GRE

OCTOBER 2022

PROJECT ID: **4430-21-71**

WITH: N/A

COUNTY: **DOOR**

ORDER OF SHEETS



TOTAL SHEETS = 102

N

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**PLAN OF PROPOSED IMPROVEMENT**

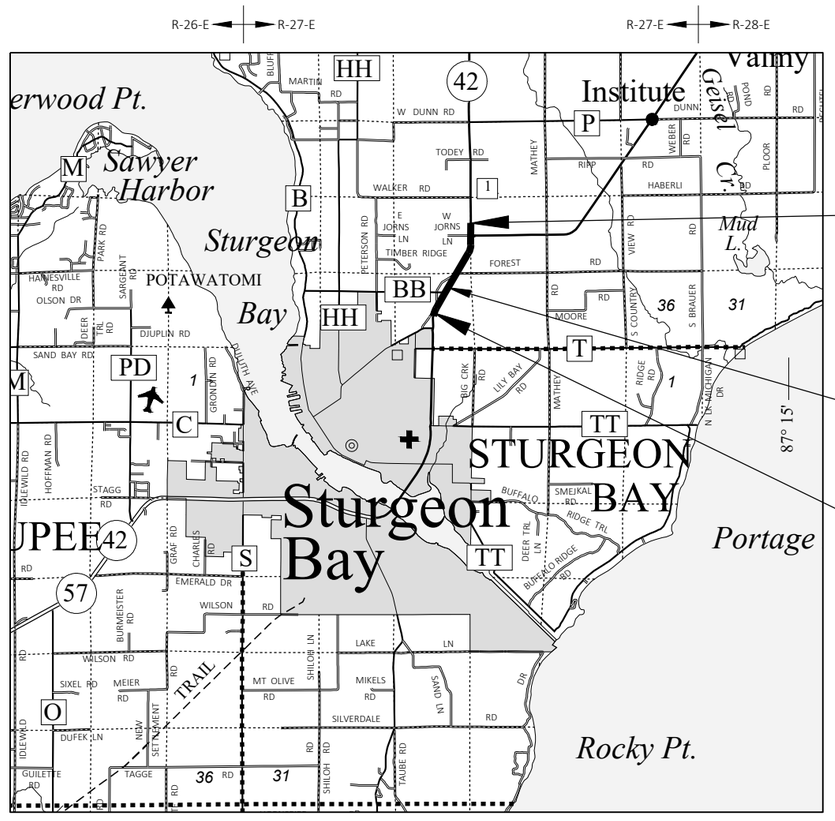
# STURGEON BAY - EGG HARBOR

**EGG HARBOR ROAD - MID JUNCTION 42/57**

## STH 42
## DOOR COUNTY

| STATE PROJECT NUMBER |
|---|
| **4430-21-71** |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 4430-21-71 | WISC 2023006 | 1 |
| | | |
| | | |
| | | |




END PROJECT
STA 6+37.89
Y= 172,482.620
X= 504,381.497

T-28-N

T-27-N

C-15-02 (TO REMAIN)
STA 101+86

BEGIN PROJECT
STA 915+03.33
Y= 166,238.410
X= 501,766.022

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 1.169 MILES

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

DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | 2023 | = | 10,110 |
| A.A.D.T. | 2043 | = | 10,920 |
| D.H.V. | | = | --- |
| D.D. | | = | 50/50 |
| T. | | = | 13.8% (AADT) |
| DESIGN SPEED | | = | 45 MPH |
| ESALS | | = | 3,600,000 |

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | NER |
| Designer | D. SCHROEDER |
| Project Manager | P. BRAUER |
| Regional Examiner | REGIONAL EXAMINER |
| Regional Supervisor | D. SEGERSTROM |

APPROVED FOR THE DEPARTMENT

DATE: 7/15/2022 Paul Brauer, P.E. (Signature)

**E**

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\010101-TI.DWG PLOT DATE : 5/26/2022 9:45 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

2

## GENERAL NOTES

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

LOCATION OF EXISTING RIGHT-OF-WAY IS APPROXIMATE.

| HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS | | |
|---|---|---|
| THICKNESS | LAYERS | ASPHALT MIX BID ITEM |
| 2 1/2-INCHES* | 1 3/4-INCH UPPER LAYER<br>3/4-INCH LEVELING LAYER* | 4 MT 58-28 S<br>4 MT 58-28 S |
| 3 1/2-INCHES | 1 3/4-INCHES UPPER LAYER<br>1 3/4-INCHES LOWER LAYER | 4 MT 58-28 S<br>4 MT 58-28 S |

* NOMINAL THICKNESS.

LEVELING LAYER WILL BE USED FOR CROWN CORRECTION.

SLOPE SHALL BE FROM 1.5% EXISTING TO 2% PROPOSED.

SEE TYPICAL SECTIONS FOR THICKNESS

DNR LIAISON

MATT SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVE.
GREEN BAY, WI 54313
(920) 366-1544
matthew.schaeve@wisconsin.gov

DOOR COUNTY HIGHWAY COMMISSIONER

JOHN KOLODZIEJ
1001 S. DULUTH AVE
STURGEON BAY, WI 54235
(920) 746-2500
jkolodziej@co.door.wi.us

NE REGION SURVEY COORDINATOR

CORMAC MCINNIS, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5638
cormac.mcinnis@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

PAUL BRAUER, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 366-1097
paul.brauer@dot.wi.gov

## UTILITIES CONTACTS

VICTORIA KASSAB
AT&T WISCONSIN - COMMUNICATION LINE
205 S JEFFERSON ST
GREEN BAY, WI 54301
(920) 401-7512
vk352k@att.com

RICK VINCENT
NET LEC LLC - COMMUNICATION LINE
450 SECURITY BLVD
P O BOX 19079
GREEN BAY, WI 54307-9079
(920) 617-7316
rick.vincent@nsight.com

JASON BIERI
STURGEON BAY UTILITIES - ELECTRICITY
230 E VINE ST
P O BOX 27
STURGEON BAY, WI 54235-2039
(920) 746-2820
(920) 493-6491 (MOBILE)
jbieri@sbunet.com

DOUG VOSBERG
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
(608) 877-7650
dvosberg@atcllc.com

VINCENT ALBIN
SPECTRUM - COMMUNICATION LINE
3520 E DESTINATION DR
APPLETON, WI 54915
(920) 831-9249
vince.albin@charter.com

JOEL SAWICKI
WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
800 COLUMBUS STREET
P O BOX 236
TWO RIVERS, WI 54241-0236
(920) 657-1862
(920) 680-3181 (MOBILE)
joel.sawicki@wisconsinpublicservice.com

ORDER OF SECTION 2 DETAIL SHEETS



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

## 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<br>.22 | .16<br>.30 | .22<br>.38 | .12<br>.26 | .20<br>.34 | .27<br>.44 | .15<br>.30 | .24<br>.37 | .33<br>.50 | .19<br>.34 | .28<br>.41 | .38<br>.56 |
| MEDIAN STRIP-TURF | .19<br>.24 | .20<br>.26 | .24<br>.30 | .19<br>.25 | .22<br>.28 | .26<br>.33 | .20<br>.26 | .23<br>.30 | .30<br>.37 | .20<br>.27 | .25<br>.32 | .30<br>.40 |
| SIDE SLOPE-TURF | | | .25<br>.32 | | | .27<br>.34 | | | .28<br>.36 | | | .30<br>.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 = 20 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.1 ACRES

2

N

END PROJECT
STA 6+37.89
Y=172,482.620
X=504,381.497

JORNS LN

STA AHEAD = 0+00.00
STA BACK = 145+47.76

STATE HIGHWAY 57

0+00

140+00

130+00

120+00

FOREST ROAD

EXISTING STRUCTURE C-15-02
(TO REMAIN)

110+00

STH 42/57

CTH BB

100+00

REPLACE GUARDRAIL RT.
INSTALL GUARDRAIL LT.

90+00

STA AHEAD = 88+59.13
STA BACK = 920+98.66

OLD HIGHWAY ROAD

BEGIN PROJECT
STA 915+03.33
Y=166,238.410
X=501,766.022

EGG HARBOR ROAD

ALABAMA STREET

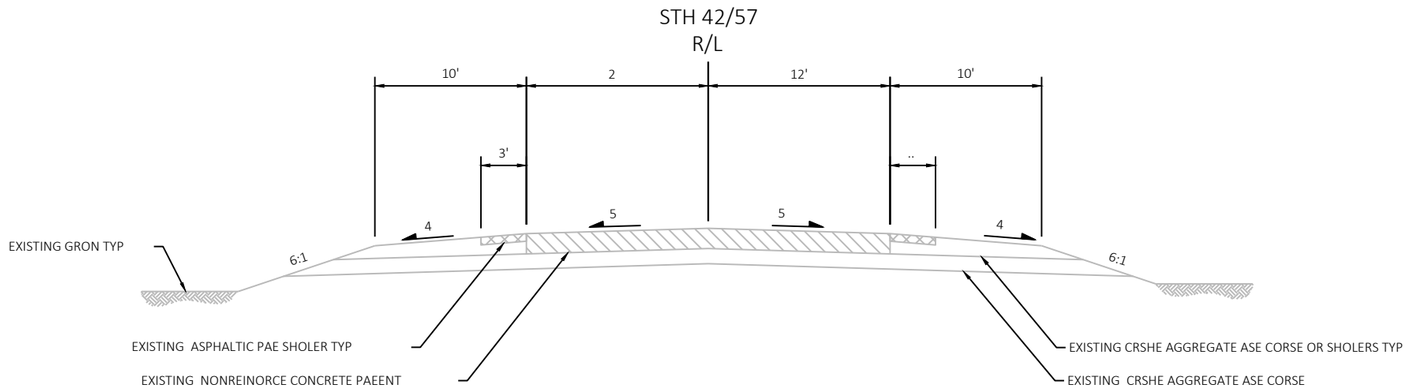
COUNTY ROAD T

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

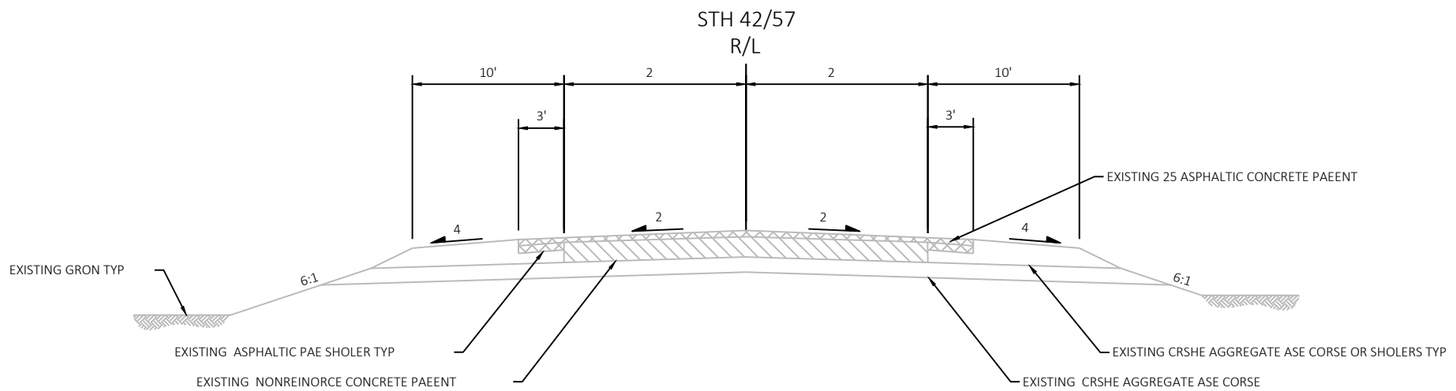
PLOT DATE : 3/10/2022 10:25 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:1000 FT

2




EXISTING TYPICAL SECTION STH 42/57

STA 915+03 TO STA 920+98.66
STA 88+59.13 TO STA 94+89




EXISTING TYPICAL SECTION STH 42/57

STA 94+89 TO STA 133+33

| | | | | | |
|---|---|---|---|---|---|
| PROECT NO 4427 | HY STH 42 | CONTY OOR | EXISTING TYPICAL SECTIONS | SHEET 4 | E |

ILE NAE NPSC442SHEETSPLAN2TSG
LAYOT NAE 2

PLOT ATE //222 25 A

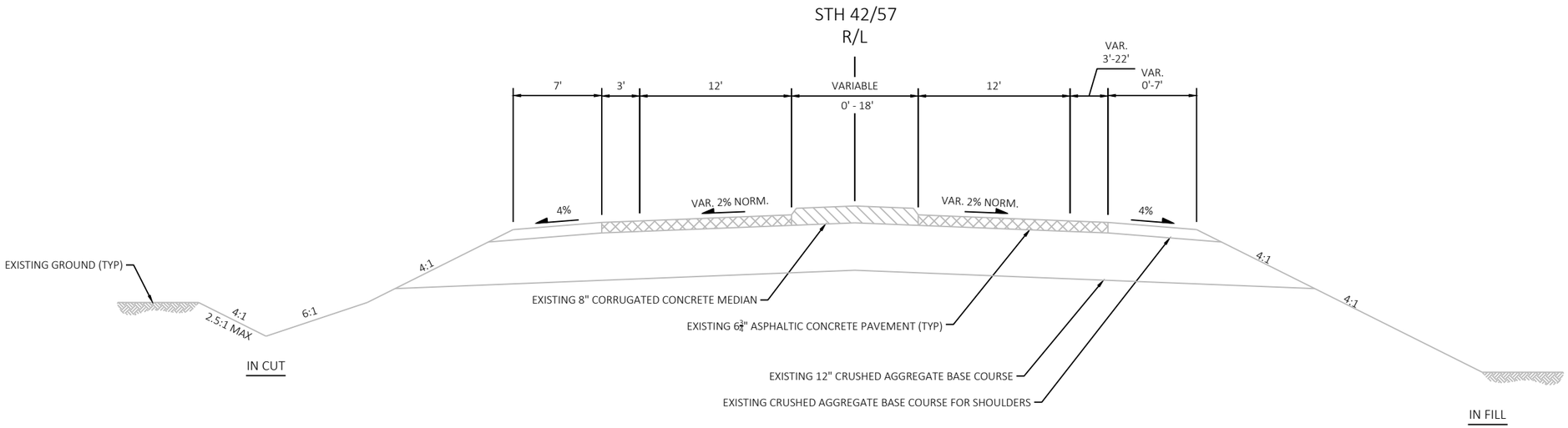
PLOT Y SCHROEER ERE

PLOT NAE

PLOT SCALE IN T

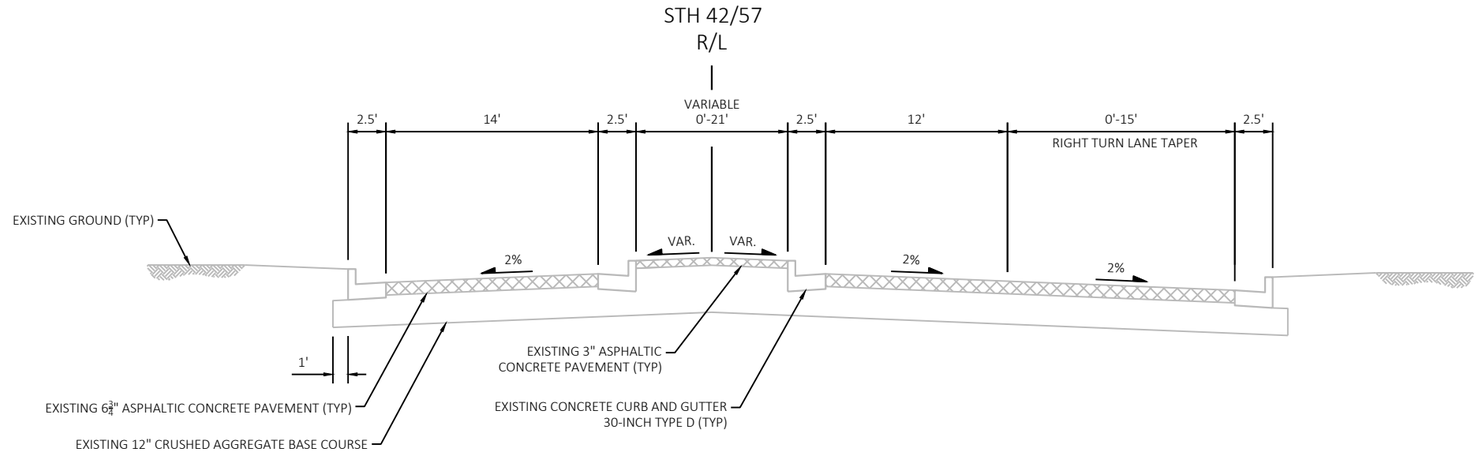
ISOT/CAS SHEET 42

2




EXISTING TYPICAL SECTION STH 42/57

STA 133+33 TO STA 139+26

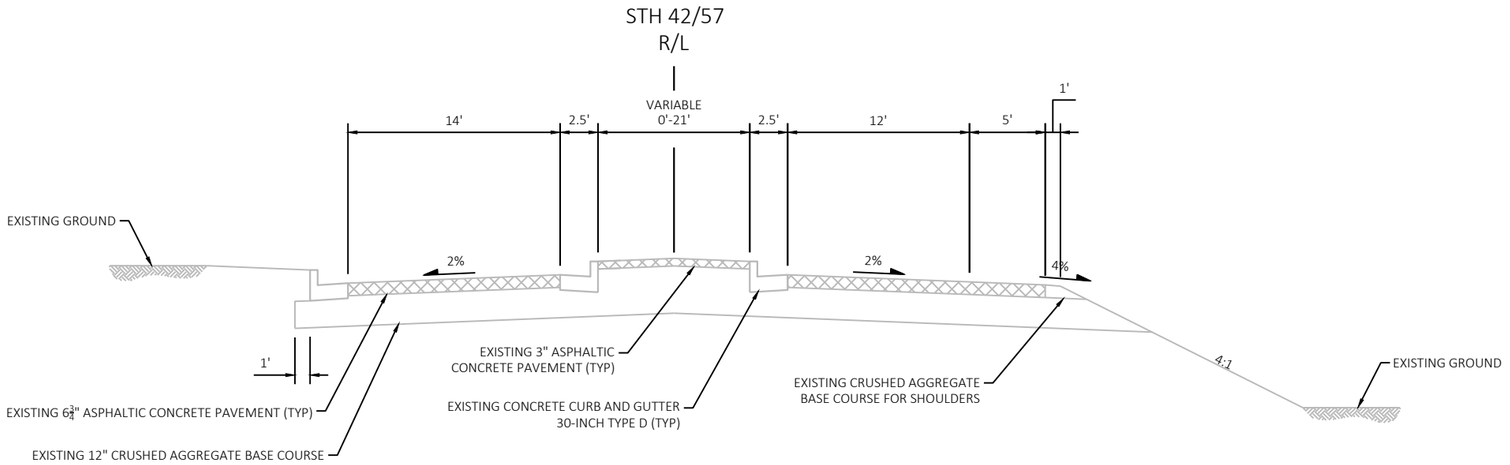



EXISTING TYPICAL SECTION STH 42/57

STA 139+26 TO STA 142+04

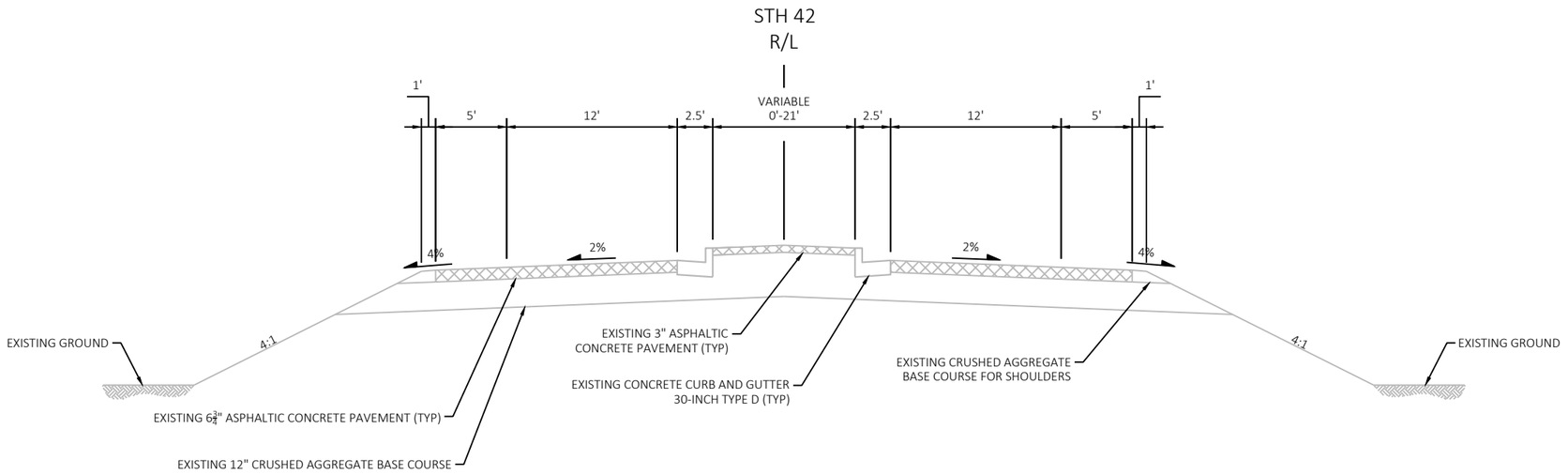
| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | EXISTING TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

2




EXISTING TYPICAL SECTION STH 42/57

STA 142+04 TO STA 145+19




EXISTING TYPICAL SECTION STH 42

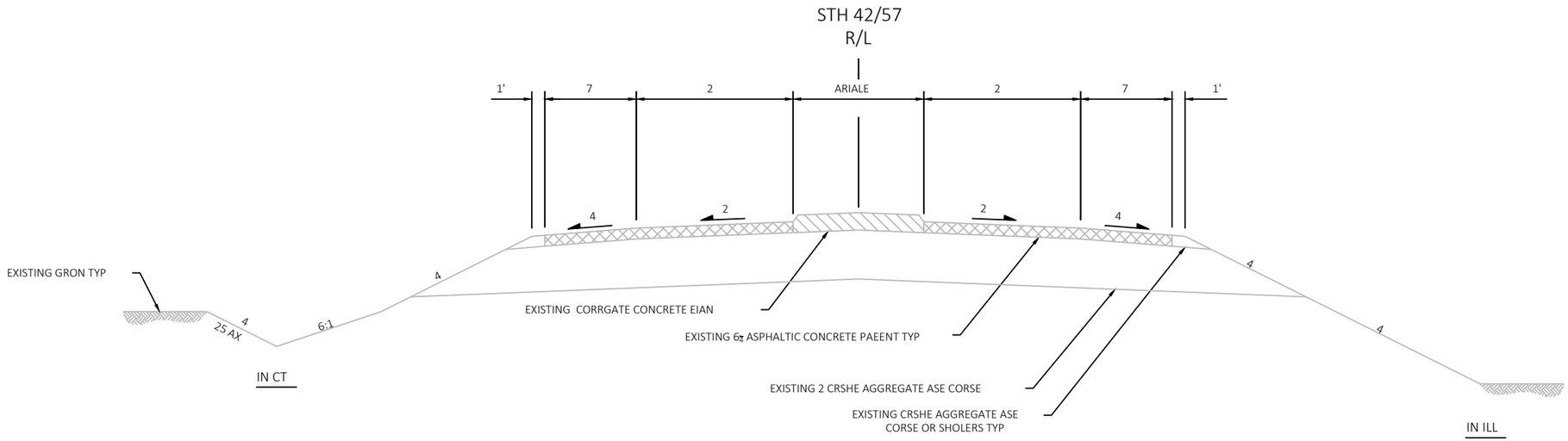
STA 145+19 TO STA 145+47.76
STA 0+00 TO STA 5+19

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | EXISTING TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts

PLOT DATE : 3/10/2022 10:26 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1IN:10 FT

2




EXISTING TYPICAL SECTION STH 42

STA 5 TO STA

| | | | | |
|---|---|---|---|---|
| PROECT NO 4427 | HY STH 42 | CONTY OOR | EXISTING TYPICAL SECTIONS | SHEET 7 E |

ILE NAE NPSC442SHEETSPLAN2TSG
LAYOT NAE 24

PLOT ATE //222 2 A

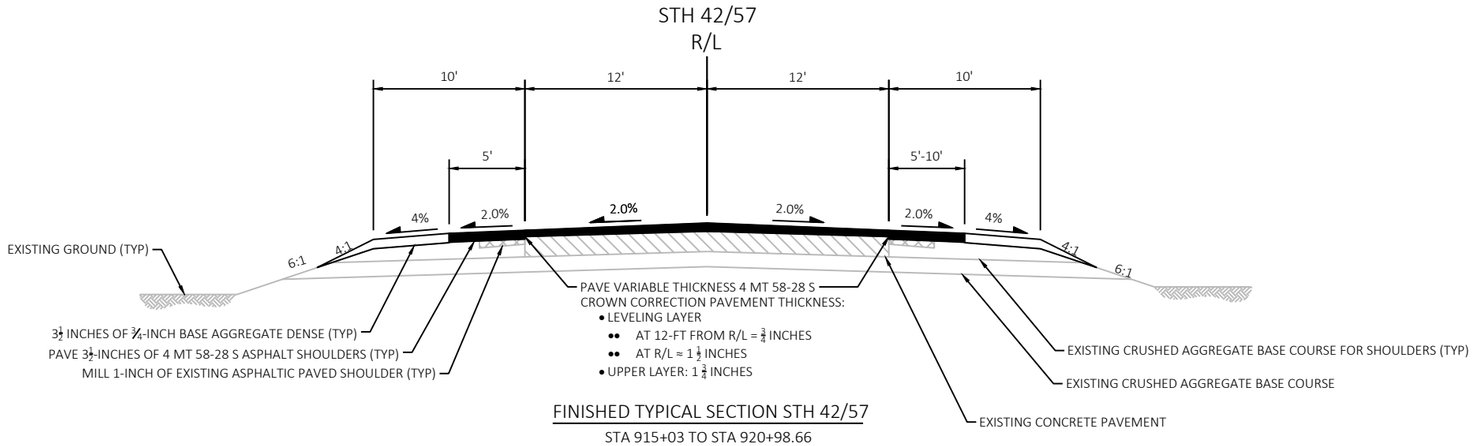
PLOT Y SCHROEER ERE

PLOT NAE

PLOT SCALE IN T

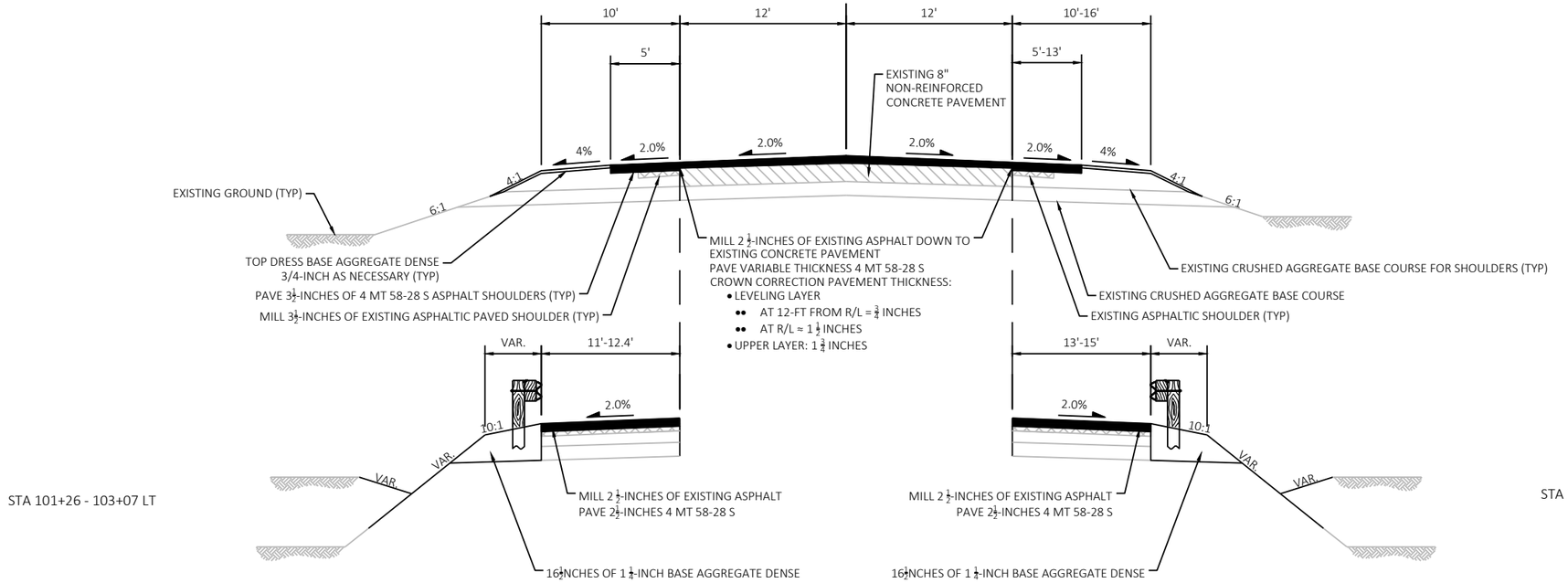
ISOT/CAS SHEET 42

2




FINISHED TYPICAL SECTION STH 42/57

STA 915+03 TO STA 920+98.66
STA 88+59.13 TO STA 94+89




STA 101+26 - 103+07 LT

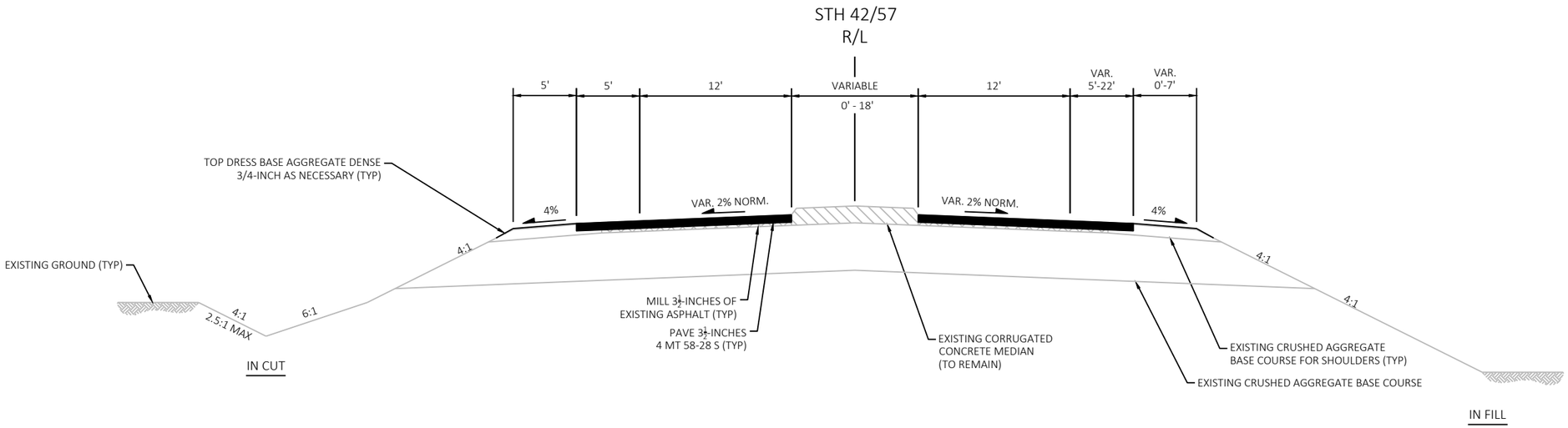
STA 100+50 - 102+18 RT

FINISHED TYPICAL SECTION STH 42/57

STA 94+89 TO STA 133+33

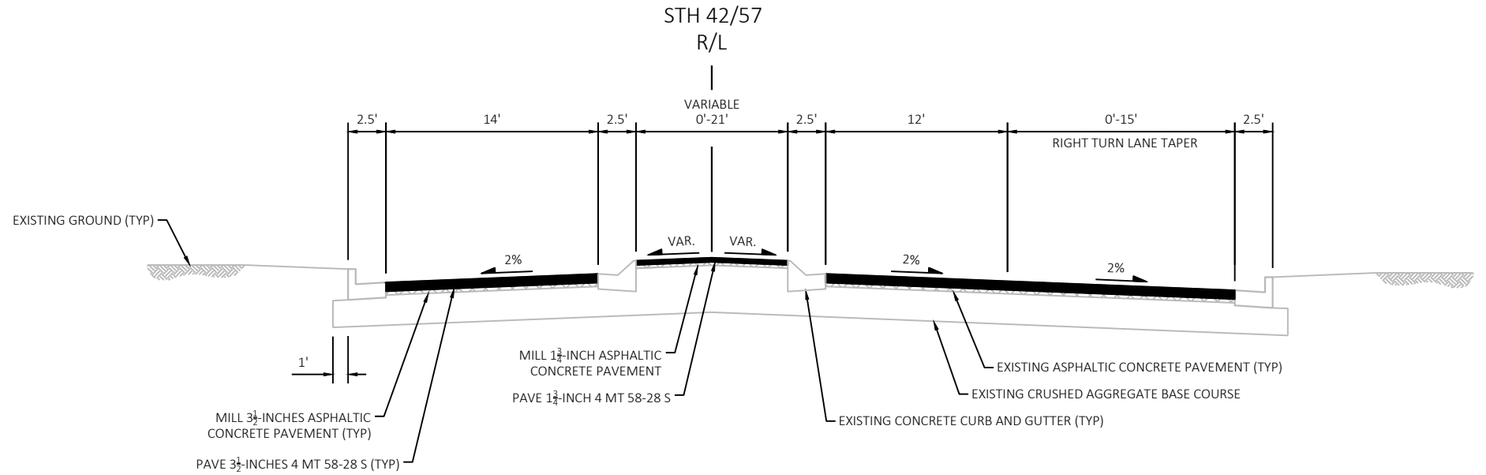
| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | FINISHED TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

2



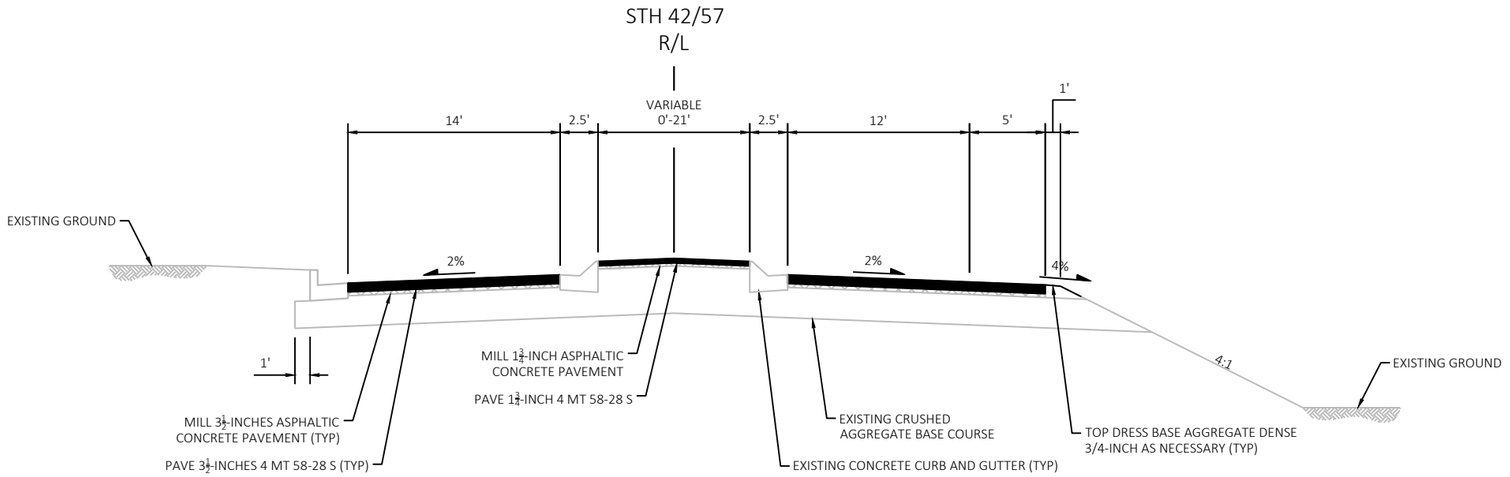

FINISHED TYPICAL SECTION STH 42/57

STA 133+33 TO STA 139+26



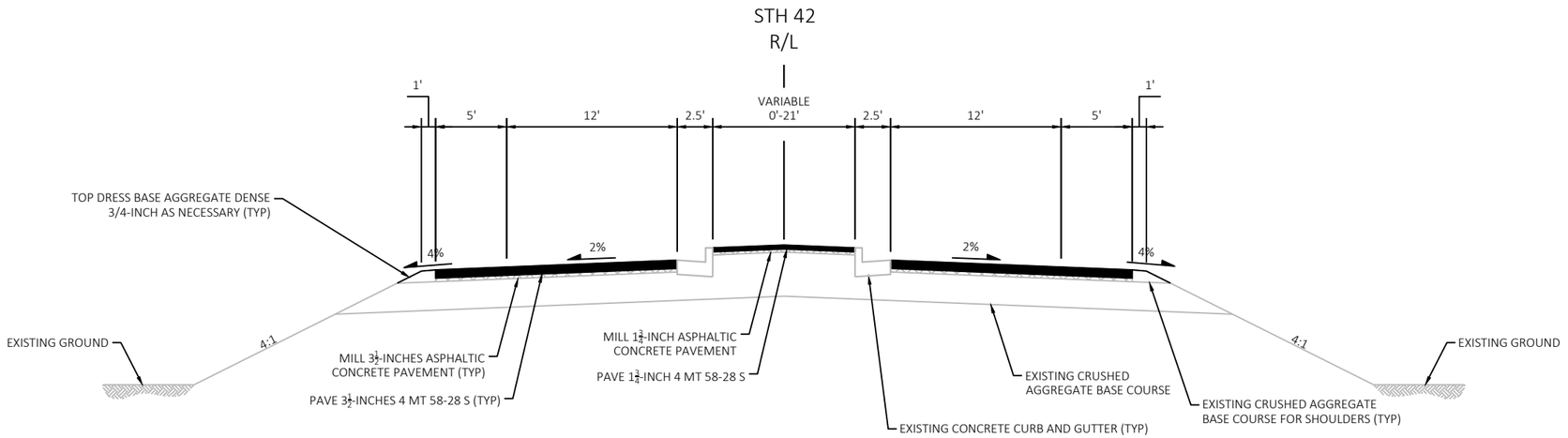

FINISHED TYPICAL SECTION STH 42/57

STA 139+26 TO STA 142+04




FINISHED TYPICAL SECTION STH 42/57

STA 142+04 TO STA 145+19




FINISHED TYPICAL SECTION STH 42

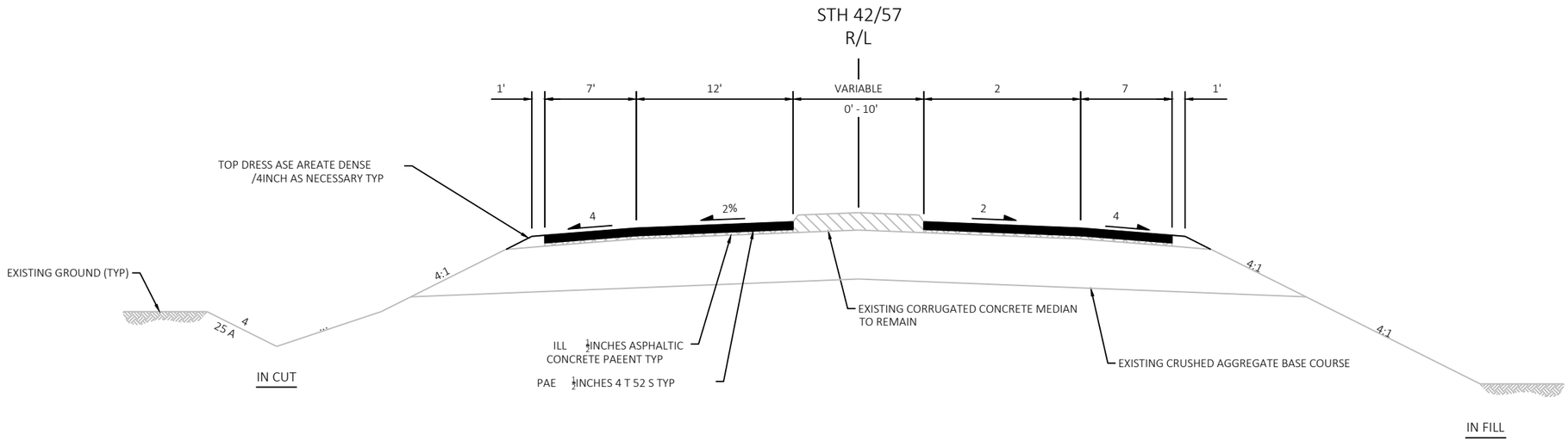
STA 145+19 TO STA 145+47.76
STA 0+00 TO STA 5+19

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | FINISHED TYPICAL SECTIONS | SHEET 10 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\020302-TS.DWG
LAYOUT NAME - 020307-ts

PLOT DATE : 3/10/2022 10:26 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1IN:10 FT

2




FINISHED TYPICAL SECTION STH 42

STA 5+19 TO STA 6+38

| | | | | | |
|---|---|---|---|---|---|
| PROECT NO 4427 | HY STH 42 | CONTY DOOR | FINISHED TYPICAL SECTIONS | SHEET 11 | E |

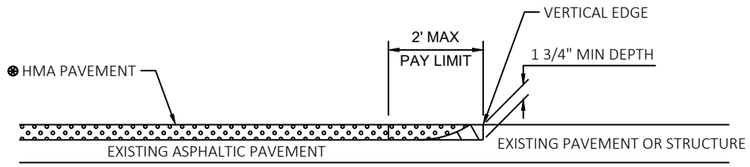
FILE NAE NPDSCD442SHEETSPLAN22TSD
LAYOT NAE 2

PLOT DATE //222 2 A

PLOT Y SCHROEDER DERE

PLOT NAE

PLOT SCALE IN FT

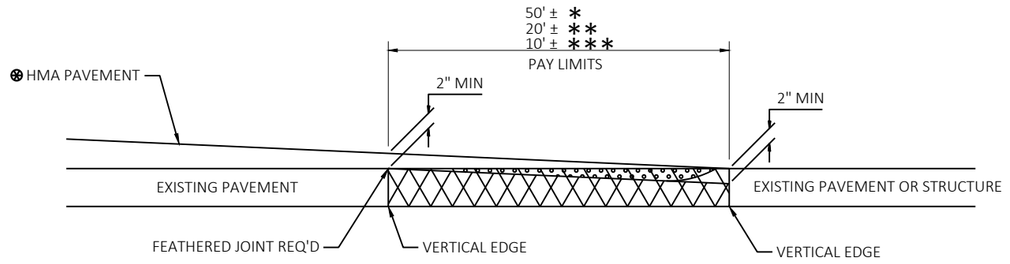



⊛ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

## BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)




⊛ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

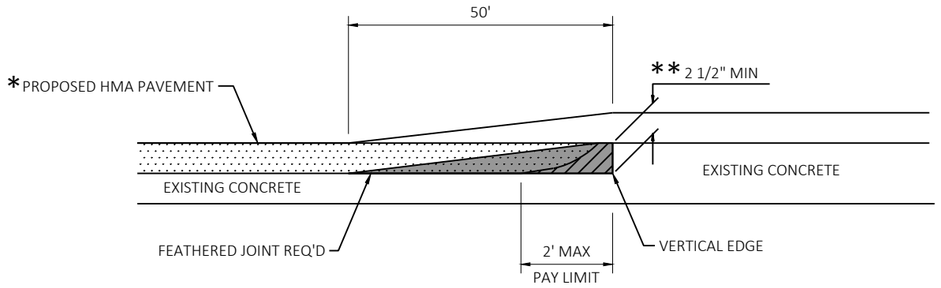
REMOVING PAVEMENT BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)

ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)

REMOVING PAVEMENT BUTT JOINTS (MILLING OPTION)

## BUTT JOINT DETAIL FOR PAVEMENT OVERLAY (PROFILE CHANGE)

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES




* SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

** PAVE 3 1/2" FOR 5-FOOT PAVED SHOULDERS

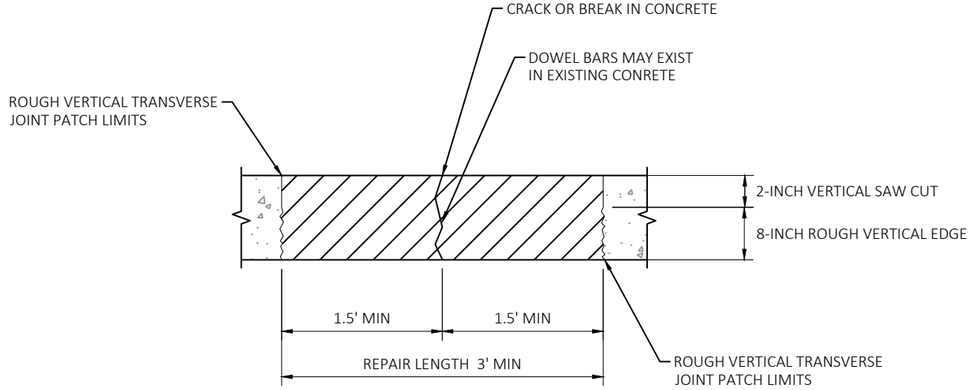
ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

## BUTT JOINT DETAIL WITH PAVEMENT WEDGE FOR PROFILE CHANGE

STA 94+89 - STA 95+39, RT/LT




LONGITUDINAL X-SECTION

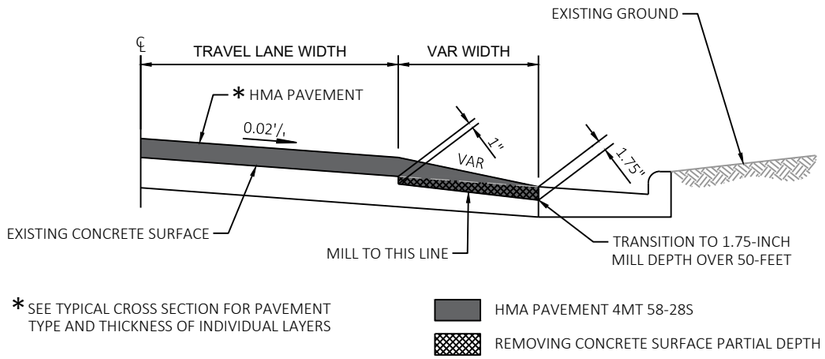
## UNDOWELED BASE PATCHING CONCRETE

NOTES:

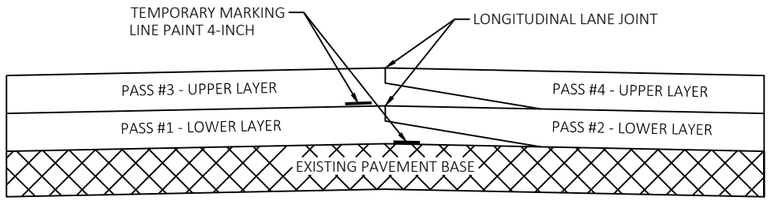
USE THIS CONSTRUCTION DETAIL IN CONJUNCTION WITH SDD 13C14 BASE PATCHING CONCRETE.

USE OF A VERMEER SAW IS ALSO AN ACCEPTABLE ALTERNATIVE TO CREATING A ROUGH VERTICAL EDGE.

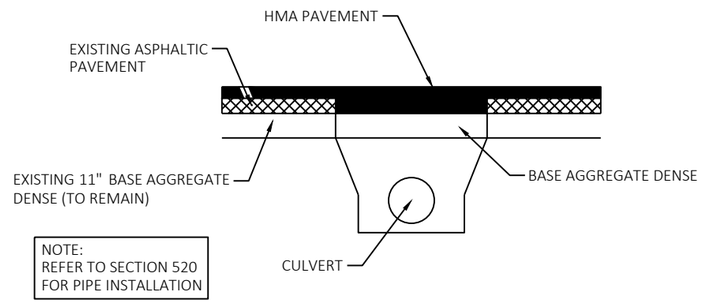
PURPOSE OF THIS DETAIL IS TO MODIFY MINIMUM REPAIR LENGTH AND HIGHLIGHT THE ROUGH VERTICAL TRANSVERSE JOINT PATCH LIMITS.




