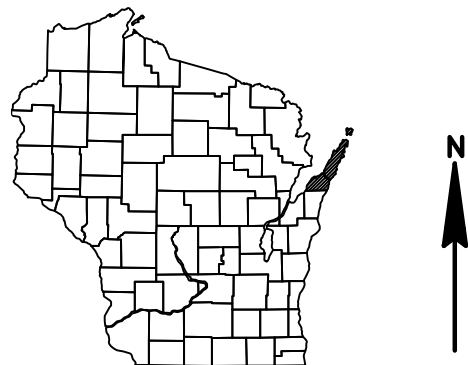


PROJECT ID: 4140-19-71
WITH: N/A

COUNTY: DOOR

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 =



DESIGN DESIGNATION

A.A.D.T.	2012	=	5,100
A.A.D.T.	2032	=	6,900
D.H.V.		=	775
D.D.		=	63/37
T.		=	6.9 %
DESIGN SPEED		=	30-60 MPH
ESALS		=	832,200

CONVENTIONAL SYMBOLS

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

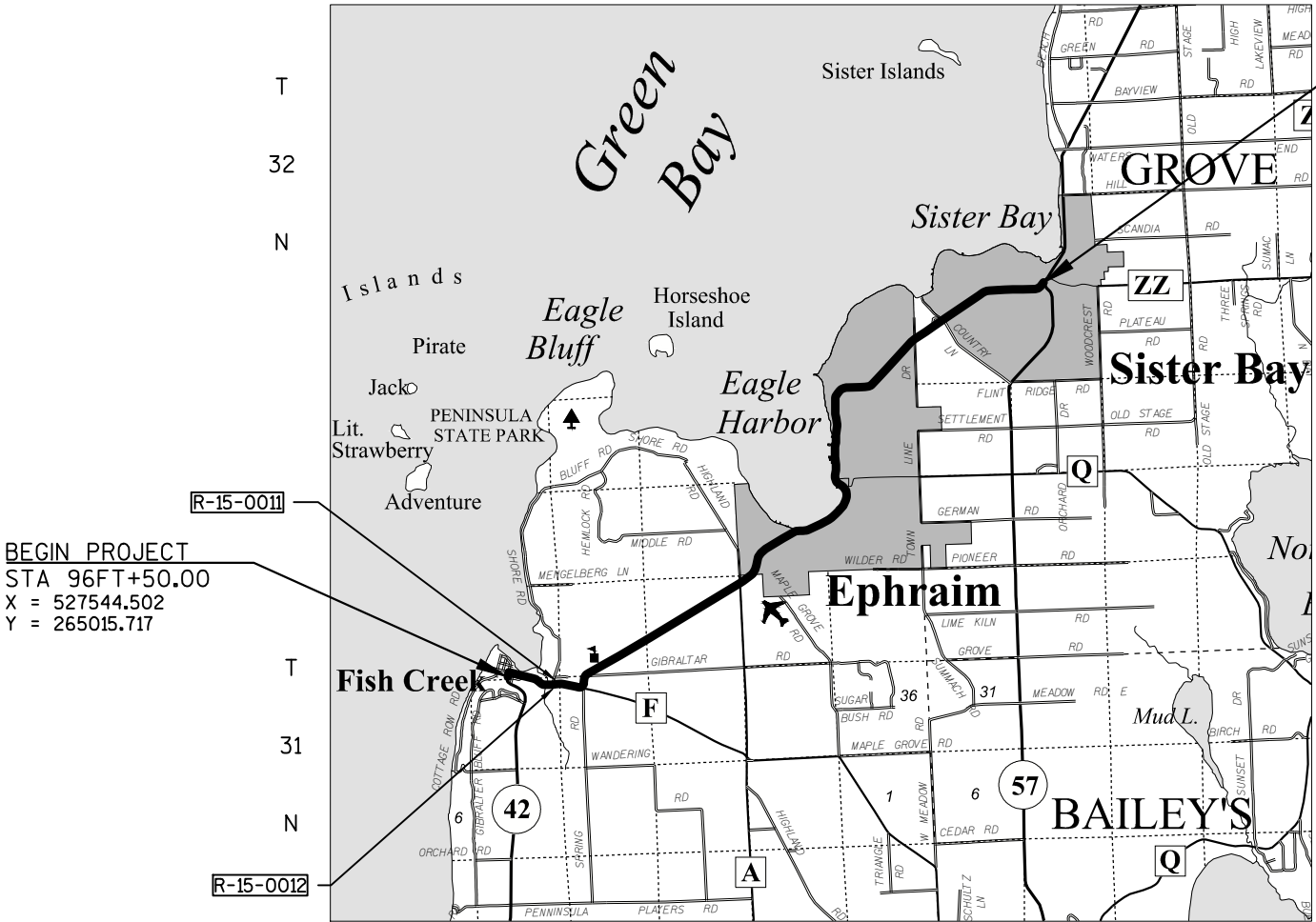
PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
GIBRALTAR - SISTER BAY
BLUFF LANE - COUNTRY WALK DRIVE
STH 42
DOOR COUNTY

STATE PROJECT NUMBER
4140-19-71

R - 27 - E

R - 28 - E



END PROJECT
STA 531FT+27.00
X = 558118.444
Y = 286451.004

LAYOUT
SCALE 0 2.0 MI

TOTAL NET LENGTH OF CENTERLINE = 8.234 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DOOR COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NATIONAL AMERICAN VERTICAL DATUM OF NAVD88.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4140-19-71		

60% Plan
9/21/2016

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	NE REGION
Designer	D. KIRST
Project Manager	J. J. ASHAUER
Regional Examiner	
Regional Supervisor	J. F. THOMPSON
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)

PRE 1 E



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

UTILITY CONTACTS

ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- PAVEMENT GRADES
- EROSION CONTROL
- STORM SEWER
- PAVEMENT MARKINGS
- TRAFFIC CONTROL

STANDARD ABBREVIATIONS

- AEW
AGG
ASPH
BAD
BM
BMP
C&G
C/L
CMCP
CONC
CP
CPRC
CSD
CY
D
Δ
DISCH
EB
FE
FL
HE
HMA
INV
L
LHF
LP
LT
M/L
MIN
NB
NC
NOR
PAVT
PC
PCC
PE
PGL
PI
PL
PLE
PRC
PT
R
R/L
R/W
RC
RCAEW
REQD
RHF
RO
RRSP
RT
SALV
SB
SDD
SE
SF
SSPRC
STA
SY
T
TLE
VCL
VPC
VPI
VPT
WB

APRON END WALL
AGGREGATE
ASPHALTIC
BASE AGGREGATE DENSE
BENCH MARK
BEST MANAGEMENT PRACTICES
CURB AND GUTTER
CENTER OR CONSTRUCTION LINE
CULVERT PIPE CORRUGATED METAL
CONCRETE
CULVERT PIPE
CULVERT PIPE REINFORCED CONCRETE
CONCRETE SURFACE DRAIN
CUBIC YARD
DEGREE OF CURVE
DELTA
DISCHARGE
EASTBOUND
FIELD ENTERANCE
FLOW LINE
HIGH EASEMENT
HOT MIX ASPHALT
INVERT
LENGTH OF CURVE
LEFT HAND FORWARD
LOW POINT
LEFT
MATCHLINE
MINIMUM
NORTHBOUND
NORMAL CROWN
NORMAL
PAVEMENT
POINT OF CURVE
POINT OF COMPOUND CURVE
PRIVATE ENTERANCE
PROFILE GRADE LINE
POINT OF INTERSECTION
PROPERTY LINE
PERMANENT LIMITED EASEMENT
POINT OF REVERSE CURVE
POINT OF TANGENT
RADIUS OF CURVE
REFERENCE LINE
RIGHT OF WAY
REVERSE CROWN
APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQUIRED
RIGHT HAND FORWARD
RUN OFF LENGTH
RAILROAD SPIKE
RIGHT
SALVAGE
SOUTHBOUND
STANDARD DETAIL DRAWING
SUPER ELEVATION
SQUARE FOOT
STORM SEWER PIPE REINFORCED CONCRETE
STATION
SQUARE YARD
TANGENT LENGTH
TEMPORARY LIMITED EASEMENT
VERTICAL CURVE LENGTH
POINT OF VERTICAL CURVE
POINT OF VERTICAL INTERSECTION
POINT OF VERTICAL TANGENT
WESTBOUND

GENERAL NOTES

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

2. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS OTHERWISE DIRECTED BY THE ENGINEER

3. DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SUBGRADE SHOULDER POINTS, ARE TO BE FERTILIZED, SEEDED, AND MULCHED/E-MATTED WITHIN 5 CALENDAR DAYS OF FINAL GRADING/TOPSOILING OR AS OTHERWISE DIRECTED BY THE ENGINEER.

4. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK.

5. NO MILLING/OVERLAYING IS TO BE COMPLETED ON SIDEROADS AT INTERSECTIONS UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.

6. JOINT TIES FOR CONCRETE PIPES SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE PIPE.

7. ALL CURB AND GUTTER GRADES SHALL BE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION OF CURB AND GUTTER.

8. CURB AND GUTTER GRADES ARE TO THE FLANGE UNLESS OTHERWISE NOTED

9. VOLUMES FOR EXCAVATION COMMON INCLUDE REMOVAL OF EXISTING CONCRETE PAVEMENT, ASPHALT, BASE COURSE AND TOPSOIL TO THE PROPOSED SUBGRADE.

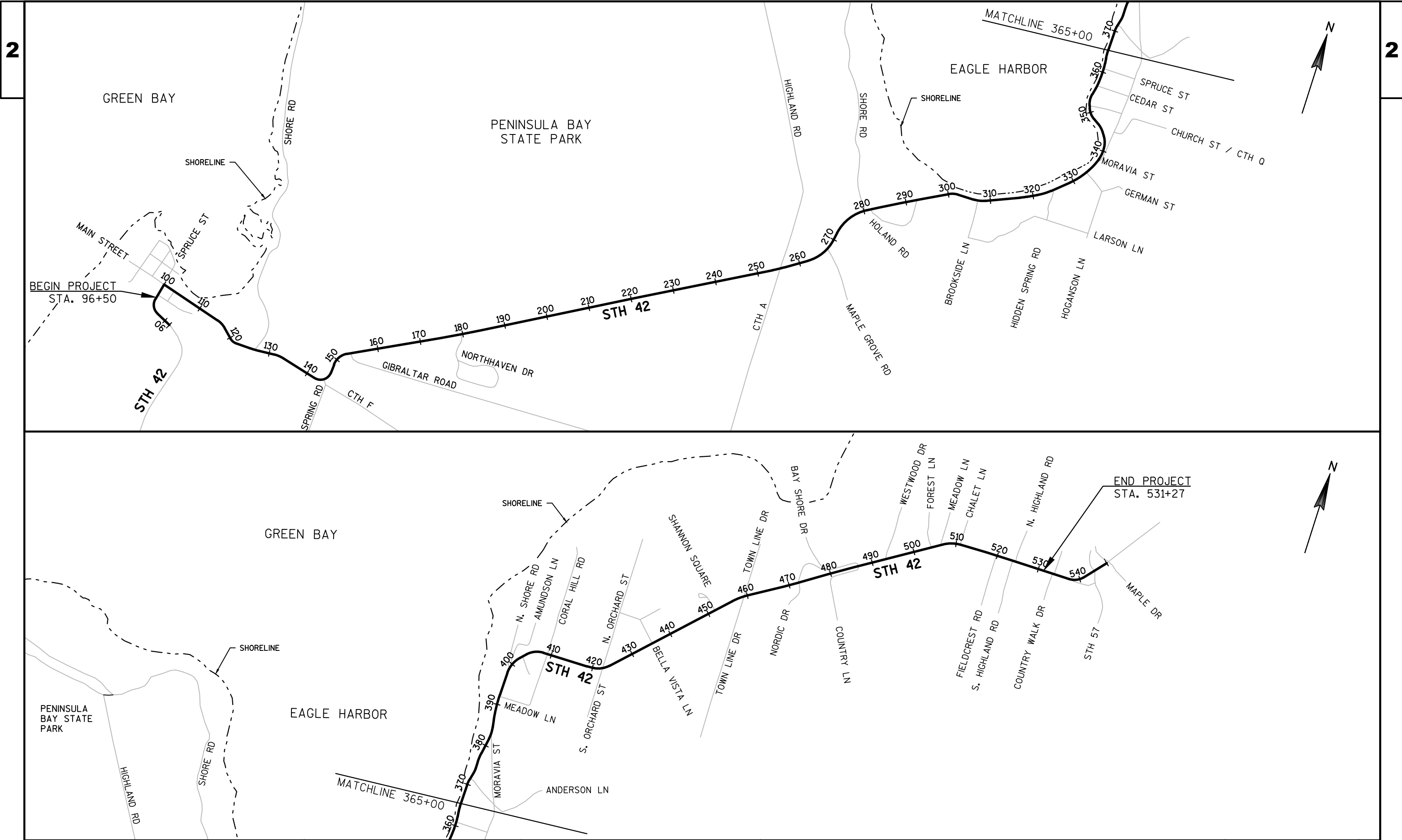
10. ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS, ABANDONMENTS OR STORM SEWER SHALL BE BACKFILLED WITH GRANULAR BACKFILL. GRANULAR BACKFILL SHALL BE INCLUDED IN THE CONTRACT PRICE OF THE REMOVAL OR ABANDONMENT ITEM.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY ANY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT THE CONTRACTOR'S EXPENSE.

12. SIDEWALK REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS SHOWN ON THE PLANS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

THICKNESS	LAYERS	ASPHALT MIX BID ITEM	GRADATION
2-INCH	ONE 2-INCH UPPER LAYER	4 MT 58-28 S	12.5 MM
3-INCH	ONE 3-INCH UPPER LAYER	4 MT 58-28 S	12.5 MM
4-INCH	ONE 2-INCH UPPER LAYER ONE 2-INCH LOWER LAYER	3 MT 58-28 S 4 MT 58-28 S	12.5 MM 19.0 MM
5-INCH	ONE 2-INCH UPPER LAYER ONE 3-INCH LOWER LAYER	3 MT 58-28 S 4 MT 58-28 S	12.5 MM 19.0 MM



PROJECT NO: 4140-19-71

HWY: STH 42

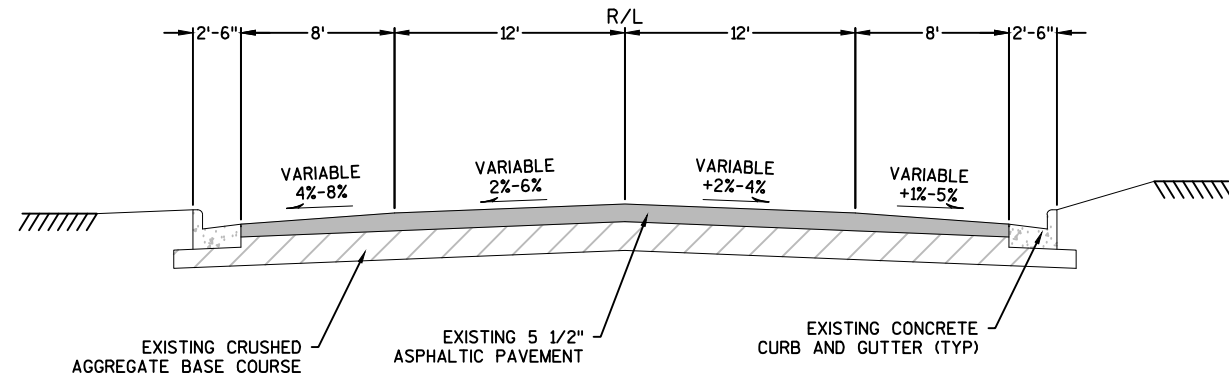
COUNTY: DOOR

PROJECT OVERVIEW

SHEET

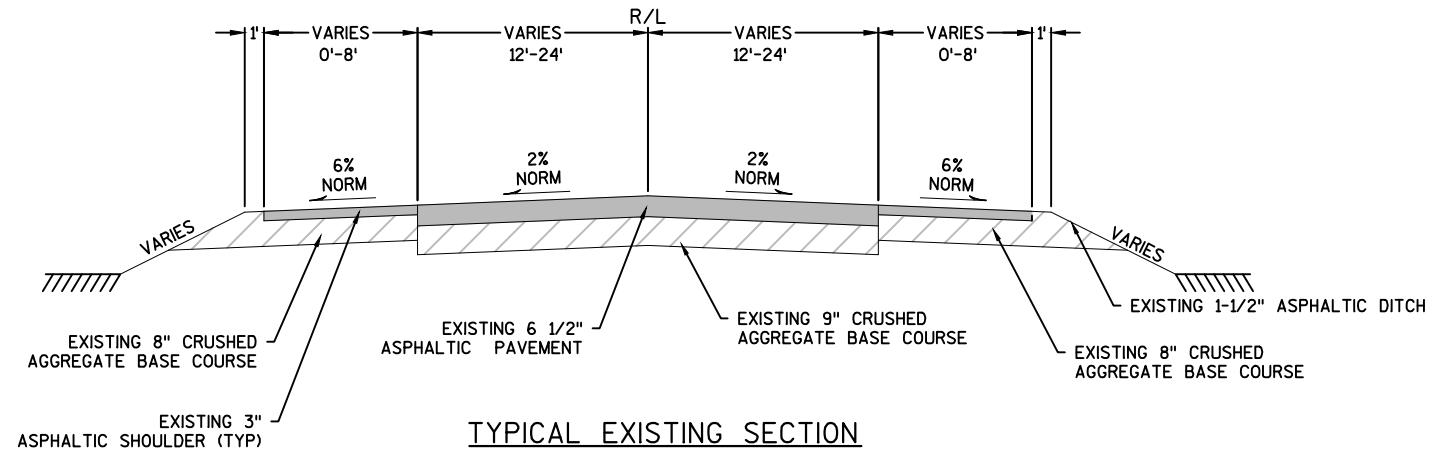
PRE 3

E

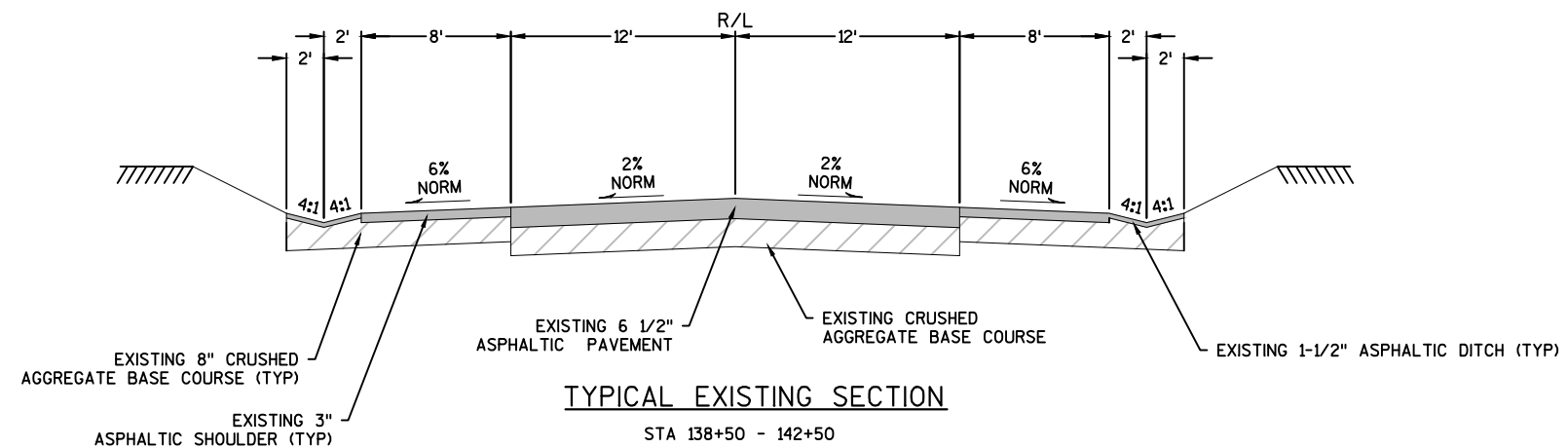


TYPICAL EXISTING SECTION

STA 96+50 - 135+00

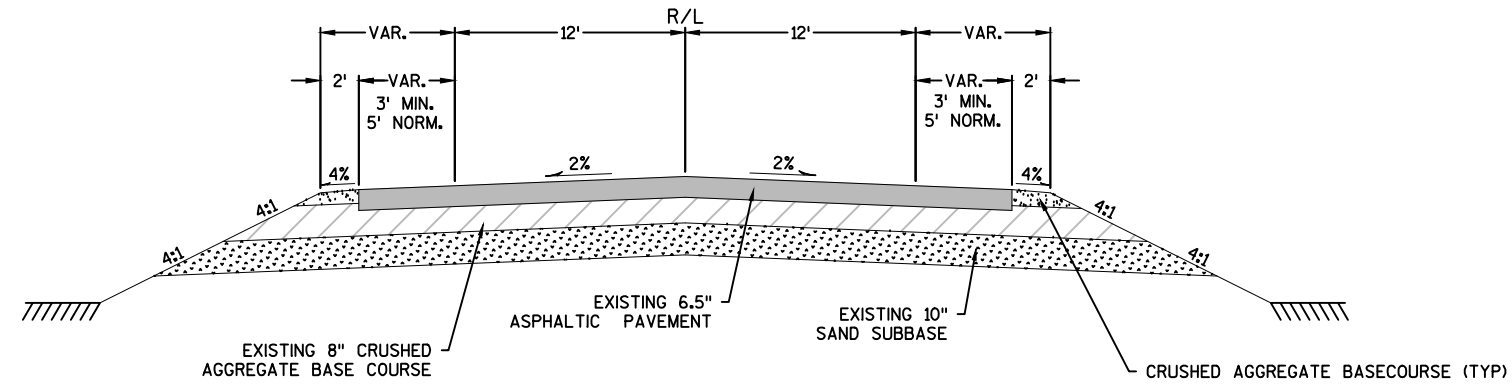


TYPICAL EXISTING SECTION

STA 135+00 - 138+50
STA 142+50 - 146+65

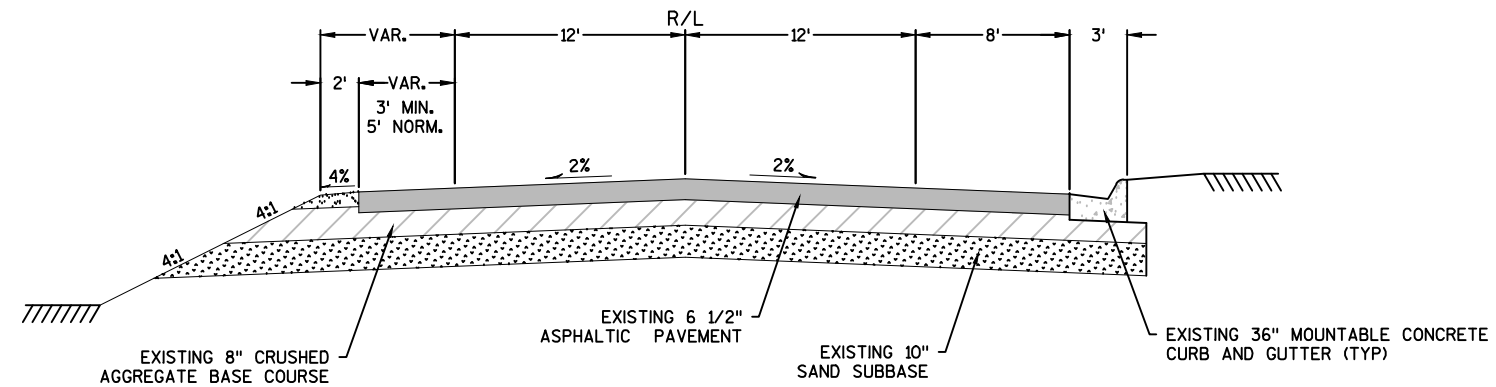
TYPICAL EXISTING SECTION

STA 138+50 - 142+50



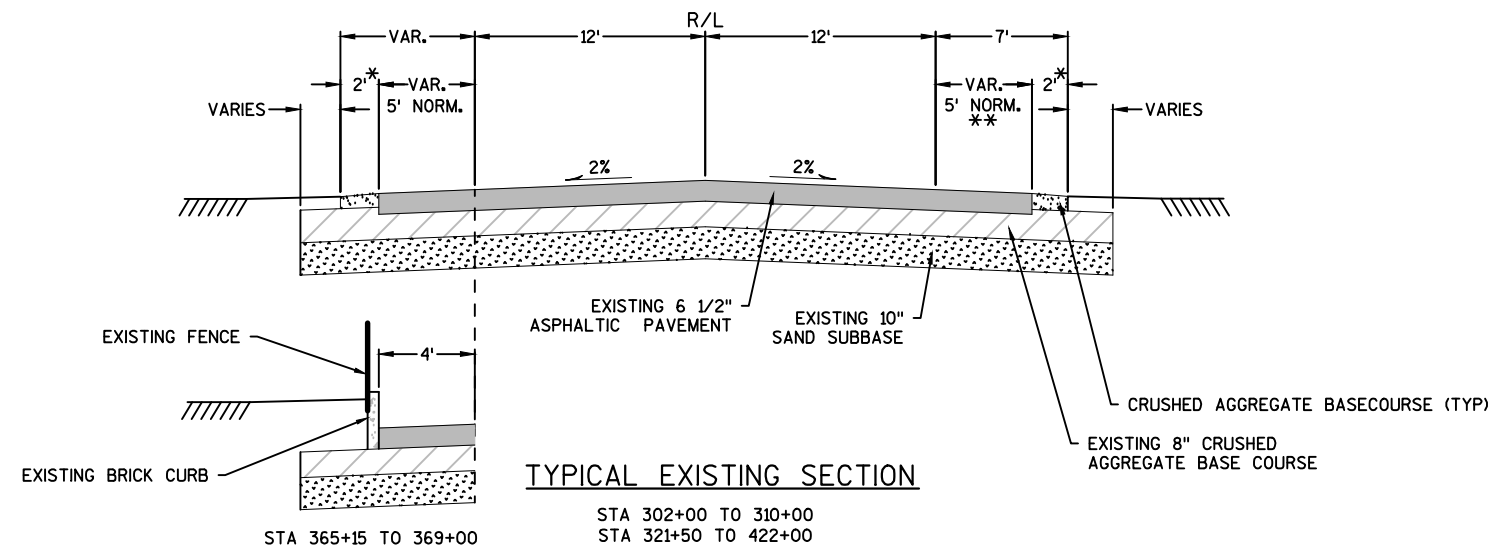
TYPICAL EXISTING SECTION

STA 146+65 - 197+87
STA 199+65 - 302+00
STA 422+00 - 528+40



TYPICAL EXISTING SECTION

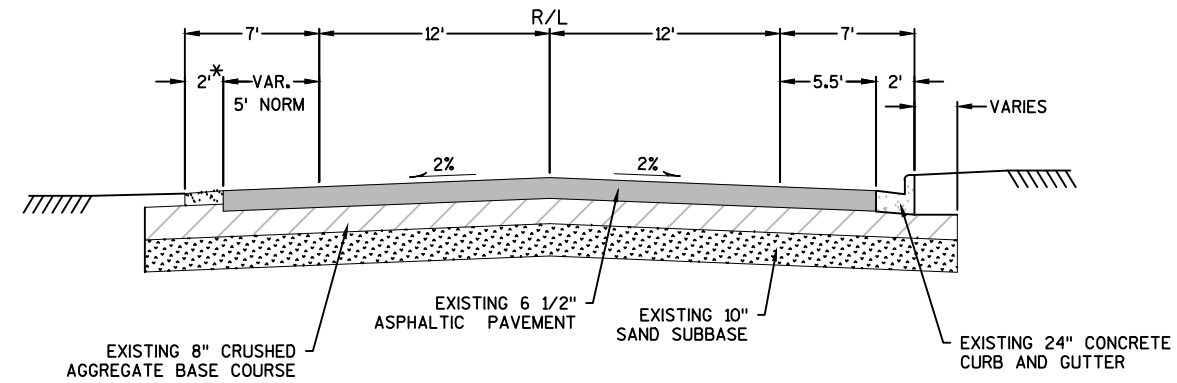
STA 197+87 TO 199+65



TYPICAL EXISTING SECTION

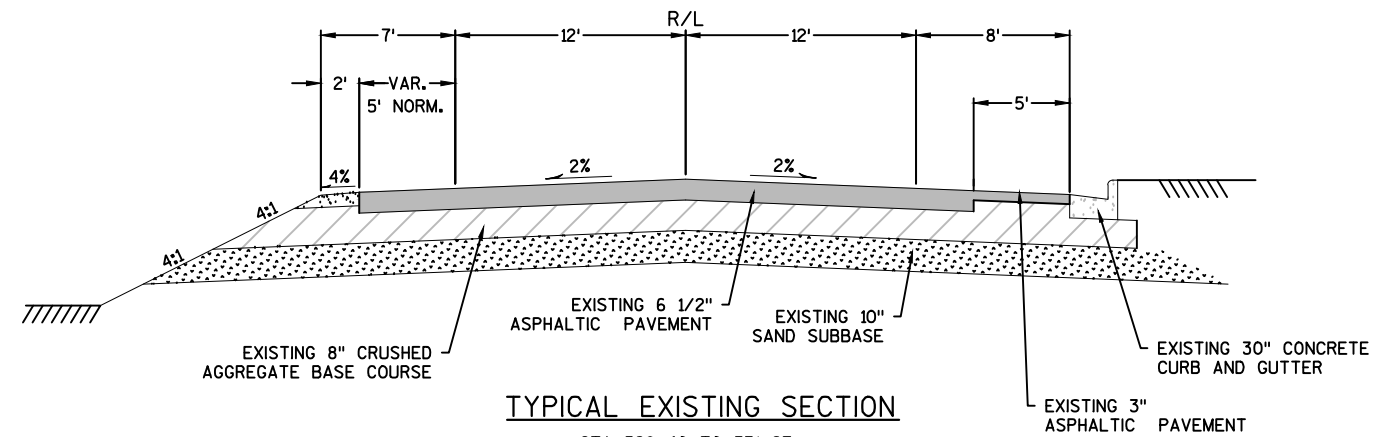
*WIDTH VARIES BETWEEN 0' AND 2'

**WIDTH VARIES BETWEEN 5' AND 12' FROM STA 303+25 TO 307+40



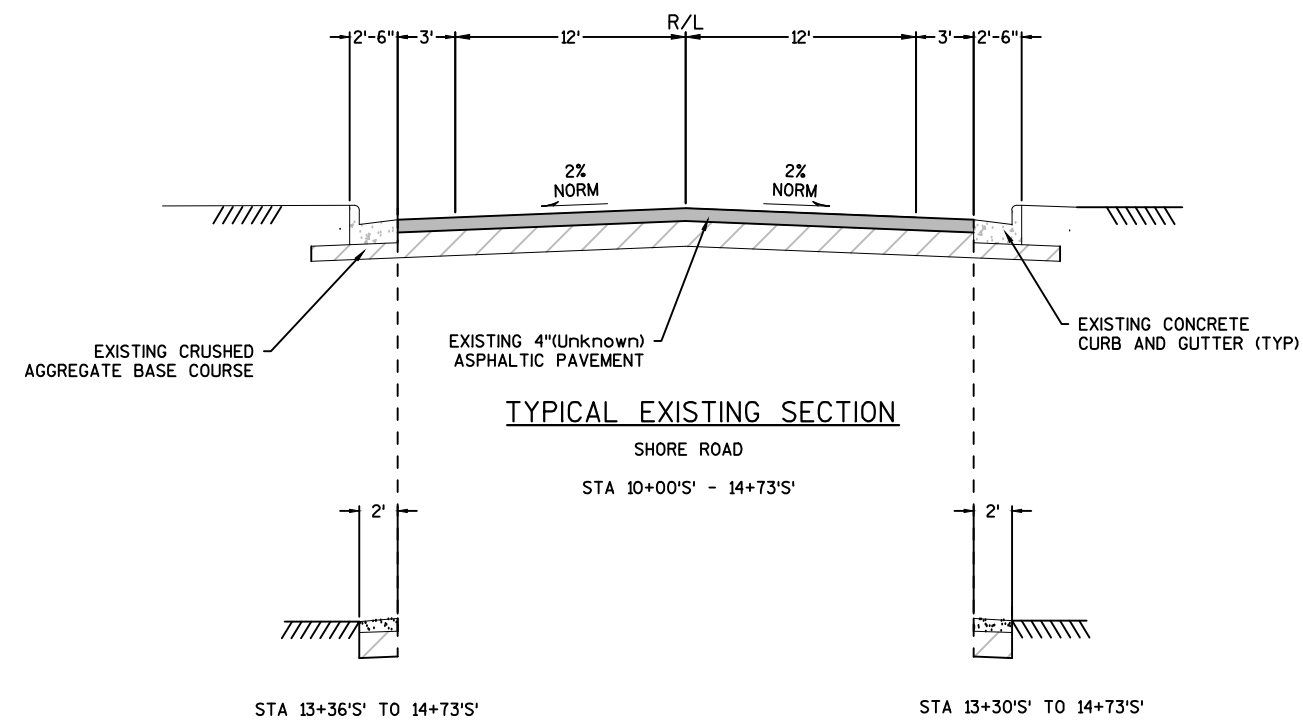
TYPICAL EXISTING SECTION

STA 310+00 TO 321+50



TYPICAL EXISTING SECTION

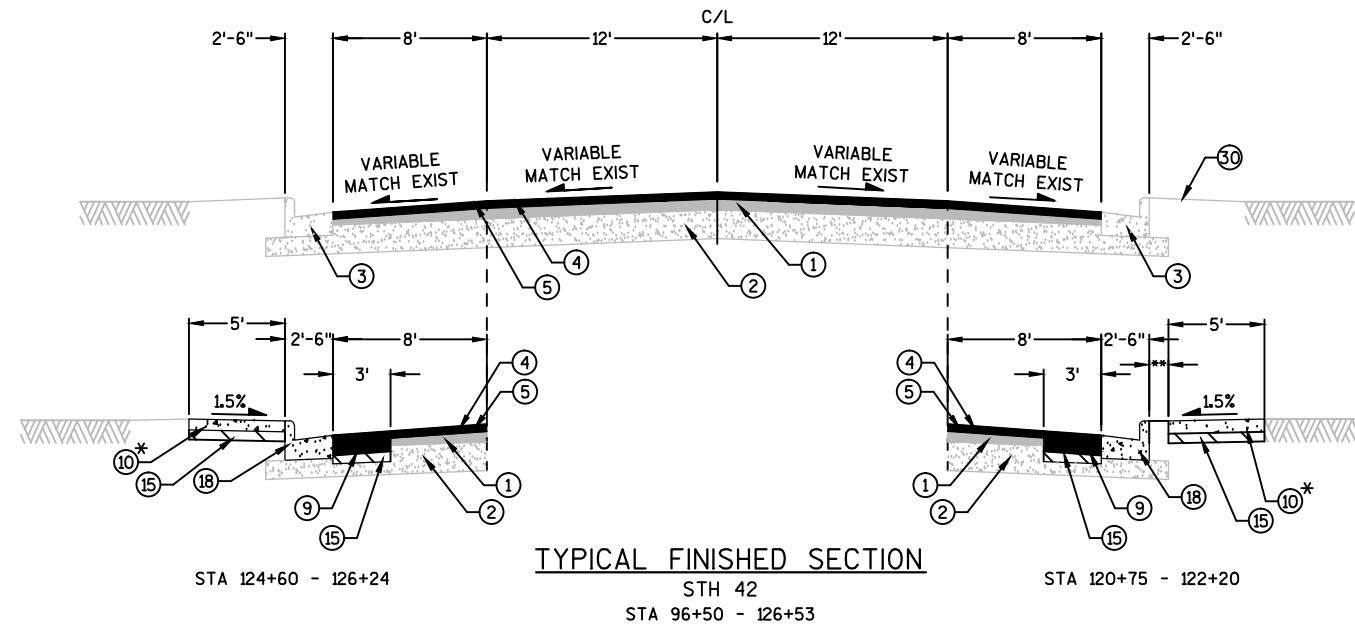
STA 528+40 TO 531+27



TYPICAL EXISTING SECTION

SHORE ROAD

STA 10+00'S - 14+73'S

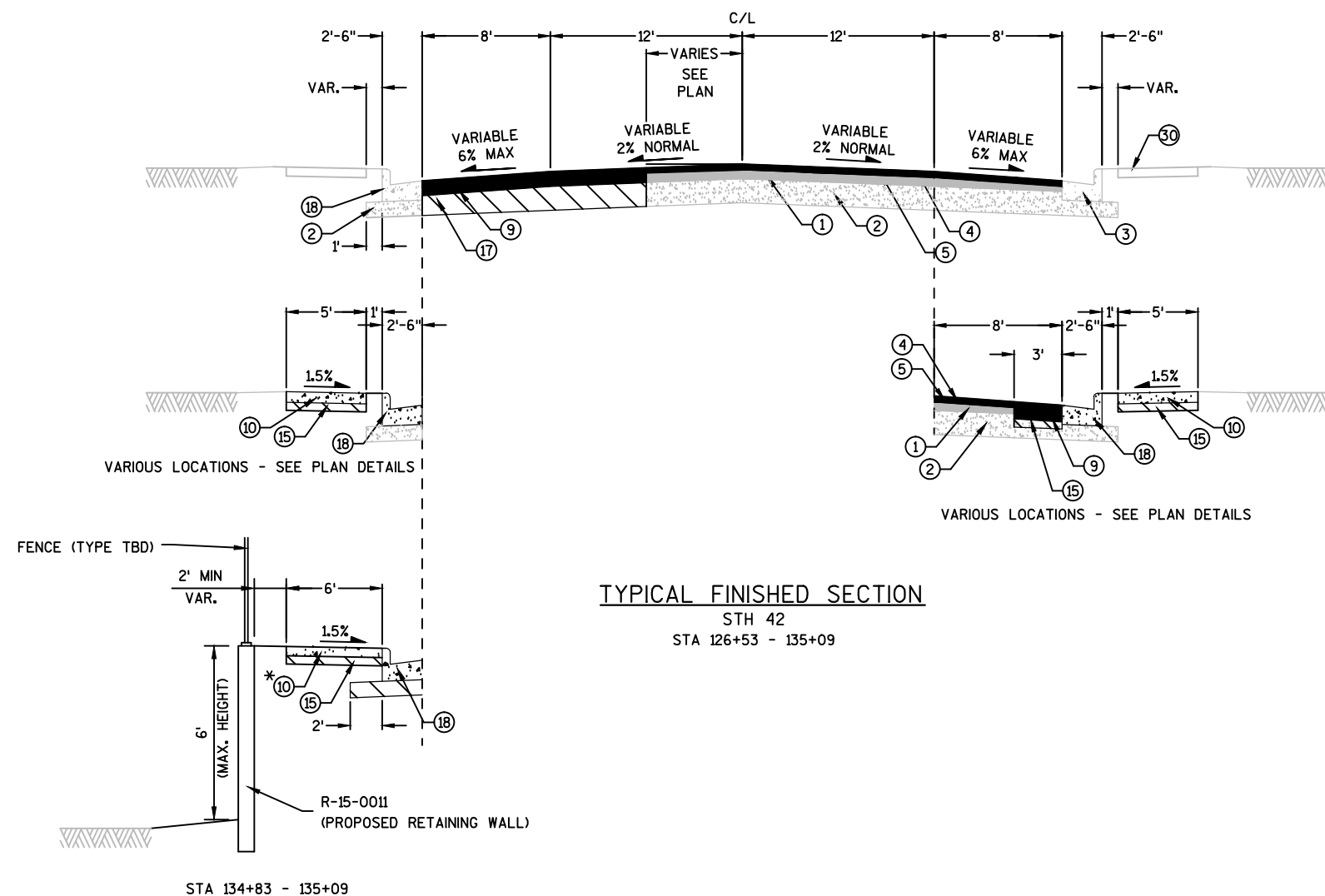


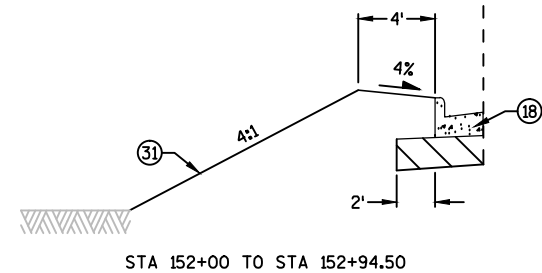
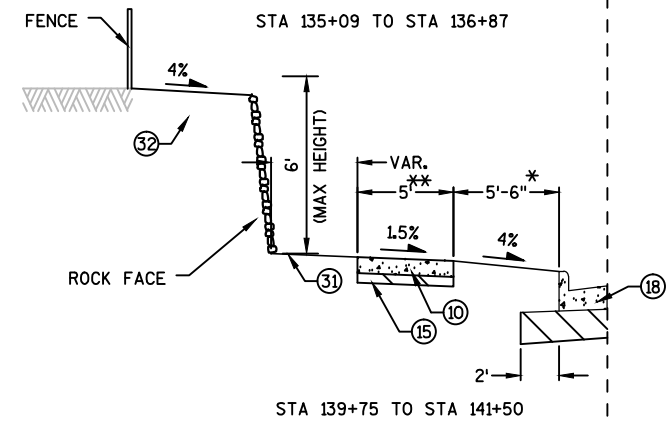
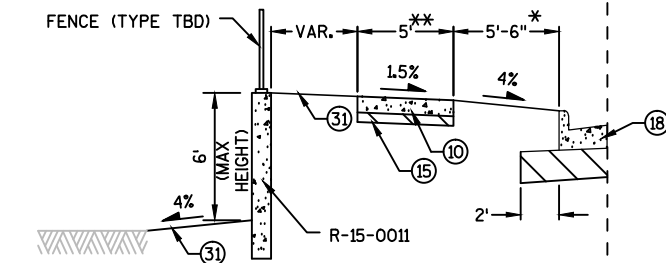
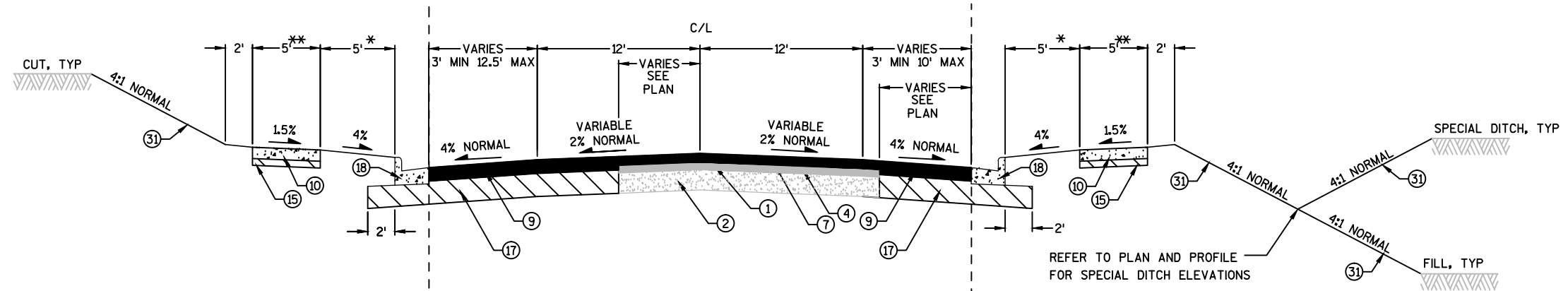
LEGEND

- ① EXISTING VARIABLE DEPTH ASPHALTIC PAVEMENT
- ② EXISTING CRUSHED AGGREGATE BASECOURSE TO REMAIN
- ③ EXISTING CONCRETE CURB AND GUTTER TO REMAIN
- ④ MILL 2 INCHES EXISTING ASPHALTIC PAVEMENT
- ⑤ 2-INCHES HMA PAVEMENT MT 58-28 S OVERLAY
- ⑨ 6-INCHES HMA PAVEMENT MT 58-28 S
- ⑩ CONCRETE SIDEWALK 4-INCH
- ⑮ 1-1/4 INCH BASE AGGREGATE DENSE, 3-INCHES
- ⑰ 1-1/4 INCH BASE AGGREGATE DENSE, 10-INCHES
- ⑱ 30-INCH CURB AND GUTTER, TYPE D
- ⑳ DO NOT DISTURB EXISTING TERRACE

* EXPANSION JOINT REQUIRED BETWEEN BACK OF CURB AND FACE OF PROPOSED CONCRETE SIDEWALK. MAINTAIN DRAINAGE FROM THE SIDEWALK TO THE ADJACENT GUTTER PAN

** TERRACE WIDTH VARIES 0'-1' - MATCH EXISTING CONDITIONS





TYPICAL FINISHED SECTION

STH 42

STA 135+09 TO STA 143+68
STA 144+86 TO STA 147+22
STA 148+17 TO STA 152+94.50

CTH F

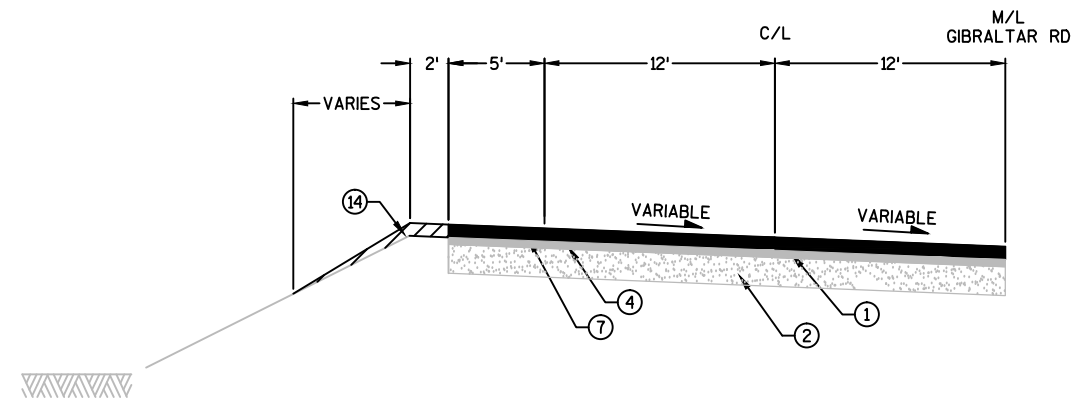
STA 10'CF'+15 TO STA 10'CF'+81

LEGEND

- ① EXISTING VARIABLE DEPTH ASPHALTIC PAVEMENT
- ② EXISTING CRUSHED AGGREGATE BASECOURSE TO REMAIN
- ④ MILL 2 INCHES EXISTING ASPHALTIC PAVEMENT
- ⑦ 4-INCHES HMA PAVEMENT MT 58-28 S OVERLAY
- ⑨ 6-INCHES HMA PAVEMENT MT 58-28 S
- ⑩ CONCRETE SIDEWALK 4-INCH
- ⑫ CONCRETE DRIVEWAY 6-INCH
- ⑮ 1-1/4 INCH BASE AGGREGATE DENSE, 3-INCHES
- ⑰ 1-1/4 INCH BASE AGGREGATE DENSE, 10-INCHES
- ⑱ 30-INCH CURB AND GUTTER, TYPE D
- ⑳ SEE EROSION CONTROL PLAN FOR DETAILS
- ㉓ REFER TO STRUCTURE PLANS FOR ADDITIONAL DETAILS

* TERRACE WIDTH IS ZERO BETWEEN STA 135+09 TO 140+78 LEFT AND STA 135+09 TO 141+11 RIGHT

** SIDEWALK WIDTH IS 6' BETWEEN STA 135+09 TO 140+78 LEFT AND STA 135+09 TO 141+11 RIGHT



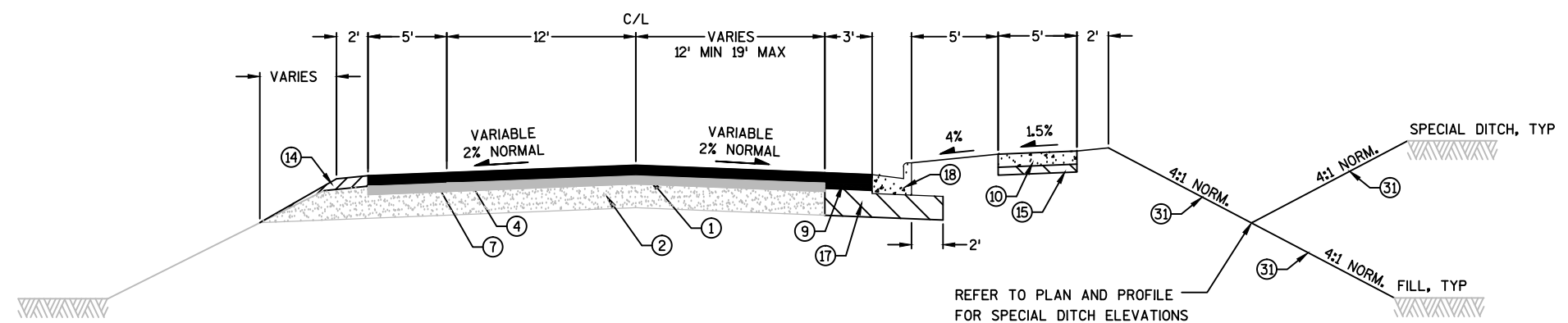
TYPICAL FINISHED SECTION

STH 42

STA 152+94.50 TO STA 154+13

LEGEND

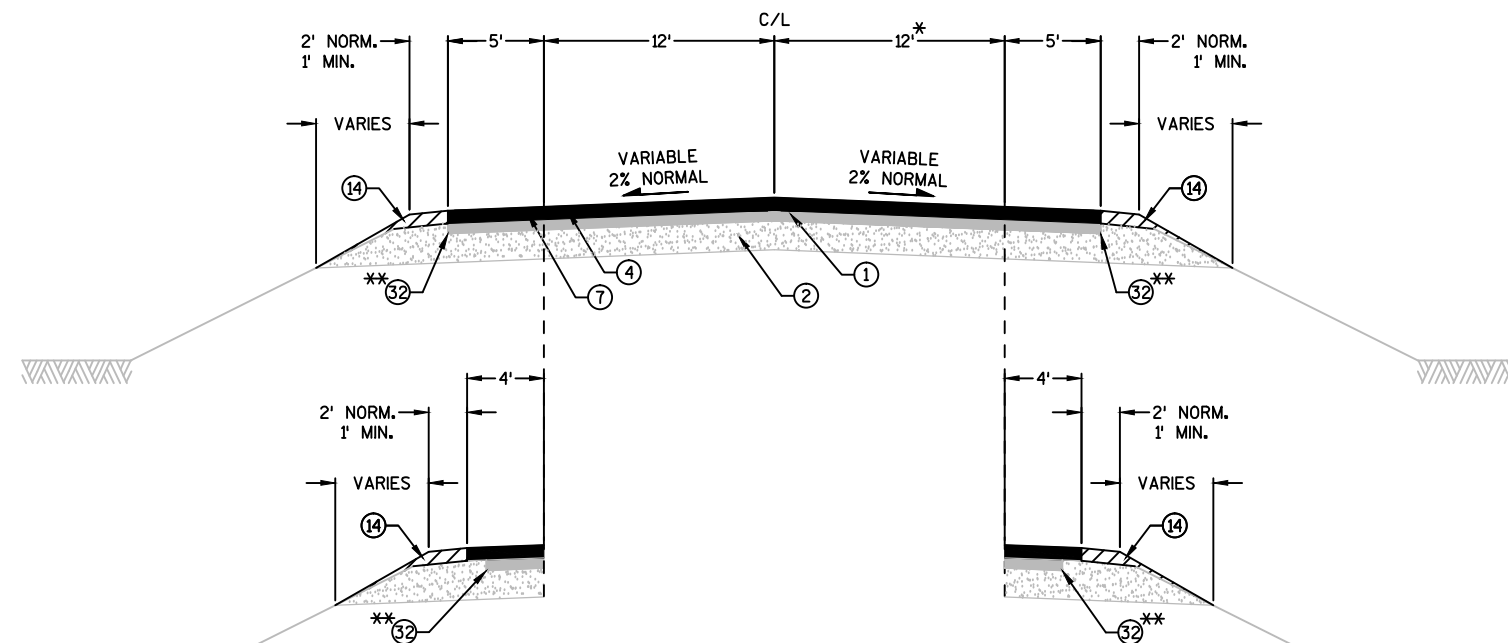
- ① EXISTING VARIABLE DEPTH ASPHALTIC PAVEMENT
- ② EXISTING CRUSHED AGGREGATE BASECOURSE TO REMAIN
- ④ MILL 2 INCHES EXISTING ASPHALTIC PAVEMENT
- ⑦ 4-INCHES HMA PAVEMENT MT 58-28 S OVERLAY
- ⑨ 6-INCHES HMA PAVEMENT MT 58-28 S
- ⑩ CONCRETE SIDEWALK 4-INCH
- ⑭ 3/4 INCH BASE AGGREGATE DENSE, 4-INCHES
- ⑮ 1-1/4 INCH BASE AGGREGATE DENSE, 3-INCHES
- ⑰ 1-1/4 INCH BASE AGGREGATE DENSE, 10-INCHES
- ⑱ 30-INCH CURB AND GUTTER, TYPE D
- ⑳ SEE EROSION CONTROL PLAN FOR DETAILS



TYPICAL FINISHED SECTION

STH 42

STA 154+13 TO STA 154+75



TYPICAL FINISHED SECTION

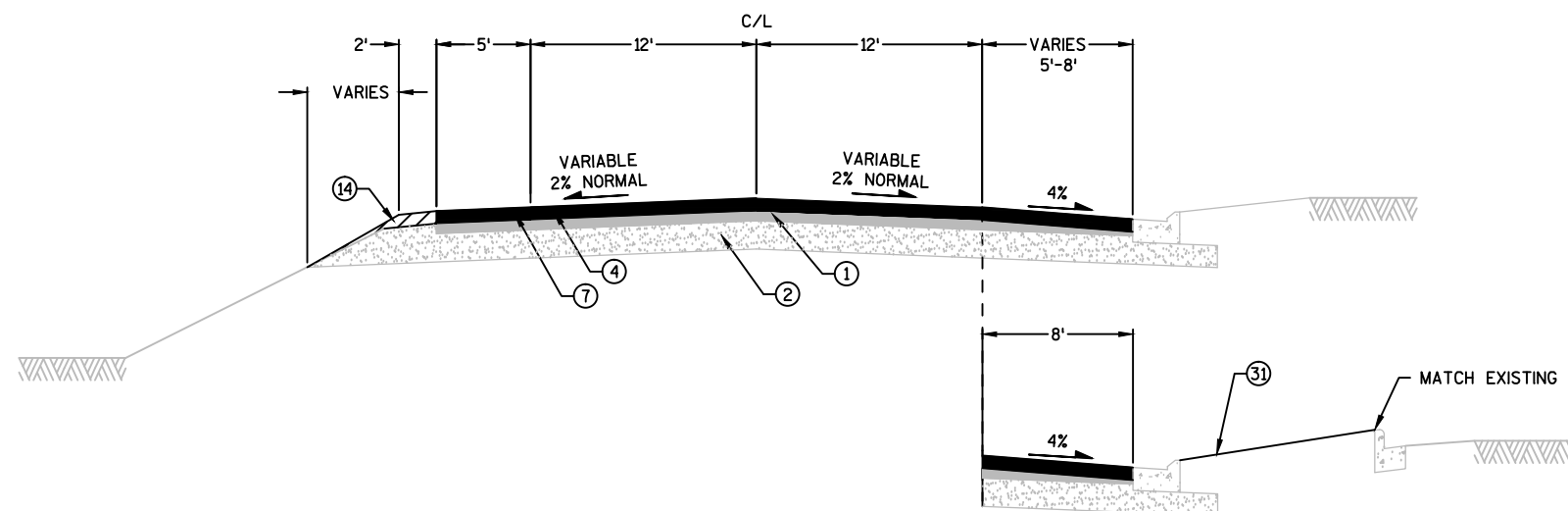
STA 427+15 TO STA 459+15
 STH 42
 STA 158+54 TO STA 197+75
 STA 199+60 TO STA 306+00
 STA 384+00 TO STA 475+90
 STA 484+78 TO STA 528+40

LEGEND

- ① EXISTING VARIABLE DEPTH ASPHALTIC PAVEMENT
- ② EXISTING CRUSHED AGGREGATE BASECOURSE TO REMAIN
- ④ MILL 2 INCHES EXISTING ASPHALTIC PAVEMENT
- ⑥ 3-INCHES HMA PAVEMENT MT 58-28 S
- ⑦ 4-INCHES HMA PAVEMENT MT 58-28 S OVERLAY
- ⑨ 6-INCHES HMA PAVEMENT MT 58-28 S
- ⑬ ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- ⑭ 3/4 INCH BASE AGGREGATE DENSE, 4-INCHES
- ⑮ 1-1/4 INCH BASE AGGREGATE DENSE, 3-INCHES
- ⑳ CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J
- ㉑ SEE EROSION CONTROL PLAN FOR DETAILS
- ㉒ PREP FOUNDATION FOR ASPH SHOULDERS

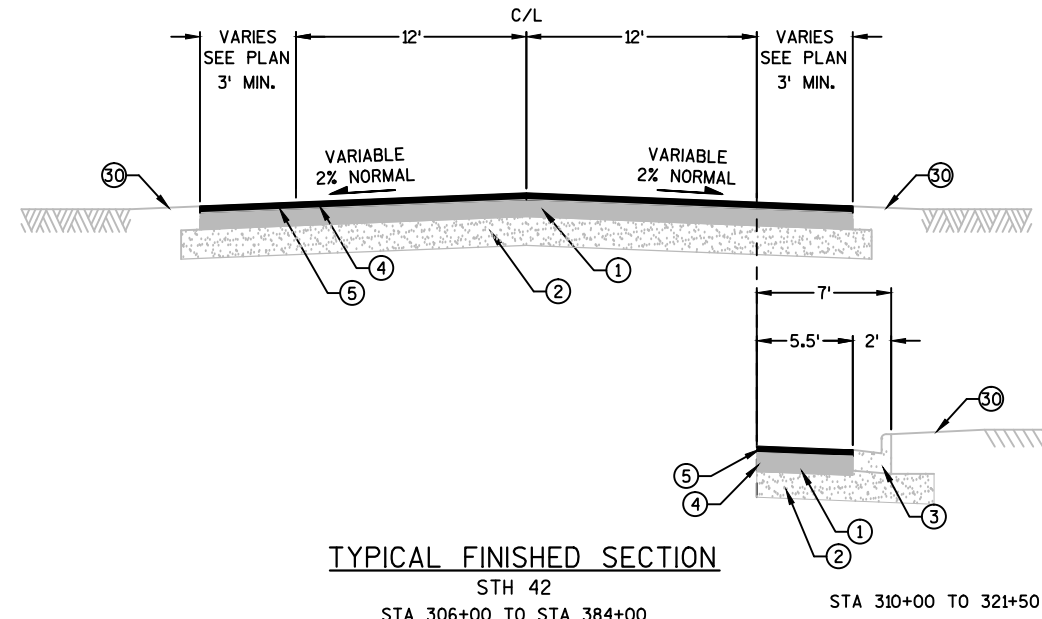
* WIDTH INCREASES TO A MAXIMUM OF 25' BETWEEN STA 303+15 TO 306+51

**STA 158+54 TO STA 197+75, STA 199+50 TO STA 306+00: INCREASE PAVED SHOULDER WIDTH TO 5'.
 STA 427+15 TO STA 459+15: INCREASE PAVED SHOULDER WIDTH TO 4'.



TYPICAL FINISHED SECTION

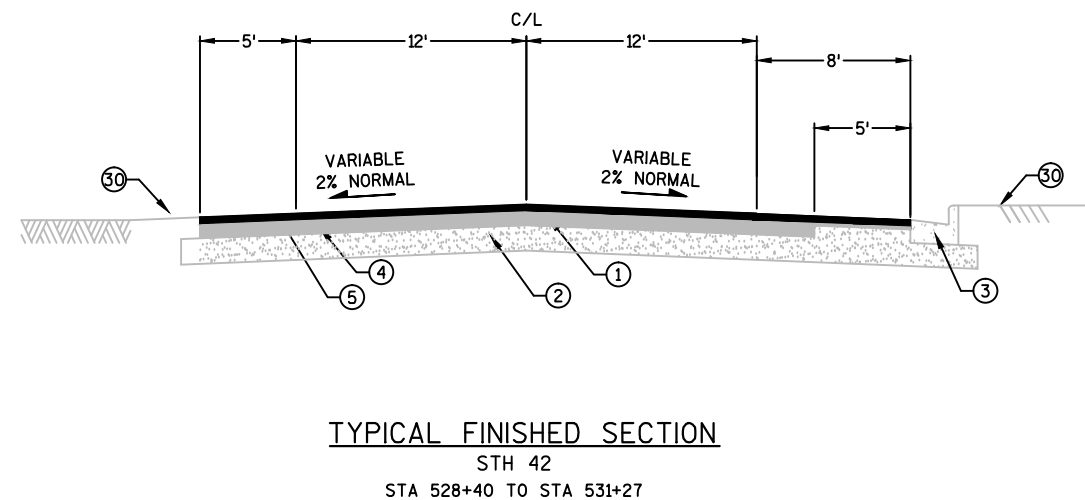
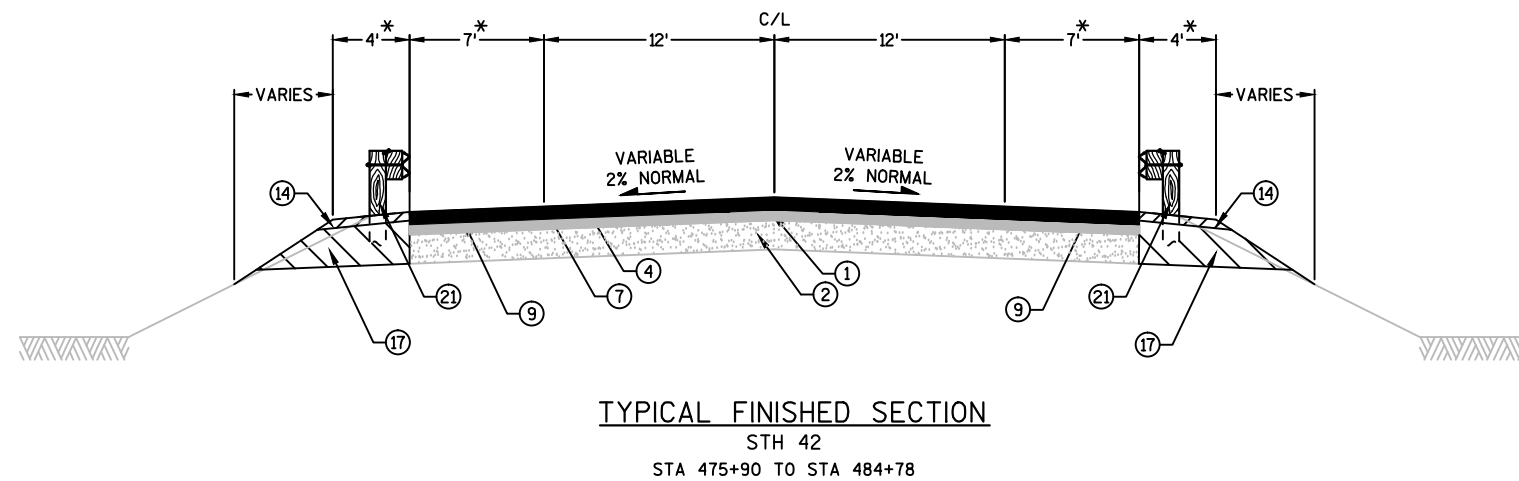
STA 198+30 TO STA 199+15
 STH 42
 STA 197+75 TO STA 199+60

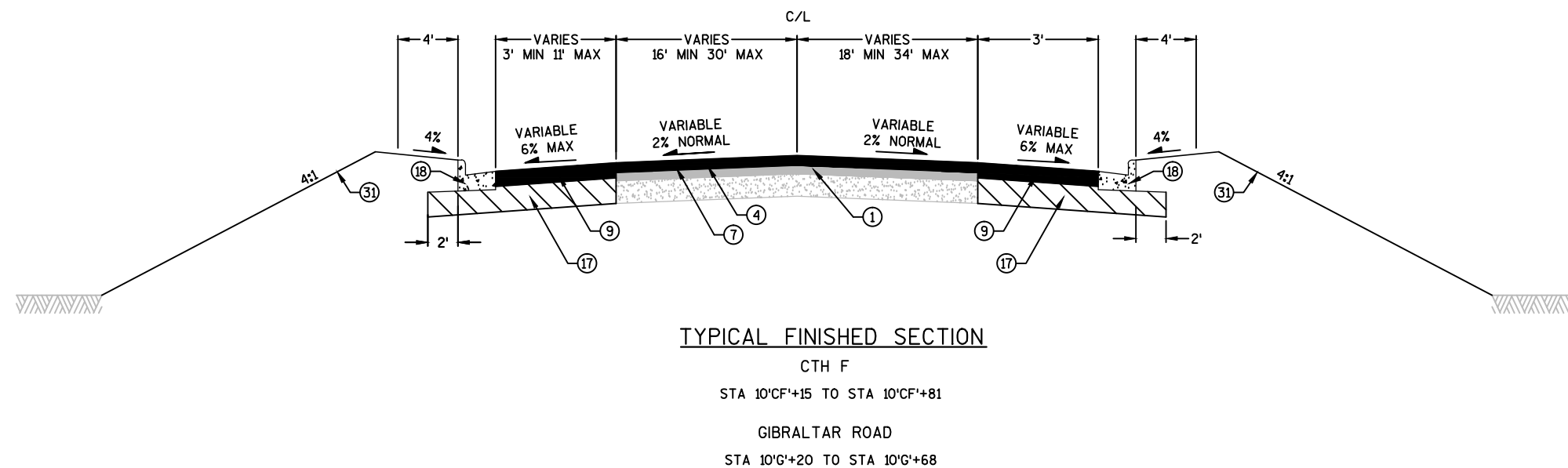


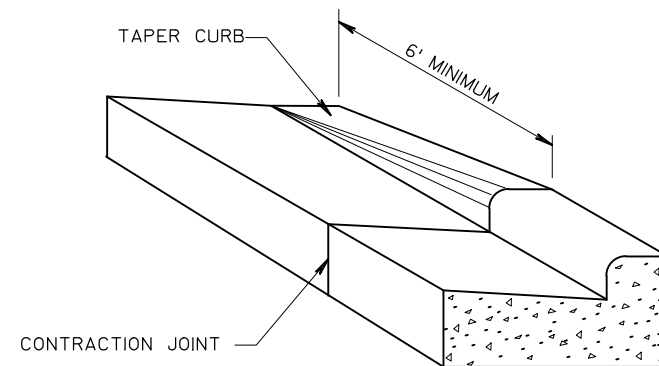
LEGEND

- ① EXISTING VARIABLE DEPTH ASPHALTIC PAVEMENT
- ② EXISTING CRUSHED AGGREGATE BASECOURSE TO REMAIN
- ③ EXISTING CONCRETE CURB AND GUTTER TO REMAIN
- ④ MILL 2 INCHES EXISTING ASPHALTIC PAVEMENT
- ⑤ 2-INCHES HMA PAVEMENT MT 58-28 S OVERLAY
- ⑦ 4-INCHES HMA PAVEMENT MT 58-28 S OVERLAY
- ⑭ 3/4 INCH BASE AGGREGATE DENSE, 4-INCHES
- ⑰ 1-1/4 INCH BASE AGGREGATE DENSE, 10-INCHES
- ⑳ MGS GUARDRAIL 3
- ㉓ DO NOT DISTURB EXISTING TERRACE

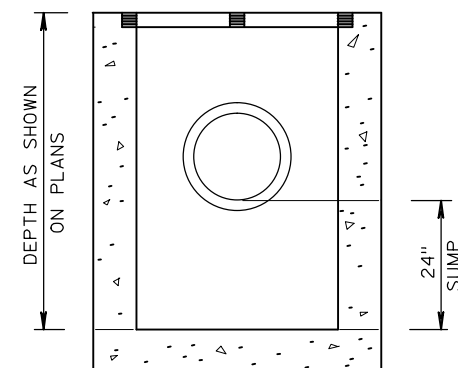
* WIDTHS VARY AT THE BEAMGUARD END TERMINALS



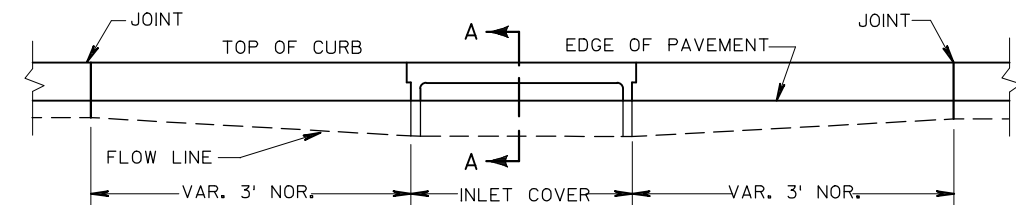




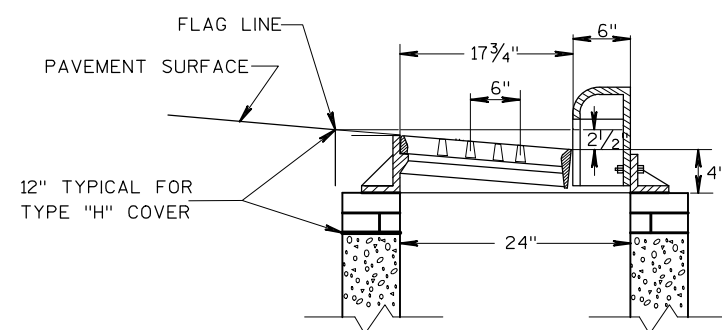
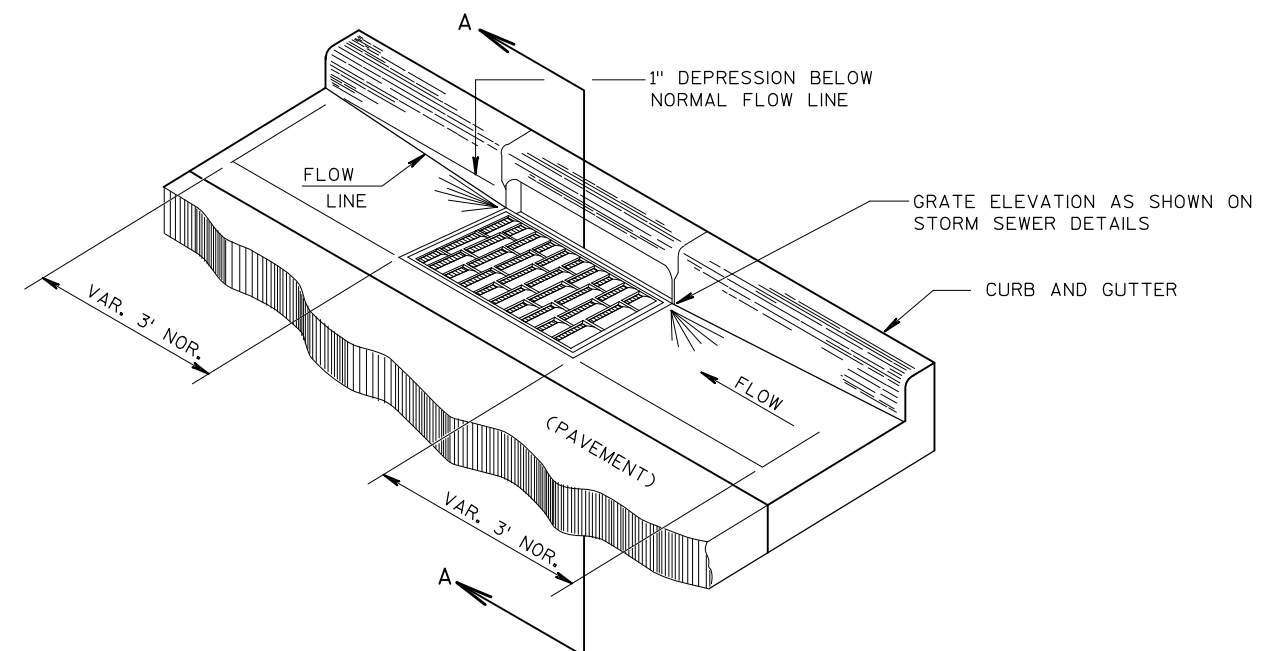
DETAIL OF CURB & GUTTER TERMINI



MEDIAN GRATE, TYPE 1 MODIFIED
FOR ADDITIONAL DETAILS SEE S.D.D.

