

COUNTY: **LAFAYETTE**

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD

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

PRIOR TO THE PLACEMENT OF MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD

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

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

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

APPLY TACK COAT TO MILLED SURFACE PRIOR TO PLACEMENT OF HMA PAVEMENT AT A RATE OF 0.07 GAL/SY.

EXACT LOCATIONS FOR THE EXTRA DEPTH PAVEMENT REPAIR SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

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

THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED (SALVAGED), FERTILIZED, SEEDED, AND MULCHED OR E-MATTED AS DIRECTED BY THE ENGINEER.

ABBREVIATIONS

A.A.D.T.	AVERAGE ANNUAL DAILY TRAFFIC
CTH	COUNTY TRUNK HIGHWAY
D	DEGREE OF CURVE
D.H.V.	DESIGN HOUR VOLUME
DR	DRIVE
E	EAST
E.A.T.	ENERGY ABSORBING TERMINAL
ESALS	EQUIVALENT SINGLE AXLE LOADS
HMA	HOT MIX ASPHALT
LN	LANE
MI	MILE
N	NORTH
N.C.	NORMAL CROWN
NO.	NUMBER
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
R	RADIUS
R.C.	REMOVE ADVERSE CROWN
RD	ROAD
R	RANGE
SE	SUPER ELEVATION
ST	STREET
STH	STATE TRUNK HIGHWAY
T	TANGENT
T.	TRUCKS (PERCENT OF)
T	TOWN

UTILITY CONTACTS

MICHAEL BROLIN
ALLIANT ENERGY - ELECTRICITY
4902 NORTH BILTMORE LN
MADISON, WI 53713
(608) 458-4871
MICHAEL.BROLIN@ALLIANTENERGY.COM

KEVIN ZICKERT
CENTURYLINK - COMMUNICATION LINE
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
(262) 392-5200
KEVIN.ZICKERT@CENTURYLINK.COM

NICOLE SMULLEN
WE ENERGIES - GAS/PETROLEUM
A299
333 W. EVERETT ST.
MILWAUKEE, WI 53203
(414) 221-5617
NICOLE.SMULLEN@WECENERGYGROUP.COM

PHIL CAROL - TOWN CLERK
SOUTH WAYNE MUNICIPAL WATER UTILITY - WATER
P.O. BOX 305
SOUTH WAYNE, WI 53587-0305
(608) 439-1011, 922-6221
SOUTHWAYNE@TDS.NET

JERRY MYERS
TDS TELECOM - COMMUNICATION LINE
525 JUNCTION RD
MADISON, WI 53717
(608) 664-4404
JERRY.MYERS@TDSTELECOM.COM

RUSSELL LEWIS
WISDOT
3633 PIERSTORFF ST.
MADISON, WI 53704
(608) 516-5754
RUSSELL.LEWIS@DOT.WI.GOV

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- BEAMGUARD LAYOUT AND EROSION CONTROL
- DETOUR PLAN

WISDOT REGION CONTACT

MATTHEW DAPP, P.E.
PROJECT MANAGER
WISDOT SOUTHWEST REGION
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-5353
MATTHEW.DAPP@DOT.WI.GOV

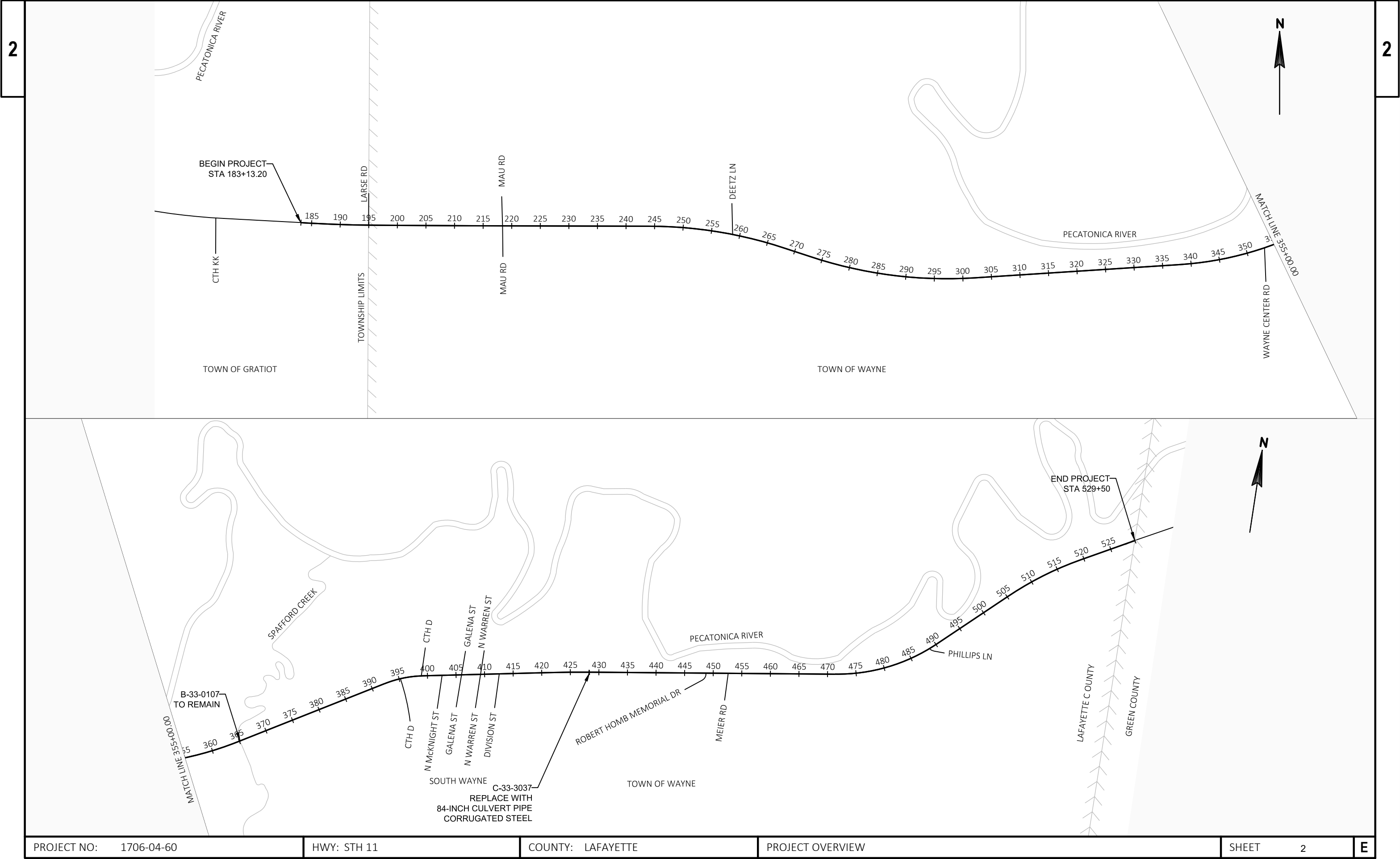
JEREMY RACH
PROJECT LEADER
WISDOT SOUTHWEST REGION
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-3863
JEREMY.RACH@DOT.WI.GOV

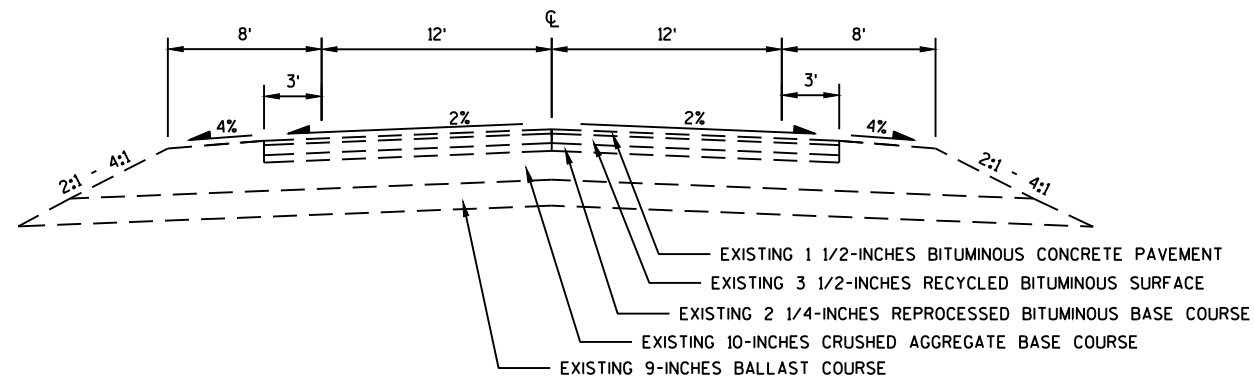
DNR LIAISON

LAURA BUB
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3485
LAURA.BUB@WISCONSIN.GOV

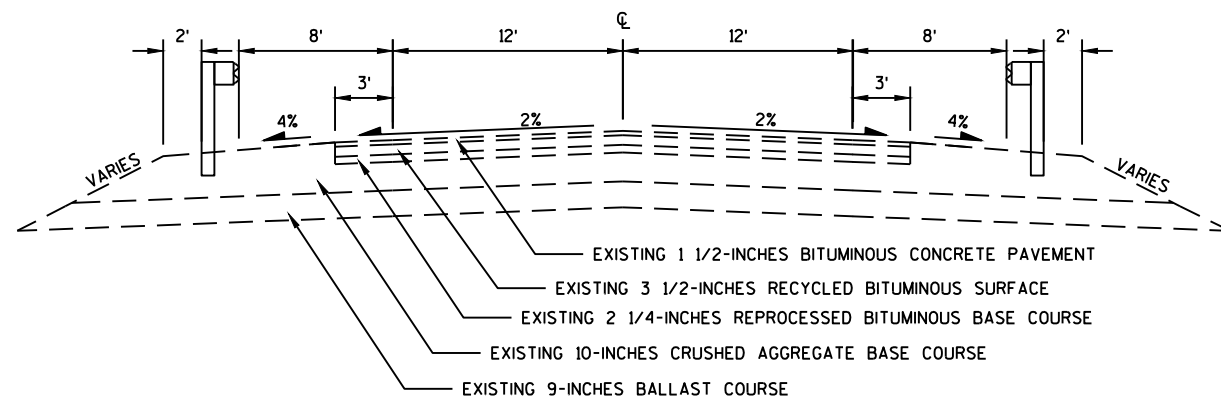


Dial 811 or (800)242-8511
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EXISTING TYPICAL SECTION

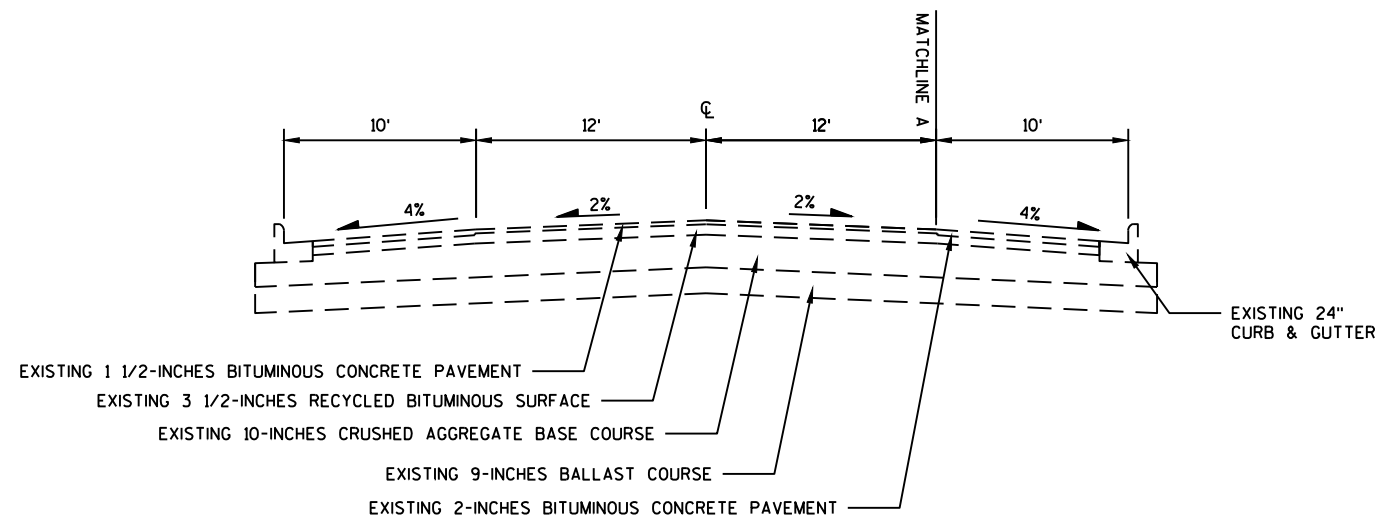
STA 183+13.20 - STA 359+35
STA 372+00 - STA 394+00
STA 412+50 - STA 529+50

EXISTING TYPICAL BEAMGUARD SECTION LEFT

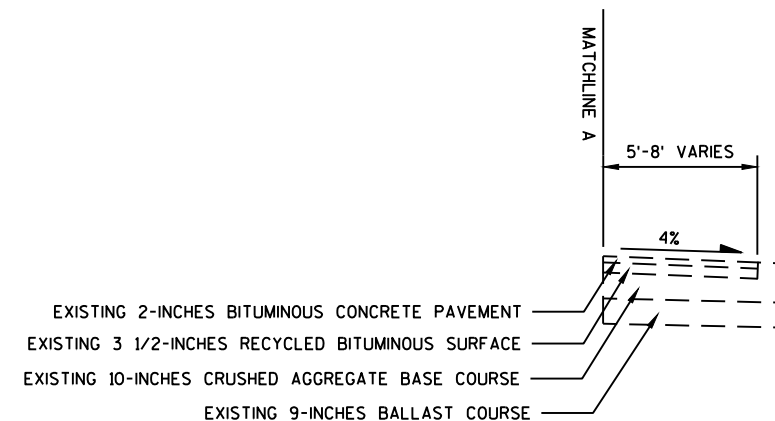
STA 298+65 TO STA 300+18
STA 308+03 TO STA 314+29
STA 324+38 TO STA 336+63
STA 371+47 TO STA 373+25
STA 391+81 TO STA 396+29
STA 469+85 TO STA 472+20
STA 499+28 TO STA 505+00
STA 505+73 TO STA 510+59

EXISTING TYPICAL BEAMGUARD SECTION RIGHT

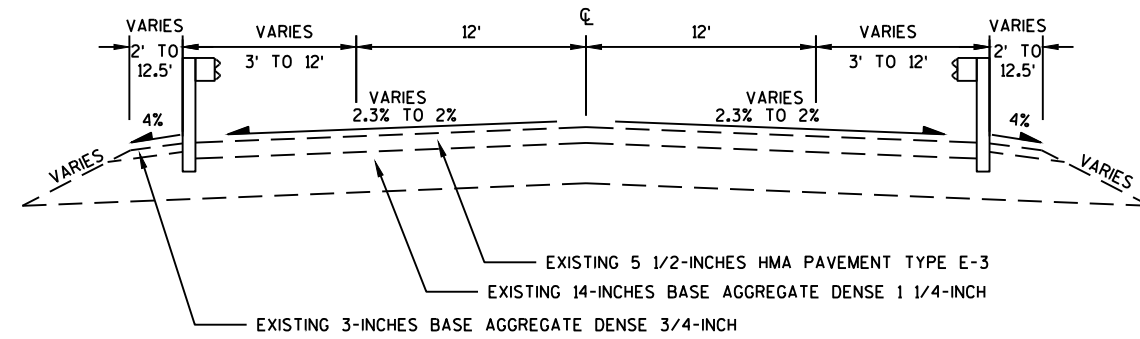
STA 239+61 TO STA 251+63
STA 298+68 TO STA 300+19
STA 371+53 TO STA 373+20
STA 470+04 TO STA 473+05

EXISTING TYPICAL CURBED SECTION

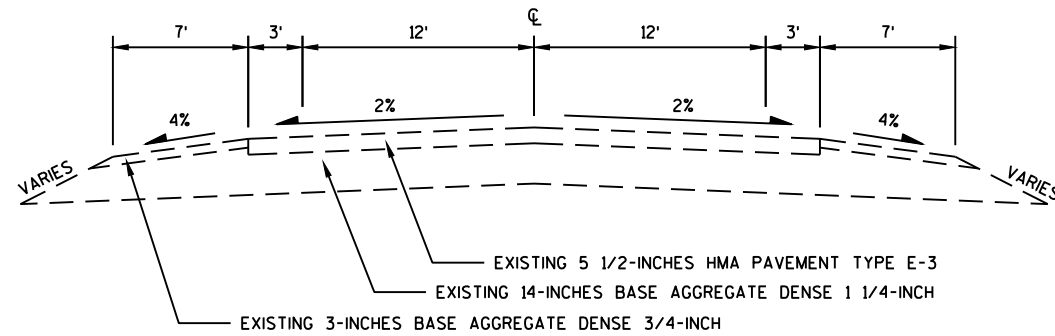
STA 394+00 TO STA 395+25 (LEFT ONLY)
STA 395+25 TO STA 399+00
STA 399+00 TO STA 406+00 (RIGHT ONLY)
STA 406+00 TO STA 409+00
STA 409+00 TO STA 412+50 (RIGHT ONLY)

EXISTING TYPICAL WIDENED SHOULDER SECTION

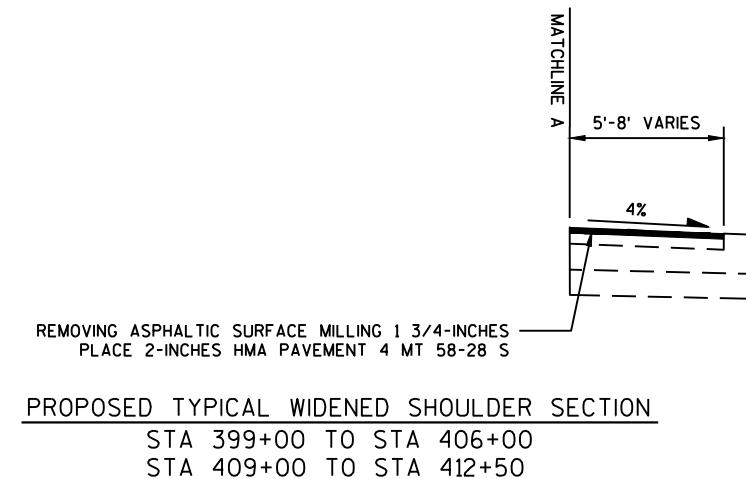
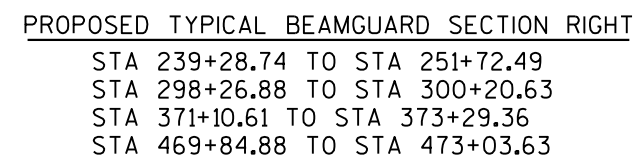
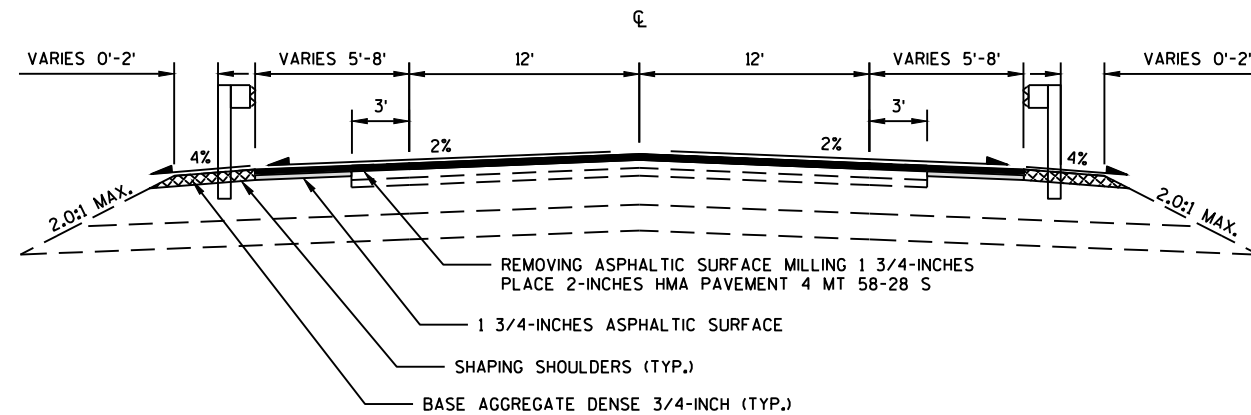
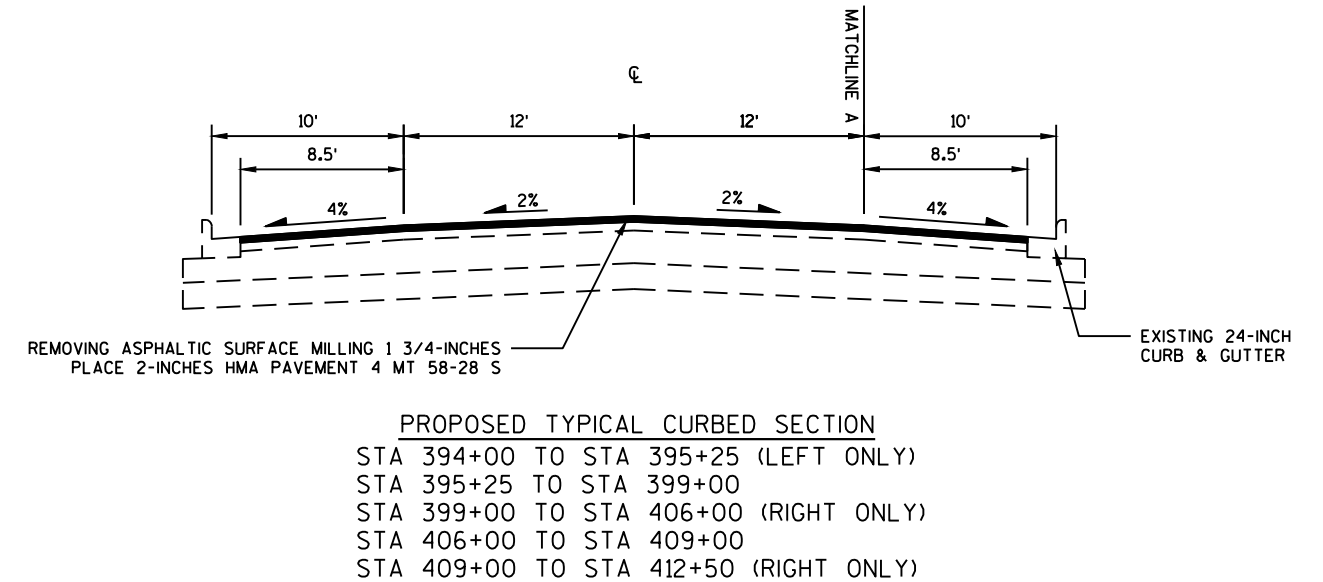
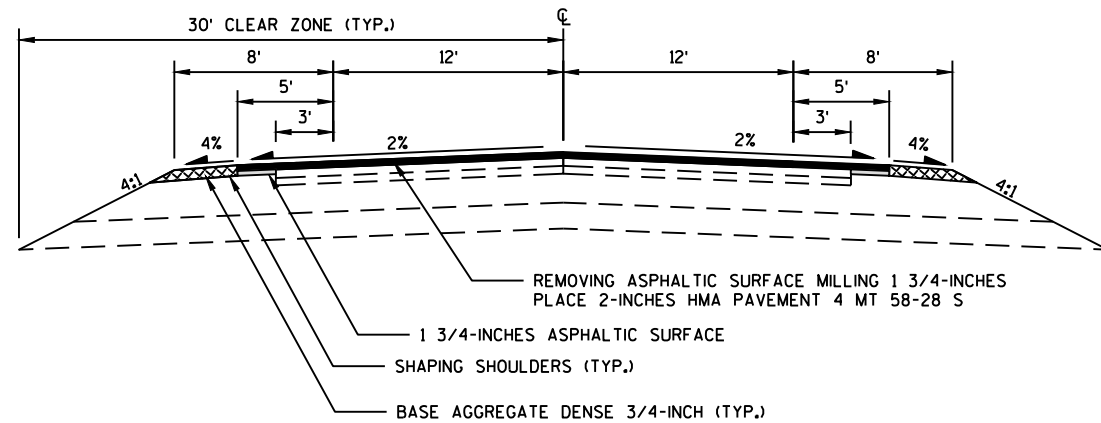
STA 399+00 TO STA 406+00
STA 409+00 TO STA 412+50



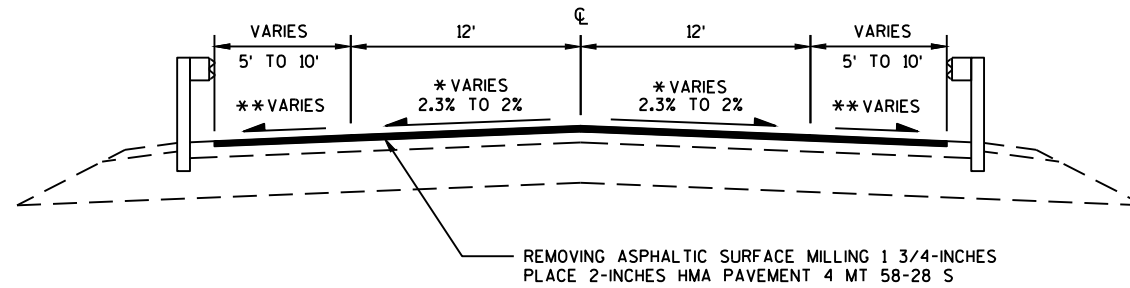
EXISTING TYPICAL SECTION
STA 359+35 - STA 364+65.50
STA 365+88 - STA 368+32



EXISTING TYPICAL SECTION
STA 368+32 TO STA 372+00

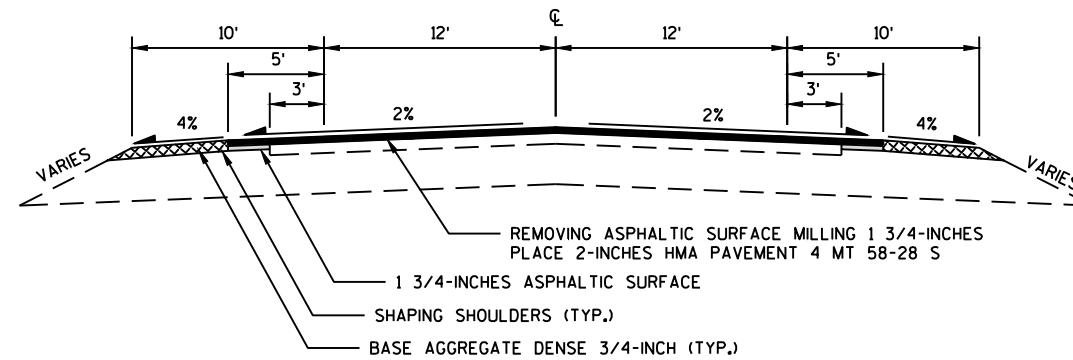


- * SEE CURVE SUPERELEVATION
CORRECTION CONSTRUCTION
DETAIL
- ** SHOULDER CROSS SLOPE VARIES,
MATCH INTO EXISTING HMA
PAVEMENT SURFACE AT THE
FACE OF BEAMGUARD



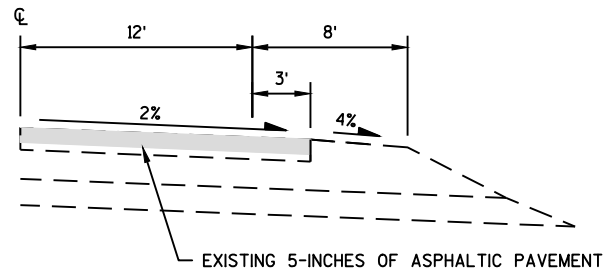
PROPOSED TYPICAL SECTION

STA 359+35 - STA 364+65.50
STA 365+88 - STA 368+32

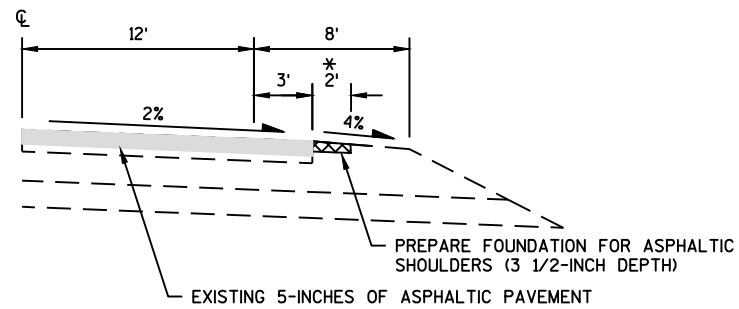


PROPOSED TYPICAL SECTION

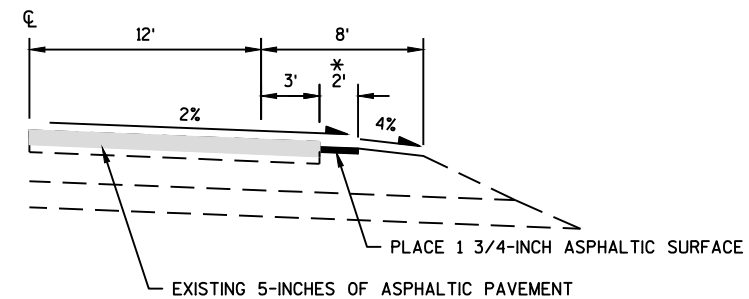
STA 368+32 TO STA 372+00



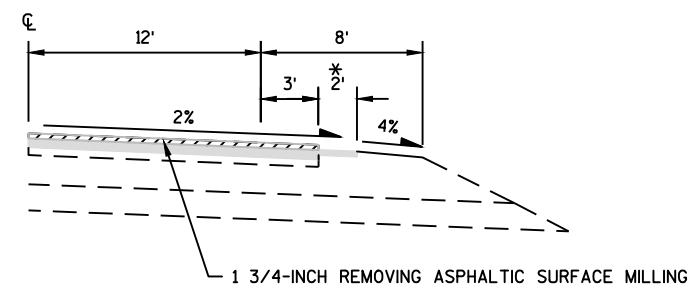
EXISTING



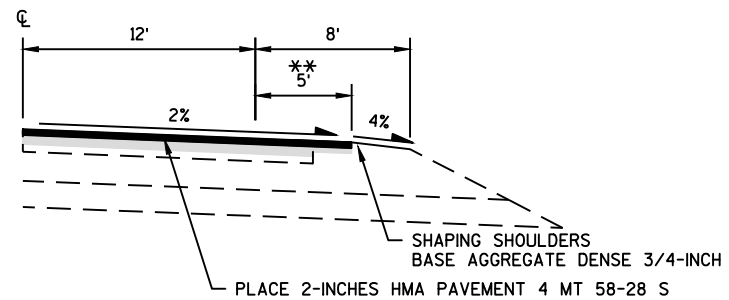
STAGE 1 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS



STAGE 2 HMA PAVEMENT WIDENING



STAGE 3 MILLING ASPHALTIC SURFACE



STAGE 4 HMA PAVING

CONSTRUCTION STAGING FOR HMA
PAVEMENT WIDENING DETAIL

CONSTRUCT STAGES UNDER A MOVING LANE
CLOSURE WITH THE USE OF FLAGGERS

NOTES

PROPOSED WORK LEFT OF THE CENTERLINE IS A MIRROR IMAGE OF STAGE 1-4 SHOWN

MAINTAIN DRAINAGE ALONG THE SHOULDER THROUGHOUT ALL STAGES SHOWN

COMPLETE STAGES 1-4 IN ONE DIRECTION BEFORE BEGINNING STAGE 1 IN THE OPPOSITE DIRECTION

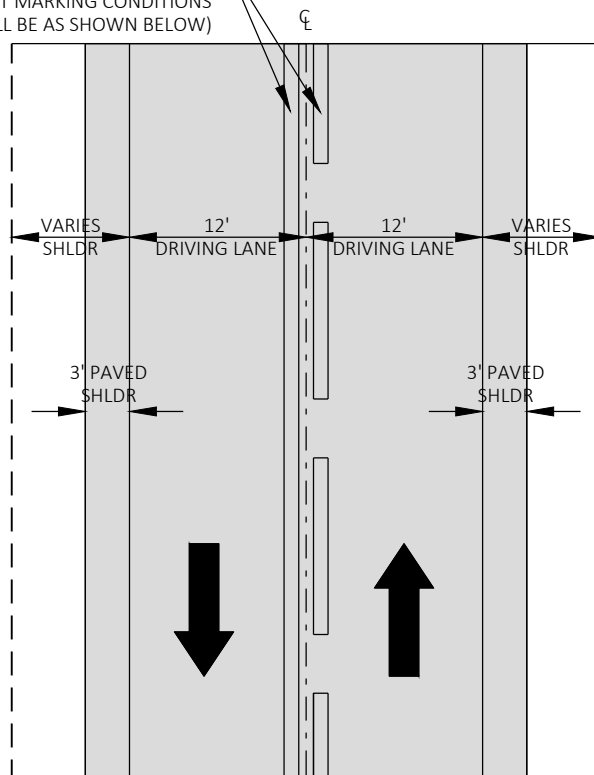
STAGES 1 AND 2 MUST BE COMPLETED ON THE SAME DAY

STAGES 3 AND 4 MUST BE COMPLETED ON THE SAME DAY

* SHOULDER WIDENING VARIES FROM 2-FEET TO 8-FEET IN BEAM GUARD AREAS. SEE BEAM GUARD CONSTRUCTION DETAILS

** PAVED SHOULDER VARIES FROM 5-FEET TO 8-FEET IN BEAM GUARD AREAS. SEE BEAM GUARD CONSTRUCTION DETAILS

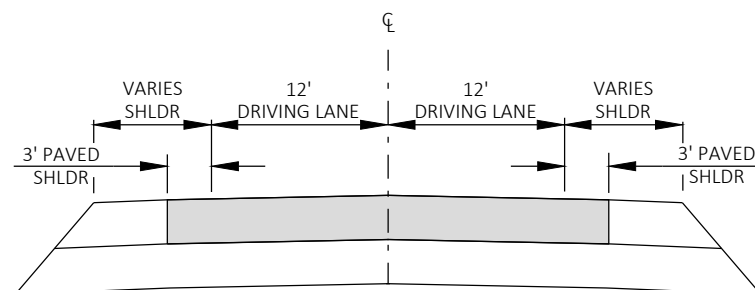
EXISTING PAVEMENT MARKING
(THIS IS A REPRESENTATION, NOT ALL
PAVEMENT MARKING CONDITIONS
WILL BE AS SHOWN BELOW)



EXISTING PLAN VIEW

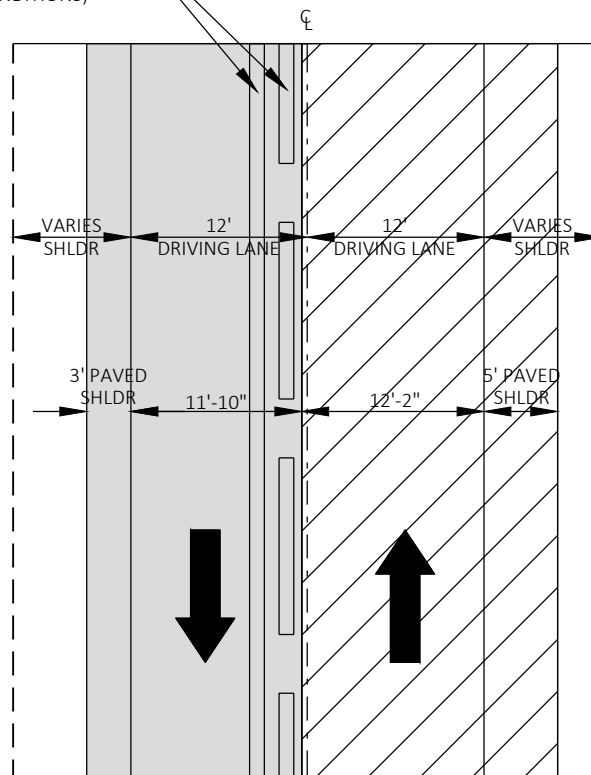


EXISTING ASPHALTIC SURFACE



EXISTING CROSS SECTION VIEW

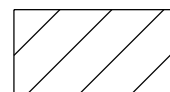
TEMPORARY MARKING LINE PAINT 4-INCH TO BE PLACED ON
EXISTING PAVEMENT SAME DAY AS PAVING OPERATION
(ALL TEMPORARY MARKING LINE PAINT IS TO MATCH EXISTING
CENTERLINE CONDITIONS)



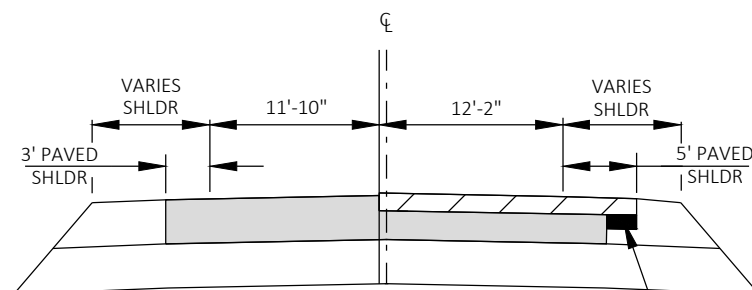
FIRST PASS PLAN VIEW



EXISTING ASPHALTIC SURFACE



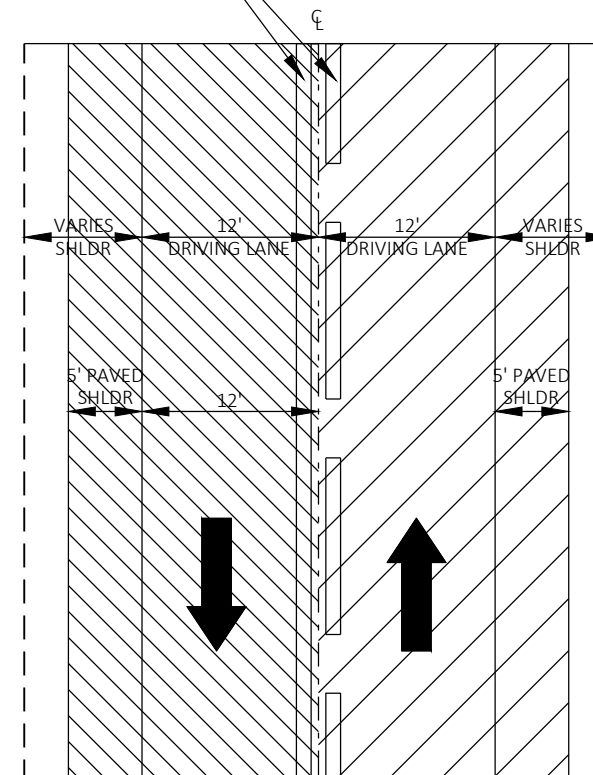
FIRST PASS 2-INCH HMA PAVEMENT 4 MT 58-28 S



FIRST PASS CROSS SECTION VIEW

HMA PAVEMENT
WIDENING

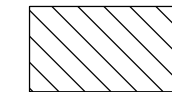
PERMANENT MARKING LINE EPOXY 4-INCH TO BE
PLACED SAME DAY AS PAVING OPERATION
(ALL PERMANENT MARKING LINE EPOXY 4-INCH IS TO
MATCH EXISTING CENTERLINE CONDITIONS)



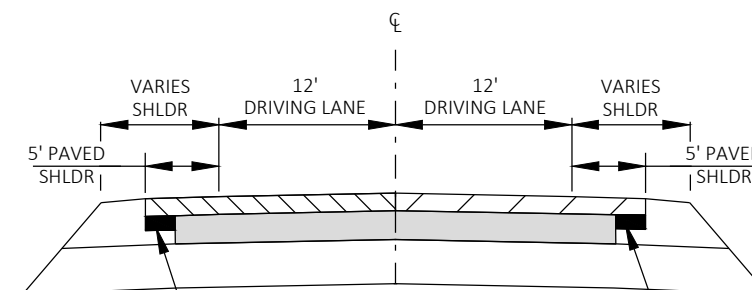
SECOND PASS PLAN VIEW



FIRST PASS 2-INCH HMA PAVEMENT 4 MT 58-28 S



SECOND PASS 2-INCH HMA PAVEMENT 4 MT 58-28 S

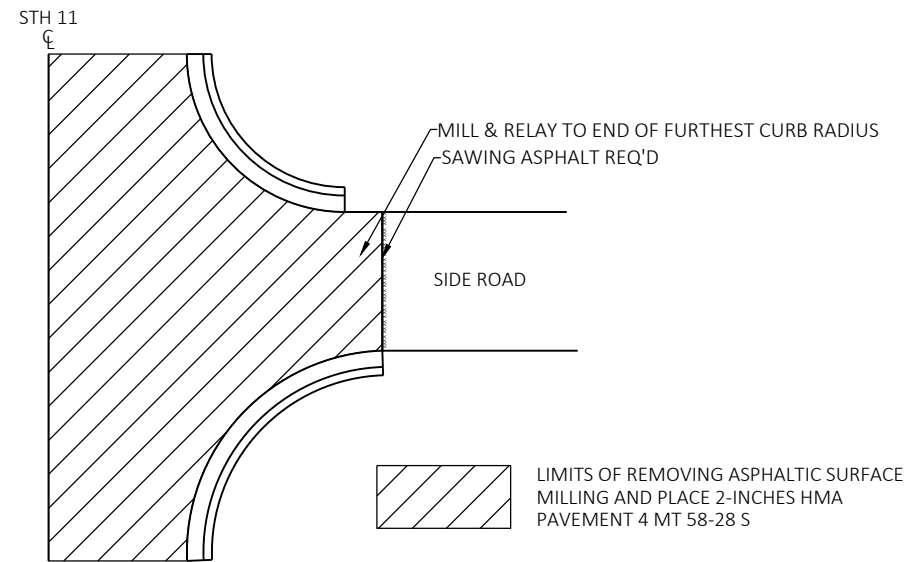


SECOND PASS CROSS SECTION VIEW

HMA PAVEMENT
WIDENING

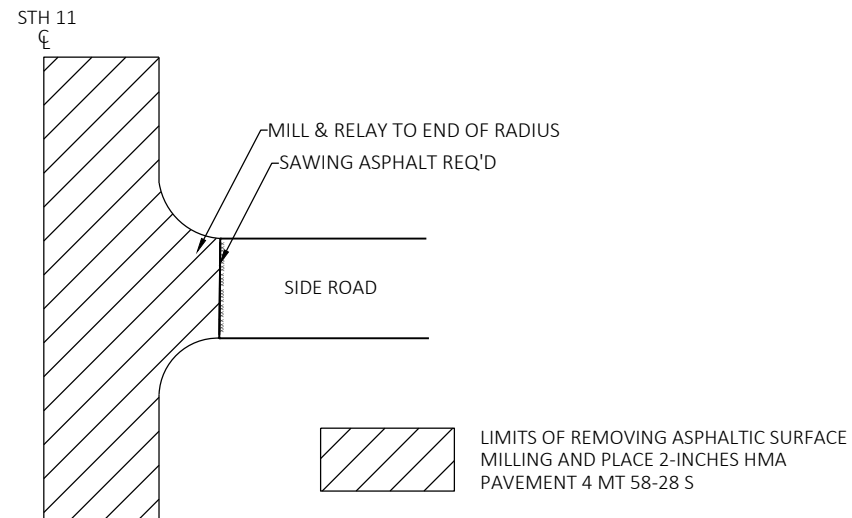
HMA PAVEMENT
WIDENING

MILLING, PAVING, AND MARKING DETAIL



SIDEROAD DETAIL - CURB & GUTTER TO REMAIN

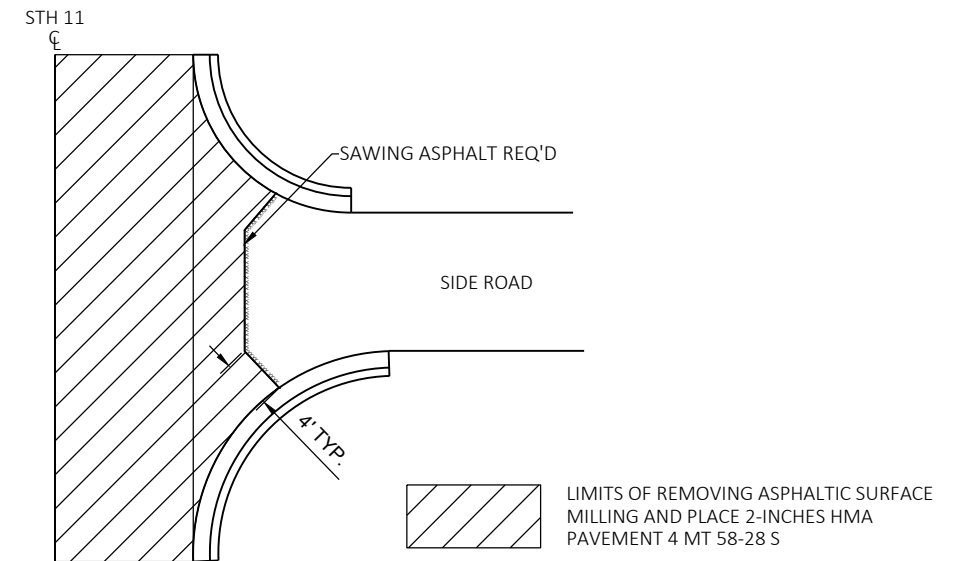
WAYNE CENTER RD
CTH D SOUTH
CTH D NORTH



SIDE ROAD DETAIL - NO CURB & GUTTER

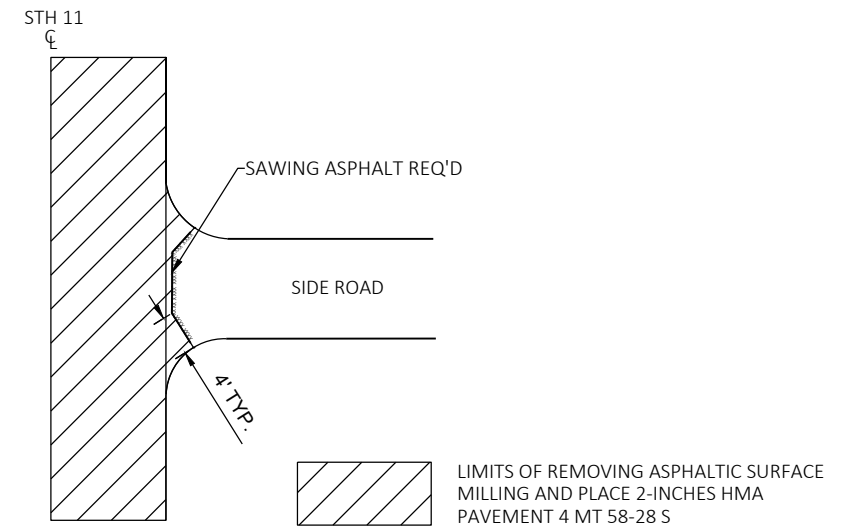
MAU RD SOUTH
MAU RD NORTH
DEETZ LN
TULLER LN

GALENA ST
MEIER RD
PHILIPS LN



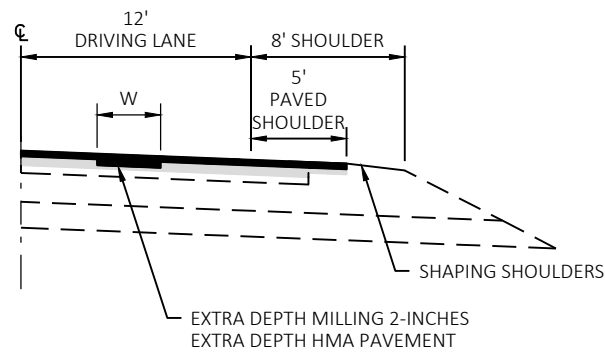
SIDEROAD DETAIL - CURB & GUTTER TO REMAIN

LARSE RD
N. MCKNIGHT ST
N WARREN ST
DIVISION ST



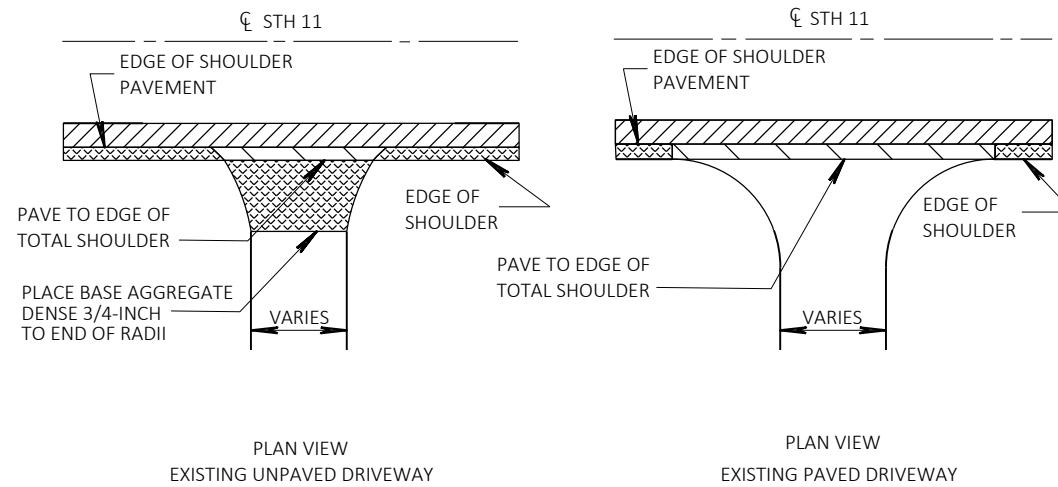
SIDE ROAD DETAIL - NO CURB & GUTTER

MOUND DR
ROBERT HOMB MEMORIAL DR

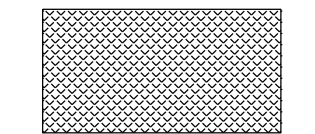


EXTRA DEPTH MILLING DETAIL

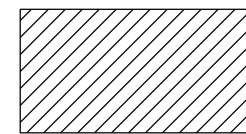
STATION - STATION	W (FT)	LOCATION
203+28 - 220+00, RT	12	--
238+60 - 241+65, LT	4	CENTERLINE WHEEL PATH
241+65 - 252+90, LT	12	--
308+00 - 321+00, LT	4	CENTERLINE WHEEL PATH
323+63 - 337+19, LT	4	CENTERLINE WHEEL PATH
349+95 - 359+38, LT	12	--
372+02 - 373+70, LT/RT	24	--
373+70 - 375+30, RT	4	EDGE LINE WHEEL PATH
373+70 - 380+26, LT	4	EDGE LINE WHEEL PATH
410+90 - 461+77, LT	12	--
454+33 - 460+88, RT	12	--
491+35 - 492+19, RT	12	--



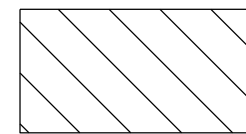
RURAL DRIVEWAY INTERSECTION DETAIL



BASE AGGREGATE DENSE 3/4-INCH



HMA PAVEMENT 4 MT 58-28 S



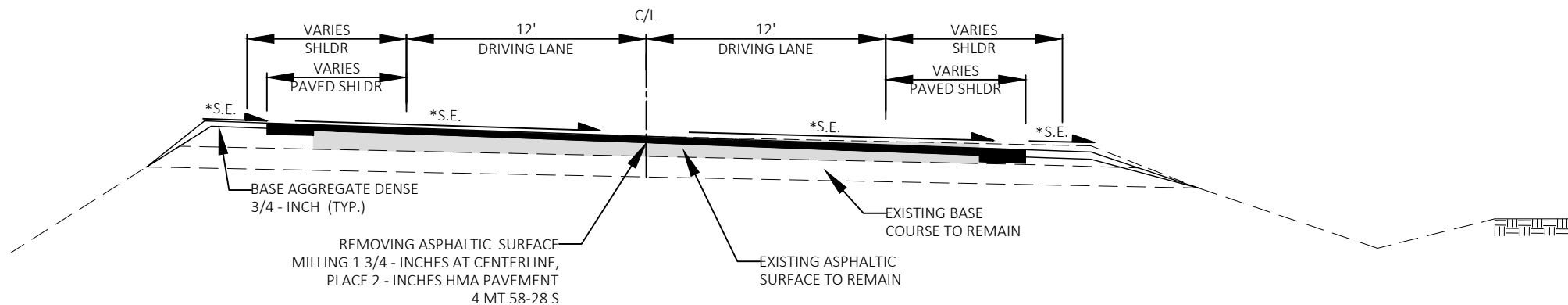
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

SUPERELEVATION TABLE - CURVE 2

TRANSITION	STATION	LEFT LANE	RIGHT LANE
NORMAL CROWN	243+08.90	-2.0%	-2.0%
LEVEL CROWN	243+62.54	0.0%	-2.0%
REVERSE CROWN	244+16.18	2.0%	-2.0%
BEGIN FULL SUPERELEVATION	244+21.54	2.2%	-2.2%
END FULL SUPERELEVATION	267+98.69	2.2%	-2.2%
REVERSE CROWN	268+04.06	2.0%	-2.0%
LEVEL CROWN	268+57.69	0.0%	-2.0%
NORMAL CROWN	269+11.33	-2.0%	-2.0%

SUPERELEVATION TABLE - CURVE 8

TRANSITION	STATION	LEFT LANE	RIGHT LANE
NORMAL CROWN	504+96.67	-2.0%	-2.0%
LEVEL CROWN	505+50.00	0.0%	-2.0%
REVERSE CROWN	506+03.33	2.0%	-2.0%
BEGIN FULL SUPERELEVATION	506+22.00	2.7%	-2.7%
END FULL SUPERELEVATION	519+13.19	2.7%	-2.7%
REVERSE CROWN	519+31.85	2.0%	-2.0%
LEVEL CROWN	519+85.19	0.0%	-2.0%
NORMAL CROWN	520+38.52	-2.0%	-2.0%



RIGHT CURVE SUPERELEVATION CORRECTION DETAIL

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
2	2.0	2.2	0.2
8	2.5	2.7	0.2

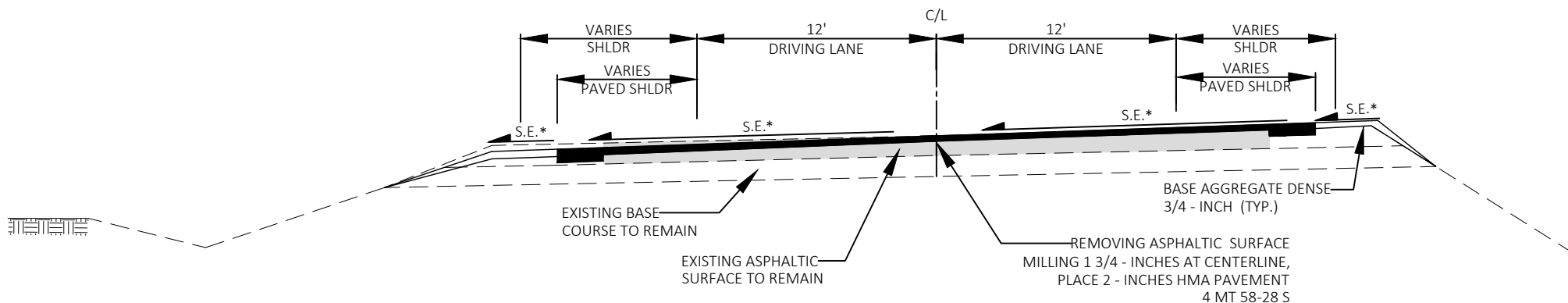
- EXISTING ASPHALTIC SURFACE
- REMOVING ASPHALTIC SURFACE MILLING 1 3/4 - INCHES AT CENTERLINE, PLACE 2 - INCHES HMA PAVEMENT 4 MT 58-28 S

NOTES: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%) BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW SIDES OF THE SUPERELEVATED ROADWAY.

CURVES 1 AND 6 ARE NORMAL CROWN CURVES

CURVE 5 SUPERELEVATION IS TO MATCH EXISTING, SEE CROSS SECTIONS FOR APPROXIMATE SUPERELEVATIONS

* SEE SUPERELEVATION TABLE



LEFT CURVE SUPERELEVATION CORRECTION DETAIL

CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
3	2.0	2.2	0.2
4	2.5	2.7	0.2
7	4.2	4.3	0.1

SUPERELEVATION TABLE - CURVE 3

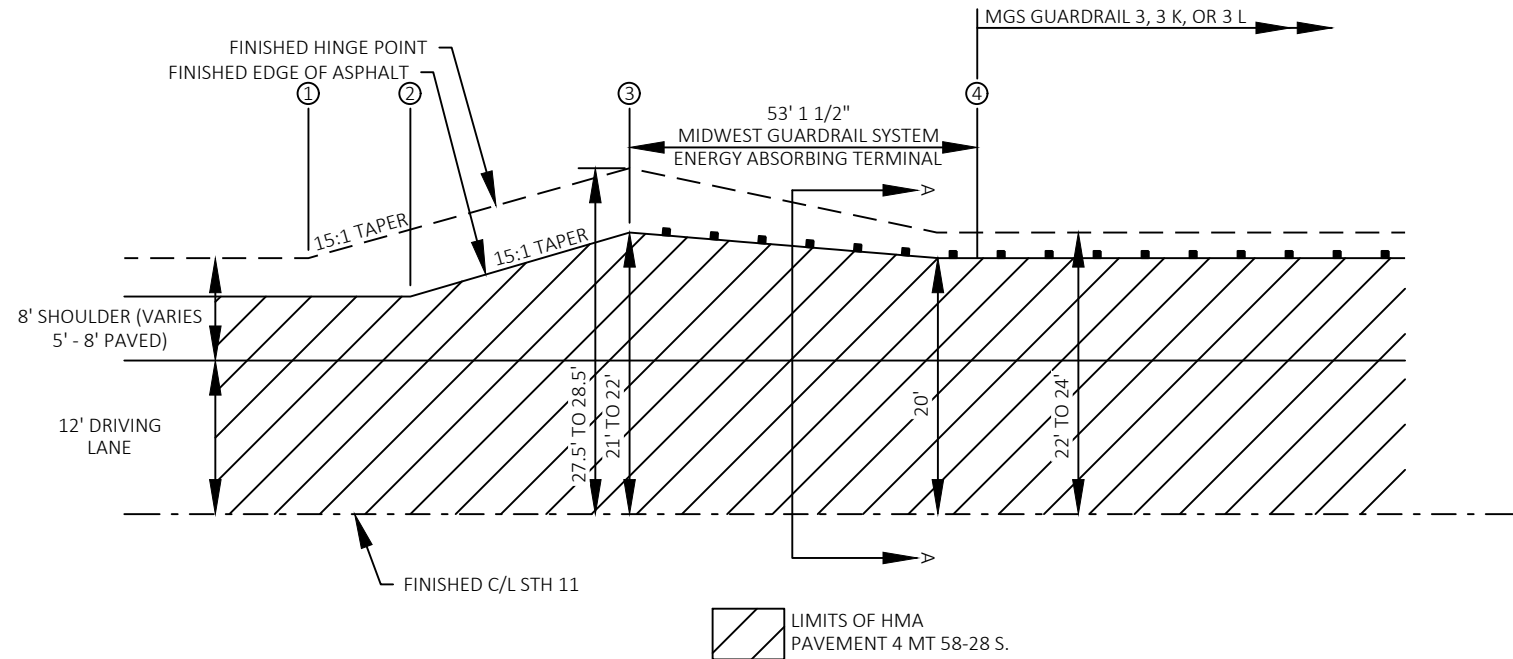
TRANSITION	STATION	LEFT LANE	RIGHT LANE
NORMAL CROWN	271+95.99	-2.0%	-2.0%
LEVEL CROWN	272+49.62	-2.0%	0.0%
REVERSE CROWN	273+03.26	-2.0%	2.0%
BEGIN FULL SUPERELEVATION	273+08.62	-2.2%	2.2%
END FULL SUPERELEVATION	301+95.44	-2.2%	2.2%
REVERSE CROWN	302+00.80	-2.0%	2.0%
LEVEL CROWN	302+54.44	-2.0%	0.0%
NORMAL CROWN	303+08.07	-2.0%	-2.0%

SUPERELEVATION TABLE - CURVE 4

TRANSITION	STATION	LEFT LANE	RIGHT LANE
NORMAL CROWN	337+01.20	-2.0%	-2.0%
LEVEL CROWN	337+54.53	-2.0%	0.0%
REVERSE CROWN	338+07.87	-2.0%	2.0%
BEGIN FULL SUPERELEVATION	338+26.53	-2.7%	2.7%
TRANSITION SUPERELEVATION	359+27.92	-2.7%	2.7%
TRANSITION SUPERELEVATION	359+38.58	-2.3%	2.3%
END FULL SUPERELEVATION	364+47.58	-2.3%	2.3%
REVERSE CROWN	364+55.28	-2.0%	2.0%
LEVEL CROWN	365+06.58	-2.0%	0.0%
NORMAL CROWN	365+57.58	-2.0%	-2.0%

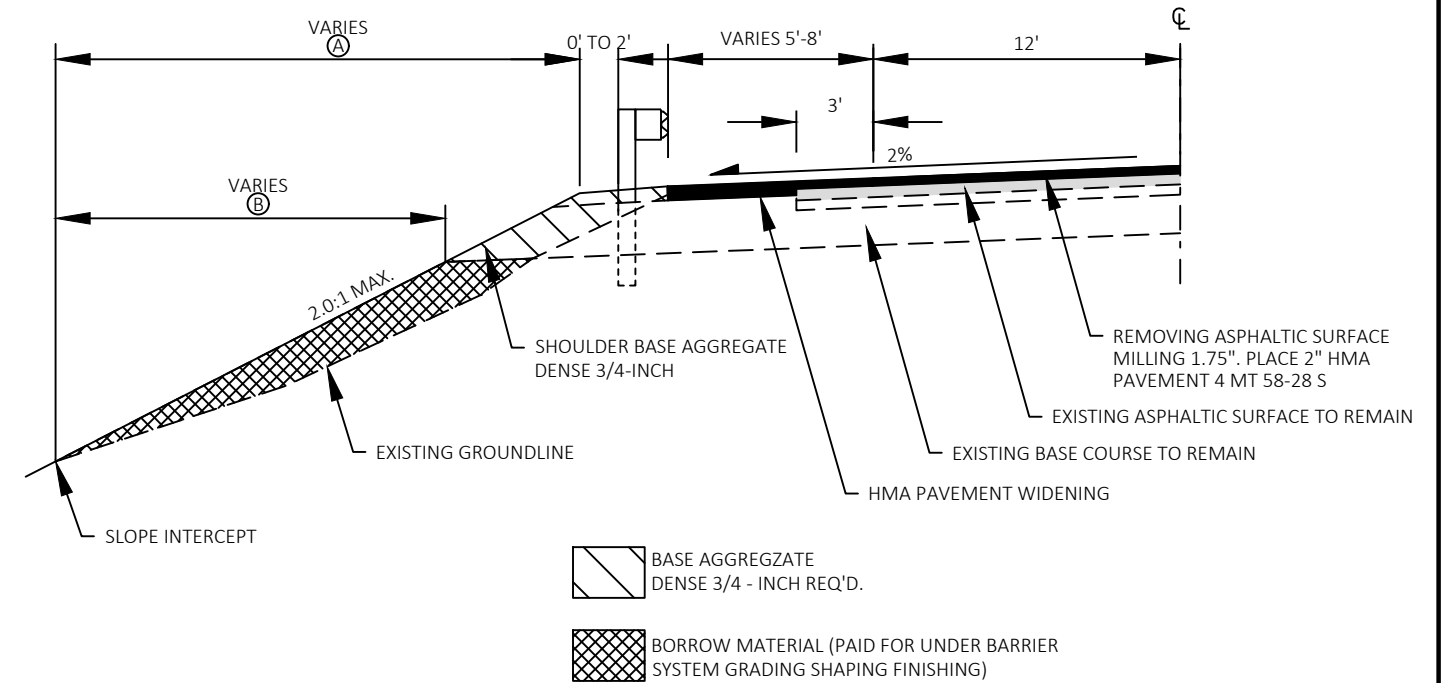
SUPERELEVATION TABLE - CURVE 7

TRANSITION	STATION	LEFT LANE	RIGHT LANE
NORMAL CROWN	470+00.97	-2.0%	-2.0%
LEVEL CROWN	470+54.46	-2.0%	0.0%
REVERSE CROWN	471+07.95	-2.0%	2.0%
BEGIN FULL SUPERELEVATION	471+69.46	-4.3%	4.3%
END FULL SUPERELEVATION	489+60.07	-4.3%	4.3%
REVERSE CROWN	490+21.58	-2.0%	2.0%
LEVEL CROWN	490+75.07	-2.0%	0.0%
NORMAL CROWN	491+28.56	-2.0%	-2.0%



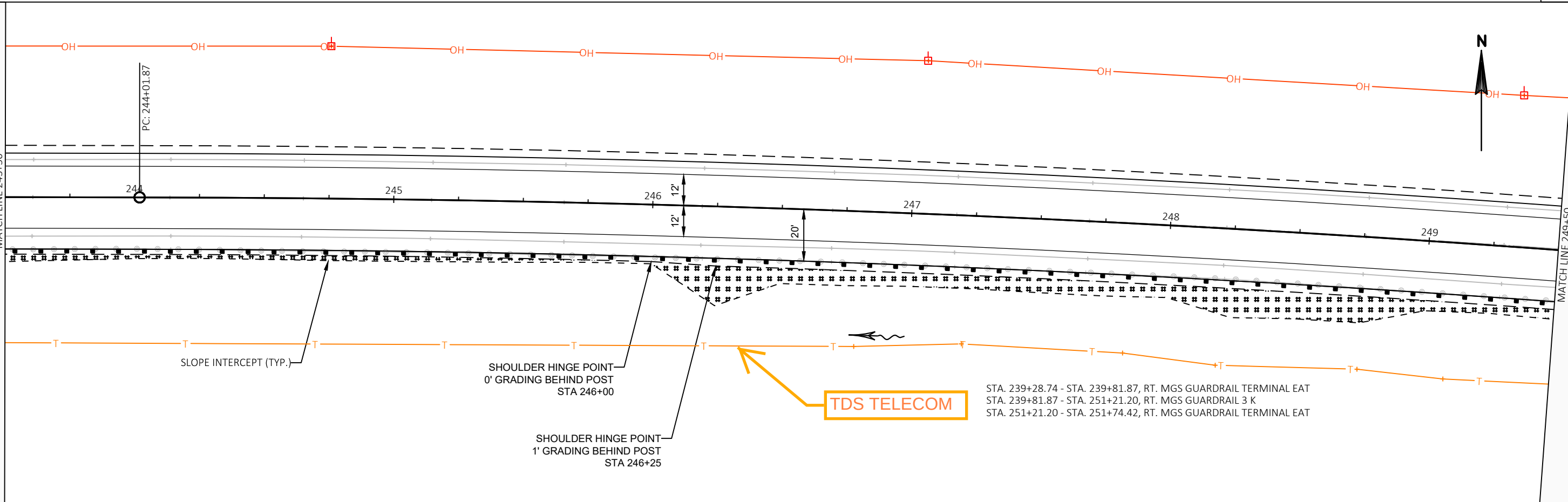
BEAMGUARD LAYOUT DETAIL

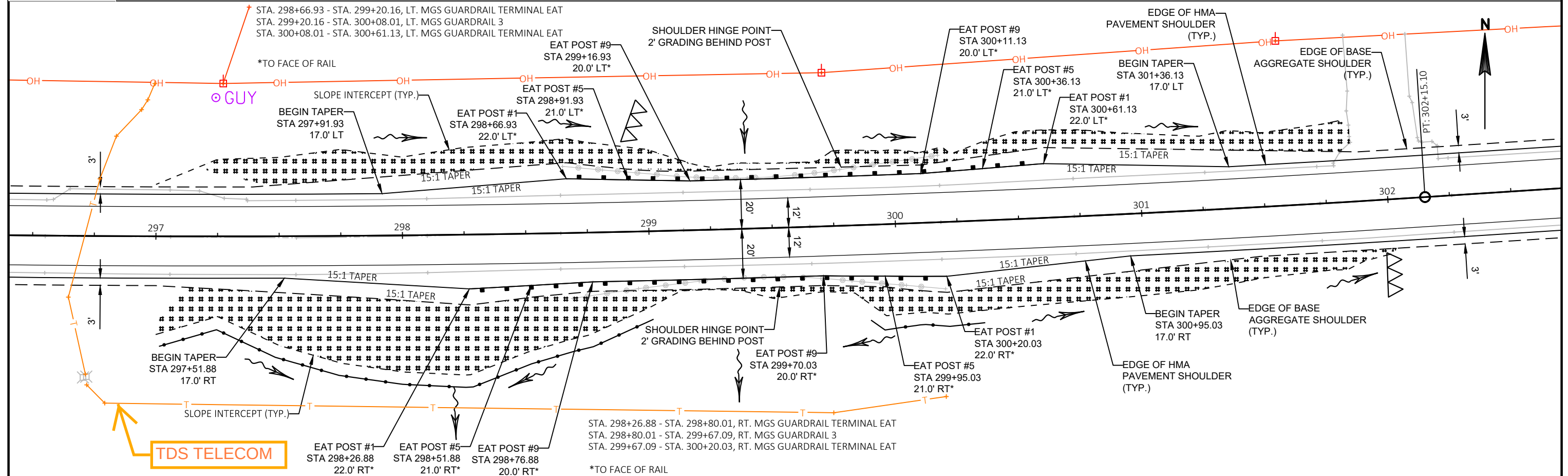
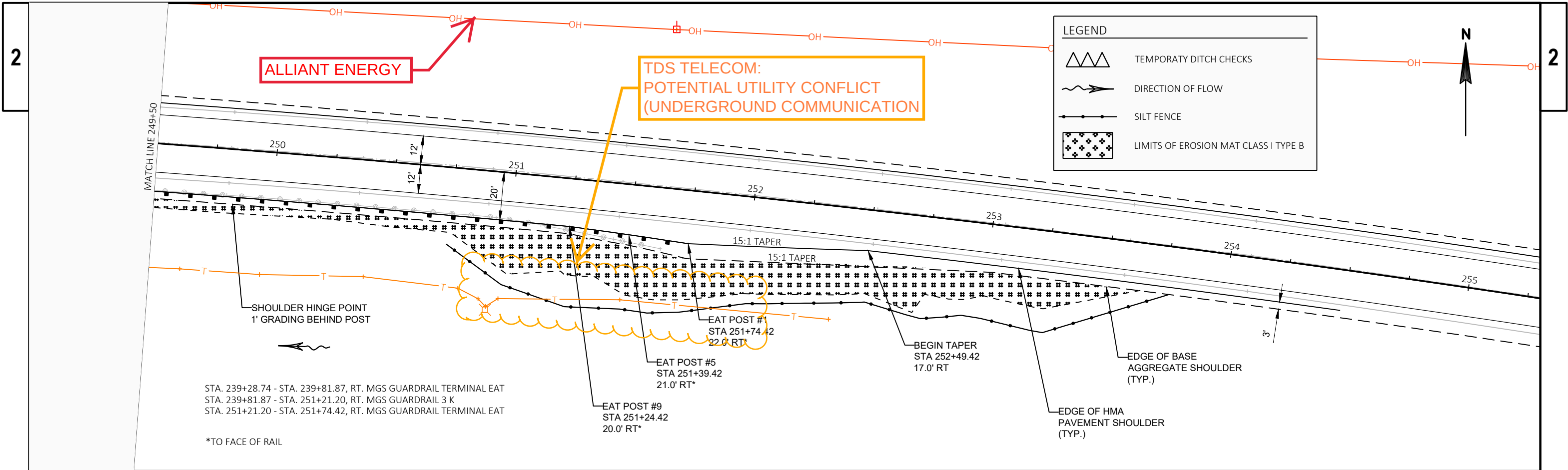
STATION-STATION	LOCATION	①	②	③	④
238+01.24 - 239+81.87	MAINLINE, RT.	238+01.24	238+53.74	239+28.74	239+81.57
251+19.37 - 252+87.17	MAINLINE, RT.	253+01.92	252+49.42	251+74.42	251+21.20
296+99.38 - 298+80.01	MAINLINE, RT.	296+99.38	297+51.88	298+26.88	298+80.01
297+39.88 - 299+20.51	MAINLINE, LT.	297+39.43	297+91.93	298+66.93	299+20.16
299+67.51 - 301+48.13	MAINLINE, RT.	301+47.53	300+95.03	300+20.03	299+67.09
300+08.01 - 301+88.63	MAINLINE, LT.	301+88.63	301+36.13	300+61.13	300+08.01
306+23.27 - 308+03.90	MAINLINE, LT.	306+23.27	306+75.77	307+50.77	308+03.90
313+91.40 - 315+72.02	MAINLINE, LT.	315+72.02	315+19.52	314+44.52	313+91.40
323+07.28 - 324+87.91	MAINLINE, LT.	323+07.28	324+04.78	324+34.78	324+87.91
336+12.91 - 337+93.53	MAINLINE, LT.	337+93.53	337+41.03	336+66.03	336+12.91
369+83.11 - 371+63.74	MAINLINE, RT.	369+83.11	370+35.61	371+10.61	371+63.74
370+14.36 - 371+94.99	MAINLINE, LT.	370+14.36	370+66.86	371+41.86	371+94.99
372+76.24 - 374+56.86	MAINLINE, RT.	374+56.86	374+04.36	373+29.36	372+76.24
373+07.49 - 374+88.11	MAINLINE, LT.	374+88.11	374+35.61	373+60.61	373+07.49
390+49.73 - 392+30.36	MAINLINE, LT.	390+49.73	391+02.23	391+77.23	392+30.36
395+75.38 - 397+18.50	MAINLINE, LT.	397+18.50	--	396+28.50	395+75.38
468+47.88 - 470+28.51	MAINLINE, LT.	468+47.50	469+00.00	469+75.00	470+28.08
468+72.38 - 470+38.01	MAINLINE, RT.	468+72.38	469+69.88	469+84.88	470+38.01
471+66.01 - 473+46.63	MAINLINE, LT.	473+46.63	472+79.13	472+79.13	471+66.01
472+50.51 - 474+16.13	MAINLINE, RT.	474+15.14	473+62.64	473+02.64	472+49.88
497+96.47 - 499+77.10	MAINLINE, LT.	497+96.47	498+48.97	499+23.97	499+77.10
504+52.10 - 505+40.14	MAINLINE, LT.	505+40.14	--	505+05.22	504+52.10
505+40.14 - 506+28.19	MAINLINE, LT.	505+40.14	--	505+76.85	506+29.74
510+15.69 - 511+81.31	MAINLINE, LT.	511+81.31	511+28.81	510+68.81	510+15.69



SECTION A-A

- Ⓐ LIMITS OF EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, AND SEEDING TEMPORARY (AS DIRECTED BY THE ENGINEER)
- Ⓑ LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY THE ENGINEER)





PROJECT NO: 1706-04-60

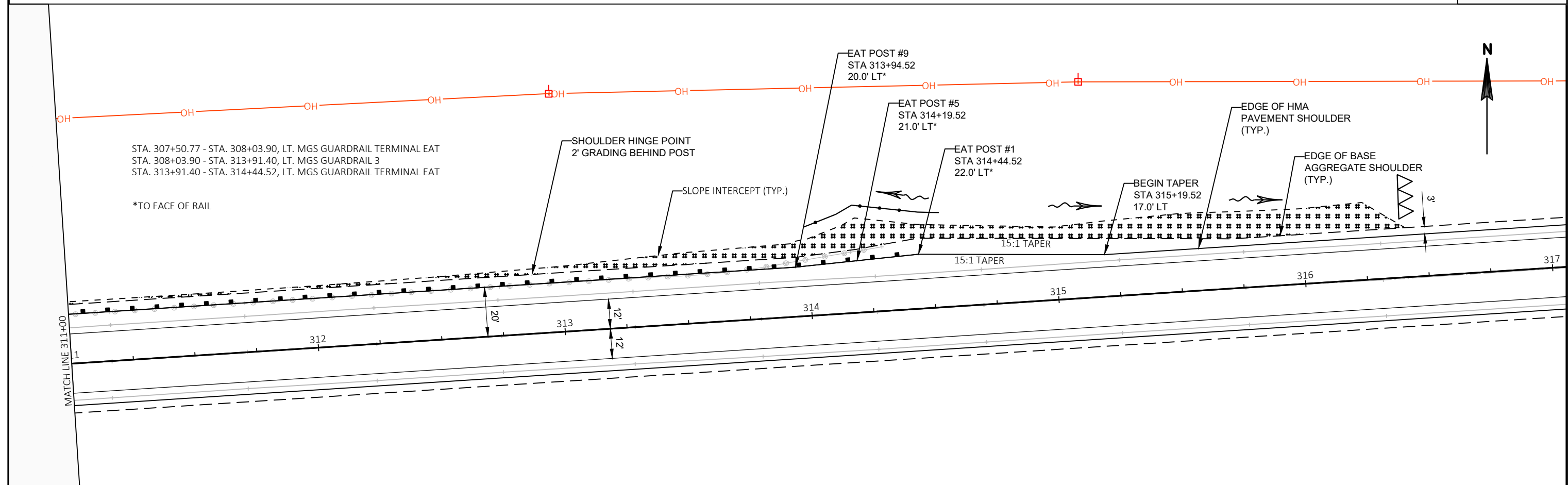
HWY: STH 11

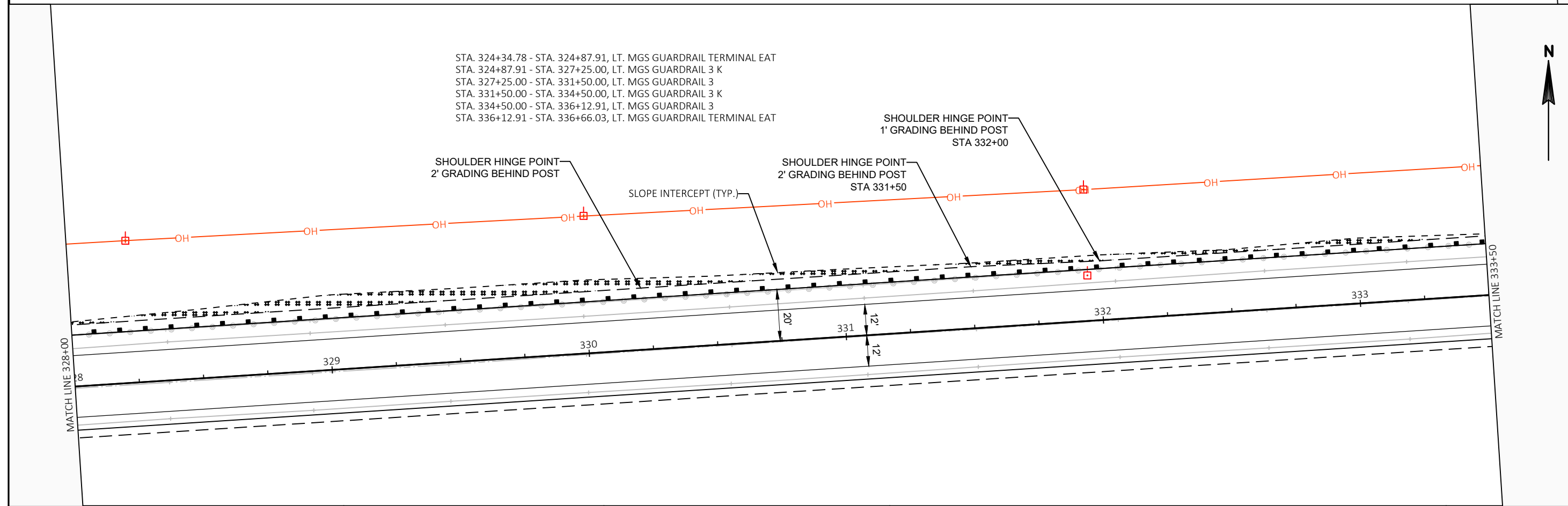
COUNTY: LAFAYETTE

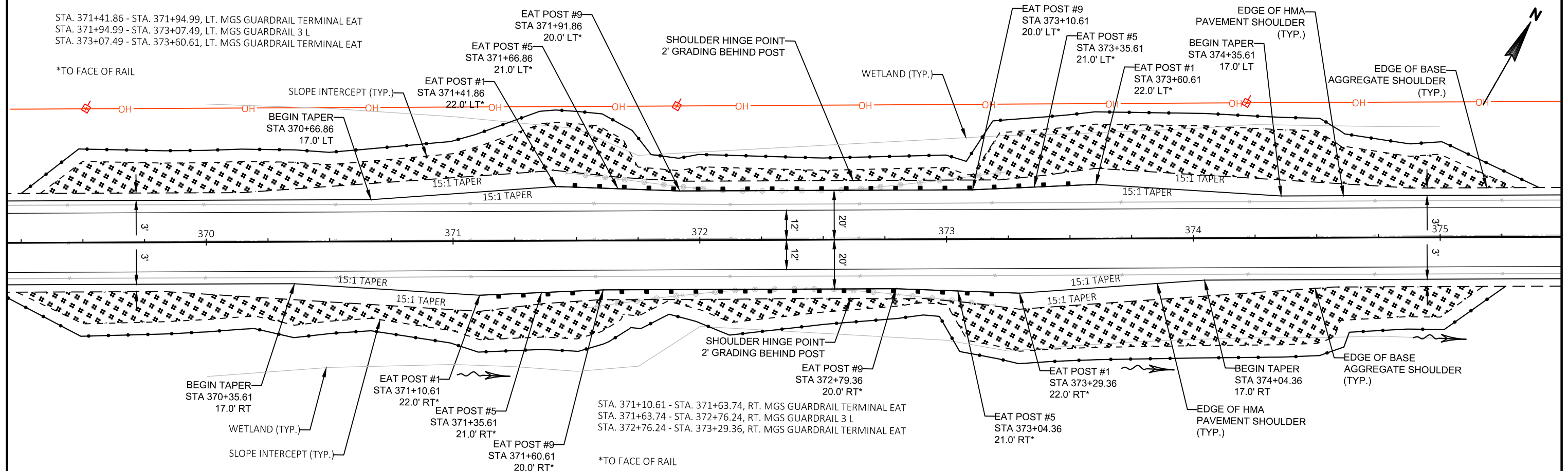
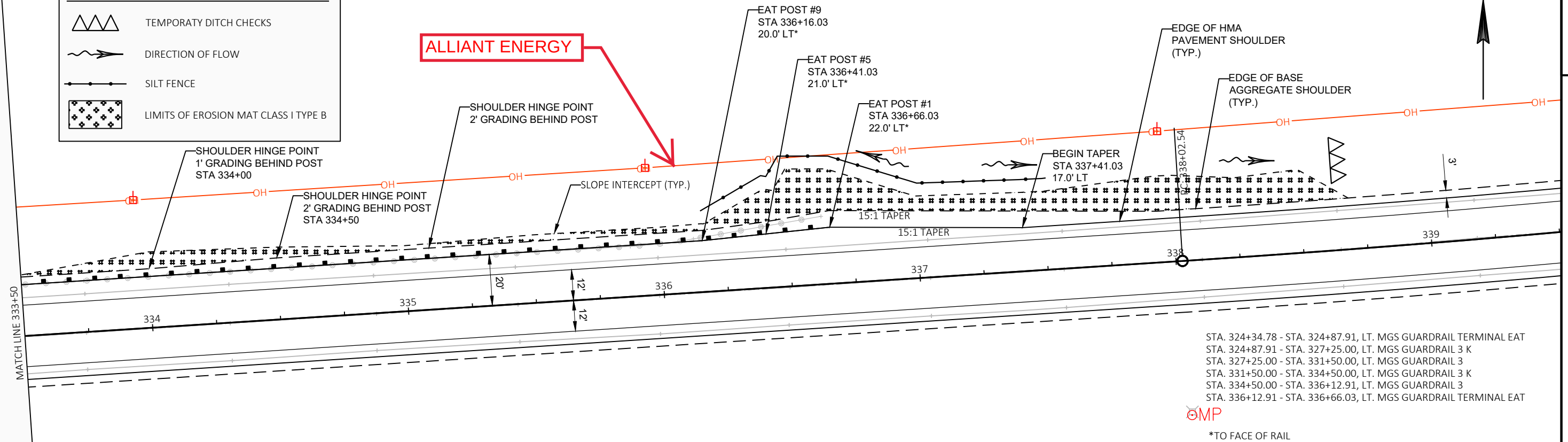
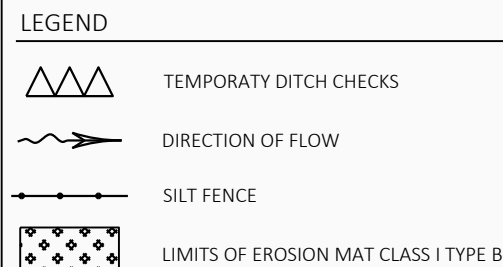
GUARDRAIL LAYOUT DETAIL

SHEET 14

E







PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

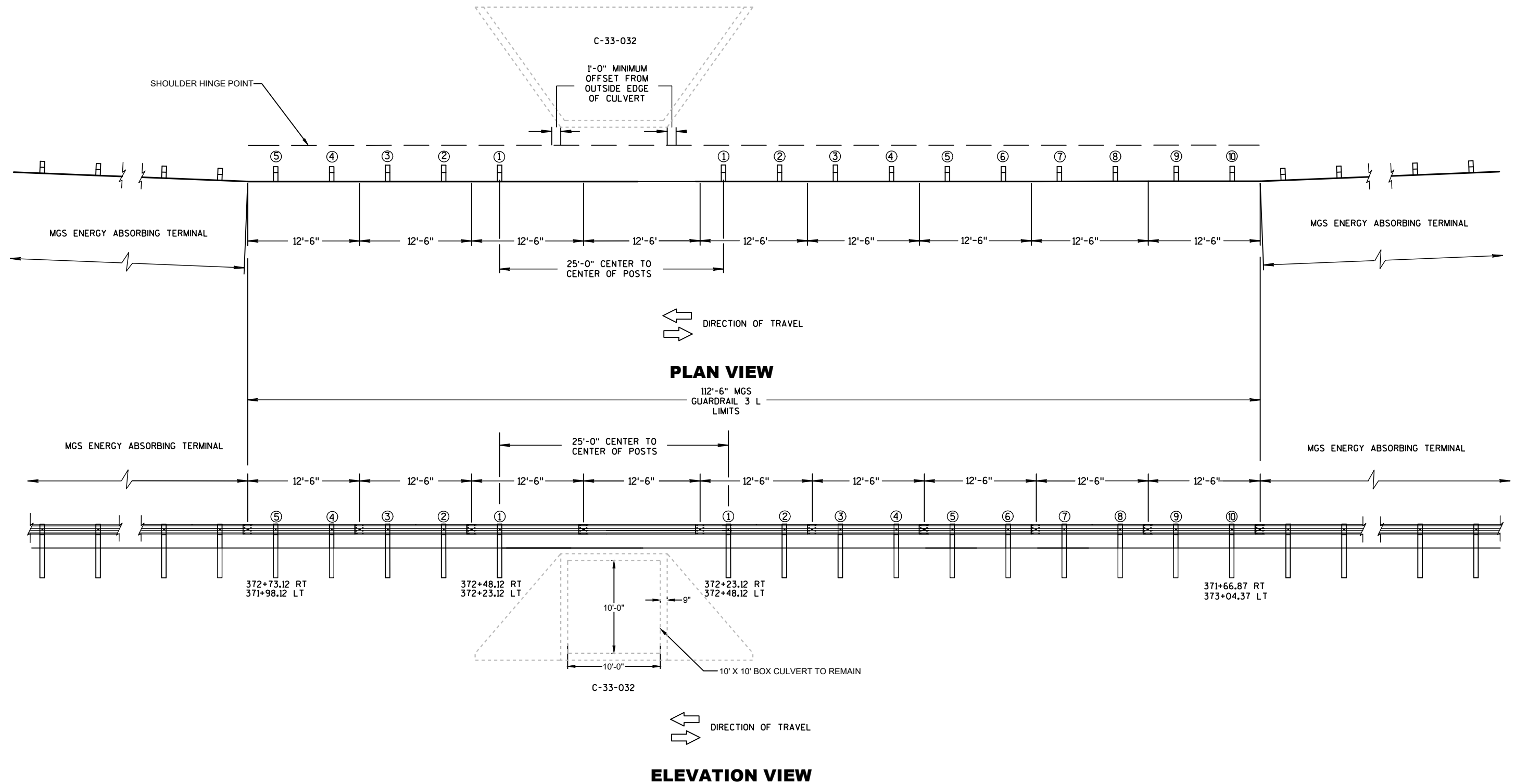
GUARDRAIL LAYOUT DETAIL

SHEET 17

E

GENERAL NOTES

REFER TO SDD "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" FOR ADDITIONAL INFORMATION.

**MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L) - C-33-032 BOX CULVERT**

PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

CONSTRUCTION DETAIL

SHEET 18

E

FILE NAME : N:\PDS\C3D\17060430\SHEETS\PLAN\021005-CD.DWG
LAYOUT NAME - Plan 1 IN 40 FT

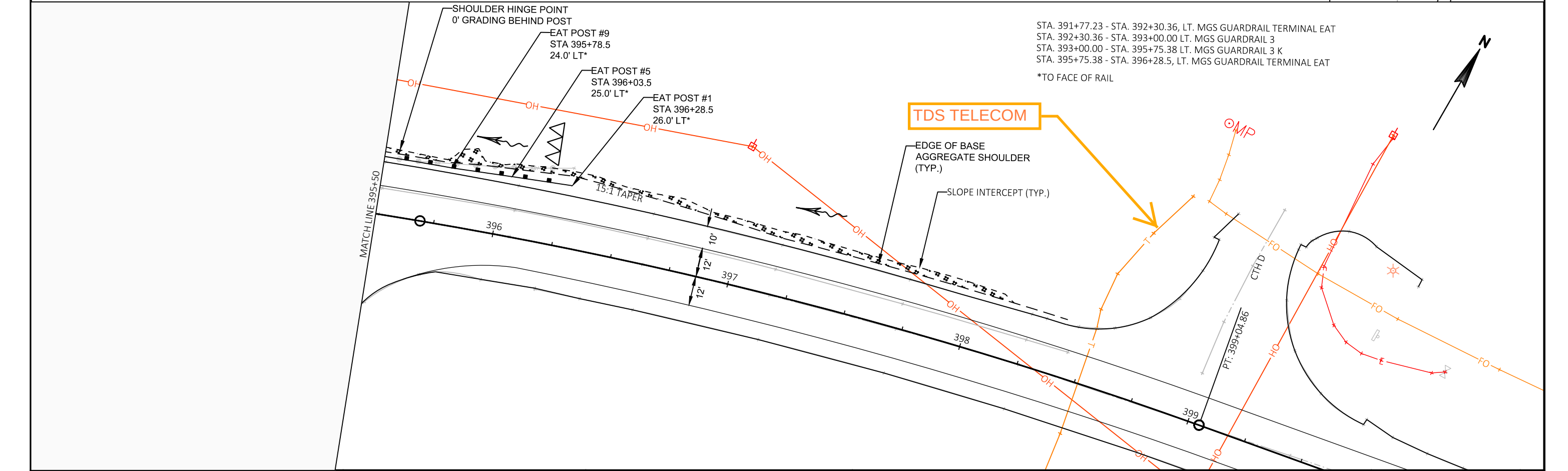
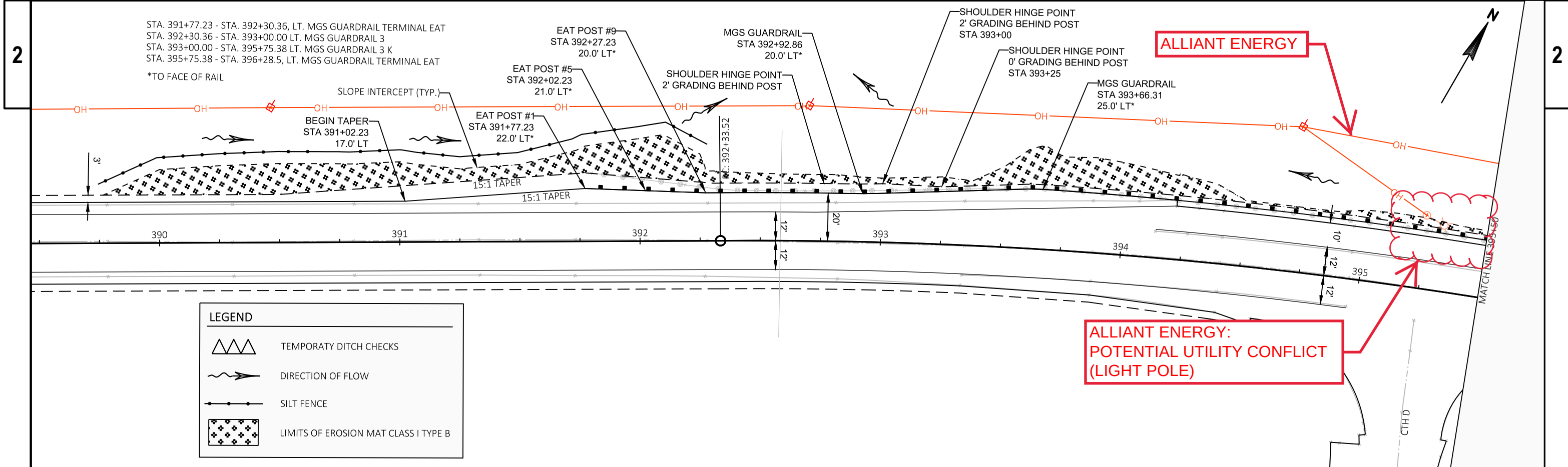
PLOT DATE : 7/30/2018 3:27 PM

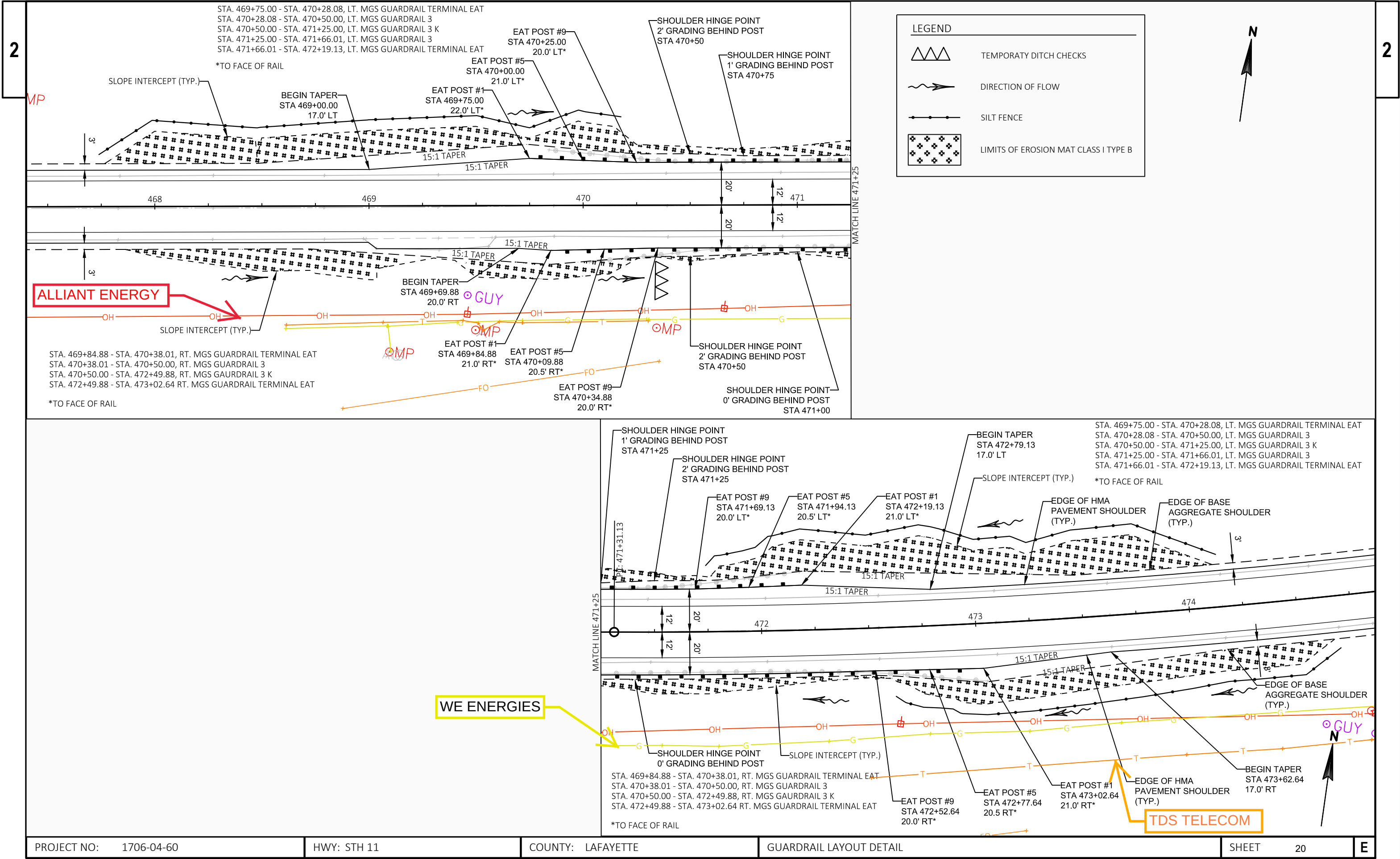
PLOT BY : RACH, JEREMY PAUL

PLOT NAME :

PLOT SCALE : Custom

WISDOT/CADD5 SHEET 42





PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

GUARDRAIL LAYOUT DETAIL

SHEET 20

E

FILE NAME : N:\PDS\C3D\17060430\SHETSOTHER\UTILITY PLAN SHEETS\021002-CD.DWG
LAYOUT NAME - BG Region 9-10

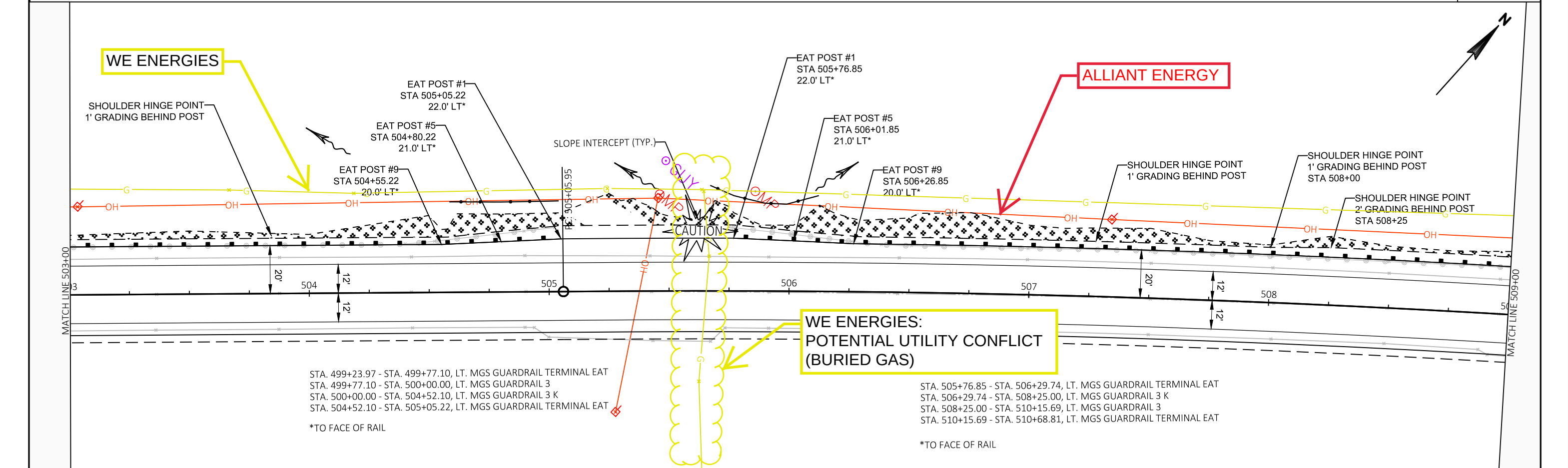
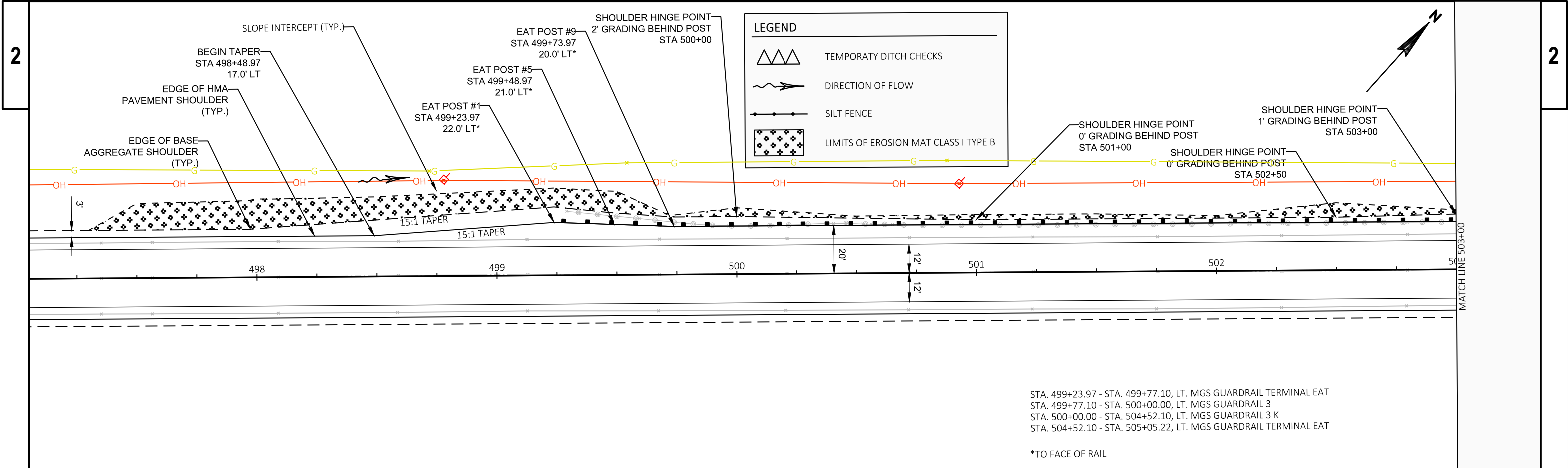
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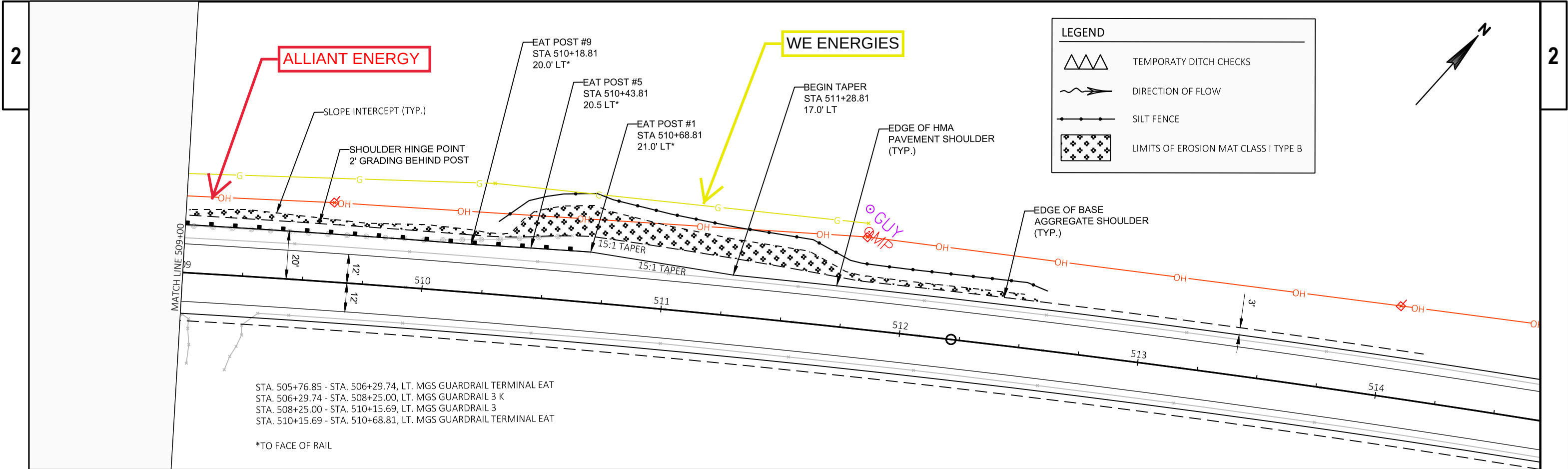
PLOT BY : RACH, JEREMY PAUL

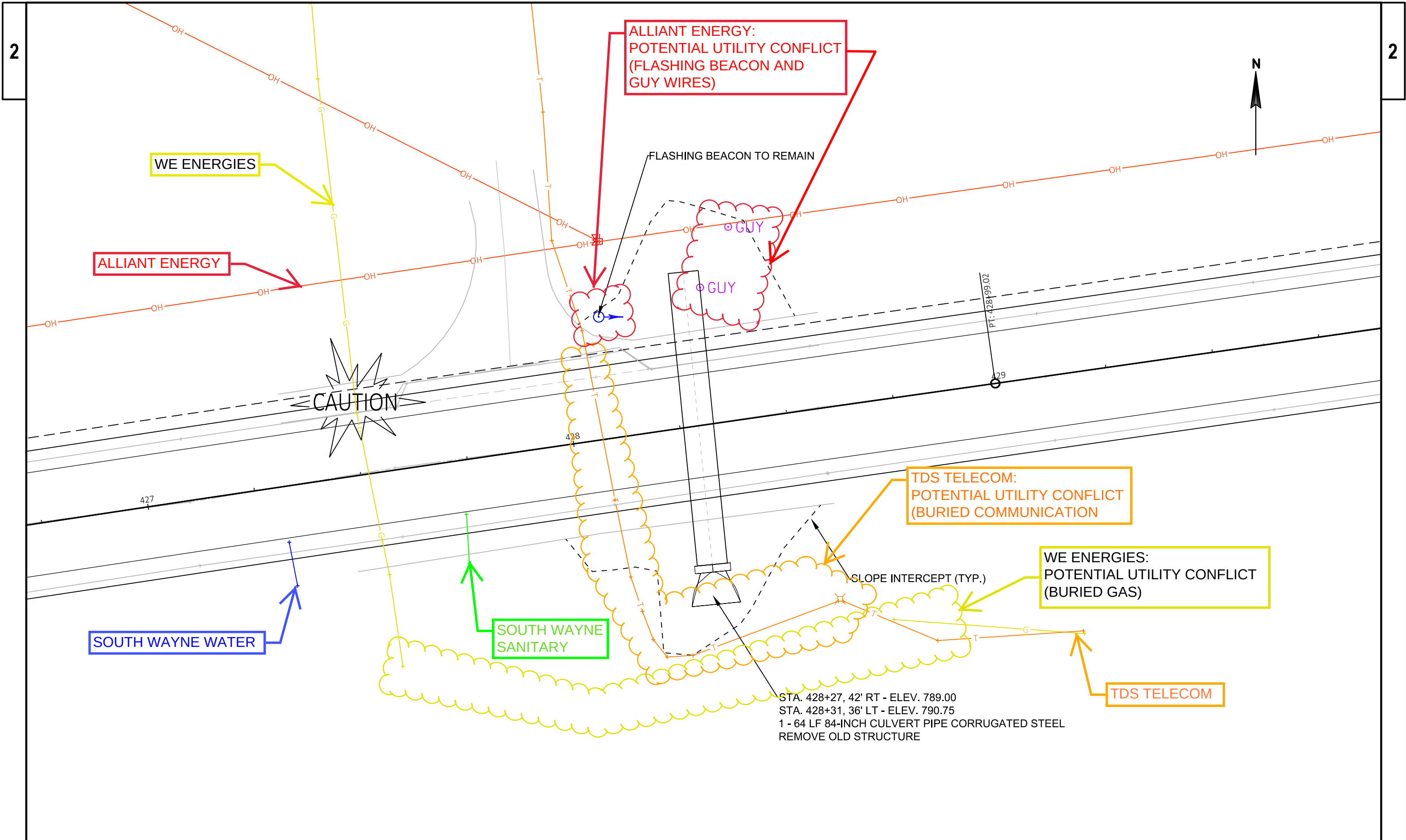
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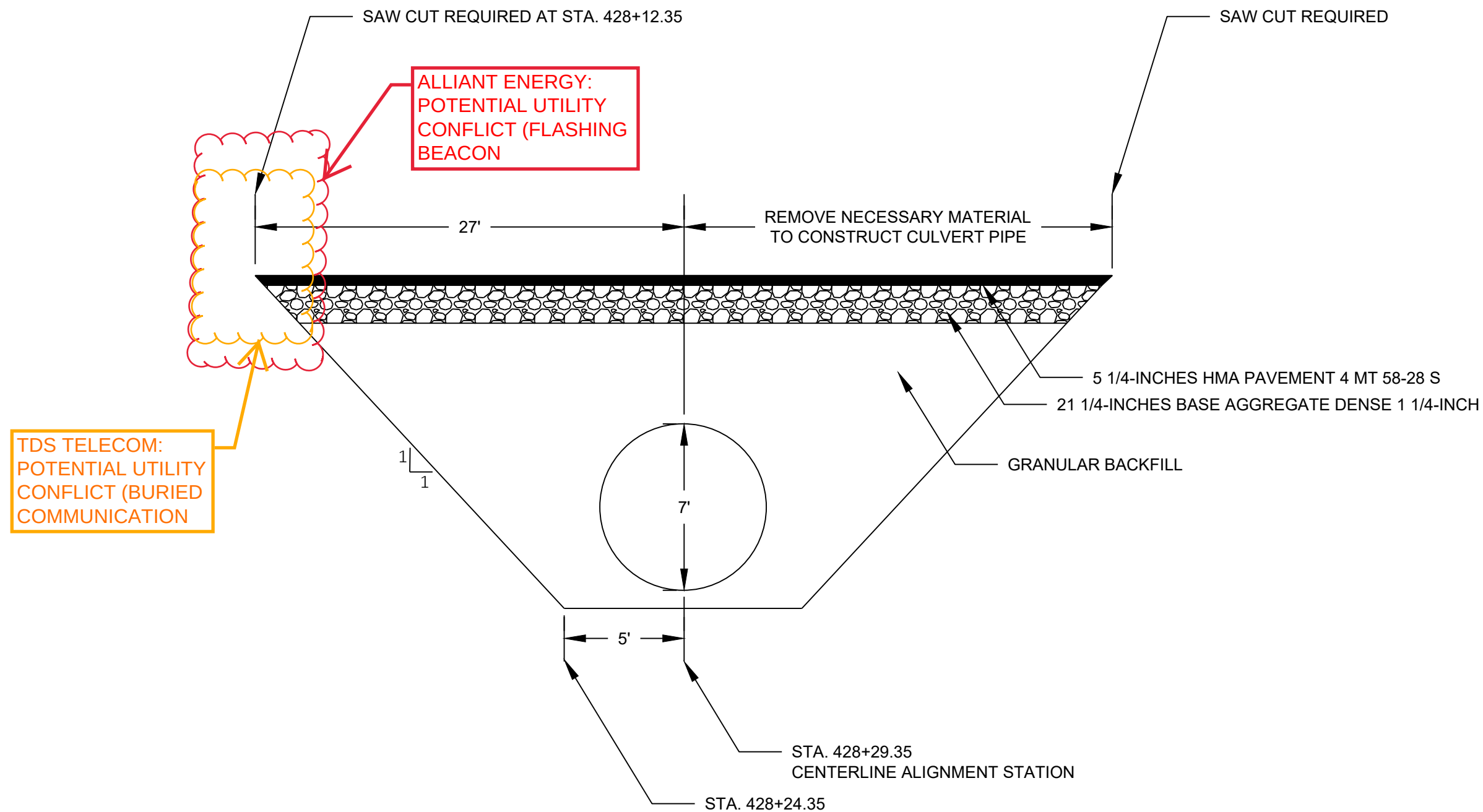
PLOT SCALE : #####

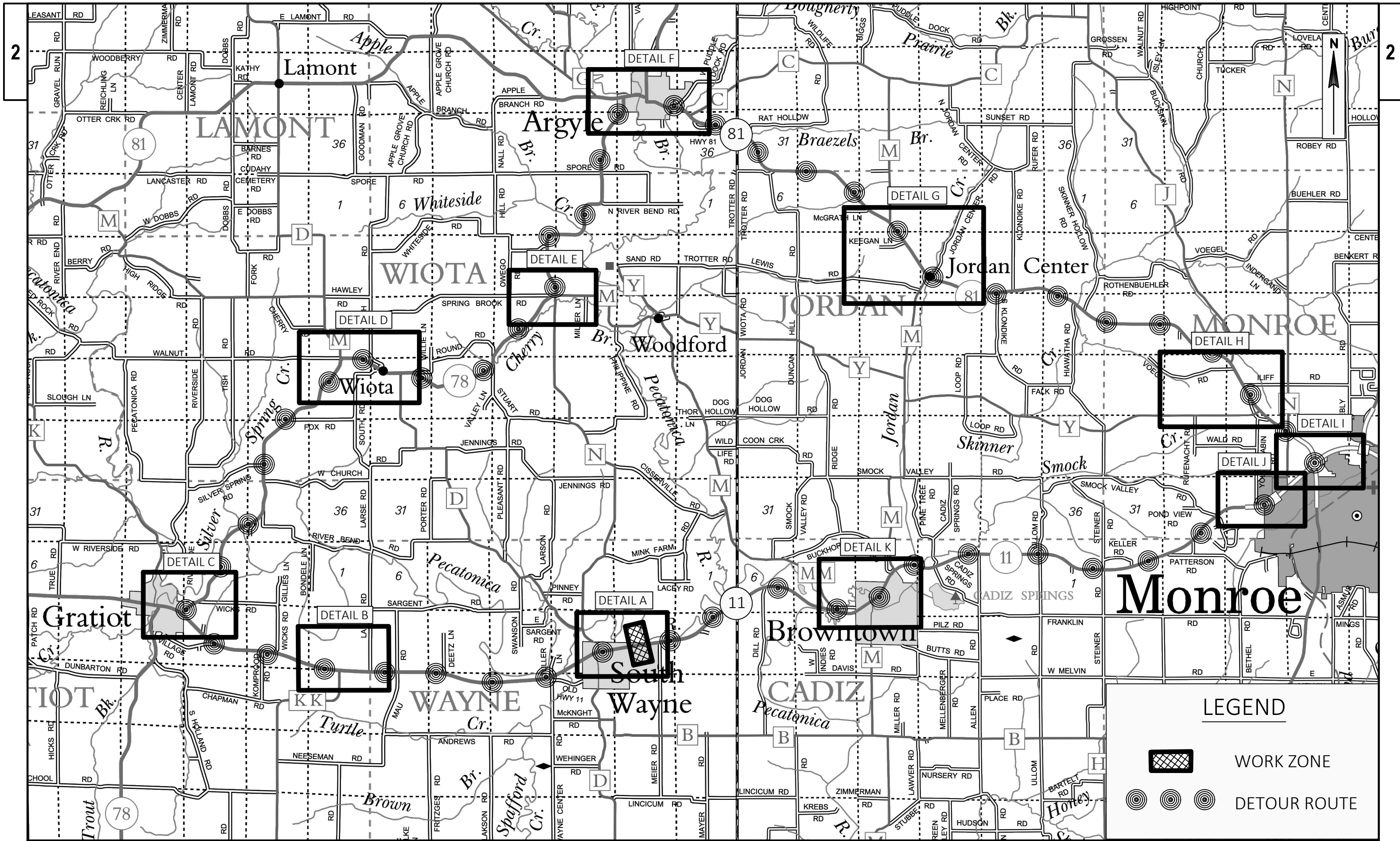
WISDOT/CADDs SHEET 42



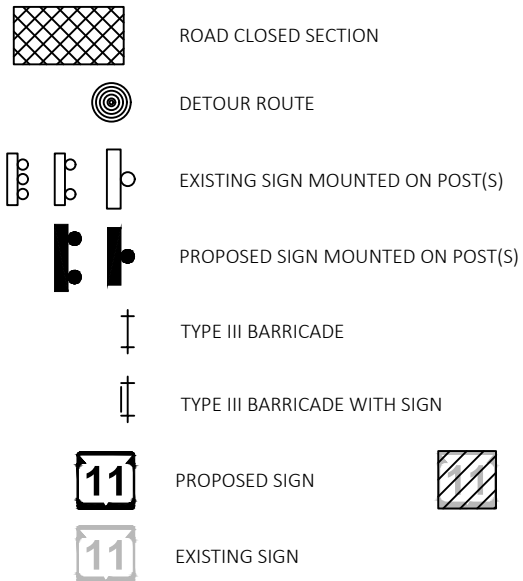








LEGEND



GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL MAINLINE CLOSURE INFORMATION

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

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS.

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



PROJECT NO: 1706-04-60

HWY: STH 11

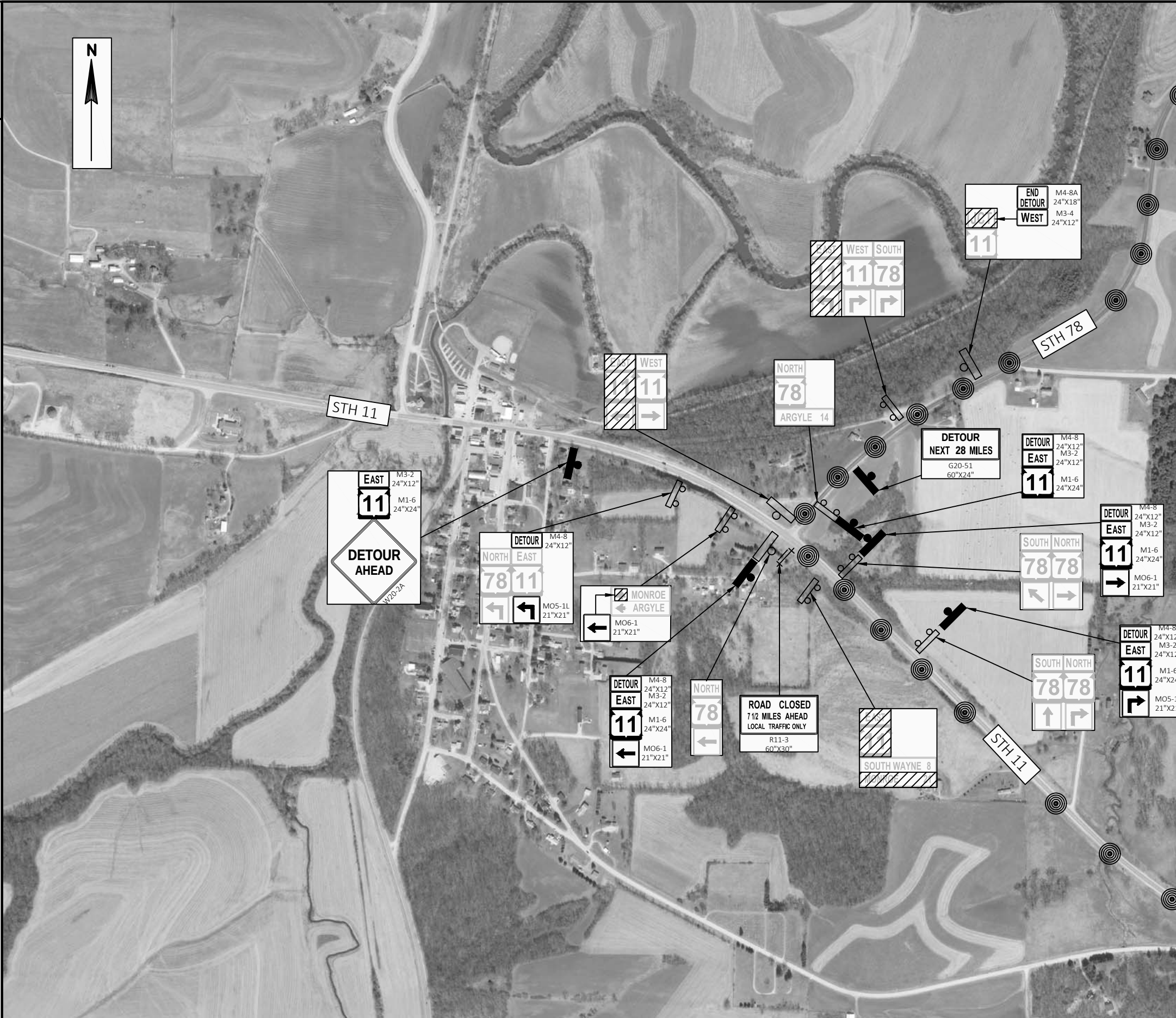
COUNTY: LAFAYETTE

DETOUR - DETAIL A

SHEET 26

E





LEGEND

- ROAD CLOSED SECTION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- PROPOSED SIGN
- EXISTING SIGN

COVER EXISTING SIGN
PAID FOR AS TRAFFIC CONTROL
COVERING SIGNS TYPE II.
PAID AS ONE COVER
PER STATION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL
MAINLINE CLOSURE INFORMATION

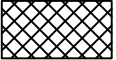
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE
ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER

CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED,
AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS.

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

LEGEND

-  ROAD CLOSED SECTION
-  DETOUR ROUTE
-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH SIGN
-  PROPOSED SIGN
-  COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION
-  EXISTING SIGN

GENERAL NOTES

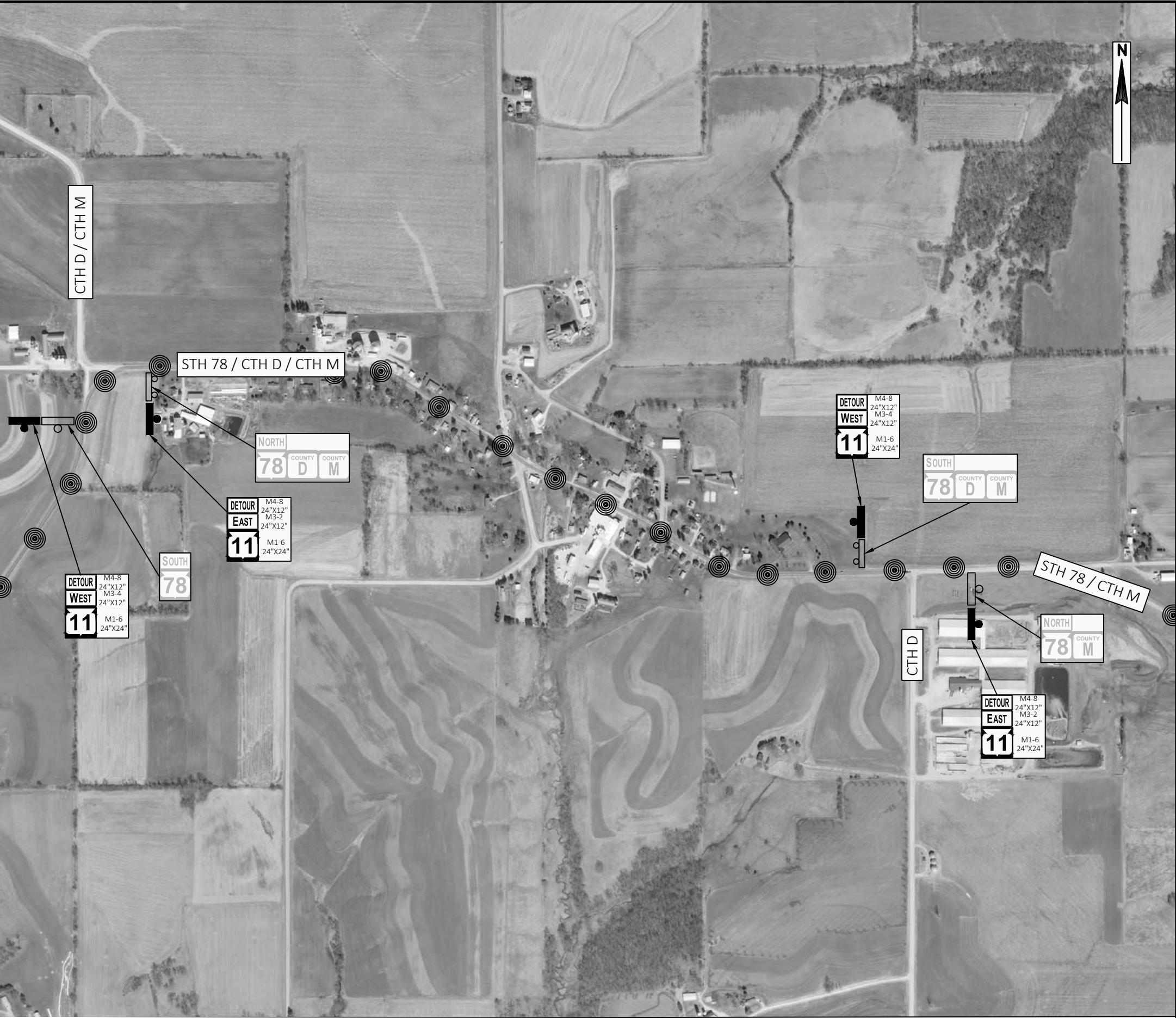
SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL MAINLINE CLOSURE INFORMATION

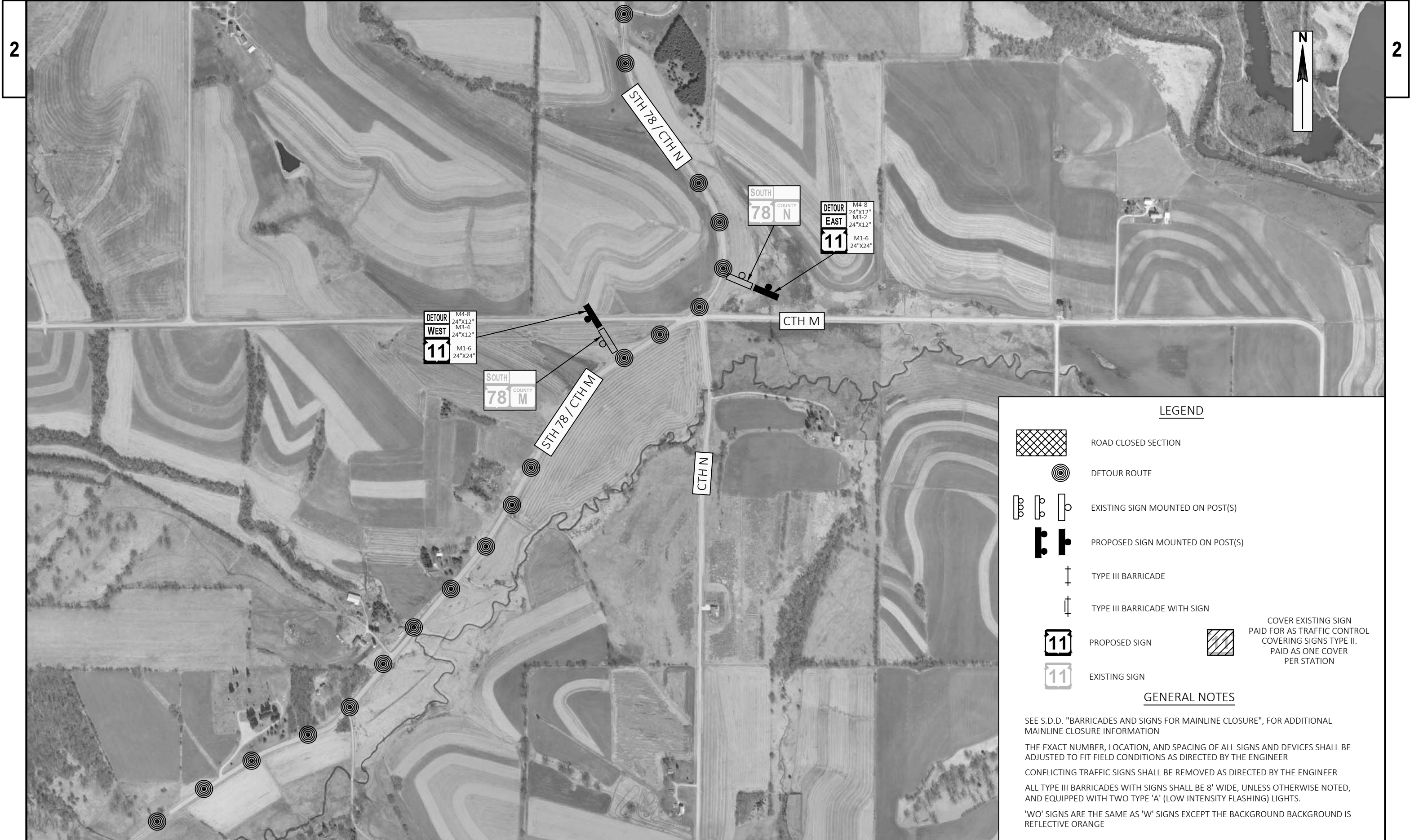
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER

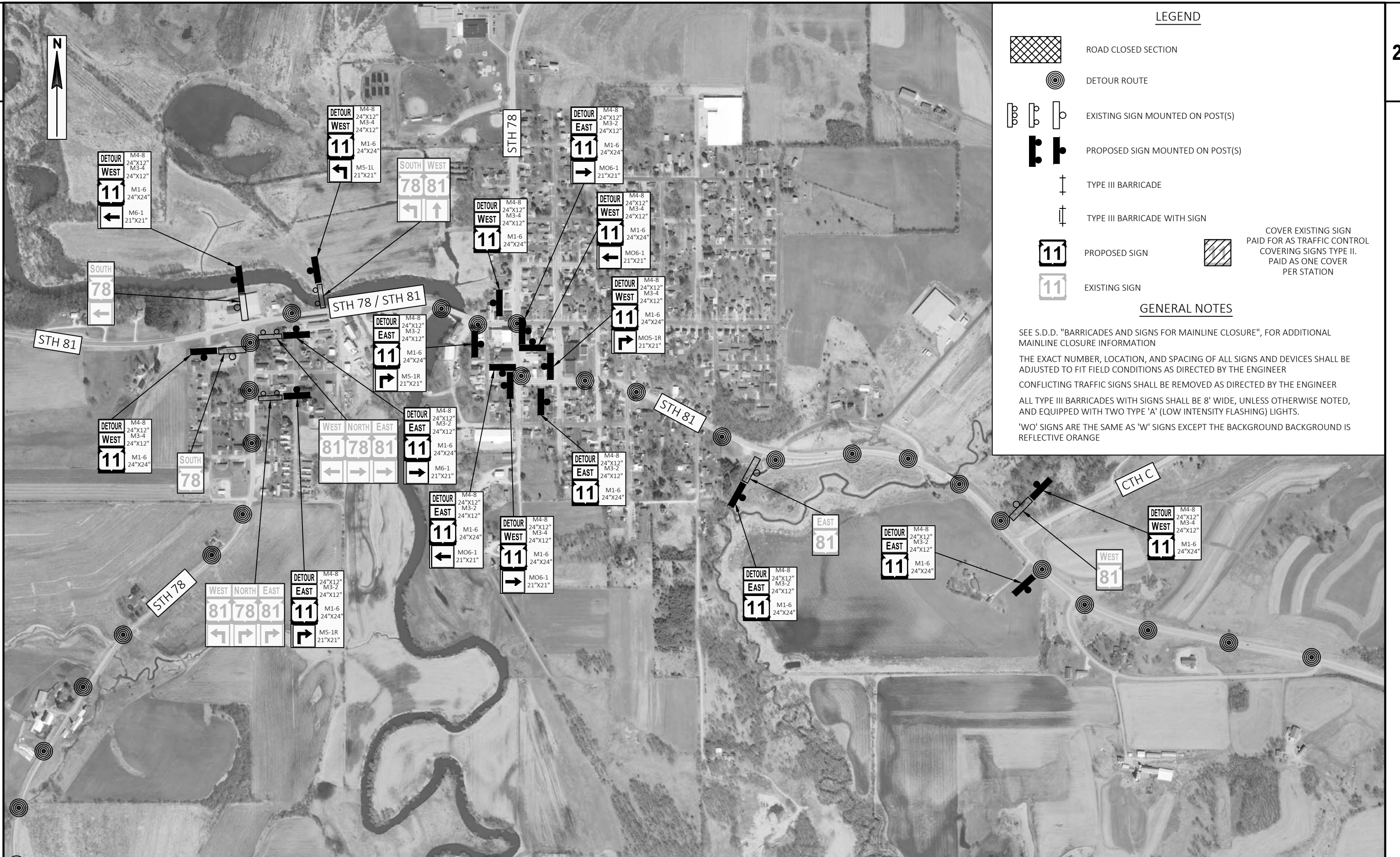
CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

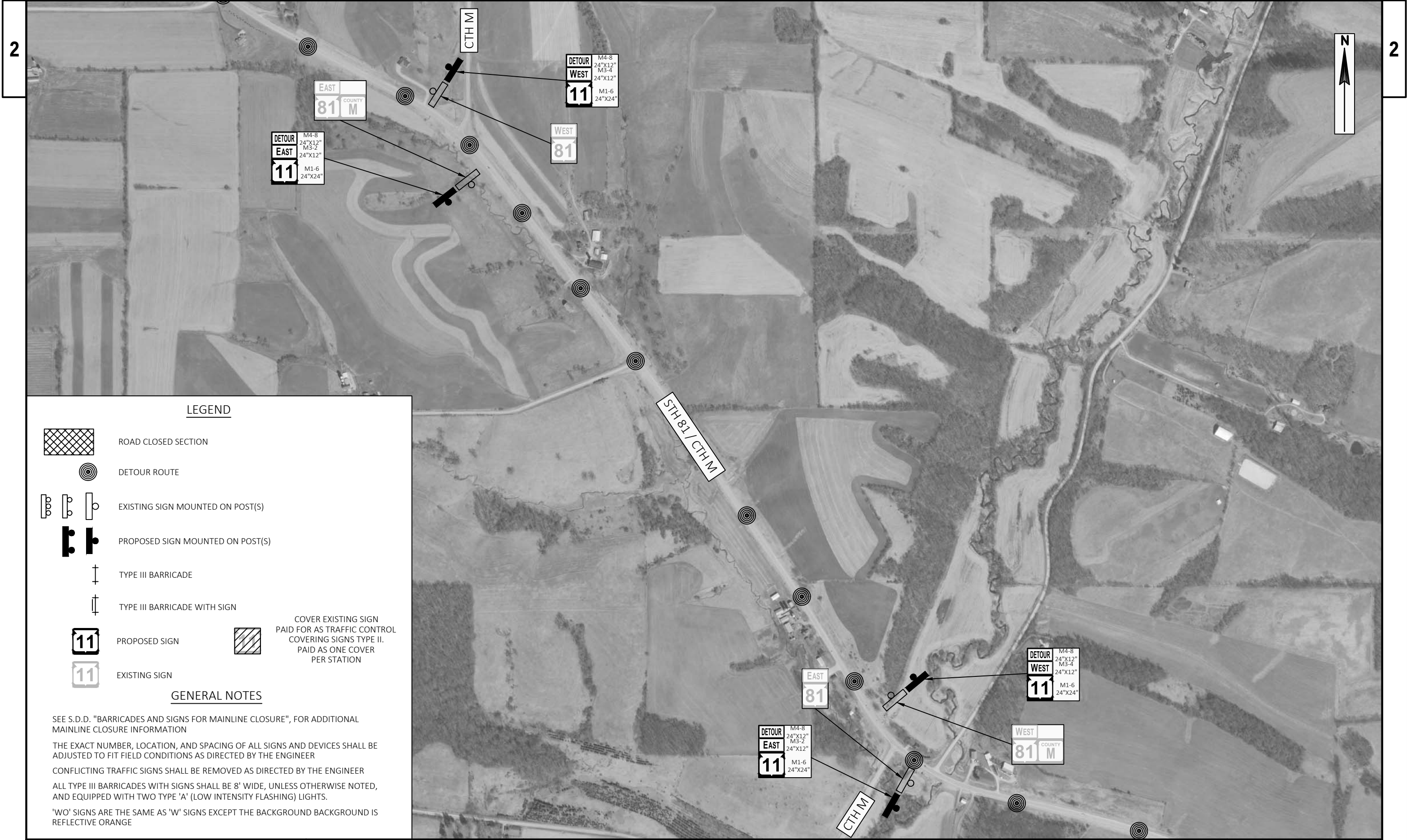
ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS.

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









LEGEND

- ROAD CLOSED SECTION
- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- PROPOSED SIGN
- EXISTING SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II. PAID AS ONE COVER PER STATION

GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL MAINLINE CLOSURE INFORMATION

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

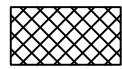
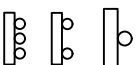
CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS.

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



LEGEND

-  ROAD CLOSED SECTION
-  DETOUR ROUTE
-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH SIGN
-  PROPOSED SIGN
-  EXISTING SIGN
-  COVER EXISTING SIGN
PAID FOR AS TRAFFIC CONTROL
COVERING SIGNS TYPE II.
PAID AS ONE COVER
PER STATION

GENERAL NOTES

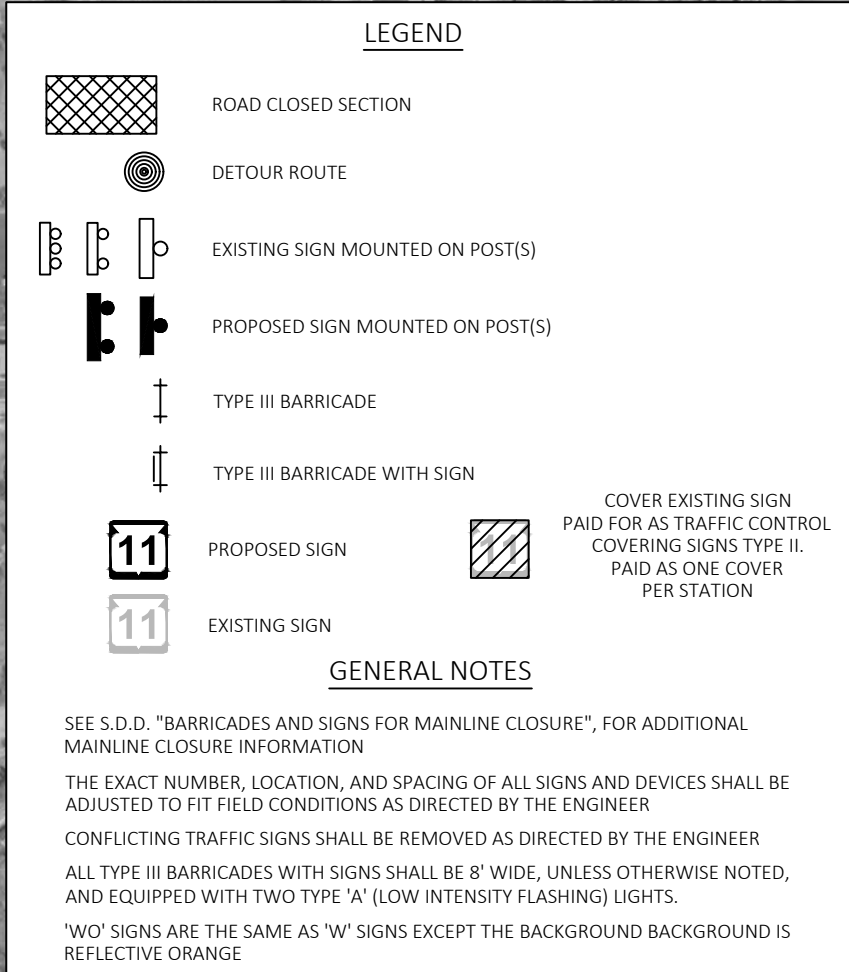
SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL MAINLINE CLOSURE INFORMATION

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

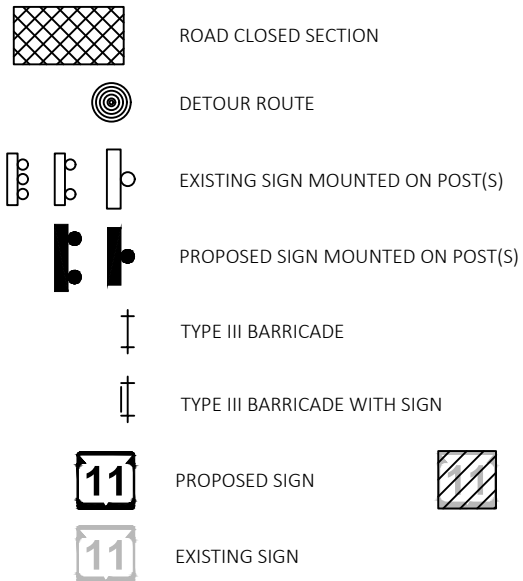
CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER

ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE 'A' (LOW INTENSITY FLASHING) LIGHTS.

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



LEGEND



GENERAL NOTES

SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL MAINLINE CLOSURE INFORMATION

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

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PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

DETOUR - DETAIL J

SHEET 35

E

FILE NAME : N:\PDS\C3D\17060430\SHEETS\PLAN\027002-DT.DWG
LAYOUT NAME - Detail J - Monroe (2)

PLOT DATE : 4/5/2018 3:43 PM

PLOT BY : RACH, JEREMY PAUL

PLOT NAME :

PLOT SCALE : #####

WISDOT/CADDs SHEET 44

LEGEND



ROAD CLOSED SECTION



DETOUR ROUTE



EXISTING SIGN MOUNTED ON POST(S)



PROPOSED SIGN MOUNTED ON POST(S)



TYPE III BARRICADE



TYPE III BARRICADE WITH SIGN



PROPOSED SIGN



COVER EXISTING SIGN
PAID FOR AS TRAFFIC CONTROL
COVERING SIGNS TYPE II.
PAID AS ONE COVER
PER STATION



EXISTING SIGN

GENERAL NOTES

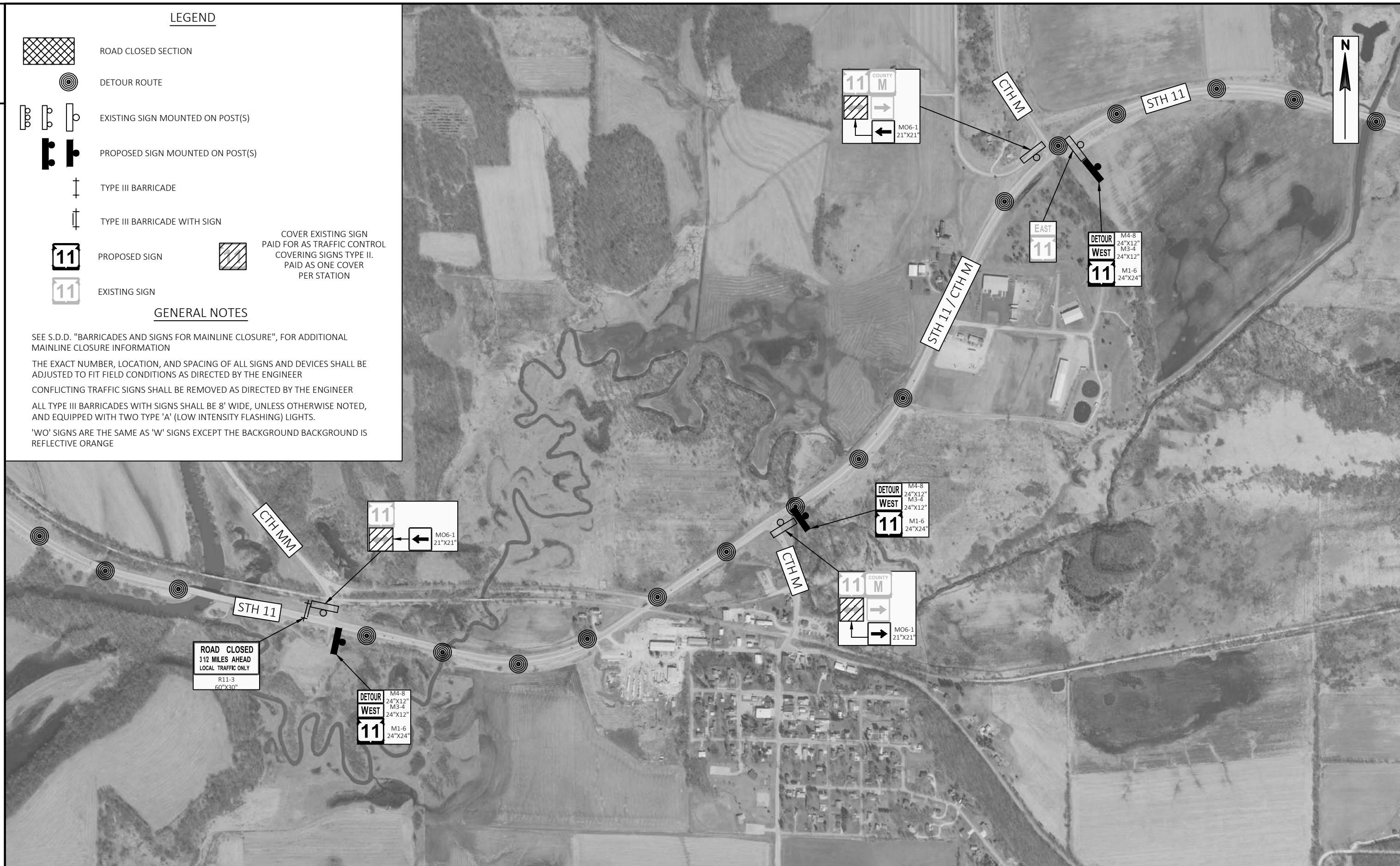
SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURE", FOR ADDITIONAL MAINLINE CLOSURE INFORMATION

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

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



PROJECT NO: 1706-04-60

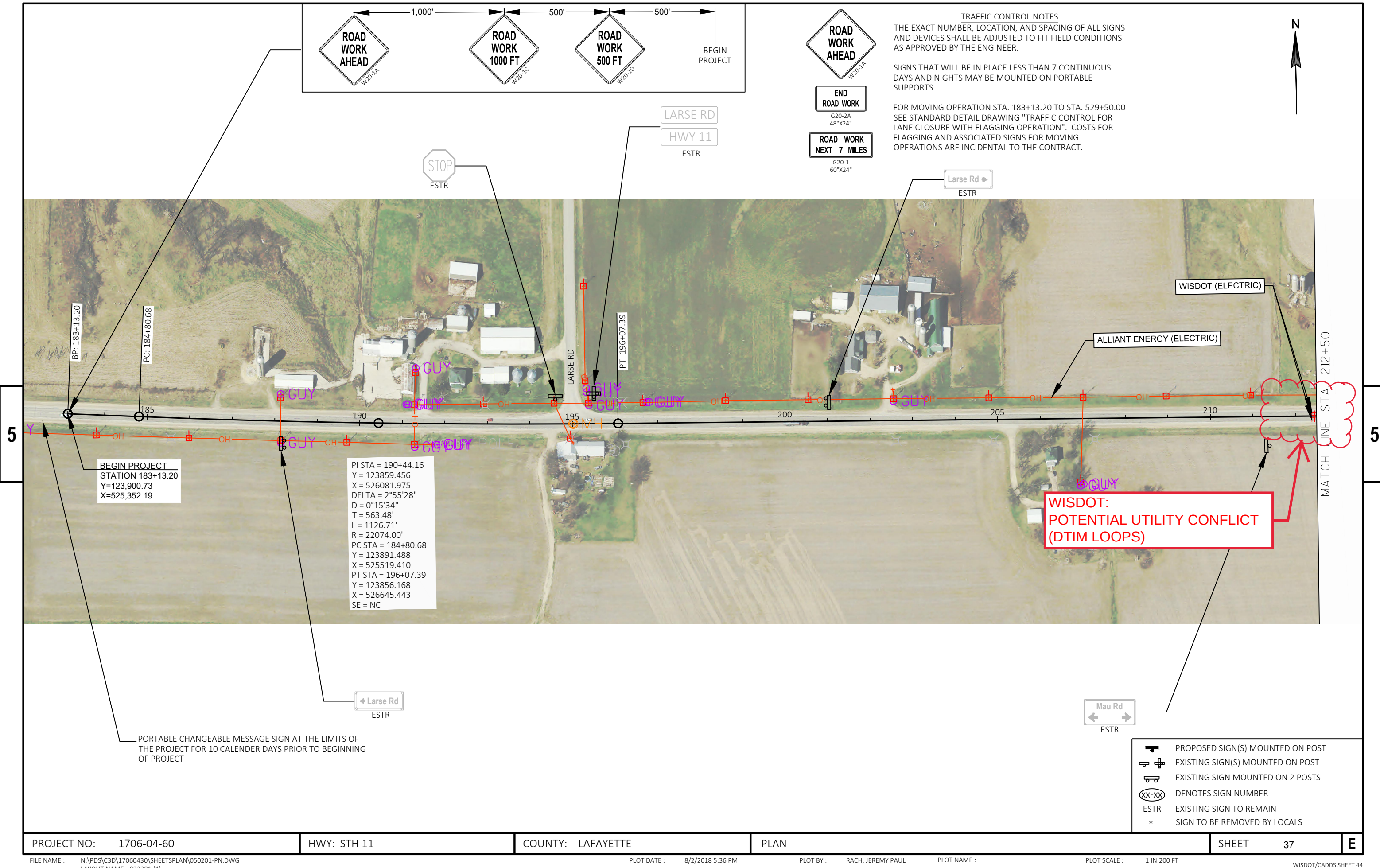
HWY: STH 11

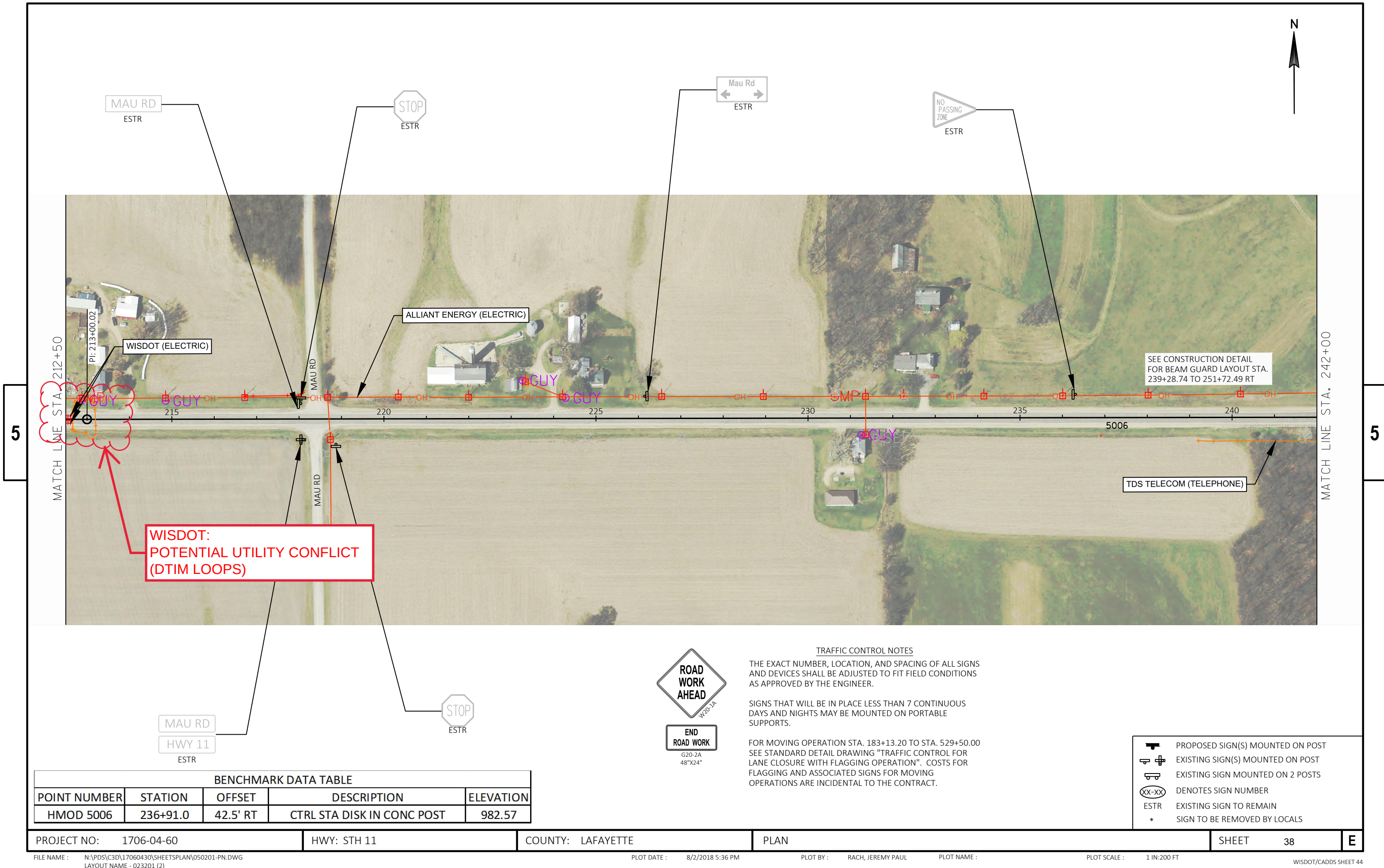
COUNTY: LAFAYETTE

DETOUR - DETAIL K

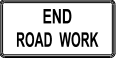
SHEET 36

E





WISDOT:
POTENTIAL UTILITY CONFLICT
(DTIM LOOPS)



TRAFFIC CONTROL NOTES

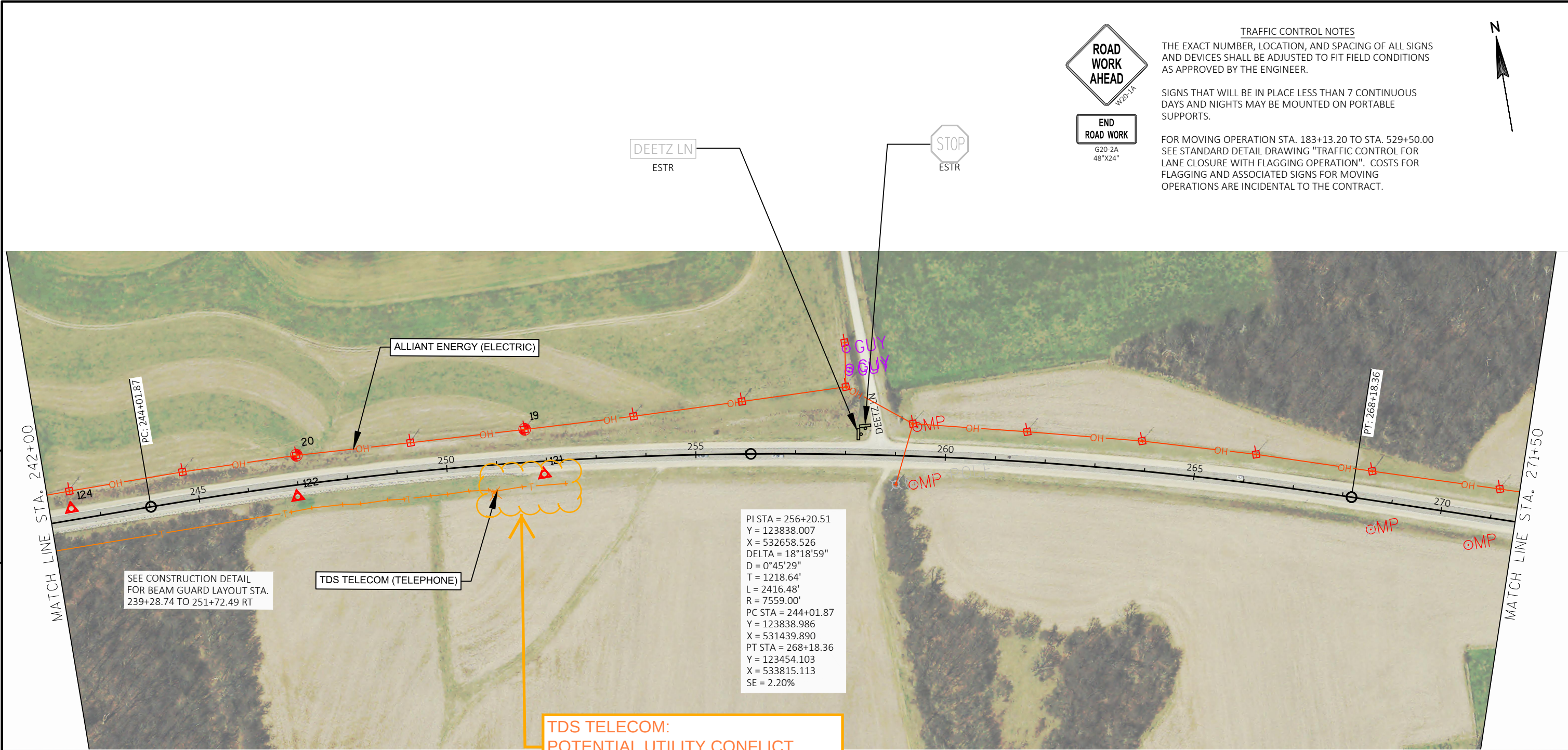
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS

BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
HMOD 5006	236+91.0	42.5' RT	CTRL STA DISK IN CONC POST	982.57



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

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

FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

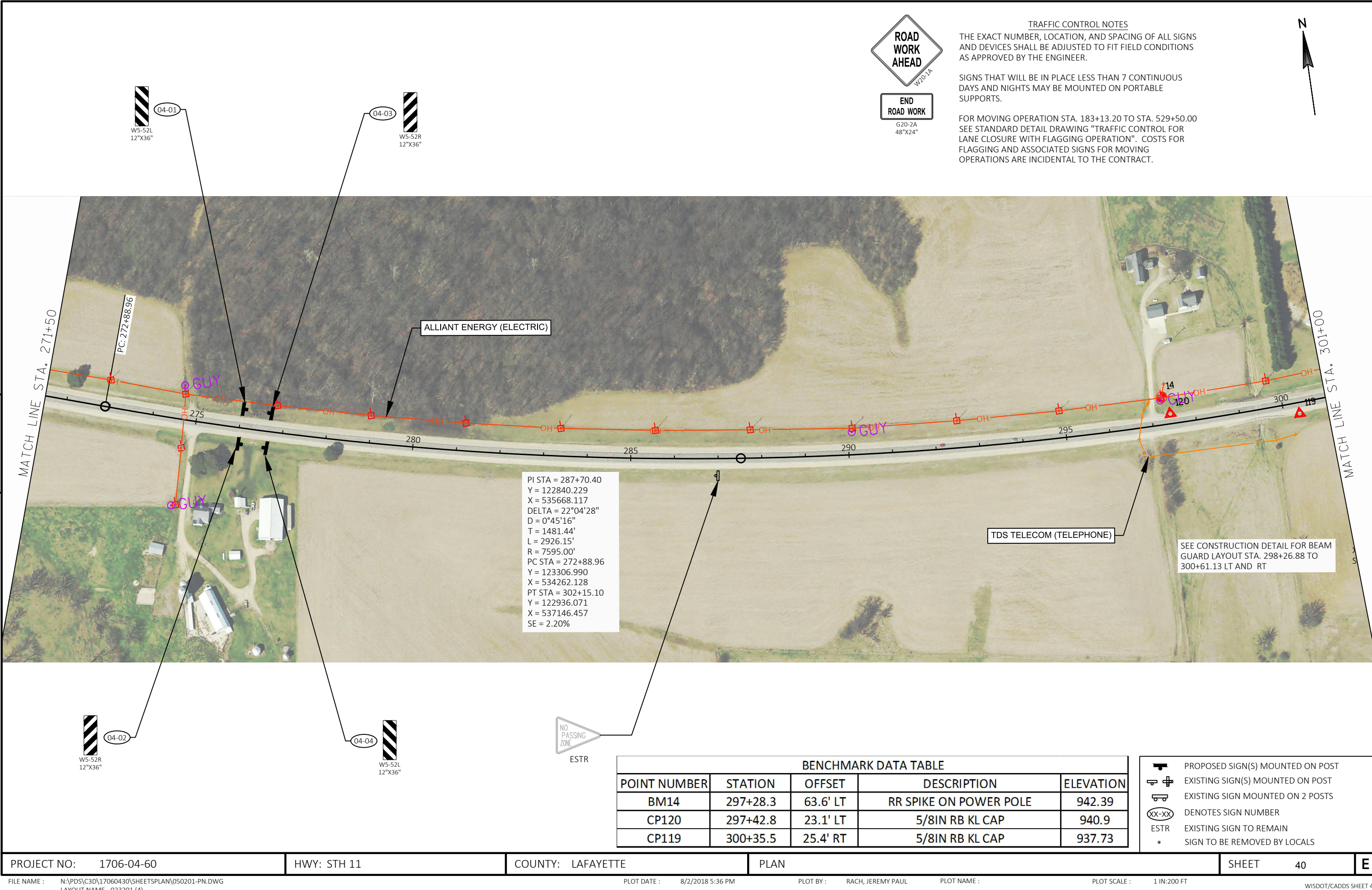
SEE CONSTRUCTION DETAIL FOR BEAM GUARD LAYOUT STA. 239+28.74 TO 251+72.49 RT

PI STA = 256+20.51
Y = 123838.007
X = 532658.526
DELTA = 18°18'59"
D = 0°45'29"
T = 1218.64'
L = 2416.48'
R = 7559.00'
PC STA = 244+01.87
Y = 123838.986
X = 531439.890
PT STA = 268+18.36
Y = 123454.103
X = 533815.113
SE = 2.20%

TDS TELECOM:
POTENTIAL UTILITY CONFLICT
251+00 to 252+00 SEE
CONSTRUCTION DETAILS
(UNDERGROUND COMMUNICATION)

BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
CP124	242+43.9	23.0' LT	5/8IN RB KL CAP	980.16
CP122	246+96.1	23.3' RT	5/8IN RB KL CAP	978.01
BM20	247+04.2	59.2' LT	RR SPIKE ON POWER POLE	972.69
BM19	251+60.7	66.4' LT	RR SPIKE ON POWER POLE	976.72
CP121	251+94.3	25.5' RT	5/8IN RB KL CAP	975.02

- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- (XX-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS



PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

PLAN

SHEET 40

E



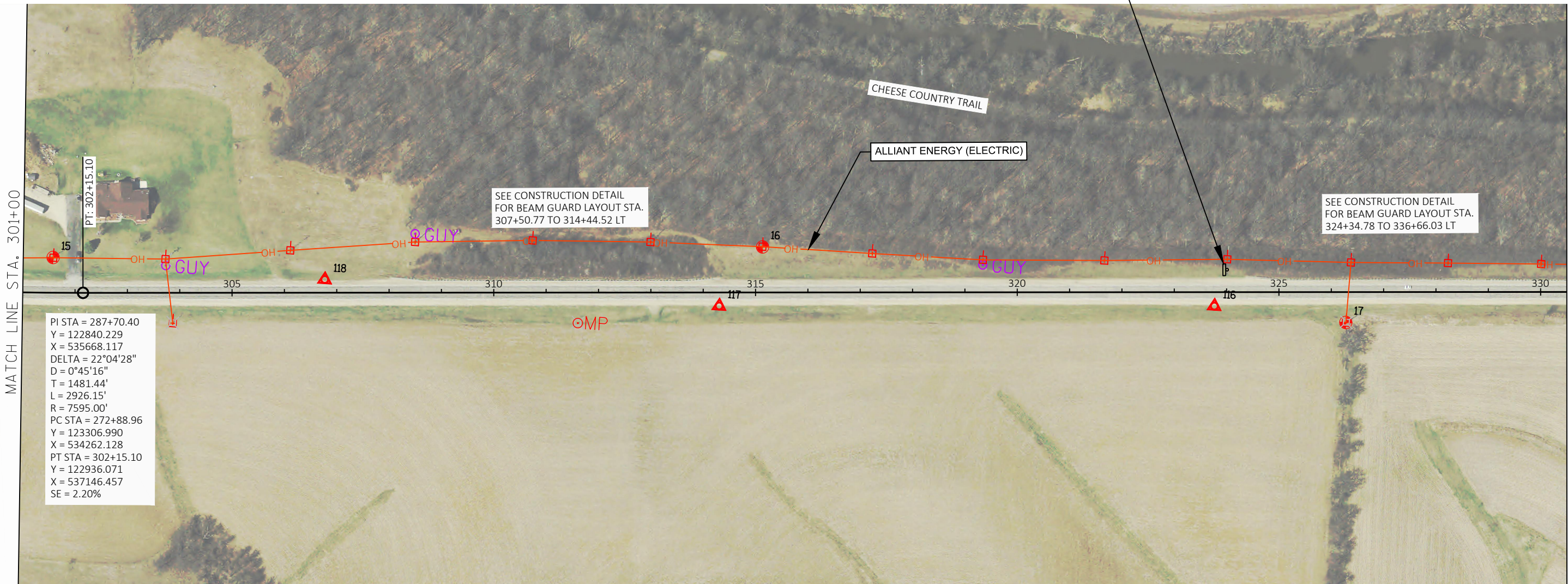
TRAFFIC CONTROL NOTES

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

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

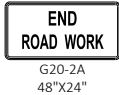
FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

MOVE EXISTING POST AND SIGN



BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
BM15	301+57.5	67.3' LT	RR SPIKE ON POWER POLE	941.53
CP118	306+77.2	25.0' LT	5/8IN RB KL CAP	929.89
CP117	314+30.5	25.9' RT	5/8IN RB KL CAP	921.56
BM16	315+13.5	86.8' LT	RR SPIKE ON POWER POLE	921.22
CP116	323+76.4	27.1' RT	5/8IN RB KL CAP	910.72
BM17	326+27.7	58.2' RT	RR SPIKE ON POWER POLE	907.76

-  PROPOSED SIGN(S) MOUNTED ON POST
-  EXISTING SIGN(S) MOUNTED ON POST
-  EXISTING SIGN MOUNTED ON 2 POSTS
-  DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS

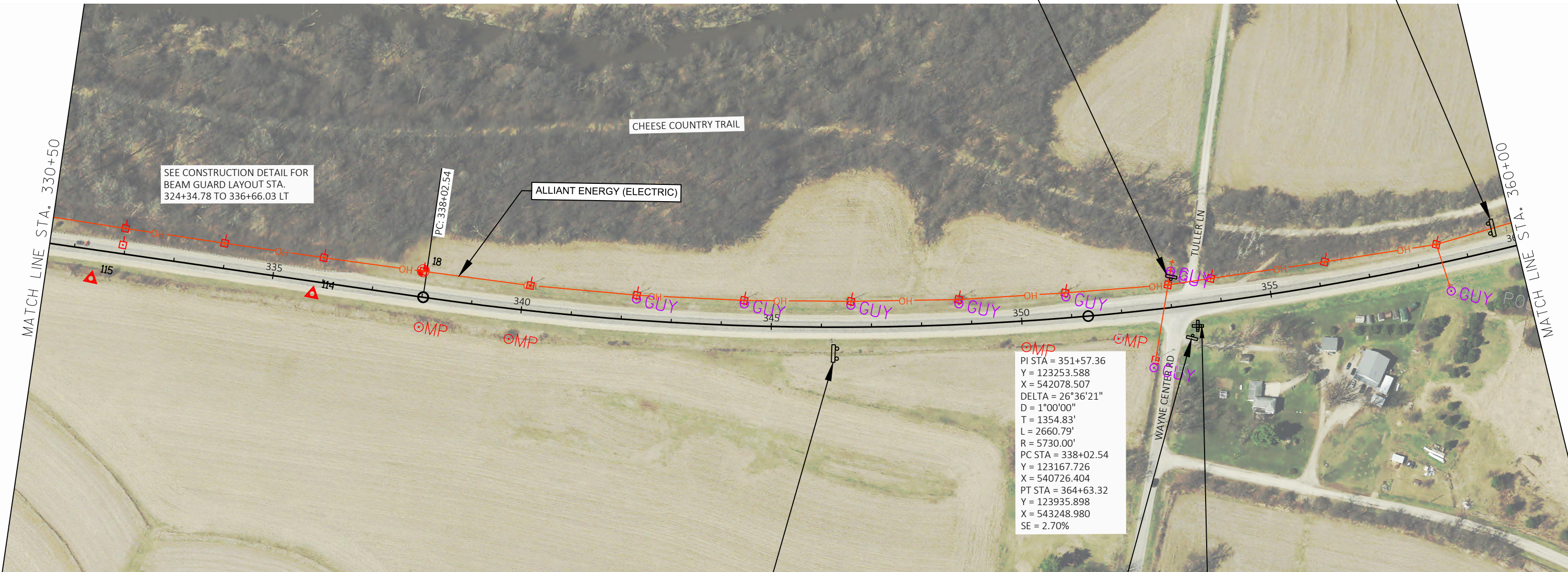
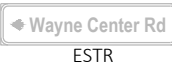


TRAFFIC CONTROL NOTES

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

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

FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.