TYPICAL CROSS SECTION WITH CURB & GUTTER (MILLED)
STA 920+32 - STA 91+80, RT

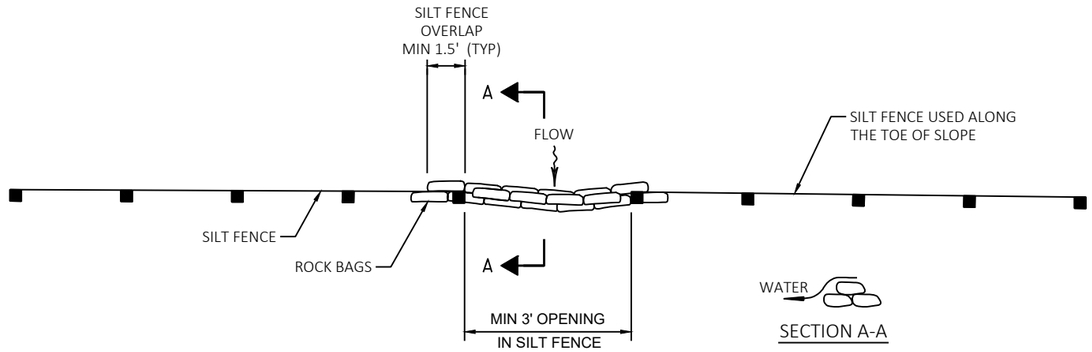



PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS




PAVEMENT AT CULVERT REPLACEMENTS

STA 117+10, RT/LT



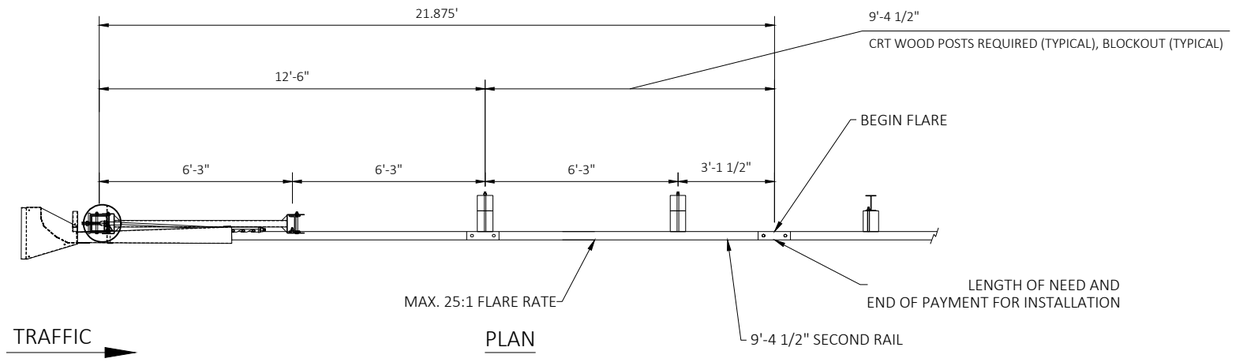

TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

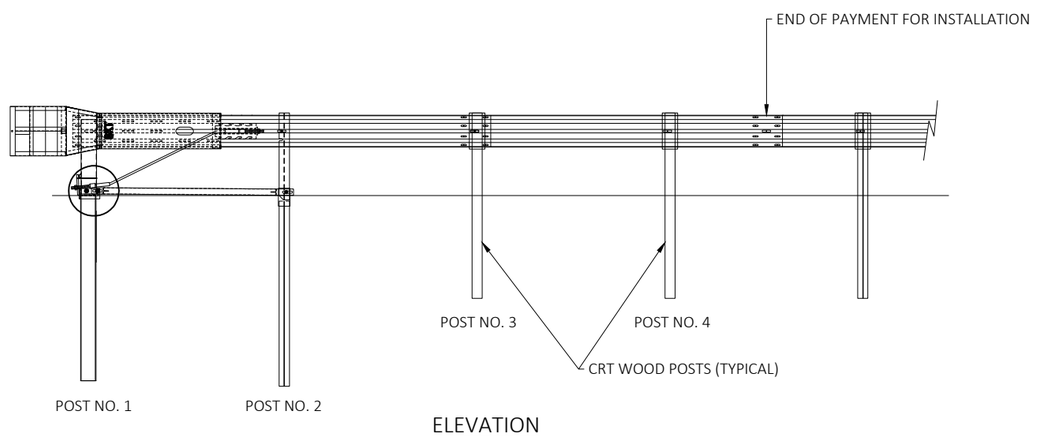
SEE EROSION CONTROL PLAN FOR VARIOUS LOCATIONS

SEE "MIDWEST GUARDRAIL SYSTEM (MGS) TERMINAL" STANDARD DETAIL DRAWING AND MANUFACTURER DRAWINGS FOR MORE DETAILS

2




PLAN

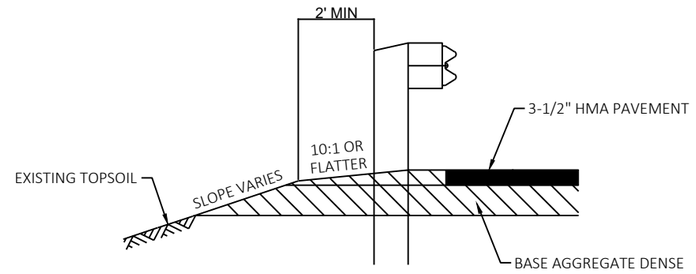



ELEVATION

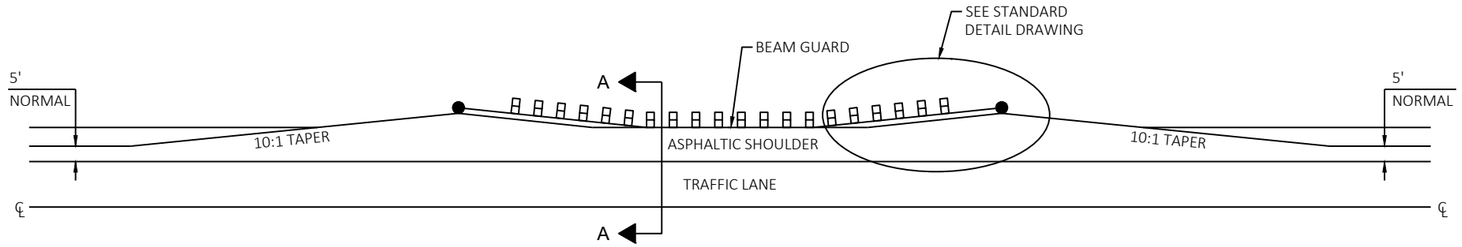
## MSKT SP-MGS TL-2 TERMINAL

STA 101+25.77 - 101+47.65, LT
STA 101+96.48 - 102+18.35, RT
STA 102+85.15 - 103+07.02, LT

2




SECTION A-A




DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | CONSTRUCTION DETAILS | SHEET 15 | E |
|---|---|---|---|---|---|

2

2

CTH BB

12+00.88'

11+00.88'

PT: 11+48.68'BB'

PC: 10+51.56'BB'

PI: 100+73.30

EXISTING R/W

SLOPE INTERCEPT (TYP)

EXISTING R/W

STH 42/57

STA 100+73.30 R/L STH 42 =
STA 10+00.00 R/L CTH BB
Y=167,842.856
X=502,580.194

WELL

MH

BLDG

BLDG

BLDG

MGS EAT
SPECIAL

MGS 3

MGS LONG SPAN

MGS 3

MGS EAT
SPECIAL

C-15-02 TO REMAIN

101+25.77
-24.37' LT
POST #1

101+47.65
-23.50' LT

101+60.15
-23.00' LT

102+72.65
-23.00' LT

102+85.15
-23.50' LT

103+07.02
-24.38' LT
POST #1

99+00

100+00

101+00

102+00

103+00

104+00

4-TOP MOUNTED ANCHOR POSTS
SEE STRUCTURE PLANS

100+48.63
26.97' RT
POST #1

100+73.60
25.97' RT
POST #5

100+98.60
25.00' RT
POST #9

101+32.98
25.00' RT

101+97.71
25.00' RT

102+19.58
25.87' RT
POST #1

MGS EAT

MGS 3

MGS HS

MGS EAT
SPECIAL

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN DETAILS | SHEET 16 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 5/26/2022 10:17 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

CTH BB

12+00

11+00

EXISTING R/W

EXISTING WETLAND

SILT FENCE RELIEF
SEE CONSTRUCTION DETAILS

SLOPE INTERCEPT

EXISTING WETLAND

98+00

99+00

100+00

101+00

102+00

103+00

STH 42/57

EXISTING WETLAND

SLOPE INTERCEPT

EXISTING R/W

EXISTING WETLAND

EROSION CONTROL LEGEND

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

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | EROSION CONTROL DETAILS | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 8/2/2022 8:30 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

OLD HWY RD

EXISTING R/W

115+00

116+00

117+00

118+00

119+00

120+00

STH 42/57

EXISTING R/W

21+00

FOREST RD

EROSION CONTROL LEGEND

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

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | EROSION CONTROL DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec

PLOT DATE : 8/2/2022 8:30 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

JORNS LN

31+00

EXISTING R/W

143+00

144+00

145+00

0+00

1+00

2+00

3+00

STA BACK = 145+47.76

STA AHEAD = 0+00.00

STH 42/57

EXISTING R/W

EROSION CONTROL LEGEND

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

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | EROSION CONTROL DETAILS | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 8/2/2022 8:30 AM

PLOT BY : SCHROEDER, DEREK W

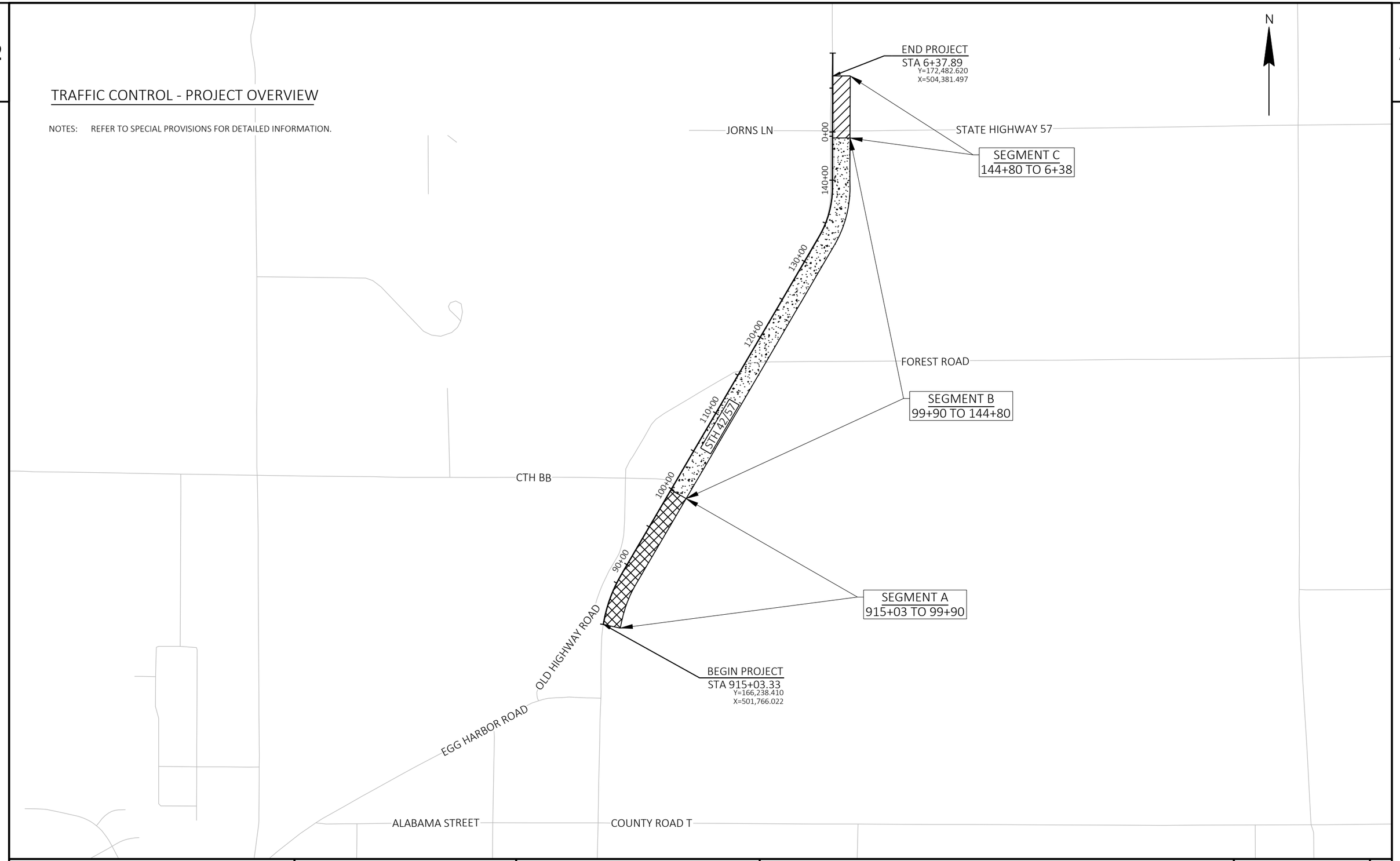
PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

# TRAFFIC CONTROL - PROJECT OVERVIEW

NOTES: REFER TO SPECIAL PROVISIONS FOR DETAILED INFORMATION.




| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | TRAFFIC CONTROL | SHEET 20 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025001-tc

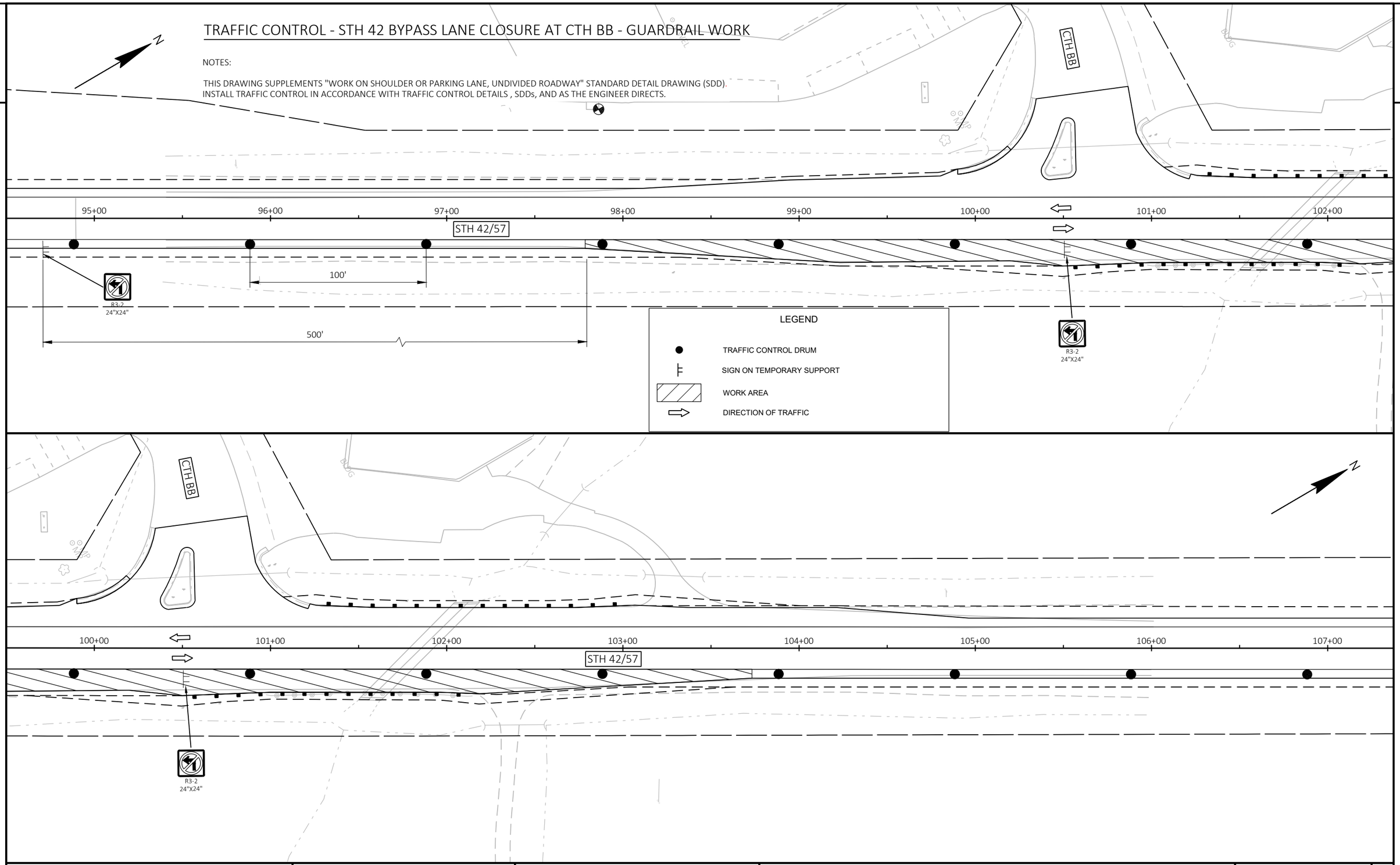
PLOT DATE : 5/26/2022 9:03 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

# TRAFFIC CONTROL - STH 42 BYPASS LANE CLOSURE AT CTH BB - GUARDRAIL WORK

NOTES:

THIS DRAWING SUPPLEMENTS "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" STANDARD DETAIL DRAWING (SDD).
INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH TRAFFIC CONTROL DETAILS , SDDs, AND AS THE ENGINEER DIRECTS.




| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | TRAFFIC CONTROL | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\025002-TC.DWG
LAYOUT NAME - 025002-tc

PLOT DATE : 5/26/2022 9:03 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

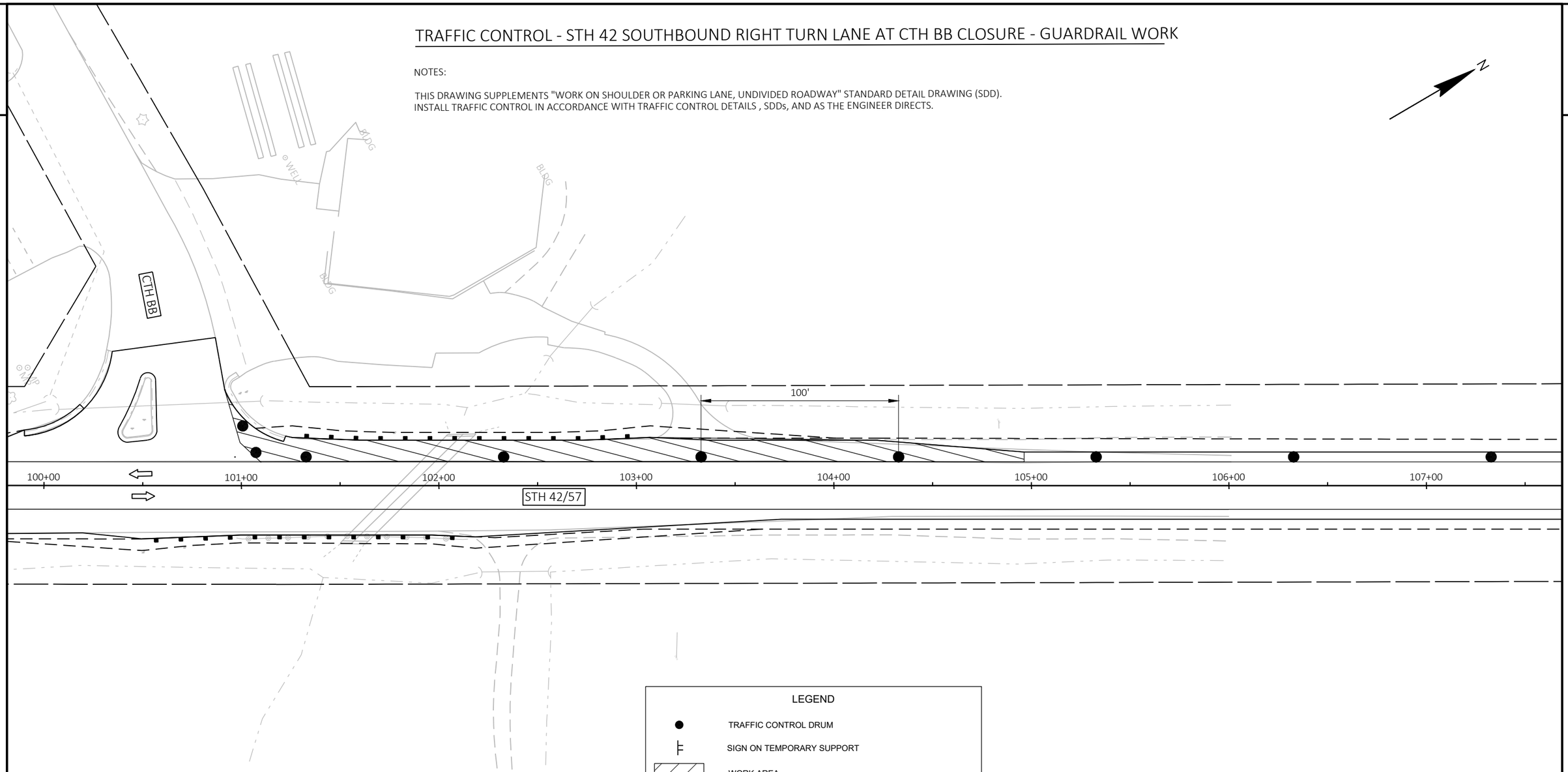
WISDOT/CADDS SHEET 44

2

# TRAFFIC CONTROL - STH 42 SOUTHBOUND RIGHT TURN LANE AT CTH BB CLOSURE - GUARDRAIL WORK

NOTES:

THIS DRAWING SUPPLEMENTS "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" STANDARD DETAIL DRAWING (SDD).
INSTALL TRAFFIC CONTROL IN ACCORDANCE WITH TRAFFIC CONTROL DETAILS , SDDs, AND AS THE ENGINEER DIRECTS.



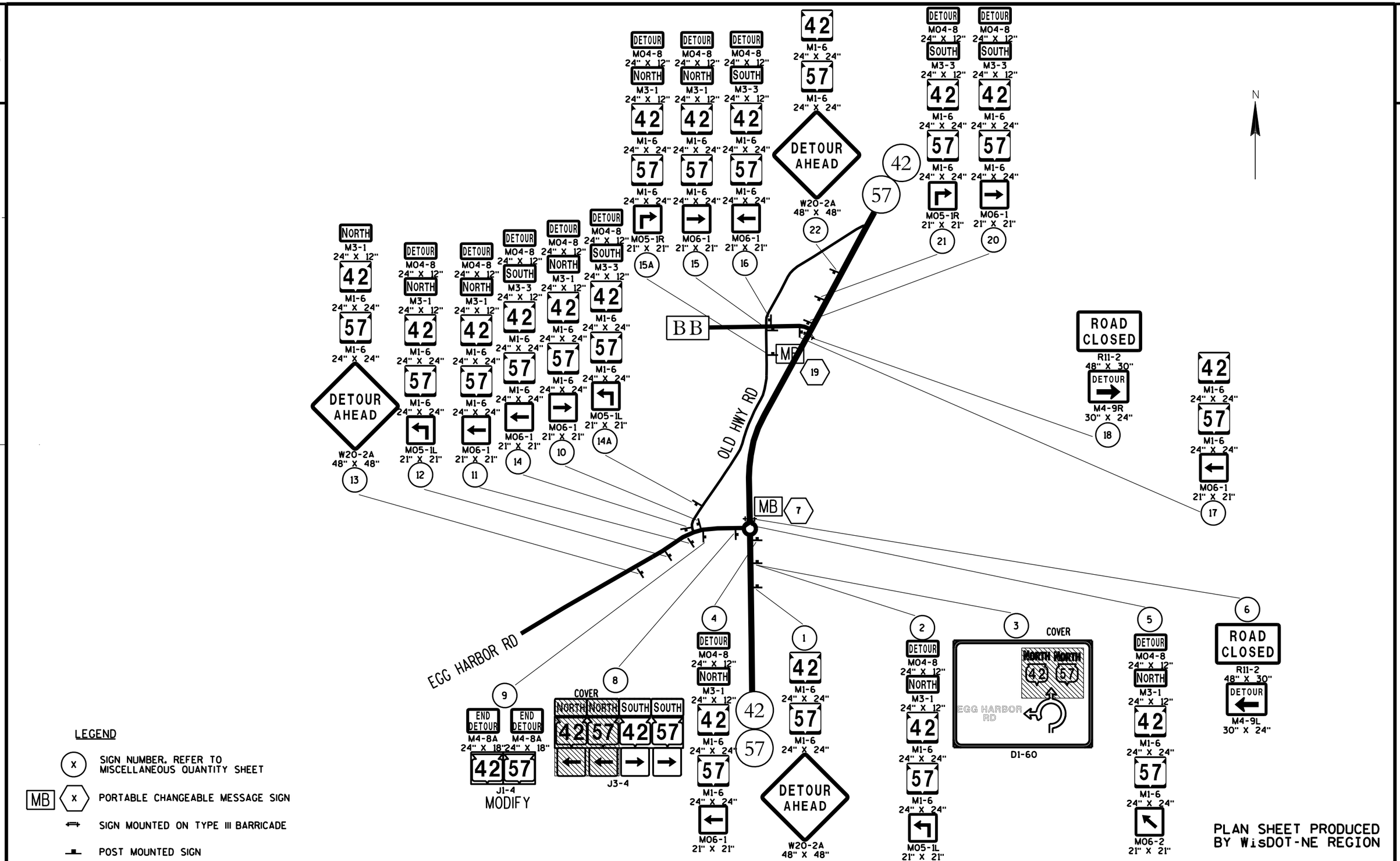

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

2

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | TRAFFIC CONTROL | SHEET 22 | E |
|---|---|---|---|---|---|

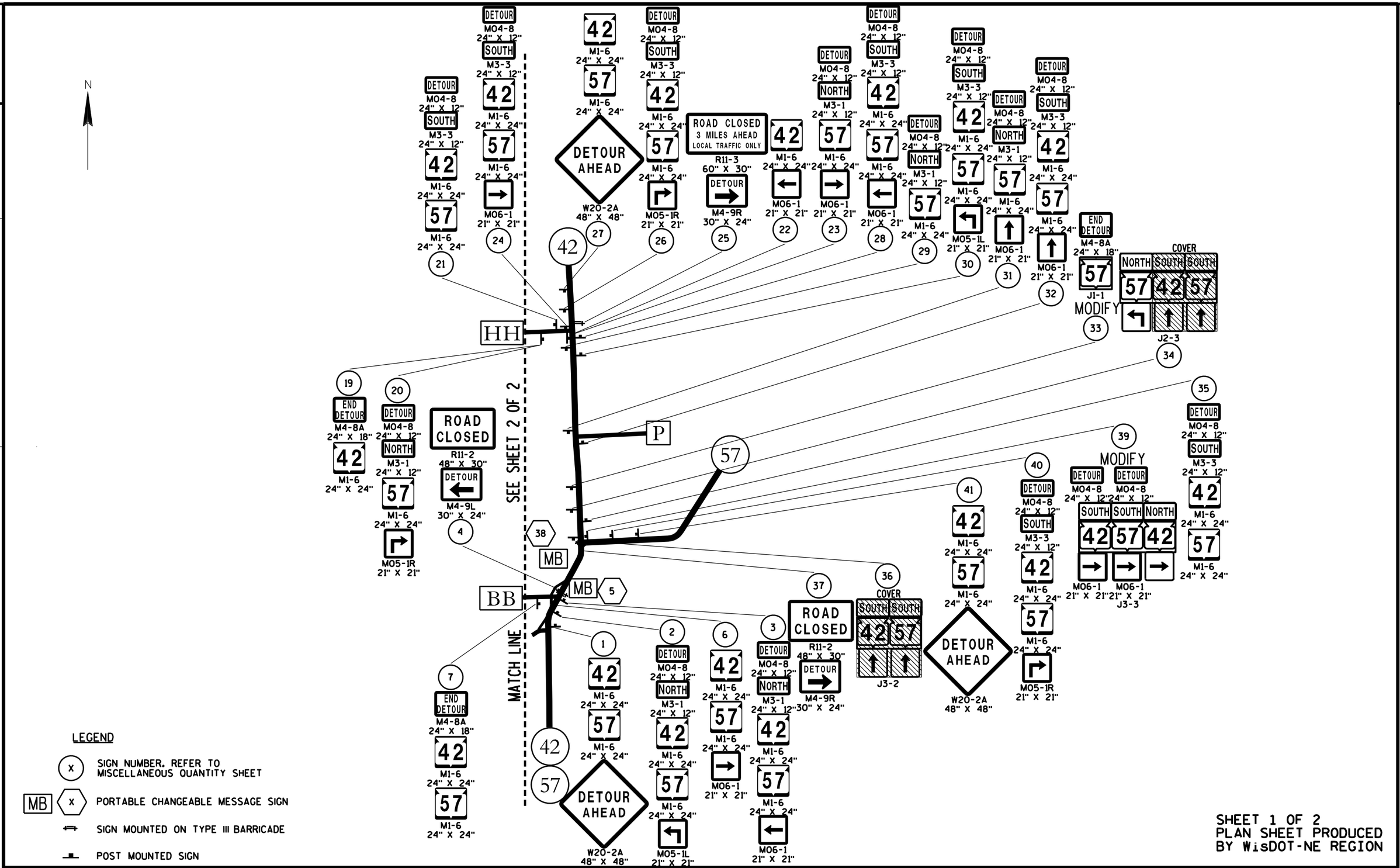
FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 025003-tc
PLOT DATE : 5/26/2022 9:03 AM
PLOT BY : SCHROEDER, DEREK W
PLOT NAME :
PLOT SCALE : 1 IN:50 FT




| PROJECT NO: 4430-21-71 | HWY: STH 42/57 | COUNTY: DOOR | DETOUR SIGNING DETAIL - DETOUR A | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



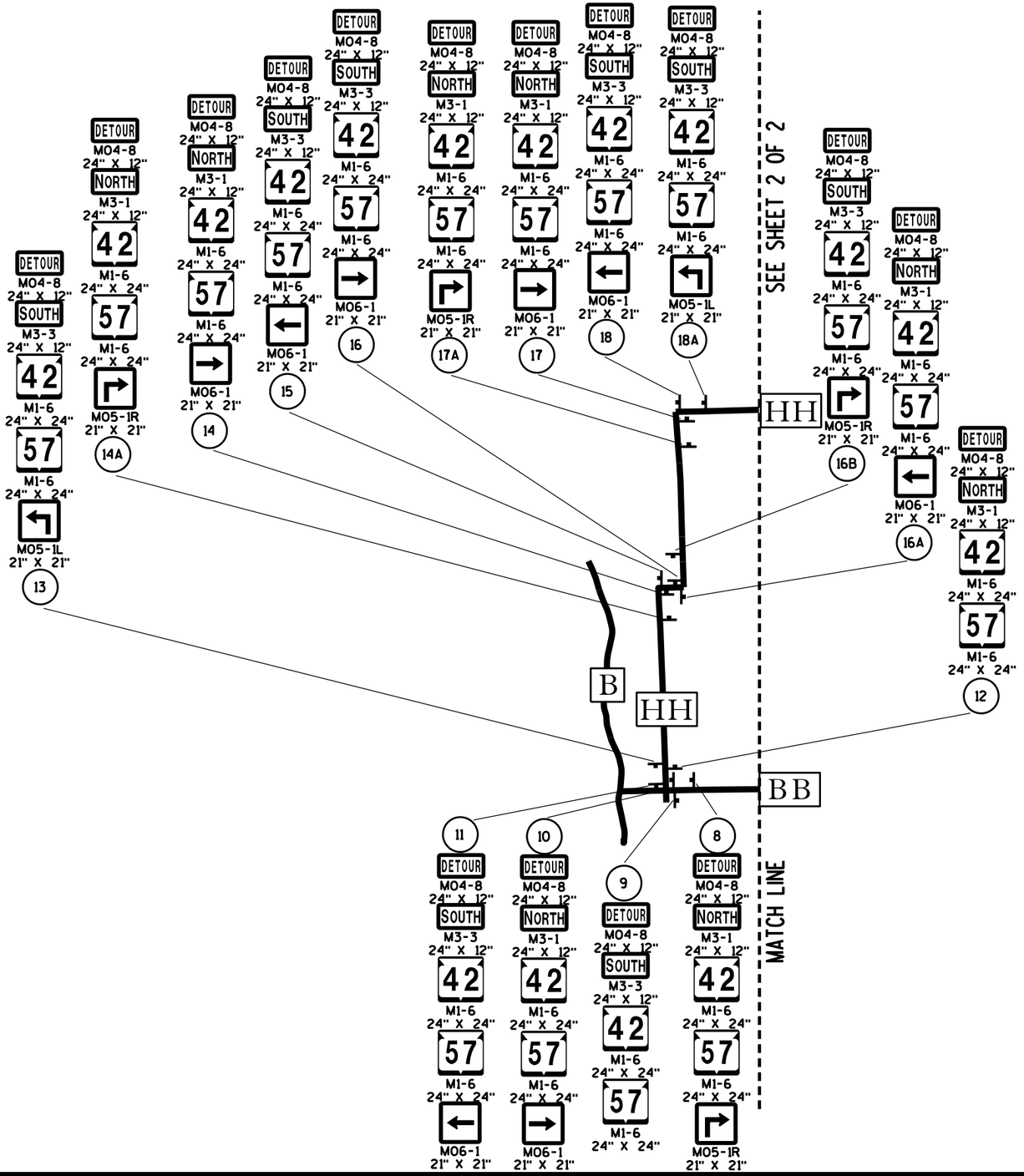

| PROJECT NO: 4430-21-71 | HWY: STH 42/57 | COUNTY: DOOR | DETOUR SIGNING DETAIL - DETOUR B | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N




LEGEND

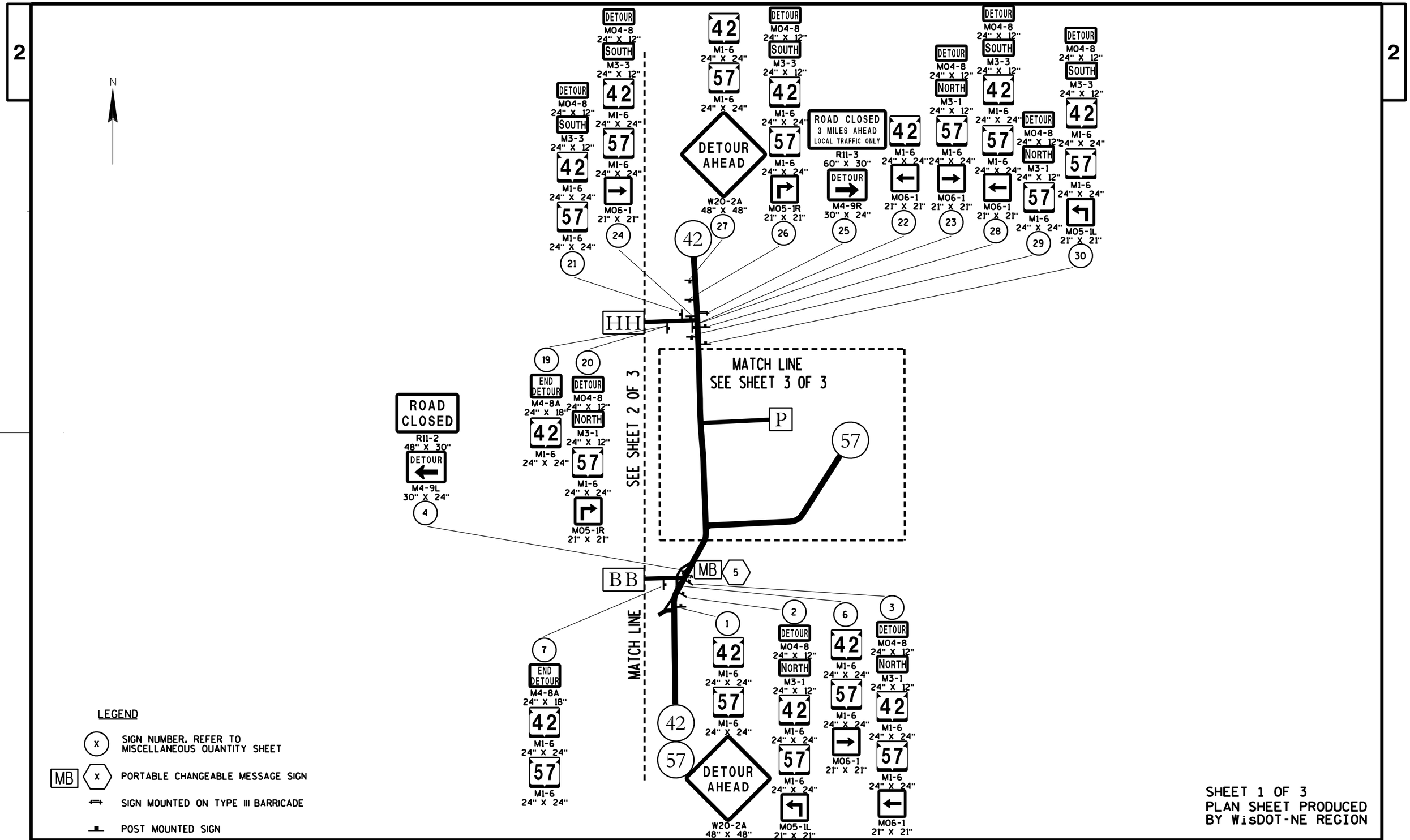
- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 2 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 4430-21-71 | HWY: STH 42/57 | COUNTY: DOOR | DETOUR SIGNING DETAIL - DETOUR B | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




SHEET 1 OF 3
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

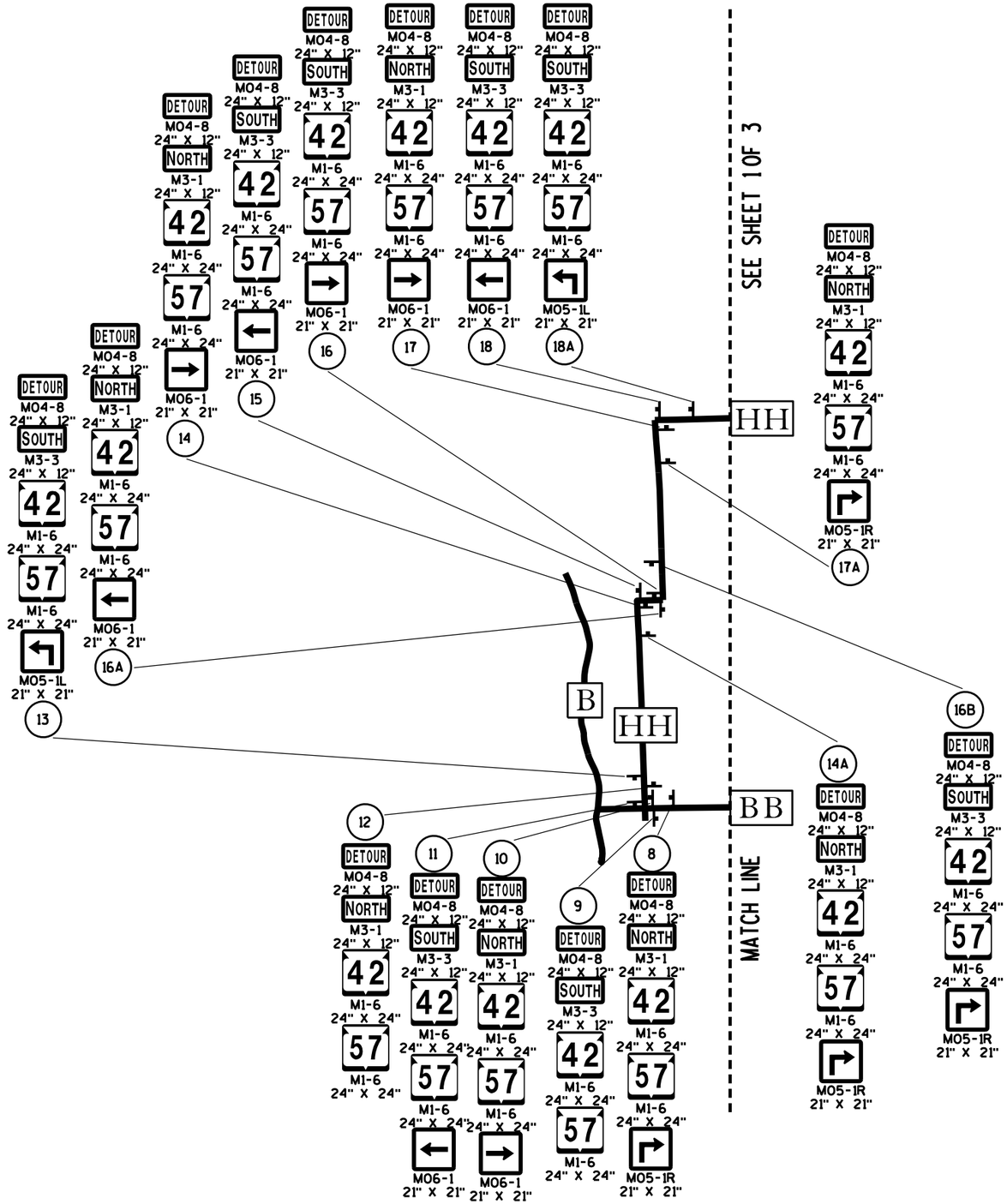
| PROJECT NO: 4430-21-71 | HWY: STH 42/57 | COUNTY: DOOR | DETOUR SIGNING DETAIL - DETOUR C | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N




LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 2 OF 3
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

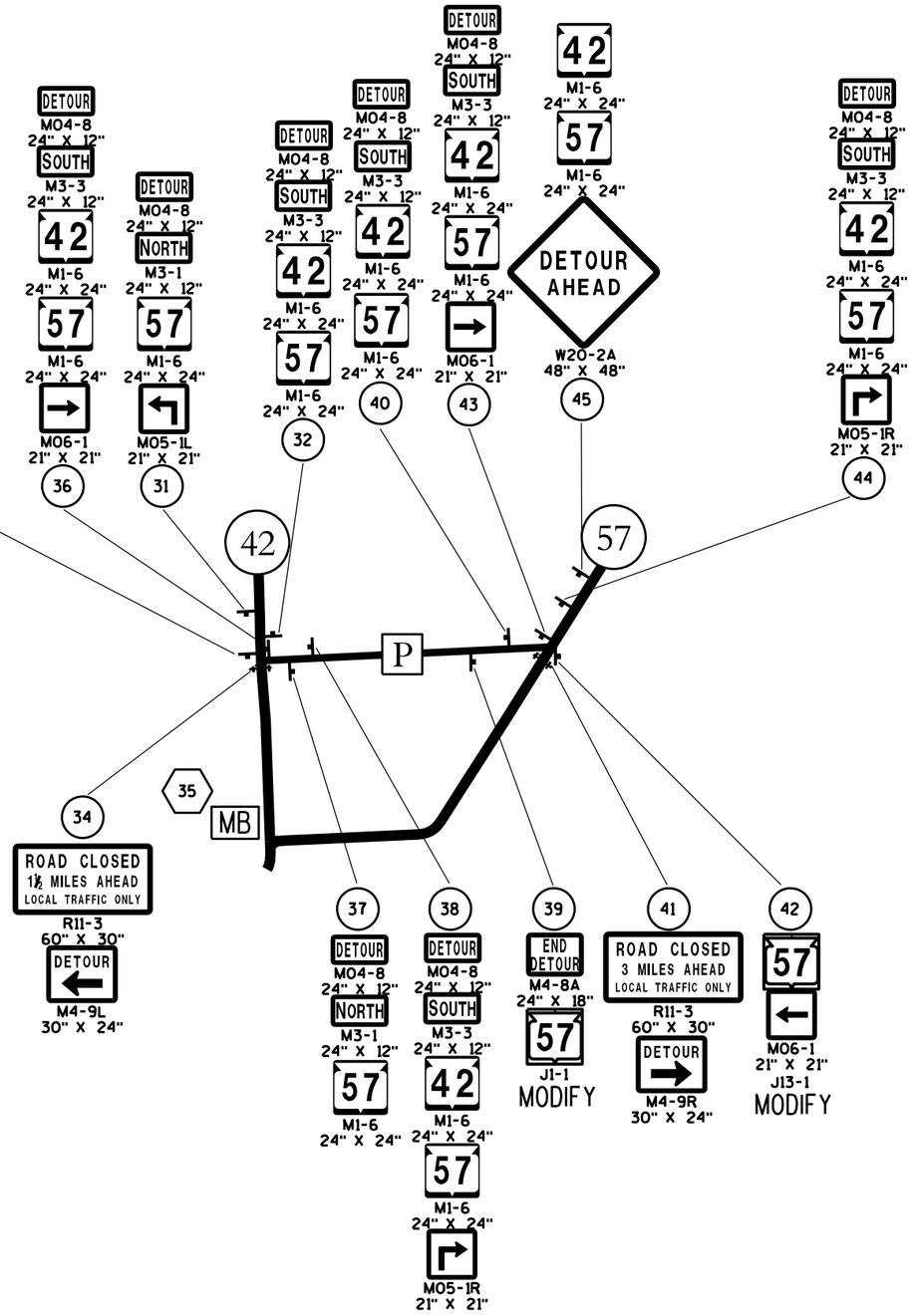
| PROJECT NO: 4430-21-71 | HWY: STH 42/57 | COUNTY: DOOR | DETOUR SIGNING DETAIL - DETOUR C | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N




LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 3 OF 3
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 4430-21-71 | HWY: STH 42/57 | COUNTY: DOOR | DETOUR SIGNING DETAIL - DETOUR C | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

## Estimate Of Quantities

4430-21-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 203.0100 | Removing Small Pipe Culverts | EACH | 2.000 | 2.000 |
| 0004 | 204.0105 | Removing Concrete Pavement Butt Joints | SY | 140.000 | 140.000 |
| 0006 | 204.0109.S | Removing Concrete Surface Partial Depth | SF | 4,020.000 | 4,020.000 |
| 0008 | 204.0110 | Removing Asphaltic Surface | SY | 80.000 | 80.000 |
| 0010 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 90.000 | 90.000 |
| 0012 | 204.0120 | Removing Asphaltic Surface Milling | SY | 26,160.000 | 26,160.000 |
| 0014 | 204.0150 | Removing Curb & Gutter | LF | 155.000 | 155.000 |
| 0016 | 204.0165 | Removing Guardrail | LF | 115.000 | 115.000 |
| 0018 | 205.0100 | Excavation Common | CY | 90.000 | 90.000 |
| 0020 | 206.2000 | Excavation for Structures Culverts (structure) 01. C-15-02 | LS | 1.000 | 1.000 |
| 0022 | 208.0100 | Borrow | CY | 24.000 | 24.000 |
| 0024 | 211.0100 | Prepare Foundation for Asphaltic Paving (project) 01. 4430-21-71 | LS | 1.000 | 1.000 |
| 0026 | 211.0400 | Prepare Foundation for Asphaltic Shoulders | STA | 85.000 | 85.000 |
| 0028 | 213.0100 | Finishing Roadway (project) 01. 4430-21-71 | EACH | 1.000 | 1.000 |
| 0030 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 685.000 | 685.000 |
| 0032 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 233.000 | 233.000 |
| 0034 | 416.0610 | Drilled Tie Bars | EACH | 289.000 | 289.000 |
| 0036 | 450.4000 | HMA Cold Weather Paving | TON | 758.000 | 758.000 |
| 0038 | 455.0605 | Tack Coat | GAL | 3,622.000 | 3,622.000 |
| 0040 | 460.2000 | Incentive Density HMA Pavement | DOL | 3,810.000 | 3,810.000 |
| 0042 | 460.6224 | HMA Pavement 4 MT 58-28 S | TON | 5,944.000 | 5,944.000 |
| 0044 | 465.0105 | Asphaltic Surface | TON | 33.000 | 33.000 |
| 0046 | 465.0110 | Asphaltic Surface Patching | TON | 70.000 | 70.000 |
| 0048 | 465.0305 | Asphaltic Surface Safety Islands | TON | 5.000 | 5.000 |
| 0050 | 520.1024 | Apron Endwalls for Culvert Pipe 24-Inch | EACH | 2.000 | 2.000 |
| 0052 | 520.8000 | Concrete Collars for Pipe | EACH | 2.000 | 2.000 |
| 0054 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 123.000 | 123.000 |
| 0056 | 601.0557 | Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D | LF | 32.000 | 32.000 |
| 0058 | 611.0430 | Reconstructing Inlets | EACH | 4.000 | 4.000 |
| 0060 | 614.2300 | MGS Guardrail 3 | LF | 56.000 | 56.000 |
| 0062 | 614.2310 | MGS Guardrail 3 HS | LF | 65.000 | 65.000 |
| 0064 | 614.2340 | MGS Guardrail 3 L | LF | 112.500 | 112.500 |
| 0066 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 1.000 | 1.000 |
| 0068 | 614.8010 | Anchor Post Assembly Top Mount | EACH | 4.000 | 4.000 |
| 0070 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 4430-21-71 | EACH | 1.000 | 1.000 |
| 0072 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0074 | 620.0300 | Concrete Median Sloped Nose | SF | 32.000 | 32.000 |
| 0076 | 624.0100 | Water | MGAL | 9.300 | 9.300 |
| 0078 | 625.0100 | Topsoil | SY | 68.000 | 68.000 |
| 0080 | 625.0500 | Salvaged Topsoil | SY | 549.000 | 549.000 |
| 0082 | 628.1504 | Silt Fence | LF | 245.000 | 245.000 |
| 0084 | 628.1520 | Silt Fence Maintenance | LF | 245.000 | 245.000 |
| 0086 | 628.1905 | Mobilizations Erosion Control | EACH | 5.000 | 5.000 |
| 0088 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 3.000 | 3.000 |
| 0090 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 617.000 | 617.000 |
| 0092 | 628.7015 | Inlet Protection Type C | EACH | 6.000 | 6.000 |
| 0094 | 628.7504 | Temporary Ditch Checks | LF | 140.000 | 140.000 |
| 0096 | 628.7555 | Culvert Pipe Checks | EACH | 4.000 | 4.000 |
| 0098 | 628.7570 | Rock Bags | EACH | 25.000 | 25.000 |

