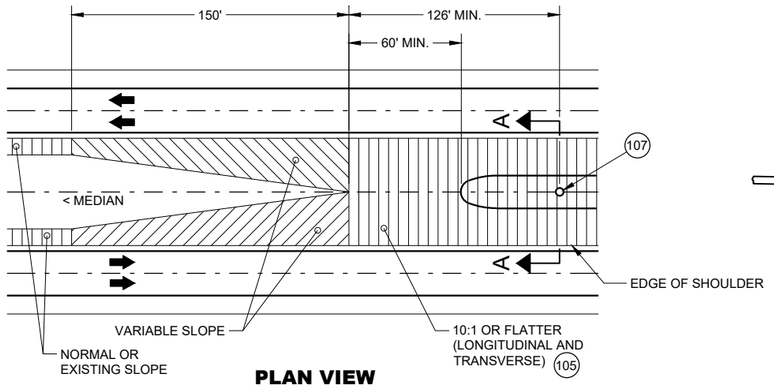
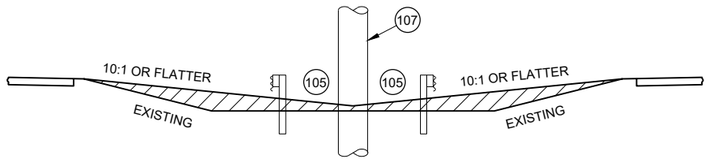
S.D.D. 14 B 20-11b



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

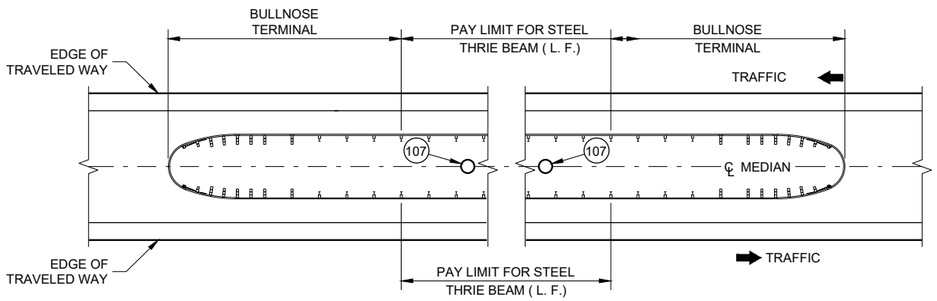
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

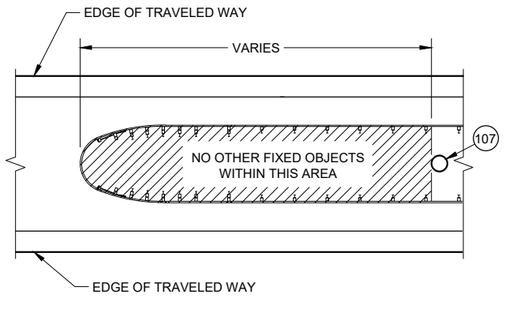
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

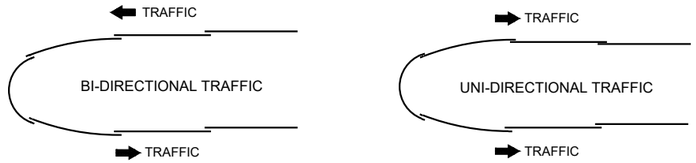
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



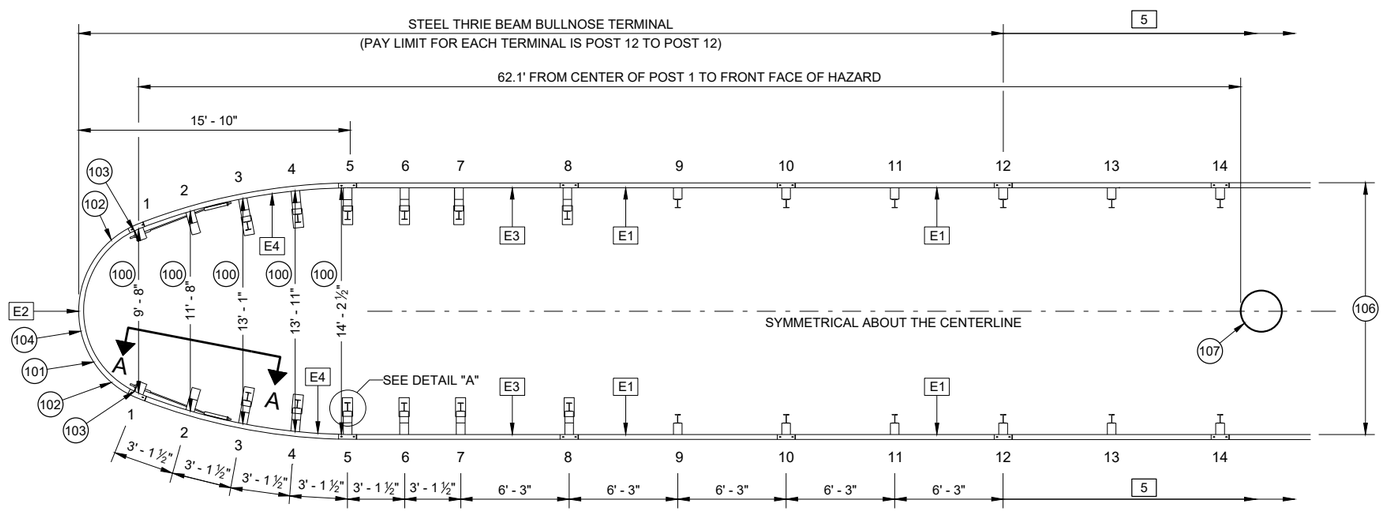
MEDIAN HAZARD PROTECTION PAY LIMITS



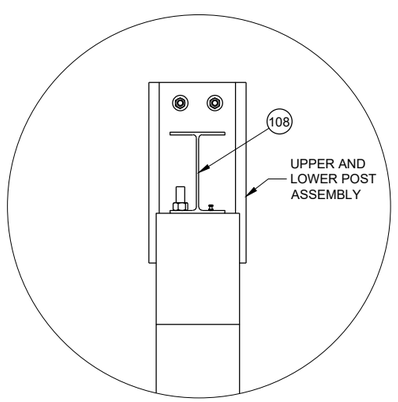
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



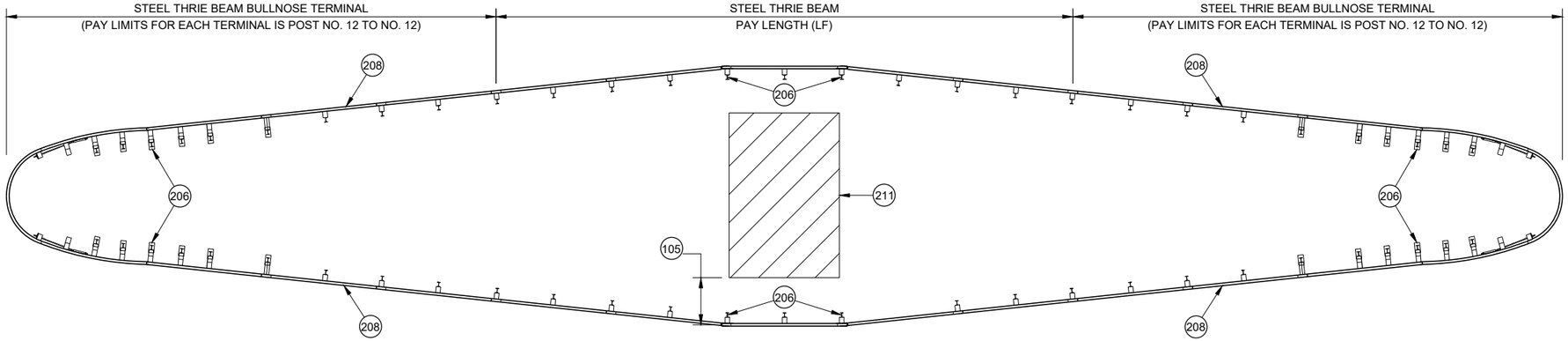
DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 04a

SDD 14B26 - 04a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

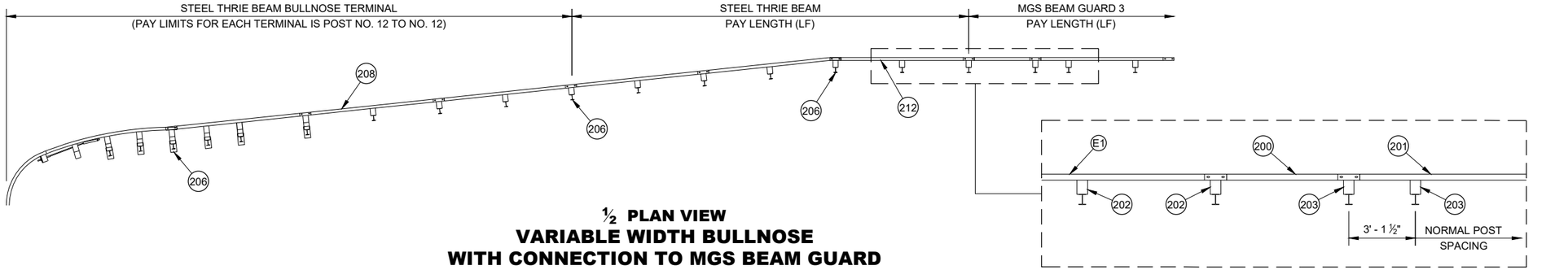
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

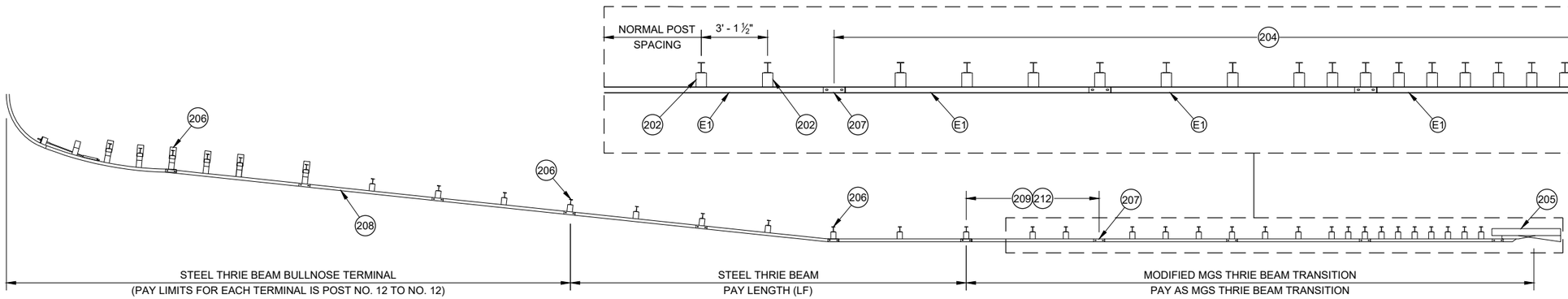
210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO MGS BEAM GUARD



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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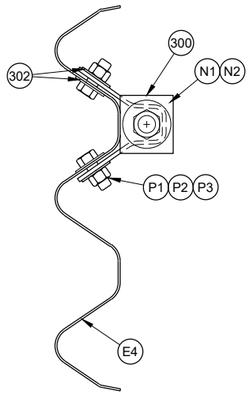
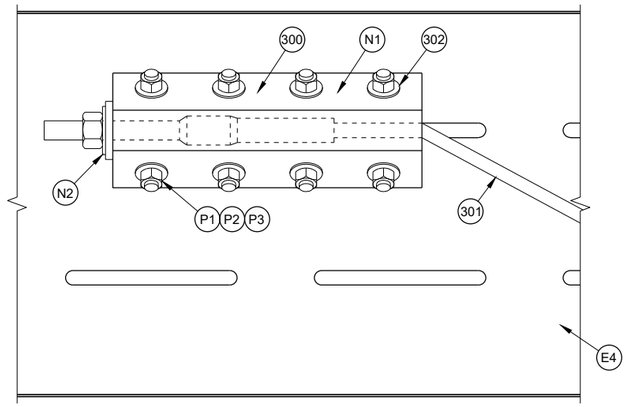
SDD 14B26 - 04b

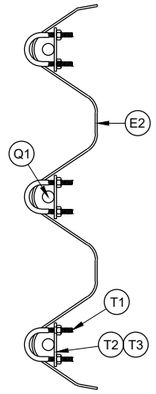


PROFILE VIEW

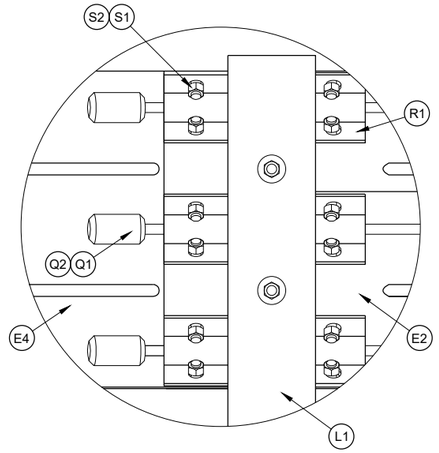
CABLE ANCHOR ASSEMBLY CONNECTION



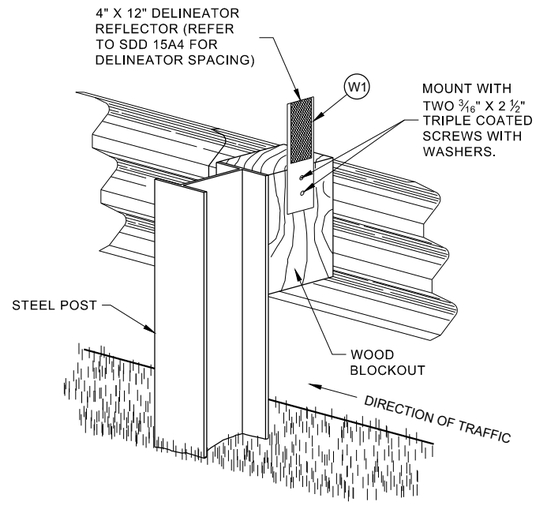
CABLE ANCHOR ASSEMBLY



NOSE CABLE RETAINING CLIP

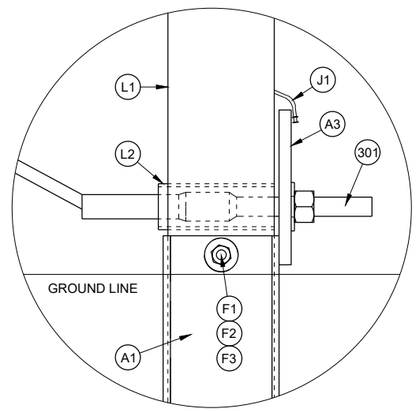


DETAIL "A"

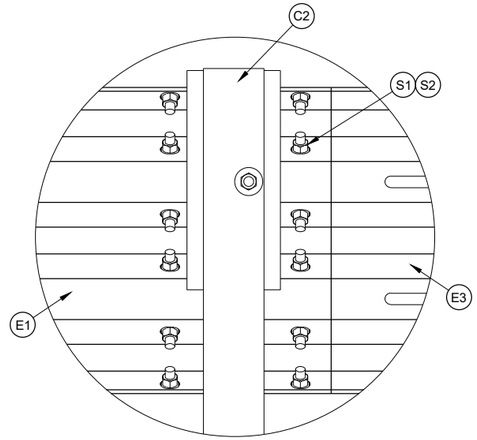


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

CROSS SECTION A - A



DETAIL "B"



DETAIL "C" THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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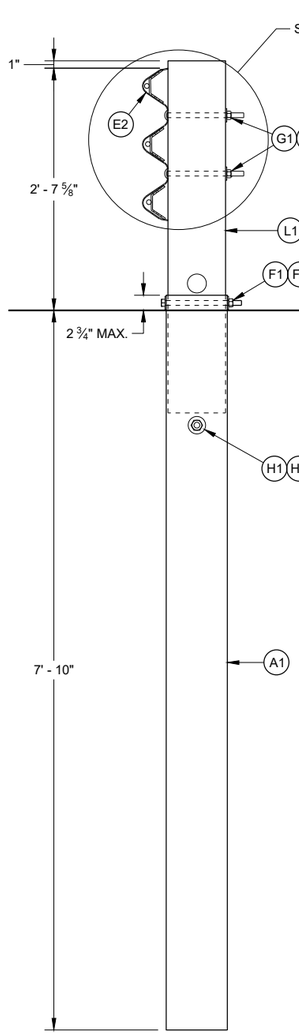
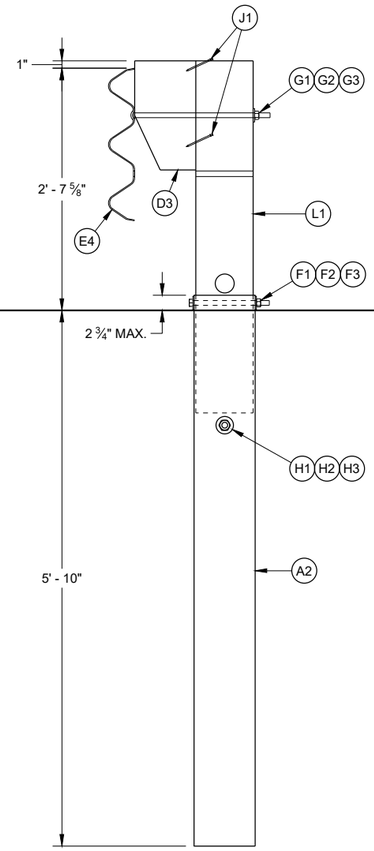


POST NO. 1



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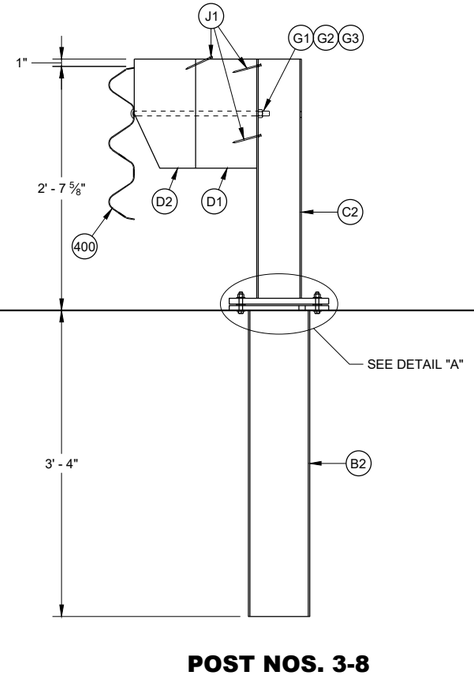
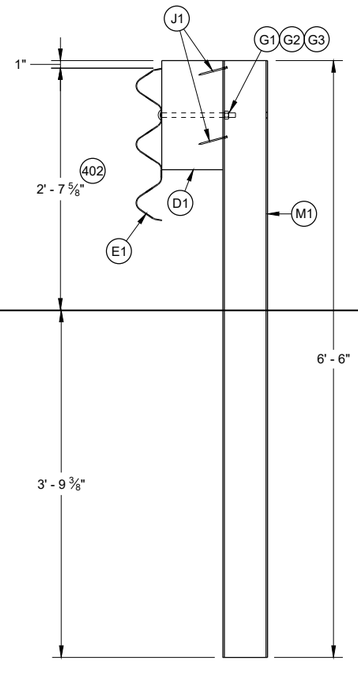


POST NOS. 3-8



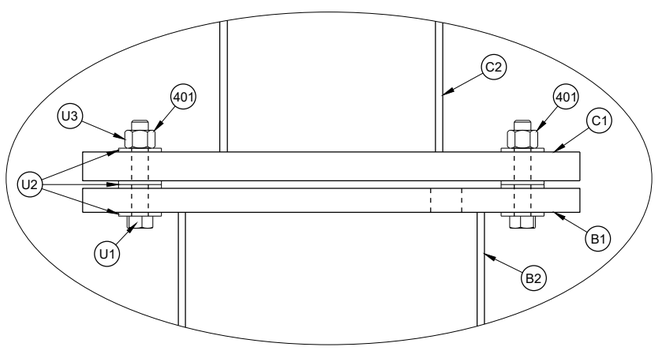
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

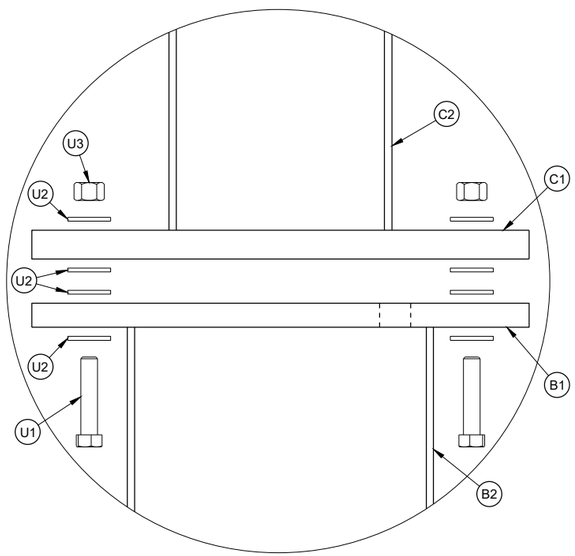
400 RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

401 TORQUE BOLD BETWEEN 60-75 FT-LB

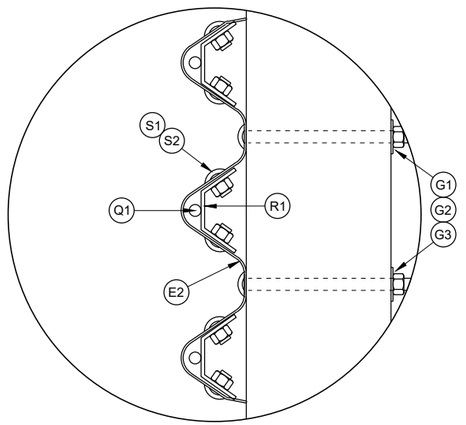
402 HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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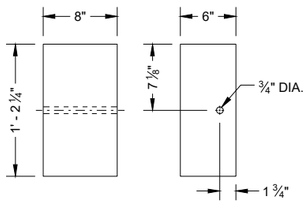
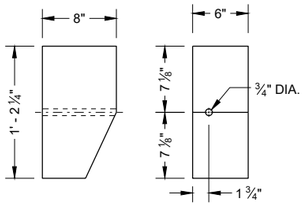


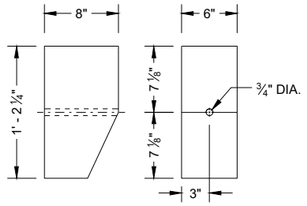
ELEVATION PROFILE

BLOCKOUT (D1)



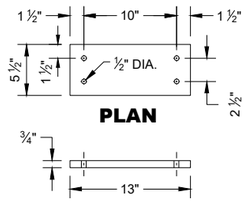
ELEVATION PROFILE

BLOCKOUT (D2)



ELEVATION PROFILE

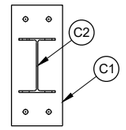
BLOCKOUT (D3)



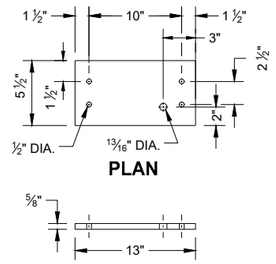
PLAN

PROFILE

UPPER SHEAR PLATE (C1)



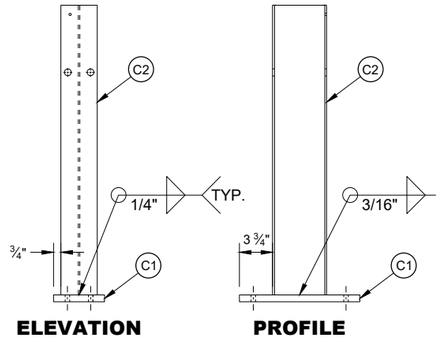
PLAN



PLAN

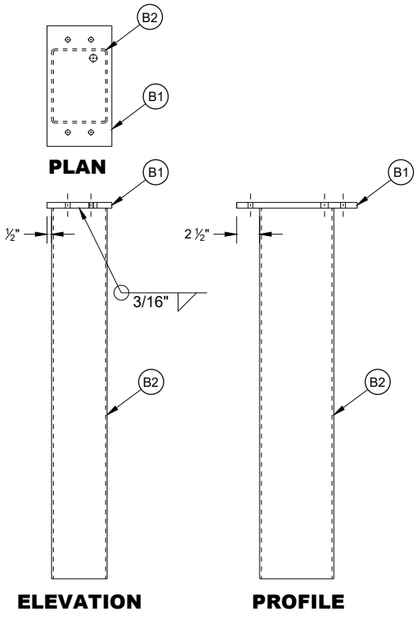
PROFILE

LOWER SHEAR PLATE (B1)



ELEVATION PROFILE

UPPER POST ASSEMBLY



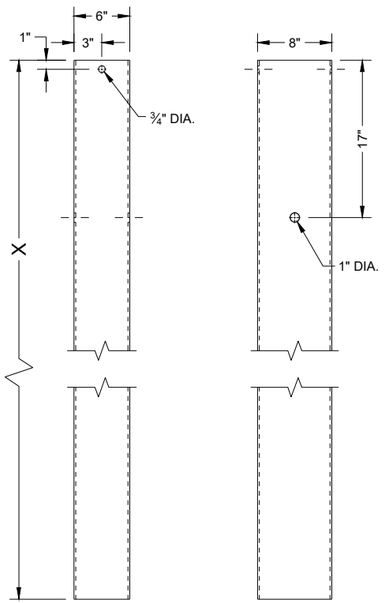
PLAN

ELEVATION PROFILE

LOWER POST ASSEMBLY

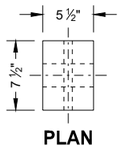
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 6"

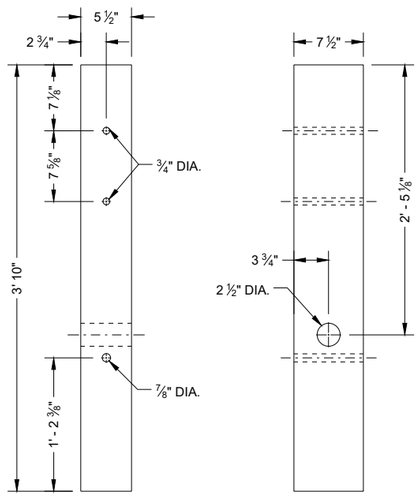


ELEVATION PROFILE

FOUNDATION TUBE

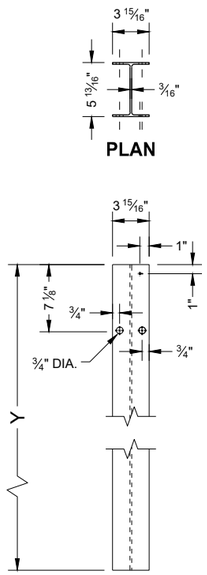


PLAN



ELEVATION PROFILE

BCT POST (L1)



ELEVATION

POST

PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 8 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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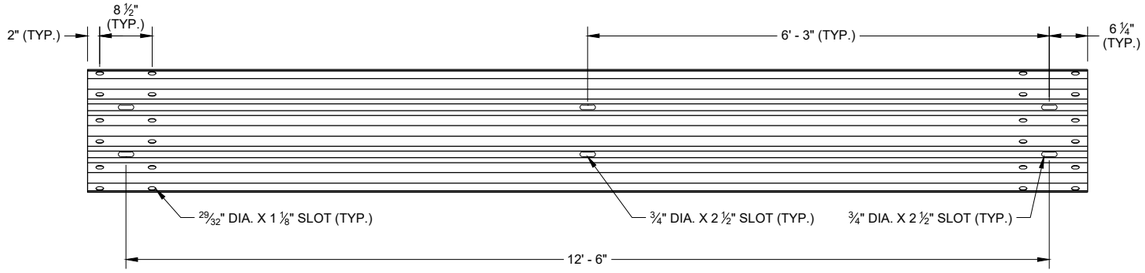
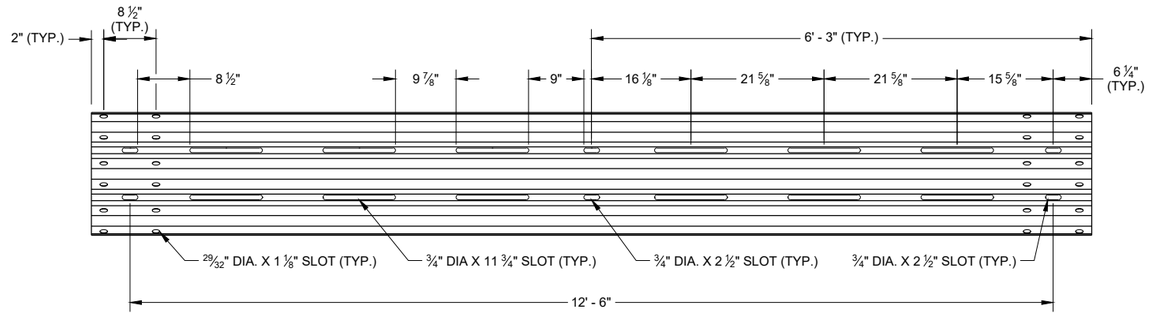
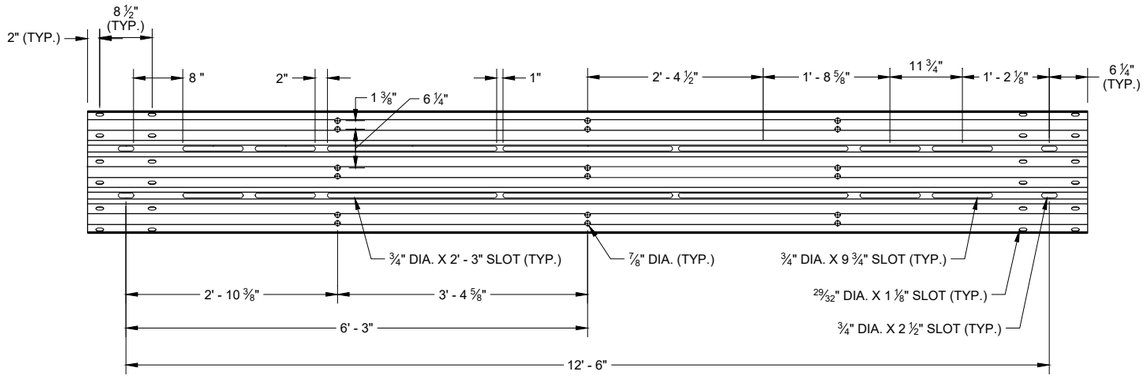


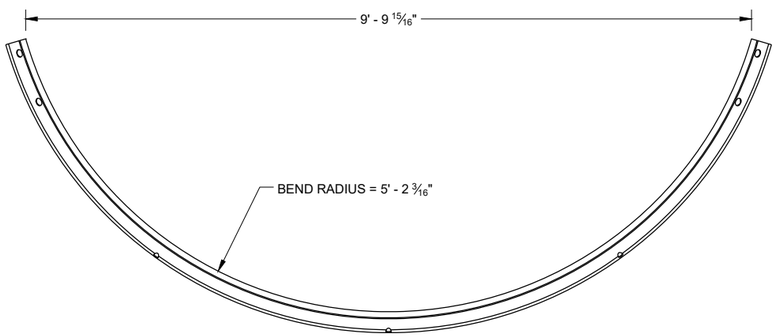
SLOTTED THRIE BEAM RAIL E1



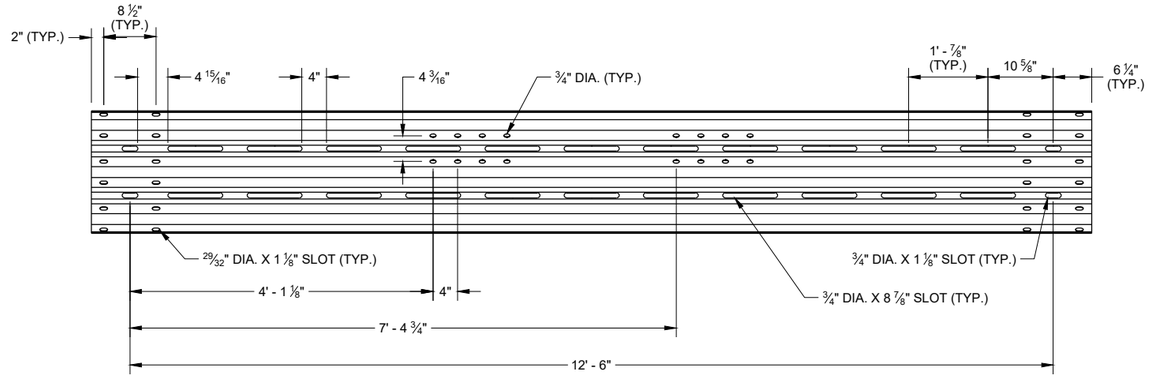
SLOTTED THRIE BEAM RAIL E3



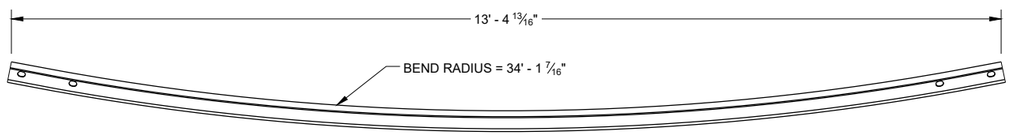
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4



PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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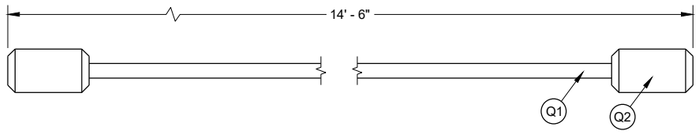
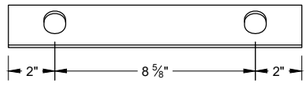
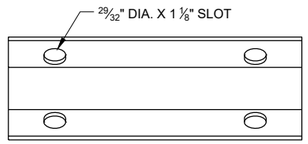


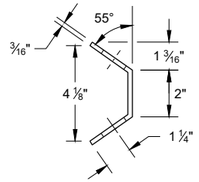
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

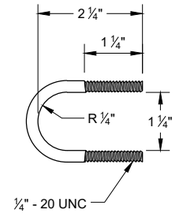


ELEVATION VIEW

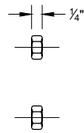


PROFILE VIEW

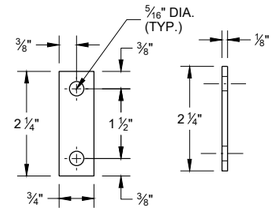
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

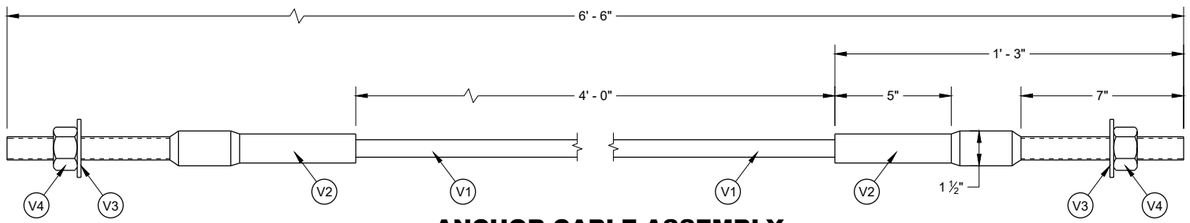


U - BOLT NUT (T3)

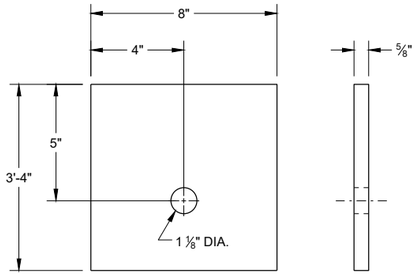


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

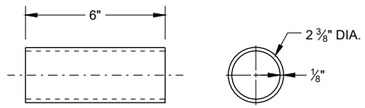


ANCHOR CABLE ASSEMBLY



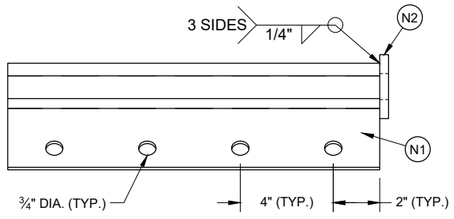
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

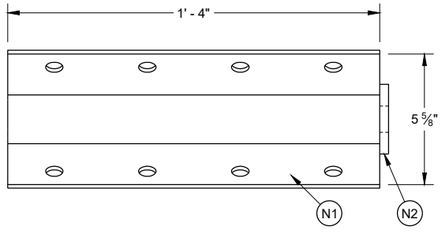


ELEVATION VIEW **PROFILE VIEW**

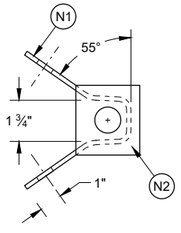
BCT POST SLEEVE (L2)



PLAN VIEW

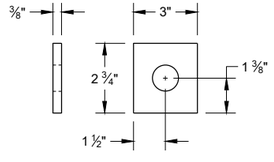


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

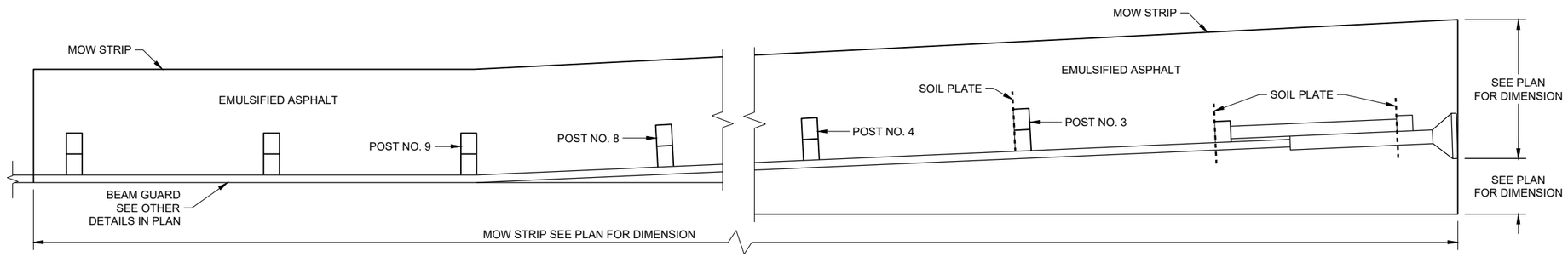
STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 14B26 - 04h



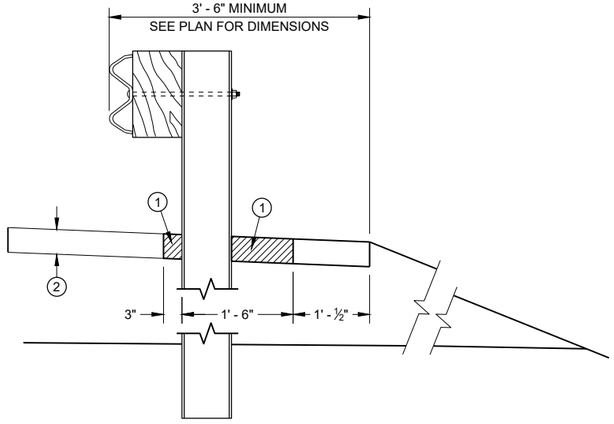
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

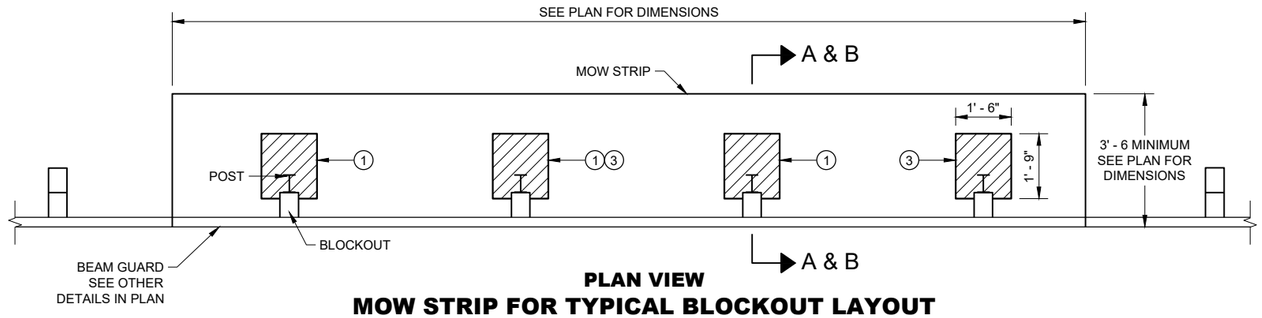
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

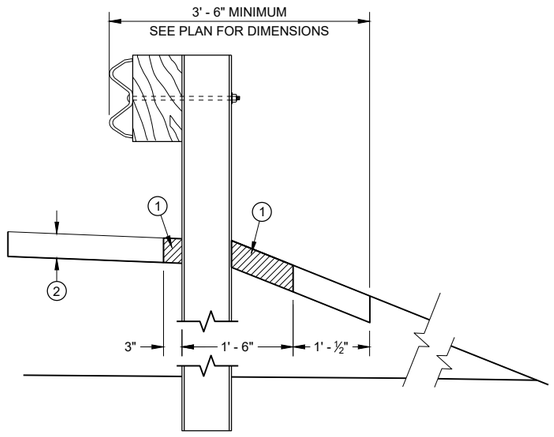


SECTION A - A



PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



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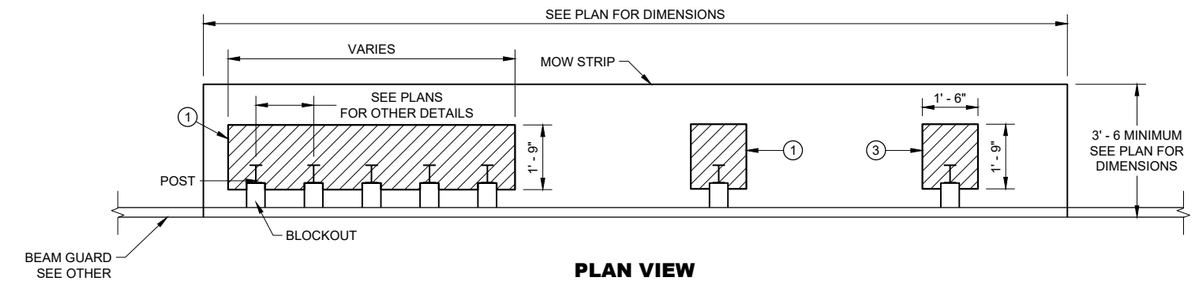
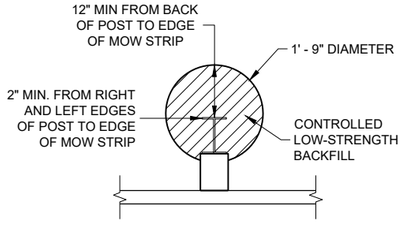
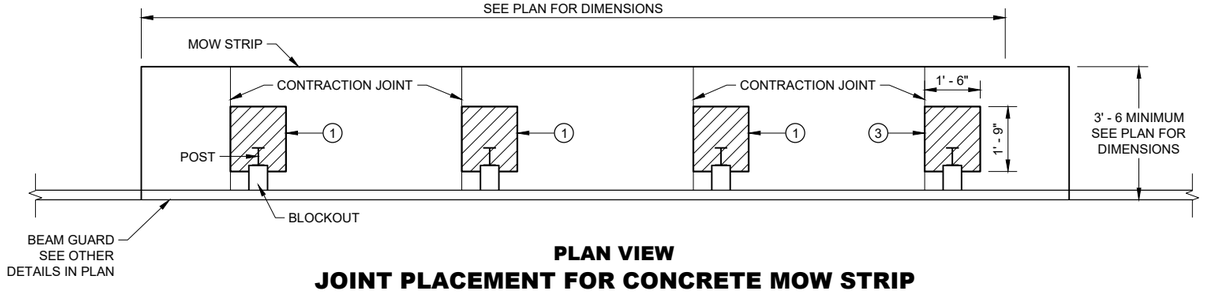


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B28 - 04a

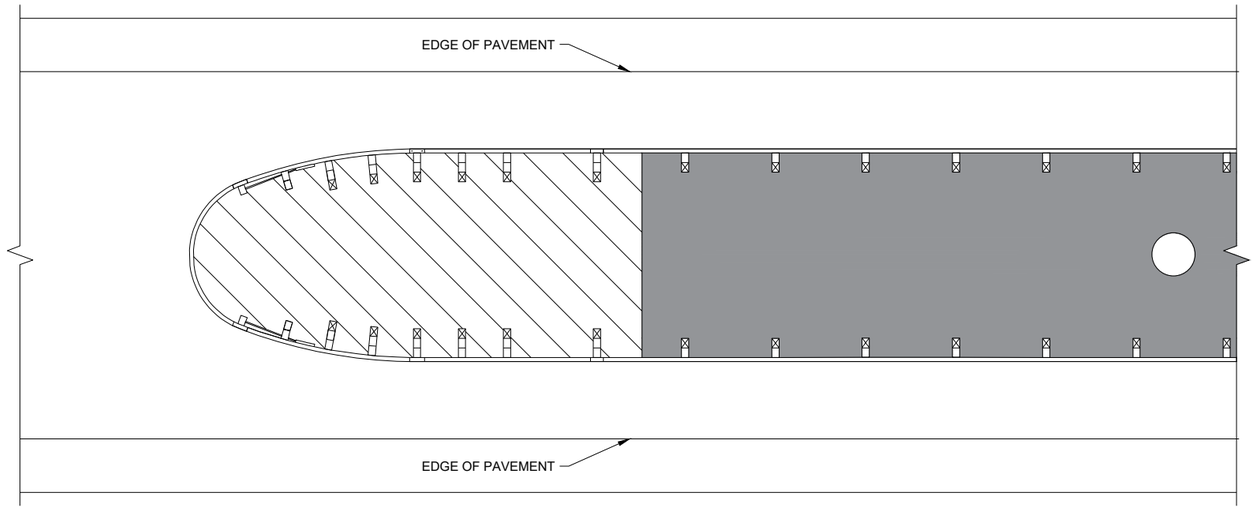
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

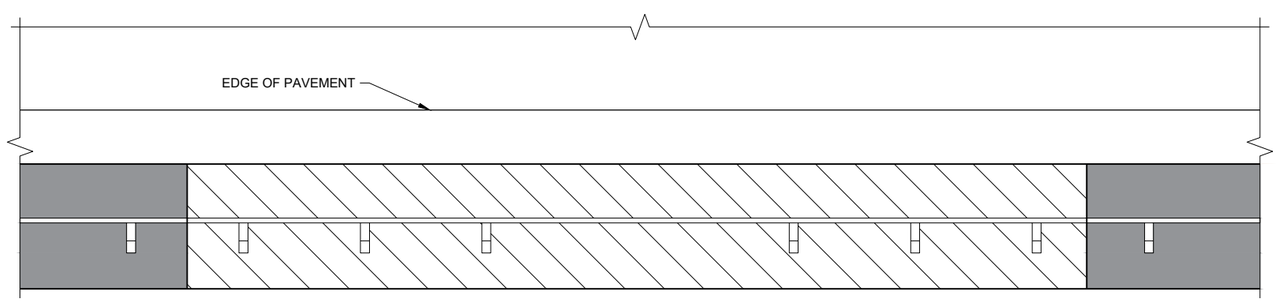
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

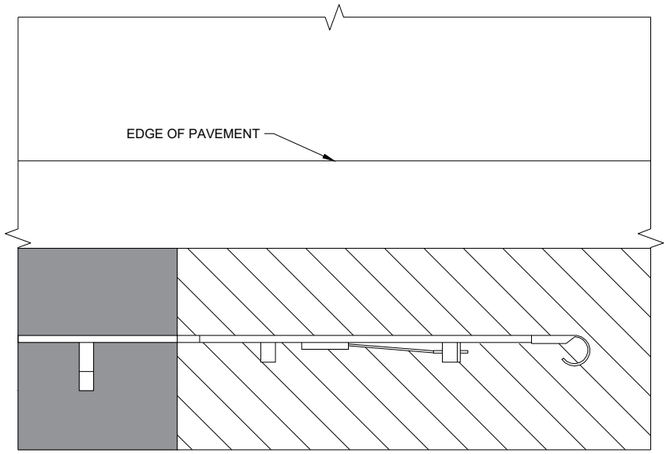
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



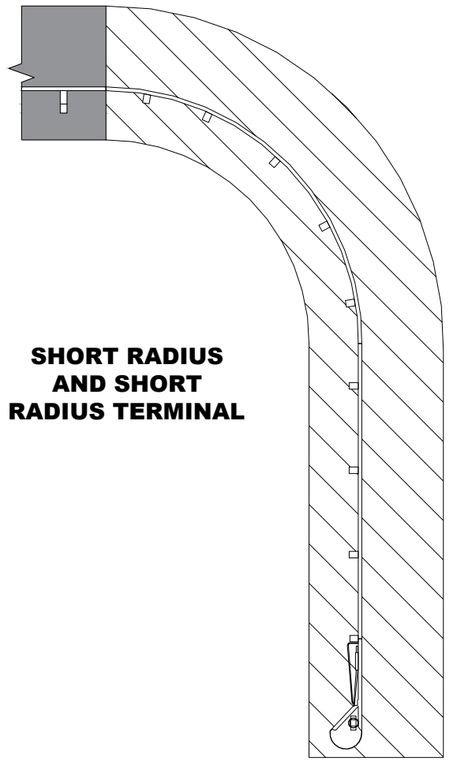
THRIE BEAM BULLNOSE



LONG - SPAN



TYPE 2 TERMINAL



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

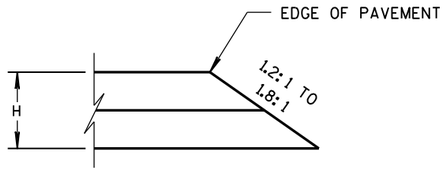
FHWA

6

SDD 14B28 - 04b

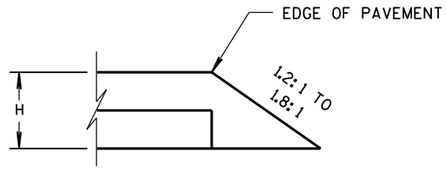
6

SDD 14B28 - 04b



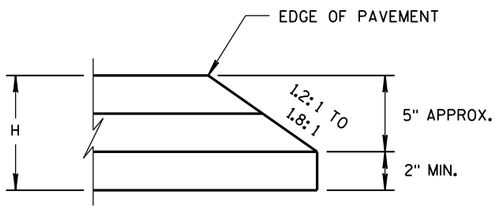
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



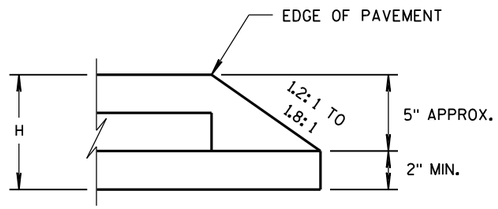
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

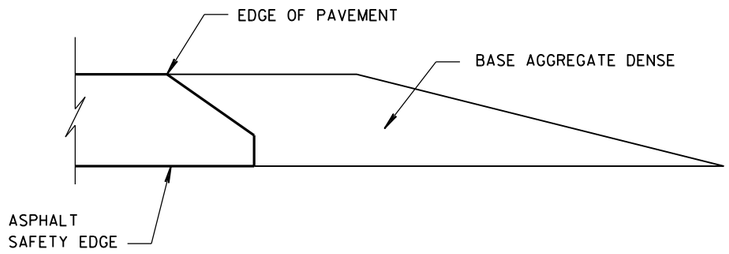
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

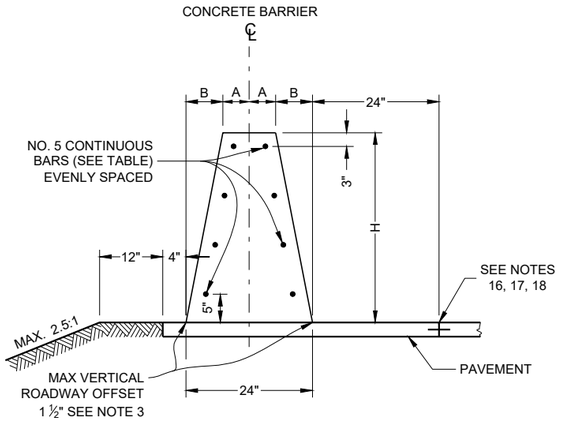
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

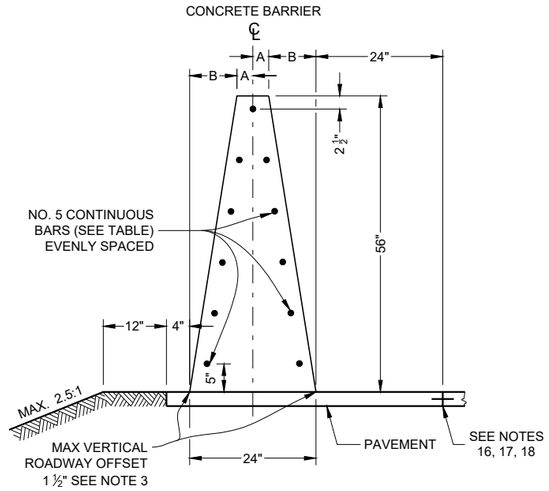
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

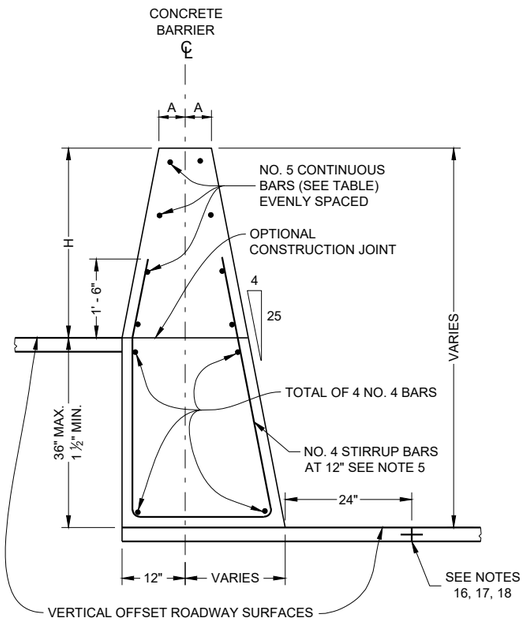


32 - INCH, 36 - INCH OR 42 - INCH SINGLE SLOPE CONCRETE BARRIER
(TYPE S32, TYPE S36, TYPE S42)

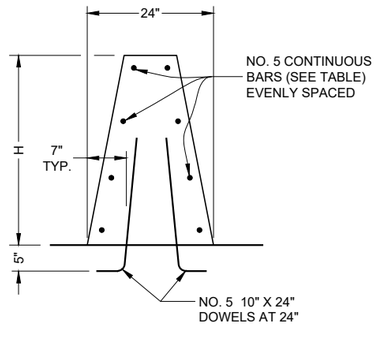


56 - INCH SINGLE SLOPE CONCRETE BARRIER
(TYPE S56)

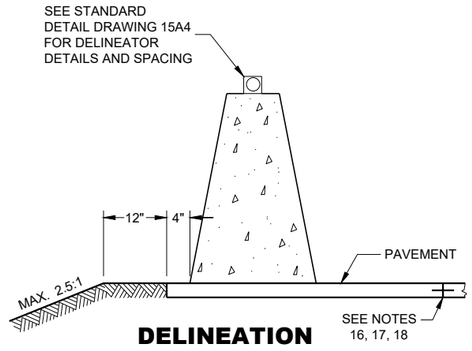
BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 ¼	5 ¾	8
42	5 ¼	6 ¾	10
56	3	9	11



SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)
(BETWEEN ADJACENT ROADWAYS)



SINGLE SLOPE CONCRETE BARRIER ON BRIDGE
(NON OUTER PARAPET APPLICATION)



DELINEATION

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OF ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAT 1", USE TYPE A.
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1' - 0".
6. FOR TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 MONOLITHIC FOOTING OR DOWELED FOOTING 2 - #8 X 8" @ 2'- 0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP FORMING CUT-OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL IS NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
17. CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10'.
18. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.
19. PROVIDE A 1" DEEP, ," WIDE CONTRACTION JOINT IN BARRIER FOOTING AND BARRIER. JOINT IS TO MATCH ADJACENT CONCRETE JOINTS. IF ADJACENT TO ASPHALT, CONTRACTION JOINT IS REQUIRED EVERY 15'.

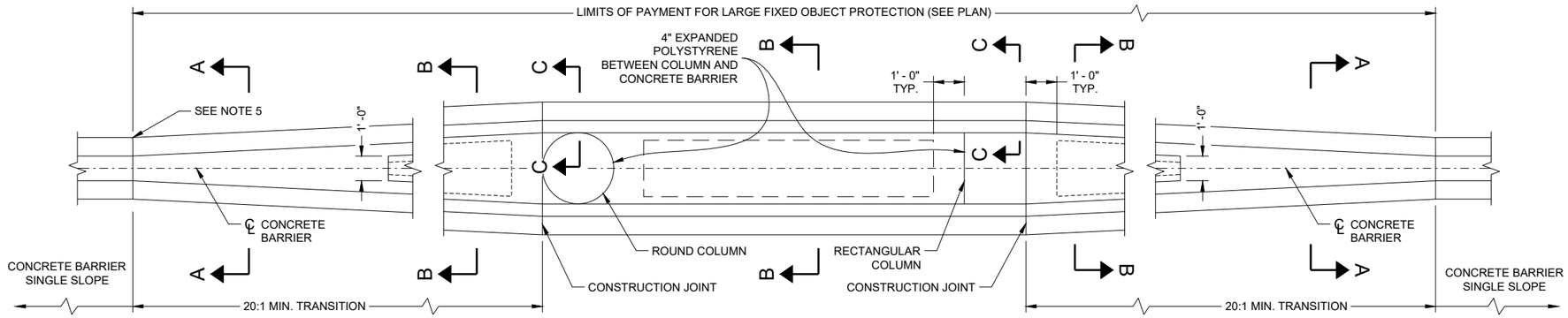
6

SDD 14B32 - 07a

CONCRETE BARRIER SINGLE SLOPE (CBSS)

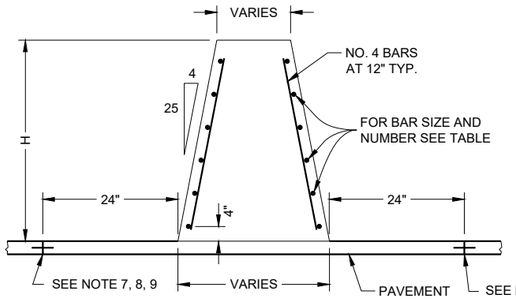
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B32 - 07a

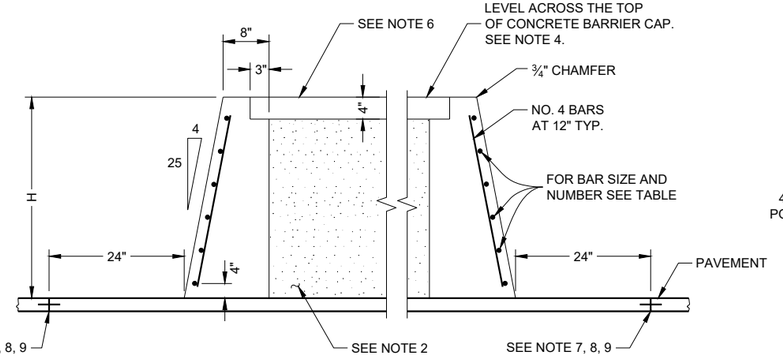


BARRIER HEIGHT H INCHES	BAR SIZE	NUMBER OF BARS EACH
32	4	6
36	4	6
42	5	6
56	5	6

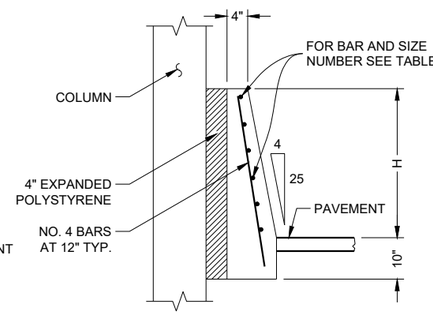
LARGE FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)



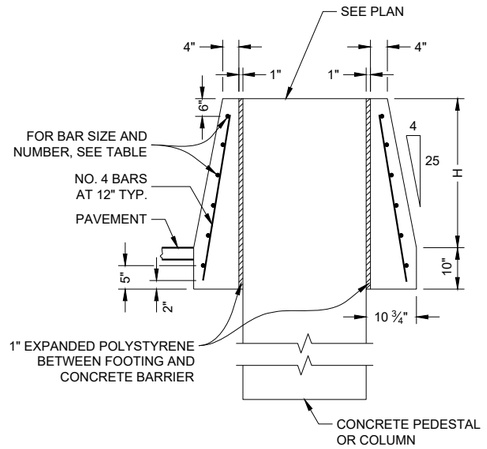
SECTION A - A



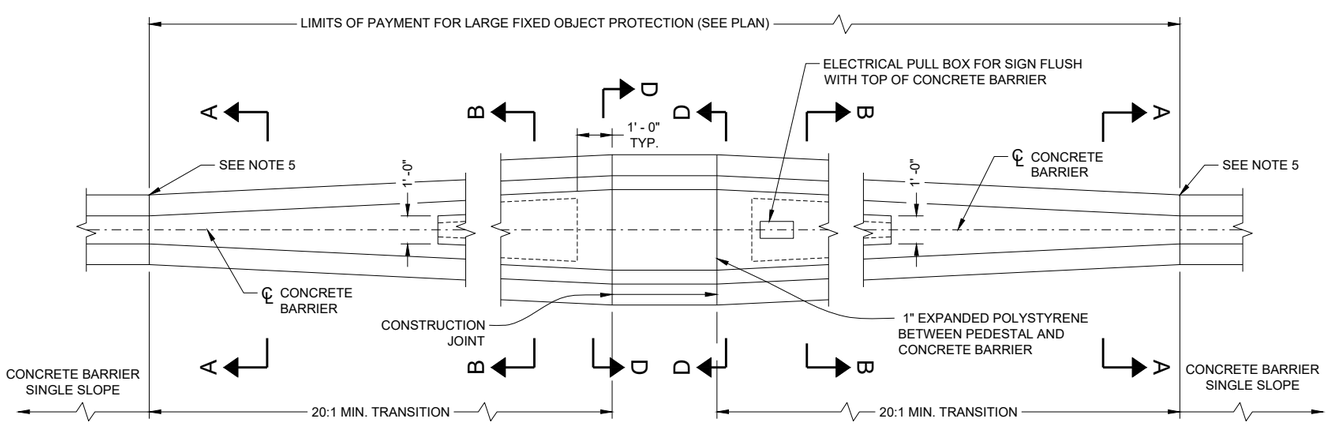
SECTION B - B



SECTION C - C



SECTION D - D



SMALL FIXED OBJECTS PROTECTION
(TYPE S32, TYPE S36, TYPE S42, TYPE S56)

GENERAL NOTES

1. INSTALL 1 INCH DIAMETER DRAIN PIPE EVERY 20 FEET OF CROSS SECTION B -B. MINIMUM ONE DRAIN CAVITY.
2. BETWEEN CONCRETE BARRIER WALLS FILL WITH FOUNDATION BACKFILL.
3. REINFORCING STEEL SHALL EXTEND CONTINUOUS THROUGH CONSTRUCTION JOINTS.
4. ADJUST HEIGHT OF CONCRETE BARRIER WALL ON LOW SIDE OF OFFSET OR SUPERELEVATED ROADWAYS TO PROVIDE LEVEL GRADE ACROSS TOP OF CONCRETE CAP.
5. IF FIXED OBJECT PROTECTION IS INSTALLED FIRST, USE COLD JOINTS. IF CBSS PLACED FIRST, USE EXPANSION JOINT.
6. USE NO. 3 BAR SPACED 12 INCHES CENTER TO CENTER (PLACED IN EACH DIRECTION) OR EQUIVALENT WIRE MESH.
7. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED ITH CONCRETE SHOULDER AND SAWED FULL DEPTH. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
8. CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10',
9. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.

CONCRETE BARRIER SINGLE SLOPE (CBSS)

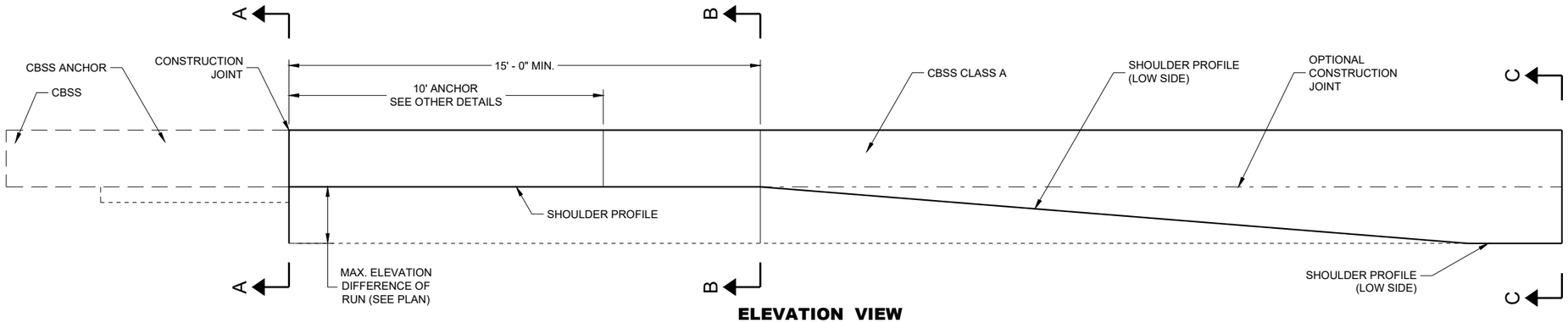
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B32 - 07b

SDD 14B32 - 07b

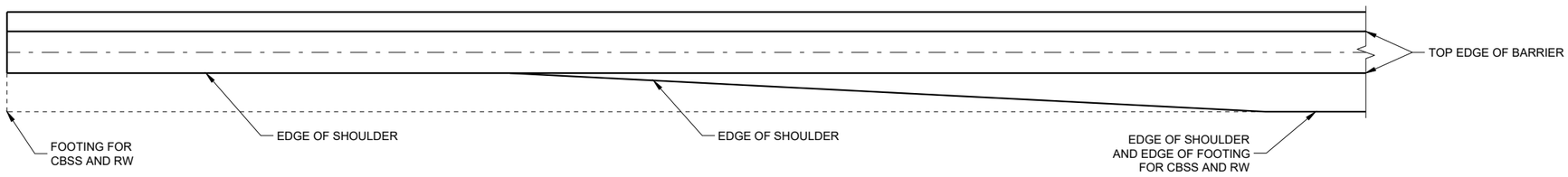
GENERAL NOTES

1. SAWING OF CONCRETE SHOULDER IS INCIDENTAL TO CONCRETE BARRIER BID ITEM. SEE SDD 13C18 FOR JOINT DEPTH AND WIDTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.
2. CONSTRUCTION JOINTS MAY BE ELIMINATED WHEN CONCRETE SHOULDER IS LESS THAN 10',
3. SEE SDD 13C1 FOR DETAILS TYING BARRIER FOOTING TO ADJACENT CONCRETE.



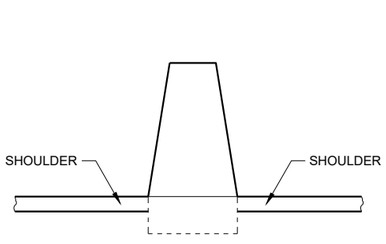
ELEVATION VIEW

TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

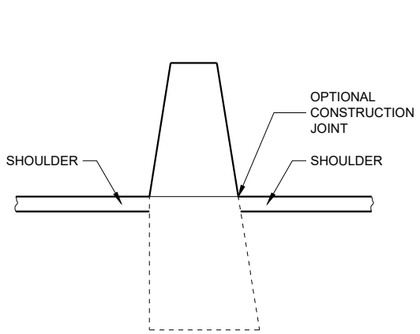


PLAN VIEW

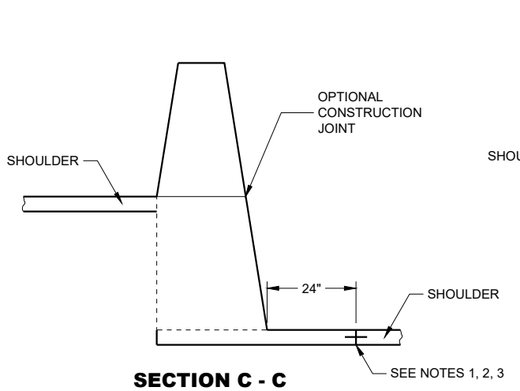
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



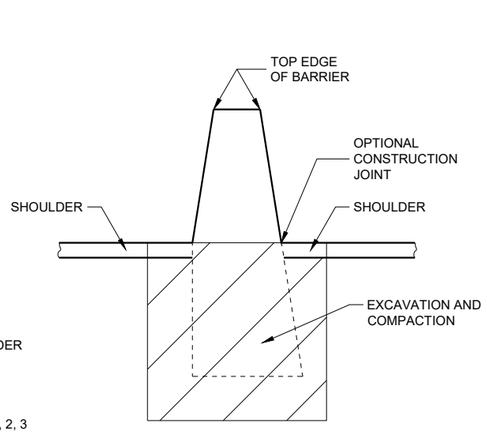
SECTION A - A



SECTION B - B



SECTION C - C

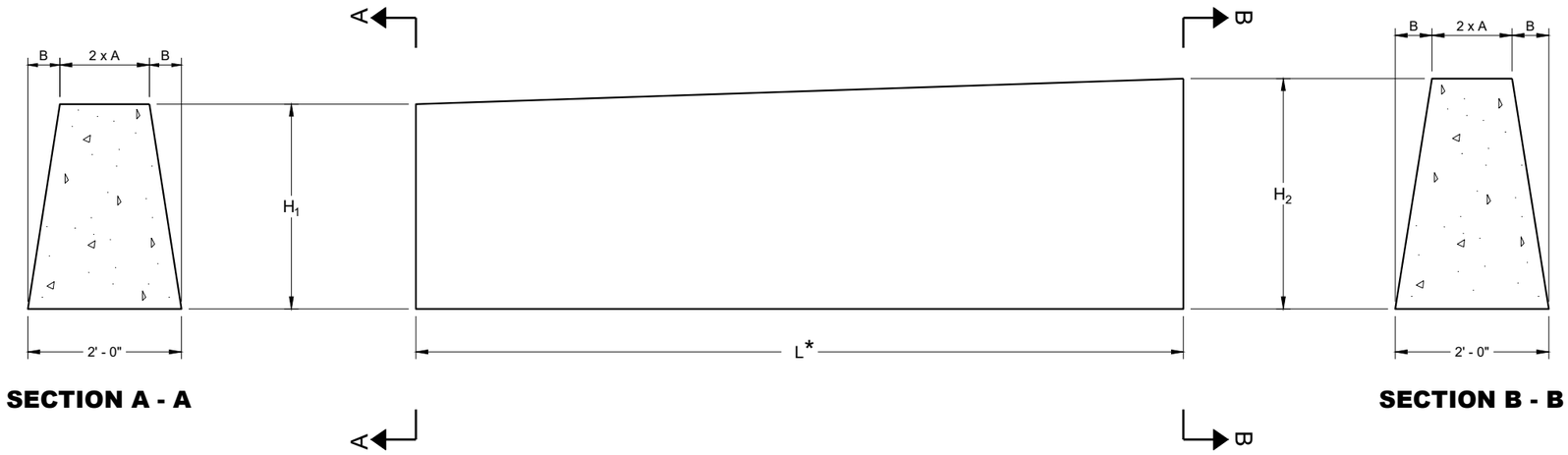


CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B32 - 07c

SDD 14B32 - 07c



DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 ¼	5 ¾
42	5 ¼	6 ¾
56	3	9

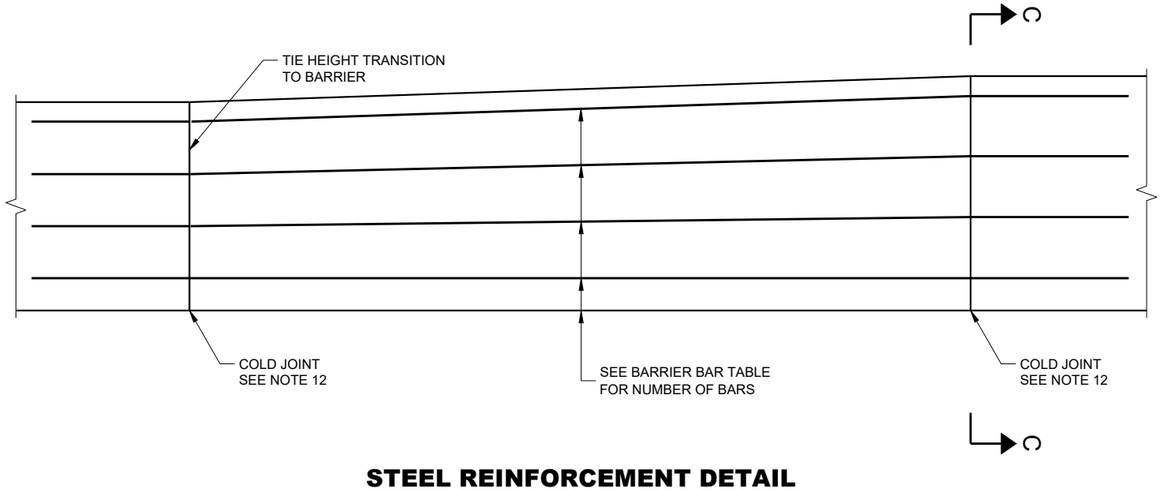
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

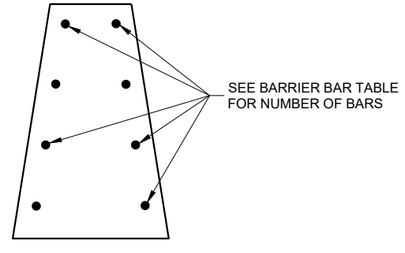
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10' - 0"	8
36"	42"	10' - 6"	10
42"	56"	24' - 6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B32 - 07d

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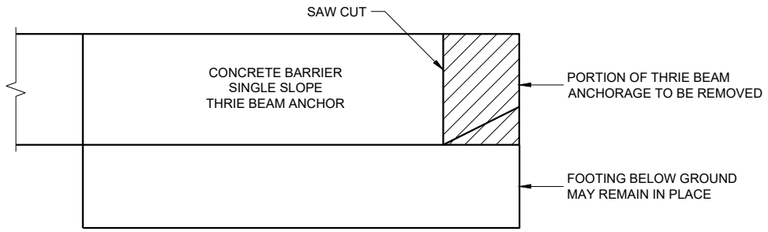
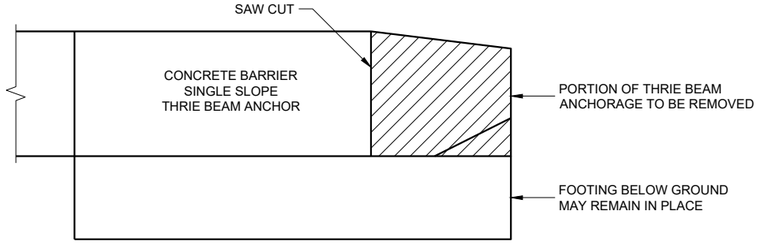
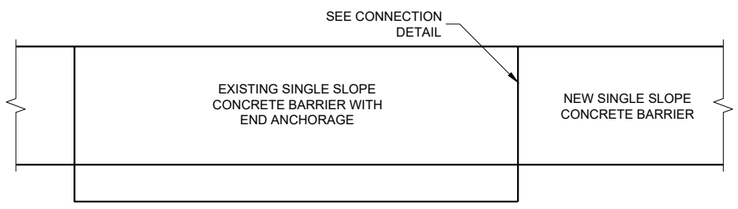
SDD 14B32 - 07d



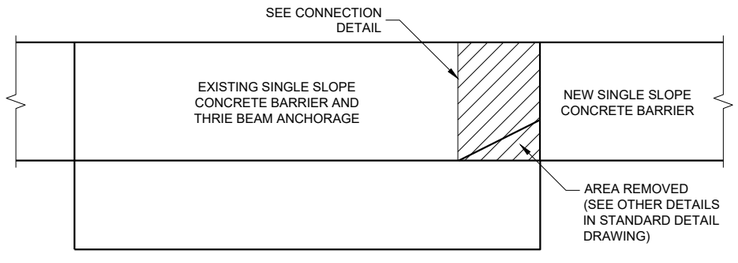
REMOVAL AREA OF
32" CONCRETE THRIE BEAM ANCHORAGE



REMOVAL AREA OF CONCRETE THRIE BEAM
ANCHORAGE WITH HEIGHT GREATER THAN 32"



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR END ANCHORAGE



ELEVATION VIEW OF CONCRETE
BARRIER EXTENSION NEAR THRIE BEAM TERMINAL

GENERAL NOTES

1 THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).

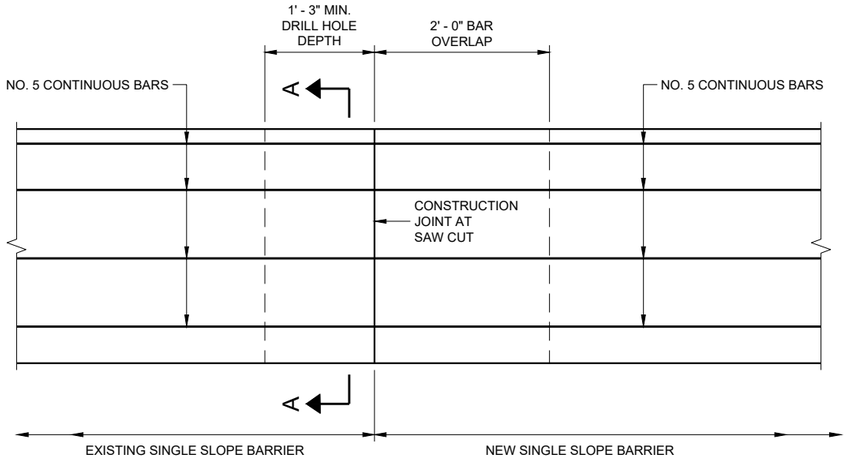
2. MINIMUM DEPTH OF DRILL HOLES IS 1' - 3".

3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE

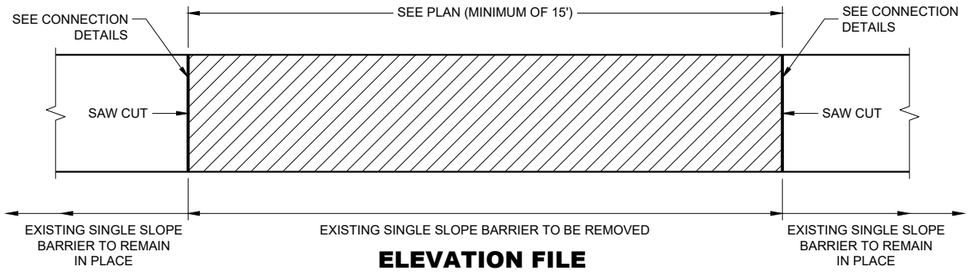
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.

5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIERS.

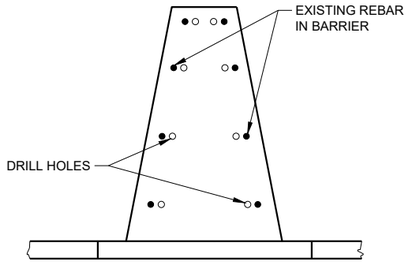
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.



CONNECTION OF EXISTING SINGLE SLOPE CONCRETE BARRIER TO
NEW SINGLE SLOPE CONCRETE BARRIER



ELEVATION FILE
BARRIER REMOVAL AND REPLACEMENT



SECTION A-A

RETROFIT OR REPAIR SINGLE SLOPE CONCRETE BARRIER

CONCRETE BARRIER
SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

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SDD 14B32 - 07e

6

SDD 14B32 - 07e

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

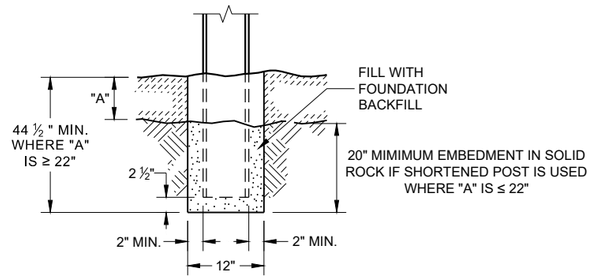
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

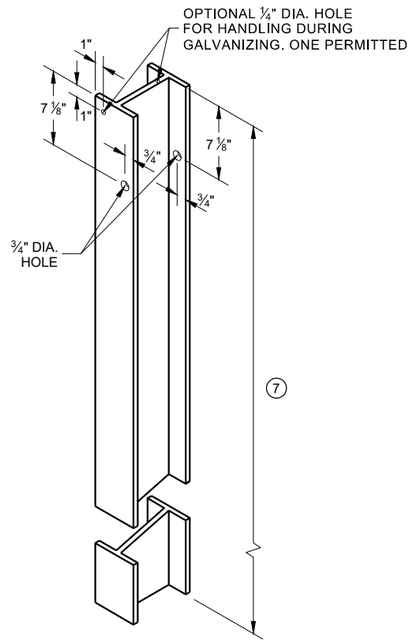
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS +1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

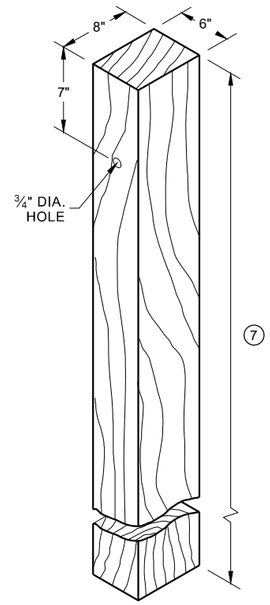
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



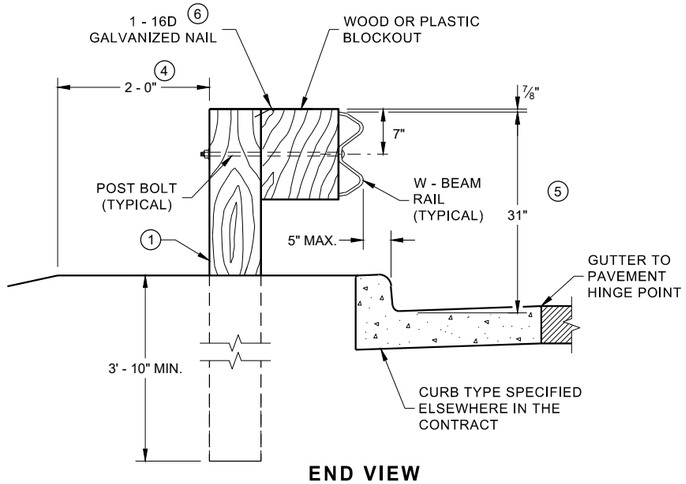
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



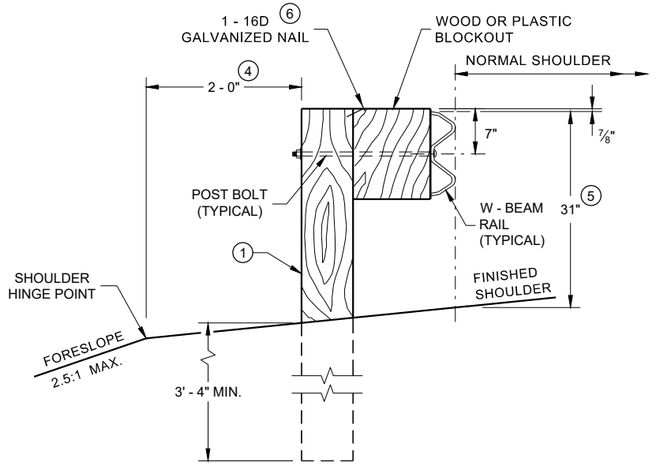
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



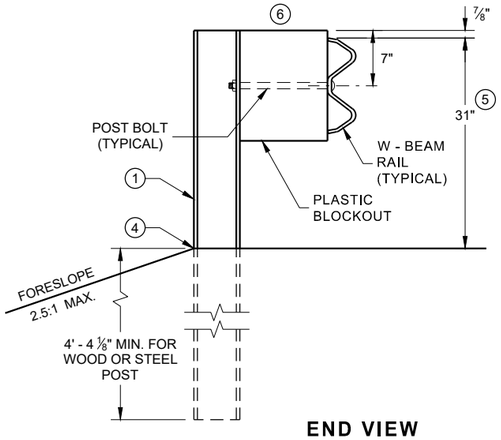
WOOD POST (6" X 8") NOMINAL (1)



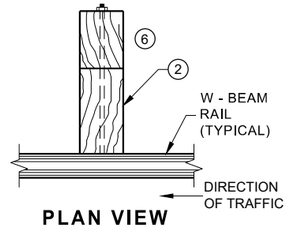
END VIEW
LOCATED ALONG A CURBED ROADWAY



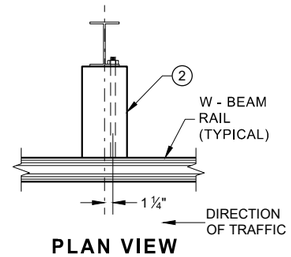
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



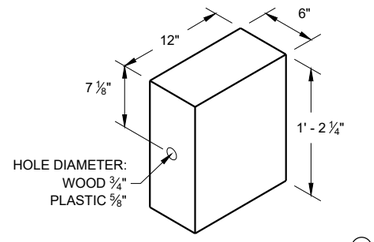
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM

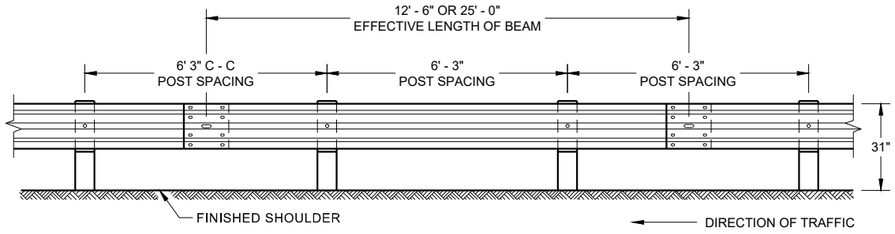


WOOD OR PLASTIC BLOCKOUT (2)

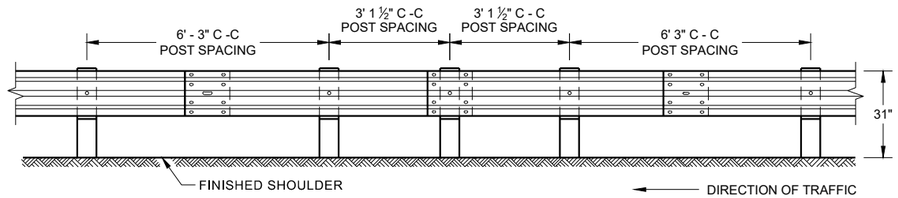
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

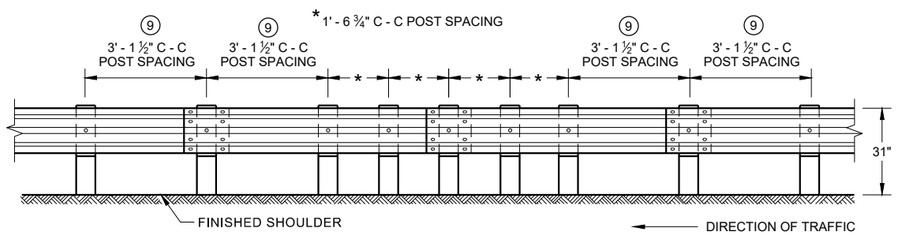
6
SDD 14B42 - 06a



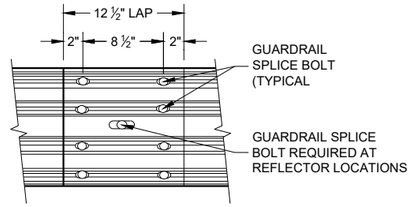
FRONT VIEW
POST SPACING STANDARD INSTALLATION



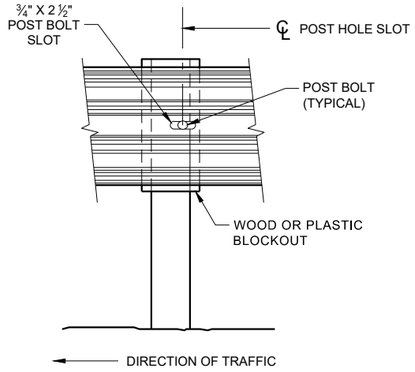
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



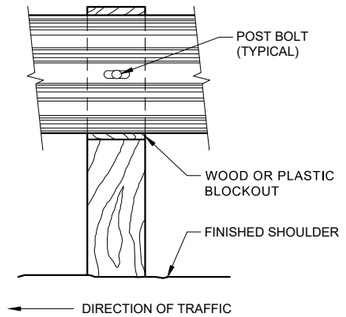
FRONT VIEW
QUARTER POST SPACING (QS)



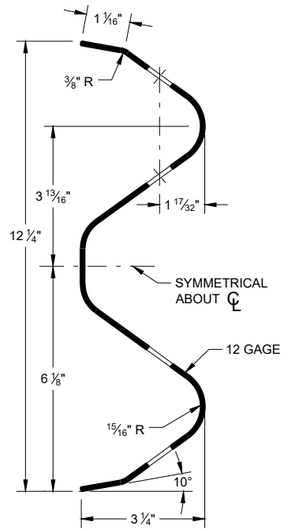
FRONT VIEW
MID-SPAN BEAM SPLICE



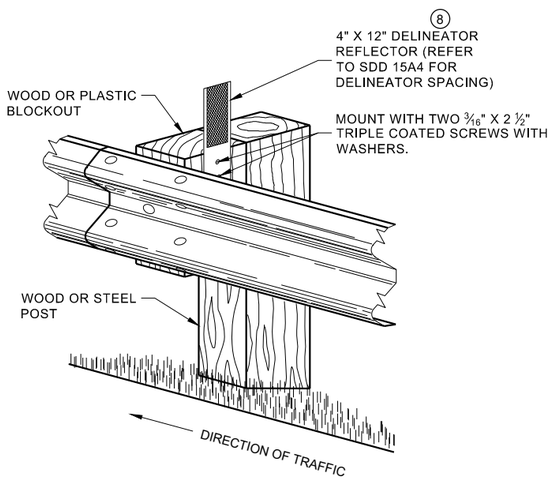
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

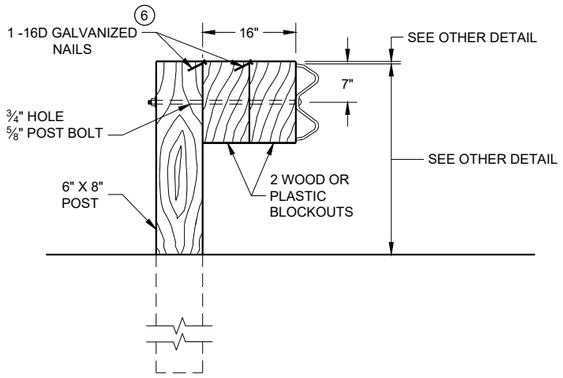
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 06b

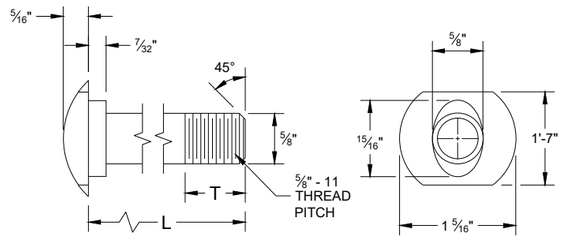


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

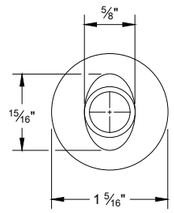
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

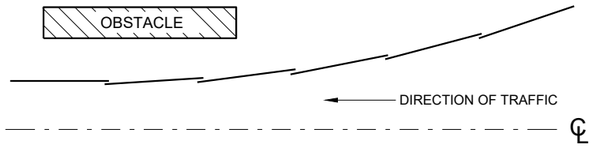


POST BOLT TABLE

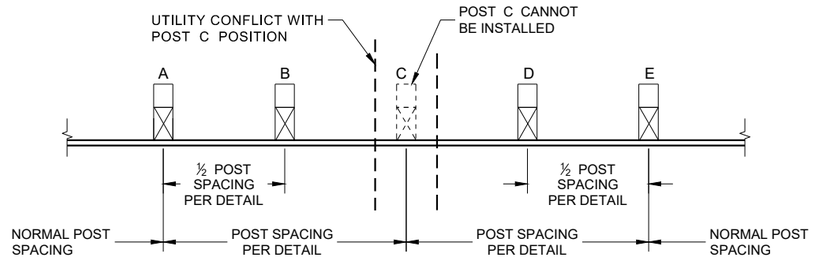
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



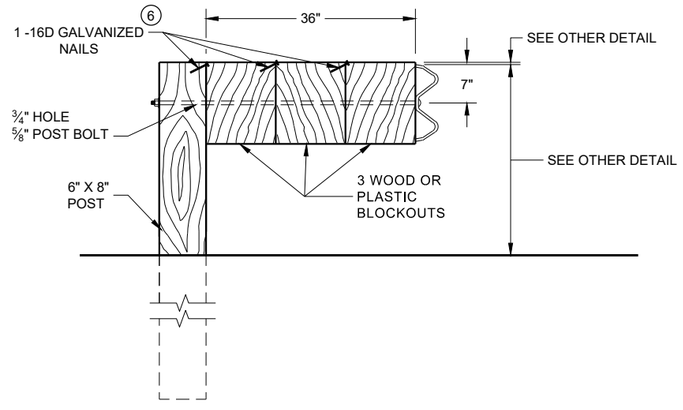
ALTERNATE BOLT HEAD



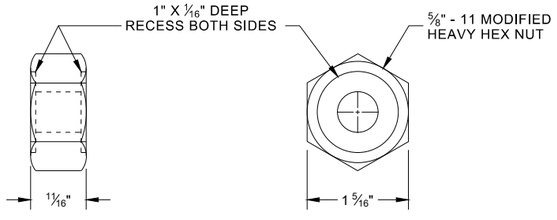
PLAN VIEW
BEAM LAPPING DETAIL



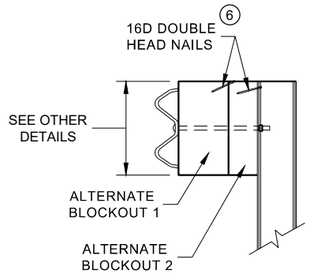
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



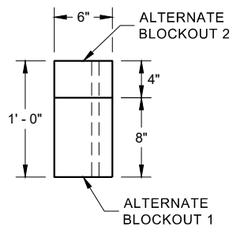
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

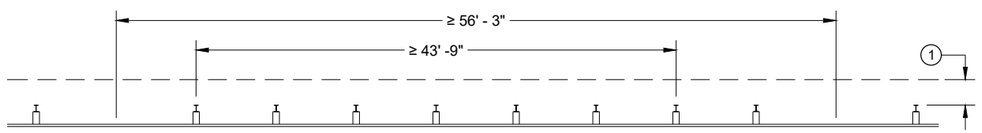
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

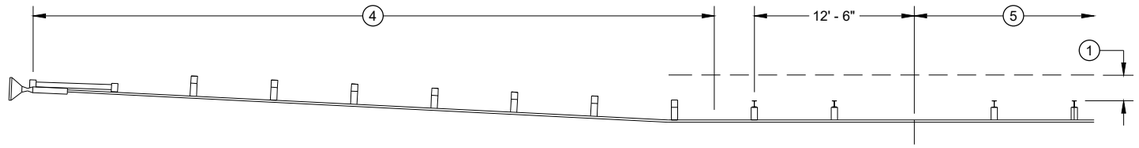
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

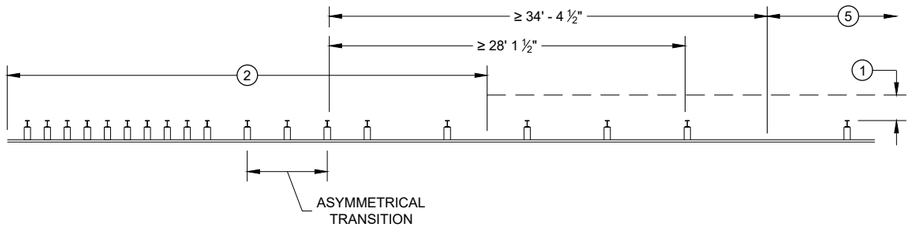
SDD 14B42 - 06c



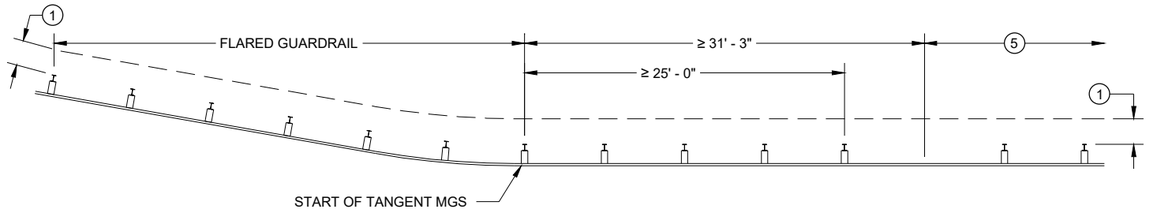
MISSING POST IN NORMAL BEAM GUARD RUN



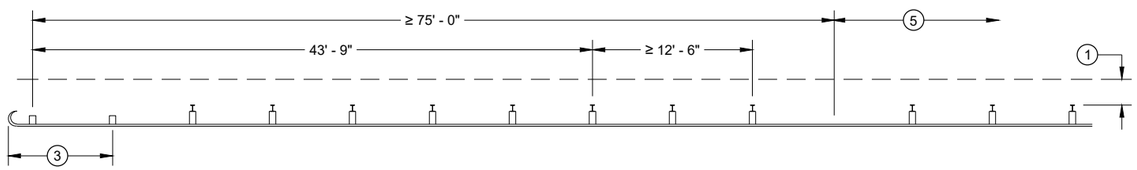
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



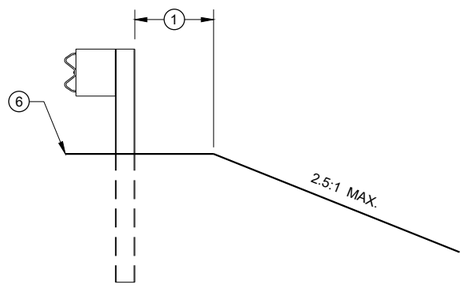
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 06d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

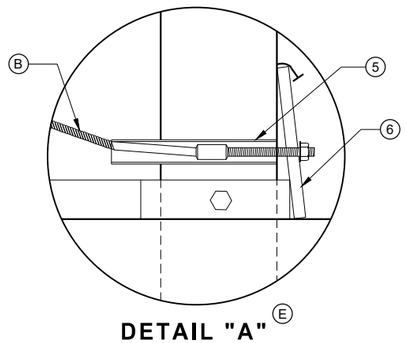
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

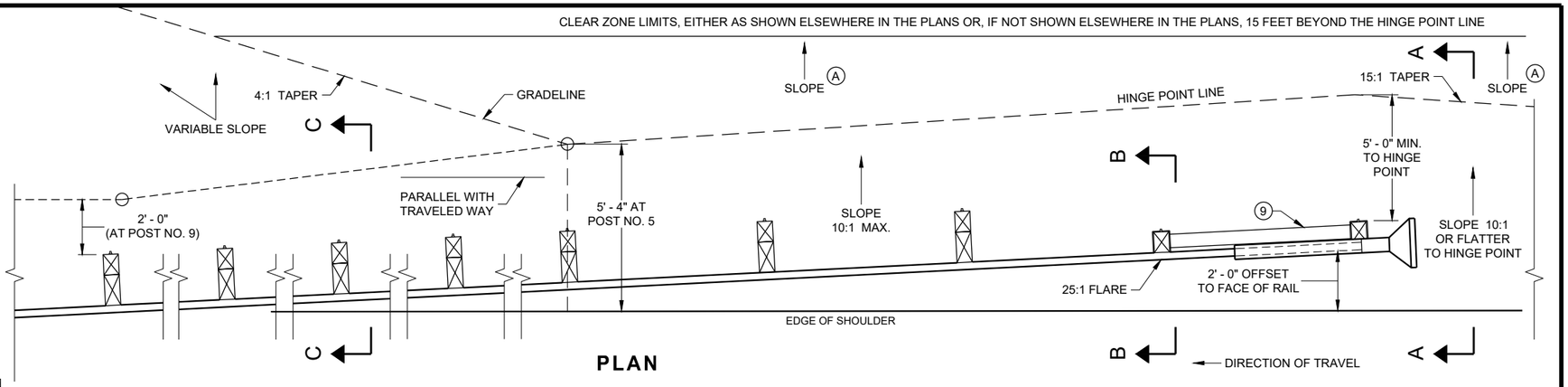
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

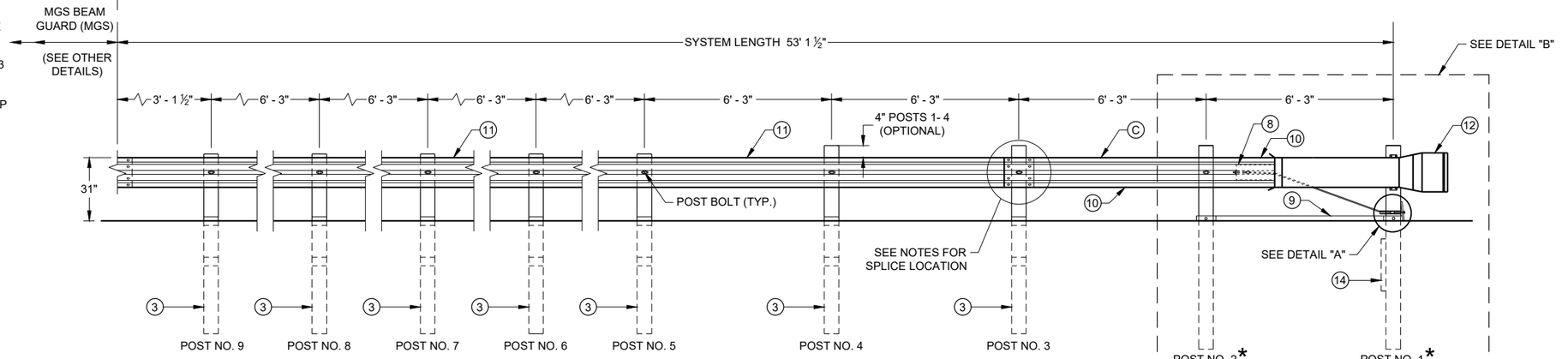
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



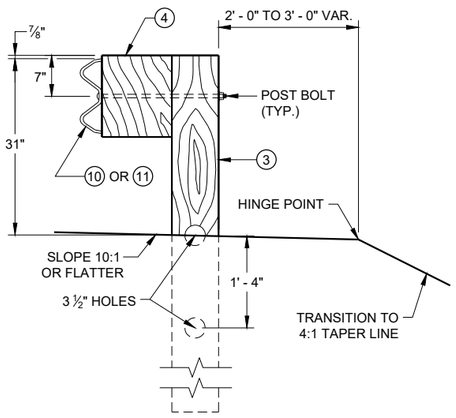
DETAIL "A" (E)



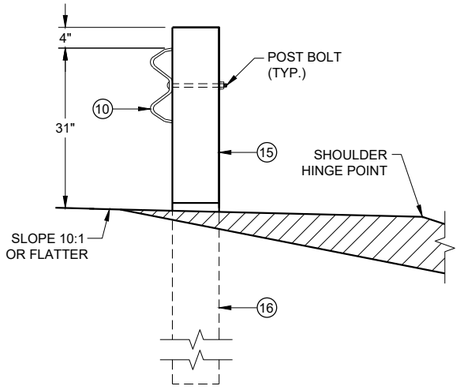
PLAN



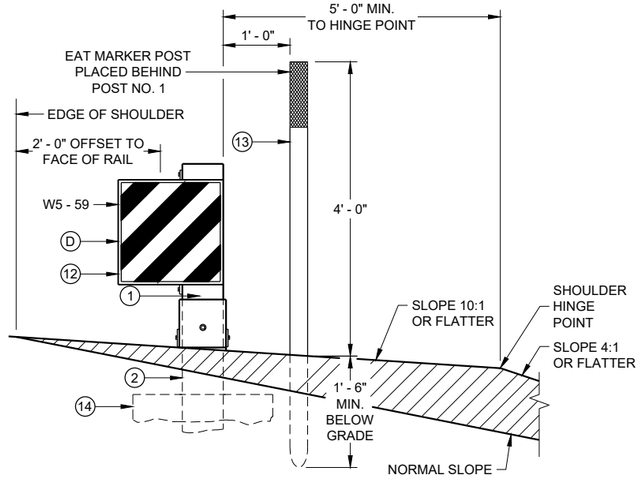
ELEVATION



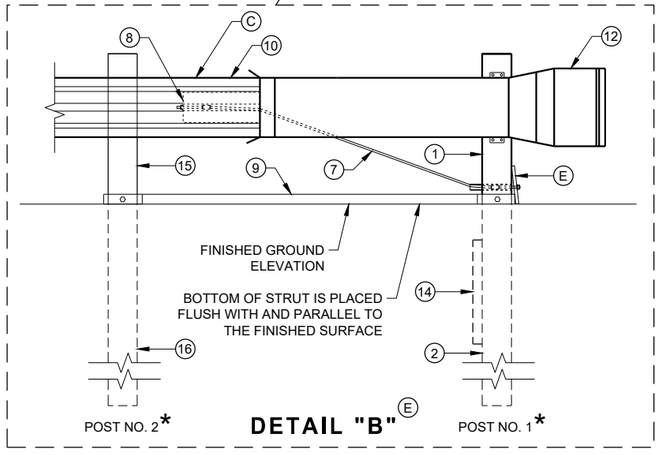
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

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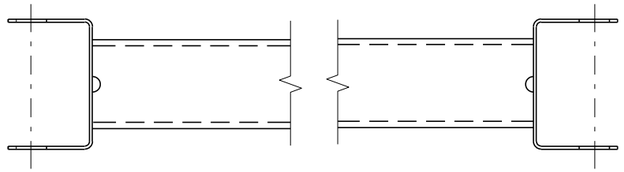
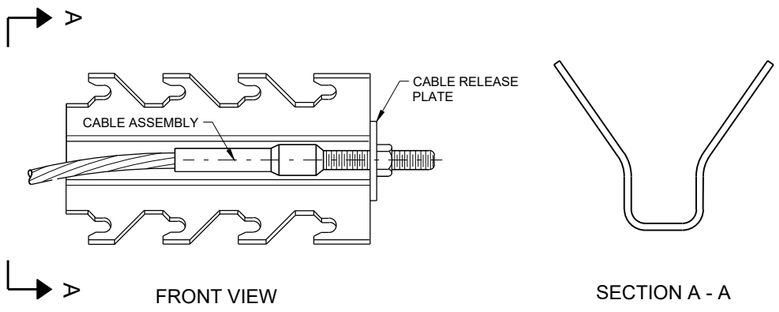


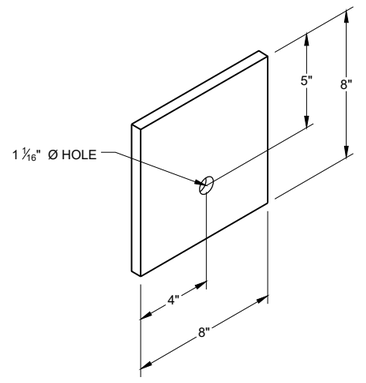
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

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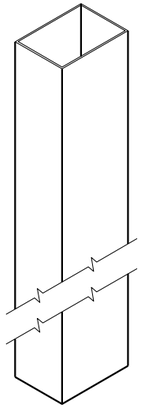
SDD 14B44 - 04b

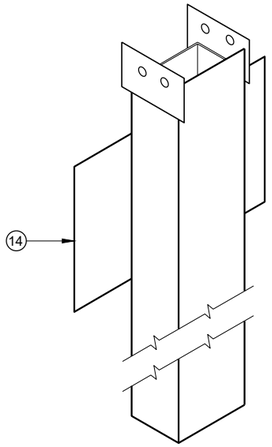
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

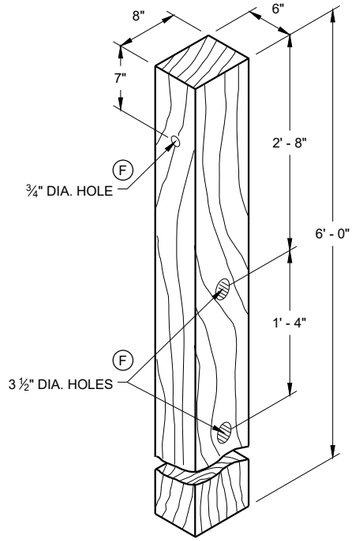
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



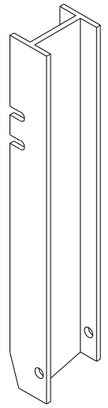
UPPER POST NO. 1 (1) (E)



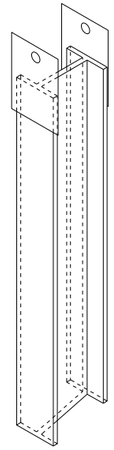
LOWER POST NO. 1 (2) (E)



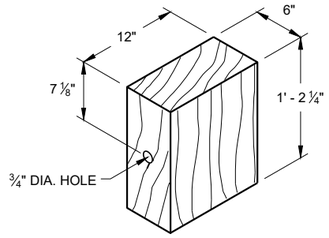
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



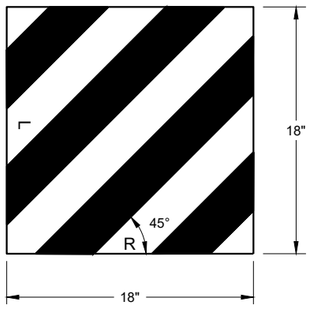
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

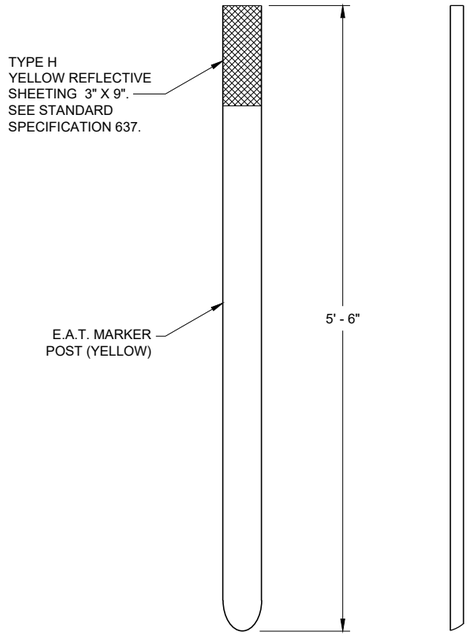


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



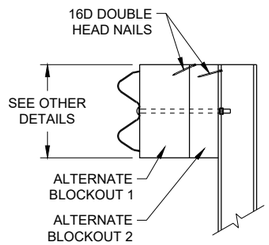
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

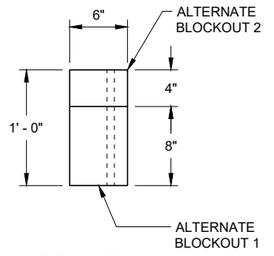


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

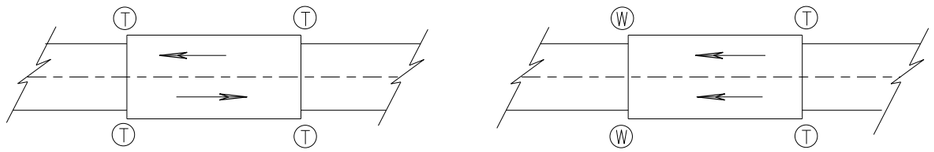
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

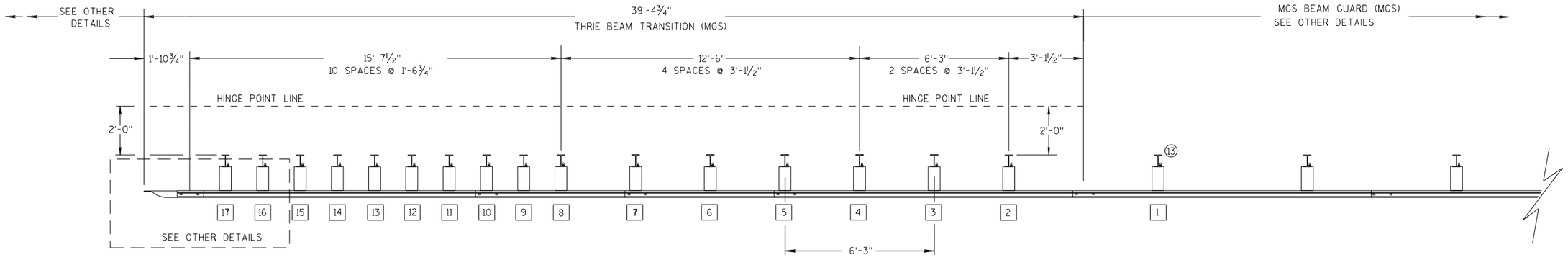
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

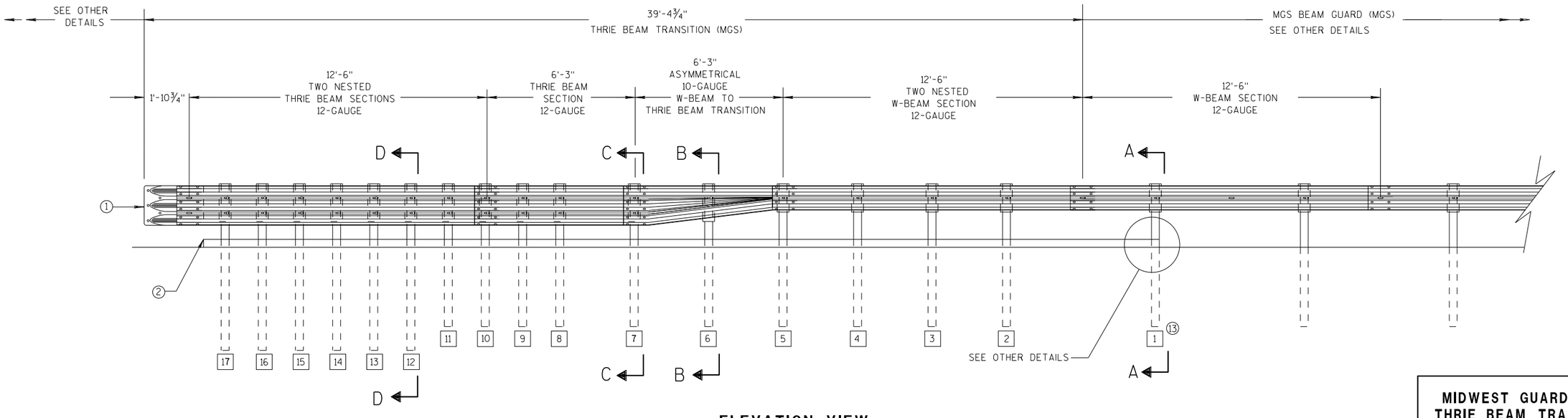
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 439

6

S.D.D. 14 B 45-5a

6

S.D.D. 14 B 45-5a

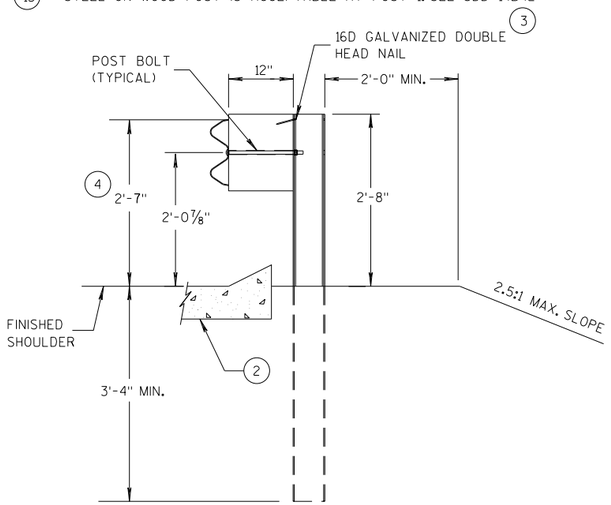
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

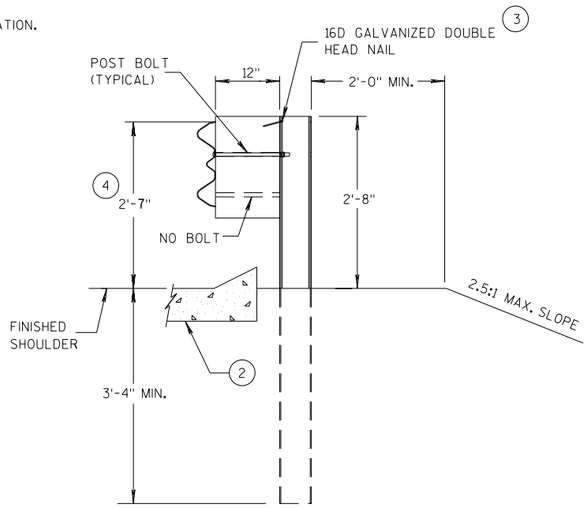
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



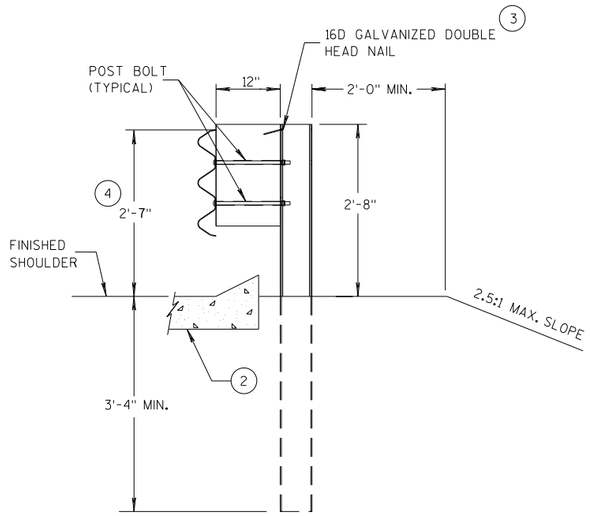
SECTION A-A (13)

POSTS 1-5



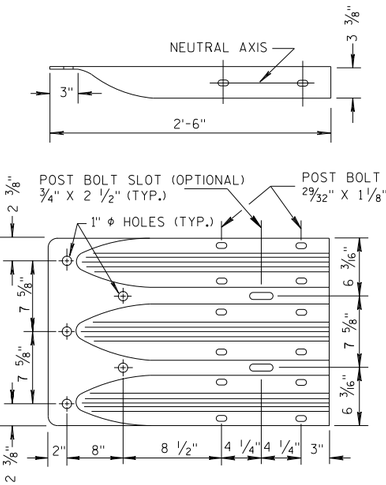
SECTION B-B

POST 6

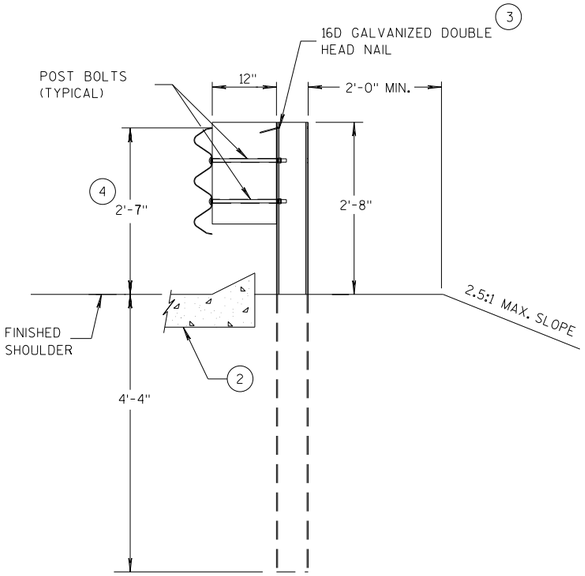


SECTION C-C

POSTS 7-11

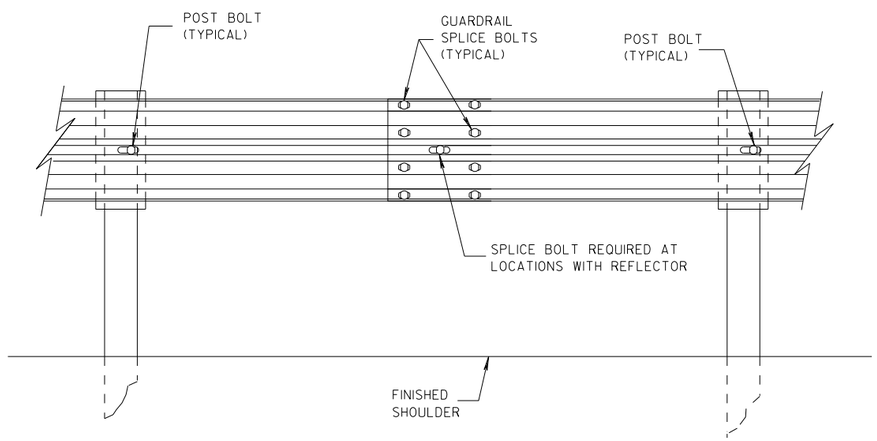


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

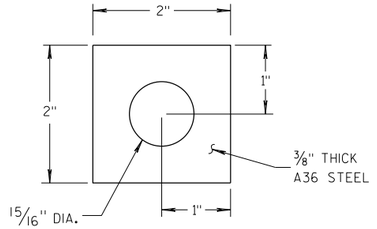
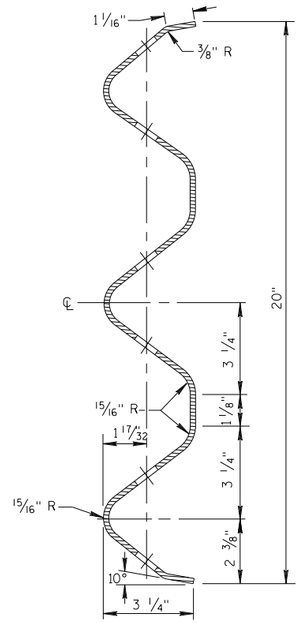


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

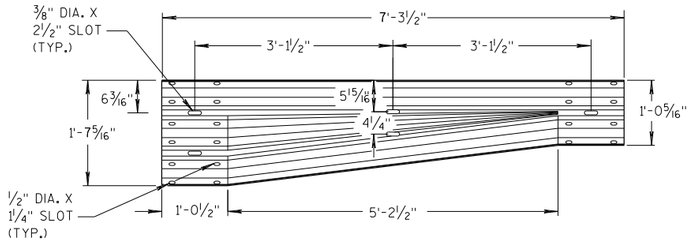
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 440

6

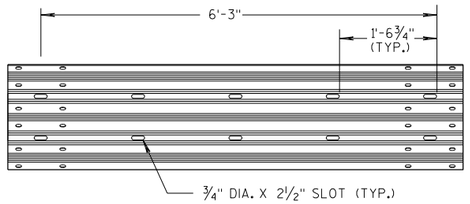
S.D.D. 14 B 45-5b

6

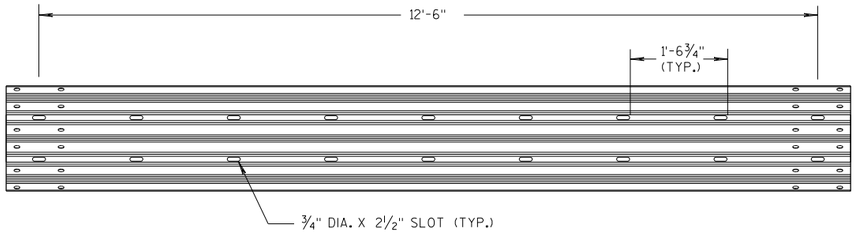
S.D.D. 14 B 45-5b



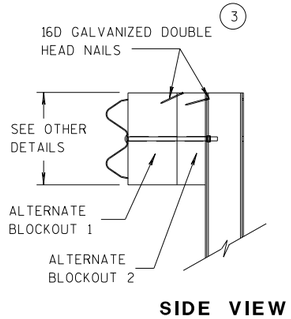
W-BEAM TO THRIE BEAM TRANSITION SECTION



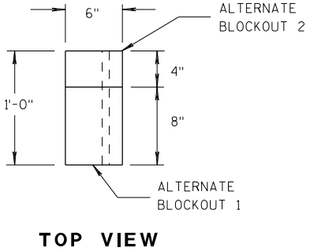
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

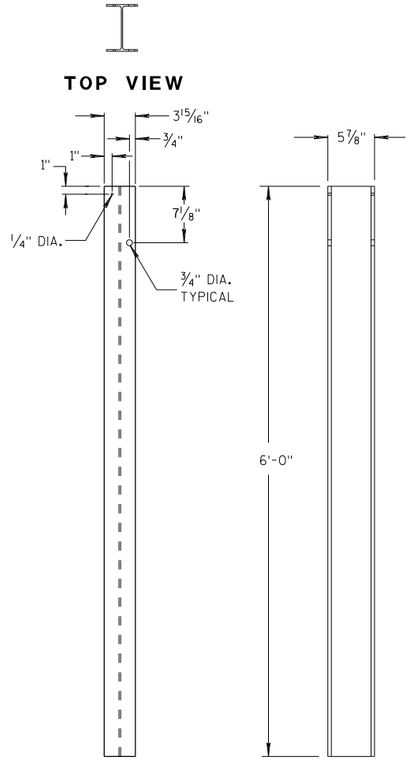


SIDE VIEW



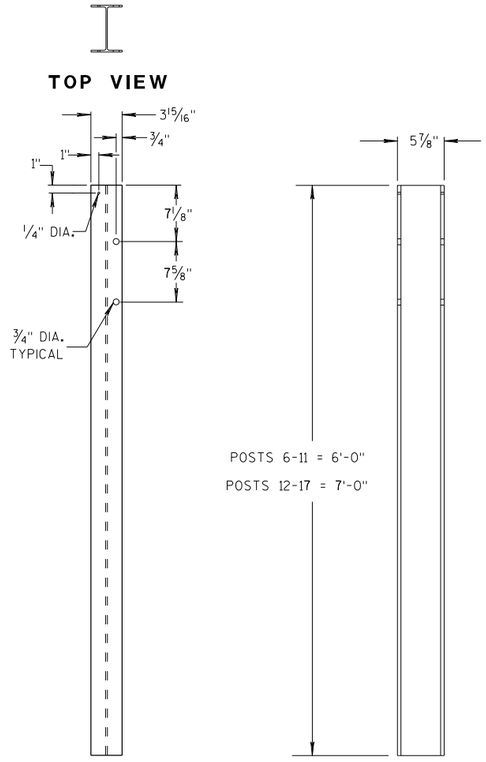
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



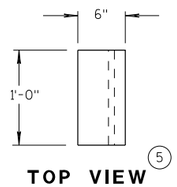
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

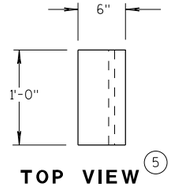


FRONT VIEW SIDE VIEW

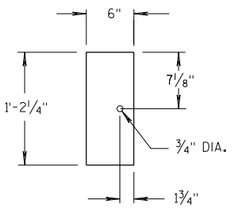
STEEL POSTS 6-17



TOP VIEW (5)

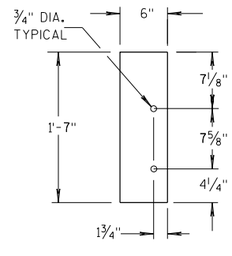


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

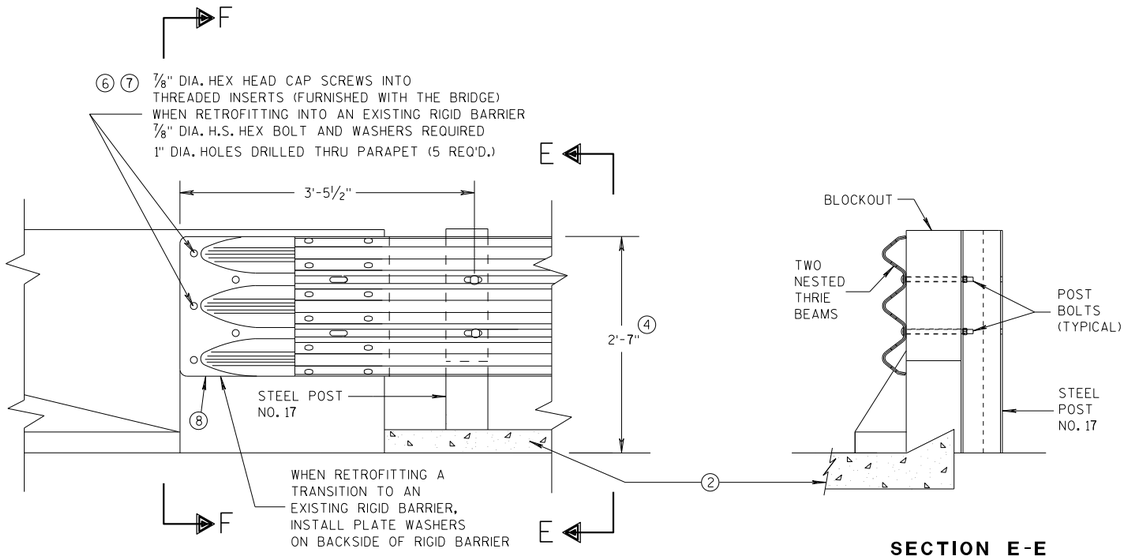
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 441

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

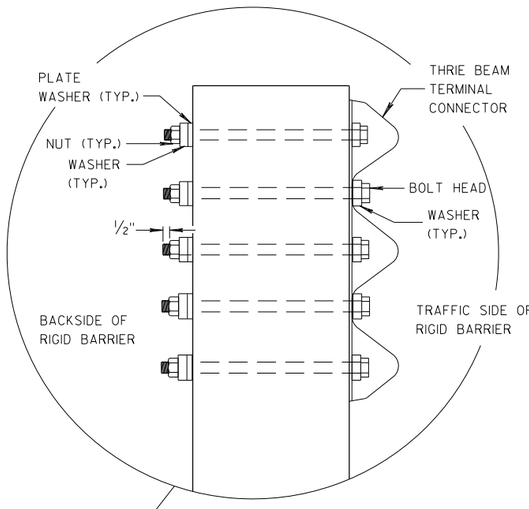
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

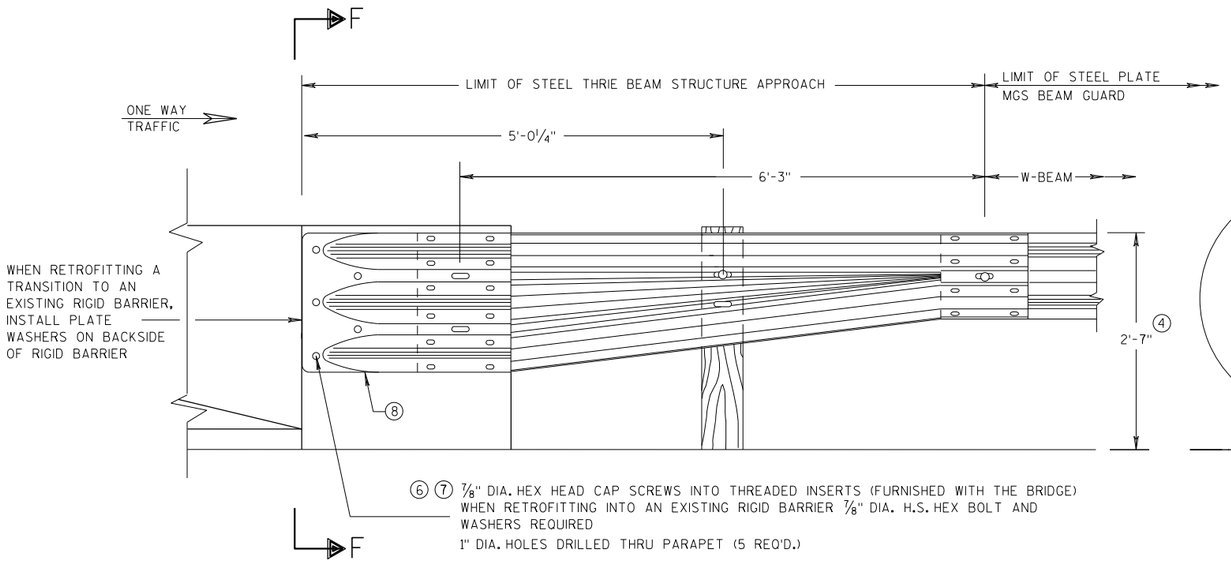
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

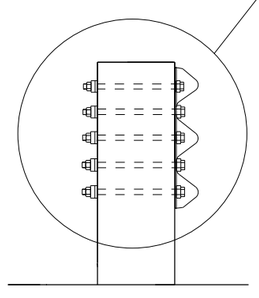
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

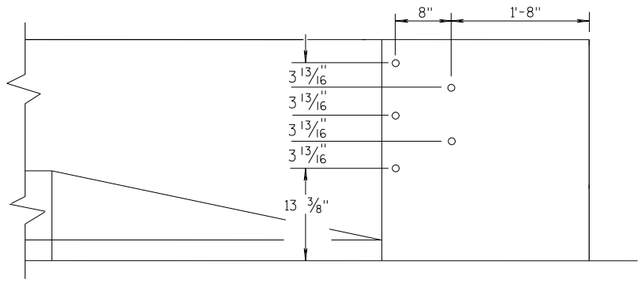




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

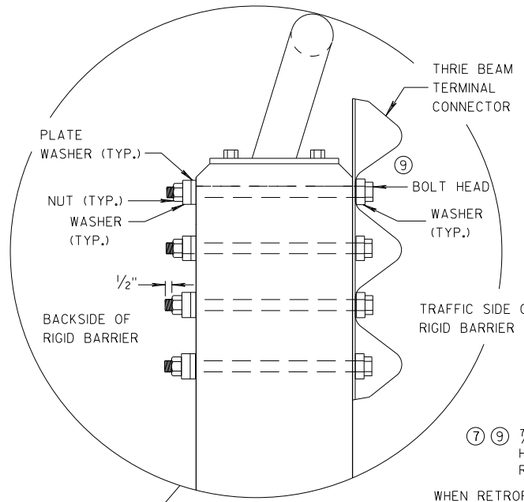
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

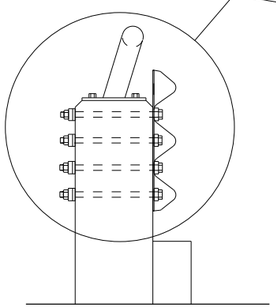
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

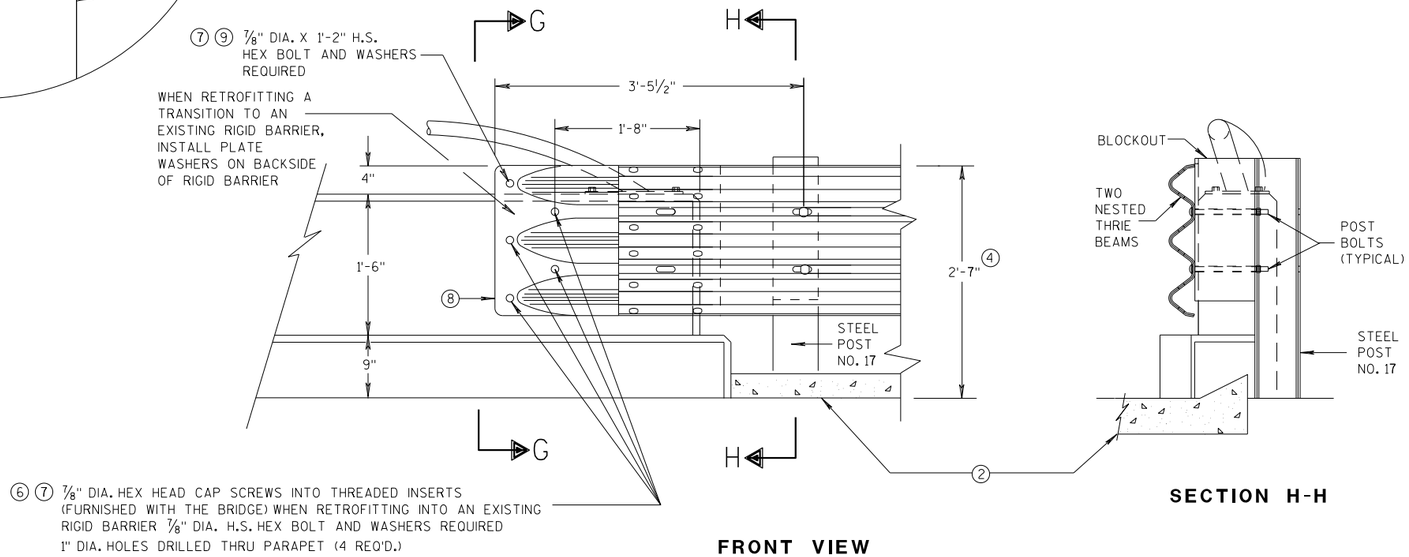
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





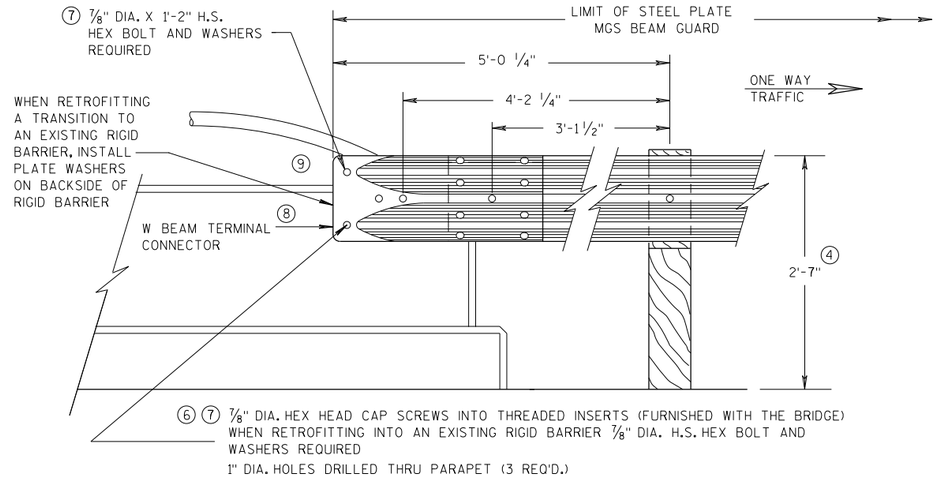
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible]
FHWA

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S.D.D. 14 B 45-5e

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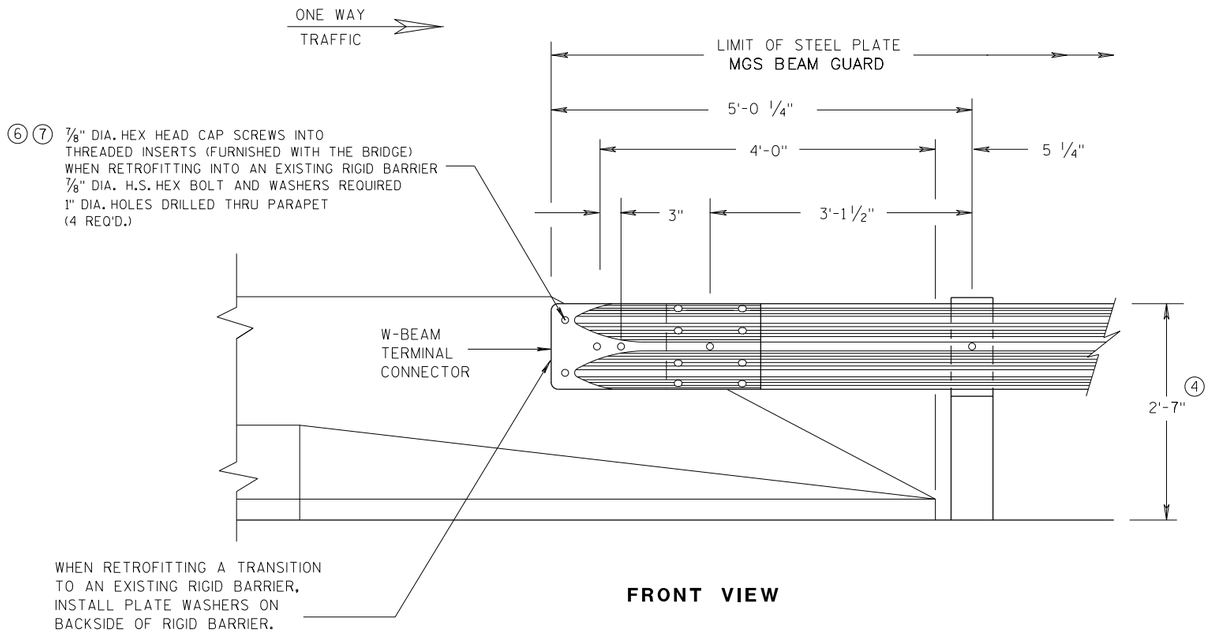
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

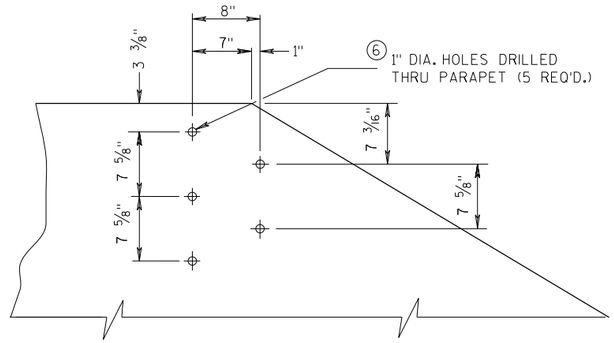
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

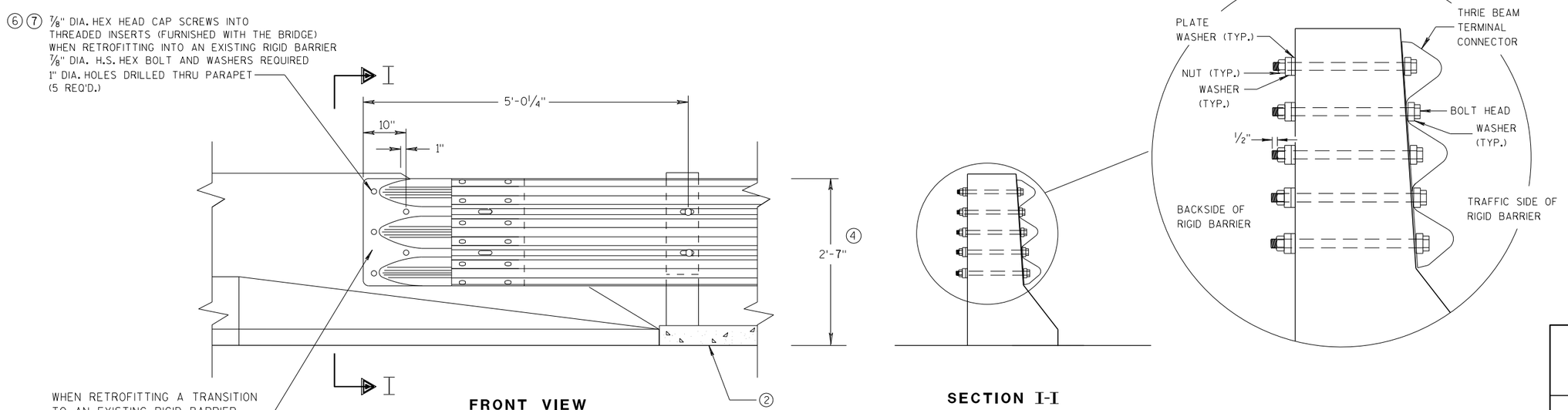
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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S.D.D. 14 B 45-5f

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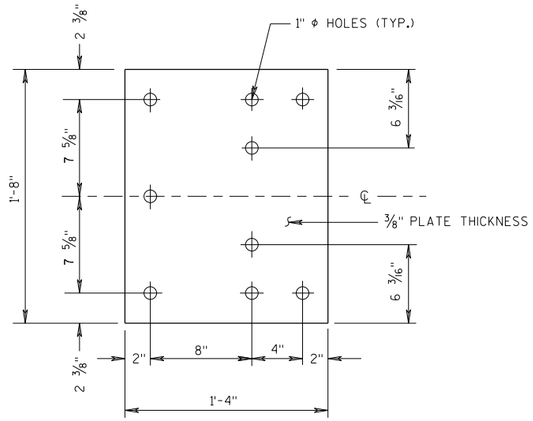
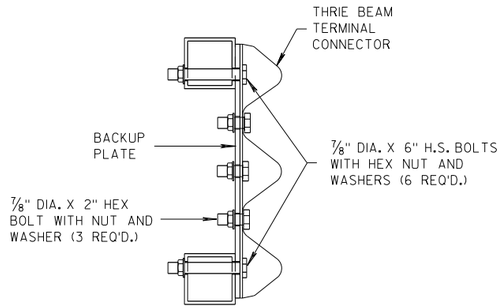
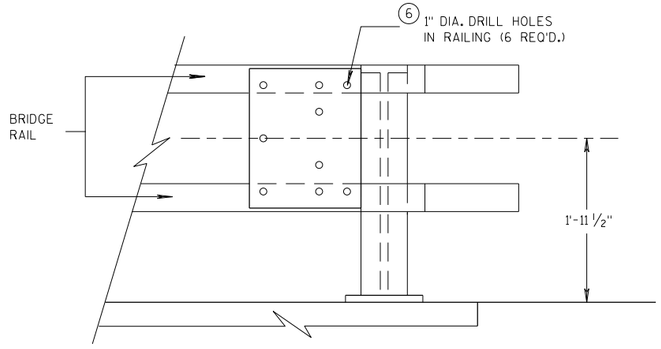
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

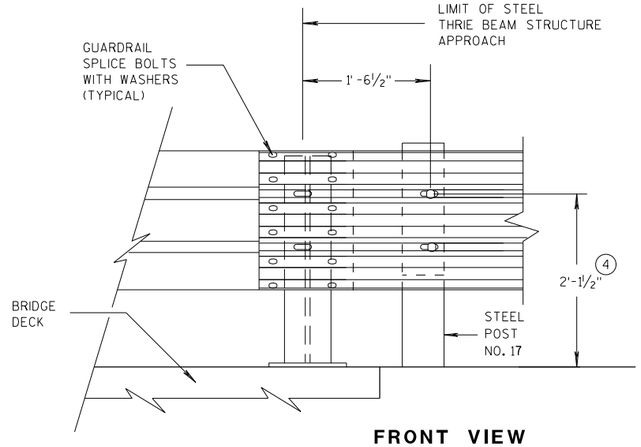


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

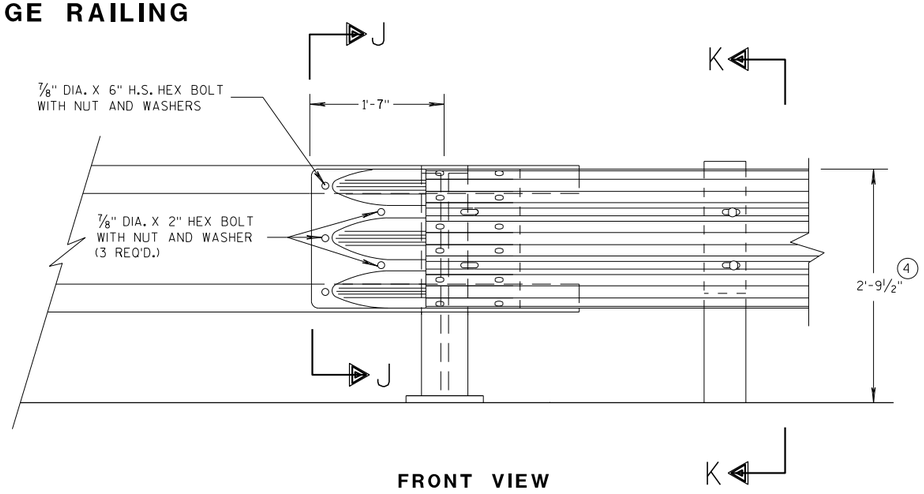
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

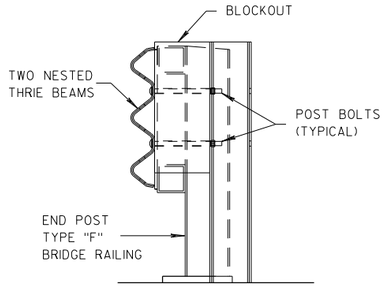


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor 445
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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S.D.D. 14 B 45-5g

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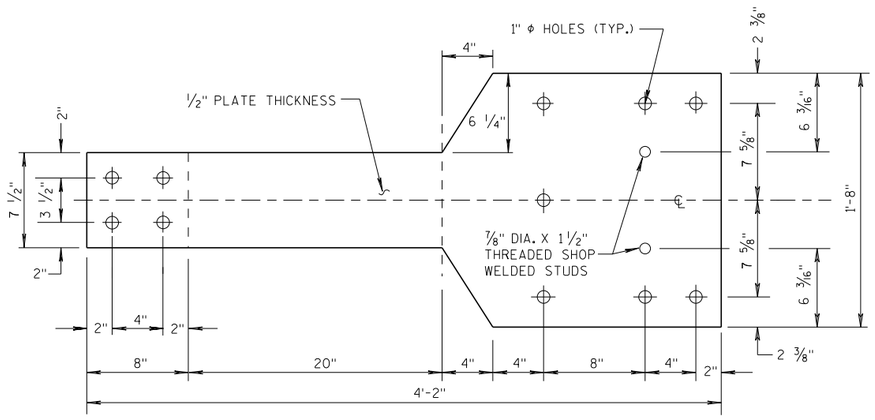
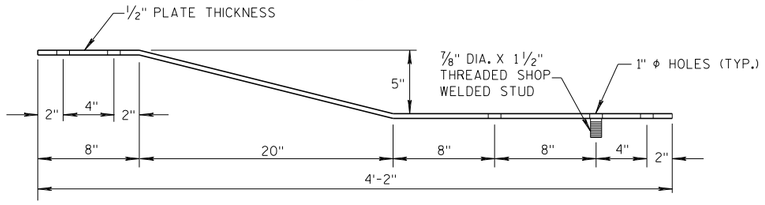
GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

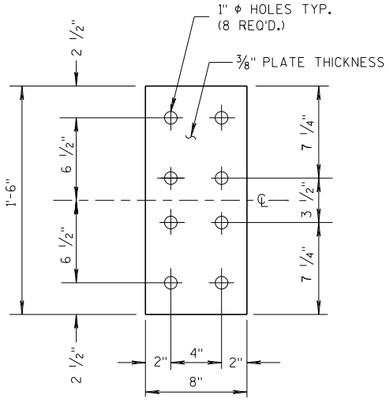


FRONT VIEW



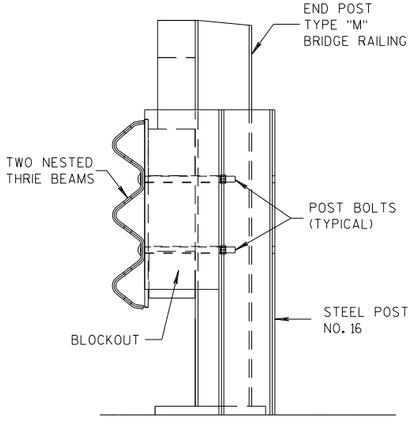
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

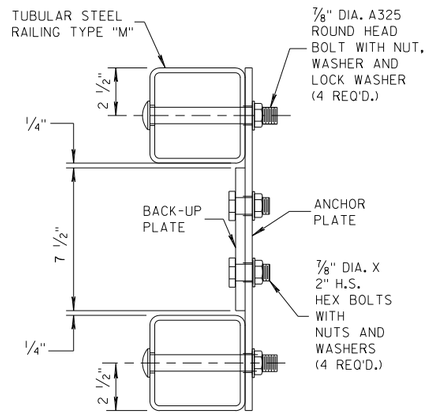


FRONT VIEW

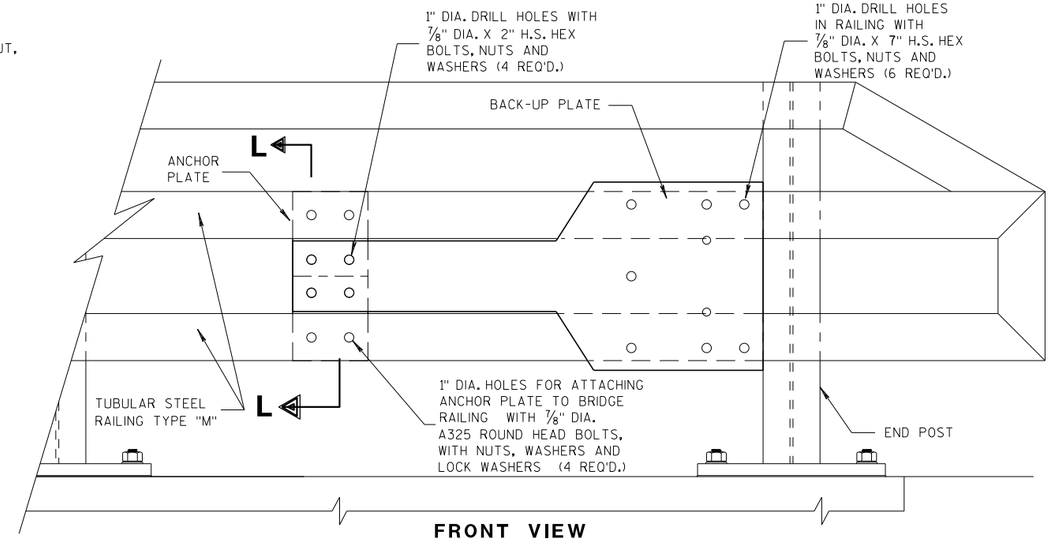
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

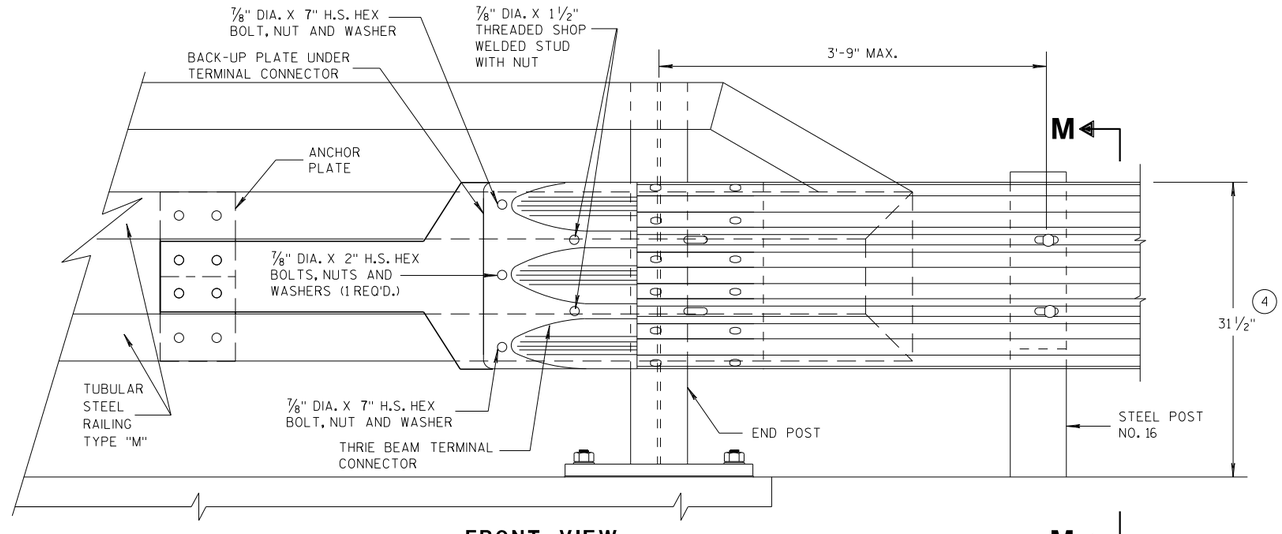


SECTION L-L

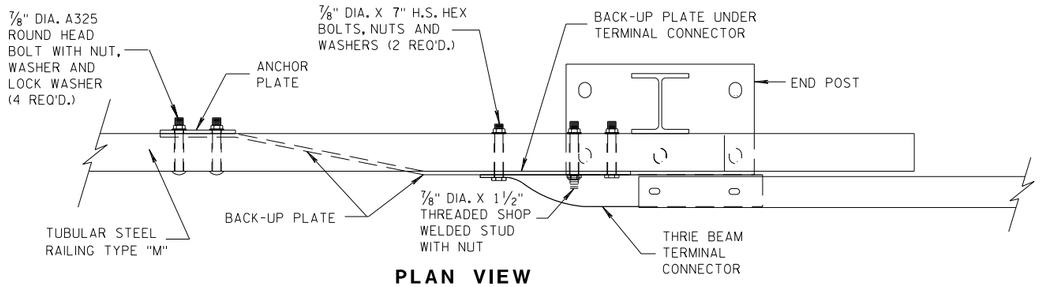


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

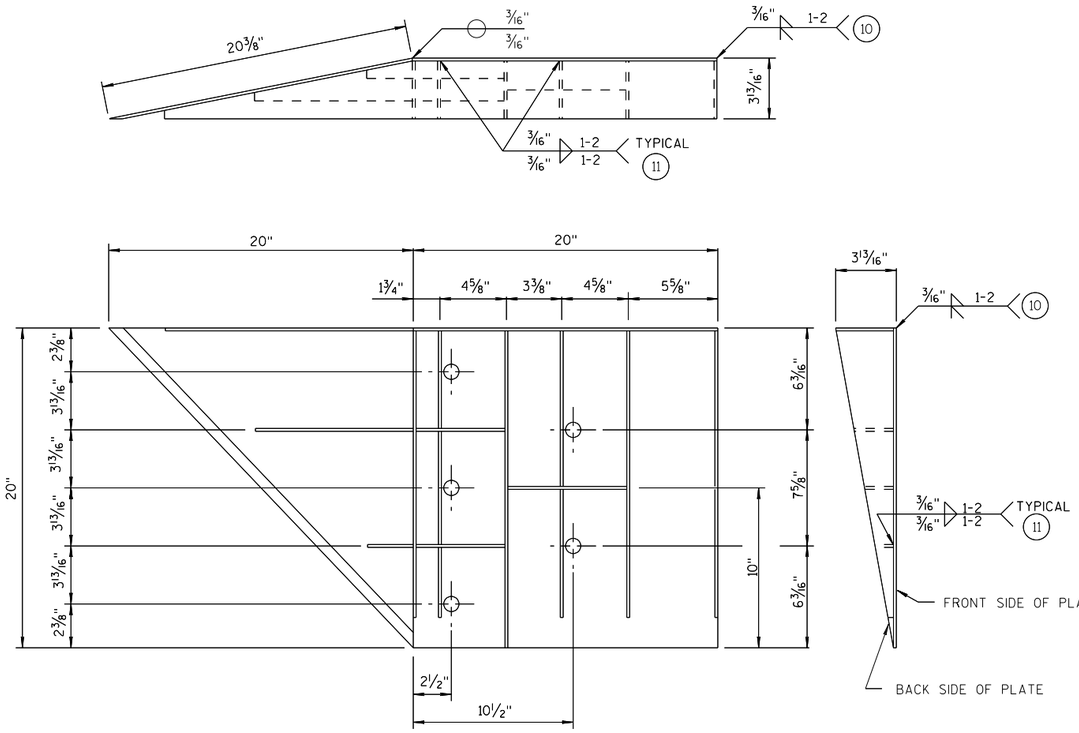
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

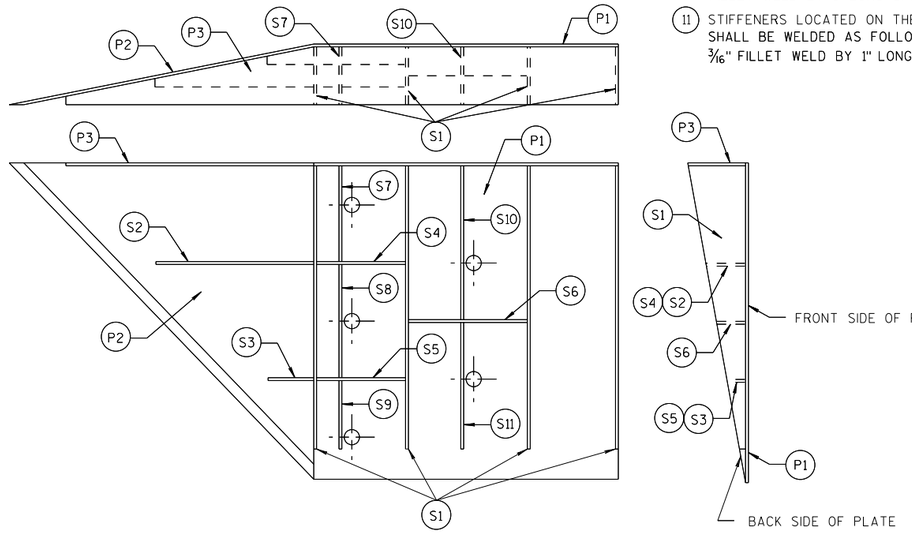


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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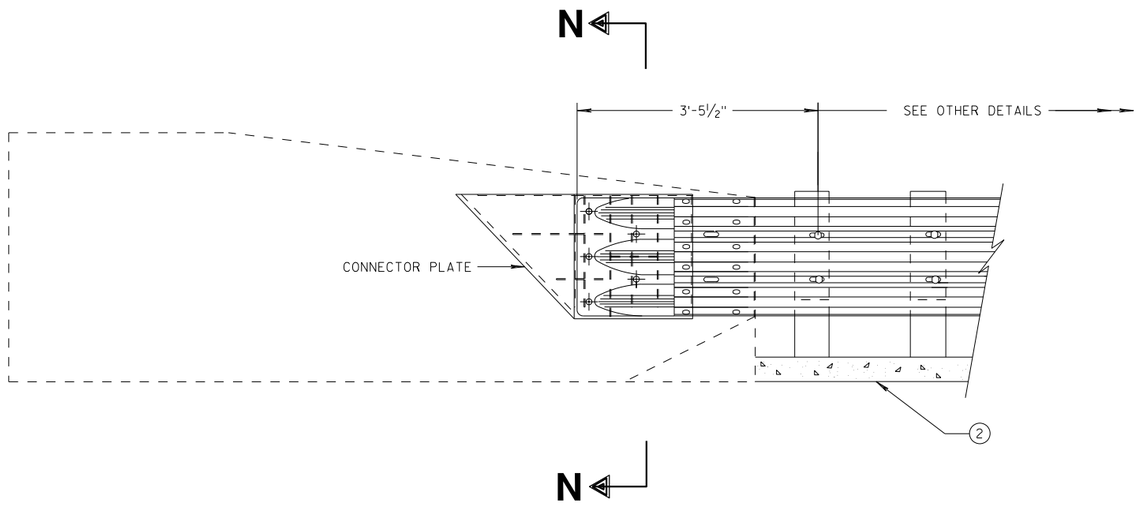
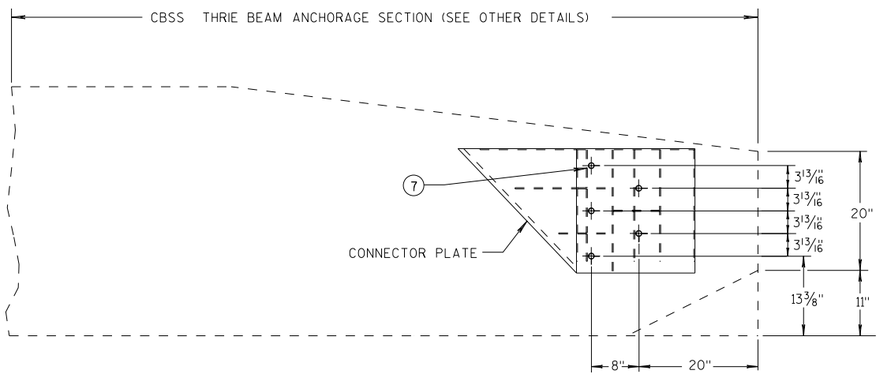
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



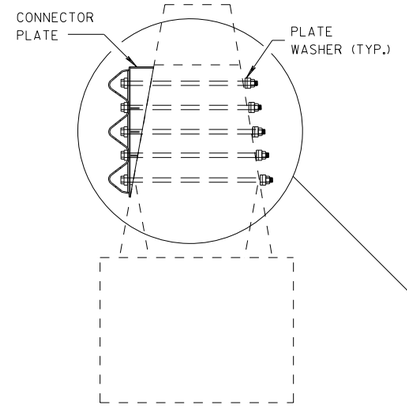
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

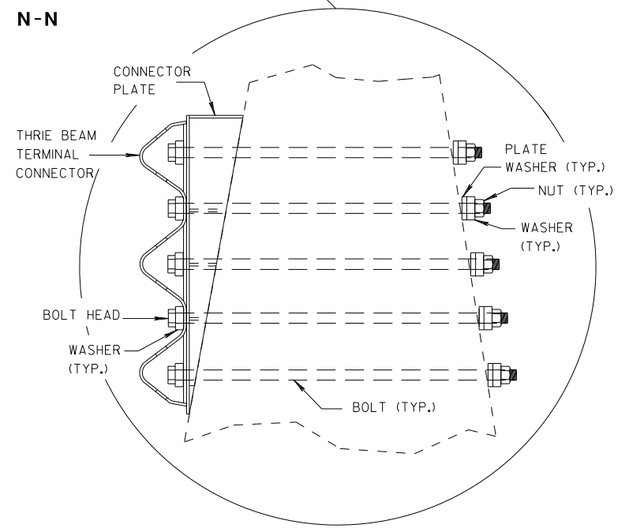
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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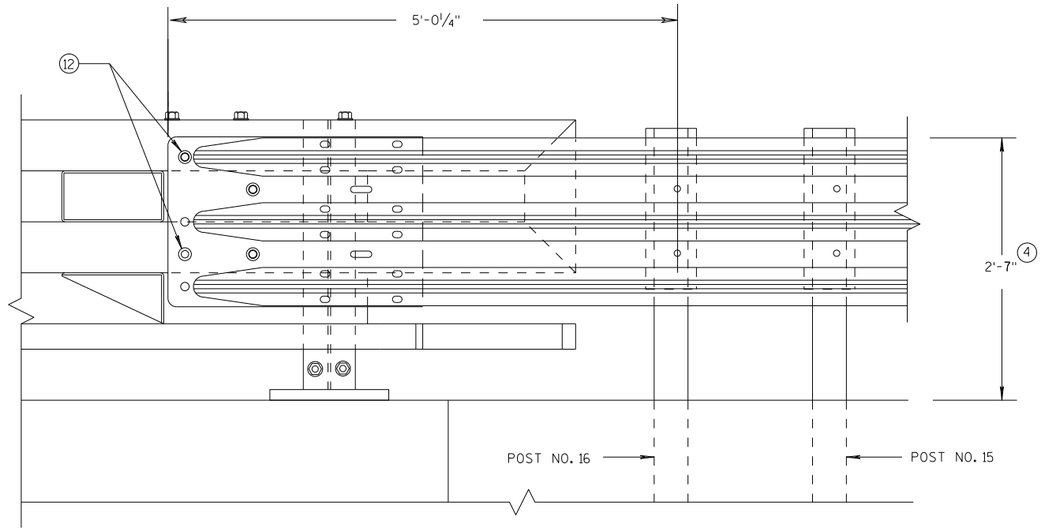
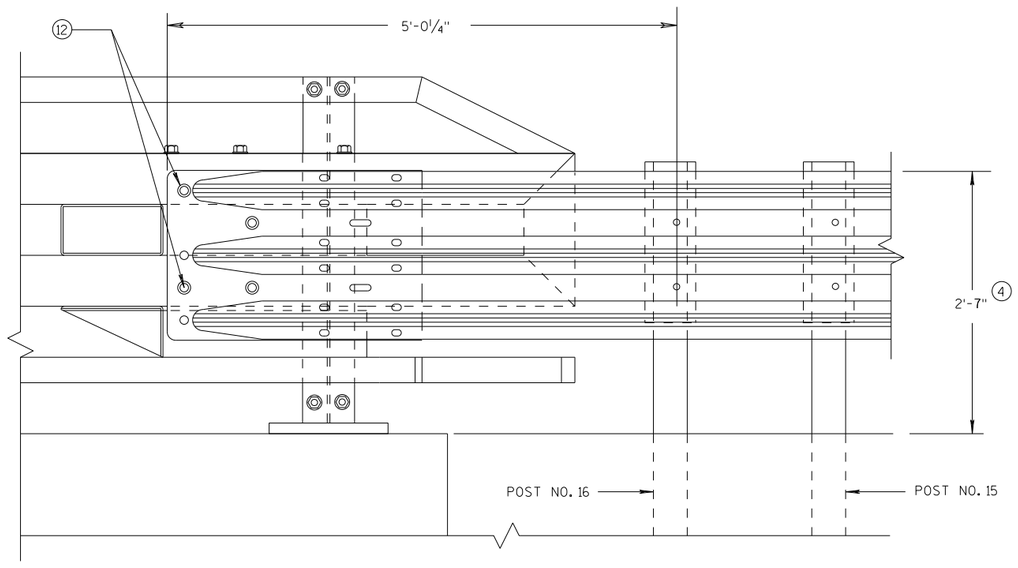


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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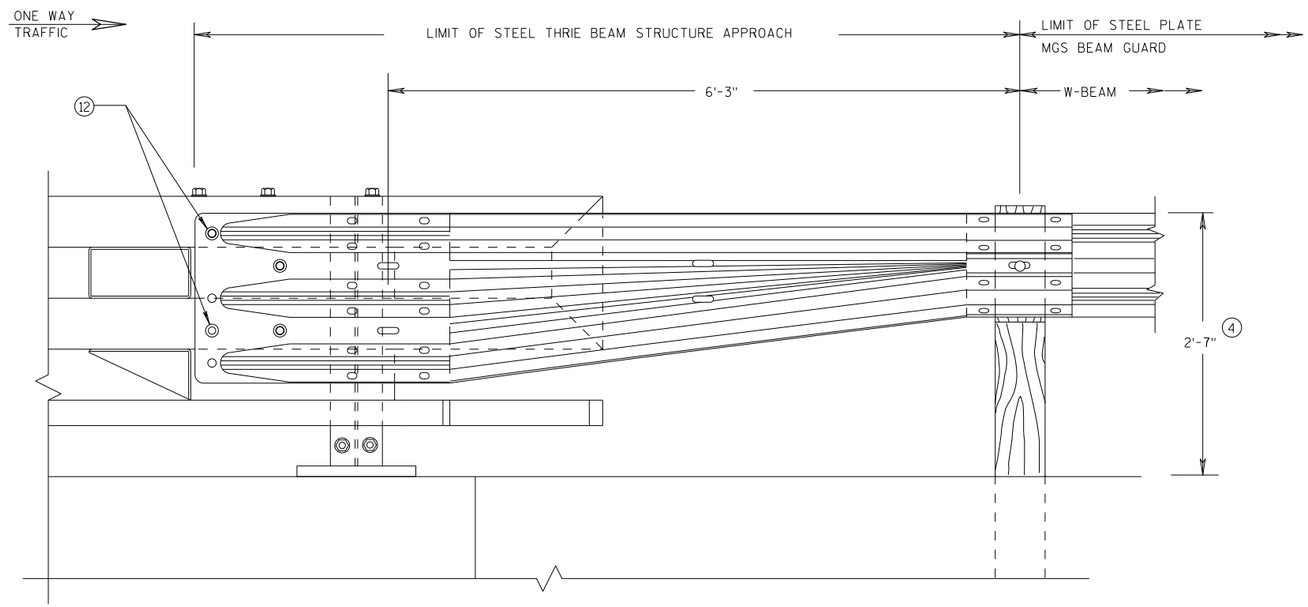
S.D.D. 14 B 45-5k



FRONT VIEW

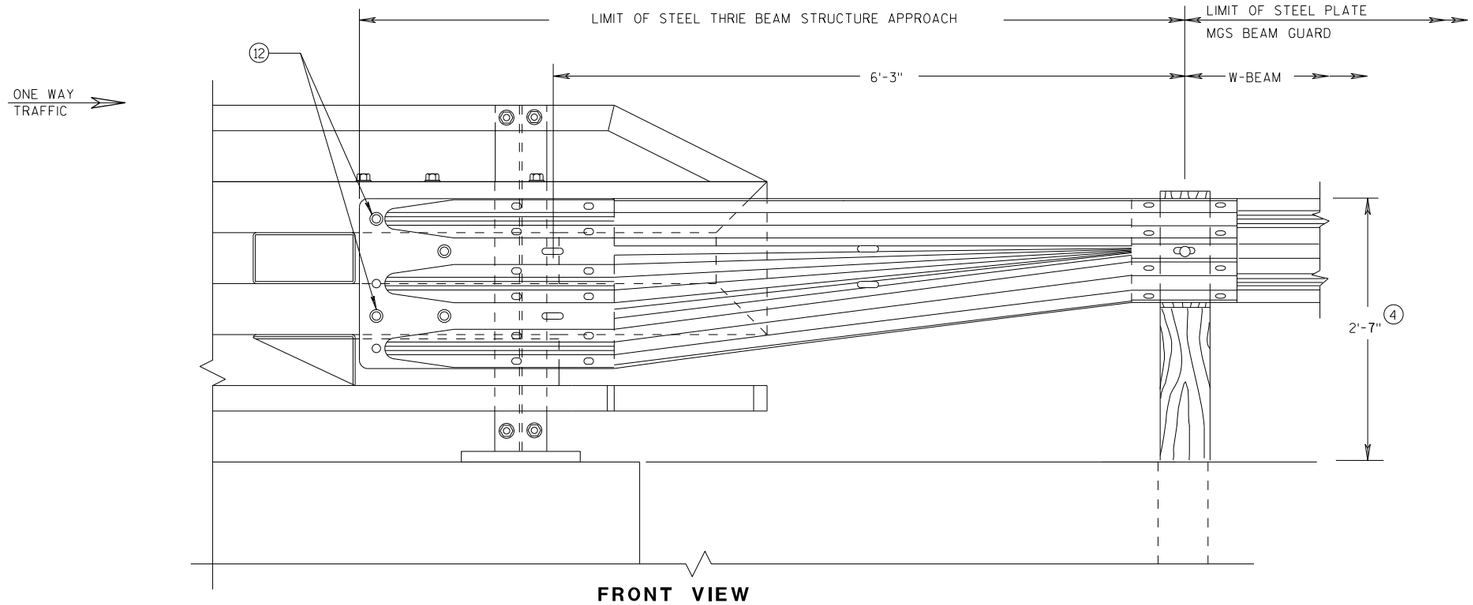
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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S.D.D. 14 B 45-5L

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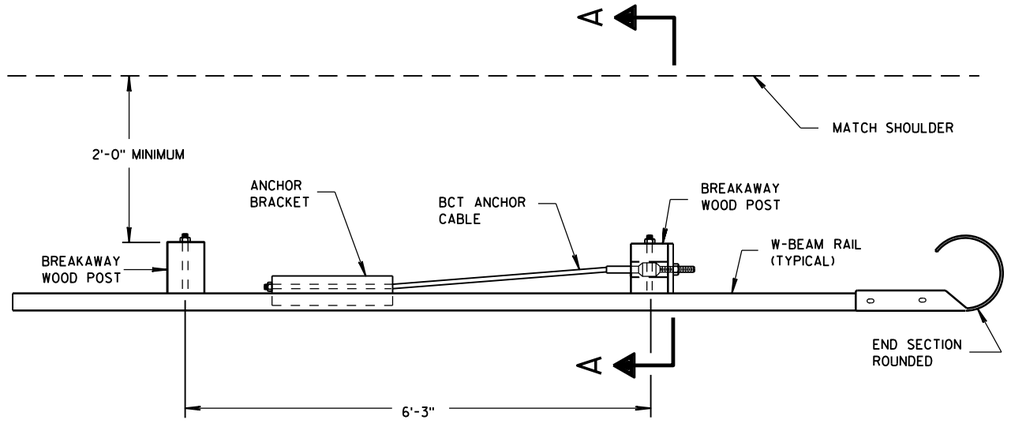
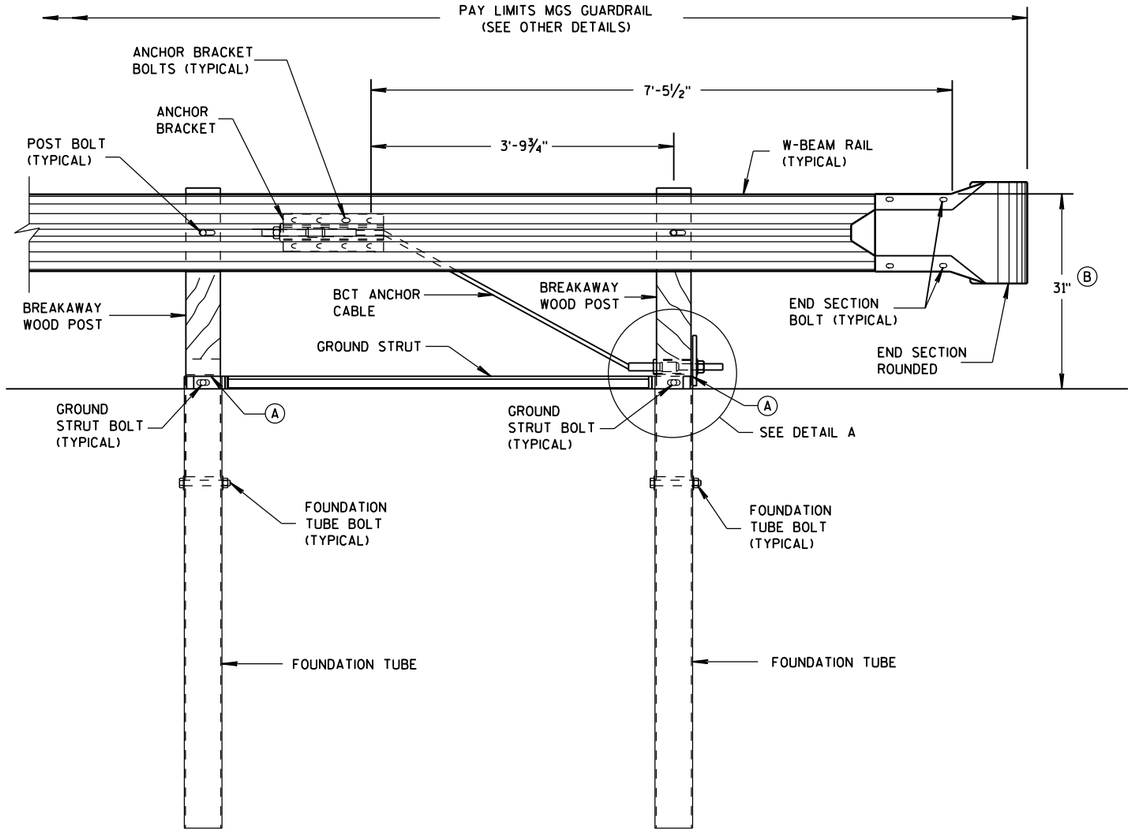
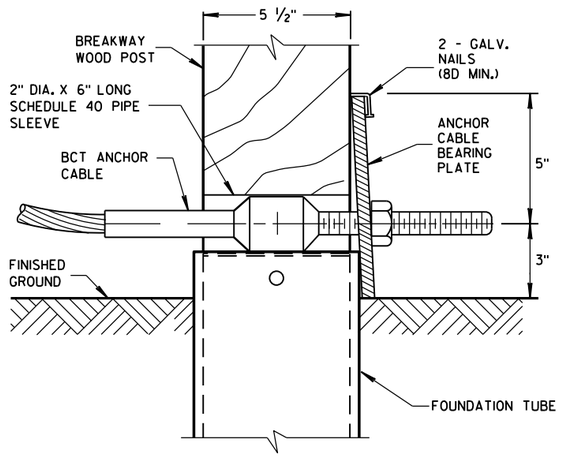


PLAN VIEW



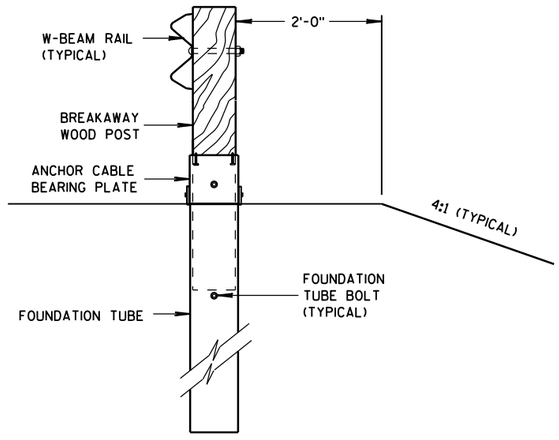
FRONT VIEW

END RAIL DETAIL



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.



SECTION A-A

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

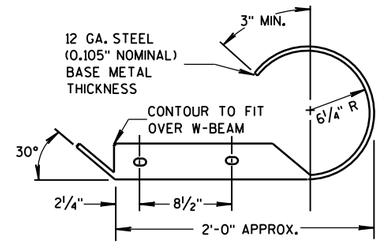
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

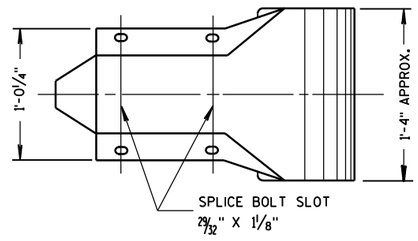
W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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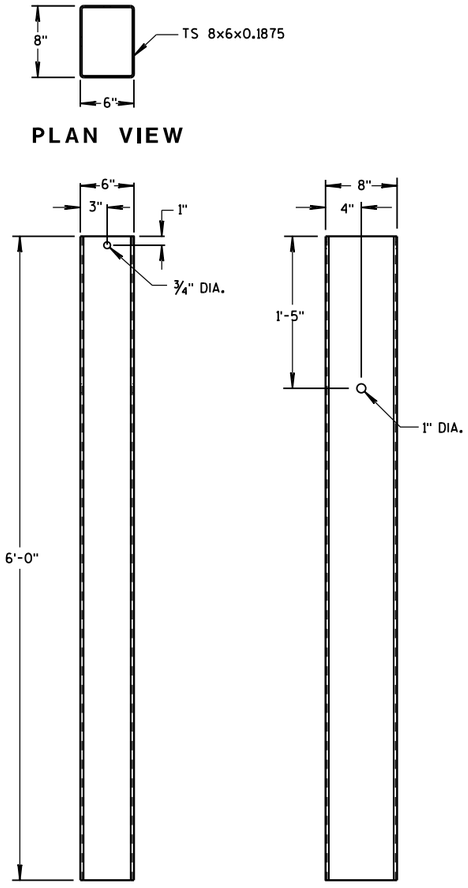
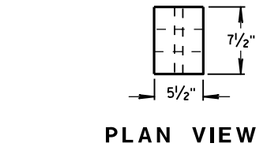
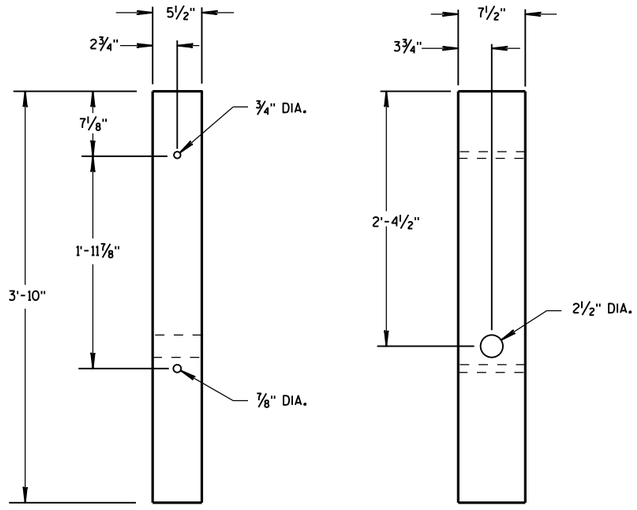
S.D.D. 14 B 47-2a



FOUNDATION TUBE



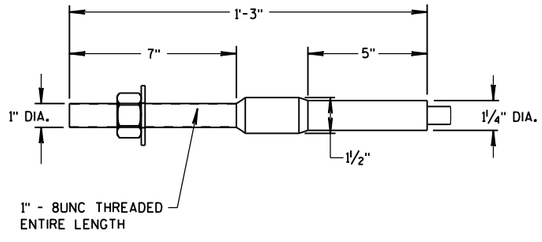


BREAKAWAY WOOD POST

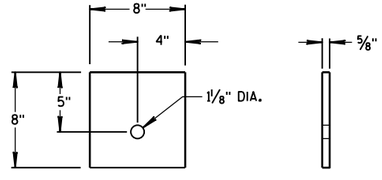
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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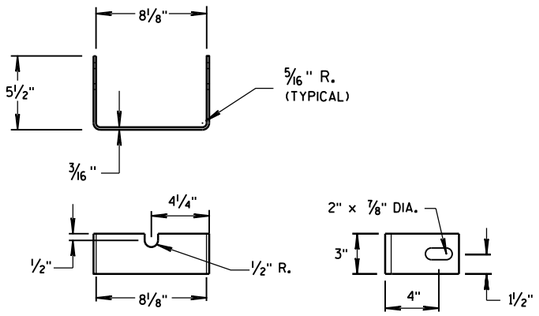
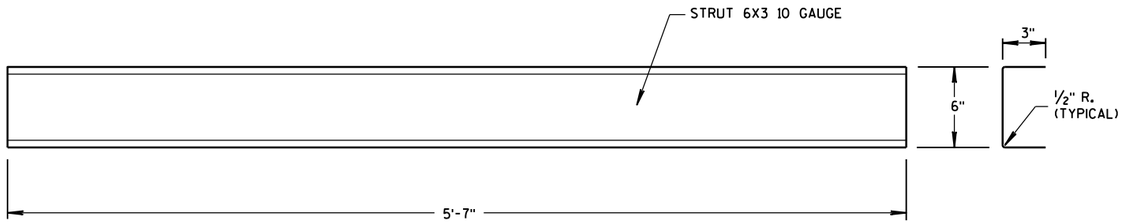
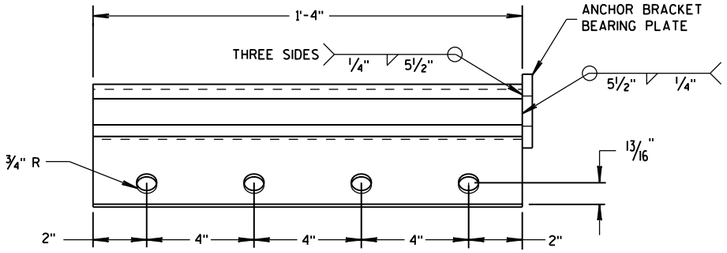
S.D.D. 14 B 47-2b

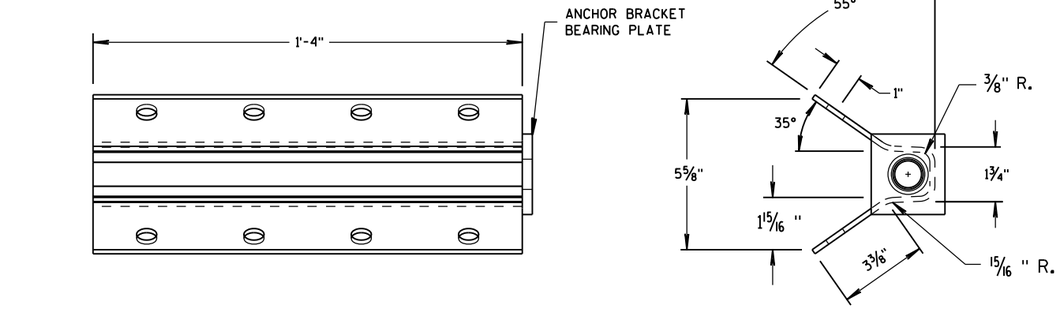


YOKE DETAIL

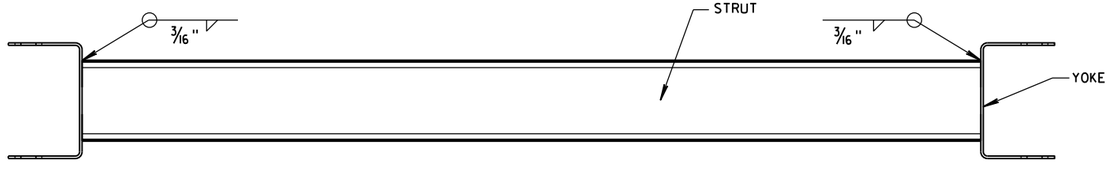


STRUT DETAIL

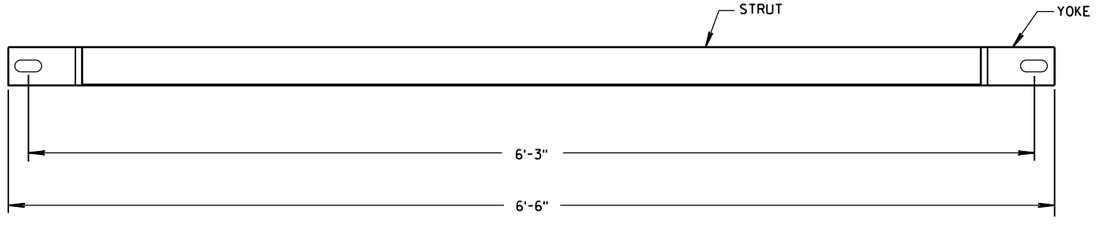




ANCHOR BRACKET

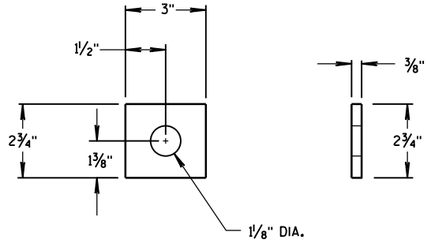


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

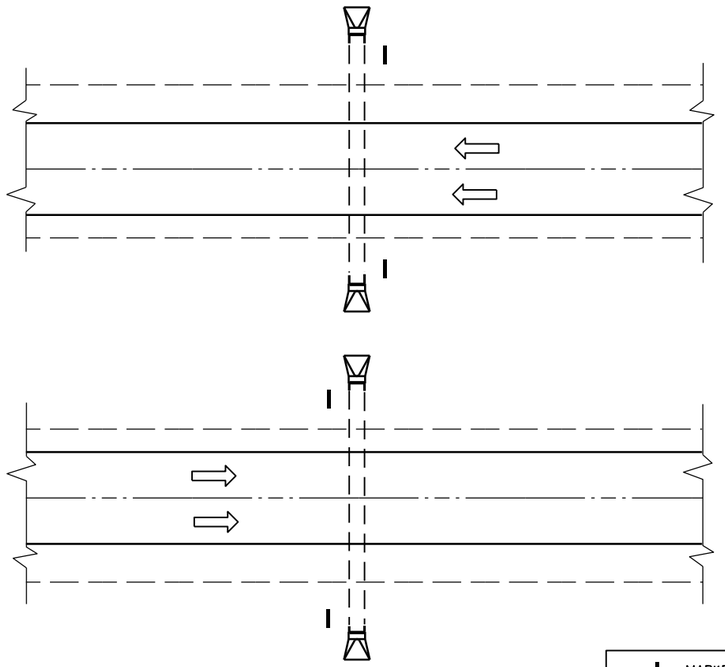
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

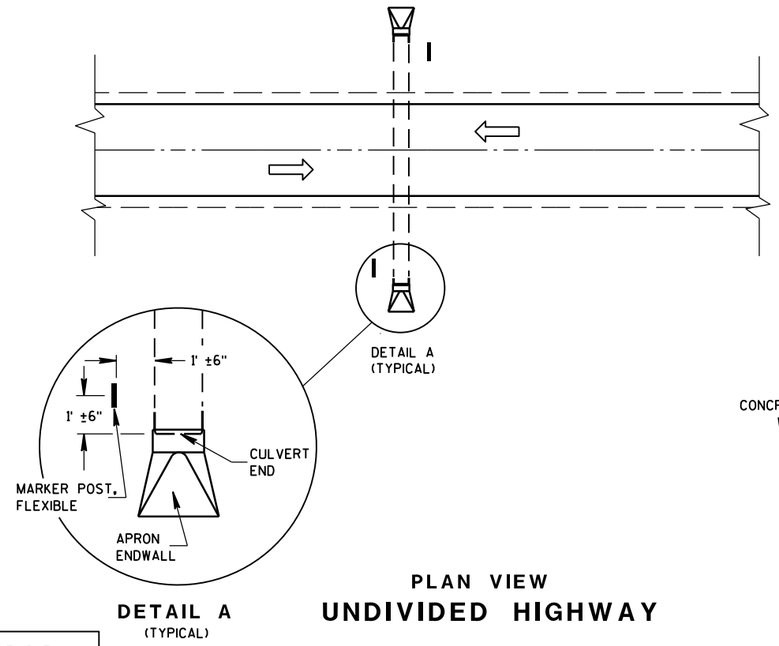
6

S.D.D. 14 B 47-2c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

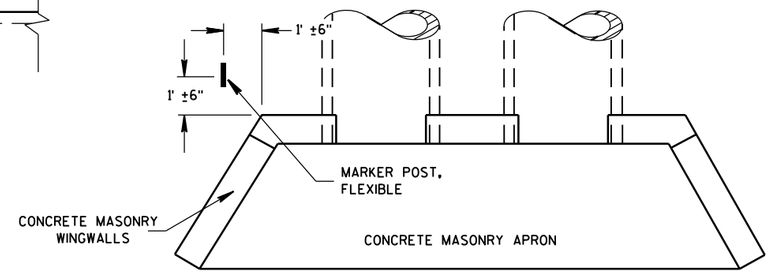
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

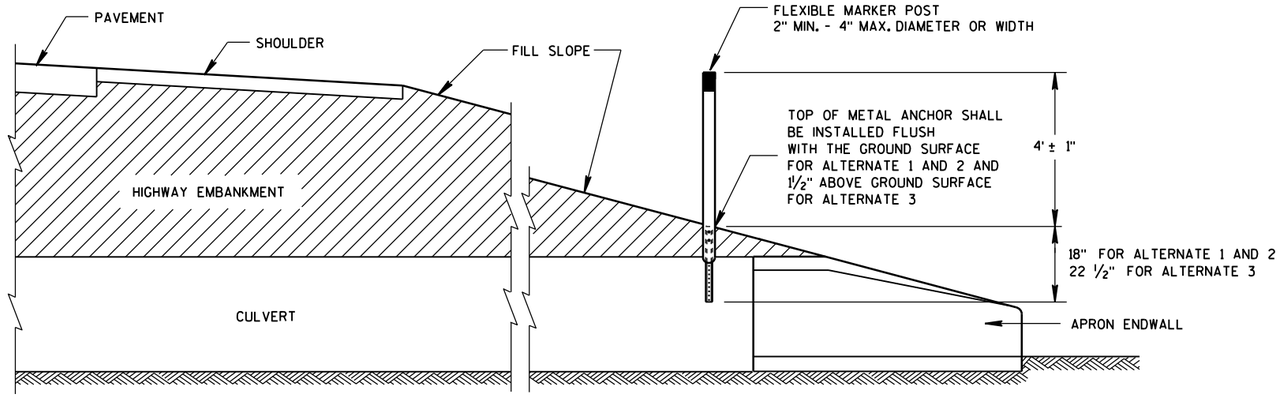
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

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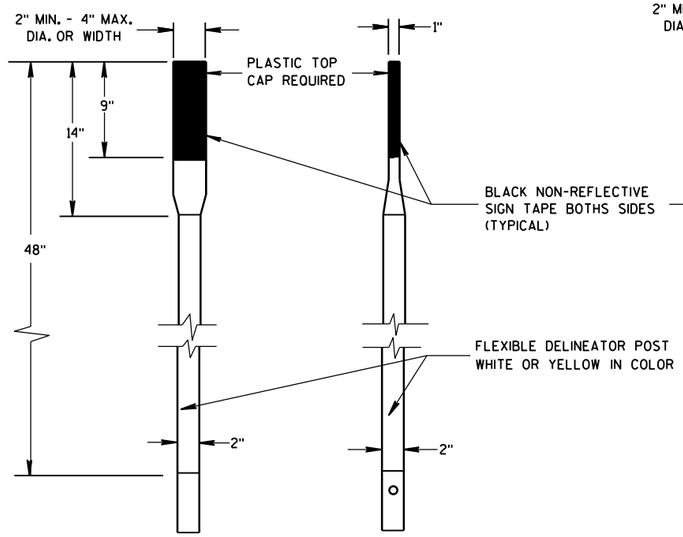
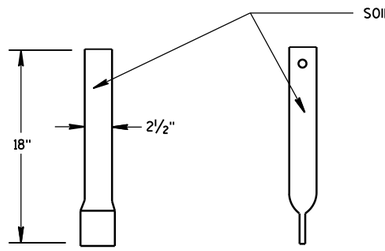
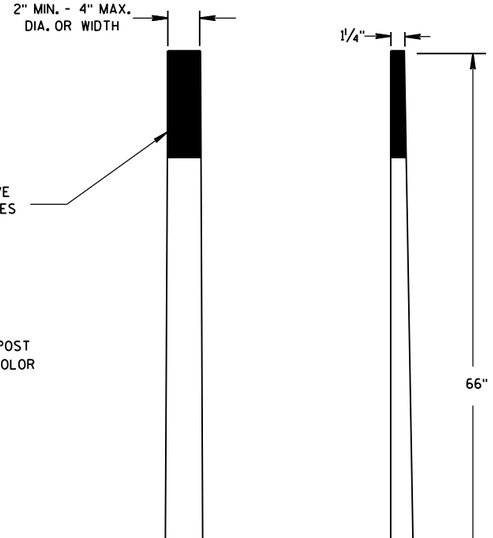
S.D.D. 15 A 3-2a





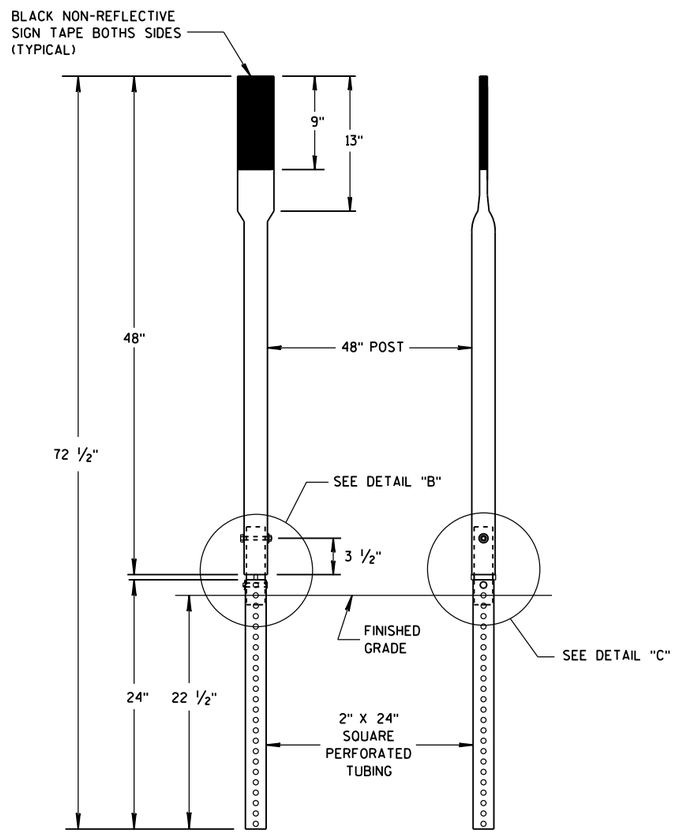
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

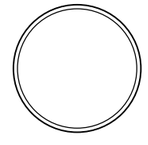
ALTERNATE 2



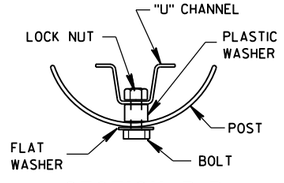
FRONT VIEW SIDE VIEW

ALTERNATE 3

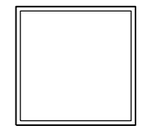
FLEXIBLE MARKER POSTS



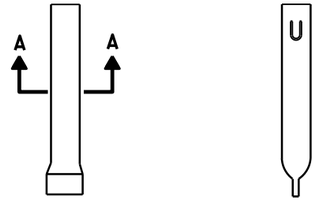
SECTION A-A



SECTION B-B

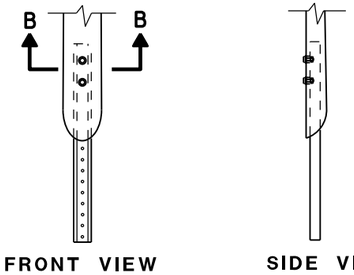


SECTION C-C



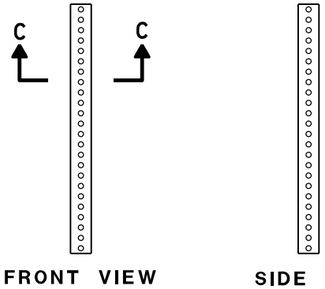
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

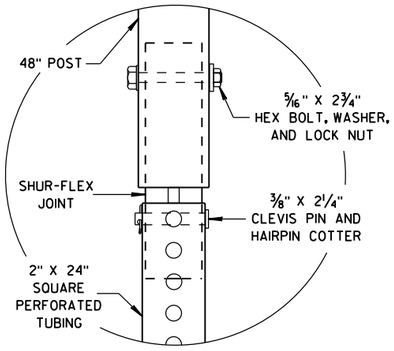
ALTERNATE 2



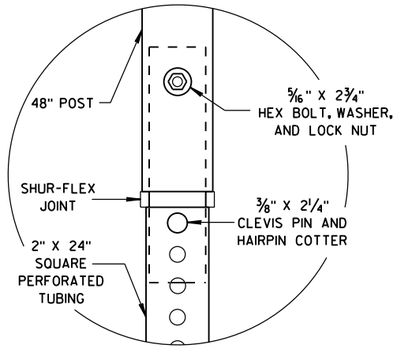
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

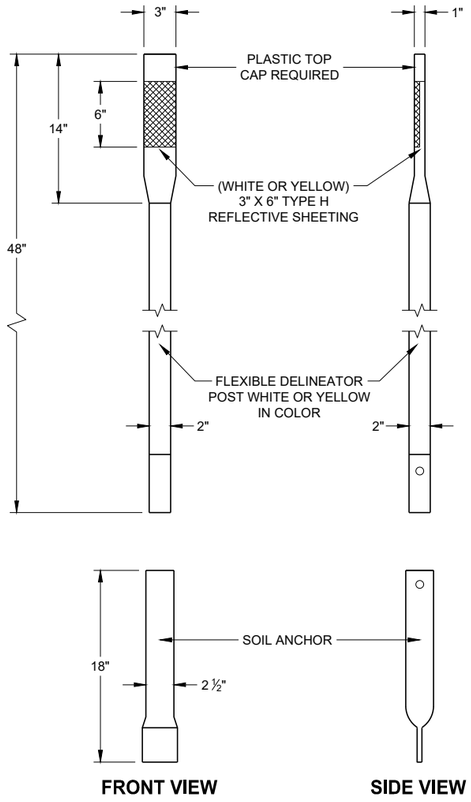
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
455
IGN
FHWA

6

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

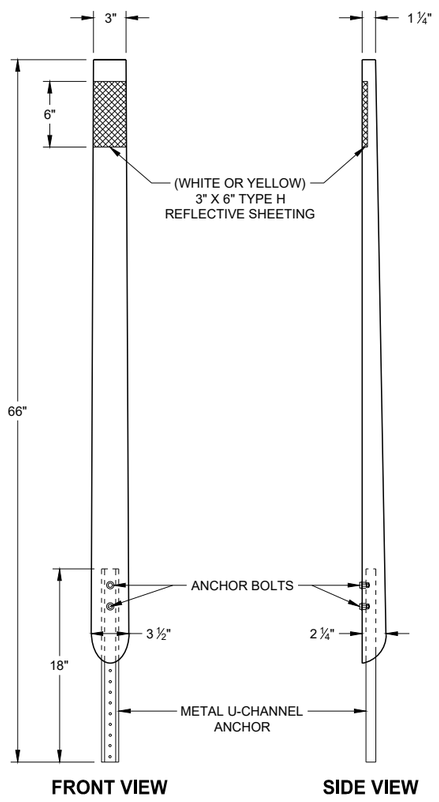
6

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



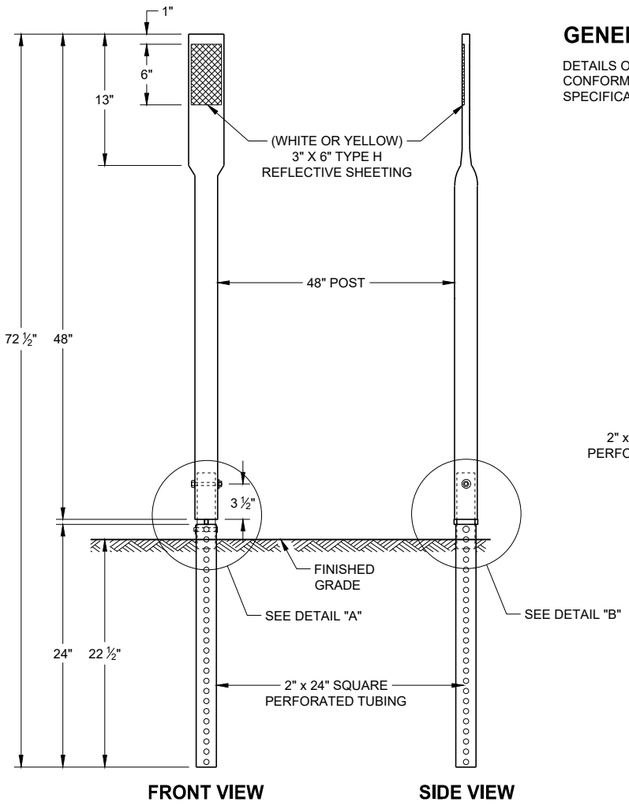
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



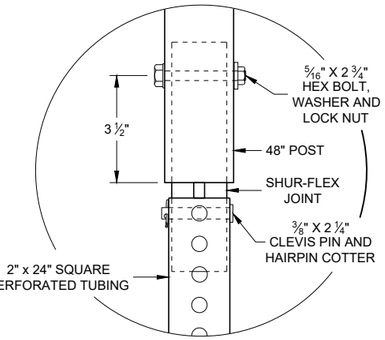
FRONT VIEW SIDE VIEW

ALTERNATE 3

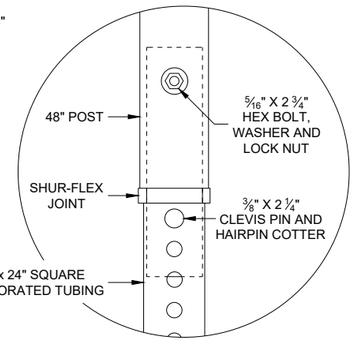
FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

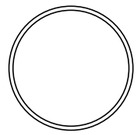
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



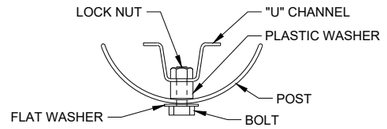
DETAIL A



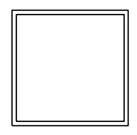
DETAIL B



SECTION A - A



SECTION B - B

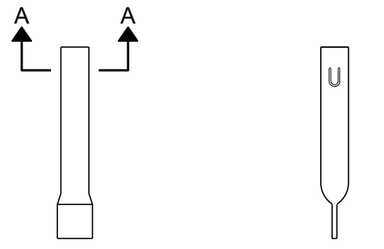


SECTION C - C

REFLECTOR SPACING TABLE

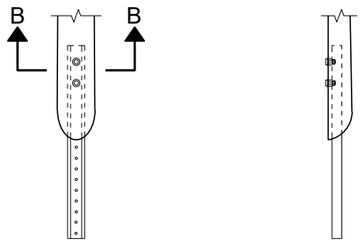
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

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



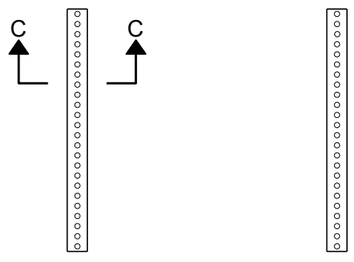
FRONT VIEW SIDE VIEW

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

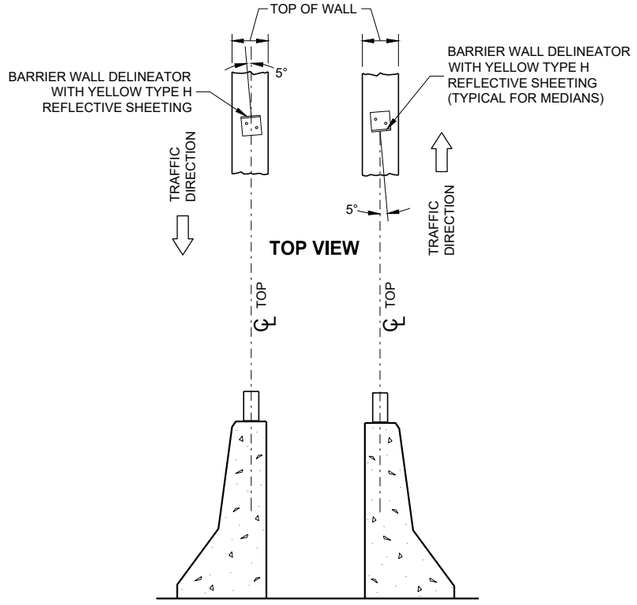
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

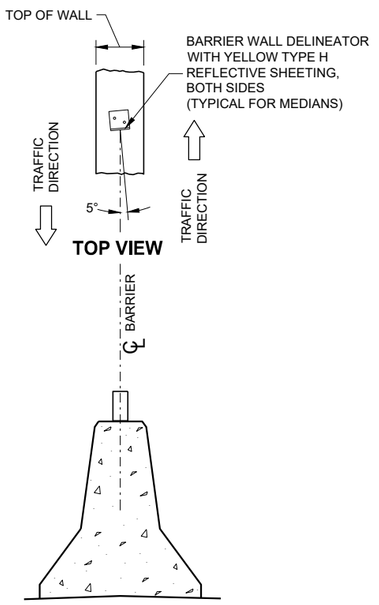
SDD 15A04 - 05a

6

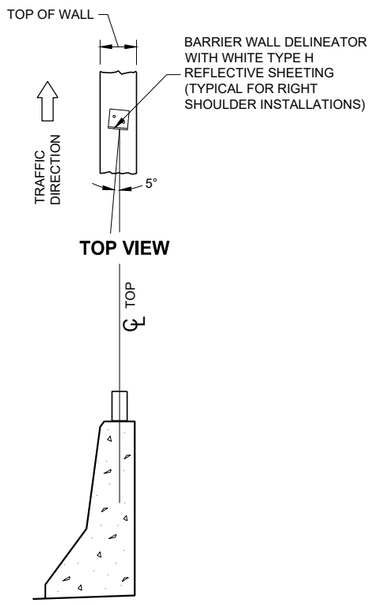
SDD 15A04 - 05a



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

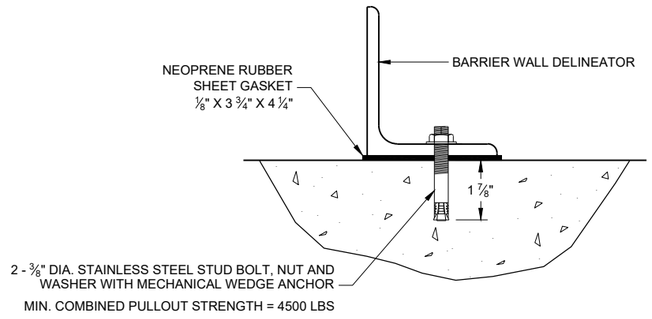


SIDE VIEW
MEDIAN BARRIER

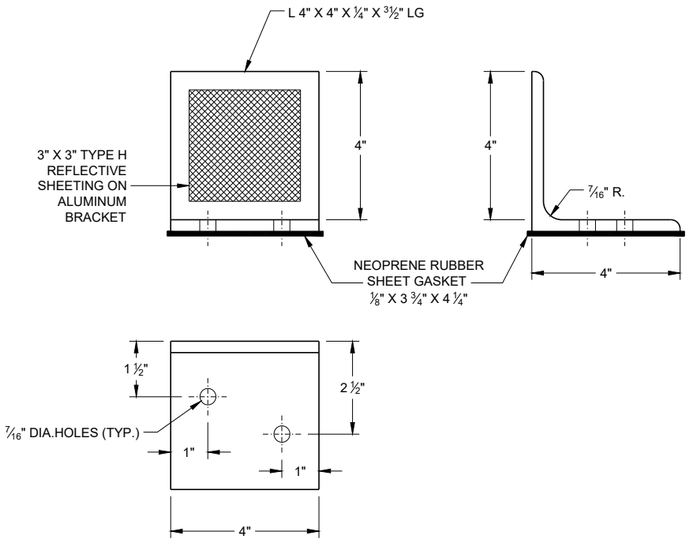


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR MOUNTING DETAIL



BARRIER WALL DELINEATOR

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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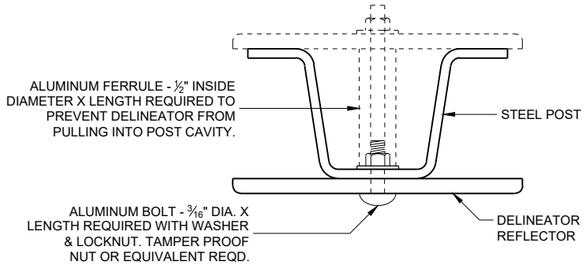
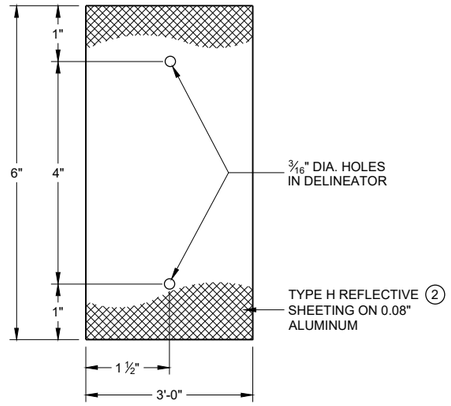
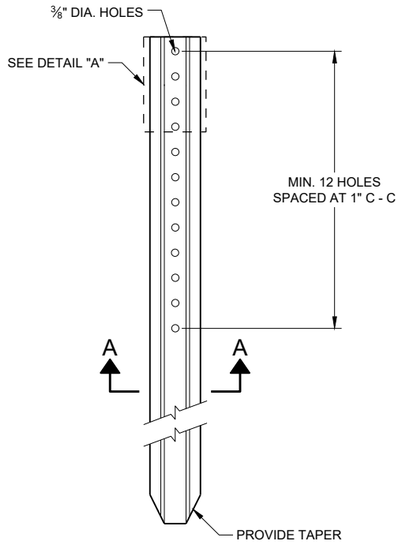
SDD 15A04 - 05b



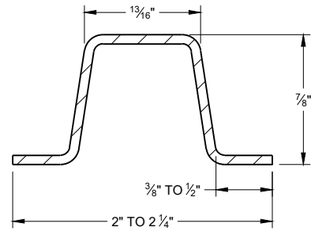
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



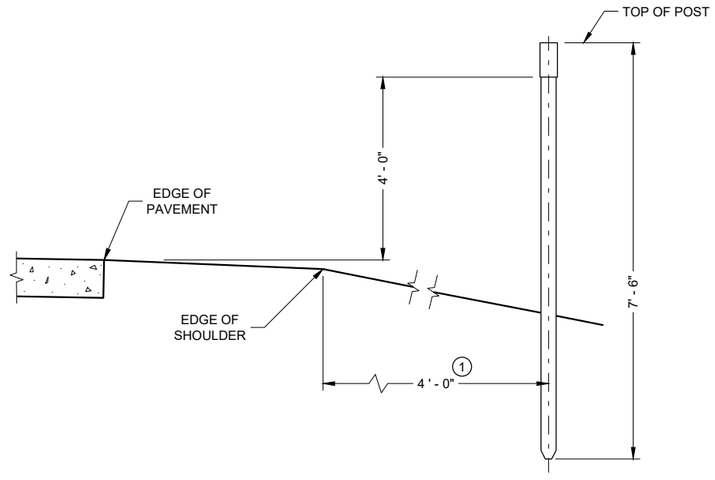
SECTION A - A

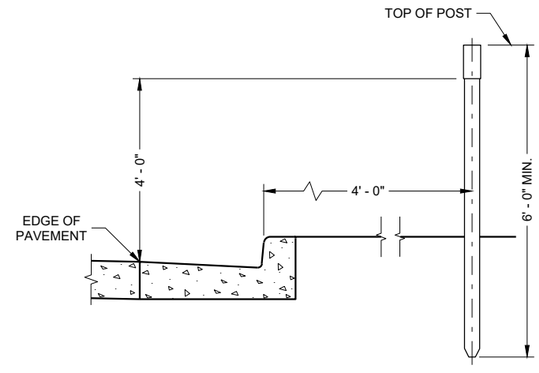
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

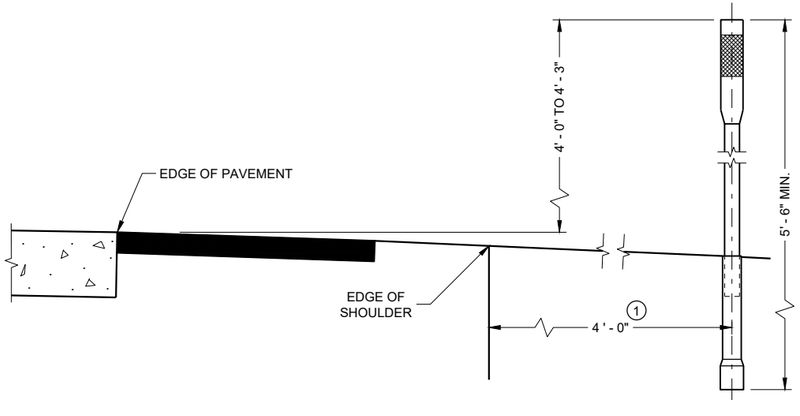
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

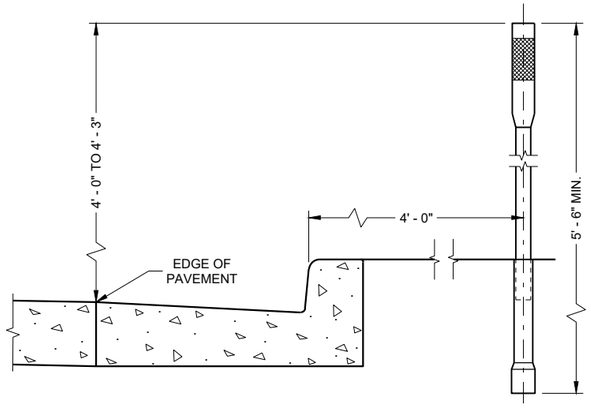
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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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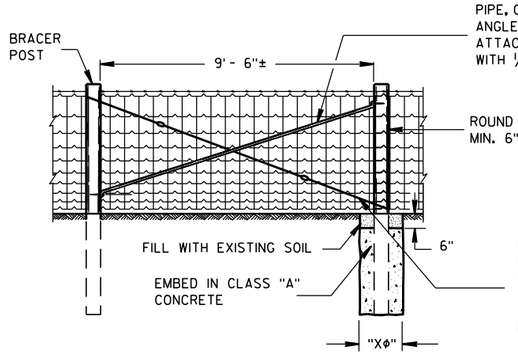
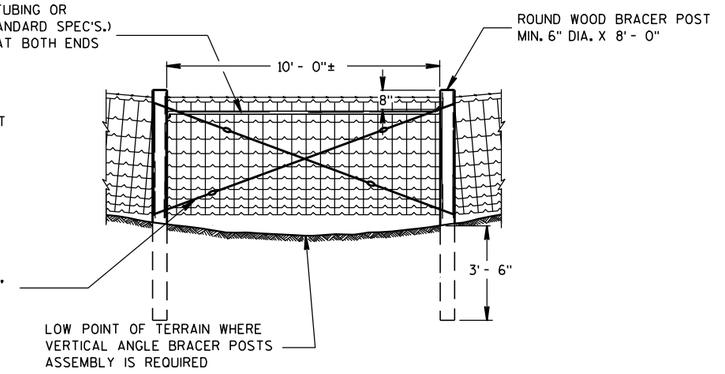
SDD 15A04 - 05c

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

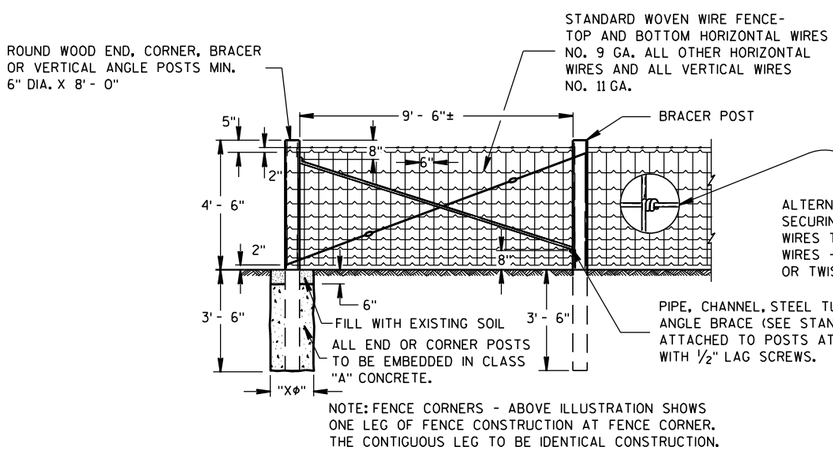
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

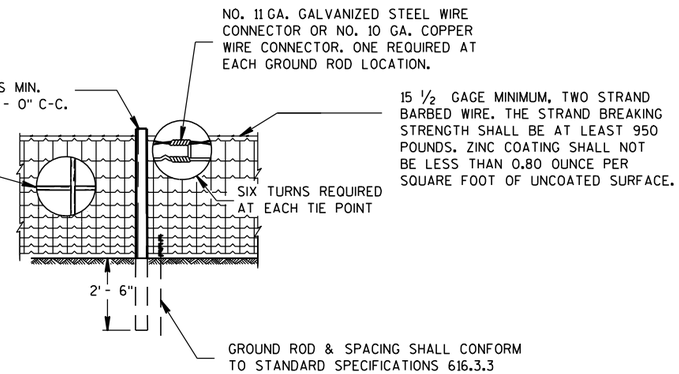
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



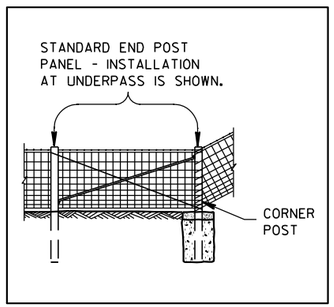
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

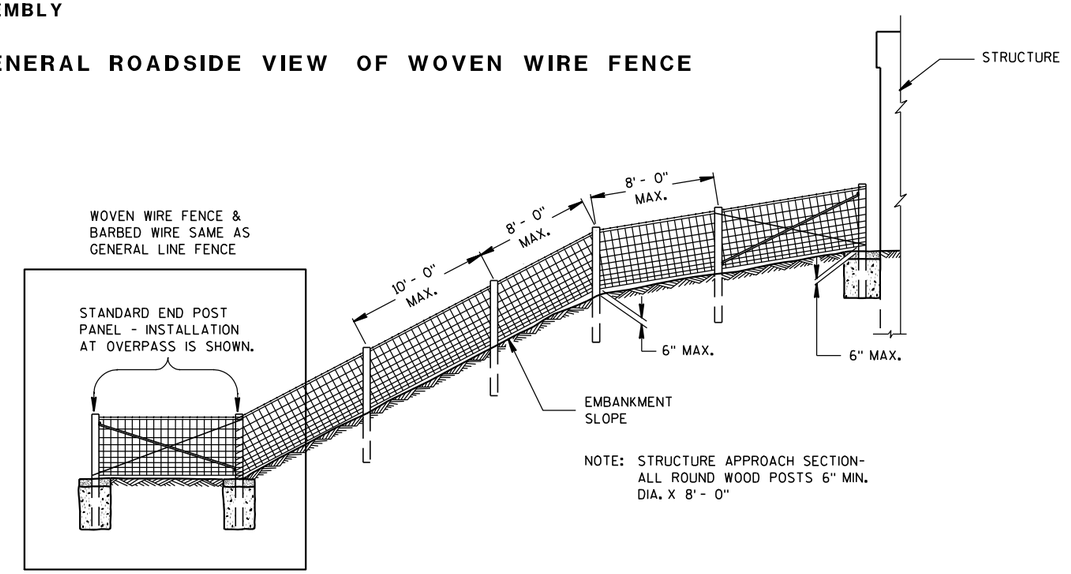


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



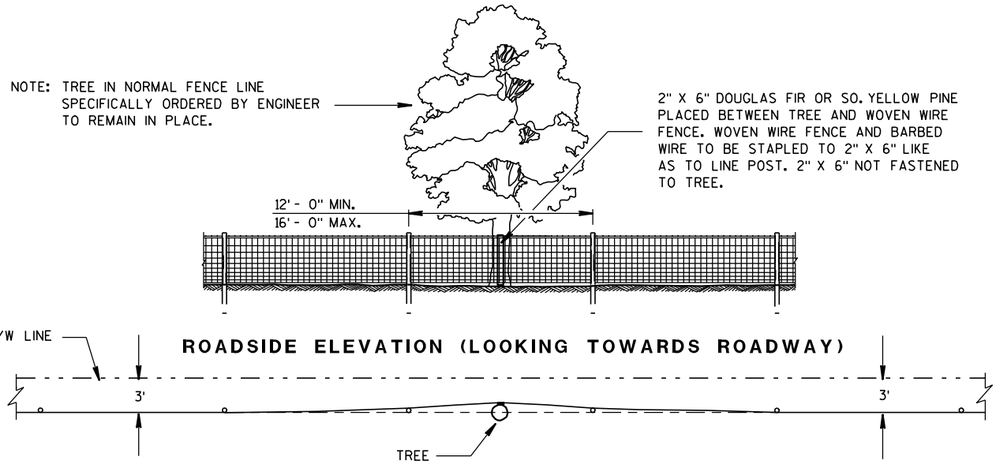
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

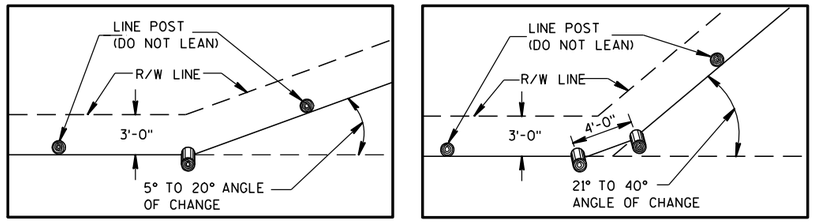
6

S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



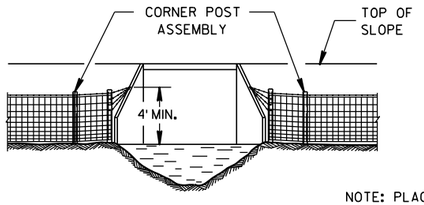
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

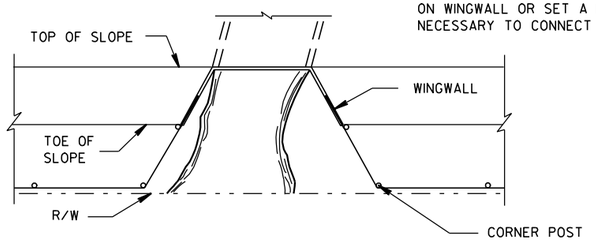
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

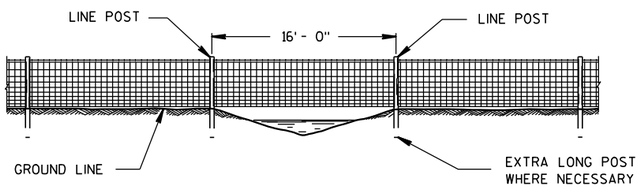
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



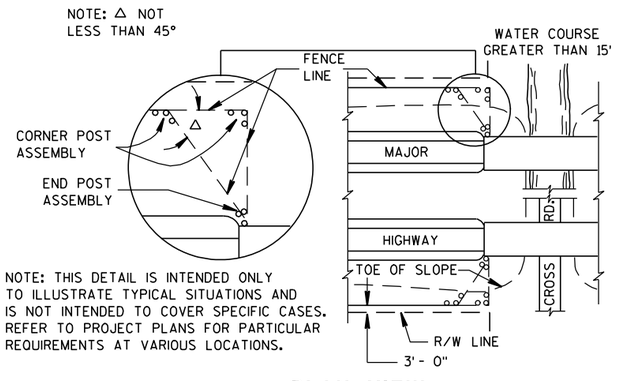
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



FENCE INSTALLATION TO WINGWALLS

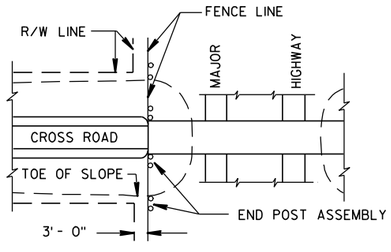


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH

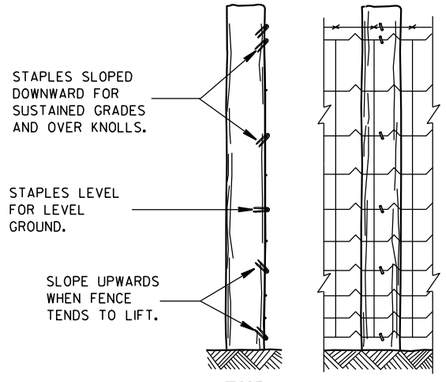


PLAN VIEW

MAJOR HIGHWAY UNDERPASS

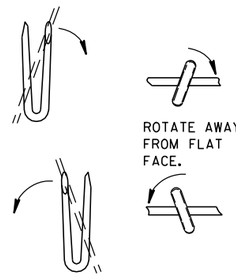
FENCE LOCATION AT STRUCTURES

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL



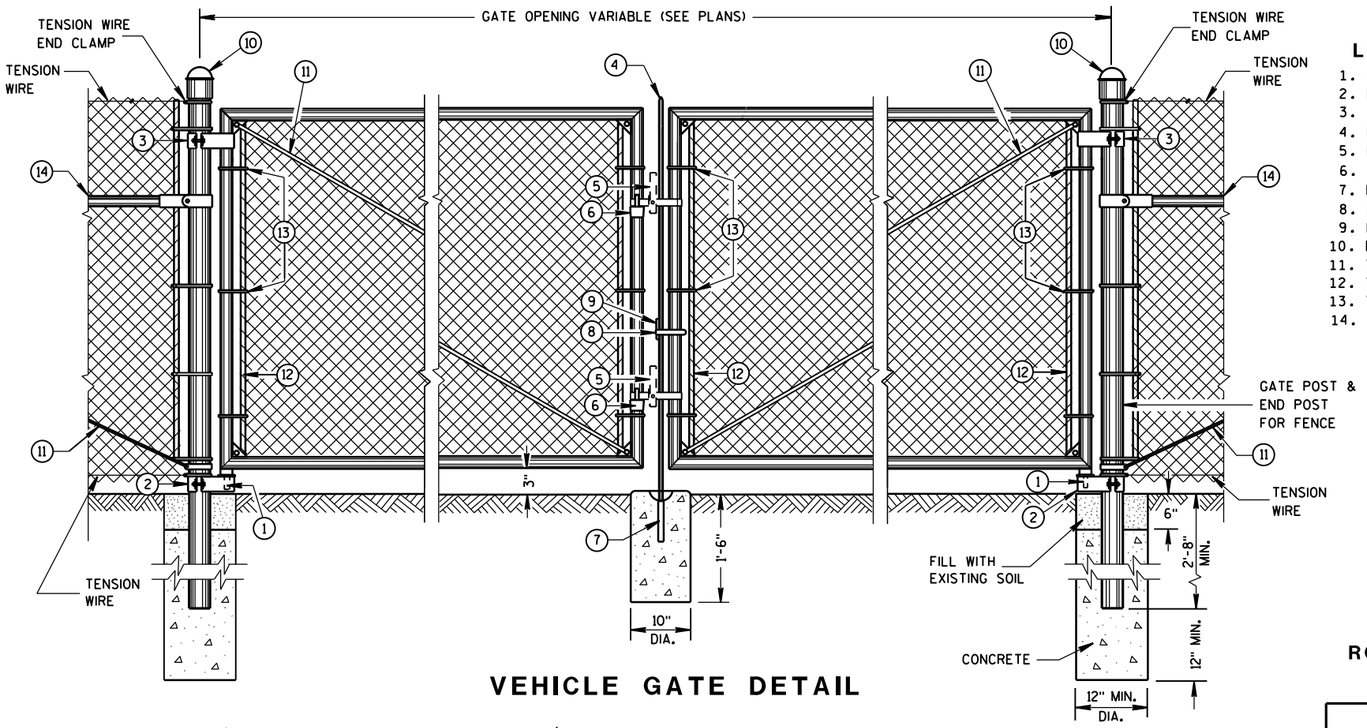
LINE POST

FENCE WOVEN WIRE

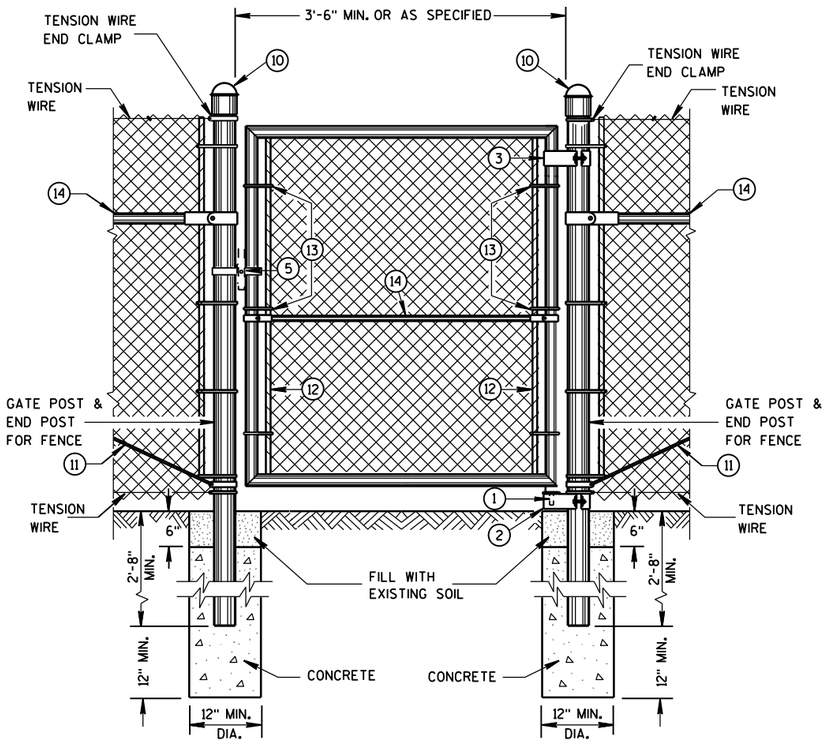
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible]460
ENGINEER
FHWA

6
S.D.D. 15 B 1-8b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

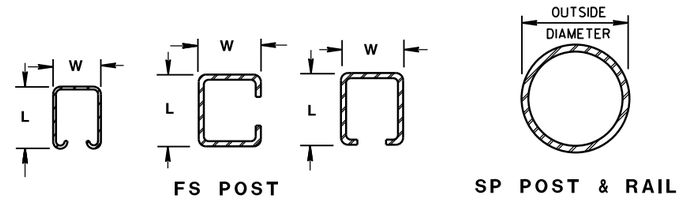
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

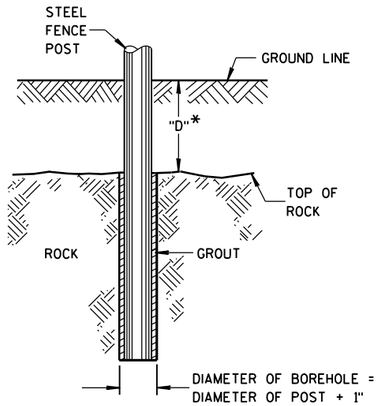
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

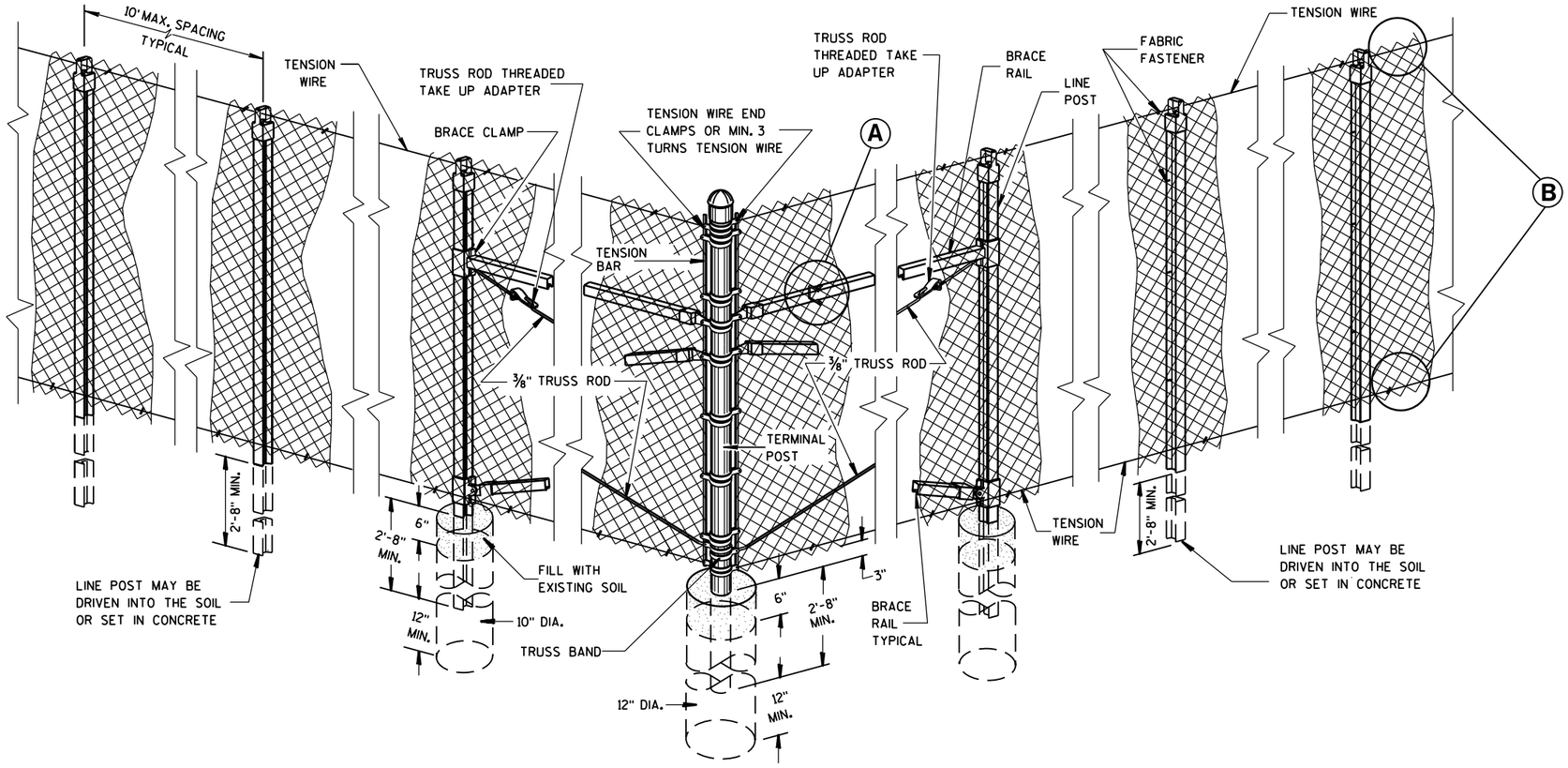
6

S.D.D. 15 B 3-15a

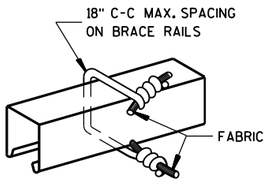


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



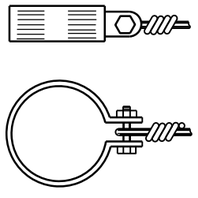
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



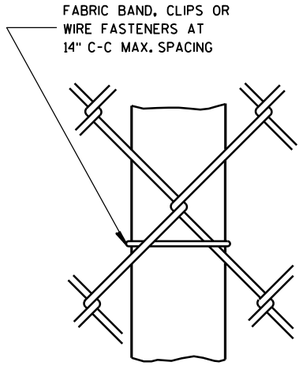
BRACE RAIL

FABRIC FASTENER

Ⓐ



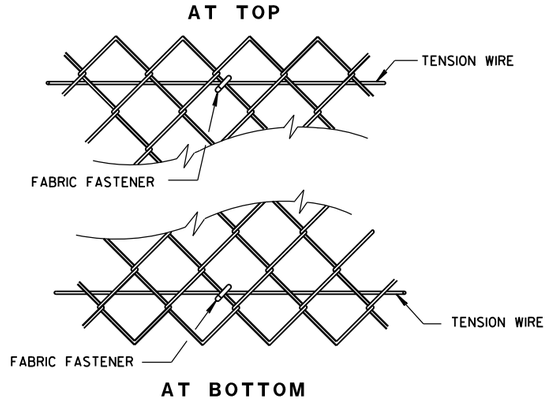
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

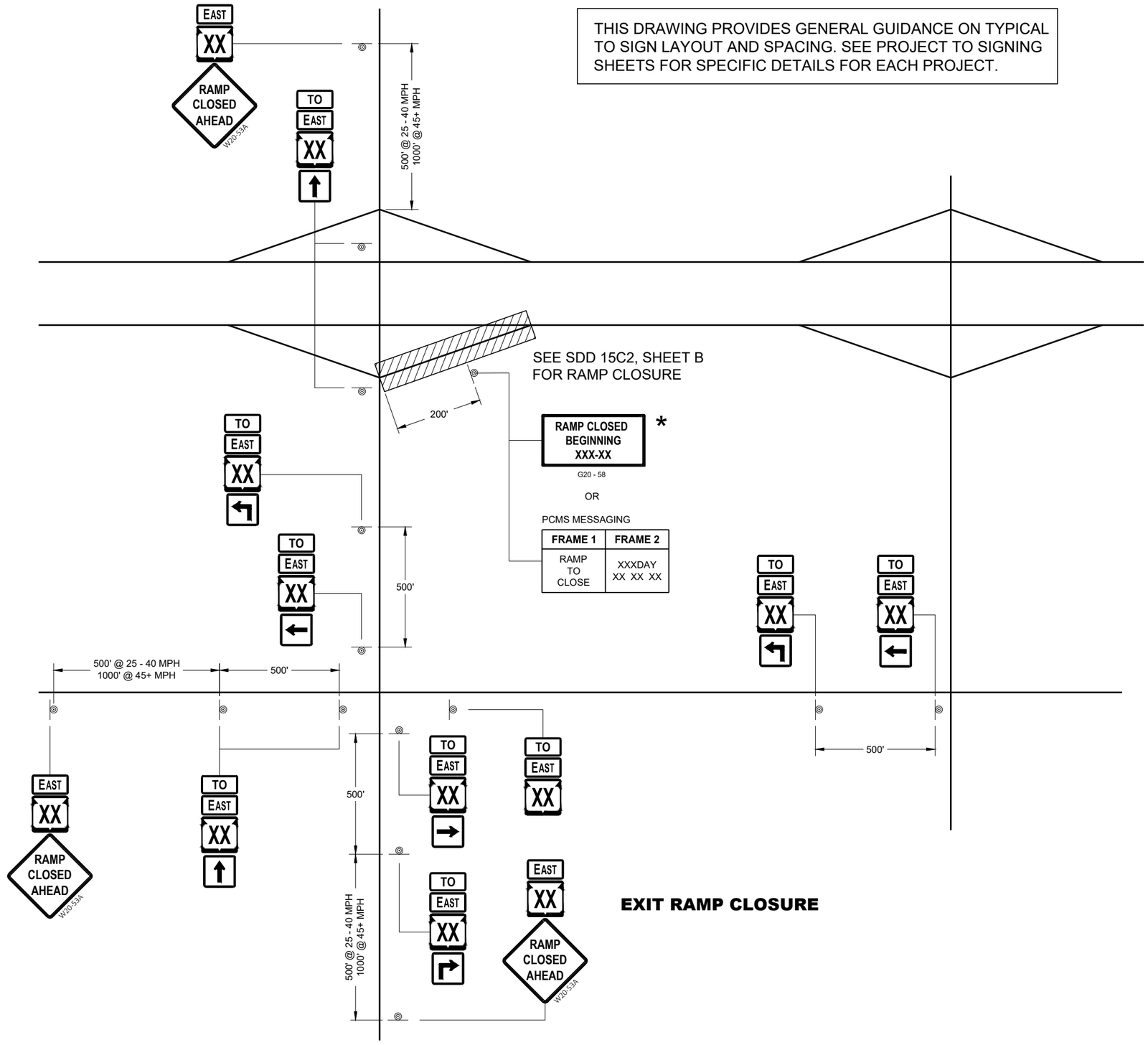
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

6

S.D.D. 15 B 3-15b



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

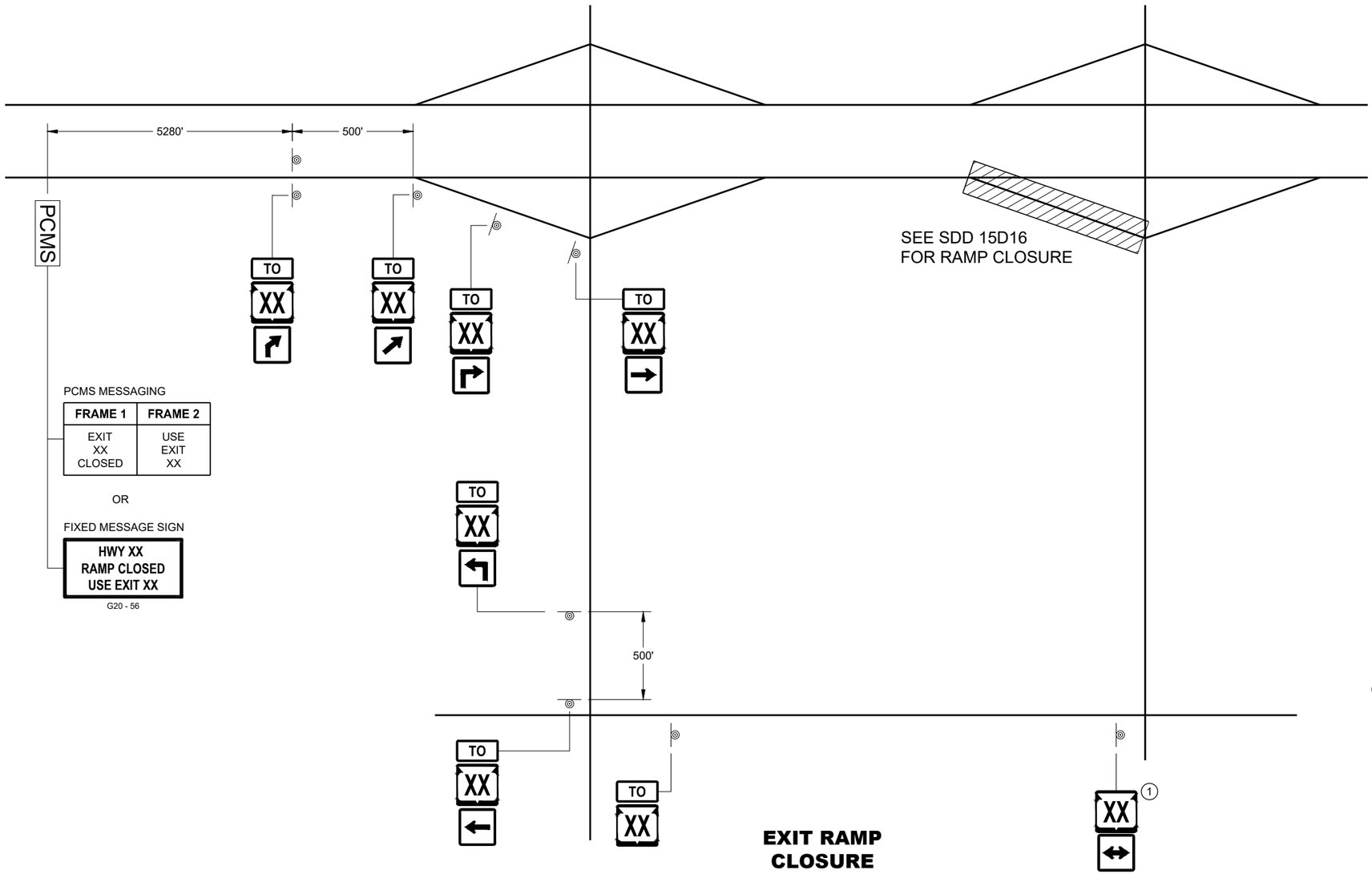
APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

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

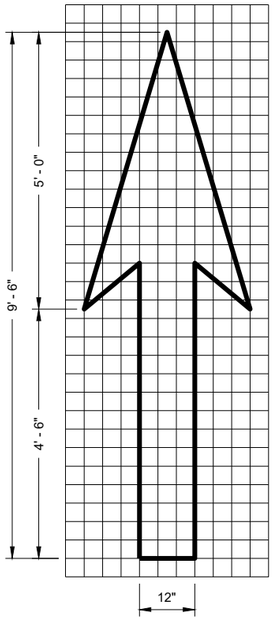
APPROVED
February 2020 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

6

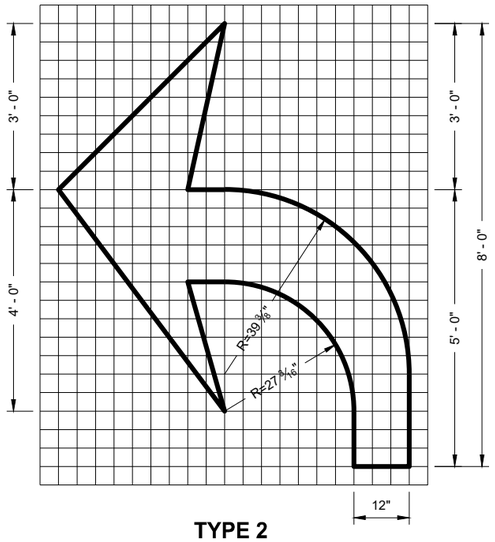
SDD 15C02 - 08e

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



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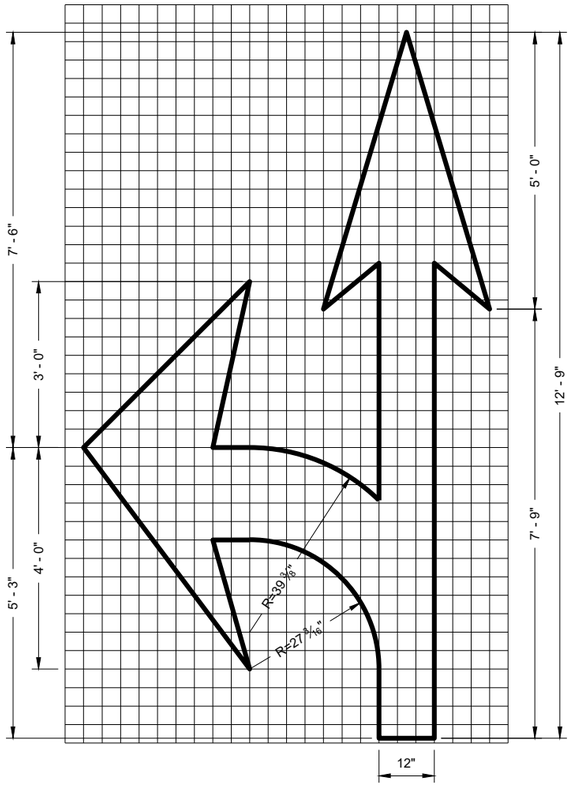

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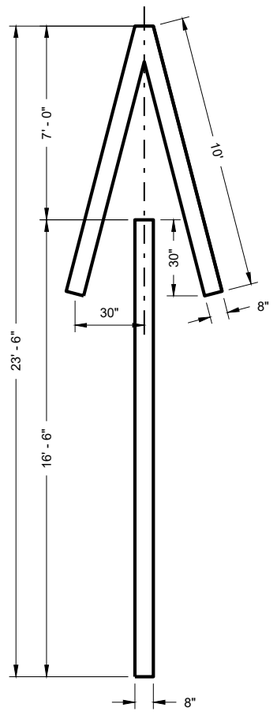
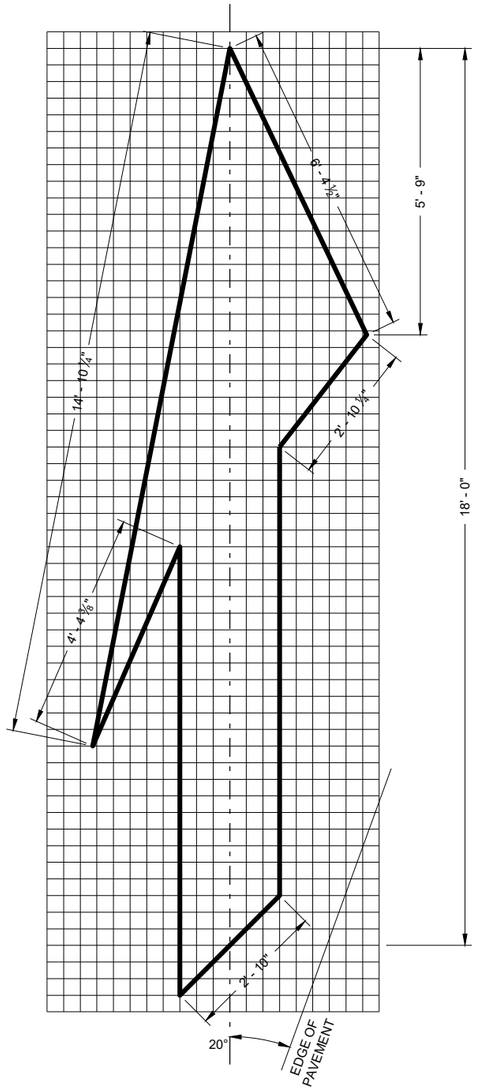
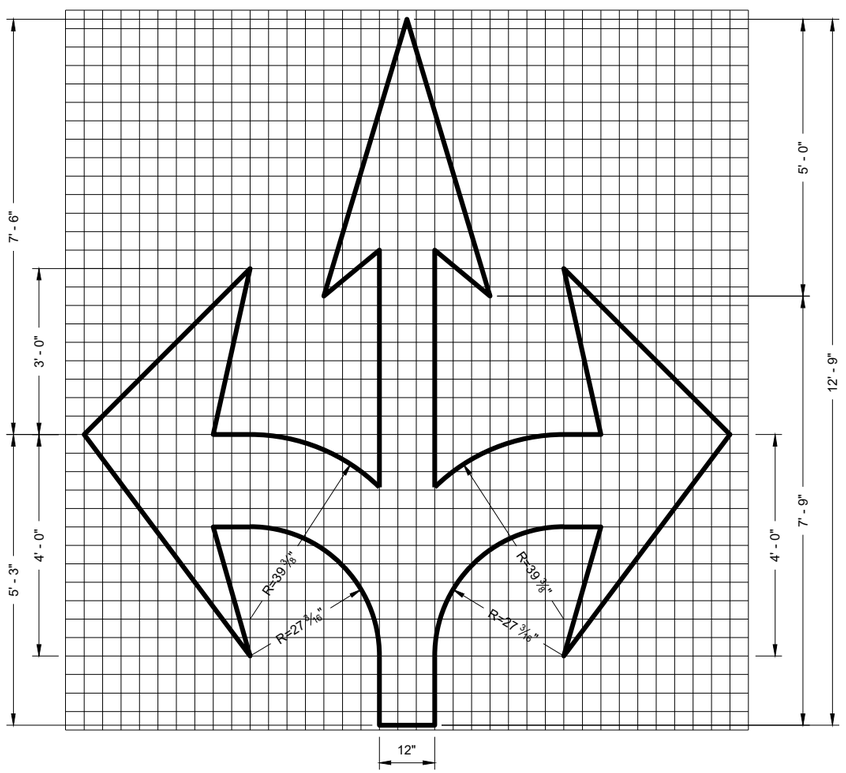


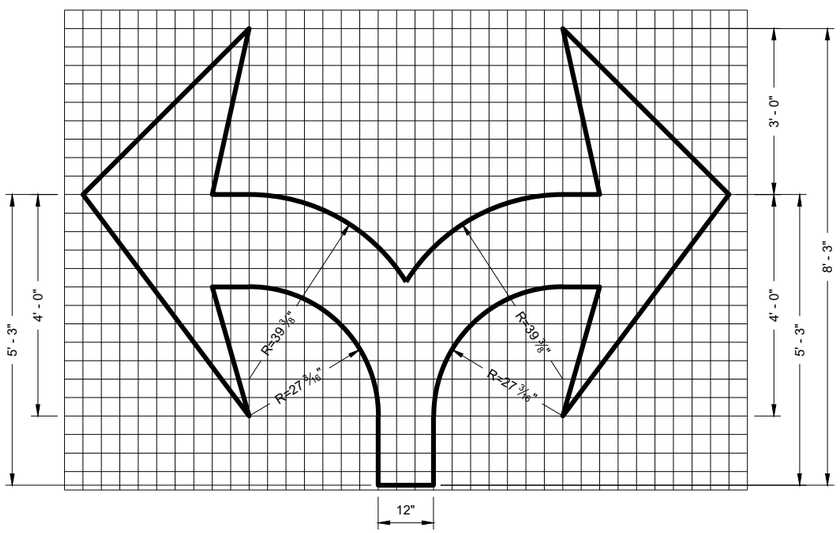
TYPE 4



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

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6

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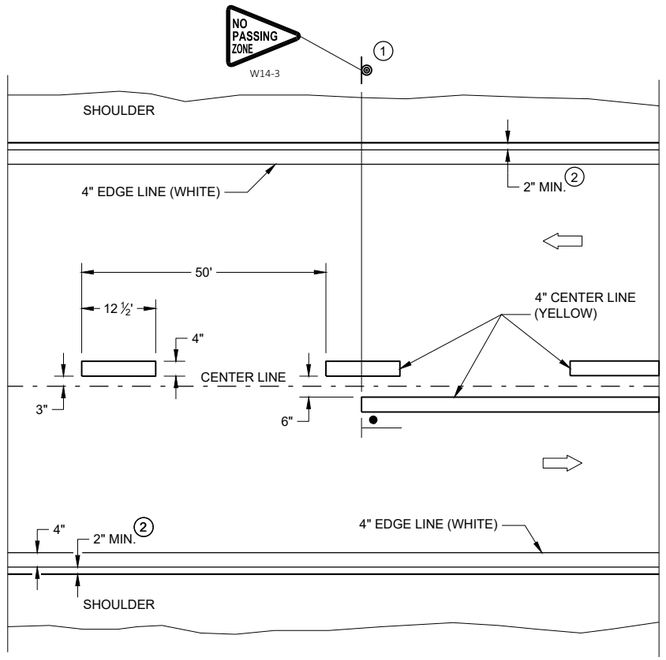
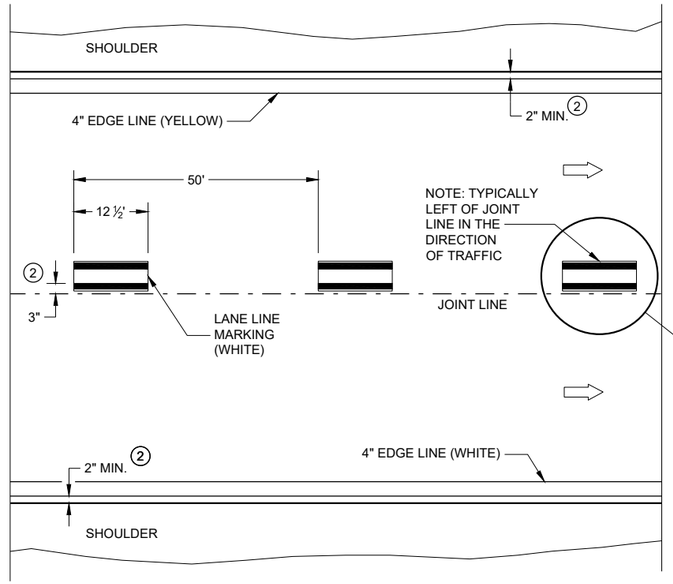
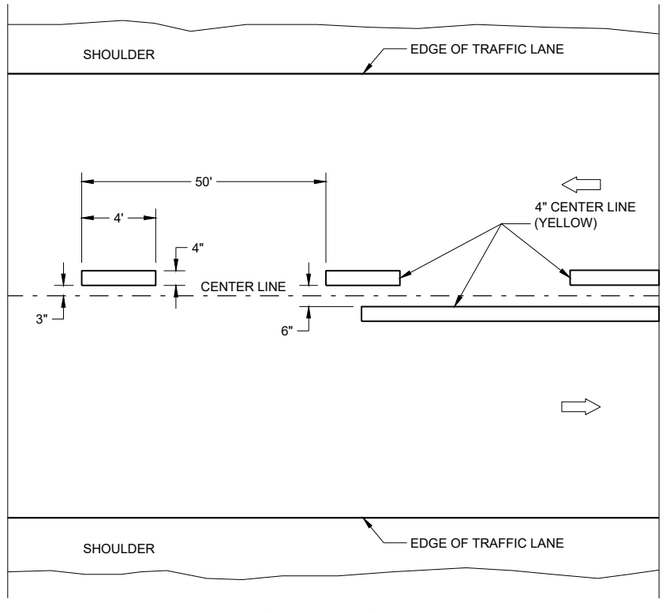


TWO WAY TRAFFIC

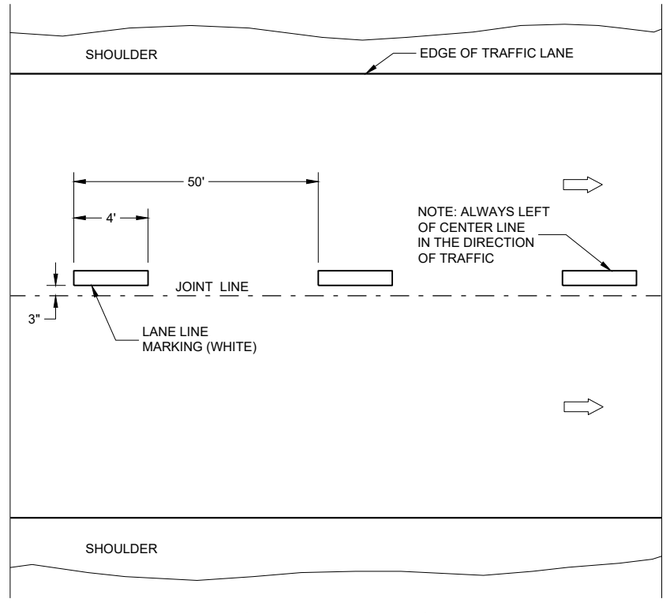


ONE WAY TRAFFIC

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.

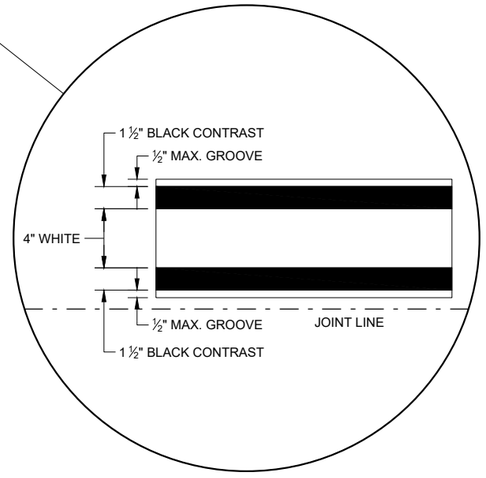
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

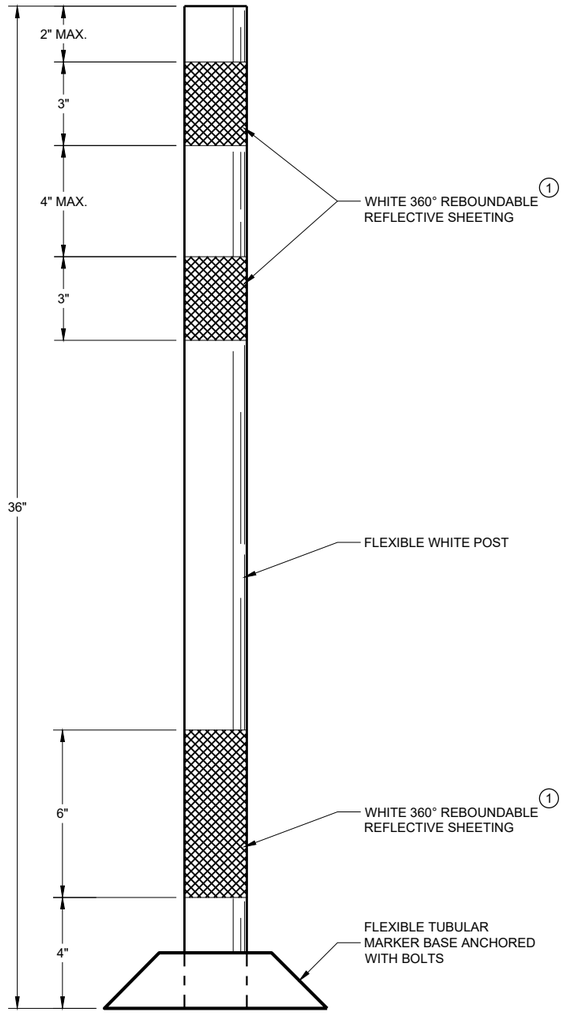
APPROVED
February 2020
DATE

/S/ Matthew Rauch
STATEWIDE SIGNING AND M
ENGINEER

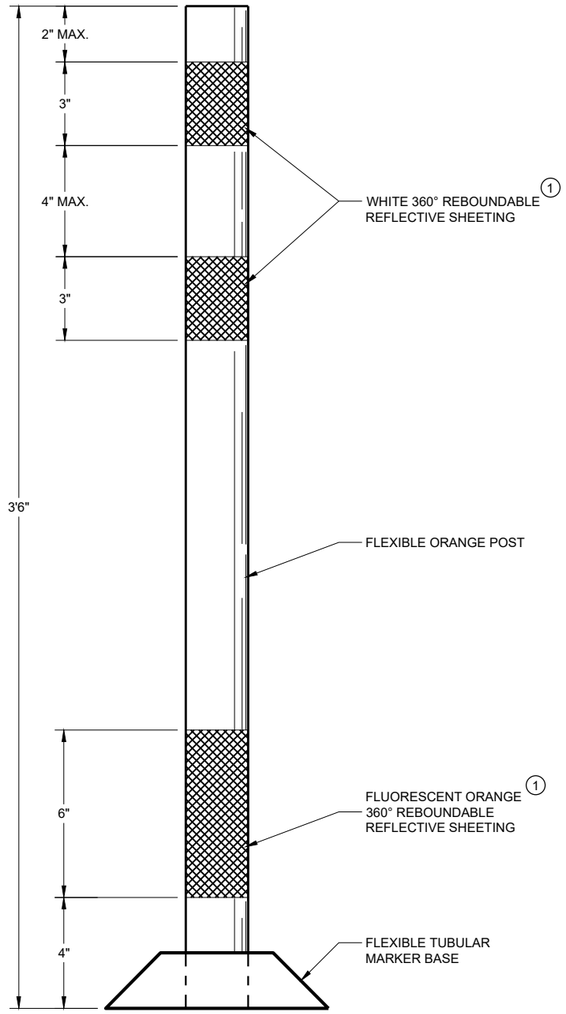
FHWA

SDD 15C08 - 20a

SDD 15C08 - 20a



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 - 08a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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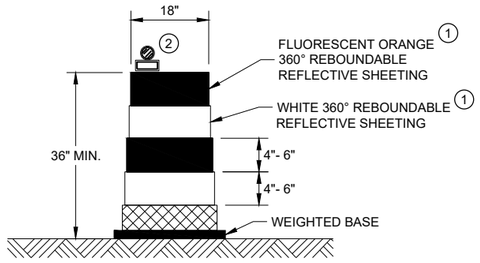
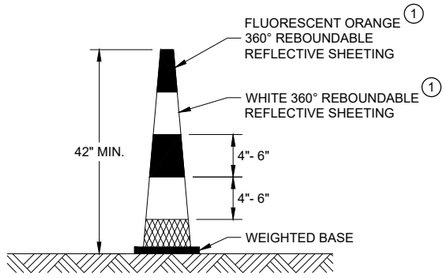
SDD 15C11 - 08a

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.

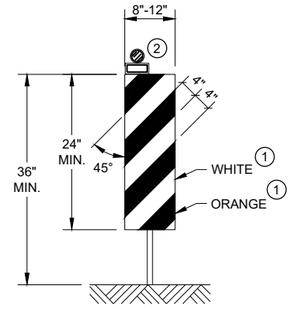


DRUM



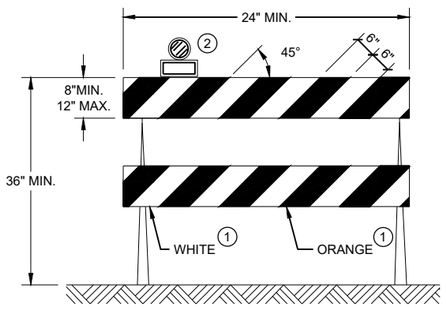
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



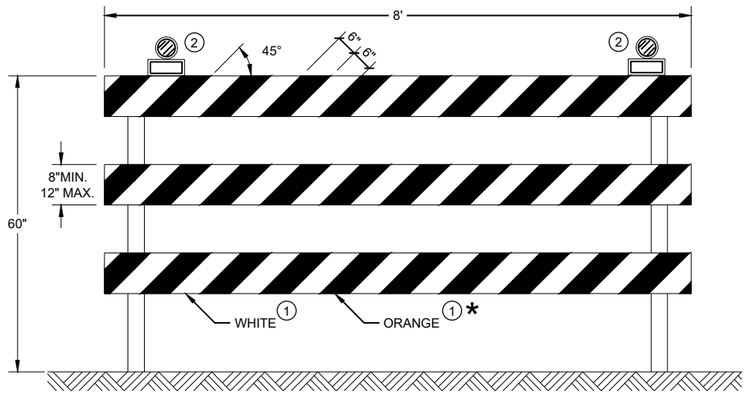
VERTICAL PANEL

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
November 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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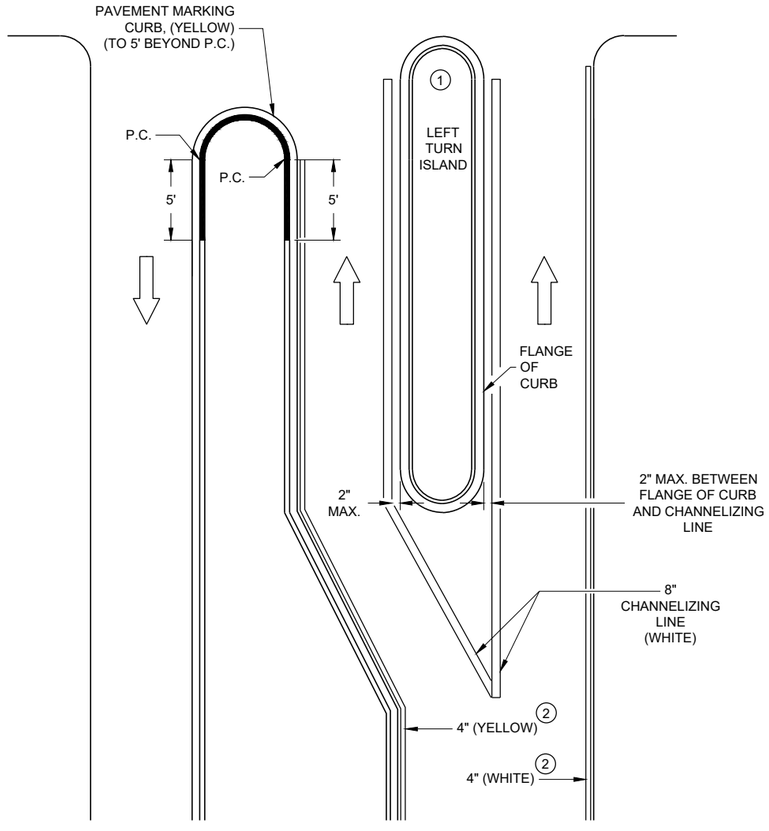
SDD 15C11 - 08b

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

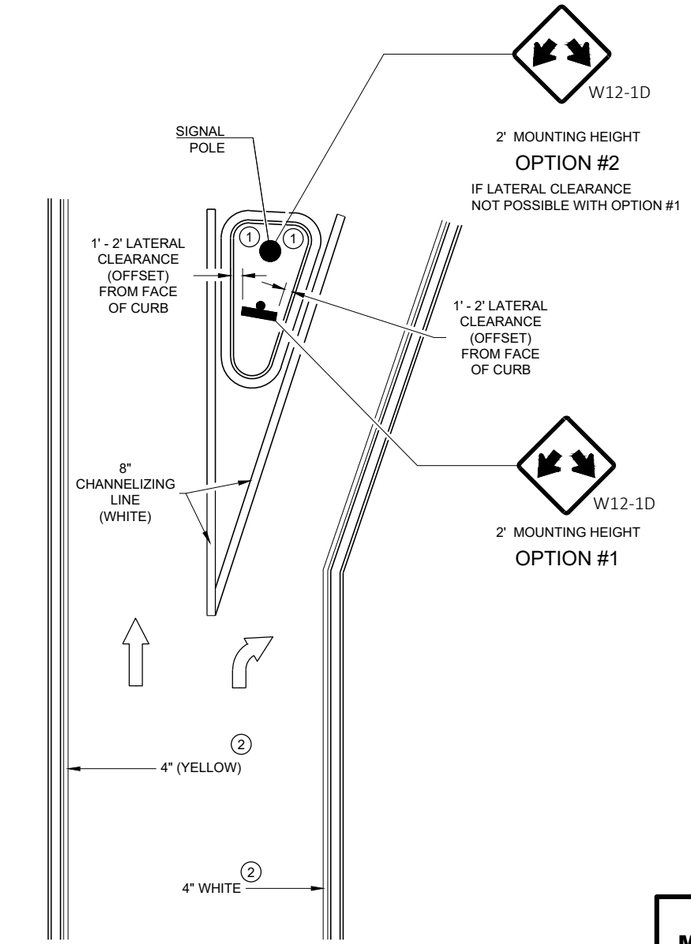
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

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SDD 15C18 - 05c

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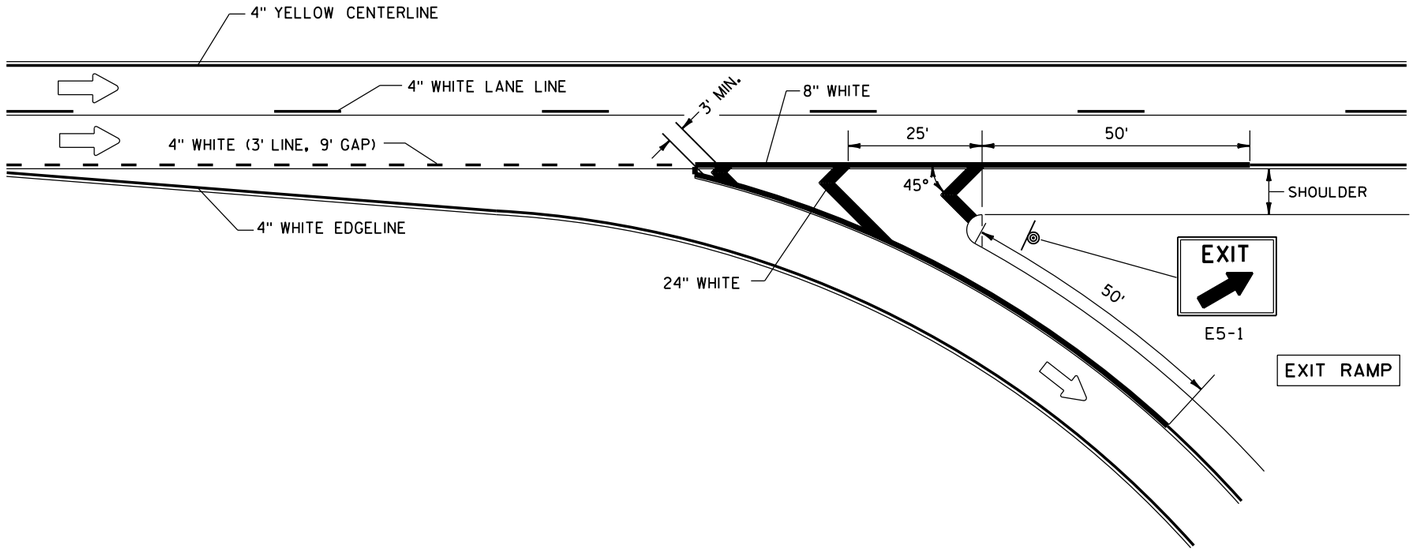
SDD 15C18 - 05c



PAVEMENT MARKING FOR EXIT RAMP

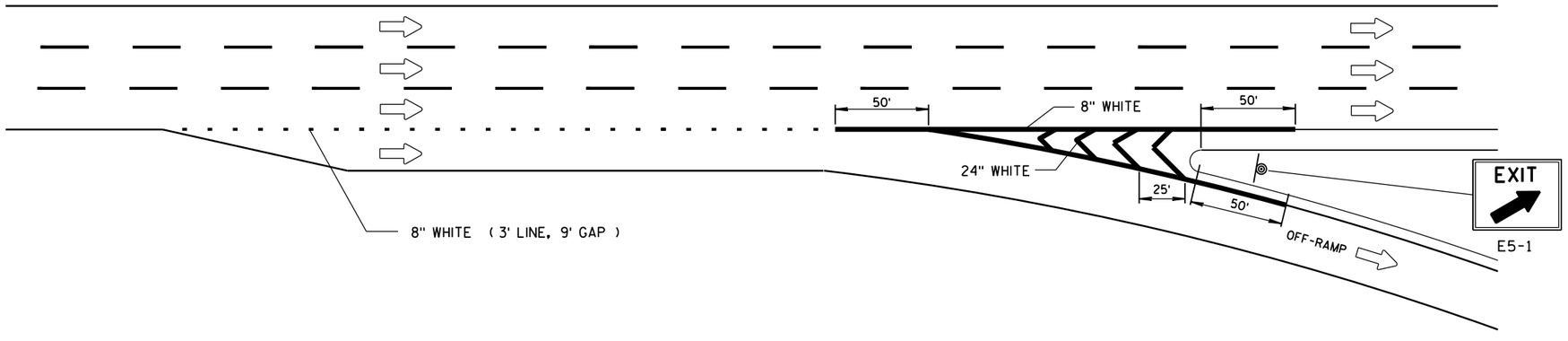
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

SIGN ON PERMANENT SUPPORT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

S.D.D. 15 C 31-3a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

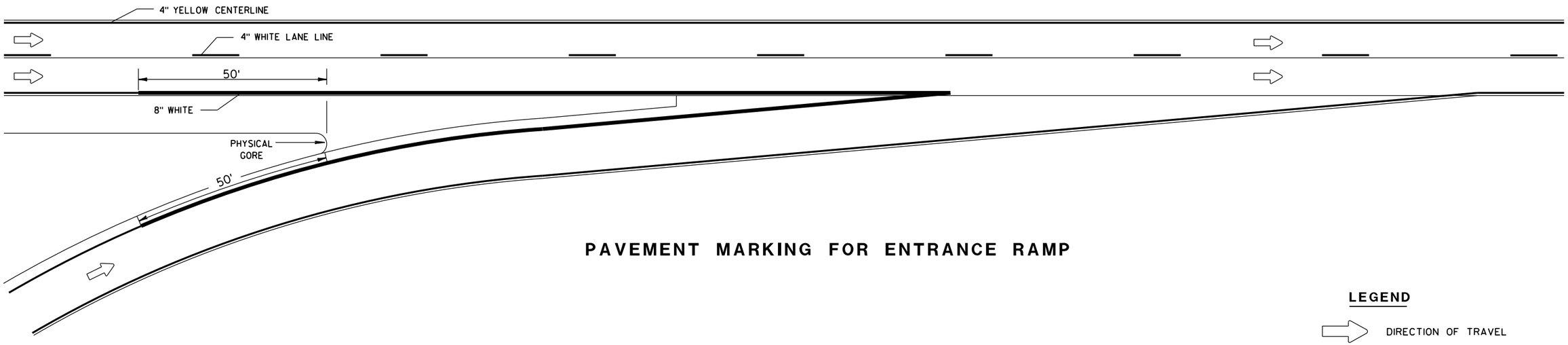
6

S.D.D. 15 C 31-3a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

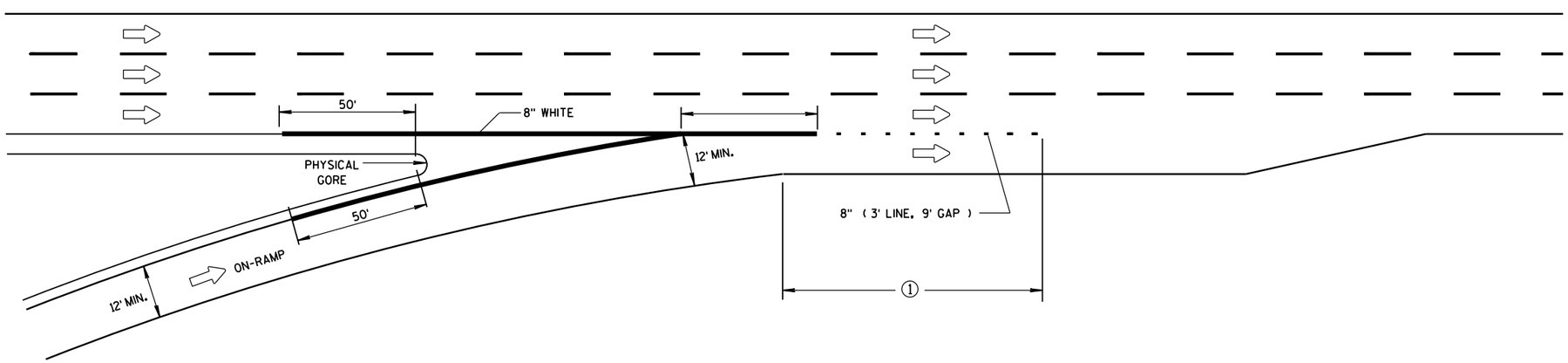
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017
DATE

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

FHWA

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S.D.D. 15 C 31-3c

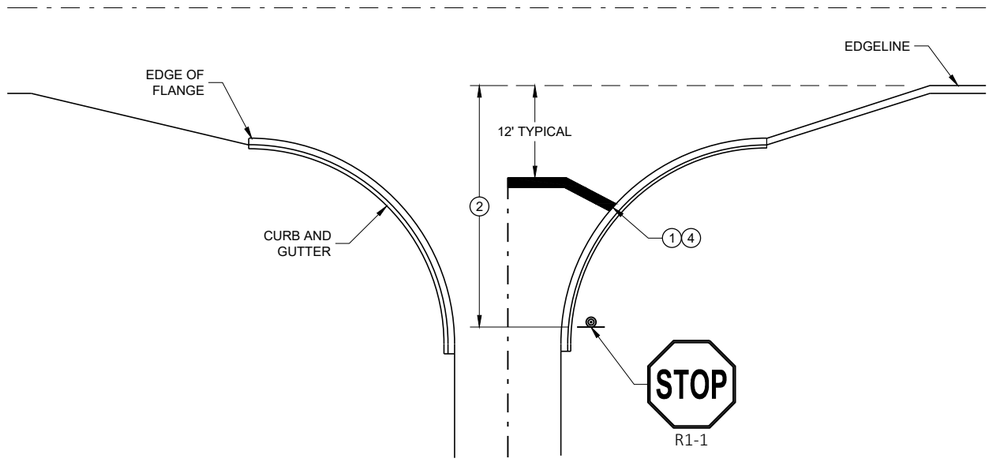
6

S.D.D. 15 C 31-3c

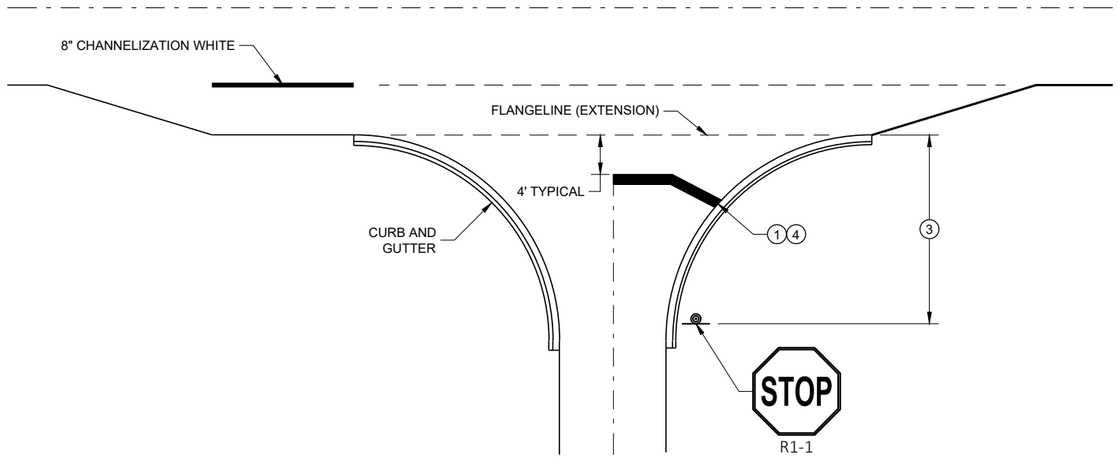
GENERAL NOTES

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

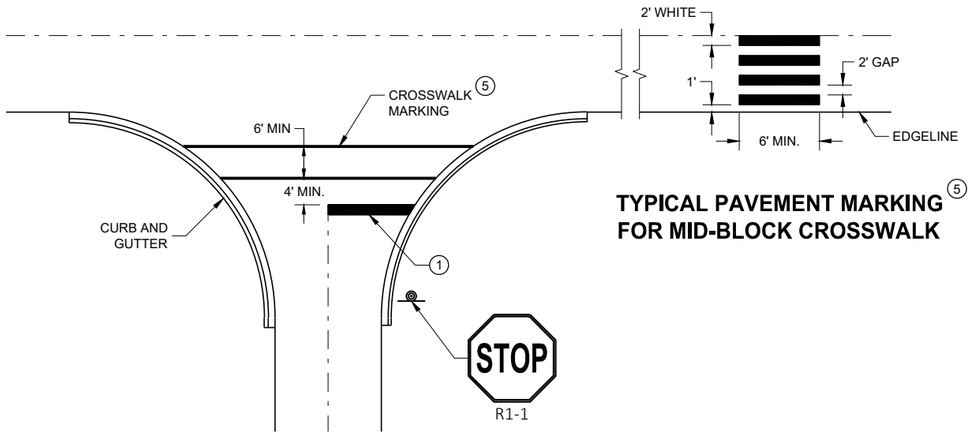
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

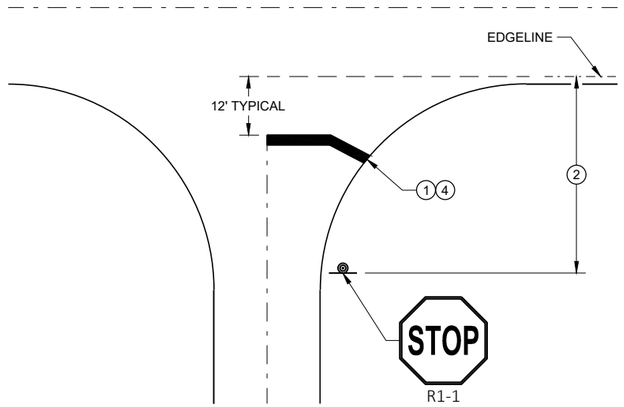


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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

6

SDD 15C33 - 04

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(2) IF NEEDED. USE ONLY IF DESIGN SPEED IS 10 MPH LESS THAN POSTED SPEED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

OR

R2-1
48"X60"

OR

R2-1
48"X60"

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.

LOCATED 400 FEET BEYOND THE W20- 5G SIGN.

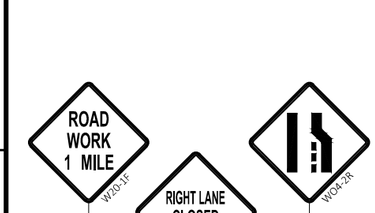
SEE SDD 15D12b FOR SIGN PLACEMENT.

(BLACK AND WHITE)

LOCATED 700 FEET BEYOND W03-5 SIGN

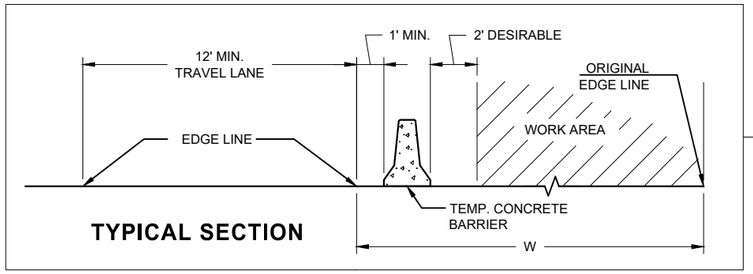
WO13-1
36"X36"

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



* END ROAD WORK
G20-2A
48"X24"

L, TAPER LENGTH (MPH)												
SPEED (MPH)	W, LATERAL OFFSET (FT)											
	1	2	3	4	5	6	7	8	9	10	11	12
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840



TYPICAL SECTION

TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 MPH WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINE

FHWA

SDD 15D03-05

SDD 15D03-05

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.

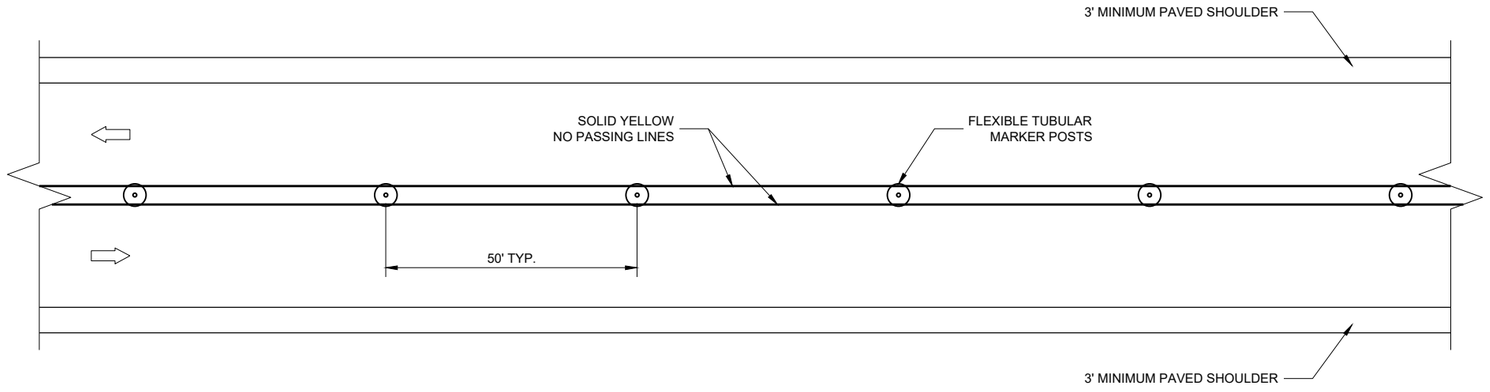
COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4 INCH DOUBLE YELLOW.

(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 O 474

FHWA

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SDD 15D06 - 04

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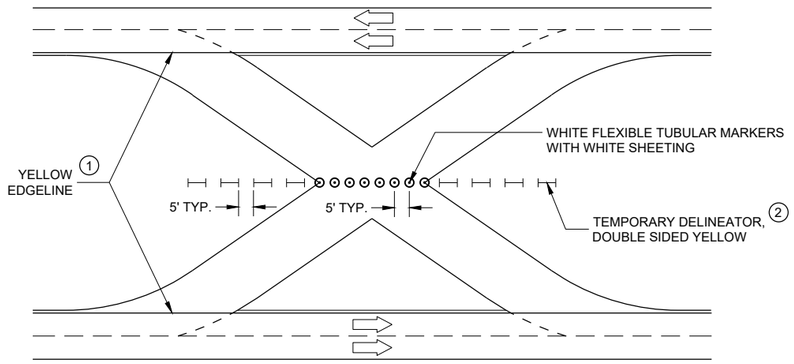
SDD 15D06 - 04

LEGEND

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



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

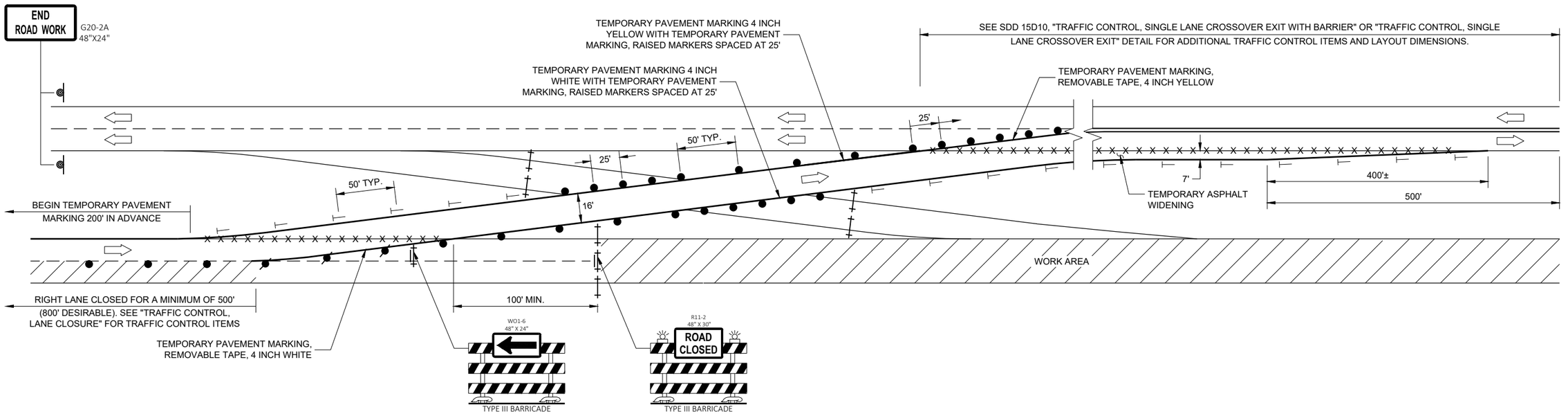
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

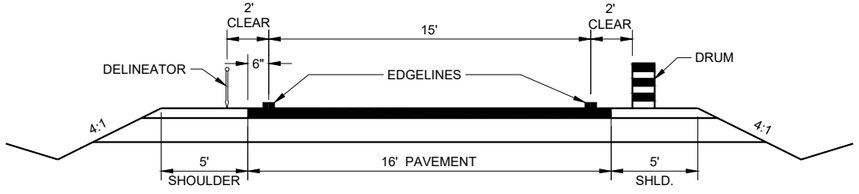
THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USED OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

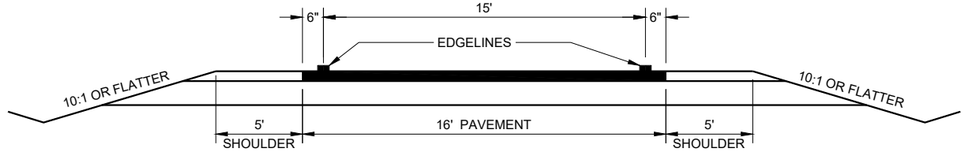
1. FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.
2. FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.





TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D11 - 07

SDD 15D11 - 07

GENERAL NOTES

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

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

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

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

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

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

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

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

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

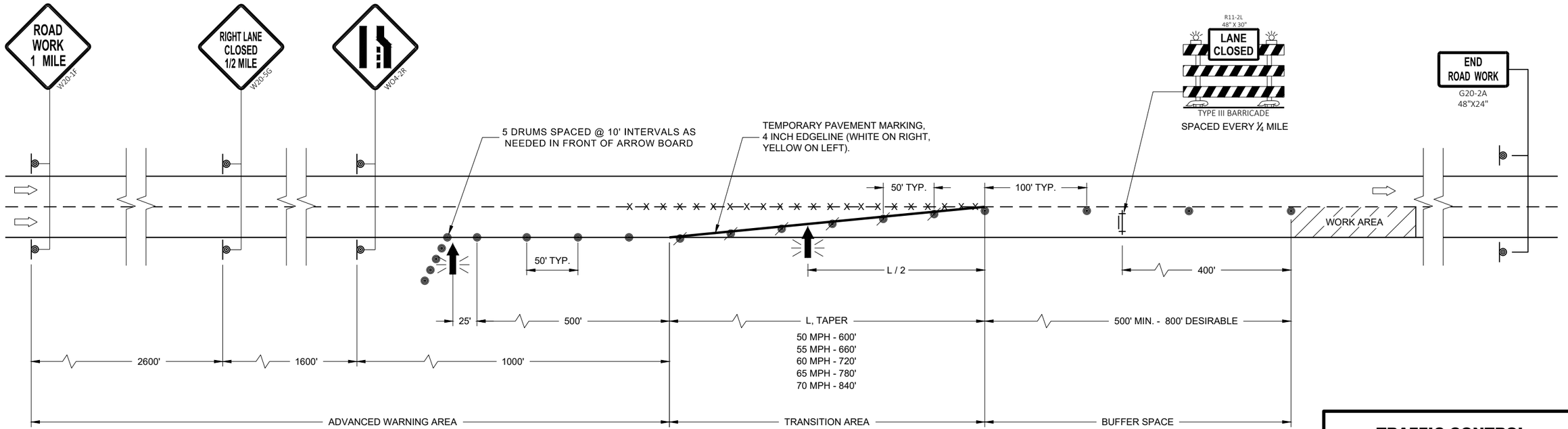
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

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



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SDD 15D12 - 09a

SDD15D12 - 09a

TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

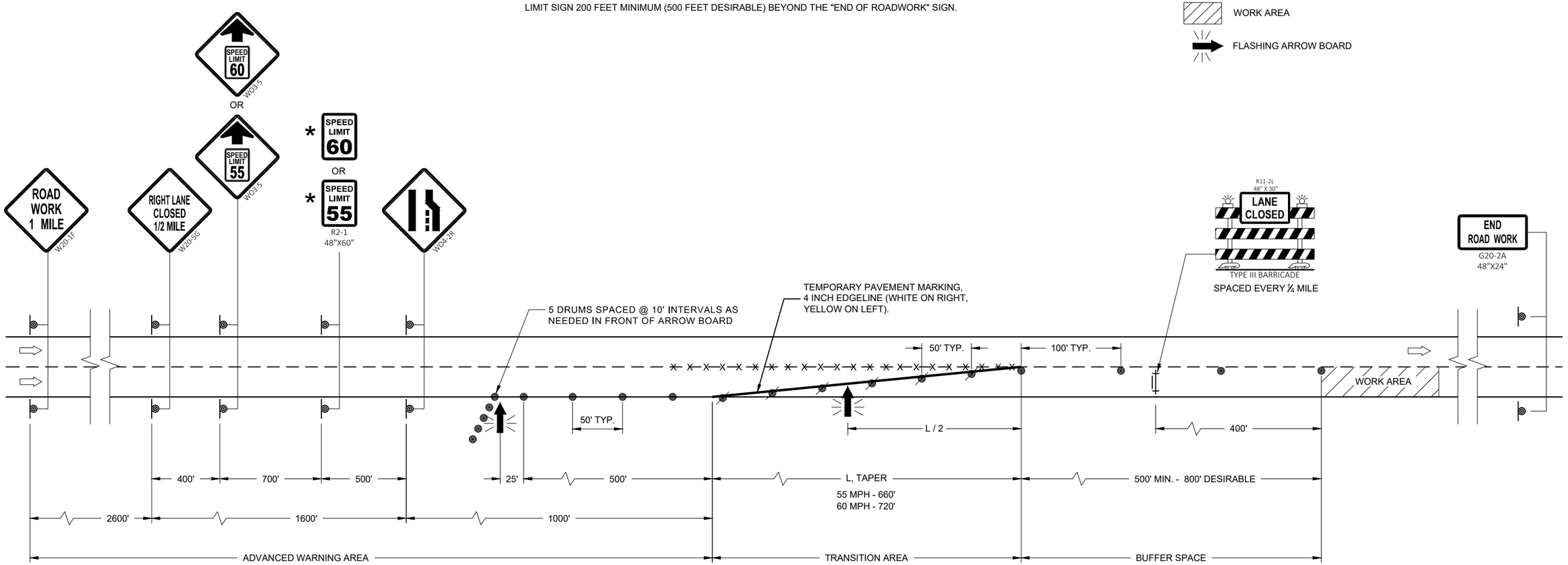
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

LEGEND

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



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D12 - 09b

SDD 15D12 - 09b

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

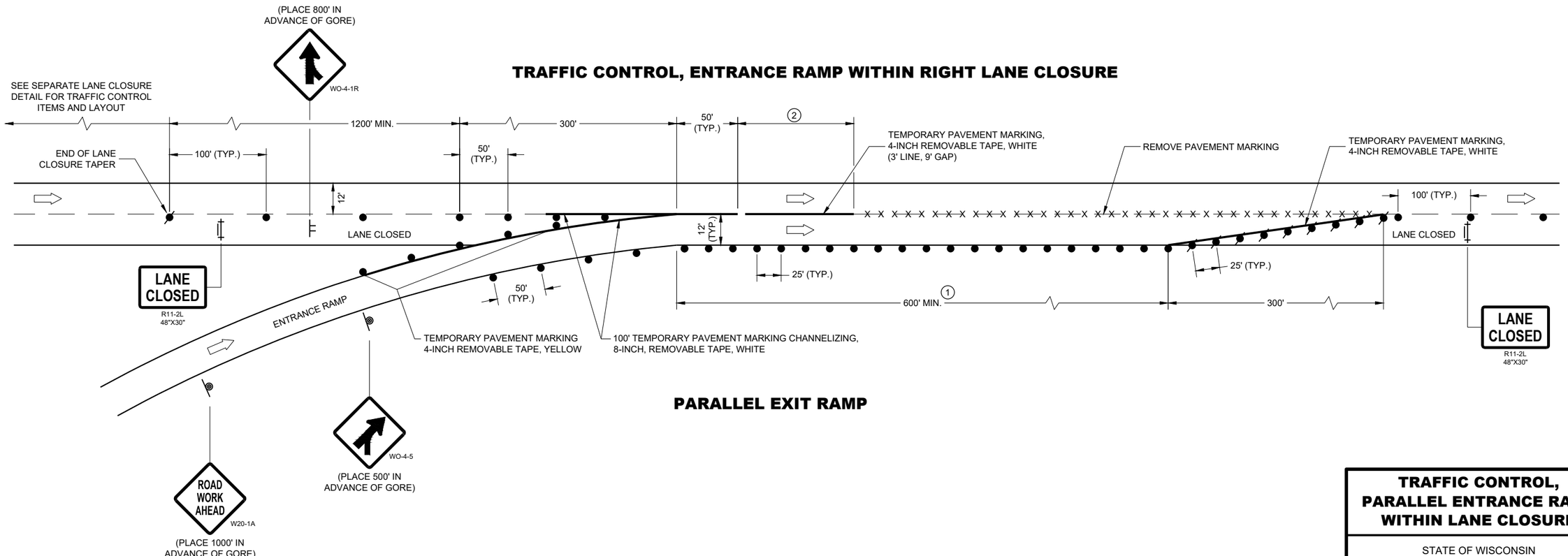
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 478

FHWA

6

SDD 15D15 - 05a

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SDD 15D15 - 05a

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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

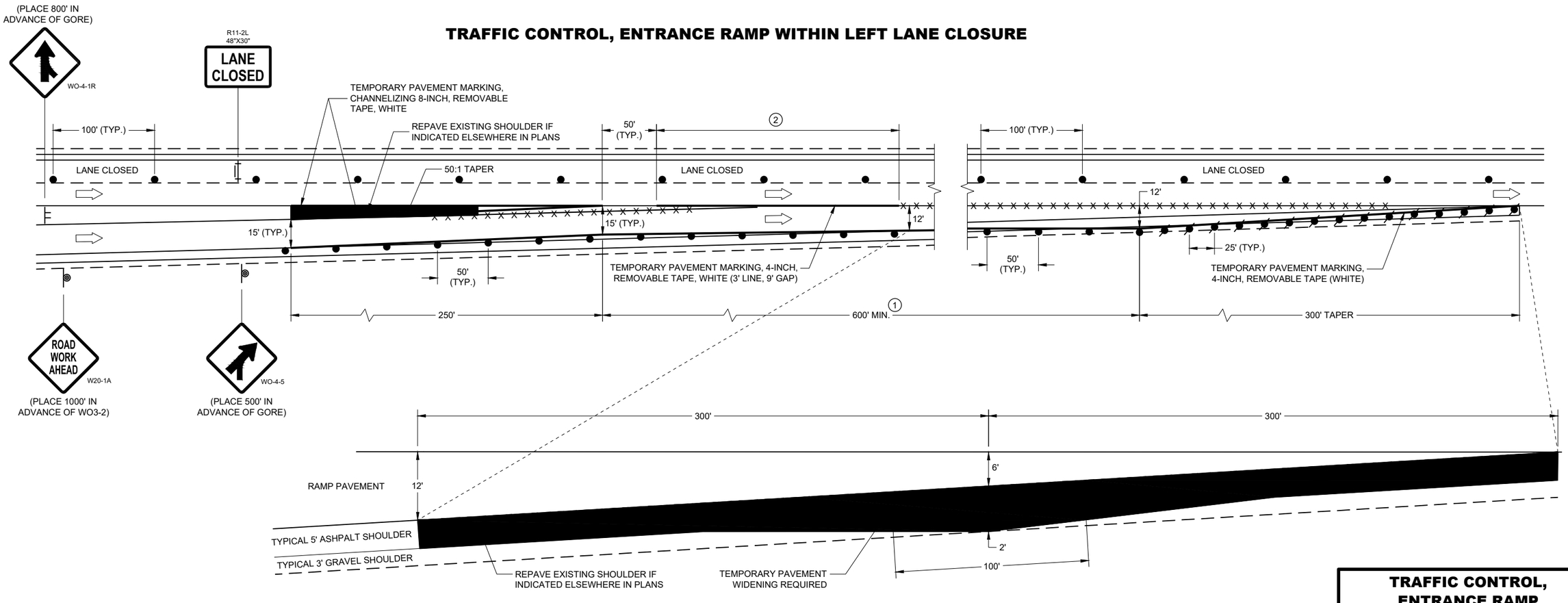
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



TEMPORARY PAVEMENT DETAIL

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

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05b

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SDD15D15 - 05b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

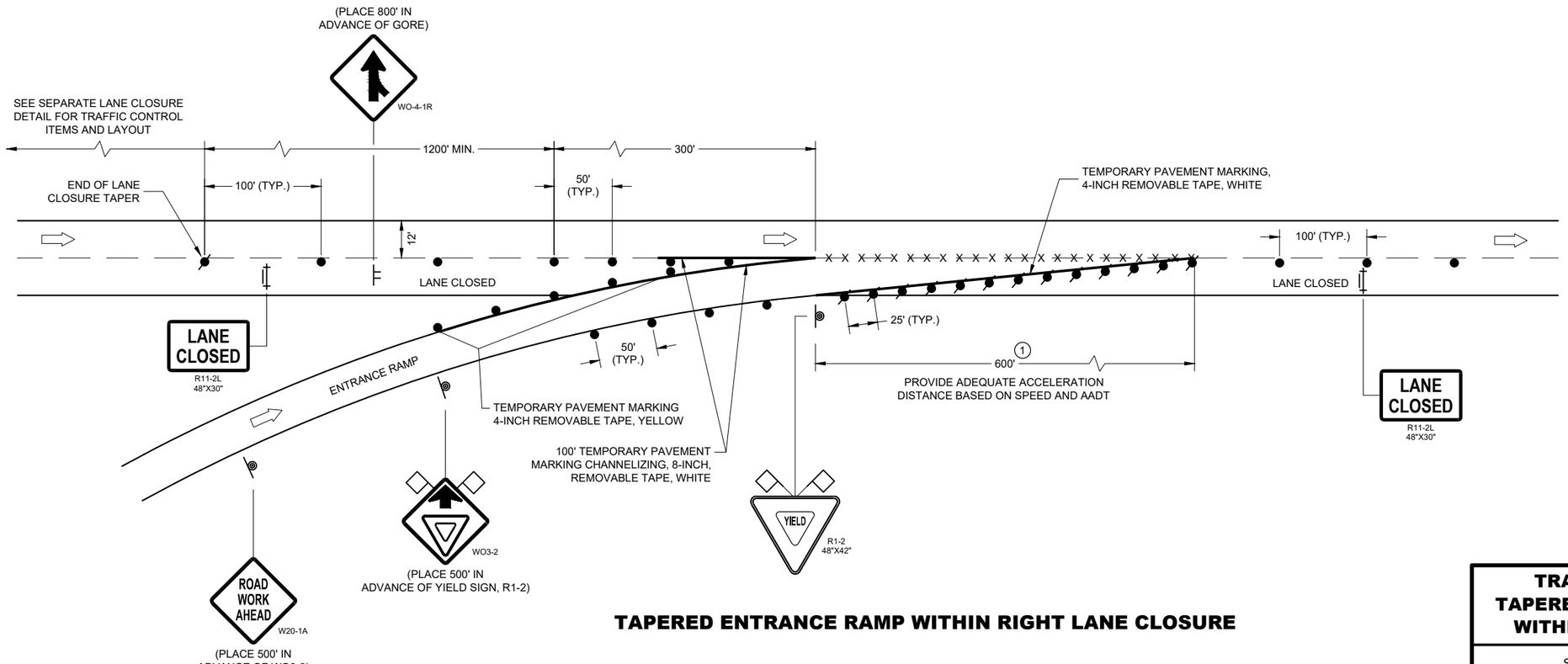
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 480

FHWA

6

SDD 15D15 - 05c

6

SDD 15D15 - 05c

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

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

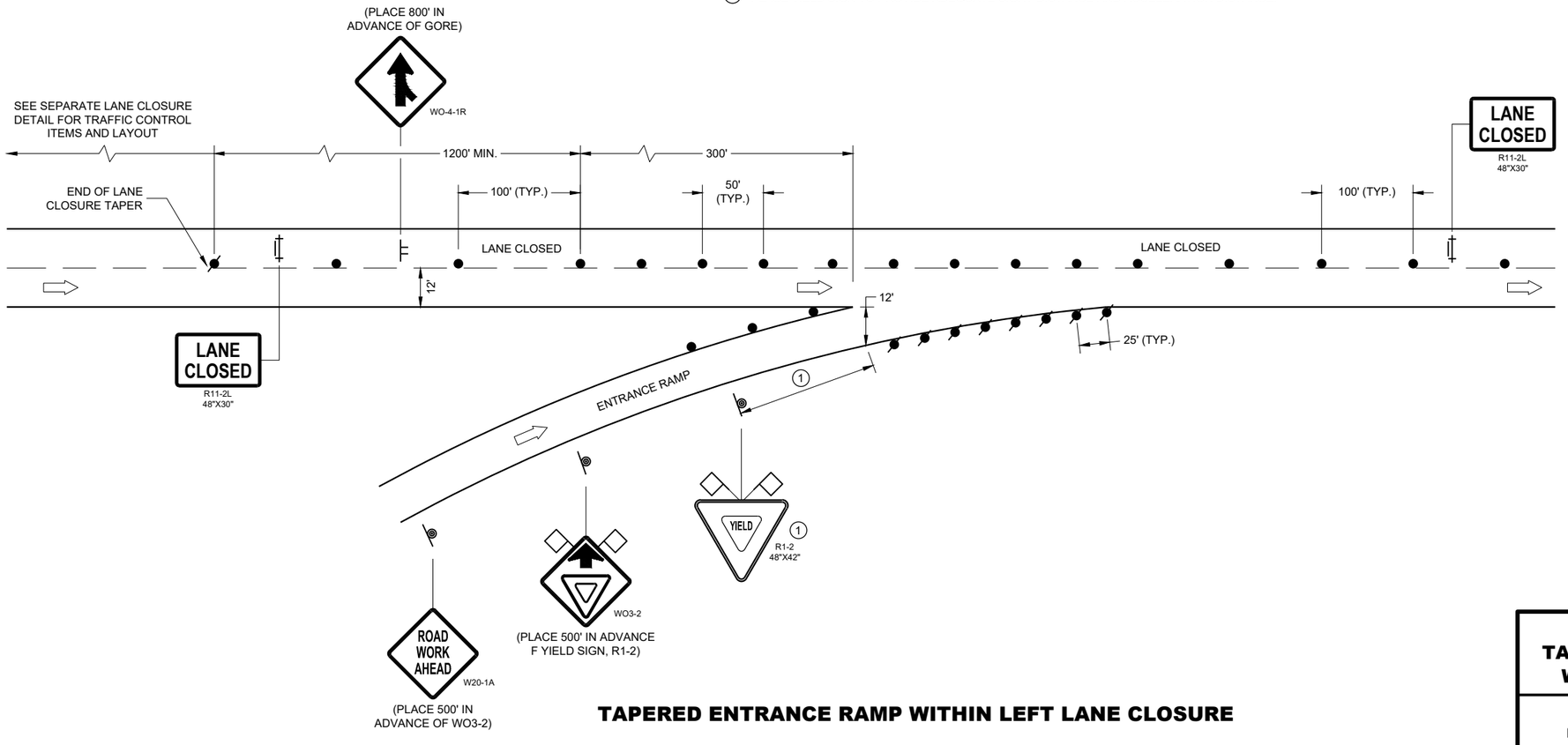
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

481

6

SDD 15D15 - 05d

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SDD 15D15 - 05d

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

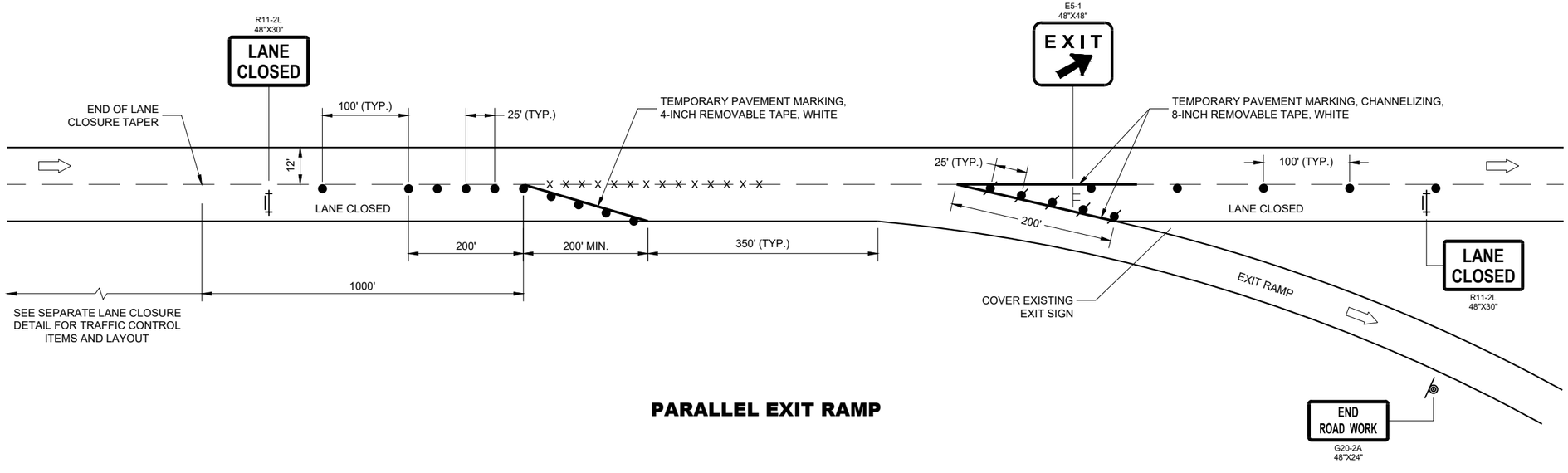
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



PARALLEL EXIT RAMP

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15 - 05e

6

SDD15D15 - 05e

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.

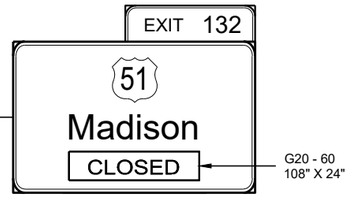
WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

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.

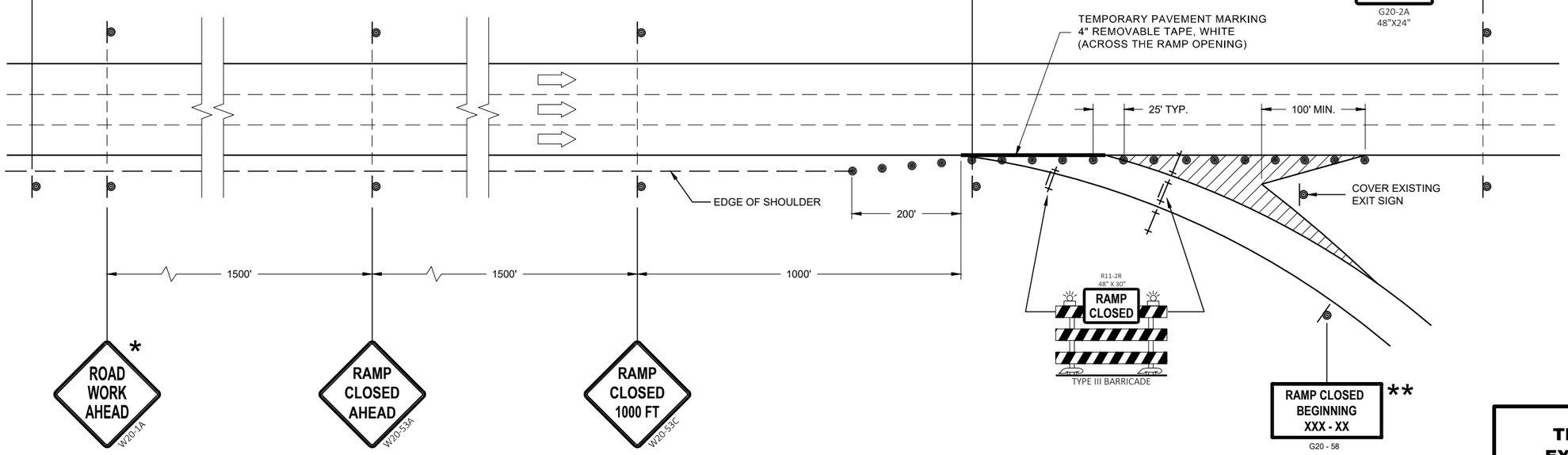
OR



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"



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
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 15D16 - 04

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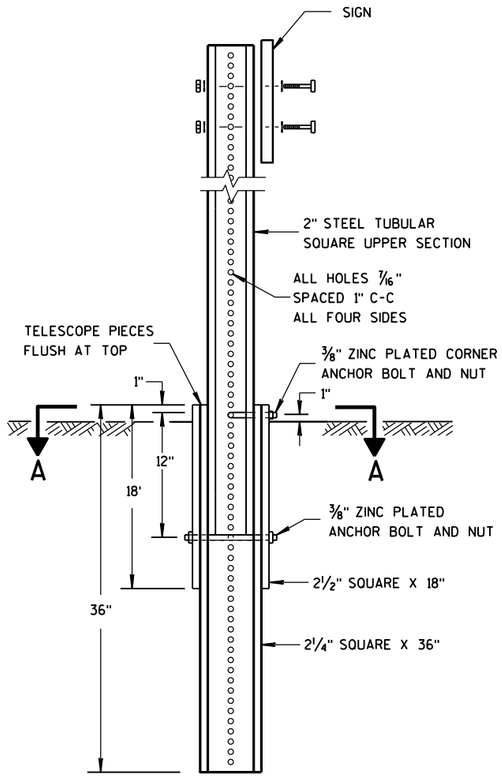
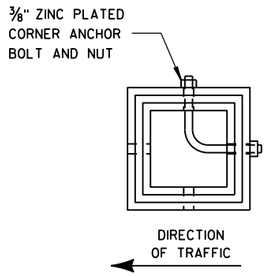
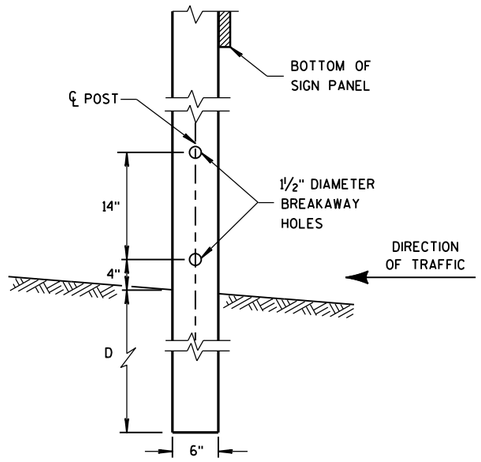
SDD 15D16 - 04



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



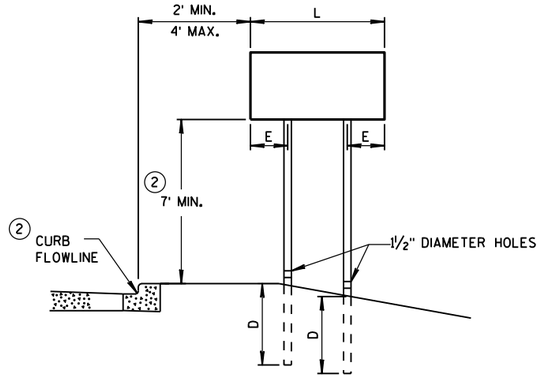
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

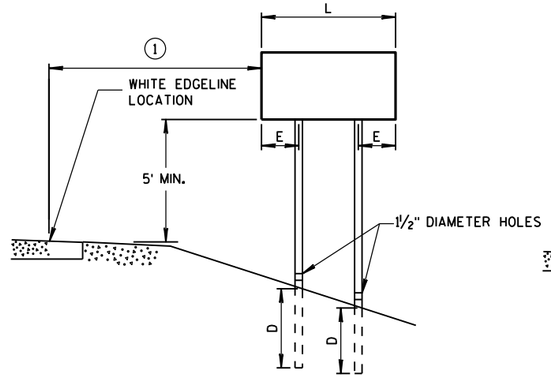
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

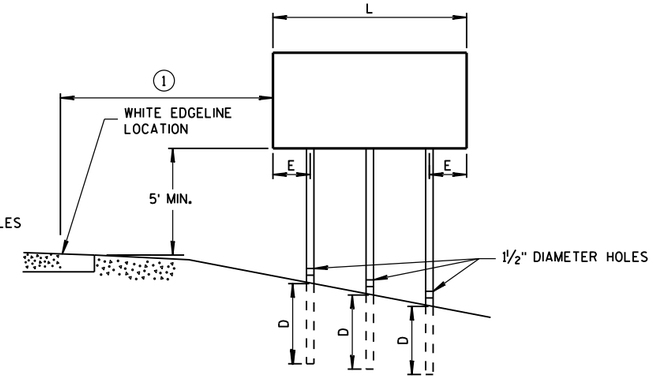
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK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

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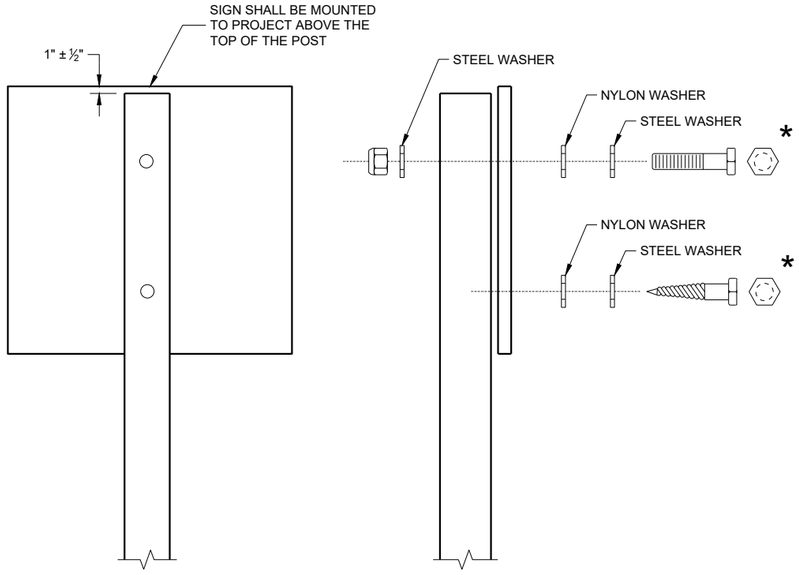
S.D.D. 15 D 38-2a



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

6

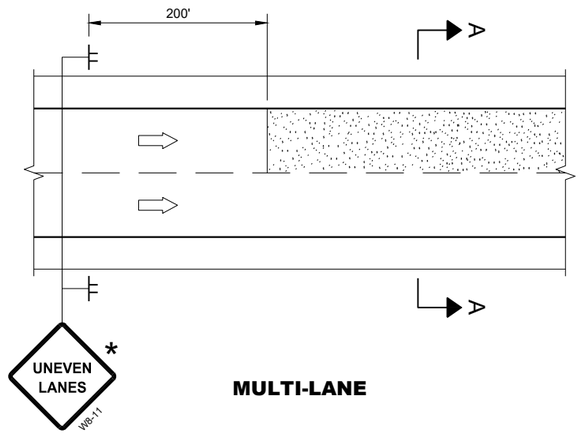
SDD 15D38 - 02b

SDD15D38 - 02b

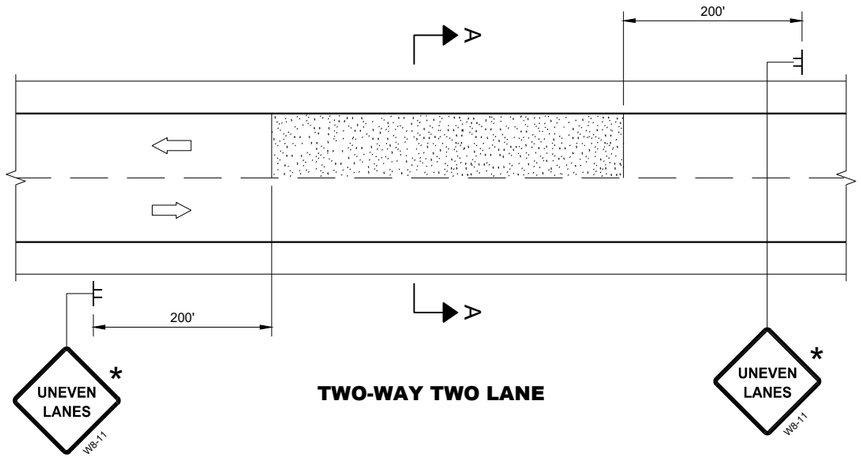
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

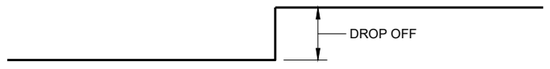
APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



MULTI-LANE

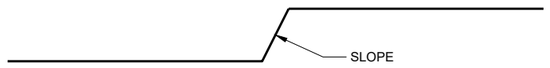


TWO-WAY TWO LANE

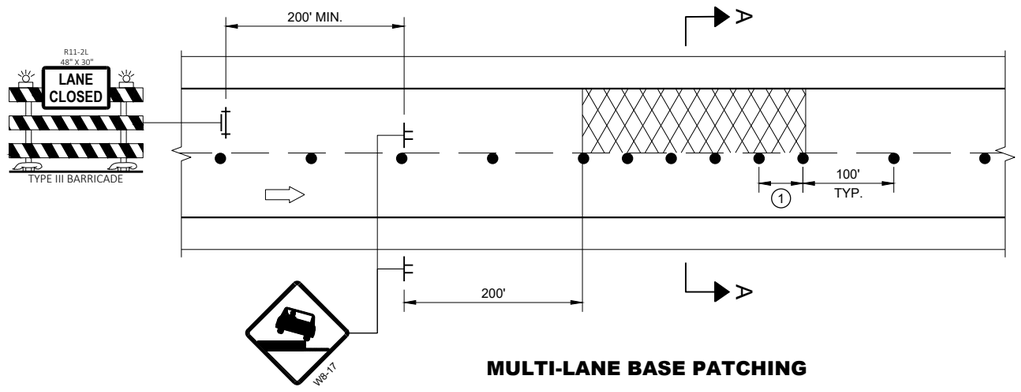


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

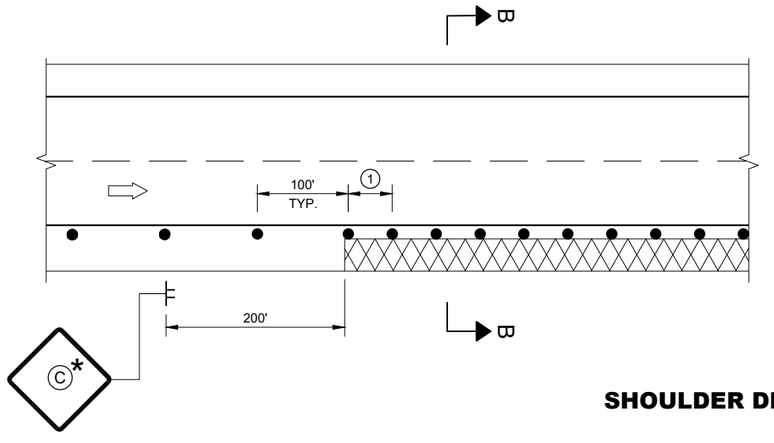
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

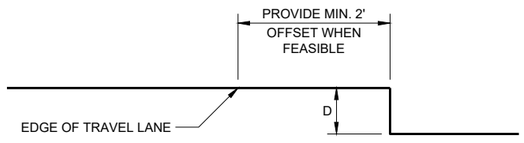
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

LEGEND

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

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

REMOVE PAVEMENT MARKINGS 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.

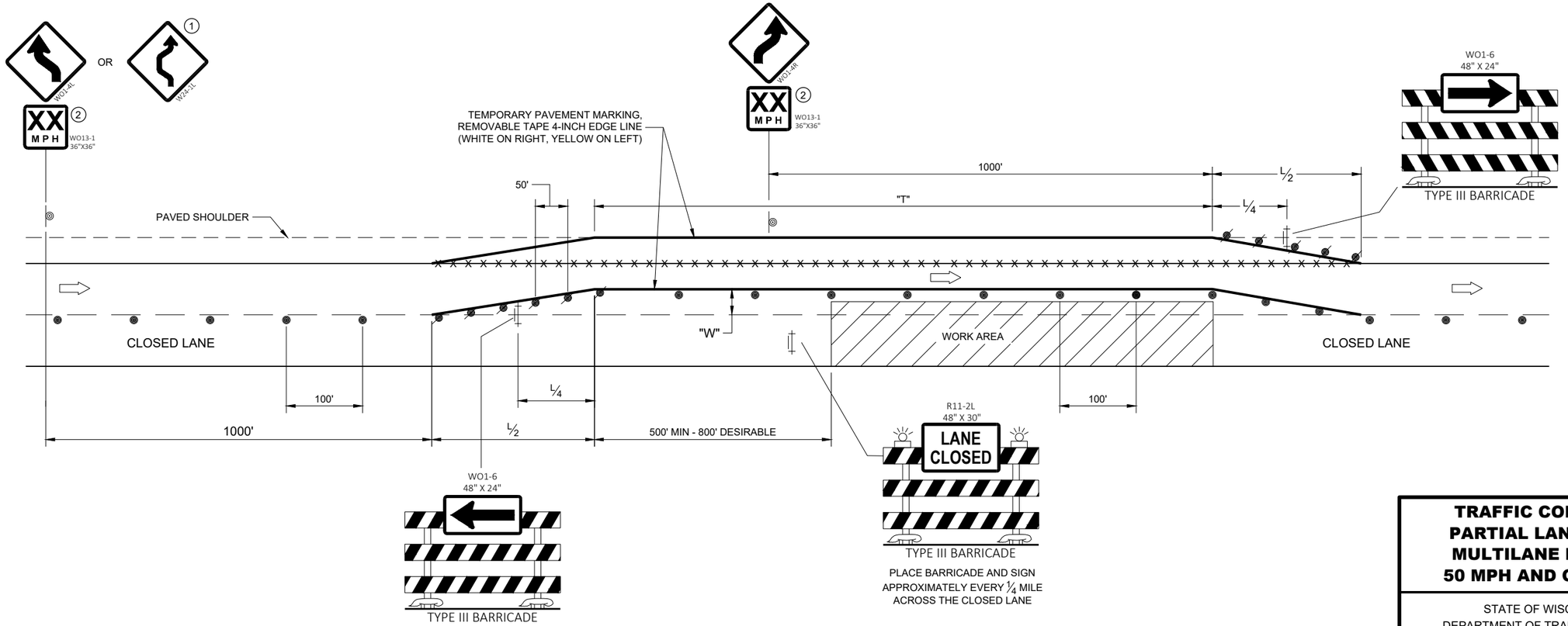
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

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



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE
/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D40 - 02d

6

SDD 15D40 - 02d

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

GENERAL NOTES

RIGHT CLOSURE SHOWN (LEFT LANE CLOSURE SIMILAR)

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

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

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

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

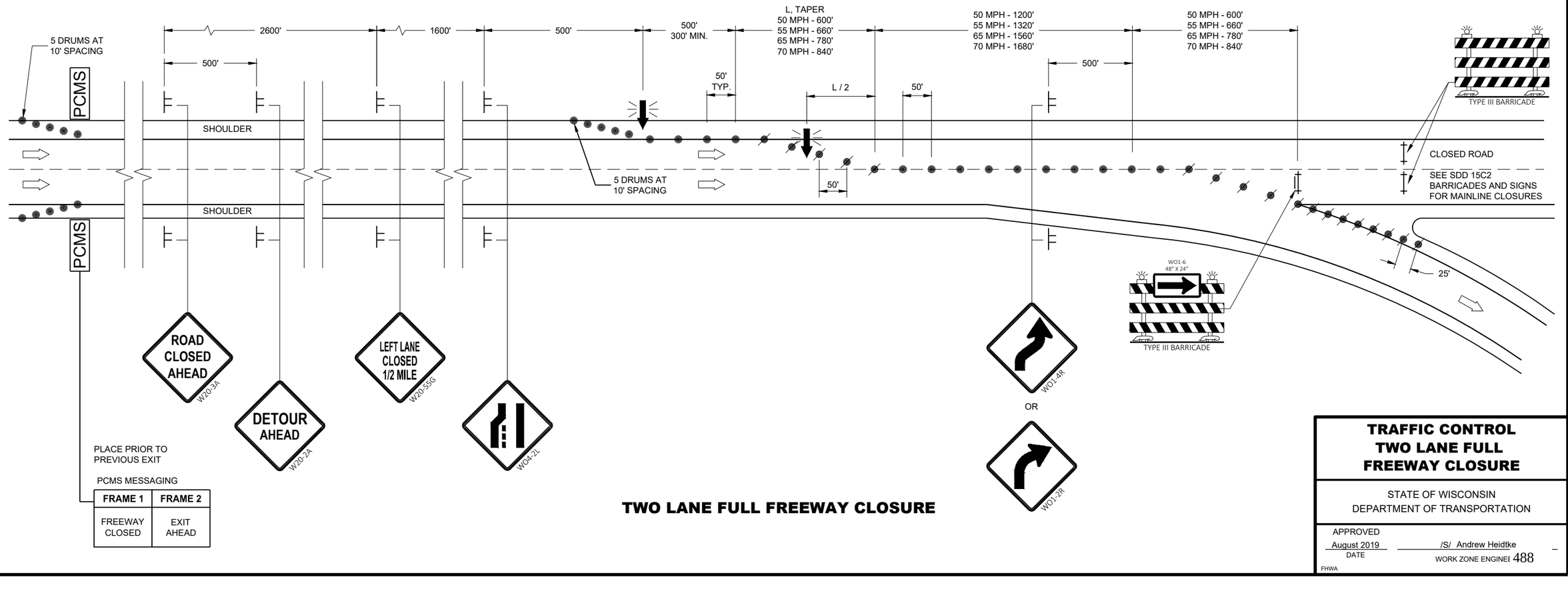
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS EACH CLOSED LANE TO HELP REINFORCE THE DRUM LINE.

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

REFER TO DETOUR ROUTES FOR TRAFFIC GUIDANCE SIGNING.

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



PLACE PRIOR TO PREVIOUS EXIT

PCMS MESSAGING

FRAME 1	FRAME 2
FREEWAY CLOSED	EXIT AHEAD

TWO LANE FULL FREEWAY CLOSURE

TRAFFIC CONTROL TWO LANE FULL FREEWAY CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

6

SDD 15D42 - 01

SDD 15D42 - 01

LEGEND

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

TABLE 1

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

LEGEND

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

WORK ZONE INGRESS/EGRESS LOCATIONS SHALL BE APPROVED BY THE ENGINEER. LOCATIONS FOR WORK ZONE ACCESS TO/FROM THE FREEWAY SHALL NOT BE USED FOR INGRESS AND EGRESS AT THE SAME TIME.

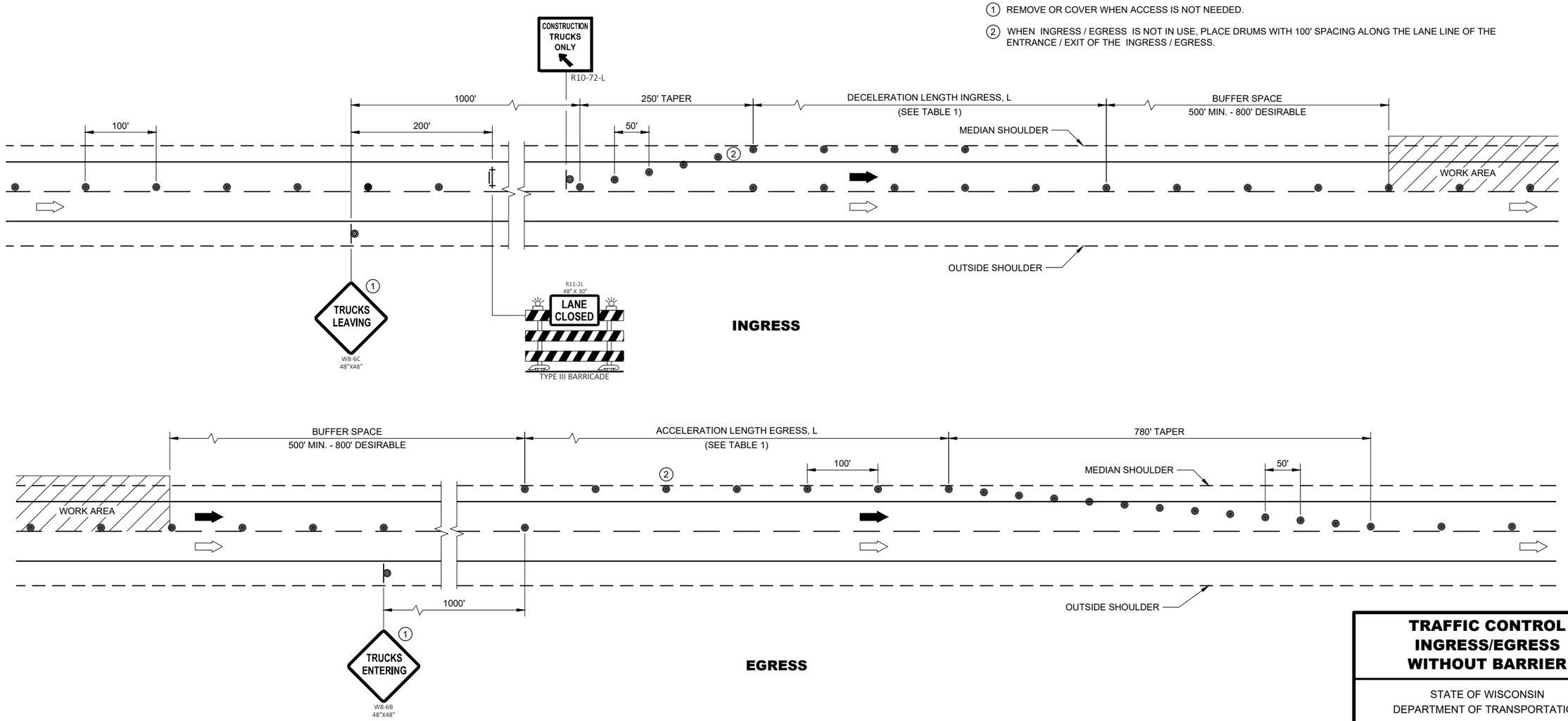
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

TRUCKS SHALL USE FLASHING YELLOW BEACON WHEN ENTERING AND EXITING LIVE TRAFFIC.

(1) REMOVE OR COVER WHEN ACCESS IS NOT NEEDED.

(2) WHEN INGRESS / EGRESS IS NOT IN USE, PLACE DRUMS WITH 100' SPACING ALONG THE LANE LINE OF THE ENTRANCE / EXIT OF THE INGRESS / EGRESS.



TRAFFIC CONTROL INGRESS/EGRESS WITHOUT BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

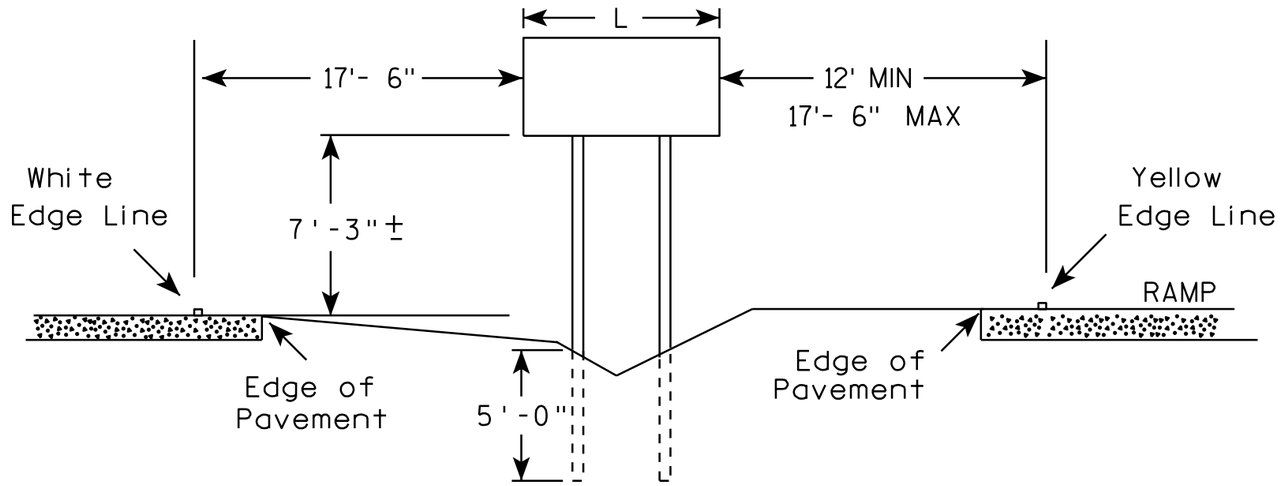
APPROVED
May 2020
DATE

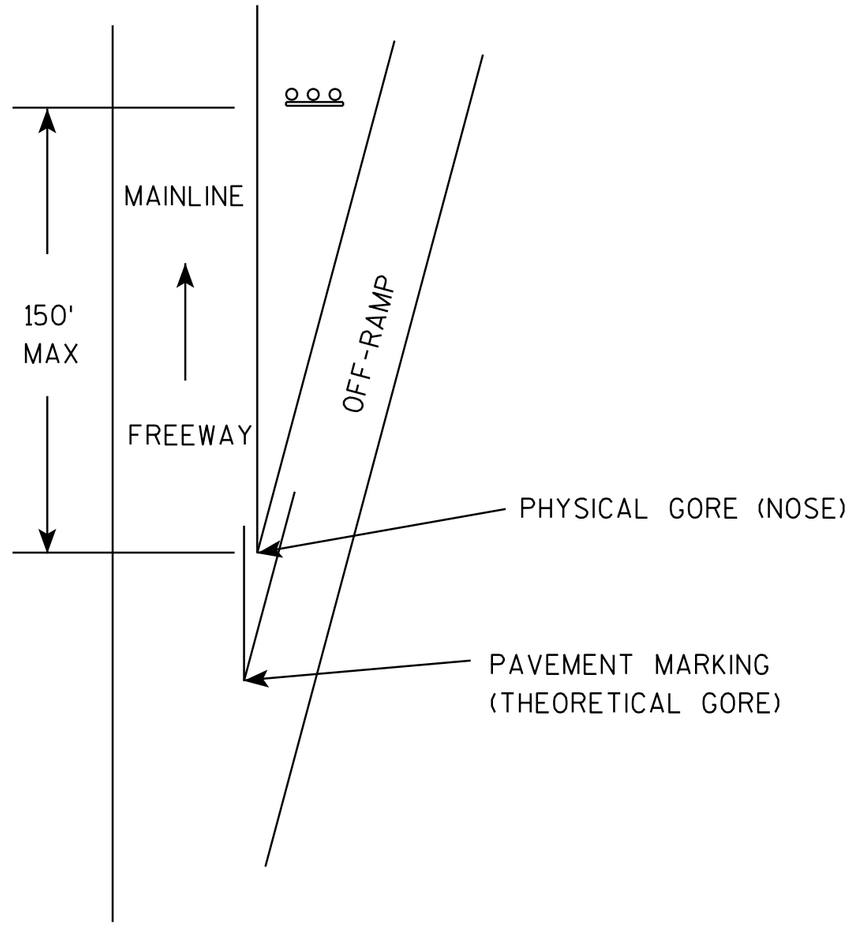
/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 15D47 - 01b

SDD 15D47 - 01b





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

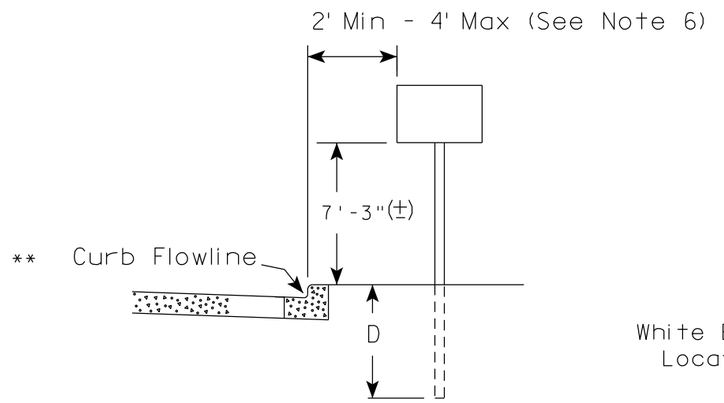
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

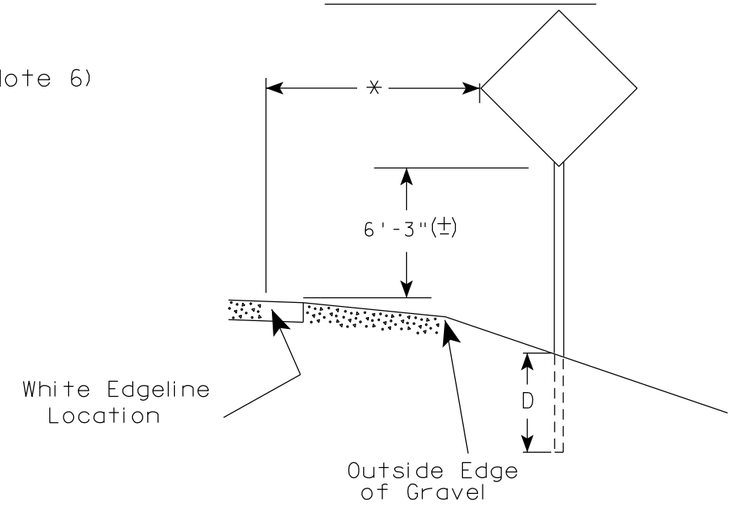
DATE 2/06/14 PLA 490 A4-2.3

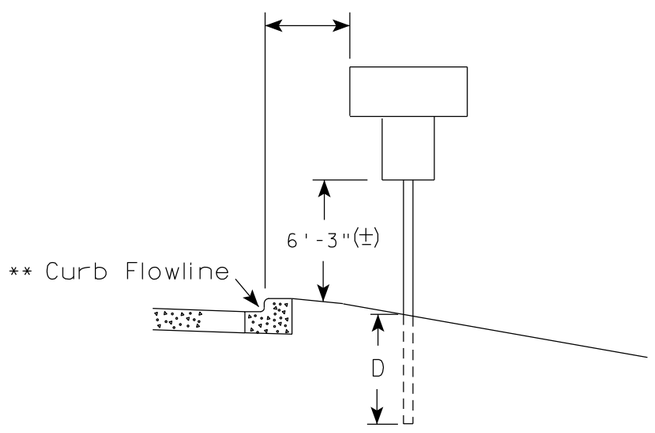
PROJECT NO: | SHEET NO: E

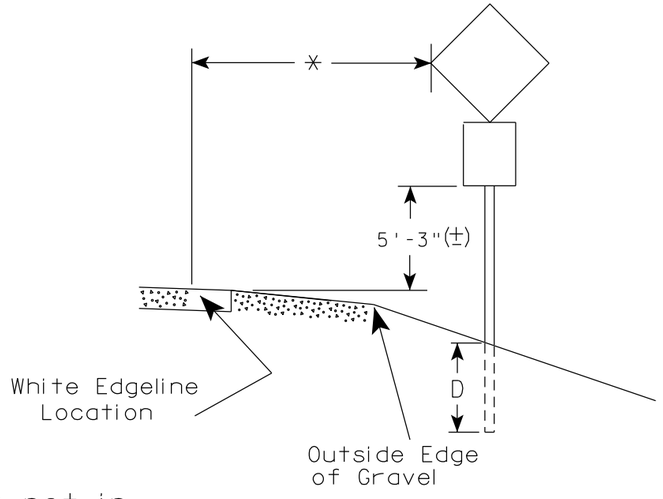
URBAN AREA



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.

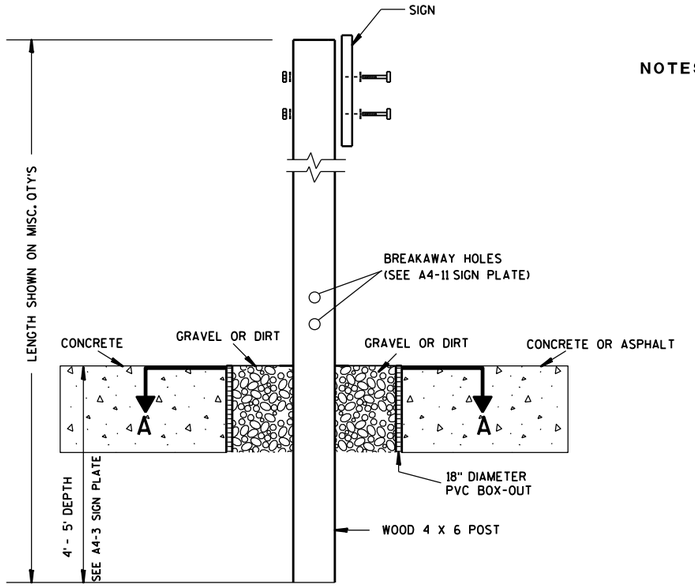
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

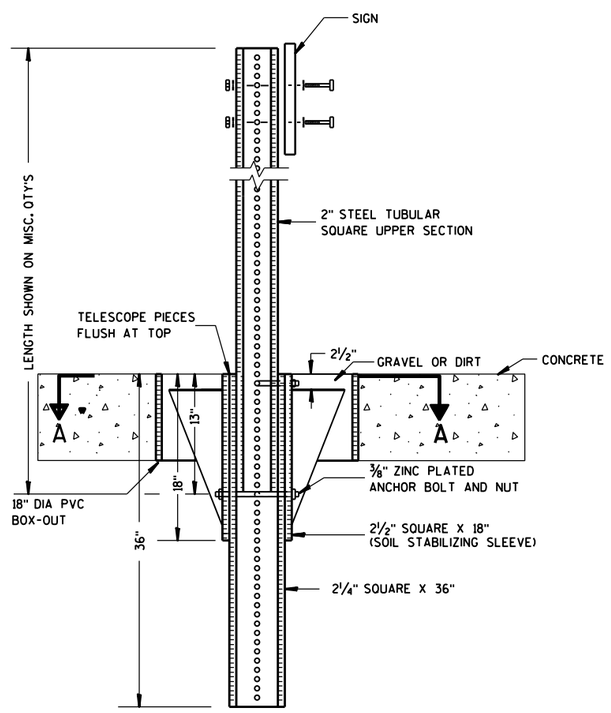
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 491	E



ELEVATION VIEW

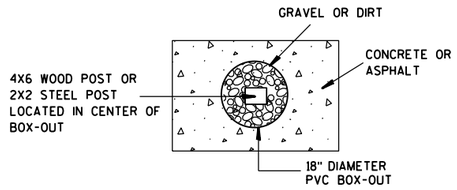
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

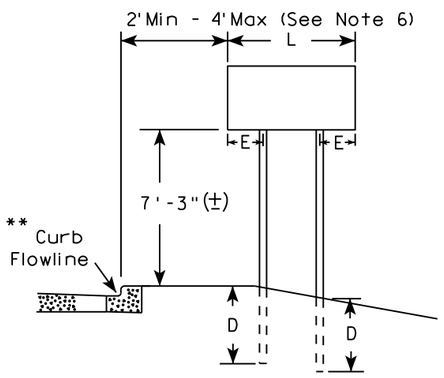
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

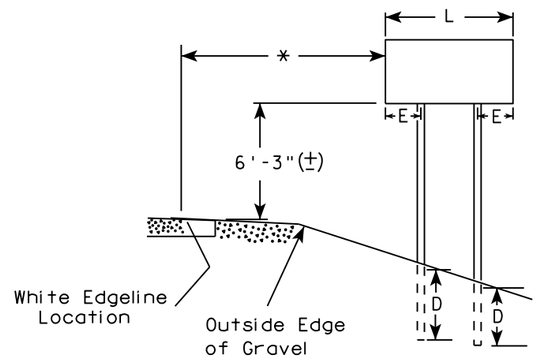
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

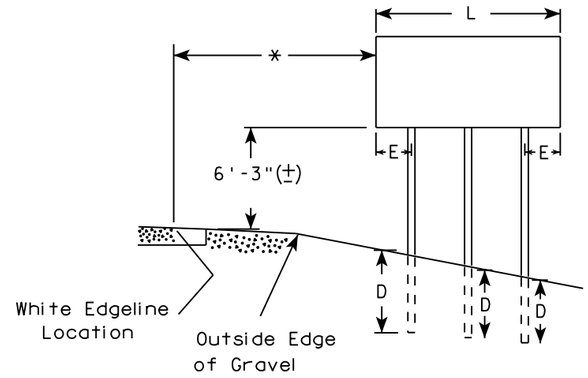
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

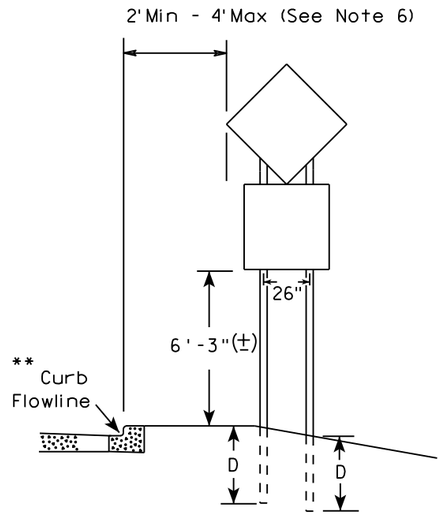
URBAN AREA



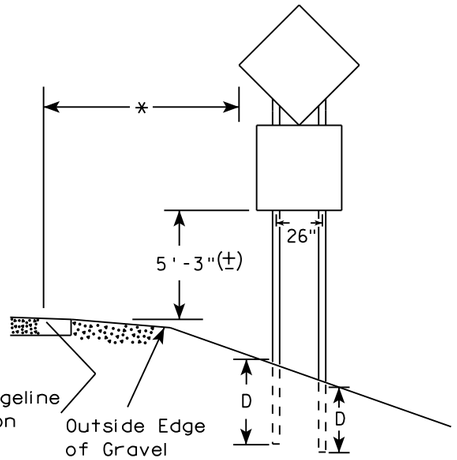
RURAL AREA (See Note 3)







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'

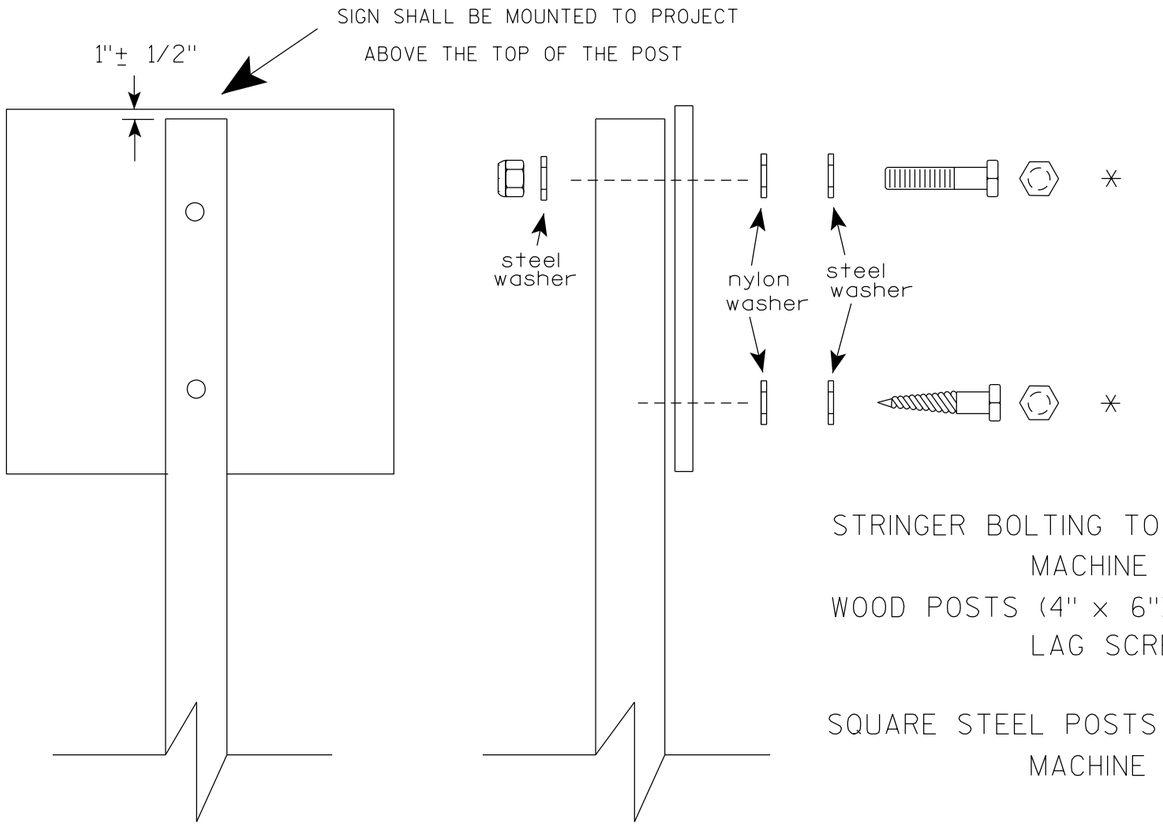
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 493	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

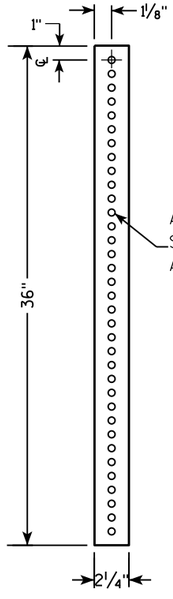
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

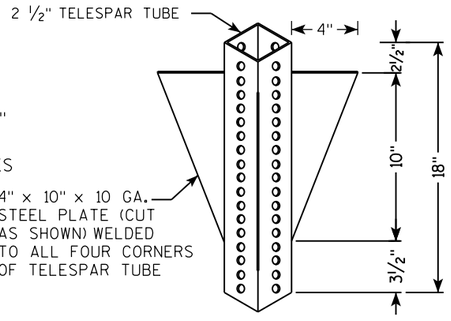
SHEET NO: 494 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

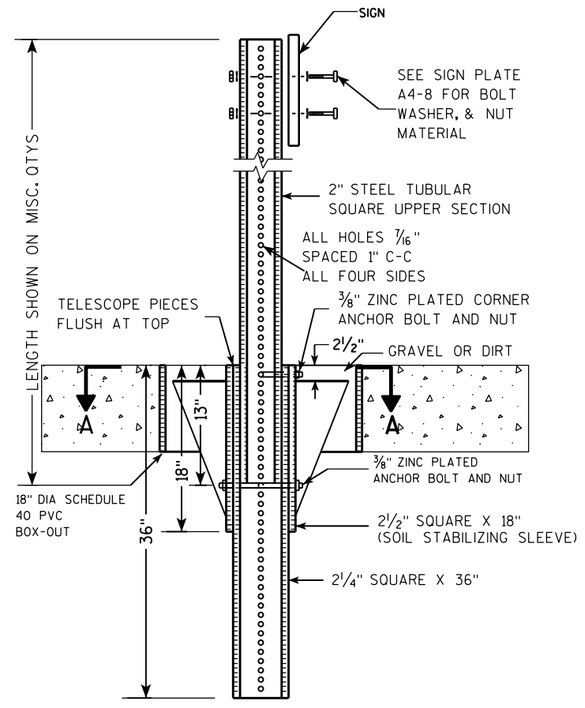
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



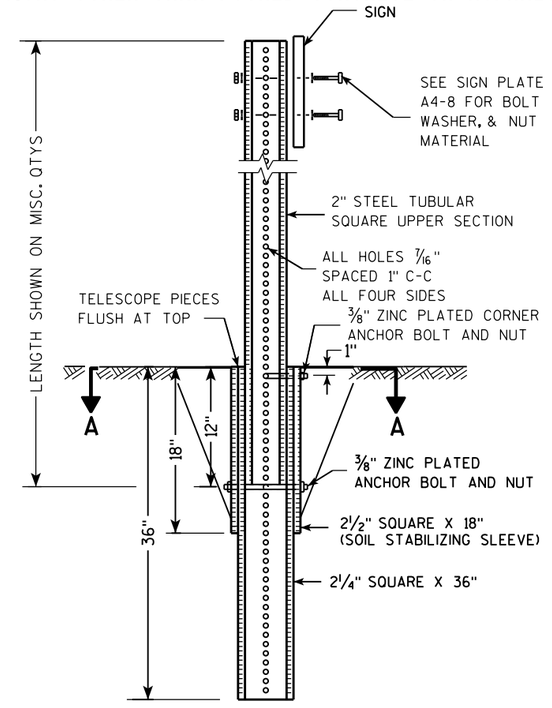
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

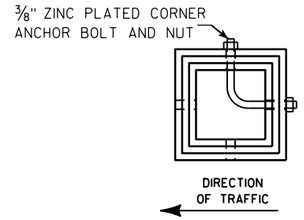


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

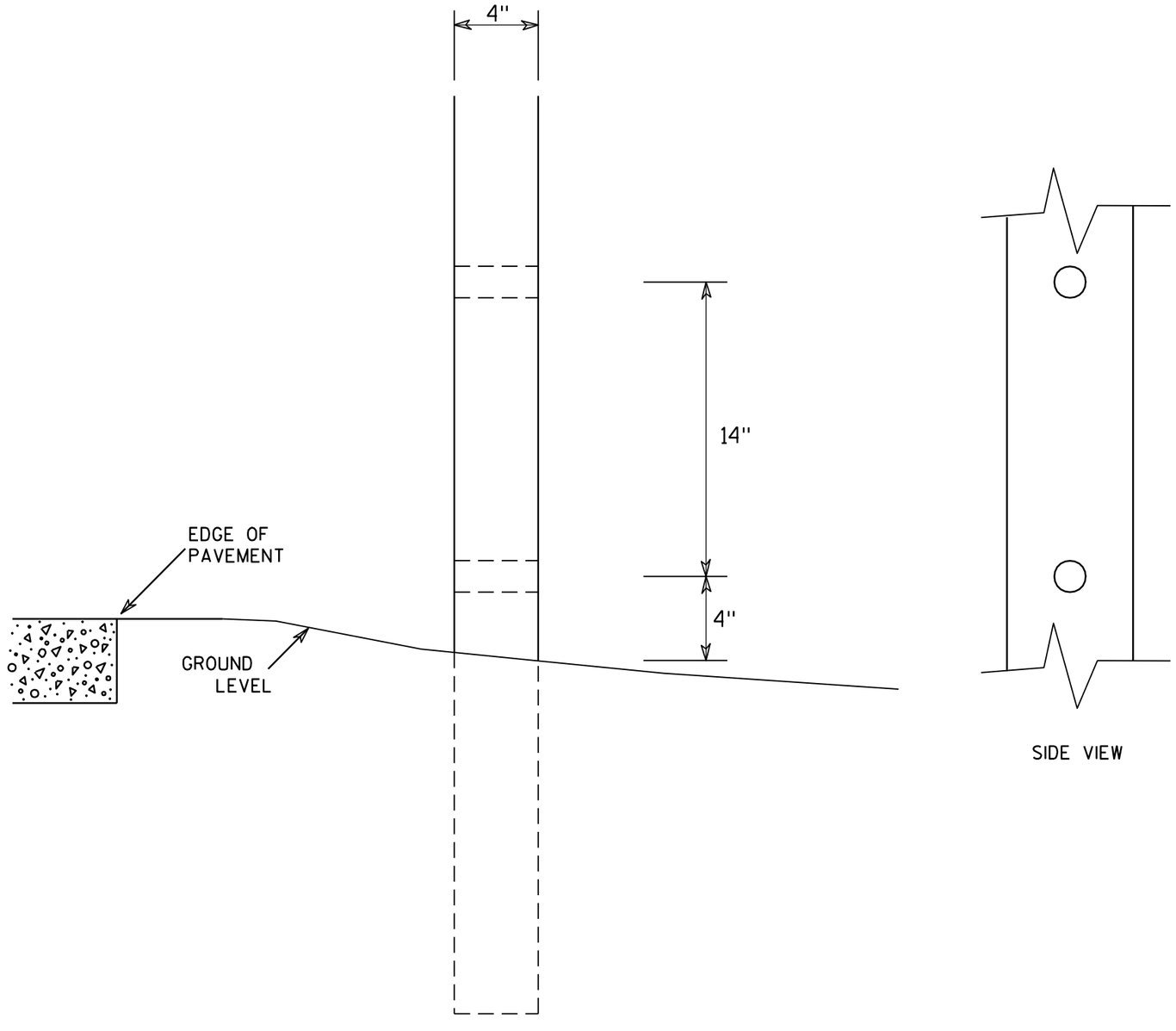
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 495 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

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

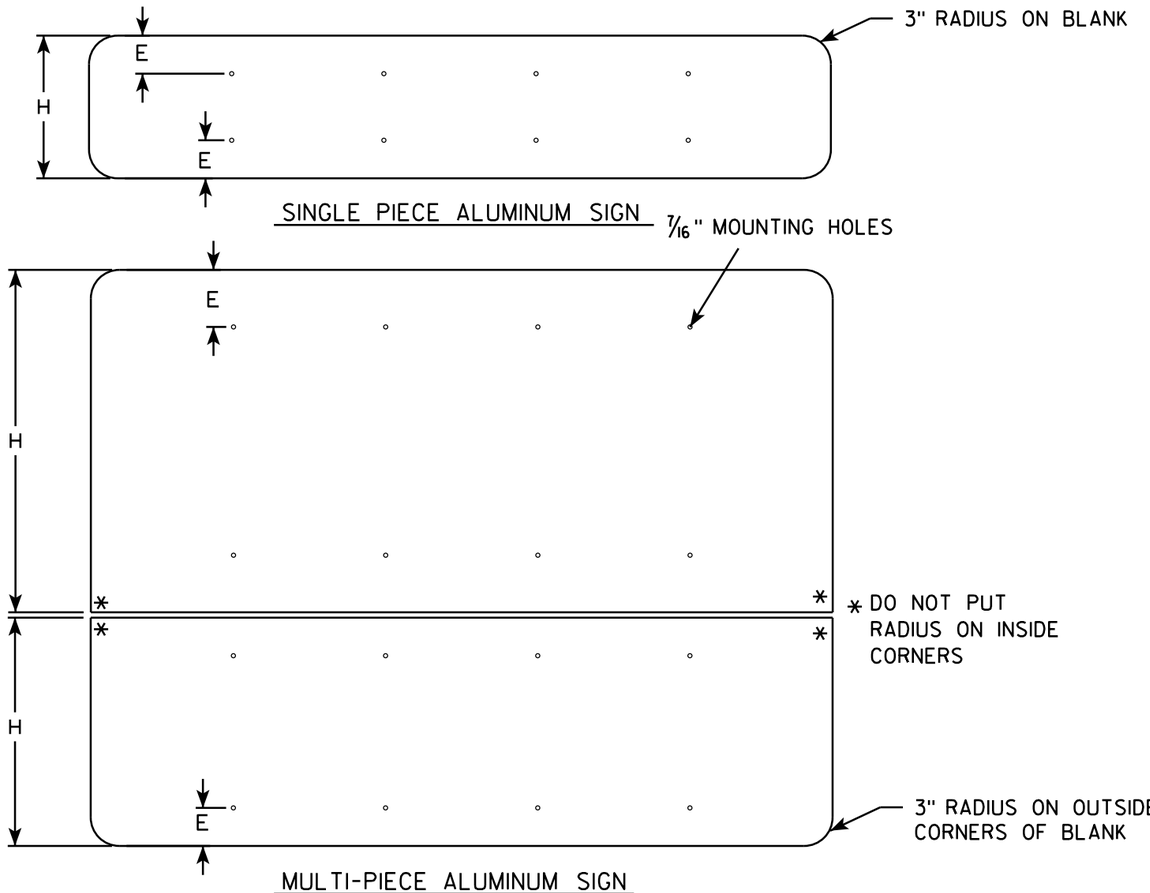
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

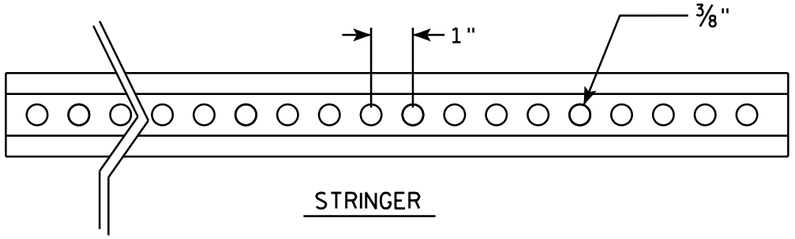
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 496	E



GENERAL NOTES

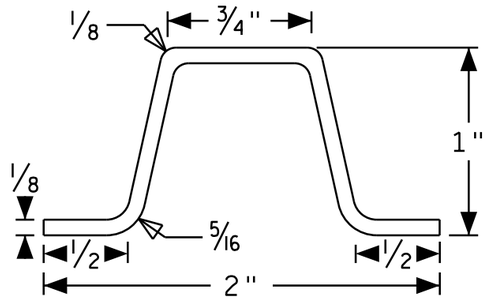
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

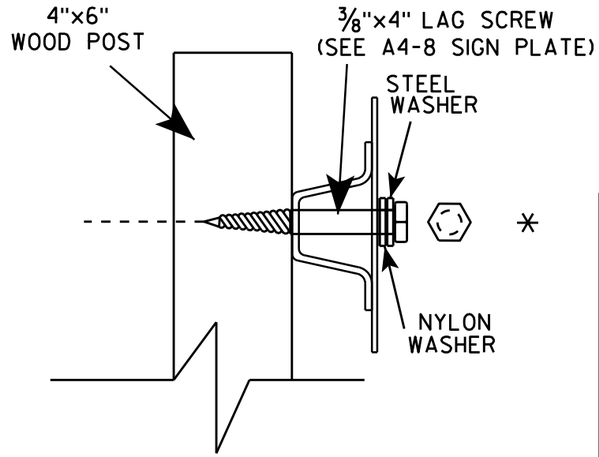


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

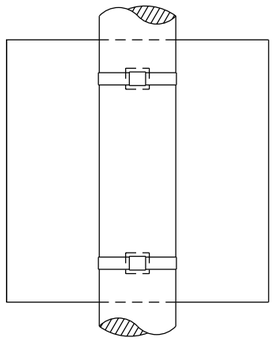
DATE 4/26/16 PLATE NO A4-18.1

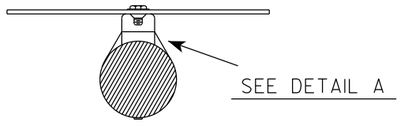
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

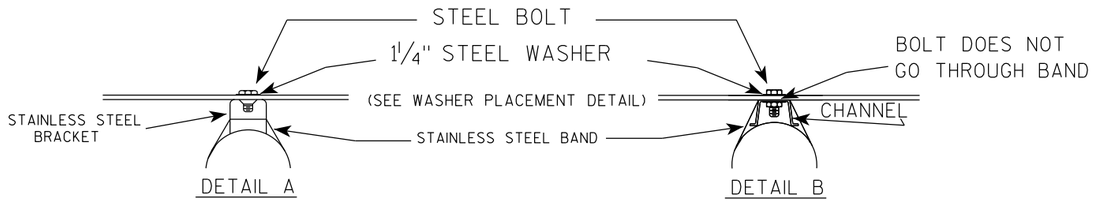
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

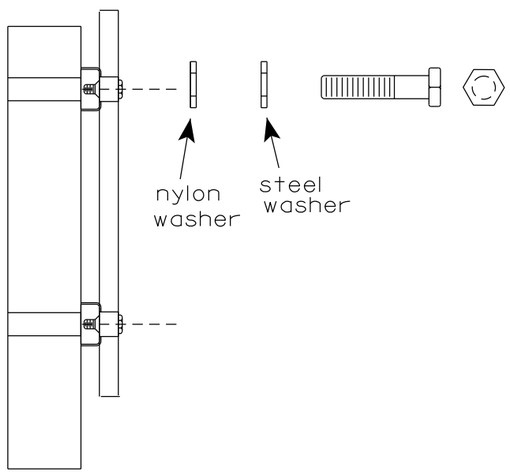
SINGLE SIGN







WASHER PLACEMENT

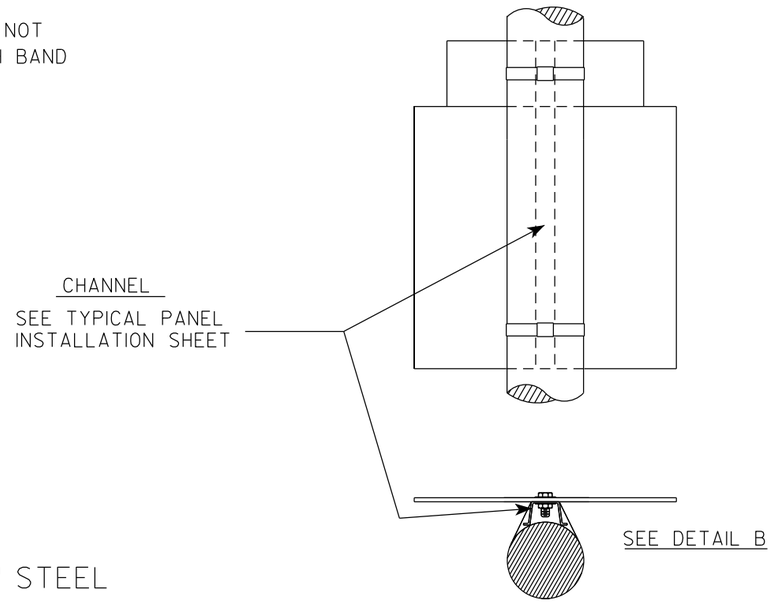


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

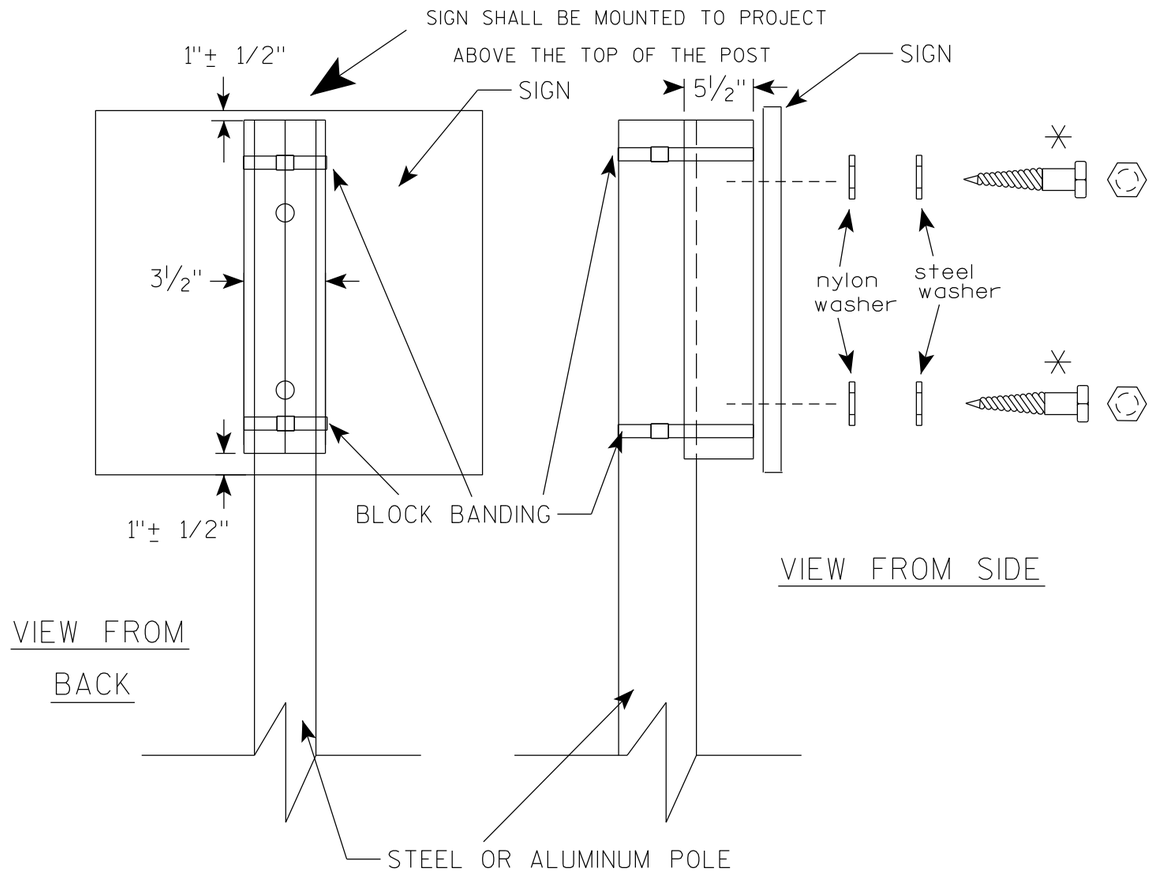
DATE 6/10/19 PLATE NO. A5-9.4

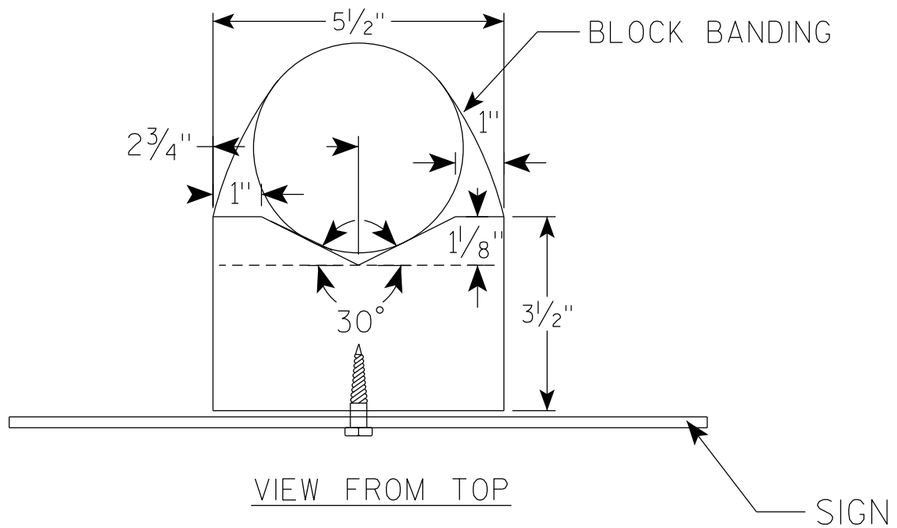
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 498	E

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"

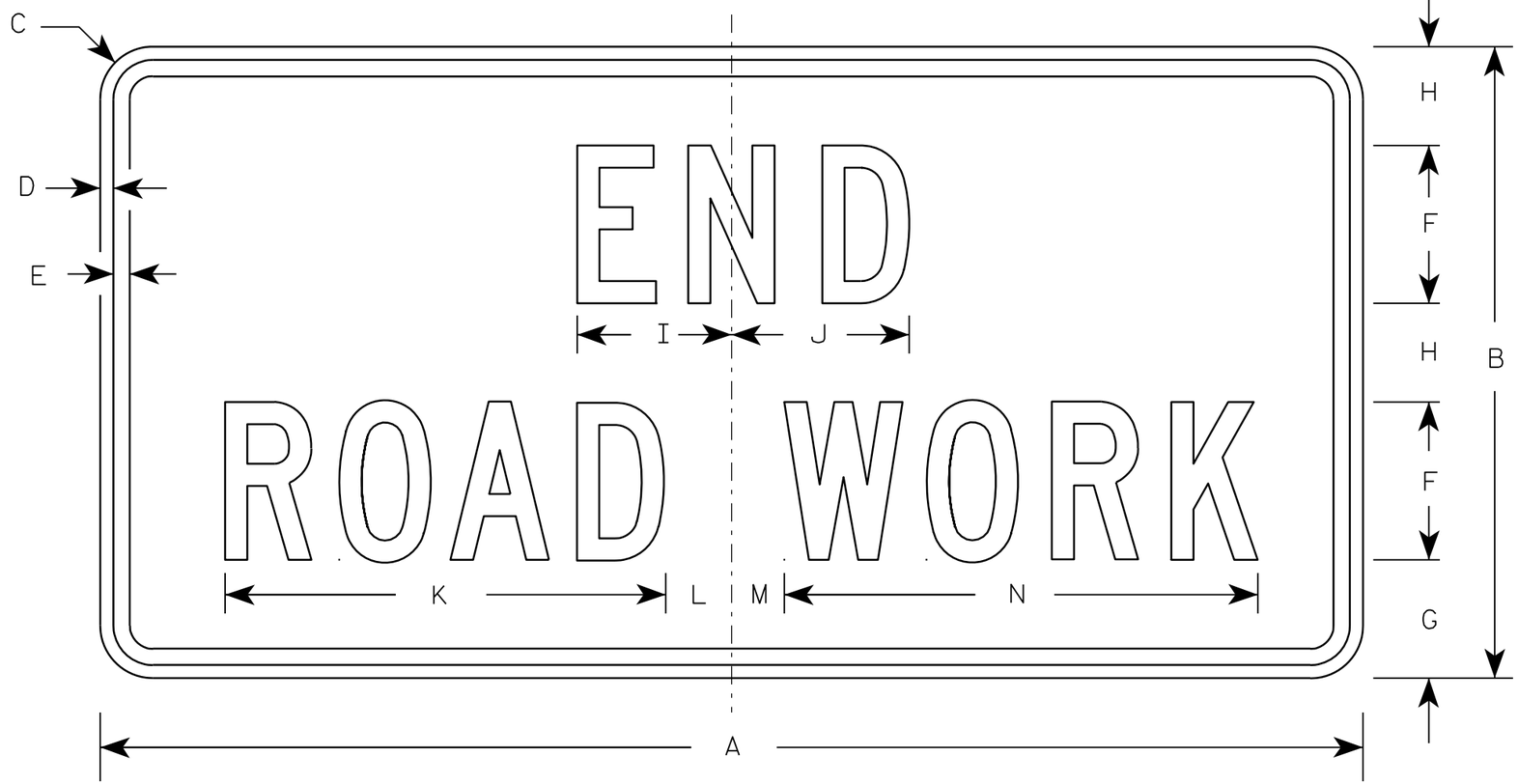
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 499 | 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

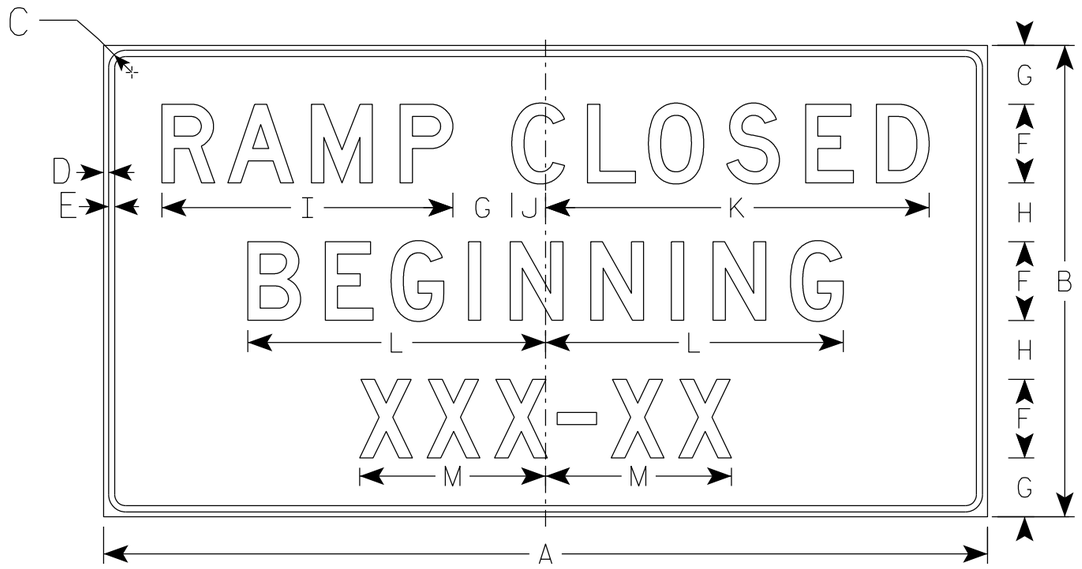
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 500	E

NOTES

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



G20-58

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	72	36	1 5/8	5/8	3/4	6	5	4	22 1/4	2 3/8	29 1/2	22 3/4	14 1/4														18.0
3	90	48	1 5/8	5/8	3/4	8	6	6	29 5/8	3 3/8	39	30 3/8	19														30.0
4																											
5																											

STANDARD SIGN
G20-58

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/19/2020 PLATE NO. G20-58.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 501 | E

NOTES

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

G20-60

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

STANDARD SIGN
G20-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

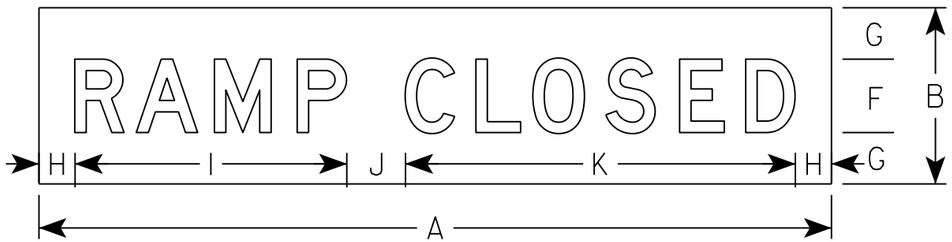
DATE 5/13/15 PLATE NO G20-60.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000
WISDOT/CADDS SHEET 42

NOTES

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



G20-63

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	12				6	3	6	22 1/8	6	31 7/8																6.0
4	108	24				10	7	4 7/8	37	8	53 1/8																18.0
5																											

STANDARD SIGN
G20-63

WISCONSIN DEPT OF TRANSPORTATION

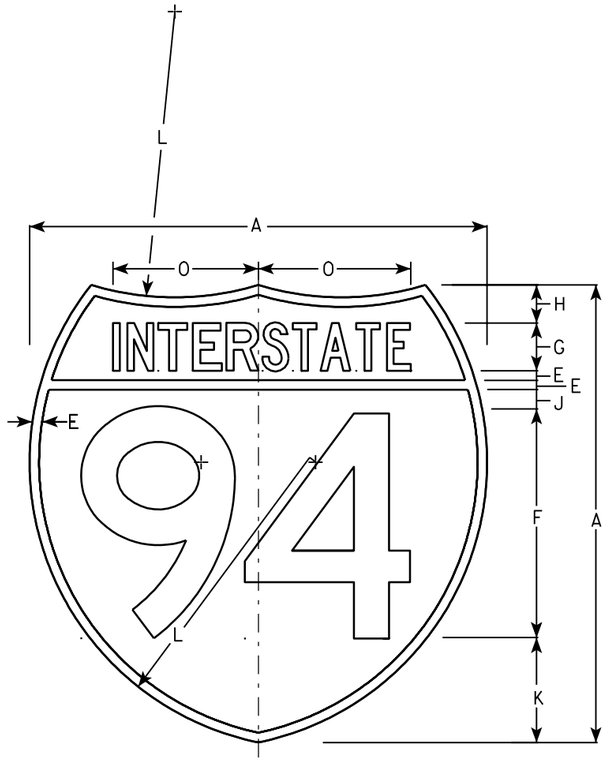
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/8/17 PLATE NO. G20-63.1

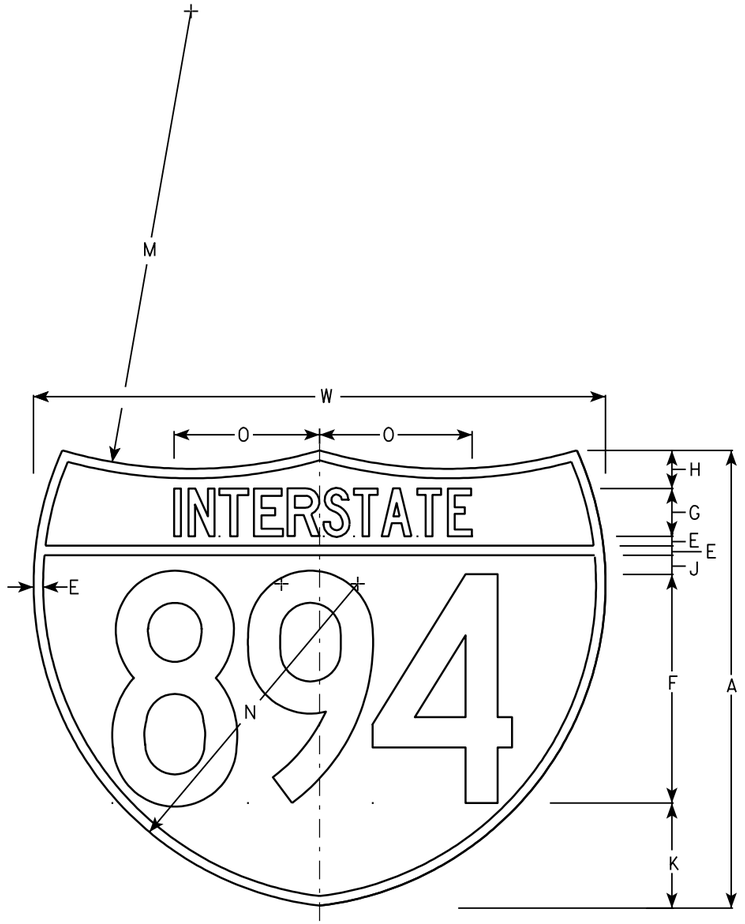
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 503 E

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

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

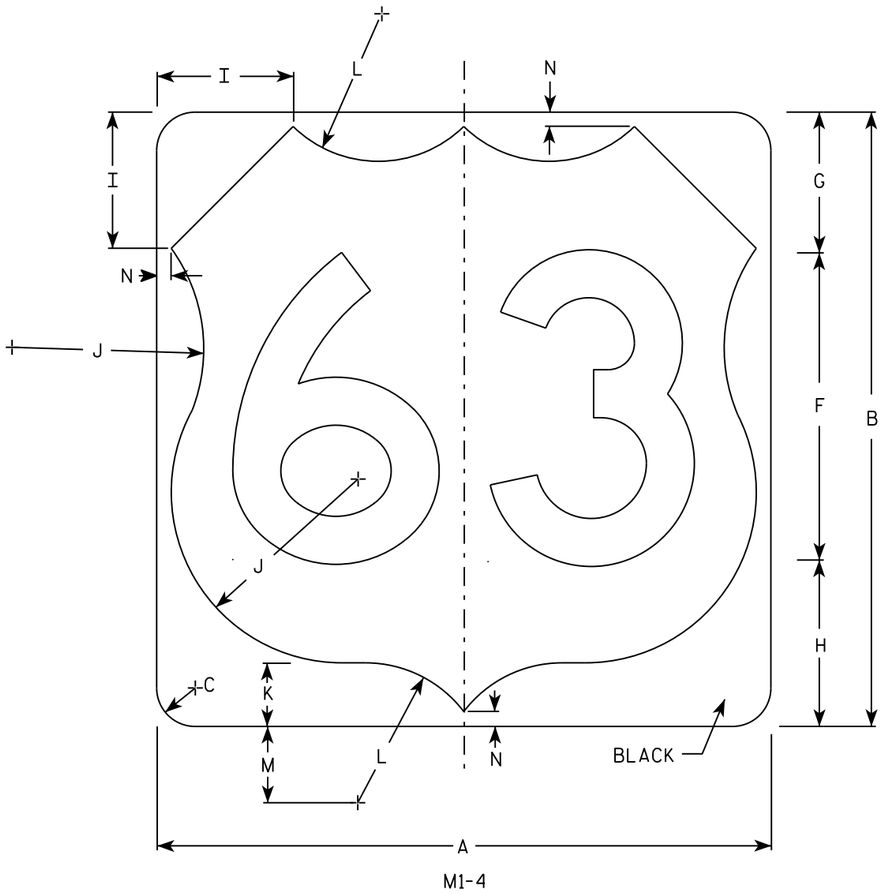
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

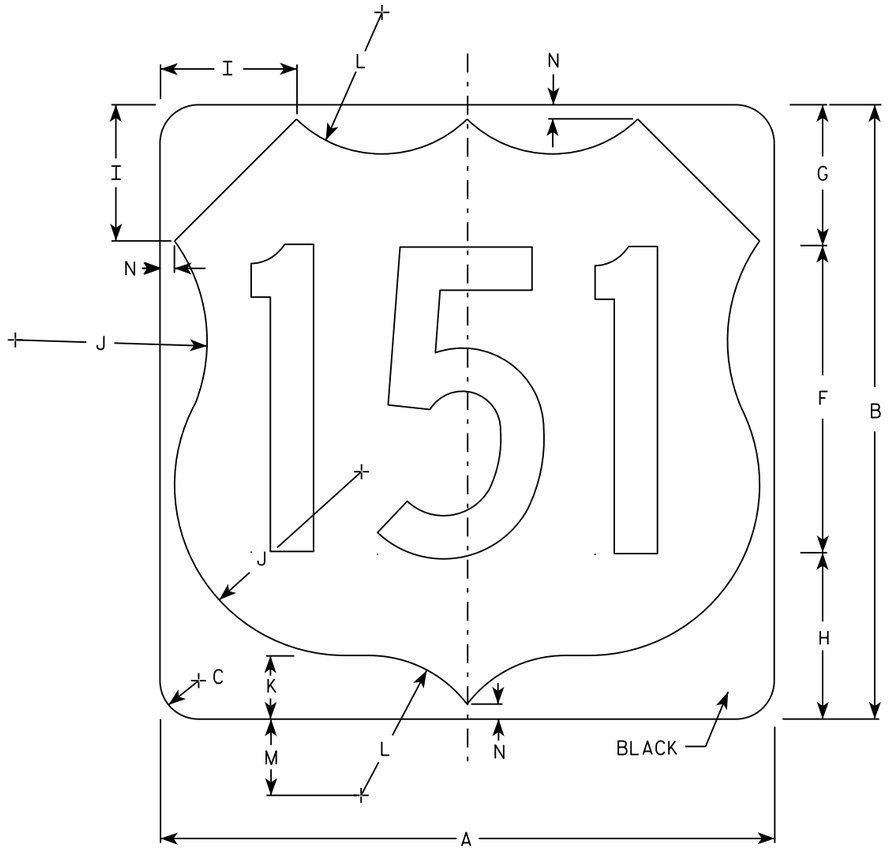
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 504	E

NOTES

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



M1-4



M1-4

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

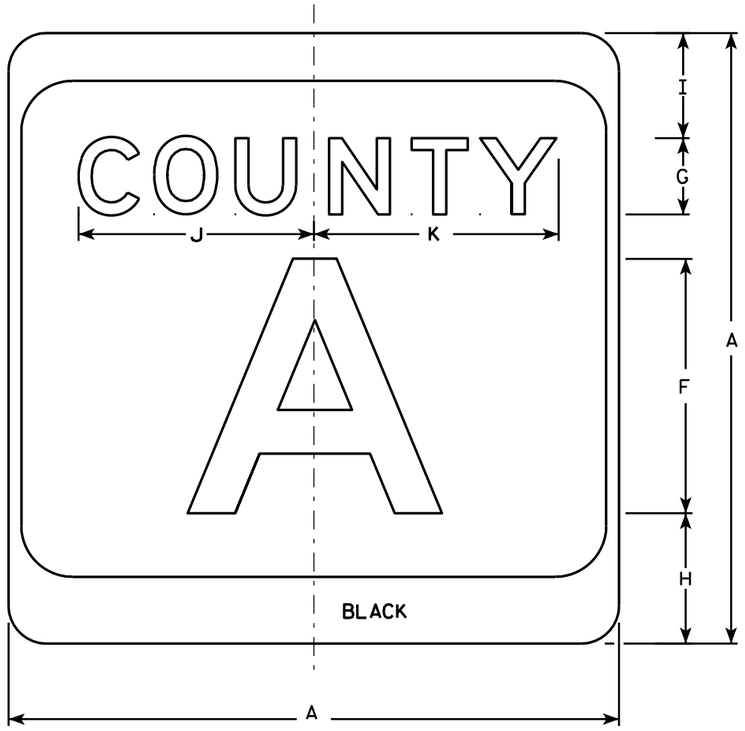
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

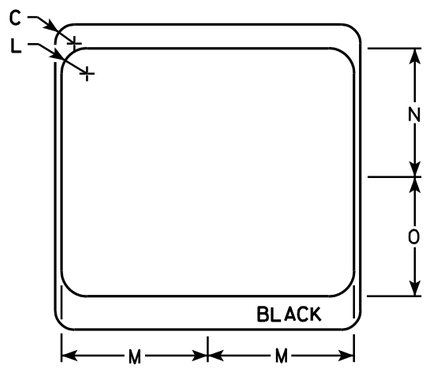
APPROVED Matthew R Rauch
for State Traffic Engineer

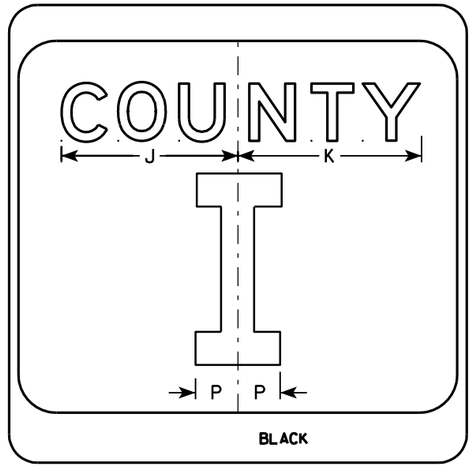
DATE 3/16/18 PLATE NO. M1-4.10

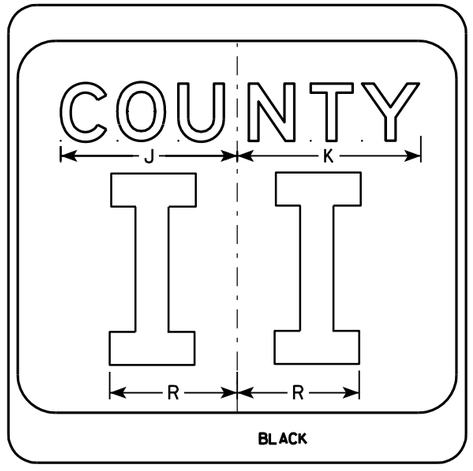
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 505	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   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. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

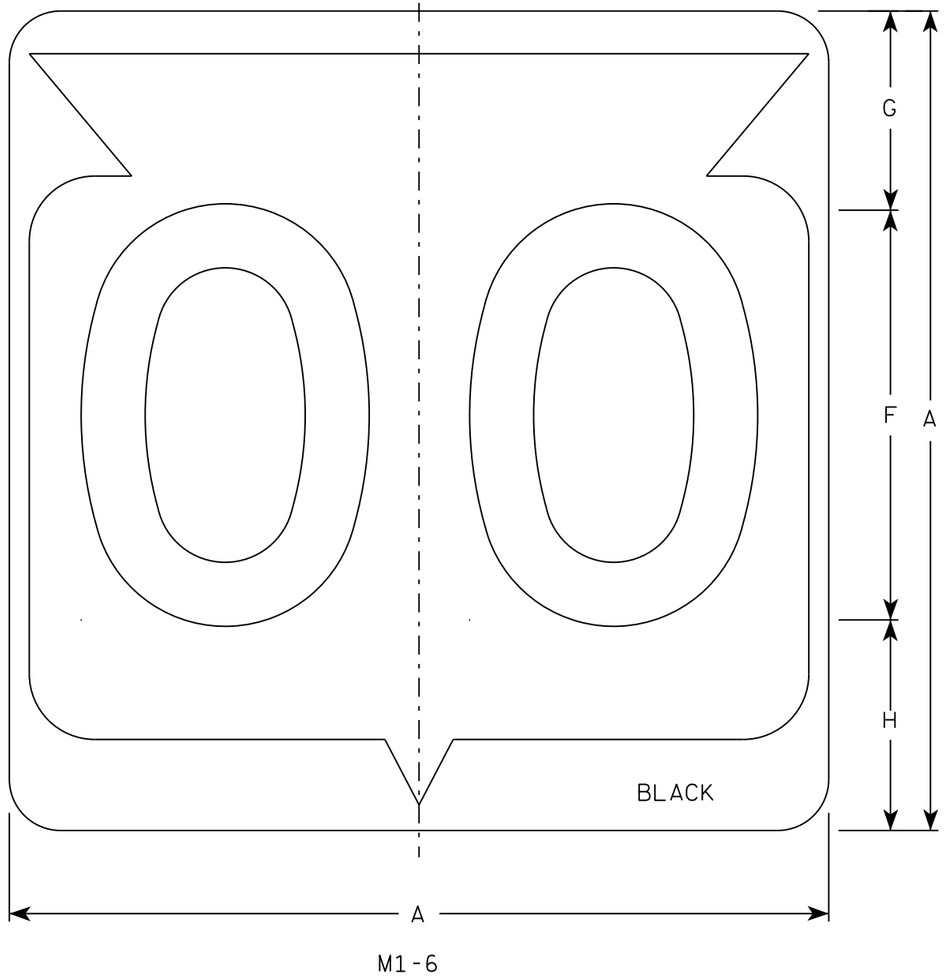
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

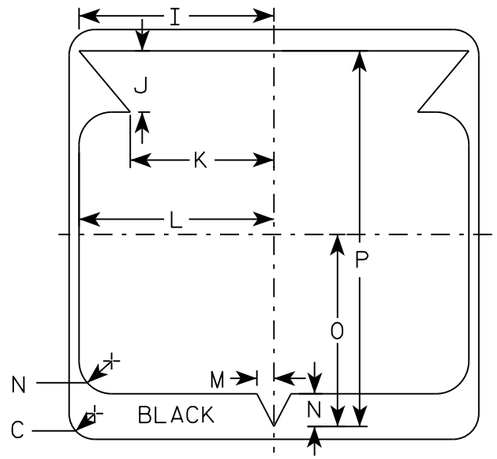
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 506 | E



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

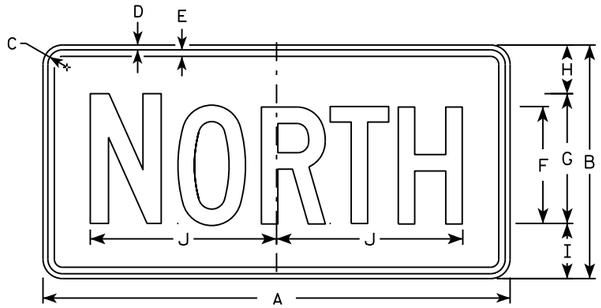
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

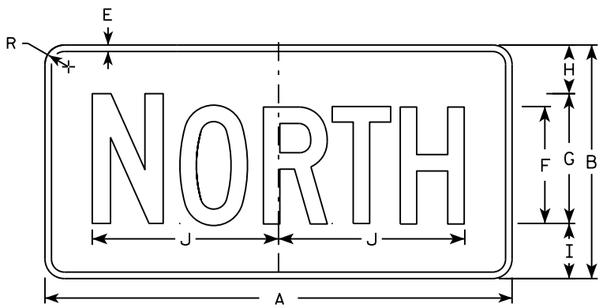
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 507	E



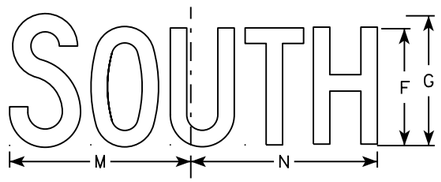
M3-1
MM3-1
MP3-1



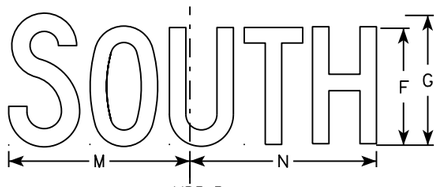
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

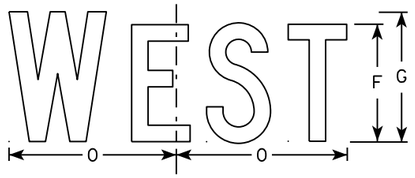
MB3-2
MK3-2
MN3-2



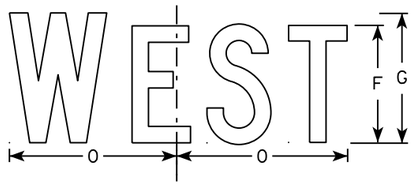
M3-3
MM3-3
MP3-3



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

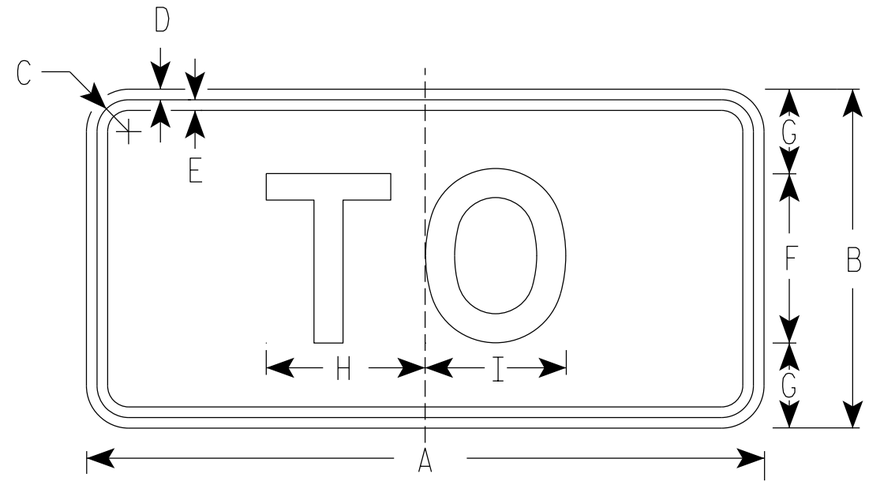
APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

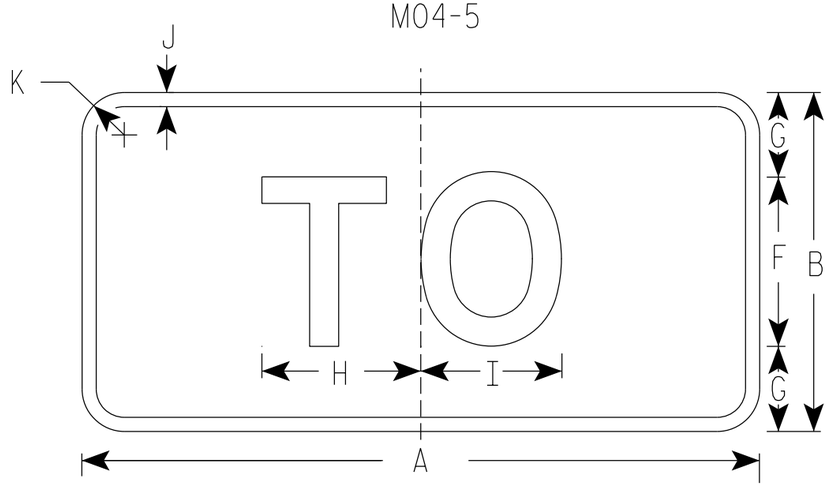
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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

7



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



MB4-5
MK4-5
MN4-5

NOTES

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

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

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

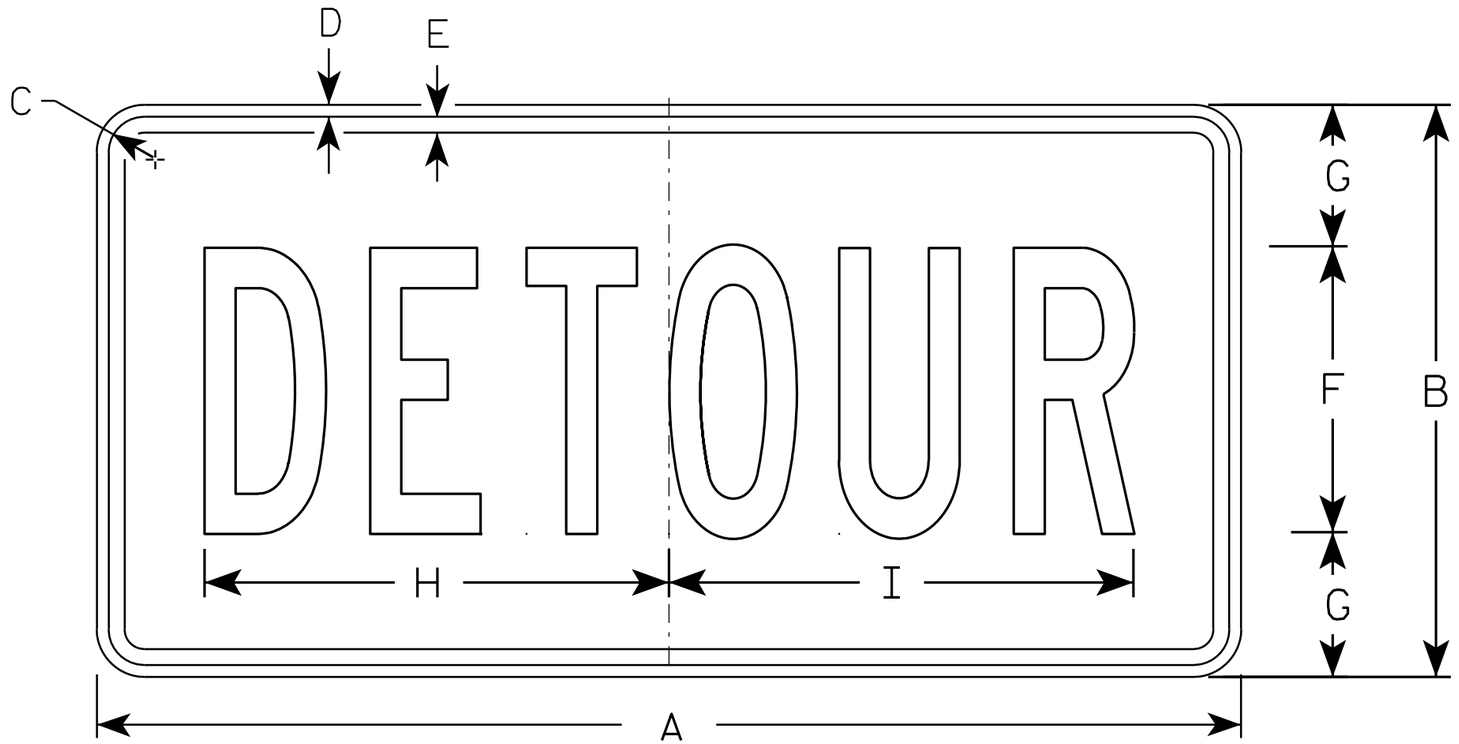
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 509 | E

7



M4-8

NOTES

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

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

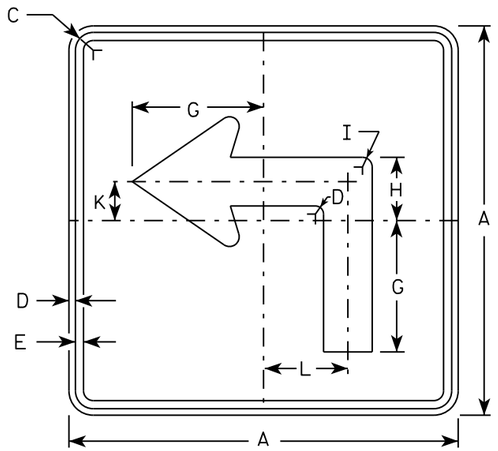
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

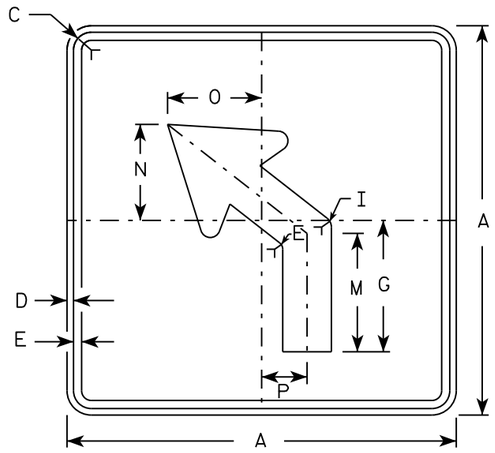
APPROVED Matthew R Rauch
for State Traffic Engineer

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

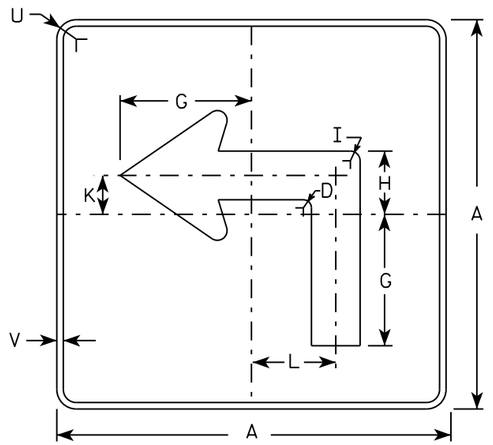
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 510	E



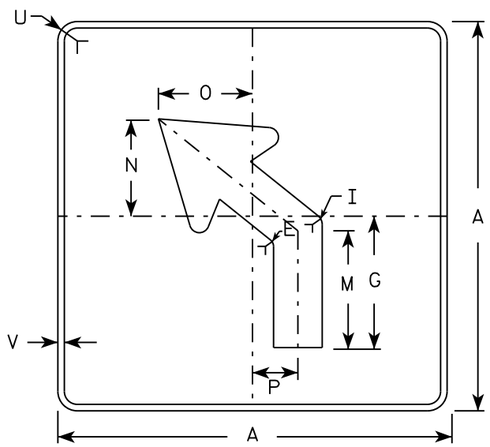
M5-1L
MM5-1L
MO5-1L
MP5-1L



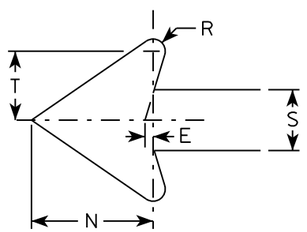
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

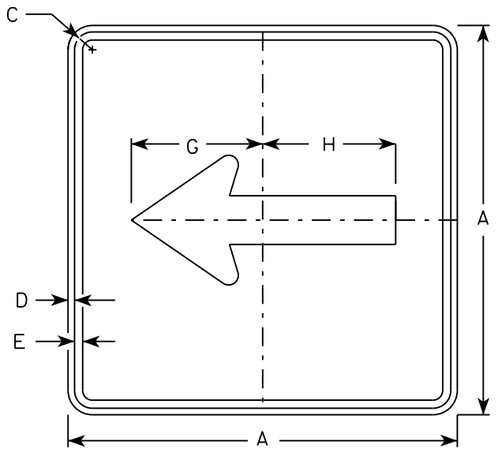
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

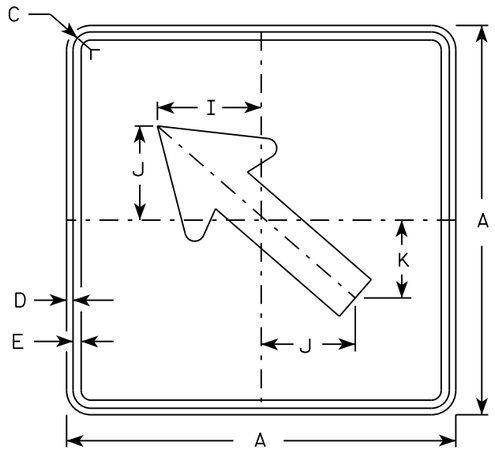
DATE 10/15/15 PLATE NO. M5-1.13

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



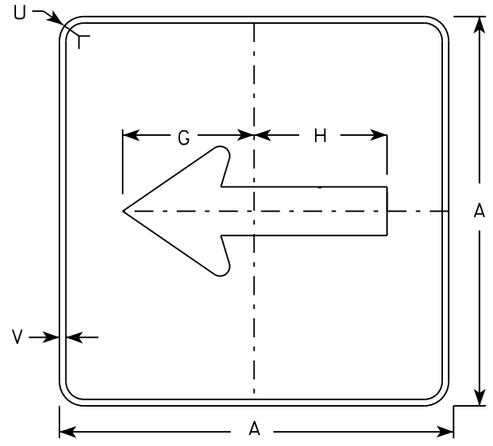
M6-1
MM6-1
MO6-1
MP6-1



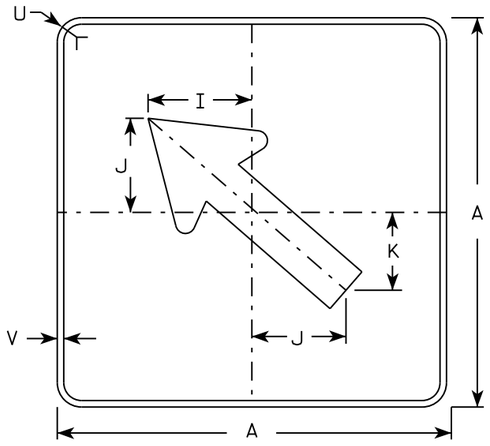
M6-2
MM6-2
MO6-2
MP6-2

NOTES

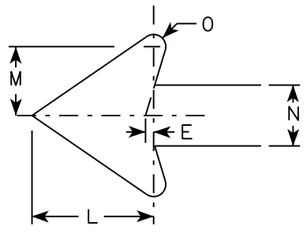
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

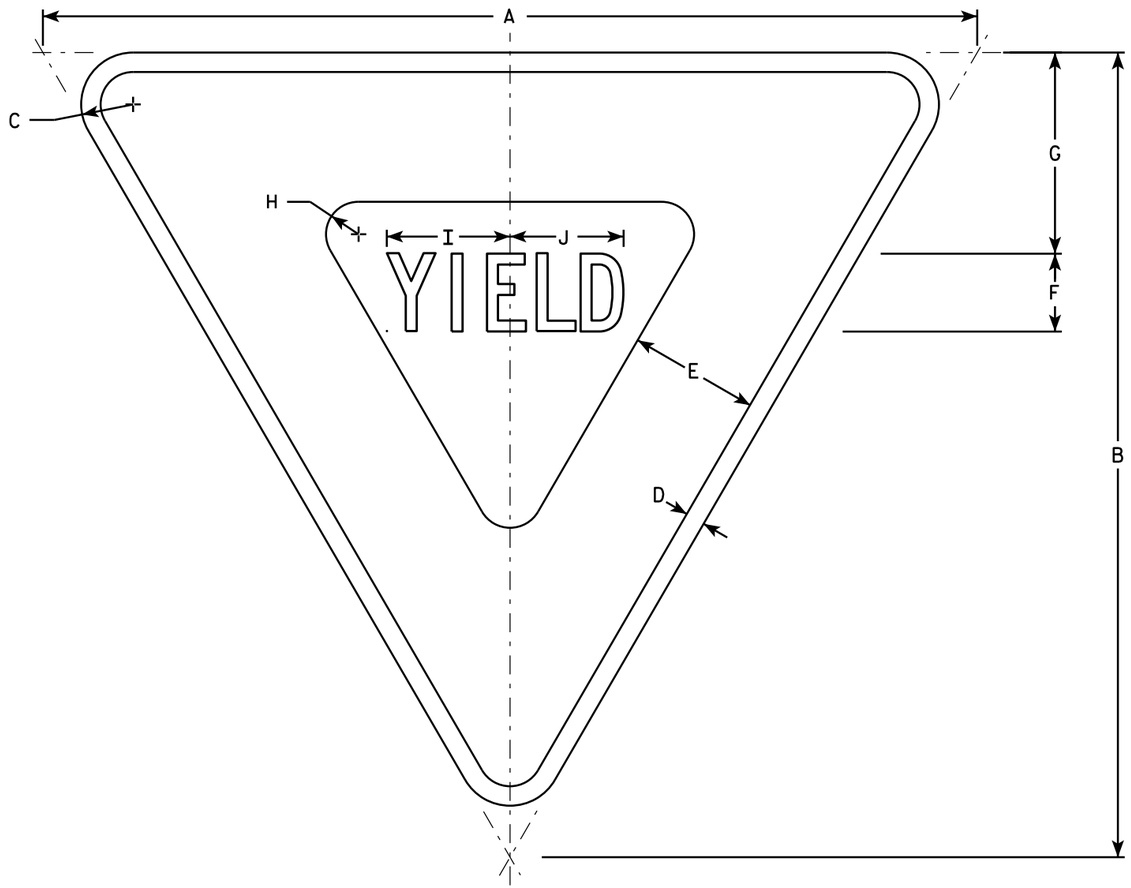
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 512 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



R1-2

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 - 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. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

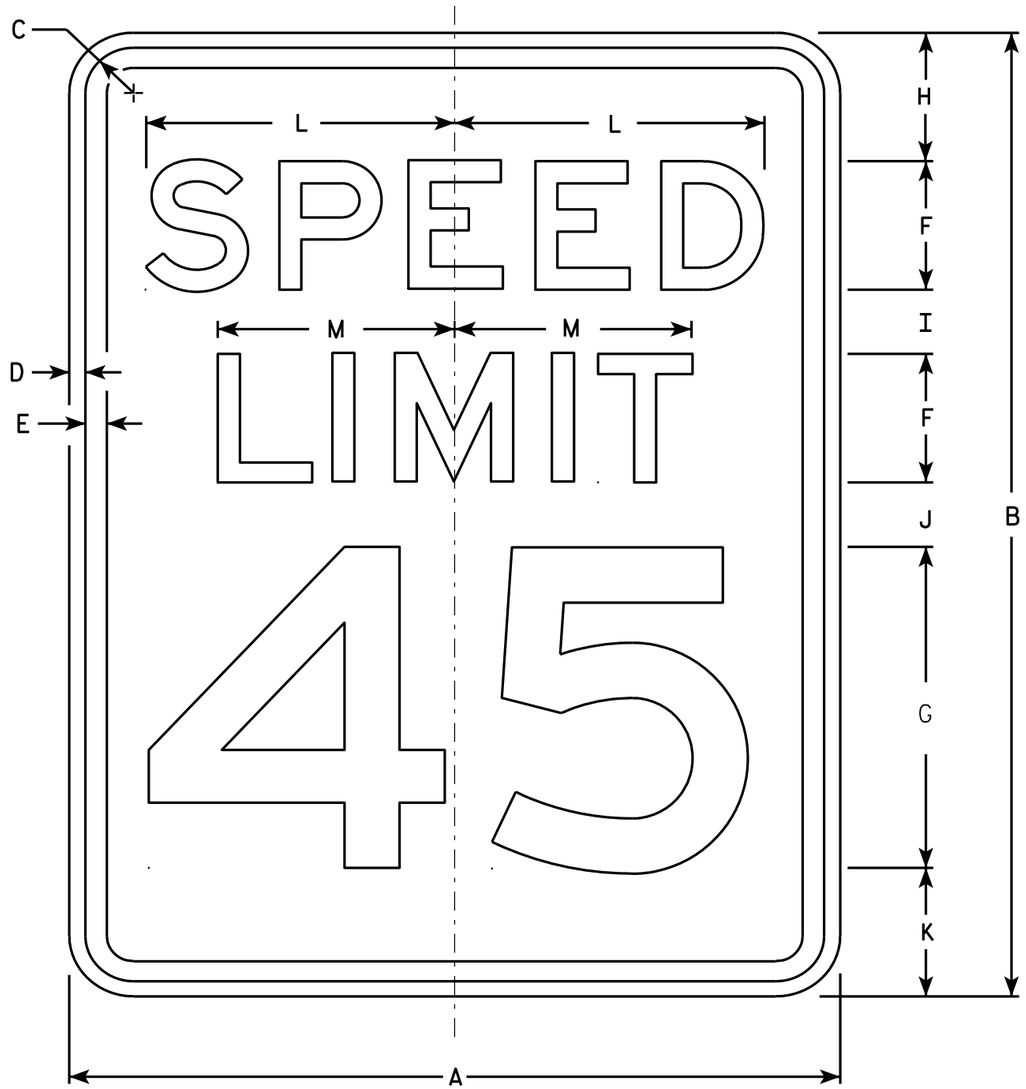
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE P1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R2-1

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.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

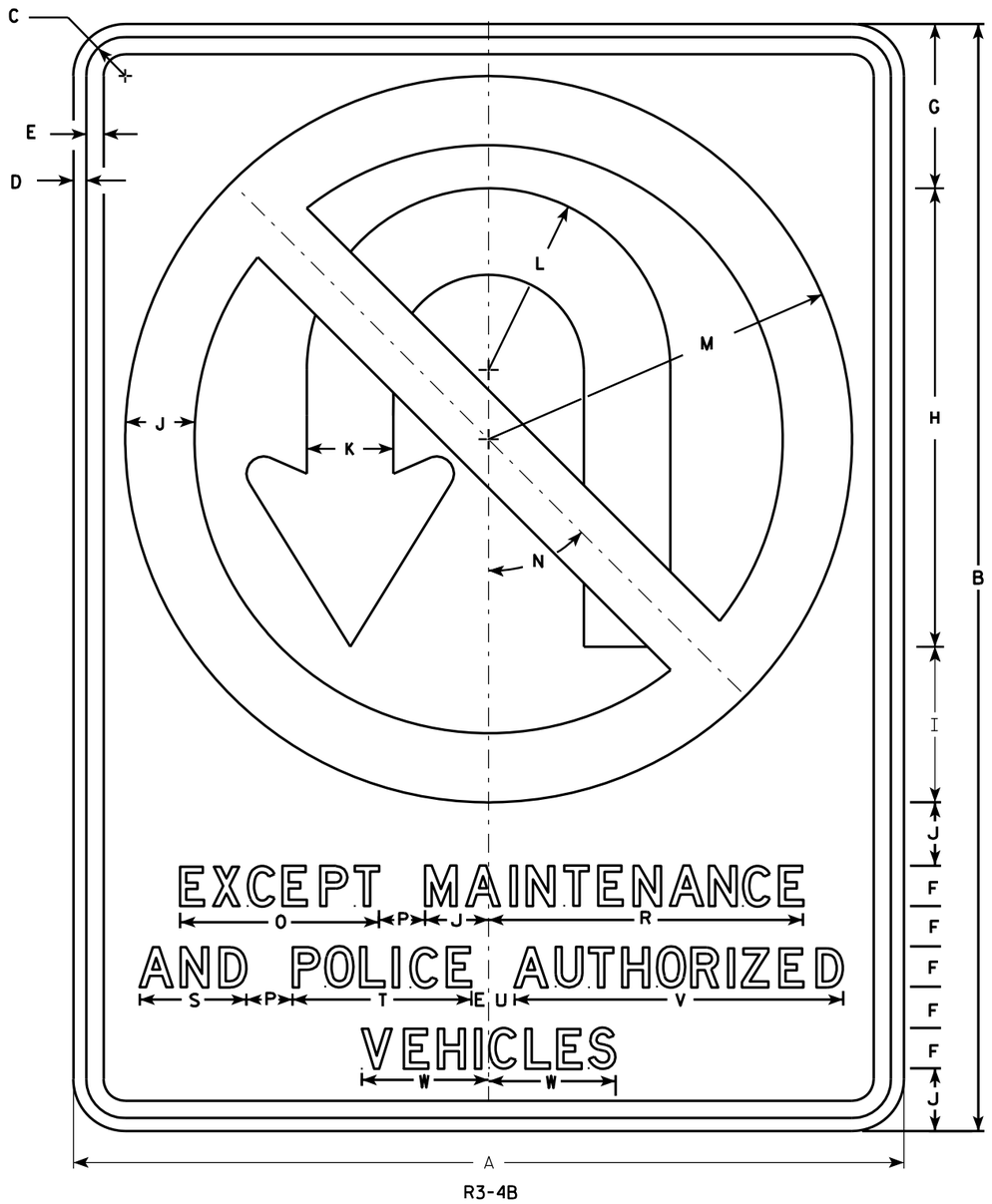
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

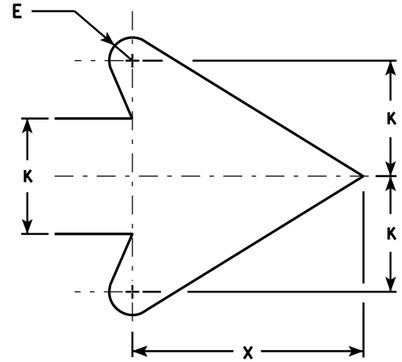
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 514 | E



R3-4B

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 - 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



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																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

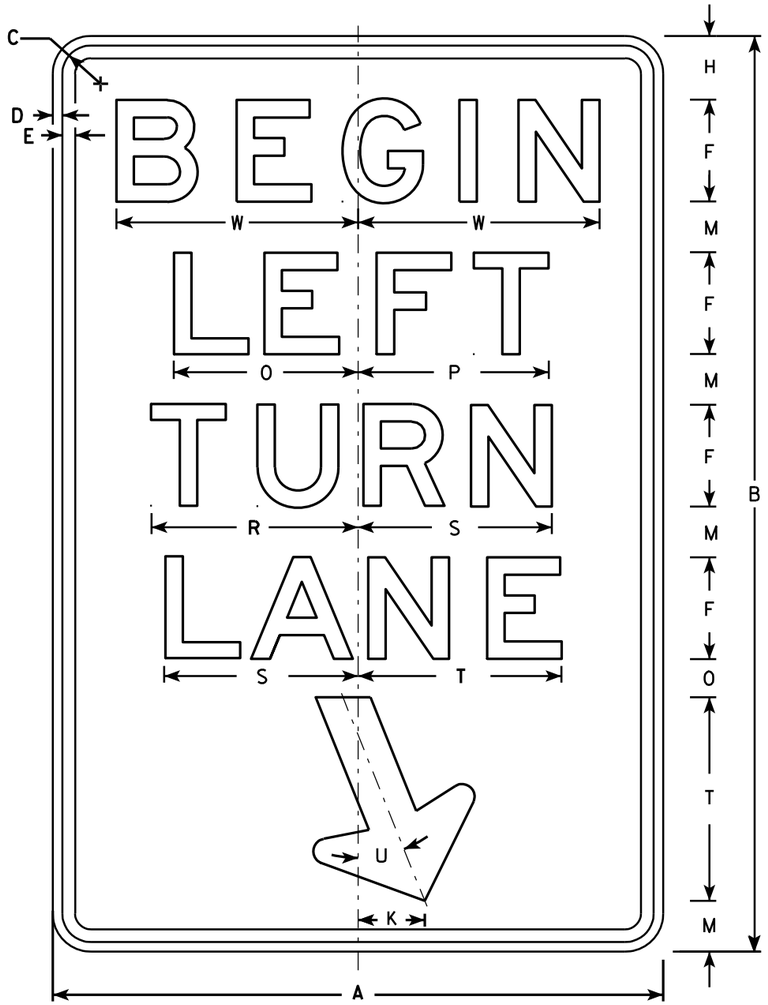
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

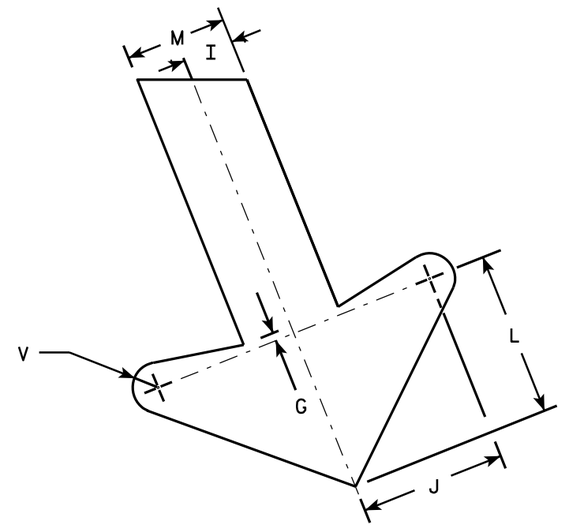
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 515	E



R3-20L

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	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 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	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

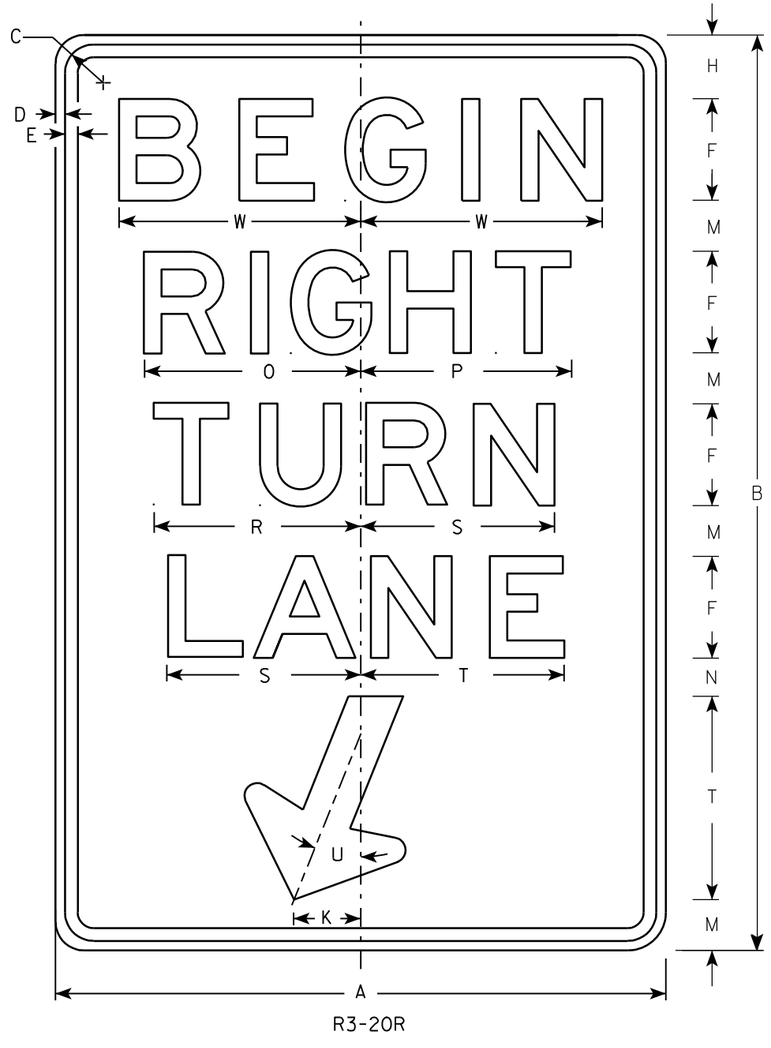
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

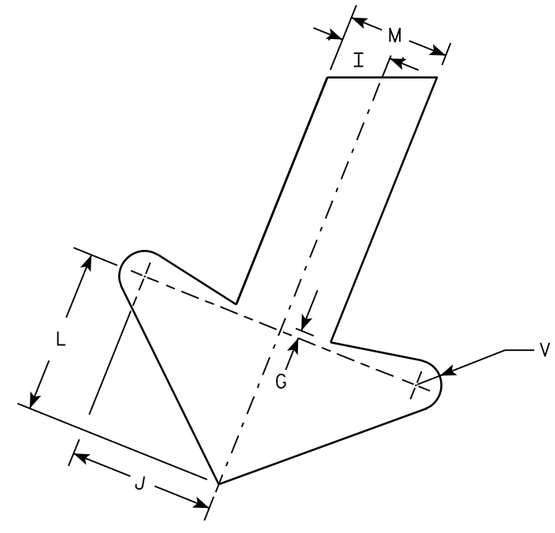
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 516 | E



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																											

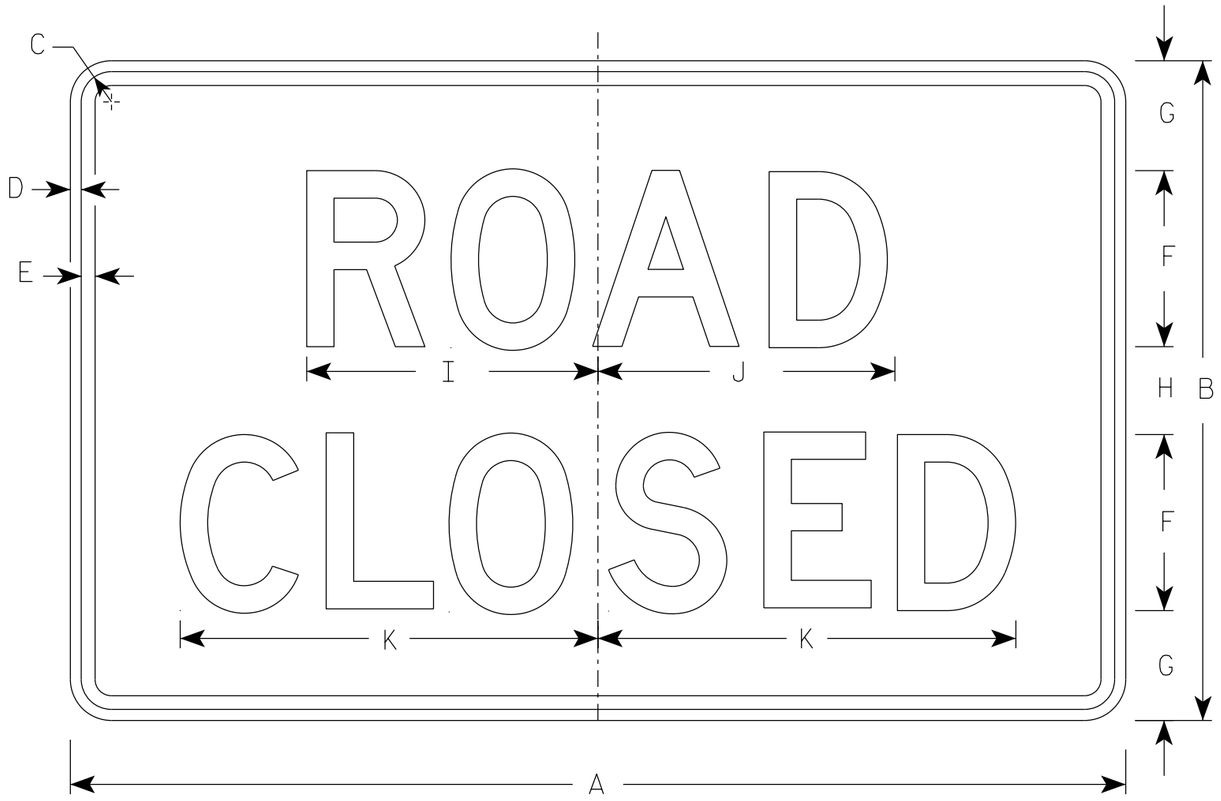
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

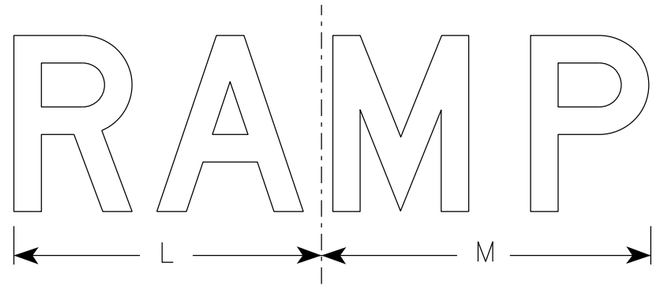
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 517 | E



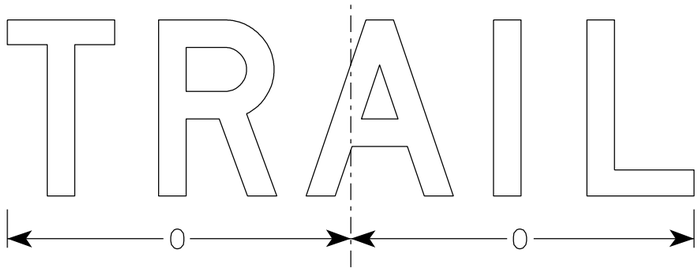
R11-2

NOTES

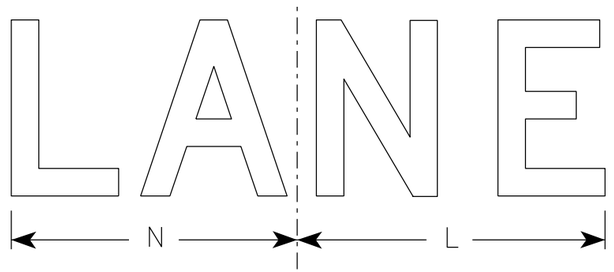
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

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

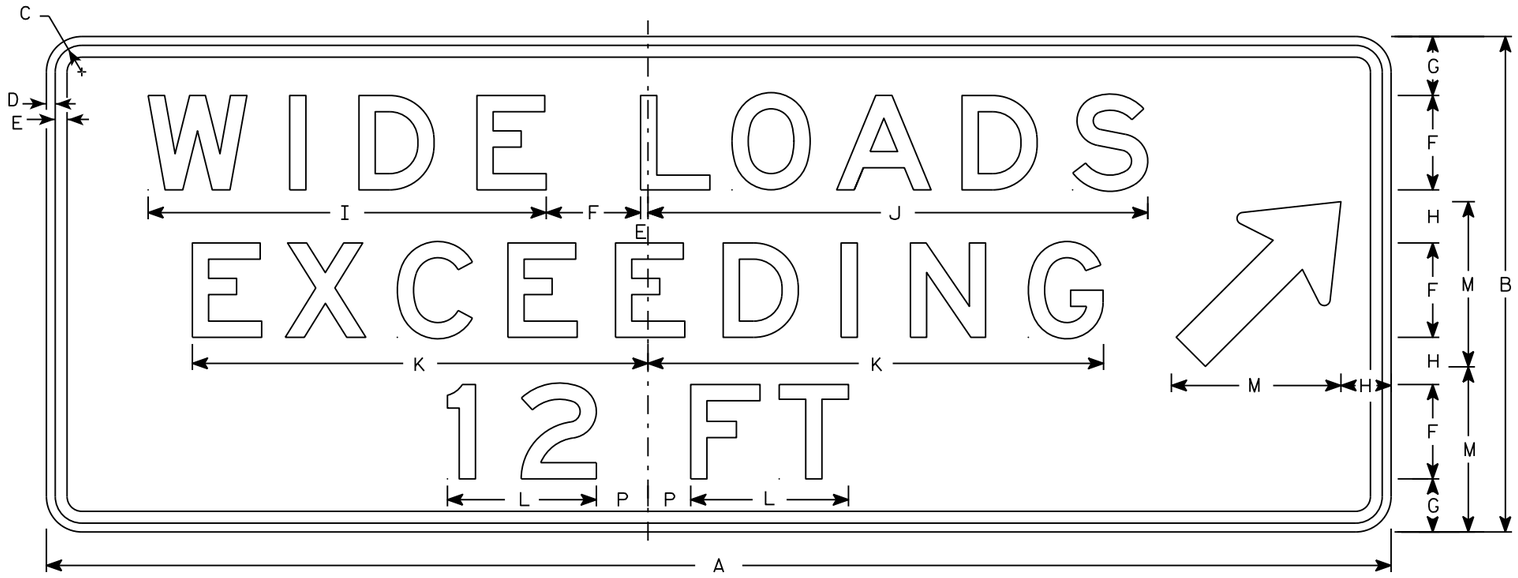
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

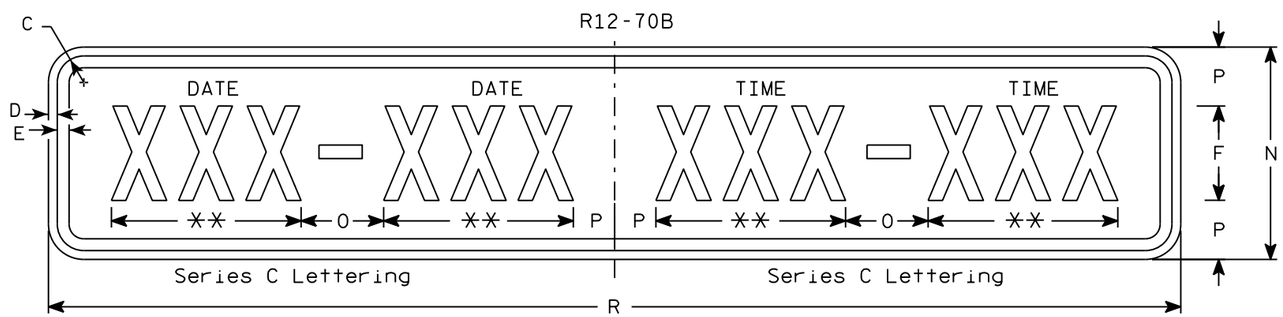
NOTES

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 except as noted
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** Substitute appropriate message, optically center message



R12-70B



R12-70C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3																												
4	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

TYPICAL SIGN
R12-70B

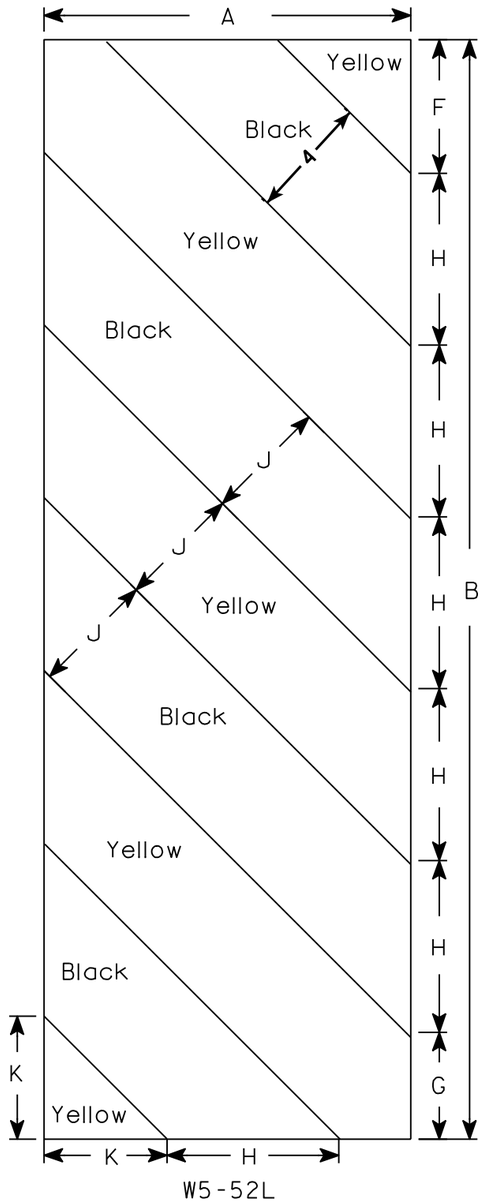
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

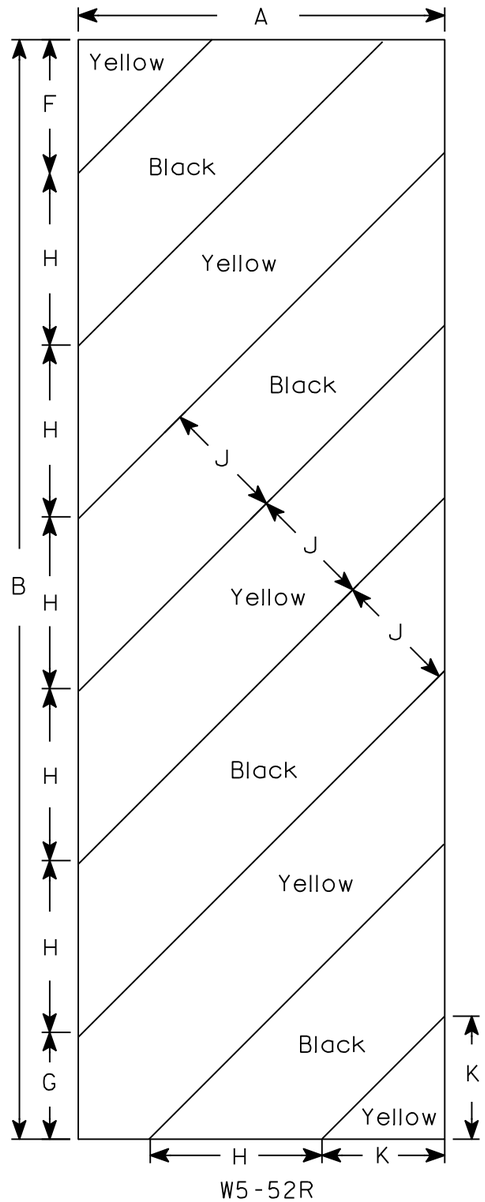
DATE 11/10/15 PLATE NO R12-70B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R1270B.DGN PLOT DATE : 01-DEC-2015 18:10 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 12.842555:1.000000



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

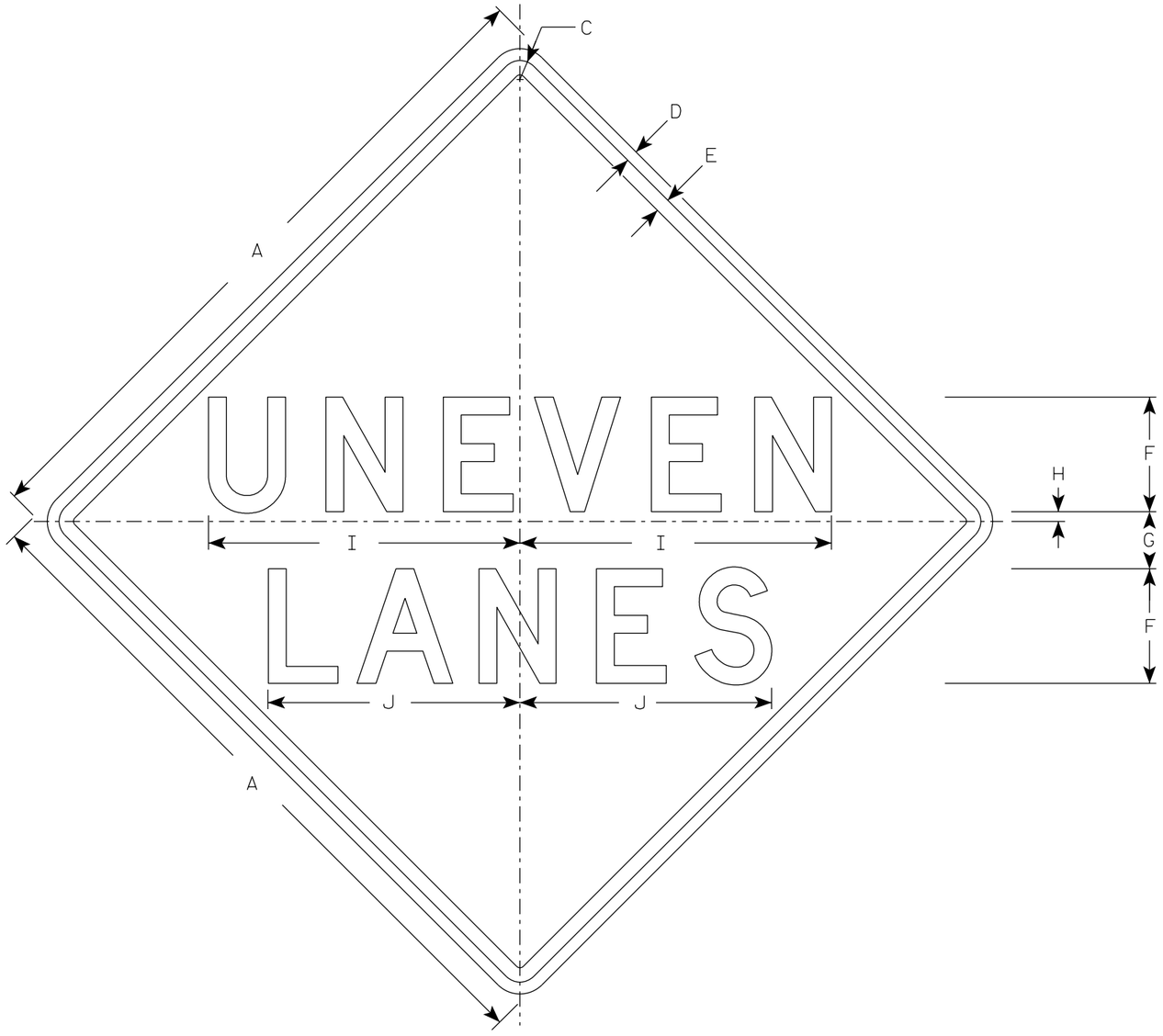
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 520 | E



W8-11

NOTES

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

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	3	1/2	16 3/8	13 1/4																	9.0
2S	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
2M	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
3	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
4	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
5	48		2 1/4	3/4	1	8	4	1	21 3/4	17 5/8																	16.0

STANDARD SIGN
W8-11

WISCONSIN DEPT OF TRANSPORTATION

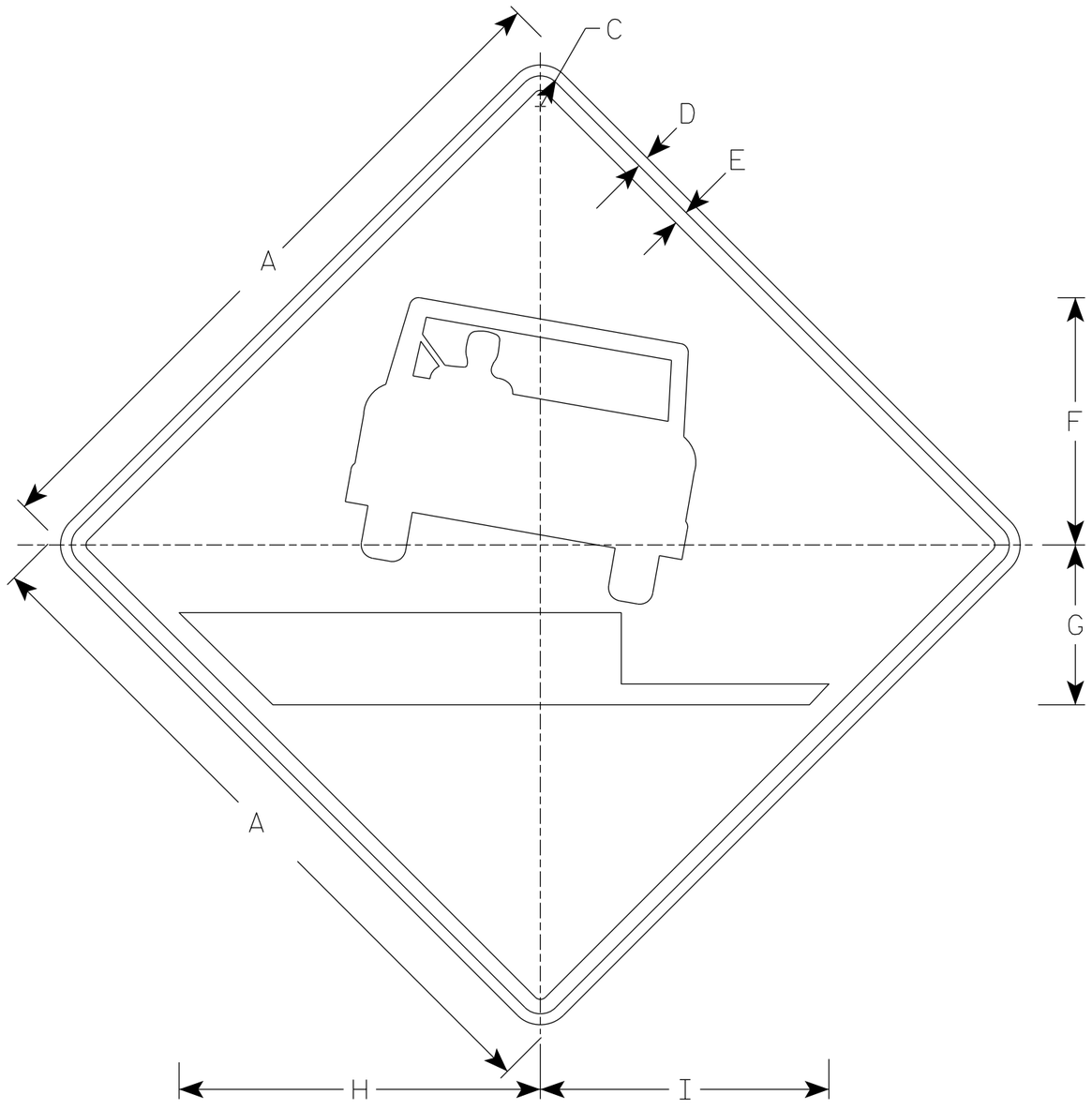
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/20/2020 PLATE NO. W8-11.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W811.dgn PLOT DATE : 20-APRIL 2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



W8-17

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12 3/4	8 1/4	18 5/8	14 7/8																		9.0
2S	48		2 1/4	3/4	1	17	11	24 7/8	19 7/8																		16.0
2M	48		2 1/4	3/4	1	17	11	24 7/8	19 7/8																		16.0
3	48		2 1/4	3/4	1	17	11	24 7/8	19 7/8																		16.0
4	48		2 1/4	3/4	1	17	11	24 7/8	19 7/8																		16.0
5	48		2 1/4	3/4	1	17	11	24 7/8	19 7/8																		16.0

STANDARD SIGN
W8-17

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/16/2020 PLATE NO. W8-17.2

PROJECT NO:

SHEET NO: 522 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W817.dgn

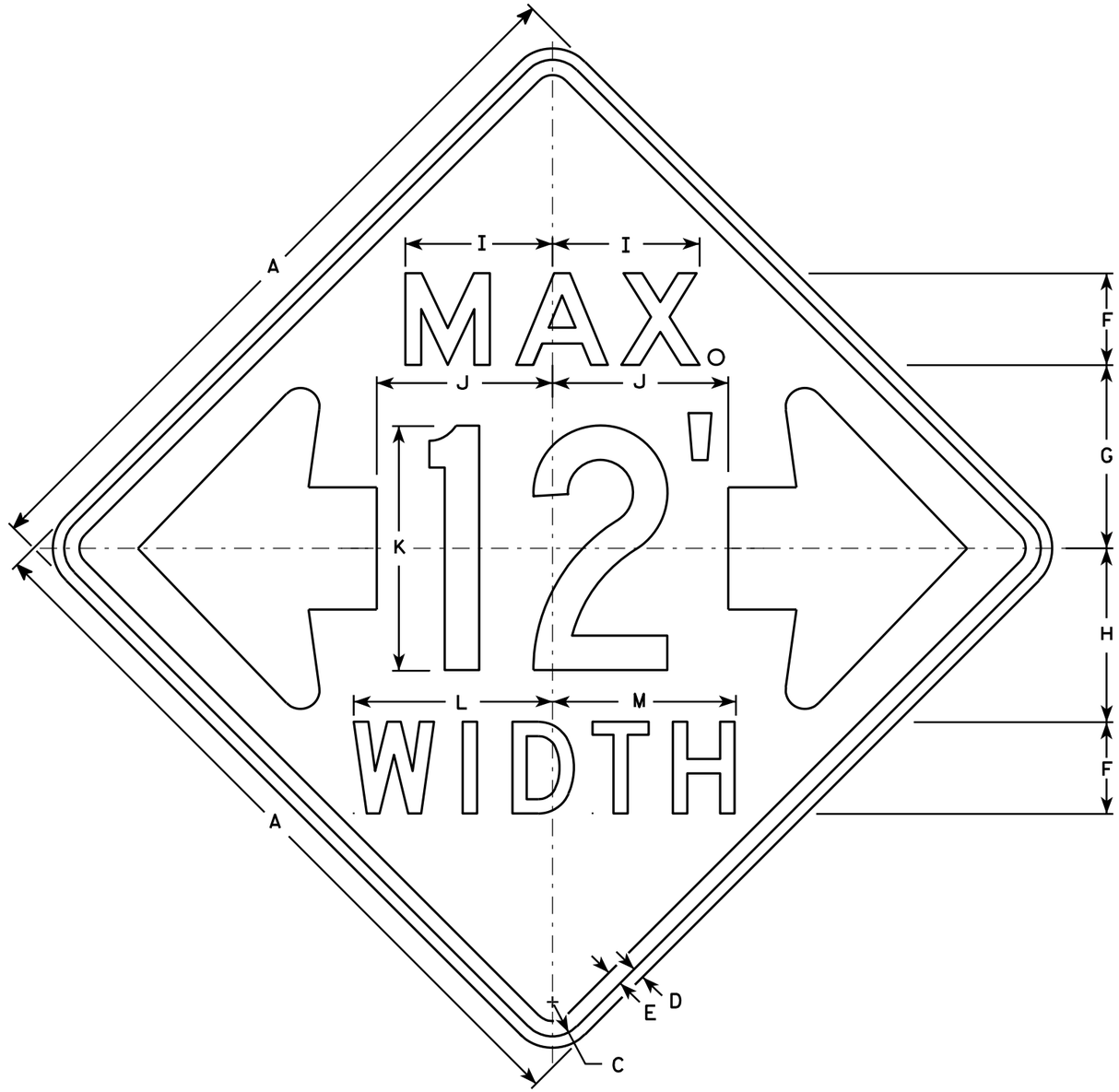
PLOT DATE : 16-APRIL 2020

PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

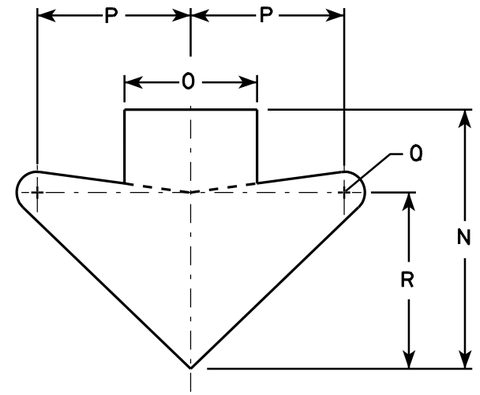
7



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

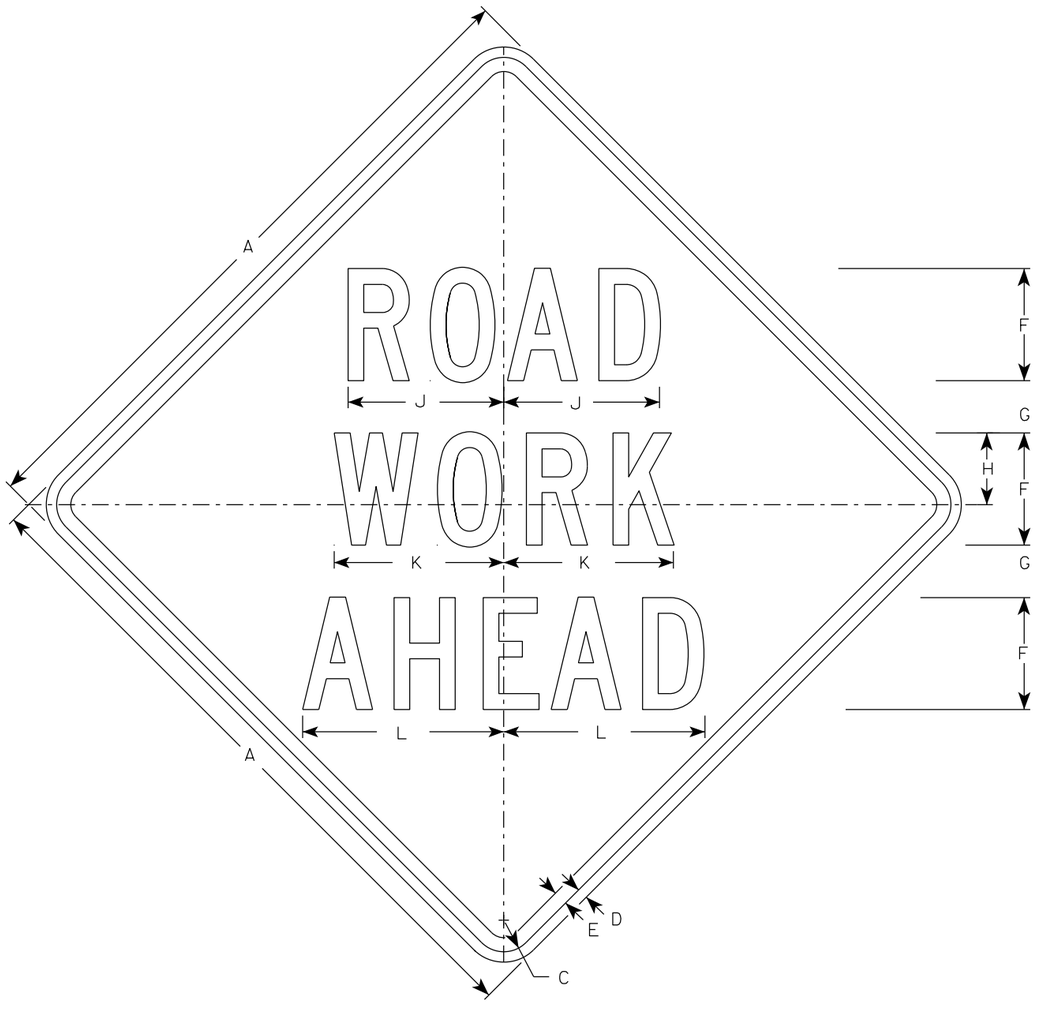
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

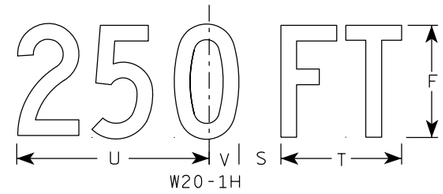
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 523	E

NOTES

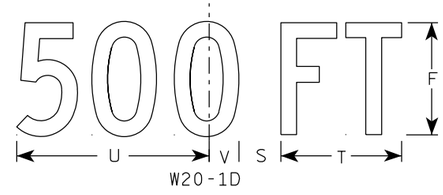
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

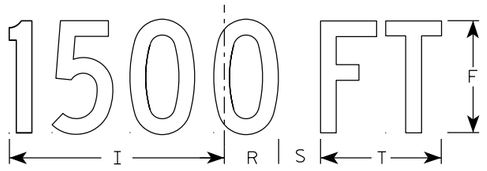


W20-1H

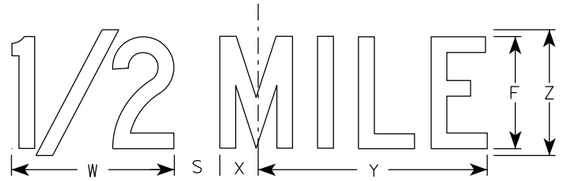


W20-1D

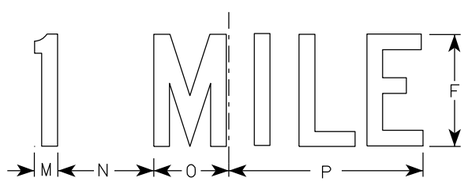
W20-1C



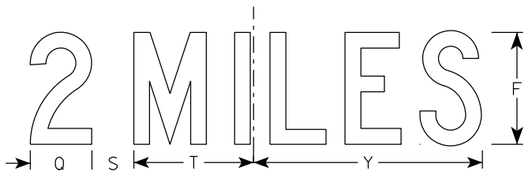
W20-1B



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

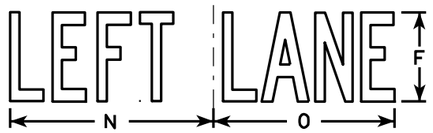
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

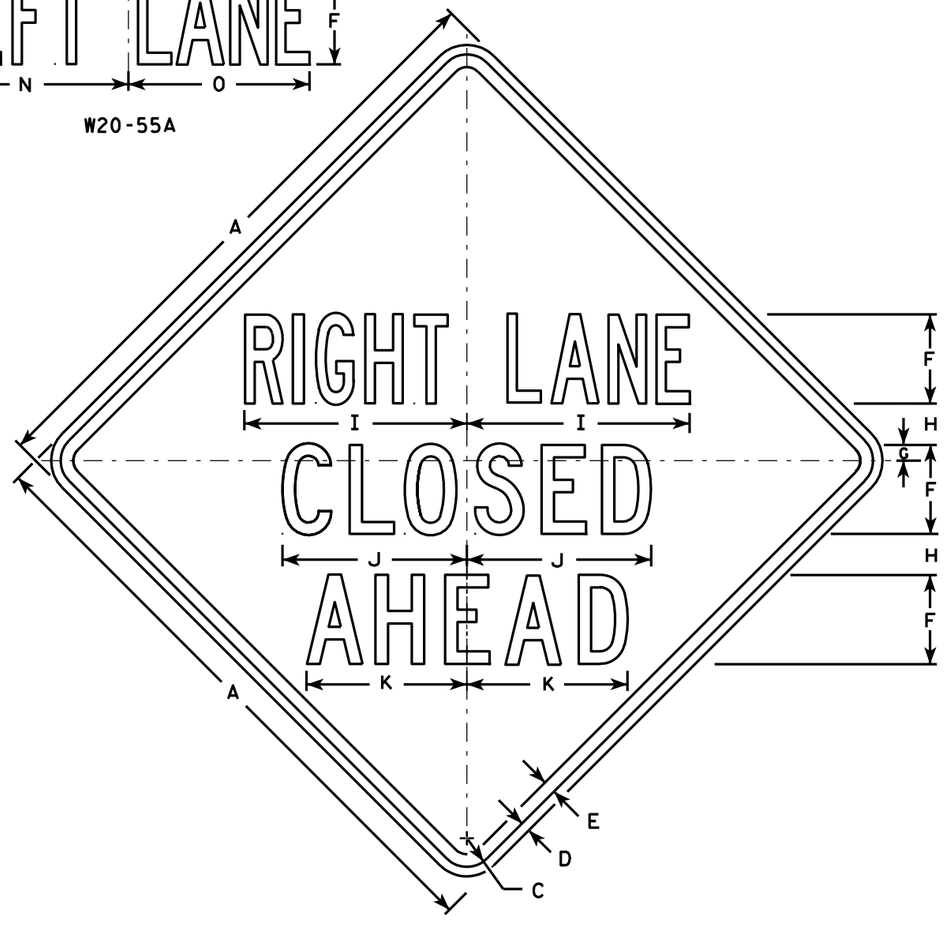
7

7

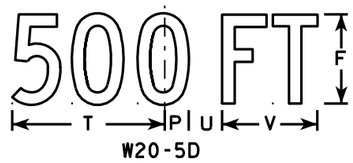
W20-56A



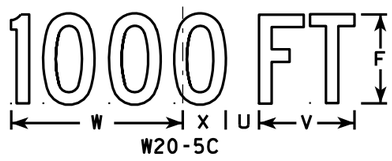
W20-55A



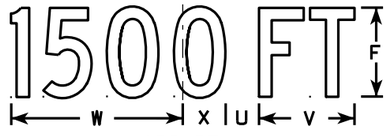
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

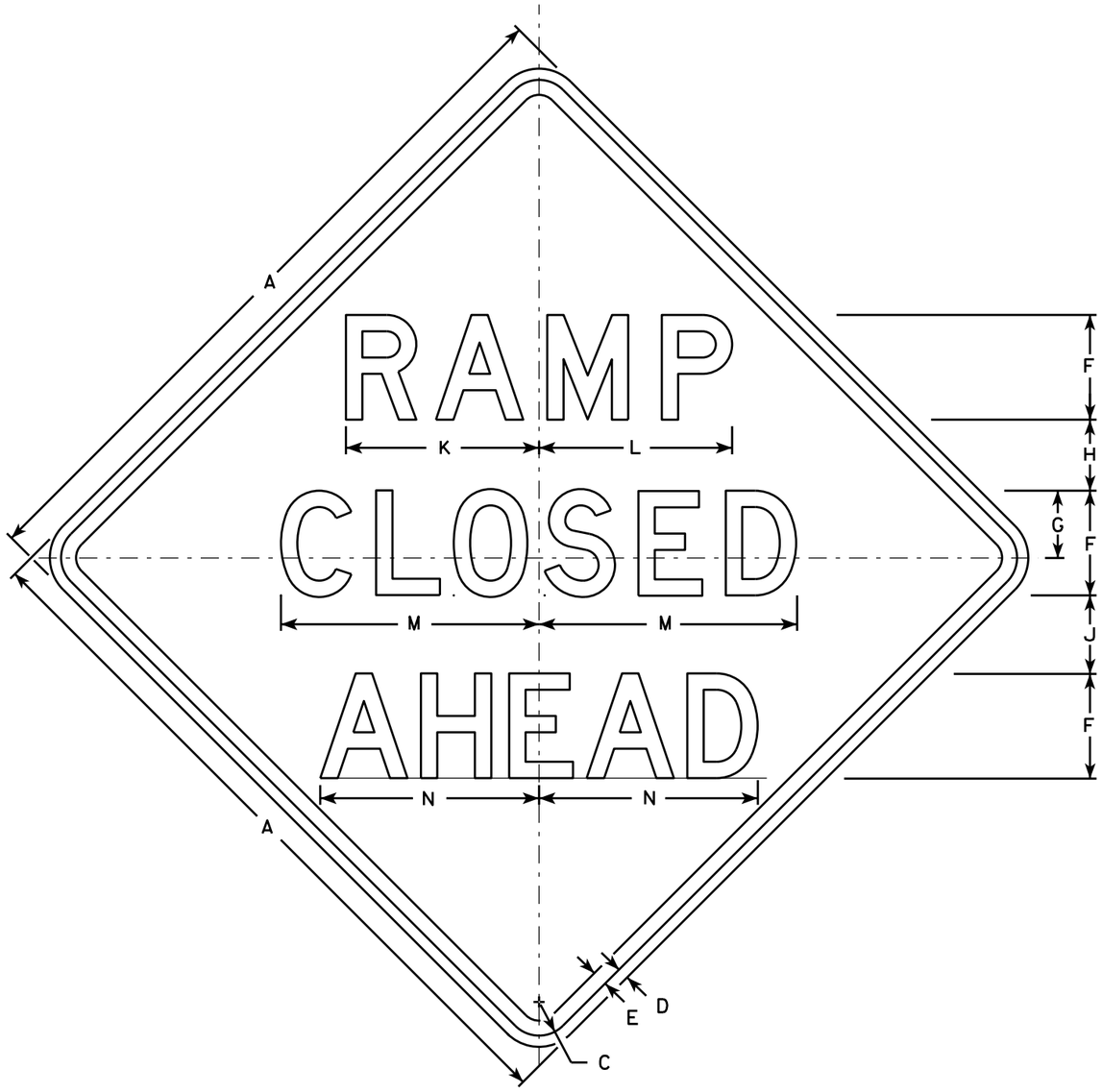
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

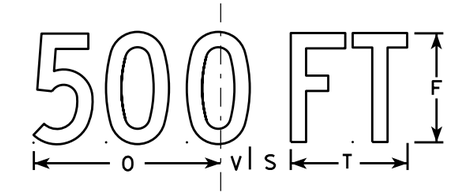
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 525	E

7

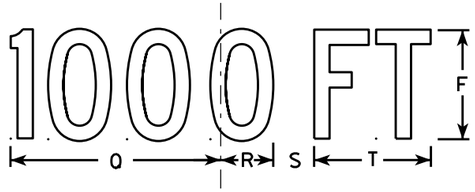
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



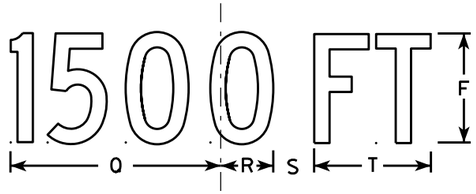
W20-53A



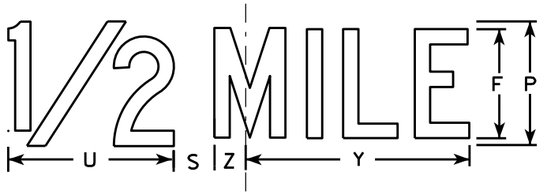
W20-53D



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

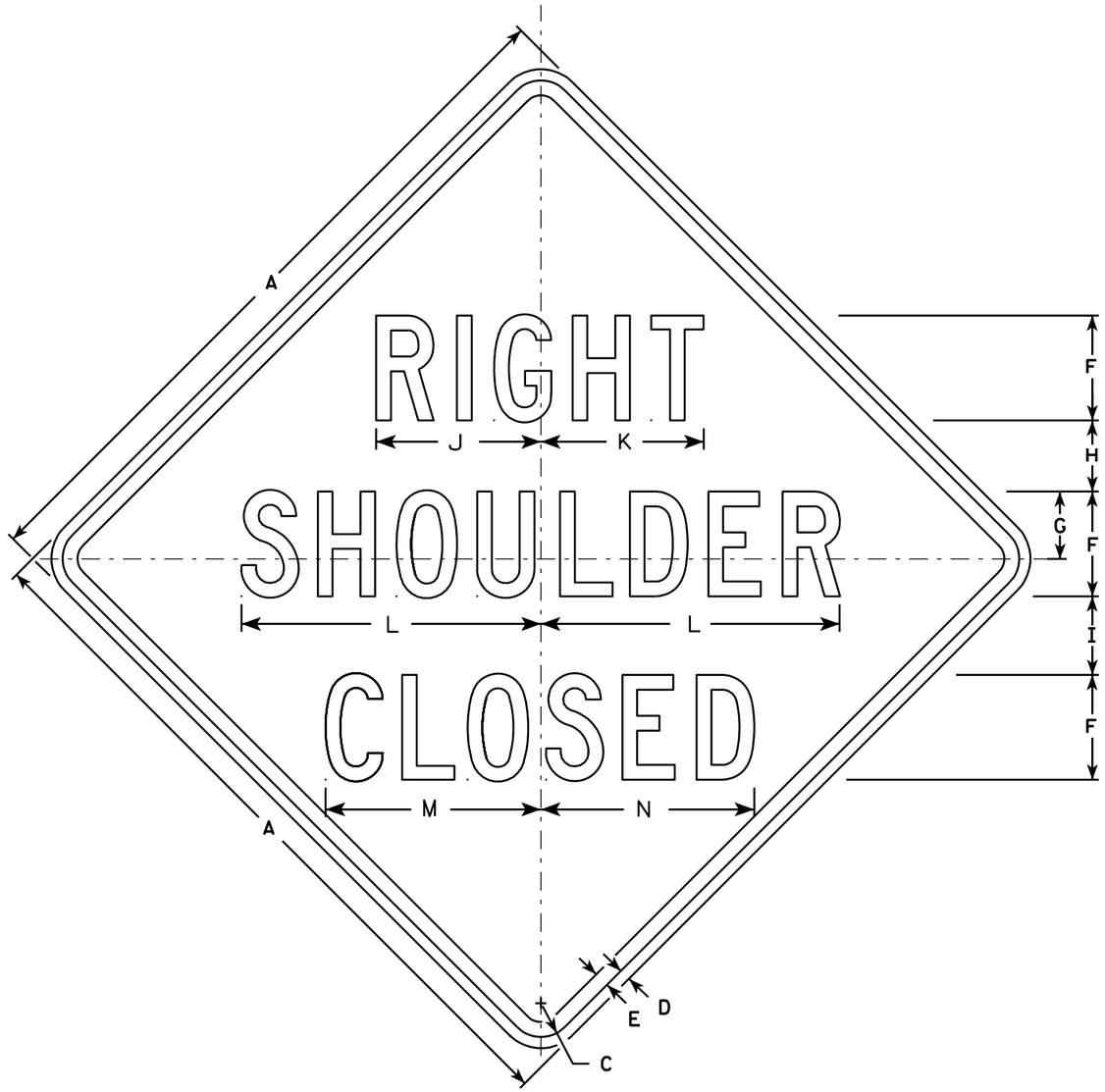
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

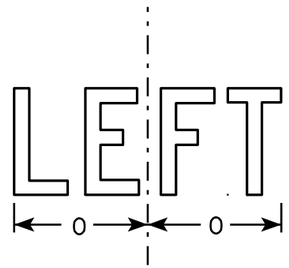
DATE 5/27/15 PLATE NO. W20-53.1

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



W21-5A



W21-5AL

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	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

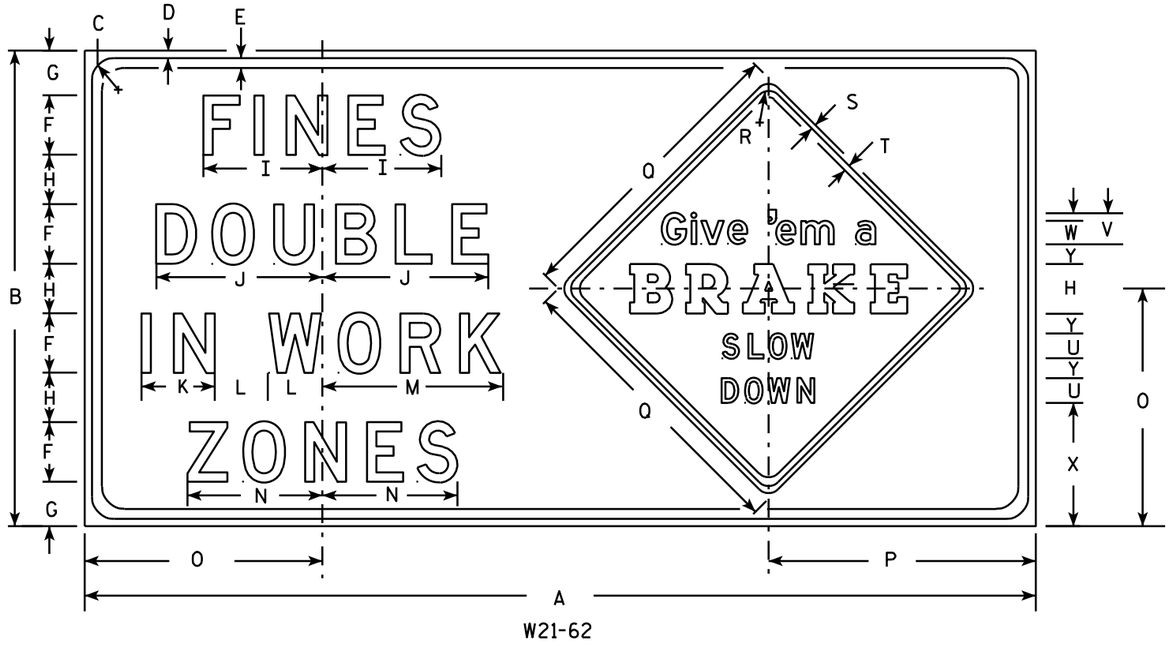
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 527 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215A.DGN PLOT DATE : 21-MAR-2011 09:02 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

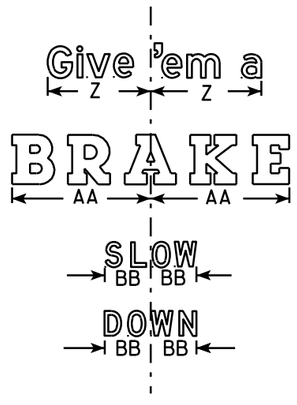
7

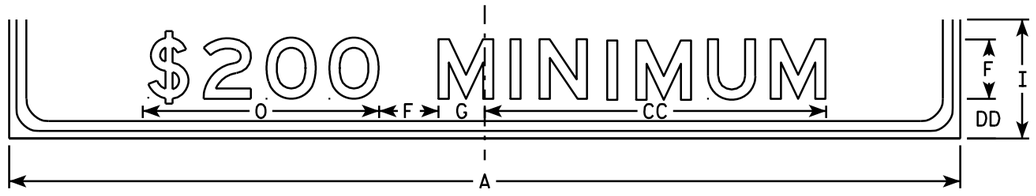


W21-62

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 - (See Note 5)
   Message - Black
3. Message Series -
   Fines Double Message - All lines are Series D
   Give 'em a Brake -
   Line one is Series E, line two is a Special Graphic Series and lines three and four are Series D.
4. The base material shall be plywood. Corners may be square or rounded, but borders shall be rounded as shown. The base material for Give 'em a Brake sign can be a seperate sheet of aluminum with the corners and borders rounded as shown. This seperate panel shall then be attached to the plywood with aluminum or stainless steel sheet metal screws.
5. Background for the Give 'em a Brake sign shall be Type F reflective orange.





W21-62P

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	AA	BB	CC	DD	Area sq. ft.
1																															
2S																															
2M																															
3	96	48	2 1/4	3/4	1	6	4 1/2	5	12	16 3/4	7 3/8	5 1/2	18 1/4	13 5/8	24	27	30	1 3/8	1/2	5/8	2 1/2	3 1/8	2 3/8	12 1/2	2	10 3/4	14	4 5/8	34 1/2	4	32.0
4																															
5																															

STANDARD SIGN
W21-62

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62.5

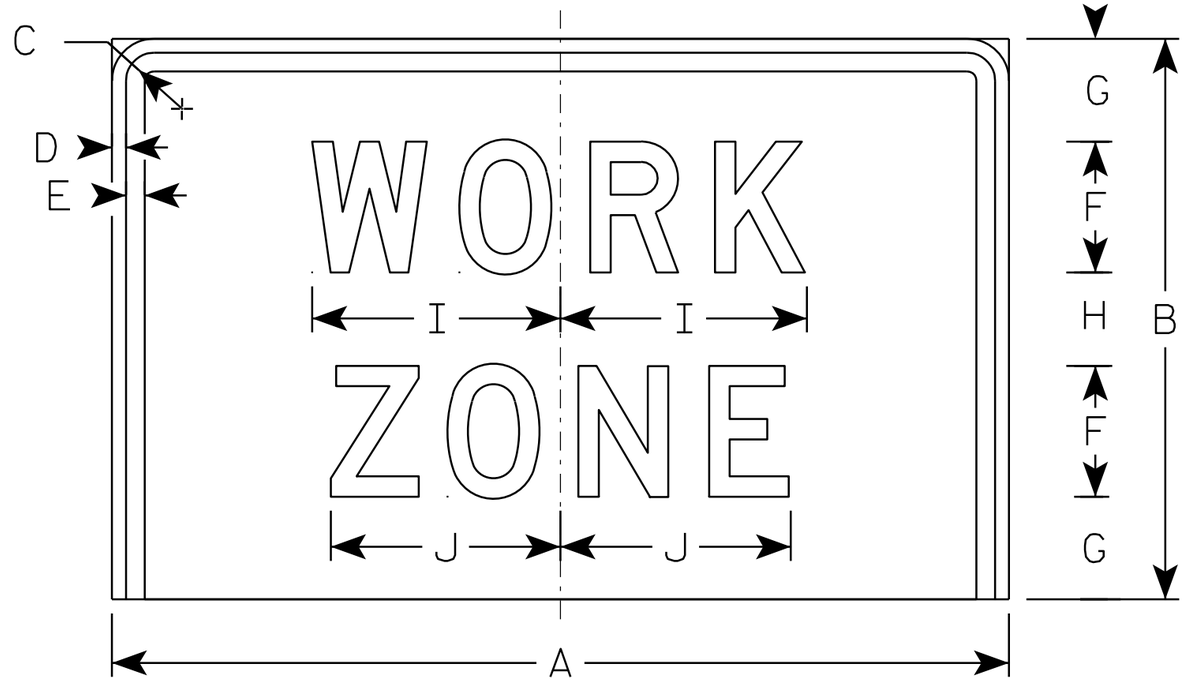
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 528	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W2162.DGN PLOT DATE : 21-MAR-2011 10:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 15.294877:1.000000

WISDOT/CADDS SHEET 42

7

7



W21-620

NOTES

1. Sign is Type II - Type F - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
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	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
2M	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	12 1/4																	10.0
3																											
4																											
5																											

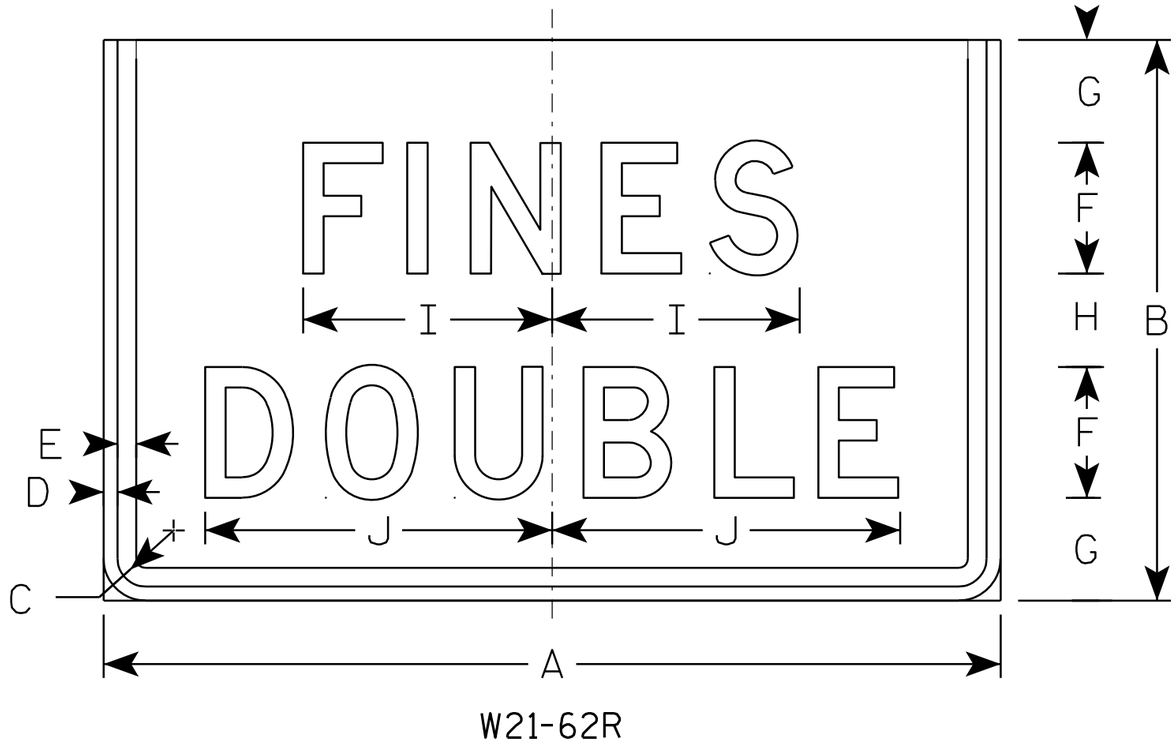
STANDARD SIGN
W21-620

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-620.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 529	E



W21-62R

NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
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	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
2M	48	30	2 1/4	3/4	1	7	5 1/2	5	13 1/4	18 5/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
W21-62R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-62R.2

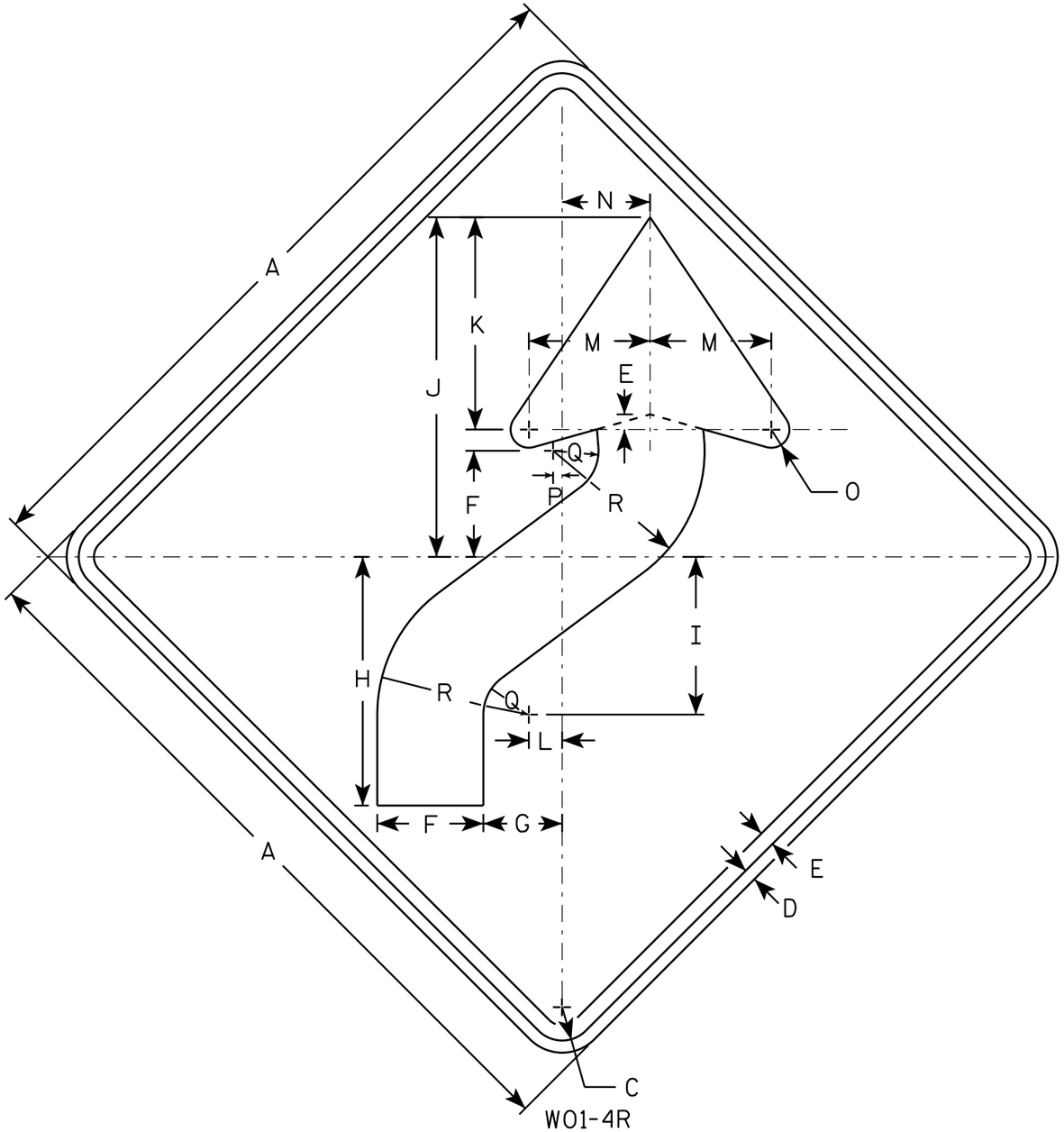
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 530	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W2162R.DGN PLOT DATE : 21-MAR-2011 10:51 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.108332:1.000000

WISDOT/CADDS SHEET 42

7

7



WO1-4R

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. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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
WO1-4

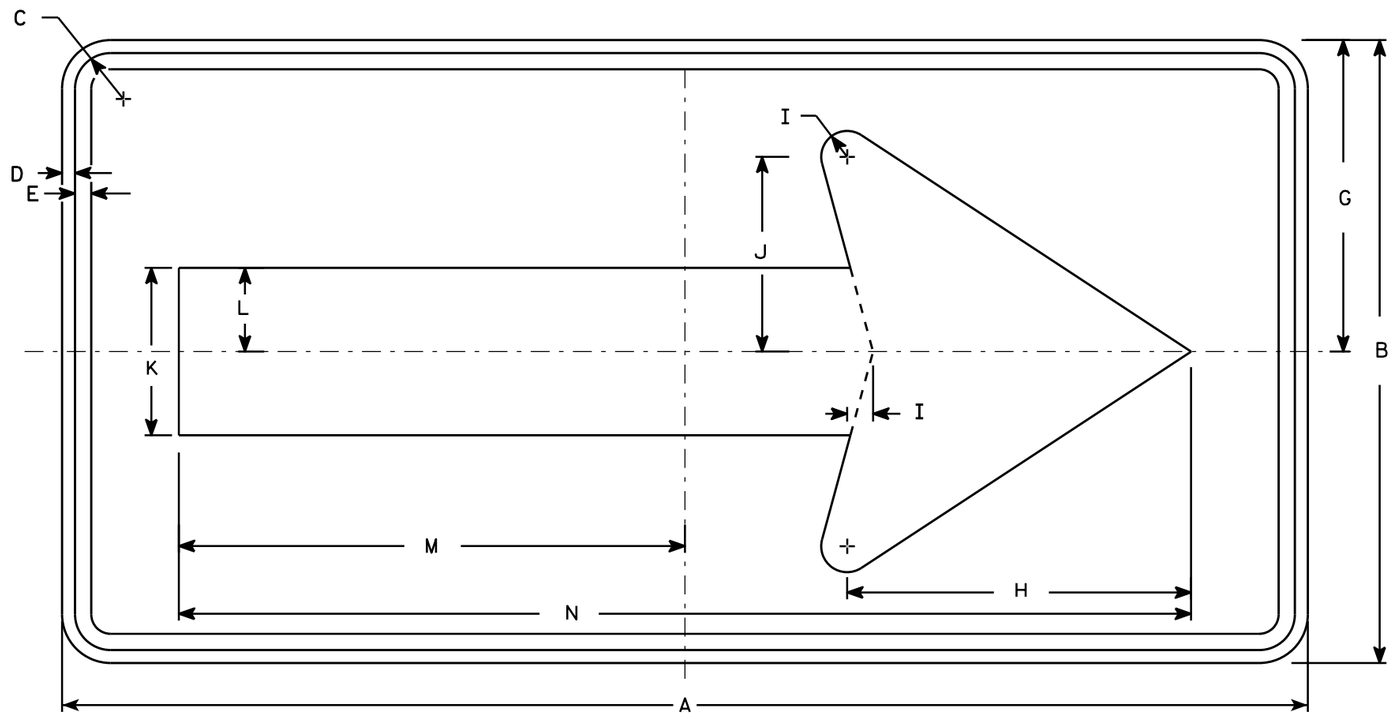
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO WO1-4.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO14.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

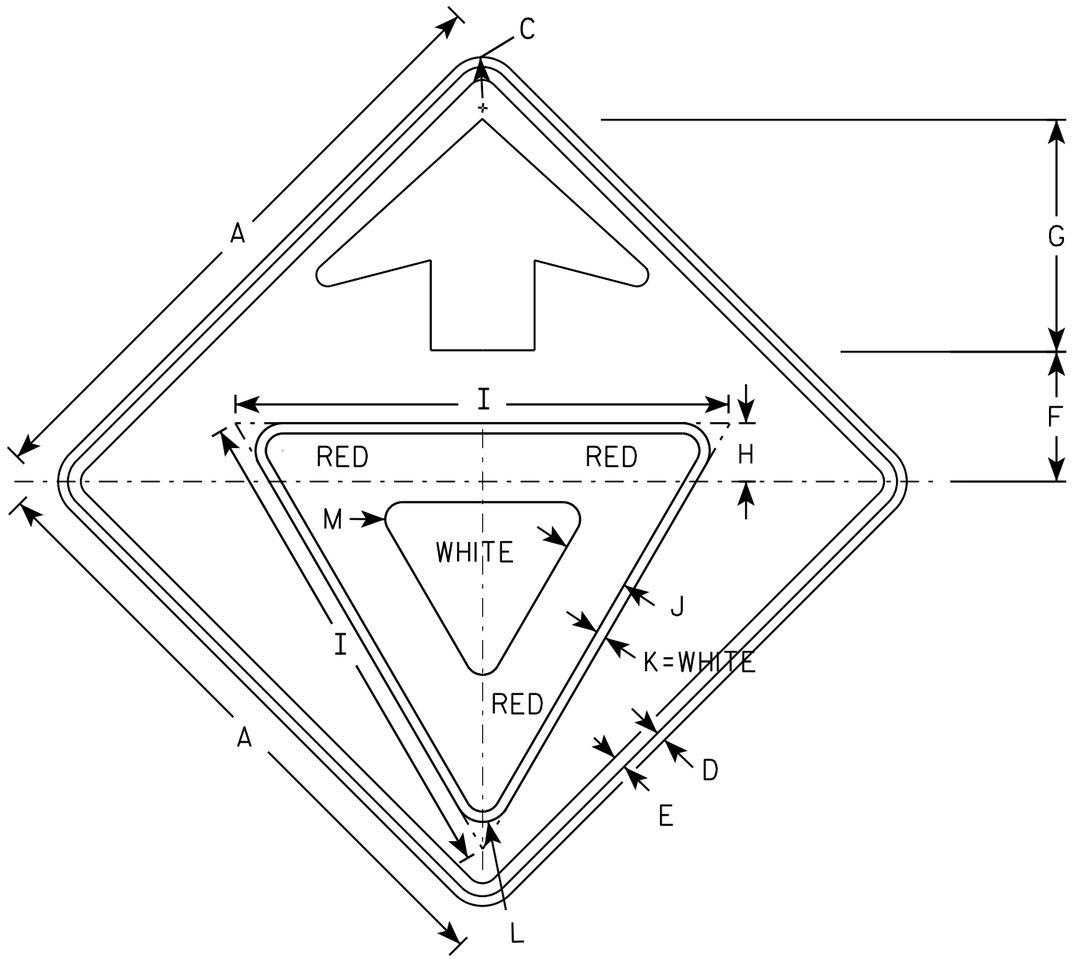
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

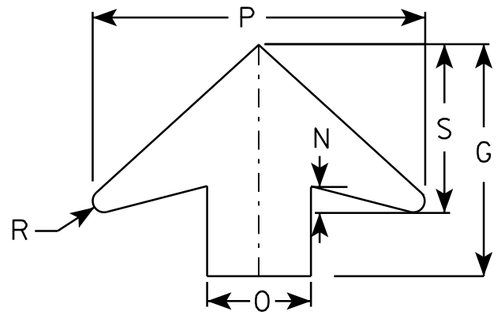
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED 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	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

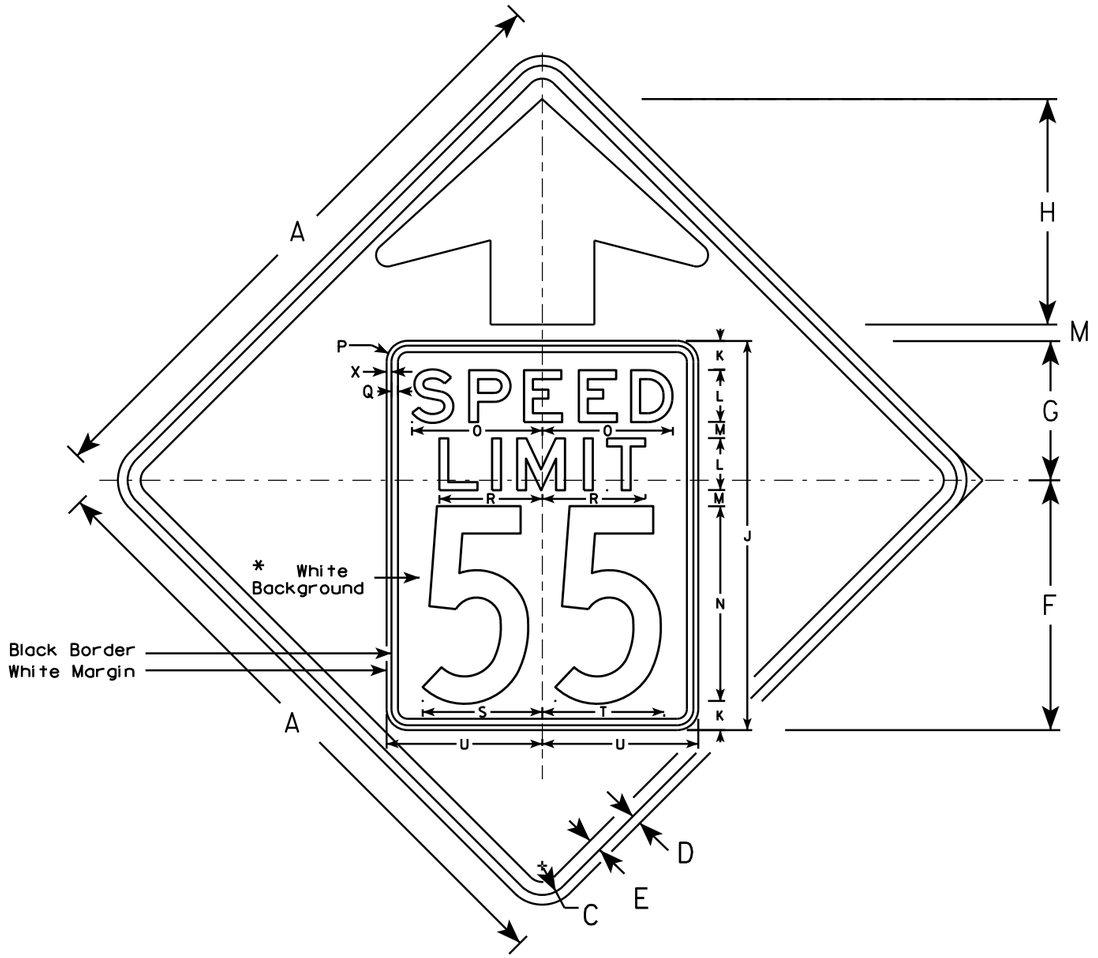
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO: SHEET NO: E

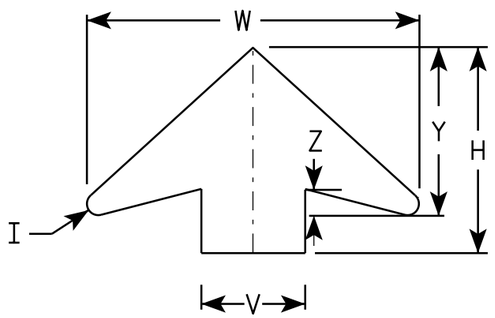


W03-5

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

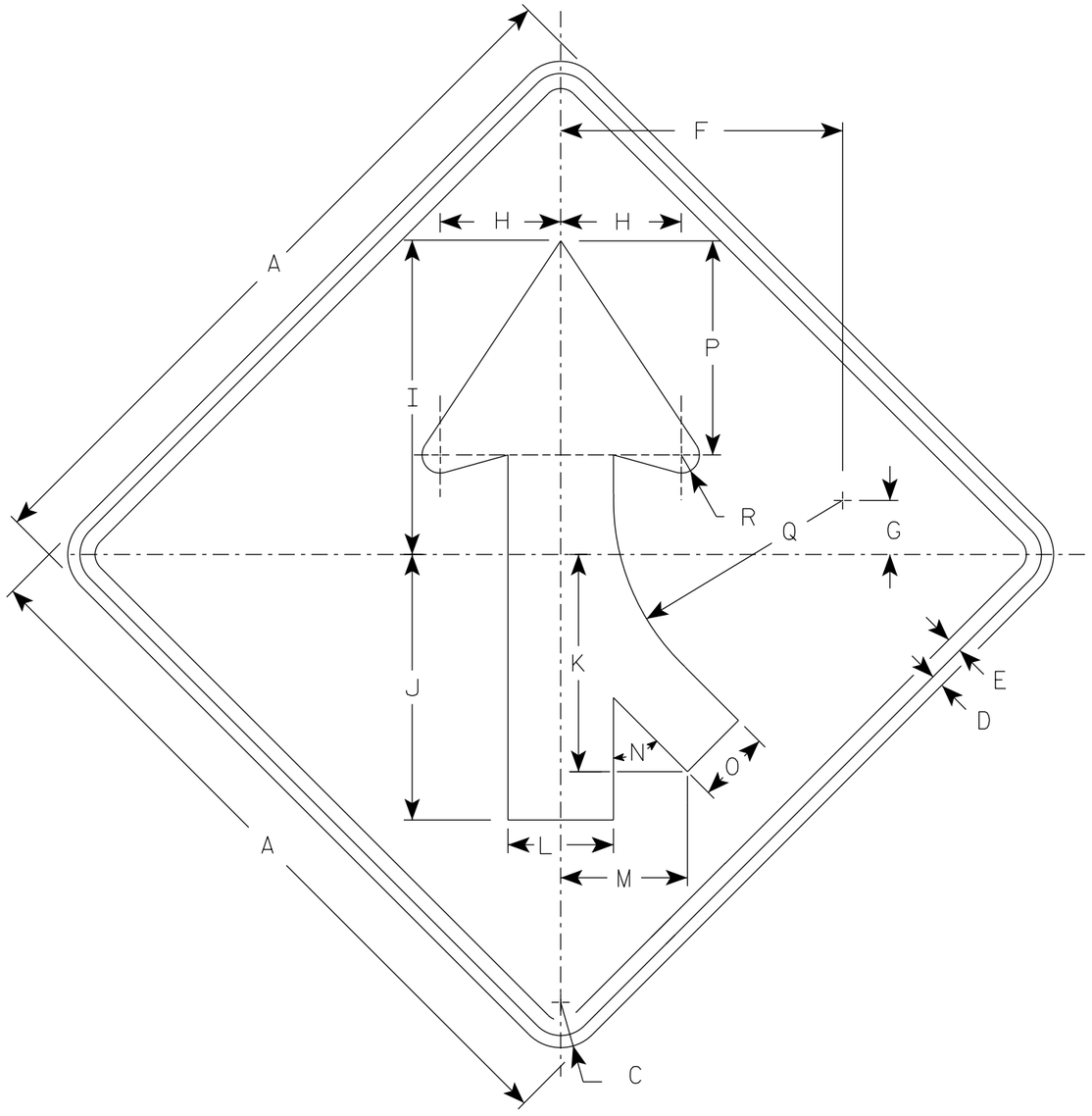
DATE 11/20/13 PLATE W03-5.1

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

7 7



W04-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-1L is the same as W04-1R 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	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

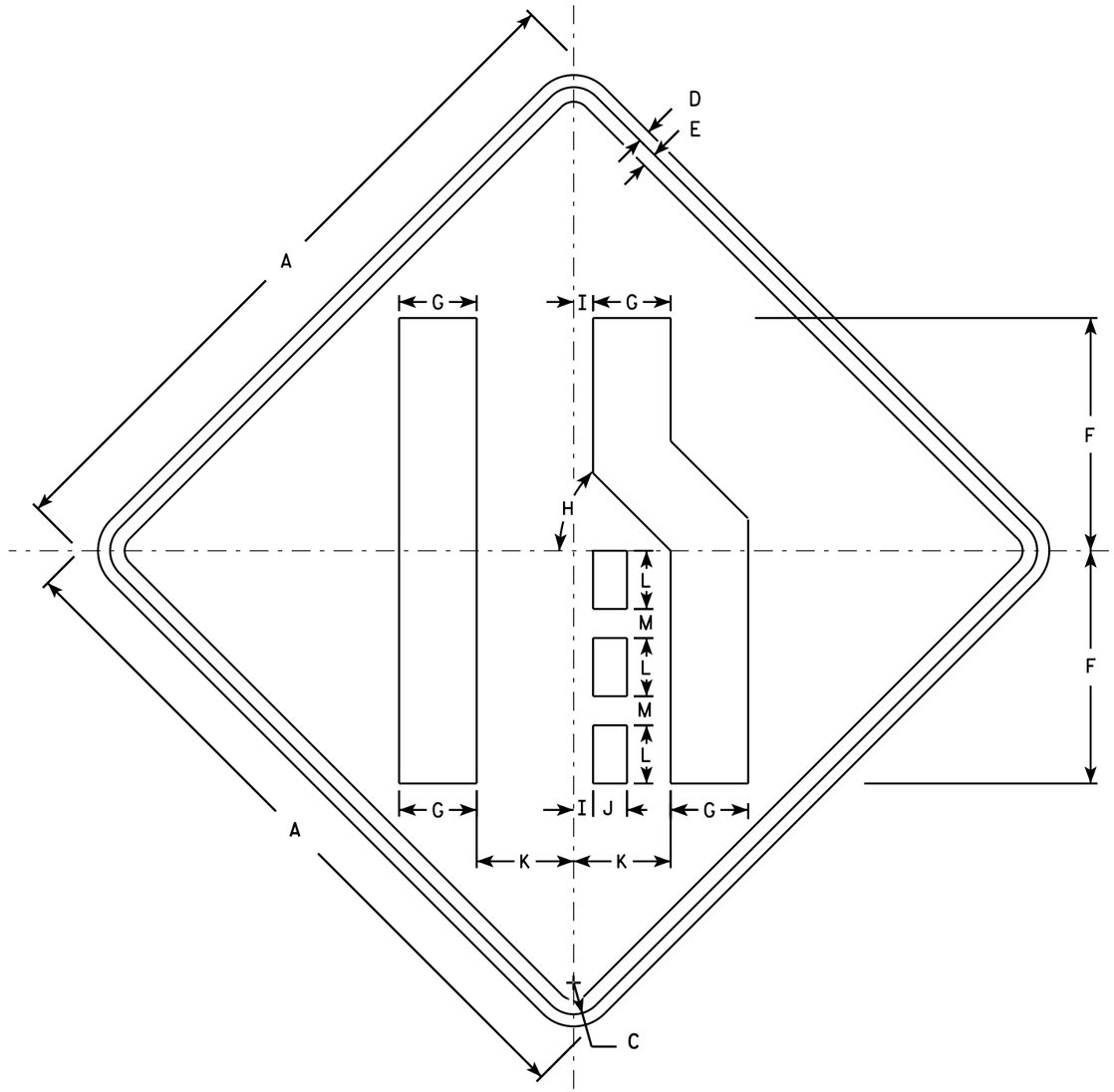
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. W04-1.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 535 | E



W04-2R

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. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

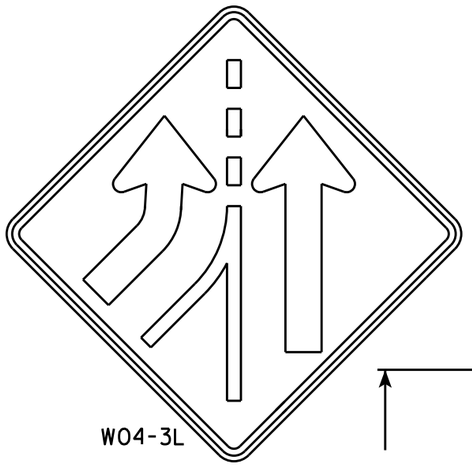
WISCONSIN DEPT OF TRANSPORTATION

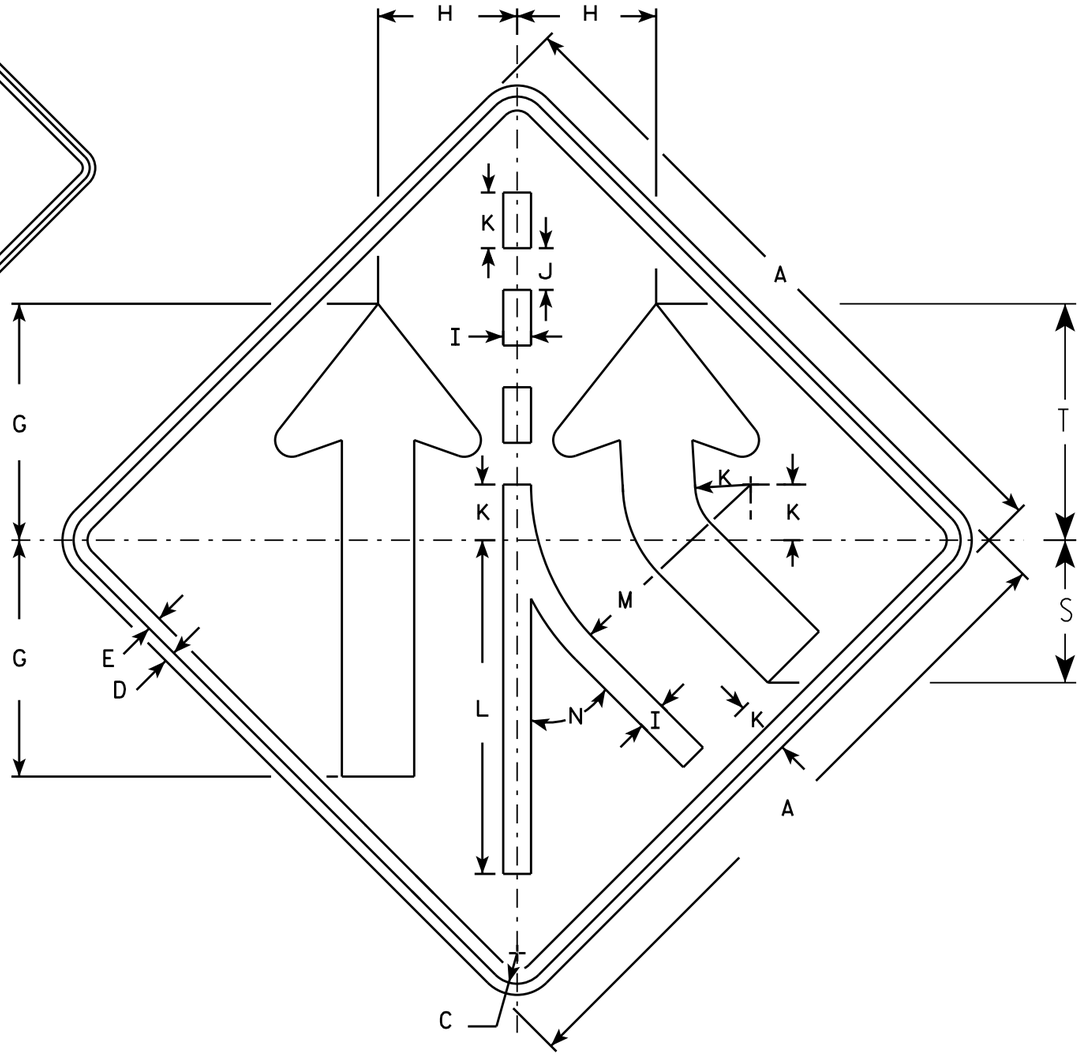
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W04-2.1

PROJECT NO:

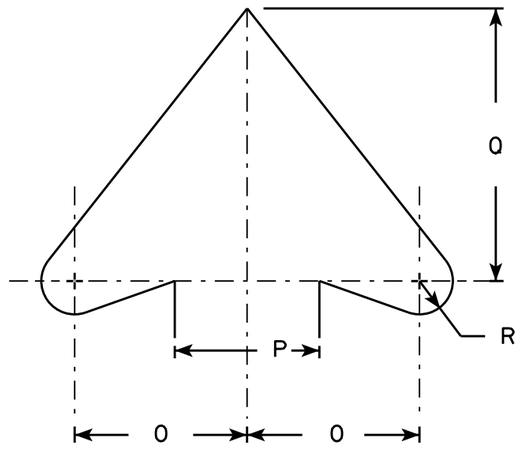
SHEET NO: E





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 R except the arrow is reversed along the vertical centerline.



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 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN

W0433

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

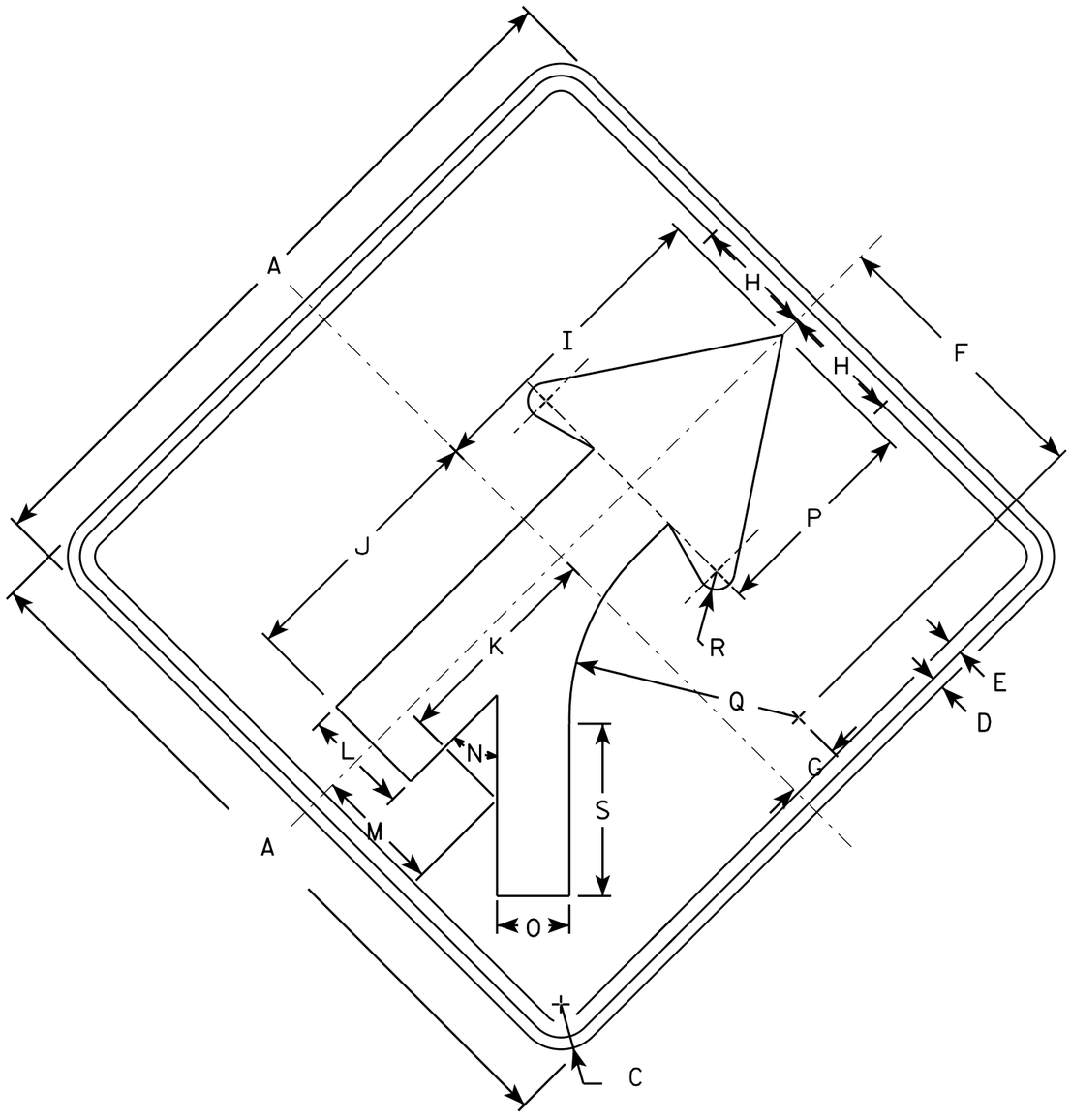
DATE 11/20/13 PLATE W04-3.1

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W043.DGN PLOT DATE : 20-NOV-2013 11:49 PLOT BY : mscsja 6.810449:1.000000

WISDOT/CADDS SHEET 42



W04-5

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. 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	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

STANDARD SIGN
W04-5

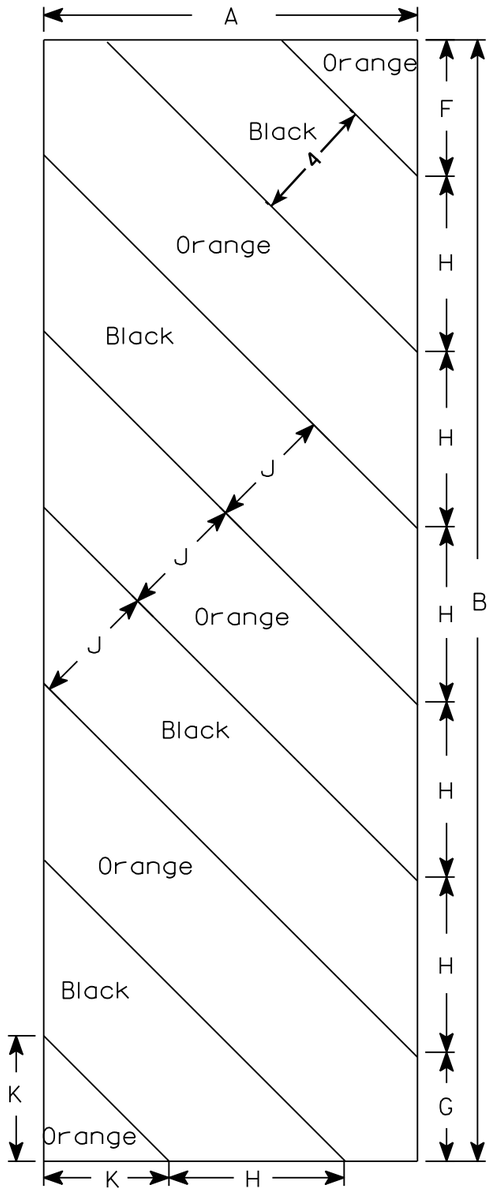
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

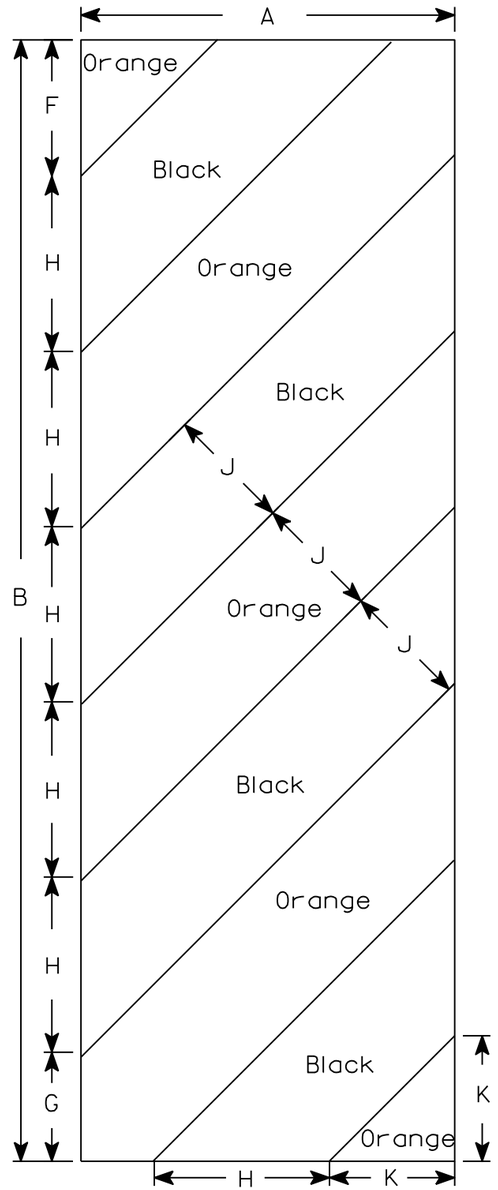
DATE 4/28/16 PLATE NO W04-5.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W045.DGN PLOT DATE : 28-APR-2016 13:30 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W05-52L



W05-52R

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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

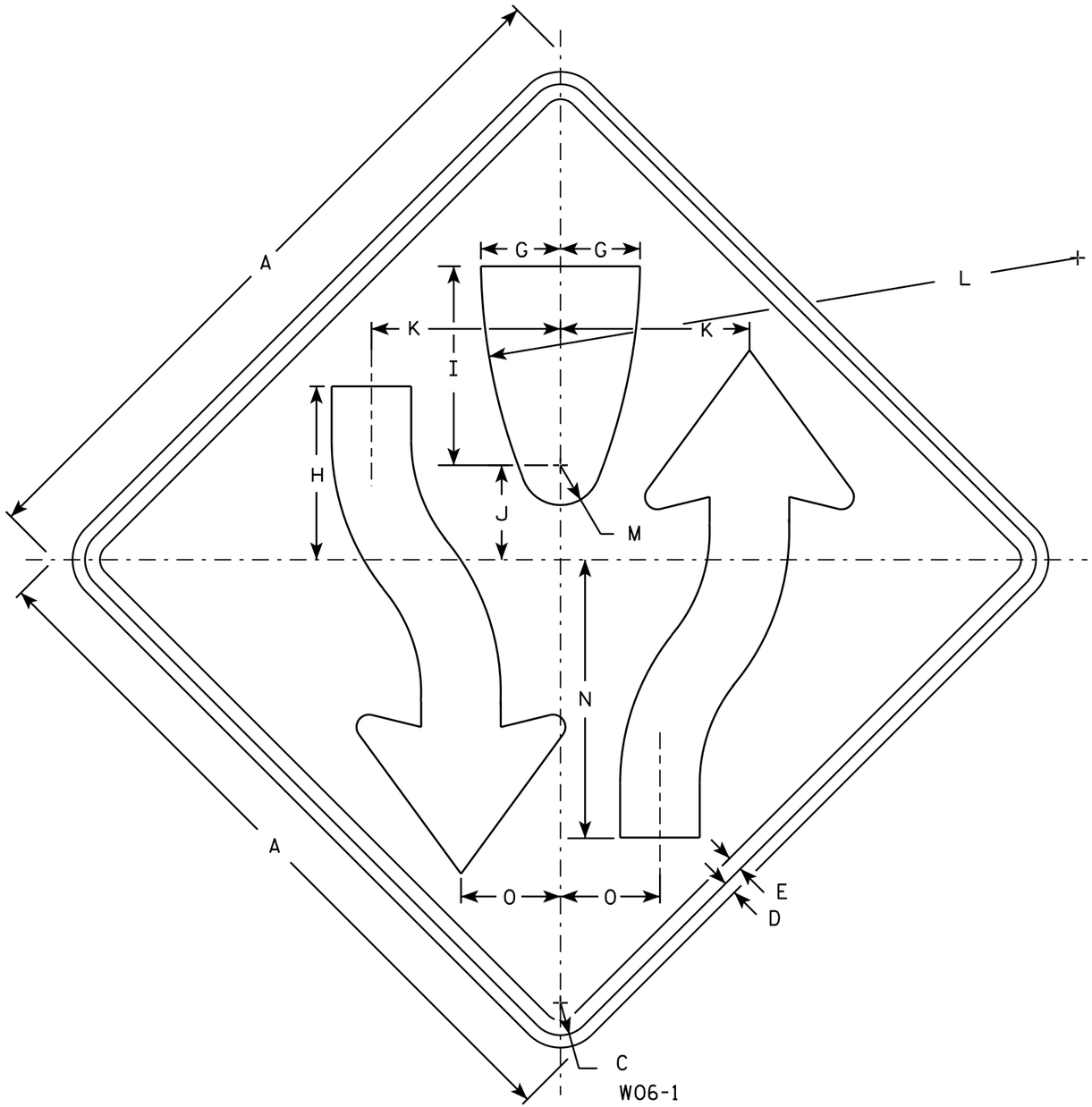
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE No. W05-52.1

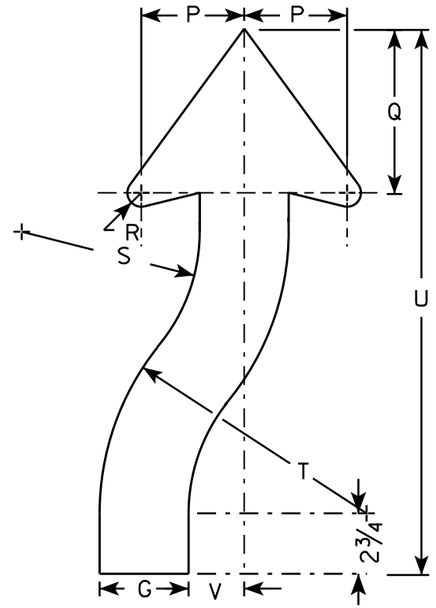
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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	O	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

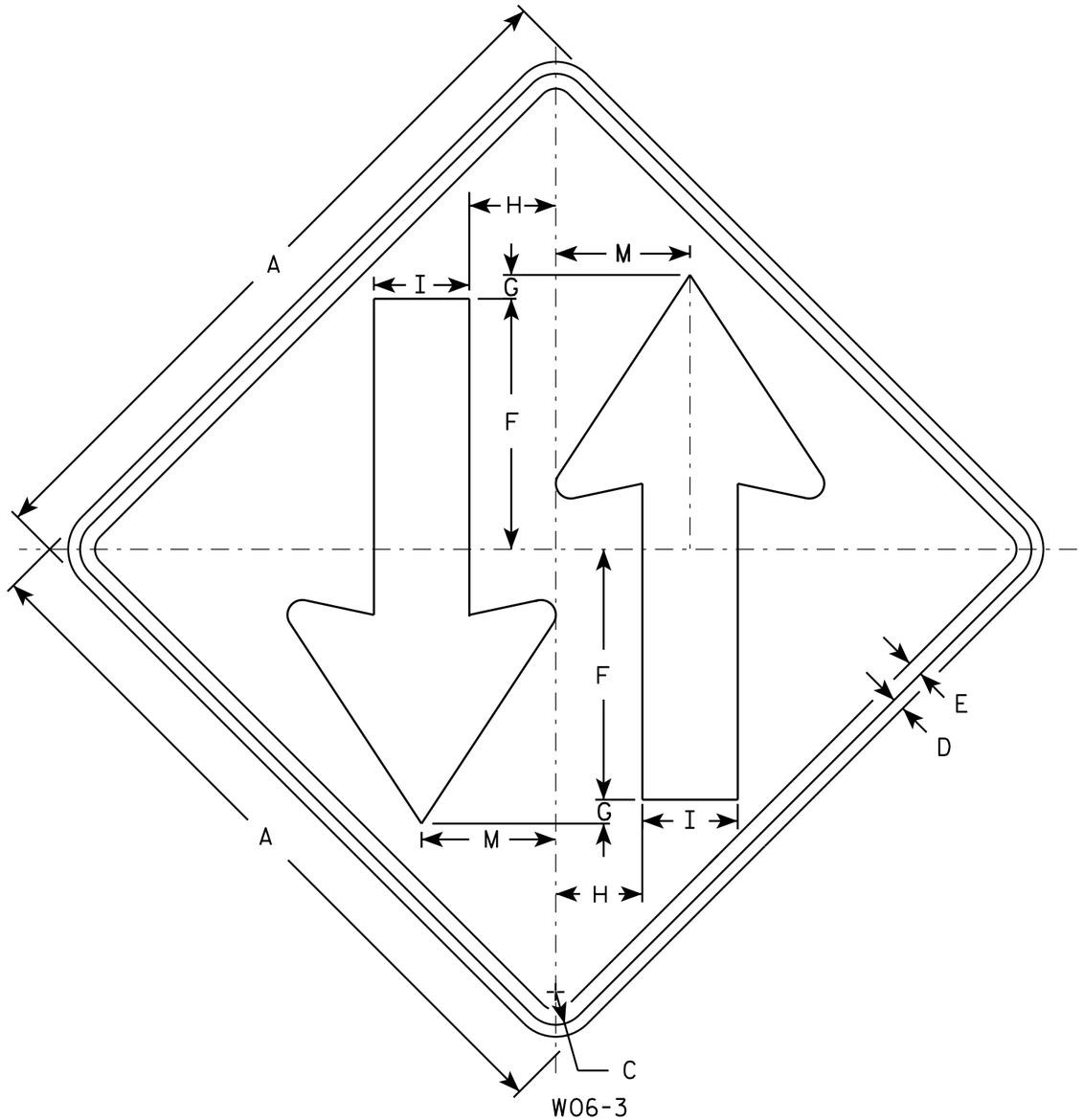
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO W06-1.1

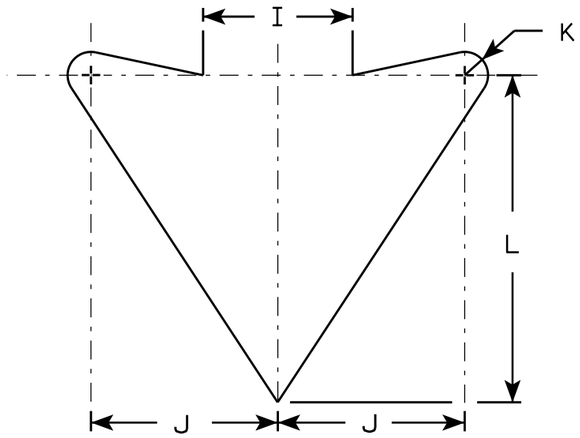
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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

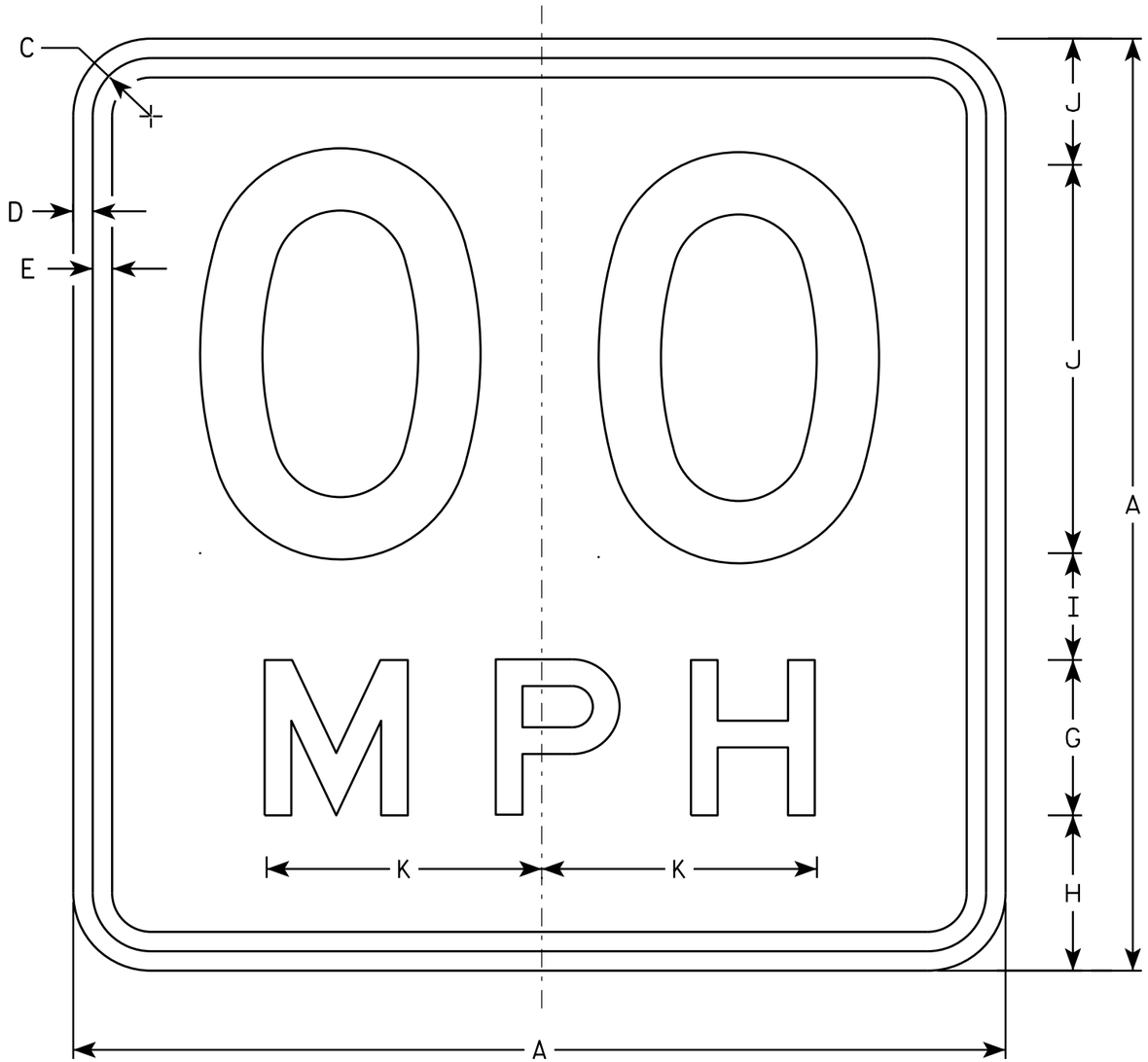
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 541 W06-3.1

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W063.DGN PLOT DATE : 20-NOV-2013 12:14 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W013-1

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 - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

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		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W013-1

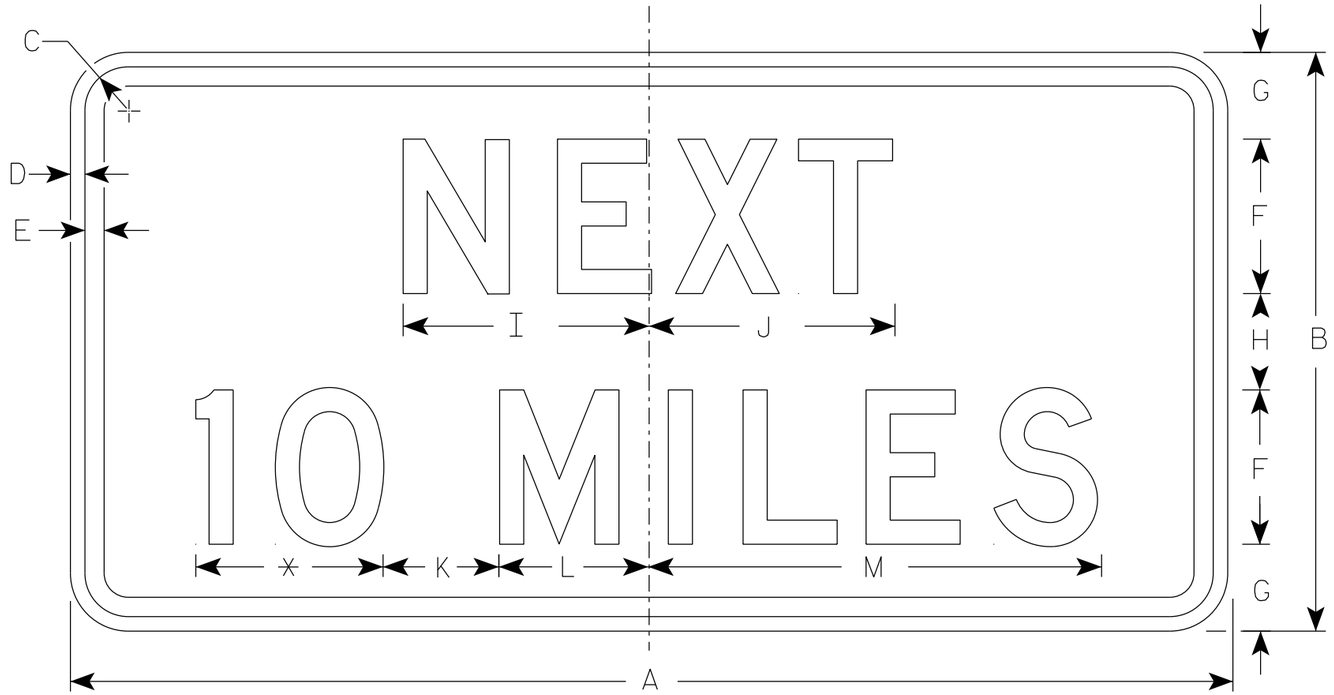
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 542 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0131.DGN PLOT DATE : 02-DEC-2013 13:55 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.794391:1.000000
WISDOT/CADDS SHEET 42



W057-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to the nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 3/4	2 1/2	7 7/8	8	5	4 1/8	15 3/8														4.5
2S	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
2M	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
3	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
4	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0
5	48	24	1 3/8	1/2	5/8	6	4	4	10	10 1/8	6	5 5/8	19														8.0

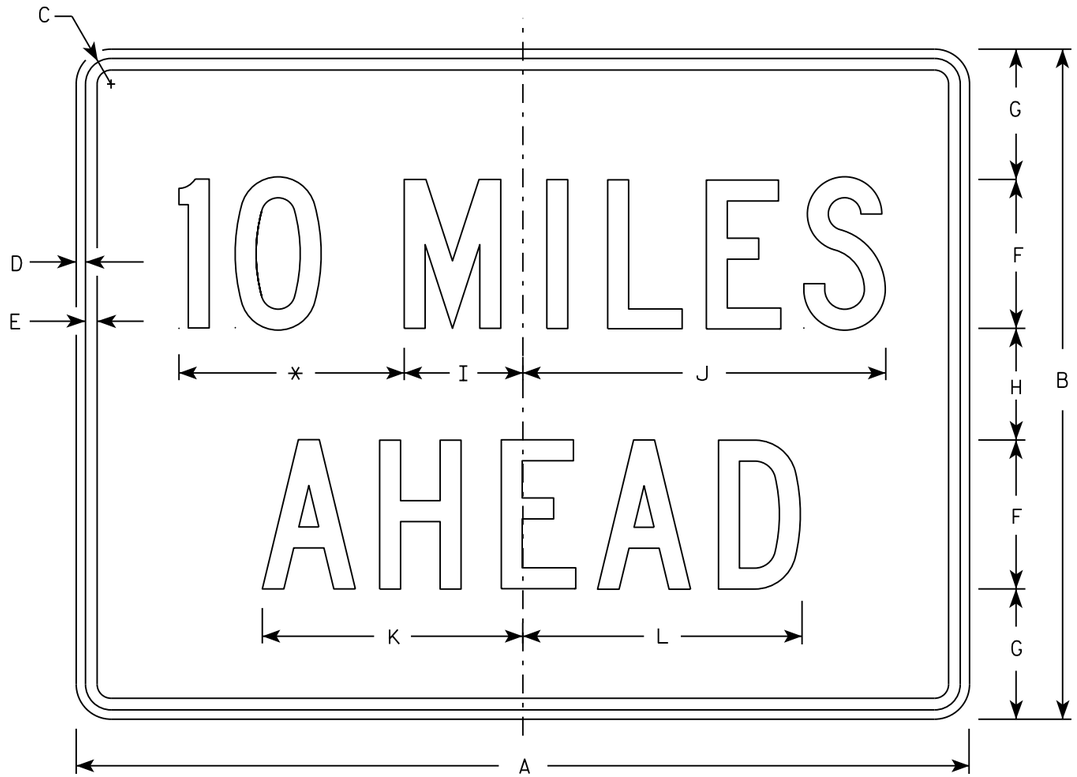
STANDARD SIGN
W057-51

WISCONSIN DEPT OF TRANSPORTATION

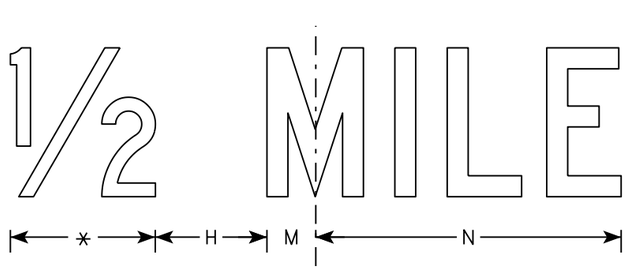
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W057-51.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 543	E



W057-52



NOTES

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

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

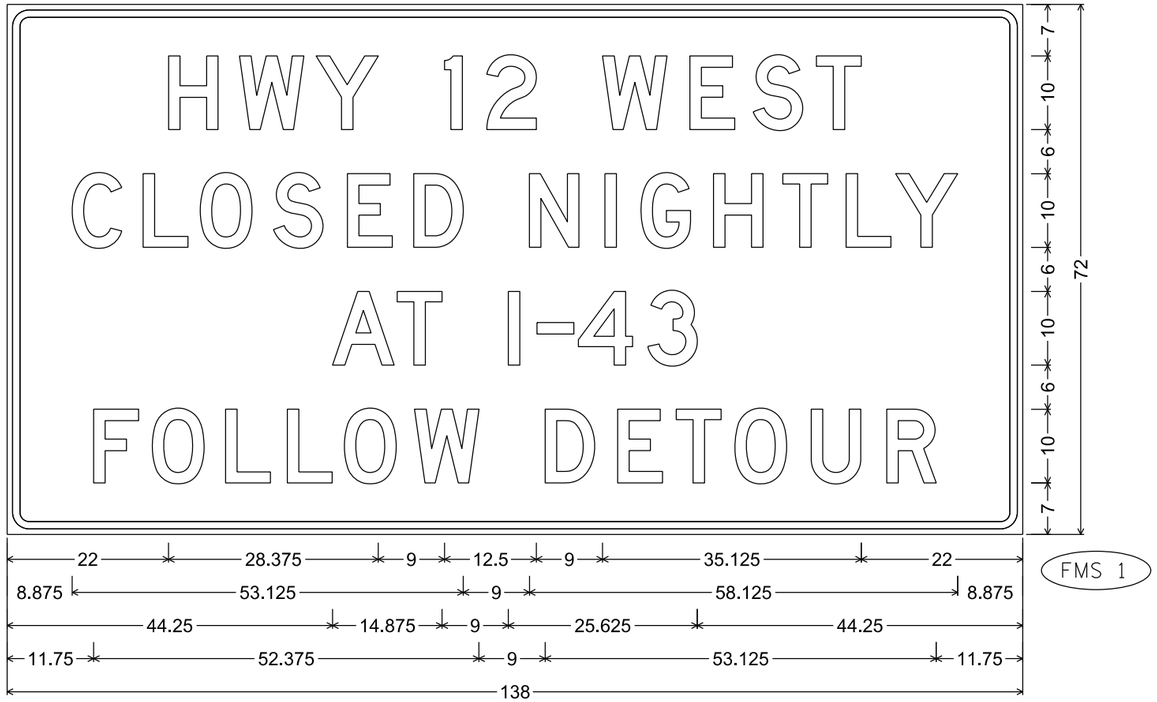
STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

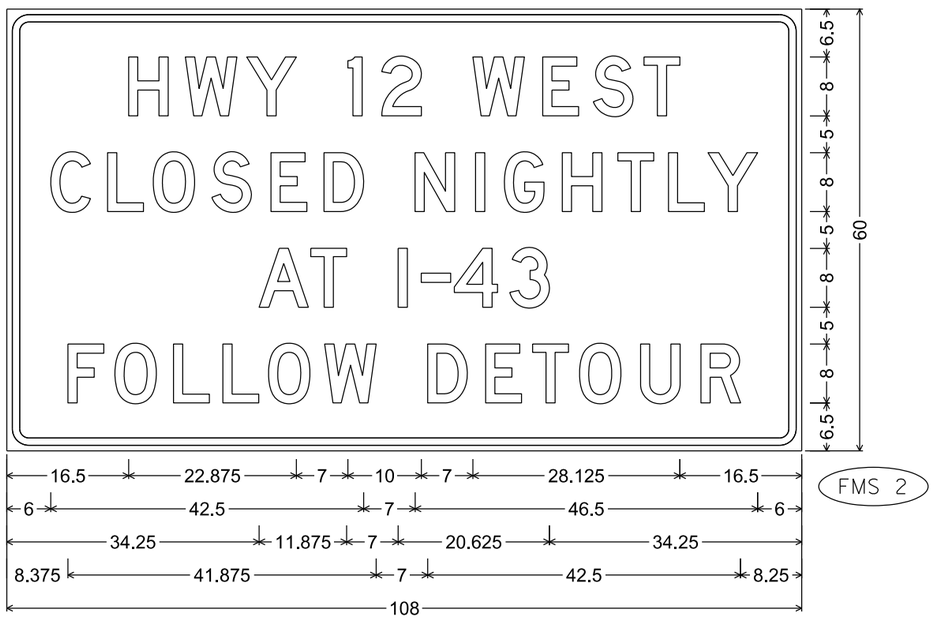
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 544	E



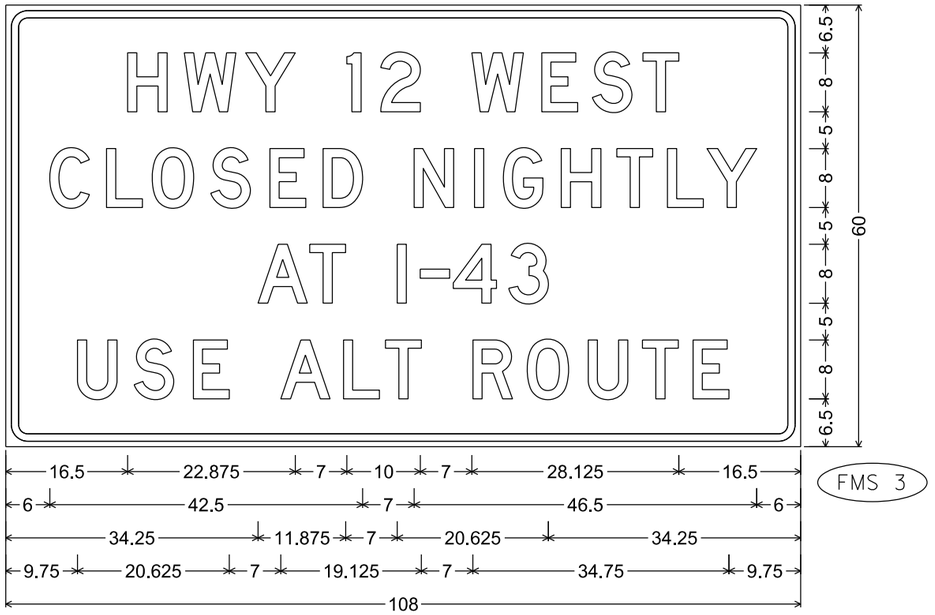
3.000" Radius, 1.000" Border, 0.750" Indent



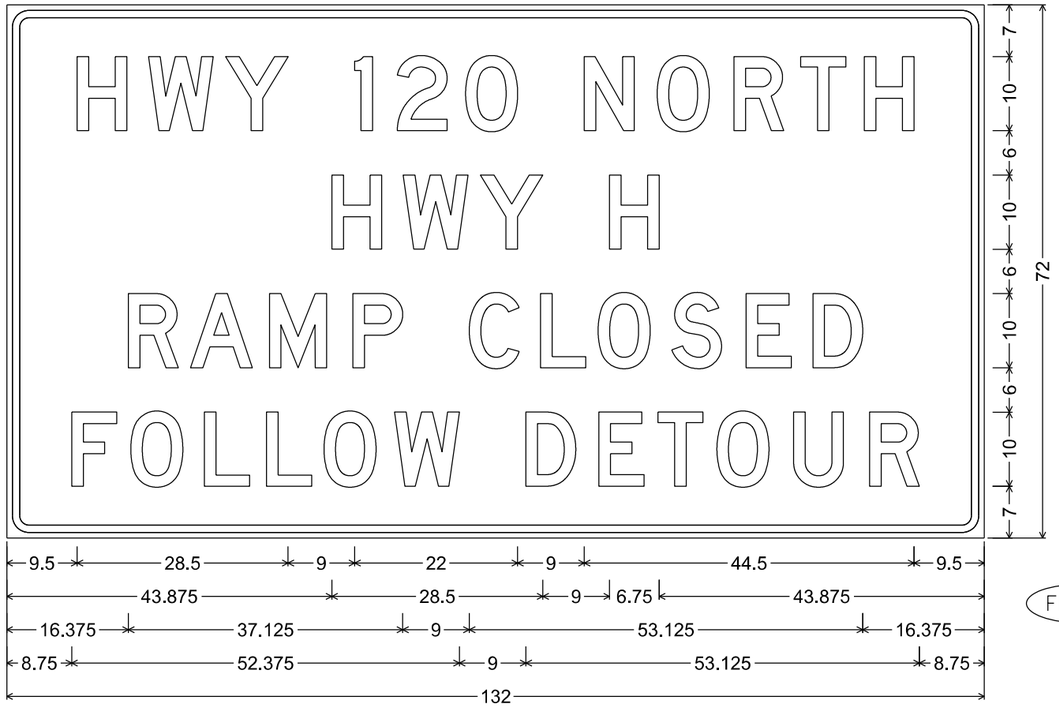
3.000" Radius, 1.000" Border, 0.750" Indent

NOTES

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



3.000" Radius, 1.000" Border, 0.750" Indent

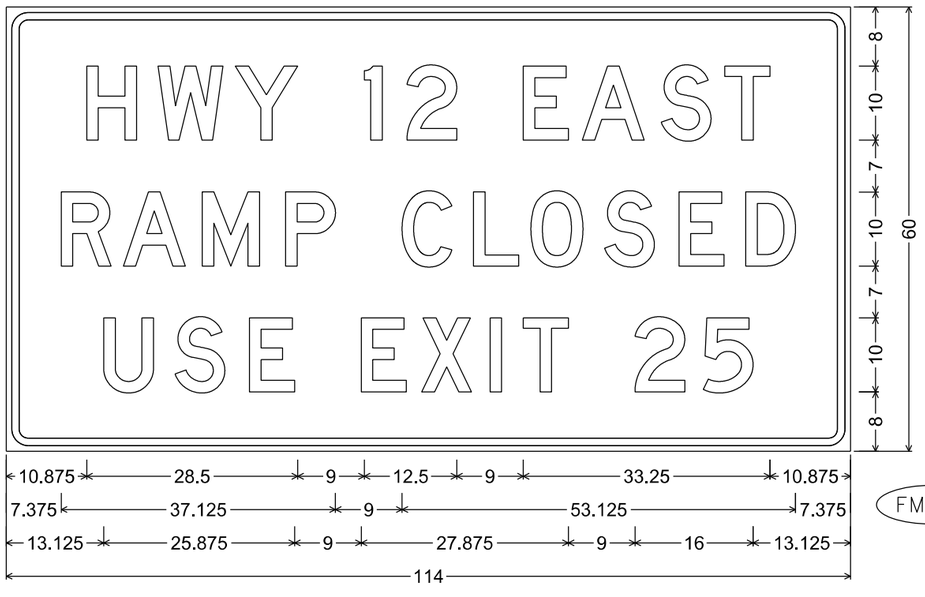


FMS 10

3.000" Radius, 1.000" Border, 0.750" Indent

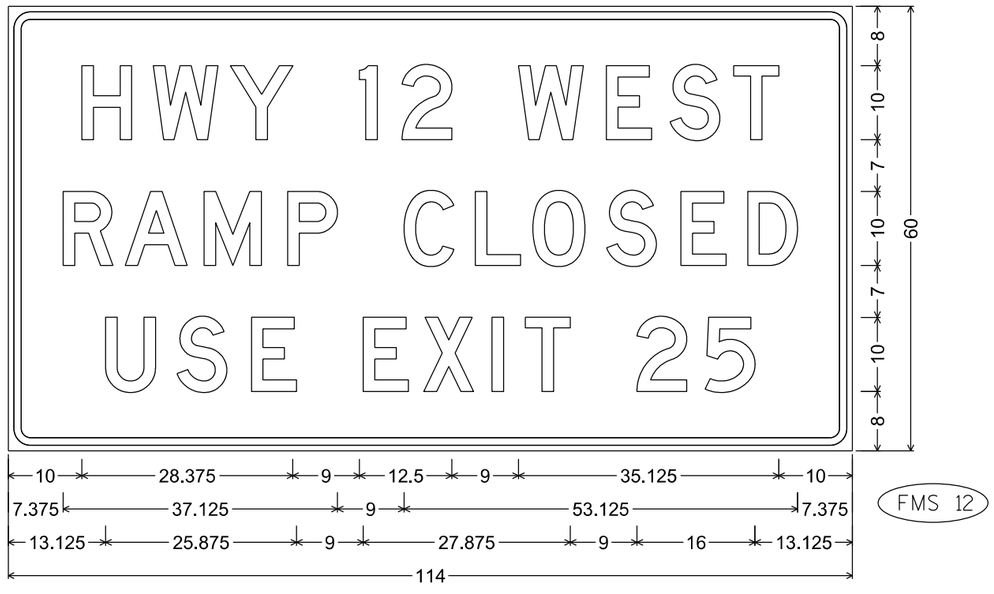
NOTES

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



FMS 11

3.000" Radius, 1.000" Border, 0.750" Indent

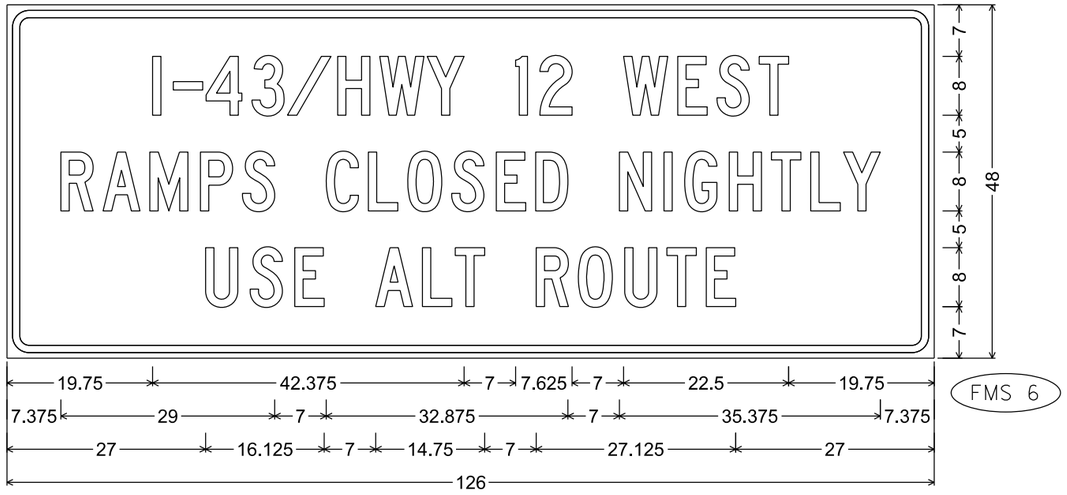


FMS 12

3.000" Radius, 1.000" Border, 0.750" Indent

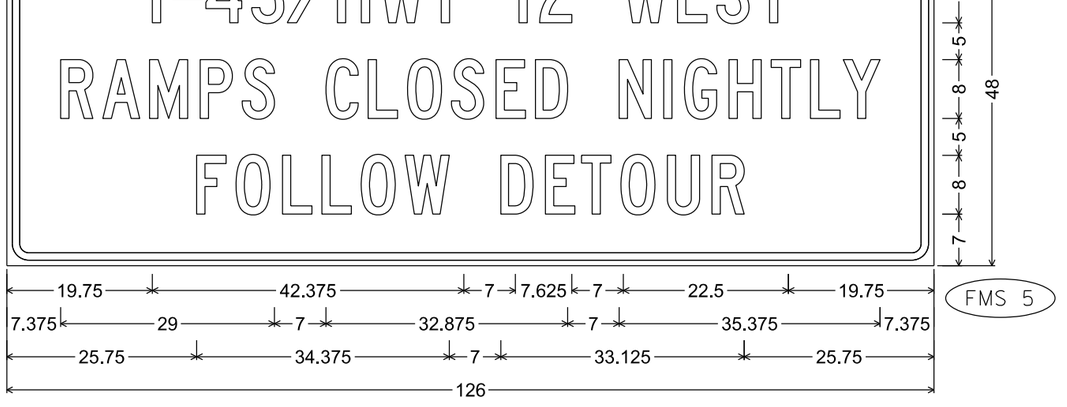
NOTES

1. Fixed Message Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



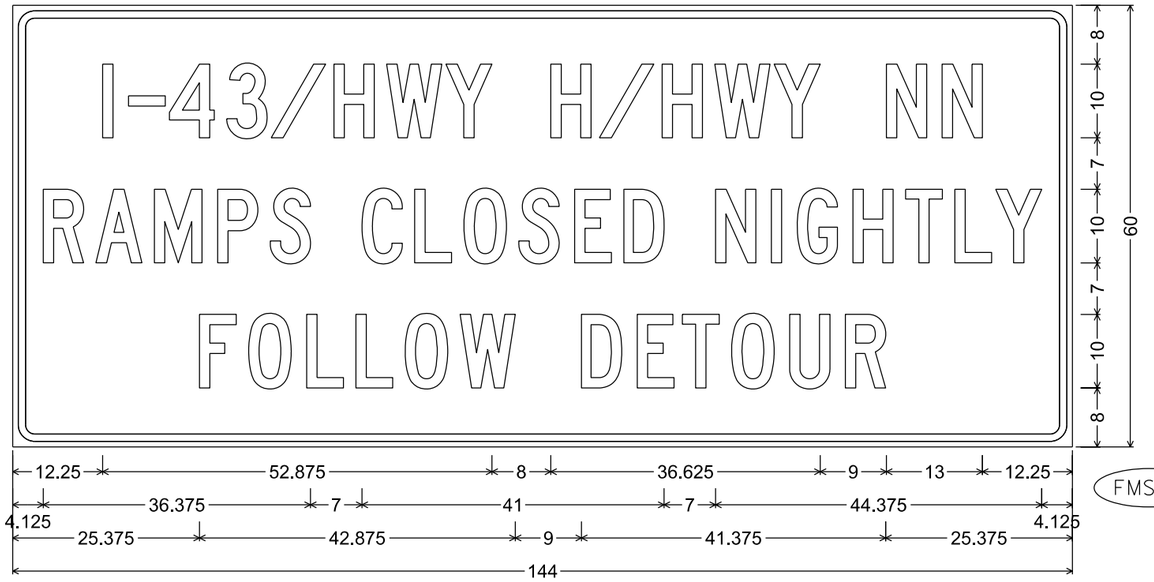
FMS 6

3.000" Radius, 1.000" Border, 0.750" Indent



FMS 5

3.000" Radius, 1.000" Border, 0.750" Indent



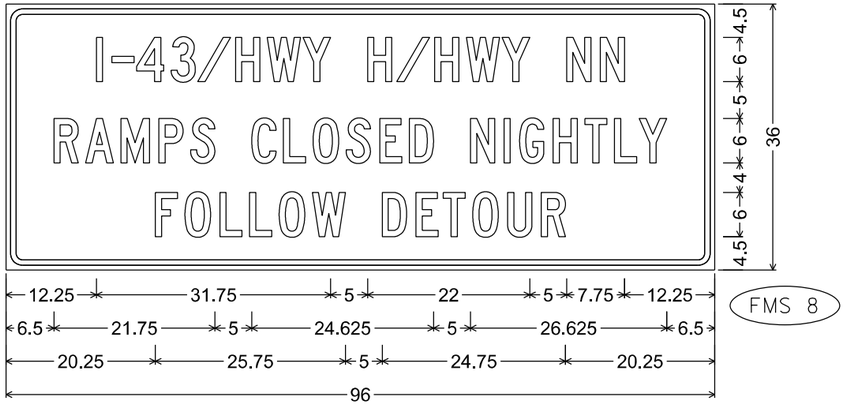
FMS 4

3.000" Radius, 1.000" Border, 0.750" Indent, Black on, Fluorescent orange;

7

7

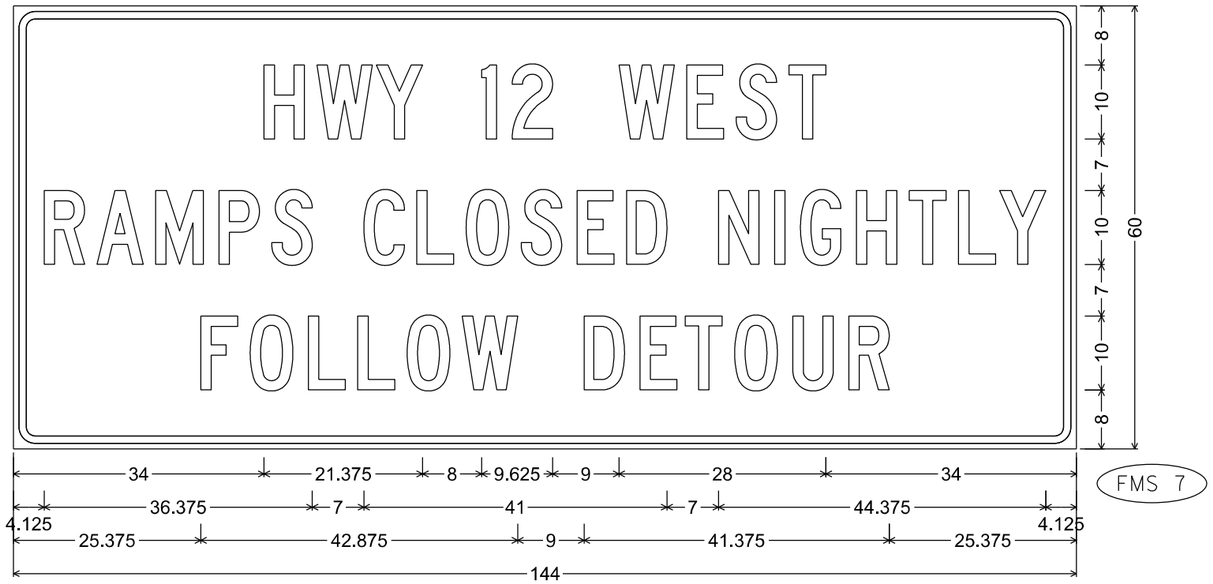
PROJECT NO: 1080-12-72/73	HWY: USH 12	COUNTY: WALWORTH	TEMPORARY SIGNING	SHEET NO: 547	E



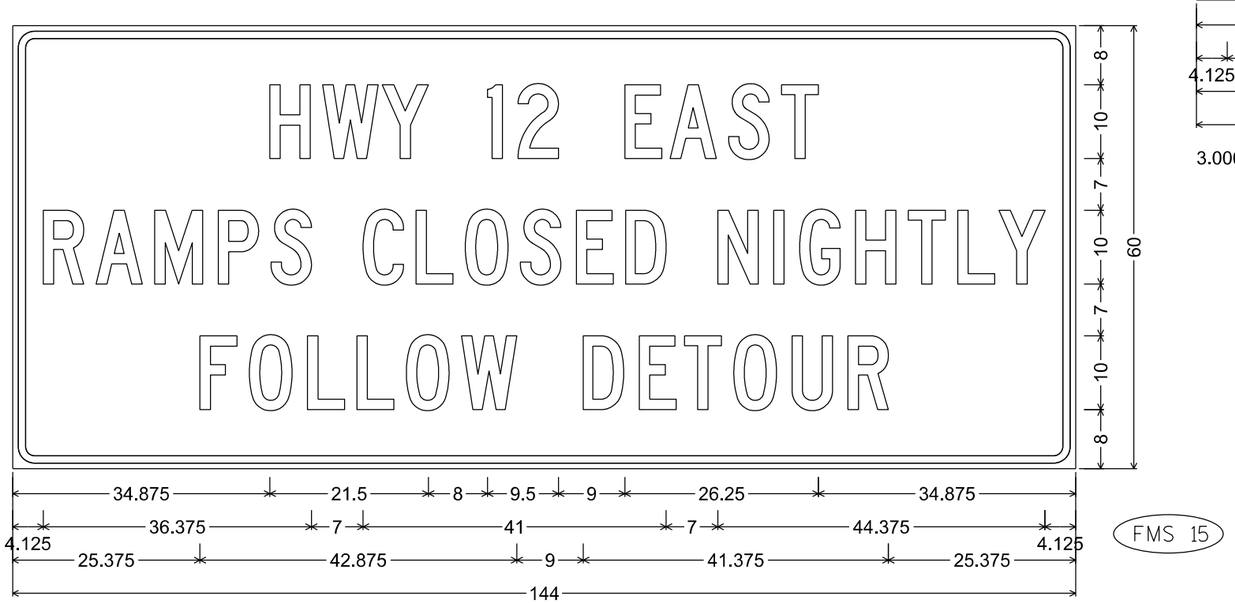
2.250" Radius, 0.750" Border, 0.625" Indent

NOTES

1. Fixed Message Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



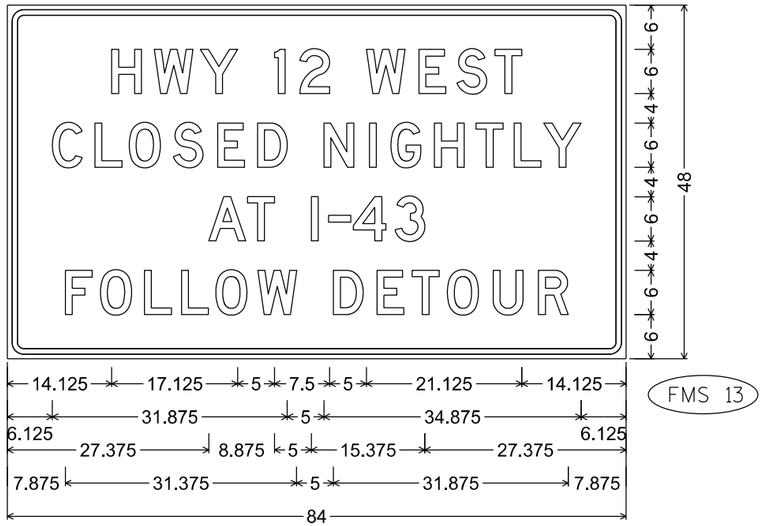
3.000" Radius, 1.000" Border, 0.750" Indent



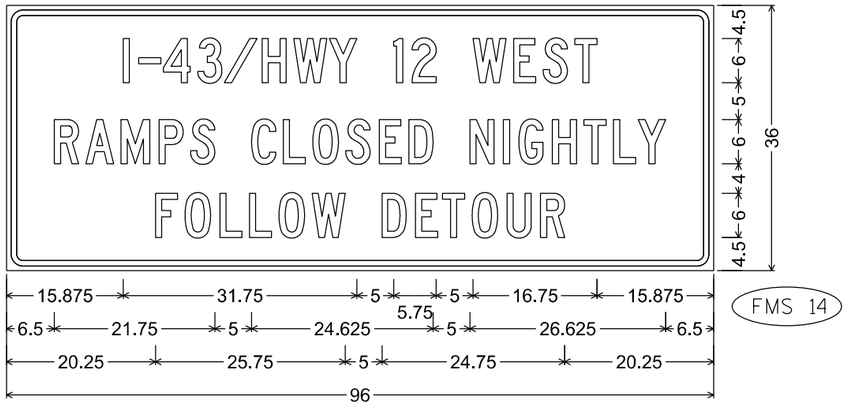
3.000" Radius, 1.000" Border, 0.750" Indent

NOTES

1. Fixed Message Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - As noted



2.250" Radius, 0.750" Border, 0.625" Indent
Series D Lettering



2.250" Radius, 0.750" Border, 0.625" Indent
Series C Lettering

7

7

USH 12 EB - WHITE RIVER

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
596+00	0.00	0.00	0.00	0	0	0	0	0
596+28	28.00	0.00	0.00	0	0	0	0	0
596+88	60.00	0.00	2.92	0	3	0	4	-4
597+00	12.00	0.00	4.89	0	2	0	6	-6
598+00	100.00	0.00	2.01	0	13	0	22	-22
599+00	100.00	0.00	5.76	0	14	0	38	-38
600+00	100.00	0.00	4.21	0	18	0	60	-60
601+00	100.00	0.00	24.67	0	53	0	124	-124
601+72	72.00	0.00	37.68	0	83	0	223	-223
601+91	19.00	0.00	30.50	0	24	0	252	-252
602+00	9.00	0.00	29.81	0	10	0	264	-264
602+16	16.00	0.00	27.33	0	17	0	284	-284
602+41	25.00	0.00	27.23	0	25	0	314	-314
603+00	59.00	0.00	9.55	0	40	0	362	-362
603+60	60.00	0.00	0.00	0	11	0	376	-376

USH 12 EB - STH 120 INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
623+55	0.00	0.00	4.59	0	0	0	0	0
624+00	45.00	0.00	1.71	0	5	0	6	-6
625+00	100.00	0.00	2.12	0	7	0	14	-14
626+04	104.00	0.00	8.37	0	20	0	38	-38
626+29	25.00	0.00	12.38	0	10	0	50	-50
626+54	25.00	0.00	18.76	0	14	0	67	-67
627+00	46.00	0.00	5.14	0	20	0	91	-91
627+74	74.00	0.00	5.84	0	15	0	109	-109
628+00	26.00	0.00	0.00	0	3	0	113	-113

USH 12 EB - STH 120 OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
630+50	0.00	0.00	0.00	0	0	0	0	0
630+83	33.00	0.00	0.01	0	0	0	0	0
631+00	17.00	0.00	8.96	0	3	0	4	-4
631+08	8.00	0.00	9.89	0	3	0	7	-7
631+34	26.00	0.00	15.96	0	12	0	22	-22
632+00	66.00	0.00	4.88	0	25	0	52	-52
632+26	26.00	0.00	0.90	0	3	0	55	-55
632+50	24.00	0.00	0.00	0	0	0	55	-55

USH 12 EB - EAST OF CTH NN

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
668+00	0.00	0.00	0.00	0	0	0	0	0
668+51	51.00	0.00	0.15	0	0	0	0	0
669+00	49.00	0.00	4.57	0	4	0	5	-5
669+11	11.00	0.00	4.04	0	2	0	7	-7
670+00	89.00	0.00	3.28	0	12	0	22	-22
671+00	100.00	0.00	3.43	0	12	0	36	-36
672+00	100.00	0.00	8.82	0	23	0	64	-64
673+00	100.00	0.00	15.82	0	46	0	119	-119
674+00	100.00	0.00	17.74	0	62	0	193	-193
675+00	100.00	0.00	61.76	0	147	0	370	-370
675+14	14.00	0.00	58.89	0	31	0	407	-407
675+39	25.00	0.00	58.48	0	54	0	472	-472
675+64	25.00	0.00	67.76	0	58	0	541	-541
676+00	36.00	0.00	45.62	0	76	0	632	-632
676+84	84.00	0.00	3.07	0	76	0	724	-724
677+00	16.00	0.00	0.00	0	1	0	725	-725

USH 12 EB - CTH NN

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
693+00	0.00	0.00	0.00	0	0	0	0	0
693+11	11.00	0.00	0.00	0	0	0	0	0
693+71	60.00	0.00	3.35	0	4	0	5	-5
694+00	29.00	0.00	0.90	0	2	0	7	-7
695+00	100.00	0.00	0.49	0	3	0	11	-11
696+00	100.00	0.00	1.09	0	3	0	14	-14
697+00	100.00	0.00	1.61	0	5	0	20	-20
698+00	100.00	0.00	0.44	0	4	0	25	-25
699+00	100.00	0.00	0.53	0	2	0	28	-28
700+00	100.00	0.00	0.15	0	1	0	29	-29
700+36	36.00	0.00	0.12	0	0	0	29	-29
703+00	264.00	0.00	26.50	0	130	0	185	-185
703+56	56.00	0.00	23.69	0	52	0	247	-247
703+81	25.00	0.00	34.49	0	27	0	280	-280
704+00	19.00	0.00	42.56	0	27	0	312	-312
704+06	6.00	0.00	44.81	0	10	0	324	-324
705+00	94.00	0.00	12.01	0	99	0	443	-443
705+23	23.00	0.00	0.86	0	5	0	449	-449
705+26	3.00	0.00	1.36	0	0	0	449	-449
705+51	25.00	0.00	2.99	0	2	0	451	-451
705+76	25.00	0.00	13.70	0	8	0	461	-461
706+00	24.00	0.00	12.48	0	12	0	475	-475
706+97	97.00	0.00	0.00	0	22	0	502	-502

USH 12 EB - OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
722+50	0.00	4.04	0.00	0	0	0	0	0
723+00	50.00	0.70	6.98	4	6	4	7	-3
723+50	50.00	0.58	28.87	1	33	5	47	-42
724+00	50.00	0.27	74.33	1	96	6	162	-156
724+50	50.00	1.15	62.12	1	126	7	313	-306
725+00	50.00	1.73	50.58	3	104	10	438	-428
725+50	50.00	2.11	28.76	4	73	14	526	-512
726+00	50.00	2.47	30.56	4	55	18	592	-574
726+50	50.00	2.14	29.01	4	55	22	658	-636
727+00	50.00	1.72	27.66	4	52	26	720	-694
727+50	50.00	1.27	24.73	3	49	29	779	-750
728+00	50.00	2.15	14.30	3	36	32	822	-790
728+50	50.00	10.12	0.00	11	13	43	838	-795
729+00	50.00	4.96	0.00	14	0	57	838	-781

USH 12 EB - SOUTH OF MACLEAN RD OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
913+35.85	0.00	0.93	0.00	0	0	0	0	0
913+50	14.15	0.96	0.58	0	0	0	0	0
913+55.85	5.85	0.97	2.41	0	0	0	0	0
913+75.85	19.99	0.36	35.34	0	14	0	17	-17
914+00	24.15	0.43	6.67	0	19	0	40	-40
914+50	50.00	0.58	5.48	1	11	1	53	-52
915+00	50.00	0.55	7.56	1	12	2	67	-65
915+50	50.00	0.51	9.80	1	16	3	86	-83
916+00	50.00	0.42	9.56	1	18	4	108	-104
916+50	50.00	0.32	11.46	1	19	5	131	-126
917+00	50.00	0.40	11.64	1	21	6	156	-150
917+50	50.00	0.48	4.77	1	15	7	174	-167
918+00	50.00	0.62	8.55	1	12	8	188	-180
918+33.93	33.93	0.72	9.82	1	12	9	203	-194

USH 12 EB - NORTH OF MACLEAN RD INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
919+76.149	0.00	0.98	0.00	0	0	0	0	0
920+00	23.85	0.35	0.12	1	0	1	0	1
920+50	50.00	0.27	0.58	1	1	2	1	1
921+00	50.00	0.34	0.26	1	1	3	2	1
921+50	50.00	0.38	0.33	1	1	4	4	0
922+00	50.00	0.41	0.63	1	1	5	5	0
922+28.67	28.67	0.35	0.66	0	1	5	6	-1
922+50	21.33	0.15	1.10	0	1	5	7	-2
922+56.775	6.77	0.10	1.29	0	0	5	7	-2
922+81.757	24.98	0.01	1.69	0	1	5	8	-3
923+00	18.24	0.11	0.99	0	1	5	10	-5
923+21.757	21.76	0.56	0.37	0	1	5	11	-6
923+50	28.24	0.80	0.01	1	0	6	11	-5
923+71.757	21.76	0.80	0.00	1	0	7	11	-4

USH 12 EB - NORTH OF MACLEAN RD OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
920+25	0.00	0.54	4.17	0	0	0	0	0
920+50	25.00	0.72	2.06	1	3	1	4	-3
921+00	50.00	0.55	2.89	1	5	2	10	-8
921+50	50.00	0.45	5.15	1	7	3	18	-15
922+00	50.00	0.44	5.62	1	10	4	30	-26
922+50	50.00	0.42	3.08	1	8	5	40	-35
923+00	50.00	0.41	1.31	1	4	6	44	-38
923+50	50.00	0.37	1.37	1	2	7	47	-40
924+00	50.00	0.33	1.62	1	3	8	50	-42
924+50	50.00	0.51	0.83	1	2	9	53	-44
925+00	50.00	0.92	0.34	1	1	10	54	-44
925+50	50.00	0.56	0.67	1	1	11	55	-44
926+00	50.00	0.35	1.18	1	2	12	58	-46
926+50	50.00	0.35	1.80	1	3	13	61	-48
927+00	50.00	0.37	2.07	1	4	14	66	-52
927+50	50.00	0.45	1.13	1	3	15	70	-55
928+00	50.00	0.48	0.93	1	2	16	72	-56
928+50	50.00	0.45	3.46	1	4	17	77	-60
929+00	50.00	0.51	2.01	1	5	18	83	-65
929+50	50.00	0.66	0.59	1	2	19	85	-66
930+00	50.00	0.75	0.24	1	1	20	86	-66
930+50	50.00	0.77	0.11	1	0	21	86	-65
931+00	50.00	0.79	0.12	1	0	22	86	-64
931+50	50.00	0.86	0.12	2	0	24	86	-62
932+00	50.00	0.93	0.11	2	0	26	86	-60
932+50	50.00	1.03	0.09	2	0	28	86	-58
933+00	50.00	1.01	0.15	2	0	30	86	-56
933+50	50.00	0.99	0.23	2	0	32	86	-54
934+00	50.00	0.89	0.38	2	1	34	88	-54
934+32.99	32.99	0.79	0.55	1	1	35	89	-54

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USH 12 EB - NORTH OF WHITE RIVER STATE TRAIL INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
936+10.21	0.00	0.15	0.49	0	0	0	0	0
936+50	39.79	0.08	0.97	0	1	0	1	-1
937+00	50.00	0.05	1.19	0	2	0	4	-4
937+50	50.00	0.09	0.83	0	2	0	6	-6
938+00	50.00	0.18	0.40	0	1	0	7	-7
938+50	50.00	0.08	0.86	0	1	0	8	-8
938+62.69	12.69	0.05	1.16	0	0	0	8	-8
938+87.66	24.97	0.00	3.19	0	2	0	11	-11
939+00	12.34	0.00	5.90	0	2	0	13	-13
939+12.64	12.64	0.00	9.05	0	3	0	17	-17
939+50	37.36	0.33	6.98	0	11	0	30	-30
939+52.86	2.86	0.37	6.98	0	1	0	31	-31
940+00	47.14	0.71	0.79	1	7	1	40	-39
940+35.94	35.94	0.91	0.00	1	1	2	41	-39

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USH 12 EB - NORTH OF WHITE RIVER STATE TRAIL OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
936+55	0.00	1.10	1.04	0	0	0	0	0
937+00	45.00	1.63	0.01	2	1	2	1	1
937+50	50.00	1.61	0.01	3	0	5	1	4
938+00	50.00	1.49	0.01	3	0	8	1	7
938+50	50.00	1.39	0.02	3	0	11	1	10
939+00	50.00	1.30	0.08	2	0	13	1	12
939+50	50.00	1.39	0.05	2	0	15	1	14
940+00	50.00	1.65	0.00	3	0	18	1	17
940+50	50.00	1.64	0.02	3	0	21	1	20
941+00	50.00	1.43	0.01	3	0	24	1	23
941+50	50.00	0.58	0.14	2	0	26	1	25
942+00	50.00	0.35	0.49	1	1	27	2	25
942+50	50.00	0.30	0.73	1	1	28	4	24
943+00	50.00	0.74	0.52	1	1	29	5	24
943+50	50.00	1.00	0.45	2	1	31	6	25
944+00	50.00	0.81	0.71	2	1	33	7	26
944+50	50.00	0.64	0.75	1	1	34	8	26
945+00	50.00	0.52	0.93	1	2	35	11	24
945+50	50.00	0.16	1.74	1	2	36	13	23
946+00	50.00	0.68	0.60	1	2	37	16	21
946+50	50.00	0.78	0.48	1	1	38	17	21
947+00	50.00	1.30	0.07	2	1	40	18	22
947+50	50.00	0.51	3.56	2	3	42	22	20
948+00	50.00	0.66	1.01	1	4	43	26	17
948+50	50.00	0.49	2.56	1	3	44	30	14
949+00	50.00	0.61	2.37	1	5	45	36	9
949+41.39	41.39	0.27	7.22	1	7	46	44	2
949+50	8.61	0.18	10.02	0	3	46	48	-2
949+66.39	16.39	0.12	13.43	0	7	46	56	-10
949+91.40	25.01	0.05	20.72	0	16	46	76	-30
950+00	8.60	0.15	17.40	0	6	46	83	-37
950+31.21	31.21	1.02	6.57	1	14	47	100	-53
950+50	18.79	1.05	2.81	1	3	48	103	-55
951+00	50.00	0.79	0.00	2	3	50	107	-57
951+08.52	8.52	0.81	0.00	0	0	50	107	-57

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USH 12 EB - SPRINGFIELD RD BULLNOSE GRADING

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
784+00.61	0.00	0.96	0.05	0	0	0	0	0
784+50	49.39	1.04	5.43	2	5	2	6	-4
785+00	50.00	1.65	32.80	2	35	4	48	-44
785+50	50.00	1.75	28.99	3	57	7	116	-109
786+00	50.00	0.96	27.18	3	52	10	179	-169
786+50	50.00	0.63	22.06	1	46	11	234	-223
787+00	50.00	1.07	18.12	2	37	13	278	-265
787+50	50.00	2.00	20.98	3	36	16	322	-306
788+00	50.00	1.45	27.63	3	45	19	376	-357
788+50	50.00	1.50	8.69	3	34	22	416	-394
789+00	50.00	1.33	0.00	3	8	25	426	-401

USH 12 EB - COMO RD BULLNOSE GRADING

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
840+00	0.00	1.35	0.00	0	0	0	0	0
840+50	50.00	1.53	0.51	3	0	3	0	3
841+00	50.00	1.46	2.18	3	2	6	2	4
841+50	50.00	3.46	3.04	5	5	11	8	3
842+00	50.00	1.46	9.68	5	12	16	23	-7
842+50	50.00	0.66	23.32	2	31	18	60	-42
843+00	50.00	1.12	15.92	2	36	20	103	-83
843+50	50.00	1.27	20.37	2	34	22	144	-122
844+00	50.00	1.02	25.94	2	43	24	196	-172
844+50	50.00	1.30	3.00	2	27	26	228	-202
845+00	50.00	1.55	0.15	3	3	29	232	-203
845+50	50.00	1.69	0.00	3	0	32	232	-200
845+60	10.00	1.36	0.04	1	0	33	232	-199

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USH 12 EB @ CTH NN/IH 43 INTERCHANGE OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
970+10.22	0.00	2.08	0.00	0	0	0	0	0
970+40.22	30.00	1.34	0.00	2	0	2	0	2
970+50	9.78	1.37	0.00	0	0	2	0	2
971+00	50.00	0.60	0.06	2	0	4	0	4
971+50	50.00	0.44	0.23	1	0	5	0	5
972+00	50.00	0.28	0.72	1	1	6	1	5
972+50	50.00	0.19	1.29	0	2	6	4	2
973+00	50.00	0.20	1.30	0	2	6	6	0
973+50	50.00	0.22	1.11	0	2	6	8	-2
974+00	50.00	0.39	0.46	1	1	7	10	-3
974+50	50.00	0.58	0.14	1	1	8	11	-3
975+00	50.00	0.49	0.26	1	0	9	11	-2
975+50	50.00	0.41	0.40	1	1	10	12	-2
976+00	50.00	0.39	0.37	1	1	11	13	-2
976+50	50.00	0.36	0.39	1	1	12	14	-2
977+00	50.00	0.25	0.78	1	1	13	16	-3
977+50	50.00	0.16	2.79	0	3	13	19	-6
978+00	50.00	0.34	0.67	0	3	13	23	-10
978+50	50.00	0.59	0.25	1	1	14	24	-10
979+00	50.00	0.59	0.27	1	0	15	24	-9
979+50	50.00	0.53	0.68	1	1	16	25	-9
980+00	50.00	0.60	0.17	1	1	17	26	-9
980+50	50.00	0.64	0.06	1	0	18	26	-8
981+00	50.00	0.74	0.05	1	0	19	26	-7
981+50	50.00	0.84	0.08	1	0	20	26	-6
982+00	50.00	0.73	0.20	1	0	21	26	-5
982+50	50.00	0.63	0.41	1	1	22	28	-6
983+00	50.00	0.65	0.17	1	1	23	29	-6
983+50	50.00	0.66	0.04	1	0	24	29	-5
984+00	50.00	0.52	0.17	1	0	25	29	-4
984+50	50.00	0.36	0.60	1	1	26	30	-4
985+00	50.00	0.58	0.21	1	1	27	31	-4
985+50	50.00	1.11	0.00	2	0	29	31	-2
986+00	50.00	1.11	0.00	2	0	31	31	0
986+50	50.00	0.96	0.00	2	0	33	31	2
987+00	50.00	0.86	0.00	2	0	35	31	4
987+50	50.00	0.43	0.16	1	0	36	31	5
988+00	50.00	1.39	0.00	2	0	38	31	7
988+50	50.00	1.41	0.05	3	0	41	31	10
989+00	50.00	1.16	0.00	2	0	43	31	12
989+50	50.00	0.47	0.13	2	0	45	31	14
990+00	50.00	0.71	0.12	1	0	46	31	15

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USH 12 EB @ CTH NN/IH 43 INTERCHANGE OUTSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
990+50	50.00	0.86	0.12	1	0	47	31	16
991+00	50.00	1.17	0.01	2	0	49	31	18
991+50	50.00	0.67	0.25	2	0	51	31	20
992+00	50.00	1.27	0.00	2	0	53	31	22
992+50	50.00	1.67	0.00	3	0	56	31	25
993+00	50.00	0.95	0.05	2	0	58	31	27
993+50	50.00	0.76	0.15	2	0	60	31	29
994+00	50.00	0.66	0.10	1	0	61	31	30
994+50	50.00	1.24	0.00	2	0	63	31	32
995+00	50.00	1.69	0.00	3	0	66	31	35
995+50	50.00	1.74	0.00	3	0	69	31	38
996+00	50.00	1.19	0.00	3	0	72	31	41
996+50	50.00	0.87	0.01	2	0	74	31	43
997+00	50.00	0.82	0.02	2	0	76	31	45
997+50	50.00	0.76	0.04	1	0	77	31	46
998+00	50.00	0.69	0.08	1	0	78	31	47
998+50	50.00	0.71	0.03	1	0	79	31	48
999+00	50.00	0.64	0.02	1	0	80	31	49
999+50	50.00	0.55	0.11	1	0	81	31	50
1000+00	50.00	0.52	0.26	1	0	82	31	51
1000+50	50.00	0.37	0.29	1	1	83	32	51
1001+00	50.00	0.55	0.10	1	0	84	32	52
1001+50	50.00	0.60	0.07	1	0	85	32	53
1002+00	50.00	0.56	0.10	1	0	86	32	54
1002+50	50.00	0.48	0.22	1	0	87	32	55
1003+00	50.00	0.40	0.45	1	1	88	34	54
1003+50	50.00	0.52	0.24	1	1	89	35	54
1004+00	50.00	0.89	0.00	1	0	90	35	55
1004+50	50.00	0.97	0.00	2	0	92	35	57
1005+00	50.00	0.73	0.02	2	0	94	35	59
1005+50	50.00	0.71	0.03	1	0	95	35	60
1006+00	50.00	0.86	0.01	1	0	96	35	61
1006+50	50.00	1.43	0.00	2	0	98	35	63
1007+00	50.00	1.45	0.00	3	0	101	35	66
1007+50	50.00	1.52	0.00	3	0	104	35	69
1008+00	50.00	1.36	0.00	3	0	107	35	72
1008+50	50.00	1.19	0.01	2	0	109	35	74
1009+00	50.00	1.08	0.02	2	0	111	35	76
1009+50	50.00	1.52	0.00	2	0	113	35	78
1010+00	50.00	1.54	0.00	3	0	116	35	81
1010+50	50.00	1.37	0.00	3	0	119	35	84

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USH 12 EB @ CTH NN/IH 43 INTERCHANGE OUTSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1011+00	50.00	1.07	0.00	2	0	121	35	86
1011+50	50.00	0.70	0.00	2	0	123	35	88
1012+00	50.00	0.42	0.13	1	0	124	35	89
1012+50	50.00	0.25	0.43	1	1	125	36	89
1013+00	50.00	0.27	0.66	0	1	125	37	88
1013+50	50.00	0.64	0.23	1	1	126	38	88
1014+00	50.00	1.04	0.05	2	0	128	38	90
1014+50	50.00	1.39	0.00	2	0	130	38	92
1015+00	50.00	1.54	0.00	3	0	133	38	95
1015+50	50.00	1.55	0.00	3	0	136	38	98
1016+00	50.00	1.32	0.01	3	0	139	38	101
1016+50	50.00	1.03	0.11	2	0	141	38	103
1017+00	50.00	1.00	0.00	2	0	143	38	105
1017+50	50.00	1.03	0.00	2	0	145	38	107
1018+00	50.00	0.95	0.00	2	0	147	38	109
1018+50	50.00	0.79	0.00	2	0	149	38	111
1019+00	50.00	0.80	0.00	1	0	150	38	112
1019+50	50.00	0.88	0.00	2	0	152	38	114
1020+00	50.00	0.88	0.00	2	0	154	38	116
1020+50	50.00	0.88	0.00	2	0	156	38	118
1021+00	50.00	1.07	0.00	2	0	158	38	120
1021+50	50.00	1.61	0.00	2	0	160	38	122
1022+00	50.00	0.92	0.00	2	0	162	38	124
1022+50	50.00	0.96	0.08	2	0	164	38	126
1023+00	50.00	0.44	0.22	1	0	165	38	127
1023+50	50.00	0.39	0.31	1	0	166	38	128
1023+93.34	43.34	0.51	0.21	1	0	167	38	129
1024+00	6.66	0.45	0.28	0	0	167	38	129
1024+18.32	18.32	0.33	0.51	0	0	167	38	129
1024+43.30	24.98	0.22	2.06	0	1	167	40	127
1024+50	6.70	0.41	1.83	0	0	167	40	127
1024+83.30	33.30	1.48	0.35	1	1	168	41	127
1025+00	16.70	1.64	0.02	1	0	169	41	128
1025+50	50.00	2.13	0.00	3	0	172	41	131
1025+63.30	13.30	2.11	0.00	1	0	173	41	132

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USH 12 EB - C-D ROAD INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
970+07.04	0.00	2.20	0.00	0	0	0	0	0
970+13.44	6.40	1.99	0.00	0	0	0	0	0
970+33.47	20.03	0.75	0.00	1	0	1	0	1
970+50	16.53	1.12	0.00	1	0	2	0	2
971+00	50.00	0.29	0.13	1	0	3	0	3
971+50	50.00	0.15	0.39	0	0	3	0	3
972+00	50.00	0.13	0.62	0	1	3	1	2
972+50	50.00	0.11	0.88	0	1	3	2	1
973+00	50.00	0.09	1.14	0	2	3	5	-2
973+50	50.00	0.10	1.07	0	2	3	7	-4
974+00	50.00	0.26	0.20	0	1	3	8	-5
974+50	50.00	0.81	0.00	1	0	4	8	-4
975+00	50.00	0.42	0.07	1	0	5	8	-3
975+50	50.00	0.40	0.18	1	0	6	8	-2
976+00	50.00	0.10	1.07	0	1	6	10	-4
976+50	50.00	0.34	0.94	0	2	6	12	-6
977+00	50.00	0.01	2.64	0	3	6	16	-10
977+50	50.00	0.08	2.53	0	5	6	22	-16
978+00	50.00	0.03	1.52	0	4	6	26	-20
978+50	50.00	0.52	0.13	1	2	7	29	-22
979+00	50.00	0.01	1.35	0	1	7	30	-23
979+50	50.00	0.04	1.32	0	2	7	32	-25
980+00	50.00	0.04	0.98	0	2	7	35	-28
980+50	50.00	0.28	0.15	0	1	7	36	-29
981+00	50.00	0.30	0.18	1	0	8	36	-28
981+50	50.00	0.63	0.08	1	0	9	36	-27
982+00	50.00	0.18	0.58	1	1	10	37	-27
982+50	50.00	0.07	1.00	0	1	10	38	-28
983+00	50.00	0.05	1.22	0	2	10	41	-31
983+50	50.00	0.05	1.37	0	2	10	43	-33
984+00	50.00	0.11	0.80	0	2	10	46	-36
984+50	50.00	0.25	0.24	0	1	10	47	-37
985+00	50.00	0.35	0.11	1	0	11	47	-36
985+50	50.00	0.40	0.07	1	0	12	47	-35
986+00	50.00	0.46	0.02	1	0	13	47	-34
986+50	50.00	0.24	0.07	1	0	14	47	-33
987+00	50.00	0.34	0.05	1	0	15	47	-32
987+50	50.00	0.47	0.02	1	0	16	47	-31
988+00	50.00	0.46	0.20	1	0	17	47	-30
988+50	50.00	0.50	0.11	1	0	18	47	-29
989+00	50.00	0.30	0.00	1	0	19	47	-28
989+50	50.00	1.11	0.00	1	0	20	47	-27
990+00	50.00	0.69	0.00	2	0	22	47	-25
990+50	50.00	0.10	0.23	1	0	23	47	-24

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USH 12 EB - C-D ROAD INSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
991+00	50.00	0.06	0.32	0	1	23	48	-25
991+50	50.00	0.12	0.67	0	1	23	49	-26
992+00	50.00	0.40	0.18	0	1	23	50	-27
992+50	50.00	0.81	0.00	1	0	24	50	-26
993+00	50.00	0.35	0.09	1	0	25	50	-25
993+50	50.00	0.33	0.11	1	0	26	50	-24
994+00	50.00	0.61	0.00	1	0	27	50	-23
994+50	50.00	1.08	0.00	2	0	29	50	-21
995+00	50.00	1.42	0.00	2	0	31	50	-19
995+50	50.00	1.58	0.00	3	0	34	50	-16
996+00	50.00	1.45	0.00	3	0	37	50	-13
996+50	50.00	1.14	0.00	2	0	39	50	-11
997+00	50.00	0.41	0.10	1	0	40	50	-10
997+50	50.00	0.22	0.45	1	1	41	52	-11
998+00	50.00	0.26	0.37	0	1	41	53	-12
998+50	50.00	0.37	0.17	1	0	42	53	-11
999+00	50.00	0.80	0.00	1	0	43	53	-10
999+50	50.00	0.69	0.00	1	0	44	53	-9
1000+00	50.00	0.37	0.20	1	0	45	53	-8
1000+50	50.00	0.37	0.16	1	0	46	53	-7
1001+00	50.00	0.62	0.01	1	0	47	53	-6
1001+50	50.00	0.71	0.00	1	0	48	53	-5
1002+00	50.00	0.66	0.00	1	0	49	53	-4
1002+50	50.00	0.59	0.01	1	0	50	53	-3
1003+00	50.00	0.54	0.04	1	0	51	53	-2
1003+50	50.00	0.62	0.01	1	0	52	53	-1
1004+00	50.00	0.67	0.30	1	0	53	53	0
1004+50	50.00	0.83	0.16	1	0	54	53	1
1005+00	50.00	1.00	0.07	2	0	56	53	3
1005+50	50.00	1.03	0.07	2	0	58	53	5
1006+00	50.00	1.01	0.10	2	0	60	53	7
1006+50	50.00	1.31	0.01	2	0	62	53	9
1007+00	50.00	14.38	0.00	15	0	77	53	24
1007+50	50.00	13.46	0.00	26	0	103	53	50
1008+00	50.00	12.76	0.05	24	0	127	53	74
1008+50	50.00	13.62	0.00	24	0	151	53	98
1009+00	50.00	20.82	0.28	32	0	183	53	130
1009+50	50.00	1.99	0.00	21	0	204	53	151
1010+00	50.00	1.45	0.00	3	0	207	53	154
1010+50	50.00	1.55	0.00	3	0	210	53	157
1011+00	50.00	1.44	0.00	3	0	213	53	160
1011+50	50.00	1.08	0.00	2	0	215	53	162
1012+00	50.00	0.56	0.02	2	0	217	53	164

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USH 12 EB - C-D ROAD INSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1012+50	50.00	0.21	0.37	1	0	218	53	165
1013+00	50.00	0.30	0.38	0	1	218	54	164
1013+50	50.00	0.81	0.19	1	1	219	55	164
1014+00	50.00	1.30	0.00	2	0	221	55	166
1014+50	50.00	1.51	0.00	3	0	224	55	169
1015+00	50.00	1.78	0.00	3	0	227	55	172
1015+50	50.00	2.13	0.00	4	0	231	55	176
1016+00	50.00	1.84	0.00	4	0	235	55	180
1016+50	50.00	1.84	0.00	3	0	238	55	183
1017+00	50.00	1.29	0.00	3	0	241	55	186
1017+50	50.00	1.28	0.01	2	0	243	55	188
1018+00	50.00	1.06	0.06	2	0	245	55	190
1018+50	50.00	0.93	0.11	2	0	247	55	192
1019+00	50.00	0.91	0.10	2	0	249	55	194
1019+50	50.00	1.14	0.02	2	0	251	55	196
1020+00	50.00	1.12	0.02	2	0	253	55	198
1020+50	50.00	1.22	0.01	2	0	255	55	200
1021+00	50.00	1.26	0.01	2	0	257	55	202
1021+50	50.00	1.32	0.00	2	0	259	55	204
1022+00	50.00	1.18	0.02	2	0	261	55	206
1022+50	50.00	1.02	0.07	2	0	263	55	208
1023+00	50.00	0.83	0.12	2	0	265	55	210
1023+50	50.00	0.74	0.00	1	0	266	55	211
1023+90.22	40.22	0.81	0.00	1	0	267	55	212
1024+00	9.78	0.81	0.00	0	0	267	55	212
1024+18.32	18.32	0.83	0.00	1	0	268	55	213
1024+43.30	24.98	0.82	0.44	1	0	269	55	214
1024+50	6.70	0.91	0.41	0	0	269	55	214
1024+89.94	39.94	1.99	0.00	2	0	271	55	216
1025+00	10.06	2.06	0.00	1	0	272	55	217
1025+31.46	31.46	2.39	0.00	3	0	275	55	220

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USH 12 EB - IH 43 RAMP G

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1008+65	0.00	1.96	0.00	0	0	0	0	0
1009+00	35.00	0.20	0.49	1	0	1	0	1
1009+41.56	41.56	0.00	2.97	0	3	1	4	-3
1009+50	8.44	0.00	3.96	0	1	1	5	-4
1009+66.94	16.94	0.00	2.70	0	2	1	7	-6
1009+92.63	25.69	0.50	8.60	0	5	1	13	-12
1010+00	7.37	1.12	6.38	0	2	1	16	-15
1010+45.57	45.57	5.32	0.00	5	5	6	22	-16
1010+50	4.43	5.93	0.00	1	0	7	22	-15
1010+69.02	19.02	6.64	0.00	4	0	11	22	-11

USH 12 EB - IH 43 RAMP H

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1017+40.81	0.00	1.11	0.00	0	0	0	0	0
1017+50	9.19	0.08	0.86	0	0	0	0	0
1018+00	50.00	0.65	2.60	1	3	1	4	-3
1018+15.47	15.48	0.52	4.30	0	2	1	6	-5
1018+43.50	28.02	0.14	5.26	0	5	1	12	-11
1018+50	6.50	0.10	5.63	0	1	1	13	-12
1018+66.86	16.86	0.05	6.65	0	4	1	18	-17
1019+00	33.14	1.59	2.96	1	6	2	25	-23
1019+18.56	18.56	2.53	1.77	1	2	3	28	-25
1019+50	31.44	1.68	0.56	2	1	5	29	-24
1019+88.56	38.56	1.43	0.00	2	0	7	29	-22

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USH 12 EB - NORTH OF STH 11 INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1044+00	0.00	0.69	0.00	0	0	0	0	0
1044+50	50.00	0.79	0.46	1	0	1	0	1
1045+00	50.00	0.80	0.79	1	1	2	1	1
1045+50	50.00	0.38	2.06	1	3	3	5	-2
1046+00	50.00	0.22	2.97	1	5	4	11	-7
1046+30.20	30.20	0.41	2.08	0	3	4	14	-10
1046+50	19.80	0.41	2.29	0	2	4	17	-13
1046+55.18	5.18	0.41	2.33	0	0	4	17	-13
1046+80.16	24.98	0.35	3.31	0	3	4	20	-16
1047+00	19.84	1.55	1.23	1	2	5	23	-18
1047+20.16	20.16	2.47	0.00	2	0	7	23	-16
1047+50	29.84	2.81	0.00	3	0	10	23	-13
1048+00	50.00	3.45	0.00	6	0	16	23	-7
1048+00.16	0.16	3.45	0.00	0	0	16	23	-7

USH 12 EB - IH 43 BULLNOSE GRADING

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1004+42.90	0.00	1.03	0.59	0	0	0	0	0
1004+50	7.10	1.09	0.21	0	0	0	0	0
1005+00	50.00	1.51	0.51	2	1	2	1	1
1005+50	50.00	1.57	4.74	3	5	5	7	-2
1006+00	50.00	1.15	10.53	3	14	8	24	-16
1006+50	50.00	3.96	4.29	5	14	13	41	-28
1007+00	50.00	4.80	3.91	8	8	21	50	-29
1007+50	50.00	5.06	4.30	9	8	30	60	-30
1008+00	50.00	4.94	5.37	9	9	39	71	-32
1008+50	50.00	3.26	9.43	8	14	47	88	-41
1009+00	50.00	2.40	13.33	5	21	52	113	-61
1009+50	50.00	3.78	9.95	6	22	58	139	-81
1010+00	50.00	1.69	9.02	5	18	63	161	-98
1010+50	50.00	0.94	10.16	2	18	65	182	-117
1011+00	50.00	0.94	0.58	2	10	67	194	-127
1011+50	50.00	1.30	0.08	2	1	69	196	-127
1011+60	10.00	1.35	0.05	0	0	69	196	-127

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USH 12 EB - SOUTH OF STH 11 OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1038+02.24	0.00	1.47	0.00	0	0	0	0	0
1038+22.24	20.00	1.69	0.08	1	0	1	0	1
1038+42.24	20.00	0.86	14.87	1	6	2	7	-5
1038+50	7.76	0.92	6.19	0	3	2	11	-9
1039+00	50.00	0.95	0.87	2	7	4	19	-15
1039+50	50.00	0.83	1.10	2	2	6	22	-16
1040+00	50.00	0.61	0.81	1	2	7	24	-17
1040+50	50.00	0.70	0.71	1	1	8	25	-17
1041+00	50.00	0.84	0.25	1	1	9	26	-17
1041+50	50.00	1.11	0.04	2	0	11	26	-15
1042+00	50.00	0.72	0.46	2	0	13	26	-13
1042+08.20	8.21	0.64	0.56	0	0	13	26	-13

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USH 12 EB - NORTH OF STH 11 OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1043+68	0.00	0.85	0.34	0	0	0	0	0
1044+00	32.00	1.44	1.36	1	1	1	1	0
1044+50	50.00	0.53	6.88	2	8	3	11	-8
1045+00	50.00	0.11	25.23	1	30	4	47	-43
1045+50	50.00	0.07	39.32	0	60	4	119	-115
1046+00	50.00	0.07	50.61	0	83	4	218	-214
1046+50	50.00	0.07	38.55	0	83	4	318	-314
1047+00	50.00	0.09	23.92	0	58	4	388	-384
1047+50	50.00	0.10	19.87	0	41	4	437	-433
1048+00	50.00	0.16	9.94	0	28	4	470	-466
1048+50	50.00	0.12	6.94	0	16	4	490	-486
1049+00	50.00	0.11	4.64	0	11	4	503	-499
1049+50	50.00	0.25	3.51	0	8	4	512	-508
1050+00	50.00	0.35	3.20	1	6	5	520	-515
1050+50	50.00	0.30	4.16	1	7	6	528	-522
1051+00	50.00	0.19	5.82	0	9	6	539	-533
1051+50	50.00	0.08	5.66	0	11	6	552	-546
1052+00	50.00	0.21	3.14	0	8	6	562	-556
1052+50	50.00	0.84	0.00	1	3	7	565	-558
1053+00	50.00	0.30	1.10	1	1	8	566	-558
1053+50	50.00	0.18	1.25	0	2	8	569	-561
1054+00	50.00	0.41	1.87	1	3	9	572	-563
1054+50	50.00	0.96	0.10	1	2	10	575	-565
1055+00	50.00	0.61	0.45	1	1	11	576	-565
1055+29.32	29.32	0.21	2.34	0	2	11	578	-567
1055+50	20.68	0.07	12.52	0	6	11	586	-575
1055+54.30	4.30	0.05	15.69	0	2	11	588	-577
1055+94.30	40.00	0.86	5.93	1	16	12	607	-595
1056+00	5.70	0.88	4.59	0	1	12	608	-596
1056+50	50.00	1.04	0.10	2	4	14	613	-599
1056+89.30	39.30	0.83	0.00	1	0	15	613	-598

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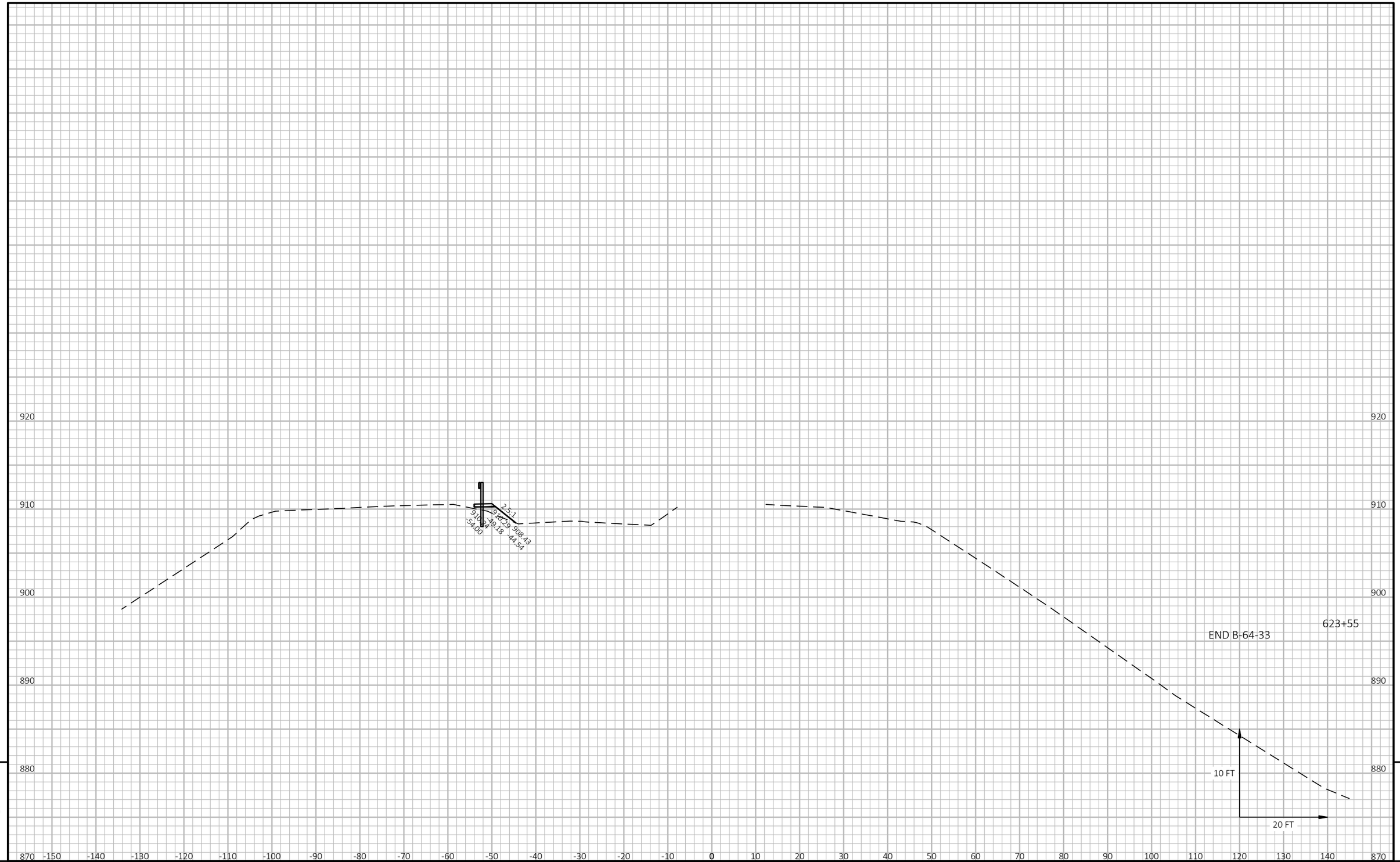
USH 12 EB - STH 67 RAMP E

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1107+37.96	0.00	1.20	0.00	0	0	0	0	0
1107+50	12.04	0.93	0.05	0	0	0	0	0
1107+57.49	7.49	0.70	0.15	0	0	0	0	0
1108+00	42.51	1.49	0.13	2	0	2	0	2
1108+50	50.00	1.18	0.22	2	0	4	0	4
1109+00	50.00	0.68	0.05	2	0	6	0	6
1109+50	50.00	0.54	0.06	1	0	7	0	7
1109+85.57	35.57	0.21	0.13	0	0	7	0	7
1110+00	14.43	0.00	1.41	0	0	7	0	7
1110+10.60	10.60	0.00	1.45	0	1	7	1	6
1110+35.10	24.50	0.00	4.78	0	3	7	5	2
1110+50	14.90	0.00	4.23	0	2	7	7	0
1110+95.18	45.18	0.28	0.16	0	4	7	12	-5
1111+00	4.82	0.31	0.10	0	0	7	12	-5
1111+10.54	10.54	0.41	0.02	0	0	7	12	-5

9

9



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PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (STH 120)	SHEET 569	E

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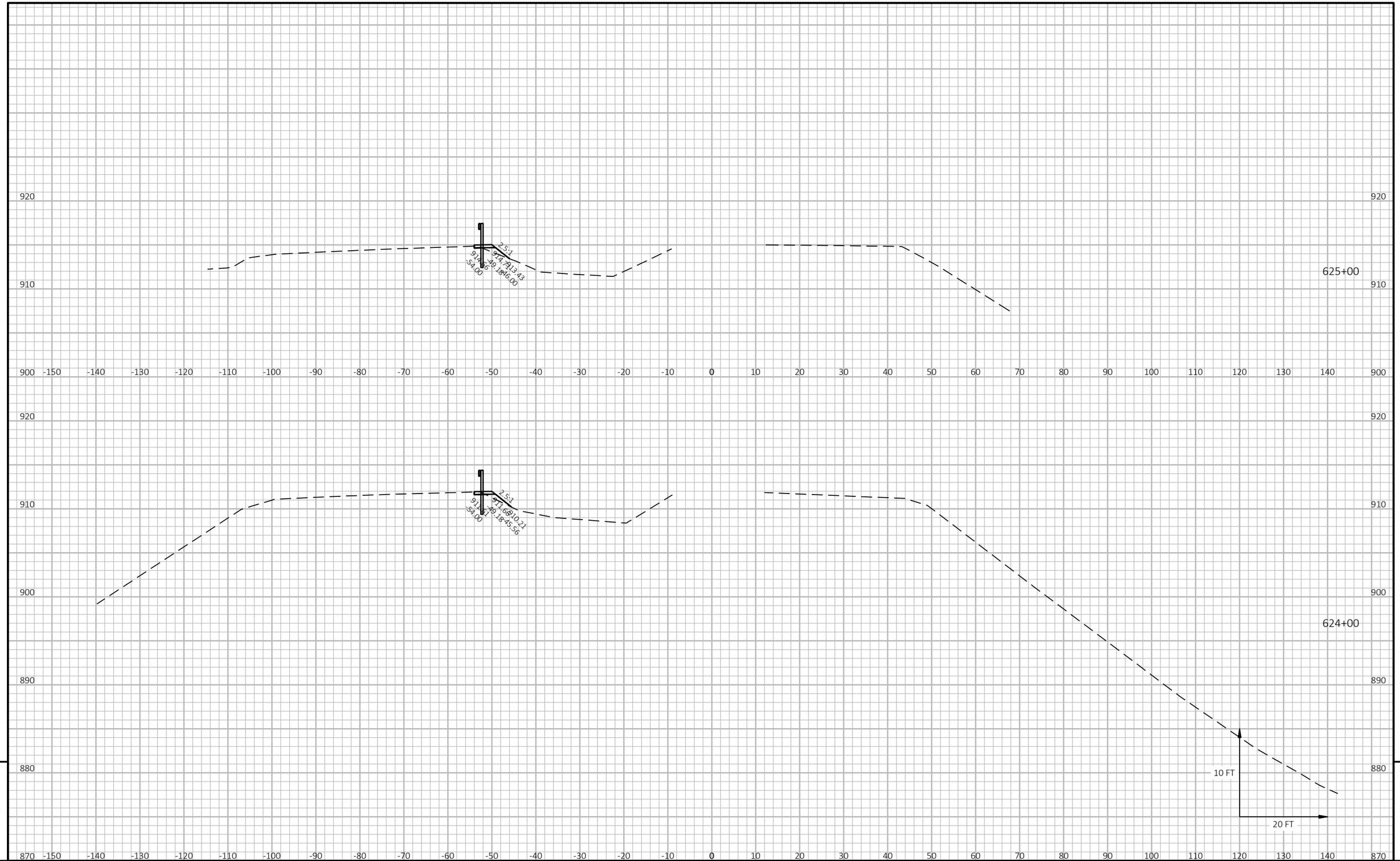
WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (STH 120)	SHEET 570	E

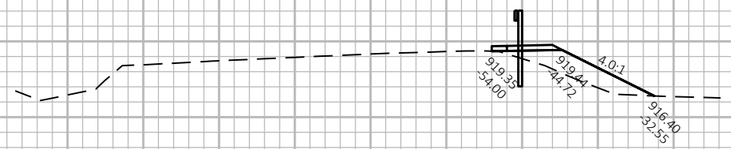
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:20 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

627+00

626+54

POST #1 RT



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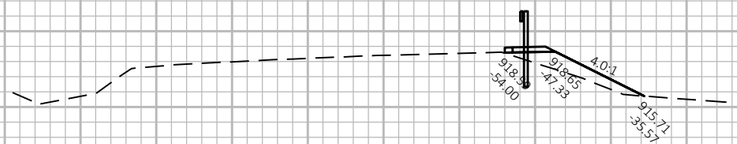

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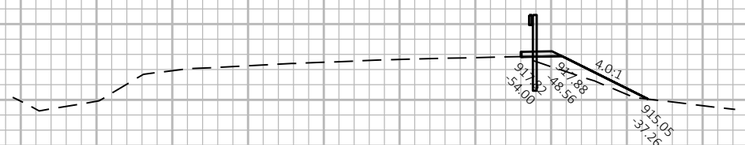
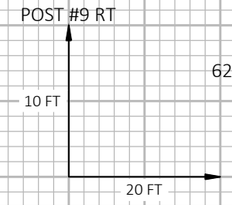
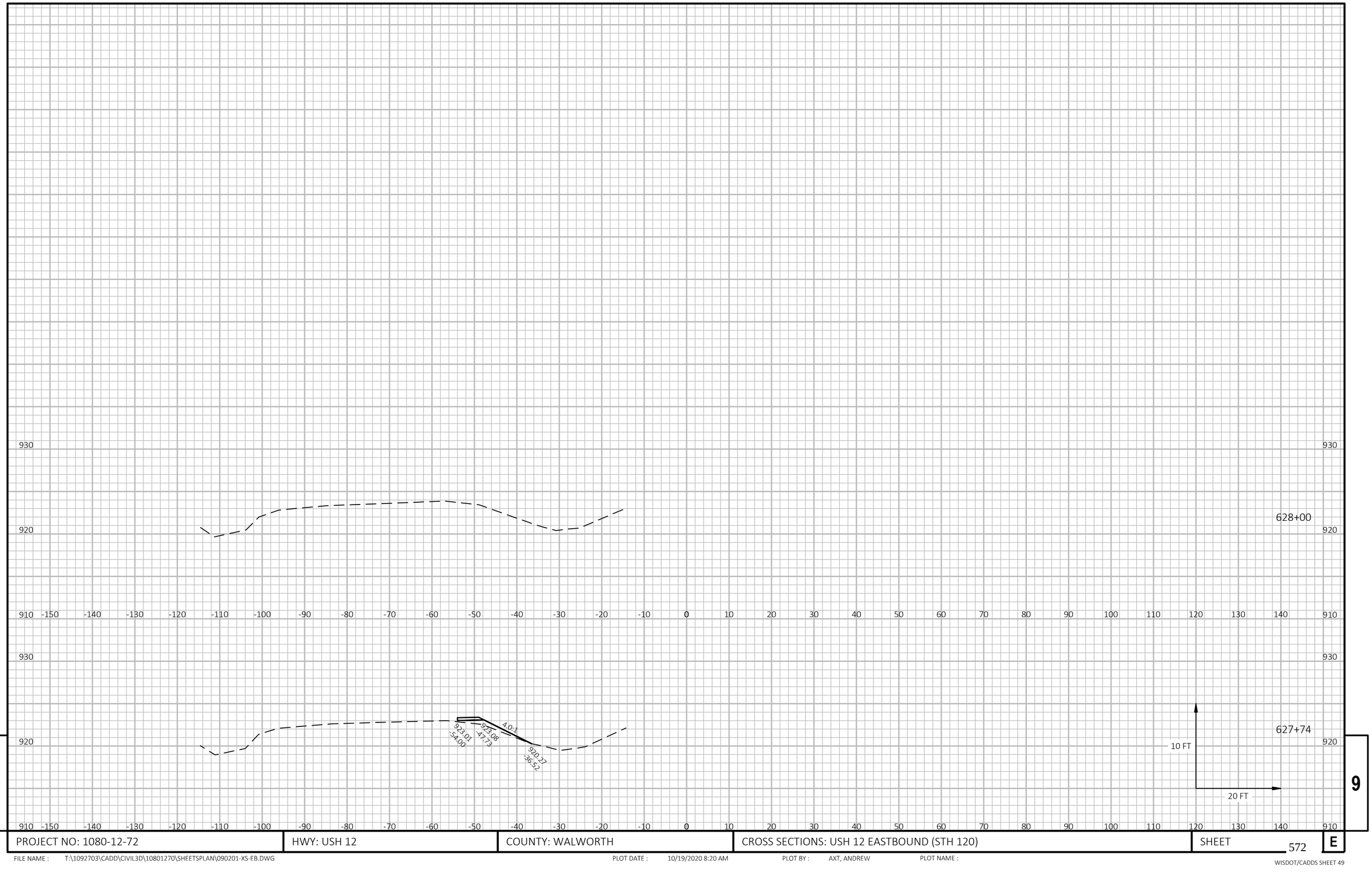




PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (STH 120)	SHEET 571	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:20 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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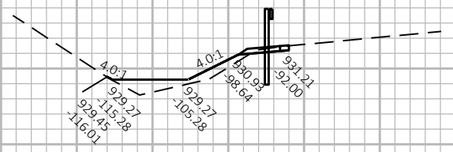
9

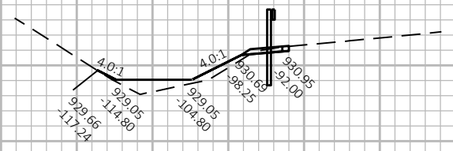
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (STH 120)	SHEET 572	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:20 AM PLOT BY : AXT, ANDREW PLOT NAME :



POST #5 LT

631+08



631+00

POST #9 LT

630+83

630+50

10 FT

20 FT

9

9

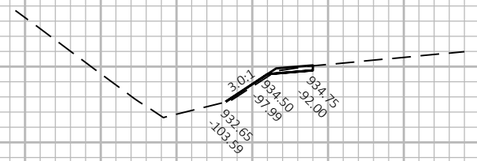
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (STH 120)	SHEET 573	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :

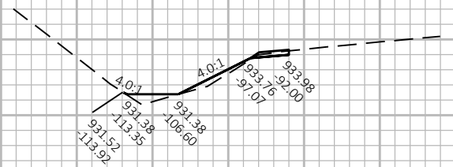
WISDOT/CADDS SHEET 49

632+50

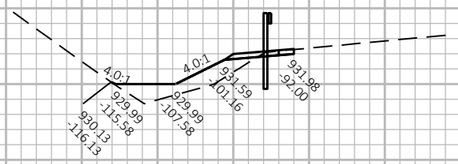
632+26

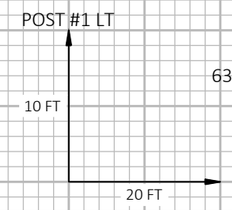


632+00



631+34

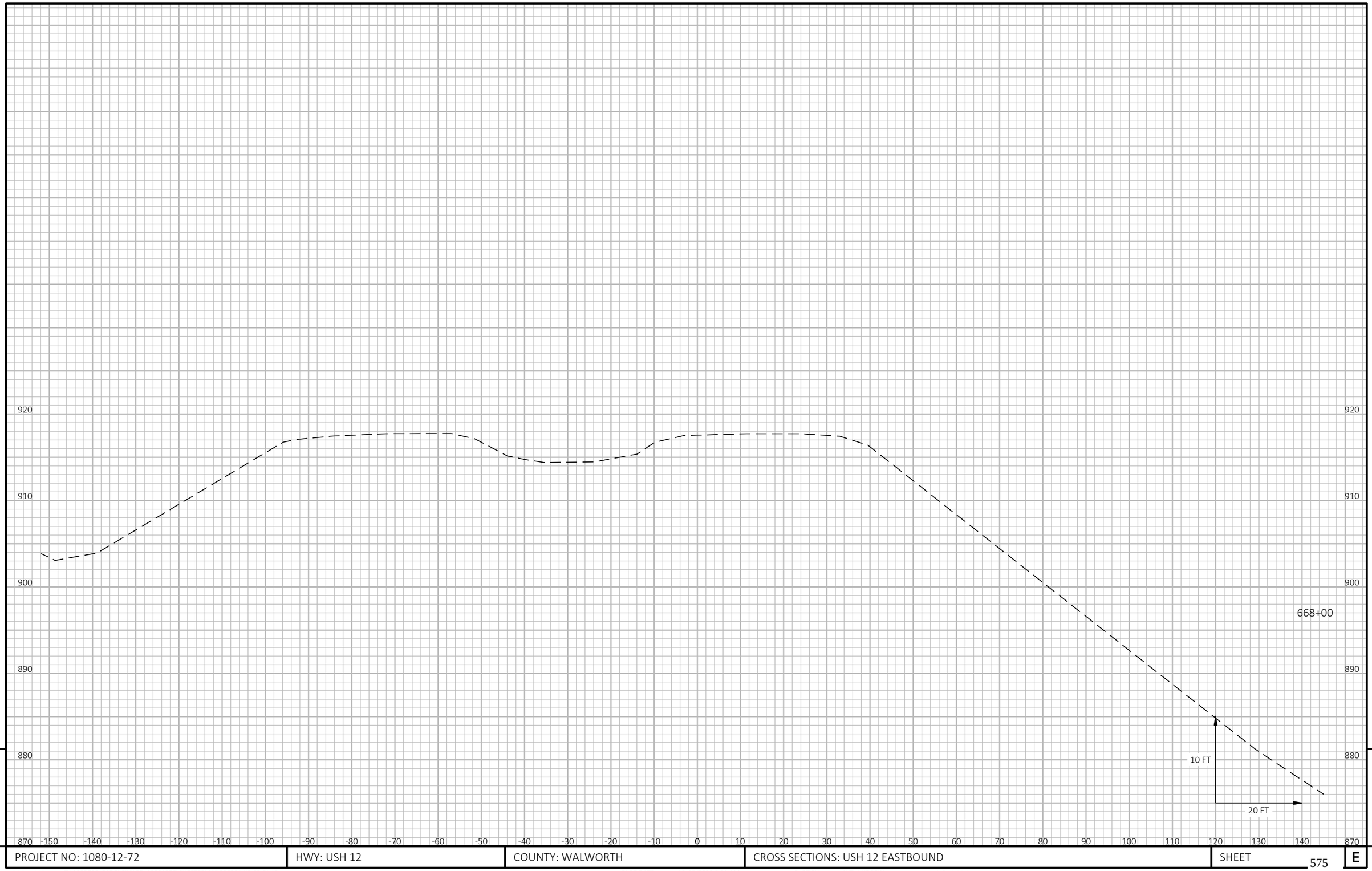




PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (STH 120)	SHEET 574	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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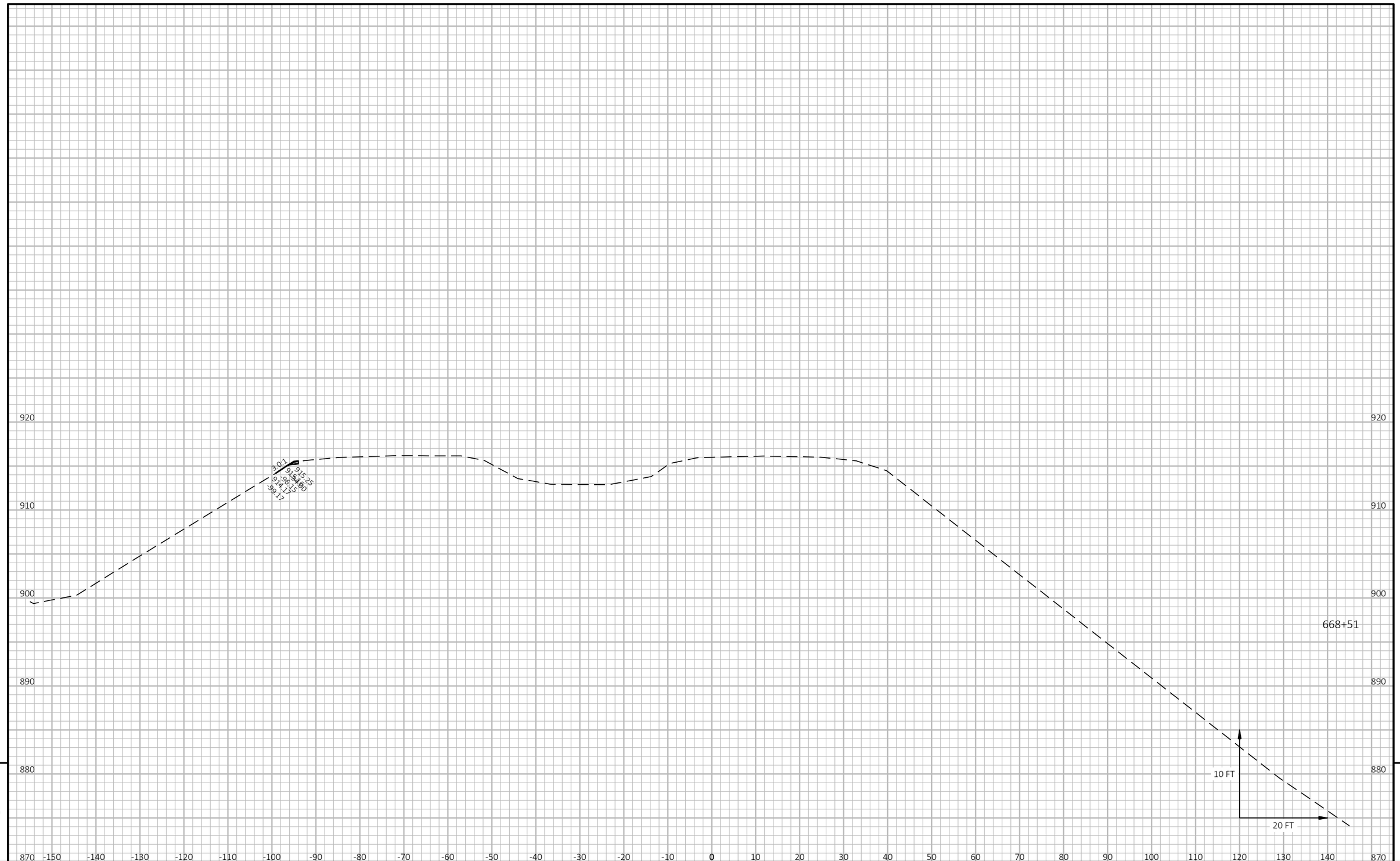
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 575	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :



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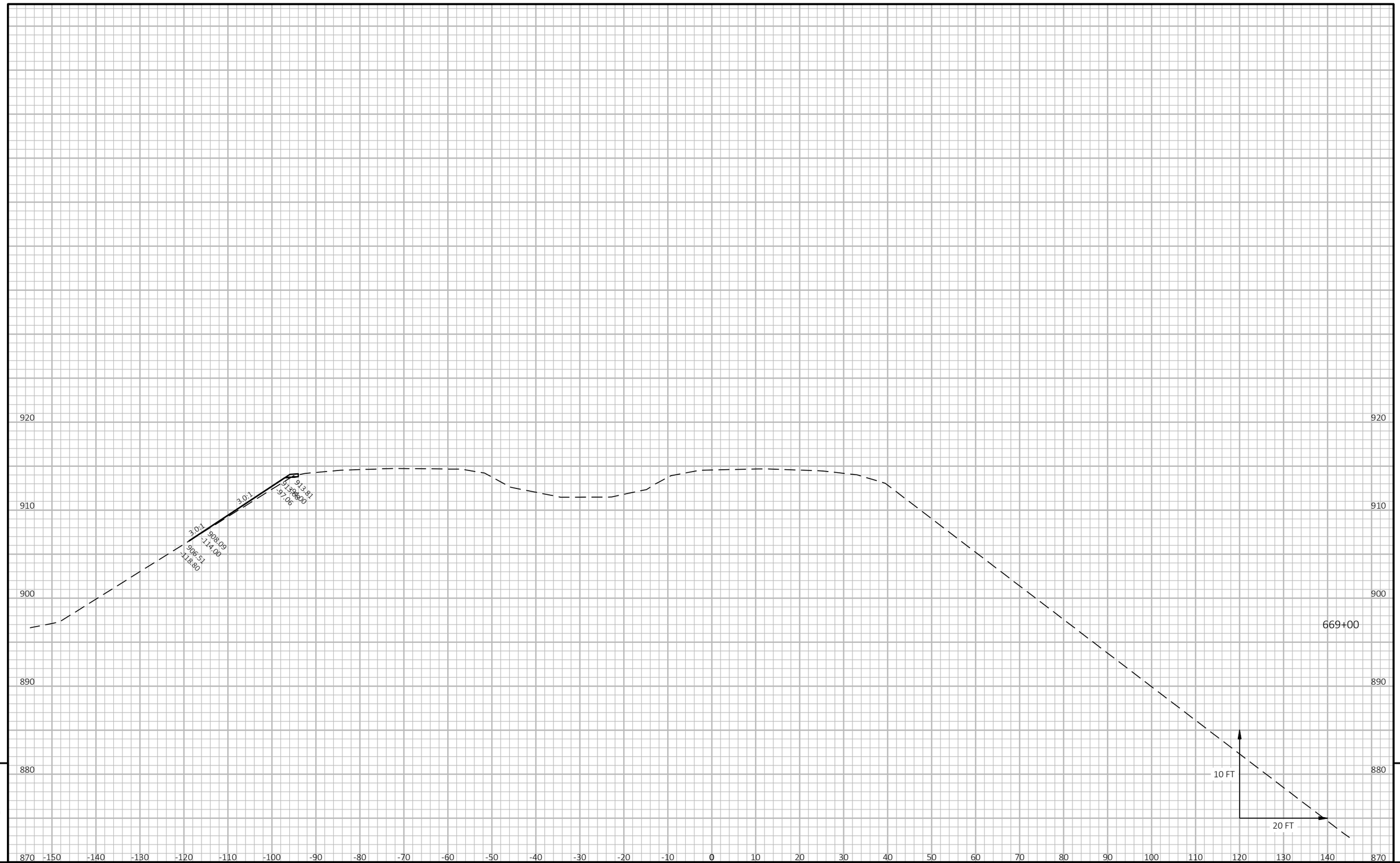
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 576	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :



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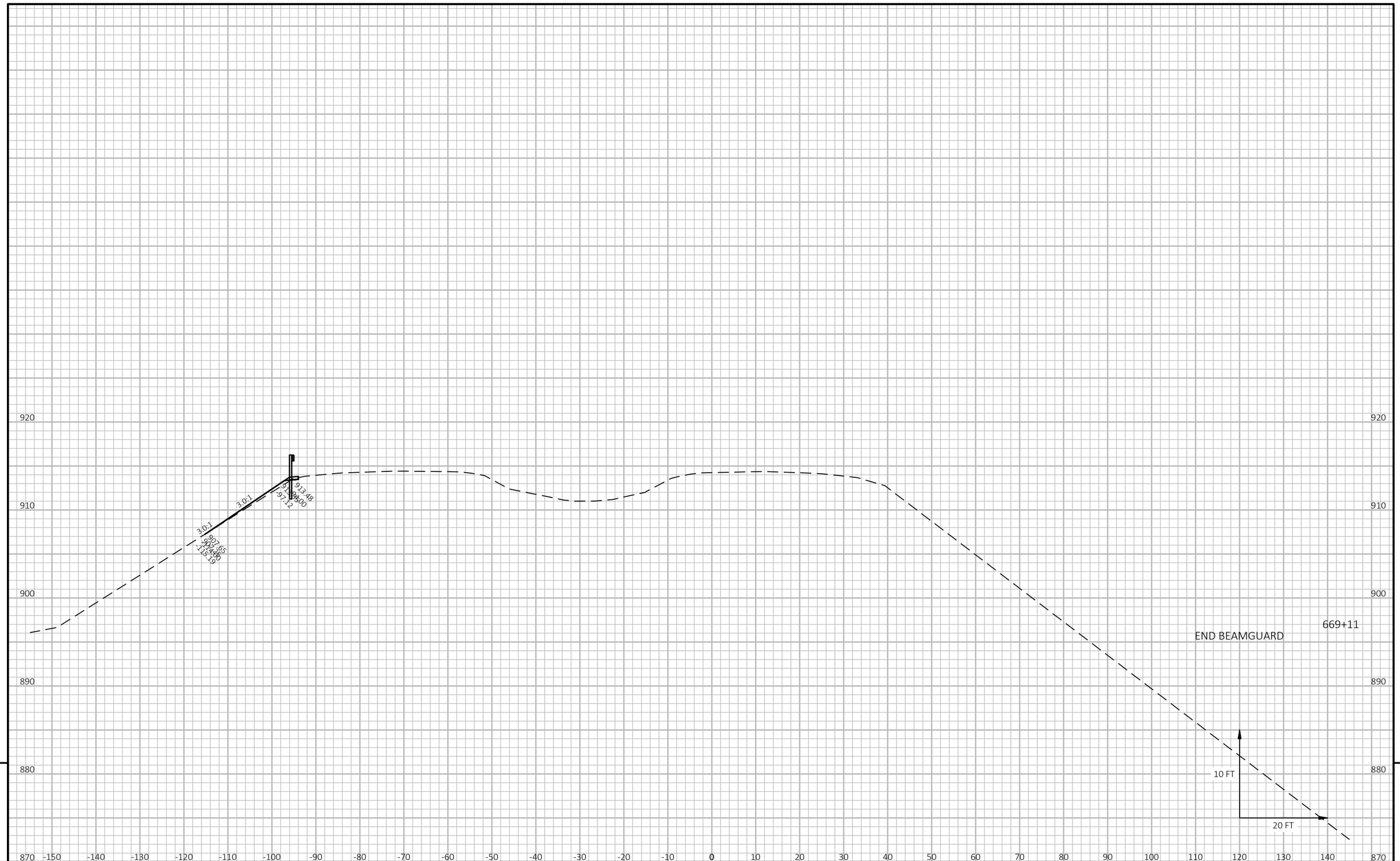
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 577	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :

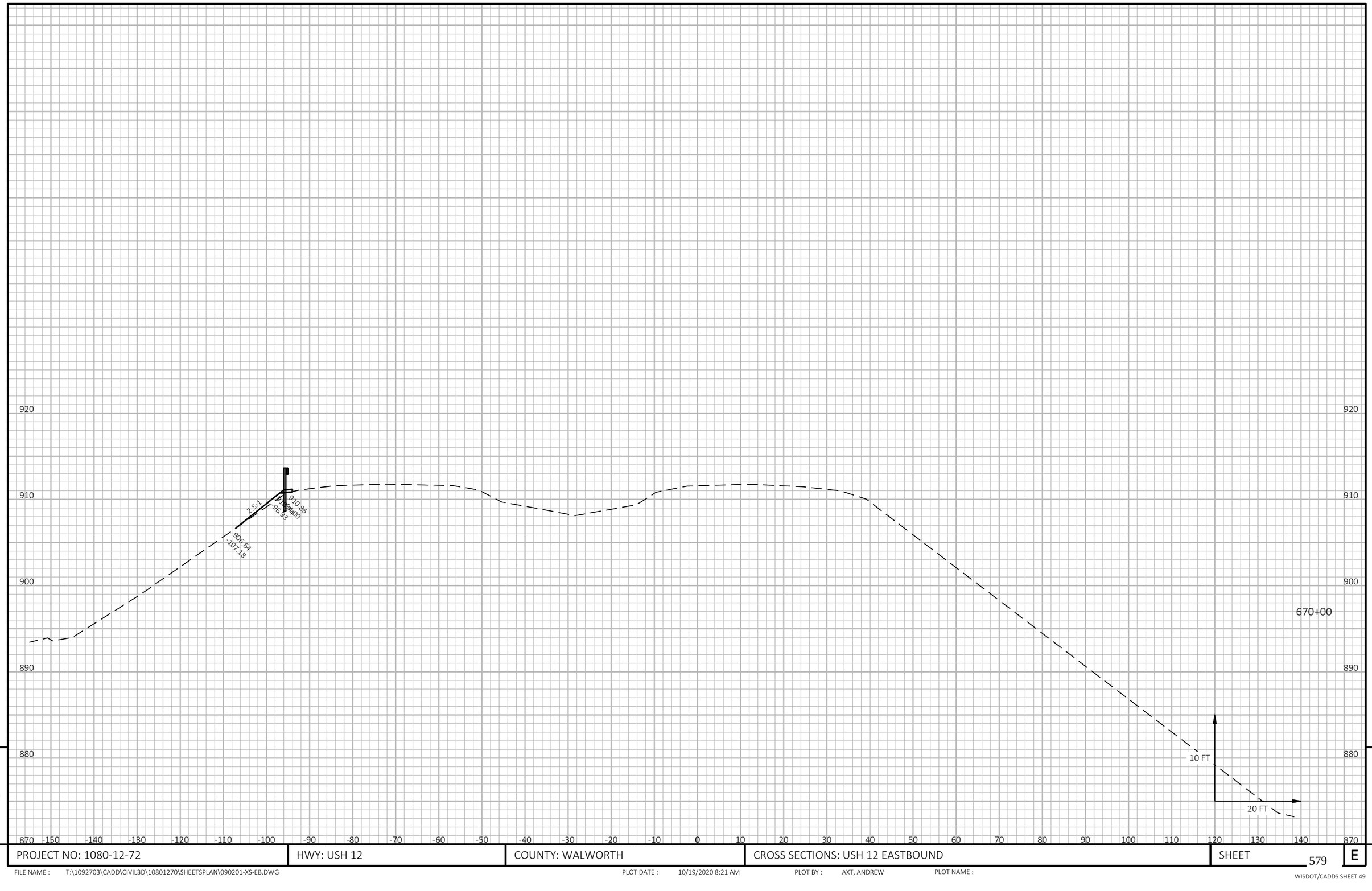
WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 578	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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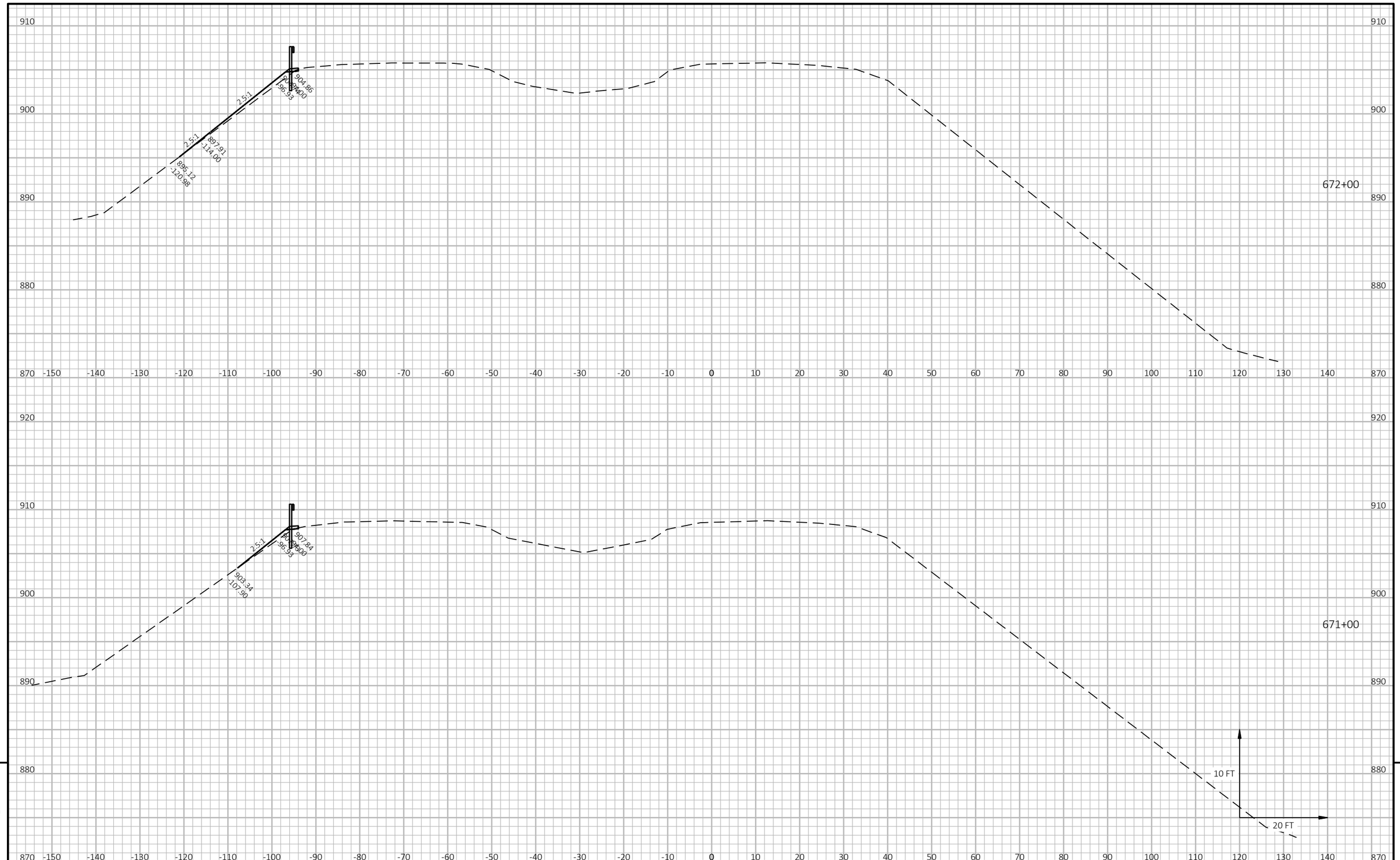
9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 579	E

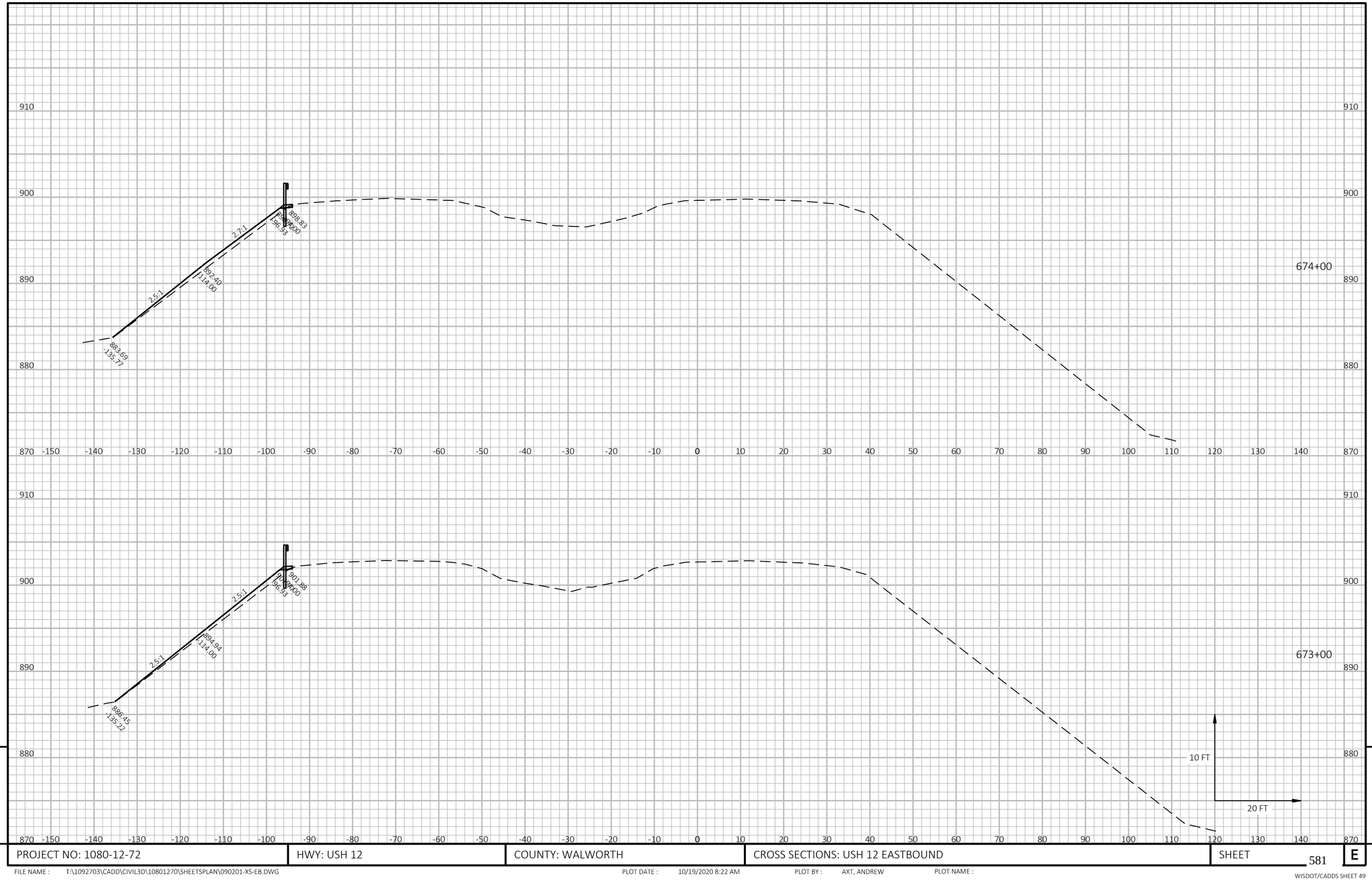
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :



PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 580	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:21 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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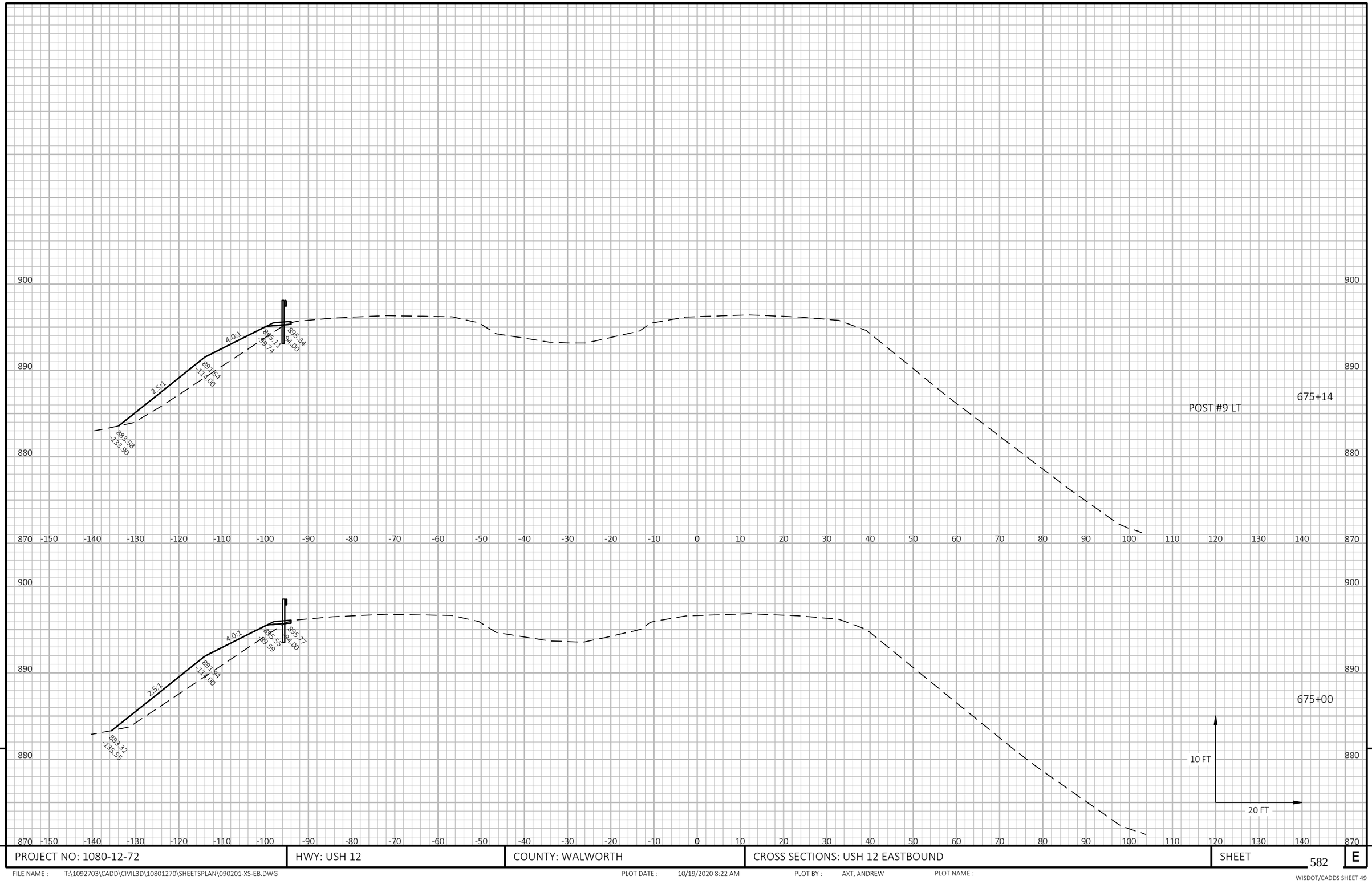
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 581	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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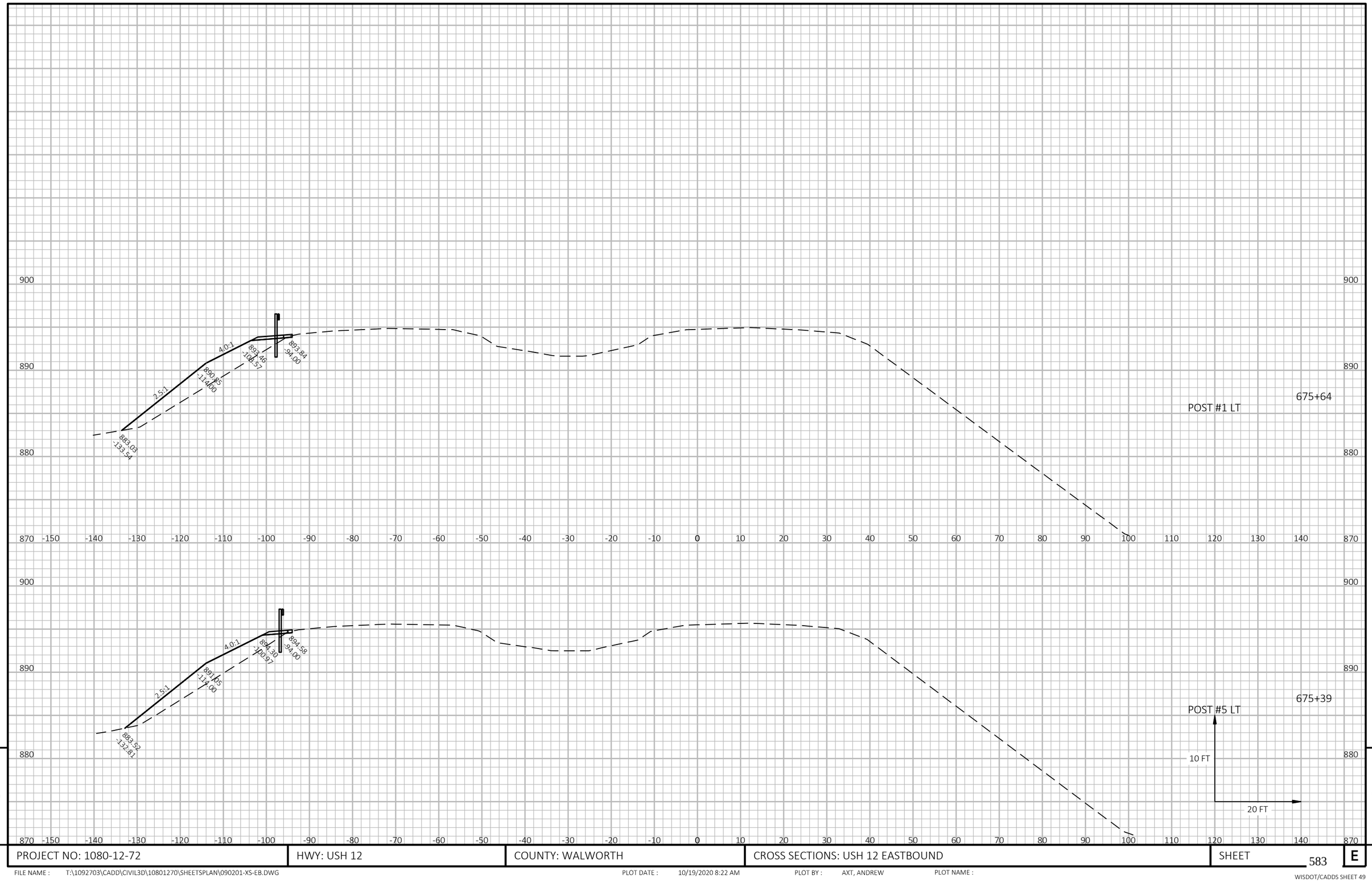
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 582	E

9

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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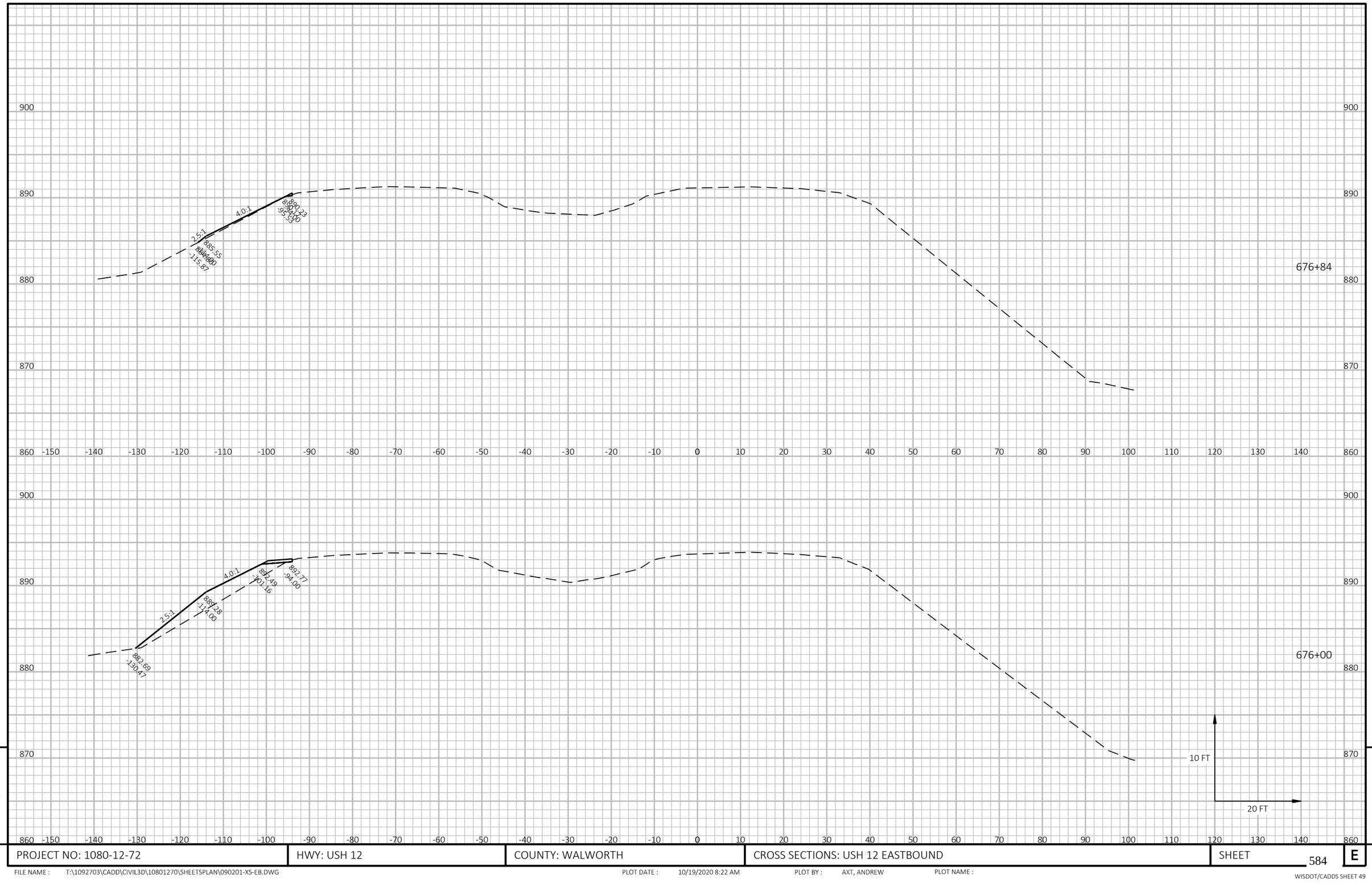
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 583	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 584	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

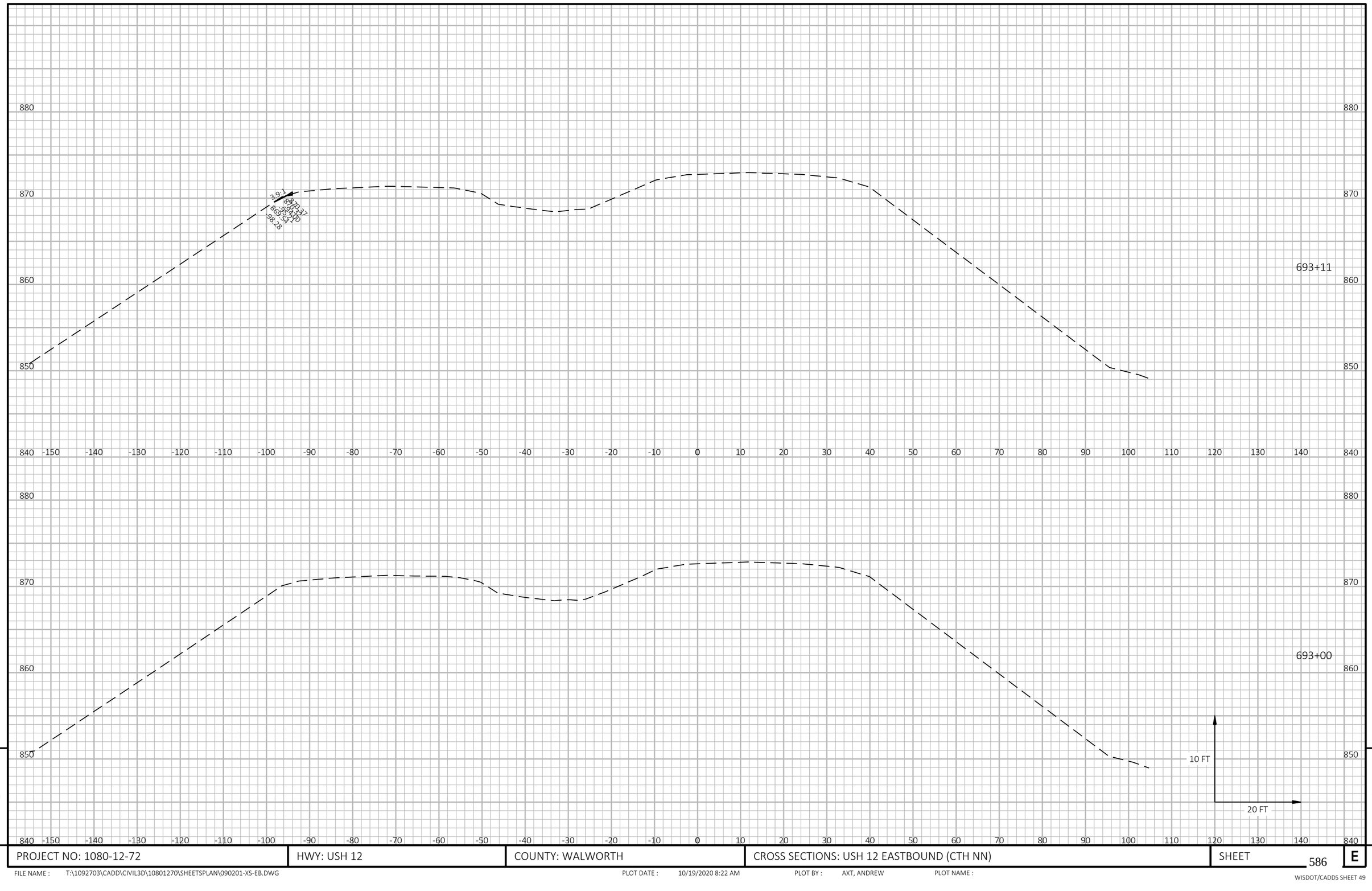
900
890
880
870
860
677+00
10 FT
20 FT
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

9

9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND	SHEET 585	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :



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9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 586	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

880
870
860
850 -150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

871.33
870.93
870.93
869.42

694+00

871.01
870.93
870.93
867.09

865.68
862.20

693+71

END BEAMGUARD

10 FT

20 FT

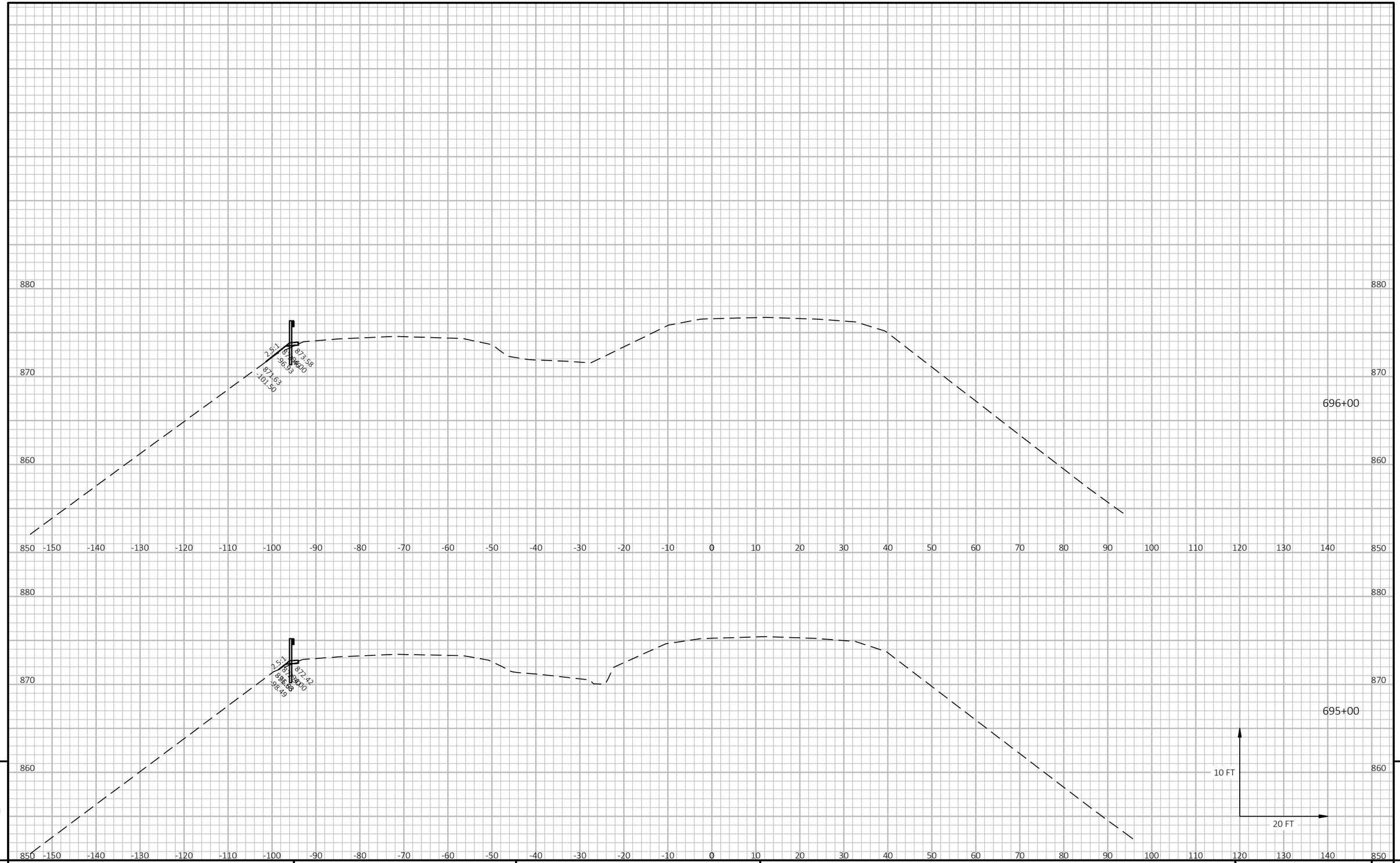
9

9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 587	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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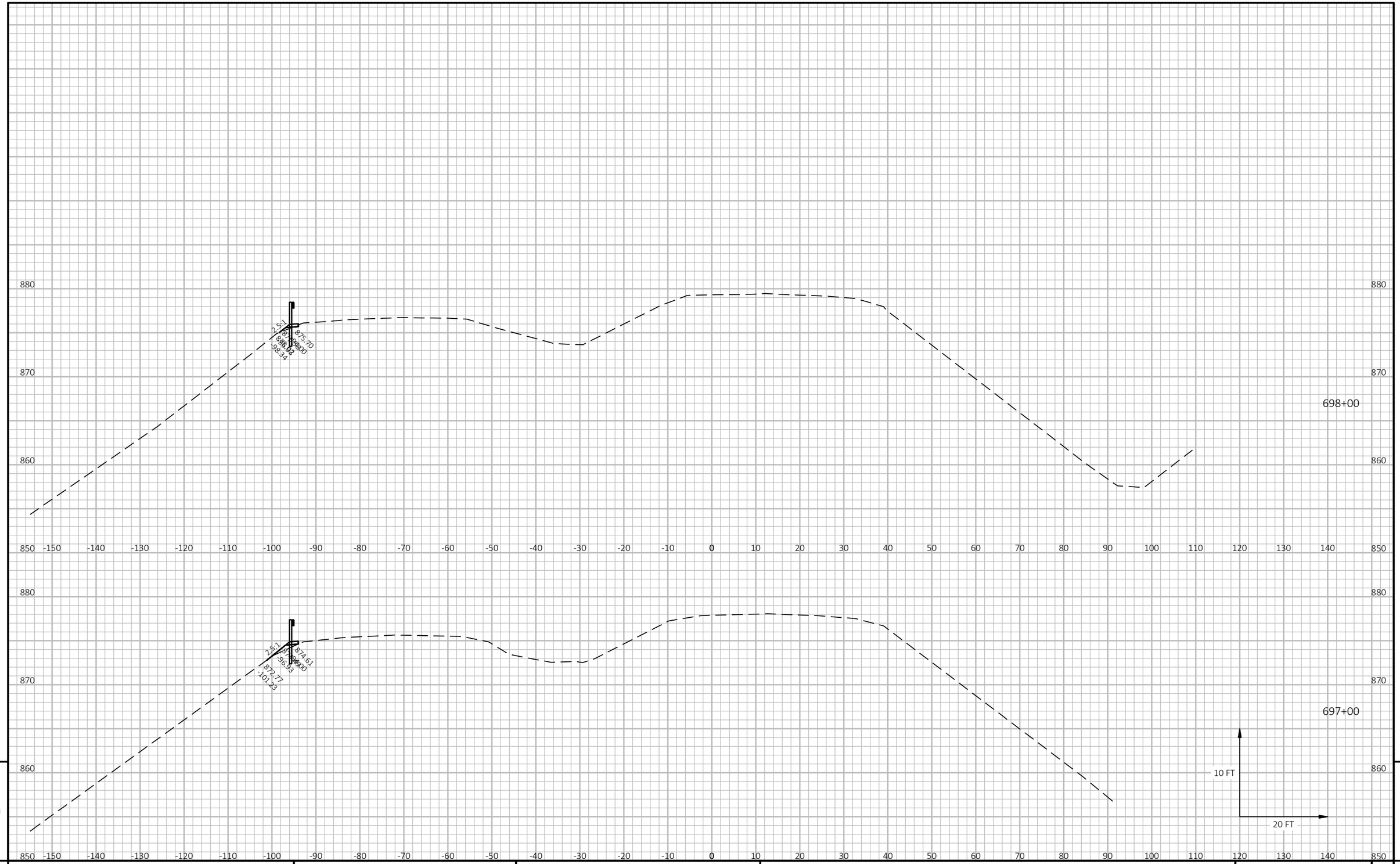
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 588	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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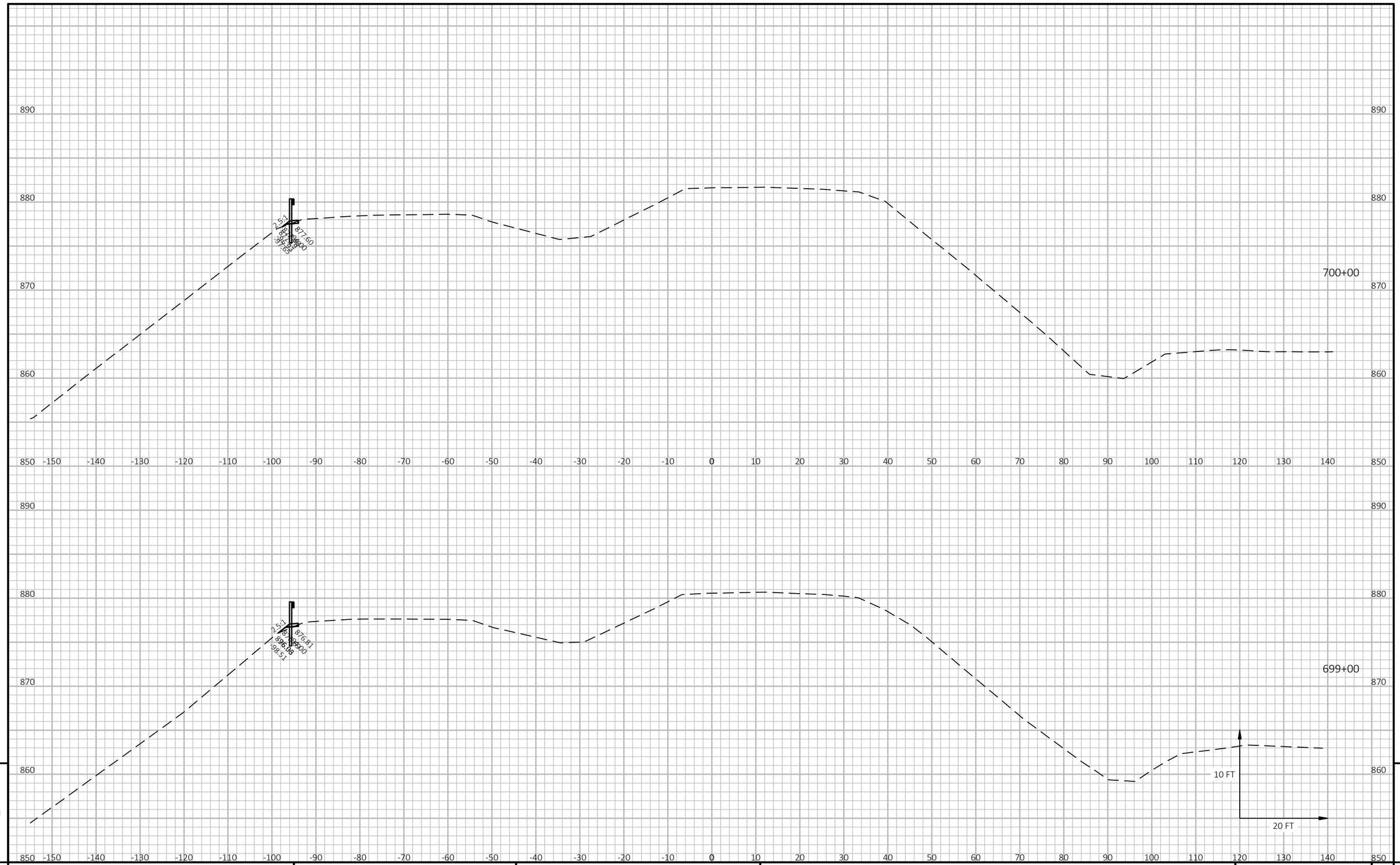
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 589	E



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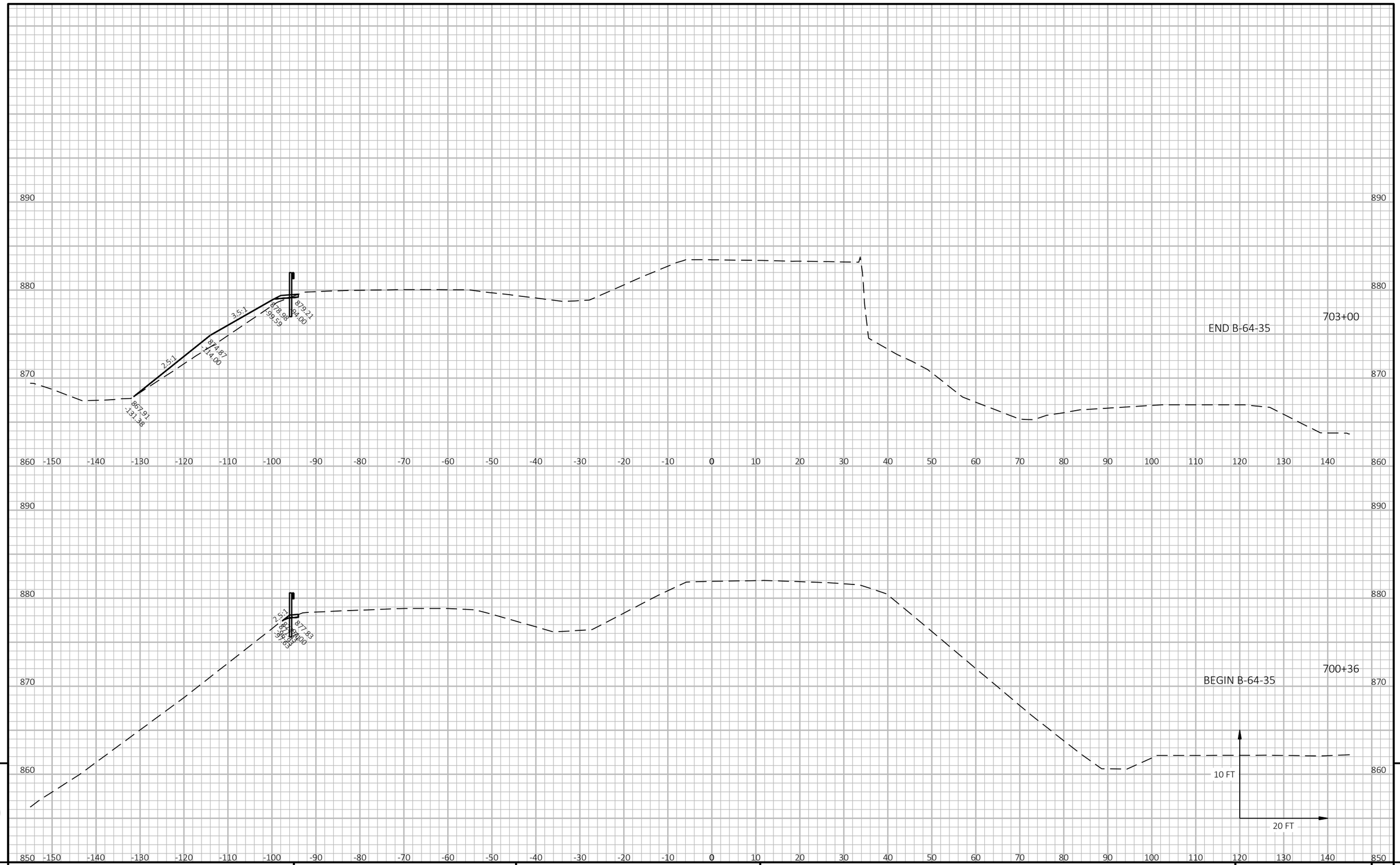
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 590	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

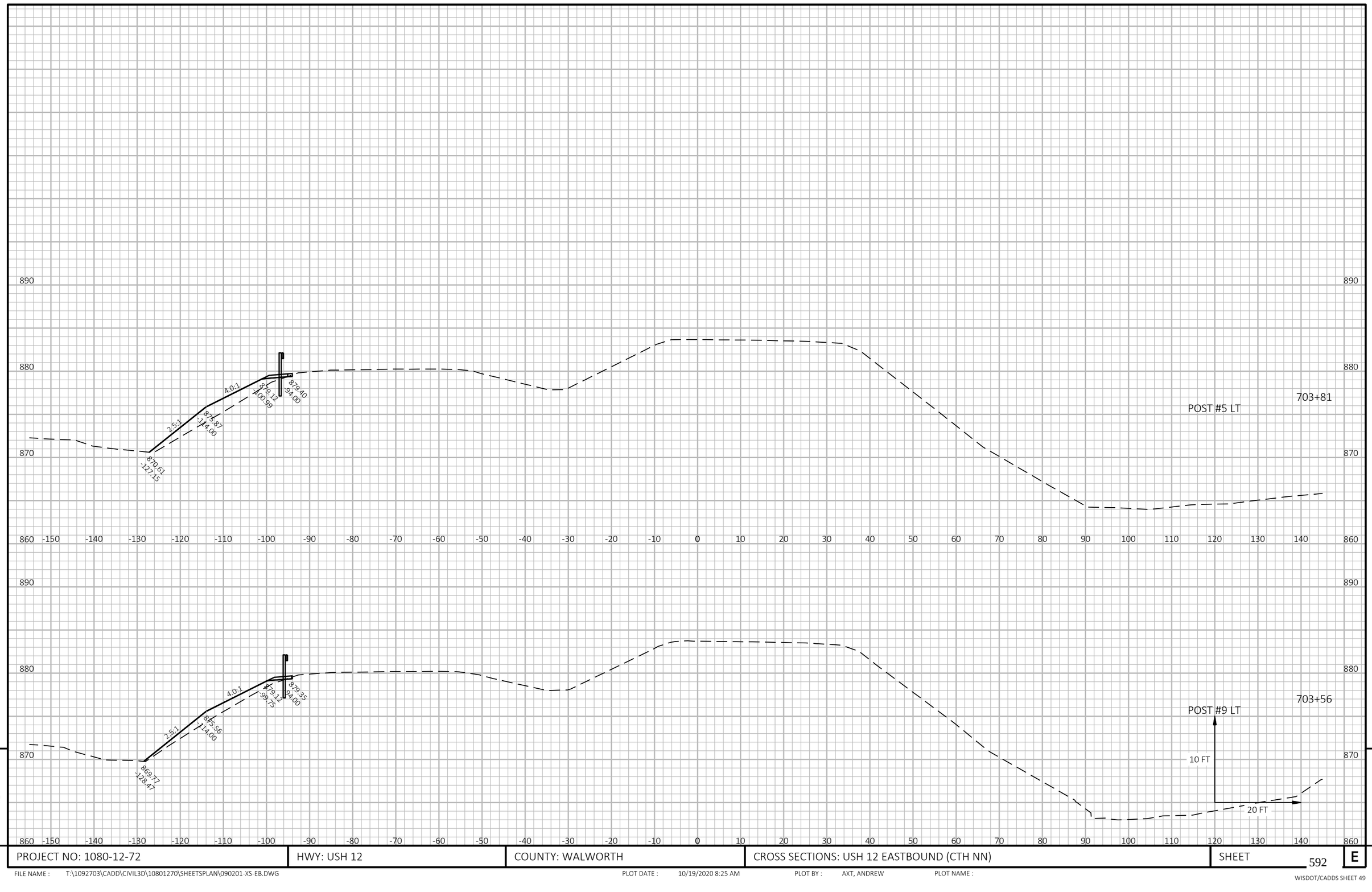
WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 591 E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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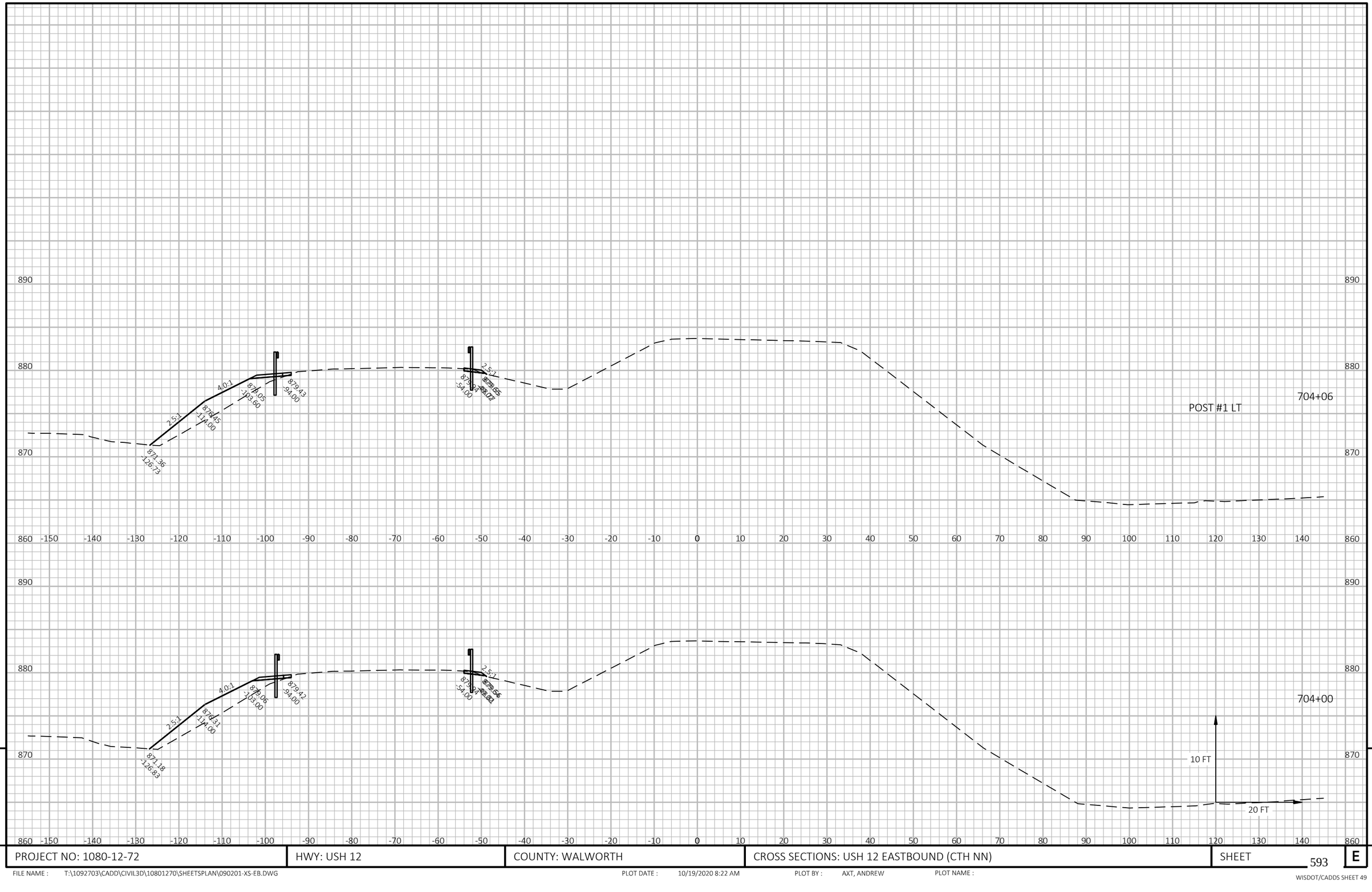
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 592	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:25 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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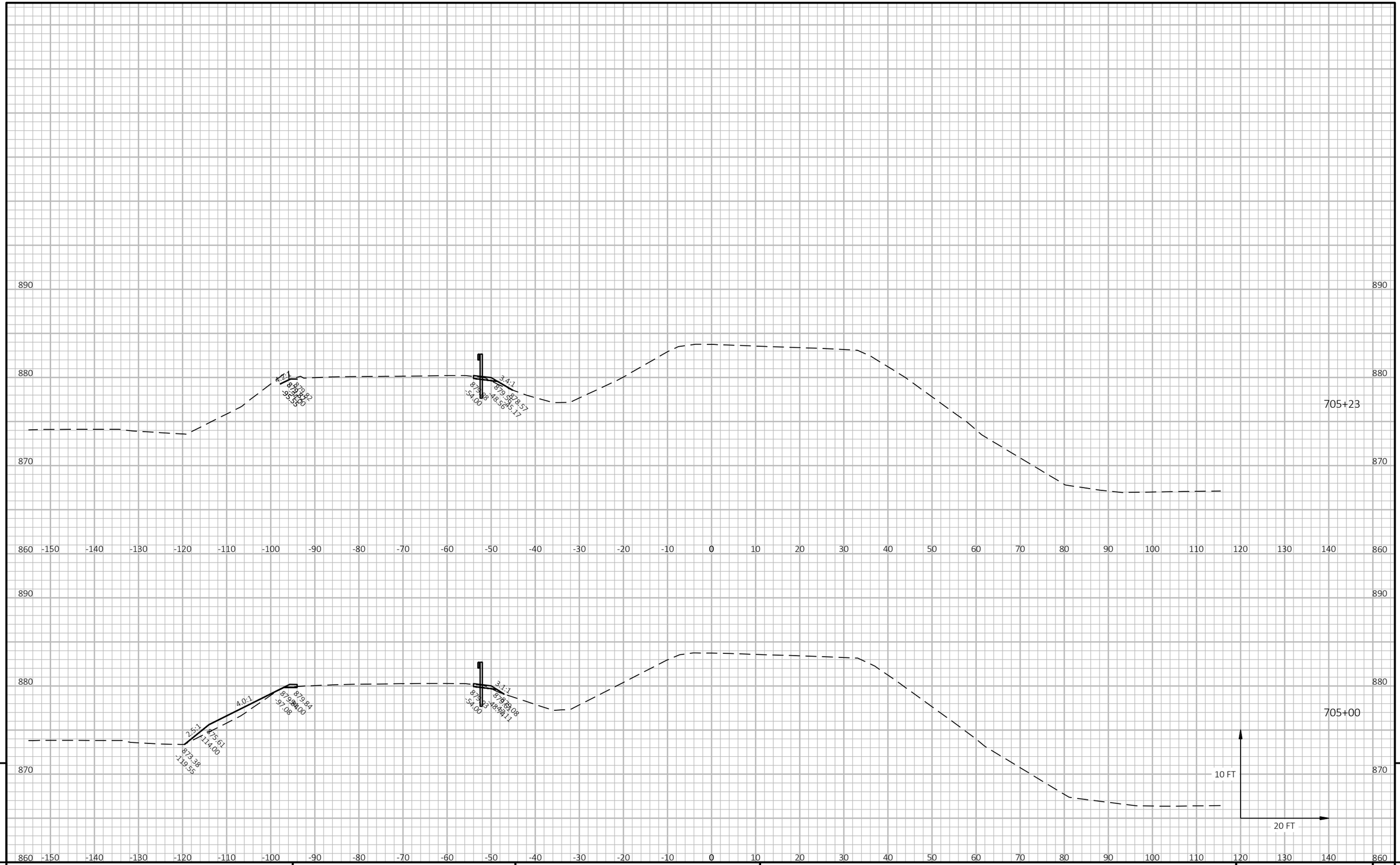
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 593	E

9

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

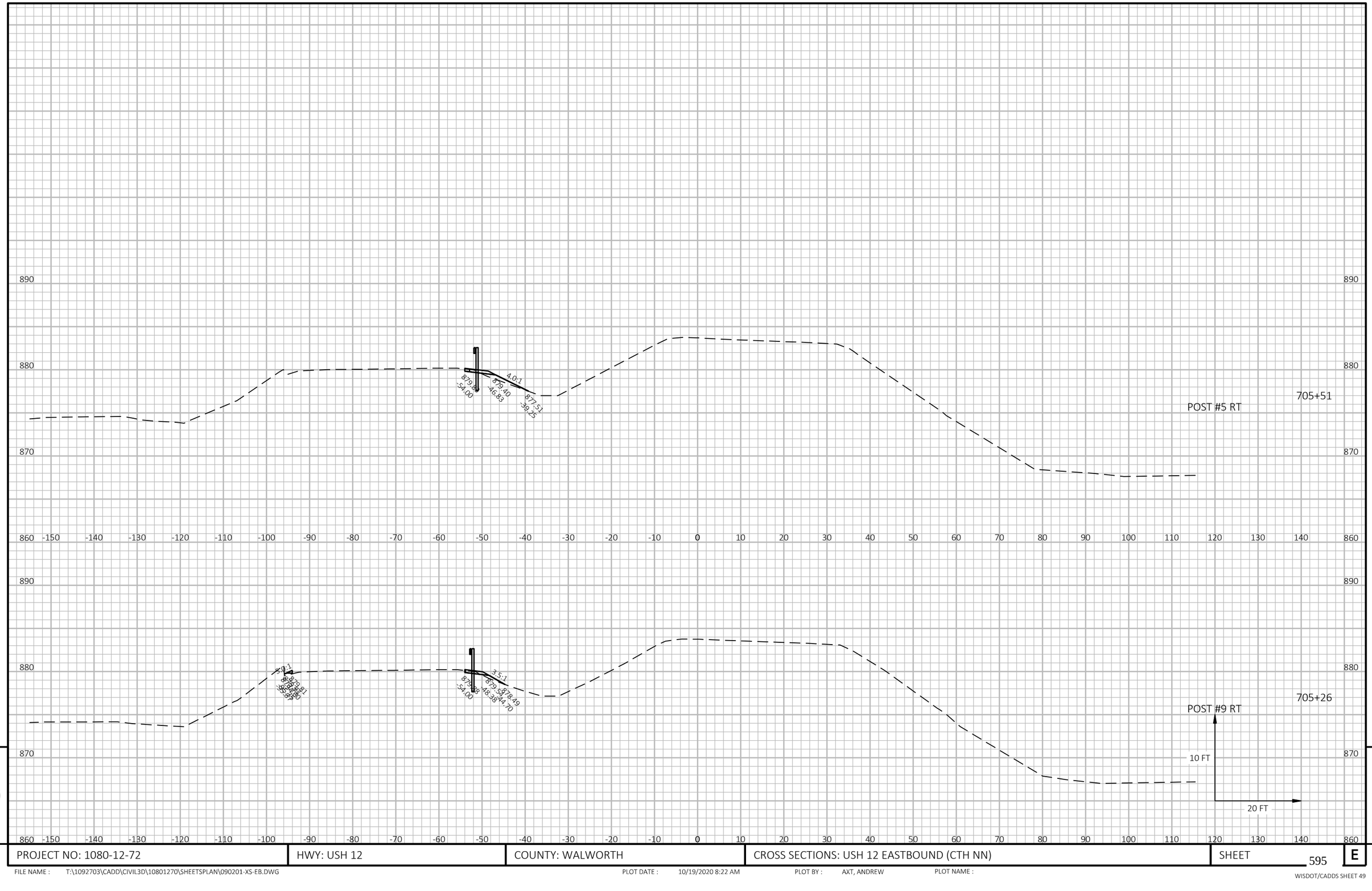
WISDOT/CADDS SHEET 49



9	PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 594 E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 595	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:22 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

706+97

706+00

705+76

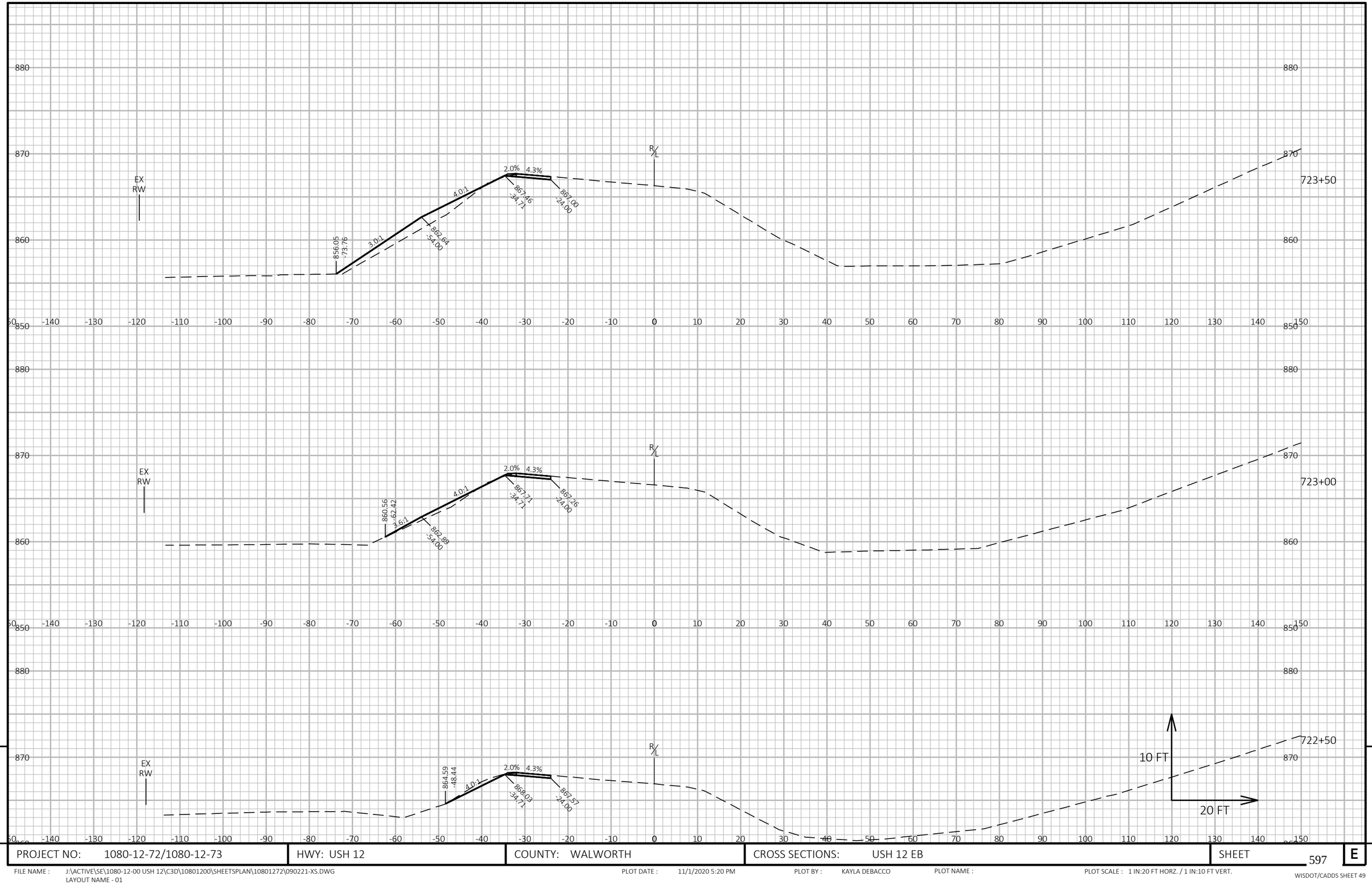
POST #1 RT

10 FT

20 FT

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (CTH NN)	SHEET 596	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:23 AM PLOT BY : AXT, ANDREW PLOT NAME :



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 597	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090221-XS.DWG
LAYOUT NAME - 01

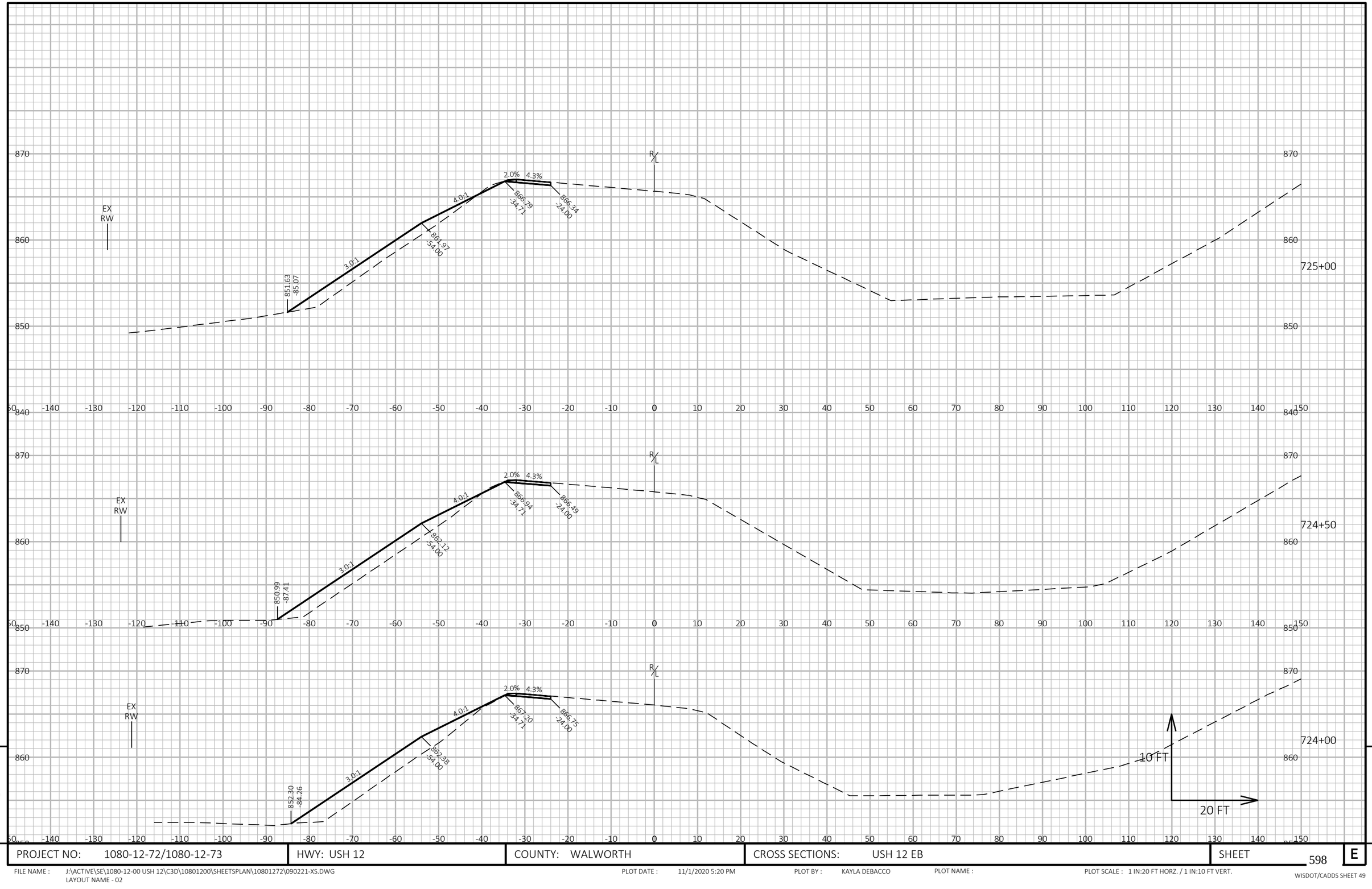
PLOT DATE : 11/1/2020 5:20 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

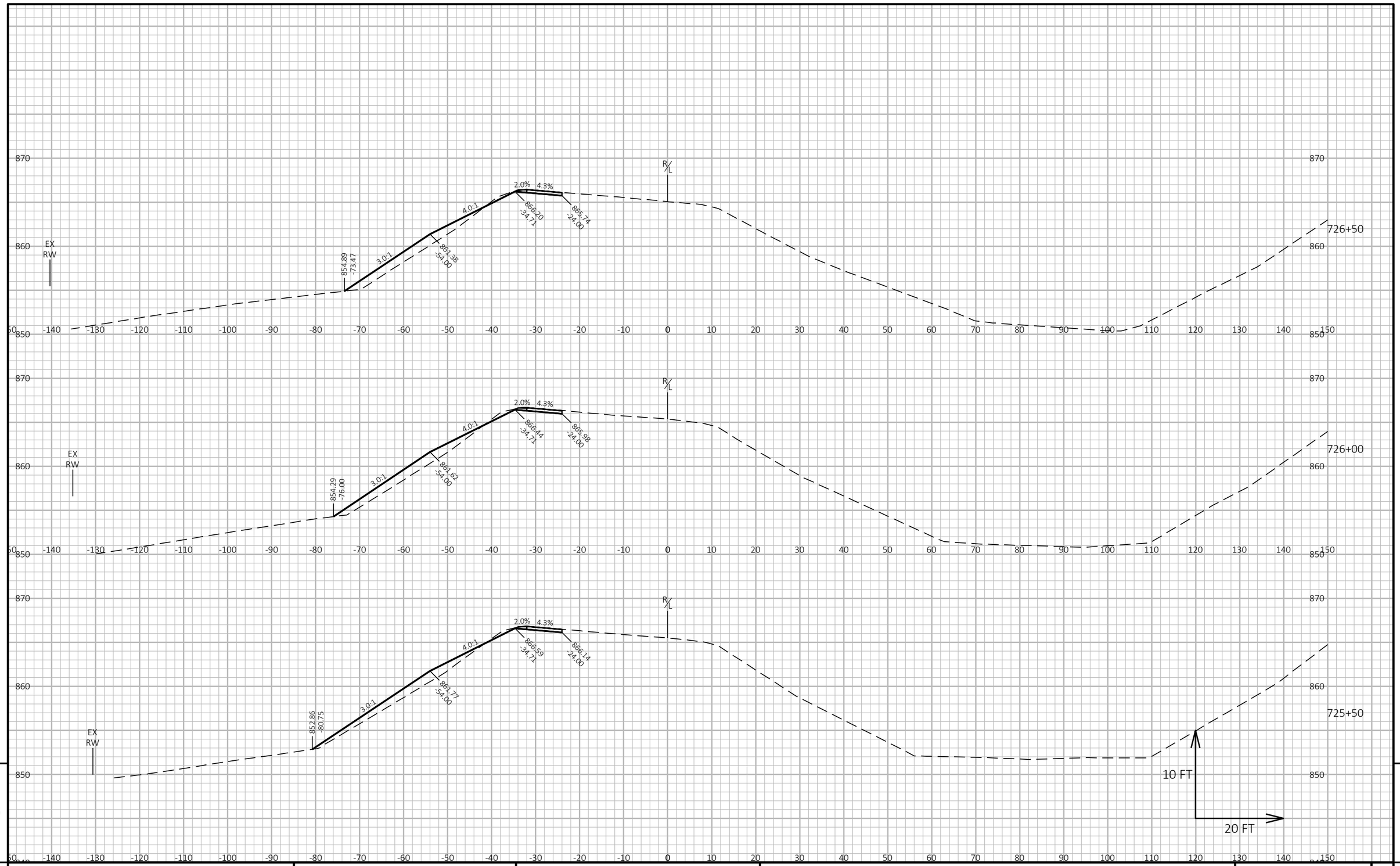


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 598	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090221-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:20 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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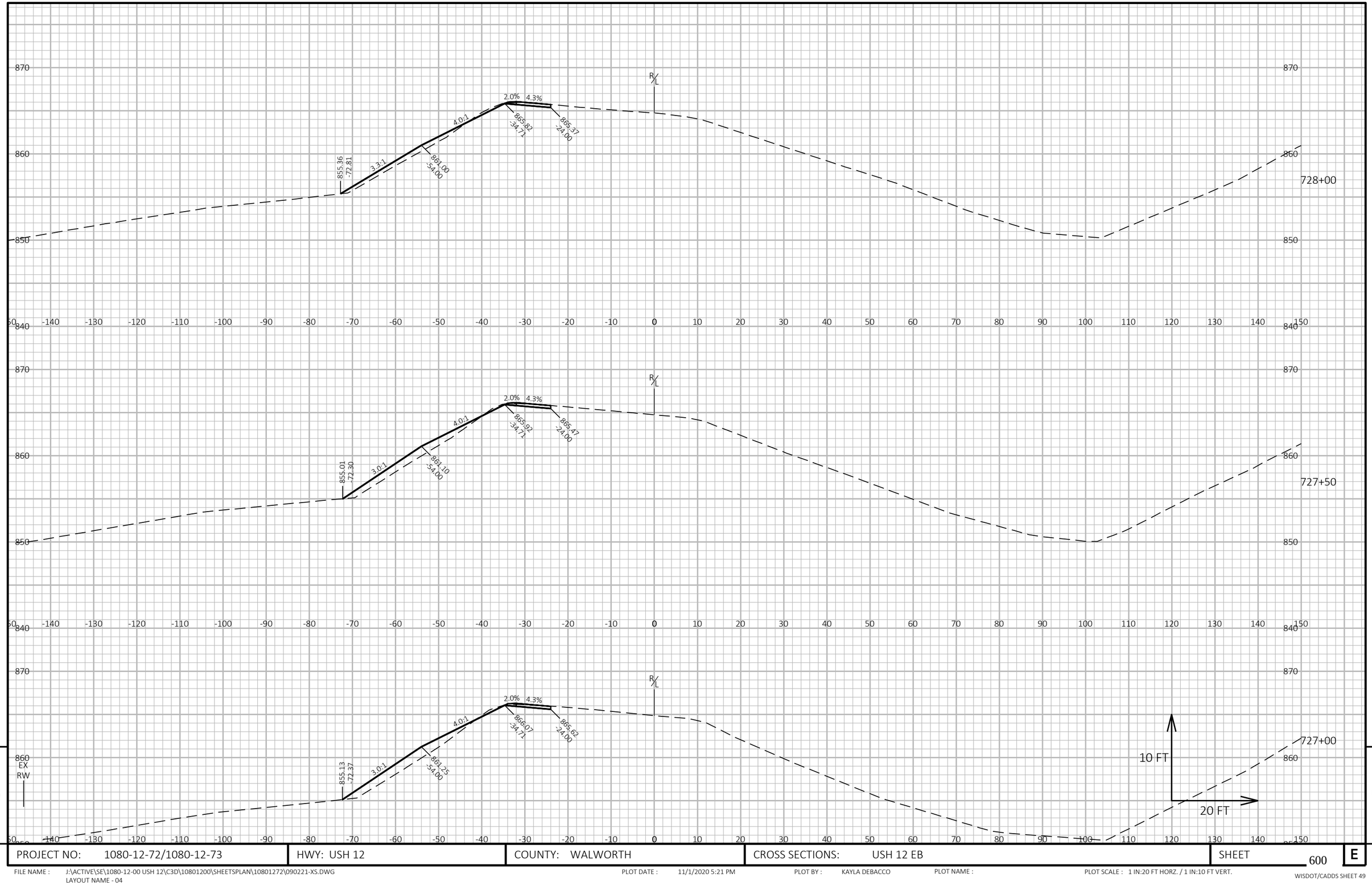
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 599	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090221-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:20 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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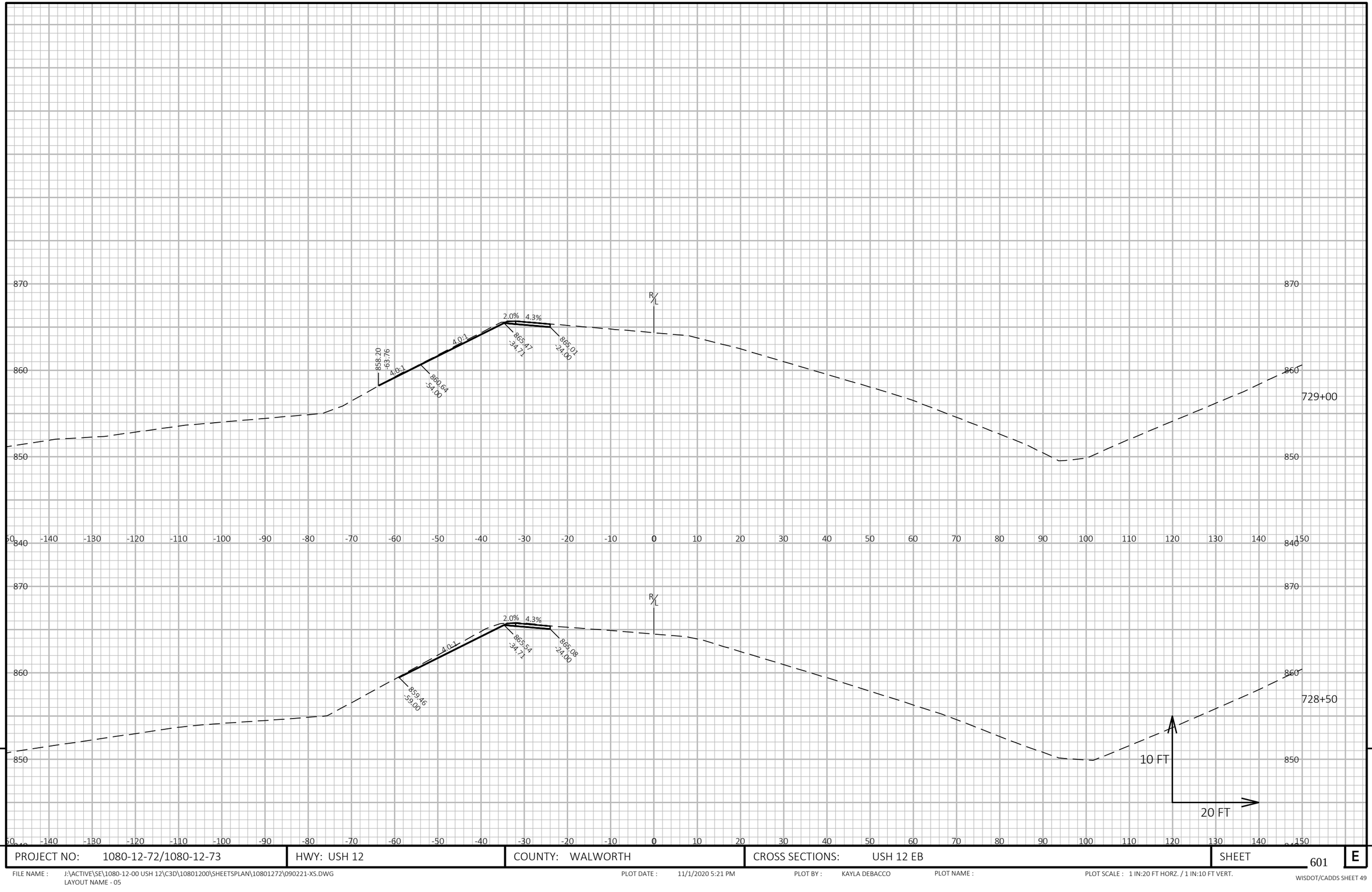
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 600	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090221-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 5:21 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

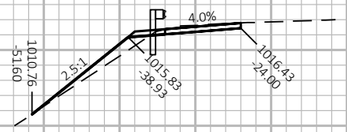
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 601	E

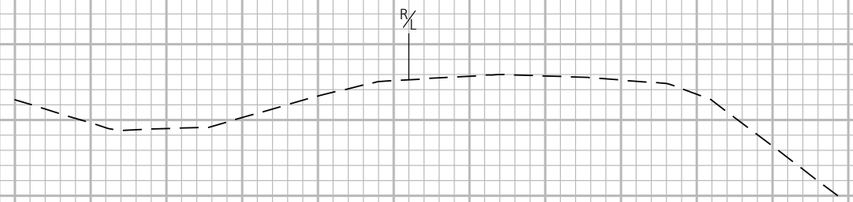
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090221-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2020 5:21 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

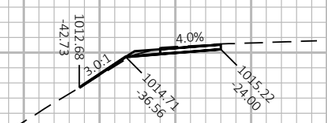
WISDOT/CADDS SHEET 49

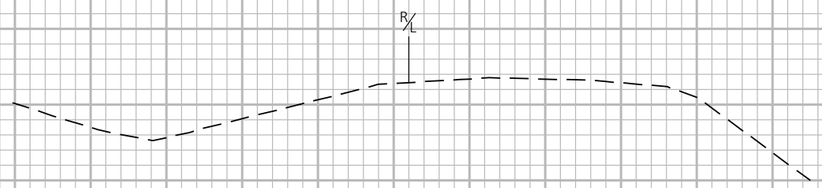
914+00



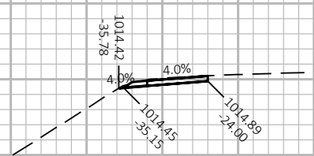


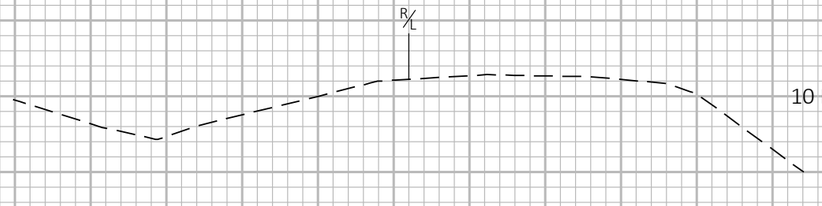
913+50





913+36





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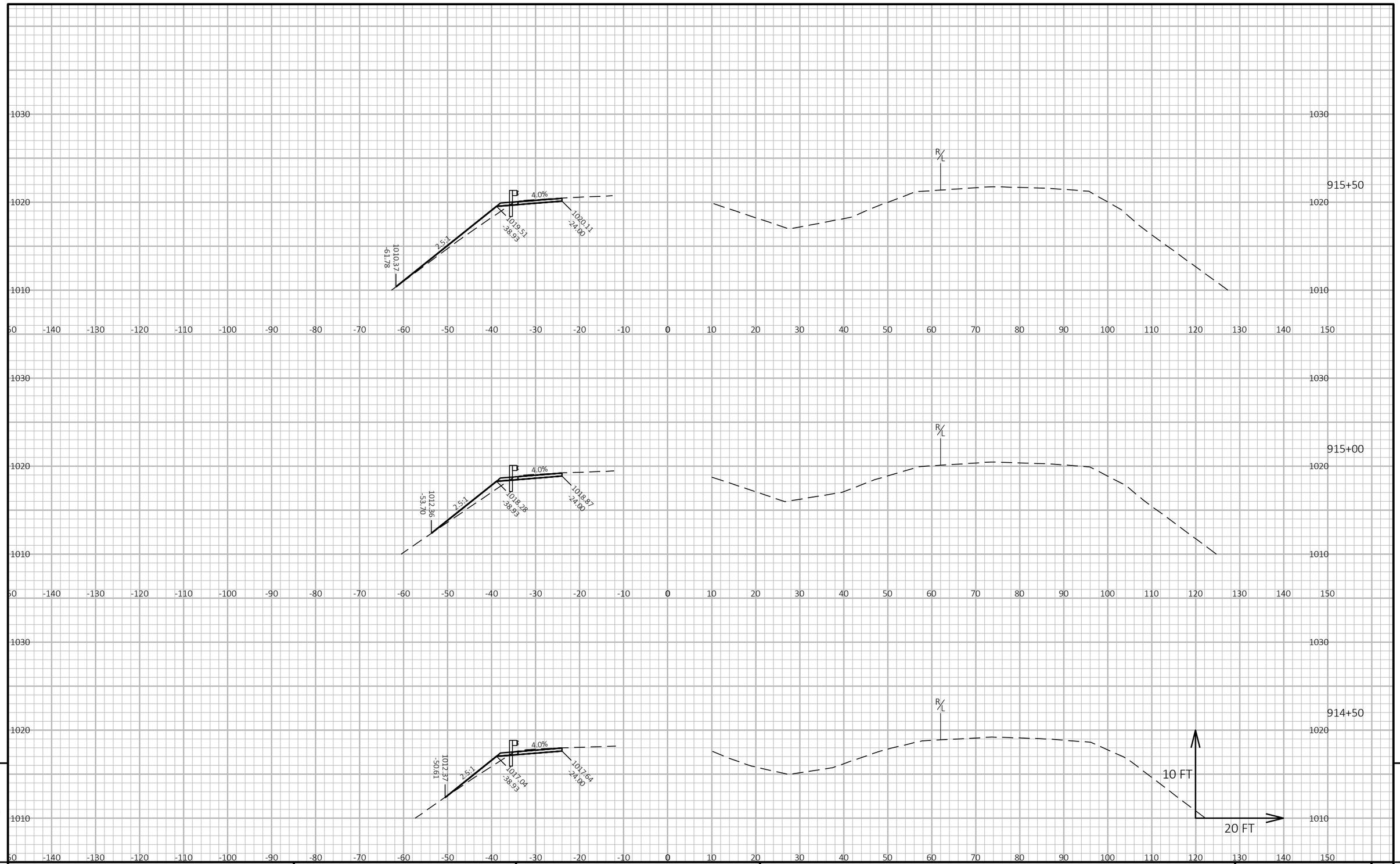
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 602	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

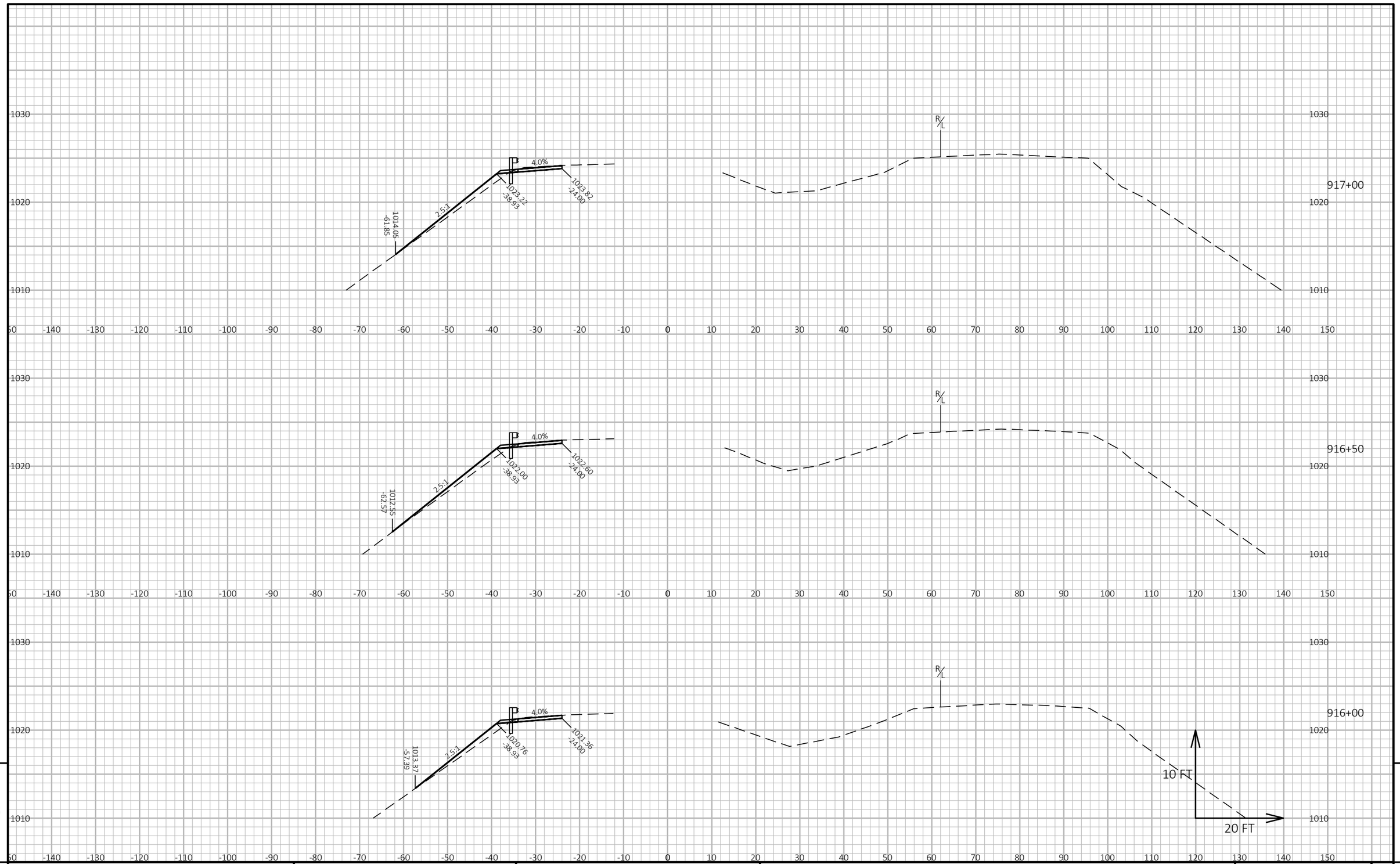


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 603	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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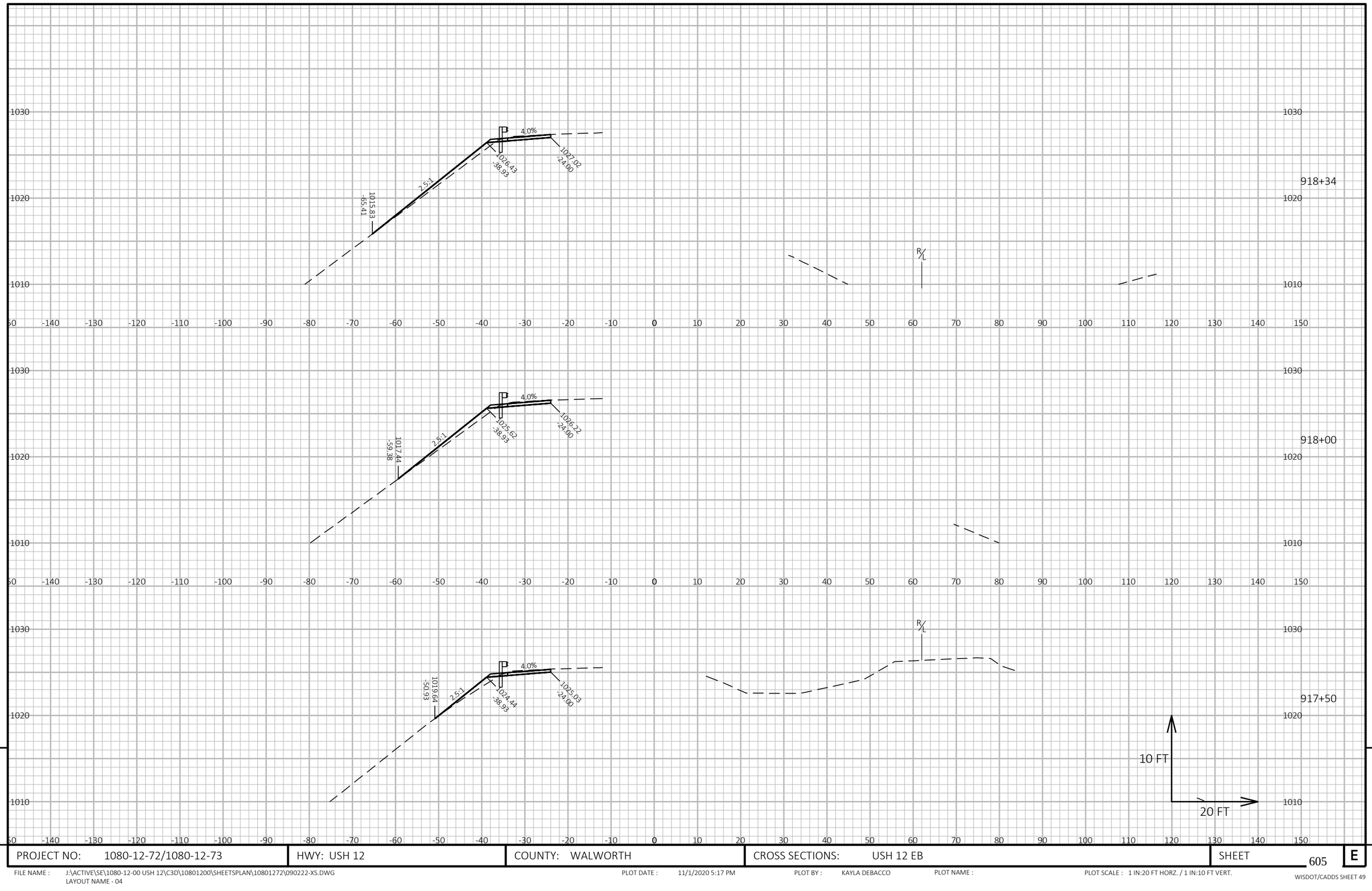
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 604	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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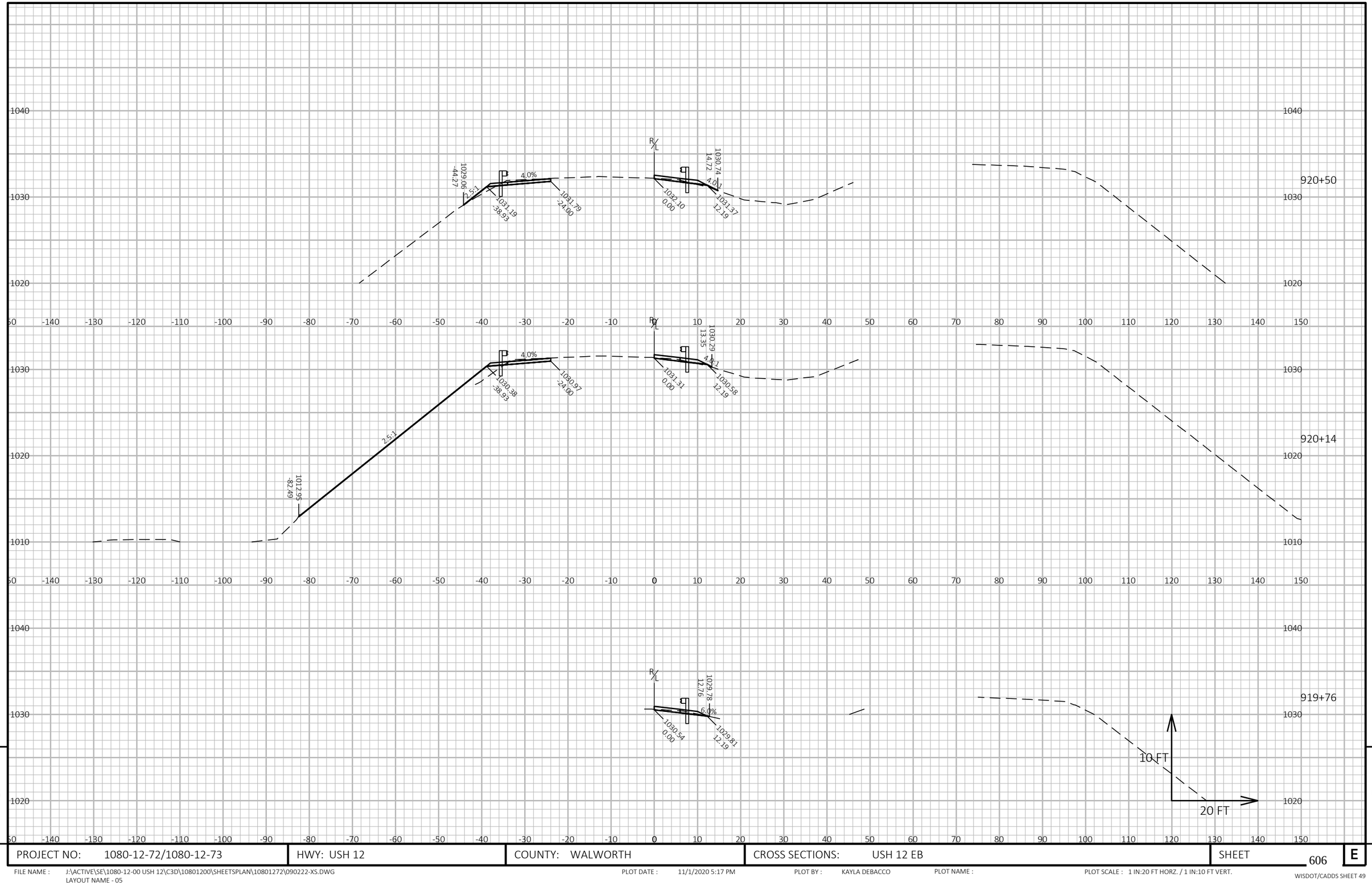
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 605	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

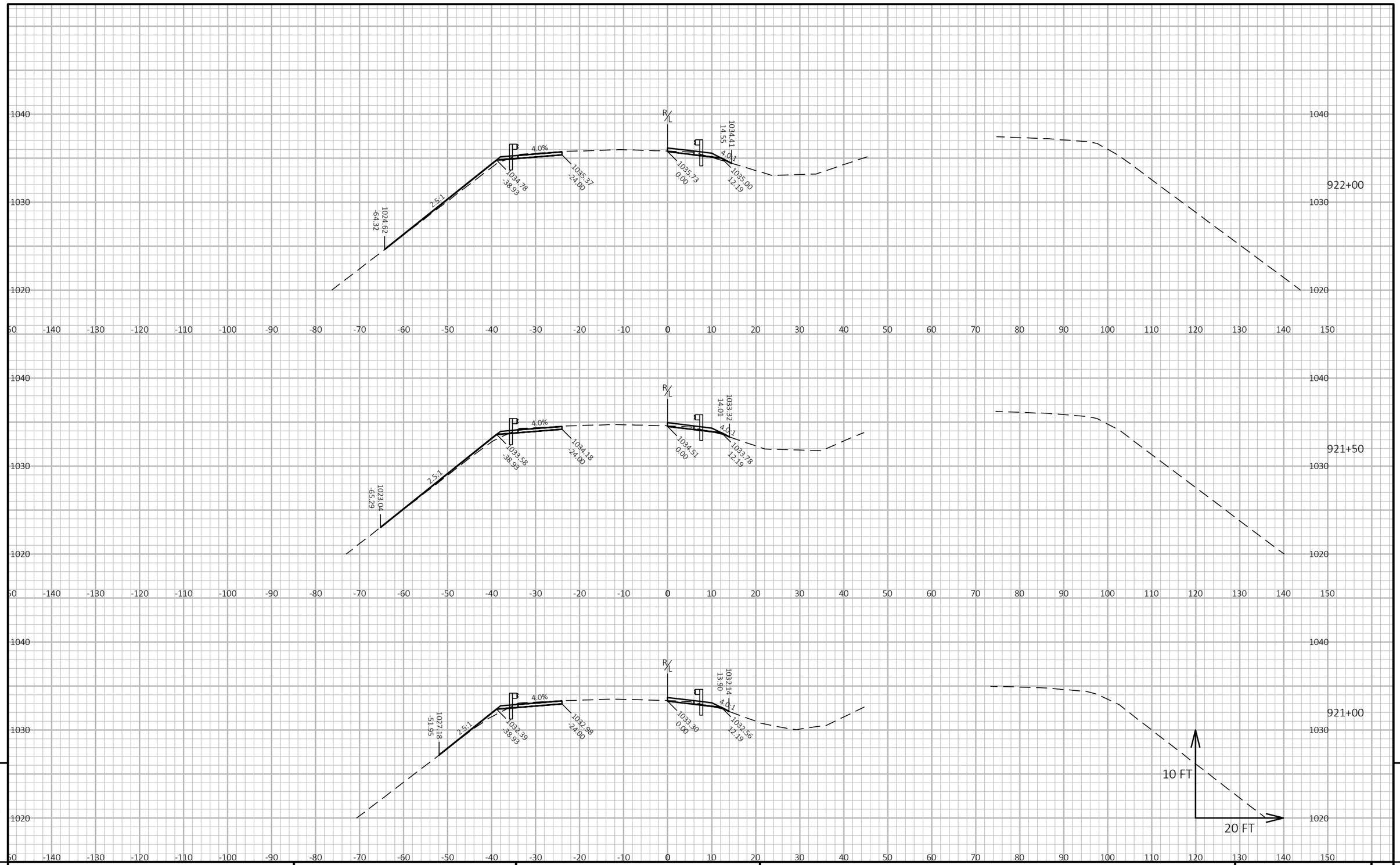


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 606	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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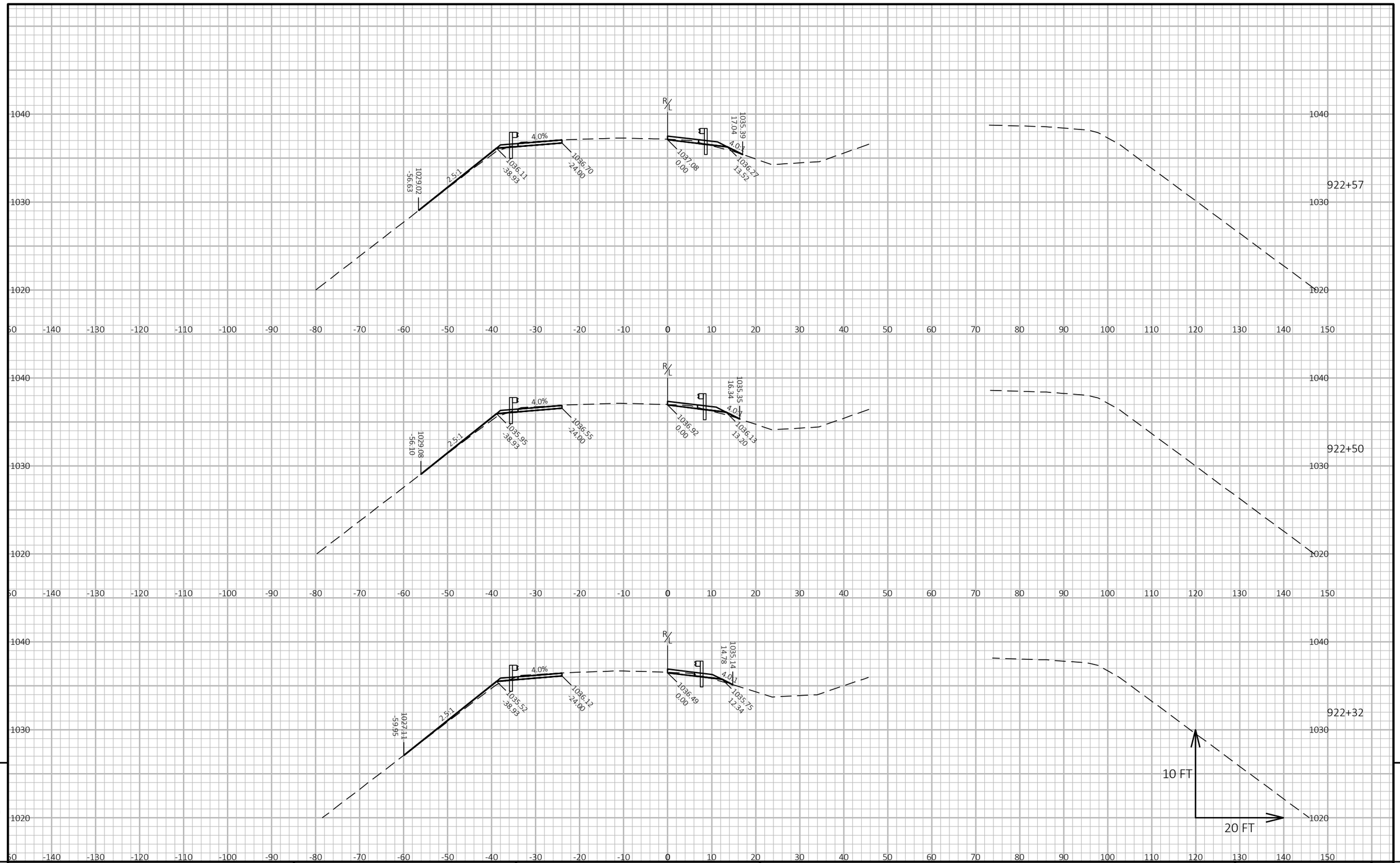
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 607	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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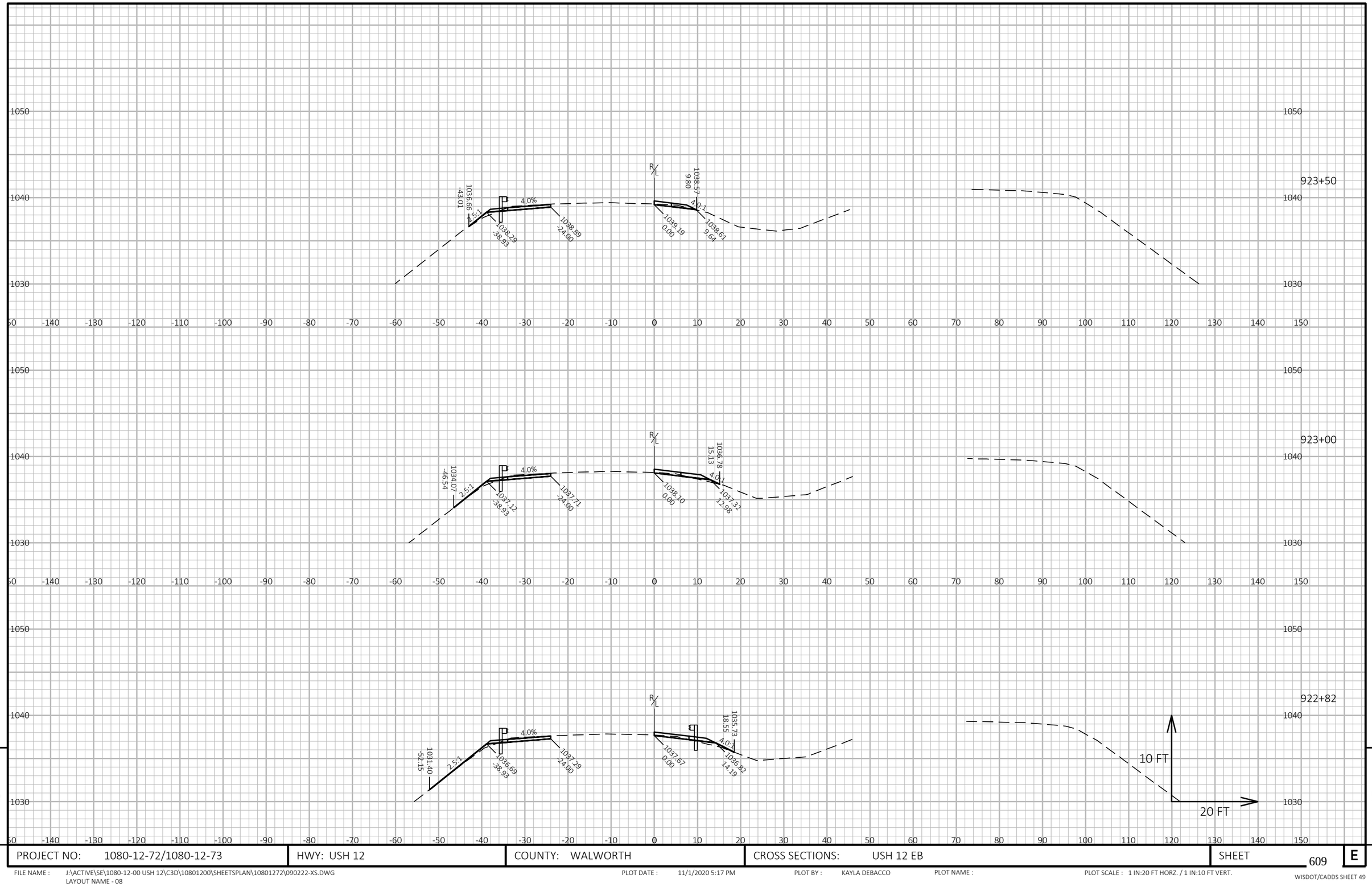
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 608	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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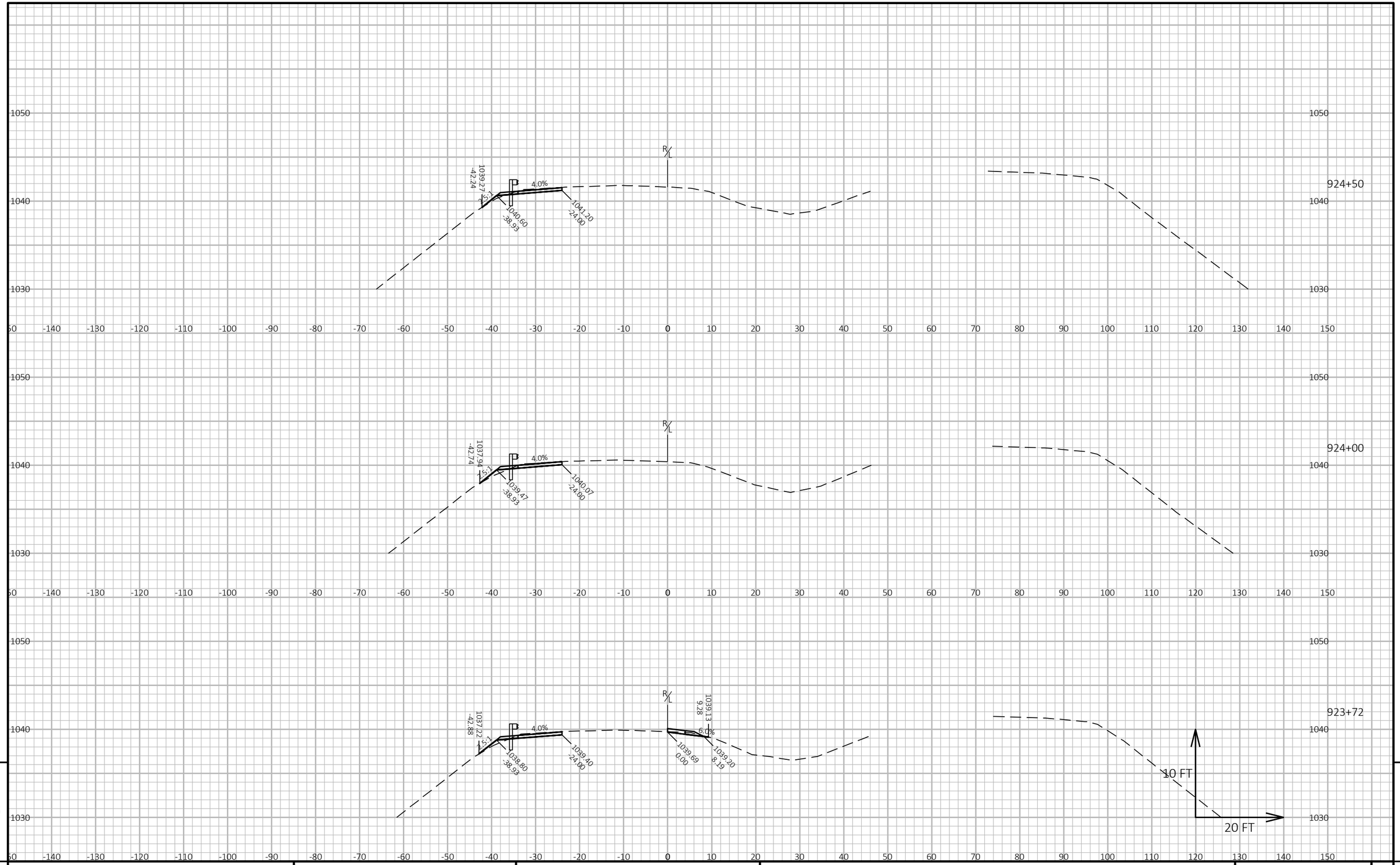
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 609	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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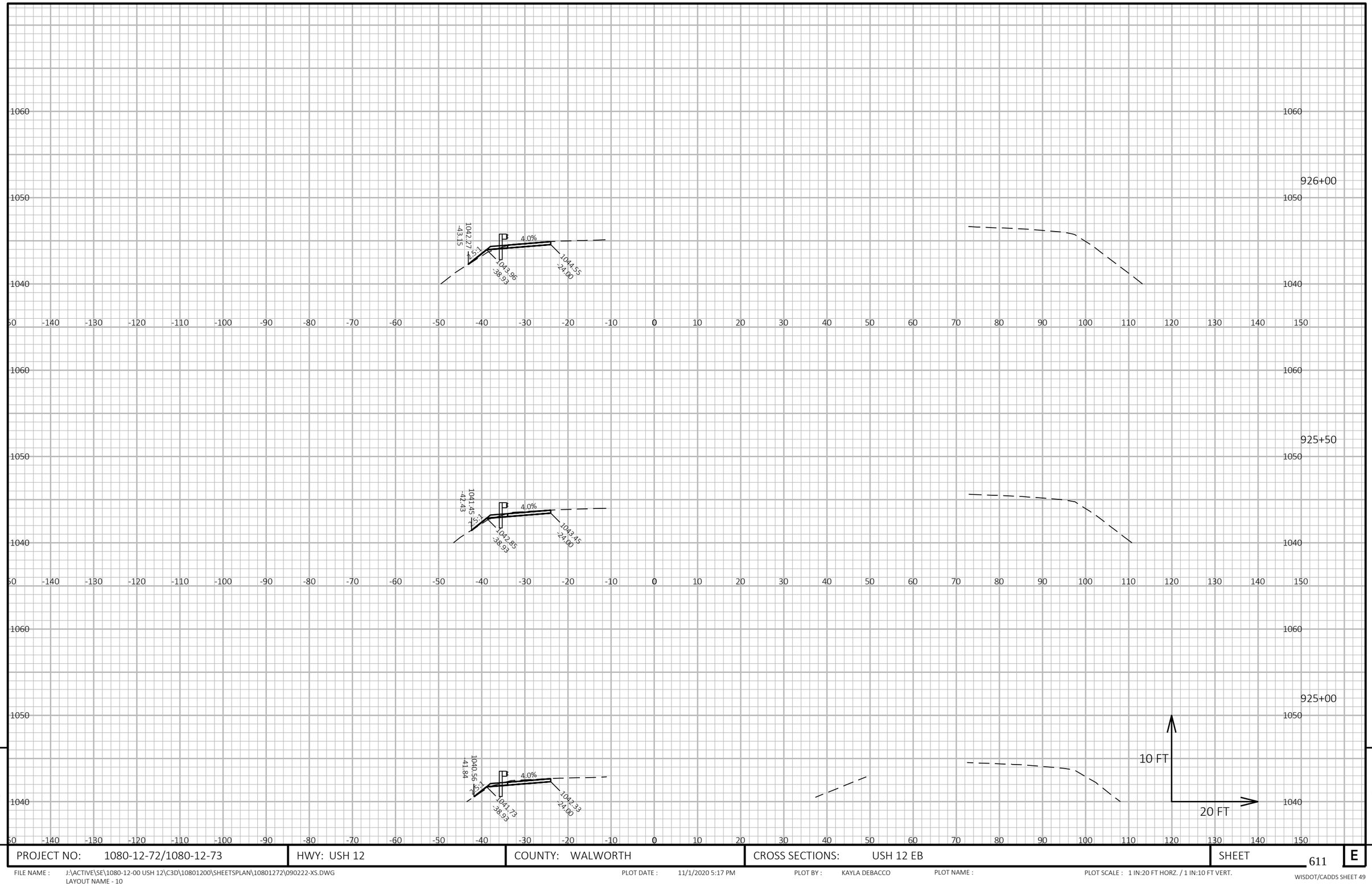
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 610	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO 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: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 611	E

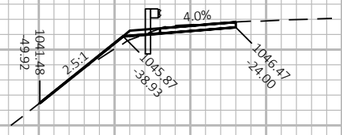
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

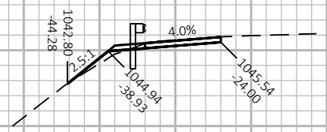
WISDOT/CADDS SHEET 49

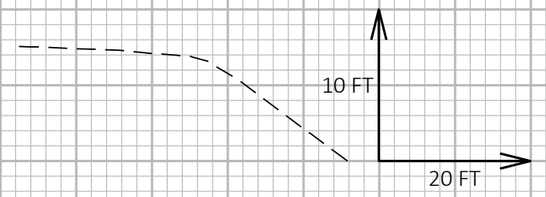
927+50

927+00



926+50



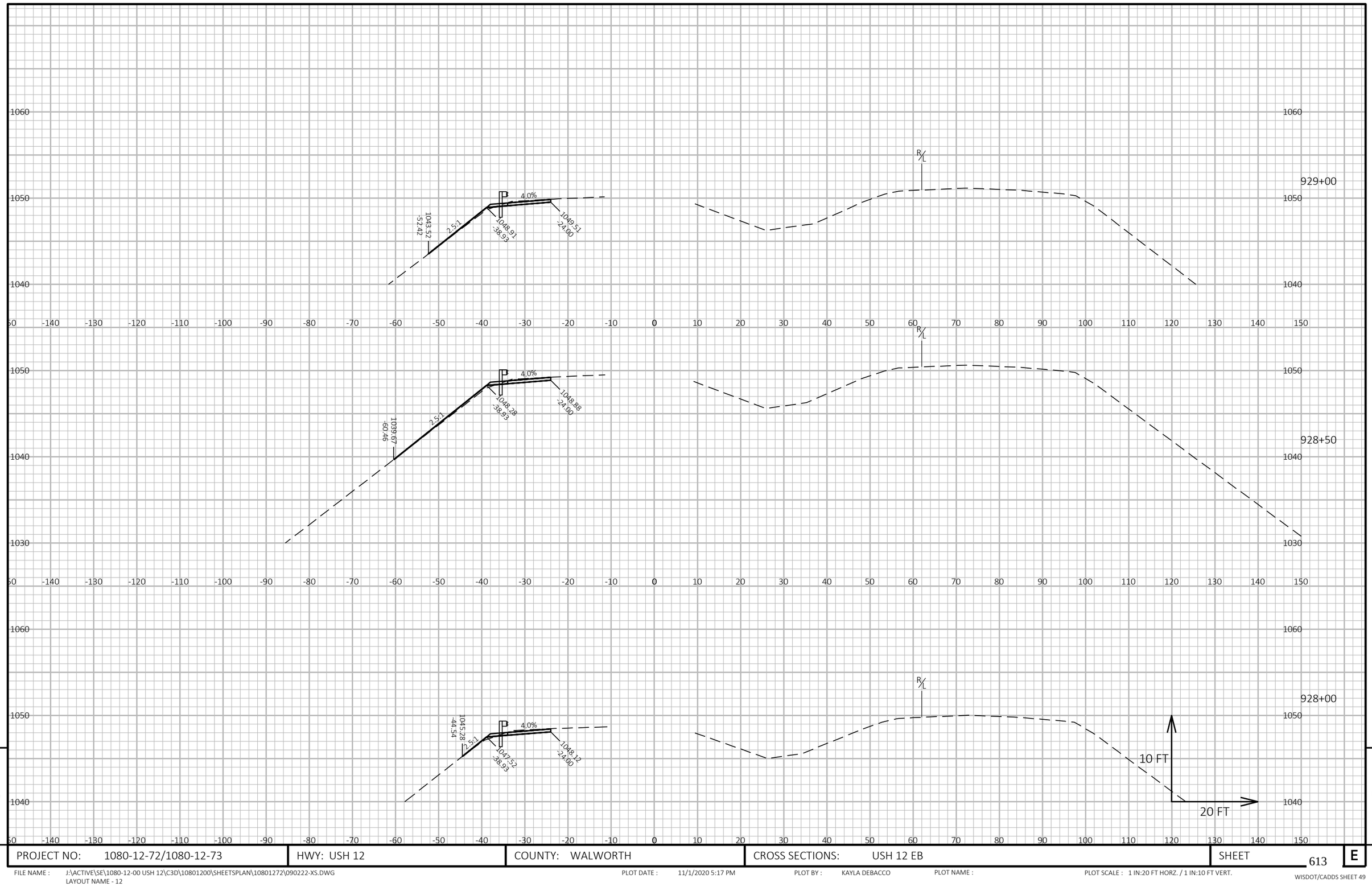


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 612	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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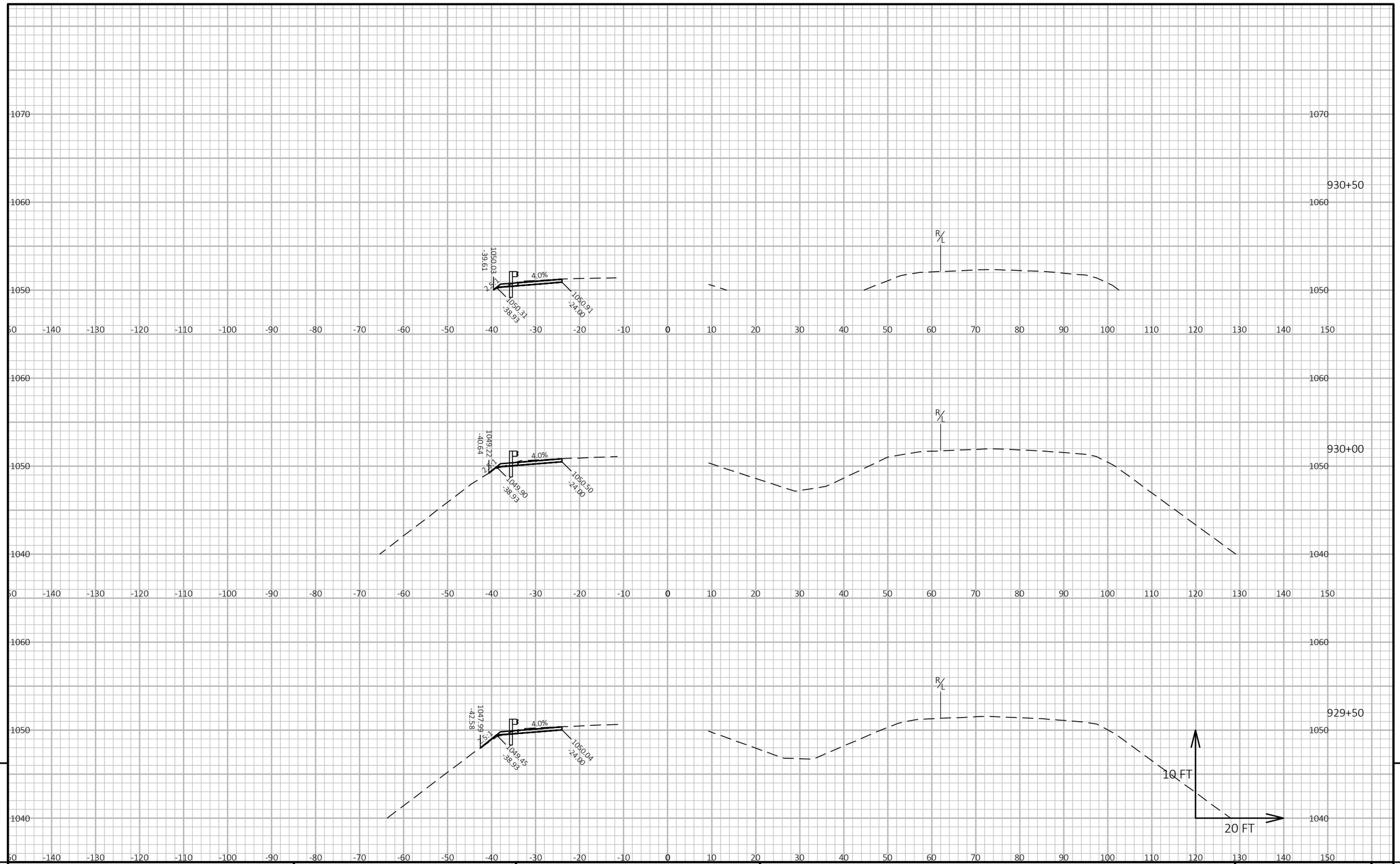
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 613	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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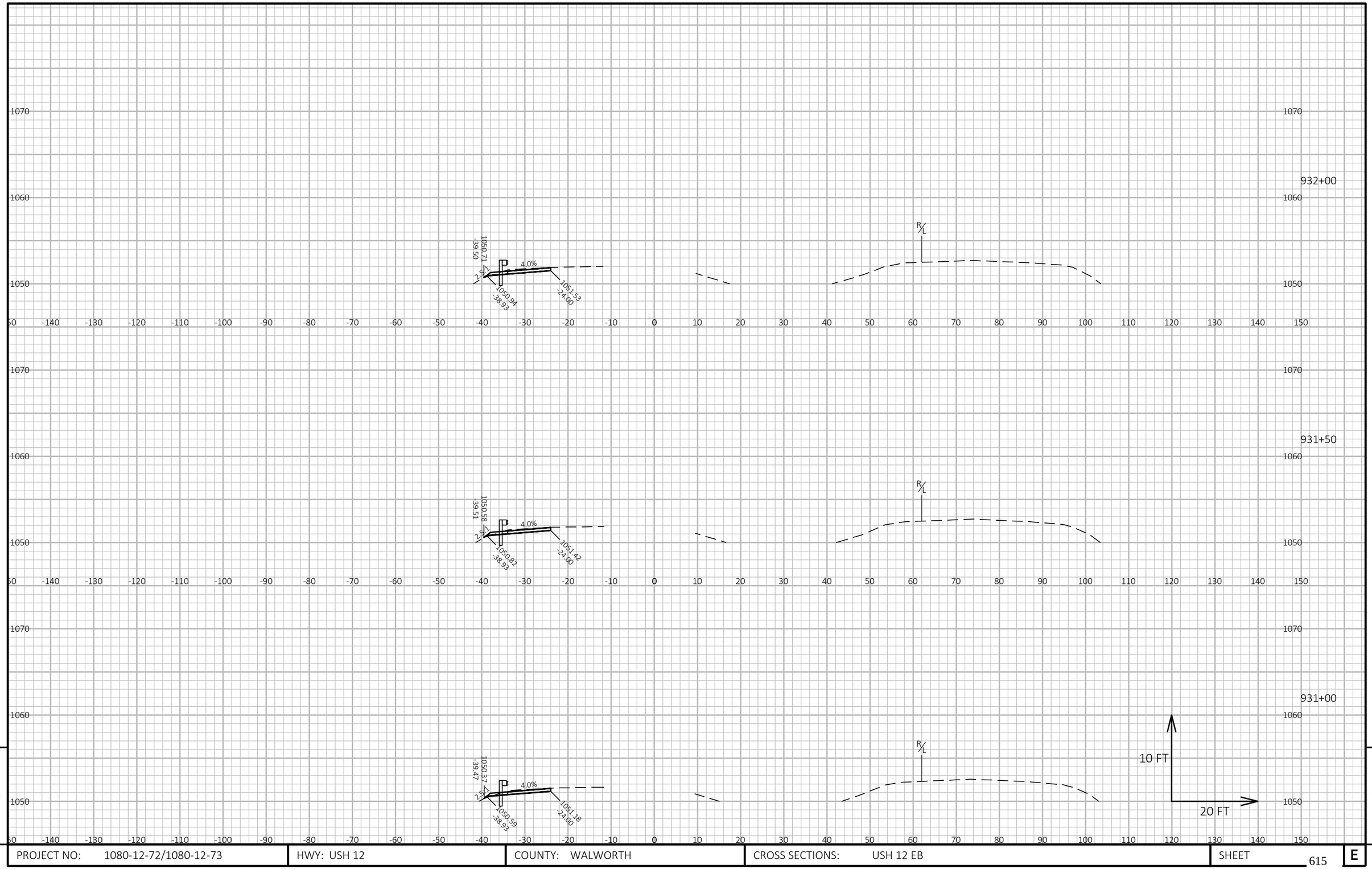
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 614	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 11/1/2020 5:17 PM PLOT BY : KAYLA DEBACCO 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: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 615	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 11/1/2020 5:17 PM

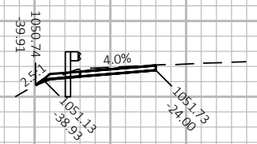
PLOT BY : KAYLA DEBACCO

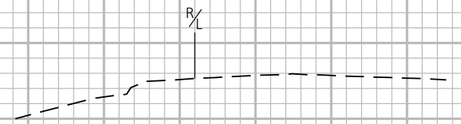
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

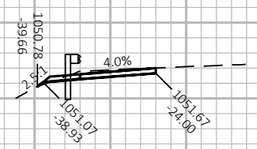
WISDOT/CADDS SHEET 49

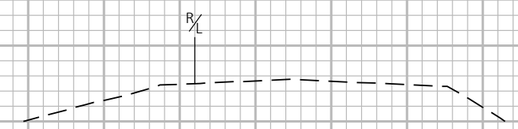
933+50



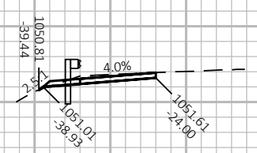


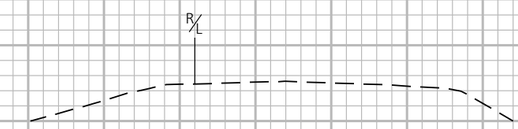
933+00

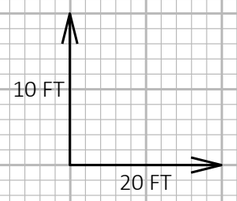




932+50





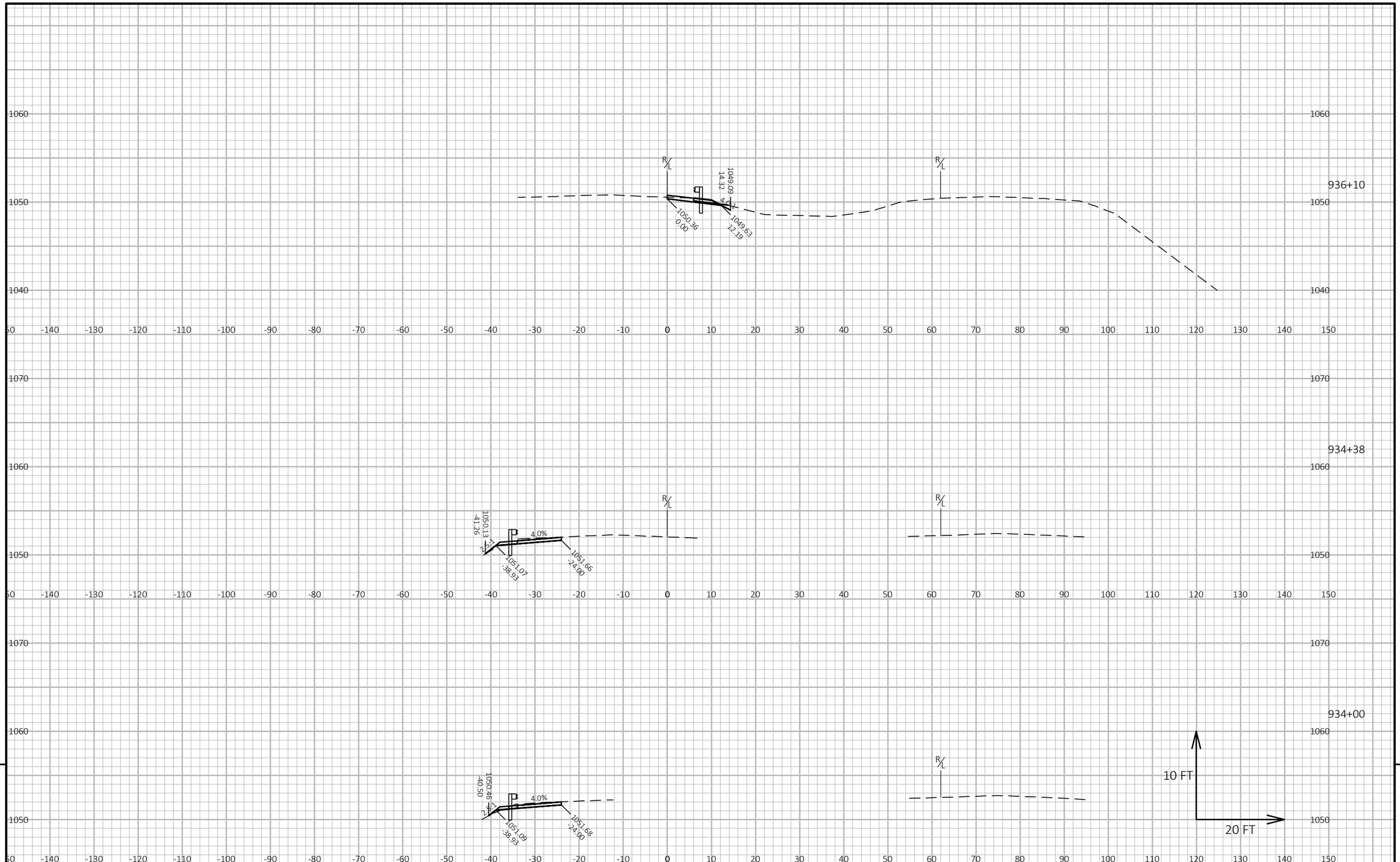


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 616 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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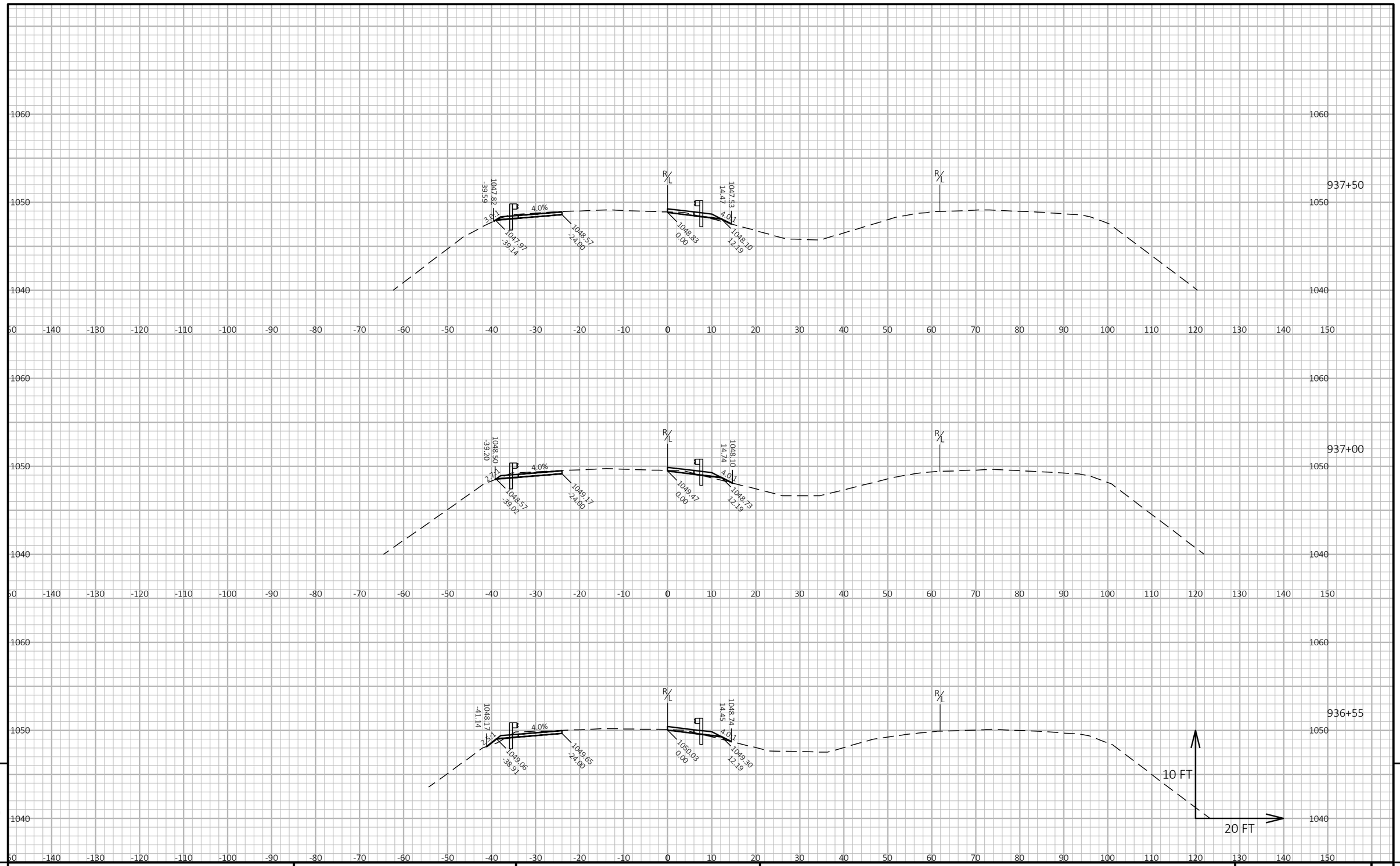
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 617	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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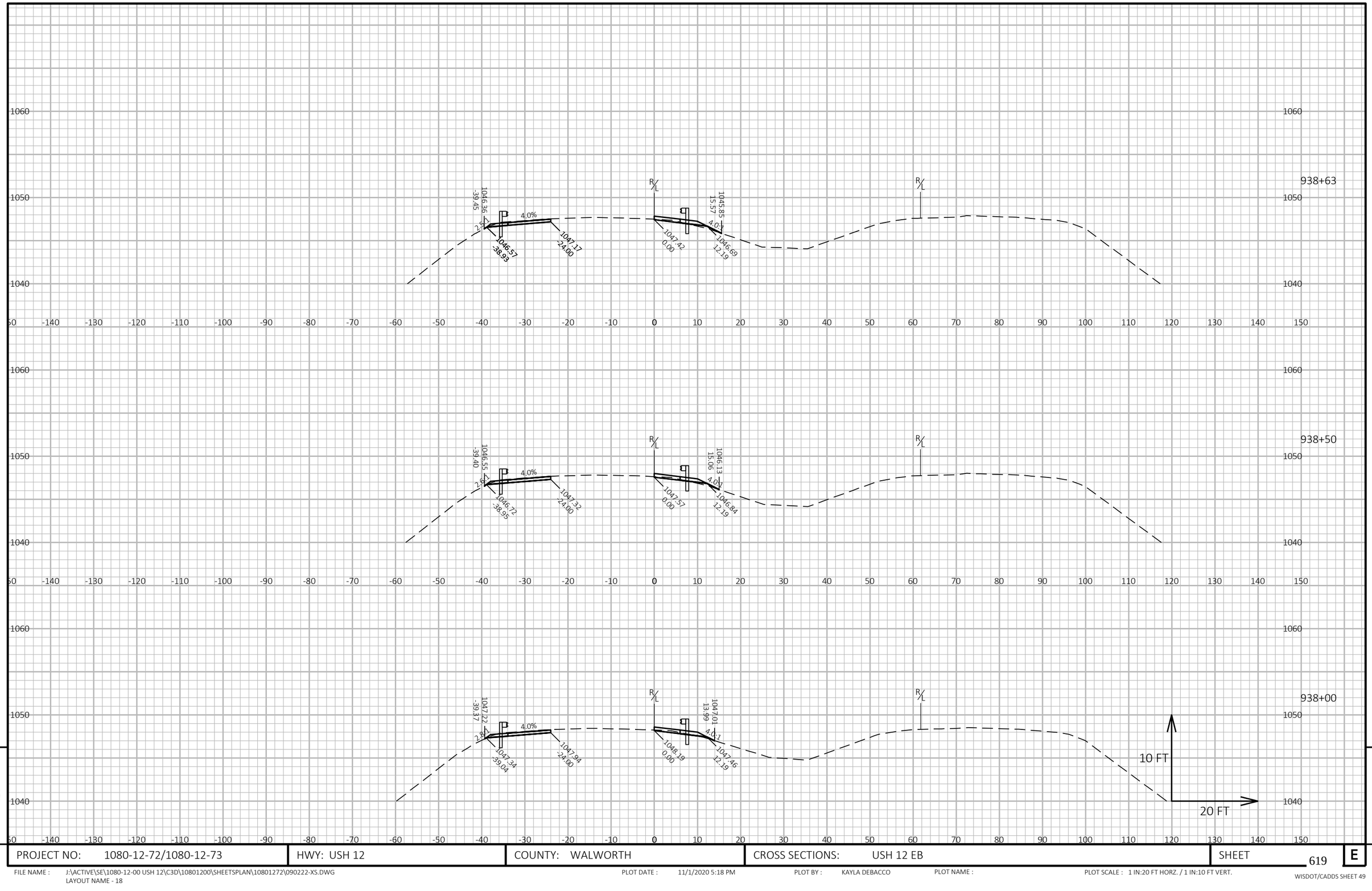
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 618	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 619	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 18

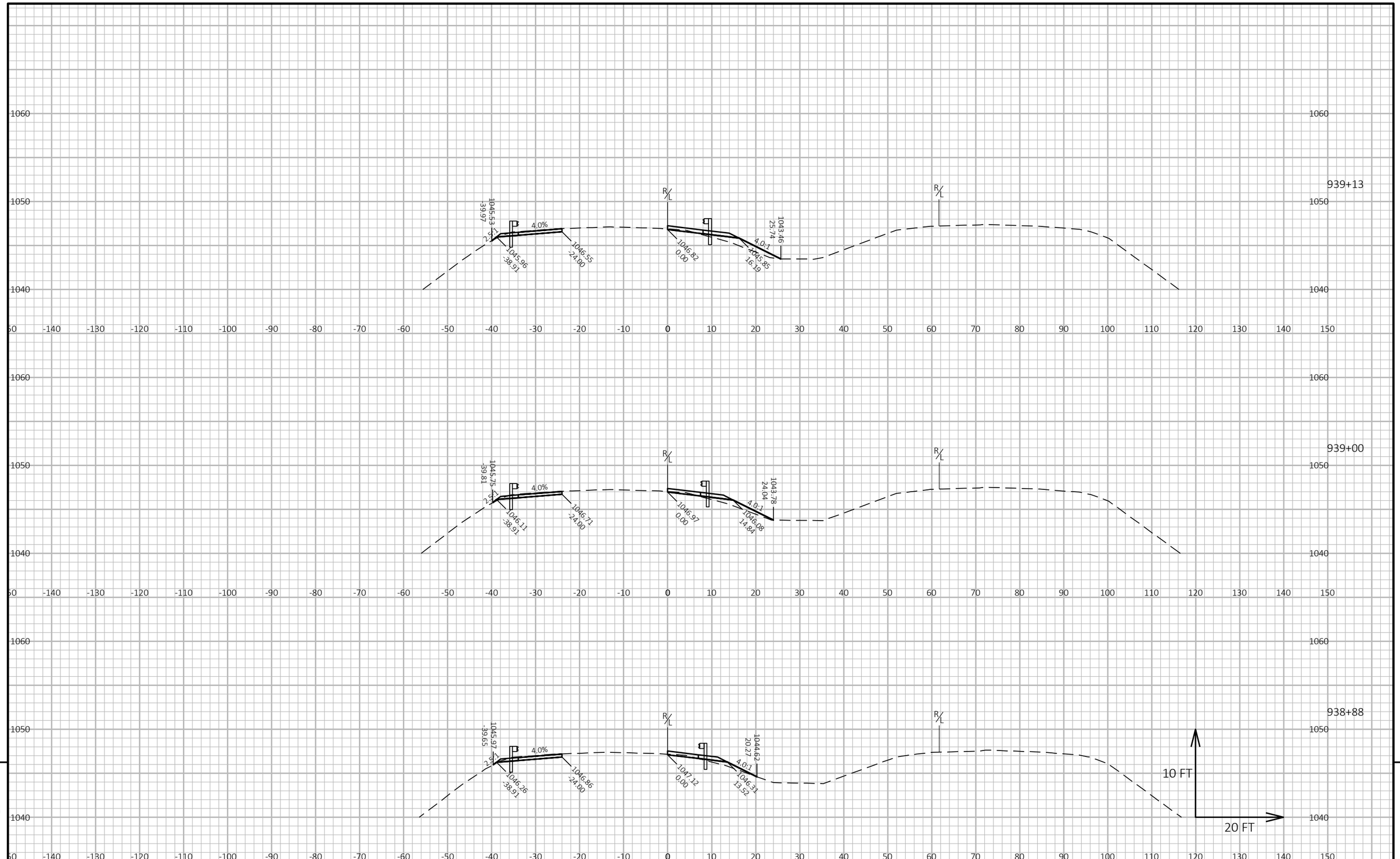
PLOT DATE : 11/1/2020 5:18 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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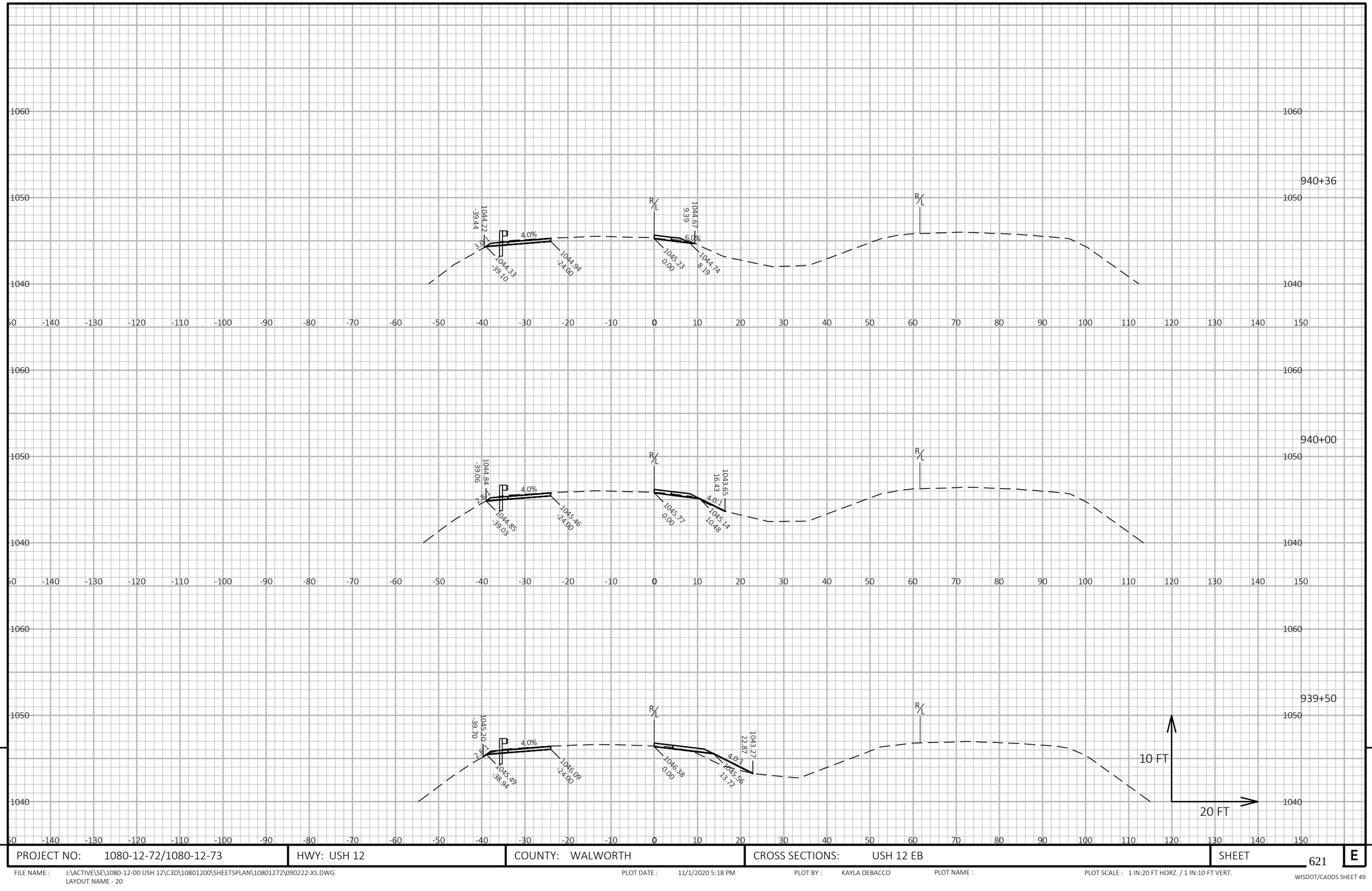
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 620	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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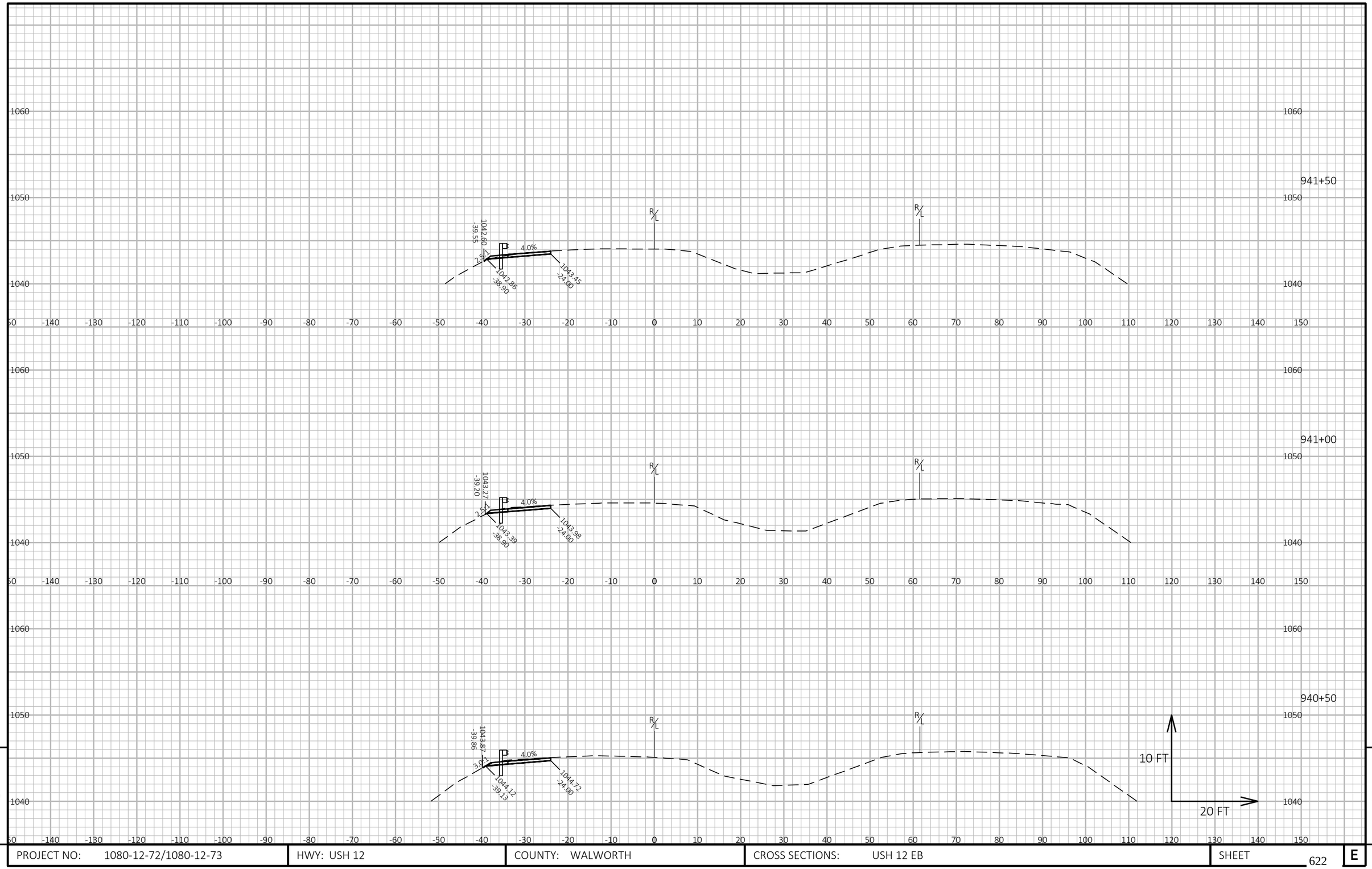
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 621	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

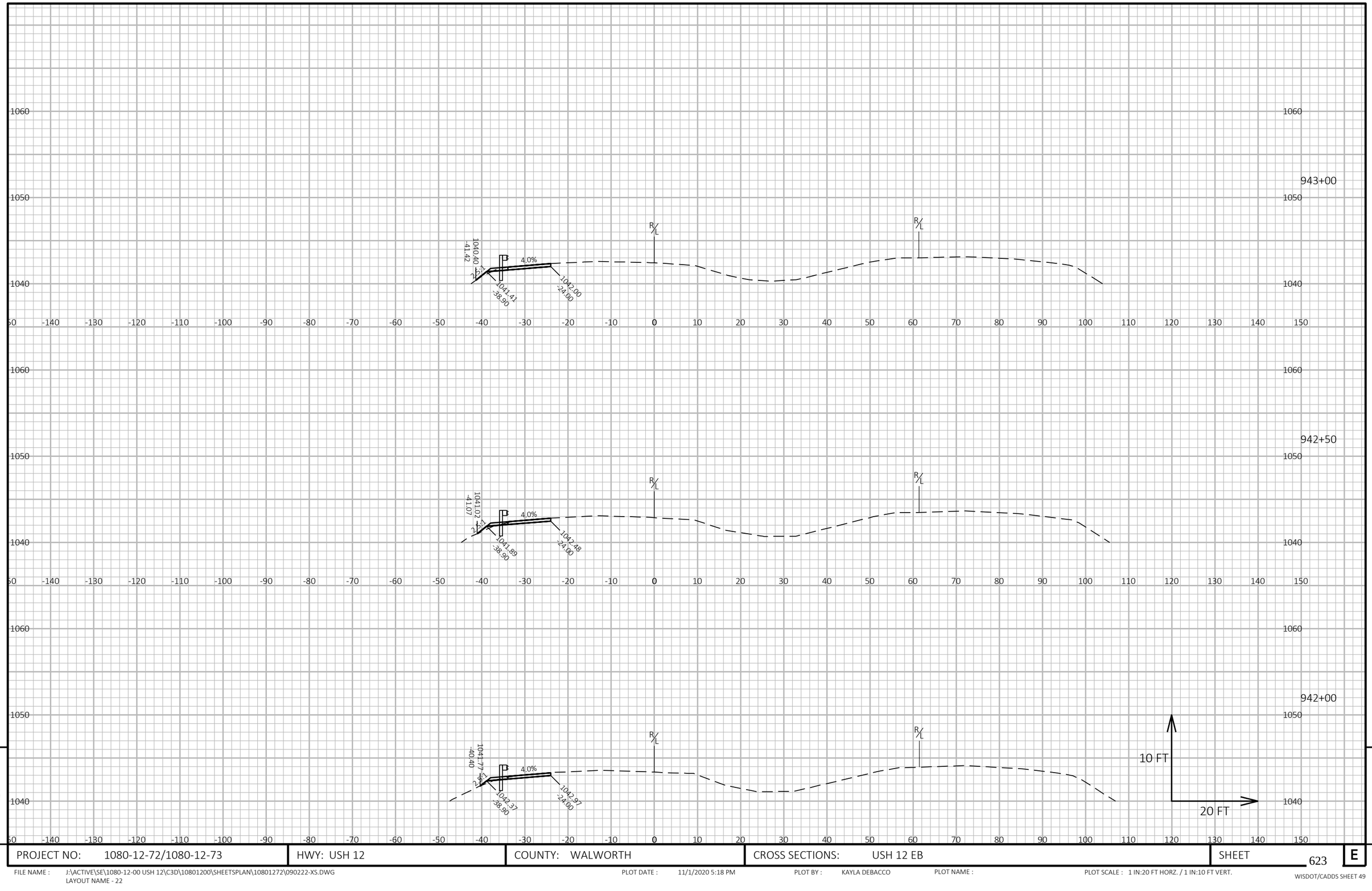


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 622 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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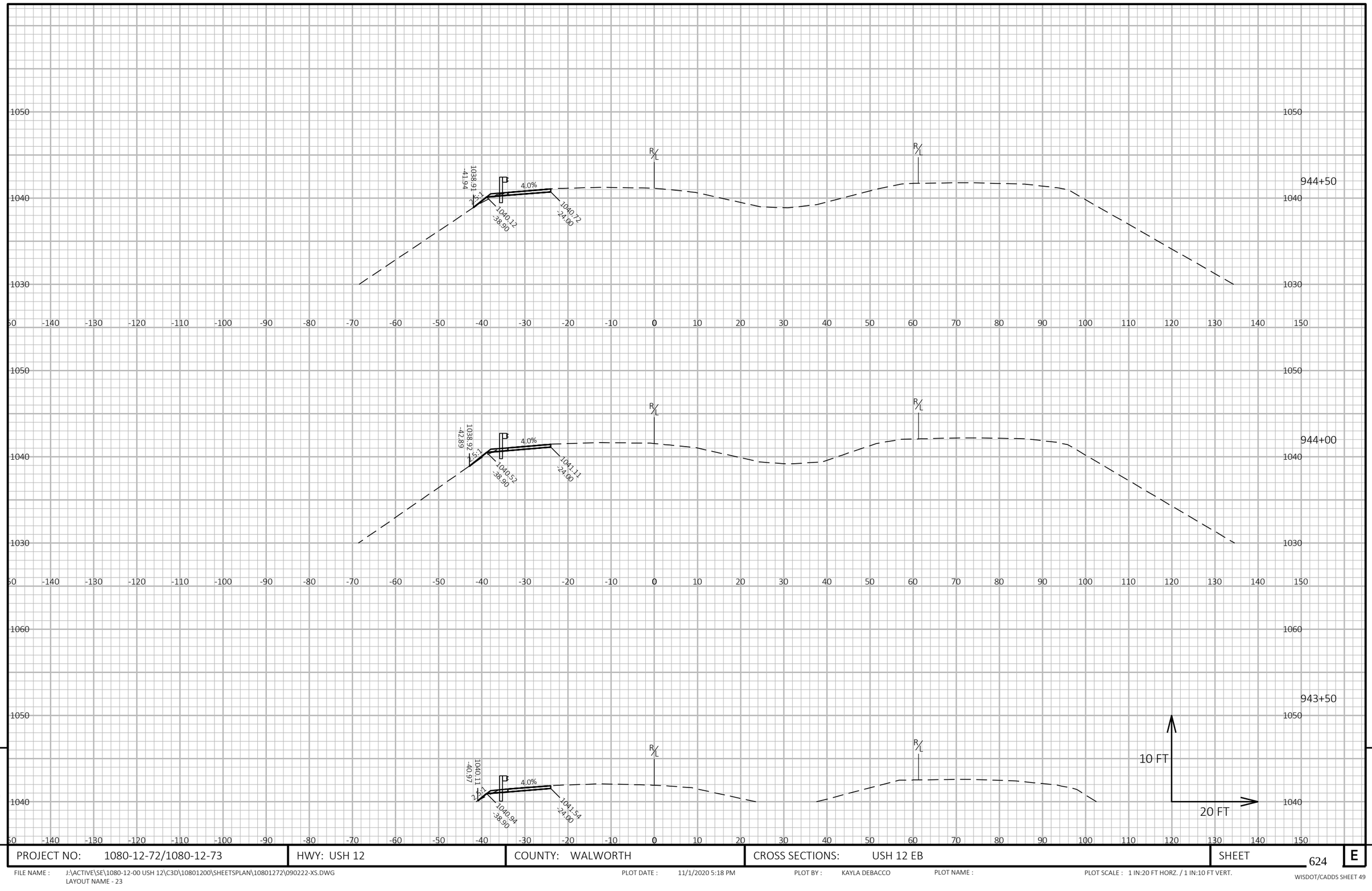
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 623	E

9

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 624	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 23

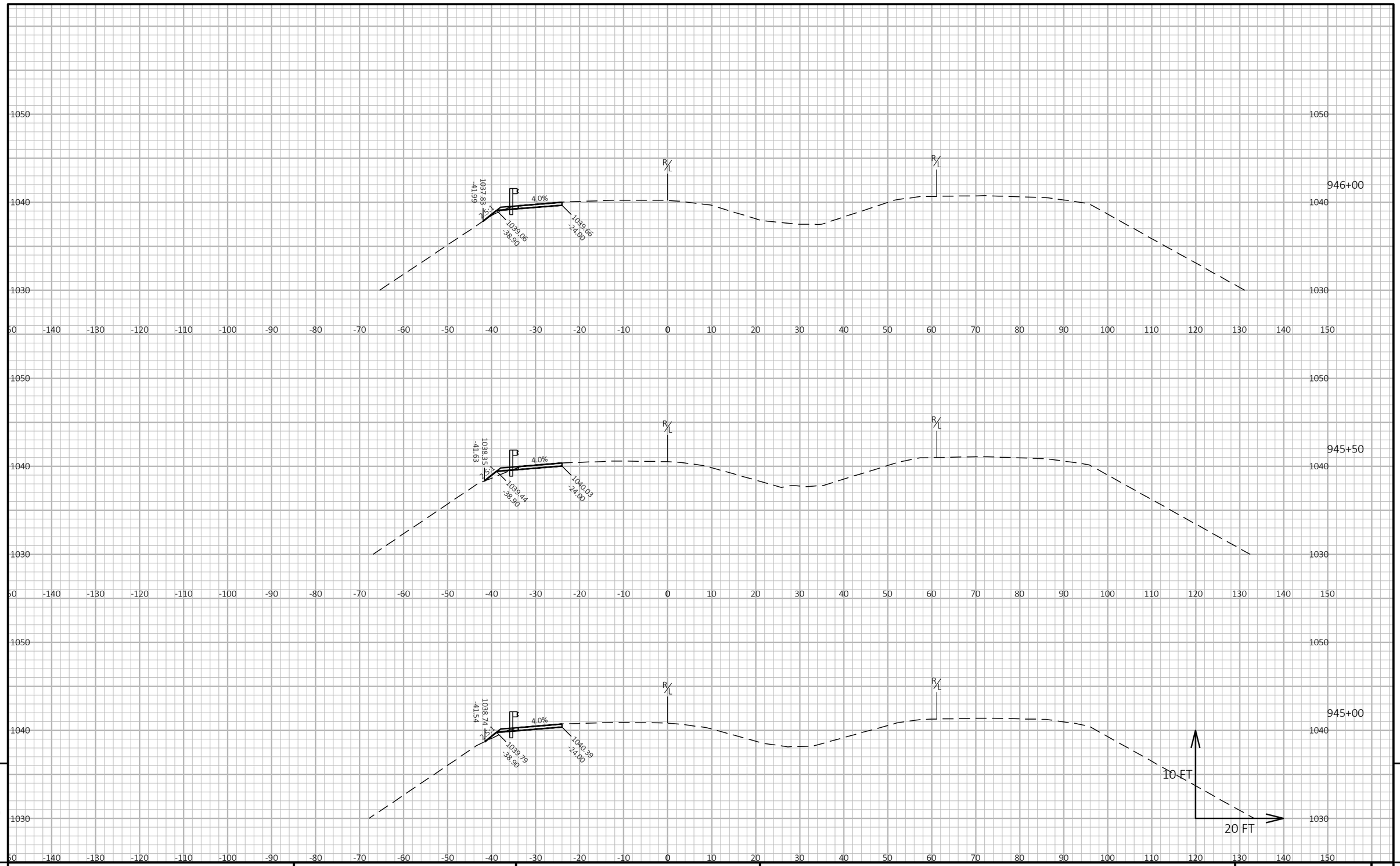
PLOT DATE : 11/1/2020 5:18 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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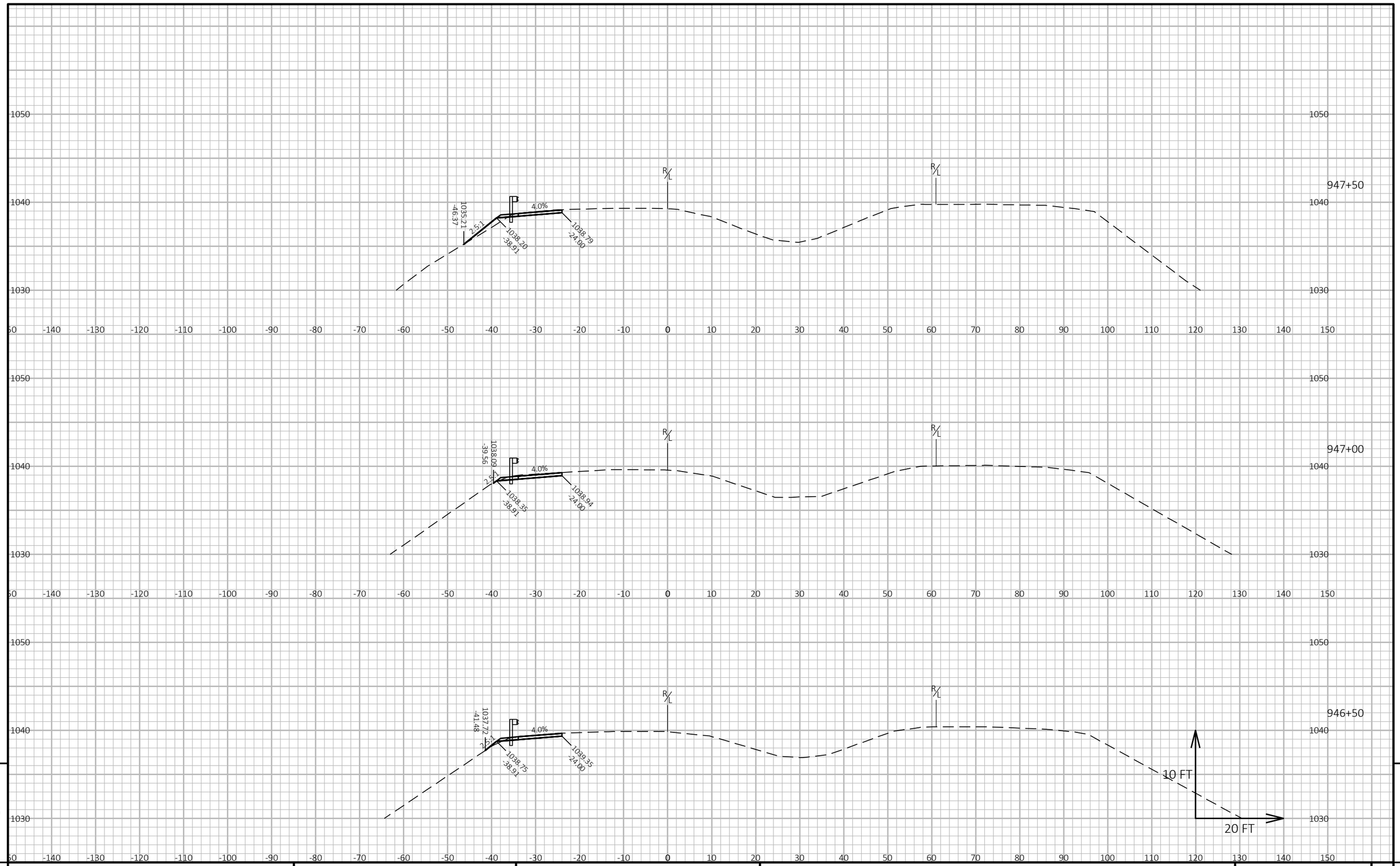
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 625	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

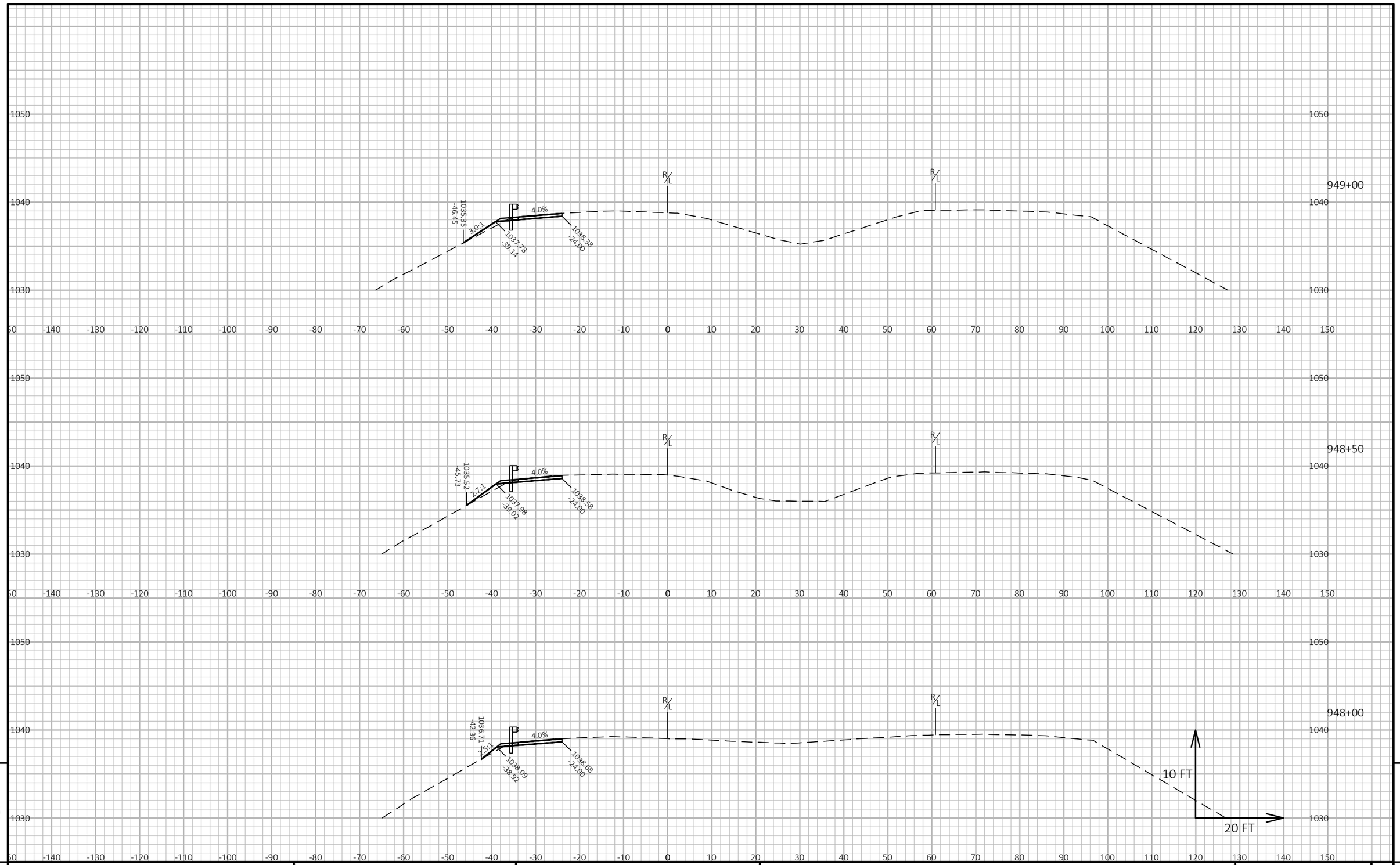


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 626	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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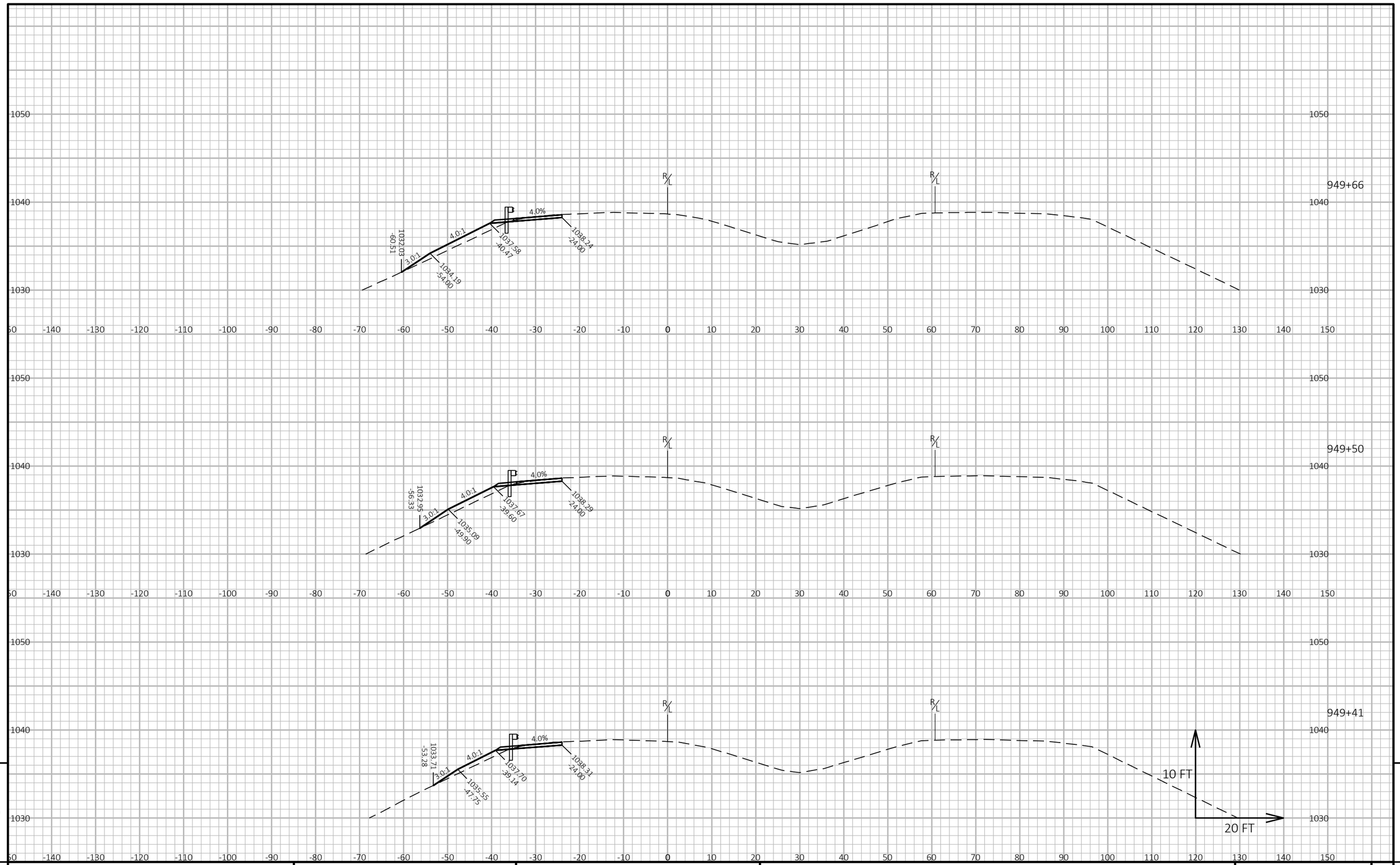
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 627	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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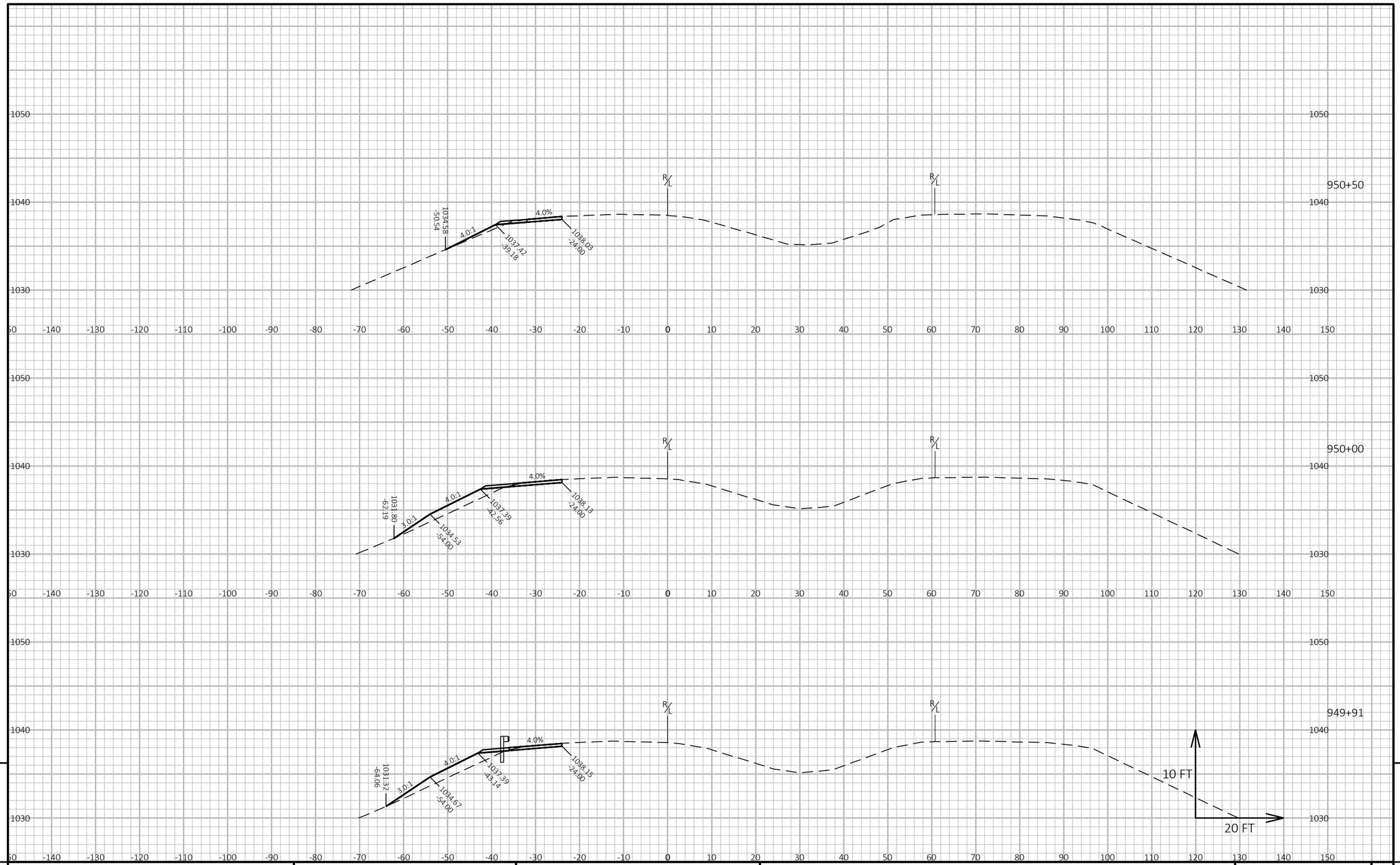
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 628	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 27
PLOT DATE : 11/1/2020 5:18 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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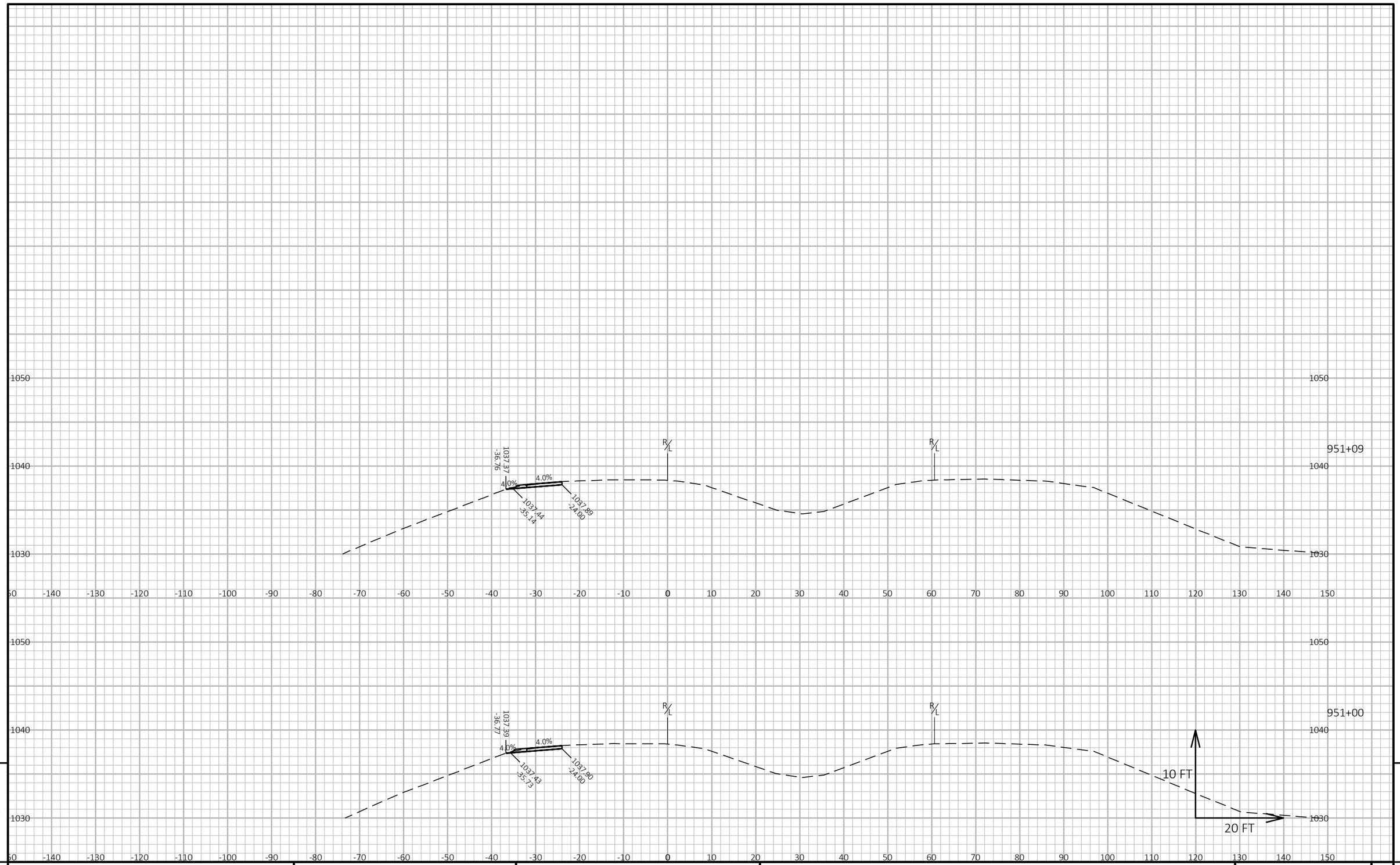
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 629	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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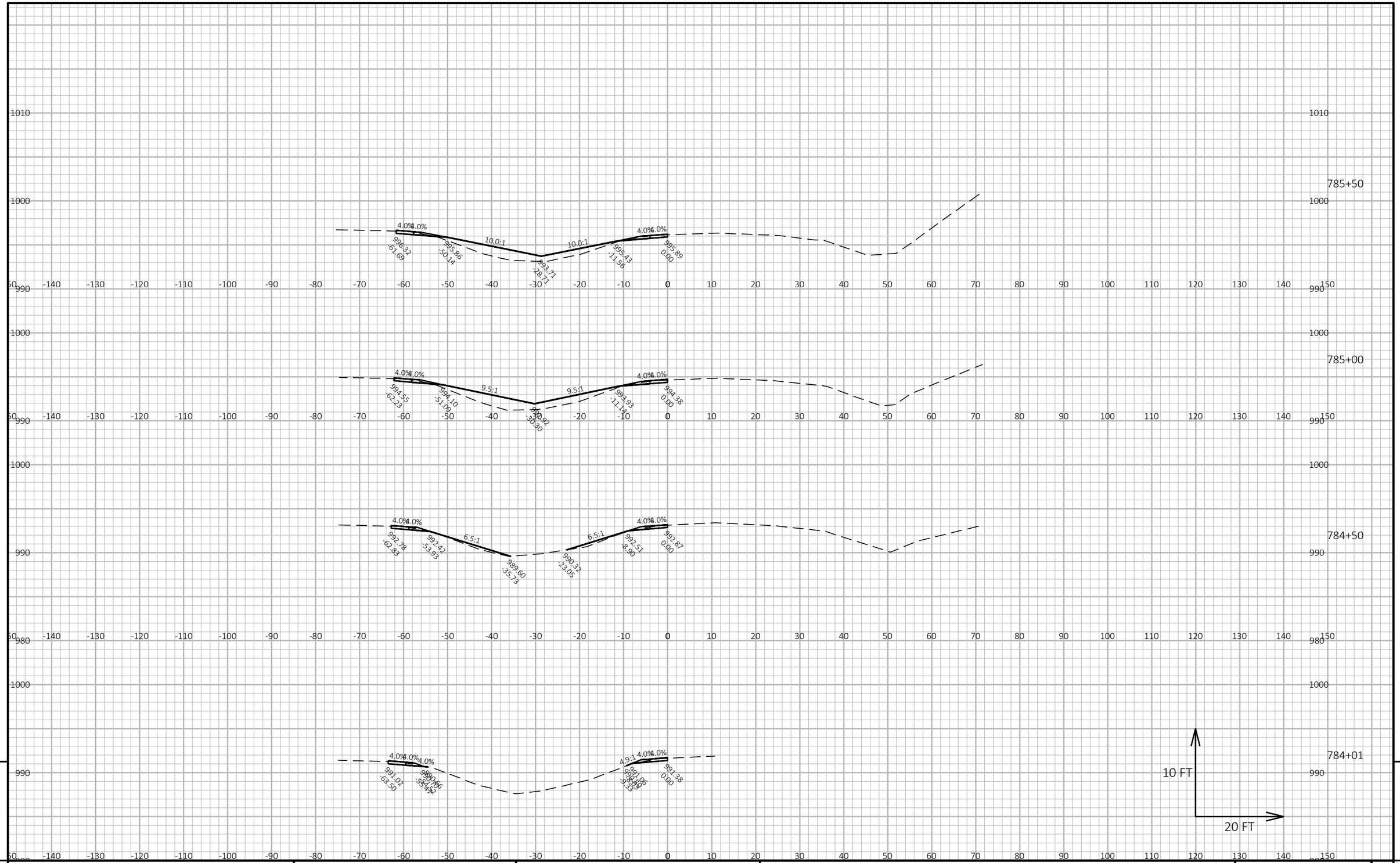
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 630	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090222-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 11/1/2020 5:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT SPRINGFIELD RD	SHEET 631	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090228-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

787+00

4.0% 4.0%
1001.37
-60.53
1000.91
-48.98
10.0:1
10.0:1
998.60
-25.86
4.0% 4.0%
1000.03
-11.56
1000.49
0.00

786+50

4.0% 4.0%
999.71
-60.85
999.25
-49.29
10.0:1
10.0:1
999.00
-26.75
4.0% 4.0%
998.52
-11.56
998.98
0.00

786+00

4.0% 4.0%
998.18
-61.23
997.72
-49.68
10.0:1
10.0:1
997.45
-26.95
4.0% 4.0%
996.98
-11.56
997.45
0.00

10 FT
20 FT

9

9

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT SPRINGFIELD RD	SHEET 632	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090228-XS.DWG
LAYOUT NAME - 02

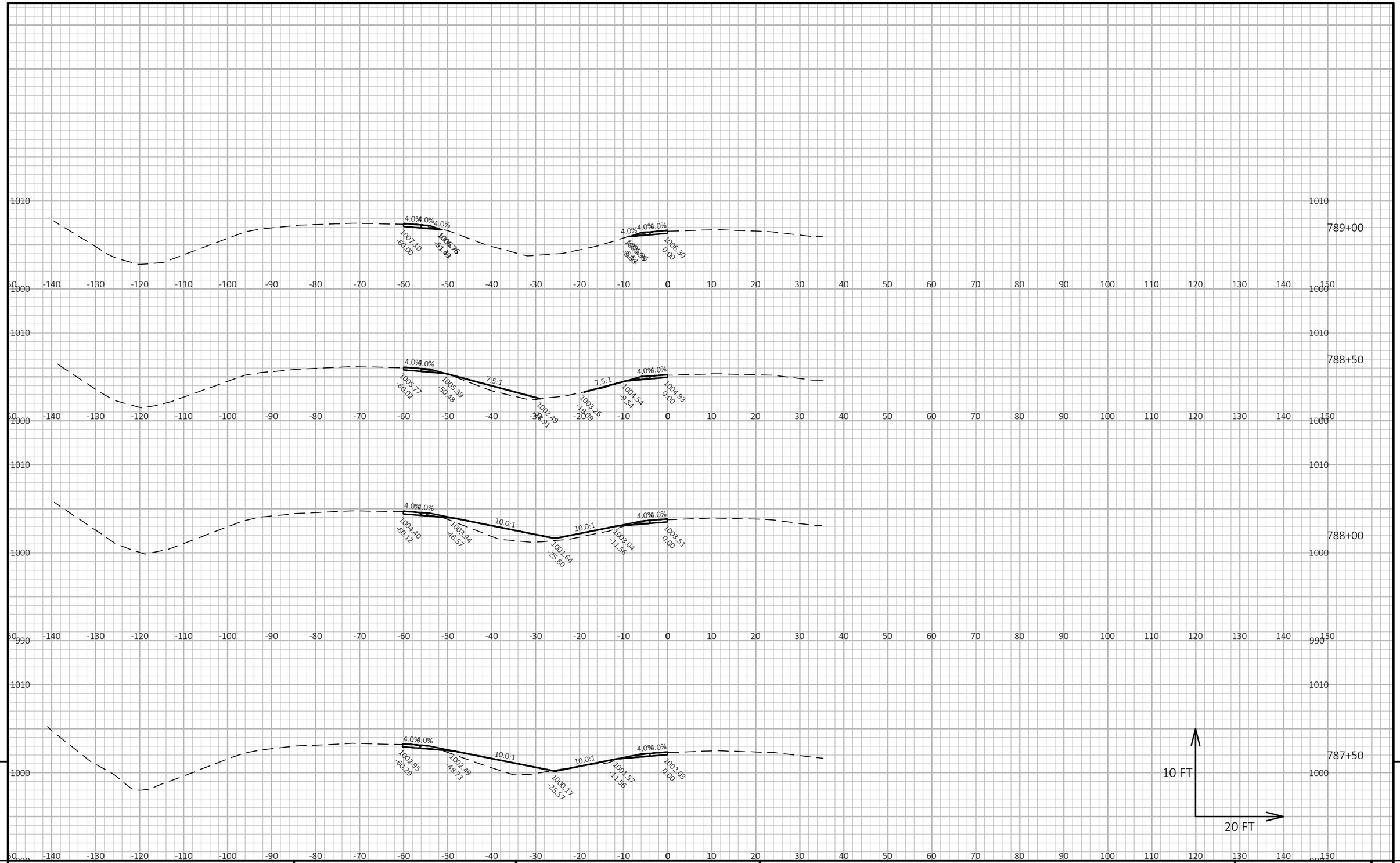
PLOT DATE : 11/1/2020 5:01 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

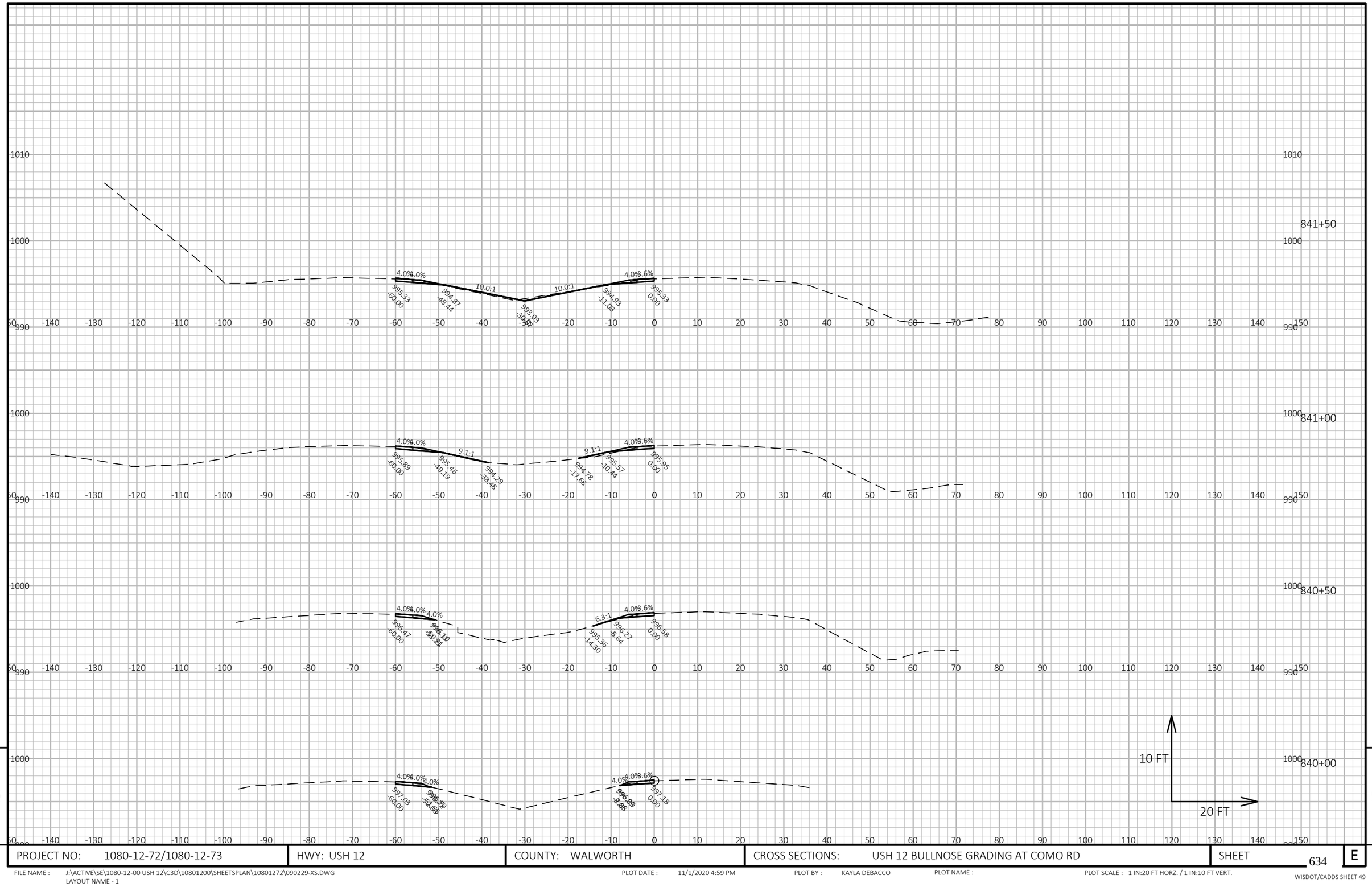


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT SPRINGFIELD RD	SHEET 633	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090228-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

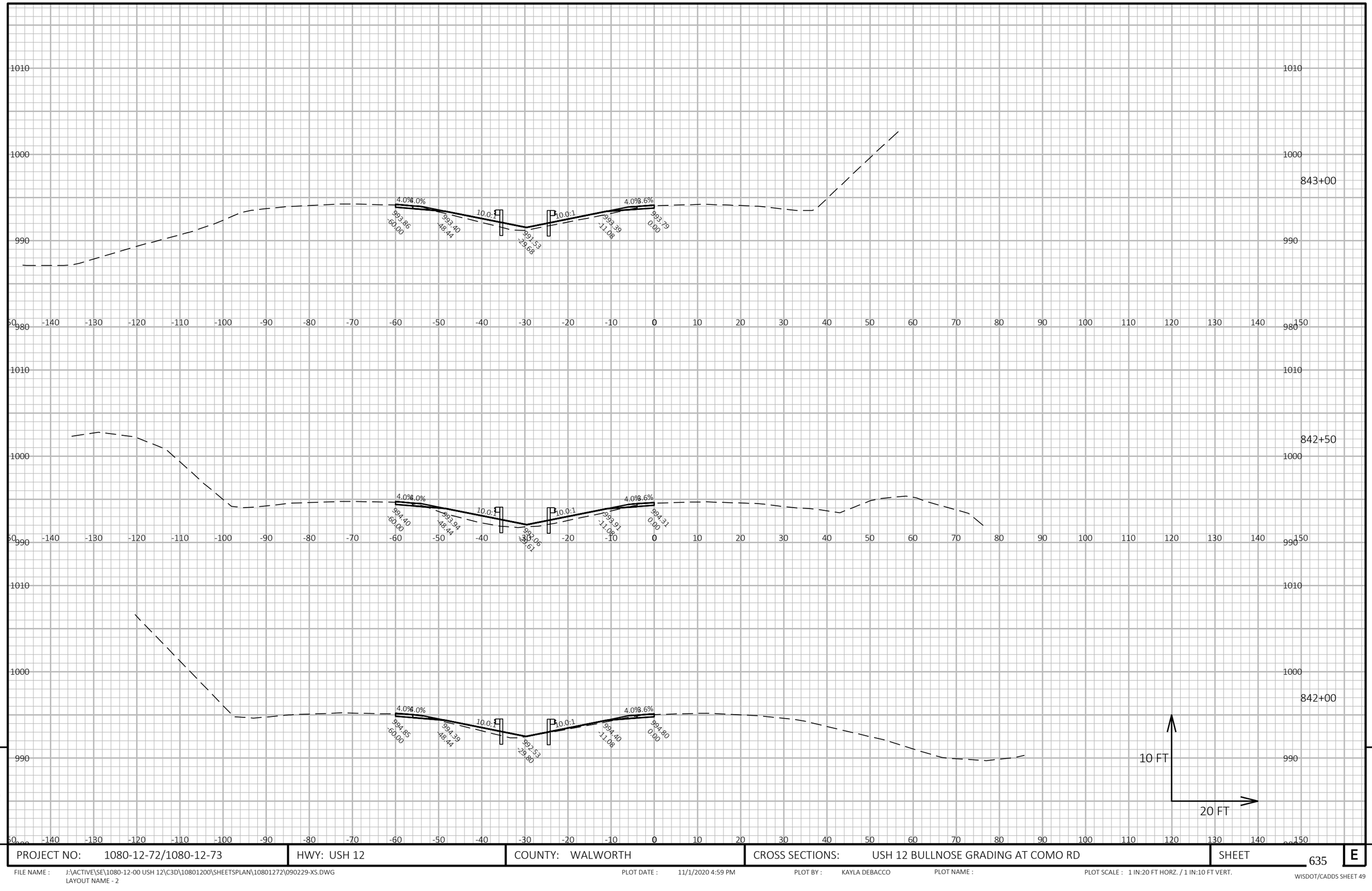


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT COMO RD	SHEET 634 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090229-XS.DWG
LAYOUT NAME - 1

PLOT DATE : 11/1/2020 4:59 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

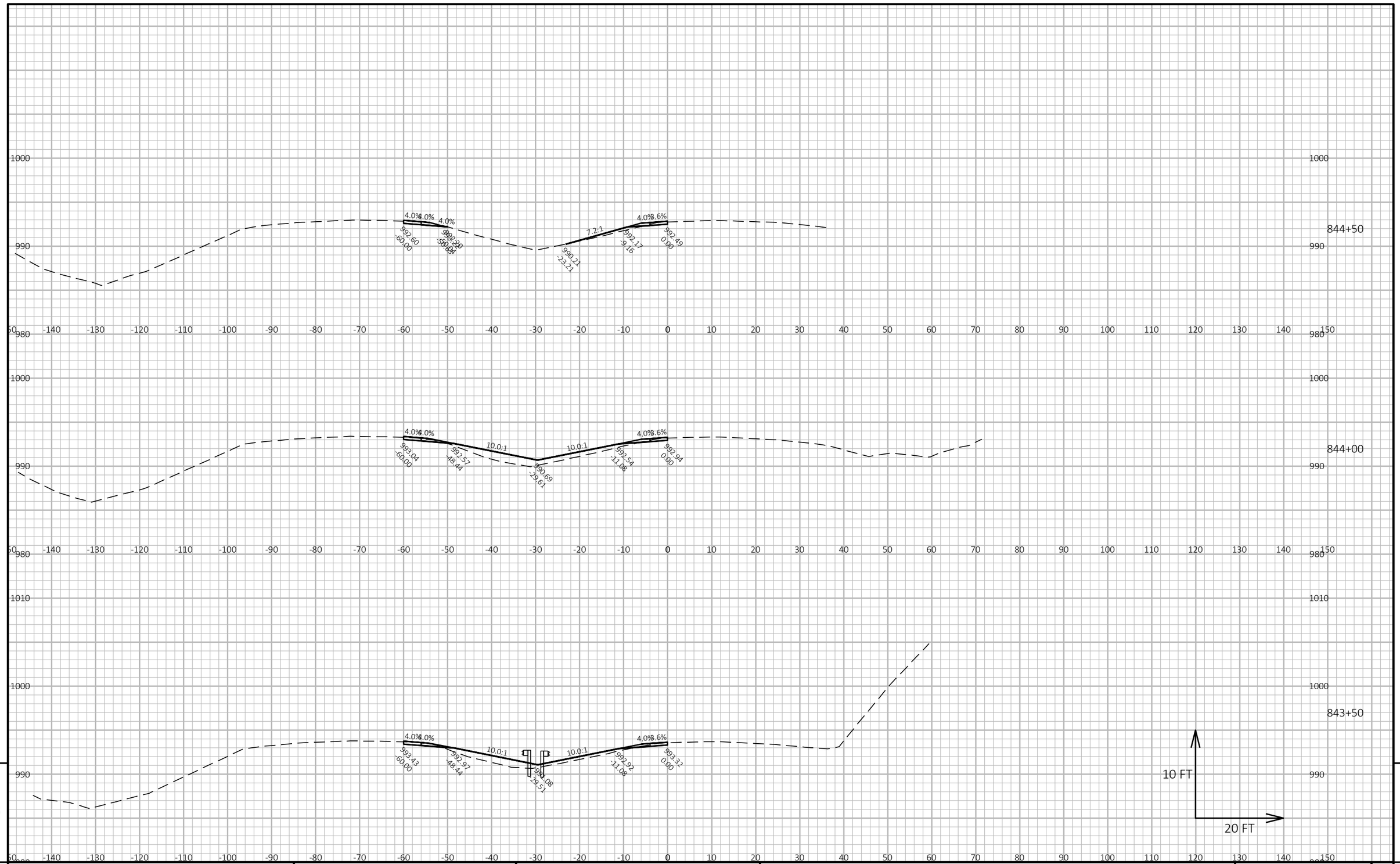


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT COMO RD	SHEET 635	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090229-XS.DWG
LAYOUT NAME - 2

PLOT DATE : 11/1/2020 4:59 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

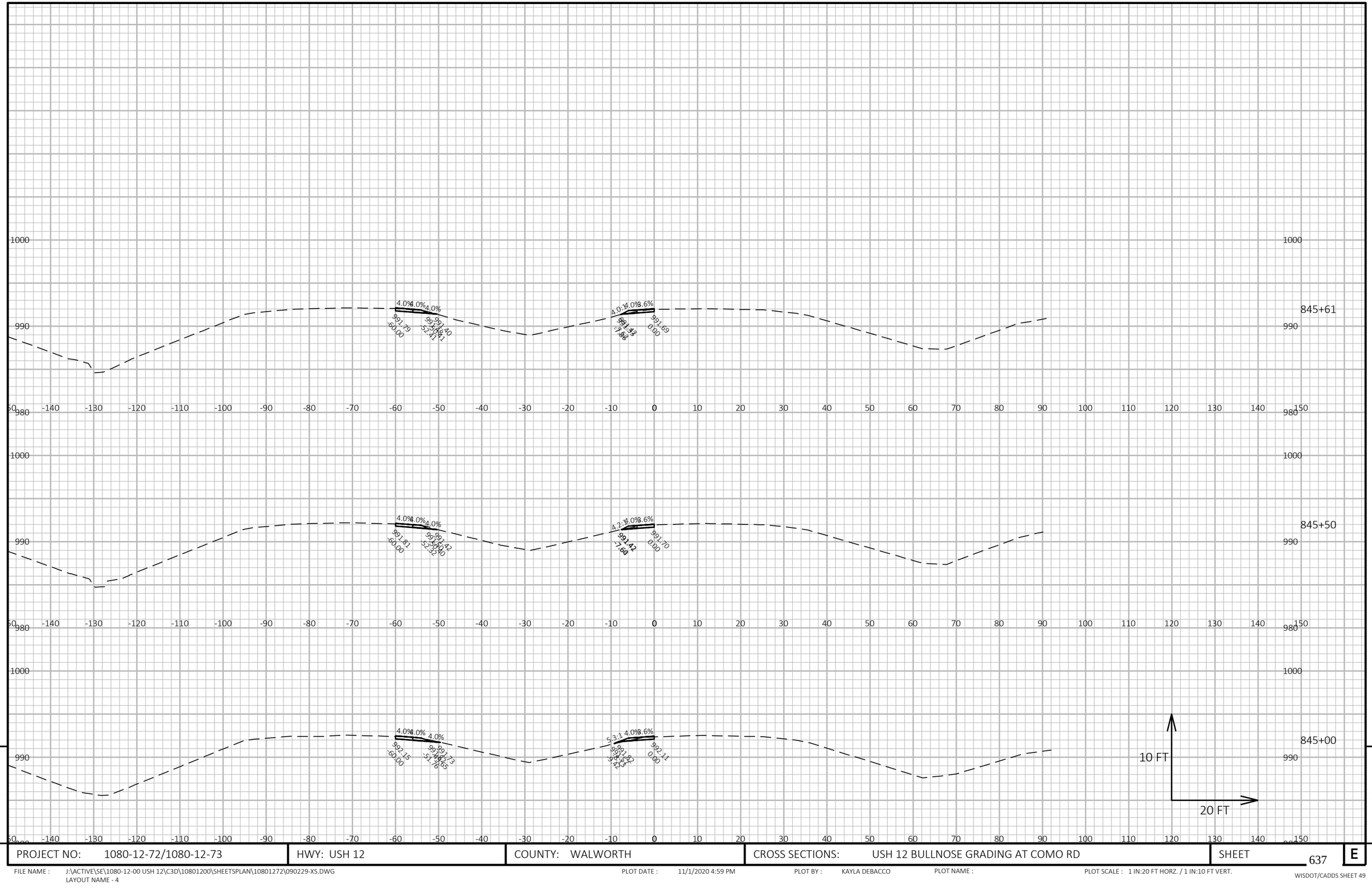


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT COMO RD	SHEET 636	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090229-XS.DWG
LAYOUT NAME - 3

PLOT DATE : 11/1/2020 4:59 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

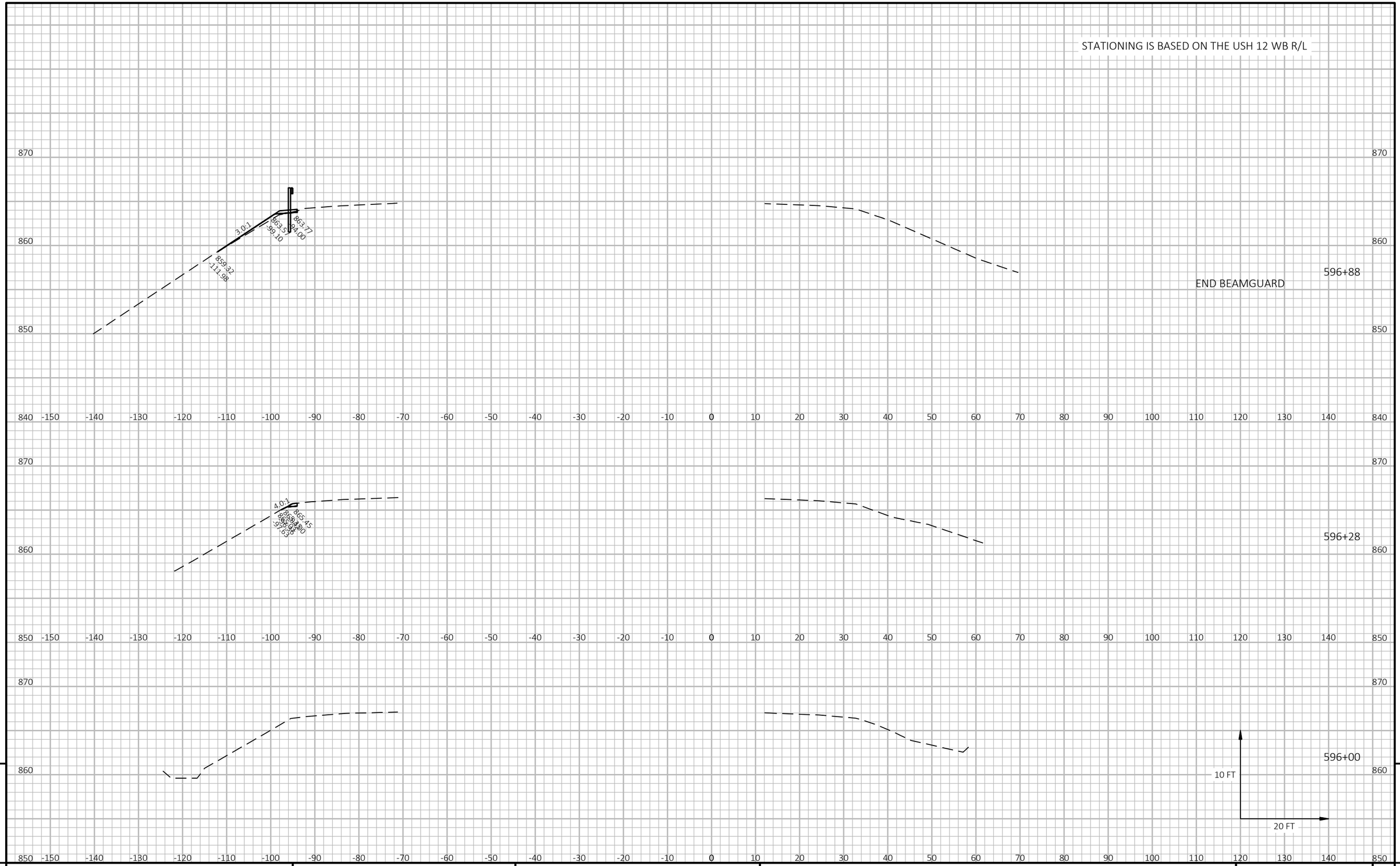
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT COMO RD	SHEET 637	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090229-XS.DWG
LAYOUT NAME - 4

PLOT DATE : 11/1/2020 4:59 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

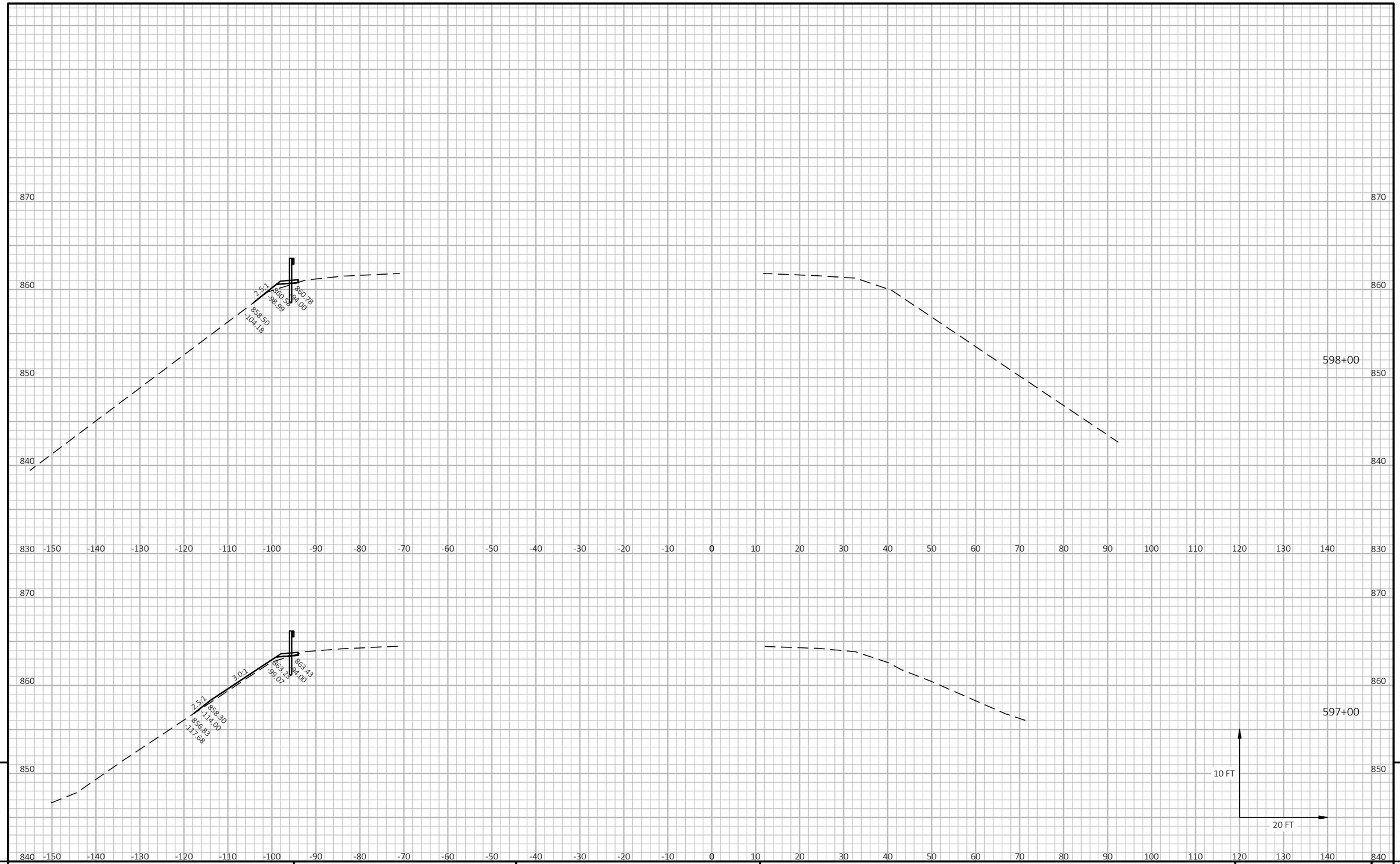
STATIONING IS BASED ON THE USH 12 WB R/L



PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (WHITE RIVER)	SHEET 638	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



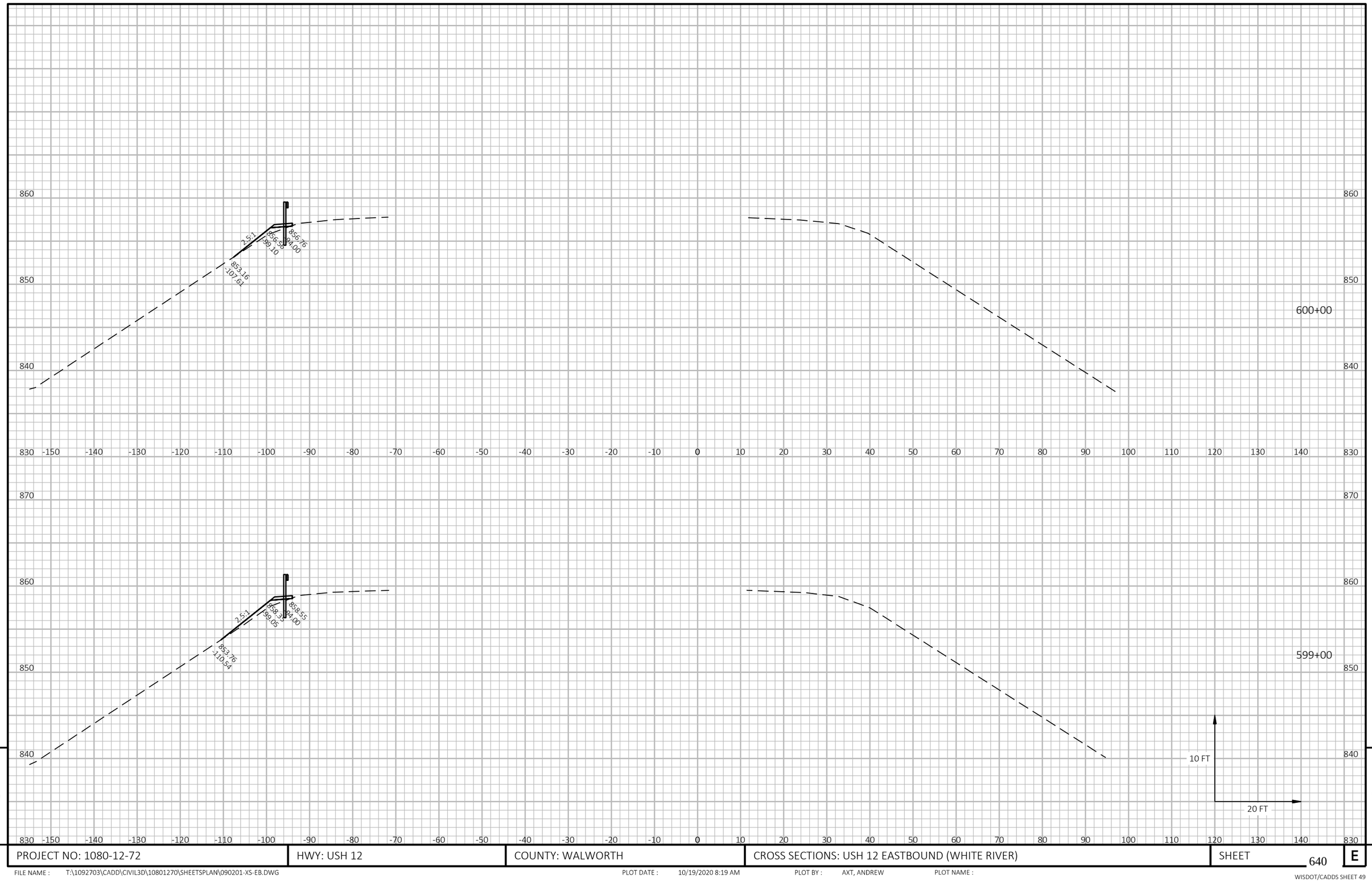
9

9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (WHITE RIVER)	SHEET 639	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

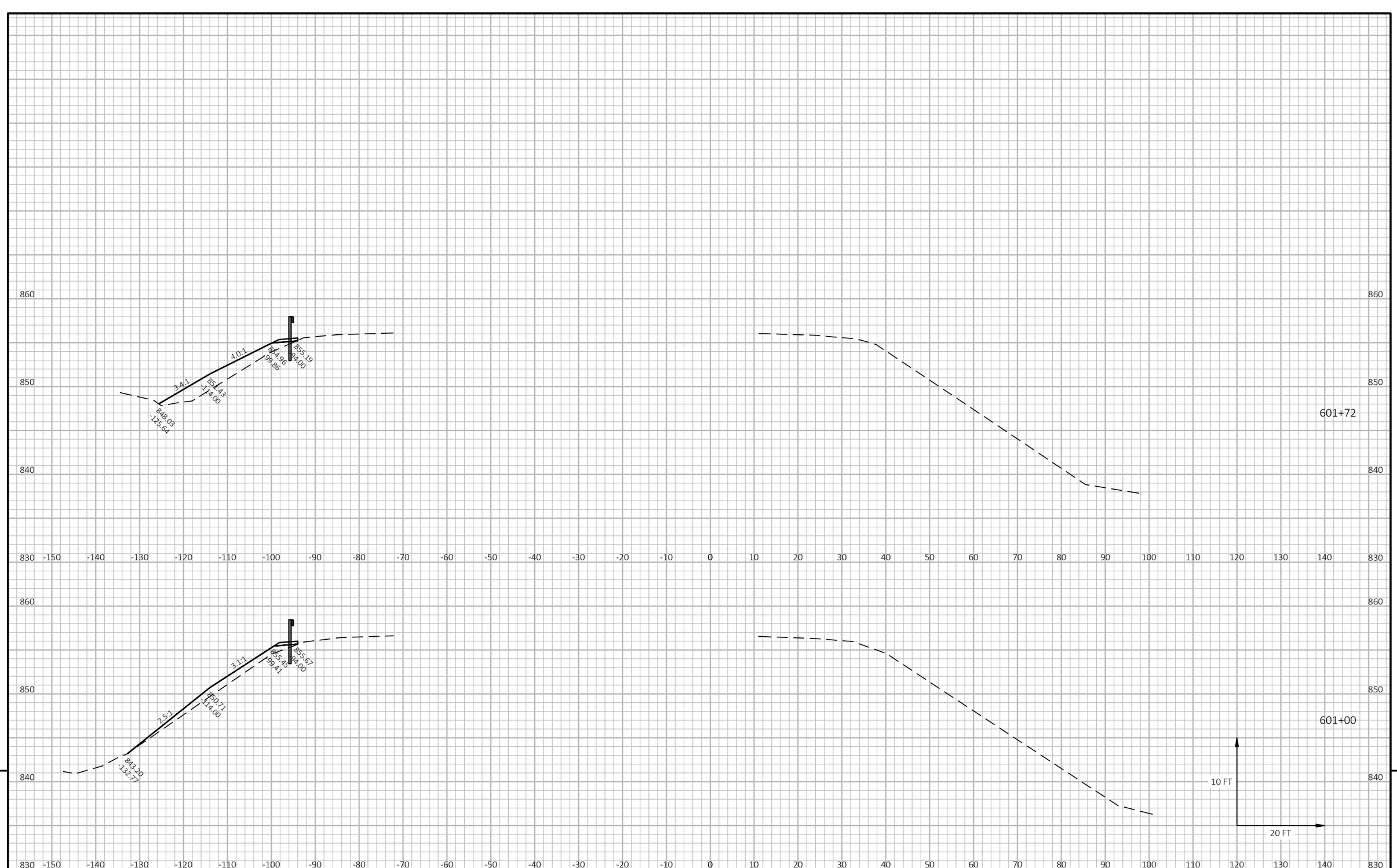


9

9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (WHITE RIVER)	SHEET 640	E

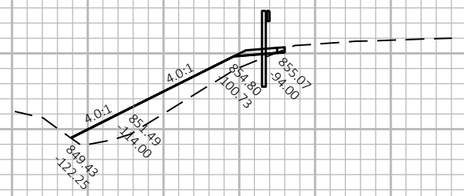
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME :



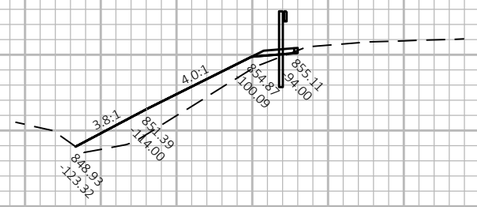
PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (WHITE RIVER)	SHEET 641 E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



602+00



601+91

POST #9 LT

10 FT

20 FT

9

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (WHITE RIVER)	SHEET 642	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

603+60

603+00

602+41

POST #1 LT

602+16

POST #5 LT

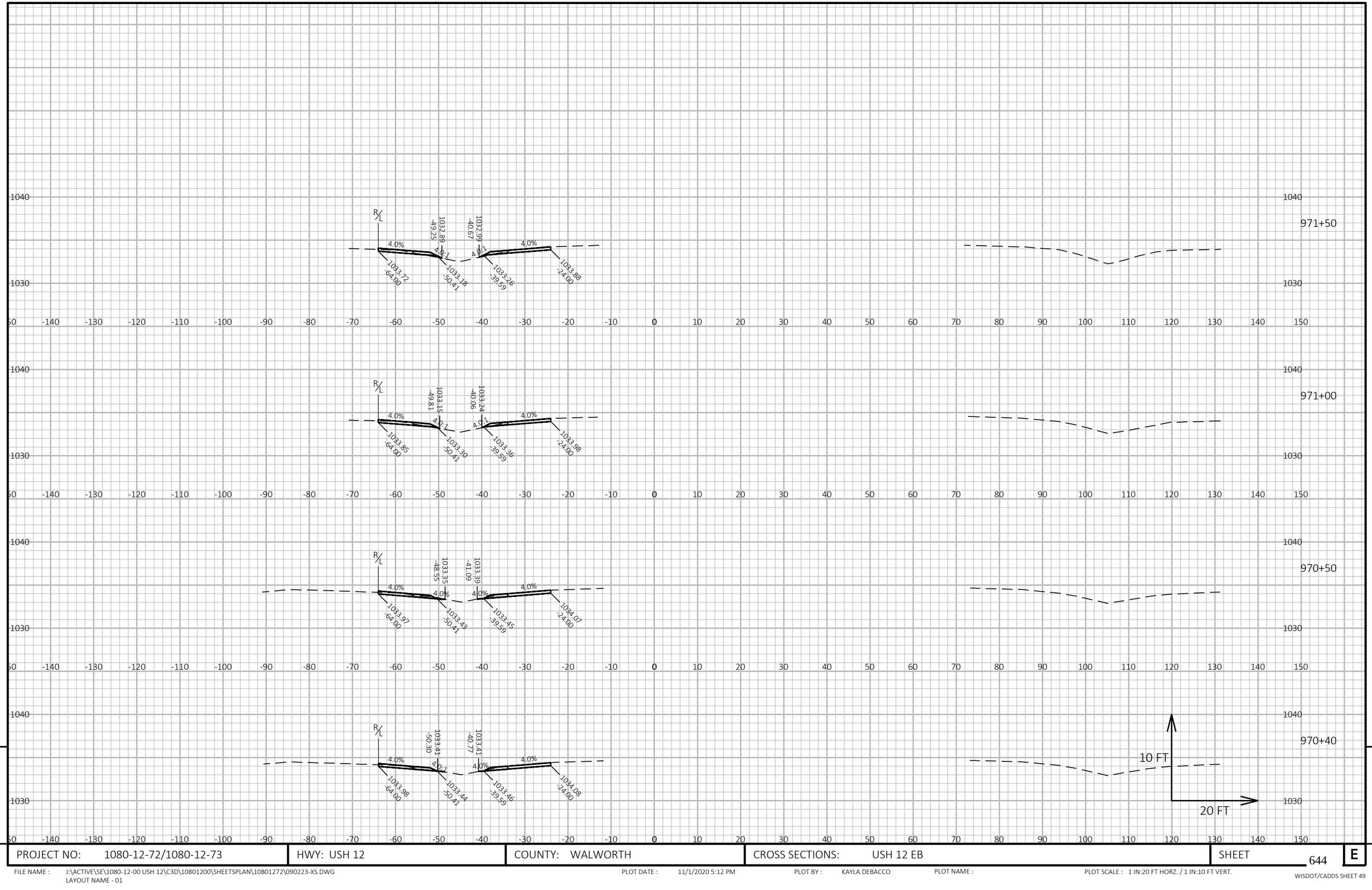
10 FT

20 FT

PROJECT NO: 1080-12-72	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EASTBOUND (WHITE RIVER)	SHEET 643	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090201-XS-EB.DWG PLOT DATE : 10/19/2020 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

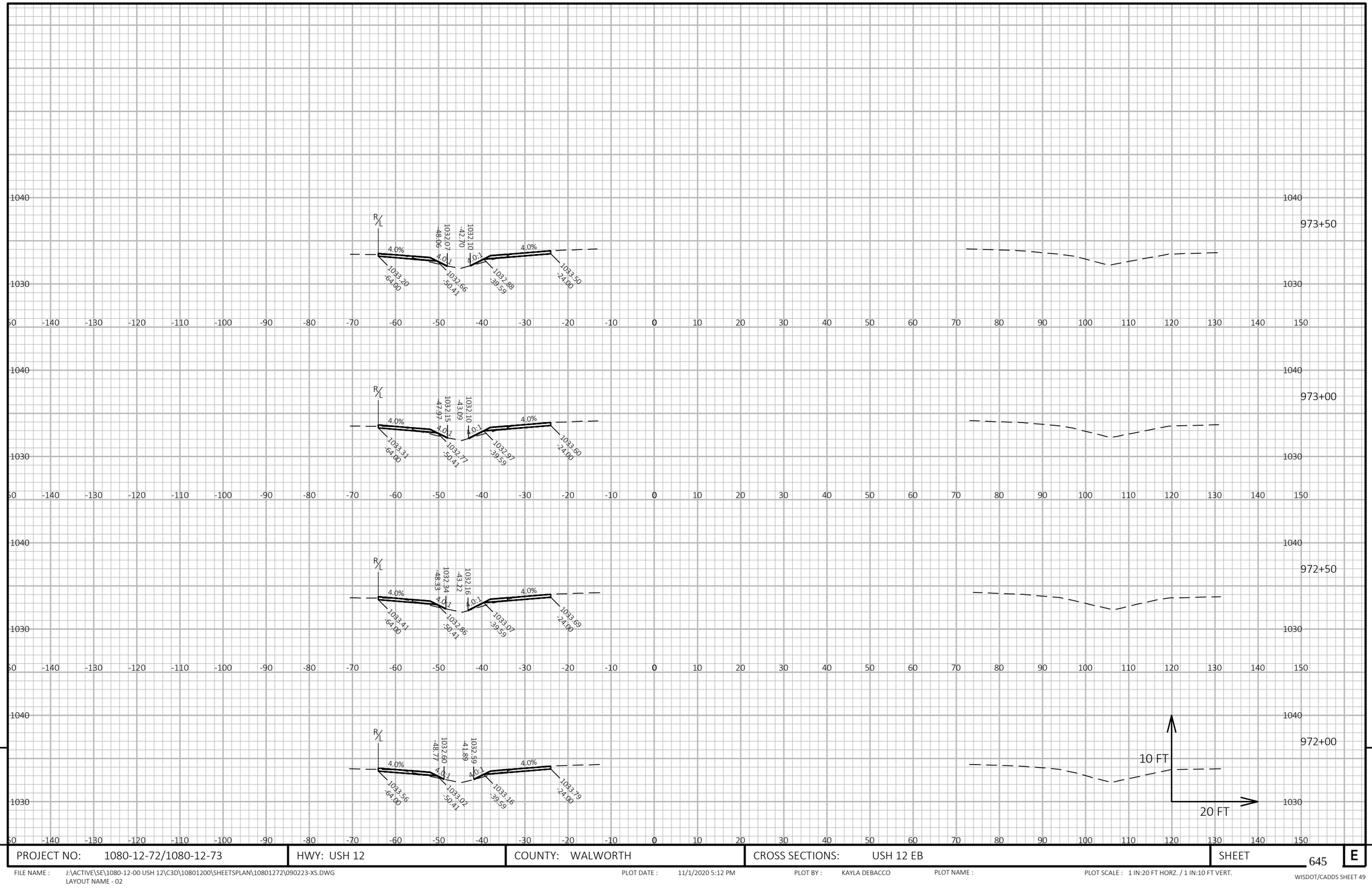


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 644	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

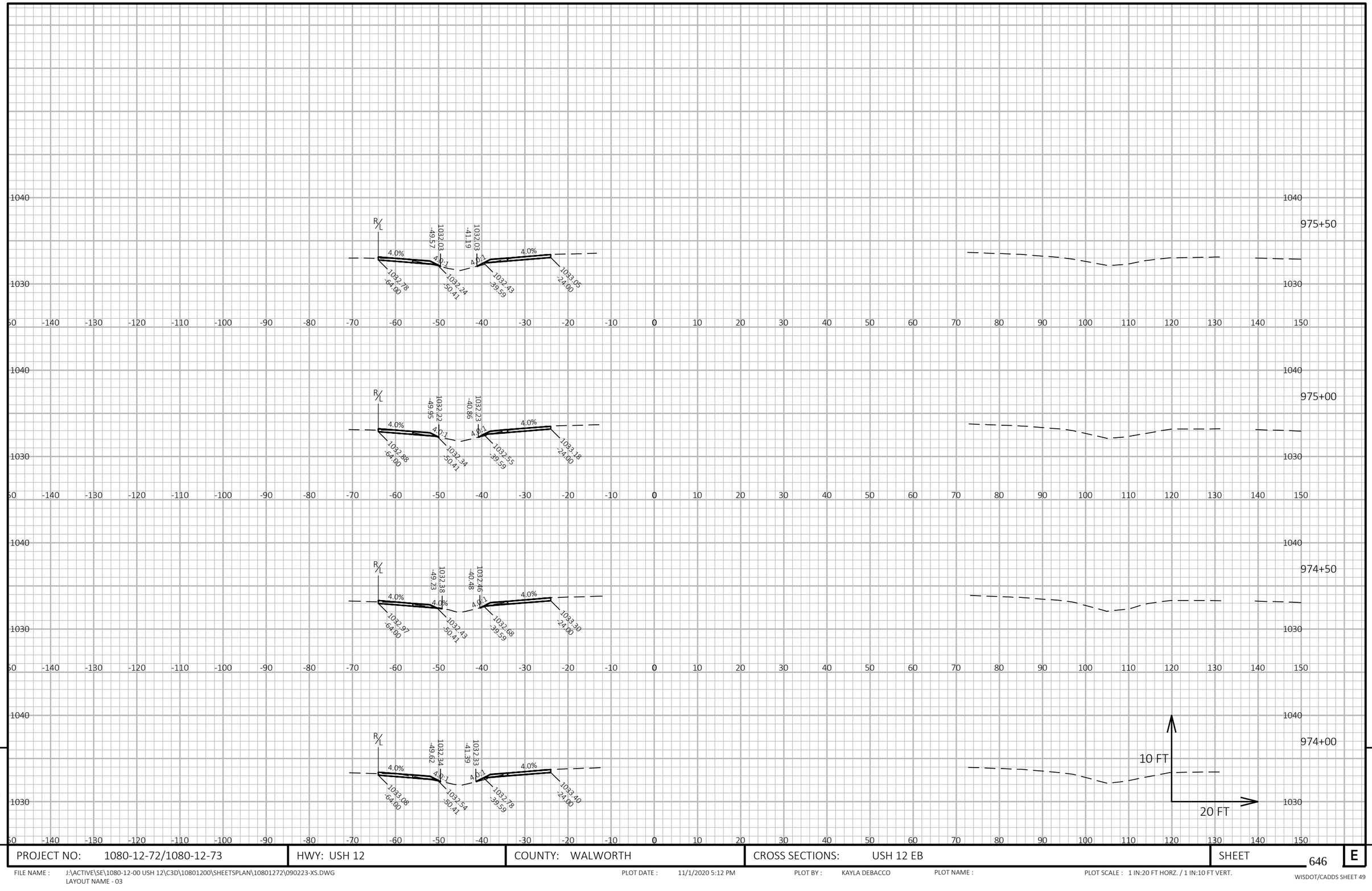
9

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 645	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

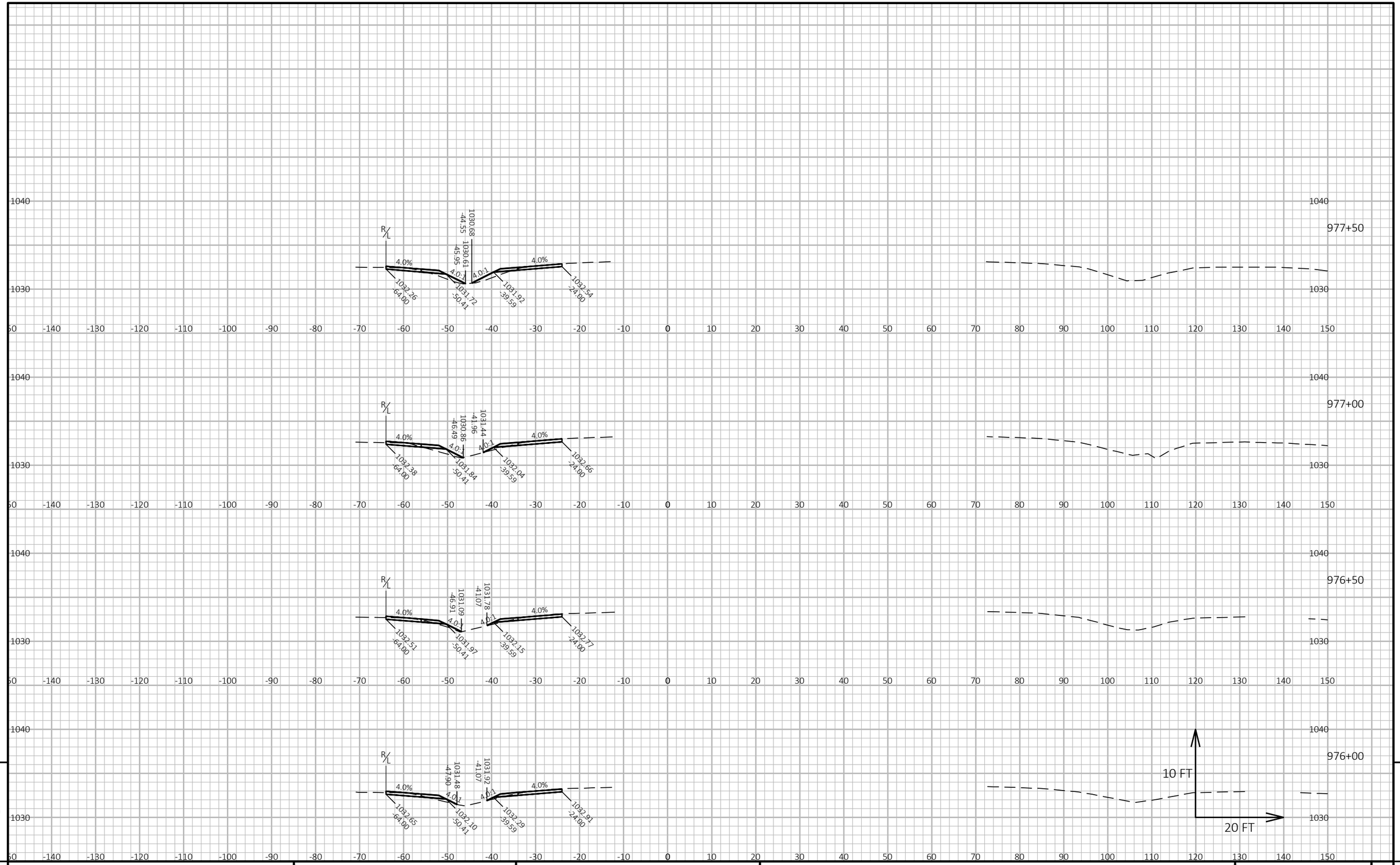


9 9

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 646	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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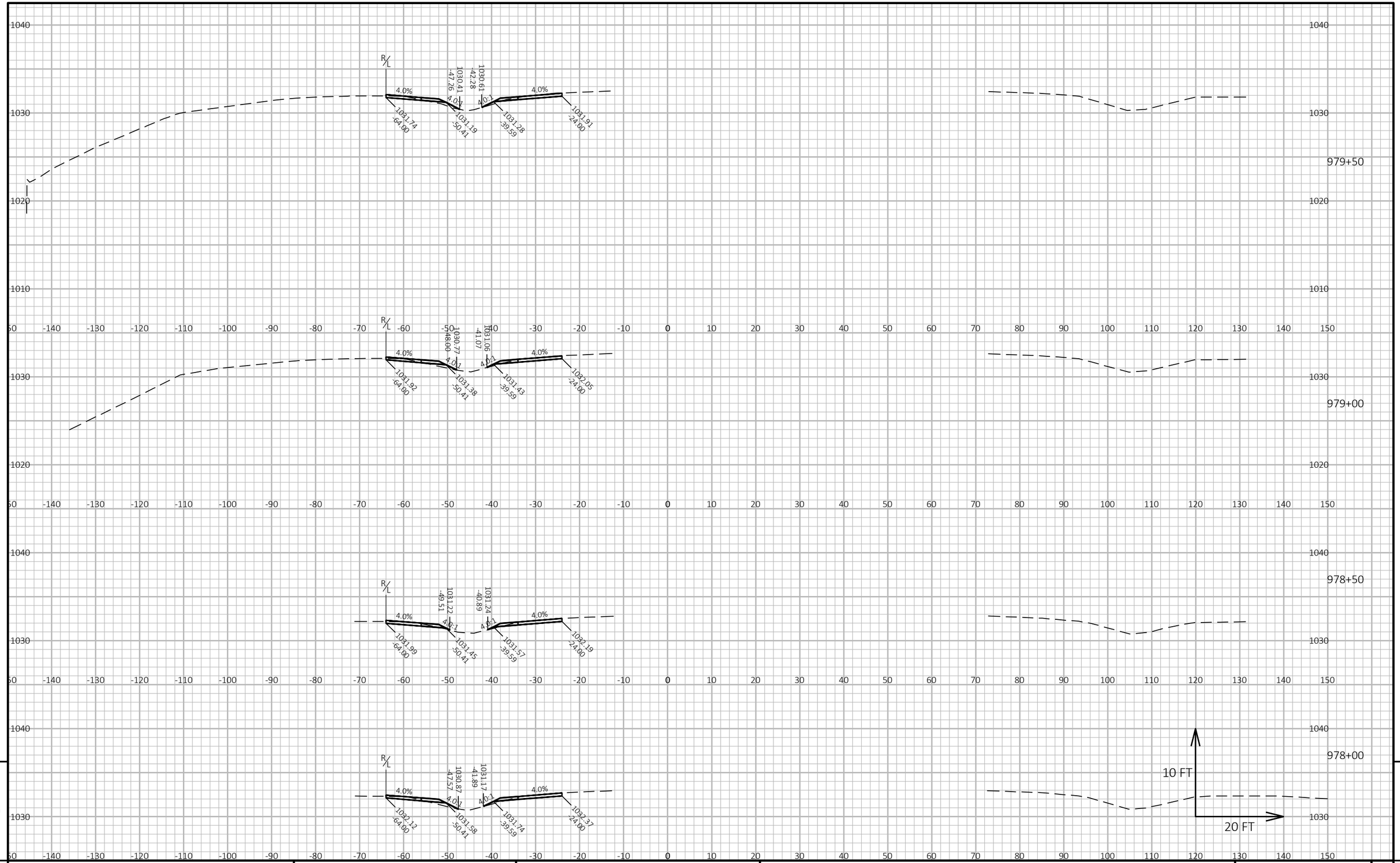
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 647	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

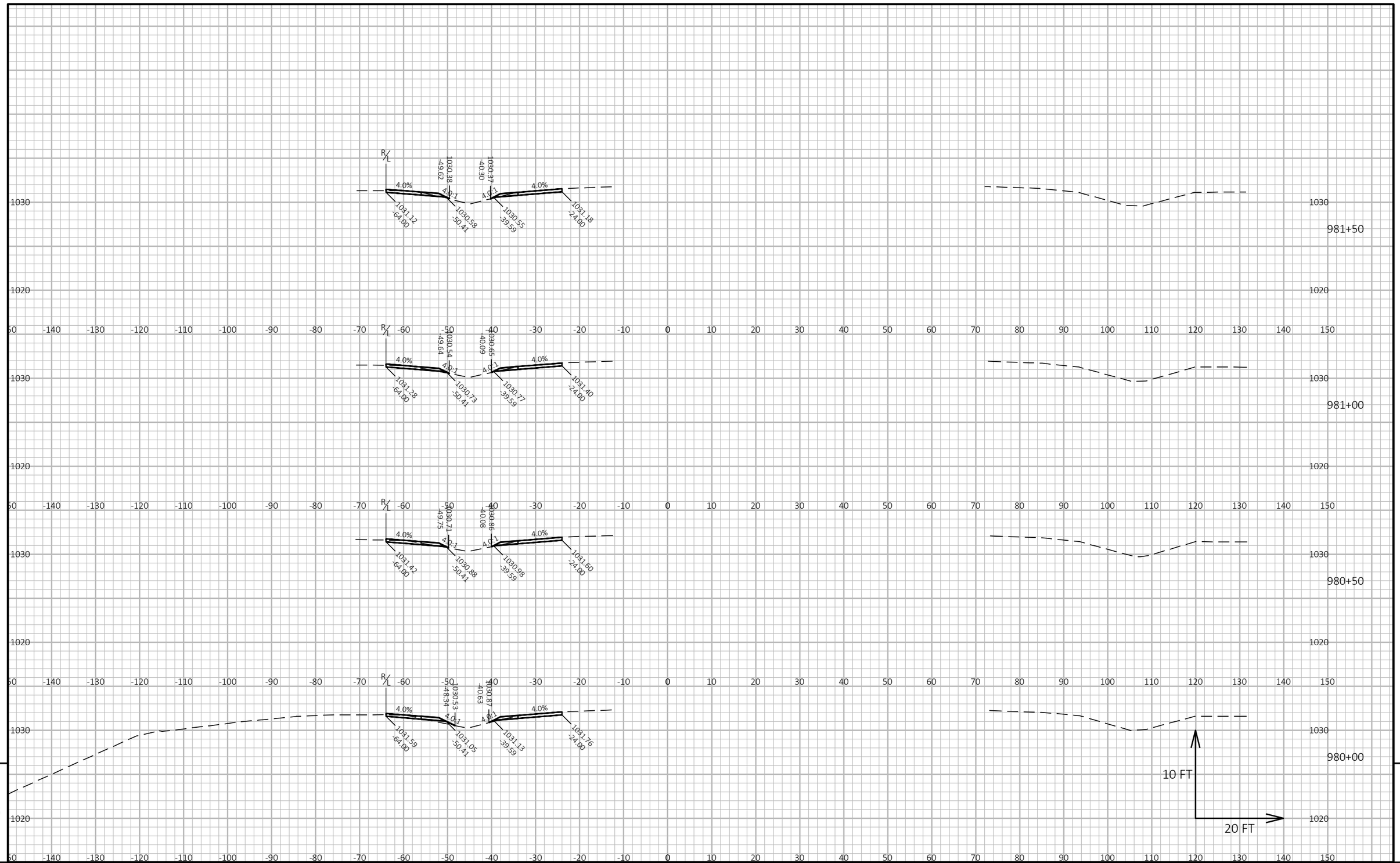


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 648	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 649	E

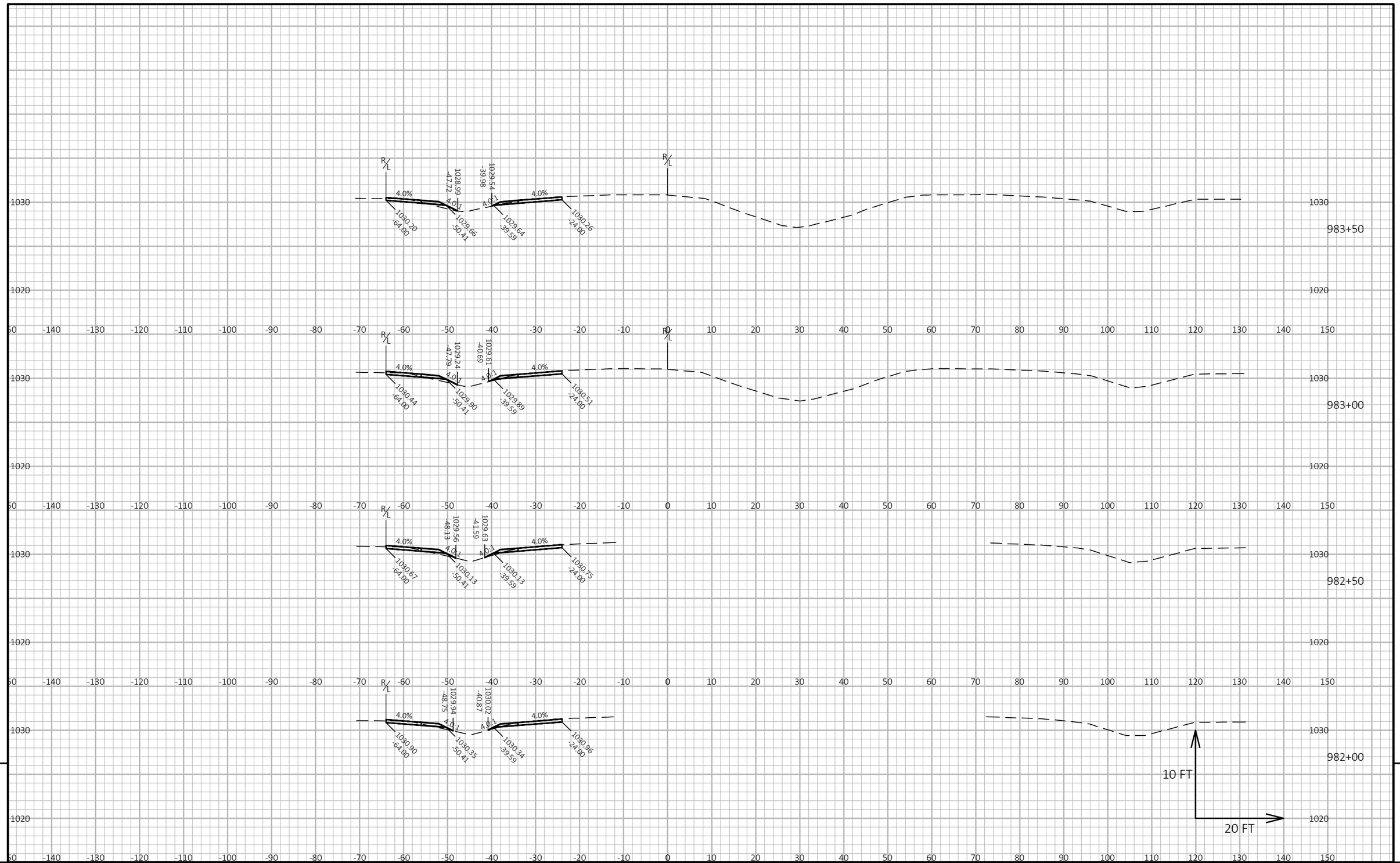
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2020 5:12 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 650	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 07

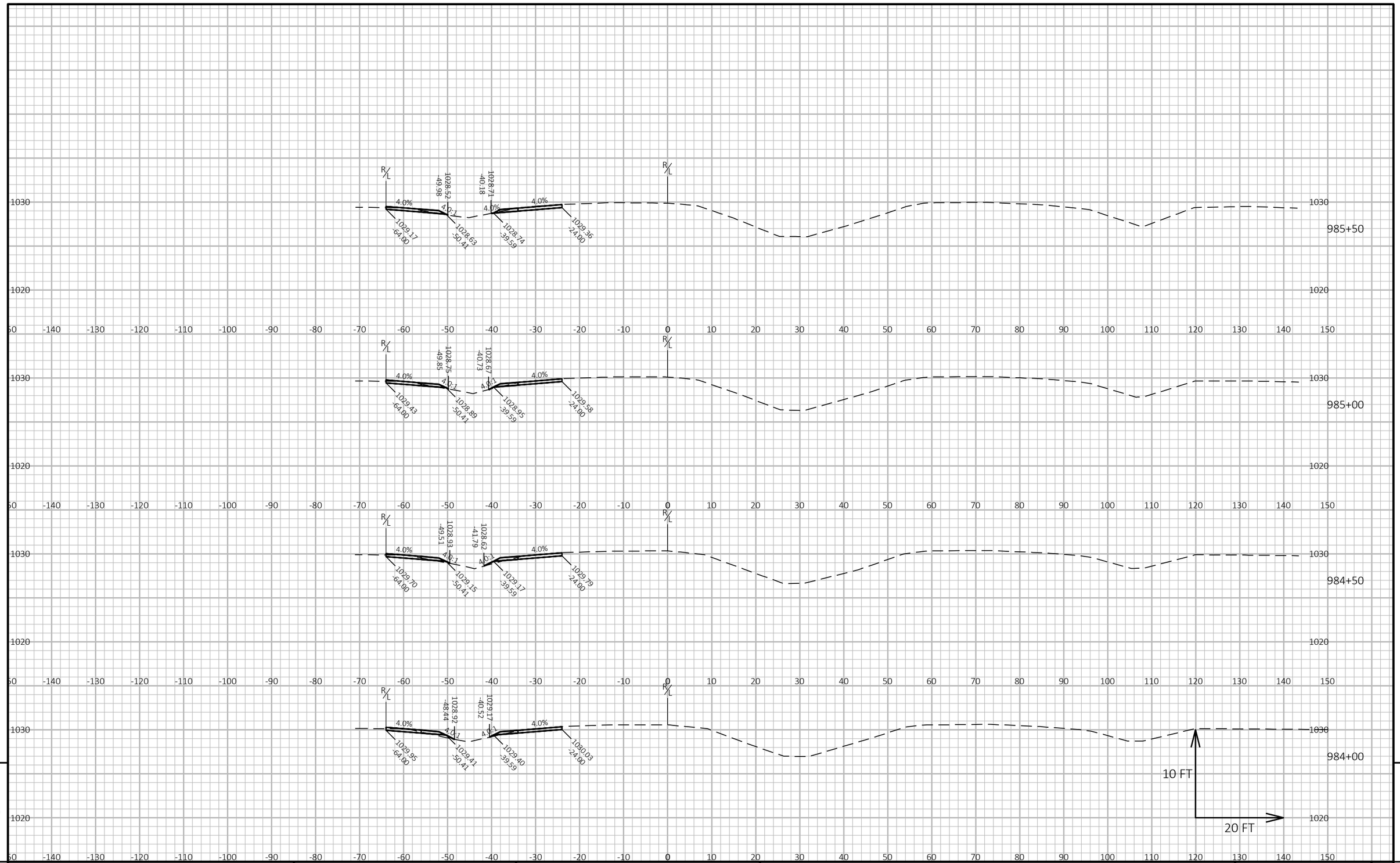
PLOT DATE : 11/1/2020 5:12 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

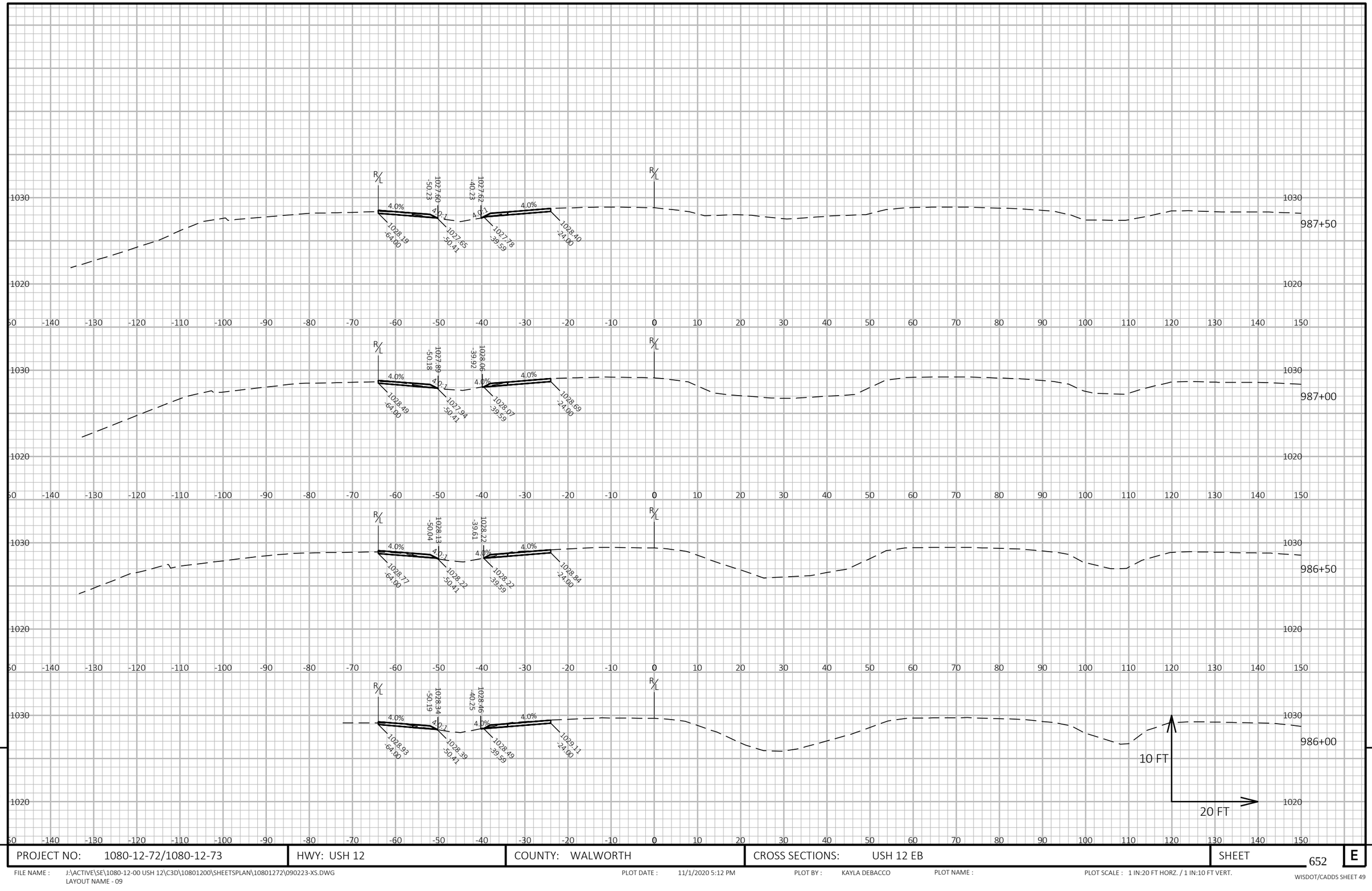


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 651 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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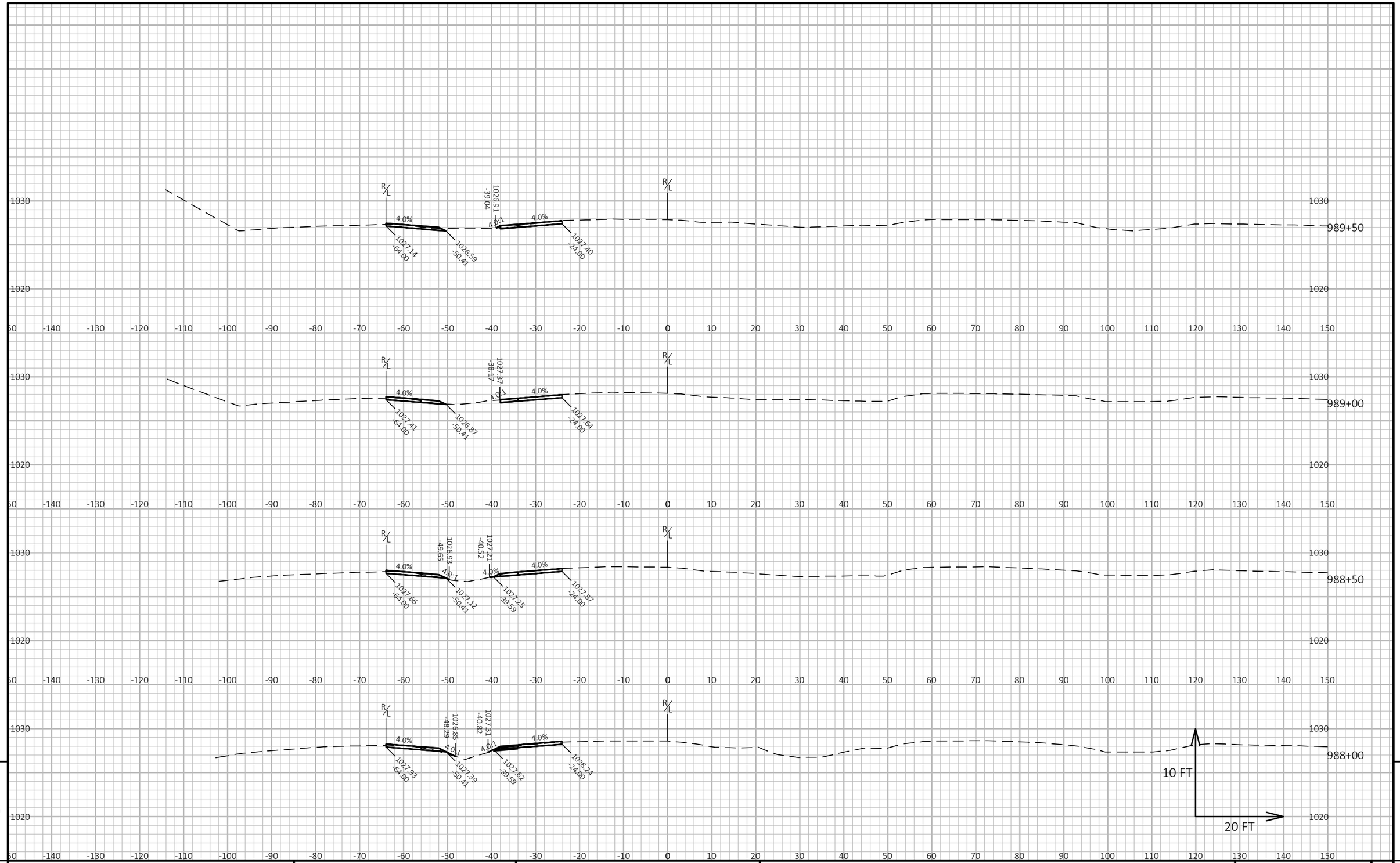
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 652	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 11/1/2020 5:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

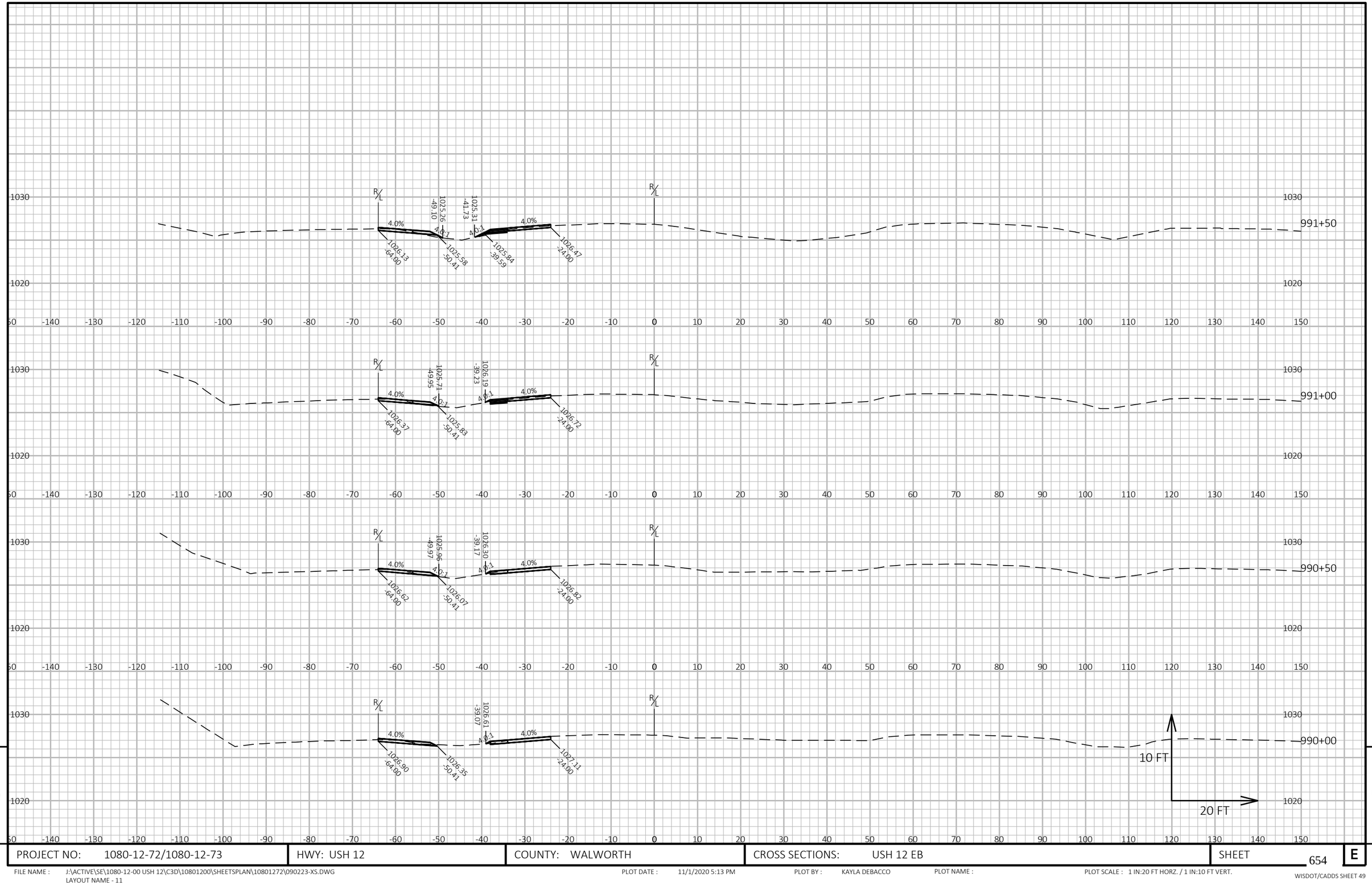


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 653	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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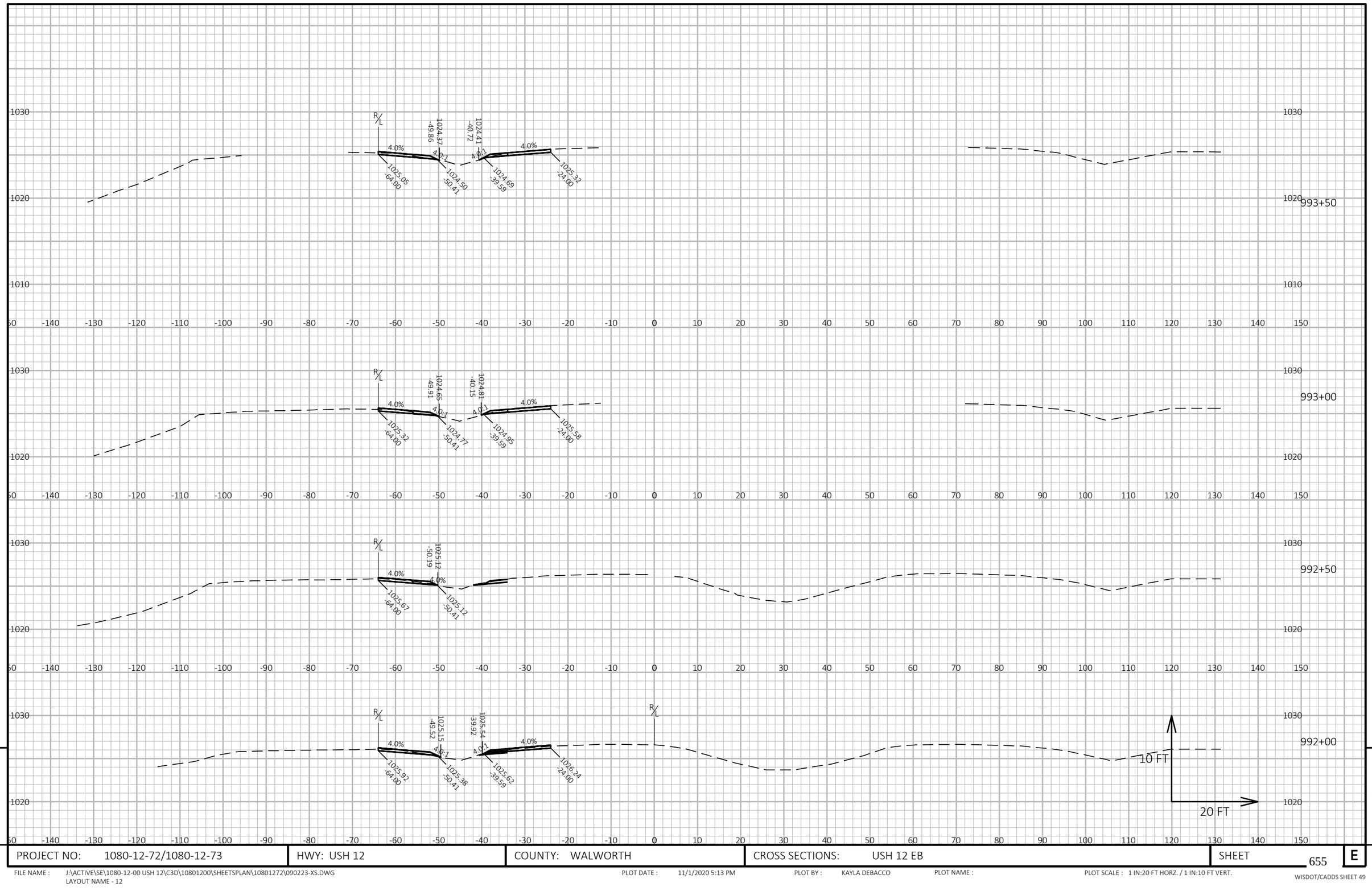
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 654	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

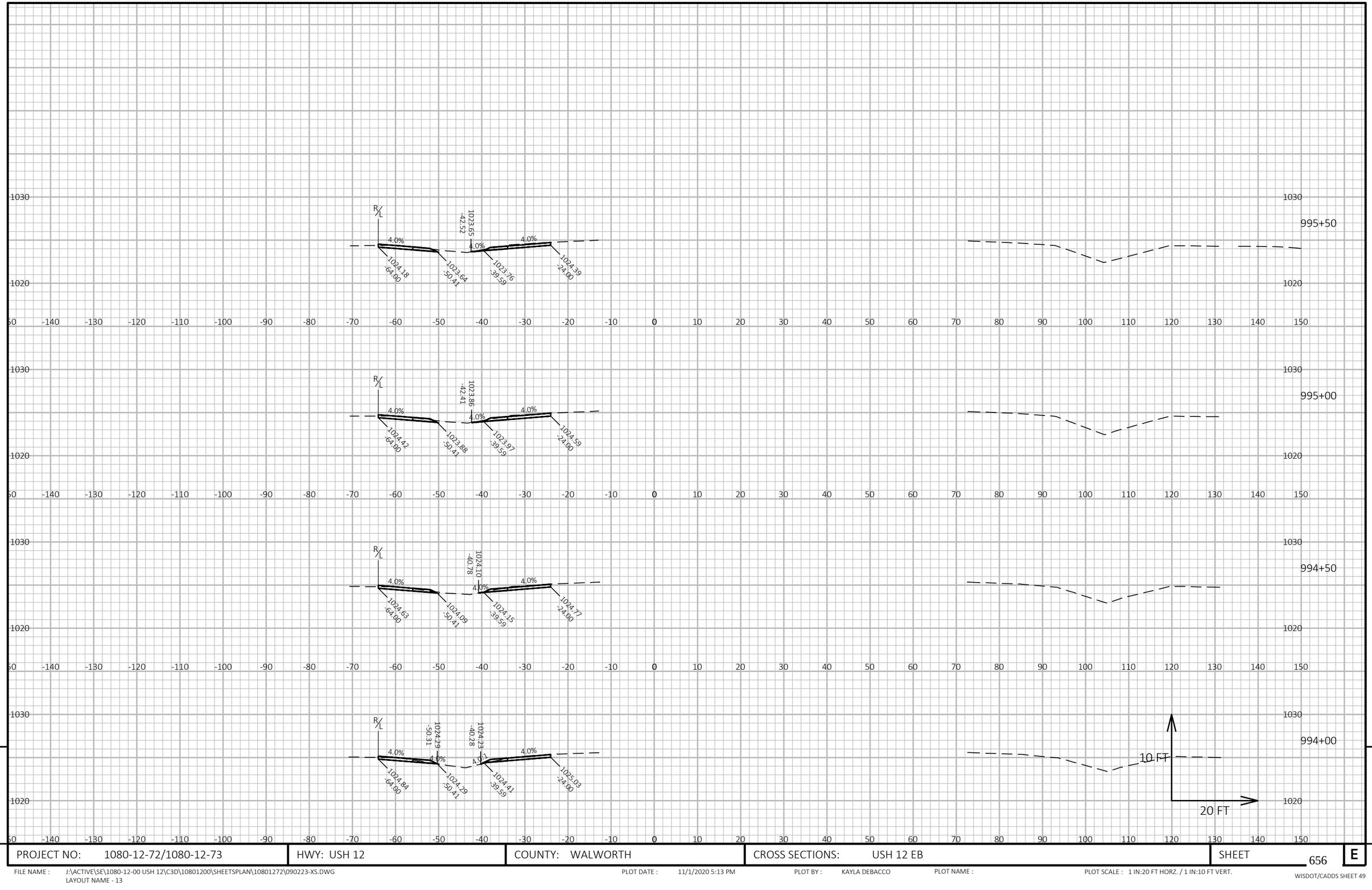


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 655 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

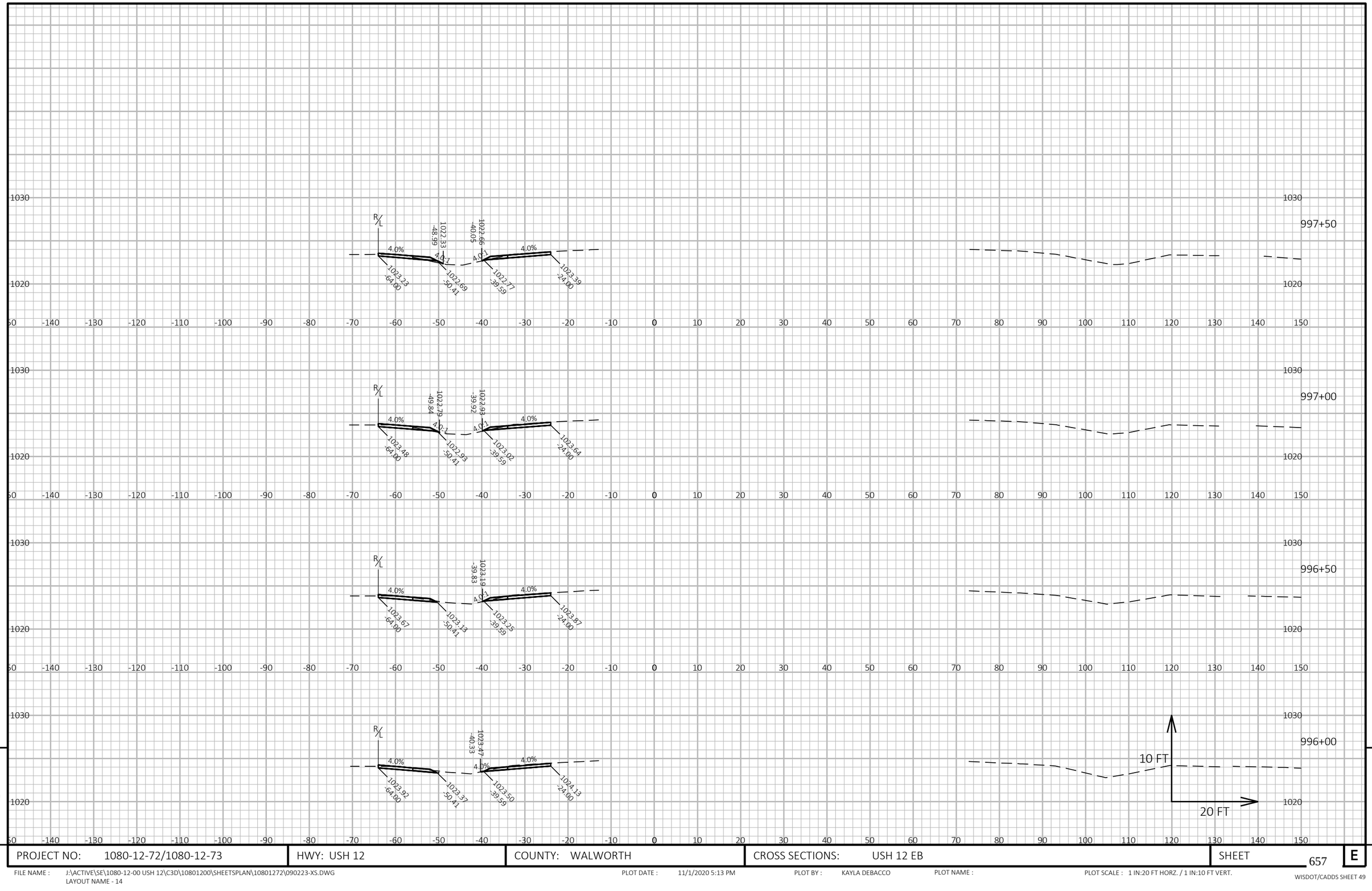


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 656	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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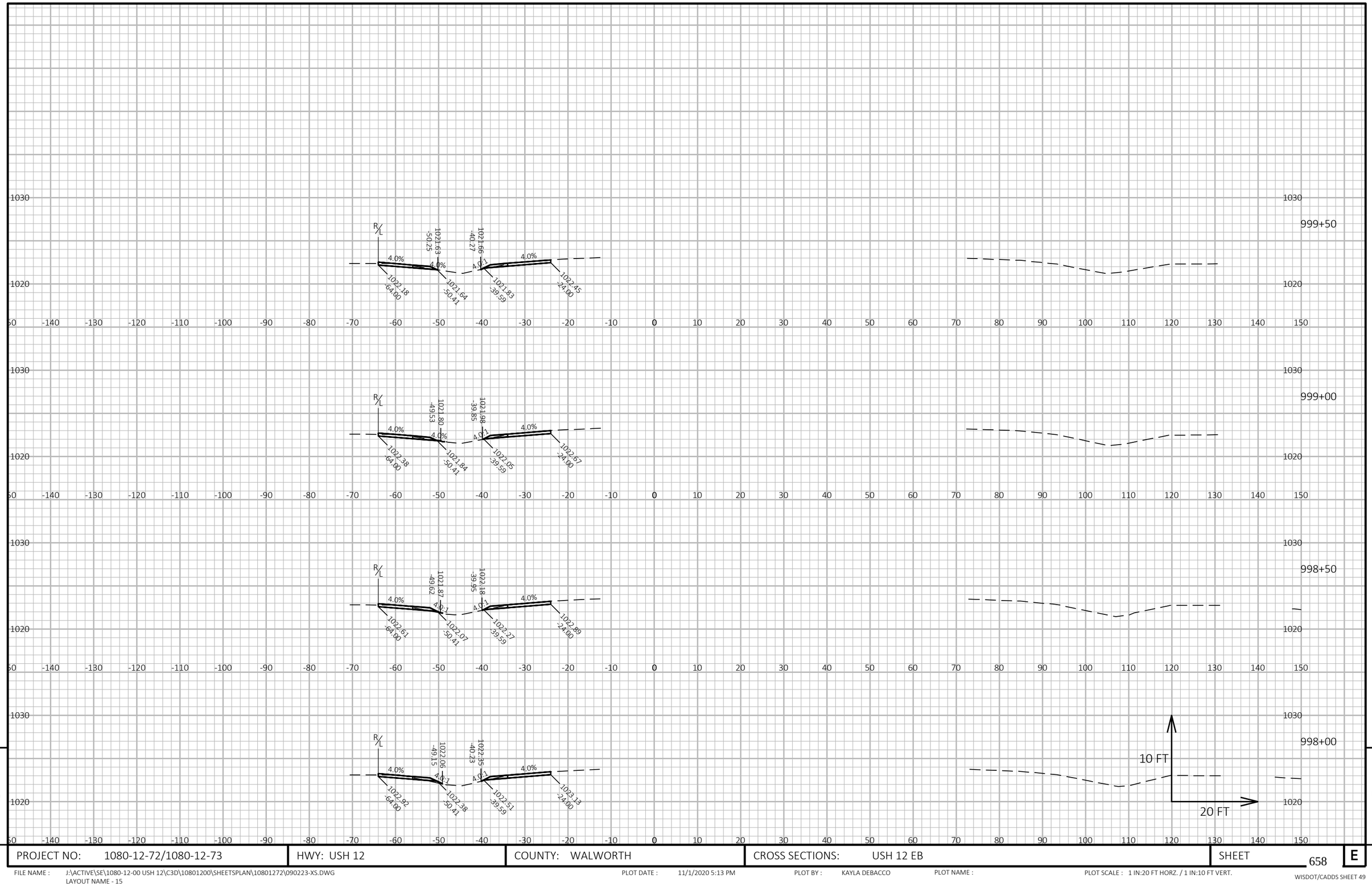
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 657	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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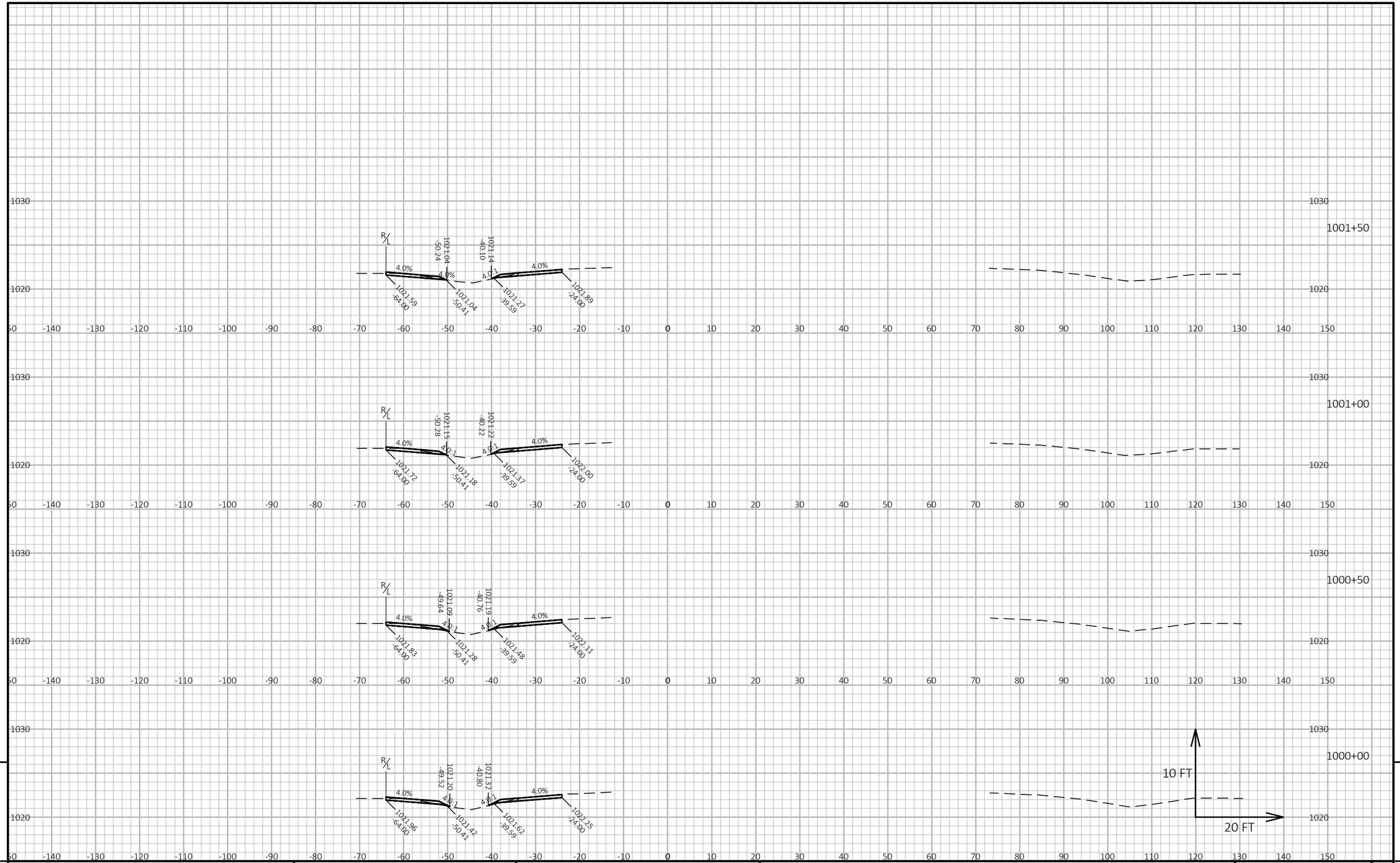
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 658	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 659	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 16

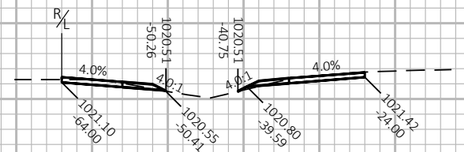
PLOT DATE : 11/1/2020 5:13 PM

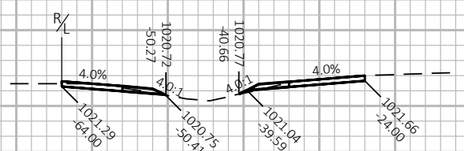
PLOT BY : KAYLA DEBACCO

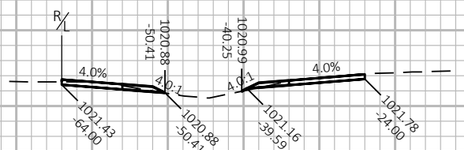
PLOT NAME :

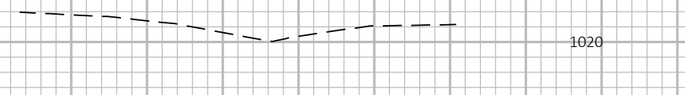
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

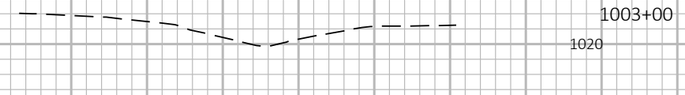
WISDOT/CADDS SHEET 49

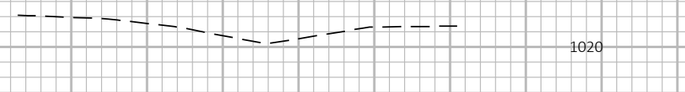


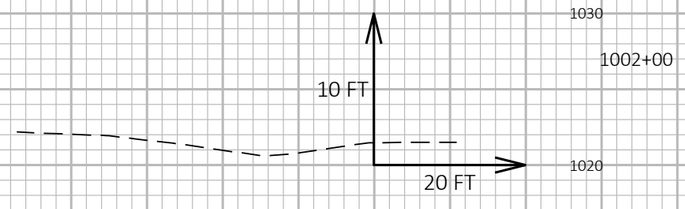












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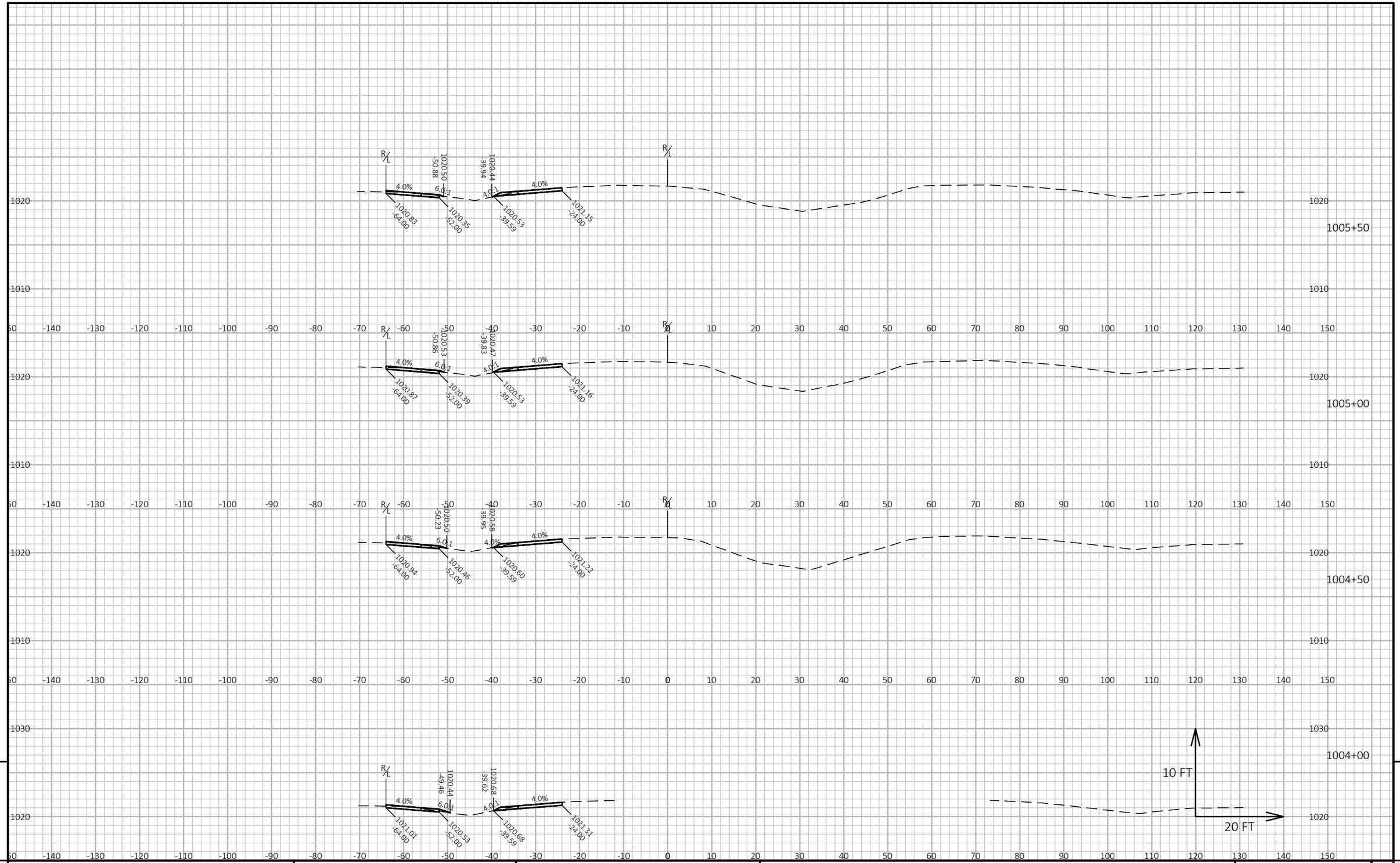
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 660	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

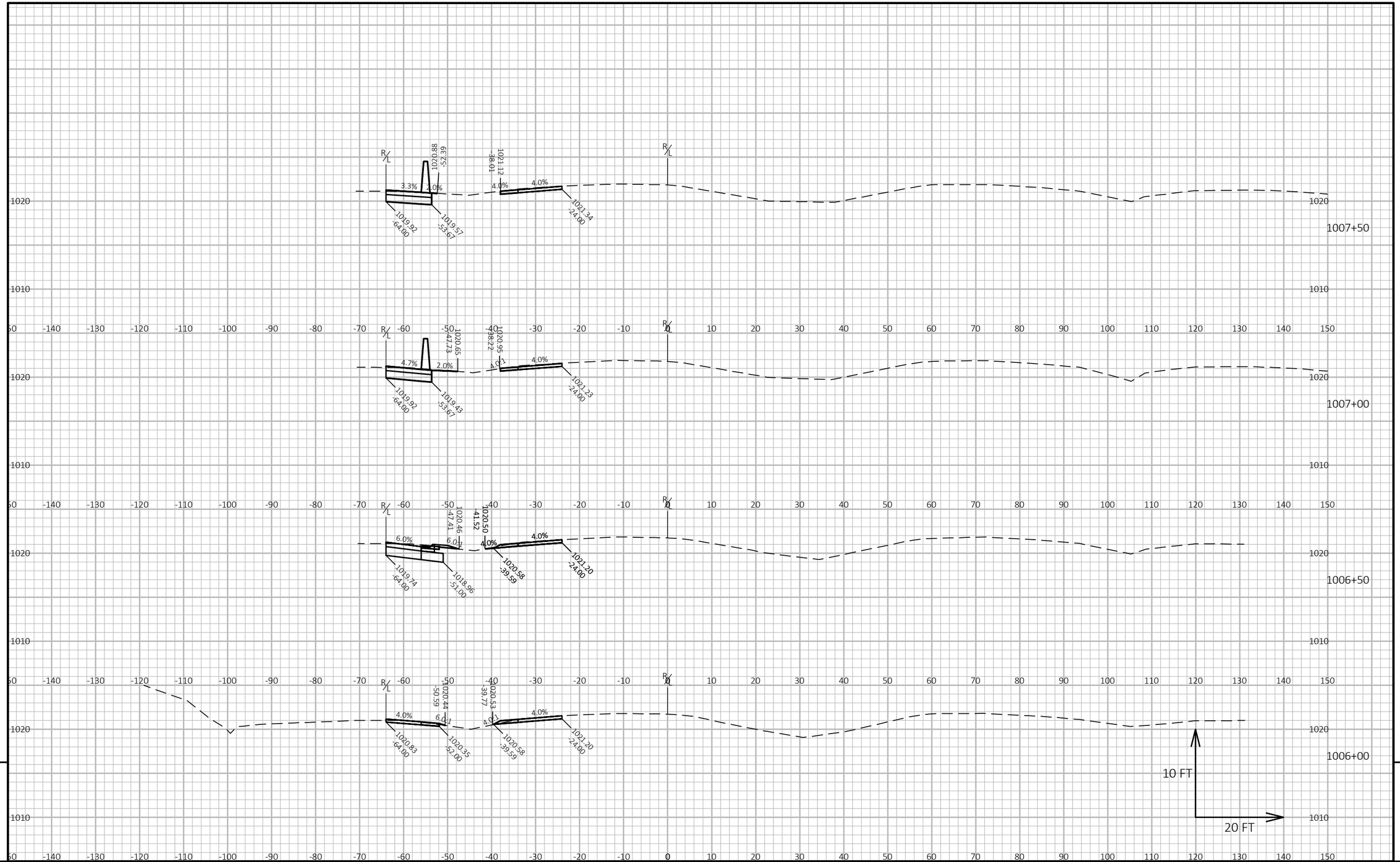


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 661	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

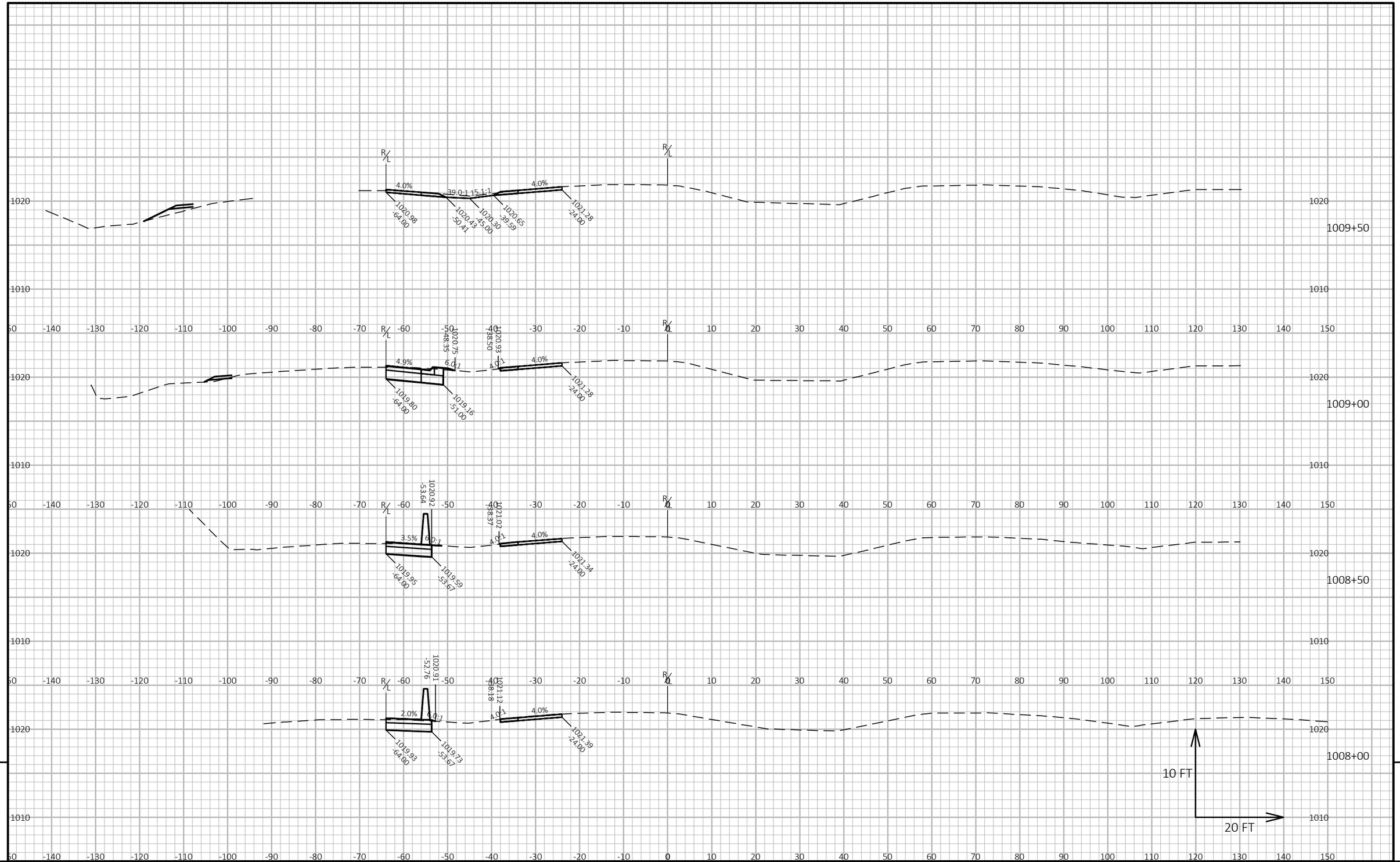


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 662	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 11/1/2020 5:13 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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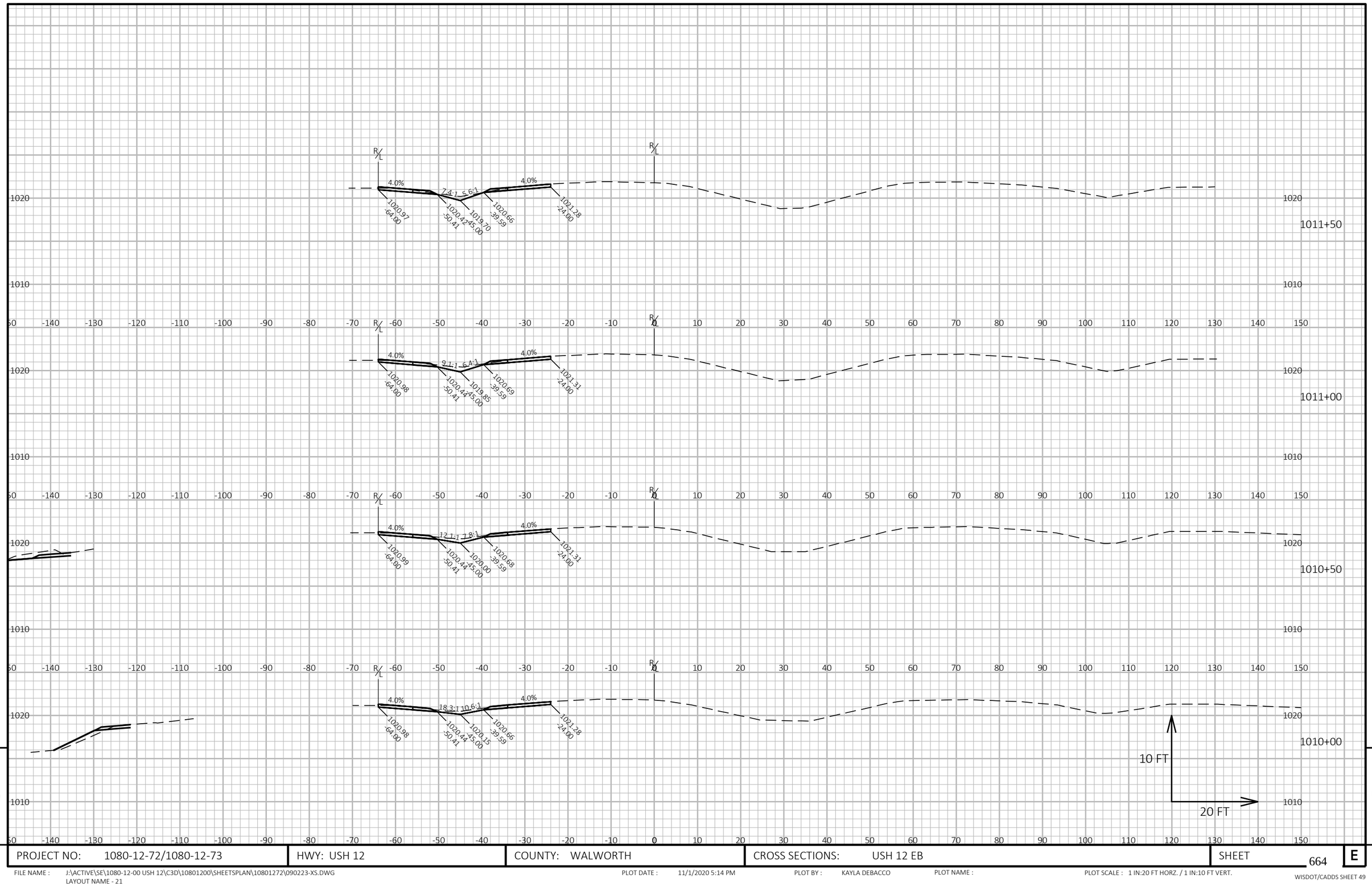
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 663	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 11/1/2020 5:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

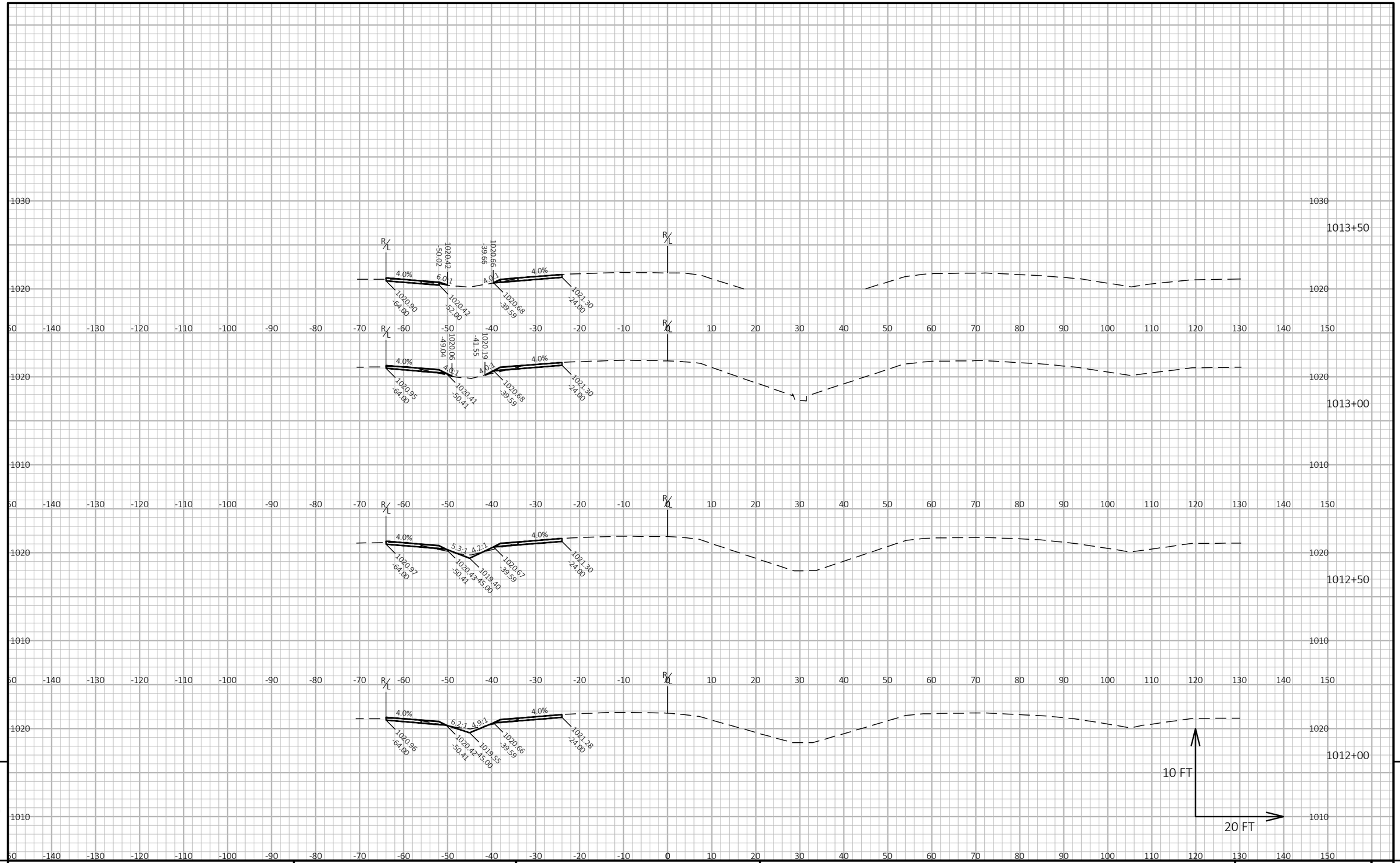


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 664	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 11/1/2020 5:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

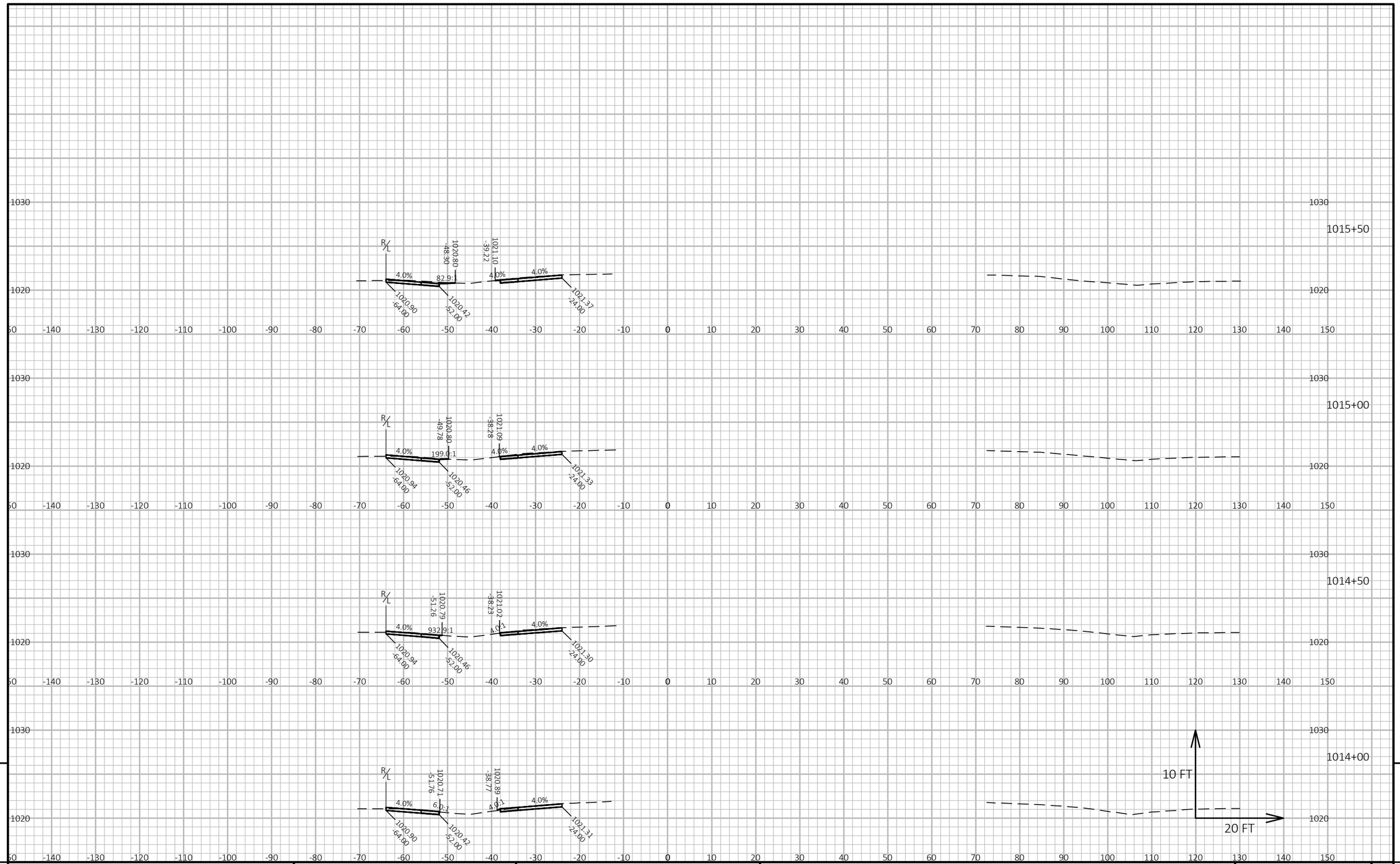


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 665 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 11/1/2020 5:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 666	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 23

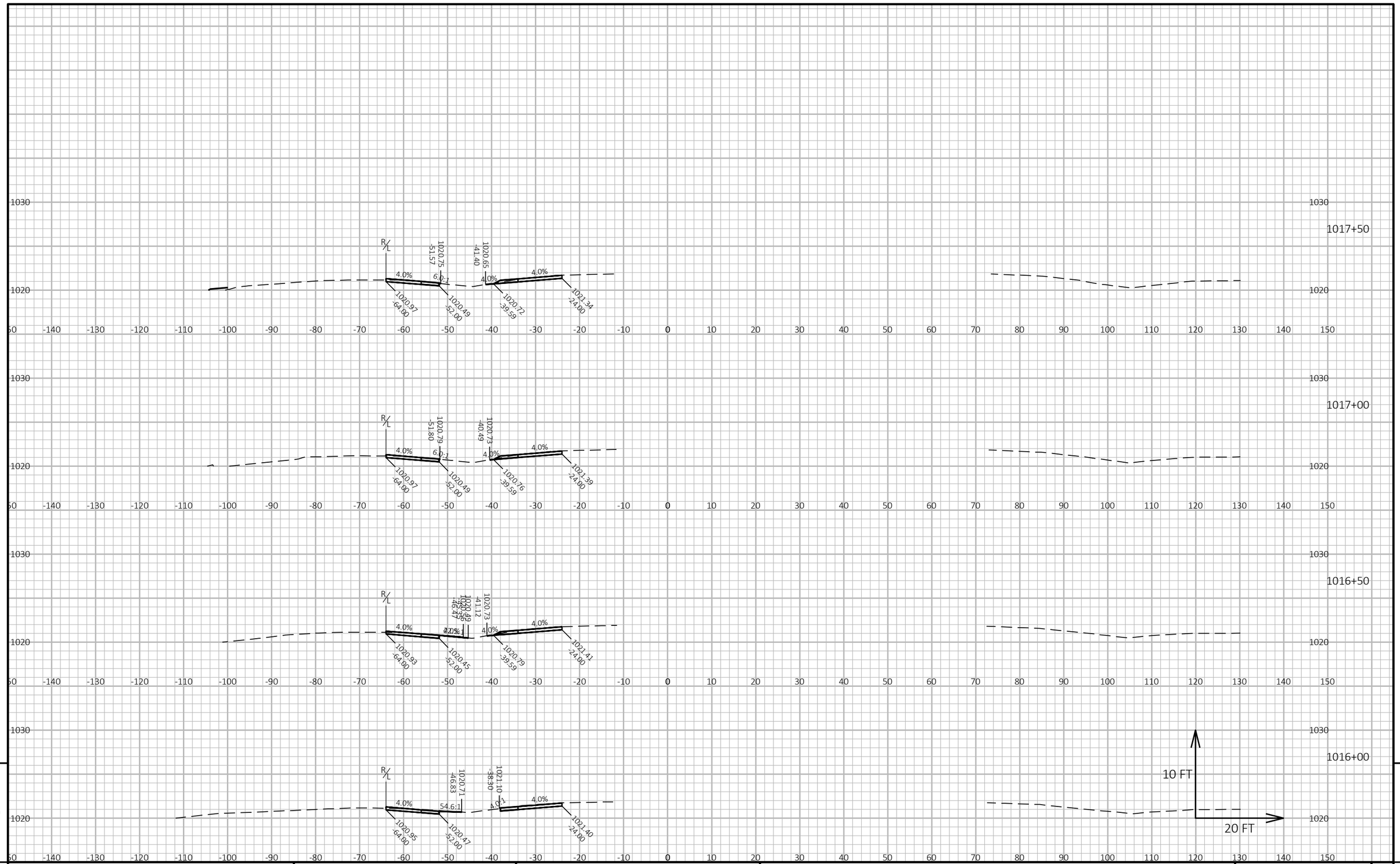
PLOT DATE : 11/1/2020 5:14 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 667	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 24

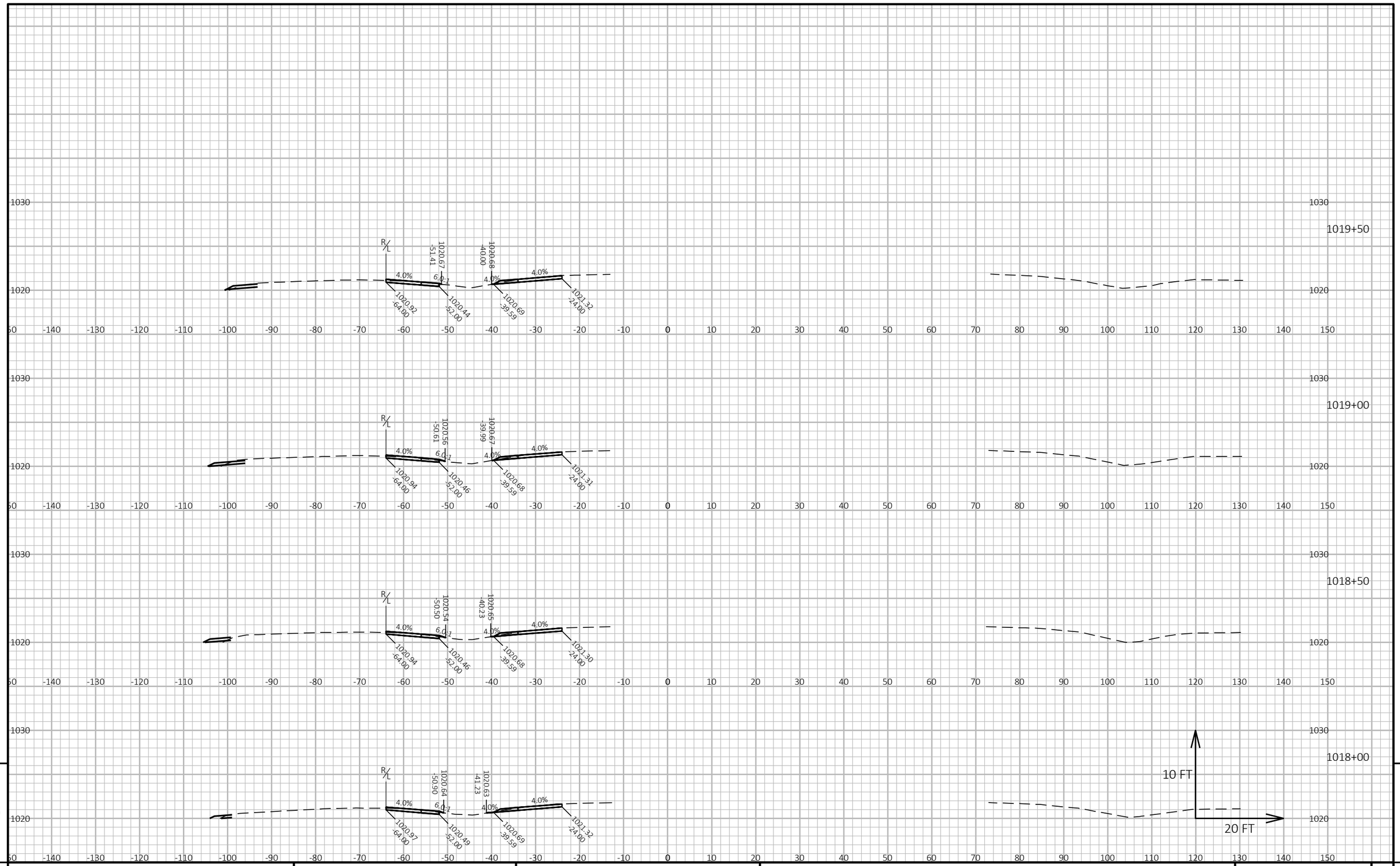
PLOT DATE : 11/1/2020 5:14 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 668	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 25

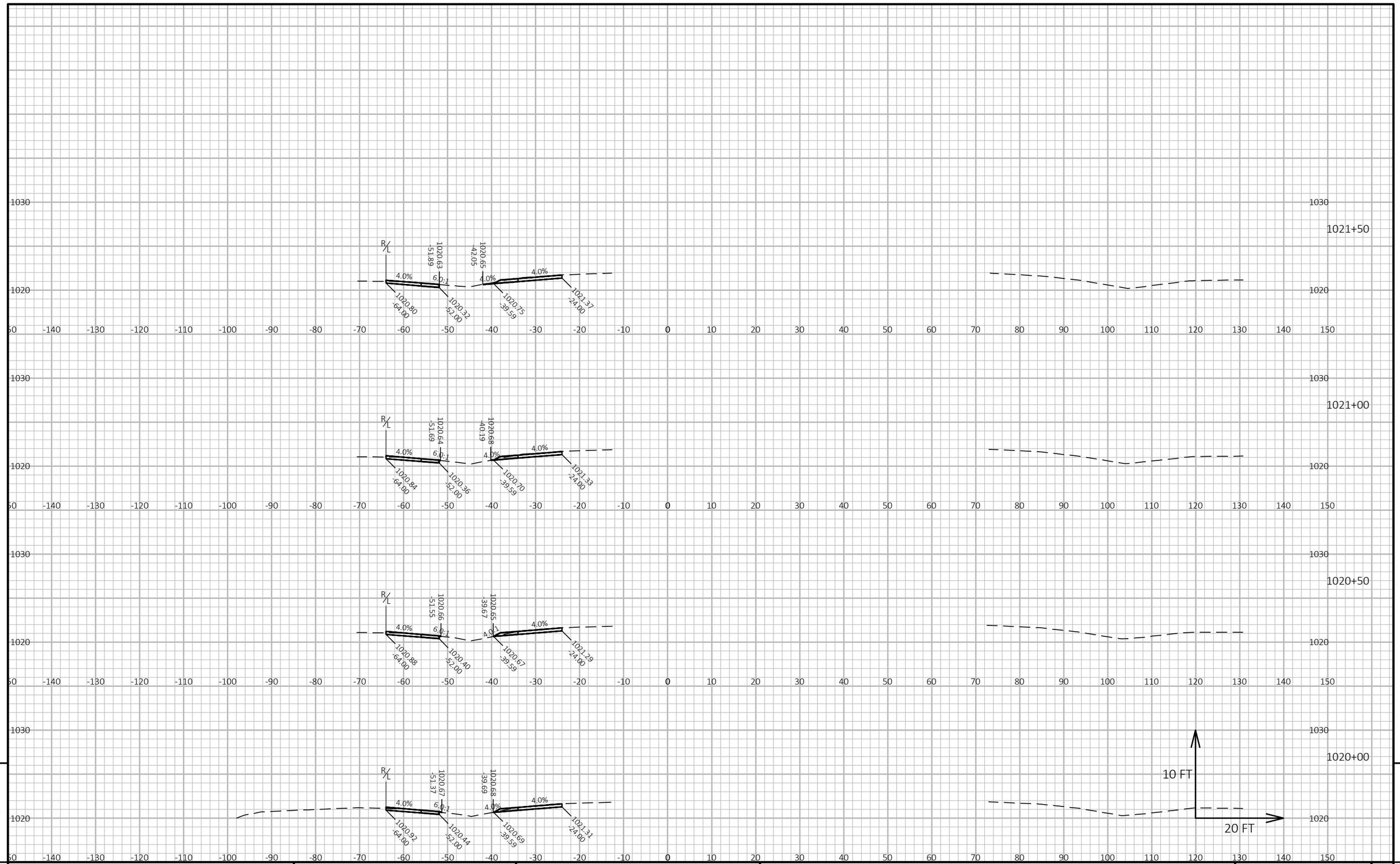
PLOT DATE : 11/1/2020 5:14 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

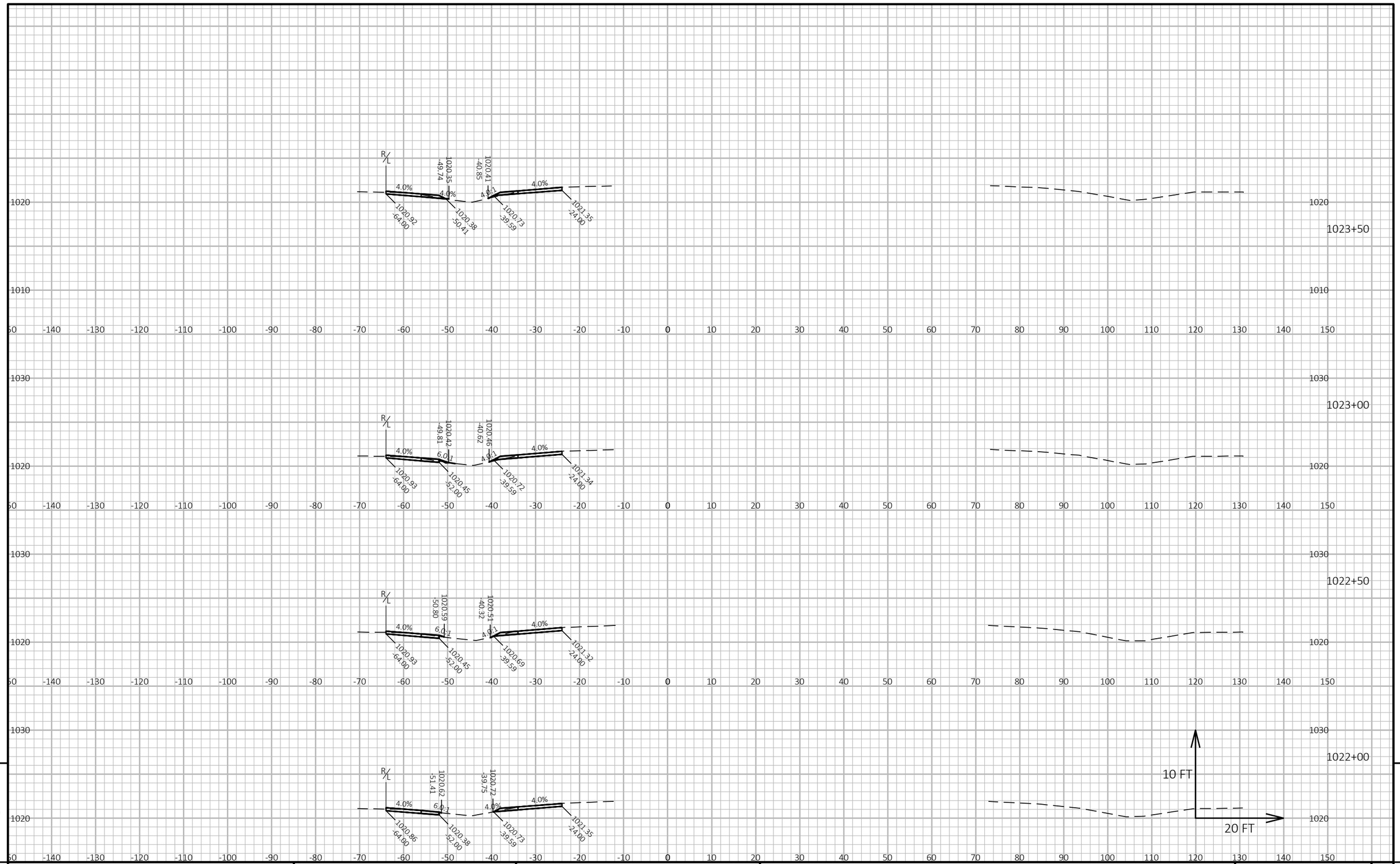
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 669	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 26
PLOT DATE : 11/1/2020 5:14 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

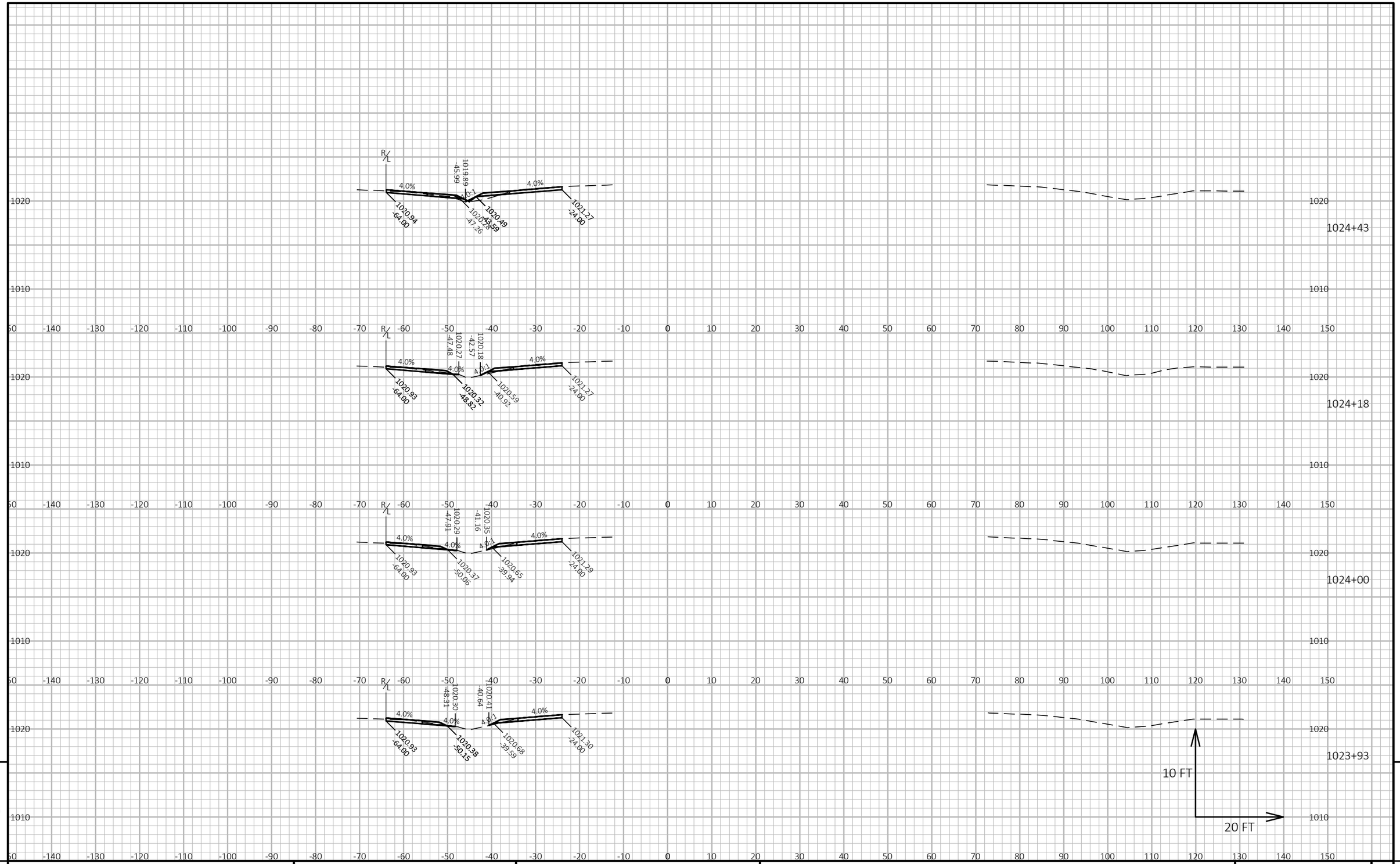


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 670	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 11/1/2020 5:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

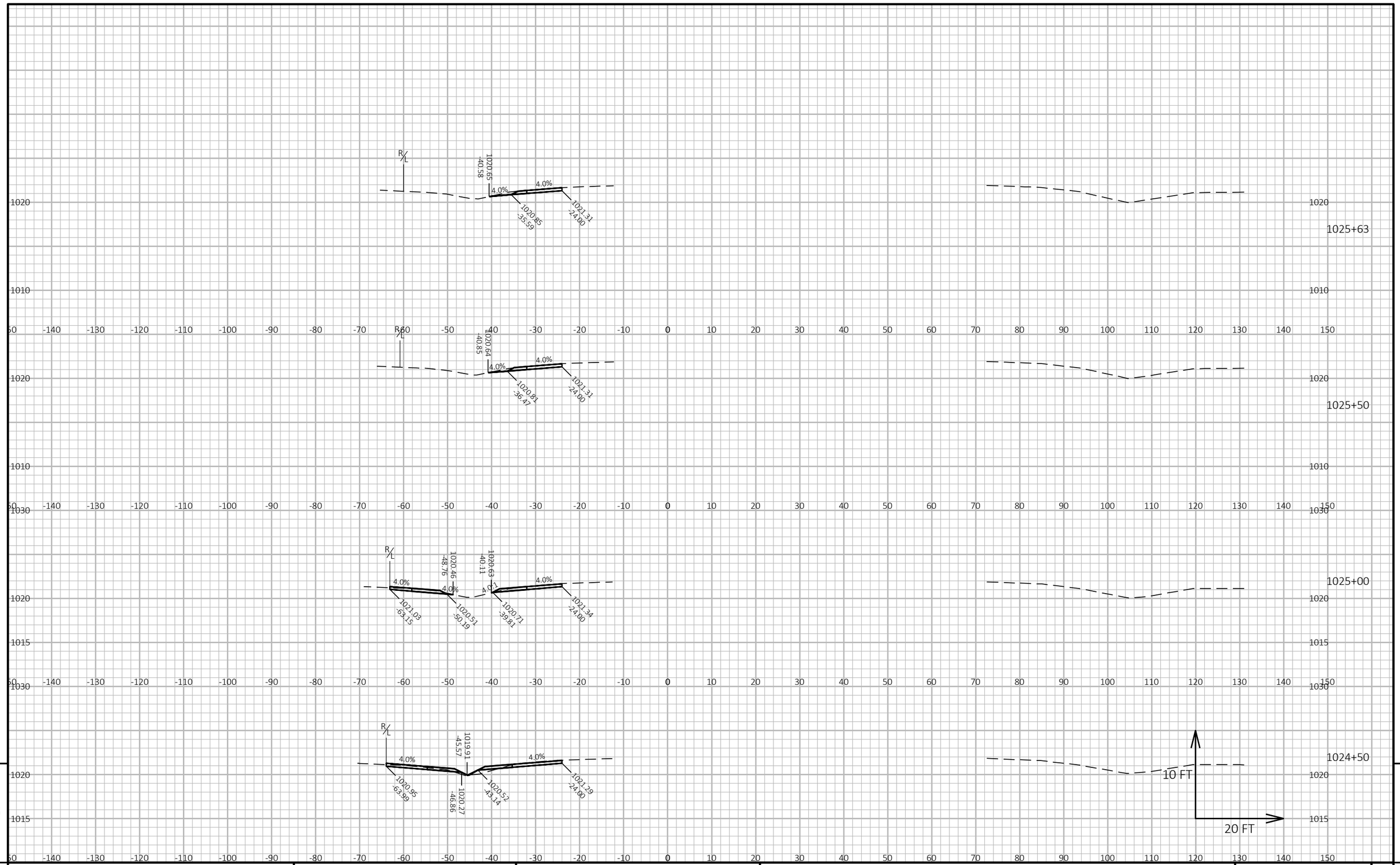


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 671 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 11/1/2020 5:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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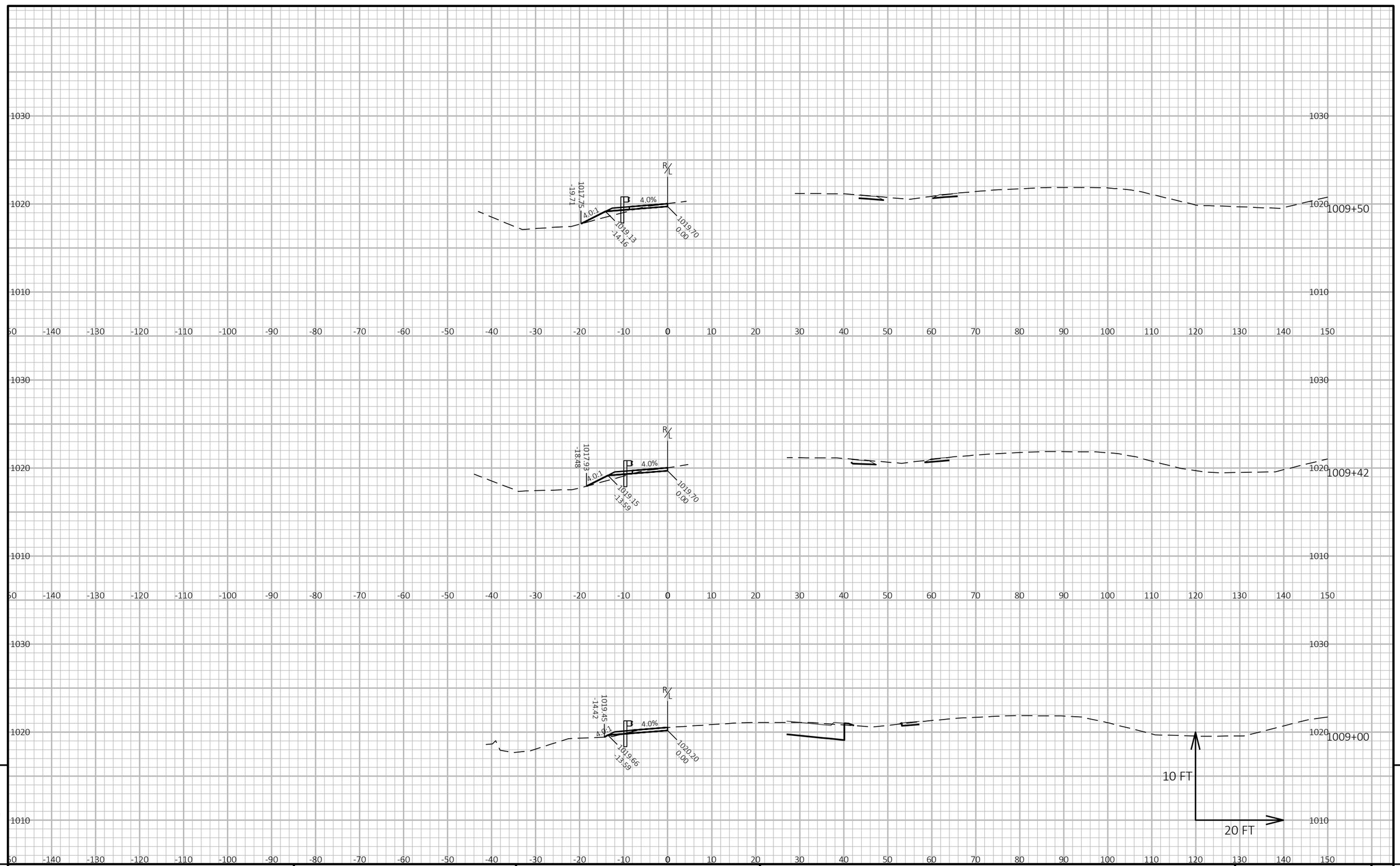
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 672	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090223-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 11/1/2020 5:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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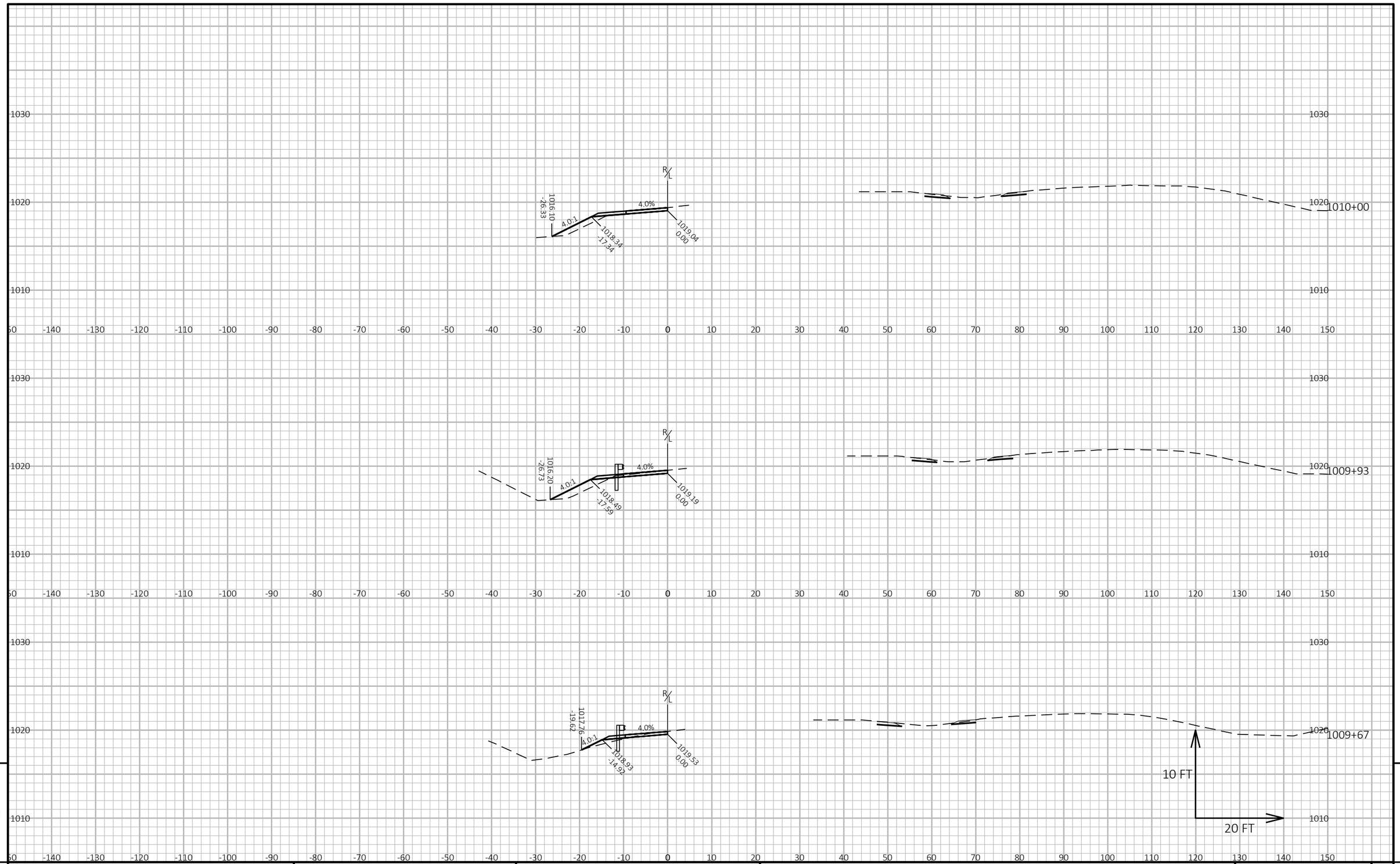
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 43 RAMP G	SHEET 673	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090226-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2020 3:32 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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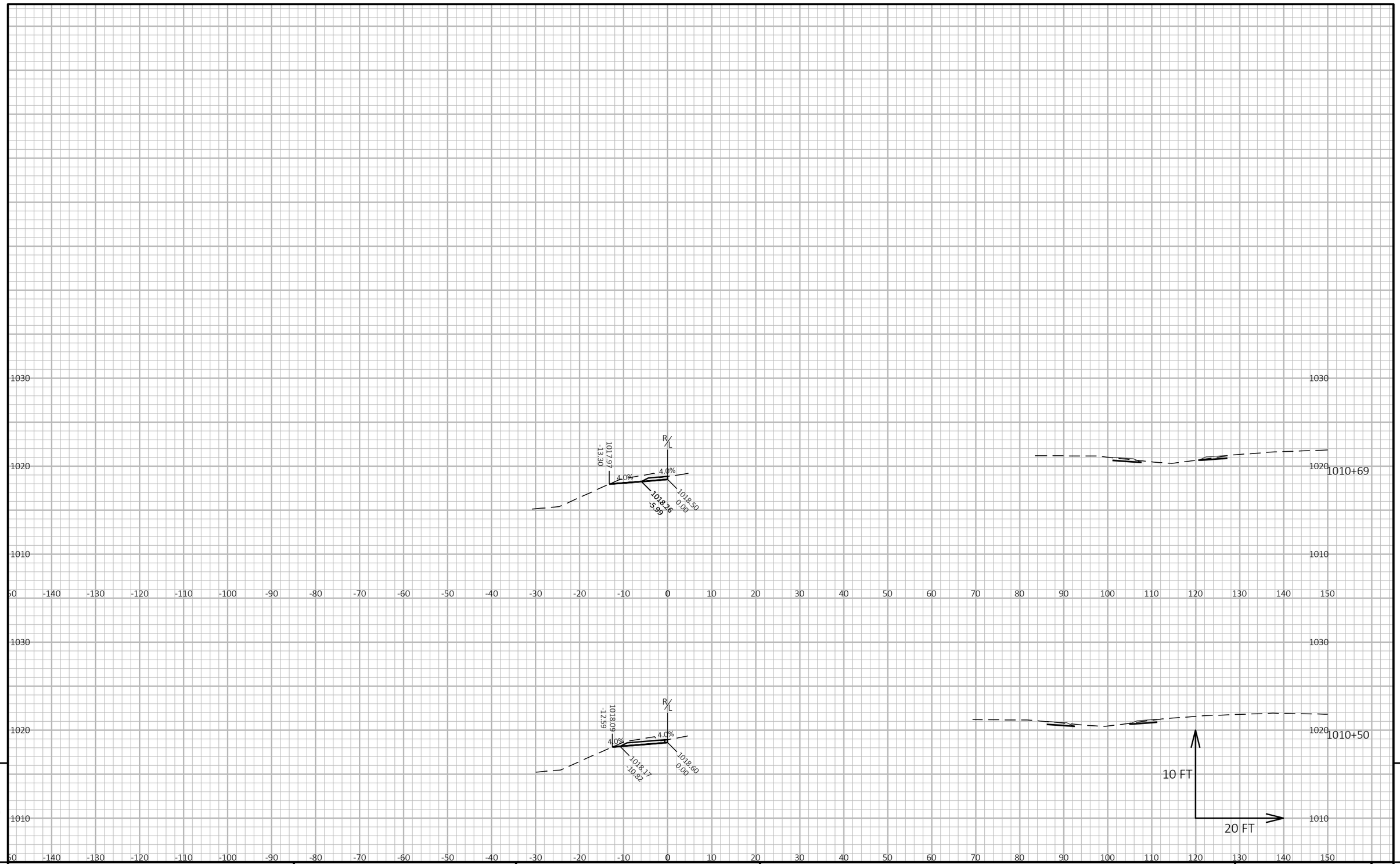
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 43 RAMP G	SHEET 674	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090226-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2020 3:32 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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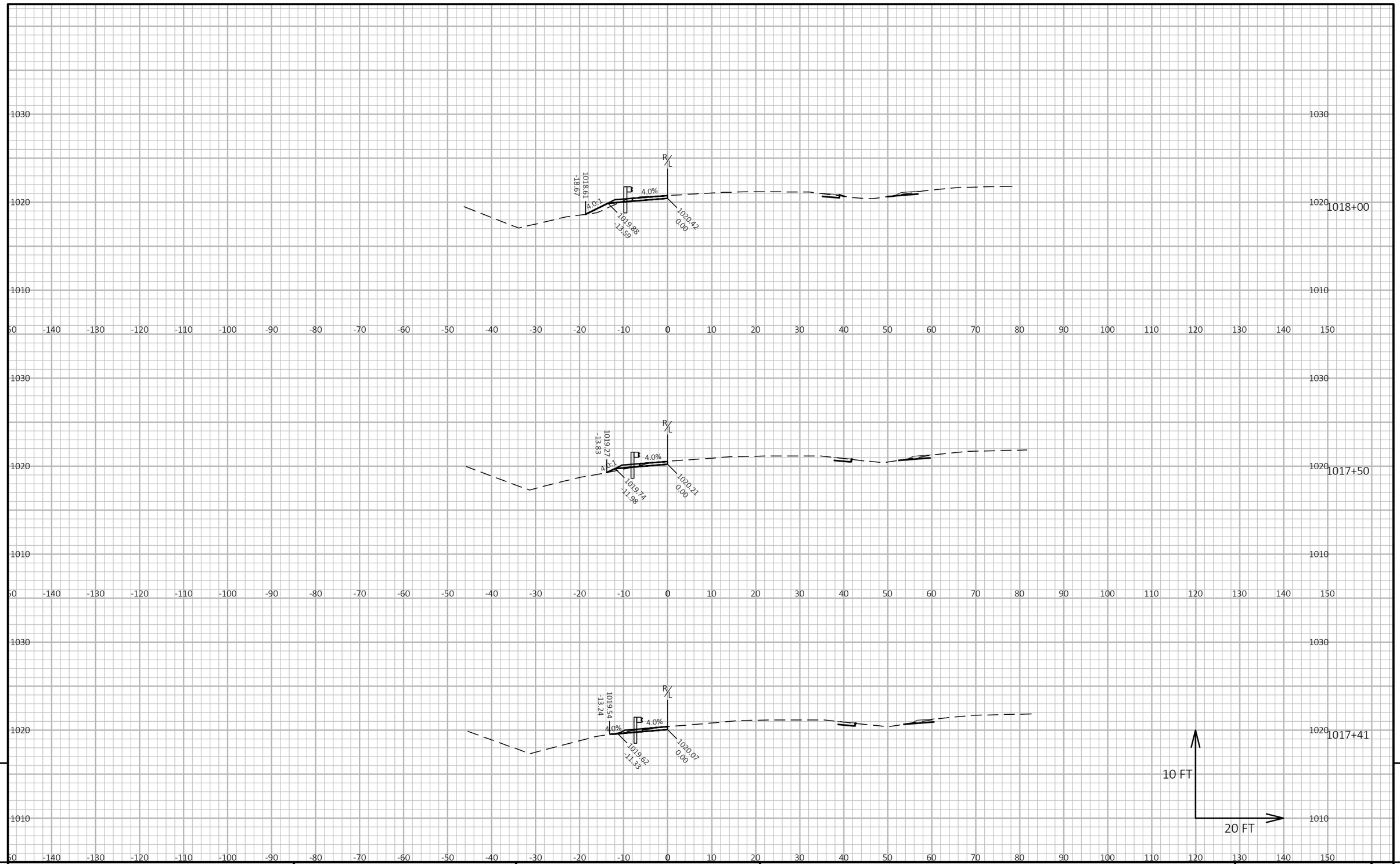
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 43 RAMP G	SHEET 675	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090226-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2020 3:32 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

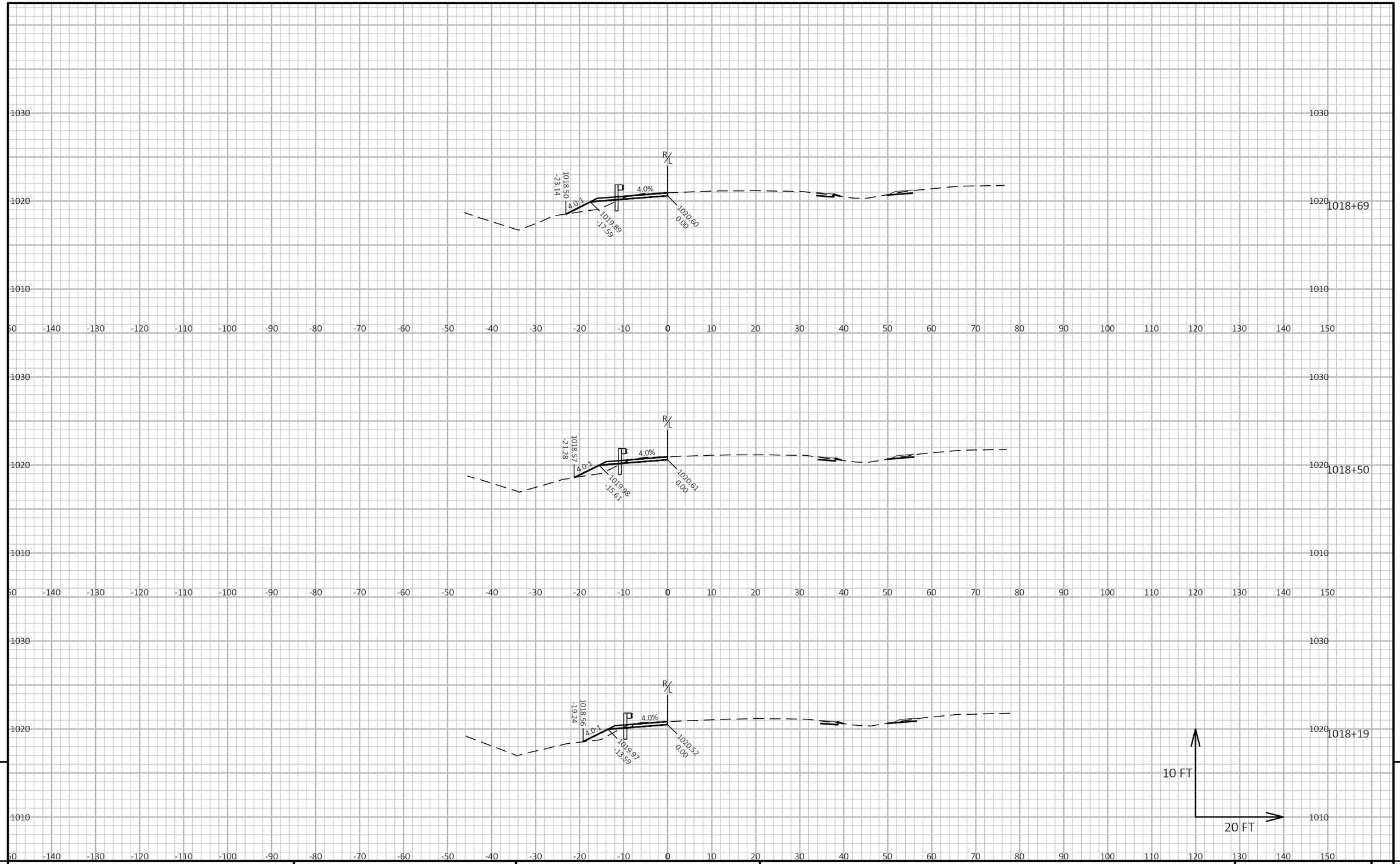


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 43 RAMP H	SHEET 676	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090227-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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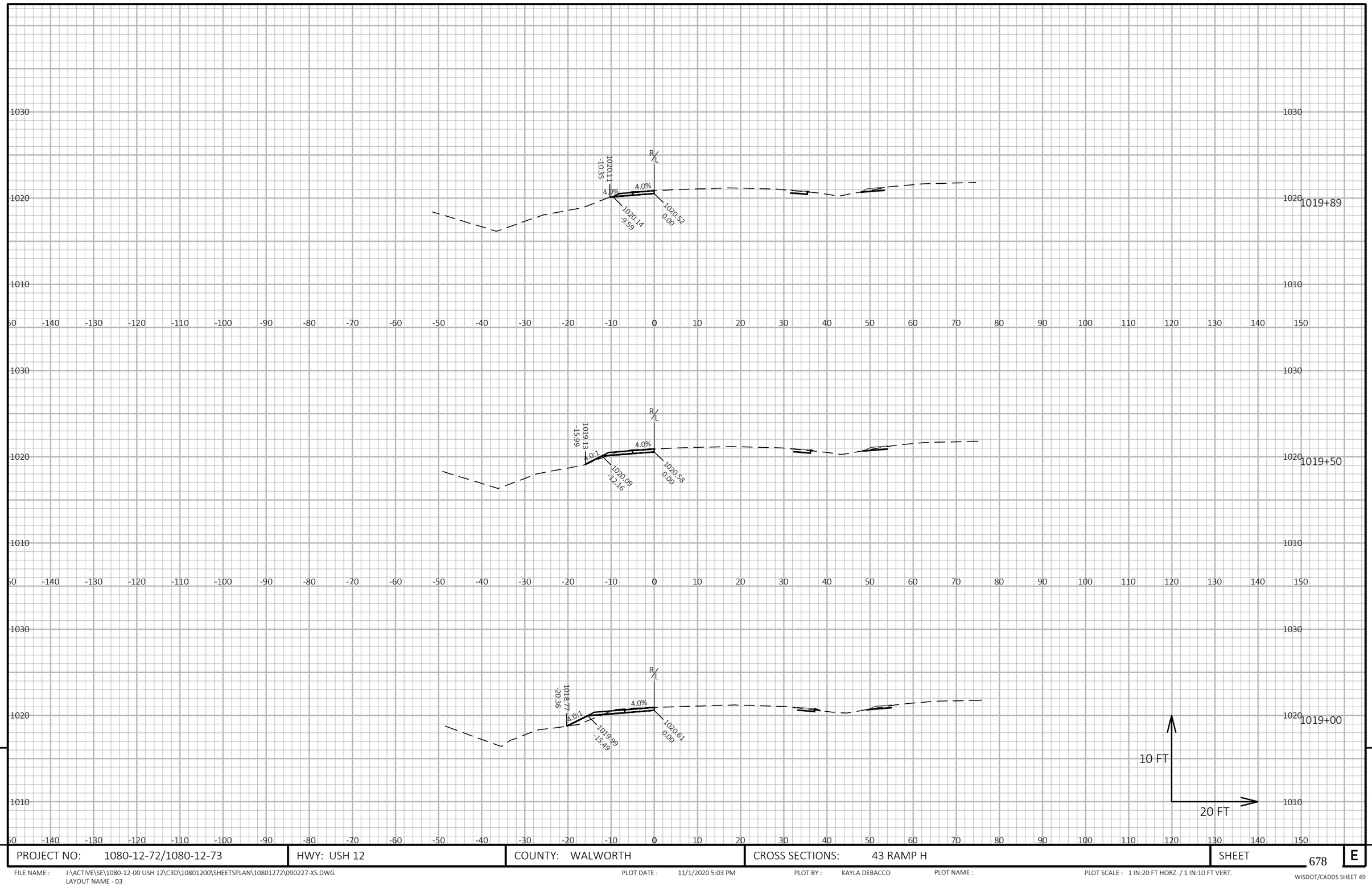
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 43 RAMP H	SHEET 677	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090227-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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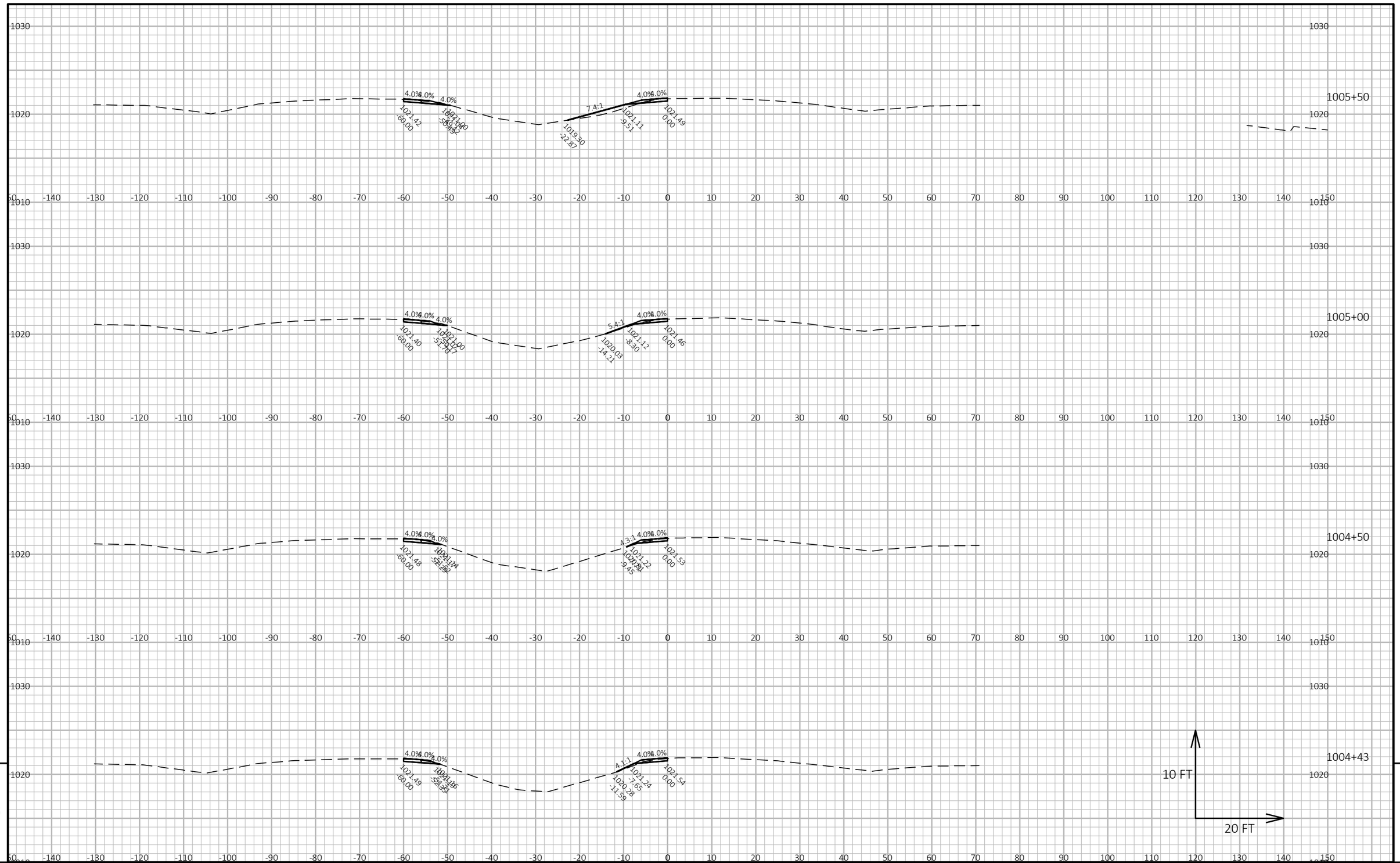
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 43 RAMP H	SHEET 678	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090227-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

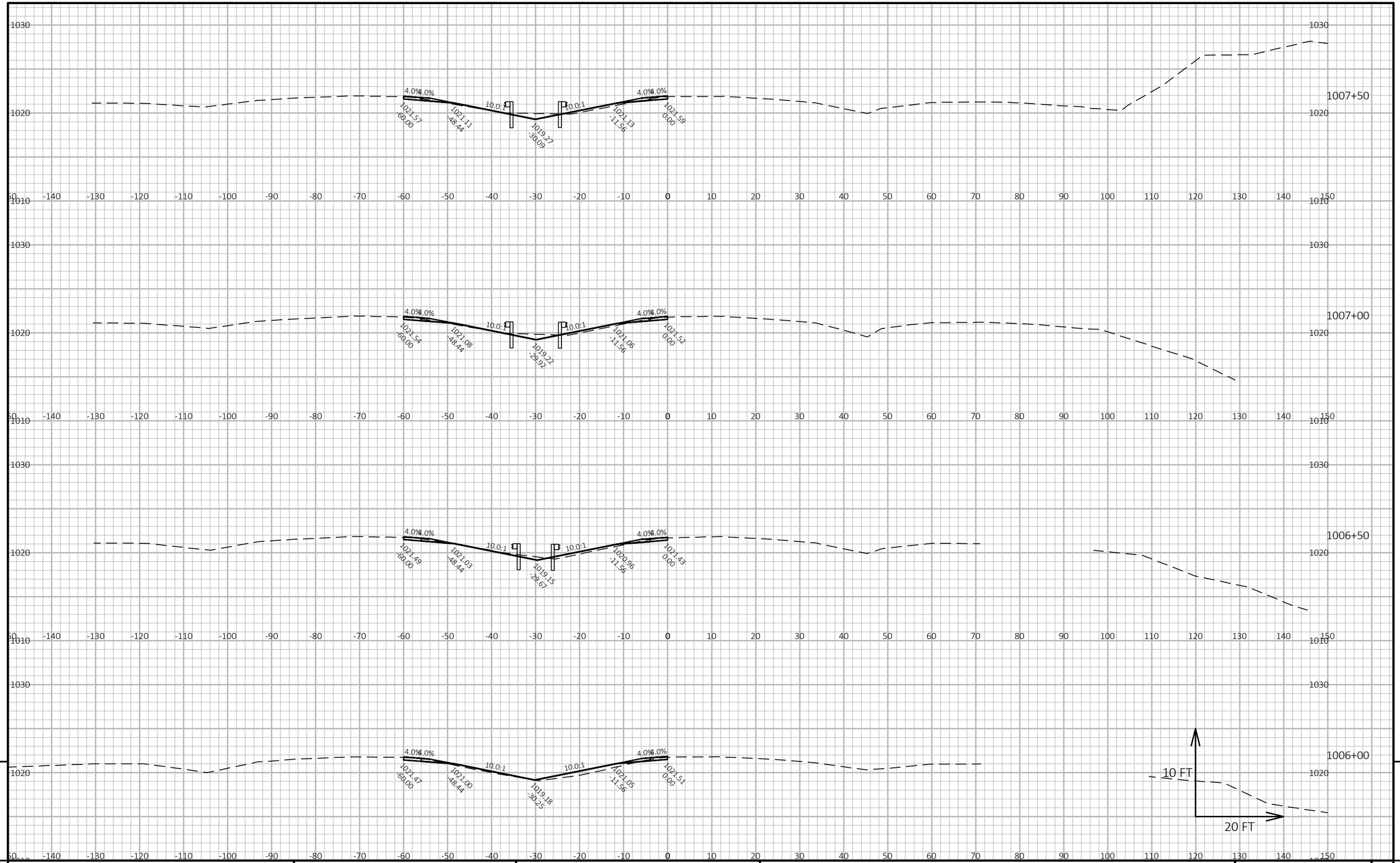


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT IH 43	SHEET 679 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090230-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 4:47 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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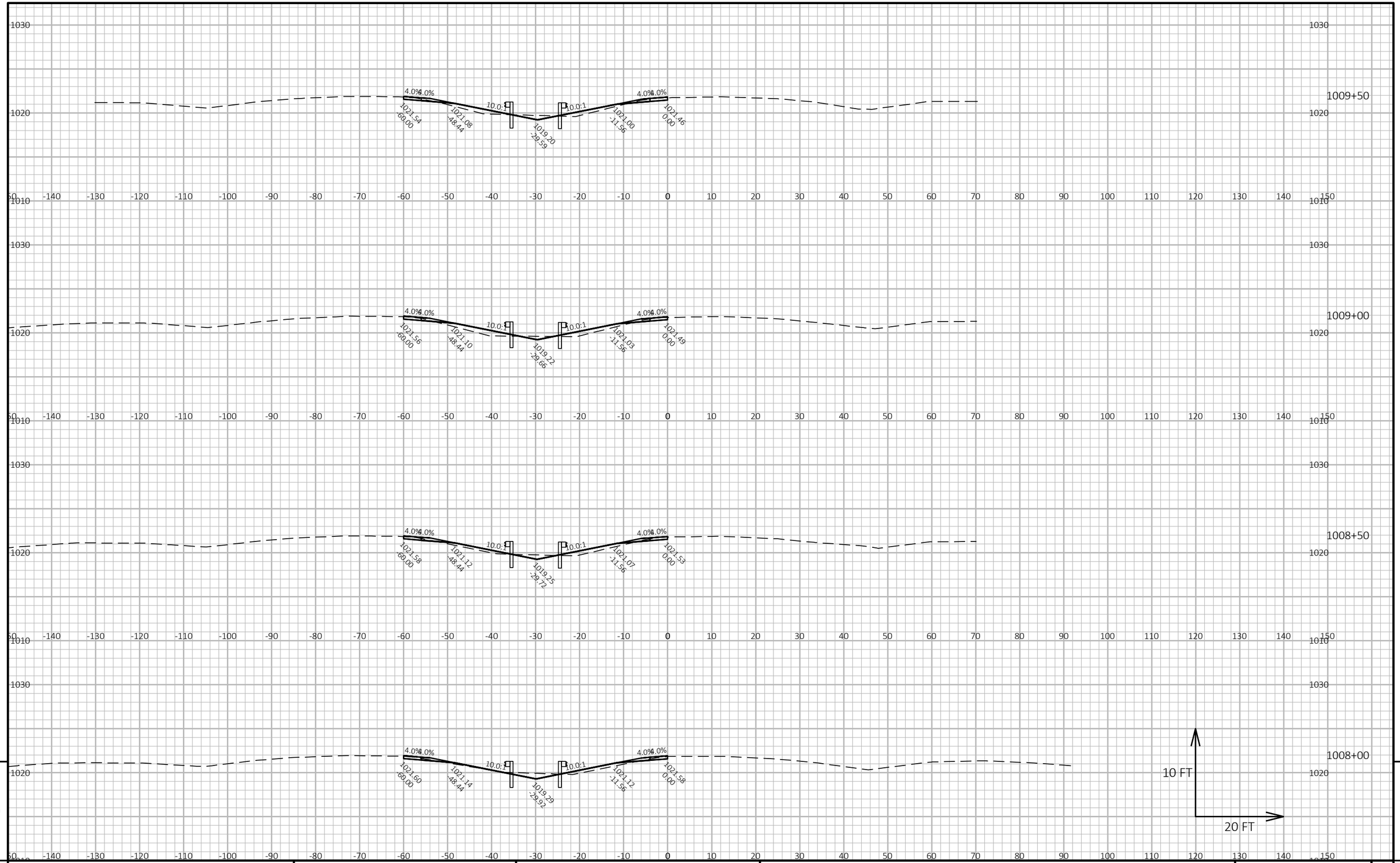
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT IH 43	SHEET 680	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090230-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 4:47 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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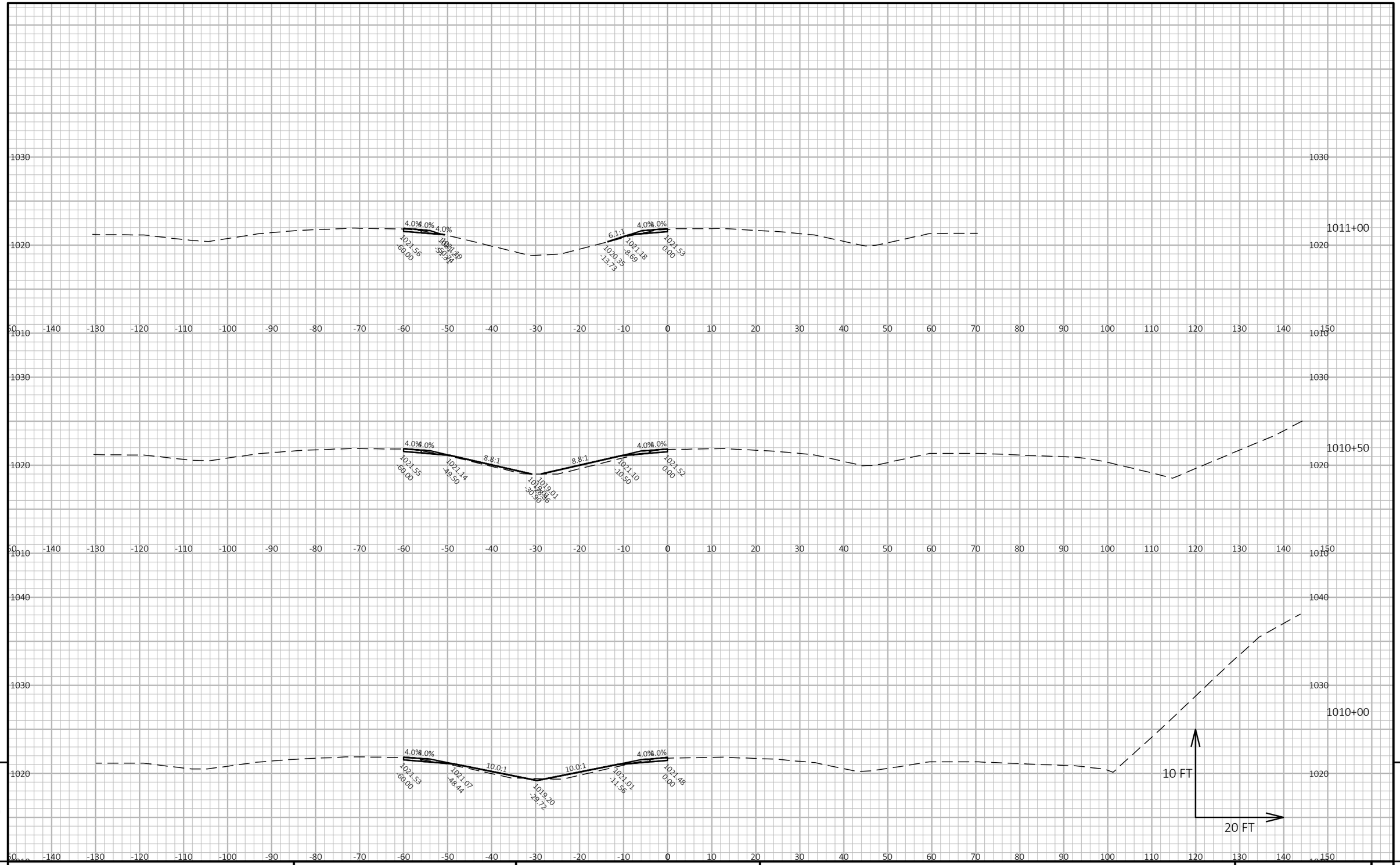
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT IH 43	SHEET 681	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090230-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 4:47 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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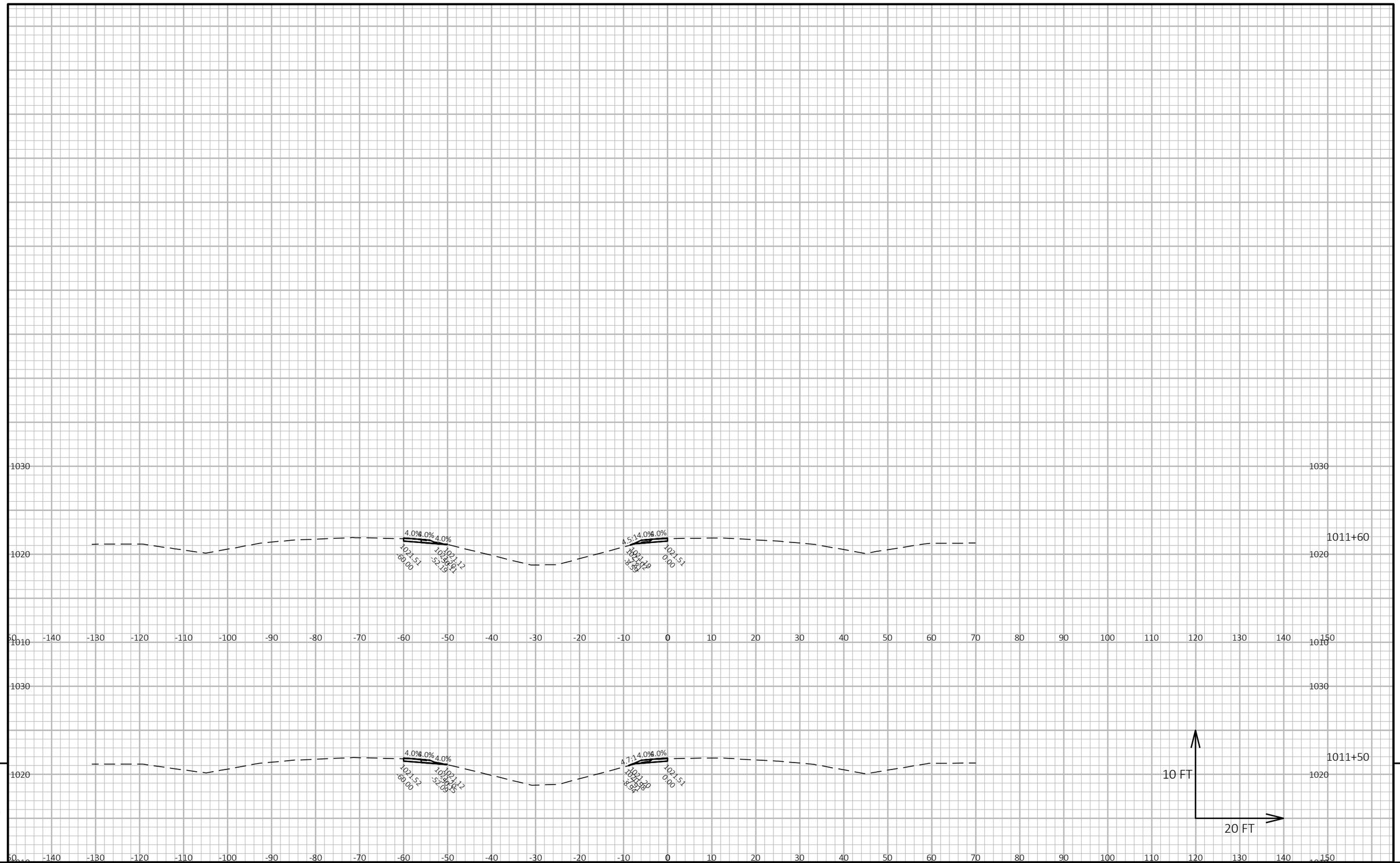
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT IH 43	SHEET 682	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090230-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 4:47 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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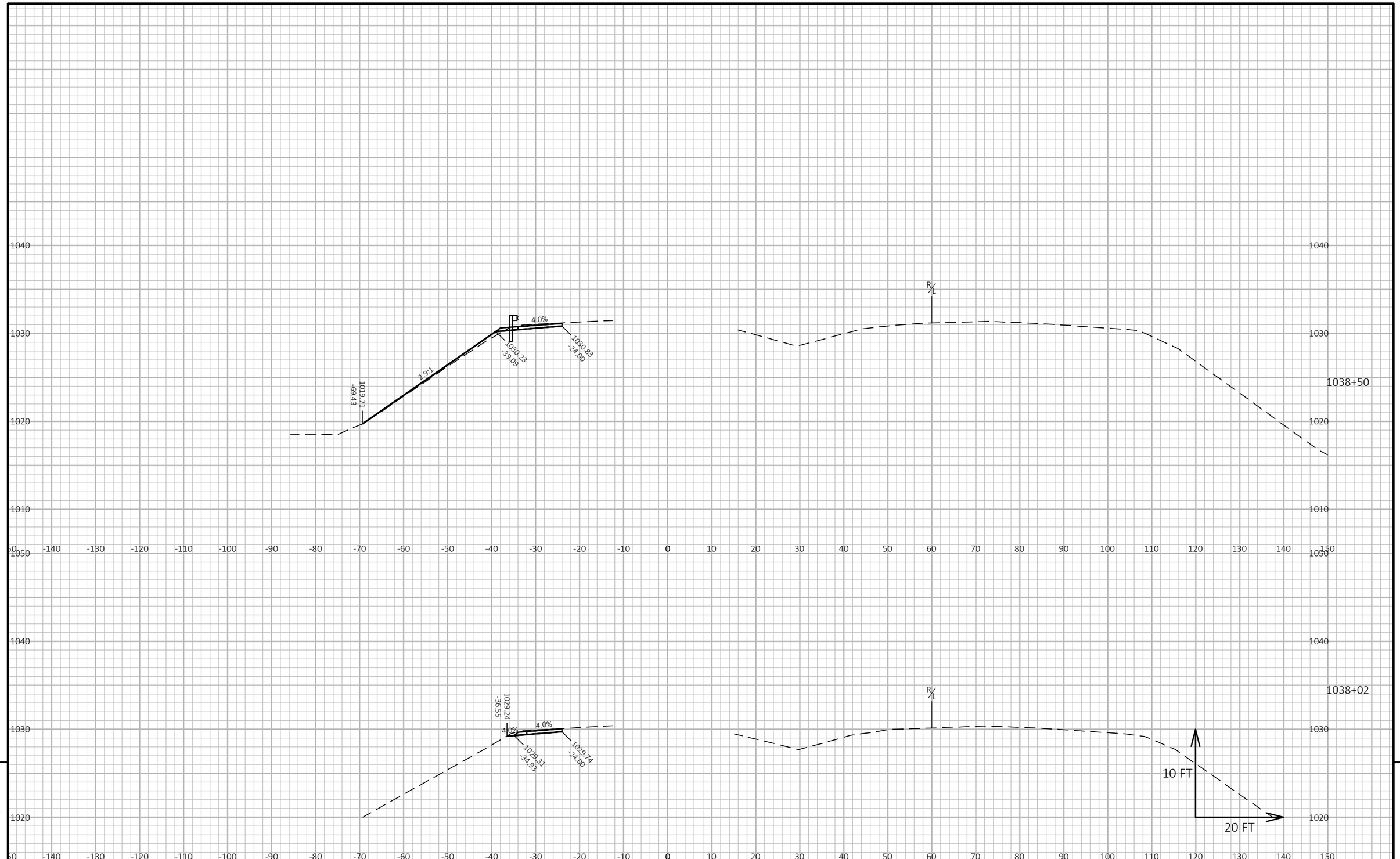
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 BULLNOSE GRADING AT IH 43	SHEET 683	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090230-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2020 4:47 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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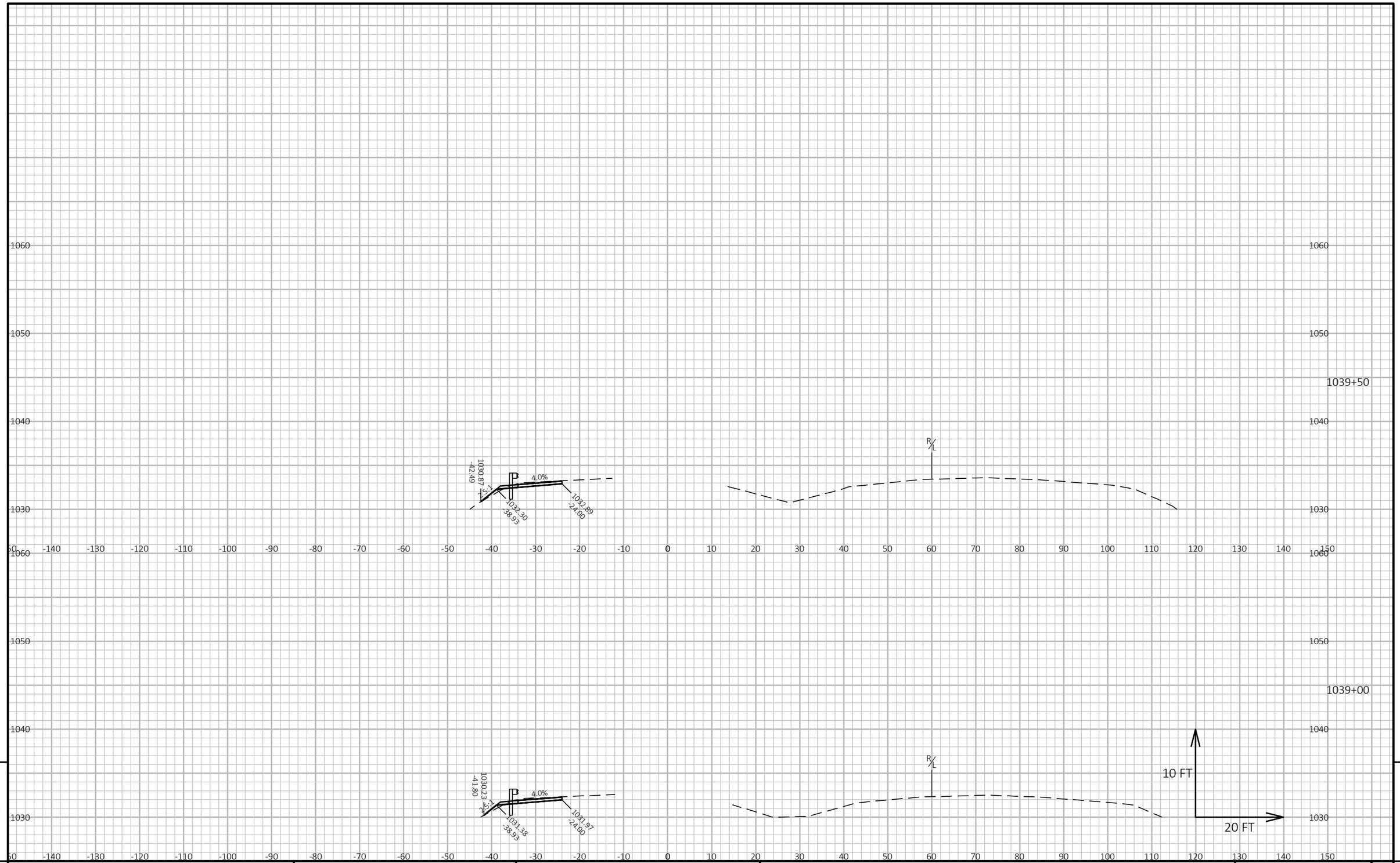
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 684	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 685	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 02

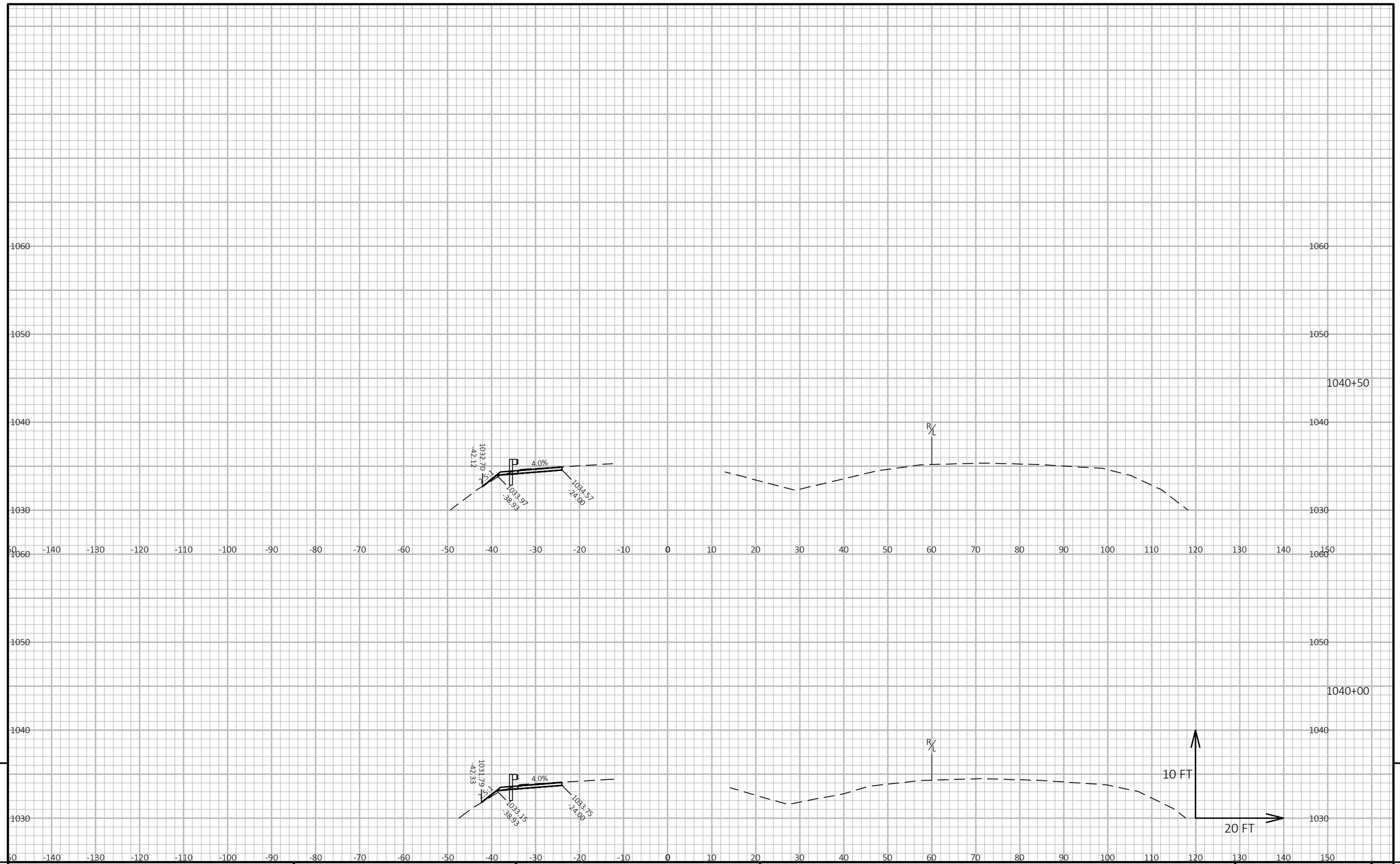
PLOT DATE : 11/1/2020 5:08 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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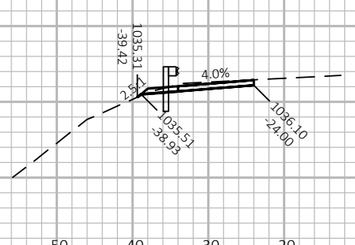
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 686	E

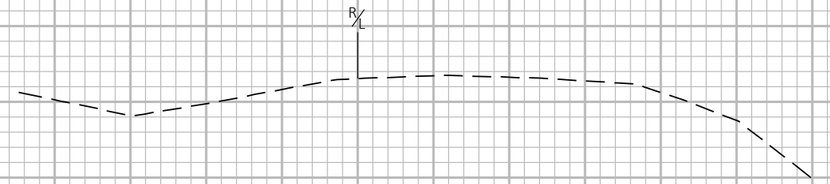
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

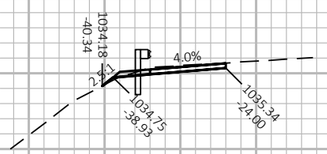
WISDOT/CADDS SHEET 49

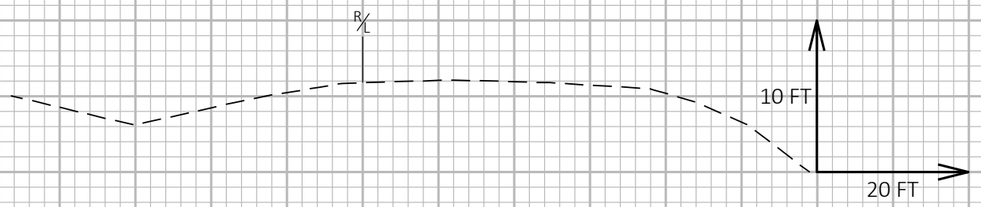
1041+50





1041+00





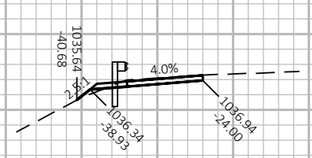
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 687	E

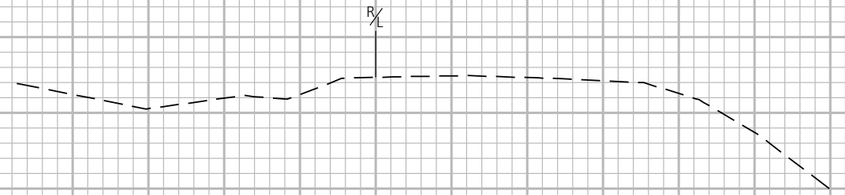
FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

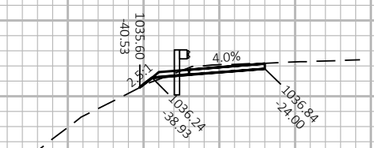
WISDOT/CADDS SHEET 49

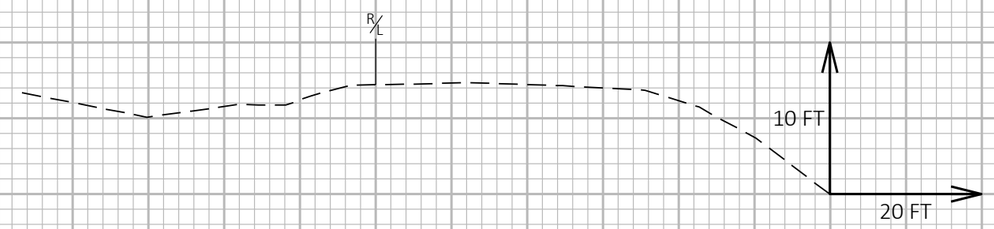
1042+08





1042+00





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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 688	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 05

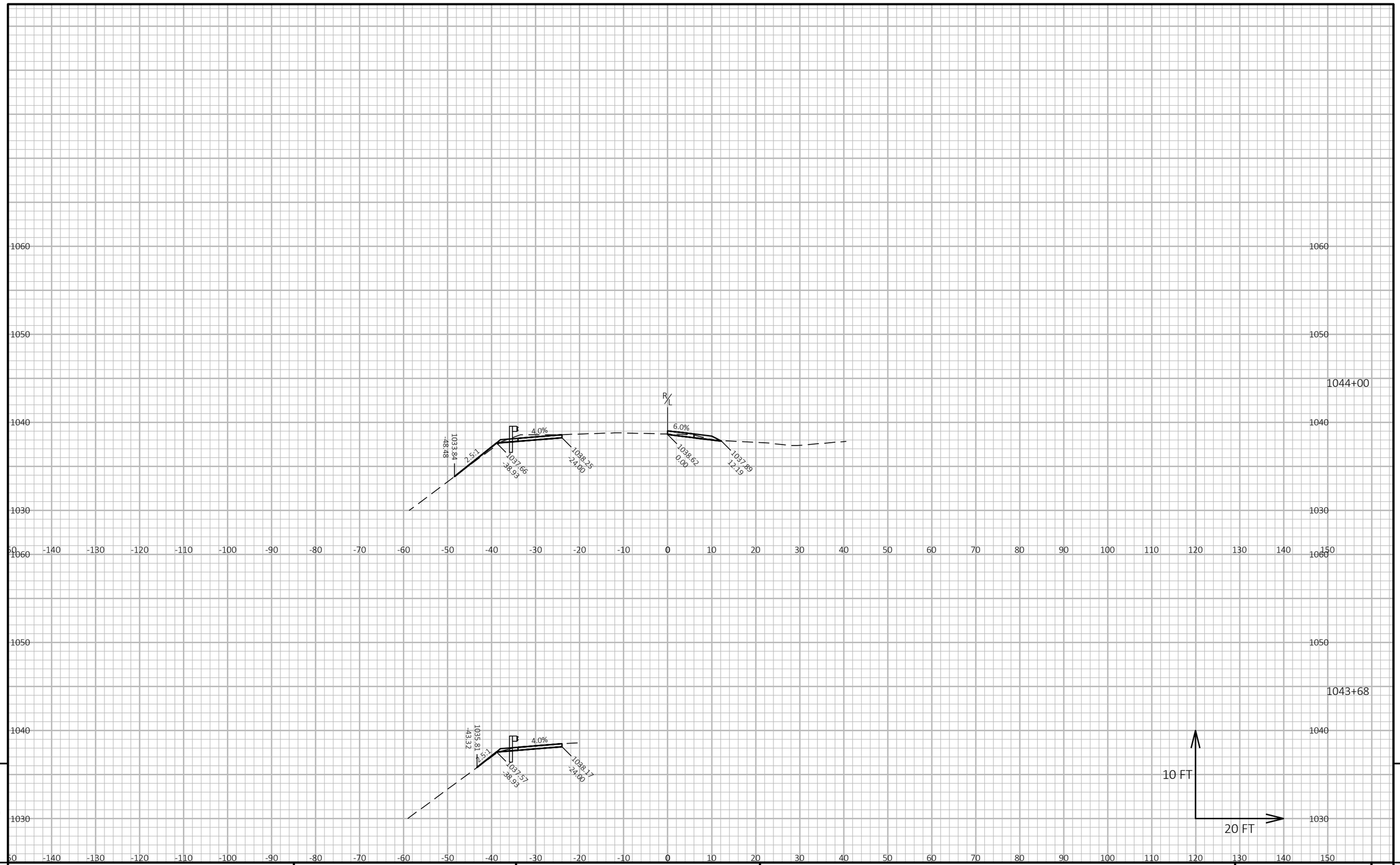
PLOT DATE : 11/1/2020 5:08 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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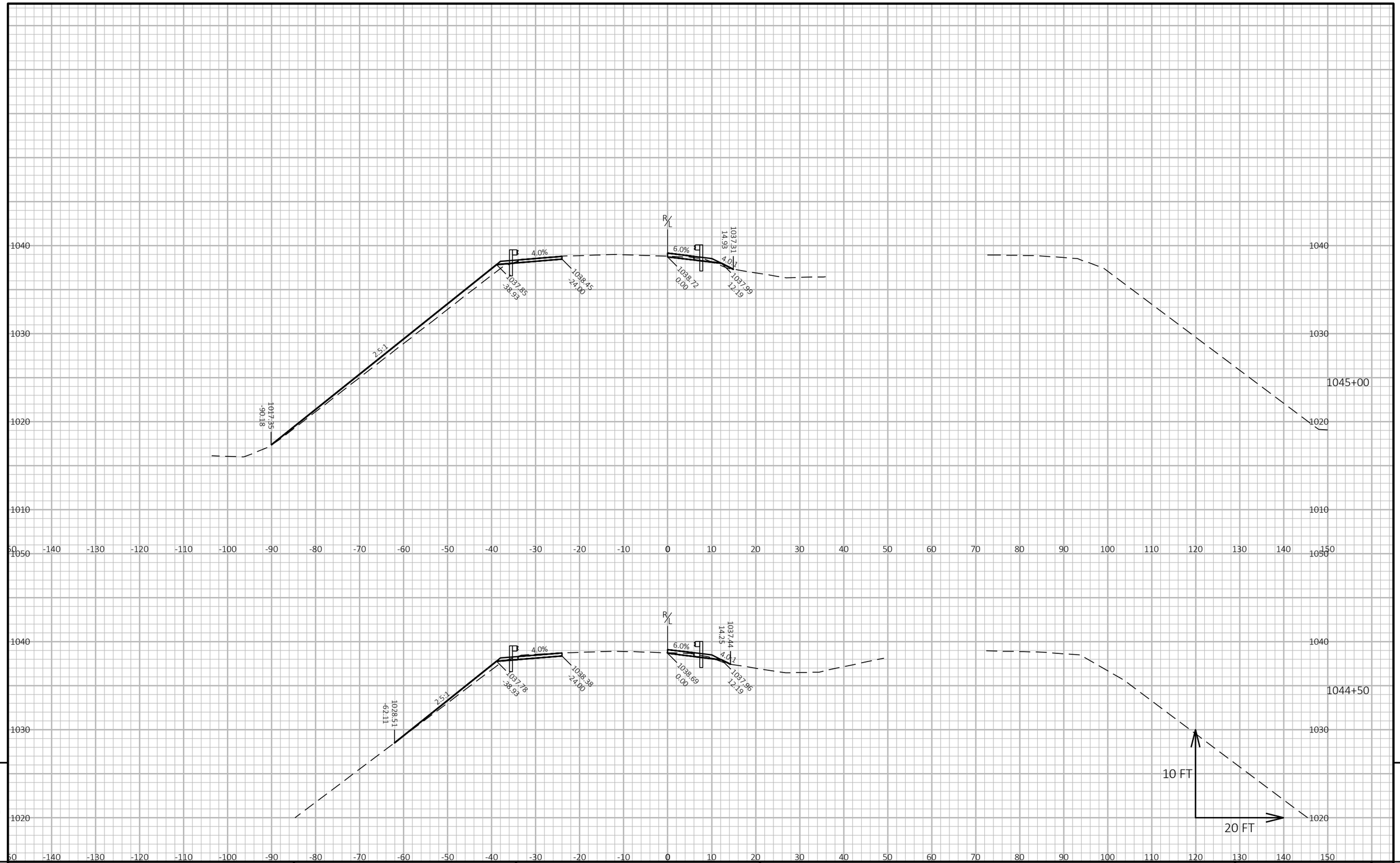
9

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 689	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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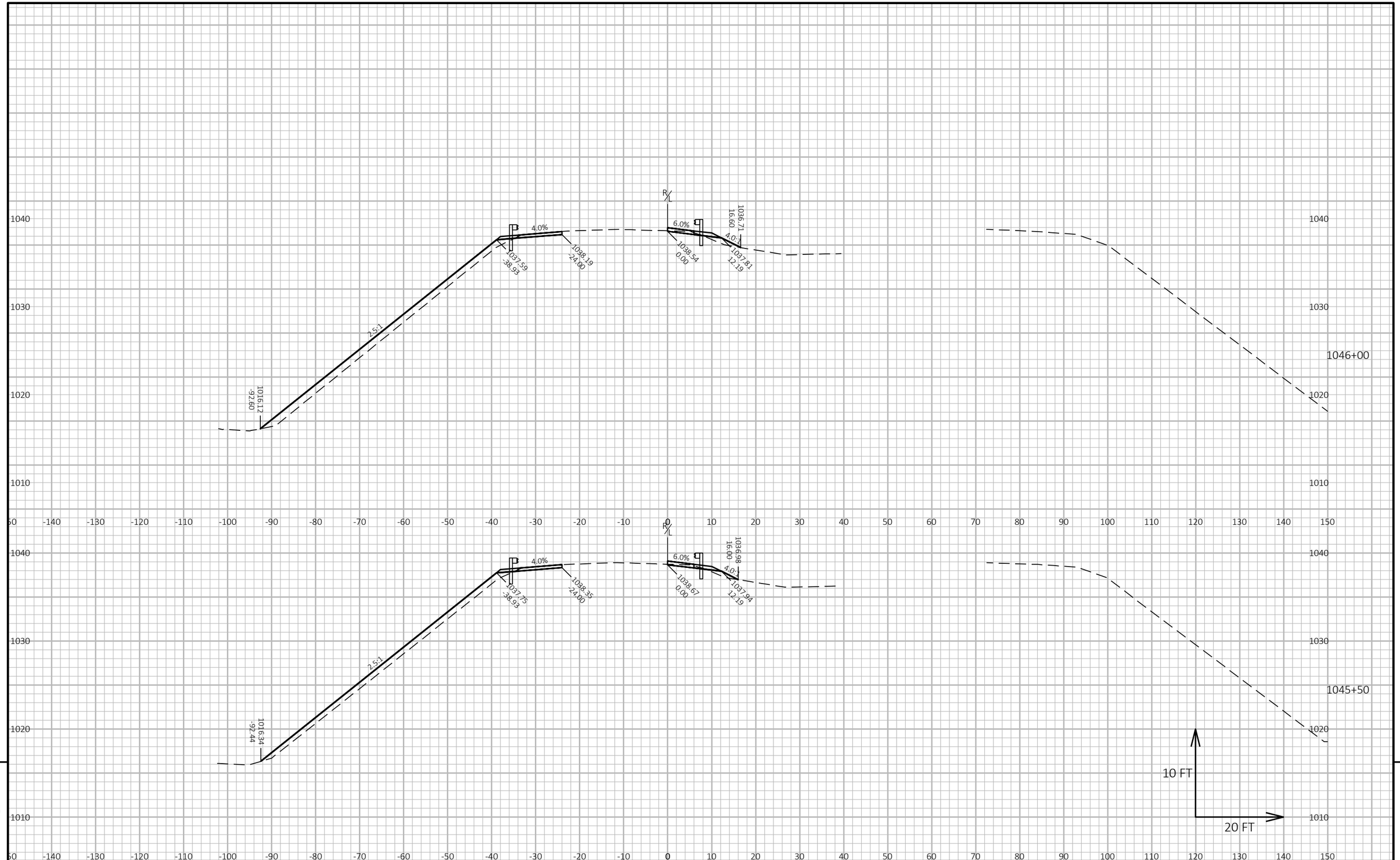
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 690	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

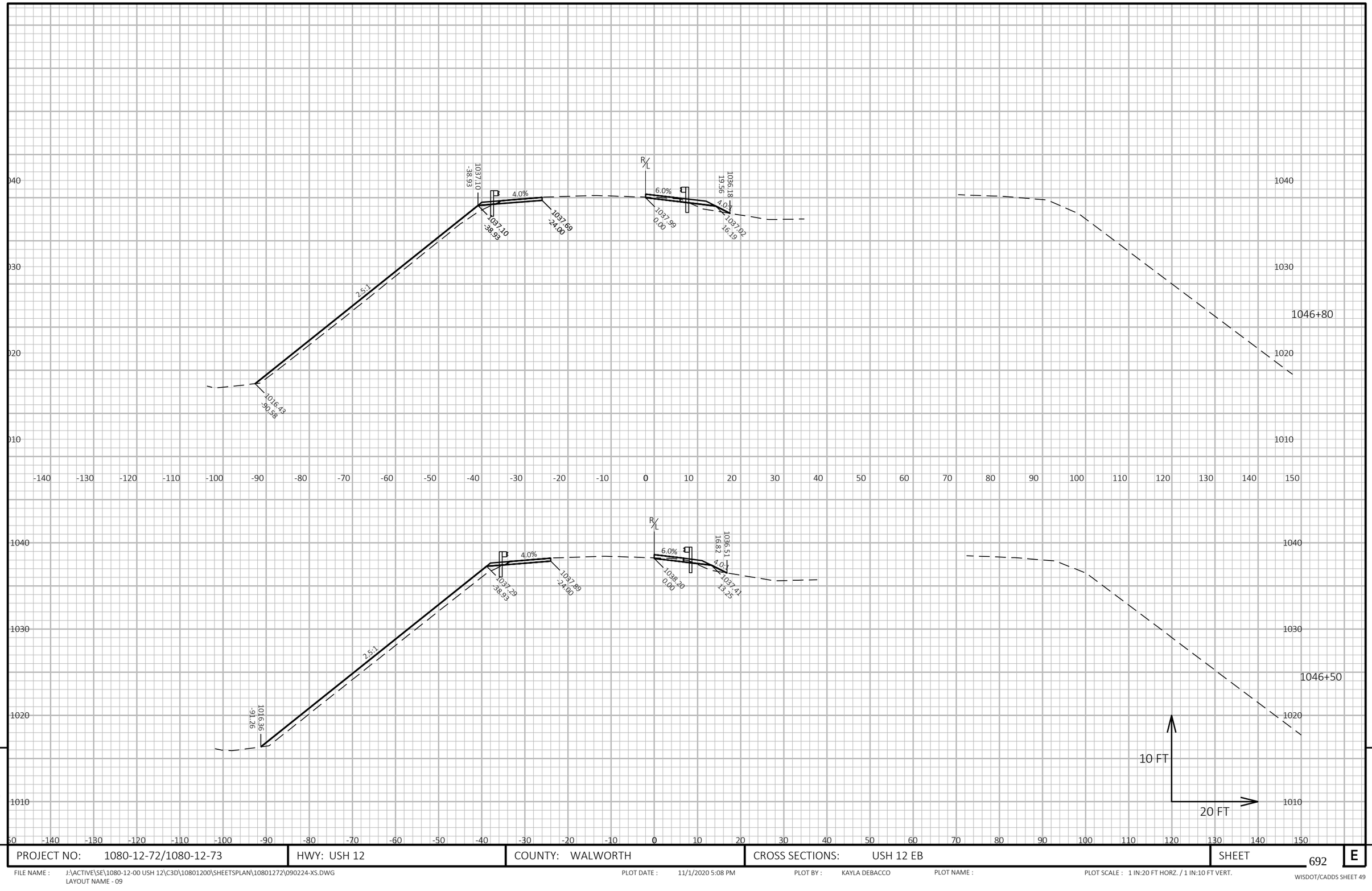


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 691	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

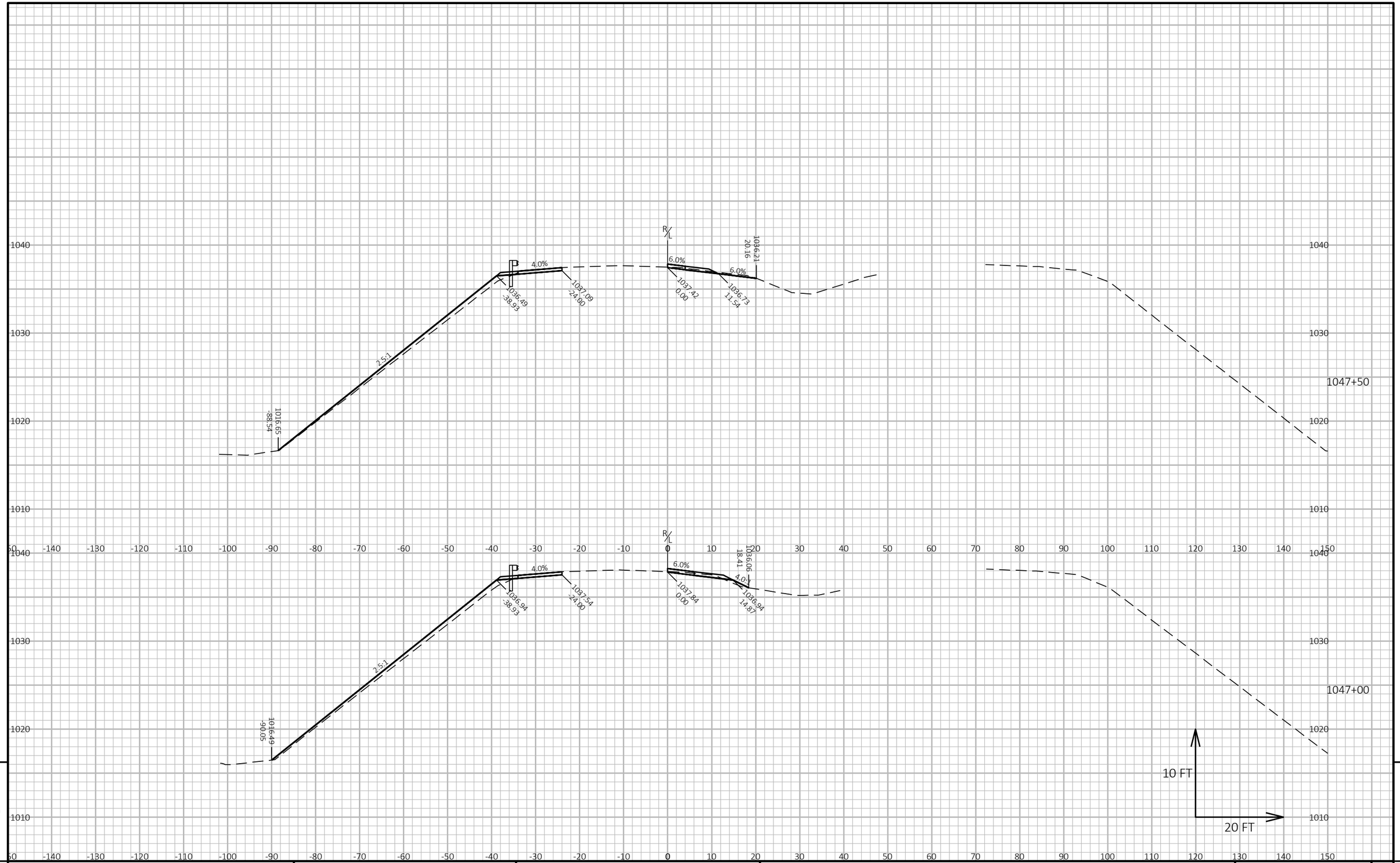


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 692 E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

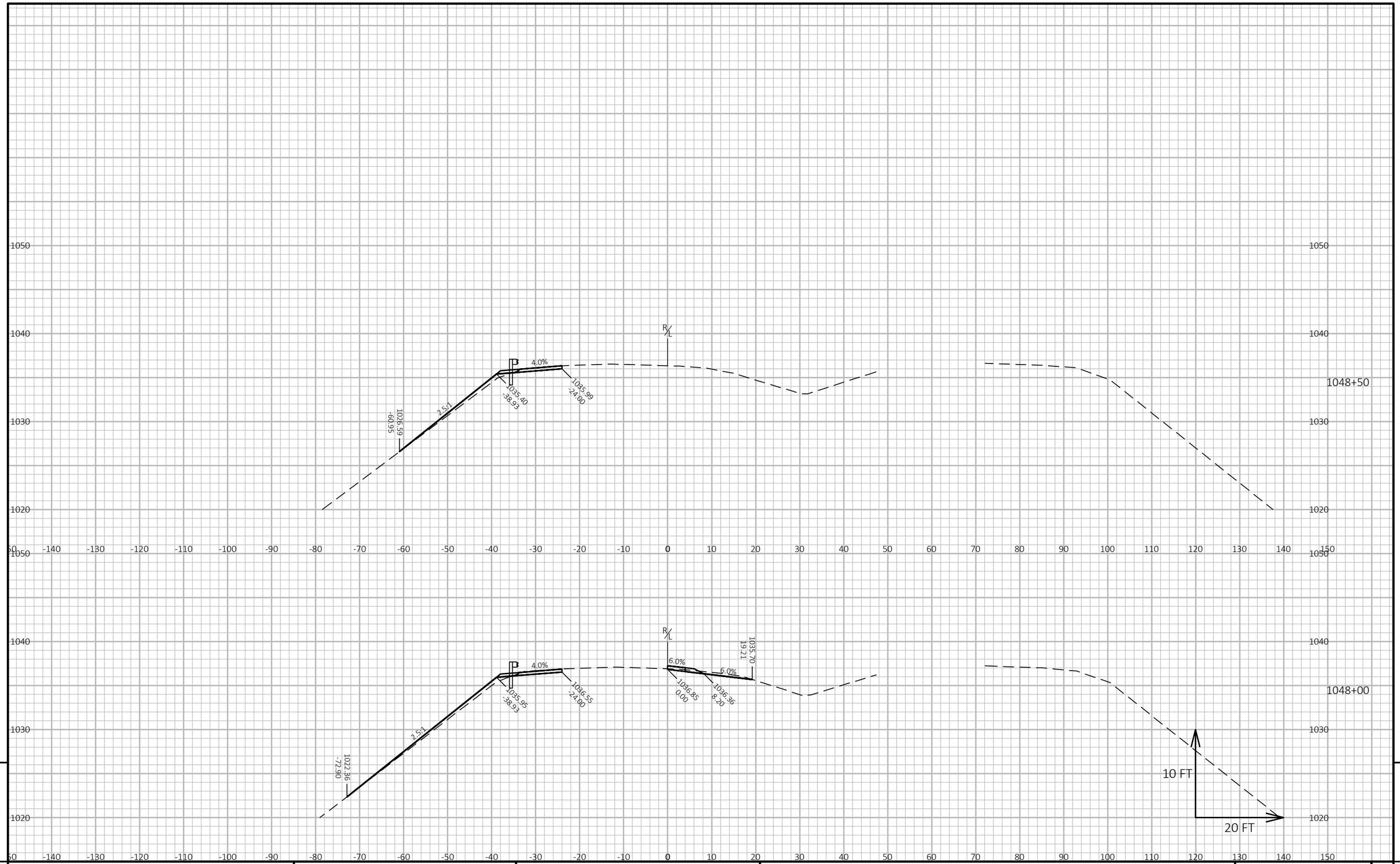


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 693	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



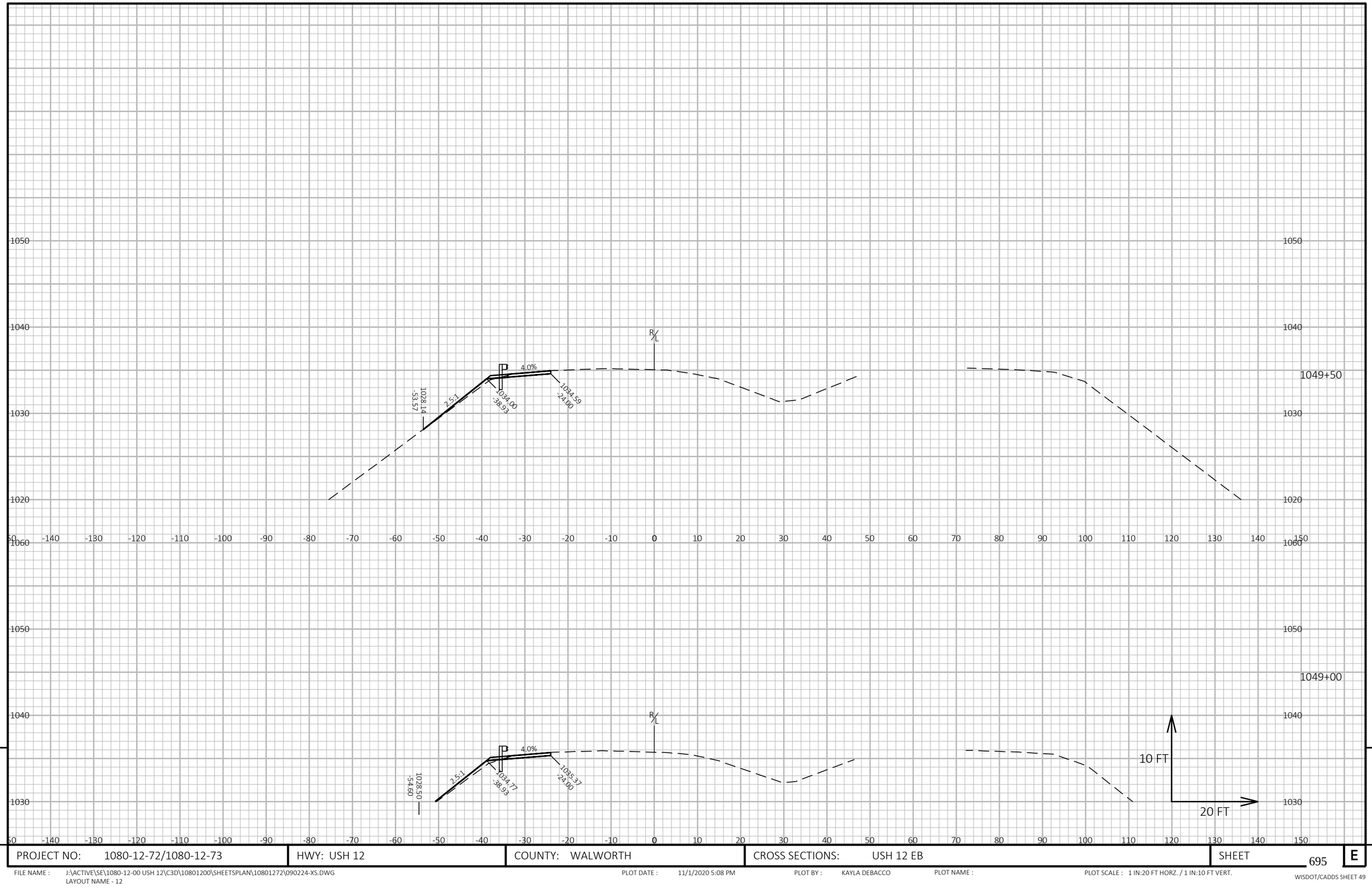
9 9

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 694	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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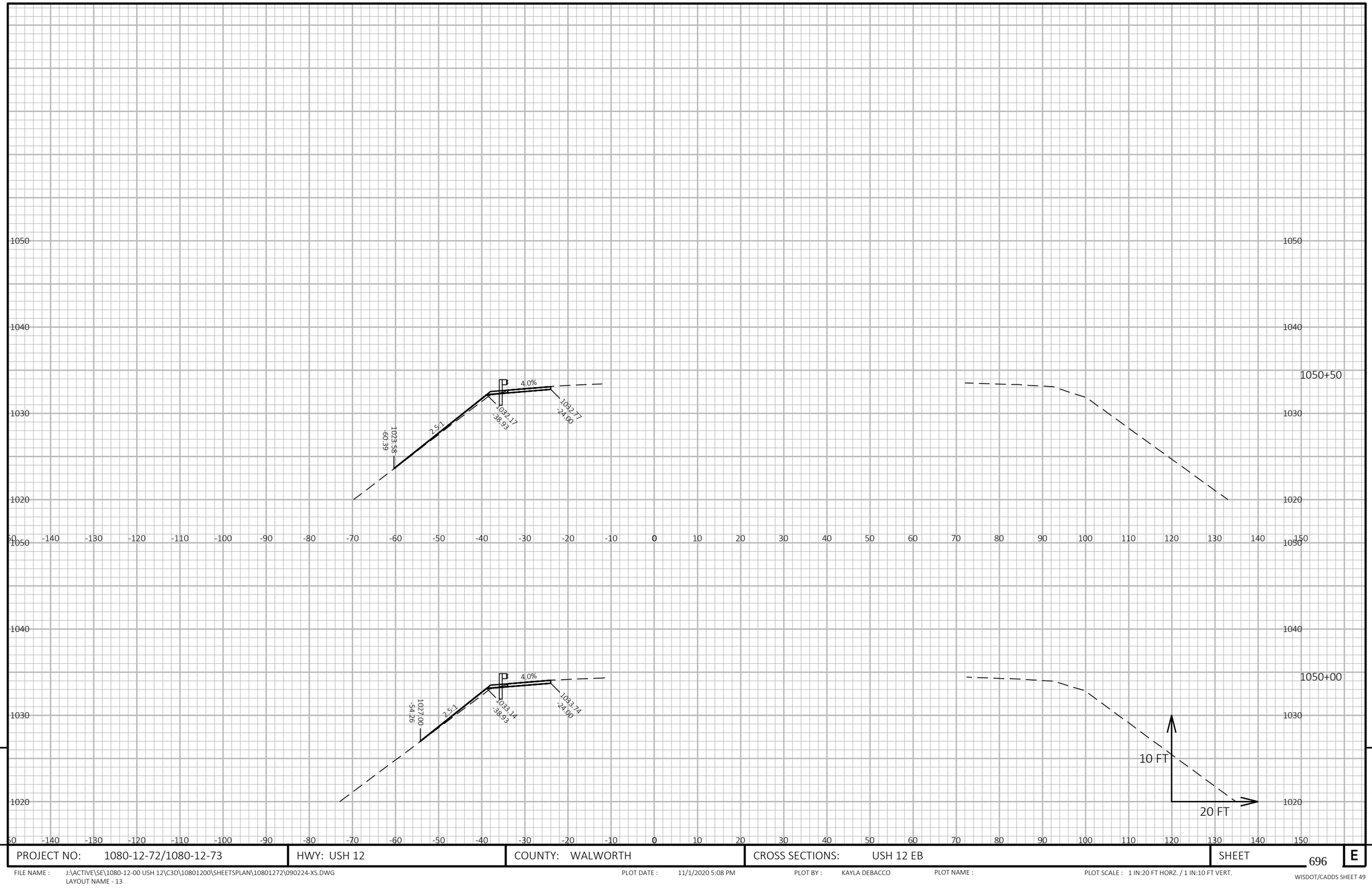
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 695	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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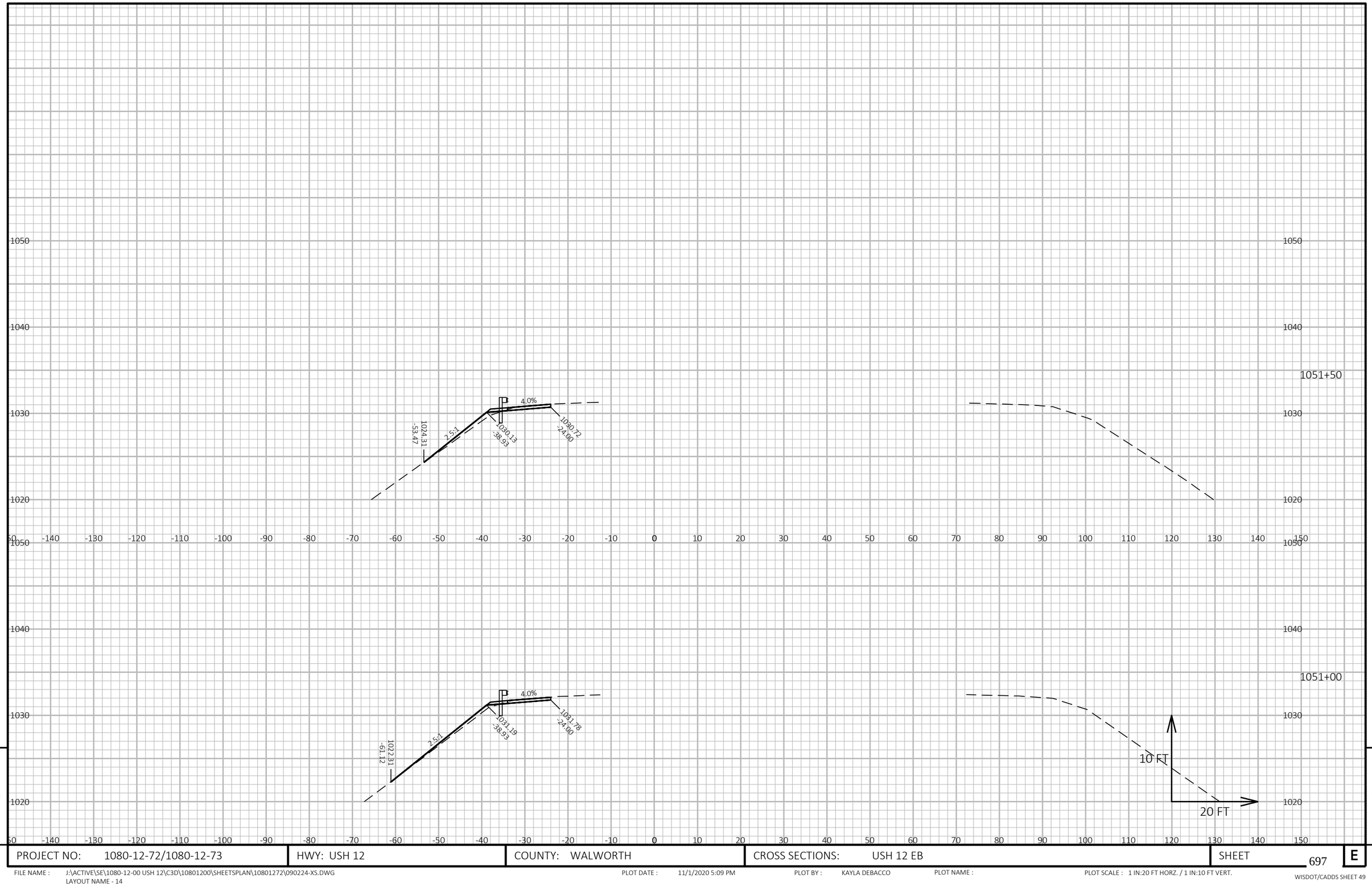
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 696	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 11/1/2020 5:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 697	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 11/1/2020 5:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

1052+50

1052+00

4.0%

1027.91
-38.98

1028.51
-24.00

4.0%

1028.98
-39.04

1029.58
-24.00

2.87

1018.33
-68.64

10 FT

20 FT

9

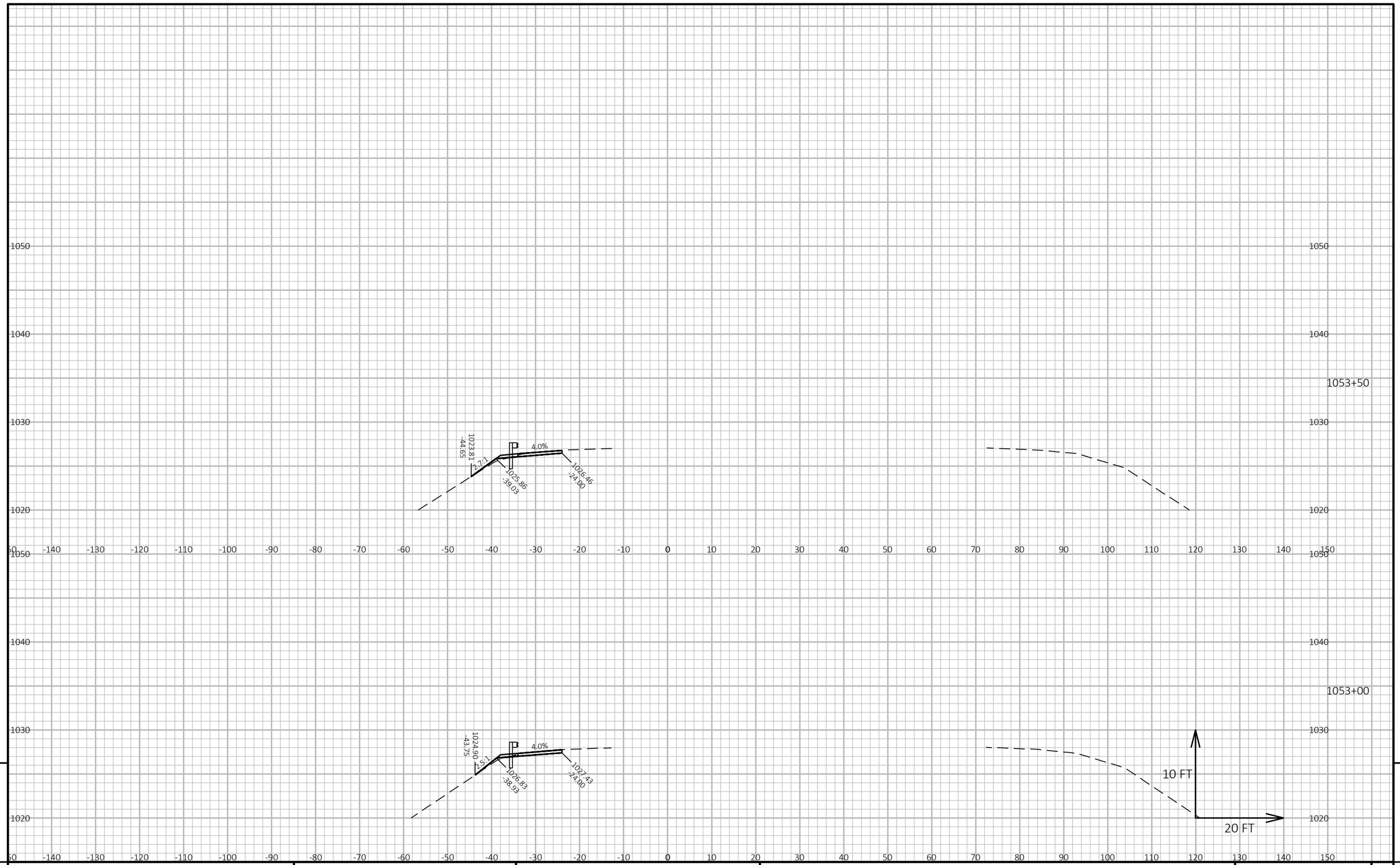
9

PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 698	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 11/1/2020 5:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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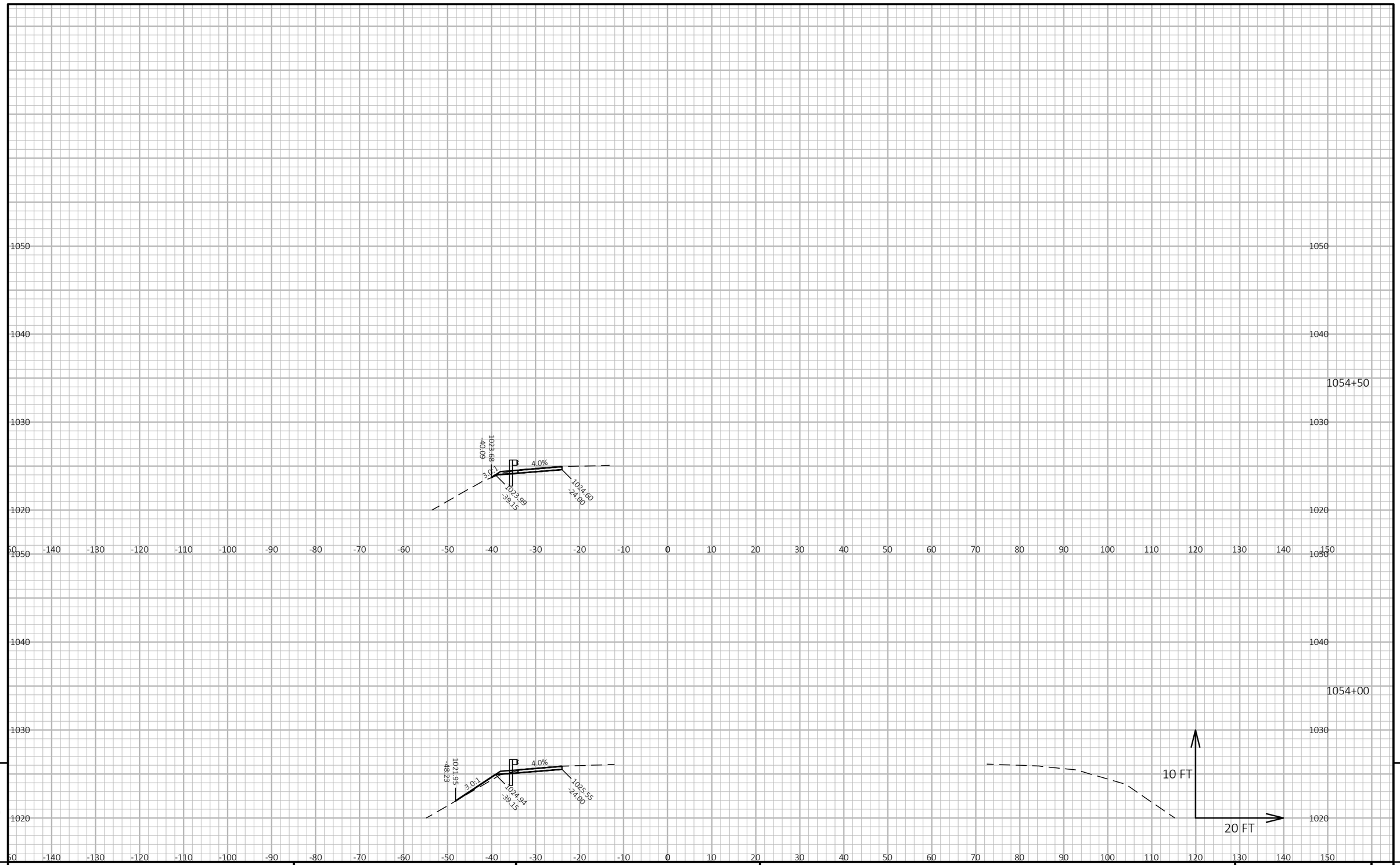
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 699	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 11/1/2020 5:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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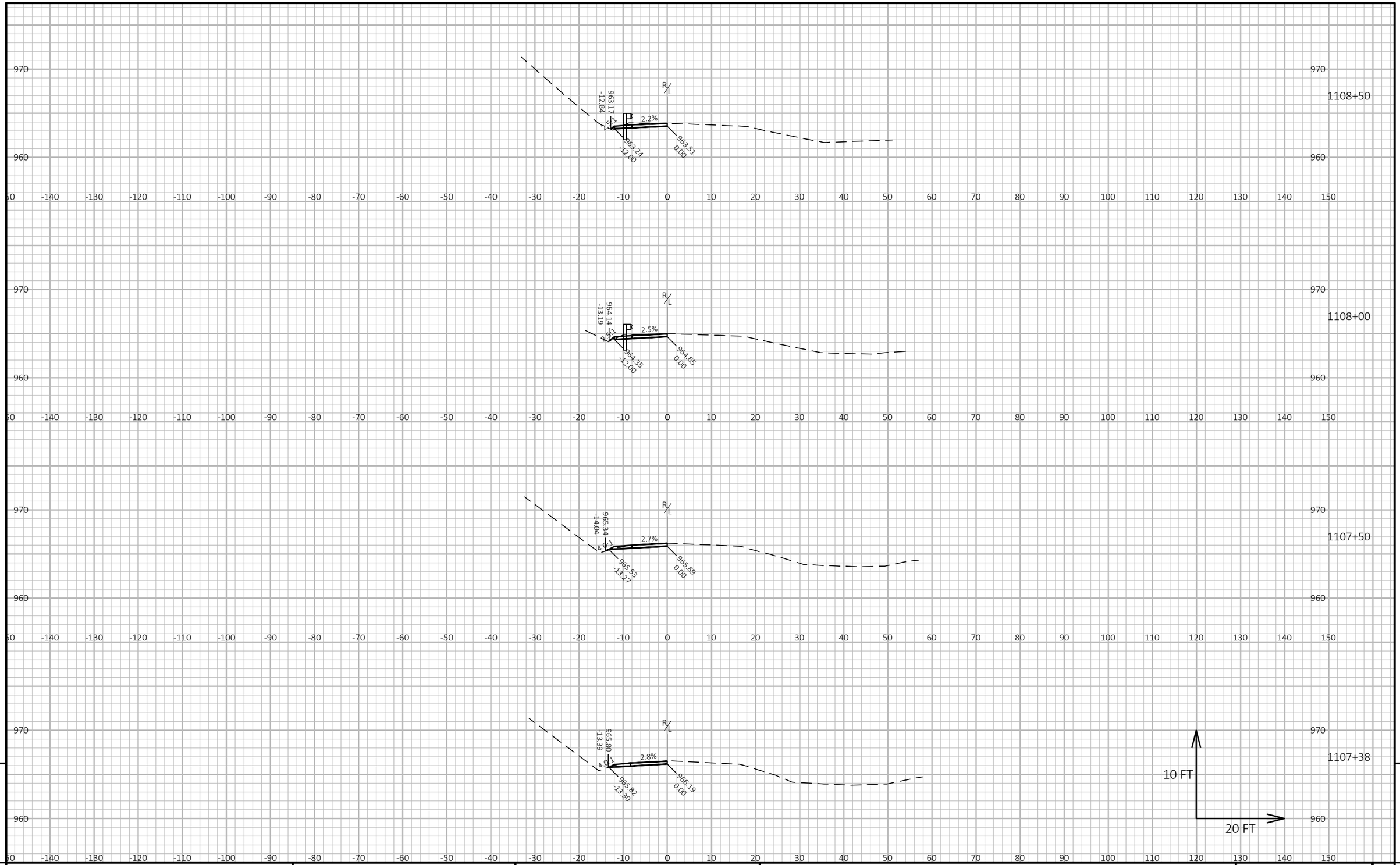
PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 EB	SHEET 700	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090224-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 11/1/2020 5:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 67 RAMP E	SHEET 701	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090225-XS.DWG
LAYOUT NAME - 1

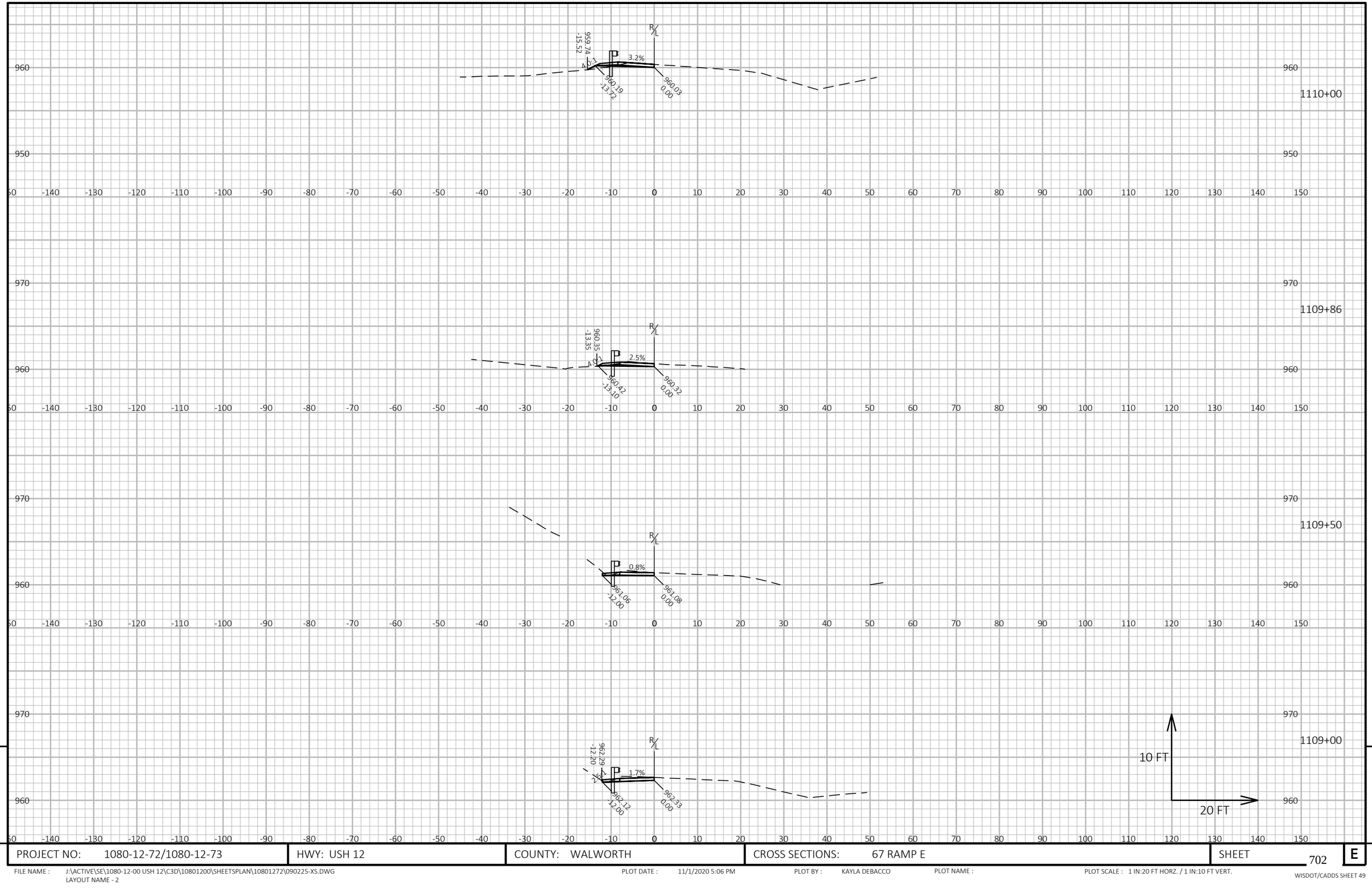
PLOT DATE : 11/1/2020 5:06 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

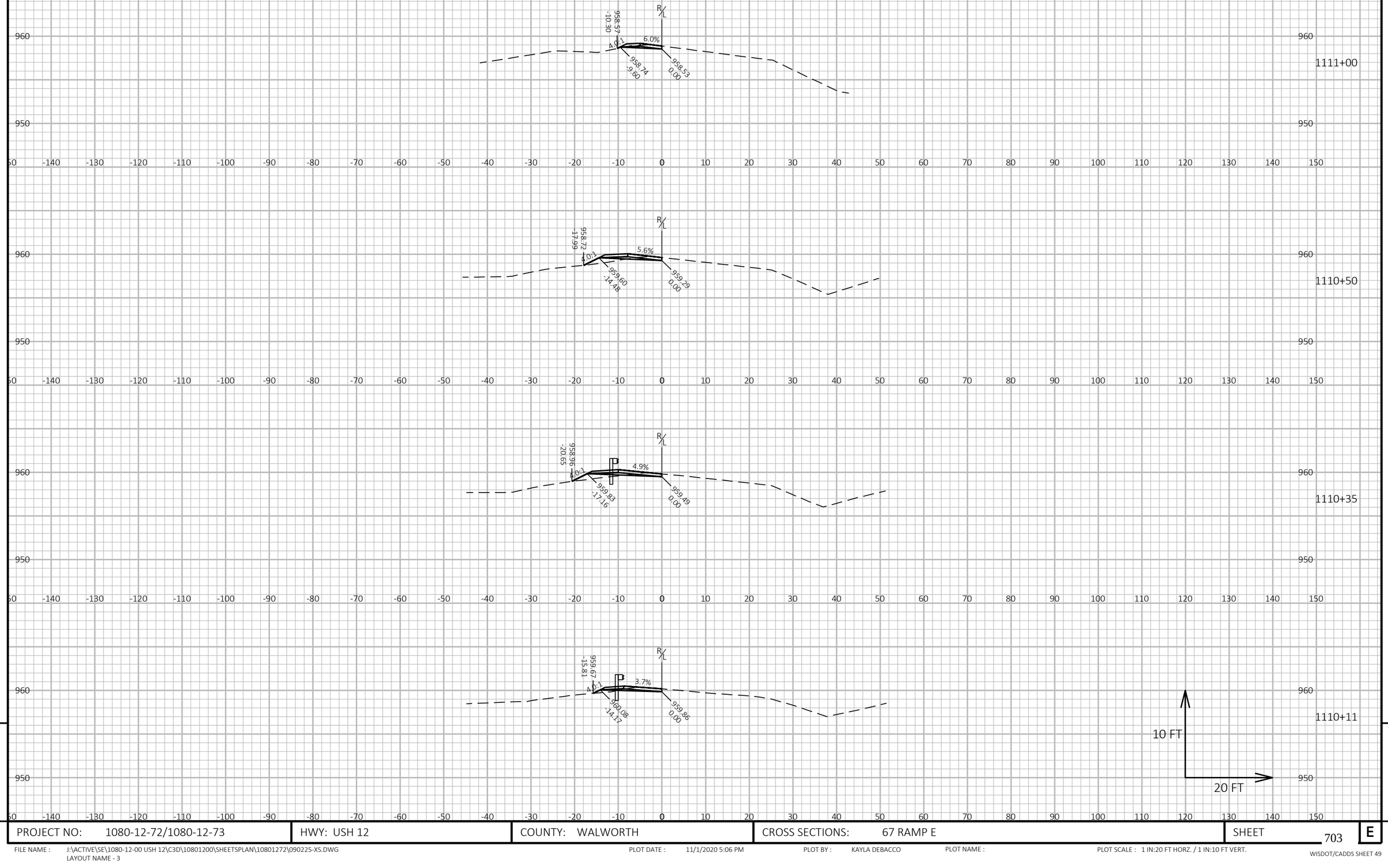


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 67 RAMP E	SHEET 702	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090225-XS.DWG
LAYOUT NAME - 2

PLOT DATE : 11/1/2020 5:06 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

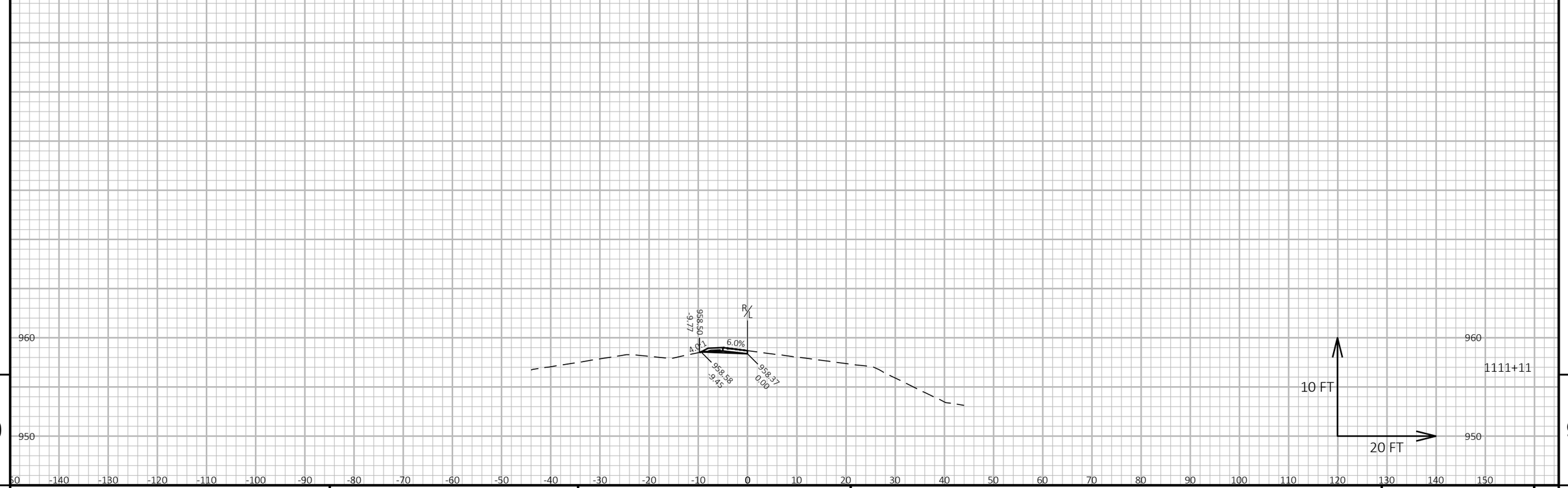


PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 67 RAMP E	SHEET 703	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090225-XS.DWG
LAYOUT NAME - 3

PLOT DATE : 11/1/2020 5:06 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-72/1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: 67 RAMP E	SHEET 704	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801272\090225-XS.DWG
LAYOUT NAME - 4

PLOT DATE : 11/1/2020 5:06 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

USH 12 EB - WHITE RIVER

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
594+50	0.00	0.00	0.00	0	0	0	0	0
594+86	36.00	0.00	0.00	0	0	0	0	0
595+00	14.00	0.00	0.00	0	0	0	0	0
596+00	100.00	0.00	13.17	0	24	0	29	-29
596+06	6.00	0.00	13.12	0	3	0	32	-32
596+31	25.00	0.00	4.94	0	8	0	42	-42
596+56	25.00	0.00	5.19	0	5	0	48	-48
597+00	44.00	0.00	2.68	0	6	0	55	-55
598+00	100.00	0.00	0.91	0	7	0	64	-64
599+00	100.00	0.00	3.19	0	8	0	73	-73
600+00	100.00	0.00	2.00	0	10	0	85	-85
601+00	100.00	0.00	3.60	0	10	0	97	-97
601+59	59.00	0.00	11.02	0	16	0	116	-116
602+00	41.00	0.00	0.00	0	8	0	126	-126
602+19	19.00	0.00	0.22	0	0	0	126	-126

USH 12 WB - SHERIDAN SPRINGS RD (BULL NOSE)

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
605+50	0.00	0.00	0.00	0	0	0	0	0
605+80	30.00	0.00	2.21	0	1	0	1	-1
606+00	20.00	0.00	3.66	0	2	0	4	-4
607+00	100.00	11.53	0.33	21	7	21	12	9
607+30	30.00	0.73	20.89	7	12	28	26	2
607+98	68.00	0.18	33.31	1	68	29	108	-79
608+00	2.00	0.16	34.07	0	2	29	110	-81
608+10	10.00	0.09	34.21	0	13	29	126	-97
608+64	54.00	0.04	26.10	0	60	29	198	-169
608+79	15.00	0.07	26.47	0	15	29	216	-187
608+94	15.00	0.13	27.15	0	15	29	234	-205
609+00	6.00	0.15	27.08	0	6	29	241	-212
609+48	48.00	0.27	24.61	0	46	29	296	-267
609+60	12.00	0.30	26.42	0	11	29	310	-281
610+00	40.00	0.00	30.86	0	42	29	360	-331
610+25	25.00	0.00	33.57	0	30	29	396	-367
611+00	75.00	0.00	40.62	0	103	29	520	-491
611+75	75.00	0.02	0.96	0	58	29	589	-560
612+00	25.00	0.00	0.00	0	0	29	589	-560

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STH 120 - RAMP D

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
616+50	0.00	0.00	0.00	0	0	0	0	0
616+94	44.00	0.31	0.00	0	0	0	0	0
617+00	6.00	0.18	0.60	0	0	0	0	0
617+50	50.00	0.35	0.01	0	1	0	1	-1
618+02	52.00	0.46	0.78	1	1	1	2	-1
618+23	21.00	0.00	3.53	0	2	1	5	-4

USH 12 WB - STH 120

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
617+00	0.00	0.00	0.00	0	0	0	0	0
617+06	6.00	0.00	0.00	0	0	0	0	0
618+00	94.00	0.00	6.48	0	11	0	13	-13
618+26	26.00	0.00	10.25	0	8	0	23	-23
618+53	27.00	0.00	10.53	0	10	0	35	-35
618+79	26.00	0.00	10.76	0	10	0	47	-47
619+00	21.00	0.00	13.03	0	9	0	58	-58
620+00	100.00	0.00	9.37	0	41	0	107	-107
621+00	100.00	0.00	9.94	0	36	0	150	-150
621+07	7.00	0.00	8.91	0	2	0	152	-152
623+69	262.00	0.00	0.29	0	45	0	206	-206
624+00	31.00	0.00	0.23	0	0	0	206	-206
625+00	100.00	0.00	2.87	0	6	0	214	-214
626+00	100.00	0.00	28.83	0	59	0	284	-284
627+00	100.00	0.00	0.33	0	54	0	349	-349
627+18	18.00	0.00	0.01	0	0	0	349	-349
627+50	32.00	0.00	0.00	0	0	0	349	-349

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USH 12 WB - CTH NN

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
657+50	0.00	0.00	0.00	0	0	0	0	0
657+83	33.00	0.00	0.00	0	0	0	0	0
658+00	17.00	0.00	2.71	0	1	0	1	-1
659+00	100.00	0.00	25.96	0	53	0	65	-65
659+02	2.00	0.00	26.33	0	2	0	67	-67
659+27	25.00	0.00	14.33	0	19	0	90	-90
659+52	25.00	0.00	9.77	0	11	0	103	-103
660+00	48.00	0.00	7.22	0	15	0	121	-121
661+00	100.00	0.00	9.81	0	32	0	160	-160
662+00	100.00	0.00	2.72	0	23	0	187	-187
663+00	100.00	0.00	1.45	0	8	0	197	-197
664+00	100.00	0.00	1.51	0	5	0	203	-203
665+00	100.00	0.00	2.04	0	7	0	211	-211
666+00	100.00	0.00	4.32	0	12	0	226	-226
667+00	100.00	0.00	2.95	0	13	0	241	-241
668+00	100.00	0.00	1.41	0	8	0	251	-251
669+00	100.00	0.00	0.26	0	3	0	254	-254
670+00	100.00	0.00	0.32	0	1	0	256	-256
671+00	100.00	0.00	0.56	0	2	0	258	-258
672+00	100.00	0.00	0.64	0	2	0	260	-260
673+00	100.00	0.00	0.22	0	2	0	263	-263
674+00	100.00	0.00	0.23	0	1	0	264	-264
675+00	100.00	0.00	0.50	0	1	0	265	-265
676+00	100.00	0.00	0.54	0	2	0	268	-268
677+00	100.00	0.00	0.61	0	2	0	270	-270
678+00	100.00	0.00	0.46	0	2	0	272	-272
679+00	100.00	0.00	0.25	0	1	0	274	-274
680+00	100.00	0.00	0.35	0	1	0	275	-275
681+00	100.00	0.00	0.88	0	2	0	277	-277
682+00	100.00	0.00	1.45	0	4	0	282	-282
683+00	100.00	0.00	0.49	0	4	0	287	-287
684+00	100.00	0.00	0.87	0	3	0	290	-290
685+00	100.00	0.00	0.68	0	3	0	294	-294
686+00	100.00	0.00	0.46	0	2	0	296	-296
687+00	100.00	0.00	1.21	0	3	0	300	-300
688+00	100.00	0.00	1.51	0	5	0	306	-306
689+00	100.00	0.00	1.49	0	6	0	313	-313
690+00	100.00	0.00	1.32	0	5	0	319	-319
691+00	100.00	0.00	1.30	0	5	0	325	-325
692+00	100.00	0.00	0.70	0	4	0	330	-330
693+00	100.00	0.00	0.25	0	2	0	332	-332
694+00	100.00	0.00	0.26	0	1	0	334	-334

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USH 12 WB - CTH NN CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
695+00	100.00	0.00	0.21	0	1	0	335	-335
696+00	100.00	0.00	0.10	0	1	0	336	-336
696+80	80.00	0.00	1.17	0	2	0	338	-338
697+00	20.00	0.00	0.05	0	0	0	338	-338
698+00	100.00	0.00	26.12	0	48	0	396	-396
698+27	27.00	0.00	16.77	0	21	0	421	-421
698+53	26.00	0.00	11.92	0	14	0	438	-438
699+00	47.00	0.00	3.84	0	14	0	455	-455
700+00	100.00	0.00	1.96	0	11	0	468	-468
701+00	100.00	0.00	6.11	0	15	0	486	-486
701+12	12.00	0.00	7.90	0	3	0	490	-490
701+50	38.00	0.00	0.30	0	6	0	497	-497
703+25	175.00	0.00	0.08	0	1	0	498	-498
704+00	75.00	0.00	0.13	0	0	0	498	-498
705+00	100.00	0.00	3.95	0	8	0	508	-508
705+33	33.00	0.00	16.18	0	12	0	522	-522
705+95	62.00	0.00	0.00	0	19	0	545	-545
706+00	5.00	0.00	0.00	0	0	0	545	-545

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USH 12 WB - INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
746+15	0.00	0.82	0.00	0	0	0	0	0
746+50	35.00	0.35	4.00	1	3	1	4	-3
746+58.95	8.95	0.28	11.82	0	3	1	7	-6
746+98.95	40.00	0.45	59.66	1	53	2	71	-69
747+00	1.05	0.46	60.18	0	2	2	73	-71
747+23.93	23.93	0.61	54.52	0	51	2	134	-132
747+48.91	24.98	0.38	54.63	0	50	2	194	-192
747+50	1.09	0.36	55.06	0	2	2	197	-195
748+00	50.00	0.42	79.64	1	125	3	347	-344
748+50	50.00	0.74	68.59	1	137	4	511	-507
749+00	50.00	1.48	96.69	2	153	6	695	-689
749+50	50.00	4.65	48.90	6	135	12	857	-845
750+00	50.00	16.04	0.10	19	45	31	911	-880
750+50	50.00	10.91	0.16	25	0	56	911	-855
751+00	50.00	0.48	0.10	11	0	67	911	-844
751+50	50.00	0.79	0.01	1	0	68	911	-843
752+00	50.00	0.75	0.02	1	0	69	911	-842
752+50	50.00	0.75	0.02	1	0	70	911	-841
753+00	50.00	0.94	0.00	2	0	72	911	-839
753+50	50.00	0.85	0.03	2	0	74	911	-837
754+00	50.00	0.57	0.26	1	0	75	911	-836
754+50	50.00	0.66	0.22	1	0	76	911	-835
755+00	50.00	0.95	0.05	1	0	77	911	-834
755+50	50.00	0.64	0.16	1	0	78	911	-833
756+00	50.00	0.40	0.31	1	0	79	911	-832
756+50	50.00	0.39	0.35	1	1	80	912	-832
757+00	50.00	0.40	0.36	1	1	81	913	-832
757+50	50.00	0.40	0.31	1	1	82	914	-832
758+00	50.00	0.36	0.29	1	1	83	916	-833
758+50	50.00	0.24	0.36	1	1	84	917	-833
759+00	50.00	0.16	0.68	0	1	84	918	-834
759+50	50.00	0.13	1.20	0	2	84	920	-836
760+00	50.00	0.27	0.55	0	2	84	923	-839
760+50	50.00	0.62	0.01	1	1	85	924	-839
761+00	50.00	0.44	0.11	1	0	86	924	-838
761+50	50.00	0.66	0.00	1	0	87	924	-837
761+52.04	2.04	0.72	0.00	0	0	87	924	-837
761+72.04	20.00	1.65	0.00	1	0	88	924	-836
761+92.04	20.00	1.22	0.00	1	0	89	924	-835

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USH 12 WB - OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
746+80	0.00	0.86	0.00	0	0	0	0	0
747+00	20.00	0.75	24.85	1	9	1	11	-10
747+50	50.00	0.45	90.67	1	107	2	139	-137
747+60	10.00	0.52	91.14	0	34	2	180	-178
748+00	40.00	0.00	87.21	0	132	2	338	-336
748+24.98	24.98	0.03	48.45	0	63	2	414	-412
748+50	25.02	0.11	14.90	0	29	2	449	-447
749+00	50.00	0.04	4.21	0	18	2	470	-468
749+50	50.00	0.03	1.48	0	5	2	476	-474
750+00	50.00	0.03	1.21	0	2	2	479	-477
750+50	50.00	0.04	1.57	0	3	2	482	-480
751+00	50.00	0.05	2.42	0	4	2	487	-485
751+50	50.00	0.05	2.64	0	5	2	493	-491
752+00	50.00	0.15	1.48	0	4	2	498	-496
752+50	50.00	0.24	0.92	0	2	2	500	-498
753+00	50.00	0.10	1.41	0	2	2	503	-501
753+50	50.00	0.07	1.49	0	3	2	506	-504
754+00	50.00	0.09	1.28	0	3	2	510	-508
754+50	50.00	0.20	0.55	0	2	2	512	-510
755+00	50.00	0.49	0.07	1	1	3	514	-511
755+50	50.00	0.32	0.32	1	0	4	514	-510
756+00	50.00	0.24	0.63	1	1	5	515	-510
756+50	50.00	0.26	0.64	0	1	5	516	-511
757+00	50.00	0.24	0.77	0	1	5	517	-512
757+50	50.00	0.09	1.34	0	2	5	520	-515
758+00	50.00	0.05	2.01	0	3	5	523	-518
758+50	50.00	0.08	2.72	0	4	5	528	-523
759+00	50.00	0.06	11.78	0	13	5	544	-539
759+50	50.00	0.04	3.79	0	14	5	560	-555
760+00	50.00	0.03	2.50	0	6	5	568	-563
760+50	50.00	0.03	1.35	0	4	5	572	-567
761+00	50.00	0.19	0.51	0	2	5	575	-570
761+03.12	3.12	0.22	0.48	0	0	5	575	-570
761+23.12	20.00	0.92	0.01	0	0	5	575	-570
761+43.12	20.00	1.31	0.00	1	0	6	575	-569

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USH 12 WB - SOUTH OF MACLEAN RD INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
912+50	0.00	6.11	0.00	0	0	0	0	0
913+00	50.00	15.22	0.00	20	0	20	0	20
913+50	50.00	7.54	10.58	21	10	41	12	29
914+00	50.00	1.97	31.88	9	39	50	59	-9
914+43.97	43.97	1.30	35.40	3	55	53	125	-72
914+50	6.03	1.04	40.74	0	8	53	134	-81
914+83.97	33.97	0.00	76.66	1	74	54	223	-169
915+00	16.03	0.02	61.00	0	41	54	272	-218
915+08.95	8.95	0.06	52.32	0	19	54	295	-241
915+33.93	24.98	0.26	32.82	0	39	54	342	-288
915+50	16.07	0.23	28.52	0	18	54	364	-310
916+00	50.00	0.29	13.85	0	39	54	410	-356
916+50	50.00	0.43	6.79	1	19	55	433	-378
917+00	50.00	0.18	18.04	1	23	56	461	-405
917+25	25.00	0.08	4.37	0	10	56	473	-417

USH 12 WB - SOUTH OF MACLEAN RD OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
913+50	0.00	0.25	0.13	0	0	0	0	0
914+00	50.00	0.30	0.92	1	1	1	1	0
914+29.20	29.20	0.52	2.86	0	2	1	4	-3
914+50	20.80	0.07	3.41	0	2	1	6	-5
914+69.20	19.20	0.00	6.84	0	4	1	11	-10
914+94.18	24.98	0.00	3.66	0	5	1	17	-16
915+00	5.82	0.01	3.44	0	1	1	18	-17
915+19.16	19.16	0.08	2.78	0	2	1	20	-19
915+50	30.84	0.11	5.20	0	5	1	26	-25
916+00	50.00	0.22	4.40	0	9	1	37	-36
916+50	50.00	0.44	2.72	1	7	2	46	-44
917+00	50.00	0.29	5.27	1	7	3	54	-51
917+50	50.00	0.26	8.40	1	13	4	70	-66
917+63	13.00	0.26	9.22	0	4	4	74	-70

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USH 12 WB - SOUTH OF WHITE RIVER STATE TRAIL OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
918+96.44	0.00	0.27	5.75	0	0	0	0	0
919+00	3.56	0.25	5.56	0	1	0	1	-1
919+50	50.00	0.20	8.65	0	13	0	17	-17
920+00	50.00	0.78	3.33	1	11	1	30	-29
920+50	50.00	0.44	5.11	1	8	2	40	-38
921+00	50.00	0.34	4.38	1	9	3	50	-47
921+50	50.00	0.58	2.94	1	7	4	59	-55
922+00	50.00	0.68	2.81	1	5	5	65	-60
922+50	50.00	0.50	3.56	1	6	6	72	-66
923+00	50.00	0.38	4.62	1	8	7	82	-75
923+50	50.00	0.34	6.08	1	10	8	94	-86
924+00	50.00	0.35	11.41	1	16	9	113	-104
924+50	50.00	0.41	8.19	1	18	10	134	-124
925+00	50.00	0.46	7.95	1	15	11	152	-141
925+50	50.00	0.48	12.08	1	19	12	175	-163
926+00	50.00	0.40	14.12	1	24	13	204	-191
926+50	50.00	0.24	12.71	1	25	14	234	-220
927+00	50.00	0.27	10.37	0	21	14	259	-245
927+50	50.00	0.49	6.88	1	16	15	278	-263
928+00	50.00	0.65	4.98	1	11	16	292	-276
928+50	50.00	0.61	4.30	1	9	17	302	-285
929+00	50.00	0.58	6.48	1	10	18	314	-296
929+50	50.00	0.56	3.50	1	9	19	325	-306
930+00	50.00	0.51	3.53	1	7	20	334	-314
930+50	50.00	0.31	6.50	1	9	21	344	-323
931+00	50.00	0.25	7.26	1	13	22	360	-338
931+50	50.00	0.26	6.54	0	13	22	376	-354
932+00	50.00	0.47	4.95	1	11	23	389	-366
932+50	50.00	0.78	2.05	1	6	24	396	-372
933+00	50.00	0.27	10.37	1	11	25	409	-384
933+08	8.00	0.23	13.83	0	4	25	414	-389

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USH 12 WB - SOUTH OF WHITE RIVER STATE TRAIL INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
929+29.02	0.00	0.96	0.00	0	0	0	0	0
929+50	20.98	1.07	0.00	1	0	1	0	1
930+00	50.00	1.39	0.43	2	0	3	0	3
930+09.02	9.02	1.35	1.90	0	0	3	0	3
930+49.02	40.00	0.26	8.75	1	8	4	10	-6
930+50	0.98	0.26	8.51	0	0	4	10	-6
930+74.00	24.00	0.33	3.34	0	5	4	16	-12
930+98.98	24.98	0.51	1.66	0	2	4	18	-14
931+00	1.02	0.51	1.67	0	0	4	18	-14
931+50	50.00	0.46	1.99	1	3	5	22	-17
932+00	50.00	0.32	1.56	1	3	6	25	-19
932+50	50.00	0.16	1.13	0	2	6	28	-22
933+00	50.00	0.04	1.43	0	2	6	30	-24
933+50	50.00	0.39	2.04	0	3	6	34	-28
933+51.50	1.50	0.55	2.62	0	0	6	34	-28

USH 12 WB - NORTH OF WHITE RIVER STATE TRAIL OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
935+27.78	0.00	0.00	10.42	0	0	0	0	0
935+50	22.22	0.00	12.36	0	9	0	11	-11
936+00	50.00	0.00	6.99	0	18	0	32	-32
936+50	50.00	0.24	4.96	0	11	0	46	-46
937+00	50.00	0.35	3.95	1	8	1	55	-54
937+50	50.00	0.35	5.07	1	8	2	65	-63
938+00	50.00	0.30	6.91	1	11	3	78	-75
938+50	50.00	0.26	6.16	1	12	4	92	-88
939+00	50.00	0.24	4.41	0	10	4	104	-100
939+50	50.00	0.33	4.55	1	8	5	114	-109
940+00	50.00	0.47	4.85	1	9	6	125	-119
940+50	50.00	0.49	3.36	1	8	7	134	-127
941+00	50.00	0.50	1.95	1	5	8	140	-132
941+50	50.00	0.35	11.95	1	13	9	156	-147
941+52.79	2.79	0.65	9.80	0	1	9	157	-148
941+72.83	20.04	0.53	6.57	0	6	9	164	-155
942+00	27.17	0.41	0.03	0	3	9	168	-159
942+13.54	13.54	0.41	0.00	0	0	9	168	-159

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USH 12 NORTH CROSSOVER

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.20	
939+14	0.00	0.99	31.84	0	0	0	0	0
939+50	36.00	1.69	44.40	2	51	2	61	-59
940+00	50.00	0.01	49.01	2	86	4	164	-160
940+50	50.00	0.01	54.95	0	96	4	280	-276
941+00	50.00	0.01	50.79	0	98	4	397	-393
941+50	50.00	0.14	44.24	0	88	4	503	-499
942+00	50.00	0.06	30.73	0	69	4	586	-582
942+50	50.00	0.35	33.55	0	60	4	658	-654
943+00	50.00	0.27	36.43	1	65	5	736	-731
943+50	50.00	0.15	51.63	0	82	5	834	-829
943+83.37	33.37	0.08	60.63	0	69	5	917	-912
944+00	16.63	0.05	66.83	0	39	5	964	-959
944+50	50.00	0.03	64.54	0	122	5	1,110	-1,105
945+00	50.00	0.01	69.73	0	124	5	1,259	-1,254
945+50	50.00	0.12	77.73	0	137	5	1,423	-1,418
946+00	50.00	0.14	71.63	0	138	5	1,589	-1,584
946+50	50.00	0.03	78.07	0	139	5	1,756	-1,751
946+98.89	48.89	0.06	84.56	0	147	5	1,932	-1,927
947+00	1.11	0.06	84.74	0	3	5	1,936	-1,931
947+50	50.00	0.39	96.75	0	168	5	2,137	-2,132
948+00	50.00	1.01	2.70	1	92	6	2,248	-2,242
948+11.37	11.37	1.40	3.78	1	1	7	2,249	-2,242
948+50	38.63	0.12	68.59	1	52	8	2,311	-2,303
949+00	50.00	0.05	69.69	0	128	8	2,465	-2,457
949+50	50.00	0.02	58.80	0	119	8	2,608	-2,600
950+00	50.00	0.00	50.42	0	101	8	2,729	-2,721
950+50	50.00	0.00	44.83	0	88	8	2,834	-2,826
951+00	50.00	0.06	44.16	0	82	8	2,933	-2,925
951+50	50.00	0.00	40.81	0	79	8	3,028	-3,020
952+00	50.00	0.00	25.30	0	61	8	3,101	-3,093
952+50	50.00	0.03	19.63	0	42	8	3,151	-3,143
953+00	50.00	0.03	22.32	0	39	8	3,198	-3,190

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USH 12 WB @ CTH NN/IH 43 INTERCHANGE OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
969+54.35	0.00	1.45	0.00	0	0	0	0	0
970+00	45.65	1.51	0.00	3	0	3	0	3
970+34.35	34.35	1.64	0.08	2	0	5	0	5
970+50	15.65	1.07	0.35	1	0	6	0	6
970+74.35	24.35	0.38	1.12	1	1	7	1	6
971+00	25.65	0.58	0.32	0	1	7	2	5
971+24.31	24.31	0.91	0.07	1	0	8	2	6
971+50	25.69	0.94	0.11	1	0	9	2	7
972+00	50.00	0.90	0.07	2	0	11	2	9
972+50	50.00	0.92	0.02	2	0	13	2	11
973+00	50.00	1.11	0.00	2	0	15	2	13
973+50	50.00	1.32	0.00	2	0	17	2	15
974+00	50.00	1.48	0.00	3	0	20	2	18
974+50	50.00	1.65	0.00	3	0	23	2	21
975+00	50.00	1.79	0.00	3	0	26	2	24
975+50	50.00	2.00	0.00	4	0	30	2	28
976+00	50.00	0.81	0.00	3	0	33	2	31
976+50	50.00	0.24	0.91	1	1	34	4	30
977+00	50.00	0.41	0.44	1	1	35	5	30
977+50	50.00	0.60	0.63	1	1	36	6	30
978+00	50.00	0.76	0.27	1	1	37	7	30
978+50	50.00	0.95	0.07	2	0	39	7	32
979+00	50.00	0.59	0.38	1	0	40	7	33
979+50	50.00	0.57	0.63	1	1	41	8	33
980+00	50.00	0.45	0.73	1	1	42	10	32
980+50	50.00	0.31	0.81	1	1	43	11	32
981+00	50.00	0.25	0.93	1	2	44	13	31
981+50	50.00	0.21	1.09	0	2	44	16	28
982+00	50.00	0.67	0.49	1	1	45	17	28
982+50	50.00	0.89	0.25	1	1	46	18	28
983+00	50.00	1.07	0.09	2	0	48	18	30
983+50	50.00	1.26	0.01	2	0	50	18	32
984+00	50.00	1.29	0.00	2	0	52	18	34
984+50	50.00	1.22	0.01	2	0	54	18	36
985+00	50.00	0.99	0.10	2	0	56	18	38
985+50	50.00	0.74	0.41	2	0	58	18	40
986+00	50.00	0.48	2.52	1	3	59	22	37
986+50	50.00	0.62	1.89	1	4	60	26	34
987+00	50.00	0.64	1.25	1	3	61	30	31
987+50	50.00	0.60	0.55	1	2	62	32	30
988+00	50.00	0.69	0.08	1	1	63	34	29
988+50	50.00	1.40	0.03	2	0	65	34	31
989+00	50.00	1.49	0.01	3	0	68	34	34

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USH 12 WB @ CTH NN/IH 43 INTERCHANGE OUTSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
989+50	50.00	1.16	0.00	2	0	70	34	36
990+00	50.00	1.06	0.00	2	0	72	34	38
990+50	50.00	0.78	0.01	2	0	74	34	40
991+00	50.00	0.92	0.01	2	0	76	34	42
991+50	50.00	0.73	0.01	2	0	78	34	44
992+00	50.00	0.75	0.01	1	0	79	34	45
992+50	50.00	0.77	0.02	1	0	80	34	46
993+00	50.00	0.94	0.01	2	0	82	34	48
993+50	50.00	0.37	0.49	1	0	83	34	49
994+00	50.00	0.37	0.70	1	1	84	35	49
994+50	50.00	0.31	1.47	1	2	85	37	48
995+00	50.00	0.20	3.43	0	5	85	43	42
995+50	50.00	0.31	2.13	0	5	85	49	36
996+00	50.00	0.93	0.03	1	2	86	52	34
996+50	50.00	1.66	0.00	2	0	88	52	36
997+00	50.00	1.04	0.00	3	0	91	52	39
997+50	50.00	0.77	0.00	2	0	93	52	41
998+00	50.00	0.79	0.01	1	0	94	52	42
998+50	50.00	0.63	0.05	1	0	95	52	43
999+00	50.00	0.40	0.22	1	0	96	52	44
999+50	50.00	0.48	0.09	1	0	97	52	45
1000+00	50.00	0.94	0.00	1	0	98	52	46
1000+50	50.00	1.17	0.00	2	0	100	52	48
1001+00	50.00	1.26	0.00	2	0	102	52	50
1001+50	50.00	1.01	0.00	2	0	104	52	52
1002+00	50.00	0.69	0.00	2	0	106	52	54
1002+50	50.00	0.40	0.11	1	0	107	52	55
1003+00	50.00	0.15	1.09	1	1	108	53	55
1003+50	50.00	0.50	0.06	1	1	109	54	55
1004+00	50.00	0.87	0.06	1	0	110	54	56
1004+50	50.00	0.91	0.05	2	0	112	54	58
1005+00	50.00	0.71	0.13	1	0	113	54	59
1005+50	50.00	0.97	0.06	2	0	115	54	61
1006+00	50.00	1.09	0.04	2	0	117	54	63
1006+50	50.00	0.80	0.01	2	0	119	54	65
1007+00	50.00	0.53	0.37	1	0	120	54	66
1007+50	50.00	0.69	0.27	1	1	121	55	66
1008+00	50.00	0.94	0.07	2	0	123	55	68
1008+50	50.00	1.25	0.00	2	0	125	55	70
1009+00	50.00	1.11	0.02	2	0	127	55	72

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USH 12 WB @ CTH NN/IH 43 INTERCHANGE OUTSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1009+50	50.00	0.95	0.09	2	0	129	55	74
1010+00	50.00	0.73	0.03	2	0	131	55	76
1010+50	50.00	0.48	0.21	1	0	132	55	77
1011+00	50.00	0.48	0.16	1	0	133	55	78
1011+50	50.00	0.70	0.22	1	0	134	55	79
1012+00	50.00	0.73	0.17	1	0	135	55	80
1012+50	50.00	0.62	0.19	1	0	136	55	81
1013+00	50.00	0.78	0.13	1	0	137	55	82
1013+50	50.00	1.11	0.05	2	0	139	55	84
1014+00	50.00	1.35	0.01	2	0	141	55	86
1014+50	50.00	1.62	0.00	3	0	144	55	89
1015+00	50.00	1.34	0.00	3	0	147	55	92
1015+50	50.00	0.99	0.02	2	0	149	55	94
1016+00	50.00	0.95	0.03	2	0	151	55	96
1016+50	50.00	0.97	0.04	2	0	153	55	98
1017+00	50.00	0.80	0.10	2	0	155	55	100
1017+50	50.00	0.41	0.28	1	0	156	55	101
1018+00	50.00	0.60	0.02	1	0	157	55	102
1018+50	50.00	0.51	0.18	1	0	158	55	103
1019+00	50.00	0.53	0.09	1	0	159	55	104
1019+50	50.00	0.54	0.04	1	0	160	55	105
1020+00	50.00	0.49	0.02	1	0	161	55	106
1020+50	50.00	0.47	0.01	1	0	162	55	107
1021+00	50.00	0.50	0.01	1	0	163	55	108
1021+50	50.00	0.54	0.02	1	0	164	55	109
1022+00	50.00	0.60	0.02	1	0	165	55	110
1022+50	50.00	0.67	0.02	1	0	166	55	111
1023+00	50.00	0.84	0.00	1	0	167	55	112
1023+50	50.00	0.81	0.00	2	0	169	55	114
1024+00	50.00	0.53	0.02	1	0	170	55	115
1024+50	50.00	0.36	0.09	1	0	171	55	116
1025+00	50.00	0.28	0.21	1	0	172	55	117
1025+50	50.00	0.29	0.35	1	1	173	56	117
1026+00	50.00	0.30	0.67	1	1	174	58	116
1026+50	50.00	0.59	0.12	1	1	175	59	116
1027+00	50.00	1.28	0.00	2	0	177	59	118
1027+50	50.00	1.61	0.00	3	0	180	59	121
1028+00	50.00	1.46	0.00	3	0	183	59	124
1028+50	50.00	1.32	0.00	3	0	186	59	127
1029+00	50.00	1.40	0.00	3	0	189	59	130
1029+50	50.00	0.44	0.24	2	0	191	59	132
1029+89.93	39.93	0.72	0.71	1	1	192	60	132
1030+00	10.07	1.18	0.22	0	0	192	60	132
1030+09.93	9.93	1.69	0.00	1	0	193	60	133
1030+29.93	20.00	1.86	0.00	1	0	194	60	134

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USH 12 WB - C-D ROAD INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
969+62.93	0.00	0.65	0.05	0	0	0	0	0
970+00	37.07	1.23	0.12	1	0	1	0	1
970+24.35	24.35	1.33	0.27	1	0	2	0	2
970+50	25.65	0.84	0.40	1	0	3	0	3
970+74.35	24.35	0.00	1.31	0	1	3	1	2
971+00	25.65	0.01	1.10	0	1	3	2	1
971+24.31	24.31	0.05	0.85	0	1	3	4	-1
971+50	25.69	0.39	0.54	0	1	3	5	-2
972+00	50.00	0.04	1.00	0	1	3	6	-3
972+50	50.00	0.21	0.86	0	2	3	8	-5
973+00	50.00	0.10	0.81	0	2	3	11	-8
973+50	50.00	0.15	0.61	0	1	3	12	-9
974+00	50.00	0.15	0.69	0	1	3	13	-10
974+50	50.00	0.62	0.56	1	1	4	14	-10
975+00	50.00	0.31	0.39	1	1	5	16	-11
975+50	50.00	0.89	0.14	1	0	6	16	-10
976+00	50.00	0.19	0.54	1	1	7	17	-10
976+50	50.00	0.28	0.80	0	1	7	18	-11
976+64.33	14.33	12.09	0.69	3	0	10	18	-8
977+00	35.67	11.34	2.93	15	2	25	20	5
977+04.33	4.33	11.56	2.74	2	0	27	20	7
977+50	45.67	0.04	1.53	10	4	37	25	12
978+00	50.00	0.00	2.08	0	3	37	29	8
978+50	50.00	0.18	0.70	0	3	37	32	5
979+00	50.00	0.01	1.41	0	2	37	35	2
979+50	50.00	0.01	1.83	0	3	37	38	-1
980+00	50.00	0.00	2.58	0	4	37	43	-6
980+50	50.00	0.00	3.56	0	6	37	50	-13
981+00	50.00	0.00	3.12	0	6	37	58	-21
981+50	50.00	0.00	2.48	0	5	37	64	-27
982+00	50.00	0.00	2.38	0	5	37	70	-33
982+50	50.00	0.00	2.64	0	5	37	76	-39
983+00	50.00	0.00	2.23	0	5	37	82	-45
983+50	50.00	0.02	1.46	0	3	37	85	-48
984+00	50.00	0.02	1.51	0	3	37	89	-52
984+50	50.00	0.00	2.19	0	3	37	92	-55
985+00	50.00	0.00	4.31	0	6	37	100	-63
985+50	50.00	0.00	7.00	0	10	37	112	-75
986+00	50.00	0.00	9.11	0	15	37	130	-93
986+50	50.00	0.00	5.26	0	13	37	145	-108
987+00	50.00	0.00	2.36	0	7	37	154	-117
987+50	50.00	0.01	1.12	0	3	37	157	-120
988+00	50.00	0.00	1.31	0	2	37	160	-123

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USH 12 WB - C-D ROAD INSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
988+50	50.00	0.20	0.16	0	1	37	161	-124
989+00	50.00	0.47	0.07	1	0	38	161	-123
989+50	50.00	0.32	0.17	1	0	39	161	-122
990+00	50.00	0.17	0.90	0	1	39	162	-123
990+50	50.00	0.01	0.84	0	2	39	164	-125
991+00	50.00	0.18	0.42	0	1	39	166	-127
991+50	50.00	0.16	0.60	0	1	39	167	-128
992+00	50.00	0.16	0.45	0	1	39	168	-129
992+50	50.00	0.18	0.37	0	1	39	169	-130
993+00	50.00	0.00	0.24	0	1	39	170	-131
993+50	50.00	0.00	0.30	0	0	39	170	-131
994+00	50.00	0.13	0.67	0	1	39	172	-133
994+50	50.00	0.06	1.35	0	2	39	174	-135
995+00	50.00	0.02	2.28	0	3	39	178	-139
995+50	50.00	0.03	1.80	0	4	39	182	-143
996+00	50.00	0.35	0.46	0	2	39	185	-146
996+50	50.00	0.00	0.17	0	1	39	186	-147
997+00	50.00	0.53	0.31	0	0	39	186	-147
997+50	50.00	0.24	0.69	1	1	40	187	-147
998+00	50.00	0.03	1.34	0	2	40	190	-150
998+21.02	21.02	12.50	1.58	5	1	45	191	-146
998+50	28.98	12.51	0.47	13	1	58	192	-134
998+71.02	21.02	12.49	0.68	10	0	68	192	-124
999+00	28.98	0.23	0.59	7	1	75	193	-118
999+50	50.00	0.46	0.29	1	1	76	194	-118
1000+00	50.00	0.76	0.14	1	0	77	194	-117
1000+50	50.00	0.93	0.07	2	0	79	194	-115
1001+00	50.00	1.04	0.04	2	0	81	194	-113
1001+50	50.00	0.91	0.06	2	0	83	194	-111
1002+00	50.00	0.74	0.13	2	0	85	194	-109
1002+50	50.00	0.00	0.28	1	0	86	194	-108
1003+00	50.00	0.38	0.37	0	1	86	196	-110
1003+50	50.00	0.63	0.17	1	1	87	197	-110
1004+00	50.00	1.34	0.00	2	0	89	197	-108
1004+50	50.00	1.57	0.00	3	0	92	197	-105
1005+00	50.00	1.88	0.00	3	0	95	197	-102
1005+50	50.00	1.46	0.00	3	0	98	197	-99
1006+00	50.00	1.15	0.01	2	0	100	197	-97
1006+50	50.00	1.13	0.01	2	0	102	197	-95
1007+00	50.00	18.76	1.37	18	1	120	198	-78
1007+25	25.00	13.64	0.23	15	1	135	199	-64
1007+50	25.00	13.09	0.04	12	0	147	199	-52
1008+00	50.00	12.78	0.07	24	0	171	199	-28
1008+50	50.00	13.14	0.04	24	0	195	199	-4

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USH 12 WB - C-D ROAD INSIDE CONTINUED

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.20	MASS ORDINATE NOTE 8
1009+00	50.00	13.17	0.05	24	0	219	199	20
1009+50	50.00	13.26	0.05	24	0	243	199	44
1009+75	25.00	0.71	0.09	6	0	249	199	50
1010+00	25.00	0.58	0.20	1	0	250	199	51
1010+50	50.00	0.13	0.99	1	1	251	200	51
1011+00	50.00	0.08	1.11	0	2	251	203	48
1011+50	50.00	0.54	0.24	1	1	252	204	48
1012+00	50.00	0.82	0.10	1	0	253	204	49
1012+50	50.00	0.83	0.09	2	0	255	204	51
1013+00	50.00	0.95	0.05	2	0	257	204	53
1013+50	50.00	1.12	0.01	2	0	259	204	55
1014+00	50.00	1.53	0.00	2	0	261	204	57
1014+50	50.00	2.32	0.00	4	0	265	204	61
1015+00	50.00	2.22	0.00	4	0	269	204	65
1015+50	50.00	1.93	0.00	4	0	273	204	69
1016+00	50.00	2.07	0.00	4	0	277	204	73
1016+50	50.00	2.49	0.00	4	0	281	204	77
1017+00	50.00	1.54	0.00	4	0	285	204	81
1017+50	50.00	1.12	0.01	2	0	287	204	83
1018+00	50.00	0.00	0.10	1	0	288	204	84
1018+50	50.00	1.06	0.09	1	0	289	204	85
1019+00	50.00	0.71	0.14	2	0	291	204	87
1019+50	50.00	1.17	0.04	2	0	293	204	89
1020+00	50.00	1.06	0.03	2	0	295	204	91
1020+50	50.00	0.00	0.00	1	0	296	204	92
1021+00	50.00	1.07	0.02	1	0	297	204	93
1021+50	50.00	0.99	0.04	2	0	299	204	95
1022+00	50.00	0.53	0.22	1	0	300	204	96
1022+50	50.00	0.38	0.33	1	1	301	205	96
1023+00	50.00	0.50	0.24	1	1	302	206	96
1023+50	50.00	0.00	0.19	0	0	302	206	96
1024+00	50.00	0.64	0.18	1	0	303	206	97
1024+50	50.00	0.56	0.23	1	0	304	206	98
1025+00	50.00	0.41	0.32	1	1	305	208	97
1025+50	50.00	0.47	0.25	1	1	306	209	97
1026+00	50.00	0.71	0.11	1	0	307	209	98
1026+50	50.00	1.05	0.02	2	0	309	209	100
1027+00	50.00	1.40	0.00	2	0	311	209	102
1027+50	50.00	1.49	0.00	3	0	314	209	105
1028+00	50.00	1.40	0.00	3	0	317	209	108
1028+50	50.00	0.00	0.02	1	0	318	209	109
1029+00	50.00	1.07	0.06	1	0	319	209	110
1029+50	50.00	0.00	0.38	1	0	320	209	111
1029+92.42	42.42	0.03	1.41	0	1	320	210	110
1030+00	7.58	0.23	0.60	0	0	320	210	110
1030+22.27	22.27	0.77	0.16	0	0	320	210	110
1030+31.15	8.88	0.61	0.09	0	0	320	210	110

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USH 12 WB - CTH NN RAMP A

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
975+23.66	0.00	2.62	1.00	0	0	0	0	0
975+50	26.34	1.08	6.29	2	4	2	5	-3
975+73.65	23.65	0.10	16.65	1	10	3	17	-14
975+98.63	24.98	0.35	8.60	0	12	3	31	-28
976+00	1.37	0.37	8.20	0	0	3	31	-28
976+26.78	26.78	0.26	4.43	0	6	3	38	-35
976+50	23.22	0.00	4.84	0	4	3	43	-40
977+00	50.00	0.07	6.29	0	10	3	55	-52
977+18.29	18.29	0.34	0.59	0	2	3	58	-55

USH 12 WB - IH 43 RAMP D

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
995+78.93	0.00	2.23	0.00	0	0	0	0	0
996+00	21.07	1.92	3.38	2	1	2	1	1
996+48.93	48.93	2.06	15.06	4	17	6	22	-16
996+50	1.07	2.04	15.31	0	1	6	23	-17
996+98.93	48.93	0.00	30.89	2	42	8	73	-65
997+00	1.07	0.00	30.19	0	1	8	74	-66
997+23.91	23.91	0.05	14.23	0	20	8	98	-90
997+48.89	24.98	0.30	3.27	0	8	8	108	-100
997+50	1.11	0.30	3.18	0	0	8	108	-100
998+00	50.00	0.23	1.21	0	4	8	113	-105
998+26.69	26.69	3.51	1.28	2	1	10	114	-104
998+50	23.31	3.09	2.34	3	2	13	116	-103
998+67.11	17.11	2.78	1.93	2	1	15	118	-103

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USH 12 WB - IH 43 RAMP C

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1006+01.83	0.00	0.56	6.86	0	0	0	0	0
1006+34.52	32.69	0.00	15.50	0	14	0	17	-17
1006+50	15.48	0.00	11.85	0	8	0	26	-26
1006+59.96	9.96	0.04	8.28	0	4	0	31	-31
1006+85.30	25.34	0.01	3.03	0	5	0	37	-37
1007+00	14.70	0.05	1.74	0	1	0	38	-38
1007+30	30.30	1.30	0.00	1	1	1	40	-39

USH 12 WB - SOUTH OF STH 11 INSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1038+06.77	0.00	13.18	0.00	0	0	0	0	0
1038+50	43.23	11.18	0.00	20	0	20	0	20
1038+99.09	49.09	11.99	0.00	21	0	41	0	41
1039+00	0.91	11.98	0.00	0	0	41	0	41
1039+39.09	39.09	10.30	0.00	16	0	57	0	57
1039+50	10.91	9.78	0.00	4	0	61	0	61
1039+64.07	14.07	8.57	0.00	5	0	66	0	66
1039+89.05	24.98	7.15	0.00	7	0	73	0	73
1040+00	10.95	6.69	0.00	3	0	76	0	76
1040+50	50.00	4.70	0.00	11	0	87	0	87
1041+00	50.00	3.55	0.00	8	0	95	0	95
1041+50	50.00	2.72	0.00	6	0	101	0	101
1042+00	50.00	0.92	0.33	3	0	104	0	104
1042+32.50	32.50	0.63	1.29	1	1	105	1	104

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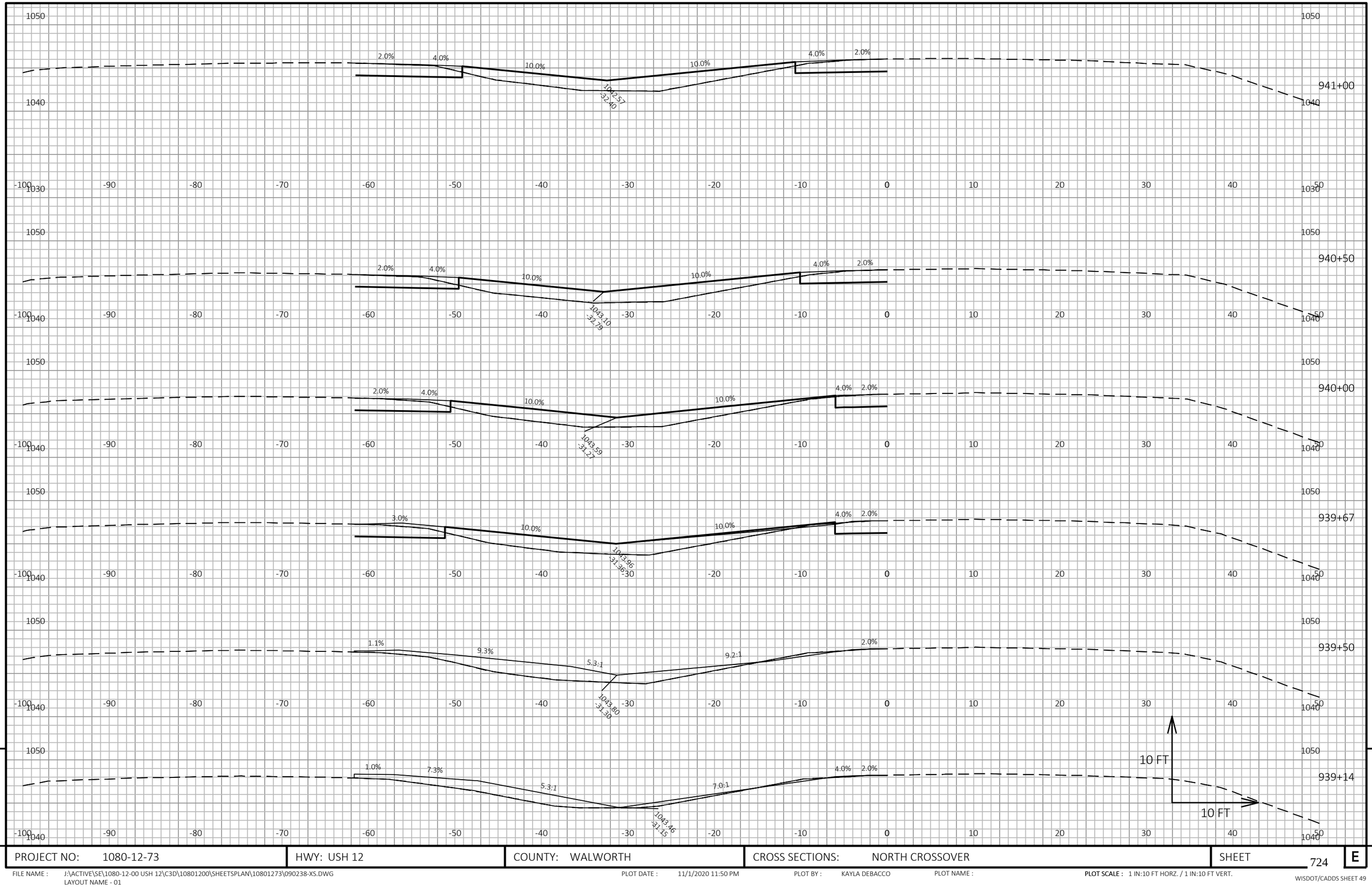
USH 12 WB - SOUTH OF STH 11 OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1038+45.93	0.00	2.94	0.00	0	0	0	0	0
1038+50	4.07	2.85	0.00	0	0	0	0	0
1039+00	50.00	2.06	1.05	5	1	5	1	4
1039+15.82	15.82	1.99	2.47	1	1	6	2	4
1039+50	34.18	0.87	8.87	2	7	8	11	-3
1039+66.11	16.11	0.51	9.96	0	6	8	18	-10
1039+91.03	24.92	0.76	3.29	1	6	9	25	-16
1040+00	8.97	0.87	1.32	0	1	9	26	-17
1040+18.95	18.95	1.12	0.00	1	0	10	26	-16
1040+50	31.05	1.16	0.04	1	0	11	26	-15
1041+00	50.00	1.01	0.29	2	0	13	26	-13
1041+50	50.00	0.81	0.76	2	1	15	28	-13
1042+00	50.00	1.22	0.15	2	1	17	29	-12
1042+50	50.00	1.87	0.00	3	0	20	29	-9
1042+55.04	5.04	1.62	0.01	0	0	20	29	-9

USH 12 WB - NORTH OF STH 11 OUTSIDE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.20	MASS ORDINATE
1044+11.31	0.00	0.48	9.77	0	0	0	0	0
1044+50	38.69	0.25	6.45	1	12	1	14	-13
1045+00	50.00	0.25	4.18	0	10	1	26	-25
1045+50	50.00	0.26	1.83	0	6	1	34	-33
1046+00	50.00	0.22	1.59	0	3	1	37	-36
1046+50	50.00	0.12	3.97	0	5	1	43	-42
1047+00	50.00	0.09	5.19	0	8	1	53	-52
1047+50	50.00	0.10	3.85	0	8	1	62	-61
1048+00	50.00	0.13	2.98	0	6	1	70	-69
1048+50	50.00	0.19	2.93	0	5	1	76	-75
1049+00	50.00	0.26	1.23	0	4	1	80	-79
1049+50	50.00	0.37	0.52	1	2	2	83	-81
1050+00	50.00	0.36	0.50	1	1	3	84	-81
1050+50	50.00	0.24	0.85	1	1	4	85	-81
1051+00	50.00	0.22	0.88	0	2	4	88	-84
1051+50	50.00	0.24	0.80	0	2	4	90	-86
1052+00	50.00	0.10	78.39	0	73	4	178	-174
1052+21.37	21.37	0.22	68.72	0	58	4	247	-243
1052+41.37	20.00	0.58	0.16	0	26	4	278	-274
1052+46.37	5.00	0.59	0.01	0	0	4	278	-274



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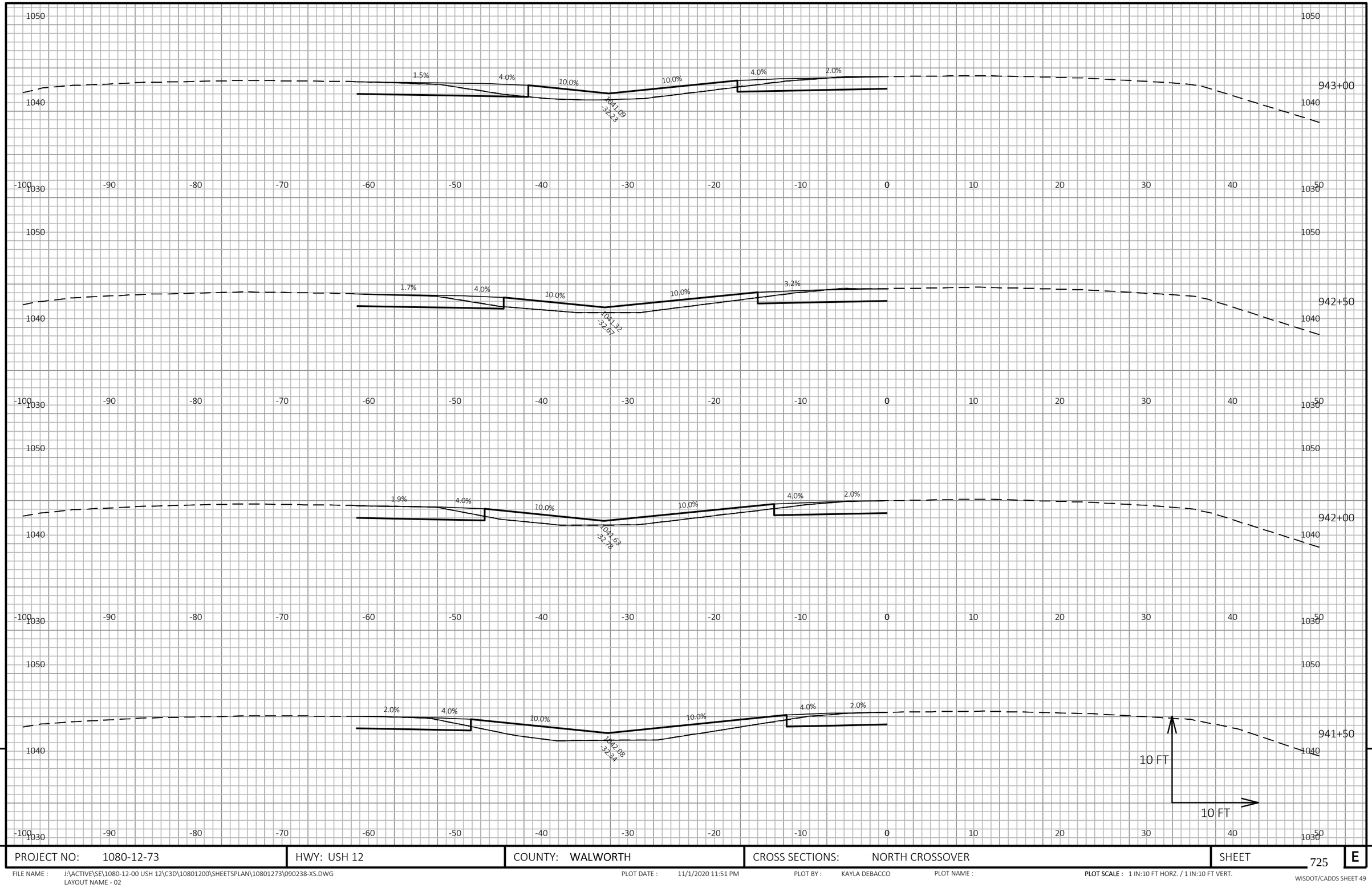
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 724	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 11:50 PM PLOT BY : KAYLA DEBACCO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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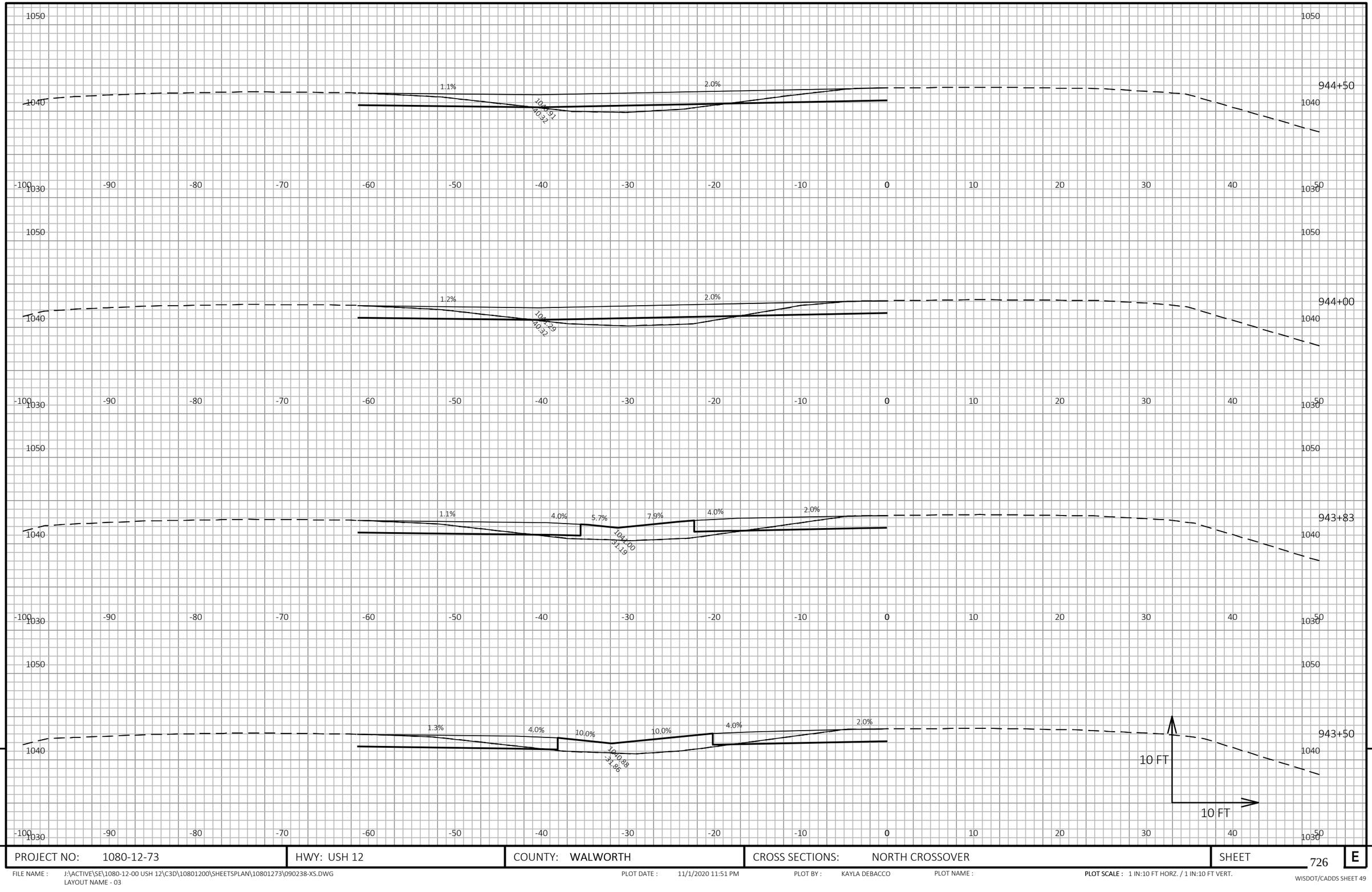
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 725	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 11:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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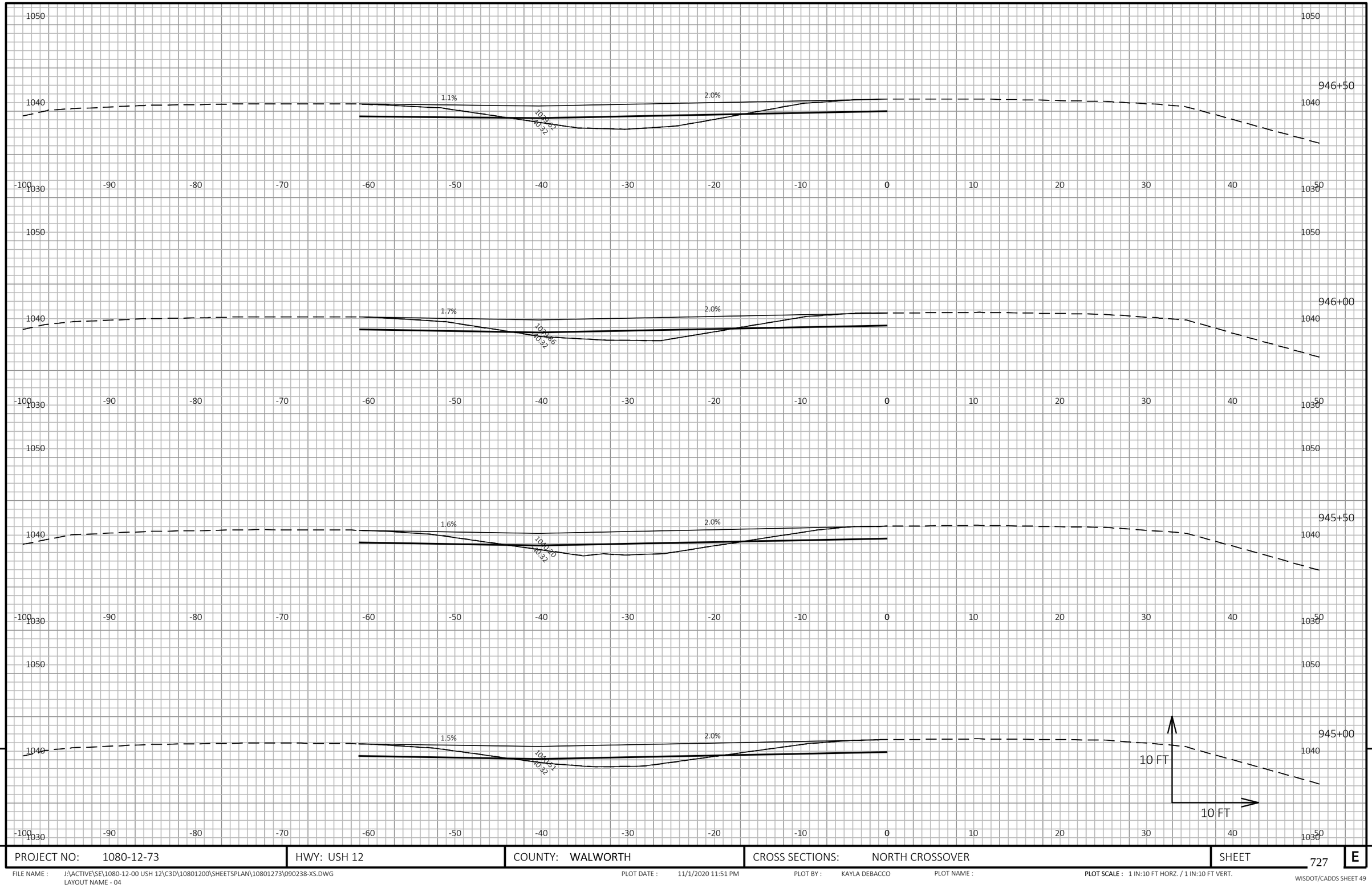
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 726	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 11:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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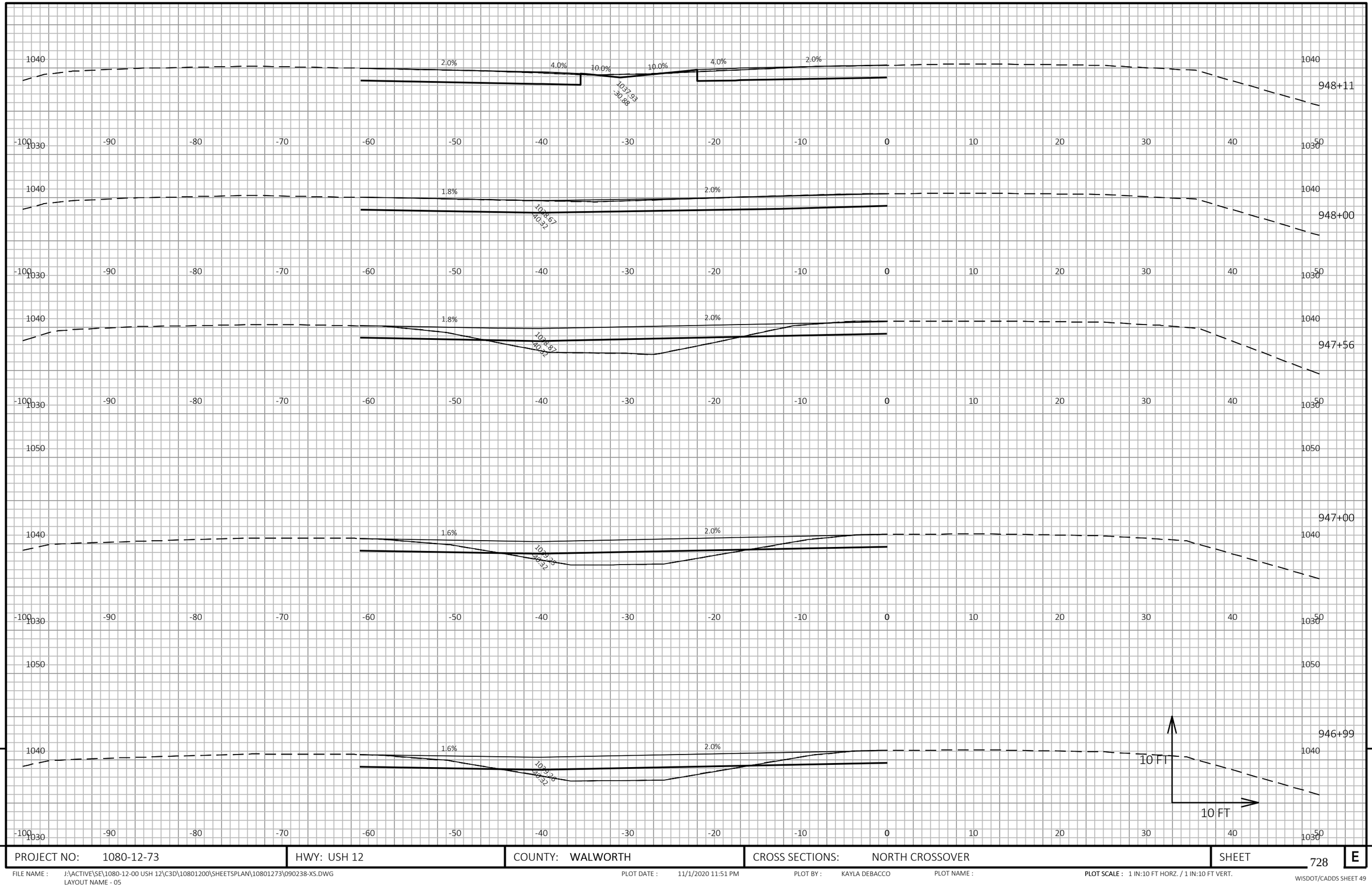
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 727	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 11:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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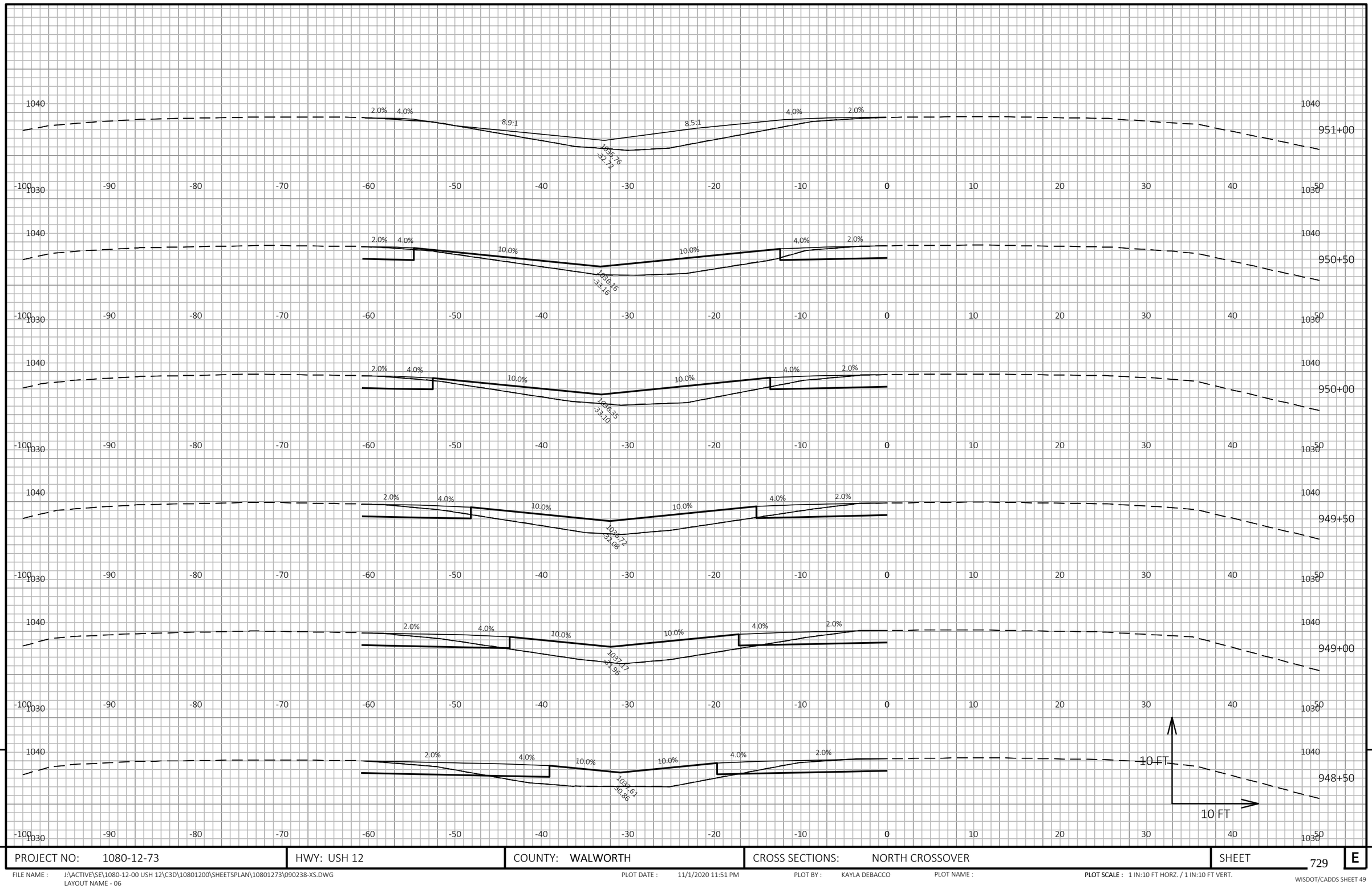
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 728	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 11/1/2020 11:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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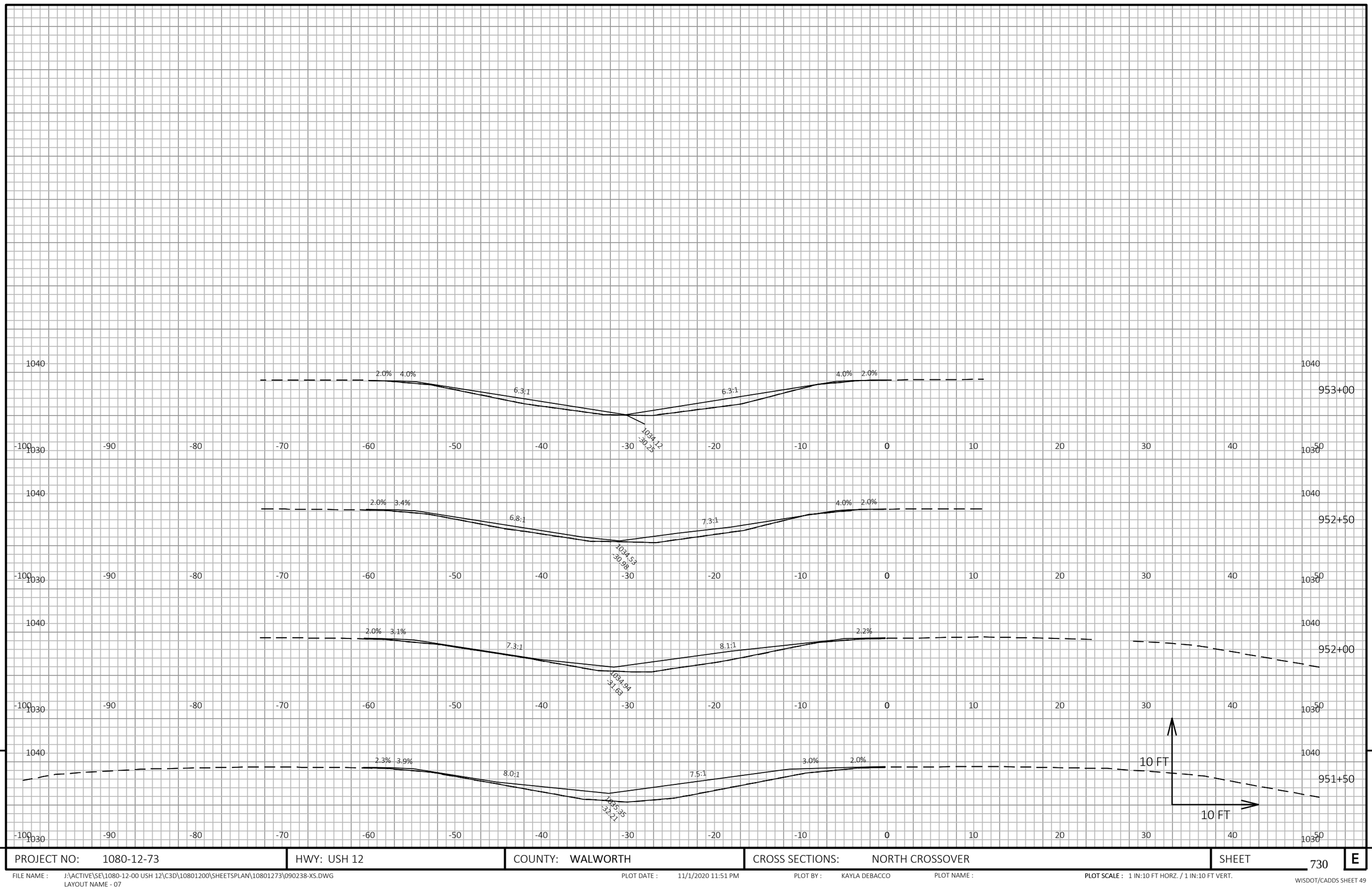
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 729	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2020 11:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

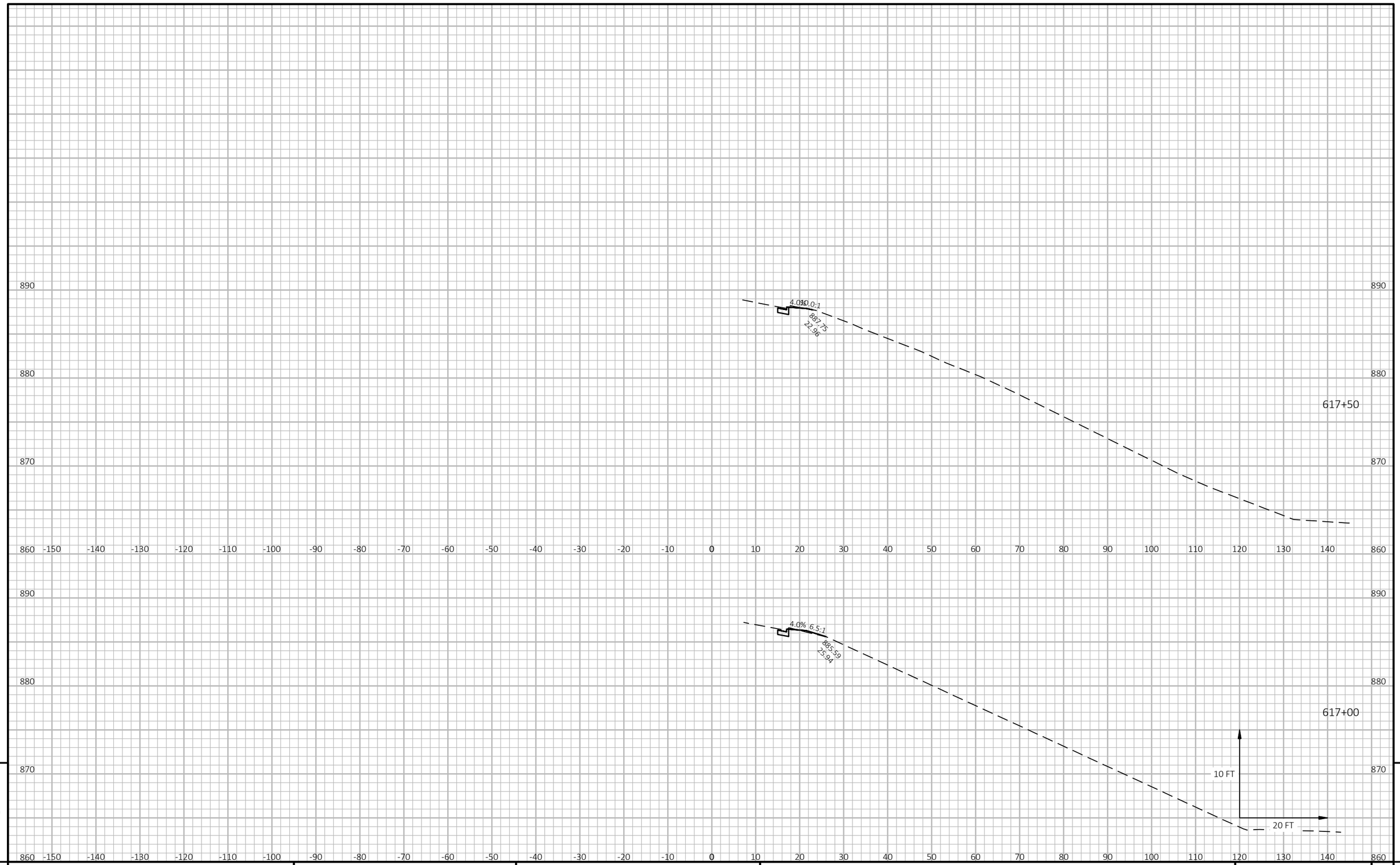


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: NORTH CROSSOVER	SHEET 730	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090238-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 11/1/2020 11:51 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 RAMP D	SHEET 731	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:35 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

890
880
870
860 -150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

4.0% 10.0:1
887.75
22.96

617+50

4.0% 6.5:1
885.59
25.94

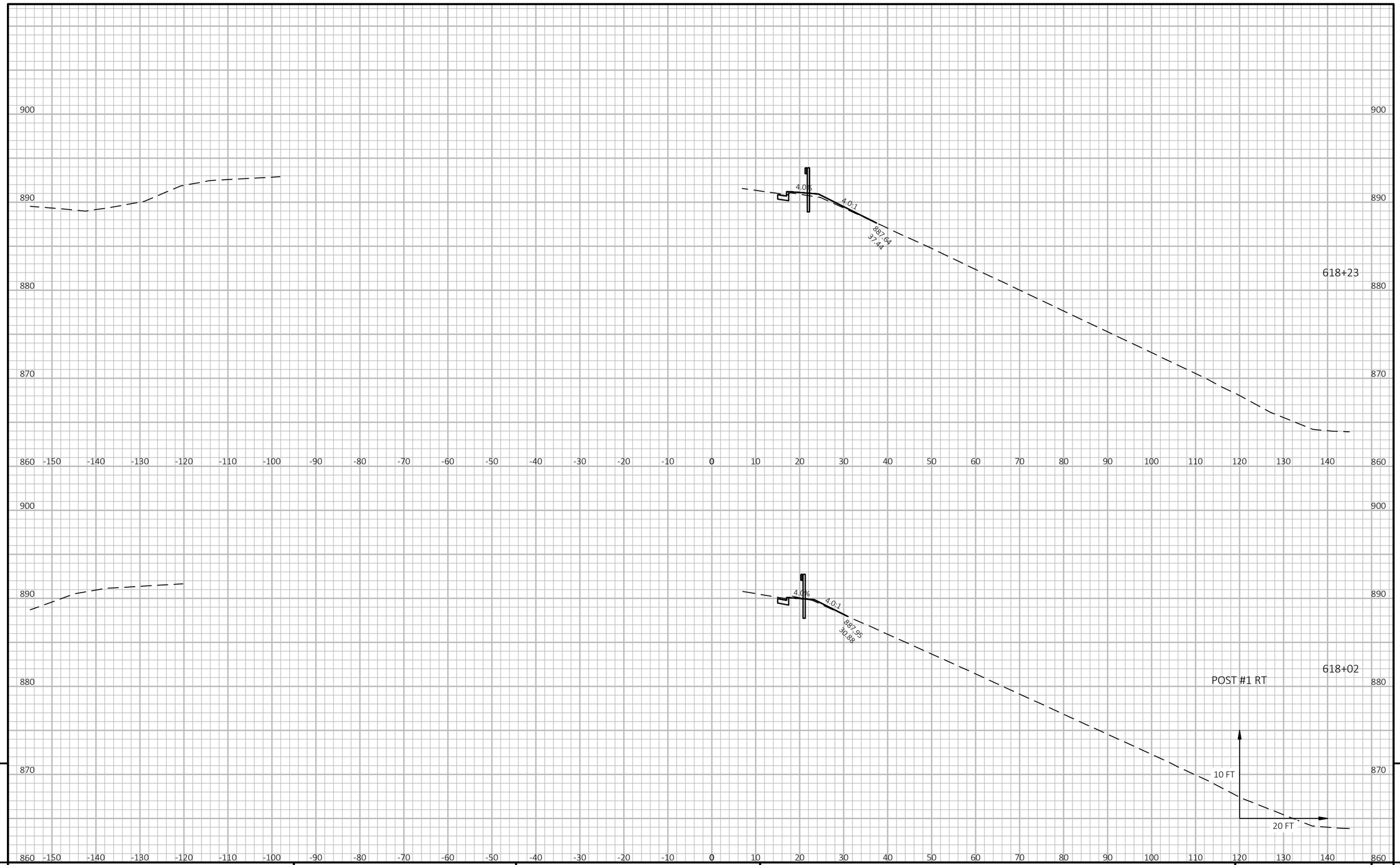
617+00

10 FT
20 FT

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 RAMP D	SHEET 732	E

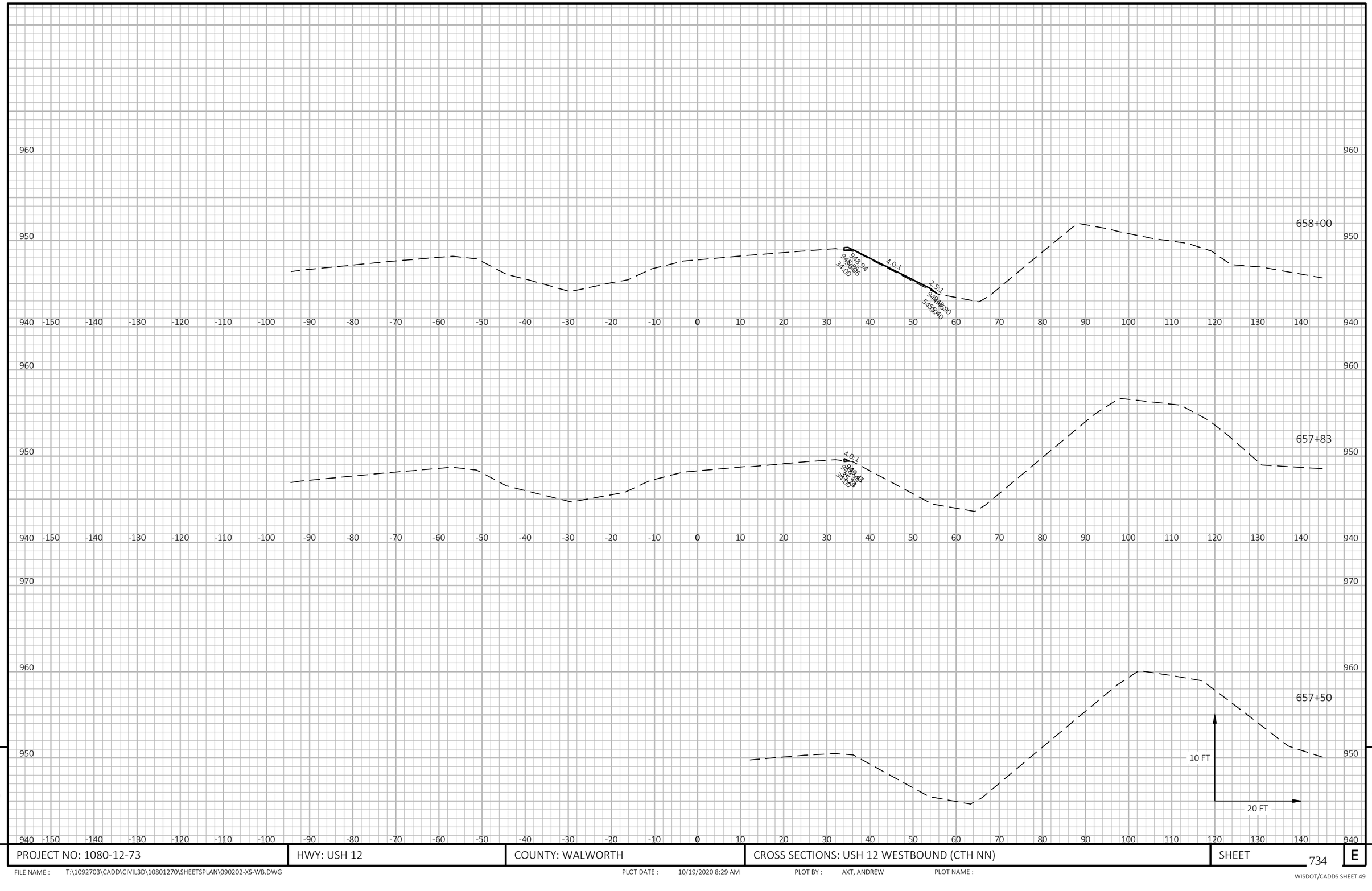
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:35 AM PLOT BY : AXT, ANDREW PLOT NAME :



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 RAMP D	SHEET 733	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:35 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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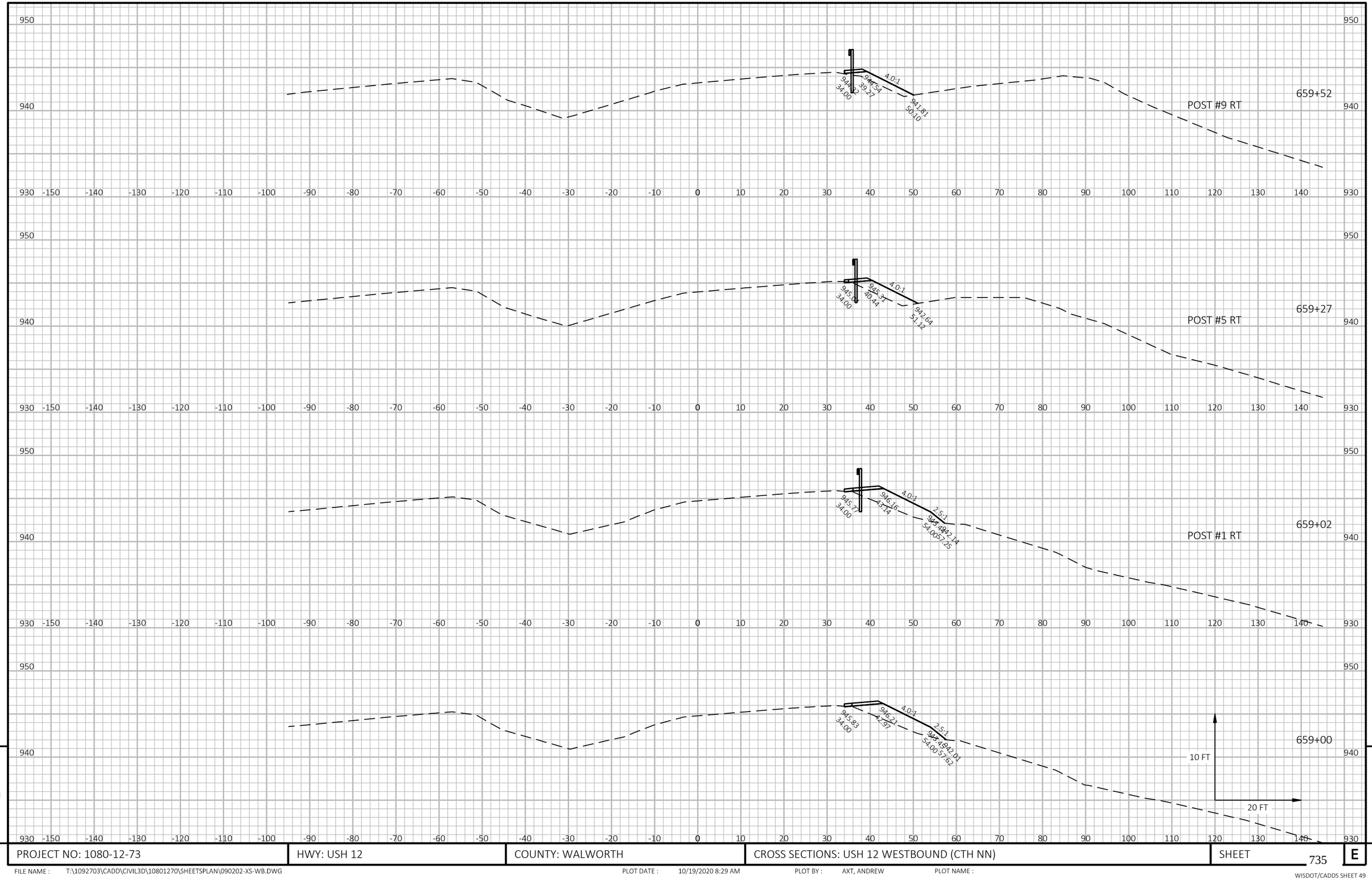
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 734	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:29 AM PLOT BY : AXT, ANDREW PLOT NAME :



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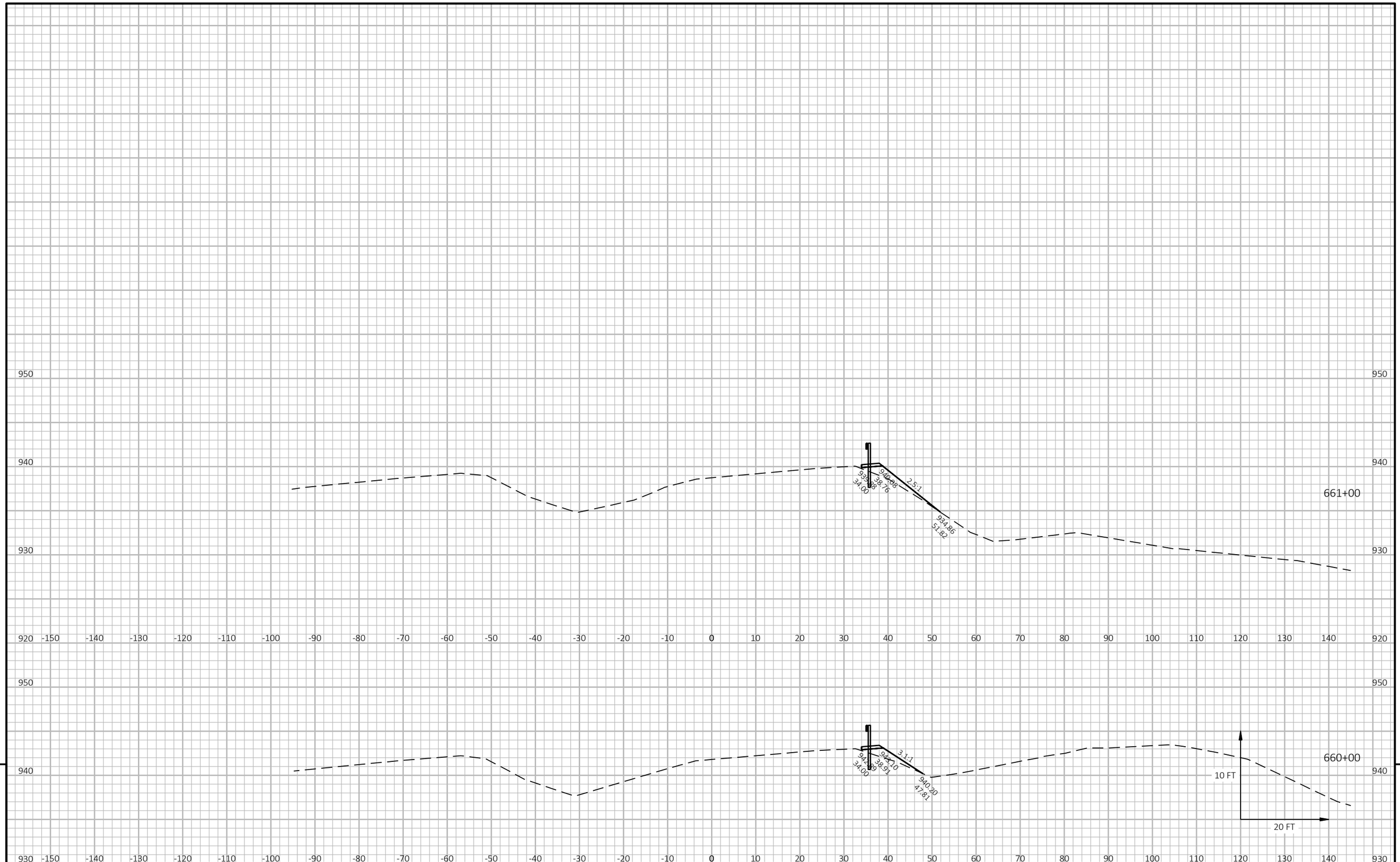
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 735	E

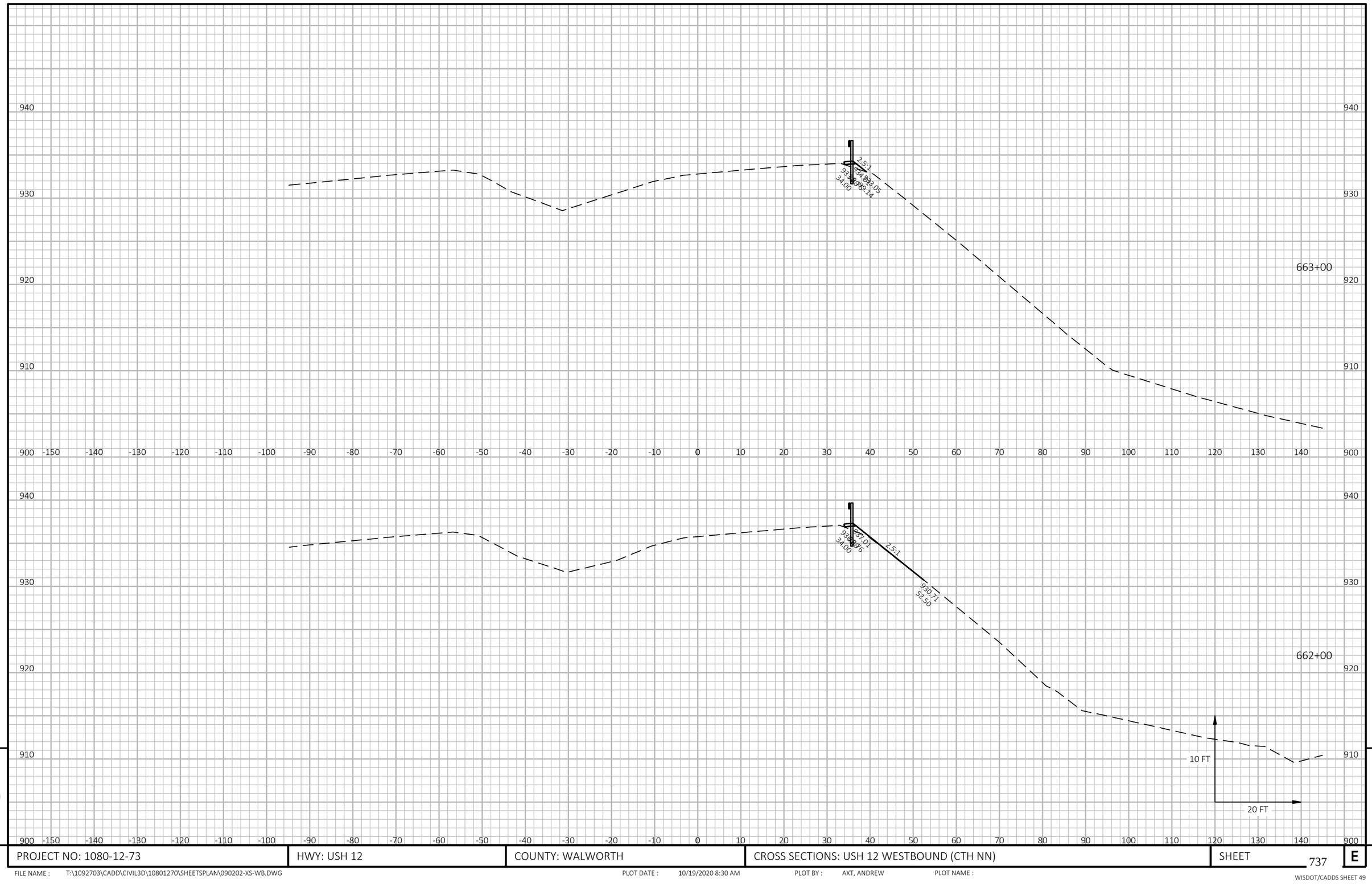
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:29 AM PLOT BY : AXT, ANDREW PLOT NAME :



9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 736	E



9

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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 737	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:30 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

940

930

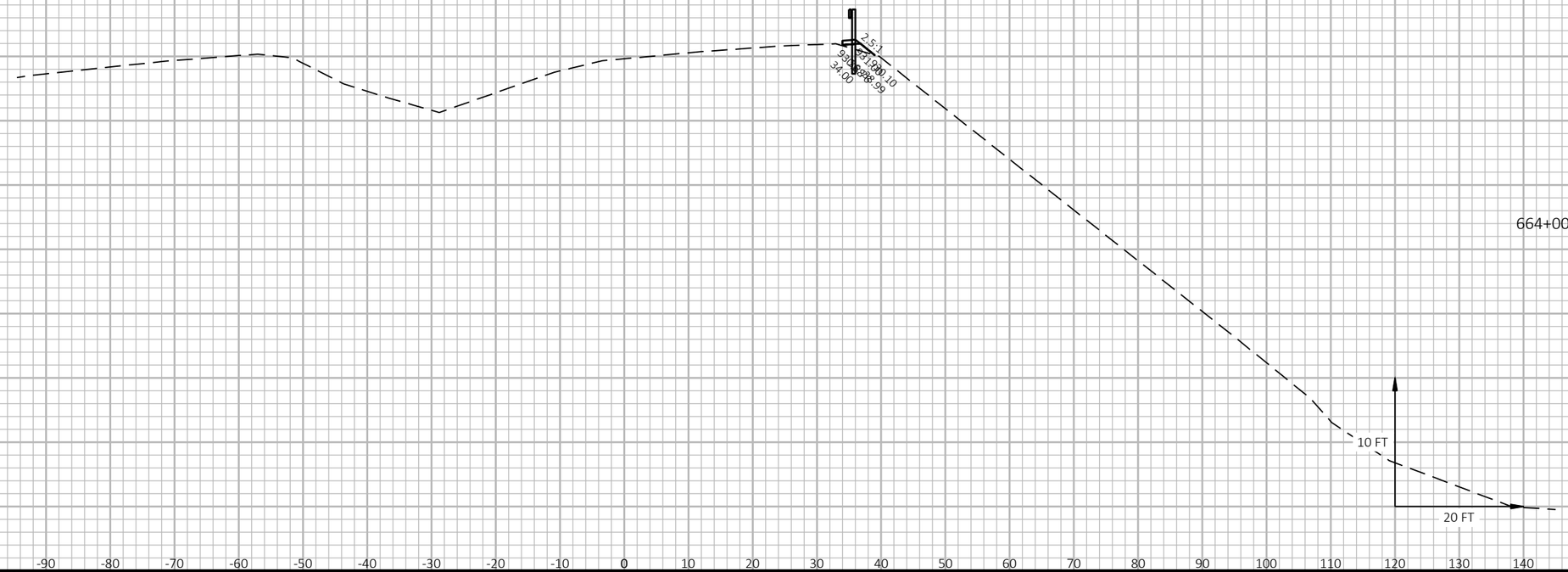
920

910

900

890

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140



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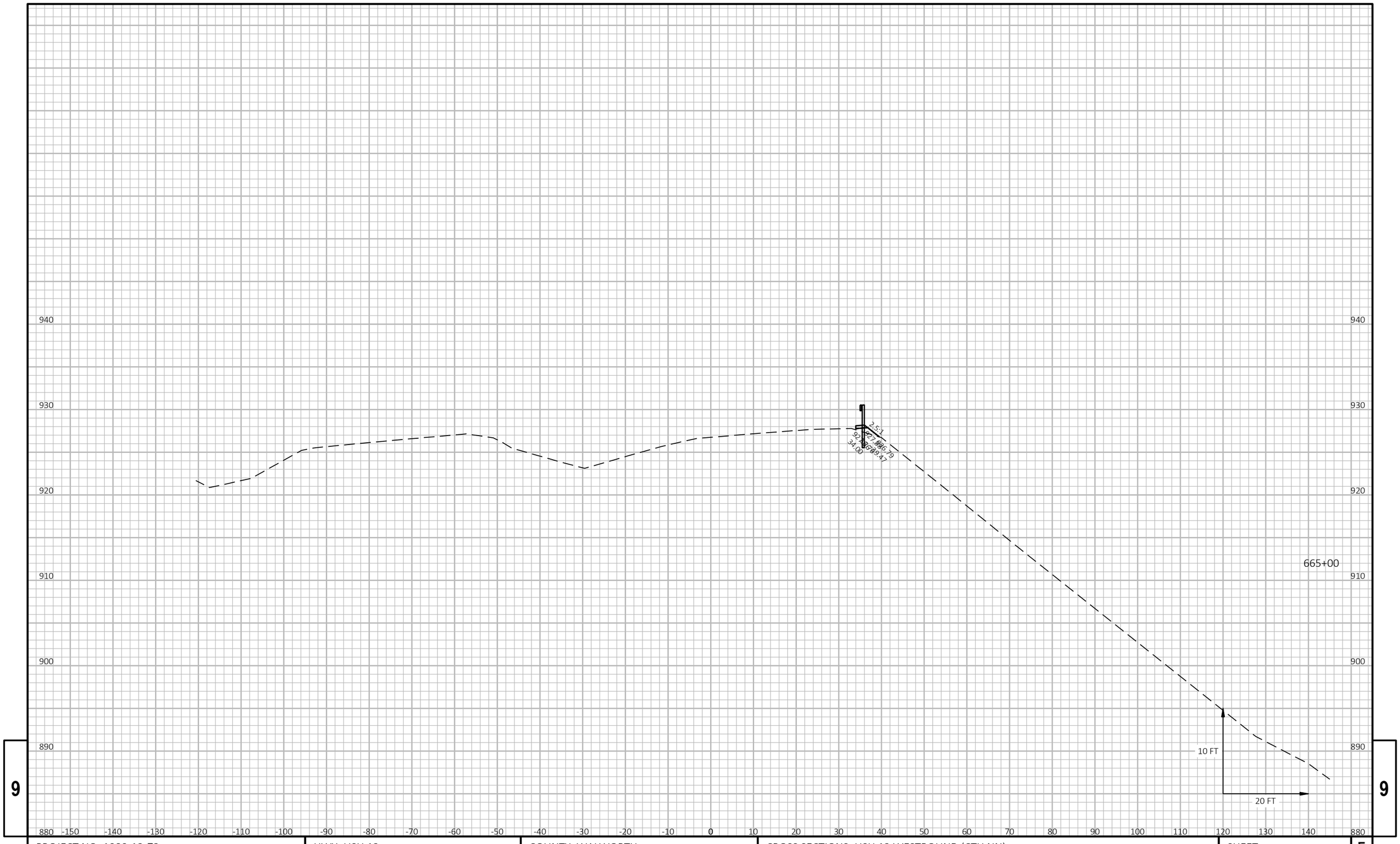
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 738	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:30 AM PLOT BY : AXT, ANDREW PLOT NAME :

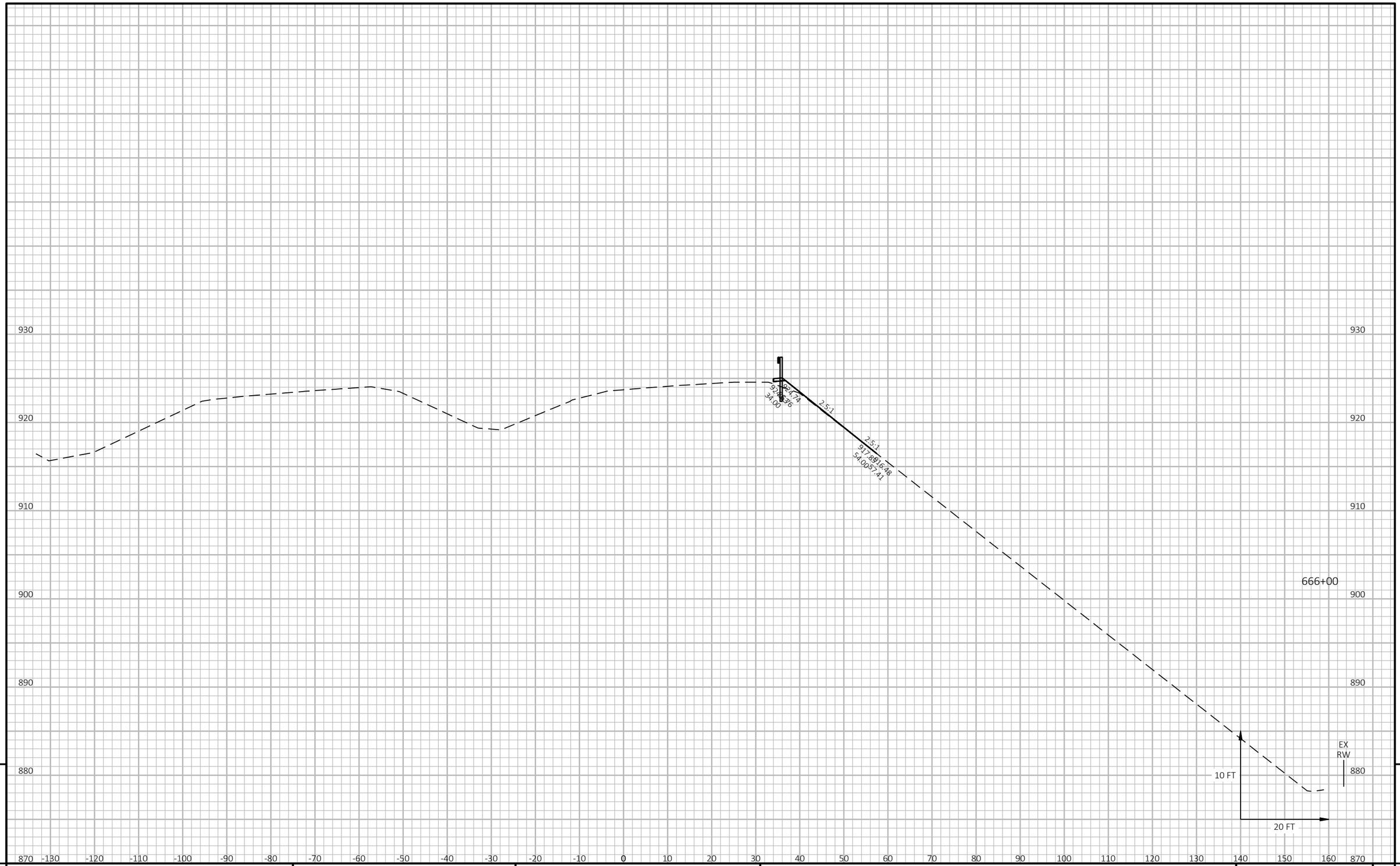
WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 739	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:30 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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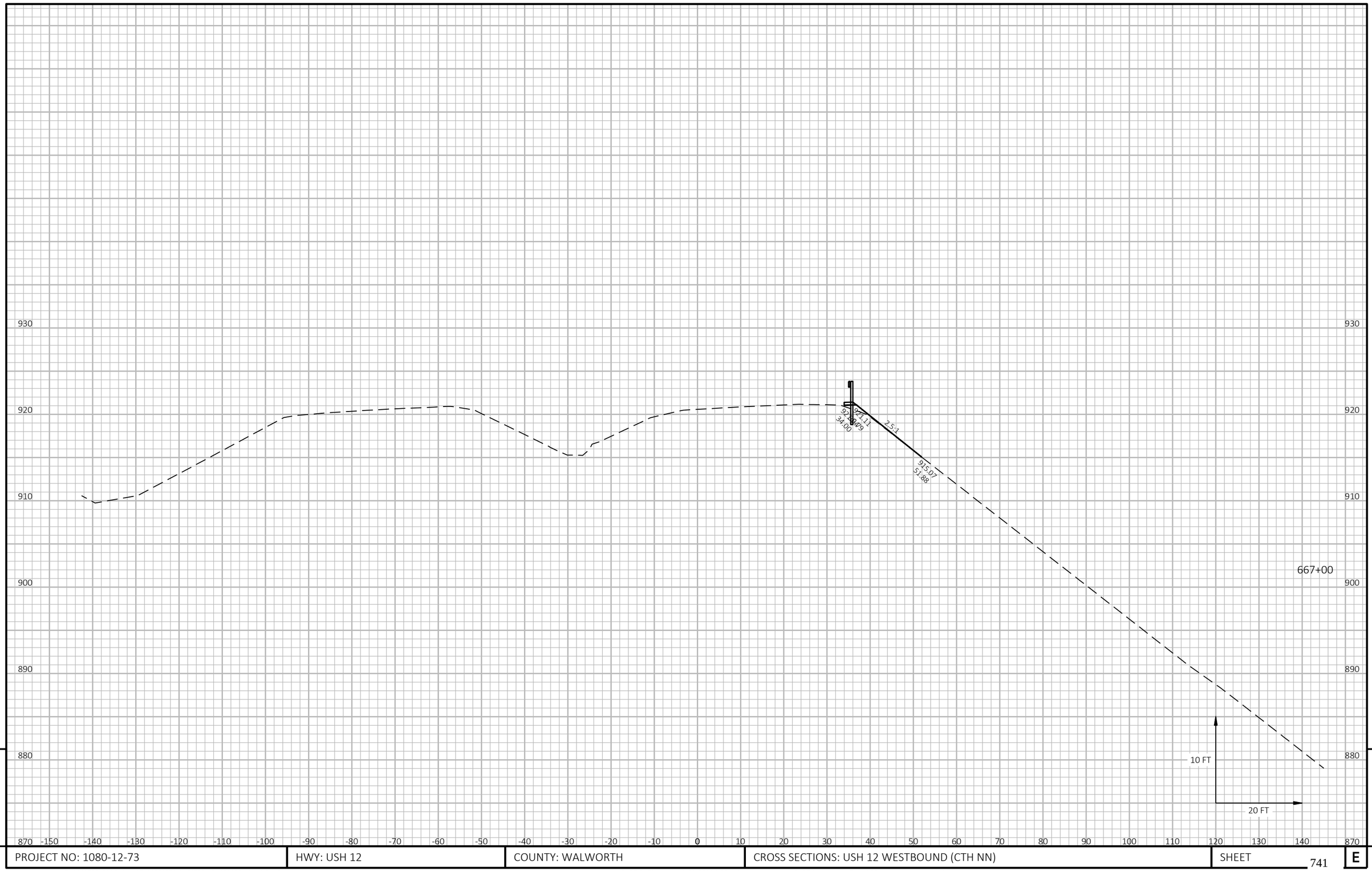
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 740	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:30 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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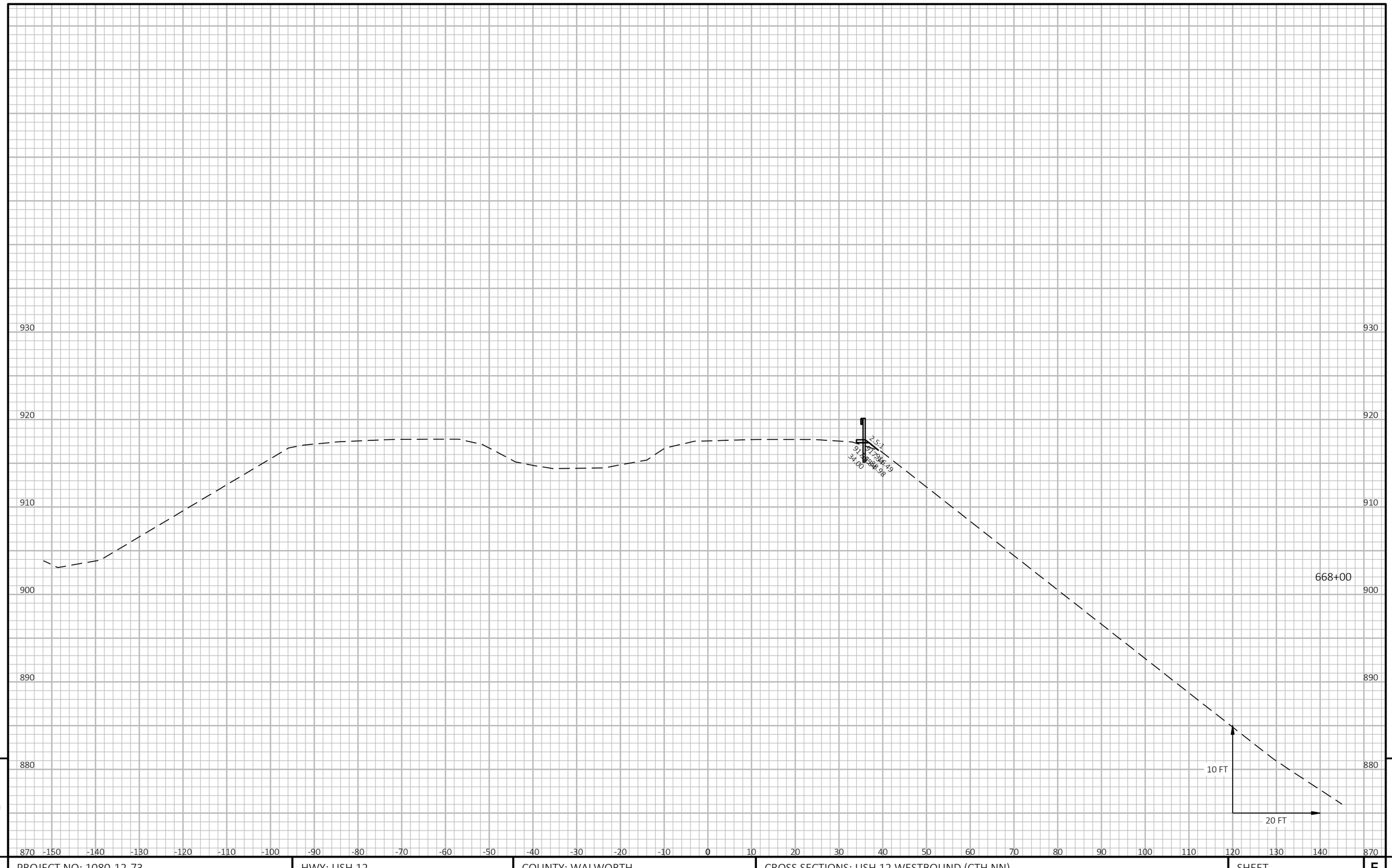
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 741	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:30 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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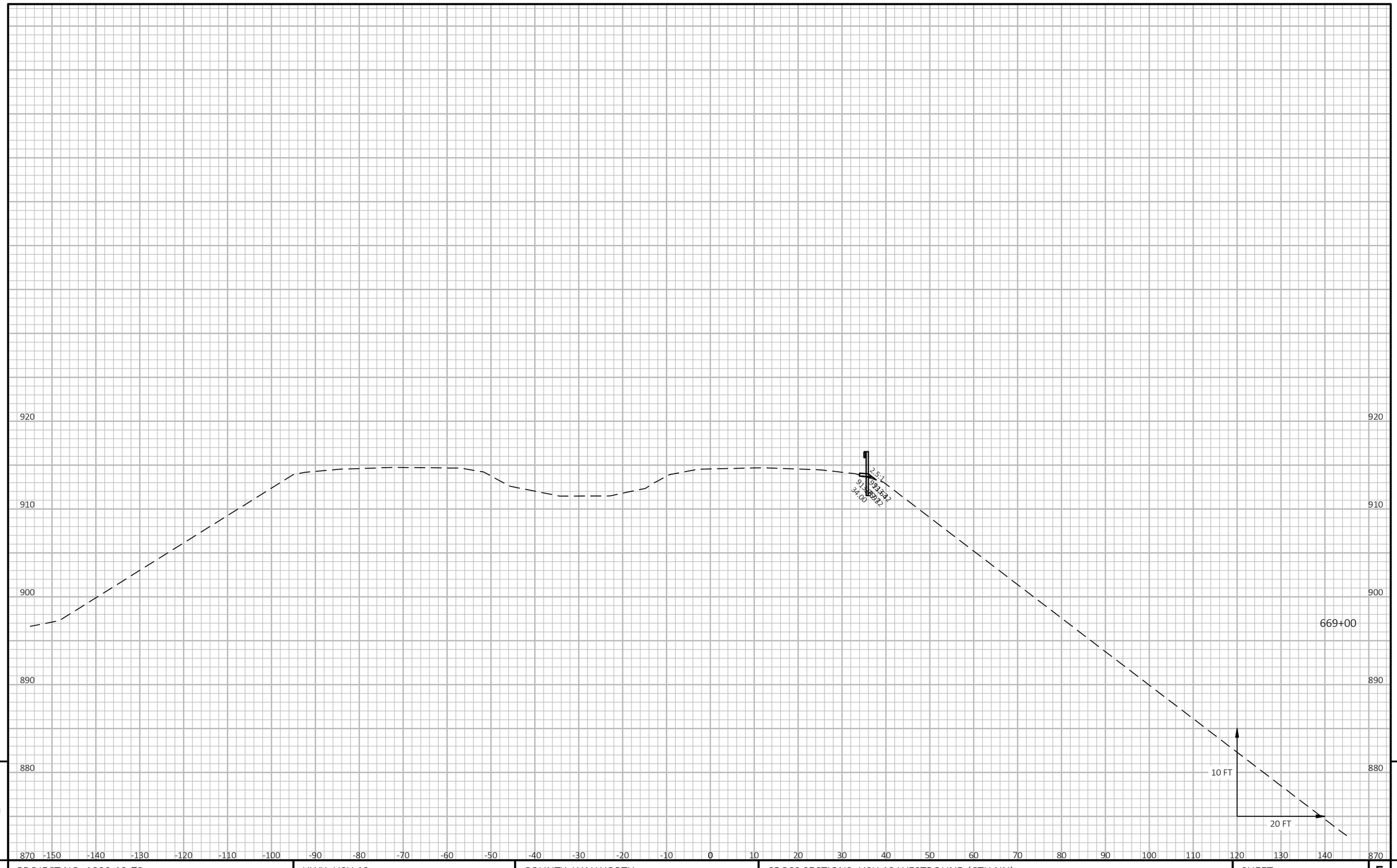
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 742	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:30 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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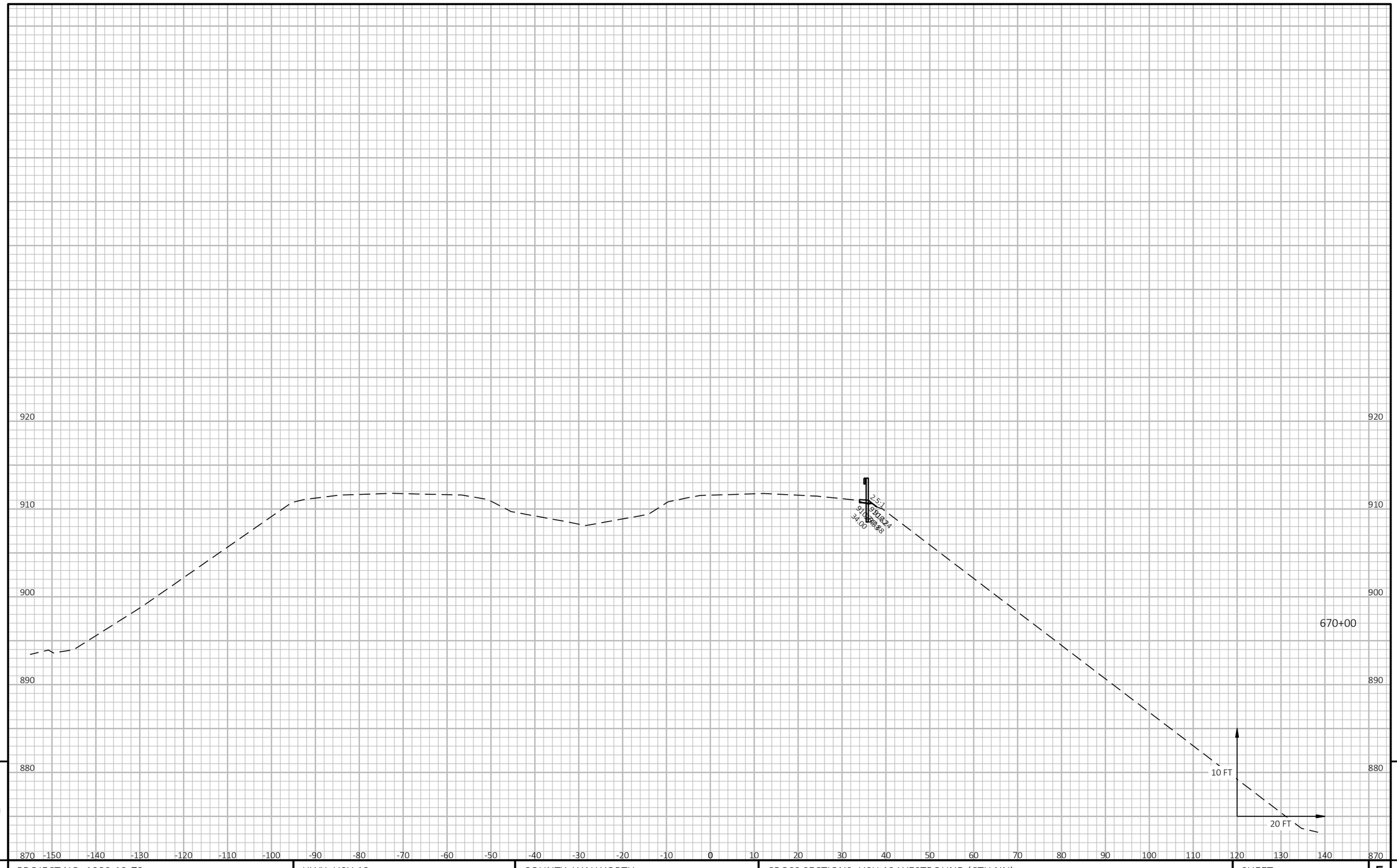
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 743	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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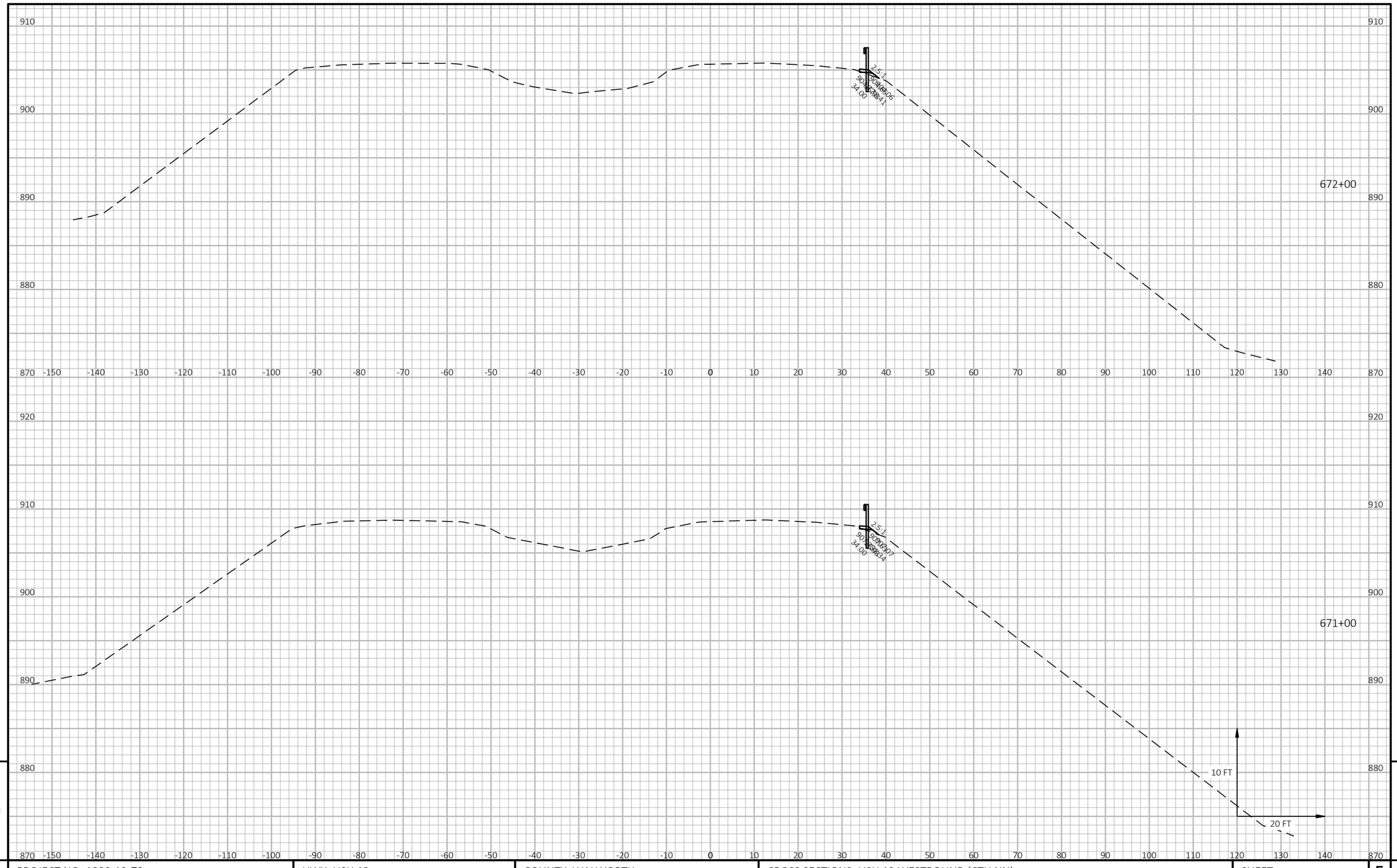
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 744	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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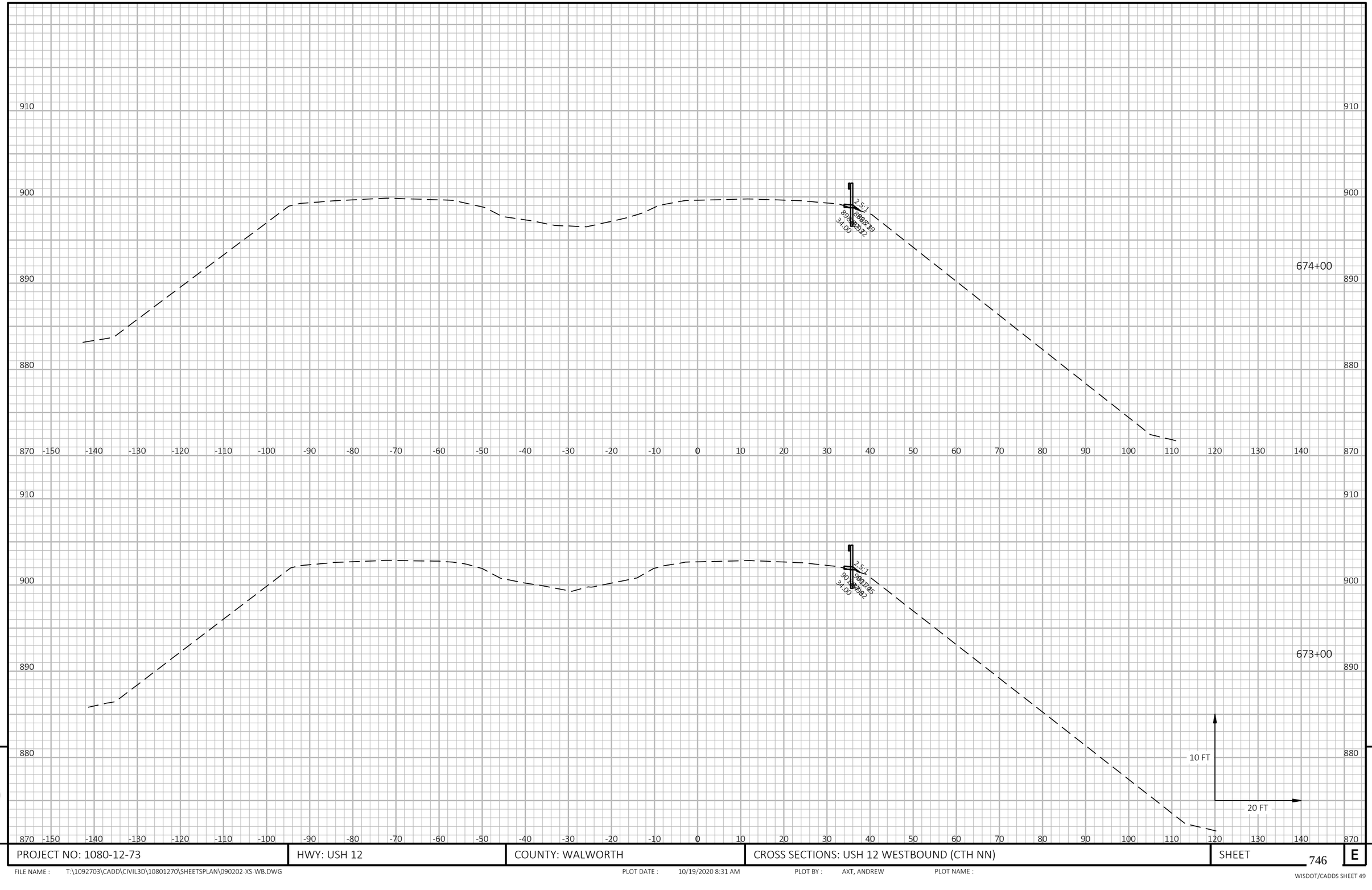
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 745	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :



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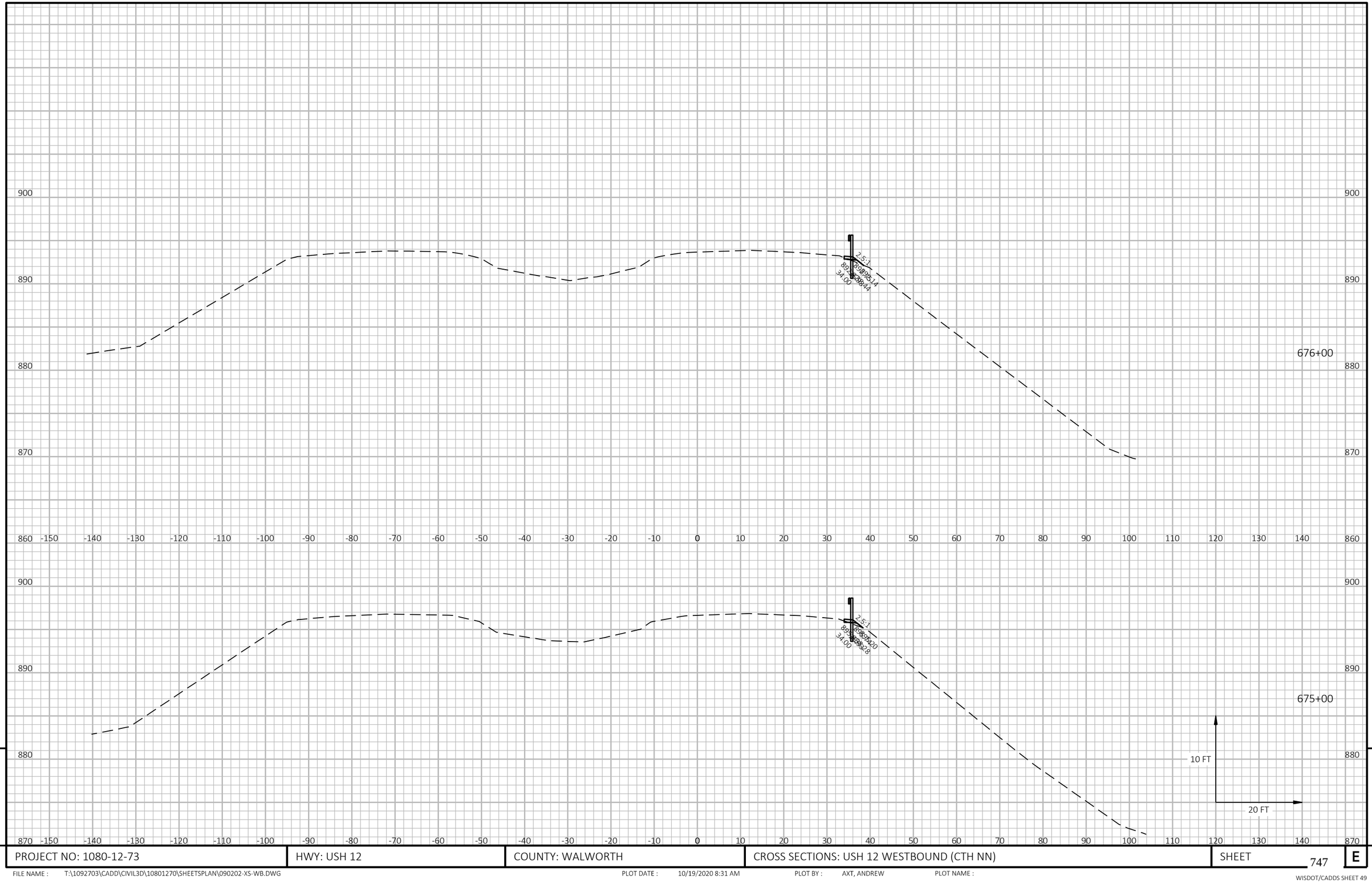
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 746	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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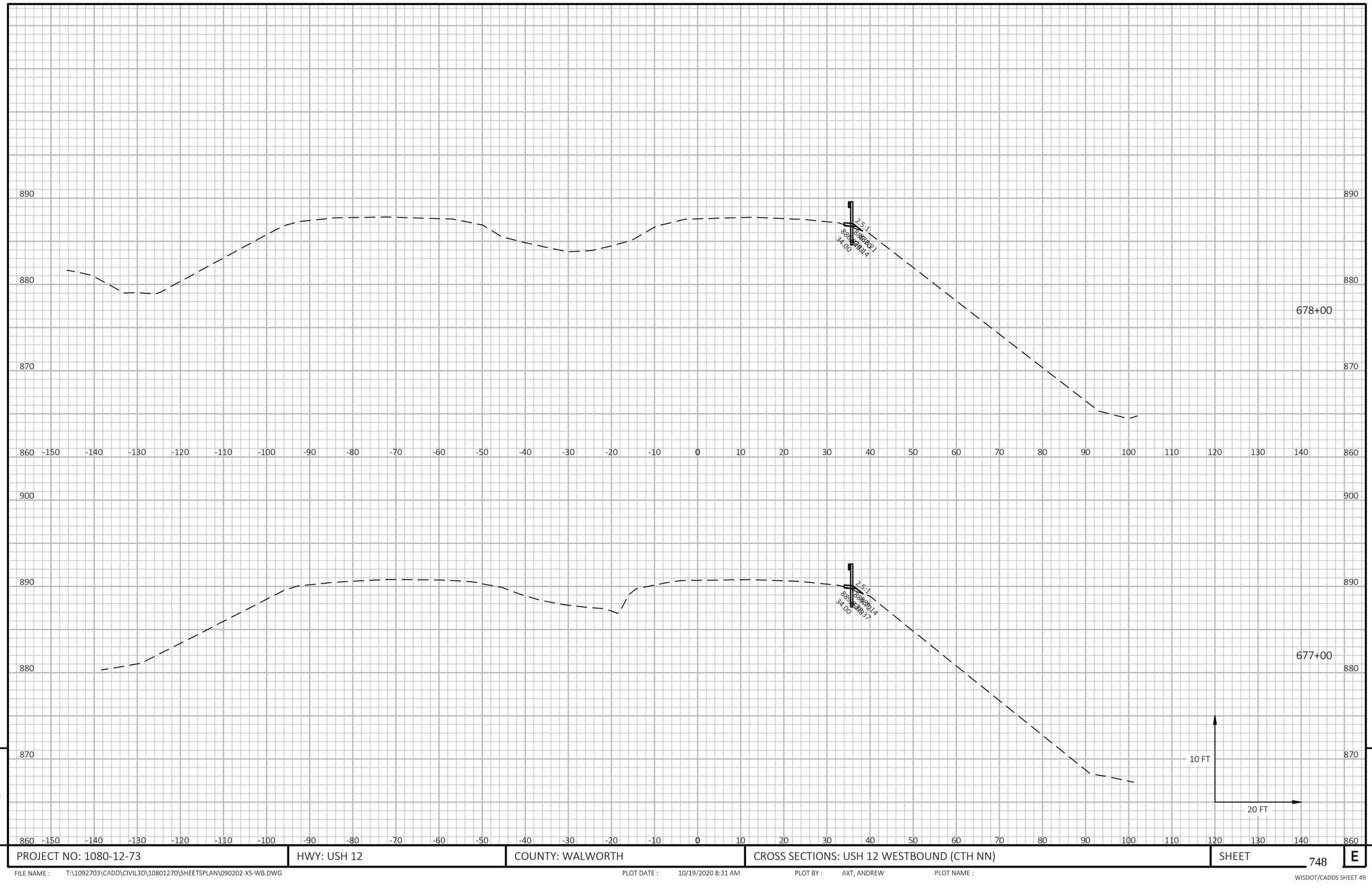
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 747	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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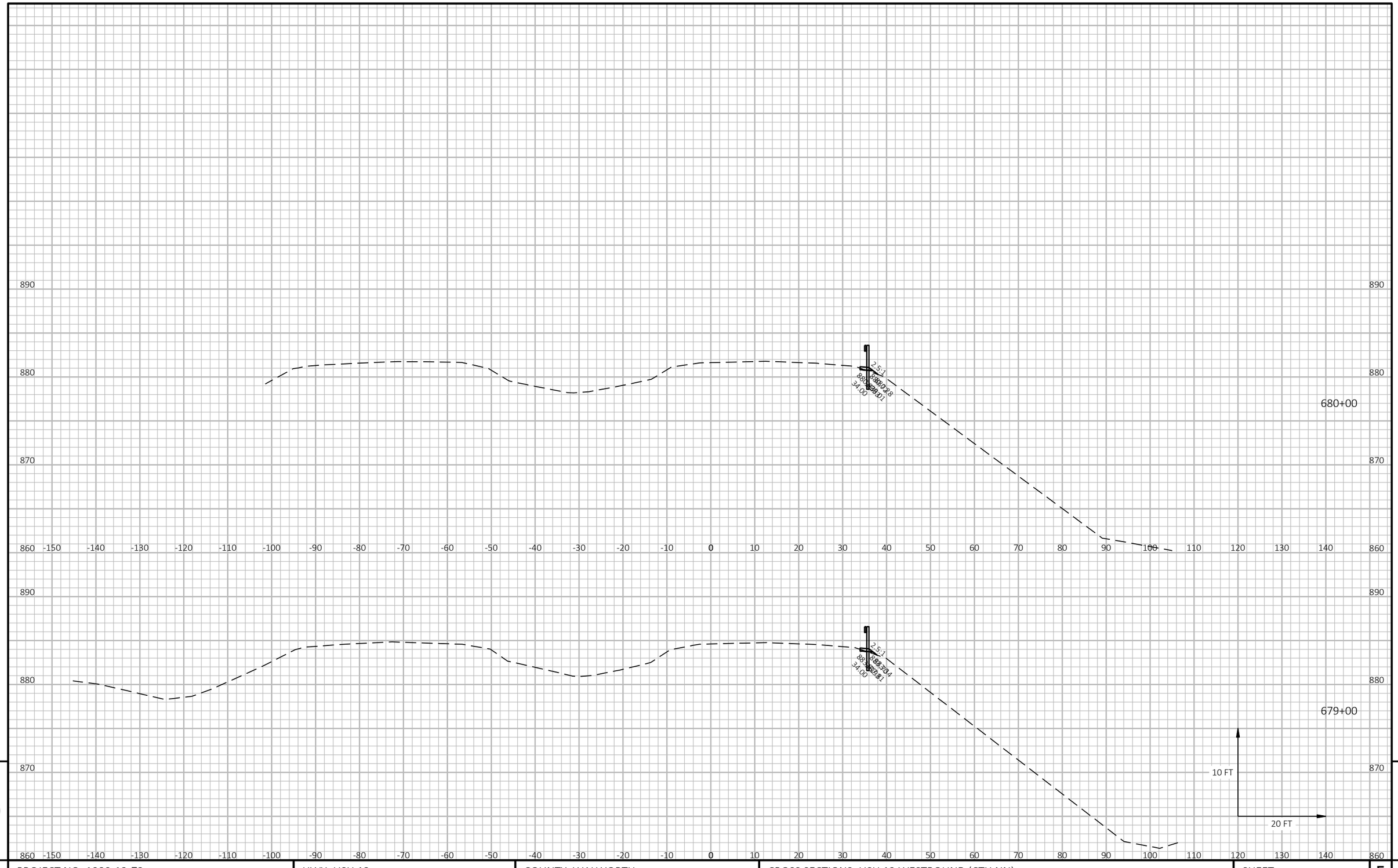
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 748	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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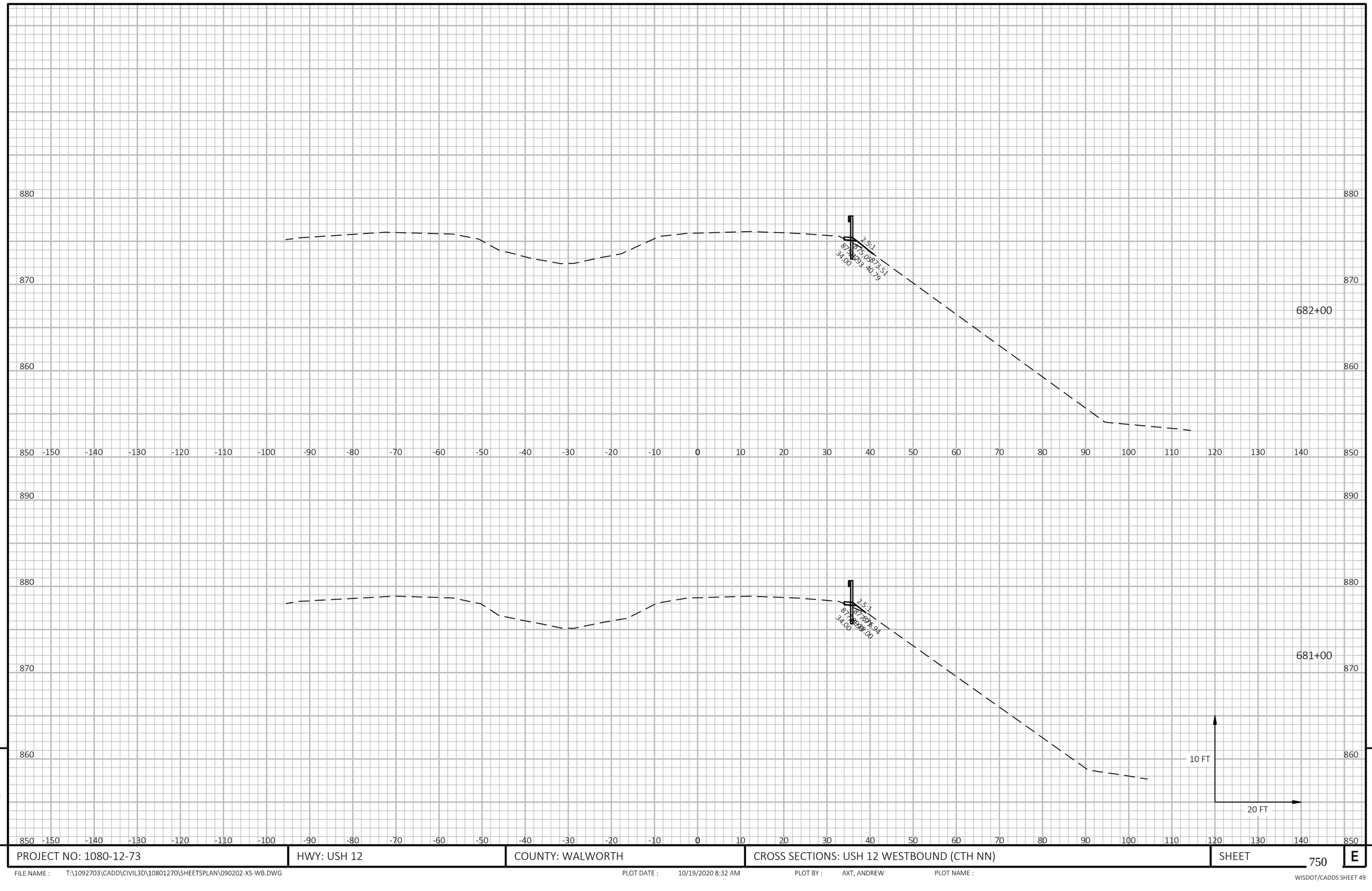
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 749	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:31 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

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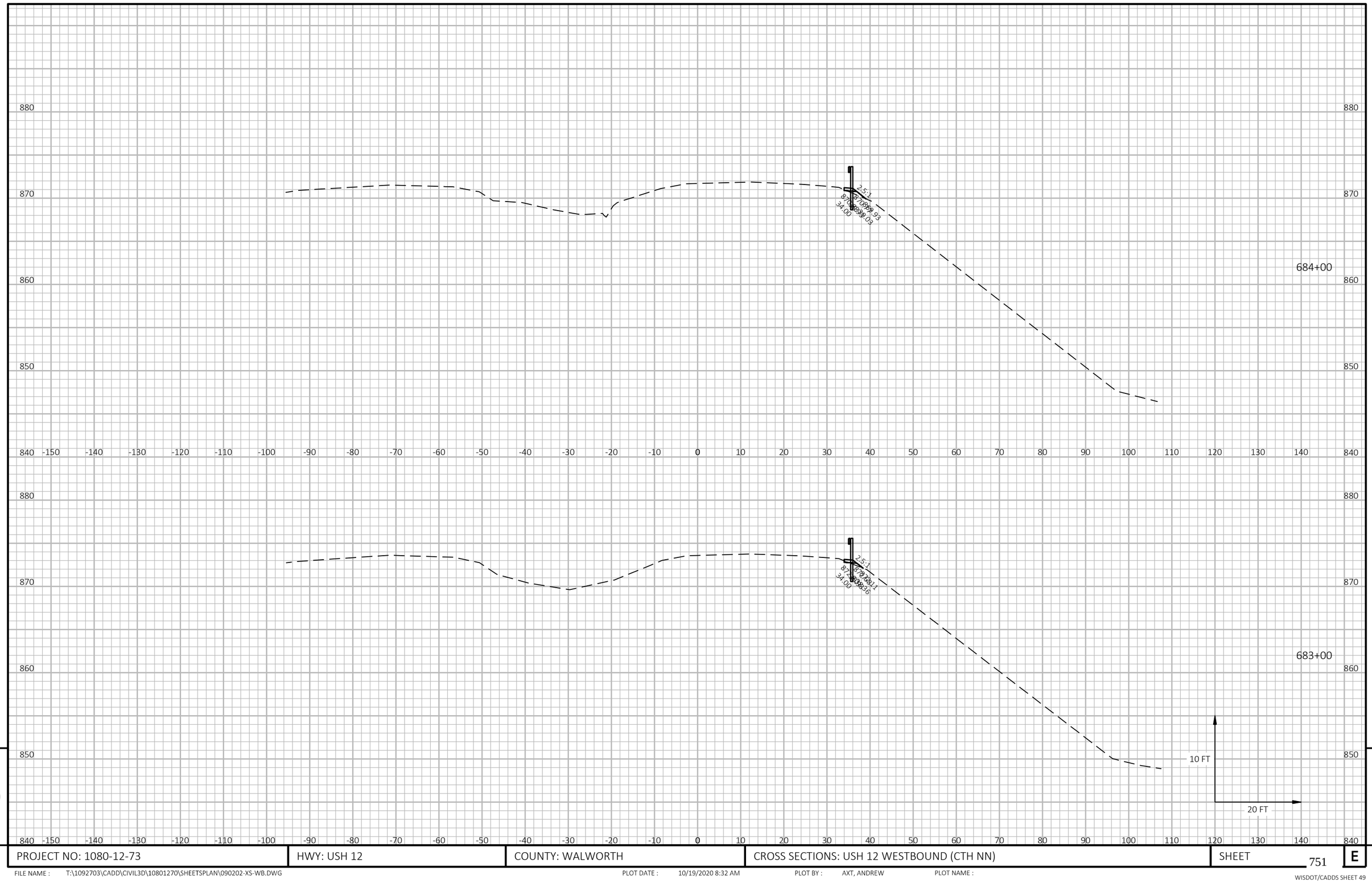
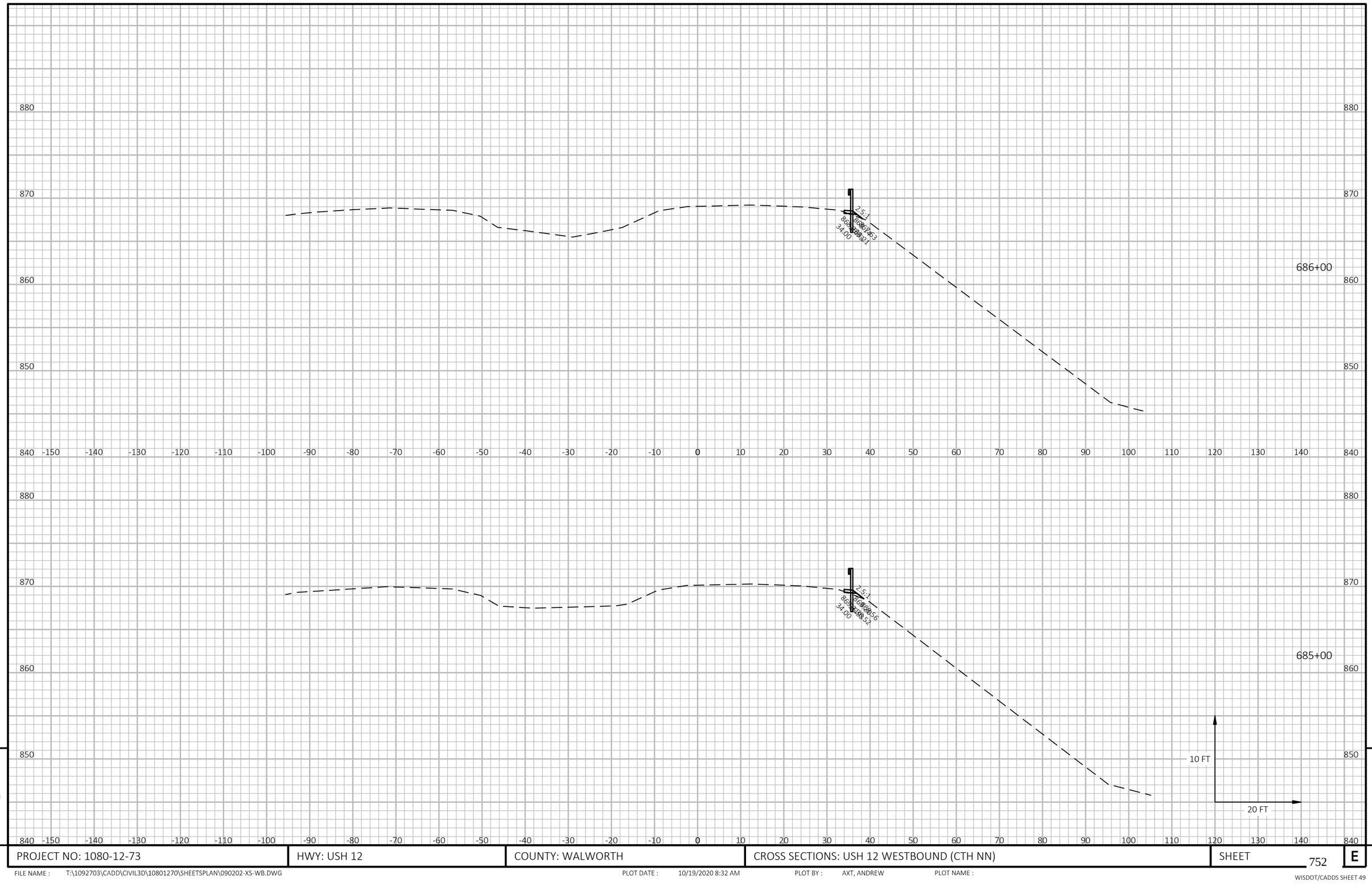
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 750	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 751	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :



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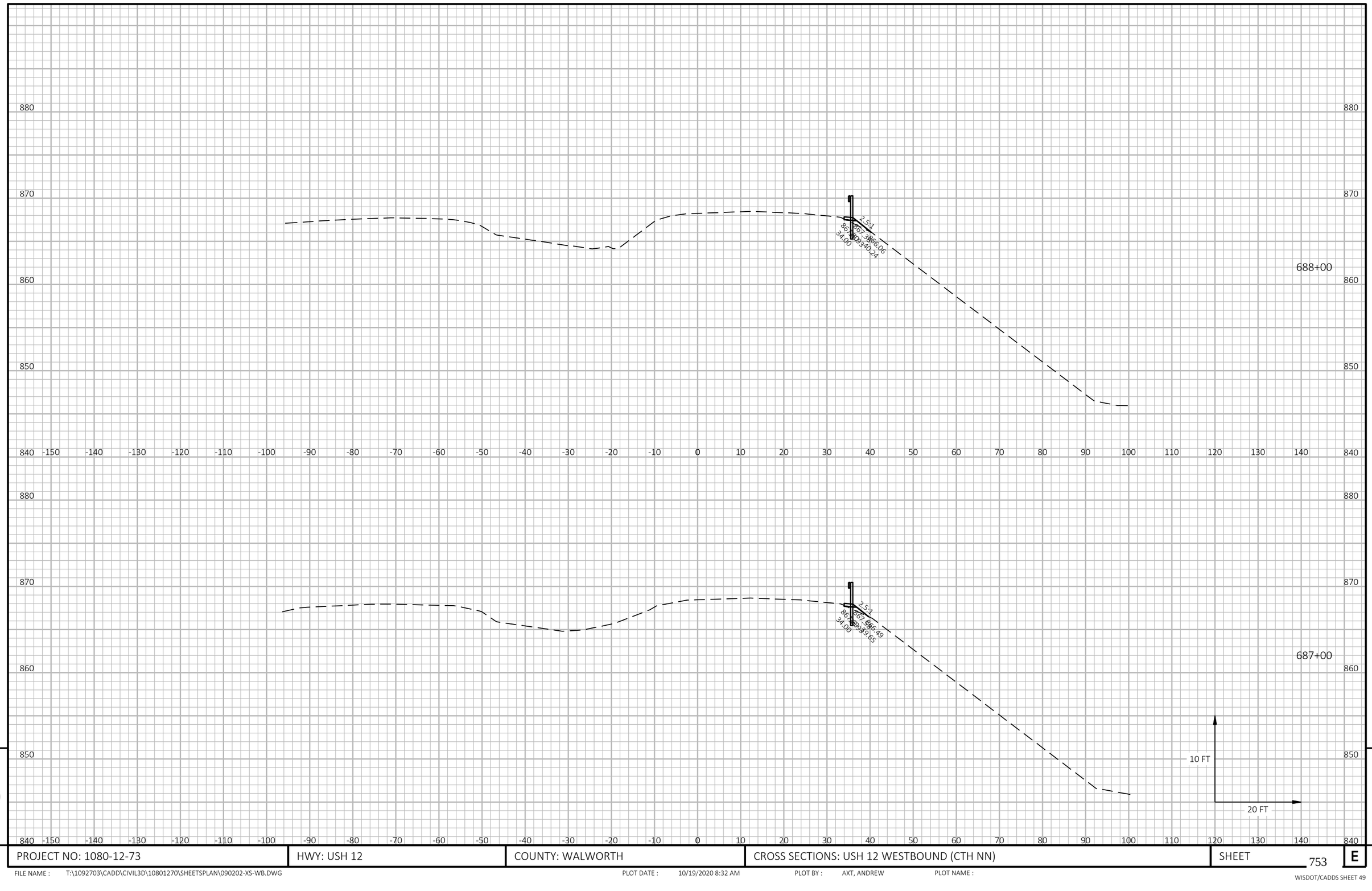
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 752	E

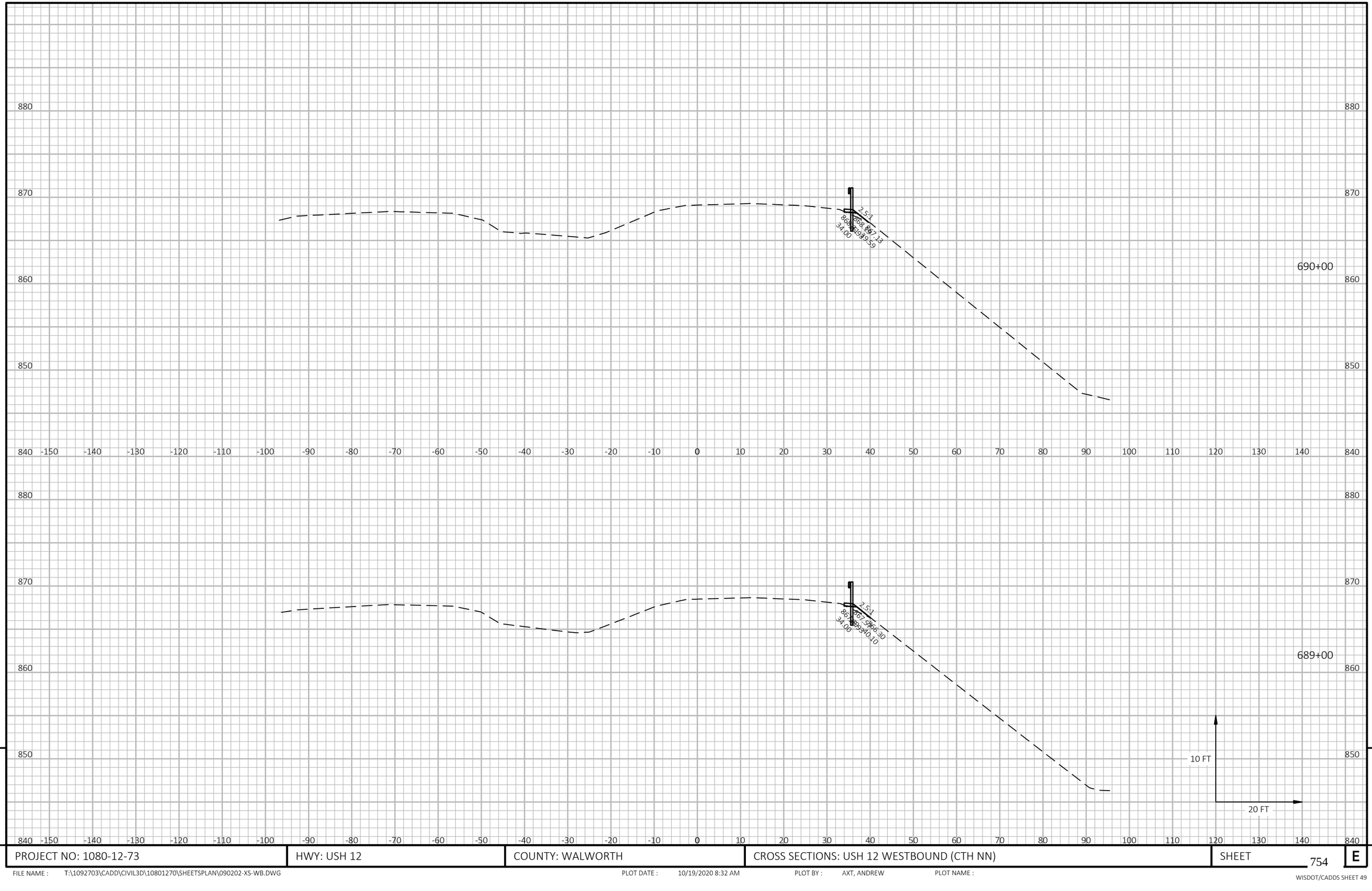
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 753 E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

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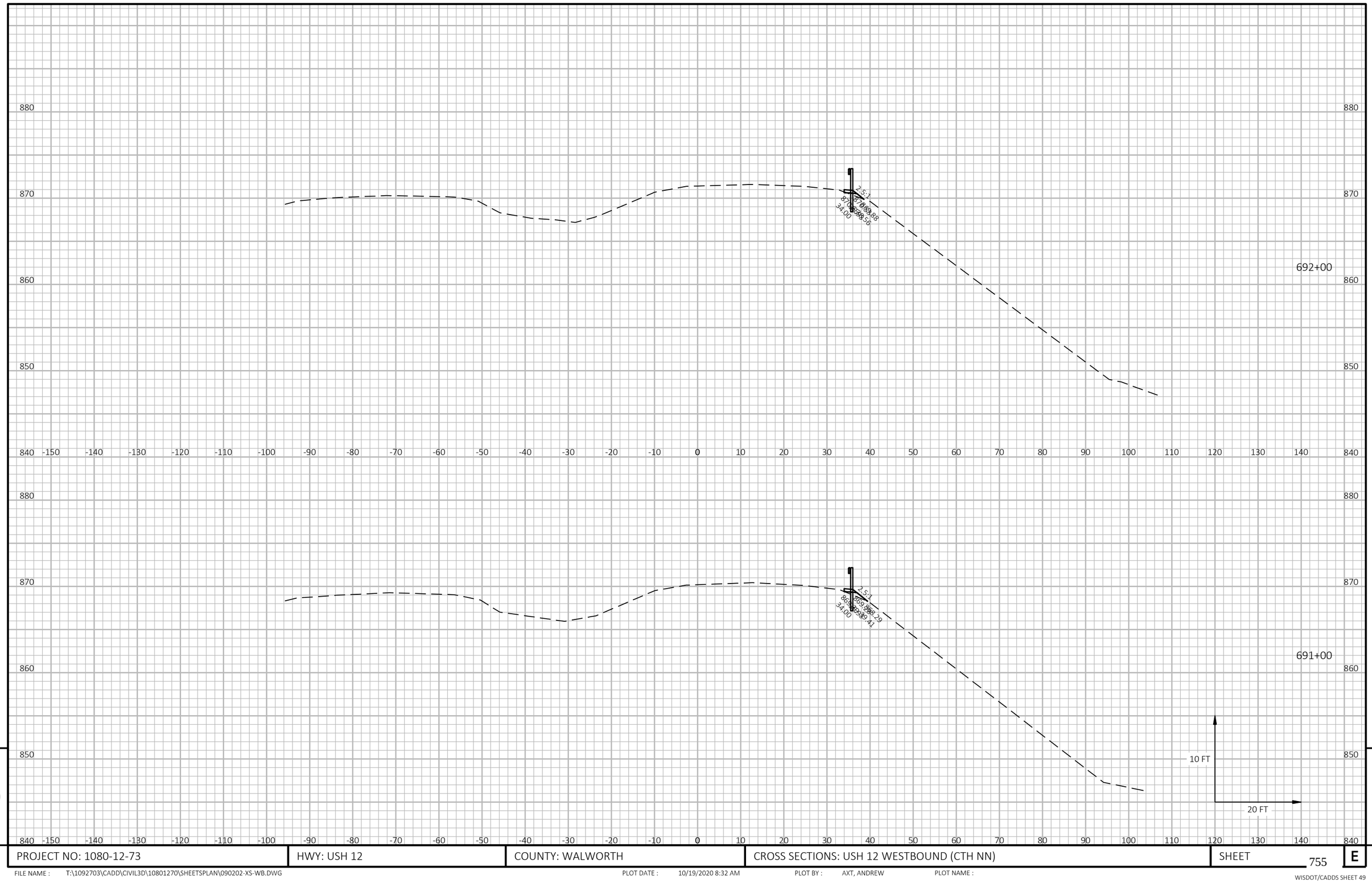
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 754	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 755	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

694+00

693+00

2.5:1

34.00

10 FT

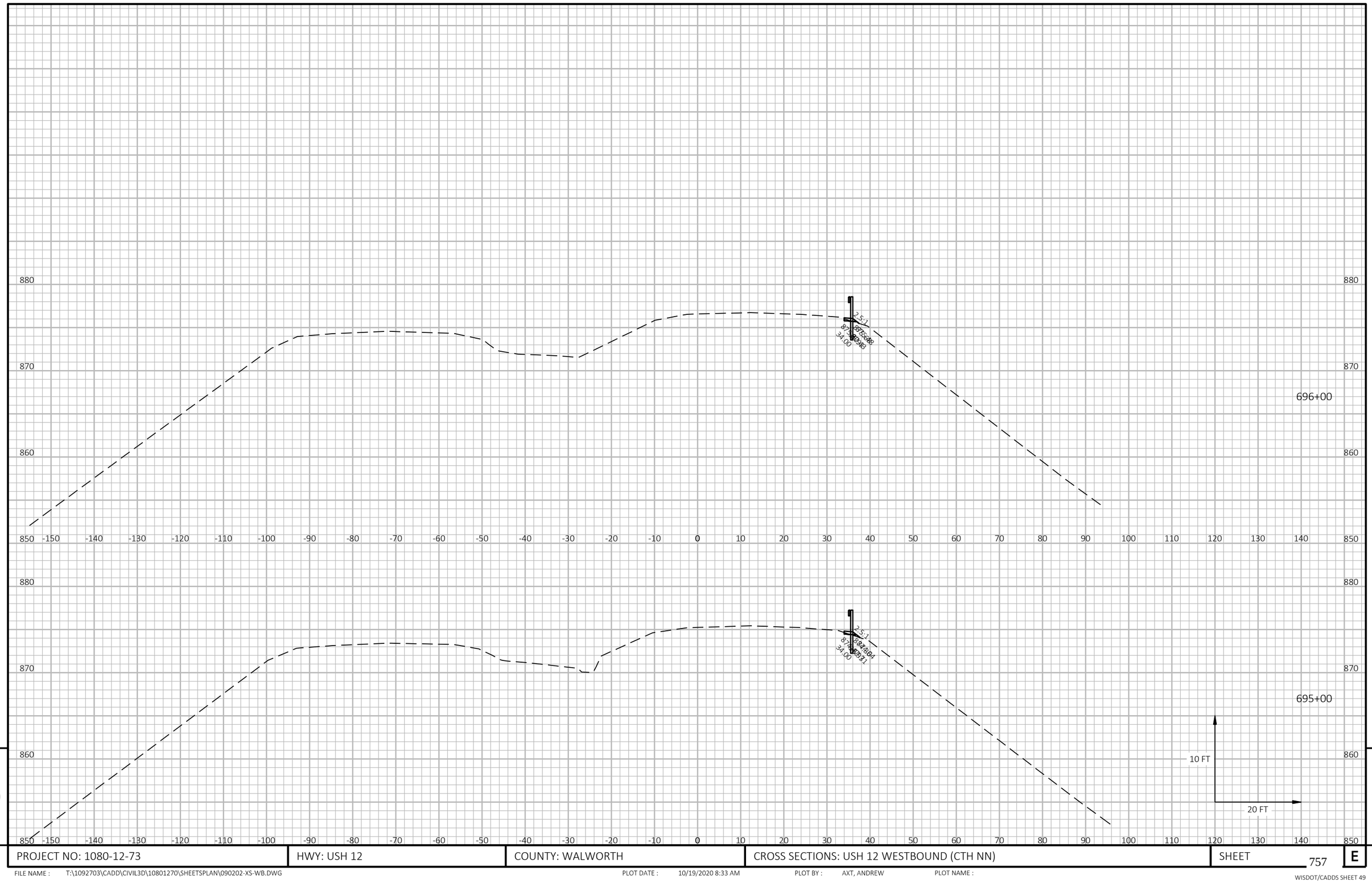
20 FT

9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 756	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:32 AM PLOT BY : AXT, ANDREW PLOT NAME :



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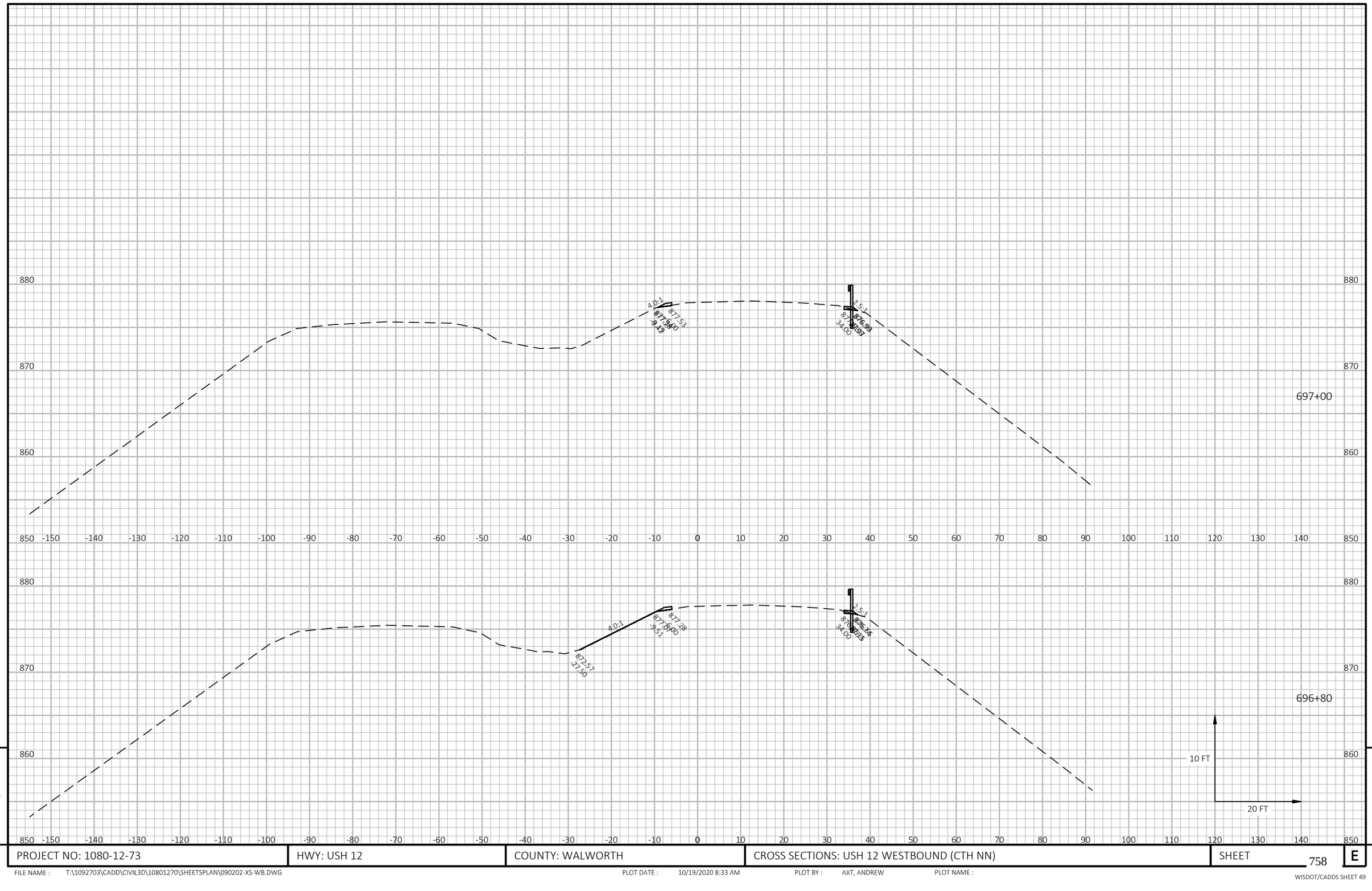
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 757	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :



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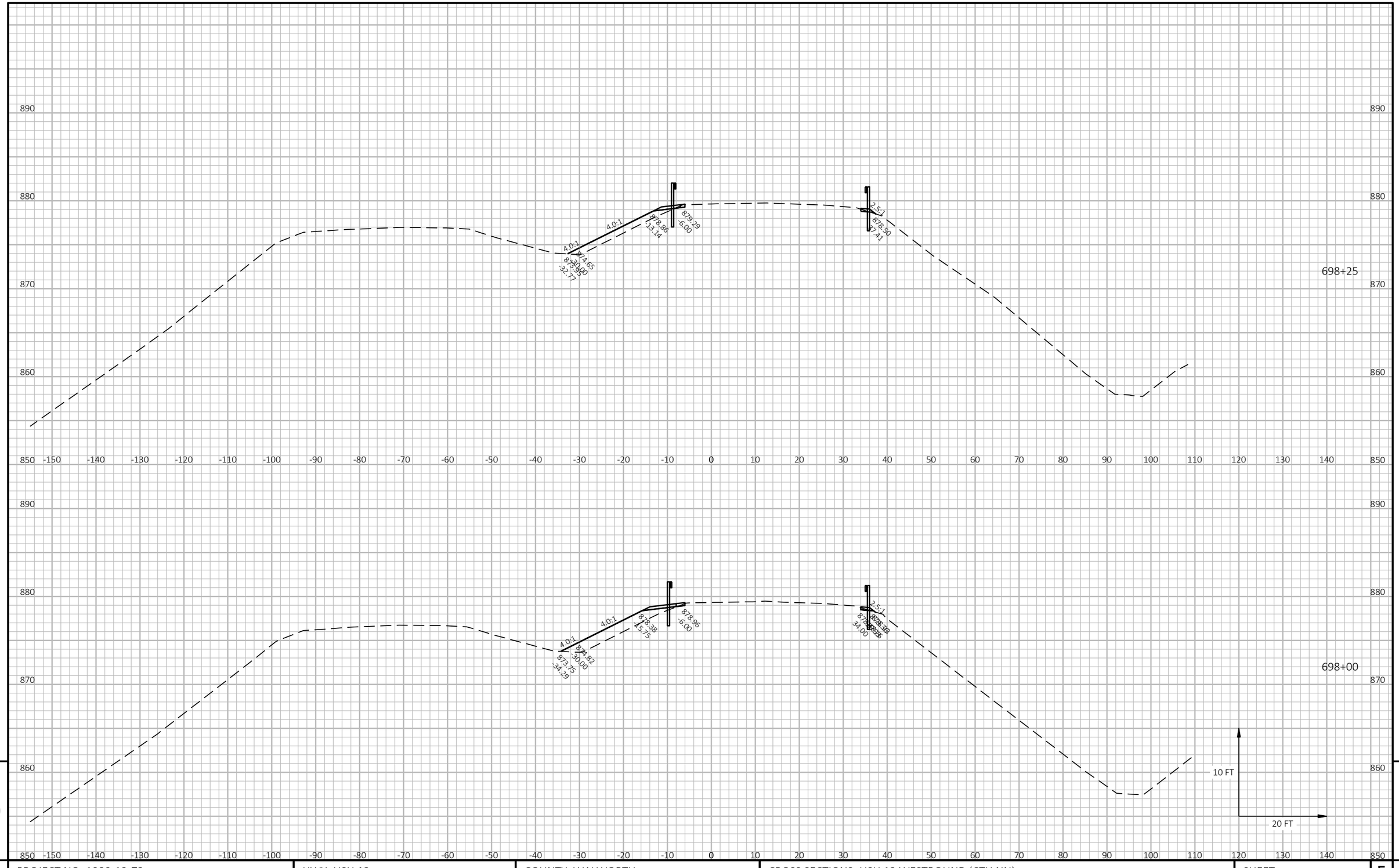
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 758	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 759	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

699+00

698+53

10 FT

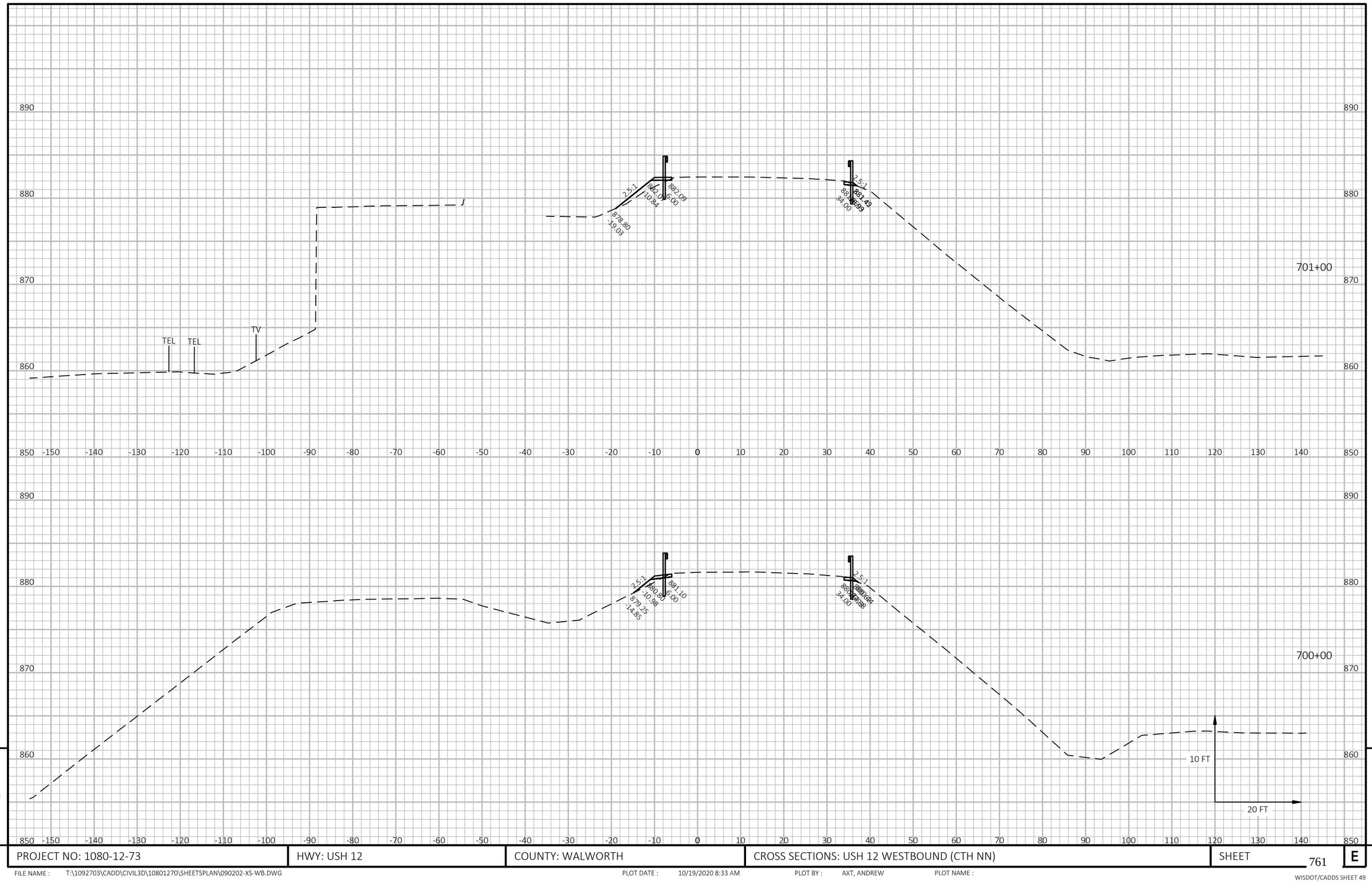
20 FT

9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 760	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :



9

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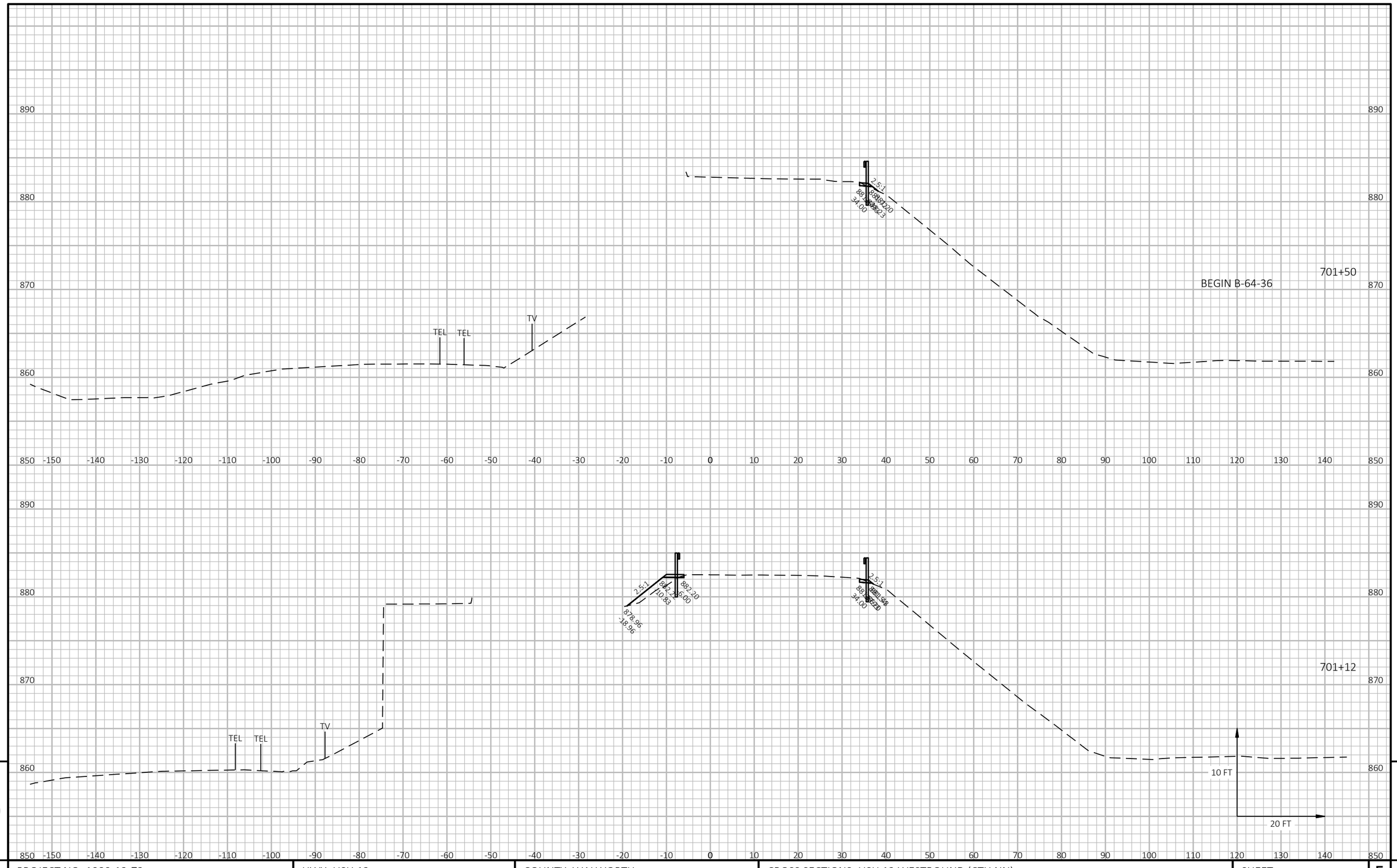
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 761	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 762	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :

890
880
870
860
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

704+00

2.5:1
34.00

703+25

END B-64-36

10 FT

20 FT

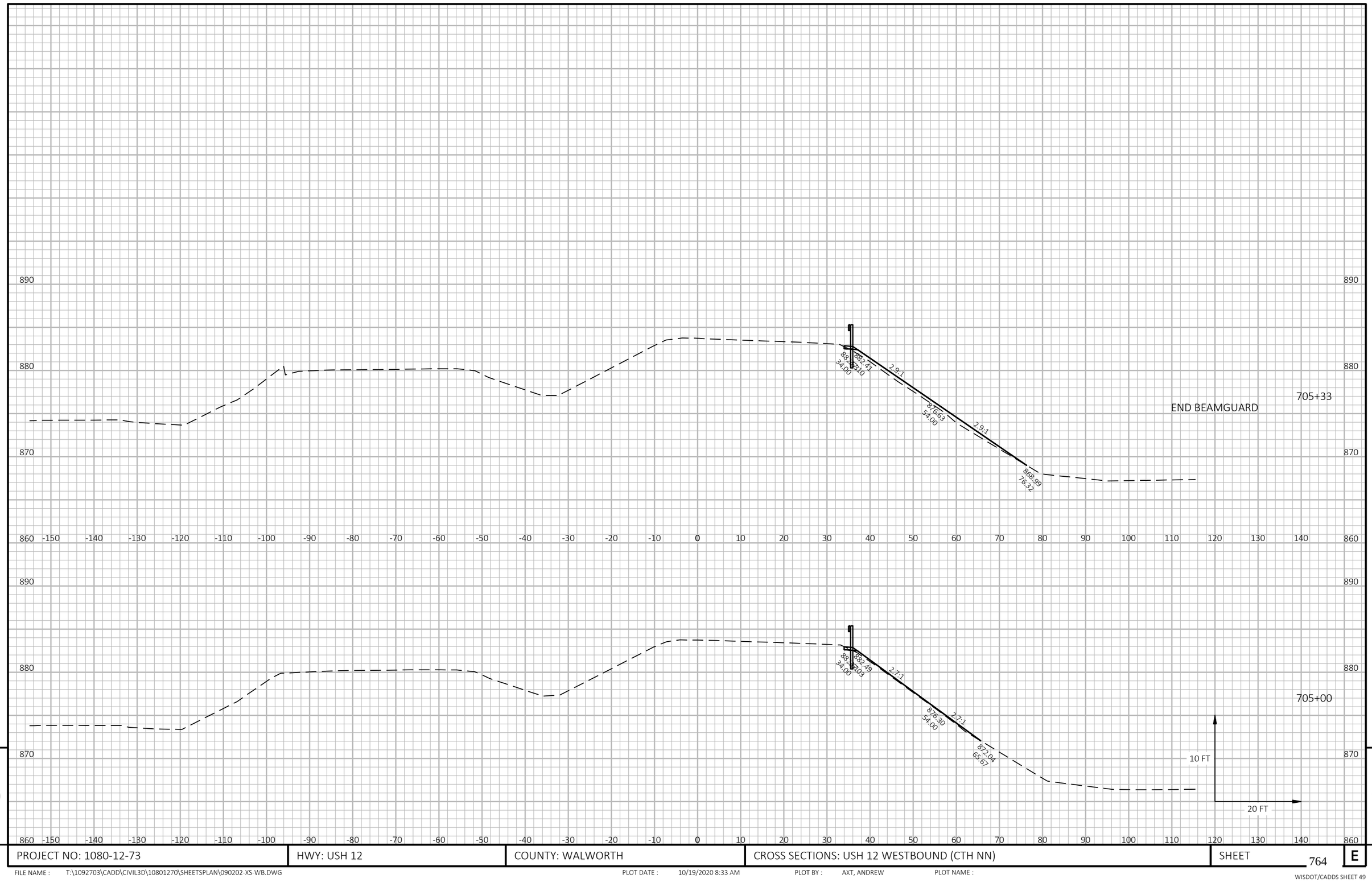
9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 763	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 764	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

890
880
870
860
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140

706+00

4.0:1
882.15
3.4:00

705+95

10 FT
20 FT

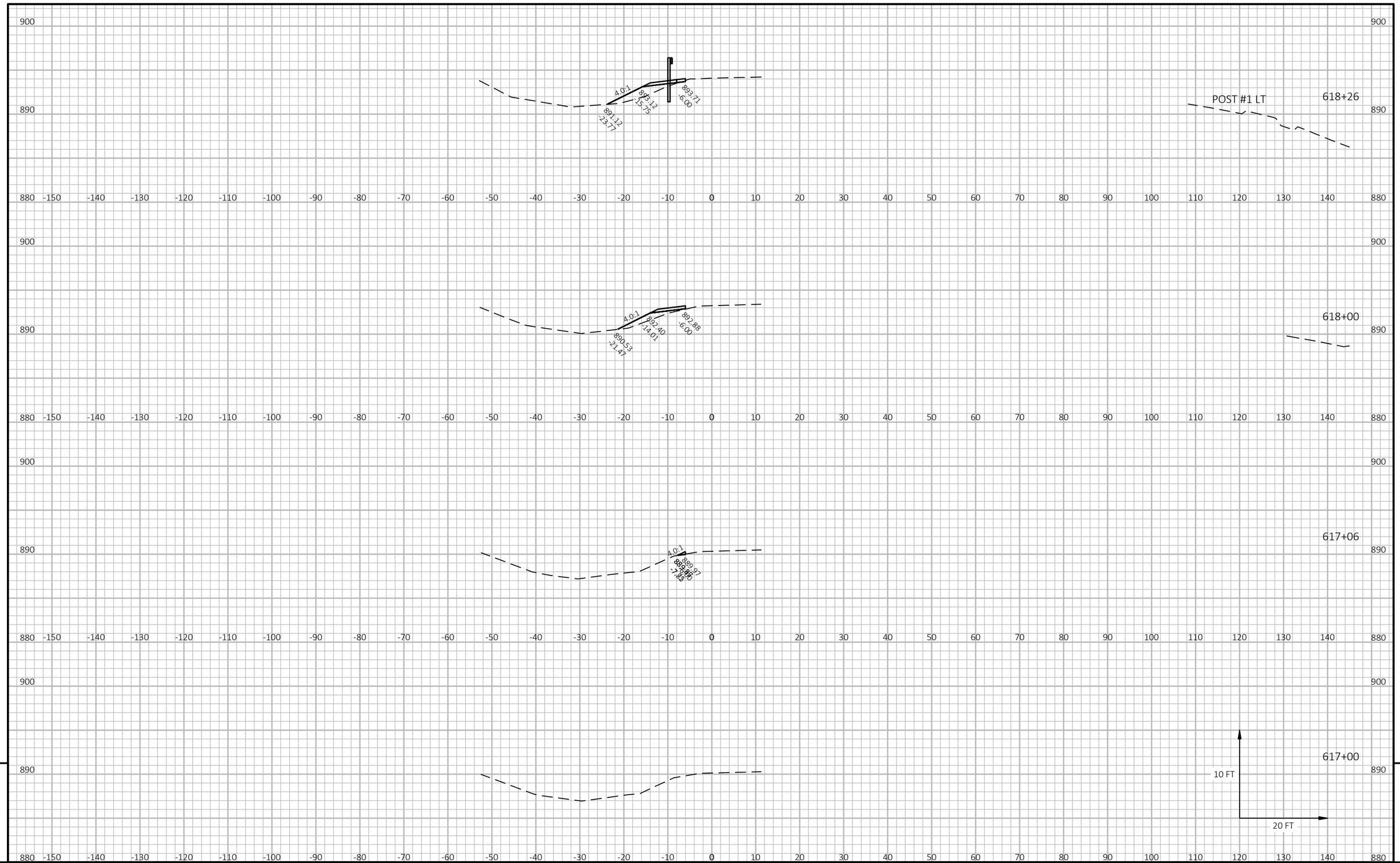
9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (CTH NN)	SHEET 765	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:33 AM PLOT BY : AXT, ANDREW PLOT NAME :

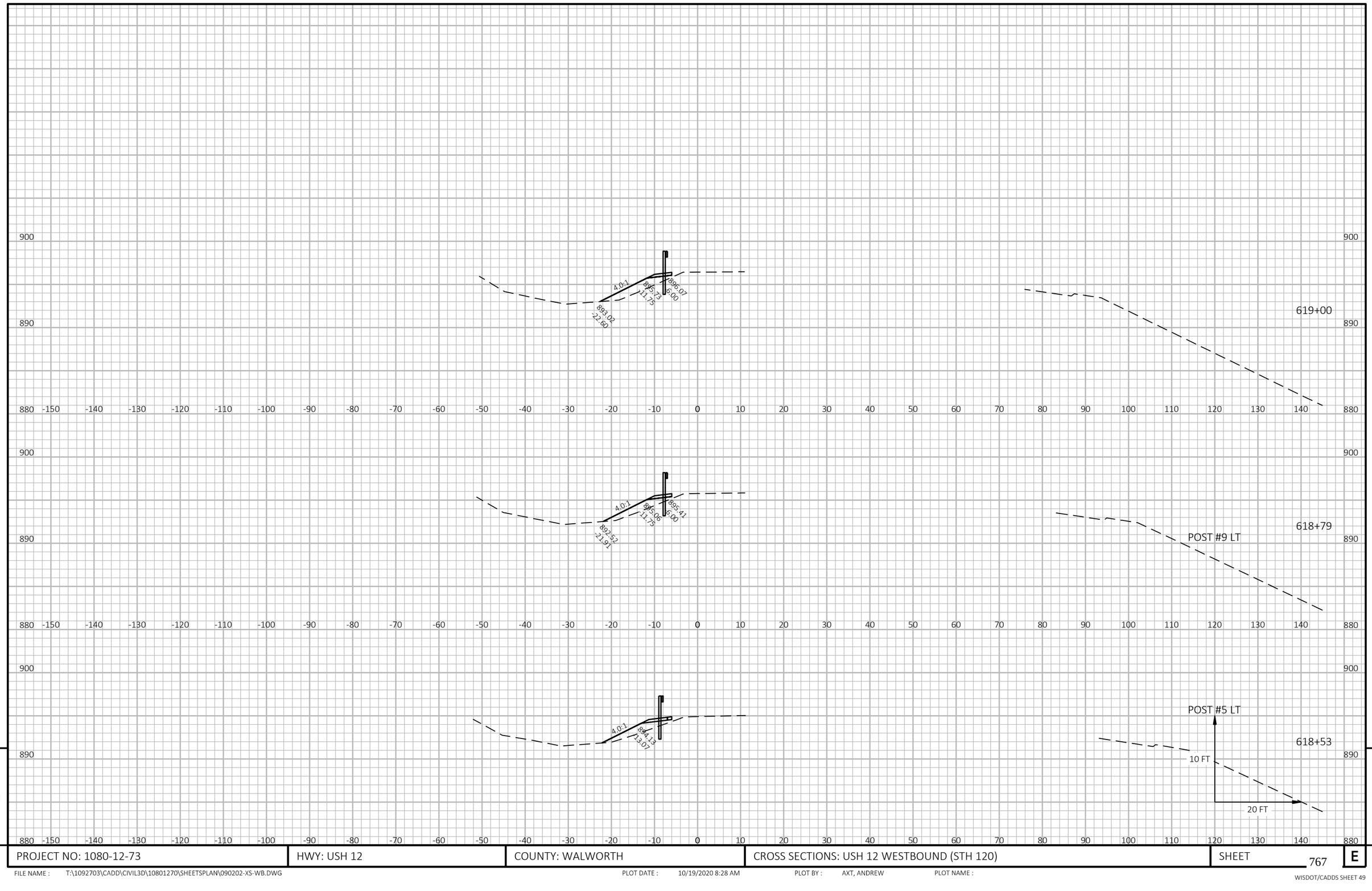
WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (STH 120)	SHEET 766	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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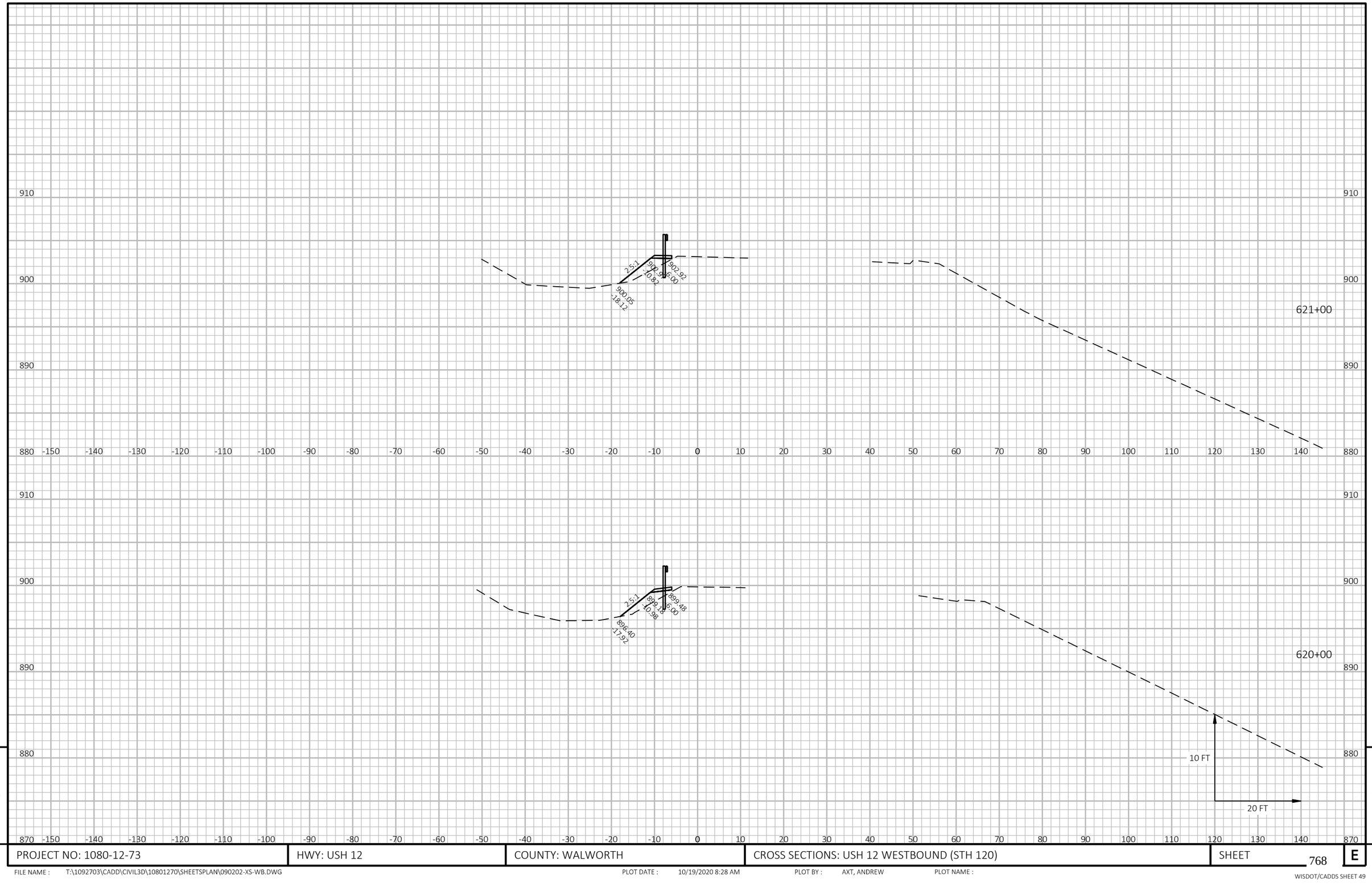
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (STH 120)	SHEET 767	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

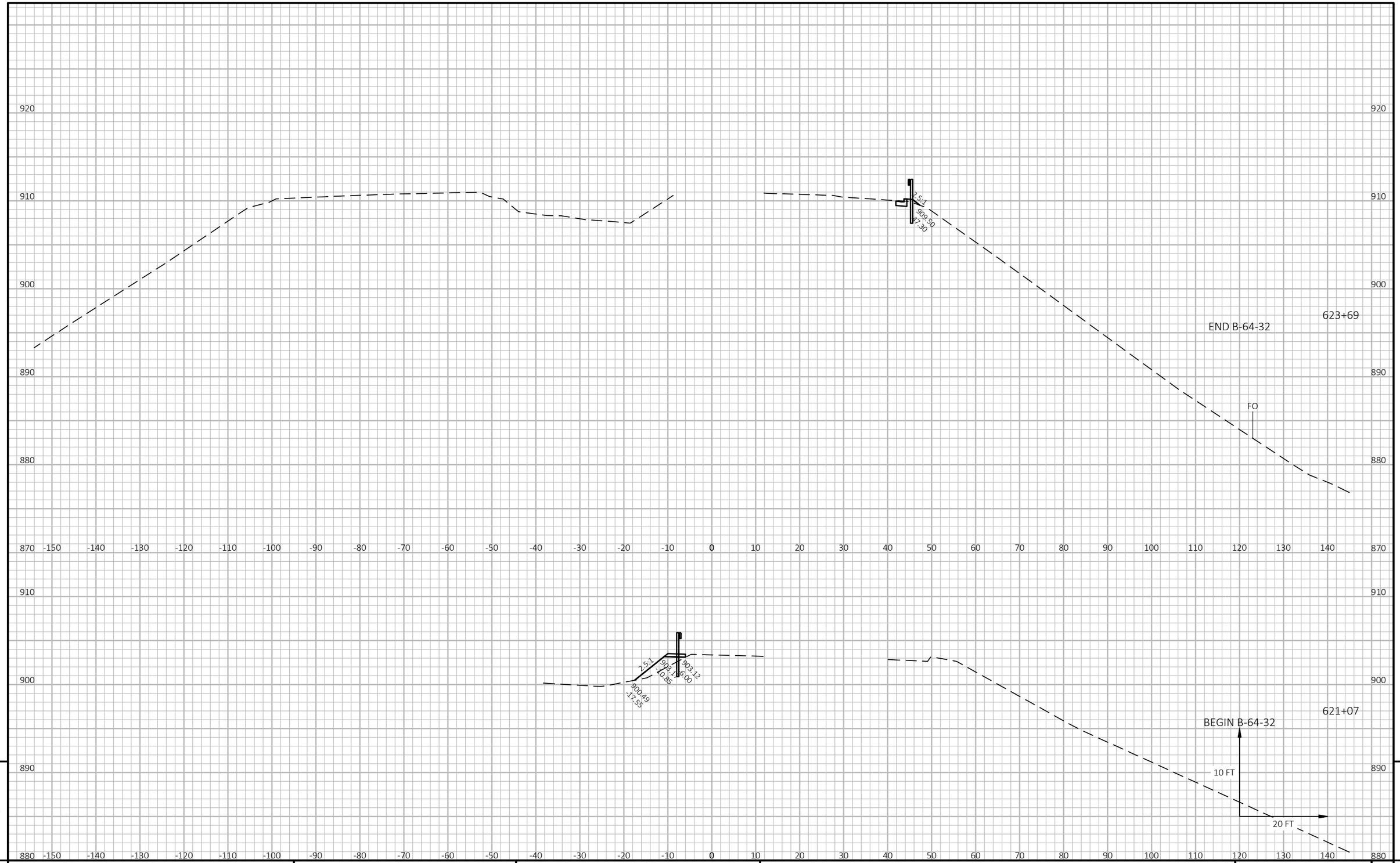
WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (STH 120)	SHEET 768 E

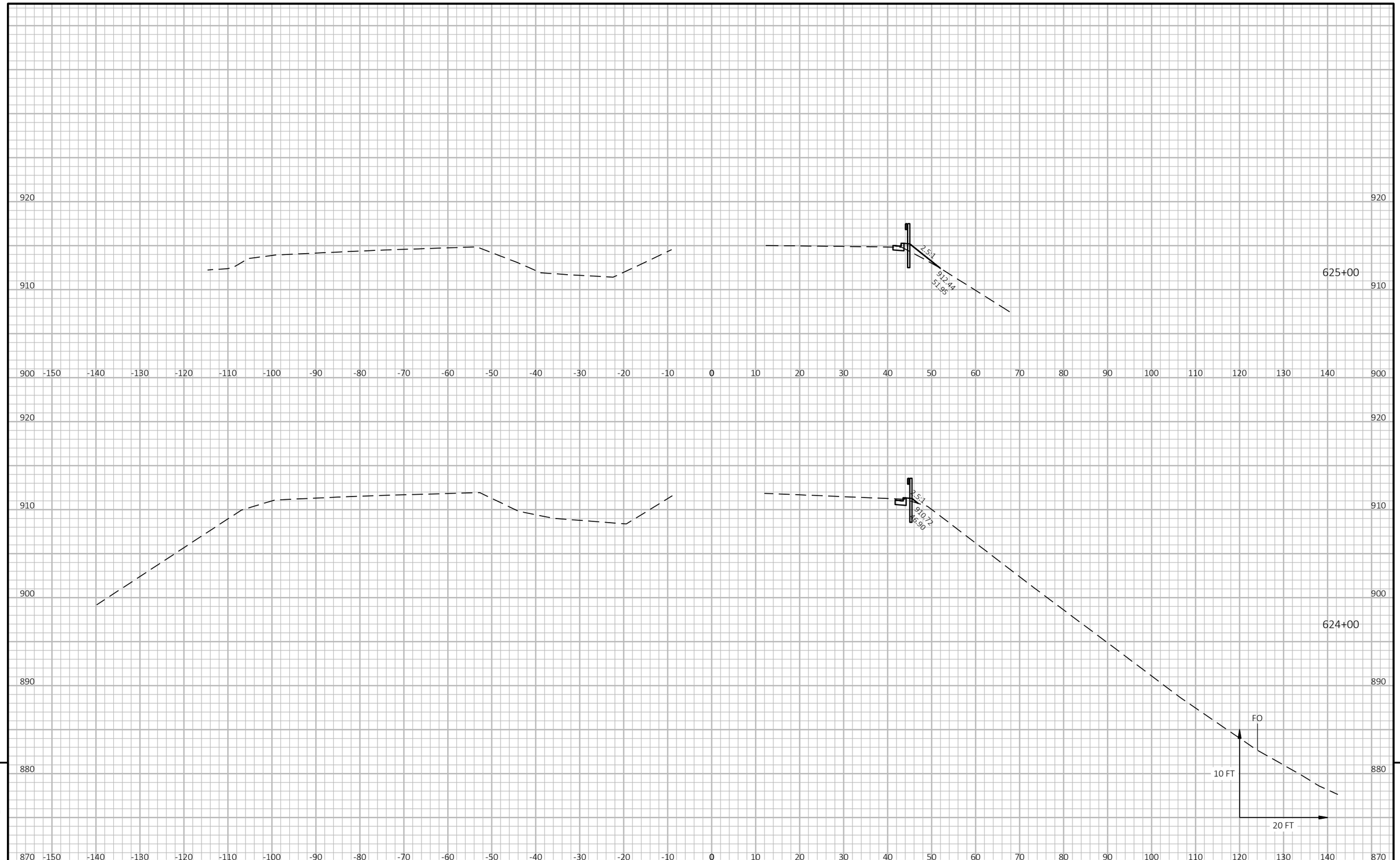
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (STH 120)	SHEET 769	E



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (STH 120)	SHEET 770	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:29 AM PLOT BY : AXT, ANDREW PLOT NAME :

627+50

END BEAMGUARD

627+17

627+00

626+00

10 FT

20 FT

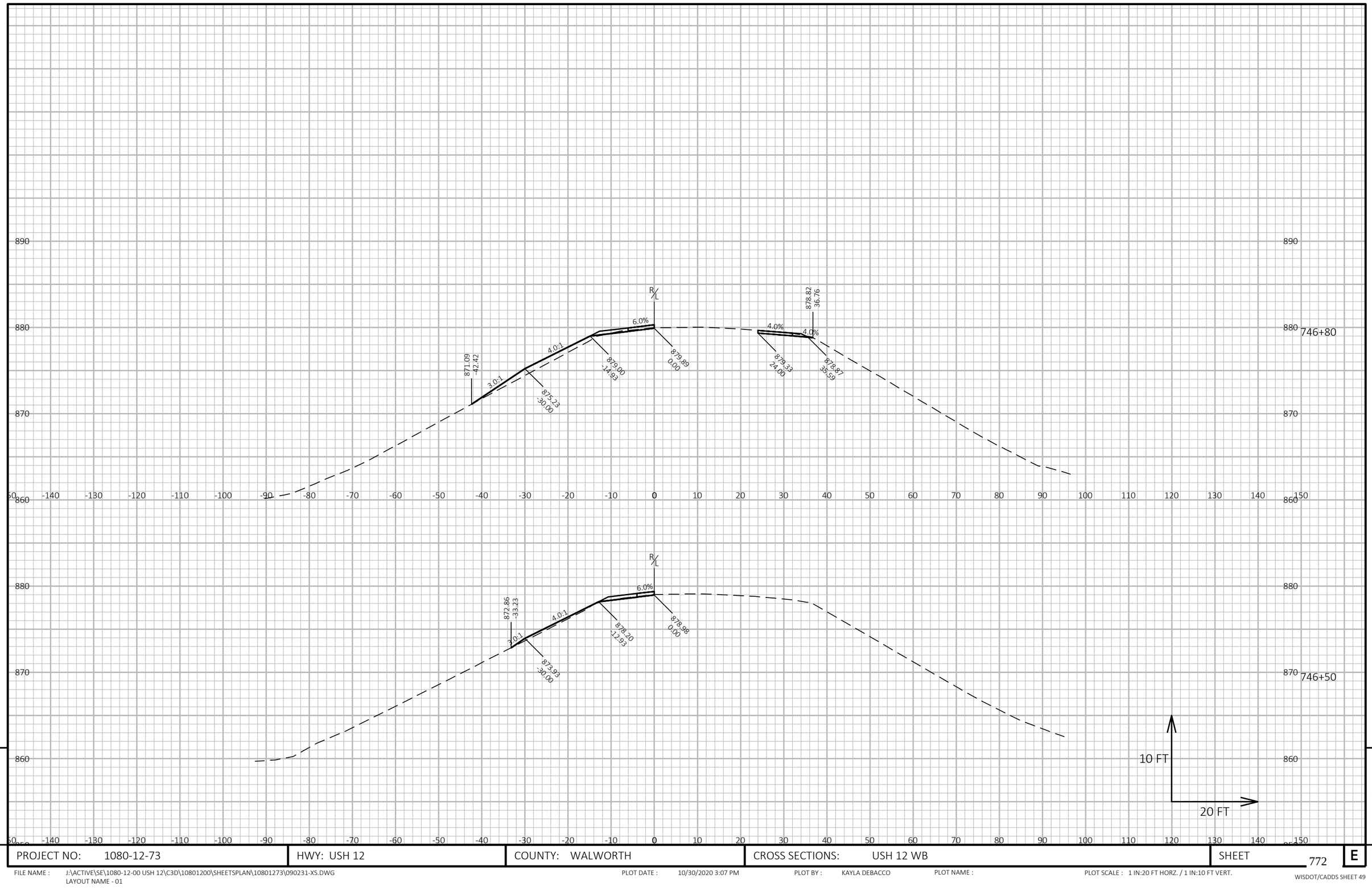
9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (STH 120)	SHEET 771	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:29 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

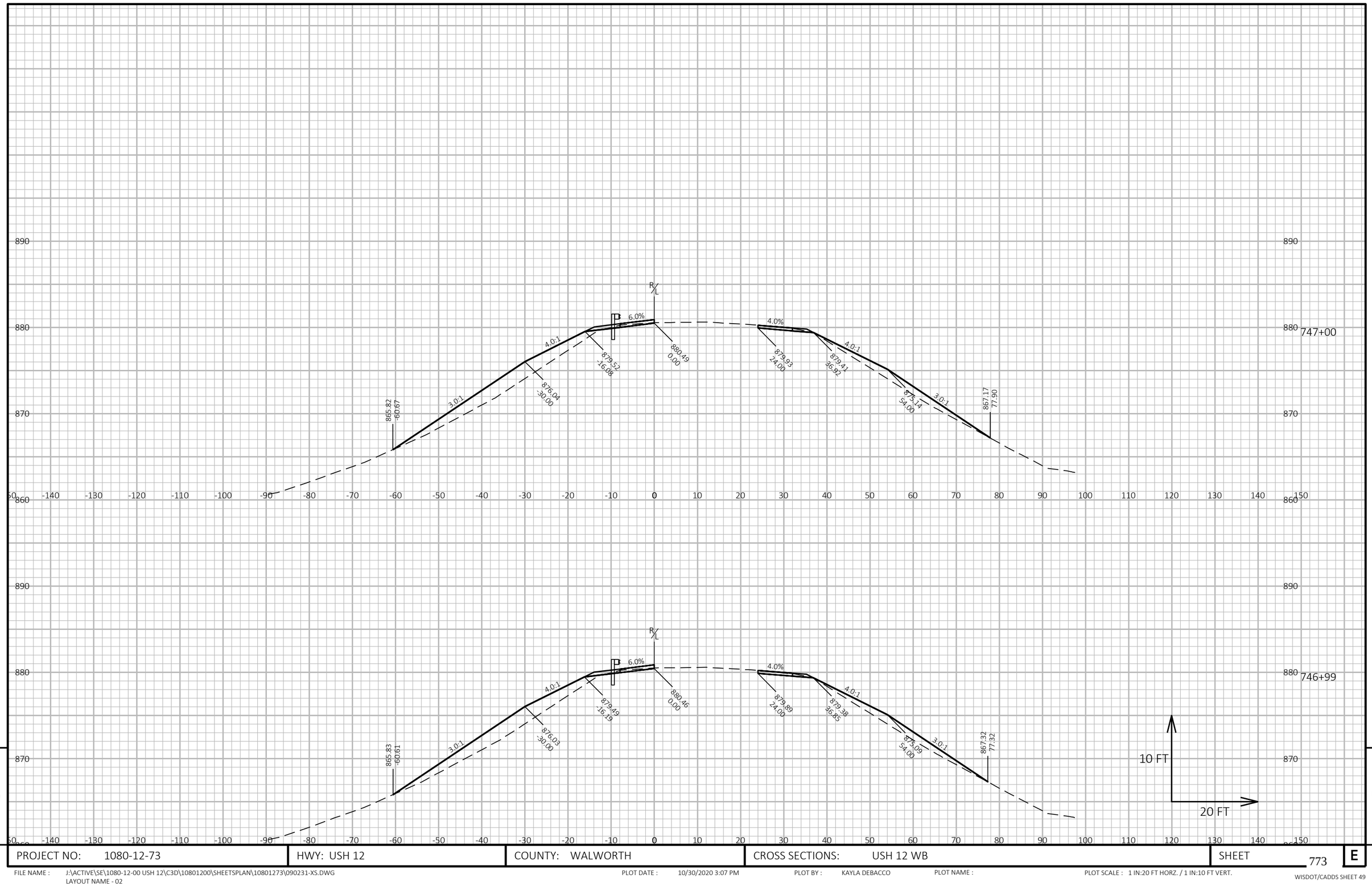


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 772	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2020 3:07 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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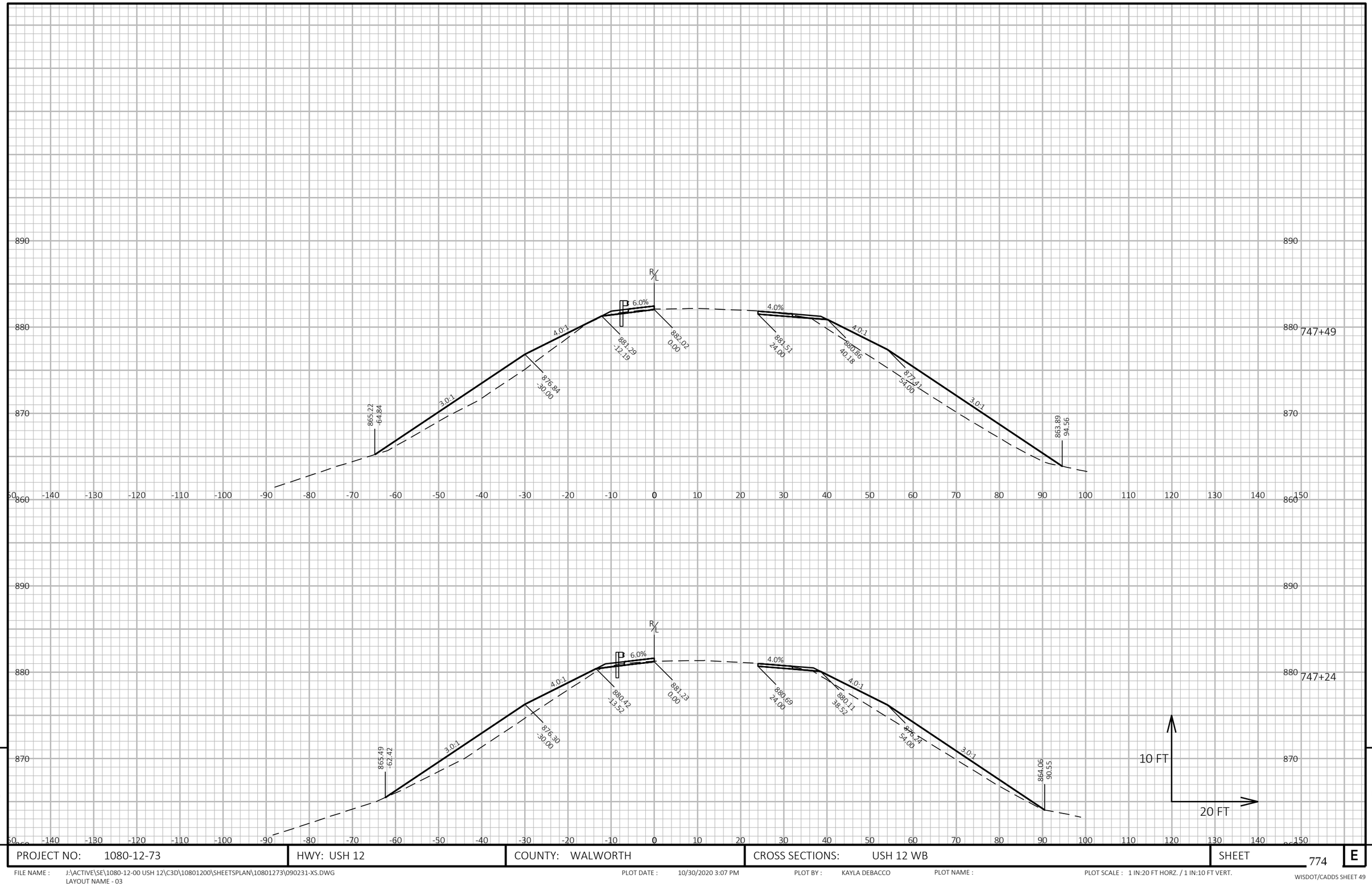
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 773	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2020 3:07 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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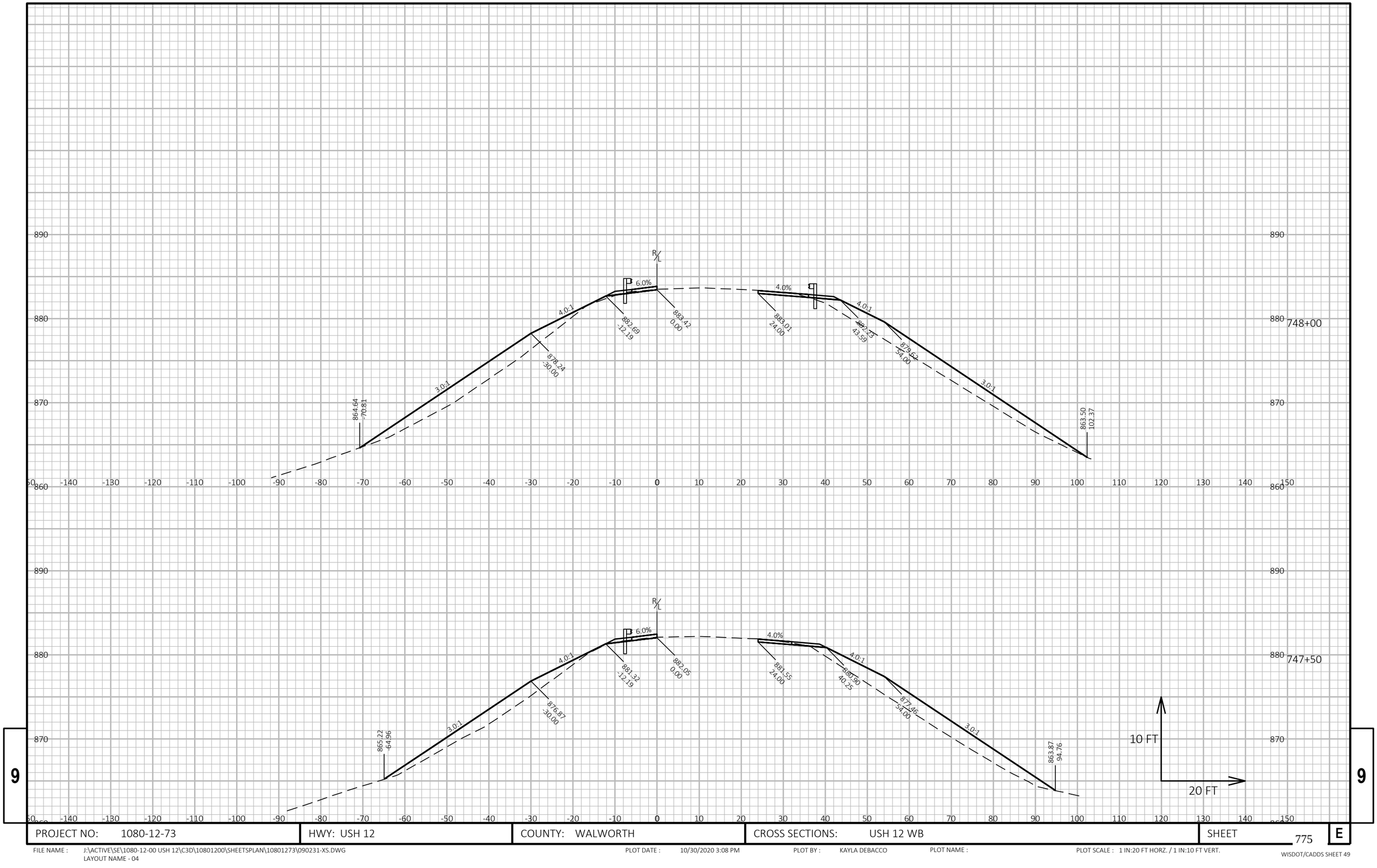
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 774	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2020 3:07 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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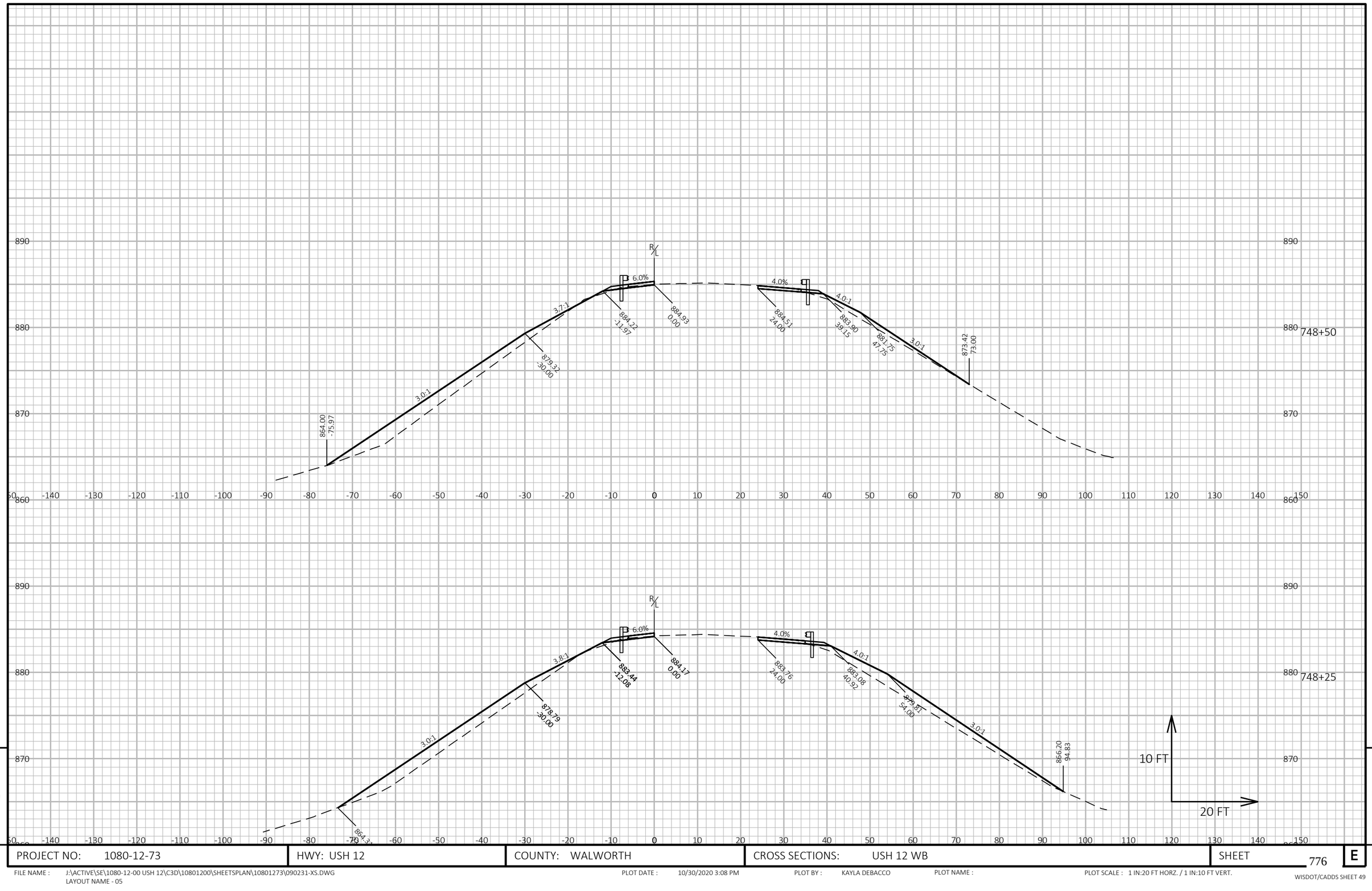
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 775	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2020 3:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

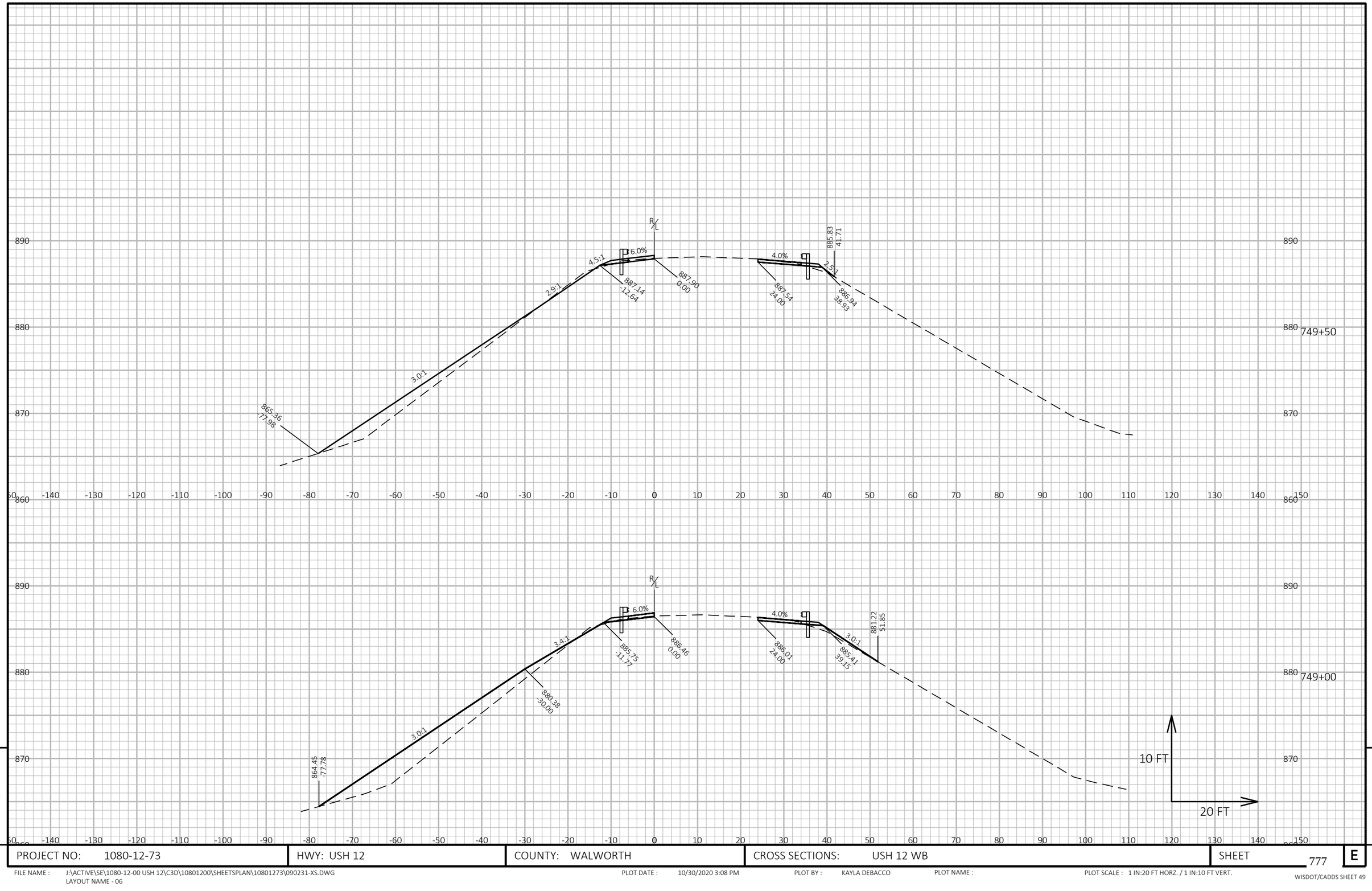


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 776	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/30/2020 3:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

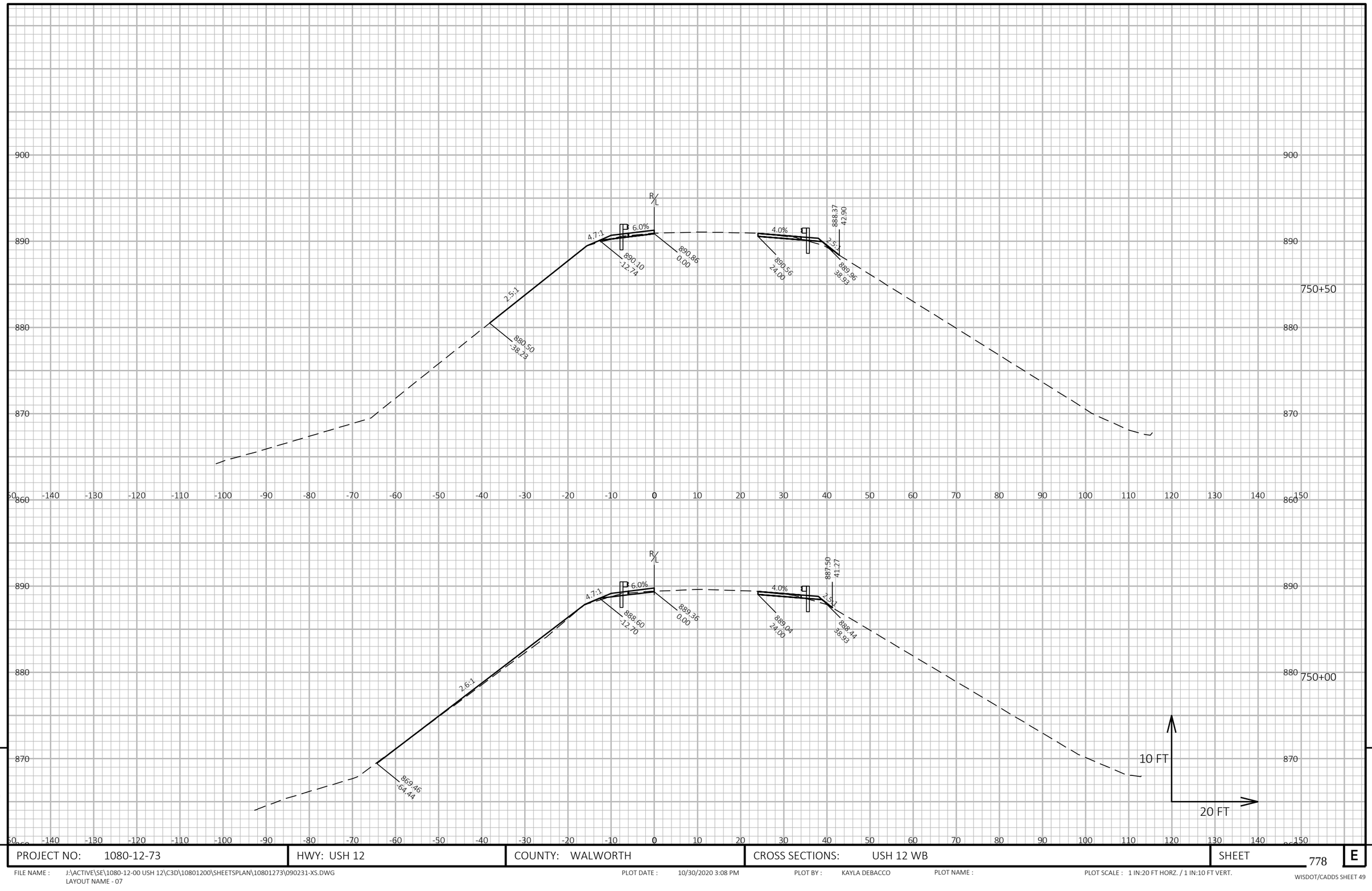


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 777	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/30/2020 3:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

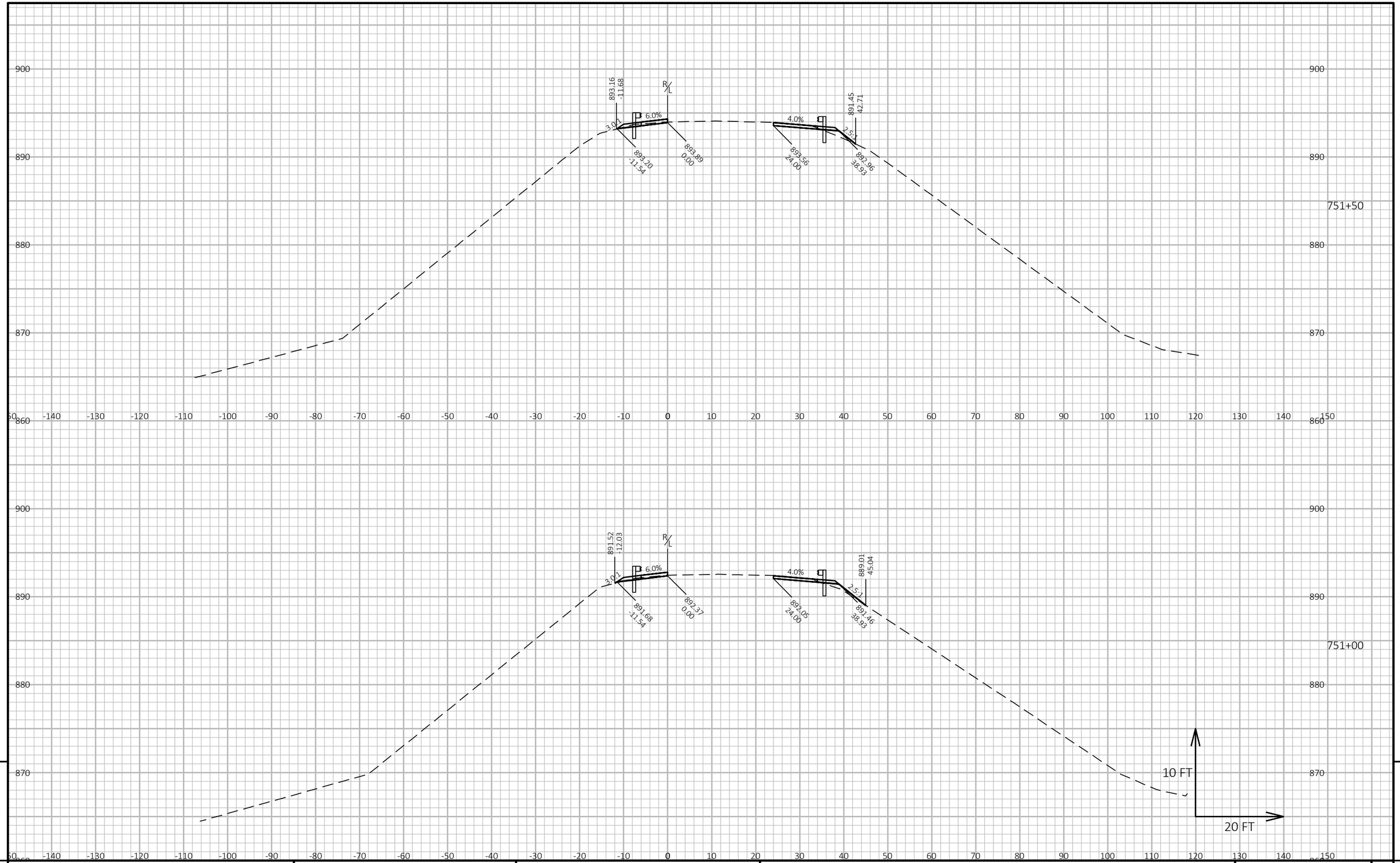


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 778	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/30/2020 3:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

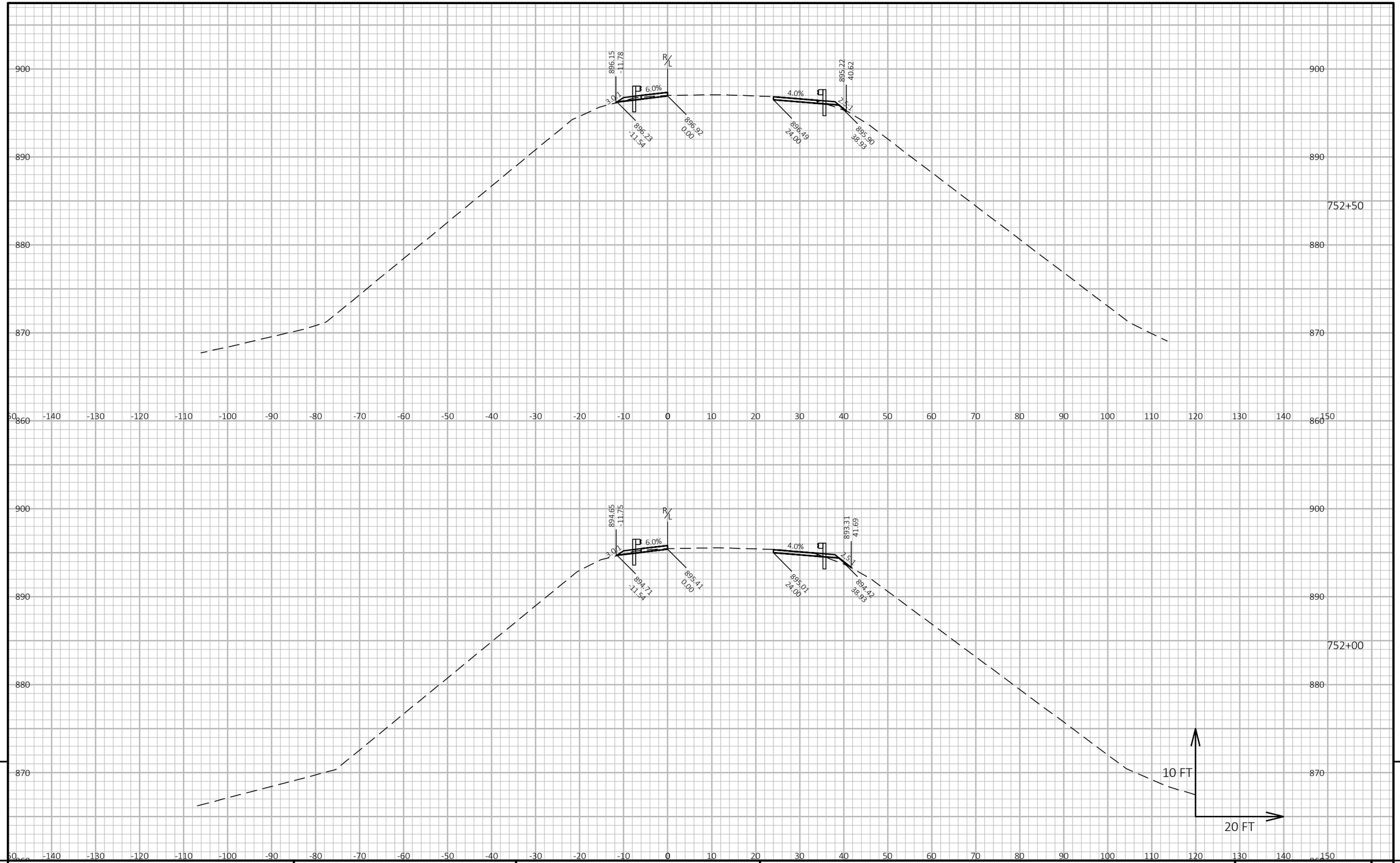
WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 779	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

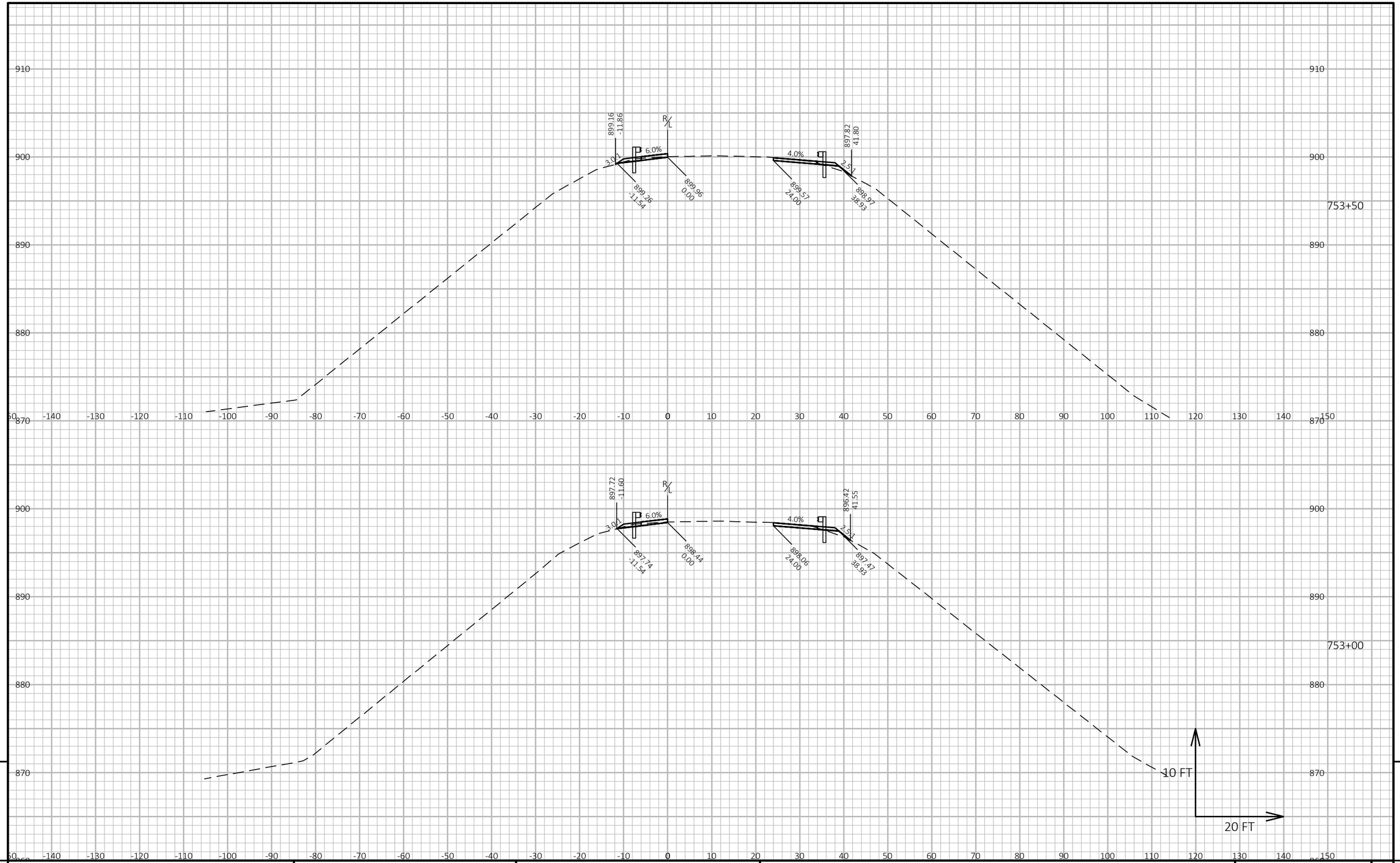


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 780	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

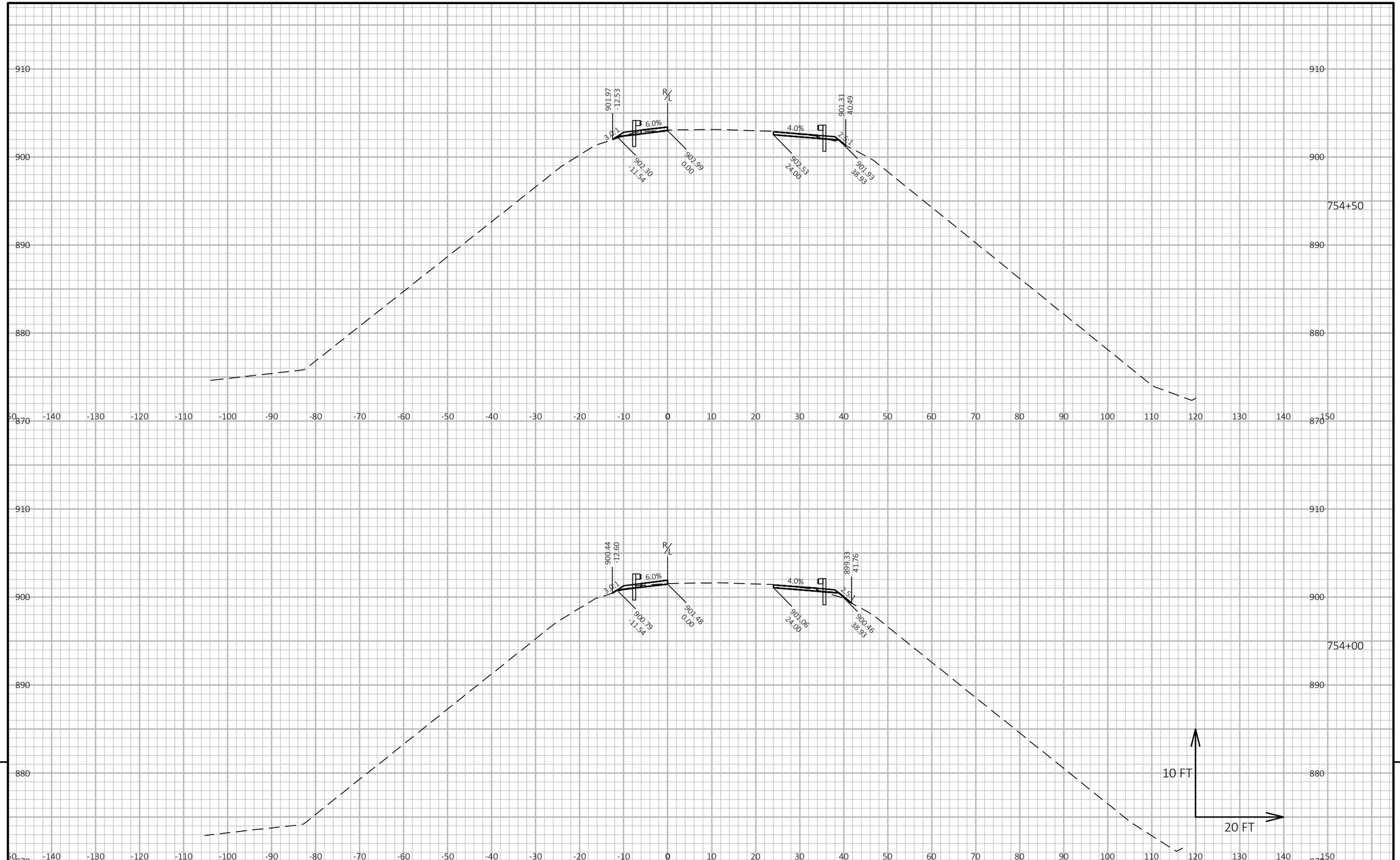


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 781	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

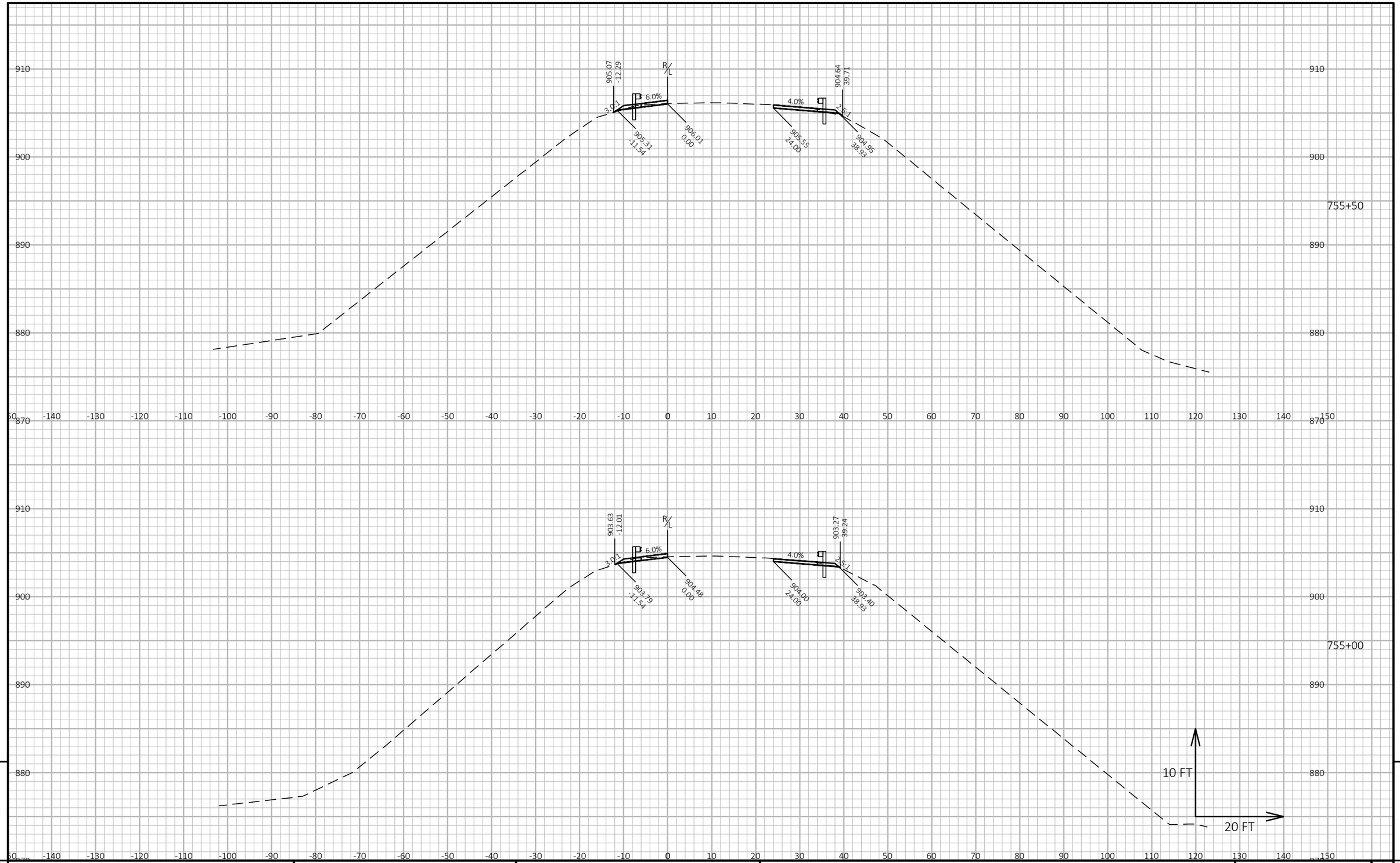


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 782	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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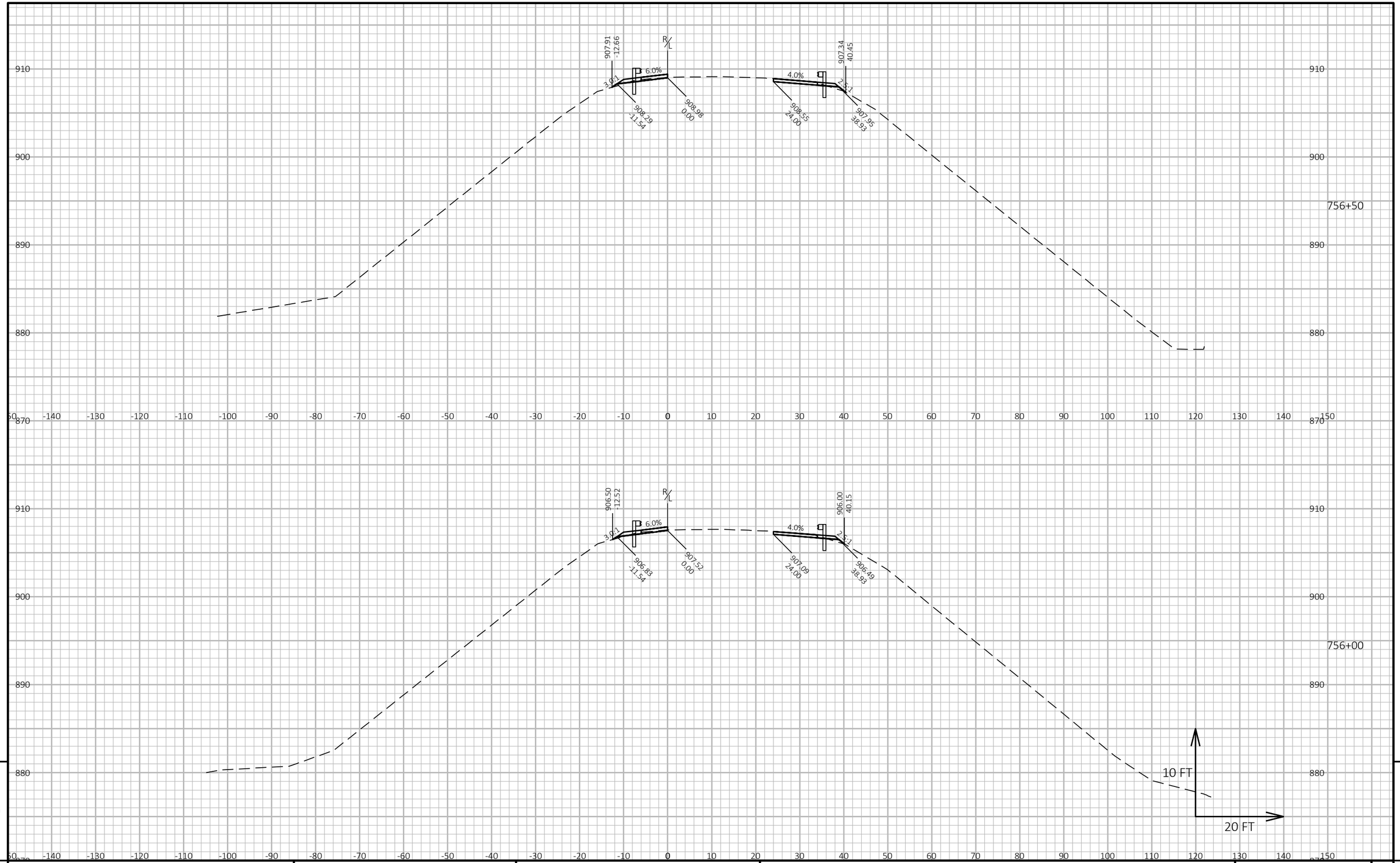
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 783	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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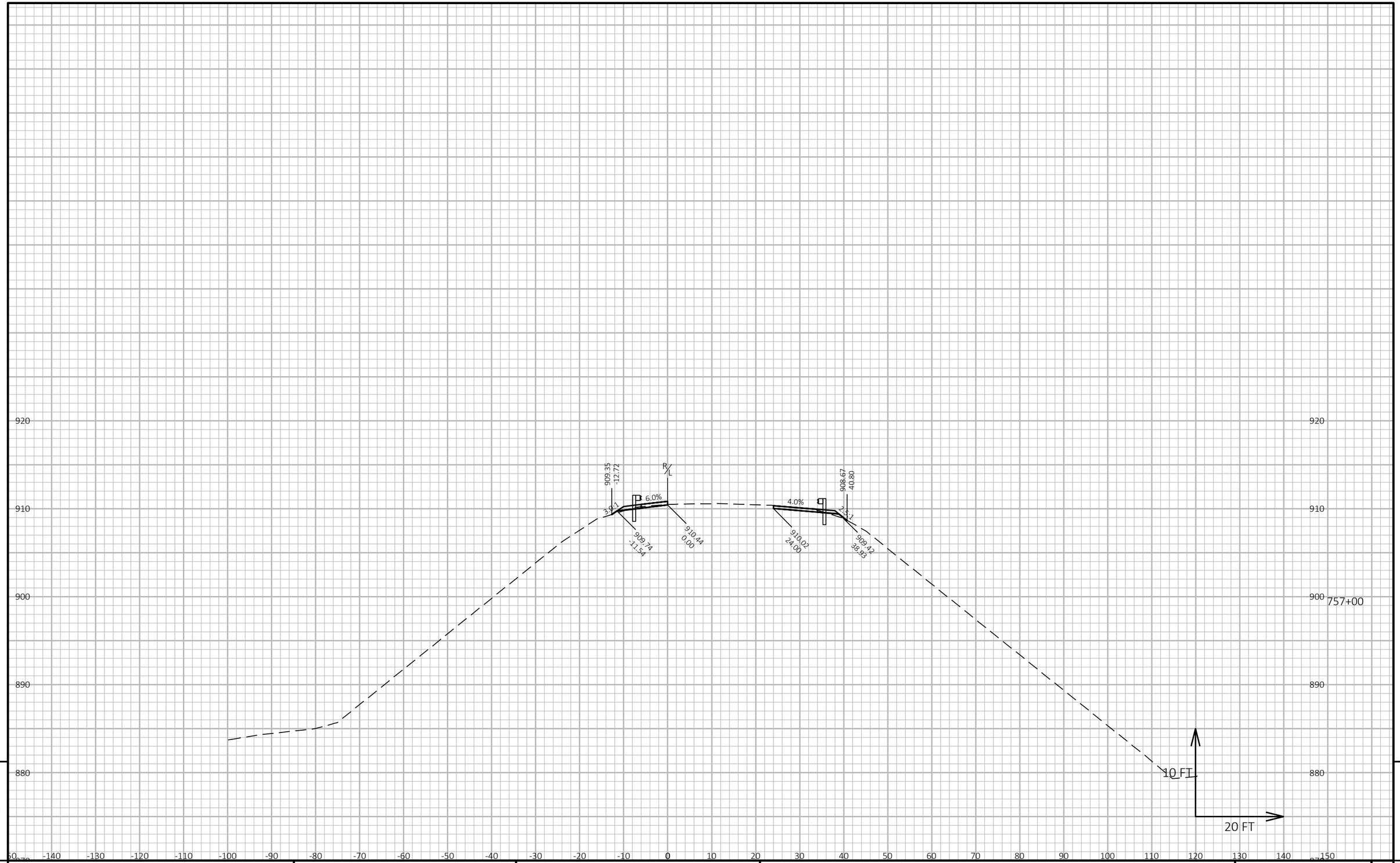
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 784	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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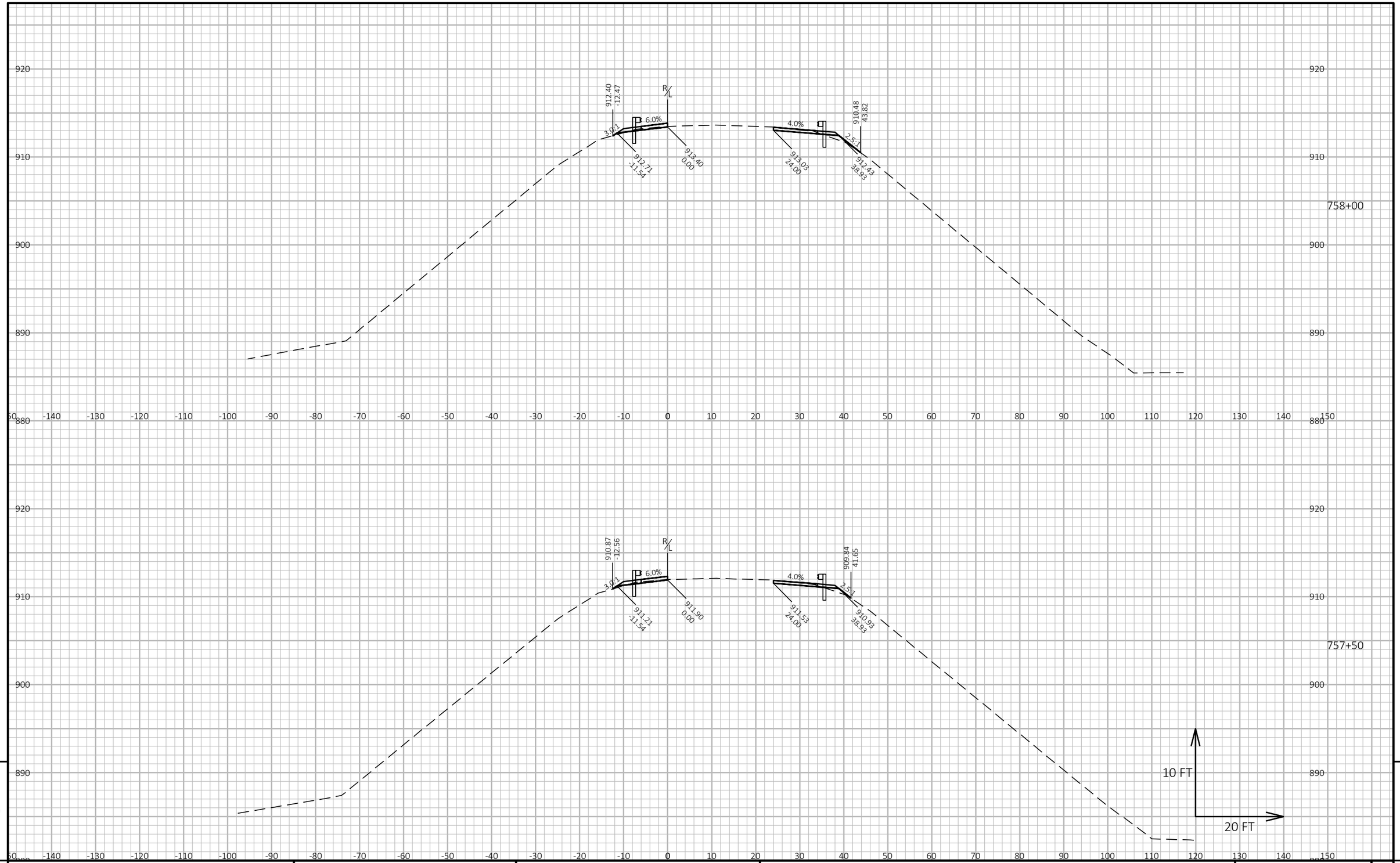
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 785	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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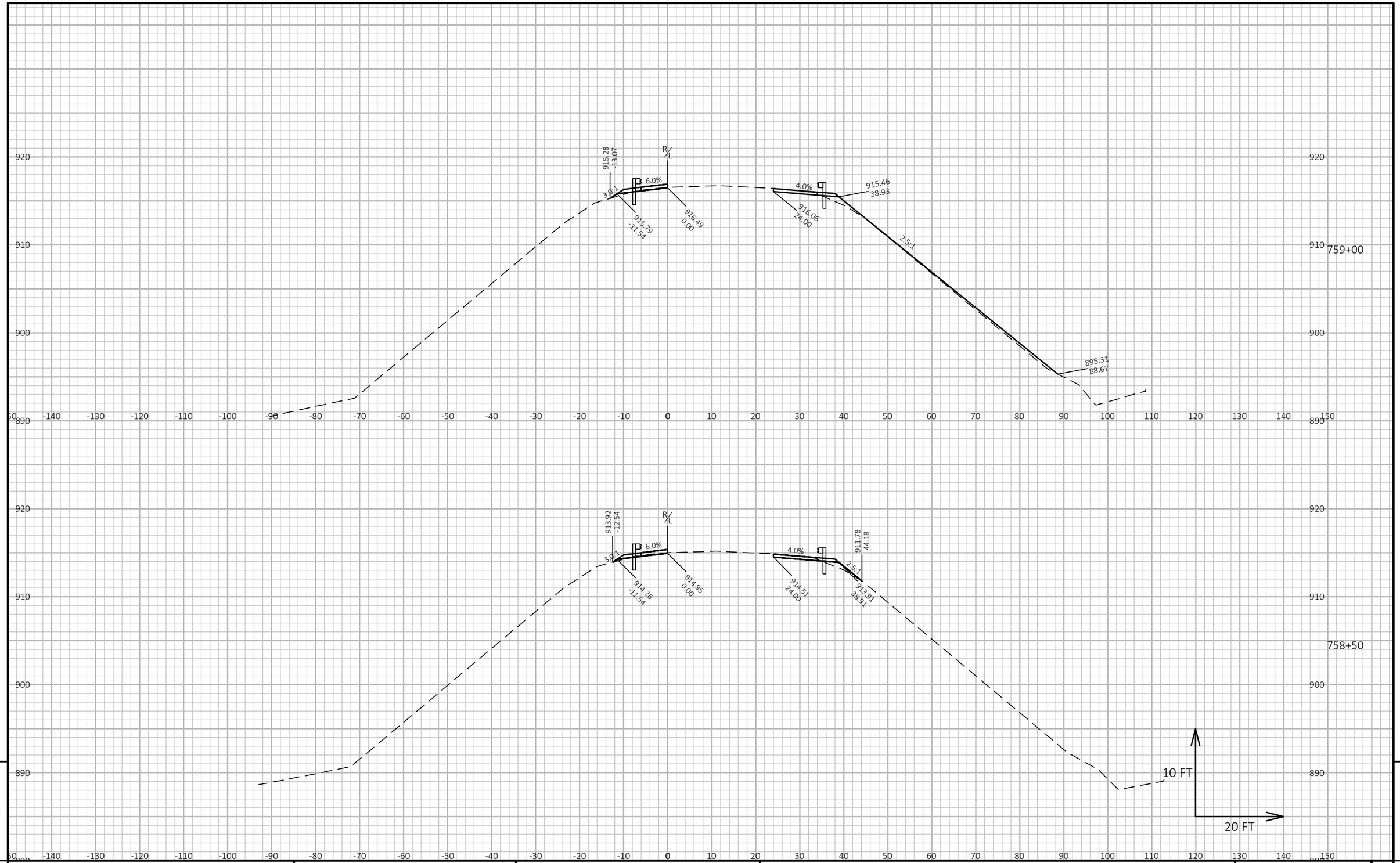
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 786	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

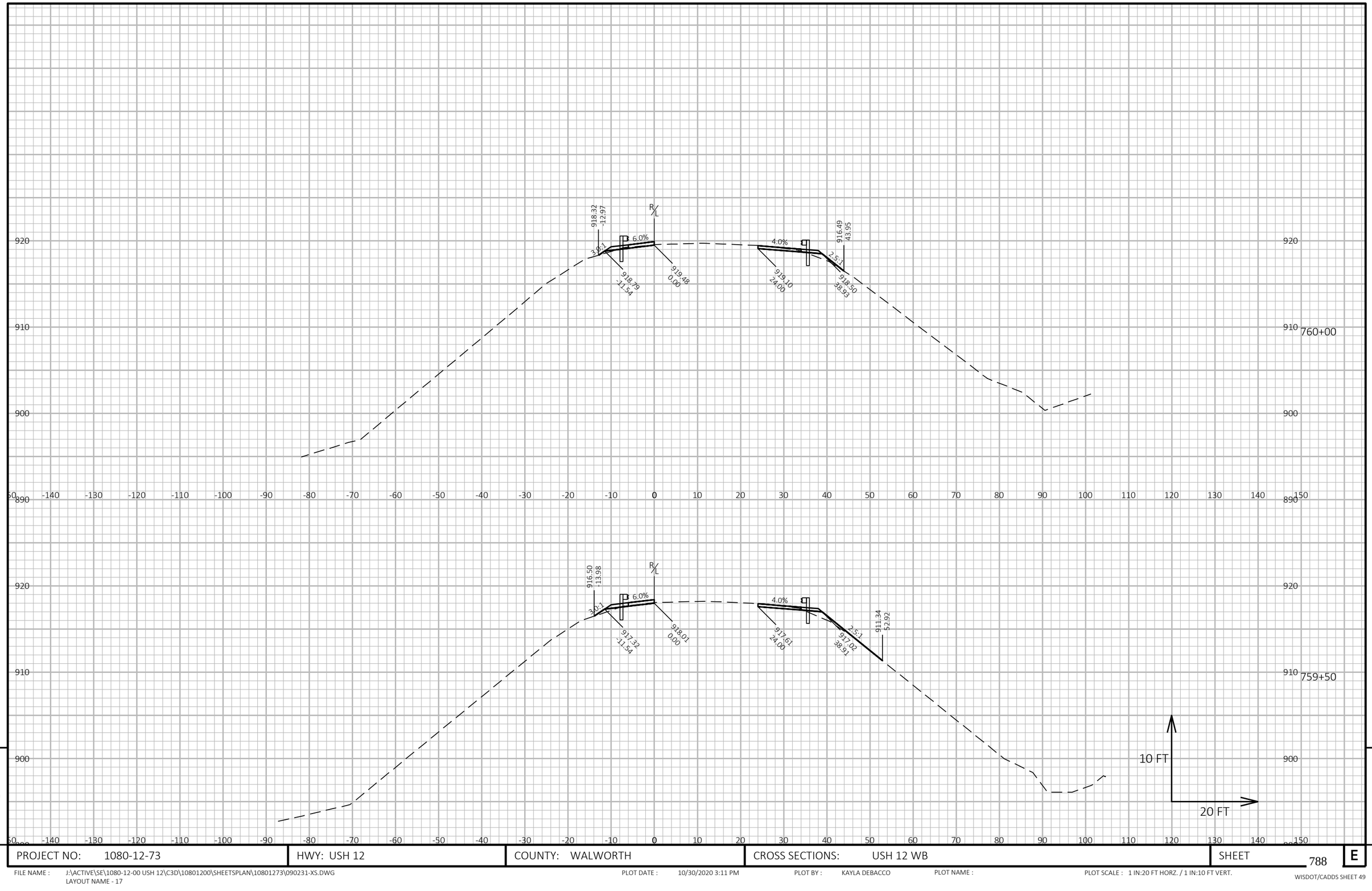


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 787	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

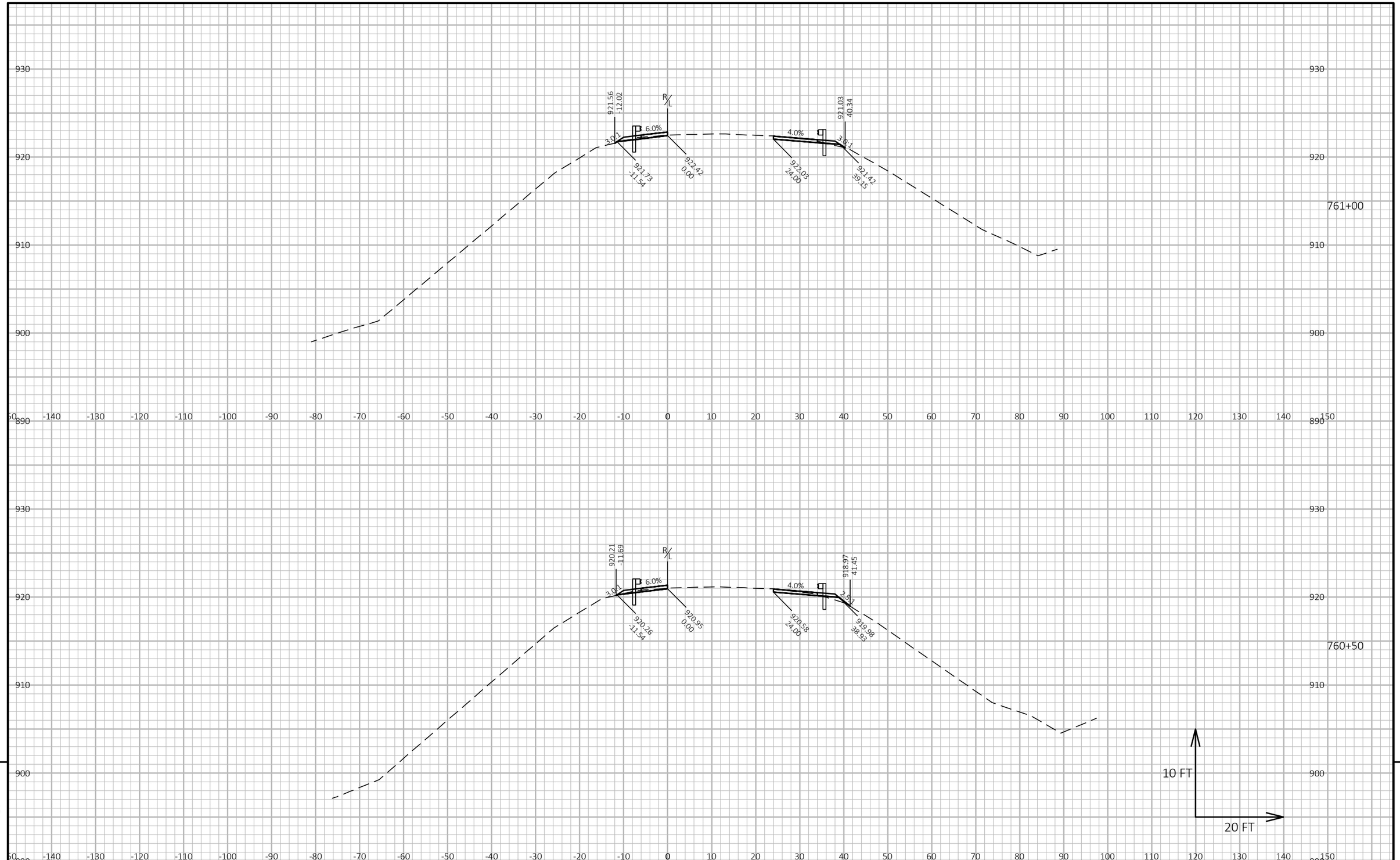


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 788	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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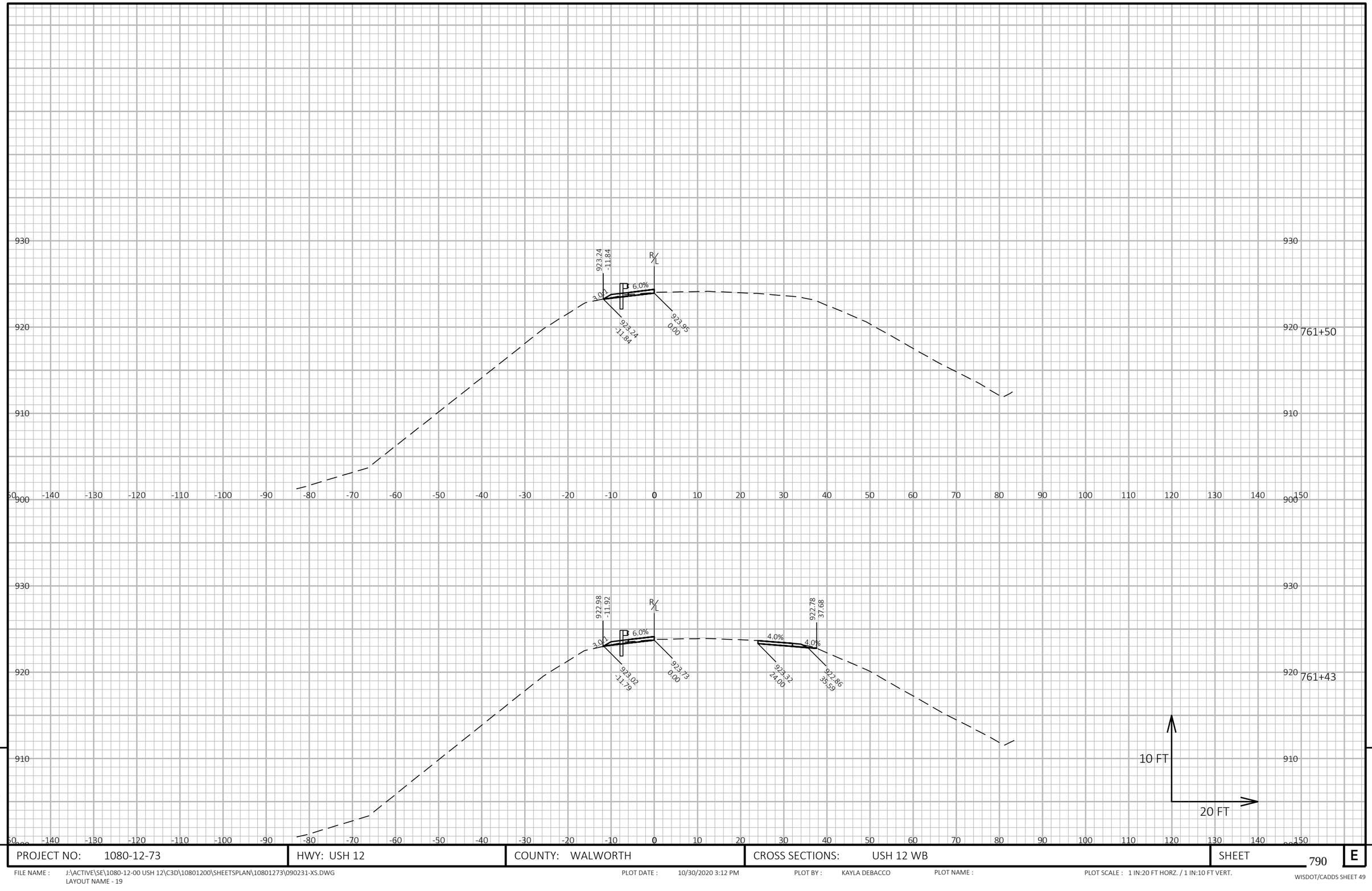
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 789	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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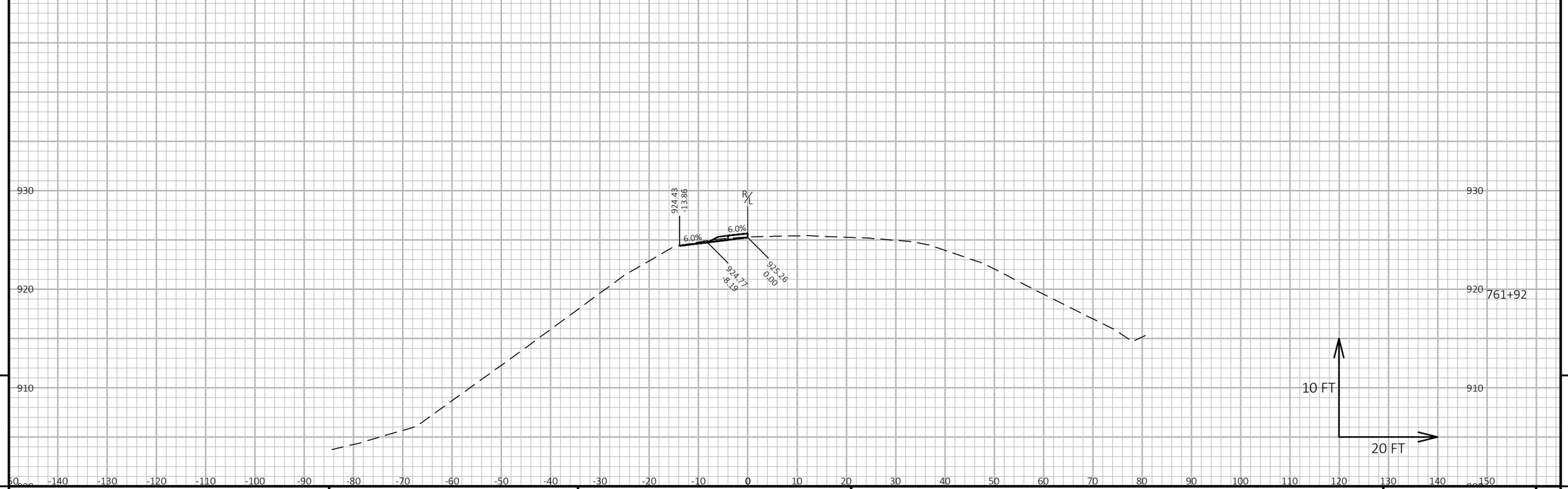
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 790	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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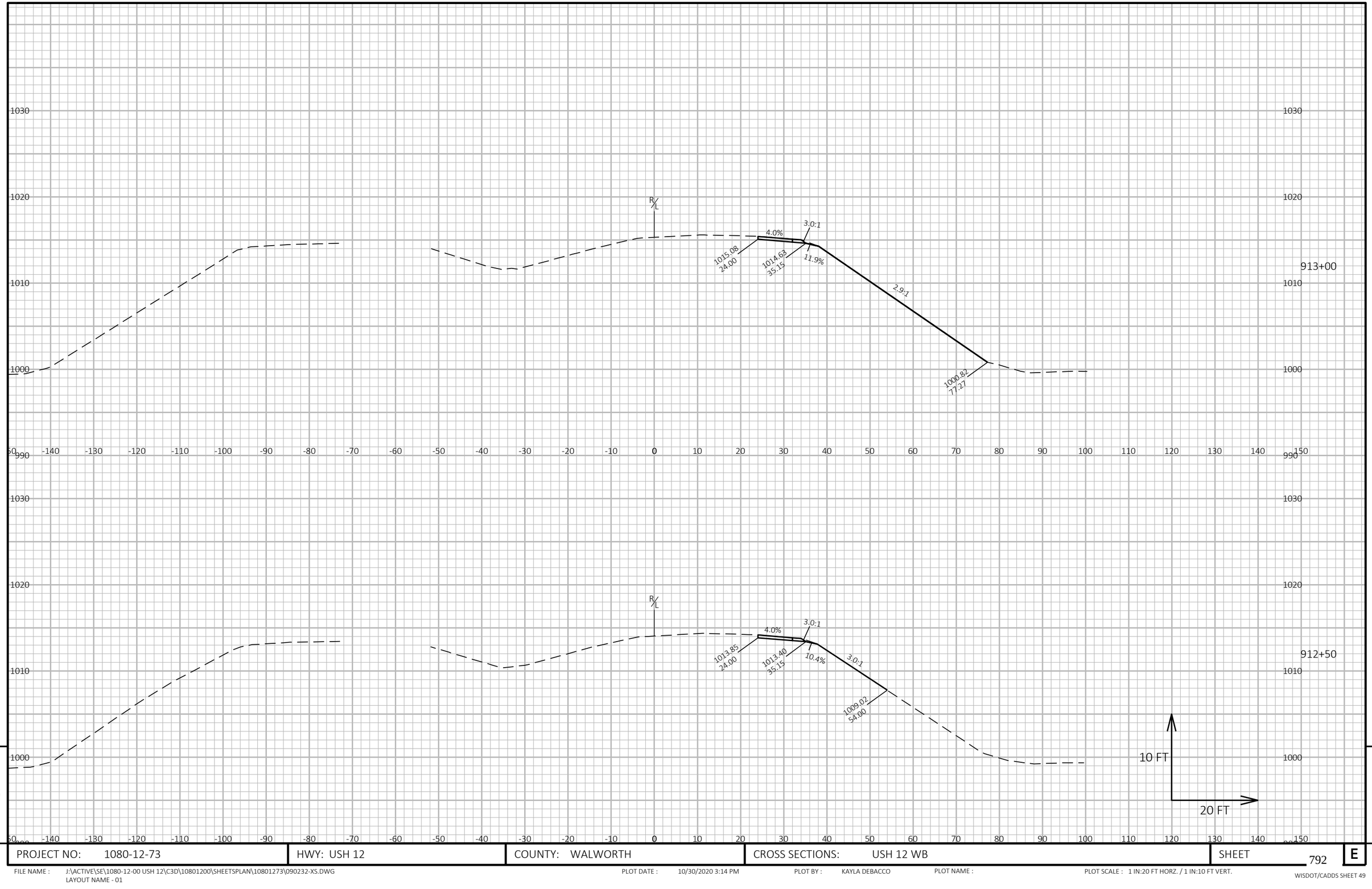
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 791	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090231-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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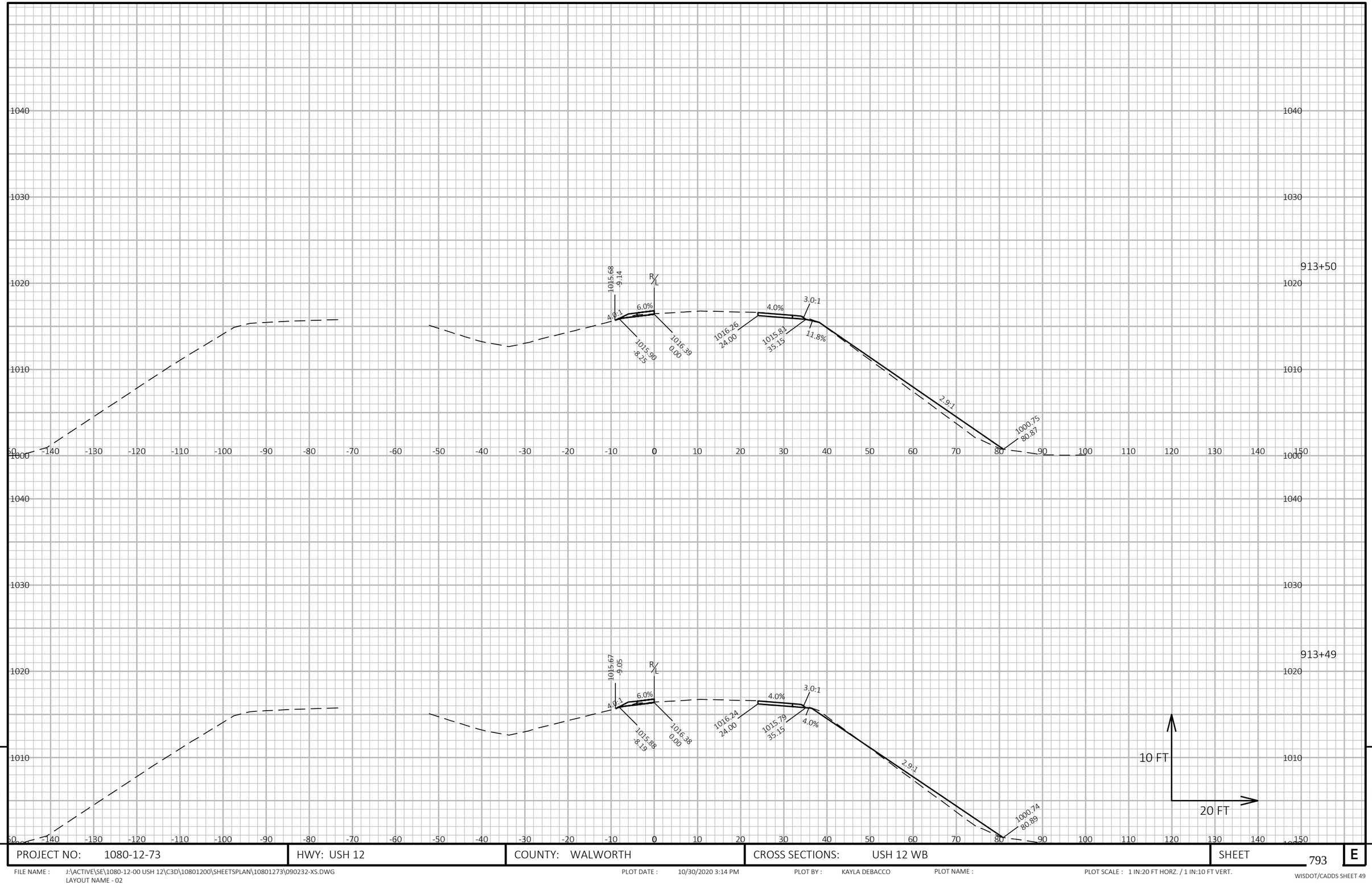
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 792	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2020 3:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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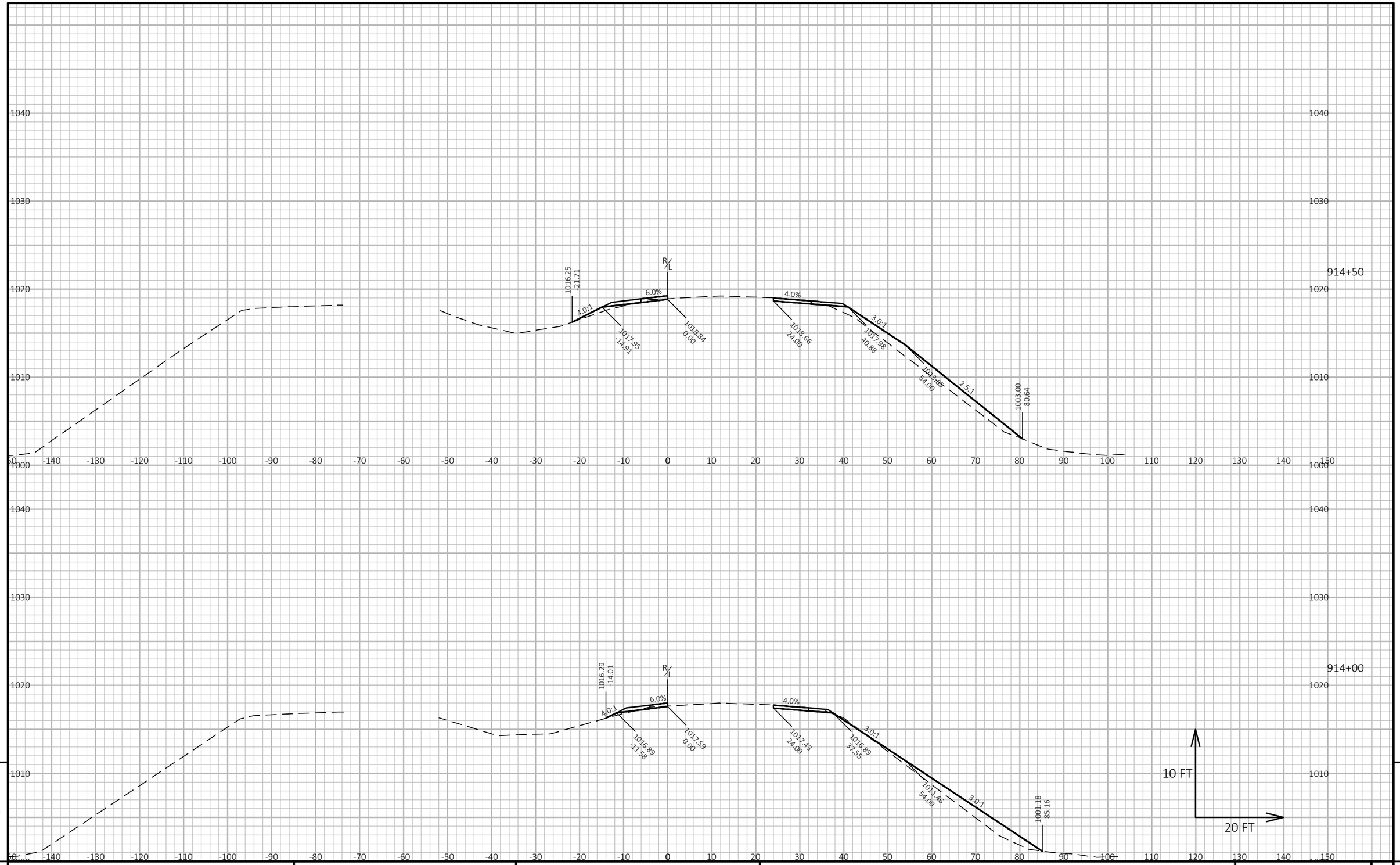
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 793	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2020 3:14 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

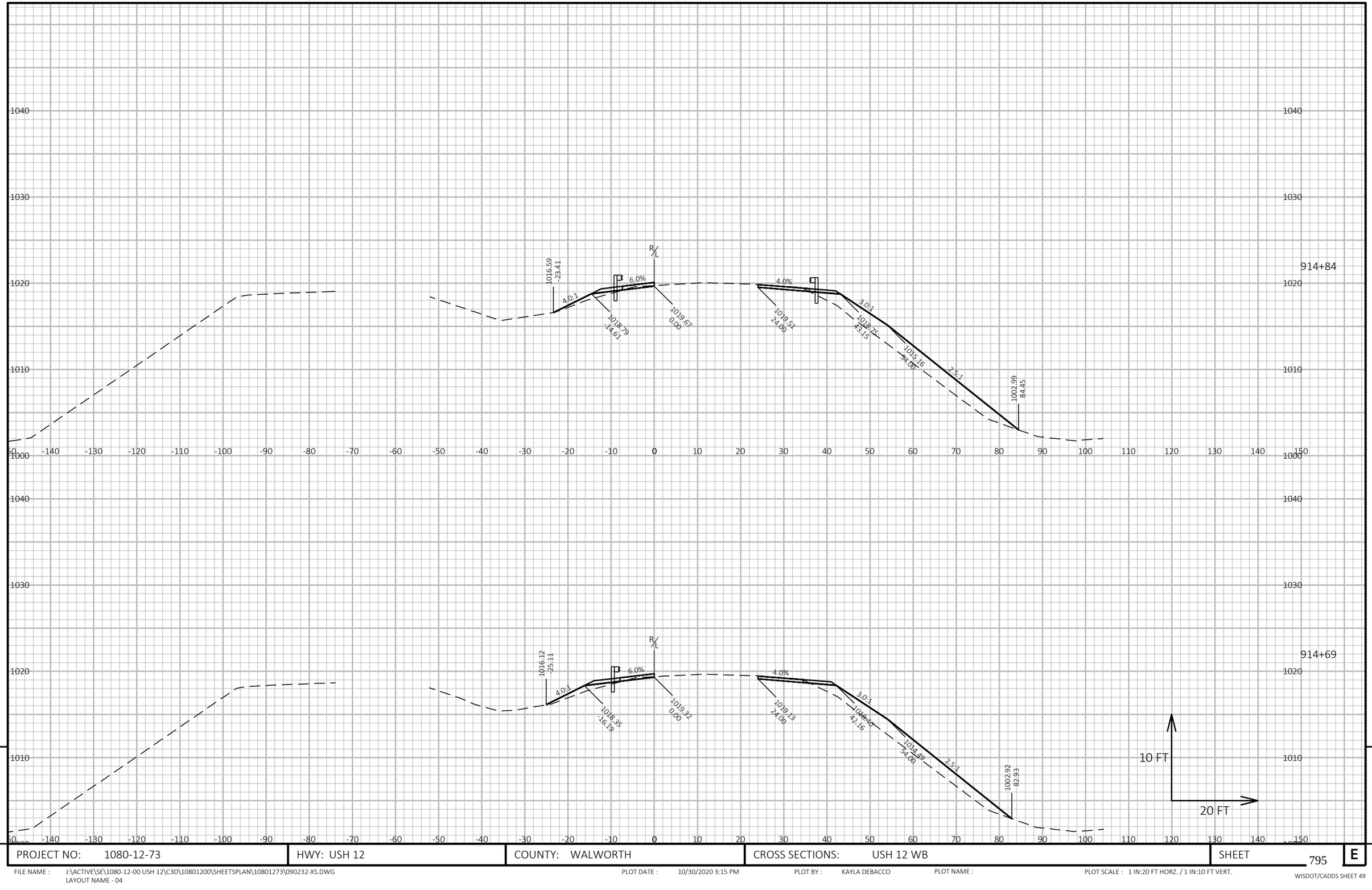


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 794	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2020 3:15 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

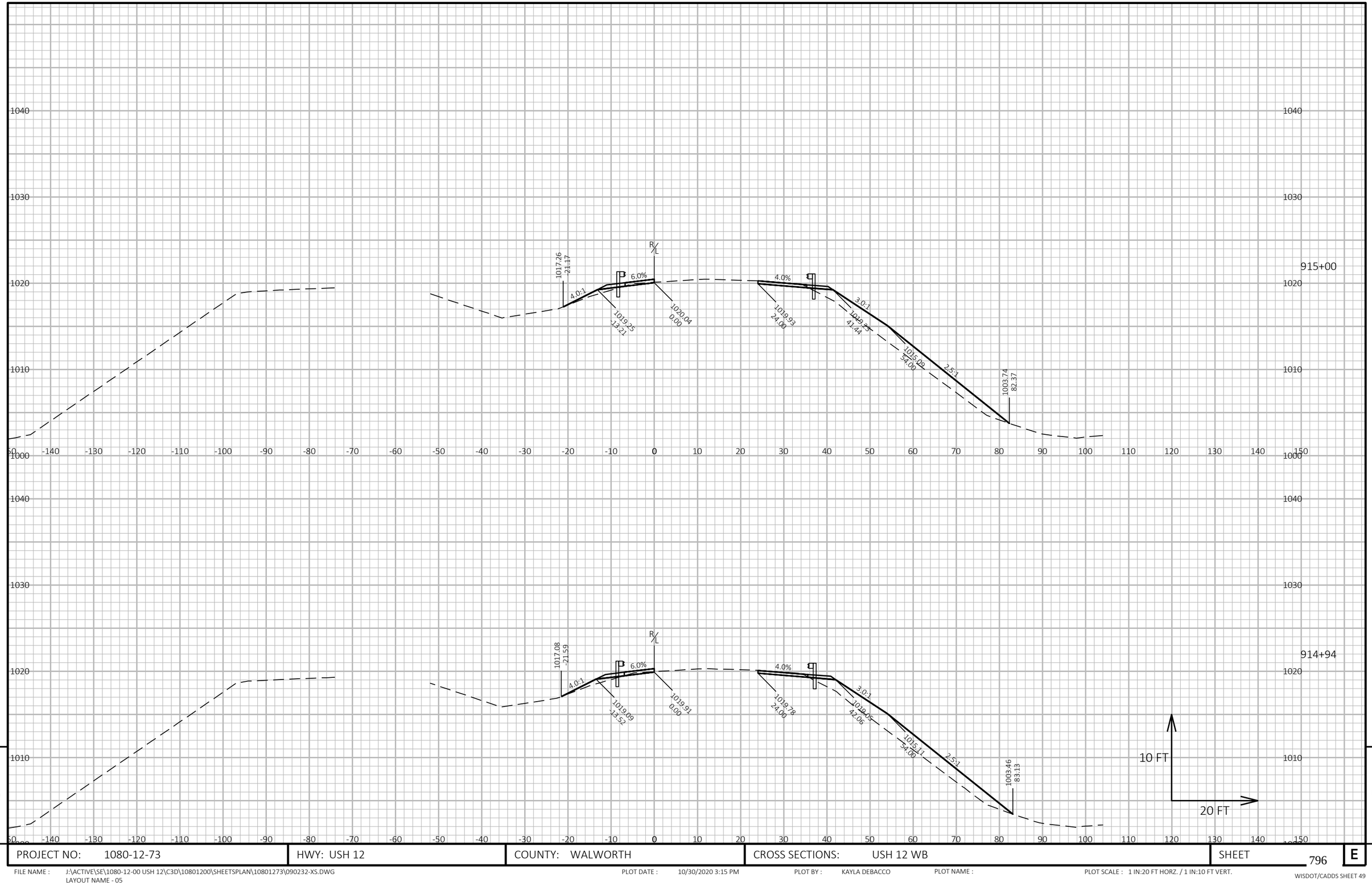


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 795	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2020 3:15 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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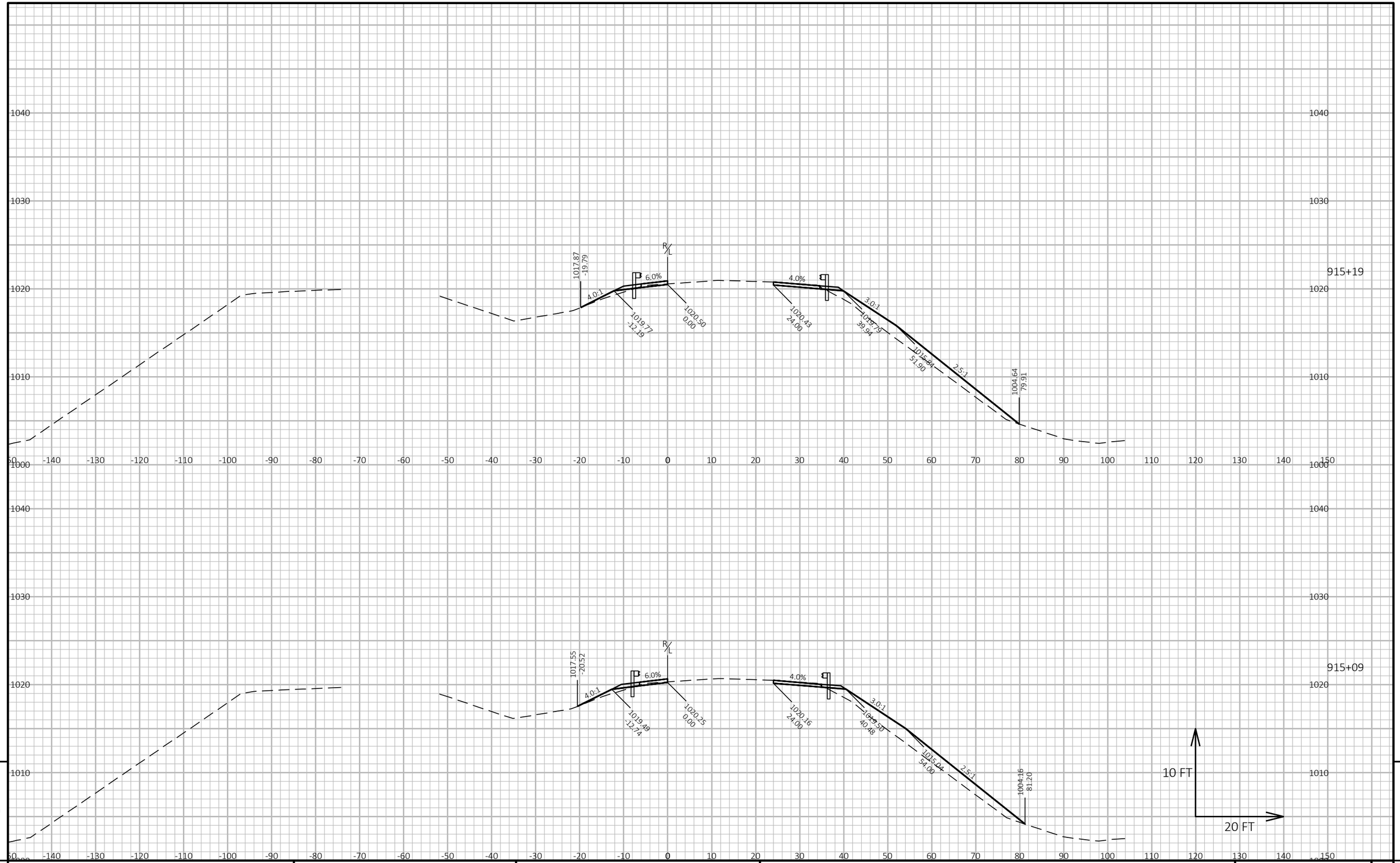
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 796	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/30/2020 3:15 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

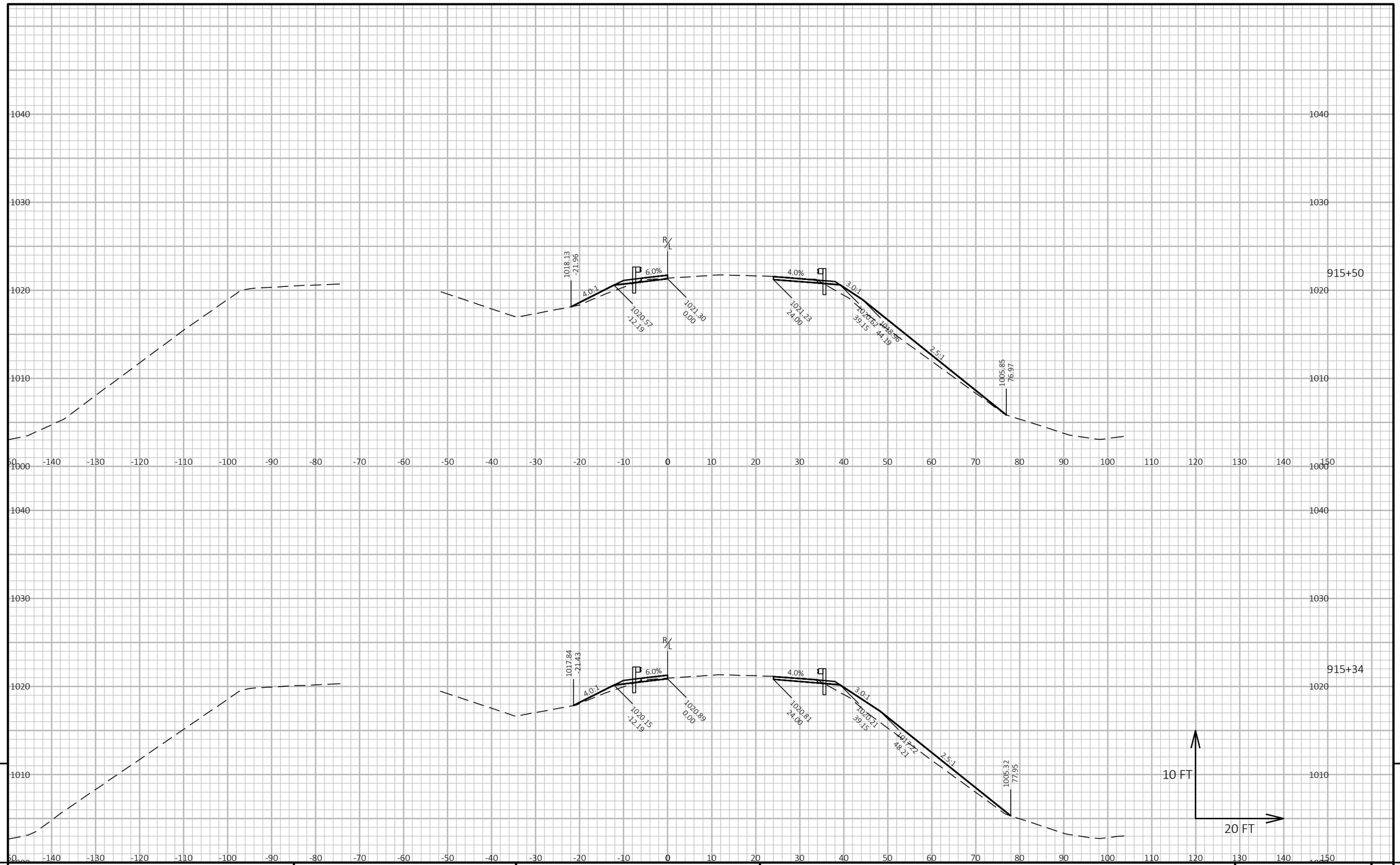


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 797	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/30/2020 3:16 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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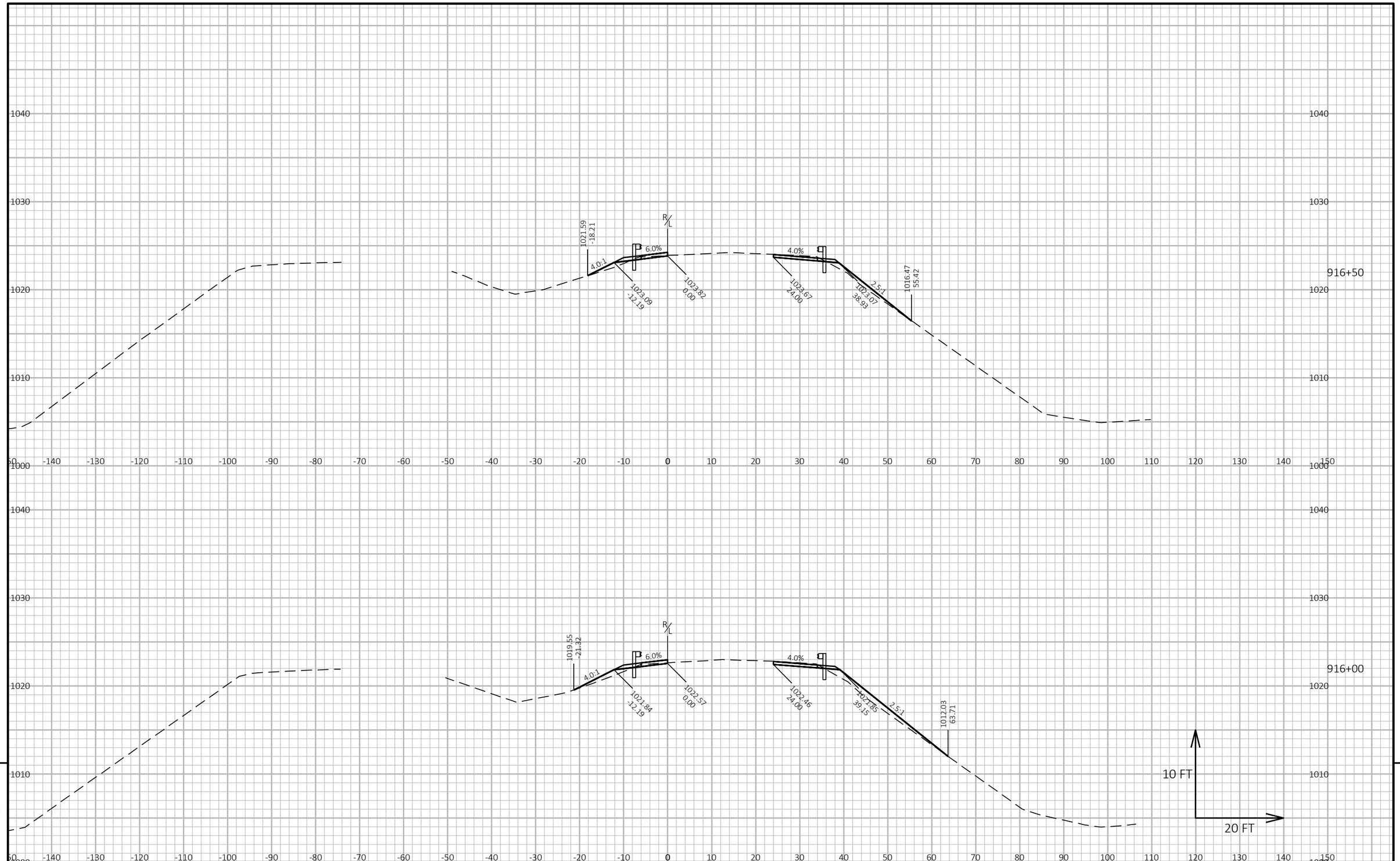
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 798	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/30/2020 3:16 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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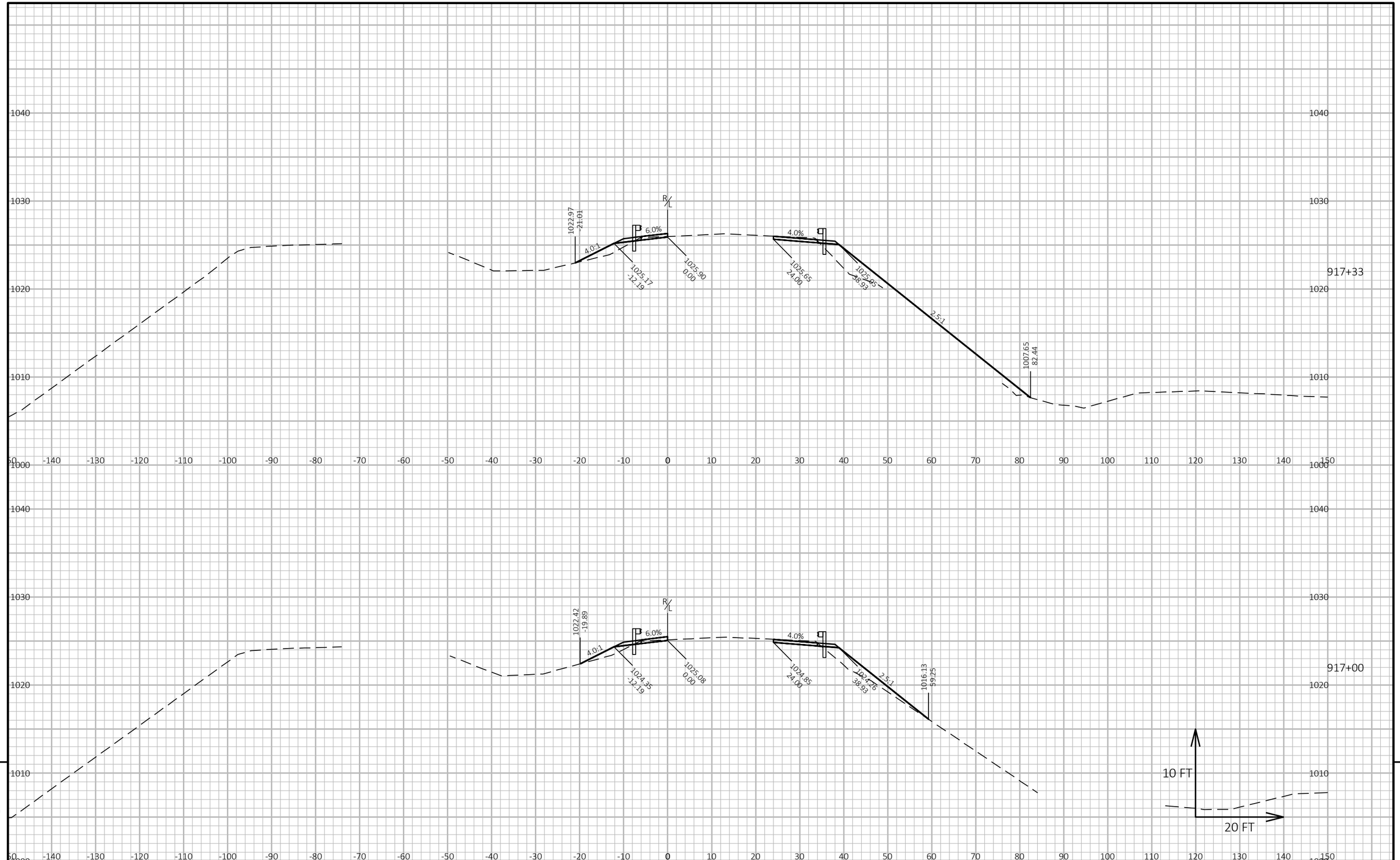
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 799	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/30/2020 3:16 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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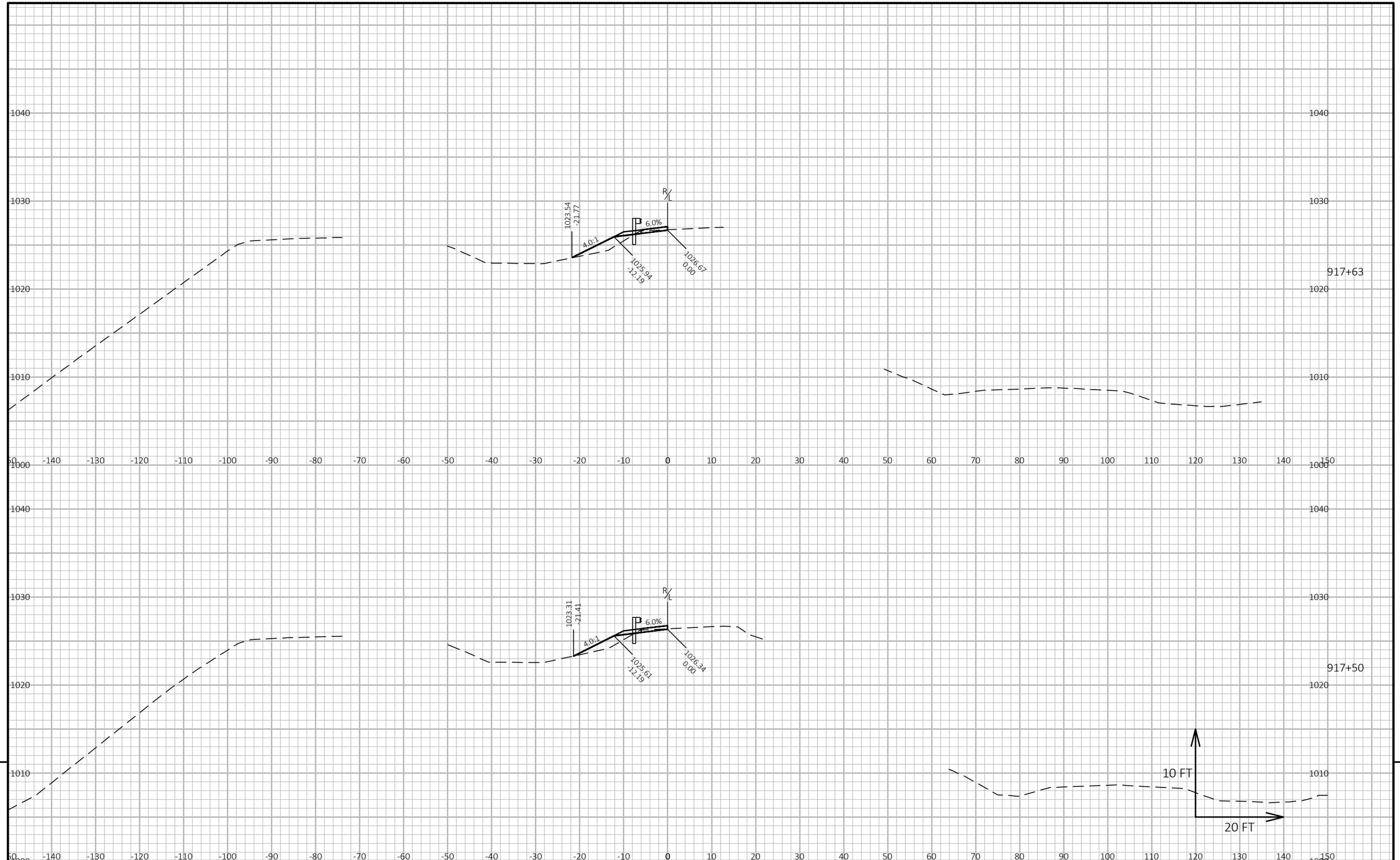
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 800	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/30/2020 3:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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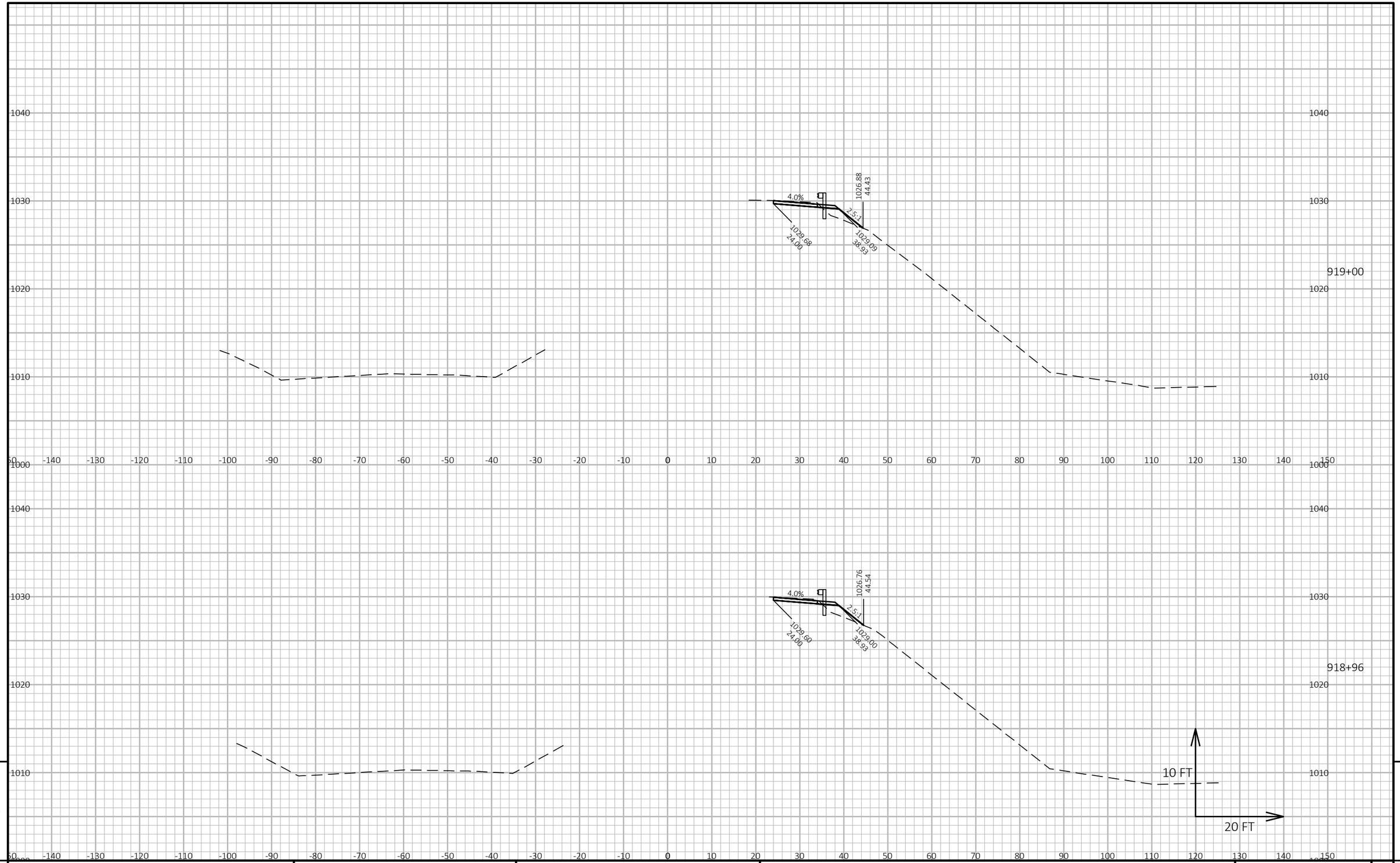
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 801	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/30/2020 3:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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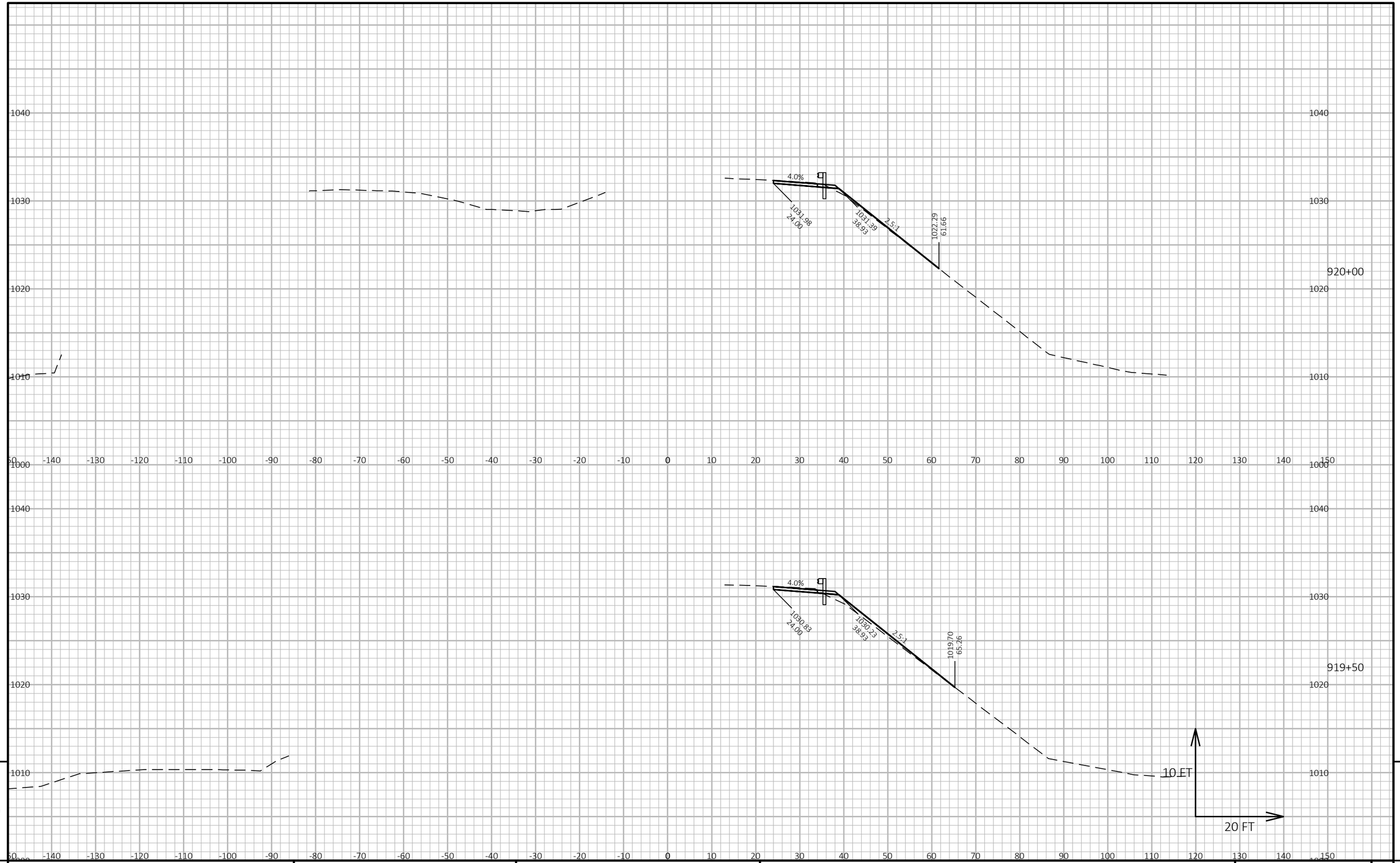
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 802	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/30/2020 3:17 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

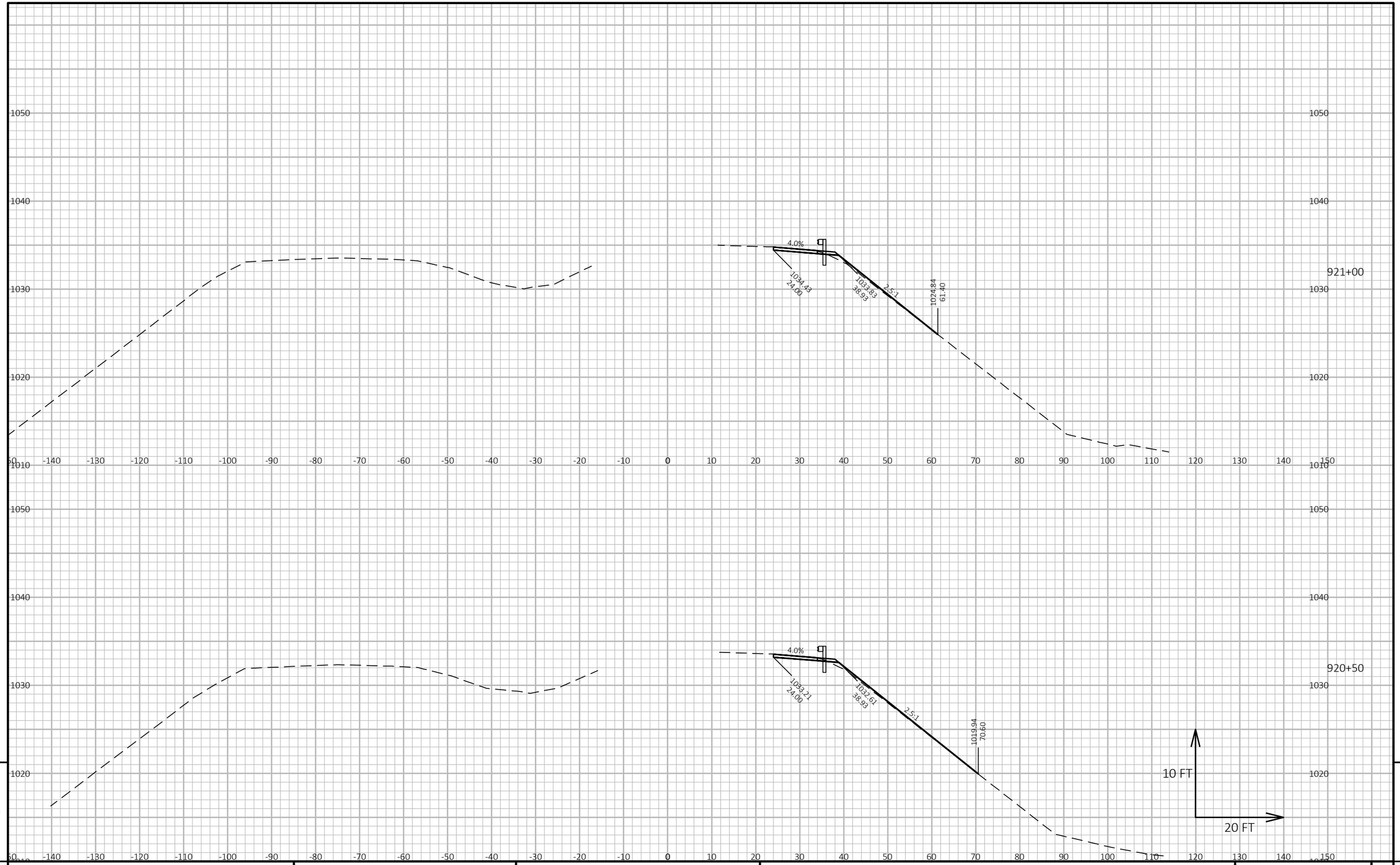
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 803	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/30/2020 3:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

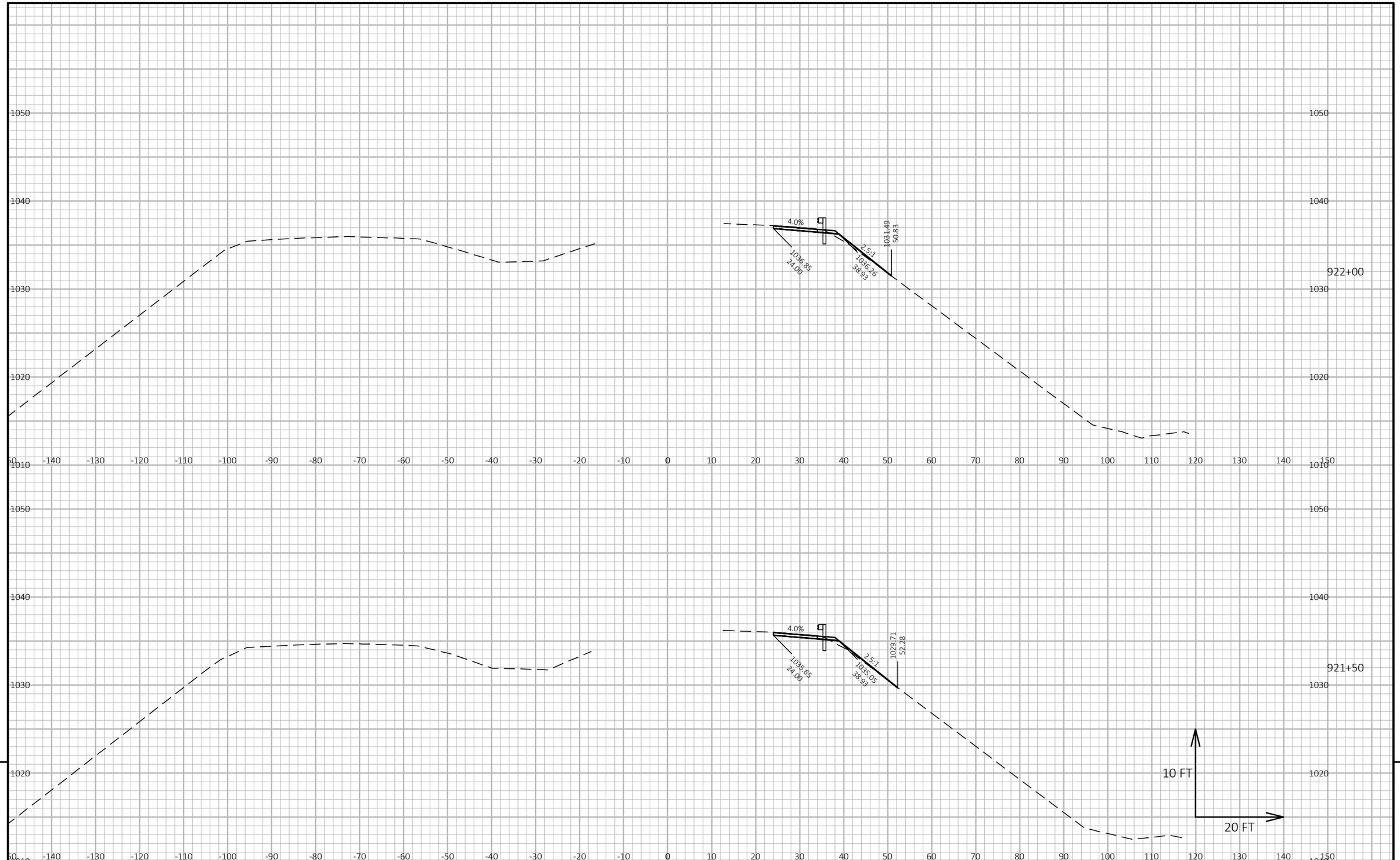
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 804	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/30/2020 3:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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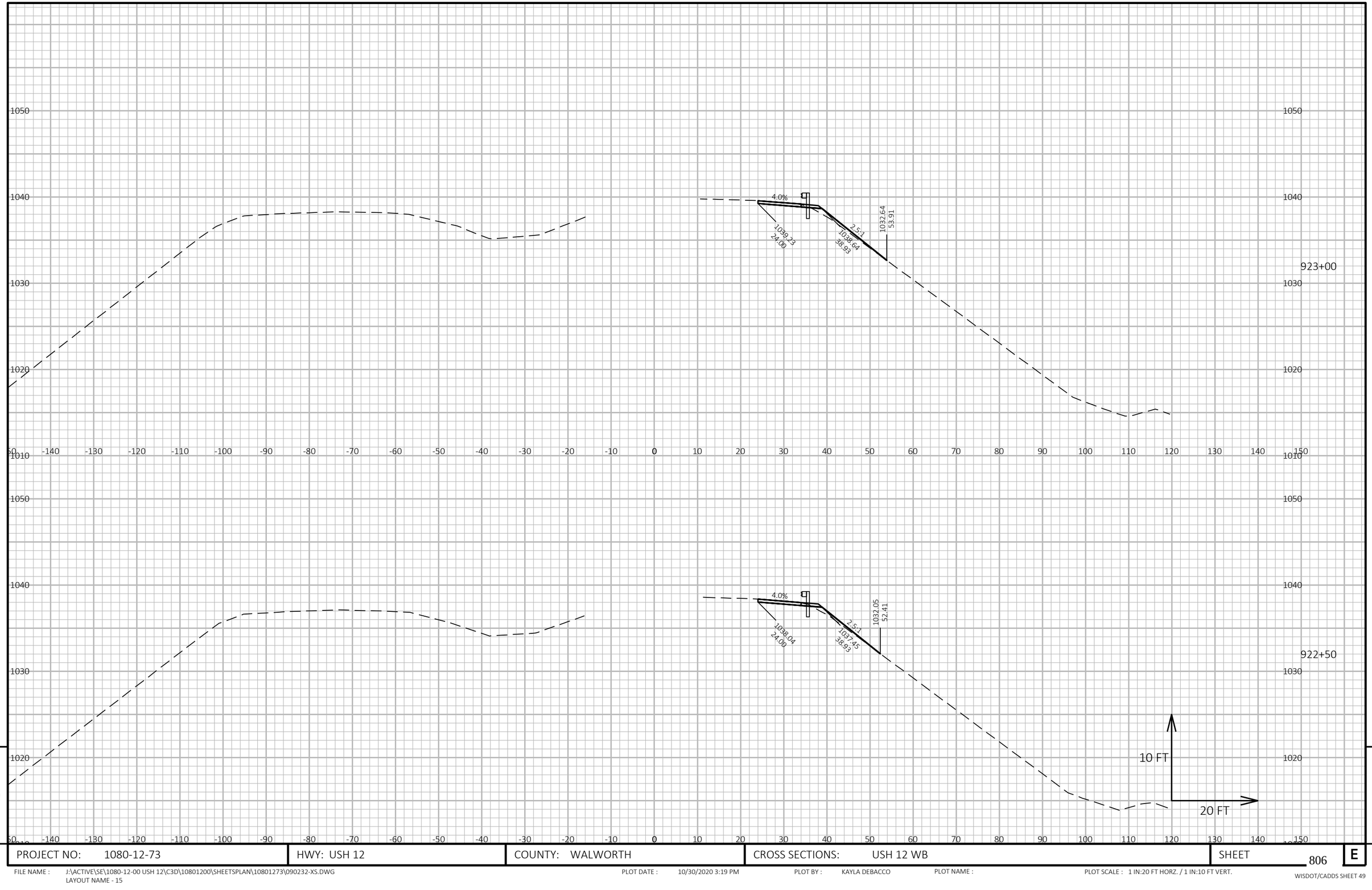
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 805	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/30/2020 3:18 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

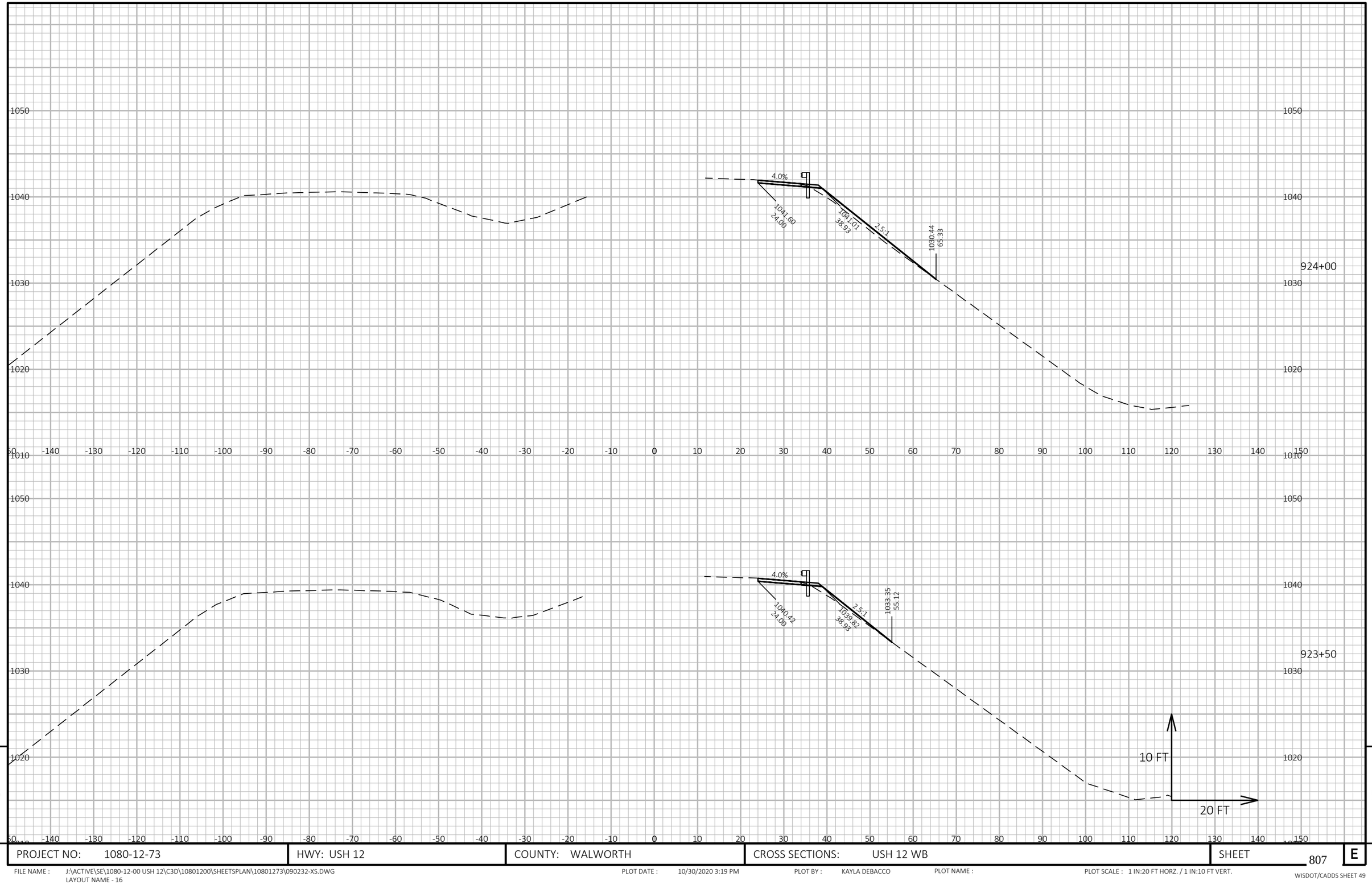
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 806	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/30/2020 3:19 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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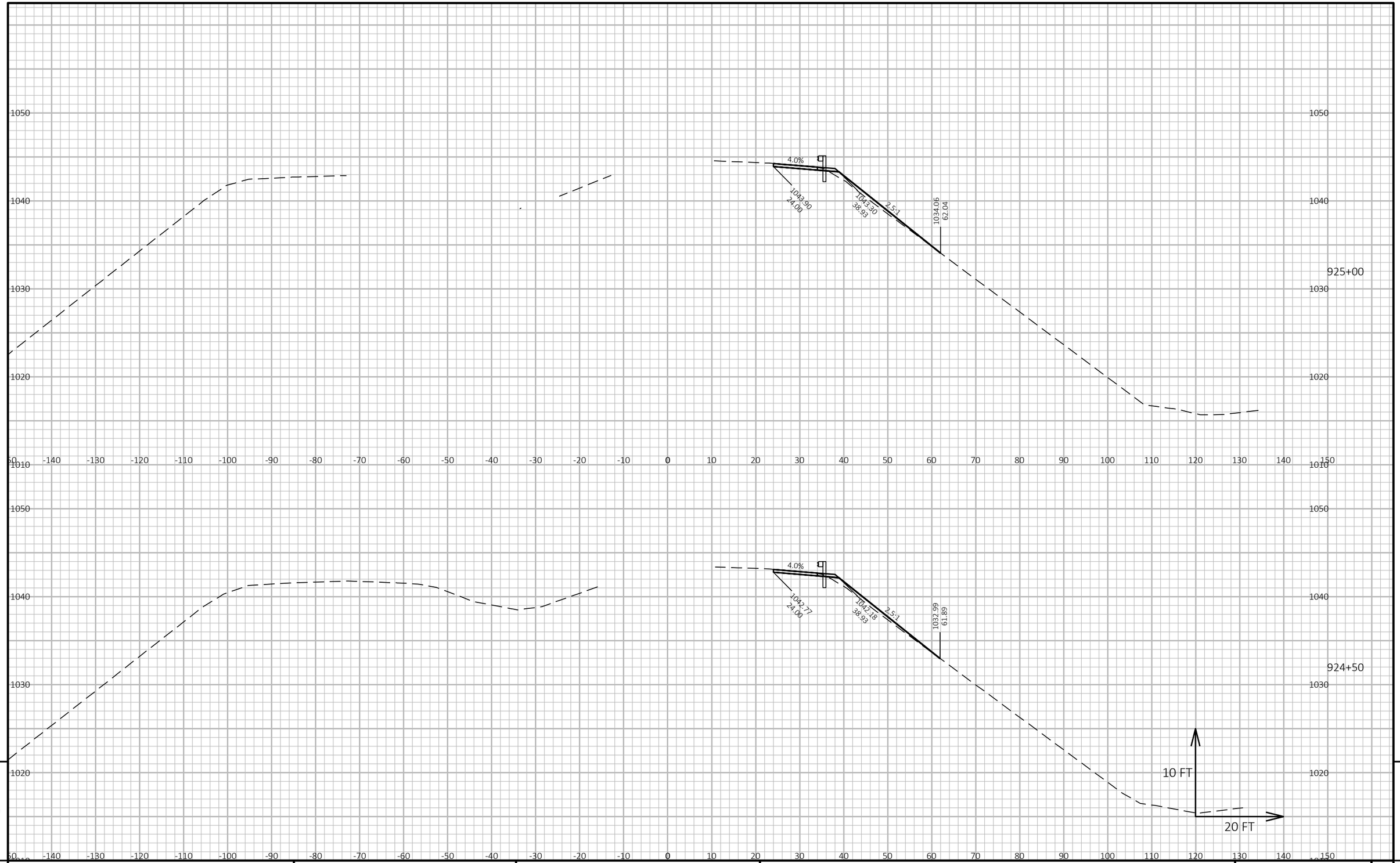
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 807	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/30/2020 3:19 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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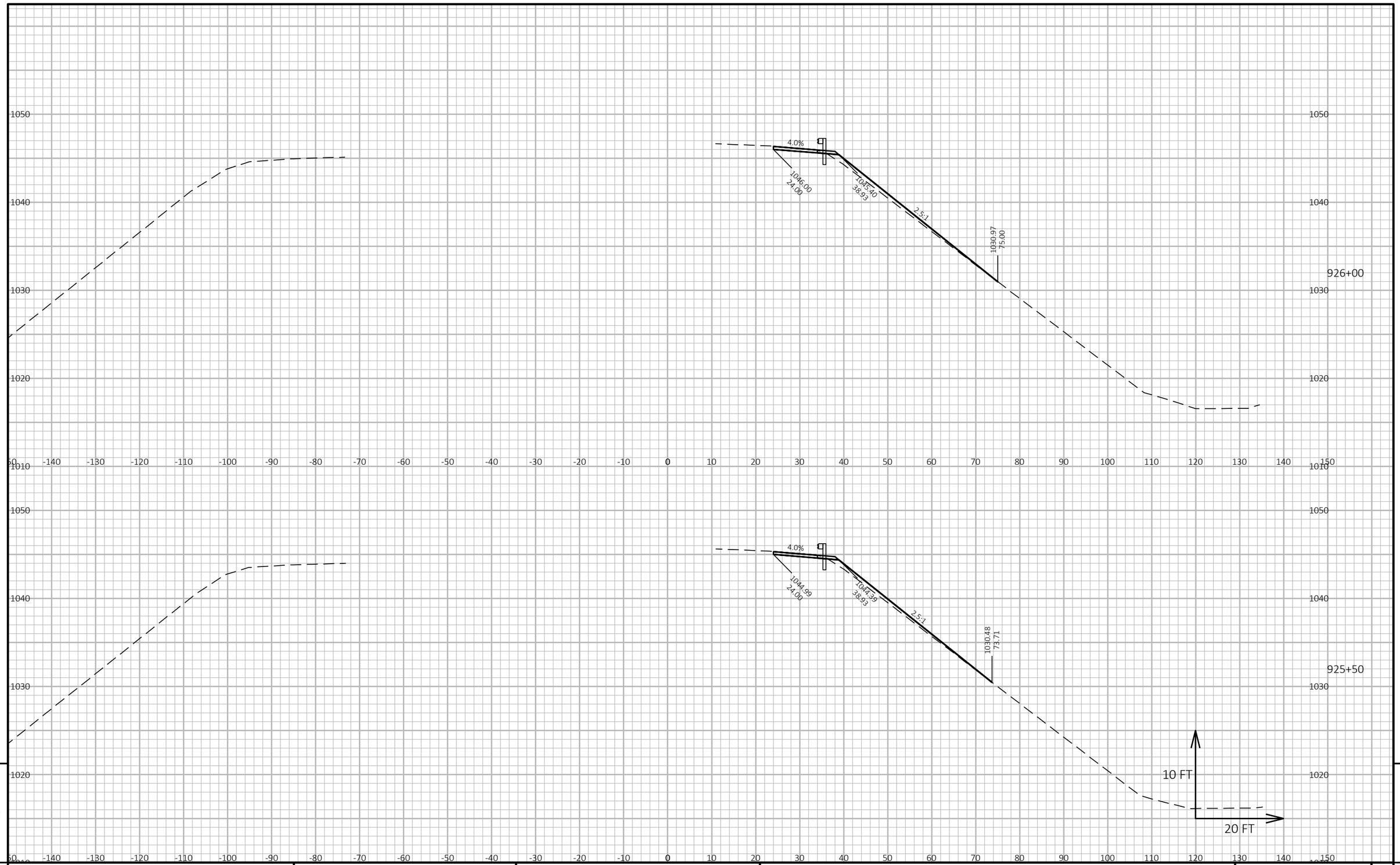
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 808	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/30/2020 3:19 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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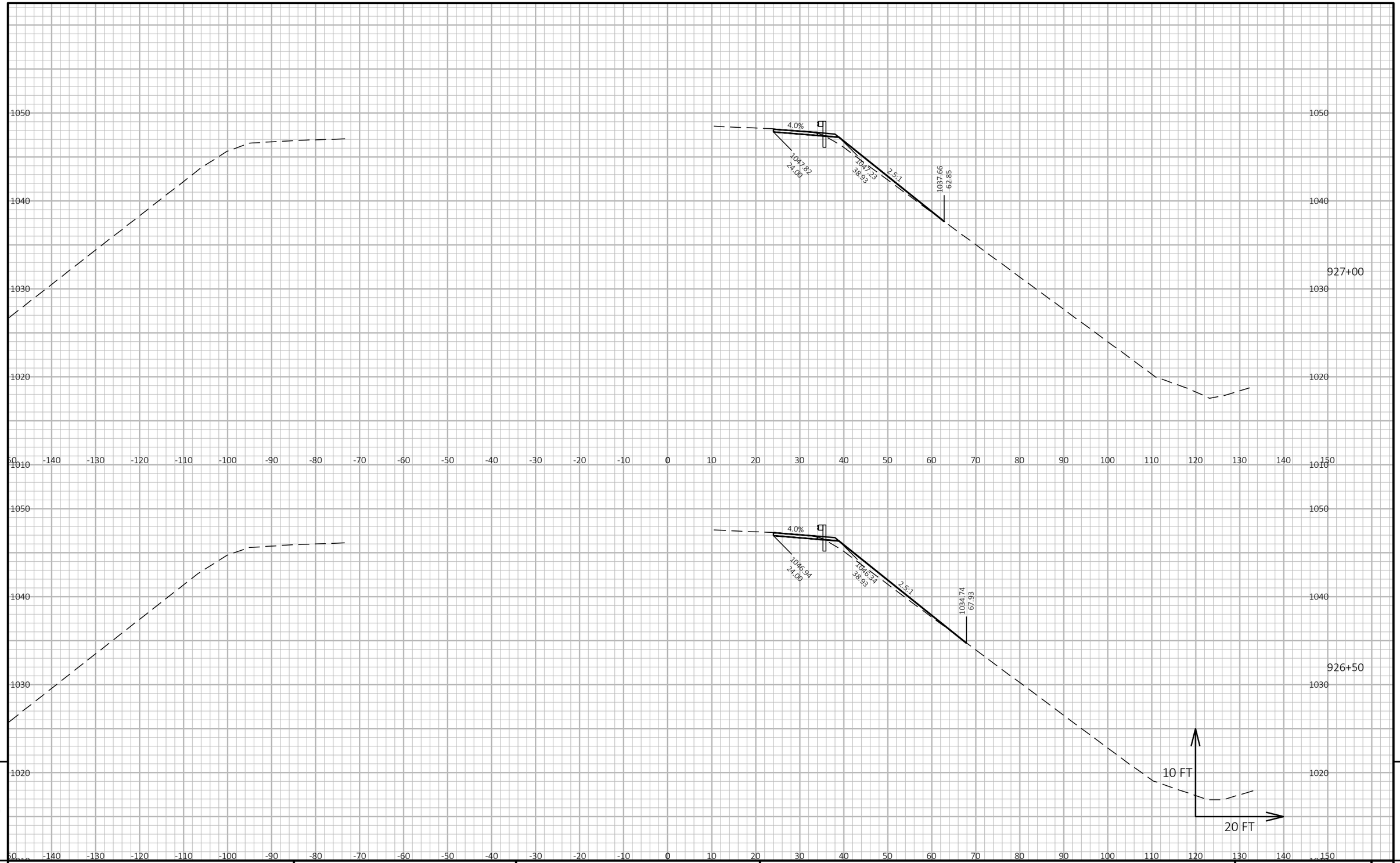
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 809	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/30/2020 3:20 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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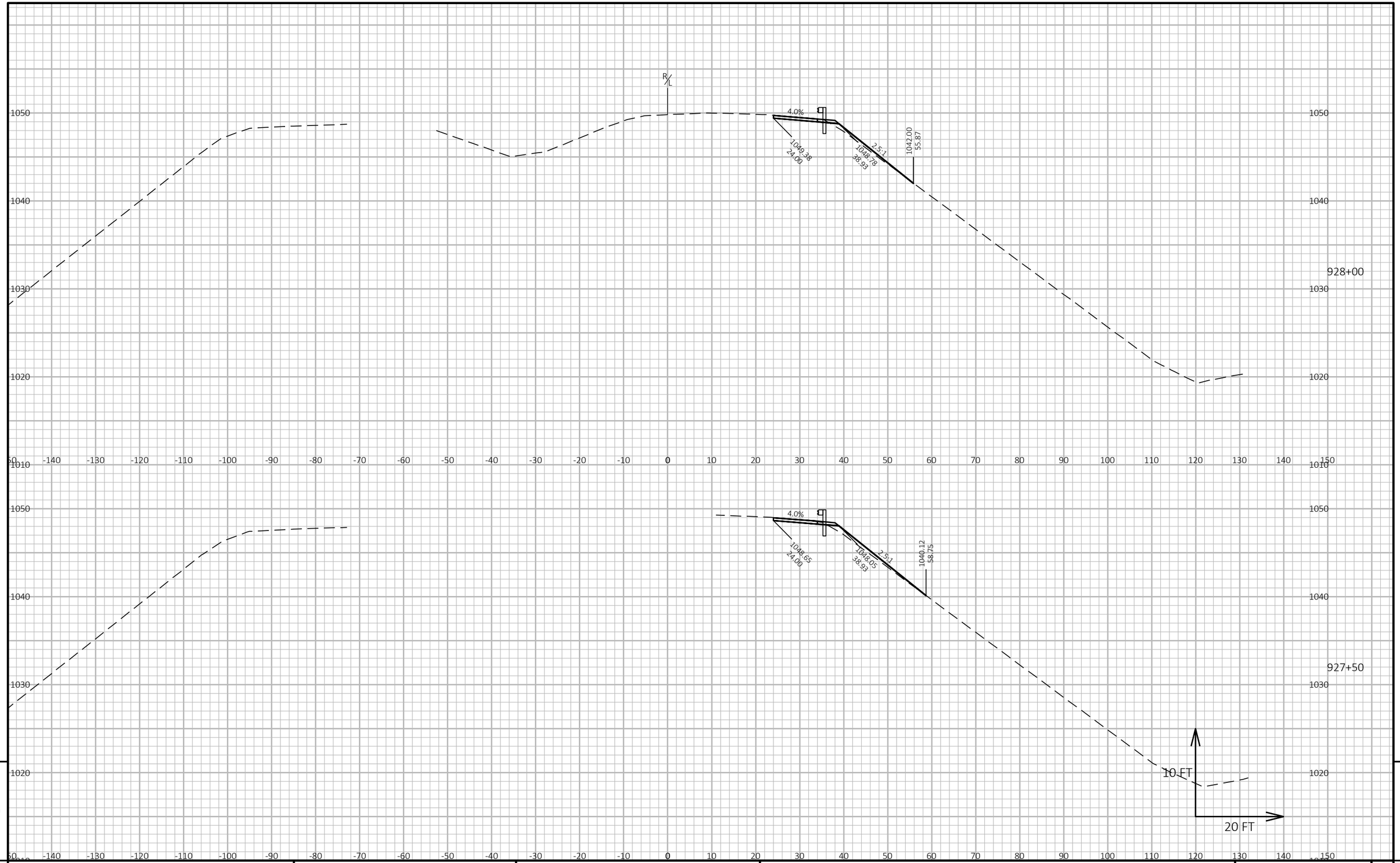
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 810	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 10/30/2020 3:20 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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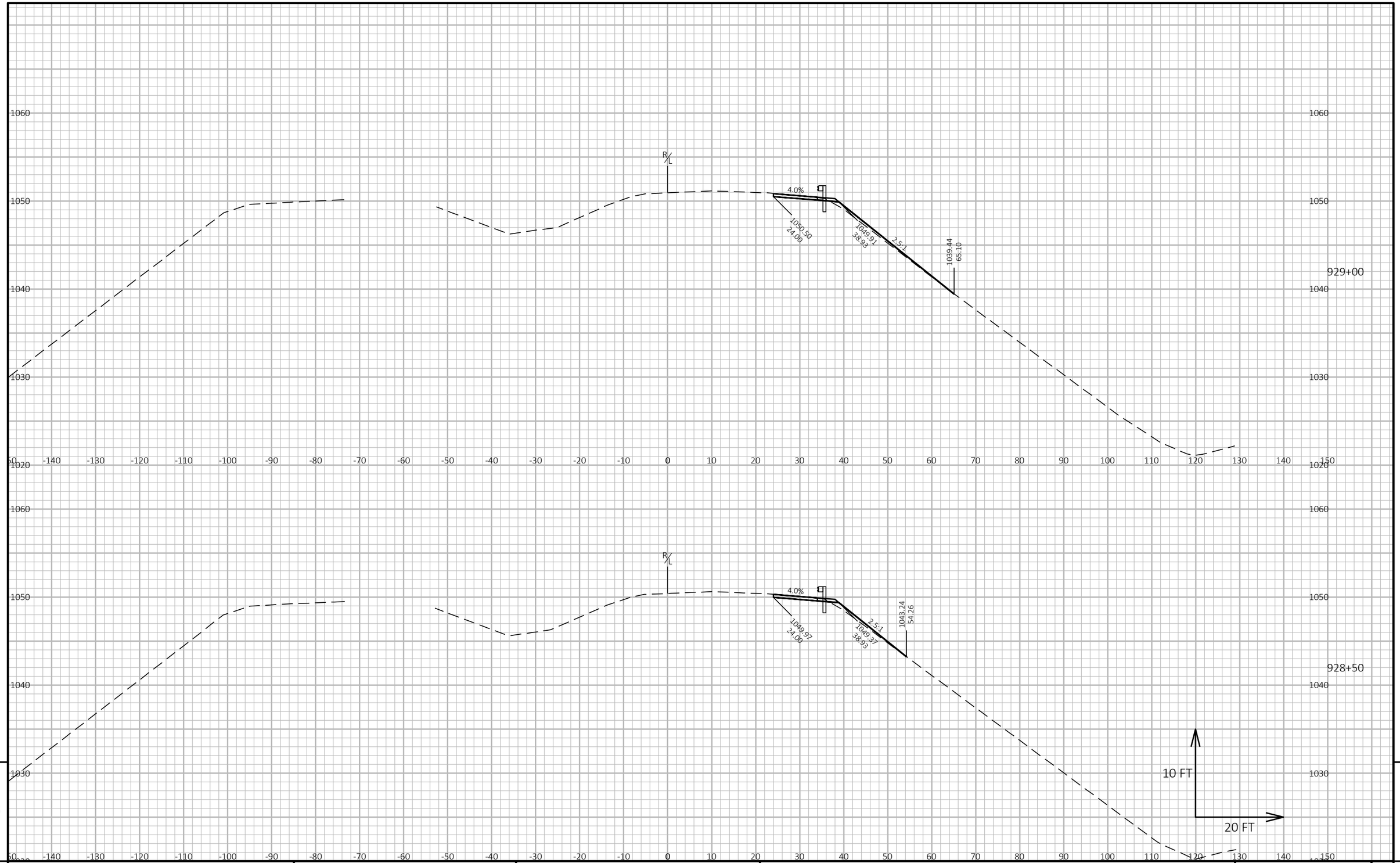
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 811	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 10/30/2020 3:20 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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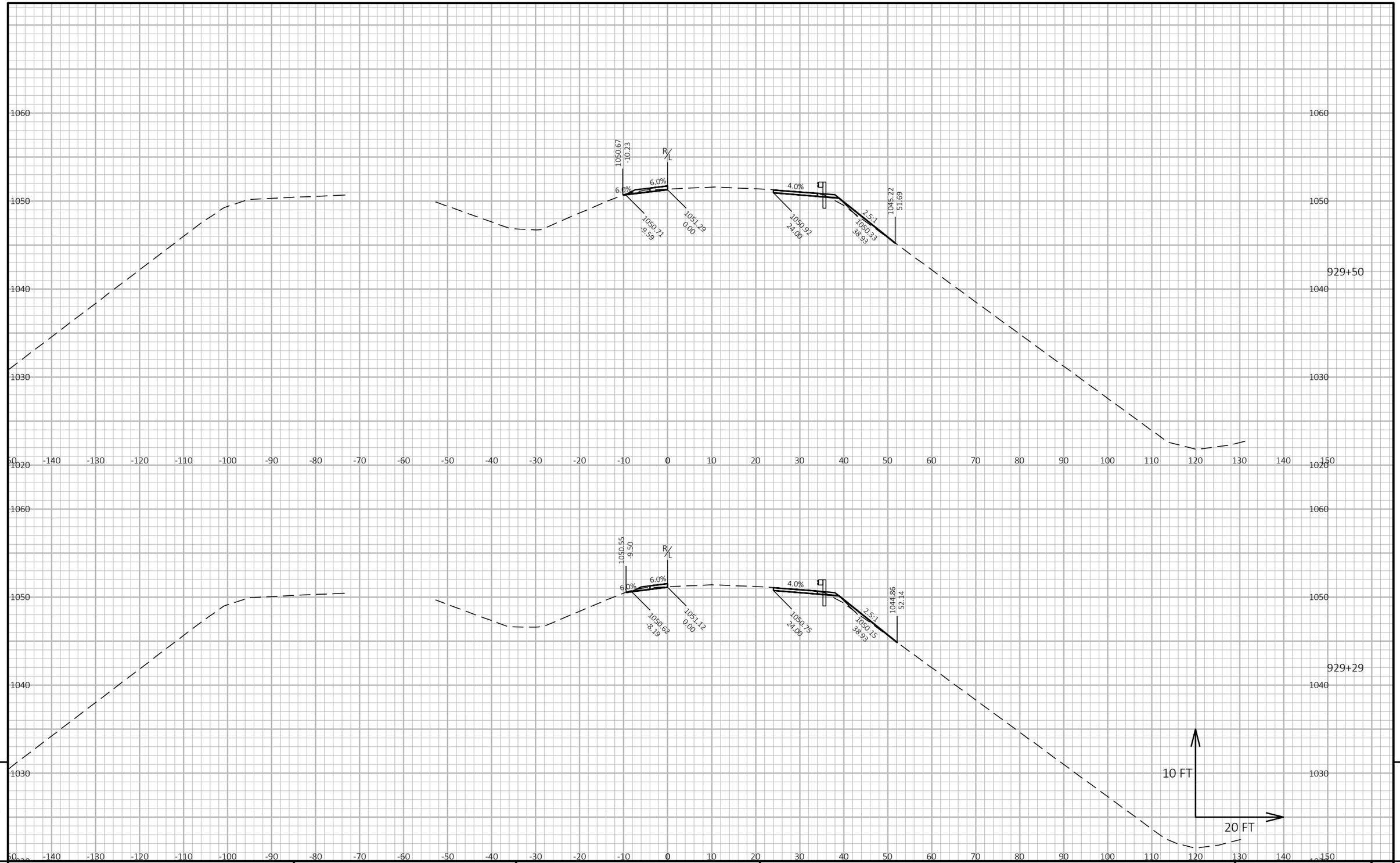
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 812	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 10/30/2020 3:20 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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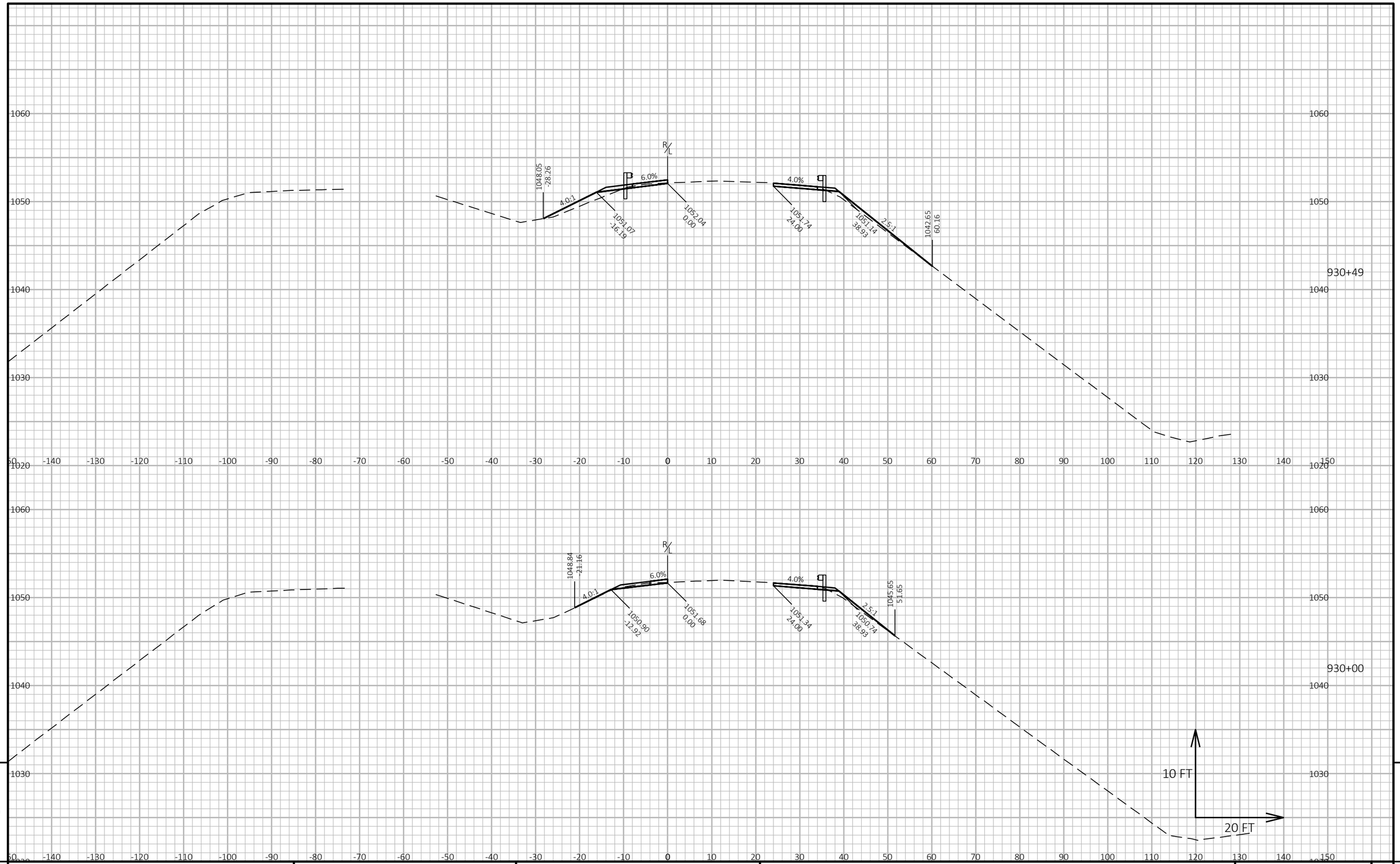
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 813	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/30/2020 3:21 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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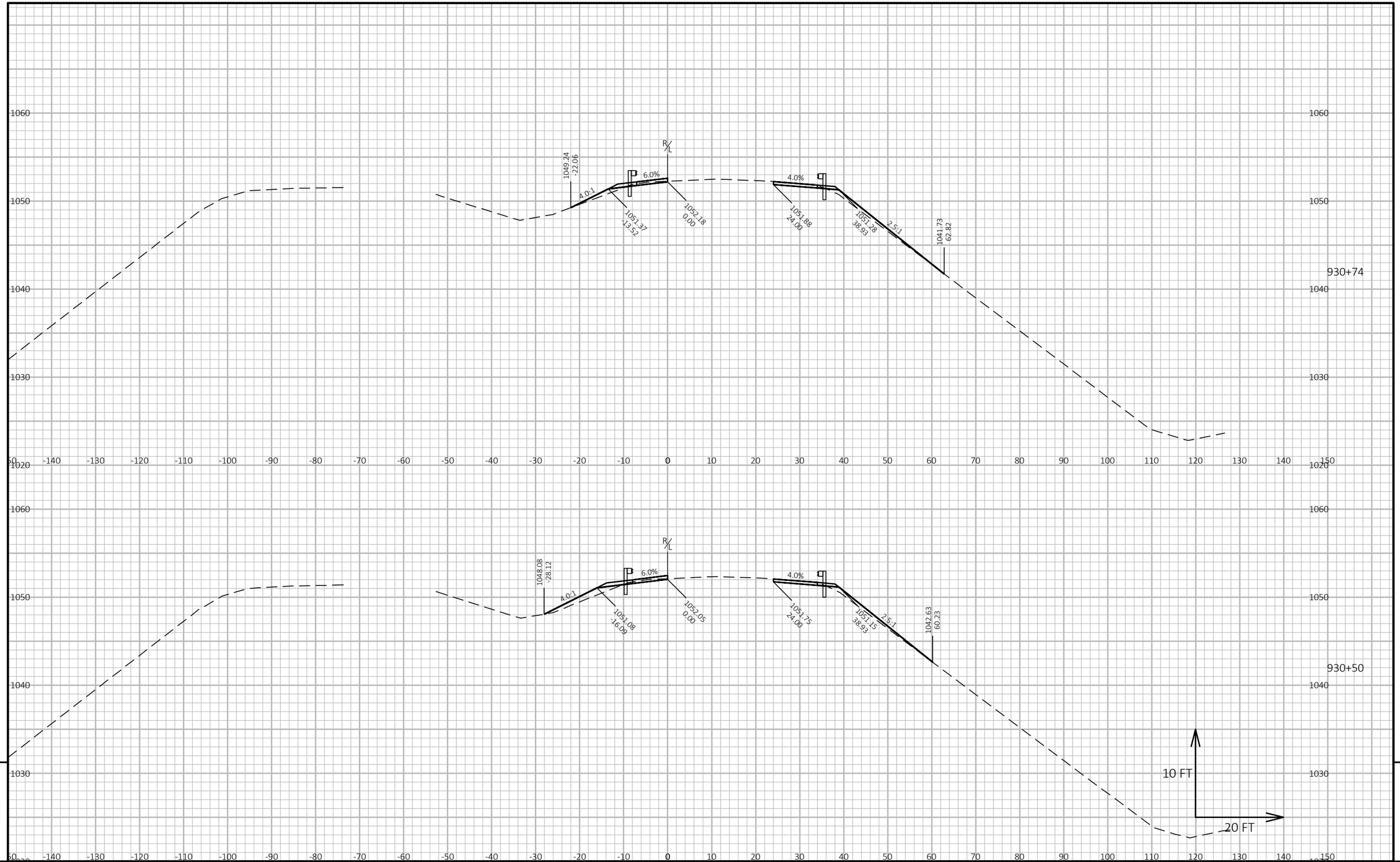
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 814	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 10/30/2020 3:21 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

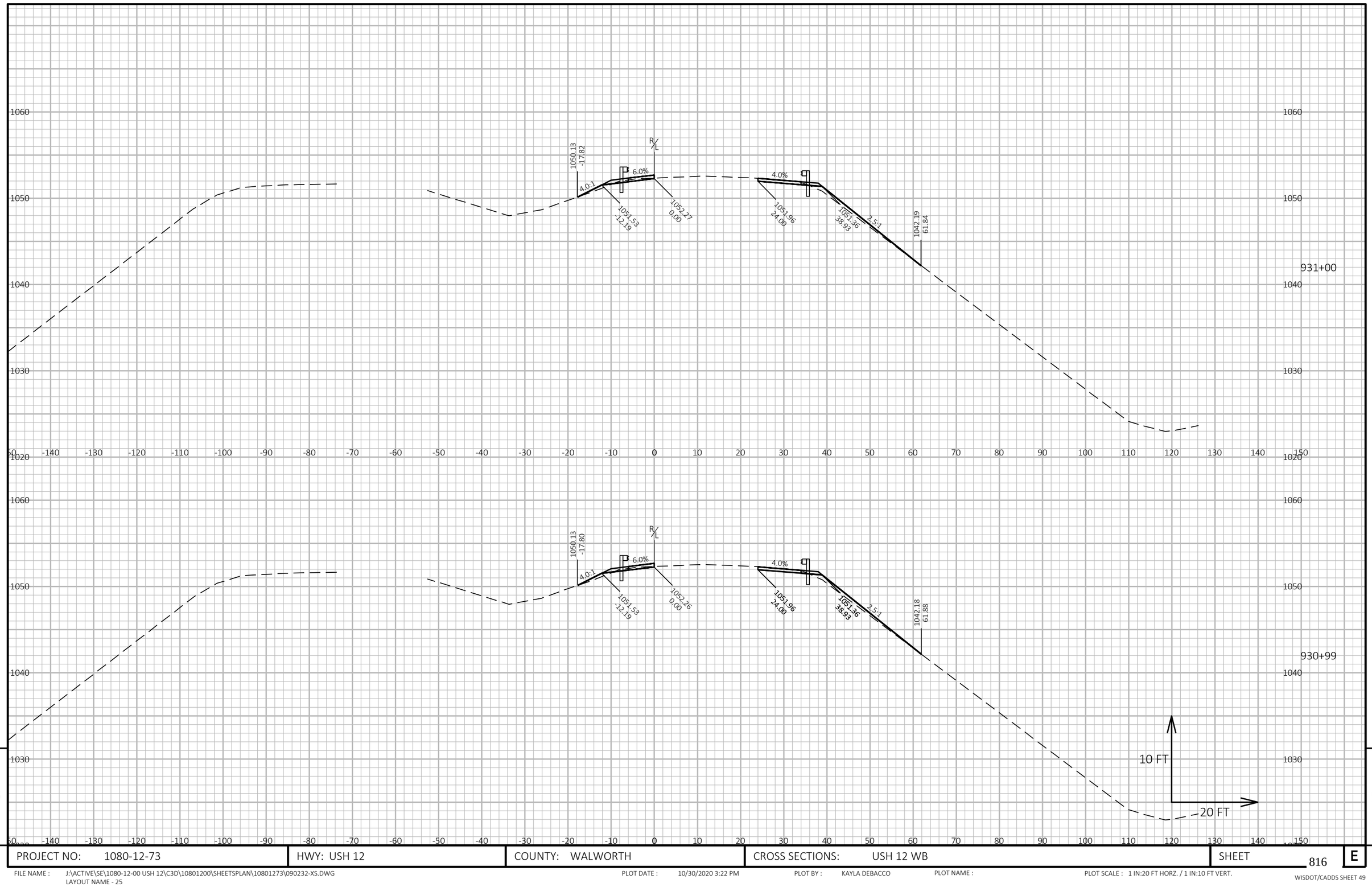


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 815	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 10/30/2020 3:21 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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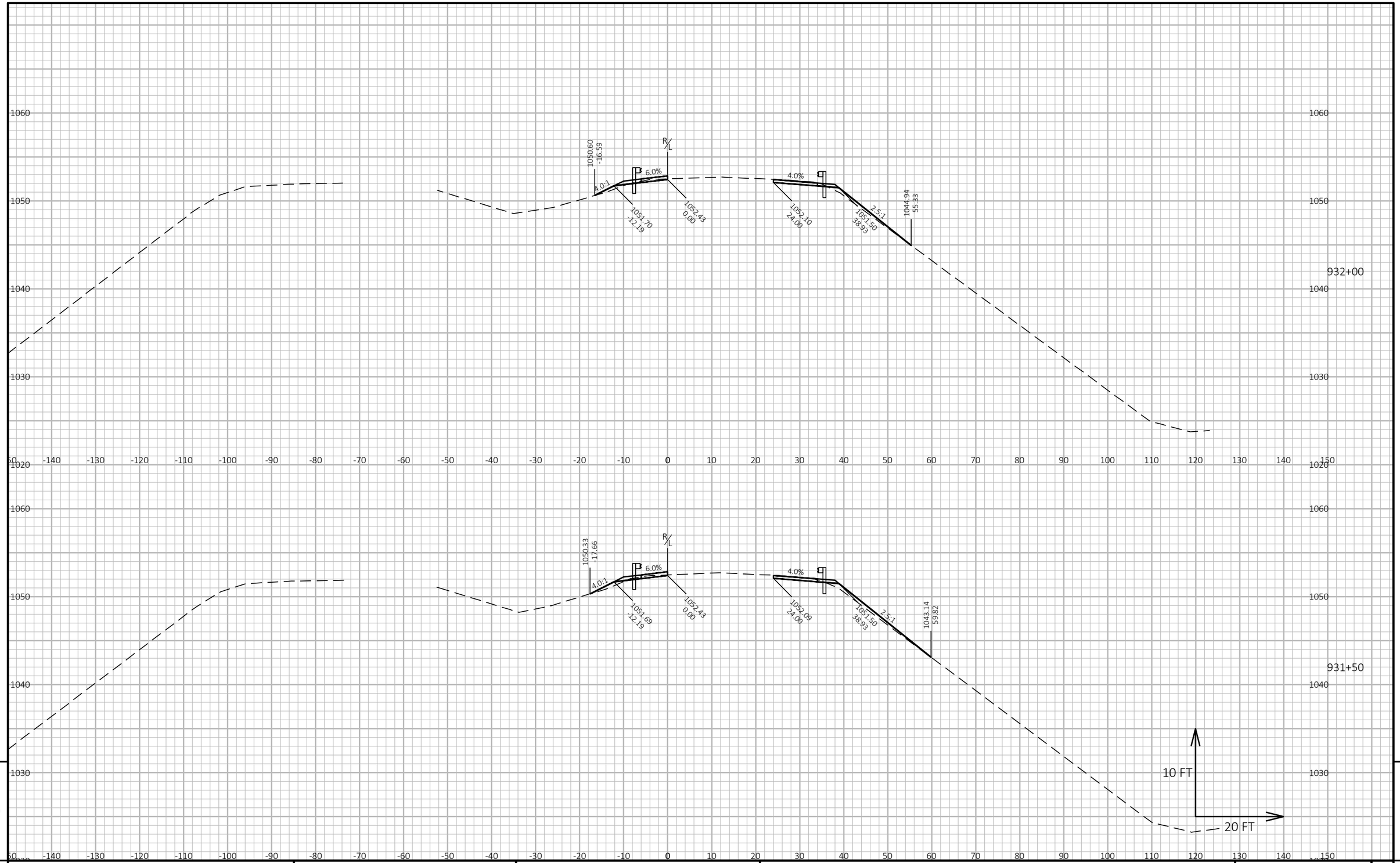
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 816	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 10/30/2020 3:22 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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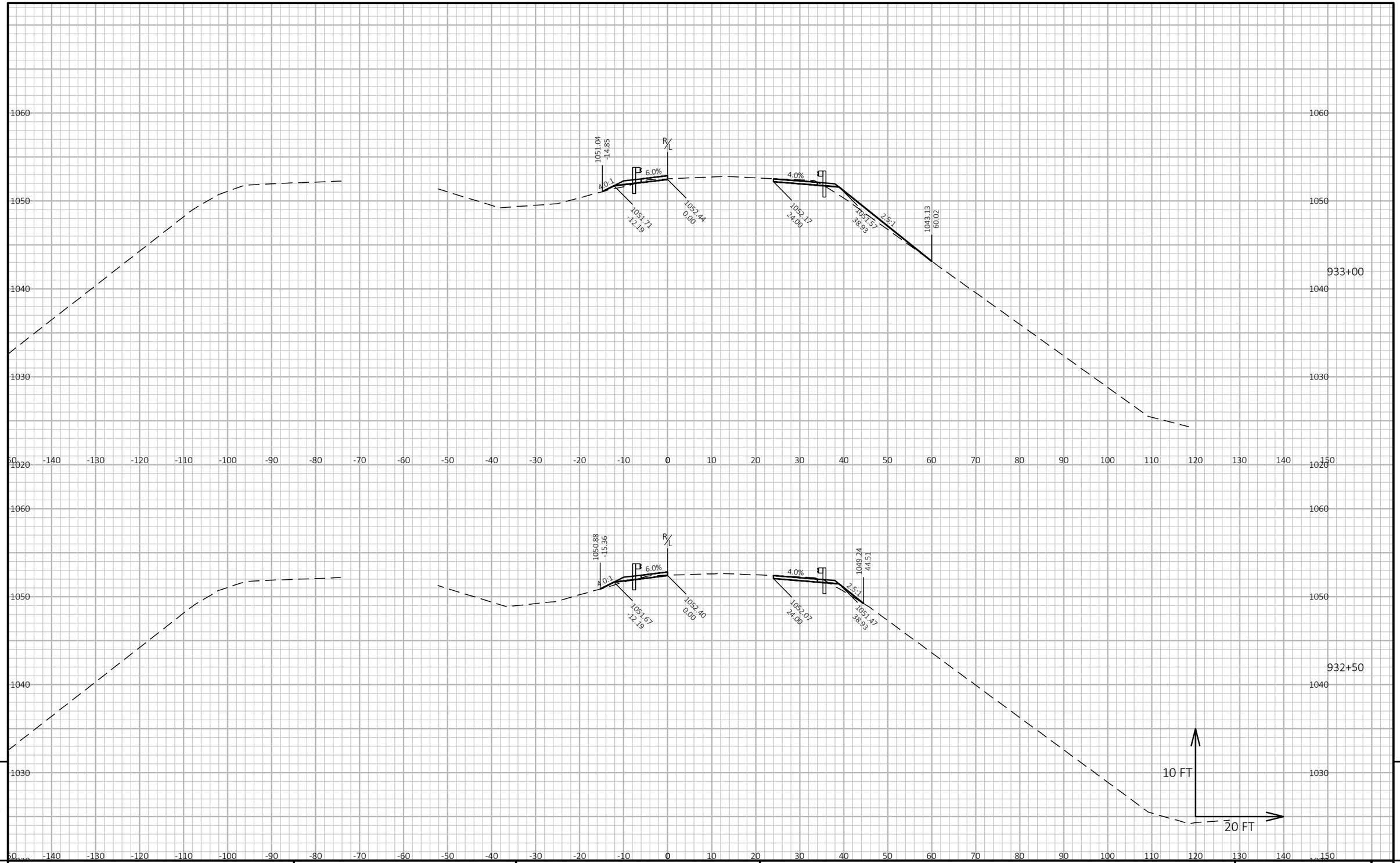
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 817	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 10/30/2020 3:22 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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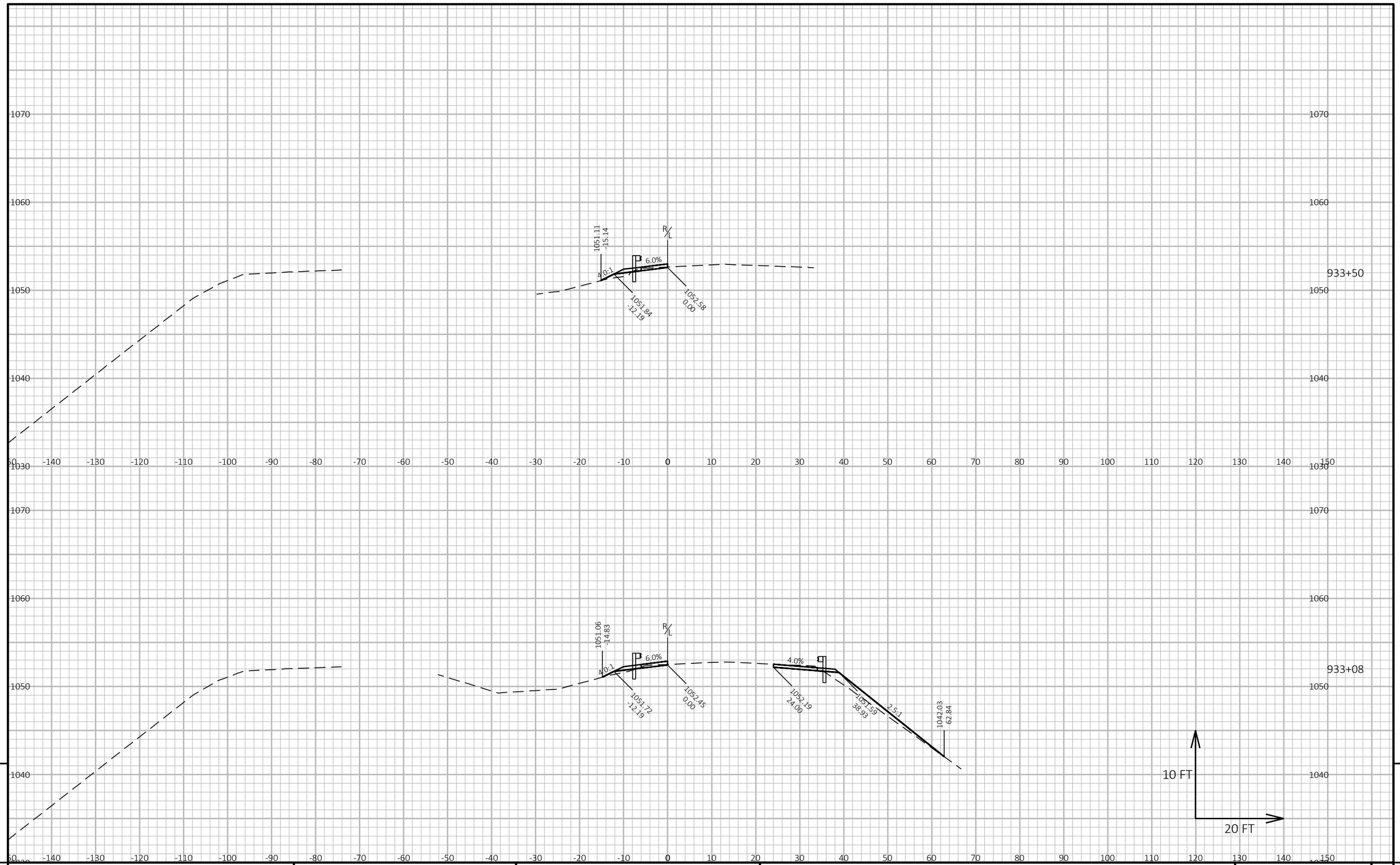
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 818	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 10/30/2020 3:22 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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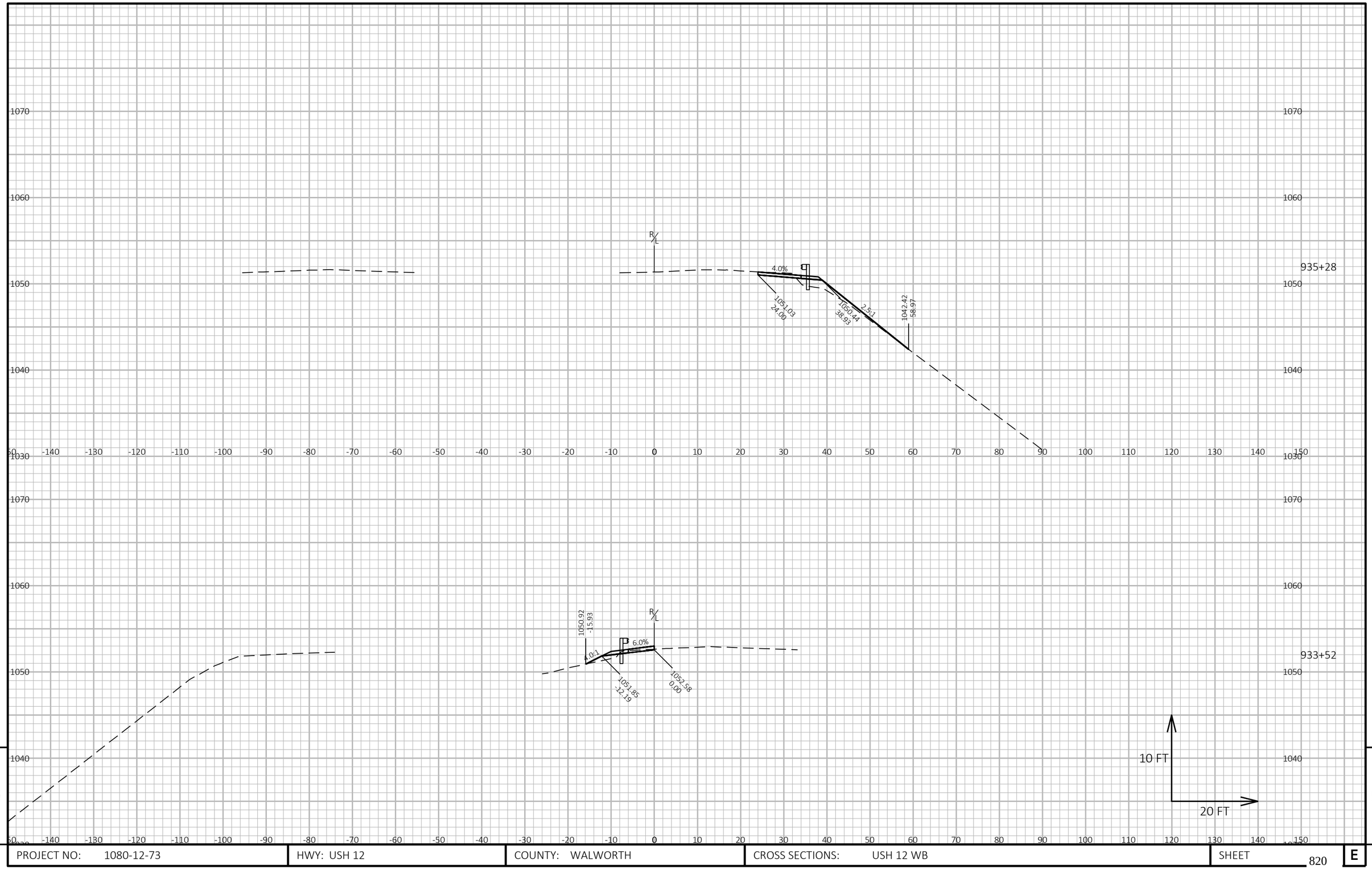
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 819	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 10/30/2020 3:23 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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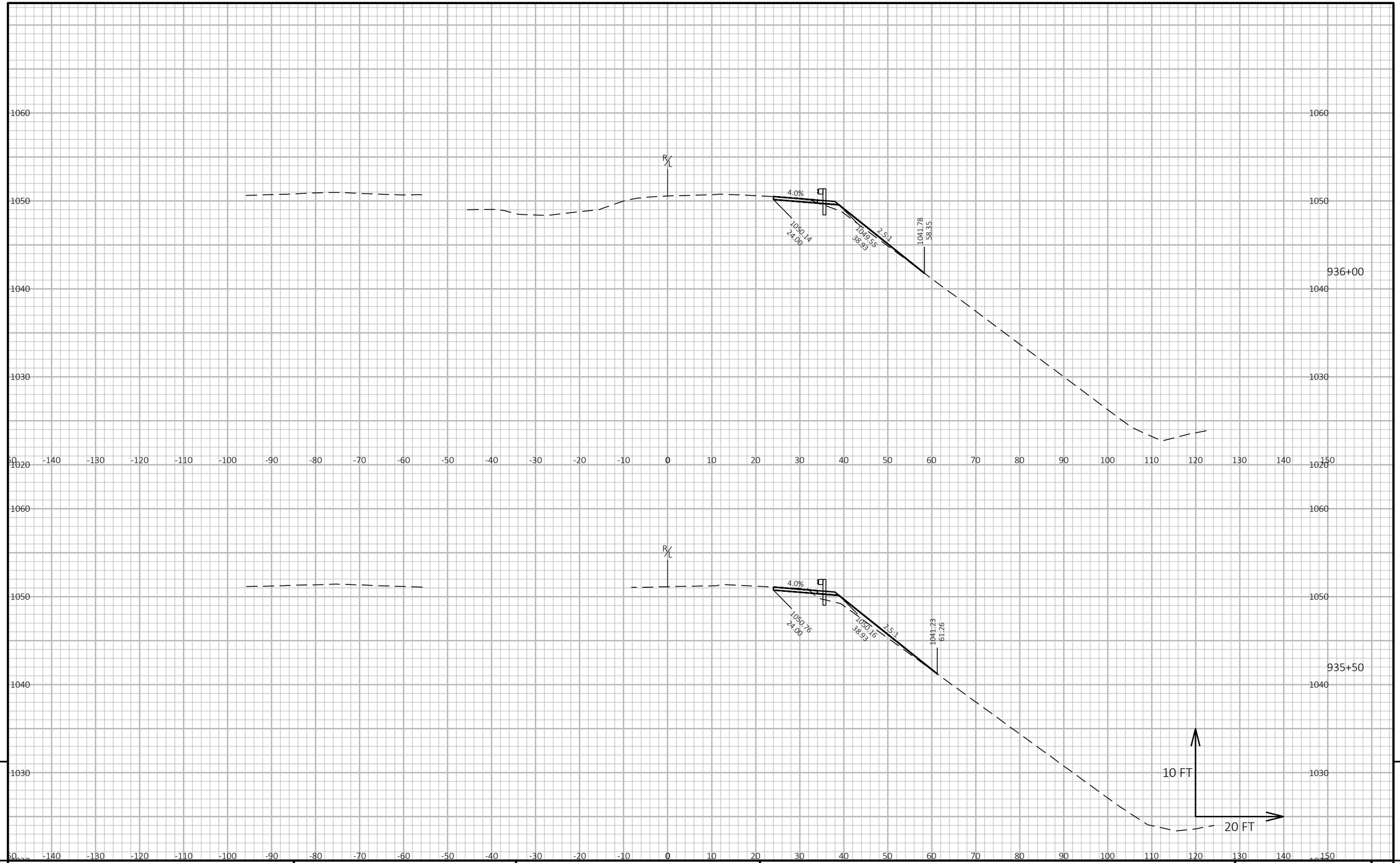
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 820	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 10/30/2020 3:23 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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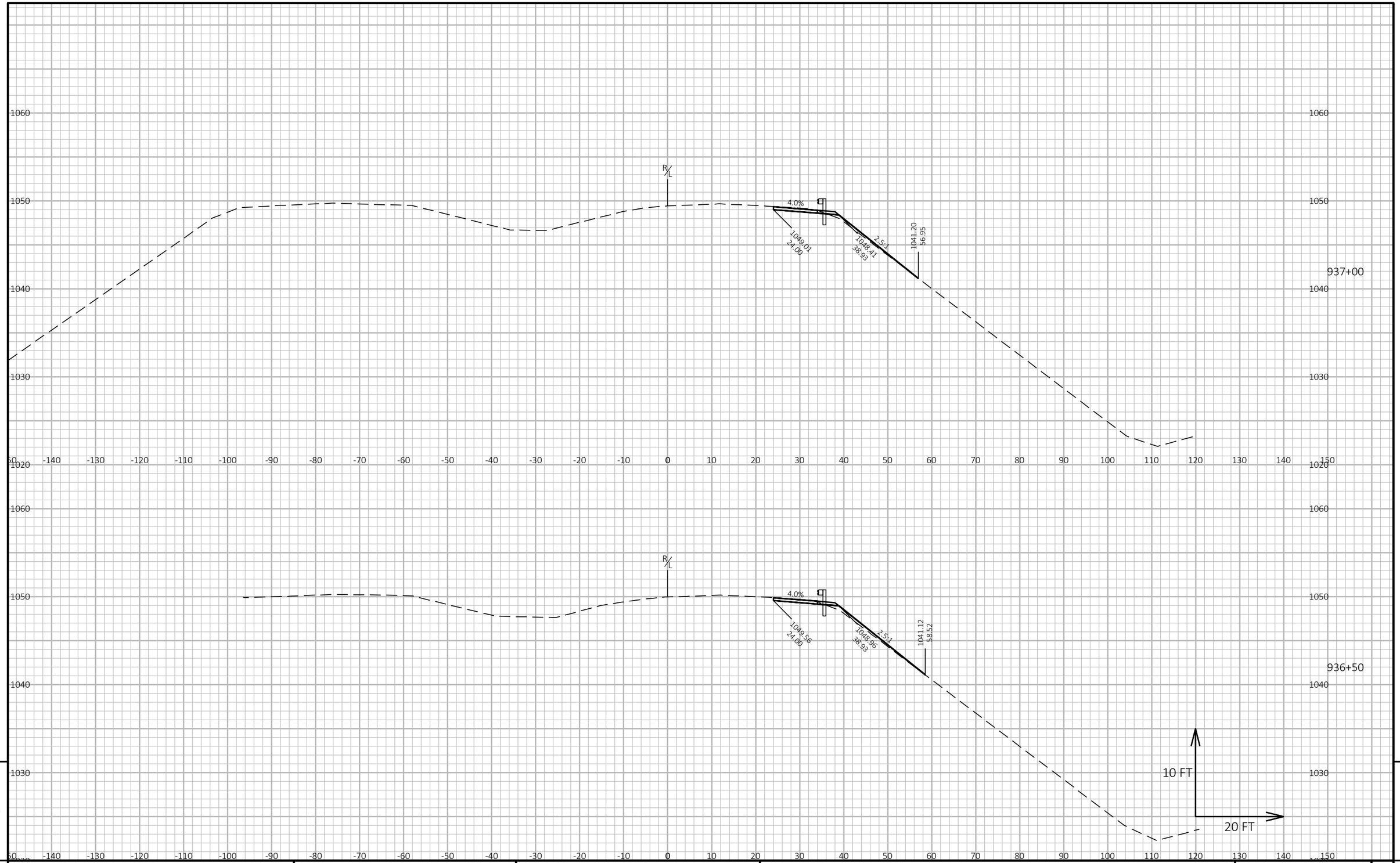
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 821	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 10/30/2020 3:23 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



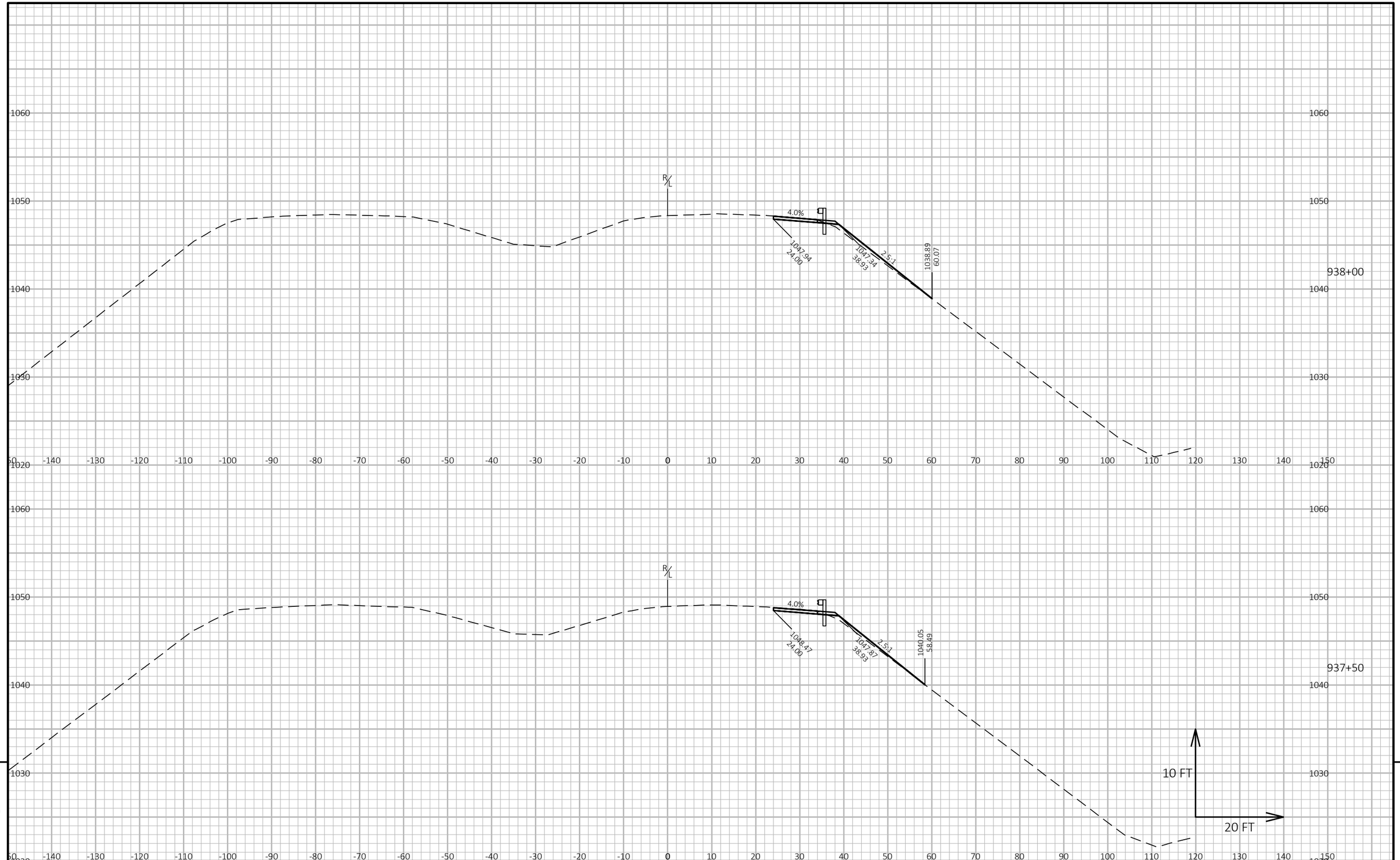
9 9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 822	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 10/30/2020 3:24 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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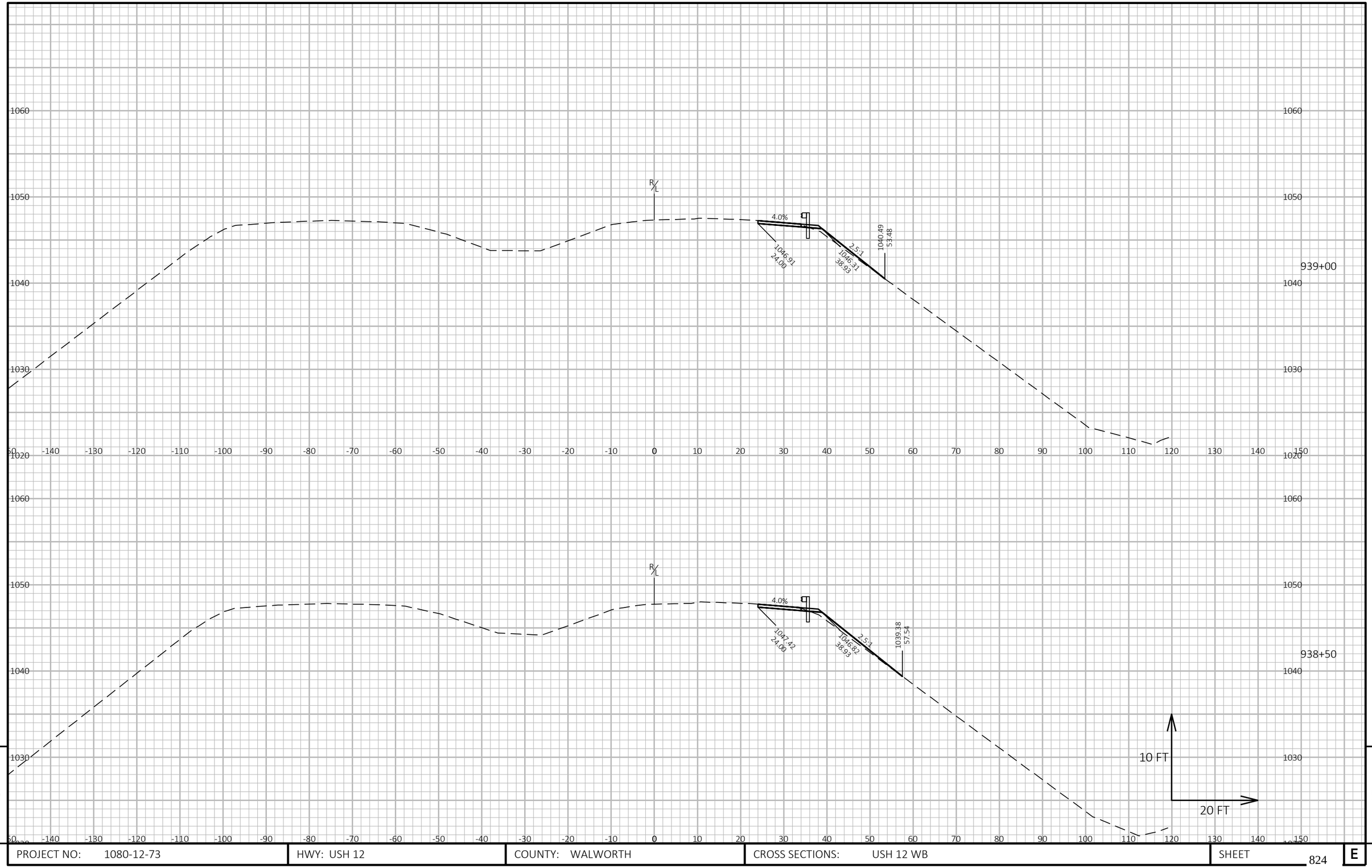
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 823	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 10/30/2020 3:24 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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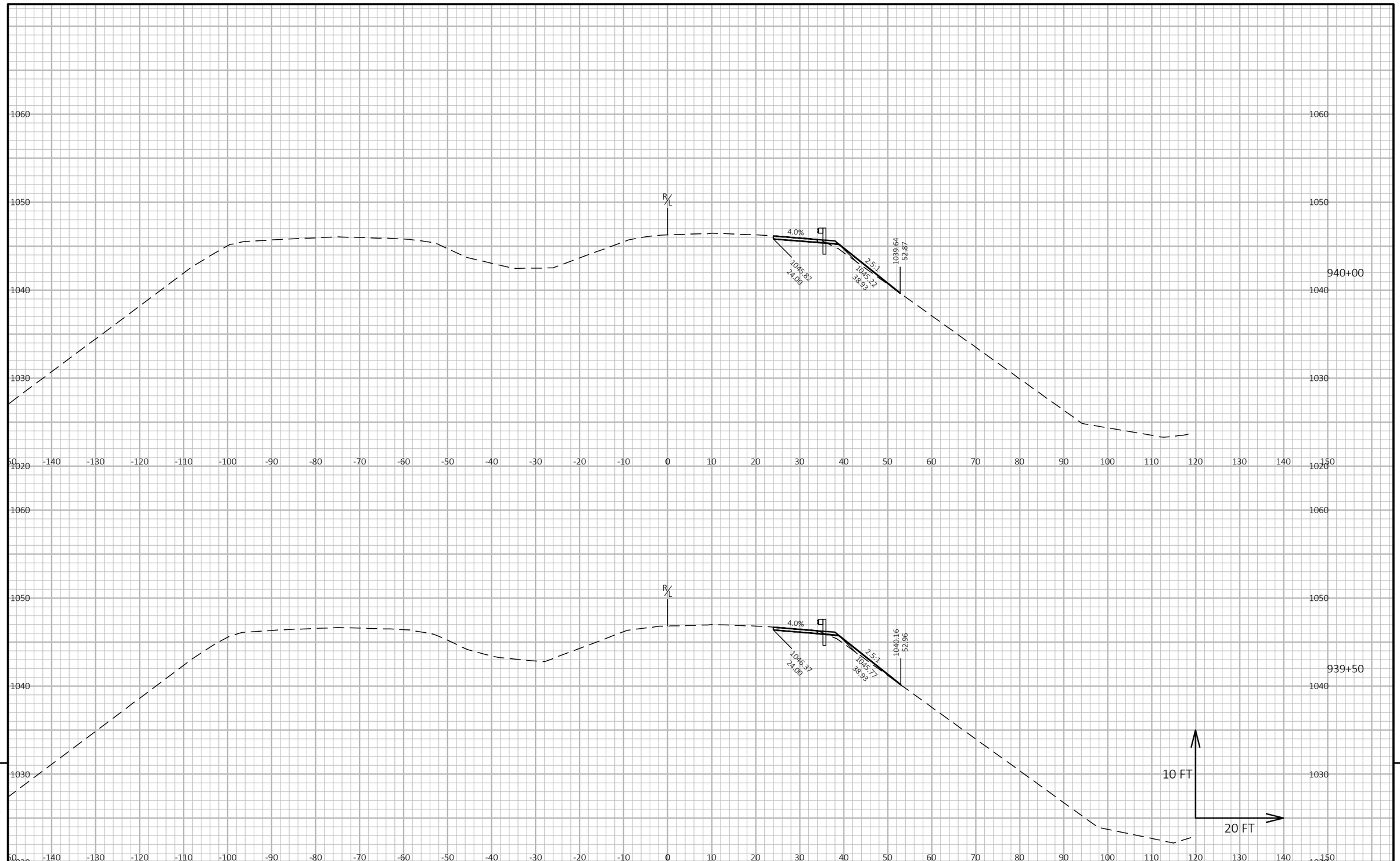
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 824	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 10/30/2020 3:24 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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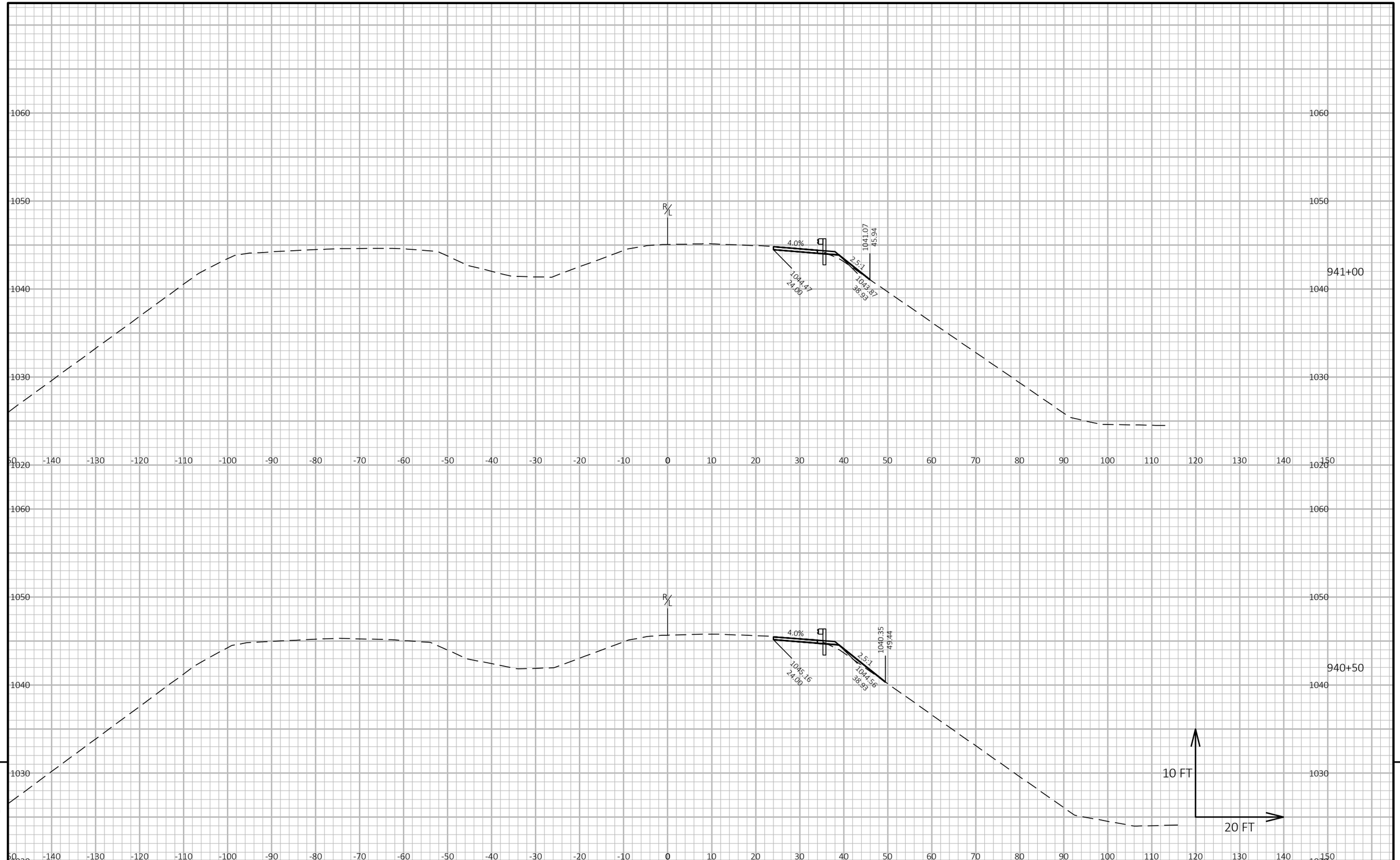
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 825	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 10/30/2020 3:25 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

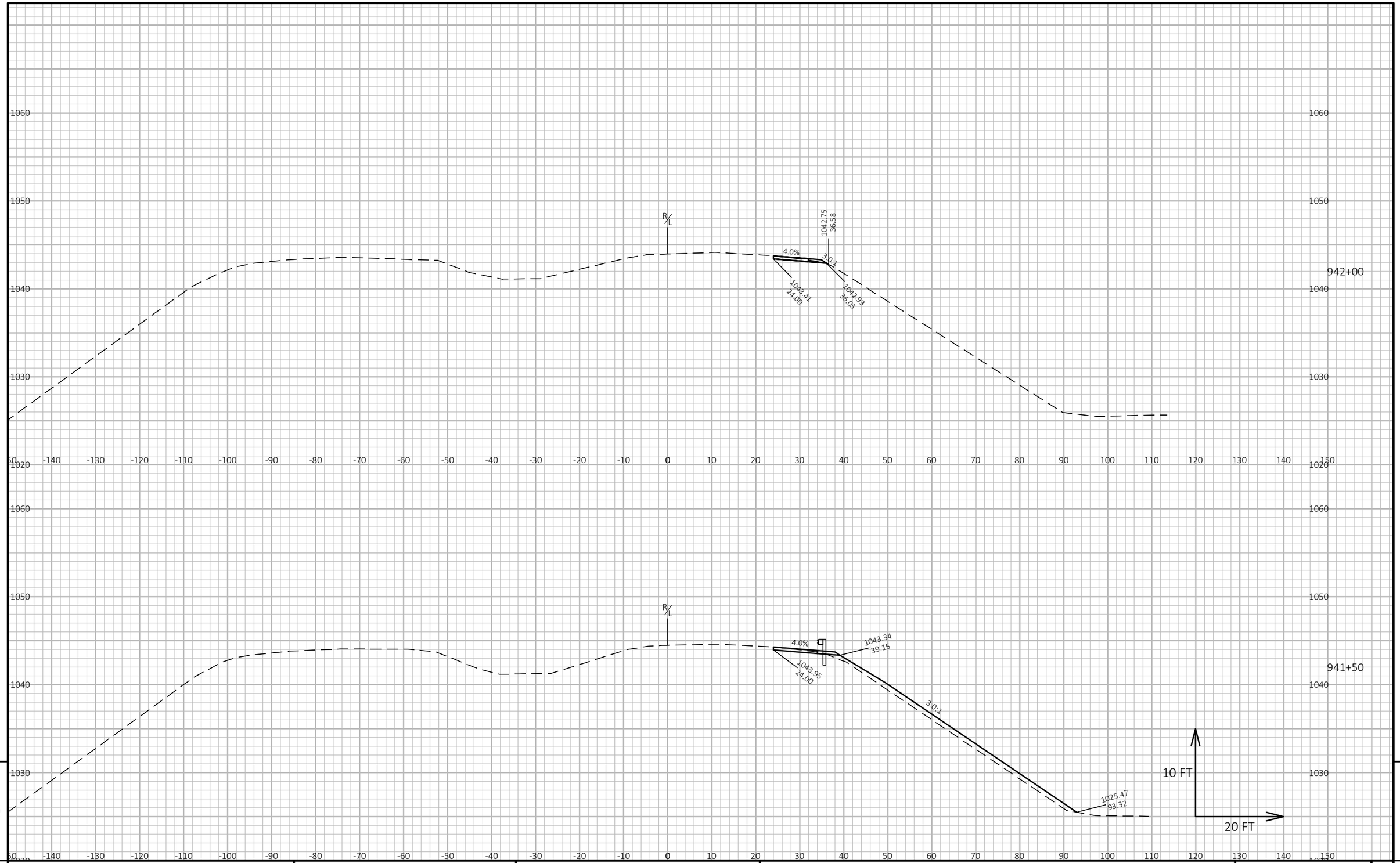
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 826	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 10/30/2020 3:25 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

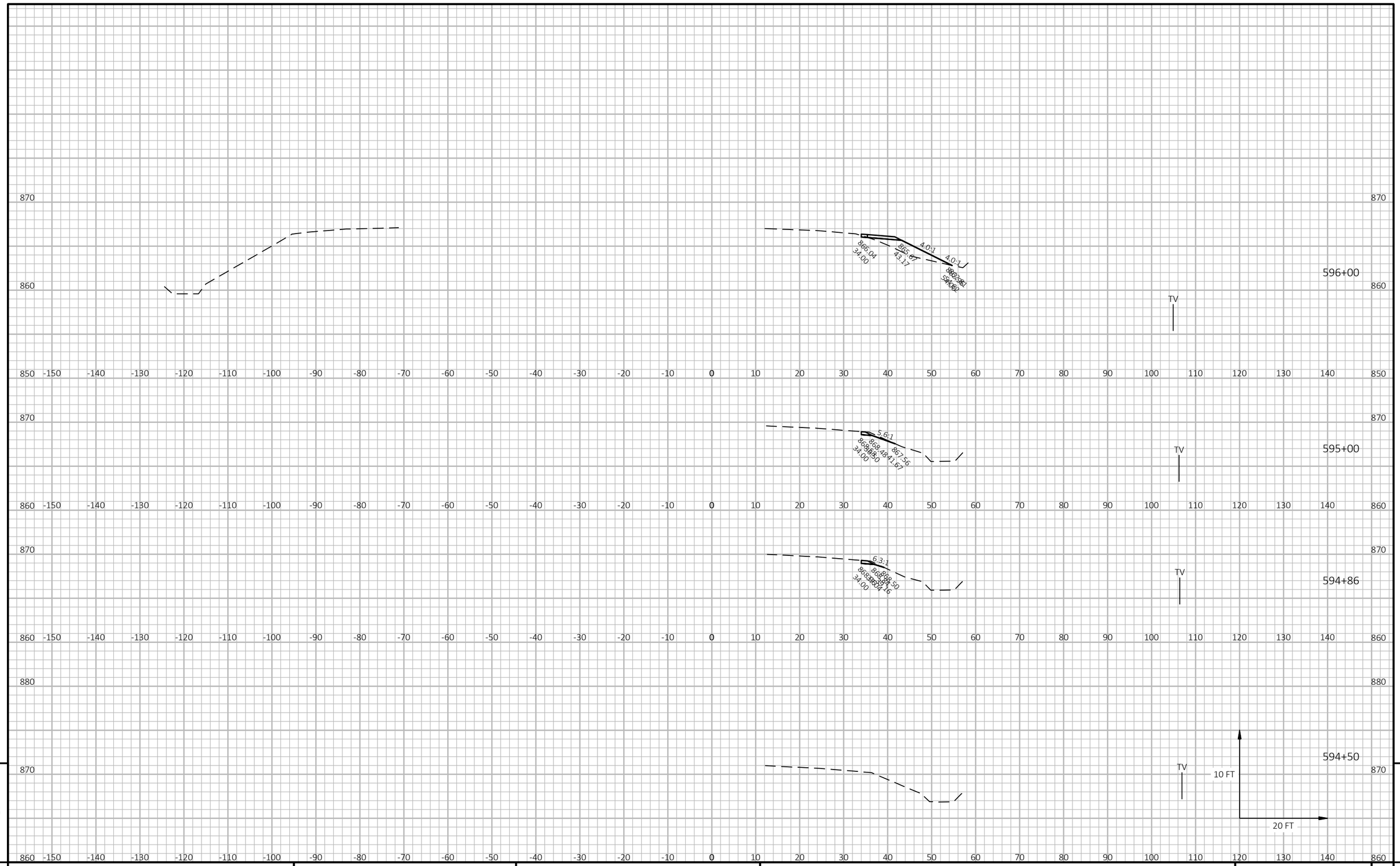
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 827	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090232-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 10/30/2020 3:25 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (WHITE RIVER)	SHEET 828	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:27 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

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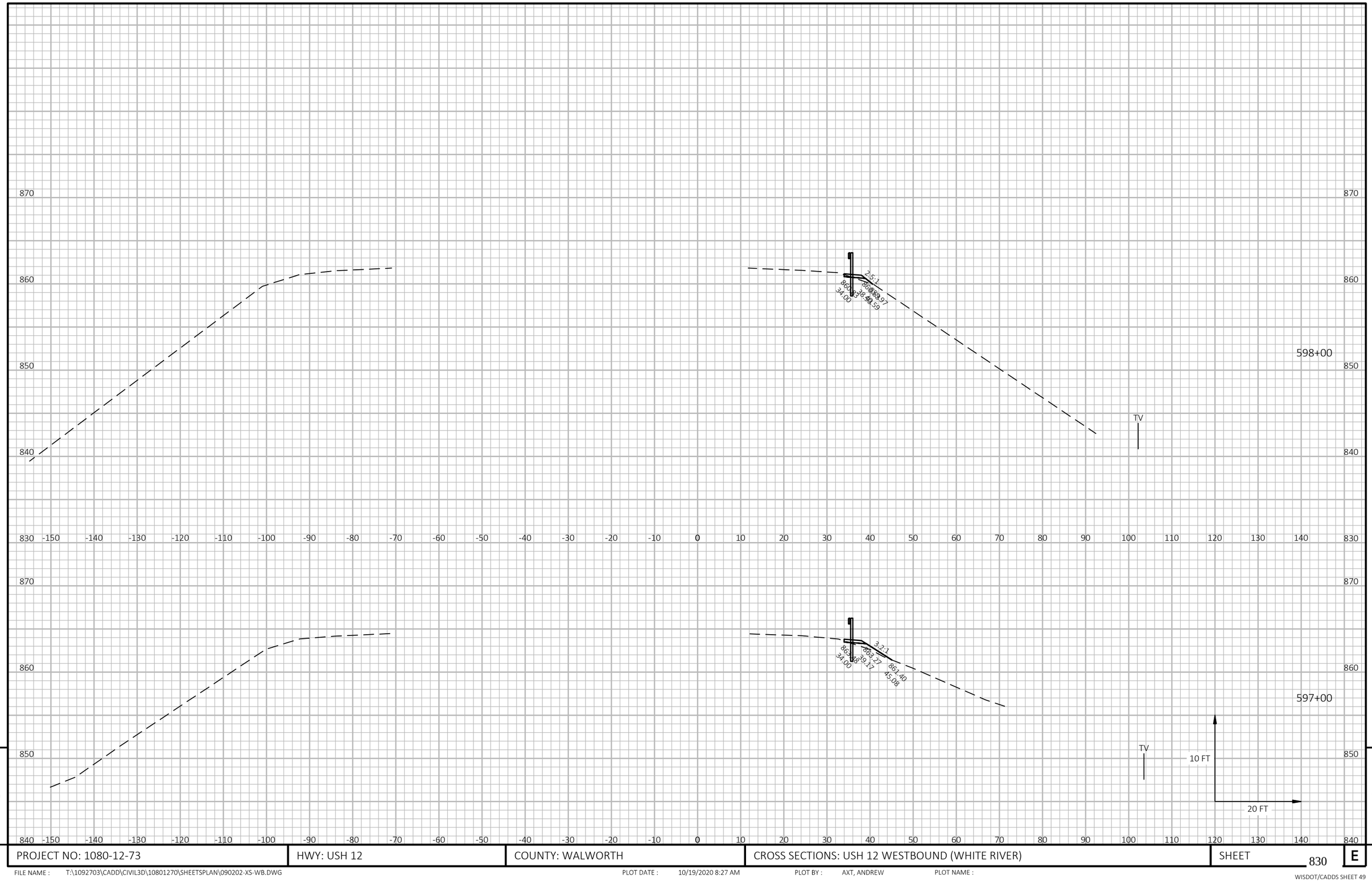
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (WHITE RIVER)	SHEET 829	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:27 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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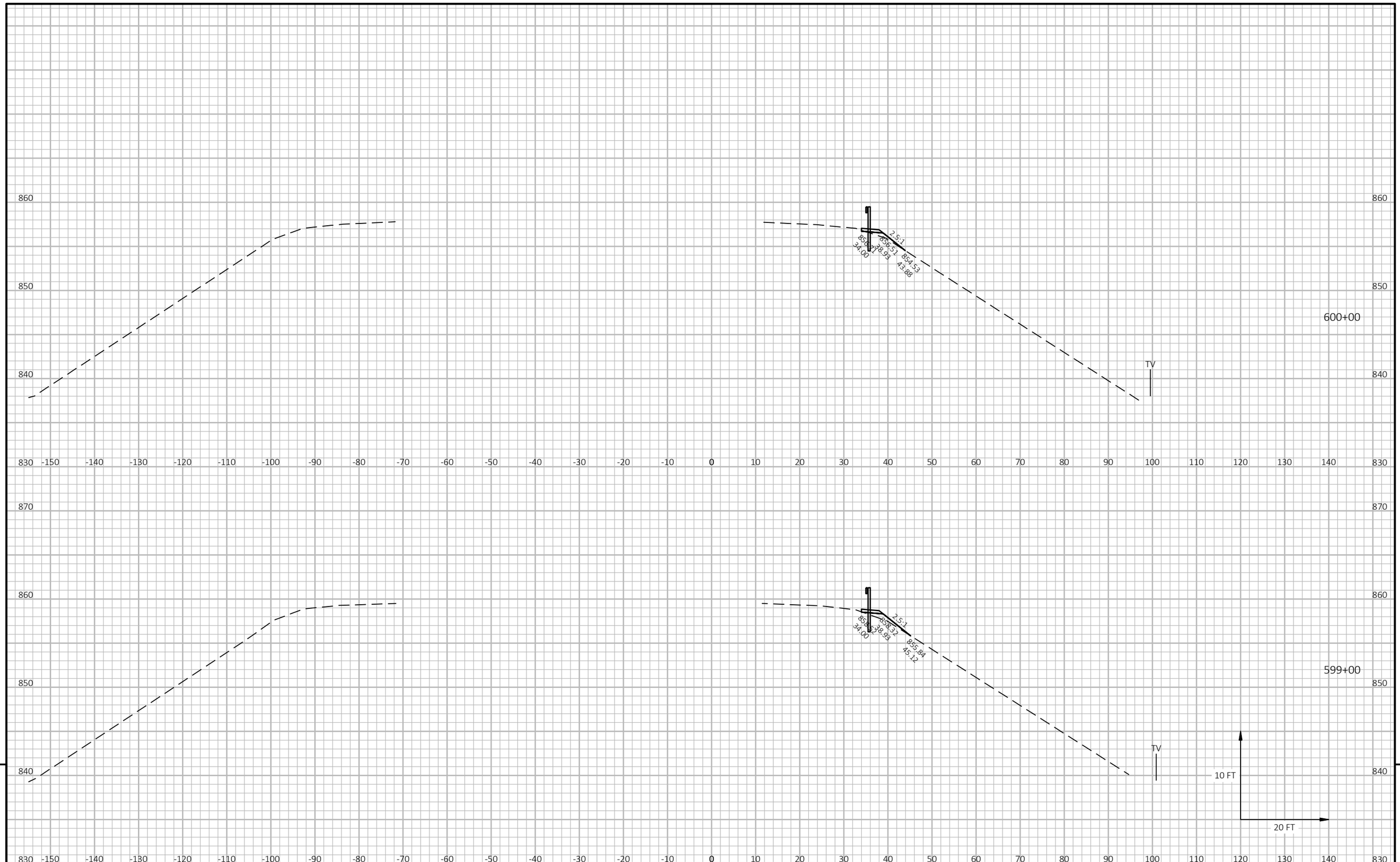
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (WHITE RIVER)	SHEET 830	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:27 AM PLOT BY : AXT, ANDREW PLOT NAME :



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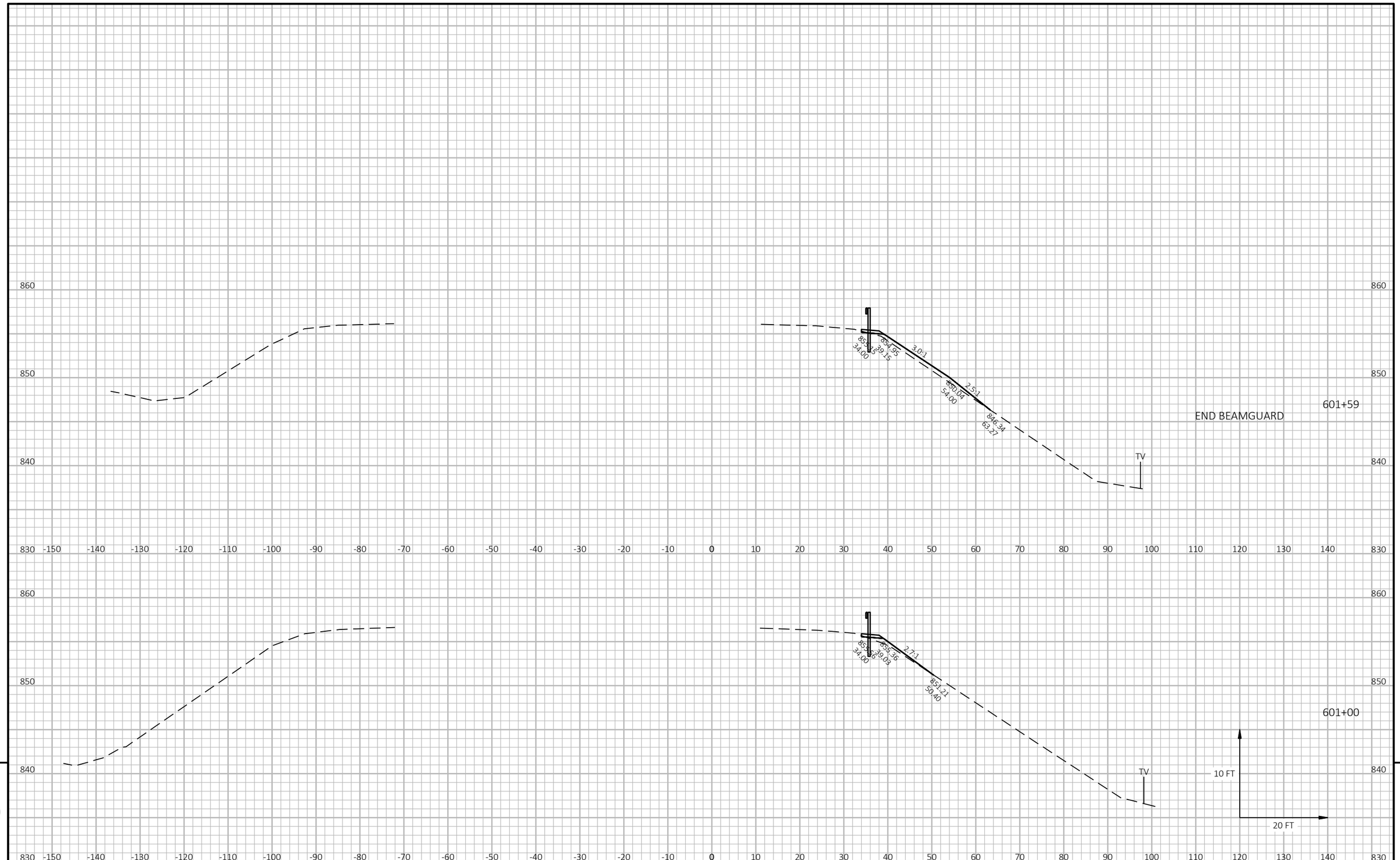
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (WHITE RIVER)	SHEET 831	E

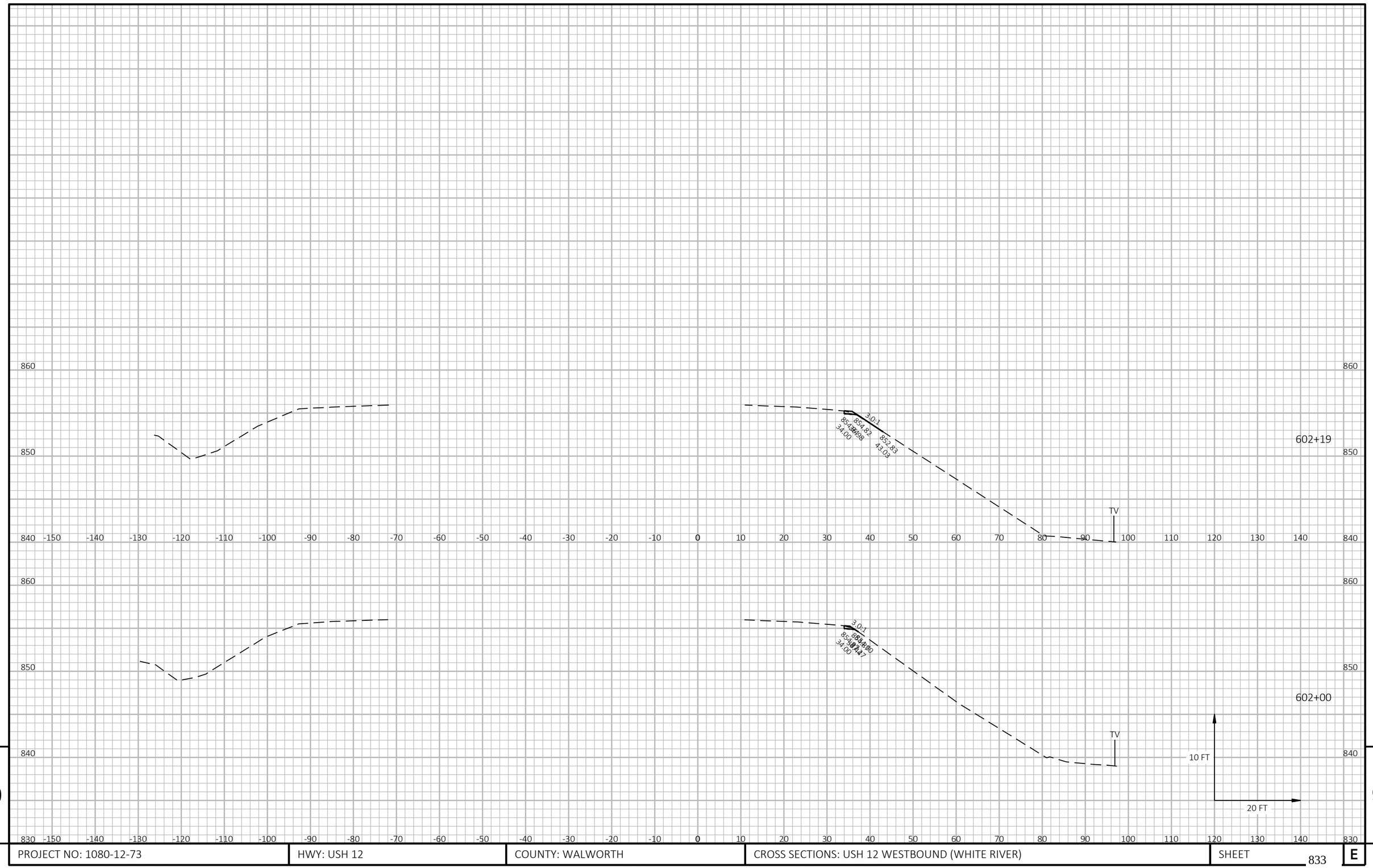
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:27 AM PLOT BY : AXT, ANDREW PLOT NAME :



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (WHITE RIVER)	SHEET 832	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:27 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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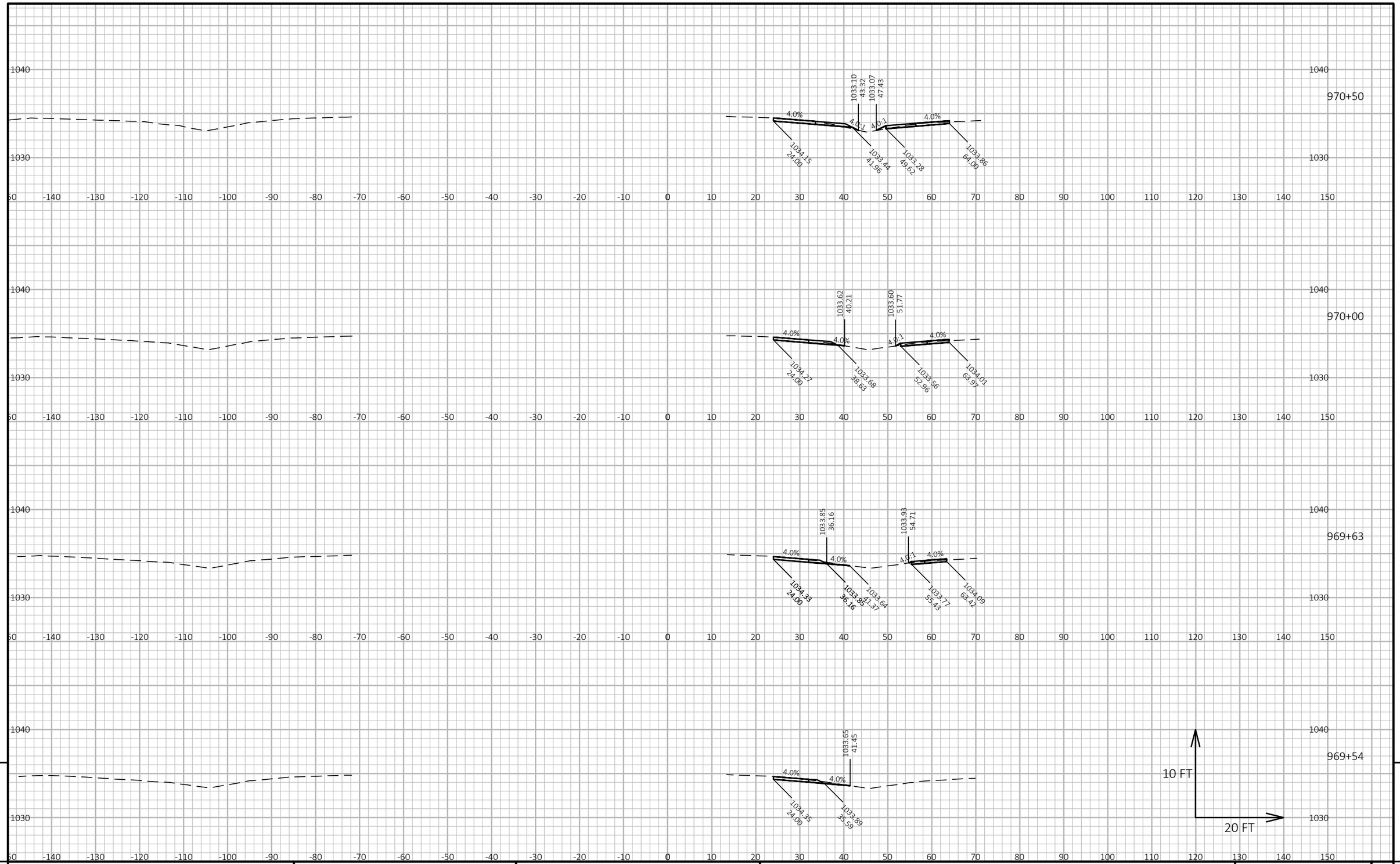
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (WHITE RIVER)	SHEET 833	E



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 834	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 01

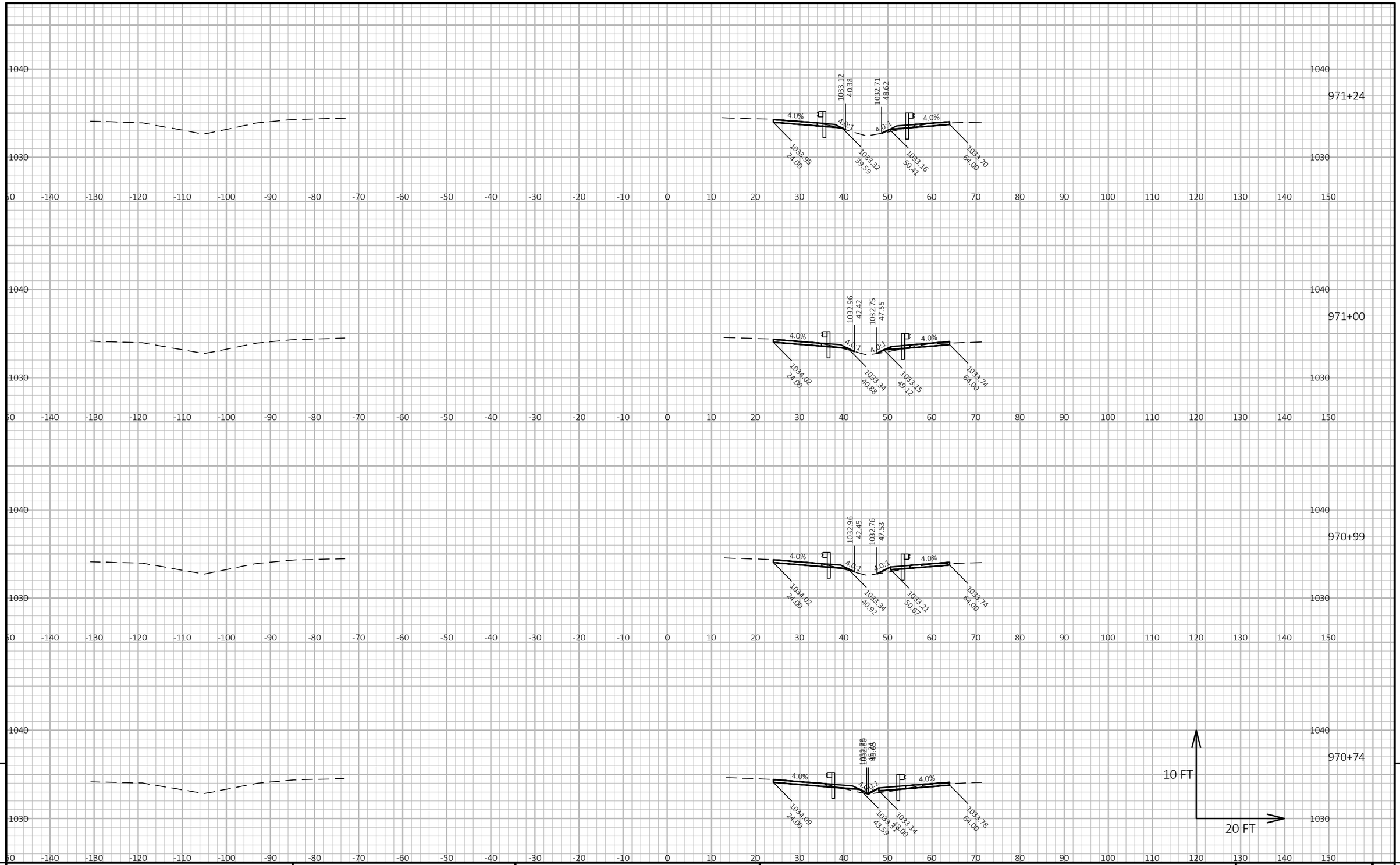
PLOT DATE : 11/1/2020 6:01 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

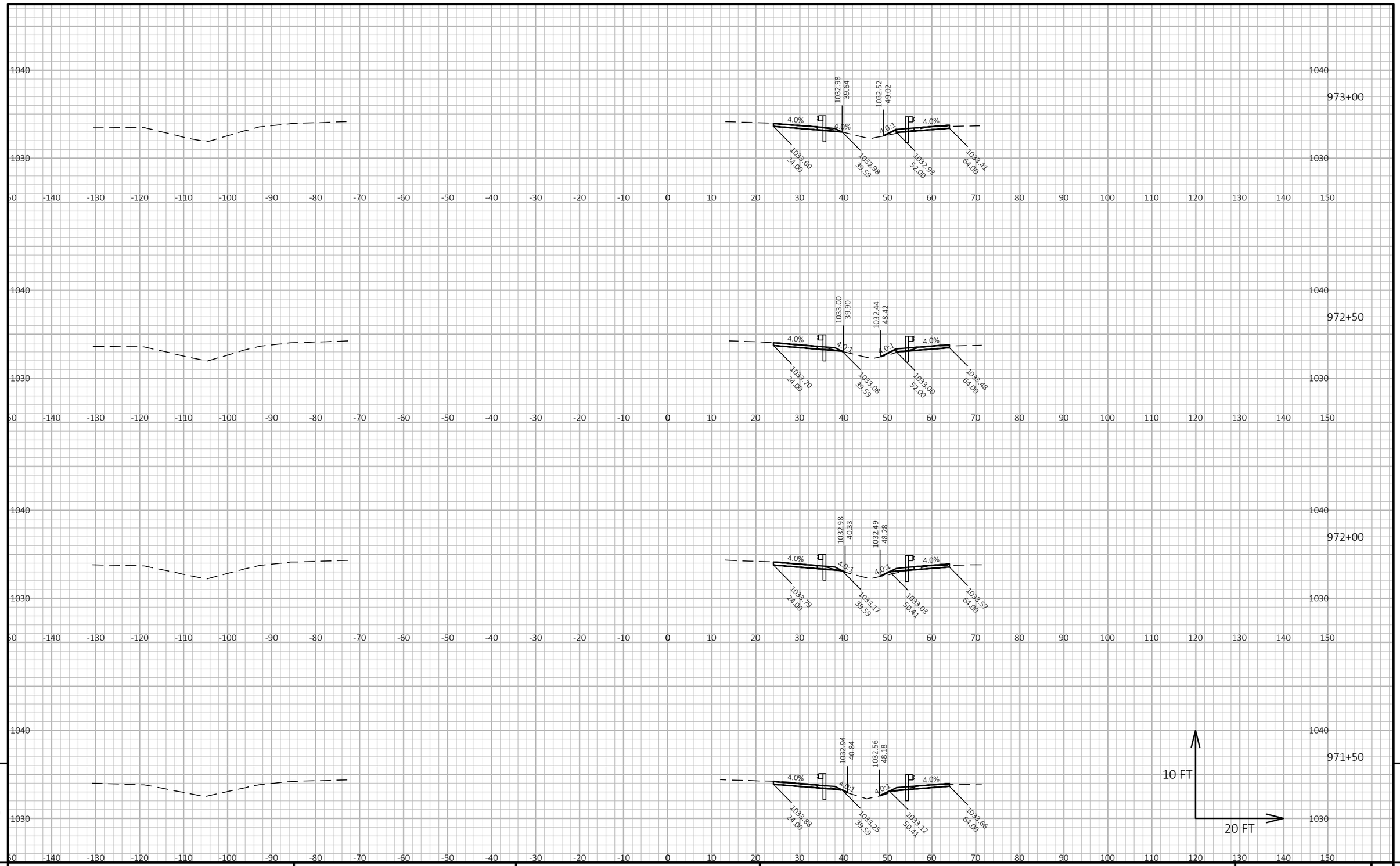


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 835	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 6:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 836	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 03

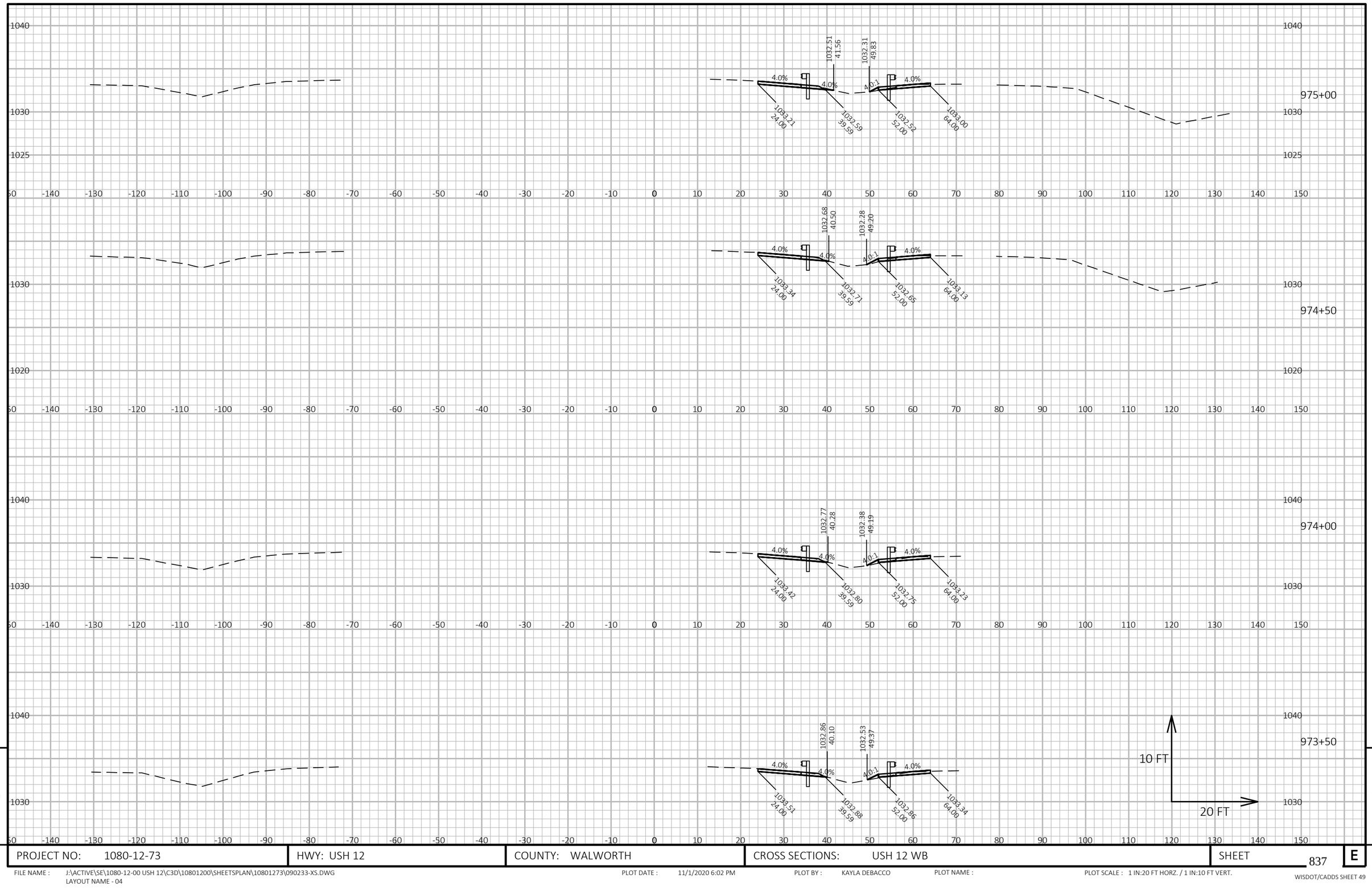
PLOT DATE : 11/1/2020 6:02 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 837	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/1/2020 6:02 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 838	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 05

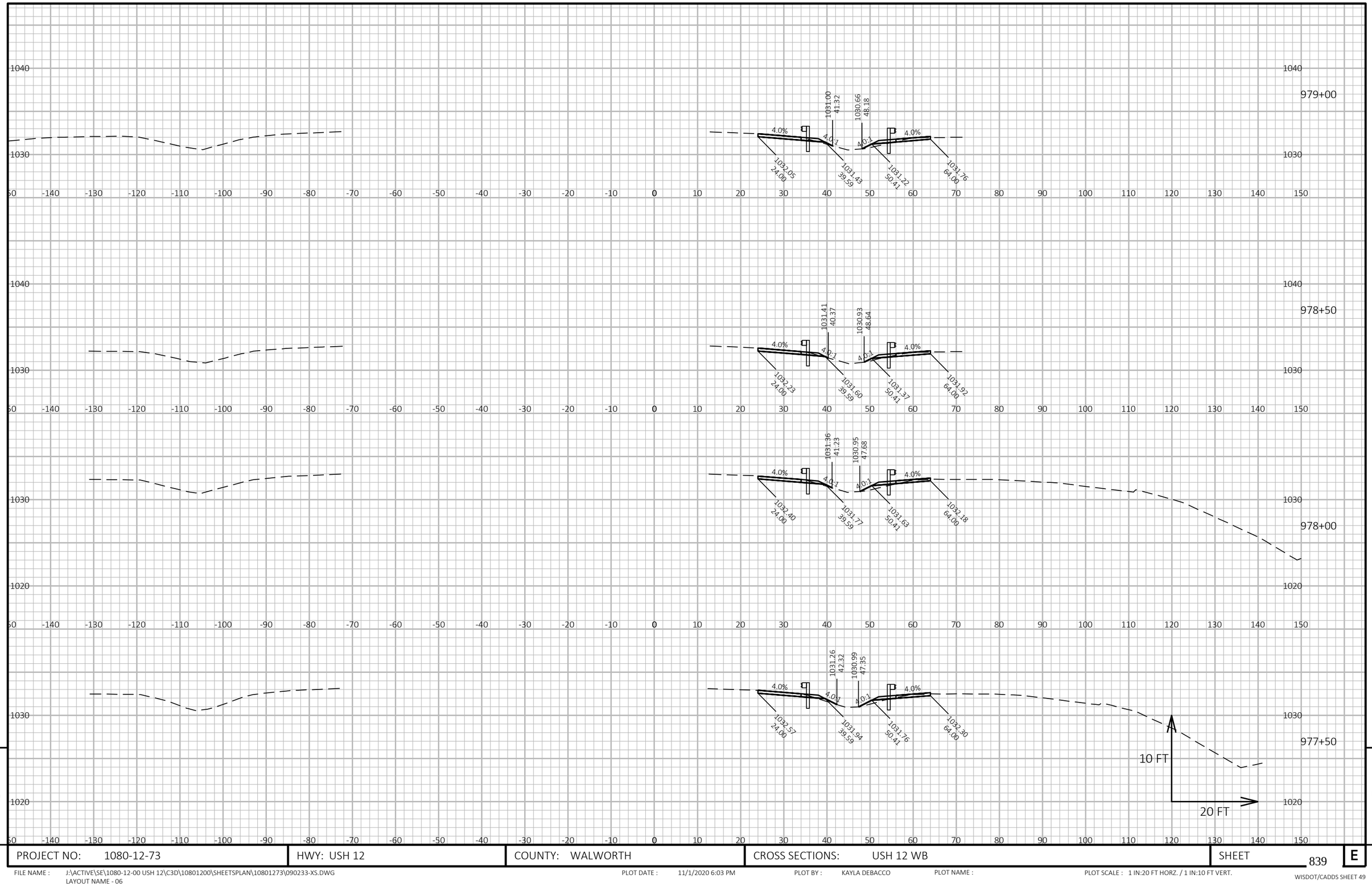
PLOT DATE : 11/1/2020 6:02 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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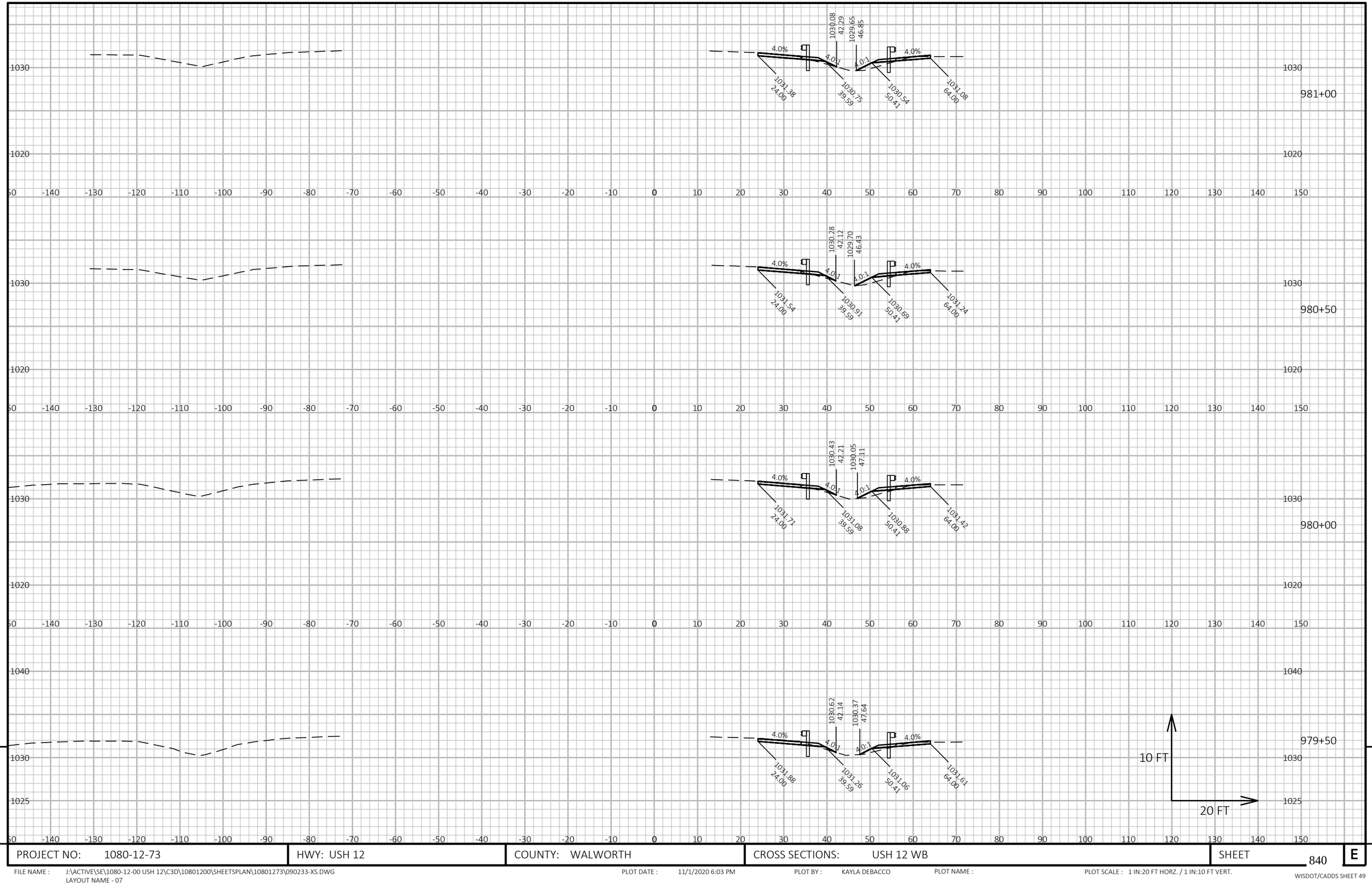
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 839	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 11/1/2020 6:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 840	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 07

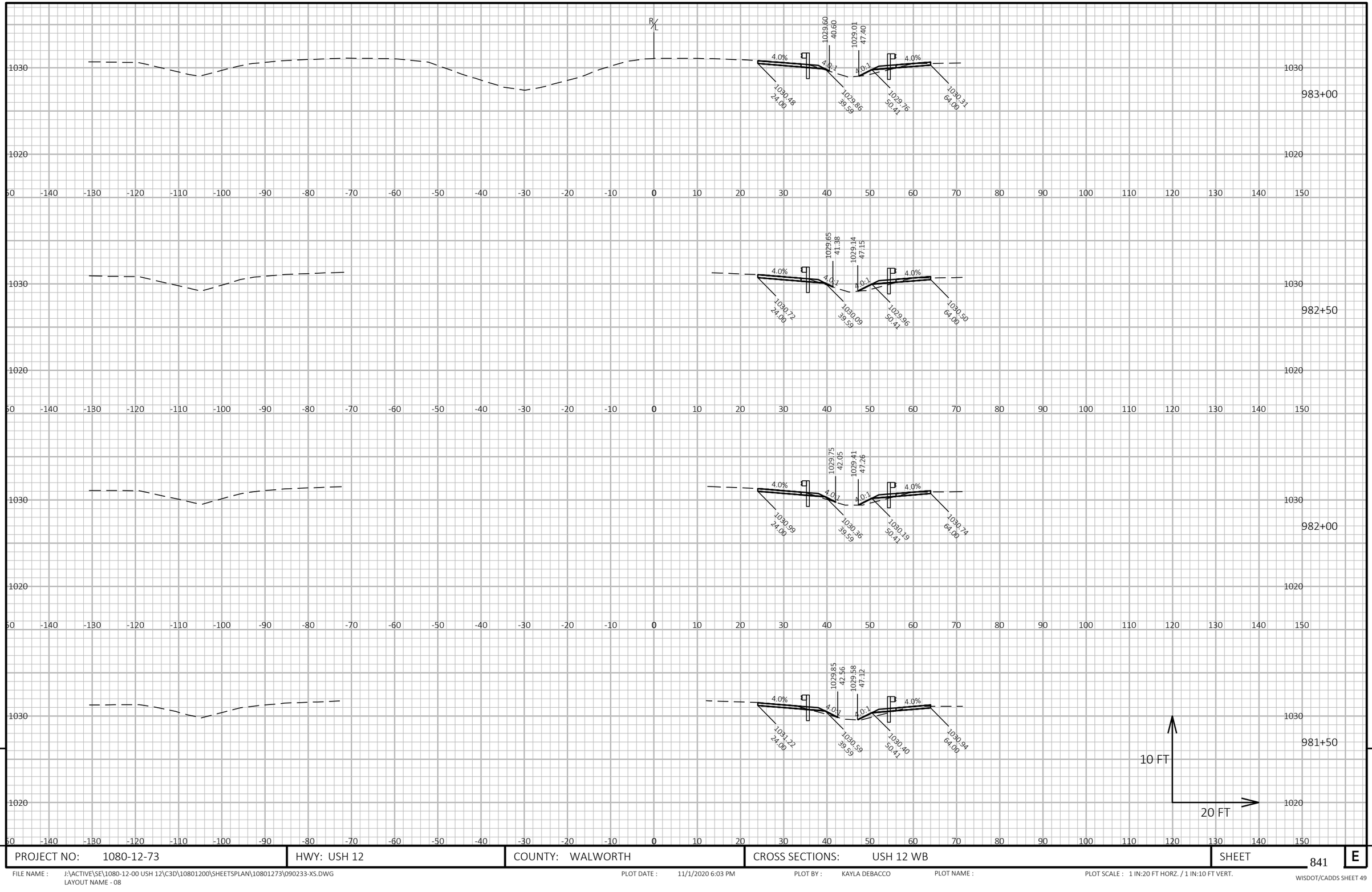
PLOT DATE : 11/1/2020 6:03 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 841	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 08

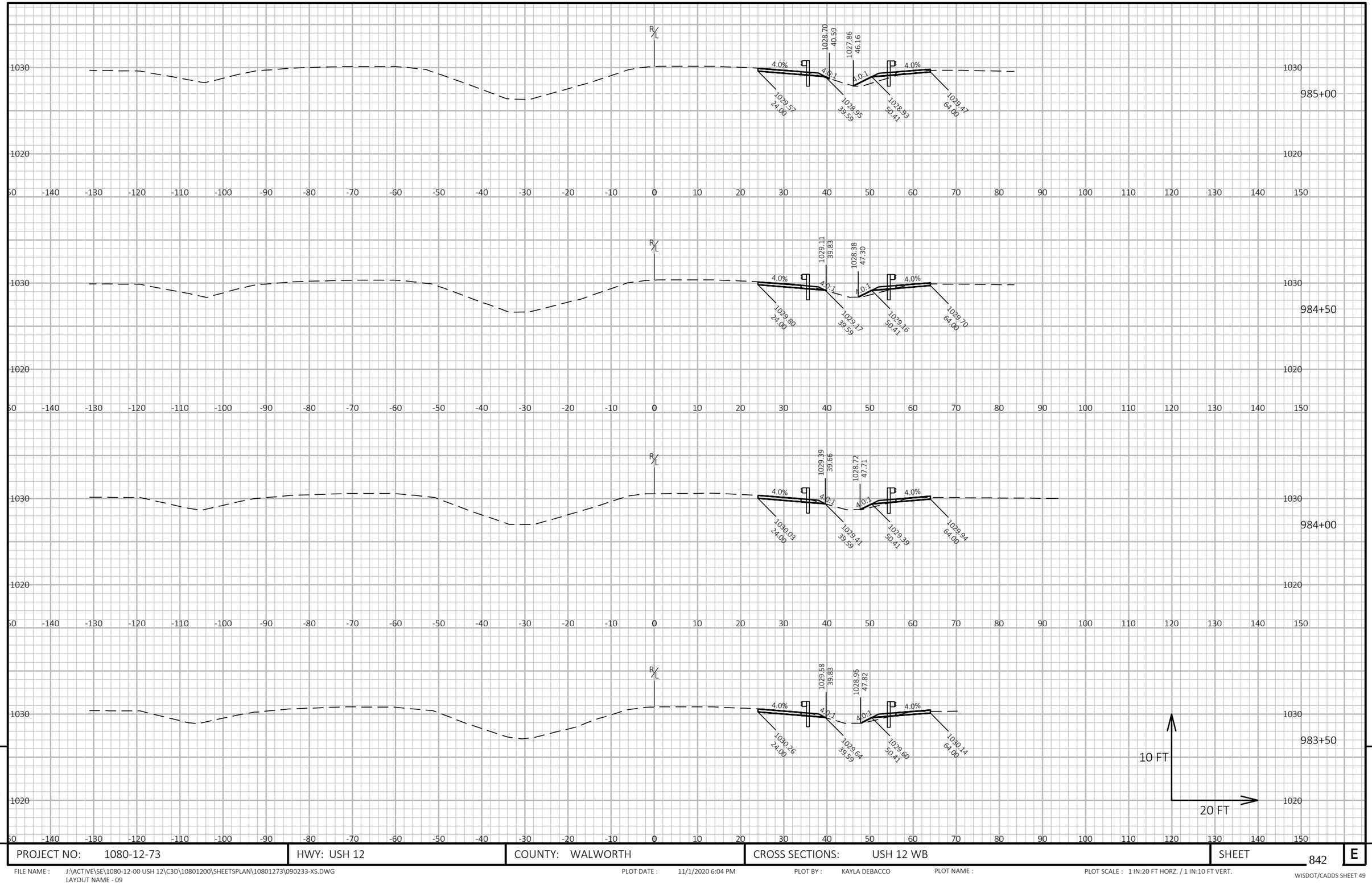
PLOT DATE : 11/1/2020 6:03 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 842	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 09

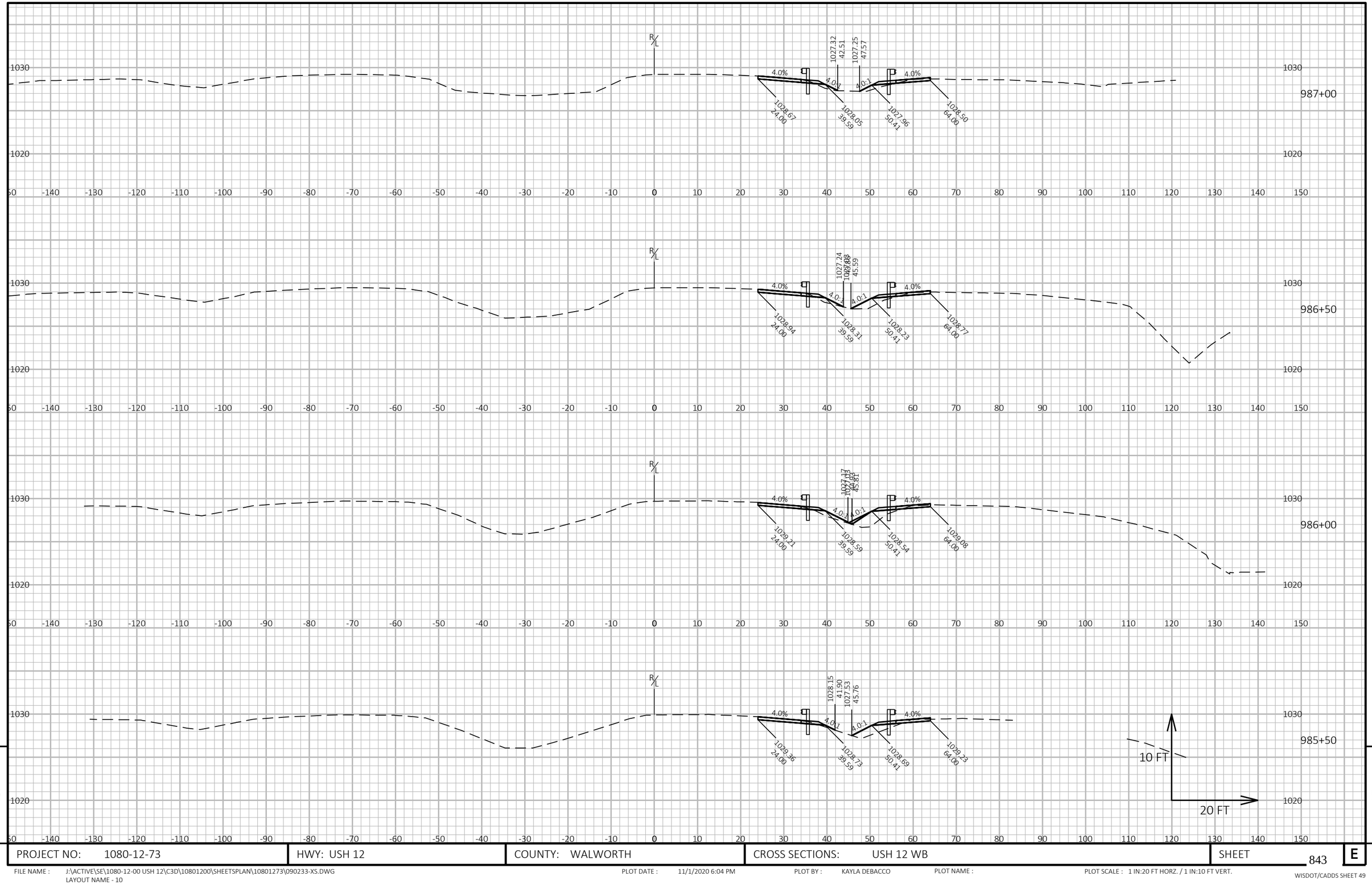
PLOT DATE : 11/1/2020 6:04 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



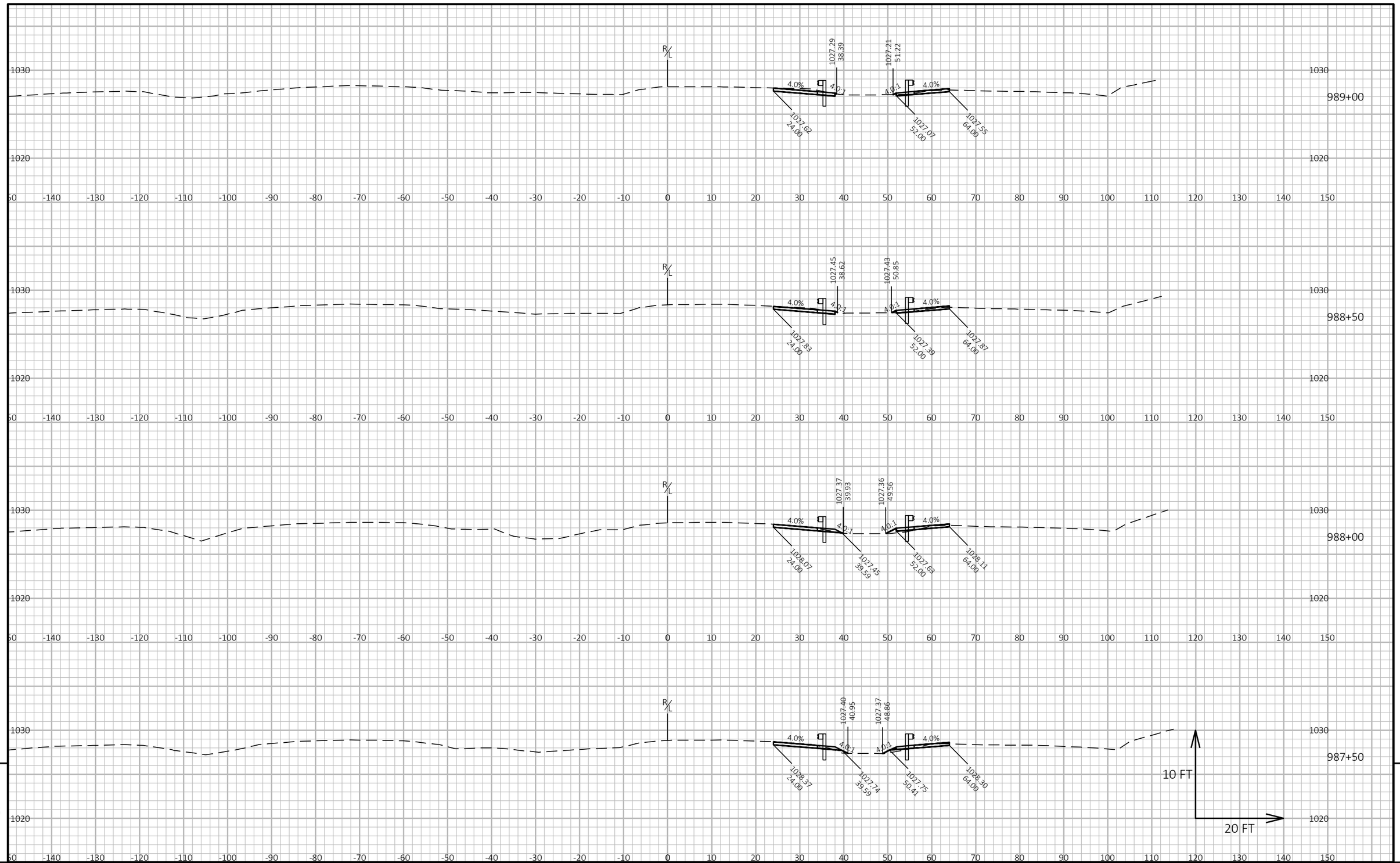
9 9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 843	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 11/1/2020 6:04 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 844	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 11

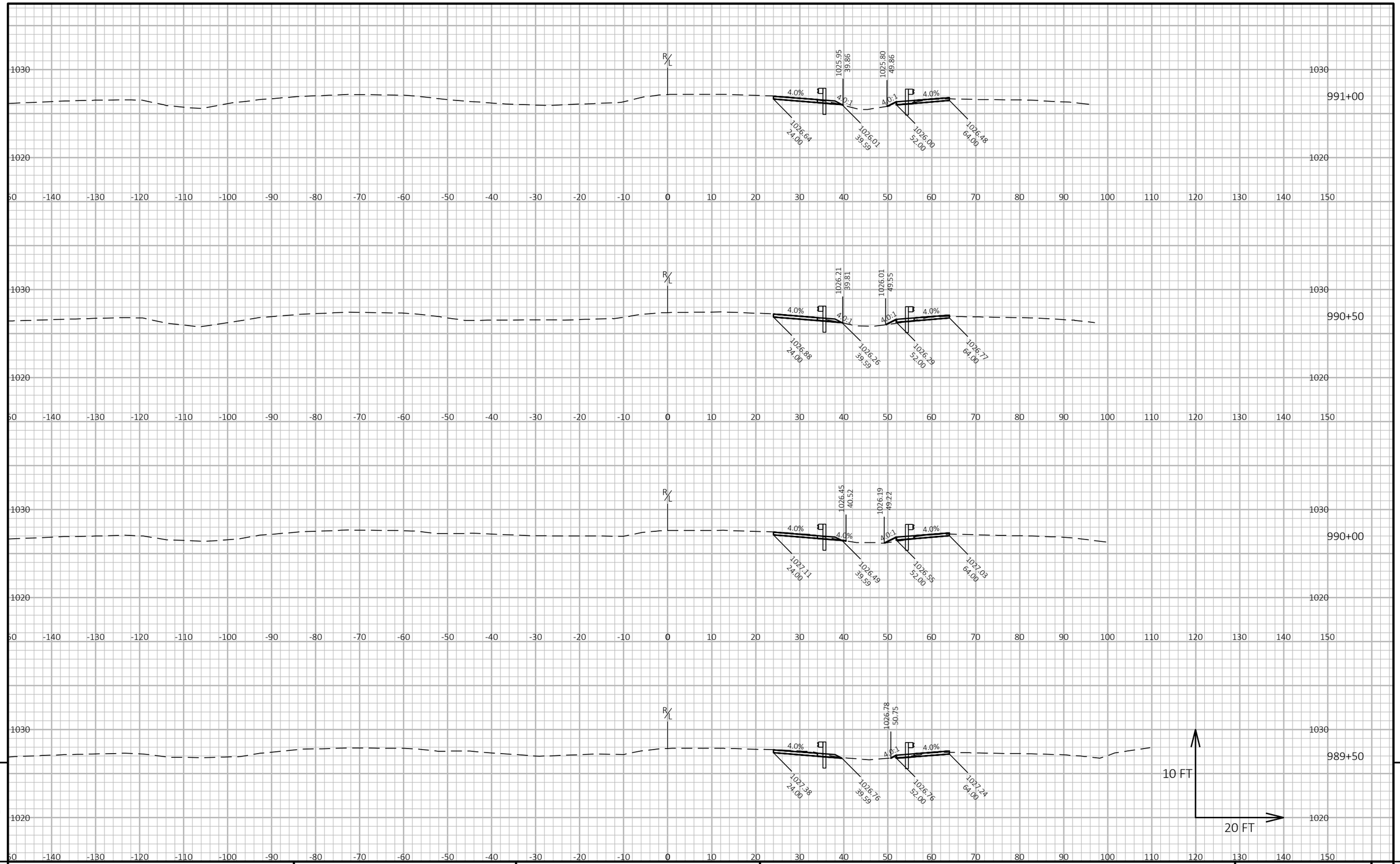
PLOT DATE : 11/1/2020 6:04 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 845

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 12

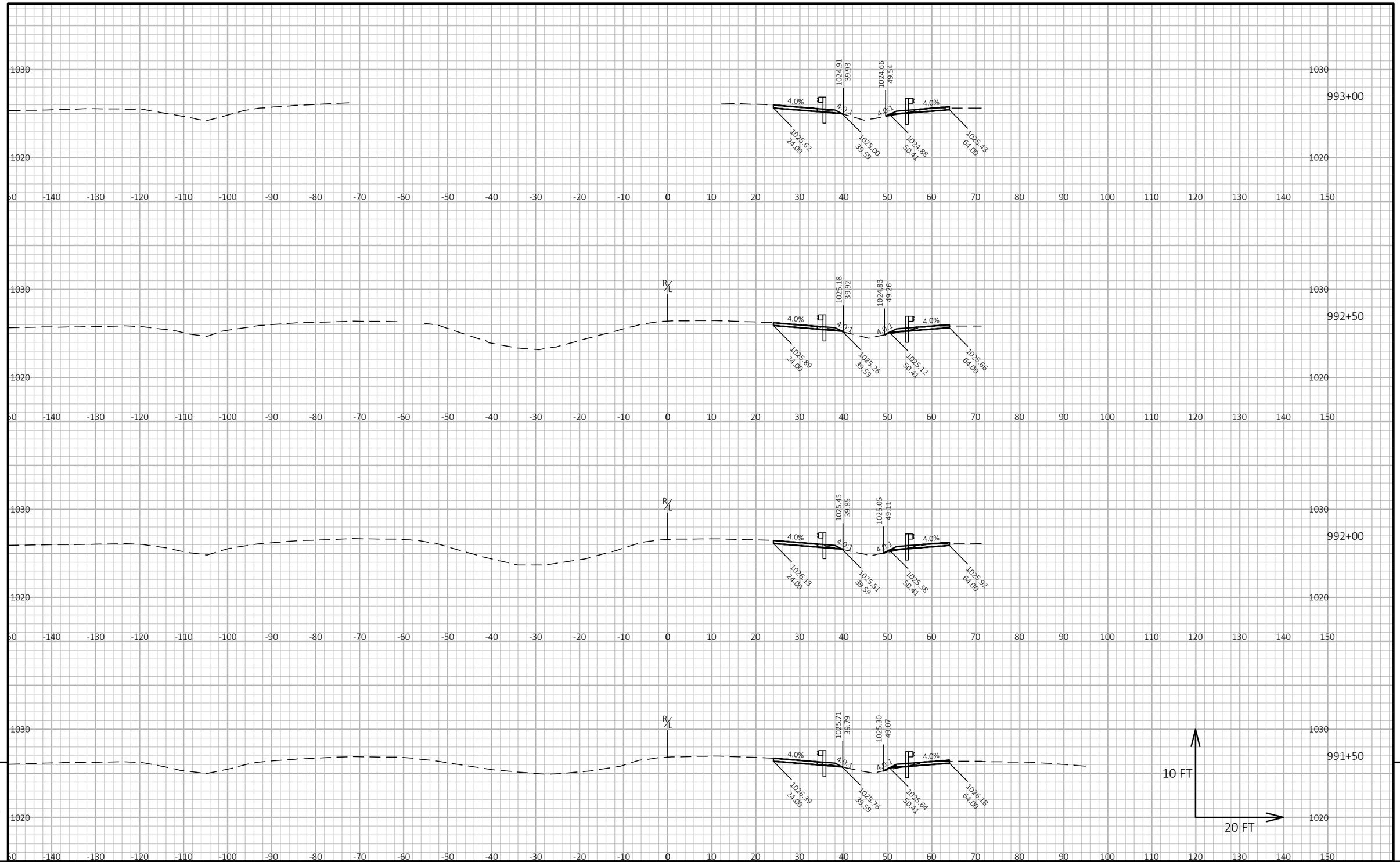
PLOT DATE : 11/1/2020 6:05 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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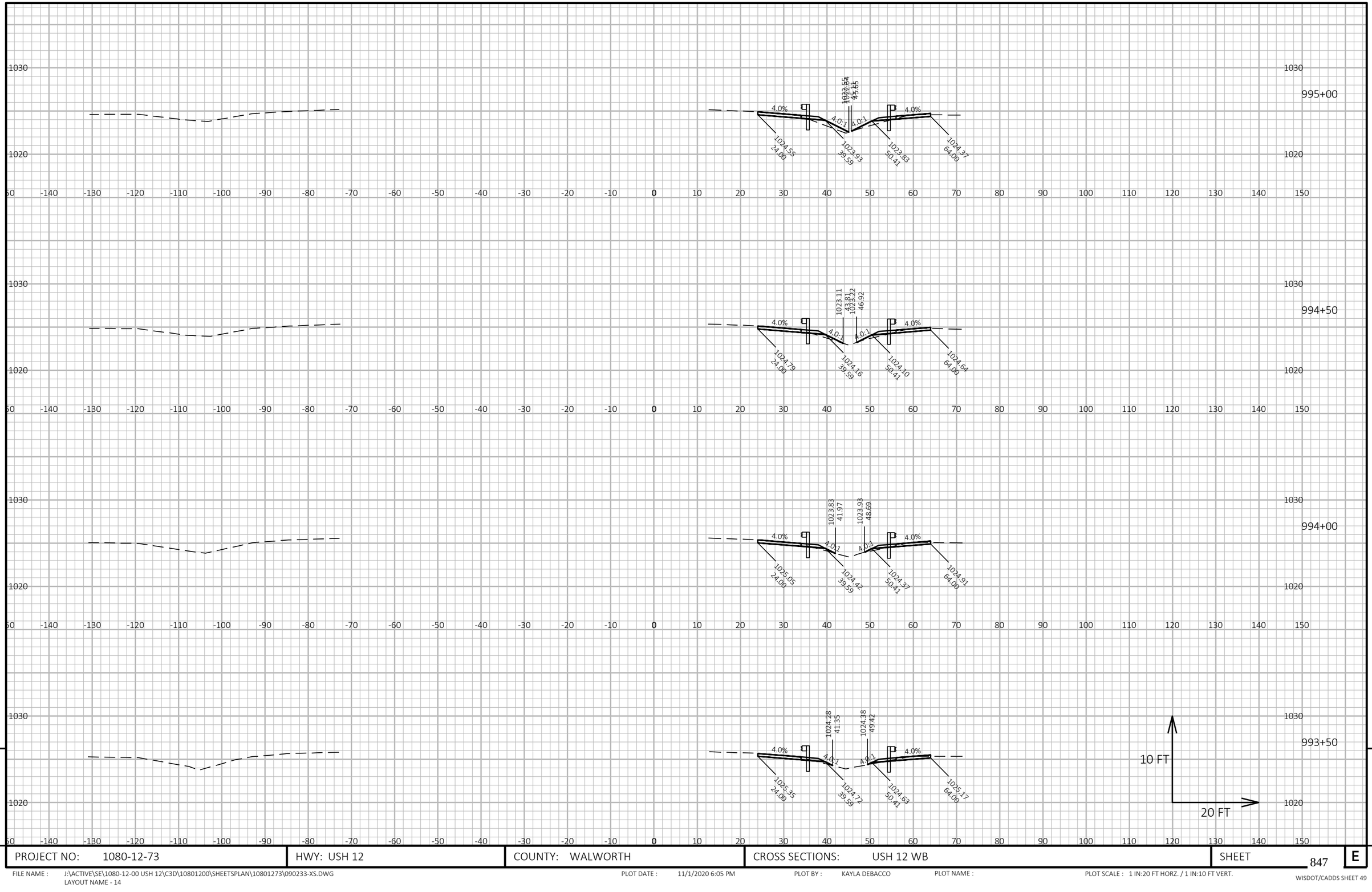
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 846	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 11/1/2020 6:05 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 847	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 14

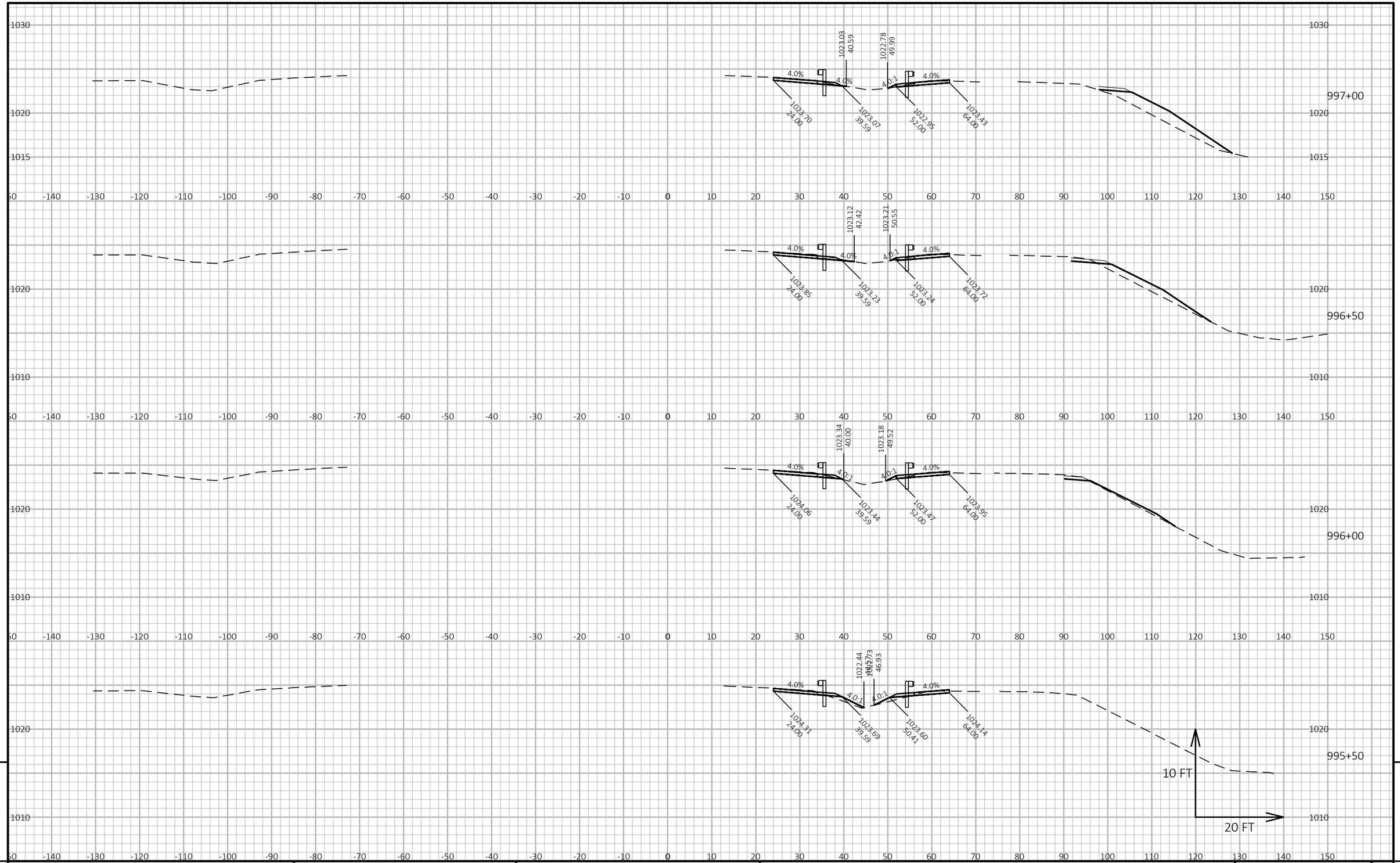
PLOT DATE : 11/1/2020 6:05 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 848	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 15

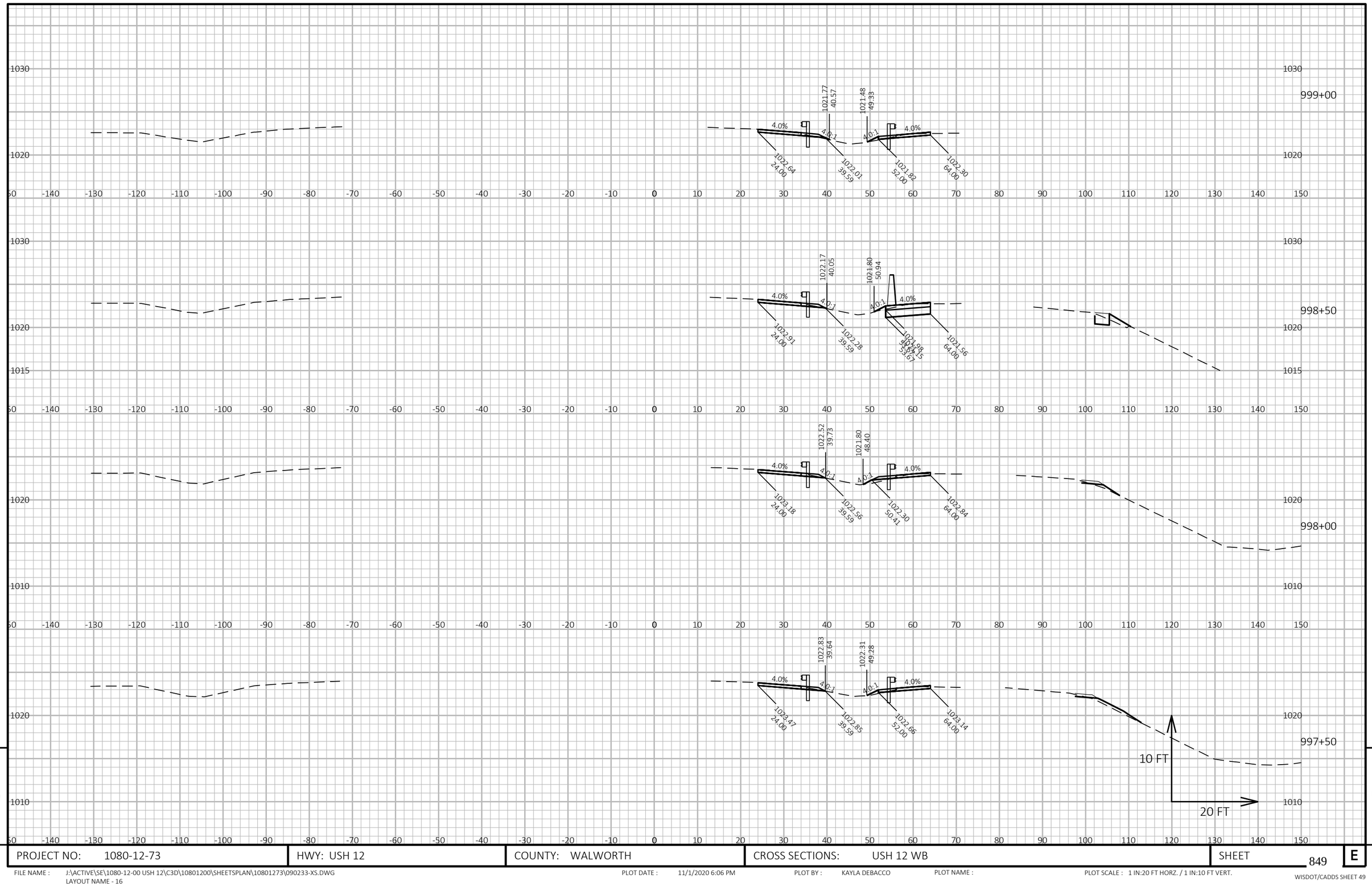
PLOT DATE : 11/1/2020 6:06 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 849	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 16

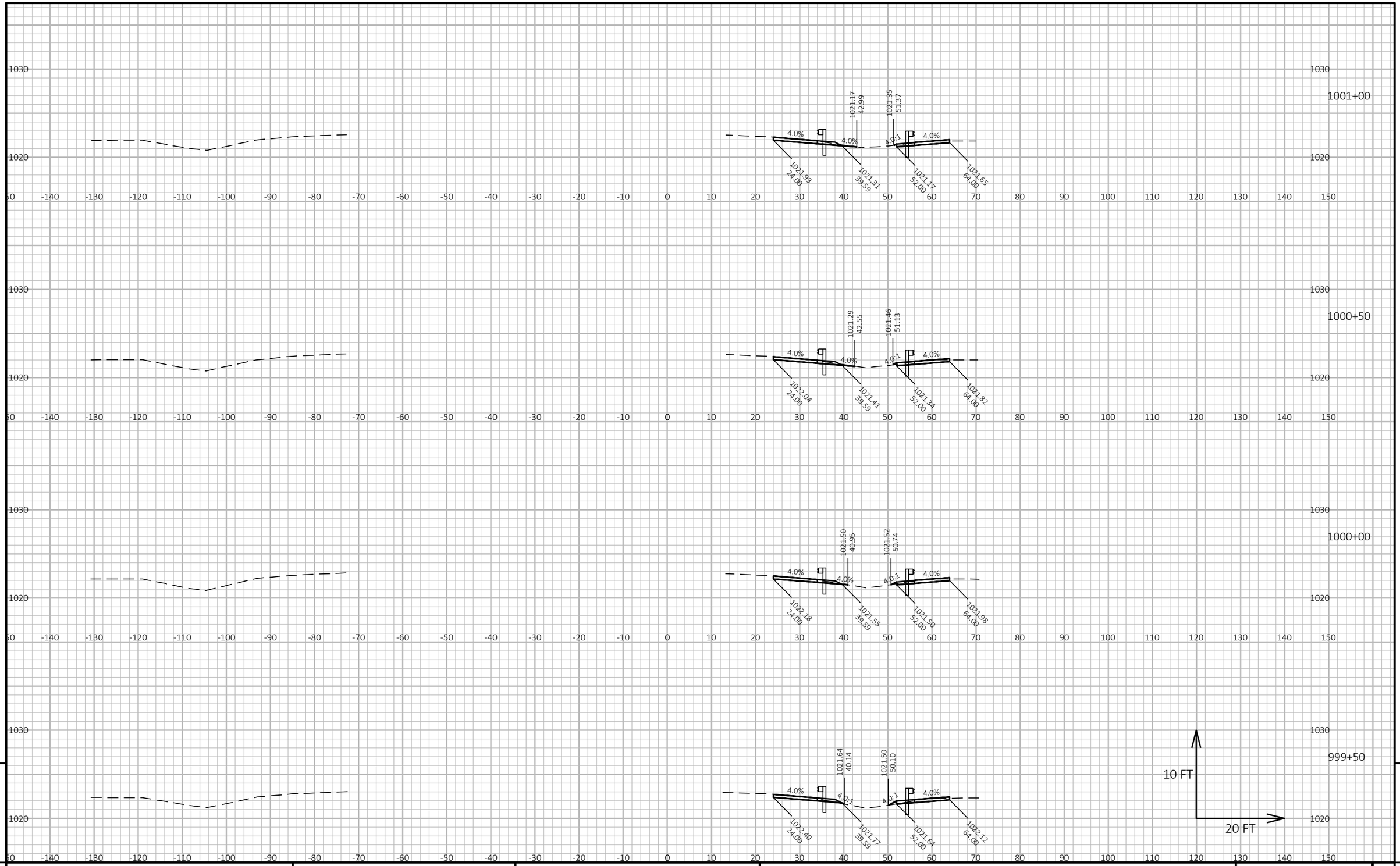
PLOT DATE : 11/1/2020 6:06 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 850	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 17

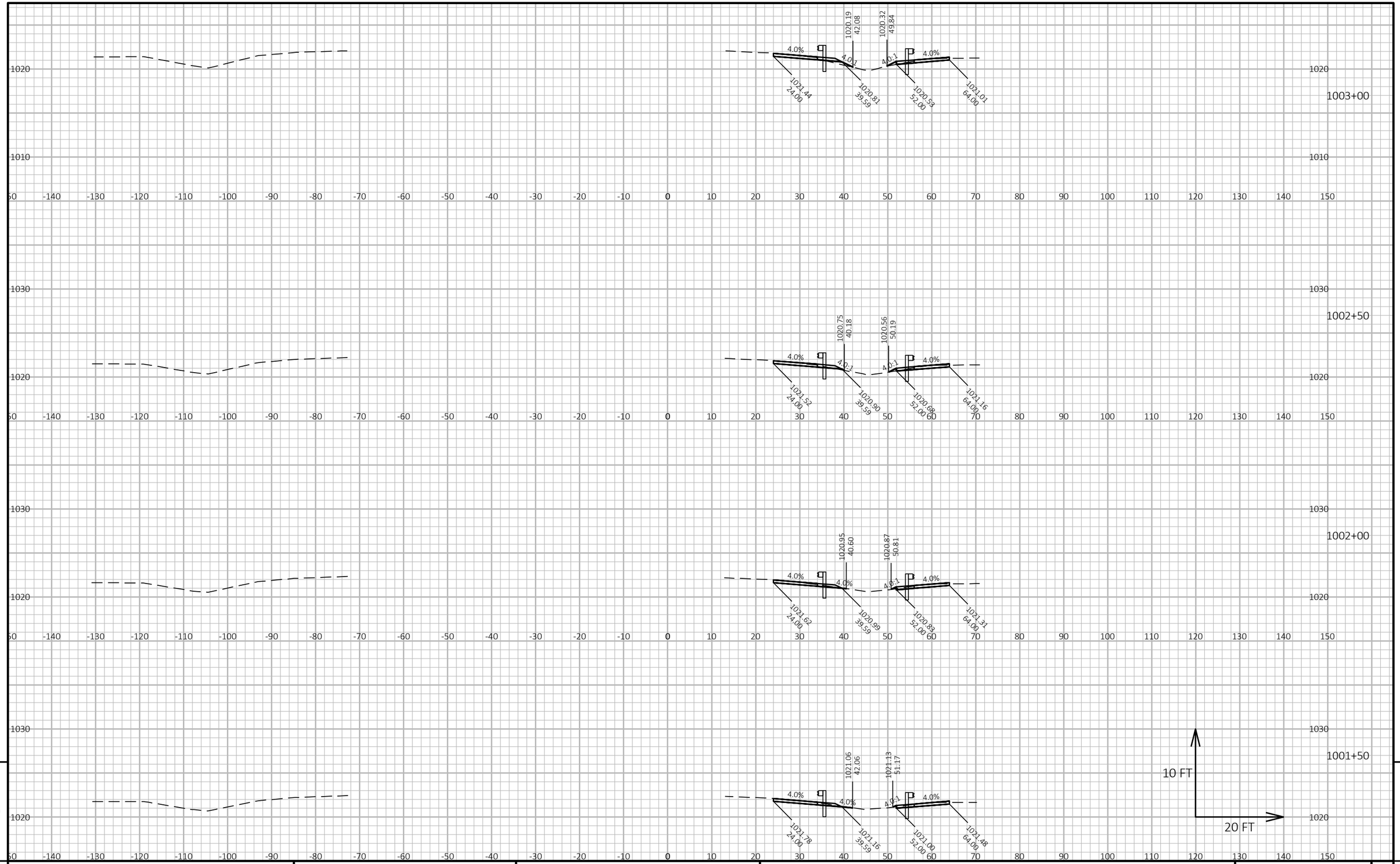
PLOT DATE : 11/1/2020 6:06 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 851	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 18

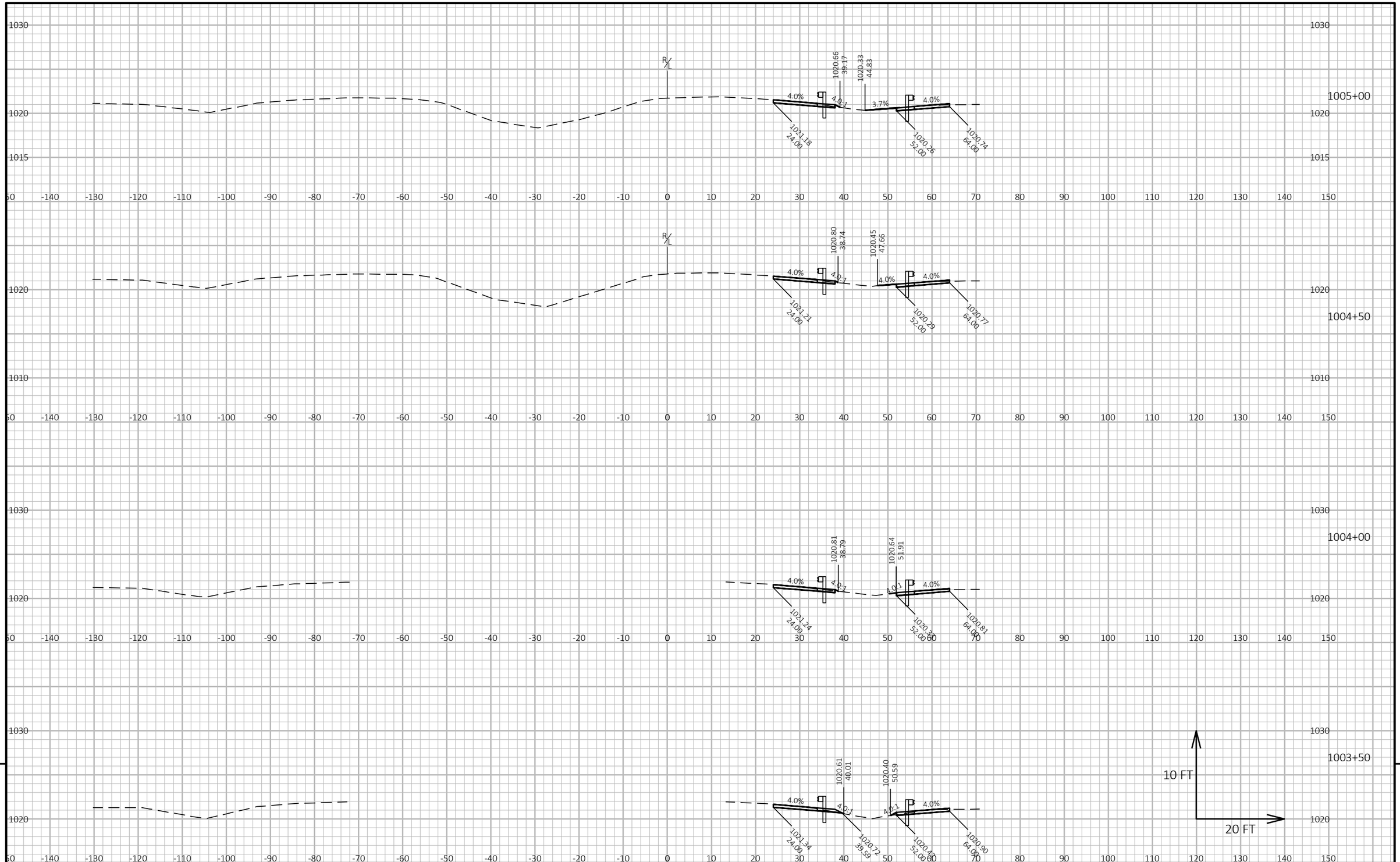
PLOT DATE : 11/1/2020 6:07 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 852	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 19

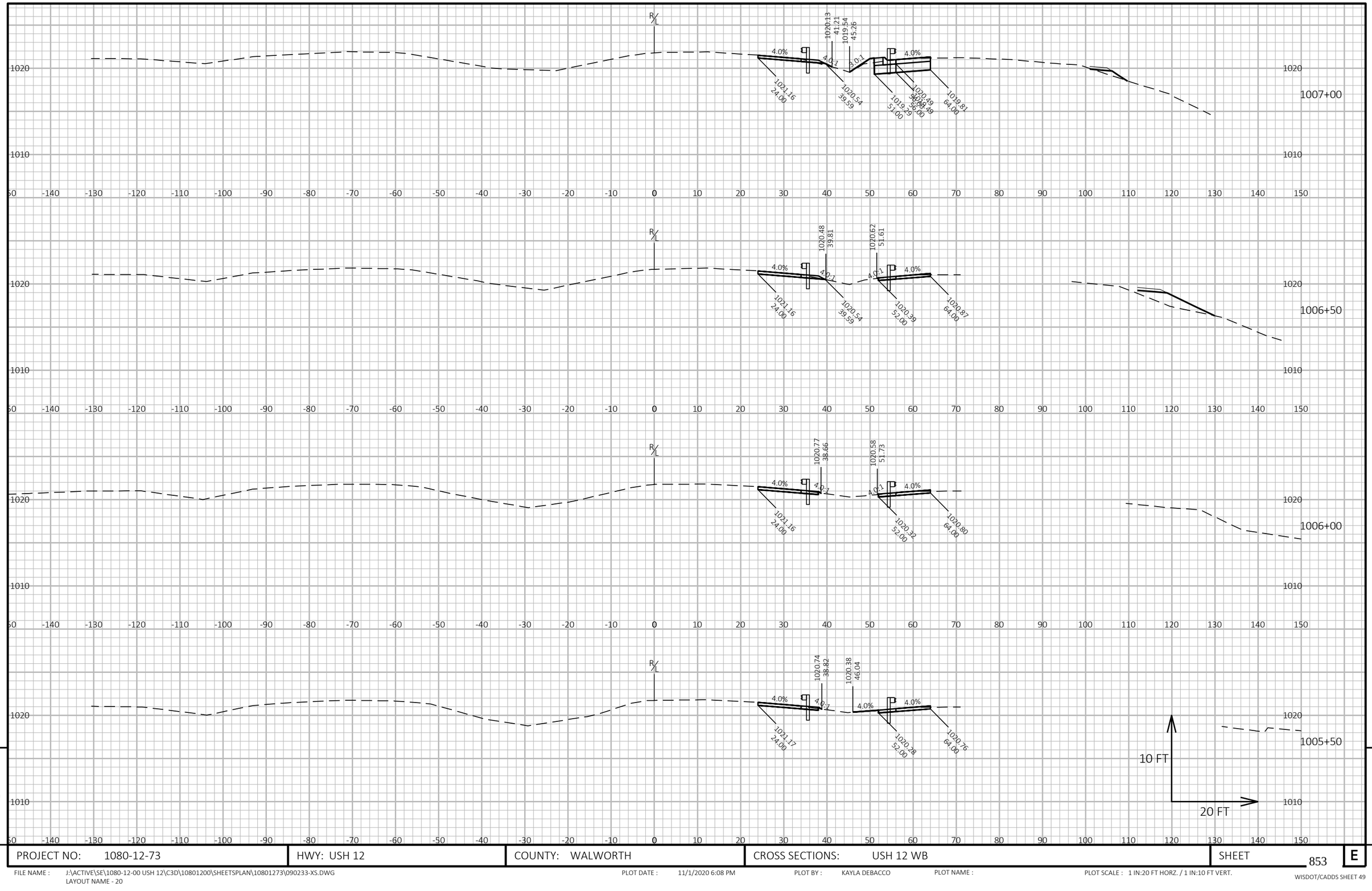
PLOT DATE : 11/1/2020 6:07 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

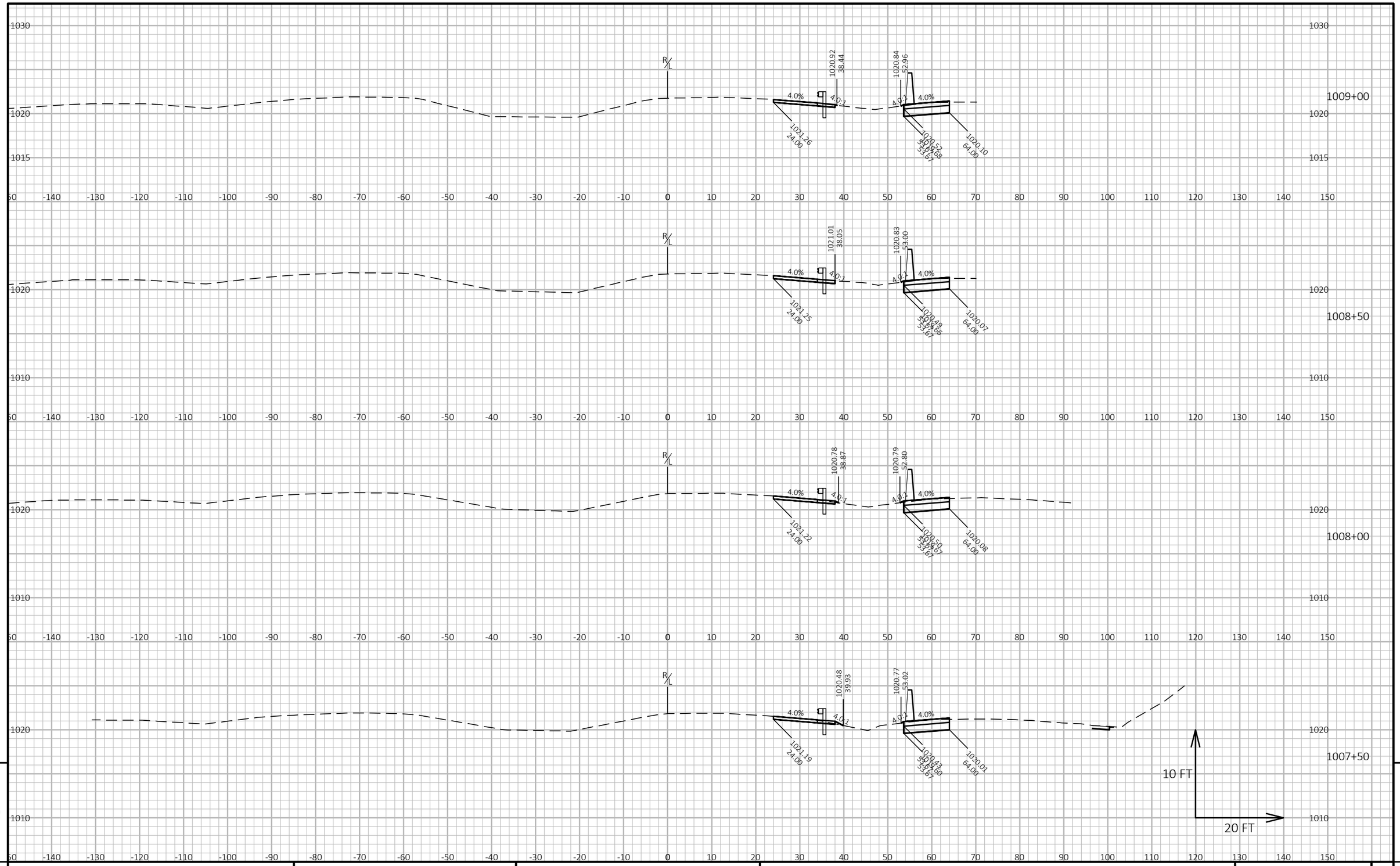


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 853	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 11/1/2020 6:08 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 854	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 21

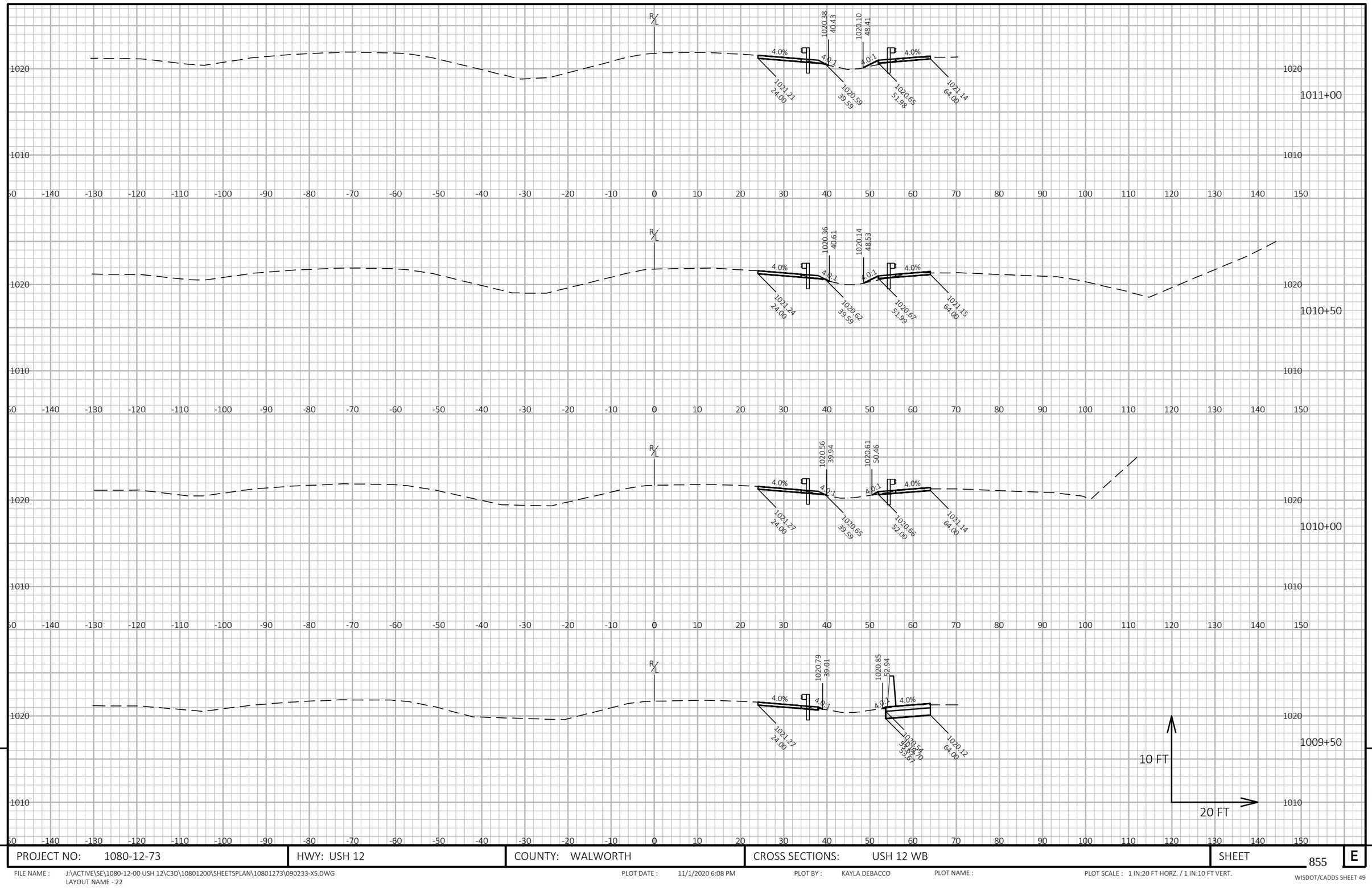
PLOT DATE : 11/1/2020 6:08 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 855	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 22

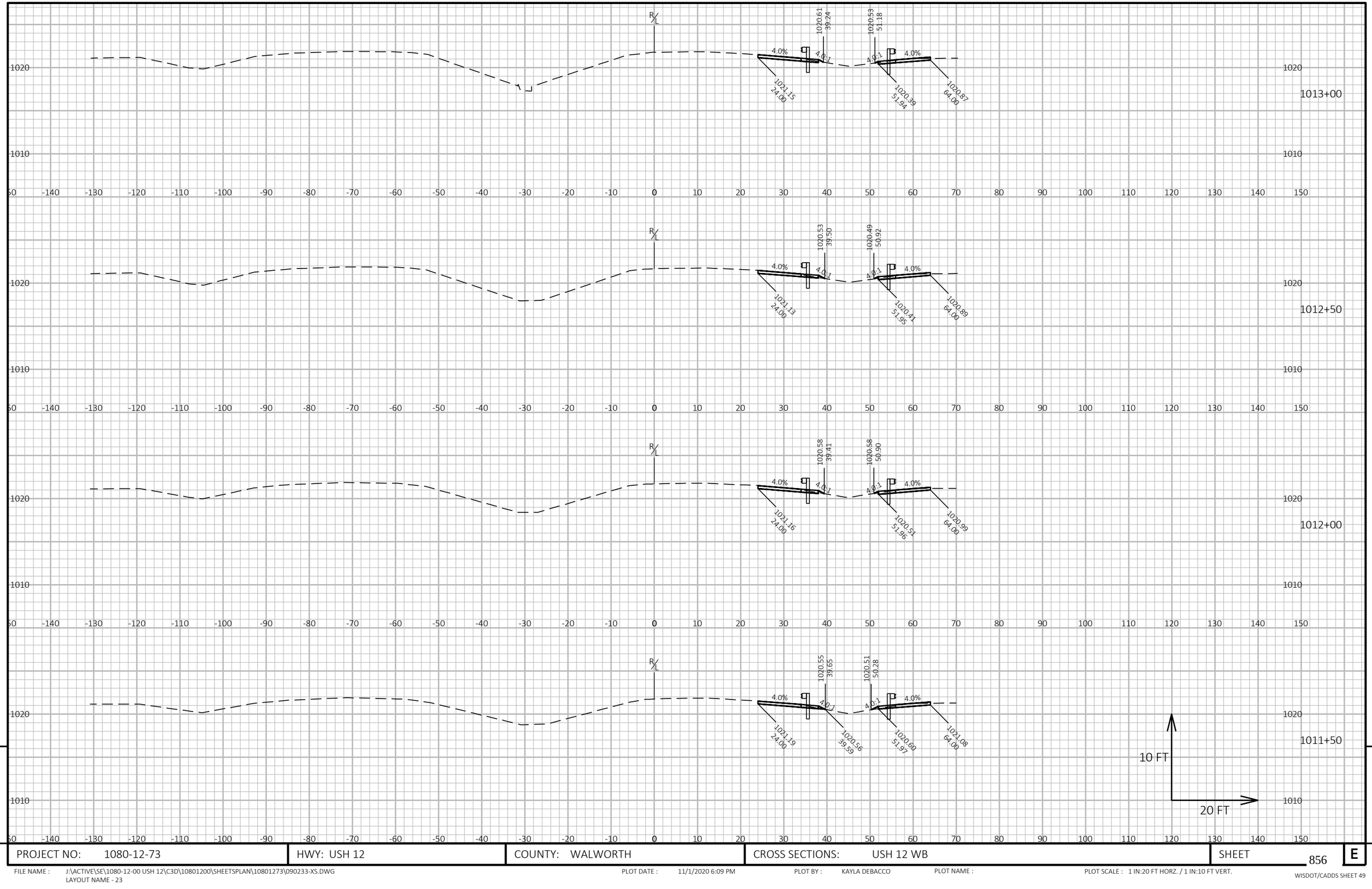
PLOT DATE : 11/1/2020 6:08 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

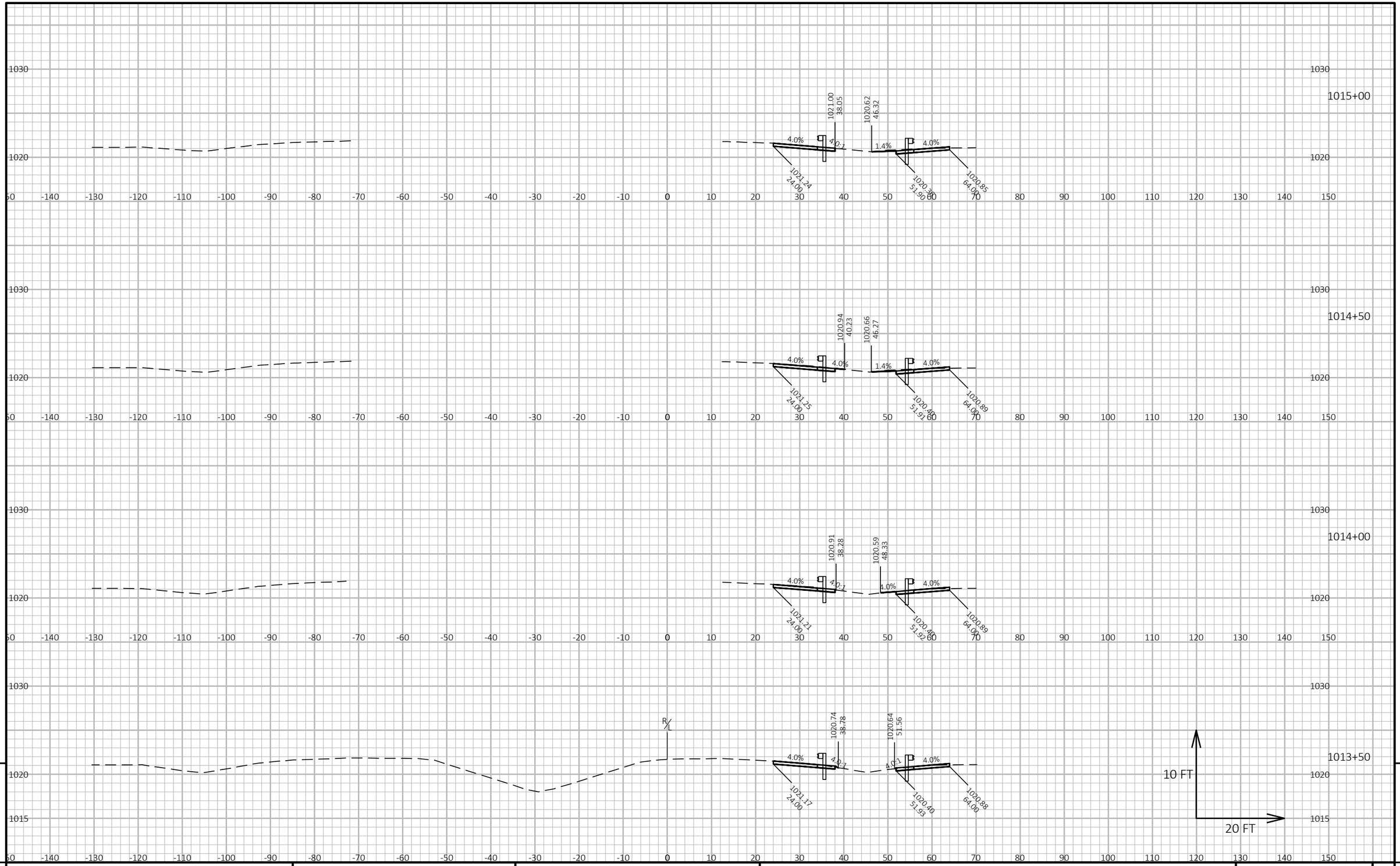


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 856	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 11/1/2020 6:09 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 857	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 24

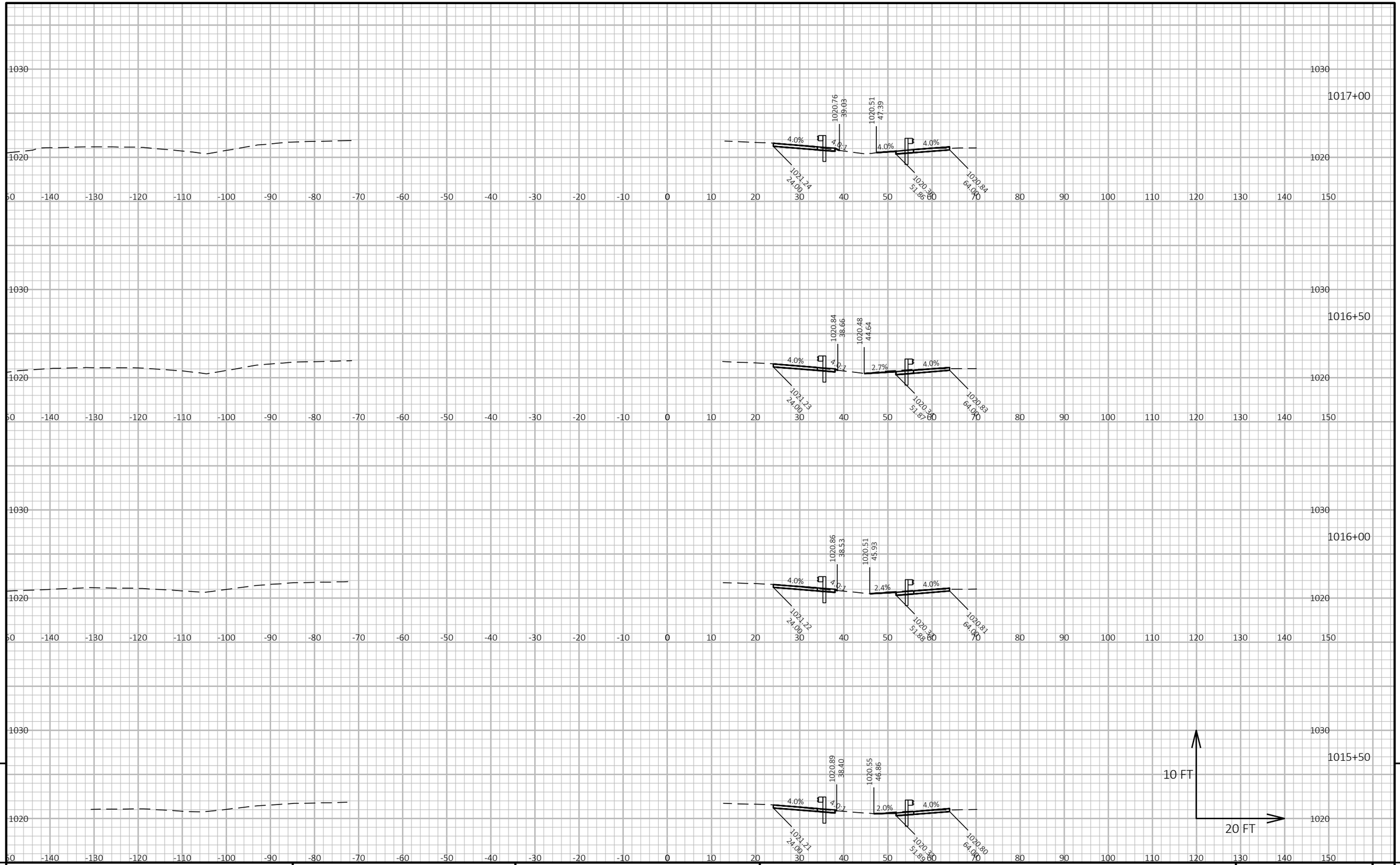
PLOT DATE : 11/1/2020 6:09 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 858	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 25

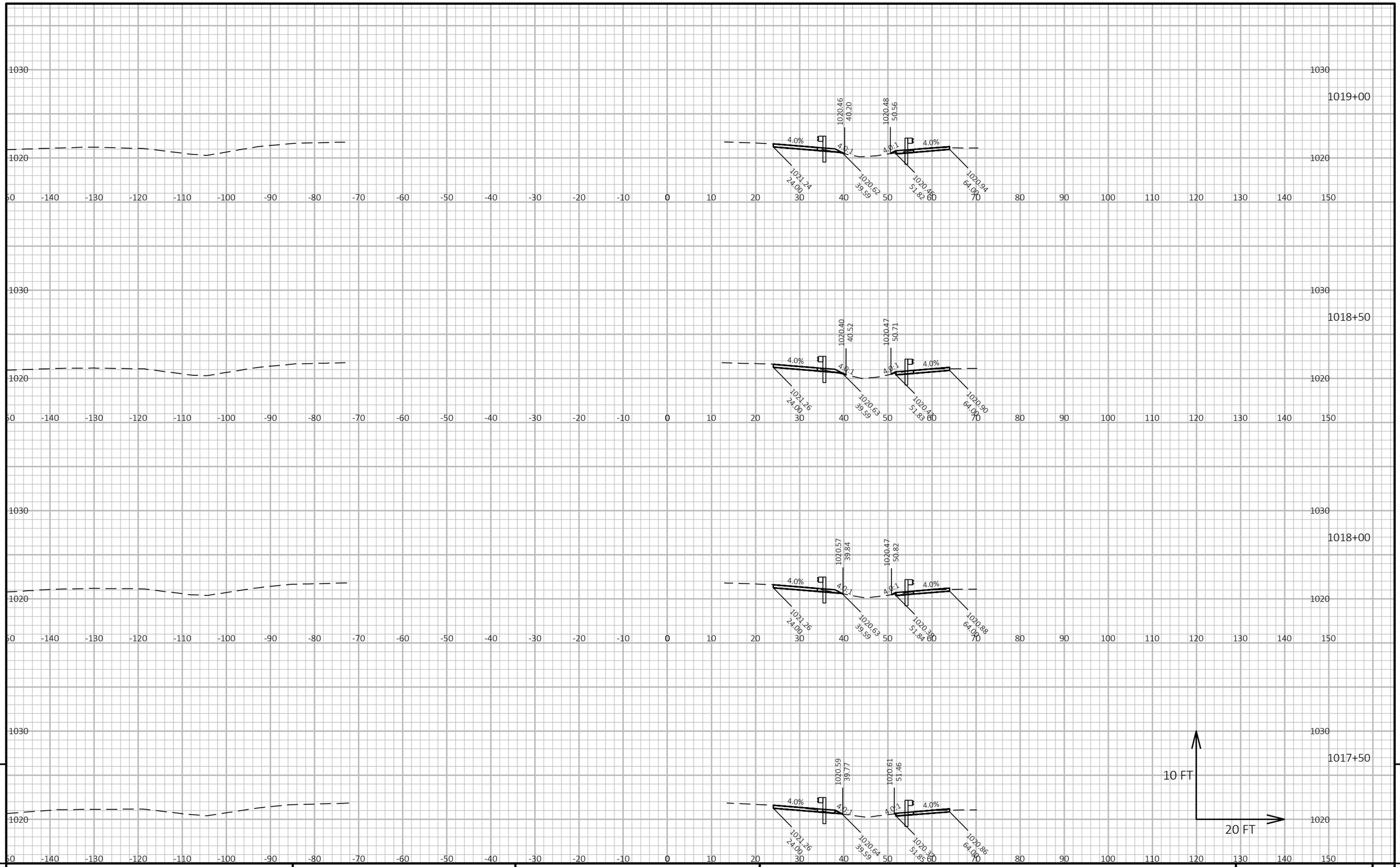
PLOT DATE : 11/1/2020 6:09 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 859	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 26

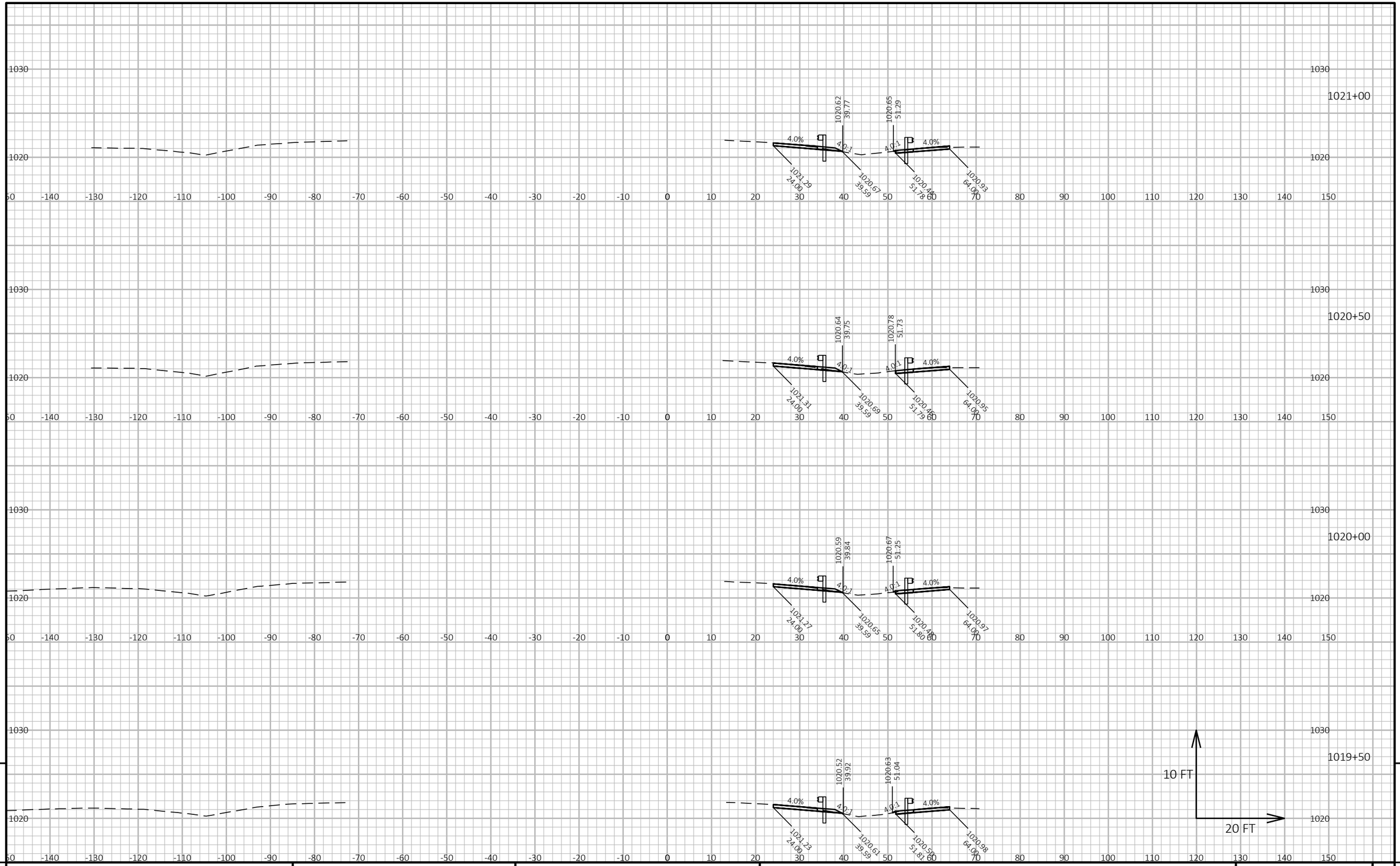
PLOT DATE : 11/1/2020 6:10 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



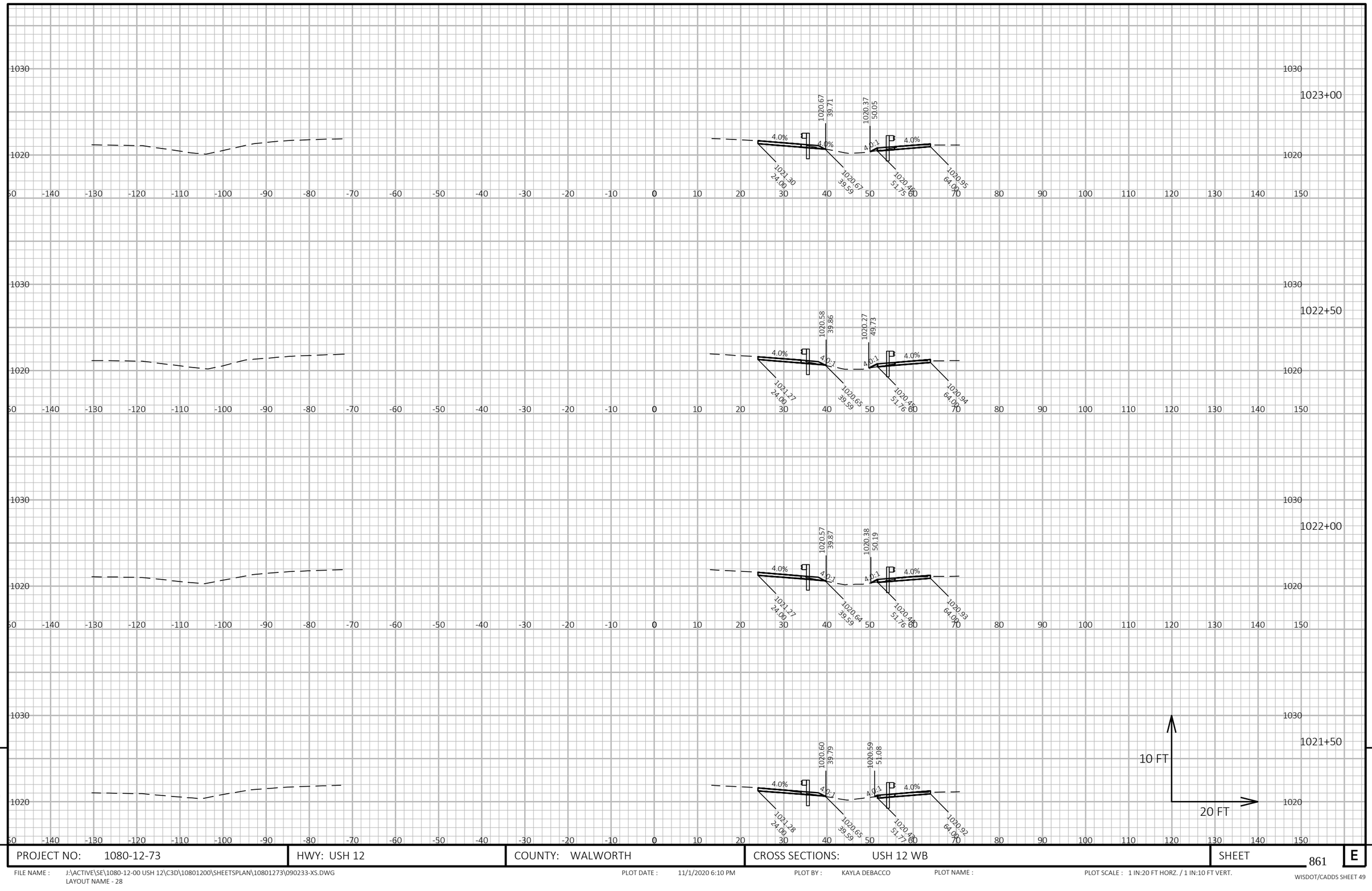
9 9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 860	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 11/1/2020 6:10 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 861	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 28

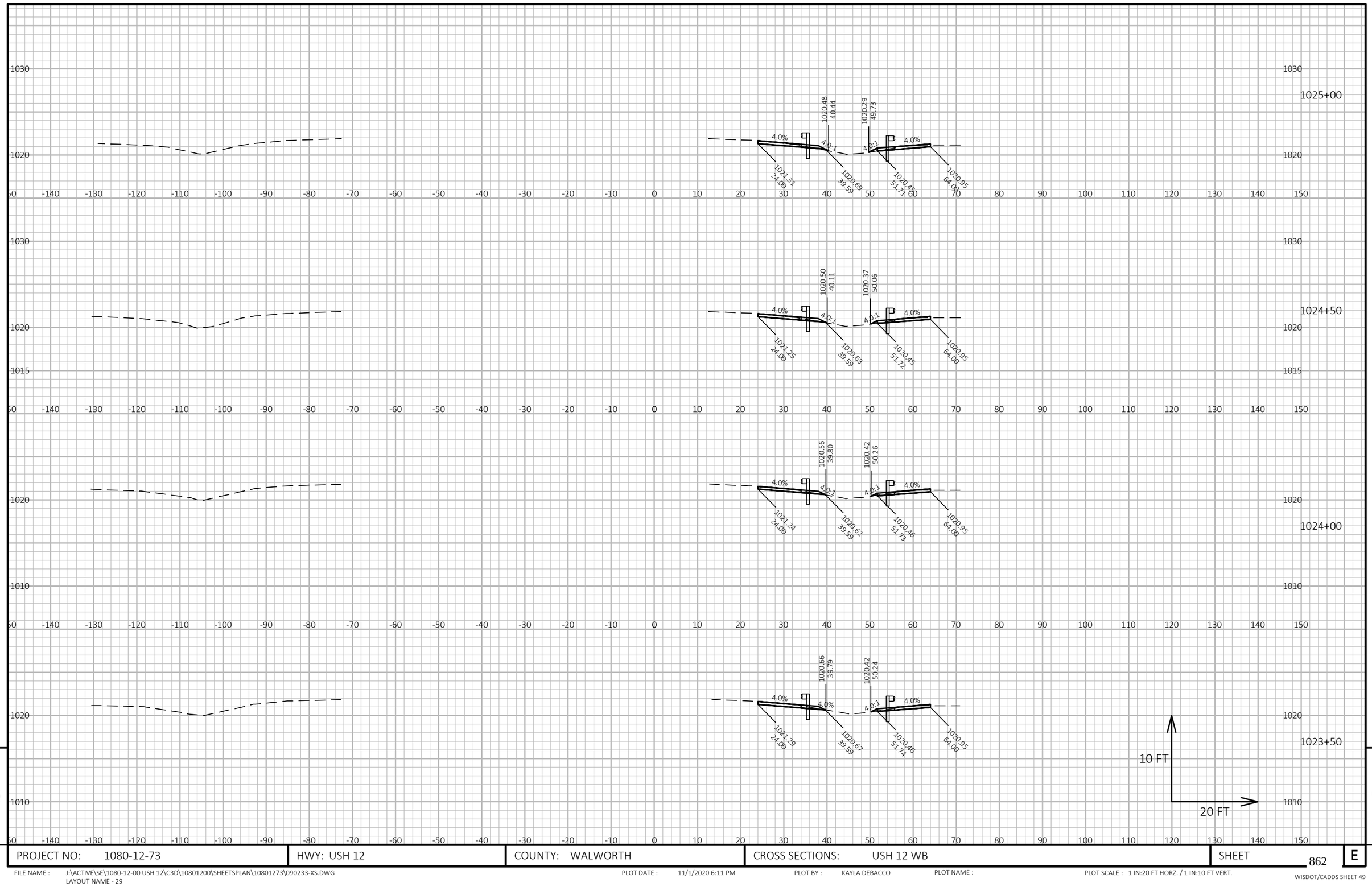
PLOT DATE : 11/1/2020 6:10 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

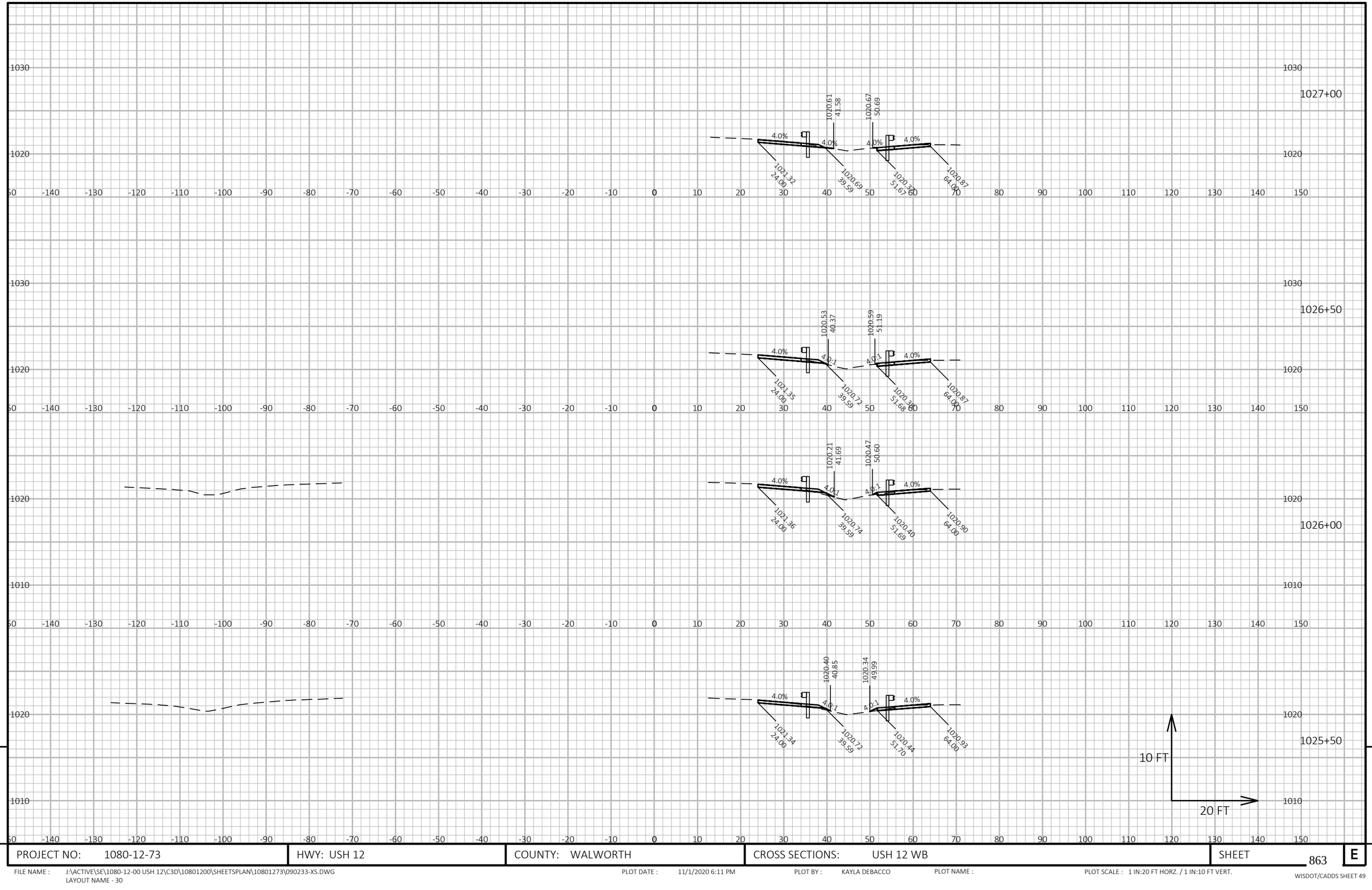


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 862	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 11/1/2020 6:11 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 863	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 30

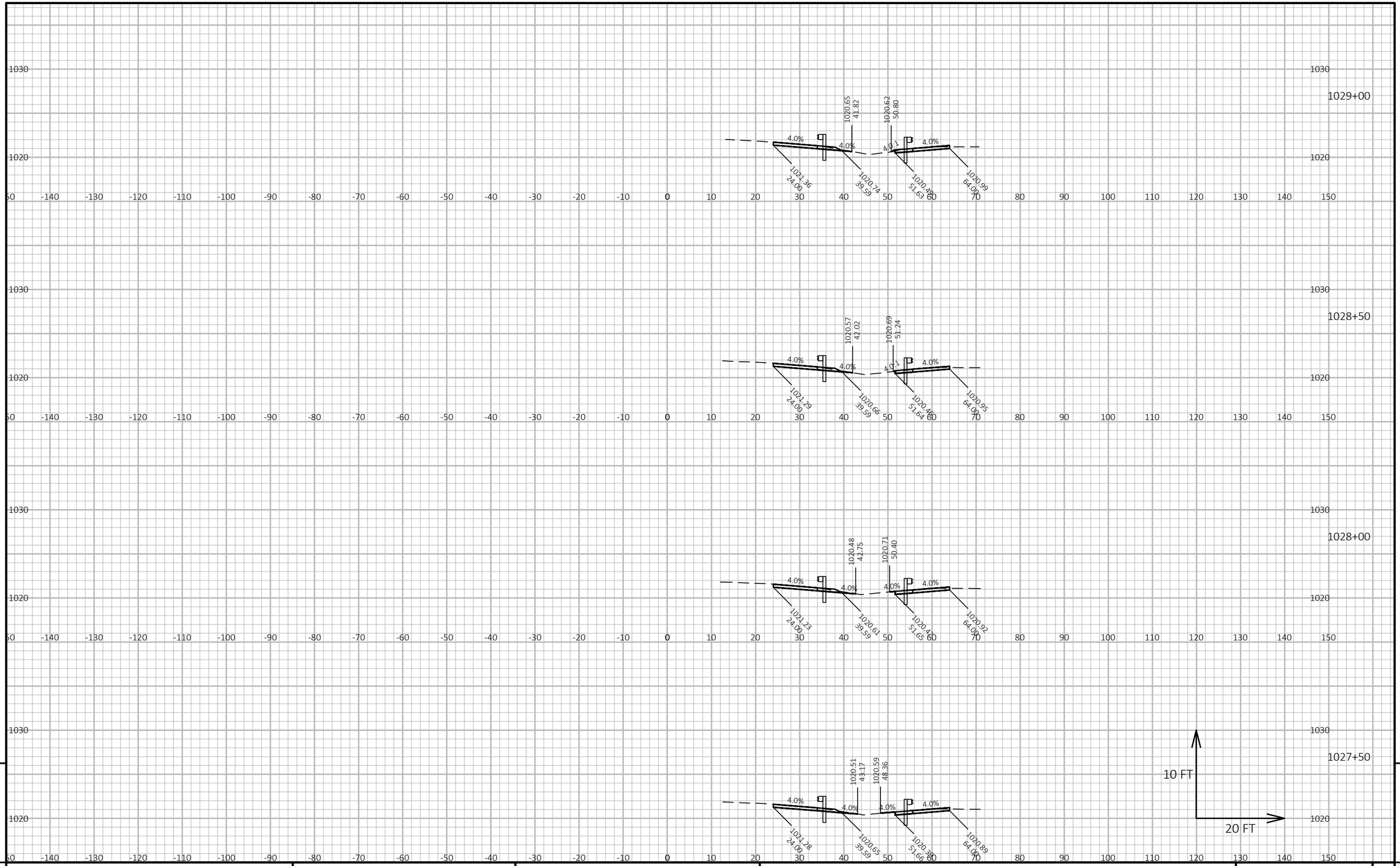
PLOT DATE : 11/1/2020 6:11 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

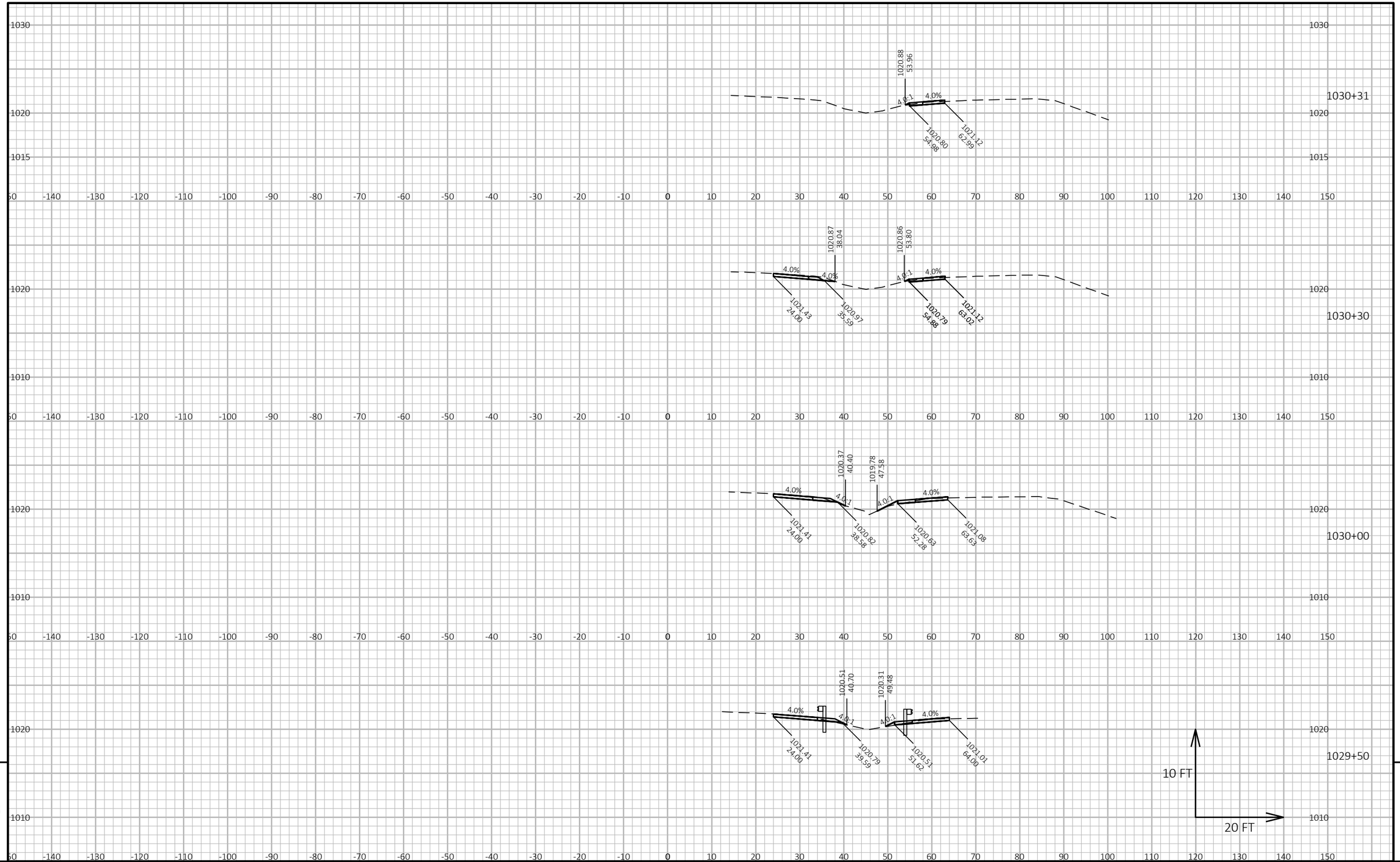
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 864	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 31
PLOT DATE : 11/1/2020 6:11 PM
PLOT BY : KAYLA DEBACCO
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 865	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090233-XS.DWG
LAYOUT NAME - 32

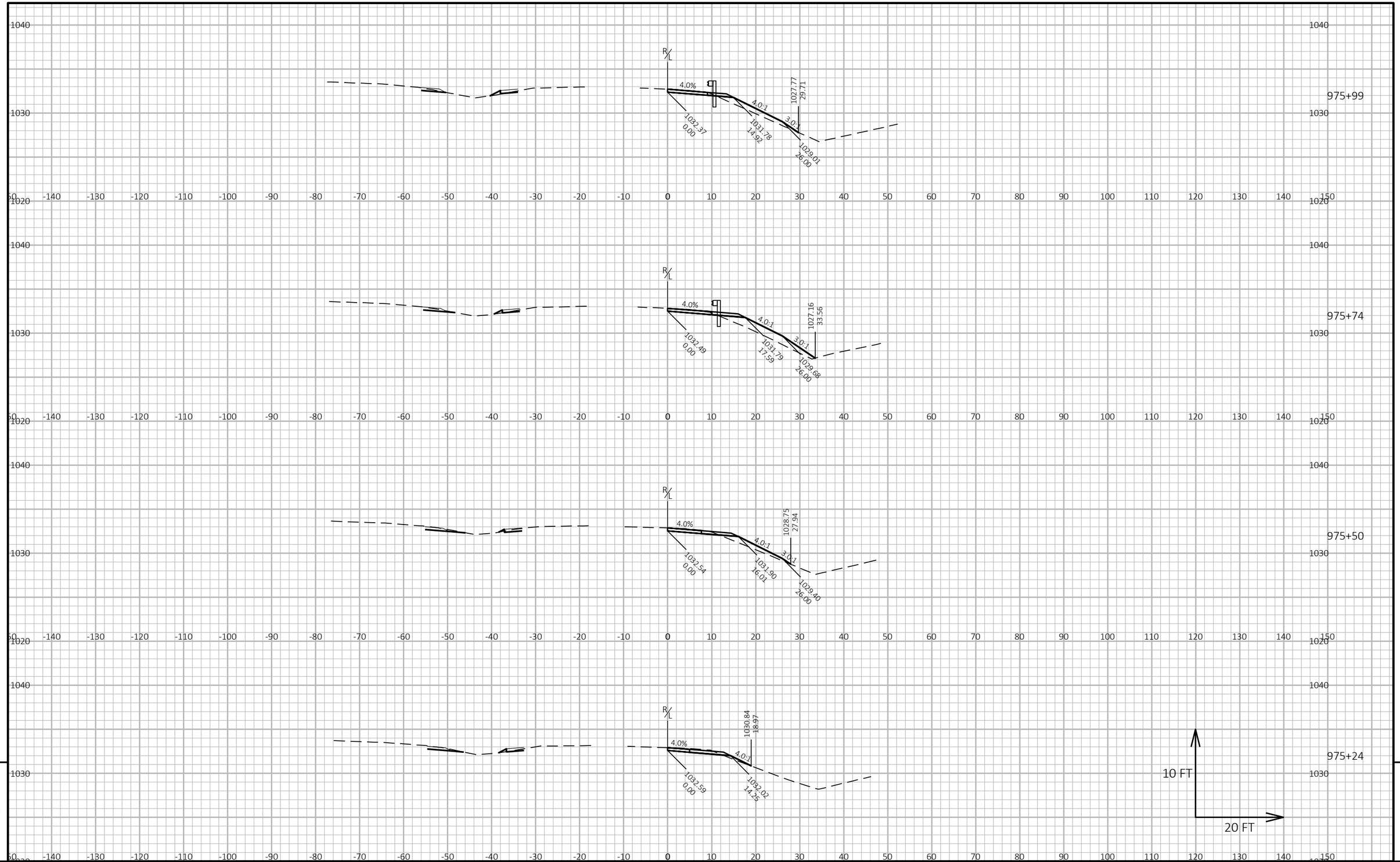
PLOT DATE : 11/1/2020 6:12 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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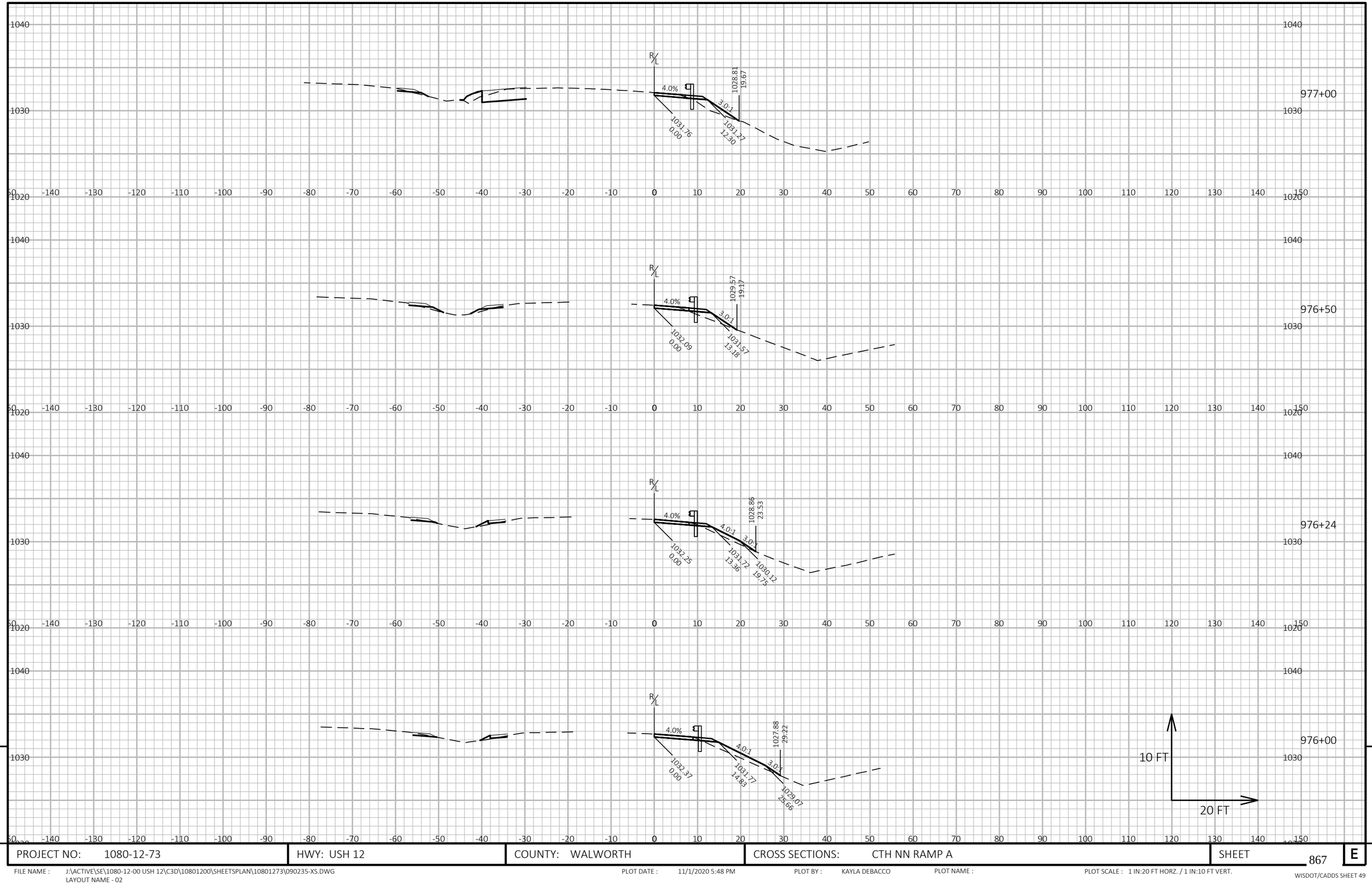
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: CTH NN RAMP A	SHEET 866	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090235-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:47 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

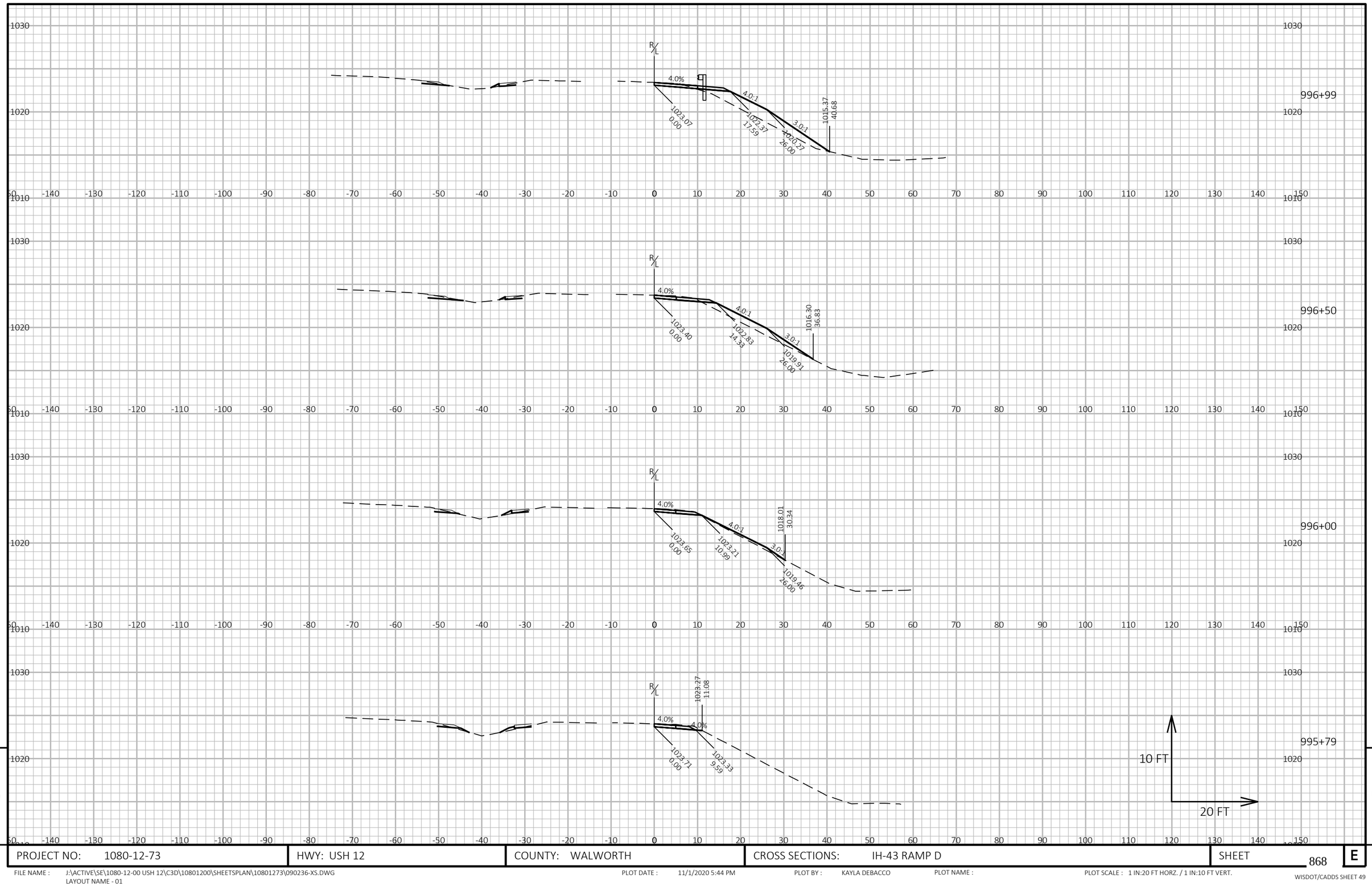


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: CTH NN RAMP A	SHEET 867	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090235-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:48 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: IH-43 RAMP D	SHEET 868	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090236-XS.DWG
LAYOUT NAME - 01

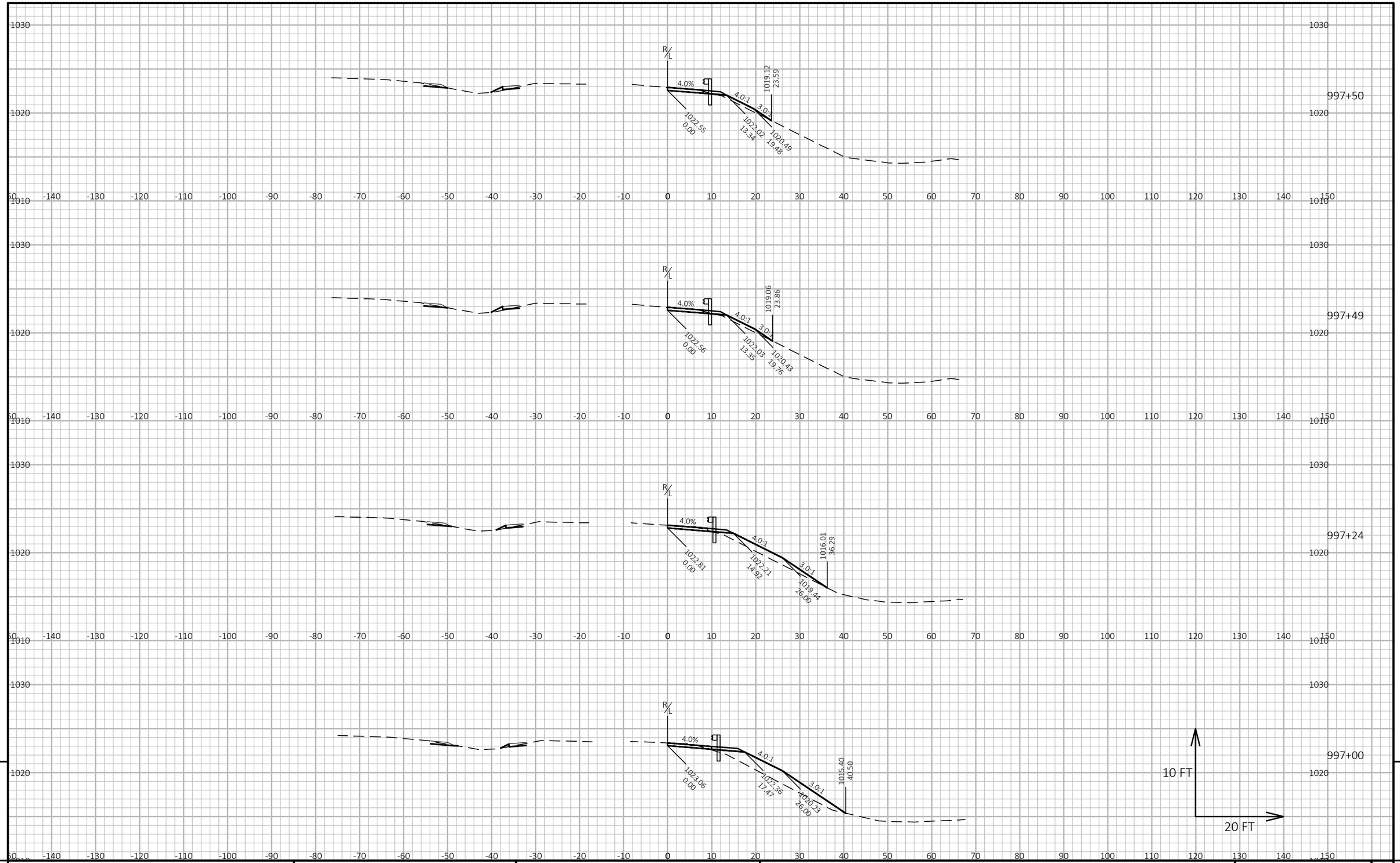
PLOT DATE : 11/1/2020 5:44 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

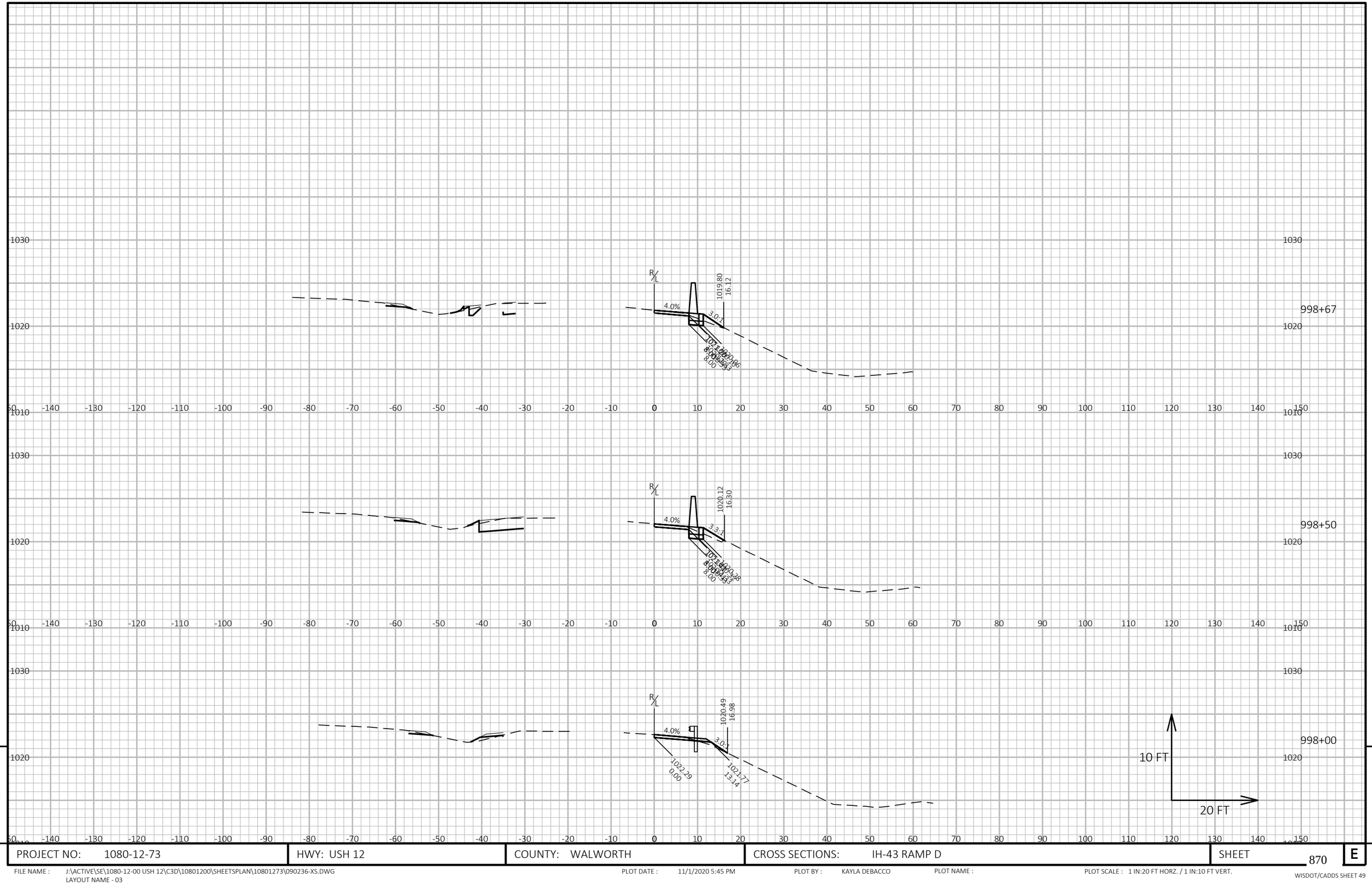


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: IH-43 RAMP D	SHEET 869	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090236-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:44 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

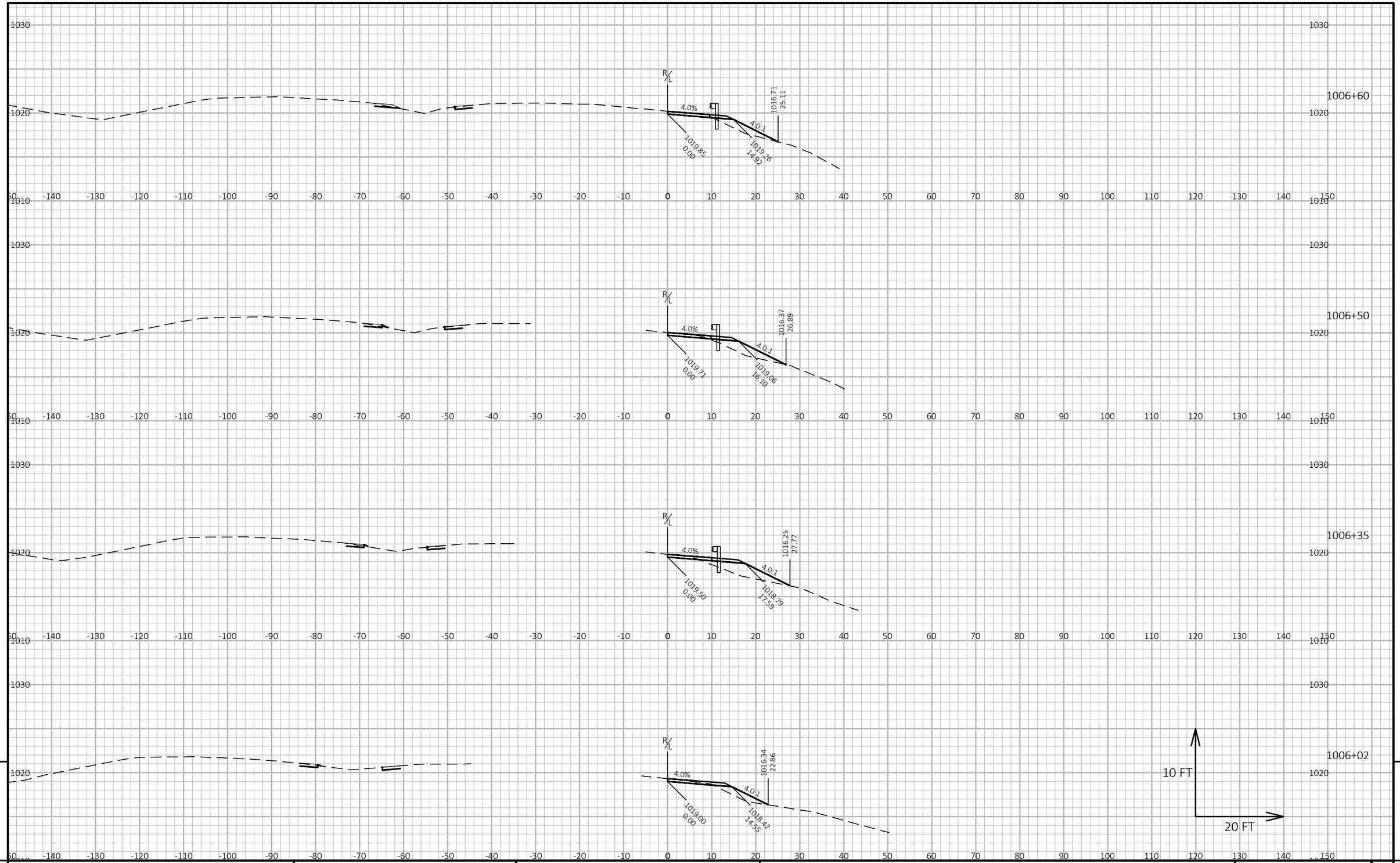


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: IH-43 RAMP D	SHEET 870	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090236-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 11/1/2020 5:45 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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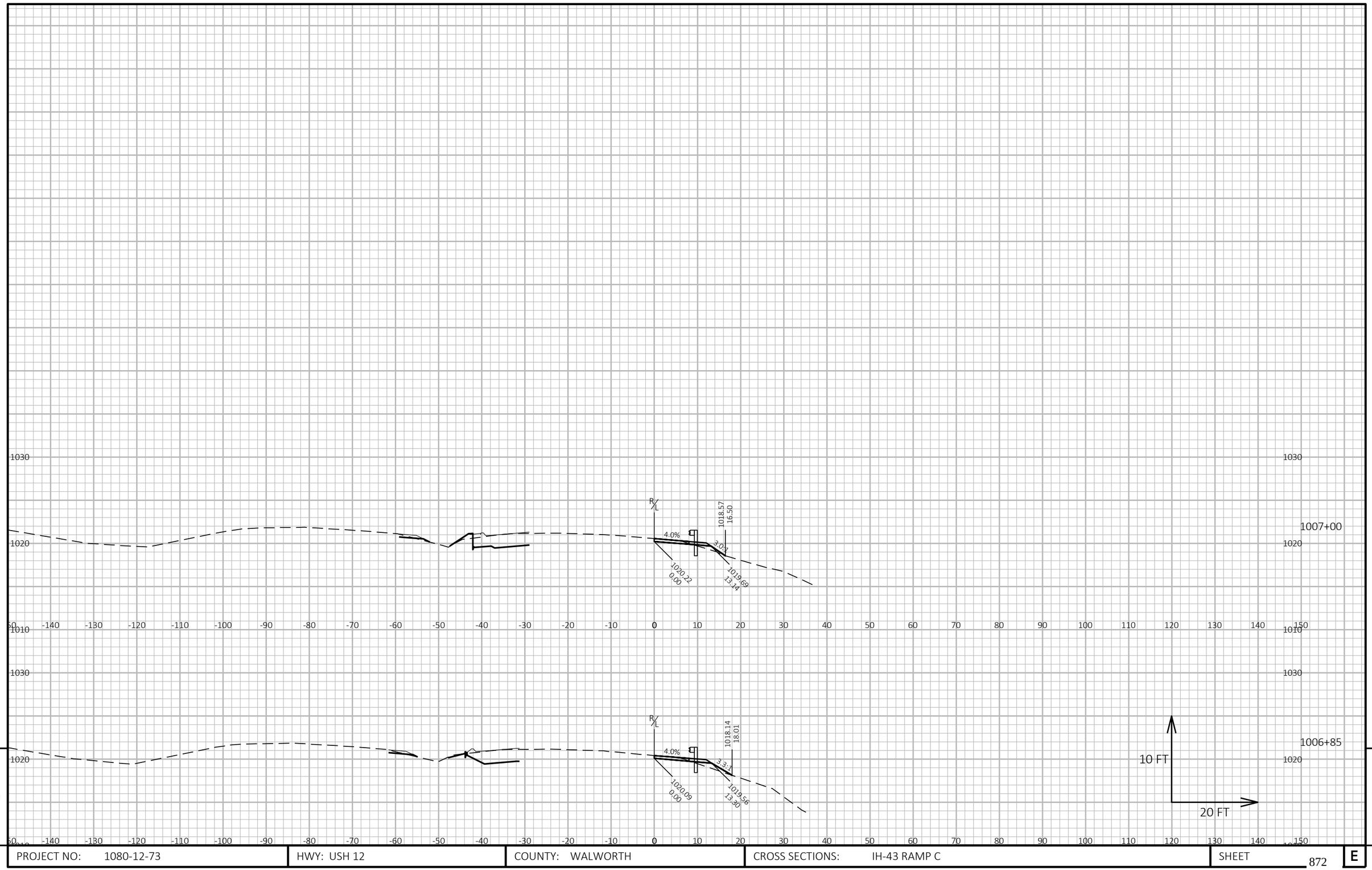
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: IH-43 RAMP C	SHEET 871	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090237-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 11/1/2020 5:40 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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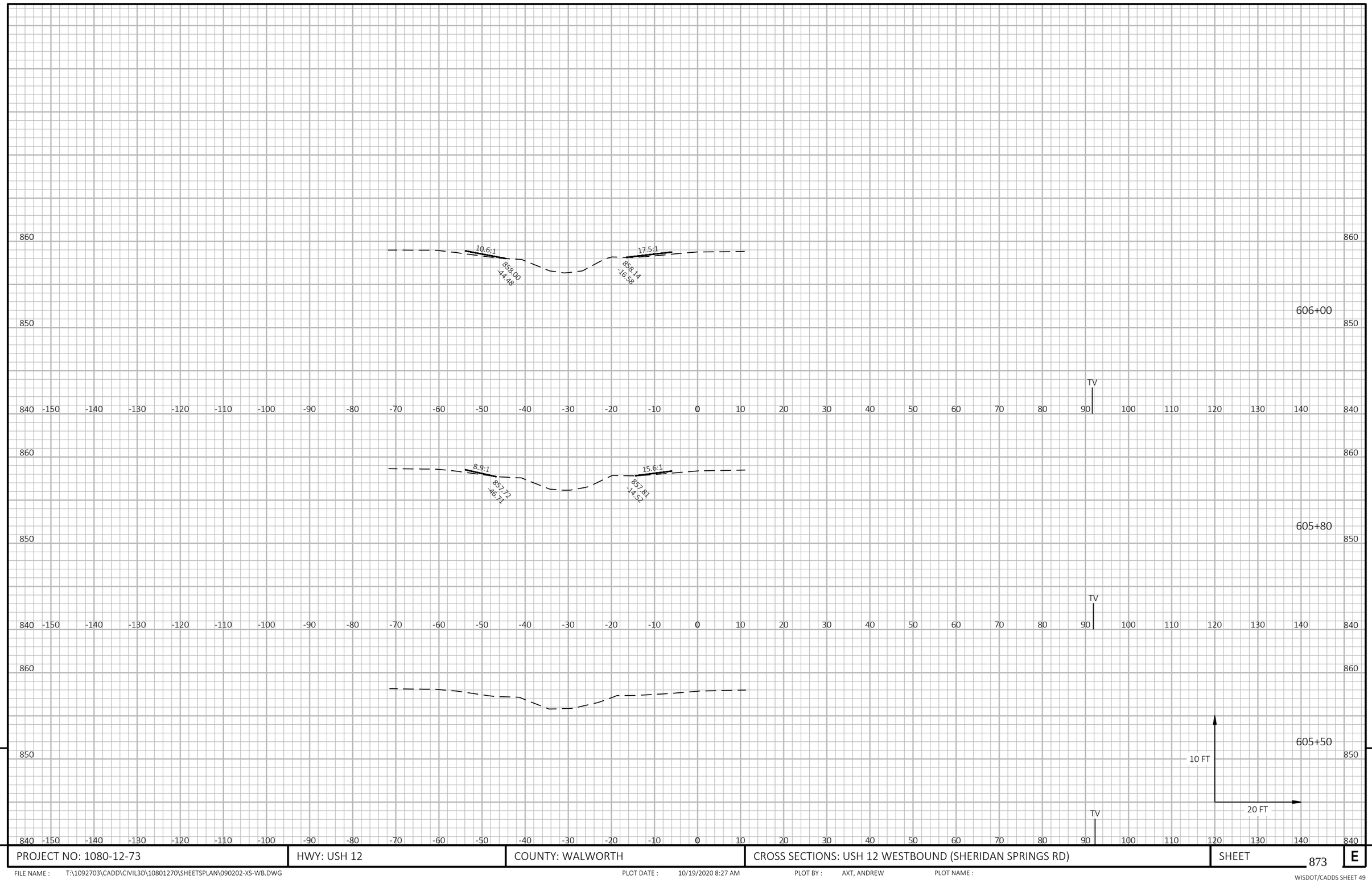
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: IH-43 RAMP C	SHEET 872	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090237-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/1/2020 5:41 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

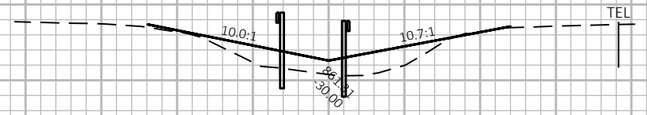
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (SHERIDAN SPRINGS RD)	SHEET 873	E

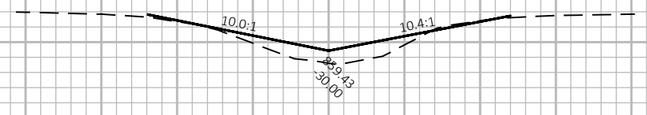
FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:27 AM PLOT BY : AXT, ANDREW PLOT NAME :

BULLNOSE POST #1

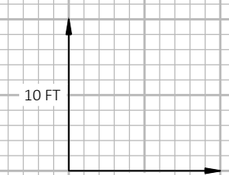
607+98



607+30



607+00



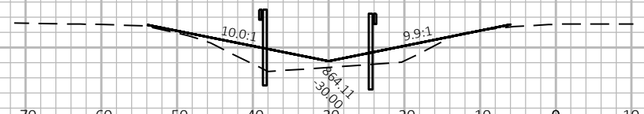
9

9

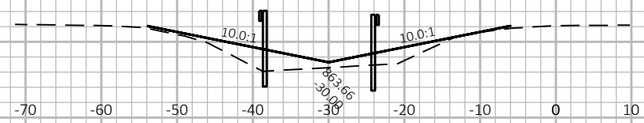
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (SHERIDAN SPRINGS RD)	SHEET 874	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

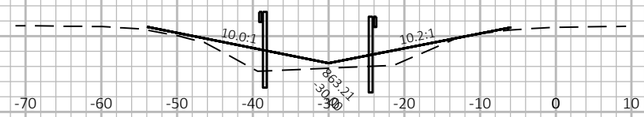
WISDOT/CADDS SHEET 49



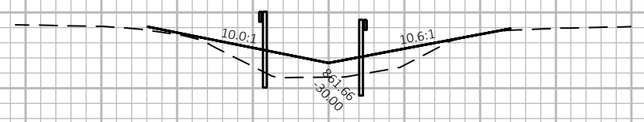
608+94



608+79



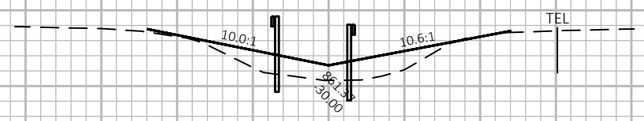
608+64



TEL

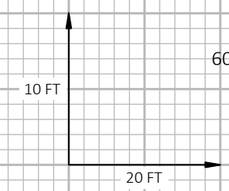
608+10

BULLNOSE POST #5



TEL

608+00



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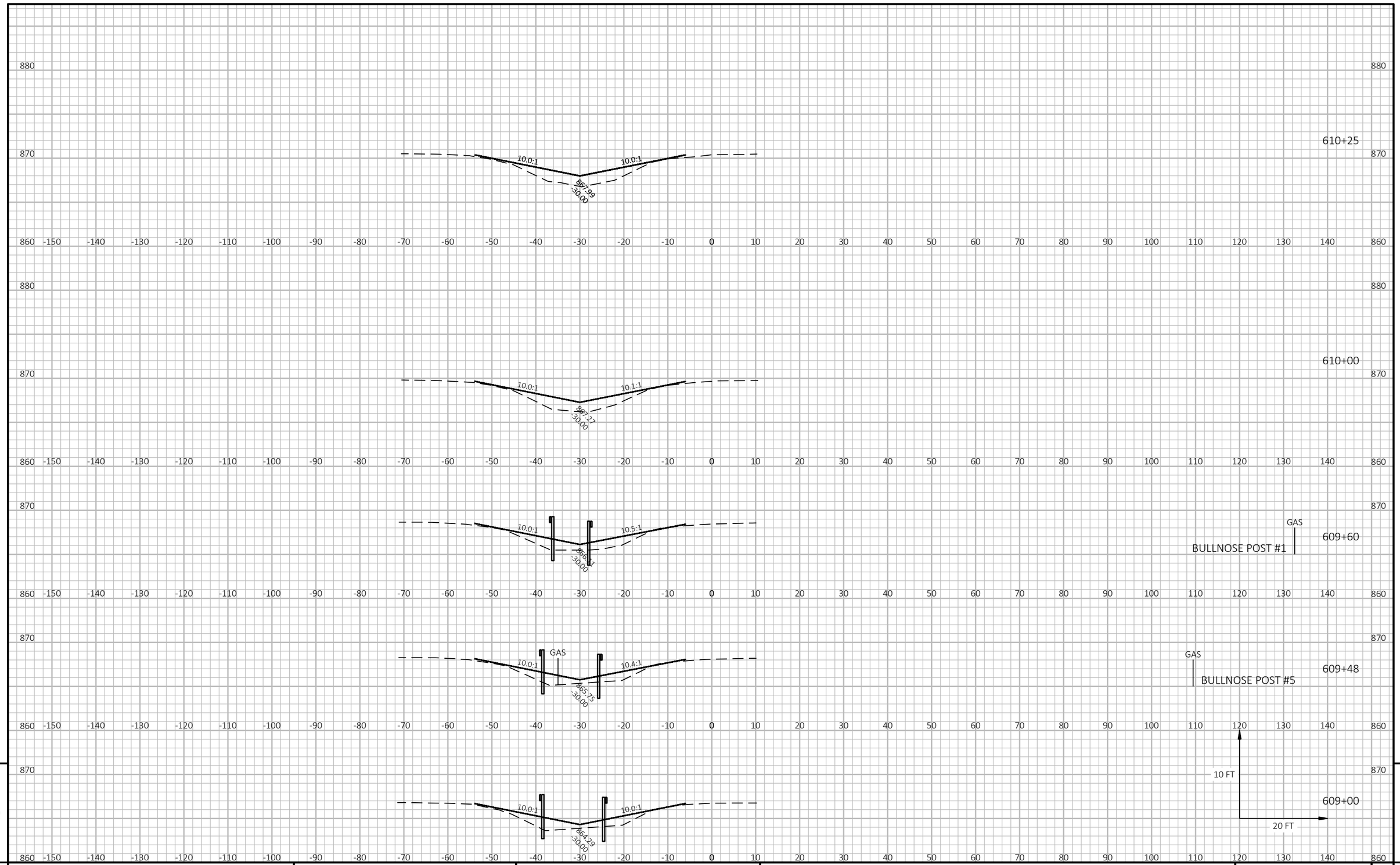
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (SHERIDAN SPRINGS RD)	SHEET 875	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (SHERIDAN SPRINGS RD)	SHEET 876	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

612+00

611+75

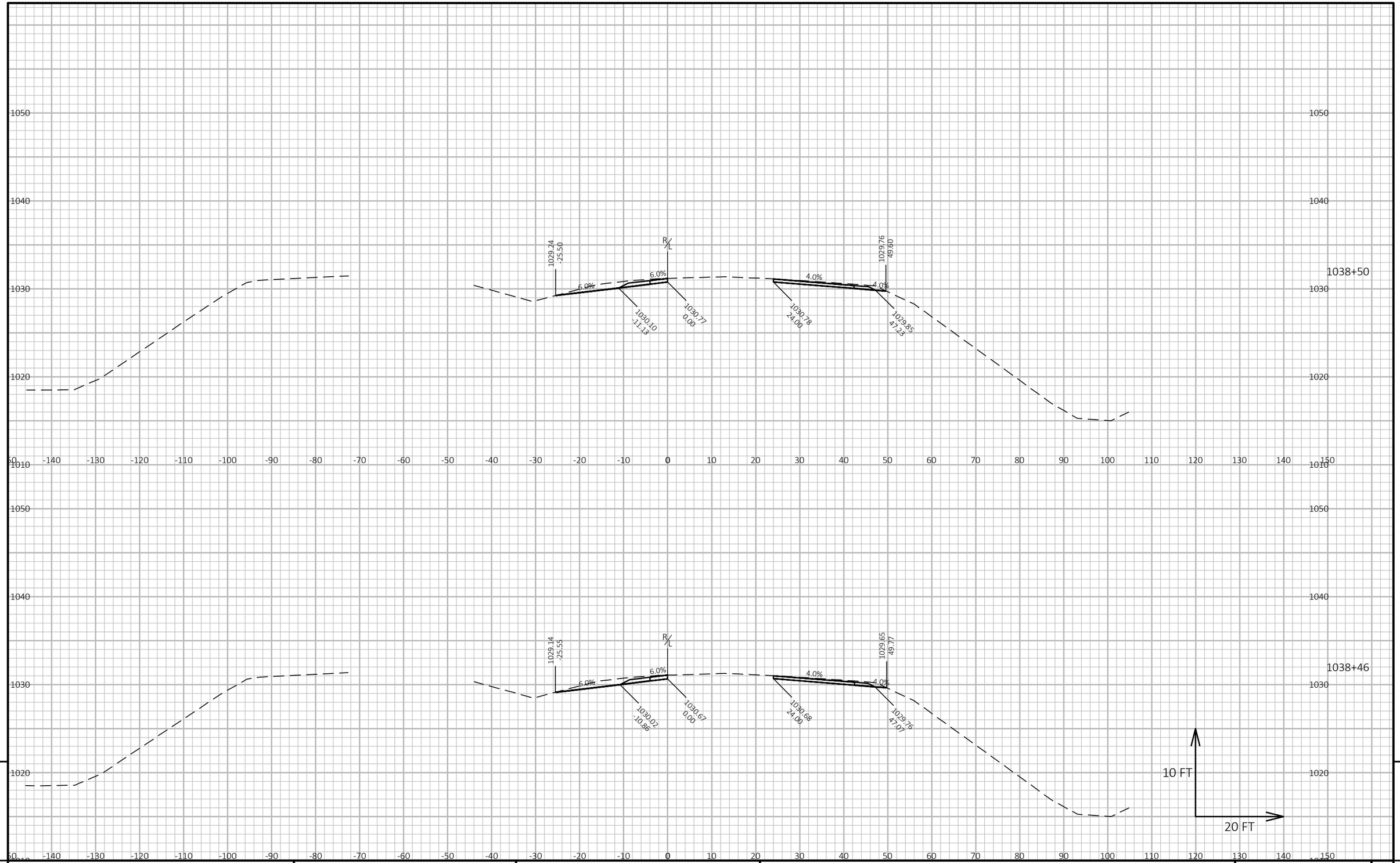
611+00

4.5:1
873.85
-50.00
3.8:1
873.51
-10.00
10.0:1
7.3:1
869.74
-25.89
10 FT
20 FT

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WESTBOUND (SHERIDAN SPRINGS RD)	SHEET 877	E

FILE NAME : T:\1092703\CADD\CIVIL3D\10801270\SHEETSPLAN\090202-XS-WB.DWG PLOT DATE : 10/19/2020 8:28 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 878	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 01

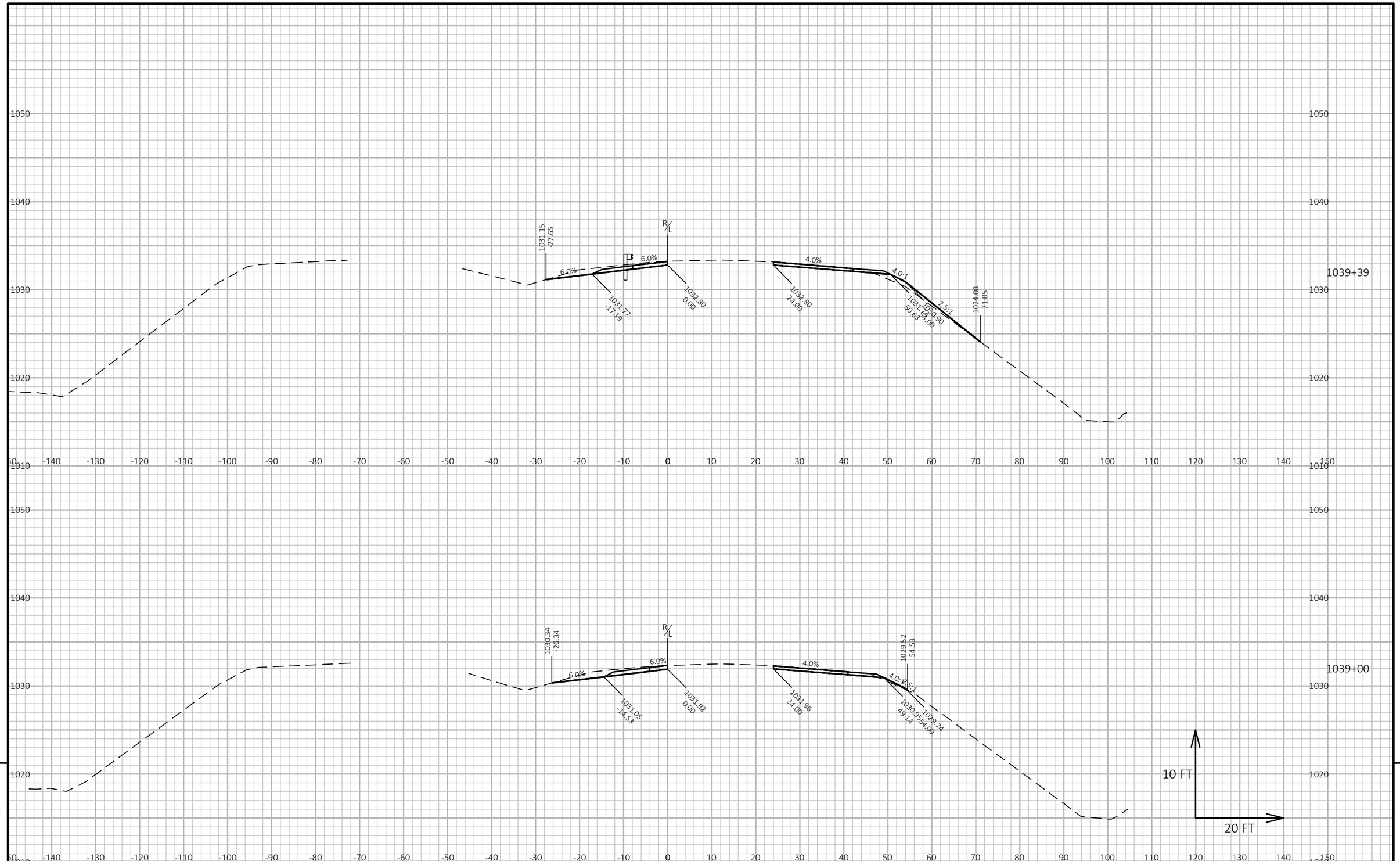
PLOT DATE : 10/30/2020 3:00 PM

PLOT BY : KAYLA DEBACCO

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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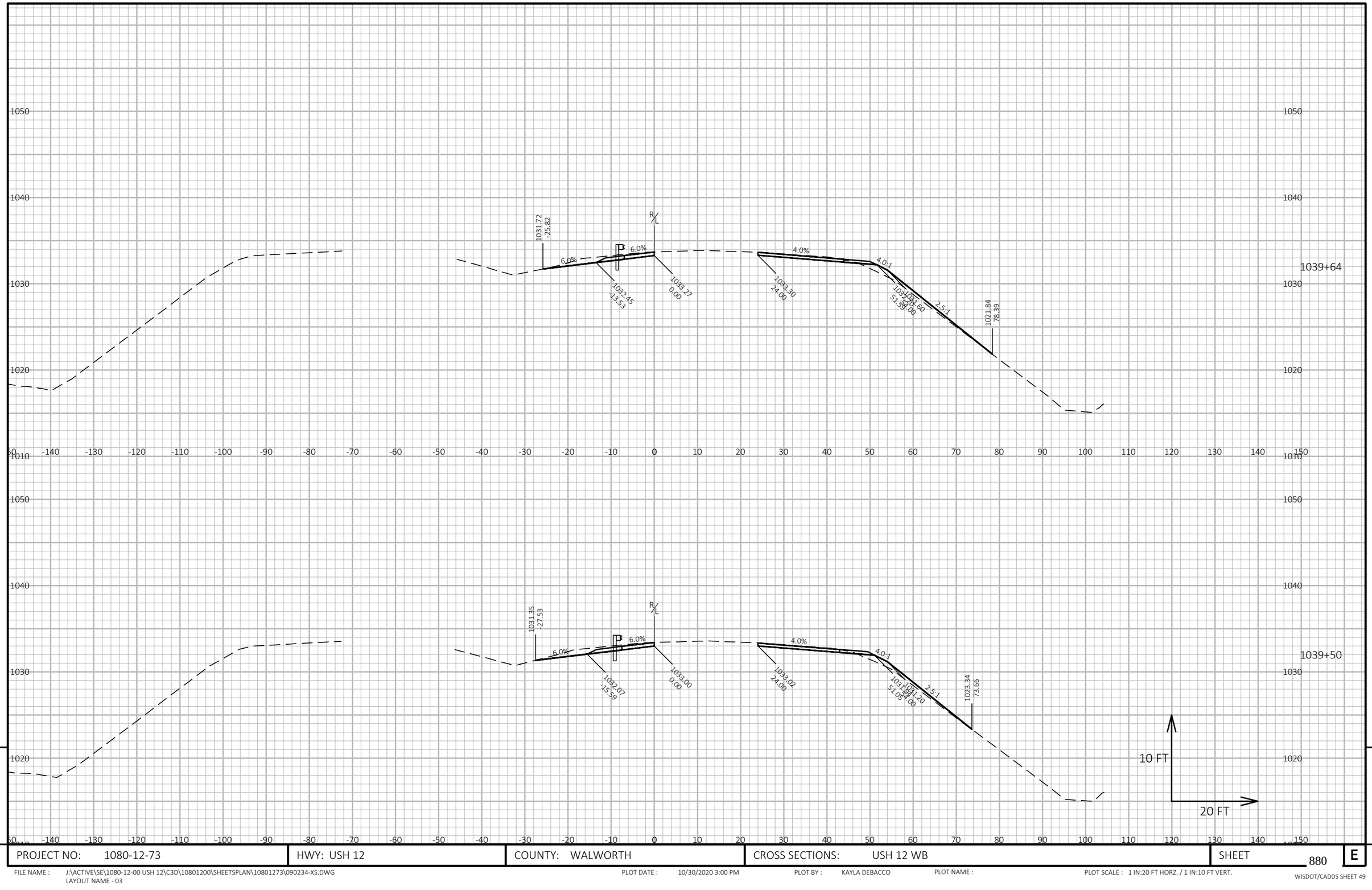
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 879	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2020 3:00 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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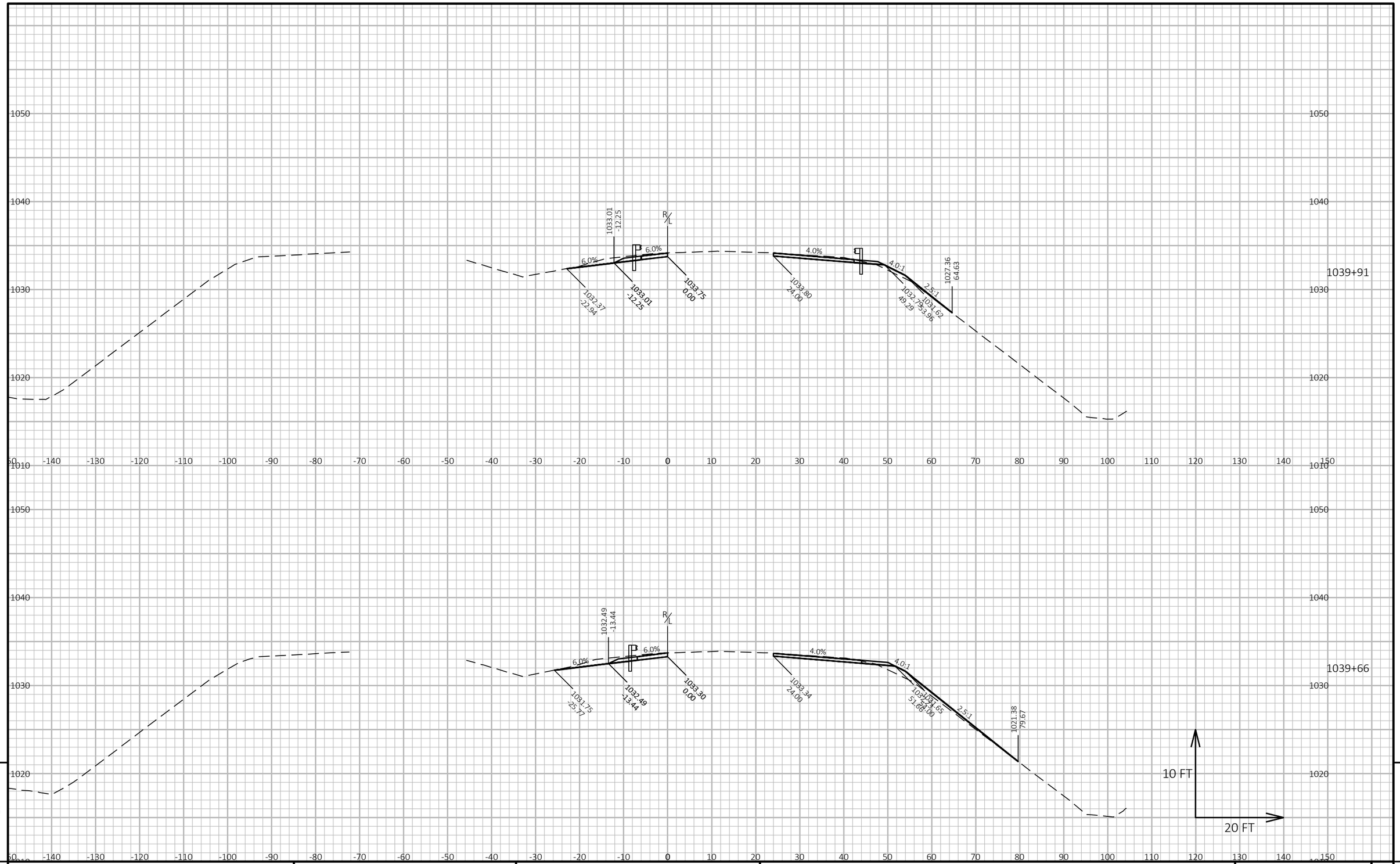
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 880	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2020 3:00 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

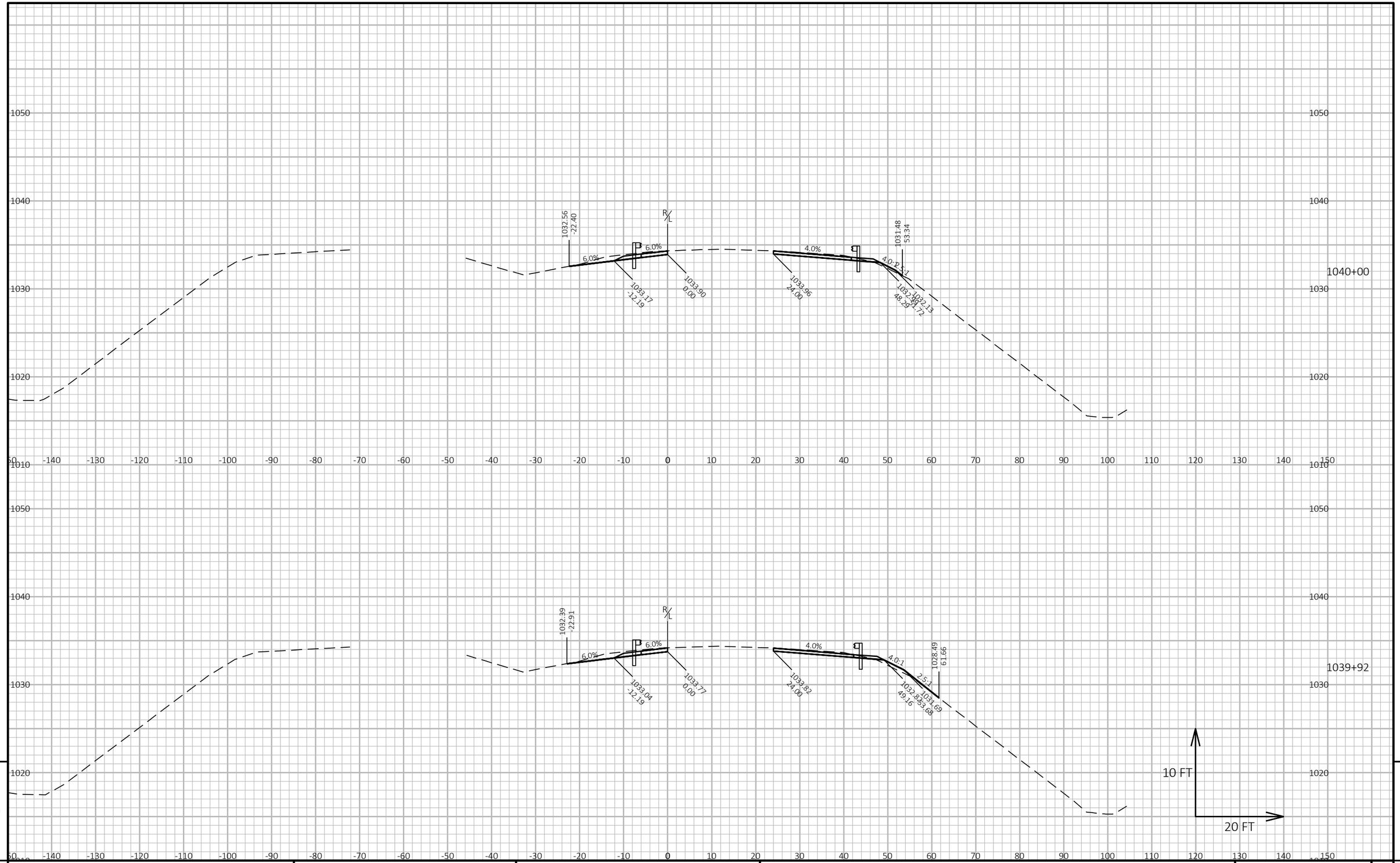


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 881	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2020 3:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

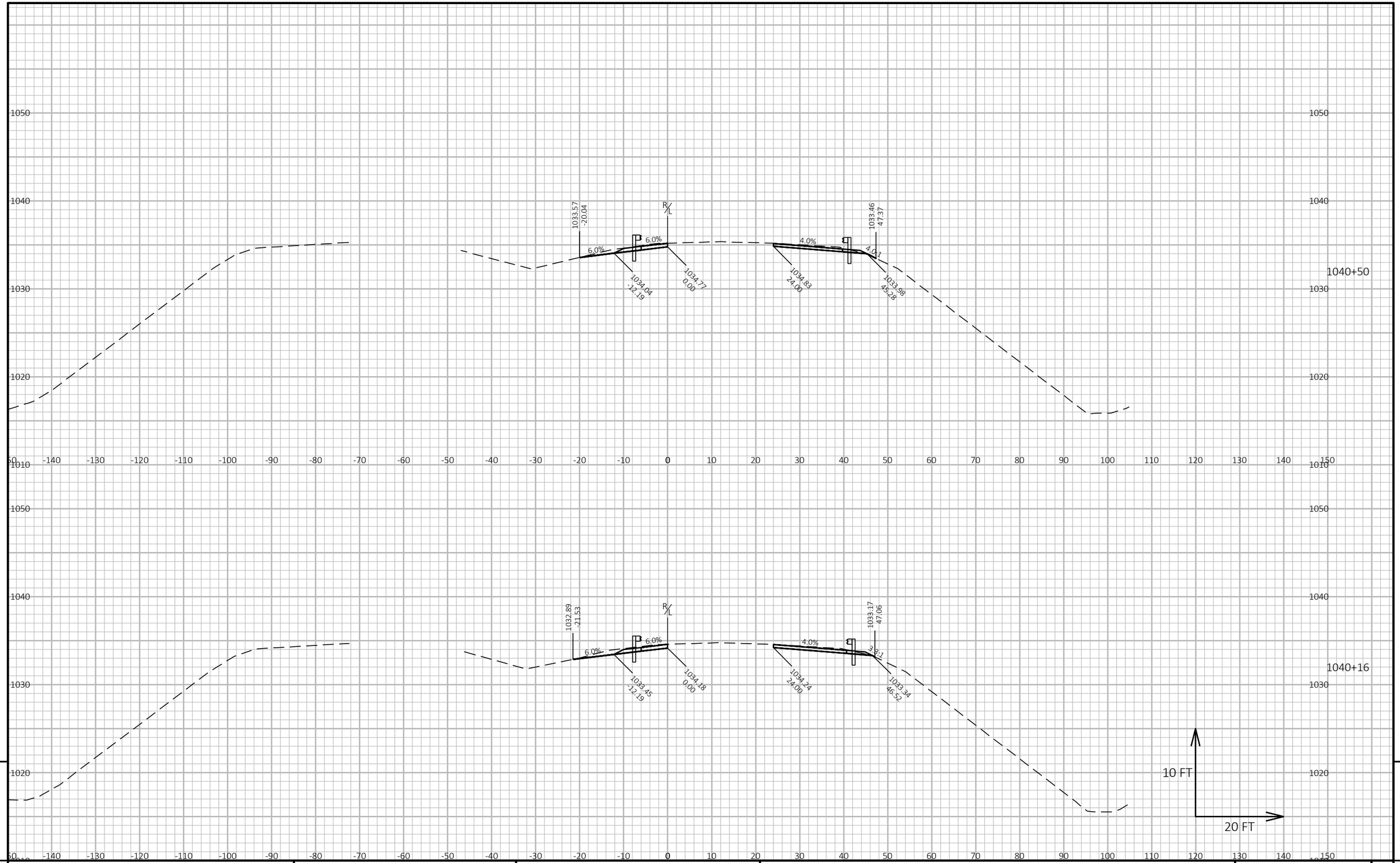


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 882	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/30/2020 3:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

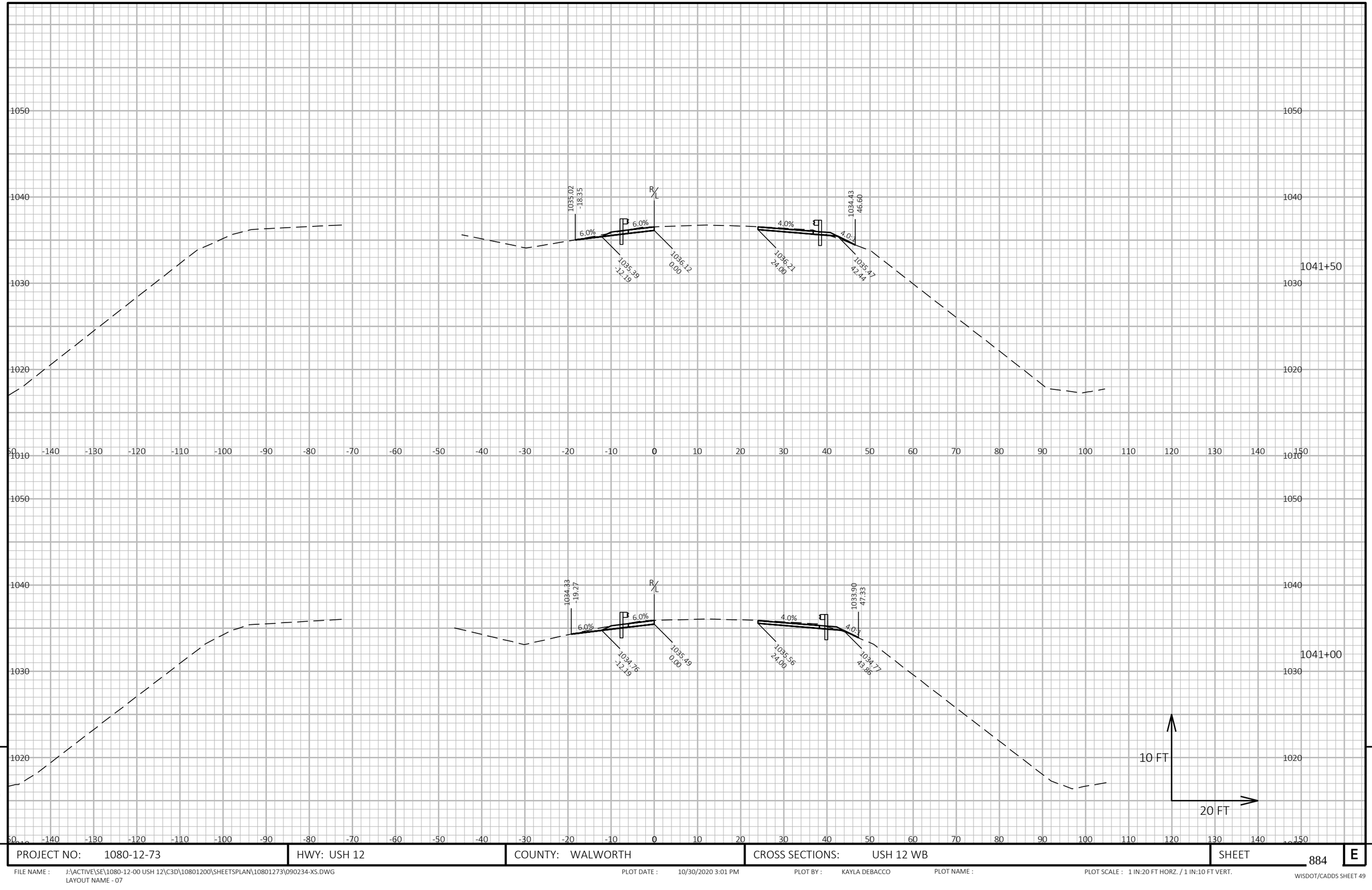
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 883	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/30/2020 3:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

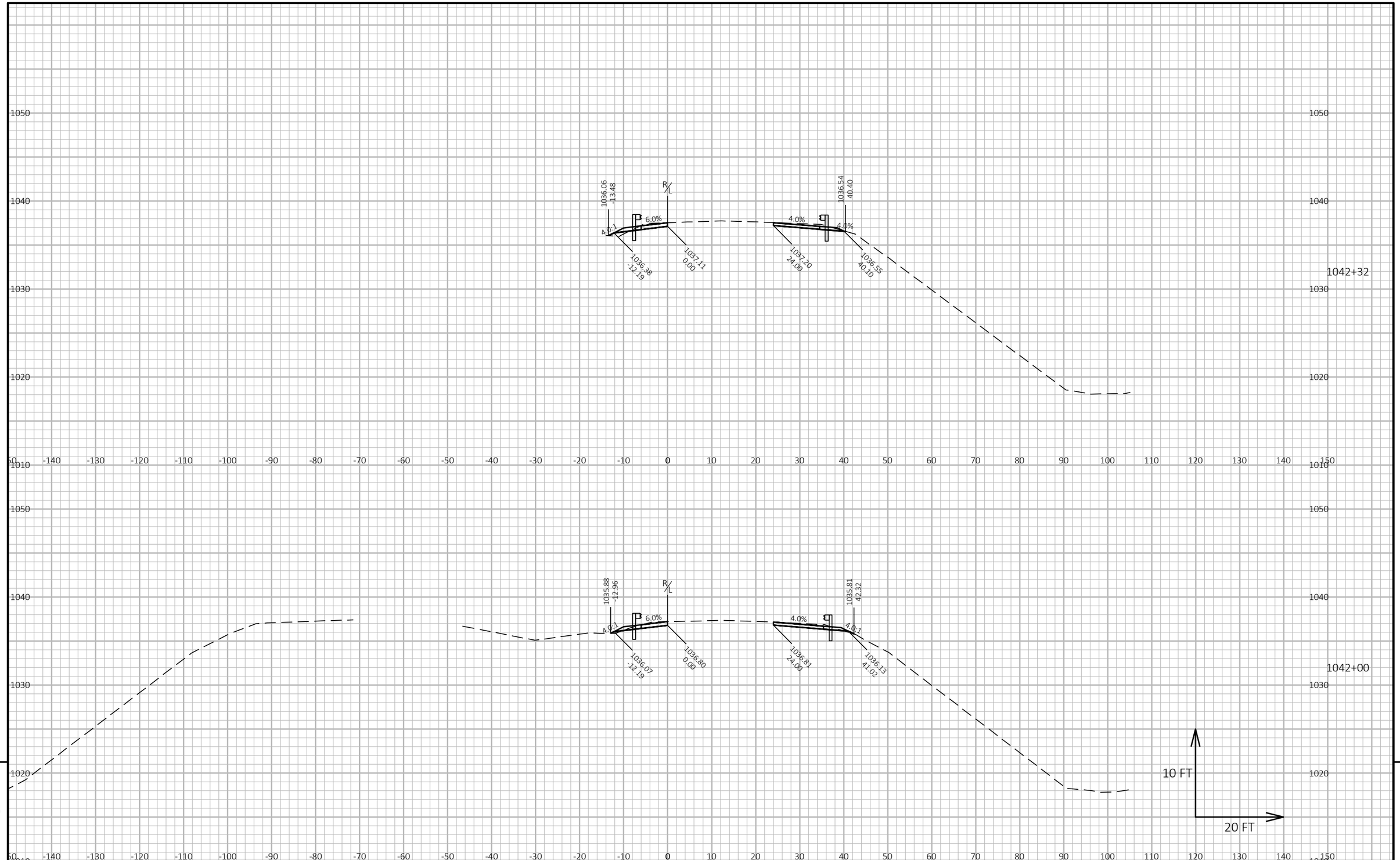
9

PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 884	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/30/2020 3:01 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

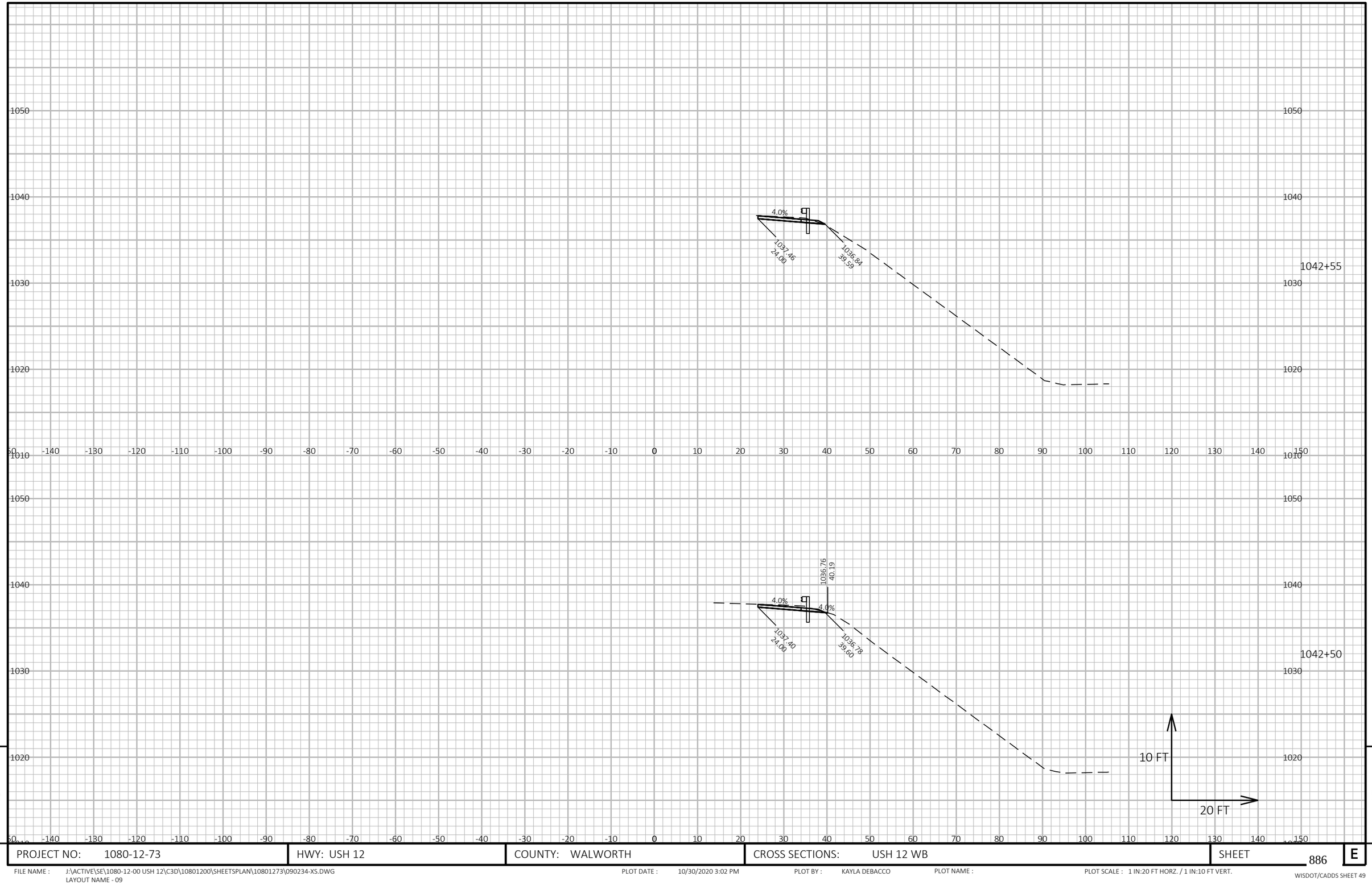


PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 885	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/30/2020 3:02 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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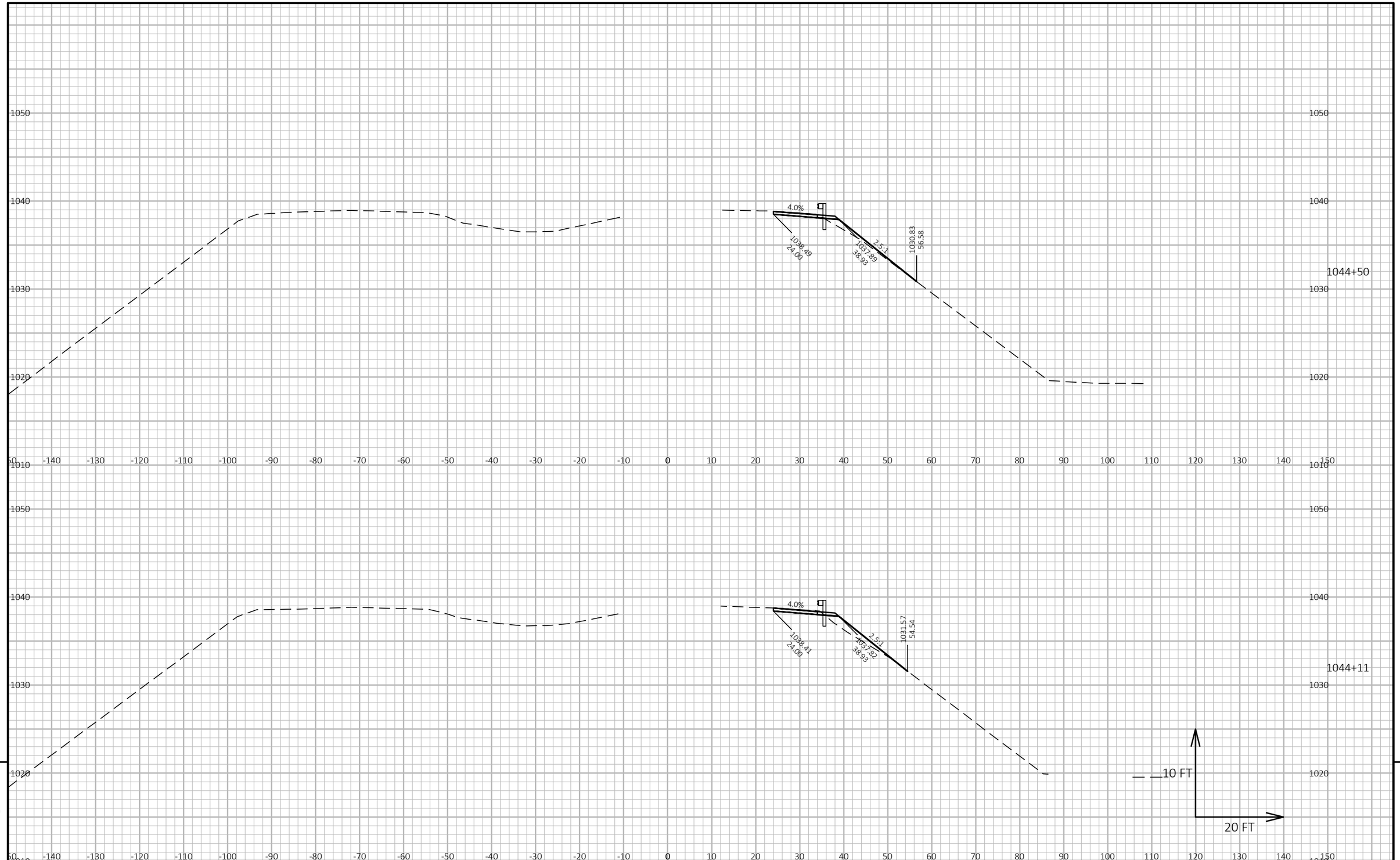
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 886	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/30/2020 3:02 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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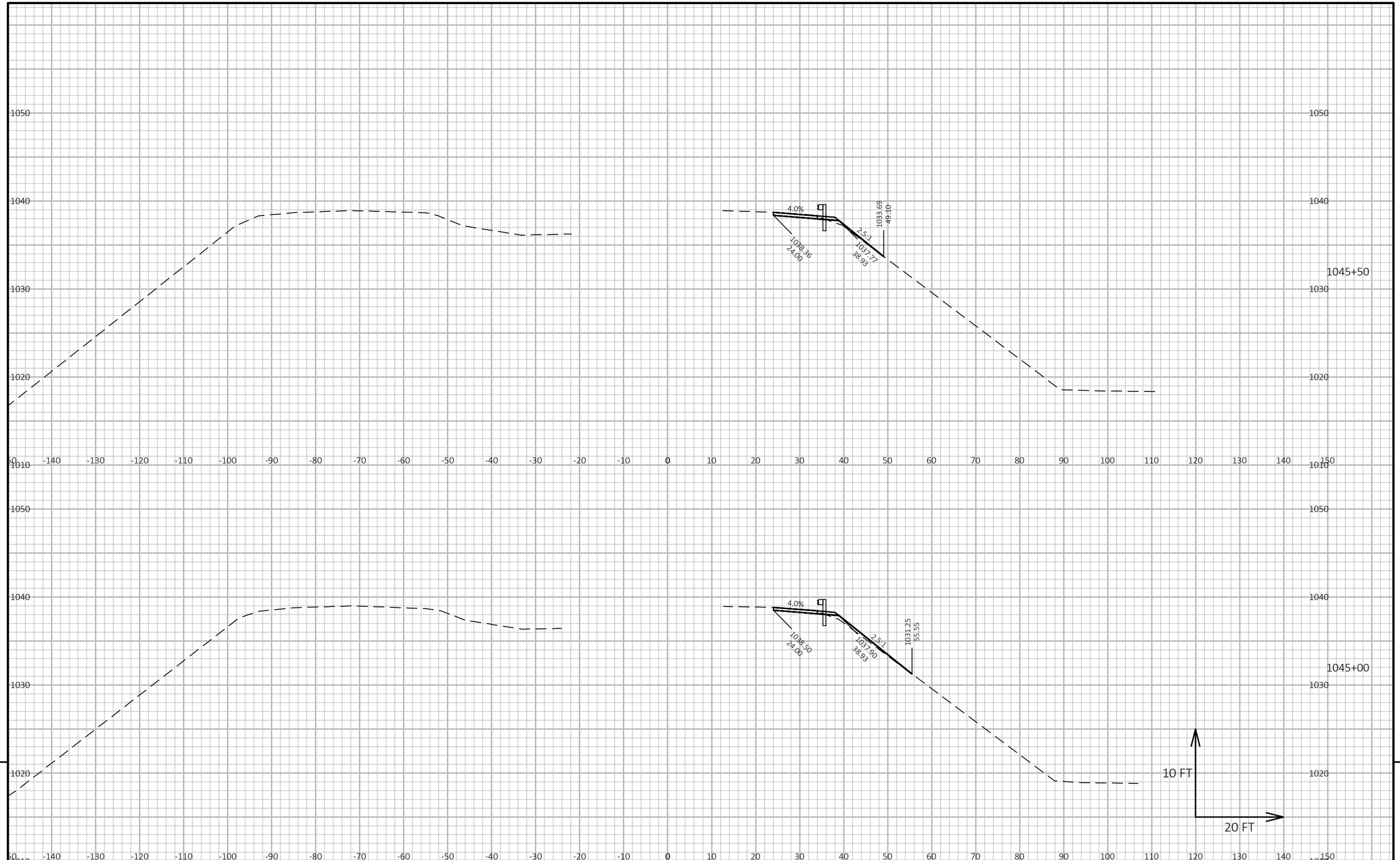
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 887	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/30/2020 3:02 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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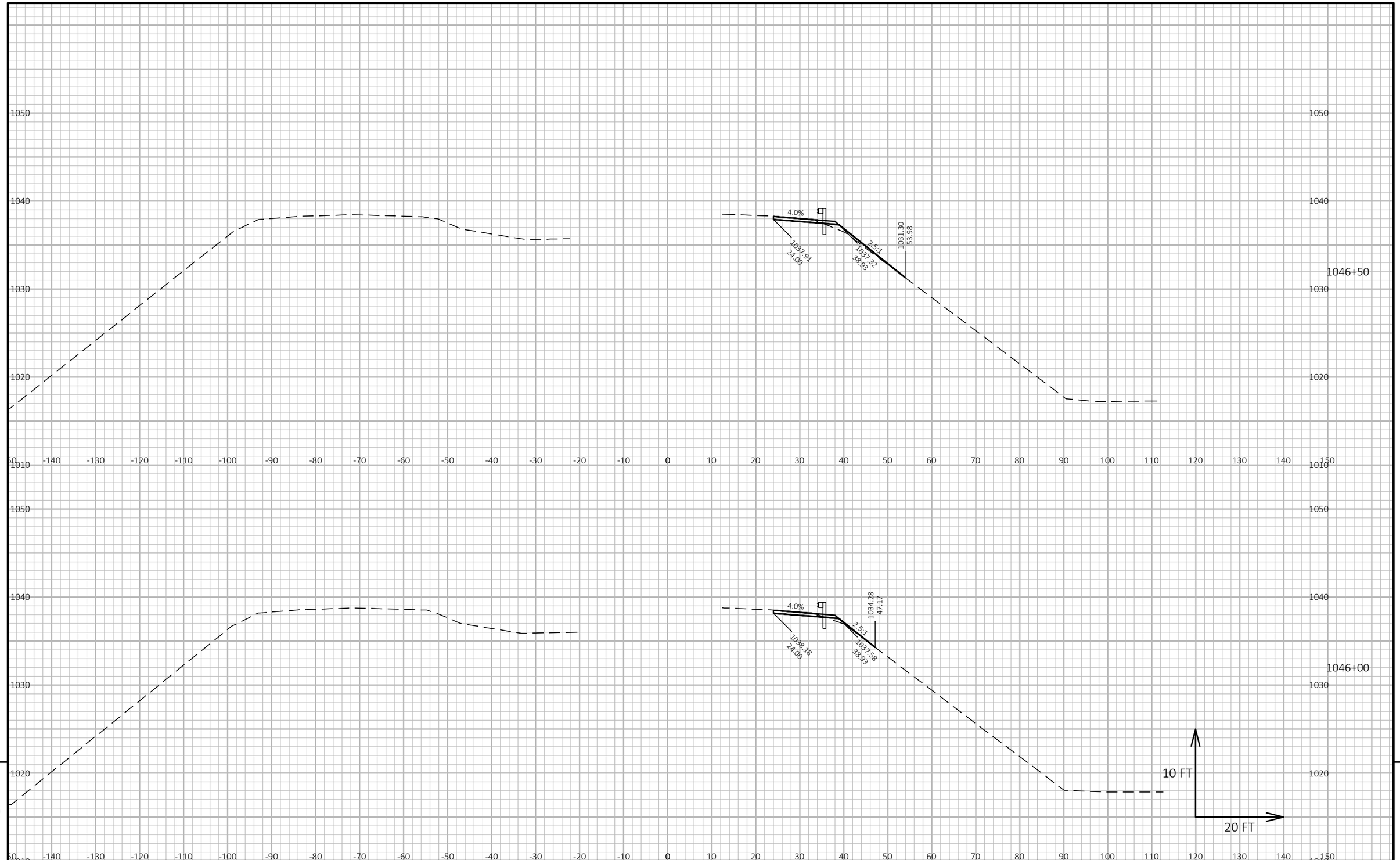
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 888	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/30/2020 3:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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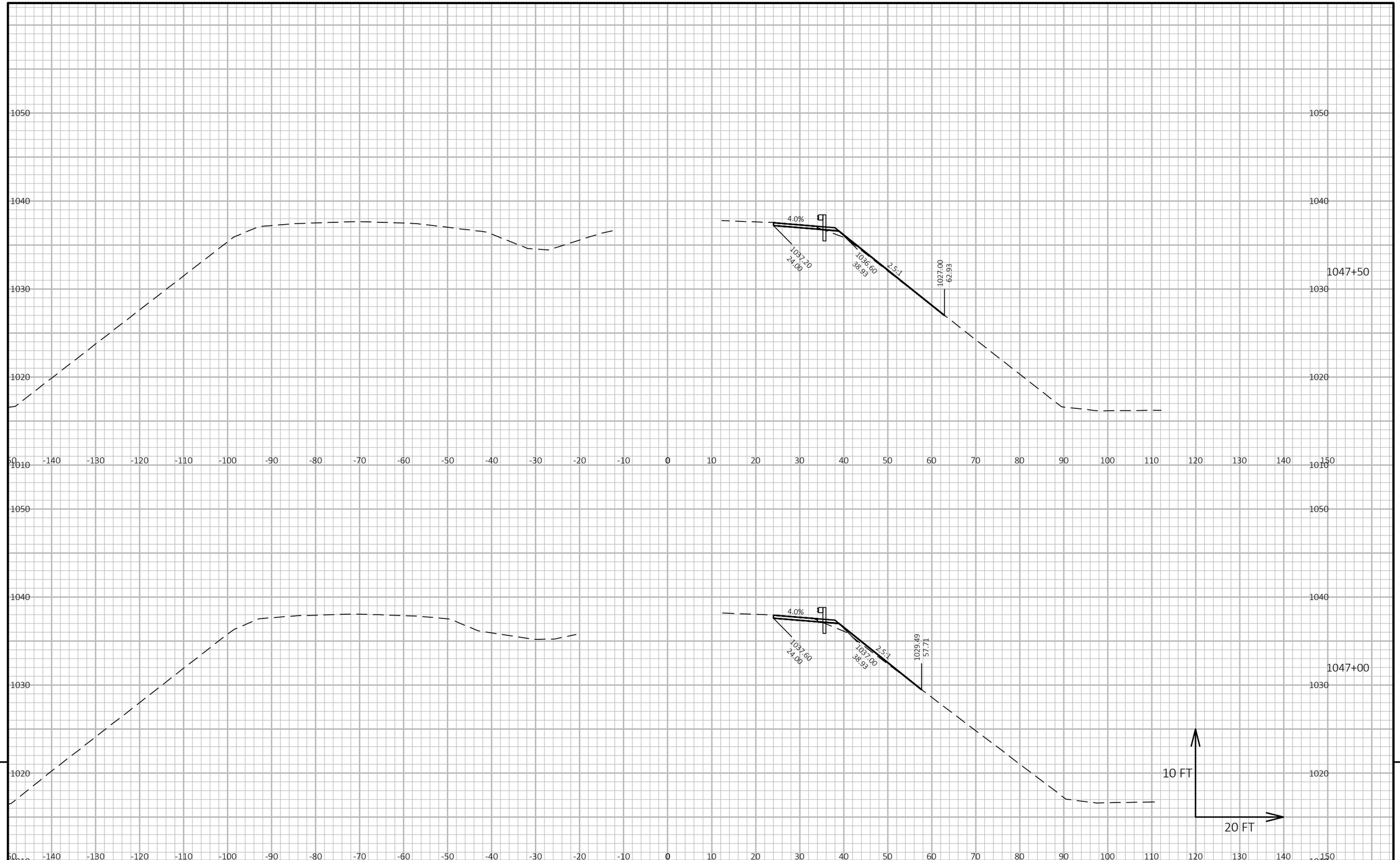
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 889	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/30/2020 3:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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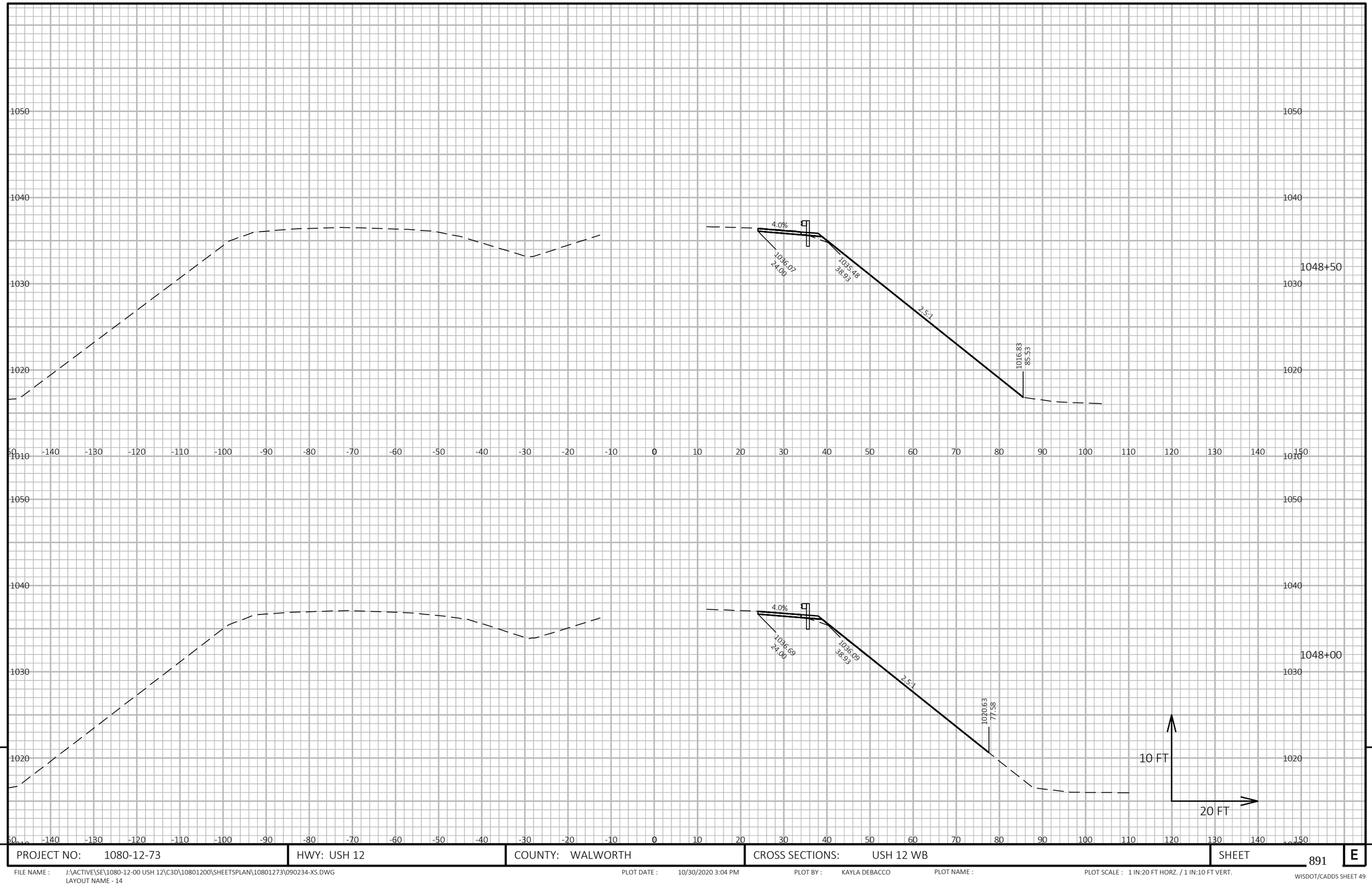
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 890	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/30/2020 3:03 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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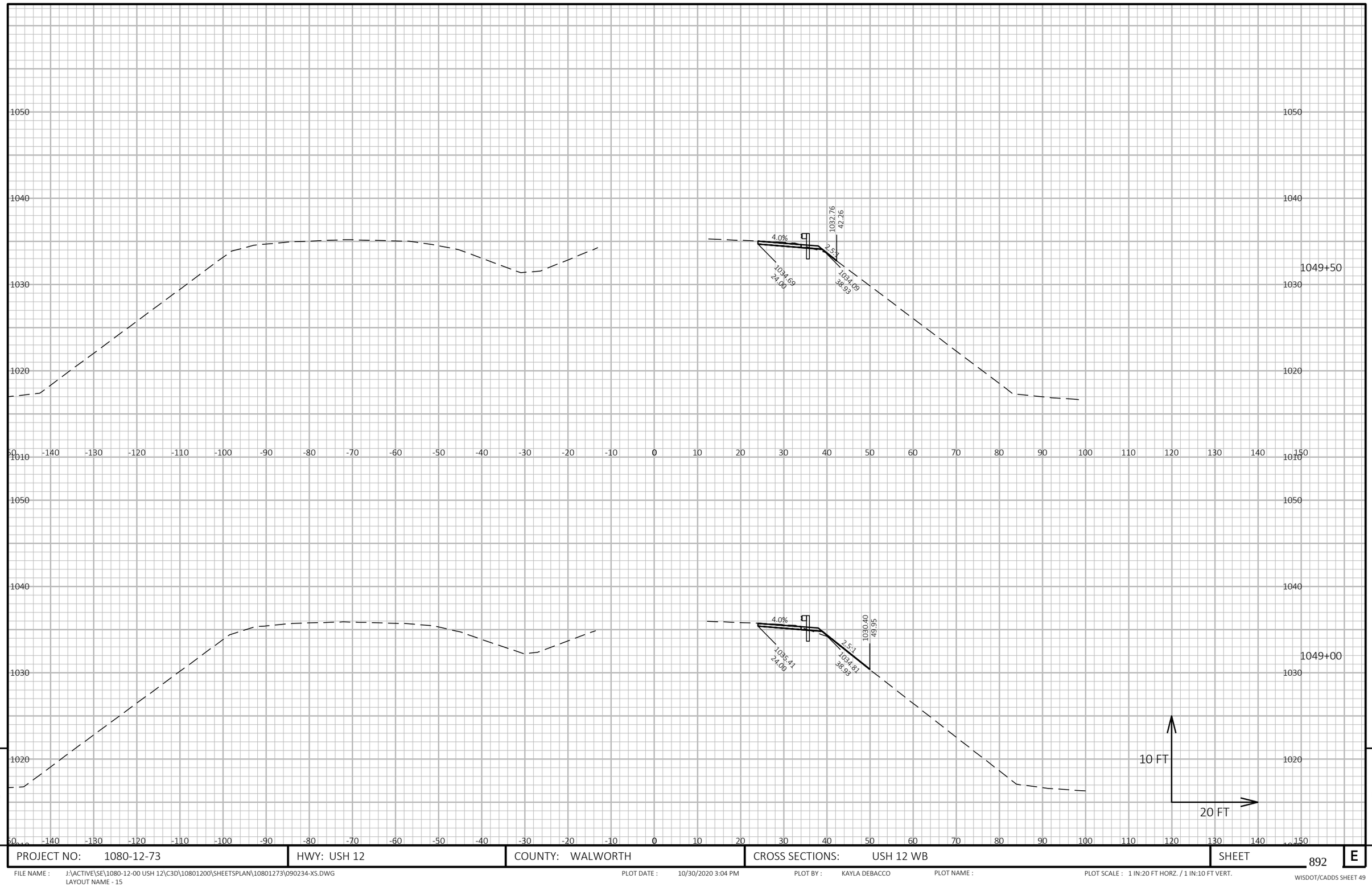
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 891	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/30/2020 3:04 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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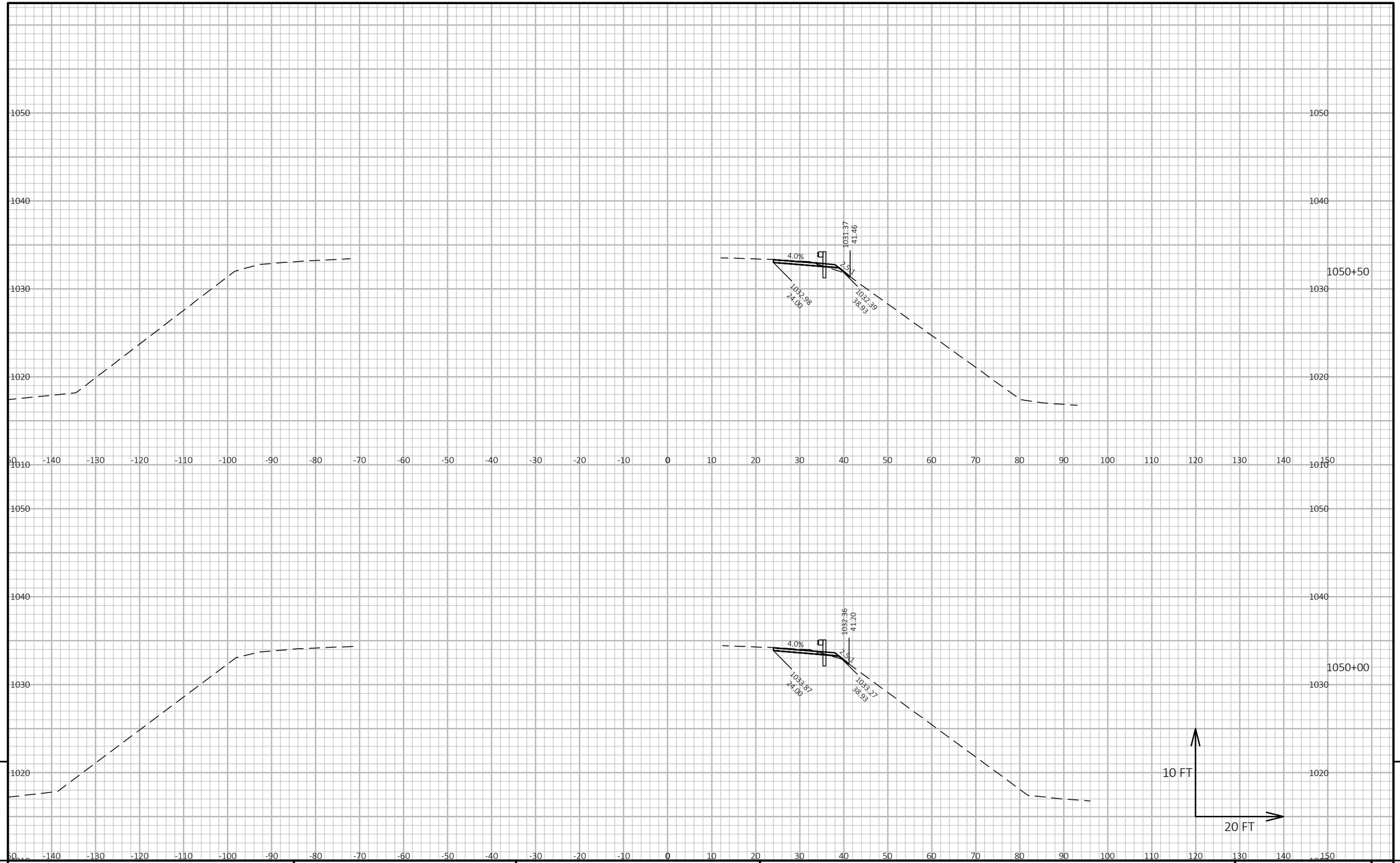
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 892	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/30/2020 3:04 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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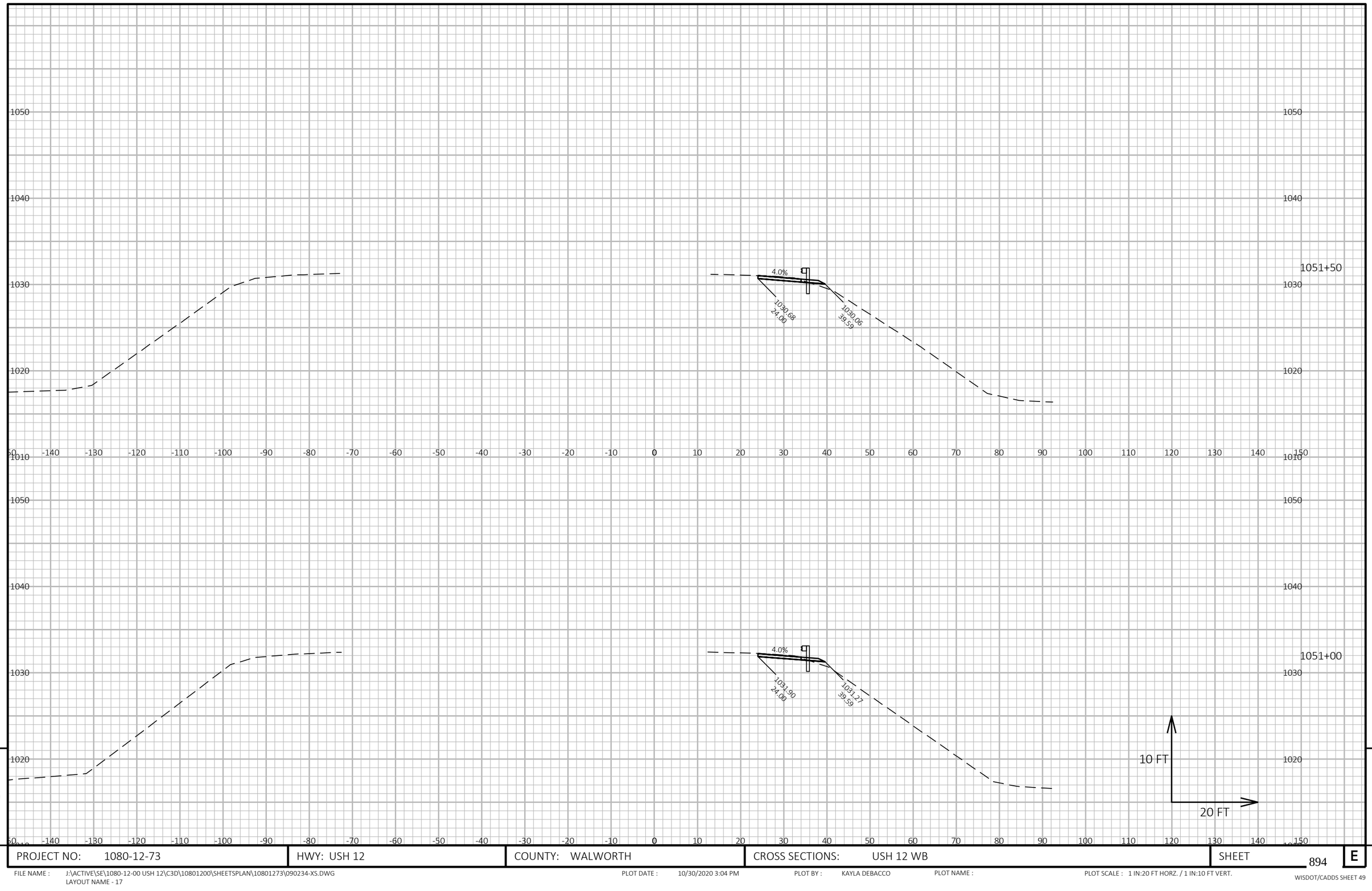
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 893	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/30/2020 3:04 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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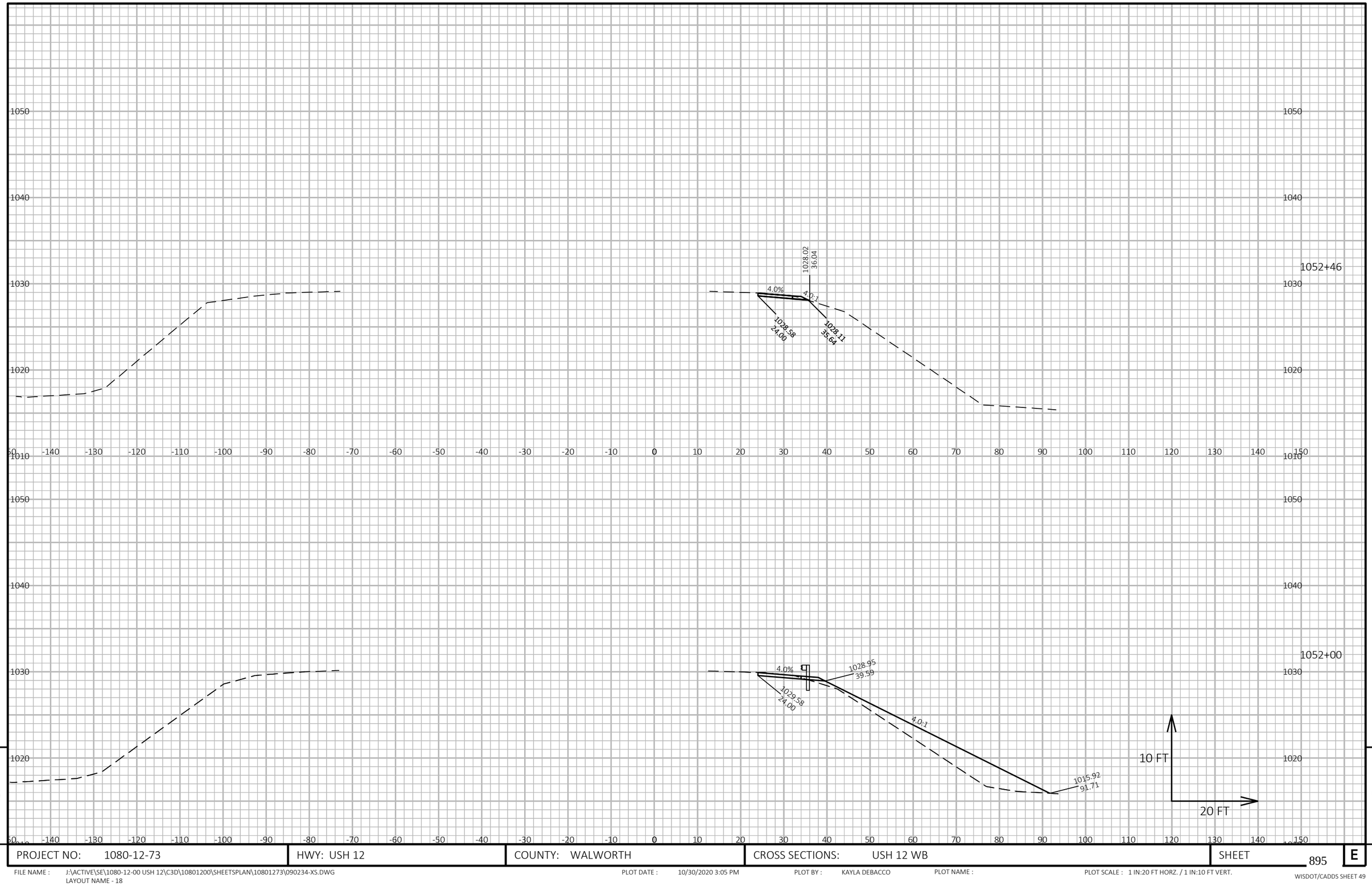
PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 894	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 10/30/2020 3:04 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1080-12-73	HWY: USH 12	COUNTY: WALWORTH	CROSS SECTIONS: USH 12 WB	SHEET 895	E

FILE NAME : J:\ACTIVE\SE\1080-12-00 USH 12\C3D\10801200\SHEETSPLAN\10801273\090234-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/30/2020 3:05 PM PLOT BY : KAYLA DEBACCO PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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