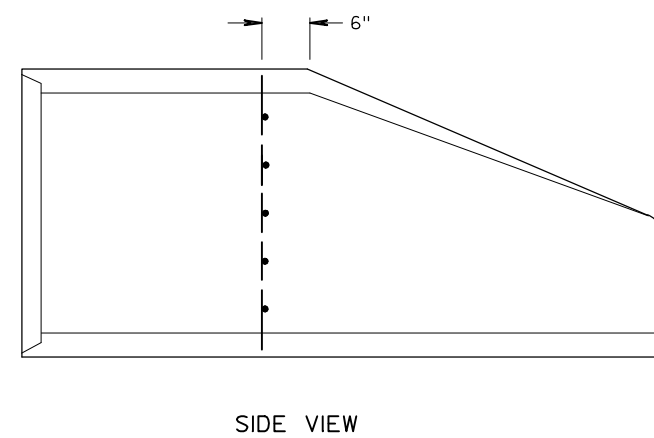
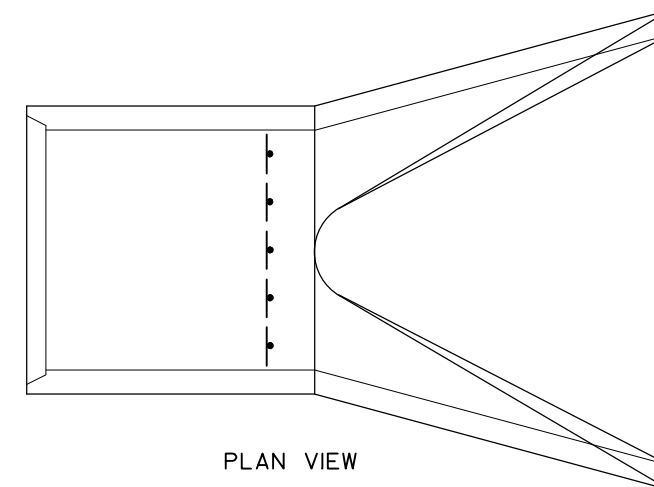
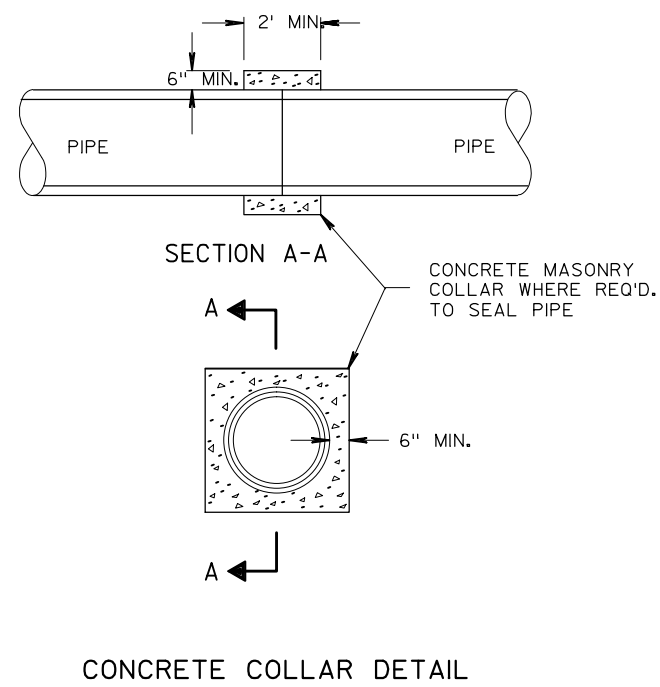


ELEVATION

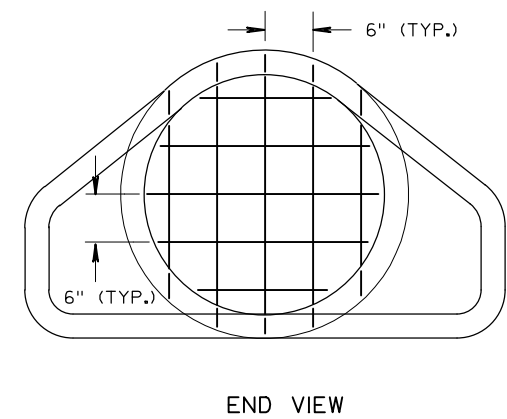


SECTION A-A

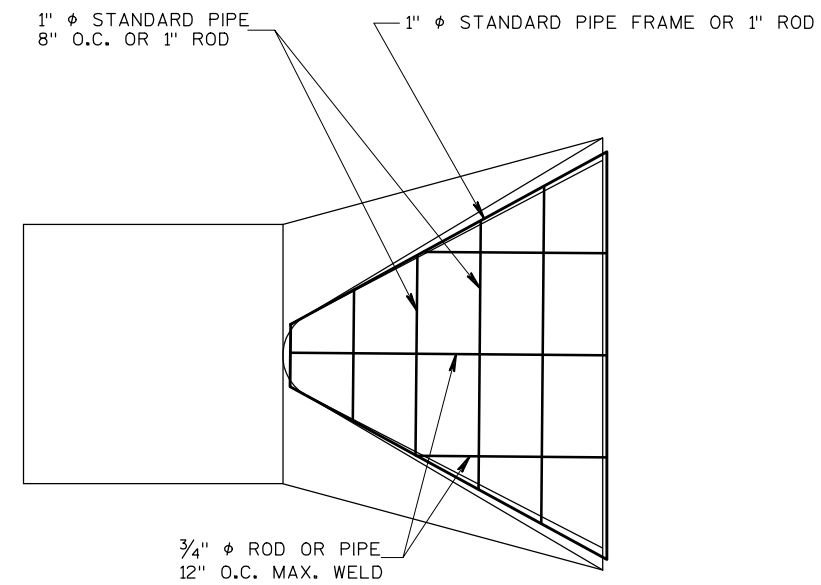
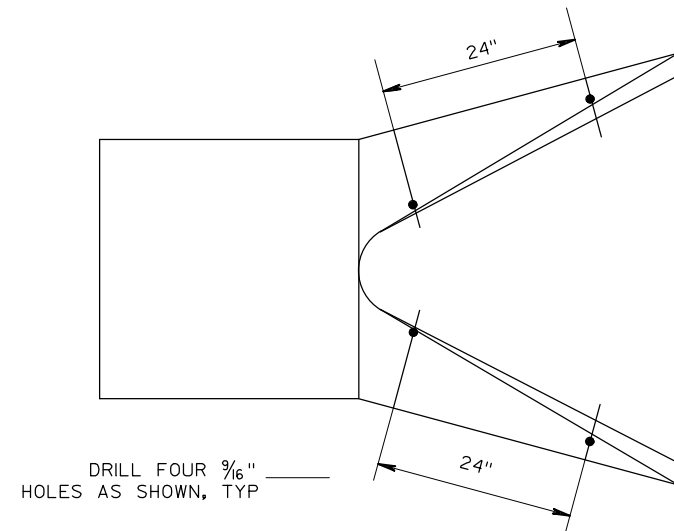
DETAIL OF CURB AND GUTTER AT INLETS
(TYPE H INLET GRATE SHOWN)



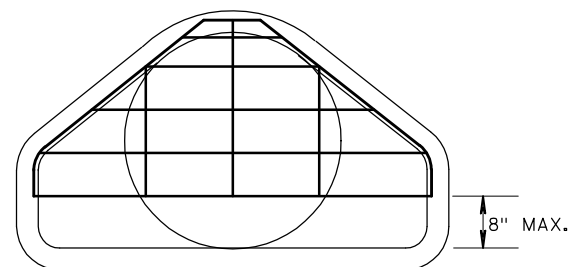
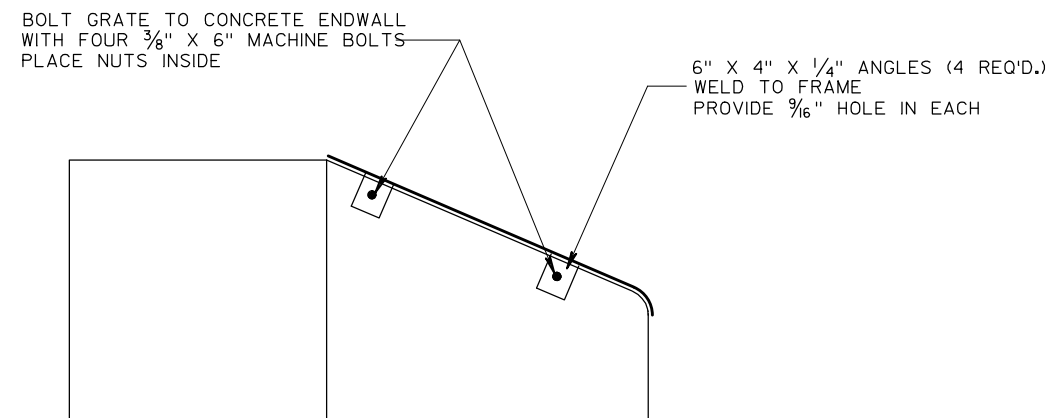
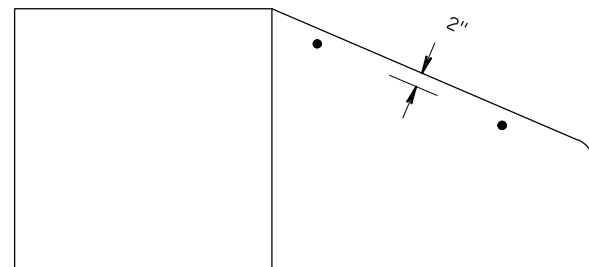
NOTE: DRILL HOLES THROUGH ENDWALL TO PROVIDE FOR VERTICAL #3 BARS. WELD HORIZONTAL #3 BARS TO VERTICAL BARS.



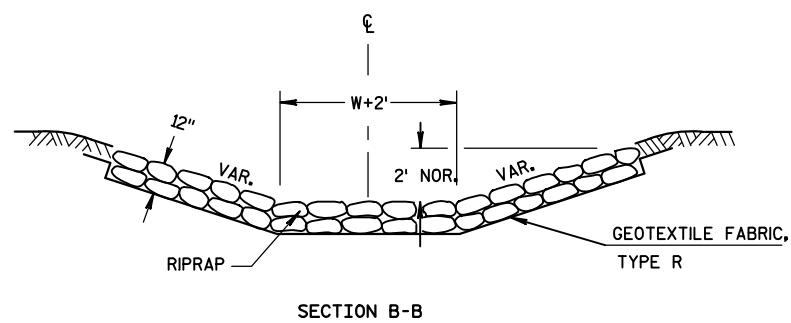
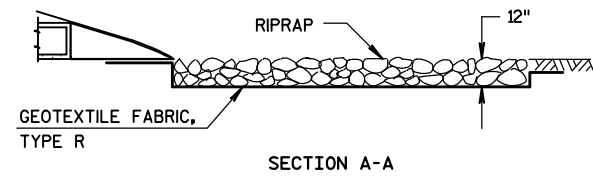
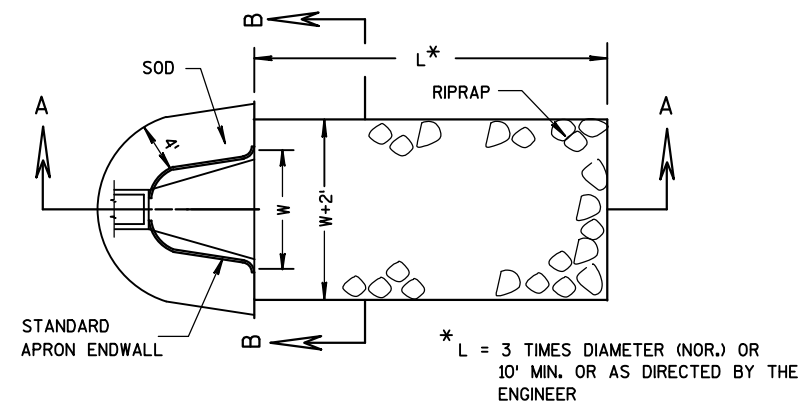
PROTECTIVE SCREEN DETAIL FOR APRON ENDWALL



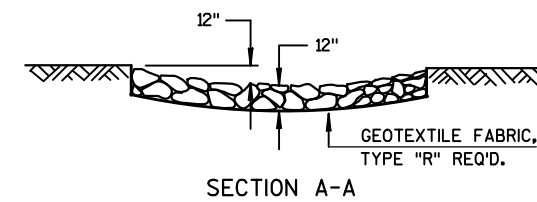
AT EACH PIPE



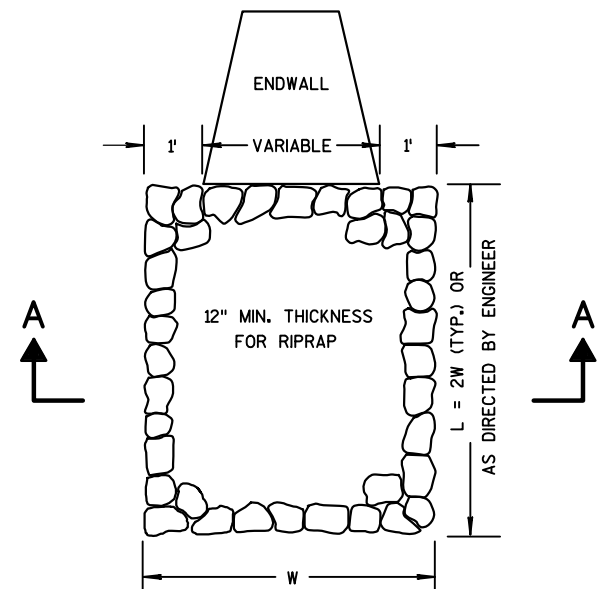
PIPE GRATE DETAIL

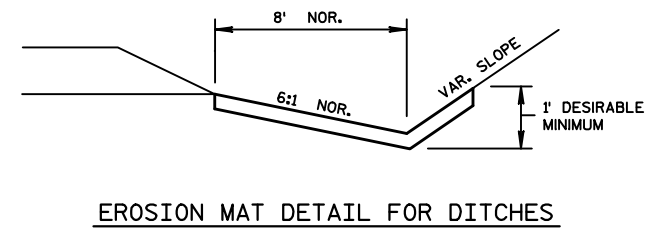
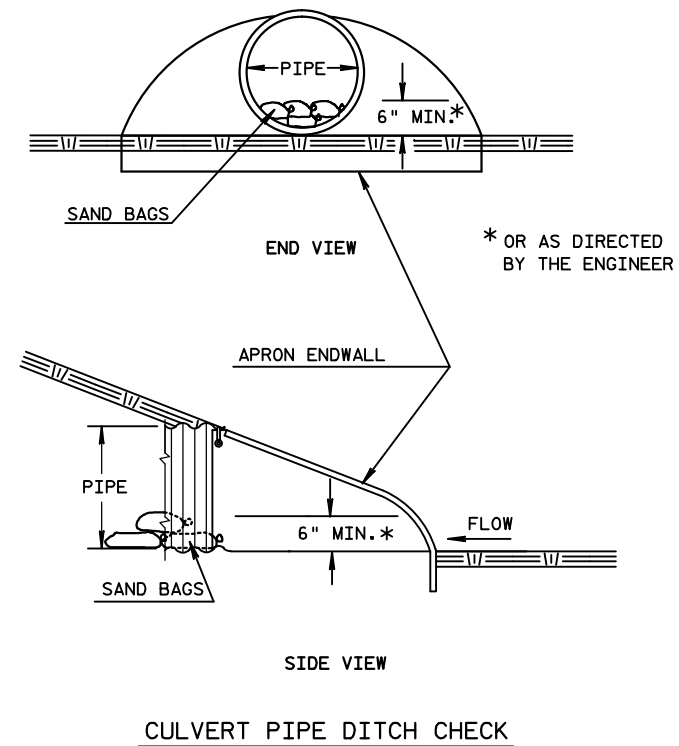


SOD, RIPRAP AND GEOTEXTILE FABRIC DETAIL
AT APRON ENDWALLS



RIPRAP TREATMENT AT CULVERTS

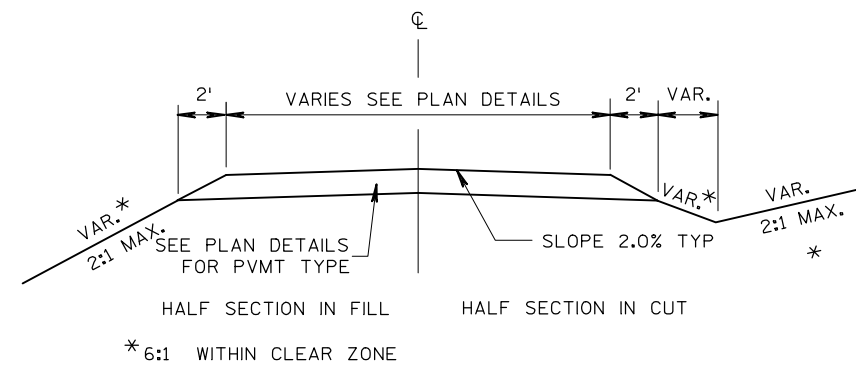




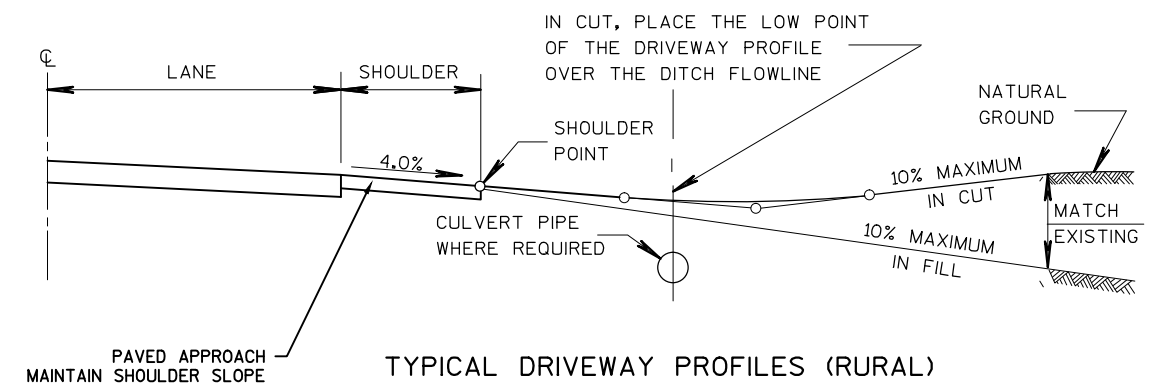
RUNOFF COEFFICIENT TABLE

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

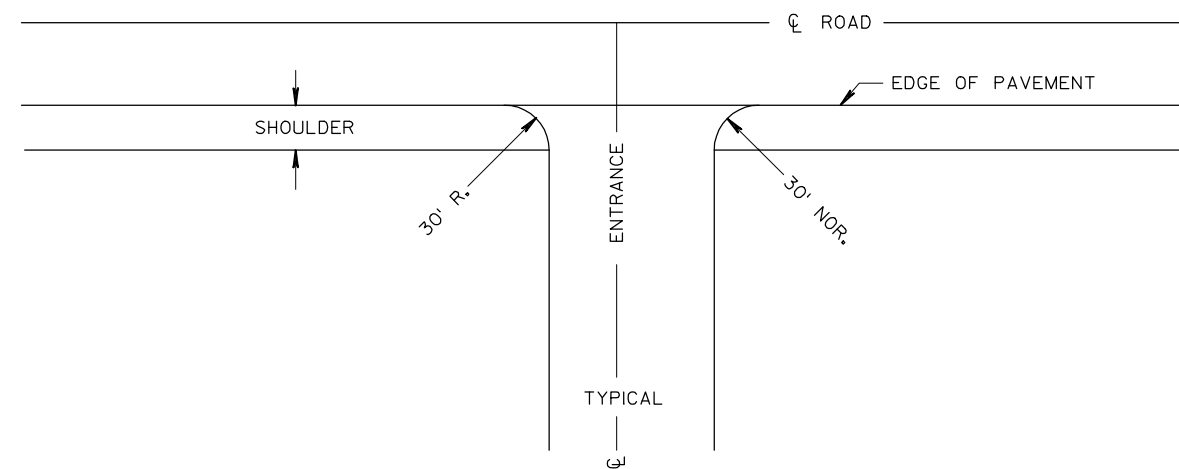
TOTAL PROJECT AREA = _____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _____ACRES



TYPICAL SECTION FOR
PRIVATE ENTRANCES



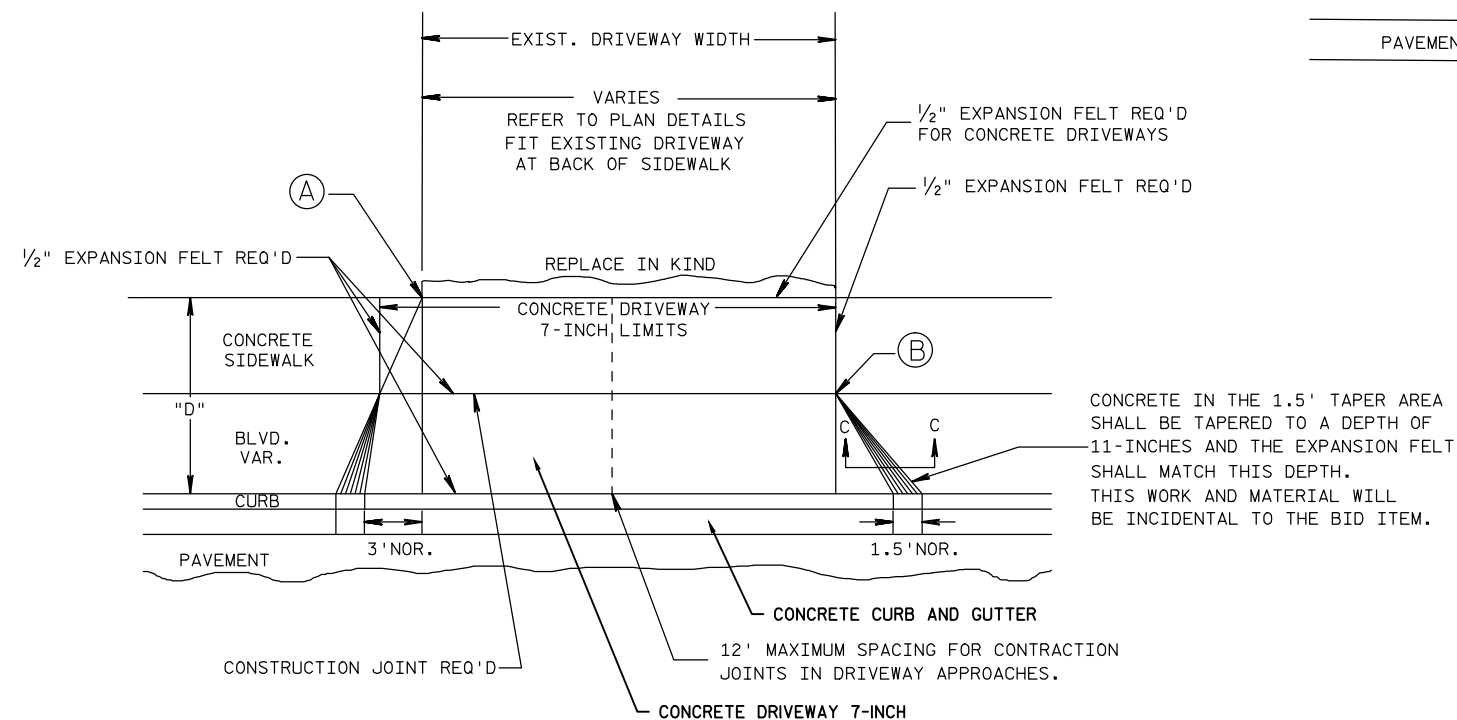
TYPICAL DRIVEWAY PROFILES (RURAL)



PLAN VIEW

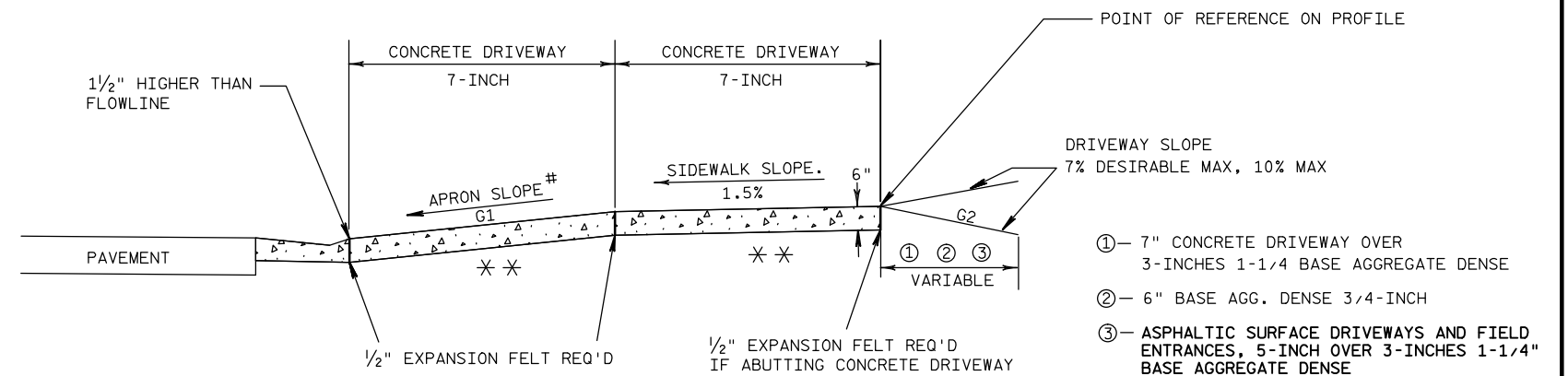
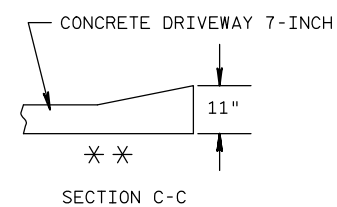
RURAL DRIVEWAY DETAIL

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



PLAN VIEW

- Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK
- Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



TYPICAL SIDEWALK SECTION

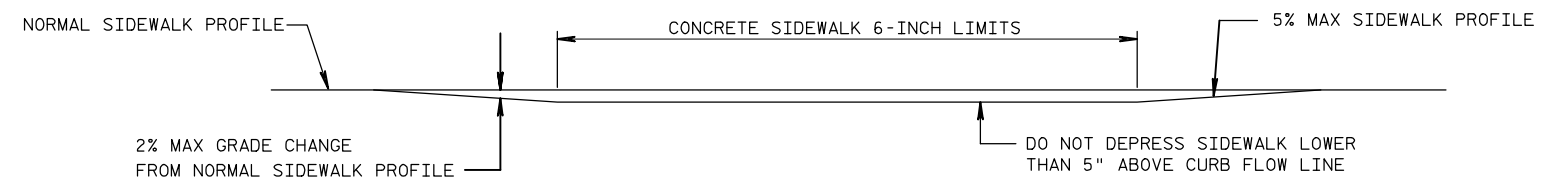
- ①— 7" CONCRETE DRIVEWAY OVER 3-INCHES 1-1/4" BASE AGGREGATE DENSE
- ②— 6" BASE AGG. DENSE 3/4-INCH
- ③— ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH OVER 3-INCHES 1-1/4" BASE AGGREGATE DENSE

* * = 3" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

TERRACE WIDTH	APRON SLOPE (G1)		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

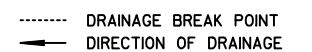
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

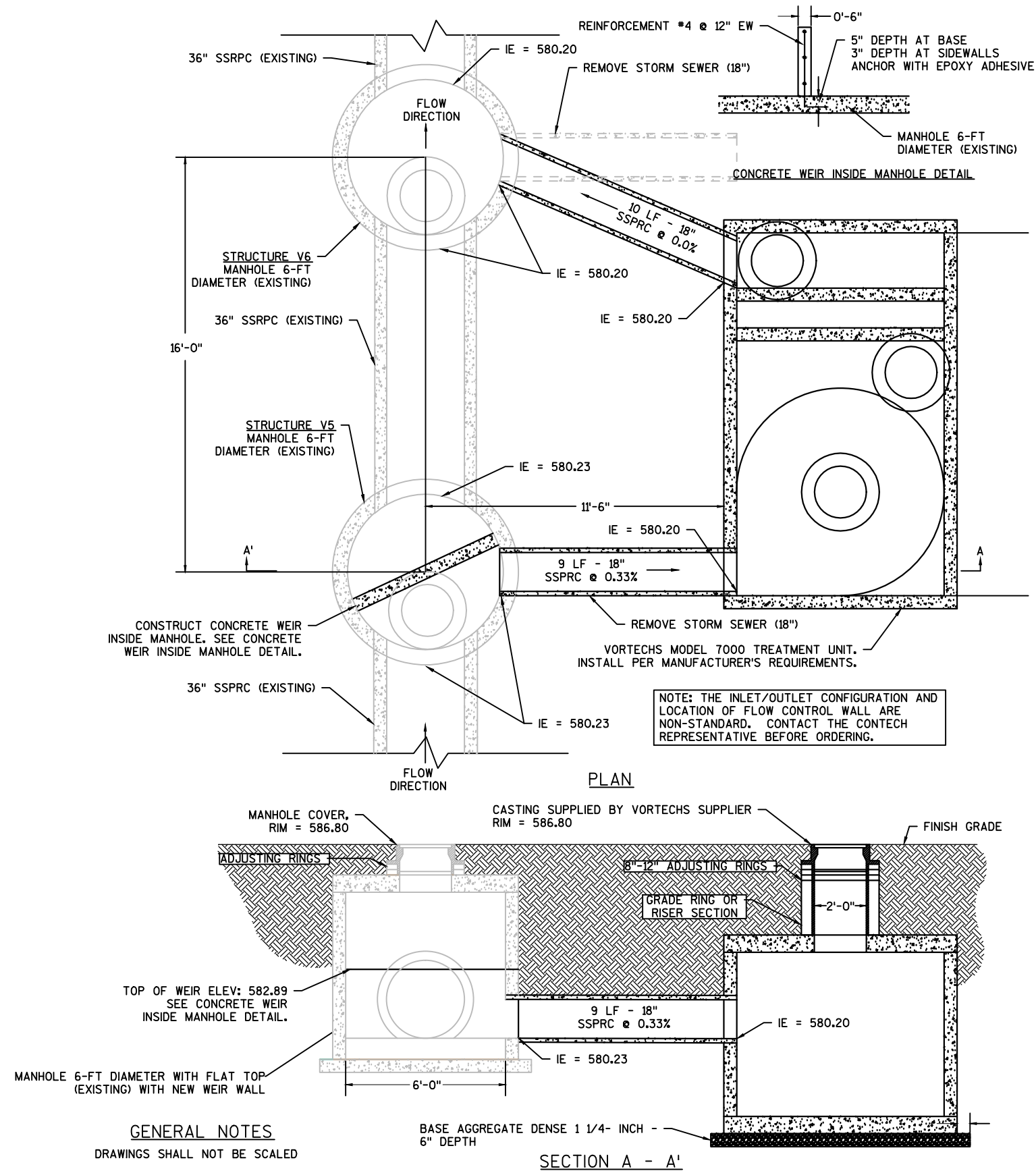


DEPRESSED SIDEWALK PROFILE DETAIL

USE ONLY WHEN DIRECTED BY ENGINEER



SPLITTER ISLAND DETAIL

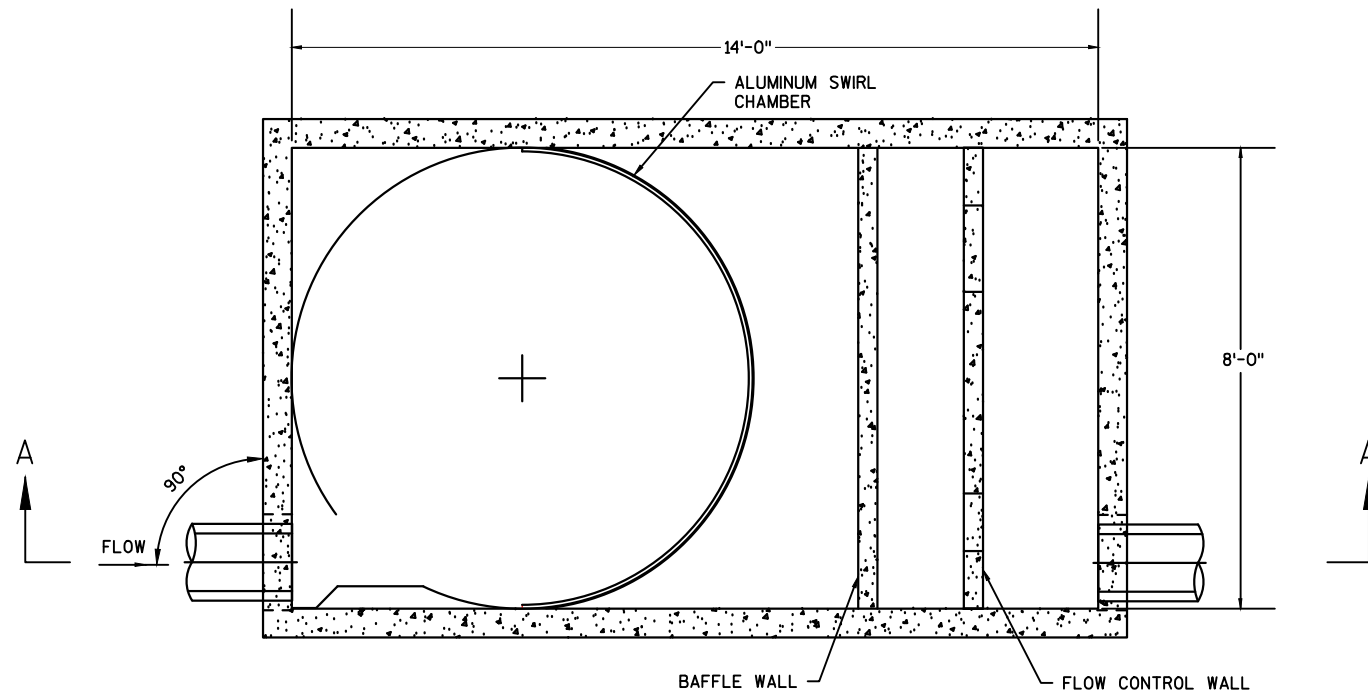


STORMWATER TREATMENT DEVICE DETAIL AT STA 107+50

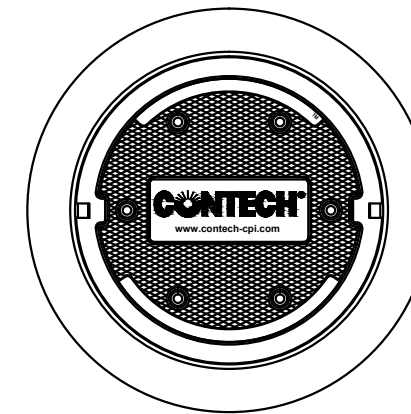
VORTECHS 7000 DESIGN NOTES

VORTECHS 7000 RATED TREATMENT CAPACITY IS 11 CFS, OR PER LOCAL REGULATIONS. IF THE SITE CONDITIONS EXCEED RATED TREATMENT CAPACITY, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED.

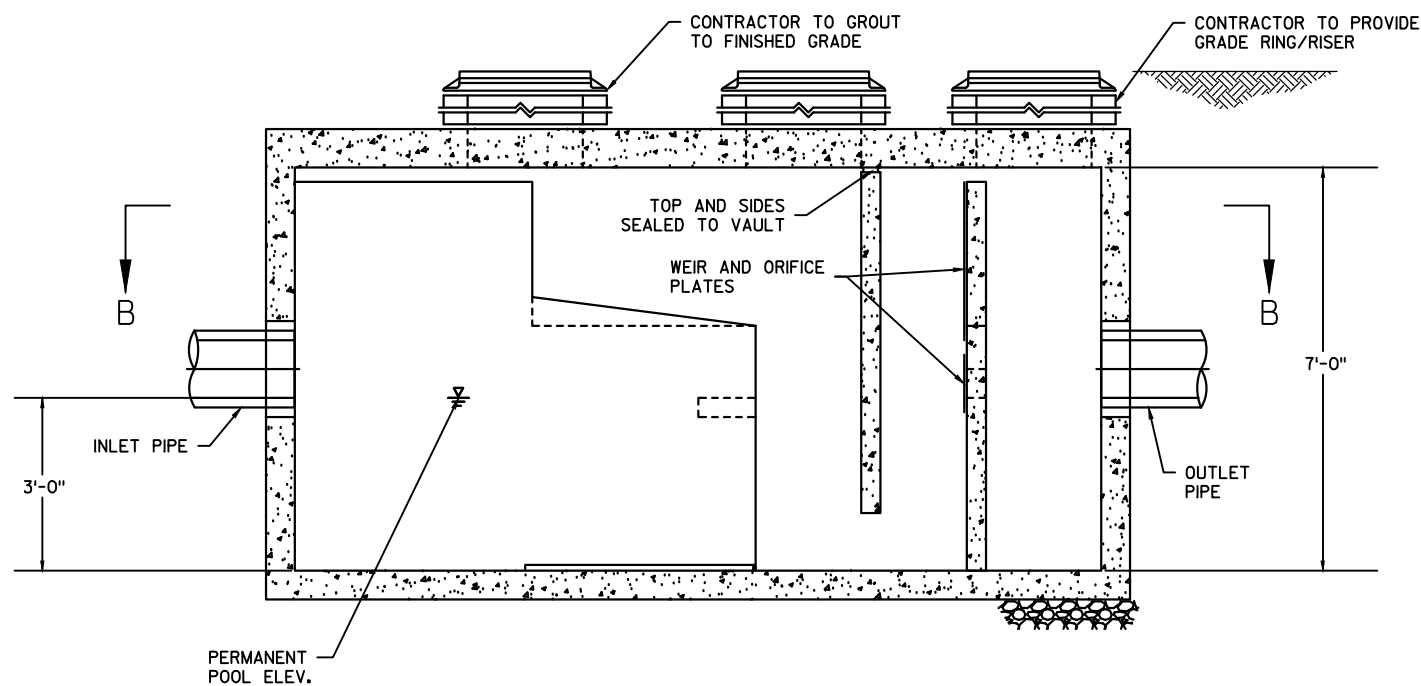
THE STANDARD INLET/OUTLET CONFIGURATION IS SHOWN. FOR OTHER CONFIGURATION OPTIONS, PLEASE CONTACT YOUR CONTECH REPRESENTATIVE. www.contechES.com



SECTION B-B



FRAME AND COVER
(DIAMETER VARIES)
NOT TO SCALE



SECTION A-A

GENERAL NOTES

1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH () ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH REPRESENTATIVE. www.contechES.com
4. VORTECHS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 AND CASTINGS SHALL MEET AASHTO M306 LOAD RATING, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION.
6. INLET PIPE(S) MUST BE PERPENDICULAR TO THE VAULT AND AT THE CORNER TO INTRODUCE THE FLOW TANGENTIALLY TO THE SWIRL CHAMBER. DUAL INLETS NOT TO HAVE OPPOSING TANGENTIAL FLOW DIRECTIONS.
7. OUTLET PIPE(S) MUST BE DOWN STREAM OF THE FLOW CONTROL BAFFLE AND MAY BE LOCATED ON THE SIDE OR END OF THE VAULT. THE FLOW CONTROL WALL MAY BE TURNED TO ACCOMMODATE OUTLET PIPE KNOCKOUTS ON THE SIDE OF THE VAULT.

INSTALLATION NOTES

- A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
- B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE VORTECHS STRUCTURE (LIFTING CLUTCHES PROVIDED).
- C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
- D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
- E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.



www.contechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

2

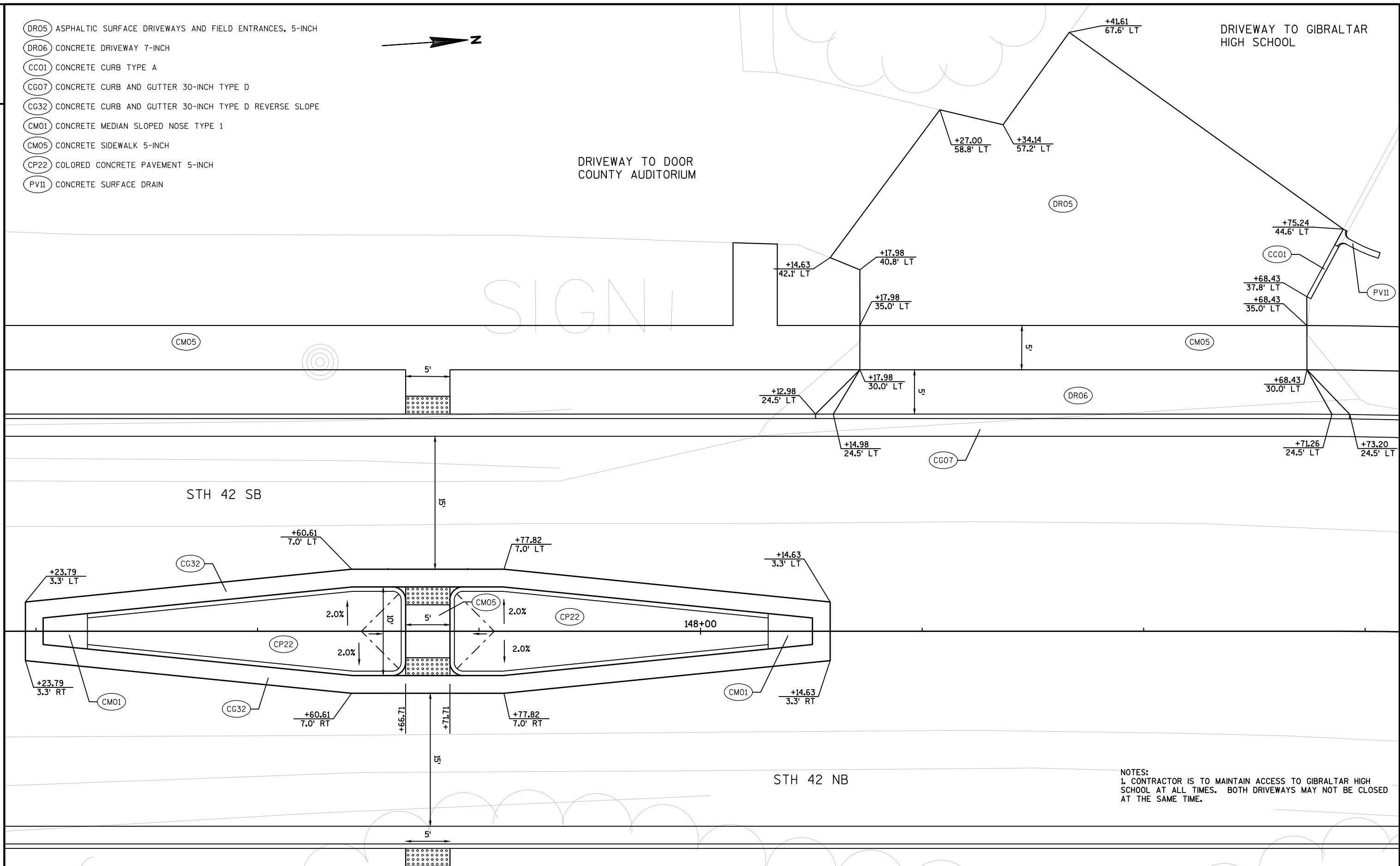
- DR05 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- DR06 CONCRETE DRIVEWAY 7-INCH
- CC01 CONCRETE CURB TYPE A
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CG32 CONCRETE CURB AND GUTTER 30-INCH TYPE D REVERSE SLOPE
- CM01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- CM05 CONCRETE SIDEWALK 5-INCH
- CP22 COLORED CONCRETE PAVEMENT 5-INCH
- PV11 CONCRETE SURFACE DRAIN



DRIVEWAY TO DOOR
COUNTY AUDITORIUM

DRIVEWAY TO GIBRALTAR
HIGH SCHOOL

2



NOTES:
1. CONTRACTOR IS TO MAINTAIN ACCESS TO GIBRALTAR HIGH SCHOOL AT ALL TIMES. BOTH DRIVEWAYS MAY NOT BE CLOSED AT THE SAME TIME.

PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

CONSTRUCTION DETAILS - PED ISLANDS AND SCHOOL DW'S

SHEET PRE 25

E

FILE NAME : N:\PDS\C3D\41401900\SHEETSP\AN\021002-CD.DWG
LAYOUT NAME - 021013-cd

PLOT DATE : 9/6/2016 2:45 PM

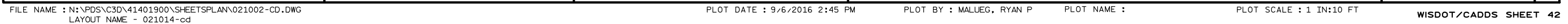
PLOT BY : MALUEG, RYAN P

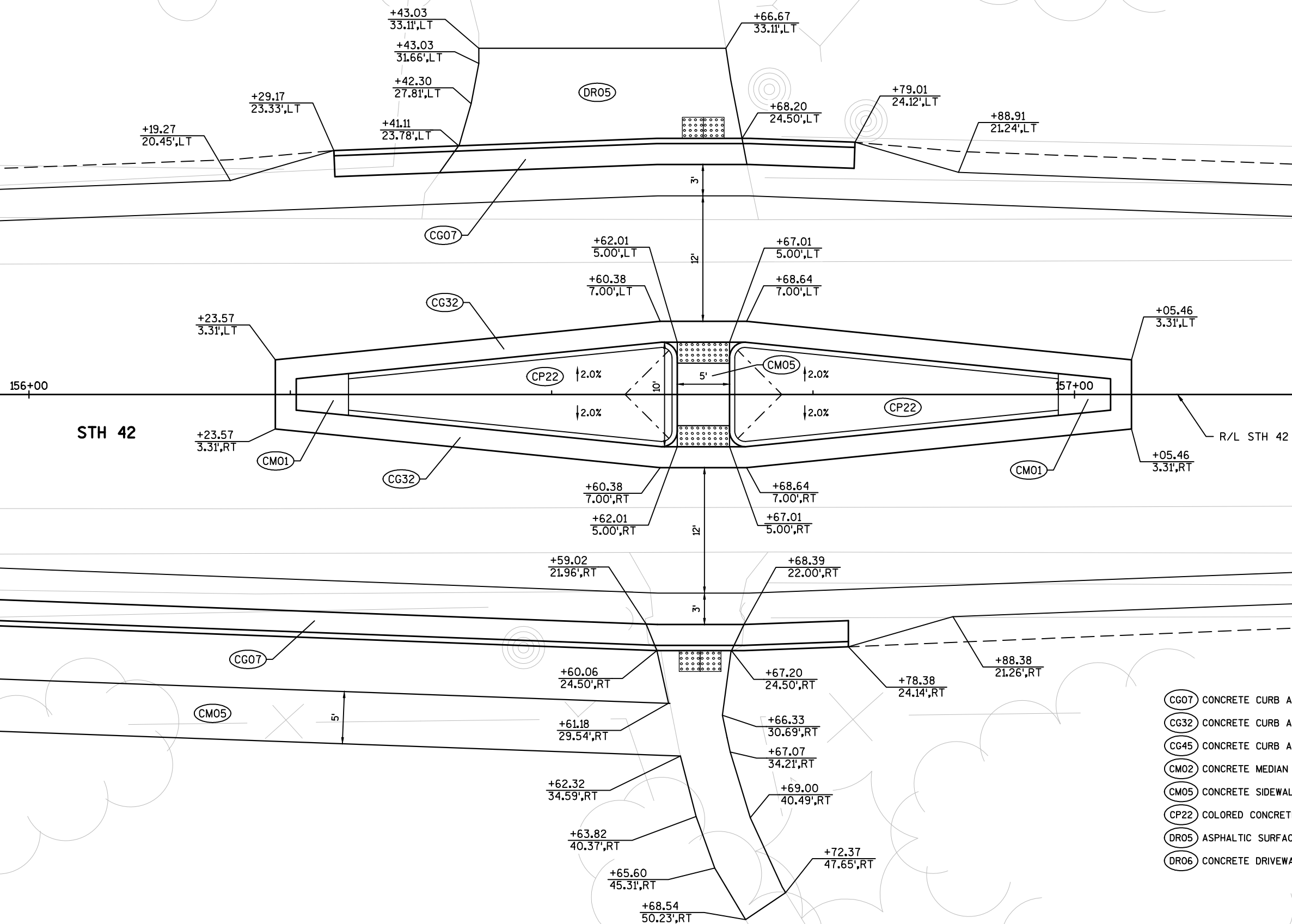
PLOT NAME :

PLOT SCALE : 1 IN:10 FT

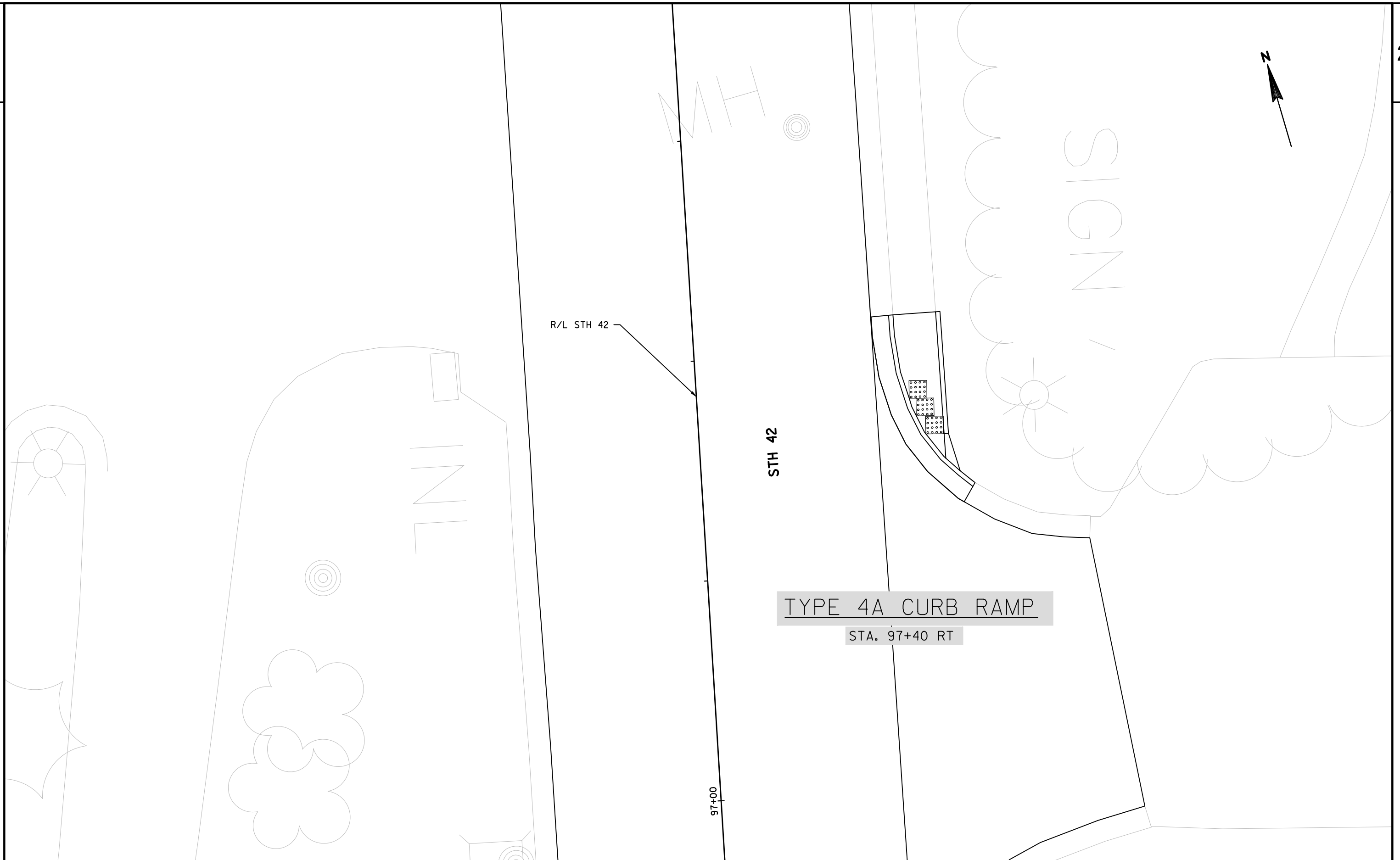
WISDOT/CADDs SHEET 42

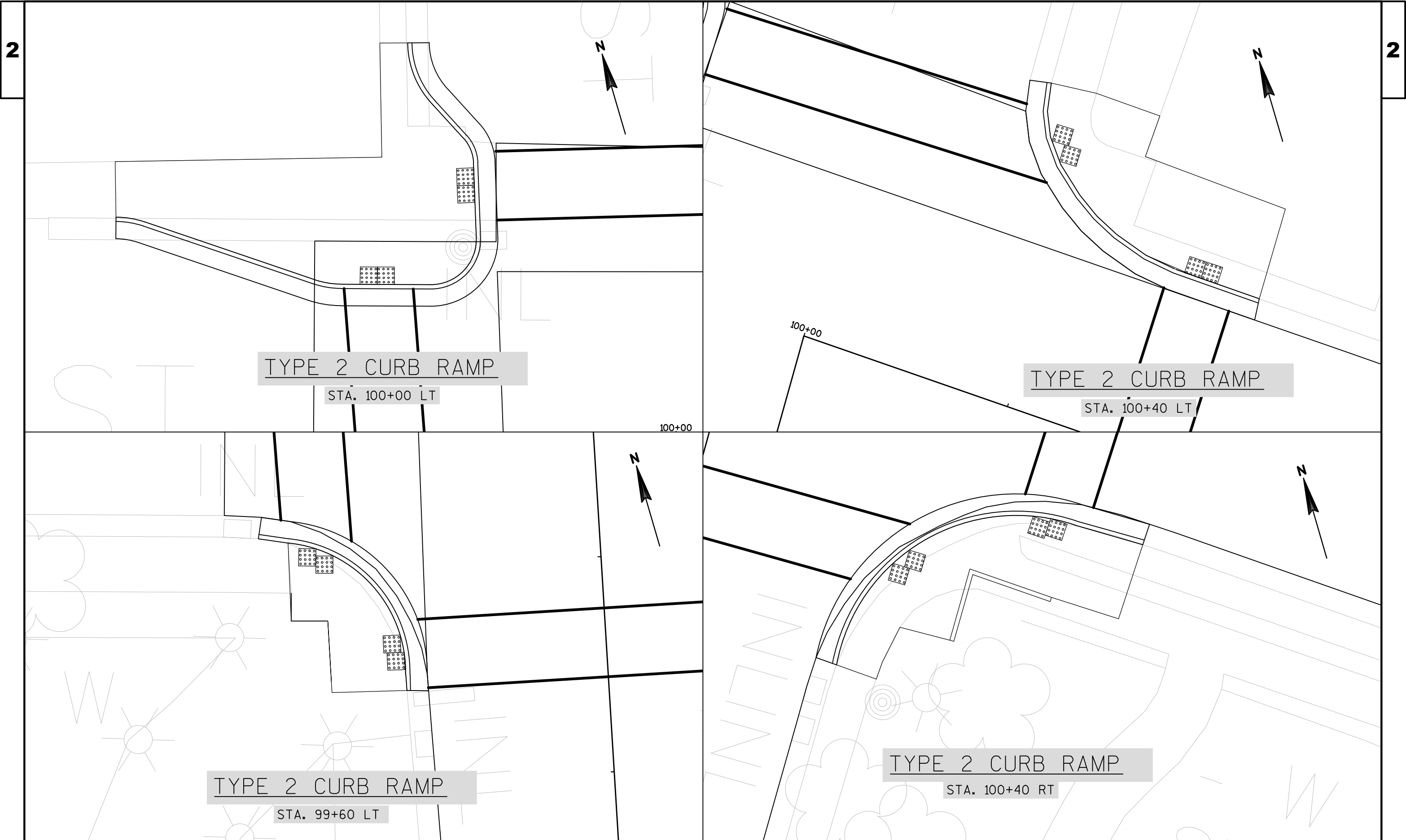
DRIVEWAY TO GIBRALTAR
HIGH SCHOOL

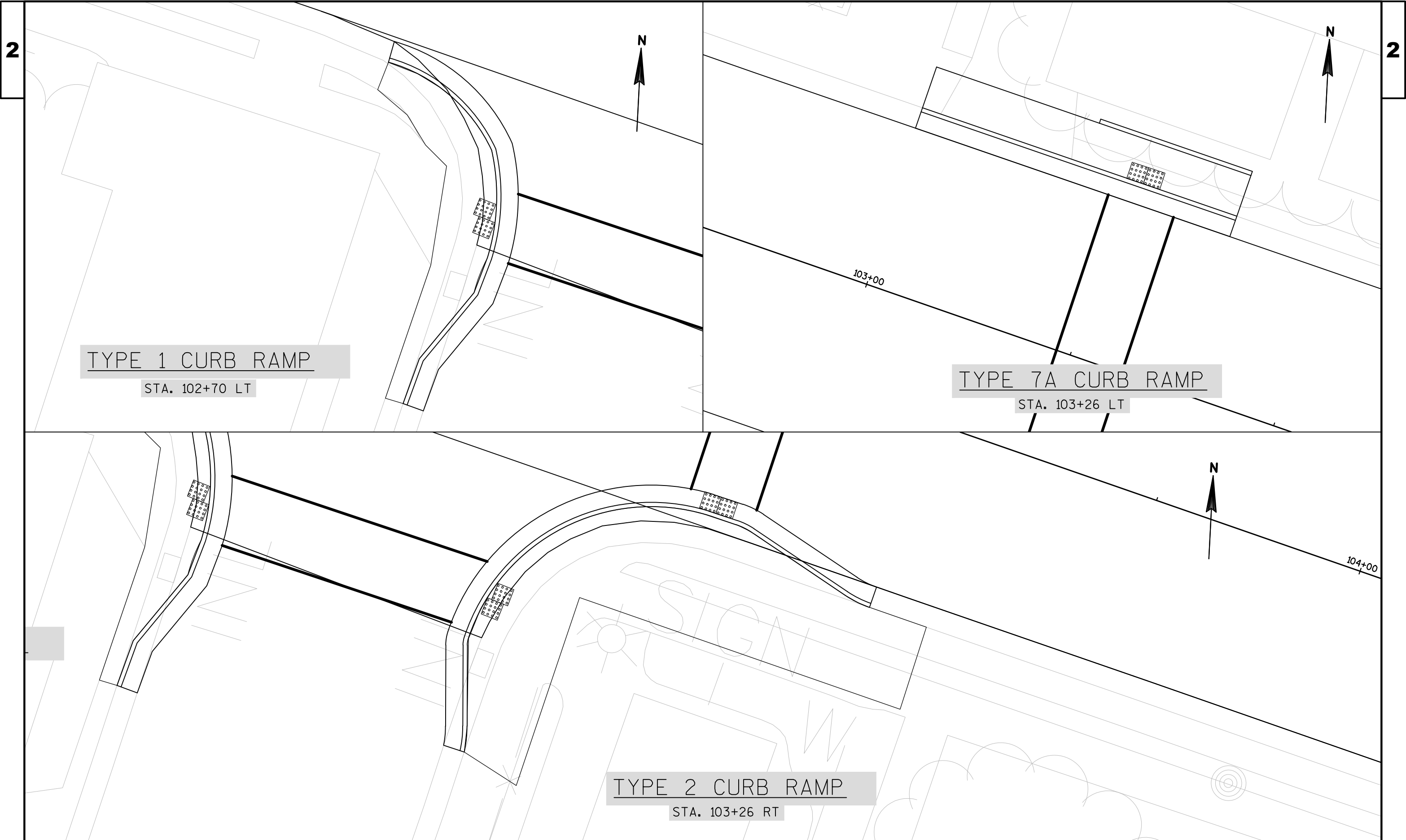




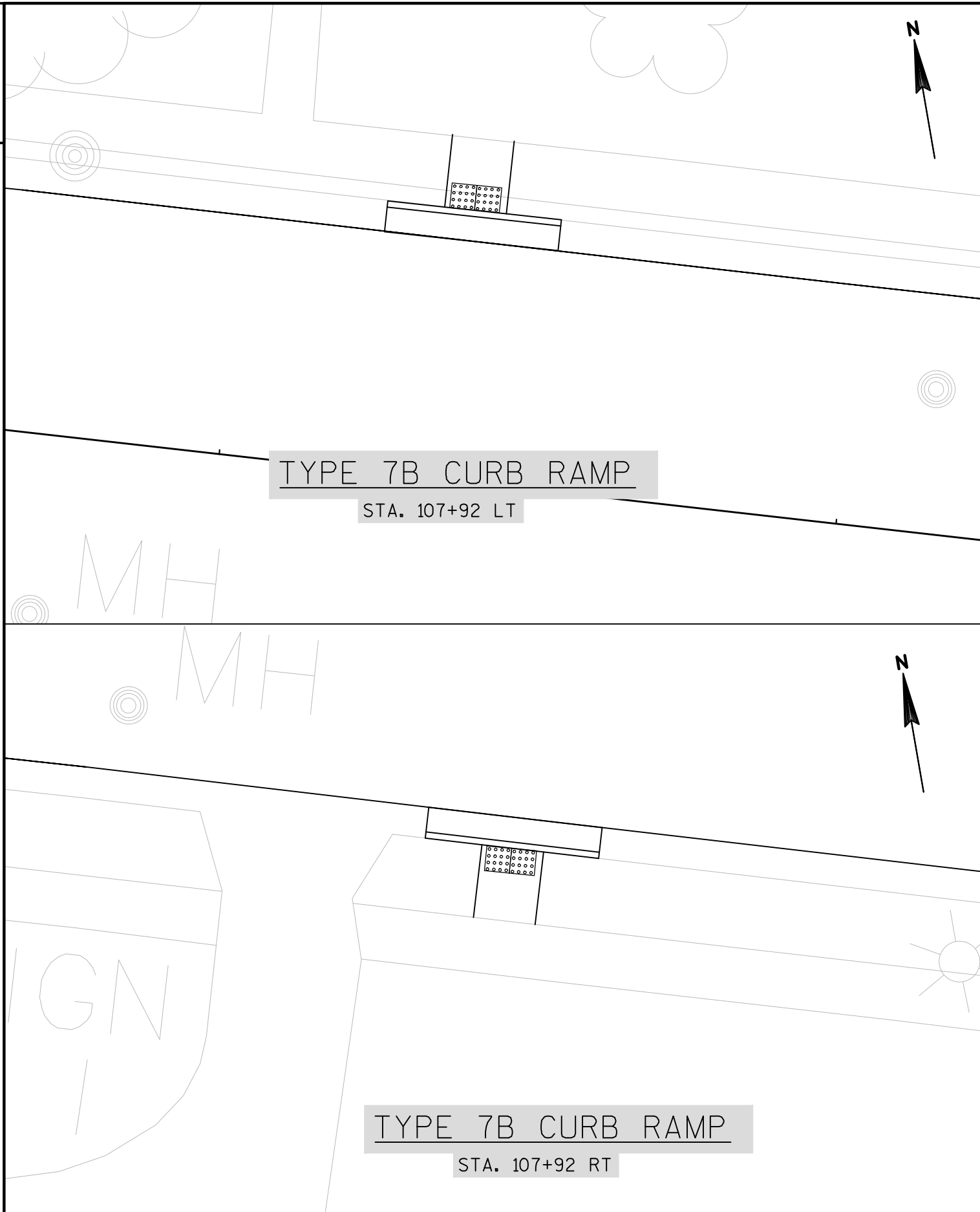
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CG32) CONCRETE CURB AND GUTTER 30-INCH TYPE D REVERSE SLOPE
- (CG45) CONCRETE CURB AND GUTTER 30-INCH TYPE A REVERSE SLOPE
- (CM02) CONCRETE MEDIAN SLOPED NOSE TYPE 2
- (CM05) CONCRETE SIDEWALK 5-INCH
- (CP22) COLORED CONCRETE PAVEMENT 5-INCH
- (DR05) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- (DR06) CONCRETE DRIVEWAY 7-INCH



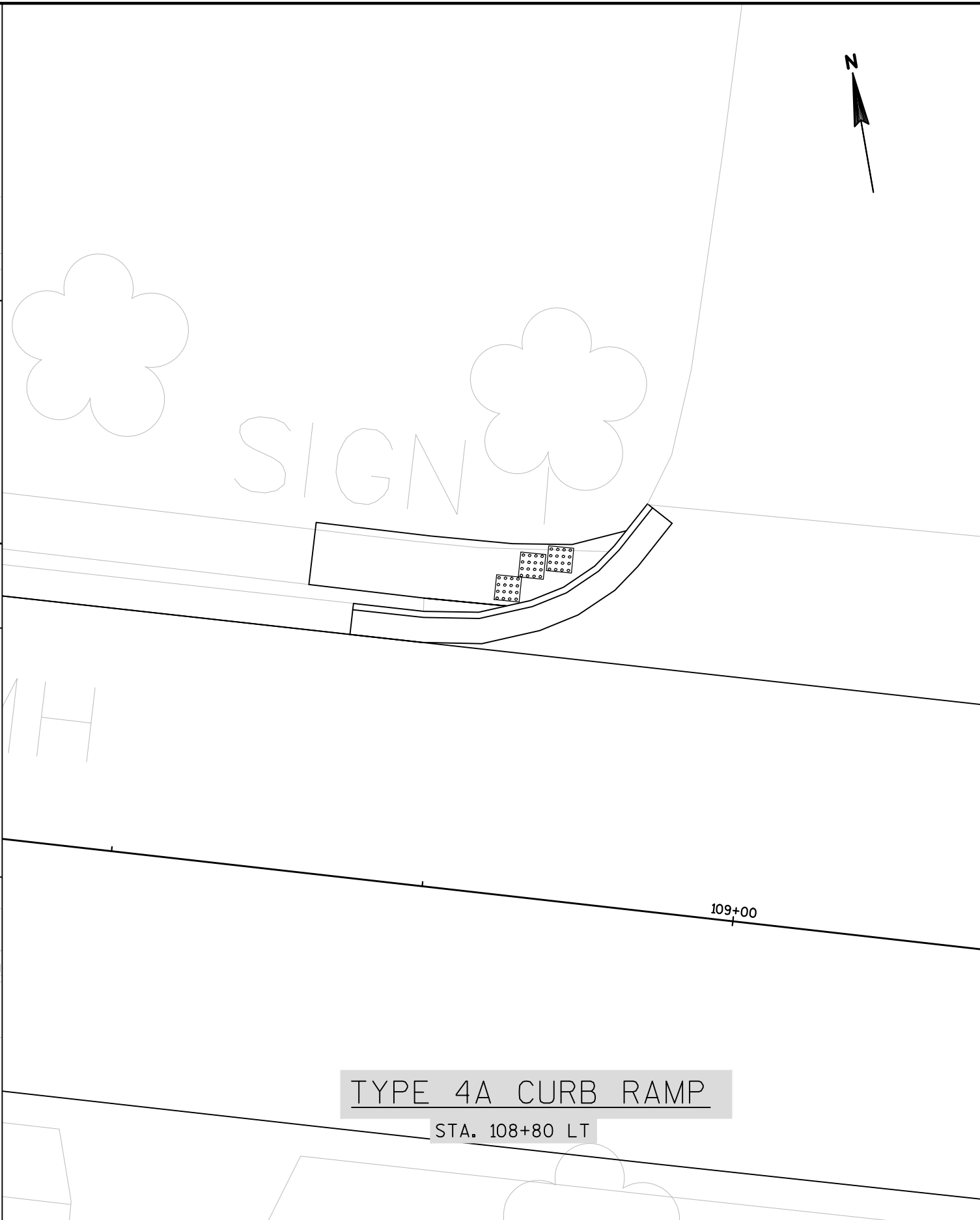


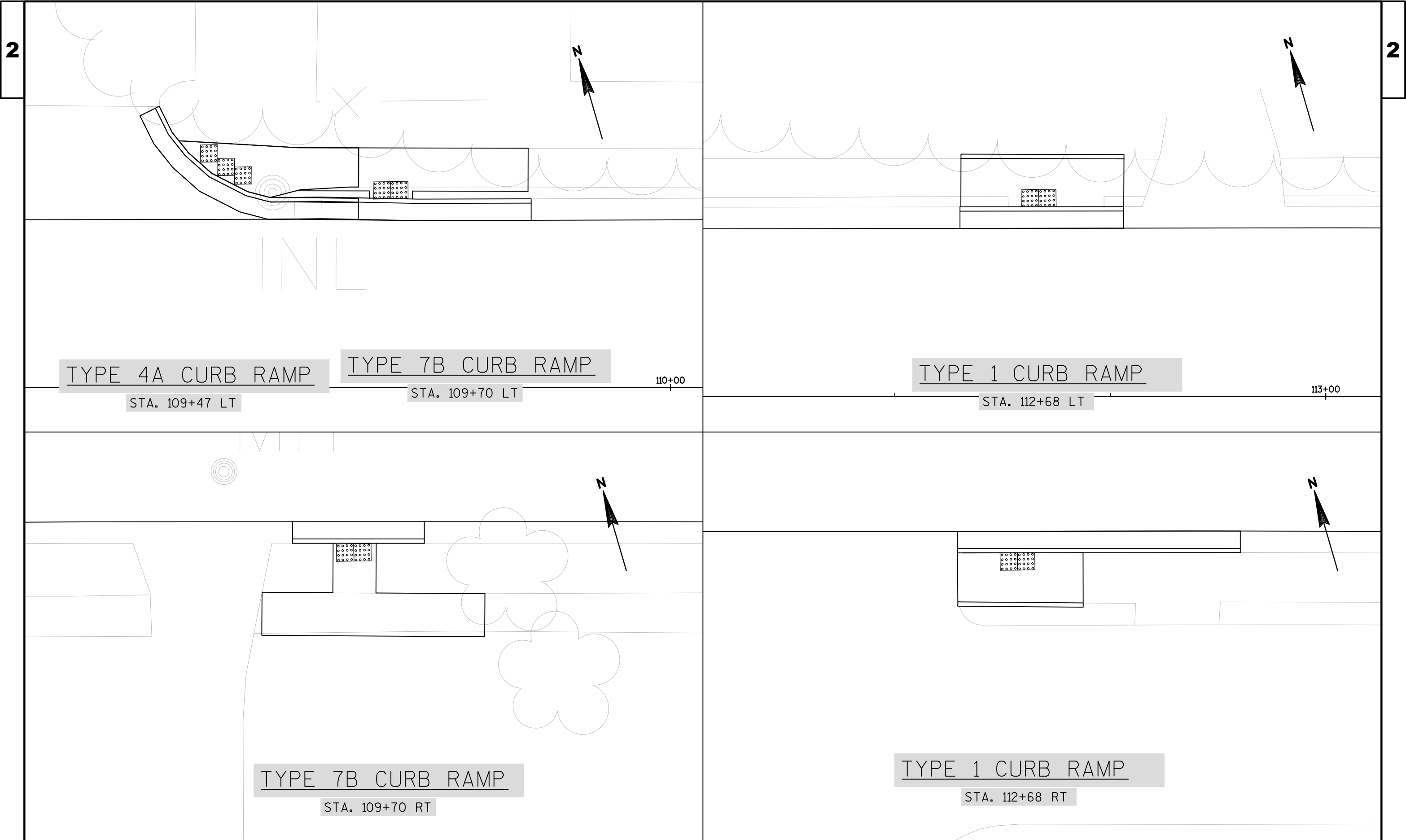


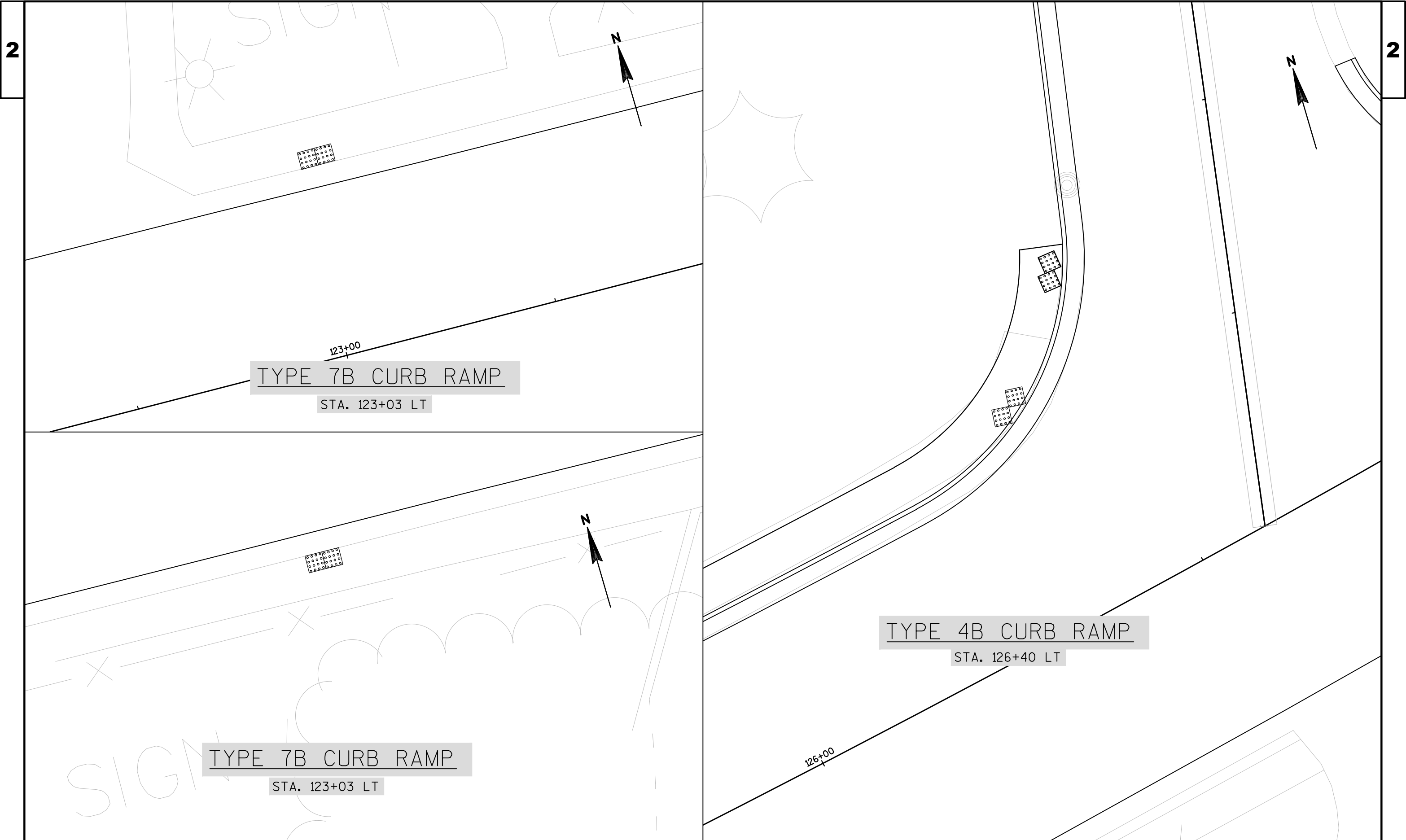
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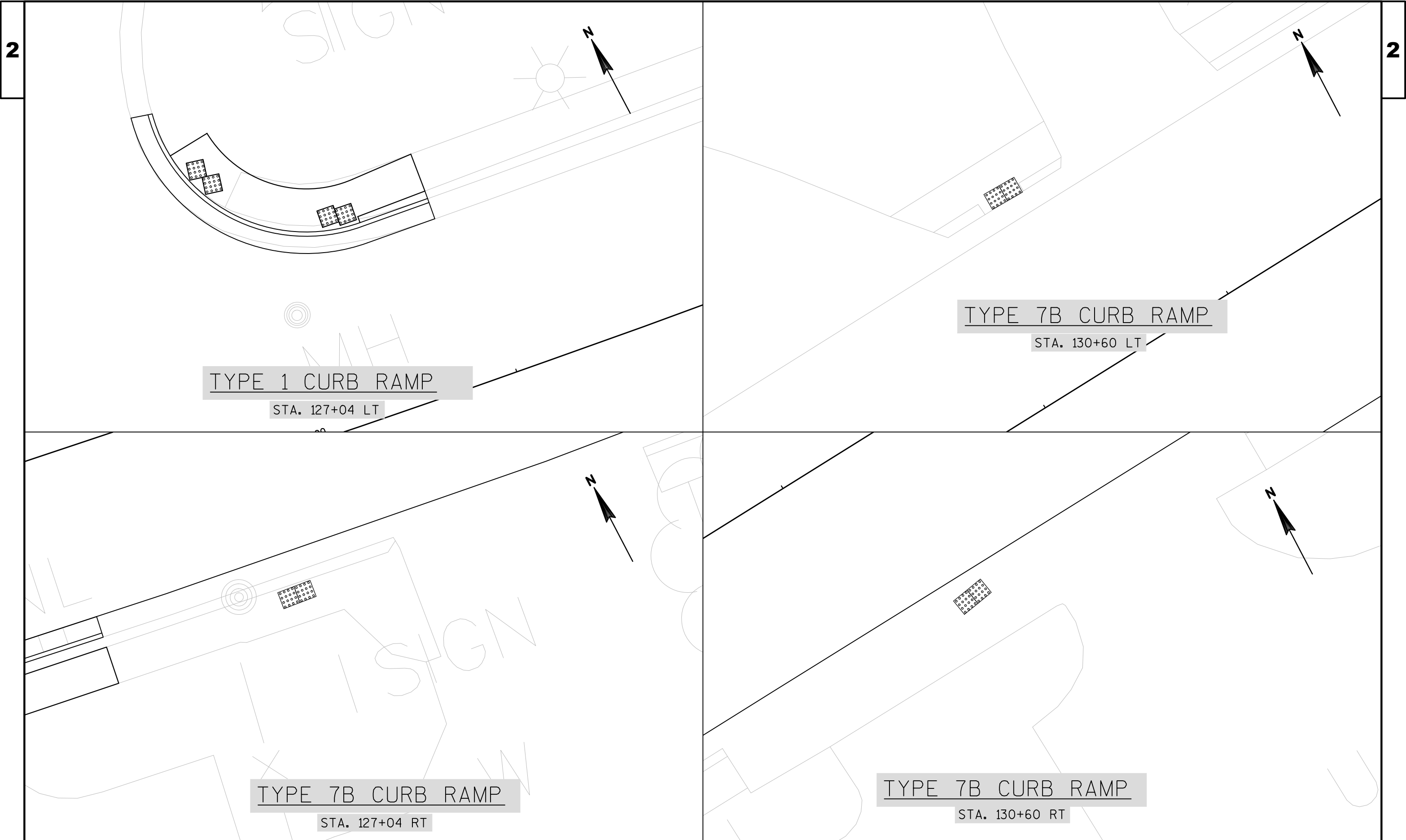