4430-21-71

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0100 | 629.0210 | Fertilizer Type B | CWT | 0.390 | 0.390 |
| 0102 | 630.0130 | Seeding Mixture No. 30 | LB | 10.300 | 10.300 |
| 0104 | 630.0140 | Seeding Mixture No. 40 | LB | 1.000 | 1.000 |
| 0106 | 630.0500 | Seed Water | MGAL | 10.700 | 10.700 |
| 0108 | 633.5200 | Markers Culvert End | EACH | 2.000 | 2.000 |
| 0110 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 3.000 | 3.000 |
| 0112 | 638.2102 | Moving Signs Type II | EACH | 4.000 | 4.000 |
| 0114 | 638.3000 | Removing Small Sign Supports | EACH | 3.000 | 3.000 |
| 0116 | 642.5001 | Field Office Type B | EACH | 1.000 | 1.000 |
| 0118 | 643.0300 | Traffic Control Drums | DAY | 130.000 | 130.000 |
| 0120 | 643.0420 | Traffic Control Barricades Type III | DAY | 897.000 | 897.000 |
| 0122 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 1,116.000 | 1,116.000 |
| 0124 | 643.0900 | Traffic Control Signs | DAY | 8,742.000 | 8,742.000 |
| 0126 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 4.000 | 4.000 |
| 0128 | 643.1050 | Traffic Control Signs PCMS | DAY | 337.000 | 337.000 |
| 0130 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0132 | 646.1020 | Marking Line Epoxy 4-Inch | LF | 13,605.000 | 13,605.000 |
| 0134 | 646.1040 | Marking Line Grooved Wet Ref Epoxy 4-Inch | LF | 13,439.000 | 13,439.000 |
| 0136 | 646.3040 | Marking Line Grooved Wet Ref Epoxy 8-Inch | LF | 835.000 | 835.000 |
| 0138 | 646.8020 | Marking Corrugated Median Epoxy | SF | 1,020.000 | 1,020.000 |
| 0140 | 646.8120 | Marking Curb Epoxy | LF | 220.000 | 220.000 |
| 0142 | 646.8220 | Marking Island Nose Epoxy | EACH | 3.000 | 3.000 |
| 0144 | 649.0105 | Temporary Marking Line Paint 4-Inch | LF | 22,186.000 | 22,186.000 |
| 0146 | 650.6000 | Construction Staking Pipe Culverts | EACH | 1.000 | 1.000 |
| 0148 | 650.8000 | Construction Staking Resurfacing Reference | LF | 6,923.000 | 6,923.000 |
| 0150 | 650.9910 | Construction Staking Supplemental Control (project) 01. 4430-21-71 | LS | 1.000 | 1.000 |
| 0152 | 650.9920 | Construction Staking Slope Stakes | LF | 348.000 | 348.000 |
| 0154 | 690.0150 | Sawing Asphalt | LF | 312.000 | 312.000 |
| 0156 | 690.0250 | Sawing Concrete | LF | 3,470.000 | 3,470.000 |
| 0158 | 740.0440 | Incentive IRI Ride | DOL | 10,500.000 | 10,500.000 |
| 0160 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 300.000 | 300.000 |
| 0162 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 600.000 | 600.000 |
| 0164 | SPV.0060 | Special 01. MSKT SP-MGS End Terminal TL-2 | EACH | 3.000 | 3.000 |
| 0166 | SPV.0090 | Special 01. Relaid Culvert Pipe 24-INCH | LF | 20.000 | 20.000 |
| 0168 | SPV.0180 | Special 01. Undoweled Base Patching Concrete SHES | SY | 1,140.000 | 1,140.000 |

3

## REMOVING ASPHALT SURFACE ITEMS

| STATION | TO | STATION | LOCATION | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 915+03 | - | 915+53 | STH 42 SHOULDERS | — | 34 | — | PROFILE TRANSITION, SHOULDERS |
| 915+03 | - | 94+89 | STH 42 SHOULDERS | — | — | 760 | MILL 1-INCH DEPTH |
| 94+89 | - | 100+73 | STH 42 TRAVEL LANES | — | 6 | 1,550 | MILL 2.5-INCH DEPTH, REMOVE ASPH TO CONCRETE |
| 94+89 | - | 100+73 | STH 42 SHOULDERS & AUX LANES | — | 2 | 870 | MILL 3.5-INCH DEPTH |
| 100+73 | - | 116+68 | STH 42 TRAVEL LANES | — | — | 4,250 | MILL 2.5-INCH DEPTH, REMOVE ASPH TO CONCRETE |
| 100+73 | - | 116+68 | STH 42 SHOULDERS & AUX LANES | — | — | 1,960 | MILL 3.5-INCH DEPTH |
| 116+68 | - | 133+33 | STH 42 TRAVEL LANES | — | — | 4,440 | MILL 2.5-INCH DEPTH, REMOVE ASPH TO CONCRETE |
| 116+68 | - | 133+33 | STH 42 SHOULDERS & AUX LANES | — | — | 2,530 | MILL 3.5-INCH DEPTH |
| 133+33 | - | 6+38 | STH 42 TRAVEL LANES, SHOULDERS, AND AUX | — | 24 | 7,630 | MILL 3.5-INCH DEPTH |
| 139+26 | - | 3+61 | STH 42 MEDIAN | — | — | 1,290 | MILL 1.75-INCH DEPTH |
| 10+23'BB' | - | 10+73'BB' | CTH BB | 30 | 12 | 380 | MILL DEPTH 3.5-INCHES; REMOVE ASPH IN SAFETY ISLAND |
| 20+29'F' | - | 20+71'F' | FOREST RD | — | 6 | 190 | MILL DEPTH 3.5-INCHES |
| 31+00'J' | - | 30+32'J' | JORNS LN | — | 6 | 310 | MILL DEPTH 3.5-INCHES |
| | | | QUANTITY FROM "CURB AND GUTTER ITEMS" TABLE | 38 | — | — | |
| | | | QUANTITY FROM "CULVERT PIPES" TABLE | 12 | — | — | |
| | | | TOTAL 0010 | 80 | 90 | 26,160 | |

3

## REMOVING PAVEMENT SURFACE ITEMS

| STATION | TO | STATION | LOCATION | 204.0105 REMOVING PAVEMENT BUTT JOINTS SY | 204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF | REMARKS |
|---|---|---|---|---|---|---|
| 915+03 | - | 915+53 | STH 42 TRAVEL LANES | 140 | — | PROFILE TRANSITION |
| 919+36 | - | 91+80 | STH 42 AUX LANE | — | 4,020 | SEE CONSTRUCTION DETAIL |
| | | | TOTAL 0010 | 140 | 4,020 | |

## PREPARE FOUNDATION ITEMS

| STATION | TO | STATION | LOCATION | 211.0100.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 4430-21-71) LS | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA |
|---|---|---|---|---|---|
| | PROJECT | | STH 42 LT/RT | 1 | — |
| 915+03 | - | 920+99 | STH 42 LT/RT | — | 11 |
| 88+59 | - | 139+71 | STH 42 LT/RT | — | 74 |
| | | | TOTAL 0010 | 1 | 85 |

| DIVISION | FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION (1) CUT | AVAILABLE MATERIAL (2) | UNEXPANDED FILL | EXPANDED FILL (3) FACTOR 1.15 | MASS ORDINATE +/- (4) | WASTE (5) | 208.0100 BORROW | EXPANDED BORROW FACTOR 1.15 |
|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 | | | | | | | | | | |
| BEAMGUARD-LEFT | 99+61.685/104+00 | LT | 30 | 30 | 47 | 54 | -24 | 0 | 24 | 28 |
| BEAMGUARD-RIGHT | 99+61.685/104+00 | RT | 60 | 60 | 38 | 44 | 16 | 16 | 0 | 0 |
| DIVISION 1 SUBTOTAL | | | 90 | 90 | 85 | 98 | -8 | 16 | 24 | 28 |
| GRAND TOTAL | | | 90 | 90 | 85 | 98 | -8 | 16 | 24 | 28 |
| TOTAL COMMON EXC | | | 90 | | | | | | | |

NOTES:
(1) COMMON EXCAVATION IS THE CUT COLUMN. ITEM NUMBER 205.0100
(2) AVAILABLE MATERIAL = CUT
(3) EXPANDED FILL FACTOR =1.15
**EXPANDED FILL = (UNEXPANDED FILL)* FILL FACTOR**
(4) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(5) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.



FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : June 14, 1911 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1

CONCRETE BASE

| STATION | TO | STATION | LOCATION | 416.0610 DRILLED TIE BARS EACH | SPV.0180.01 SPECIAL (01. UNDOWELED BASE PATCHING CONCRETE SHES) SY |
|---|---|---|---|---|---|
| 915+03 | - | 915+21 | STH 42 RT | 6 | 25 |
| 915+41 | - | 915+52 | STH 42 RT | 4 | 15 |
| 916+09 | - | 916+15 | STH 42 RT | 2 | 8 |
| 916+21 | - | 916+32 | STH 42 RT | 4 | 15 |
| 916+48 | - | 916+54 | STH 42 RT | 2 | 9 |
| 916+68 | - | 916+74. | STH 42 RT | 2 | 8 |
| 916+87 | - | 916+93 | STH 42 RT | 2 | 8 |
| 917+40 | - | 917+60 | STH 42 RT | 6 | 27 |
| 917+68 | - | 917+80 | STH 42 RT | 4 | 16 |
| 918+28 | - | 918+39 | STH 42 RT | 4 | 15 |
| 919+08 | - | 919+14 | STH 42 RT | 2 | 8 |
| 919+27 | - | 919+33 | STH 42 RT | 2 | 8 |
| 919+52 | - | 919+80 | STH 42 RT | 10 | 38 |
| 920+26 | - | 920+56 | STH 42 RT | 10 | 40 |
| 920+67 | - | 920+76 | STH 42 RT | 3 | 13 |
| 920+87 | - | 88+77 | STH 42 RT | 11 | 41 |
| 89+16 | - | 89+22 | STH 42 RT | 2 | 8 |
| 89+34 | - | 89+40 | STH 42 RT | 2 | 8 |
| 89+54 | - | 89+60 | STH 42 RT | 2 | 8 |
| 89+68 | - | 89+78 | STH 42 RT | 4 | 14 |
| 89+83. | - | 89+99 | STH 42 RT | 2 | 8 |
| 90+14 | - | 90+20 | STH 42 RT | 2 | 8 |
| 90+34 | - | 90+40 | STH 42 RT | 2 | 8 |
| 91+27 | - | 91+42 | STH 42 RT | 5 | 21 |
| 91+38 | - | 91+48 | STH 42 LT | 4 | 14 |
| 91+80 | - | 91+90 | STH 42 LT | 4 | 15 |
| 92+16 | - | 92+22 | STH 42 RT | 2 | 8 |
| 92+80 | - | 92+90 | STH 42 LT | 4 | 14 |
| 94+58 | - | 94+64 | STH 42 RT | 2 | 8 |
| 94+75 | - | 94+81 | STH 42 RT | 2 | 8 |
| 94+79 | - | 95+07 | STH 42 LT | 10 | 38 |
| 94+97 | - | 95+03 | STH 42 RT | 2 | 8 |
| 95+18 | - | 95+24 | STH 42 RT | 2 | 8 |
| 95+18 | - | 95+24 | STH 42 LT | 2 | 8 |
| 95+38 | - | 95+44 | STH 42 RT | 2 | 8 |
| 95+38 | - | 95+44 | STH 42 LT | 2 | 8 |
| 95+58 | - | 95+64 | STH 42 LT | 2 | 8 |
| 95+78 | - | 95+84 | STH 42 LT | 2 | 8 |
| 96+58 | - | 96+64 | STH 42 LT | 2 | 8 |
| 96+78 | - | 96+84 | STH 42 LT | 2 | 8 |
| 97+99 | - | 98+05 | STH 42 LT | 2 | 8 |
| 99+48 | - | 99+54 | STH 42 LT | 2 | 8 |
| 99+68 | - | 99+74 | STH 42 LT | 2 | 8 |
| 99+90 | - | 99+96 | STH 42 LT | 2 | 8 |
| 100+20 | - | 100+26 | STH 42 LT | 2 | 8 |
| 101+00 | - | 101+06 | STH 42 LT | 2 | 8 |
| 101+41 | - | 101+47 | STH 42 LT | 2 | 8 |
| 102+81 | - | 102+87 | STH 42 LT | 2 | 8 |
| 103+81 | - | 103+87 | STH 42 RT | 2 | 8 |
| 105+00 | - | 105+06 | STH 42 RT | 2 | 8 |
| 105+21 | - | 105+27 | STH 42 RT | 2 | 8 |
| 107+59 | - | 107+65 | STH 42 LT | 2 | 8 |
| 110+66 | - | 110+72 | STH 42 LT | 2 | 8 |
| | | | SUBTOTAL 0010 | 167 | 658 |

QUANTITIES CONTINUED ON NEXT TABLE

CONCRETE BASE (CONTINUED)

| STATION | TO | STATION | LOCATION | 416.0610 DRILLED TIE BARS EACH | SPV.0180.01 SPECIAL (01. UNDOWELED BASE PATCHING CONCRETE SHES) SY |
|---|---|---|---|---|---|
| 110+93 | - | 111+07 | STH 42 RT | 5 | 19 |
| 112+92 | - | 113+08 | STH 42 RT | 5 | 22 |
| 112+95 | - | 113+01 | STH 42 LT | — | 8 |
| 113+99 | - | 114+15 | STH 42 RT | 5 | 22 |
| 114+12 | - | 114+18 | STH 42 LT | 2 | 8 |
| 114+45 | - | 114+72 | STH 42 LT | 9 | 36 |
| 114+53 | - | 114+59 | STH 42 RT | — | 8 |
| 115+03 | - | 115+09 | STH 42 RT | — | 8 |
| 115+03 | - | 115+09 | STH 42 LT | — | 8 |
| 115+43 | - | 115+49 | STH 42 LT | 2 | 8 |
| 115+59 | - | 115+65 | STH 42 RT | — | 8 |
| 115+59 | - | 115+65 | STH 42 LT | — | 8 |
| 115+79 | - | 115+85 | STH 42 LT | 2 | 8 |
| 116+92 | - | 116+98 | STH 42 LT | 2 | 8 |
| 117+10 | - | 117+23 | STH 42 LT | 5 | 18 |
| 117+65 | - | 117+71 | STH 42 LT | 2 | 8 |
| 117+85 | - | 117+91 | STH 42 LT | 2 | 8 |
| 118+45 | - | 118+51 | STH 42 LT | 2 | 8 |
| 118+86 | - | 118+92 | STH 42 LT | 2 | 8 |
| 119+05 | - | 119+11 | STH 42 LT | 2 | 8 |
| 119+44 | - | 119+51 | STH 42 LT | 2 | 8 |
| 119+85 | - | 119+91 | STH 42 LT | 2 | 8 |
| 120+06 | - | 120+12 | STH 42 LT | 2 | 8 |
| 120+64 | - | 120+70 | STH 42 RT | 2 | 8 |
| 120+84 | - | 120+90 | STH 42 RT | 2 | 8 |
| 121+87 | - | 121+93 | STH 42 RT | 2 | 8 |
| 122+05 | - | 122+11 | STH 42 LT | 2 | 8 |
| 126+47 | - | 126+53 | STH 42 RT | — | 8 |
| 126+47 | - | 126+53 | STH 42 LT | — | 8 |
| 127+24 | - | 127+49 | STH 42 RT | 8 | 33 |
| 129+08 | - | 129+34 | STH 42 RT | 9 | 34 |
| 129+89 | - | 129+95 | STH 42 LT | 2 | 8 |
| 130+28 | - | 130+34 | STH 42 RT | — | 8 |
| 130+28 | - | 130+34 | STH 42 LT | — | 8 |
| 130+89 | - | 130+95 | STH 42 RT | 2 | 8 |
| 131+08 | - | 131+14 | STH 42 RT | 2 | 8 |
| 131+28 | - | 131+34 | STH 42 RT | 2 | 8 |
| 131+56 | - | 131+62 | STH 42 RT | 2 | 8 |
| 131+68 | - | 131+74 | STH 42 RT | 2 | 8 |
| 132+49 | - | 132+55 | STH 42 RT | 2 | 8 |
| 132+63 | - | 132+75 | STH 42 RT | 4 | 16 |
| 132+67 | - | 132+73 | STH 42 LT | — | 8 |
| 132+91 | - | 132+97 | STH 42 RT | 2 | 8 |
| QUANTITY FROM "CURB AND GUTTER ITEMS" TABLE | | | | 24 | — |
| | | | TOTAL 0010 | 289 | 1,140 |

3

## BASE AGGREGATE

| STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|
| 915+03 | - | 94+89 | STH 42 RT | 140 | — | 1.4 | SHOULDER |
| 915+03 | - | 94+89 | STH 42 LT | 200 | — | 2.0 | SHOULDER |
| 94+89 | - | 99+62 | STH 42 RT | 17 | — | 0.2 | SHOULDER |
| 94+89 | - | 99+90 | STH 42 LT | 19 | — | 0.2 | SHOULDER |
| 99+62 | - | 102+18 | STH 42 RT | — | 140 | 1.4 | BEAMGUARD GRADING |
| 101+26 | - | 103+07 | STH 42 LT | — | 93 | 0.9 | BEAMGUARD GRADING |
| 102+18 | - | 133+33 | STH 42 RT | 120 | — | 1.2 | SHOULDER |
| 103+07 | - | 133+33 | STH 42 LT | 130 | — | 1.3 | SHOULDER |
| 133+33 | - | 139+71 | STH 42 RT | 21 | — | 0.2 | SHOULDER |
| 133+33 | - | 139+66 | STH 42 LT | 23 | — | 0.2 | SHOULDER |
| 142+85 | - | 145+19 | STH 42 RT | 3 | — | 0.1 | SHOULDER |
| 0+83 | - | 6+38 | STH 42 LT | 7 | — | 0.1 | SHOULDER |
| 1+10 | - | 6+38 | STH 42 RT | 6 | — | 0.1 | SHOULDER |
| | | | TOTAL 0010 | 685 | 233 | 9.3 | |

3

## ASPHALT ITEMS

| STATION | TO | STATION | OFFSET | LOCATION | 450.4000 HMA COLD WEATHER PAVING TON | 455.0605 TACK COAT GAL | 460.6224 HMA PAVEMENT 4 MT 58-28 S TON* | 465.0105 ASPHALTIC SURFACE TON | 465.0110 ASPHALTIC SURFACE PATCHING TON | 465.0305 ASPHALTIC SURFACE SAFETY ISLANDS TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 915+03 | - | 94+89 | LT/RT | STH 42 TRAVEL LANES | — | 230 | 240 | — | — | — | LEVELING LAYER |
| 915+03 | - | 94+89 | LT/RT | STH 42 TRAVEL LANES | — | 160 | 320 | — | — | — | UPPER LAYER |
| 915+03 | - | 94+89 | LT/RT | STH 42 SHOULDERS | — | 140 | 340 | — | — | — | |
| 919+36 | - | 91+80 | RT | STH 42 AUX LANE | — | 50 | 70 | — | — | — | |
| 94+89 | - | 95+39 | LT/RT | STH 42 TRAVEL LANES AND SHOULDERS | — | 10 | — | 15 | — | — | ASPHALTIC WEDGE FOR PROFILE TRANSITION |
| 94+89 | - | 100+73 | LT/RT | STH 42 TRAVEL LANES | — | 110 | 110 | — | — | — | LEVELING LAYER |
| 94+89 | - | 100+73 | LT/RT | STH 42 TRAVEL LANES | — | 80 | 150 | — | — | — | UPPER LAYER |
| 94+89 | - | 100+73 | LT/RT | STH 42 SHOULDERS & AUX LANES | — | 110 | 210 | — | — | — | |
| 100+73 | - | 116+68 | LT/RT | STH 42 TRAVEL LANES | — | 300 | 310 | — | — | — | LEVELING LAYER |
| 100+73 | - | 116+68 | LT/RT | STH 42 TRAVEL LANES | 105 | 210 | 420 | — | — | — | UPPER LAYER |
| 100+73 | - | 116+68 | LT/RT | STH 42 SHOULDERS & AUX LANES | 120 | 250 | 480 | — | — | — | |
| 116+68 | - | 133+33 | LT/RT | STH 42 TRAVEL LANES | — | 310 | 320 | — | — | — | LEVELING LAYER |
| 116+68 | - | 133+33 | LT/RT | STH 42 TRAVEL LANES | 108 | 220 | 430 | — | — | — | UPPER LAYER |
| 116+68 | - | 133+33 | LT/RT | STH 42 SHOULDERS & AUX LANES | 148 | 320 | 590 | — | — | — | |
| 133+33 | - | 144+80 | LT/RT | STH 42 TRAVEL LANES AND SHOULDERS | 228 | 500 | 910 | — | — | — | |
| 139+26 | - | 144+55 | LT/RT | STH 42 MEDIAN | 33 | 90 | 130 | — | — | — | SOUTH LEG OF STH 42/57 MID JUNCTION |
| 144+80 | - | 6+38 | LT/RT | STH 42 TRAVEL LANES AND SHOULDERS | — | 410 | 700 | — | — | — | |
| 3+39 | - | 3+62 | LT/RT | STH 42 MEDIAN | — | 2 | 4 | — | — | — | NORTH LEG OF STH 42/57 MID JUNCTION |
| 10+23'BB' | - | 10+73'BB' | LT/RT | CTH BB | — | 50 | 80 | — | — | 5 | PAVE RIGHT TURN ISLAND AT 3-INCHES THICK |
| 20+29'F' | - | 20+71'F' | LT/RT | FOREST RD | 18 | 30 | 70 | — | — | — | |
| 31+00'J' | - | 30+32'J' | LT/RT | JORNS LN | — | 40 | 60 | — | — | — | |
| | | | PROJECT | | — | — | — | — | 10 | — | WEDGE AT BUTT JOINTS |
| | | | QUANTITY FROM "CULVERT PIPES" TABLE | | — | — | — | 4 | — | — | |
| | | | QUANTITY FROM "CURB ANG GUTTER ITEMS" TABLE | | — | — | — | 14 | — | — | |
| | | | UNDISTRIBUTED | | — | — | — | — | 60 | — | 1% UNDISTRIBUTED FOR UNFORESEEN REPAIRS |
| | | | | TOTAL 0010 | 758 | 3,622 | 5,944 | 33 | 70 | 5 | |

* TONNAGE IS ELIGIBLE FOR QMP DENSITY INCENTIVE 460.2000. WEDGING AND LEVELING LAYERS ARE EXCLUDED FROM DENSITY TESTING AND DENSITY INCENTIVE.

## CULVERT PIPES

| STATION | TO | STATION | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0110 REMOVING ASPHALTIC SURFACE SY | 465.0105 ASPHALTIC SURFACE TON | 520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 633.5200 MARKERS CULVERT END EACH | SPV.0090.01 SPECIAL (01. RELAID CULVERT PIPE 24-INCH) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 116+94 | - | 117+03 | STH 42 LT | 1 | 6 | 2 | 1 | 1 | 1 | 10 | (NOTE) REMOVE 6 LF OF PIPE TO FIT AEW |
| 117+18 | - | 117+27 | STH 42 RT | 1 | 6 | 2 | 1 | 1 | 1 | 10 | (NOTE) REMOVE 6 LF OF PIPE TO FIT AEW |
| | | | TOTAL 0010 | 2 | (NOTE*) | (NOTE**) | 2 | 2 | 2 | 20 | |

(NOTE) INSTALL JOINT TIES ON APRON ENDWALL AND FIRST TWO PIPES.
(NOTE*) TOTAL QUANTITY SHOWN ON "REMOVING ASPHALT SURFACE ITEMS" TABLE.
(NOTE**) TOTAL QUANTITY SHOWN ON "ASPHALT ITEMS" QUANTITY TABLE

## CURB AND GUTTER ITEMS

| STATION | TO | STATION | LOCATION | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0150 REMOVING CURB & GUTTER LF | 416.0610 DRILLED TIE BARS EACH | 465.0105 ASPHALTIC SURFACE TON | 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | 601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 99+90 | - | 100+20 | STH 42 LT | 4 | 32 | 2 | 1 | — | 32 | — | CTH BB SW QUAD |
| 143+40 | - | 143+56 | STH 42 LT | 4 | 16 | 4 | 1 | 16 | — | — | SB TRAVEL LANE |
| 143+45 | - | 143+57 | STH 42 LT | 3 | 12 | 4 | 1 | 12 | — | — | SB TRAVEL LANE |
| 143+45 | - | 143+54 | STH 42 RT | 2 | 9 | 4 | 1 | 9 | — | — | NB TRAVEL LANE |
| 144+40 | - | 144+79 | STH 42 LT | 9 | 39 | 4 | 3 | 39 | — | — | SB TRAVEL LANE |
| 0+38 | - | 0+59 | STH 42 | 14 | 14 | 2 | 5 | 14 | — | 32 | TYPE 2 SLOPED NOSE |
| 0+62 | - | 0+95 | STH 42 RT | 4 | 33 | 4 | 1 | 33 | — | — | NB TRAVEL LANE |
| | | | TOTAL 0010 | (NOTE) | 155 | (NOTE*) | (NOTE**) | 123 | 32 | 32 | |

(NOTE) TOTAL QUANTITY SHOWN IN "REMOVING ASPHALTIC SURFACE ITEMS" TABLE
(NOTE*) TOTAL QUANTITY SHOWN IN "CONCRETE BASE (CONTINUED)" TABLE
(NOTE**) TOTAL QUANTITY SHOWN IN "ASPHALT ITEMS" TABLE. MATCH EXISTING PAVEMENT DEPTH

## GUARDRAIL ITEMS

| STATION | TO | STATION | LOCATION | 204.0165 REMOVING GUARDRAIL LF | 614.2300 MGS GUARDRAIL 3 LF | 614.2310 MGS GUARDRAIL 3 HS LF | 614.2340 MGS GUARDRAIL 3 L LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH | 614.8010 ANCHOR POST ASSEMBLY TOP MOUNT EACH | SPV.0060.01 SPECIAL (01. MSKT SP-MGS TERMINAL TL-2) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 100+49 | - | 101+02 | STH 42 RT | — | — | — | — | 1 | — | — | |
| 100+97 | - | 102+12 | STH 42 RT | 115 | — | — | — | — | — | — | |
| 101+02 | - | 101+33 | STH 42 RT | — | 31 | — | — | — | — | — | |
| 101+33 | - | 101+98 | STH 42 RT | — | — | 65 | — | — | 4 | — | SEE STRUCTURE PLANS - MODIFIED POST SPACING |
| 101+98 | - | 102+20 | STH 42 RT | — | — | — | — | — | — | 1 | |
| 101+25 | - | 101+48 | STH 42 LT | — | — | — | — | — | — | 1 | |
| 101+48 | - | 101+60 | STH 42 LT | — | 13 | — | — | — | — | — | |
| 101+60 | - | 102+73 | STH 42 LT | — | — | — | 113 | — | — | — | |
| 102+73 | - | 102+85 | STH 42 LT | — | 13 | — | — | — | — | — | |
| 102+85 | - | 103+07 | STH 42 LT | — | — | — | — | — | — | 1 | |
| | | | TOTAL 0010 | 115 | 56 | 65 | 112.5 | 1 | 4 | 3 | |

3

## RECONSTRUCTING INLETS

| STATION | LOCATION | 611.0430 RECONSTRUCTING INLETS EACH | REMARKS |
|---|---|---|---|
| 143+50 | 27.5' LT | 1 | EXSTING STRUCTURE = CONCRETE BLOCK |
| 143+50 | 10.5' LT | 1 | EXSTING STRUCTURE = CONCRETE BLOCK |
| 143+50 | 13.5' RT | 1 | EXSTING STRUCTURE = CONCRETE BLOCK |
| 0+45 | 0' LT/RT | 1 | EXSTING STRUCTURE = PRECAST |
| | TOTAL 0010 | 4 | |

## EROSION CONTROL

| STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7015 INLET PROTECTION TYPE C EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECKS EACH | 628.7570 ROCK BAGS EACH |
|---|---|---|---|---|---|---|---|---|---|
| 100+89 | - | 102+25 | STH 42 RT | 120 | 120 | — | 50 | — | — |
| 101+75 | - | 102+71 | STH 42 LT | 75 | 75 | — | 40 | — | 20 |
| 116+50 | - | 117+00 | STH 42 LT | — | — | — | 20 | — | — |
| 117+27 | | | STH 42 RT | — | — | — | — | 3 | — |
| 143+50 | | | STH 42 RT | — | — | 1 | — | — | — |
| 143+50 | | | STH 42 LT | — | — | 2 | — | — | — |
| 0+45 | | | STH 42 RT | — | — | 1 | — | — | — |
| 0+45 | | | STH 42 LT | — | — | 1 | — | — | — |
| UNDISTRIBUTED | | | | 50 | 50 | 1 | 30 | 1 | 5 |
| | | | TOTAL 0010 | 245 | 245 | 6 | 140 | 4 | 25 |

3

## RESTORATION ITEMS

| STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 625.0500 SALVAGED TOPSOIL SY | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0140 SEEDING MIXTURE NO. 40 LB | 630.0500 SEED WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 99+61 | - | 101+50 | STH 42 RT | — | 290 | 290 | 0.19 | 5.4 | — | 5.0 | GUARDRAIL |
| 101+22 | - | 102+02 | STH 52 LT | — | 101 | 101 | 0.06 | 1.8 | — | 1.7 | GUARDRAIL |
| 101+54 | - | 102+18 | STH 42 RT | — | 36 | 36 | 0.02 | 0.6 | — | 0.6 | GUARDRAIL |
| 102+29 | - | 103+09 | STH 42 LT | — | 123 | 123 | 0.08 | 2.2 | — | 2.1 | GUARDRAIL |
| 116+84 | - | 117+00 | STH 42 LT | 23 | — | 23 | 0.01 | — | 0.4 | 0.4 | CULVERT |
| 117+19 | - | 117+44 | STH 42 RT | 32 | — | 32 | 0.02 | — | 0.6 | 0.6 | CULVERT |
| 0+38 | - | 0+59 | STH 42 RT | 4 | — | 4 | 0.002 | 0.1 | — | 0.1 | CURB AND GUTTER IN MEDIAN |
| 0+62 | - | 0+95 | STH 42 RT | 9 | — | 9 | 0.01 | 0.2 | — | 0.2 | CURB AND GUTTER IN MEDIAN |
| | | | TOTAL 0010 | 68 | 549 | 617 | 0.39 | 10.3 | 1 | 10.7 | |

## EROSION CONTROL MOBILIZATIONS

| STATION | TO | STATION | LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|---|---|---|
| 915+03 | - | 6+37 | PROJECT | 5 | 3 |
| | | | TOTAL 0010 | 5 | 3 |

## PERMANENT SIGNING

| SIGN NO. | LOCATION | SIGN CODE | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 638.2102 MOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|---|
| 1 | STH 42 RT | J13-1 | 1 | 1 | 1 | NB BYPASS LANE AT CTH BB |
| 1A | STH 42 RT | W14-3 | — | 1 | — | NB BYPASS LANE AT CTH BB |
| 2 | STH 42 RT | W1-7 | 1 | 1 | 1 | NB BYPASS LANE AT CTH BB |
| 3 | STH 42 LT | J13-1 | 1 | 1 | 1 | SB RIGHT TURN LANE AT CTH BB |
| | | TOTAL 0010 | 3 | 4 | 3 | |

3

3

## MAINLINE PAVEMENT MARKING

| STATION | TO | STATION | LOCATION | 646.1020 MARKING LINE EPOXY 4-INCH CENTERLINE LF | 646.1020 MARKING LINE EPOXY 4-INCH LANE LINE LF | 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH EDGELINE LF | 649.0105 TEMPORARY MARKING LINE PAINT 4-INCH CENTERLINE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 914+43 | - | 915+03 | STH 42 | 120 | — | — | — | |
| 915+03 | - | 94+89 | STH 42 | 2,450 | — | 2,450 | 4,900 | DOUBLE YELLOW |
| 94+89 | - | 100+73 | STH 42 | 1,169 | — | 1,169 | 2,337 | DOUBLE YELLOW |
| 99+23 | - | 102+18 | STH 42; BYPASS LANE | — | 75 | — | — | BYPASS LANE SKIPS, WHITE |
| 100+73 | - | 110+41 | STH 42 | 242 | — | 1,936 | 155 | MAINLINE SKIPS |
| 110+41 | - | 117+55 | STH 42 | 893 | — | 1,428 | 1,542 | NB-SOLID, SB-SKIPS |
| 117+55 | - | 133+33 | STH 42 | 3,156 | — | 3,156 | 6,312 | DOUBLE YELLOW |
| 133+33 | - | 145+47 | STH 42 | 2,290 | — | 1,450 | 4,580 | DOUBLE YELLOW, MEDIAN ISLAND |
| 143+25 | - | 145+20 | STH 42/STH 57 | — | — | 290 | — | BETWEEN 8-INCH CHANNELIZING MARKINGS |
| 0+00 | - | 6+38 | STH 42 | 1,180 | — | 1,100 | 2,360 | MEDIAN ISLAND |
| 0+06 | | | STH 42/STH 57 | 825 | — | 460 | — | STH 57 DOUBLE YELLOW |
| 6+38 | - | 14+83 | STH 42 | 1,056 | — | — | — | NB-SKIPS, SB-SOLID |
| 10+23'BB' | - | 10+73'BB' | CTH BB | 90 | — | — | — | DOUBLE YELLOW |
| 31+00'J' | - | 30+32'J' | JORNS LN | 60 | — | — | — | DOUBLE YELLOW |
| | | | SUBTOTAL 0010 | 13,530 | 75 | — | — | |
| | | | TOTAL 0010 | 13,605 | | 13,439 | 22,186 | |

## MEDIAN MARKING

| STATION | TO | STATION | LOCATION | 646.8020 MARKING CORRUGATED MEDIAN EPOXY SF | 646.8120 MARKING CURB EPOXY LF | 646.8220 MARKING ISLAND NOSE EPOXY EACH | REMARKS |
|---|---|---|---|---|---|---|---|
| 136+40 | - | 139+31 | STH 42 | 690 | 10 | 1 | |
| 142+25 | - | 142+74 | STH 42/STH 57 | 100 | — | — | STH 42 NB RIGHT TURN TO STH 57 |
| 144+54 | - | 145+04 | STH 42 | — | 65 | — | |
| 0+40 | - | 0+95 | STH 42 | — | 65 | 1 | |
| 3+24 | - | 3+75 | STH 42 | — | 70 | — | CURB HEAD ADJACENT TO CROSSOVER |
| 5+18 | - | 6+37 | STH 42 | 230 | 10 | 1 | |
| | | | TOTAL 0010 | 1,020 | 220 | 3 | |

## CHANNELIZING LINES

| STATION | TO | STATION | LOCATION | 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH LF | REMARKS |
|---|---|---|---|---|---|
| 101+20 | - | 103+05 | STH 42 LT | 185 | STH 42 SB RIGHT TURN TO CTH BB |
| 142+10 | - | 143+25 | STH 42/STH 57 | 230 | STH 42 NB RIGHT TURN LANE TO STH 57 |
| 145+20 | - | 145+41 | STH 42/STH 57 | 145 | GORE AT MERGING OF STH 42 NB AND STH 57 NB |
| 0+19 | - | 0+45 | STH 42/STH 57 | 115 | STH 57 SB RIGHT TURN ISLAND TO STH 42 NB |
| 0+55 | - | 0+90 | STH 42 | 35 | STH 42 SB LEFT TURN LANE TO STH 57 |
| 10+20'BB' | - | 10+87'BB | CTH BB | 125 | RIGHT TURN ISLAND |
| | | | TOTAL 0010 | 835 | |

3

## TEMORARY TRAFFIC CONTROL

| CLOSURE | DAYS | 643.0300 TRAFFIC CONTROL DRUMS DAY | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | 643.0900 TRAFFIC CONTROL SIGNS DAY | REMARKS |
|---|---|---|---|---|---|---|
| STH 42 NB BYPASS LANE AT CTH BB | 5 | 65 | — | — | 35 | (1) |
| STH 42 SB RIGHT TURN LANE AT CTH BB | 5 | 65 | — | — | 25 | (1) |
| MILLED SURFACE ADVANCE WARNING - SEGMENT A | 5 | — | — | — | 40 | (2) |
| MILLED SURFACE ADVANCE WARNING - SEGMENT B | 2 | — | — | — | 20 | (2) |
| MILLED SURFACE ADVANCE WARNING - SEGMENT C | 1 | — | — | — | — | (2) |
| SIDEROAD CLOSURES - COMBINED SEGMENT A/B | 1 | — | 5 | 6 | 2 | (3)* CTH BB |
| SIDEROAD CLOSURES - SEGMENT B | 34 | — | 68 | 68 | 102 | (3) FOREST RD |
| SIDEROAD CLOSURES - SEGMENT C | 4 | — | 8 | 8 | 12 | (3) JORNS LN |
| MAINLINE CLOSURE - SEGMENT A | 22 | — | 220 | 264 | 44 | (4) |
| MAINLINE CLOSURE - SEGMENT B | 34 | — | 374 | 374 | — | (4) |
| MAINLINE CLOSURE - SEGMENT C | 4 | — | 60 | 72 | 36 | (4) - STH 42 AND 57 INTERSECTION LEGS |
| TOTAL 0010 | | 130 | 735 | 792 | 316 | |

(1) SEE "WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" STANDARD DETAIL DRAWING AND TRAFFIC CONTROL PLAN.
(2) SEE "SIGNING ON ROADWAYS WITH MILLED SURFACES" STANDARD DETAIL DRAWING.
(3) SEE DETAIL 4 OF THE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" STANDARD DETAIL DRAWING.
(3)* SEE DETAIL 1 OF THE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" STANDARD DETAIL DRAWING.
(4) SEE DETOUR SIGNING DETAIL AND THE FOLLOWING STANDARD DETAIL DRAWINGS:
- BARRICADES AND SIGNS FOR MAINLINE CLOSURES
- BARRICADES AND SIGNS FOR VARIOUS CLOSURES

## Traffic Control Signs PCMS

| DETOURS | # OF SIGNS | DAYS | 643.1050 DAY | REMARKS |
|---|---|---|---|---|
| DETOUR A | 2 | 30 | 60 | 7-DAY ADVANCE NOTICE & STH 42 NIGHTLY CLOSURES |
| DETOUR B | 3 | 41 | 123 | 7-DAY ADVANCE NOTICE & STH 42 NIGHTLY CLOSURES |
| DETOUR C | 3 | 11 | 33 | 7-DAY ADVANCE NOTICE & STH 42 NIGHTLY CLOSURES |
| | | TOTAL 0010 | 216 | |

3

## CONSTRUCTION STAKING ITEMS

| STATION | TO | STATION | LOCATION | 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 4430-21-71) LS | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 915+03 | - | 6+38 | PROJECT | — | 6,923 | 1 | — | |
| 99+61 | - | 103+09 | STH 42 LT/RT | — | — | — | 348 | GUARDRAIL GRADING |
| 116+94 | - | 117+27 | STH 42 LT/RT | 1 | — | — | — | RELAYING PIPE CULVERT |
| | | | TOTAL 0010 | 1 | 6,923 | 1 | 348 | |

## SAWING ITEMS

| STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|
| 915+03 | - | 133+33 | STH 42 TRAVEL LANES | — | 3,440 | CONCRETE BASE PATCHING AREAS |
| 116+93 | - | 117+27 | STH 42 LT/RT | 60 | — | CULVERT PIPE RELAY |
| 143+40 | - | 0+95 | STH 42 TRAVEL LANES | 200 | 25 | (NOTE) |
| 0+37 | - | 0+59 | STH 42 LT/RT | 52 | 5 | INLET RECONSTRUCT / MEDIAN NOSE |
| | | | TOTAL 0010 | 312 | 3,470 | |

(NOTE) QUANTITY FOR CURB AND GUTTER REPLACEMENTS. ANY ASPHALT SURROUNDING THE CURB AND GUTTER SHALL BE CUT AT 1-FT OFFSET TO GIVE ROOM FOR FORMS.

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR A)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 22 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING TYPE II SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | STH 42/57, S. OF EGG HARBOR RD, PLACE 1000' S. OF EGG HARBOR RD RAB INTERSECTION | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 22 | 22 | | | | | | |
| 2 | STH 42/57, S. OF EGG HARBOR RD, PLACE LEFT OF EXISTING TYPE II RAB SIGN | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 22 | 22 | | | | | | |
| 3 | STH 42/57, S. OF EGG HARBOR RD, COVER EXISTING TYPE II RAB SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "NORTH 42-57" |
| 4 | STH 42/57, S. OF EGG HARBOR RD, PLACE 100' S. OF EGG HARBOR RD RAB INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | LEFT |
| 5 | STH 42/57, AT EGG HARBOR RD, PLACE ABOVE EXISTING SPLITTER ISLAND SIGN ON NORTH LEG | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-2 | 21"X21" | 1 | 22 | 22 | | | | | | TILT LEFT |
| 6 | STH 42/57, AT EGG HARBOR RD, PLACE IN ROADWAY FOR RAB INTERSECTION NORTH LEG EXIT | R 11-2 | 48"X30" | 1 | 22 | 22 | 22 | 44 | | | | |
| | " | M 4-9L | 30"X24" | 1 | 22 | 22 | | | | | | |
| 7 | STH 42/57, N. OF EGG HARBOR RD, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 22 | | | PLACE THROUGHOUT NIGHTLY CLOSURES |
| 8 | EGG HARBOR RD, W. OF STH 42/57, COVER EXISTING J3-4 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "NORTH 42-57" |
| 9 | EGG HARBOR RD, W. OF STH 42/57, MODIFY EXISTING J1-4 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 22 | 22 | | | | | | |
| | " | M 4-8A | 24"X18" | 1 | 22 | 22 | | | | | | |
| 10 | EGG HARBOR RD, E. OF OLD HWY RD, PLACE 100' E. OF OLD HWY RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | RIGHT |
| 11 | EGG HARBOR RD, W. OF OLD HWY RD, PLACE 100' W. OF OLD HWY RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | LEFT |
| 12 | EGG HARBOR RD, W. OF OLD HWY RD, PLACE 600' W. OF OLD HWY RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 22 | 22 | | | | | | |
| 13 | EGG HARBOR RD, W. OF OLD HWY RD, PLACE 1000' W. OF OLD HWY RD INTERSECTION | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 22 | 22 | | | | | | |
| 14 | OLD HWY RD, AT EGG HARBOR RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | LEFT |
| | PAGE SUBTOTALS | | | 47 | | 1,012 | 22 | 44 | 22 | | 2 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR A)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 22 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING TYPE II SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14A | OLD HWY RD, N. OF EGG HARBOR RD, PLACE 500' N. OF EGG HARBOR RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 22 | 22 | | | | | | |
| 15 | OLD HWY RD, AT CTH BB, PLACE RIGHT OF EXISTING R1-1 SIGN AT INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | RIGHT |
| 15A | OLD HWY RD, S. OF CTH BB, PLACE 500' S. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 22 | 22 | | | | | | |
| 16 | CTH BB, AT OLD HWY RD, PLACE AT OLD HWY RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | | M 3-3 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | LEFT |
| 17 | CTH BB, W. OF STH 42/57, PLACE 50' W. OF STH 42/57 INTERSECTION | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | LEFT |
| 18 | STH 42/57, AT CTH BB, PLACE IN ROADWAY AT CTH BB INTERSECTION | R 11-2 | 48"X30" | 1 | 22 | 22 | 22 | 44 | | | | |
| | " | M 4-9R | 30"X24" | 1 | 22 | 22 | | | | | | |
| 19 | STH 42/57, S. OF CTH BB, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 22 | | | PLACE THROUGHOUT NIGHTLY CLOSURES |
| 20 | STH 42/57, AT CTH BB, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 22 | 22 | | | | | | RIGHT |
| 21 | STH 42/57, N. OF CTH BB, PLACE 500' N. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 22 | 22 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 22 | 22 | | | | | | |
| 22 | STH 42/57, N. OF CTH BB, PLACE 1000' N. OF CTH BB INTERSECTION | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 22 | 22 | | | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 22 | 22 | | | | | | |
| | PAGE SUBTOTALS | | | 39 | | 836 | 22 | 44 | 22 | | 0 | |
| | **DETOUR A TOTALS** | | | **86** | | **1,848** | **44** | **88** | **44** | | **2** | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR B)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 34 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING TYPE II SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | STH 42/57, S. OF CTH BB, PLACE 1000' S. OF CTH BB INTERSECTION | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 34 | 34 | | | | | | |
| 2 | STH 42/57, S. OF CTH BB, PLACE 500' S. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 34 | 34 | | | | | | |
| 3 | STH 42/57, AT CTH BB, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| 4 | STH 42/57, AT CTH BB, PLACE IN ROADWAY AT CTH BB INTERSECTION | R 11-2 | 48"X30' | 1 | 34 | 34 | 34 | 68 | | | | |
| | " | M 4-9L | 30"X24" | 1 | 34 | 34 | | | | | | |
| 5 | STH 42/57, N. OF CTH BB, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 34 | | | PLACE FOR NIGHTLY CLOSURES |
| 6 | CTH BB, W. OF STH 42/57, PLACE 50' W. OF STH 42/57 INTERSECTION | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 7 | CTH BB, W. OF STH 42/57, PLACE 1000' W. OF STH 42/57 INTERSECTION | M 4-8A | 24"X18" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| 8 | CTH BB, E. OF CTH HH, PLACE 500' E. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 9 | CTH BB, E. OF CTH HH, PLACE 250' E. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| 10 | CTH BB, AT CTH HH, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 11 | CTH HH, AT CTH BB, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| 12 | CTH HH, N. OF CTH BB, PLACE 250' N. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| 13 | CTH HH, N. OF CTH BB, PLACE 500' N. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 34 | 34 | | | | | | |
| | PAGE SUBTOTALS | | | 50 | | 1,666 | 34 | 68 | 34 | | 0 | |

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR B)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 34 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING TYPE II SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | CTH HH, AT DUNN RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 14A | CTH HH, S. OF DUNN RD, PLACE 500' S. OF DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 15 | CTH HH, AT MARTIN RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT MARTIN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| 16 | CTH HH, AT DUNN RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 16A | CTH HH, AT WALKER RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT WALKER RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| 16B | CTH HH, N. OF DUNN RD, PLACE 500' N. OF DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 17 | CTH HH, AT OLD CTH OR, PLACE RIGHT OF EXISTING R1-1 SIGN AT OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 17A | CTH HH, S. OF OLD CTH OR, PLACE 500' S. OF OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 18 | CTH HH, AT OLD CTH OR, PLACE RIGHT OF EXISTING R1-1 SIGN AT OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| | PAGE SUBTOTALS | | | 45 | | 1,530 | 0 | 0 | 0 | | 0 | |