SEE CONSTRUCTION DETAIL FOR BEAM GUARD LAYOUT STA. 324+34.78 TO 336+66.03 LT

ALLIANT ENERGY (ELECTRIC)

PI STA = 351+57.36
Y = 123253.588
X = 542078.507
DELTA = 26°36'21"
D = 1°00'00"
T = 1354.83'
L = 2660.79'
R = 5730.00'
PC STA = 338+02.54
Y = 123167.726
X = 540726.404
PT STA = 364+63.32
Y = 123935.898
X = 543248.980
SE = 2.70%

BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
CP115	331+41.1	57.6' RT	5/8IN RB KL CAP	912.72
CP114	335+82.5	24.5' RT	5/8IN RB KL CAP	895.04
BM18	337+95.2	52.3' LT	RR SPIKE ON POWER POLE	891.38



- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- DENOTES SIGN NUMBER
- EXISTING SIGN TO REMAIN
- SIGN TO BE REMOVED BY LOCALS

PROJECT NO: 1706-04-60

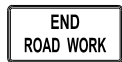
HWY: STH 11

COUNTY: LAFAYETTE

PLAN

SHEET 42

E



G20-2A
48"X24"

TRAFFIC CONTROL NOTES

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

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

FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 360+00 AND STA. 477+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT AND RT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

SEE CONSTRUCTION DETAIL FOR BEAM GUARD LAYOUT STA. 371+10.61 TO 373+60.61 LT AND RT

ALLIANT ENERGY (ELECTRIC)

PI STA = 351+57.36
Y = 123253.588
X = 542078.507
DELTA = 26°36'21"
D = 1°00'00"
T = 1354.83'
L = 2660.79'
R = 5730.00'
PC STA = 338+02.54
Y = 123167.726
X = 540726.404
PT STA = 364+63.32
Y = 123935.898
X = 543248.980
SE = 2.70%

SPAFFORD CREEK

MOUND DR

BENCHMARK DATA TABLE

POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
CP113	360+41.7	26.1' RT	5/8IN RB KL CAP	804.91
BM13	360+45.4	48.1' LT	RR SPIKE ON POWER POLE	799.61
BM12	364+58.4	23.4' RT	WISDOT VT CTL CAP TOP CONC PARAPET SW QUAD B-33-107	800.84
HMOD 8224	365+66.7	107.0' LT	CTRL STA DISK IN SE END OF E ABUT OF BRIDGE 34	794.58
CP112	367+45.0	27.3' RT	5/8IN RB KL CAP	793.97
BM11	372+40.4	26.2' RT	CUT SQ SE COR BOX CULVERT	788
CP111	373+36.2	23.1' LT	5/8IN RB KL CAP	789.39



MOVE EXISTING POST AND SIGN



** GRADE AROUND CONCRETE BASE

- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- DENOTES SIGN NUMBER
- EXISTING SIGN TO REMAIN
- SIGN TO BE REMOVED BY LOCALS

PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

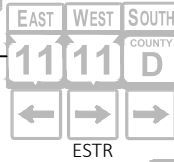
PLAN

SHEET 43

E

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 390+00 AND STA. 399+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

MOVE EXISTING POST AND SIGN



TRAFFIC CONTROL NOTES

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

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

FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

AN ENVIRONMENTALLY SENSITIVE AREA IS GENERALLY LOCATED BETWEEN STA. 399+00 AND STA. 413+00 WITHIN THE ENTIRE RIGHT-OF-WAY LIMITS, STATION LT AND RT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION

MOVE EXISTING POST AND SIGN



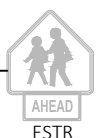
SEE CONSTRUCTION DETAIL FOR BEAM GUARD LAYOUT STA. 391+77.23 TO 396+28.50 LT

PI STA = 395+72.72
Y = 125502.466
X = 545934.904
DELTA = 20°13'25"
D = 3°00'45"
T = 339.20'
L = 671.35'
R = 1902.00'
PC STA = 392+33.52
Y = 125330.398
X = 545642.584
PT STA = 399+04.86
Y = 125562.876
X = 546268.684
SE = MATCH EXISTING

ALLIANT ENERGY (ELECTRIC)

PC: 392+33.52

ALLIANT ENERGY:
POTENTIAL UTILITY CONFLICT
(LIGHT POLE)



BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
BM9	390+46.8	56.5' LT	RR SPIKE ON POWER POLE	786.03
CP110	390+78.5	22.4' RT	5/8IN RB KL CAP	791.18
BM8	395+24.2	30.4' LT	RR SPIKE ON LIGHT POLE	800.16
CP123	396+16.0	26.1' LT	5/8IN RB KL CAP	803.28
BM10	399+62.8	59.6' LT	CUT X SE BOLT BASE CENEX SIGN	805.33
CP109	400+55.0	26.3' LT	5/8IN RB KL CAP	807.17

PROJECT NO: 1706-04-60

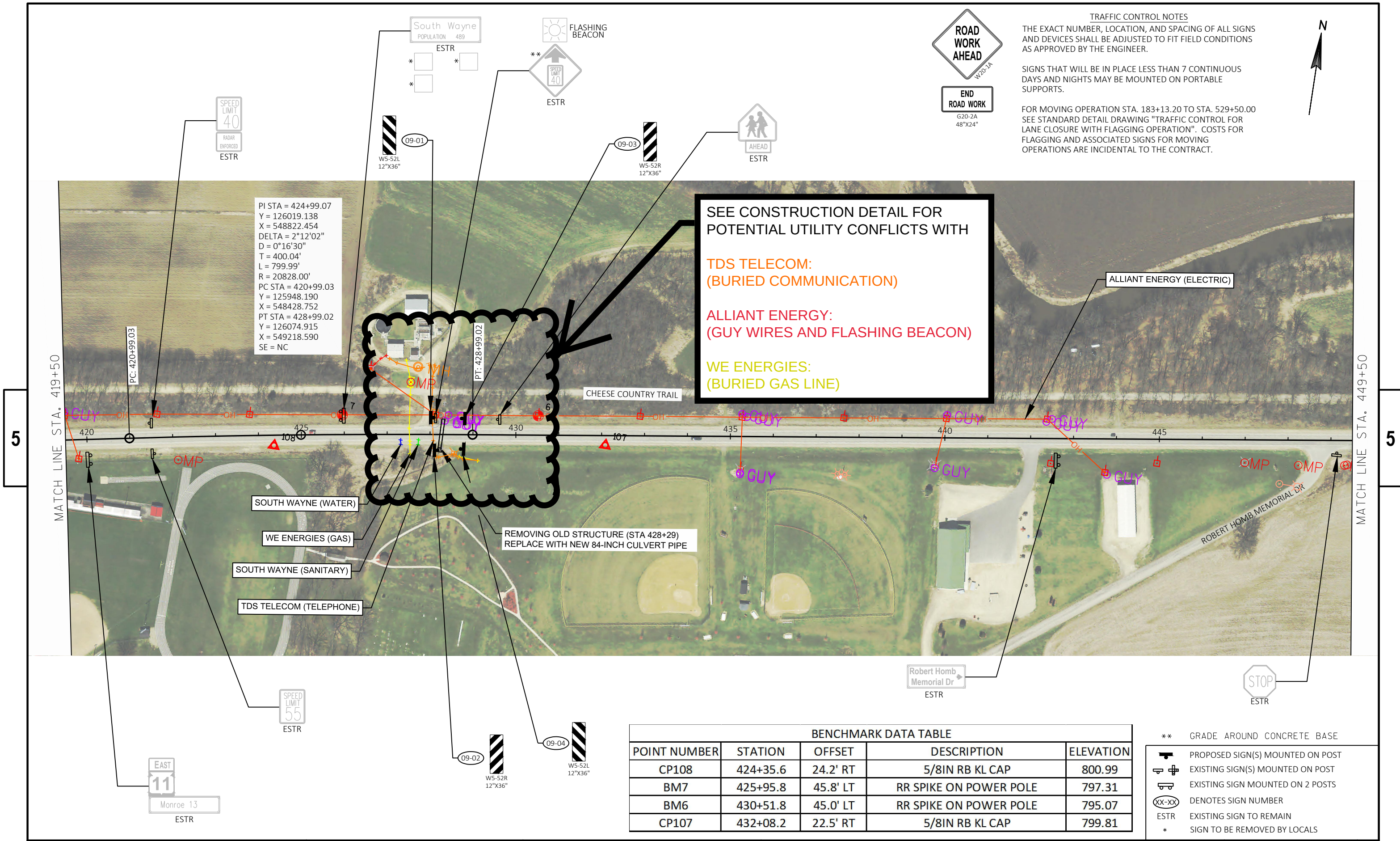
HWY: STH 11

COUNTY: LAFAYETTE

PLAN

SHEET 44

E



BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
CP108	424+35.6	24.2' RT	5/8IN RB KL CAP	800.99
BM7	425+95.8	45.8' LT	RR SPIKE ON POWER POLE	797.31
BM6	430+51.8	45.0' LT	RR SPIKE ON POWER POLE	795.07
CP107	432+08.2	22.5' RT	5/8IN RB KL CAP	799.81

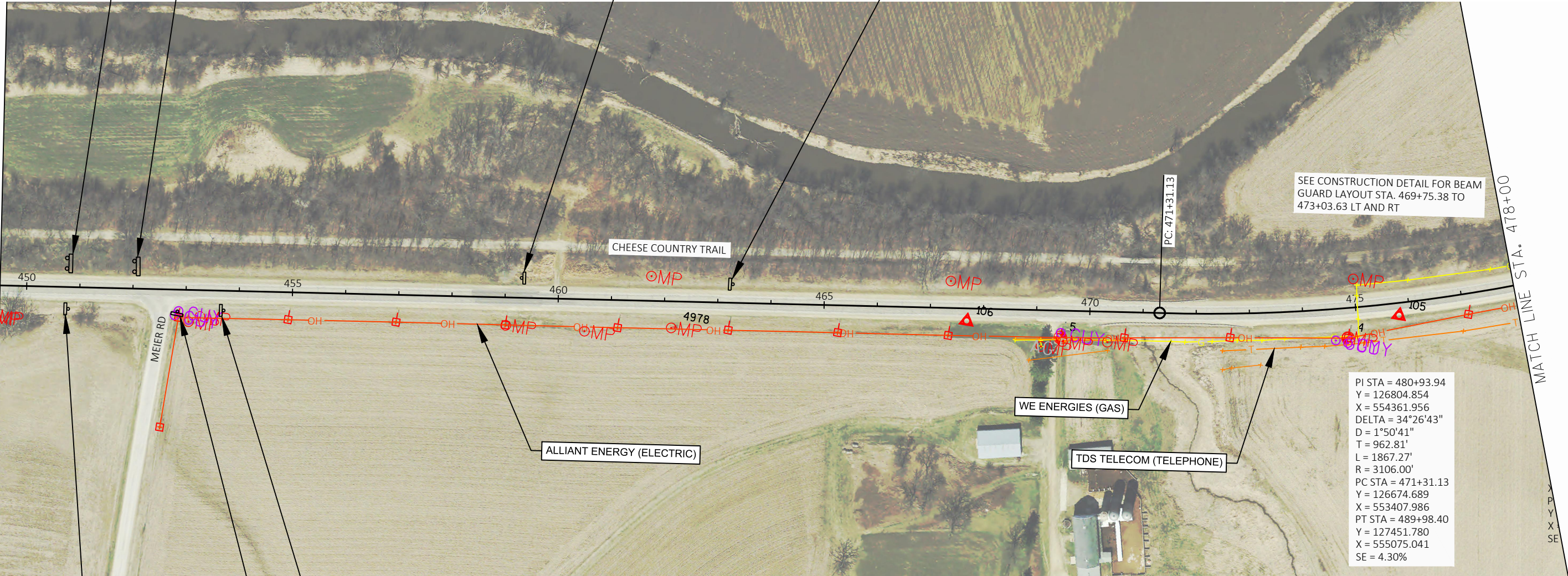
- ** GRADE AROUND CONCRETE BASE
- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- (XX-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS

BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
HMOD 4978	462+20.4	48.2' RT	CTRL STA DISK IN CONC POST	796.59
CP106	467+68.7	23.9' RT	5/8IN RB KL CAP	792.6
BM5	469+45.6	50.6' RT	RR SPIKE ON POWER POLE	793.23
BM4	474+81.1	56.7' RT	RR SPIKE ON POWER POLE	788.96
CP105	475+79.7	23.3' RT	5/8IN RB KL CAP	792.92



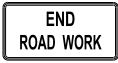
5

MATCH LINE STA. 449+50



5

MATCH LINE STA. 478+00



TRAFFIC CONTROL NOTES

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

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

FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

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- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS



G20-2A
48"X24"

TRAFFIC CONTROL NOTES

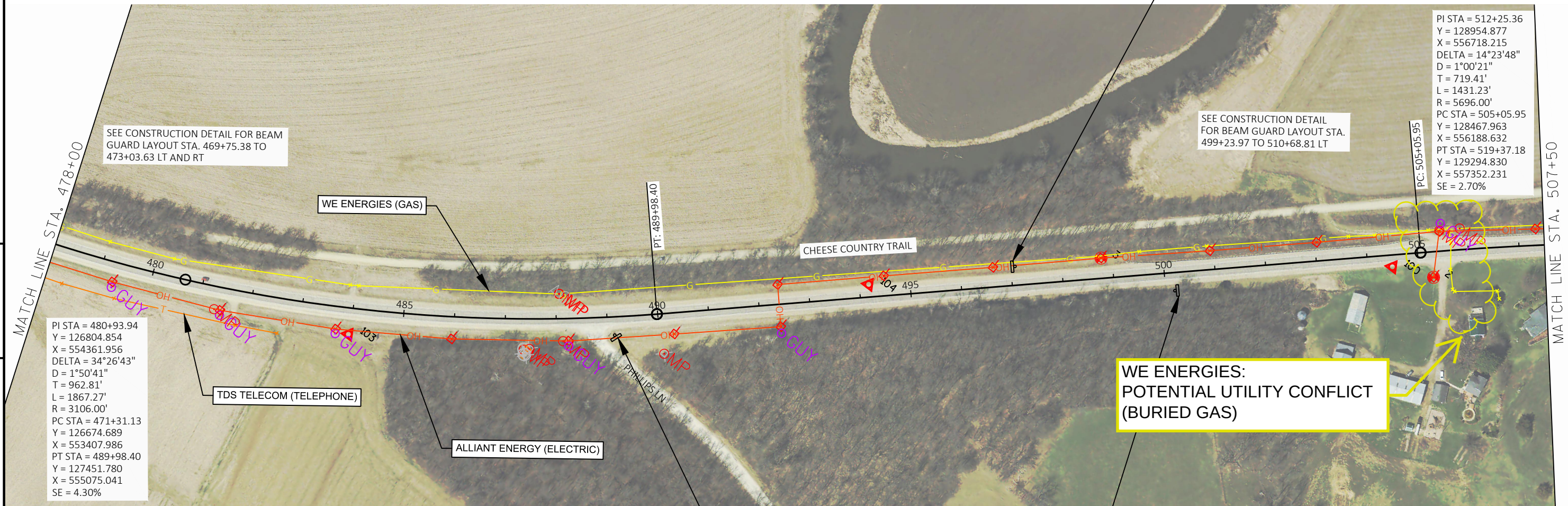
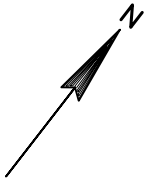
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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ESTR



PI STA = 480+93.94
Y = 126804.854
X = 554361.956
DELTA = 34°26'43"
D = 1°50'41"
T = 962.81'
L = 1867.27'
R = 3106.00'
PC STA = 471+31.13
Y = 126674.689
X = 553407.986
PT STA = 489+98.40
Y = 127451.780
X = 555075.041
SE = 4.30%

PI STA = 512+25.36
Y = 128954.877
X = 556718.215
DELTA = 14°23'48"
D = 1°00'21"
T = 719.41'
L = 1431.23'
R = 5696.00'
PC STA = 505+05.95
Y = 128467.963
X = 556188.632
PT STA = 519+37.18
Y = 129294.830
X = 557352.231
SE = 2.70%

BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
CP103	483+96.4	52.1' RT	5/8IN RB KL CAP	804.7
CP104	494+18.7	24.7' LT	5/8IN RB KL CAP	810.86
BM3	498+78.2	39.8' LT	RR SPIKE ON POWER POLE	809.91
CP100	504+48.2	23.1' RT	5/8IN RB KL CAP	811.41
BM2	505+27.4	50.3' RT	RR SPIKE ON POWER POLE	809.4



ESTR



ESTR

- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- (XX-XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS

PROJECT NO: 1706-04-60

HWY: STH 11

COUNTY: LAFAYETTE

PLAN

SHEET 47

E

FILE NAME : N:\PDS\C3D\17060430\SHEETS\PLAN\050201-PN.DWG
LAYOUT NAME - 023201 (11)

PLOT DATE : 8/2/2018 5:36 PM

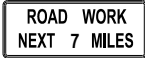
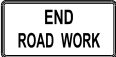
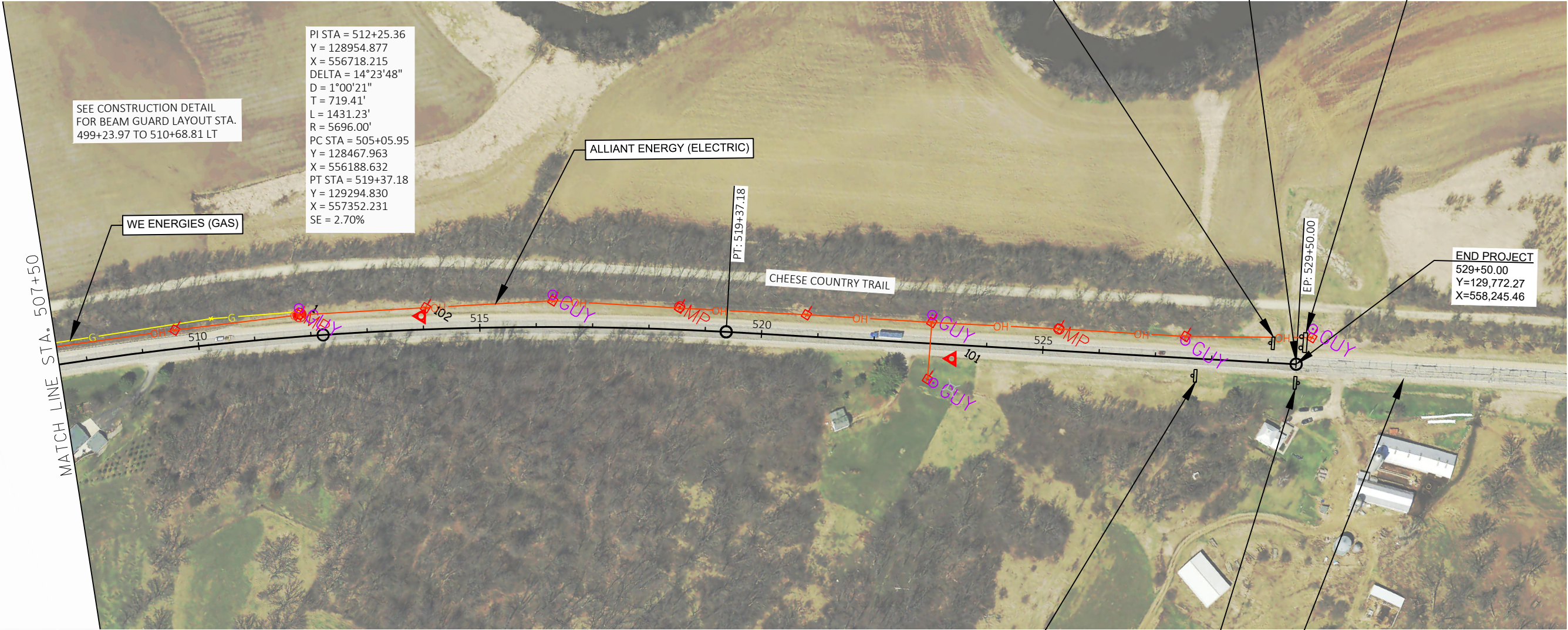
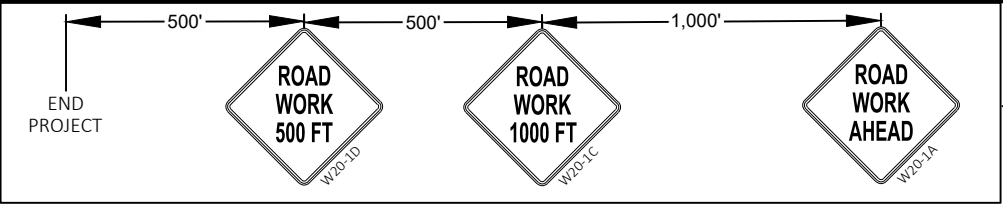
PLOT BY : RACH, JEREMY PAUL

PLOT NAME :

PLOT SCALE : 1 IN:200 FT

WISDOT/CADDs SHEET 44

BENCHMARK DATA TABLE				
POINT NUMBER	STATION	OFFSET	DESCRIPTION	ELEVATION
BM1	511+82.6	38.4' LT	RR SPIKE ON POWER POLE	806.58
CP102	513+96.6	24.0' LT	5/8IN RB KL CAP	807.59
CP101	523+39.3	25.0' RT	5/8IN RB KL CAP	801.81



G20-1
60"x24"

TRAFFIC CONTROL NOTES

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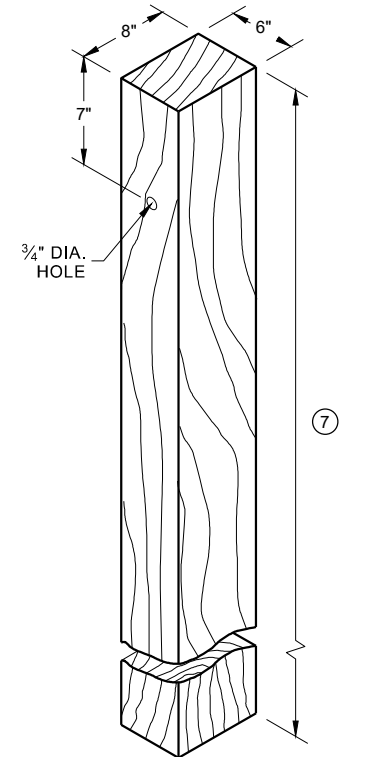
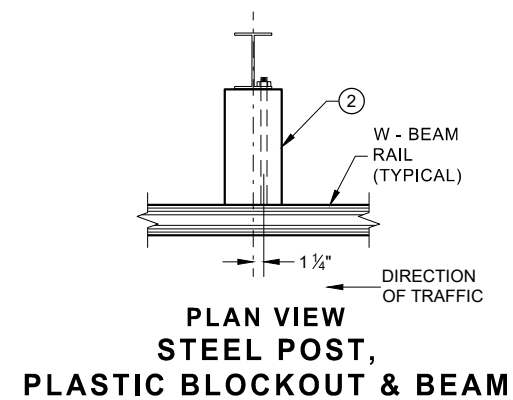
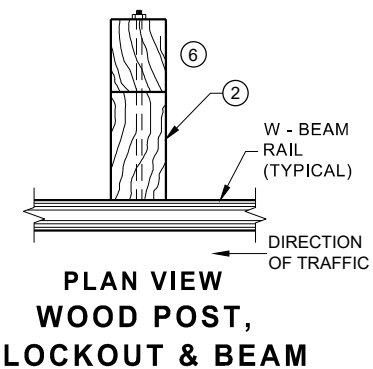
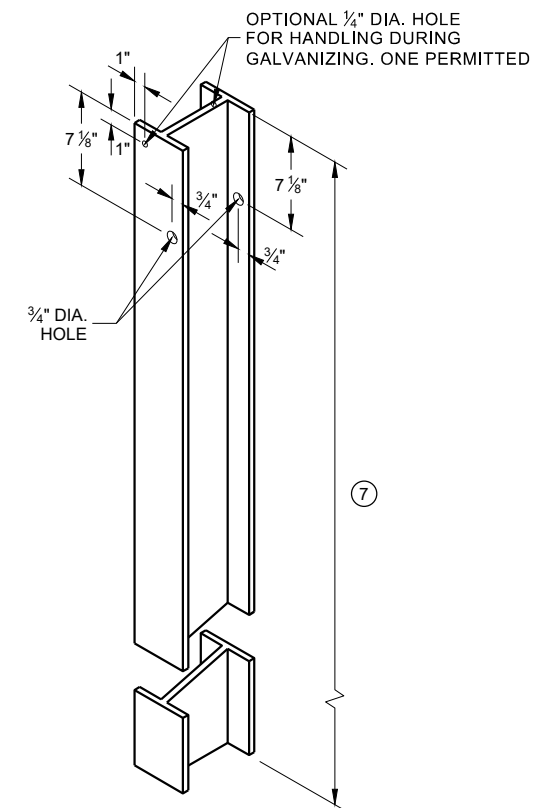
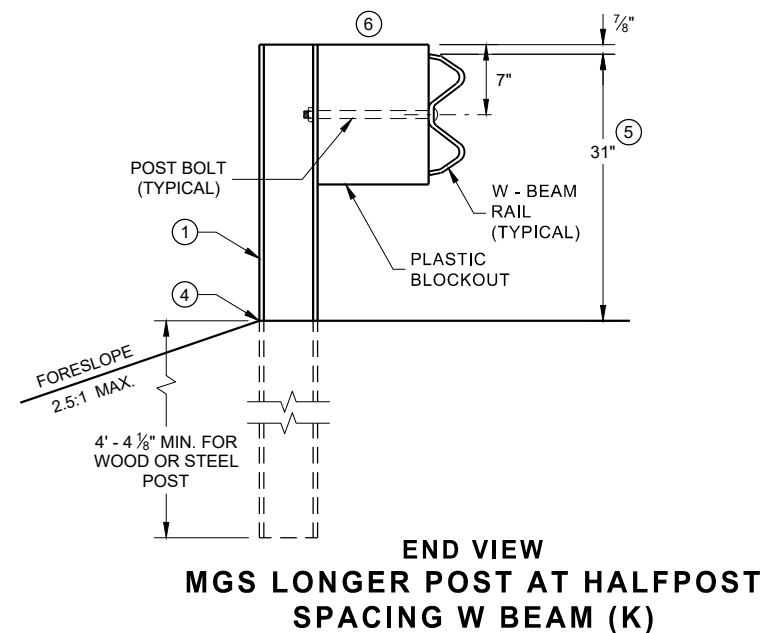
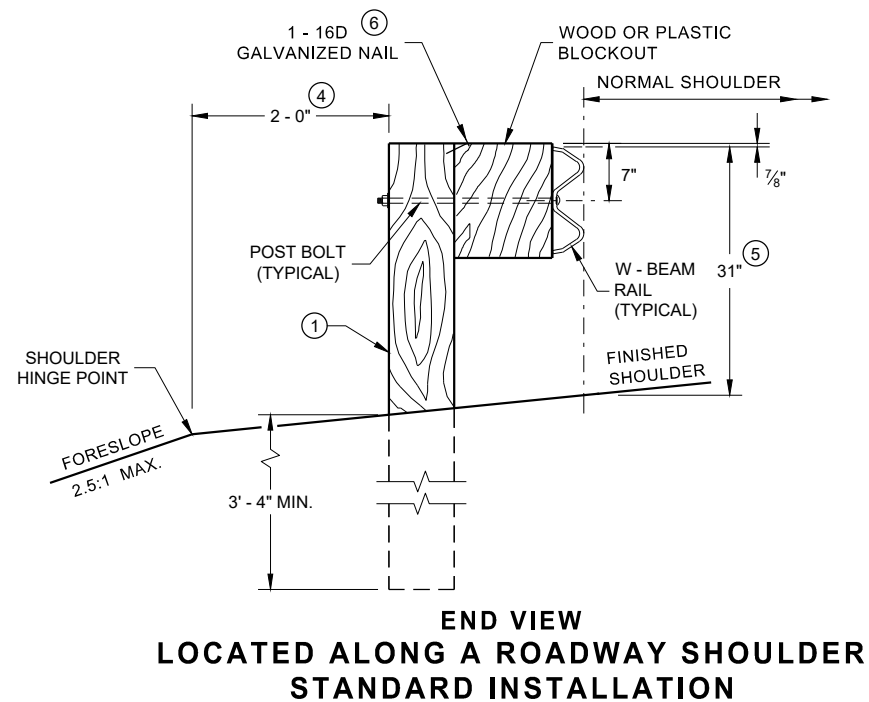
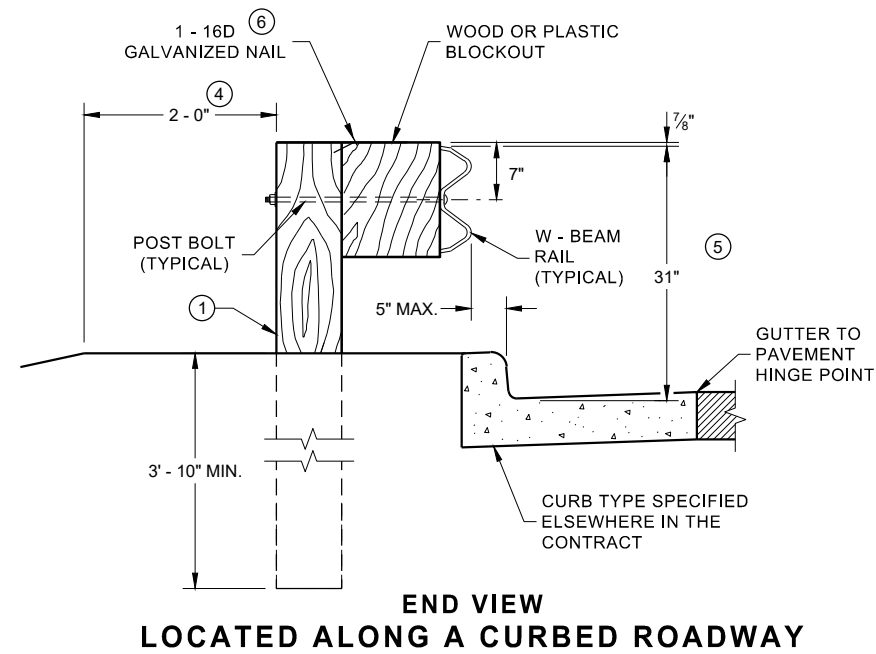
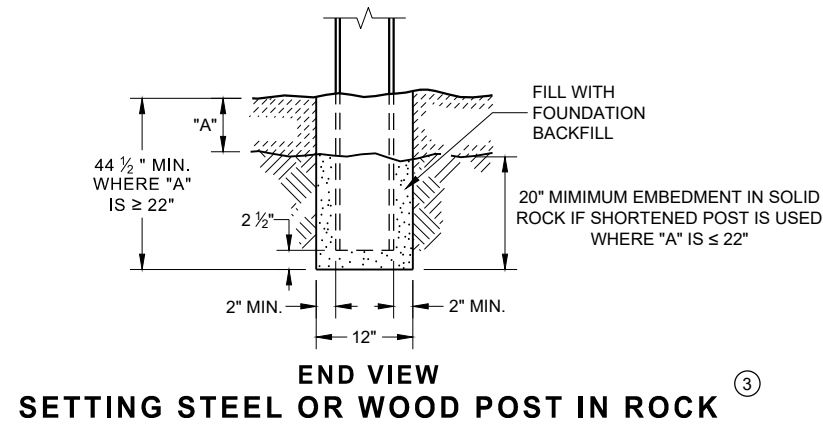
FOR MOVING OPERATION STA. 183+13.20 TO STA. 529+50.00 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.



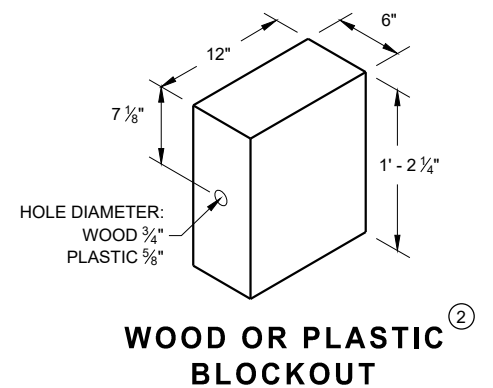
PORTABLE CHANGEABLE MESSAGE SIGN AT THE LIMITS OF THE PROJECT FOR 10 CALENDER DAYS PRIOR TO BEGINNING OF PROJECT

- PROPOSED SIGN(S) MOUNTED ON POST
- EXISTING SIGN(S) MOUNTED ON POST
- EXISTING SIGN MOUNTED ON 2 POSTS
- XX-XX DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- * SIGN TO BE REMOVED BY LOCALS

- 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 AND 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 3/4" 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".



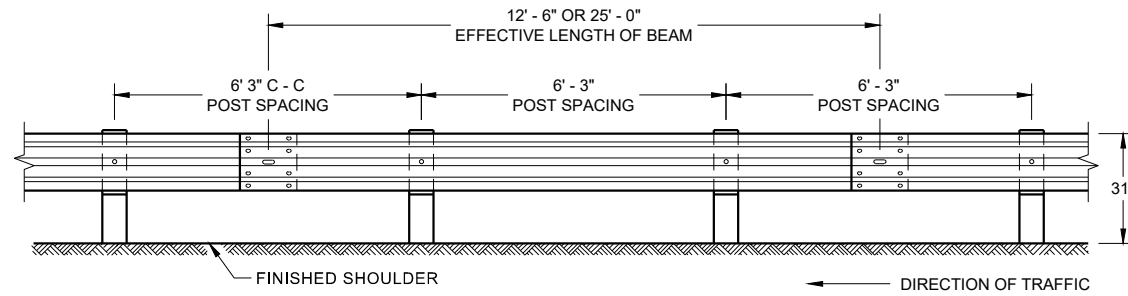
WOOD POST (6" X 8") NOMINAL ⁽¹⁾



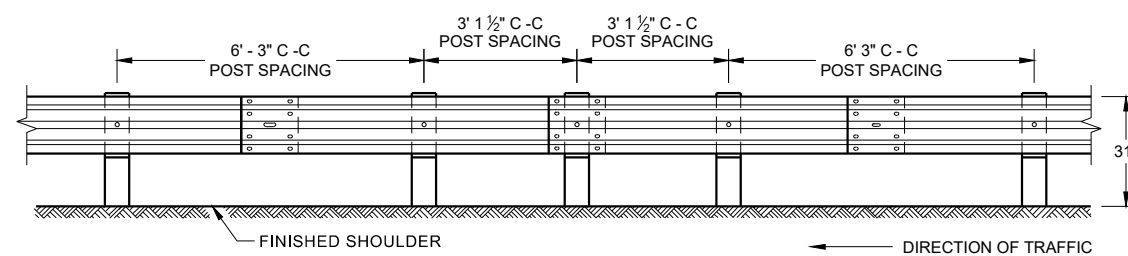
**WOOD OR PLASTIC
BLOCKOUT**

**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

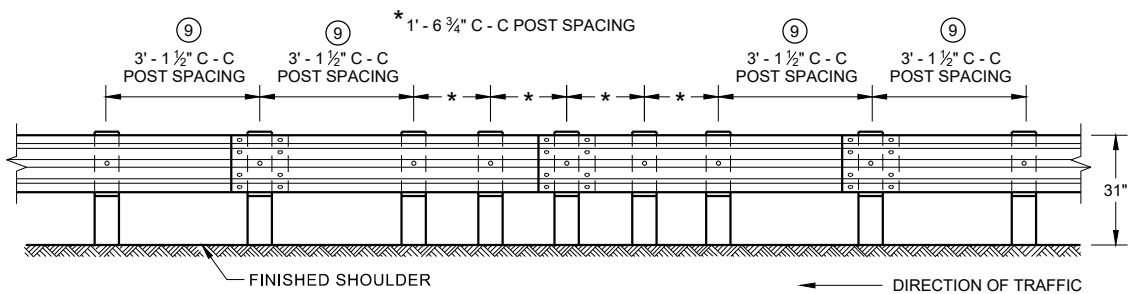
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



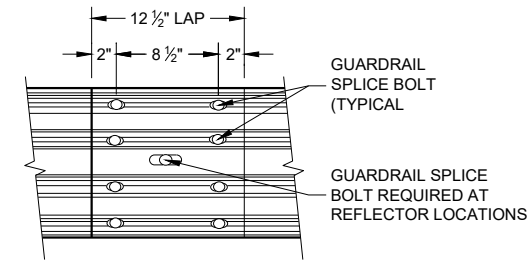
**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



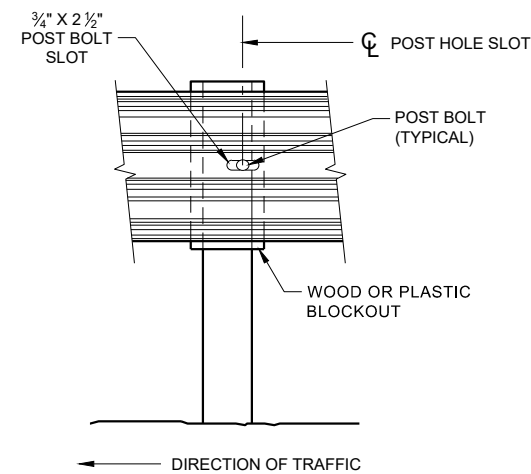
**FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)**



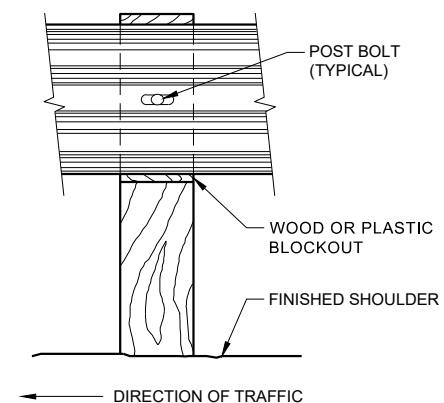
**FRONT VIEW
QUARTER POST SPACING (QS)**



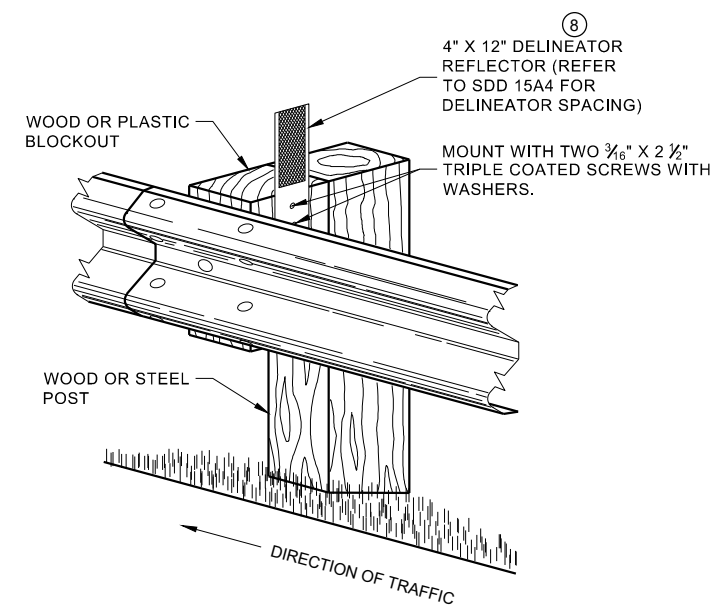
**FRONT VIEW
MID-SPAN BEAM SPLICE**



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



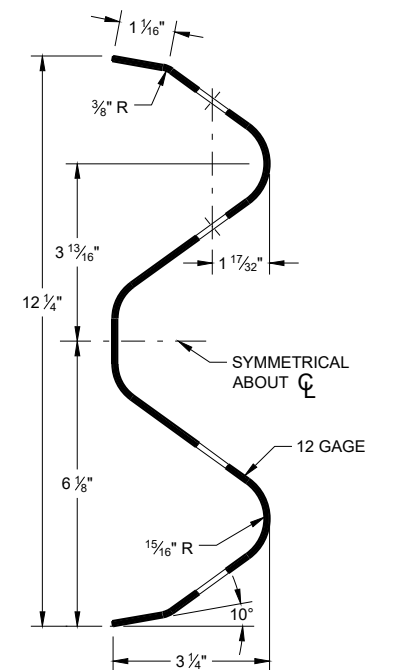
**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**

GENERAL NOTES

- ⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.
- ⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 3/4" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/4" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

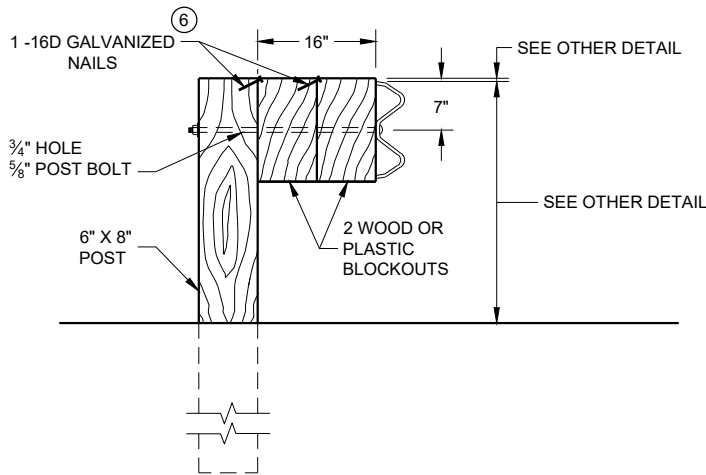
GUARD RAIL SPLICE BOLTS ARE A 3/4" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



SECTION THRU W-BEAM RAIL

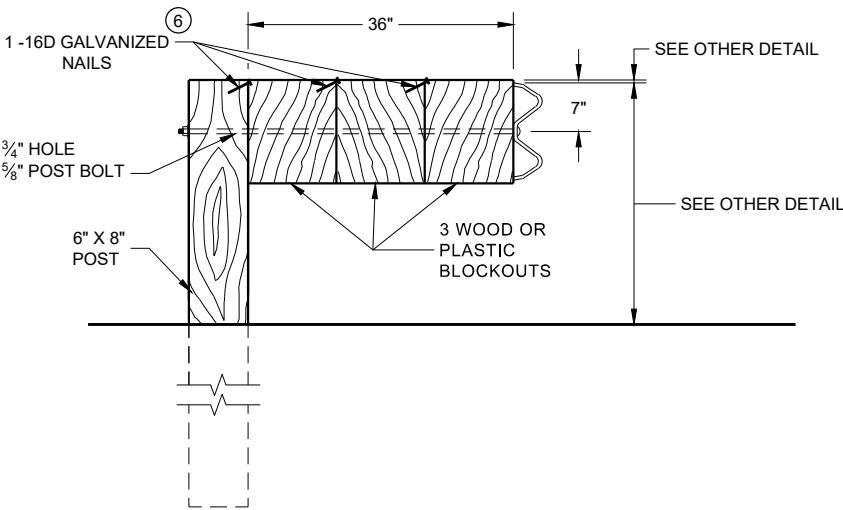
**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR 16" BLOCKOUT DEPTH

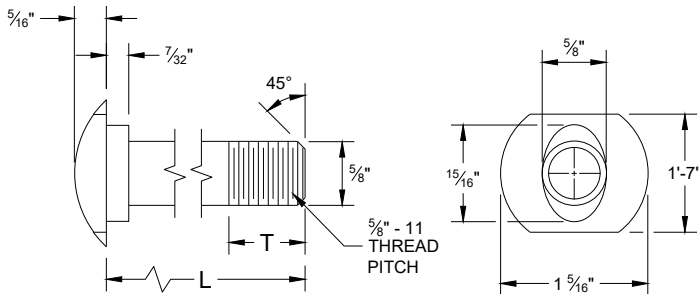
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



DETAIL FOR 36" BLOCKOUT DEPTH

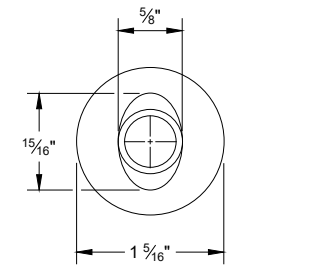
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

- NOTE:
- 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
 - 2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

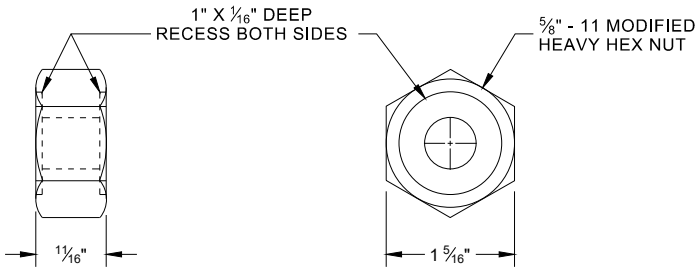


POST BOLT TABLE

L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"

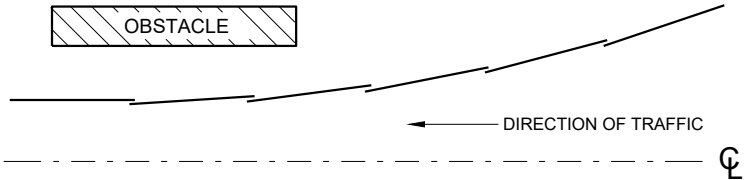


ALTERNATE BOLT HEAD

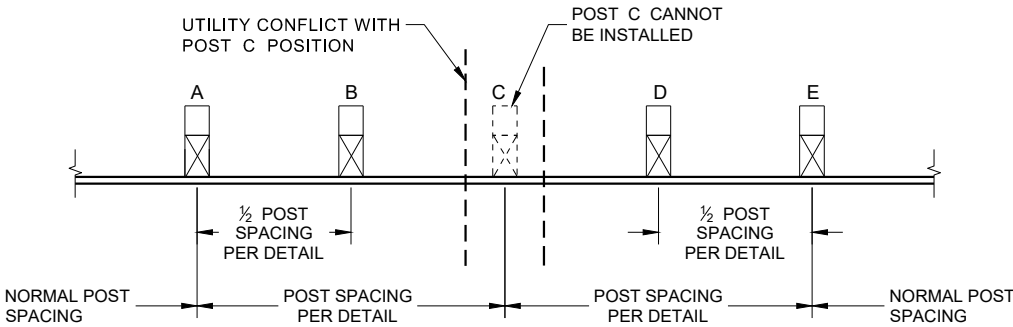


POST BOLT, SPLICE BOLT AND RECESS NUT

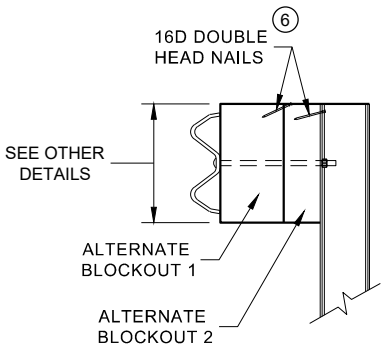
- 6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



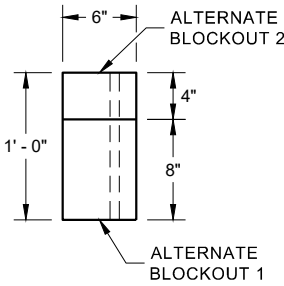
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION



SIDE VIEW

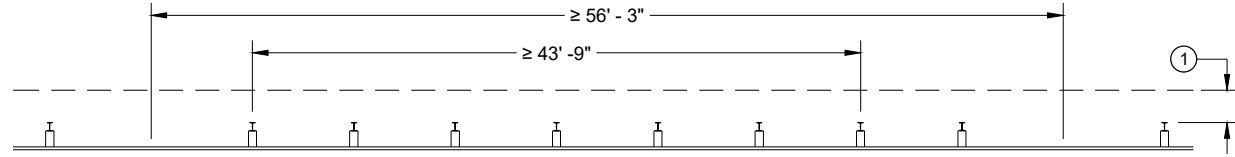


PLAN VIEW

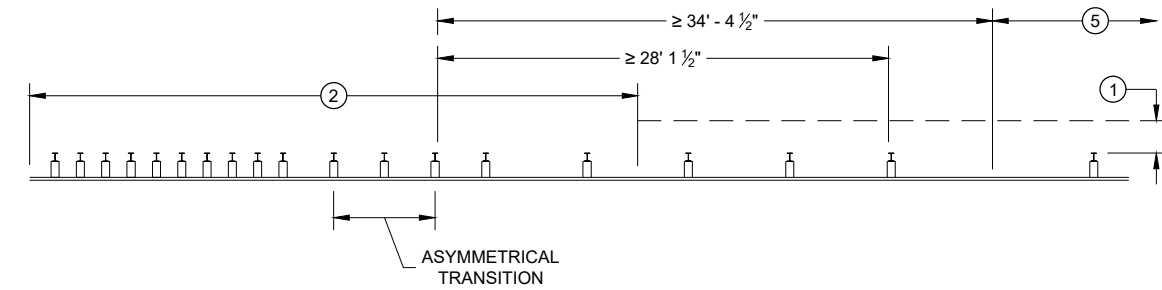
ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

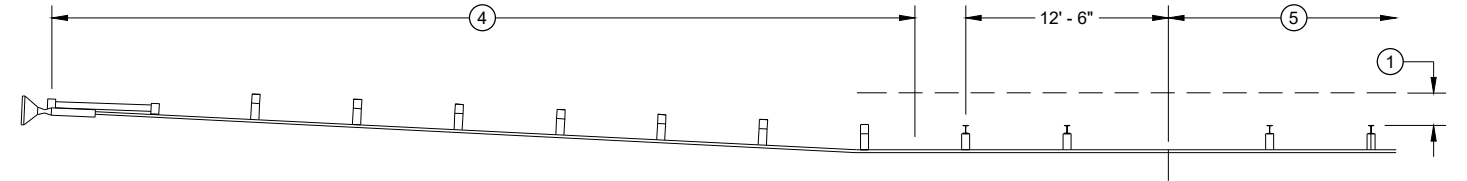
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



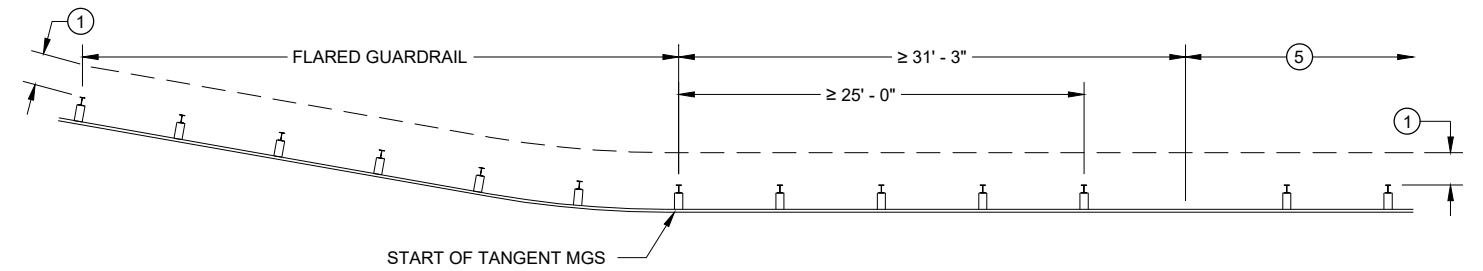
MISSING POST IN NORMAL BEAM GUARD RUN



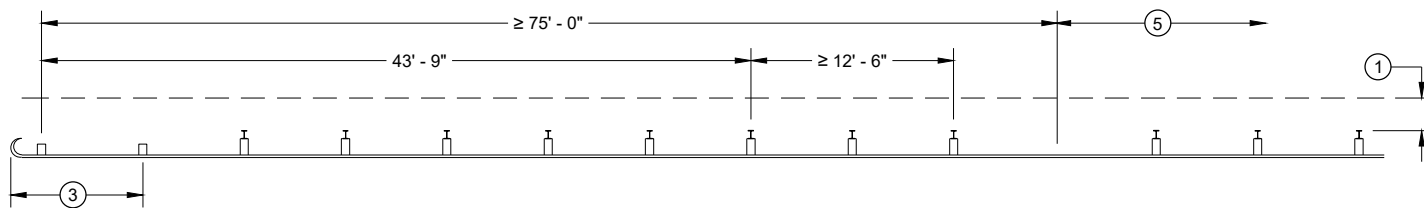
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



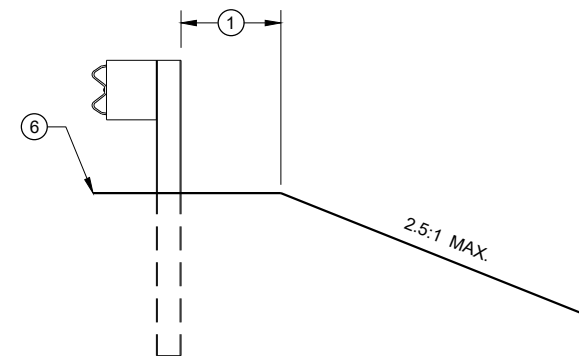
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



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 DEVELOPMENT
UNIT SUPERVISOR
FHWA

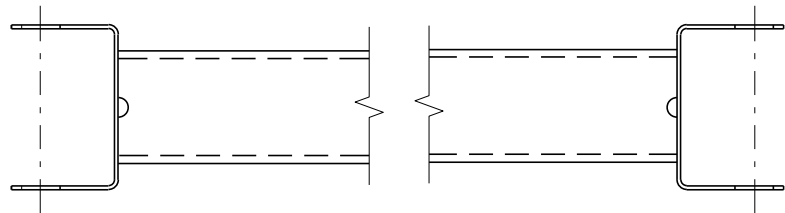
- A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED
- C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. 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.

THE CENTER OF THE UPPER 3 1/2" 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.

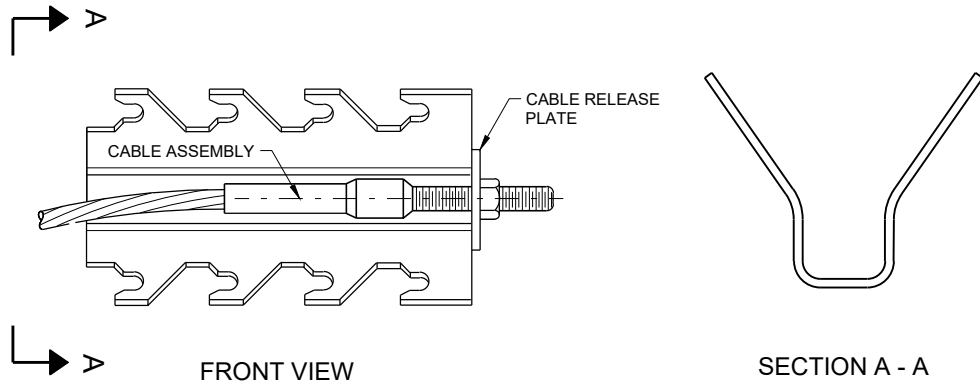


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

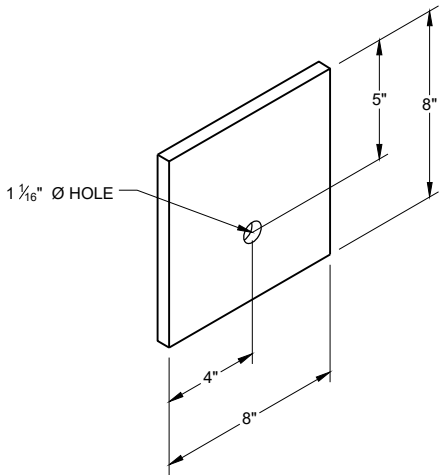


GENERIC GROUND STRUT⁹ ^E

BILL OF MATERIALS	
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'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



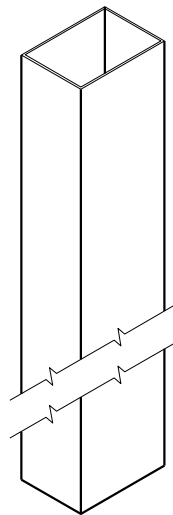
GENERIC ANCHOR CABLE BOX⁹ ^E



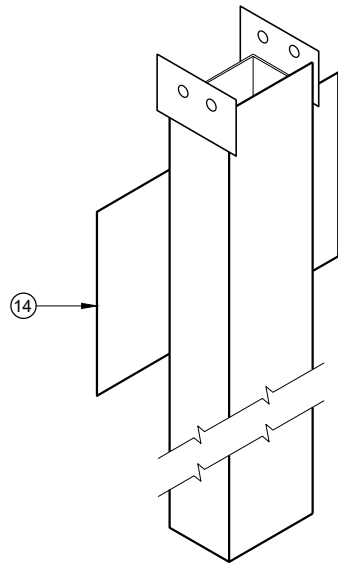
BEARING PLATE⁶ ^E

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

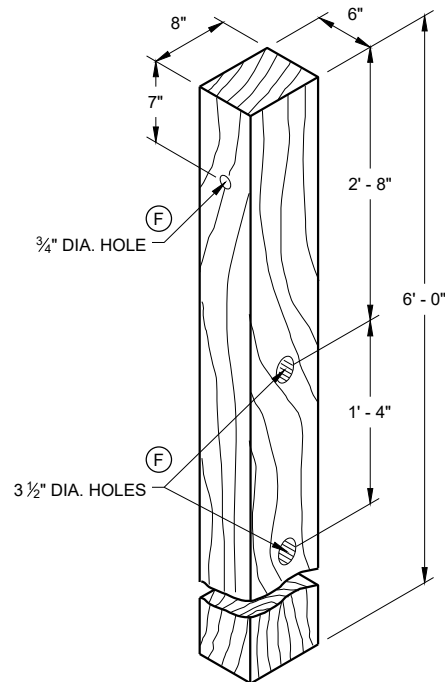
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



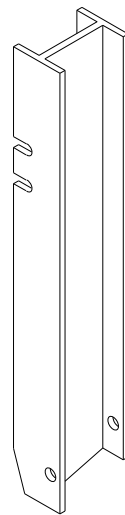
UPPER POST NO. 1 ⁽¹⁾ (E)



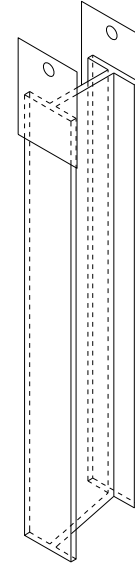
LOWER POST NO. 1 ⁽²⁾ (E)



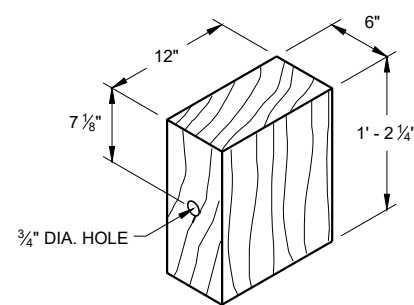
WOOD CRT POST ⁽³⁾ (E)
POSTS NUMBER 3-9



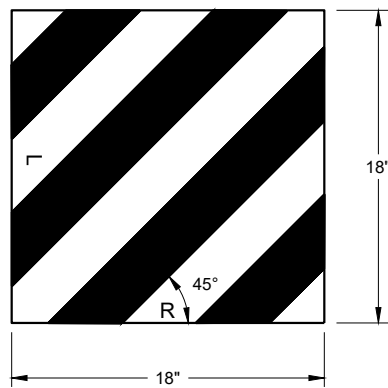
UPPER POST NO. 2 ⁽¹⁵⁾ (E)



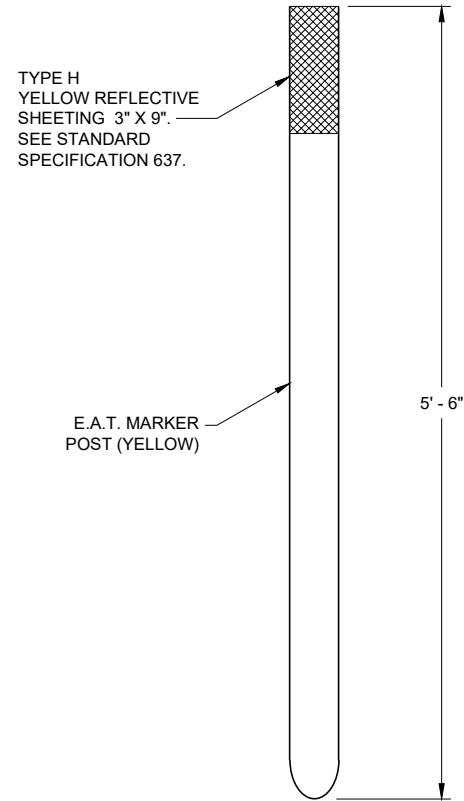
LOWER POST NO. 2 ⁽¹⁶⁾ (E)



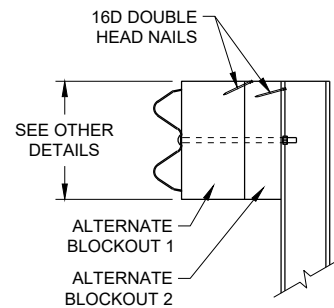
WOOD BLOCKOUT ⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



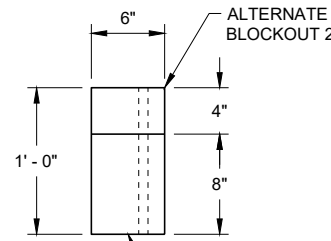
REFLECTIVE SHEETING DETAIL ^(E)



E.A.T. MARKER POST ⁽¹³⁾



SIDE VIEW



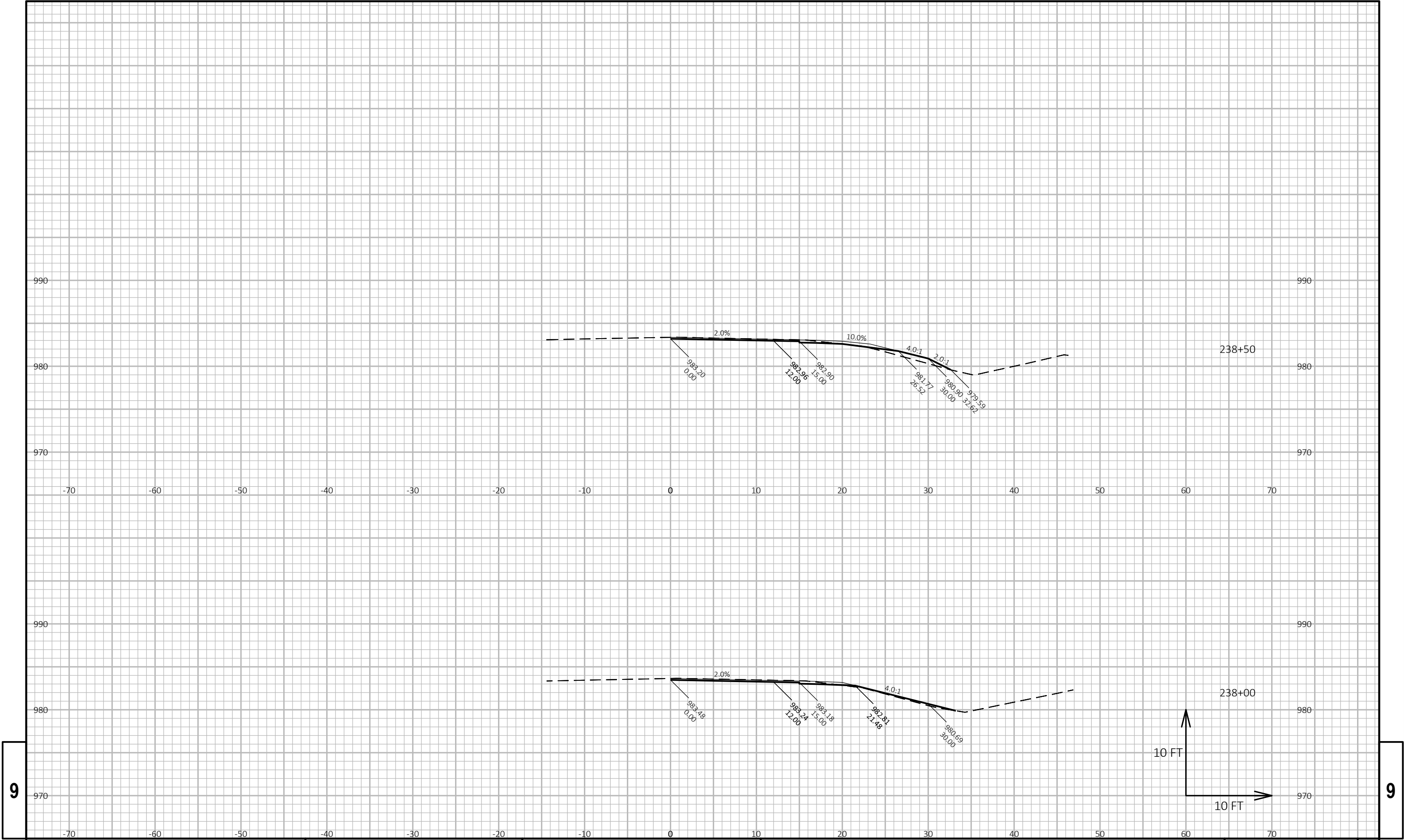
TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

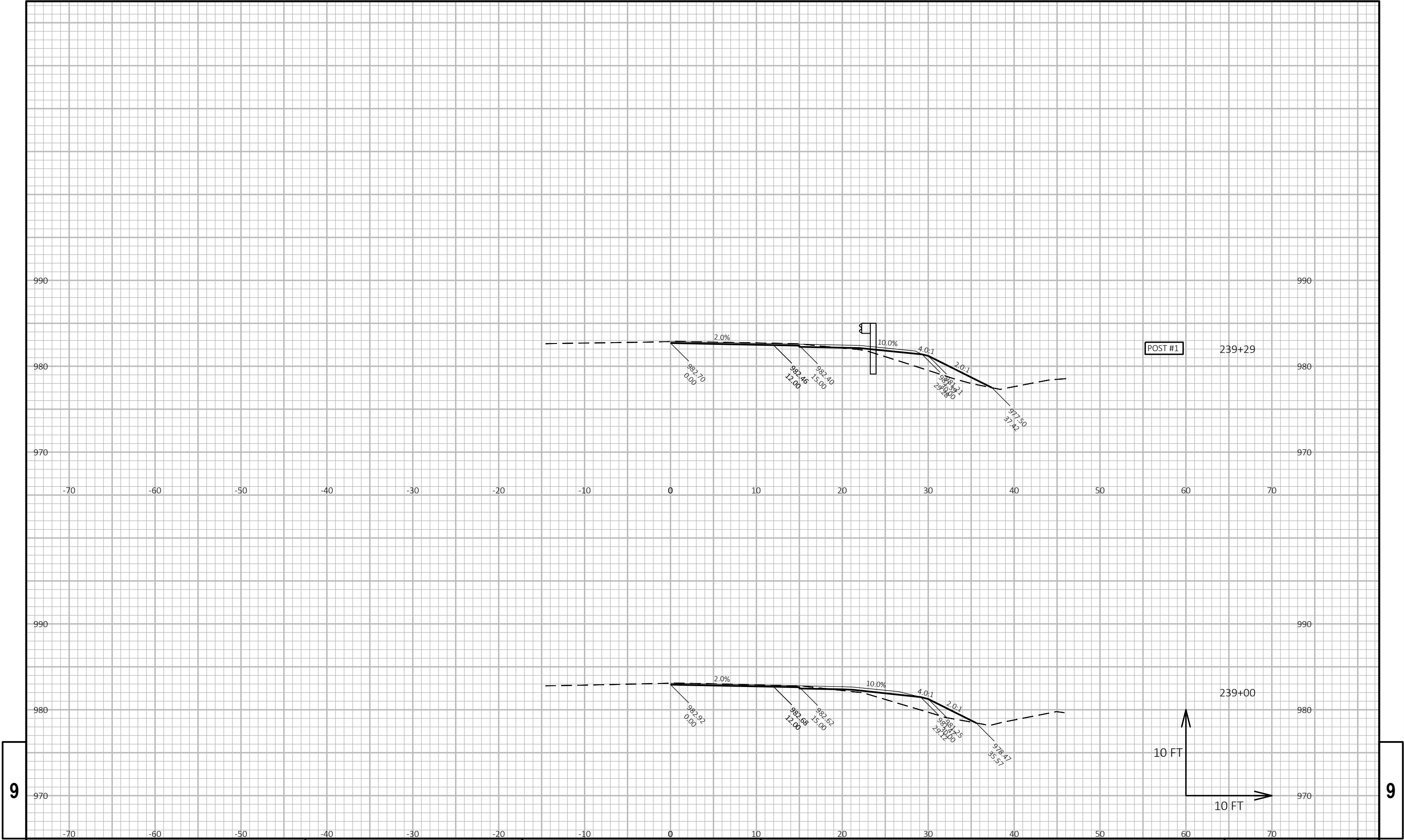
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



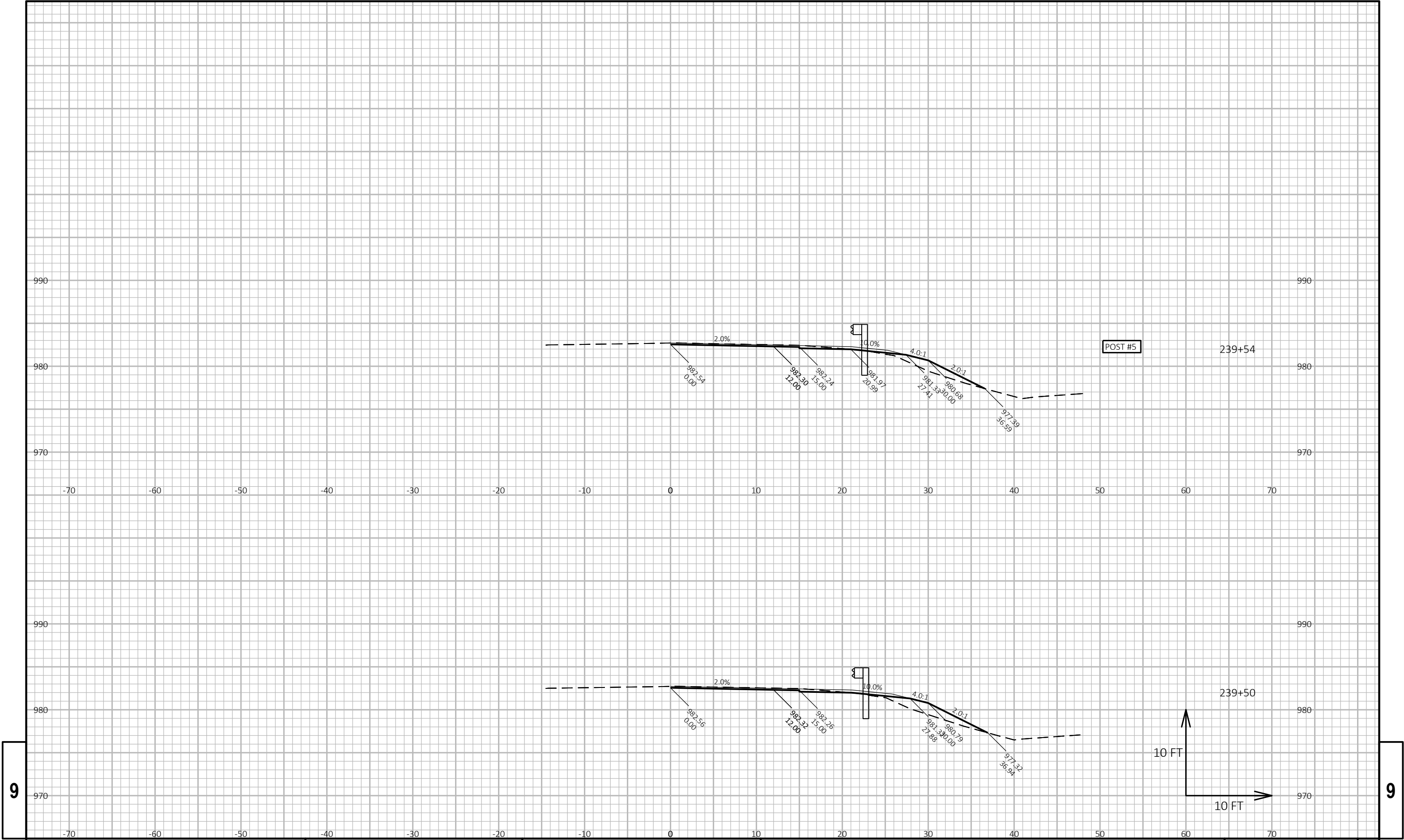
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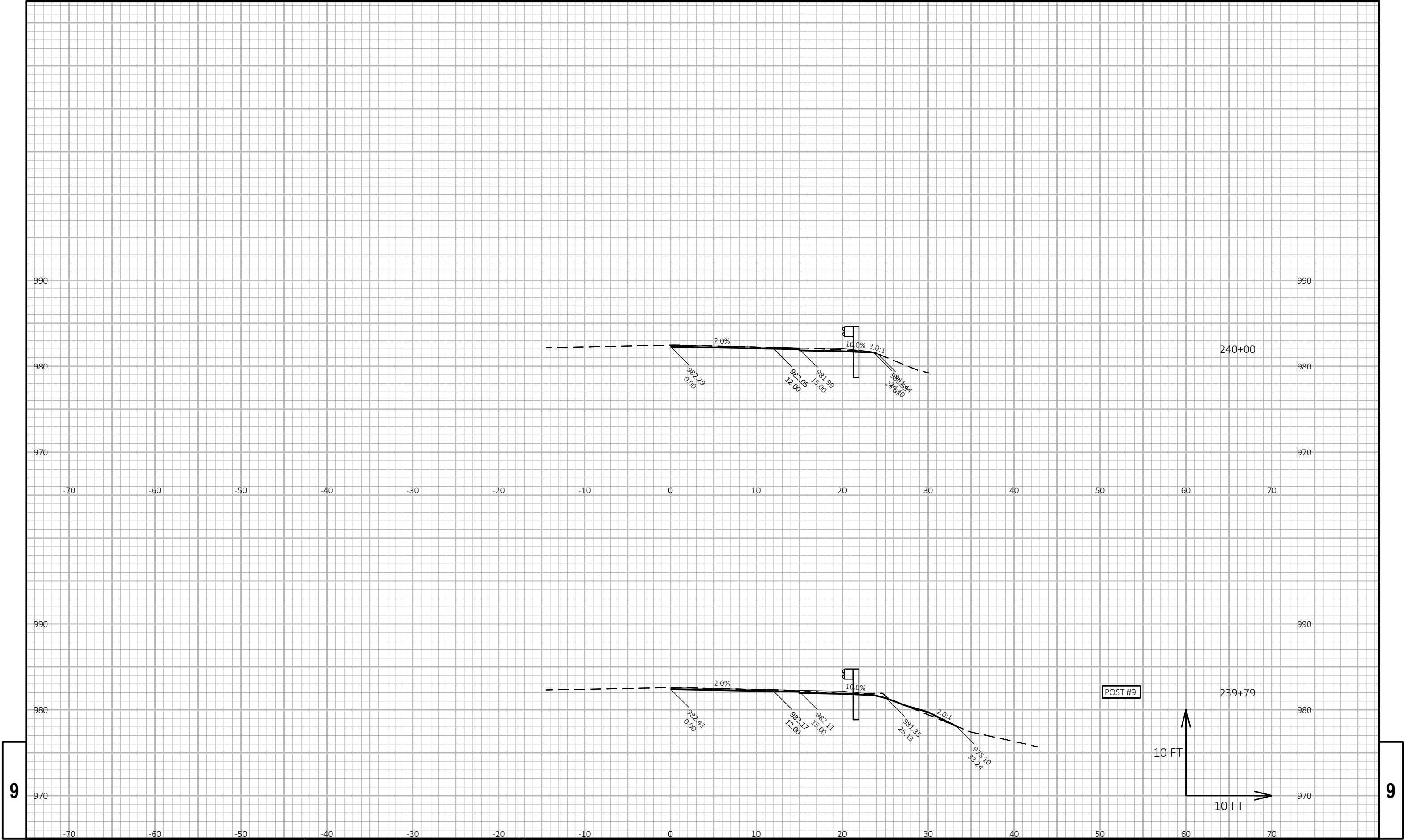
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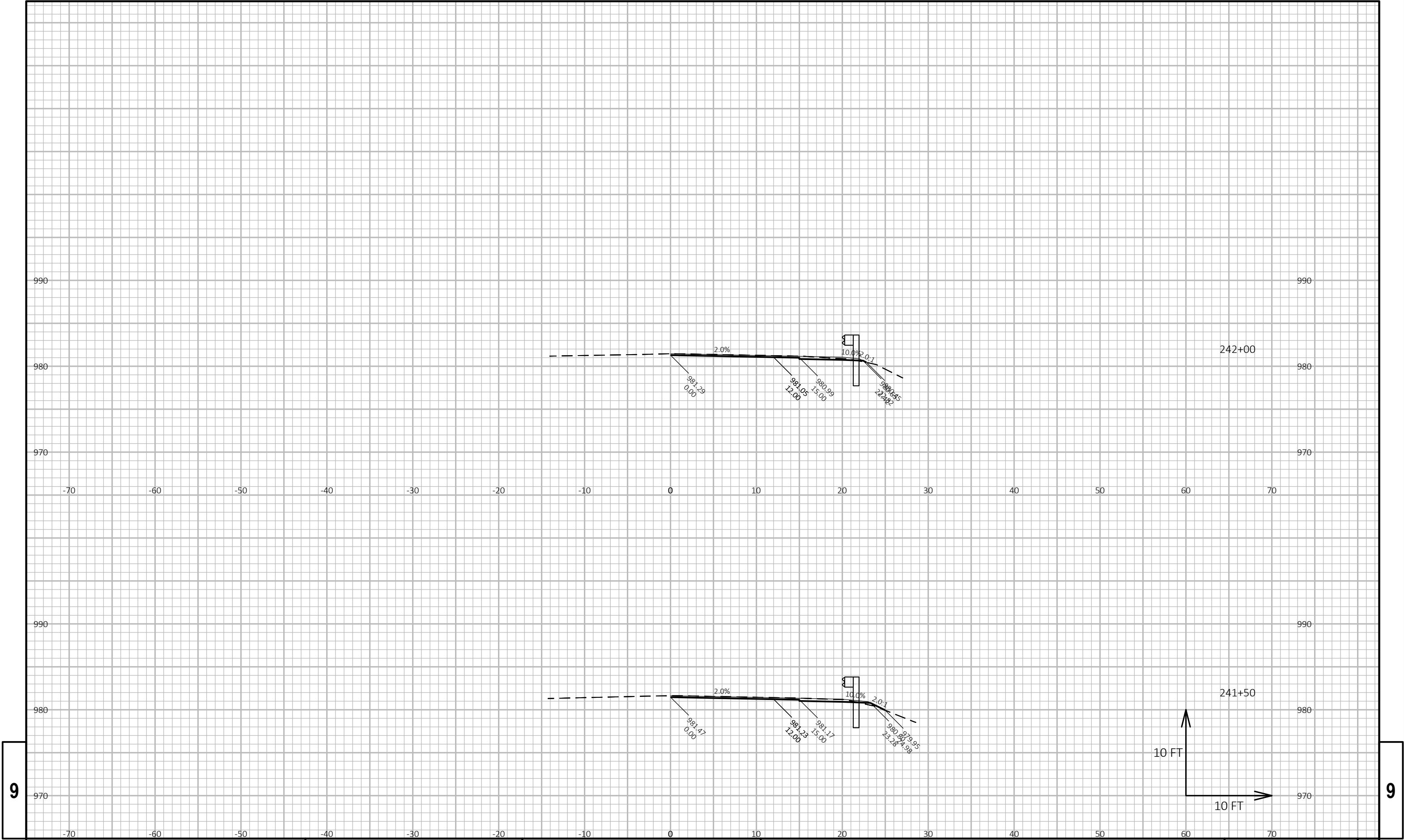


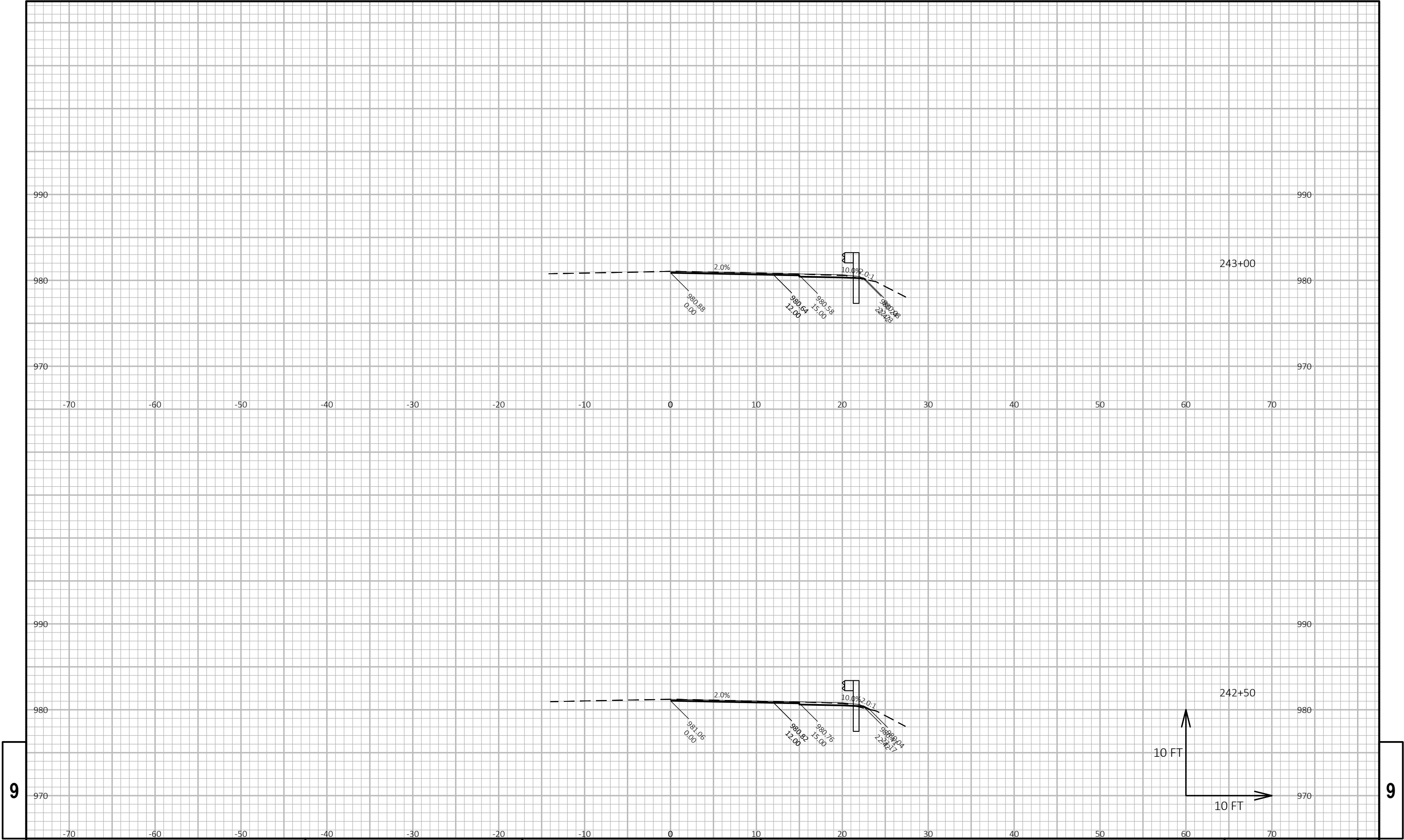
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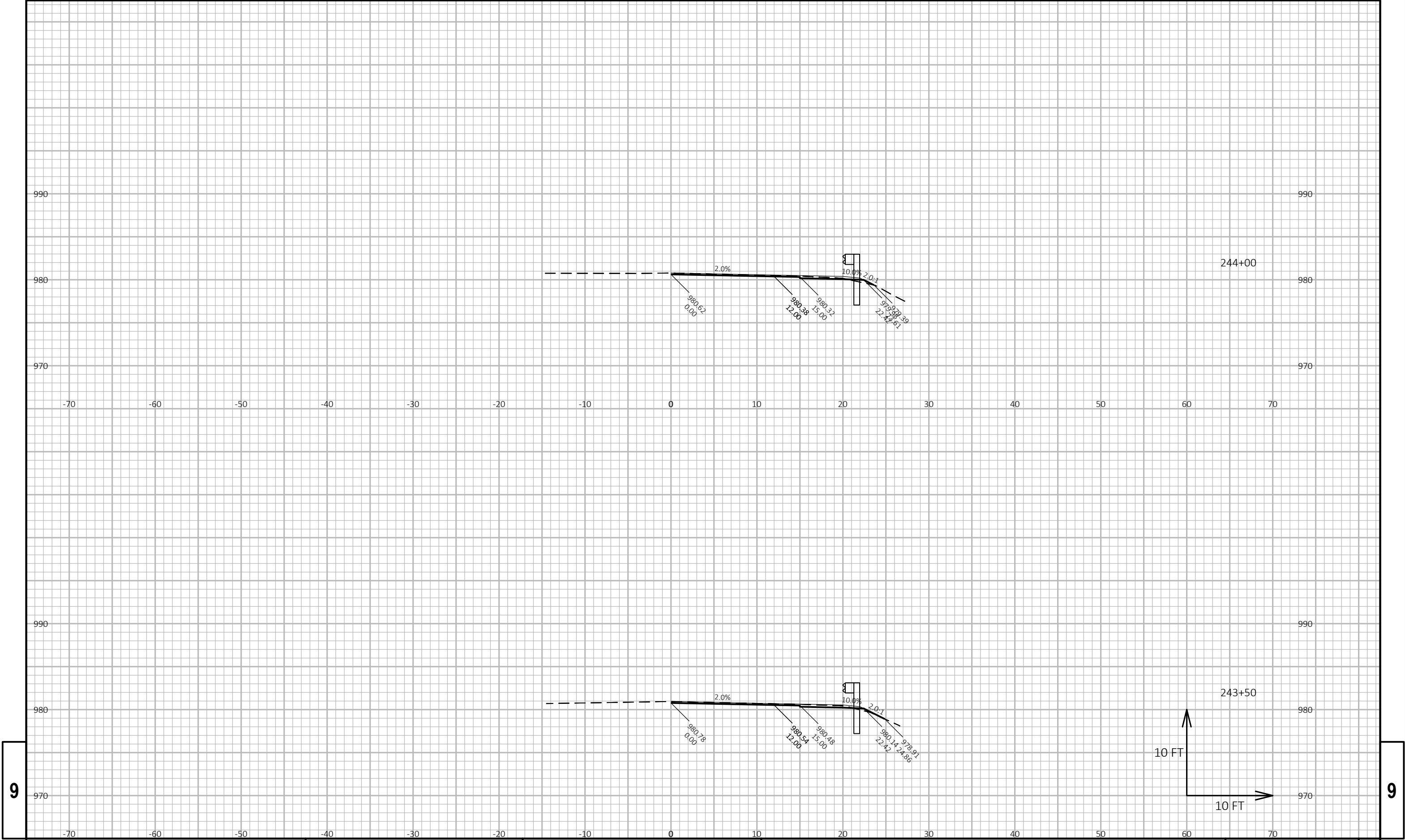






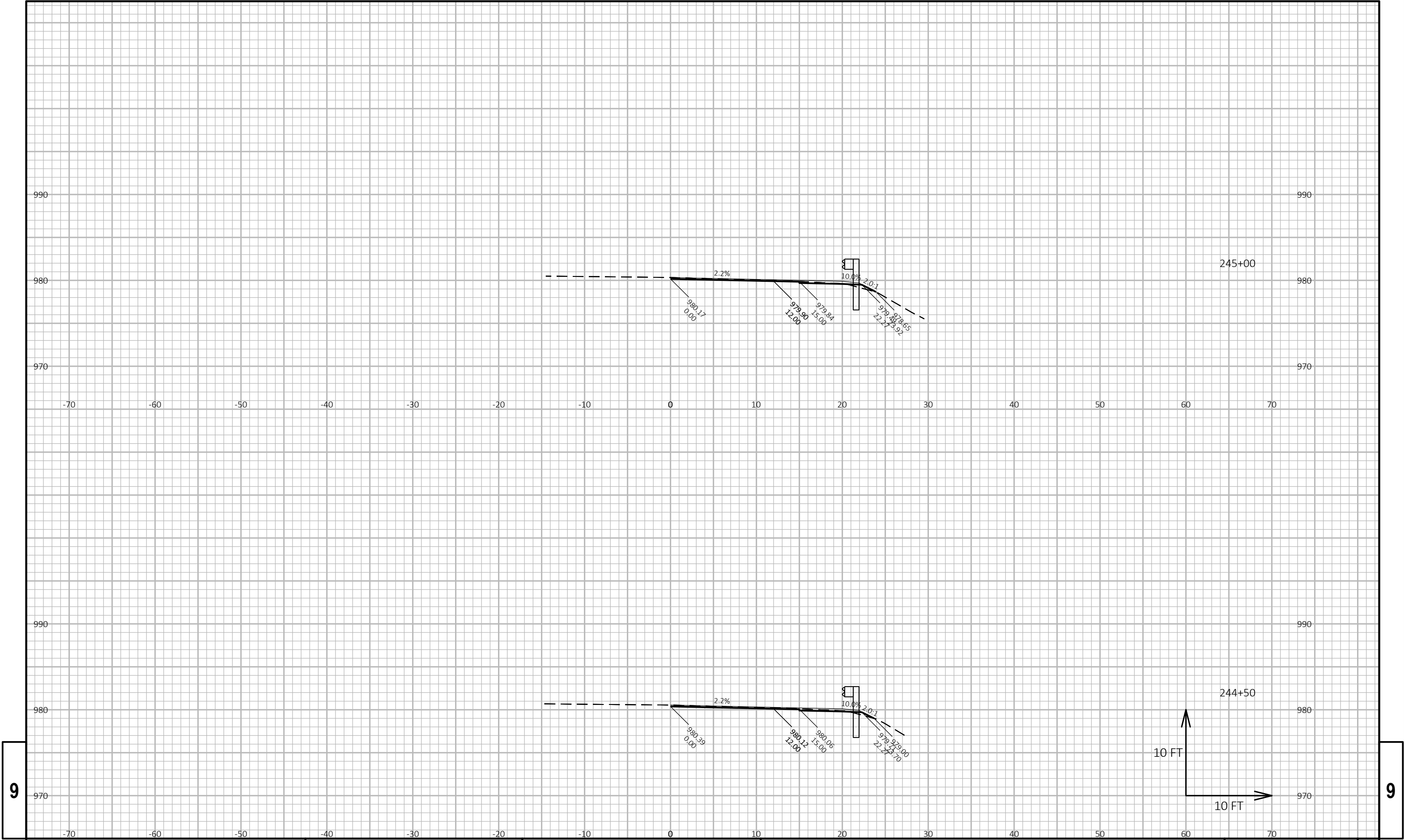
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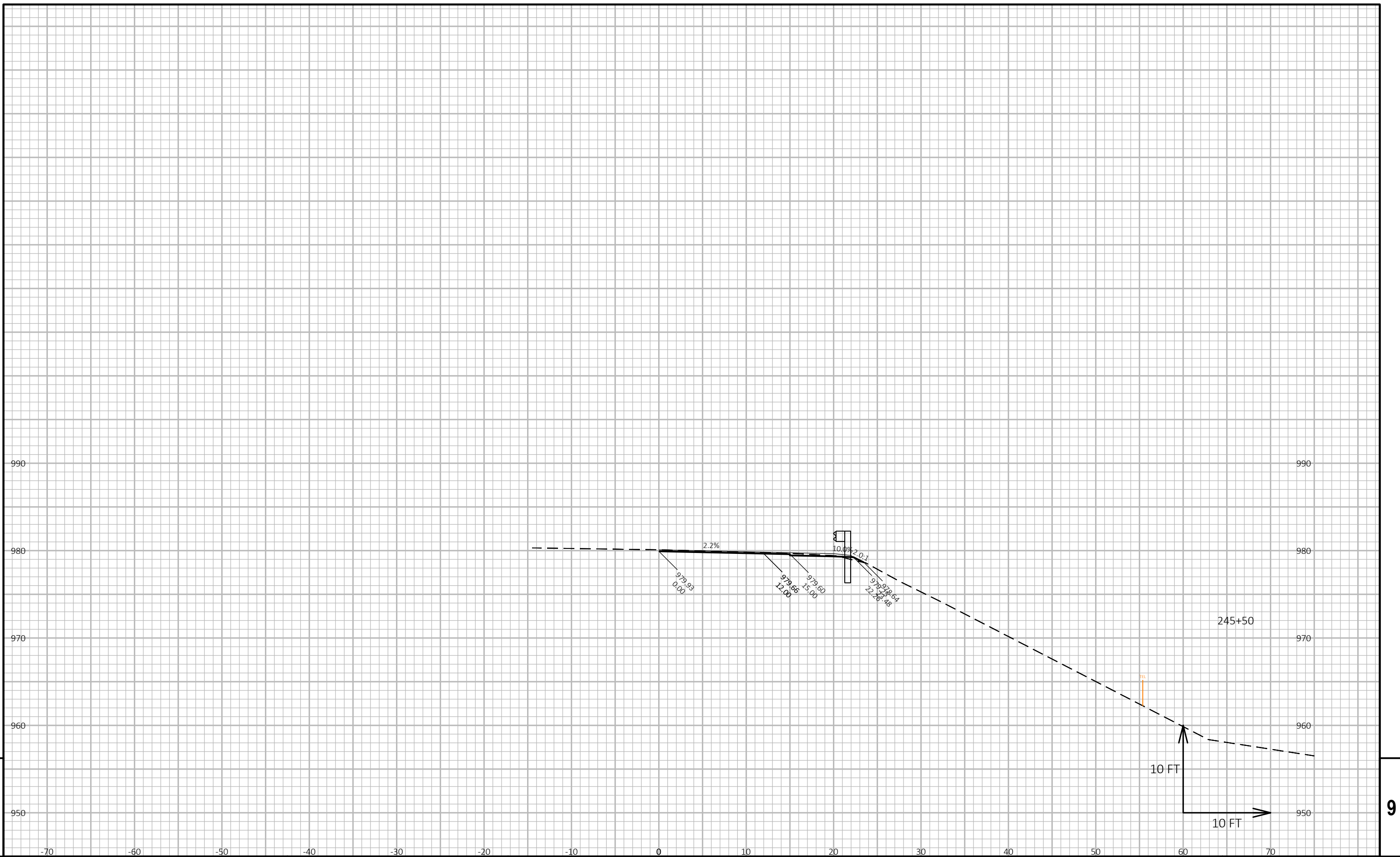
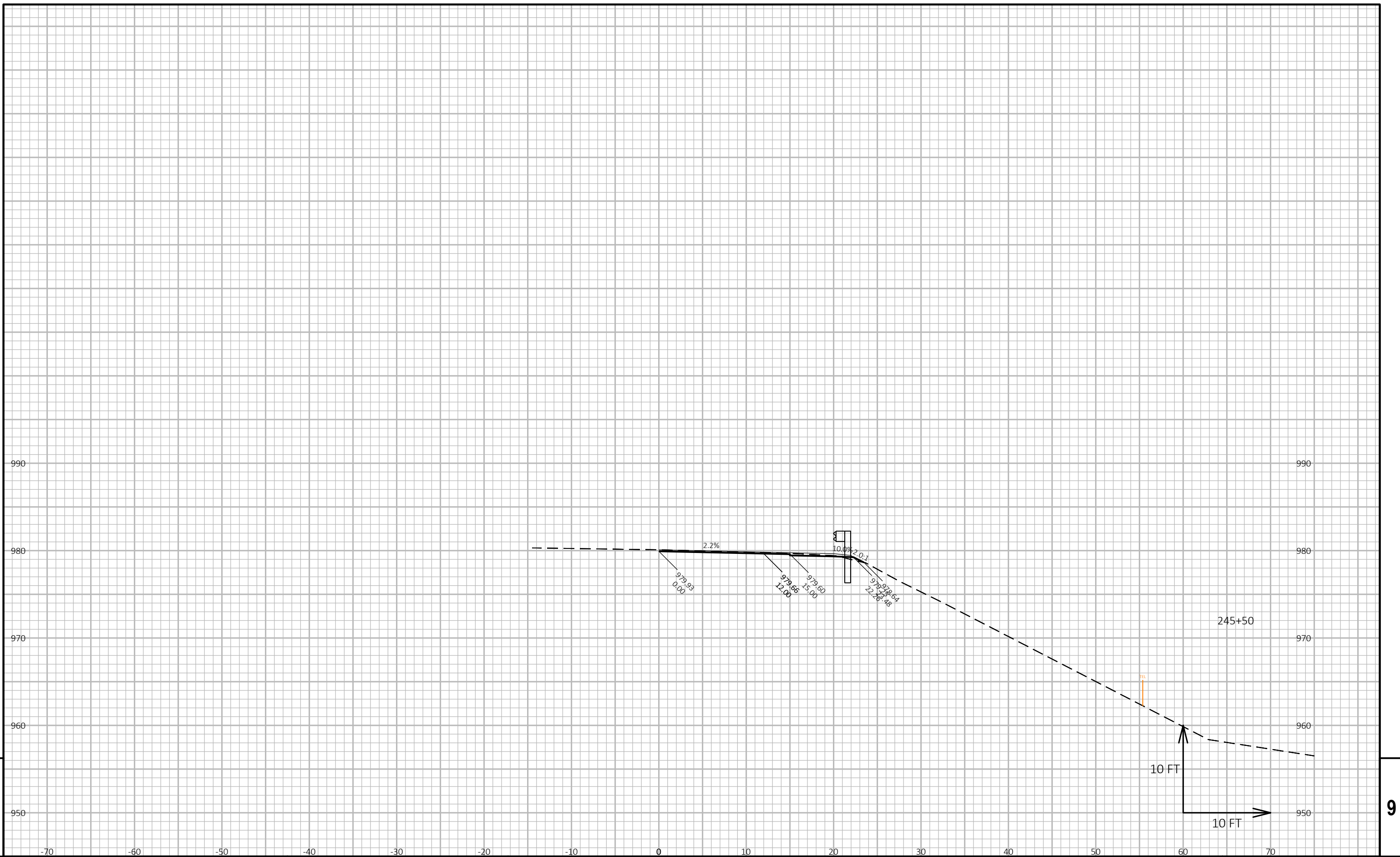
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 65	E
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 65	E
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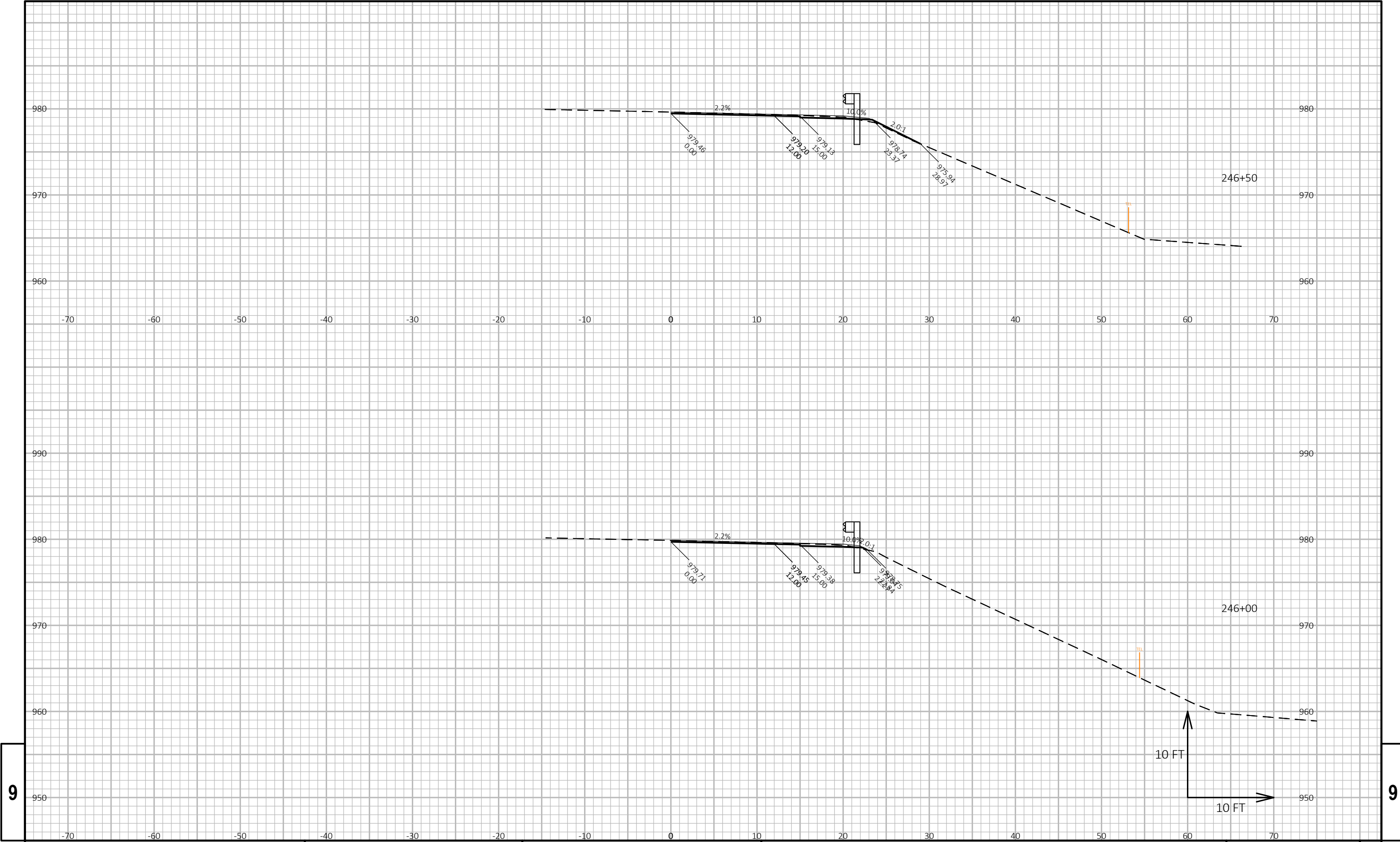
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 65	E
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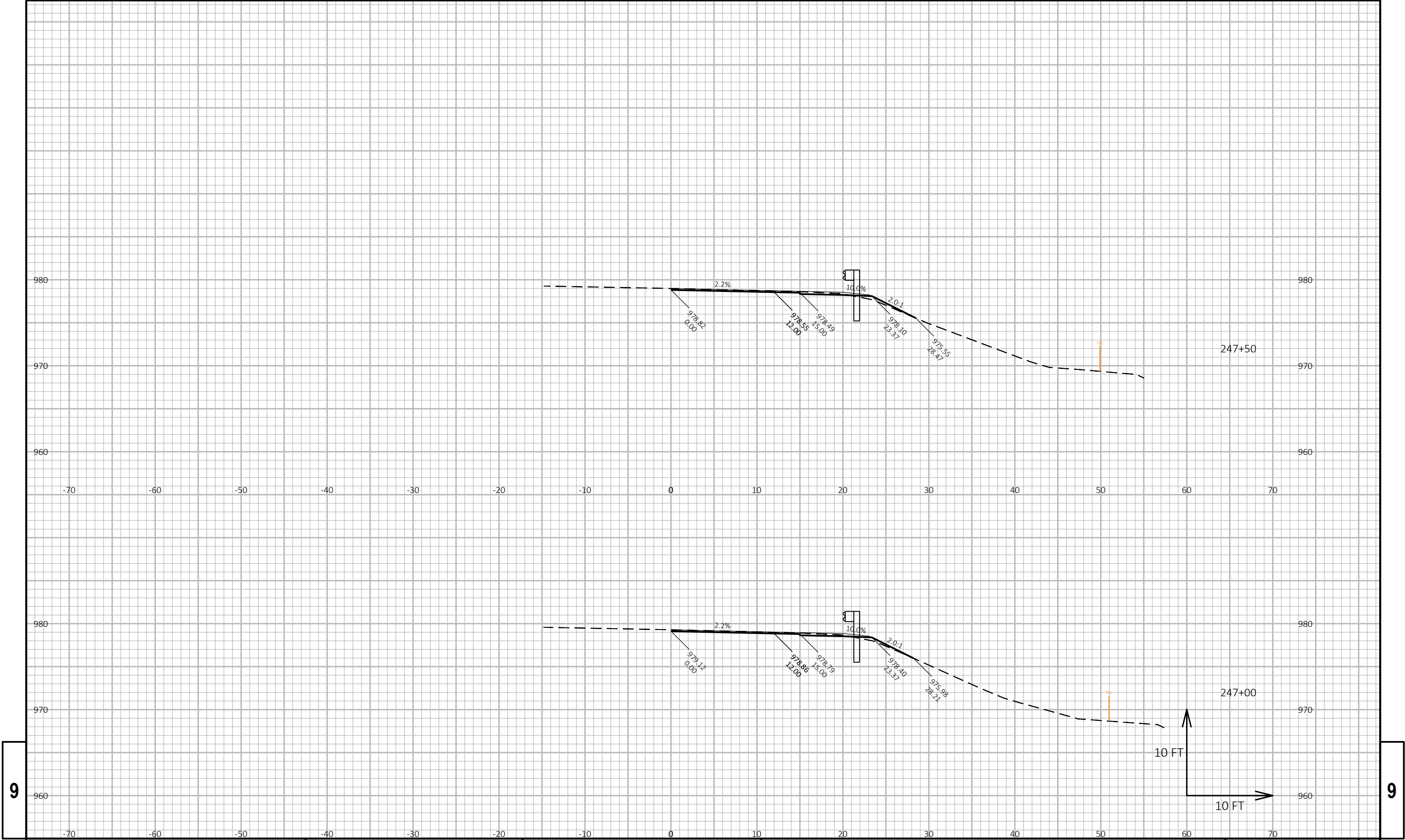
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LAYOUT NAME -	BG Region 1 - (10)									



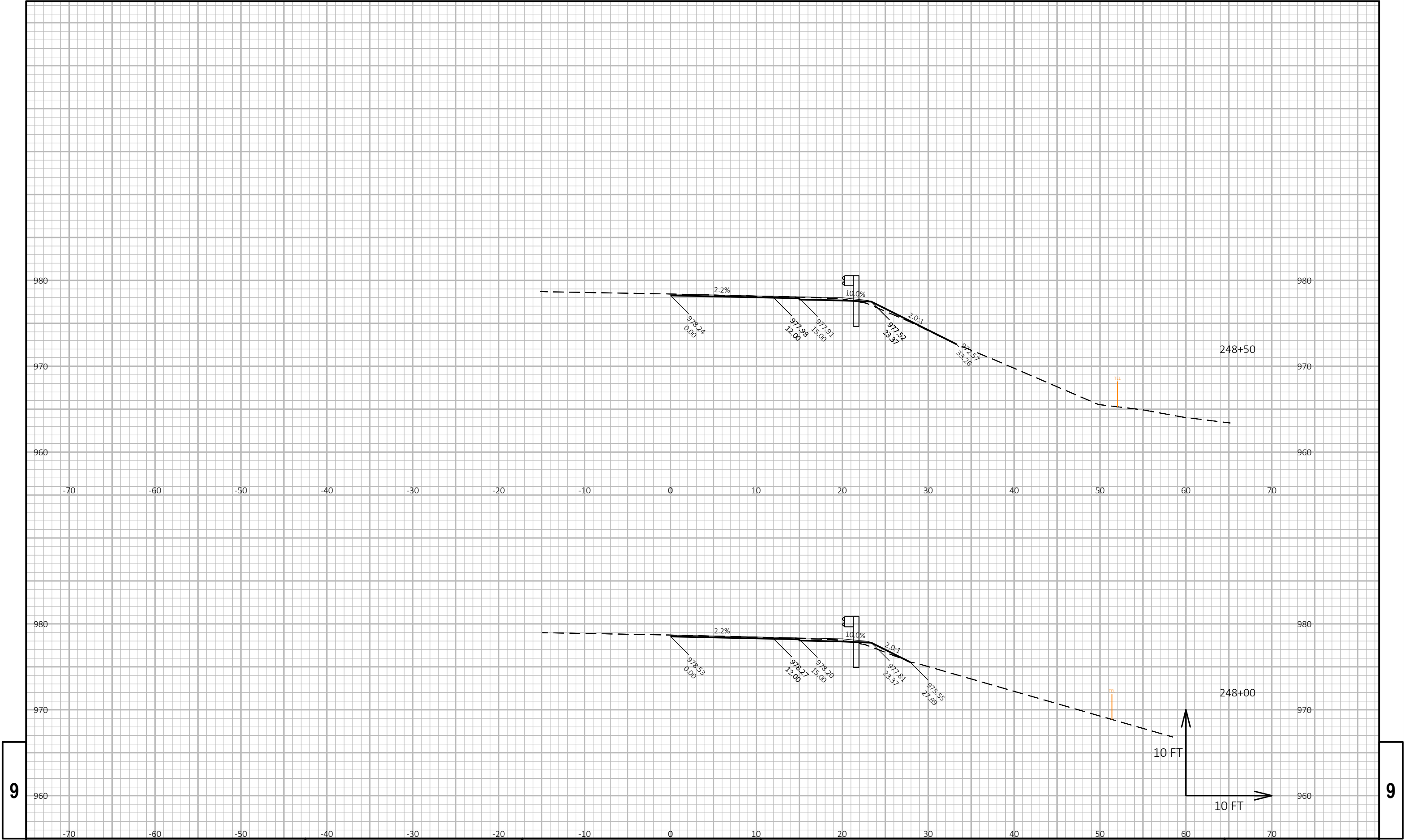
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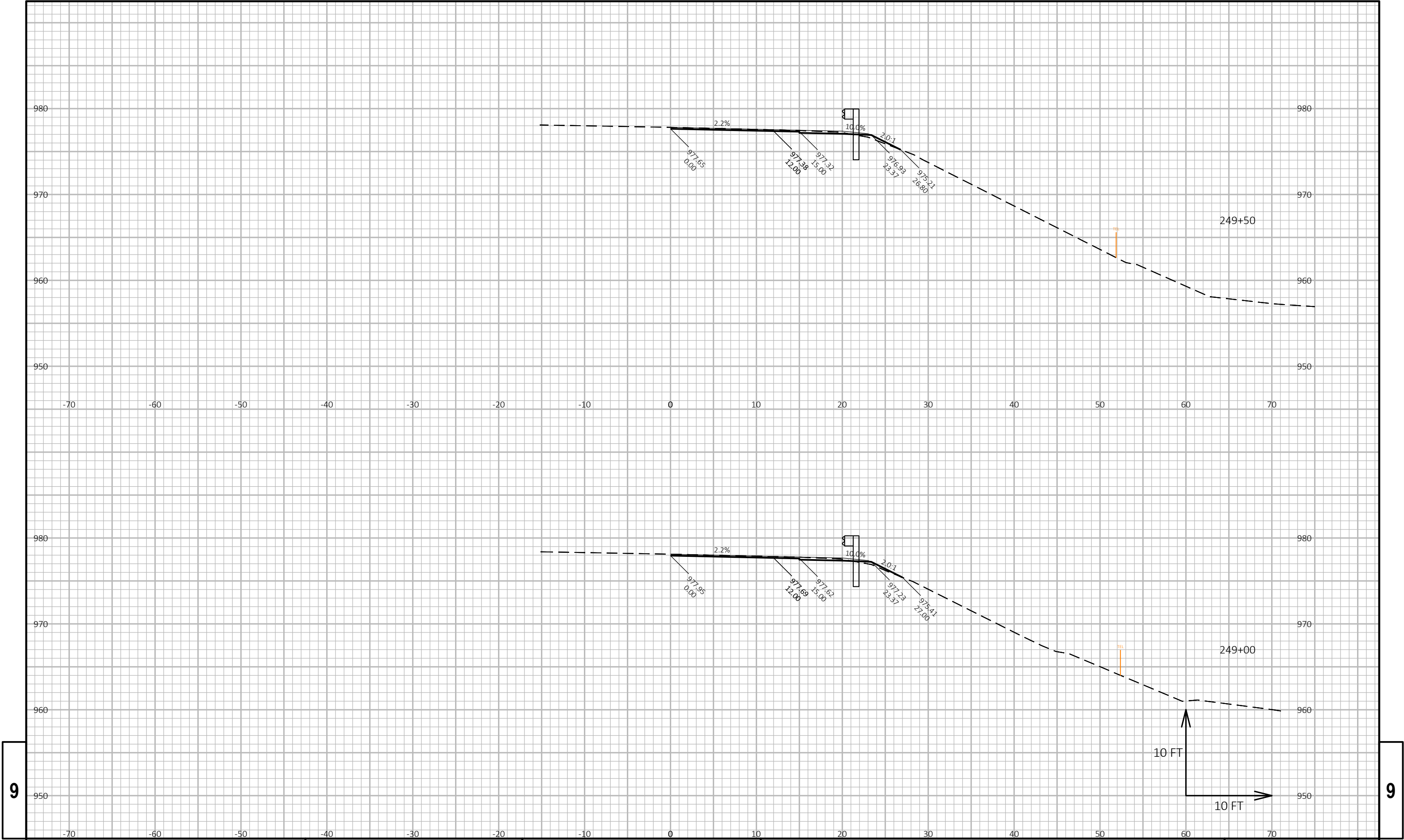
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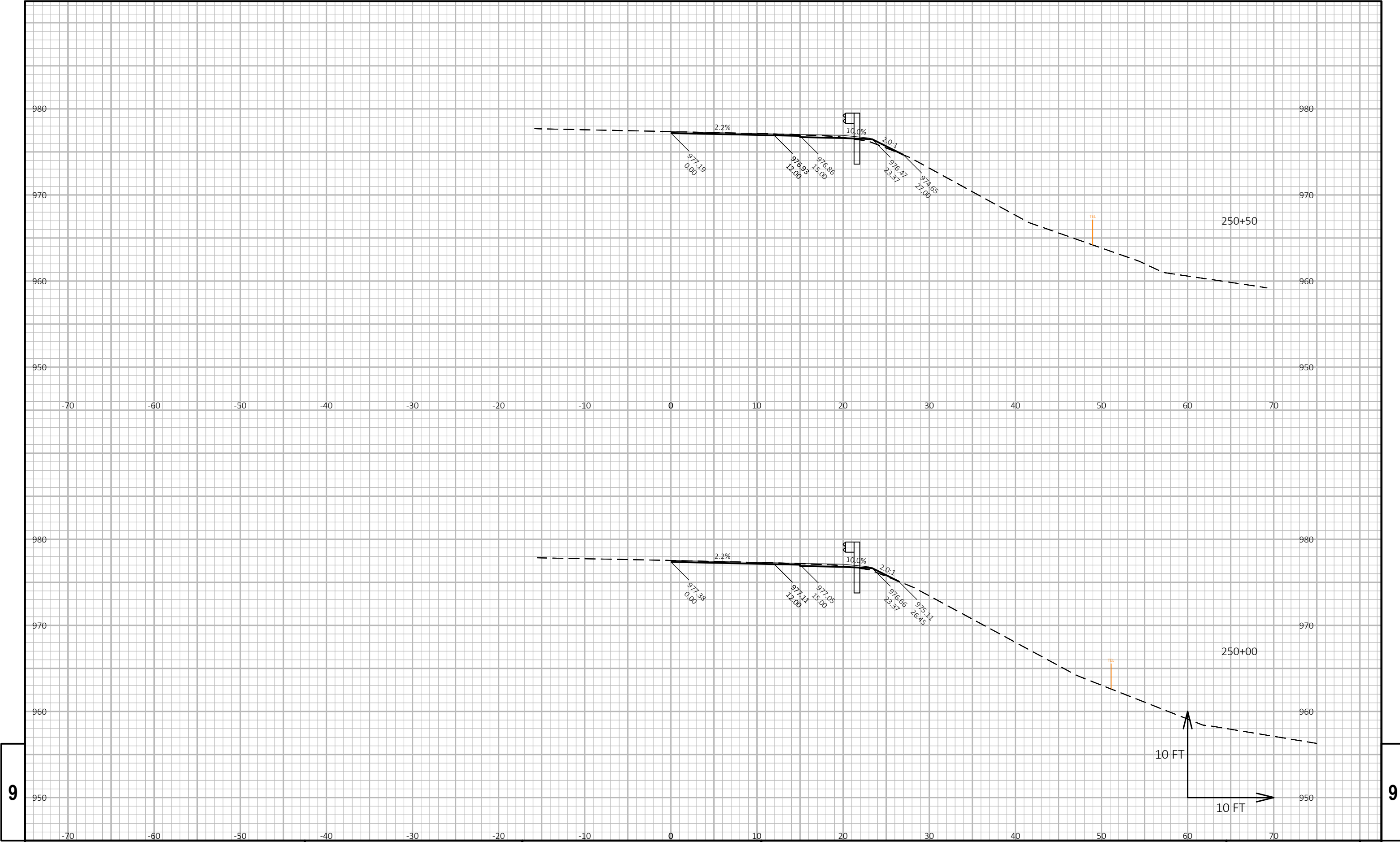
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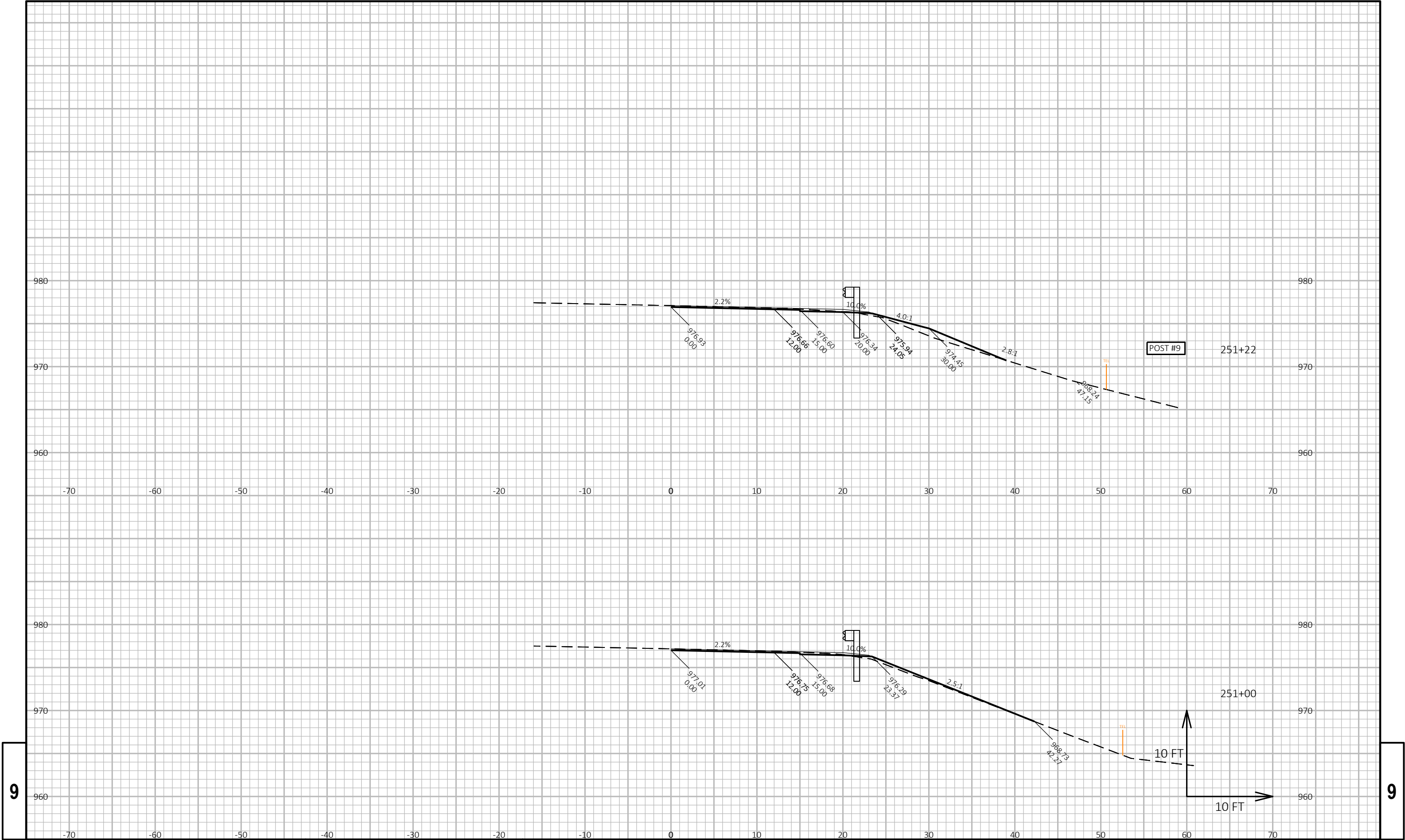
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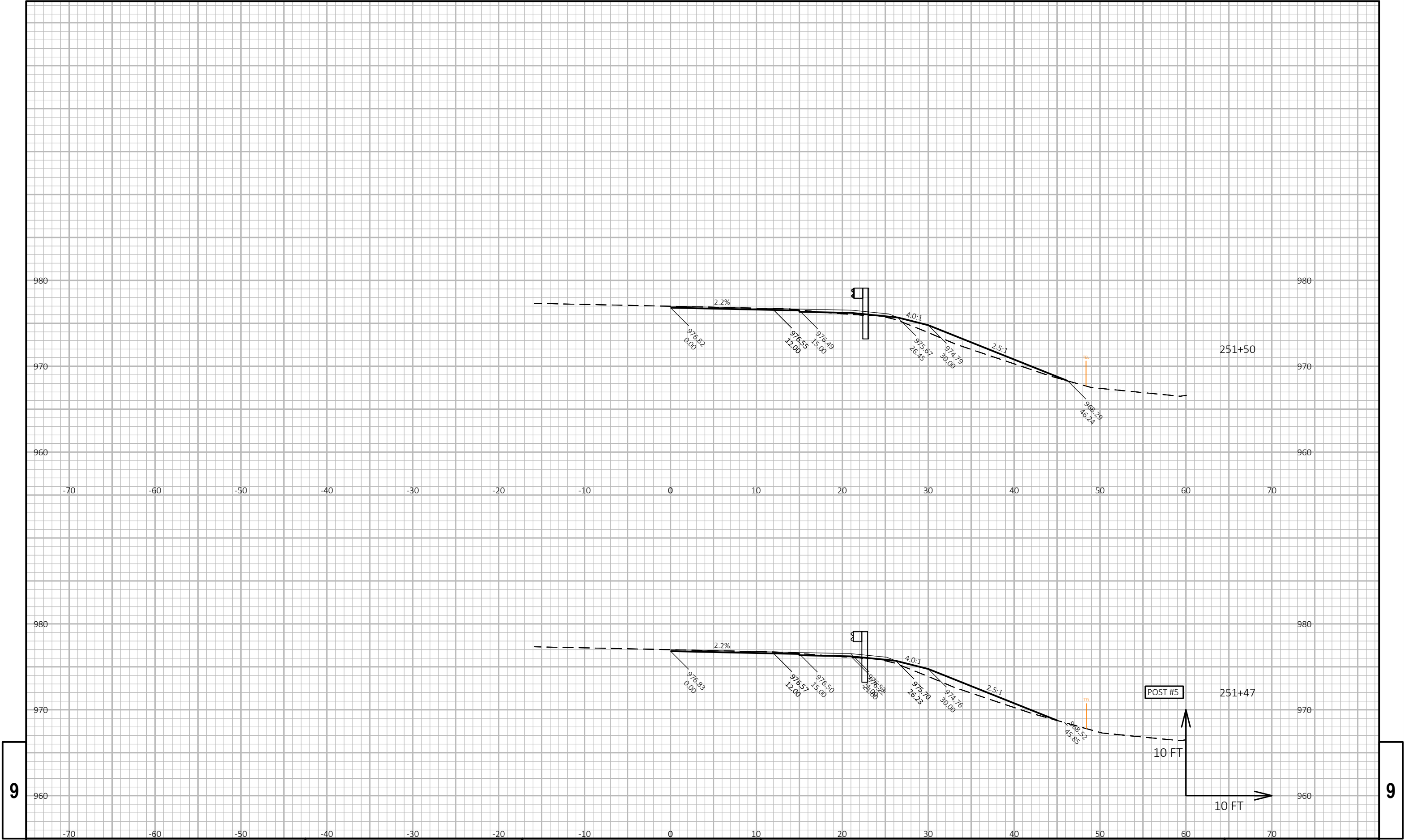


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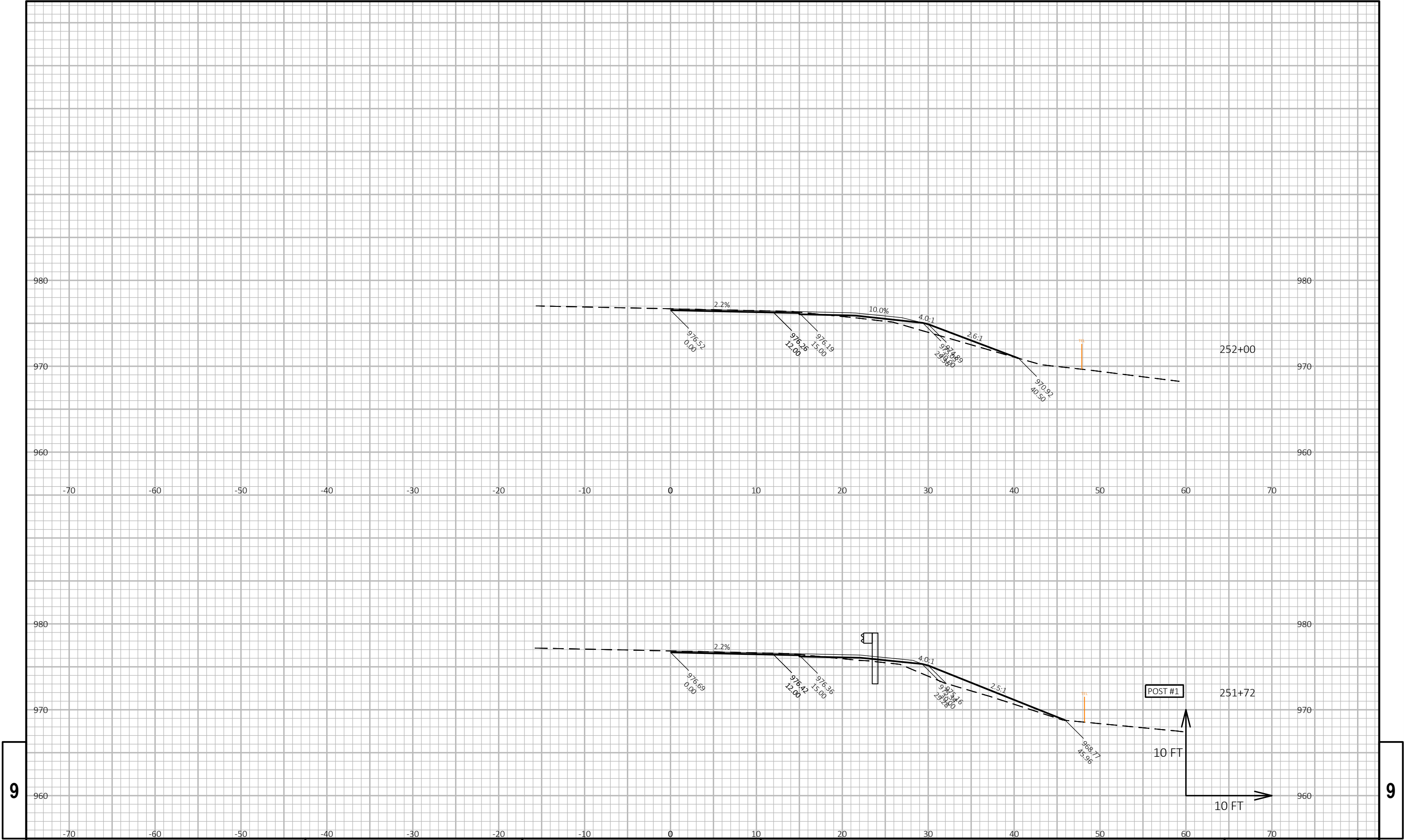
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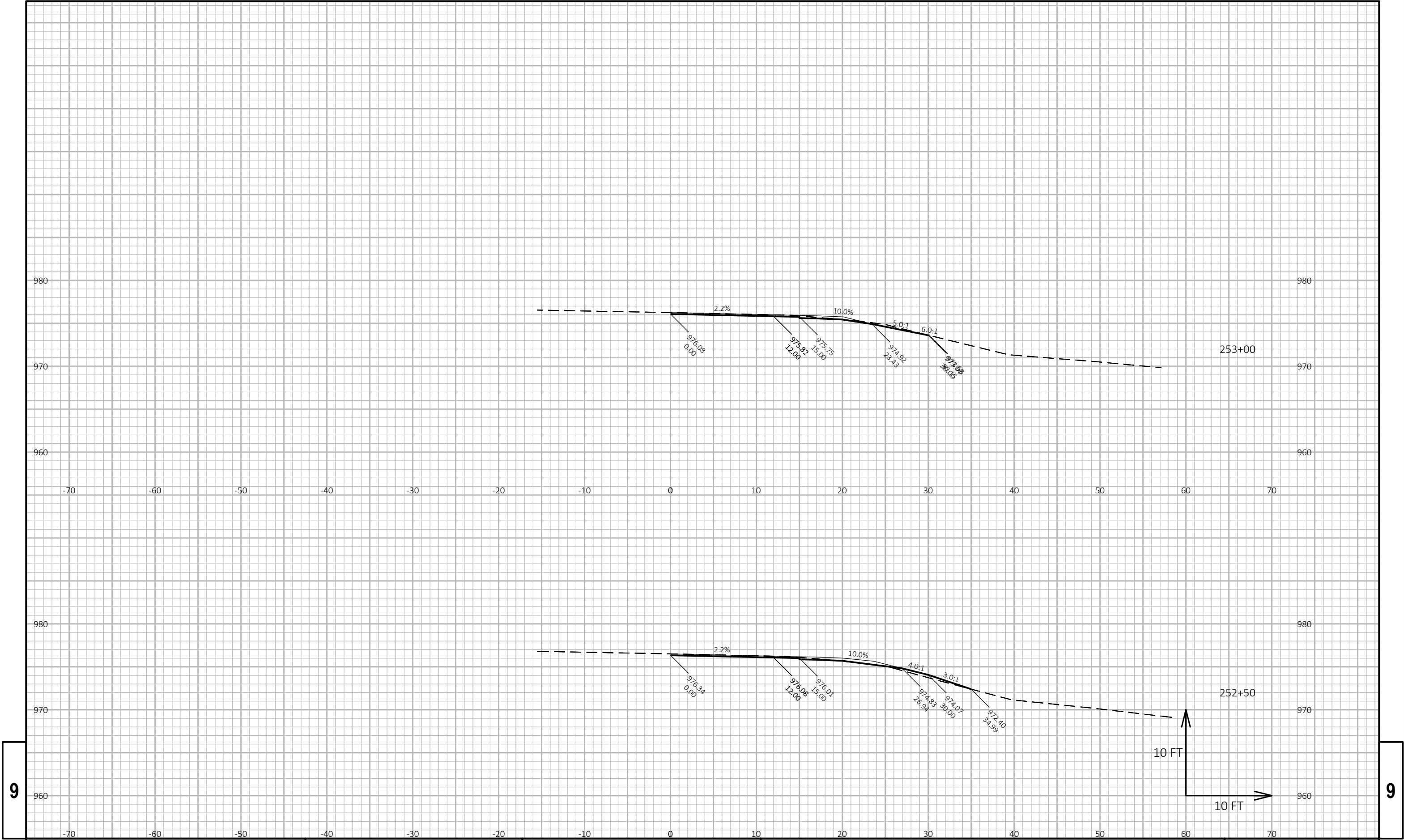
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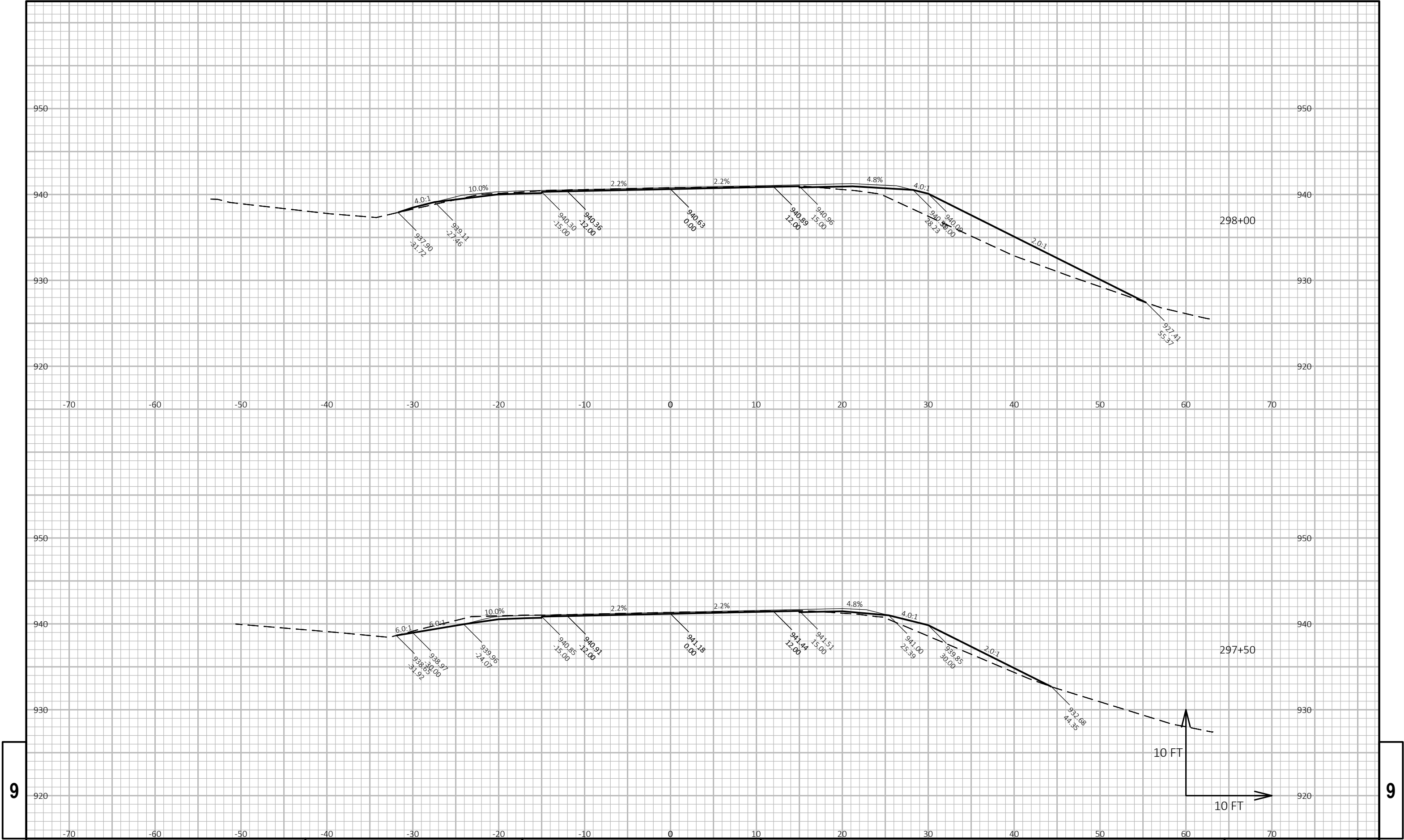
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PROJECT NO:	1706-04-60	HWY:	STH 11	COUNTY:	LAFAYETTE	CROSS SECTIONS:	MAINLINE	SHEET	73	E
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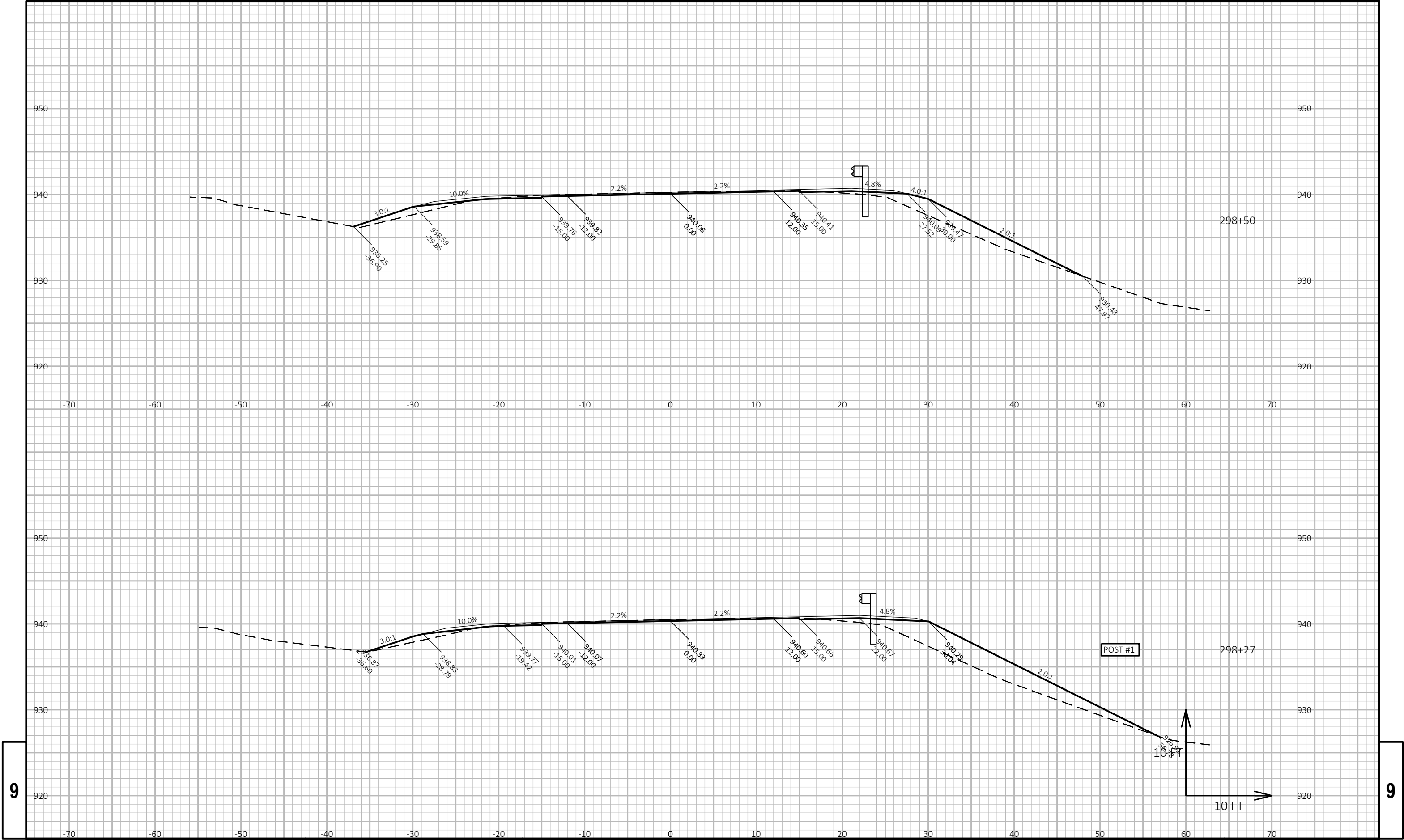
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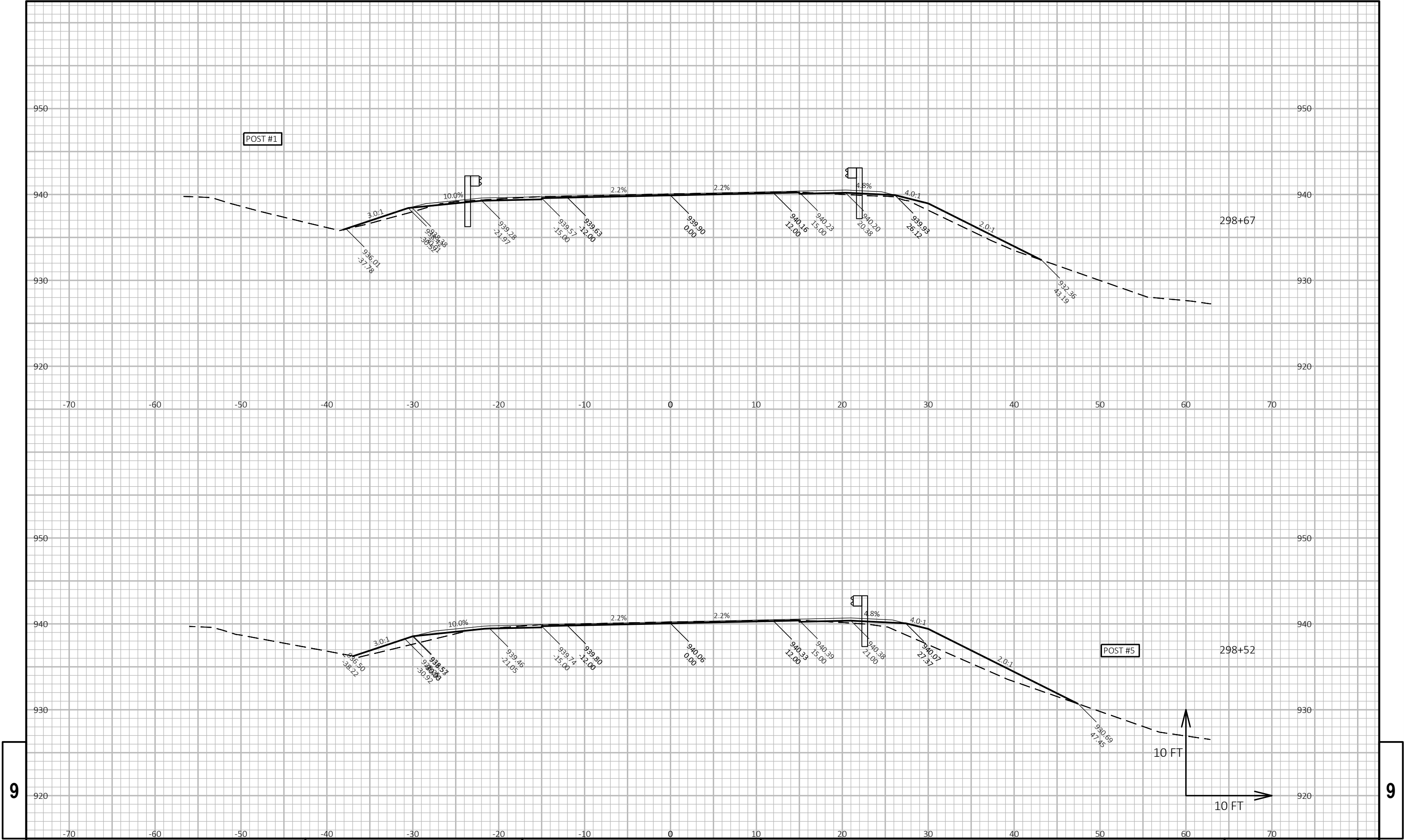
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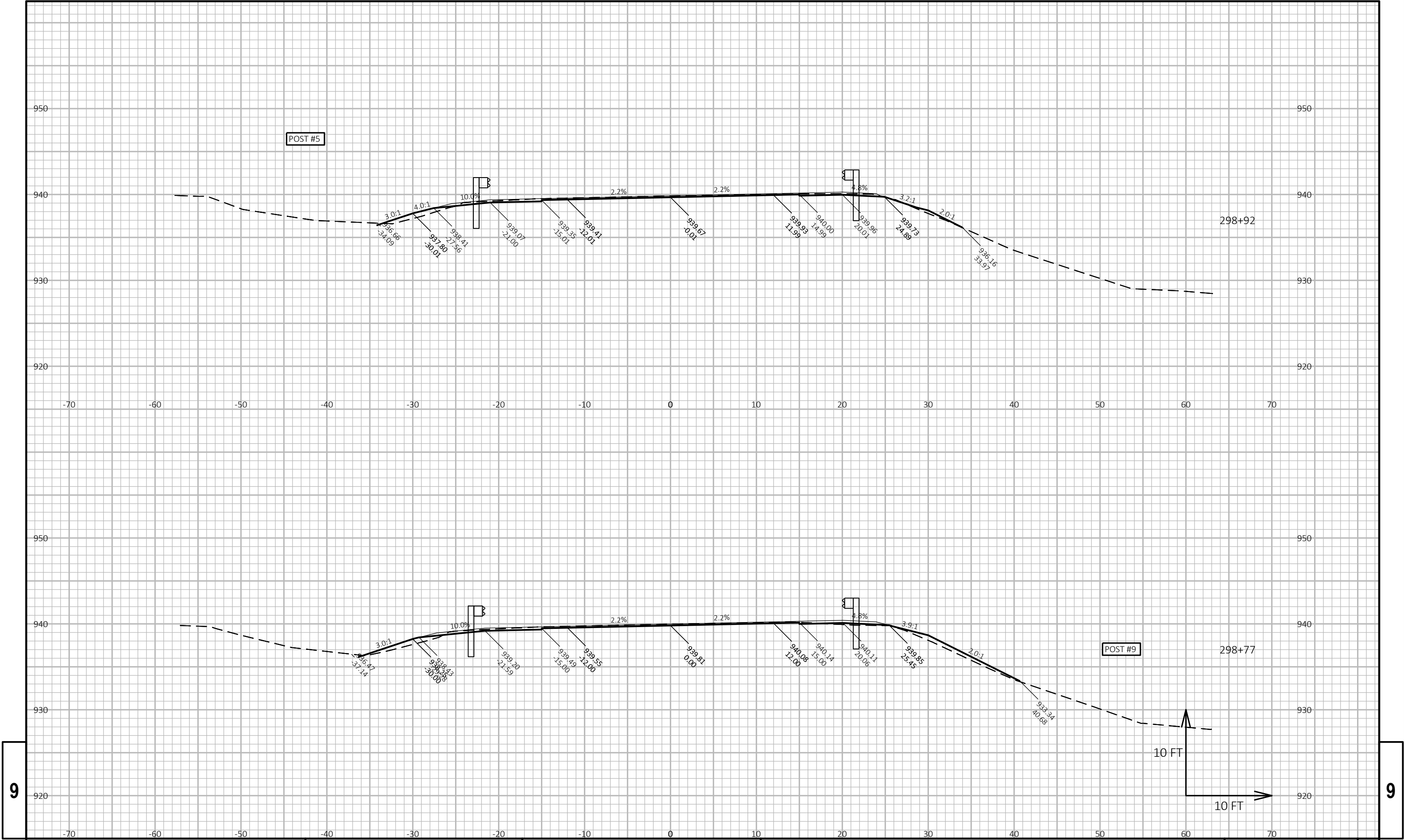
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 76	E
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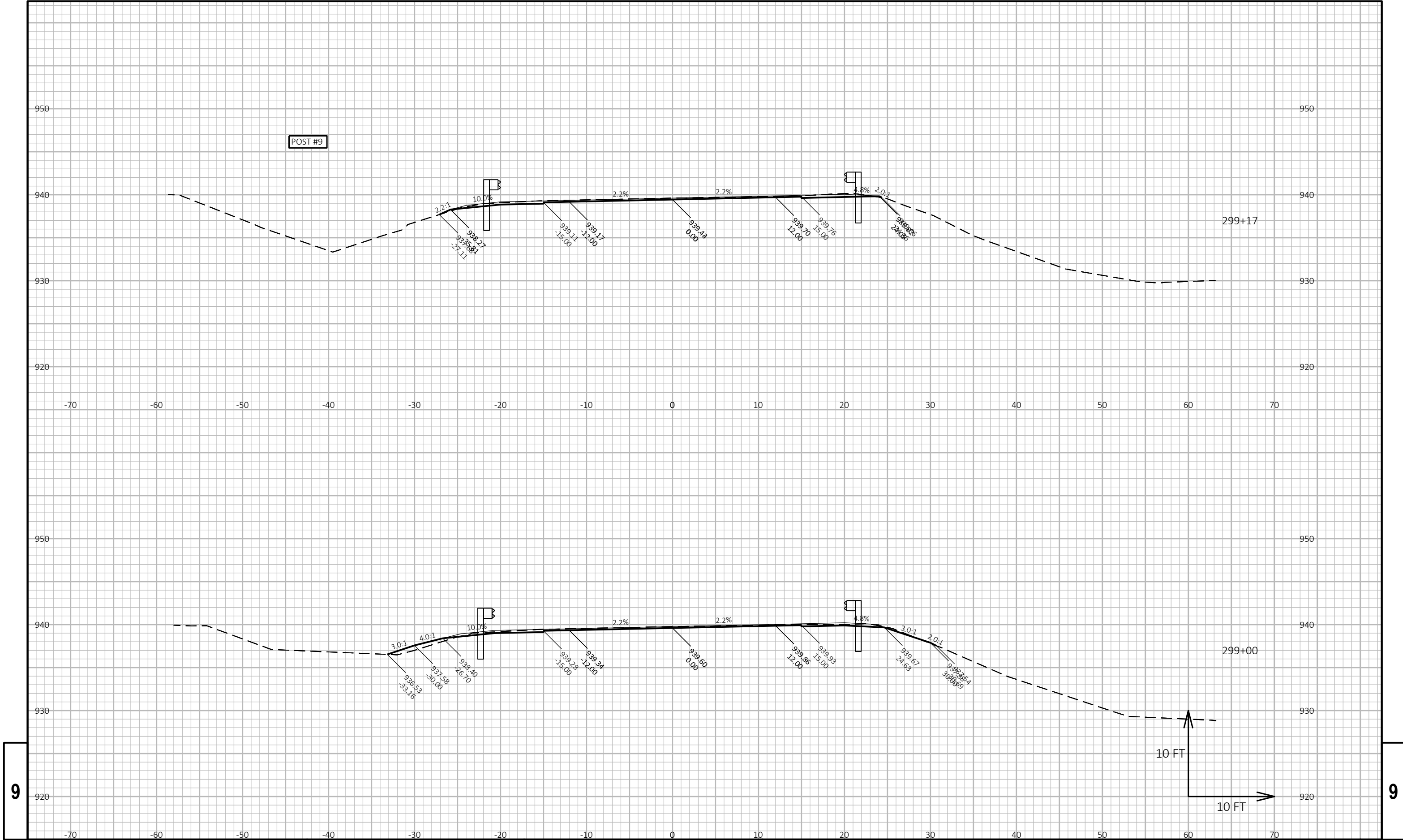
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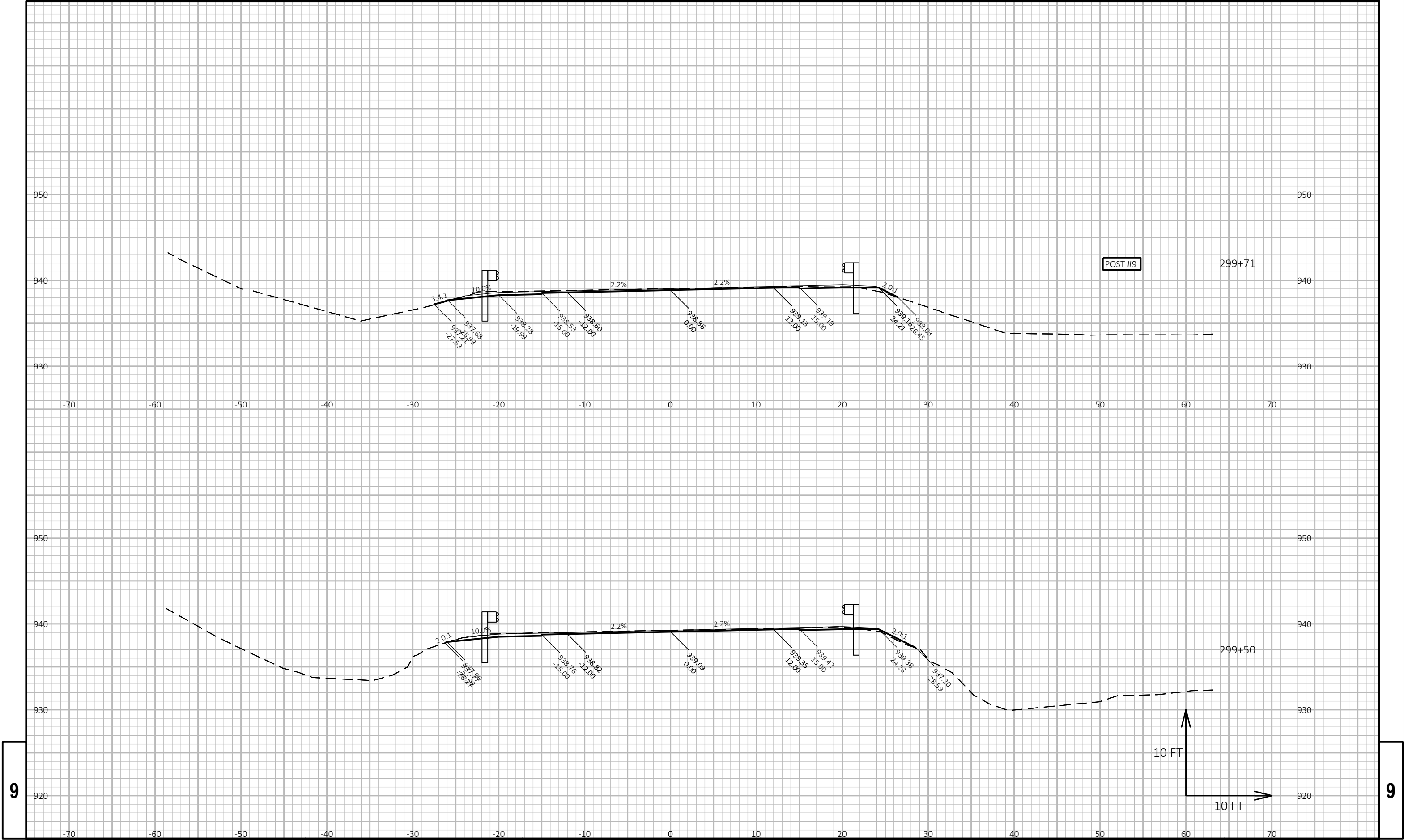


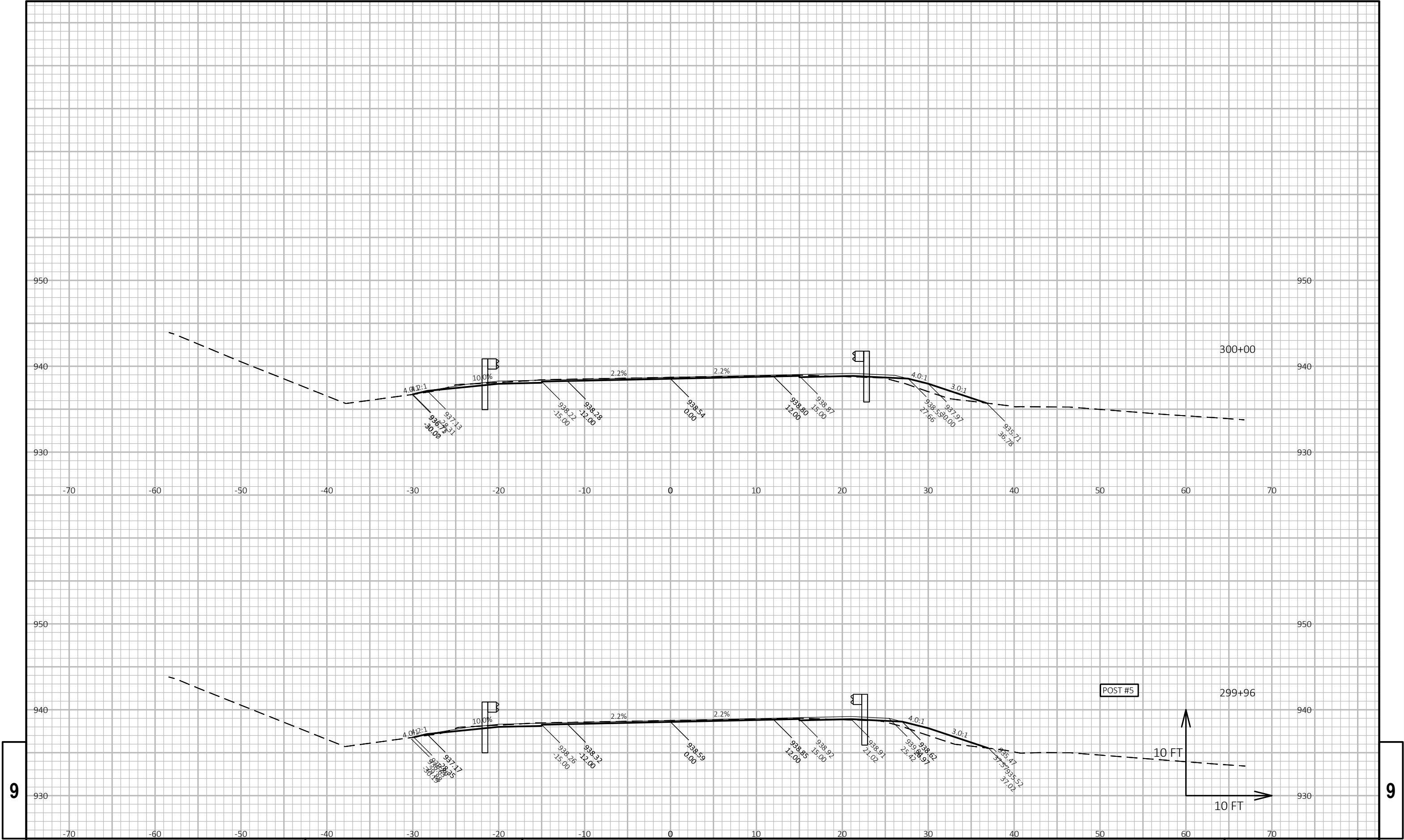
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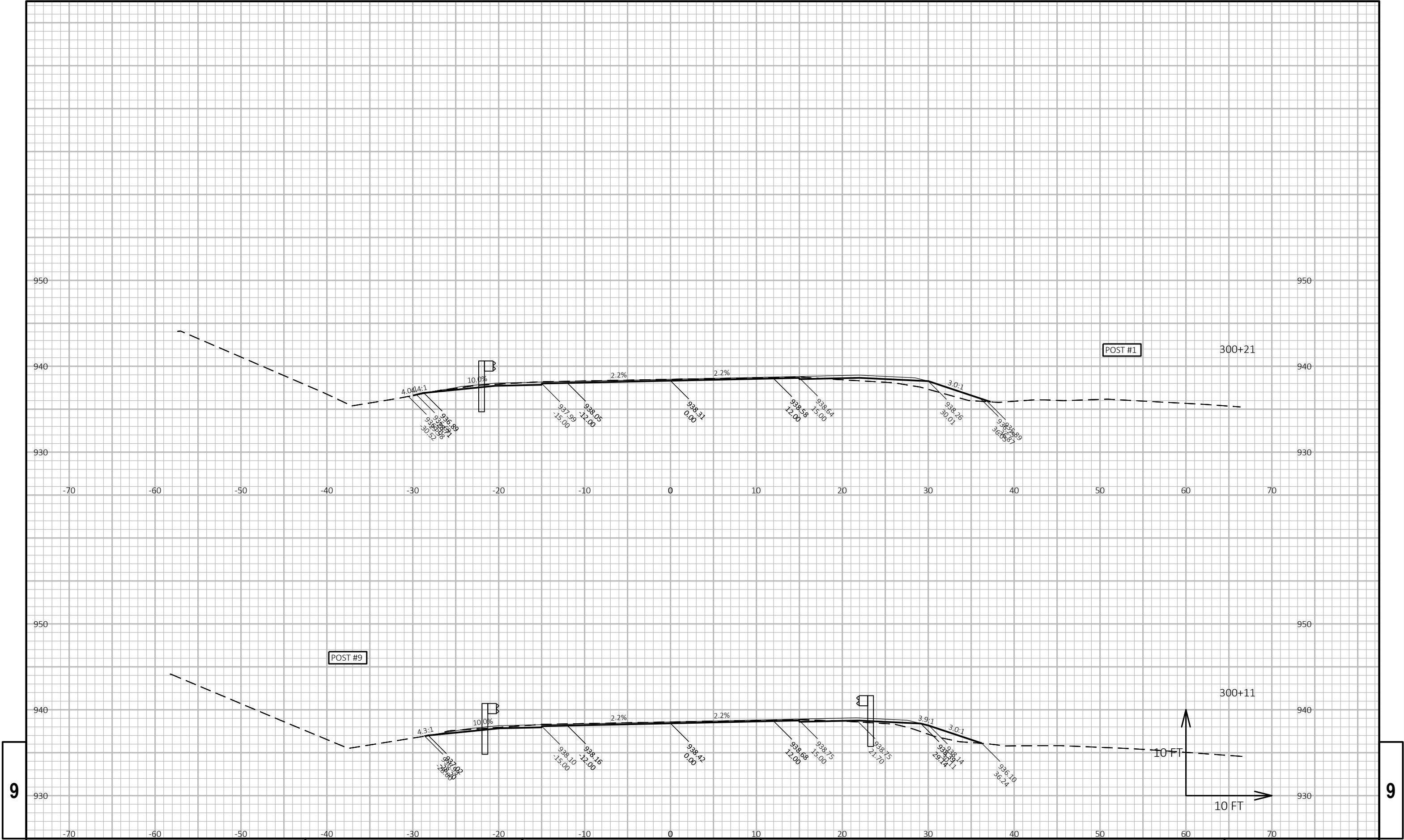




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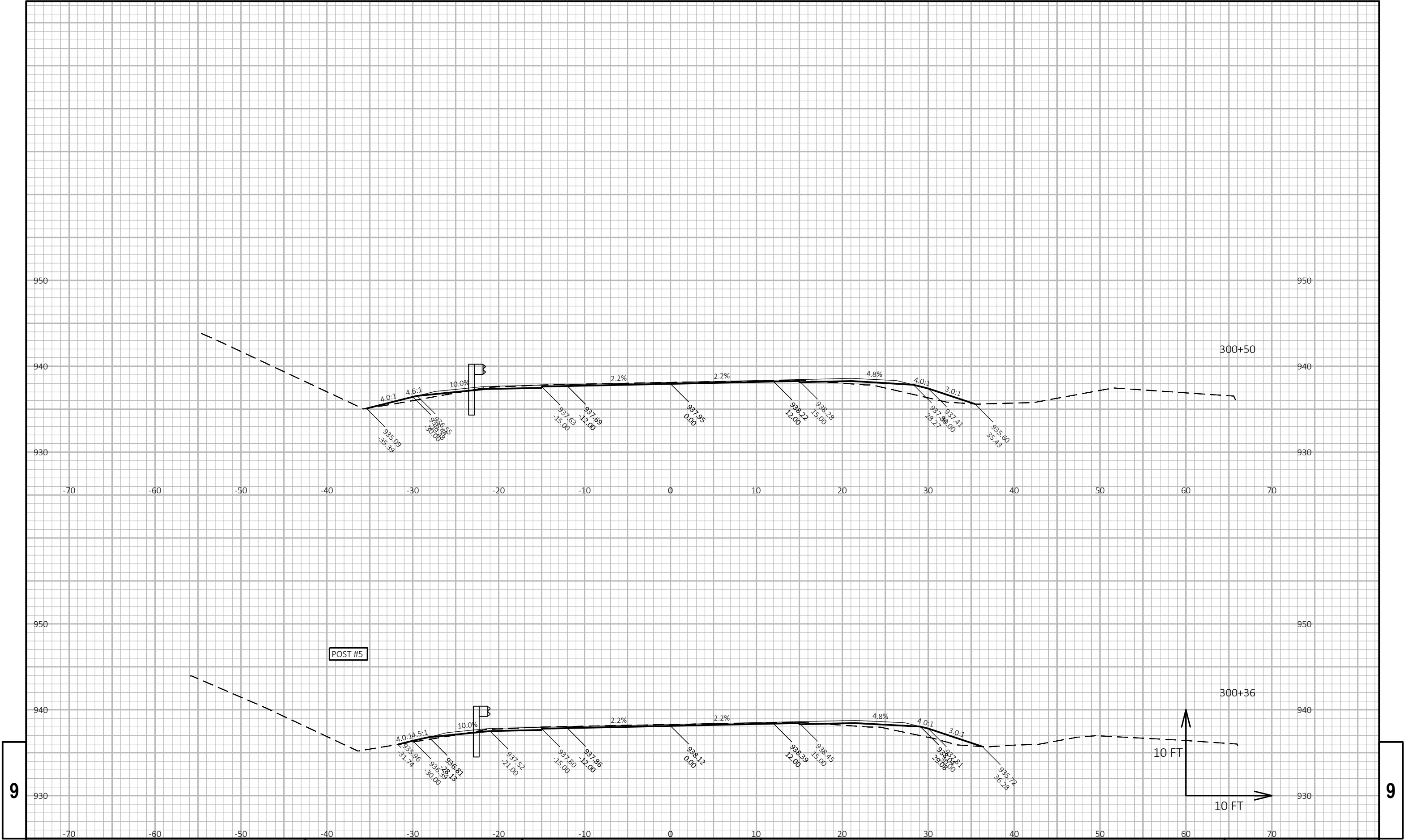
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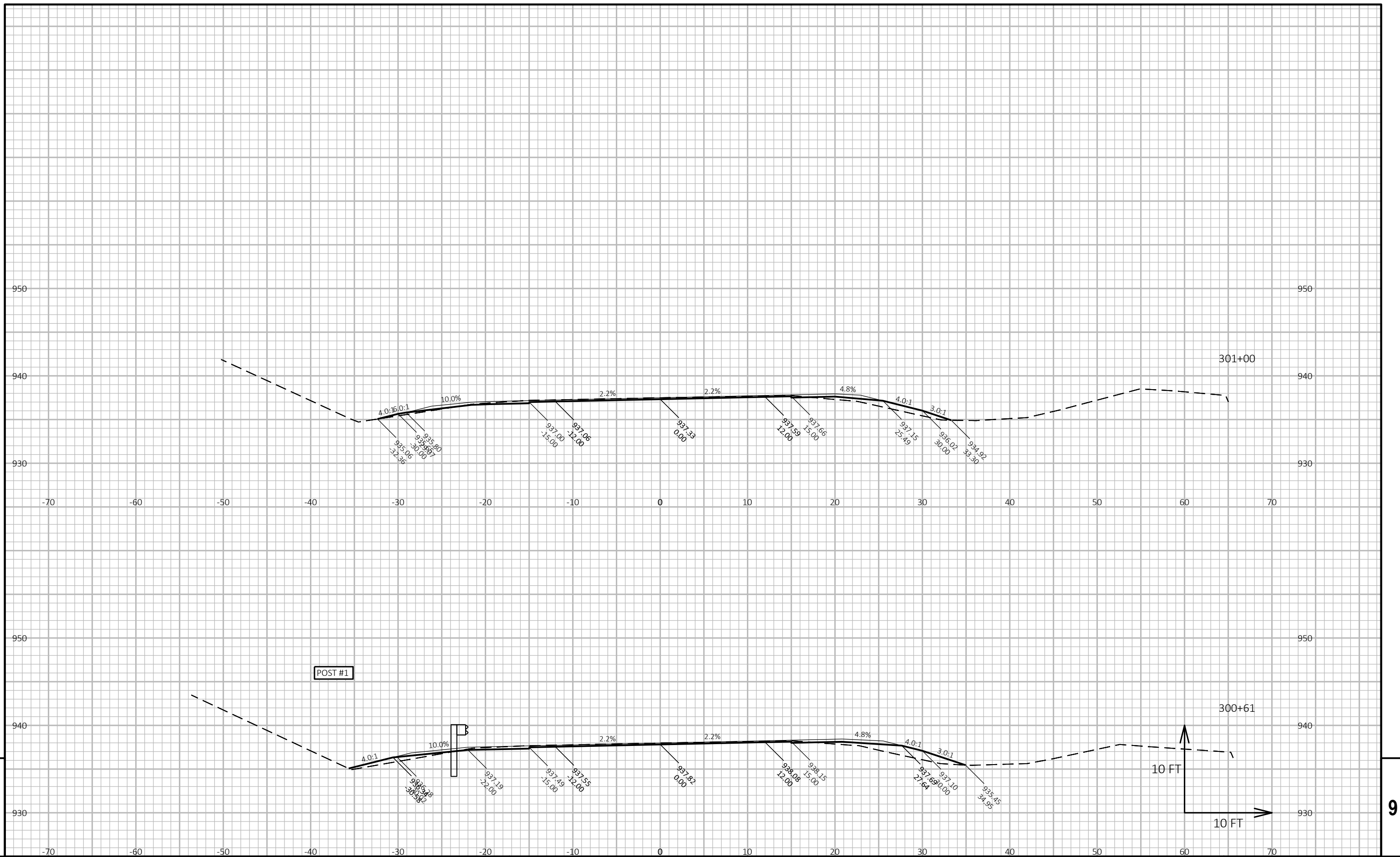
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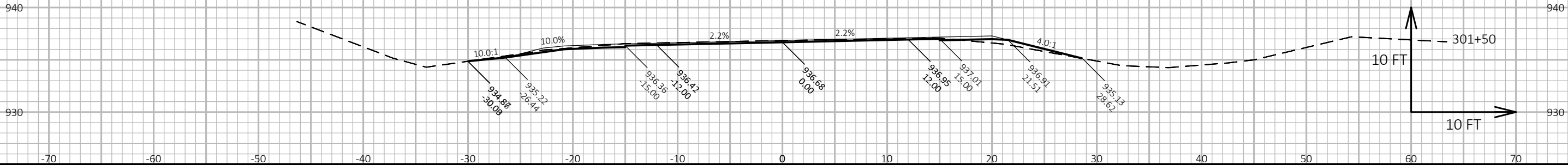


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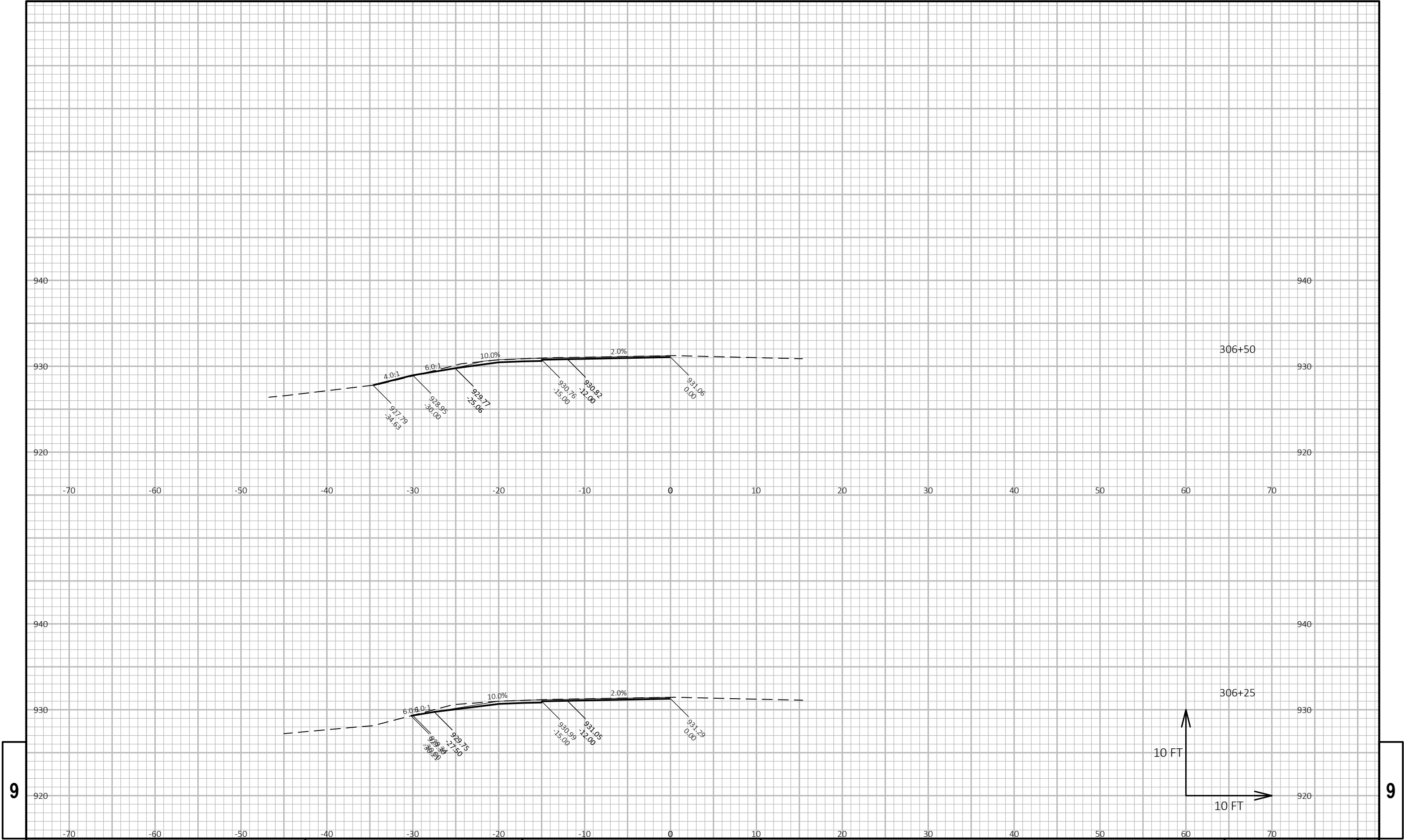
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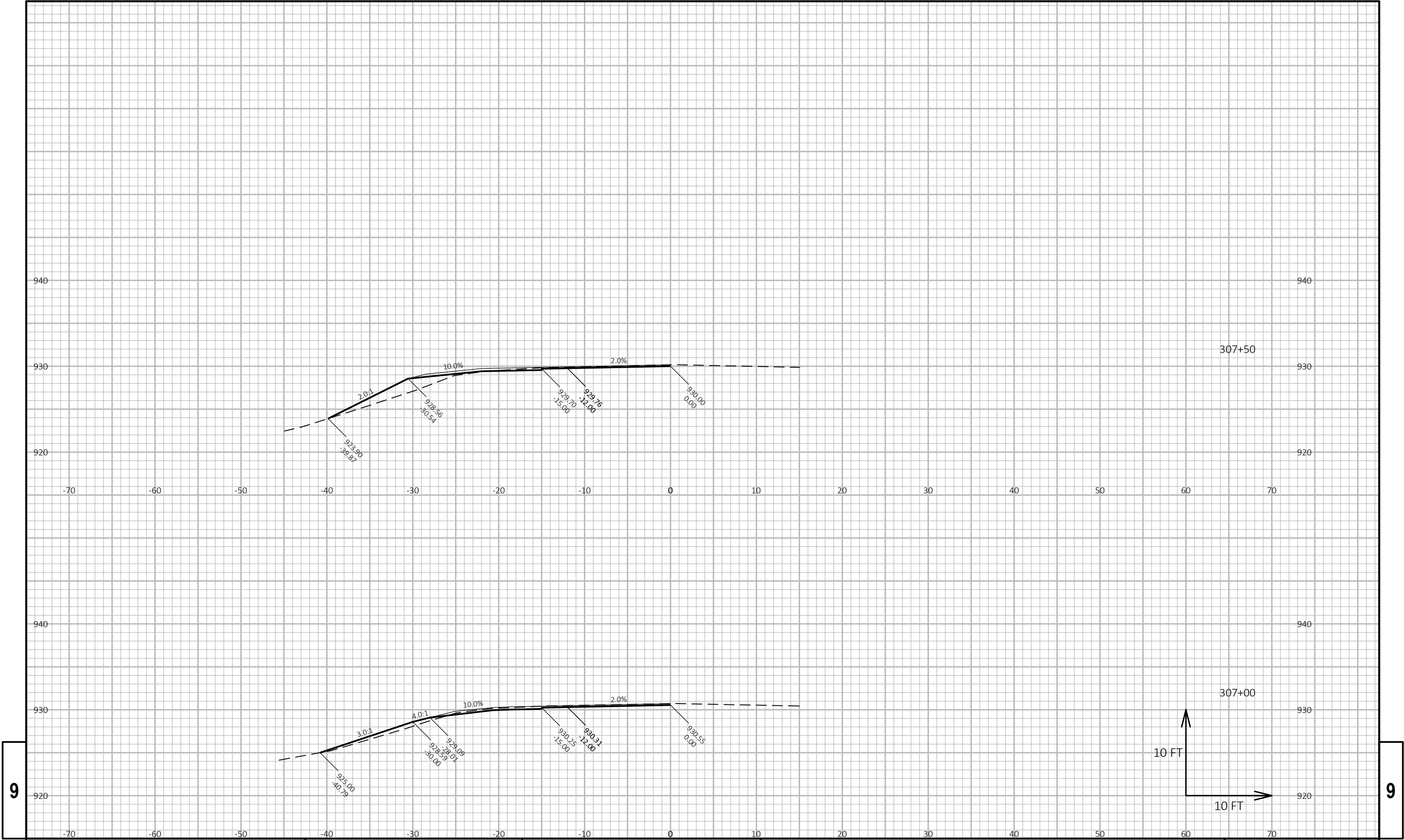


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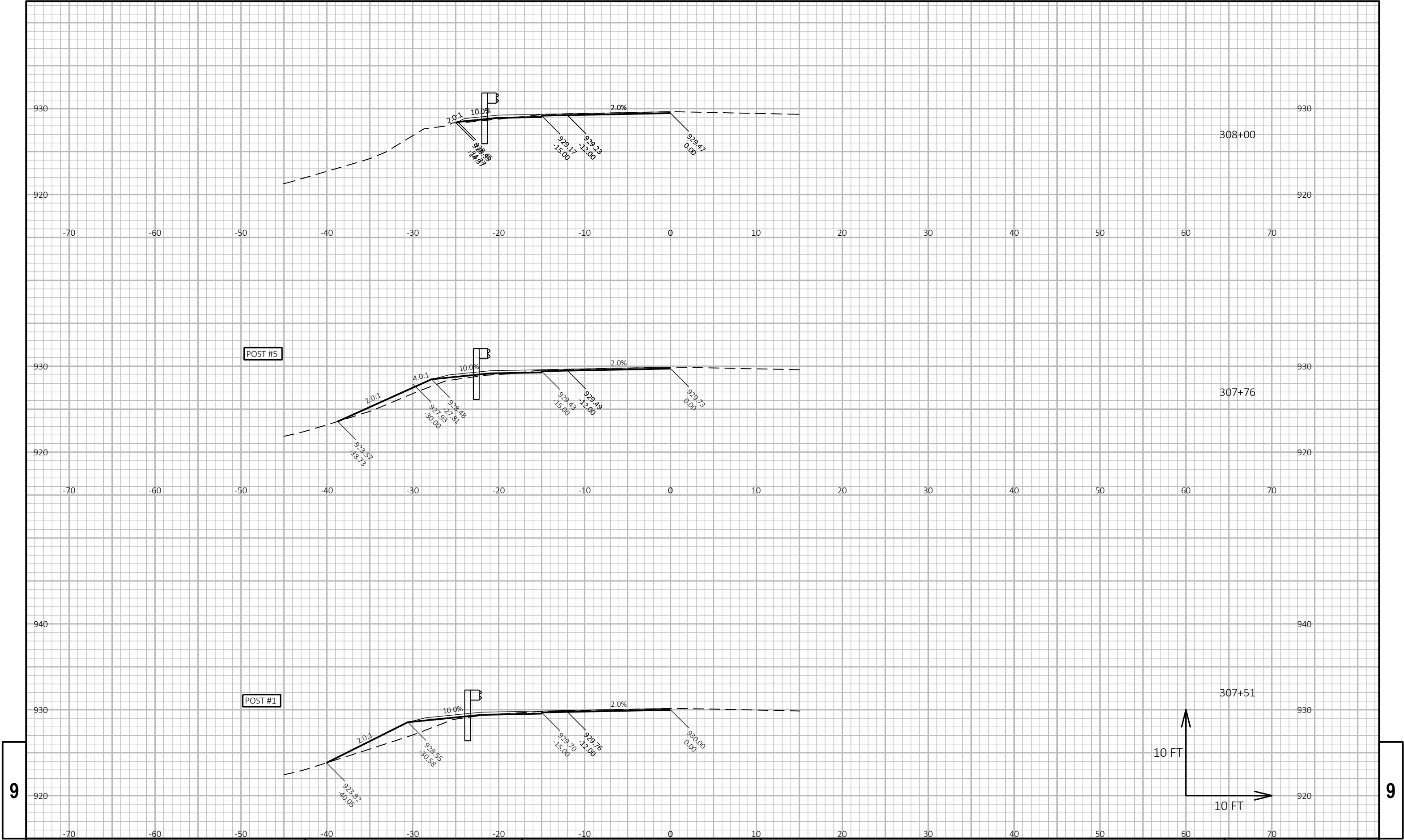
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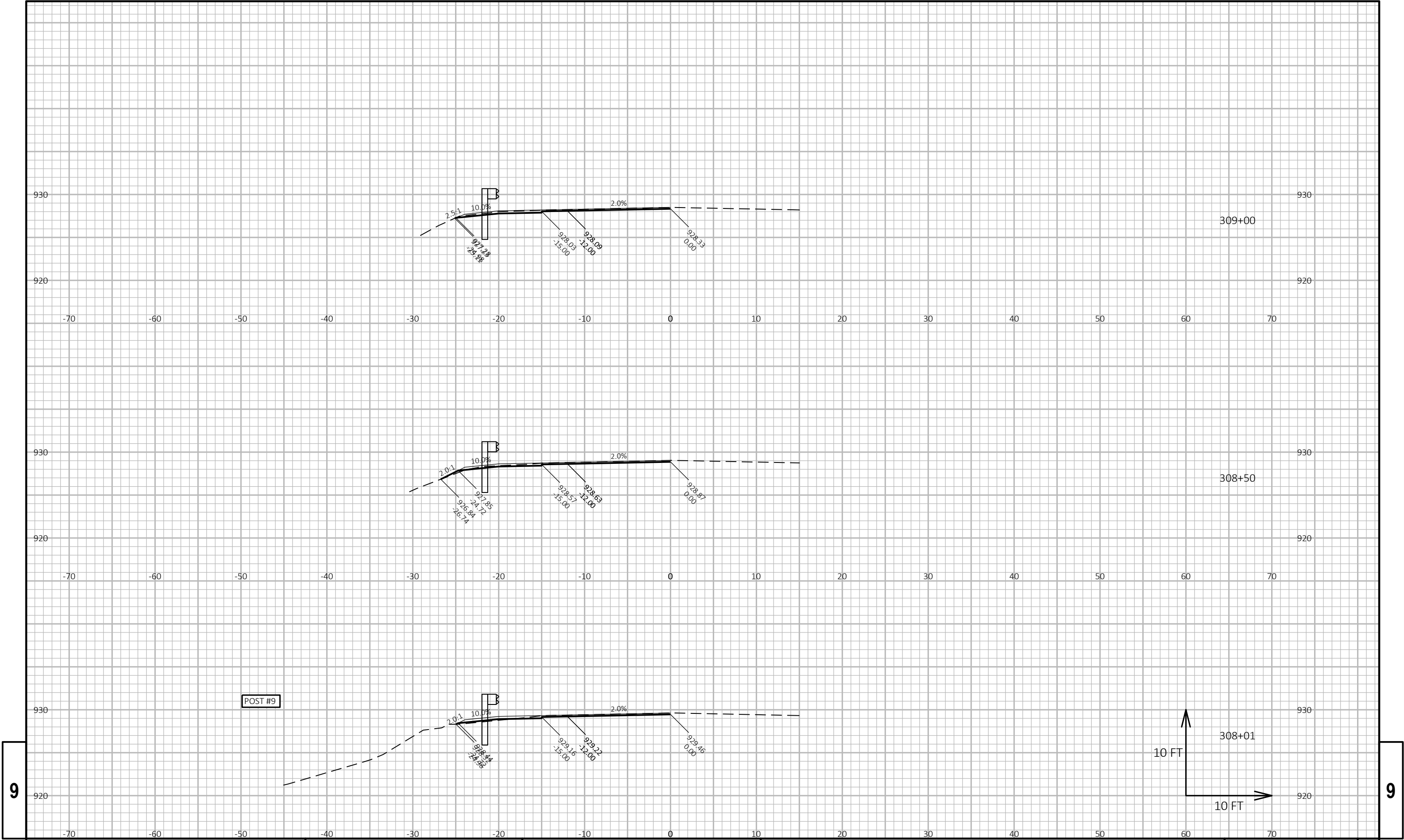
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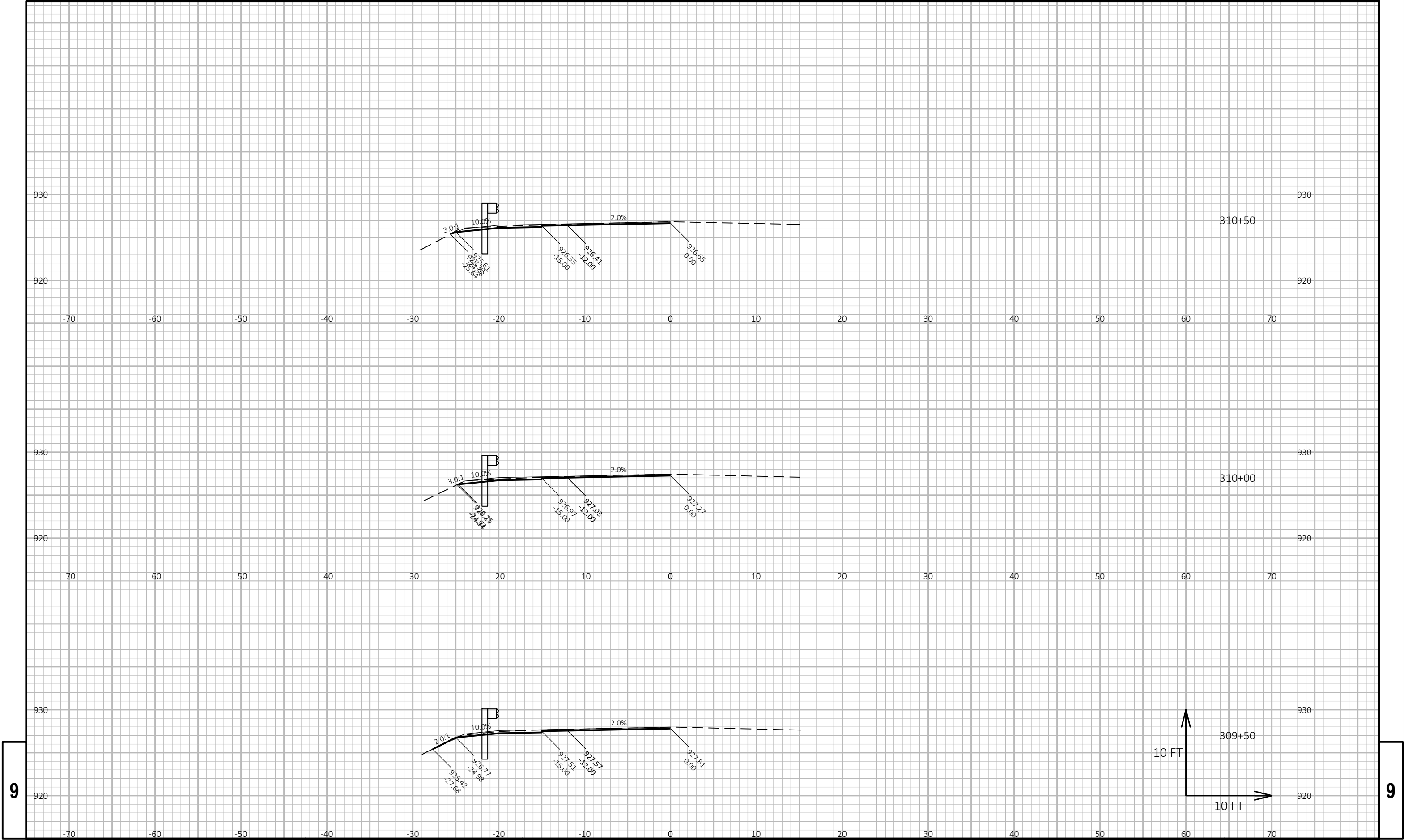
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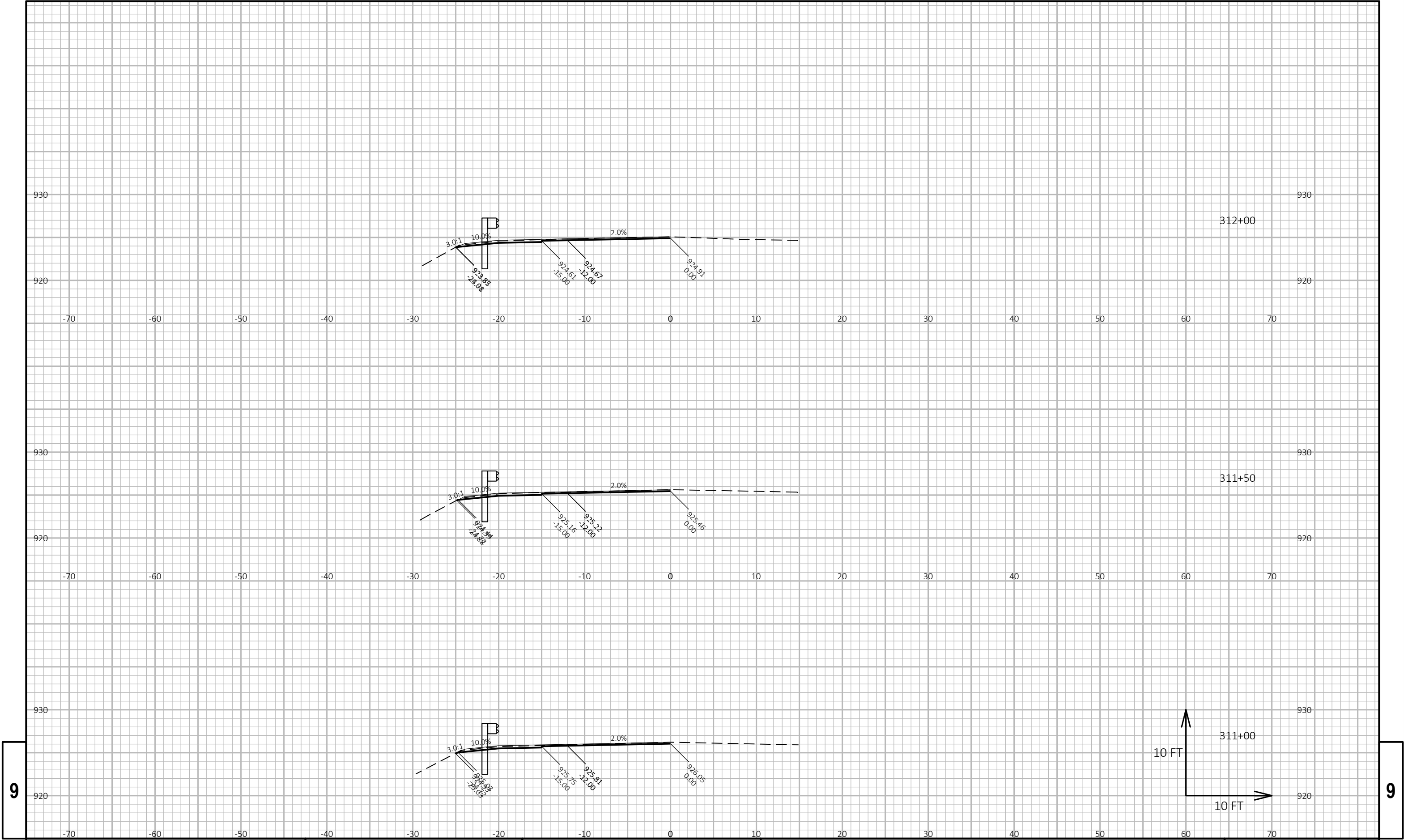




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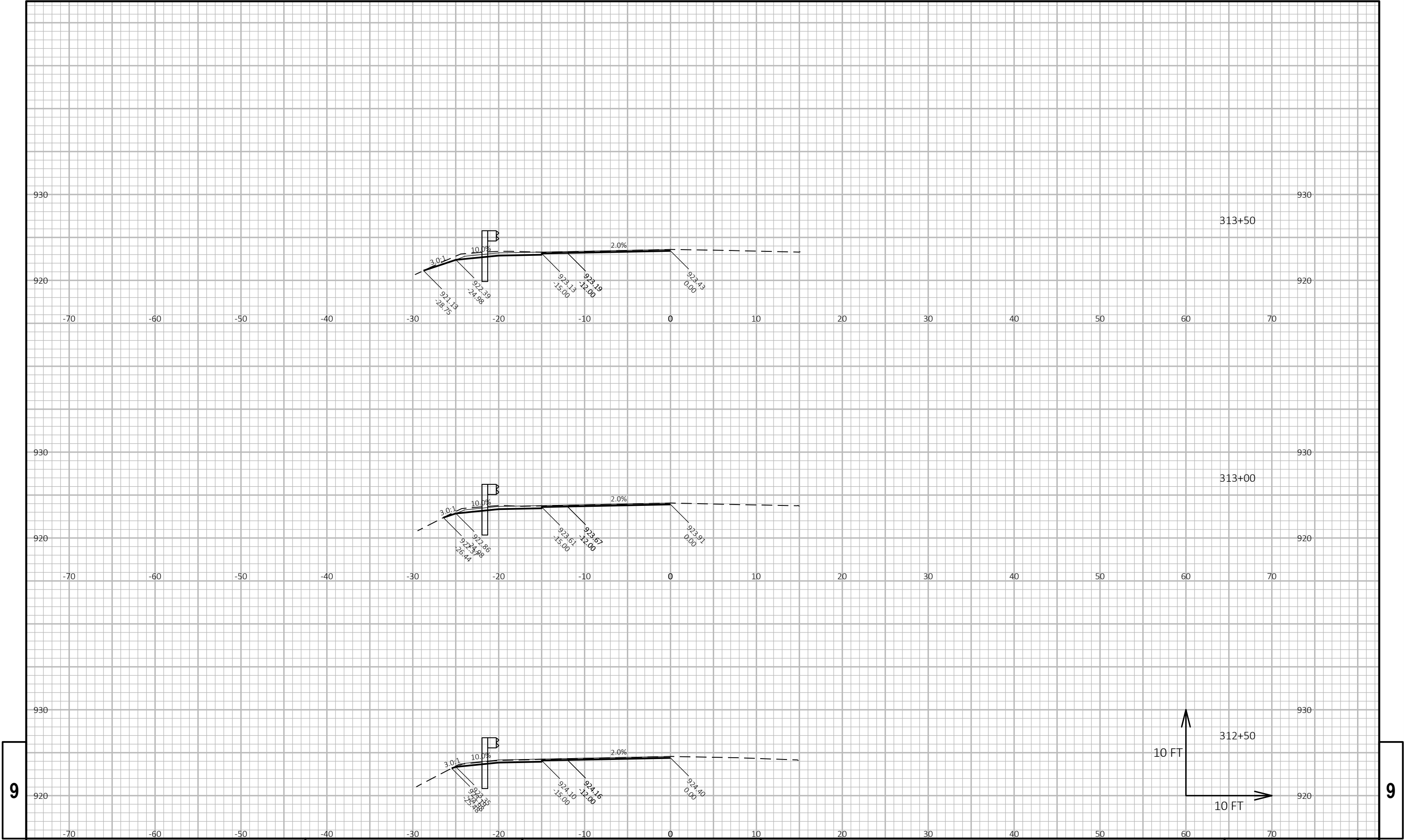
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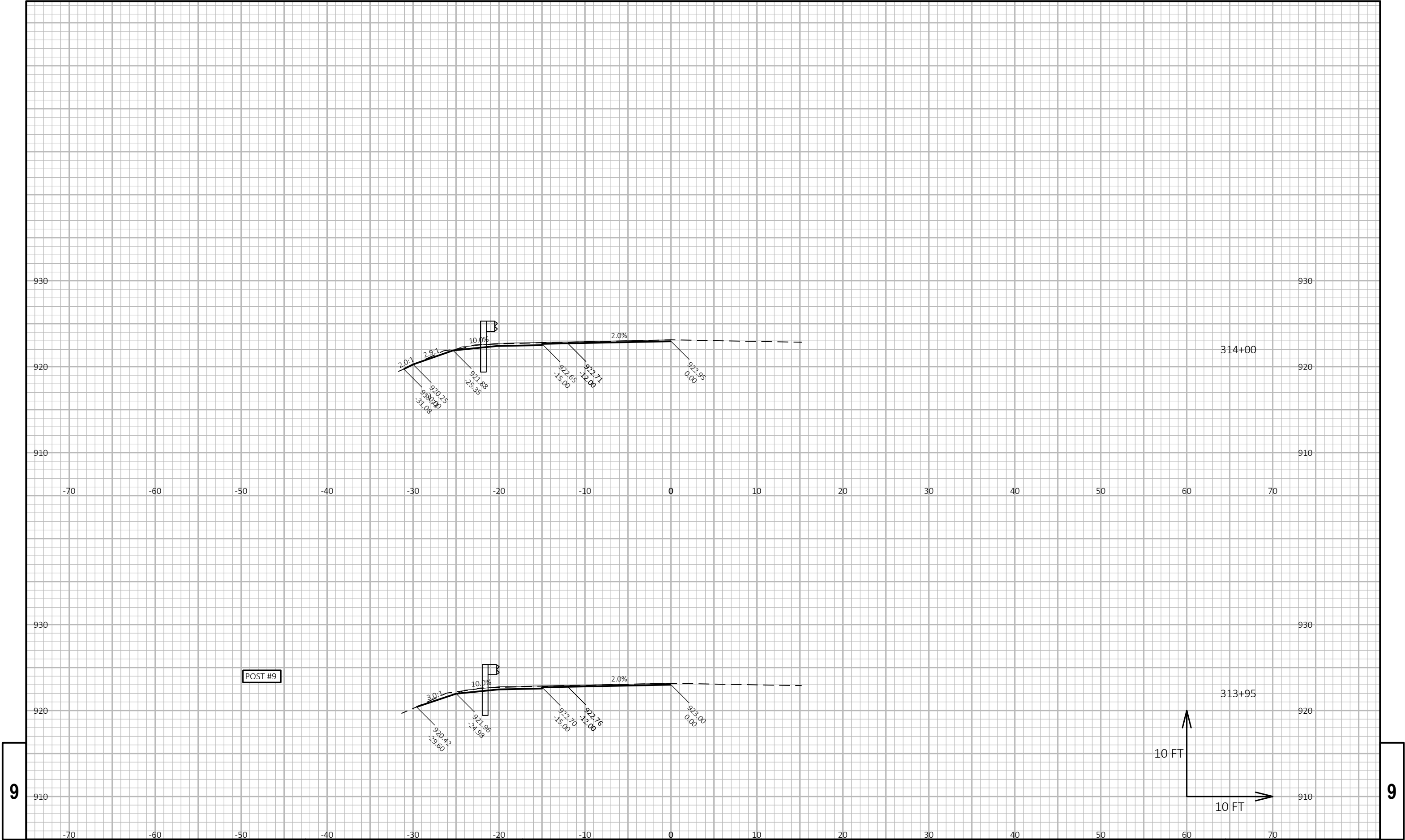




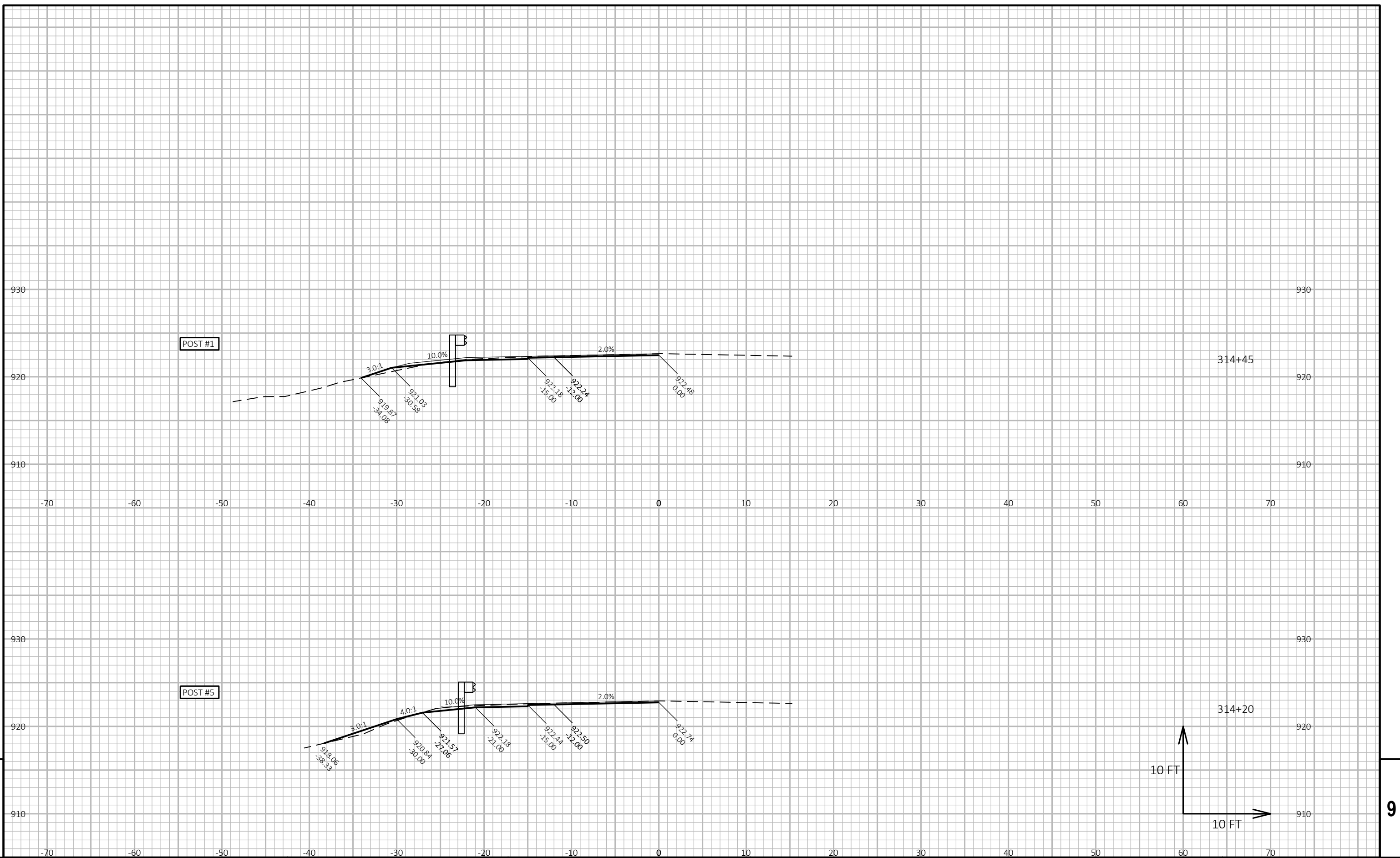
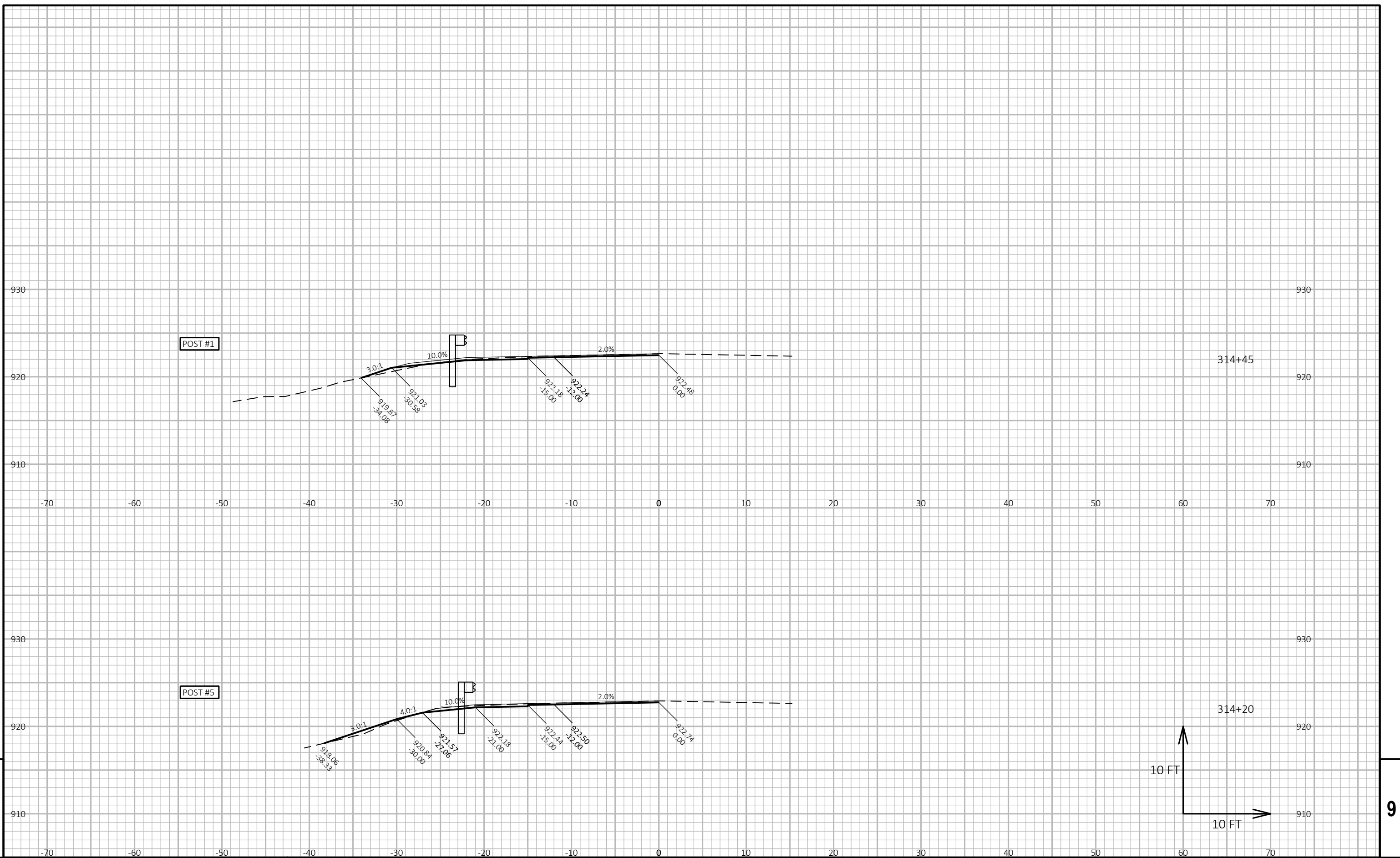
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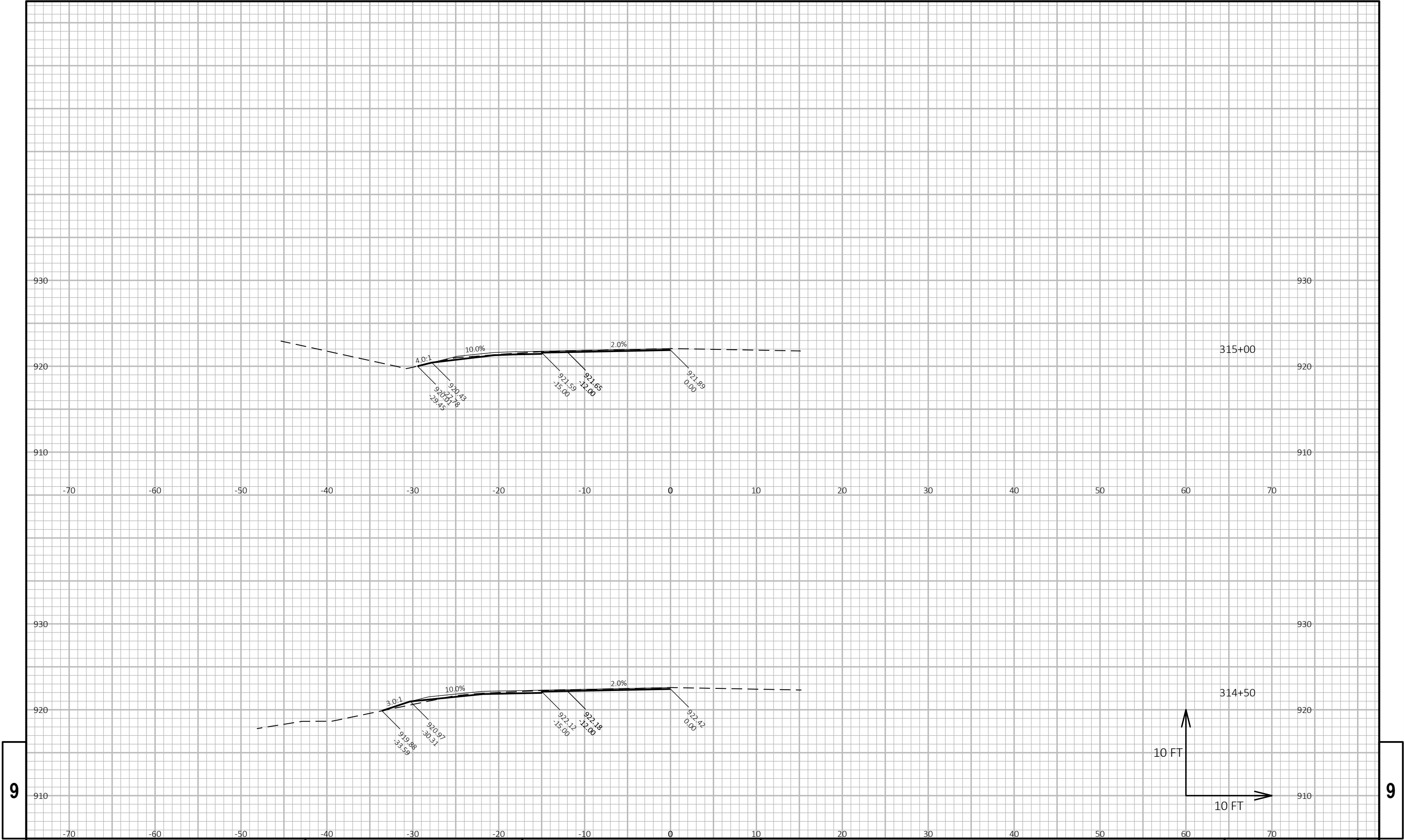


PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 93	E
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 94	E
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[illegible]

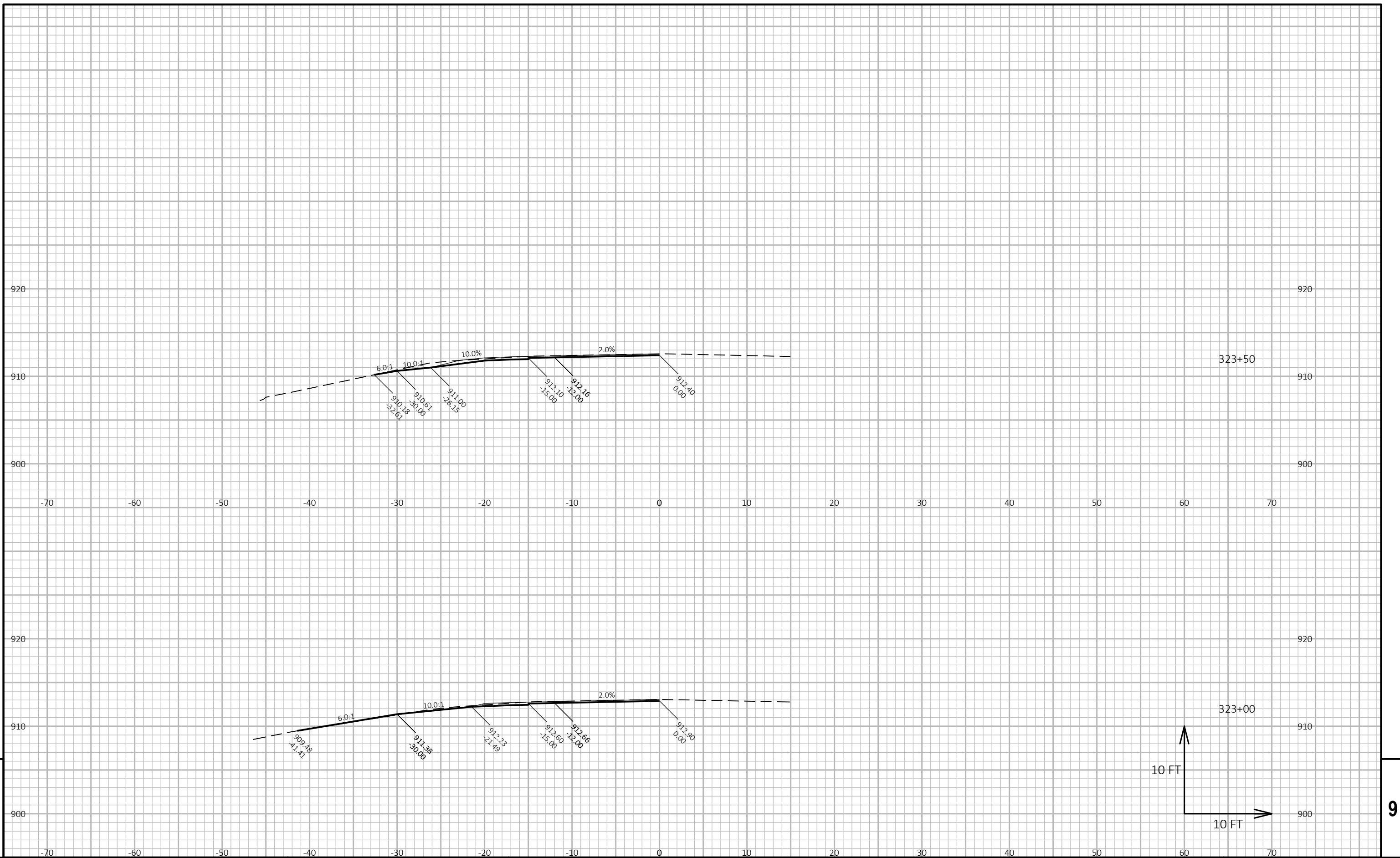
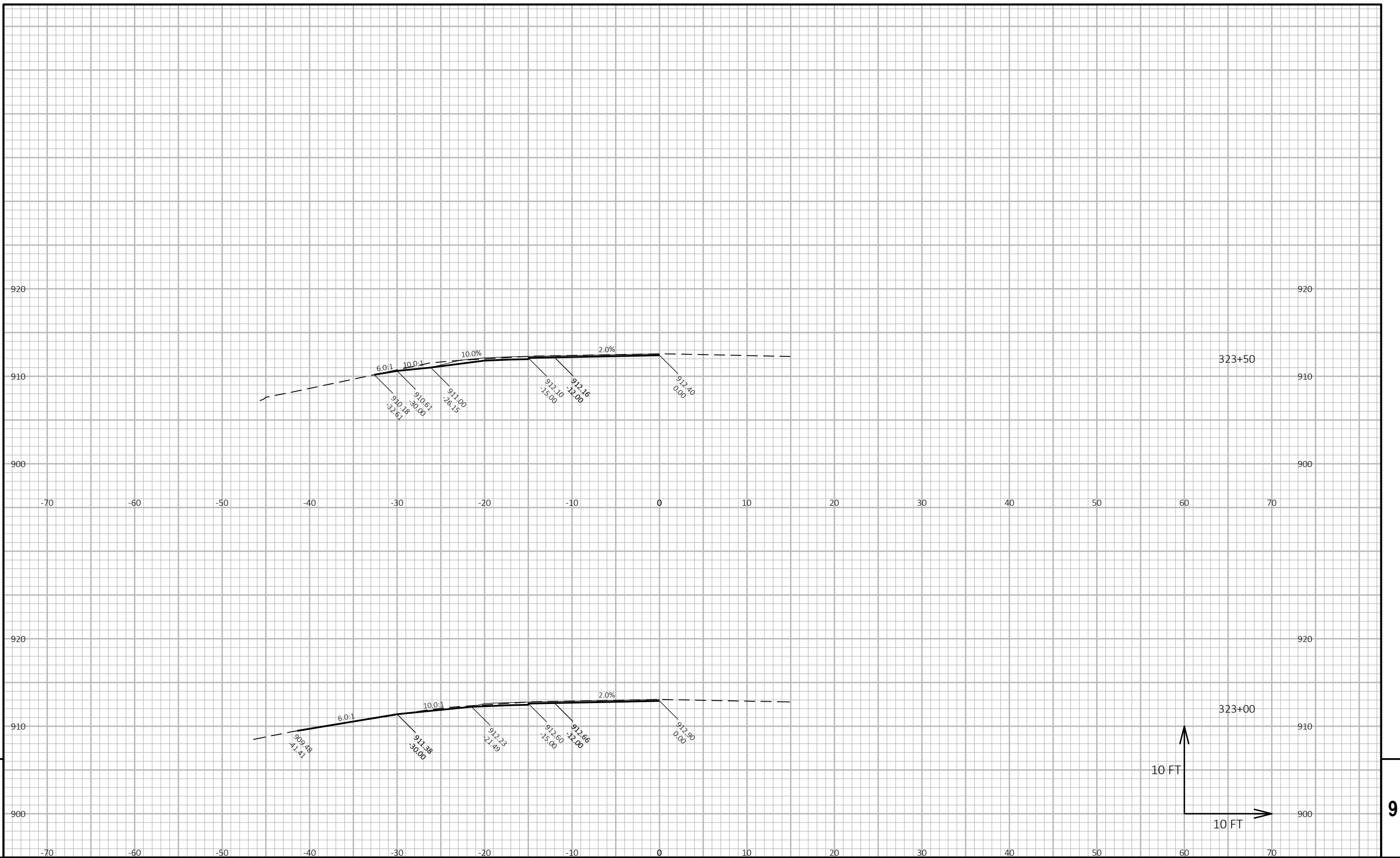


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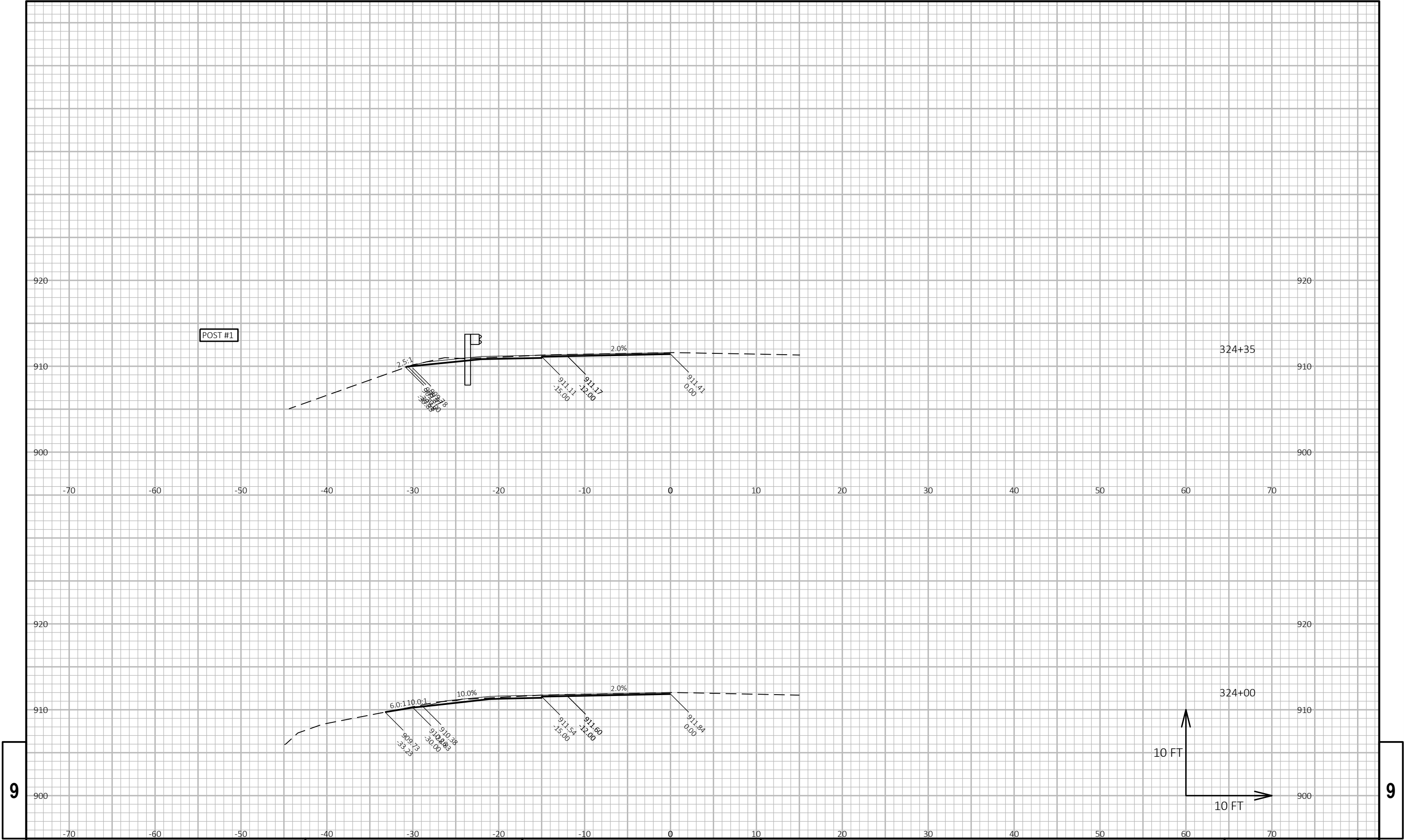


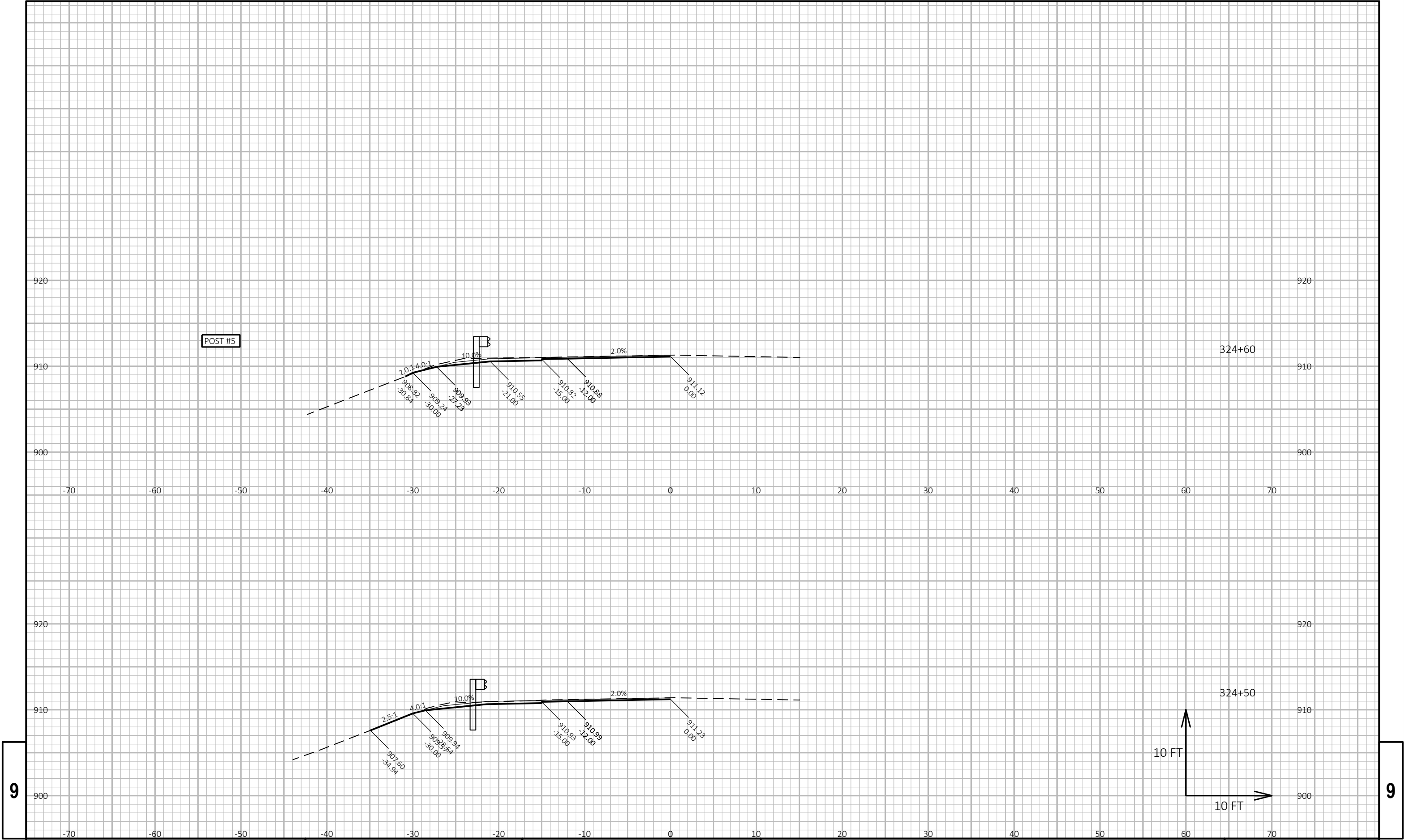
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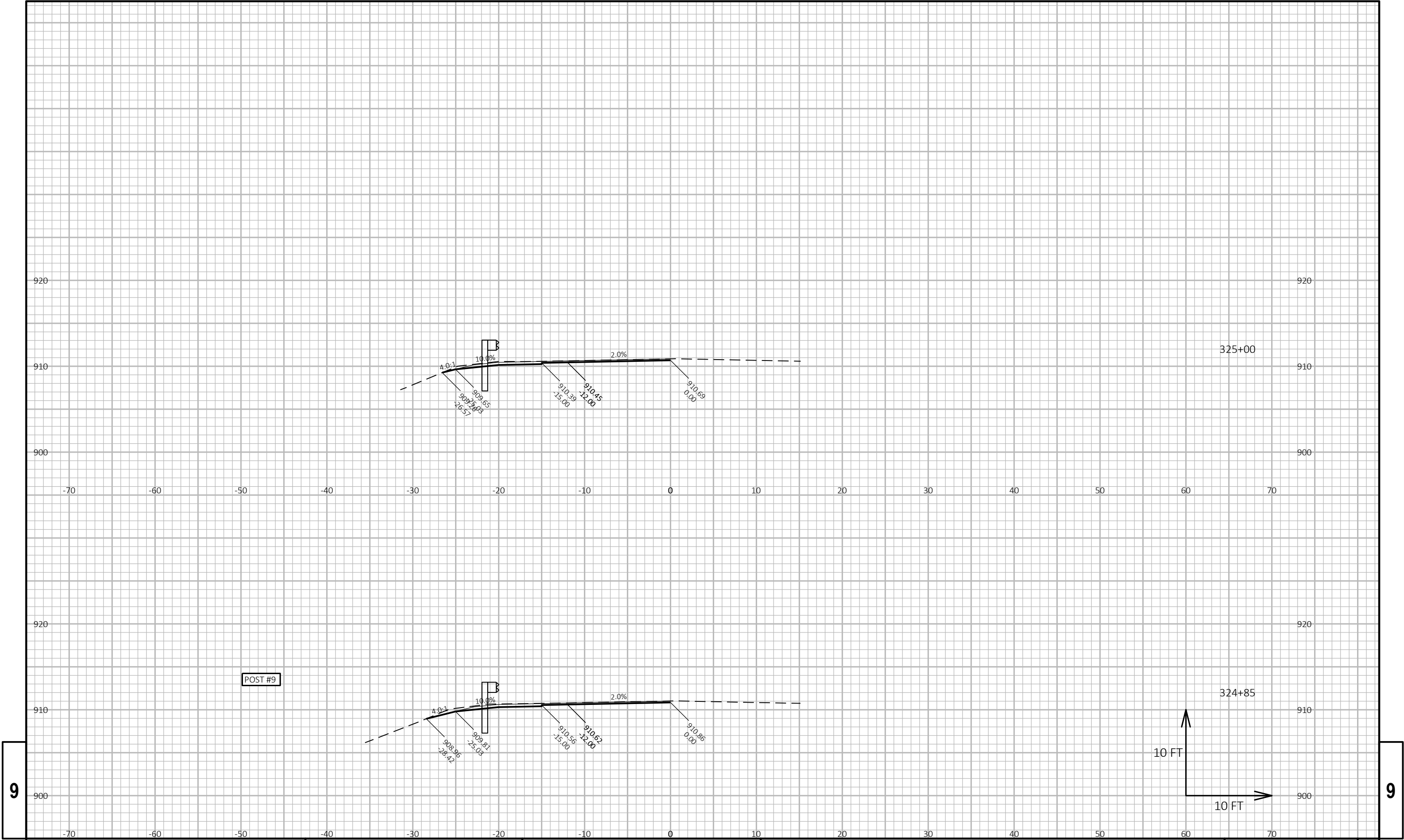
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 97	E
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 98	E
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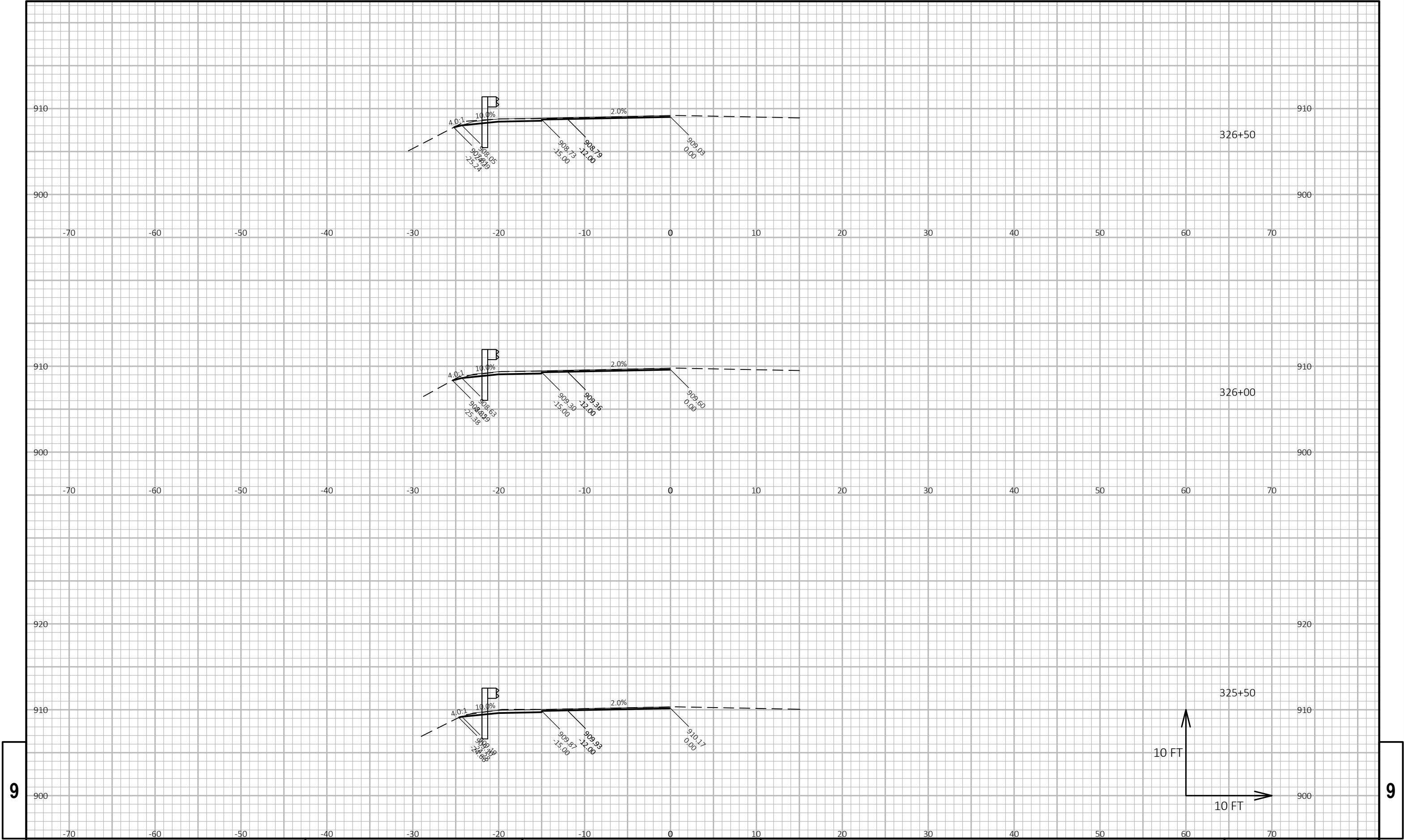


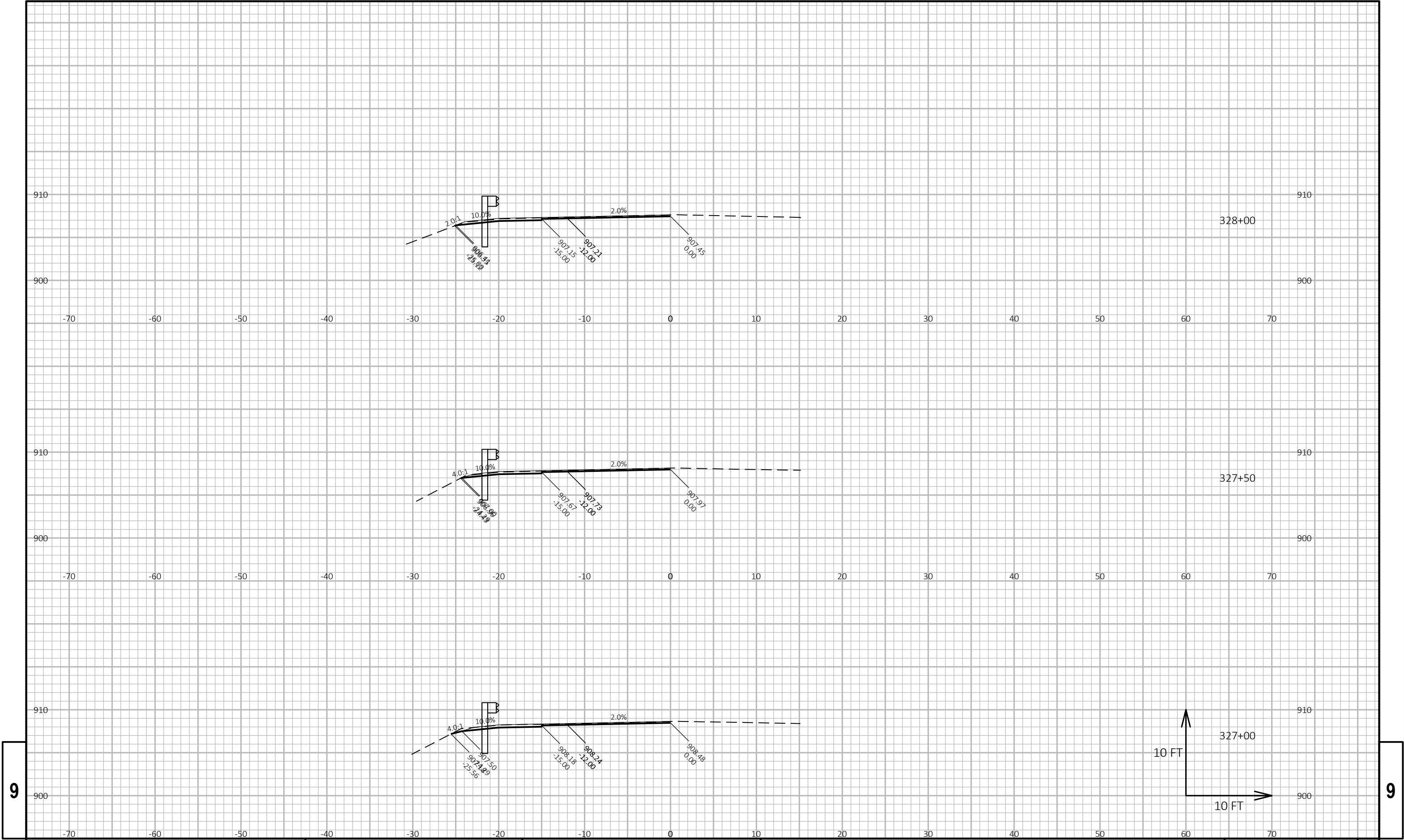


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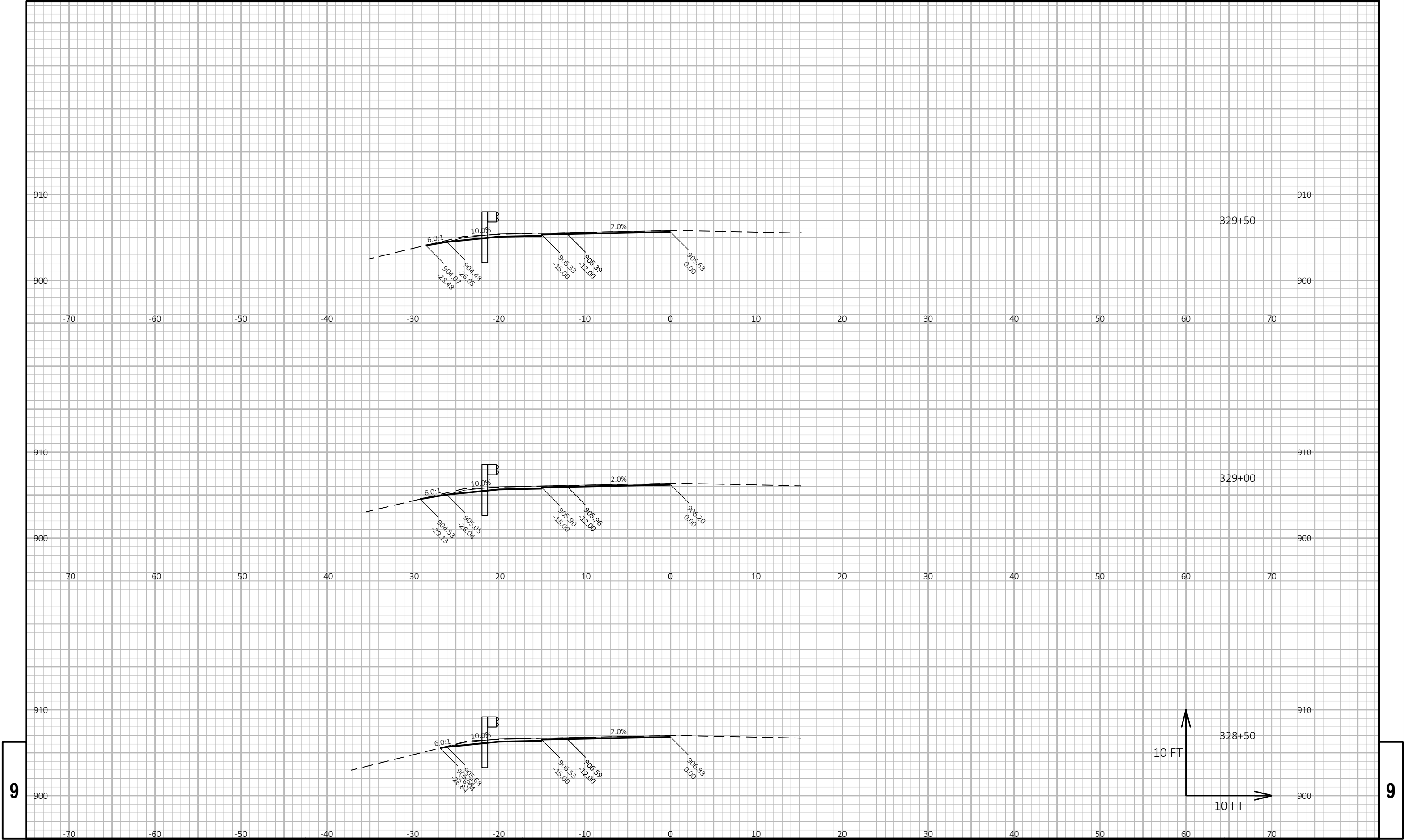
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 101	E
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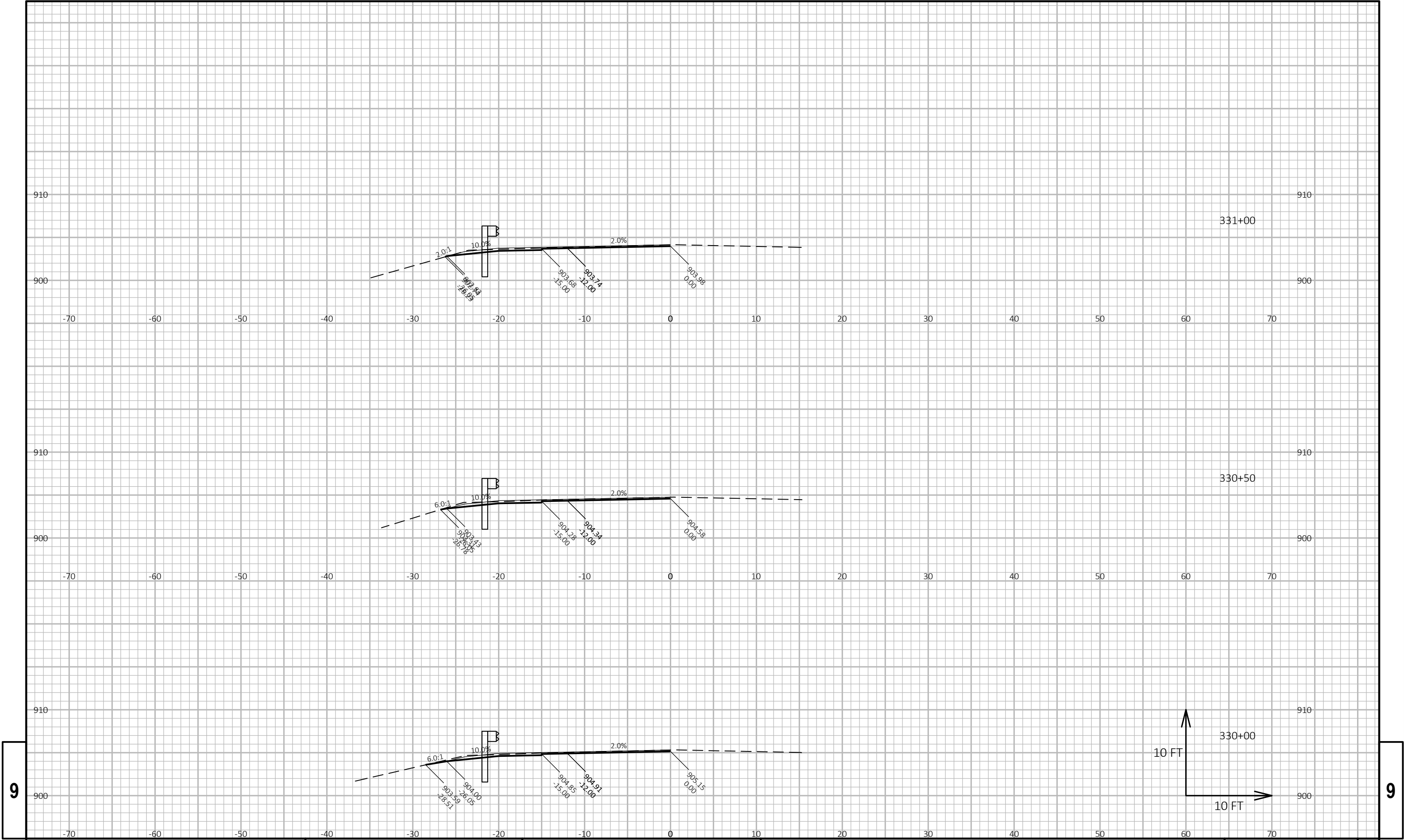
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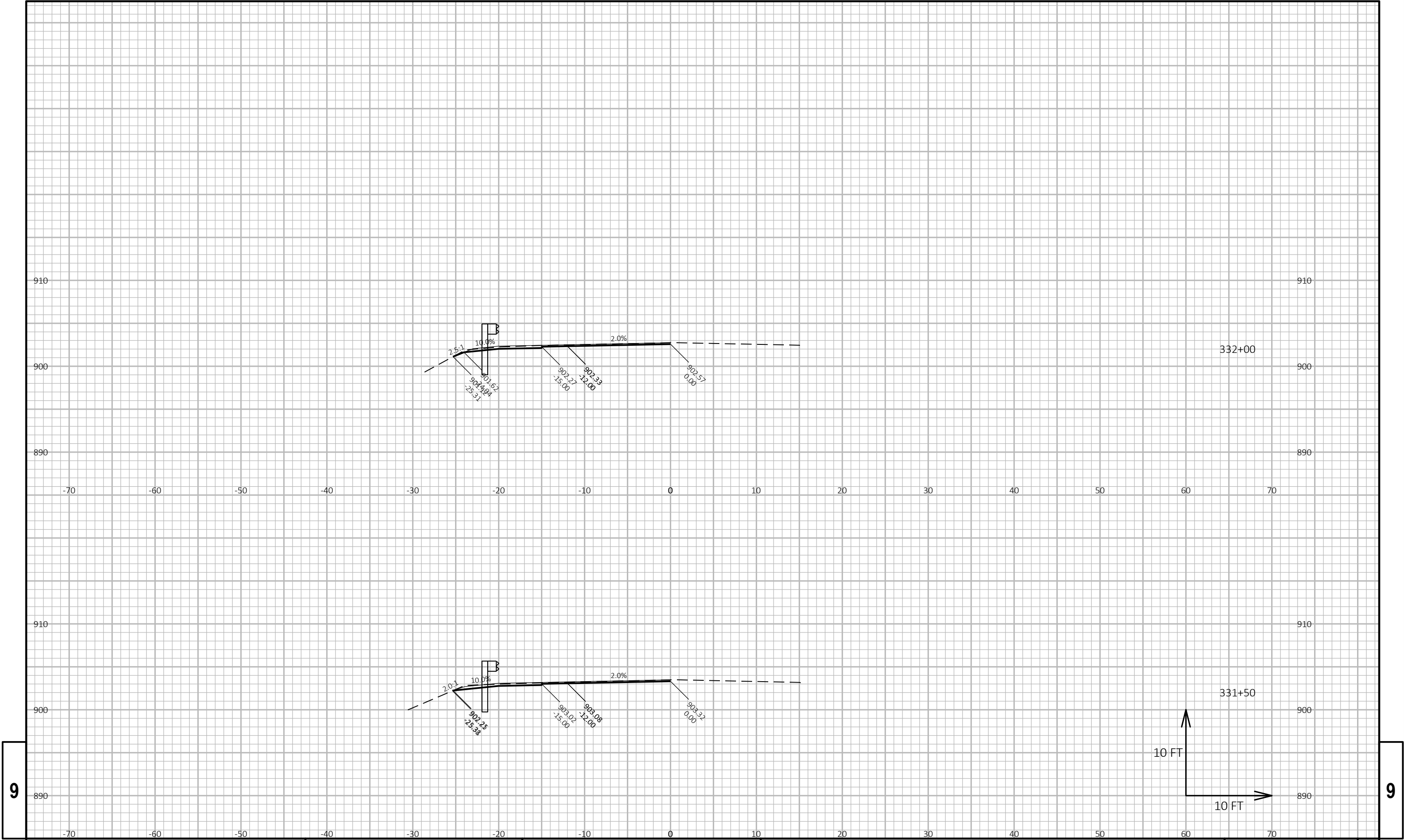
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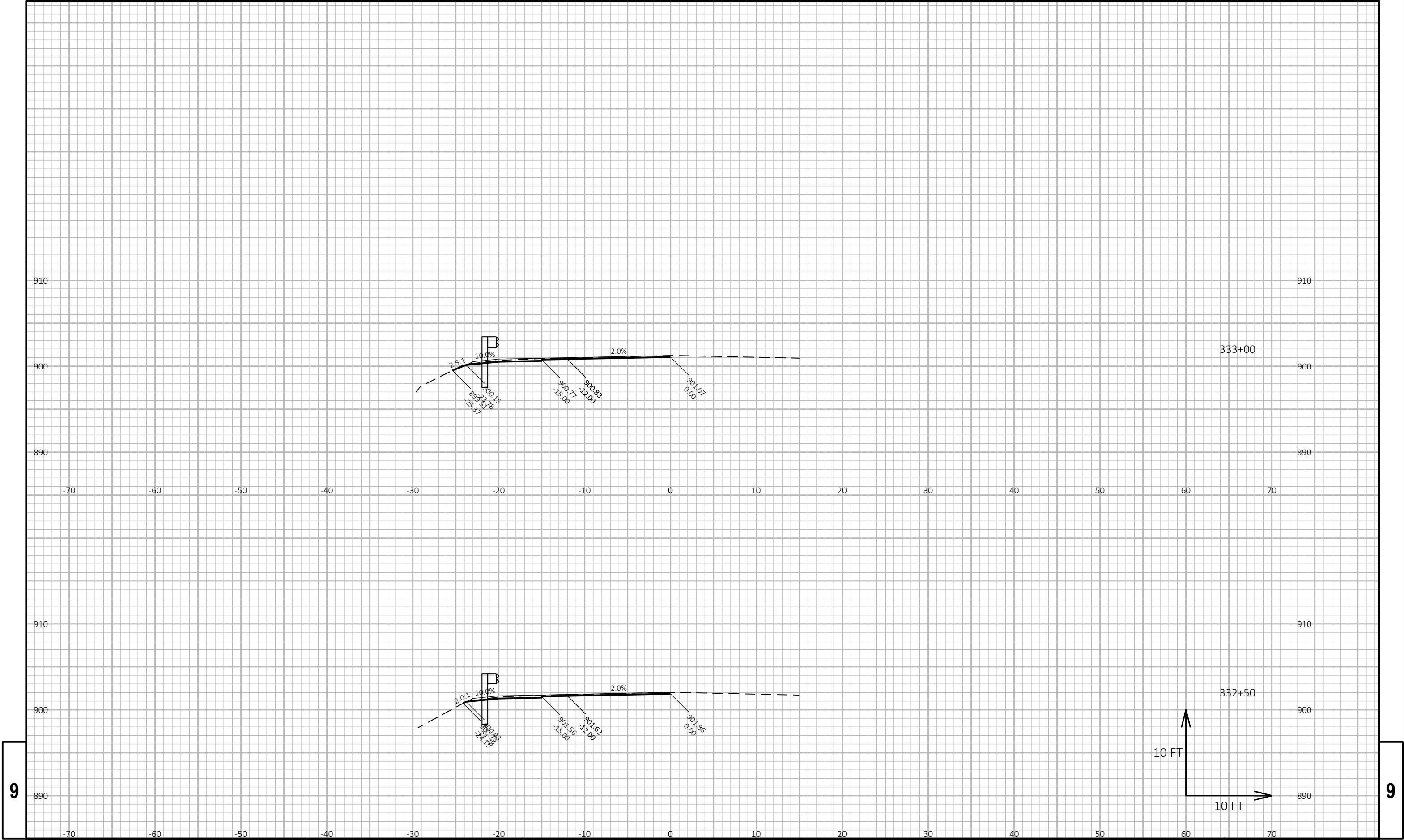
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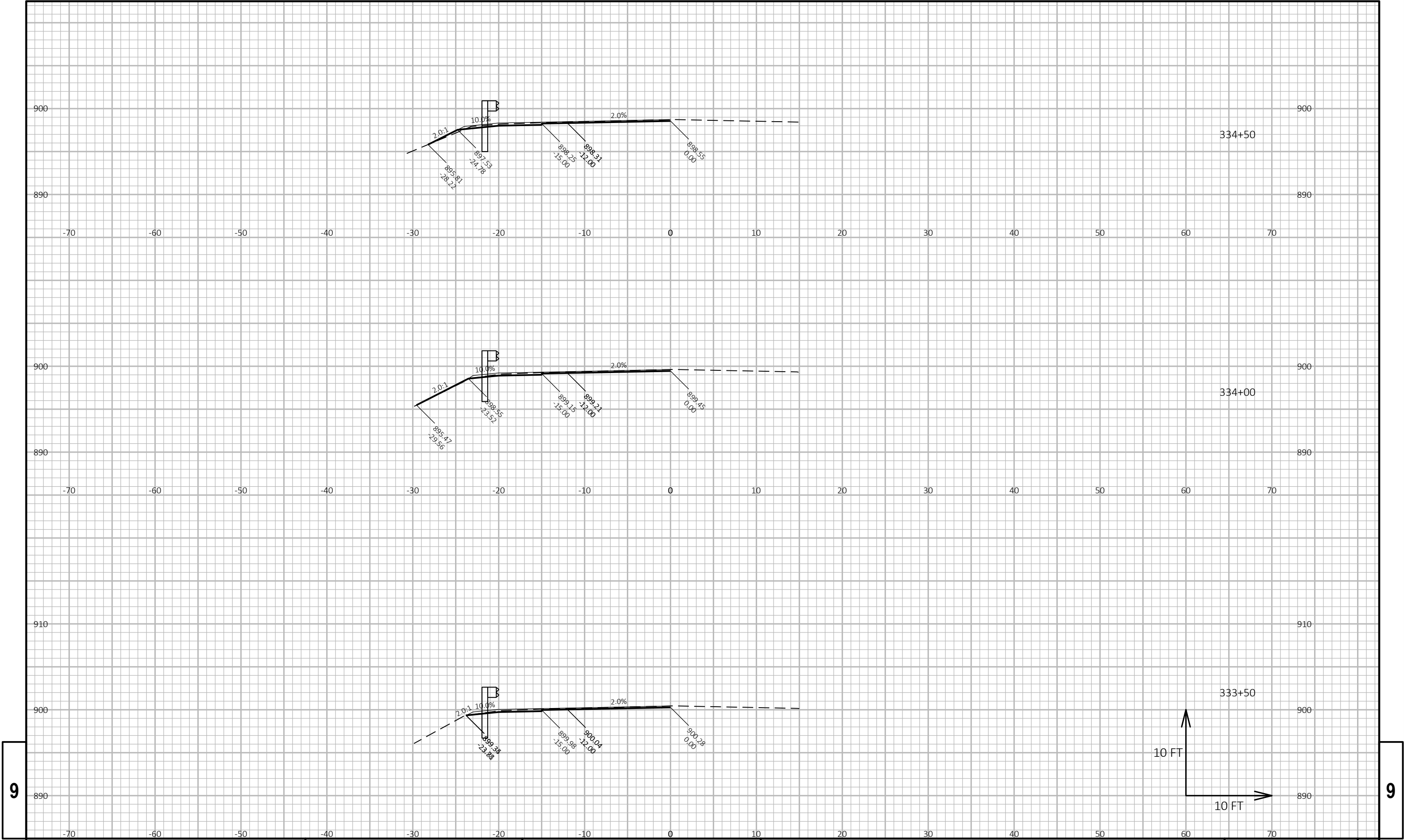
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 106	E
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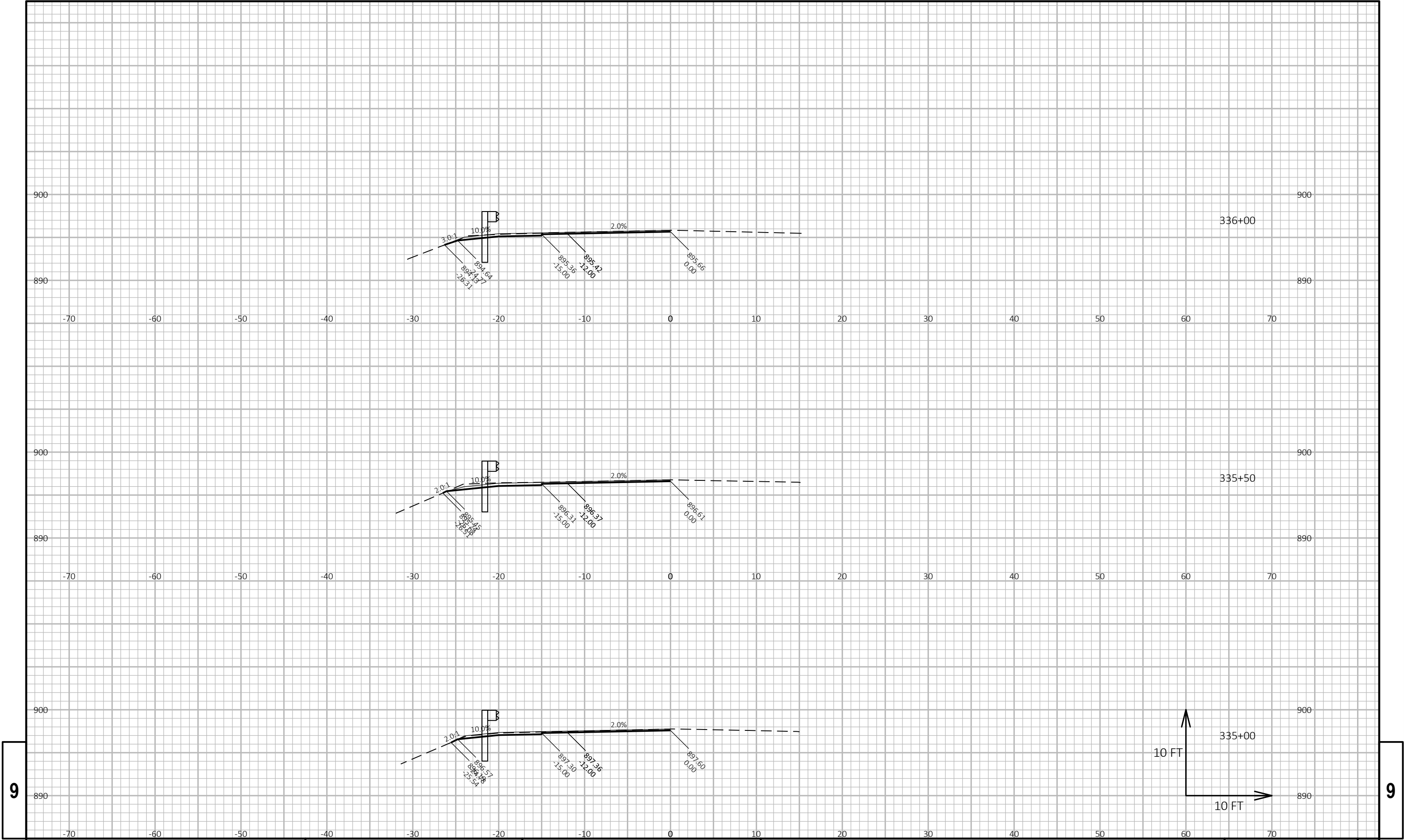
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 107	E
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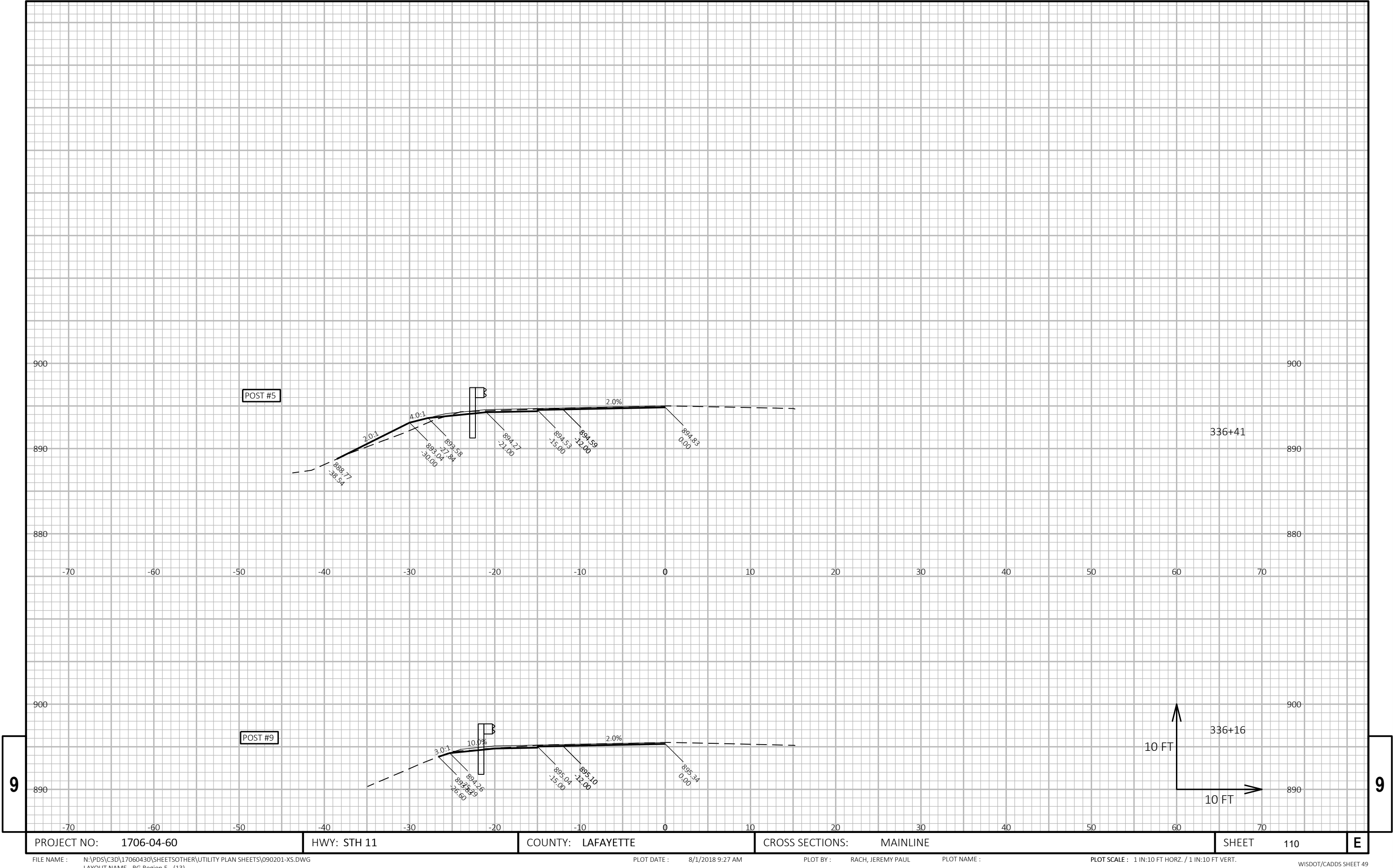
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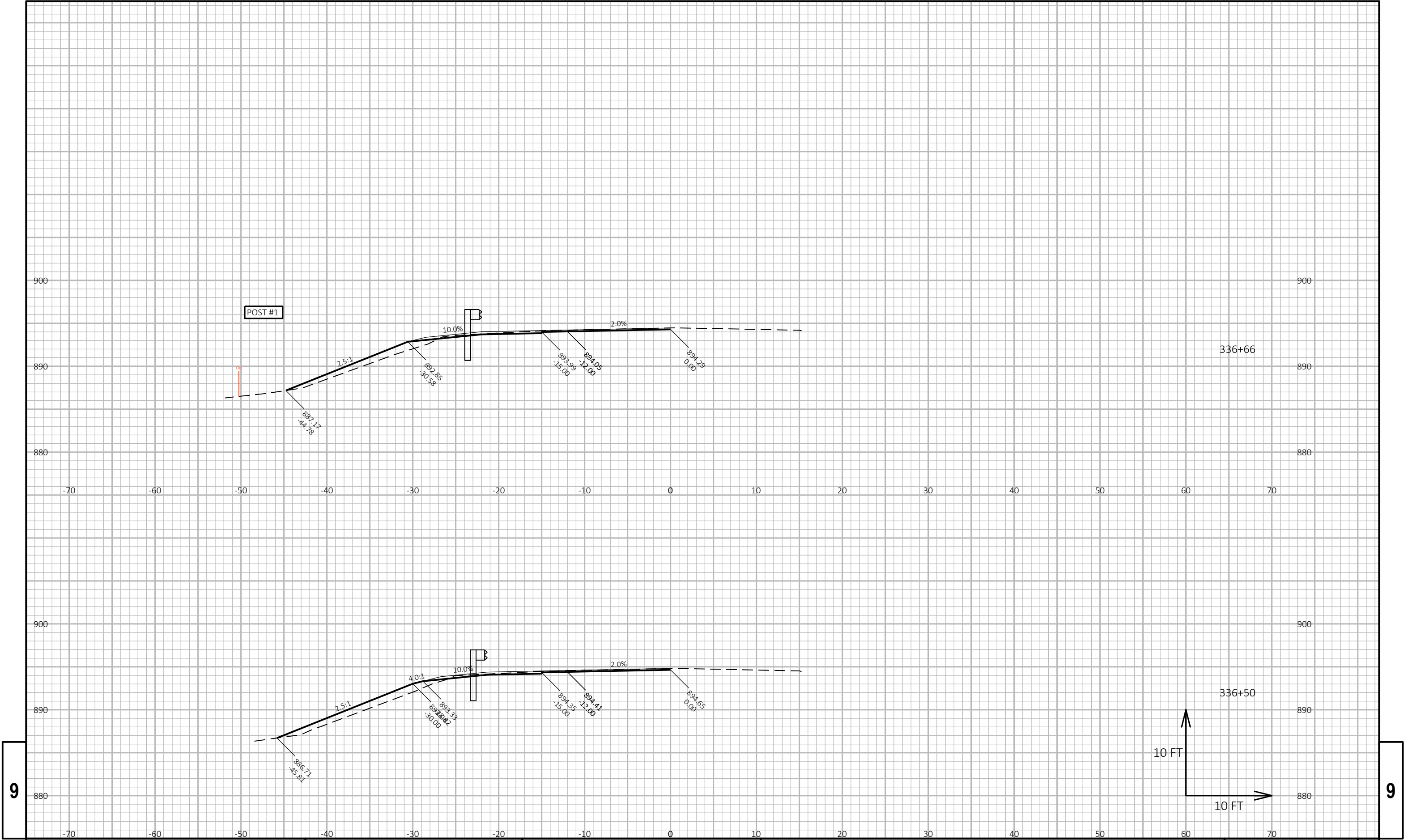


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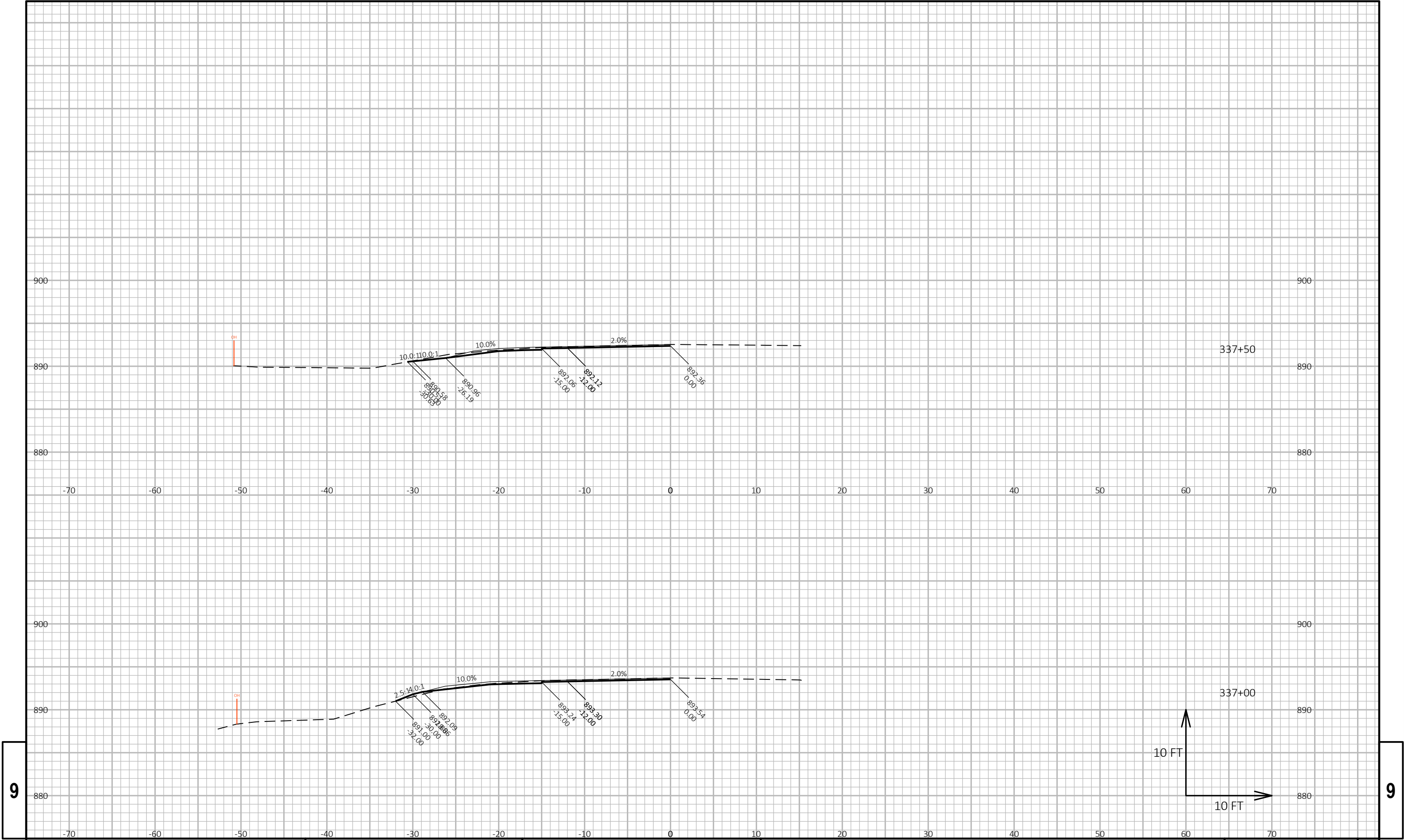


PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 110	E
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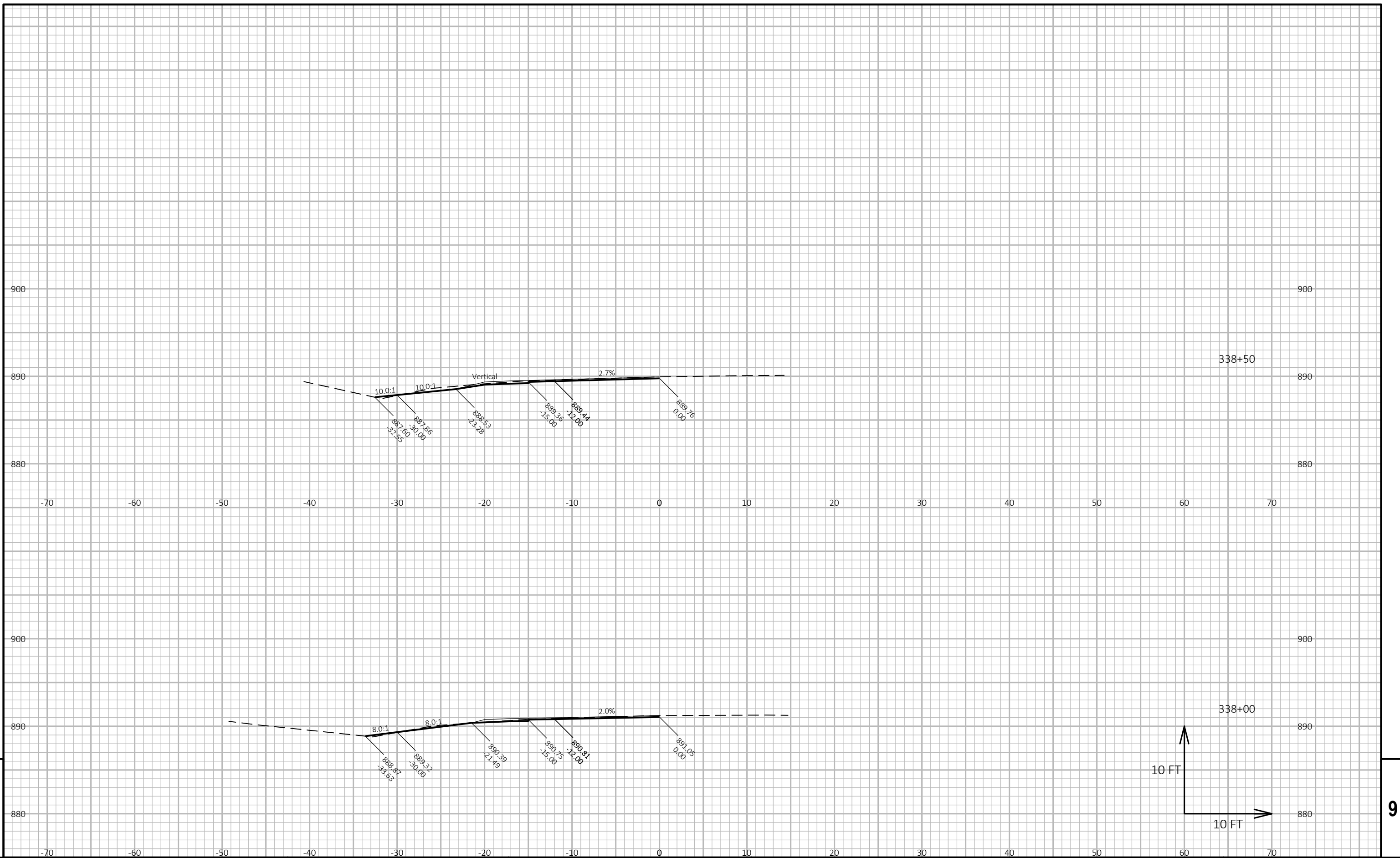
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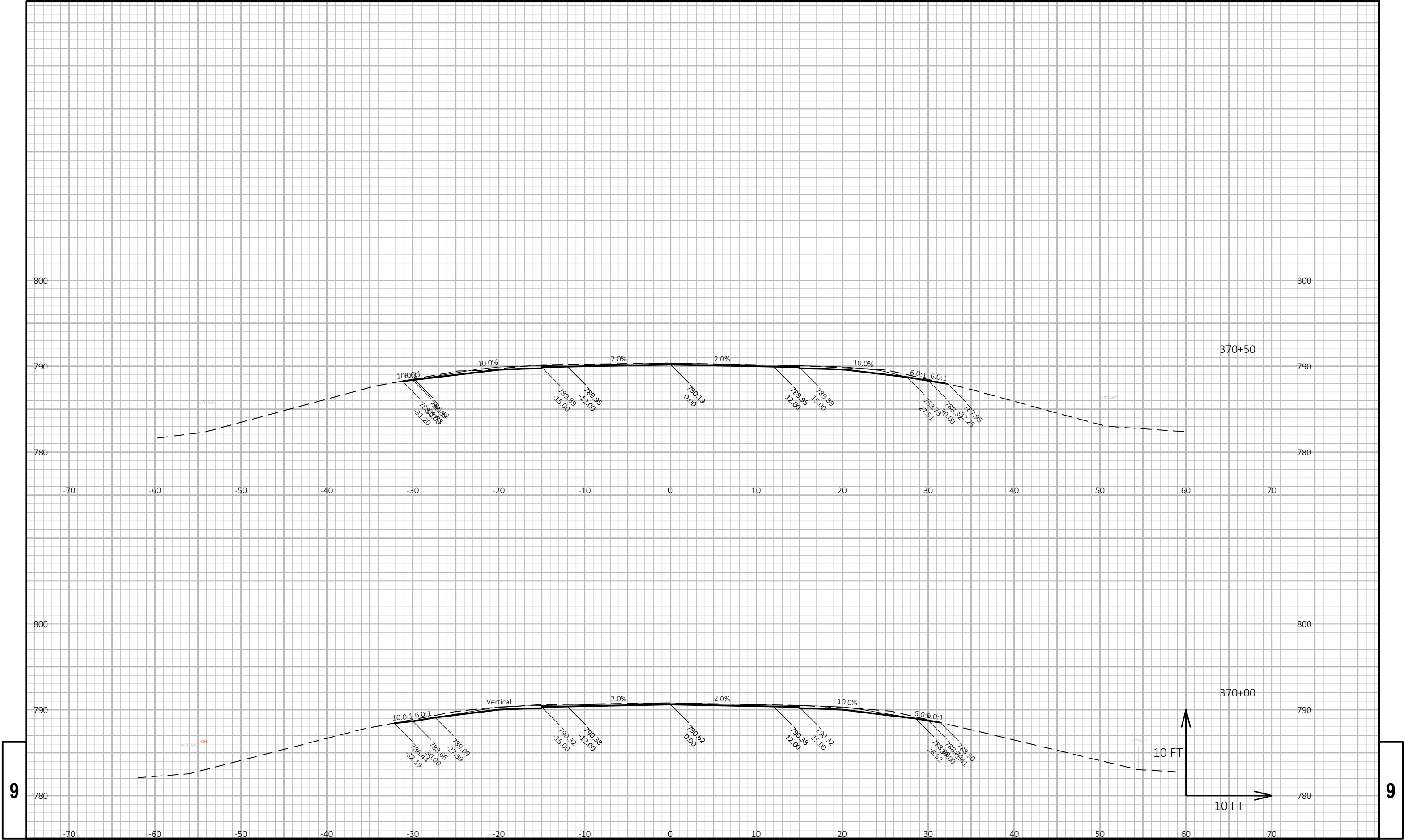
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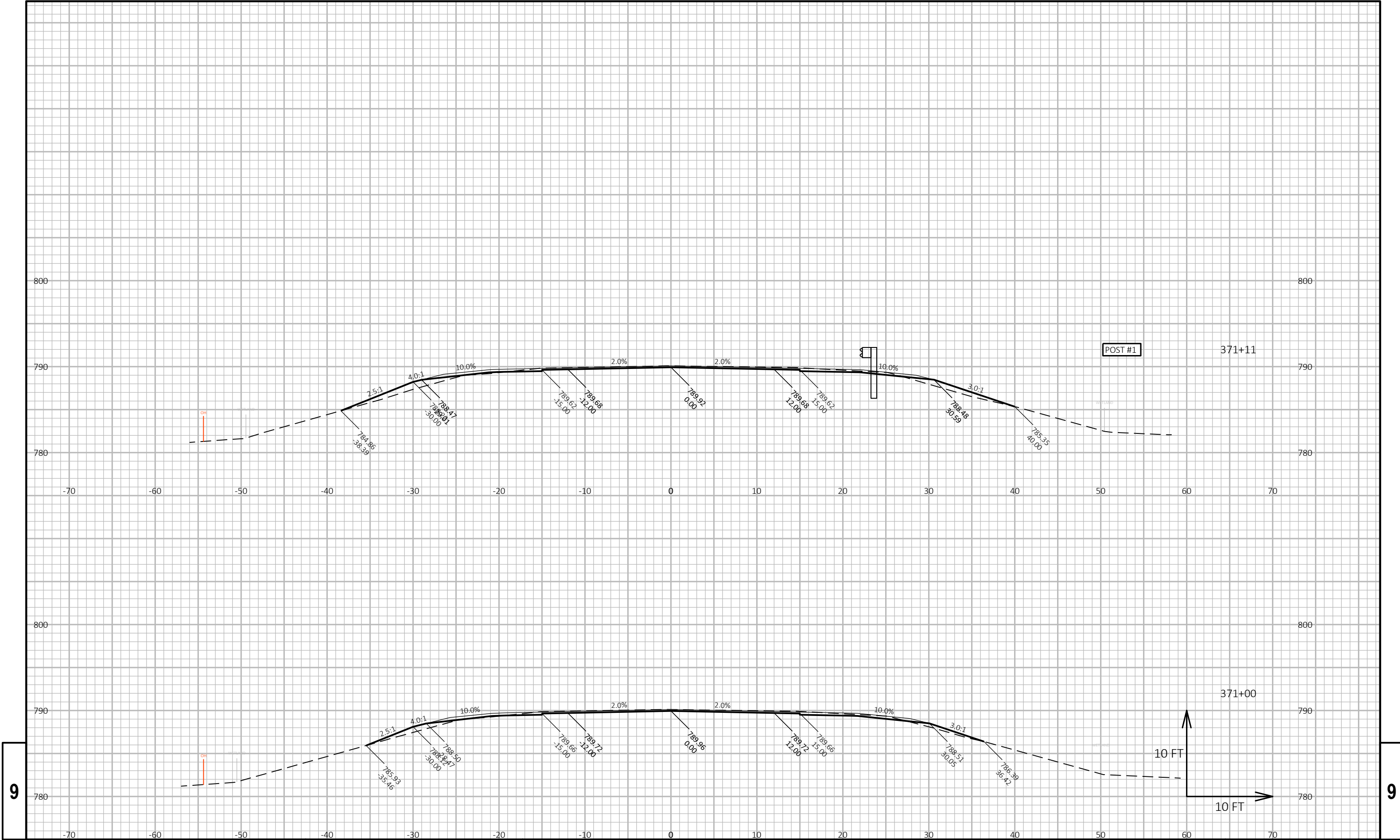
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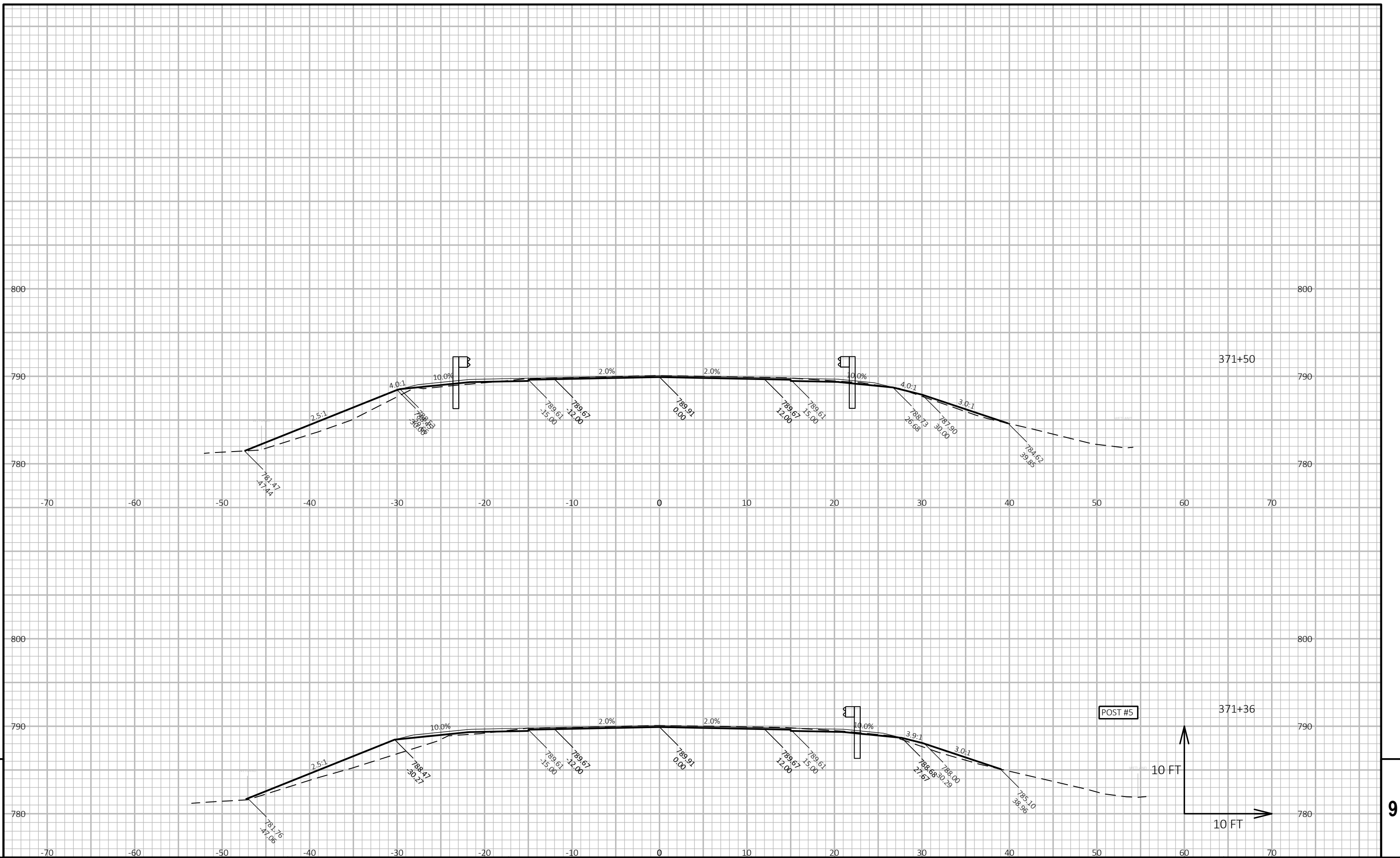


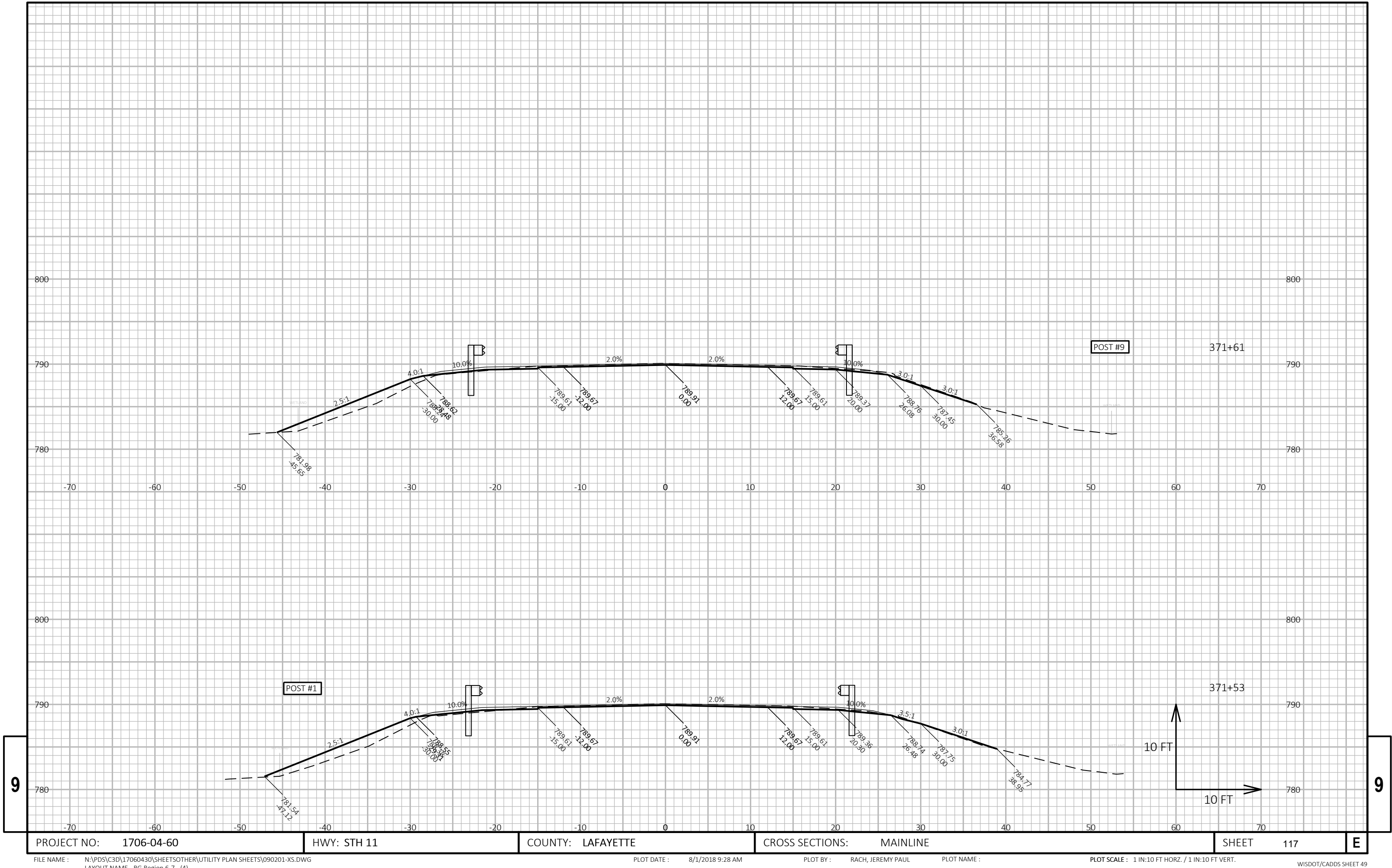


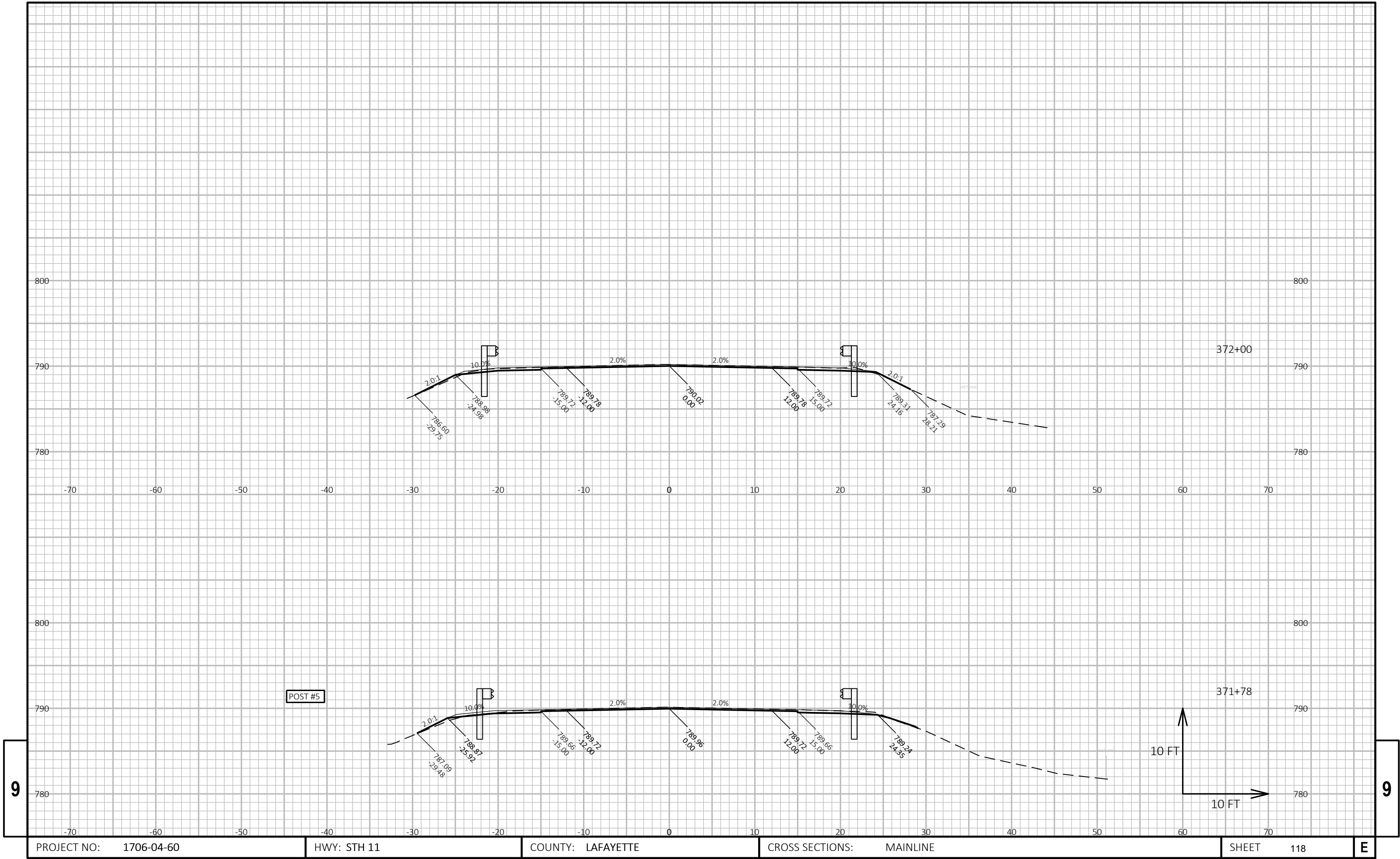
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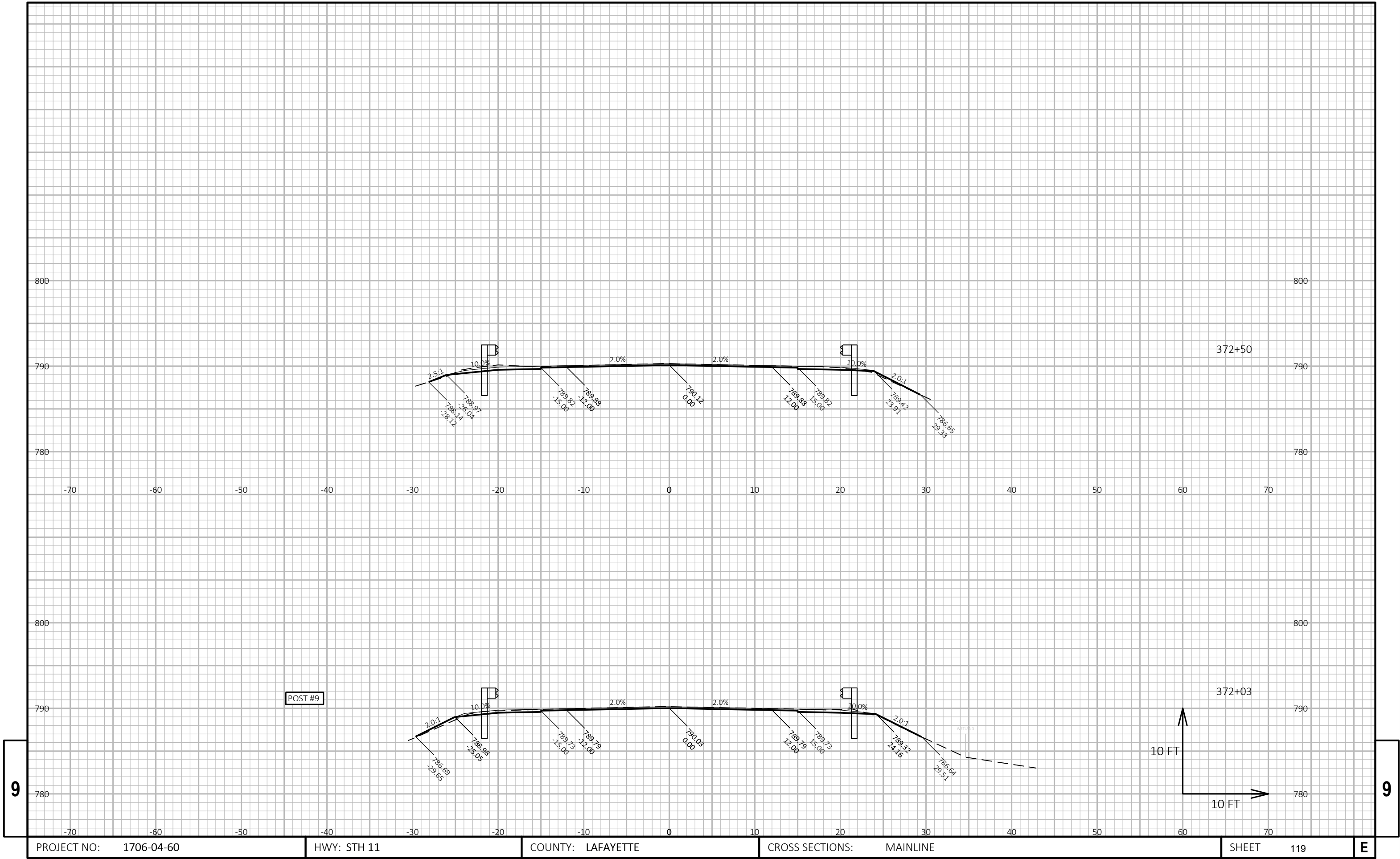
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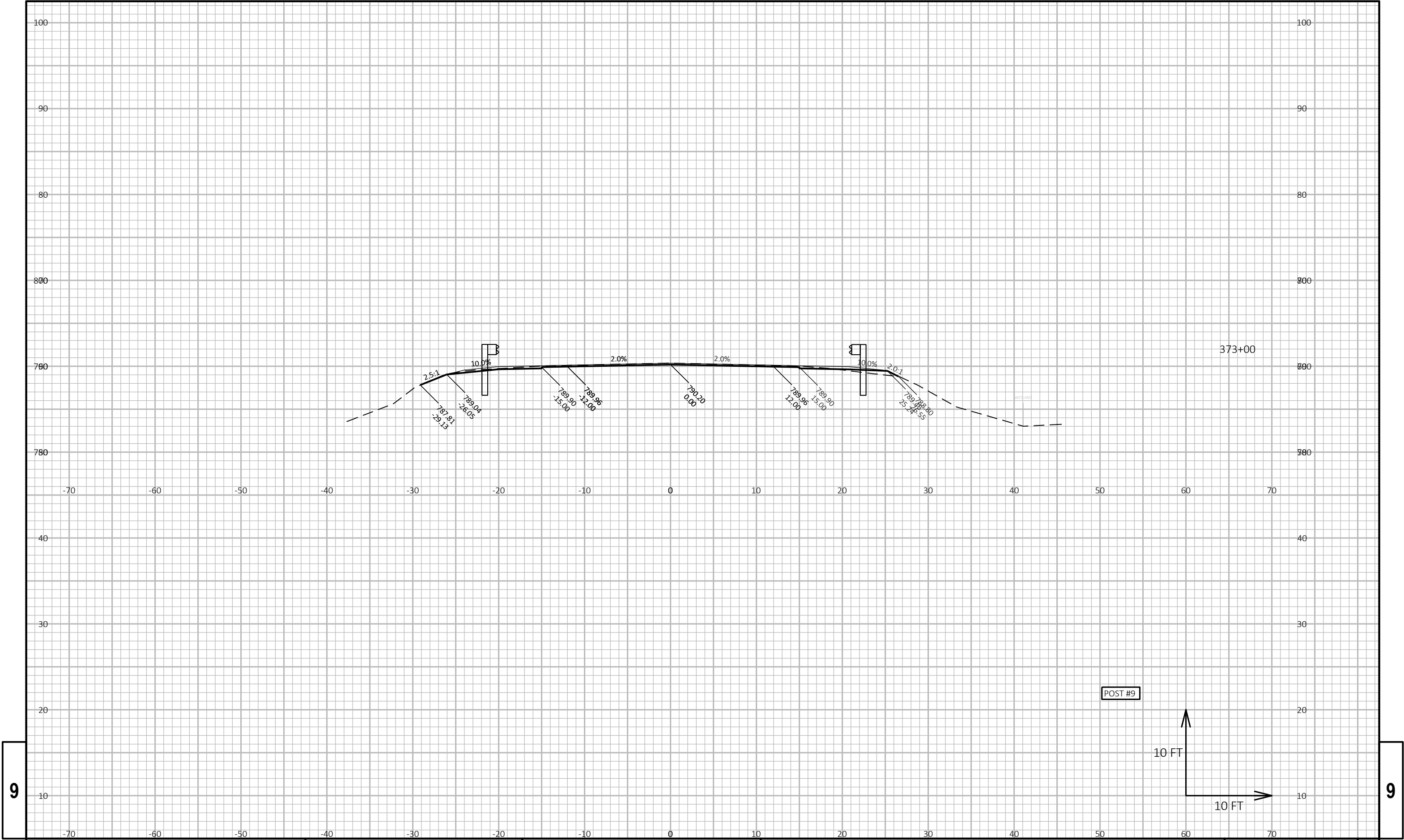








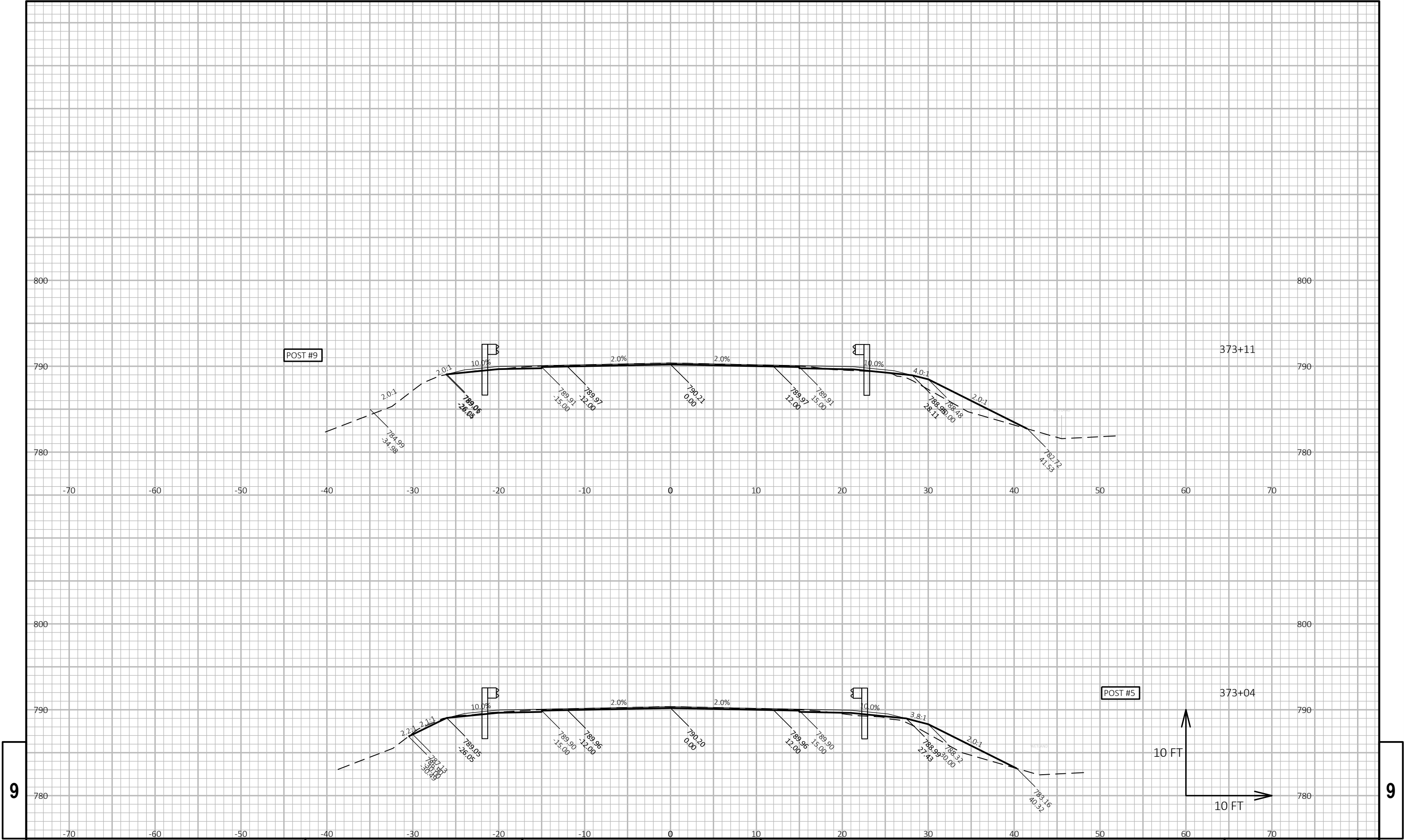


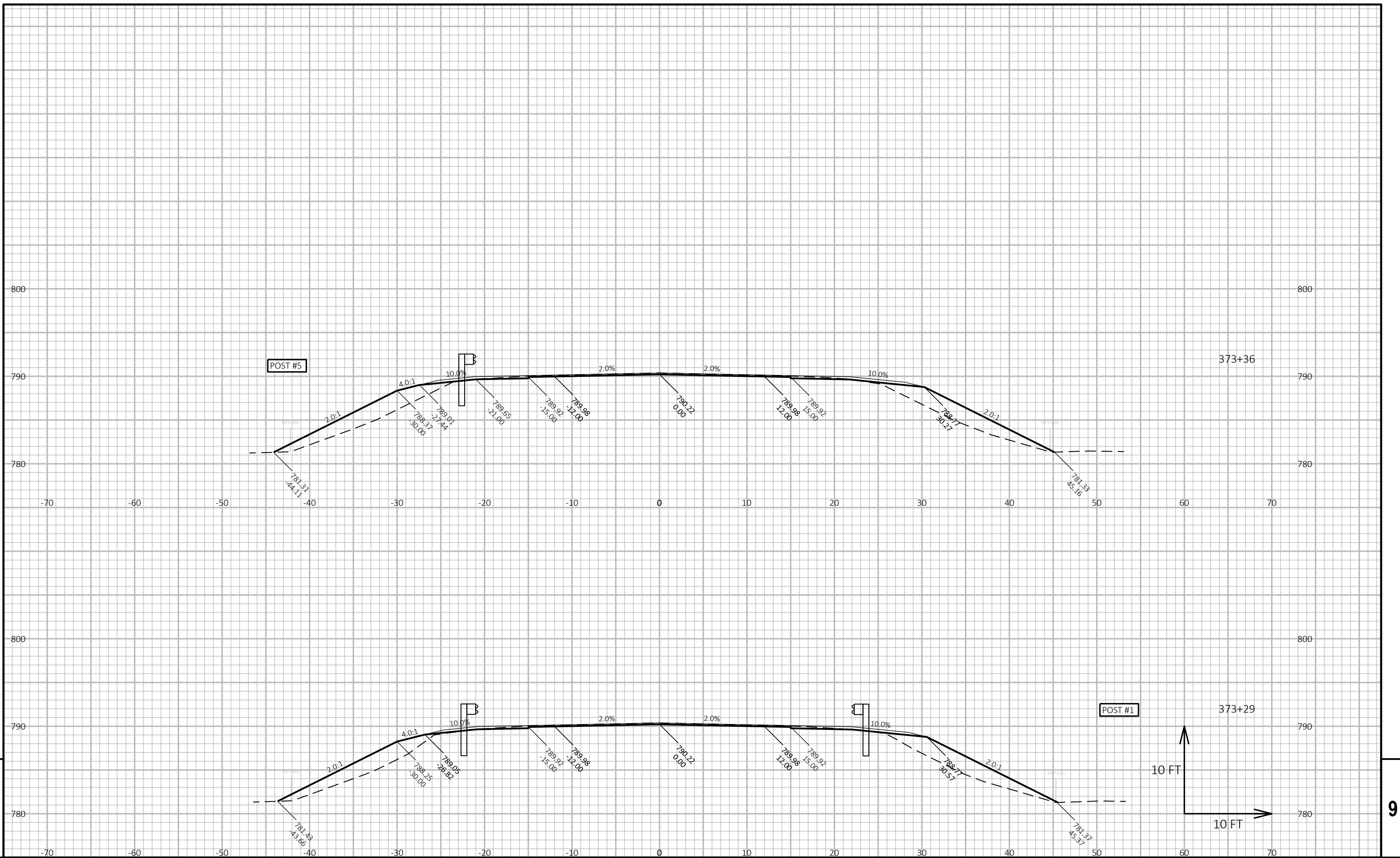


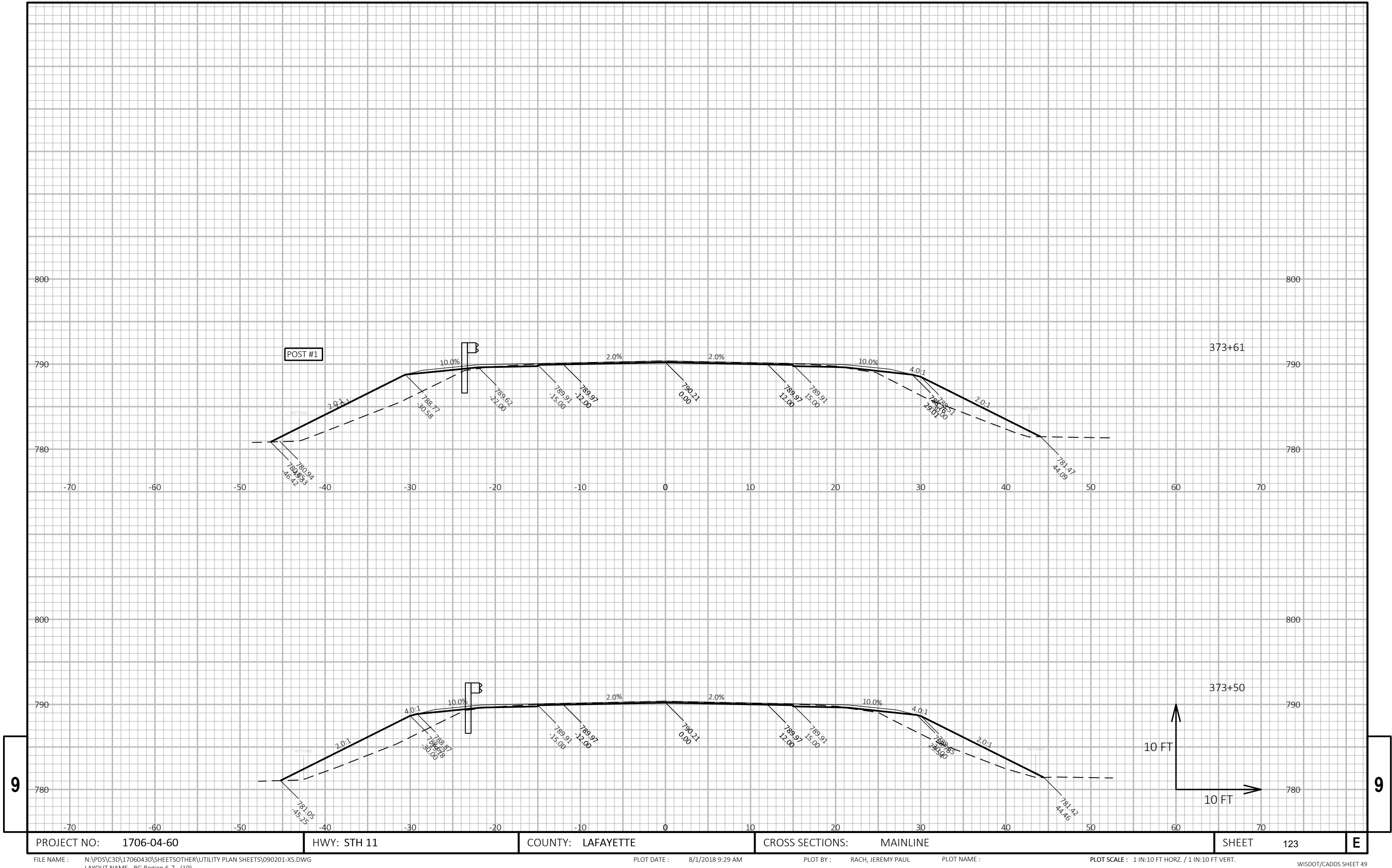
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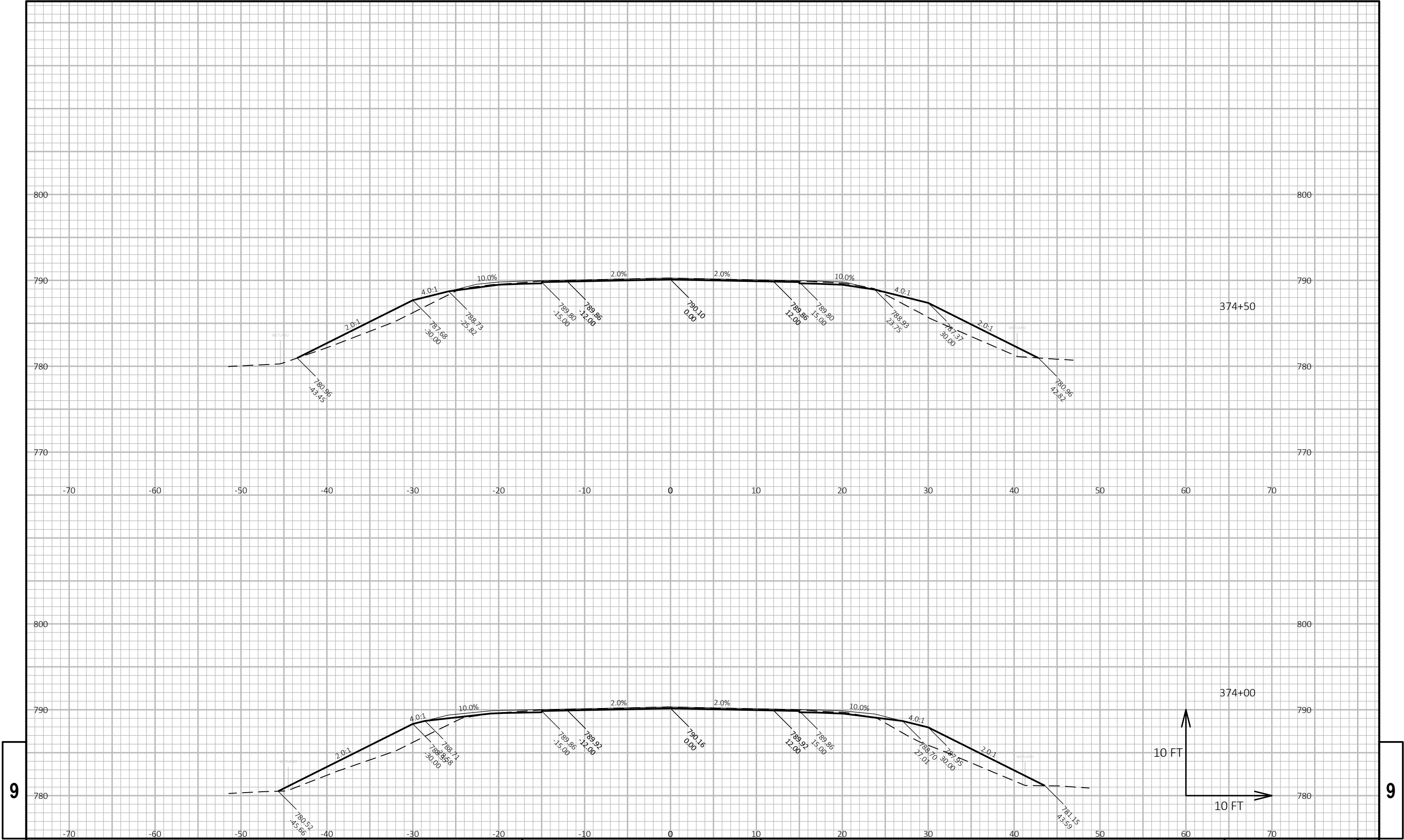
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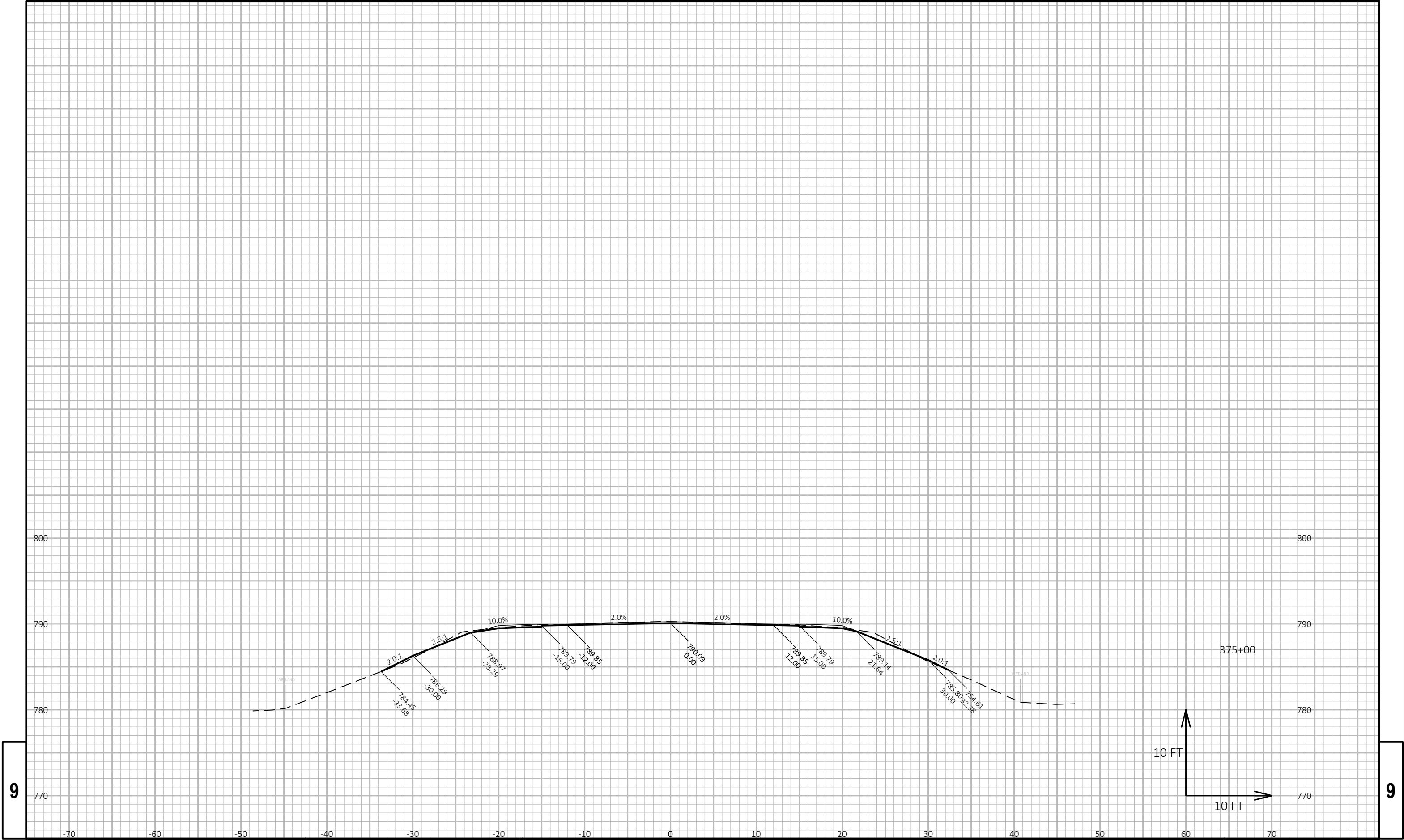
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 120	E
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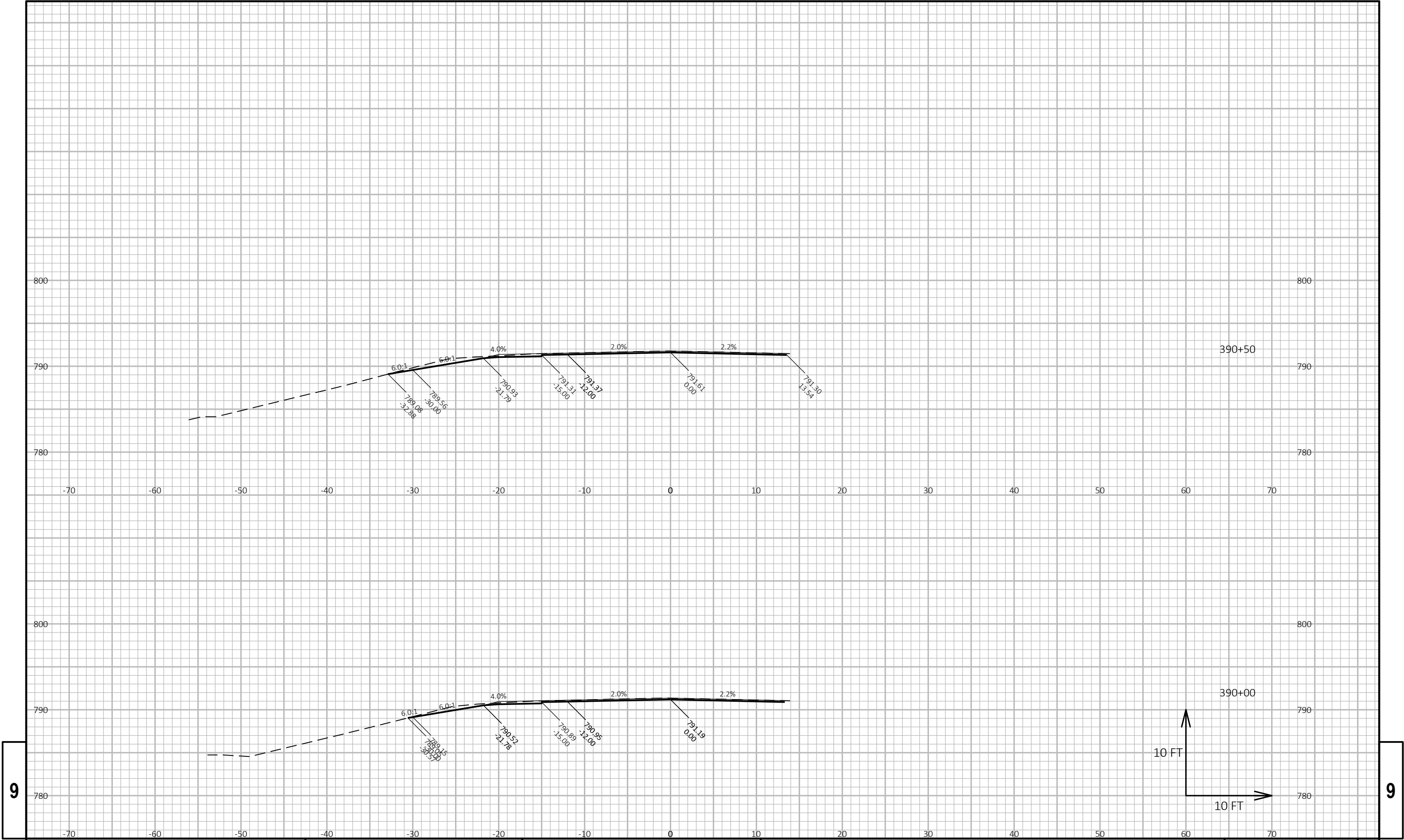






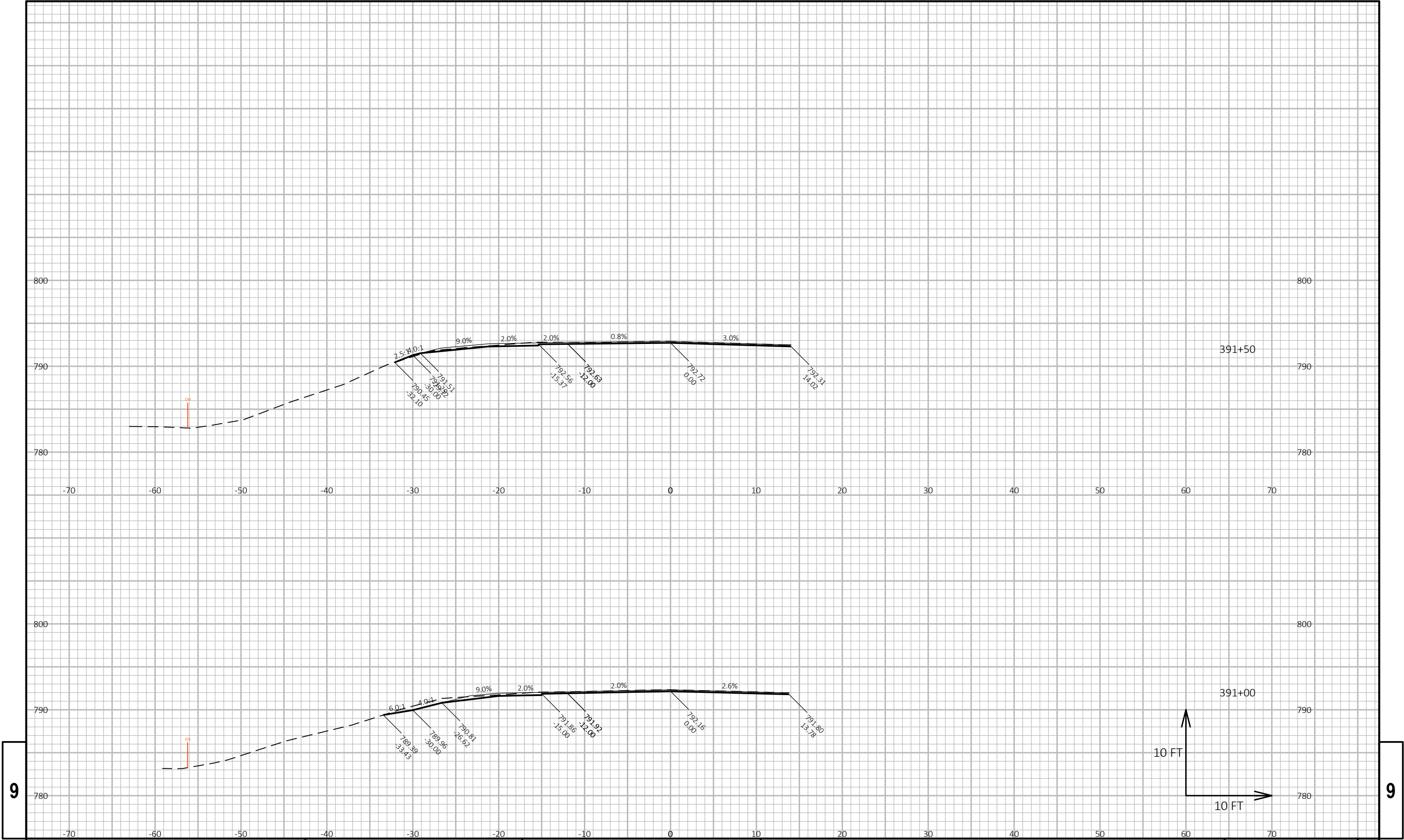






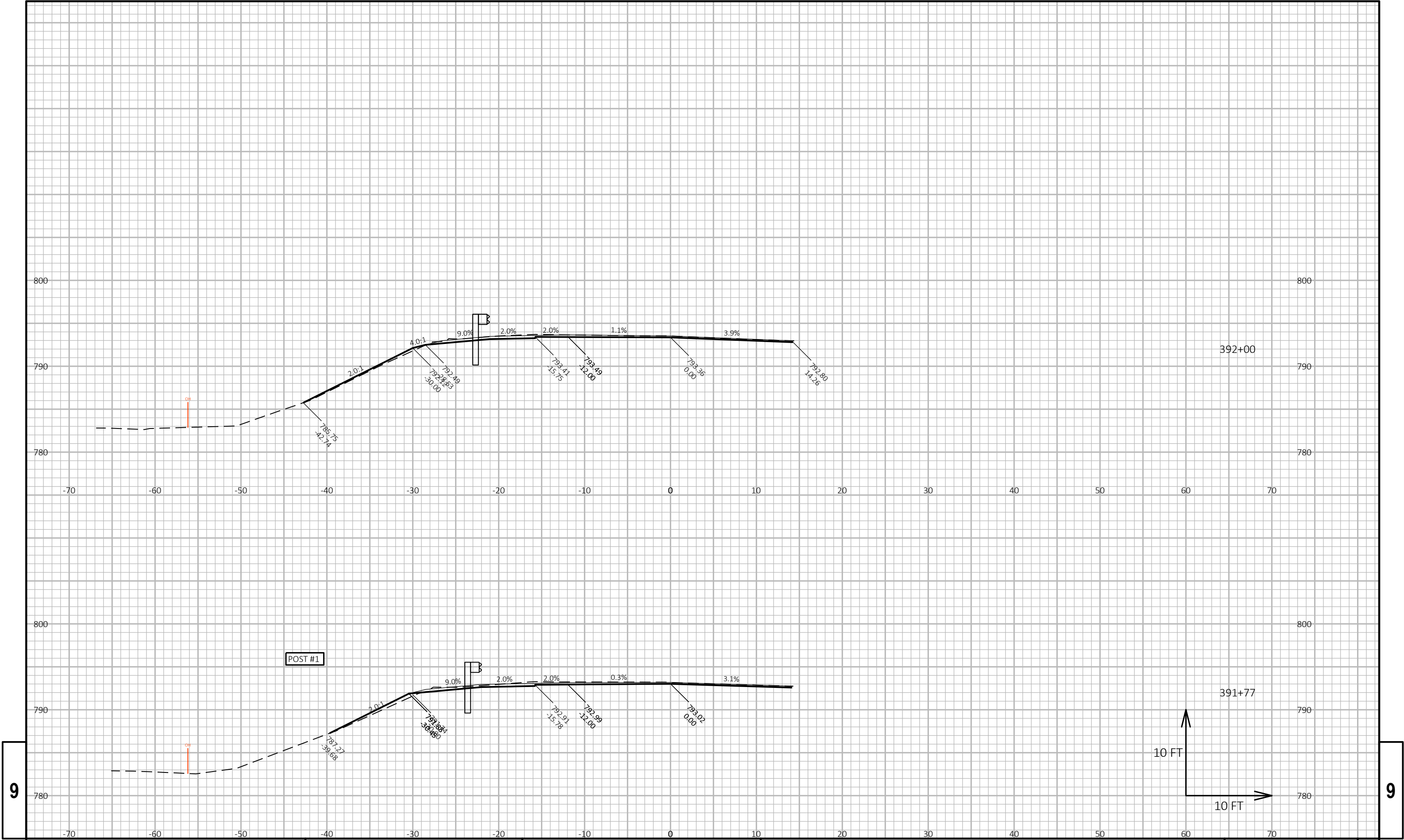
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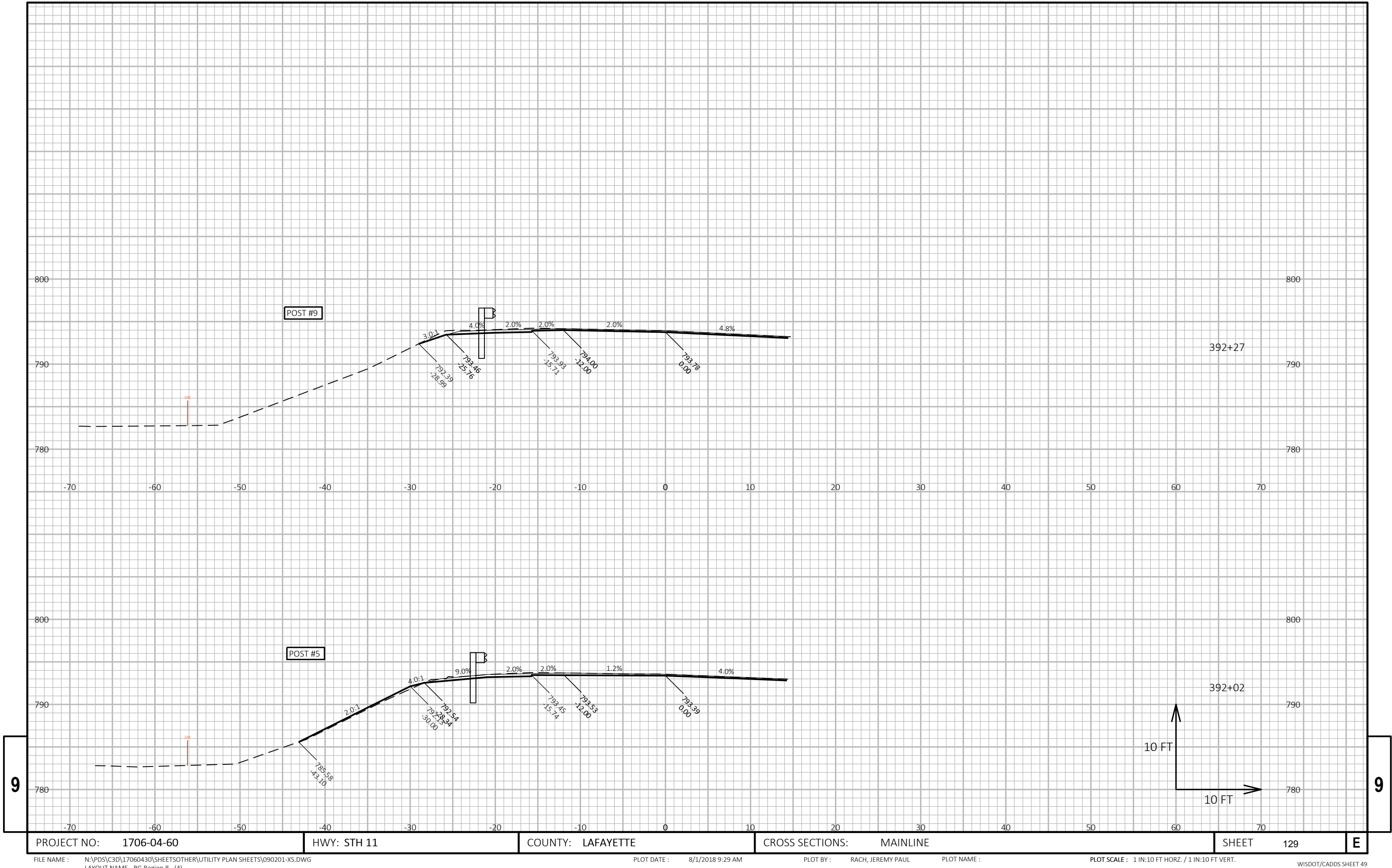
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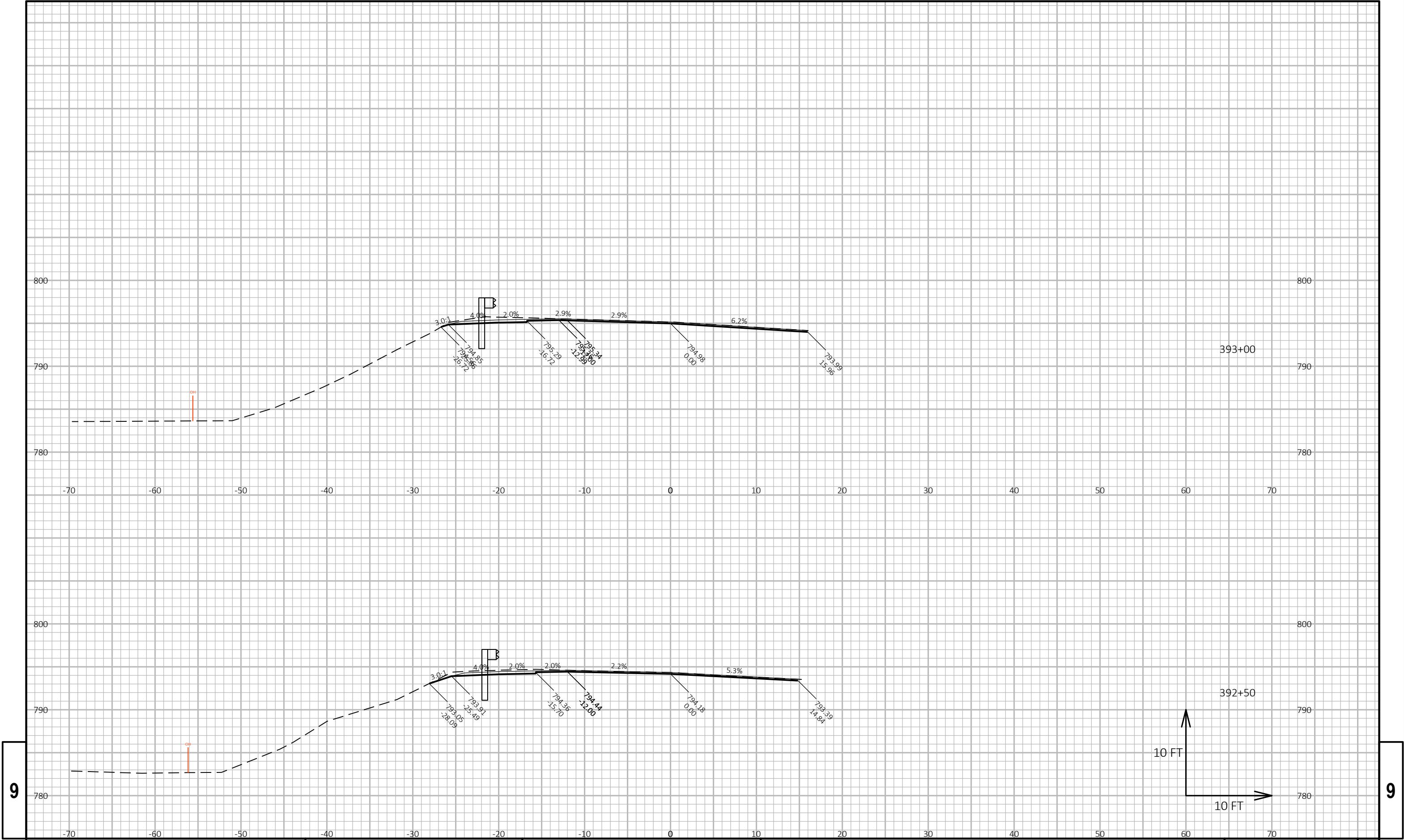


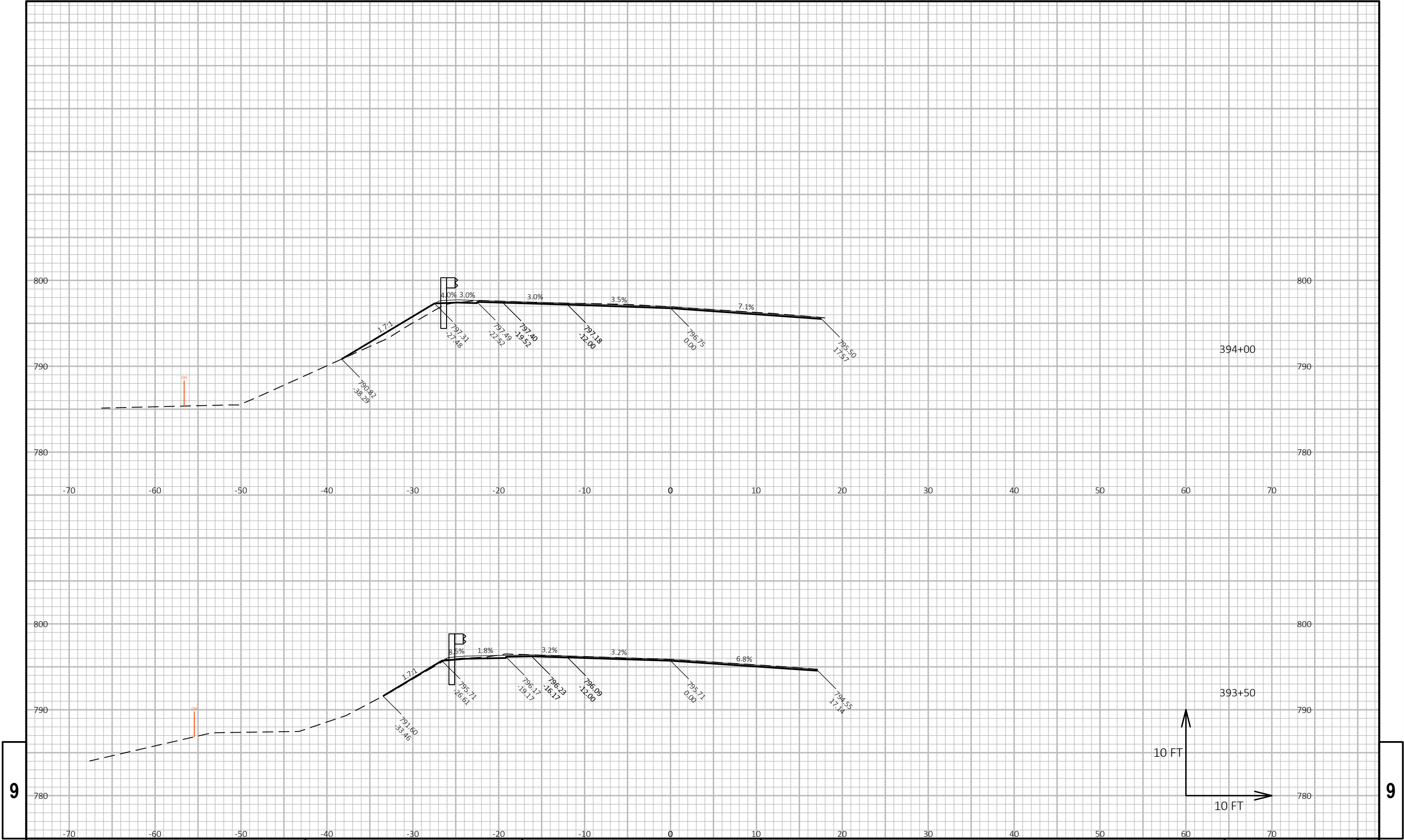
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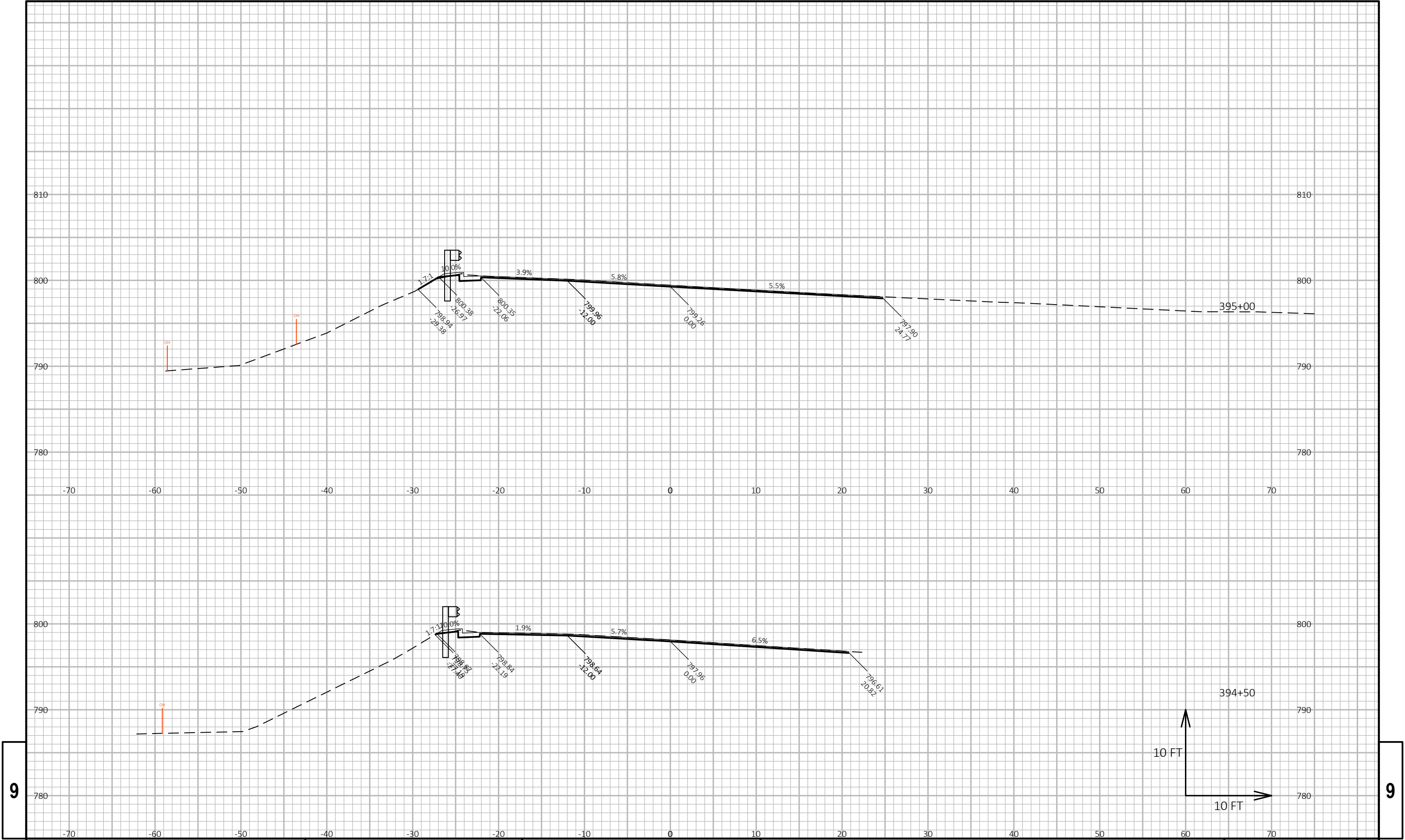


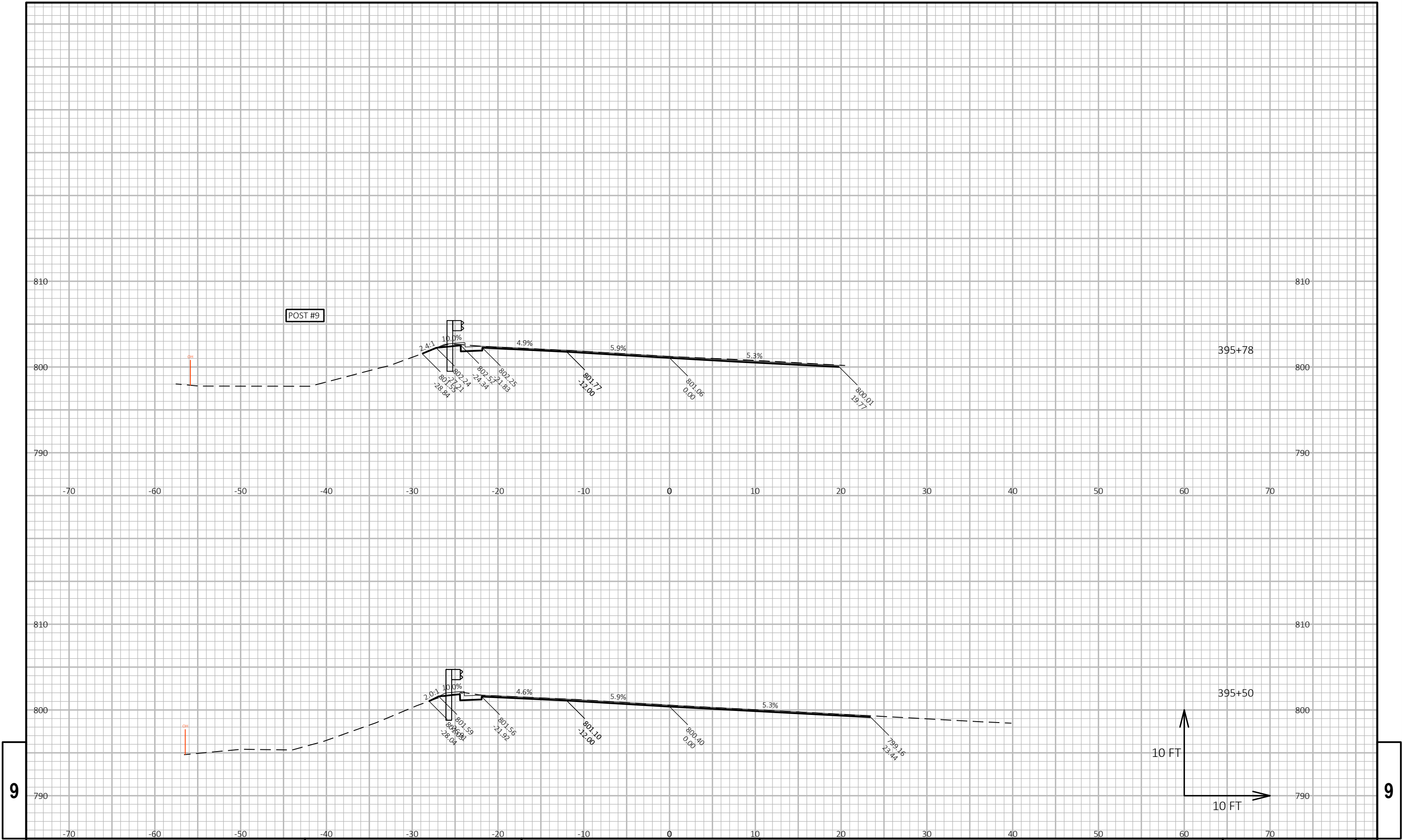


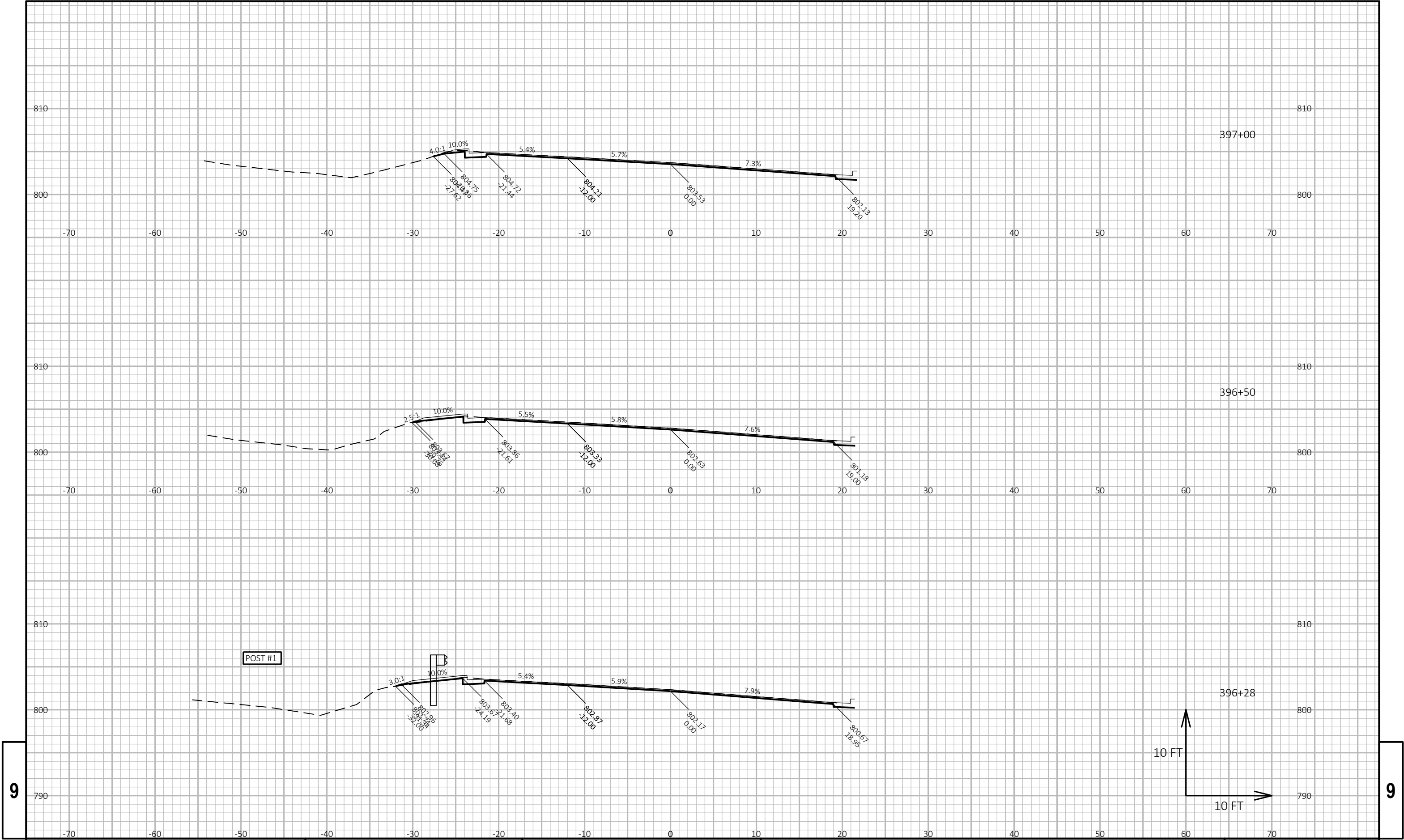


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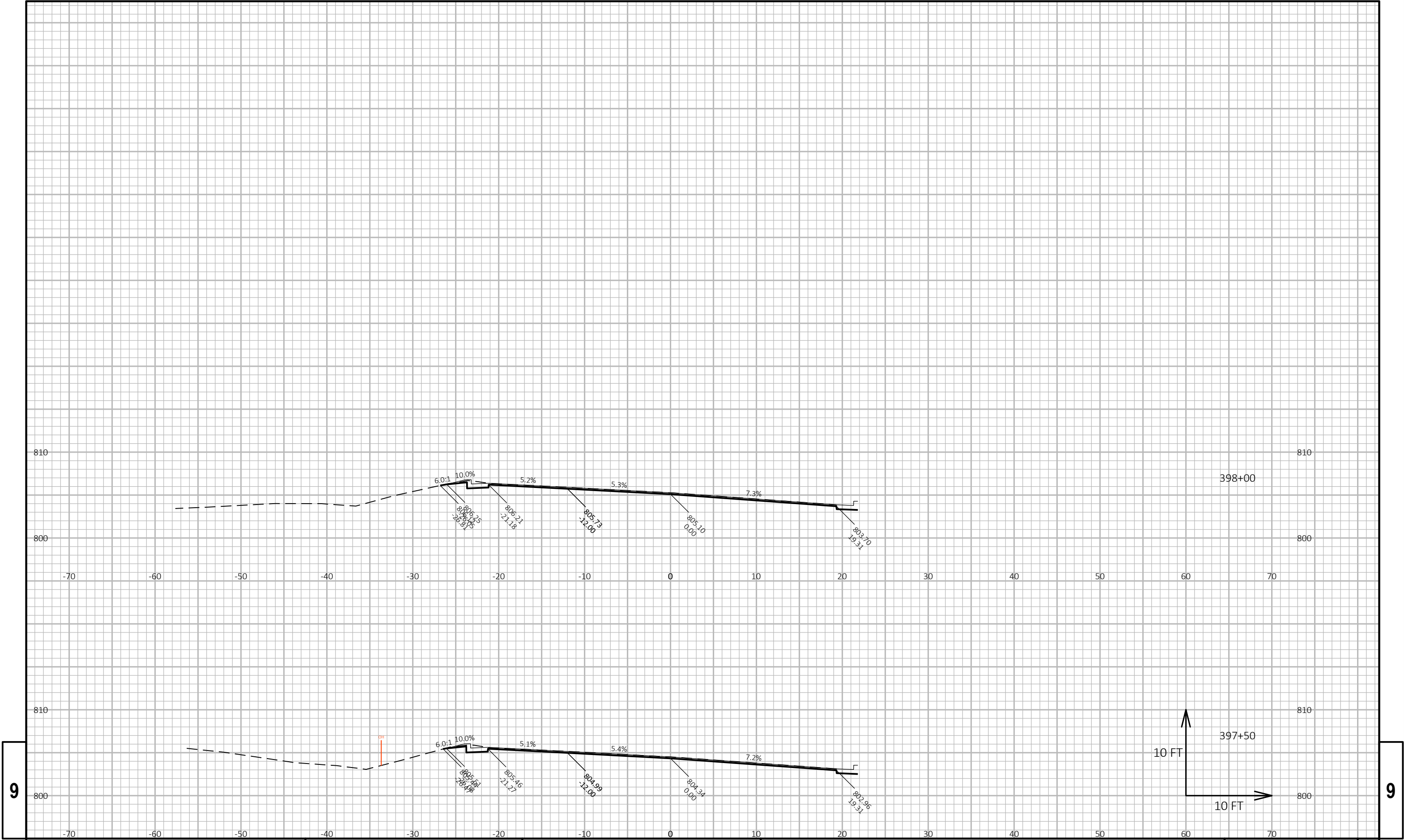




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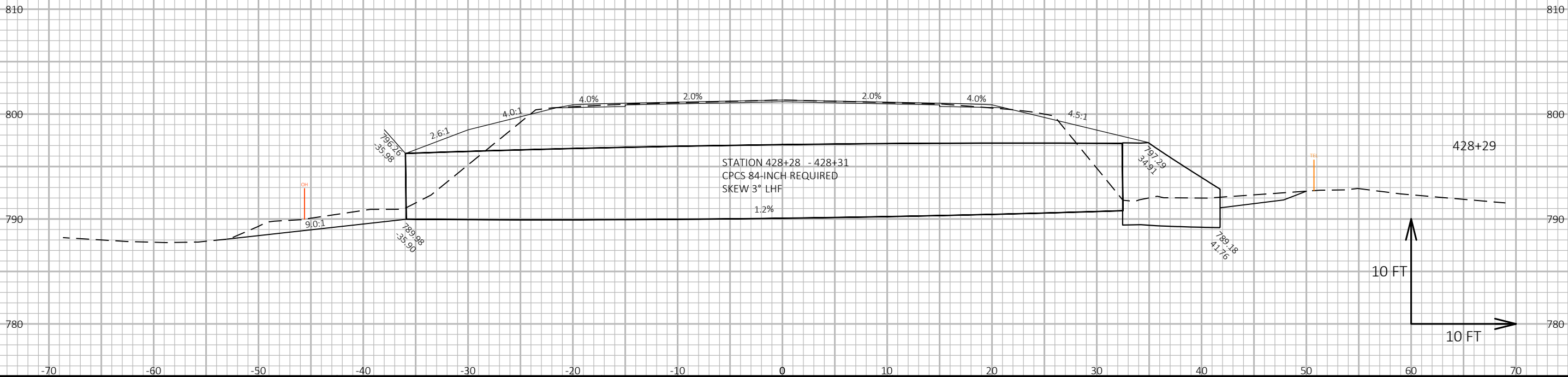
PROJECT NO:	1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS:	MAINLINE	SHEET	135	E
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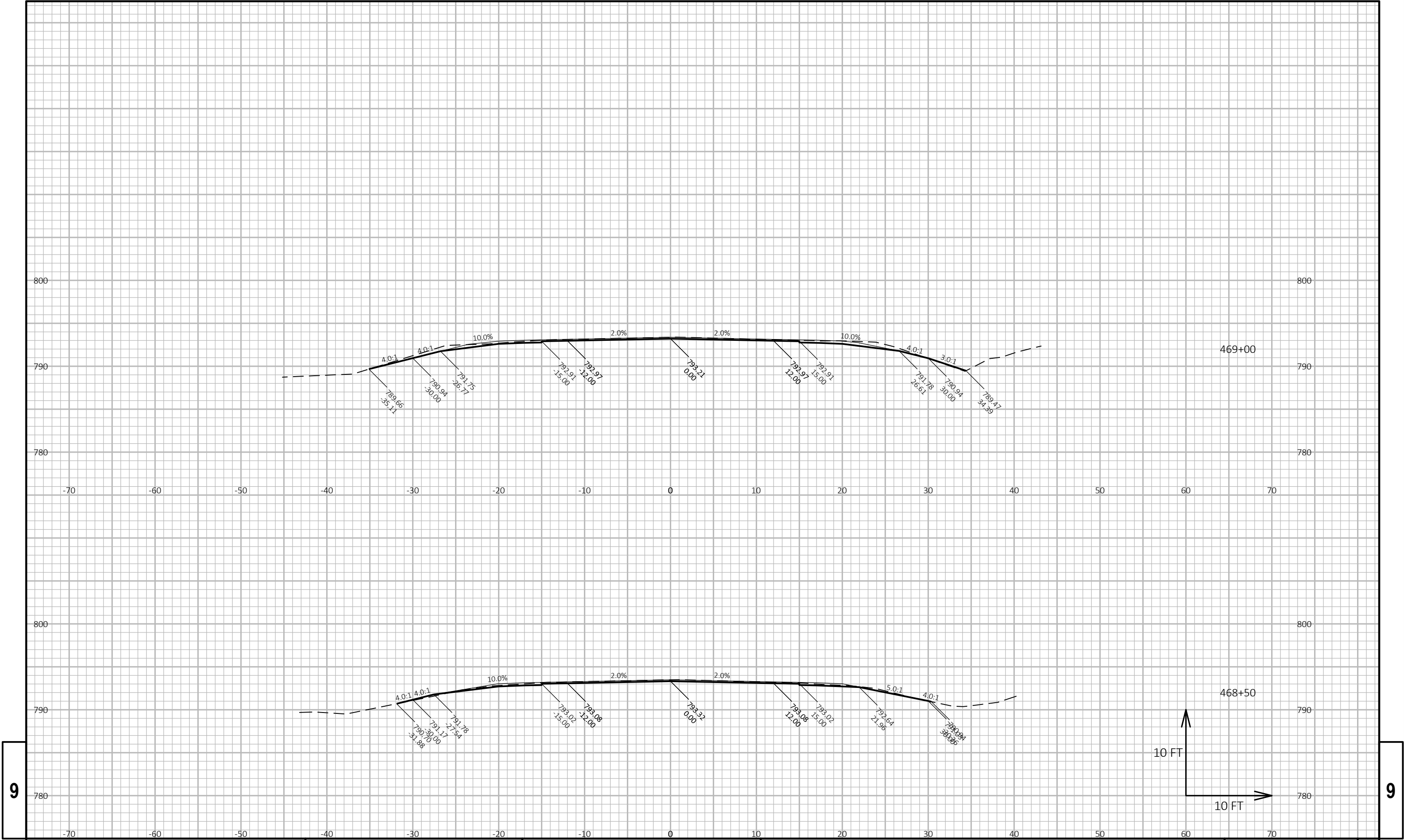
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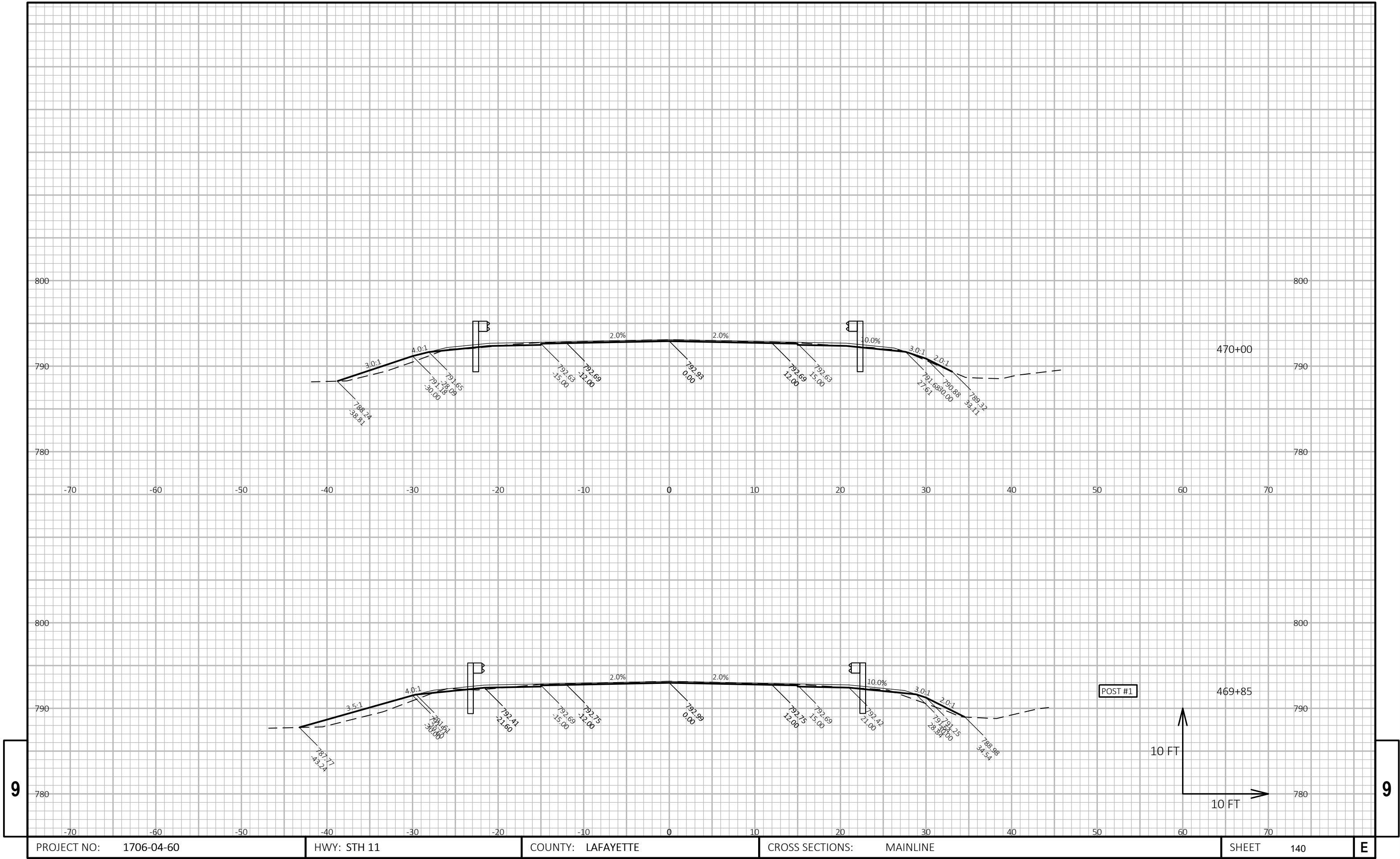


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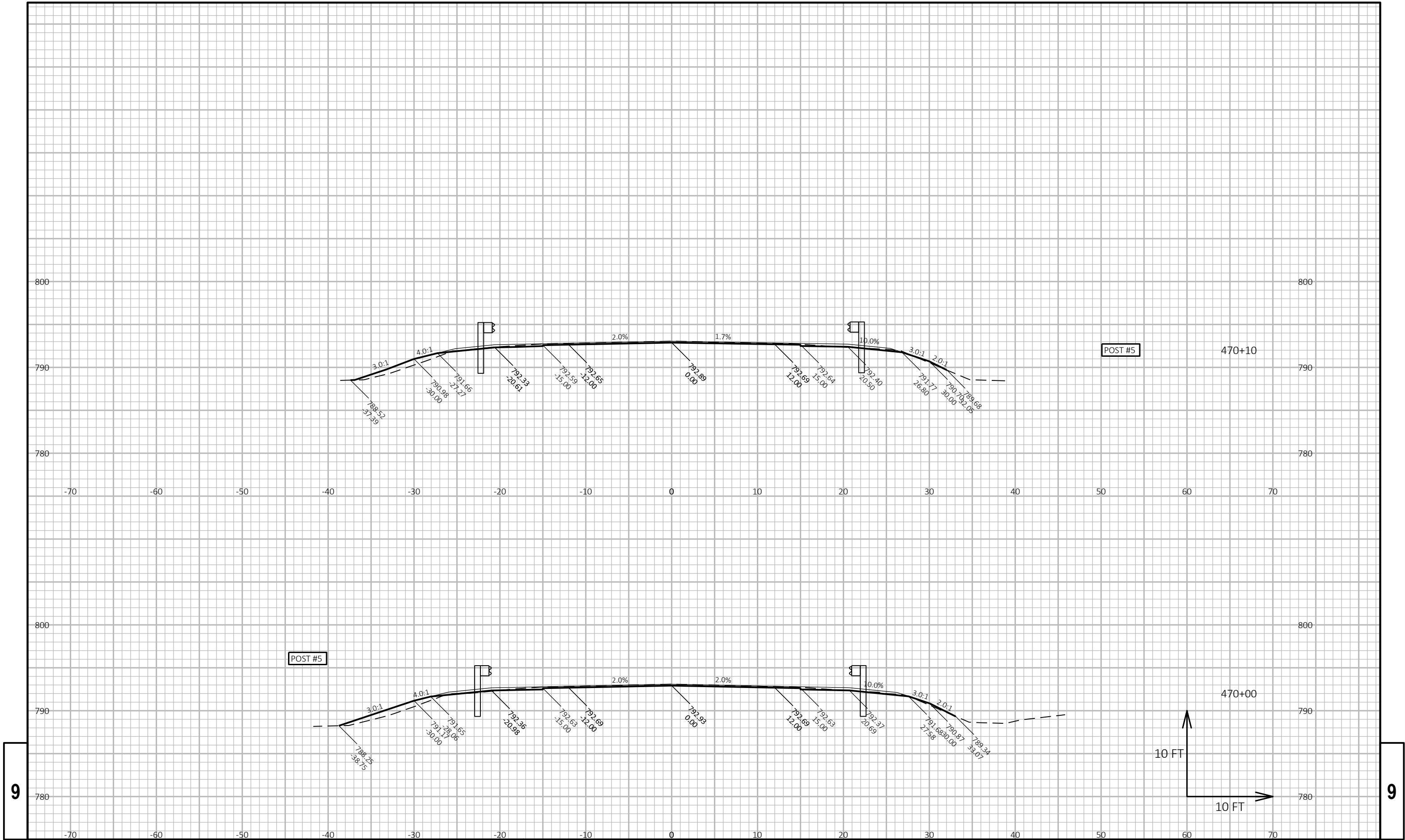


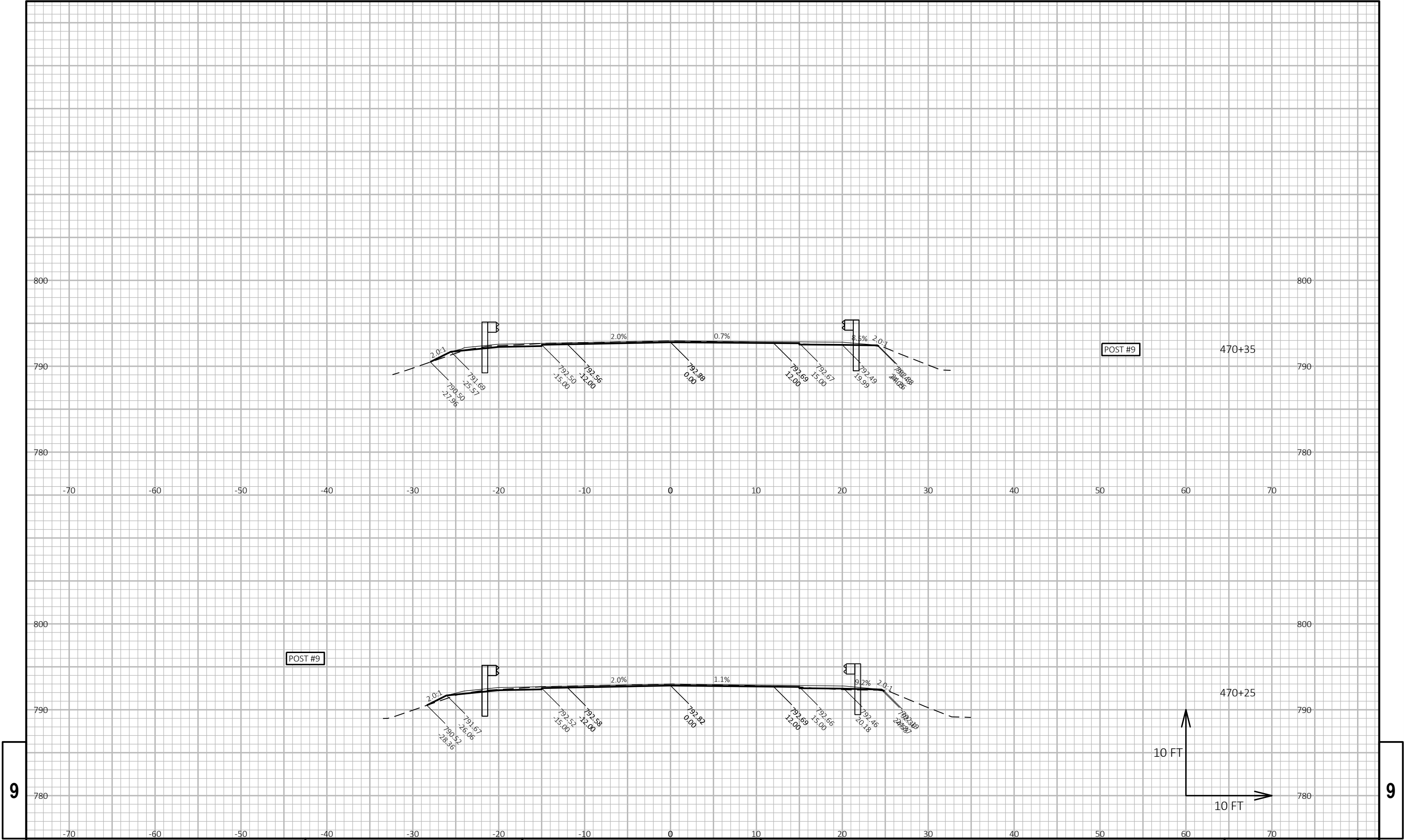
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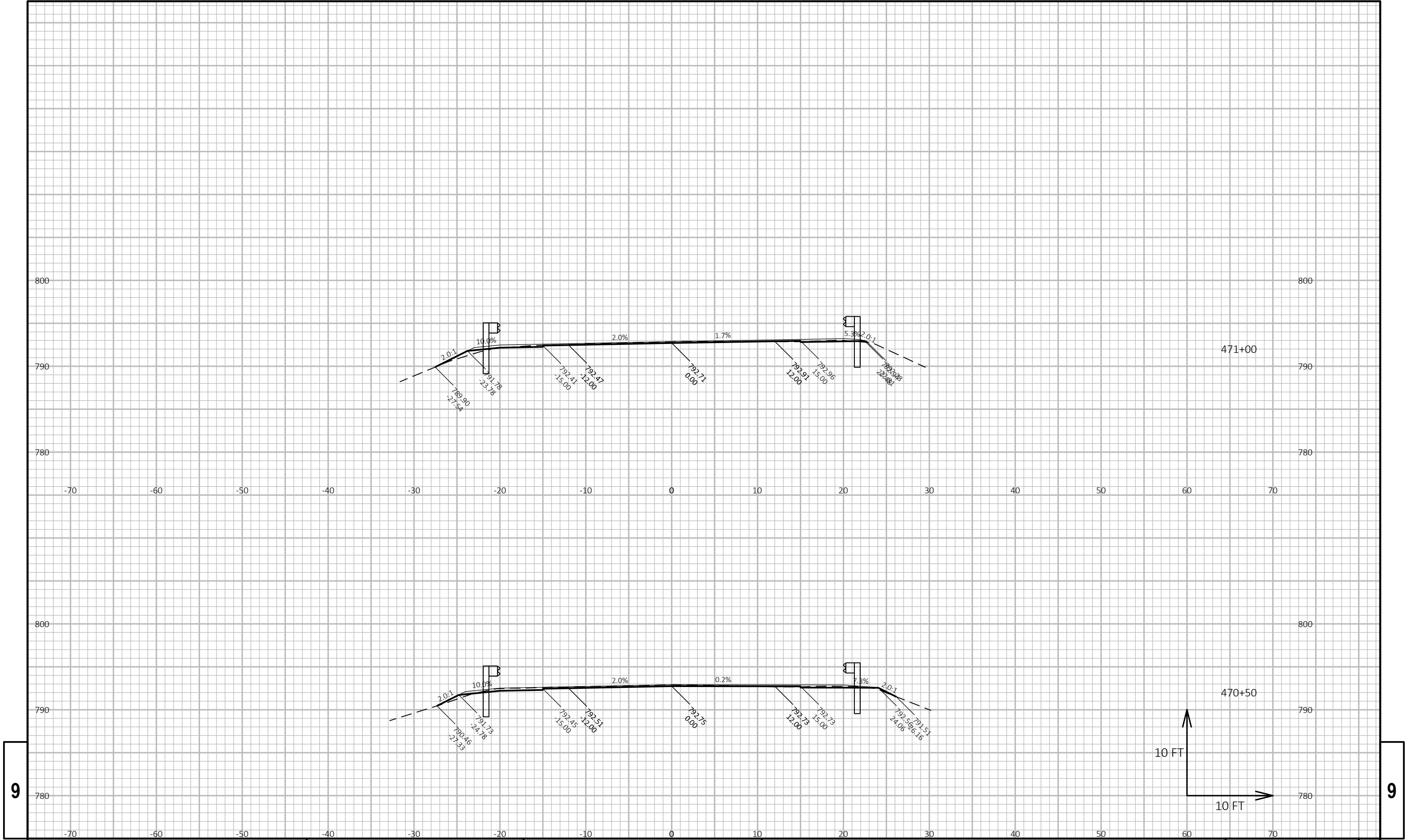
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 140	E
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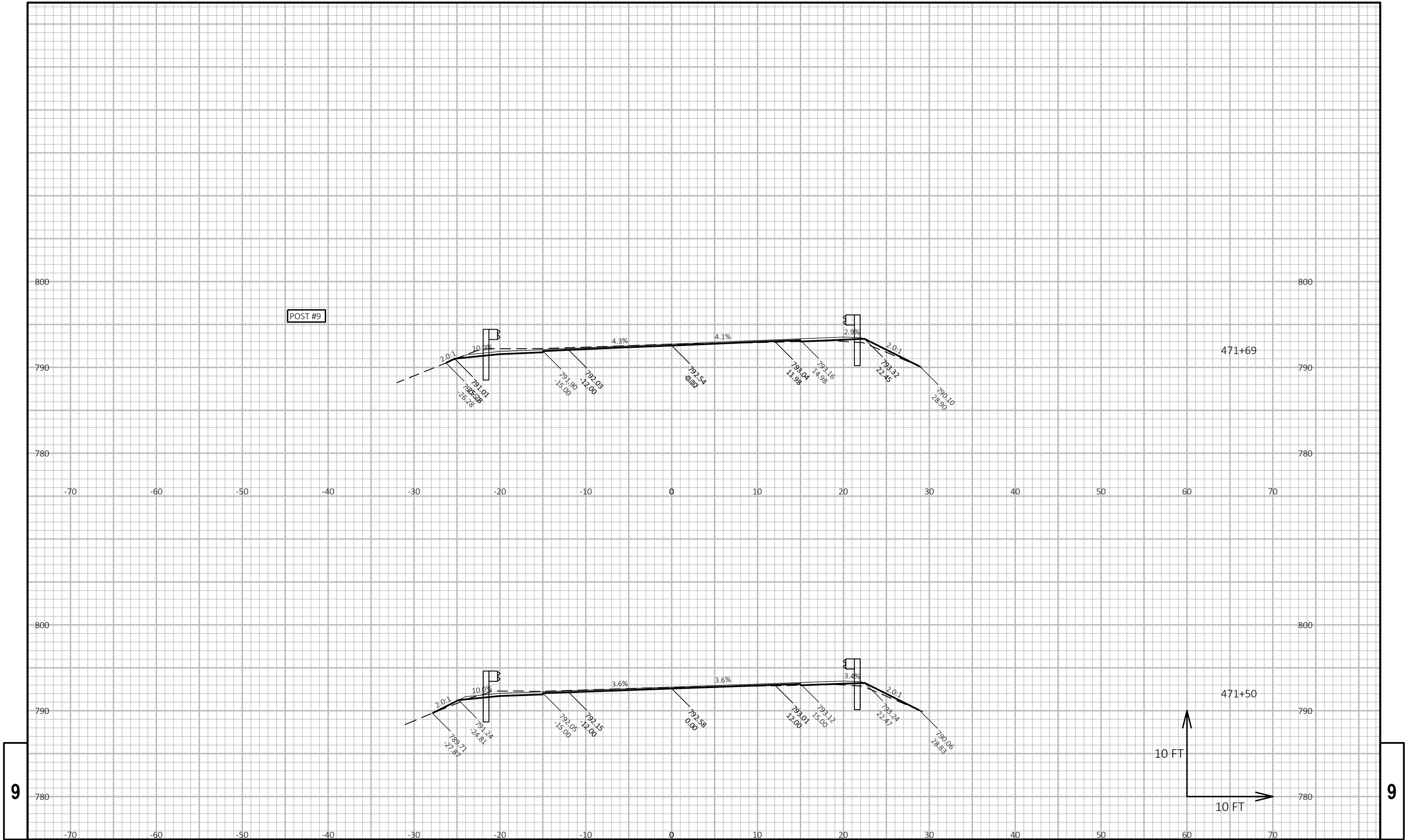


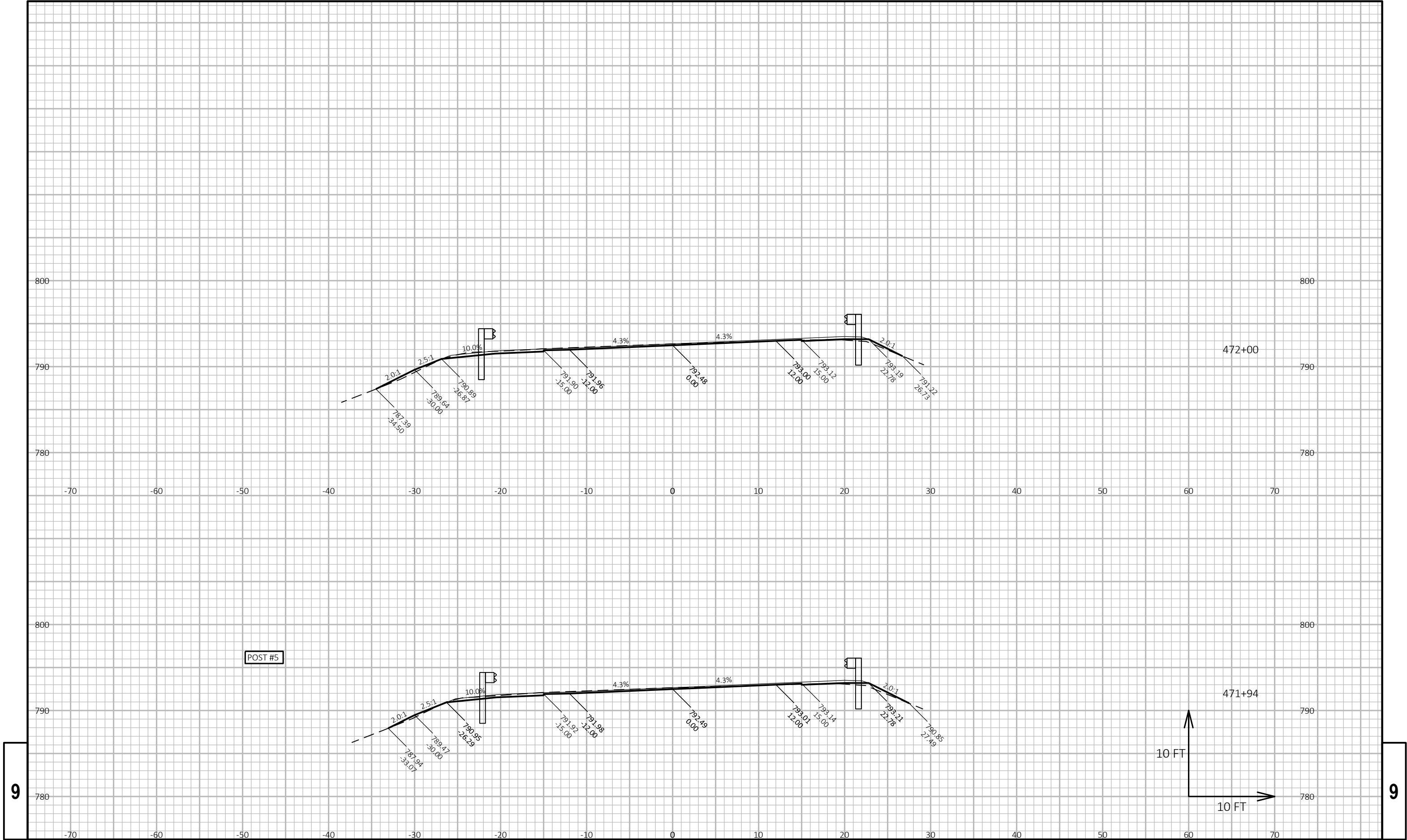


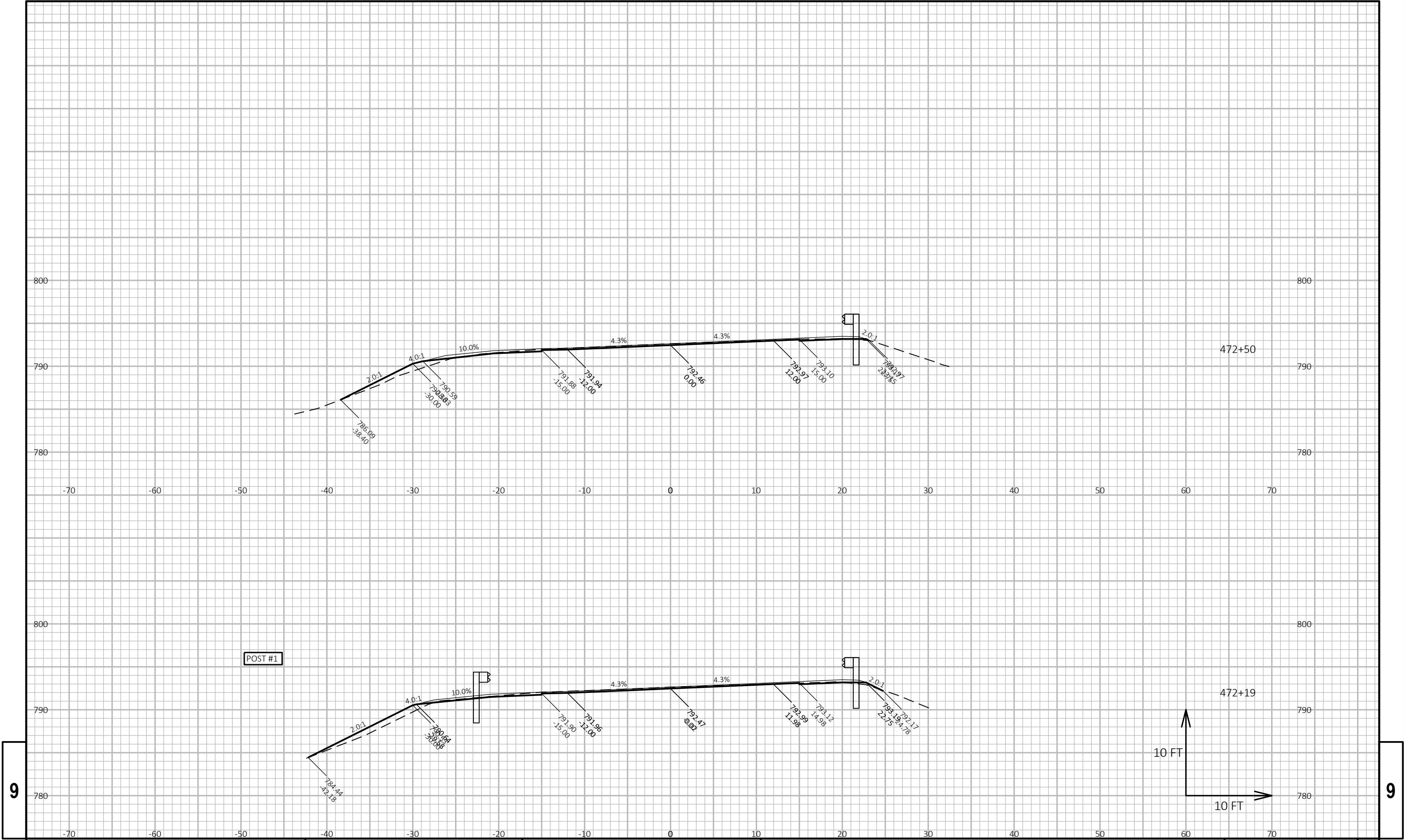


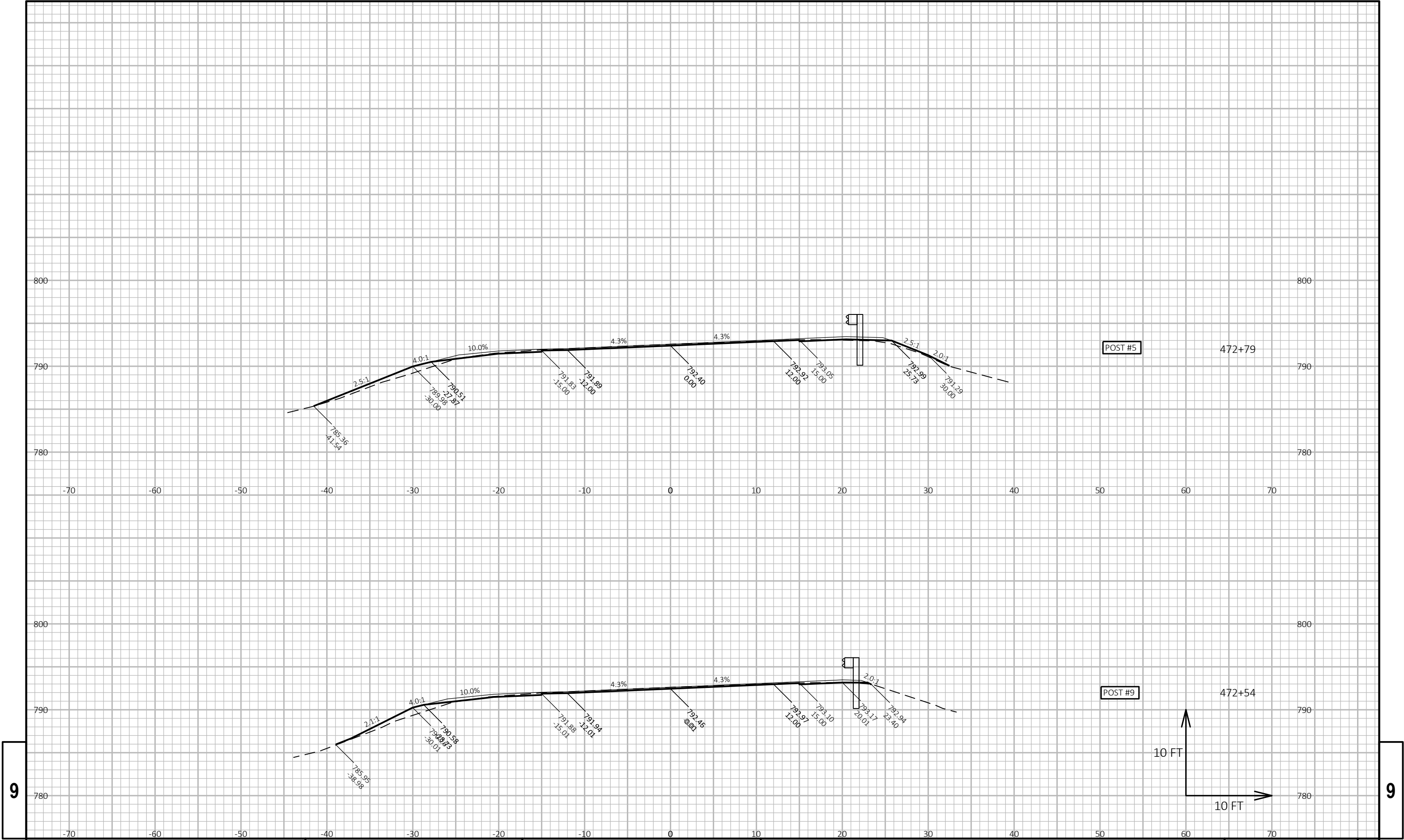
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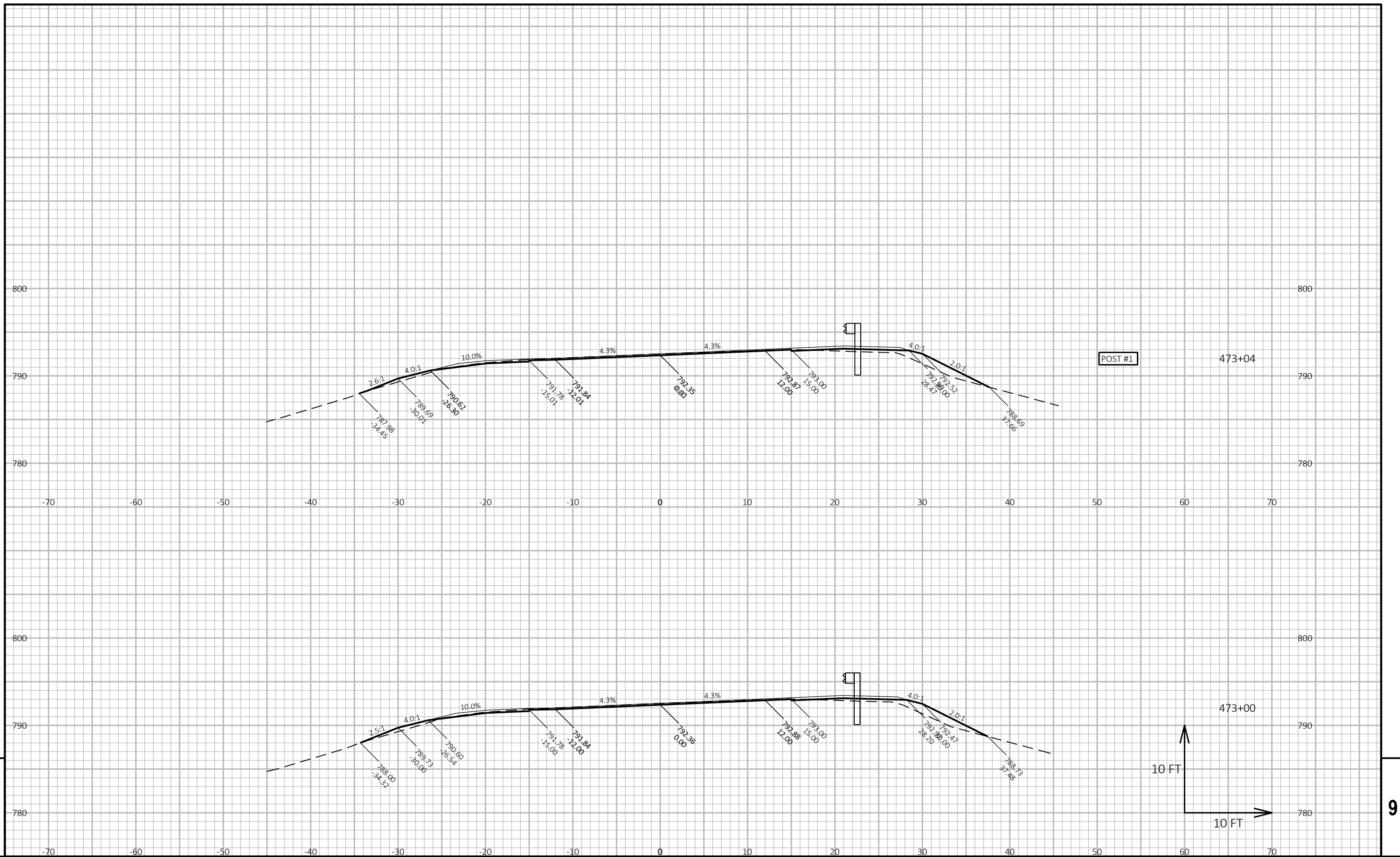
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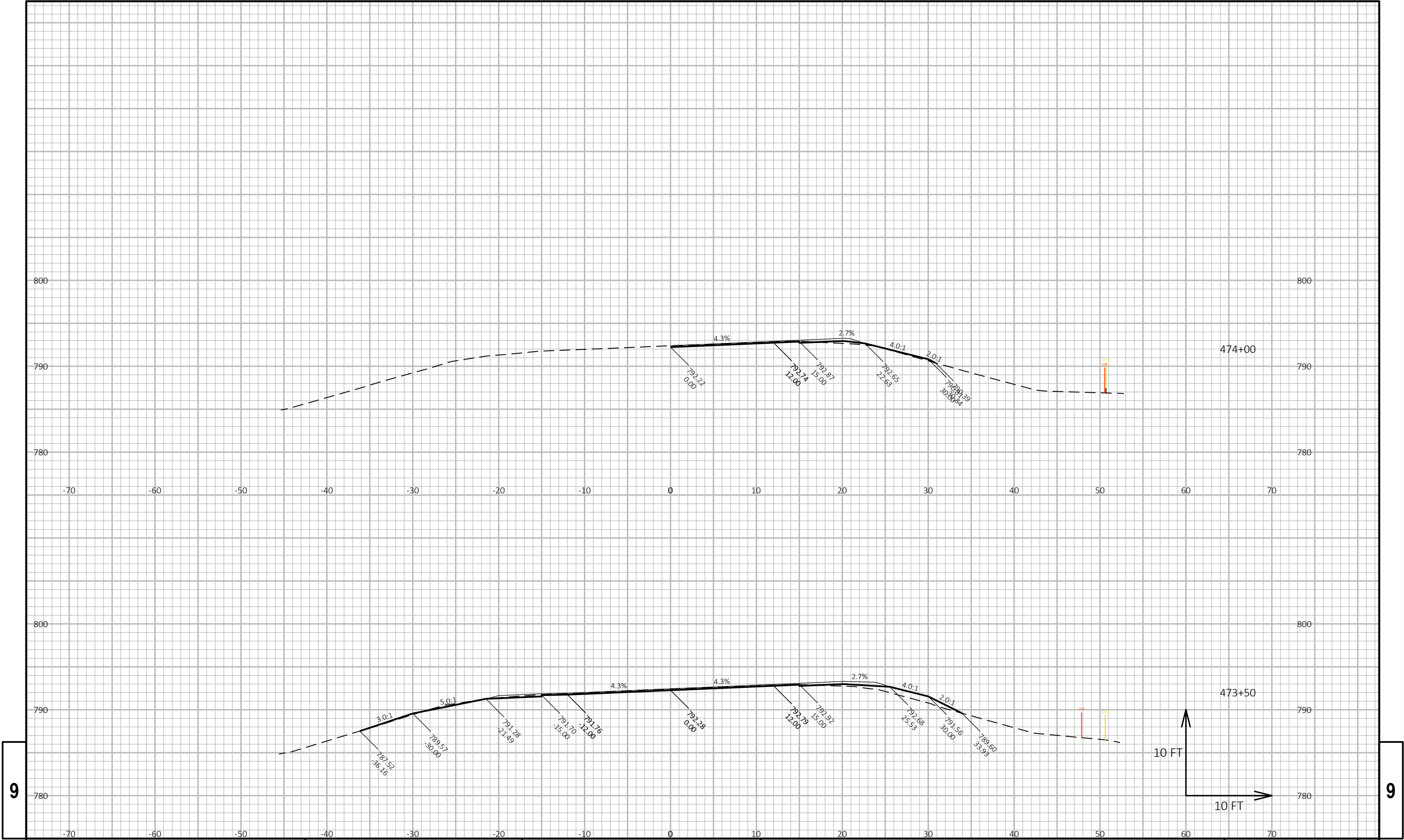








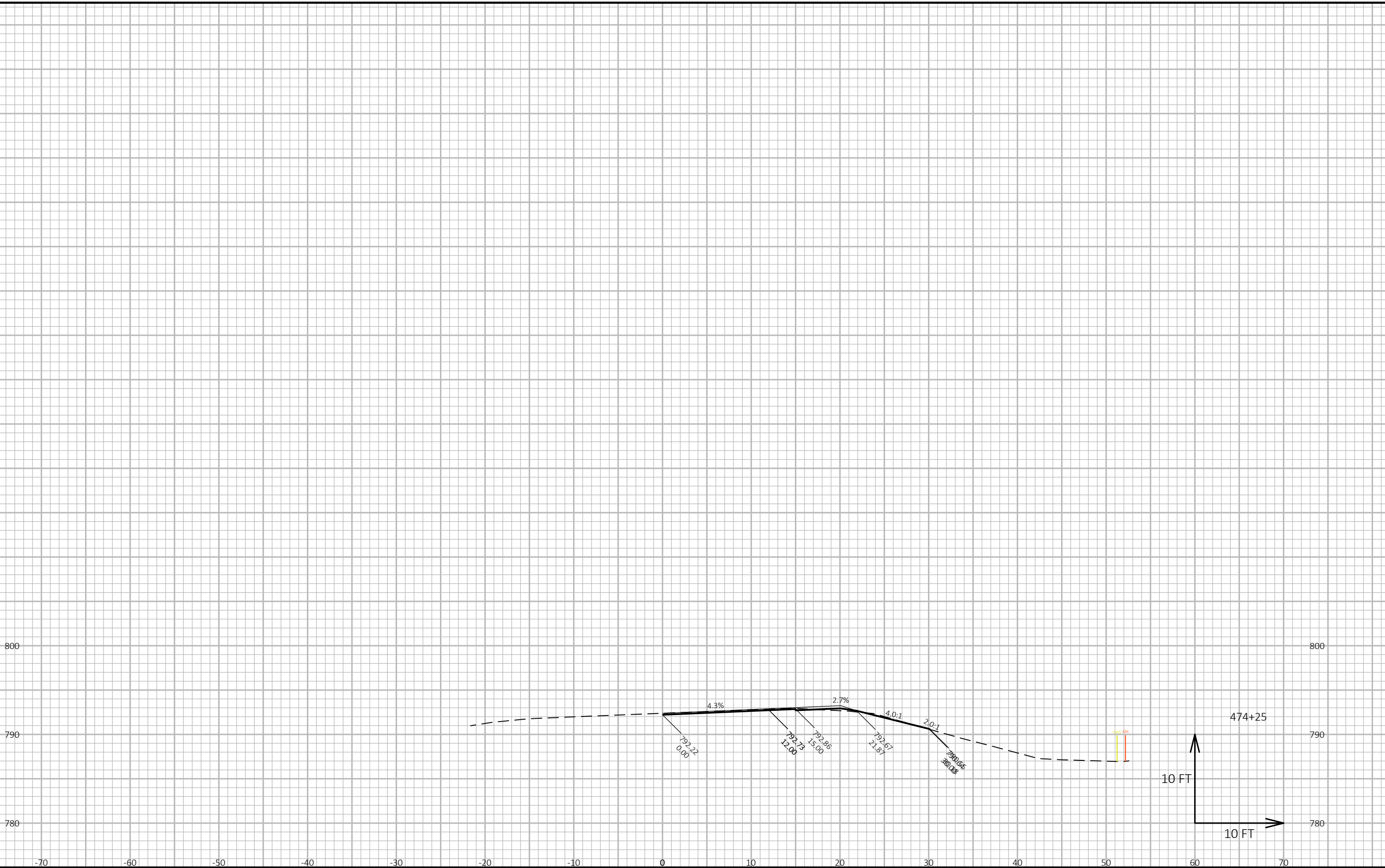
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 148	E
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9

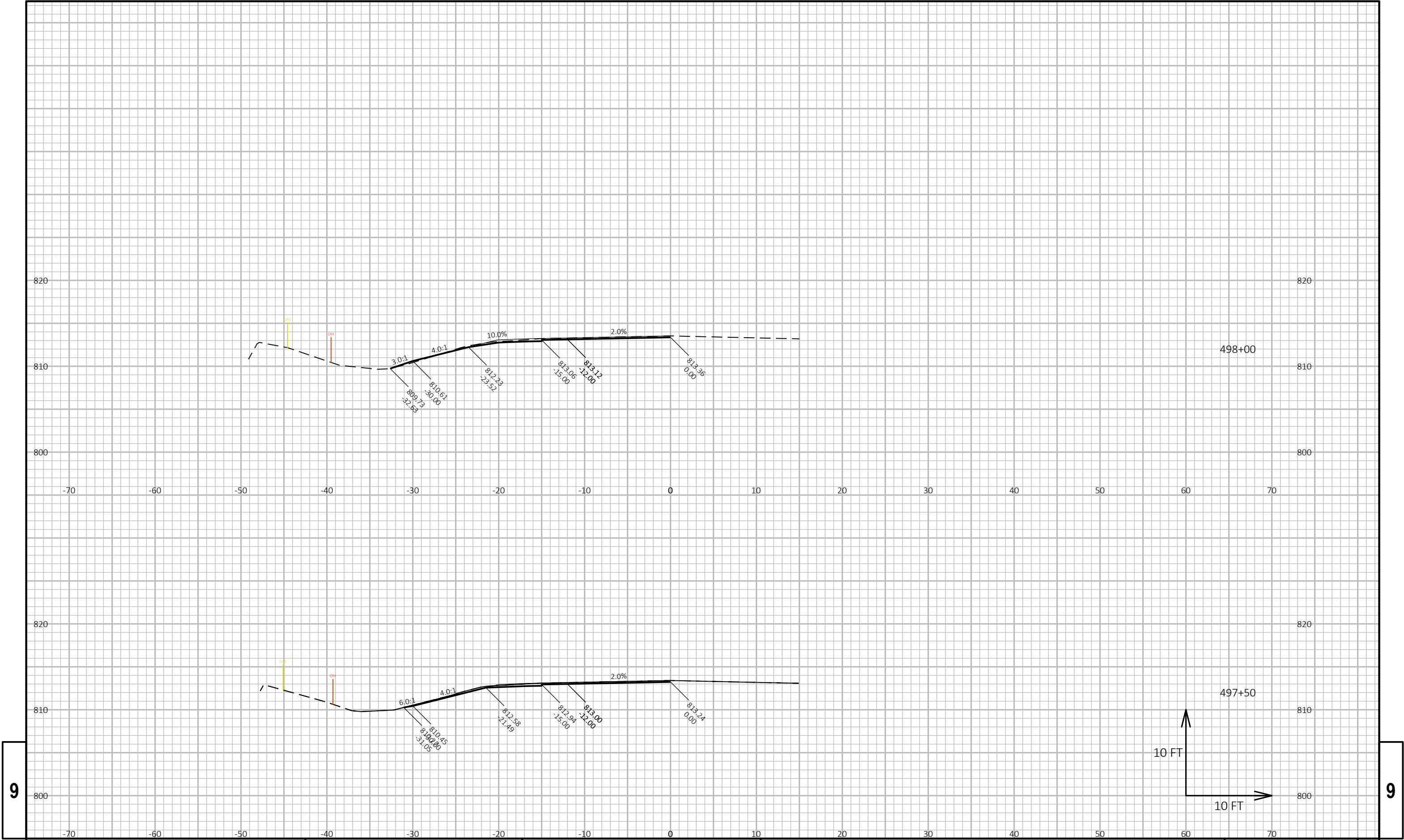
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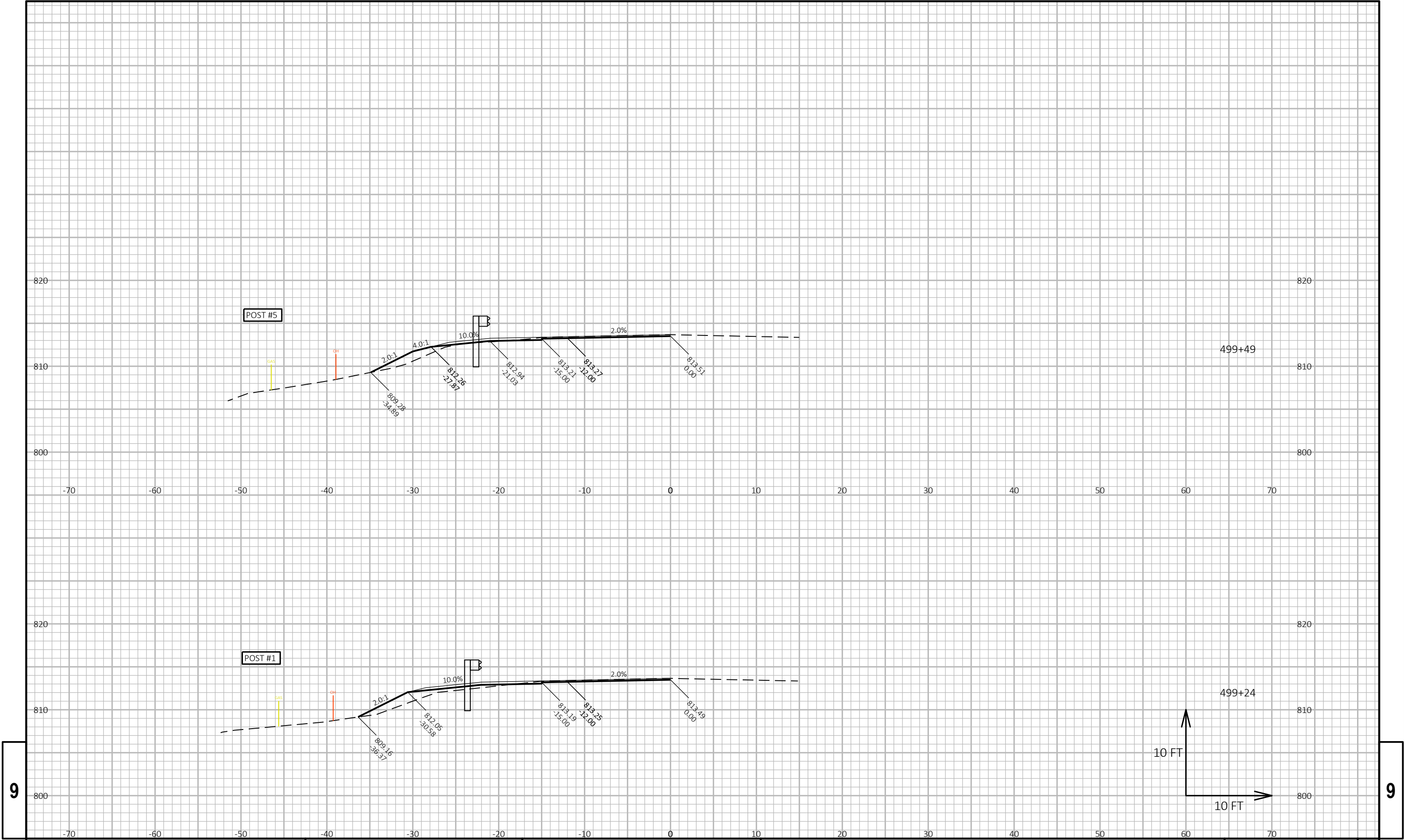
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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 150	E
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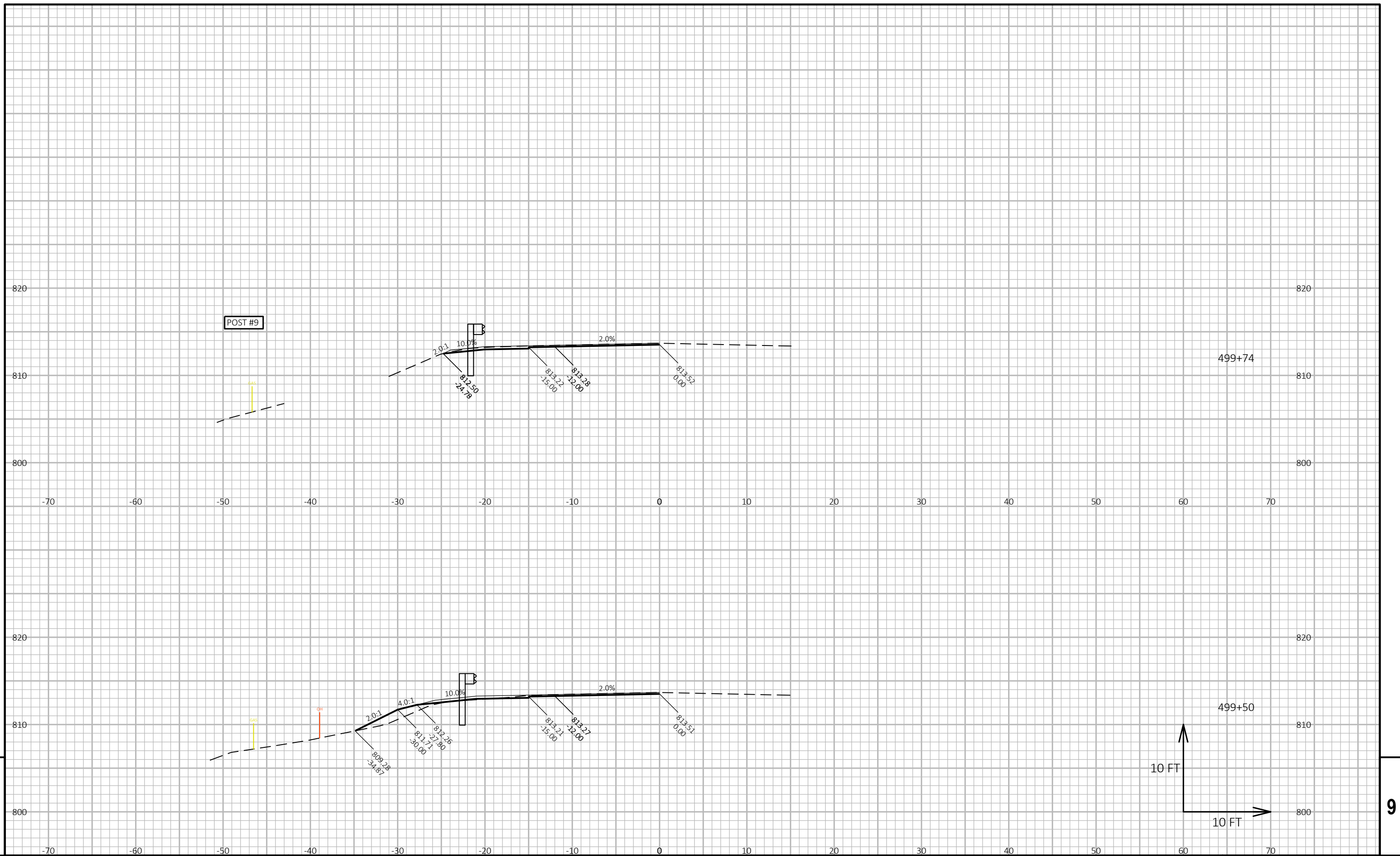
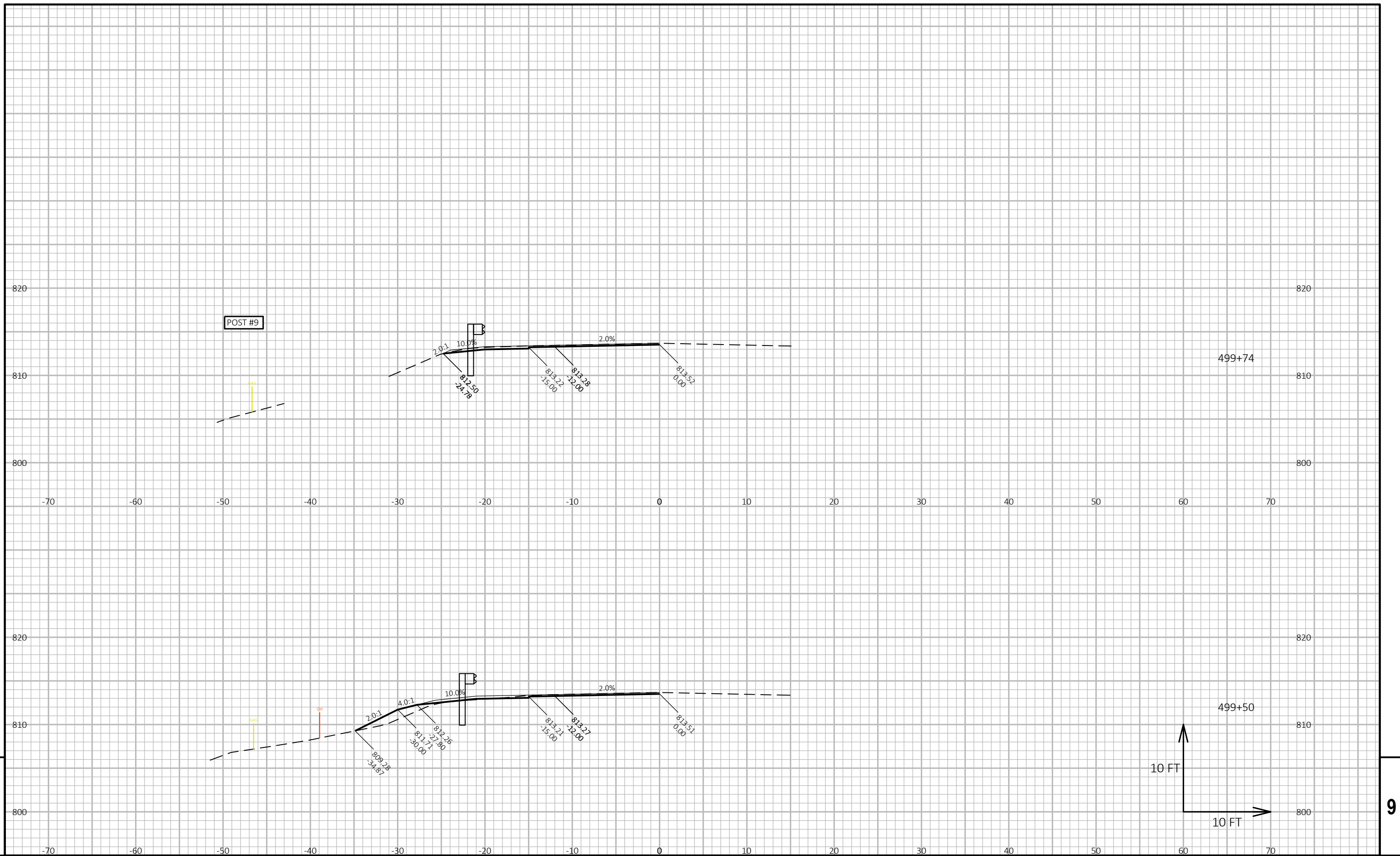
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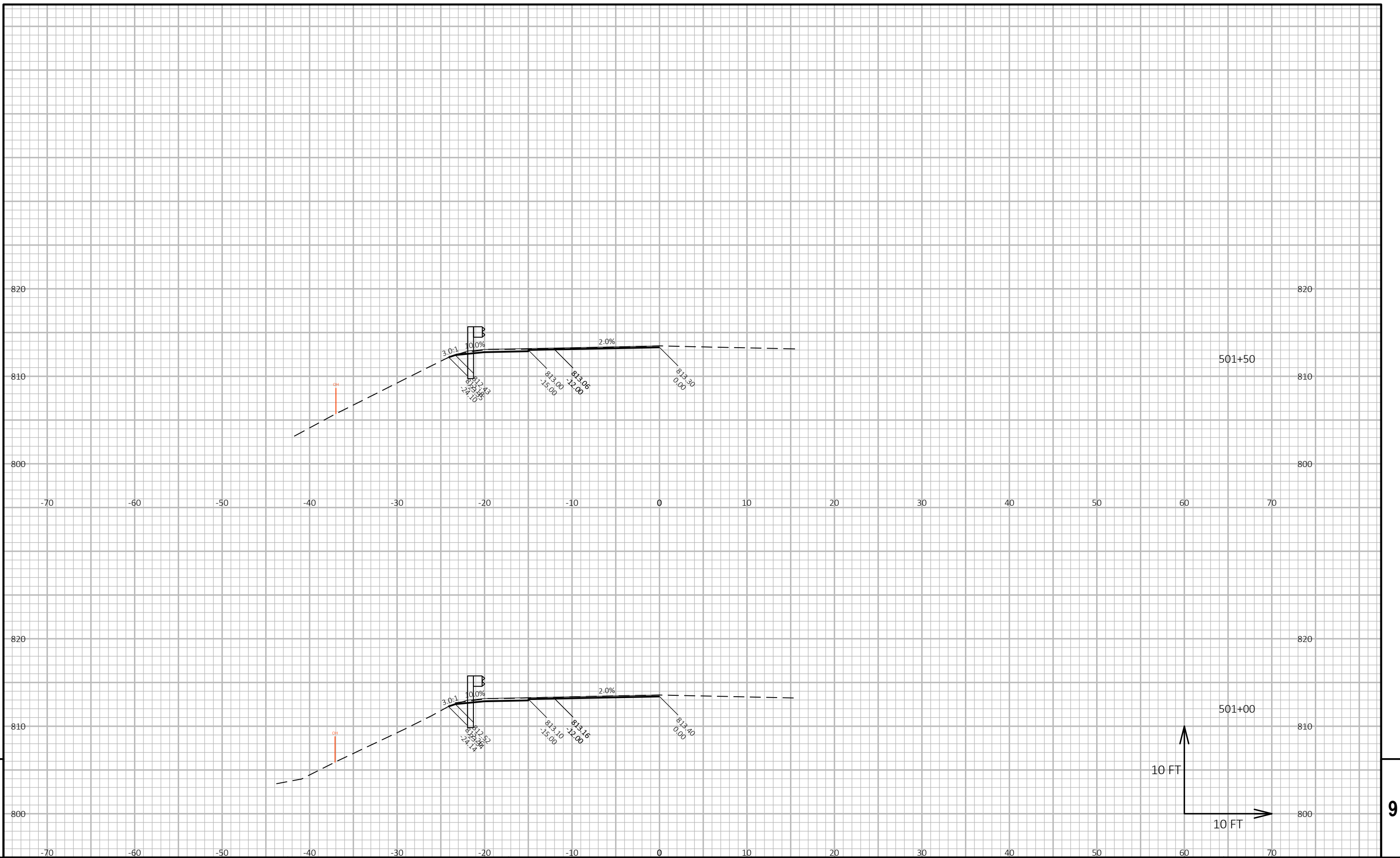
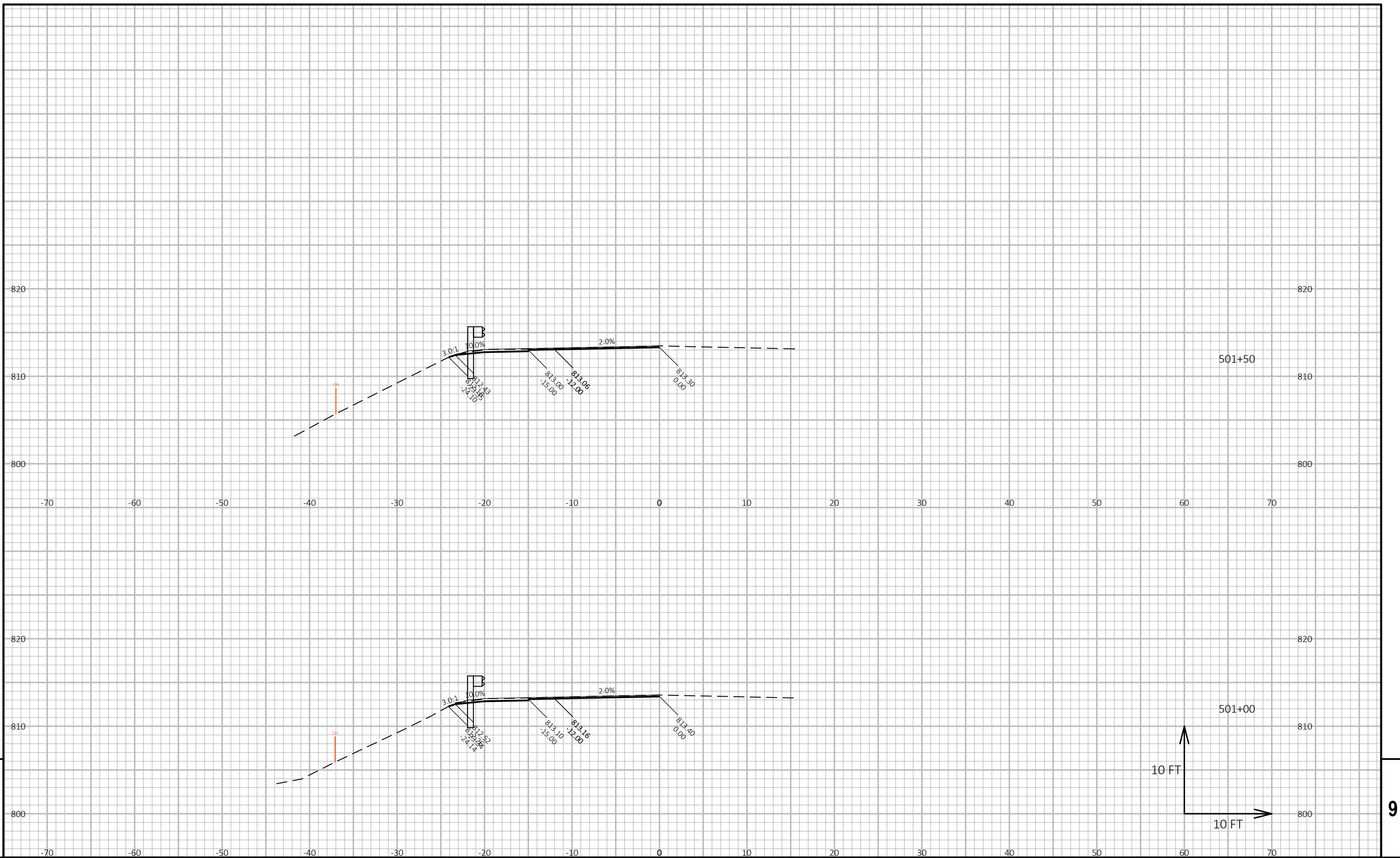


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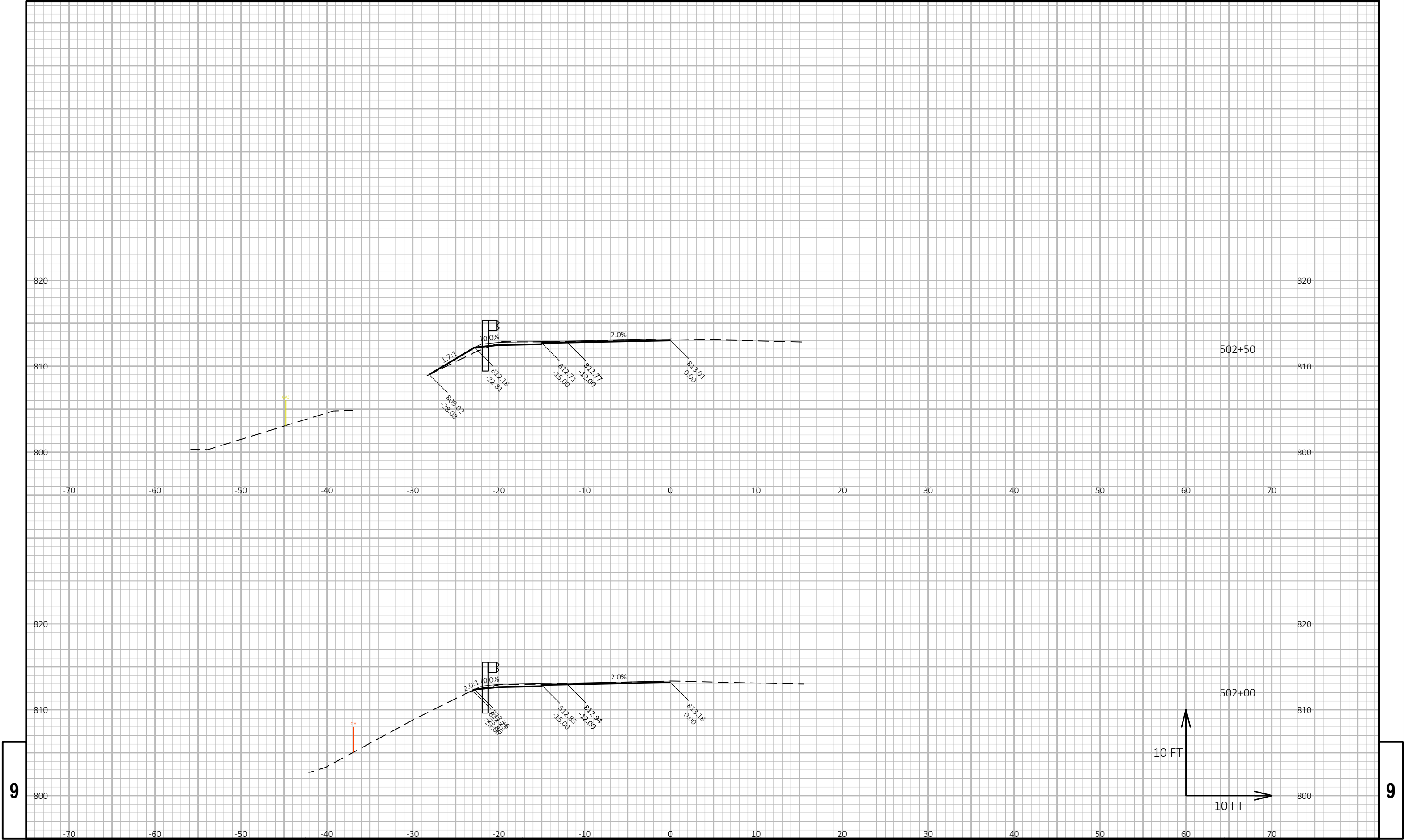


PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 154	E
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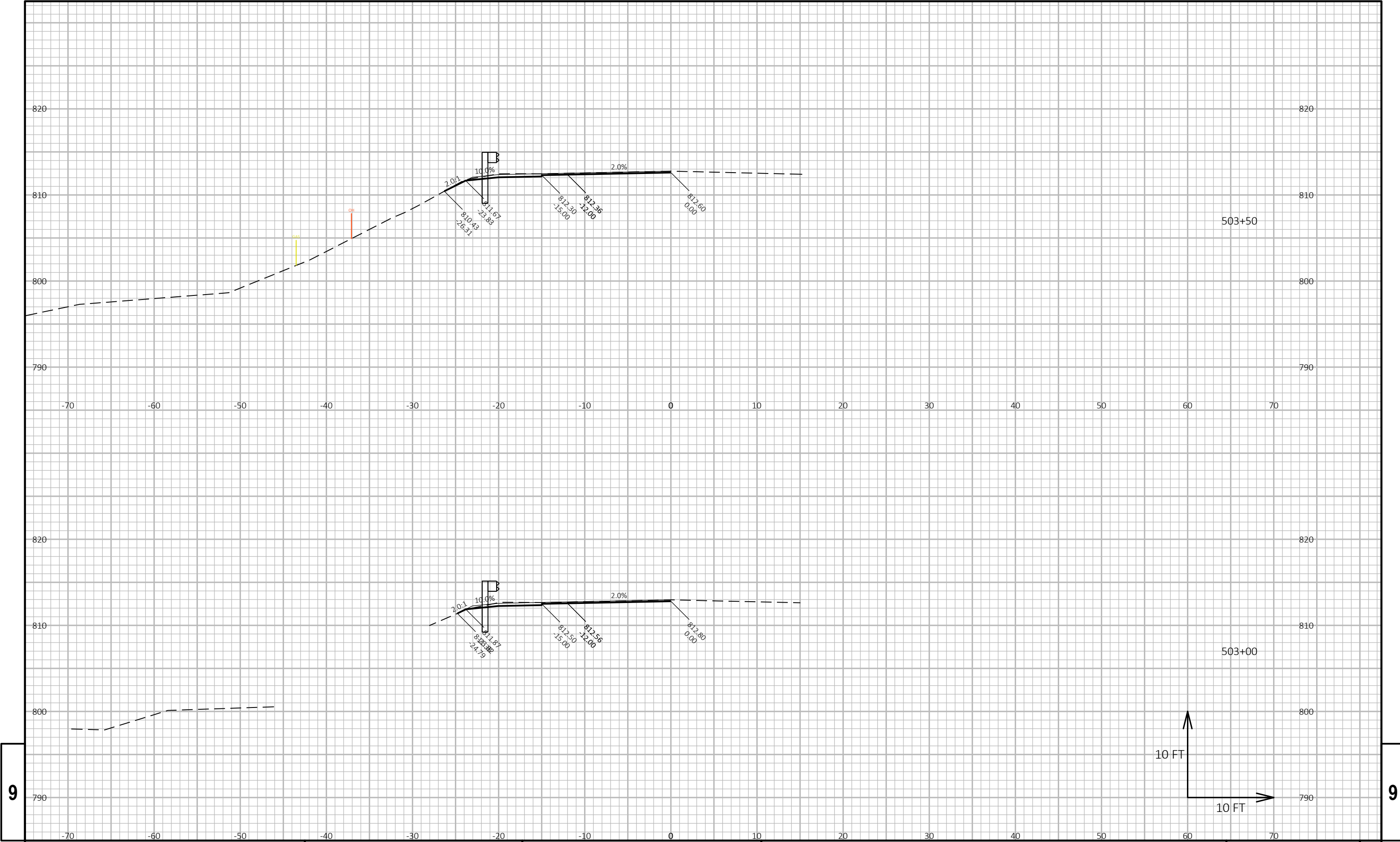
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 156	E
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FILE NAME :	N:\PDS\C3D\17060430\SHEETSO\THER\UTILITY PLAN SHEETS\090201-XS.DWG	PLOT DATE :	8/1/2018 9:32 AM	PLOT BY :	RACH, JEREMY PAUL	PLOT NAME :		PLOT SCALE :	1 IN:10 FT HORZ. / 1 IN:10 FT VERT.		WISDOT/CADD SHEET 49
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9

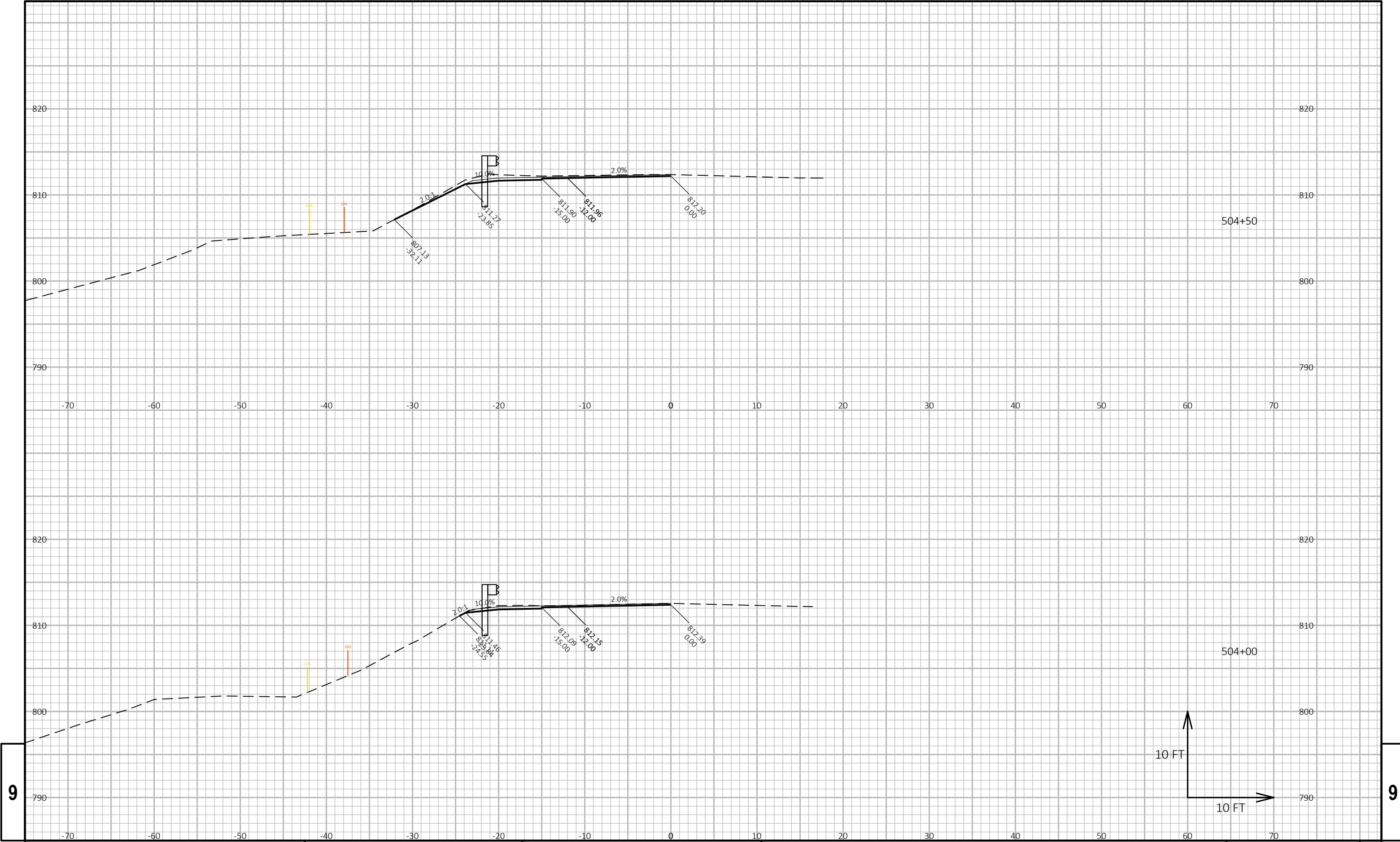
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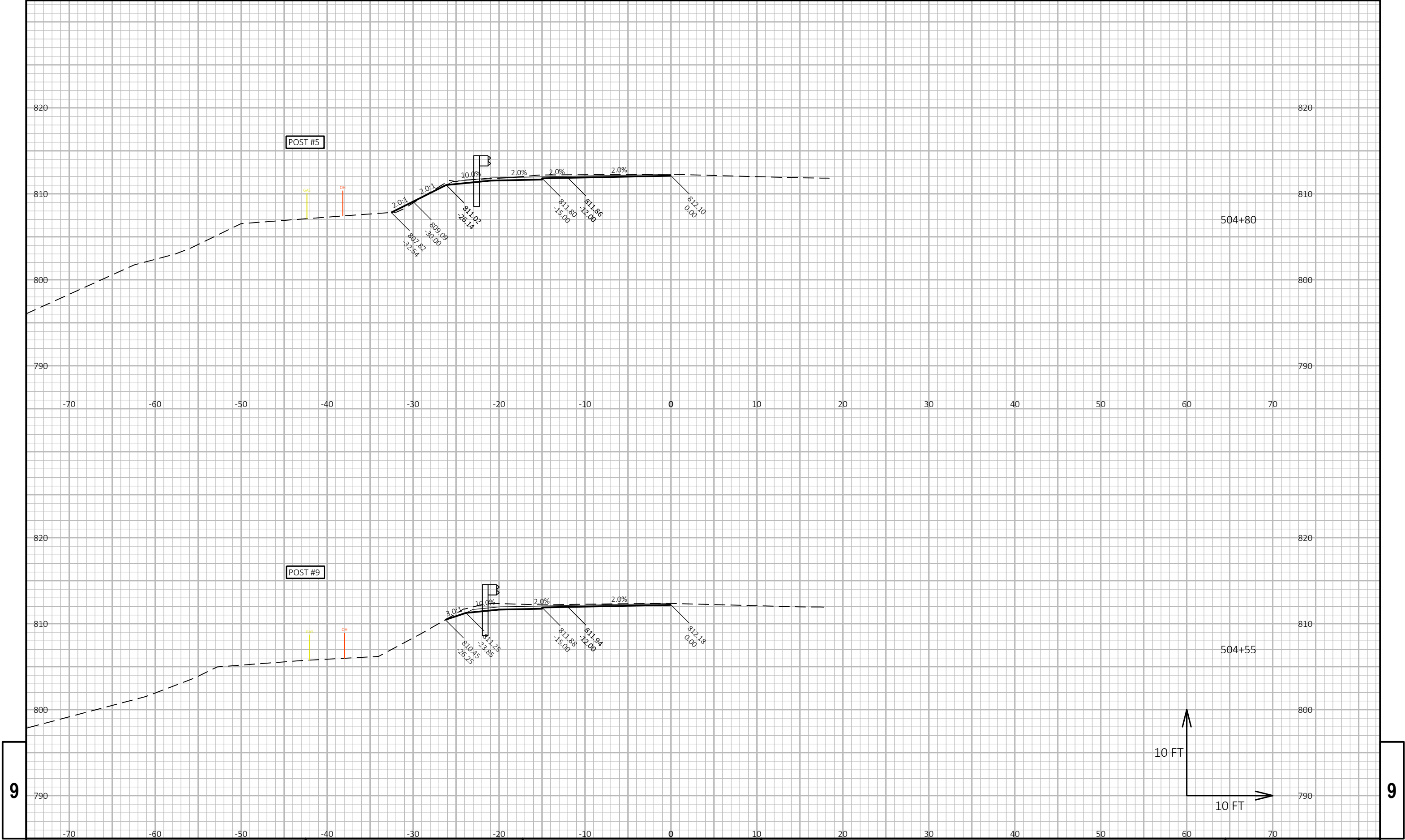
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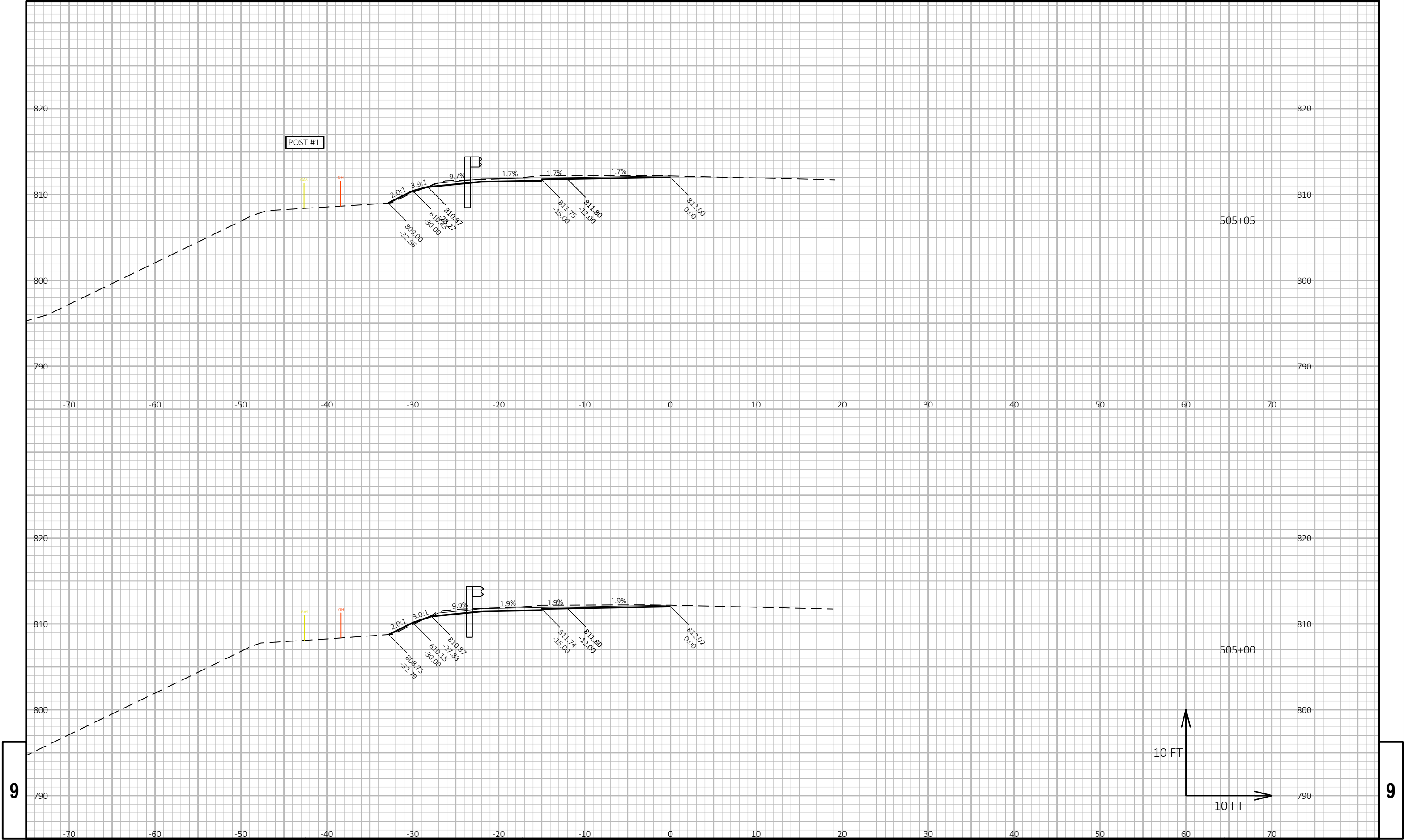
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 158	E
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9

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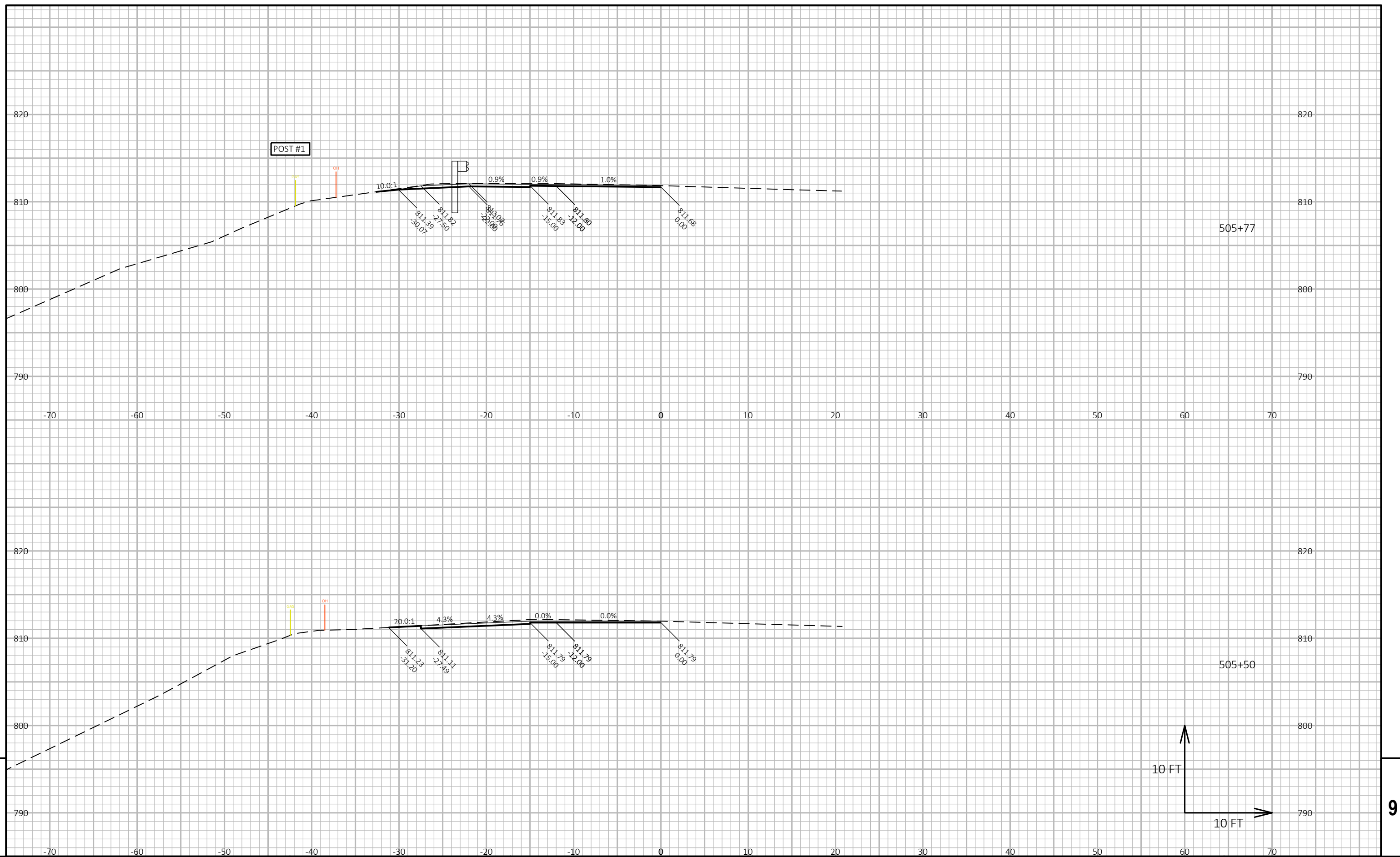
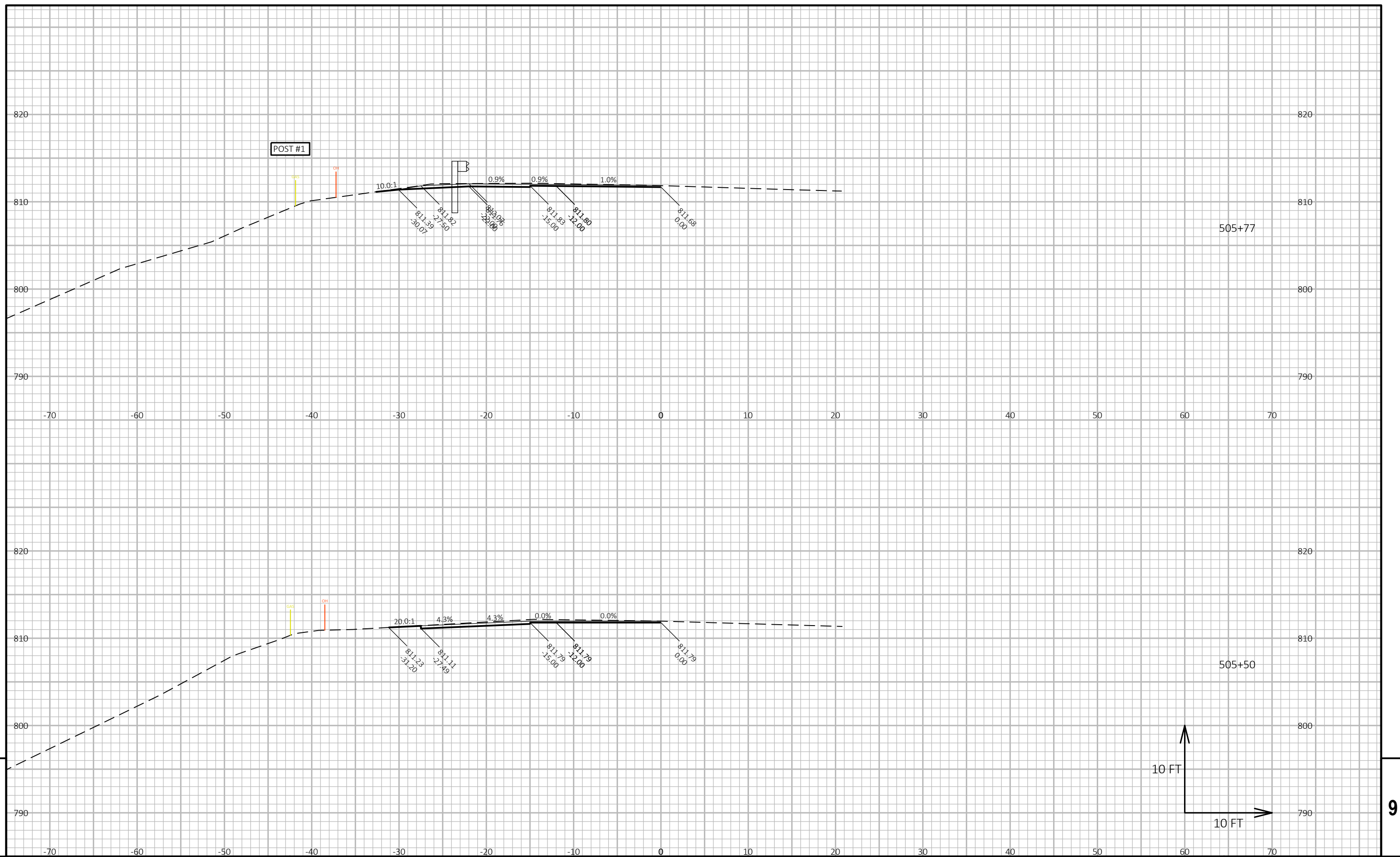




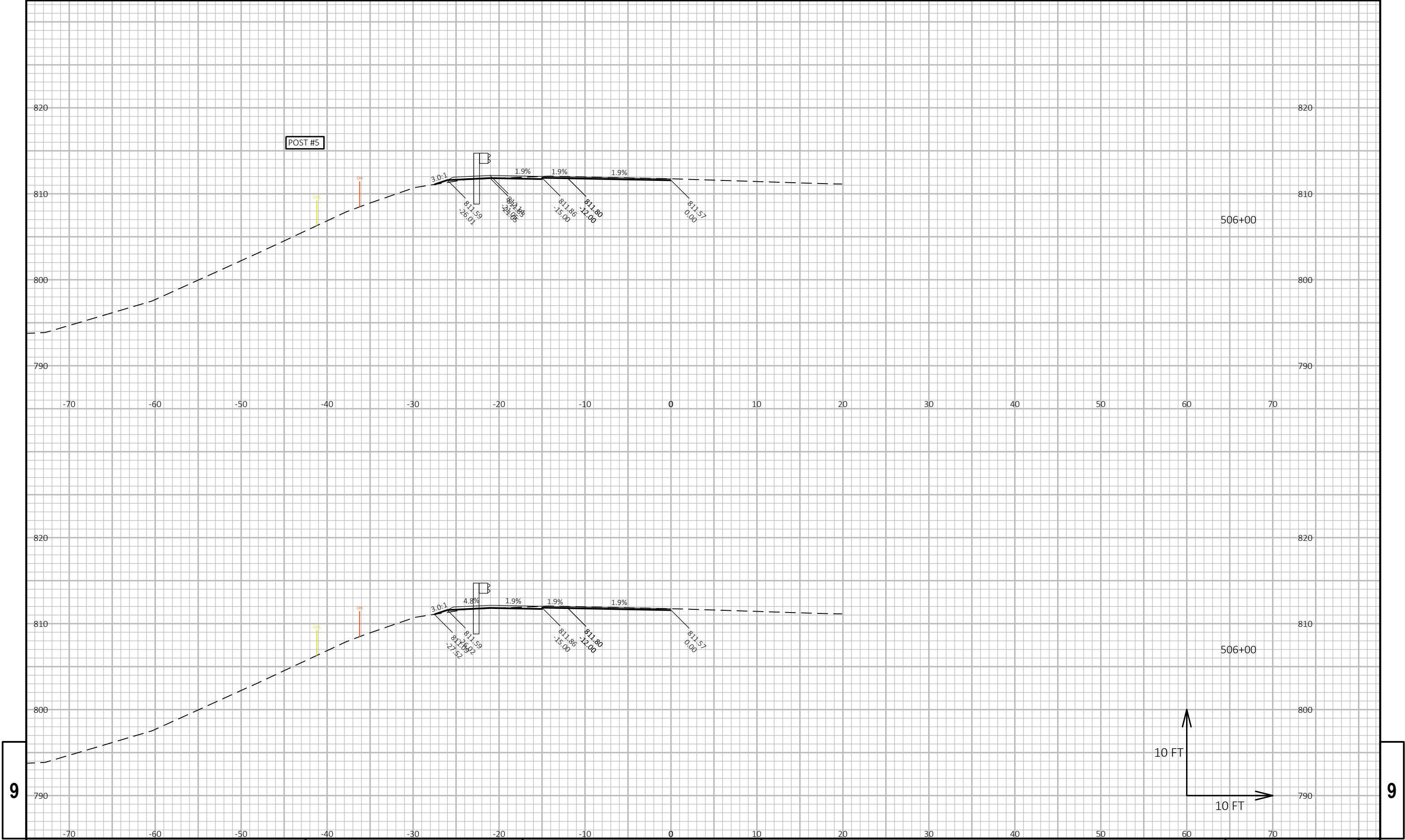
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PROJECT NO:	1706-04-60	HWY:	STH 11	COUNTY:	LAFAYETTE	CROSS SECTIONS:	MAINLINE	SHEET	161	E
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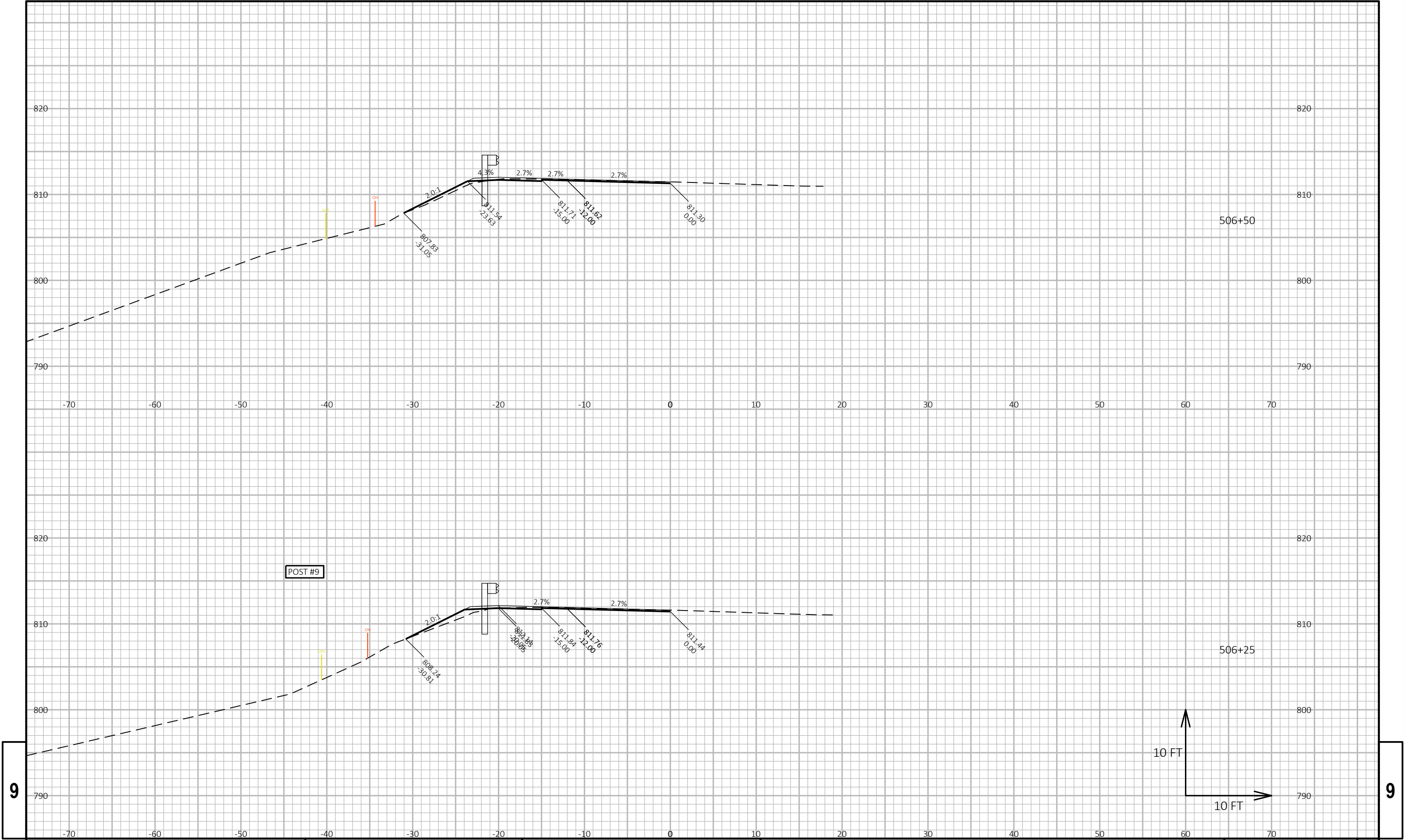
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 162	E
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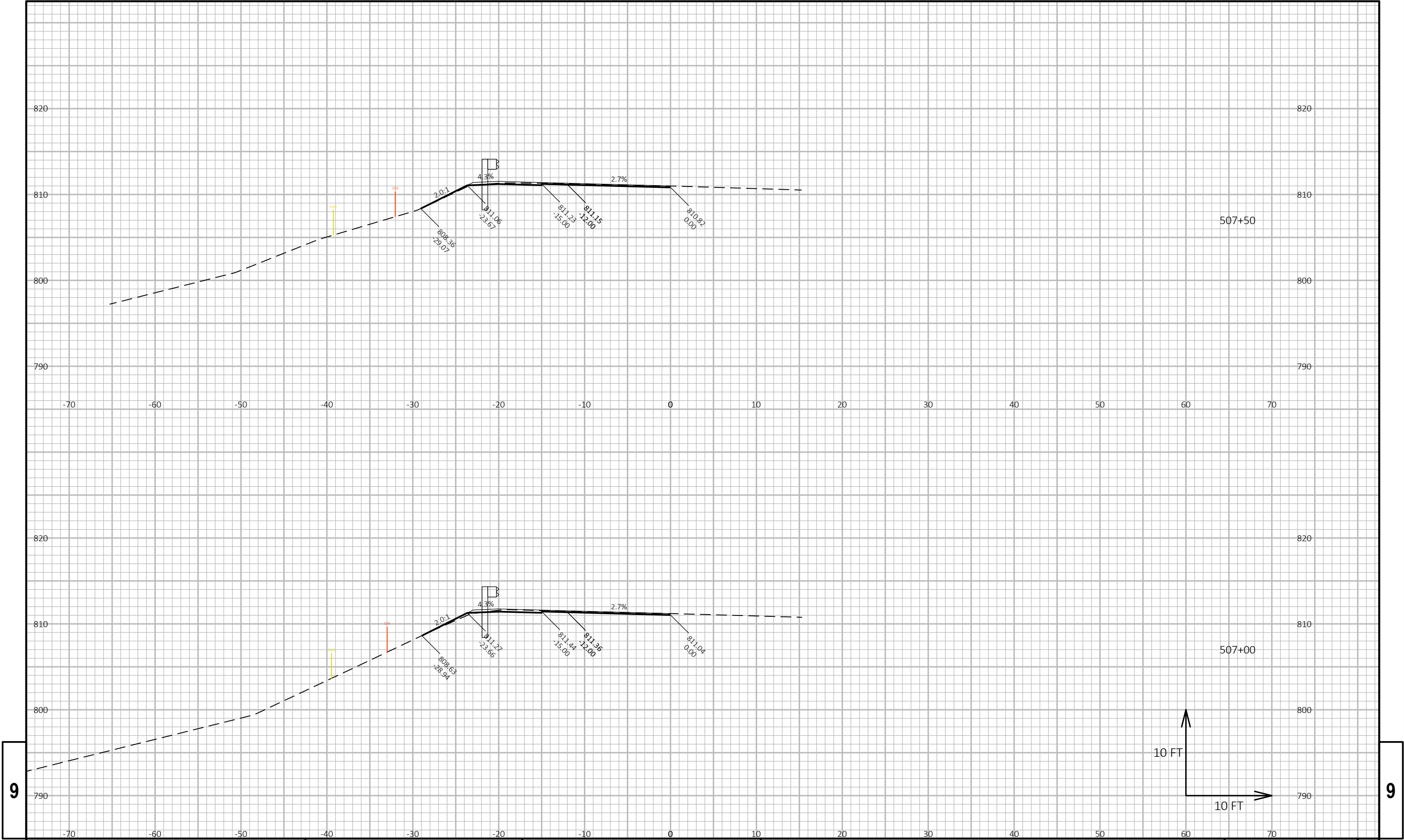


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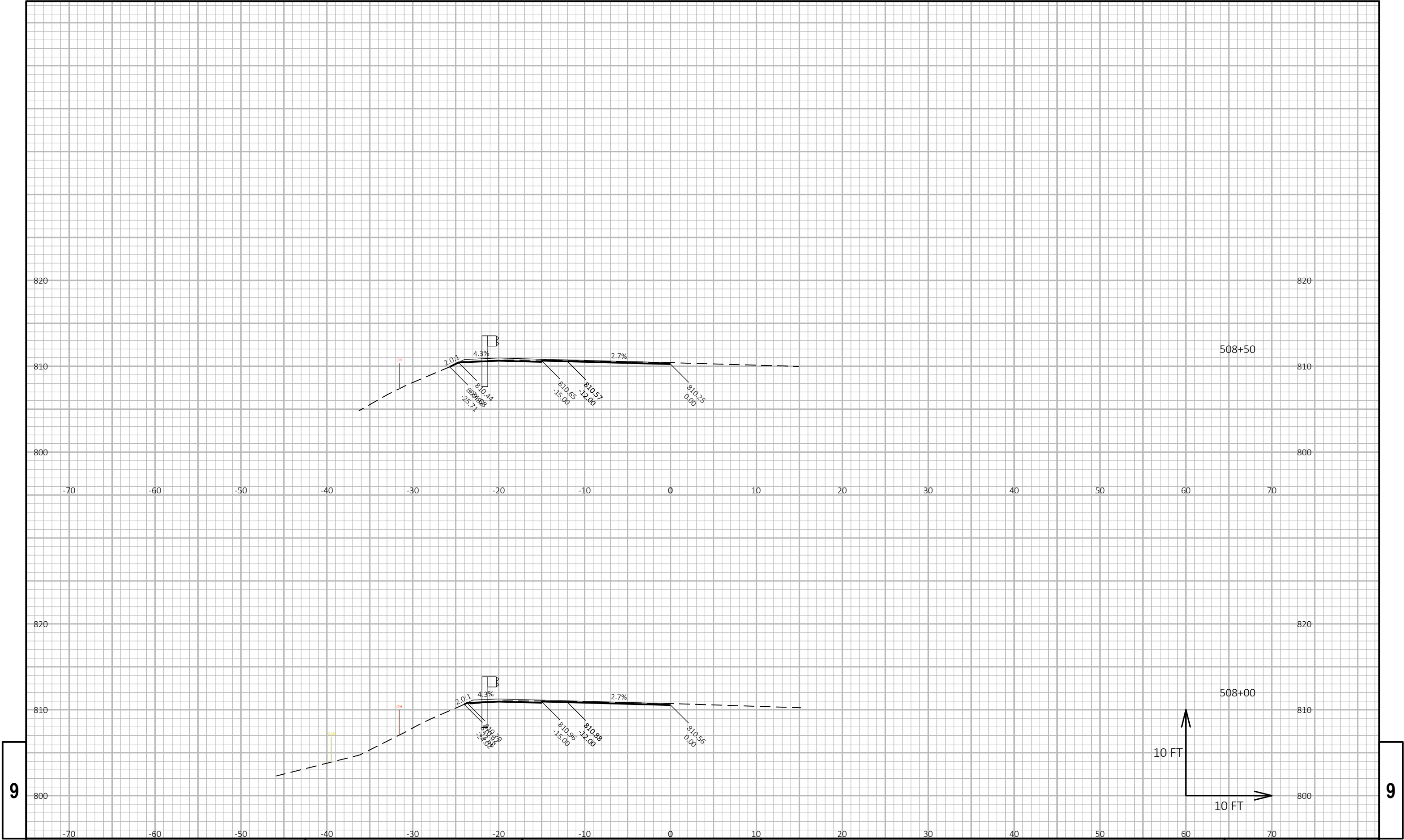
PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 163	E
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9

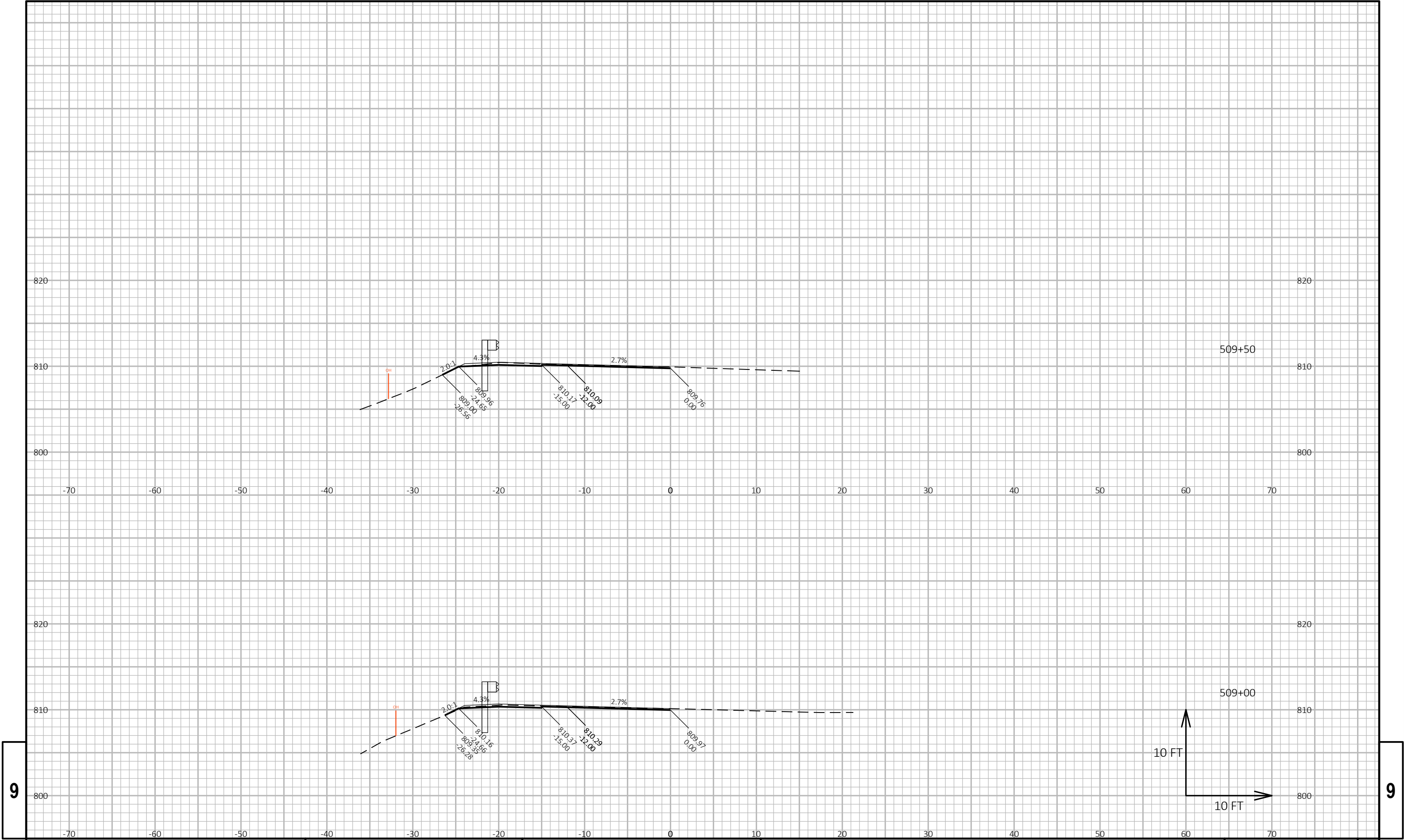
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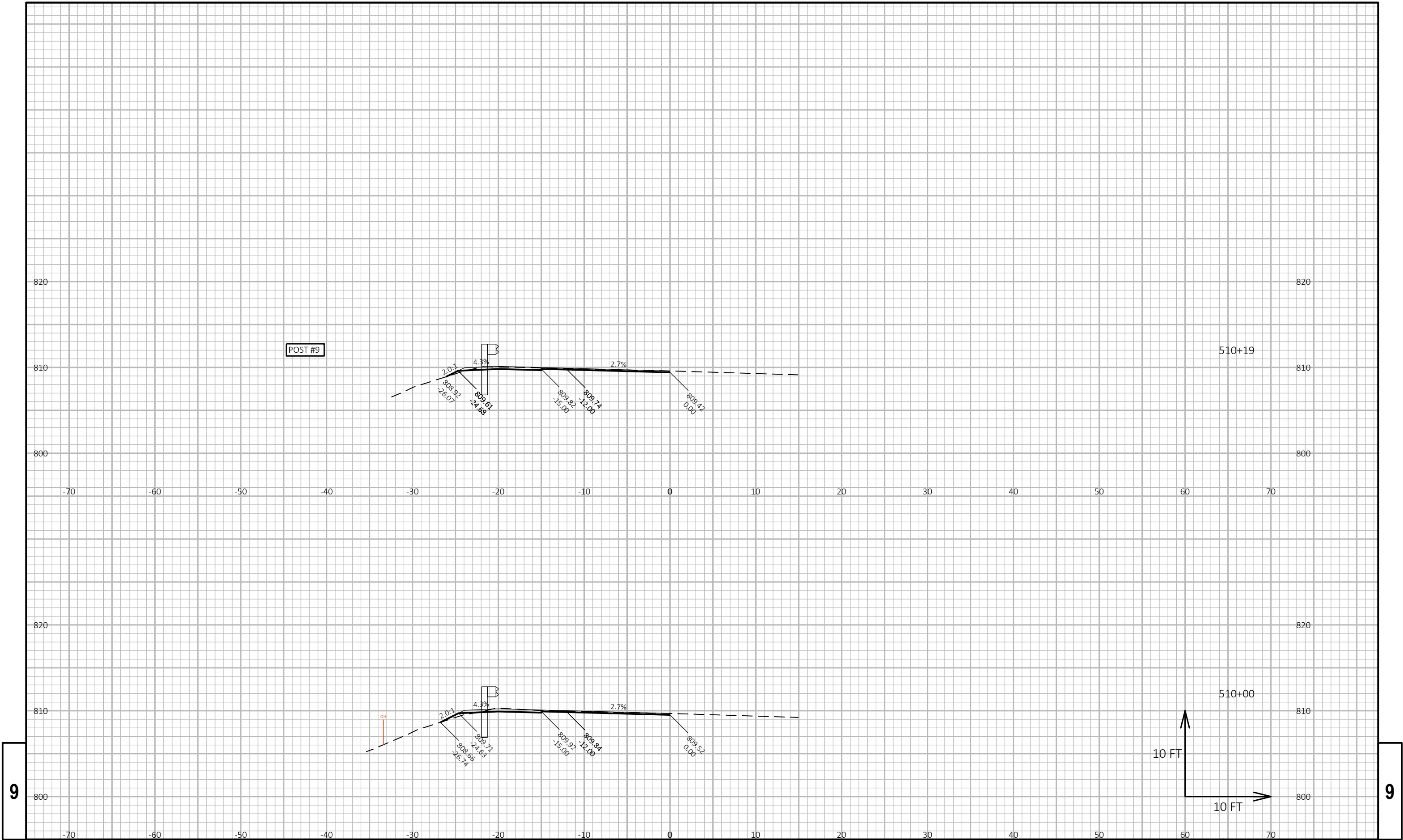
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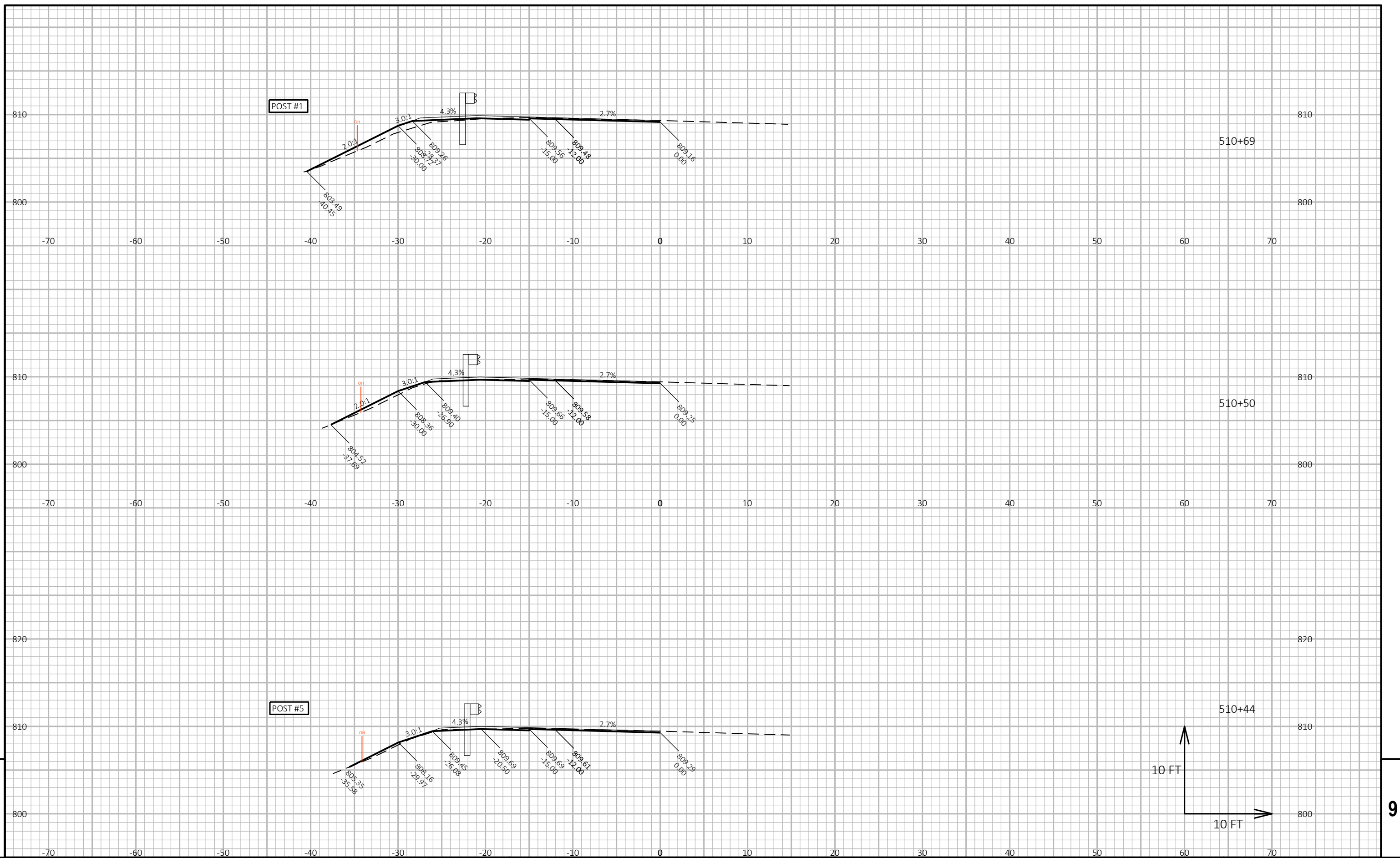
PROJECT NO:	1706-04-60	HWY:	STH 11	COUNTY:	LAFAYETTE	CROSS SECTIONS:	MAINLINE	SHEET	166	E
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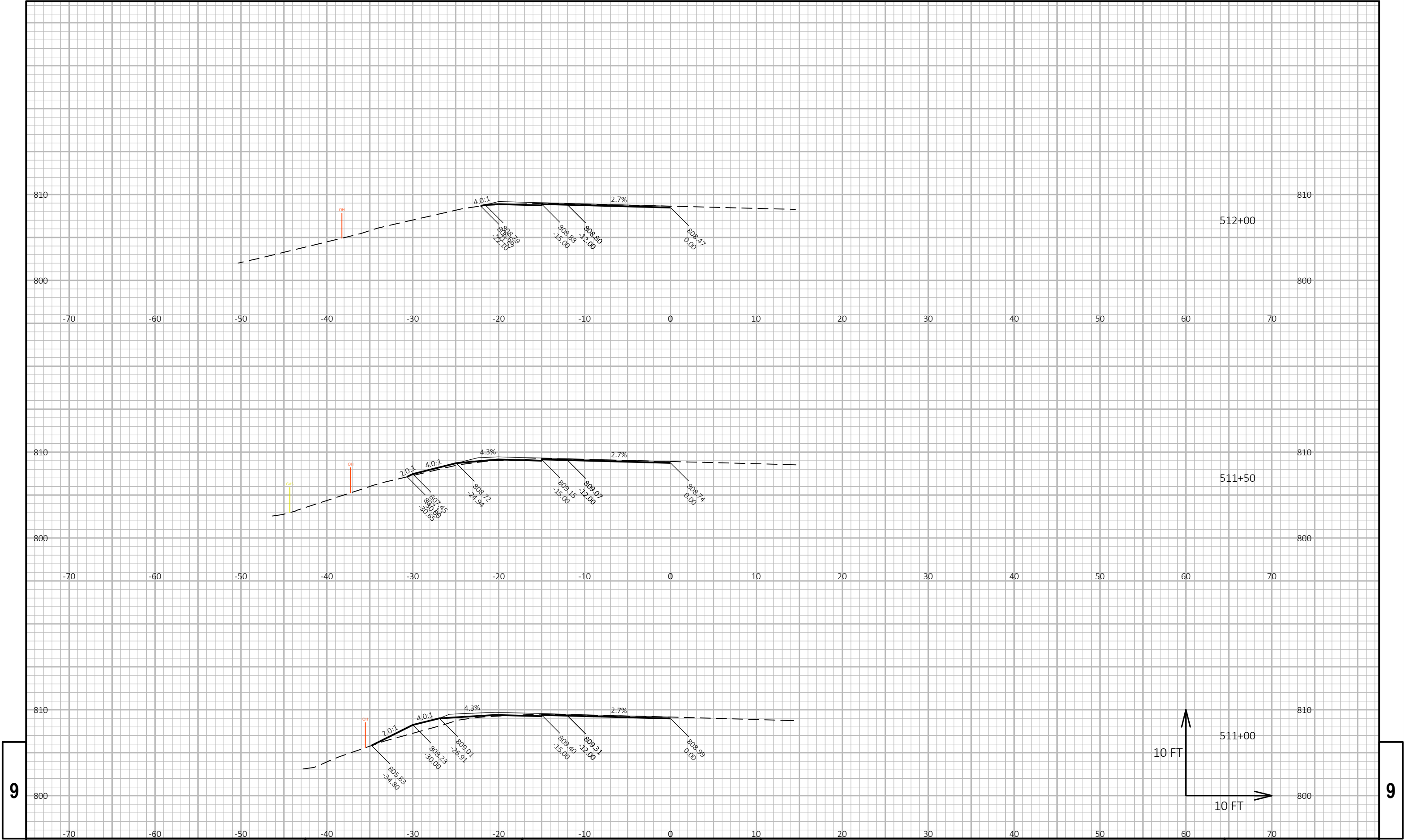


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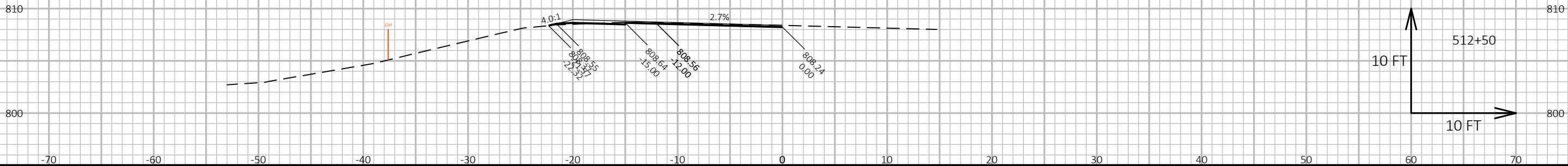


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PROJECT NO: 1706-04-60	HWY: STH 11	COUNTY: LAFAYETTE	CROSS SECTIONS: MAINLINE	SHEET 170	E
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