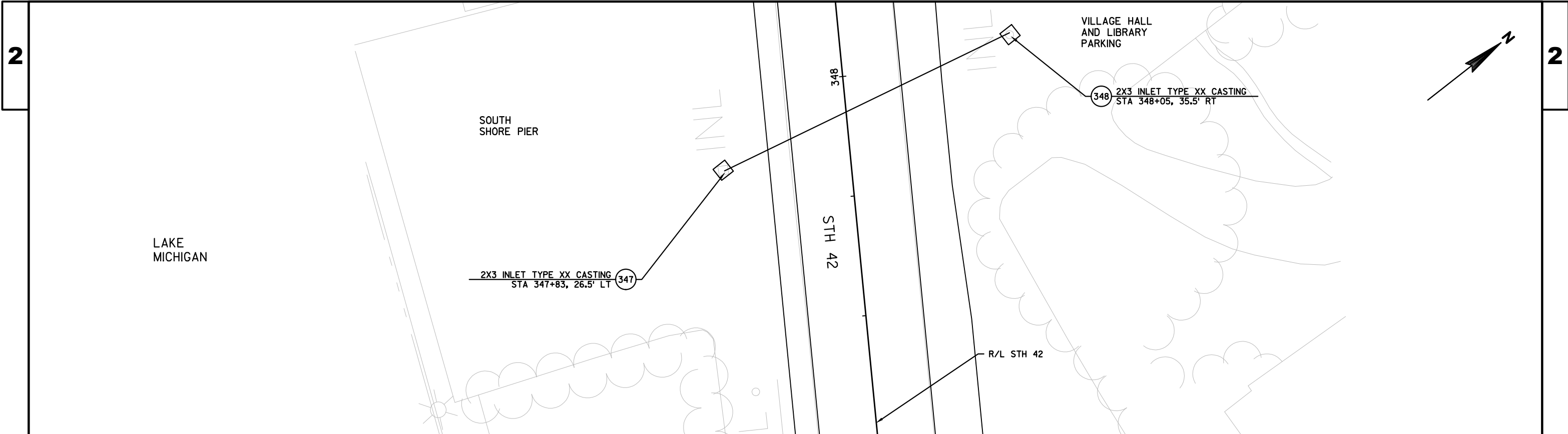
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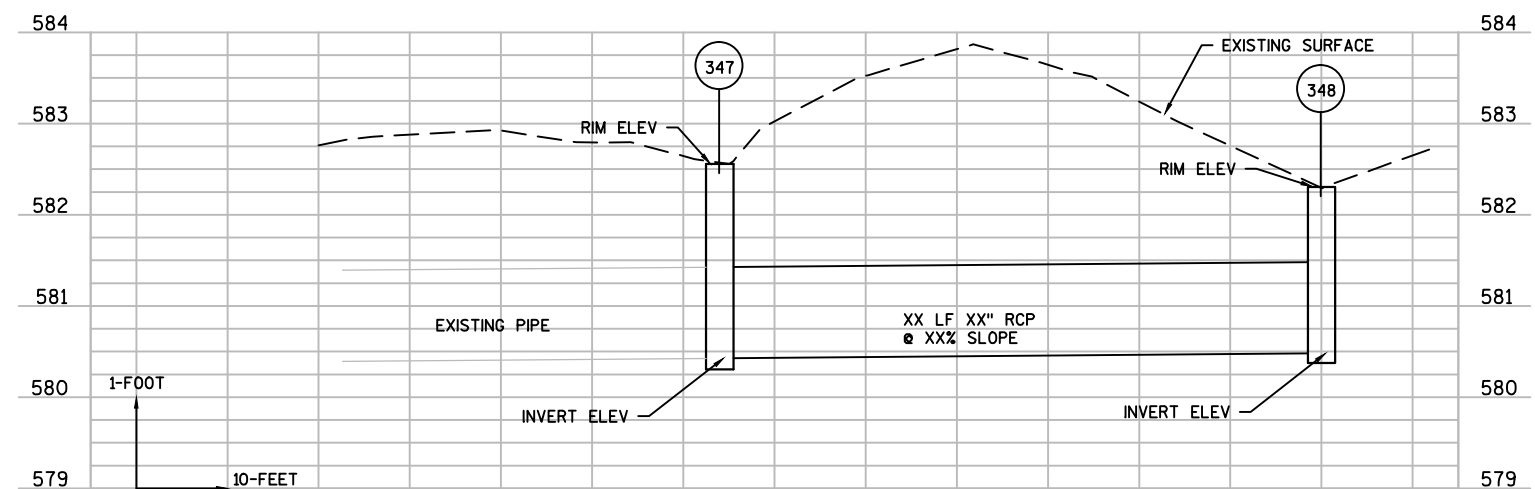


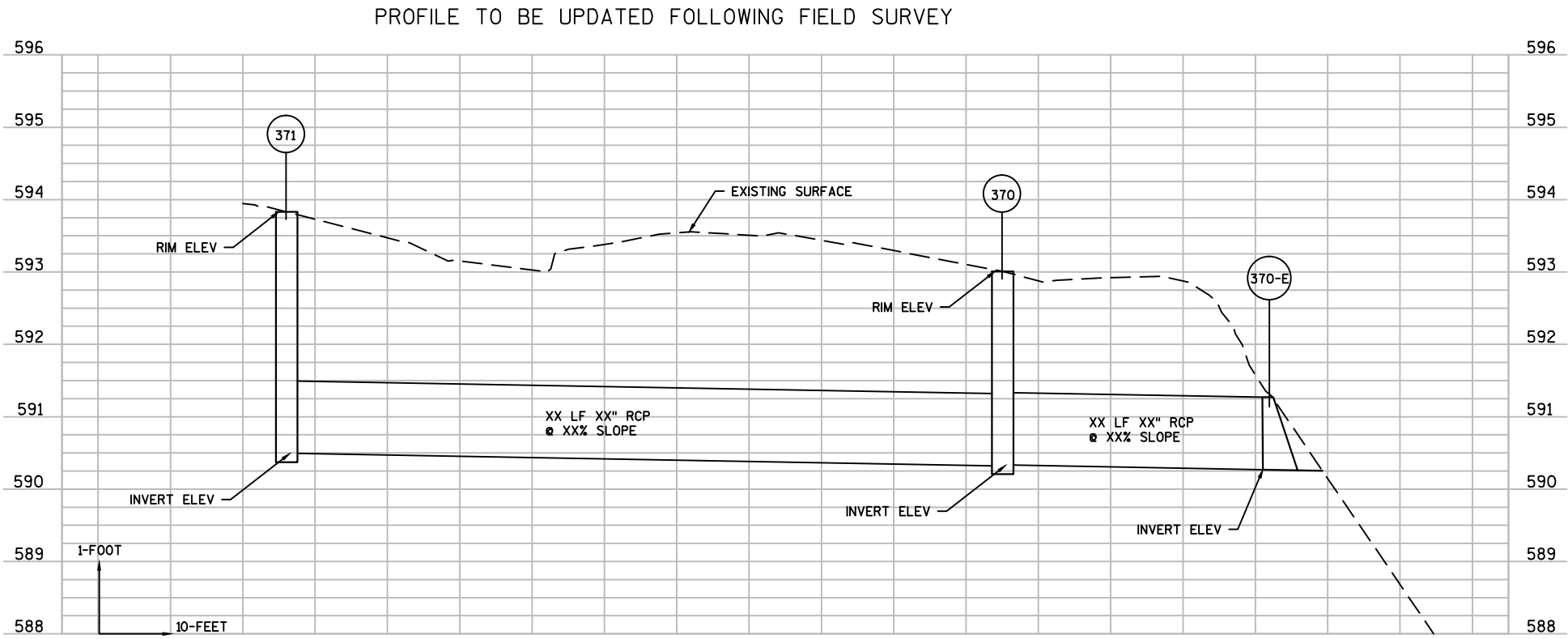
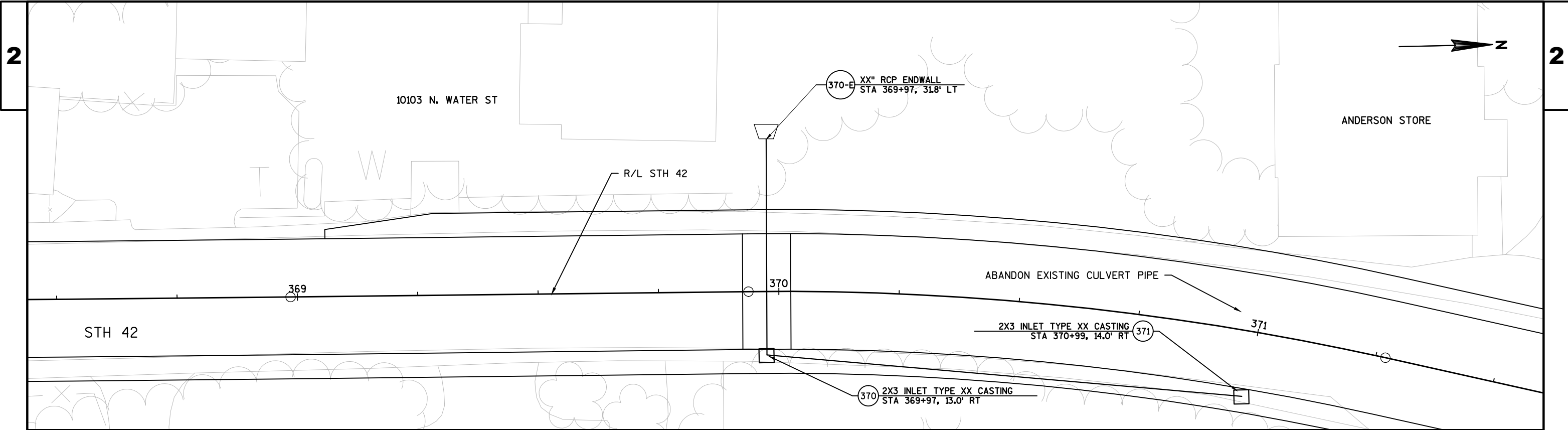


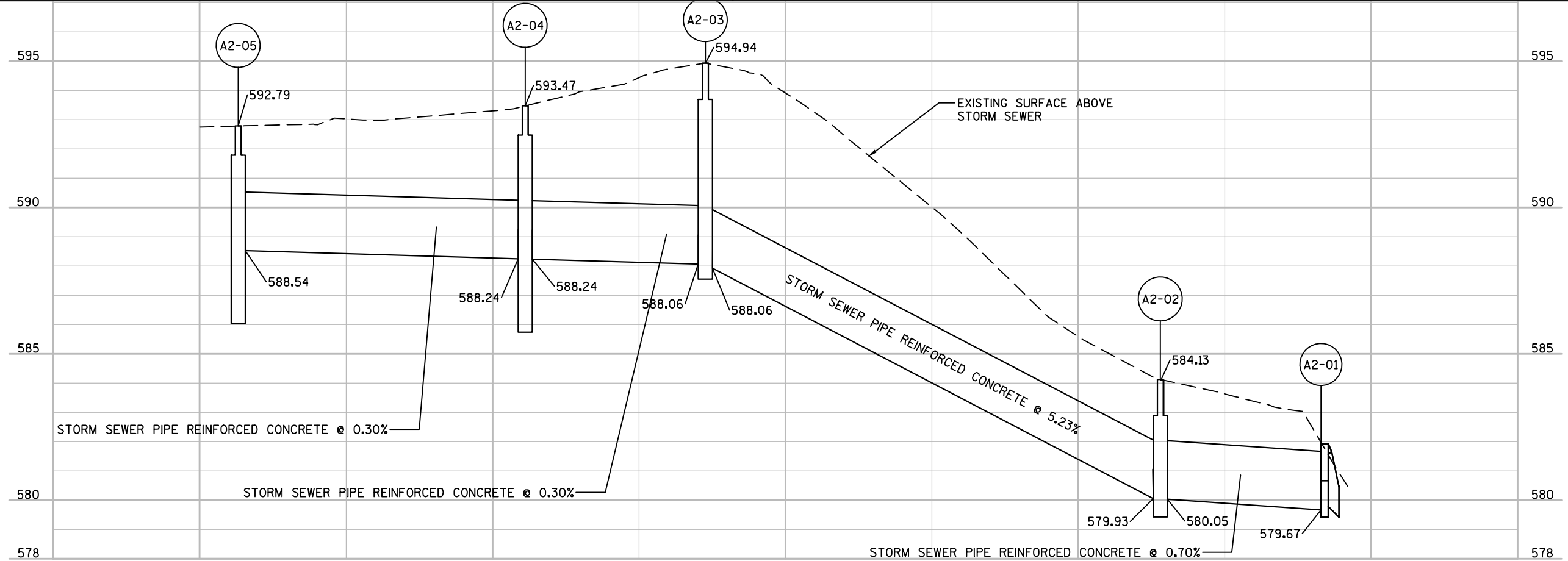
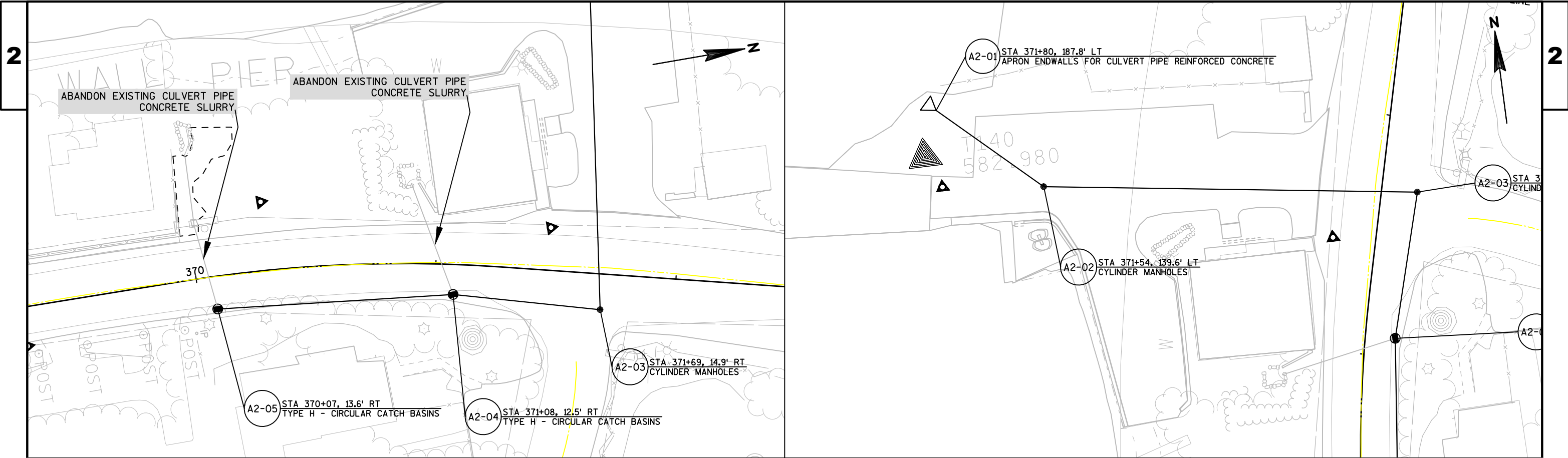




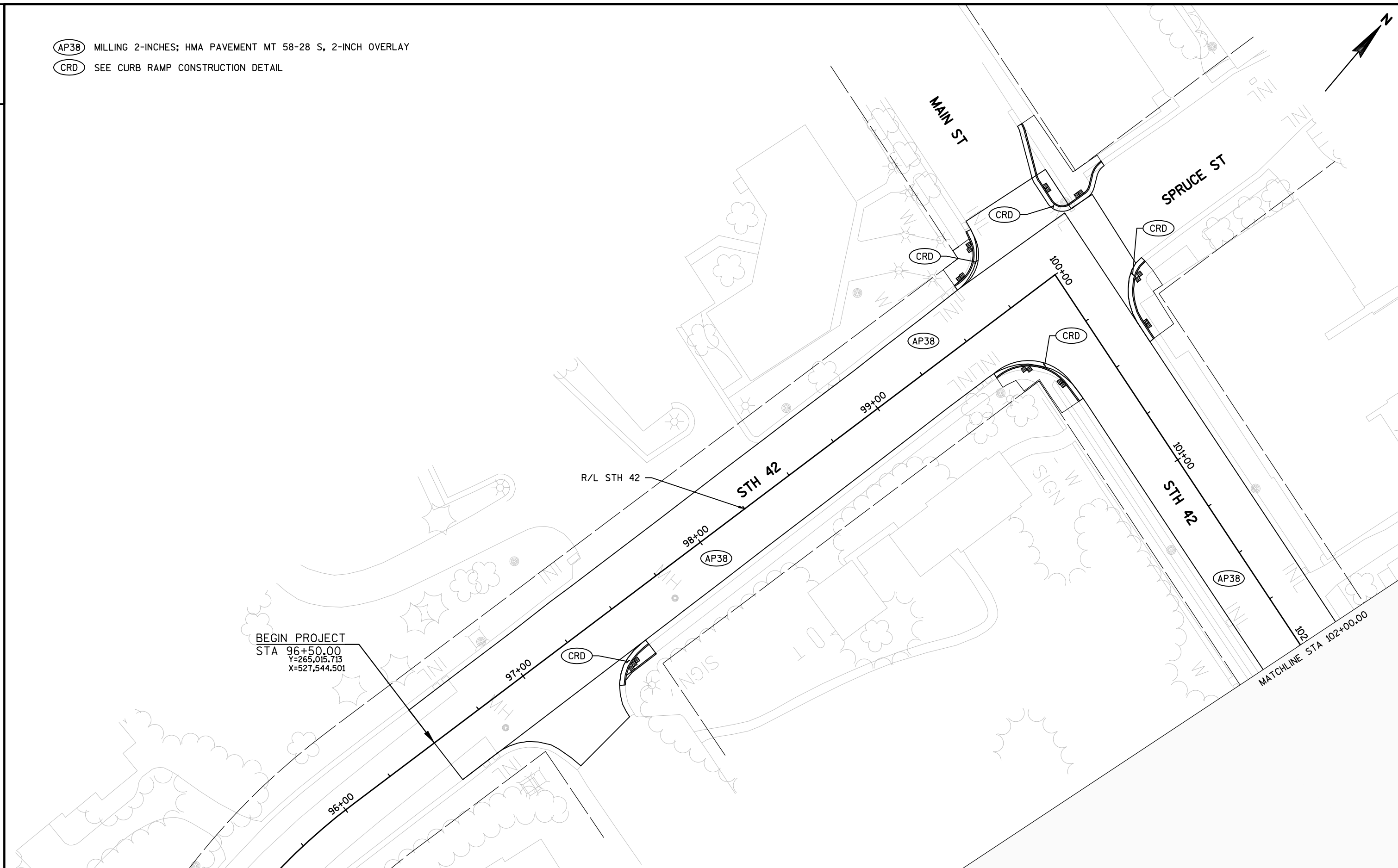
PROFILE TO BE UPDATED FOLLOWING FIELD SURVEY



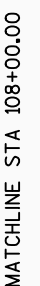




- AP38 MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 2-INCH OVERLAY
- CRD SEE CURB RAMP CONSTRUCTION DETAIL



2

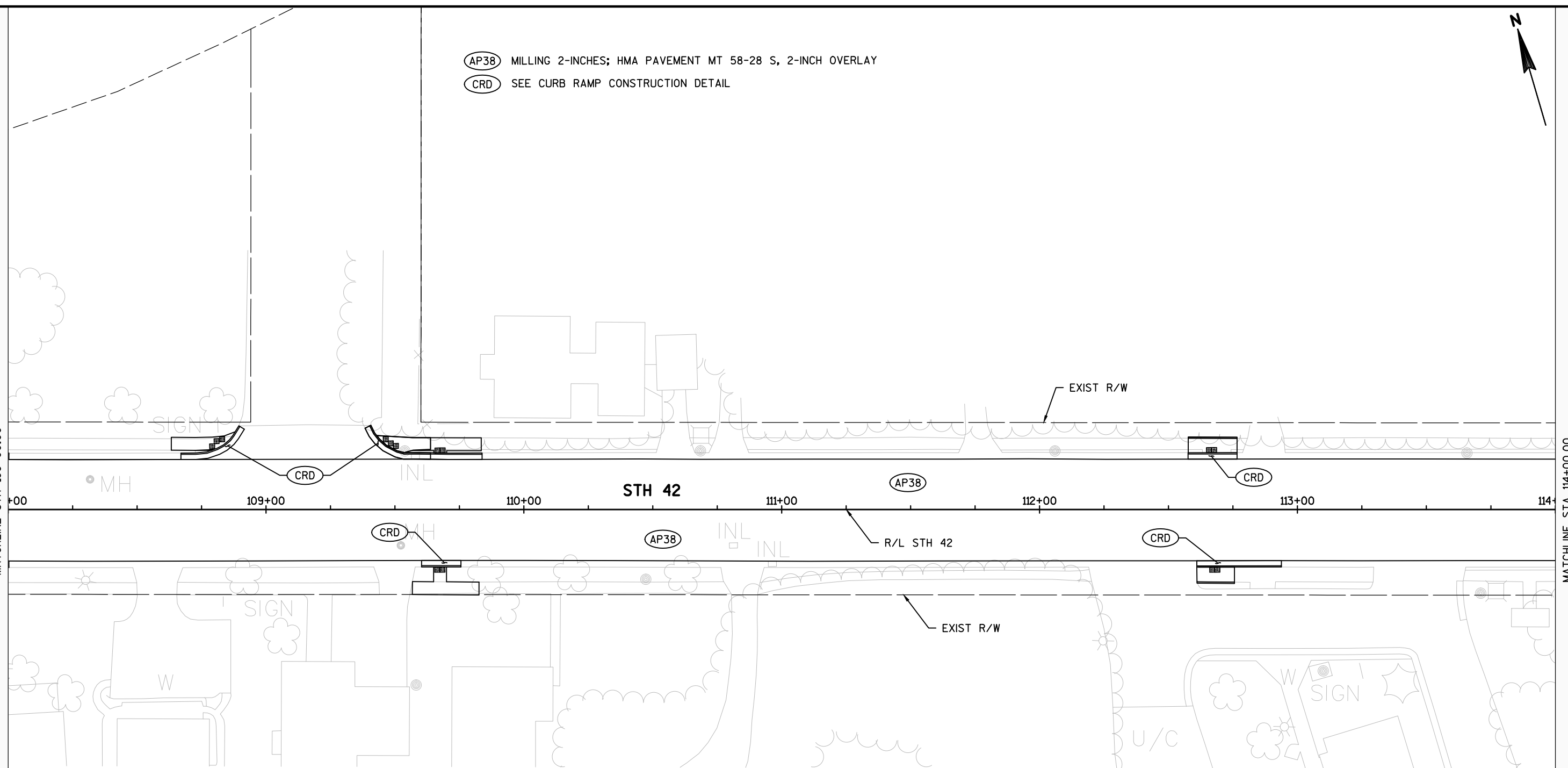


- (AP38) MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 2-INCH OVERLAY
(CRD) SEE CURB RAMP CONSTRUCTION DETAIL

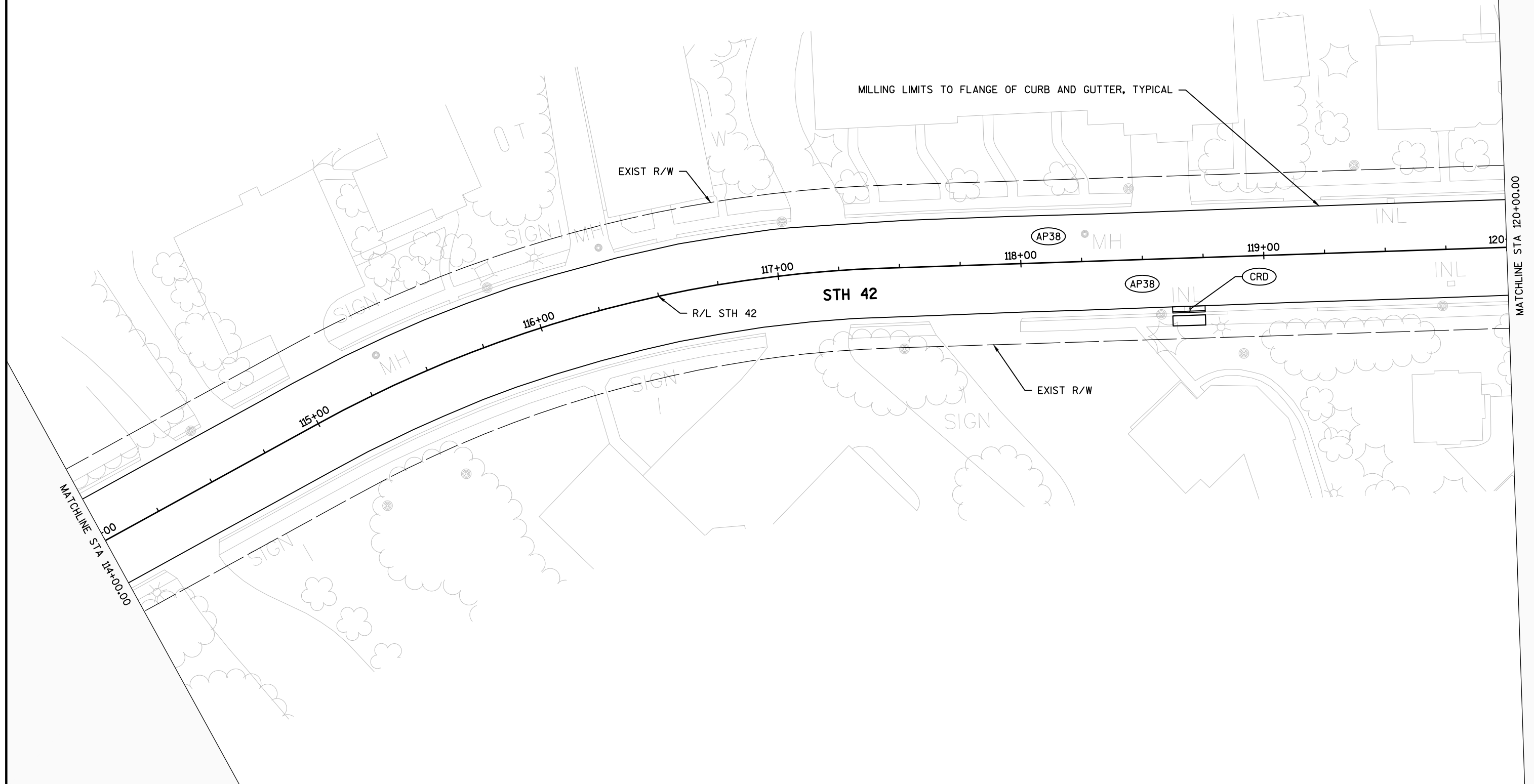


MATCHLINE STA 108+00.00

MATCHLINE STA 114+00.00

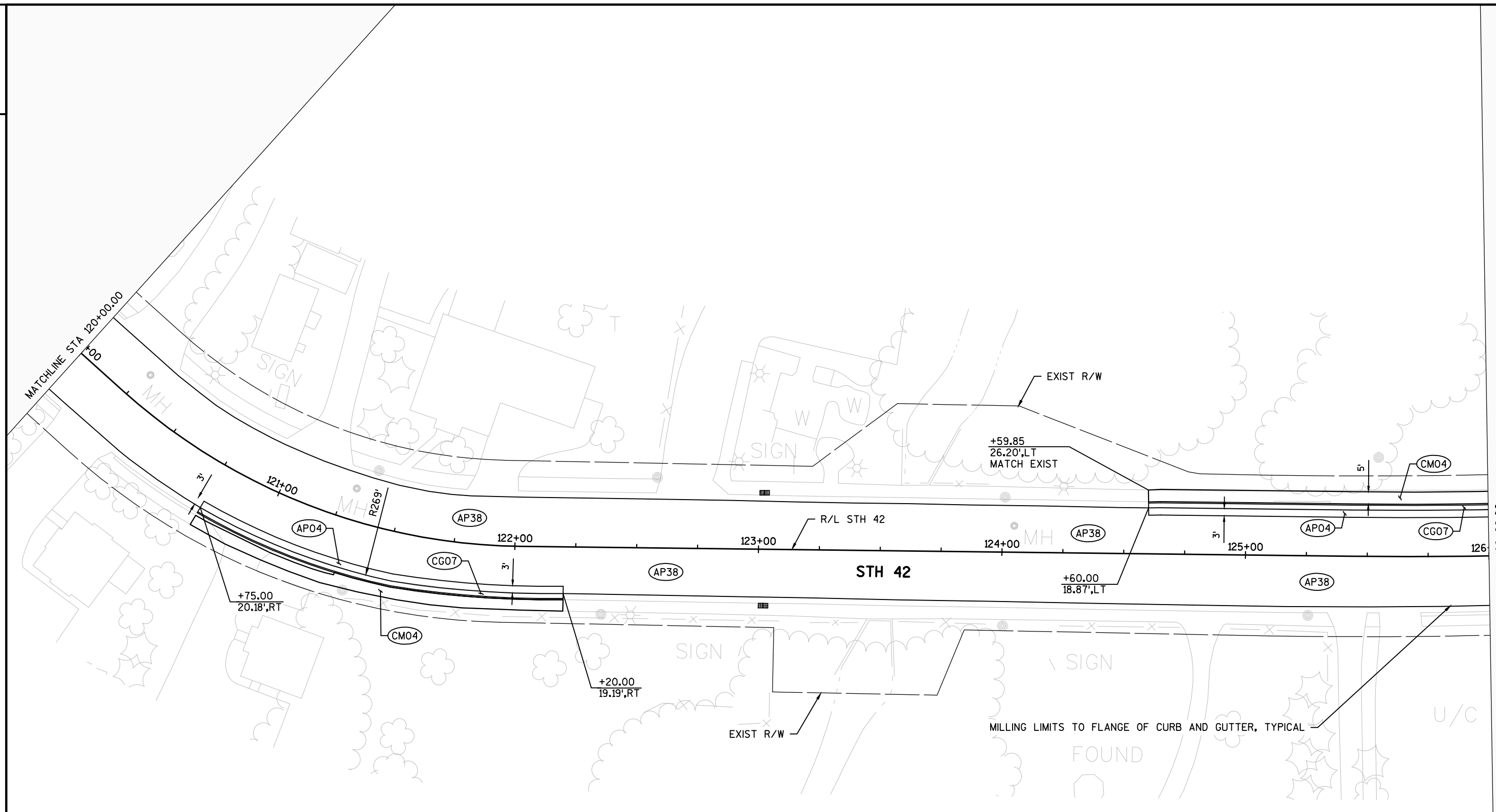


- (AP38) MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 2-INCH OVERLAY
(CRD) SEE CURB RAMP CONSTRUCTION DETAIL

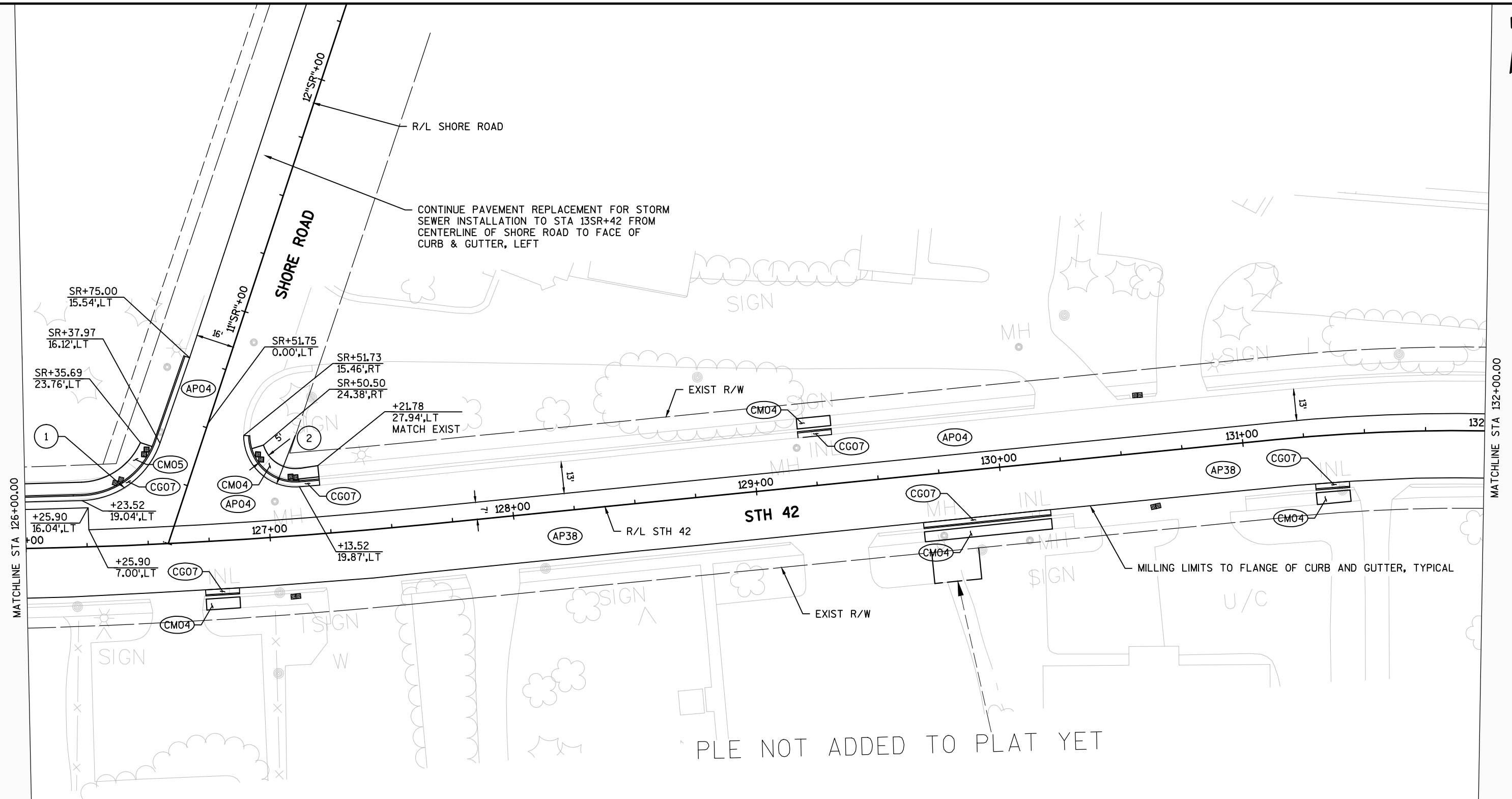


2

2

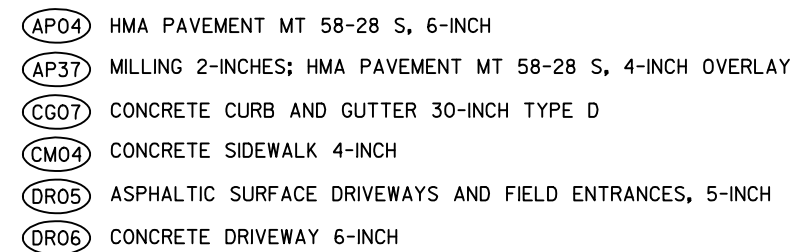


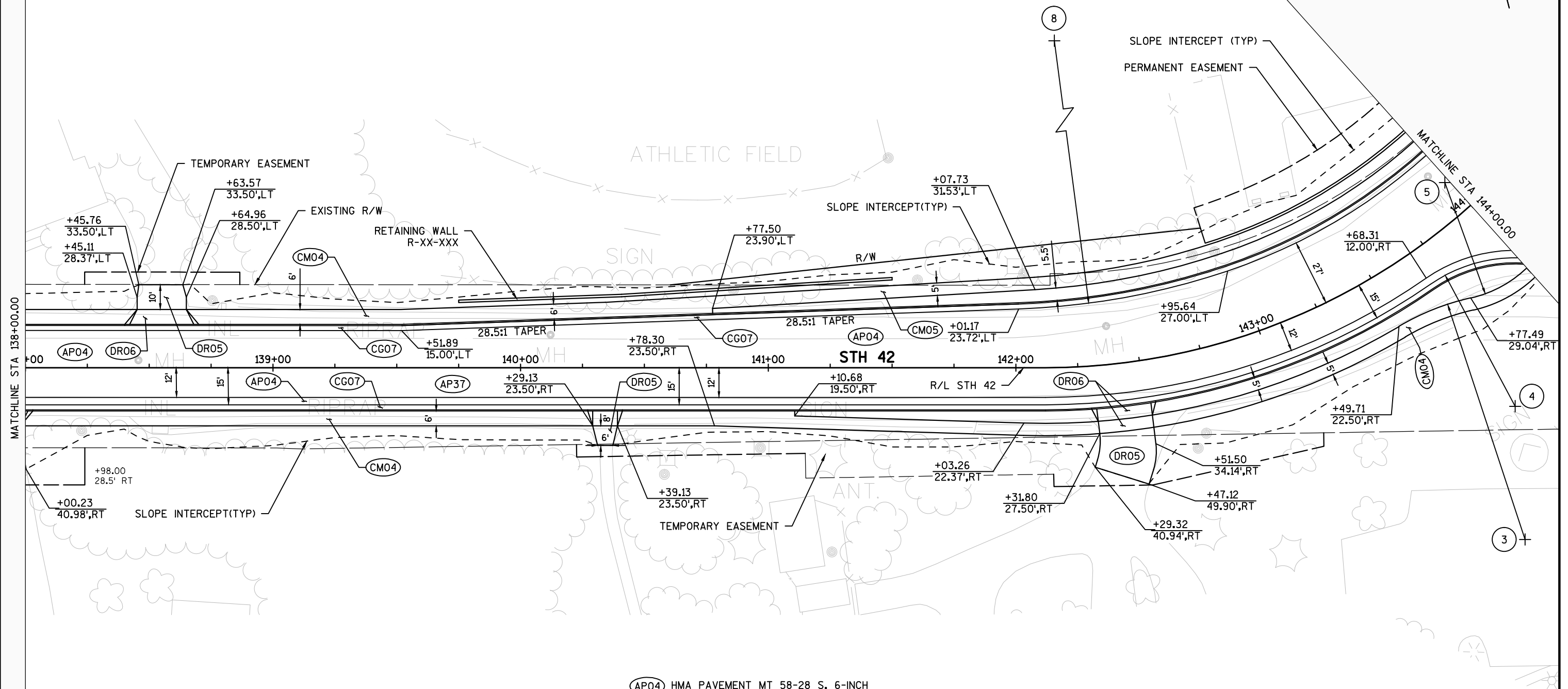
- | | |
|------|---|
| AP04 | HMA PAVEMENT MT 58-28 S, 6-INCH |
| AP38 | MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 2-INCH OVERLAY |
| CG07 | CONCRETE CURB AND GUTTER 30-INCH TYPE D |
| CM04 | CONCRETE SIDEWALK 4-INCH |



RADIUS TABLE					
POINT	STA	OFF	STA	OFF	RADIUS
1	126+23.47	54.04' LT	10SR+38.52	51.11' LT	35.0'
2	127+13.31	40.87' LT	10SR+58.22	35.45' RT	21.0'

- AP04 HMA PAVEMENT MT 58-28 S, 6-INCH
- AP38 MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 2-INCH OVERLAY
- CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
- CM05 CONCRETE SIDEWALK 5-INCH





- (AP04) HMA PAVEMENT MT 58-28 S, 6-INCH
- (AP37) MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 4-INCH OVERLAY
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CM04) CONCRETE SIDEWALK 4-INCH
- (DR05) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
- (DR06) CONCRETE DRIVEWAY 6-INCH
- (AP04) ASPHALTIC FLUME

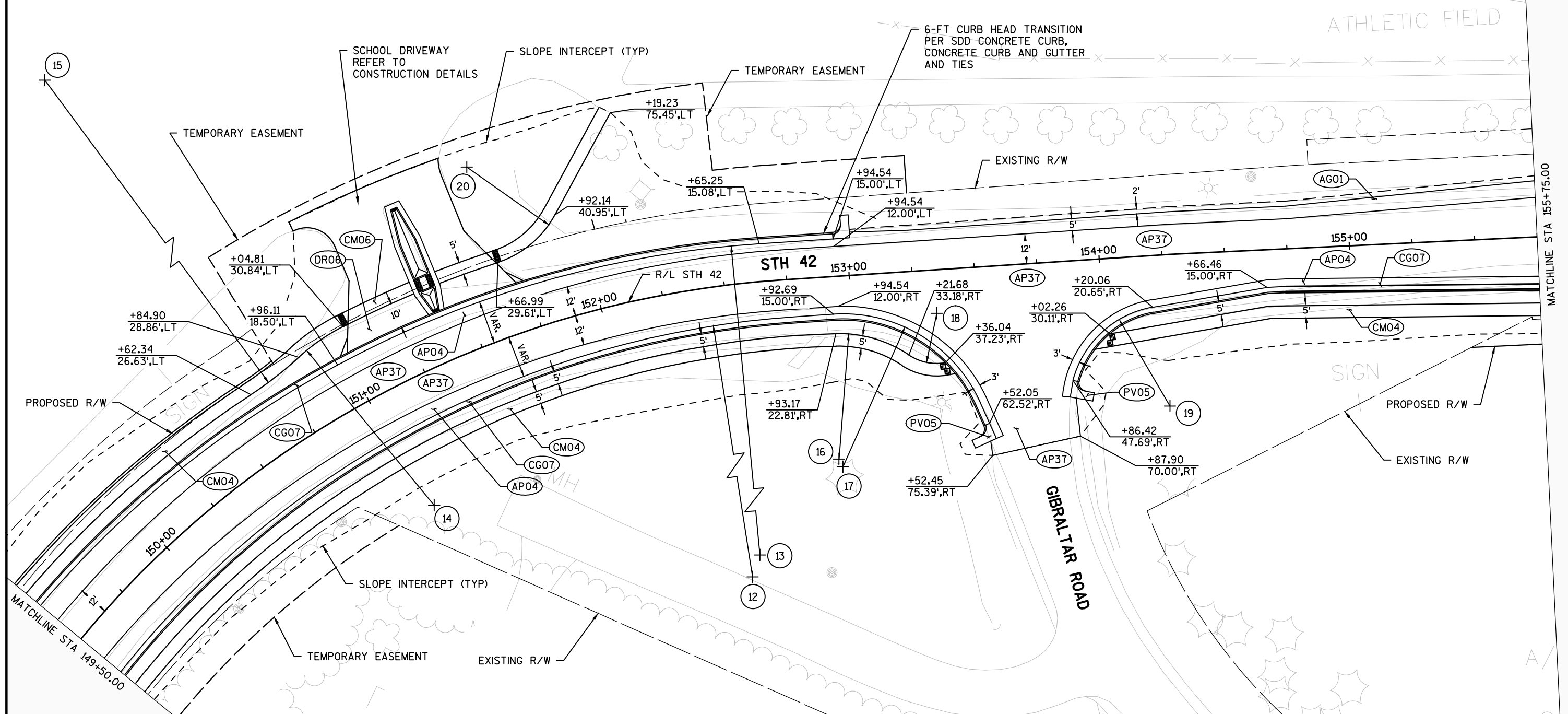
RADIUS TABLE					
POINT	STA	OFF	STA	OFF	RADIUS
3	143+49.71	122.50' RT	11CF+90.18	122.00' LT	100.0'
4	143+68.31	75.00' RT	12CF+16.41	80.55' LT	47.8'
5	143+98.18	13.82' LT	--	--	60.0'
8	147+30.79	266.79' LT	--	--	297.5'

RADIUS TABLE					
POINT	STA	OFF	STA	OFF	RADIUS
6	144+70.20	54.78' RT	12CF+24.33	47.44' RT	29.1'
7	144+93.17	82.96' RT	11CF+71.93	79.11' RT	60.0'
9	140+45.96	275.91' LT	--	--	440.0'
10	140+81.96	276.10' LT	--	--	404.0'
11	139+70.70	261.66' LT	--	--	472.00'

AP04 HMA PAVEMENT MT 58-28 S, 6-INCH
 AP37 MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 4-INCH OVERLAY
 CG07 CONCRETE CURB AND GUTTER 30-INCH TYPE D
 CM04 CONCRETE SIDEWALK 4-INCH
 CM06 CONCRETE SIDEWALK 6-INCH
 DR05 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 5-INCH
 DR06 CONCRETE DRIVEWAY 6-INCH

- (AG01) BASE AGGREGATE DENSE 3/4-INCH
(AP04) HMA PAVEMENT MT 58-28 S, 6-INCH
(AP37) MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 4-INCH OVERLAY
(CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
(CM04) CONCRETE SIDEWALK 4-INCH
(CM06) CONCRETE SIDEWALK 6-INCH
(DR06) CONCRETE DRIVEWAY 6-INCH
(PV05) ASPHALTIC FLUME

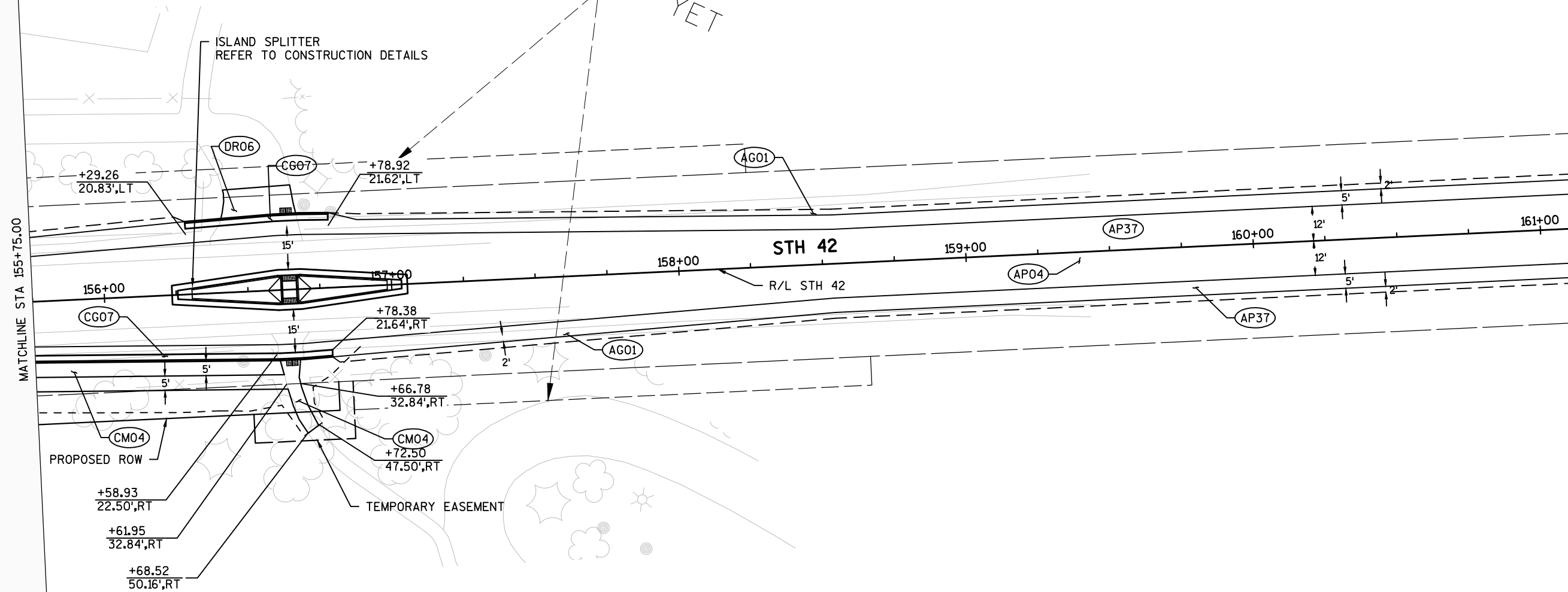
RADIUS TABLE					
POINT	STA	OFF	STA	OFF	RADIUS
12	152+78.16	391.00' RT	--	--	376.0'
13	148+67.82	390.00' RT	--	--	412.0'
14	151+03.19	49.15' RT	--	--	80.0'
15	150+64.10	176.61' LT	--	--	150.0'
16	151+67.63	69.60' LT	--	--	40.0'
17	152+92.51	76.00' RT	--	--	60.0'
18	153+33.90	17.35' RT	--	--	20.0'
19	154+24.34	60.42' RT	--	--	40.0'
20	151+67.63	69.60' LT	--	--	40.0'





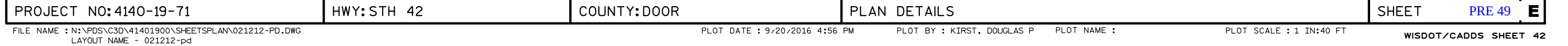
TLE NOT ADDED TO PLAT YET

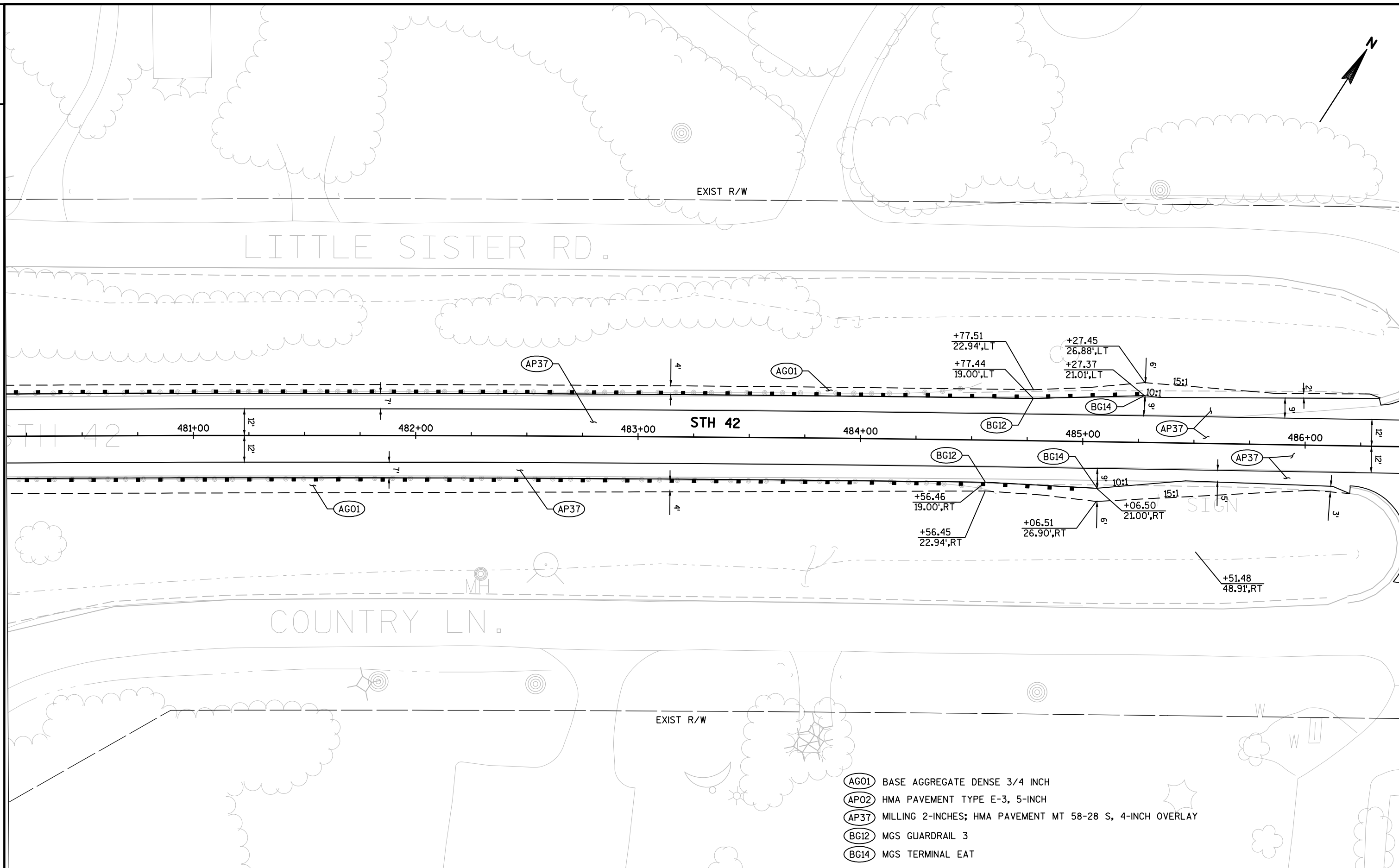
ISLAND SPLITTER
REFER TO CONSTRUCTION DETAILS



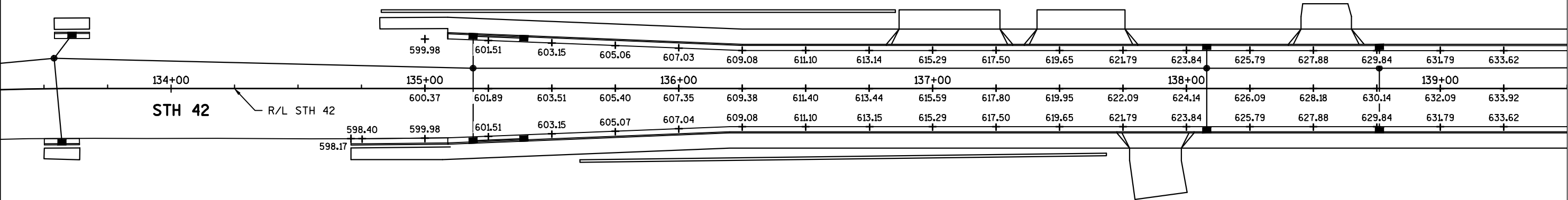
- (AG01) BASE AGGREGATE DENSE 3/4-INCH
- (AP04) HMA PAVEMENT MT 58-28 S, 6-INCH
- (AP37) MILLING 2-INCHES; HMA PAVEMENT MT 58-28 S, 4-INCH OVERLAY
- (CG07) CONCRETE CURB AND GUTTER 30-INCH TYPE D
- (CM05) CONCRETE SIDEWALK 5-INCH
- (DR06) CONCRETE DRIVEWAY 6-INCH

2



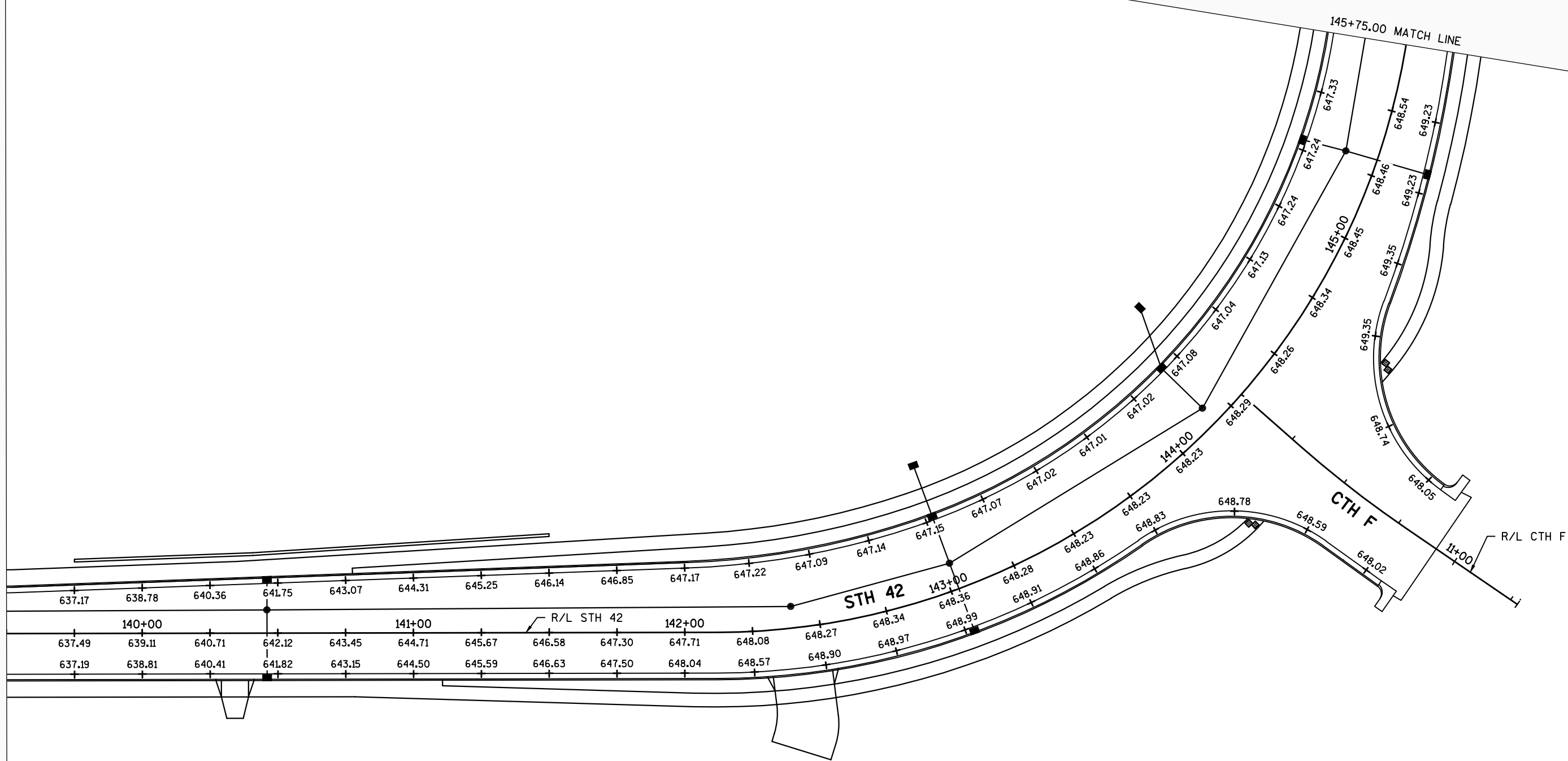


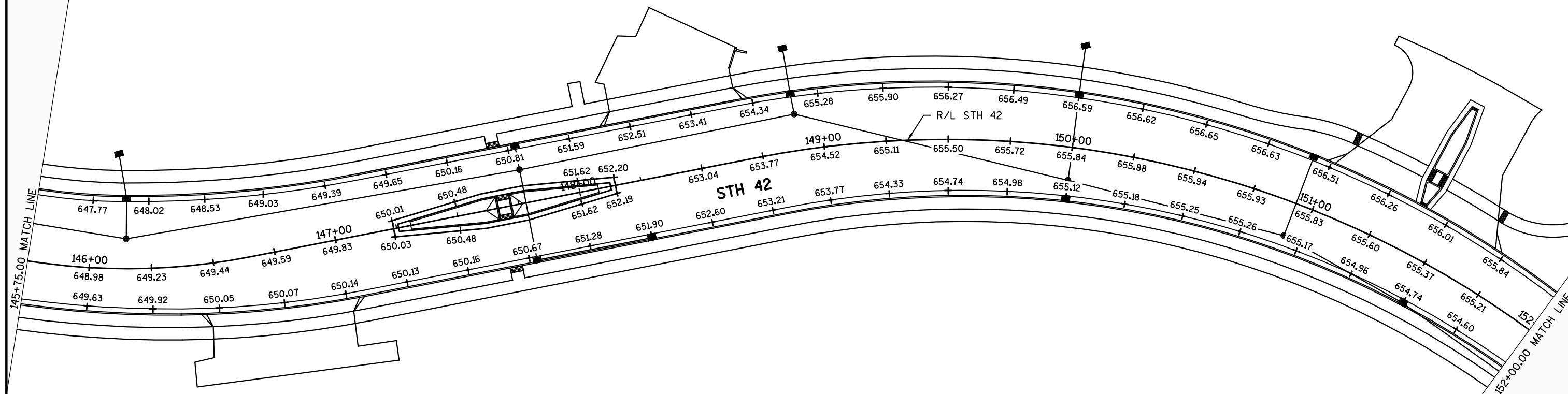
SPOT HOLDER FOR PLAN DETAILS - REMOVAL SHEET - COMPLETE FOR 90%



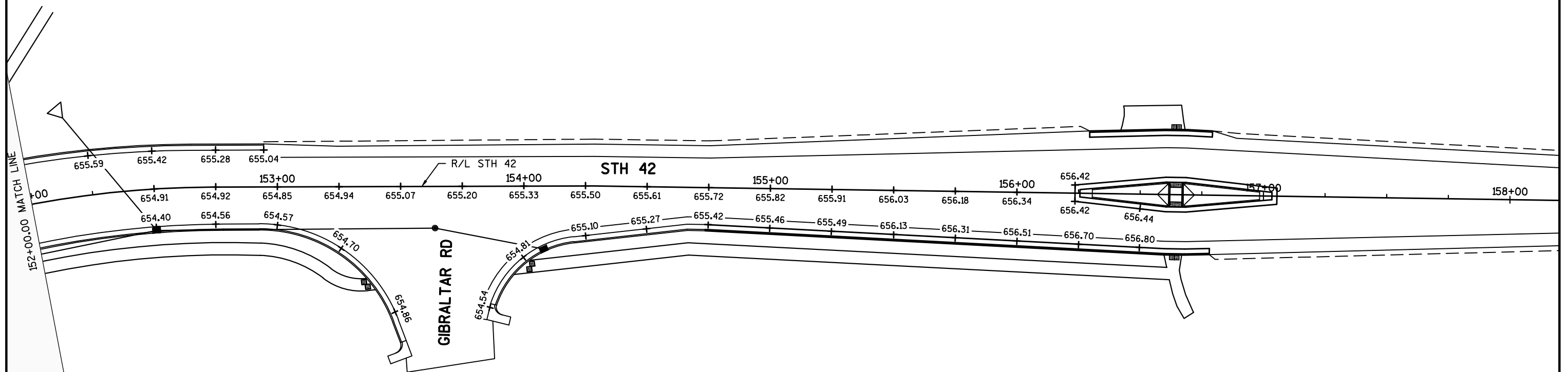
139+50.00 MATCH LINE

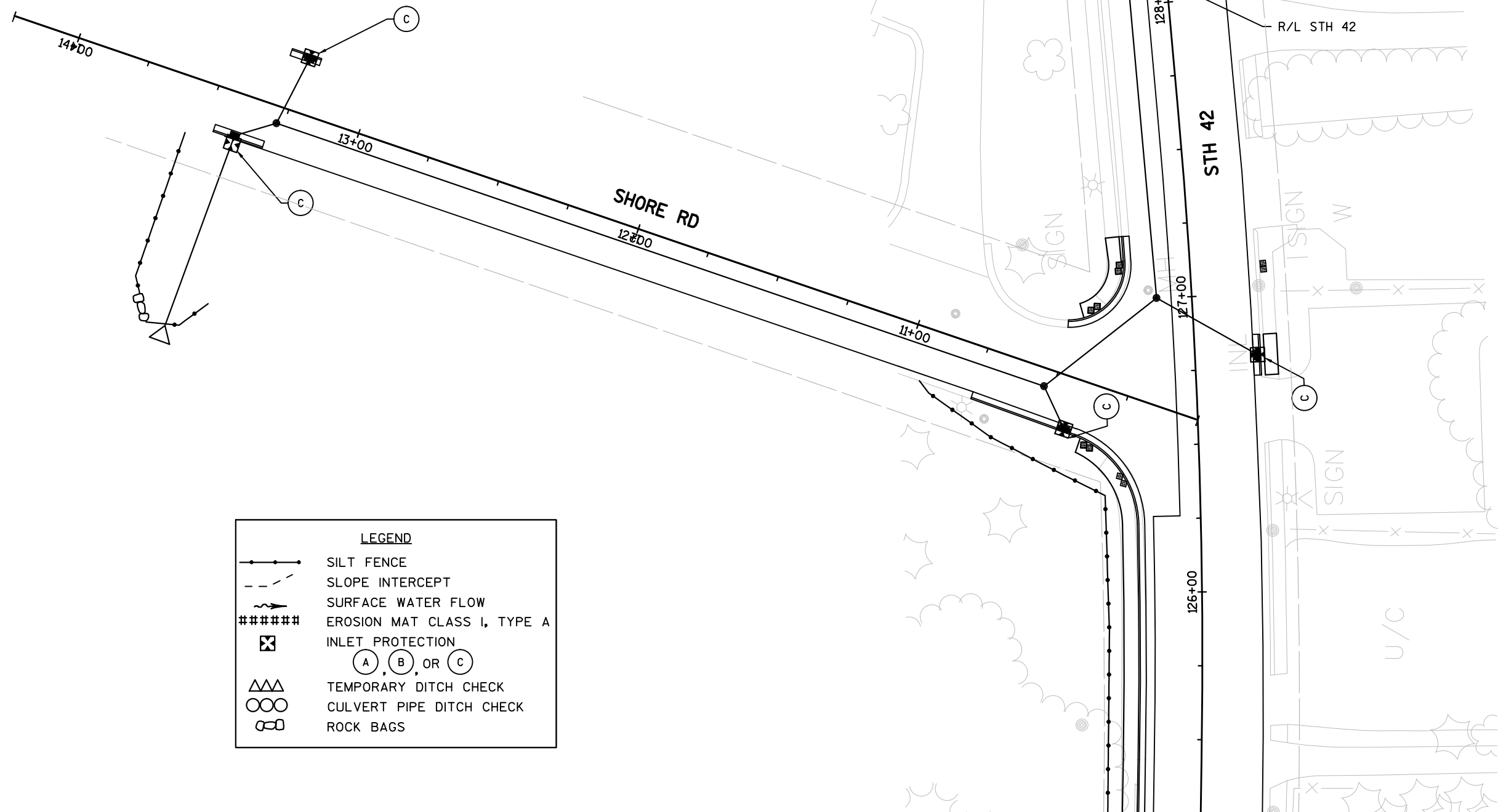
145+75.00 MATCH LINE

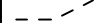
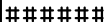
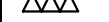


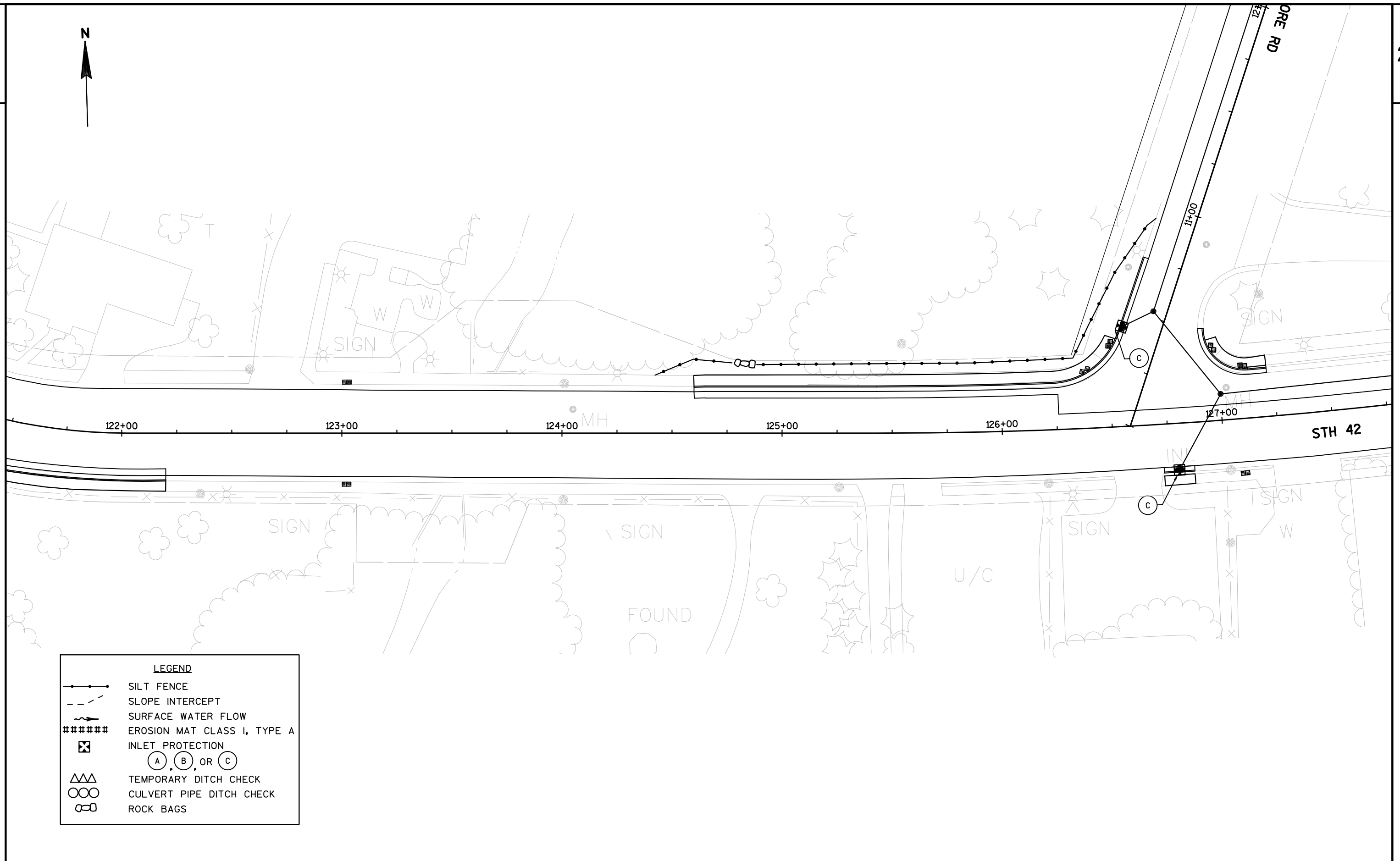


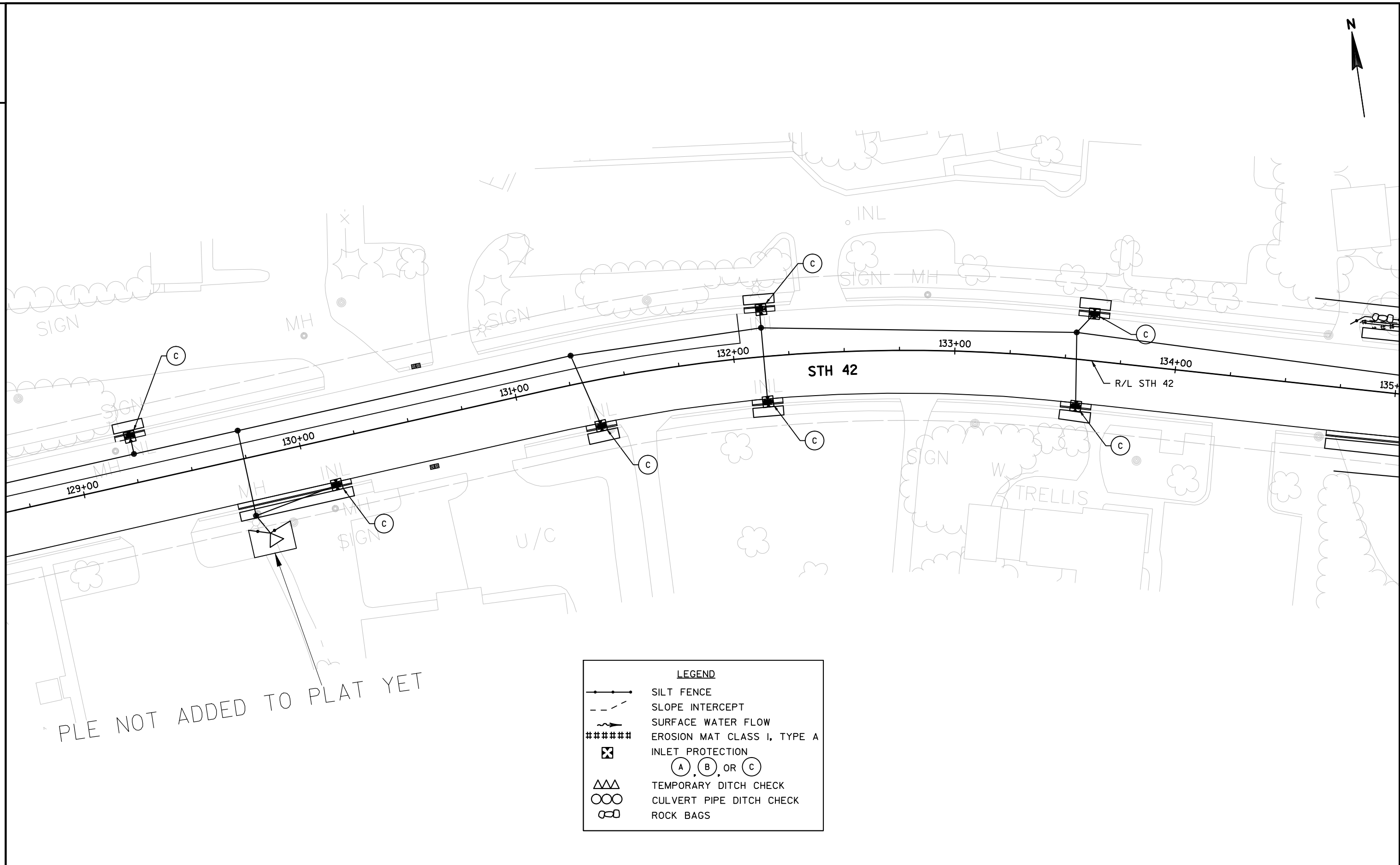
PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PAVEMENT GRADES	SHEET PRE 54 E
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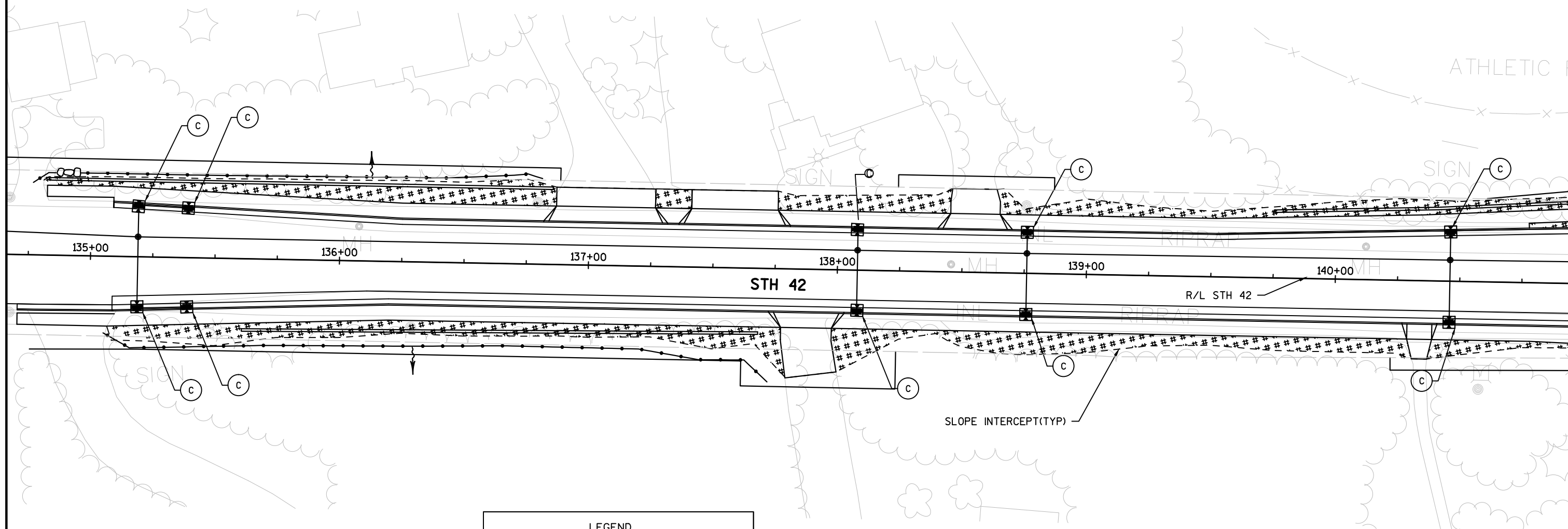


**LEGEND**

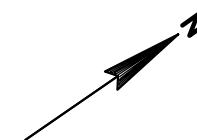
-  SILT FENCE
-  SLOPE INTERCEPT
-  SURFACE WATER FLOW
-  EROSION MAT CLASS I, TYPE A
-  INLET PROTECTION
-  (A), (B), OR (C)
-  TEMPORARY DITCH CHECK
-  CULVERT PIPE DITCH CHECK
-  ROCK BAGS







LEGEND	
	SILT FENCE
	SLOPE INTERCEPT
	SURFACE WATER FLOW
	EROSION MAT CLASS I, TYPE A
	INLET PROTECTION
	(A) (B) OR (C)
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	ROCK BAGS



LEGEND

—●— SILT FENCE

- - - SLOPE INTERCEPT

~> SURFACE WATER FLOW

EROSION MAT CLASS I, TYPE A

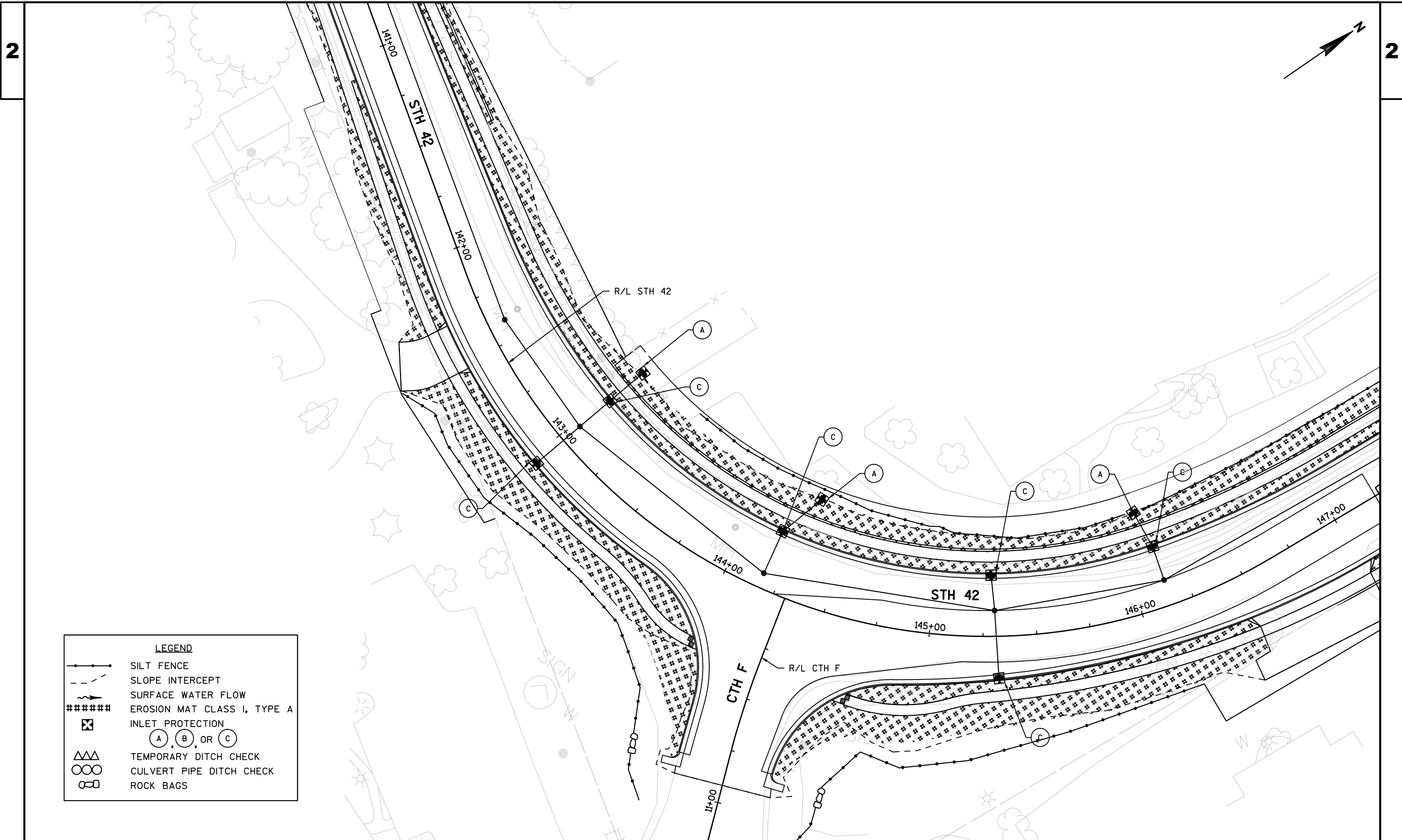
⊠ INLET PROTECTION

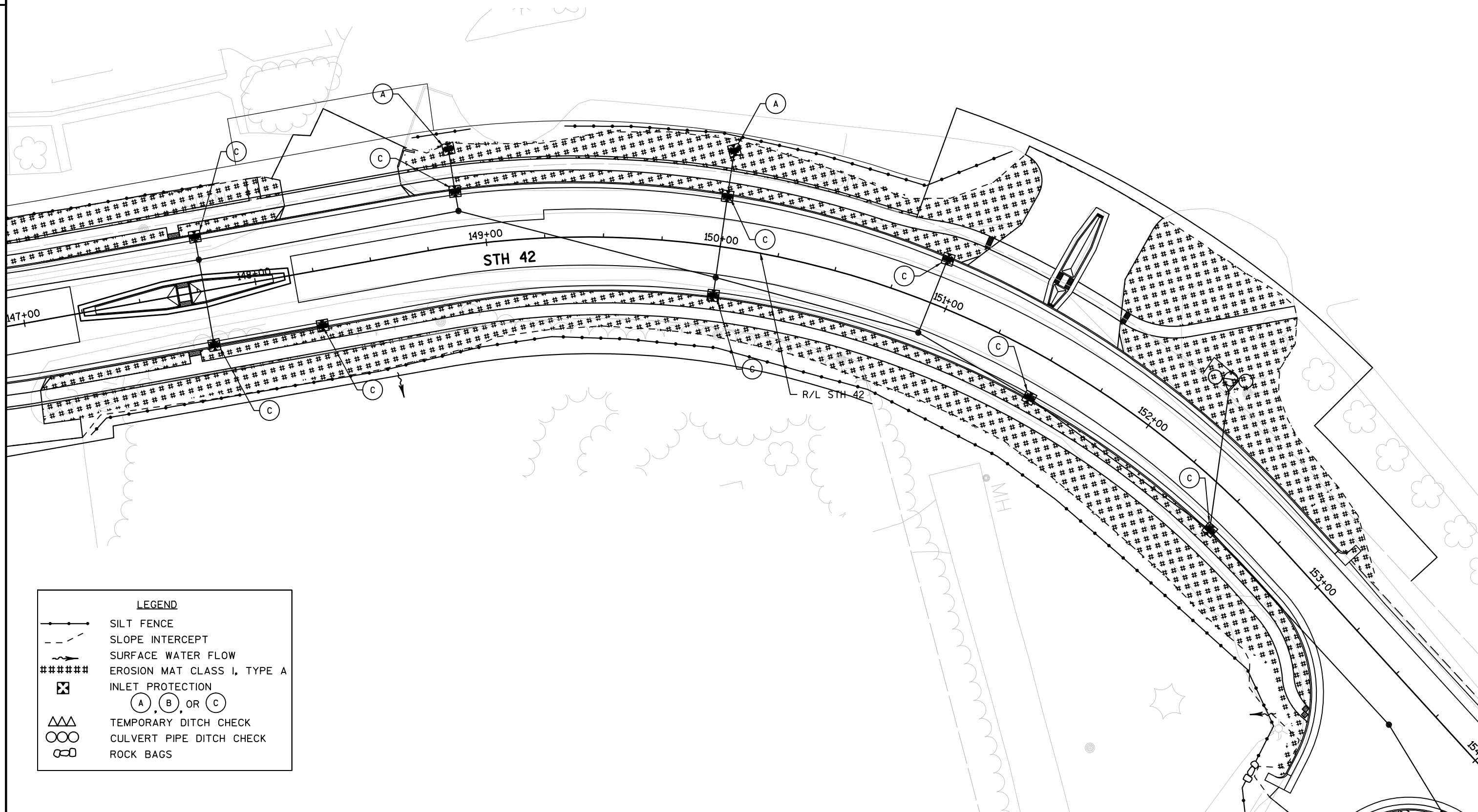
(A), (B), OR (C)

△△△ TEMPORARY DITCH CHECK

○○○ CULVERT PIPE DITCH CHECK

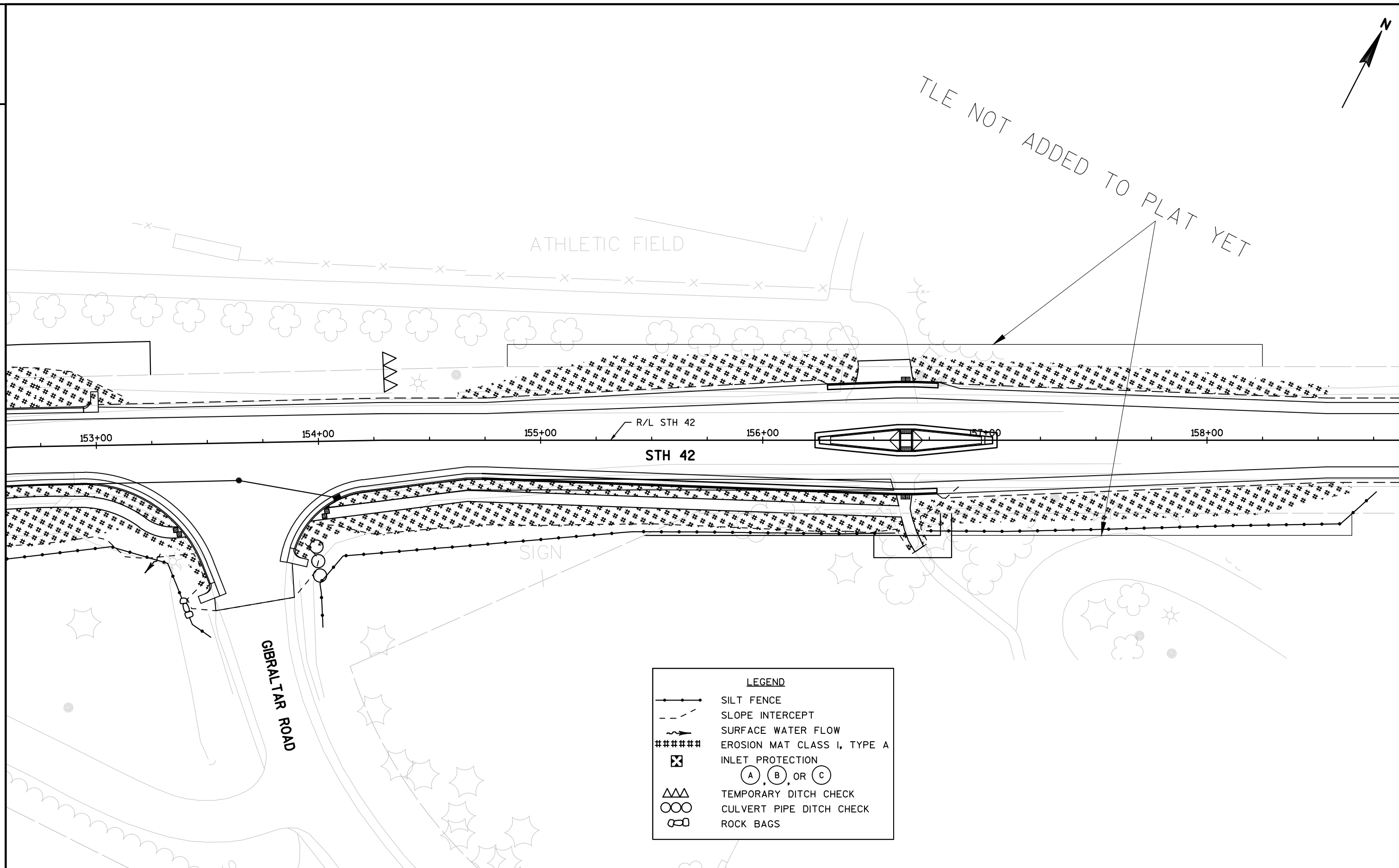
⊗ ROCK BAGS

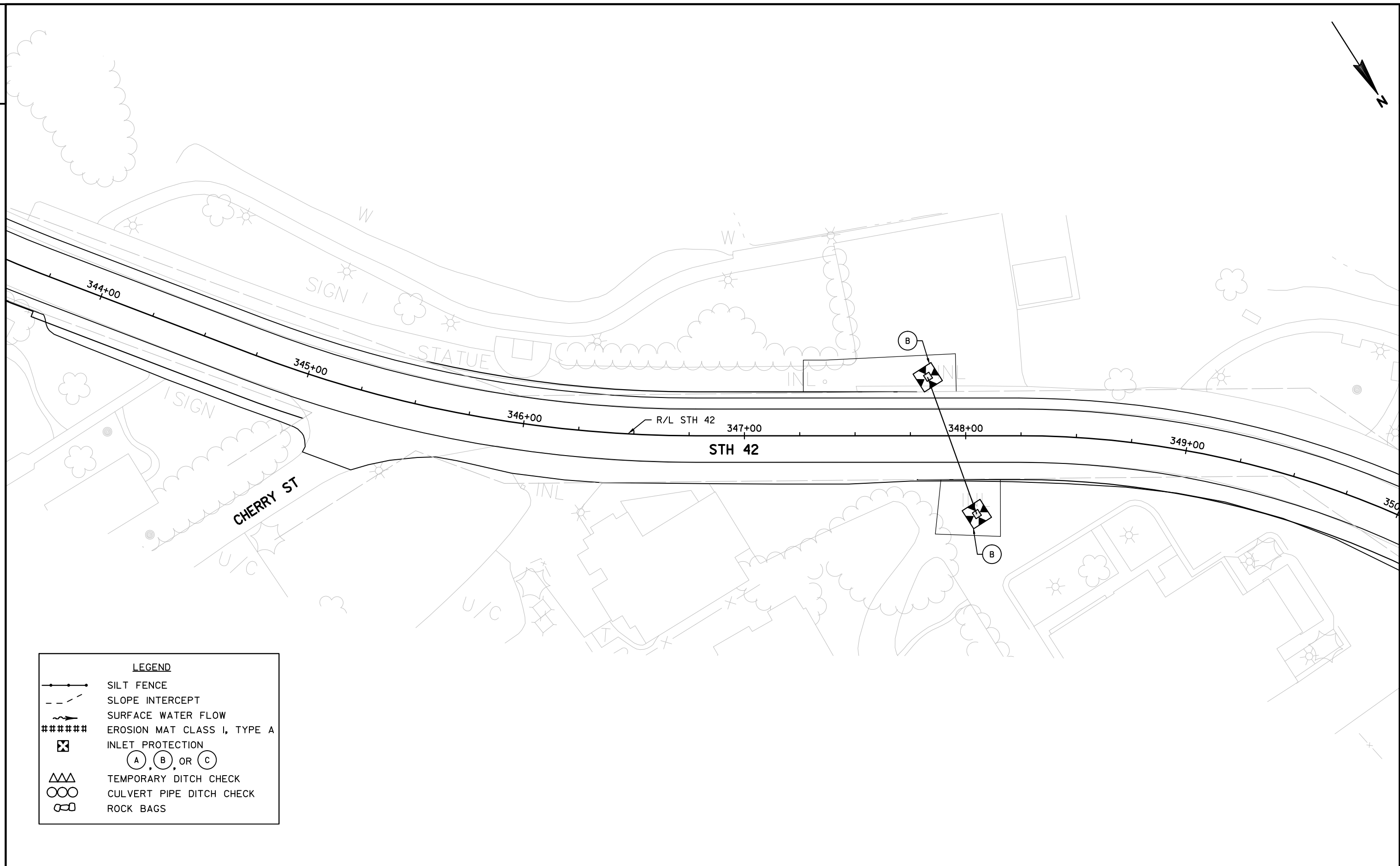




LEGEND

	SILT FENCE
	SLOPE INTERCEPT
	SURFACE WATER FLOW
	EROSION MAT CLASS I, TYPE A
	INLET PROTECTION
	(A), (B), OR (C) TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	ROCK BAGS





LEGEND

SILT FENCE

SLOPE INTERCEPT

SURFACE WATER FLOW

EROSION MAT CLASS I, TYPE A

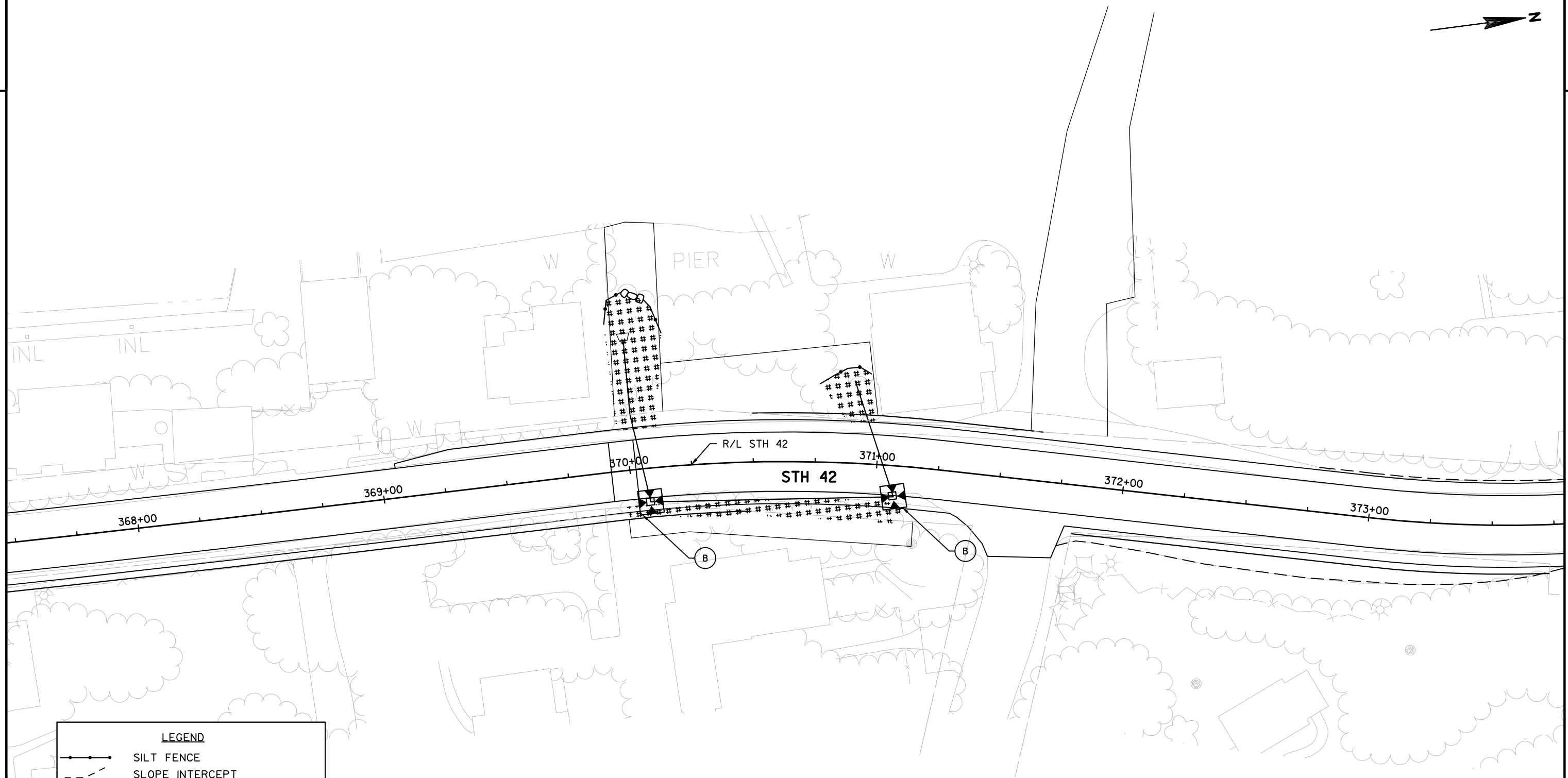
INLET PROTECTION

(A), (B), OR (C)

TEMPORARY DITCH CHECK

CULVERT PIPE DITCH CHECK

ROCK BAGS



LEGEND

—●— SILT FENCE

- - - SLOPE INTERCEPT

→ SURFACE WATER FLOW

EROSION MAT CLASS I, TYPE A

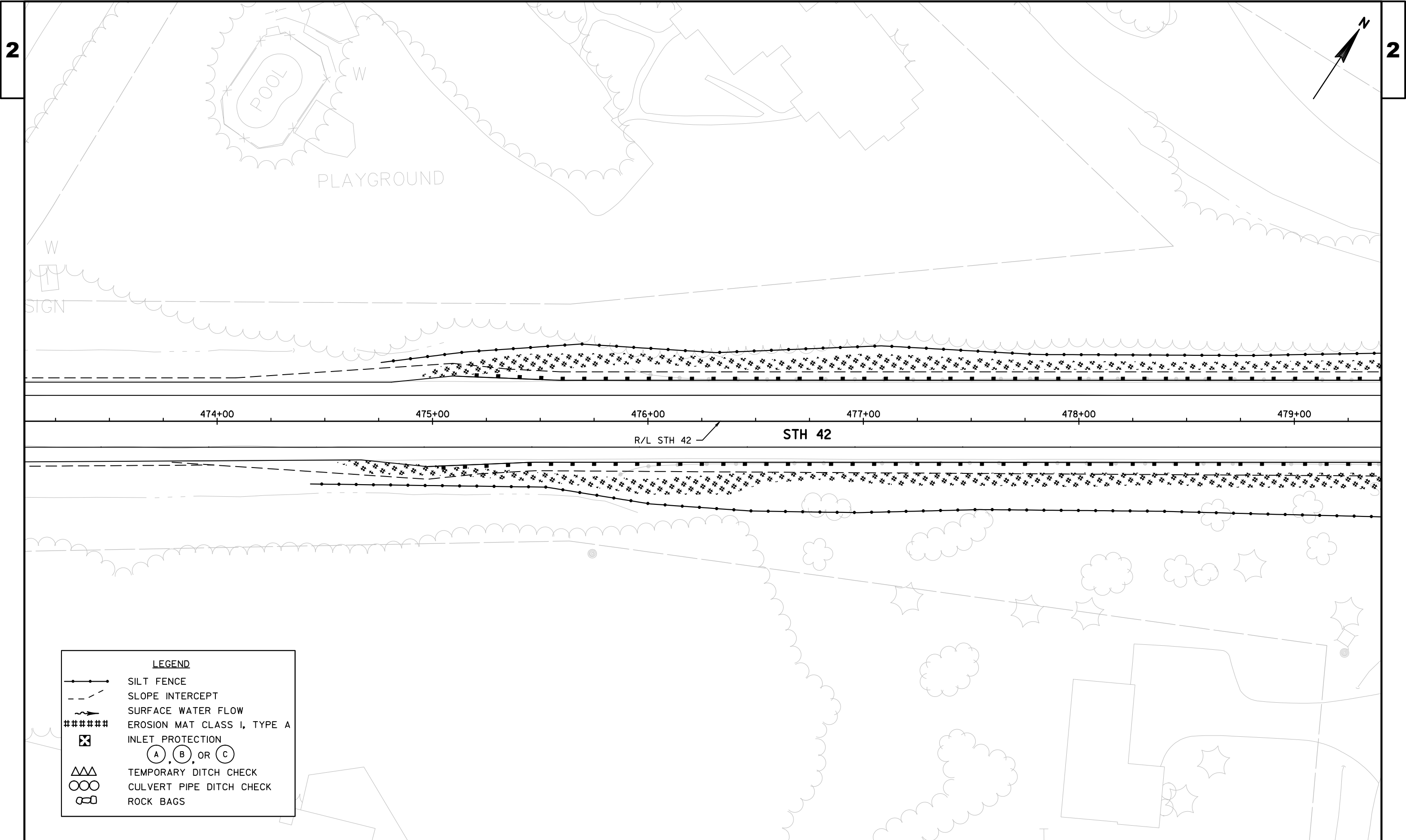
⊗ INLET PROTECTION

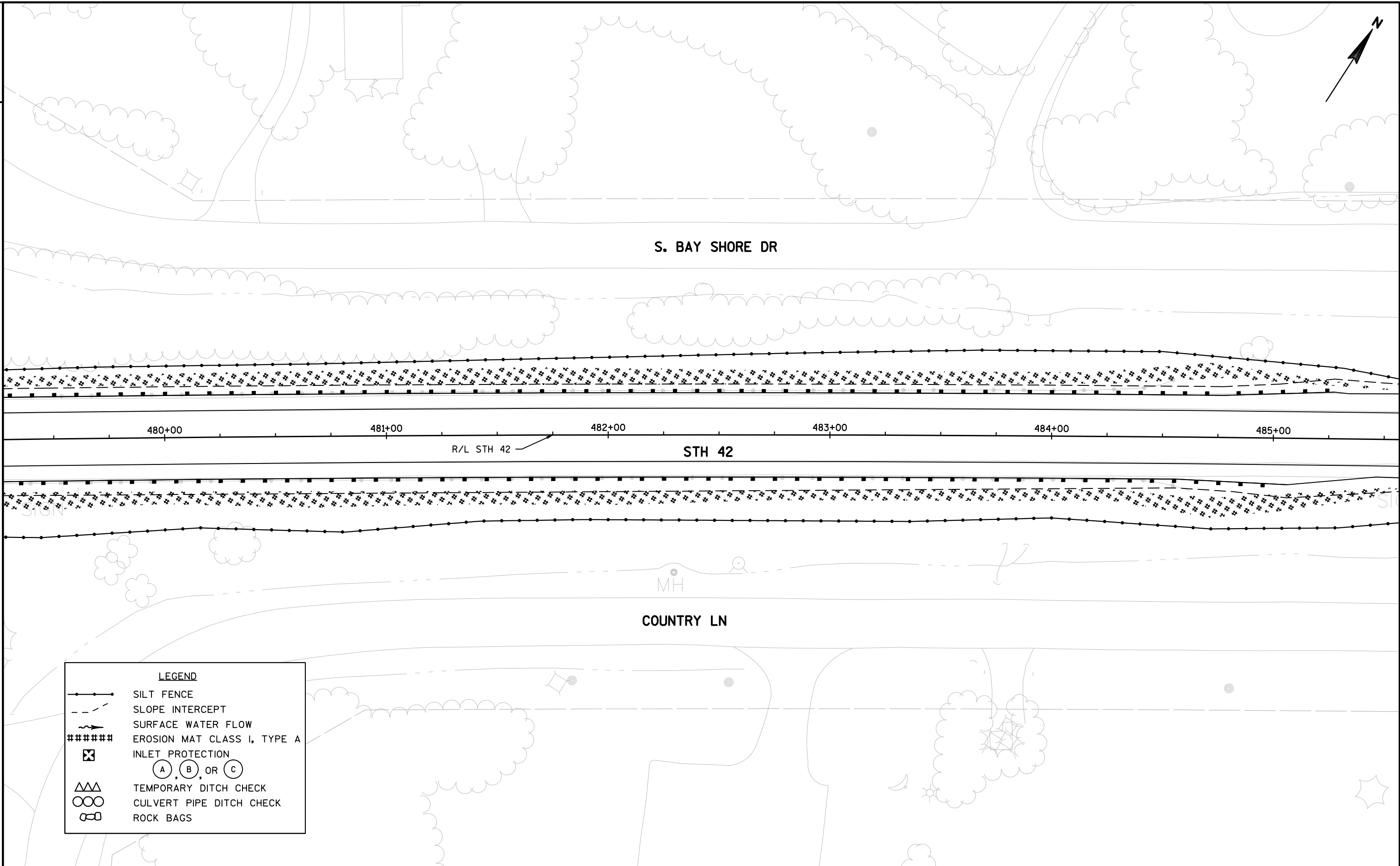
Ⓐ, Ⓑ, OR Ⓒ

△△△ TEMPORARY DITCH CHECK

○○○ CULVERT PIPE DITCH CHECK

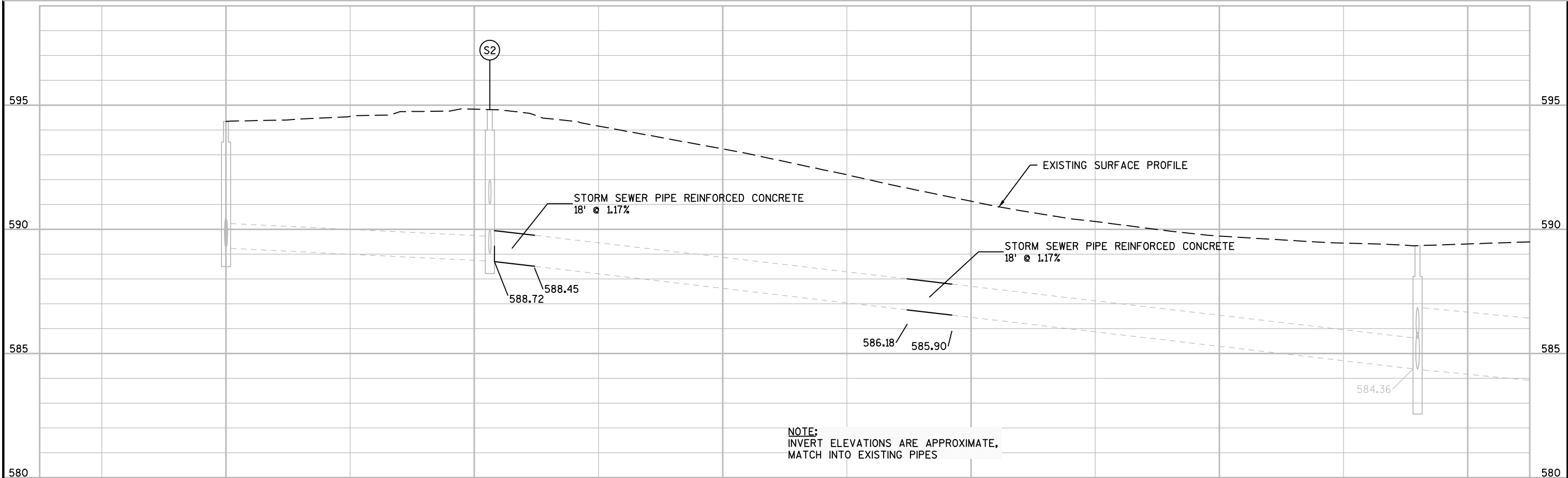
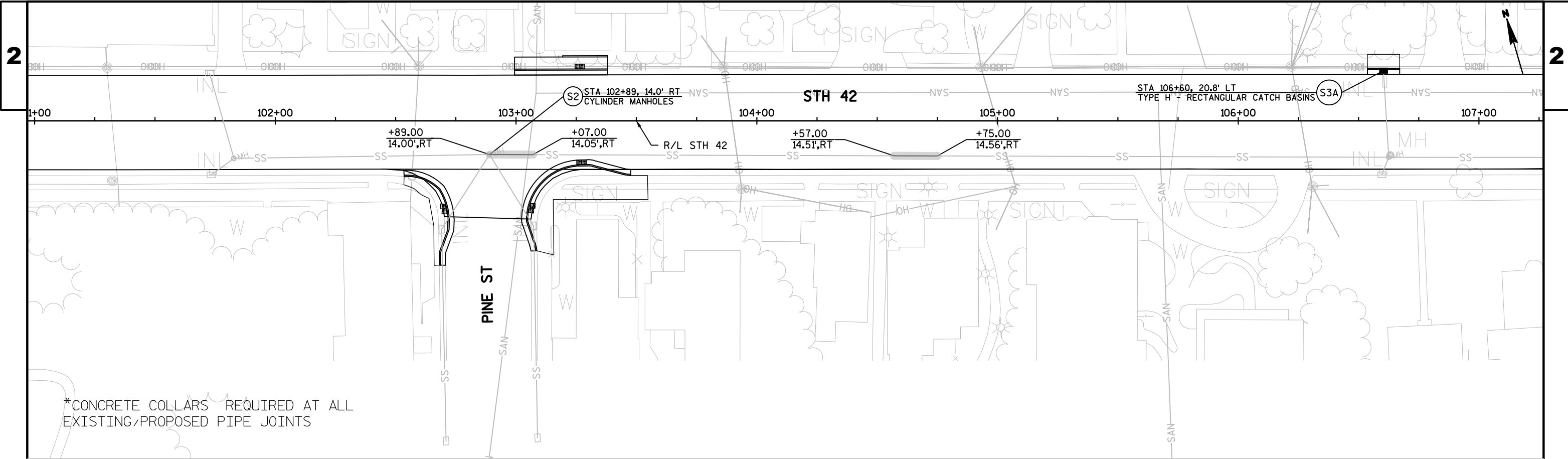
Ⓐ ROCK BAGS

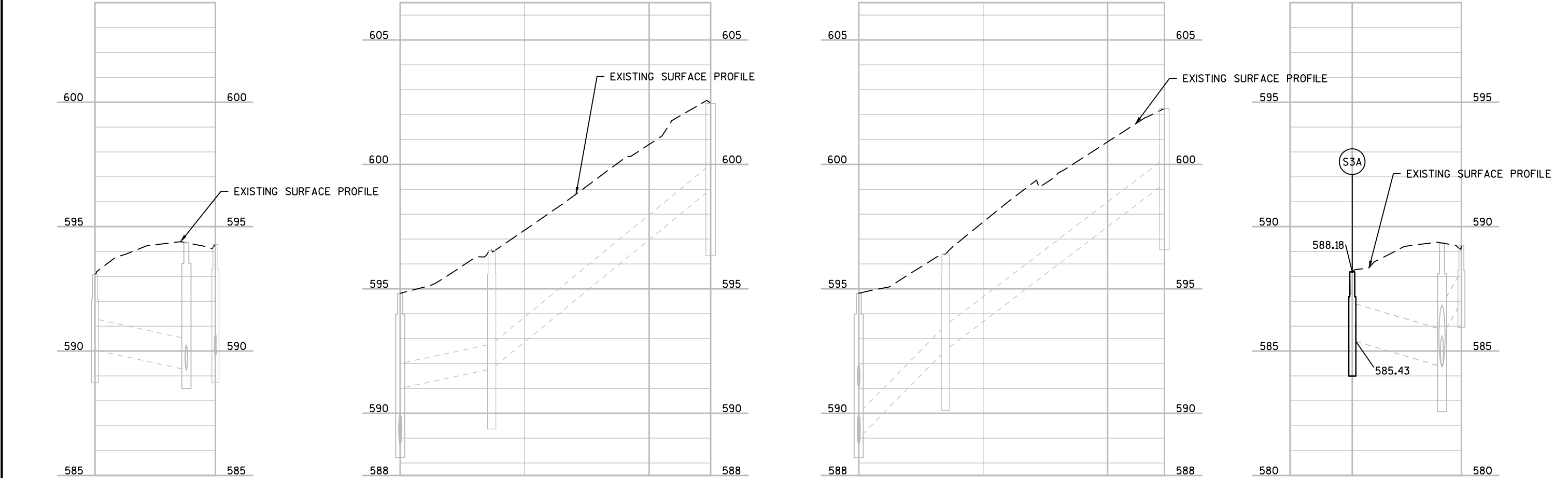
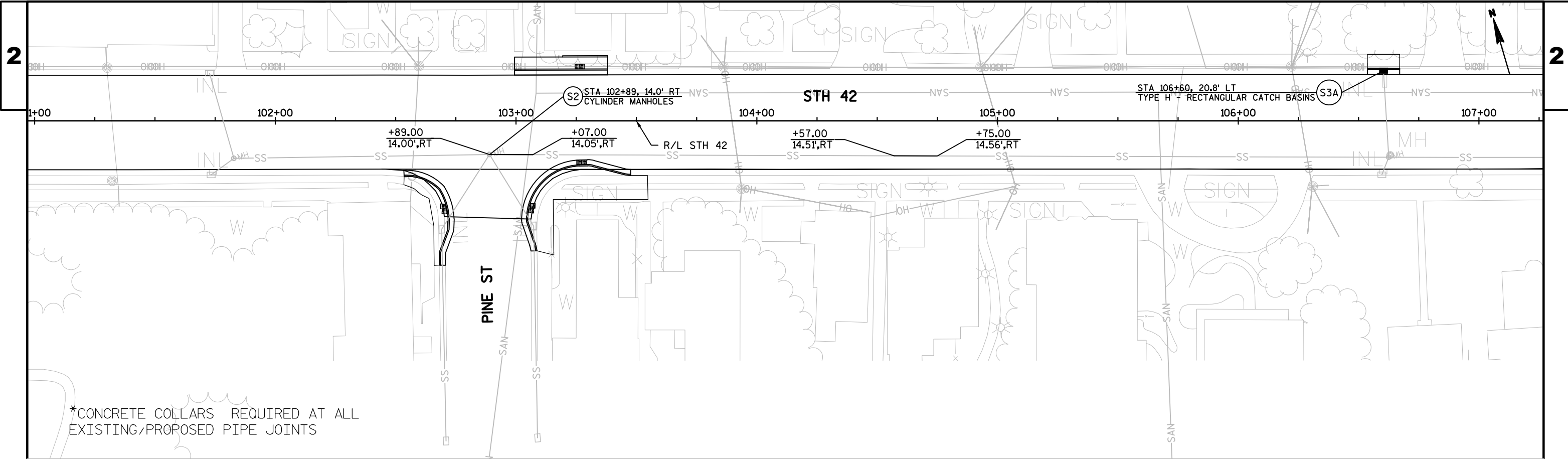


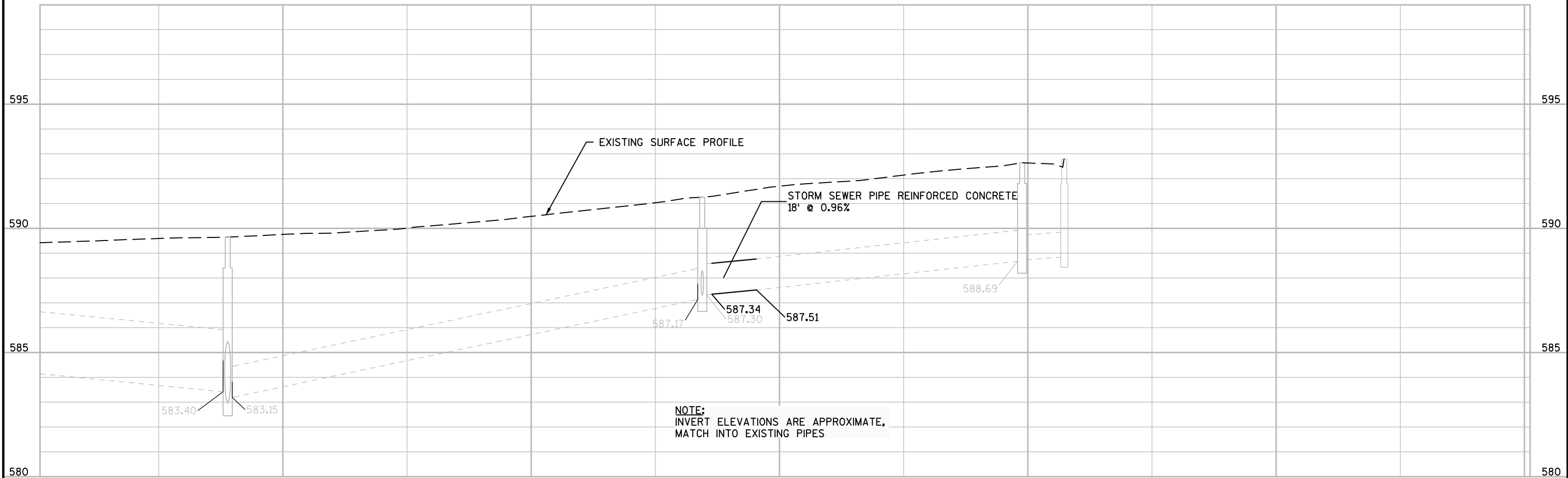
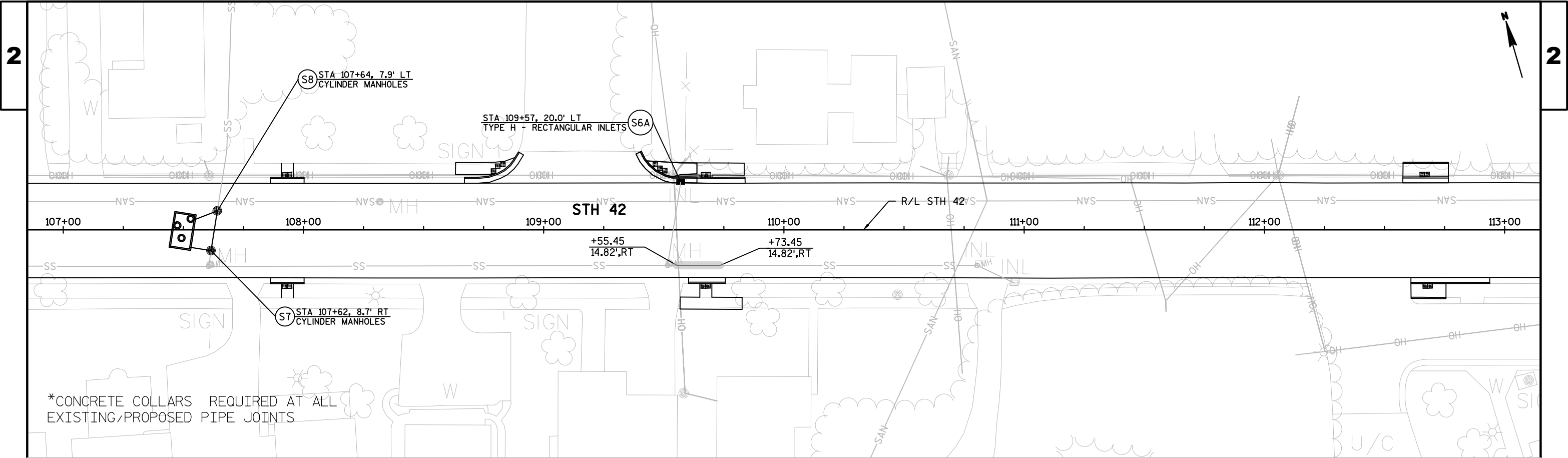


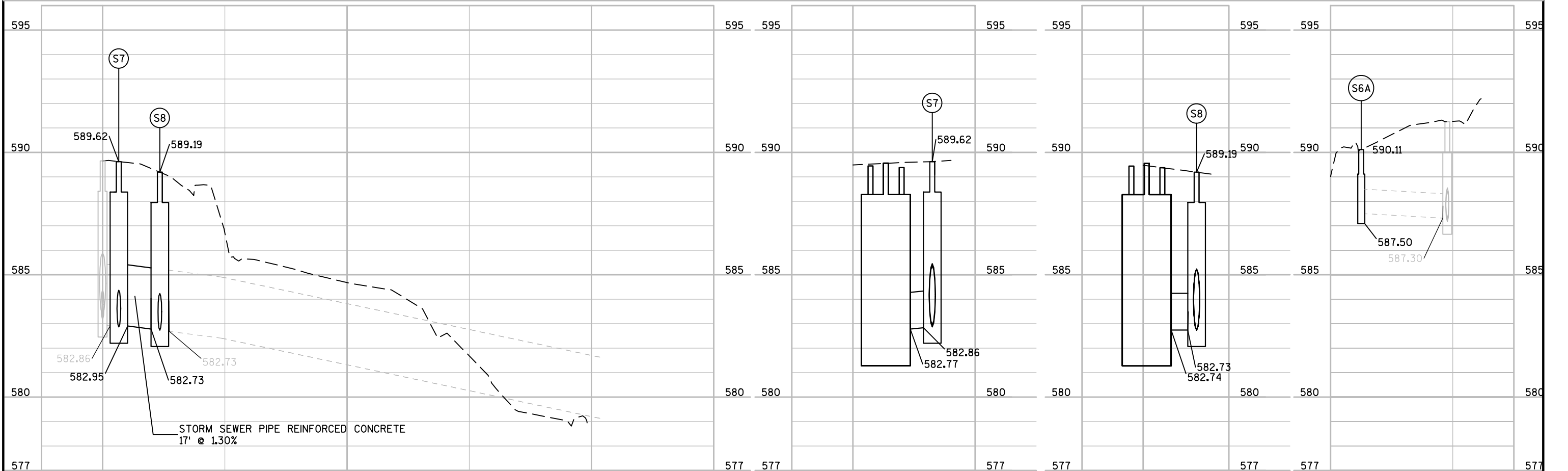
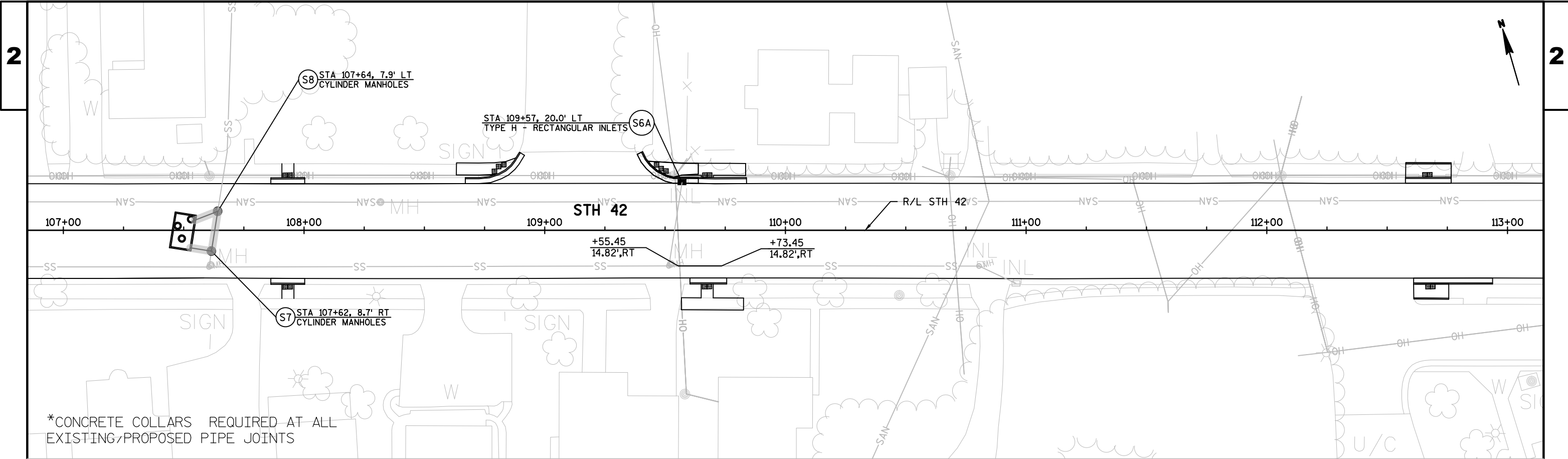
LEGEND

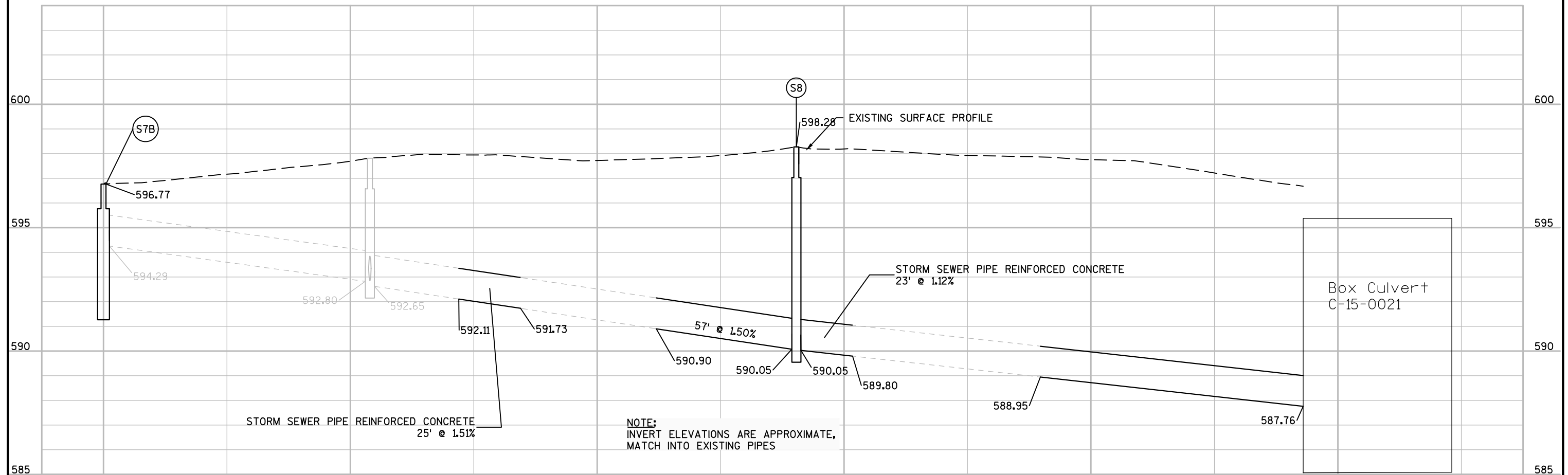
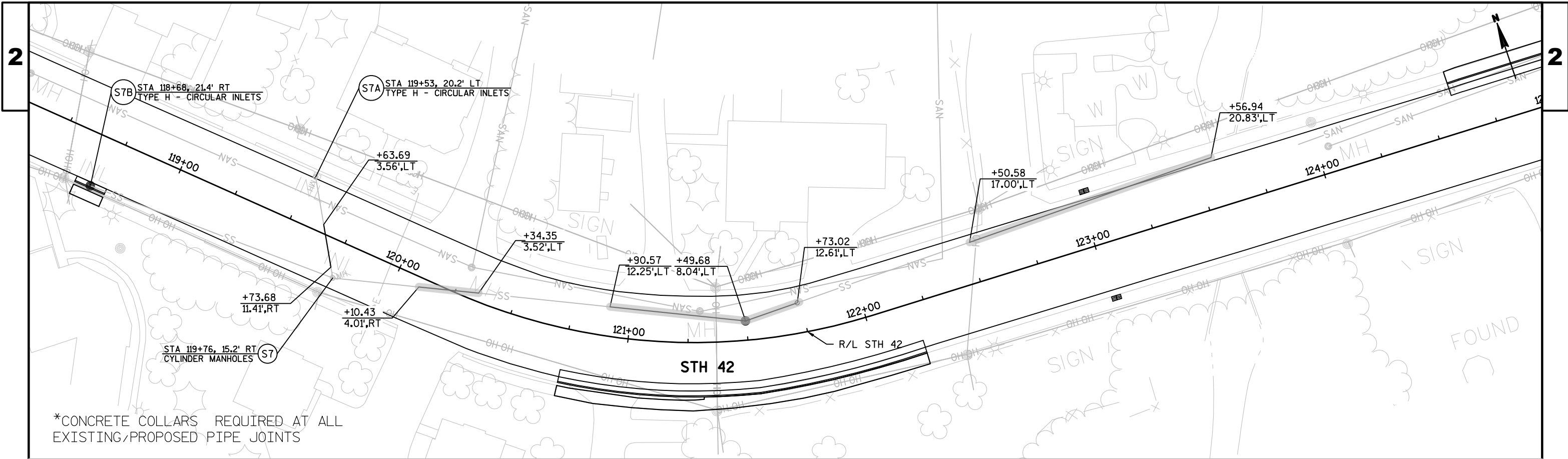
	SILT FENCE
	SLOPE INTERCEPT
	SURFACE WATER FLOW
	EROSION MAT CLASS I, TYPE A
	INLET PROTECTION
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	ROCK BAGS

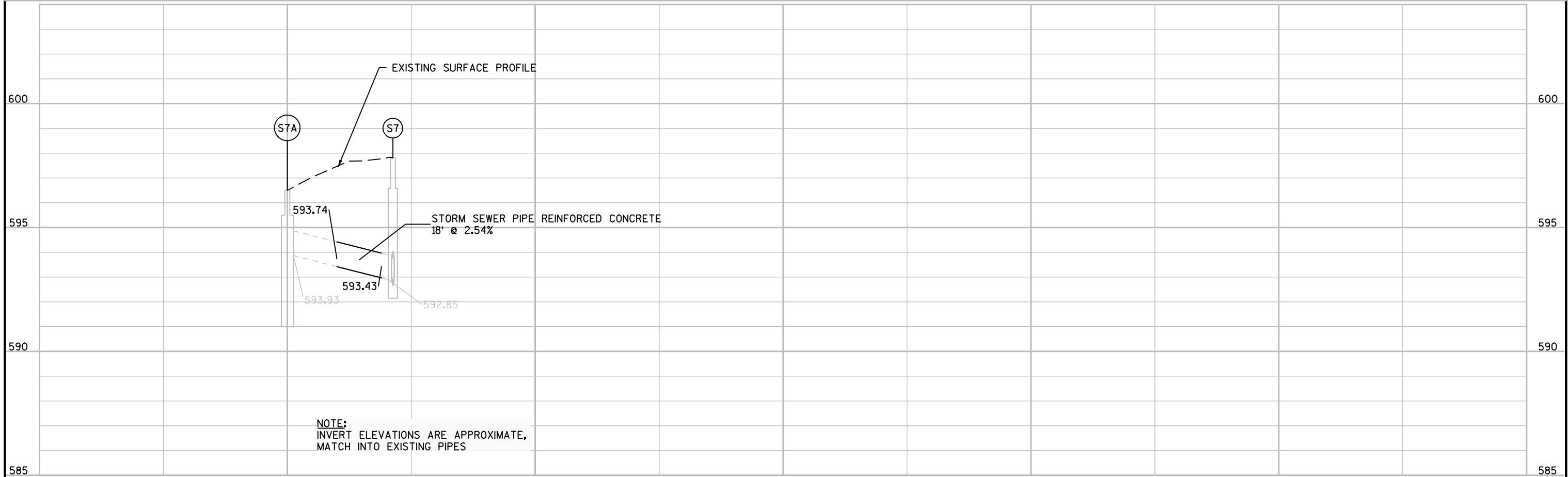
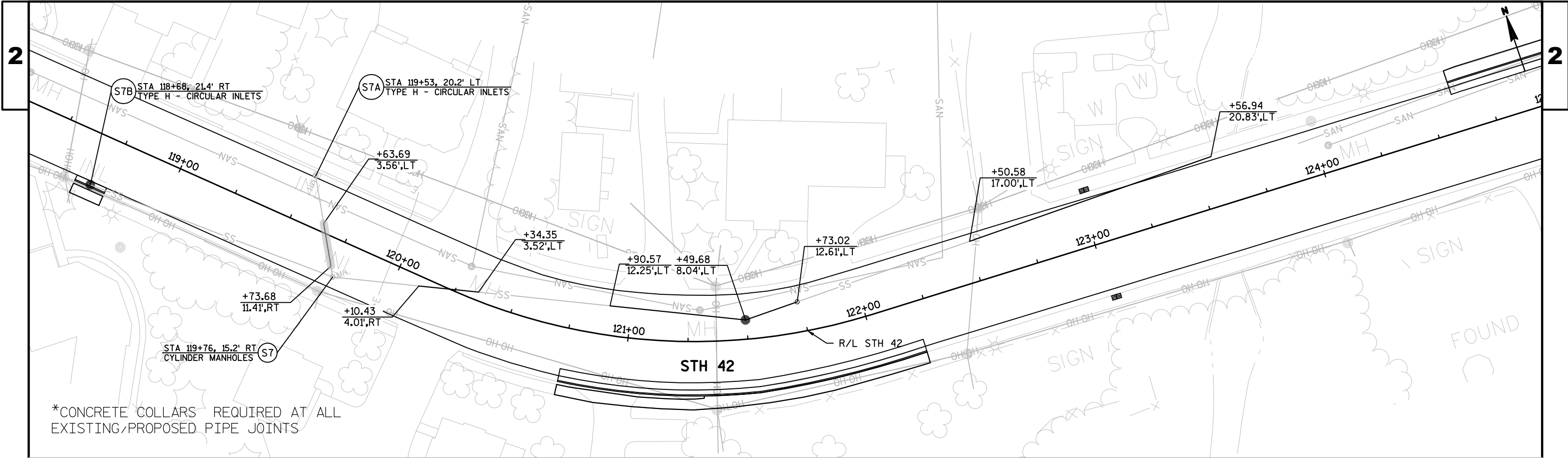


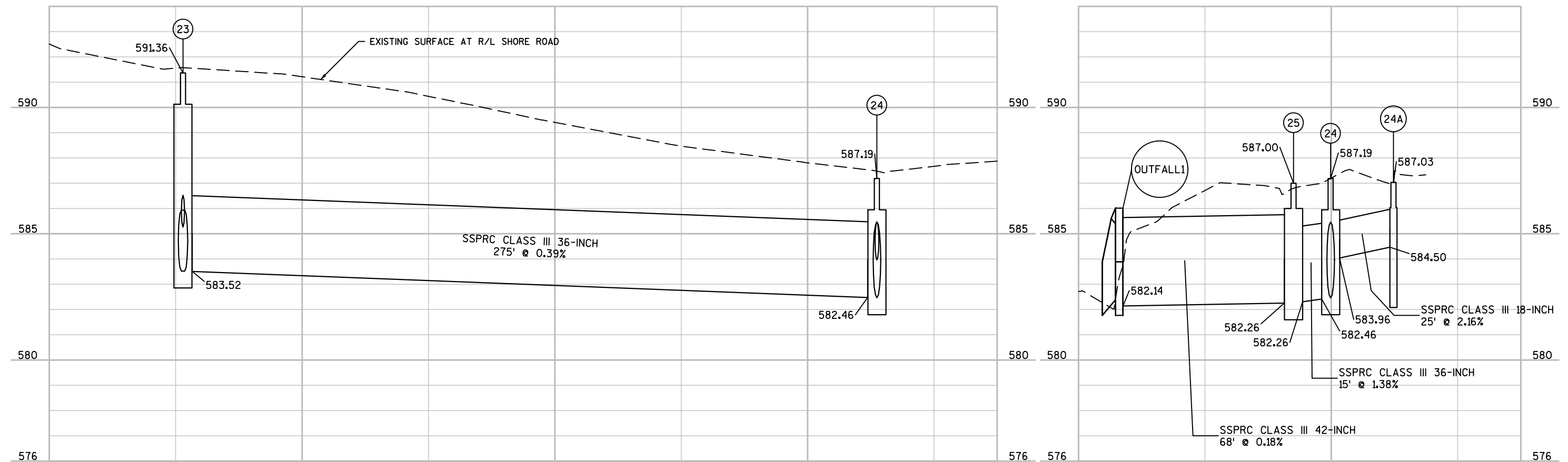
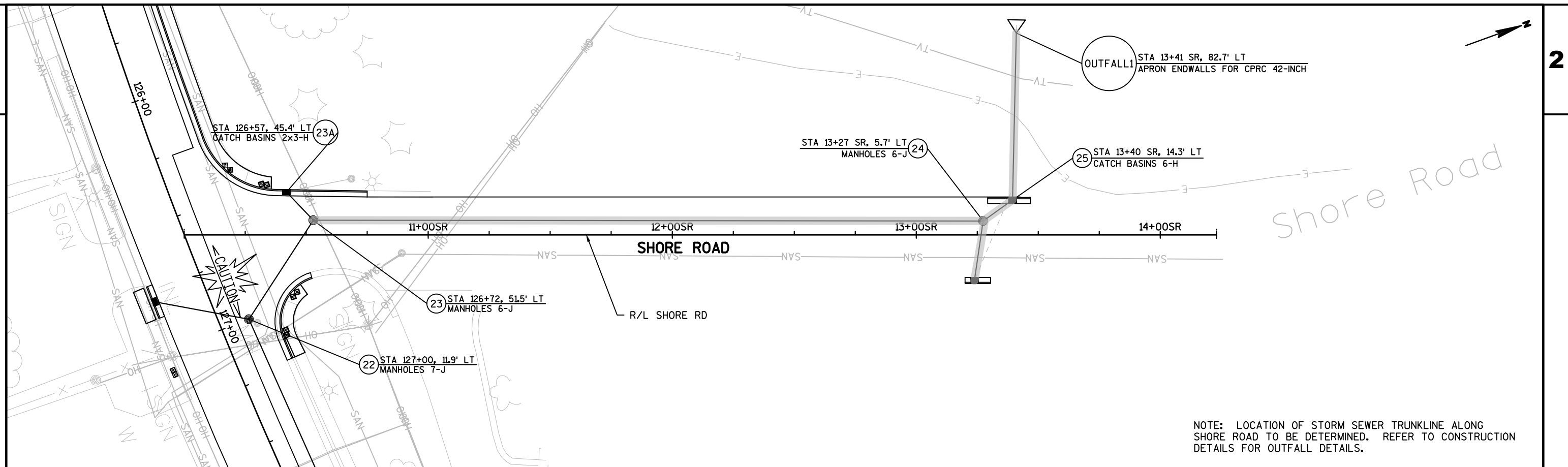


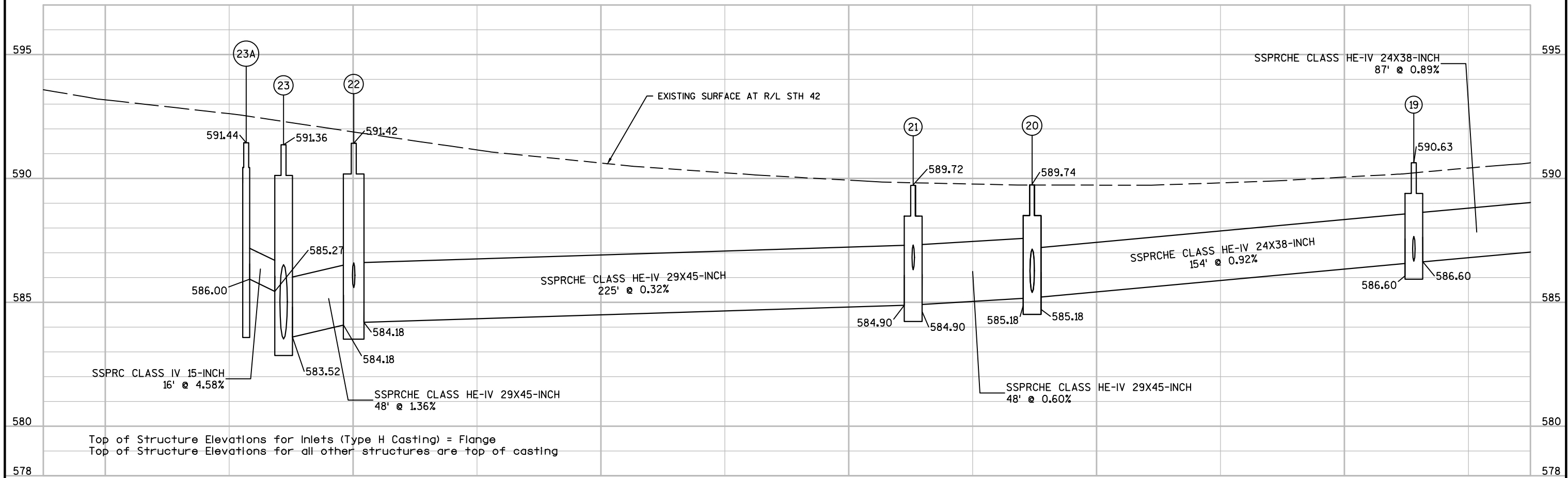
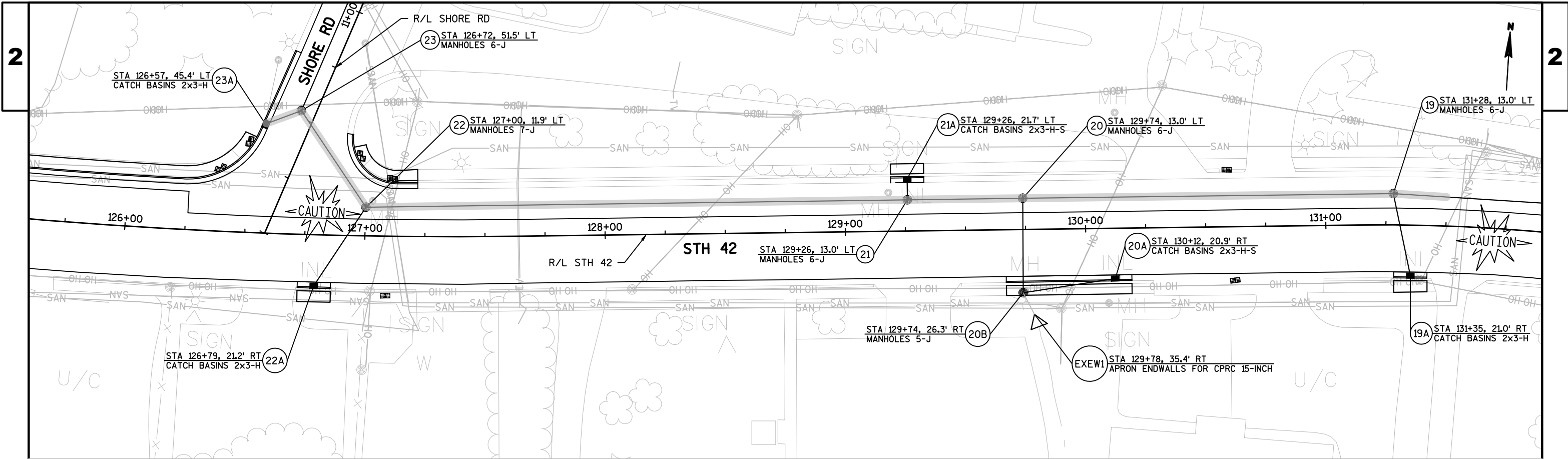


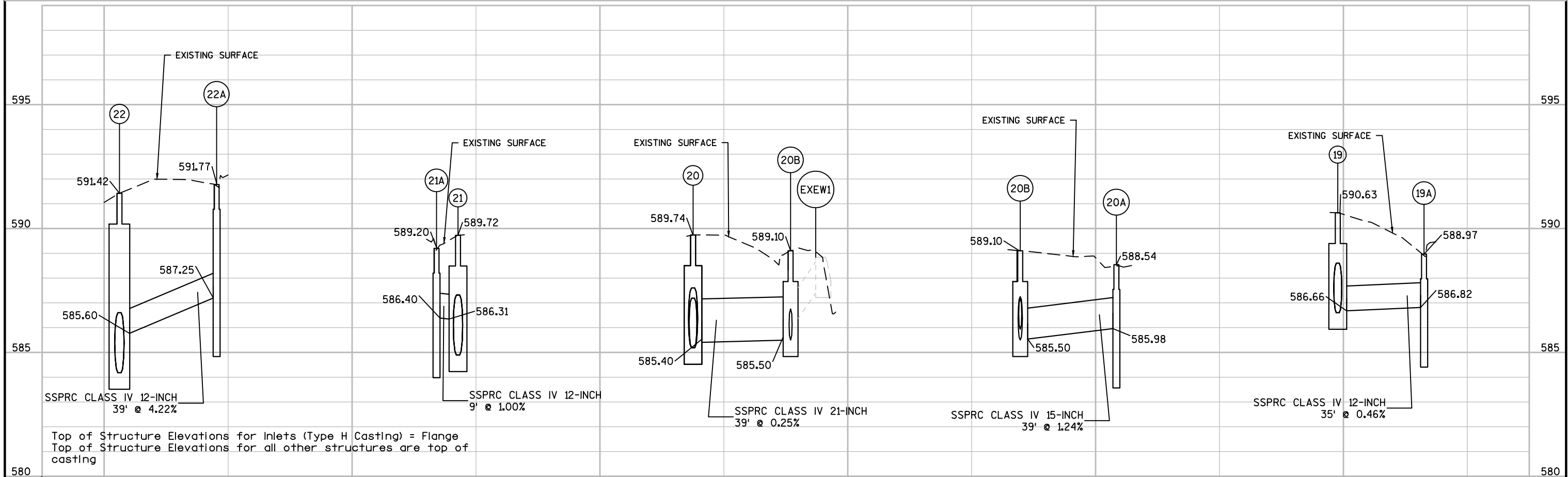
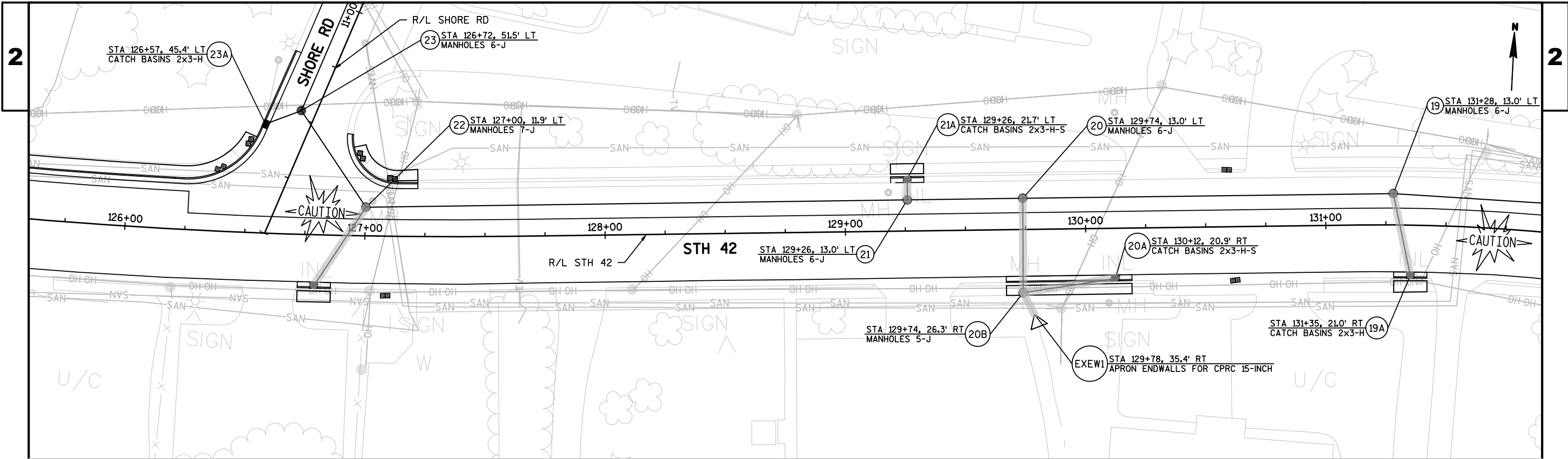


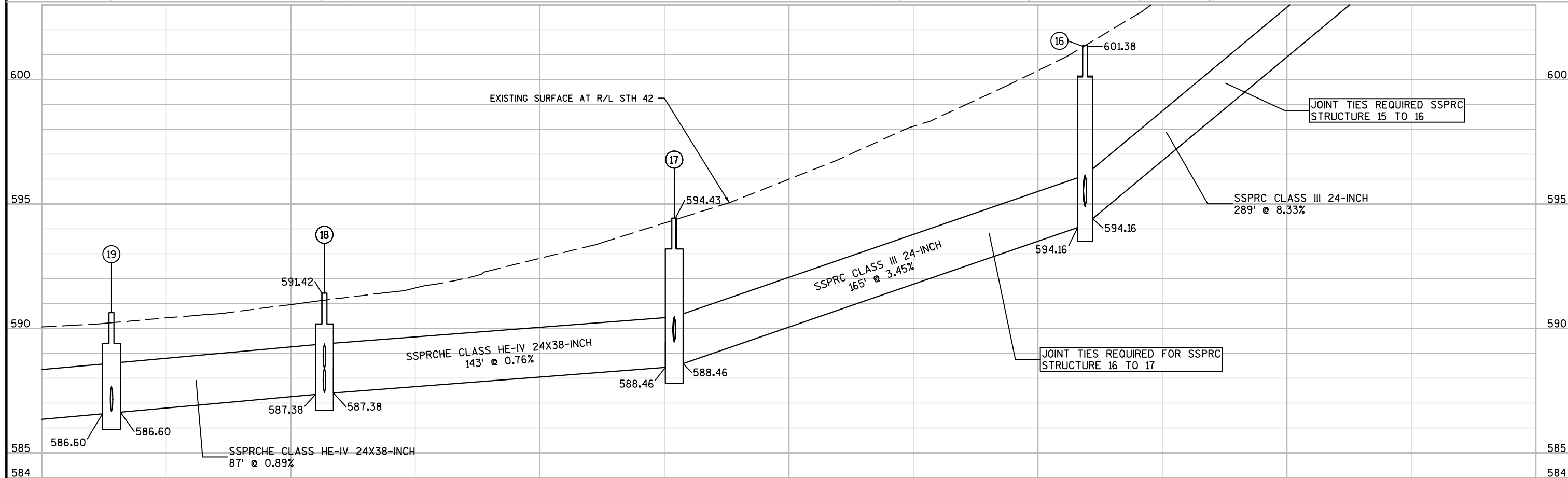
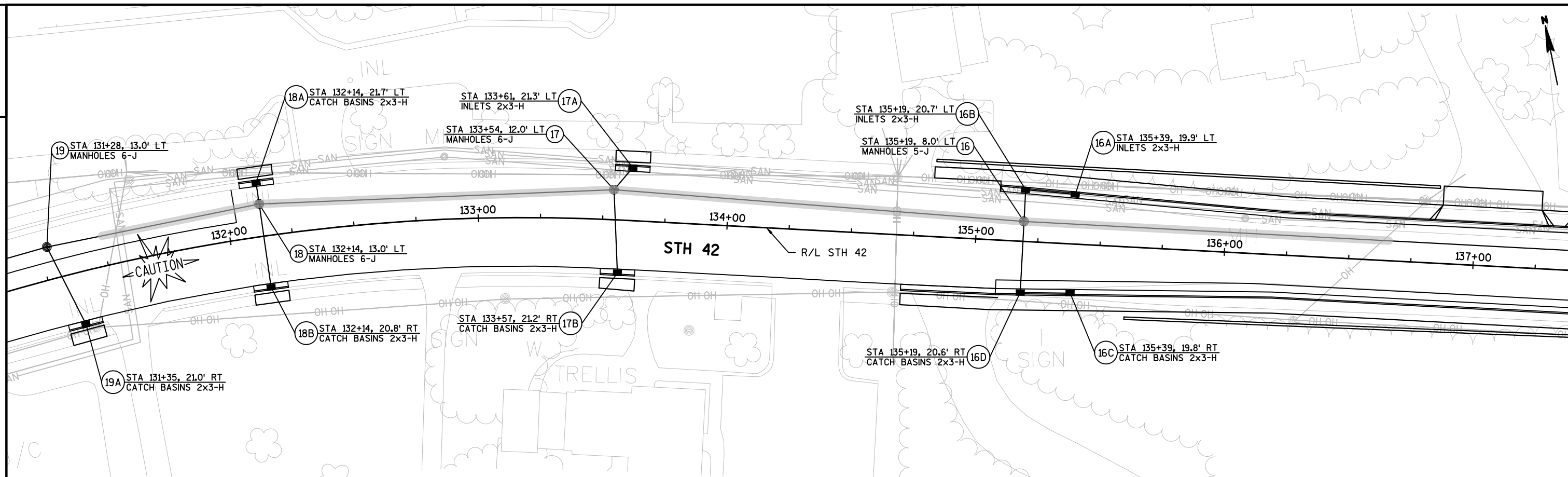


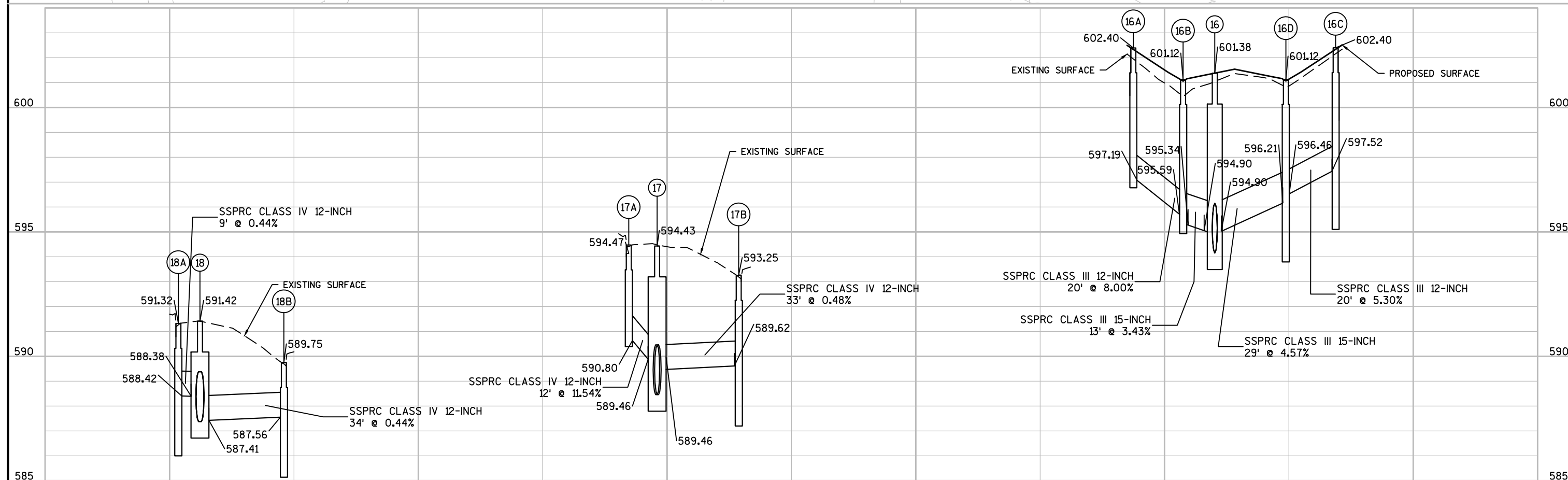
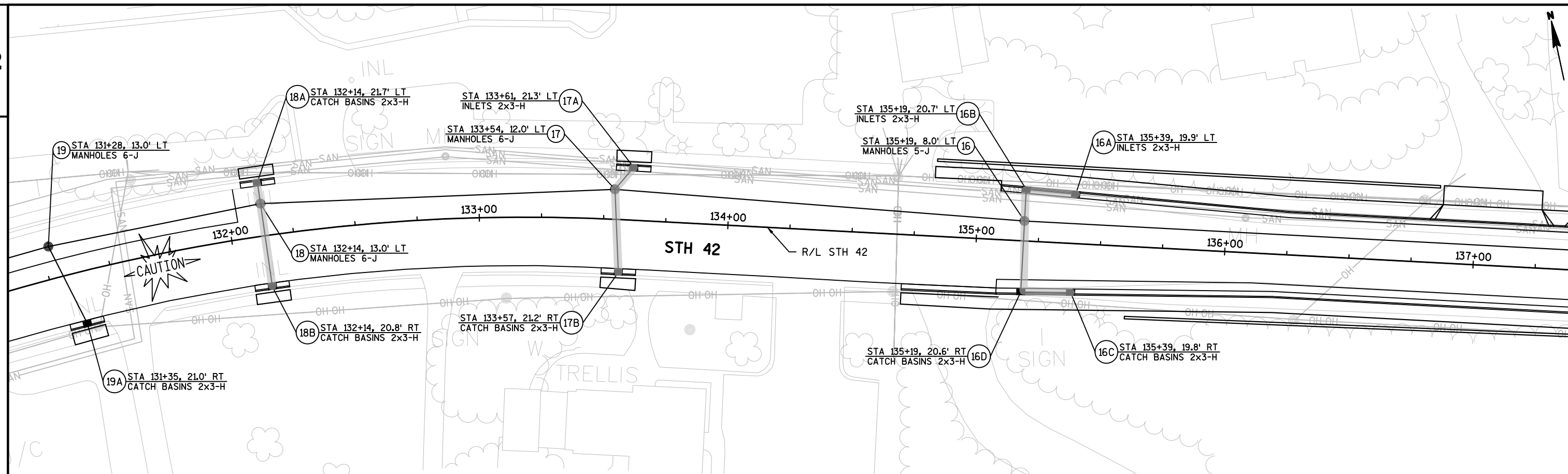


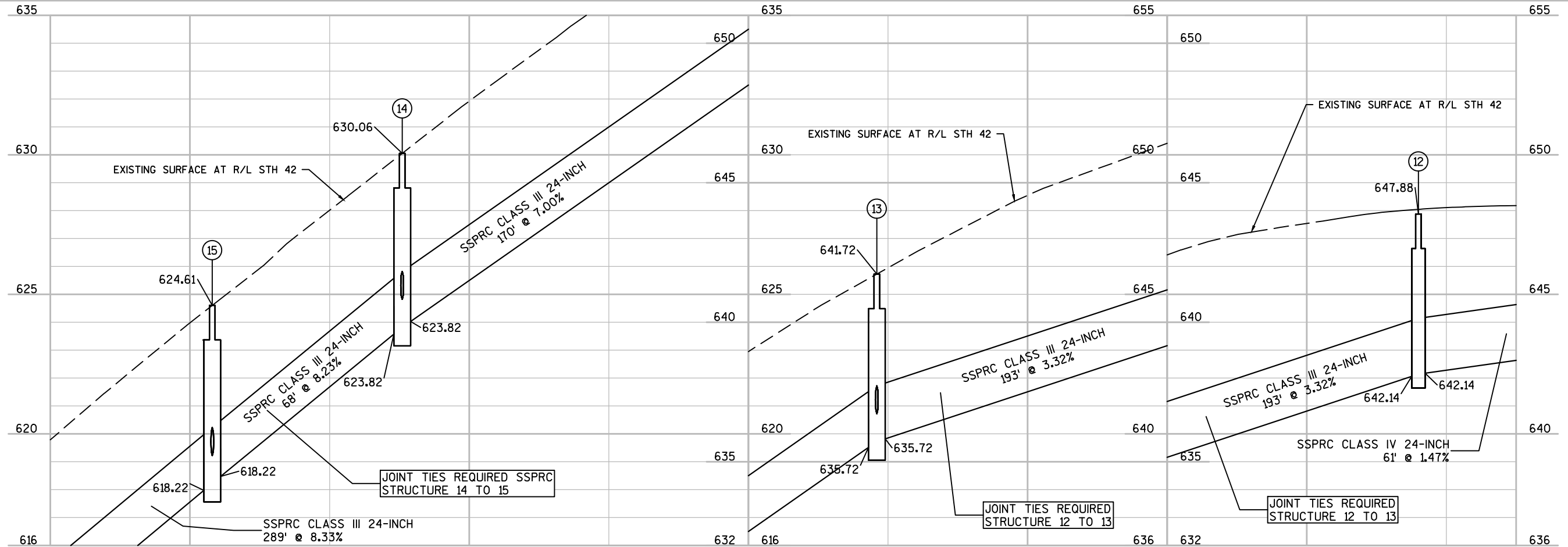
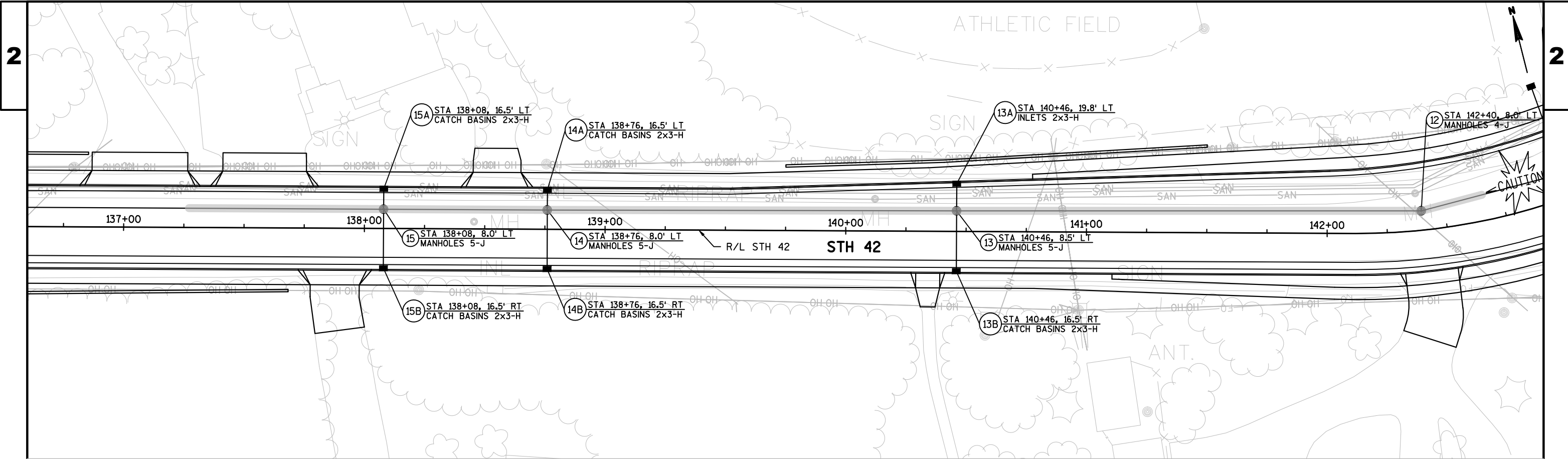


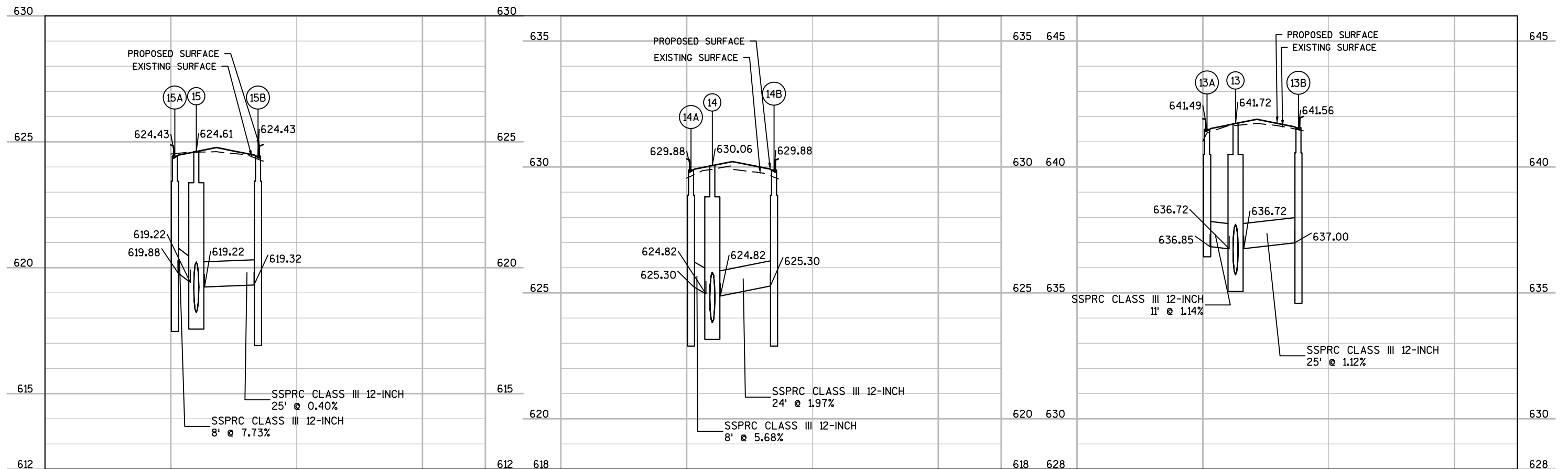
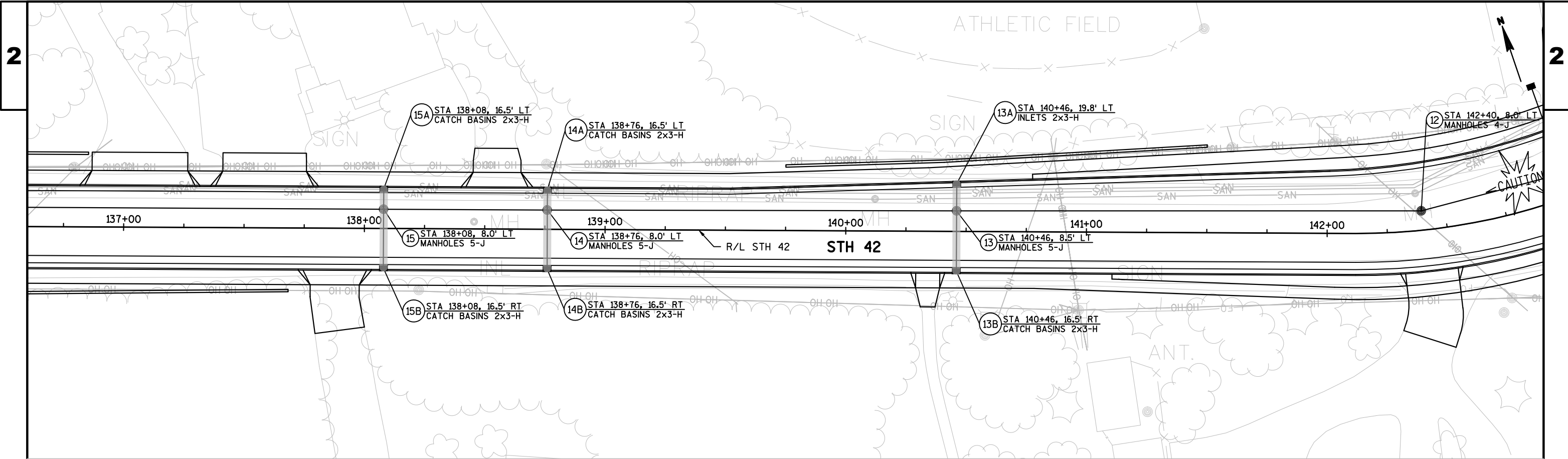


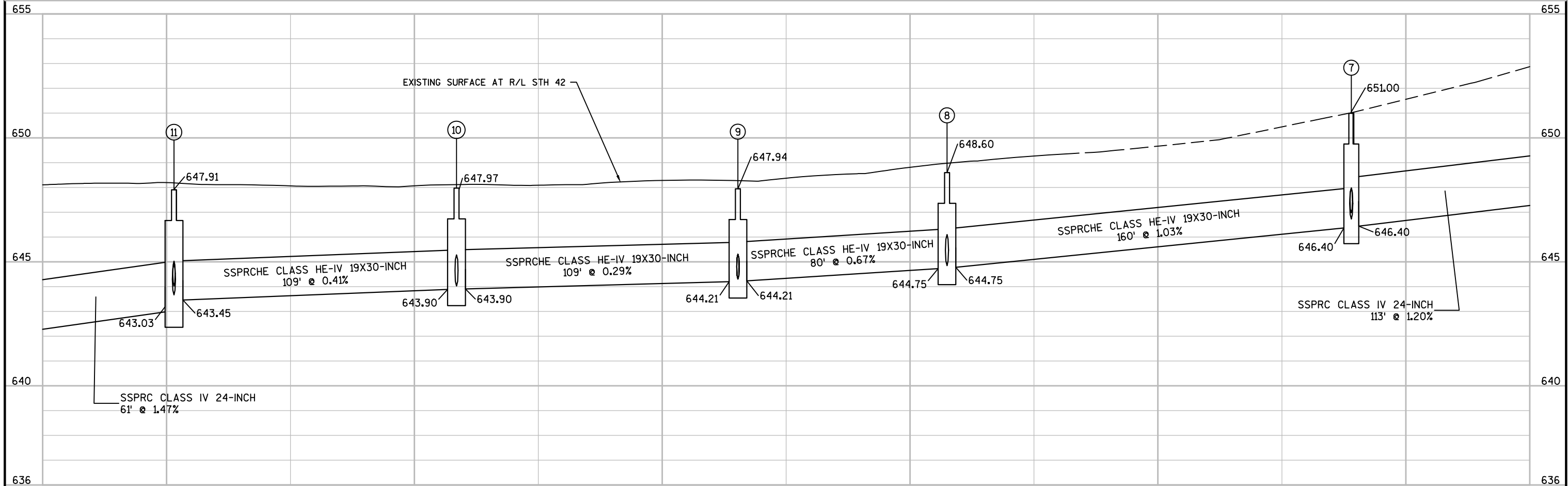
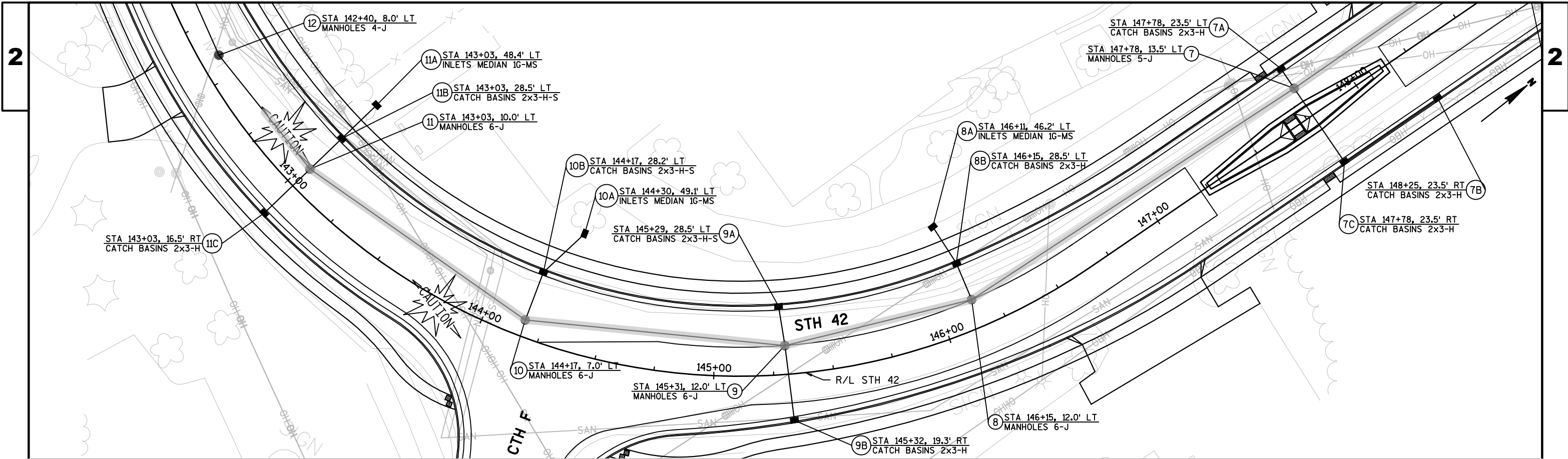


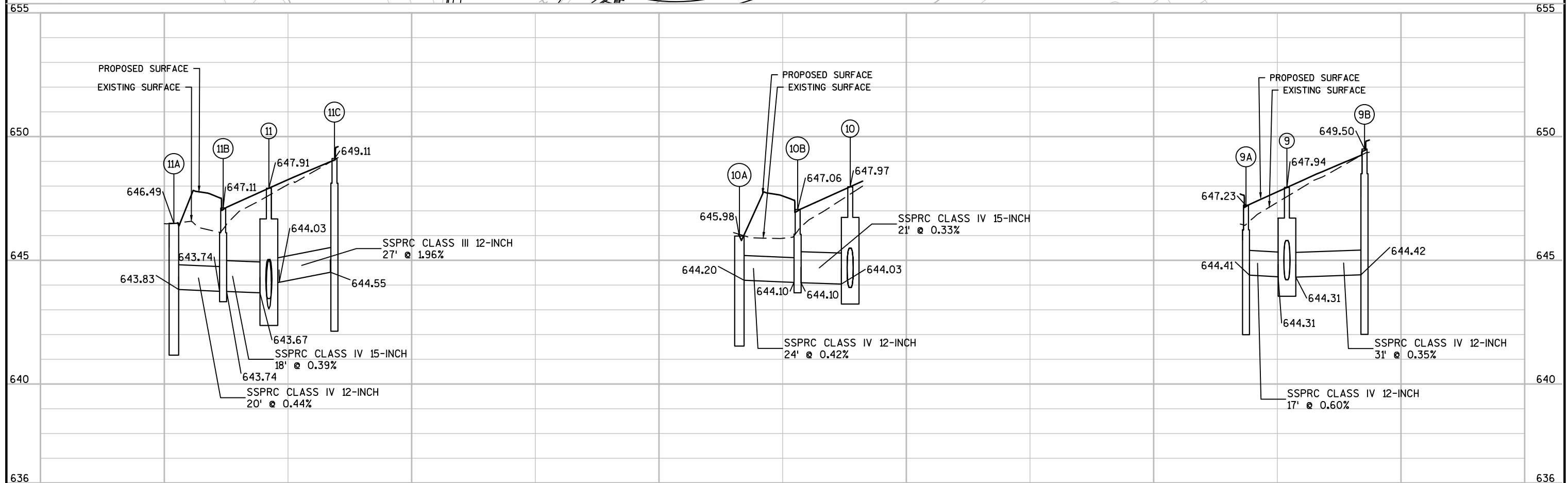
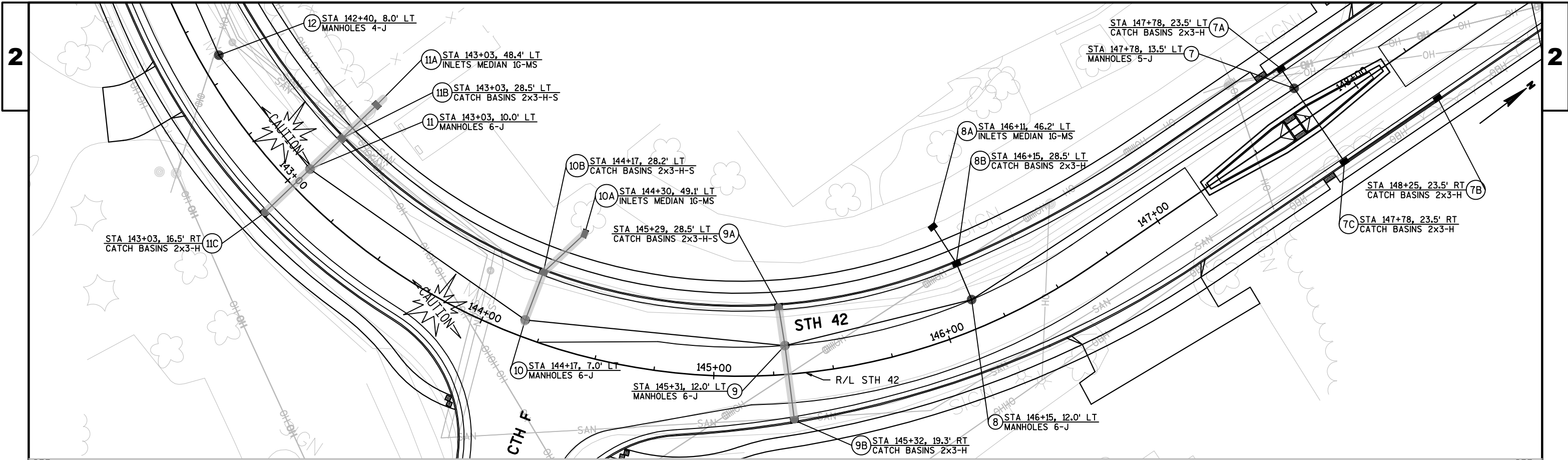


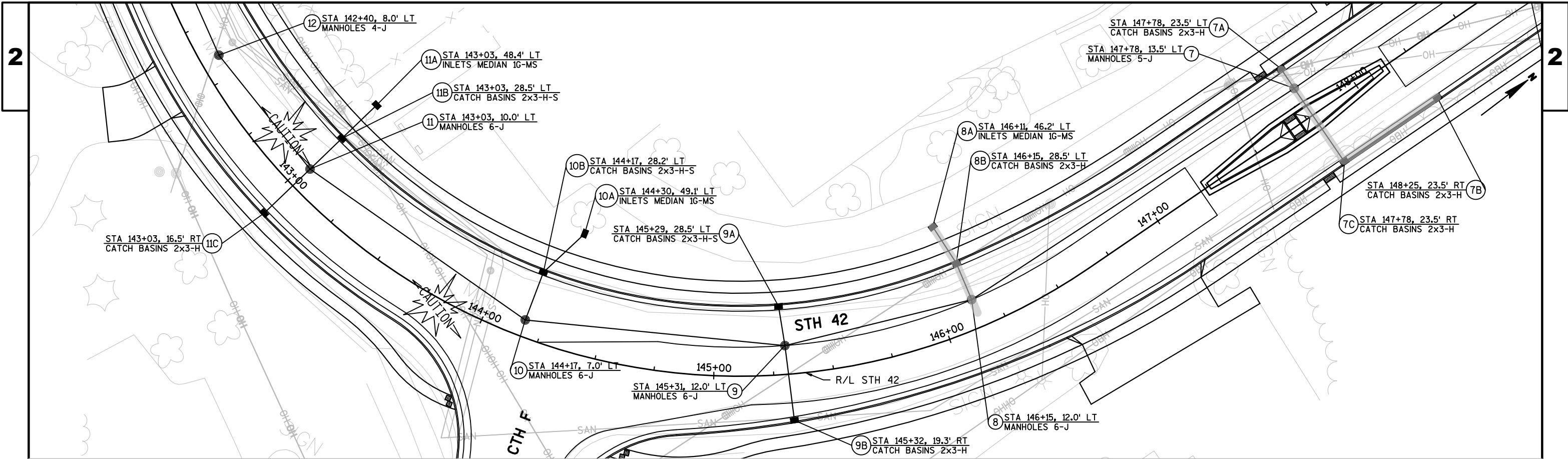


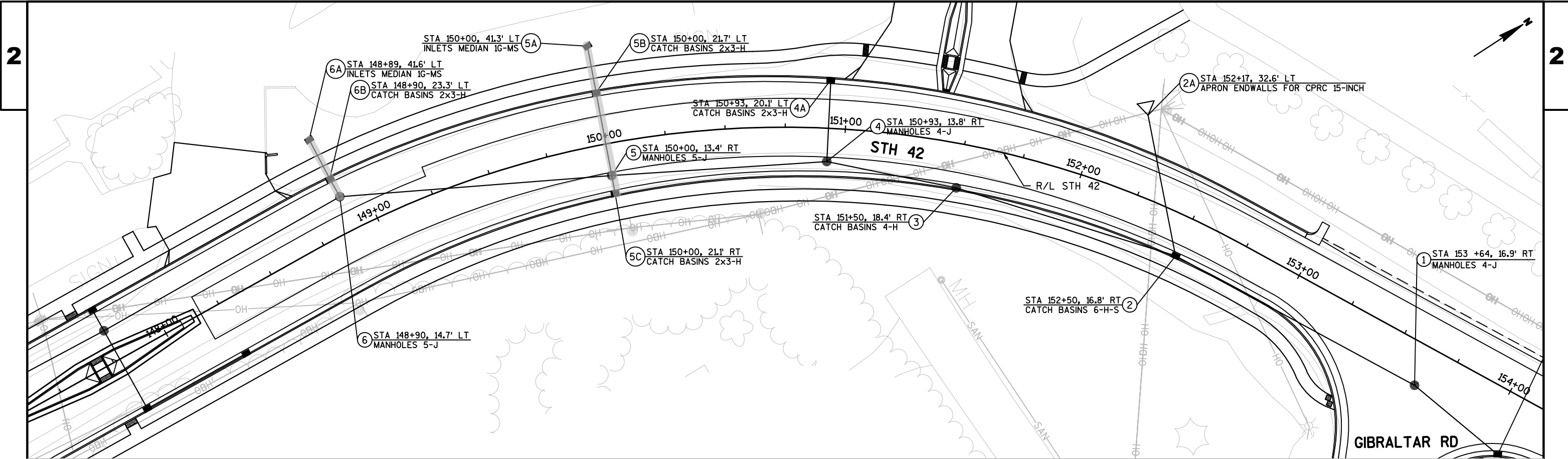


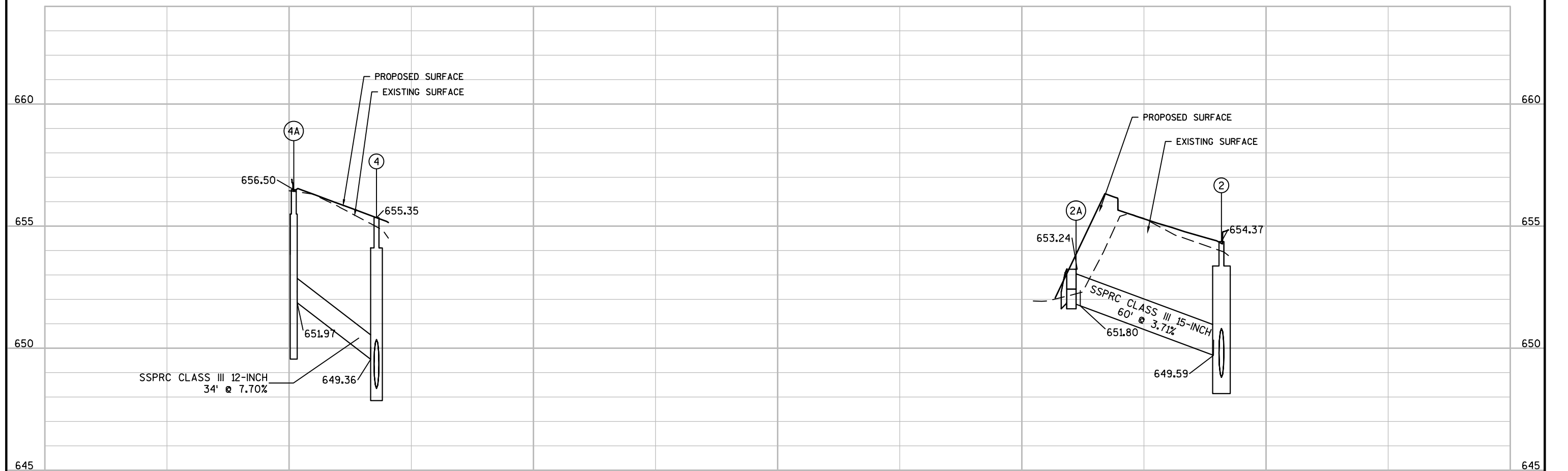
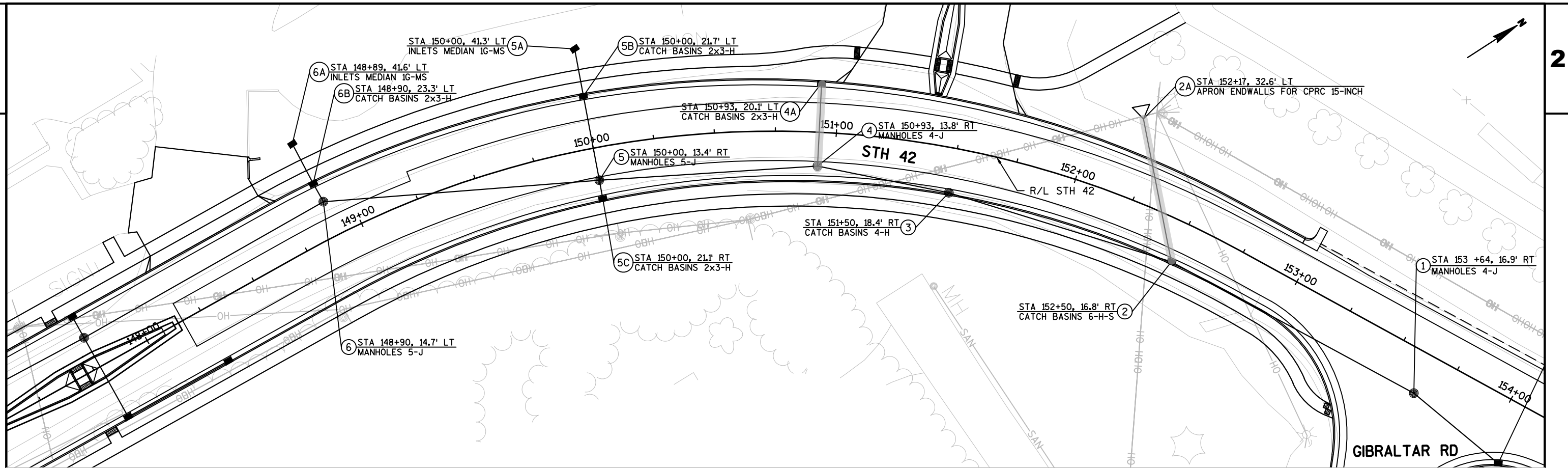






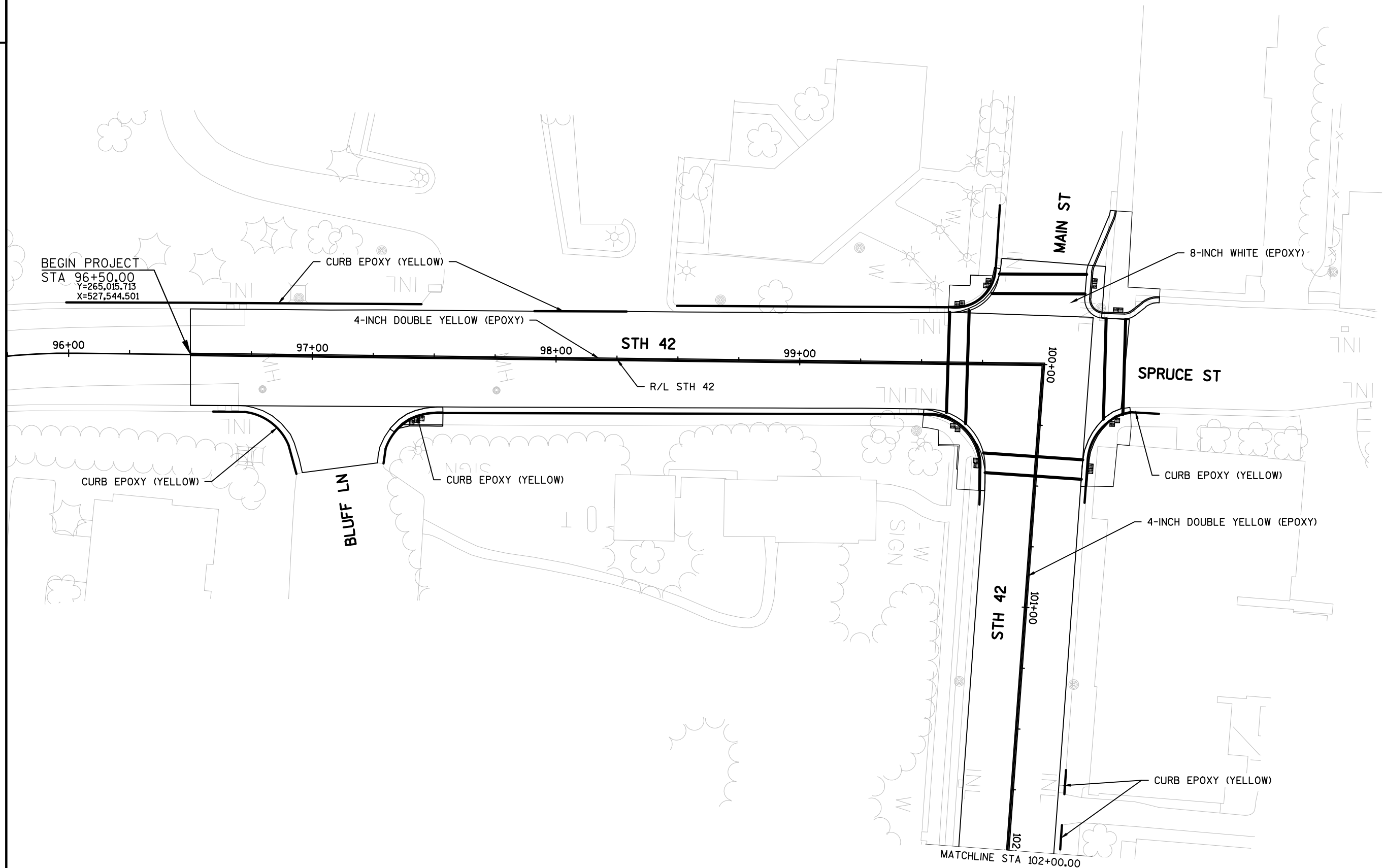


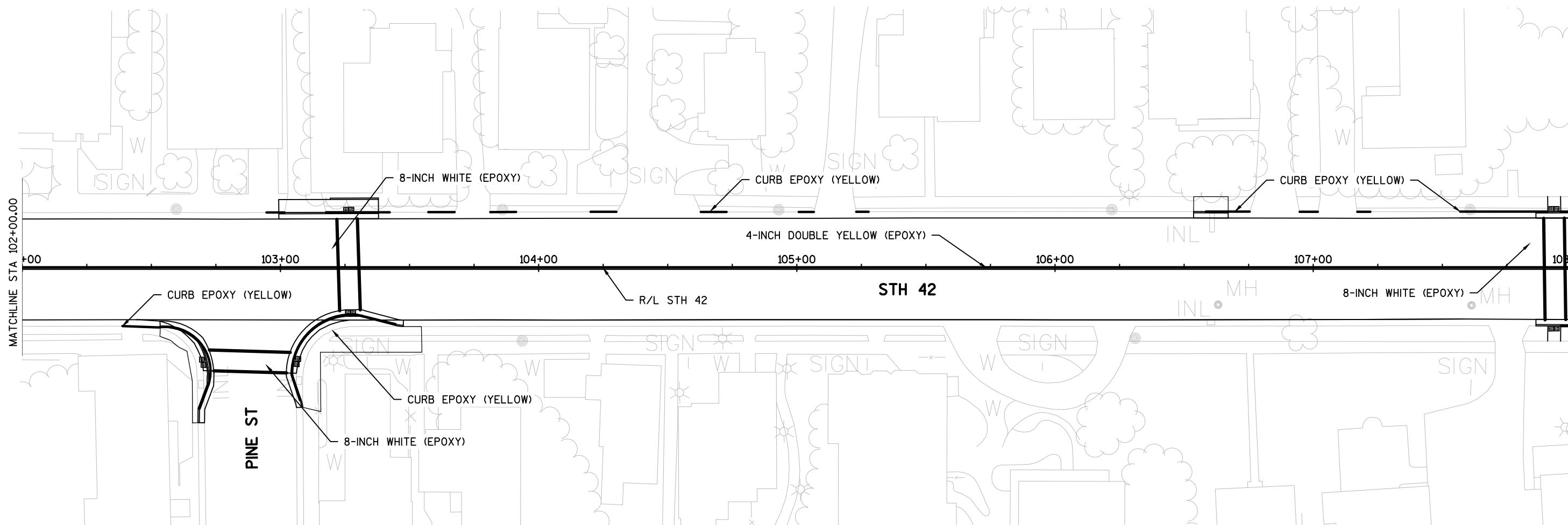


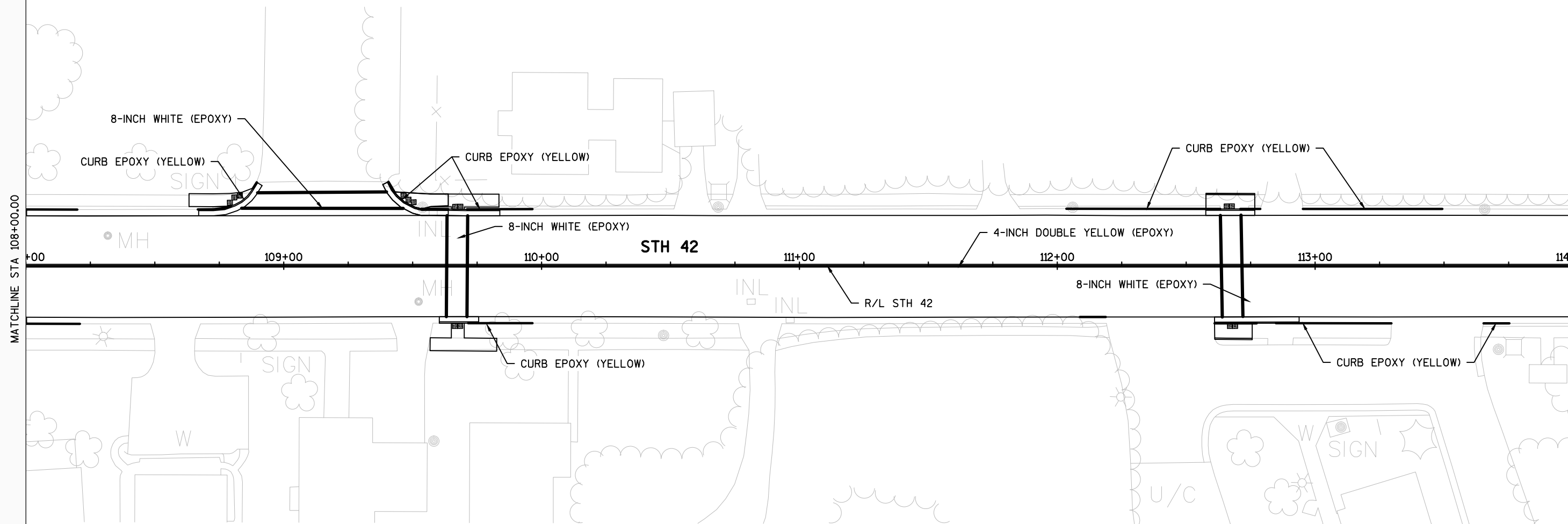


SPOT HOLDER FOR PERMANENT SIGNING PLAN - COMPLETE FOR 90%

SPOT HOLDER FOR LIGHTING PLAN- COMPLETE FOR 90%







CURB EPOXY (YELLOW)

CURB EPOXY (YELLOW)

4-INCH DOUBLE YELLOW (EPOXY)

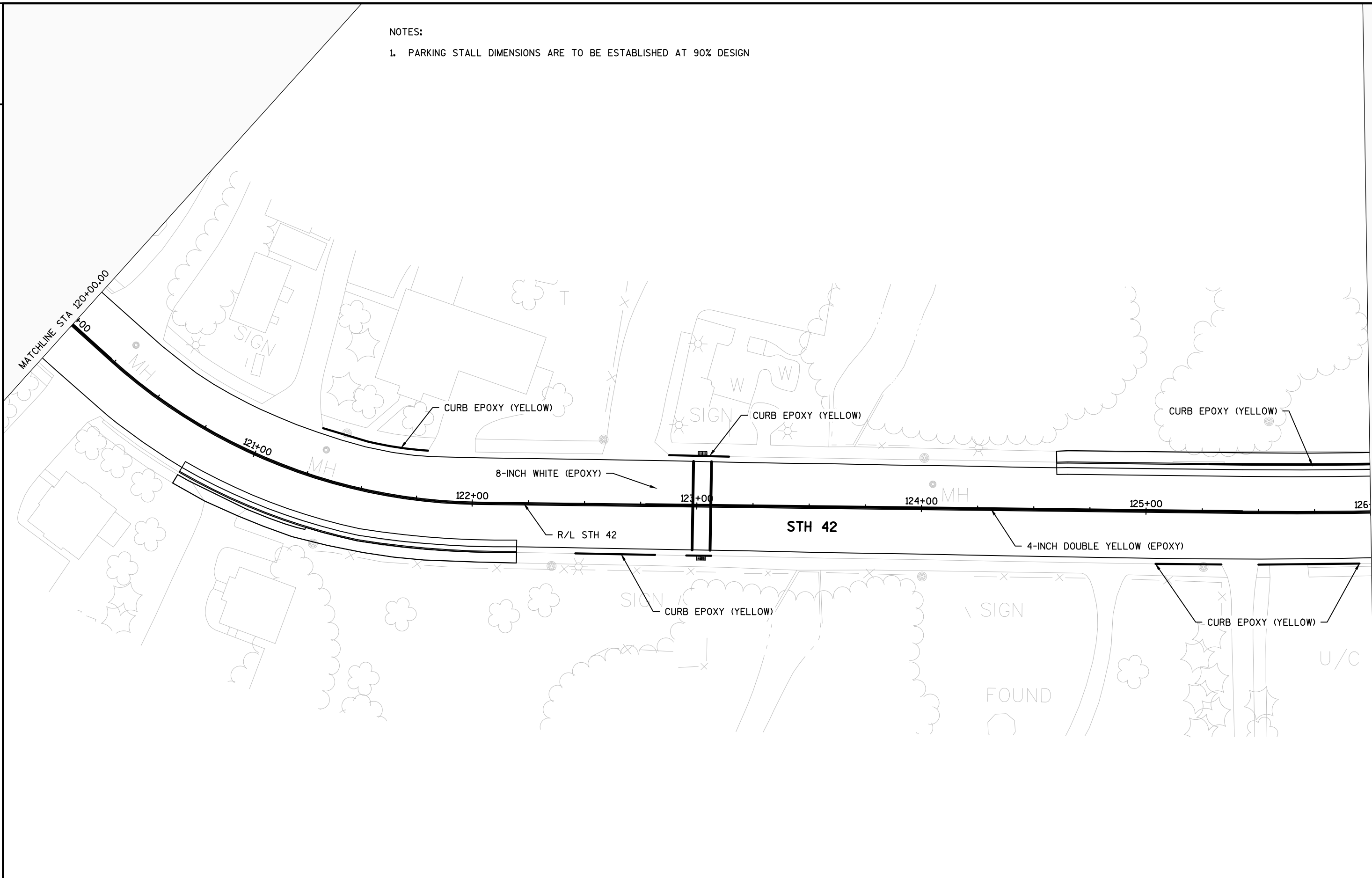
STH 42

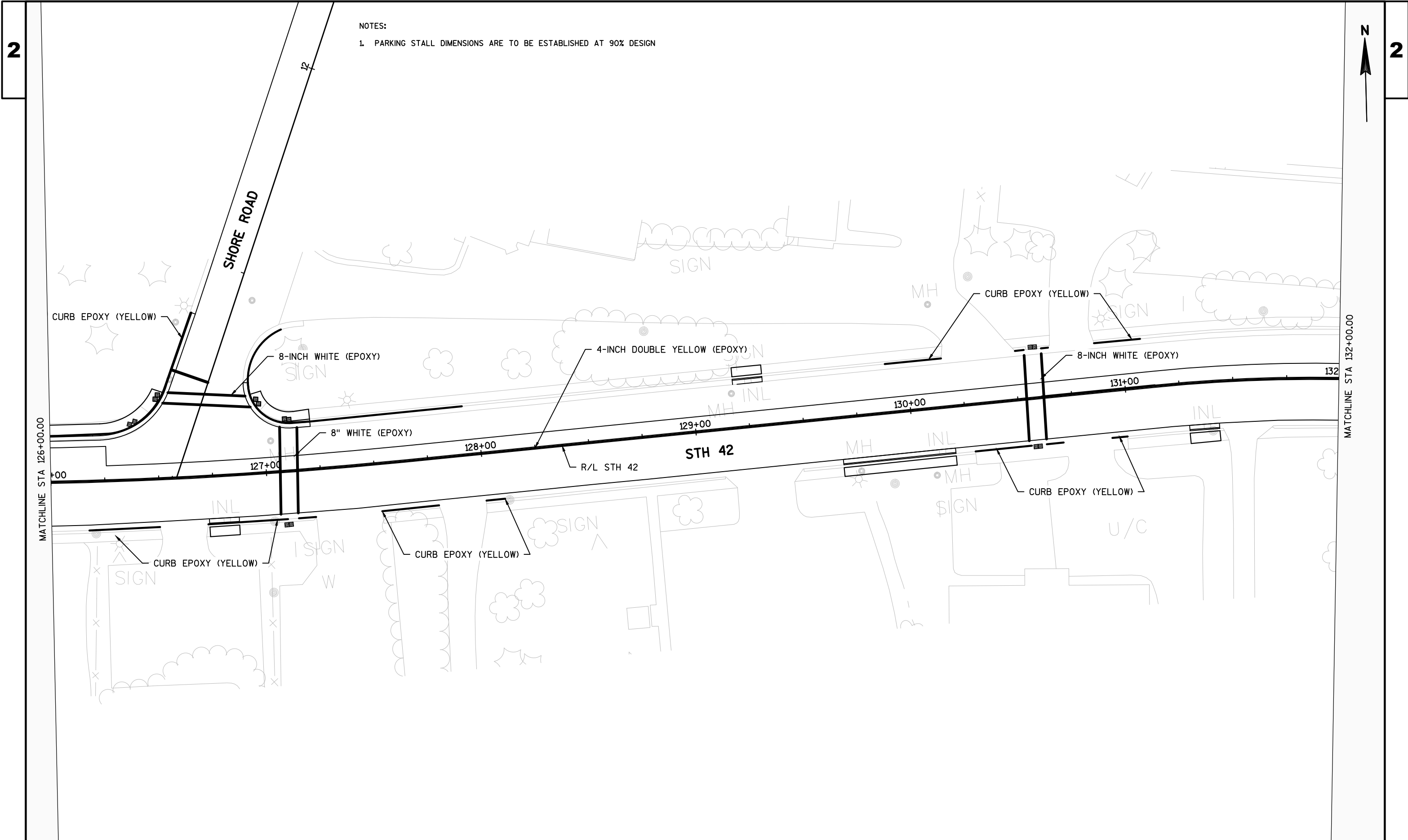
R/L STH 42

CURB EPOXY (YELLOW)

NOTES:

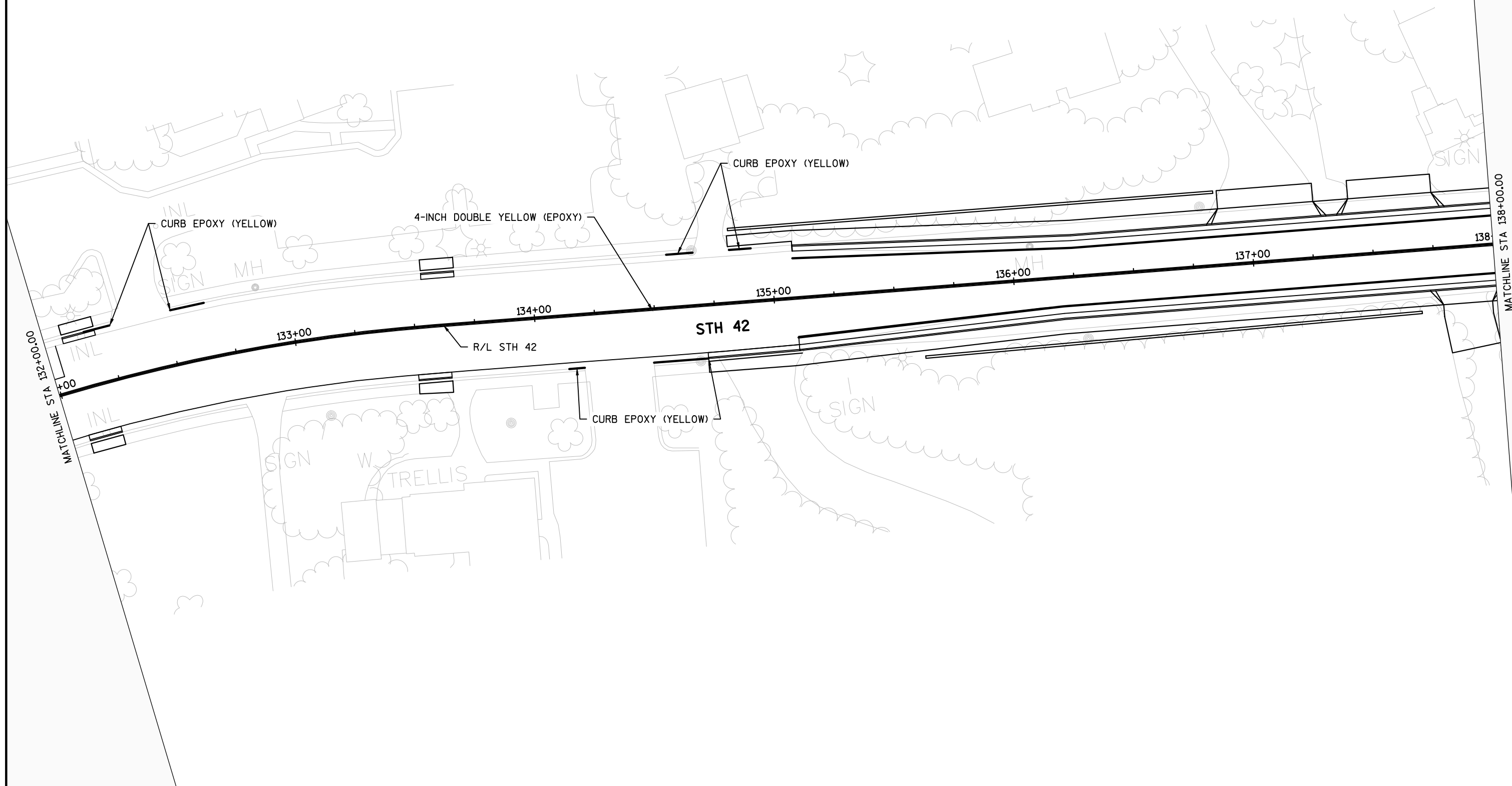
1. PARKING STALL DIMENSIONS ARE TO BE ESTABLISHED AT 90% DESIGN





NOTES:

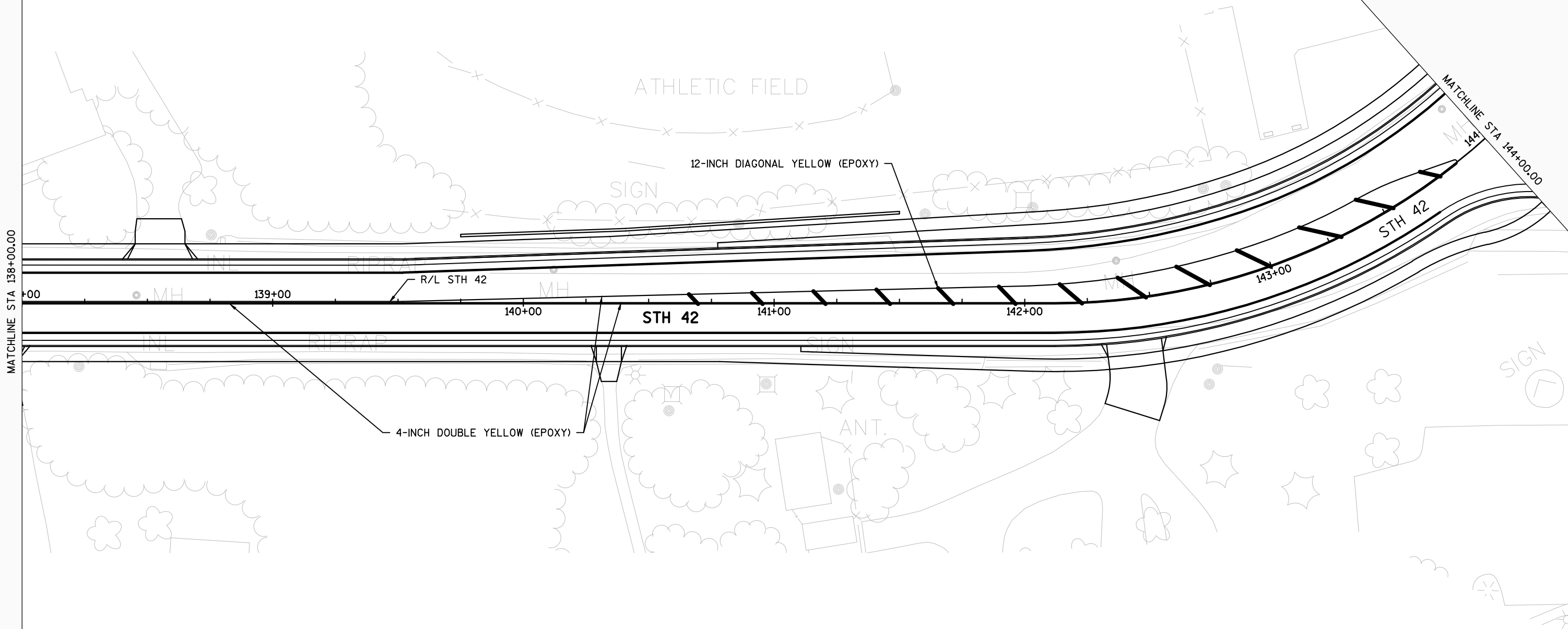
- 1. PARKING STALL DIMENSIONS ARE TO BE ESTABLISHED AT 90% DESIGN

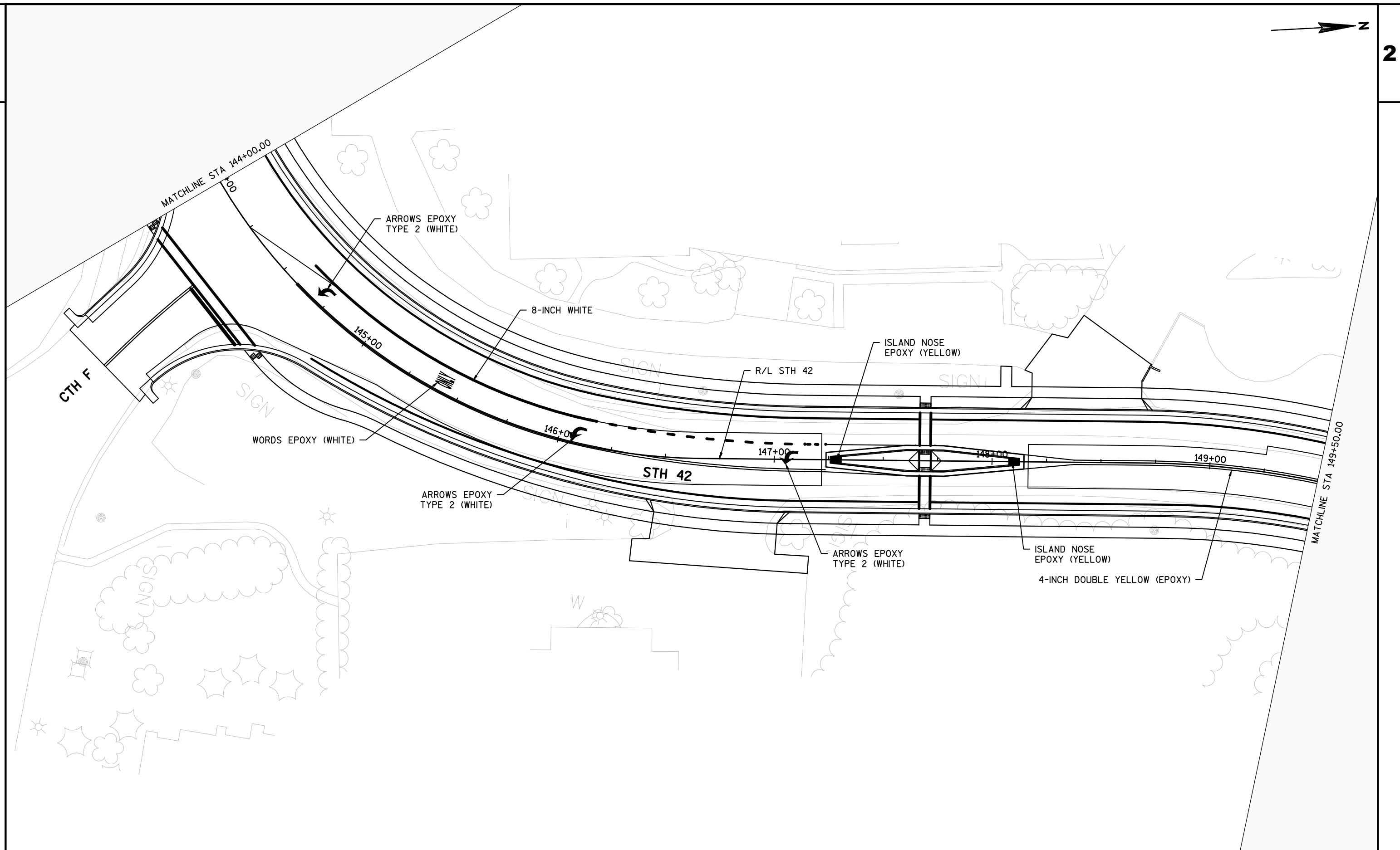


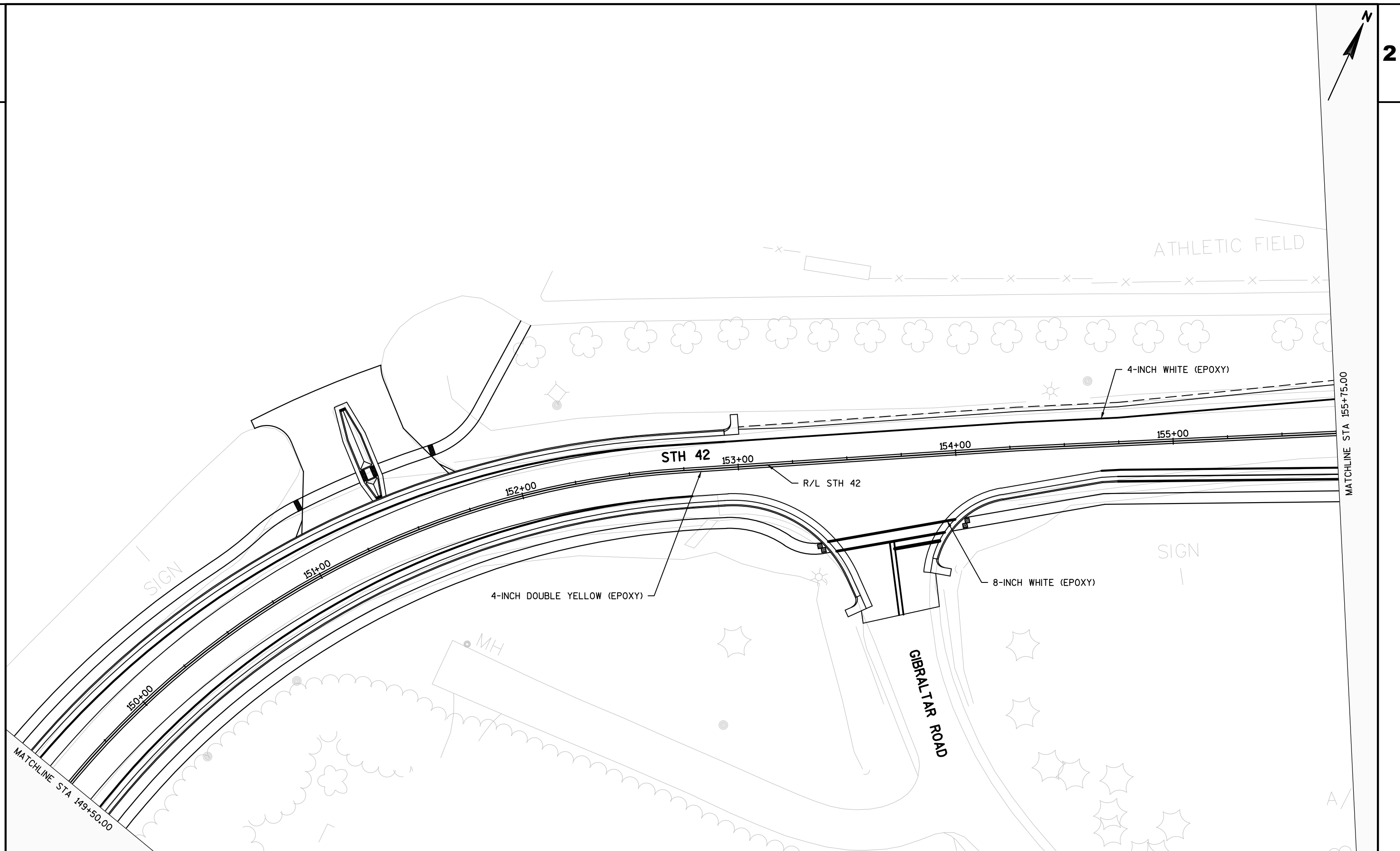


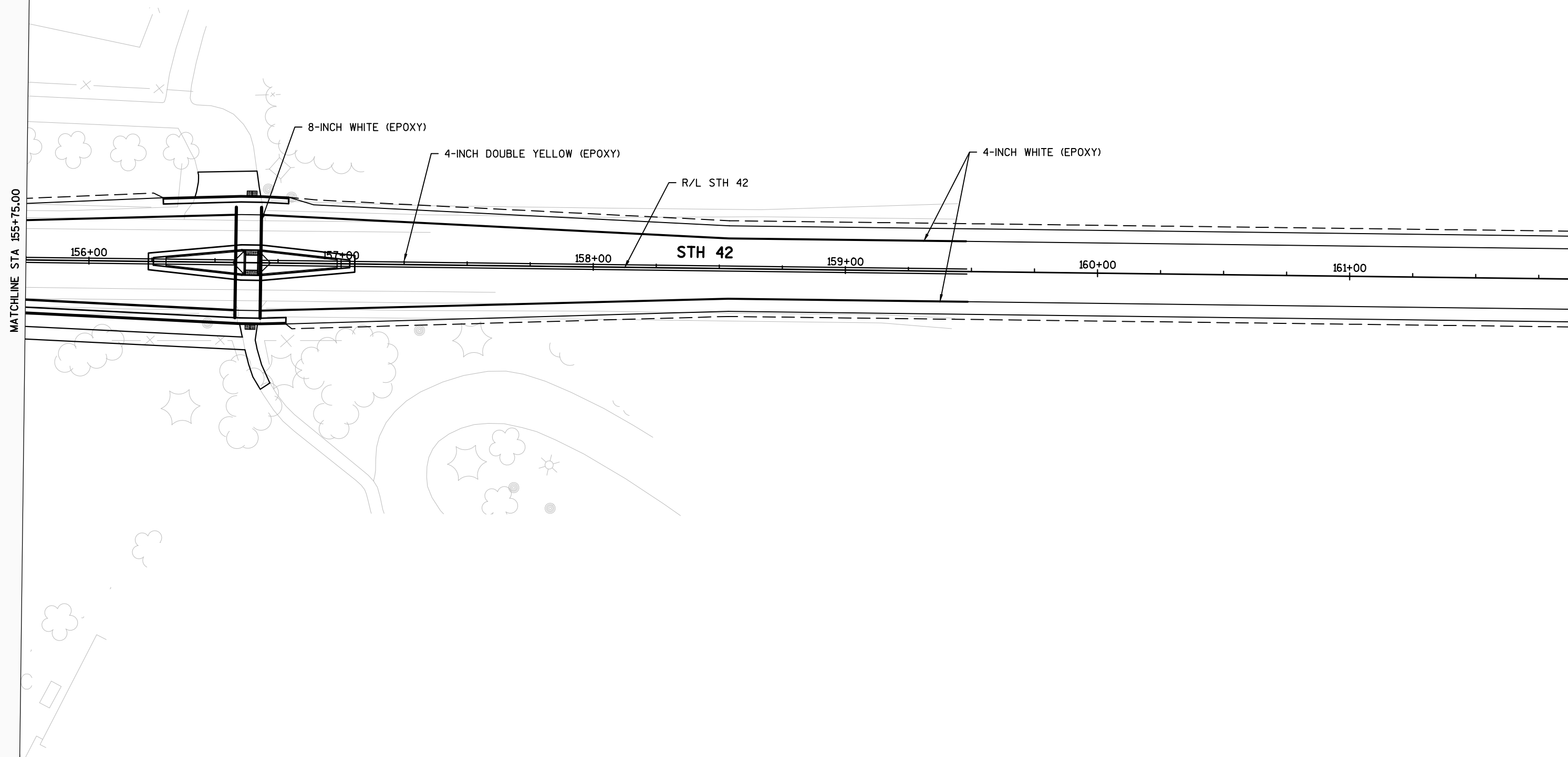
MATCHLINE STA 138+00.00

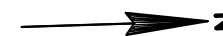
MATCHLINE STA 144+00.00





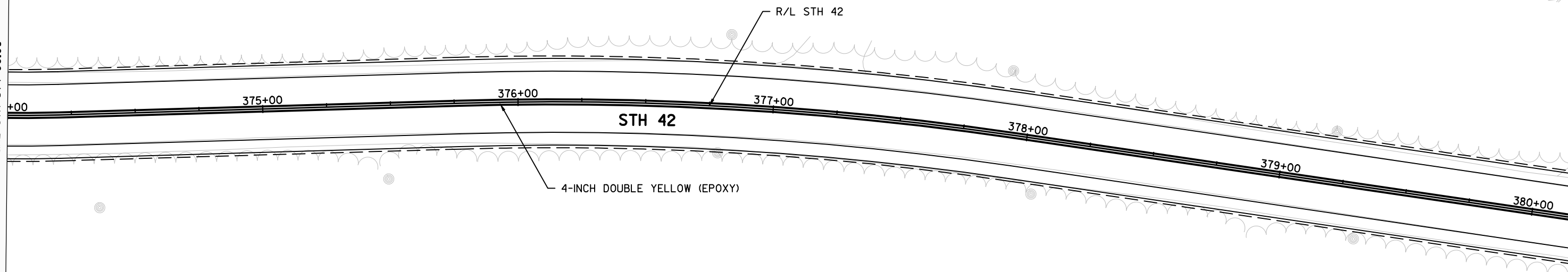


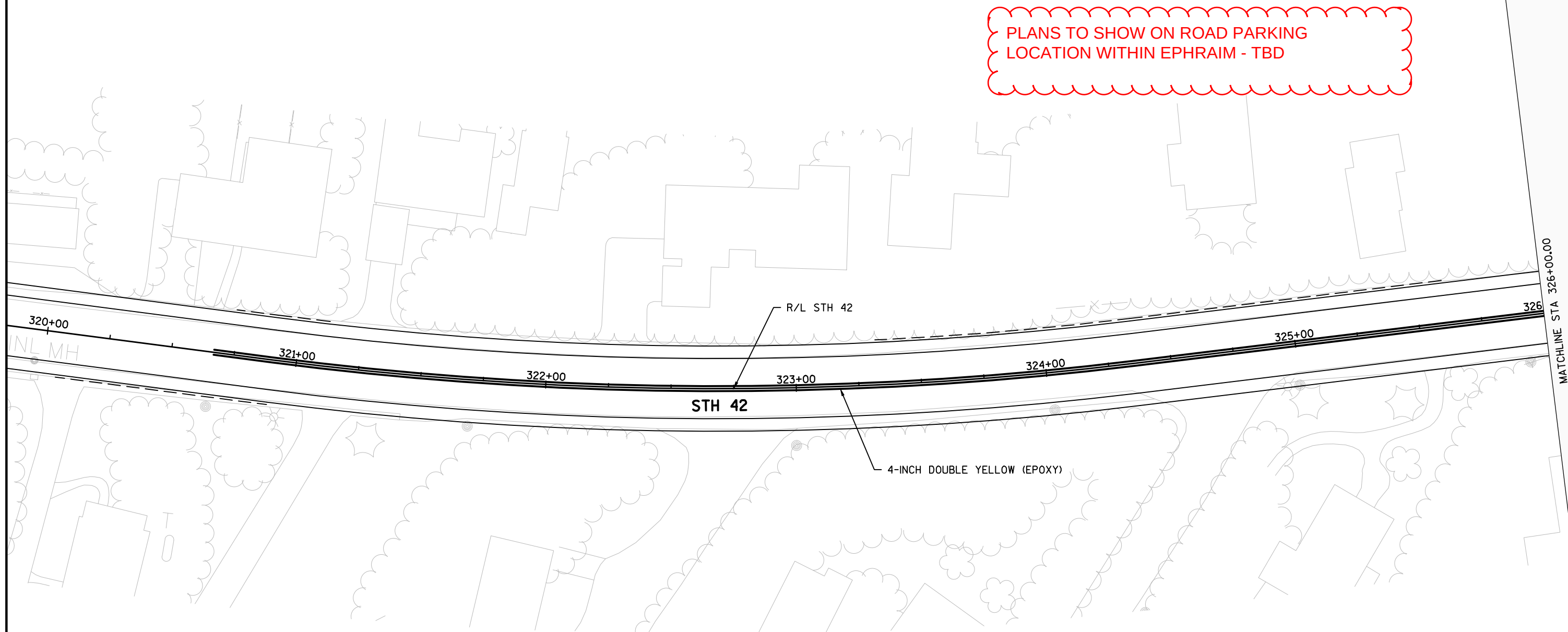




PLANS TO SHOW ON ROAD PARKING
LOCATION WITHIN EPHRAIM - TBD

MATCHLINE STA 374+00.00

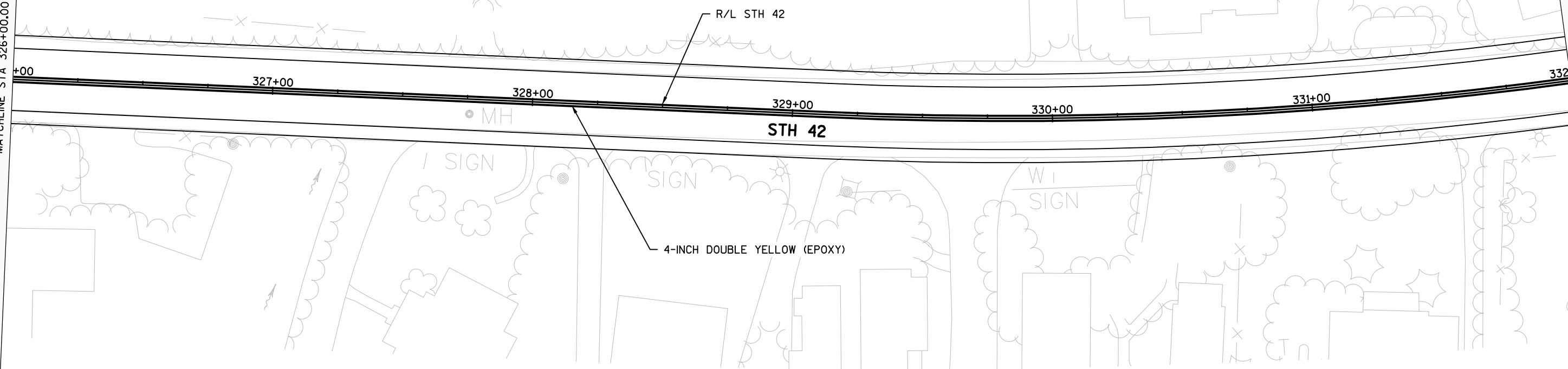




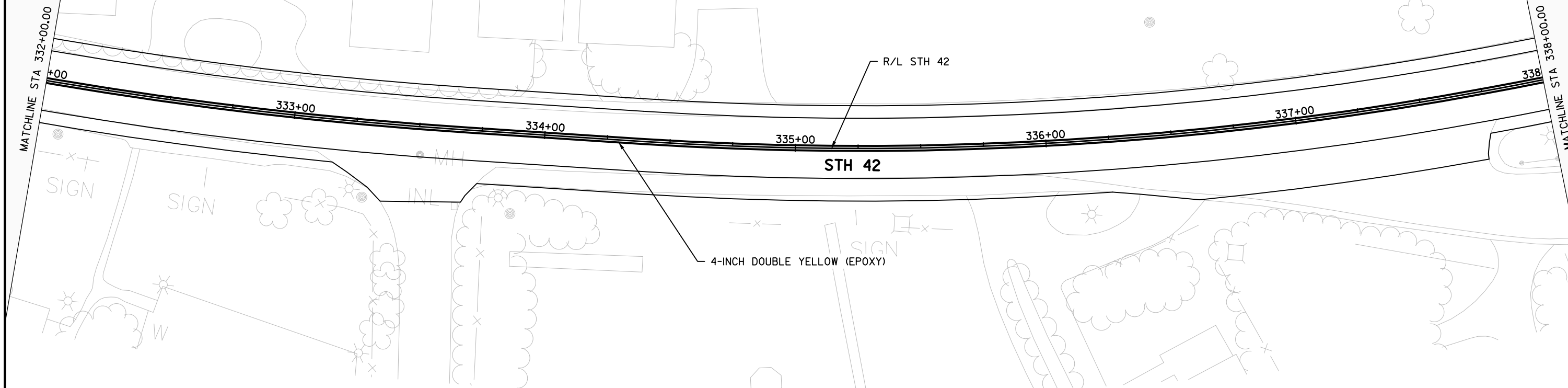
MATCHLINE STA 326+00.00

MATCHLINE STA 332+00.00

PLANS TO SHOW ON ROAD PARKING
LOCATION WITHIN EPHRAIM - TBD



PLANS TO SHOW ON ROAD PARKING
LOCATION WITHIN EPHRAIM - TBD



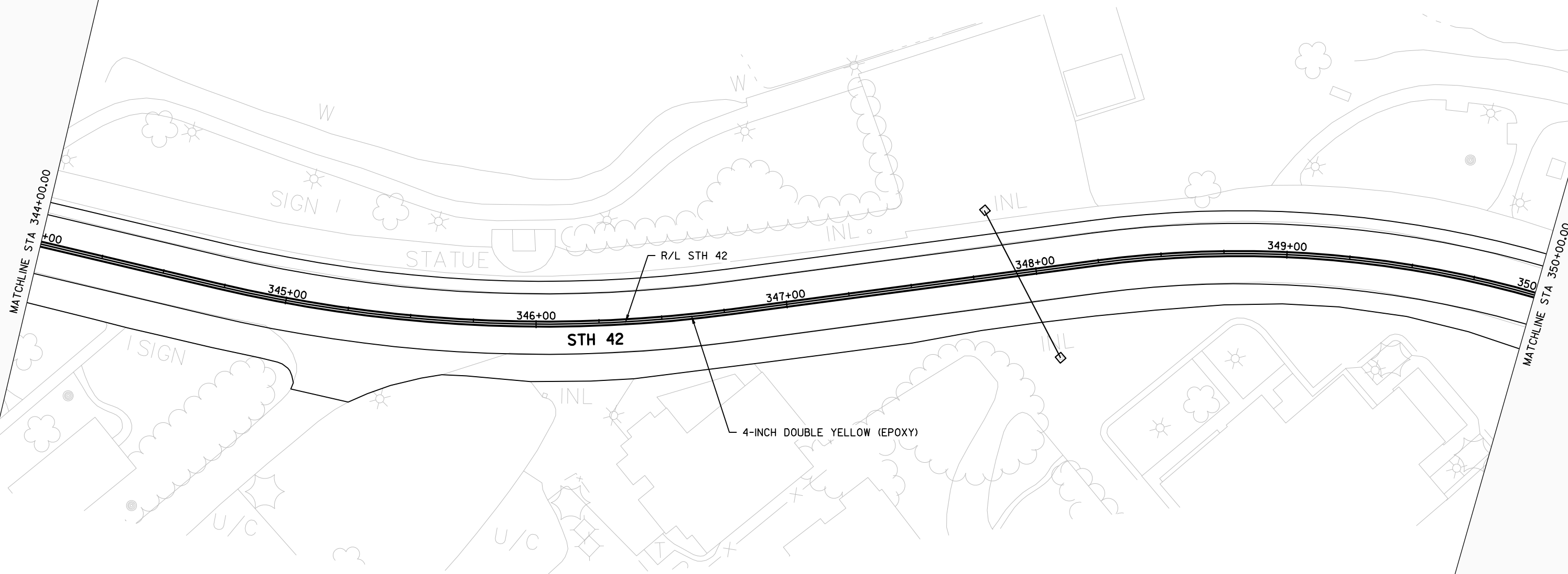
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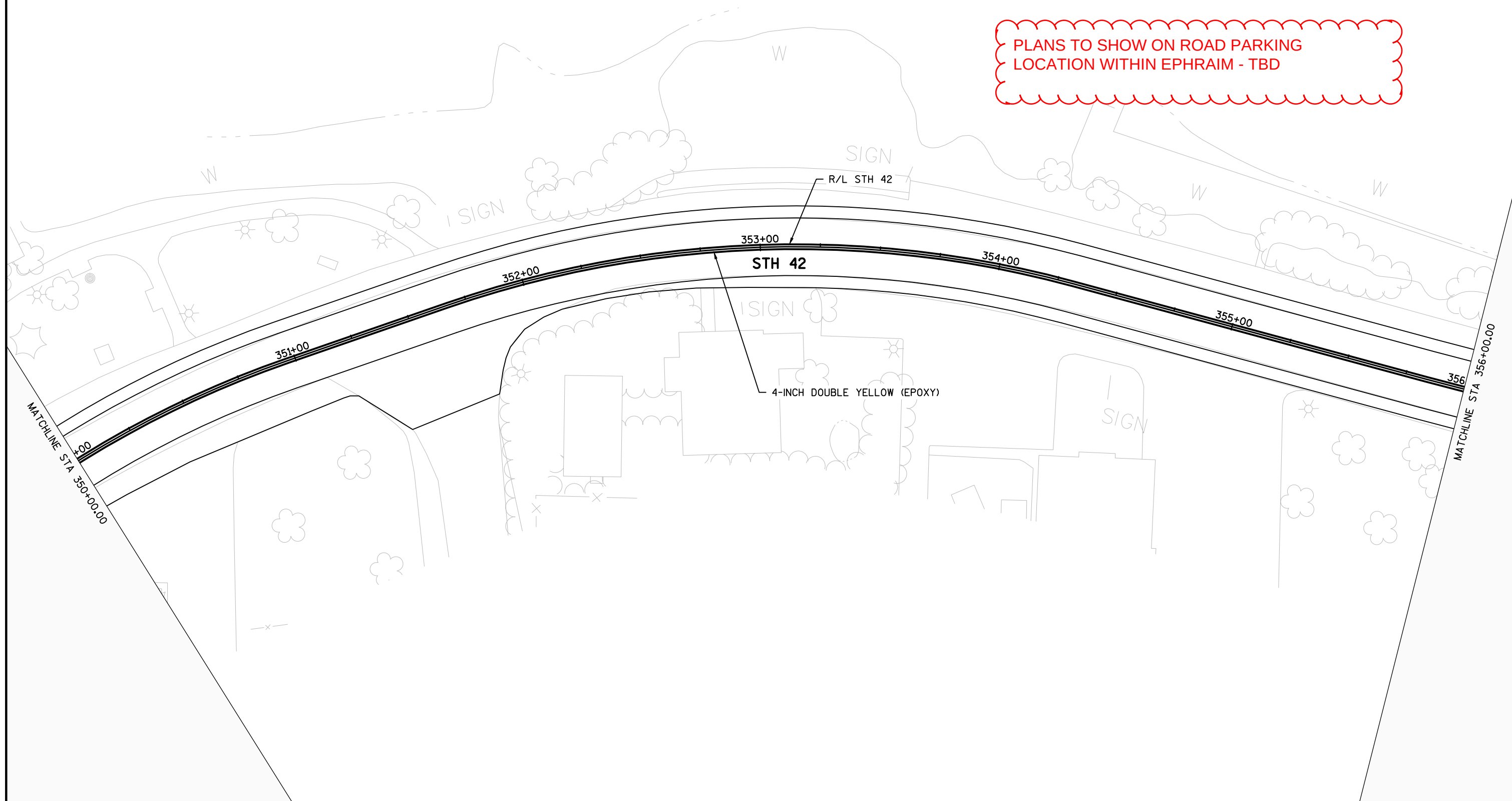
Plan view of STH 42 showing a curved road segment. The road is labeled "STH 42" and "R/L STH 42". A callout indicates "4-INCH DOUBLE YELLOW (EPOXY)" for the centerline. The road is flanked by trees and buildings. A matchline is shown at STA 338+00.00 and STA 344+00.00. A street labeled "MORAVIA ST" is shown intersecting the road at station 341+00.

SHEET PRE 103 E

WISDOT/CADDS SHEET 42

PLANS TO SHOW ON ROAD PARKING
LOCATION WITHIN EPHRAIM - TBD

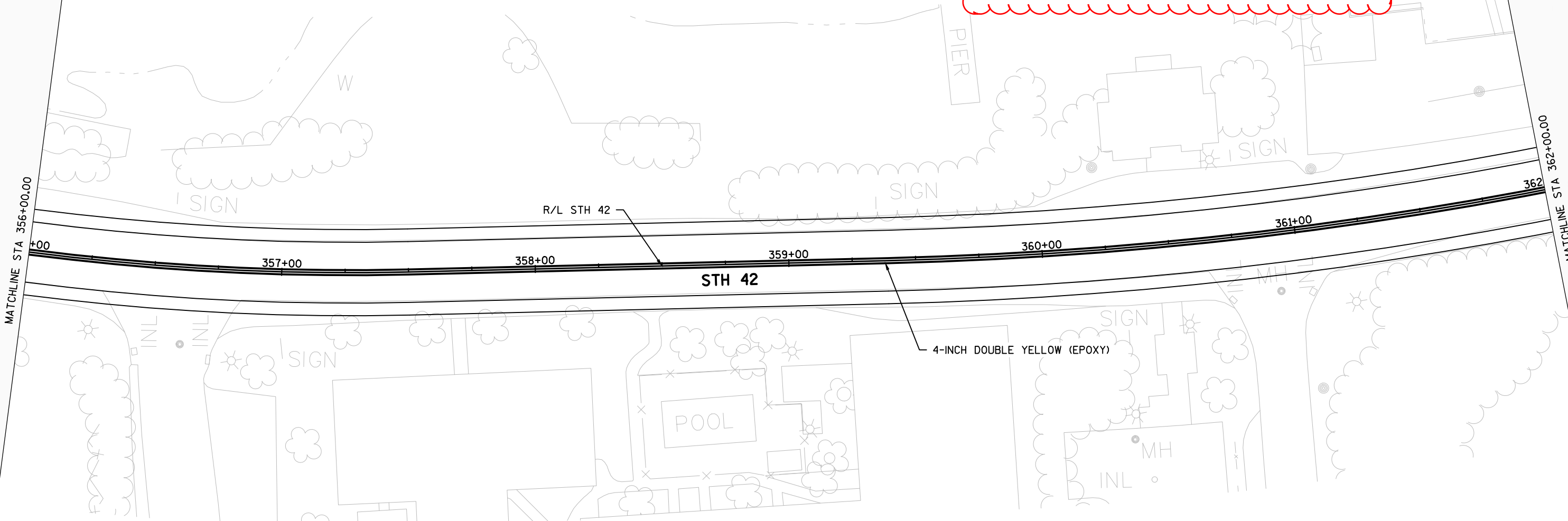


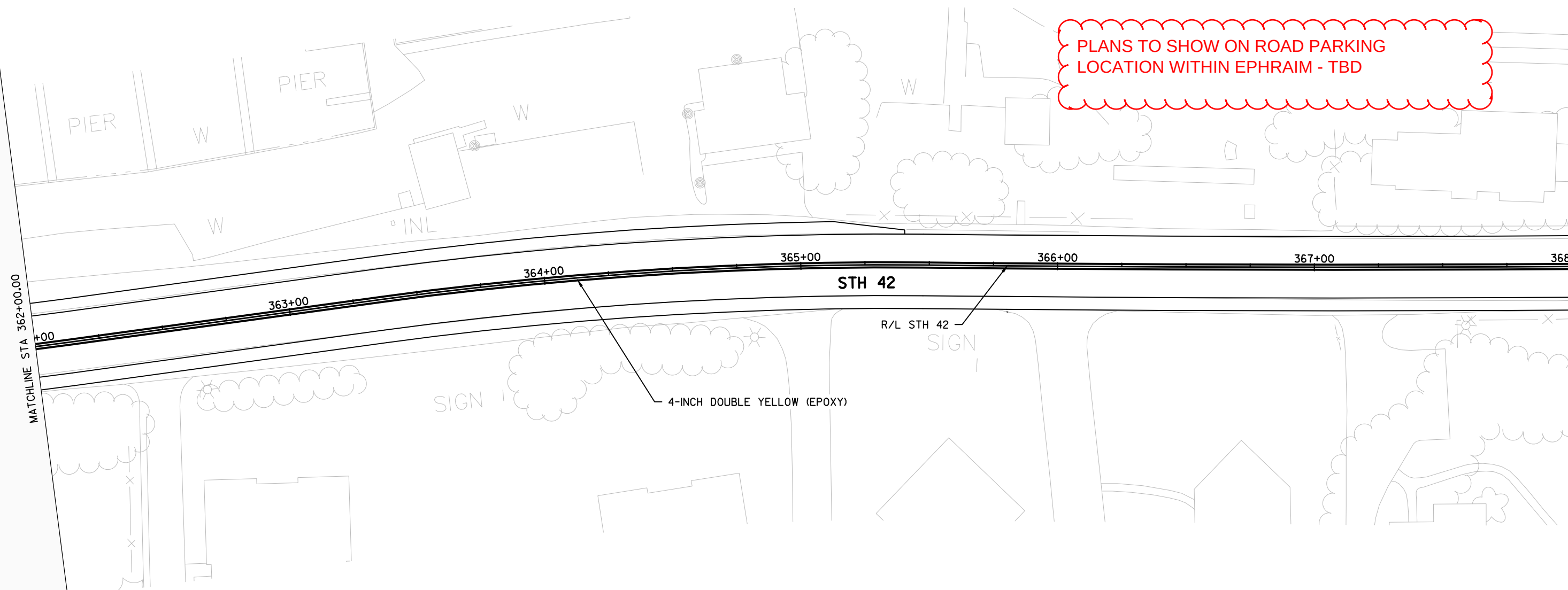
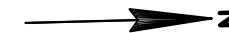


MATCHLINE STA 356+00.00

MATCHLINE STA 362+00.00

PLANS TO SHOW ON ROAD PARKING
LOCATION WITHIN EPHRAIM - TBD







PLANS TO SHOW ON ROAD PARKING
LOCATION WITHIN EPHRAIM - TBD

MATCHLINE STA 368+00.00

MATCHLINE STA 374+00.00

PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

PAVEMENT MARKINGS

SHEET

PRE 108 E

FILE NAME : N:\PDS\C3D\41401900\SHEETSP\PLAN\024501-PM.DWG
LAYOUT NAME - 024520-PM

PLOT DATE : 9/20/2016 6:19 PM

PLOT BY : KIRST, DOUGLAS P

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDs SHEET 42

① TRAFFIC CONTROL FOR MILL/OVERLAY IN FISH CREEK/GIBALTAR

- EXISTING PAVEMENT MILLING AND OVERLAYING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- ENGINEER MAY REQUEST ADDITIONAL FLAGGERS AT INTERSECTIONS OR BUSY DRIVEWAYS. FLAGGERS ARE INCIDENTAL IN WORK BEING COMPLETED.

② TRAFFIC CONTROL FOR SIDEWALK EXTENSION IN GIBALTAR

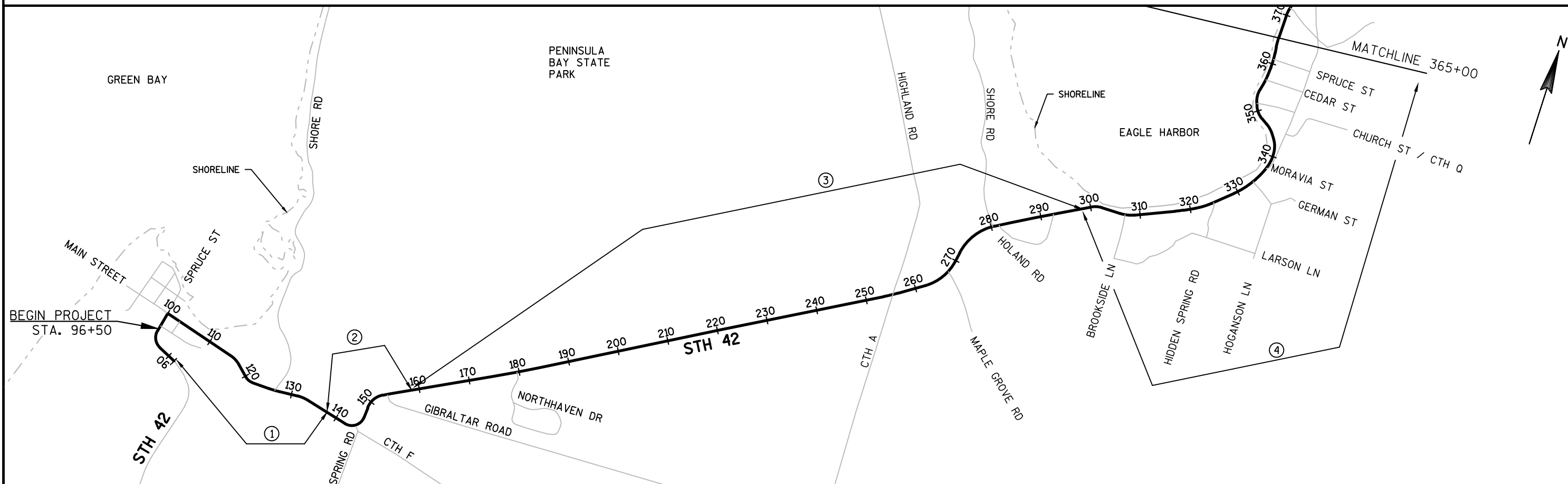
- SEE TRAFFIC CONTROL TYPICAL SECTIONS
- CONTRACTOR SHALL PROVIDE FLAGGERS AT THE BEGINNING AND END OF THE WORKZONE, AT THE CTH F INTERSECTION, AND AT THE GIBALTAR SCHOOL DRIVEWAY(S) DURING ALL CONSTRUCTION ACTIVITIES UNLESS OTHERWISE APPROVED BY THE ENGINEER

③ TRAFFIC CONTROL FOR MILL/OVERLAY

- EXISTING PAVEMENT MILLING AND OVERLAYING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- ENGINEER MAY REQUEST ADDITIONAL FLAGGERS AT INTERSECTIONS OR BUSY DRIVEWAYS. FLAGGERS ARE INCIDENTAL IN WORK BEING COMPLETED.

④ TRAFFIC CONTROL FOR MILL/OVERLAY IN EPHRAIM

- EXISTING PAVEMENT MILLING AND OVERLAYING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- ENGINEER MAY REQUEST ADDITIONAL FLAGGERS AT INTERSECTIONS OR BUSY DRIVEWAYS. FLAGGERS ARE INCIDENTAL IN WORK BEING COMPLETED.
- ALL WORK TO REPAIR CULVERTS CROSSING THE ROAD SHALL BE COMPLETED HALF AT A TIME. CONTRACTOR SHALL ESTABLISH A DRIVEABLE LANE AT THE END OF THE NIGHT PRIOR TO OPENING TRAFFIC TO BOTH DIRECTIONS.



④ TRAFFIC CONTROL FOR MILL/OVERLAY IN EPHRAIM

- EXISTING PAVEMENT MILLING AND OVERLAYING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- ENGINEER MAY REQUEST ADDITIONAL FLAGGERS AT INTERSECTIONS OR BUSY DRIVEWAYS. FLAGGERS ARE INCIDENTAL IN WORK BEING COMPLETED.
- ALL WORK TO REPAIR CULVERTS CROSSING THE ROAD SHALL BE COMPLETED HALF AT A TIME. CONTRACTOR SHALL ESTABLISH A DRIVEABLE LANE AT THE END OF THE NIGHT PRIOR TO OPENING TRAFFIC TO BOTH DIRECTIONS.

⑤ TRAFFIC CONTROL FOR MILL/OVERLAY

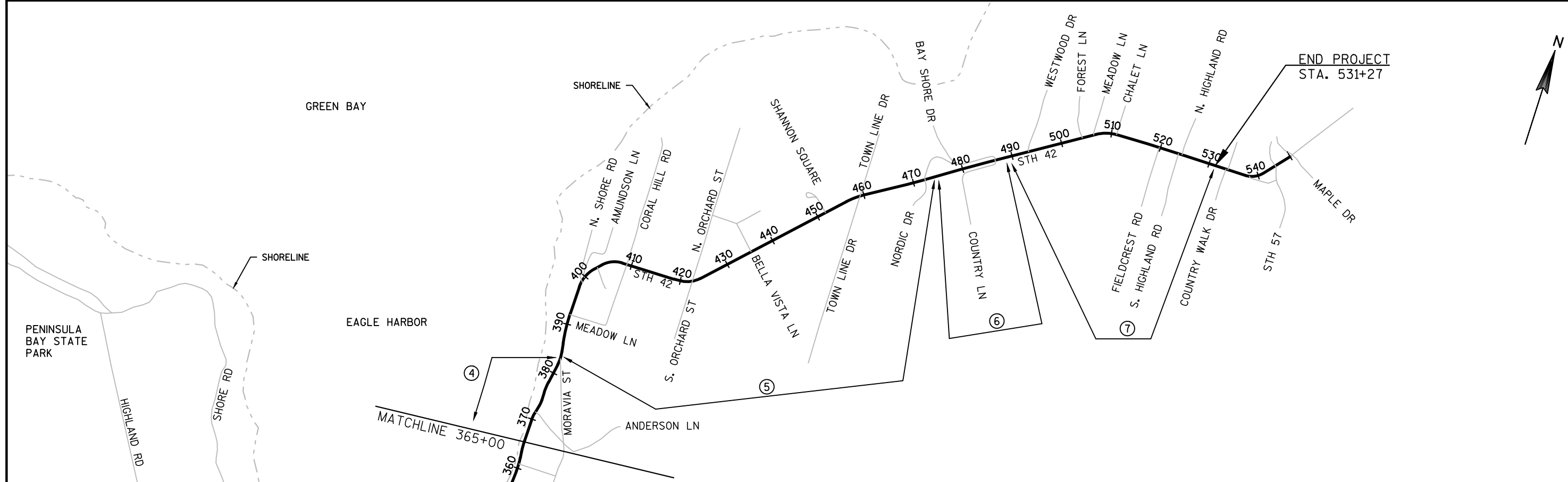
- EXISTING PAVEMENT MILLING AND OVERLAYING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- ENGINEER MAY REQUEST ADDITIONAL FLAGGERS AT INTERSECTIONS OR BUSY DRIVEWAYS. FLAGGERS ARE INCIDENTAL IN WORK BEING COMPLETED.

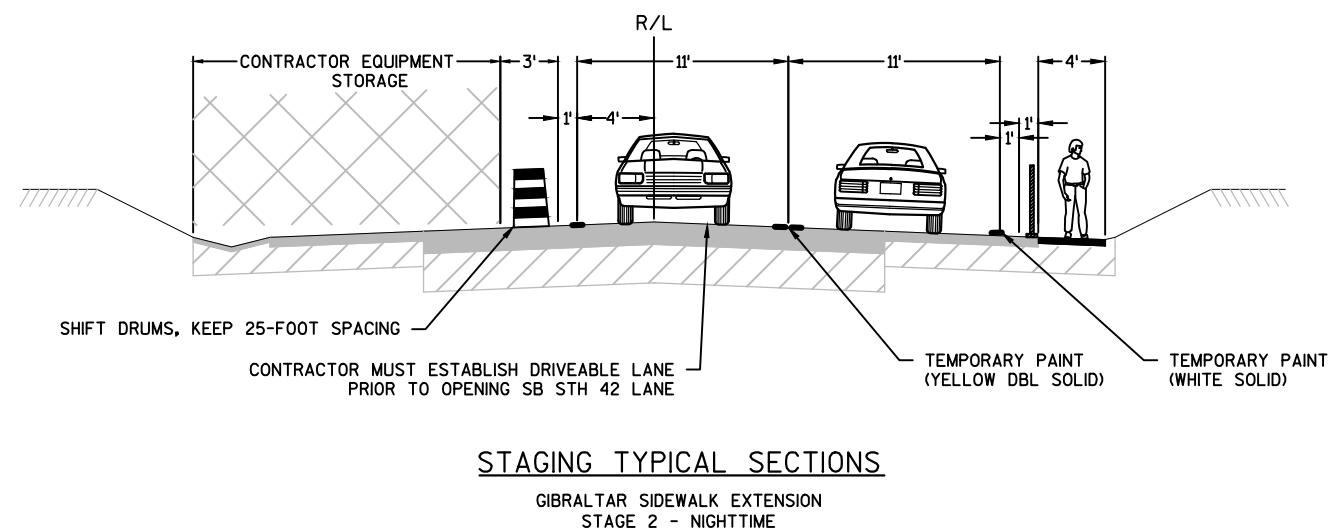
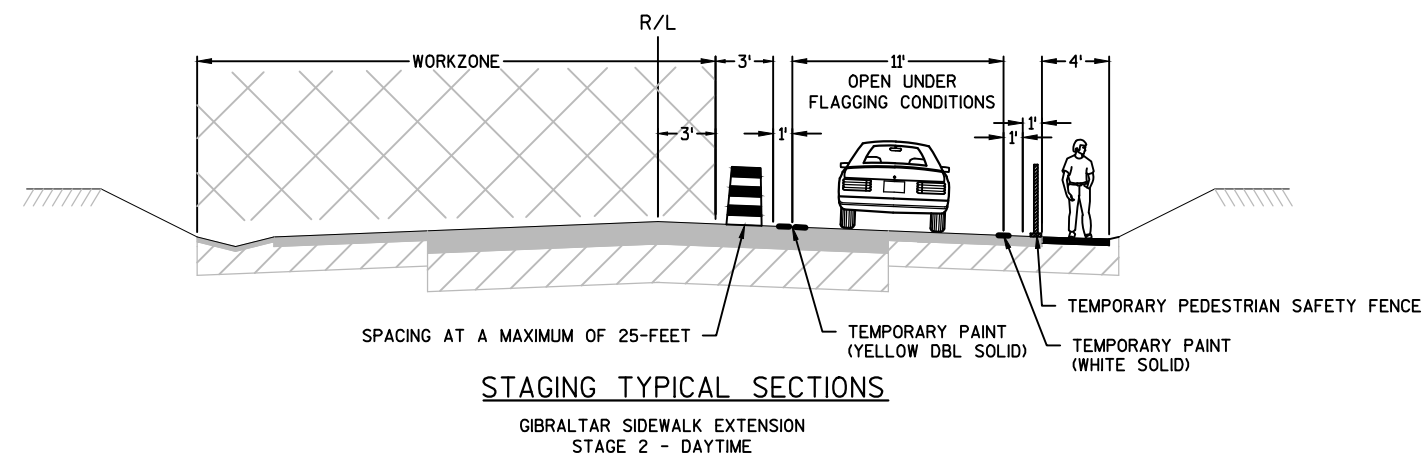
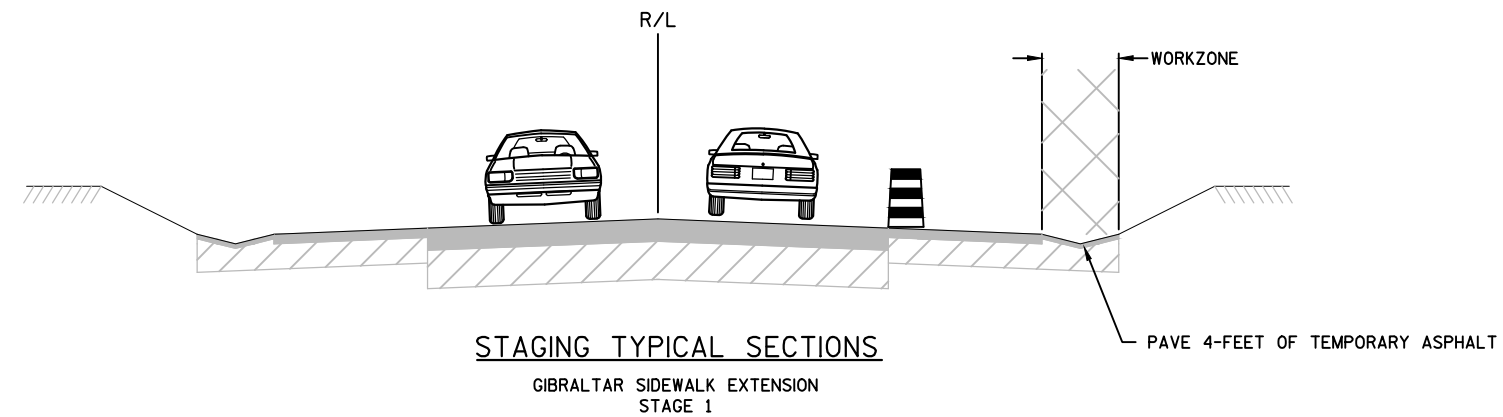
⑥ TRAFFIC CONTROL FOR BEAMGUARD REPLACEMENT

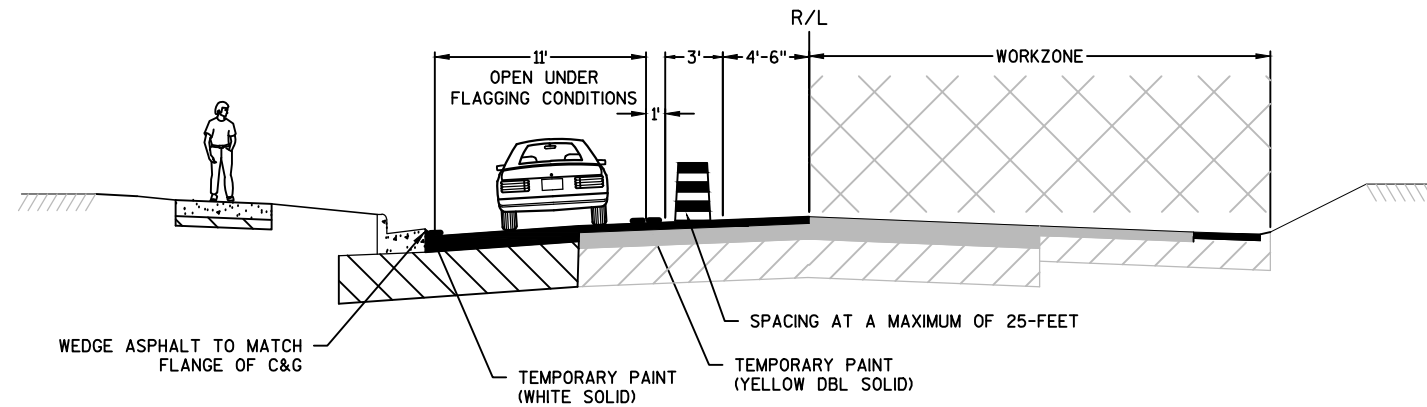
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- SEE TRAFFIC CONTROL TYPICAL SECTIONS

⑦ TRAFFIC CONTROL FOR MILL/OVERLAY SOUTH OF SISTER BAY

- EXISTING PAVEMENT MILLING AND OVERLAYING SHALL BE CONSTRUCTED ON HALF OF THE ROADWAY AT A TIME
- ROADWAY WILL BE REDUCED TO A SINGLE LANE OF TRAFFIC IN ONE DIRECTION, AND MUST BE DONE UNDER FLAGGING OPERATIONS AT ALL TIMES DURING CONSTRUCTION (SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE - SUITABLE FOR MOVING OPERATIONS)
- ENGINEER MAY REQUEST ADDITIONAL FLAGGERS AT INTERSECTIONS OR BUSY DRIVEWAYS. FLAGGERS ARE INCIDENTAL IN WORK BEING COMPLETED.
- CONTRACTOR IS TO ENSURE WORK OPERATIONS DO NOT CONFLICT WITH PEDESTRIANS ON THE ADJACENT MULTI-USE PATH.

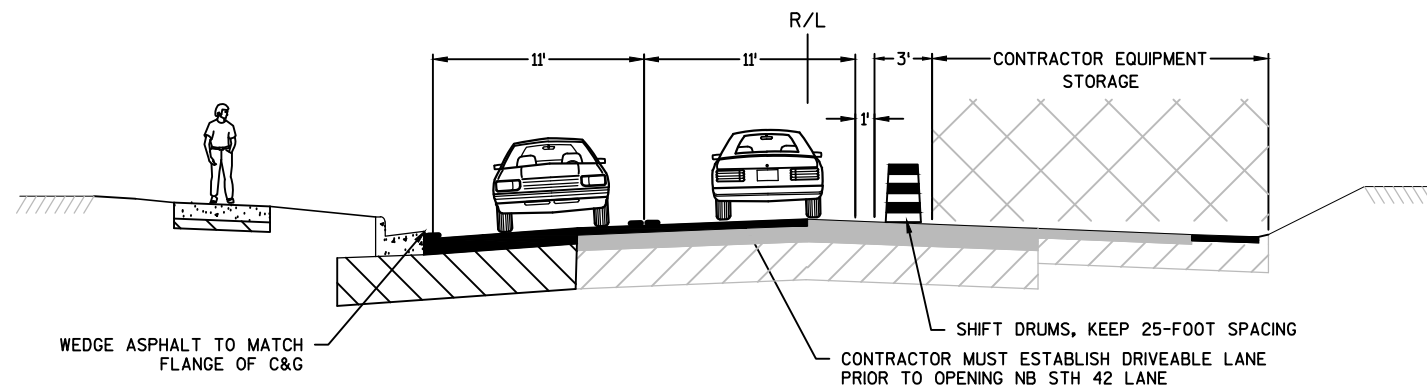






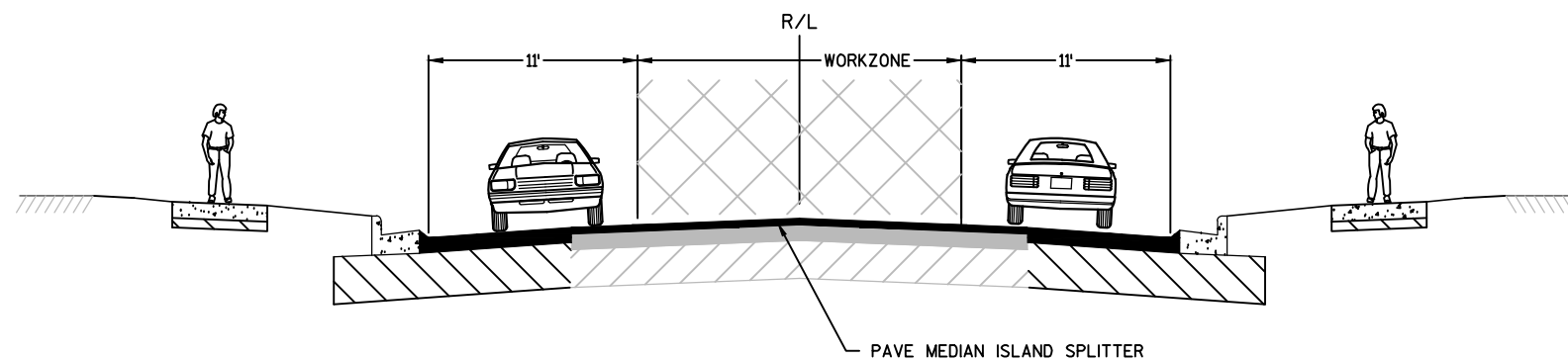
STAGING TYPICAL SECTIONS

GIBRALTAR SIDEWALK EXTENSION
STAGE 3 - DAYTIME



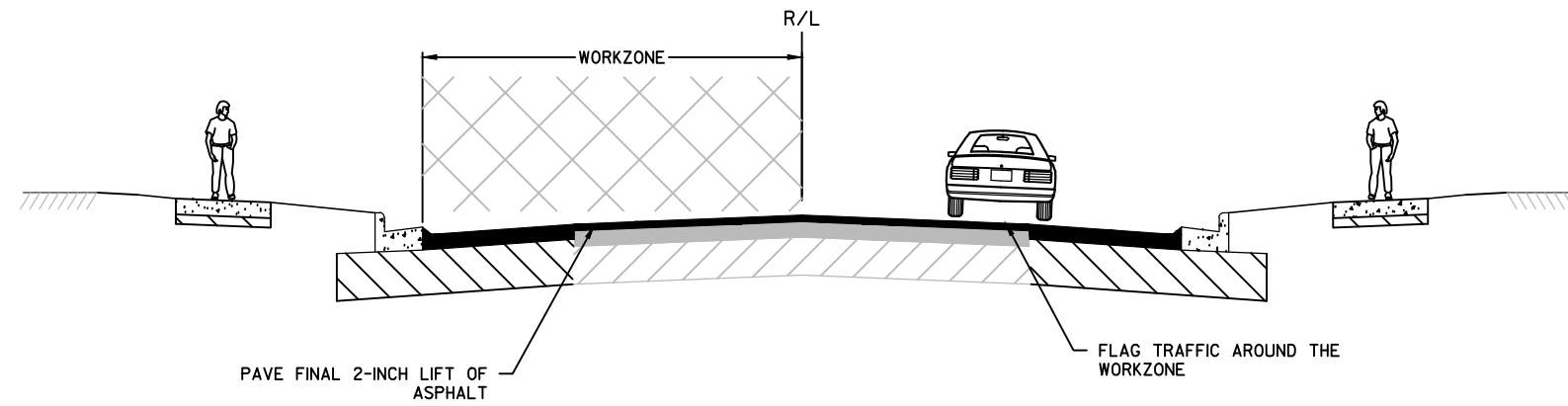
STAGING TYPICAL SECTIONS

GIBRALTAR SIDEWALK EXTENSION
STAGE 3 - NIGHTTIME



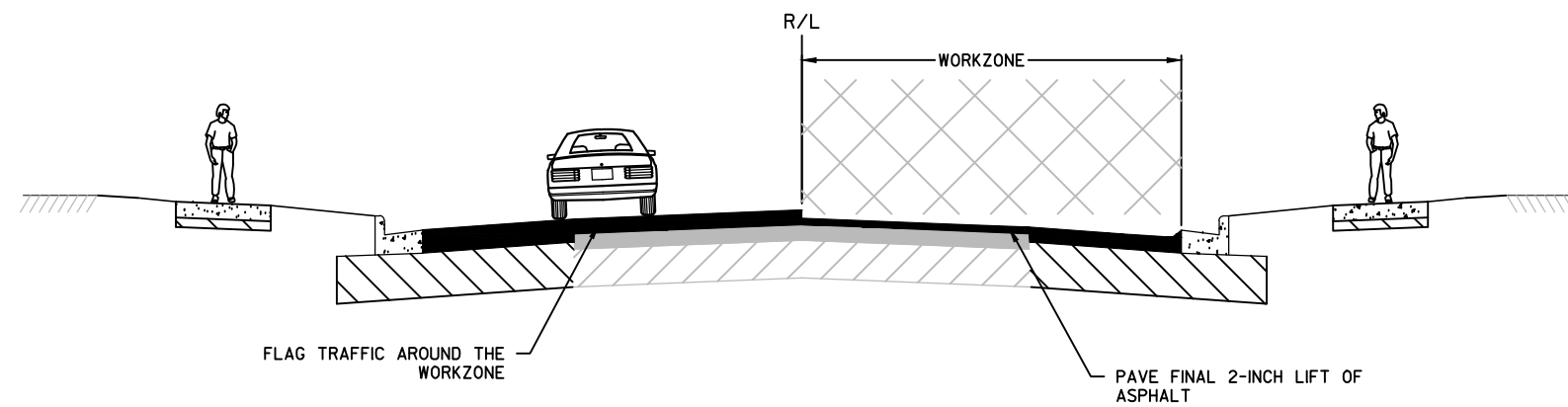
STAGING TYPICAL SECTIONS

GIBRALTAR SIDEWALK EXTENSION
PEDESTRIAN CROSSING
STAGE 4



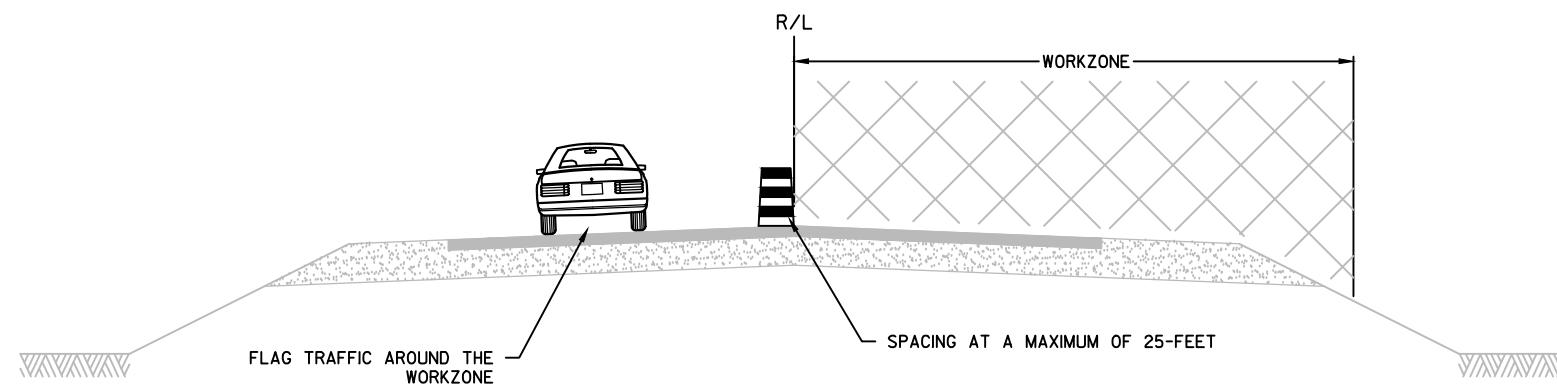
STAGING TYPICAL SECTIONS

GIBRALTAR SIDEWALK EXTENSION
STAGE 5A



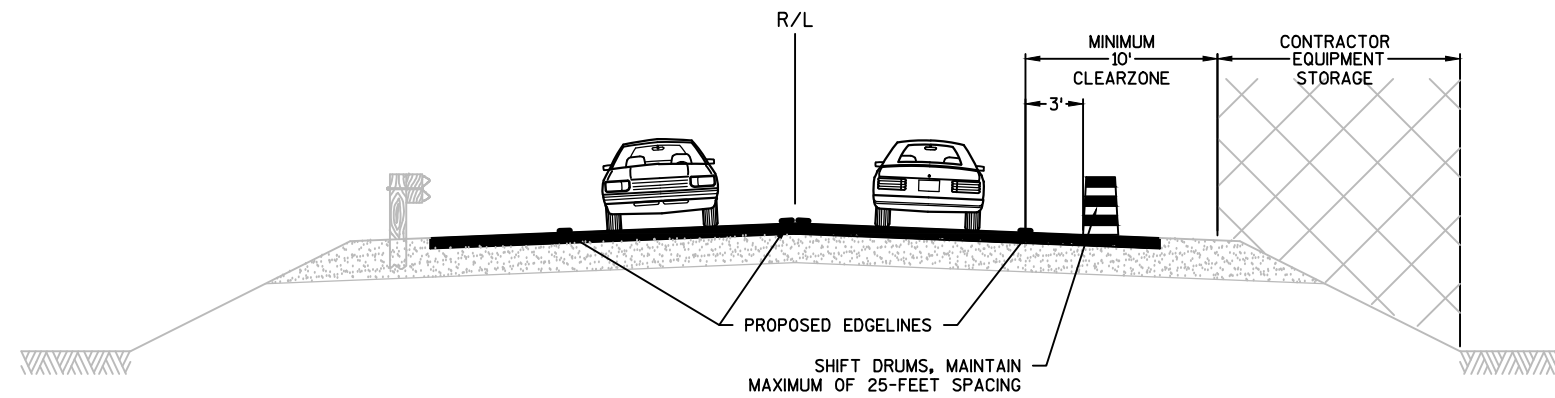
STAGING TYPICAL SECTIONS

GIBRALTAR SIDEWALK EXTENSION
STAGE 5B



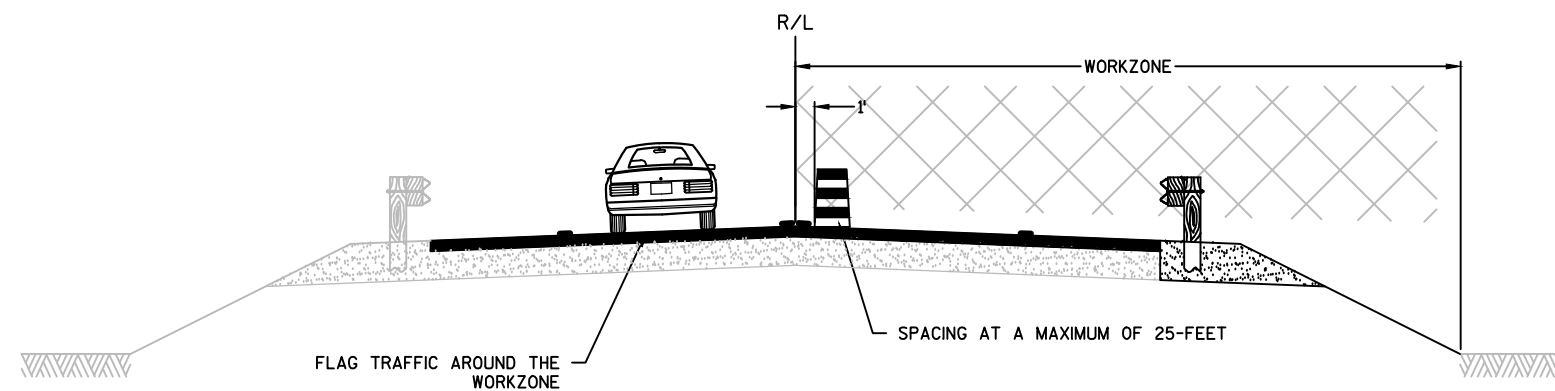
STAGING TYPICAL SECTIONS

BEAMGUARD REPLACEMENT
STAGE 1 - DAYTIME



STAGING TYPICAL SECTIONS

BEAMGUARD REPLACEMENT
NON WORKING HOURS



STAGING TYPICAL SECTIONS

BEAMGUARD REPLACEMENT
WORKING HOURS

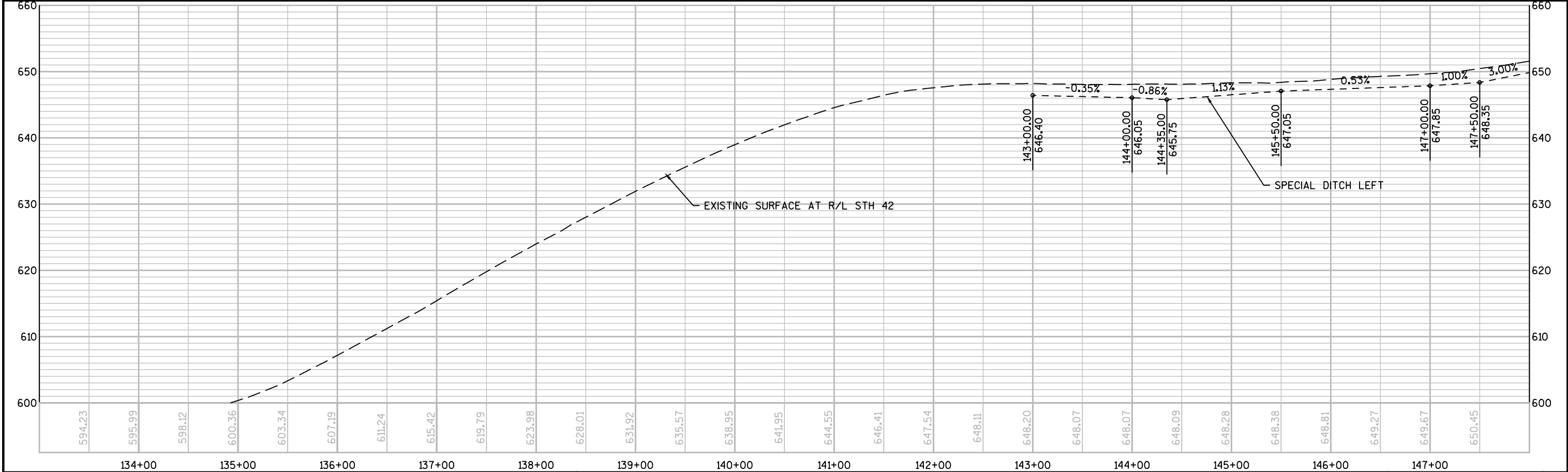
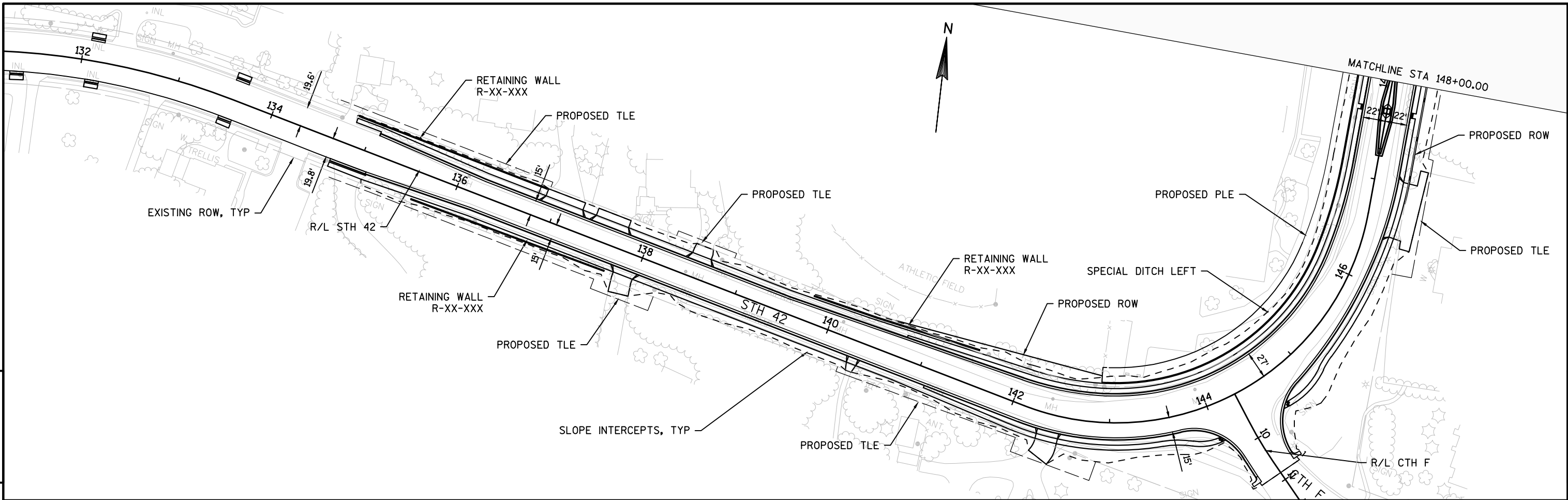
SPOT HOLDER FOR STAGED CONSTRUCTION DETAILS- COMPLETE FOR 90%

SPOT HOLDER FOR SOIL BORING INFORMATION- COMPLETE FOR 90%

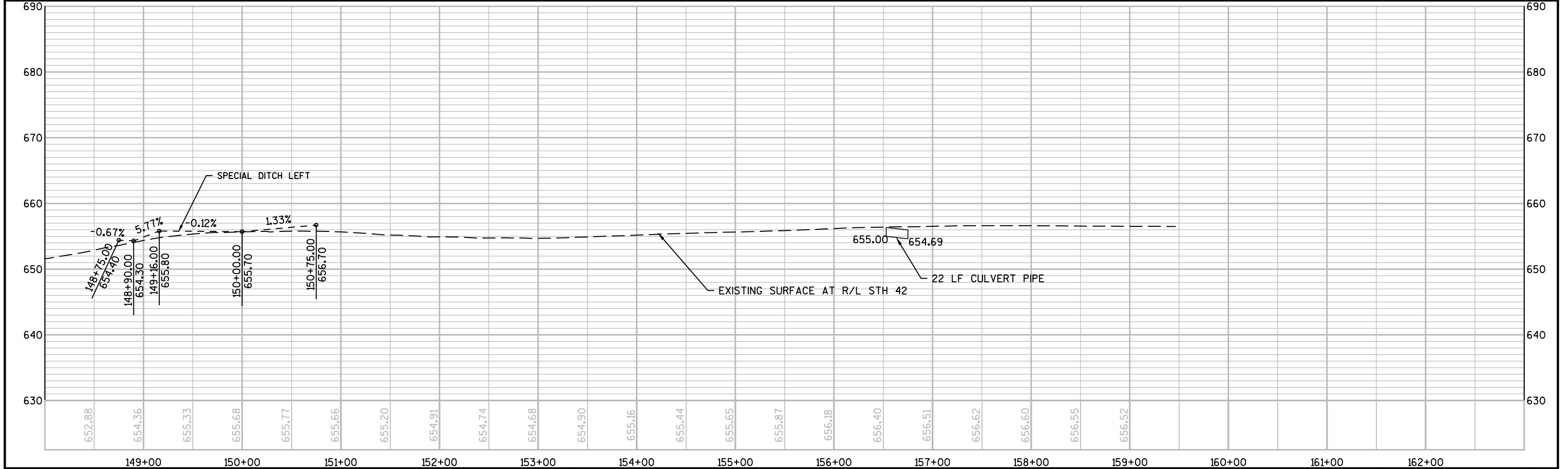
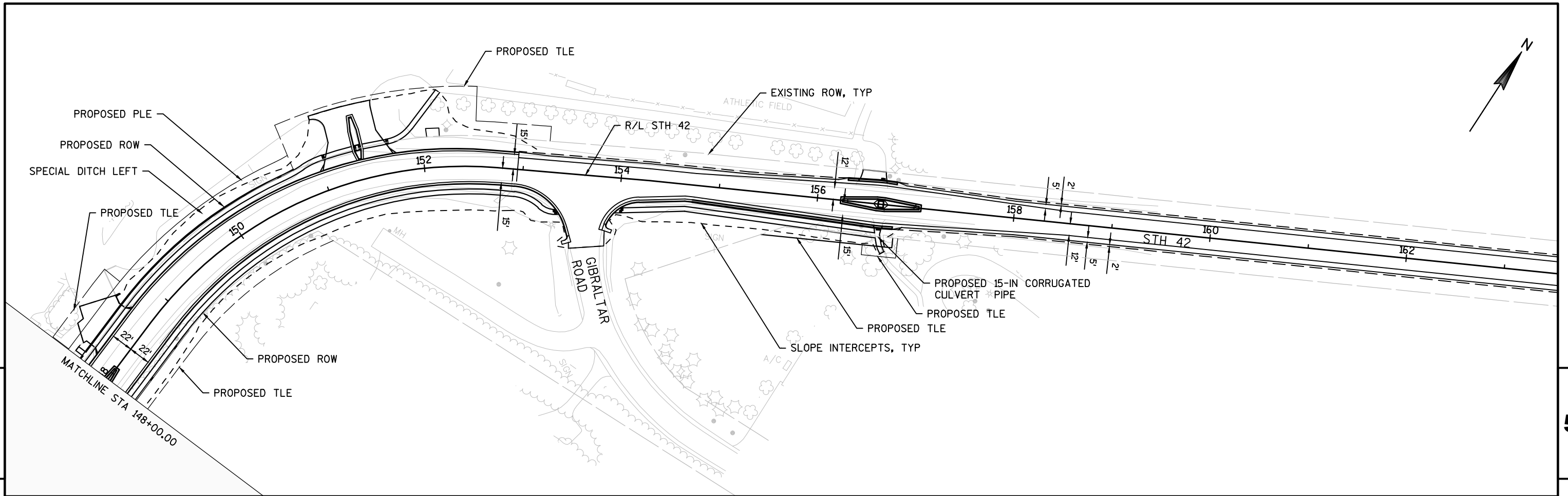
SPOT HOLDER FOR ESTIMATE OF QUANTITIES- COMPLETE FOR 90%

SPOT HOLDER FOR MISC QUANTITIES- COMPLETE FOR 90%

SPOT HOLDER FOR Right-of-Way Plat- COMPLETE FOR 90%

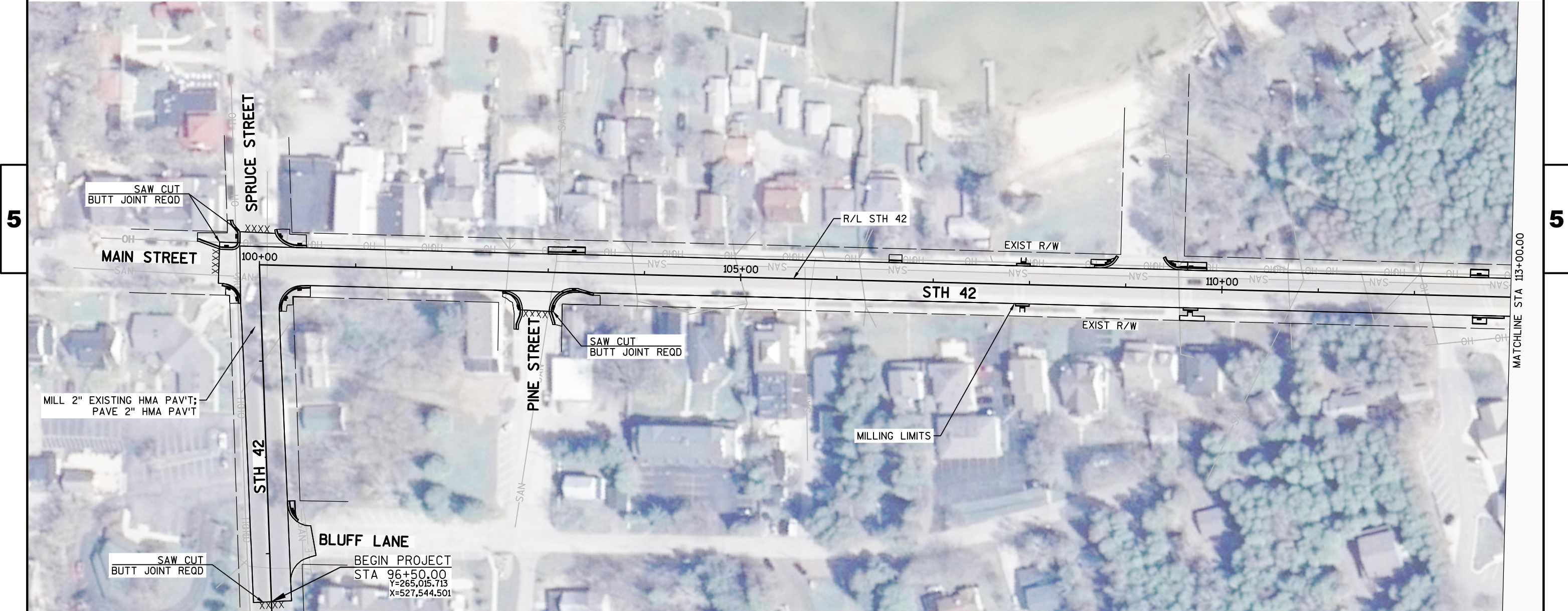


PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN AND PROFILE: STH 42	SHEET PRE 120 E
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NOTES

1. EXISTING CURB AND GUTTER FROM STA 96+50 RT/LT TO STA 120+00 RT/LT



NOTES

1. EXISTING CURB AND GUTTER FROM STA 120+00 RT/LT TO STA 134+75 RT & 135+09 LT



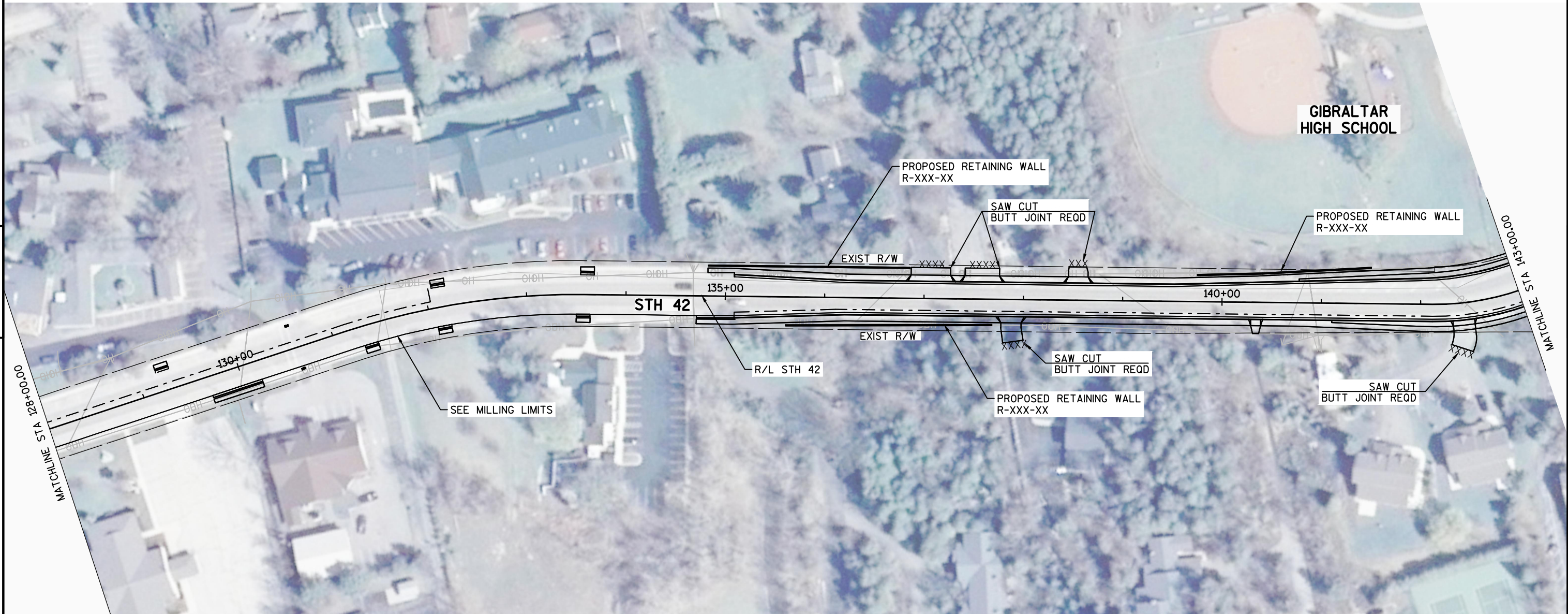
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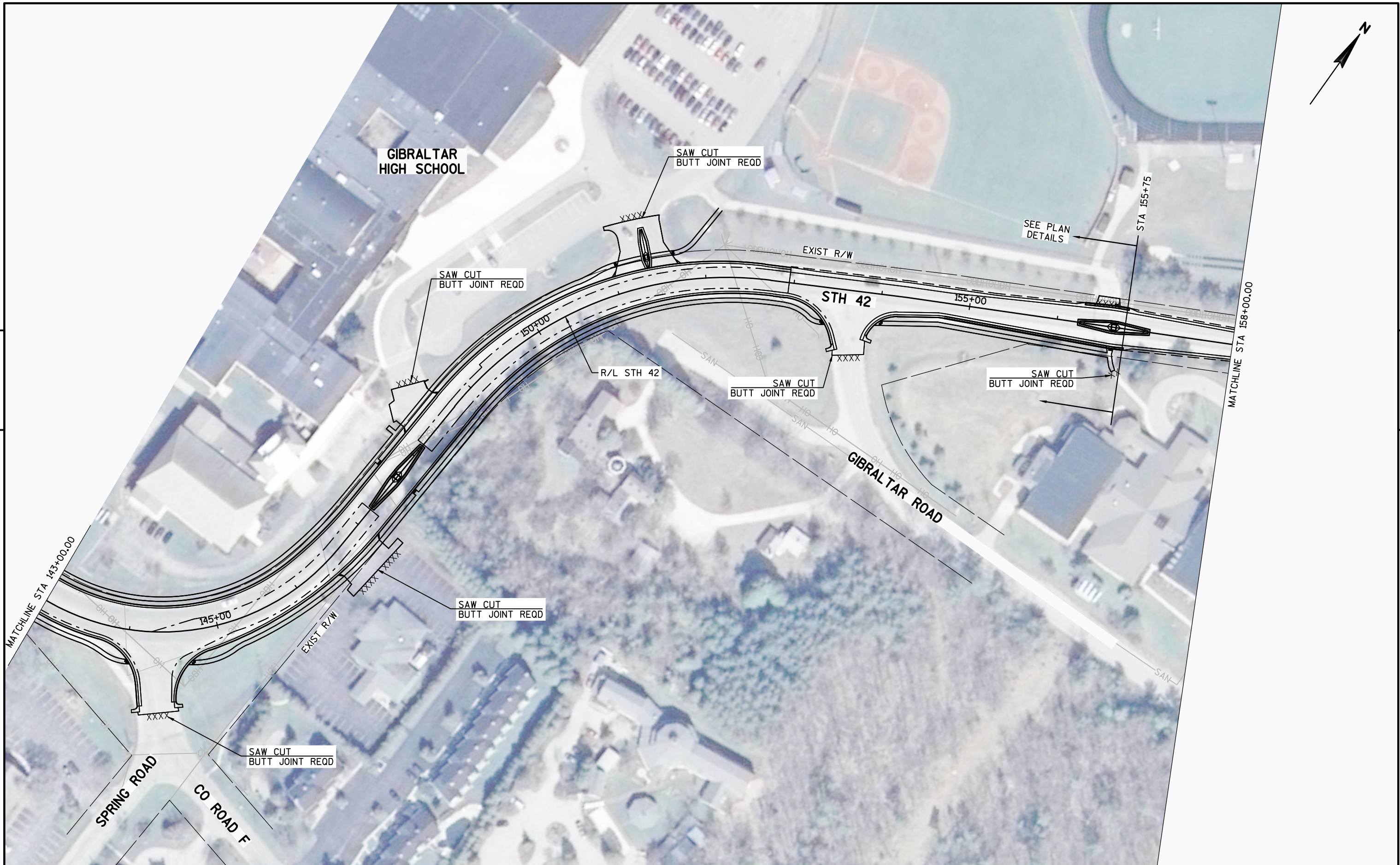
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NOTES

1. EXISTING CURB AND GUTTER FROM STA 120+00 RT/LT TO STA 134+75 RT & 135+09 LT



5



5

PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN SHEETS: STH 42	SHEET PRE 125 E
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MATCHLINE STA 158+00.00



MATCHLINE STA 173+00.00

5

PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

PLAN SHEETS: STH 42

SHEET [PRE 126](#)

E

FILE NAME : N:\PDS\C3D\41401900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-PN

PLOT DATE : 9/6/2016 2:23 PM

PLOT BY : KIRST, DOUGLAS P

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 44

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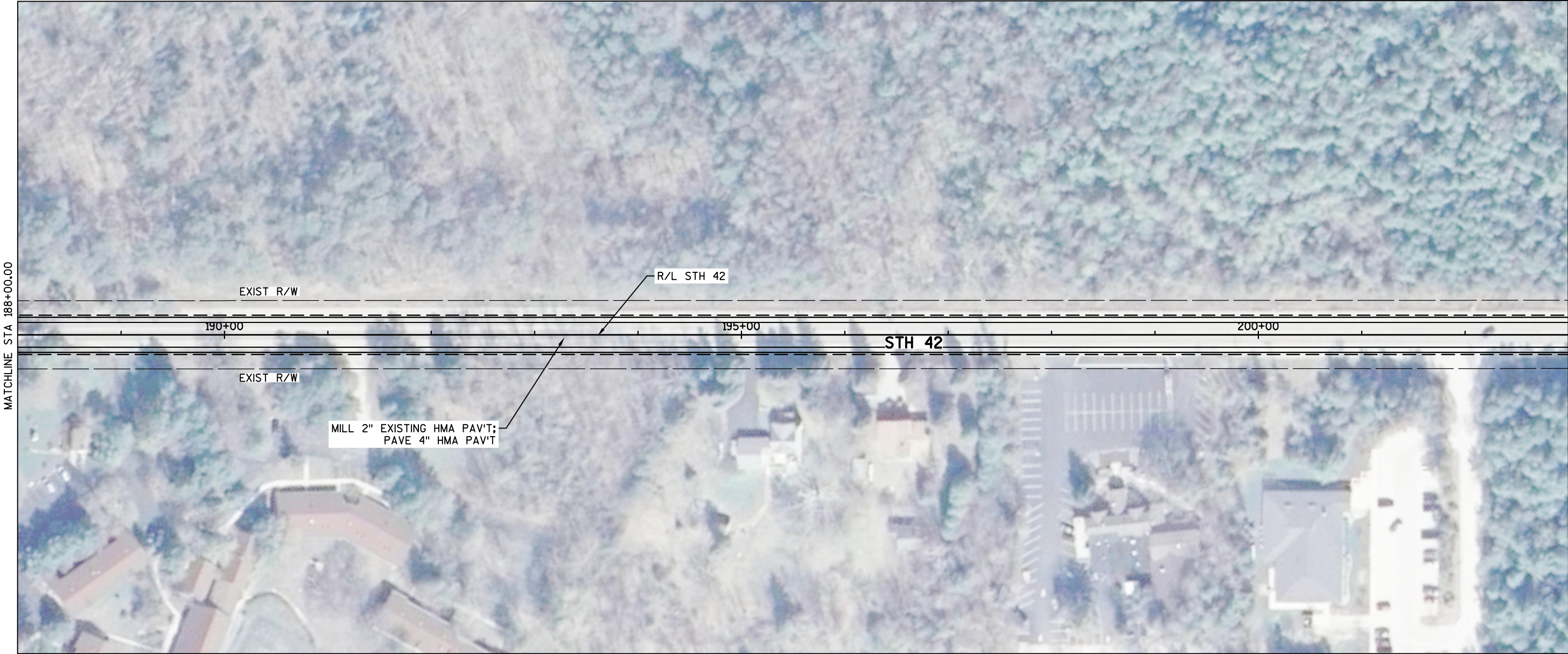
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NOTES

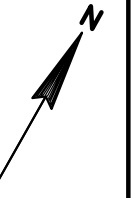
1. EXISTING MOUNTABLE CURB & GUTTER AT ENGLISH INN



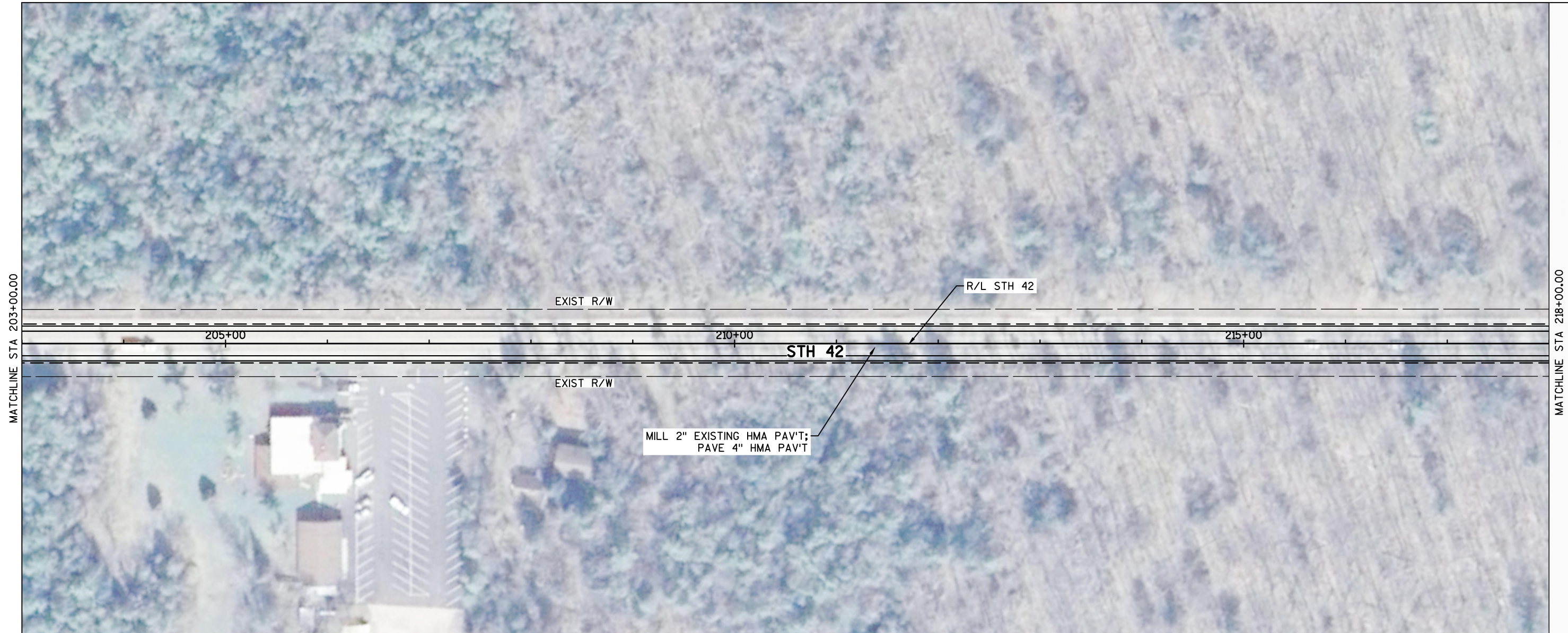
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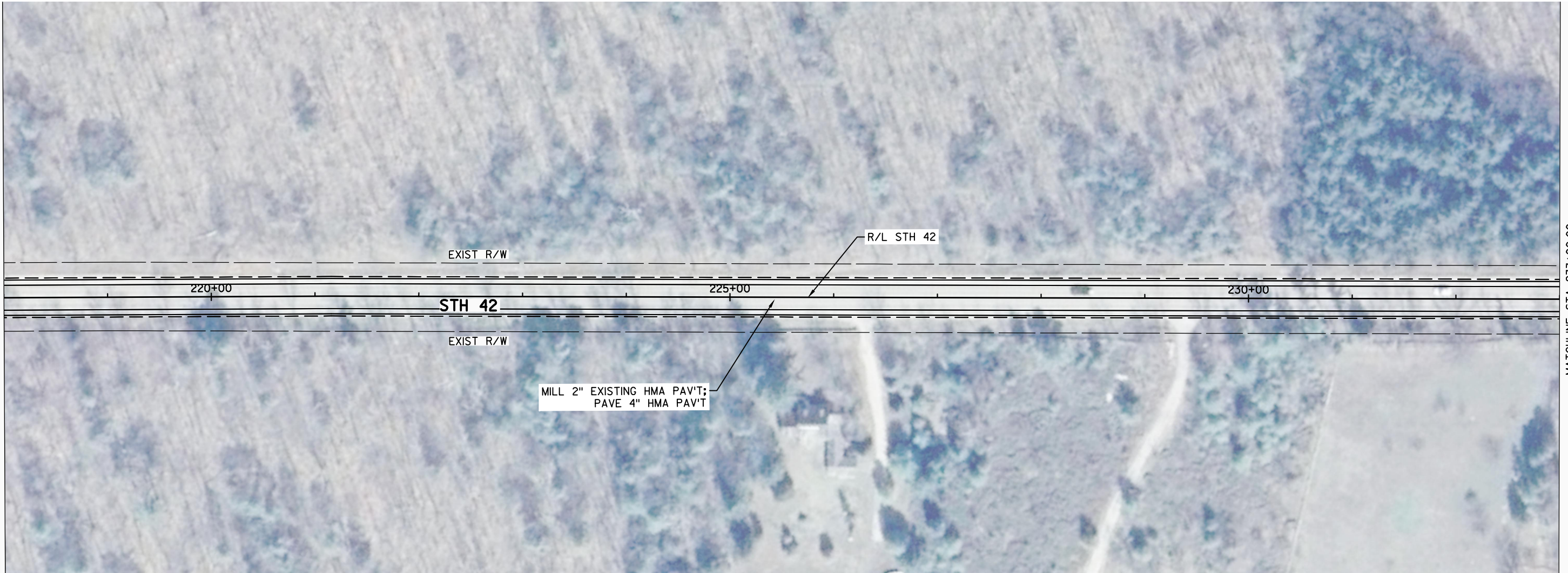


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MATCHLINE STA 218+00.00

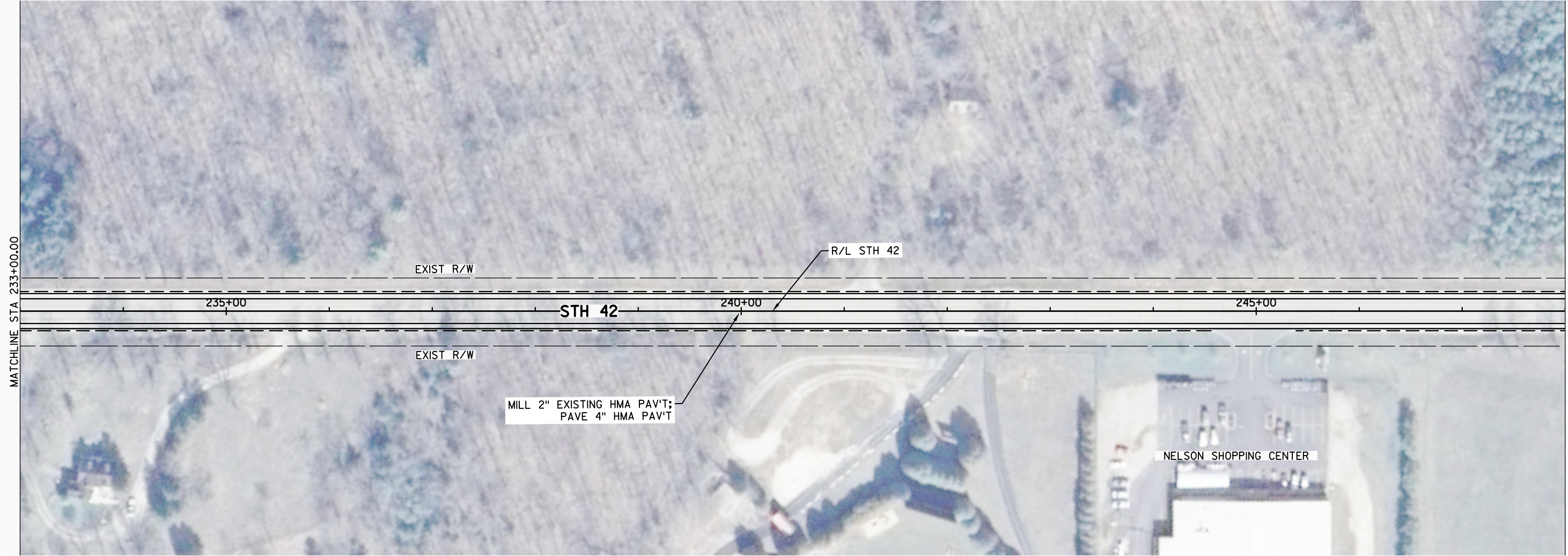


MATCHLINE STA 233+00.00

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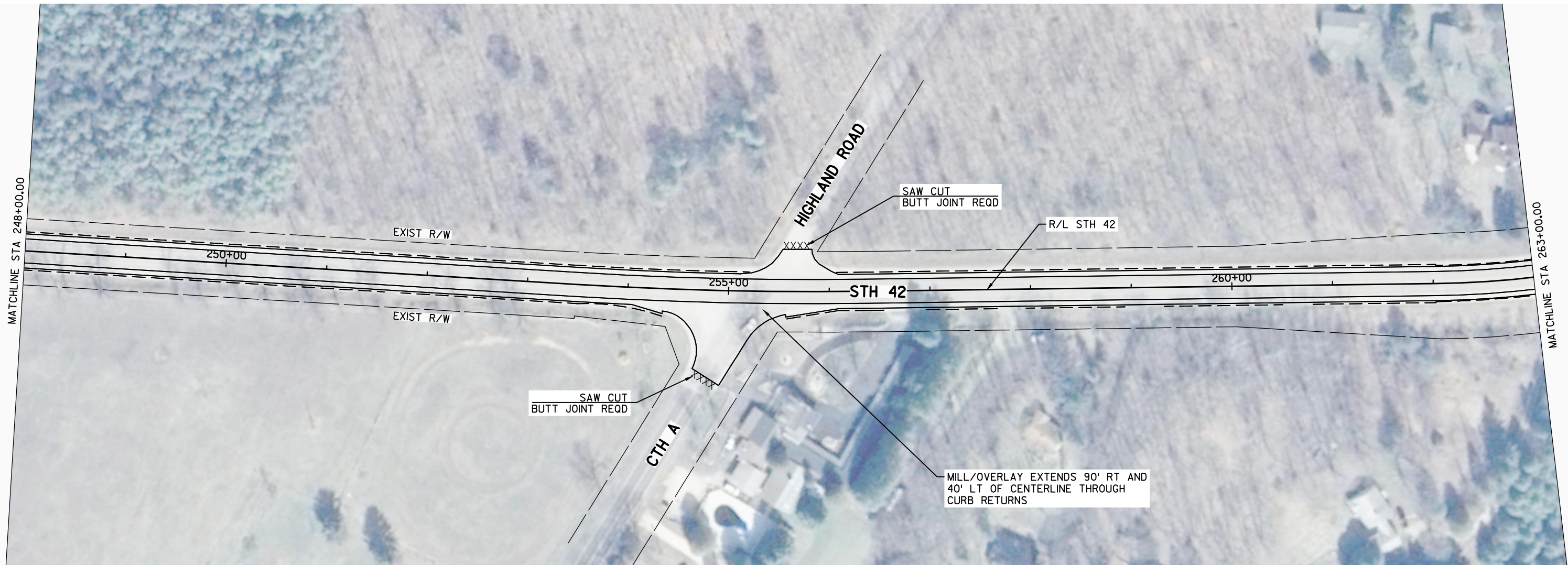
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PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

PLAN SHEETS: STH 42

SHEET

PRE 132

E

FILE NAME : N:\PDS\C3D\41401900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050211-PN

PLOT DATE : 9/6/2016 2:24 PM

PLOT BY : KIRST, DOUGLAS P

PLOT NAME :

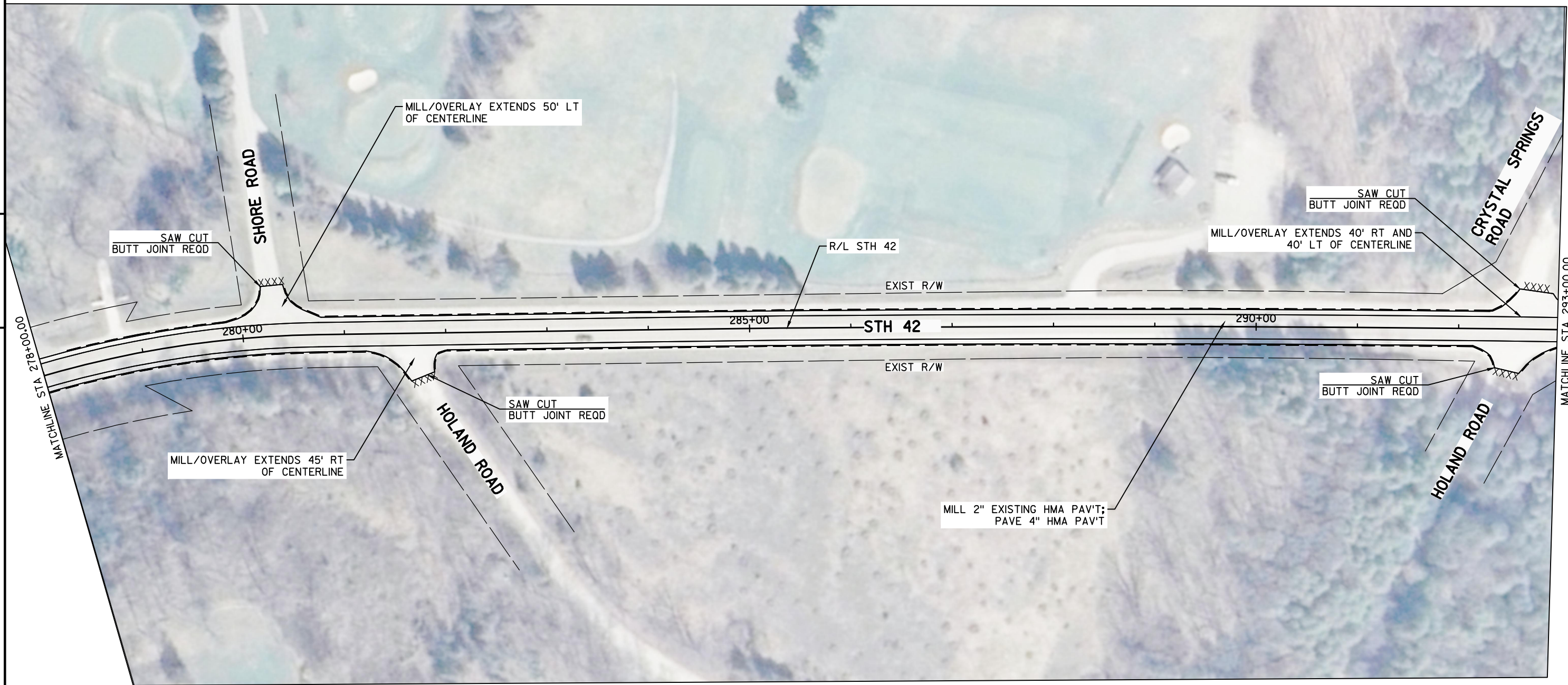
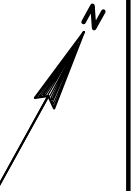
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDs SHEET 44

5



5



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PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN SHEETS: STH 42	SHEET PRE 134 E
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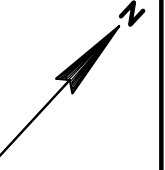


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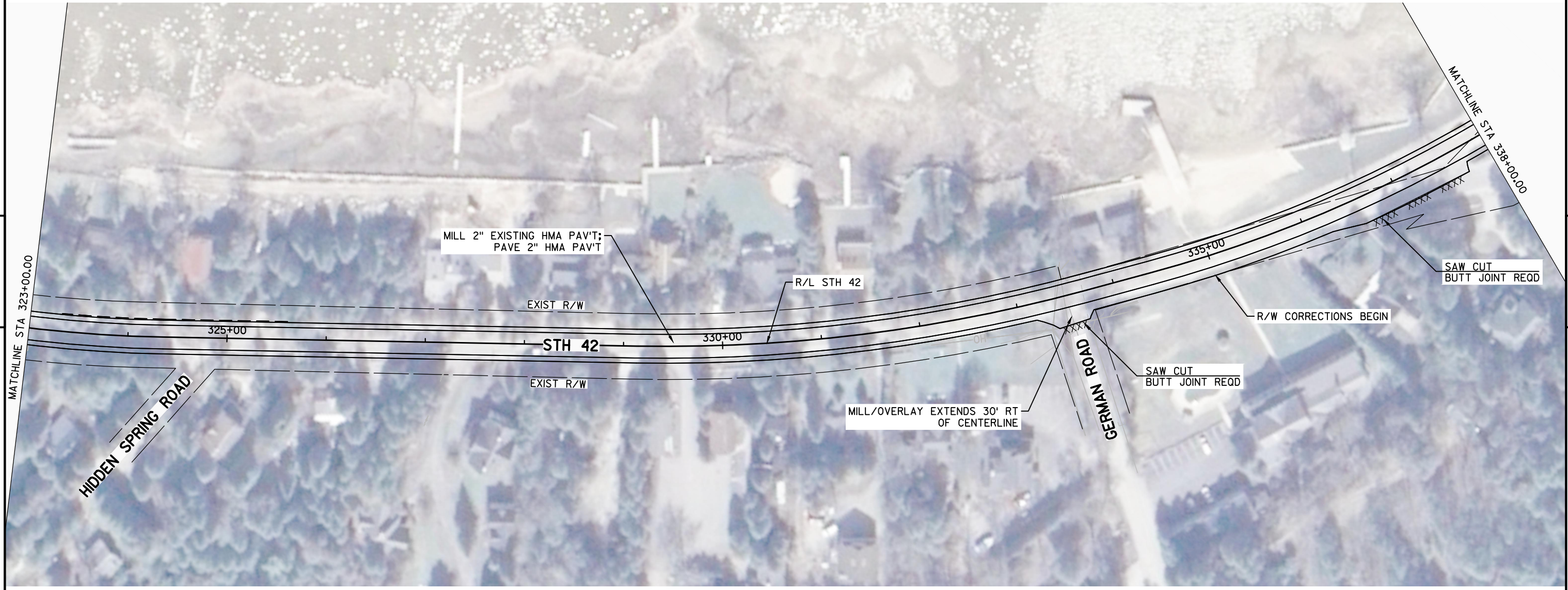


PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN SHEETS: STH 42	SHEET PRE 136 E
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5

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PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN SHEETS: STH 42	SHEET PRE 137 E
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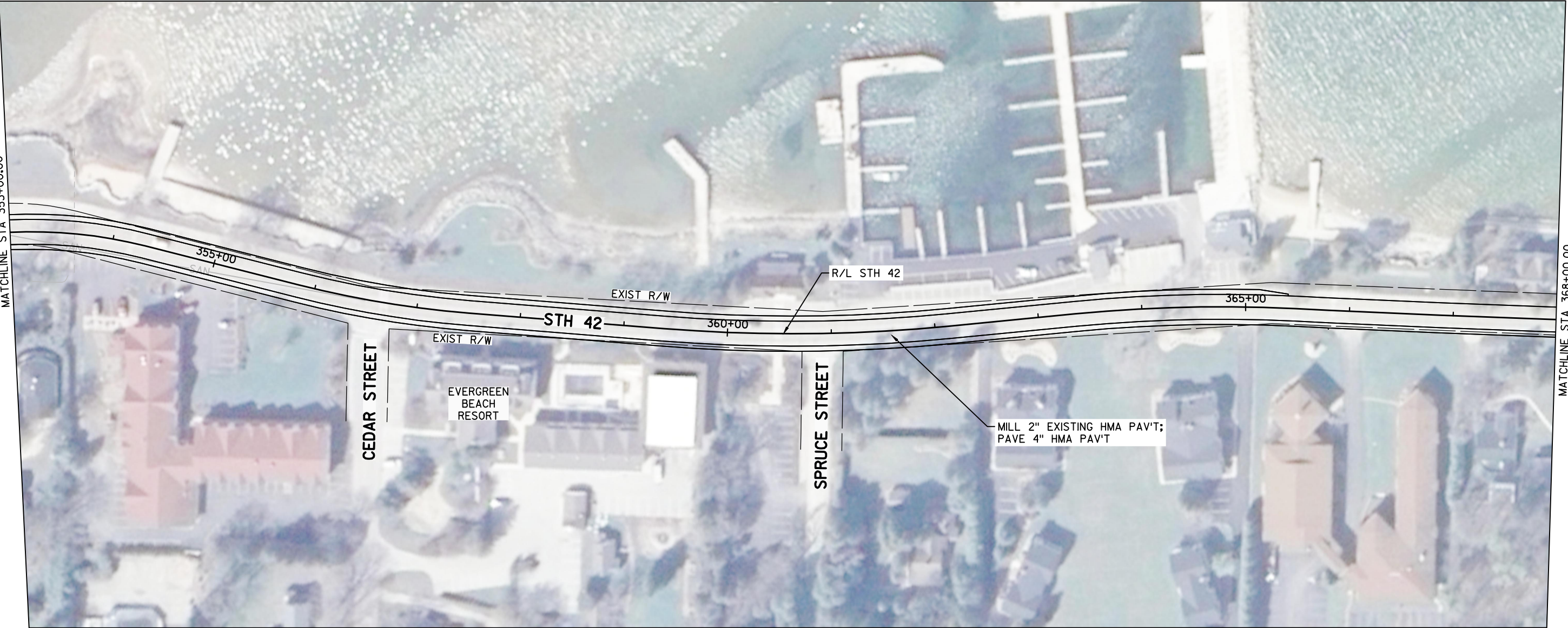


NOTES

1. EXIST STONE CURB HEAD AND WOODEN
FENCE FROM STA 366+22 LT TO 369+00
LT AT EDGE OF ASPHALT.



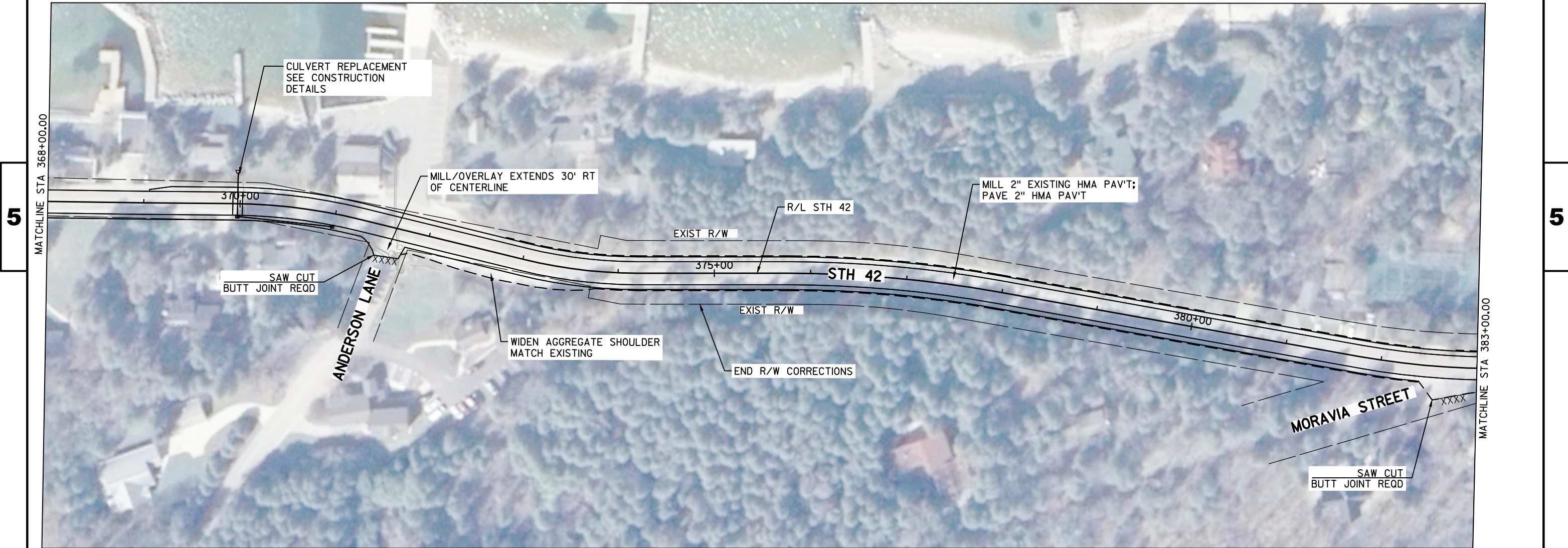
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5

NOTES

- 1. EXIST STONE CURB HEAD AND WOODEN FENCE FROM STA 366+22 LT TO 369+00 LT AT EDGE OF ASPHALT.
- 2. EXIST STONE WALL AT EDGE OF ASPHALT FROM STA 381+95 LT TO 383+25 LT.



NOTES

1. RESUME 4-INCH ASPHALT OVERLAY AT STA 384+00. TRANSITION TO OCCUR OVER A MINIMUM OF 100-FEET TO STA 385+00. ENGINEER TO VERIFY LONGITUDINAL DRAINAGE PRIOR TO PAVING. MILLING TO REMAIN CONSTANT AT 2-INCHES.



5

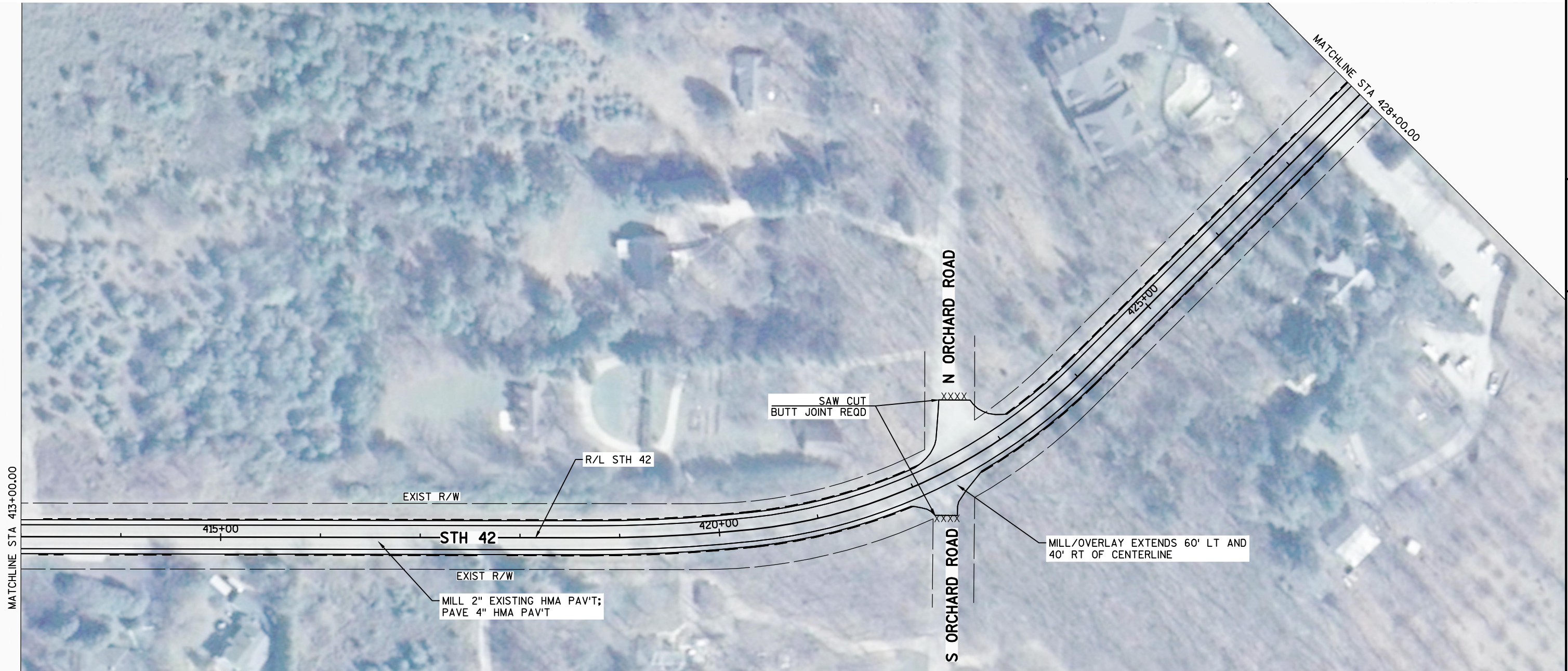


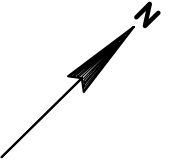
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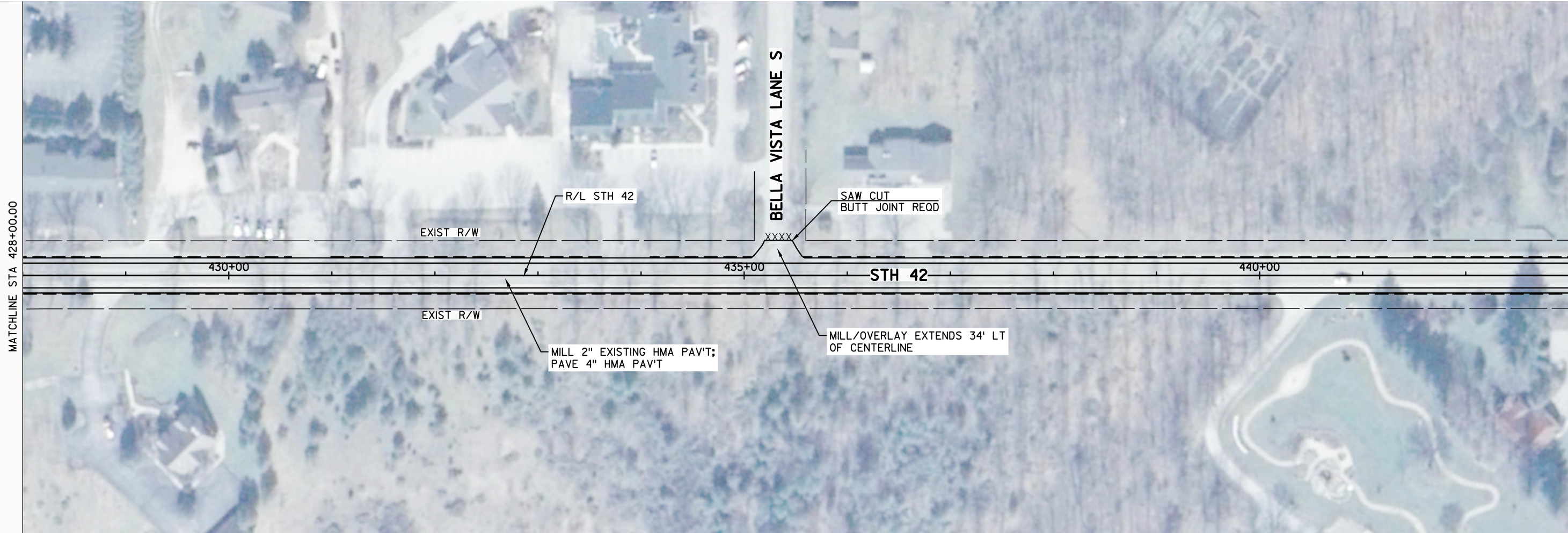
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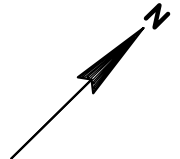




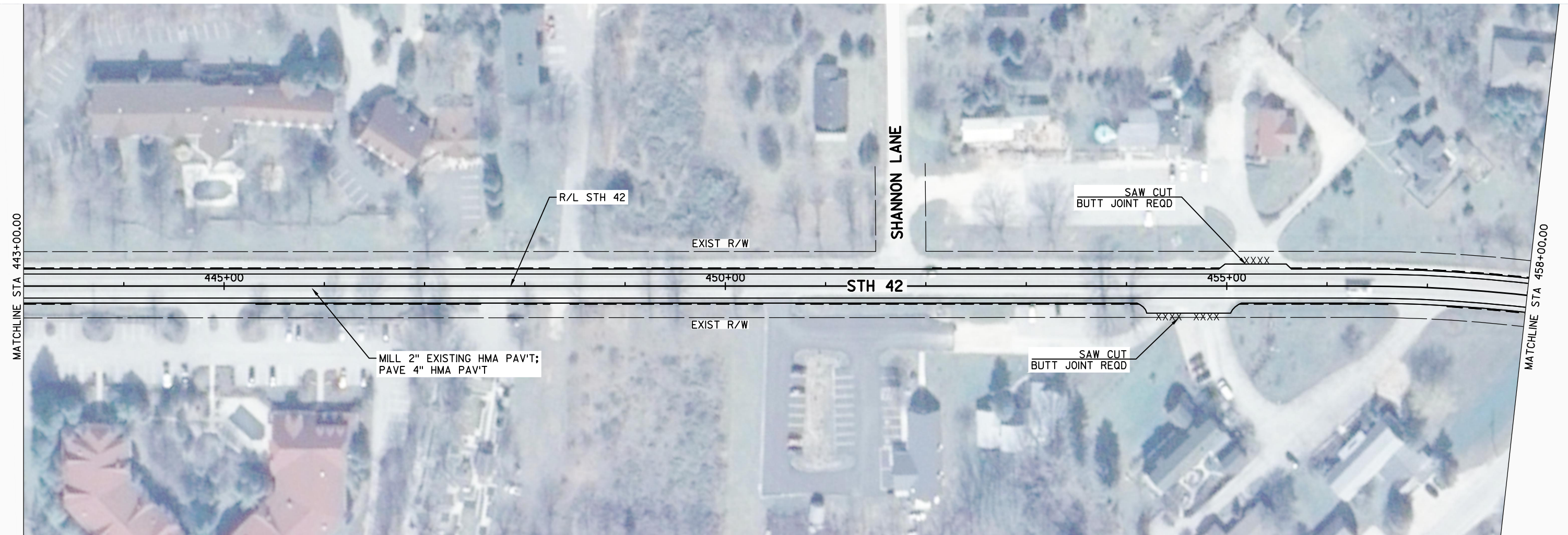
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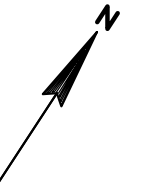


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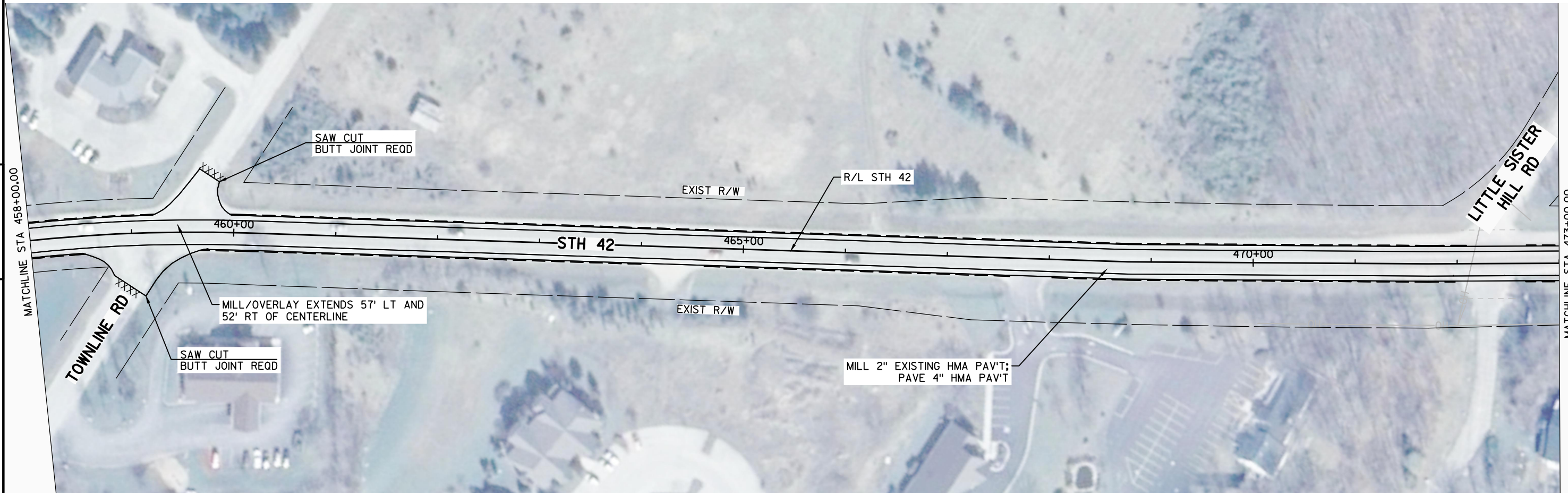


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PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN SHEETS: STH 42	SHEET PRE 145 E
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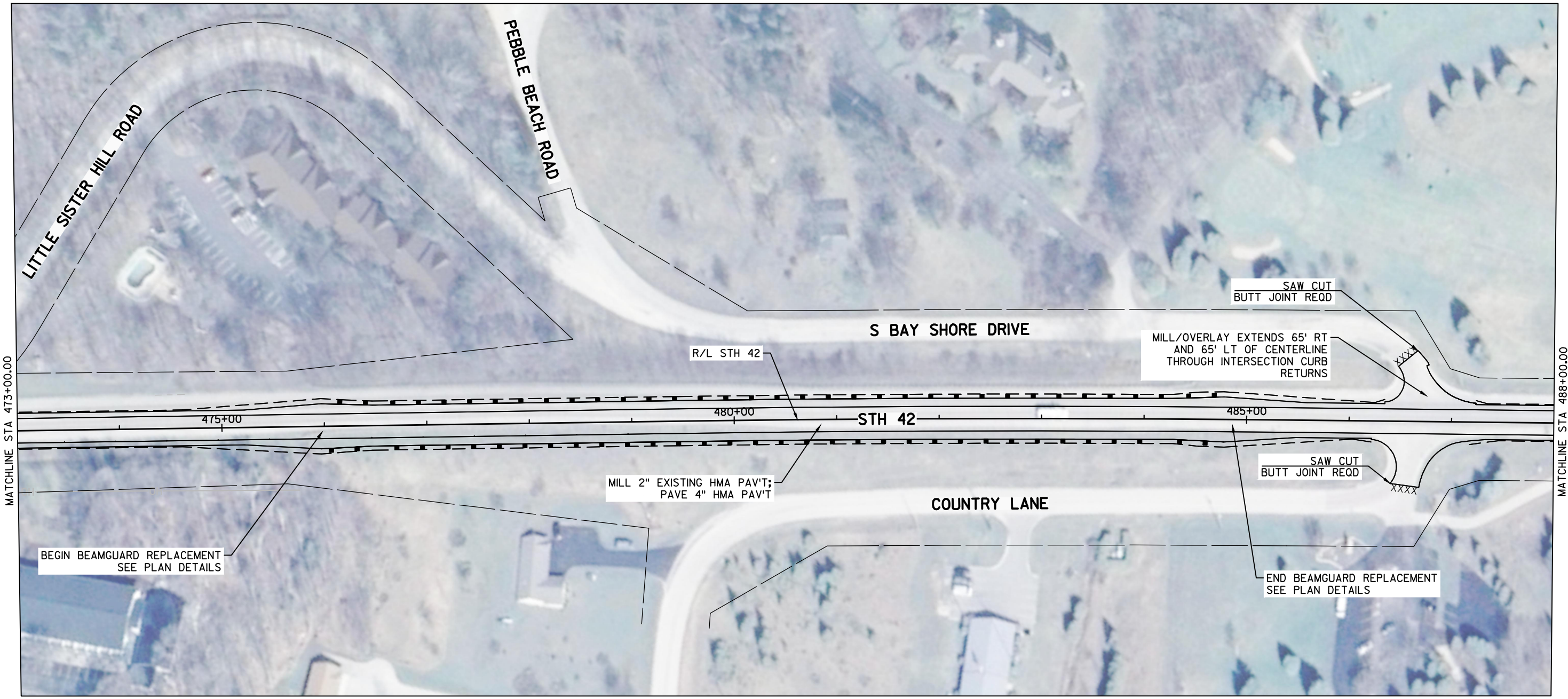


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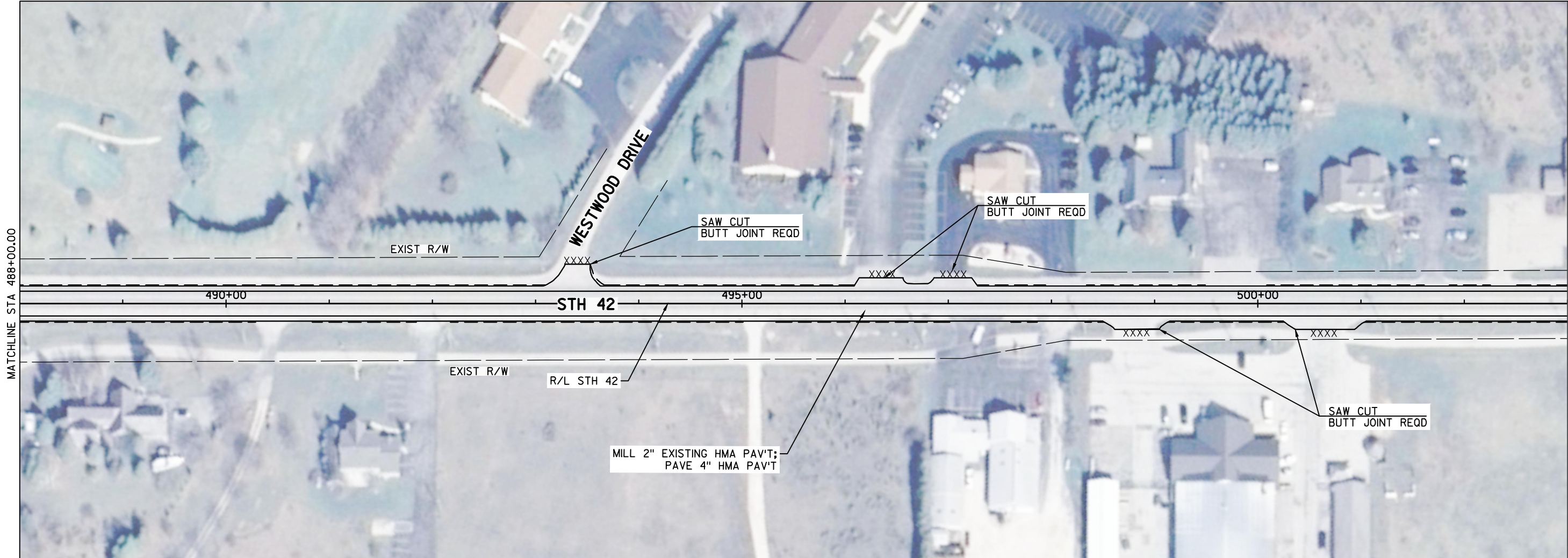
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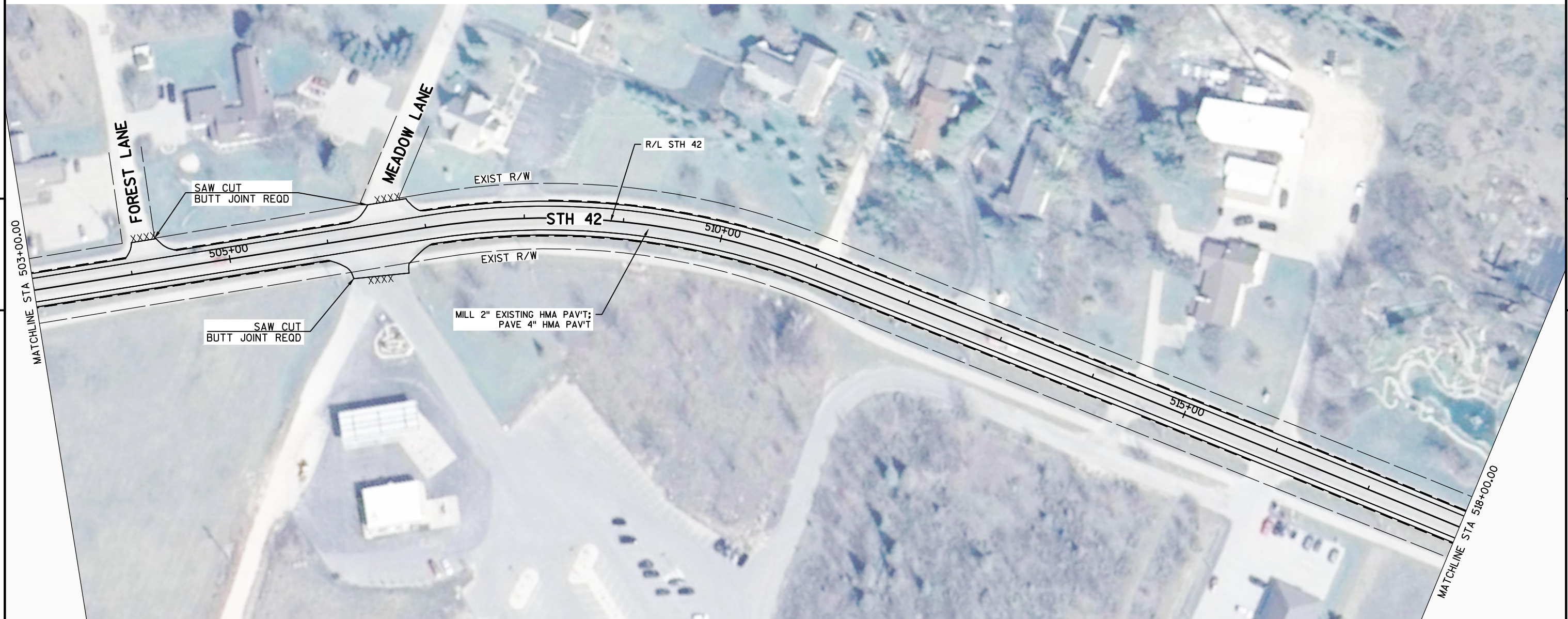




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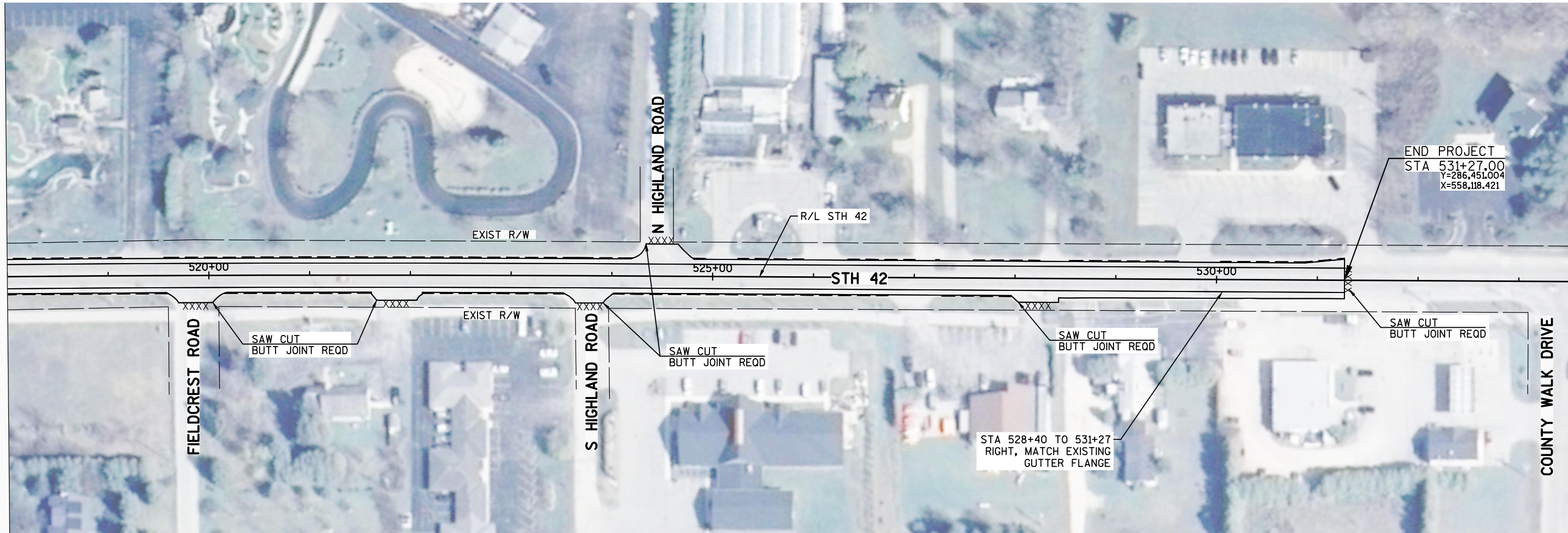


PROJECT NO: 4140-19-71	HWY: STH 42	COUNTY: DOOR	PLAN SHEETS: STH 42	SHEET PRE 149 E
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MATCHLINE STA 518+00.00



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PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

PLAN SHEETS: STH 42

SHEET PRE 150

E

FILE NAME : N:\PDS\C3D\41401900\SHEETPLAN\050201-PN.DWG
LAYOUT NAME - 050229-PN

PLOT DATE : 9/6/2016 2:26 PM

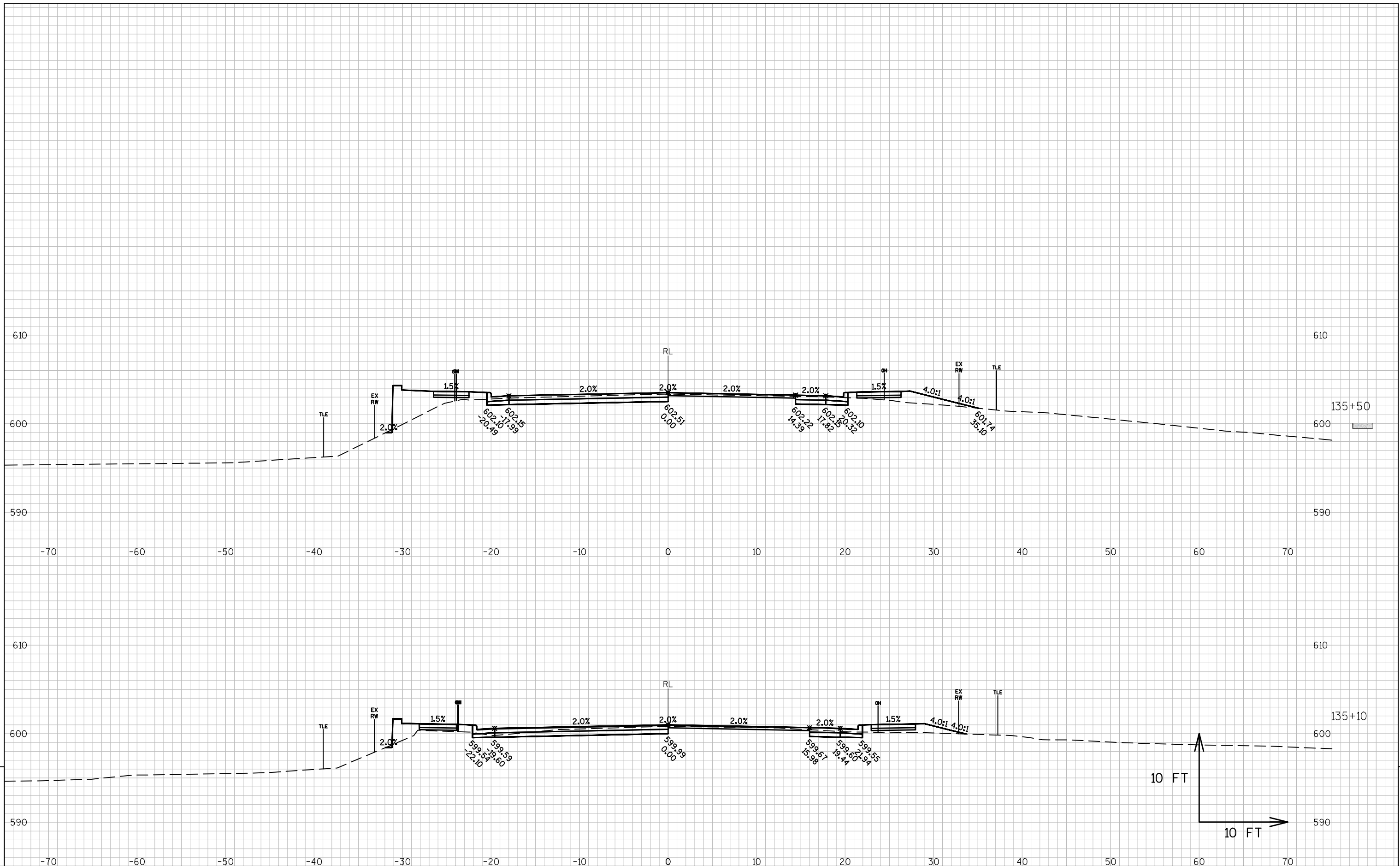
PLOT BY : KIRST, DOUGLAS P

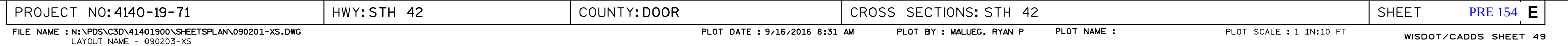
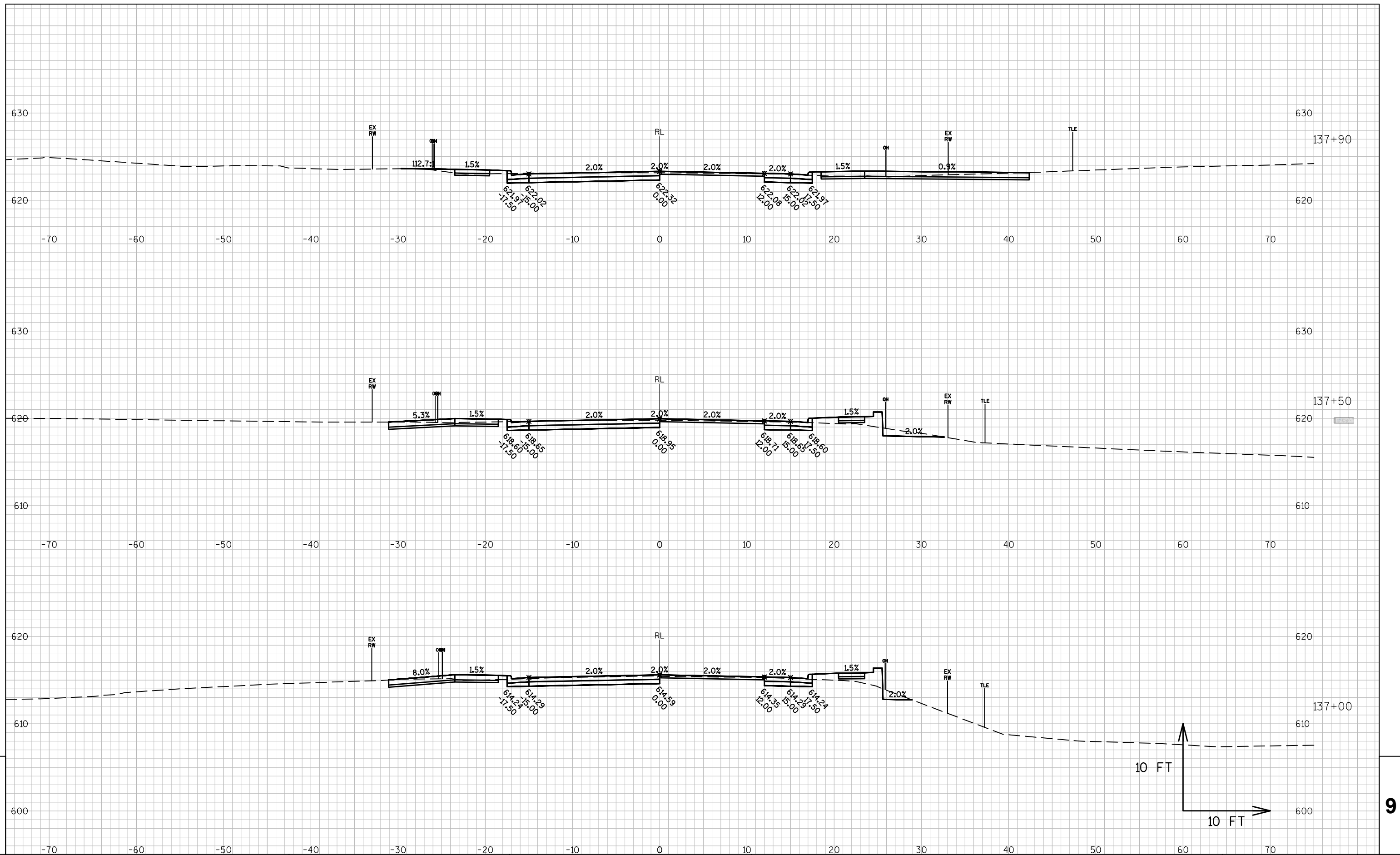
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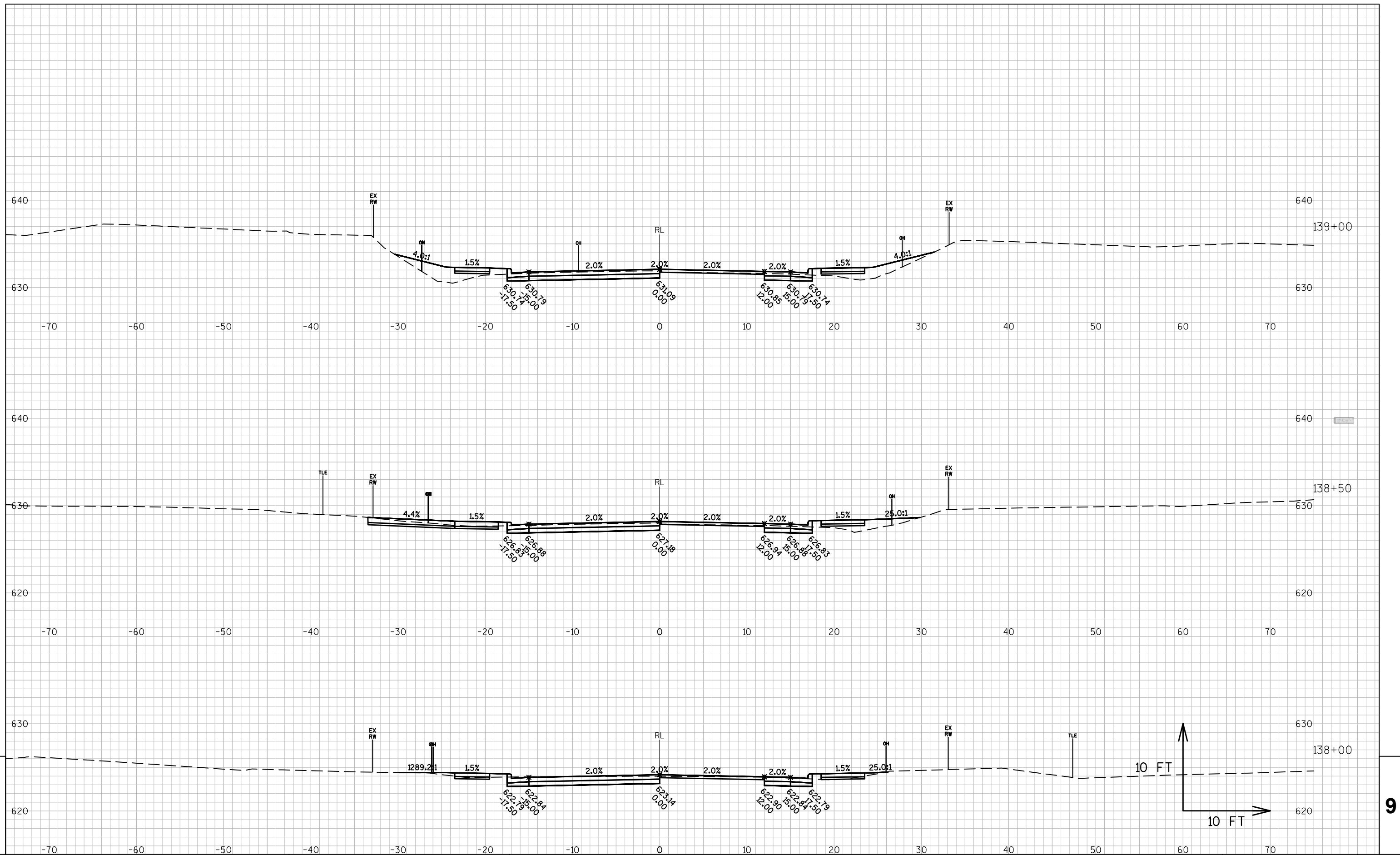
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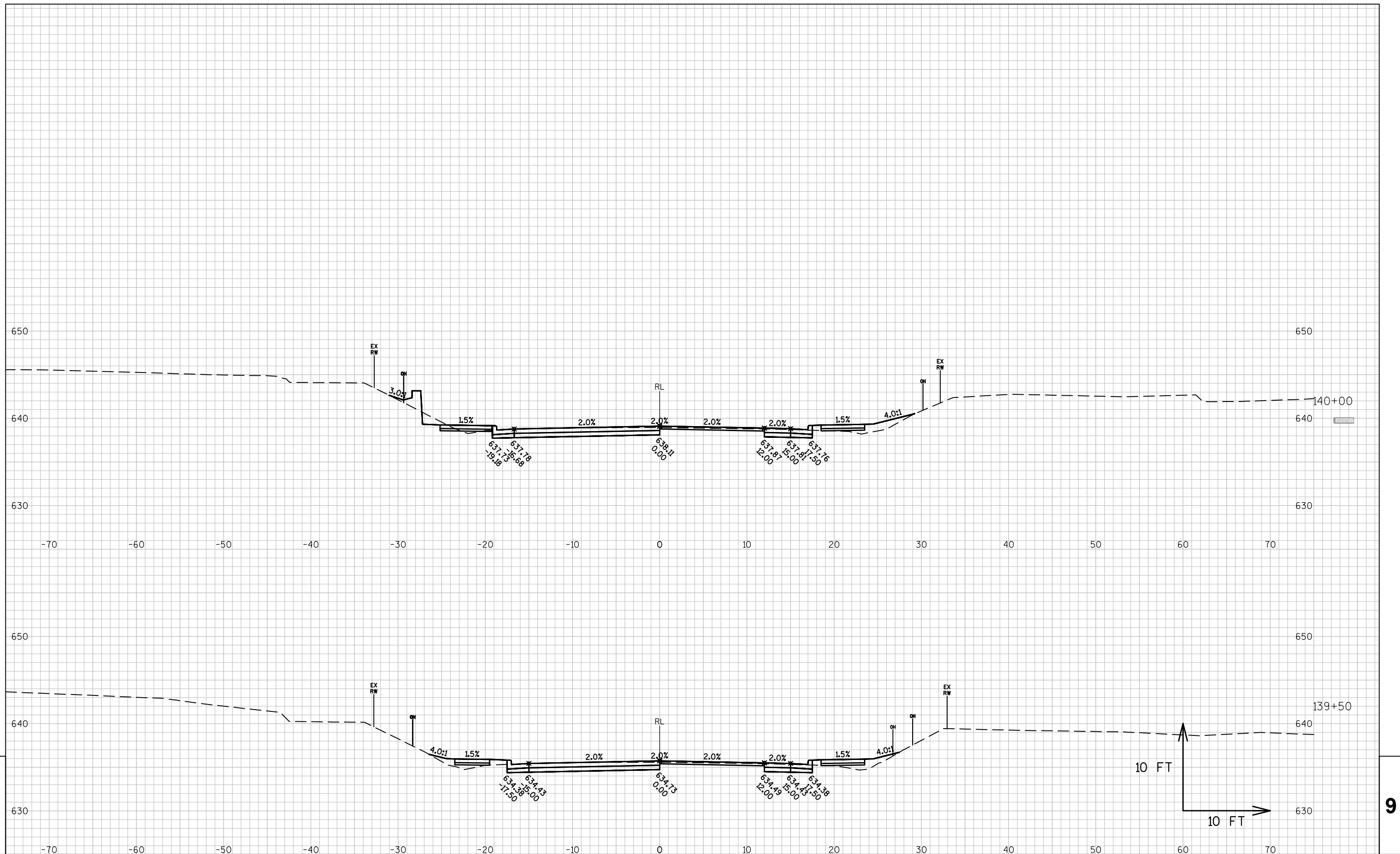
WISDOT/CADDs SHEET 44

SPOT HOLDER FOR EARTHWORK QUANTITIES- COMPLETE FOR 90%









PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

CROSS SECTIONS: STH 42

SHEET	PRE 156	E
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LAYOUT NAME - 090205-XS

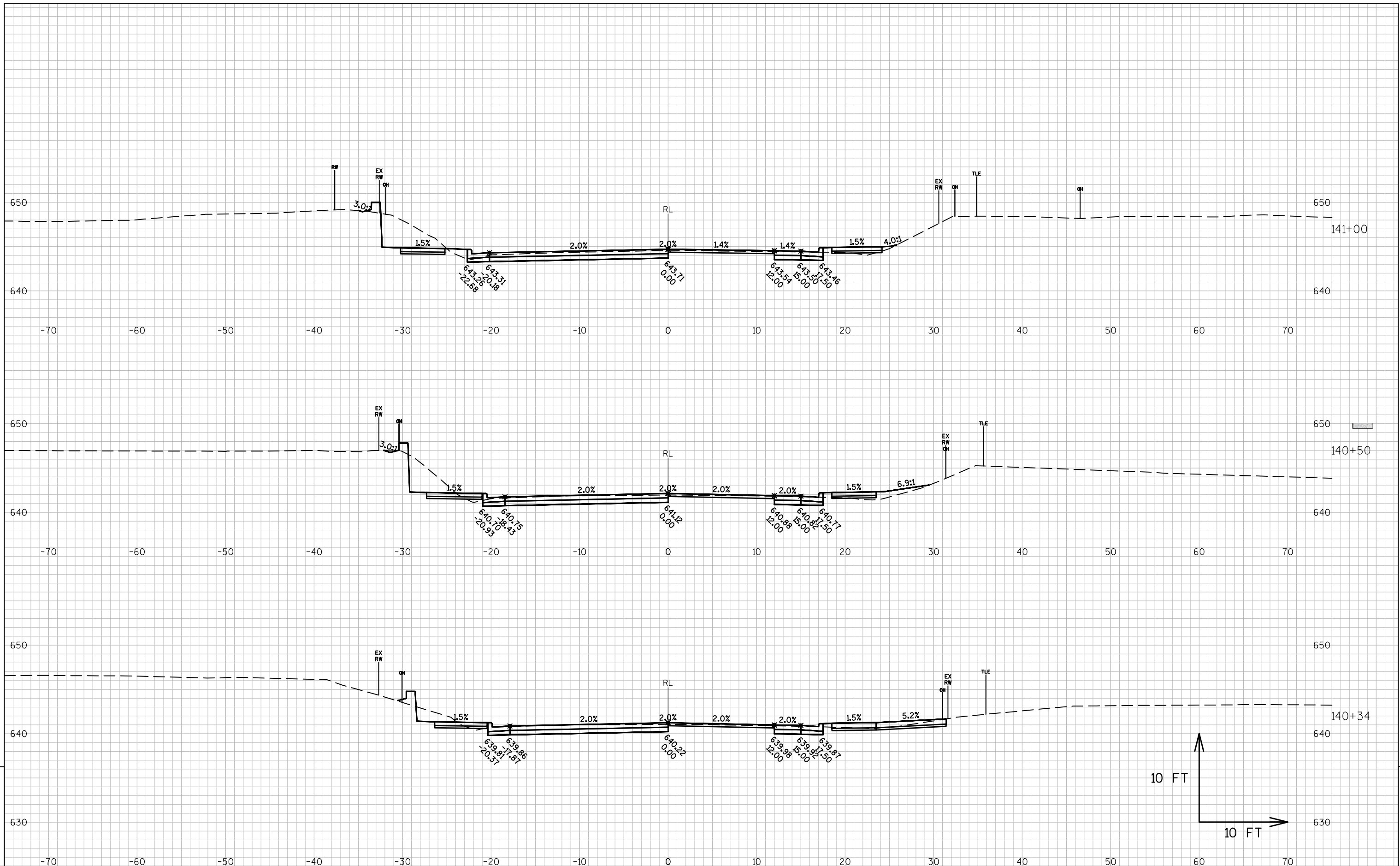
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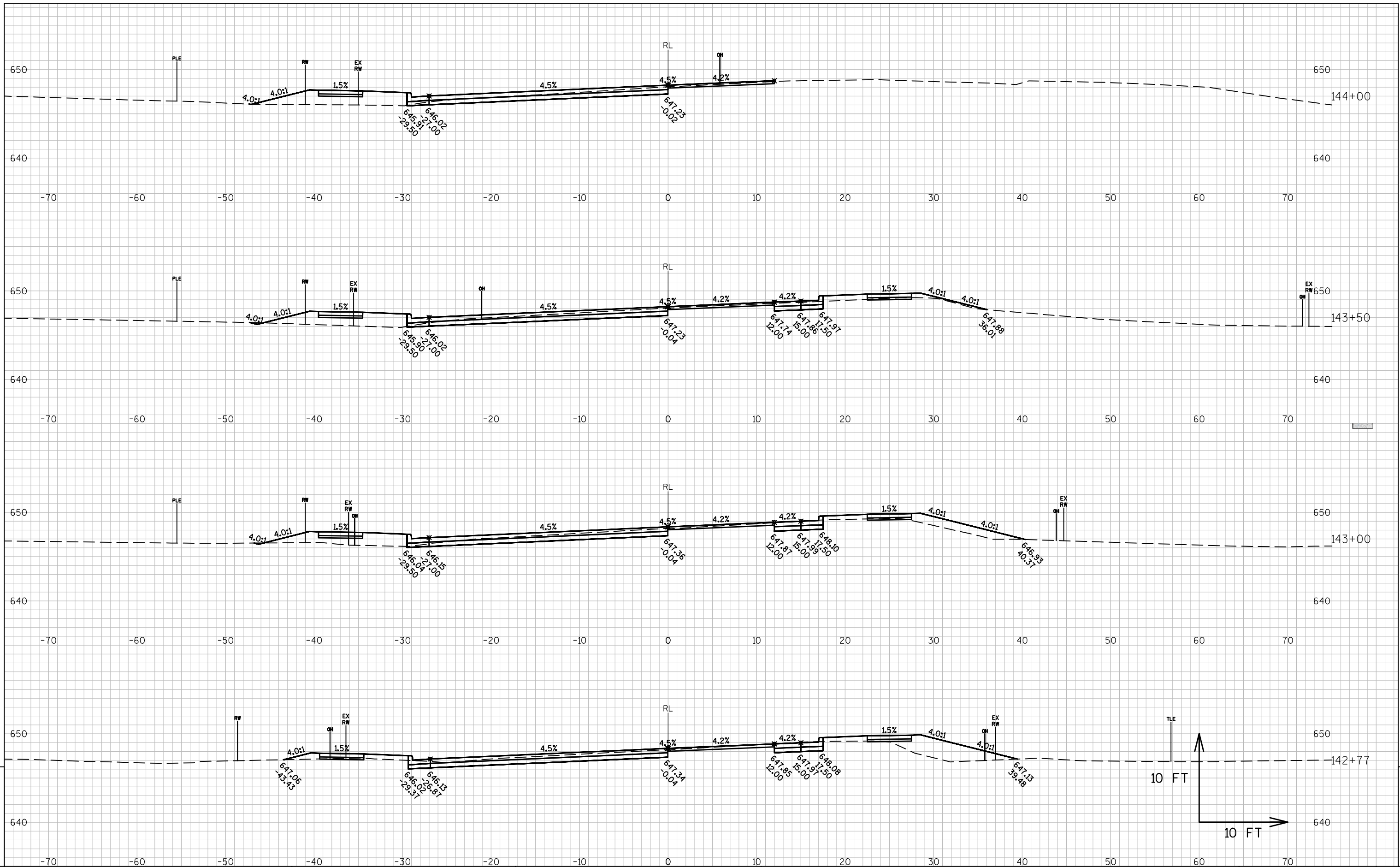
PLOT BY : MALUEG, RYAN P

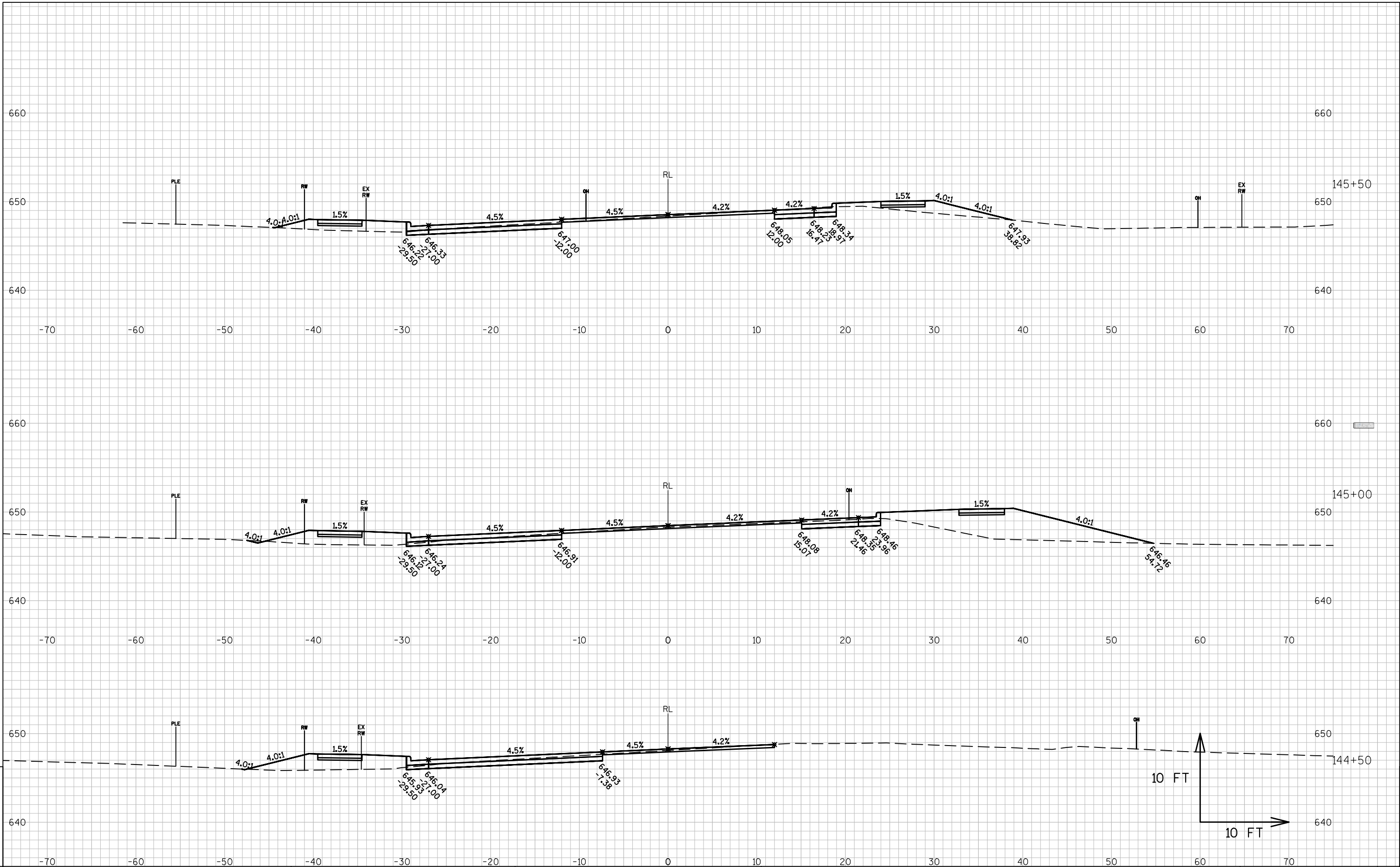
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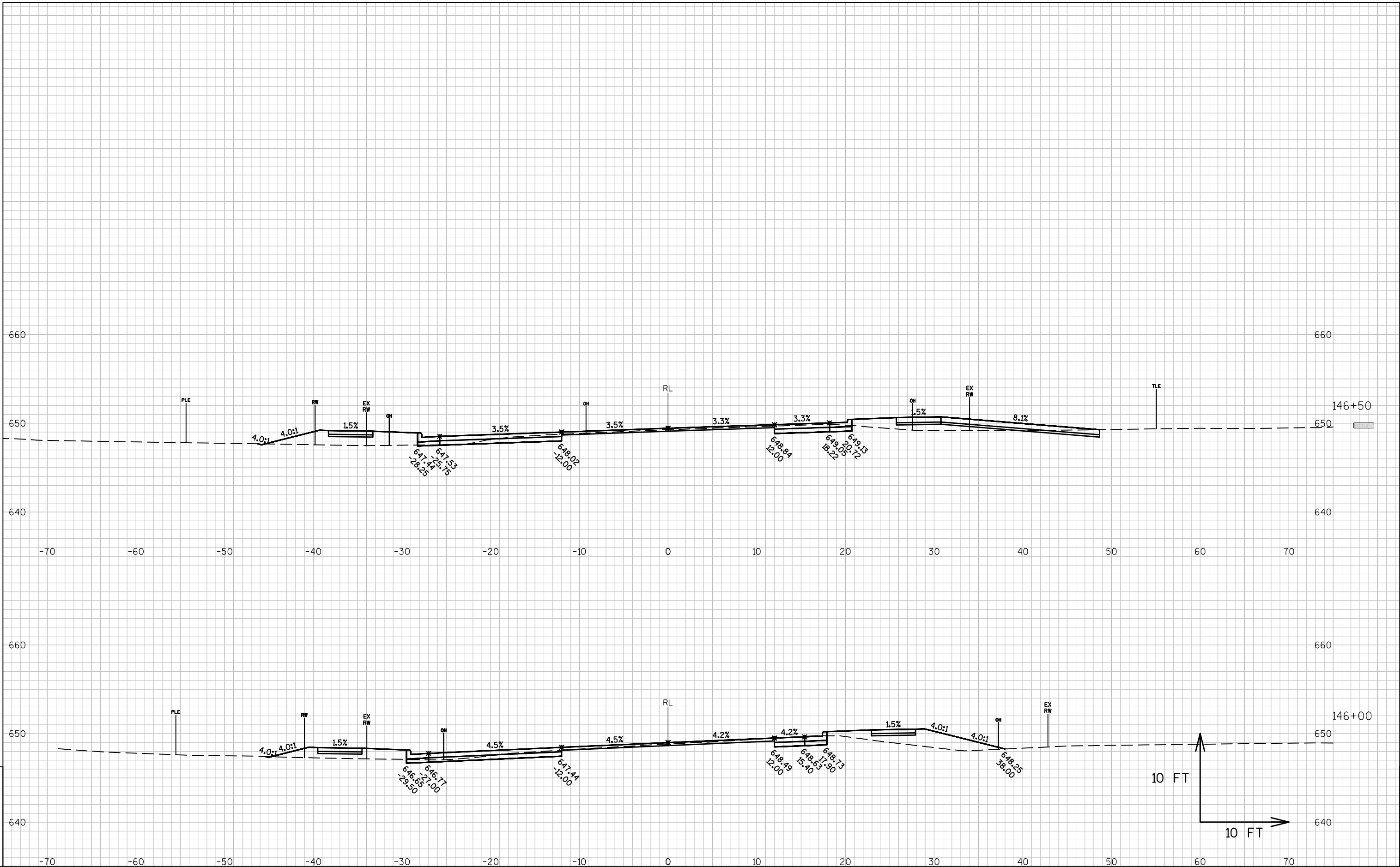
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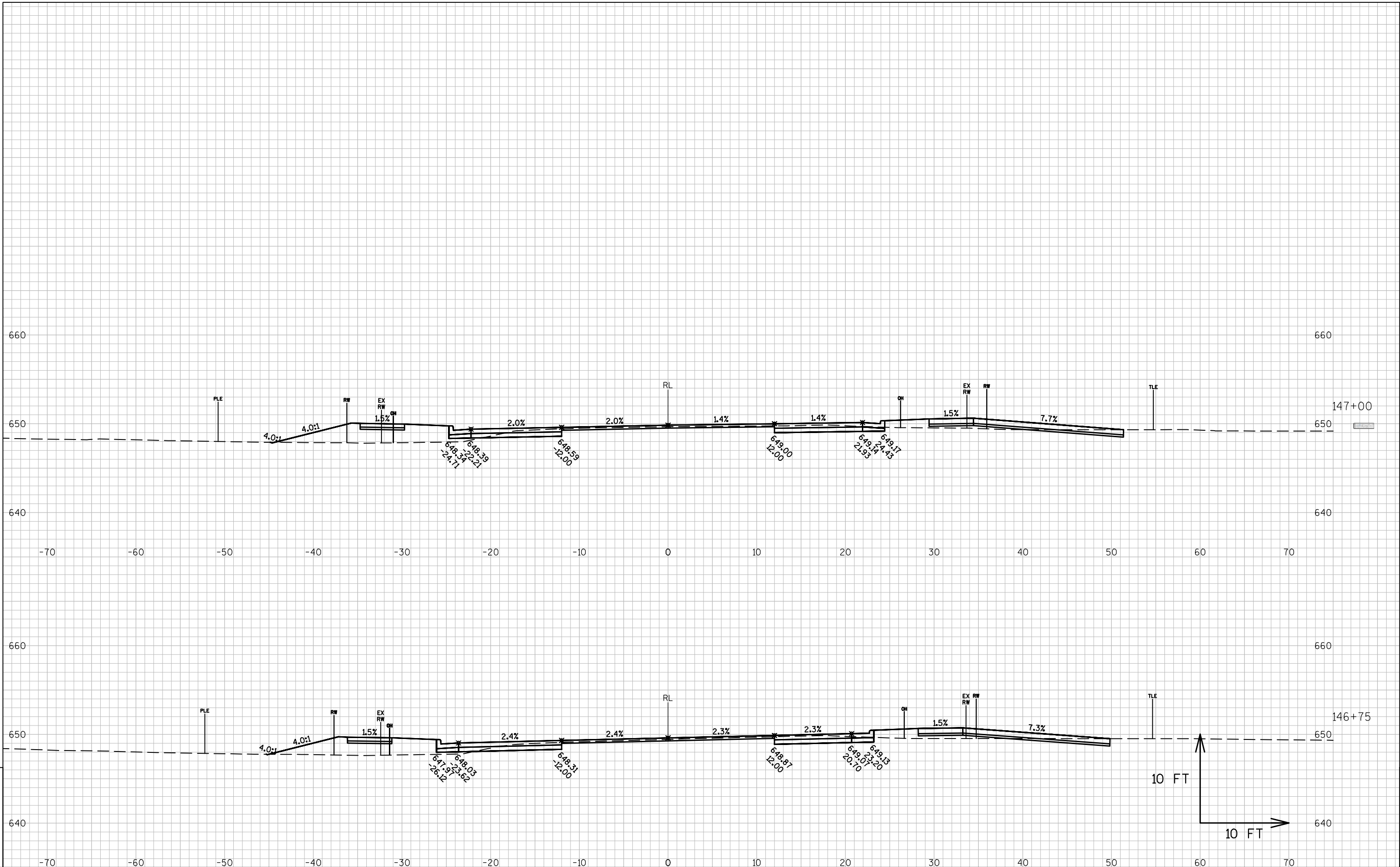
WISDOT/CADDS SHEET 49

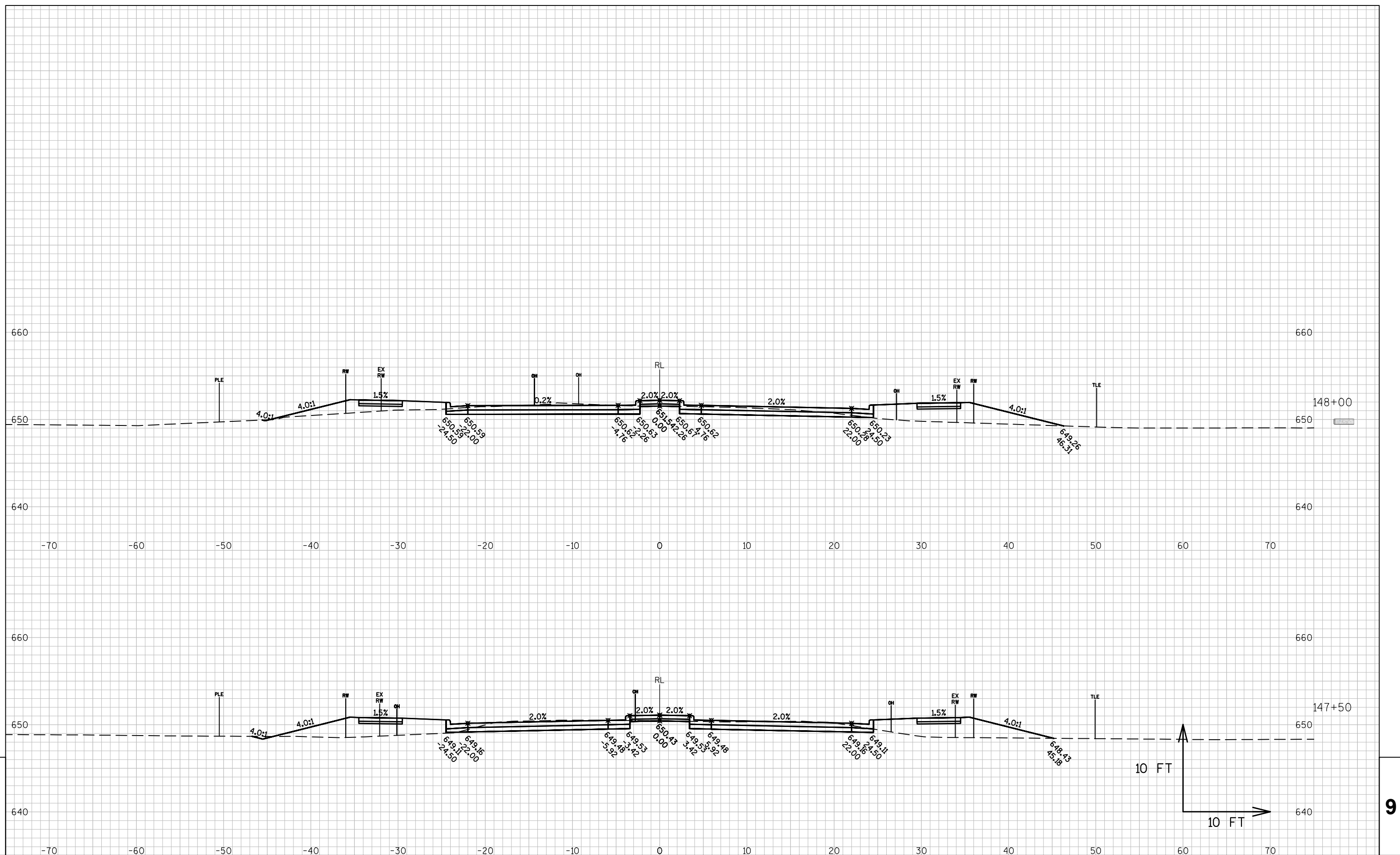












PROJECT NO: 4140-19-71

HWY: STH 42

COUNTY: DOOR

CROSS SECTIONS: STH 42

SHEET	PRE 163	E
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LAYOUT NAME - 090212-XS

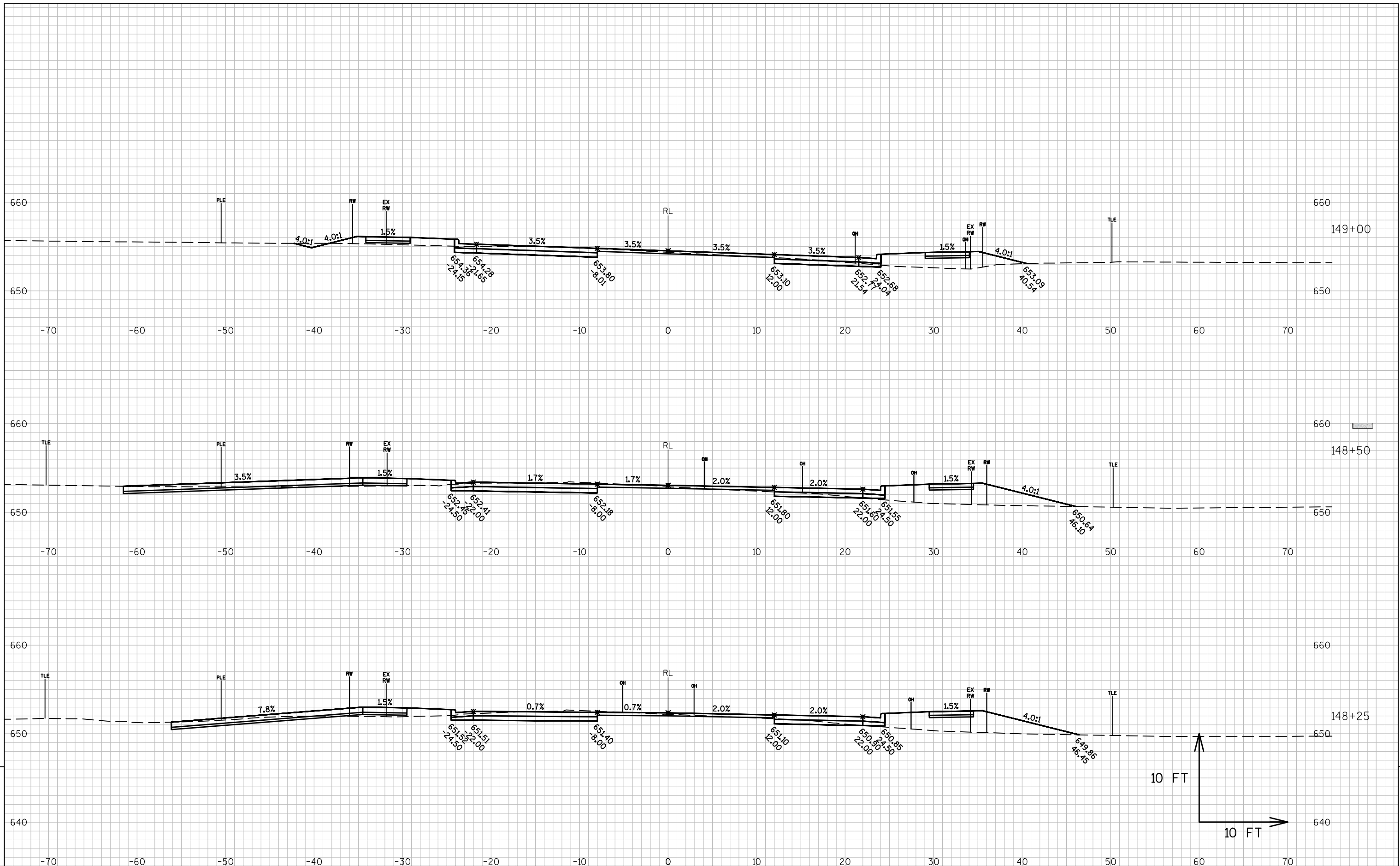
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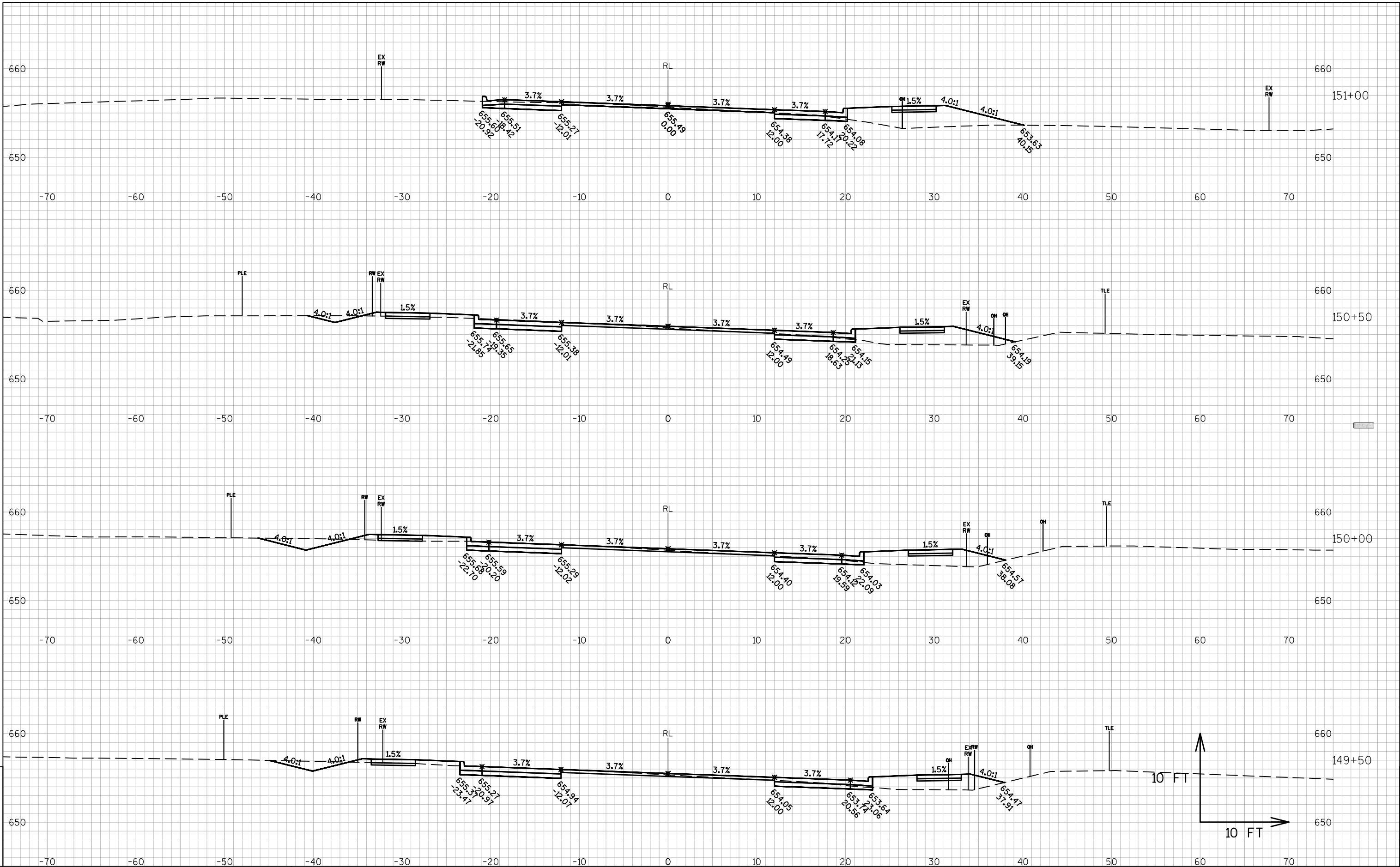
PLOT BY : MALUEG, RYAN P

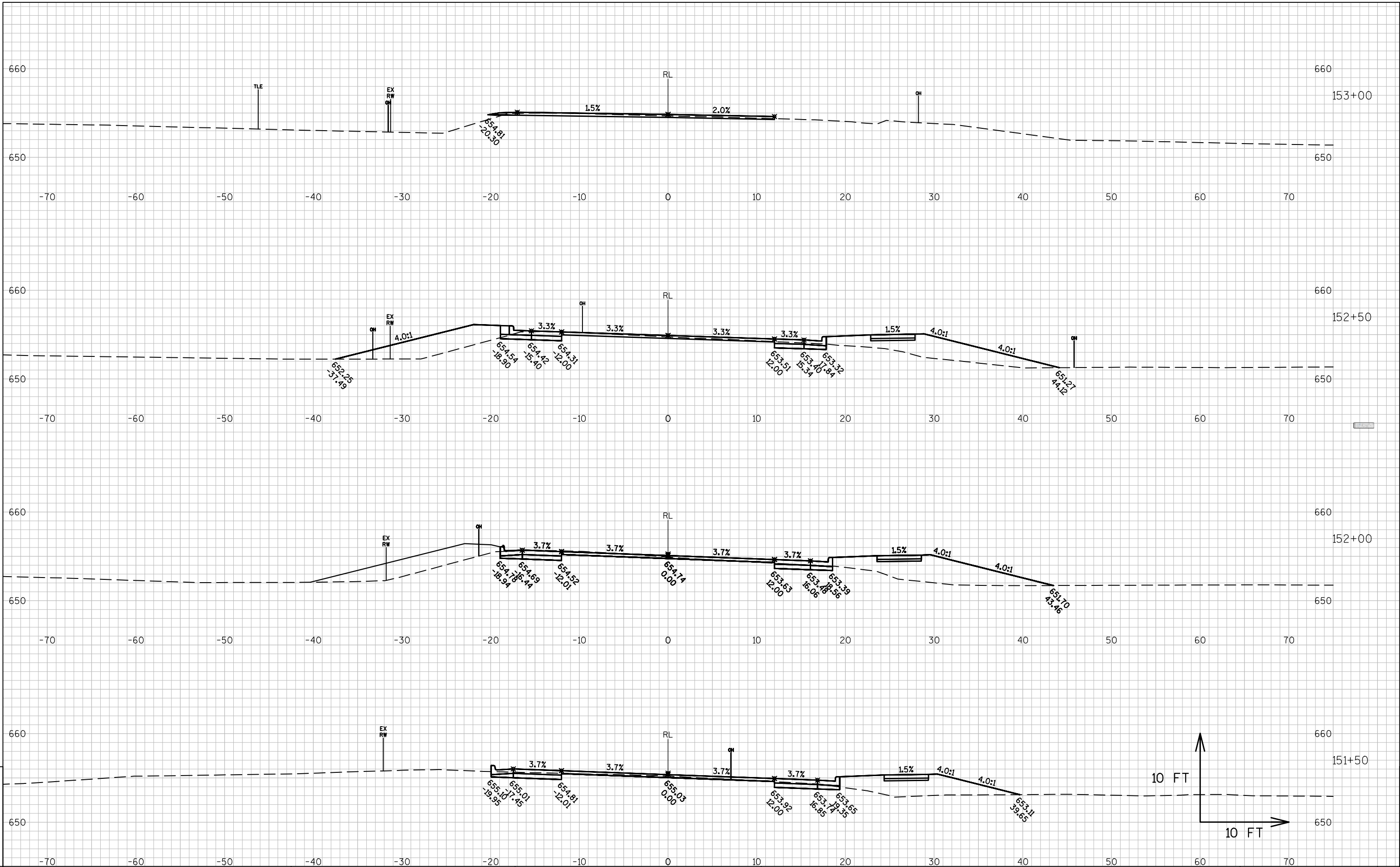
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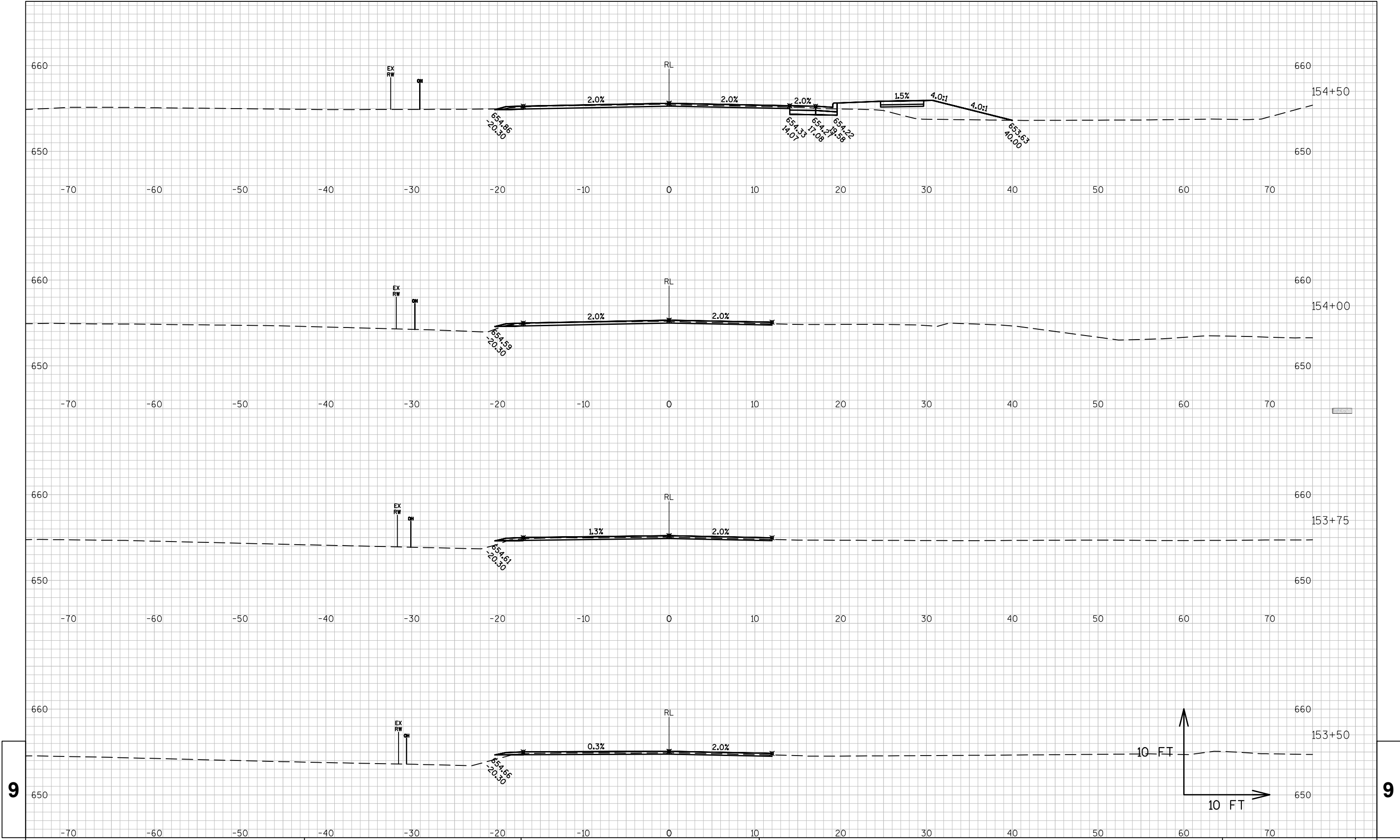
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



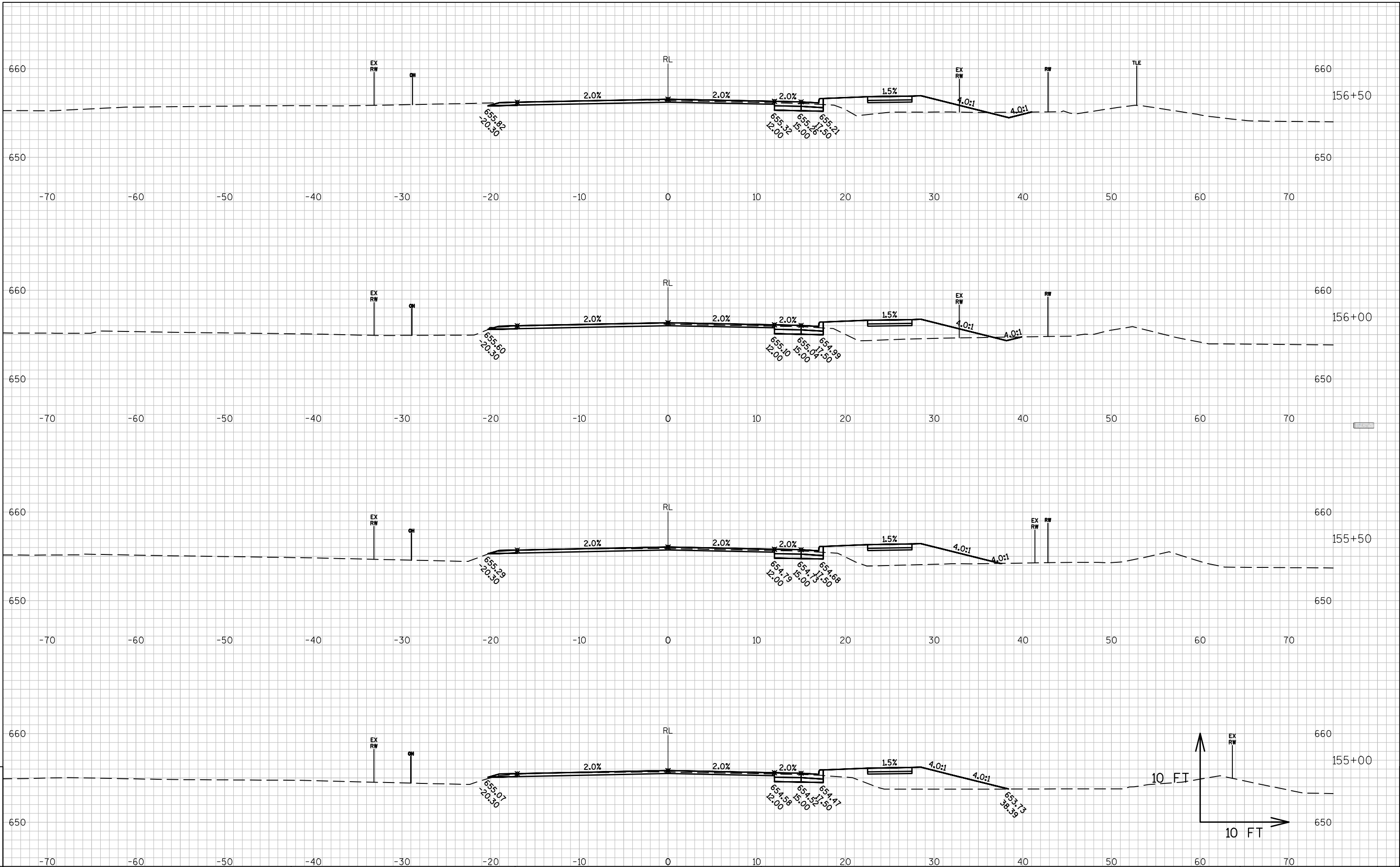


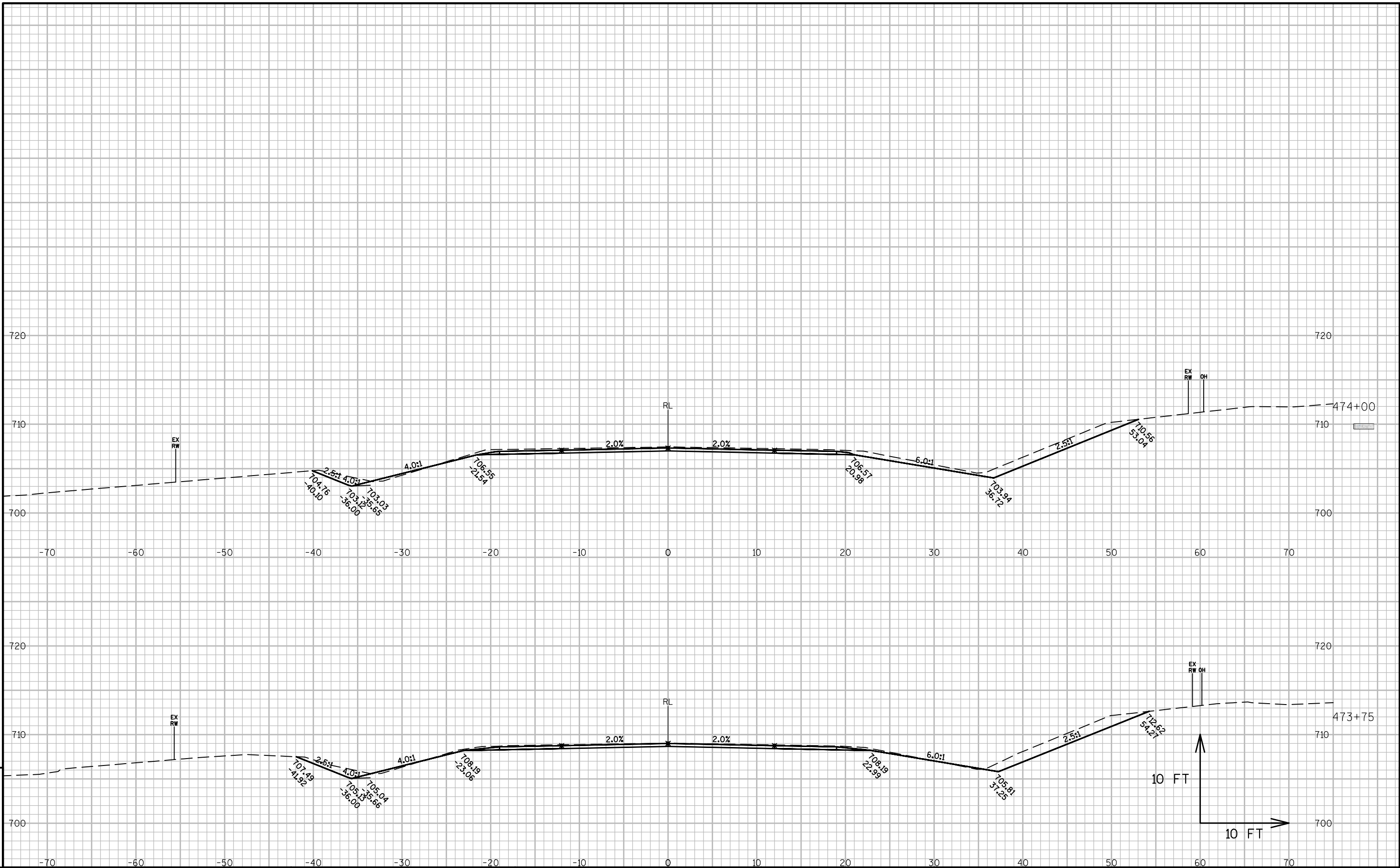


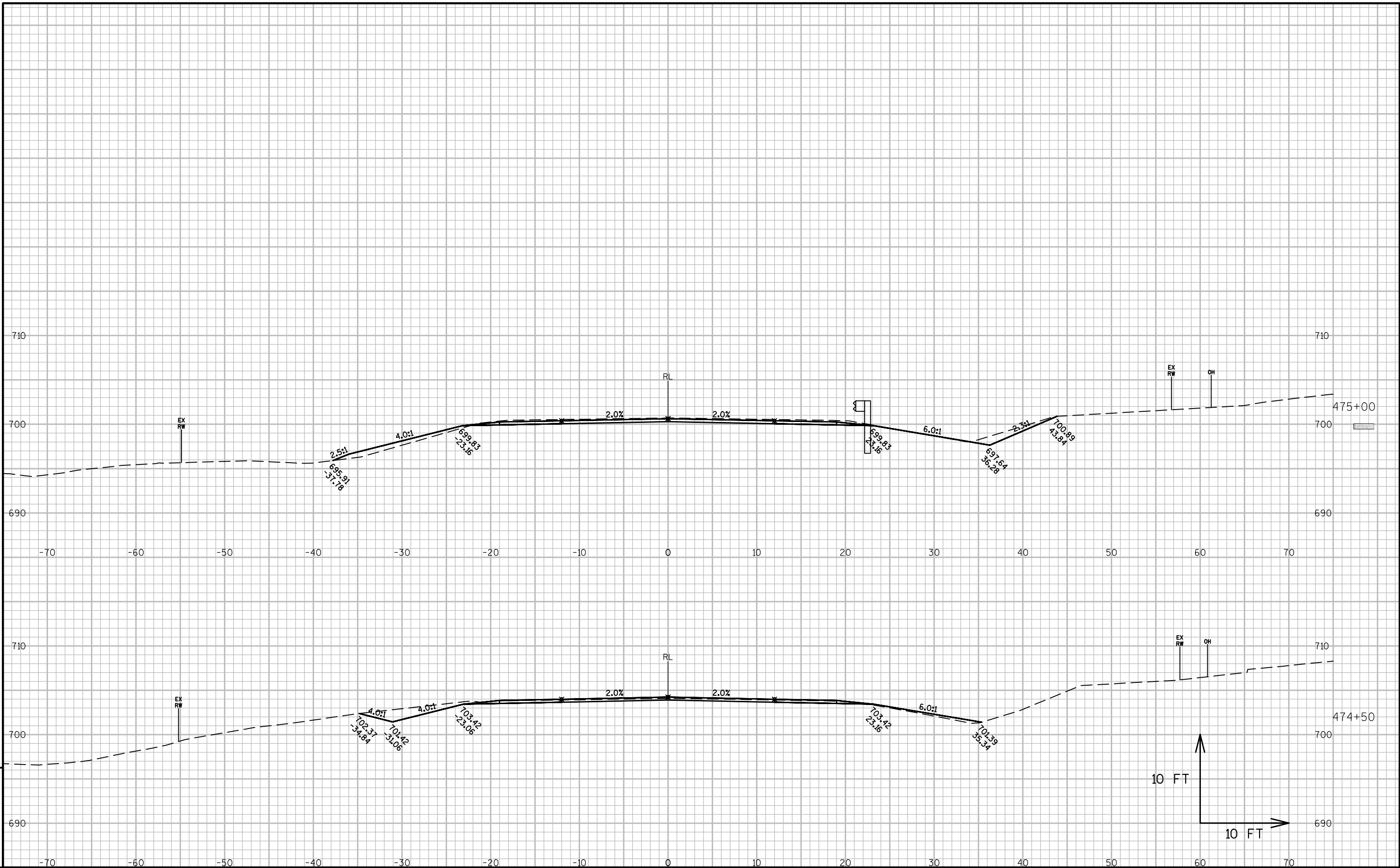


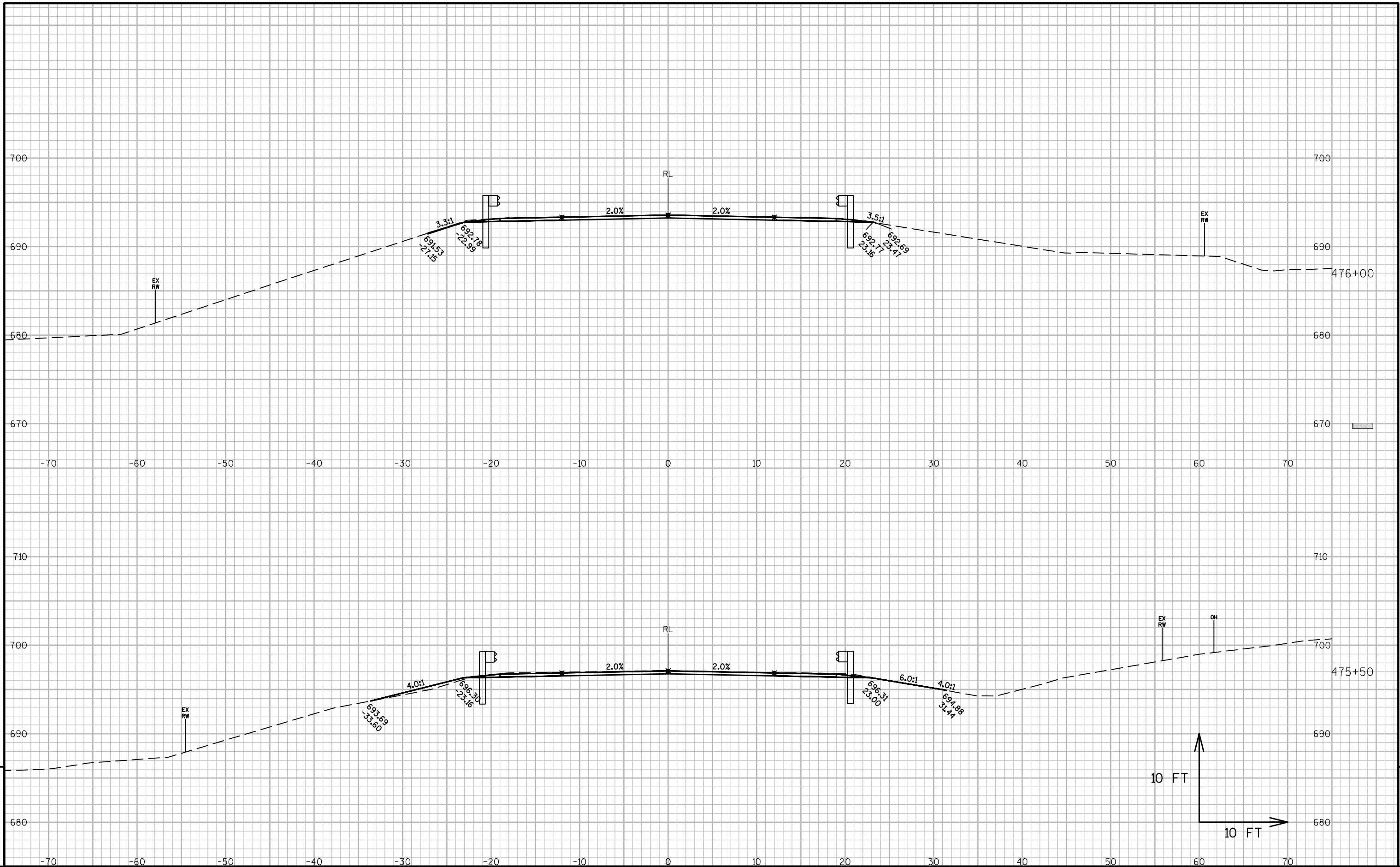
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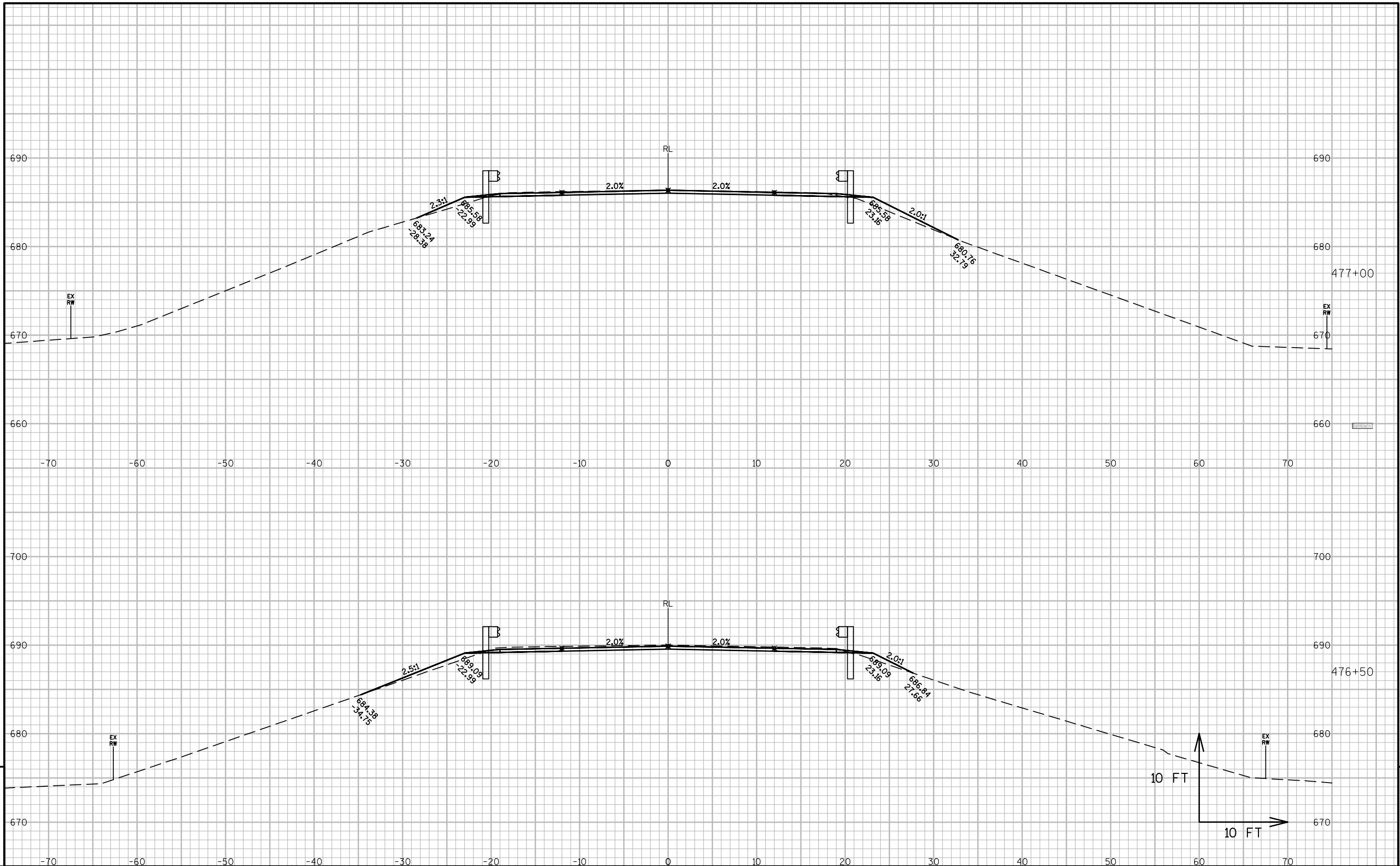
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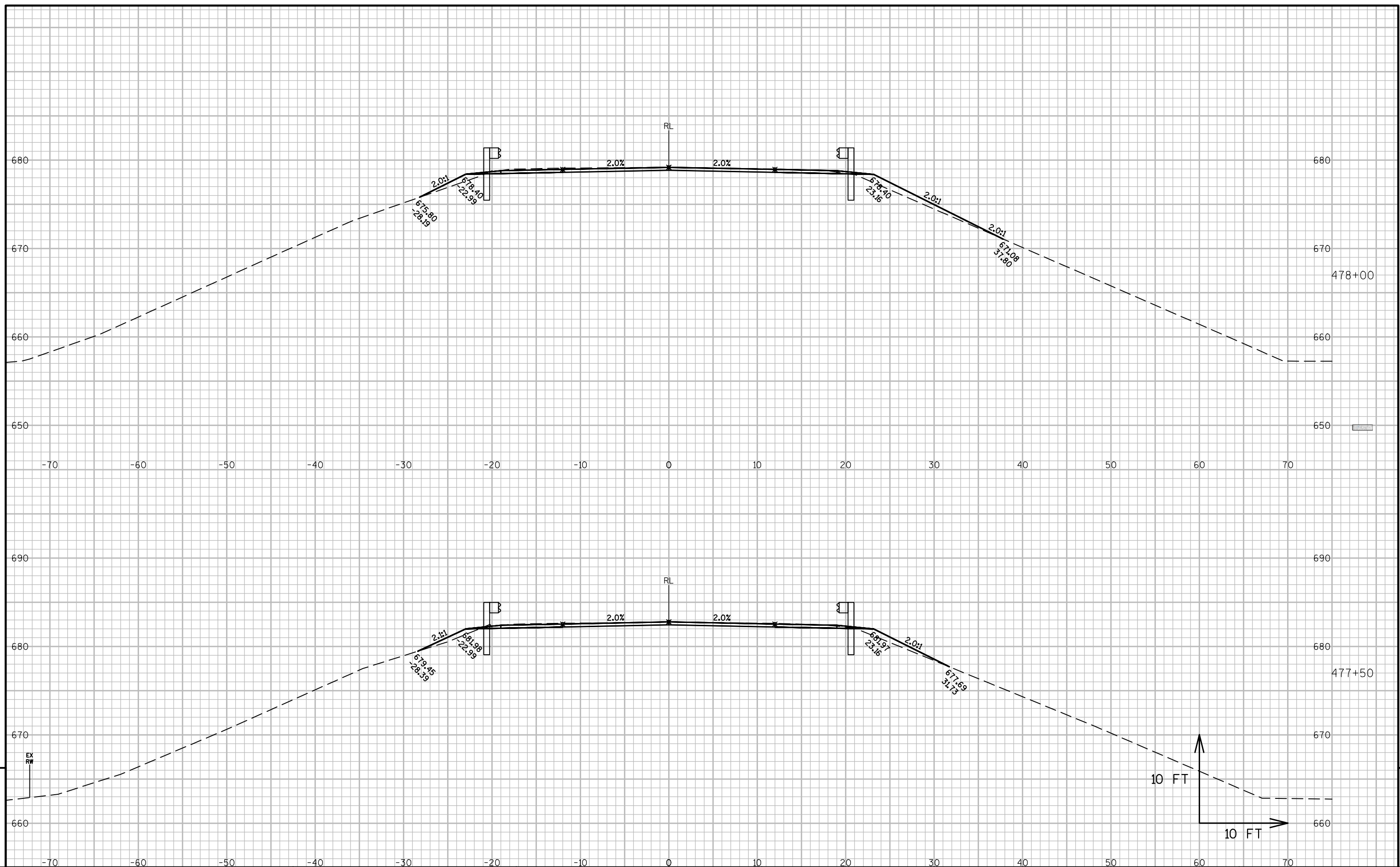






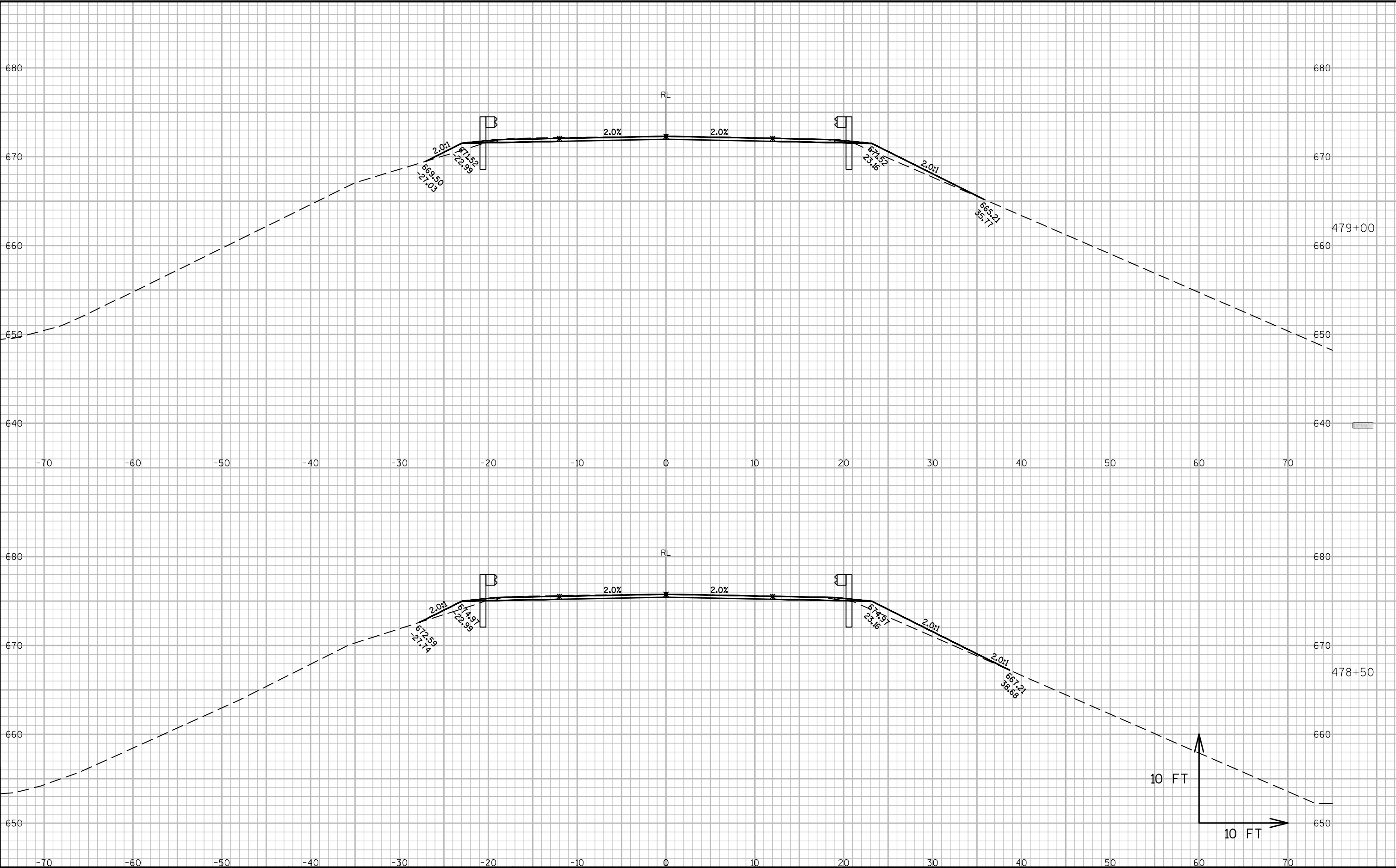


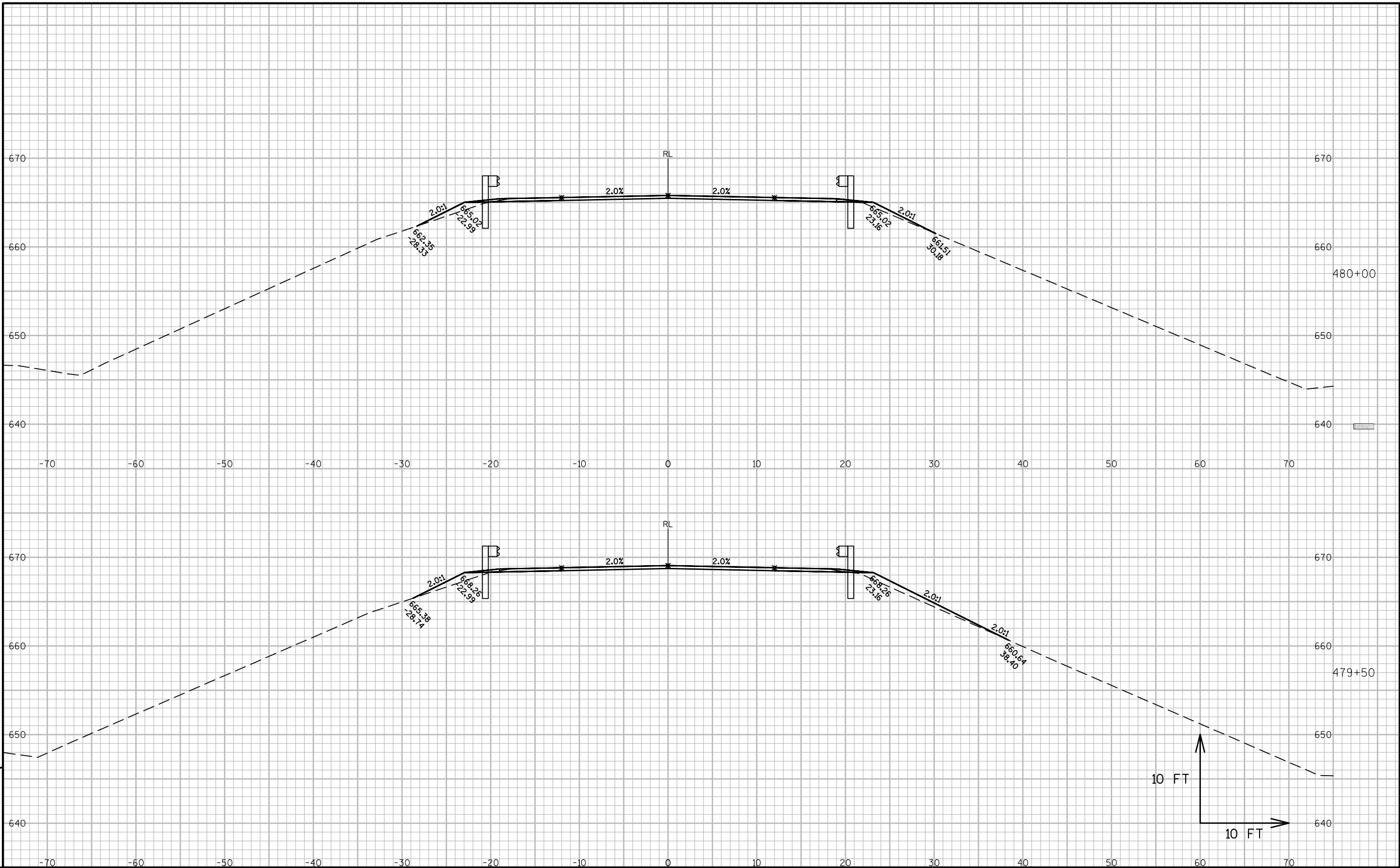


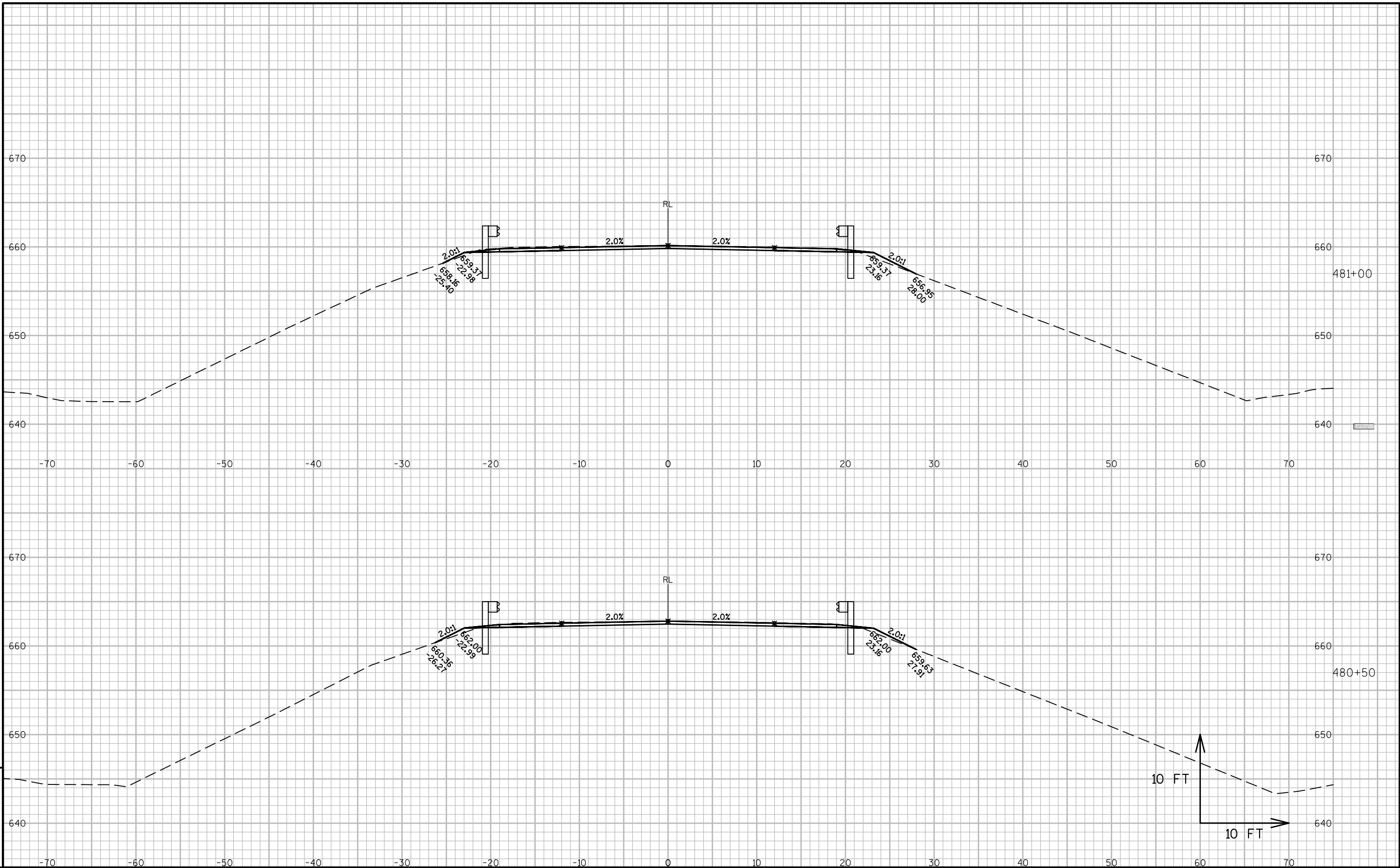


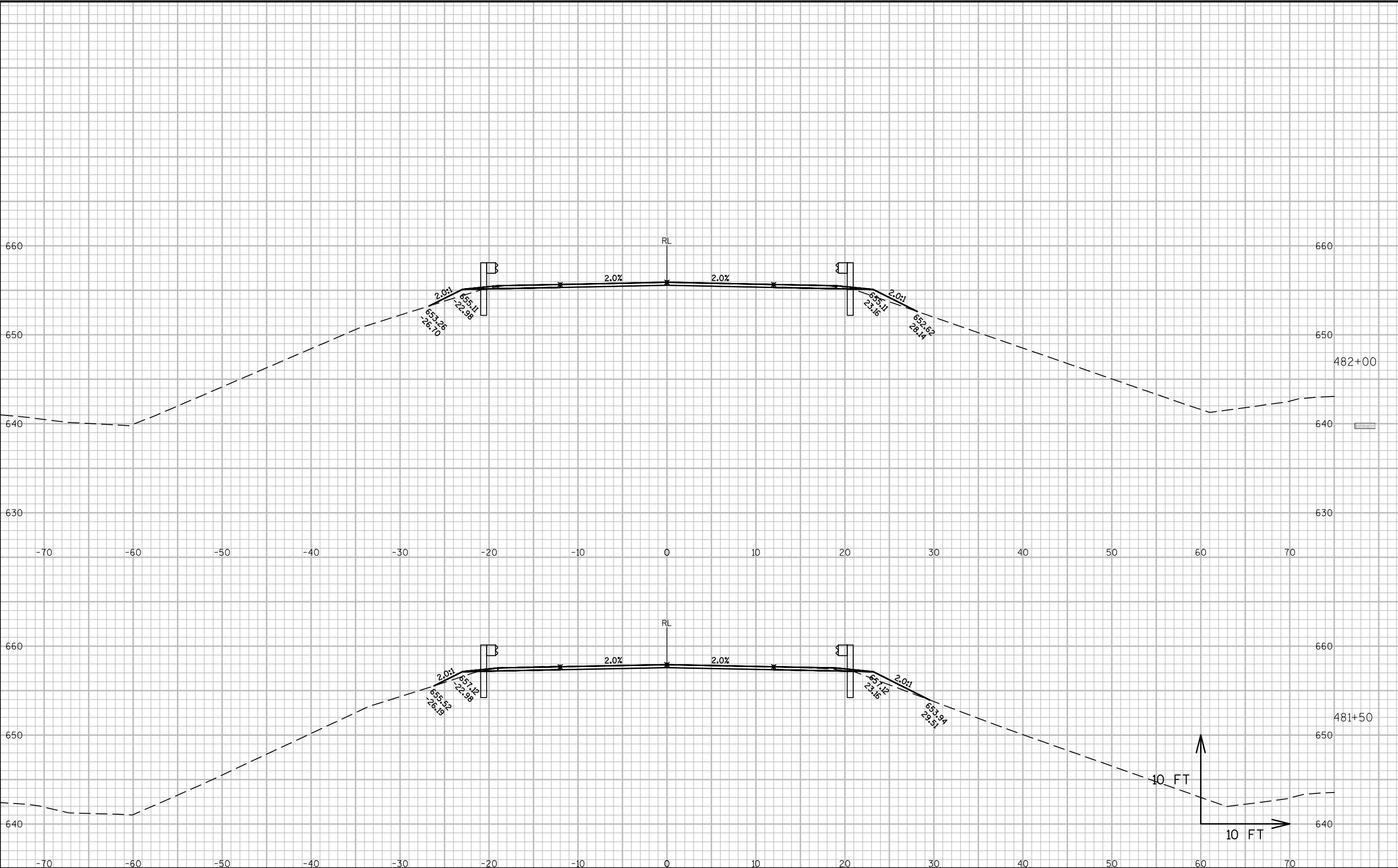
PROJECT NO: 4140-19-71

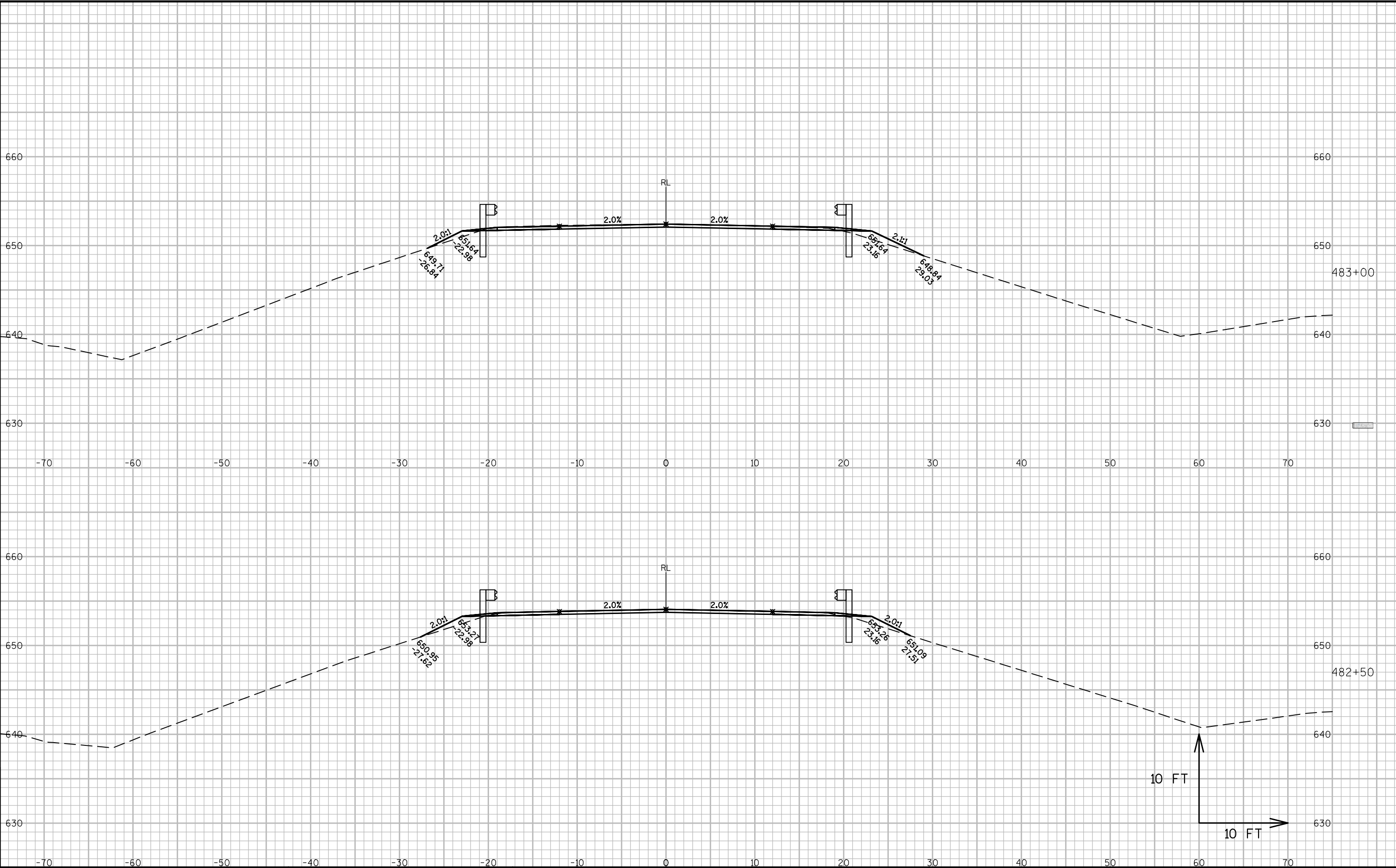
WISDOT/CADDS SHEET 49

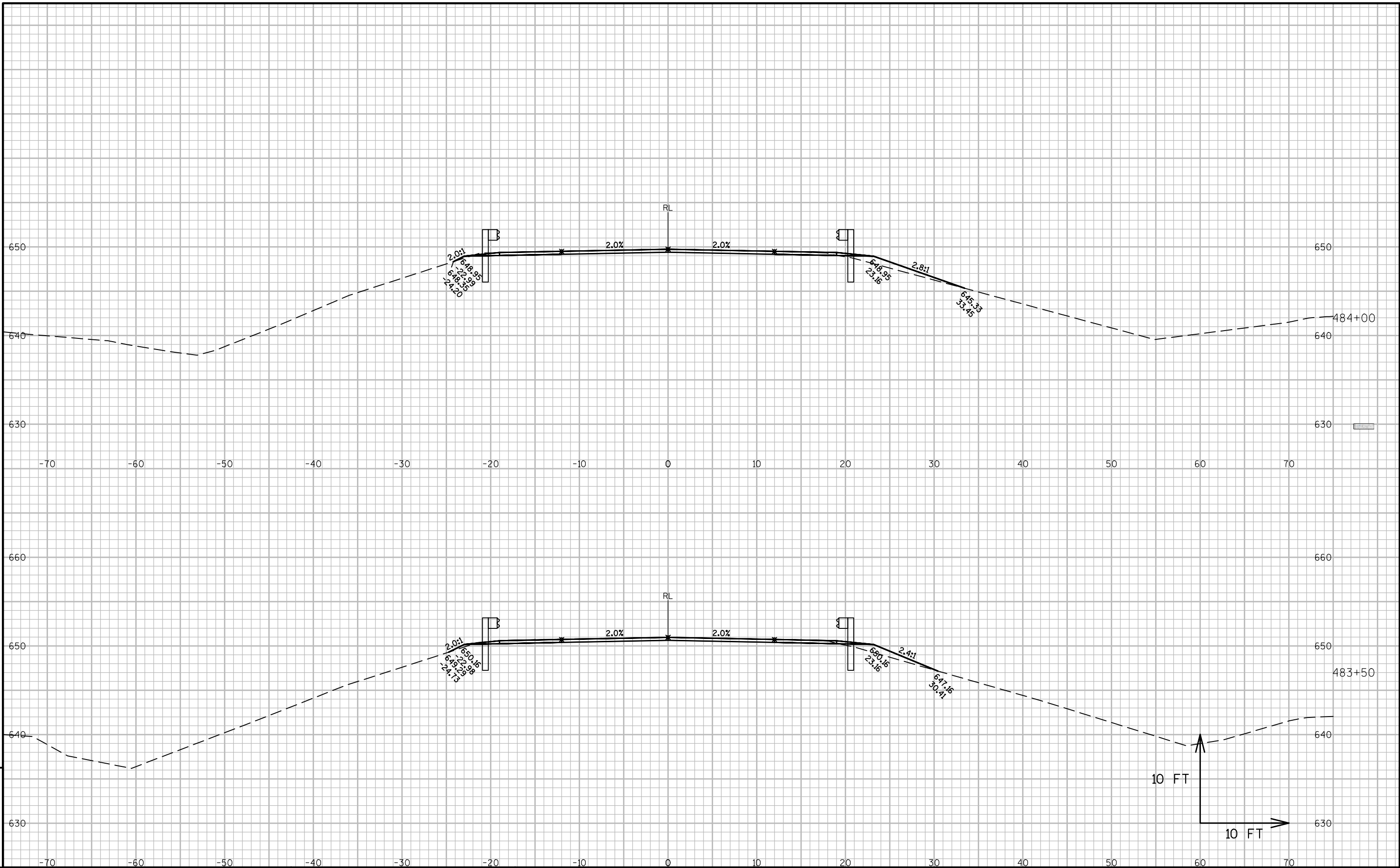


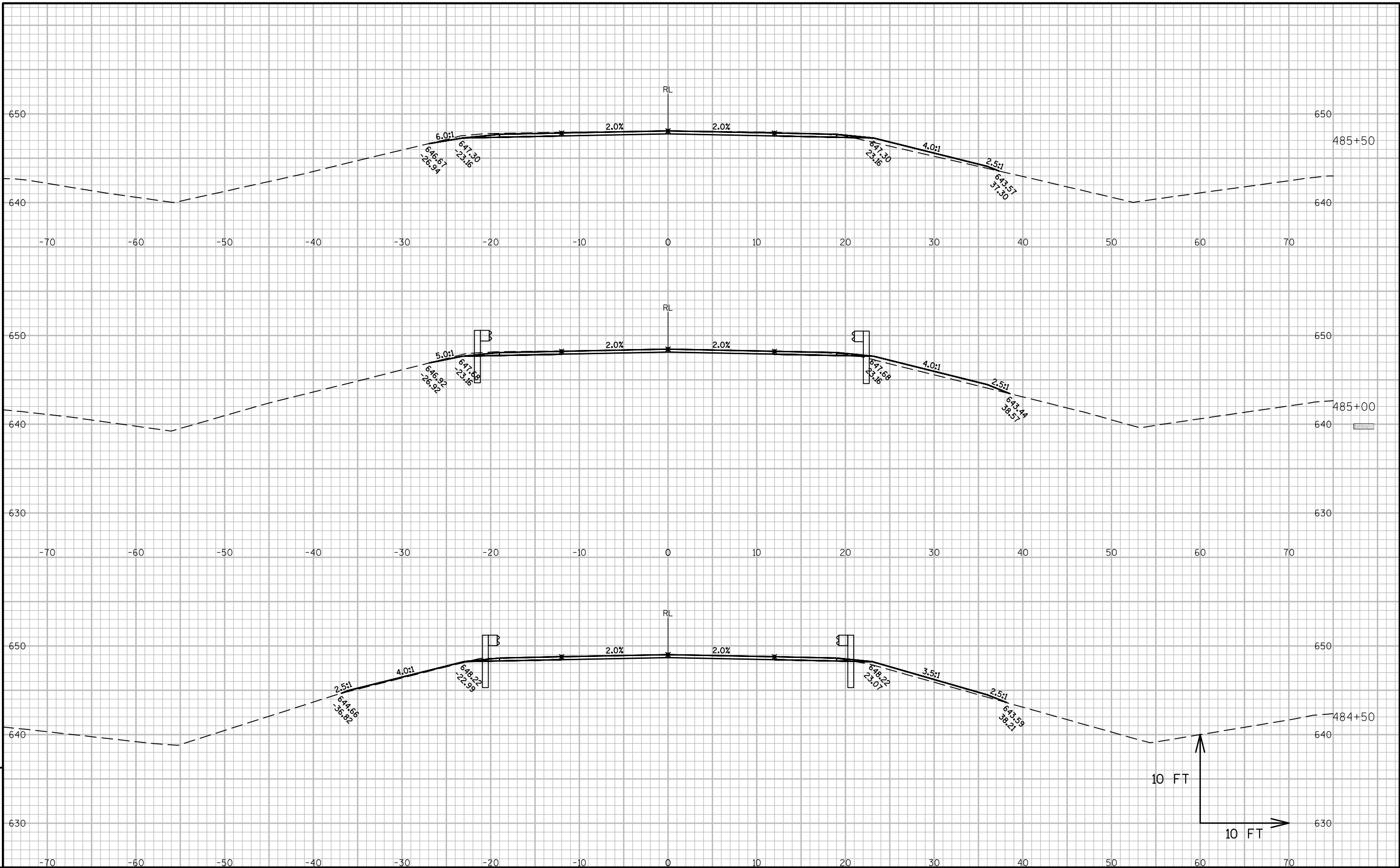


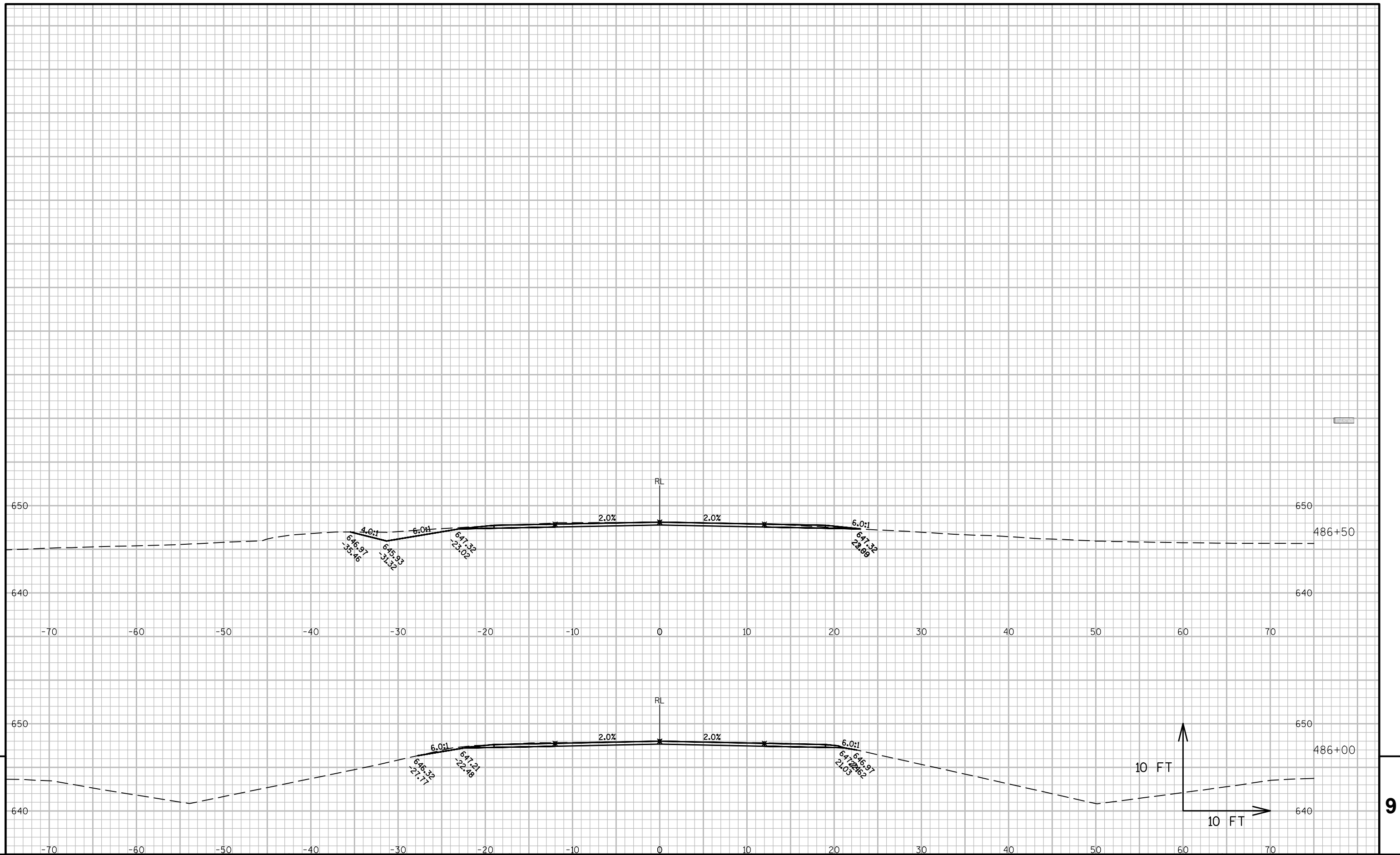












PROJECT NO: 4140-19-71

HWY:STH 42

COUNTY: DOOR

CROSS SECTIONS: BEAM GUARD

SHEET PRE 181 E

FILE NAME : N:\PDS\C3D\41401900\SHEETSP\PLAN\090301-XS.DWG
LAYOUT NAME - 0902120-XS

PLOT DATE : 9/16/2016 8:34 AM

PLOT BY : MALUEG, RYAN P

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

EPlans Preliminary Sheet Numbering Tool

This sheet: ftp://ftp.dot.state.wi.us/transp/roads/eplans/prelim_sheet_numbers.pdf

Notes

- Acrobat 5 or higher is required to use this tool.
- The Bureau of Highway Construction places sheet numbers in the final plan.
- This sheet is for placing preliminary sheet numbers with a "PRE_" prefix.
- If a plan contains multiple projects, number each plan individually.
- Leave this sheet in the plan.

TO ADD PRELIMINARY SHEET NUMBERS

- 1. Insert this sheet at the end of the plan**
 - a. With the plan open in Acrobat, select Document > Insert Pages.
 - b. In the Select File to Insert dialog box, select this file (prelim_sheet_numbers.pdf)
 - c. In the Insert dialog box, choose After for Location and Last page for Page.
 - d. Click OK.
- 2. Click the Place Preliminary Sheet Numbers button**
 - a. Go to the last sheet of the plan.
 - b. Click the Place Preliminary Sheet Numbers button once.
(The preliminary sheet number appears in the bottom right corner of the sheets.
The number should match te page number in the Acrobat Status bar).
- 3. Re-Save the PDF**
 - a. Select File > Save As and save the PDF.



TO REMOVE PRELIMINARY SHEET NUMBERS