3

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR B)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 34 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING TYPE II SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18A | CTH HH, E. OF OLD CTH OR, PLACE 500' OF OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 34 | 34 | | | | | | |
| 19 | CTH HH, W. OF STH 42, PLACE 1000' W. OF STH 42 INTERSECTION | M 4-8A | 24"X18" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| 20 | CTH HH, W. OF STH 42, PLACE RIGHT OF SIGN #19 | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 21 | CTH HH, W. OF STH 42, PLACE 250' W. OF STH 42 INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| 22 | CTH HH, AT STH 42, PLACE RIGHT OF EXISTING R1-1 SIGN AT STH 42 INTERSECTION | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| 23 | CTH HH, AT STH 42, PLACE RIGHT OF SIGN #22 | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 24 | STH 42, AT CTH HH, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 25 | STH 42, AT CTH HH, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF CTH HH INTERSECTION | R 11-3 | 60"X30" | 1 | 34 | 34 | 34 | 68 | | | | 3 MILES AHEAD |
| | " | M 4-9R | 30"X24" | 1 | 34 | 34 | | | | | | |
| 26 | STH 42, N. OF CTH HH, PLACE 500' N. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 27 | STH 42, N. OF CTH HH, PLACE 1000' N. OF CTH HH INTERSECTION | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 34 | 34 | | | | | | |
| | PAGE SUBTOTALS | | | 36 | | 1,224 | 34 | 68 | 0 | | 0 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR B)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 34 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | NO. OF CYCLES | 643.0920 COVERING TYPE II SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 | STH 42, AT CTH HH, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | LEFT |
| 29 | STH 42, S. OF CTH HH, PLACE 250' S. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| 30 | STH 42, S. OF CTH HH, PLACE 500' S. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 34 | 34 | | | | | | |
| 31 | STH 42, N. OF CTH P, PLACE 150' N. OF CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | AHEAD |
| 32 | STH 42, S. OF CTH P, PLACE 150' S. OF CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-1 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | AHEAD |
| 33 | STH 42, N. OF STH 57, MODIFY EXISTING J1-1 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 34 | 34 | | | | | | |
| 34 | STH 42, N. OF STH 57, COVER EXISTING J2-3 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER "NORTH 42-57 AHEAD" |
| 35 | STH 42, N. OF STH 57, PLACE 250' N. OF STH 57 INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| 36 | STH 42, AT STH 57, COVER EXISTING J3-2 SIGN AS SHOWN | | | | | | | | | 1 | 1 | COVER ENTIRE SIGN |
| 37 | STH 42/57, AT STH 42/57 SPLIT, PLACE IN ROADWAY ON SOUTH LEG OF INTERSECTION | R 11-2 | 48"X30" | 1 | 34 | 34 | 34 | 68 | | | | |
| | " | M 4-9R | 30"X24" | 1 | 34 | 34 | | | | | | |
| 38 | STH 42/57, S. OF STH 42/57 SPLIT, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 34 | | | PLACE FOR NIGHTLY CLOSURES |
| 39 | STH 57, N. OF STH 42/57 SPLIT, MODIFY EXISTING J3-3 SIGN AS SHOWN | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| | " | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | MO 6-1 | 21"X21" | 1 | 34 | 34 | | | | | | RIGHT |
| 40 | STH 57, N. OF STH 42/57 SPLIT, PLACE 500' N. OF STH 42/57 SPLIT INTERSECTION | MO 4-8 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 3-3 | 24"X12" | 1 | 34 | 34 | | | | | | |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 34 | 34 | | | | | | |
| 41 | STH 57, N. OF STH 42/57 SPLIT, PLACE 1000' N. OF STH 42/57 SPLIT INTERSECTION | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 34 | 34 | | | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 34 | 34 | | | | | | |
| | PAGE SUBTOTALS | | | 42 | | 1,394 | 34 | 68 | 34 | | 2 | |
| | **DETOUR B TOTALS** | | | **173** | | **5,814** | **102** | **204** | **68** | | **2** | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR C)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | STH 42/57, S. OF CTH BB, PLACE 1000' S. OF CTH BB INTERSECTION | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 4 | 4 | | | | |
| 2 | STH 42/57, S. OF CTH BB, PLACE 500' S. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 4 | 4 | | | | |
| 3 | STH 42/57, AT CTH BB, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| 4 | STH 42/57, AT CTH BB, PLACE IN ROADWAY AT CTH BB INTERSECTION | R 11-2 | 48"X30" | 1 | 4 | 4 | 4 | 8 | | |
| | " | M 4-9L | 30"X24" | 1 | 4 | 4 | | | | |
| 5 | STH 42/57, N. OF CTH BB, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 4 | PLACE FOR NIGHTLY CLOSURES |
| 6 | CTH BB, W. OF STH 42/57, PLACE 50' W. OF STH 42/57 INTERSECTION | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 7 | CTH BB, W. OF STH 42/57, PLACE 1000' W. OF STH 42/57 INTERSECTION | M 4-8A | 24"X18" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| 8 | CTH BB, E. OF CTH HH, PLACE 500' E. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 9 | CTH BB, E. OF CTH HH, PLACE 250' E. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| 10 | CTH BB, AT CTH HH, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 11 | CTH HH, AT CTH BB, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| 12 | CTH HH, N. OF CTH BB, PLACE 250' N. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| 13 | CTH HH, N. OF CTH BB, PLACE 500' N. OF CTH BB INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 4 | 4 | | | | |
| | PAGE SUBTOTALS | | | 50 | | 196 | 4 | 8 | 4 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR C)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 14 | CTH HH, AT DUNN RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 14A | CTH HH, S. OF DUNN RD, PLACE 500' S. OF DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 15 | CTH HH, AT MARTIN RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT MARTIN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| 16 | CTH HH, AT DUNN RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 16A | CTH HH, AT WALKER RD, PLACE RIGHT OF EXISTING R1-1 SIGN AT WALKER RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| 16B | CTH HH, N. OF DUNN RD, PLACE 500' N. OF DUNN RD INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 17 | CTH HH, AT OLD CTH OR, PLACE RIGHT OF EXISTING R1-1 SIGN AT OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 17A | CTH HH, S. OF OLD CTH OR, PLACE 500' S. OF OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 18 | CTH HH, AT OLD CTH OR, PLACE RIGHT OF EXISTING R1-1 SIGN AT OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| | PAGE SUBTOTALS | | | 45 | | 180 | 0 | 0 | 0 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 18A | CTH HH, E. OF OLD CTH OR, PLACE 500' E. OF OLD CTH OR INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 4 | 4 | | | | |
| 19 | CTH HH, W. OF STH 42, PLACE 1000' W. OF STH 42 INTERSECTION | M 4-8A | 24"X18" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| 20 | CTH HH, W. OF STH 42, PLACE RIGHT OF SIGN #19 | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 21 | CTH HH, W. OF STH 42, PLACE 250' W. OF STH 42 INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| 22 | CTH HH, AT STH 42, PLACE RIGHT OF EXISTING R1-1 SIGN AT STH 42 INTERSECTION | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| 23 | CTH HH, AT STH 42, PLACE RIGHT OF SIGN #22 | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 24 | STH 42, AT CTH HH, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 25 | STH 42, AT CTH HH, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF CTH HH INTERSECTION | R 11-3 | 60"X30" | 1 | 4 | 4 | 4 | 8 | | 3 MILES AHEAD |
| | " | M 4-9R | 30"X24" | 1 | 4 | 4 | | | | |
| 26 | STH 42, N. OF CTH HH, PLACE 500' N. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 27 | STH 42, N. OF CTH HH, PLACE 1000' N. OF CTH HH INTERSECTION | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 4 | 4 | | | | |
| 28 | STH 42, AT CTH HH, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| | PAGE SUBTOTALS | | | 41 | | 164 | 4 | 8 | 0 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR C)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 29 | STH 42, S. OF CTH HH, PLACE 250' S. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| 30 | STH 42, S. OF CTH HH, PLACE 500' S. OF CTH HH INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 4 | 4 | | | | |
| 31 | STH 42, N. OF CTH P, PLACE 500' N. OF CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1L | 21"X21" | 1 | 4 | 4 | | | | |
| 32 | STH 42, N. OF CTH P, PLACE RIGHT OF EXISTING J4-1 SIGN N. OF CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 21"X21" | 1 | 4 | 4 | | | | 57 |
| 33 | STH 42, N. OF CTH P, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | LEFT |
| 34 | STH 42, AT CTH P, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERSECTION | R 11-3 | 60"X30" | 1 | 4 | 4 | 4 | 8 | | 1 1/2 MILES AHEAD |
| | " | M 4-9L | 30"X24" | 1 | 4 | 4 | | | | |
| 35 | STH 42, N. OF STH 57, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION | PCMS | | 1 | | | | | 5 | PLACE DURING AND IN ADVANCE OF CLOSURE |
| 36 | CTH P, AT STH 42, PLACE RIGHT OF EXISTING R1-1 SIGN AT STH 42 INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 37 | CTH P, E. OF STH 42, PLACE 250' E. OF STH 42 INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-1 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | PAGE SUBTOTALS | | | 31 | | 120 | 4 | 8 | 5 | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

## TRAFFIC CONTROL DETOUR SIGN SUMMARY (DETOUR C)

| SIGN NO. | LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 4 DAYS | 643.0900 SIGNS DAYS | 643.0420 BARRICADES TYPE III DAY | 643.0705 WARNING LIGHTS TYPE A DAY | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 38 | CTH P, E. OF STH 42, PLACE 500' E. OF STH 42 INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 39 | CTH P, W. OF STH 57, MODIFY EXISTING J1-1 SIGN AS SHOWN | M 4-8A | 24"X18" | 1 | 4 | 4 | | | | |
| 40 | CTH P, W. OF STH 57, PLACE 250' W. OF STH 57 INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| 41 | STH 57, AT CTH P, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERSECTION | R 11-3 | 60"X30" | 1 | 4 | 4 | 4 | 8 | | 3 MILES AHEAD |
| | " | M 4-9R | 30"X24" | 1 | 4 | 4 | | | | |
| 42 | STH 57, AT CTH P, MODIFY EXISTING J13-1 SIGN AS SHOWN | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | |
| 43 | STH 57, AT CTH P, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 6-1 | 21"X21" | 1 | 4 | 4 | | | | RIGHT |
| 44 | STH 57, N. OF CTH P, PLACE 750' N. OF CTH P INTERSECTION | MO 4-8 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 3-3 | 24"X12" | 1 | 4 | 4 | | | | |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | MO 5-1R | 21"X21" | 1 | 4 | 4 | | | | |
| 45 | STH 57, N. OF CTH P, PLACE 1500' N. OF CTH P INTERSECTION | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 42 |
| | " | M 1-6 | 24"X24" | 1 | 4 | 4 | | | | 57 |
| | " | W 20-2A | 48"X48" | 1 | 4 | 4 | | | | |
| | PAGE SUBTOTALS | | | 26 | | 104 | 4 | 8 | 0 | |
| | **DETOUR C TOTALS** | | | **193** | | **764** | **16** | **32** | **9** | |

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

BEGIN PROJECT
STA 915+03.33
Y=166,238.410
X=501,766.022

5'
12'
12'
6'

916+00
917+00
918+00
919+00
920+00

STH 42/57 RL
STH 42/57

EQUATION
STA AHEAD = 88+59.13
STA BACK = 920+98.66

PT: 88+59.13

5'
12'
12'
10'

MATCH LINE 88+70

CURVE 1

CURVE 1
PI STA = 918+03.70
Y = 166535.074
X = 501813.102
DELTA = 21°22'35"
D = 3°34'52"
T = 301.98'
L = 596.94'
R = 1600.00'
PC STA = 915+01.72
Y = 166236.823
X = 501765.769
PT STA = 88+59.13
Y = 166795.554
X = 501965.889
BK = N09°01'03.6"E
AH = N30°23'39.0"E

EDGE OF PAVED SHOULDER

919+82.63
18.00' RT

BUTT JOINT REQ'D
SEE CONSTRUCTION DETAILS

EXISTING R/W

LEGEND

UNDOWELED BASE PATCHING CONCRETE SHES

REMOVING CONCRETE SURFACE PARTIAL DEPTH

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION | ELEV. | DESCRIPTION |
| 1 | 94+31.26 LT | 645.02 | NAIL IN POWER POLE |

EXISTING R/W

BM 1

FO
OH
GUY

EDGE OF PAVED SHOULDER

5'
12'
12'
10'

MATCH LINE 88+70

89+00
90+00
N30° 23' 39"E
91+00
92+00
93+00
94+00

STH 42/57 RL
STH 42/57

91+32.41
17.00' RT

EDGE OF PAVED SHOULDER

CP 902

MATCH LINE 94+80

EXISTING R/W

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN SHEETS | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 5/19/2022 2:26 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION | ELEV. | DESCRIPTION |
| 2 | 97+86.16 LT | 640.22 | CROSS NE TOP CONCRETE BASE |
| 3 | 98+93.19 LT | 645.13 | TOP SOUTHERLY BOLT ATC #120013 |

EXISTING R/W
BM 2
CP 903
REMOVE EXISTING ASPHALTIC SURFACE
REPLACE WITH ASPHALTIC SURFACE SAFETY ISLAND
END CONSTRUCTION
STA 10+72.84'BB'
BUTT JOINT REQ'D
CTH BB R/L
PC: 10+51.56'BB'
PI: 100+73.30
REPLACE CURB AND GUTTER
DRILLED TIE BARS REQ'D
EDGE OF PAVED SHOULDER
99+90.1
100+20.3
MATCH LINE 94+80
95+00
96+00
N30° 23' 39"E
97+00
98+00
99+00
100+00
STH 42/57
STH 42/57 RL
BUTT JOINT
ASPHALTIC SURFACE WEDGE FOR PROFILE TRANSITION
SEE CONSTRUCTION DETAILS
EDGE OF PAVED SHOULDER
STA 100+73.30 R/L STH 42=
STA 10+00.00 R/L CTH BB
Y= 167842.856
X= 502580.194
EXISTING R/W
MATCH LINE 100+90
SLOPE INTERCEPT (TYP)

1
COUNTY BB
J13-1
24"X45"
MOVE
NO PASSING ZONE
W14-3
48"X36"
MOVE
2
W1-7
48"X24"
MOVE

5

## LEGEND

UNDOWELED BASE PATCHING CONCRETE SHES

REMOVING CONCRETE SURFACE PARTIAL DEPTH

## SIGNING NOTES

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

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

THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

MULTIPLE TYPE II SIGNS MOUNTED TOGETHER, STACKED OR BACK TO BACK, WILL BE PAID AS ONE(1) SIGN REMOVAL.

CONTACT THE COUNTY HIGHWAY DEPARTMENT FOR REMOVAL OF STREET NAME SIGNS MOUNTED ON STATE OWNED POSTS. STREET NAME SIGNS SHALL NOT BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

NO MUNICIPAL OR COUNTY SIGNS SHALL BE MOUNTED TO STATE OWNED SIGNS OR POSTS. WHITE ARROW BOARD SIGNS (T200) SHALL REMAIN. CONTACT LOCAL COUNTY FOR REMOVAL/REINSTALLATION IF NEEDED.

COUNTY BB
J13-1
24"X45"
MOVE
3
EXISTING R/W
EDGE OF PAVED SHOULDER
MATCH LINE 100+90
101+00
102+00
N30° 19' 17"E
103+00
104+00
105+00
106+00
107
STH 42/57
STH 42/57 RL
HMOD
CP 904
EDGE OF PAVED SHOULDER
SLOPE INTERCEPT (TYP)
EXISTING R/W
MATCH LINE 107+00

5

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN SHEETS | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn
PLOT DATE : 5/19/2022 2:27 PM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

MATCH LINE 107+00

MATCH LINE 113+10

EXISTING R/W

EDGE OF PAVED SHOULDER

+00 108+00 109+00 110+00 111+00 112+00 113+00

N30° 19' 17"E

12'

12'

5'

STH 42/57

STH 42/57 RL

EDGE OF PAVED SHOULDER

EXISTING R/W

5

5

LEGEND

UNDOWELED BASE PATCHING CONCRETE SHES

REMOVING CONCRETE SURFACE PARTIAL DEPTH

OLD HWY RD

EXISTING R/W

APPROX STA = 117+10
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH (2)
RELAID CULVERT PIPE 24-INCH
JOINT TIES REQ'D
CONCRETE COLLAR REQ'D

SAWCUT

EDGE OF PAVED SHOULDER

MATCH LINE 113+10

MATCH LINE 119+20

12'

12'

5'

114+00 115+00 116+00 117+00 118+00 119+00

N30° 19' 17"E

N30° 19' 17"E

STH 42/57

STH 42/57 RL

SAWCUT

EDGE OF PAVED SHOULDER

EXISTING R/W

EXISTING R/W

STA 116+68.35 R/L STH 42=
STA 20+00.00 R/L Forest Rd
Y= 169219.711
X= 503385.450

BUTT JOINT REQ'D

FOREST RD R/L

FOREST RD

21+00'F'

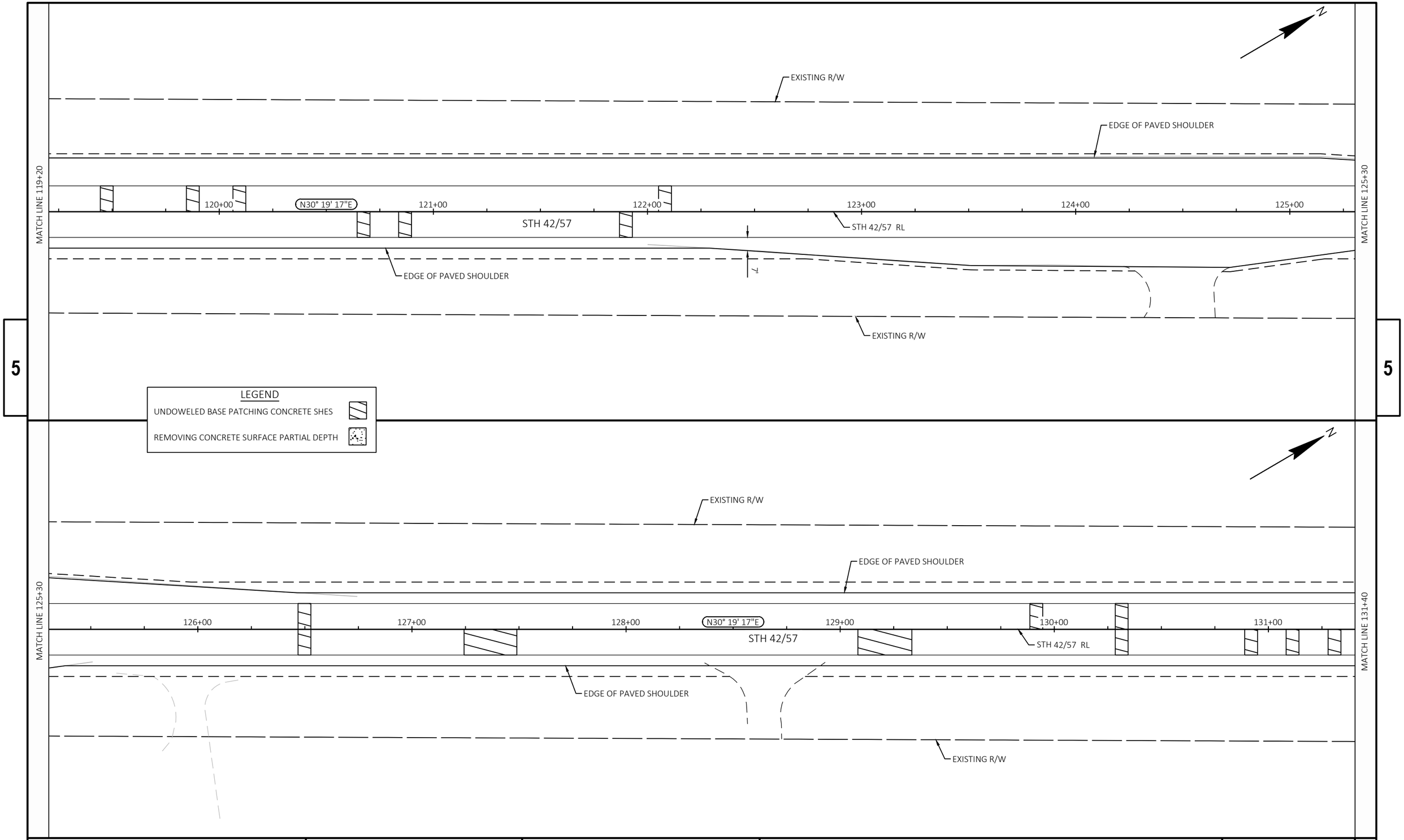
END CONSTRUCTION
STA 20+70.92'F'

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN SHEETS | SHEET 51 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 5/19/2022 2:27 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44




5

5

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN SHEETS | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn

PLOT DATE : 5/19/2022 2:27 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:40 FT

CURVE 2
PI STA = 136+28.54
Y = 170911.763
X = 504375.049
DELTA = 30°11'44"
D = 5°13'35"
T = 295.76'
L = 577.76'
R = 1096.29'
PC STA = 133+32.78
Y = 170656.464
X = 504225.736
PT STA = 139+10.54
Y = 171207.519
X = 504375.698
BK = N30°19'16.7"E
AH = N00°07'32.8"E

N

EXISTING R/W

MATCH LINE 131+40

N30° 19' 17"E

132+00

PC: 133+32.78

CURVE 2

133+00

134+00

135+00

136+00

137+00

EDGE OF PAVED SHOULDER

STH 42/57

STH 42/57 R/L

MATCH LINE 137+50

EDGE OF PAVED SHOULDER

EXISTING R/W

5

5

LEGEND

UNDOWELED BASE PATCHING CONCRETE SHES

REMOVING CONCRETE SURFACE PARTIAL DEPTH

N

STA 143+50, 27.5' LT
RECONSTRUCT INLET (FLOW LINE TO RIM)
EXISTING STRUCTURE: 2'X3'
APPROXIMATE DEPTH: 2-FT
MATCH EXISTING INVERT & RIM ELEVATION
REPLACE CURB AND GUTTER
DRILLED TIE BARS REQ'D

STA 143+50, 10.5' LT
RECONSTRUCT INLET (FLOWLINE TO RIM)
EXISTING STRUCTURE: 2'X3'
APPROXIMATE DEPTH: 2.2-FT
MATCH EXISTING INVERT & RIM ELEVATION
REPLACE CURB AND GUTTER
DRILLED TIE BARS REQ'D

EXISTING R/W

EDGE OF PAVED SHOULDER

PT: 139+10.54

143+44.5

143+56.5

143+56.2

143+40.6

MATCH LINE 137+50

138+00

139+00

140+00

N0° 07' 33"E

141+00

142+00

143+00

STH 42/57

STH 42/57 R/L

MATCH LINE 143+60

143+45.8

143+54.9

MILL 1.75-INCHES
PAVE 1.75-INCHES

142+03.93
26.15' RT

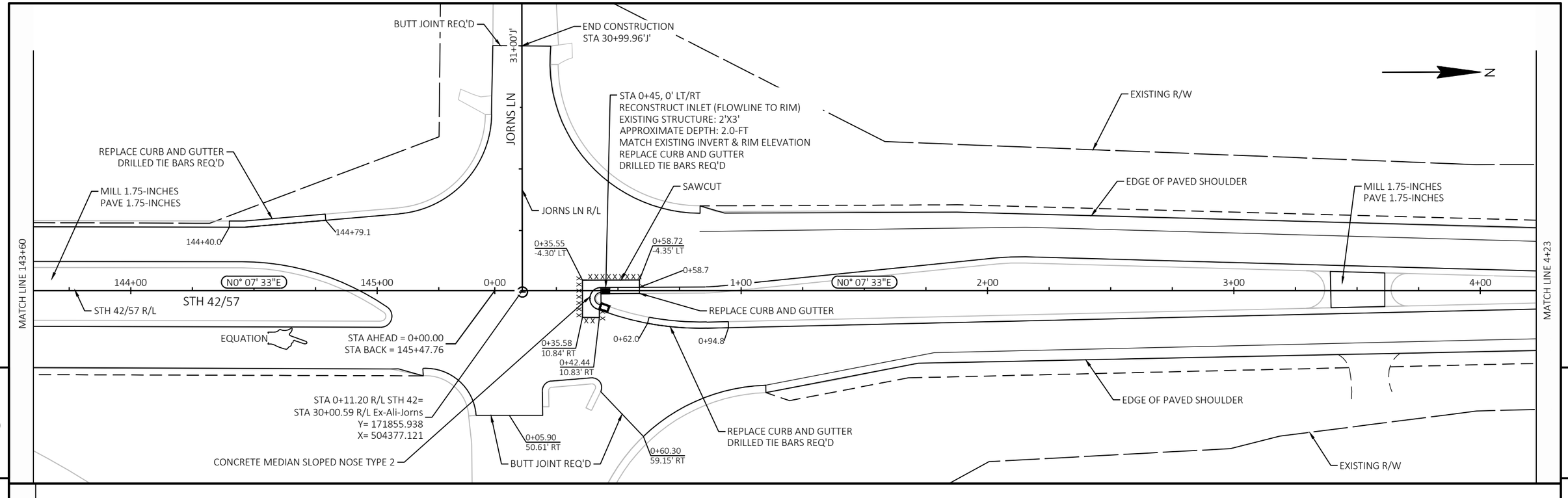
142+03.93
40.97' RT

EDGE OF PAVED SHOULDER

STA 145+50, 13.5' RT
RECONSTRUCT INLET (FLOWLINE TO RIM)
EXISTING STRUCTURE: 2'X3'
APPROXIMATE DEPTH: 2.6-FT
MATCH EXISTING INVERT & RIM ELEVATION
REPLACE CURB AND GUTTER
DRILLED TIE BARS REQ'D

EXISTING R/W

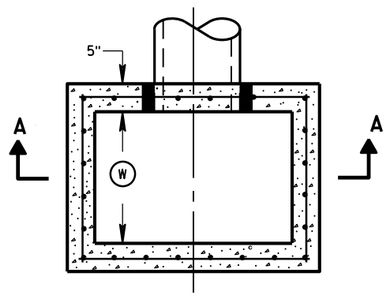
| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN SHEETS | SHEET 53 | E |
|---|---|---|---|---|---|



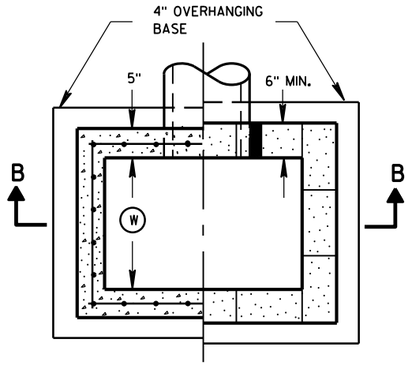

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | PLAN SHEETS | SHEET 54 | E |
|---|---|---|---|---|---|

# Standard Detail Drawing List

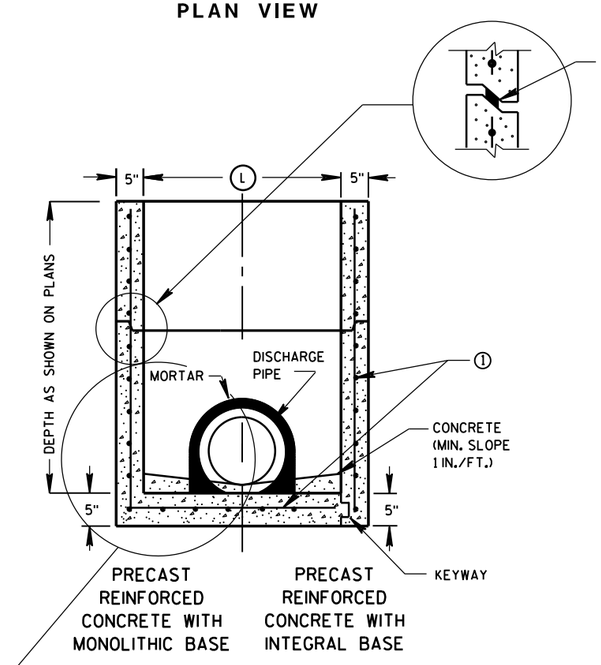
| | |
|---|---|
| 08C07-02 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08D01-22A | CONCRETE CURB & GUTTER |
| 08D01-22B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 13C14-07A | BASE PATCHING CONCRETE |
| 13C14-07B | BASE PATCHING CONCRETE |
| 13C14-07C | BASE PATCHING CONCRETE |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14B29-01 | SAFETY EDGE |
| 14B42-07A | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07B | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07C | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07D | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B43-04A | MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) |
| 14B43-04C | MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) |
| 14B44-04A | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-04B | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-04C | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-08A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-08B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C02-08C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C08-20A | LONGITUDINAL MARKING (MAINLINE) |
| 15C11-09B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C18-05B | MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE |
| 15C18-05C | MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT |
| 15C19-06A | MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY |
| 15C35-04A | PAVEMENT MARKING (INTERSECTIONS) |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D44-02 | TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES |



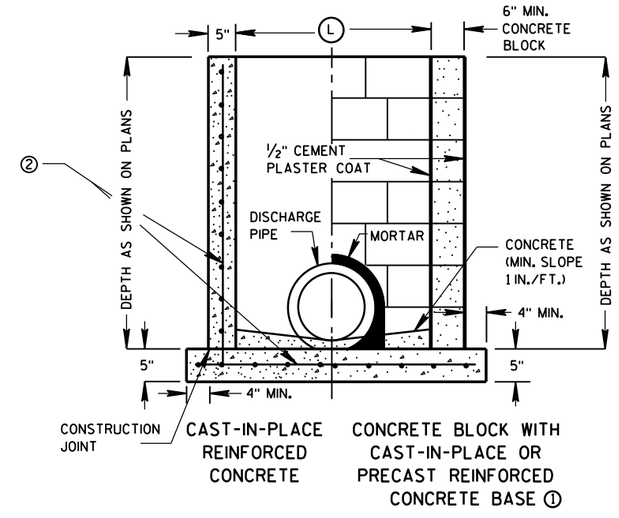

PLAN VIEW



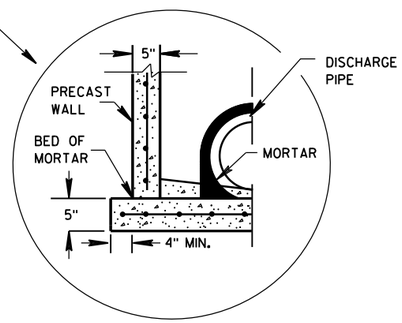

PLAN VIEW




SECTION A-A




SECTION B-B




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

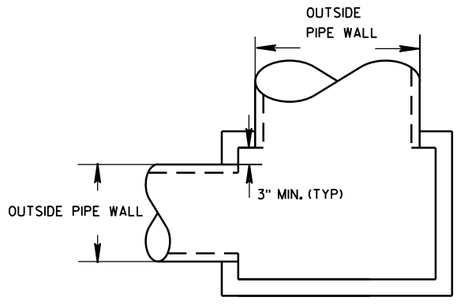
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

| INLET SIZE | | INLET COVER TYPE | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH (W) (FT) | LENGTH (L) (FT) | | | | | | | | | |
| 2X2-FT | 2 | 2 | X | X | | | | X | | X | |
| 2X2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X |
| 2X3-FT | 2 | 3 | | | | | X | | | | |
| 2.5X3-FT | 2.5 | 3 | | | | X | | | | | |

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2X2-FT | 12 | 12 |
| 2X2.5-FT | 12 | 18 |
| 2X3-FT | 12 | 24 |
| 2.5X3-FT | 18 | 24 |



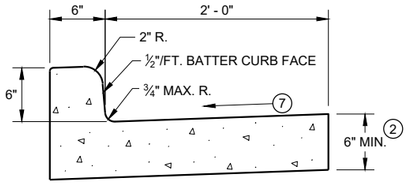

DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

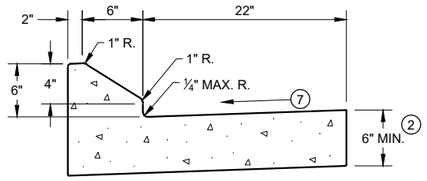
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

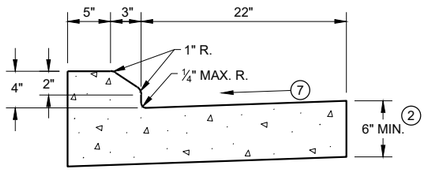
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



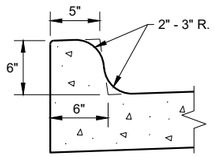

TYPES A[1] & D



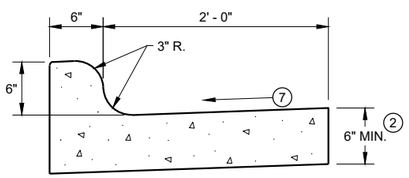

6" SLOPED CURB TYPES G[1] & J




4" SLOPED CURB TYPES G[1] & J

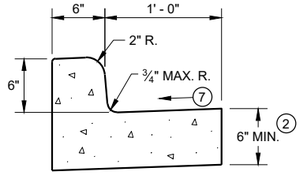



TYPES K[1] & L
(OPTIONAL CURB SHAPE)



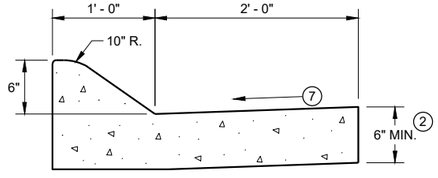

TYPES K[1] & L

## CONCRETE CURB AND GUTTER 30"

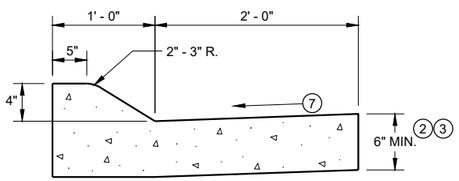



TYPES A[1] & D

## CONCRETE CURB AND GUTTER 18"

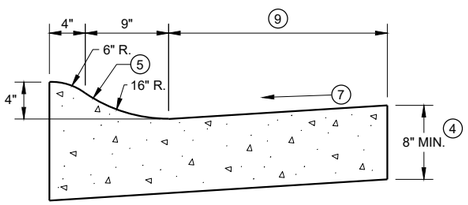



6" SLOPED CURB TYPES A[1] & D



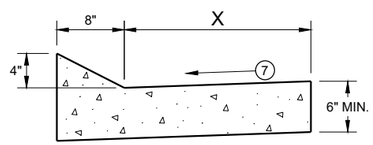

4" SLOPED CURB TYPES A[1] & D

## CONCRETE CURB AND GUTTER 36"




4" SLOPED CURB TYPES R[1] & T

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

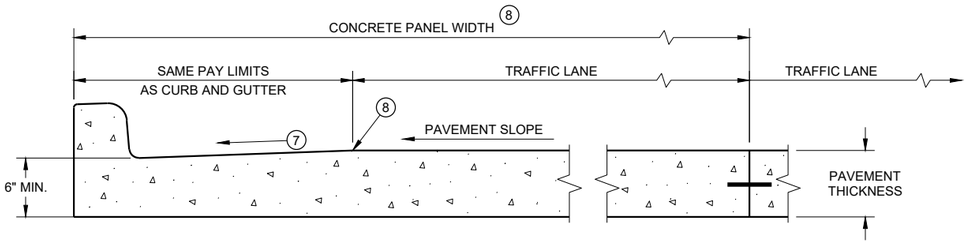



TYPES TBT & TBTT[1]

## CONCRETE CURB AND GUTTER

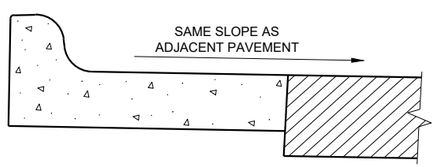
### PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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




PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN




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

## GENERAL NOTES

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

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

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

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

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

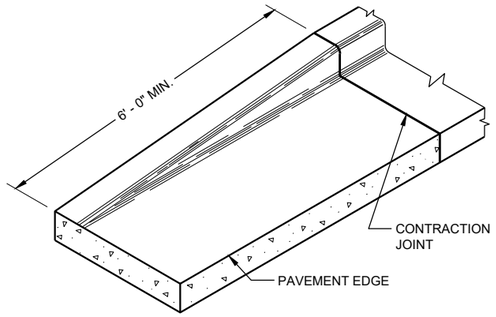
**CONCRETE CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

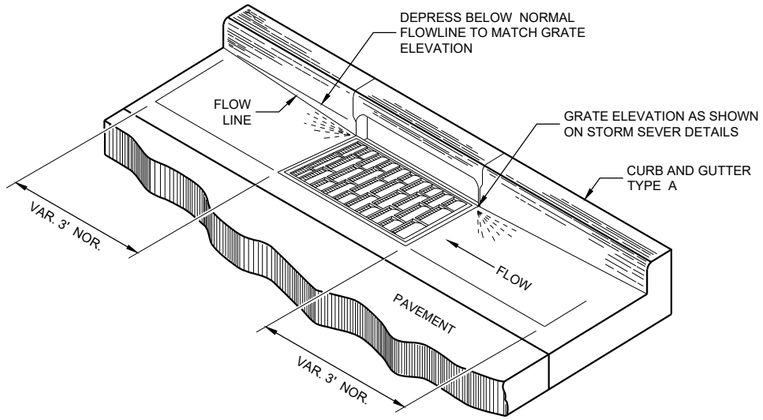



6

SDD 08D01 - 22a
SDD 08D01 - 22a




**END SECTIONCURB AND GUTTER**




**DETAIL OF CURB AND GUTTER AT INLETS**
(TYPICAL H INLET COVER SHOWN)

## GENERAL NOTES

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

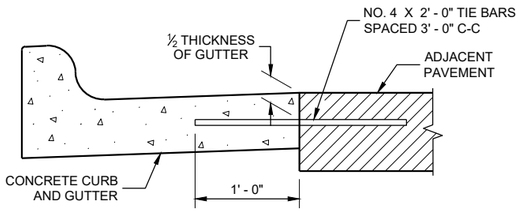
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

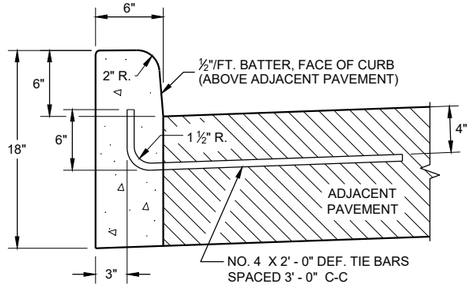
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

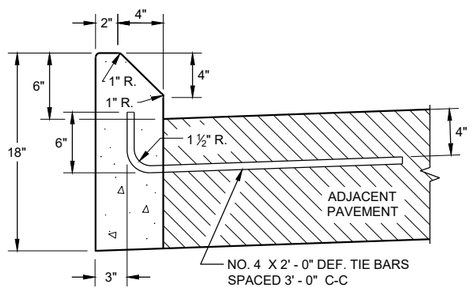
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.




**TYPICAL TIE BAR LOCATION (1)**

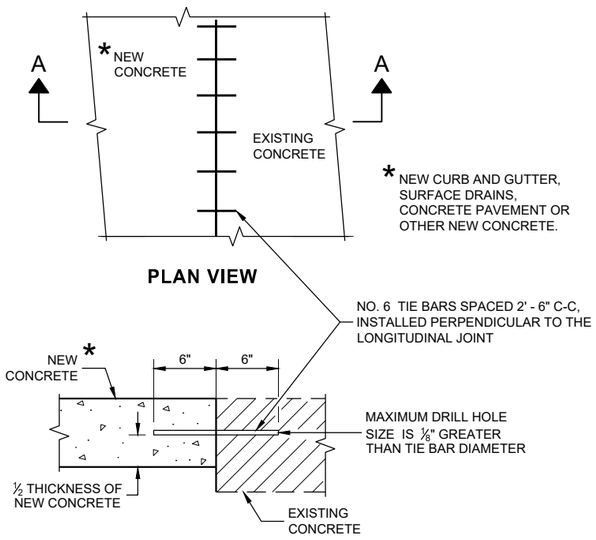



**TYPES A (1) & D**




**TYPES G (1) & J**

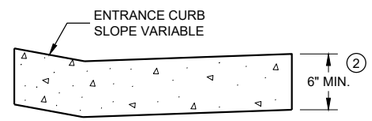
**CONCRETE CURB**




**PLAN VIEW**

**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**




**DRIVEWAY ENTRANCE CURB (9)**
(WHEN DIRECTED BY THE ENGINEER)

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

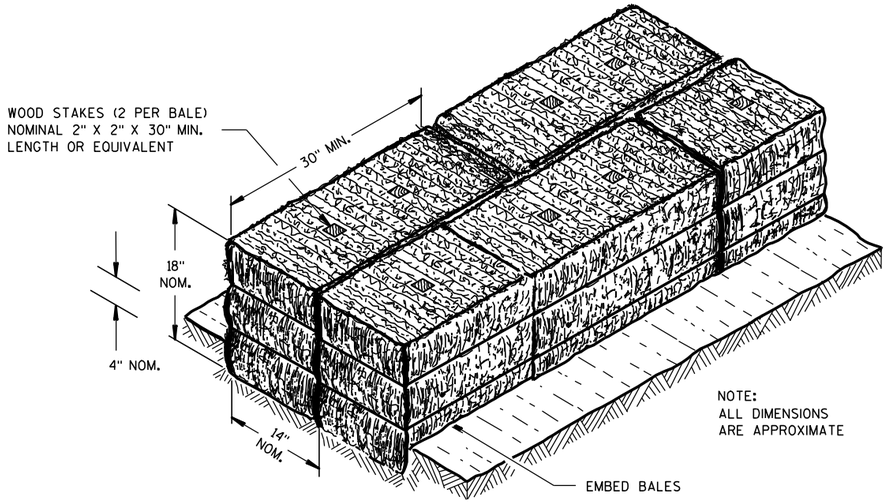
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

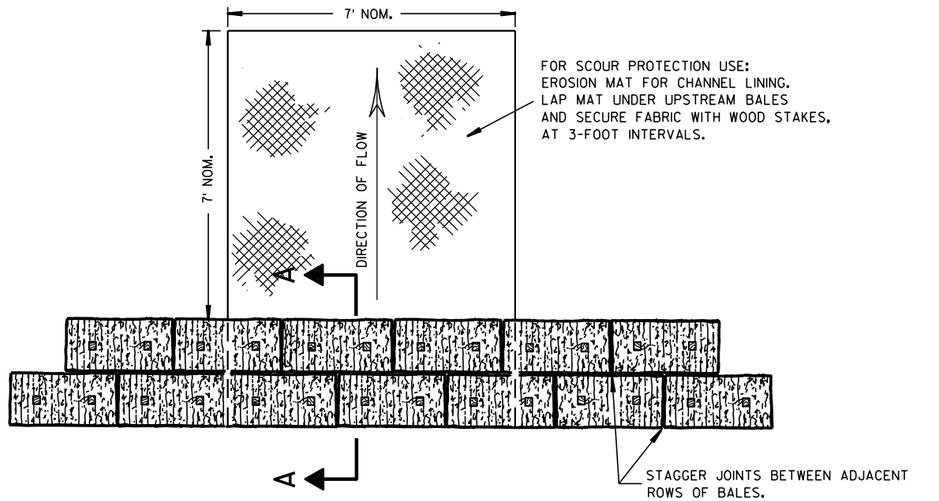



6

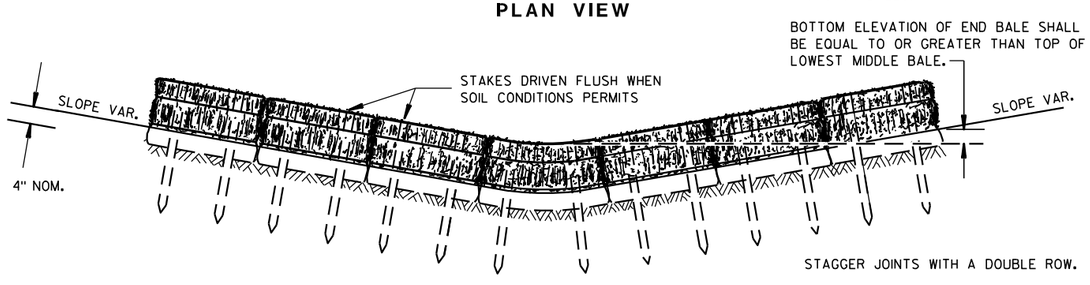
SDD08D01 - 22b




**SECTION A-A**




**PLAN VIEW**



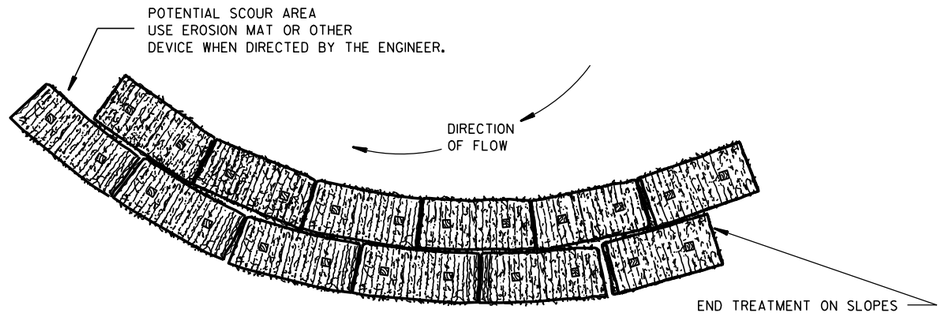

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES ①

## GENERAL NOTES

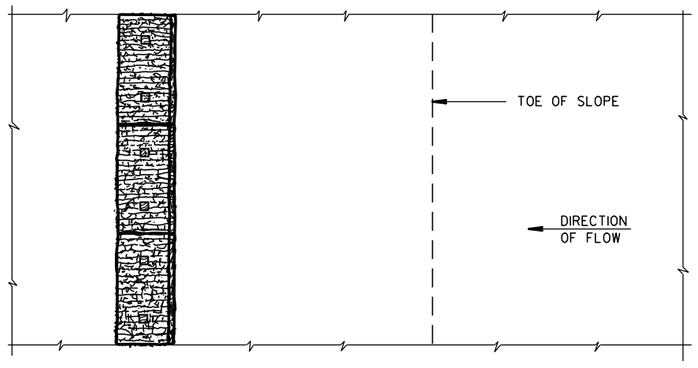
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

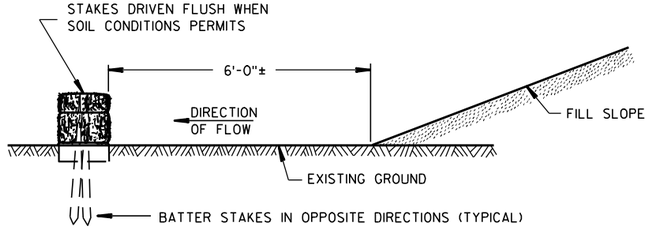



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

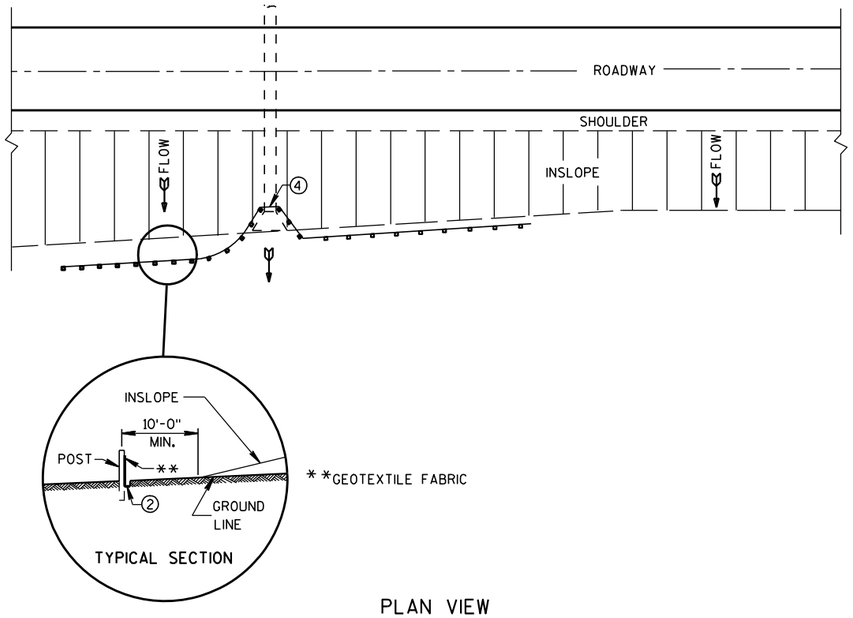
FHWA





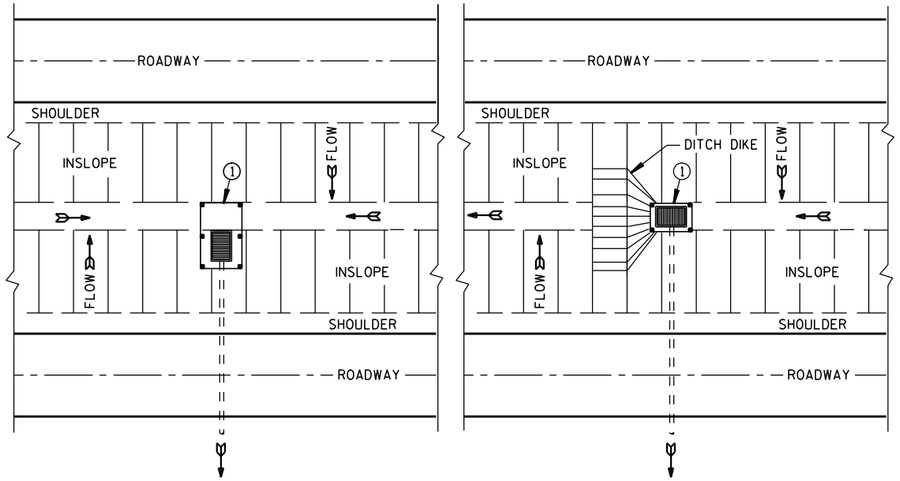
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



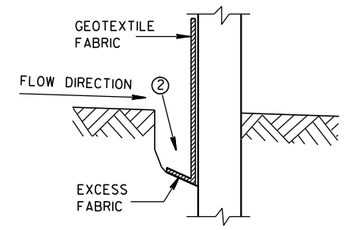

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

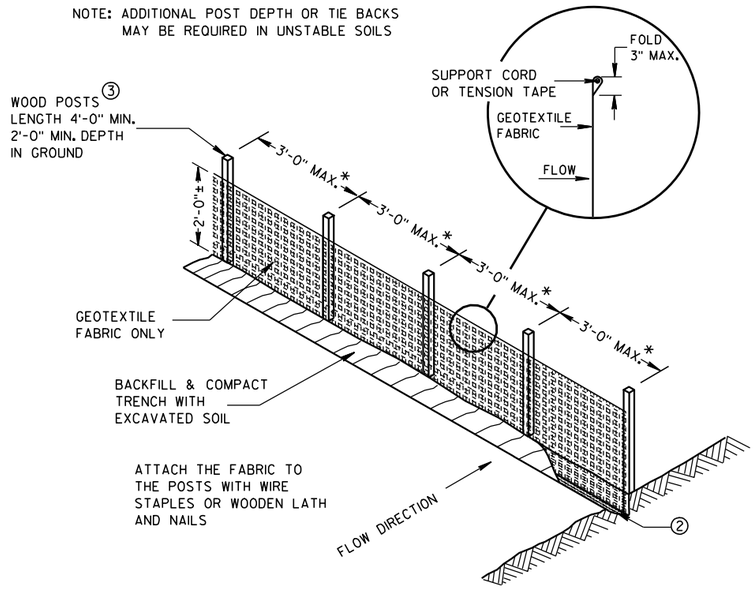
## GENERAL NOTES

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

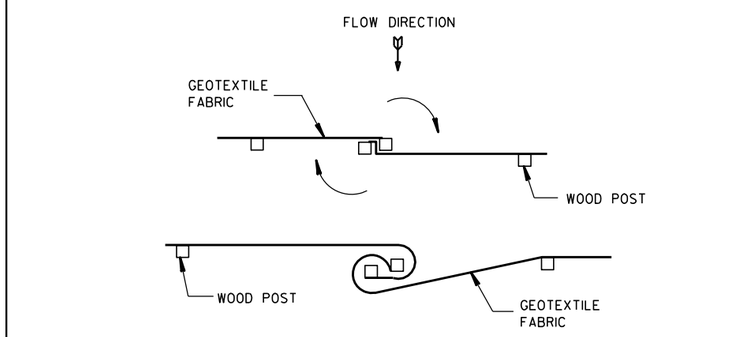
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



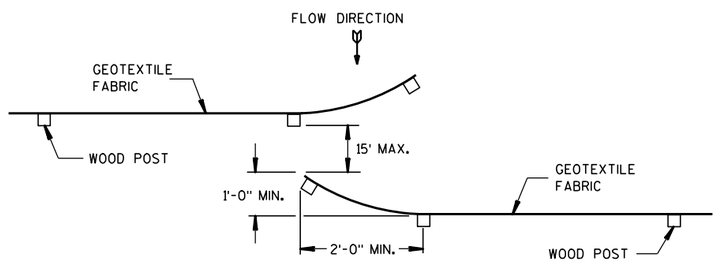

## TRENCH DETAIL




## SILT FENCE

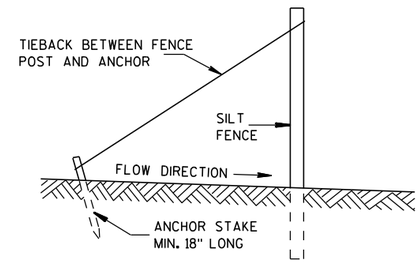



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

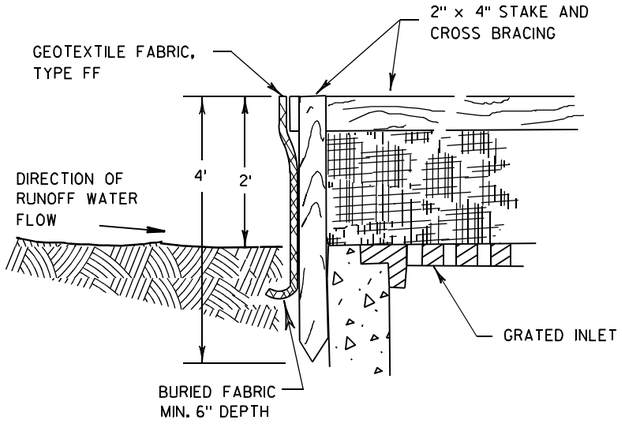
(WHEN REQUIRED BY THE ENGINEER)

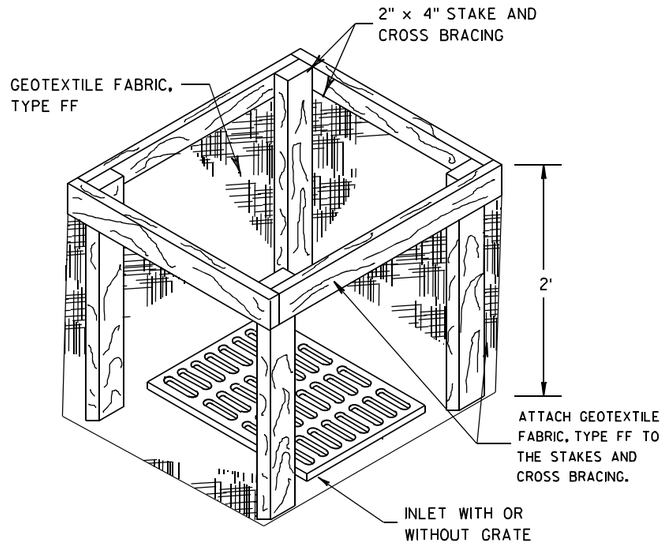
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

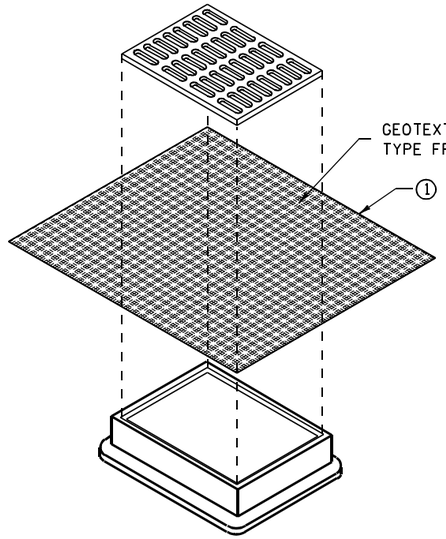
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA


6
S.D.D. 8 E 9-6



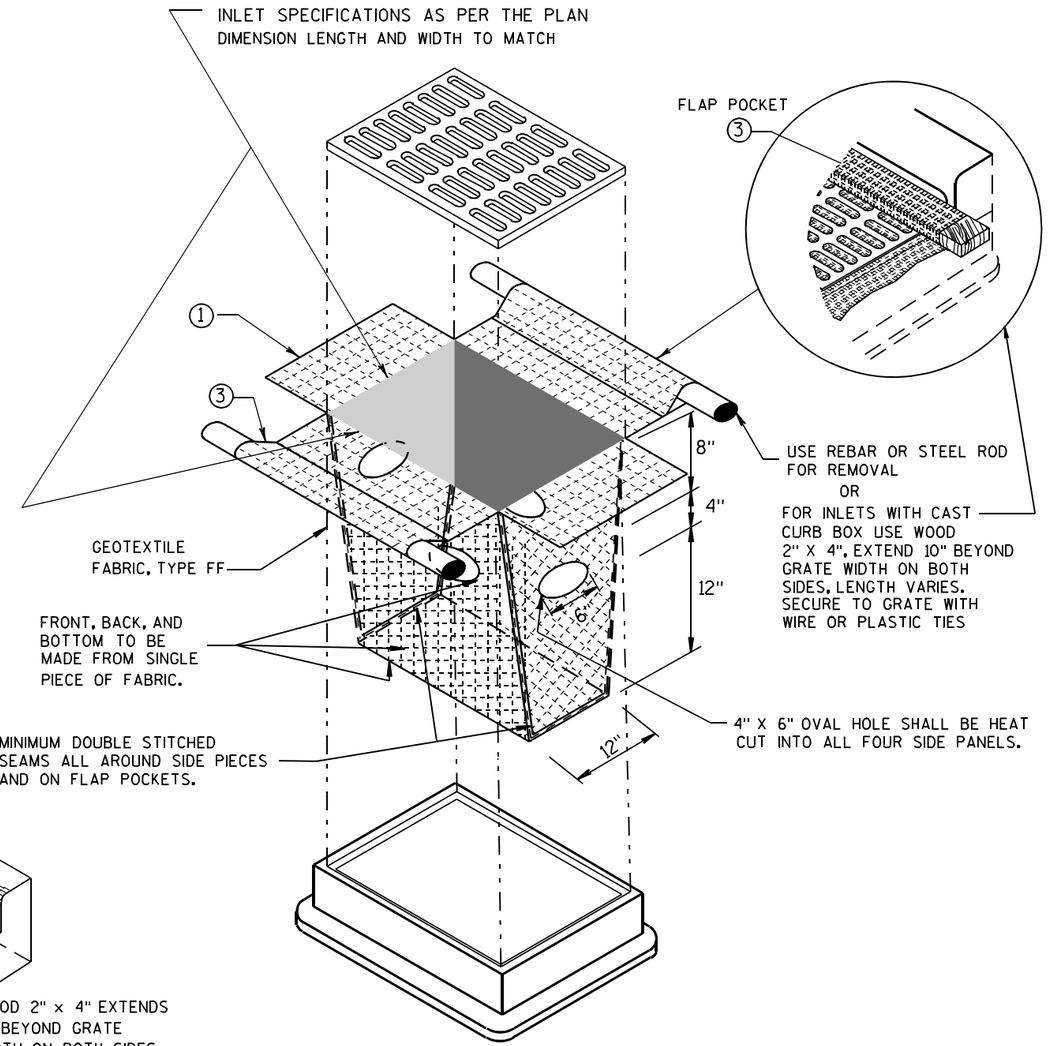




## INLET PROTECTION, TYPE A



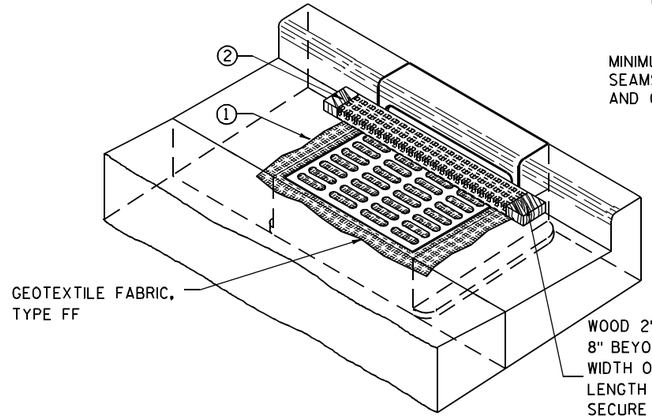

## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

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




## INLET PROTECTION, TYPE D

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




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

## GENERAL NOTES

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

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

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

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

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

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

## INSTALLATION NOTES

### TYPE B & C

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

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

### TYPE D

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

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

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

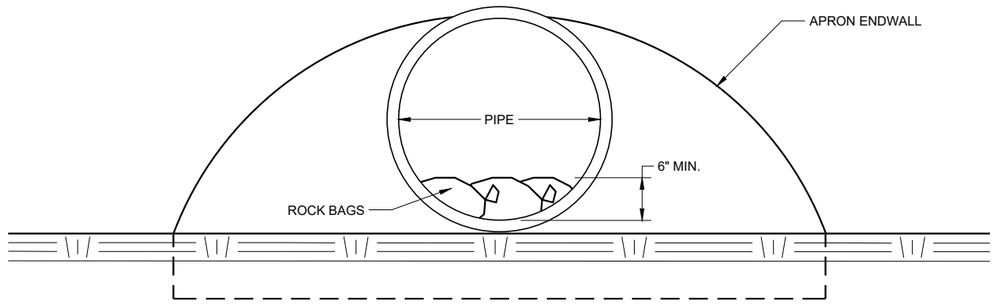
**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

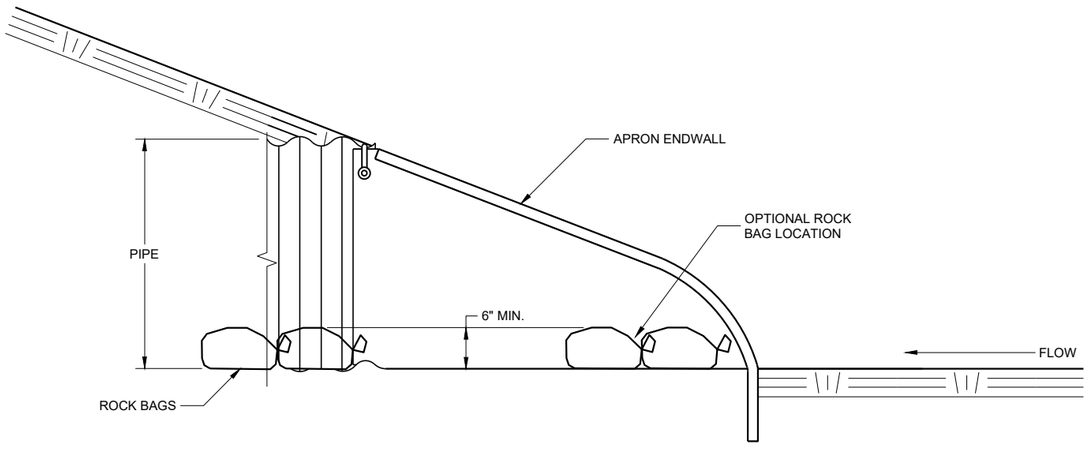
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




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




**END VIEW**




**SIDE VIEW**

## CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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



6

SDD 08E15 - 01

6

SDD 08E15 - 01

## METAL APRON ENDWALLS

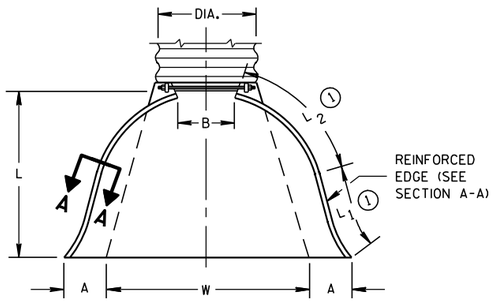
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

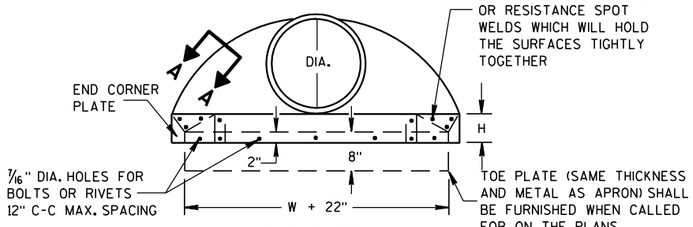
## REINFORCED CONCRETE APRON ENDWALLS

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

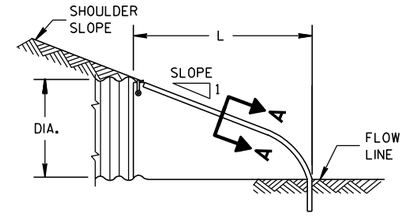
*MINIMUM
**MAXIMUM




PLAN VIEW

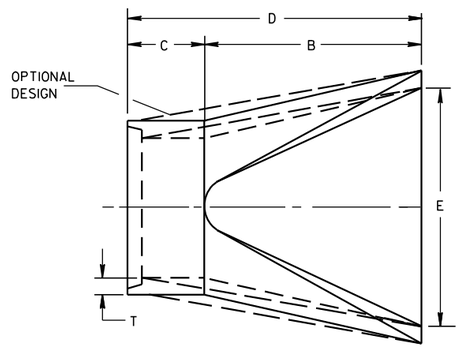



END VIEW

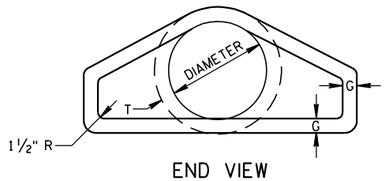



SIDE ELEVATION

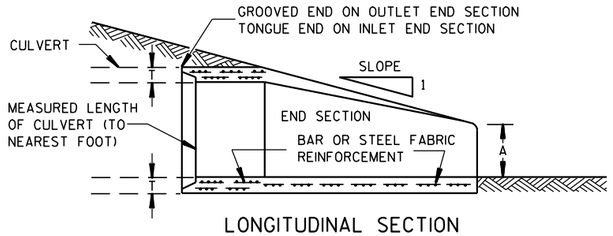
## METAL ENDWALLS




PLAN

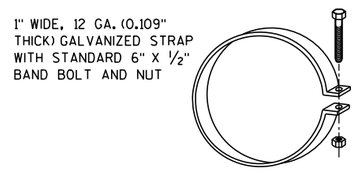



END VIEW



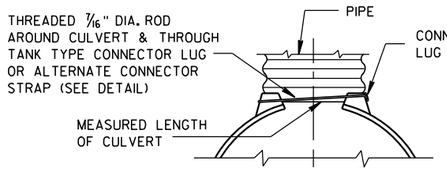

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

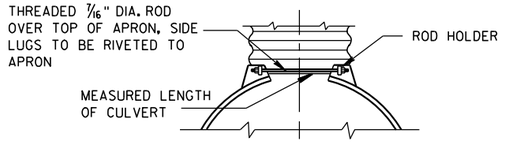



ALTERNATE FOR TYPE 1 CONNECTION

## END SECTION CONNECTOR STRAP



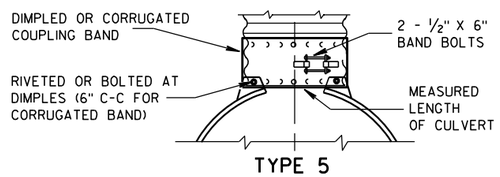

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

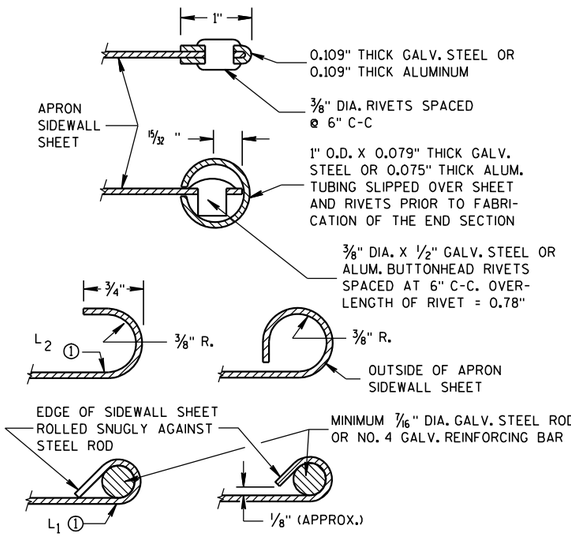
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

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

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

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

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

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

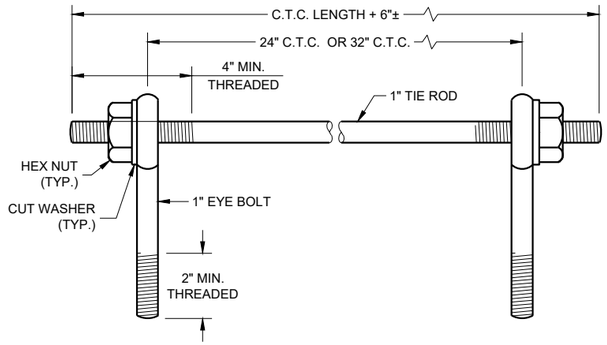
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

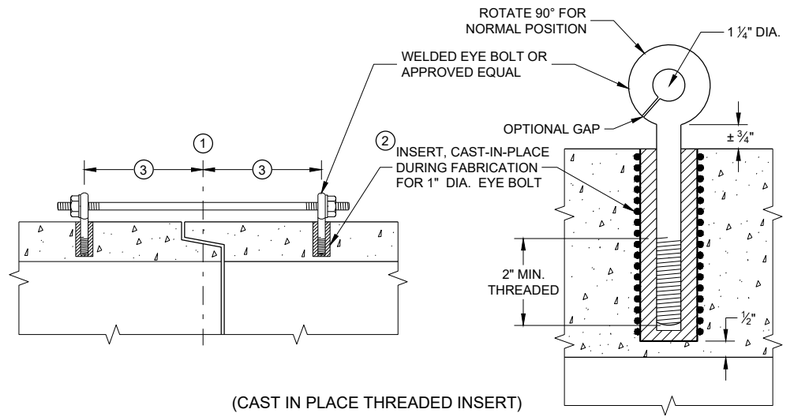
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




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




**EYE BOLTS AND TIE ROD**




(CAST IN PLACE THREADED INSERT)

**LONGITUDINAL SECTIONS**

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

## GENERAL NOTES

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

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

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

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

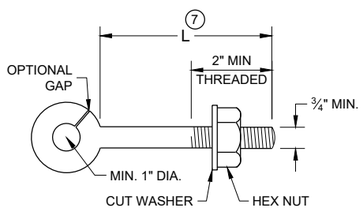
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

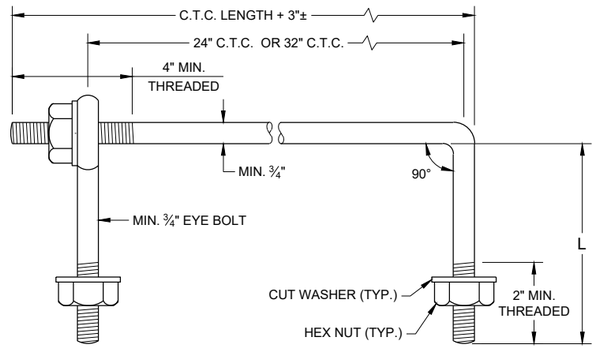
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

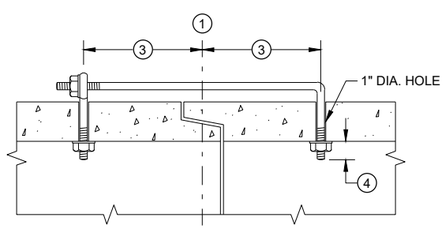



**EYE BOLT** (7)

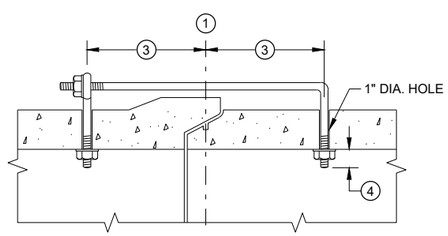
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

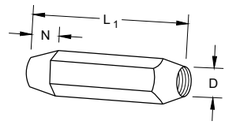
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

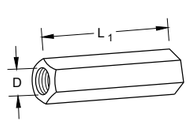
## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12 - 60 | ⅝ | ⅝ | 5 | ½ |
| 66 - 84 | ¾ | ¾ | 5 | ½ |
| 90 - 144 | 1 | 1 | 7 | 1 7/16 |

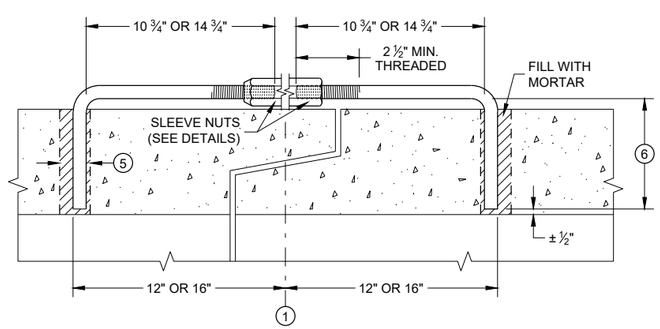
DIMENSIONS SHOWN ARE IN INCHES



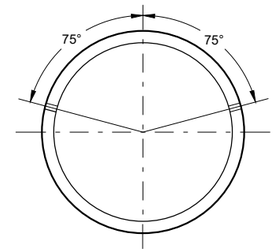

RIGHT AND LEFT THREADS

**SLEEVE NUTS**



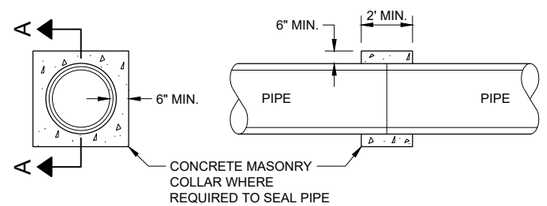

**LONGITUDINAL SECTION**

## ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




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

**TRANSVERSE SECTION**




**SECTION A - A**

## CONCRETE COLLAR DETAIL

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

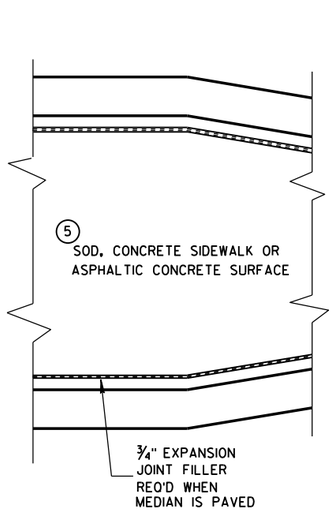
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

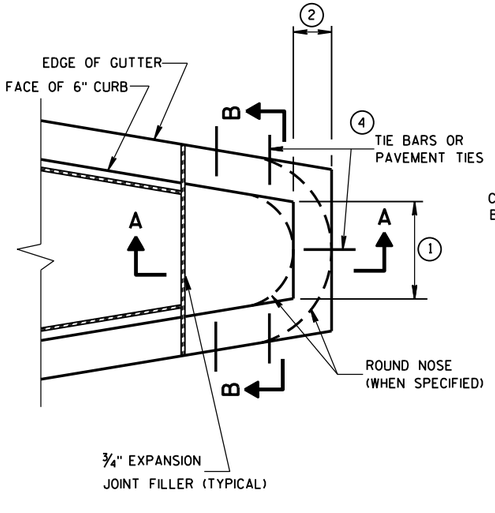
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

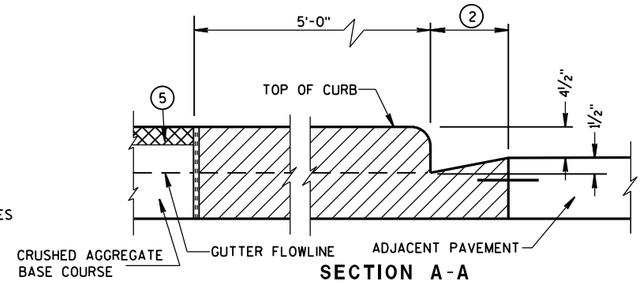


SDD 08F04 - 08

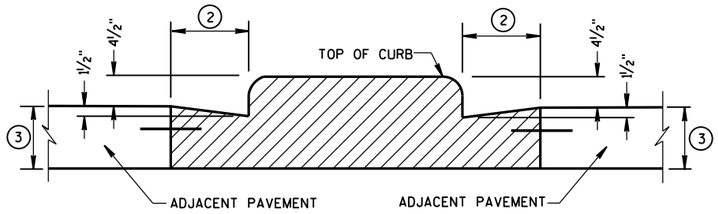
SDD 08F04 - 08




SECTION A-A




SECTION B-B

## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

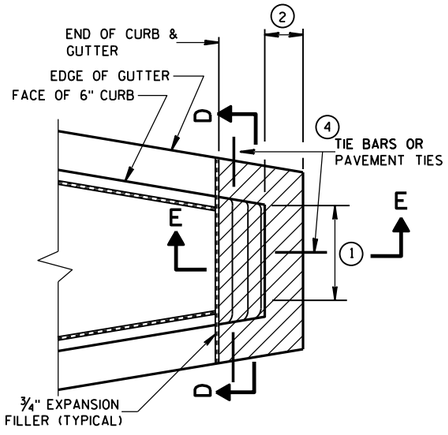
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

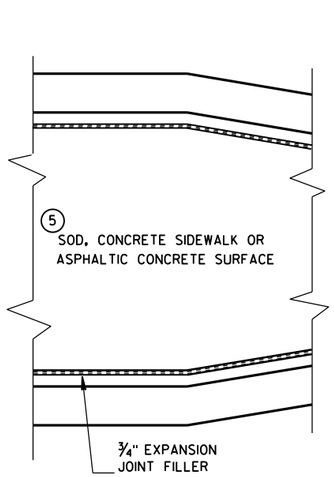
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

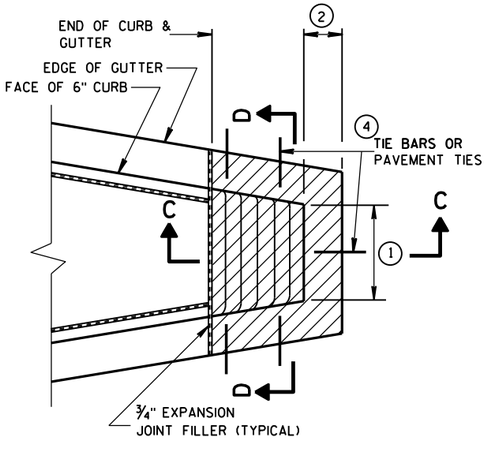
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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

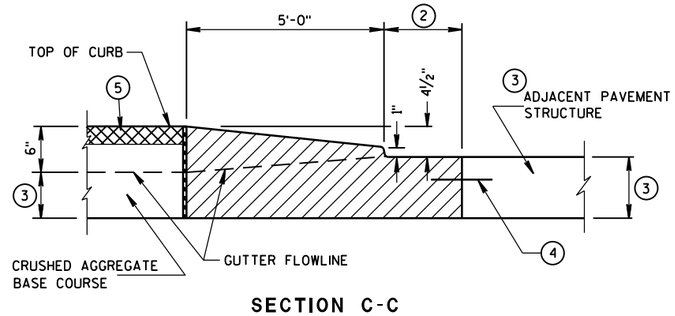
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



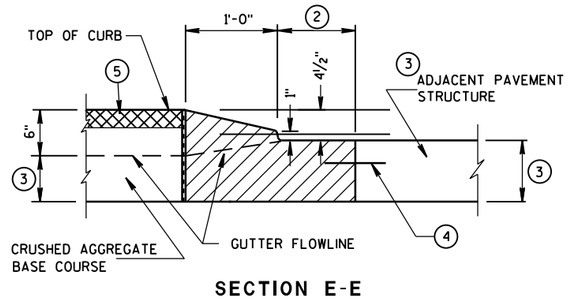




## CONCRETE MEDIAN SLOPED NOSE TYPE 1

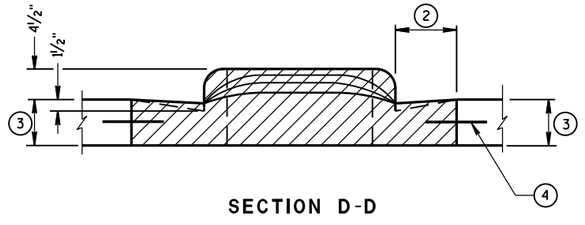



SECTION C-C




SECTION E-E

## CONCRETE MEDIAN SLOPED NOSE TYPE 2




SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

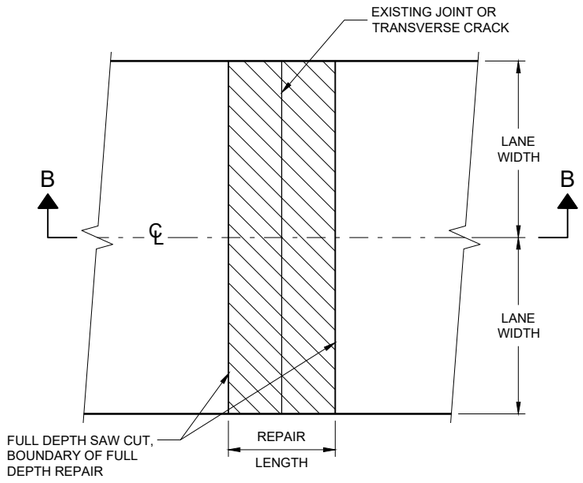


6

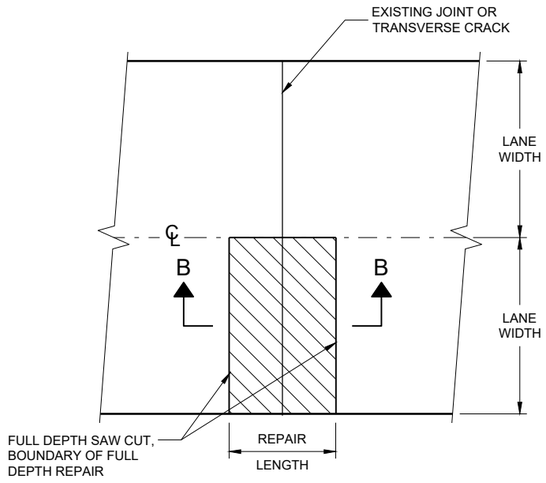
S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2




**PLAN VIEW**
**DOUBLE LANE REPAIR**




**PLAN VIEW**
**SINGLE LANE REPAIR**

## GENERAL NOTES

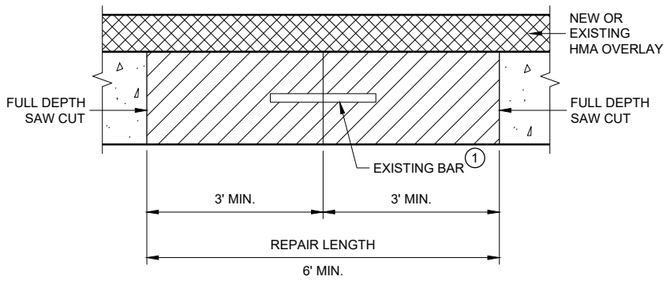
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

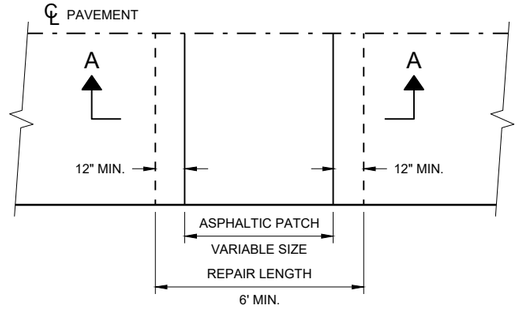
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

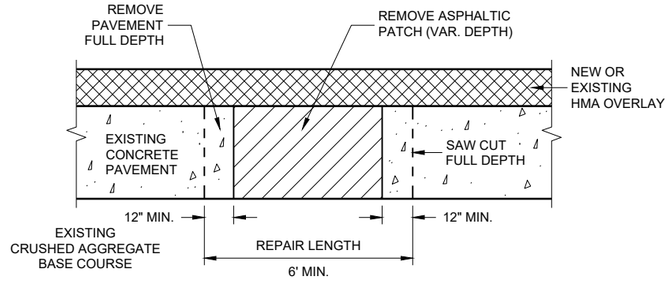
## FULL DEPTH CONCRETE PAVEMENT REMOVAL




**SECTION B - B**
**CONCRETE REMOVAL**




**PLAN VIEW**




**SECTION A - A**

## HMA PATCH REMOVAL

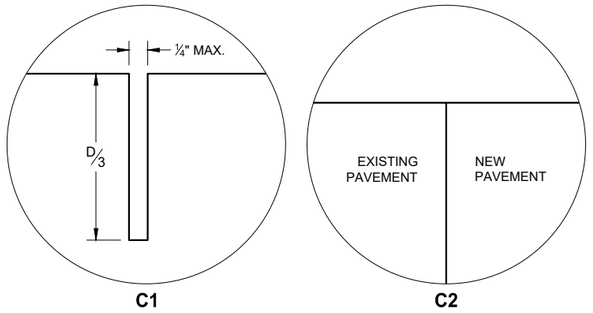
## BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

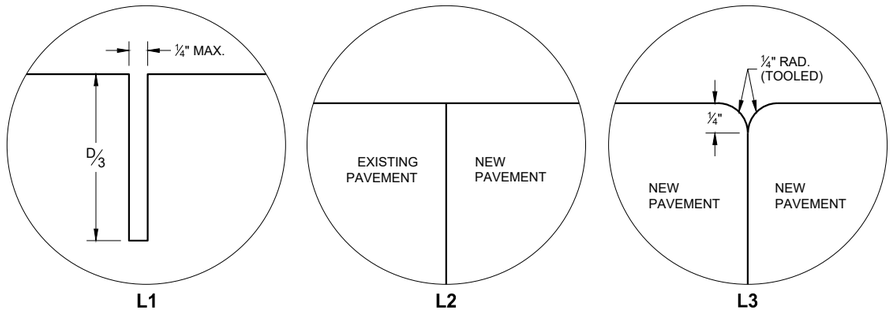



6

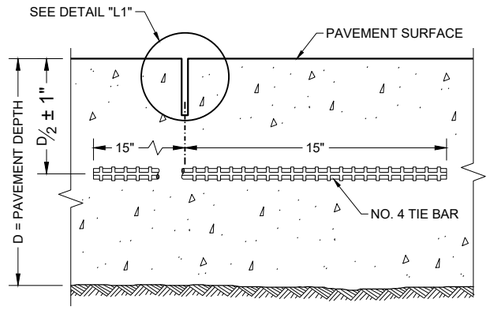

SDD 13C14 - 07a




## TRANSVERSE JOINTS

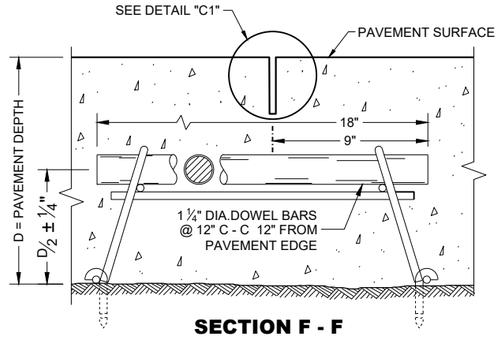



## LONGITUDINAL JOINTS




SECTION C - C

## SAWED LONGITUDINAL JOINT




SECTION F - F

## CONTRACTION JOINT

## GENERAL NOTES

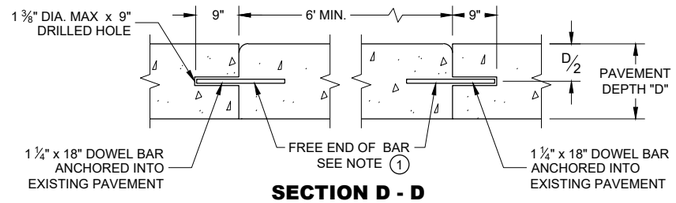
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

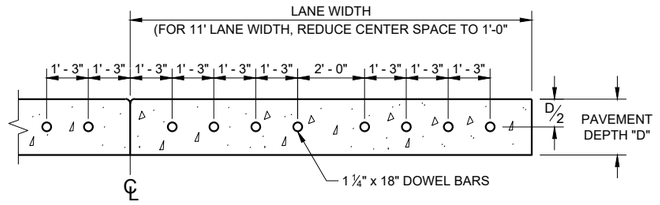
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

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

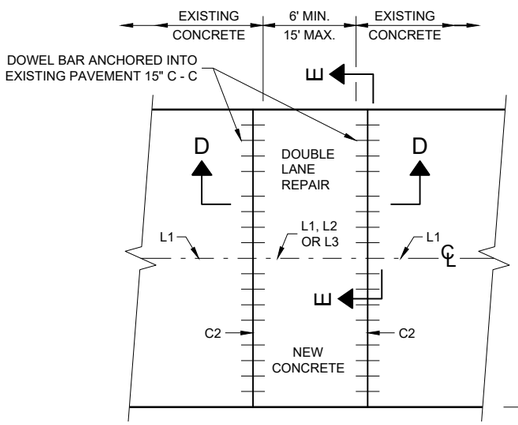



SECTION D - D



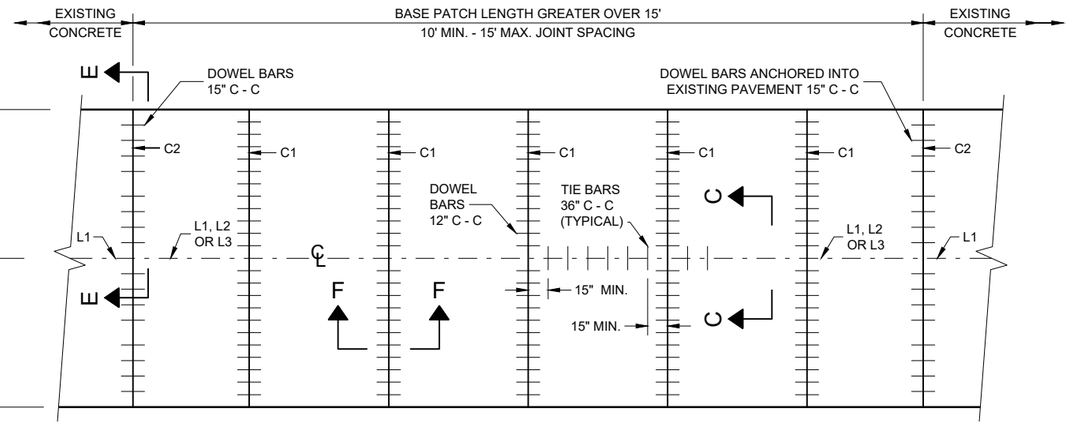

SECTION E - E

## SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT




PLAN VIEW

## MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH




PLAN VIEW

## MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

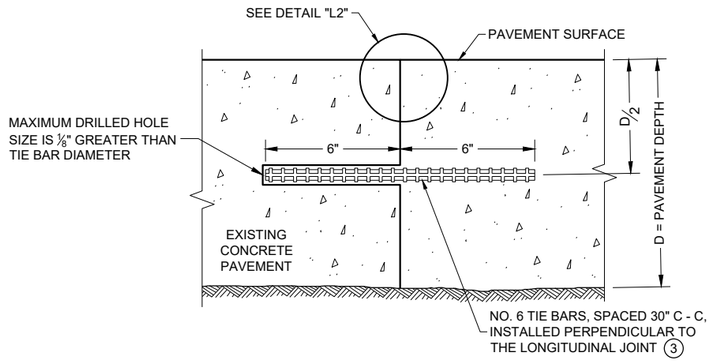
**BASE PATCHING CONCRETE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6

SDD 13C14 - 07b
SDD 13C14 - 07b

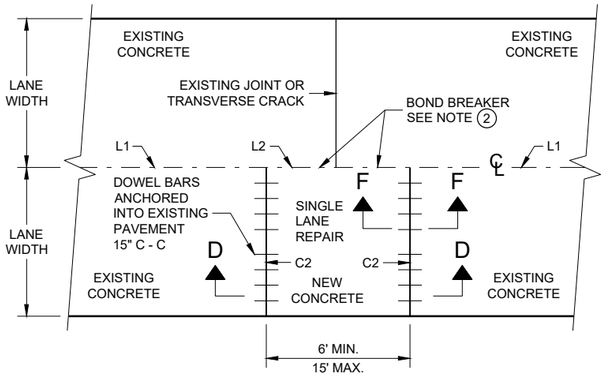



**SECTION G - G**

## TIE BARS ANCHORED INTO EXISTING PAVEMENT

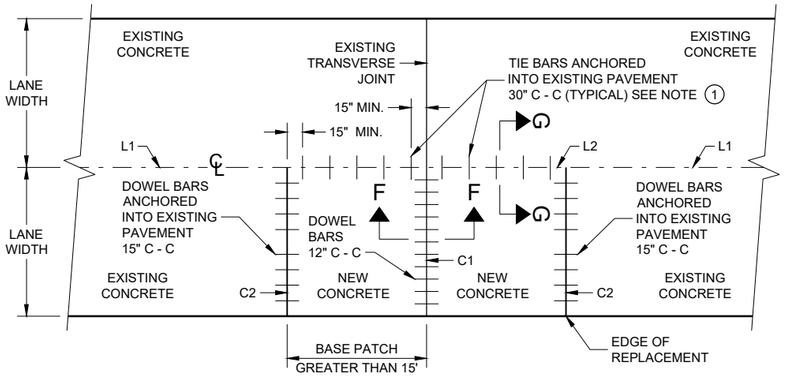
## GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.




**PLAN VIEW**

## SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH




**PLAN VIEW**

## SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' LENGTH

## BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

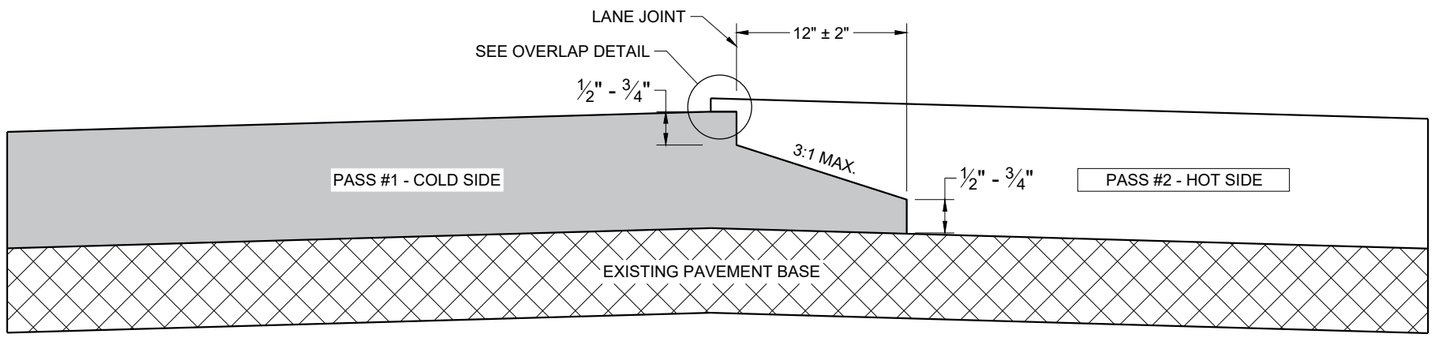
APPROVED
March 2018 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERVIS
FHWA



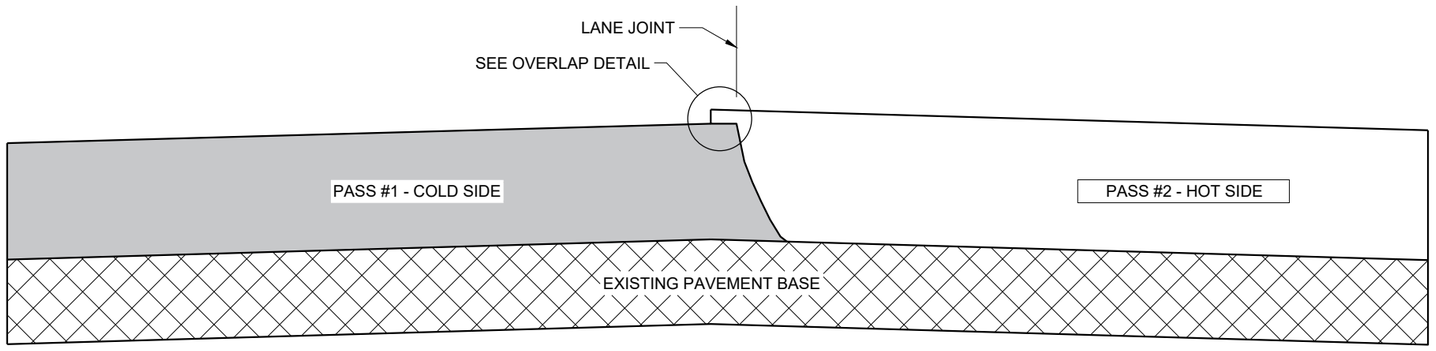
SDD 13C14 - 07c

6

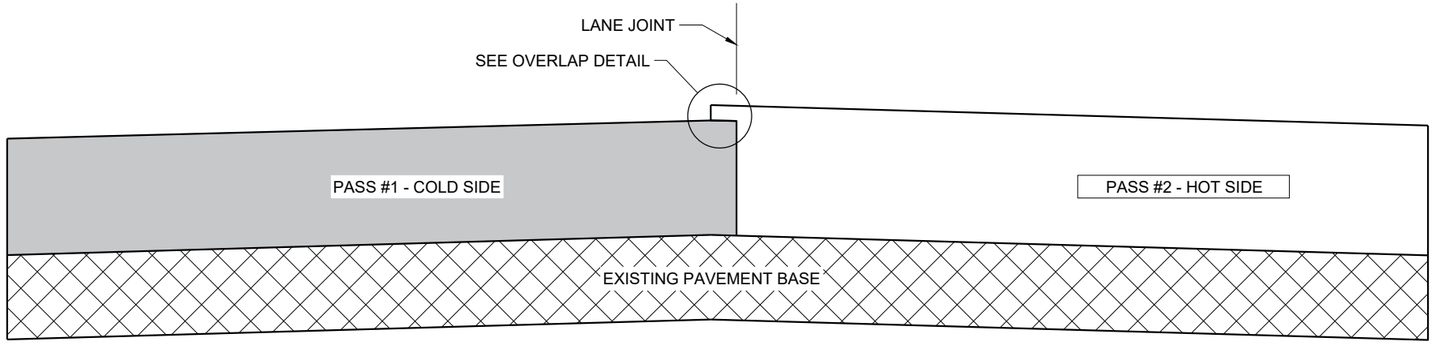
SDD 13C14 - 07c




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




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

## GENERAL NOTES

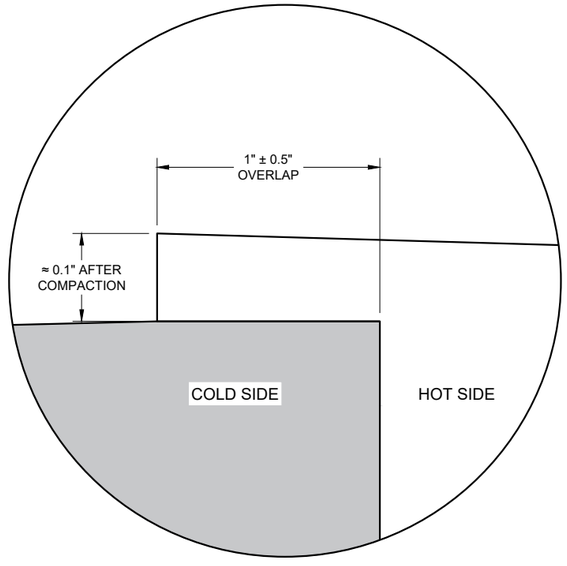
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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




**OVERLAP DETAIL (TYPICAL)**

6

6

SDD 13C19 - 03

SDD 13C19 - 03

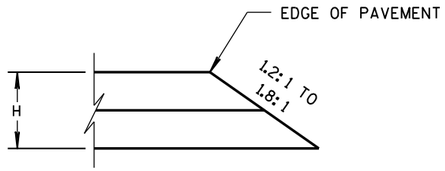
**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

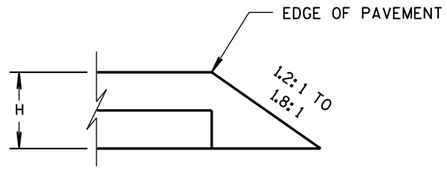
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



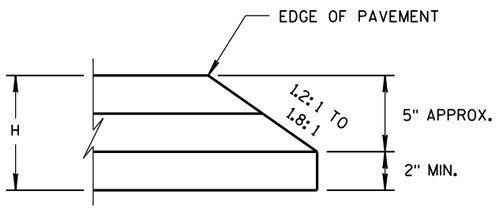

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



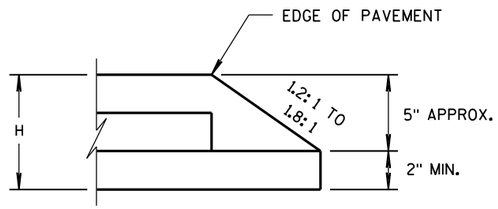

CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS




CONSTRUCTED WITH FINAL TWO LAYERS

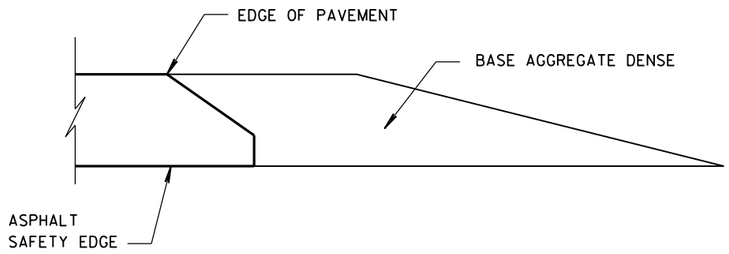
FOR H GREATER THAN 5"




CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

## HMA PAVEMENT AND HMA OVERLAYS




## FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

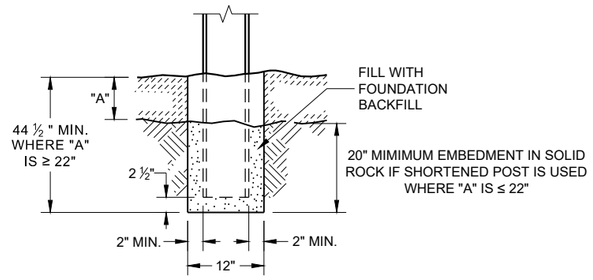
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

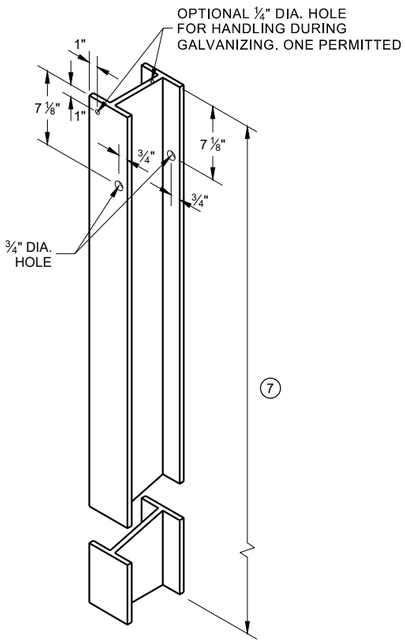
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

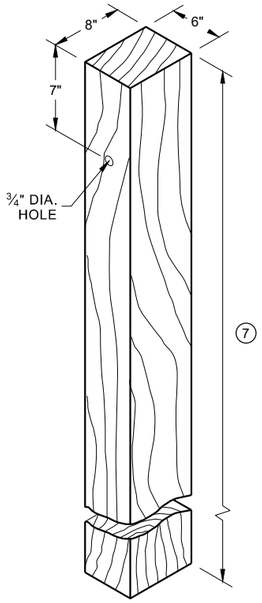
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



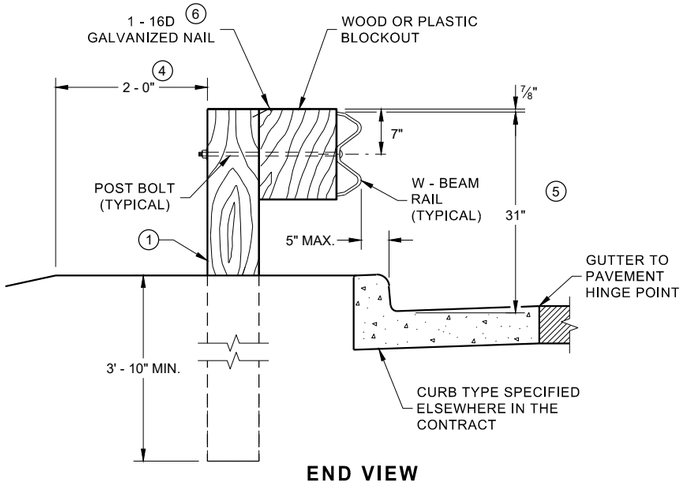

END VIEW
**SETTING STEEL OR WOOD POST IN ROCK** (3)



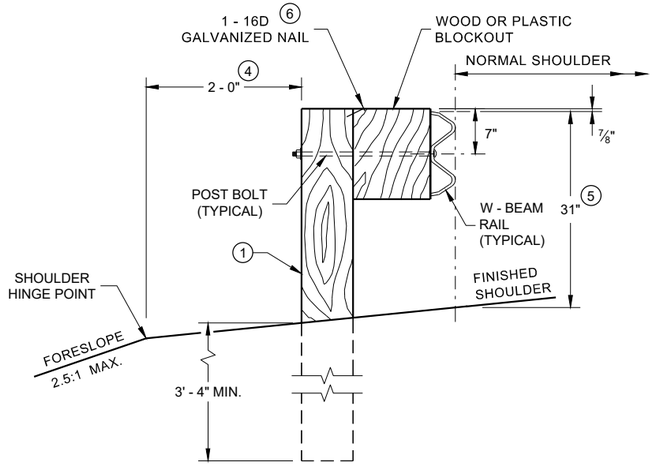

**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** (1)



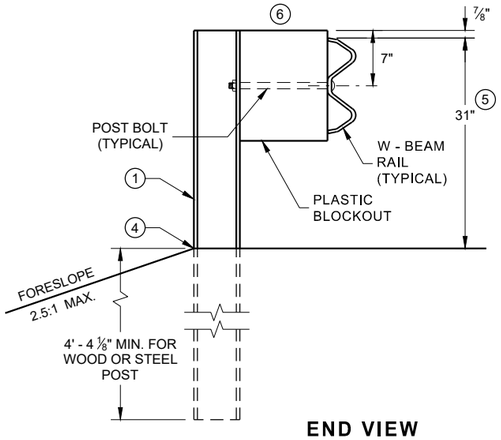

**WOOD POST (6" X 8") NOMINAL** (1)



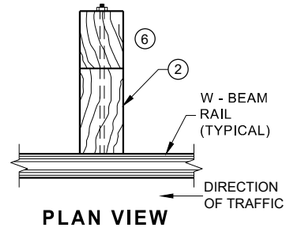

END VIEW
**LOCATED ALONG A CURBED ROADWAY**



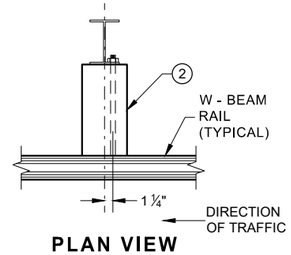

END VIEW
**LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION**



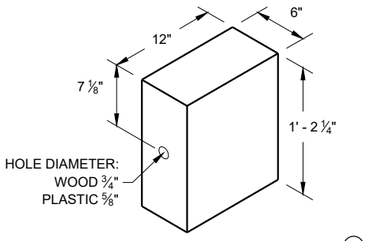

END VIEW
**MGS LONGER POST AT HALFPOST SPACING W BEAM (K)**




PLAN VIEW
**WOOD POST, BLOCKOUT & BEAM**




PLAN VIEW
**STEEL POST, PLASTIC BLOCKOUT & BEAM**




**WOOD OR PLASTIC BLOCKOUT** (2)

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

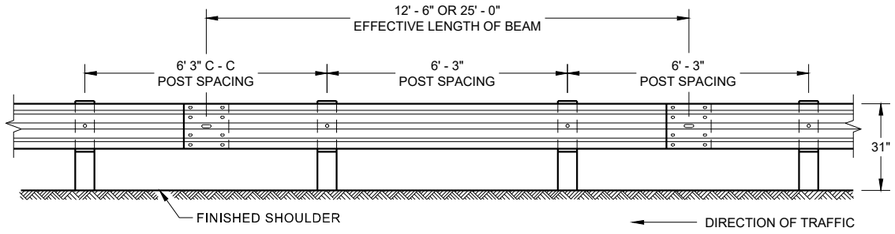


6

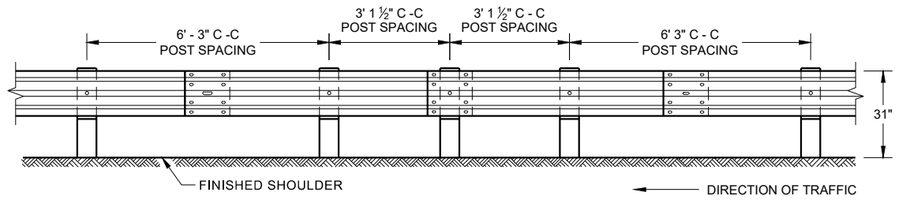
SDD 14B42 - 07a

6

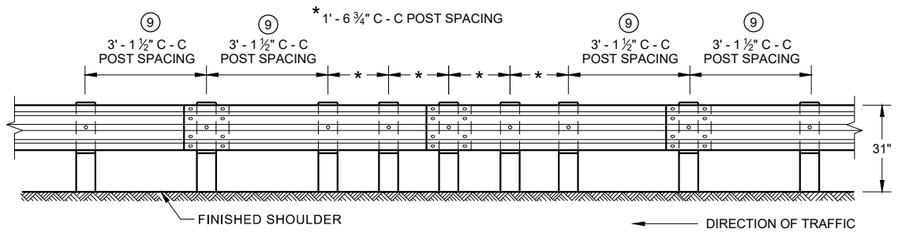
SDD 14B42 - 07a



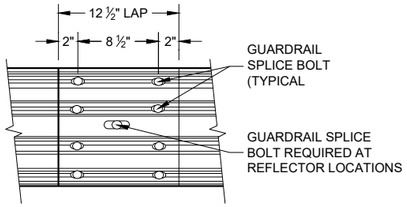

**FRONT VIEW**
**POST SPACING STANDARD INSTALLATION**




**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**

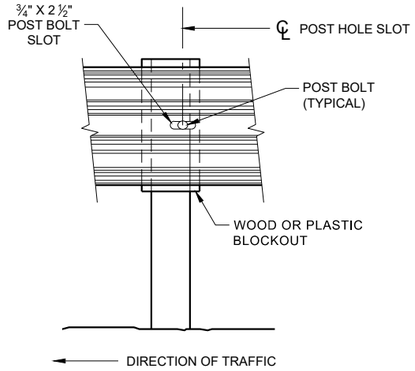
## GENERAL NOTES

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

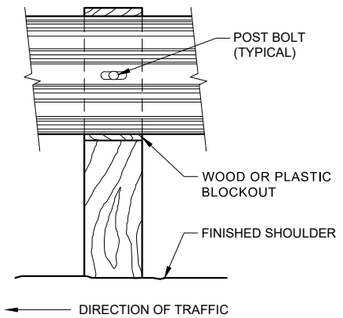
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

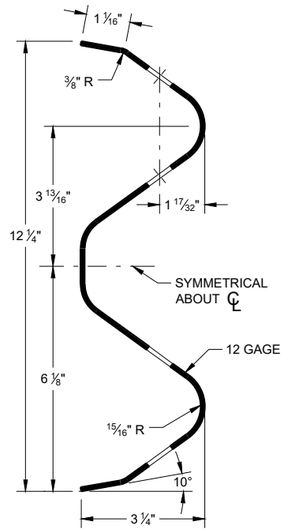
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



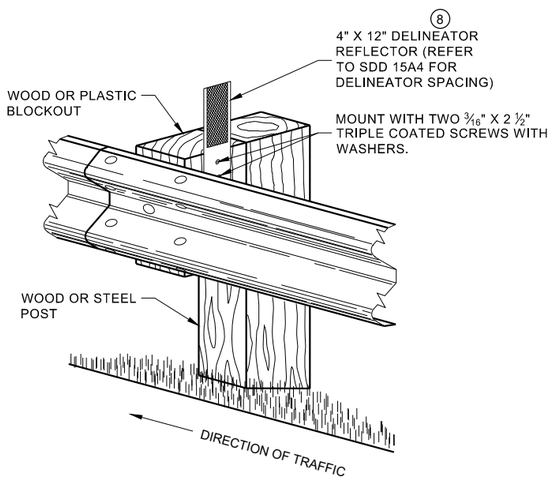

**FRONT VIEW AT STEEL POST**




**FRONT VIEW AT WOOD POST**




**SECTION THRU W-BEAM RAIL**




**ONE SIDED REFLECTOR DETAIL**
**AND TYPICAL INSTALLATION**

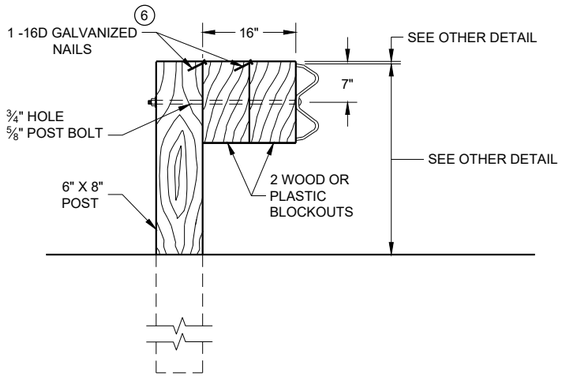
**MIDWEST GUARDRAIL SYSTEM**
**(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




6


SDD 14B42 - 07b

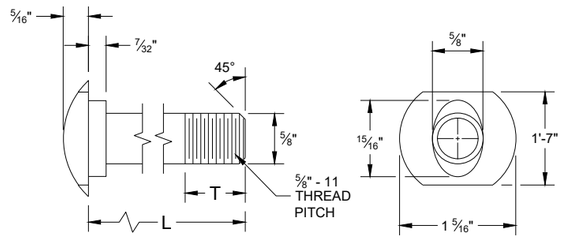



## DETAIL FOR 16" BLOCKOUT DEPTH

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

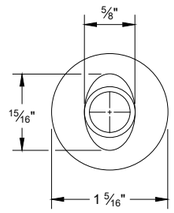
NOTE:

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

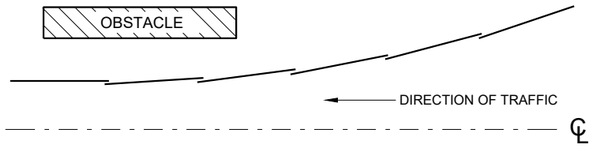



## POST BOLT TABLE

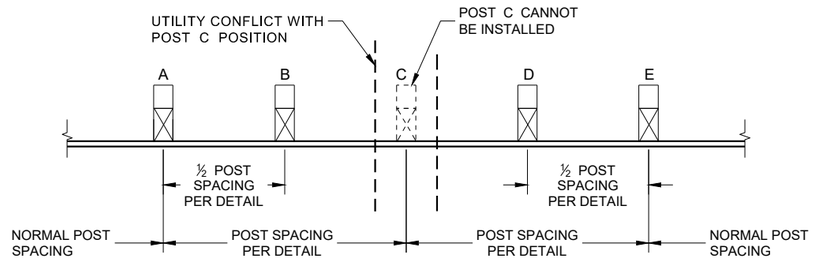
| L | T (MIN.) |
|---|---|
| 1 ¼" | 1 ⅛" |
| 2" | 1 ¾" |
| 10" | 4" |
| 14" | 4 1/16" |
| 18" | 4" |
| 21" | 4 1/16" |
| 25" | 4" |



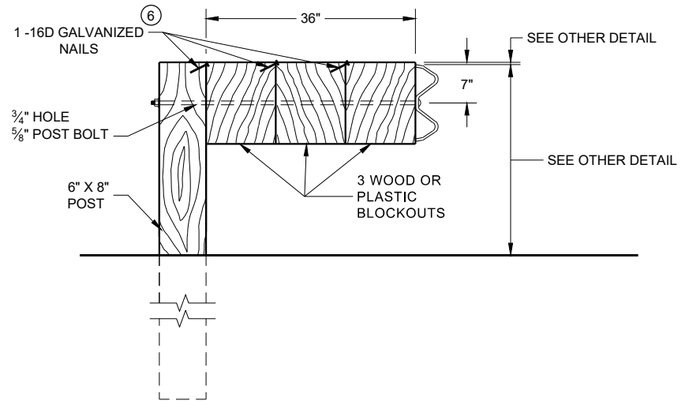

## ALTERNATE BOLT HEAD



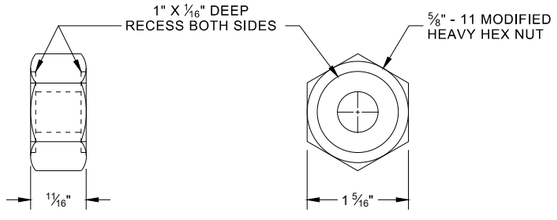

## PLAN VIEW
## BEAM LAPPING DETAIL



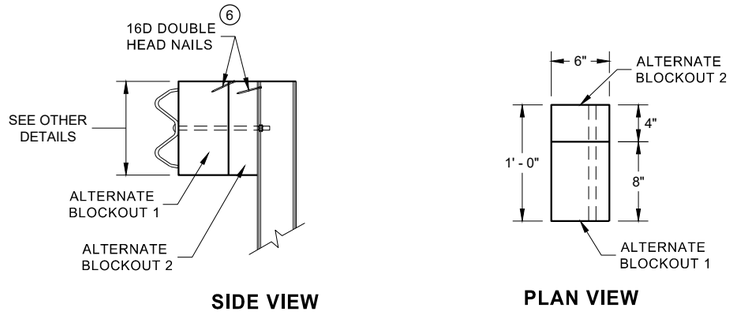

## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION




## DETAIL FOR 36" BLOCKOUT DEPTH




## POST BOLT, SPLICE BOLT AND RECESS NUT




SIDE VIEW

PLAN VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

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

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

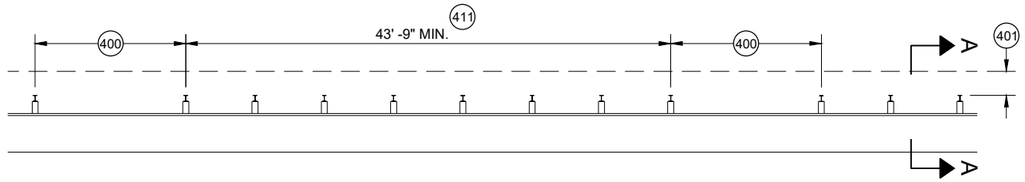
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

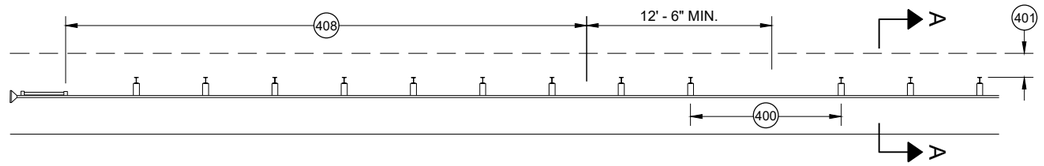


6

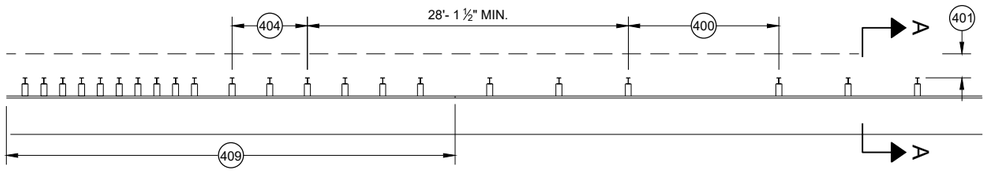
SDD 14B42 - 07c



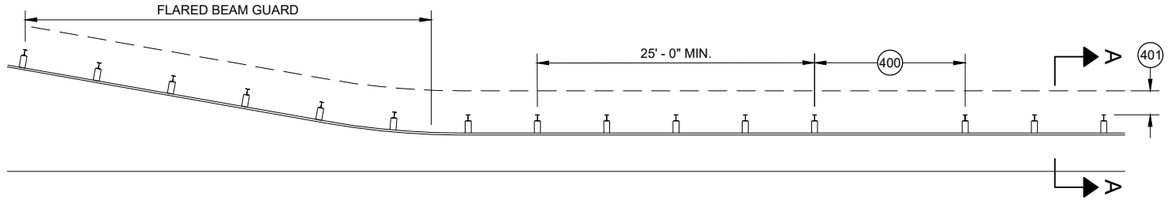

**MISSING POST IN MGS GUARDRAIL**



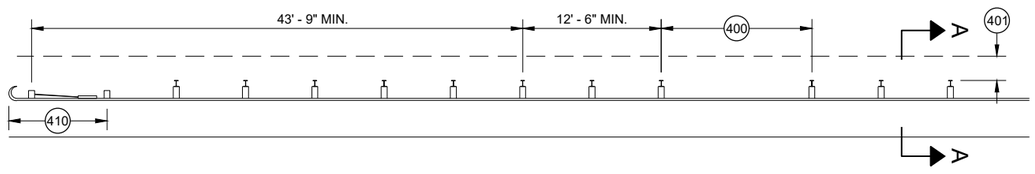

**MISSING POST IN MGS GUARDRAIL NEAR EAT**



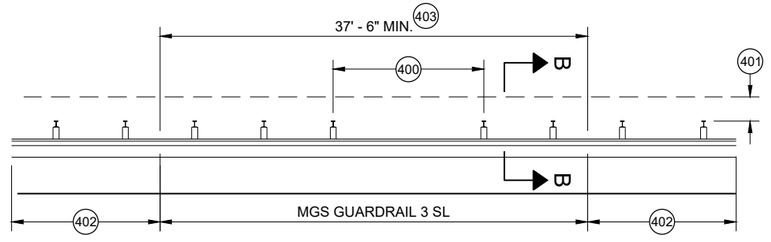

**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**




**MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD**

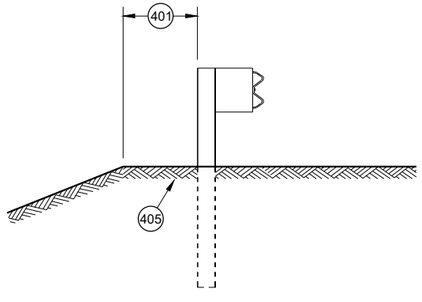



**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

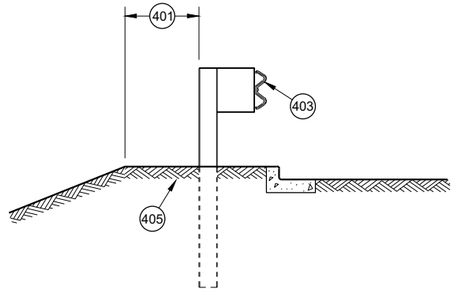



**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)** 407

400 MAX SPAN 12' - 6"
401 2' MIN.
402 MGS GUARDRAIL 3
403 NESTING BEAM GUARD
404 ASYMMETRIC TRANSITION
405 SOIL WELL DRAINED AND COMPACTED
406 SEE OTHER DRAWINGS IN THIS SDD
407 SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
408 SEE SDD 14B44
409 SEE SDD 14B45
410 SEE SDD 14B47
411 MINIMUM DISTANCE BETWEEN MISSING POST SPANS.




**SECTION A - A** 406




**SECTION B - B** 406

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA



6

SDD 14B42 - 07d

SDD 14B42 - 07d

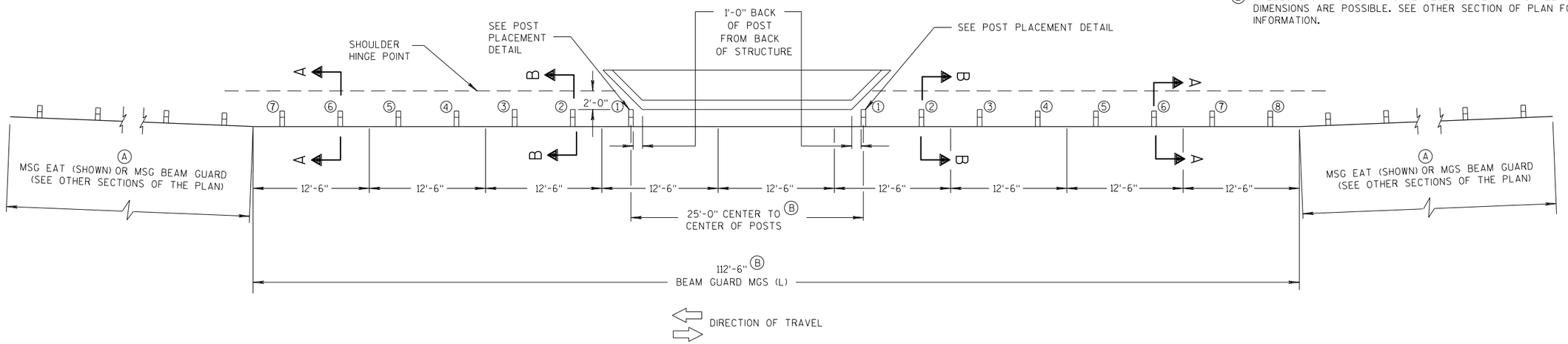
## GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

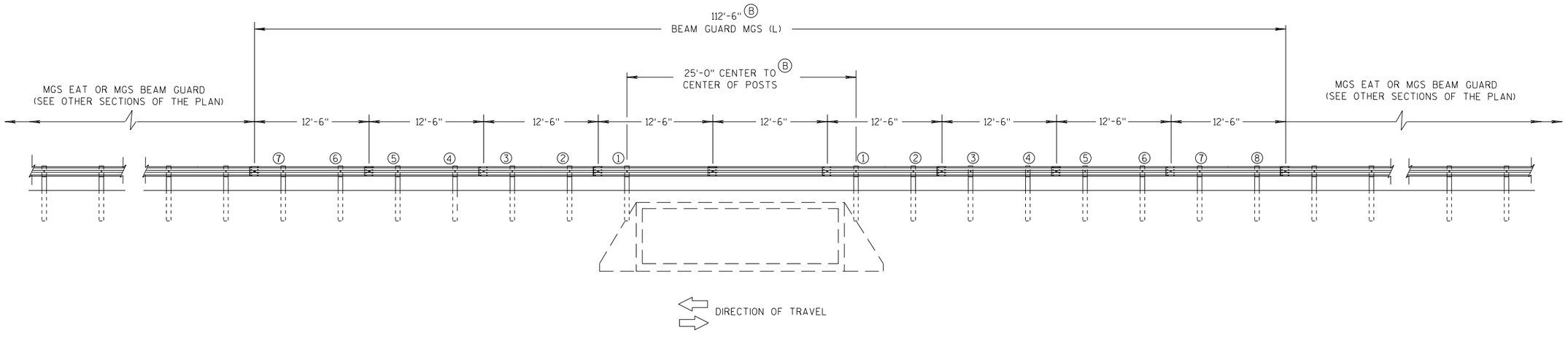
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.




**PLAN VIEW**




**ELEVATION VIEW**

# MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

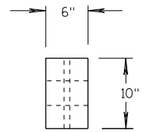
**MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

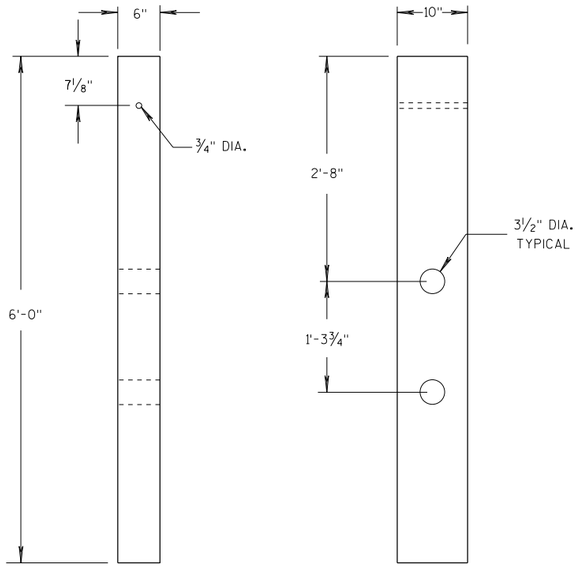




6
S.D.D. 14 B 43-4a

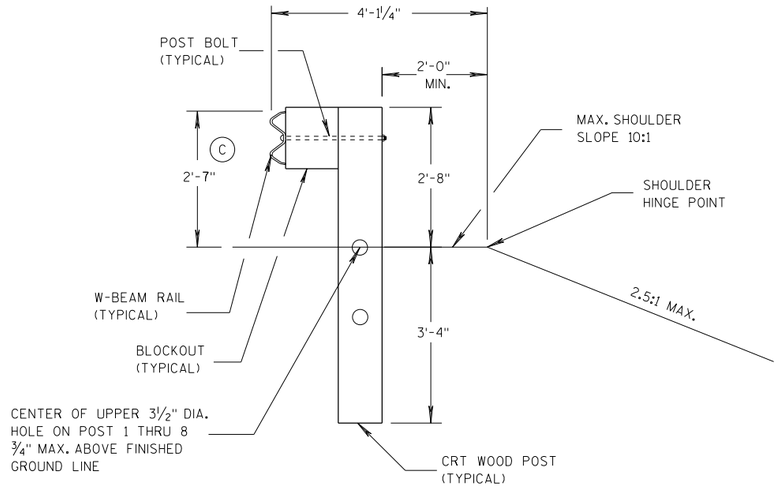



PLAN VIEW




FRONT VIEW SIDE VIEW

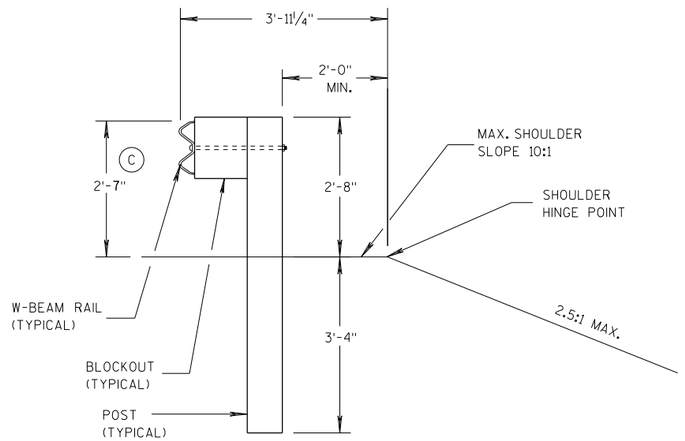
CRT WOOD POST




SECTION B-B

**POSTS NO. 1-3**

SEE OTHER DETAILS



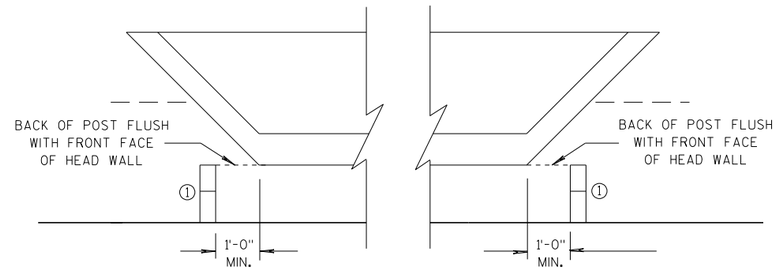

SECTION A-A

**POSTS NO. 4-8**

SEE OTHER DETAILS

## GENERAL NOTES

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




POST PLACEMENT DETAIL

**MIDWEST GUARDRAIL SYSTEM**
**LONG SPAN MGS (L)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D 76 NT
ENGINEER

6

S.D.D. 14 B 43-4c

6

S.D.D. 14 B 43-4c

## GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

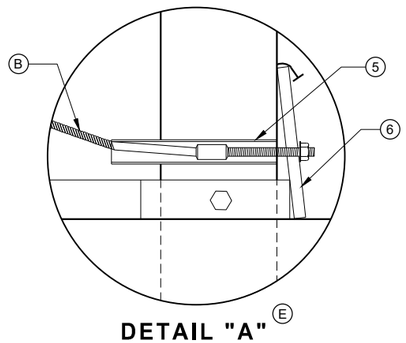
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

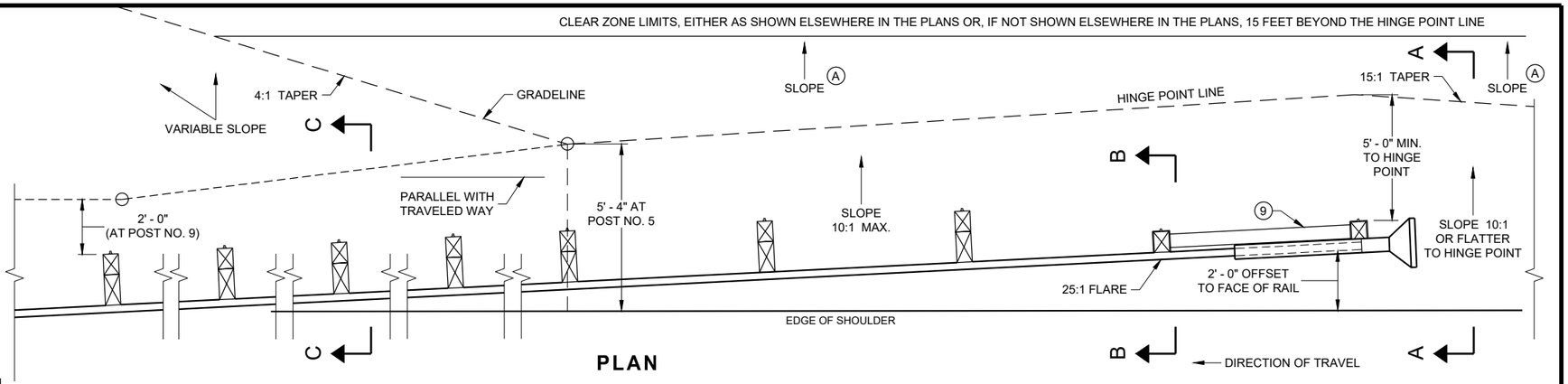
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

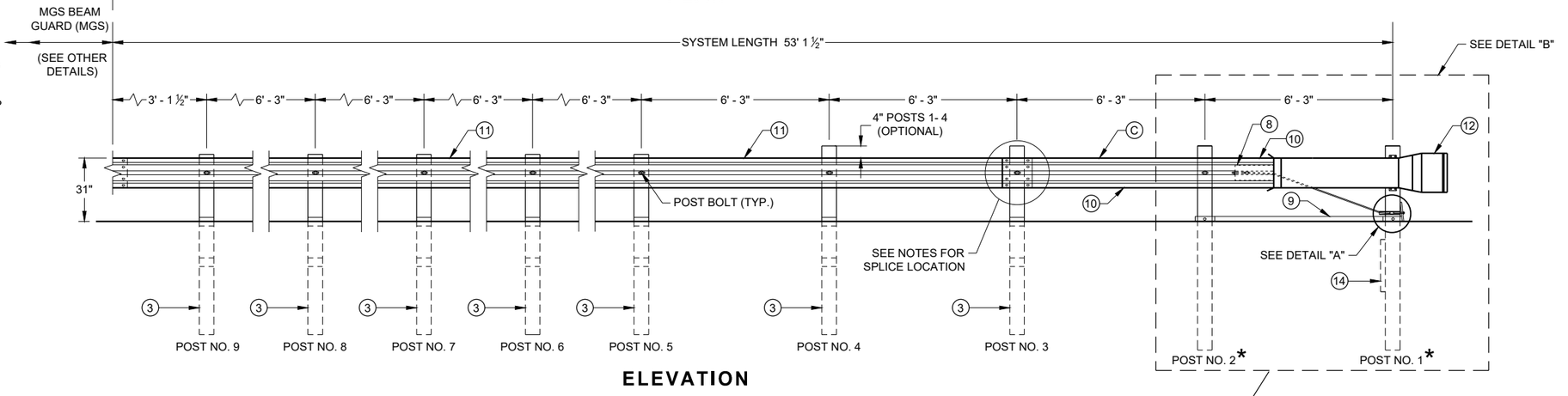
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



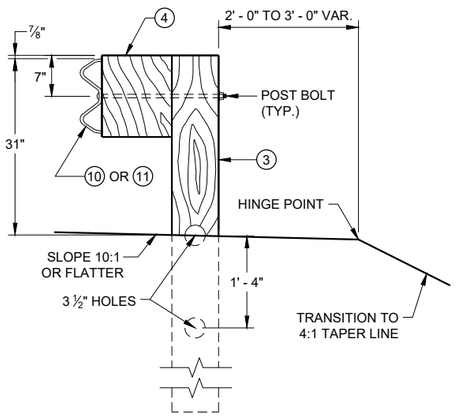

**DETAIL "A"** (E)



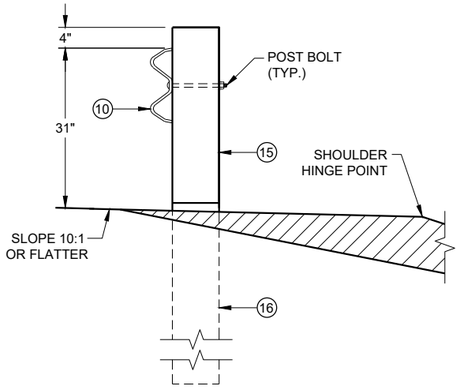

**PLAN**



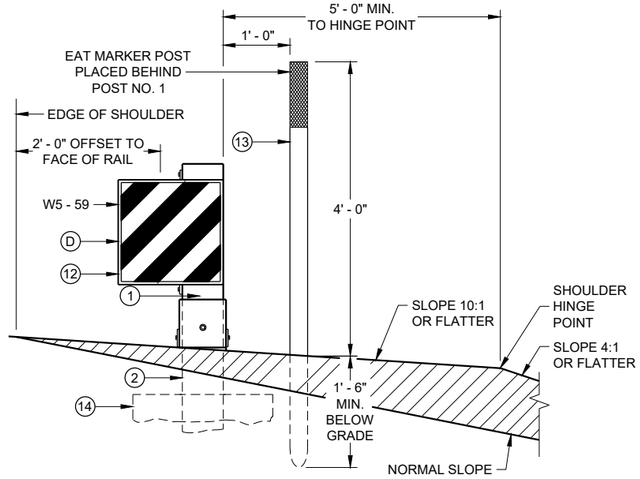

**ELEVATION**



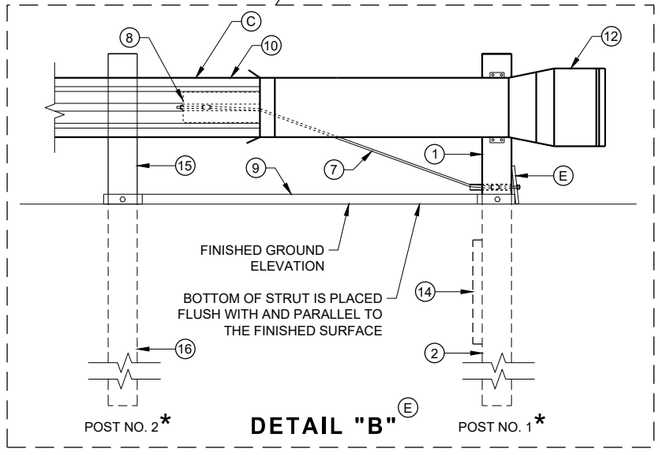

**SECTION C - C**
**TYPICAL AT POST NOS. 3 - 9**




**SECTION B - B**
**TYPICAL AT POST NO. 2***




**SECTION A - A**
**TYPICAL AT POST NO. 1***




**DETAIL "B"** (E)

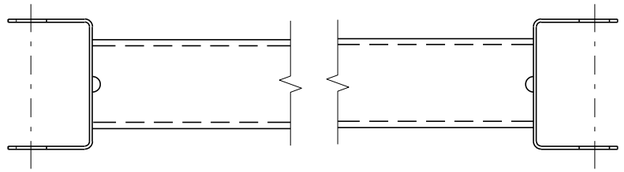
**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SDD 14B44 - 04a

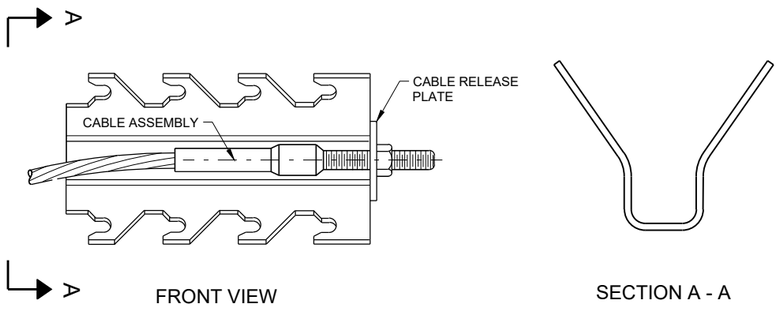
SDD 14B44 - 04a



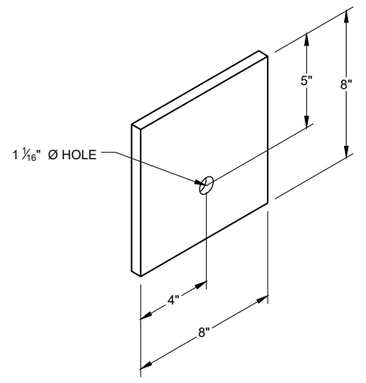
## GENERIC GROUND STRUT ⑨ Ⓔ

## BILL OF MATERIALS

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




## GENERIC ANCHOR CABLE BOX ⑨ Ⓔ




## BEARING PLATE ⑥ Ⓔ

6

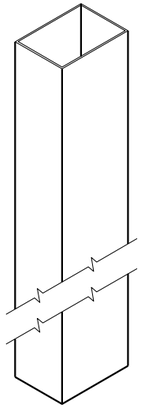
6

SDD 14B44 - 04b

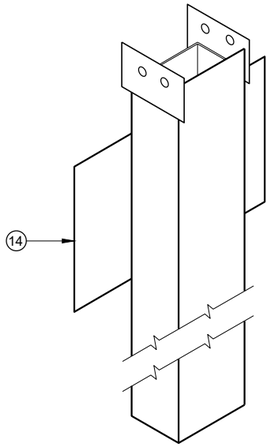
SDD 14B44 - 04b

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

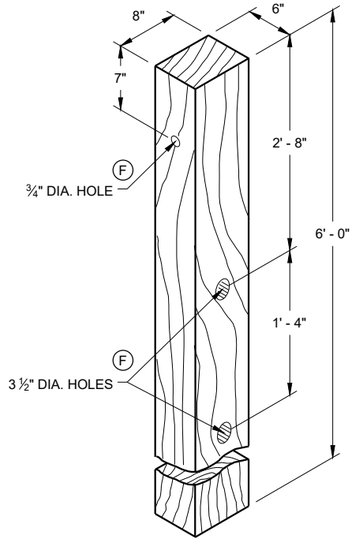
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



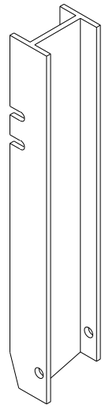
**UPPER POST NO. 1** (1) (E)



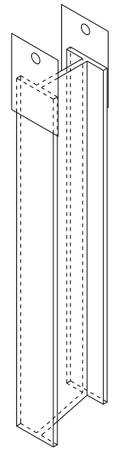

**LOWER POST NO. 1** (2) (E)



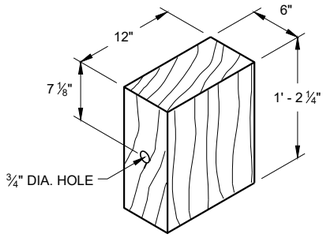

**WOOD CRT POST** (3) (E)
POSTS NUMBER 3-9



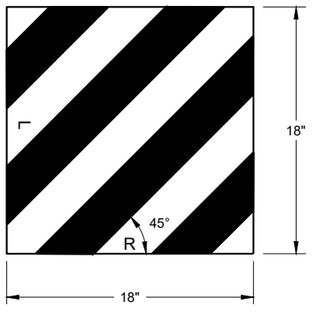
**UPPER POST NO. 2** (15) (E)



**LOWER POST NO. 2** (16) (E)

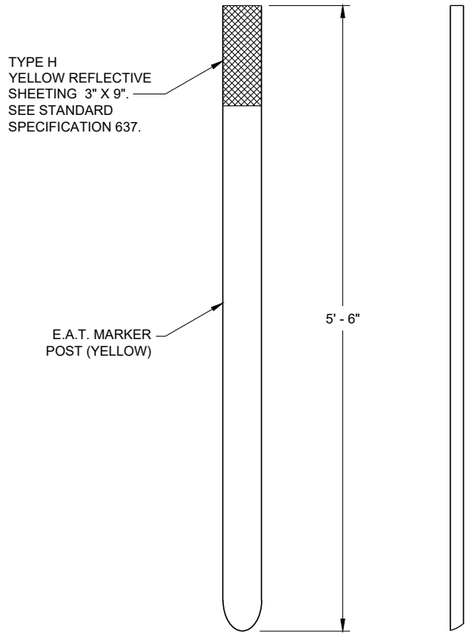



**WOOD BLOCKOUT** (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



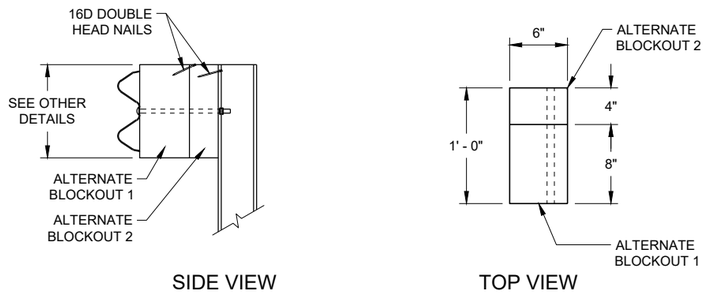

W5 - 59

**REFLECTIVE SHEETING DETAIL** (E)




FRONT VIEW SIDE VIEW

**E.A.T. MARKER POST** (13)




SIDE VIEW TOP VIEW

**ALTERNATE WOOD BLOCKOUT DETAIL**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

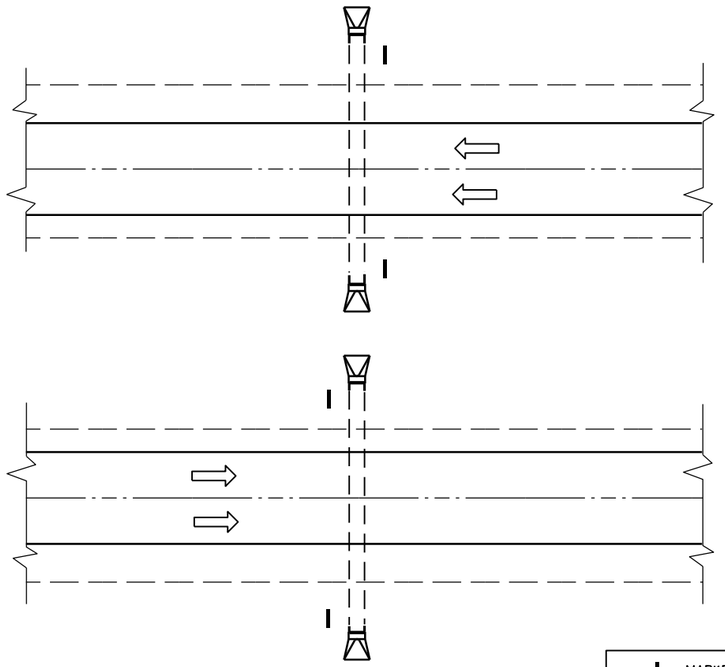
APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA



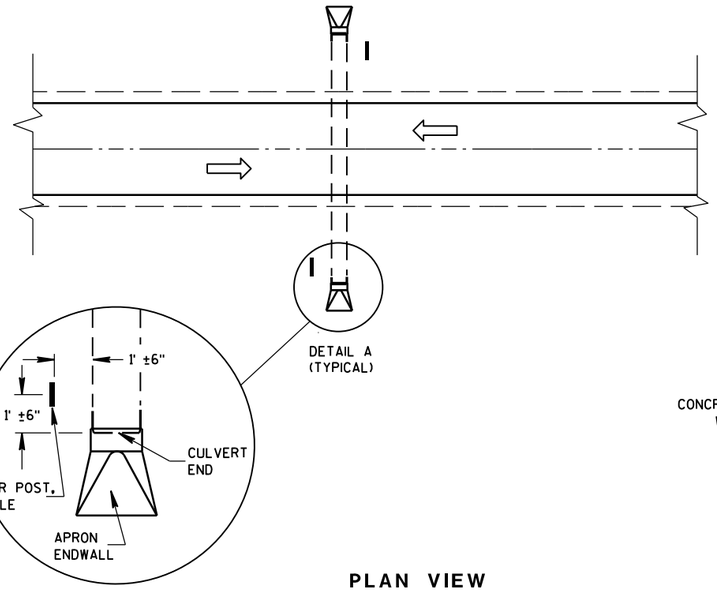

6


SDD 14B44 - 04c



PLAN VIEW

**DIVIDED HIGHWAY**




DETAIL A
(TYPICAL)

PLAN VIEW

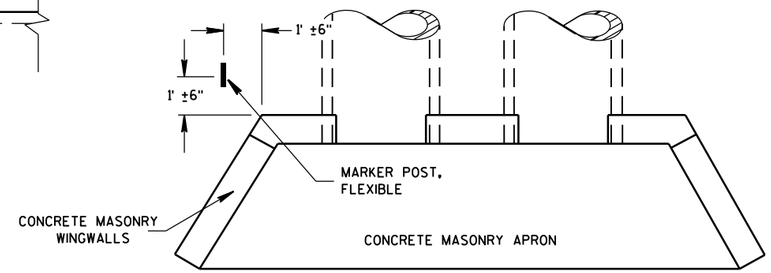
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

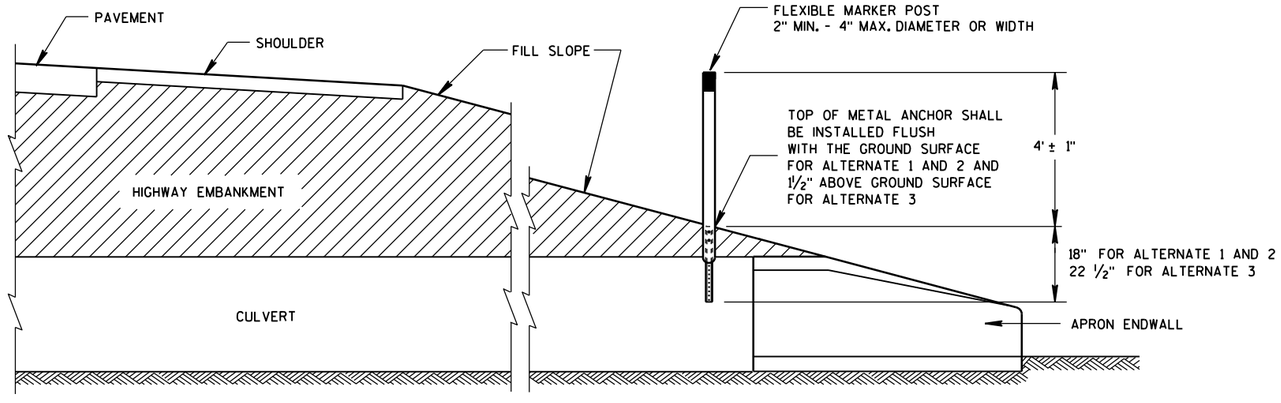
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

**FLEXIBLE MARKER POST**

**FLEXIBLE MARKER POST FOR CULVERT END**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

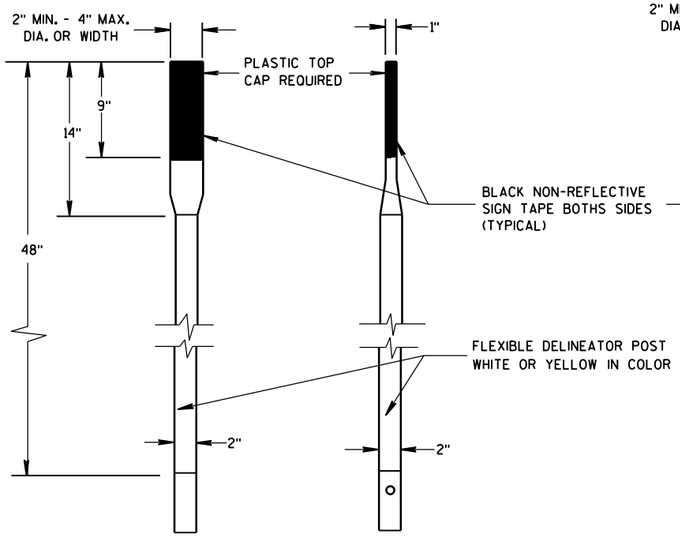


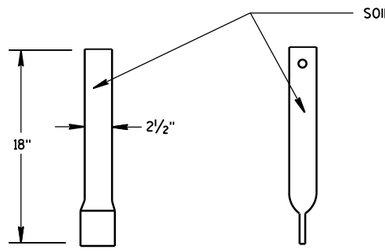
6

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

6

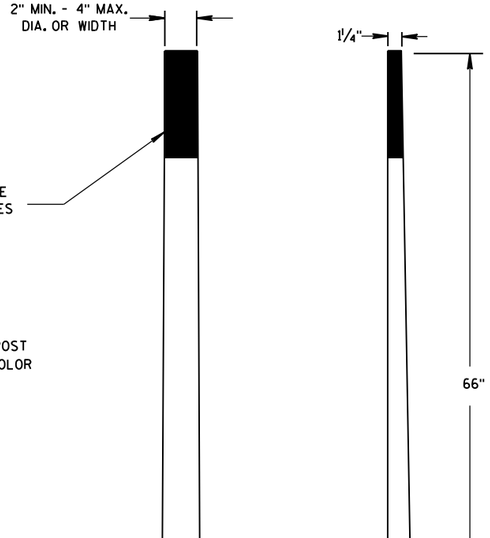
S.D.D. 15 A 3-2a



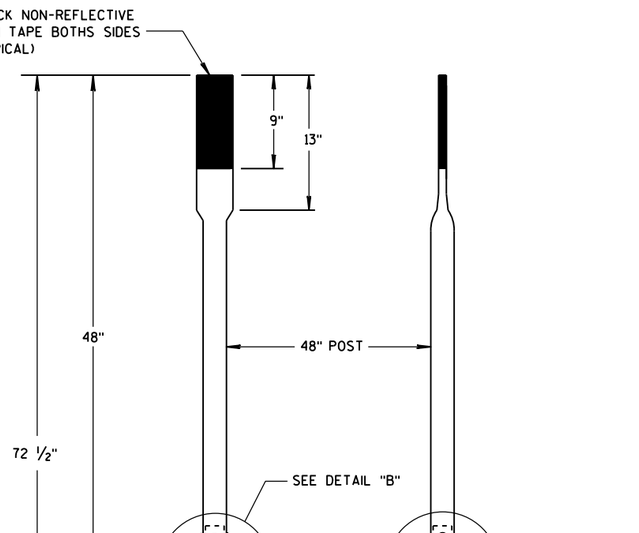

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

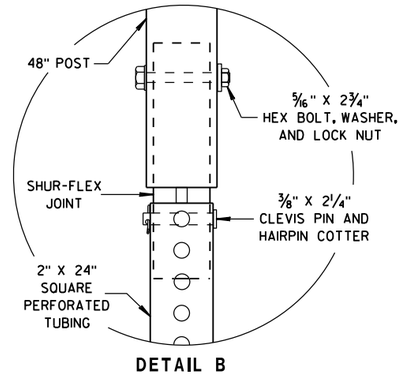
ALTERNATE 2



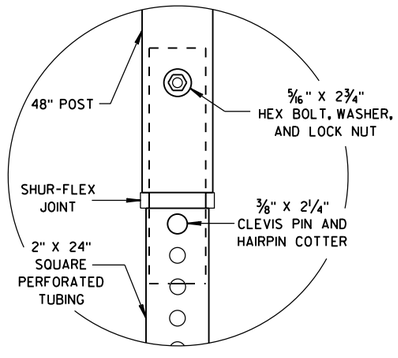

FRONT VIEW SIDE VIEW

ALTERNATE 3

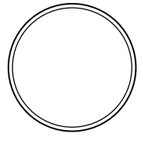
## FLEXIBLE MARKER POSTS



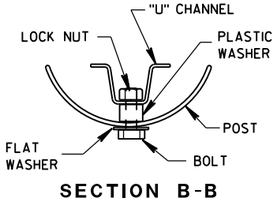

DETAIL B



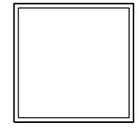

DETAIL C



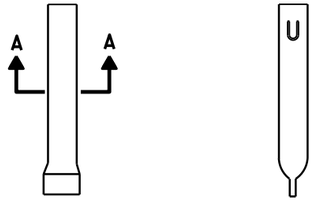
SECTION A-A




SECTION B-B

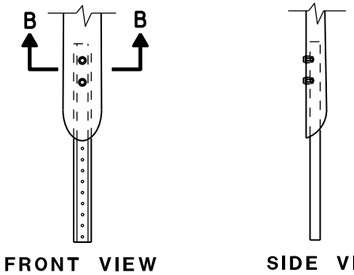


SECTION C-C



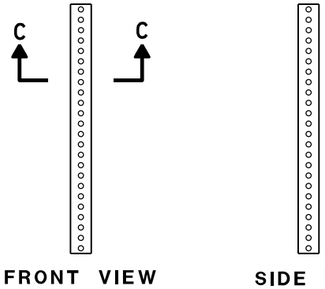

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

ALTERNATE 2




FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS

| | |
|---|---|
| FLEXIBLE MARKER POST FOR CULVERT END | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 10/1/2012 DATE | /S/ Travis Feltes STATE TRAFFIC ENGINEER |
| FHWA | |

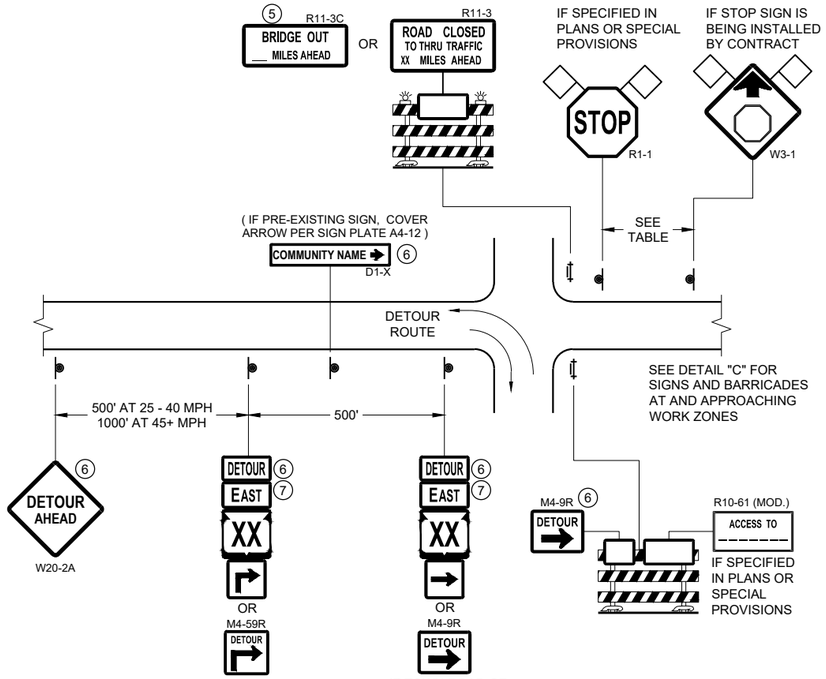


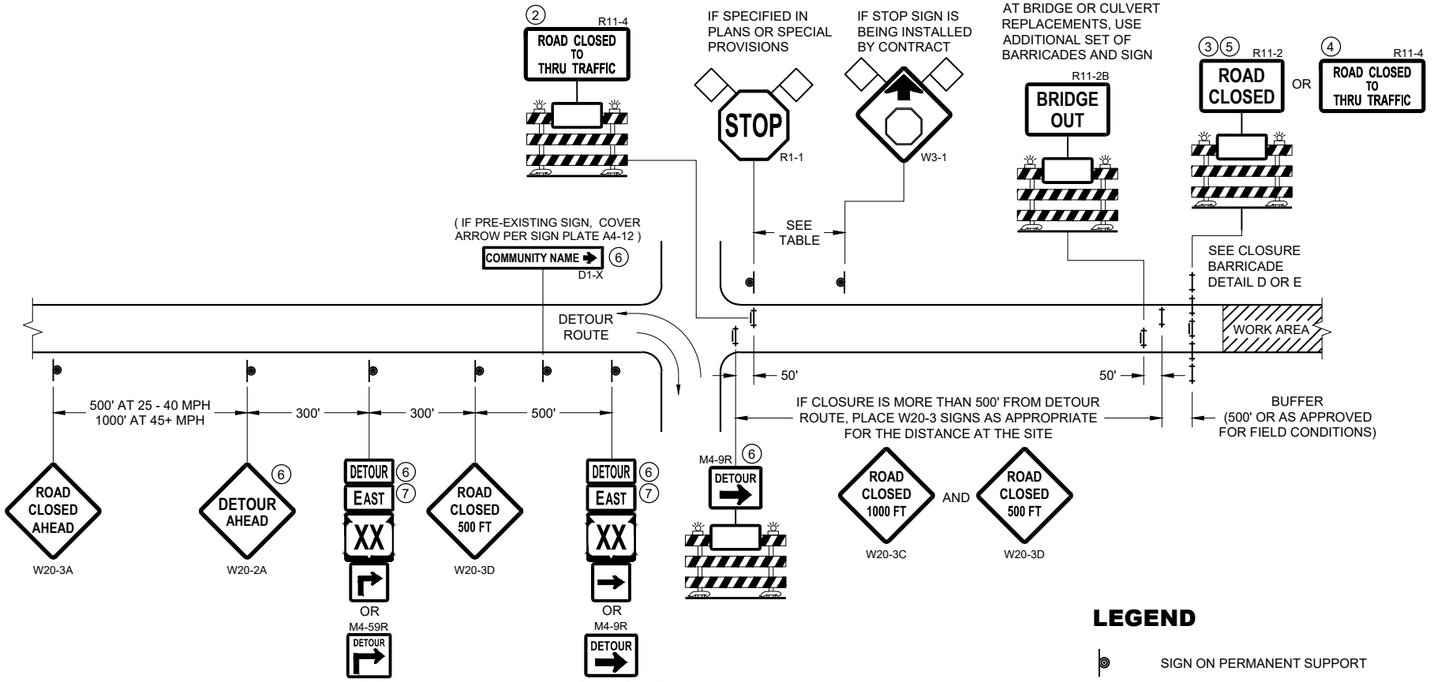
6

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

6

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



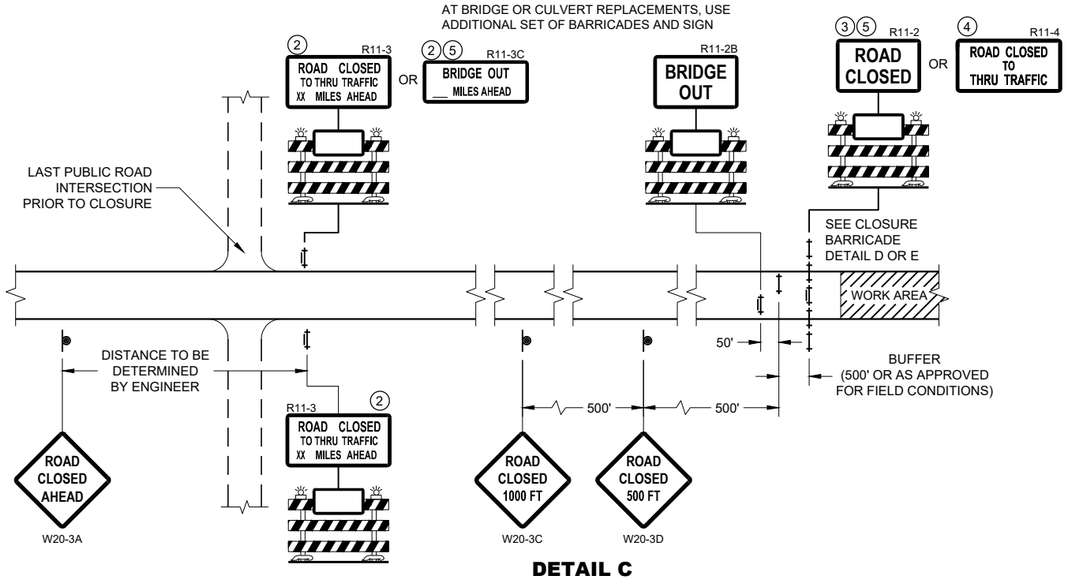




## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

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

## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

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




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

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

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

## LEGEND

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

## BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

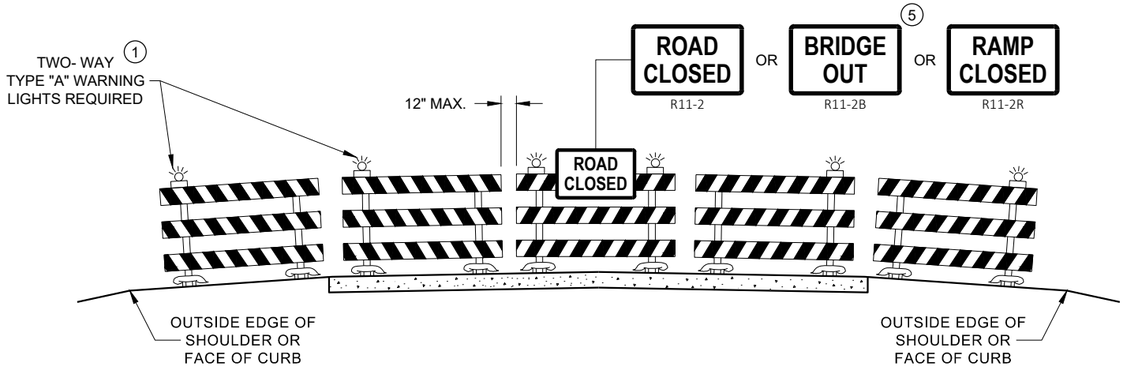
FHWA



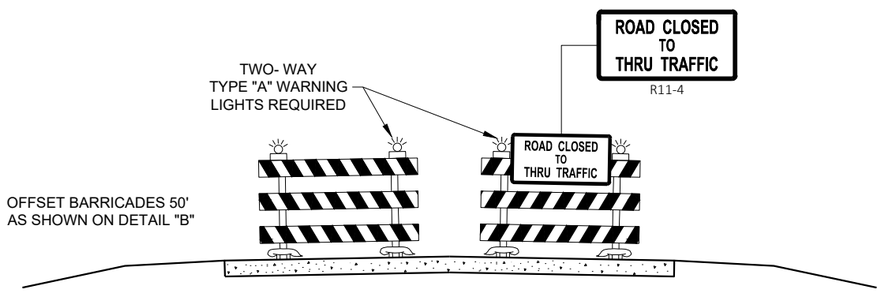
SDD 15C02 - 08a

6

SDD 15C02 - 08a




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




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

SEE SDD 15C2 - SHEET "a" FOR LEGEND

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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


6
SDD 15C02 - 08b

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

## LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

## GENERAL NOTES

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

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

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

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

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

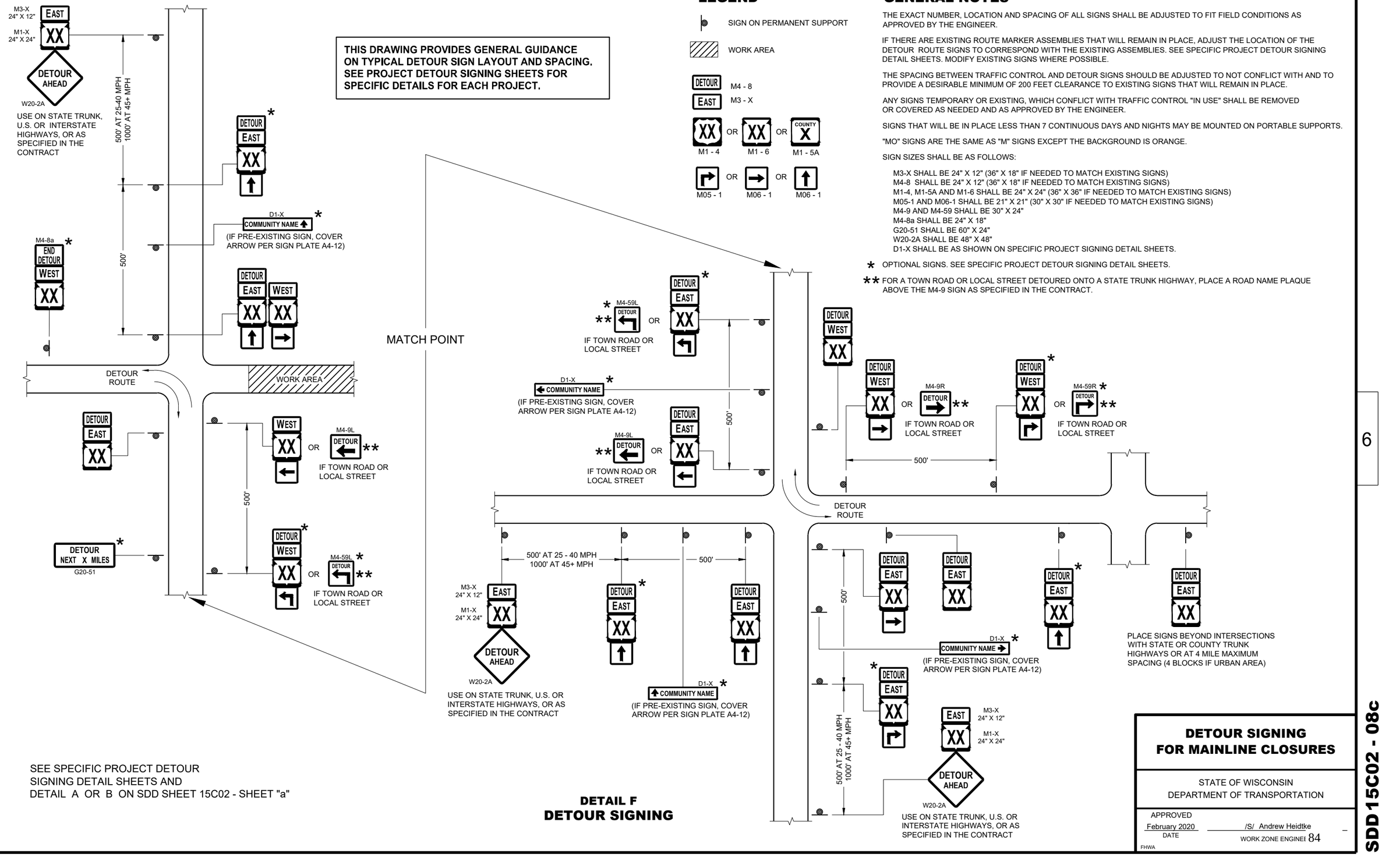
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




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

**DETAIL F**
**DETOUR SIGNING**

# DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

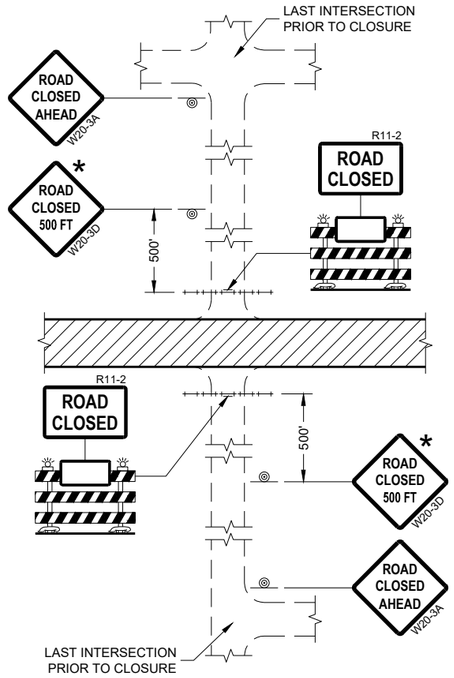
FHWA



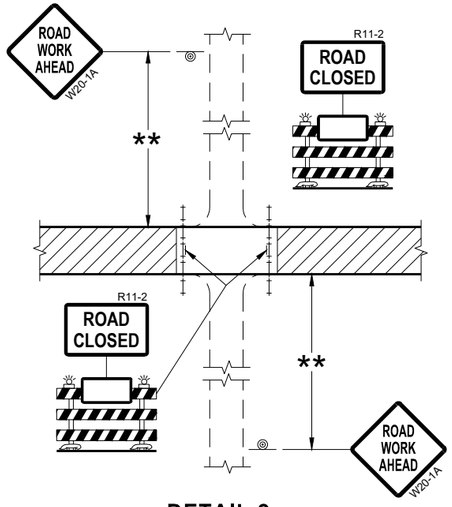
SDD 15C02 - 08c

SDD 15C02 - 08c

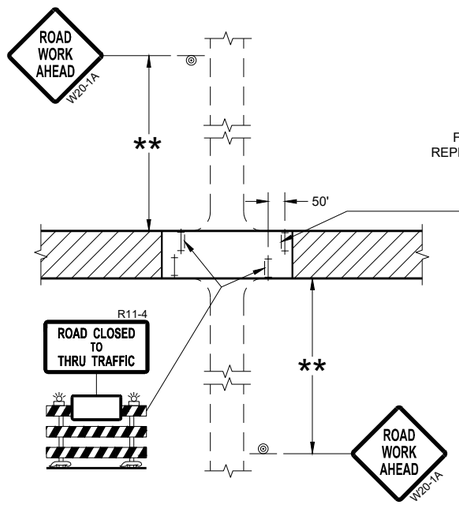
6



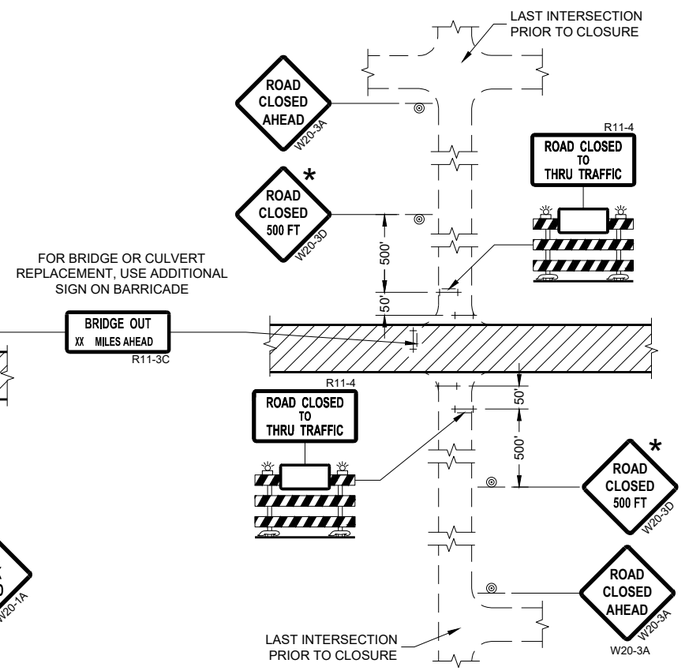

**DETAIL 1**
(NO ACCESS TO PROJECT)




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




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




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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

## LEGEND

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

# BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA


6
SDD 15C03 - 05

## GENERAL NOTES

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

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

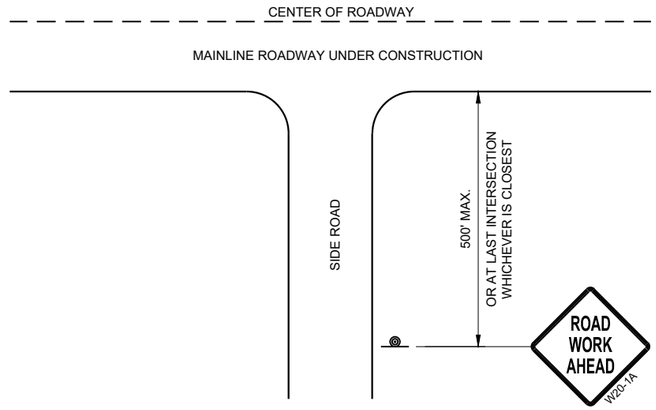
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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



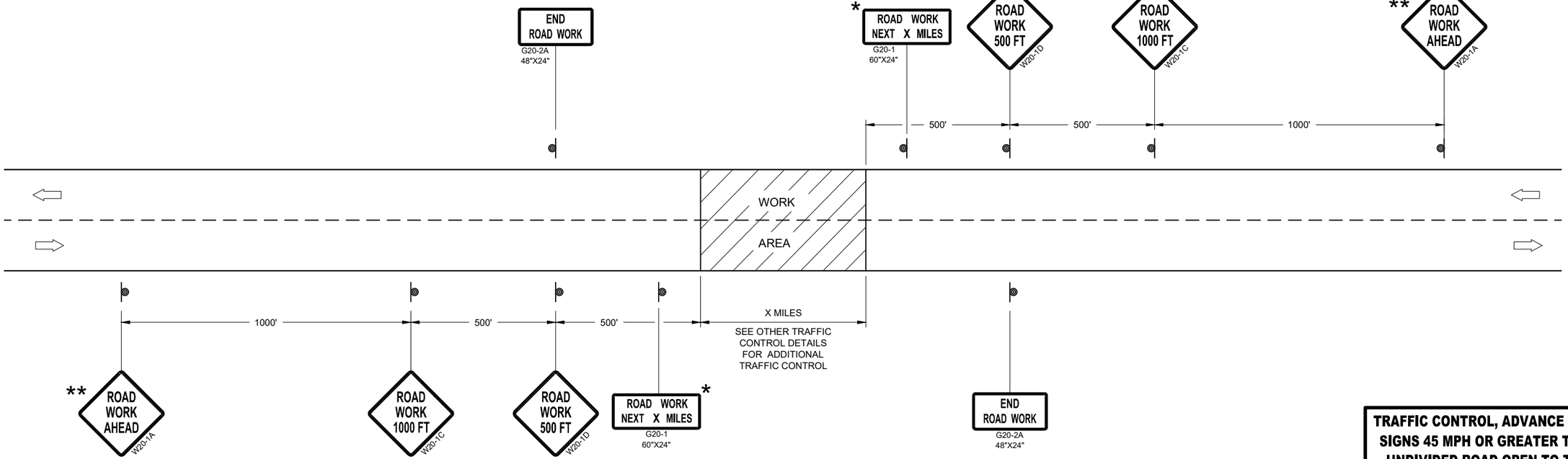

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

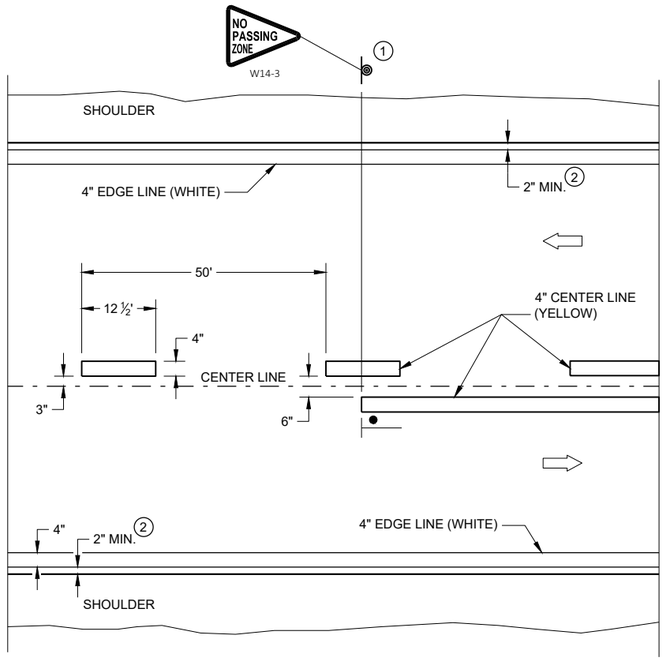




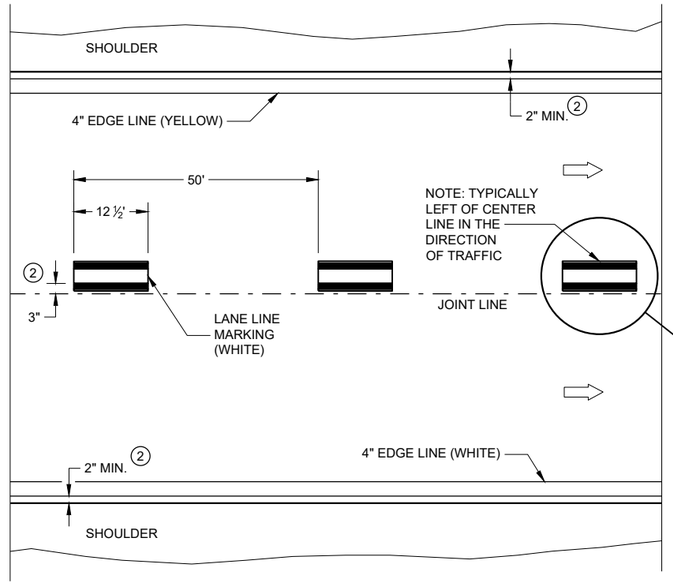
6



SDD 15C04 - 05

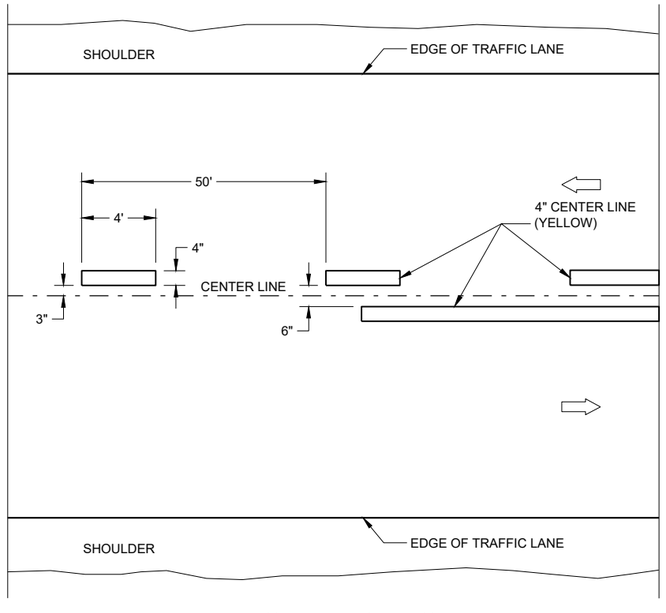



**TWO WAY TRAFFIC**

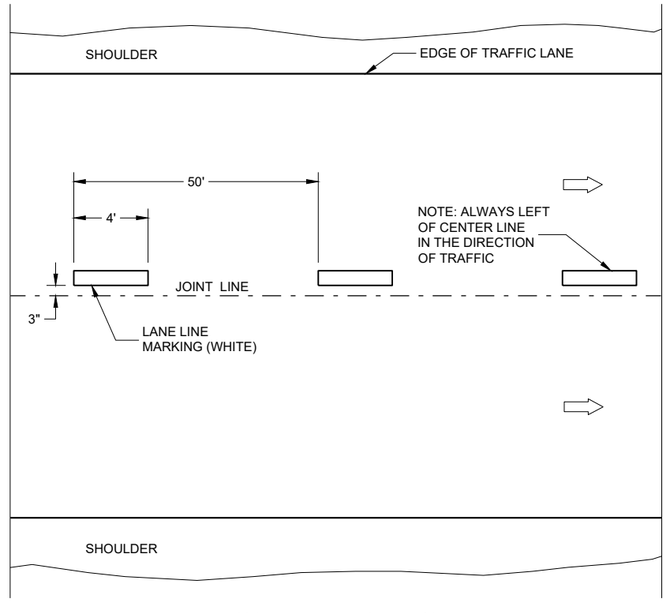



**ONE WAY TRAFFIC**

## PERMANENT PAVEMENT MARKING




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**

## TEMPORARY PAVEMENT MARKING

## GENERAL NOTES

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

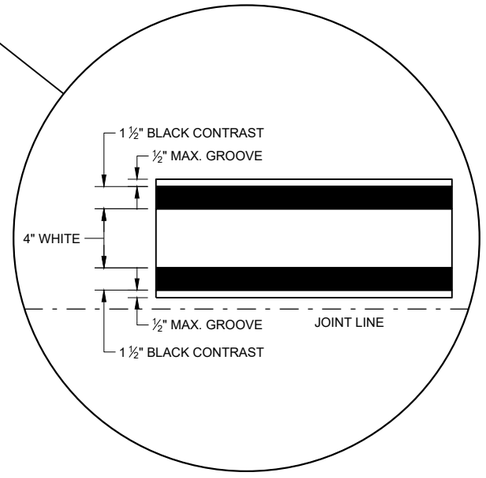
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

## LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




**LONGITUDINAL MARKING (MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

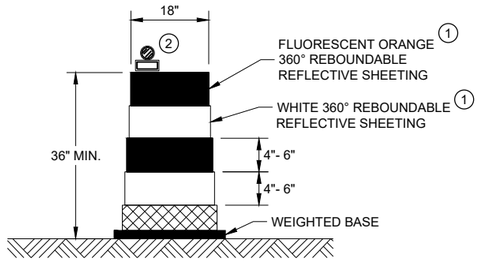


SDD 15C08 - 20a

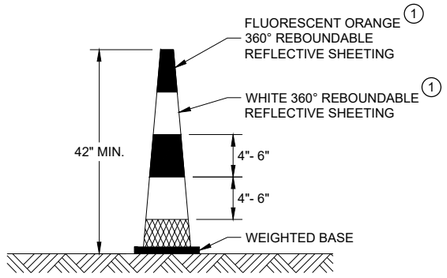
SDD 15C08 - 20a

## GENERAL NOTES

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

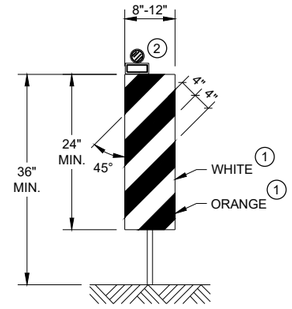



### DRUM



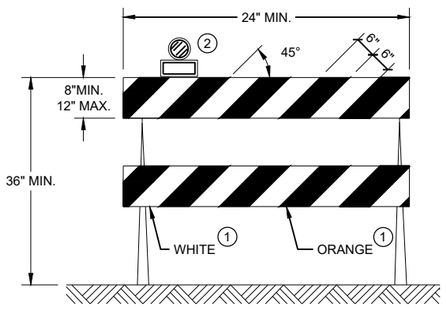

### 42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



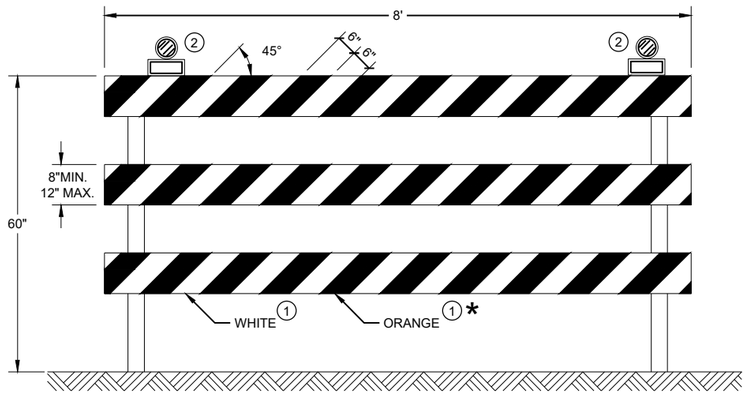

### VERTICAL PANEL

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




### TYPE II BARRICADE

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




### TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

**CHANNELIZING DEVICES**
**DRUMS, CONES, BARRICADES**
**AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

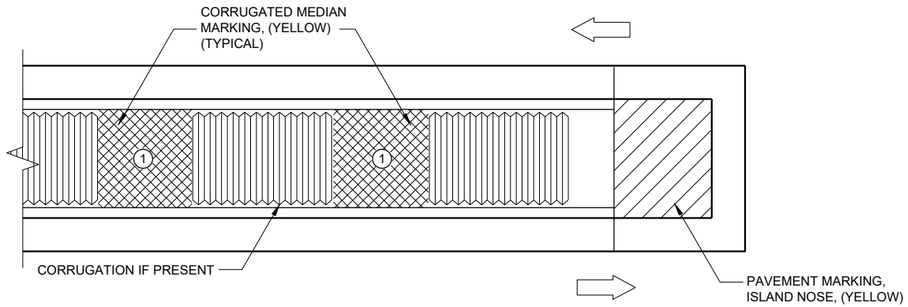


6

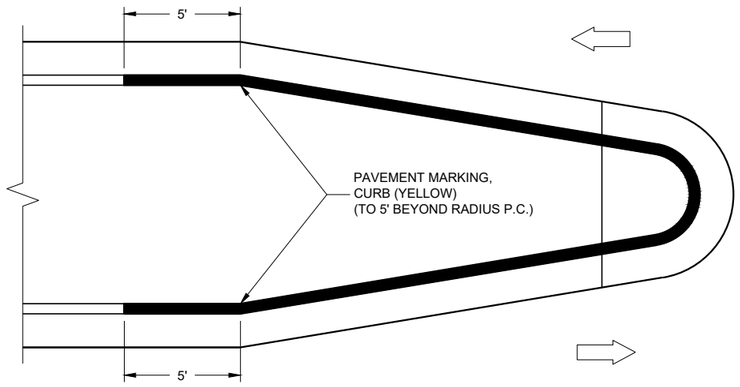
SDD 15C11 - 09b

6

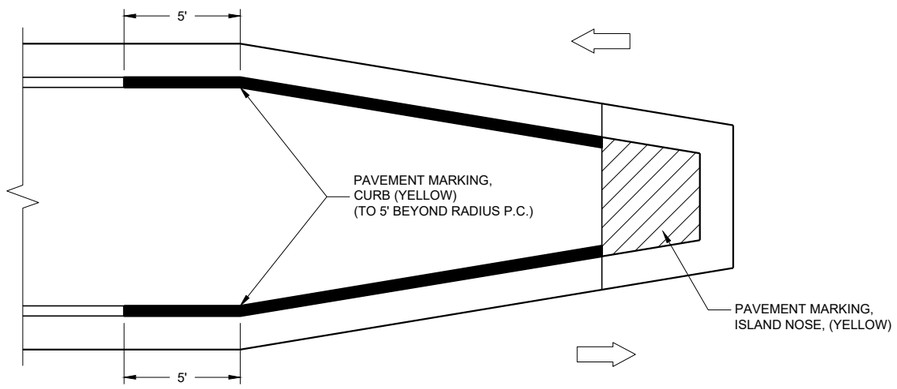
SDD 15C11 - 09b




**MEDIAN ISLAND WITH SQUARE BLUNT NOSE**




**MEDIAN ISLAND WITH ROUND BLUNT NOSE**




**MEDIAN ISLAND WITH SLOPED NOSE**

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

## GENERAL NOTES

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

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS, MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

FHWA



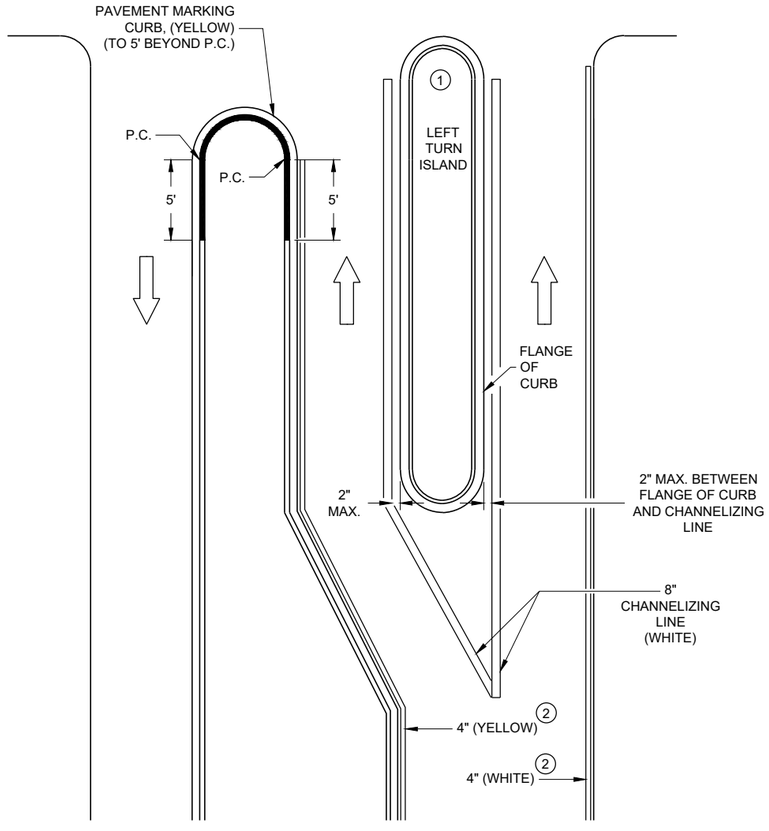
6

SDD 15C18 - 05b

6

SDD15C18 - 05b

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




**LEFT TURN & MEDIAN ISLAND**

## GENERAL NOTES

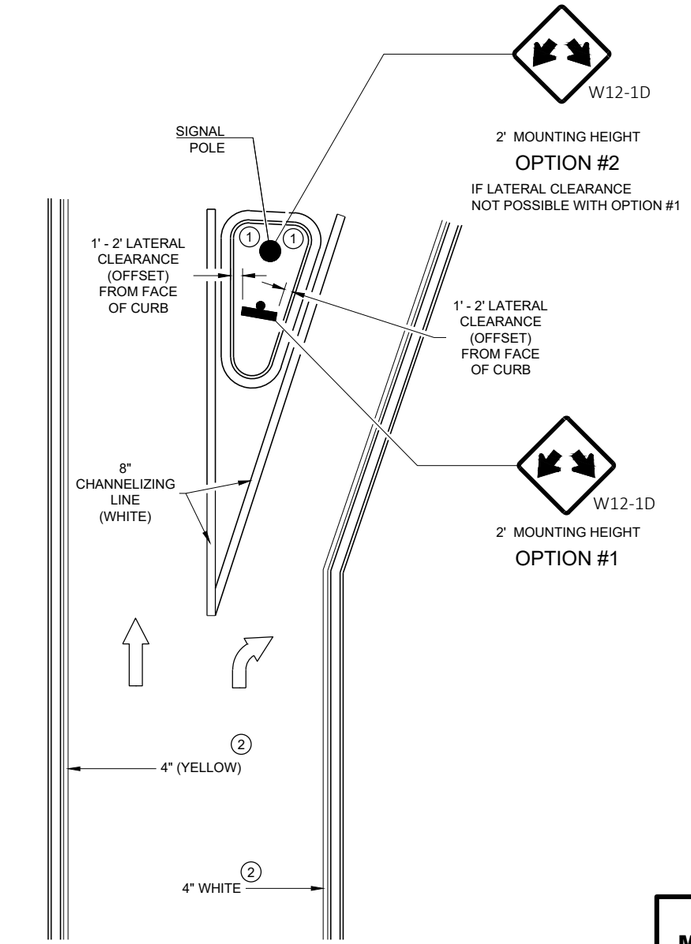
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL




**RIGHT TURN ISLAND**

**MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

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

FHWA



6

SDD 15C18 - 05c

6

SDD 15C18 - 05c

## LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

## GENERAL NOTES

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

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

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

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

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

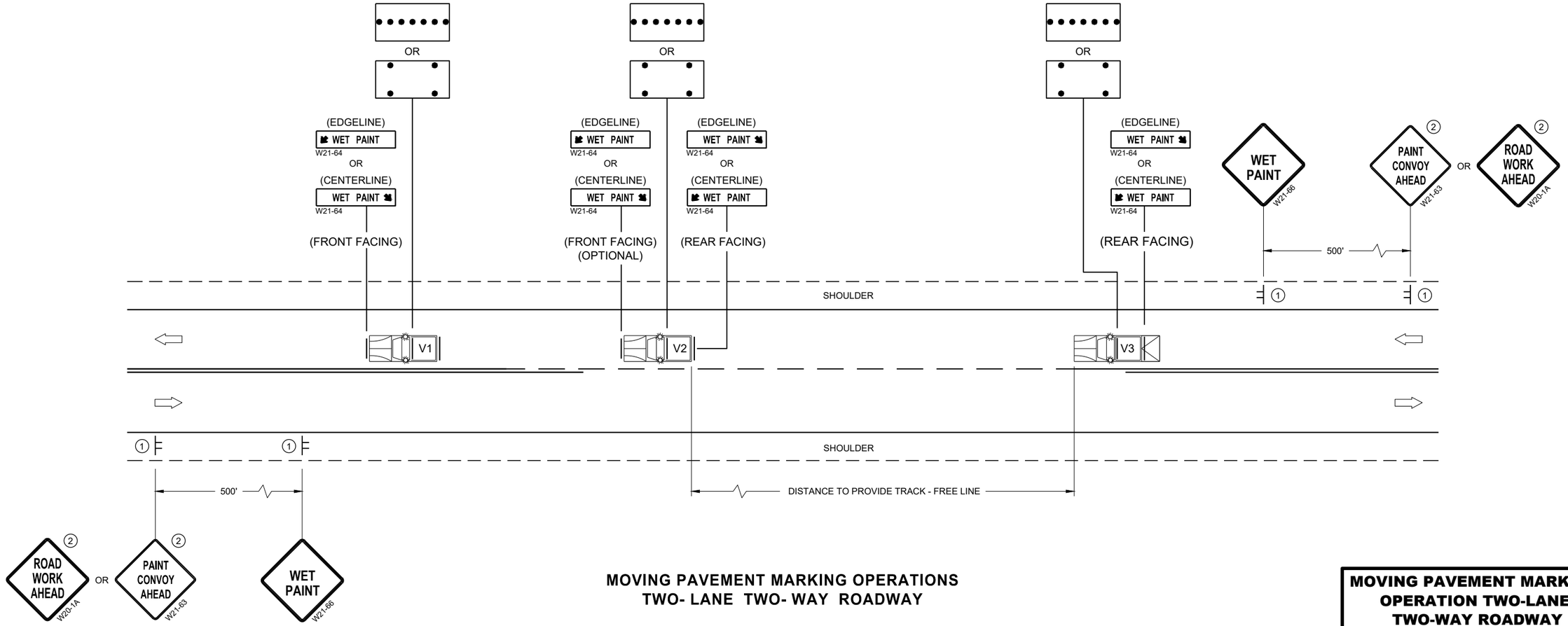
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

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

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




## MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

**MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



SDD 15C19 - 06a

SDD 15C19 - 06a

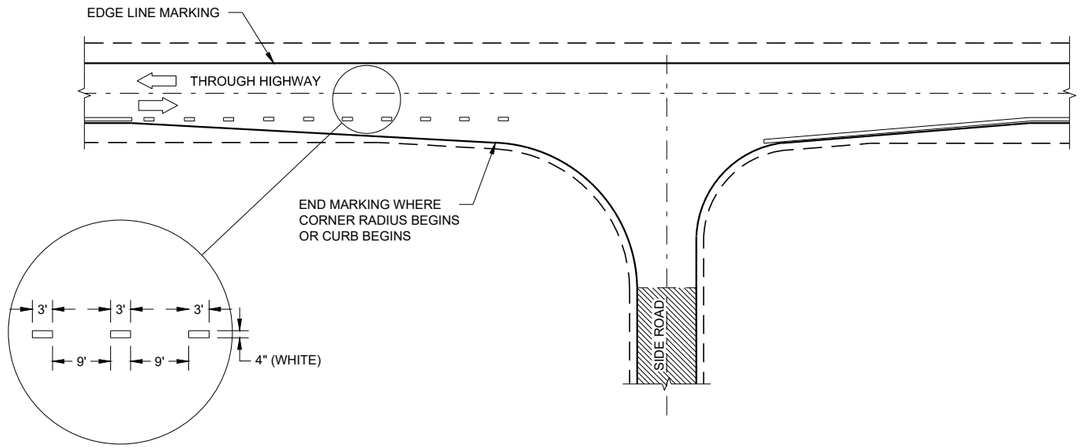
## GENERAL NOTES

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

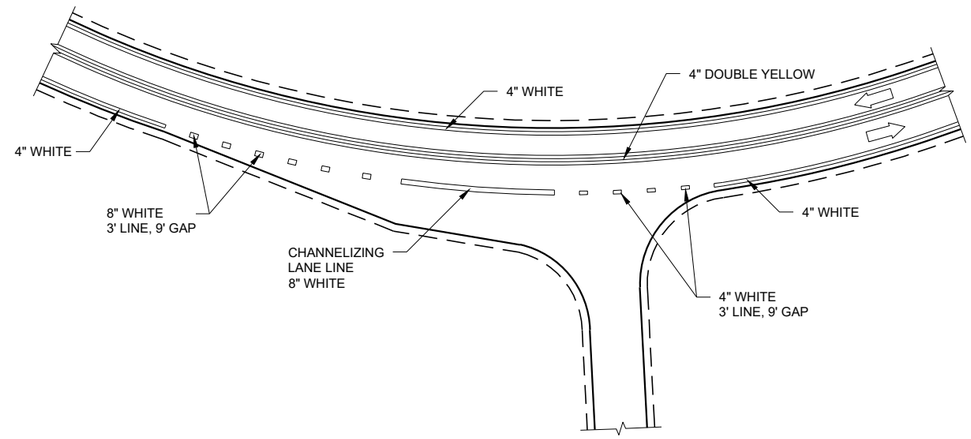
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

## LEGEND

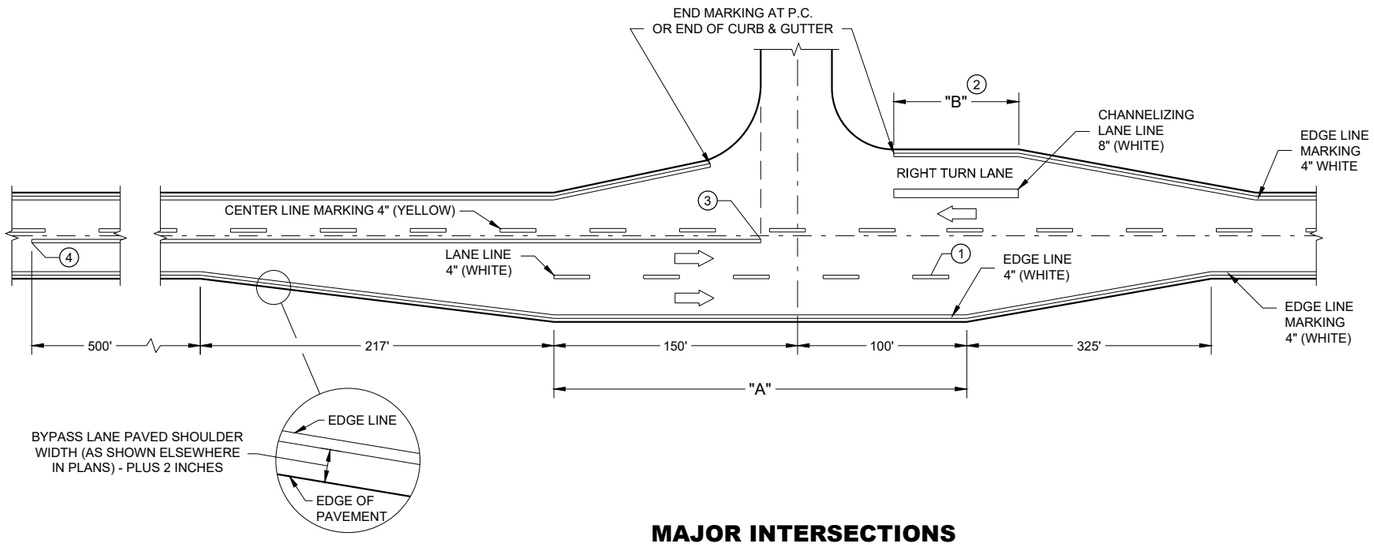
DIRECTION OF TRAVEL




**MINOR INTERSECTION**




**INTERSECTION ON OUTSIDE OF CURVE**




**MAJOR INTERSECTIONS**

**(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

**PAVEMENT MARKING (INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15C35 - 04a

6

SDD 15C35 - 04a

## LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

## GENERAL NOTES

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

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

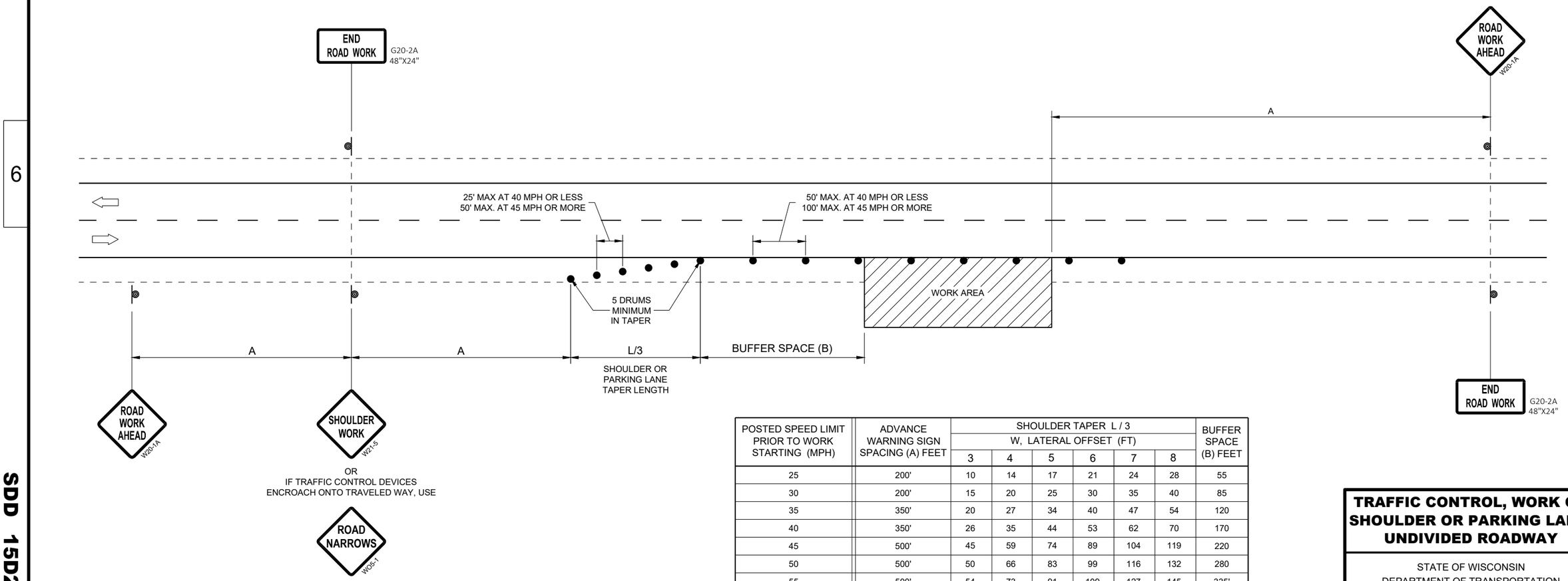
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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




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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA



SDD 15D28 - 04

SDD 15D28 - 04

## GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

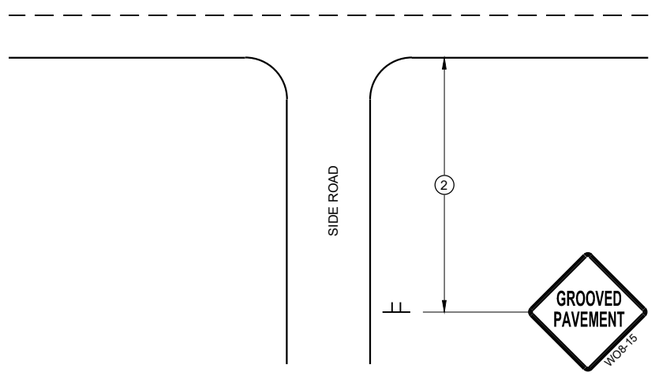
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

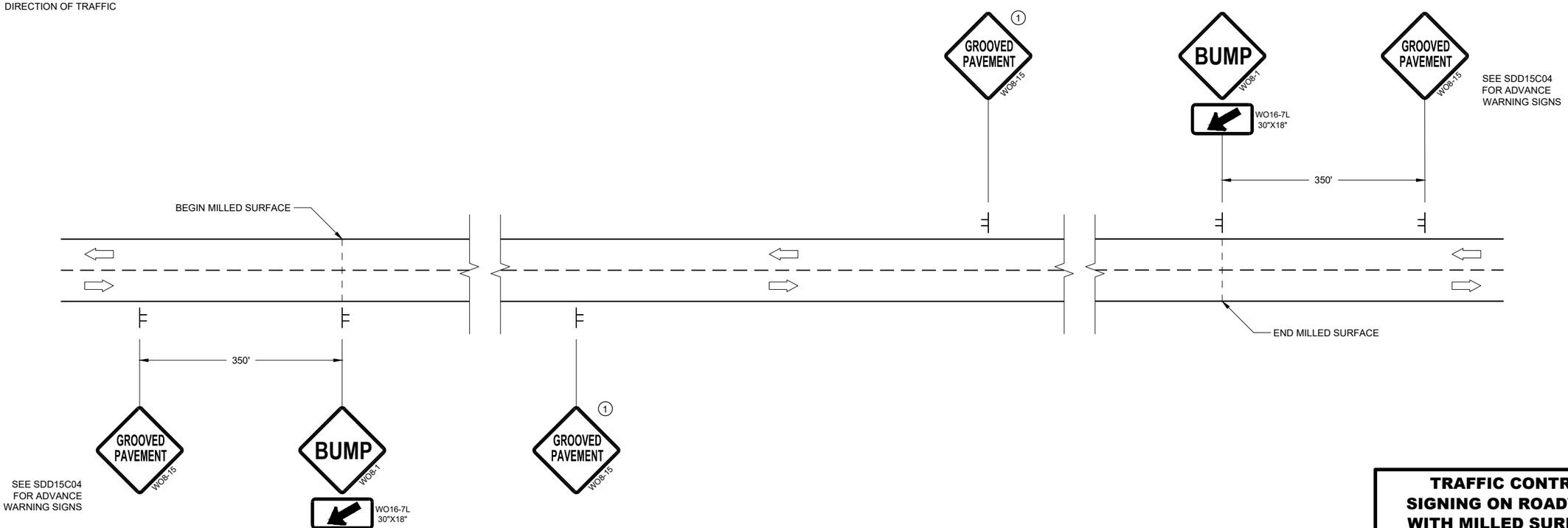
## LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC




**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**




**DETAIL FOR SIGNING ON MILLED SURFACES**

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA





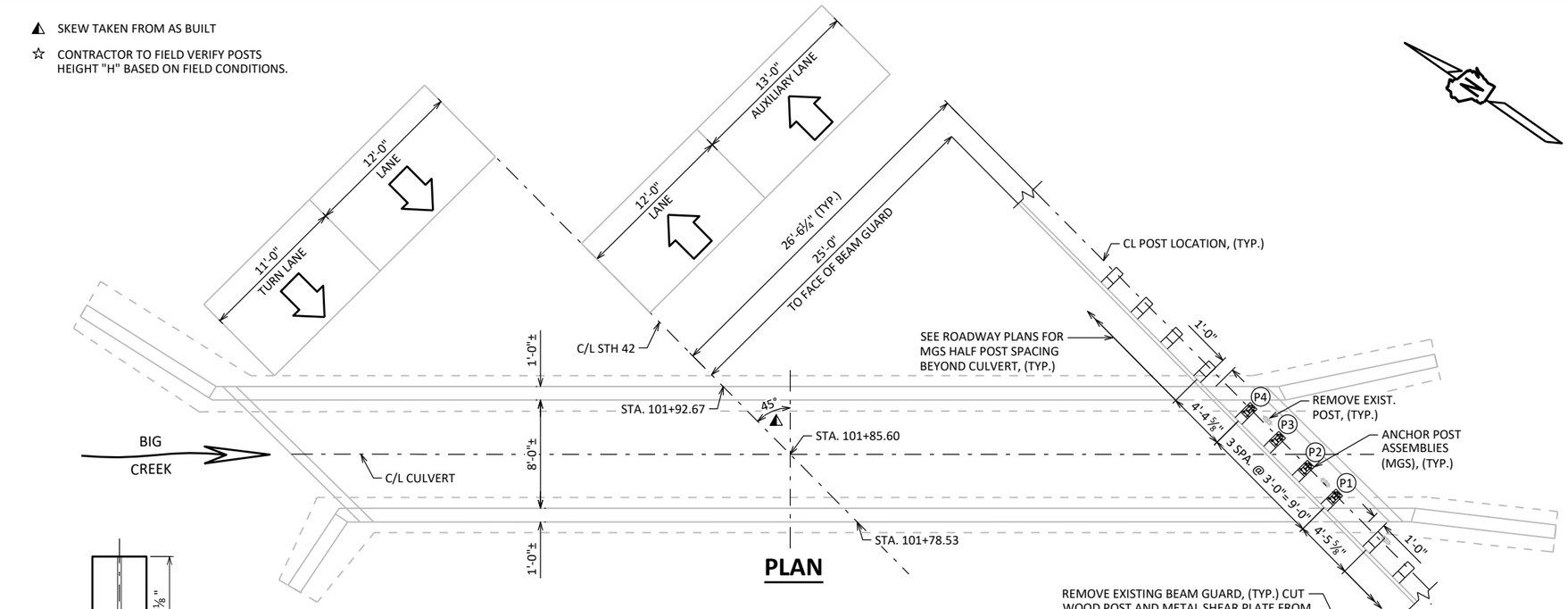
6
SDD 15D44 - 02

STATE PROJECT NUMBER

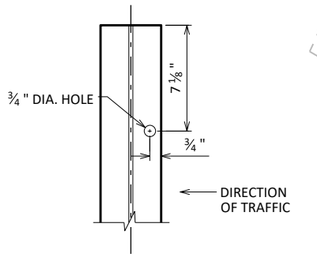
**4430-21-71**

SKEW TAKEN FROM AS BUILT

CONTRACTOR TO FIELD VERIFY POSTS HEIGHT "H" BASED ON FIELD CONDITIONS.

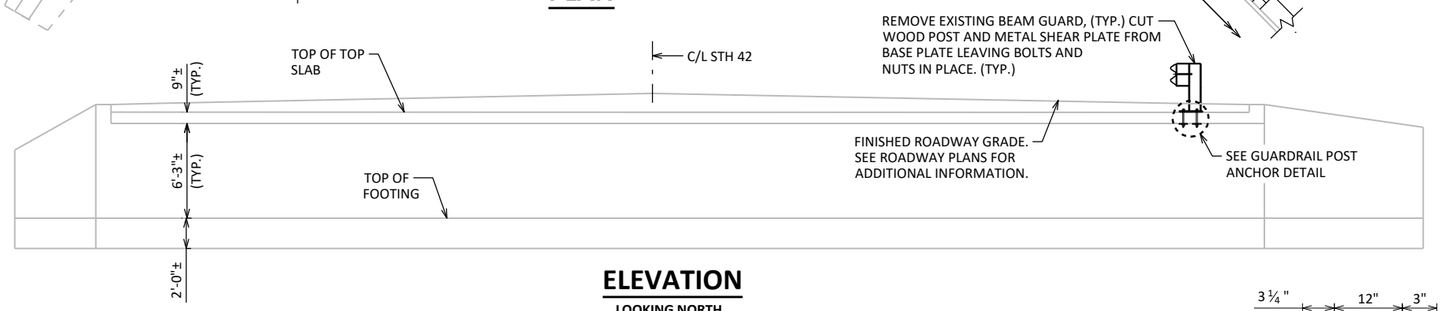



## PLAN



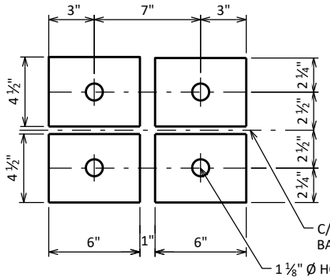

## SECTION C-C

**HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE**



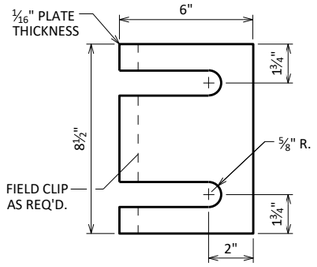

## ELEVATION

**LOOKING NORTH**




## SECTION B-B

**(4) BOTTOM PLATES**



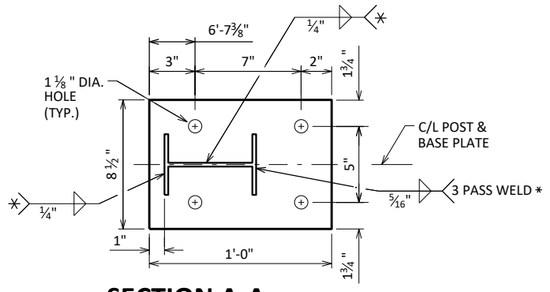

## STEEL SHIM DETAIL

**4 PER POST**

## POST HEIGHT

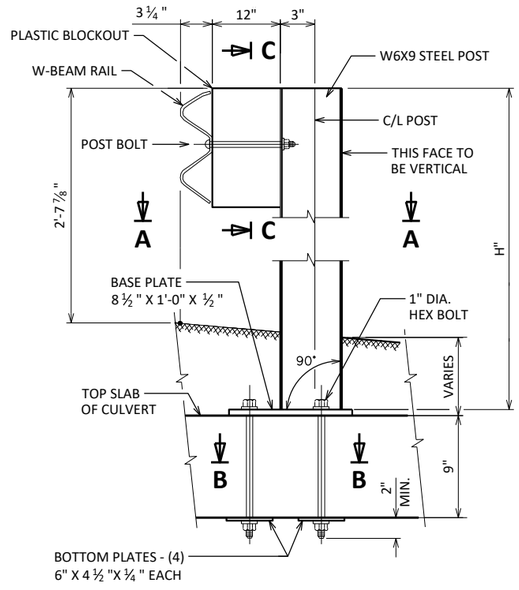
| POST NO. | "H" | |
|---|---|---|
| P1 | 38.75" | ☆ |
| P2 | 39.00" | ☆ |
| P3 | 39.00" | ☆ |
| P4 | 38.50" | ☆ |

⁎ WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR CO2 COVER GAS.




## SECTION A-A

**POST & BASE PLATE**




## GUARDRAIL POST ANCHOR

**( ELEVATION VIEW)**

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 206.2000 | EXCAVATION FOR STRUCTURES CULVERTS C-15-002 | LS | 1 |

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING STRUCTURE PLANS (1952).

DETAILS SHOWN FOR POSTS, PLATES, ANCHORAGE SYSTEM AND INSTALLATION, BLOCKS, AND GUARD RAIL ARE NOT PART OF THE STRUCTURE CONTRACT, BUT ARE BID PER THE ROADWAY DESIGN PLANS.

POST BASE PLATES AND BOTTOM PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF THE CULVERT. ALONG THE ROADWAY THE POST WILL BE NORMAL TO GRADE LINE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

POST, BASE PLATE AND BOTTOM PLATE, AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION.

PRIOR TO GALVANIZING, ALL STEEL POSTS AND PLATES SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY SSPC SPECS.

ALL MATERIAL USED IN POSTS AND PLATES SHALL BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A709 GRADE 50 OR 50S.

HEX BOLTS, THREADED RODS, HEX NUTS AND WASHERS SHALL CONFORM TO THE REQUIRMENTS OF ASTM F1554 GRADE 36, AND SHALL BE GALVANIZED. RODS ARE TO BE FULLY THREADED AND BOLTS TO BE THREADED 3". CHAMFER. TOP OF BOLTS AND RODS BEFORE THREADING.

STEEL SHIMS MAY BE USED BETWEEN PLATES AND SLAB WHERE REQUIRED FOR ALIGNMENT.

## TRAFFIC DATA

**STH 42:**
ADT = 10,920 (2043)
R.D.S. = 45 MPH

## LIST OF DRAWINGS:

1. BEAM GUARD POST ANCHOR LAYOUT


**STRUCTURE DESIGN CONTACTS:**
Alexis Hanley 608-266-3350
Dominique Bechle 608-261-8205


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

BUREAU OF STRUCTURES

ACCEPTED DMB 08/01/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

**STRUCTURE C-15-02**

STH 42 OVER BIG CREEK

COUNTY: DOOR | TOWN: SEVASTOPOL

DESIGN SPEC.
N/A REHABILITATION

| DESIGNED BY | DESIGNED CK'D | DRAWN BY | PLANS CK'D |
|---|---|---|---|
| LIH | MJK | LIH | MJK |

**BEAM GUARD POST ANCHOR LAYOUT**

SHEET 1 OF 1
95

SCALE = 10

I.D. 4430-21-00A

DATE: MAY 2022

8

8

DIVISION 1 - BEAMGUARD LEFT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | 1.00 NOTE 1 | 1.15 | NOTE 8 |
| 99+61.685 | 93201.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100+00 | 93239.53 | 38.31 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100+49.62 | 93289.15 | 49.62 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100+74.598 | 93314.13 | 24.98 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100+99.595 | 93339.13 | 25.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 101+25.765 | 93365.30 | 26.17 | 5.39 | 0.00 | 5.95 | 3 | 0 | 3 | 3 | 3 | 0 |
| 101+47.65 | 93387.18 | 21.88 | 3.83 | 0.00 | 5.96 | 4 | 0 | 5 | 7 | 9 | -2 |
| 101+60.15 | 93399.68 | 12.50 | 3.98 | 0.00 | 6.34 | 2 | 0 | 3 | 9 | 13 | -4 |
| 101+75 | 93414.53 | 14.85 | 3.60 | 0.00 | 1.43 | 2 | 0 | 2 | 11 | 15 | -4 |
| 101+86.343 | 93425.88 | 11.34 | 3.38 | 0.00 | 1.93 | 1 | 0 | 1 | 12 | 16 | -4 |
| 101+96.475 | 93436.01 | 10.13 | 3.26 | 0.00 | 3.35 | 1 | 0 | 1 | 13 | 17 | -4 |
| 102+18.35 | 93457.88 | 21.87 | 2.40 | 0.00 | 0.00 | 2 | 0 | 1 | 15 | 18 | -3 |
| 102+35 | 93474.53 | 16.65 | 2.83 | 0.00 | 11.05 | 2 | 0 | 3 | 17 | 22 | -5 |
| 102+50 | 93489.53 | 15.00 | 3.46 | 0.00 | 2.41 | 2 | 0 | 4 | 19 | 26 | -7 |
| 102+72.65 | 93512.18 | 22.65 | 3.94 | 0.00 | 9.28 | 3 | 0 | 5 | 22 | 32 | -10 |
| 102+85.15 | 93524.68 | 12.50 | 4.55 | 0.00 | 9.64 | 2 | 0 | 4 | 24 | 37 | -13 |
| 103+07.035 | 93546.57 | 21.89 | 3.22 | 0.00 | 7.60 | 3 | 0 | 7 | 27 | 45 | -18 |
| 103+63.565 | 93603.10 | 56.53 | 0.00 | 0.00 | 0.00 | 3 | 0 | 8 | 30 | 54 | -24 |
| 104+00 | 93639.53 | 36.43 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 30 | 54 | -24 |

DIVISION 1 - BEAMGUARD RIGHT

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | 1.00 NOTE 1 | 1.15 | NOTE 8 |
| 99+61.685 | 93201.22 | 0.00 | 7.61 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 100+00 | 93239.53 | 38.31 | 7.77 | 0.00 | 1.78 | 11 | 0 | 1 | 11 | 1 | 10 |
| 100+49.62 | 93289.15 | 49.62 | 6.18 | 0.00 | 9.44 | 13 | 0 | 10 | 24 | 13 | 11 |
| 100+74.598 | 93314.13 | 24.98 | 6.54 | 0.00 | 6.26 | 6 | 0 | 7 | 30 | 21 | 9 |
| 100+99.595 | 93339.13 | 25.00 | 6.64 | 0.00 | 7.35 | 6 | 0 | 6 | 36 | 28 | 8 |
| 101+25.765 | 93365.30 | 26.17 | 4.31 | 0.00 | 9.00 | 5 | 0 | 8 | 41 | 37 | 4 |
| 101+47.65 | 93387.18 | 21.88 | 3.71 | 0.00 | 0.00 | 3 | 0 | 4 | 44 | 41 | 3 |
| 101+60.15 | 93399.68 | 12.50 | 3.25 | 0.00 | 2.28 | 2 | 0 | 1 | 46 | 43 | 3 |
| 101+75 | 93414.53 | 14.85 | 4.79 | 0.00 | 0.22 | 2 | 0 | 1 | 48 | 44 | 4 |
| 101+86.343 | 93425.88 | 11.34 | 6.19 | 0.00 | 0.00 | 2 | 0 | 0 | 50 | 44 | 6 |
| 101+96.475 | 93436.01 | 10.13 | 6.96 | 0.00 | 0.00 | 2 | 0 | 0 | 52 | 44 | 8 |
| 102+18.35 | 93457.88 | 21.87 | 7.09 | 0.00 | 0.00 | 6 | 0 | 0 | 58 | 44 | 14 |
| 102+35 | 93474.53 | 16.65 | 0.00 | 0.00 | 0.00 | 2 | 0 | 0 | 60 | 44 | 16 |
| 102+50 | 93489.53 | 15.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 60 | 44 | 16 |
| 102+72.65 | 93512.18 | 22.65 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 60 | 44 | 16 |
| 102+85.15 | 93524.68 | 12.50 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 60 | 44 | 16 |
| 103+07.035 | 93546.57 | 21.89 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 60 | 44 | 16 |
| 103+63.565 | 93603.10 | 56.53 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 60 | 44 | 16 |
| 104+00 | 93639.53 | 36.43 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 60 | 44 | 16 |

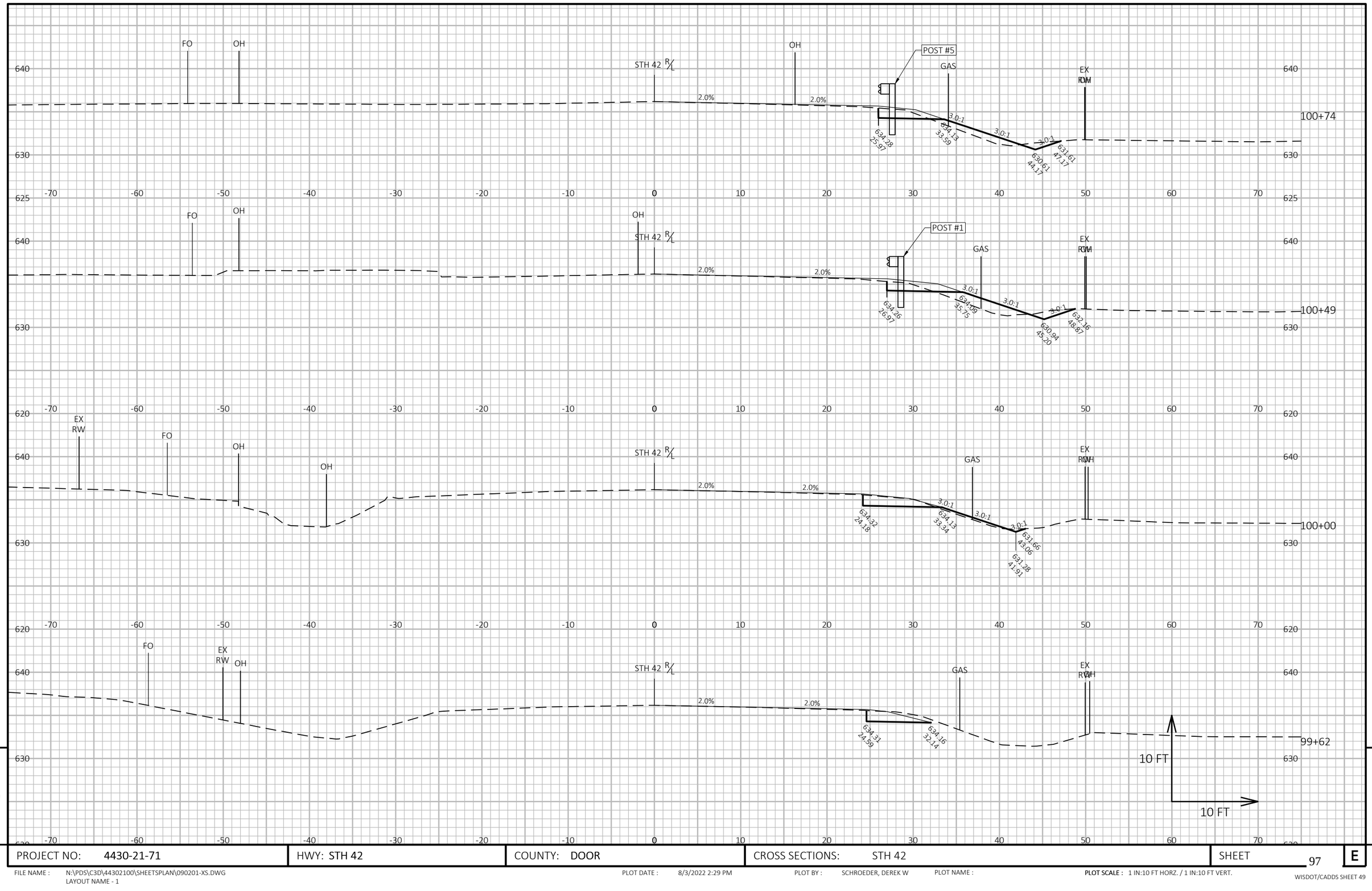
| Notes: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | [CUT - SALVAGED PAVT - (FILL * FILL FACTOR)] |

9

9

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | EARTHWORK QUANTITIES | SHEET: 96 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : June 14, 1911 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1




9

9

| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | CROSS SECTIONS: STH 42 | SHEET 97 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 1

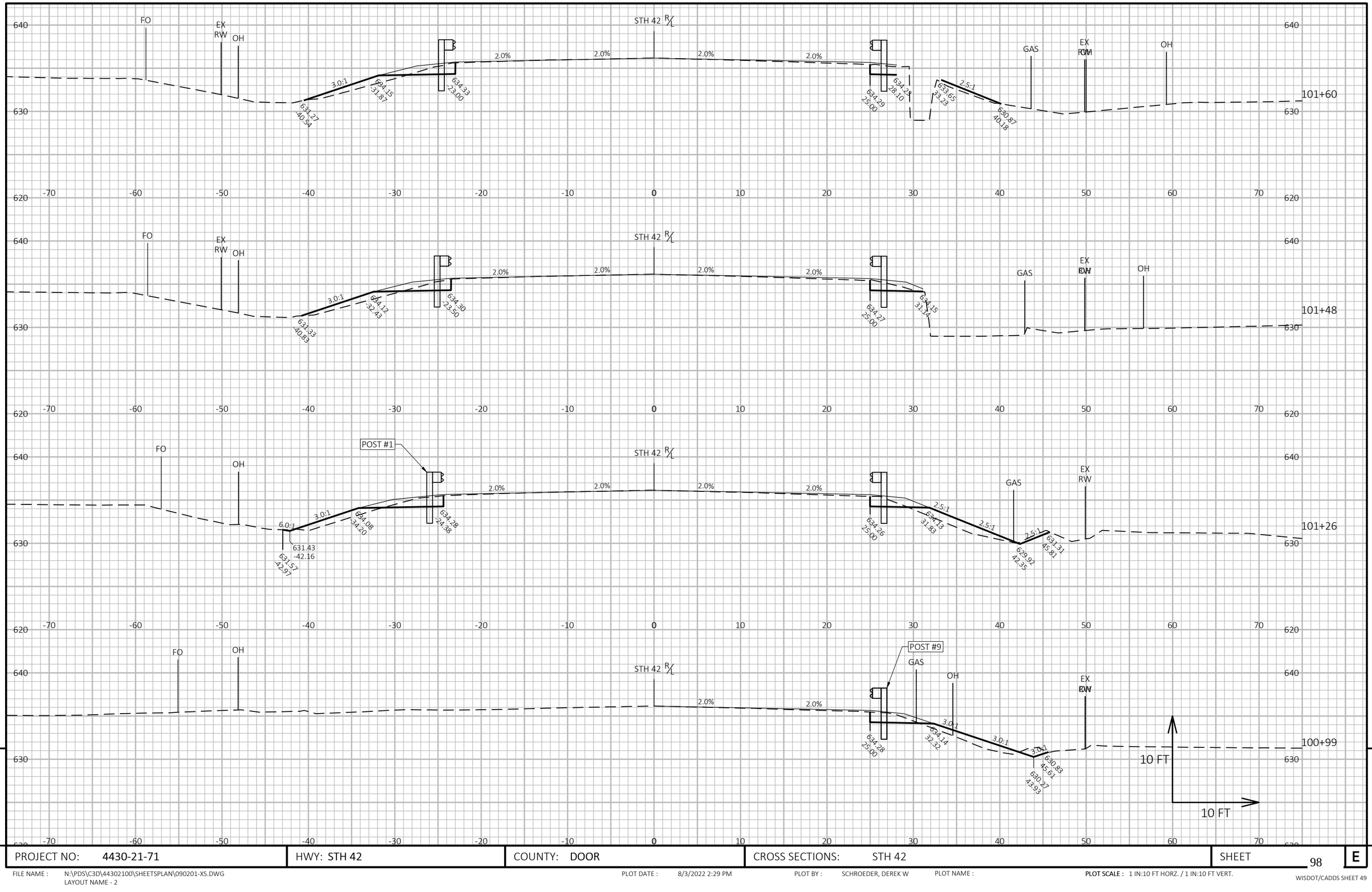
PLOT DATE : 8/3/2022 2:29 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | CROSS SECTIONS: STH 42 | SHEET 98 | E |

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 2

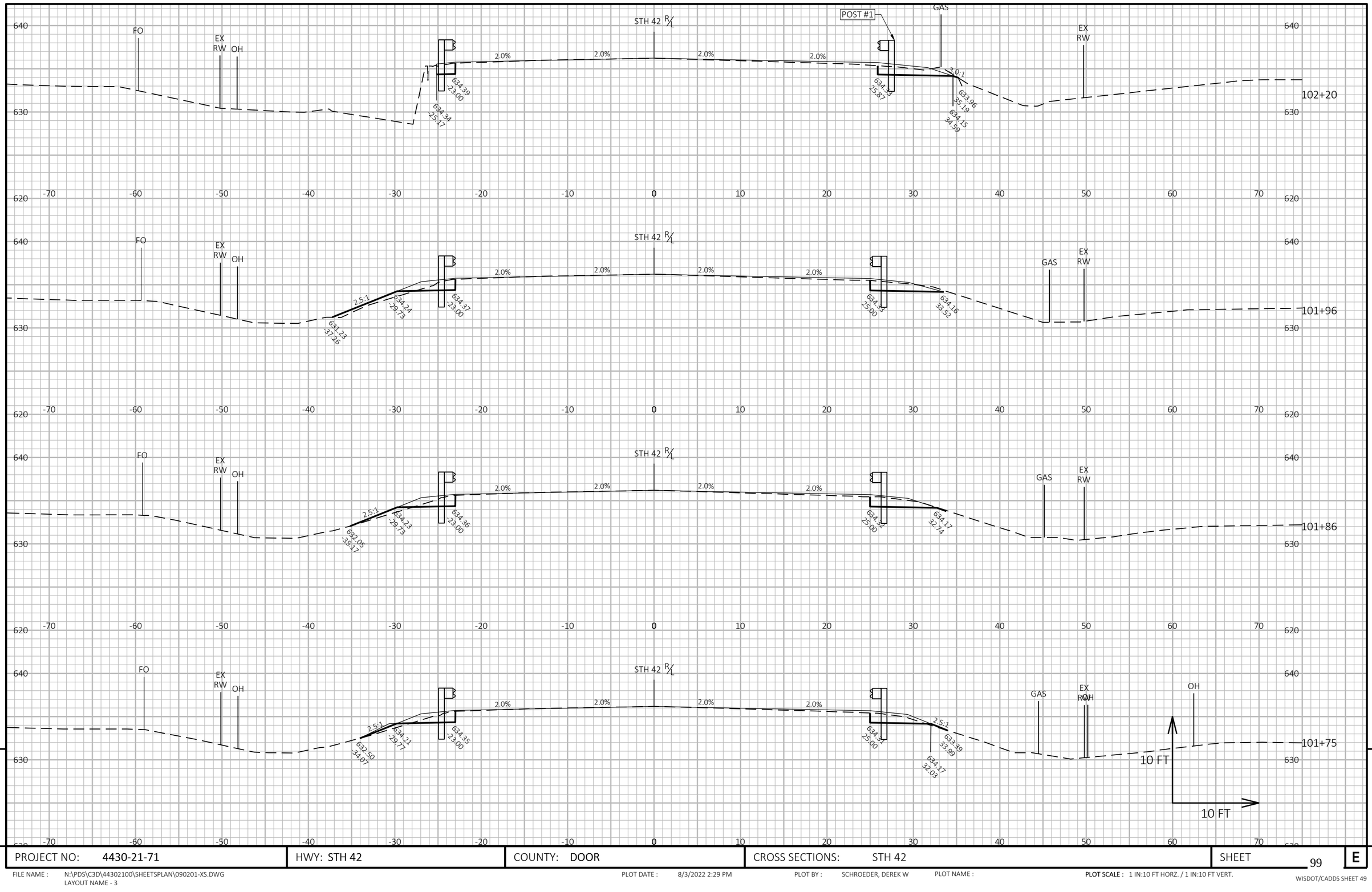
PLOT DATE : 8/3/2022 2:29 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | CROSS SECTIONS: STH 42 | SHEET 99 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 3

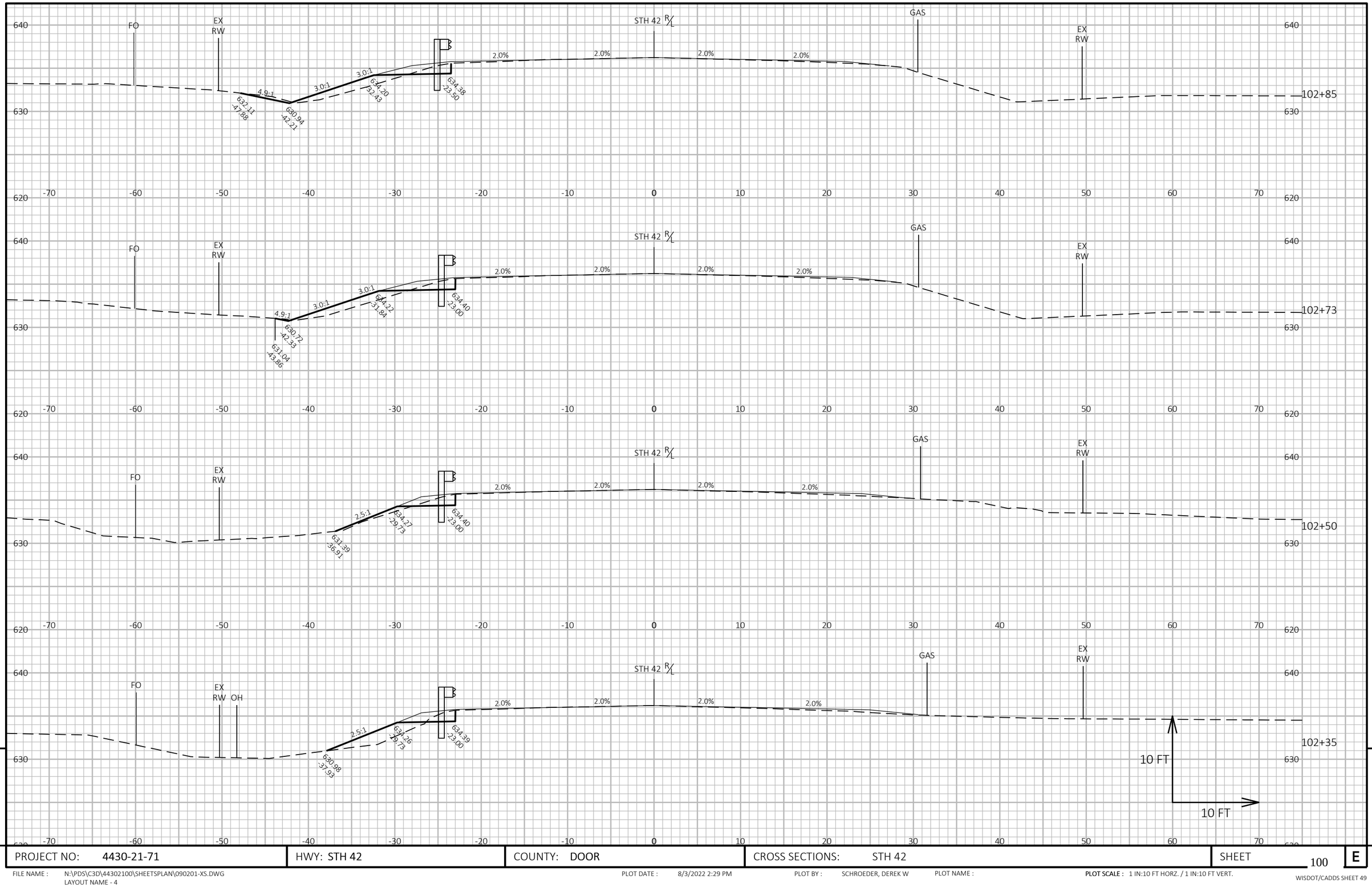
PLOT DATE : 8/3/2022 2:29 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | CROSS SECTIONS: STH 42 | SHEET 100 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 4

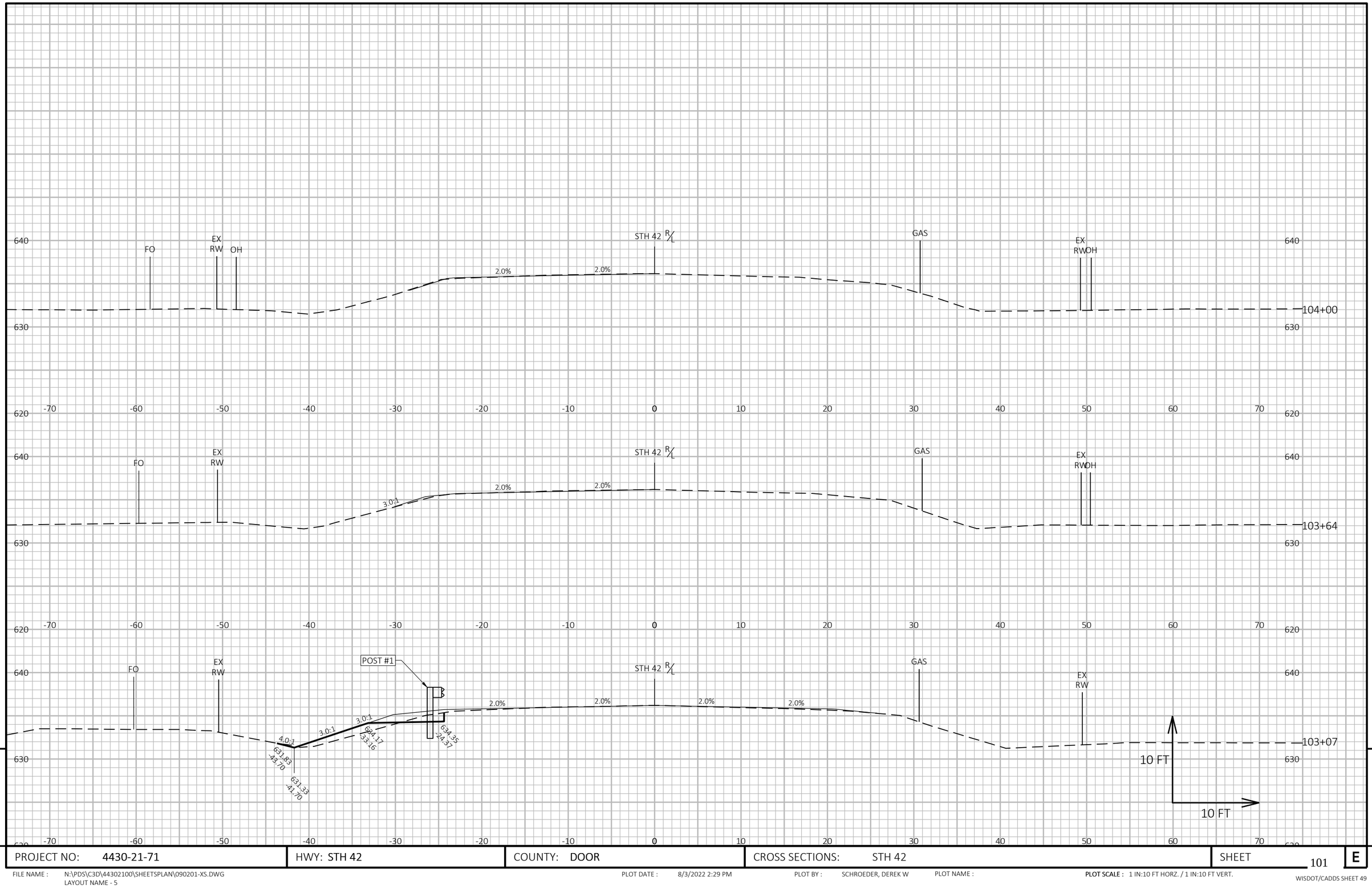
PLOT DATE : 8/3/2022 2:29 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 4430-21-71 | HWY: STH 42 | COUNTY: DOOR | CROSS SECTIONS: STH 42 | SHEET 101 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\44302100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 5

PLOT DATE : 8/3/2022 2:29 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov