RHI FEBRUARY 2023

PROJECT ID: 1580-30-70
WITH: 1580-30-71, 1580-30-72

COUNTY: PRICE

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 291



35

DESIGN DESIGNATION

A.A.D.T.	2017	=	2040
A.A.D.T.	2042	=	2040
D.H.V.		=	343
D.D.		=	61/39
T.		=	12.7%
DESIGN SPEED		=	55 MPH
ESALS		=	810,300

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PRENTICE - BRADLEY

LUSTILA ROAD TO CTH YY

USH 8
PRICE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1580-30-70		

STATE PROJECT NUMBER
1580-30-70

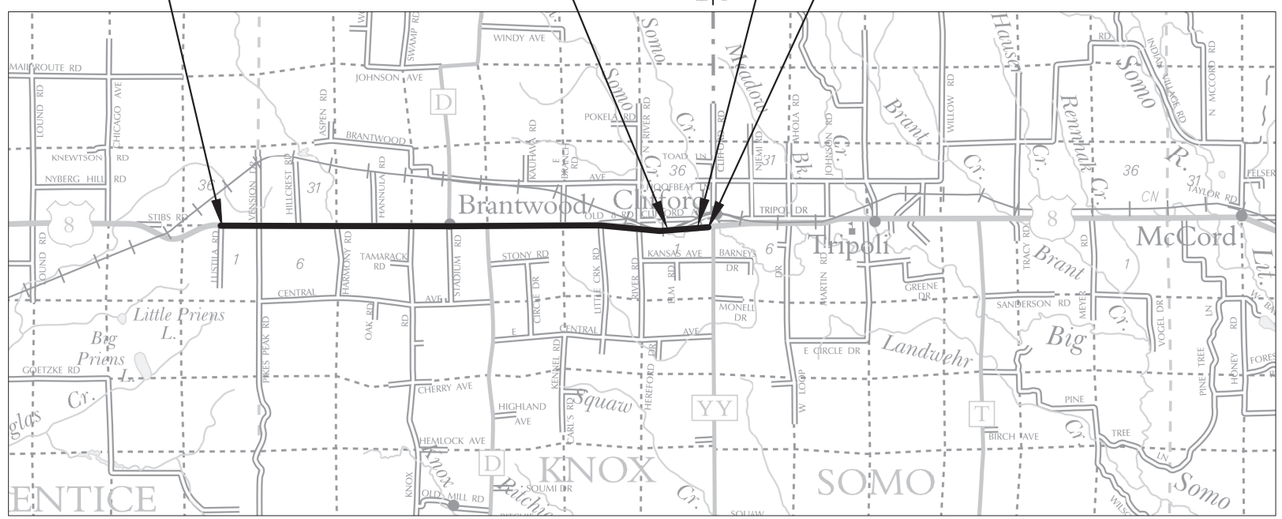
BEGIN PROJECT 1580-30-70
STA 287+35

B-50-0042
STA 603+55

B-50-037
STA 625+62

END PROJECT 1580-30-70
STA 632+00

PRICE CO. – ONEIDA CO.



T-36-N
T-35-N

ONEIDA CO
LINCOLN CO

R-2-E R-3-E | R-3-E R-4-E | R-4-E R-5-E

PRICE CO. – LINCOLN CO.

LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 6.527 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, PRICE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA
Designer	BARBARA HETH
Project Manager	NICHOLAS VOS
Regional Examiner	ZACH GRULING
Regional Supervisor	DAN ERVA

APPROVED FOR THE DEPARTMENT
DATE: 10/24/2022 (Signature)

E

GENERAL NOTES

USH 8 CENTERLINE ALIGNMENT IS A BEST FIT OF THE EXISTING CENTERLINE.

USH 8 PLAT CENTERLINE ALIGNMENT IS A BEST FIT OF THE EXISTING RIGHT OF WAY.

PURSUANT TO CHAPER 59 OF THE WISCONSIN STATE STATUES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK REFERENCE MONUMENT IN ALL AREAS WHERE SUCH A MONUMENT MAY EXIST.

LENGTH OFF RUNOFF SHALL BE COMPUTED WITH TWO THIRDS OF THE TOTAL RUNOFF ON THE TANGENT APPROACH AND ONE-THIRD WITHIN THE CURVE.

THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.

RADII ARE MEASURED TO THE EDGE OF PAVEMENT.

CURB AND GUTTER OFFSETS AND GRADES ARE TO EDGE OF PAVEMENT.

GUARD RAIL STA/OFFSETS ARE MEASURED FROM CENTERLINE TO BACK OF RAIL.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION IF THE MATERIAL AS DIRECTED BY THE ENGINEER.

WETLAND DELINEATIONS WERE CONDUCTED WITHIN THE EXISTING RIGHT-OF-WAY. WETLAND LIMITS MAY BE OUTSIDE OF THE WETLAND DELINEATION.

EROSION CONTROL SHEETS SHOW PRE-CONSTRUCTION INSTALLATION OF SILT FENCE AT CULVERT LOCATIONS.
AFTER PIPE INSTALLATION, FOLLOW SDD "SILT FENCE" FOR LOCATION OF SILT FENCE (GOING UP AND OVER PIPE).

UTILITY CONTACTS

BRIGHTSPEED – COMMUNICATION LINE
BEN BAKER
425 ELLINGSON AVENUE
HAWKINS, WI 54530
715-567-0725
Ben.baker@brightspeed.com

XCEL ENERGY – ELECTRICITY
310 HICKORY HILLS LANE
PHILLIPS, WI 54555
715-737-1183
715-316-1356 – MOBILE
Andrew.a.halopka@xcelenergy.com

OTHER CONTACTS

DEPT OF NATURAL RESOURCES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501-0818
WENDY HENNIGES
715-365-8916
Wendy.Henniges@Wisconsin.gov

CORING LOG

STA	ASPH DEPTH INCHES	excluded from average
295+82	5.25	
310+82	4.25	
325+82	5.25	
340+82	4.25	
355+82	5.25	
370+82	3.75	
385+82	4.50	
400+82	5.75	
415+82		8.50
430+82		7.50
445+82	6.25	
460+82	5.75	
475+82	5.50	
490+82	4.50	
505+82	4.75	
520+82	3.75	
535+82		2.50
550+82	4.50	
565+82	5.25	
580+82	4.25	
595+82	4.25	
610+82	4.50	
625+82	4.75	
640+82		3.00
655+82	4.25	
670+82	4.00	
685+82	4.25	
700+82	4.25	
715+82	4.75	
730+82	5.75	
745+82	4.50	
74775	3.50	
75330	5.00	
75890	5.00	
760+82	5.50	
764+70	5.00	
77550	5.25	
775+82	5.50	
790+82	4.75	
805+82	4.25	
820+82	4.00	
AVERAGE	4.75	

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 131.2 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 4.5 ACRES

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

2

BEGIN PROJECT 1580-30-70
STA 287+35

END PROJECT 1580-30-70
STA 632+00

72" CULVERT PIPE

60" CULVERT PIPE

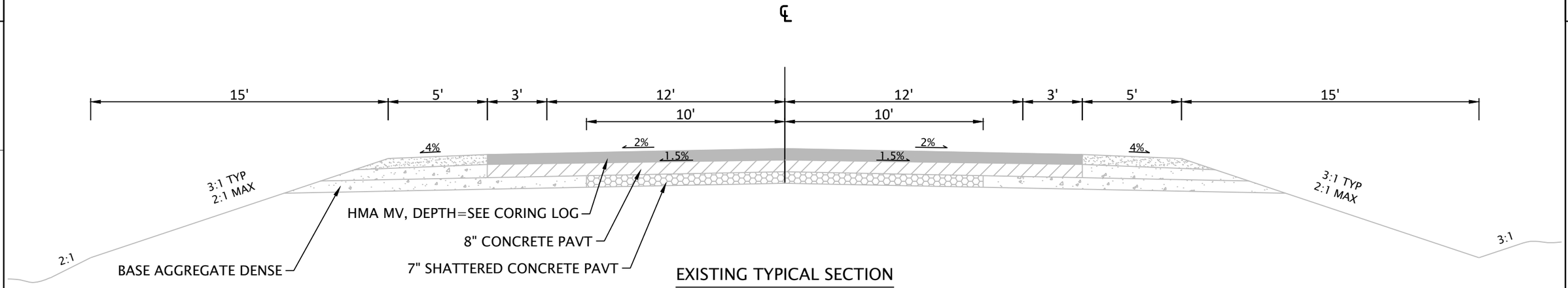
CULVERT PIPE REPLACEMENT, DIAMETER < 48"
CULVERT PIPE REPLACEMENT, DIAMETER > 48"

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PROJECT OVERVIEW MAP	SHEET 3 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020201-PO_70.DWG
LAYOUT NAME - 020201-po-sect-1-2-LOM

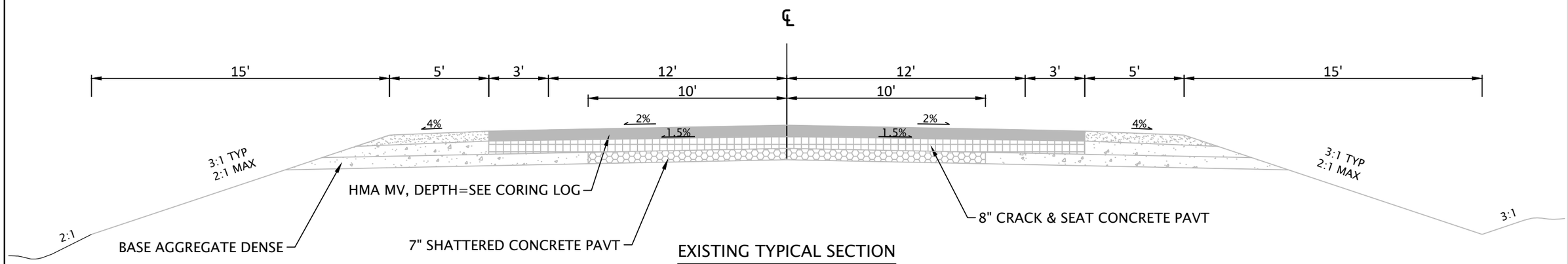
PLOT DATE : 10/30/2022 2:30 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:1 MI

2



EXISTING TYPICAL SECTION

STA 287+35 - 397+88
STA 430+82 - 455+82
STA 530+82 - 632+00

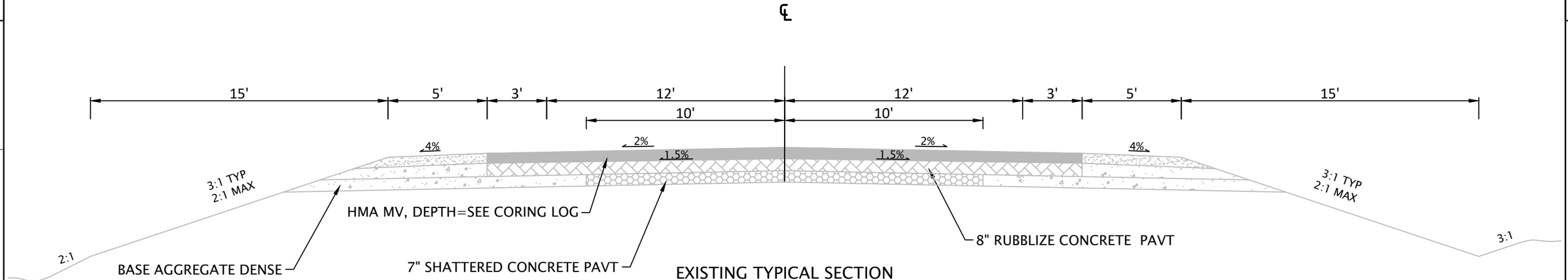


EXISTING TYPICAL SECTION

STA 397+88 - 404+32

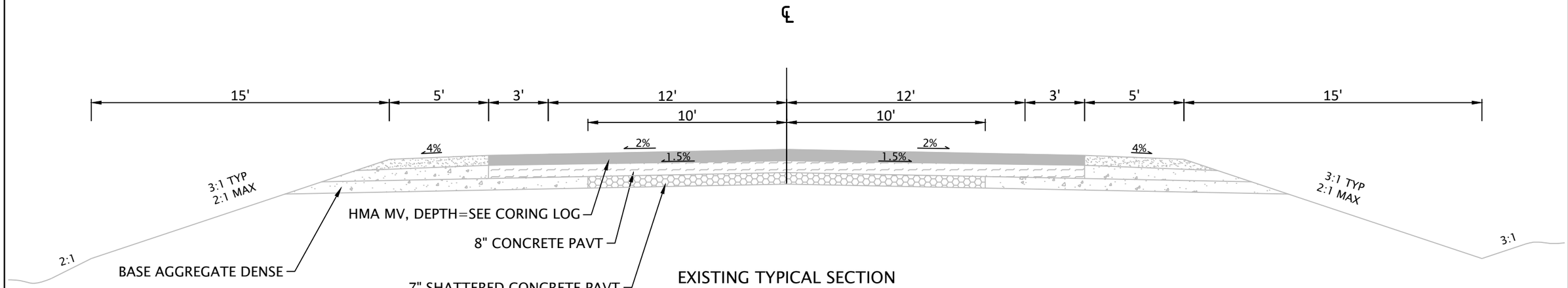
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 4	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT



EXISTING TYPICAL SECTION

STA 404+32 - 430+82

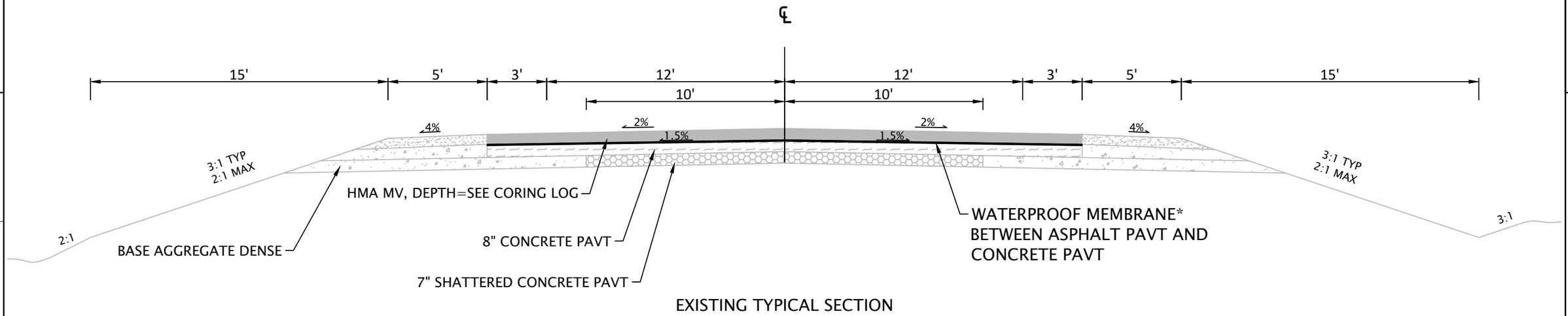


EXISTING TYPICAL SECTION

STA 455+82 - 480+82

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 5	E

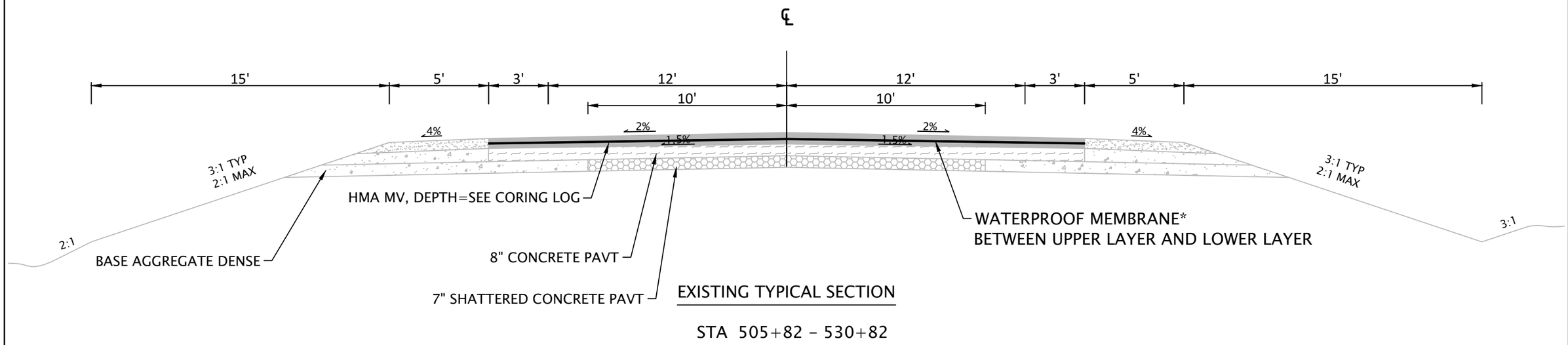
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION

STA 480+82 - 505+82

*WATERPROOF MEMBRANE CONSISTS OF A NON-WOVEN POLYPROPYLENE FABRIC PLACED OVER AN ASPHALTIC TACK COAT



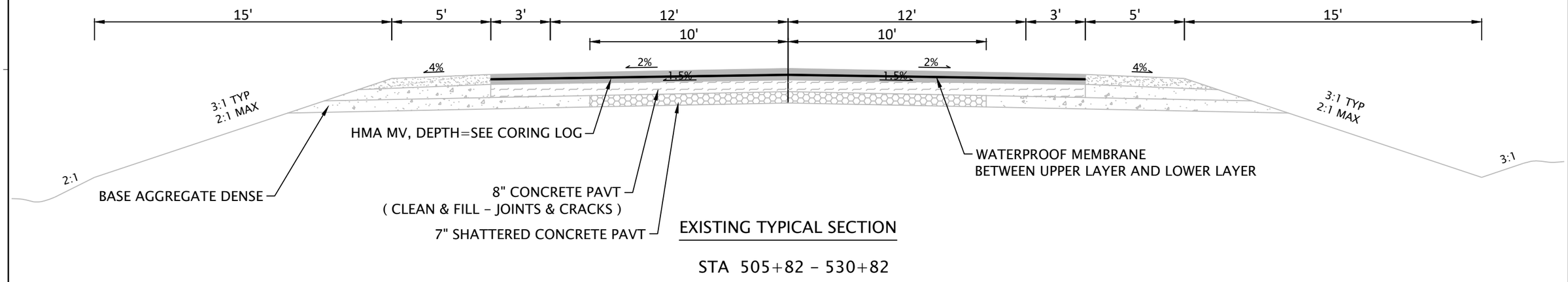
EXISTING TYPICAL SECTION

STA 505+82 - 530+82

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 6	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION

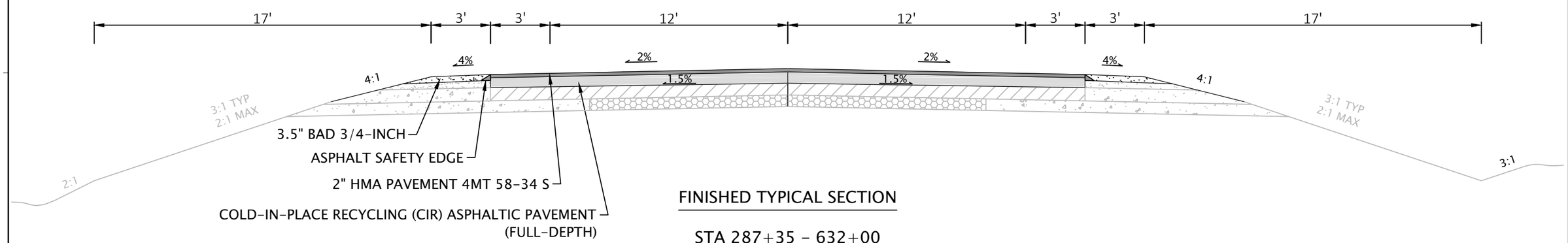
STA 505+82 – 530+82

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 7	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2



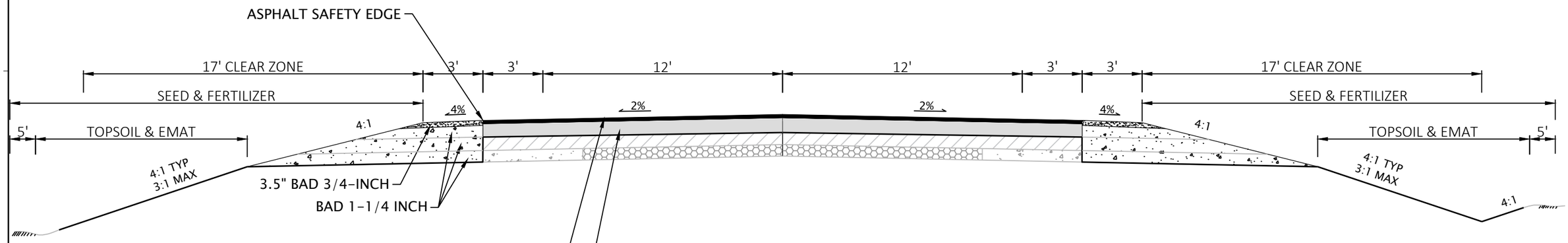
FINISHED TYPICAL SECTION

STA 287+35 - 632+00

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 8	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

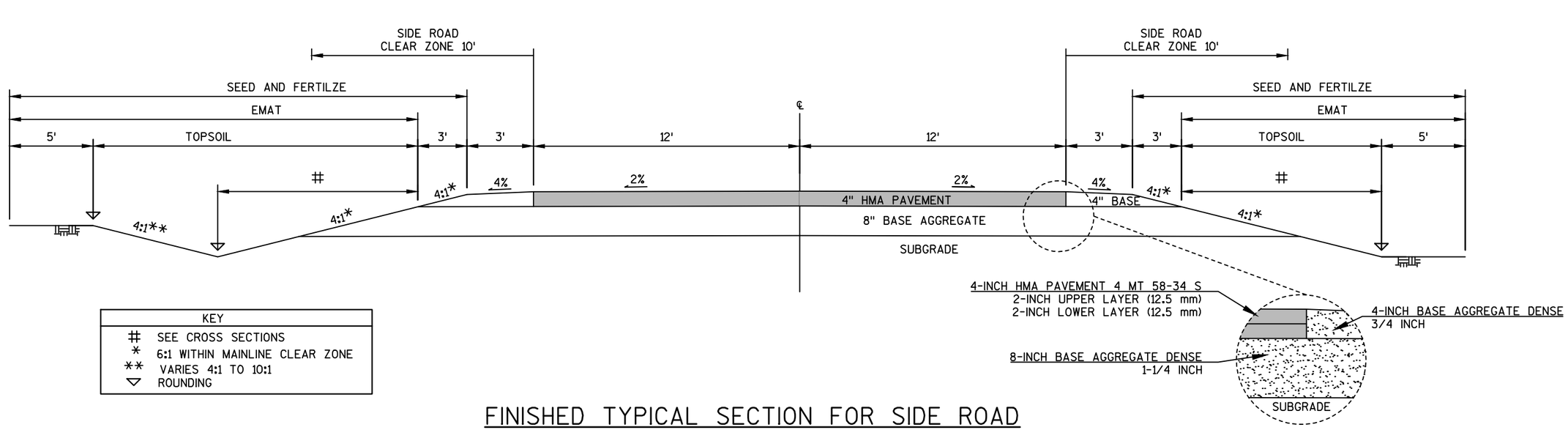


FINISHED TYPICAL SECTION

cor1	STA 312+00 - 314+25	P63	no marsh ex
	STA 367+50 - 369+00	P66	MARSH EX RT - LANE SHIFT, pipe
	STA 387+00 - 392+00	GUARD RAIL	no marsh ex
cor2	STA 399+00 - 408+00	LT DITCH GRADING	no marsh ex
	STA 422+00 - 425+50	KNOX RD, P70	no marsh ex
	STA 449+00 - 453+75	CTH D/ STADIUM RD	no marsh ex
	STA 502+85 - 504+00	P71	MARSH EX 502-504 RT
cor3	STA 509+00 - 512+00	P72	MARSH EX 511-513 RT
	STA 550+00 - 552+00	P73	MARSH EX 550-551 RT
	STA 555+00 - 555+75	RT LITTLE CREEK RD	no marsh ex
cor4	STA 583+00 - 584+20	LT RIVER RD	no marsh ex
cor4B	STA 600+80 - 607+00	GUARD RAIL B-50-42	MARSH EX 601-602 RT
cor5	STA 623+50 - 629+50	GUARD RAIL B-50-37	no marsh ex

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TYPICAL SECTIONS	SHEET 9	E

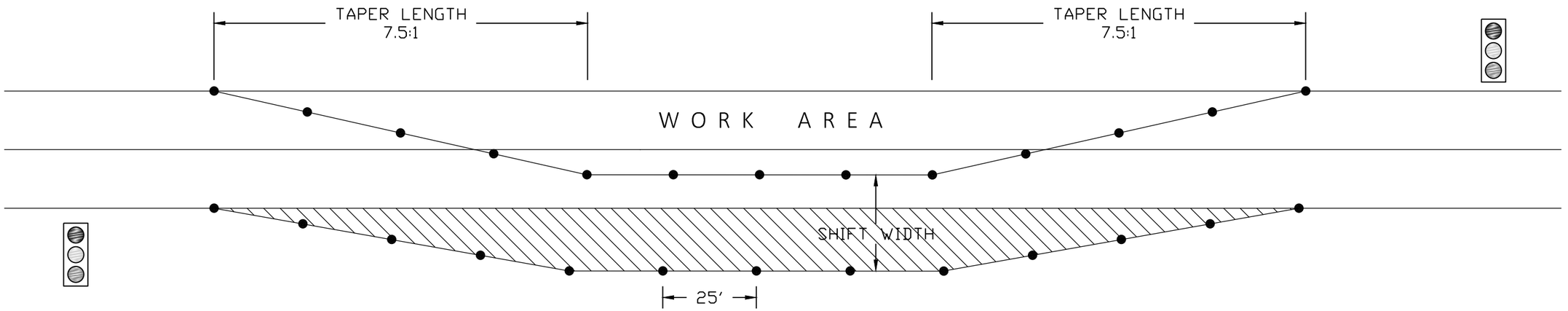
FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020300-TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



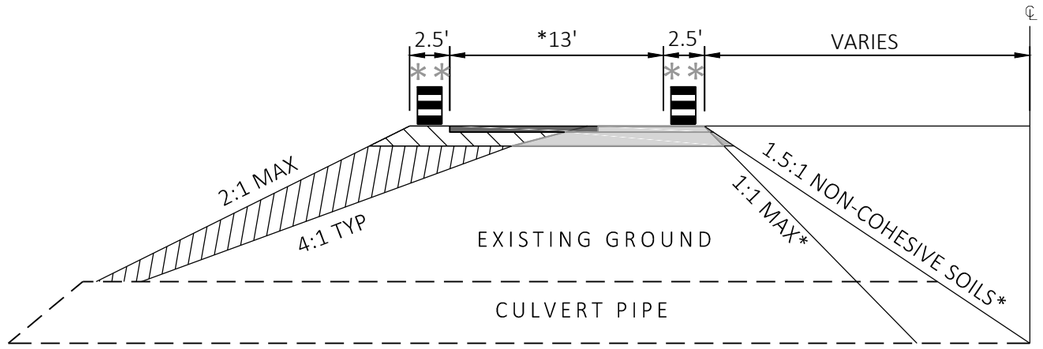
FINISHED TYPICAL SECTION FOR SIDE ROAD

E BRANCH RD

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN: TYPICAL SECTIONS	SHEET 10	E



*STA 367+50 - 369+00 RT - P66
STA 502+50 - 504+25 RT - P71
**PAVE 2.5' SHOULDER FOR ANCHORING CONCRETE BARRIER TEMPORARY PRECAST



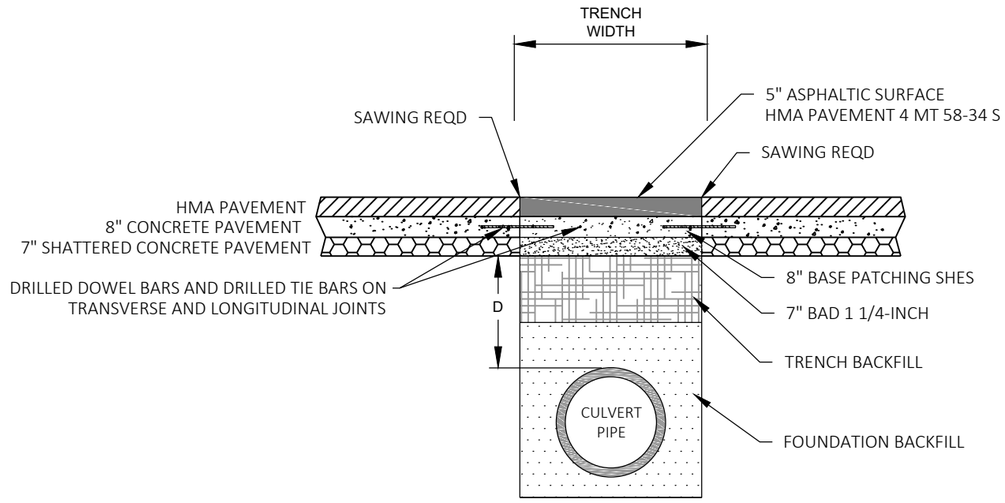
LANE SHIFT DETAIL

P66 368+26 - SIGNALS
P71 503+40 - SIGNALS

FOR OTHER LANE SHIFT LOCATIONS, FOLLOW SDD:
TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION

NOTES
1. EXTEND TAPERS ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION
2. USE WITH SDD "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS"
* USE 1:1 FOR COHESIVE CLAY AND SILTS, SANDY CLAYS, & ANGULAR GRAVEL SOILS USE 1.5:1 FOR NON-COHESIVE SANDY SOILS
** USE TRAFFIC CONTROL DRUM OR CBTP. SEE TRAFFIC CONTROL PLAN

KEY	
●	TRAFFIC CONTROL DRUM
	EXISTING PAVED SURFACE -OR- 6" BASE AGGREGATE DENSE 1 1/4 INCH - INCIDENTAL TO LANE SHIFT SYSTEM
	6" BASE AGGREGATE DENSE 1 1/4 INCH - INCIDENTAL TO LANE SHIFT SYSTEM
	FILL - INCIDENTAL TO LANE SHIFT SYSTEM
	3" ASPHALTIC SURFACE TEMPORARY



NOTES

TRENCH BACKFILL AND FOUNDATION BACKFILL ARE INCIDENTAL TO CULVERT PIPE BID ITEMS.
BAD 1 1/4-INCH IS PAID UNDER SPV ITEM "BASE AGGREGATE DENSE 1 1/4-INCH PIPE TRENCHES".
PERFORM CULVERT PIPE CONSTRUCTION BEFORE COLD-IN-PLACE RECYCLING.
PLACE ASPHALTIC SURFACE AFTER CULVERT PIPE CONSTRUCTION AND BEFORE COLD-IN-PLACE RECYCLING.
SEE MISCELLANEOUS QUANTITIES ITEM BASE PATCHING CONCRETE SHES FOR TRENCH WIDTH.

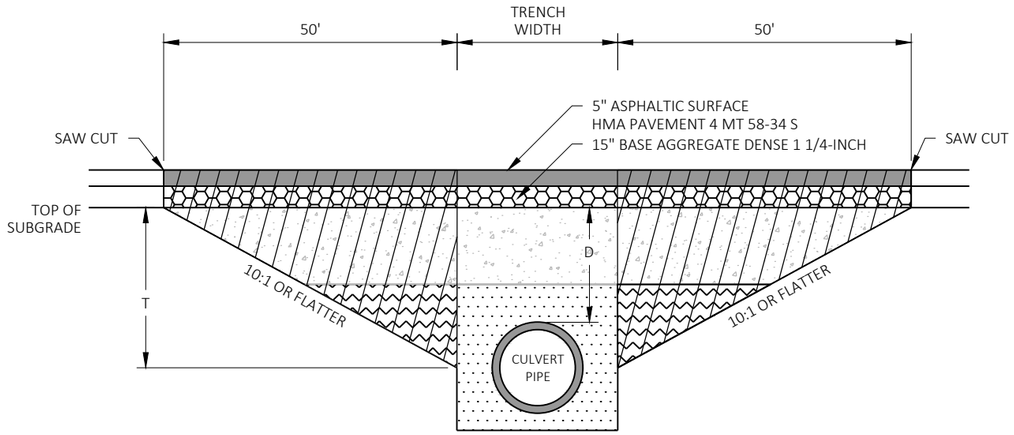
CULVERT PIPE DATA

PIPE NO	CULVERT ID	CL STA	D DEPTH (FT)	PROPOSED PIPE DIA (IN)
P63	50008003520	313+40	6.0	24
P66	50008003522	368+26	2.2	72
P70	50008003526	476+51	0.3	34x53
P71	50008003527	503+39	1.7	60
P72	50008003528	511+38	1.1	48
P73	50008003529	550+86	0.2	29x45

CULVERT PIPE DETAIL

MAINLINE CULVERT PIPES

2



DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

KEY

- PROPOSED SURFACE
- PROPOSED BASE
- TRENCH BACKFILL
- TRENCH OR FOUNDATION BACKFILL
- FOUNDATION BACKFILL
- TRANSITION CUT

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.

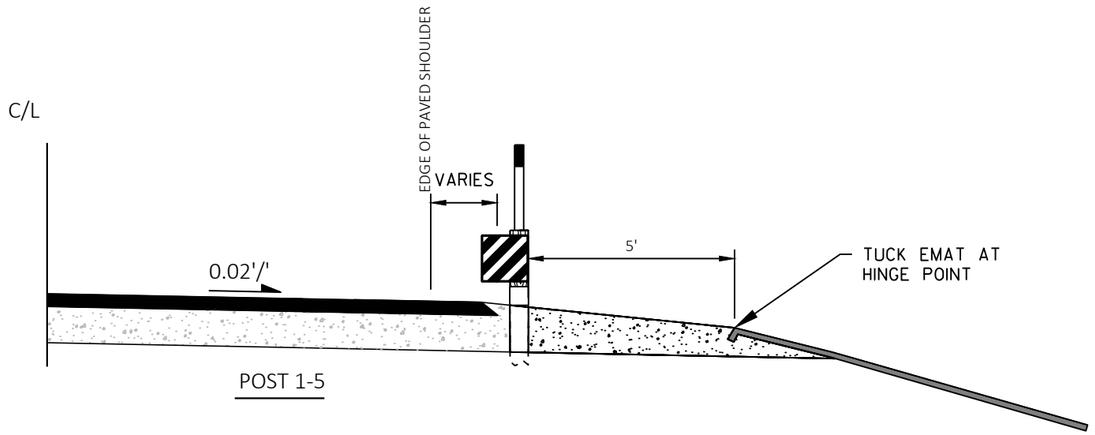
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

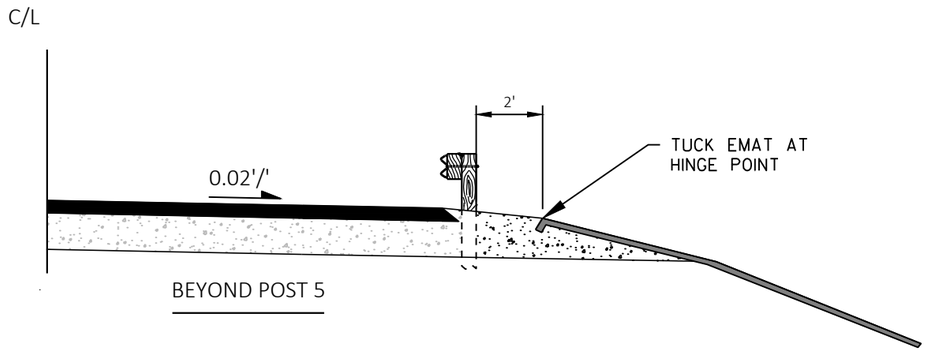
PERFORM CULVERT PIPE INSTALLATION BEFORE CIR ASPHALTIC BASE LAYER.

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
USH 8	423+96 P68	2.3	24	C 50008003524



POST 1-5



BEYOND POST 5

HMA PAVEMENT

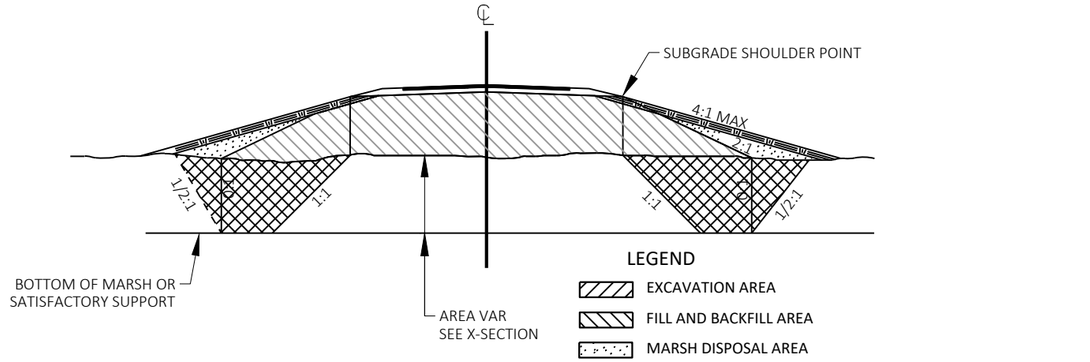
BASE

EXISTING BASE

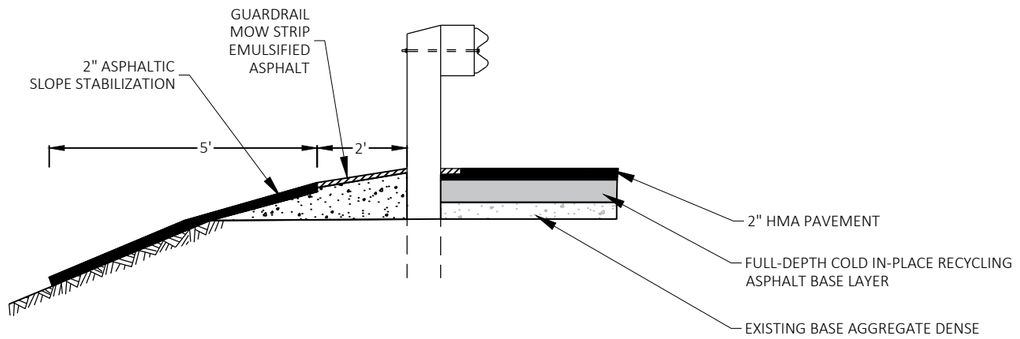
EROSION MAT AND SEED

EROSION MAT TREATMENT AT GUARDRAIL

NOTE: SEE STANDARD DETAIL DRAWINGS
MIDWEST GUARDRAIL SYSTEM SYSTEM (MGS) GUARDRAIL
MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L)
MIDWEST GUARDRAIL SYSTEM (MGS) EAT



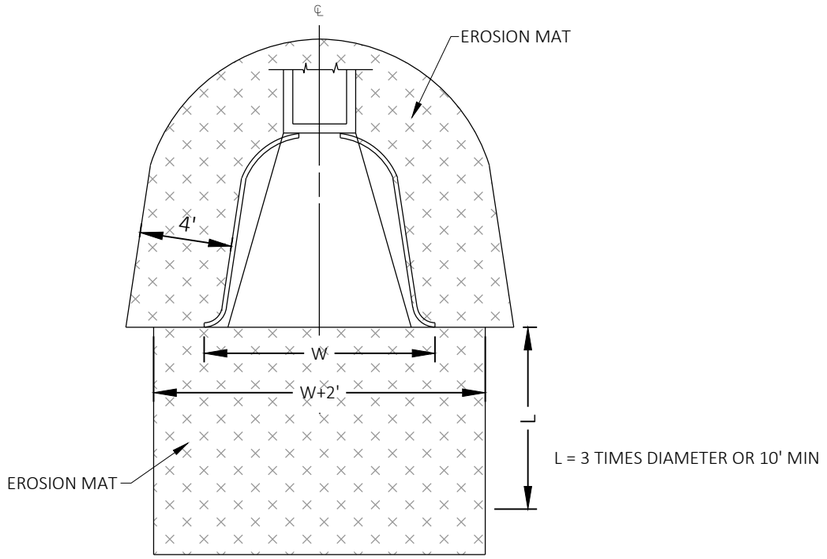
TYPICAL PARTIAL MARSH EXCAVATION SECTION



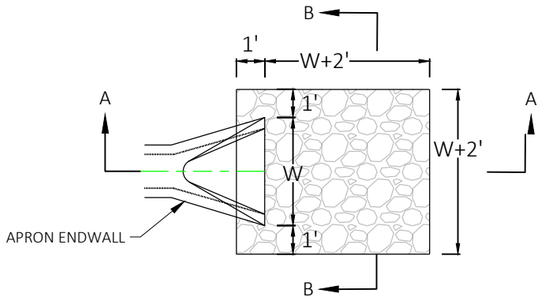
ASPHALTIC SLOPE STABLIZATION AT GUARDRAIL

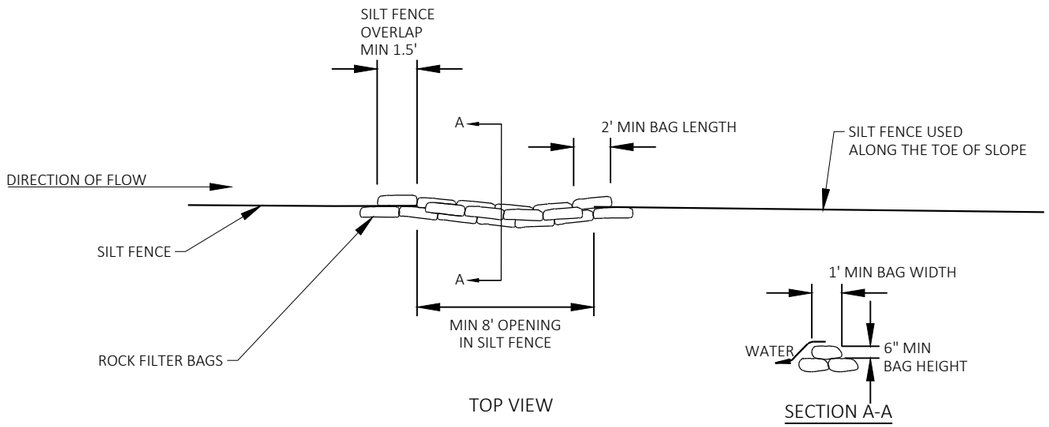
B-50-42 STA 603+38 - STA 603.87 LT & RT
B-50-37 STA 625+06 - STA 626+94 LT
B-50-37 STA 625+18 - STA 626+20 RT

NOTE: SEE STANDARD DETAIL DRAWING GUARDRAIL MOW STRIP

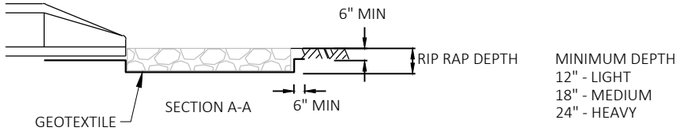


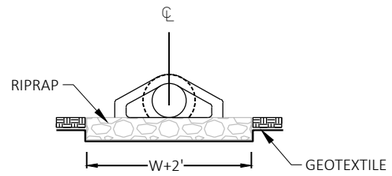
EROSION MAT AT PIPE END





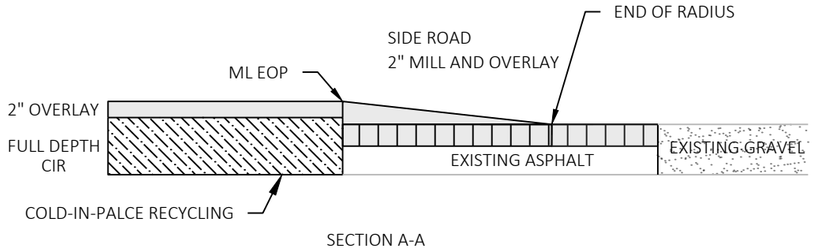
ROCK BAGS USED FOR SILT FENCE RELIEF



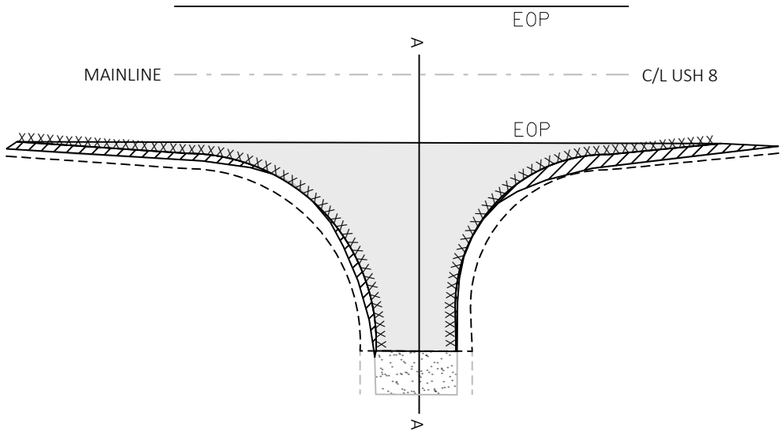


SECTION B-B

RIPRAP AND GEOTEXTILE



SECTION A-A



HMA OVERLAY

COLD-IN-PLACE RECYCLING ASPHALT PAVT

REMOVING ASPHALTIC SURFACE MILLING 2-INCH

EXISTING SIDE ROAD (GRAVEL OR ASPHALT)

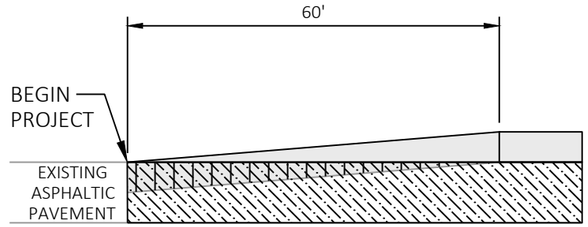
SAWCUT EXISTING ASPHALT TO PROPOSED RADIUS & TAPER
REMOVING ASPHALTIC SURFACE

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SIDE ROAD DETAIL

SIDE ROADS WITHOUT CURB AND CUTTER

LUSTILA
VENISON/PIIKES PEAK
HILLCREST
HARMONY
HANNULA
LITTLE CREEK/OLD 8 WEST
RIVER RD SOUTH
OLD 8 EAST



MAINLINE BUTT JOINT

STA 287+35 BEGIN PROJECT

2" HMA PAVEMENT

FULL-DEPTH COLD-IN-PLACE RECYCLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

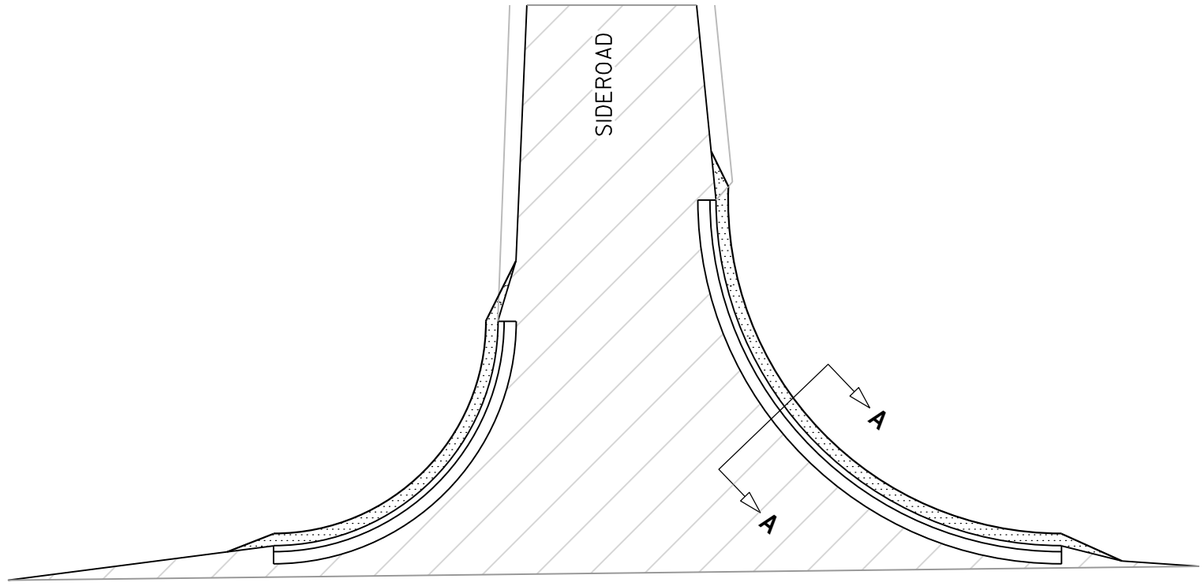
NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

BUTT JOINT DETAIL

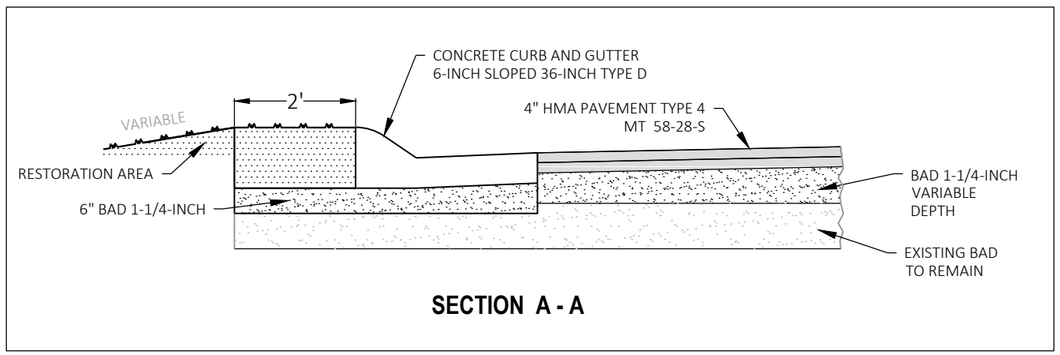
MAINLINE

C3D2022 021013_CD

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	CONSTRUCTION DETAILS	SHEET 16	E



USH 8



SECTION A - A

KEY

- HMA PAVEMENT
- RESTORATION AREA - TOPSOIL, SEED, FERTILIZER, E-MAT
- BAD 1 1/4-INCH
- REMOVING ASPHALTIC SURFACE

CURB REPLACEMENT GRADE CHANGE DETAIL

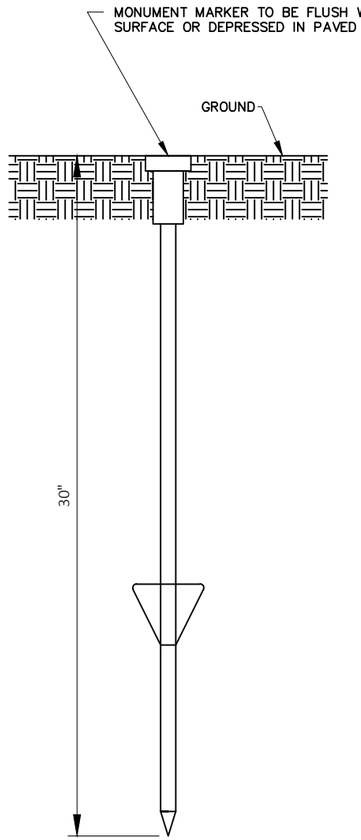
SIDEROADS - SEE XS

W KNOX RD	BAD - REMOVE ASPHALT TO BAD
CTH D	ASPHALT - SAWCUT
STADIUM	BAD - REMOVE ASPHALT TO BAD
CTH D SOUTH	ASPHALT - SAWCUT
E BRANCH	BAD - REMOVE ASPHALT TO BAD
RIVER RD NORTH	BAD - REMOVE ASPHALT TO BAD



WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

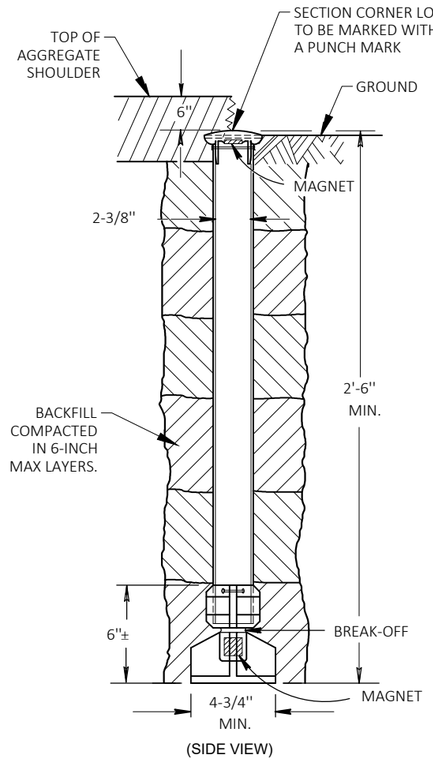
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

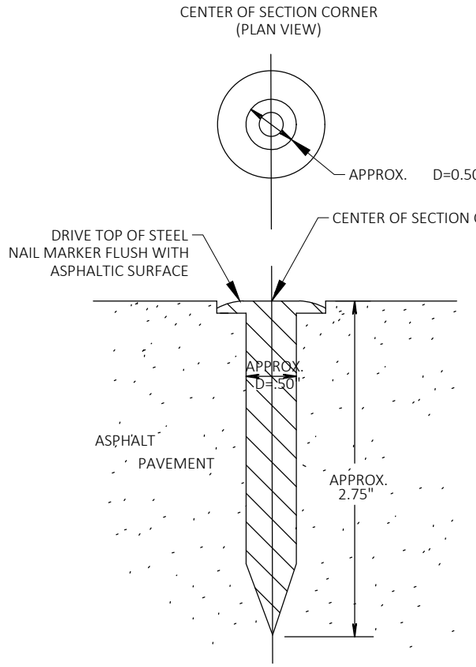
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

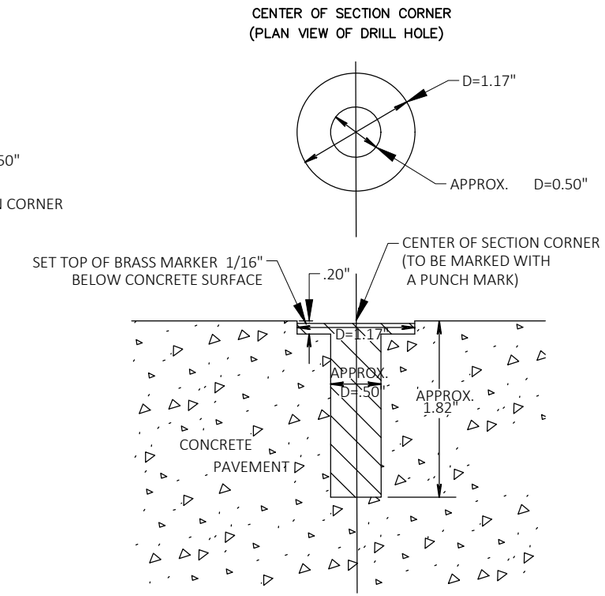
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT" ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

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.

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

CONTRACTOR WILL SUPPLY ALL REQUIRED SURVEY MONUMENTS.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL

2

STA 291+50.07 USH 8 =
STA 10+00.00 LUSTILA
CONSTRUCT TYPE C INTERSECTION

REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - SE RADIUS
MATCH 9+25

N

#W2590
RUINS

100' R/W

NGS BM H255
NGS

2001
1658.767
CP FENO1

WETLAND BOUNDARY

PT: 288+89.01

SIGN

80°8'11"

RCCP 24

RCCP . 24

289 290 291 SEC 292 293 294 295 296

USH 8

RCCP . 24

WETLAND BOUNDARY

290+95.23 45'R
63.00'

42'R 292+01.63
59.98'

70' R/W

+25

100' R/W

PASTURE

BP: 8+38.61

66' R/W
BAD SURFACE
DEAD END ROAD

LUSTILA RD

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2001	291+12	1658.767	CP FEN01 72' LT
2002	305+36	1698.867	CP FEN02 66' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: LUSTILA ROAD	SHEET 19	E

2

STA 313+40 P63
REMOVING SMALL PIPE CULVERTS
1-24"x96' CPRC

1-24" CPRC CLASS III REQUIRED
LANE SHIFT RT REQUIRED

N

#W2514

W2504

ENCROACHMENTS
VENT, PARKING

100' R/W

80' R/W

317+39.73
-58.00'

MH

VENT

36+00

RCCP 24

40'R

RCCP 18

317+62.98

310 311 312 313 314 315 316 317

USH 8

SIGN

70' R/W

50'R

317+32.92
68.00'

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2002	305+36	1698.867	CP FEN02 66' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: P63 VENISON RD/PIKES PEAK RD	SHEET 20	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR0_LUST_VENI_PIKE_HILL.DWG PLOT DATE : 11/9/2022 3:33 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1:50_XREF

2

2

N

HAY FIELD

66' R/W
BAD SURFACE
DEAD END ROAD
ATV ROUTE

STA 317+89.67 USH 8 =
STA 35+00.00 VENISON
CONSTRUCT TYPE C INTERSECTION
REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - NW, NE RADII

MATCH 35+81

BALSAM
CHRISTMAS
TREES

SIGN

BISON
MEAT

SIGN

#W2514

W2504

ENCROACHMENTS
VENT, PARKING

100' R/W

80' R/W

100' R/W

MH

VENT

317+39.73
-58.00'

318+56.04
-78.00'

60'R

40'R

RCCP 18

RCCP 24

VENISON RD

36+00

35+55.00
0.00'

35+00.73
0.02'

35+00

314 315 316 317 318 319 320 321

89°46'29"

89°46'29"

RCCP 24

11.12'

40'R

50'R

70' R/W

318+43.80
58.00'

317+32.92
68.00'

29+18.53
0.07'

29+00

PIKES PEAK RD

STA 317+92.57 USH 8 =
STA 30+00.00 PIKES PEAK
CONSTRUCT TYPE C INTERSECTION
ASPHALTIC SURFACE MILLING REQUIRED
MATCH 29+21

66' R/W
BAD SURFACE
THROUGH ROAD

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2002	305+36	1698.867	CP FEN02 66' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: VENISON RD/PIKES PEAK RD	SHEET 21	E

2

2

N

HILLCREST RD

66' R/W
BAD SURFACE
DEAD END ROAD
ATV ROUTE

STA 345+26.32 USH 8 =
STA 40+00.00 HILLCREST RD
CONSTRUCT TYPE C INTERSECTION
REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - NW RADIUS

EP: 41+33.54

R/W

R/W

100' R/W

344+68.57
-63.00'

45'R

+83

345+97.40
-78.00'

60'R

RCCP . 24

SEC / N1/4 COR6

342 343 344 345 346 347 348 349

USH

RCCP 24

CMCP 18

2005
1694.426
CP FENO5

70' R/W

W2325

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2004	331+97	1691.528	CP FEN04 66' RT
2005	345+83	1694.426	CP FEN05 68' RT
2006	360+89	1660.402	CP FEN06 76' LT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: HILLCREST RD	SHEET 22	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR0_LUST_VENI_PIKE_HILL.DWG PLOT DATE : 11/13/2022 2:31 PM PLOT BY : HETH, BARBARA L PLOT NAME : _____ PLOT SCALE : 1:50_XREF

WISDOT/CADDS SHEET 42

2

P66

W2114

WETLAND BOUNDARY

WETLAND BOUNDARY

STA 369+72 LT PE
BAD SURFACE

STA 371+66.81 USH 8
STA 50+00.00 HARMO
TYPE C INTERSECTION
REMOVING ASPHALTIC
SAWING ASPHALT - SV

STA 368+33.94
43.18' LT

STA 368+18.95
43.01' RT

WETLAND BOUNDARY

366 367 368 369 370 371 372

USH 8

MARSH EXC

MARSH SURF

FO

T

STA 368+45.00
53.00' LT

NGS

NGS BM J255

8" PINE

SEC PK /NE COR SEC6

87°11'25"

11.0

MATCH +20

49

R/W

66' R/W

C/11

371+07.05
78.00'

STA 368+26 P66
50008003522
REMOVING STRUCTURE C-50-9701
1-72" x 66' CPRC
1-72" CPRC REQUIRED

TEMPORARY WATER DIVERSION REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK REQUIRED
TEMPORARY TRAFFIC SIGNALS FOR BRIDGES REQUIRED

SALVAGE GUARDRAIL LT & RT

STA 370+04 RT PE
REMOVING SMALL PIPE CULVERTS
1-24" x 28' CPCM REMOVE
DO NOT RESTORE PE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2006	360+89	1660.402	CP FEN06 76' LT
2007	372+62	1672.207	CP FEN07 66' RT

HARMONY RD

N4885

N

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 368+26 P66 AND HARMONY RD	SHEET 23	E

2

2

N

W2114

W2114

6

MARSH

100' R/W

STA 369+72 LT PE
BAD SURFACE

WETLAND
BOUNDARY

STA 371+66.81 USH 8 =
STA 50+00.00 HARMONY RD
TYPE C INTERSECTION
REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - SW, SE RADII

STA 368+33.94
43.18' LT

84°11'25"

SEC PK /NE COR SEC6

368 369 370 371 372 373 374

STA 368+18.95
43.01' RT

11.0

369+45.00
53.00' RT

NGS

NGS BM J255

2007
1672.207
CP FEN07

372+27.40
58.00'

70' R/W

8" PINE

MATCH +20

49

371+07.05
78.00'

STA 368+26 P66
50008003522
REMOVING STRUCTURE C-50-9701
1-72" x 66' CPRC
1-72" CPRC REQUIRED

STA 370+04 RT PE
REMOVING SMALL PIPE CULVERTS
1-24" x 28' CPCM REMOVE
DO NOT RESTORE PE

R/W

66' R/W

R/W

BAD SURFACE
THRU ROAD
ATV ROUTE

TEMPORARY WATER DIVERSION REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK REQUIRED
TEMPORARY TRAFFIC SIGNALS FOR BRIDGES REQUIRED

SALVAGE GUARDRAIL LT & RT

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2006	360+89	1660.402	CP FEN06 76' LT
2007	372+62	1672.207	CP FEN07 66' RT

HARMONY RD

N4885

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 371+66 HARMONY RD	SHEET 24	E

2

STA 390+02
C-50-928 6x10x53 BOX CULVERT

REPAIR SOUTH HEADWALL

SALVAGE GUARD RAIL LT & RT
INSTALL GUARD RAIL MGS 3, MGS L LT&RT
SPAN OVER BOX CULVERT = 18.75'

2

N

C-50-928

MARSH

WETLAND BOUNDARY

100' R/W

P1 P5 P9 18.75' SPAN LT & RT P9 P5 P1

388+95.50 -20.27'
389+20.50 -19.27'
389+45.50 -18.27'
389+48.63 -18.27'
389+92.38 -18.27'
390+11.13 -18.27'
390+54.88 -18.27'
391+08.00 -18.27'
391+33.00 -19.27'
391+58.00 -20.27'

387 388 389 390 391 392 393

388+33.00 20.28'
388+58.00 19.27'
388+83.00 18.27'
389+48.63 18.27'
390+54.88 18.27'
390+79.50 18.27'
390+95.50 19.27'
391+20.50 20.27'

P1 P5 P9 END L BEGIN 3L LT & RT 106.25'

END 3L BEGIN L LT & RT P9 P5 P1

26'

391+83.51
45.00'
30'R

FIBER OPTICS

WETLAND BOUNDARY

100' R/W

MARSH

H

T

W1953

STA 390+43 RT PE
RESTORE - REDUCE WIDTH
BAD SURFACE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2007	372+62	1672.207	CP FEN07 66' RT
2008	385+26	1688.447	CP FEN08 55' RT
2009	398+21	1688.404	CP FEN09 63' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 390+02 GUARD RAIL C-50-928	SHEET 25	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR1_HARM_HANN.DWG PLOT DATE : 11/9/2022 3:57 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

2

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2008	385+26	1688.447	CP FEN08 55' RT
2009	398+21	1688.404	CP FEN09 65' RT
2010	410+96	1706.041	CP FEN10 65' RT

N

EP: 61+71.65

66' R/W

BAD SURFACE
DEAD END ROAD
ATV ROUTE

HANNULA RD

397+44.37
-58.00'

WETLAND
BOUNDARY

40'R

60+78.00
0.00'

W=18

398+62.29
-78.00'

WETLAND
BOUNDARY

60'R

STA 399+00 - 408+00
DITCH GRADING LT

CPRC III 24"

397 398 399 400 401 402

89°45'54"

WETLAND
BOUNDARY

CP FENO9
1688.404
2009

C/7

70' R/W

STA 400+45 RT PE
BAD SURFACE

W1881

#W1881

STA 397+93.62 USH 8 =
STA 60+00.00 HANNULA RD
TYPE C INTERSECTION

REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - NW, NE RADII

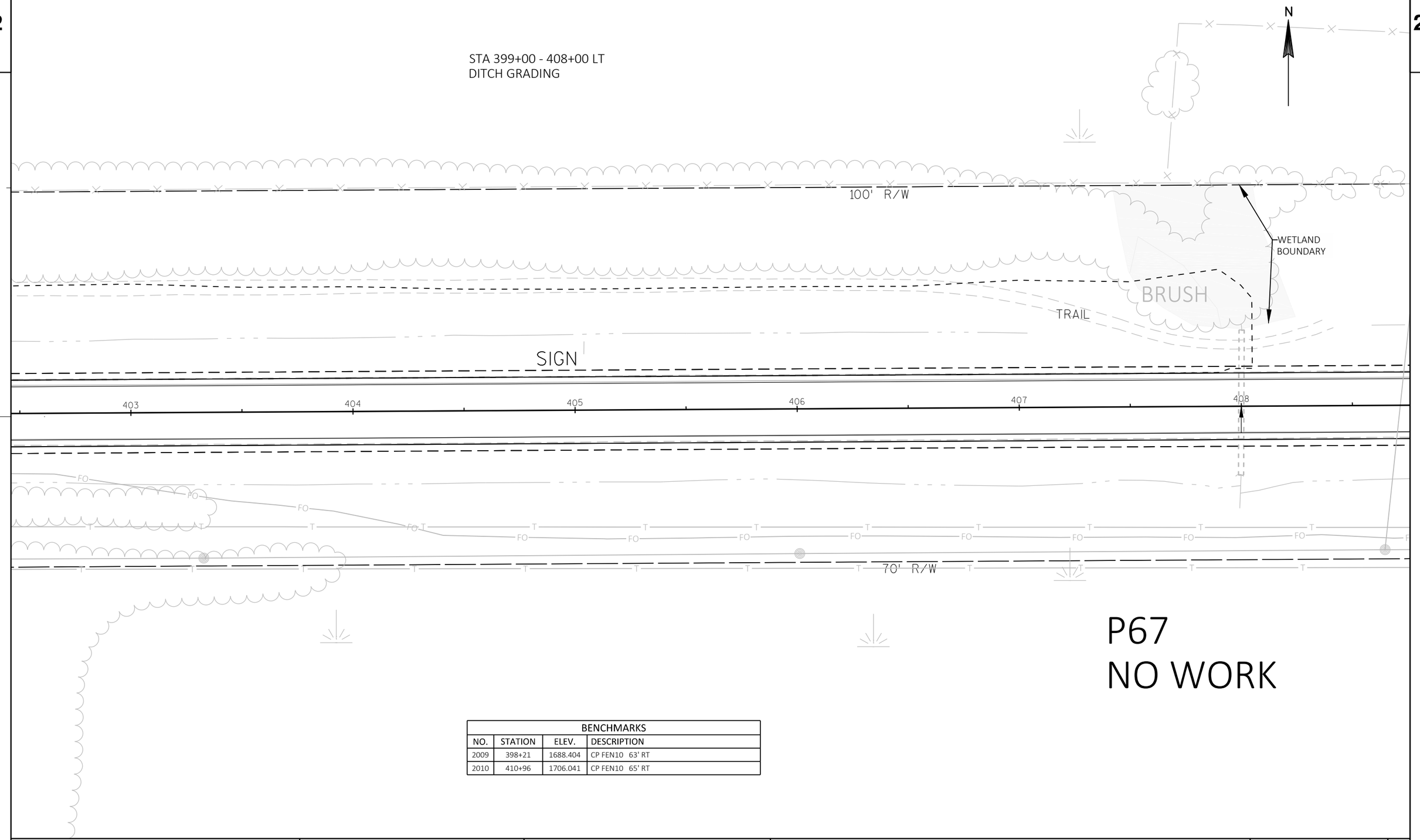
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 394+73 HANNULA RD	SHEET 26	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR1_HARM_HANN.DWG PLOT DATE : 11/13/2022 2:34 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 42

2

STA 399+00 - 408+00 LT
DITCH GRADING



P67
NO WORK

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2009	398+21	1688.404	CP FEN10 63' RT
2010	410+96	1706.041	CP FEN10 65' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 399-408 LT DITCH GRADING	SHEET 27	E

P68

100' R/W

STA 423+96 P68
REMOVING SMALL PIPE CULVERTS
1-24" x 76' CPRC

STA 423+90.79
50008003524
1-24" CPRC REQUIRED

RUBBILIZED CONCRETE - REPLACE WITH BAD
TEMPORARY LANE SHIFT DURING CULVERT WORK RT

GRUBBING LIMITS

STA 424+36.75 USH 8 =
STA 70+00.00 KNOX RD
CONSTRUCT TYPE D INTERSECTION
REMOVING ASPHALTIC SURFACE

DO NOT DISTURB

SEC

TRAIL

423+70.00 -30.00'

424+20.00 -30.00'

423+90.79 0.00'

424+81.24 0.00'

93°27'15"

70.00

SAW+45

SAW+42

420 421 N89° 39' 31.03"E 422 N89° 23' 41.23"E 423 424 425

PI: 421+99.46

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

CP FENO11
1726.873
2011

70' R/W

STA 420+35 RT FE
BAD SURFACE

422+31.47 69.99'

423+51.56 69.00'

55'R
423+65.22
73.00'

50'R
424+94.76
68.00'

11.97'

11.89'

PAVE TO END OF RADIUS
MATCH 69+00
W=24'

69+00

66' R/W

BAD SURFACE
THRU ROAD
ATV ROUTE

BP: 68+10.00

68+10

W KNOX RD

N4861 W KNOX RD

W1713W

TILE

PL

FO OH

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
KXOX SW					
28	423+65.22	18.00 RT	841035.1550	364112.0279	1728.02
30	423+87.02	22.50 RT	841056.9964	364107.7557	1727.87
31	424+01.78	31.90 RT	841071.8508	364098.5126	1727.38
32	69+48.45	18.34 LT	841085.6139	364080.2084	1726.75
33	69+22.82	12.00 LT	841090.6680	364054.2973	1726.57
KNOX SE					
9	69+35.62	12.00 RT	841115.2741	364065.8842	1726.56
12	69+54.16	15.52 RT	841119.7583	364084.2301	1726.84
15	424+62.92	29.45 RT	841119.7583	364101.6066	1727.31
16	424+76.33	21.52 RT	841146.2866	364109.6788	1727.48
17	424+94.77	18.00 RT	841164.6842	364109.6788	1727.67

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2010	410+96	1726.873	CP FEN10 65' RT
2011	423+18	1726.873	CP FEN11 64' RT

2

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH D NW					
18 PC	450+07.07	18.00 LT	843676.4691	364175.9312	1696.83
19	450+18.90	19.79 LT	843688.2842	364177.8469	1696.65
20	450+29.95	25.19 LT	843699.2775	364183.3663	1696.09
21 VPT	80+32.52	21.31 LT	843707.4894	364191.2035	1695.58
22 VPOC	80+36.66	18.52 LT	843710.3267	364195.3166	1695.41
23 VPC	80+41.12	16.26 LT	843712.6331	364199.7604	1695.30
94	80+56.93	13.00 LT	843716.0446	364215.5342	1695.17
95 PT	80+79.35	13.00 LT	843716.2658	364237.9532	1695.04

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH D NE					
25 PC	453+33.50	18.00 LT	843802.8970'	364177.2667'	1696.61
26	451+02.39	26.70 LT	843771.6932'	364185.6351'	1696.32
34 VPC	80+40.57	27.35 RT	843756.2323'	364198.7776'	1695.59
35 POC	80+44.50	24.27 RT	843753.1886'	364202.7426'	1695.45
36 VPT	80+48.68	21.52 RT	843750.4855'	364206.9472'	1695.37
37 PT	80+79.51	13.00 RT	843742.2661'	364237.8554'	1695.05

2

4907 CTH D

HISTORIC SCHOOL

#W1498

#W1446

STA 450+00 LT - 80+82 LT
SHPO SITE - DO NOT DISTURB BEYOND R/W
SAFETY FENCE REQUIRED

SAFETY FENCE

450+07.07
-58.00'
40'R

40' R/W

R/W

SAWCUT W= 28'

STA 451+56 LT PE
REMOVING SMALL PIPE CULVERTS
1-30" x 28' CPCM

STA 451+76 LT
1-30" CPCM REQUIRED

CP FENO13
1695.346
2013

451+33.50
-78.00'
60'R

STA 452+60 LT PE
REMOVING SMALL PIPE CULVERTS
1-30" x 28' CPCM
1-30" CPCM REQUIRED

452+81.00
60.50'

100' R/W

N

MON PK

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

451+13.56
58.00'
40' R

449+98.84
68.00'
50' R

70' R/W

WETLAND BOUNDARY

STA 450+67.23 USH 8 =
STA 80+00 CTH D NORTH
CONSTRUCT TYPE D INTERS LT & RT
REMOVING ASPHALTIC SURFACE

STA 80+33
1-24"x108' CPCPE REMOVING SMALL PIPE CULVERTS

STA 80+35
1-19x30" CPRCHE LT REQUIRED

STA 79+63
1-30" CPCPE EXTENSION LT REQUIRED

MATCH +02

USPS #W1511 FLAG

CREDIT UNION 1505

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
2013	451+10	16950346	CP FEN13 85' LT
2014	463+70	1676.661	CP FEN2014 70' LT

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH D SW					
41 PC ML	449+98.84	18.00 RT	843668.6262'	364139.8463'	1696.85
40	450+13.62	20.23 RT	843683.4249'	364137.7693'	1696.77
39	450+29.77	28.71 RT	843699.6613'	364129.4638'	1696.27
38	79+50.63	15.21 LT	843715.5623'	364108.4582'	1695.39
96 PT SR	79+34.17	12.42 LT	843719.1013'	364092.1513'	1695.01

CURB GRADES AT EDGE OF OF PAVEMENT

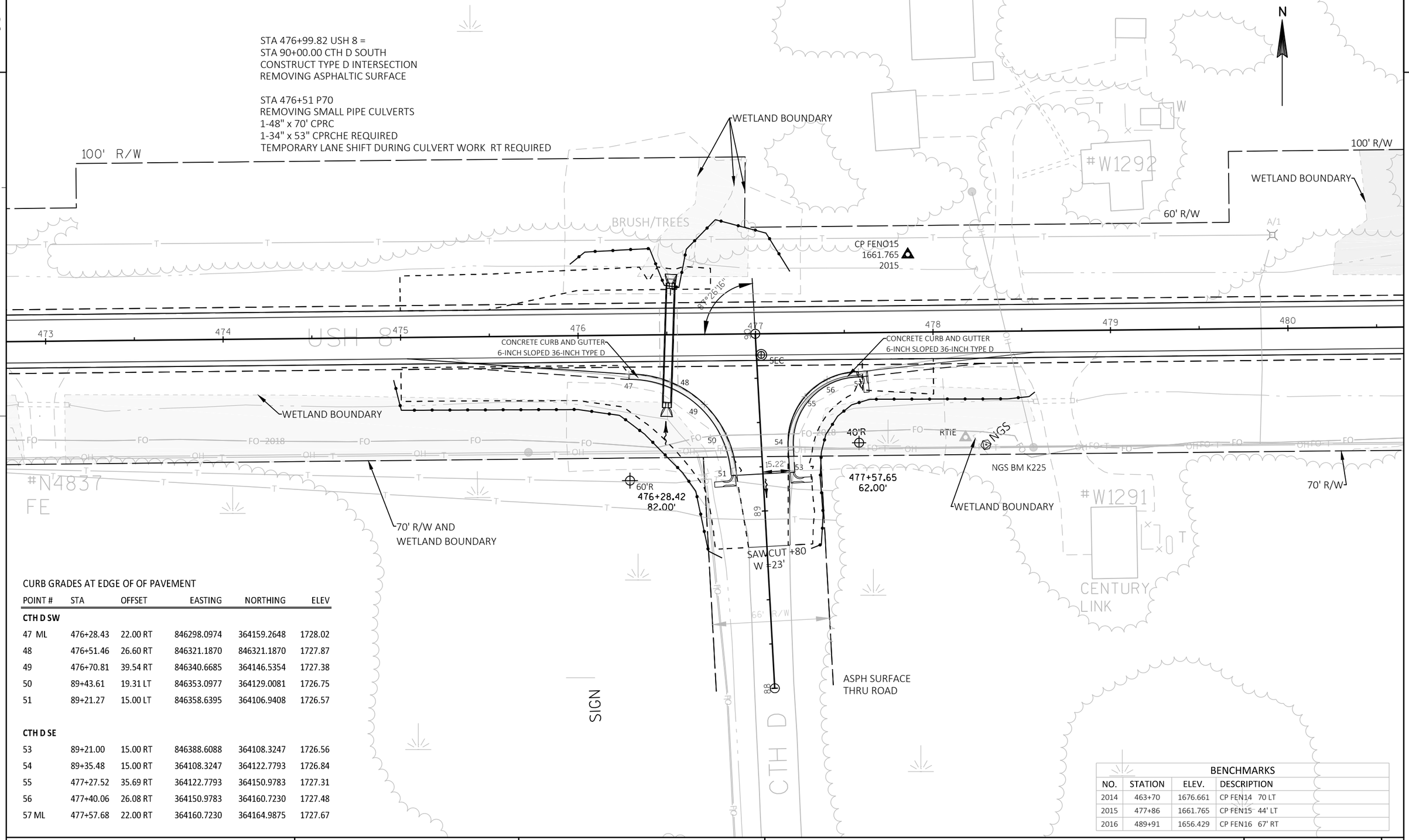
POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH D SE					
46	79+34.17	12.58 RT	364093.3024	843744.0748	1695.01
45 PC SR	79+40.10	12.57 RT	364099.2185	843743.8021	1695.08
44	79+53.89	15.03 RT	364113.1078	843745.6171	1695.34
43	450+84.78	30.22 RT	364128.5355	843754.6889	1696.03
42	450+94.23	22.98 RT	364135.8748	843764.0632	1696.49
52 PT ML	451+13.55	18.00 RT	364141.0580	843783.3371	1696.64

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 450+67 CTH D NORTH / STADIUM	SHEET 29	E

2

STA 476+99.82 USH 8 =
STA 90+00.00 CTH D SOUTH
CONSTRUCT TYPE D INTERSECTION
REMOVING ASPHALTIC SURFACE

STA 476+51 P70
REMOVING SMALL PIPE CULVERTS
1-48" x 70' CPRC
1-34" x 53" CPRCHE REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK RT REQUIRED



CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH D SW					
47 ML	476+28.43	22.00 RT	846298.0974	364159.2648	1728.02
48	476+51.46	26.60 RT	846321.1870	846321.1870	1727.87
49	476+70.81	39.54 RT	846340.6685	364146.5354	1727.38
50	89+43.61	19.31 LT	846353.0977	364129.0081	1726.75
51	89+21.27	15.00 LT	846358.6395	364106.9408	1726.57
CTH D SE					
53	89+21.00	15.00 RT	846388.6088	364108.3247	1726.56
54	89+35.48	15.00 RT	364108.3247	364122.7793	1726.84
55	477+27.52	35.69 RT	364122.7793	364150.9783	1727.31
56	477+40.06	26.08 RT	364150.9783	364160.7230	1727.48
57 ML	477+57.68	22.00 RT	364160.7230	364164.9875	1727.67

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
2014	463+70	1676.661	CP FEN14 70 LT
2015	477+86	1661.765	CP FEN15 44' LT
2016	489+91	1656.429	CP FEN16 67' RT

STA 503+39 P71
REMOVING STRUCTURE P71
1-60" x 58' CPRC
1-60" CPRC REQUIRED

TEMPORARY SIGNALS FOR BRIDGES REQUIRED
TEMPORARY WATER DIVERSION REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK RT REQUIRED

N

MASRH SURF

WETLAND BOUNDARY

100' R/W

50' R/W

2017
1649.648
CP FENO17

MASRH EXC

500 501 502 503 504 505 506 507

SEC

MASRH EXC

FO 2018

MASRH SURF

70' R/W AND
WETLAND BOUNDARY

70' R/W

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2016	489+91	1656.429	CP FEN16 67 RT
2017	506+50	1649.648	CP FEN17 46' LT
2018	518.+09	1649.538	CP FEN18 65' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 503+39 P71	SHEET 31	E

STA 511+38 P72
REMOVING SMALL PIPE CULVERTS
1-48" x 64' CPRC
1-48" CPRC REQUIRED

TEMPORARY LANE SHIFT DURING CULVERT WORK RT REQUIRED

N

100' R/W

50' R/W

2017
1649.648
CP FENO17

WETLAND BOUNDARY

MASRH SURF

MASRH EXC

100' R/W

507 508 509 510 511 512 513 514

WETLAND BOUNDARY

MASRH EXC

MASRH SURF

70' R/W

70' R/W

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2016	489+91	1656.429	CP FEN16 67 RT
2017	506+50	1649.648	CP FEN17 46' LT
2018	518.+09	1649.538	CP FEN18 65' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 511+38 PIPE 72	SHEET 32	E

2

N

STA 529+61.41 USH 8 =
STA 100+00 E BRANCH RD
CONSTRUCT TYPE D INTERSECTION

REMOVING ASPHALTIC SURFACE
REMOVING SMALL PIPE CULVERTS LT
1-24"x60' CPCM REMOVE

STA 100+50
1-28"x20" PACS REQUIRED

MATCH 100+75 W=20'

27' R/W LT
BAD SURFACE
THRU ROAD
ATV ROUTE

E BRANCH RD

EP: 102+11.45

100' R/W

70' R/W

#916

529+08.71
-63.00'
45'R

27' R/W

NGS BM L225
NGS

530+23.97
-68.00'
50'R

WETLAND BOUNDARY

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

526 527 528 529 SEC 530 531 532 533

92°17'27"

2019
1644.057
CP FENO19

WETLAND BOUNDARY

70' R/W

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #		STA	OFFSET	EASTING	NORTHING	ELEV
E BRANCH NW						
80		100+70.27	10.00 LT	851622.3693	364312.4639	1644.34
75	PC	100+61.00	10.00 LT	851622.1810	364303.2003	1644.77
76		100+49.80	11.42 LT	851620.4685	364292.0407	1645.26
77		529+43.80	34.82 LT	851612.5791	364276.5875	1646.17
78		529+26.57	21.63 LT	851595.4948	364263.2802	1647.10
79	PT ML	529+08.71	18.00 LT	851577.6722	364259.3945	1647.50

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #		STA	OFFSET	EASTING	NORTHING	ELEV
E BRANCH NE						
65	PC ML	530+23.98	18.00 LT	851692.9300	364260.6121	1646.36
66	HP	530+02.47	22.86 LT	851671.3750	364265.2455	1646.45
72		529+87.06	34.27 LT	851655.8501	364276.4922	1645.92
73		100+47.95	15.26 RT	851647.0870	364289.4771	1645.30
74	PT	100+70.27	10.00 RT	851642.4194	364311.9334	1644.18

BENCHMARKS

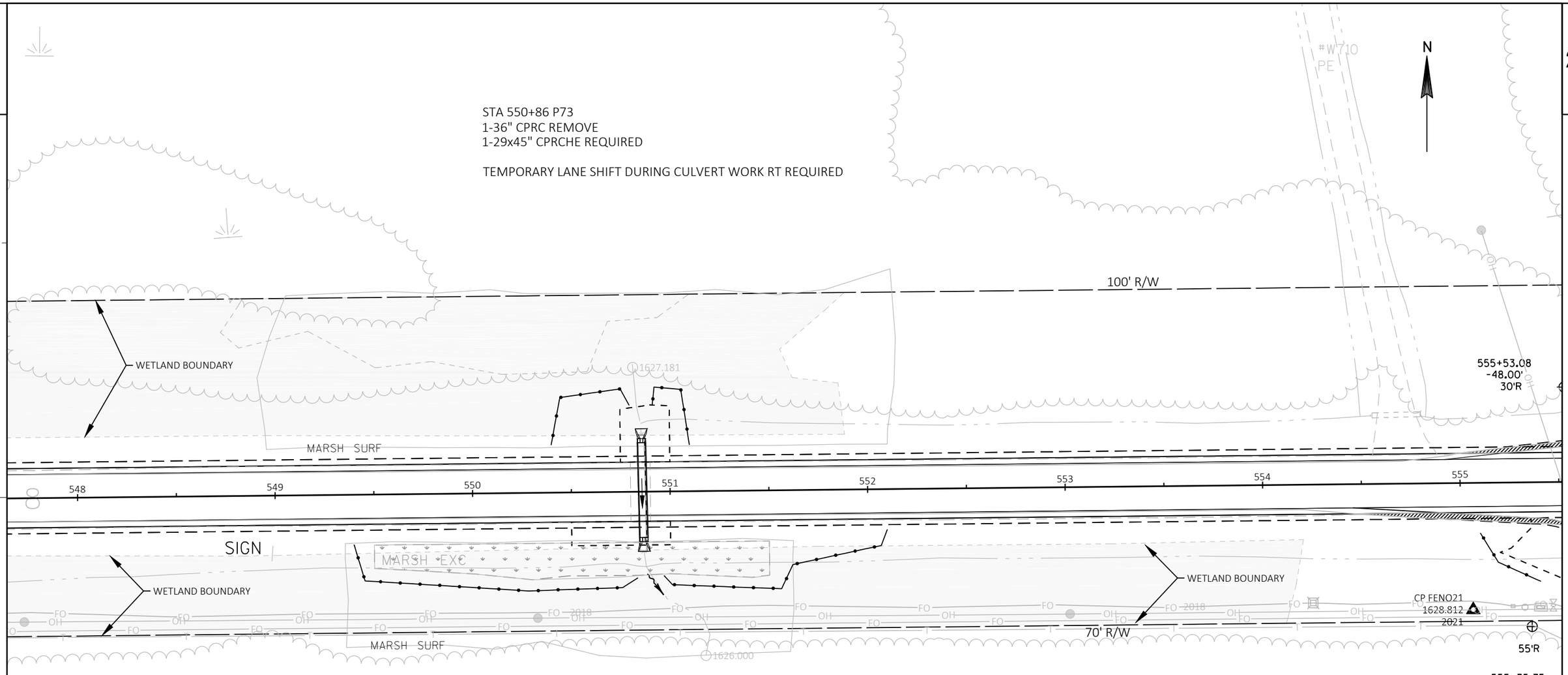
NO.	STATION	ELEV.	DESCRIPTION
2018	518+09	1649.538	CP FEN018 64' RT
2019	529+85	1644.057	CP FEN019 59' RT

021110 C3D layout

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 529+61 E BRANCH	SHEET 33	E

STA 550+86 P73
1-36" CPRC REMOVE
1-29x45" CPRCHE REQUIRED

TEMPORARY LANE SHIFT DURING CULVERT WORK RT REQUIRED



66' R/W
BAD SURFACE
THROUGH ROAD N&S
ATV ROUTE N&S

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2020	545+00	1629.216	CP FEN020 61' RT
2021	555+06	1628.812	CP FEN021 64' RT
2022	570+74	1634.022	CP FEN022 47' RT

C3D LAYOUT 021111 PIPE73

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 550+86 P73	SHEET 34	E

2

2

#W710
PE

N

PT: 111+36.26

33.00'

112

113

OLD 8 RD

100' R/W

SEC /N 1/4 COR 2-35-3 SPK

100' R/W

W=22'
MATCH +63

PC: 110+66.08

555+53.08
-48.00'
30'R

34'R 556+38.99
-52.00'

WETLAND BOUNDARY

554 555 110 556 557 558 559 560

USH 8

86° 49' 31"

PC: 556+66.93

WETLAND BOUNDARY

WETLAND BOUNDARY

CP FENO21
1628.812
2021

42'R

70' R/W

55'R

+27
W=20'

556+52.21
60.00'

70' R/W

555+35.75
73.00'

109

66.00'

LITTLE CRK RD

#N4870

STA 555+96.80 USH 8 =
STA 110+00.00 LITTLE CREEK RD/OLD US 8
CONSTRUCT TYPE C INTERSECTION LT & RT

REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - NW, NE, SW, SE RADII
PAVE TO END OF RADIUS
2' BAD SHOULDER WIDTH
1-24"x6' CPCM PIPE REQUIRED - SW QUADRANT

66' R/W
BAD SURFACE
THROUGH ROAD N&S
ATV ROUTE N&S

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2020	545+00	1629.216	CP FEN020 61' RT
2021	555+06	1628.812	CP FEN021 64' RT
2022	570+74	1634.022	CP FEN022 47' RT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 556+00 LITTLE CREEK RD/OLD 8 RD	SHEET 35	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR5_OLD8_LCRK_RIVER.DWG PLOT DATE : 11/2/2022 10:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

66' R/W
BAD SURFACE
THROUGH ROAD N&S
ATV ROUTE N&S

#W513
Old 8 Rd

RIVER RD

EP: 121+75.38

66' R/W

MATCH

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

582+09.85
45'R
63.00'

SIGN

11.58'
14.61'

582+98.06
72.00'

582+98.41
59.00'

57'R
583+40.17
-78.00'

2023
1615.965
CP FENO23

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

100' R/W

STA 586+84 P74
30" CPRC
NO WORK REQUIRED

WETLAND BOUNDARY

N

2018

580 581 582 583 584 585 586 587

93 92 91 90 89 88 87 86 85 84 83 82 81

39°55'52"

120

583+34.48
53.00'
35'R

10.91'
11.48'

582+24.87
73.00'
55'R

MATCH

119

66' R/W

EP: 118+27.72

RIVER RD

70' R/W

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
RIVER NW					
88 PC SR	120+73.58	13.00 LT	856919.3114	364113.6725	1618.83
89	120+54.12	17.37 LT	856916.1954	364094.0830	1619.65
90	582+43.61	33.24 LT	856904.9596	364077.7363	1620.80
91	582+32.01	23.83 LT	856892.4684	364069.5574	1621.50
92	582+21.12	19.43 LT	856881.1865	364066.2867	1621.86
93 PT ML	582+09.85	18.00 LT	856869.8296	364066.0060	1622.09

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
RIVER NE					
81 PC ML	583+40.17	18.00 LT	856999.4693	364052.7566	1620.37
82 VPC HP	583.07.12	27.92 LT	856967.6009	364065.9874	1620.51
83	582+99.27	34.10 LT	856960.4198	364072.9301	1620.45
84 VPT	582+92.55	41.49 LT	856954.4899	364080.9678	1620.18
85	120+50.62	15.19 RT	856948.9163	364092.6872	1619.69
86 PT	120+66.69	13.00 RT	856945.6944	364108.5794	1619.08
87 SR	120+73.58	13.00 RT	856945.2543	364116.6502	1618.78

STA 582+78.40 USH 8 =
STA 120+00.00 RIVER RD

CONSTRUCT TYPE D INTERSECTION LT
1-24" CPRC REQUIRED -EXTENSION NE, NW QUADRANTS
REMOVING ASPHALTIC SURFACE
SAWING ASPHALT SW, SE RADII
PAVE TO END OF RADIUS
MATCH 121+02

CONSTRUCT TYPE C INTERSECTION RT
MILLING ASPHALTIC SURFACE
PAVE TO END OF RADIUS
MATCH 119+20

2018

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2022	570+74	1634.022	CP FEN022 47' RT
2023	583+59	1615.965	CP FEN023 51' LT
2024	596+14	1594.951	CP FEN024 52' LT

C3D LAYOUT 021112

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 582+75 RIVER RD	SHEET 36	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR5_OLD8_LCRK_RIVER.DWG PLOT DATE : 11/9/2022 6:12 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 42

2

N

STA 604+50 RR FE
REMOVING SMALL PIPE CULVERTS
1-24" x 28' CPCM REMOVE
RESTORE DITCH LINE

FOX VALLEY AND LAKE SUPERIOR RR

70' R/W

WETLAND BOUNDARY

MARSH

BRUSH

PT: 600+70.11

602+20.97 -20.27'

602+99.10 -18.27' MGS 3L

603+55.35 -18.27' MGS 3L

604+11.60 -18.27' MGS 3L

605+27.23 -20.27'

600 601 602 603 604 605 606 607

604+15.33 0.00'

604+40.96 0.00'

602+78.10 -20.27'

602+93.28 -18.27' MGS 3L

603+20.00 -18.27' MGS 3L

604+06.25 -18.27' MGS 3L

604+59.37 -19.27'

604+84.37 -20.27'

605+98.00 46.00'

605+47.00 56.00'

604+72.00 61.00'

605+47.00 61.00'

SIGN

MARSH EXC

WETLAND BOUNDARY

FO 2018

MARSH SURF

SOMO CK

LITTLE

#W361

PE

STA 603+55
B-50-42 TWIN 10x8x60 BOX CULVERT
HEADWALL REPAIR RT
CONCRETE SURFACE REPAIR LT & RT

MGS GUARDRAIL 3 AND 3L (LONG SPAN) REQUIRED LT & RT

GUARDRAIL MOW STRIP & ASPHALTIC SLOPE STABILIZATION
603+38 - 603+87 LT & RT

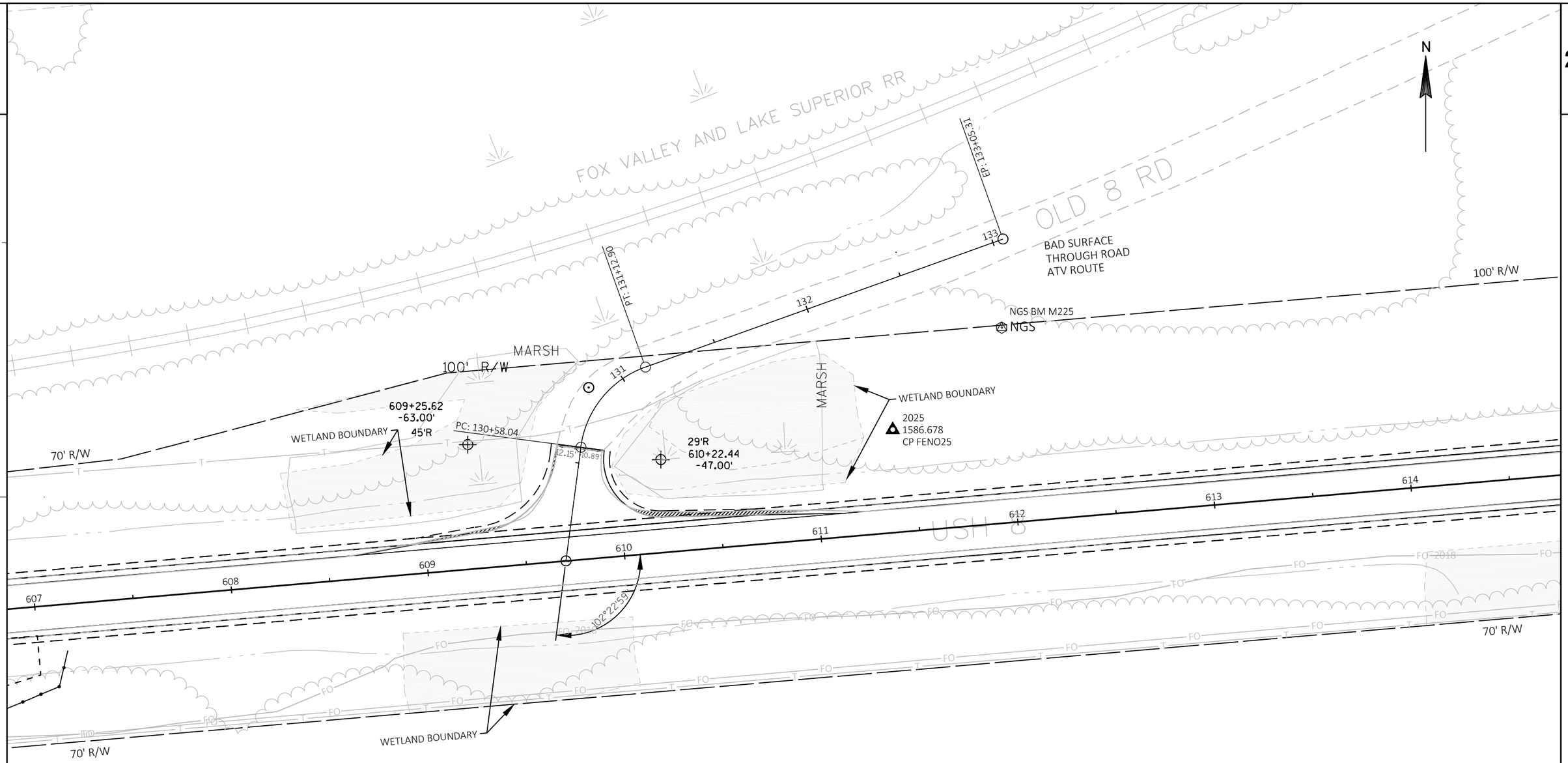
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2024	596+14	1594.951	CP FEN024 52' LT
2025	611+41	1586.678	CP FEN025 52' LT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 603+55 GUARDRAIL B-50-42	SHEET 37	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR5_OLD8_LCRK_RIVER.DWG PLOT DATE : 12/10/2022 11:02 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 42

2



STA 609+70.14 USH 8 =
STA 130+00.00 OLD 8 RD
CONSTRUCT TYPE C INTERSECTION

REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALTIC
MATCH WIDTH, RADII
PAVE TO END OF RADIUS

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2024	596+14	1594.951	CP FEN024 52' LT
2025	611+41	1586.678	CP FEN025 52' LT
2026	626+28	1586.028	CP FEN025 66' LT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 609+70 OLD 8 RD	SHEET 38	E

STA 625+62
B-50-37 TWIN 10x8x67 BOX CULVERT
TEMPORARY WATER DIVERSION
CONCRETE SURFACE REPAIR
STRAPPING B-50-37

MGS GUARDRAIL 3 AND 3K
STA 624+28 - 627+34 LT
STA 623+88 - 626+94 RT
MGS GUARDRAIL 3K
625+18.5 - 625+81 LT
625+31.19 - 626+18.69 RT

GUARDRAIL MOW STRIP & ASPHALTIC SLOPE STABILIZATION
625+06 - 625+94 LT
625+18 - 626+20 RT

STA 628+77 LT PE
REMOVING SMALL PIPE CULVERTS
1-24" x 28' CPCM
1-24" CPCS REQUIRED

N

SOMO CR

100' R/W

WETLAND BOUNDARY

WETLAND BOUNDARY
2026
1586.028
CP FENO26

CLEARING GRUBBING LIMITS

#W144

PE

3K

624+27.88 -20.27'
625+06.00 -21.94'
625+18.50 -19.94'
625+81.00 -19.94'
625+93.50 -21.94'
627+34.13 -20.27'

622 623 624 625 626 627 628 629

USH

625+87.59 -20.27'
625+18.69 21.94'
625+31.19 19.94'
626+18.69 19.94'
626+43.69 21.94'
626+68.84 23.33'
626+93.84 20.27'

3K

CLEARING GRUBBING LIMITS

WETLAND BOUNDARY

70' R/W

90' R/W

WETLAND BOUNDARY

#W145

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2026	626+28	1586.028	CP FEN026 66' LT
2027	635+48	1565.750	CP FEN027 65' LT

C3D LAYOUT 021114_bg625

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN DETAILS: STA 626+62 GUARD RAIL B-50-37	SHEET 39	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR6_OLD8_YY_CLIFFORD.DWG PLOT DATE : 12/10/2022 11:19 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

2

BEGIN PROJECT 1580-30-70
STA 278+35

PT: 288+89.01

#W2590
RUINS

SIGN

1M

2M(D)

2SS

USH 8

286 288 290 292 294 296 298 300

PASTURE

LUSTILA Rd

300 302 304 306 308 310 312 314

P63

SIGN

N

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 1 40	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022001

PLOT DATE : 12/7/2022 6:38 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

N

HAY FIELD

#W2514

W2504

W2476

JENISON RD

PIKES PEAK RD

BALSAM CHRISTMAS TREES SIGN

BISON MEAT SIGN

MH

VENT

36

29

4WS

4M(D)

SIGN

5M

SIGN

3M

USH 8

316 318 320 322 324 326 328

330 332 334 336 338 340 342 344

PI: 340+26.80

SIGN

W2504 WE

W2325

P64
NO WORK

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

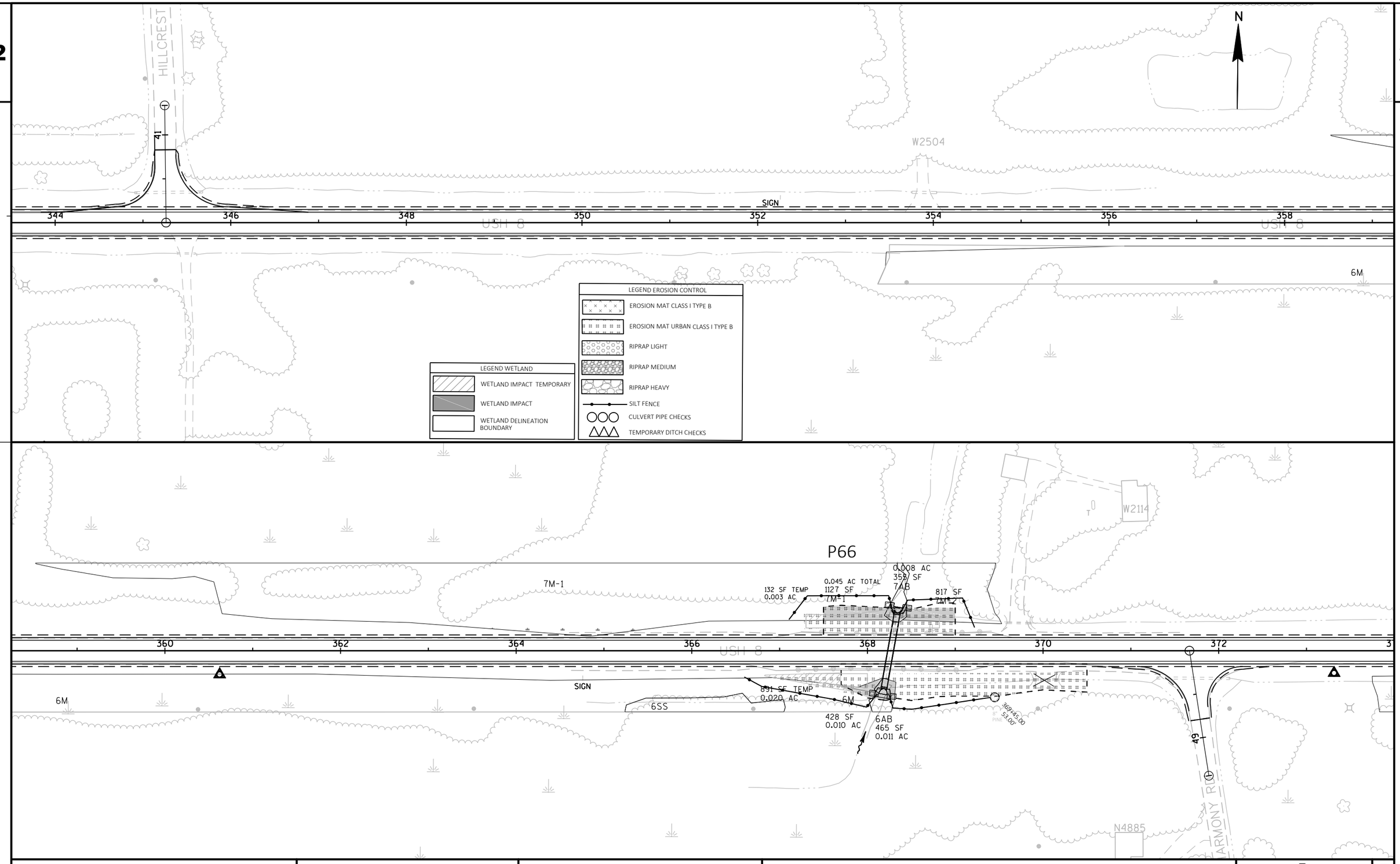
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 2 41	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022003

PLOT DATE : 12/7/2022 6:39 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2



PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 3 42	E

2

2

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

N

RUINS

W2056

W1998
PE

USE BAD FOR SH
SEE XS

12SS

12M

209 SF
0.005 AC

SIGN

374 376 378 380 382 384 386 388

USH 8

8M

9SS

2522 SF
0.058 AC

W2019

USE BAD FOR SHLD FILL
SEE XS

12SS

C-50-928

389+20.50
19.77'

389+48.63
18.77'

390+08.00
18.27'

390+33.00
19.27'

209 SF
0.005 AC

1363 SF
0.031 AC

12SS

12SS

HANNIA RD

61

11SS

388 390 392 394 396 398 400 402

USH 8

2522 SF
0.058 AC

9M

121 SF TEMP
0.003 AC

391+83.51
45.00'

SIGN

10M

#W1953

#W1881

RUINS

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 4	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022007

PLOT DATE : 12/7/2022 6:41 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

2

N

522 SF
0.012 AC

13SS

13M

428 SF
0.010 AC

SIGN

404 406 408 410 412 414 416 418

USH 8

SIGN

P67
NO WORK

#W1713
PE

N4861
WE

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

PI: 421+99.46

P68

GRUBBING LIMITS

TRAIL

SIGN

418 420 422 424 426 428 430 432

USH 8

SIGN

W1713W

69

W KNOX RD

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 5 44	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022009

PLOT DATE : 12/7/2022 6:42 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

N

SIGN

USH 8

SIGN

14M

SIGN

#W1615

#W1593

#W1580

#??

G

4907
CTH D

HISTORIC
SCHOOL

SEPTIC

#W1498

#W1446

452+81.00
-60.50

SIGN

SIGN

14M

15M

USPS
#W1511
FLAG

CREDIT
UNION
#W1505

SEPTIC

SEPTIC

SEPTIC

#N4848

COMMUNITY
CENTER

FE

SIGN

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 6	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022011

PLOT DATE : 12/7/2022 6:43 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

N

P69
NO WORK

18SS

18M

#W1334

P70

151 SF
0.003 AC

17AB

17SS

583
0.013

462 464 466 468 470 472 474 476

USH 8

15M

15SS-1

15SS-2

#N4837
FE

16M

885 SF
0.020 AC

SIGN

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

P70

583 SF
0.013 AC

17SS

17AB

#W1292

19SS

19M

478 480 482 484 486 488 490

20SS
202 SF
0.005 AC

BRUSH

#W1291

CENTURY LINK

21M

#W1187

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 7	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022013

PLOT DATE : 12/7/2022 6:44 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

N

P71

25M
1284 SF
0.030 AC

361 SF TEMP
0.008 AC

492 494 496 498 500 502 504 506

24M

W1187
PE

RUINS

23M
1775 SF TEMP
0.041 AC
0.061 AC TOTAL

23SS
725 SF
0.017 AC

1580 SF
0.036 AC

23M
875 SF TEMP
0.020 AC

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

P72

26M
TOTAL 0.015 AC
0.008 AC
368 SF

26RPE-1

0.008 AC
352 SF
26AB

0.007 AC
305 SF

26RPE-2

26M

26M

29WS

506 508 510 512 514 516 518 520

22M

22M

645 SF TEMP
0.0148 AC
0.058 AC TOTAL

22RPE

22AB
51 SF
0.001 AC

1642 SF
0.038 AC

22M

1873 SF TEMP
0.0429 AC

27M-1

WE

W
PE

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 8	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022015

PLOT DATE : 12/7/2022 6:45 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

2

N

102

101

#916

31M

522 524 526 528 530 532 534 536

SIGN

27M-2

27M-2

#W978

PE

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

P73

31M

30WS

30SS-1

30M

30SS-2

SIGN

536 538 USH 8 540 542 544 546 USH 8 548 550

27M-2

28M

#W1446

28M

SIGN

28M

2523 SF TEM

0.058 AC

PE

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 9 48	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022017

PLOT DATE : 12/7/2022 6:46 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

N

OLD 8 RD

P73

30SS-2

30M

675 SF
0.016 AC

28M

2523 SF TEMP
0.058 AC

28M

552 554 556 558 560 562 564

PC: 556+66.93

PT: 563+11.00

SIGN

USH 8

36WS

37M

38WS

35M

34BOG

34M

LITTLE CR RD

#N4870

FLAG

SEPTIC

#W513
Old 8 Rd

38WS

39M

40M

41M

42M

566 568 570 572 574 576 578 580

USH 8

USH 8

SIGN

34M

33M

32M

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 10 49	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022019

PLOT DATE : 12/7/2022 6:47 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

2

SEPTIC

#W513
Old 8 Rd

RIVER

SIGN

582+98.06
71.00'
582+99.41
59.00'

45M

SIGN

PC: 593+52.48

FOX

580 582 584 586 588 590 592 USH 8 594

P74
NO WORK

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

#W421
PE

B-50-42
LITTLE SOMO CREEK

FOX VALLEY AND LAKE SUPERIOR RR

FOX VALLEY AND LAKE SUPERIOR RR

PC 600+70.11

1485 SF. 0.034 AC

44SS

44AB

603+55.35
18.21'

604+11.60
18.21'

43SS

596 598 600 602 604 606 608

SIGN

46AB

46M
796 SF
0.018 AC

601+97.00
45.00'

604+18.43
18.21'

604+72.00
61.00'

605+17.00
61.00'

605+47.00
56.00'

605+98.00
46.00'

47M

#W361
PE

LITTLE SOMO CREEK

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 11 50	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022021

PLOT DATE : 12/7/2022 6:48 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

2

FOX VALLEY AND LAKE SUPERIOR RR

OLD 8 RD

#W252
Old 8 Rd

W

FLAG

N

B-50-37
SOMO CR

48SS

48M

51WS

51M-1

0.003 AC TOTAL
34 SF

17 SF

10 SF

610 612 614 616 618 620 622 624

USH 8

47M

50M

66WS

66WS
267 SF
0.006 AC

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

SOMO CR

B-50-37
SOMO CREEK

END PROJECT 1580-30-70
STA 632+00

SLAB

51M-1 51M-2

52AB

CLEARING GRUBBING

#W144

53WS

0.029 AC
1244 SF
53SS

54RPF

54AB

624 626 628 630 632 634 636 638

USH 8

SIGN

49RPF 49AB

CLEARING GRUBBING

632+95.00
60.00' RT

59M

59AB

SOMO RIVER

#W145

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	EROSION CONTROL	SHEET 12	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022023 70

PLOT DATE : 12/7/2022 6:49 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

LEGEND

SIGN ON PERMANENT SUPPORT

N

PRICE CO
ONEIDA CO

BEGIN PROJECT
1580-30-70

END PROJECT
1580-30-70

MAX. 12' WIDTH
W12-52
48"X48"
1 MILES AHEAD
W57-52
36"X24"

INSTALL ON WB USH 8
AT US 8/ SB 51 RAMP
NW & NE CORNERS

MAX. 12' WIDTH
W12-52
48"X48"
7 MILES AHEAD
W57-52
36"X24"

MAX. 12' WIDTH
W12-52
48"X48"
12 MILES AHEAD
W57-52
36"X24"

WEST
M3-4
24"X12"
8
M1-4
24"X24"
MAX. 12' WIDTH
W12-52
48"X48"
13 MILES AHEAD
W57-52
36"X24"

ONEIDA CO
LINCOLN CO

LUSTILLA

P66
72" CULVERT PIPE

P71
60" CULVERT PIPE

OTHER WORK
B-35-157

*
HWY 8
ROAD WORK
BEGINS X/xx
G20-57
96"X48"

*
HWY 8
ROAD WORK
BEGINS X/xx
G20-57
96"X48"

EAST
M3-2
24"X12"
8
M1-4
24"X24"
MAX. 12' WIDTH
W12-52
48"X48"
8 MILES AHEAD
W57-52
36"X24"

INSTALL ON NB AND SB STH 13
DO NOT INSTALL ON RAMPS

MAX. 12' WIDTH
W12-52
48"X48"
7 MILES AHEAD
W57-52
36"X24"

INSTALL ON EB US 8
AT US 8/ STH 13 NB RAMPS
SW & SE CORNERS

MAX. 12' WIDTH
W12-52
48"X48"
6 MILES AHEAD
W57-52
36"X24"

INSTALL ON EB US 8
AT US 8/ CTH A INTERSECTION
SW CORNER

Clifford
Tripoli
McCa

FV&LS
8 RD
TR
CN

NOTES

SEE SDD ADVANCED WIDTH RESTRICTION SIGNING FOR ADDITIONAL DETAILS

USE SIGNS DURING INSTALLATION OF PIPES P66, P71 DURING LANE SHIFT WIDTH RESTRICTIONS

*USE SIGNS SEVEN DAYS PRIOR TO START OF PROJECT

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	ADVANCED WARNING SIGNS OVERVIEW	SHEET 52	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020201-PO-ADVANCEDWARNINGSIGNS-13TO51.DWG
LAYOUT NAME - 020201-po-AdWarnSigns13to51
PLOT DATE : 9/27/2022 5:24 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:2.2 MI
WISDOT/CADDS SHEET 42

NOTES

50008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

P66

LEGEND

ASHALTIC SURFACE TEMPORARY

WORK AREA

W2114

WORK AREA

WORK AREA

365 366 USH 8 367 368 369 370 371 372

SIGN

WORK AREA TEMPORARY WATER DIVERSION

R/W

49+00

HARMONY RD

N4885

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 1	SHEET 53	E

2

N

NOTES

500008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

P66

LEGEND

ASPHALTIC SURFACE TEMPRARY

WATER DIVERSION

WORK AREA

W2114

WORK AREA

365 366 USH 8 367 368 369 370 371 372

1 SIGN

N4885

HARMONY RD

2

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 2	SHEET 54	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\026501-TC-STA368-PIPE72INCH-LANESHIFT.DWG
LAYOUT NAME - 026501-TC-STAGE2-STA368

PLOT DATE : 10/7/2022 1:07 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : **********

2

N

NOTES

50008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS
SEE LANE SHIFT DETAIL

SIGNAL DISTANCE

STA 364+75 - 372+00 = 725 FT
STA 369+50 - 372+00 = 200 FT

P66

W2114

TEMPORARY PAVEMENT MARKING
LINE PAINT 4-INCH

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

ZONE OF DETECTION

STA 372+00

100' 50' 50' 125'

13' 13'

365 366 367 368 369 370 371 372

USH 8

WORK AREA

SIGN

W01-6
48" X 24"

TYPE III BARRICADE

STA 364+75

ZONE OF DETECTION

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

HARMONY RD

N4885

TEMPORARY SIGNAL TIMING STA 368 CULVERT

	Ø1 EB USH 8	Ø2 SB W2114 driveway	Ø3 NB Harmony Rd	Ø4 WB USH 8
MINIMUM GREEN TIME	9 sec	5 sec	5 sec	9 sec
MAXIMUM PASSAGE TIME DURING GREEN PHASE	5 sec	5 sec	5 sec	5 sec
MINIMUM PASSAGE TIME DURING GREEN PHASE	3 sec	-	-	3 sec
START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	15 sec	-	-	15 sec
TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	0 sec	-	-	0 sec
MAXIMUM GREEN TIME	21 sec	7 sec	7 sec	21 sec
YELLOW	3 sec	3 sec	3 sec	5 sec
ALL-RED	10 sec	3 sec	24 sec	24 sec
RECALL MODE	MIN	MIN	MIN	MIN

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE
- WATER DIVERSION
- WORK AREA
- MARKING REMOVAL LINE 4-INCH

PHASE 2 SHALL COME AFTER PHASE 1, PHASE 4 SHALL COME AFTER PHASE 3.
CONTRACTOR SHALL REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.
CONTACT TRAFFIC ENGINEER FOR QUESTIONS REGARDING THE TIMINGS.

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 3	SHEET 55	E

2

N

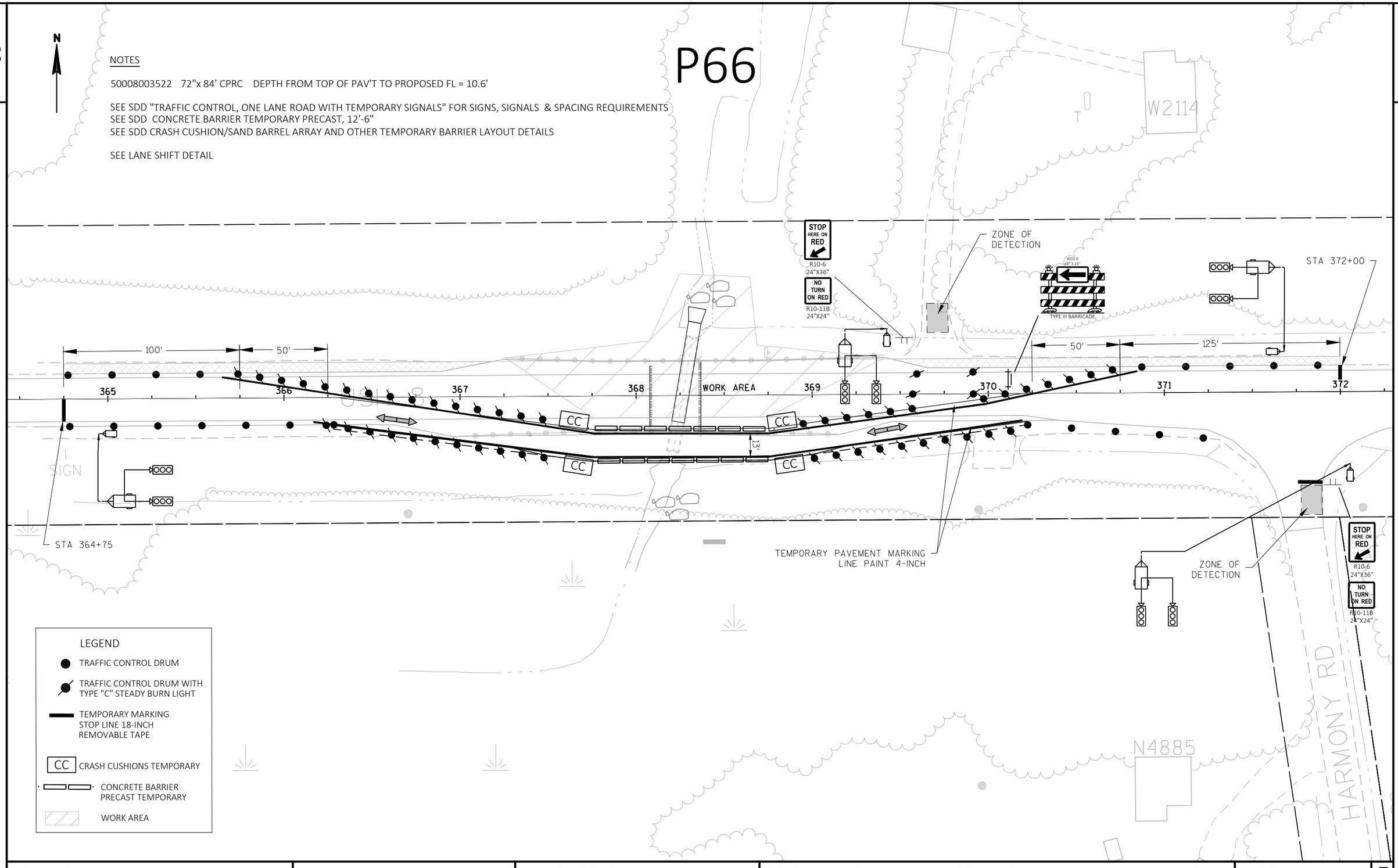
NOTES

50008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR SIGNS, SIGNALS & SPACING REQUIREMENTS
SEE SDD CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
SEE SDD CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

SEE LANE SHIFT DETAIL

P66



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE
- CC CRASH CUSHIONS TEMPORARY
- CONCRETE BARRIER PRECAST TEMPORARY
- WORK AREA

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 4	SHEET 56	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\026501-TC-STA368-PIPE72INCH-LANESHIFT.DWG
LAYOUT NAME - 026501-TC-STAGE4-STA368
PLOT DATE : 10/7/2022 1:09 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

P66

2

TEMPORARY PAVEMENT MARKING
LINE PAINT 4-INCH

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

ZONE OF DETECTION

STA 372+00

WORK AREA

100' 50' 50' 125'

365 366 367 368 369 370 371 372

13'

CC

WORK AREA

W01-6
48"X24"

TYPE III BARRICADE

SIGN

STA 364+75

ZONE OF DETECTION

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

W2114

N4885

HARMONY RD

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE
- CC CRASH CUSHIONS TEMPORARY
- CONCRETE BARRIER PRECAST TEMPORARY
- WORK AREA

NOTES

50008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR SIGNS, SIGNALS & SPACING REQUIREMENTS
SEE SDD CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
SEE SDD CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

SEE LANE SHIFT DETAIL

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 5	SHEET 57	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\026501-TC-STA368-PIPE72INCH-LANESHIFT.DWG
LAYOUT NAME - 026501-TC-STAGE5-STA368
PLOT DATE : 10/7/2022 1:09 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : **********

2

2

N

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE
- WORK AREA

P66

W2114

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

ZONE OF DETECTION

W01-6
48" X 24"
TYPE III BARRICADE

STA 372+00

100' 50' 50' 125'

365 366 367 368 369 370 371 372

13'

SIGN

STA 364+75

TEMPORARY PAVEMENT MARKING
LINE PAINT 4-INCH

ZONE OF DETECTION

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

N4885

HARMONY RD

NOTES

50008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD TRAFFIC CONTROL "ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS
SEE LANE SHIFT DETAIL

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 6	SHEET 58	E

NOTES

50008003522 72"x 84' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 10.6'

SEE SDD TRAFFIC CONTROL "ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR SIGNS, SIGNALS & SPACING REQUIREMENTS

P66

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE
- WORK AREA

STOP HERE ON RED
R10-6
24"X36"

RIGHT TURN SIGNAL
R10-10R
24"X30"

ZONE OF DETECTION

TEMPORARY PAVEMENT MARKING LINE PAINT 4-INCH

STA 372+00

100' 50' 50' 125'

365 366 367 368 369 370 371 372

USH 8

W2114

T

SIGN

W101-6
48" X 24"

TYPE III BARRICADE

REMOVE LANE SHIFT

WORK AREA

STA 364+75

STOP HERE ON RED
R10-6
24"X36"

NO TURN ON RED
R10-11B
24"X24"

ZONE OF DETECTION

HARMONY RD

N4885

PROJECT NO:1580-30-70	HWY:USH 8	COUNTY:PRICE	TRAFFIC CONTROL LANE SHIFT - STA 368 PIPE 66 STAGE 7	SHEET 59	E

2

P71

LEGEND

ASHALTIC SURFACE TEMPORARY

WORK AREA

100' R/W

POST

POST

500 501 502 503 504 505 506 507

MAINTAIN PE ACCESS

R/W

POST

NOTES

50008003527 60"x 80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 1	SHEET 60	E

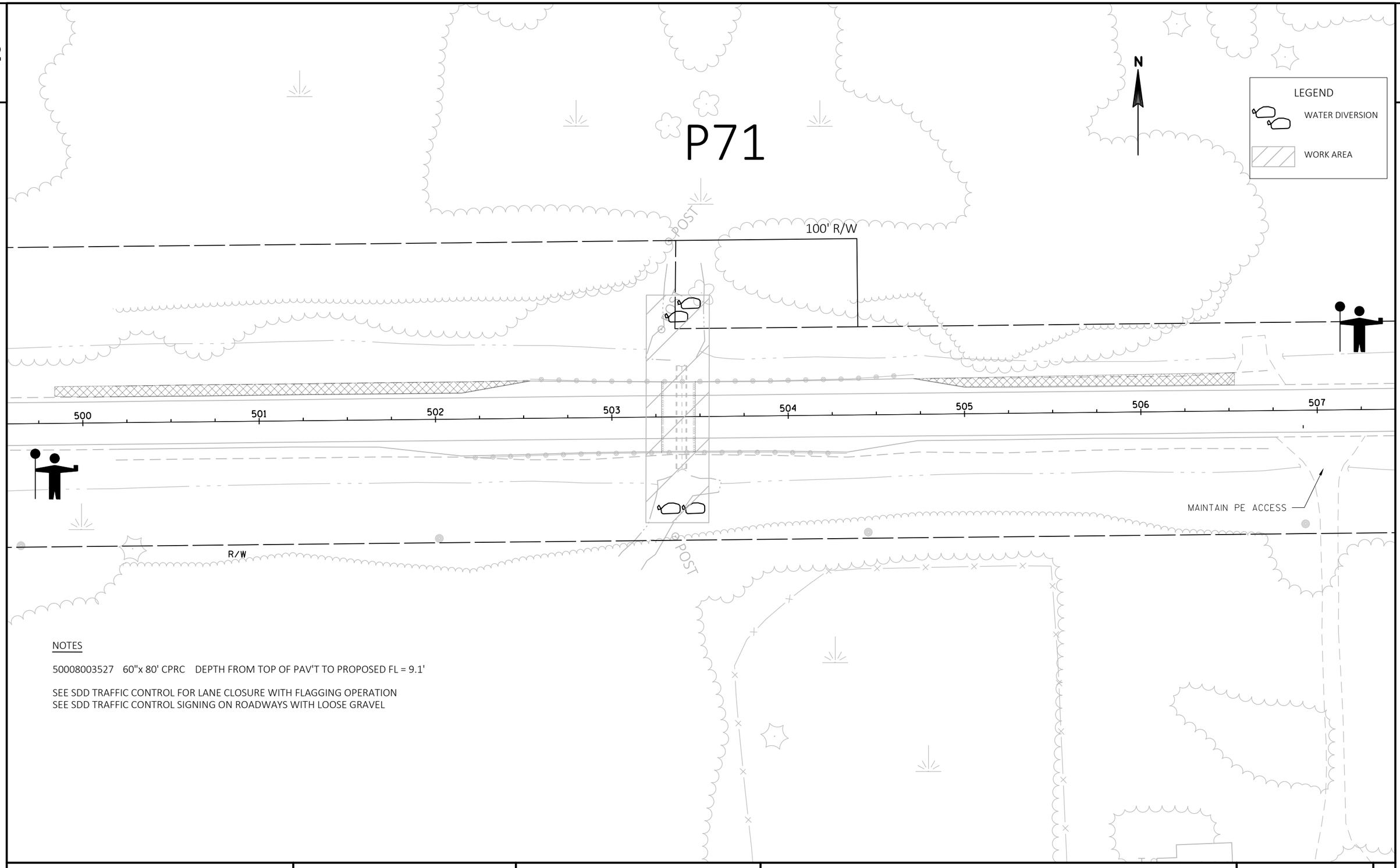
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LAYOUT NAME - 026501-TC-STAGE1-STA503

PLOT DATE : 10/7/2022 10:49 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 42

2

P71



NOTES

50008003527 60"x 80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 2	SHEET 61	E

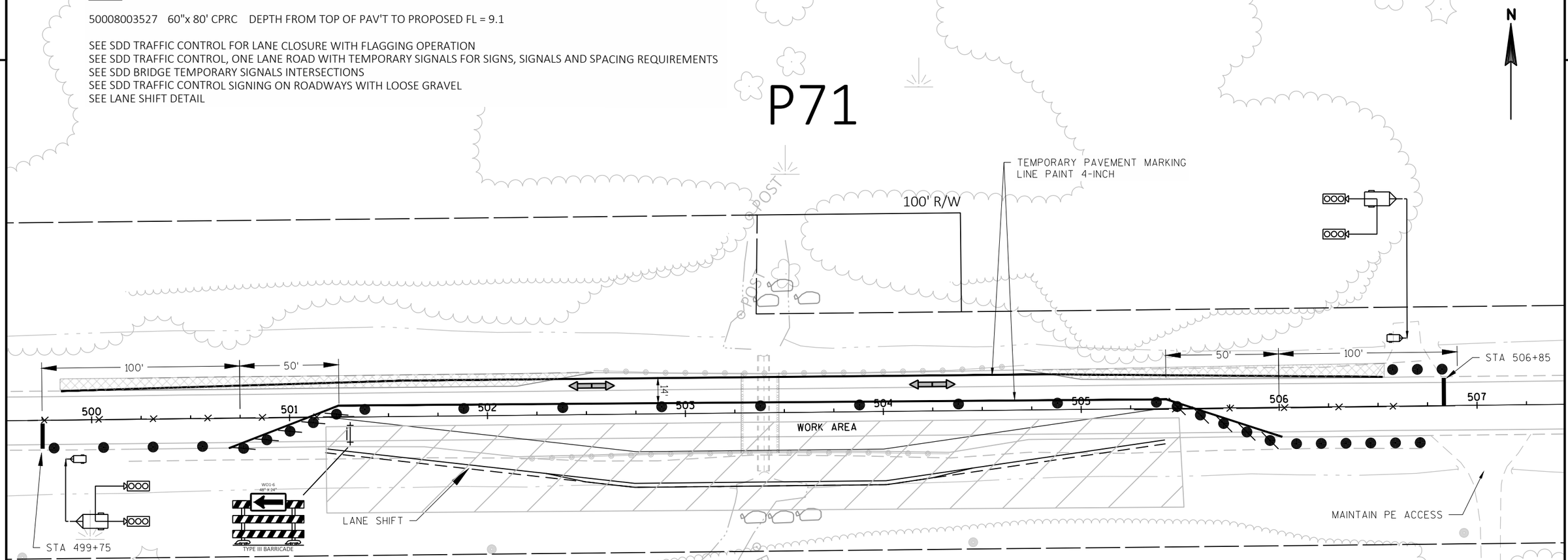
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LAYOUT NAME - 026501-TC-STAGE2-STA503
PLOT DATE : 10/7/2022 10:49 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 50'_XREF
WISDOT/CADDS SHEET 42

NOTES

50008003527 60"x 80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS
SEE SDD BRIDGE TEMPORARY SIGNALS INTERSECTIONS
SEE SDD TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL
SEE LANE SHIFT DETAIL

P71



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE
- WATER DIVERSION
- WORK AREA
- MARKING REMOVAL LINE 4-INCH

TEMPORARY SIGNAL TIMING CULVERT STA 503

STOP BAR DISTANCE 710'

6:00am to 8:00pm

	GREEN	YELLOW	RED	
EB (sec)	17	5	23	
WB (sec)	17	5	23	
TOTAL (sec)	**34**	**10**	**46**	**= 90 sec**

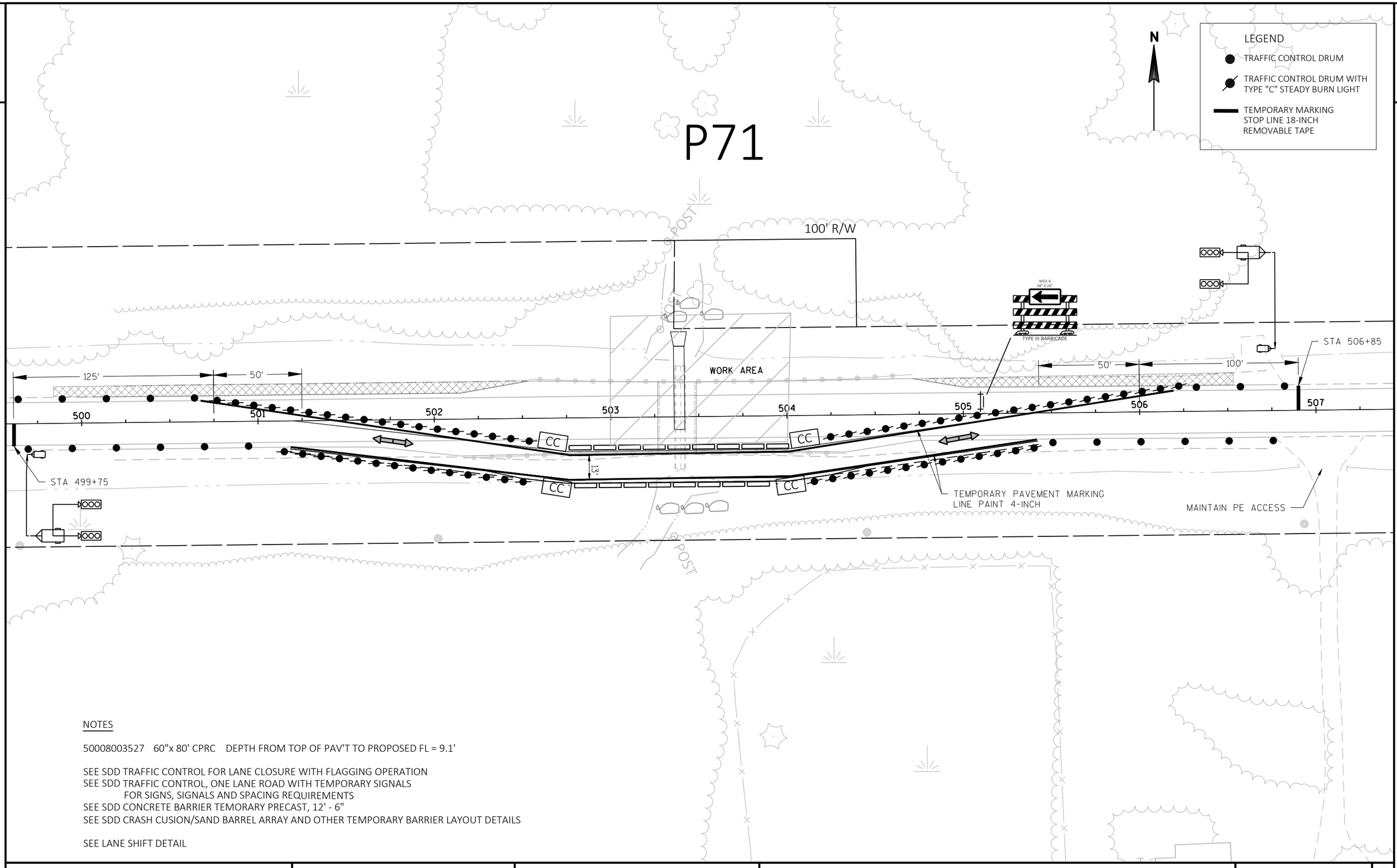
8:00pm to 6:00am

	GREEN	YELLOW	RED	
WB (s)	14	5	23	
Total (s)	14	5	23	
TOTAL (sec)	**28**	**10**	**46**	**= 84 sec**

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 3	SHEET 62	E

2

P71



NOTES

50008003527 60"x 80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS
SEE SDD CONCRETE BARRIER TEMORARY PRECAST, 12' - 6"
SEE SDD CRASH CUSION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

SEE LANE SHIFT DETAIL

PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 4	SHEET 63	E

2

P71

LEGEND

- TRAFFIC COTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY PAVEMENT MARKING, STOP LINE, 24-INCH, REMOVABLE TAPE (TYP)
- ASPHALTIC SURFACE TEMPORARY, 4-INCH
- SAWCUT

N

TEMPORARY PAVEMENT MARKING LINE PAINT 4-INCH

100' R/W

POST

POST

100'

50'

50'

100'

STA 506+85

500 501 502 503 504 505 506 507

CC

CC

WORK AREA

W01-6 48" X 24"

TYPE III BARRICADE

MAINTAIN PE ACCESS

STA 499+75

NOTES

50008003527 60"x 80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS
SEE SDD CONCRETE BARRIER TEMORARY PRECAST, 12' - 6"
SEE SDD CRASH CUSION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

SEE LANE SHIFT DETAIL

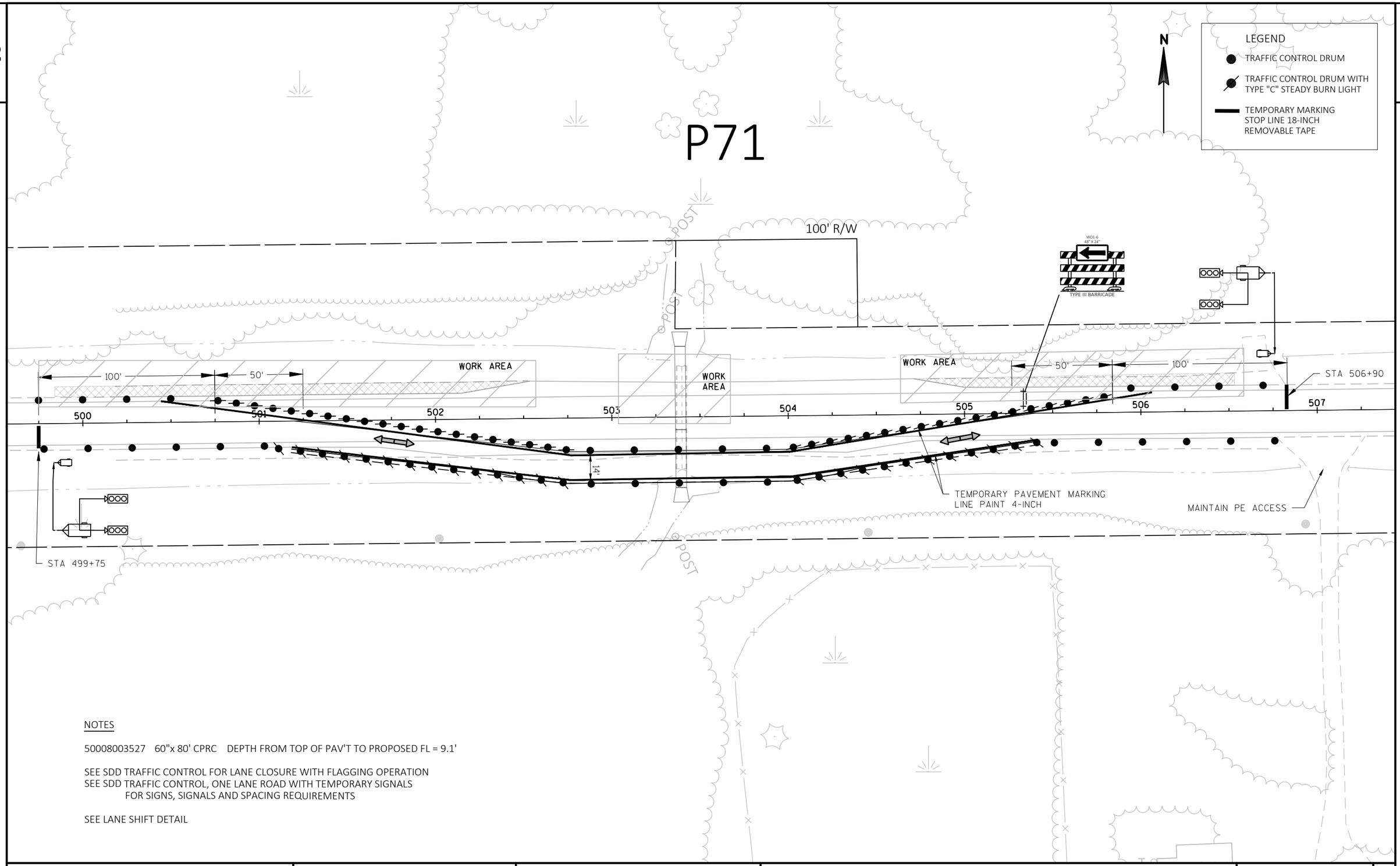
PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 5	SHEET 64	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\026501-TC-STA503-PIPE60INCH-LANESHIFT.DWG
LAYOUT NAME - 026501-TC-STAGE5-STA503

PLOT DATE : 10/7/2022 10:50 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : **********

2

P71



NOTES

50008003527 60"x 80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS

SEE LANE SHIFT DETAIL

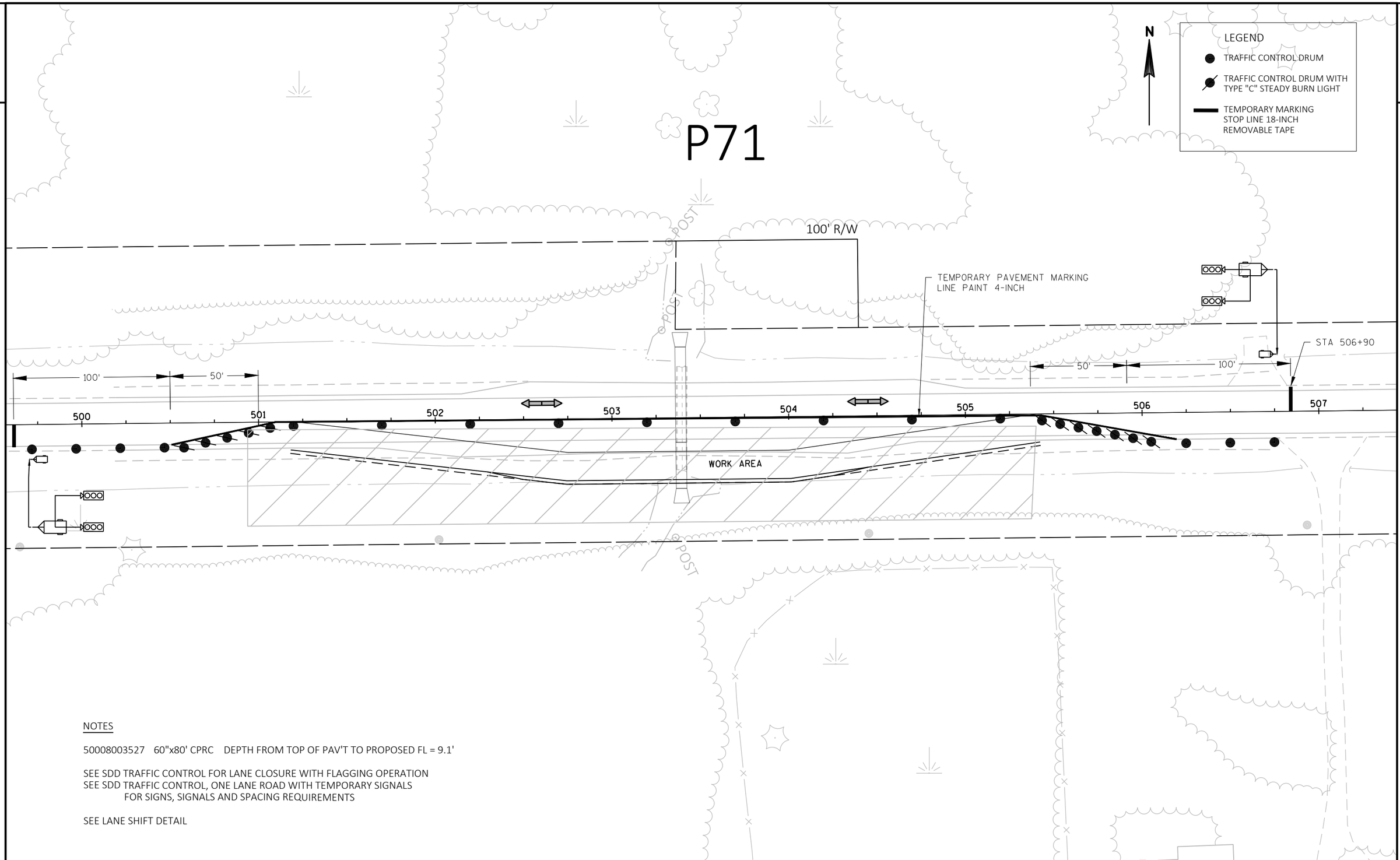
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 6	SHEET 65	E

2

P71

N

LEGEND
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY MARKING STOP LINE 18-INCH REMOVABLE TAPE



NOTES

50008003527 60"x80' CPRC DEPTH FROM TOP OF PAV'T TO PROPOSED FL = 9.1'

SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
SEE SDD TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
FOR SIGNS, SIGNALS AND SPACING REQUIREMENTS

SEE LANE SHIFT DETAIL

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	TRAFFIC CONTROL LANE SHIFT - STA 503 PIPE 71 STAGE 7	SHEET 66	E

1580-30-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	8.000	8.000
0004	201.0205	Grubbing	STA	10.000	10.000
0006	203.0100	Removing Small Pipe Culverts	EACH	11.000	11.000
0008	203.0220	Removing Structure (structure) 01. C-50-9701 STA 368+26	EACH	1.000	1.000
0010	203.0220	Removing Structure (structure) 02. 60-Inch Pipe STA 503+39	EACH	1.000	1.000
0012	203.0220	Removing Structure (structure) 03. B-50-42	EACH	1.000	1.000
0014	203.0220	Removing Structure (structure) 04. C-50-928	EACH	1.000	1.000
0022	204.0100	Removing Concrete Pavement	SY	300.000	300.000
0024	204.0110	Removing Asphaltic Surface	SY	3,000.000	3,000.000
0026	204.0115	Removing Asphaltic Surface Butt Joints	SY	250.000	250.000
0028	204.0120	Removing Asphaltic Surface Milling	SY	3,000.000	3,000.000
0030	204.0150	Removing Curb & Gutter	LF	935.000	935.000
0036	205.0100	Excavation Common	CY	3,880.000	3,880.000
0038	205.0400	Excavation Marsh	CY	2,505.000	2,505.000
0046	208.0100	Borrow	CY	5,180.000	5,180.000
0048	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	7.000	7.000
0052	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1580-30-70	EACH	1.000	1.000
0060	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 1580-30-70	EACH	1.000	1.000
0066	211.0800.S	Base Repair for CIR Layer	CY	330.000	330.000
0068	213.0100	Finishing Roadway (project) 01. 1580-30-70	EACH	1.000	1.000
0076	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,300.000	5,300.000
0078	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	6,600.000	6,600.000
0080	305.0500	Shaping Shoulders	STA	674.000	674.000
0084	327.1000.S	CIR Asphaltic Base Layer	SY	116,000.000	116,000.000
0086	390.0403	Base Patching Concrete Shes	SY	277.000	277.000
0088	416.0610	Drilled Tie Bars	EACH	40.000	40.000
0090	416.0620	Drilled Dowel Bars	EACH	450.000	450.000
0092	450.4000	HMA Cold Weather Paving	TON	7,000.000	7,000.000
0094	455.0605	Tack Coat	GAL	4,070.000	4,070.000
0096	455.0770.S	Asphalt Stabilizing Agent	TON	620.000	620.000
0102	460.2005	Incentive Density PWL HMA Pavement	DOL	8,520.000	8,520.000
0104	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	17,240.000	17,240.000
0106	460.2010	Incentive Air Voids HMA Pavement	DOL	9,360.000	9,360.000
0108	460.6244	HMA Pavement 4 MT 58-34 S	TON	14,600.000	14,600.000
0110	465.0105	Asphaltic Surface	TON	125.000	125.000
0114	465.0125	Asphaltic Surface Temporary	TON	240.000	240.000
0116	465.0315	Asphaltic Flumes	SY	160.000	160.000
0118	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	29,420.000	29,420.000
0120	502.4204	Adhesive Anchors No. 4 Bar	EACH	27.000	27.000
0124	504.0100	Concrete Masonry Culverts	CY	2.000	2.000
0126	505.0400	Bar Steel Reinforcement HS Structures	LB	60.000	60.000
0130	509.1500	Concrete Surface Repair	SF	15.000	15.000
0142	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	2.000	2.000
0144	521.1505	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 4 to 1	EACH	1.000	1.000
0146	521.1506	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 30-Inch 4 to 1	EACH	6.000	6.000
0150	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	6.000	6.000
0152	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	68.000	68.000
0154	521.3728	Pipe Arch Corrugated Steel 28x20-Inch	LF	60.000	60.000
0156	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	182.000	182.000

1580-30-70

Line	Item	Item Description	Unit	Total	Qty
0160	522.0172	Culvert Pipe Reinforced Concrete Class III 72-Inch	LF	84.000	84.000
0164	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	66.000	66.000
0166	522.0460	Culvert Pipe Reinforced Concrete Class IV 60-Inch	LF	80.000	80.000
0168	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6.000	6.000
0172	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0174	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	2.000	2.000
0176	522.1072	Apron Endwalls for Culvert Pipe Reinforced Concrete 72-Inch	EACH	2.000	2.000
0178	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	108.000	108.000
0180	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	48.000	48.000
0182	522.2434	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	64.000	64.000
0184	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	2.000	2.000
0186	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	2.000	2.000
0188	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000
0192	530.0130	Culvert Pipe Corrugated Polyethylene 30-Inch	LF	13.000	13.000
0194	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	1,165.000	1,165.000
0196	603.8000	Concrete Barrier Temporary Precast Delivered	LF	400.000	400.000
0198	603.8125	Concrete Barrier Temporary Precast Installed	LF	625.000	625.000
0200	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	425.000	425.000
0202	606.0100	Riprap Light	CY	12.000	12.000
0204	606.0200	Riprap Medium	CY	44.000	44.000
0206	606.0300	Riprap Heavy	CY	56.000	56.000
0214	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	56.000	56.000
0218	614.0905	Crash Cushions Temporary	EACH	10.000	10.000
0220	614.0920	Salvaged Rail	LF	1,660.000	1,660.000
0222	614.0925	Salvaged Guardrail End Treatments	EACH	20.000	20.000
0224	614.2300	MGS Guardrail 3	LF	587.500	587.500
0226	614.2330	MGS Guardrail 3 K	LF	150.000	150.000
0228	614.2340	MGS Guardrail 3 L	LF	437.500	437.500
0230	614.2610	MGS Guardrail Terminal EAT	EACH	12.000	12.000
0232	616.0700.S	Fence Safety	LF	100.000	100.000
0234	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1580-30-70	EACH	1.000	1.000
0240	619.1000	Mobilization	EACH	0.480	0.480
0242	624.0100	Water	MGAL	600.000	600.000
0244	625.0100	Topsoil	SY	22,700.000	22,700.000
0246	628.1104	Erosion Bales	EACH	30.000	30.000
0248	628.1504	Silt Fence	LF	6,950.000	6,950.000
0250	628.1520	Silt Fence Maintenance	LF	6,950.000	6,950.000
0252	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
0254	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0256	628.2004	Erosion Mat Class I Type B	SY	11,510.000	11,510.000
0258	628.2008	Erosion Mat Urban Class I Type B	SY	11,150.000	11,150.000
0260	628.7504	Temporary Ditch Checks	LF	200.000	200.000
0262	628.7555	Culvert Pipe Checks	EACH	75.000	75.000
0264	628.7570	Rock Bags	EACH	315.000	315.000
0266	629.0210	Fertilizer Type B	CWT	40.000	40.000
0268	630.0110	Seeding Mixture No. 10	LB	300.000	300.000
0270	630.0120	Seeding Mixture No. 20	LB	1,050.000	1,050.000
0272	630.0140	Seeding Mixture No. 40	LB	50.000	50.000
0274	630.0500	Seed Water	MGAL	525.000	525.000

1580-30-70

Line	Item	Item Description	Unit	Total	Qty
0276	633.5200	Markers Culvert End	EACH	14.000	14.000
0280	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0286	638.2102	Moving Signs Type II	EACH	19.000	19.000
0288	638.2602	Removing Signs Type II	EACH	1.000	1.000
0290	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0292	642.5201	Field Office Type C	EACH	0.340	0.340
0294	643.0300	Traffic Control Drums	DAY	3,365.000	3,365.000
0296	643.0420	Traffic Control Barricades Type III	DAY	150.000	150.000
0298	643.0705	Traffic Control Warning Lights Type A	DAY	240.000	240.000
0300	643.0715	Traffic Control Warning Lights Type C	DAY	970.000	970.000
0302	643.0900	Traffic Control Signs	DAY	5,700.000	5,700.000
0304	643.0920	Traffic Control Covering Signs Type II	EACH	2.000	2.000
0306	643.3105	Temporary Marking Line Paint 4-Inch	LF	39,620.000	39,620.000
0308	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	34,800.000	34,800.000
0310	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	72.000	72.000
0312	643.5000	Traffic Control	EACH	0.500	0.500
0316	645.0120	Geotextile Type HR	SY	211.000	211.000
0318	645.0130	Geotextile Type R	SY	45.000	45.000
0320	646.1020	Marking Line Epoxy 4-Inch	LF	34,800.000	34,800.000
0322	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	69,100.000	69,100.000
0324	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	103,900.000	103,900.000
0326	646.9000	Marking Removal Line 4-Inch	LF	2,650.000	2,650.000
0328	648.0100	Locating No-Passing Zones	MI	6.530	6.530
0330	650.4500	Construction Staking Subgrade	LF	3,900.000	3,900.000
0332	650.5000	Construction Staking Base	LF	3,900.000	3,900.000
0334	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	930.000	930.000
0336	650.6000	Construction Staking Pipe Culverts	EACH	9.000	9.000
0344	650.8000	Construction Staking Resurfacing Reference	LF	30,565.000	30,565.000
0346	650.9911	Construction Staking Supplemental Control (project) 01. 1580-30-70	EACH	1.000	1.000
0352	650.9920	Construction Staking Slope Stakes	LF	3,900.000	3,900.000
0354	661.0101	Temporary Traffic Signals for Bridges (structure) 01. C-50-9701 STA 368+26	EACH	1.000	1.000
0356	661.0101	Temporary Traffic Signals for Bridges (structure) 02. 60-Inch Pipe STA 503+36	EACH	1.000	1.000
0358	690.0150	Sawing Asphalt	LF	2,700.000	2,700.000
0360	690.0250	Sawing Concrete	LF	480.000	480.000
0362	715.0502	Incentive Strength Concrete Structures	DOL	1,500.000	1,500.000
0364	740.0440	Incentive IRI Ride	DOL	26,200.000	26,200.000
0366	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	2.000	2.000
0368	SPV.0060	Special 01. Temporary Water Diversion Sta 368+26 72-Inch Pipe	EACH	1.000	1.000
0370	SPV.0060	Special 02. Temporary Water Diversion Sta 503+39 60-Inch Pipe	EACH	1.000	1.000
0372	SPV.0060	Special 03. Temporary Water Diversion Sta 603+55 B-50-42	EACH	1.000	1.000
0374	SPV.0060	Special 04. Temporary Water Diversion Sta 625+62 B-50-37	EACH	1.000	1.000
0382	SPV.0060	Special 08. Reestablish Section Corner Monuments	EACH	7.000	7.000
0384	SPV.0060	Special 09. Temporary Vehicle Detection Sta 368+26	EACH	1.000	1.000
0386	SPV.0060	Special 10. Base Aggregate Dense 1 1/4-Inch Pipe Trench	EACH	8.000	8.000
0388	SPV.0060	Special 11. Embedded Galvanic Anodes	EACH	7.000	7.000
0390	SPV.0060	Special 12. Strapping B-50-37	EACH	3.000	3.000
0394	SPV.0180	Special 01. Prepare Topsoil for Lawn Type Turf	SY	2,000.000	2,000.000
0398	SPV.0180	Special 03. Asphaltic Slope Stabilization	SY	140.000	140.000

3

CLEARING AND GRUBBING

LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMENT
423+00 - 424+00 P68	1	1	LT - PIPE AT KNOX RD
451+00 - 453+00 LT	0	2	LT DITCH CTH D NORTH
476+00 - 477+00	1	1	LT P70
583+00 - 584+00 LT River NE	1	1	LT P70
601+00 - 602+00 RT	1	1	RT GUARD RAIL
606+00 - 607+00 RT	1	1	RT GUARD RAIL
622+00 - 629+00 LT&RT	3	3	LT& RT GUARD RAIL
TOTAL	8	10	

REMOVING SMALL PIPE CULVERTS

LOCATION	TYPE	DIAMETER	LENGTH	203.0100 EACH
313+40 P63	CPRC	24	96	1
370+04 RT PE	CPCM	24	28	1
423+96 P68	CPRC	24	76	1
476+51 P70	CPRC	48	70	1
511+38 P72	CPRC	48	64	1
550+85 P73	CPRC	36	59	1
80+33 CTH D NORTH	CPPE	24	108	1
451+56 LT CE	CPCM	30	28	1
452+60 LT PE	CPCM	30	28	1
529+62 LT E BRANCH	CMCP	24	60	1
604+50 LT	CPCM	24	28	1
628+75 LT PE	CPCM	24	28	1
TOTAL				11

REMOVING STRUCTURE

LOCATION	TYPE	DIAMETER	LENGTH	203.0220 EACH
C-50-9701 STA 368+26 P66	CPRC	72	66	1
---------- STA 503+39 P71	CPRC	60	58	1

REMOVING CONCRETE PAVEMENT

LOCATION	204.0100 SY	LENGTH
313+40 RT P63 24"	27	8
368+26 RT P66 72"	66	20
476+51 RT P70 48"	30	9
503+40 RT P71 60"	67	20
511+38 RT P72 48"	37	11
550+85 RT P73 36"	33	10
WATER DIVERSION P66	20	6
WATER DIVERSION P71	20	6
WATER DIVERSION P73	20	6
TOTAL	300	

REMOVING ASPHALTIC SURFACE

LOCATION		204.0110 SY
KNOX	INTERSECTION	302
CTH D NORTH	INTERSECTION	326
STADIUM	INTERSECTION	400
CTH D SOUTH	INTERSECTION	471
E BRANCH	INTERSECTION	276
RIVER N	INTERSECTION	455
LUSTILA	SE	14
VENISON	NW, NE	48
PIKES PEAK	SW, SE	47
HILLCREST	NW	14
HARMONY	SW, SE	55
HANNULA	NW, NE	53
OLD 8	NW, NE	33
LITTLE CREEK	SW, SE	51
RIVER	SE, SW	40
OLD 8	NW, NE	24
625+06 - 625+94 LT	BEAM GUARD	60
625+18 - 626+20 RT	BEAM GUARD	70
603+38 - 603+87 LT	BEAM GUARD	33
603+38 - 603+87 RT	BEAM GUARD	33
UNDISTRIBUTED		195
TOTAL		3,000

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION	DIMENSIONS FT	204.0115 SY
286+35 - 287+35	60x30	200
UNDISTRIBUTED		50
TOTAL		250

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	204.0120 SY
LUSTILA	262
VENISON	289
PIKES PEAK	295
HILLCREST	362
HARMONY	315
HANNULA	295
OLD 8	199
LITTLE CREEK	284
RIVER - S	287
OLD 8	211
UNDISTRIBUTED	200
TOTAL	3,000

REMOVING CURB & GUTTER

LOCATION	204.0150 LF
KNOX	159
STADIUM/CTH D NORTH	309
CTH D SOUTH	164
E BRANCH	149
RIVER NORTH	154
TOTAL	935

TEMPORARY LANE SHIFT DURING CULVERT WORK

LOCATION	LANE SHIFT 208.1500.S EACH
313+40 RT P63 24"	1
368+26 RT P66 72"	1
423+96 RT P68 24"	1
476+51 RT P70 48"	1
503+40 RT P71 60"	1
511+38 RT P72 48"	1
550+85 RT P73 36"	1
TOTAL	7

PREPARE FOUNDATION FOR CIR BASE LAYER
BASE REPAIR FOR CIR LAYER

LOCATION	211.0700.S PREP FOUND EACH	211.0800.S BASE REPAIR CY
287+75 - 632+00	1	
UNDISTRIBUTED		330

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0101 EACH
PROJECT SIDE ROADS	1
LUSTILA	--
VENSION	--
PIKES PEAK	--
HILLCREST	--
HARMONY	--
HANNULA	--
W KNOX	--
CTH D/STADIUM	--
STADIUM	--
CTH D S	--
E RANCH	--
LITTLE CREEK	--
OLD 8	--
RIVER	--
OLD 8	--
TOTAL	1

OBLITERATING OLD ROAD

LOCATION	214.0100 STA
190+67 - 191+12	1

BASE AGGREGATE DENSE 3/4-INCH
BASE AGGREGATE DENSE 1 1/4-INCH

LOCATION		305.0110 BAD 3/4" TON	305.0120 BAD 1 1/4" TON
287+35 - 632+00		3200	--
SIDEROAD RADII	REMOVING ASPH SURF	750	--
SIDEROADS (10)	MILLING	500	950
SIDEROADS (6)	GRADE CHANGE	--	875
E BRANCH	RECONSTRUCT	--	265
SHOULDER/SLOPE WIDENING	PIPES, GUARD RAIL	--	3,400
423+96 P68	PIPE - RUBBULIZE	100	475
PE'S & CE'S (53)		530	400
UNDISTRIBUTED		220	235
TOTAL		5,300	6,600

SHAPING SHOULDERS

LOCATION	305.0500 STA
287+35 - 632+00 LT& RT	674

BASE PATCHING CONCRETE SHES
DRILLED TIE BARS
DRILLED DOWEL BARS
APHALTIC SURFACE

LOCATION		390.0403 SHES SY	416.0610 TIE BARS EACH	416.0620 DOWEL BARS EACH	465.0105 ASPH SURF TON
313+40	P63	27	3	56	8
368+26	C-50-9701/P66	57	6	56	16
P66	TEMP WATER DIVERSION	13	2	56	6
423+96	P68 USE BAD	0	0	0	28
476+51	P70	33	4	56	10
503+40	P71	67	8	56	19
P71	TEMP WATER DIVERSION	14	2	56	6
511+38	P72	33	4	56	10
550+86	P73	33	4	56	10
UNDISTRIBUTED		0	7	2	12
TOTAL		277	40	450	125

ASPHALTIC FLUMES

LOCATION	465.0315 SY
KNOX	20
STADIUM/CTH D North	40
CTH D South	30
E BRANCH	20
RIVER	30
UNDISTRIBUTED	20
TOTAL	160

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

ASPAHLTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL

LOCATION	465.0475 LF
293+50 - 632+00	29,420

CIR ASPHALTIC BASE LAYER
ASPHALT STABILIZING AGENT

LOCATION	327.1000.S CIR BASE SY	455.0770.S AGENT TON
287+75 - 632+00	116,000	620

HMA COLD WEATHER PAVING
TACK COAT
HMA PAVEMENT 4 MT 58-34 S

LOCATION	450.4000 COLD WEATHER TON	455.0605 TACK COAT GAL	460.6244 HMA 4 MT 58-34 S TON
287+35 - 632+00	--	3,900	13,300
SIDEROADS (11)	--	170	1,300
UNDISTRIBUTED	7,000	--	--
TOTAL	7,000	4,070	14,600

ASPHALTIC SURFACE TEMPORARY — 465.0125

LOCATION	TON
344+50 - 371+00 RT P66 STAGE1 SHOULDERS	50
499+75 - 506+50 RT P71 STAGE1 SHOULDERS	50
RT P66 STAGE3 LANE SHIFT	65
RT P71 STAGE3 LANE SHIFT	75
WATER DIVERSION TRENCH P66	5
WATER DIVERSON TRENCH P71	5
TOTAL	240

PWL MIXTURE USE TABLE - ACCEPTANCE CRITERIA

LOCATION	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS INCHES	QUALITY MANAGEMENT PROGRAMS TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	287+35 - 632+00	UPPER LAYER	CIR	4 MT 58-28 S	10,300	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
3 FOOT SHOULDER	287+35 - 632+00	UPPER LAYER	CIR	4 MT 58-28 S	3,000	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS* (6)	287+35 - 632+00	LOWER LAYER	BAD	4 MT 58-28 S	300	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (10)	287+35 - 632+00	LOWER LAYER	MILLED SURFACE	4 MT 58-28 S	350	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS	287+35 - 632+00	UPPER LAYER	HMA	4 MT 58-28 S	650	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE

*BAD SURFACE: W KNOX, CTH D/STADIUM, CTH D SOUTH, E BRANCH, RIVER N
**MILLED SURFACE: LUSTILA, VENSION, PIKES PEAK, HILLCREST, HARMONY, HANNULA, OLD 8 LITTLE CREEK, RIVER S, OLD 8

3

CULVERT PIPE CORRUGATED STEEL
CULVERT PIPE CORRUGATED POLYETHYLENE
APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 4:1

	PIPE			ENDWALLS		
	521.3124	521.3130	530.0130	521.1505	521.1506	MINIMUM STEEL
	24-INCH	30-IN STEEL	30-IN POLY	24-INCH	30-INCH	THICKNESS
LOCATION	LF	LF	LF	EACH	EACH	INCHES
450+20 RT STADIUM			13		1	
451+76 LT CE		34			2	0.064
452+60 LT PE		34			2	0.064
109+64 LT LITTLE CRK	6	—	—	1	1	0.064
TOTAL	6	68	13	1	6	

PIPE ARCH CORRUGATED STEEL
ENDWALLS FOR PIPE ARCH SLOPED SECTION STEEL

	PIPE	ENDWALLS	MINIMUM
	521.3728	521.1228	STEEL
	28x20-INCH	28x20-INCH	THICKNESS
LOCATION	LF	EACH	INCHES
E BRANCH 100+50	60	2	0.064

3

CULVERT PIPE REINFORCED CONCRETE
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE
MARKERS CULVERT END

	PIPE							ENDWALLS							
	522.0124	522.0172	522.0448	522.0460	522.2419	522.2429	522.2434	522.1024	522.1048	522.1060	522.1072	522.2619	522.2629	522.2634	633.5200
	CLASS III	CLASS III	CLASS IV	CLASS IV	CLASS HE IV	CLASS HE IV	CLASS HE IV								MARKERS
	24-INCH	72-INCH	48-INCH	60-INCH	19x30-INCH	29x45-INCH	34x53-INCH	24-INCH	48-INCH	60-INCH	72-INCH	19x30-INCH	29x45-INCH	34x53-INCH	CULVERT END
LOCATION	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
313+40 P63	96							2							2
368+26 P66		84									2				2
423+96 P68	72							2							2
476+51 P70							64							2	2
503+39 P71				80						2					2
511+38 P72			66						2						2
550+86 P73						48							2		2
80+35 CTH D NORTH					108							2			
120+35 RIVER NW	6							1							
120+35 RIVER NE	8							1							
TOTAL	**182**	**84**	**66**	**80**	**108**	**48**	**64**	**6**	**2**	**2**	**2**	**2**	**2**	**2**	**14**

CONCRETE CURB & GUTTER
6" SLOPED 36" TYPE D

	601.0557
LOCATION	LF
KNOX	350
STADIUM/CTH D NORTH	325
CTH D SOUTH	160
E BRANCH	160
RIVER RD	170
TOTAL	1,165

ANCHORING CONCRETE BARRIER TEMPORARY PRECAST
CONCRETE BARRIER TEMPORARY PRECAST DELIVERED, INSTALLED
CRASH CUSHIONS TEMPORARY

	603.8000	603.8125	603.8500	614.0905	BACK	OBJECT MARKING	CRASH			CRASH
	DELIVERED	INSTALLED	ANCHORING	CUSHIONS	WIDTH	PATTERN	LEVEL	TRAFFIC	TRAFFIC	CUSHION
LOCATION	LF	LF	LF	EACH	FT	(SIGN PLATE)	TEST	DIRECTION	LOCATION	SHIELDS
367+75 LT STAGE 4 P66				1	2	OM-3R(W5-25-L)	TL-2	UNIDIRECTIONAL	RT	TEMP BARRER END
367+75 RT STAGE 4				1	2	OM-3R(W5-25-R)	TL-2	UNIDIRECTIONAL	LT	TEMP BARRER END
368+75 LT STAGE 4				1	2	OM-3R(W5-25-L)	TL-2	UNIDIRECTIONAL	RT	TEMP BARRER END
368+75 RT STAGE 4				1	2	OM-3R(W5-25-R)	TL-2	UNIDIRECTIONAL	LT	TEMP BARRER END
367+25 LT STAGE 5				1	2	OM-3R(W5-25-L)	TL-2	UNIDIRECTIONAL	LT	TEMP BARRER END
367+75 - 368+75 LT STAGE 4	100	100	100							
367+75 - 368+75 RT STAGE 4	100	100	100							
367+50 - 368+75 LT STAGE 5	0	125	125							
502+50 LT STAGE 4 P71				1	2	OM-3R(W5-25-L)	TL-2	UNIDIRECTIONAL	RT	TEMP BARRER END
502+50 LT STAGE 4				1	2	OM-3R(W5-25-L)	TL-2	UNIDIRECTIONAL	LT	TEMP BARRER END
504+00 RT STAGE 4				1	2	OM-3R(W5-25-R)	TL-2	UNIDIRECTIONAL	RT	TEMP BARRER END
504+00 LT STAGE 4				1	2	OM-3R(W5-25-L)	TL-2	UNIDIRECTIONAL	LT	TEMP BARRER END
505+25 RT STAGE 5				1	2	OM-3R(W5-25-R)	TL-2	UNIDIRECTIONAL	LT	TEMP BARRER END
503+00 - 504+00 LT STAGE 4	100	100	100							
503+00 - 504+00 RT STAGE 4	100	100	100							
503+00 - 504+00 RT STAGE 5	0	100	100	—						
TOTAL	400	625	425	10						

TRAFFIC CONTROL SUMMARY

LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 LIGHTS TYPE A DAY	643.0715 LIGHTS TYPE C DAY	643.0900 SIGNS DAY
287+35 - 632+00	3,365	150	240	970	5,700

TRAFFIC CONTROL COVERING SIGNS TYPE II

LOCATION	MESSAGE	643.0920 EACH	*NUMBER OF CYCLES
49+37 RT HARMONY	STOP	1	1
HARMONY	STOP AHEAD	1	1
TOTAL		2	

*COVER SIGNS DURING TEMPORARY TRAFFIC SIGNAL USE, FROM STAGE 3 THRU STAGE 7, ONE CYCLE

MARKING SUMMARY

LOCATION	646.1020 EPOXY 4-INCH LF	646.1040 GROOVED WET REF EPOXY 4-INCH LF	646.6464 COLD WEATHER 4-INCH LF	643.3120 TEMP EPOXY 4-INCH LF
287+75 - 632+00				
YELLOW CENTERLINE	34,800	0	34,800	34,800
WHITE EDGELINE	0	69,100	69,100	0
TOTAL	**34,800**	**69,100**	**103,900**	**34,800**
LAYER	UPPER	UPPER	UPPER	UPPER
LOCATION	centerline after rumble strips	edgeline	center, edgeline	centerline before rumble strips

LOCATING NO PASSING ZONES

LOCATION	648.0100 MI
287+35 - 632+00	6.53

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

PERMANENT SIGNING

SIGN #	Pipe / SR	STA	LOCATION/DIRECTION LT	RT	SIGN MESSAGE OR CODE	634.0616 POSTS WOOD 4"x6"x16' EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
2	P63	31300		E	<= Vension Dr Pikes Peak Rd =>		1		
15	P66	36890	E		NO PASSING ZONE		1		
21	DITCH	40504	W		HANNULARA RD ==>		1		
22	DITCH	40796	E		NO PASSING ZONE		1		
25	P68	42470		N	STOP		1		
33	CTH D - N	44980		E	County D				
				E	LA SA				
34	CTH D - N	45030	S		STOP		1		
35	CTH D - N	45030		S	County D		1		
					LA				
					US 8				
					DA				
36	CTH D - N	45130	W		County D		1		
					RA				
37	STADIUM	45095		N	STOP		1		
43	P70	47620		E	County D		1		
					RA				
47	CTH D - S	47730		N	STOP		1		
48	CTH D - S	47750		N	County D		1		
					LA				
					US 8				
					DA				
49	P70	47815		E	EAST		1		
					US 8				
52	E BRANCH	52930	S		STOP		1		
61	RIVER RD	58230	S		STOP		1		
63	RIVER RD	58350	E		NO PASSING ZONE		1		
66	OLD 8	60268		E	<== OLD 8		1		
					UNDISTRIBUTED	2	2	1	1
					TOTAL	2	19	1	1

MARKING LINE REMOVAL

LOCATION		646.9000 4-INCH LF
364+50 - 366+25	CL SKIPS	44
370+00 - 372+00	CL SKIPS	50
370+00 - 372+00	CL SOLID	200
364+50 - 372+00	LT EDGELINE	750
365+50 - 367+50	RT EDGELINE	250
369+00 - 370+50	RT EDGELINE	100
499+50 - 501+25	CL SKIPS	44
505+40 - 506+90	CL SKIPS	50
499+50 - 506+90	LT EDGELINE	750
499+50 - 501+25	RT EDGELINE	250
504+40 - 506+50	RT EDGELINE	100
UNDISTRIBUTED		62
TOTAL		2,650

TEMORARY MARKING LINE PAINT 4-INCH
TEMORARY MARKING STOP LINE REMOVEABLE TAPE 18-INCH

LOCATION		643.3105 PAINT 4-INCH YELLOW CL LF	PAINT 4-INCH WHITE EDGELINE LF	643.3850 STOP LINE TAPE 18-INCH LF
287+75-632+00 CIR,MILLED (		34,800		
P66, P71	STAGE 2		590	0
P66, P71	STAGE 2		574	0
P66, P71	STAGE 3		693	30
P66, P71	STAGE 3		568	30
HARMONY				12
P66, P71	STAGE 4		589	0
P66, P71	STAGE 4		565	0
P66, P71	STAGE 5		685	0
P66, P71	STAGE 5		556	0
	SUBTOTAL	34,800	4,820	
TOTAL			39,620	72

SILT FENCE

SILT FENCE MAINTENANCE

LOCATION		628.1504 SILT FENCE LF	628.1520 MAINT LF
311+73 - 314+23 LT	P63	270	270
311+60 - 315+15 RT	P63	345	345
367+15 - 369+18 LT	P66	245	245
366+62 - 369+70 RT	P66 RT	300	300
390+96 - 392+61 LT	C-50-928	200	200
387+47 - 391+70 RT	C-50-928 RT	450	450
476+00 - 477+15 LT	P70	190	190
474+75 - 476+80 RT	KNOX SW	245	245
477+30 - 476+80 RT	KNOX SE	200	200
502+72 - 503+90 LT	P71	180	180
501+25 - 505+30 RT	P71	410	410
510+80 - 511+90 LT	P72	130	130
510+10 - 513+10 RT	P72	335	335
550+40 - 551+10 LT	P73	130	130
549+40 - 552+10 RT	P73	330	330
555+10 - 555+40 RT	LITTLE CRK SW	40	40
600+90 - 603+35 LT	B-50-42	265	265
600+70 - 607+10 RT	B-50-42	700	700
622+55 - 625+50 LT	B-50-37	295	295
622+30 - 624+30 RT	B-50-37	210	210
626+00 - 628+10 RT	B-50-37	270	270
UNDISTRIBUTED		1,210	1,210
TOTAL		6,950	6,950

ROCK BAGS

LOCATION*	628.7570 EACH
389+78 RT	15
391+10 LT	15
502+72 RT	15
503+85 RT	15
511+05 RT	15
512+00 RT	15
550+68 RT	15
551+21 RT	15
601+75 RT	15
603+15 LT	15
604+00 RT	15
605+75 RT	15
623+40 LT	15
625+00 LT	15
624+10 RT	15
UNDISTRIBUTED	90
TOTAL	315

*SILT FENCE RELEIF

TEMPORARY DITCH CHECKS

LOCATION	628.7504 LF
UNDISTRIBUTED	200

CULVERT PIPE CHECKS

LOCATION			628.7555 EACH
313+40	P63	24-INCH	3
423+96	P68	24-INCH	3
476+51	P70	48-INCH	10
511+38	P72	48-INCH	10
550+86	P73	36-INCH	8
450+00 LT	CTH D N	19x30	5
450+00 RT	STADIUM	30-INCH	5
451+51 LT	PE	30-INCH	5
452+42 LT	PE	30-INCH	5
529+33 E	BRANCH	28x20	5
582+22 LT	RIVER	24-INCH	3
UNDISTRIBUTED			13
TOTAL			75

3

3

TRAFFIC CONTROL SUMMARY

LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 LIGHTS TYPE A DAY	643.0715 LIGHTS TYPE C DAY	643.0900 SIGNS DAY
287+35 - 632+00	3,365	150	240	970	5,700

TRAFFIC CONTROL COVERING SIGNS TYPE II

LOCATION	MESSAGE	643.0920 EACH	*NUMBER OF CYCLES
49+37 RT HARMONY	STOP	1	1
HARMONY	STOP AHEAD	1	1
TOTAL		2	

*COVER SIGNS DURING TEMPORARY TRAFFIC SIGNAL USE, FROM STAGE 3 THRU STAGE 7, ONE CYCLE

MARKING SUMMARY

LOCATION	646.1020 EPOXY 4-INCH LF	646.1040 GROOVED WET REF EPOXY 4-INCH LF	646.6464 COLD WEATHER 4-INCH LF	643.3120 TEMP EPOXY 4-INCH LF
287+75 - 632+00				
YELLOW CENTERLINE	34,800	0	34,800	34,800
WHITE EDGELINE	0	69,100	69,100	0
TOTAL	**34,800**	**69,100**	**103,900**	**34,800**
LAYER	UPPER	UPPER	UPPER	UPPER
LOCATION	centerline after rumble strips	edgeline	center, edgeline	centerline before rumble strips

LOCATING NO PASSING ZONES

LOCATION	648.0100 MI
287+35 - 632+00	6.53

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

PERMANENT SIGNING

SIGN #	Pipe / SR	STA	LOCATION/DIRECTION LT	RT	SIGN MESSAGE OR CODE	634.0616 POSTS WOOD 4"x6"x16' EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
2	P63	31300		E	<= Vension Dr Pikes Peak Rd =>		1		
15	P66	36890	E		NO PASSING ZONE		1		
21	DITCH	40504	W		HANNULARA RD ==>		1		
22	DITCH	40796	E		NO PASSING ZONE		1		
25	P68	42470		N	STOP		1		
33	CTH D - N	44980		E	County D				
				E	LA SA				
34	CTH D - N	45030	S		STOP		1		
35	CTH D - N	45030		S	County D LA US 8 DA		1		
36	CTH D - N	45130	W		County D RA		1		
37	STADIUM	45095		N	STOP		1		
43	P70	47620		E	County D RA		1		
47	CTH D - S	47730		N	STOP		1		
48	CTH D - S	47750		N	County D LA US 8 DA		1		
49	P70	47815		E	EAST US 8		1		
52	E BRANCH	52930	S		STOP		1		
61	RIVER RD	58230	S		STOP		1		
63	RIVER RD	58350	E		NO PASSING ZONE		1		
66	OLD 8	60268		E	<== OLD 8		1		
					UNDISTRIBUTED	2	2	1	1
					TOTAL	2	19	1	1

MARKING LINE REMOVAL

LOCATION		646.9000 4-INCH LF
364+50 - 366+25	CL SKIPS	44
370+00 - 372+00	CL SKIPS	50
370+00 - 372+00	CL SOLID	200
364+50 - 372+00	LT EDGELINE	750
365+50 - 367+50	RT EDGELINE	250
369+00 - 370+50	RT EDGELINE	100
499+50 - 501+25	CL SKIPS	44
505+40 - 506+90	CL SKIPS	50
499+50 - 506+90	LT EDGELINE	750
499+50 - 501+25	RT EDGELINE	250
504+40 - 506+50	RT EDGELINE	100
UNDISTRIBUTED		62
TOTAL		2,650

TEMORARY MARKING LINE PAINT 4-INCH
TEMORARY MARKING STOP LINE REMOVEABLE TAPE 18-INCH

LOCATION		643.3105 PAINT 4-INCH YELLOW CL LF	PAINT 4-INCH WHITE EDGELINE LF	643.3850 STOP LINE TAPE 18-INCH LF
287+75-632+00 CIR,MILLED (		34,800		
P66, P71	STAGE 2		590	0
P66, P71	STAGE 2		574	0
P66, P71	STAGE 3		693	30
P66, P71	STAGE 3		568	30
HARMONY				12
P66, P71	STAGE 4		589	0
P66, P71	STAGE 4		565	0
P66, P71	STAGE 5		685	0
P66, P71	STAGE 5		556	0
	SUBTOTAL	34,800	4,820	
TOTAL			39,620	72

CONSTRUCTION STAKING

LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
632+00 - 841+00			930		30,565	
312+00 - 314+25	700	700				700
367+50 - 369+00	150	150				150
387+00 - 392+00	135	135				135
399+00 - 408+00	150	150				150
422+00 - 425+50	800	800				800
449+00 - 453+75	200	200				200
502+85 - 504+00	240	240				240
509+00 - 512+00	575	575				575
550+00 - 552+73	100	100				100
600+80 - 607+00	100	100				100
623+50 - 629+50	150	150				150
SIDE ROADS						
W KNOX	100	100				100
CTH D NORTH	200	200				200
STADIUM	0	0				0
CTH D SOUTH	120	120				120
E BRANCH	80	80				80
RIVER N	100	100				100
313+40 P63				1		
368+26 P66				1		
424+00 P68				1		
474+00 P70				1		
503+39 P71				1		
511+38 P72				1		
550+86 P73				1		
80+35 CTH D N				1		
100+50 E BRANCH				1		
TOTAL	3,900	3,900	930	9	30,565	3,900

TEMPORARY TRAFFIC SIGNALS FOR BRIDGES
TEMPORARY VEHICLE DETECTION

LOCATION	661.0101.01 SIGNALS EACH	661.0101.02 SIGNALS EACH	SPV.0060.09 DETECTION EACH
C-50-9701 368+26 72" CP	1		1
C-50-0928 503+39 60" CP		1	

REESTABLISH SECTION CORNER MONUMENTS

LOCATION		DESCRIPTION	SPV.0060.08 EACH
291+50	2.6' LT	SECTION CORNER - LUSTILA	1
345+30	16' LT	SECTION CORNER - HILLCREST	1
371+63	5' LT	SECTION CORNER - HARMONY	1
450+67	8' LT	SECTION CORNER - CTH D NORTH	1
477+03	12' RT	SECTION CORNER - CTH D SOUTH	1
503+35	0' RT	SECTION CORNER - P71	1
529+64	5.7' LT	SECTION CORNER - E BRANCH	1
TOTAL			7

SAWING CONCRETE

690.0250

LOCATION	LF
CULV PIPES - BASE PATCHING	
313+40 P63	60
368+26 P66	60
WATER DIVERSION P66	60
476+51 P70	60
503+40 P71	60
WATER DIVERSION P71	60
511+38 P72	60
550+85 P73	60
TOTAL	480

FERTILIZER FOR LAWN TYPE TURF
PREPARE TOPSOIL FOR LAWN TYPE TURF

LOCATION	SPV.0030.01 FERTILIZER CWT	SPV.0180.01 TOPSOIL SY
PROJECT	2	
387+47 - 391+70 RT C-50-928		175
449+00 - 454+00 LT, RT CTH D NORTH		1,150
'528+50 - 529+50 LT		175
UNDISTRIBUTED		500
TOTAL	2	2,000

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

SAWING ASPHALT

LOCATION			690.0150 LF	INTERSECTION QUADRANT NW	NE	SW	SE
491+50	LUSTILA	SE	125				125
317+00	VENISON	NW, NE	287	120	167		
317+00	PIKES PEAK	SW, SE	287			161	126
345+00	HILLCREST	NW	127	127			
368+26	HARMONY	SW, SE	289			162	127
398+00	HANNULA	NW, NE	290	135	155		
423+45	P68		30				
424+42	P68		30				
424+36	KNOX	69+00	24				
450+67	CTH D NORTH	81+00	28				
477+00	CTH D SOUTH	88+80	24				
556+00	OLD 8	NW, NE	212	116	96		
556+00	LITTLE CREEK	SW, SE	300			169	131
538+00	RIVER	SE, SW	265			143	122
609+00	OLD 8	NW, NE	197	102	95		
UNDISTRIBUTED			185				
TOTAL			2,700				

TEMPORARY WATER DIVERSION

LOCATION			EACH	SPV #
368+26	P66	72" CP	1	SPV.0060.01
503+39	P71	60" CP	1	SPV.0060.02
603+55	B-50-42	2-10x8 Box Culv	1	SPV.0060.03
625+62	B-50-37	2-10x8 Box Culv	1	SPV.0060.04

BASE AGGREGATE DENSE 1 1/4-INCH PIPE TRENCH

LOCATION		SPV.0060.10 EACH	INFORMATION ONLY BAD TONS	TRENCH WIDTH FT
ML PIPES				
313+40	P63	1	12	8
368+26	C-50-9701/P66	1	25	17
368+26	TEMP WATER DIVERSION	1	4	6
476+51	P70	1	13	10
503+40	P71	1	30	20
503+30	TEMP WATER DIVERSION	1	7	6
511+38	P72	1	16	10
550+86	P73	1	14	10
TOTAL		8	120	

DIVISION -70	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0400 MARSH EXCAVATION (6)	REDUCED MARSH IN FILL (8) FACTOR 0.10	EXPANDED MARSH BACKFILL (10) FACTOR 1.50	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.30	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW
DIVISION 70													
XS1_ML	288+00 / 343+00	P63	180	0	180	0	0	0	694	902	-722	0	722
XS2_ML	343+00 / 418+00	P66, C-50-928, DITCH	1,314	0	1,314	467	47	701	291	378	936	936	701
XS3_ML	419+00 / 523+00	KNOX - P72	812	0	812	1,515	152	2,273	512	666	146	146	2,273
XS4_E BRANCH	100+50 / 101+45	E BRANCH RD	67	0	67	0	0	0	12	16	51	51	0
XS4_ML	528+09 / 587+00	E BRANCH - RIVER, P73	286	80	206	313	31	470	175	228	-22	0	492
XS4B_ML	600+83 / 607+00	B-50-42	374	0	374	210	21	315	256	333	41	41	315
XS5_ML	607+00 / 630+00	B-50-37	516	0	516	0	0	0	590	767	-251	0	251
P68 TRANSITION	423+99	KNOX RD	331	0	330	0	0	0	330	429	-429	330	427
DIVISION -70 SUBTOTAL			3,880	80	3,469	2,505	251	3,758	2,530	3,289	180	1,175	5,180
GRAND TOTAL			3,880	80	3,469	**2,505**	251	3,758	2,530	3,289	180	1,175	**5,180**
	TOTAL COMMON EXC		**3,880**										

NOTES:

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

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) MARSH EXCAVATION - BACKFILLED WITH BORROW MATERIAL OR SUTIABLE COMMON EXCAVATON

(8) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = 0.10

(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH BORROW MATERIAL. MARSH BACKFILL FACTOR = 1.5. ITEM NUMBER 208.0100

(13) EXPANDED FILL FACTOR = 1.30 **EXPANDED FILL = (UNEXPANDED FILL - REDUCED MARSH) * 1.3**

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY = EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS = SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

TRANSPORTATION PROJECT PLAT NO: 1580-30-20 - 4.01

THAT PART OF THE SW ¼ OF THE SE ¼, SECTION 34, T36N R3E, TOWN OF KNOX, PRICE COUNTY, WISCONSIN.

RELOCATION ORDER USH 8, PRENTICE - BRADLEY, (LUSTILLA ROAD - CTH YY) PRICE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES (WCCS), PRICE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY AND REFERENCE LINE FOR USH 8 IS ESTABLISHED FROM DJ 7211

SCHEDULE OF LANDS & INTERESTS REQUIRED					
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW H.E. SQ. FT.	T.L.E. SQ. FT.	P.L.E. ACRES
3	NATHAN D. HEIKKINEN	HE	5160	-	-

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

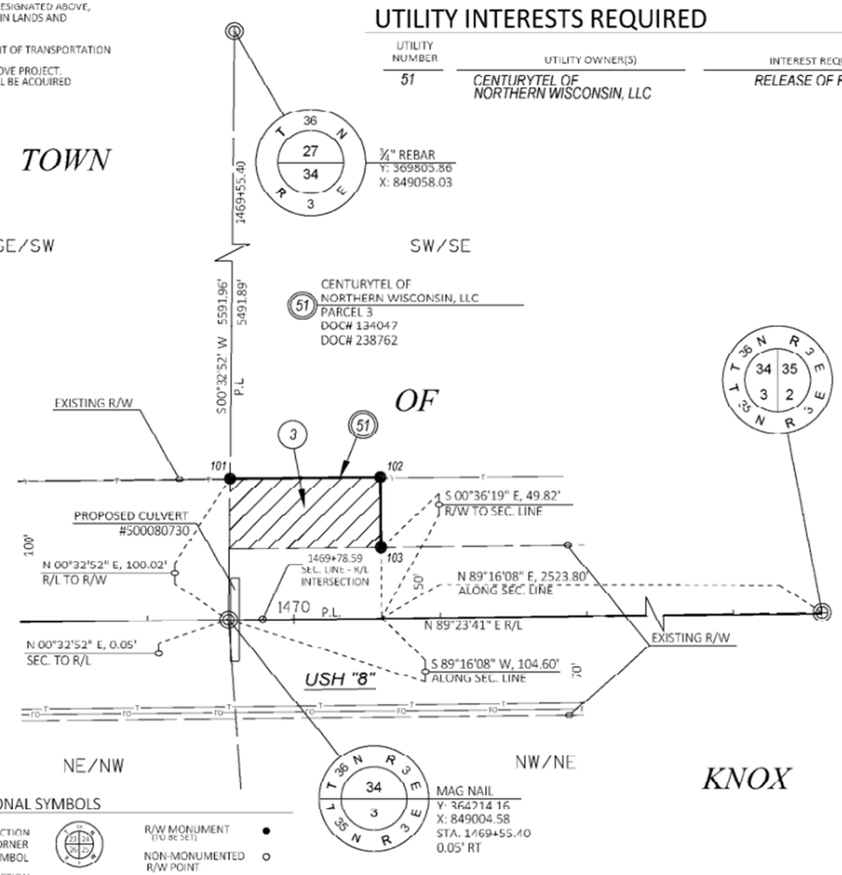
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	CENTURYTEL OF NORTHERN WISCONSIN, LLC	RELEASE OF RIGHTS

Document No. 395165
SYLVIA R. KERNER
PRICE COUNTY, WI
REGISTER OF DEEDS
RECEIVED FOR RECORD
September 30, 2021
AT 08:56 AM
RECORDING FEE: $25.00

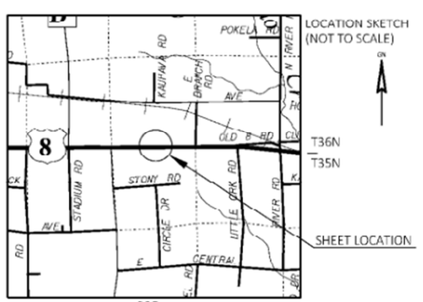
PAGES:1 By: CD*
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-20-4.01
AMENDMENT NO.___



STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
101	1469+57.44	100.00' LT
102	1470+60.00	100.00' LT
103	1470+60.00	50.00' LT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
101-102	N89° 23' 41"E	102.59'
102-103	S00° 36' 19"E	50.00'



CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING / TO BE REMOVED
- BRIDGE / CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED) IP
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN / OFF-PREMISE SIGN

	COMPENSABLE	NON COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER 25
- UTILITY NUMBER 40
- PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

- WATER
- GAS
- TELEPHONE
- OVERHEAD TRANSMISSION LINES
- ELECTRIC
- CABLE TELEVISION
- FIBER OPTIC
- SANITARY SEWER
- STORM SEWER
- ELECTRIC TOWER

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF TANGENCY	PT
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE
AHEAD	AH	POINT OF BEGINNING	POB
ALUMINUM	ALUM	POINT OF CURVATURE	PC
AND OTHERS	ET AL	POINT OF COMPOUND CURVE	PCC
BACK	BK	POINT OF INTERSECTION	PI
BLOCK	BLK	PROPERTY LINE	PL
CENTERLINE	C/L	RECORDED AS	(100')
CERTIFIED SURVEY MAP	CSM	REEL / IMAGE	R/I
CONCRETE	CONC	REFERENCE LINE	R/L
COUNTY	CO	REMAINING	REM
COUNTY TRUNK HIGHWAY	CTH	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DISTANCE	DIST	RIGHT	RT
CORNER	COR	RIGHT OF WAY	R/W
DOCUMENT NUMBER	DOC	SECTION	SEC
EASEMENT	EASE	SEPTIC VENT	SEPV
EXISTING	EX	SQUARE FEET	SF
GAS VALVE	GV	STATE TRUNK HIGHWAY	STH
GRID NORTH	GN	STATION	STA
HIGHWAY EASEMENT	HE	TELEPHONE PEDESTAL	TP
IDENTIFICATION	ID	TEMPORARY LIMITED EASEMENT	TLE
LAND CONTRACT	LC	TRANSPORTATION PROJECT PLAT	TPP
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFREY T. BROCK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Jeffrey T. Brock DATE 9/28/21
PRINT NAME: JEFFREY T. BROCK
REGISTRATION NUMBER: S-2642

WISCONSIN JEFFREY T. BROCK S-2642 RHINELANDER WISCONSIN PROFESSIONAL LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL - RHINELANDER
SIGNATURE: Brent L Stella DATE: 9/28/21
PRINT NAME: BRENT L STELLA

FILE NAME : N:\PDS\C3D\15803000\RW\PRW.DWG
APPRAISAL PLAT DATE : 9/13/2021
PLOT DATE : 9/28/2021 4:14 PM
PLOT BY : BROCK, JEFFREY T
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
1580-30-20-4.01

PROJECT NO: 158-30-70	HWY: USH 8	COUNTY: PRICE	RIGHT OF WAY PLAT	SHEET: 79	E

FILE NAME : 15803002-mq-ppt PLOT DATE 03-13-22 PLOT BY : dotbyh PLOT NAME : _____ PLOT SCALE : 1:1

4

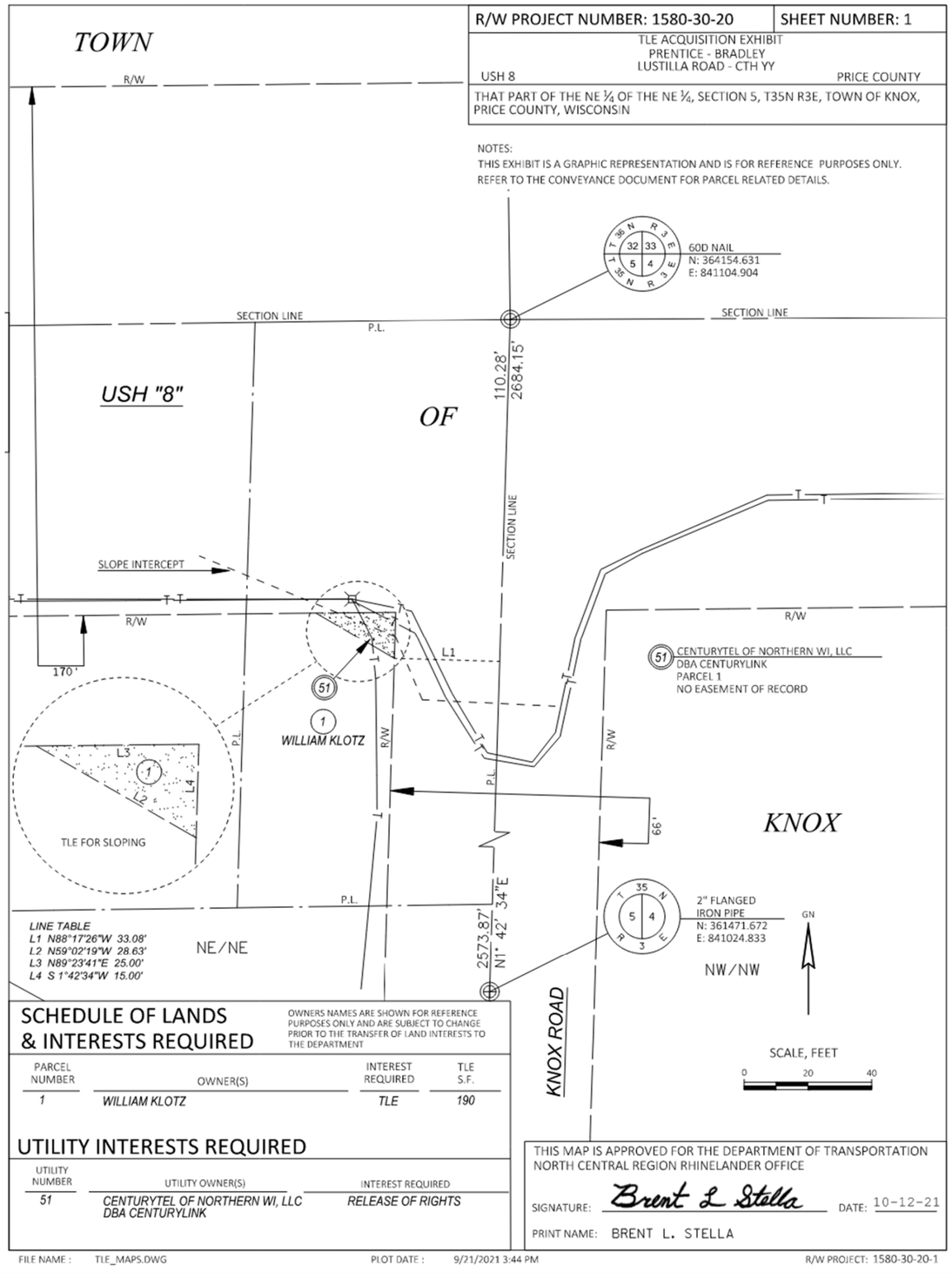
R/W PROJECT NUMBER: 1580-30-20 | SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
PRENTICE - BRADLEY
LUSTILLA ROAD - CTH YY

USH 8 — PRICE COUNTY

THAT PART OF THE NE ¼ OF THE NE ¼, SECTION 5, T35N R3E, TOWN OF KNOX, PRICE COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	WILLIAM KLOTZ	TLE	190

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	CENTURYTEL OF NORTHERN WI, LLC DBA CENTURYLINK	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION RHINELANDER OFFICE

SIGNATURE: Brent L Stella DATE: 10-12-21

PRINT NAME: BRENT L. STELLA

FILE NAME : TLE_MAPS.DWG PLOT DATE : 9/21/2021 3:44 PM R/W PROJECT: 1580-30-20-1

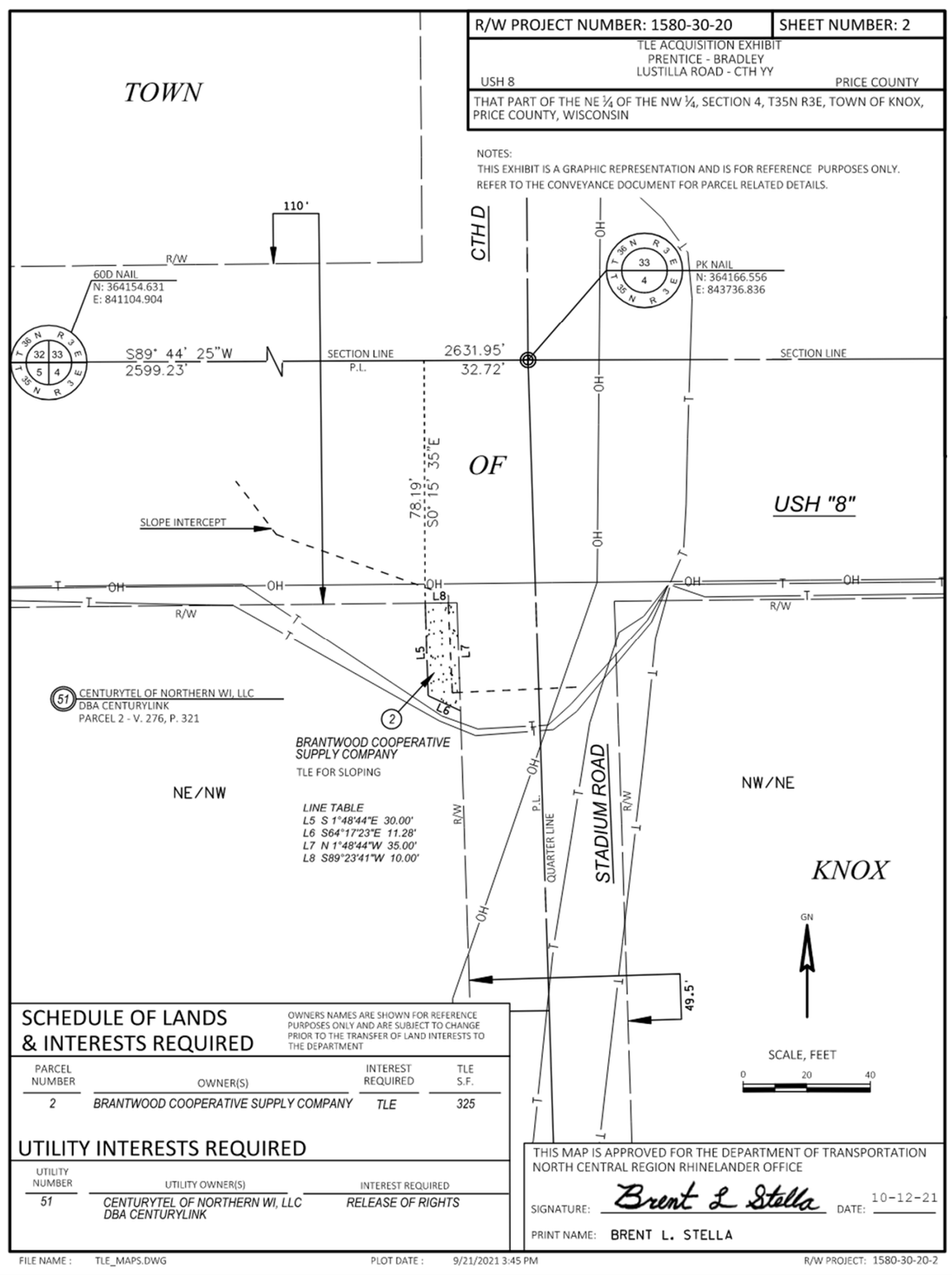
R/W PROJECT NUMBER: 1580-30-20 | SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
PRENTICE - BRADLEY
LUSTILLA ROAD - CTH YY

USH 8 — PRICE COUNTY

THAT PART OF THE NE ¼ OF THE NW ¼, SECTION 4, T35N R3E, TOWN OF KNOX, PRICE COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
2	BRANTWOOD COOPERATIVE SUPPLY COMPANY	TLE	325

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	CENTURYTEL OF NORTHERN WI, LLC DBA CENTURYLINK	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION RHINELANDER OFFICE

SIGNATURE: Brent L Stella DATE: 10-12-21

PRINT NAME: BRENT L. STELLA

FILE NAME : TLE_MAPS.DWG PLOT DATE : 9/21/2021 3:45 PM R/W PROJECT: 1580-30-20-2

4

PROJECT NO: 158-30-70	HWY: USH 8	COUNTY: PRICE	RIGHT OF WAY PLAT	SHEET: 80	E

FILE NAME : 15803002-mq-ppt PLOT DATE 03-13-22 PLOT BY : dotbyh PLOT NAME : _____ PLOT SCALE : 1:1

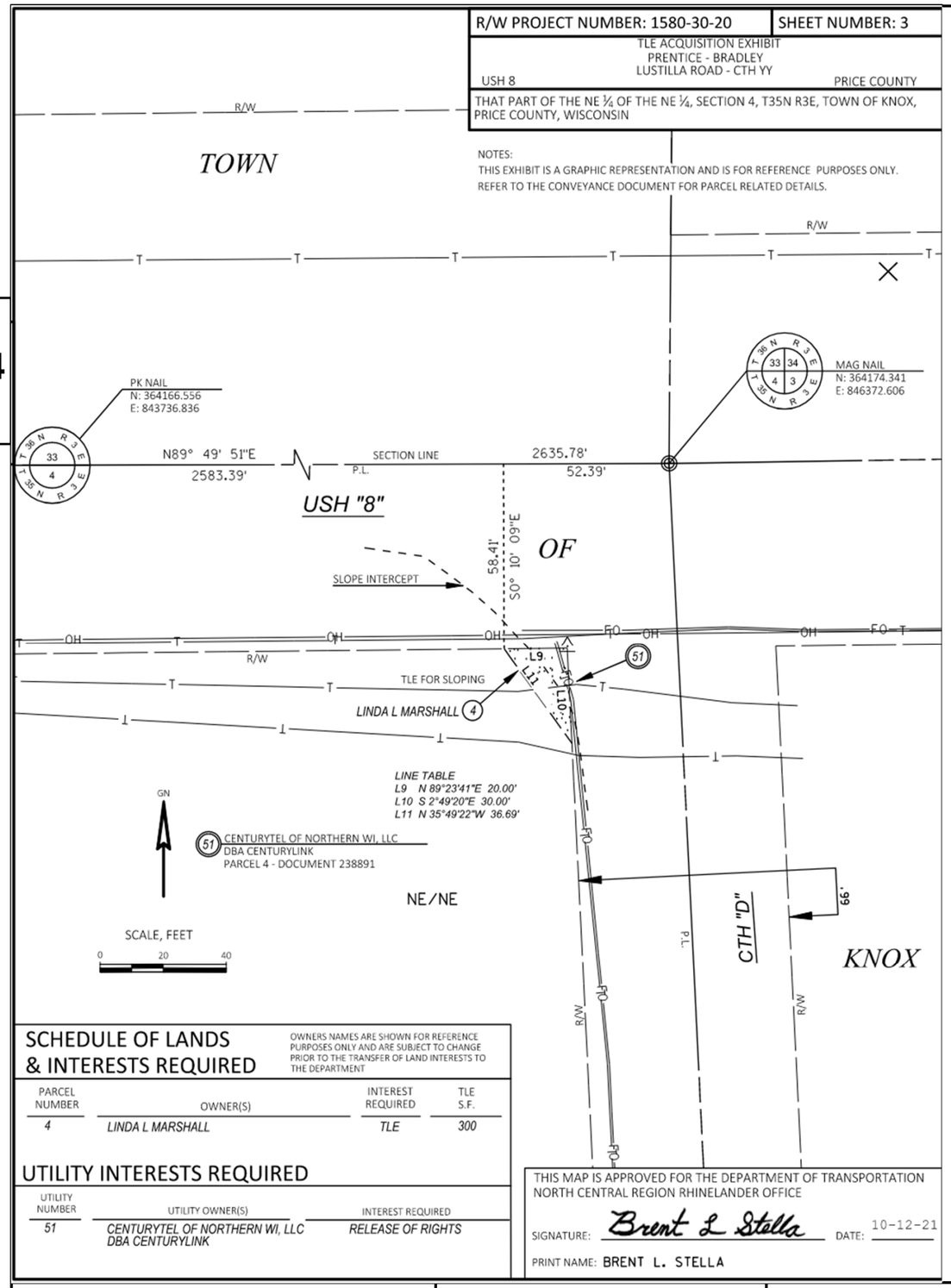
R/W PROJECT NUMBER: 1580-30-20	SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
PRENTICE - BRADLEY
LUSTILLA ROAD - CTH YY

USH 8 — PRICE COUNTY

THAT PART OF THE NE ¼ OF THE NE ¼, SECTION 4, T35N R3E, TOWN OF KNOX, PRICE COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
4	LINDA L MARSHALL	TLE	300

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	CENTURYTEL OF NORTHERN WI, LLC DBA CENTURYLINK	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION RHINELANDER OFFICE

SIGNATURE: Brent L Stella DATE: 10-12-21

PRINT NAME: BRENT L. STELLA

PROJECT NO: 158-30-70	HWY: USH 8	COUNTY: PRICE	RIGHT OF WAY PLAT	SHEET: 81	E

FILE NAME : 15803002-mq-ppt PLOT DATE 03-13-22 PLOT BY : dotbyh PLOT NAME : _____ PLOT SCALE : 1:1

STA 288+902 LT
BAD PE

STA 291+55 LT
BAD FE

STA 293+50 LT
BAD PE

STA 306+22 LT
BAD PE

BEGIN PROJECT
STA 287+75

MATCH EXISTING
BUTT JOINT REQUIRED

PT: 288+89.01

WAYMAN RD

280 285 290 295 300 305 310

S89° 50' 23"E

STA 291+50.07 USH 8 =
STA 10+00.00 LUSTILA

TYPE C INTERSECTION
MATCH STA 9+25
SEE DETAIL

CURVE 1
PI STA = 282+59.21
Y = 364095.776
X = 826907.326
DELTA = 25°37'40"
D = 2°00'00"
T = 651.60'
L = 1281.39'
R = 2864.79'
PC STA = 276+07.61
PT STA = 288+89.01
BK = N64° 31' 57"E
AH = S89° 50' 23"E
SE = 4.5%

WESTBERG TREE FARM
W2793

LUSTILA RD

LUSTILA

N

STA 316+85 LT
BAD PE

STA 315+75 LT
BAD PE

STA 317+70 LT PE
BAD PE

VENISON RD

VENISON

STA 317+89.67 USH 8 =
STA 35+00.00 VENSION

TYPE C INTERSECTION
MATCH STA 35+80
SEE DETAIL

STA 321+90 LT
BAD PE

PI: 340+26.80

310 315 320 325 330 335 340

S89° 50' 23"E

STA 313+40 P63
50008003520
1-24" CPRC REMOVE
1-24" CPRC REQUIRED

1-24" CP TEMP RT REQUIRED
LANE SHIFT RT REQUIRED

SEE DETAIL

63

STA 317+92.57 USH 8 =
STA 30+00.00 PIKES PEAK

TYPE C INTERSECTION
MATCH STA 29+18

SEE DETAIL

PIKES PEAK RD

PIKES PEAK

STA 323+40 P64
50008003521
1-36" CPRC
NO WORK REQUIRED

STA 332+25 RT
BAD PE

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN	SHEET 82	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\052200-PN.DWG
LAYOUT NAME - 052201

PLOT DATE : 9/28/2022 12:15 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1"= 200'_XREF

WISDOT/CADDS SHEET 44

STA 340+90 LT
BAD PE

HILLCREST

STA 345+26.32 USH 8 =
STA 40+00.00 HILLCREST
TYPE C INTERSECTION
MATCH 40+83

SEE DETAIL

STA 353+88 LT
BAD PE

STA 69+72 LT
BAD PE

N

PI: 340+26.80

STA 341+90 RT
BAD PE

STA 345+50 RT FE
BAD PE

STA 368+26 P66
50008003522
REMOVING STRUCTURE C-50-9701 P66
1-72" CPRC
1-72" CPRC REQUIRED

SALVAGE GUARDRAIL LT & RT
NO GUARDRAIL REQUIRED LT & RT

SEE DETAIL

STA 370+04 RT
1-24" CMCP RE
RESTORE DITCH

5

STA 69+72 LT
BAD PE

STA 377+50 LT
BAD PE

STA 381+75 LT
BAD FE

STA 385+50 LT
BAD PE

STA 397+93.74 USH 8 =
STA 60+19.30 HANNULA
TYPE C INTERSECTION
MATCH 60+78
SEE DETAIL

HANNULA

STA 371+66.81 USH 8 =
STA 50+00.00 HARMONY
TYPE C INTERSECTION
MATCH 49+21
SEE DETAIL

HARMONY RD

STA 370+04 RT
1-24" CMCP REMOVE
RESTORE DITCH LINE

STA 382+50 RT
BAD PE

STA 390+02
C-50-928
10x6x53 BOX CULVERT
REPAIR SOUTH HEADWALL
MGS GUARDRAIL 3 AND 3L REQUIRED
SEE DETAIL

STA 391+40 RT
BAD PE

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN	SHEET 83	E

STA 399+00 - 408+00
DITCH GRDING LT
SEE DETAIL

STA 408+00 P67
50008003523
1-24" CPRC
NO WORK REQUIRED

STA 411+00 LT
BAD PE

STA 424+28 LT
BAD FE

STA 423+96 P68
50008003524
1-24" CPRC REMOVE
1-24" CPCM REQUIRED
68

SEE DETAIL

N

400 405 410 415 N89° 39' 31"E 420 425 430

USH 8

SIGN

W1715W

69

PI: 421+99.46

STA 424+36.75 USH 8 =
STA 70+00.00 W KNOX
CONSTRUCT TYPE D INTERSECTION
MATCH 69+00
SEE DETAIL

W KNOX

N4861 W KNOX RD

*W1881

RUINS

*W1713
PE

STA 400+50 RT
BAD PE

STA 409+75 RT FE
BAD PE

STA 411+00 RT
BAD FE

STA 416+35 RT
BAD FE

STA 420+35 RT
BAD FE

5

5

STA 451+58.89 USH 8 =
STA 80+00 CTH D NORTH, STADIUM RD

CONSTRUCT TYPE D INTERSECTION CTH D NORTH
1-24"x108' CPHDPE REMOVE LT
1-19"x30" CPRCHE LT REQUIRED

CONSTRUCT TYPE D INTERSECTION STADIUM RD
1-30" CPHDPE EXTENSION RT REQUIRED

MATCH 81+00
SEE DETAIL

STA 450+00 LT
HISTORICAL SCHOOL
SHPO ARCH SITE
DO NOT DISTURB
SAFETY FENCE REQUIRED

STA 81+00 LT
BAD PE

STA 451+60 LT PE BAD
1-30" CPCM REMOVE
1-30" CPCM REQUIRED

STA 452+60 LT PE BAD
1-30" CPCM REMOVE
1-30" CPCM REQUIRED

STA 457+65 LT
BAD PE

CTH D

84

82

80

4907 CTH D

HISTORIC SCHOOL

SEPTIC

SAFETY FENCE

*W1444

*W1458

*W1446

*W1580

*W1615

*W1593

*N4853

*W1511 FLAG

CREDIT UNION *W1505

CREDIT UNION
AKA FORMER CORNER STONE
GROUND WATER CONTAMINATION

*N4848

COMMUNITY CENTER

STADIUM RD

STA 433+92 LT
BAD FE

STA 436+65 LT
BAD PE

STA 440+25 LT
BAD PE

430 435 N89° 33' 41"E 440 445 450 455 460

USH 8

SIGN

STA 435+63 RT
BAD FE

STA 438+85 RT
BAD PE

STA 448+50 RT
BAD CE

STA 455+07 RT
BAD FE

LEGEND

ZONE OF PETEROLEUM HYDROCARDON CONTAMINATION GROUNDWATER AT ESTIMATED DEPTH OF 9' BELOW EXISTING GRADE

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN	SHEET 84	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\052200-PN.DWG
LAYOUT NAME - 052205

PLOT DATE : 10/29/2022 9:52 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1"= 200'_XREF

STA 472+50 LT
BAD PE

STA 478+42 LT
BAD PE

STA 468+74 P69
50008003525
NO WORK REQUIRED

STA 476+51 P70
50008003526
1-48" CPRC REMOVE
1-48" CPRC REQUIRED

70

SEE DETAIL

N

450 455 N80° 23' 41"E 470 475 480 485 490

STA 478+70 RT
BAD PE

STA 476+99.82 USH 8 =
STA 90+00.00 CTH D

CONSTRUCT TYPE D INTERSECTION
MATCH 89+00

SEE DETAIL

STA 473+00 RT
BAD FE

5

5

STA 496+92 LT
BAD PE

STA 506+65 LT
BAD FE

490 495 500 505 510 515 N80° 23' 41"E 520

STA 511+38 P72
50008003528
1-48" CPRC REMOVE
1-48" CPRC REQUIRED

72

SEE DETAIL

STA 503+39 P71
50008003527
REMOVING STRUCTURE P71
1-60" X 58' CPRC
1-60" CPRC REQUIRED

SALVAGE GUARD RAIL LT & RT
NO GUARDRAIL REQUIRED LT & RT

SEE DETAIL

STA 491+50 RT
BAD PE

STA 507+00 RT
BAD PE

STA 514+40 RT
BAD PE

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN	SHEET 85	E

STA 527+47 LT
BAD PE

STA 529+61.41 USH 8 =
STA 100+00.00 E BRANCH RD

CONSTRUCT TYPE D INTERSECTION
1-24" CPCM REMOVE
1-28"x20" PACS REQUIRED
MATCH 100+71

SEE DETAIL

N

5

STA 521+58 RT
BAD PE

STA 536+38 RT
BAD FE

STA 543+38 RT
BAD FE

5

STA 554+67 LT
BAD PE

PT: 111+36.26

PT: 563+11.00

PC: 110+66.08

PC: 556+66.93

STA 550+86 P73
50008003529
1-36" CPRC REMOVE
1-29"x45" CPRCHE REQD

73

SEE DETAIL

STA 555+96.80 USH 8 =
STA 110+00.00 LITTLE CREEK

CONSTRUCT TYPE D INTERSECTION LT
MATCH 110+63

TYPE C INTERSECTION RT
1-24" CMCP EXTENSION REQUIRED
MATCH 109+27

SEE DETAIL

CURVE 2
PI STA = 559+89.31
Y = 364273.935
X = 854658.288
DELTA = 6°26'26"
D = 1°00'00"
T = 322.37'
L = 644.07'
R = 5729.58'
PC STA = 556+66.93
PT STA = 563+11.00
SE = 2.7%

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN	SHEET 86	E

STA 586+84 P74
50008003530
1-30" CPRC
NO WORK REQUIRED

CURVE 3
PI STA = 597+12.35
Y = 363895.337
X = 858362.715
DELTA = 10°45'52"
D = 1°30'00"
T = 359.87'
L = 717.63'
R = 3819.72'
PC STA = 593+52.48
PT STA = 600+70.11
SE = 3.7%

STA 604+50 RR FE
REMOVE FE
1-24" CPCM REMOVE

PC: 593+52.48

PT: 600+70.11

602+96.10 18.27'
603+55.35 18.27'
604+11.60 18.27'
604+96.25 W.27'

N

S84° 09' 52"E

N85° 04' 16"E

STA 582+78.40 USH 8 =
STA 120+00.00 RIVER RD

CONSTRUCT TYPE D INTERSECTION LT
1-24" CPCM EXTENSION REQUIRED
MATCH 121+02

CONSTRUCT TYPE C INTERSECTION RT
MATCH 119+25

SE DETAIL

STA 603+55
B-50-42 TWIN 10x8x60 BOX CULVERT
HEADWALL AND CONCRETE SURFACE REPAIR

MGS GUARD RAIL 3 AND 3 L (LONG SPAN)
LT & RT REQUIRED

SEE DETAIL

STA 591+07 RT
BAD PE

STA 600+17 RT
BAD PE

STA 625+62
B-50-0037 TWIN 10x8x67 BOX CULVERT
CONCRETE SURFACE REPAIR REQUIRED
STRAPPING AT 4 WING WALLS REQUIRED
MGS GUARDRAIL 3 AND 3K REQUIRED

SEE DETAIL

STA 628+75 LT
BAD PE
1-24" CPCM REMOVE
1-24" CPCS REQUIRED

END PROJECT 1580-30-70
STA 632+00

STA 638+44.84 USH 8 =
STA 150+00.00 CLIFFORD DR
CONSTRUCT TYPE D INTERS
MATCH 151+50
SEE DETAIL

STA 634+69.37 USH 8 =
STA 140+00.00 CTH YY

CONSTRUCT TYPE C INTERSECTION LT
MATCH 140+64

CONSTRUCT TYPE B1 MODIFIED INTERSECTION RT
MATCH 139+00 W = 33'
ADJUST STEEL PLATE BEAM GUARD
BEAM GUARD CLASS A - EXEND EAST ENDS
STEEL PLATE BEAM GUARD EAT (4)

SEE DETAIL

STA 639+
BAD FE

STA 609+70.14 USH 8 =
STA 130+00.00 OLD 8
TYPE C INTERSECTION
MATCH 130+57

SEE DETAIL

STA 591+07 RT
BAD PE

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN	SHEET 87	E

STA 399 - 408+00 LT
DITCH GRADING
SEE PLAN DETAILS AND XS

BAD SURFACE
DEAD END ROAD
ATV ROUTE

66' R/W

HANNULA RD

61+00

397+44.37
-58.00'

398+62.29
-78.00'

WETLAND BOUNDARY

WETLAND BOUNDARY

WETLAND BOUNDARY

WETLAND BOUNDARY

100' R/W

70' R/W

RCCP . 24

RCCP 24

RCCP 24

SIGN

BRUSH

396 398 400 402 404 406 408 410

CP FENO9
1688.404
2009

STA 397+93.62 USH 8 =
STA 60+00.00 HANNULA RD
TYPE C INTERSECTION

REMOVING ASPHALTIC SURFACE MILLING
SAWING ASPHALT - NW, NE RADII

STA 400+45 RT PE
BAD SURFACE
W1881

#W1881

#W1713
PE

RUINS

P67
NO WORK

BEGIN CONSTRUCTION
STA 399+00 LT
MATCH EXISTING

END CONSTRUCTION
STA 408+00 LT
MATCH EXISTING

N

5

5

STA 399+97.22
EL 1694.52

STA 407+99.89
EL 1702.96

USH 8 PROPOSED PROFILE

USH 8 EXISTING GROUND

SPECIAL DITCH LT PROFILE

0.74%

0.65%

STA 398+34 LT
24" CPRC PIPE EXISTING
ELEV 1688.00

STA 398+64.00
EL 1688.95

STA 404+00.00
EL 1692.89

STA 408+01.00
EL 1695.50

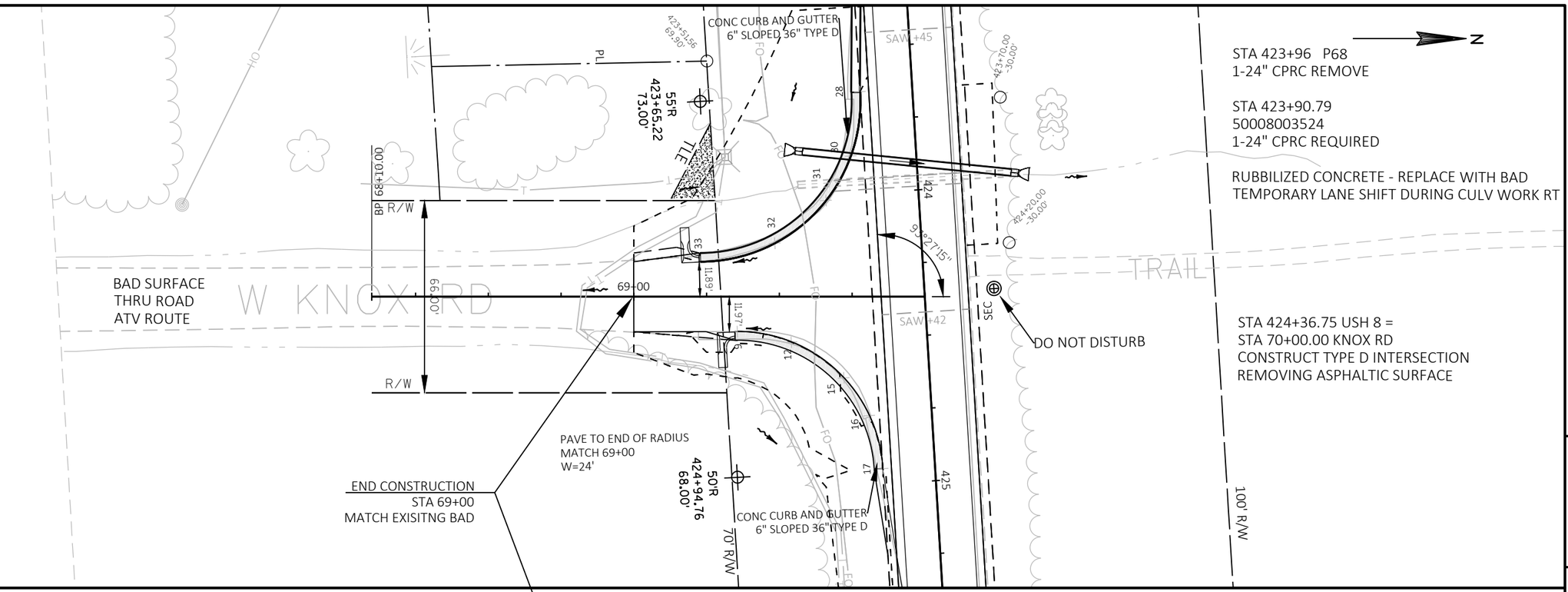
STA 408+00 LT
24" CPRC PIPE TO REMAIN
ELEV 1695.73

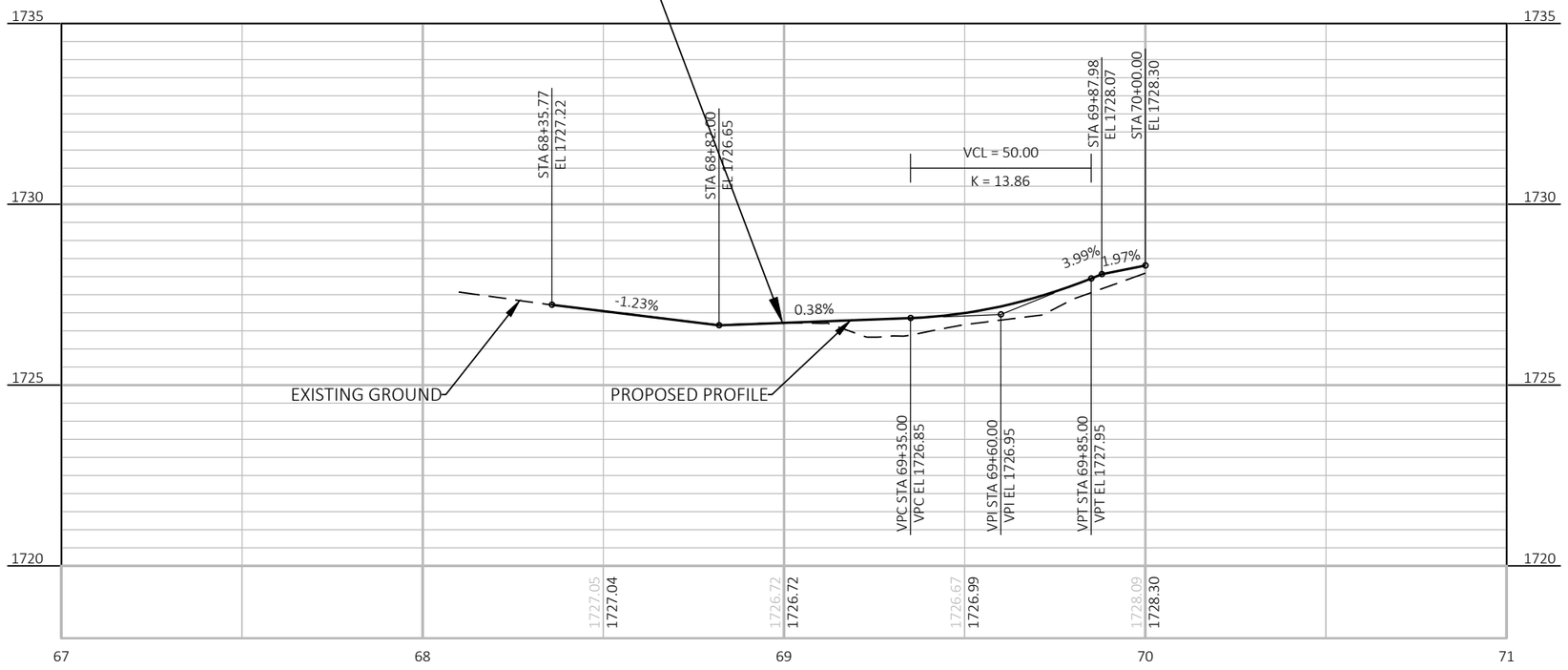
1715 1710 1705 1700 1695 1690 1685 1680

1691.03 1691.24 1692.16 1692.37 1693.34 1693.55 1694.34 1694.55 1695.32 1695.53 1696.33 1696.54 1697.31 1697.52 1698.35 1698.56 1699.34 1699.55 1700.44 1700.65 1701.54 1701.75 1702.76 1702.97 1703.90 1704.11 1705.34 1705.55

397 398 400 402 404 406 408 410

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: STA 399+00 - 408+00 DITCH GRADING LT	SHEET 88	E





PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: KNOX RD	SHEET 89	E

STA 450+67.23 USH 8 =
STA 80+00 CTH D NORTH
CONSTRUCT TYPE D INTERS LT & RT
REMOVING ASPHALTIC SURFACE

STA 80+35
REMOVING SMALL PIPE CULVERTS
1-24"x108' CPHDPE

STA 79+63 1-30"
CPHDPE EXTENSION RT

CONC CURB AND GUTTER
6" SLOPED 36" TYPE D

STA 450+00 LT - 80+82 LT
SHPO SITE - DO NOT DISTURB BEYOND R/W
SAFETY FENCE REQUIRED

SAFETY FENCE

50' R
449+98.84
68.00'

40'R
450+07.07
58.00'

5.32'
8°48'27"

R/W

MATCH +02

MON PK

91°40'44"

SAWCUT
W = 28'

+00

BEGIN CONSTRUCTION
STA 79+02
MATCH EXISTING BAD

40' R
451+13.56
58.00'

CONC CURB AND GUTTER
6" SLOPED 36" TYPE D

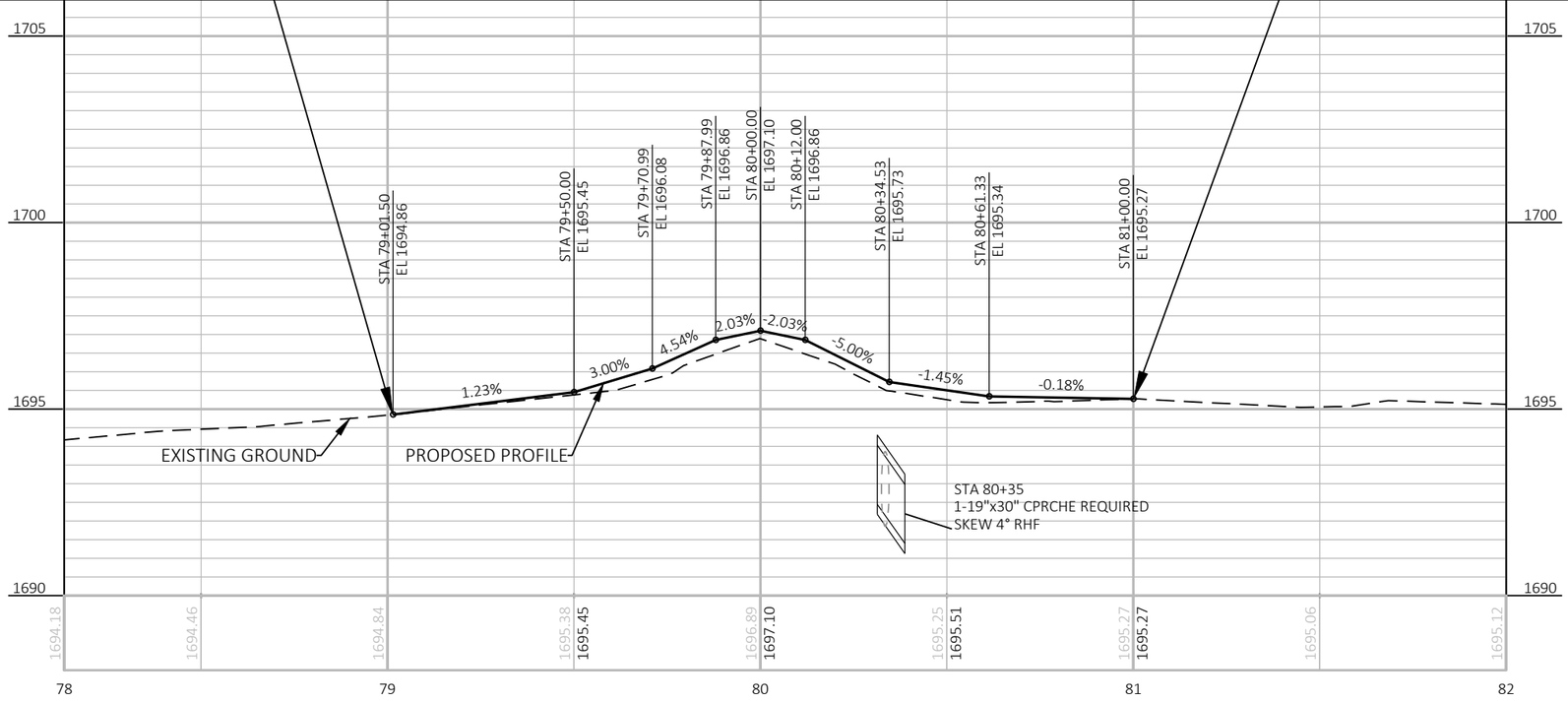
2013
1695.346
CP FEN013

60'R
451+33.50
-78.00'

STA 451+76 LT PE
1-30" CPCM REMOVE
1-30" CPCM REQUIRED

END CONSTRUCTION
STA 81+00
MATCH EXISTING
SAWING ASPHALT

HISTORIC SCHOOL
4907 CTH D
#W1438
COMMUNITY CENTER #N48
IUM RD
CTH D



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: CTH D NORTH	SHEET 90	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR2_KNOX_STAD_CTHD_PLPR.DWG
LAYOUT NAME - 050102-cth d
PLOT DATE : 11/8/2022 9:13 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WETLAND BOUNDARY

476+28.42
82.00'
60'R

ASPH SURFACE
THRU ROAD

CTH D

88

89

CONC CURB AND GUTTER
6" SLOPED 36" TYPE D

477

SEC

WETLAND BOUNDARY

BRUSH/TREES

N

STA 476+99.82 USH 8 =
STA 90+00.00 CTH D SOUTH
CONSTRUCT TYPE D INTERSECTION
REMOVING ASPHALTIC SURFACE

STA 476+51 P70
1-48" CPRC REMOVE
1-34"x53" CPRCHE REQUIRED
LANE SHIFT RT REQUIRED

END CONSTRUCTION
STA 88+80
MATCH EXISTING
SAWING ASPHALT

477+57.65
62.00'
40'R

WETLAND BOUNDARY

2015
1661.765
CP FENO15

5

5

VCL = 75.00

K = 29.52

STA 88+50.00
EL 1664.48

STA 89+87.99
EL 1665.46

STA 90+00.00
EL 1665.70

-0.54%

2.00%

2.01%

EXISTING GROUND

PROPOSED PROFILE

VPC STA 88+82.50
VPC EL 1664.30

VPI STA 89+20.00
VPI EL 1664.10

VPT STA 89+57.50
VPT EL 1664.85

1670
1665
1660
1657

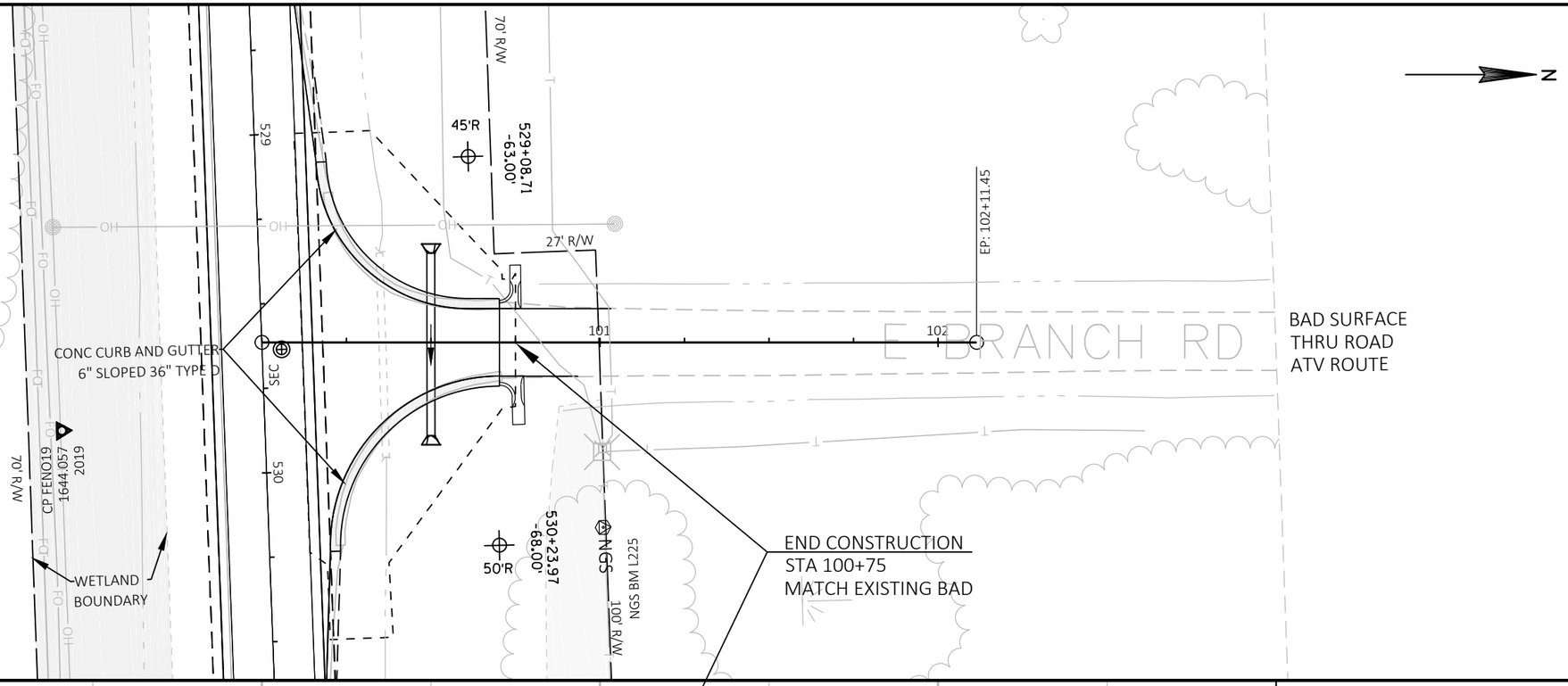
1664.69
1664.61
1664.48 1664.48
1664.35 1664.34
1664.23 1664.26
1664.21 1664.38
1664.42 1664.71
1664.76 1665.20
1665.49 1665.70

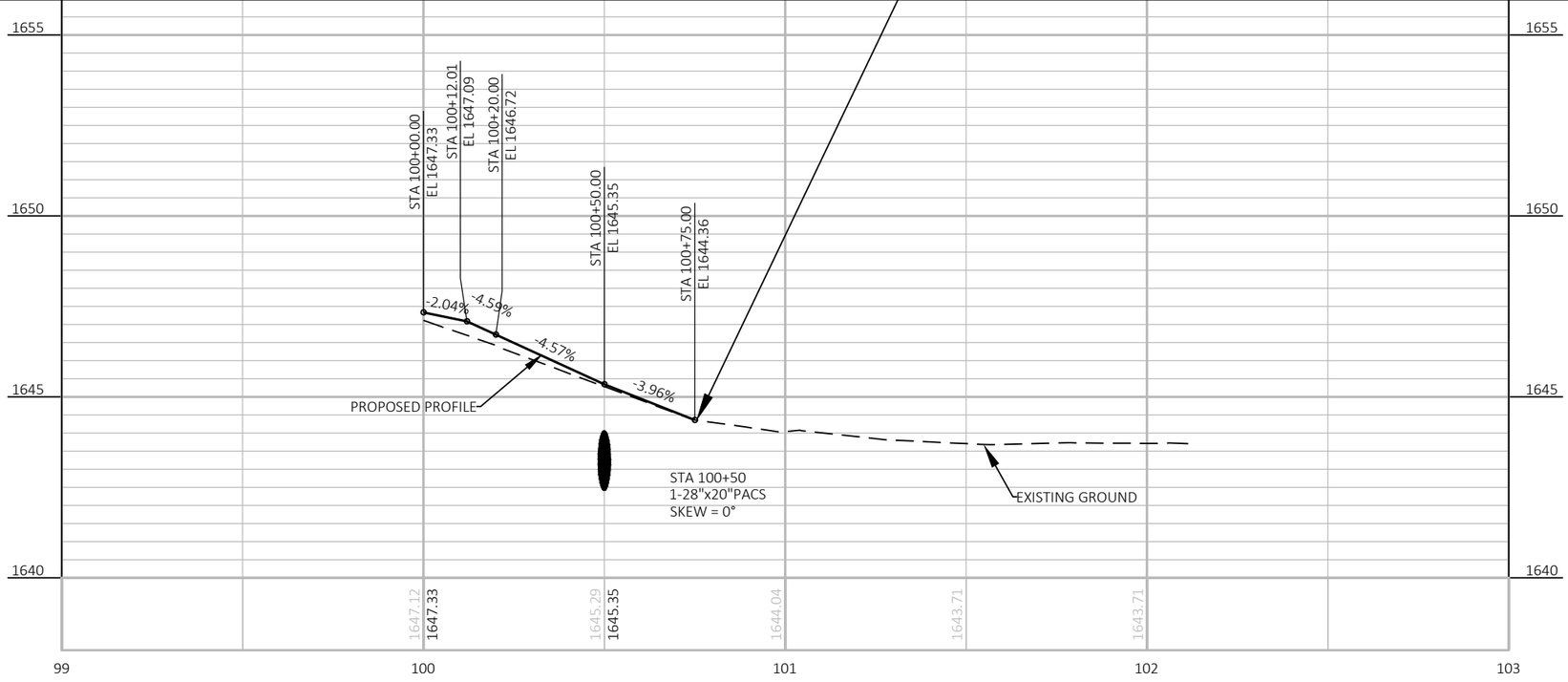
87
88
89
90
91

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: CTH D SOUTH	SHEET 91	E

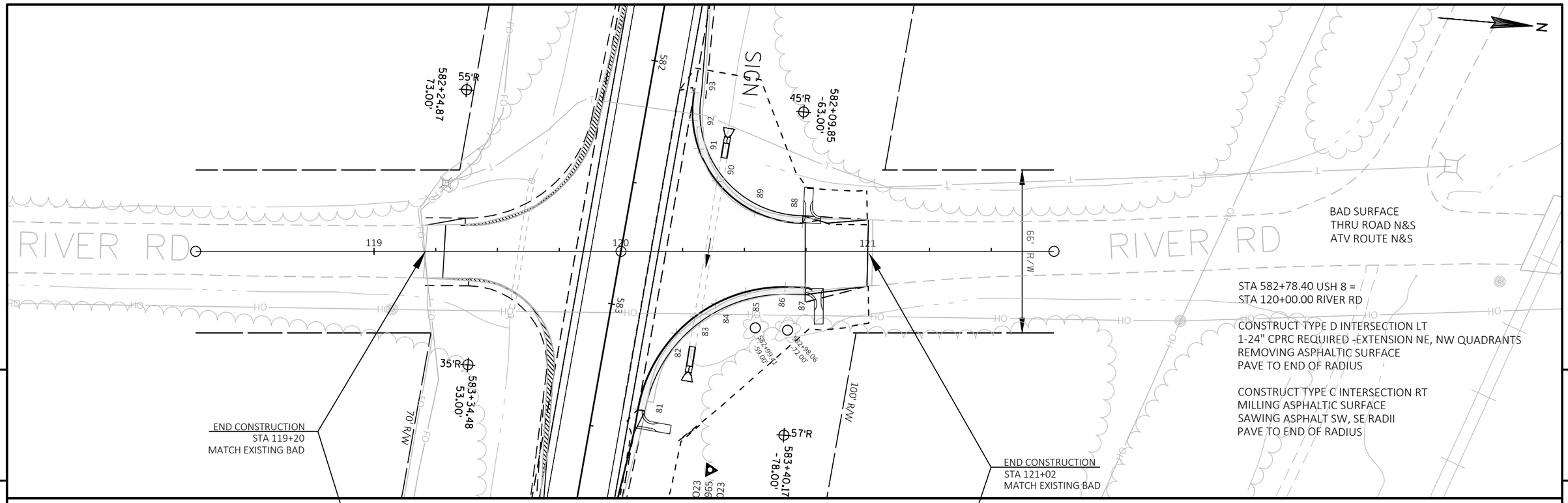
STA 529+61.41 USH 8 =
STA 100+00 E BRANCH RD
CONSTRUCT TYPE D INTERSECTION

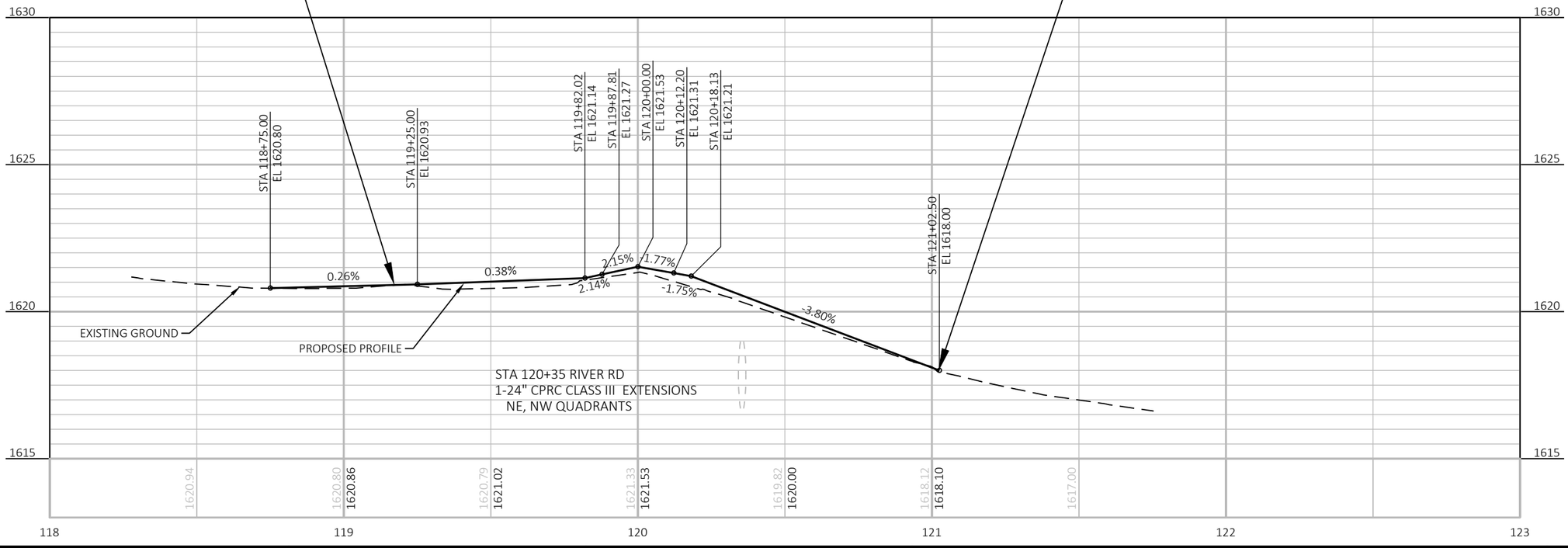
REMOVING ASPHALTIC SURFACE
1-24"x60' CPCM REMOVE





PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: E BRANCH RD	SHEET 92	E





PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: RIVER RD	SHEET 93	E

Standard Detail Drawing List

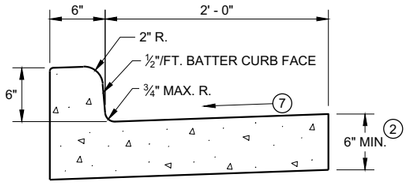
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
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)
14B43-04B	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
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D33-07	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING

6

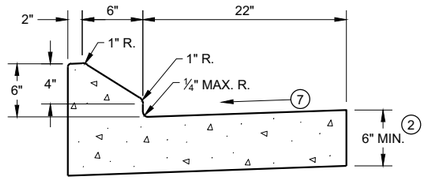
Standard Detail Drawing List

15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

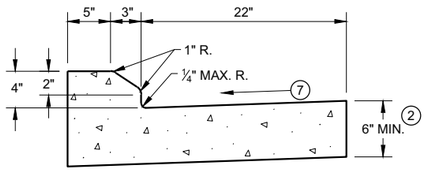
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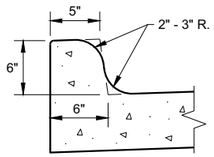
TYPES A (1) & D



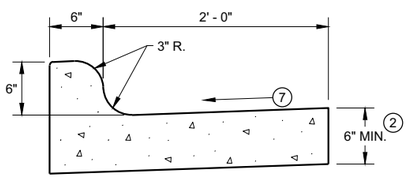
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

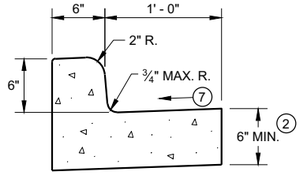


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



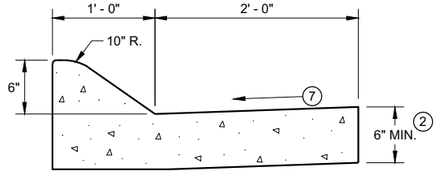
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

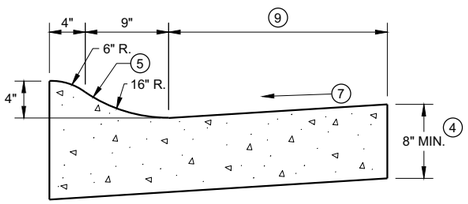
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

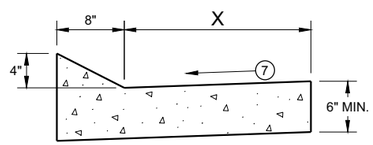
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

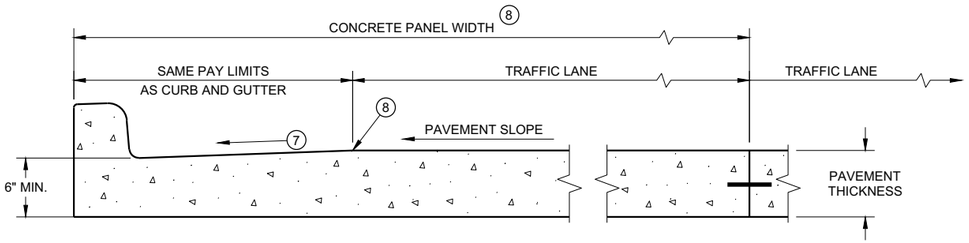


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

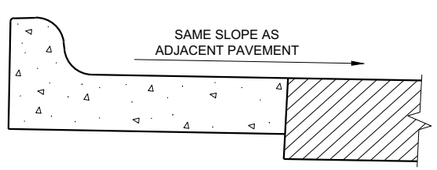
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

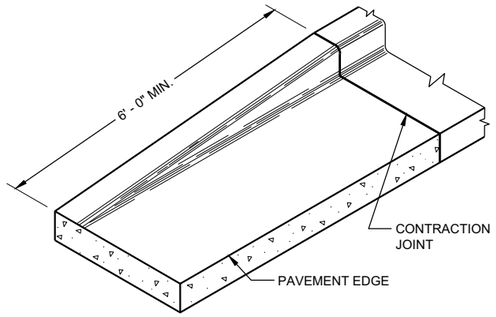
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

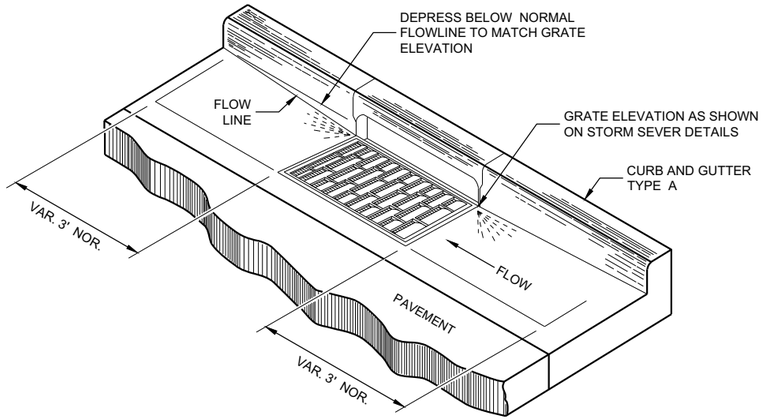
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 22a



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.

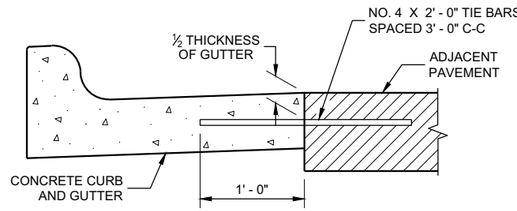
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

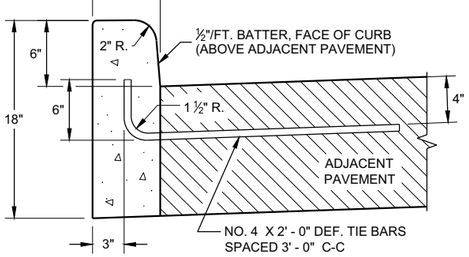
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

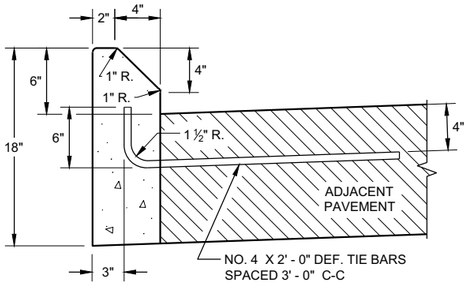
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

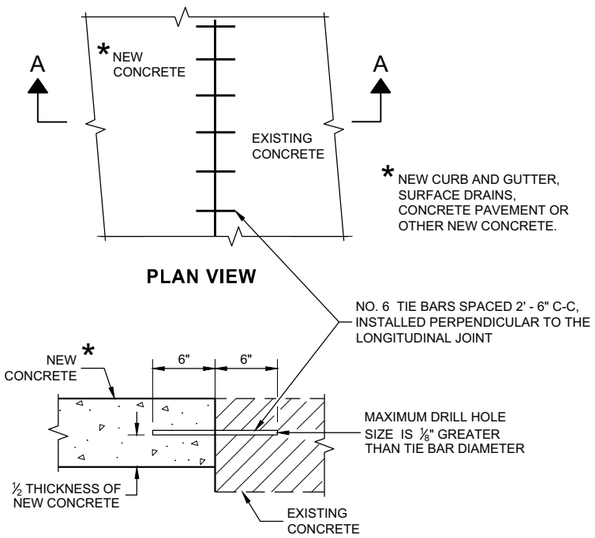


TYPES A (1) & D



TYPES G (1) & J

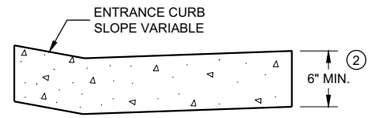
CONCRETE CURB



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

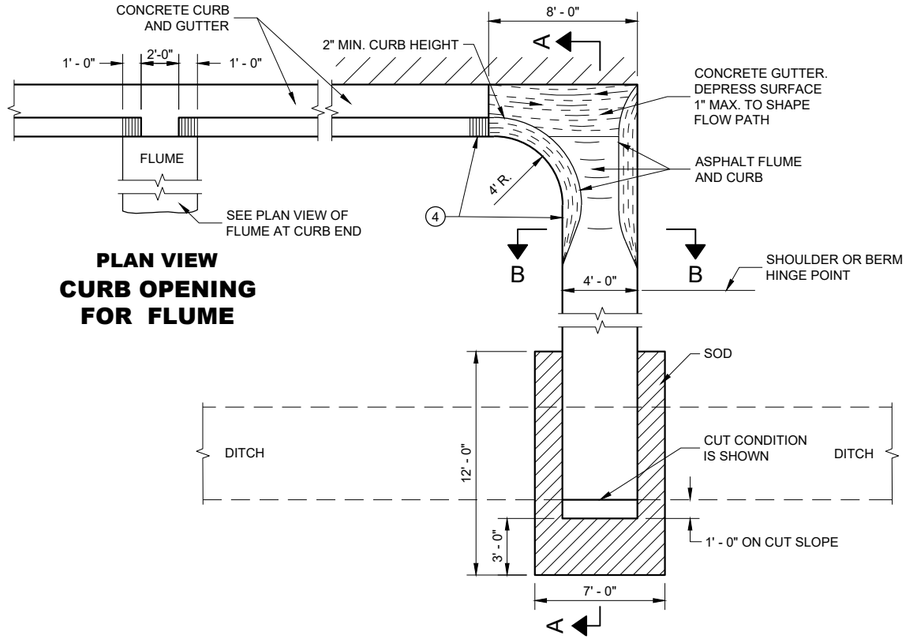
FHWA

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SDD08D01 - 22b

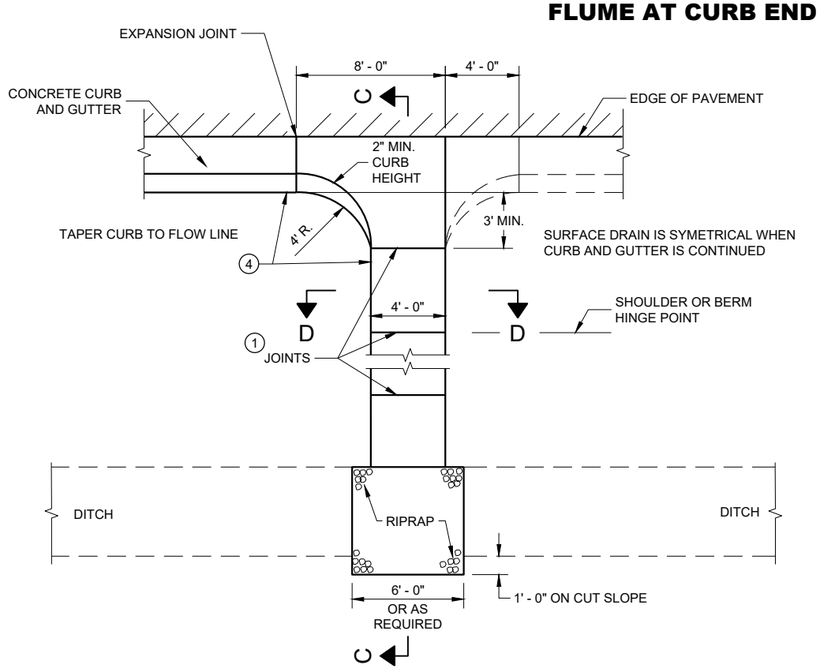
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



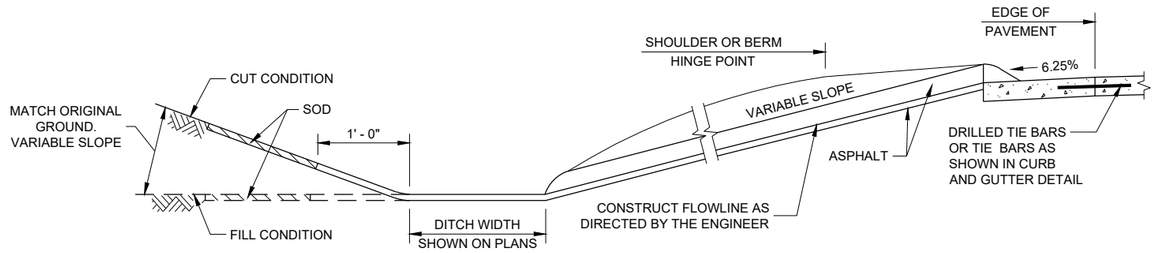
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

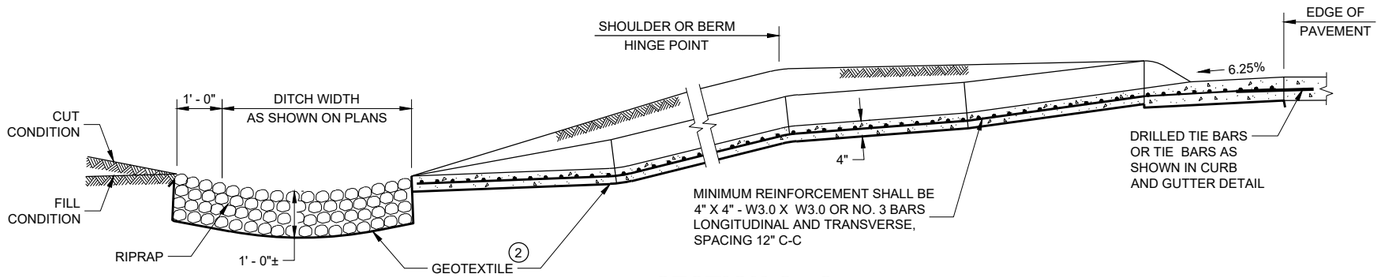
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

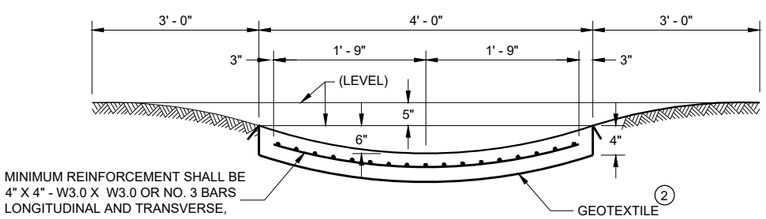


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

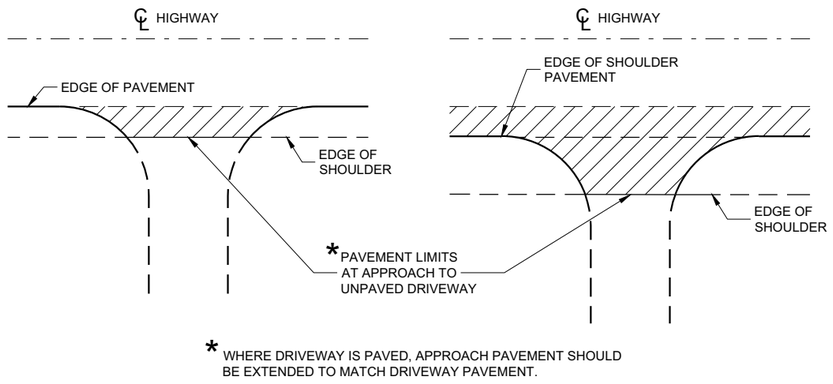
FHWA

6

SDD 08D04 - 06

6

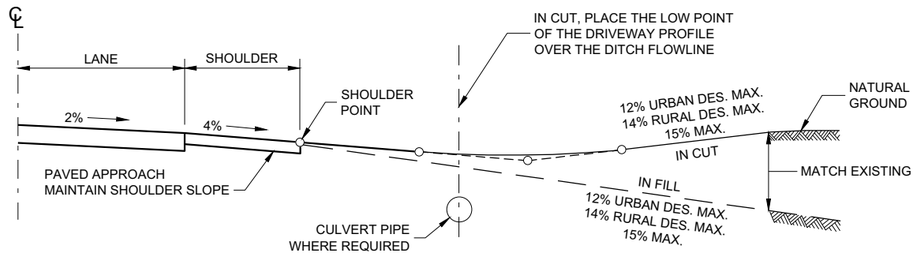
SDD 08D04 - 06



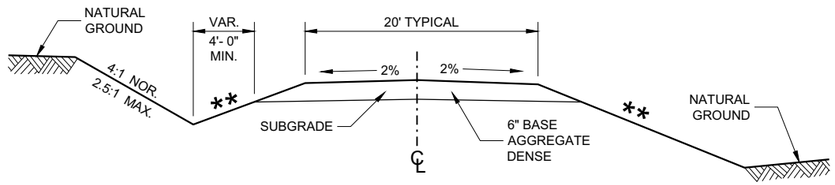
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

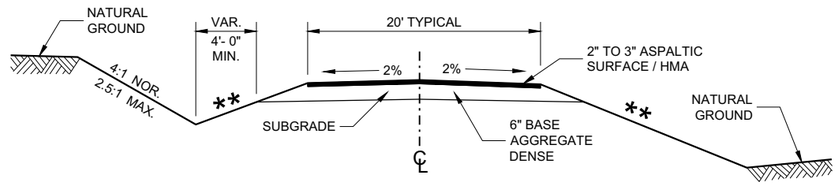


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

SDD 08D21 - 01

6

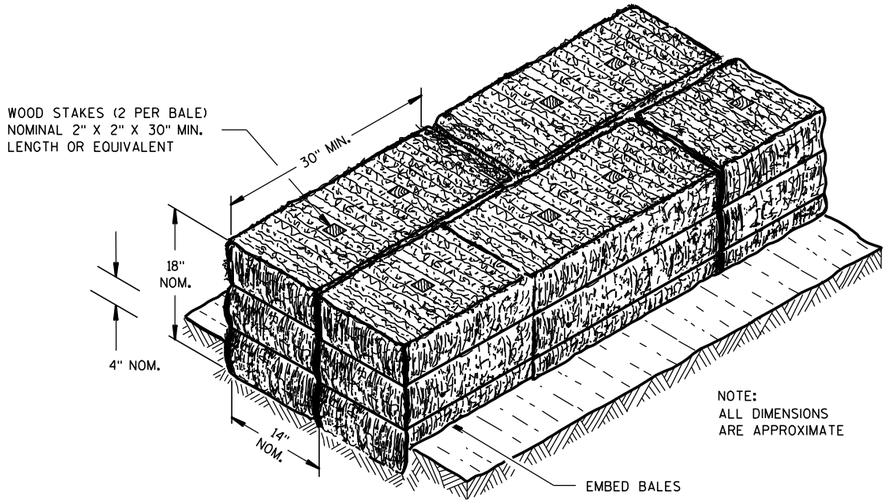
SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

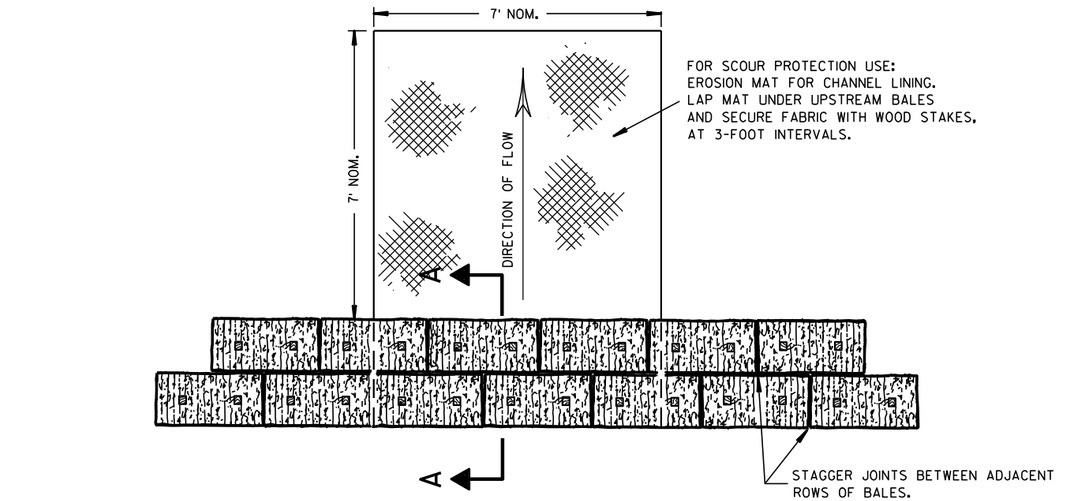
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

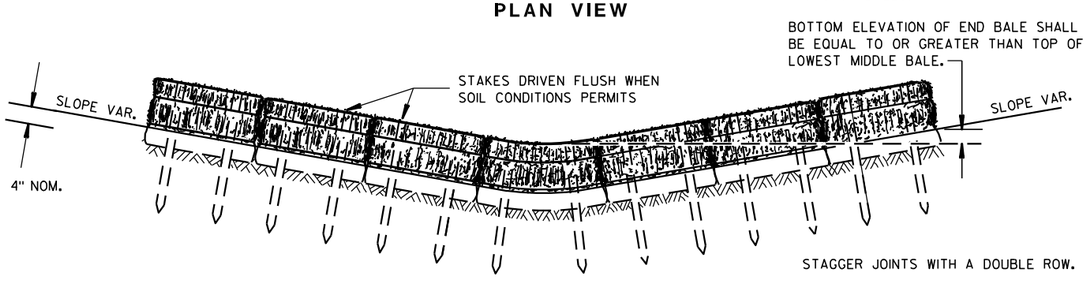
FHWA



SECTION A-A



PLAN VIEW



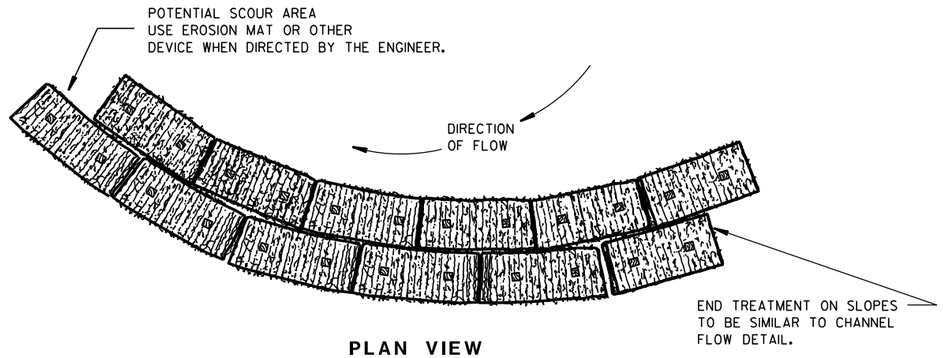
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

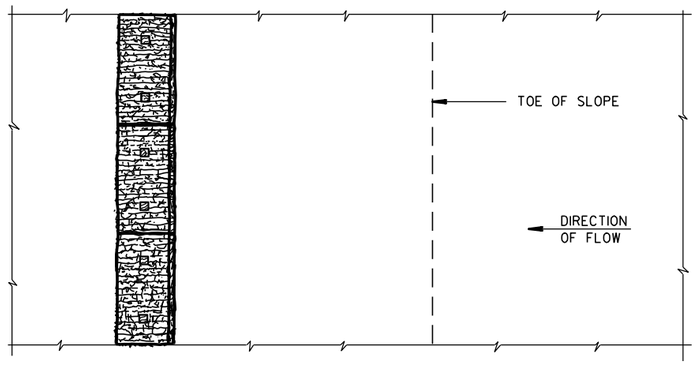
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

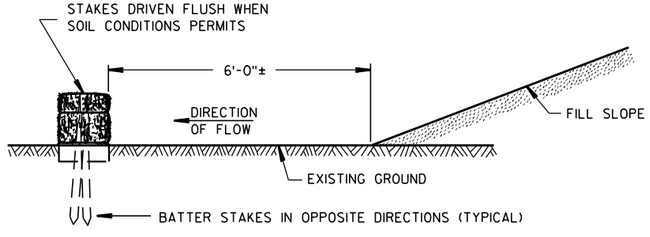


PLAN VIEW

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

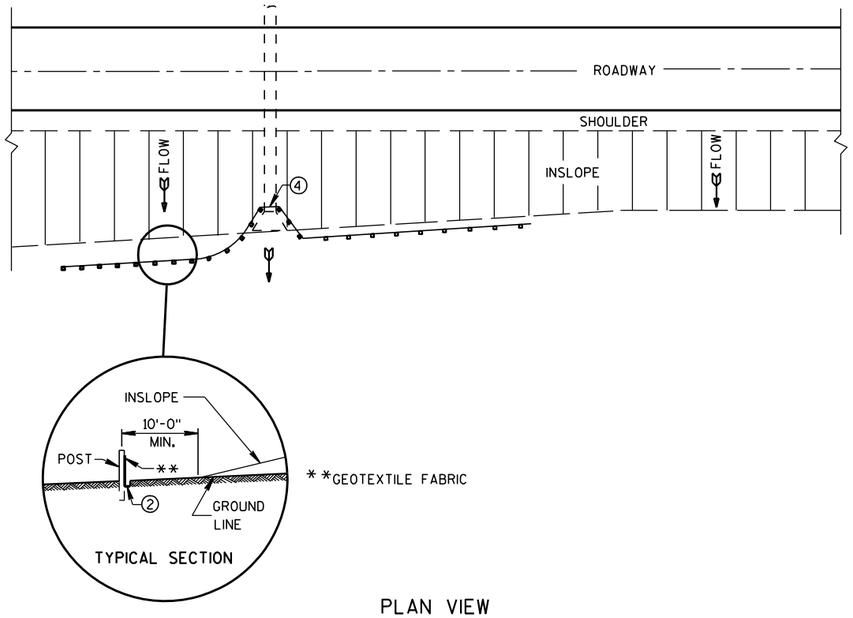
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

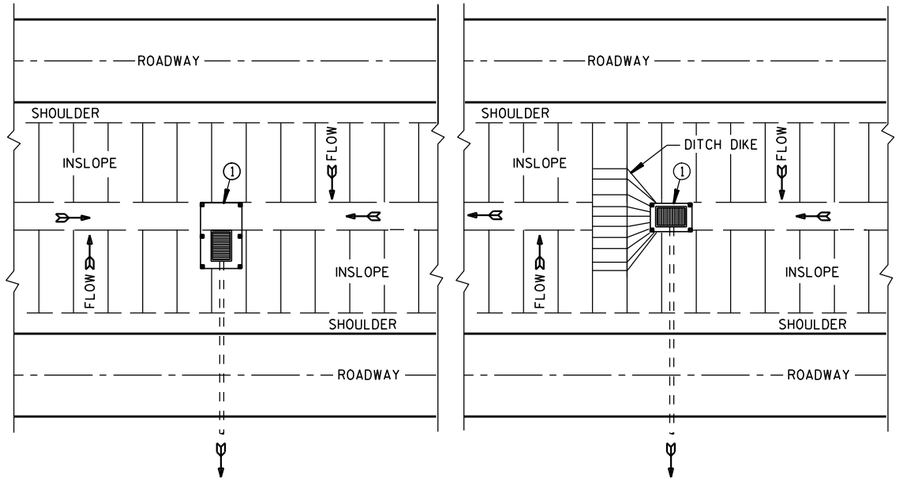
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S.D.D. 8 E 8-3



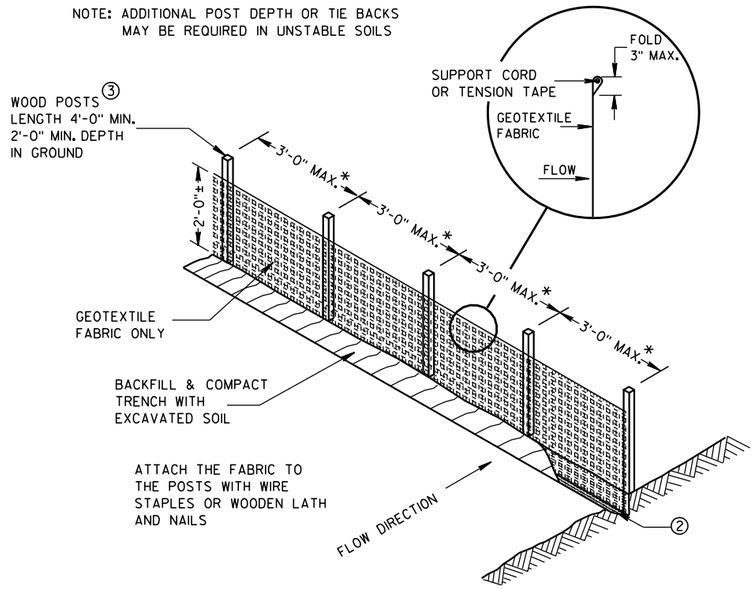
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

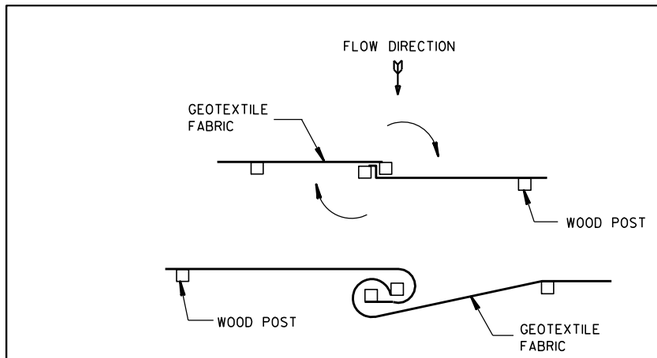


PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE

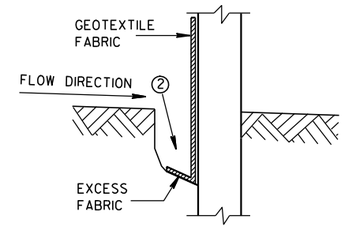


JOINING TWO LENGTHS OF SILT FENCE 5

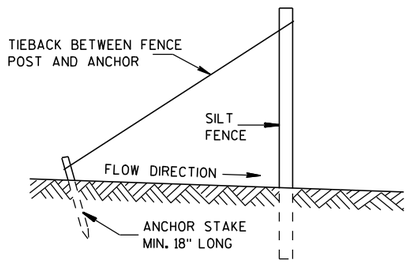
GENERAL NOTES

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 TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

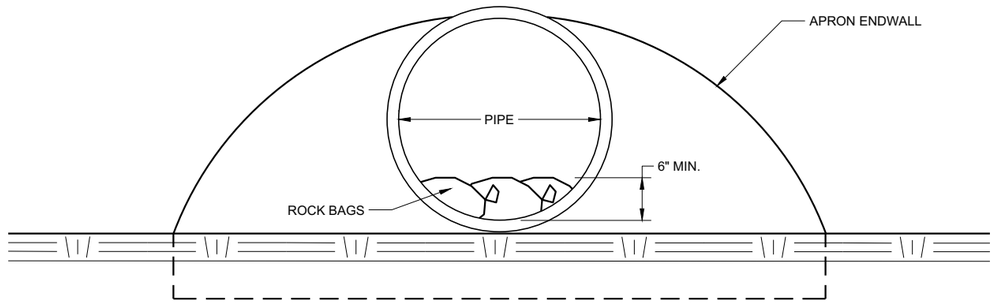
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

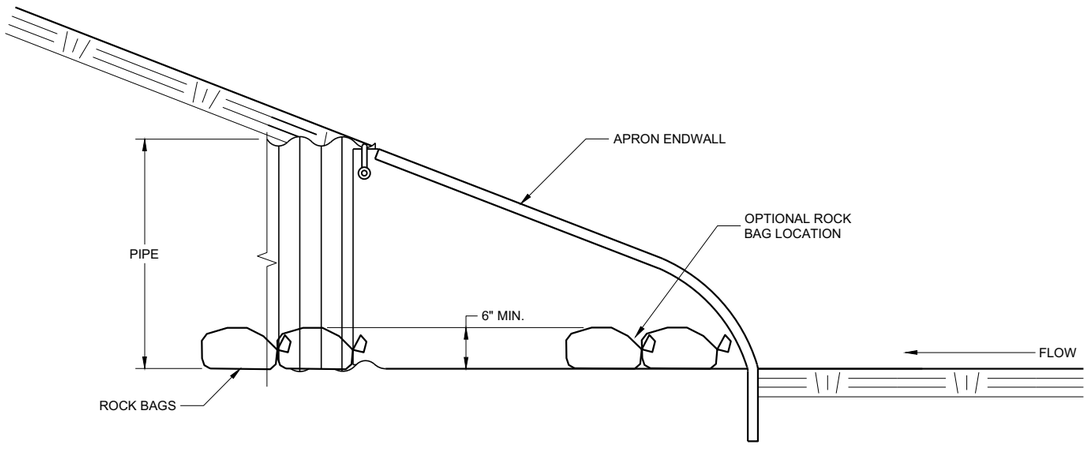
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

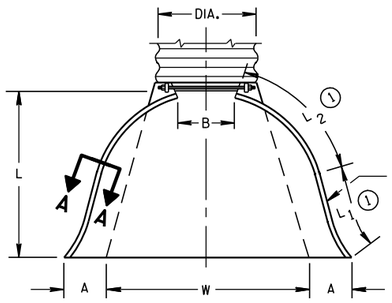
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

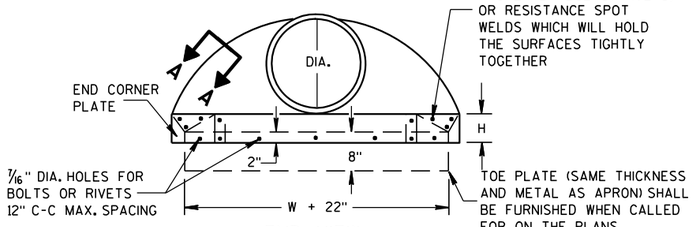
REINFORCED CONCRETE APRON ENDWALLS

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

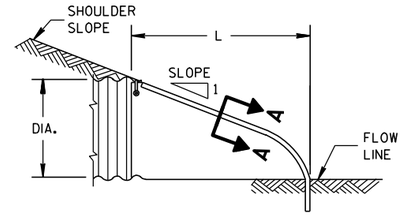
*MINIMUM
**MAXIMUM



PLAN VIEW

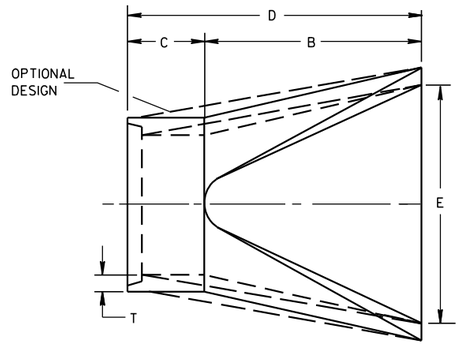


END VIEW

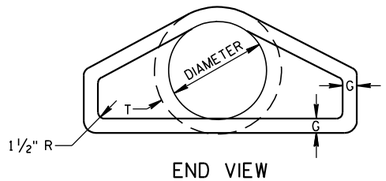


SIDE ELEVATION

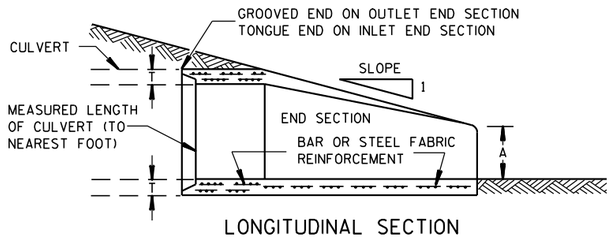
METAL ENDWALLS



PLAN

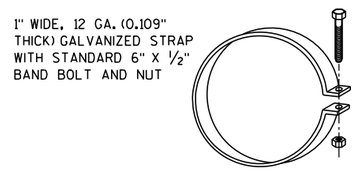


END VIEW



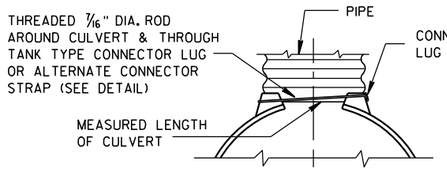
LONGITUDINAL SECTION

CONCRETE ENDWALLS

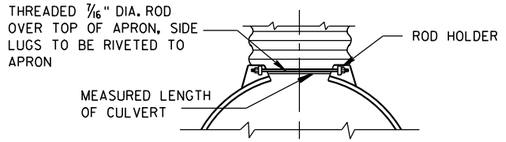


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

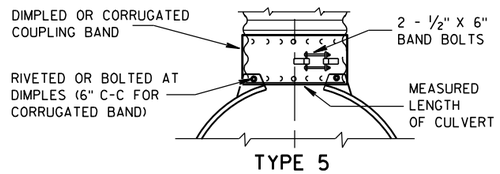


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

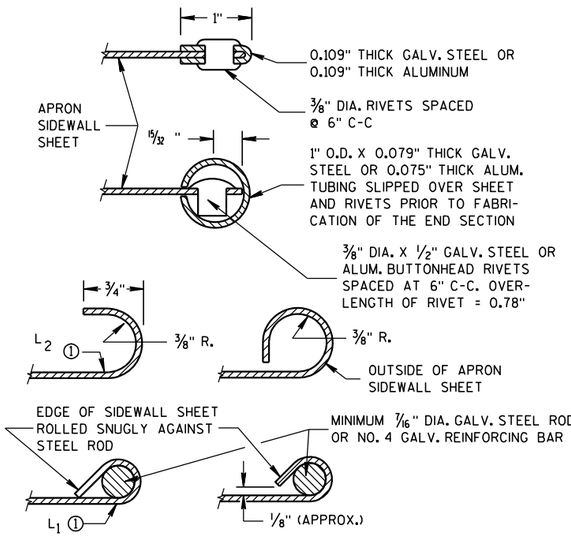
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

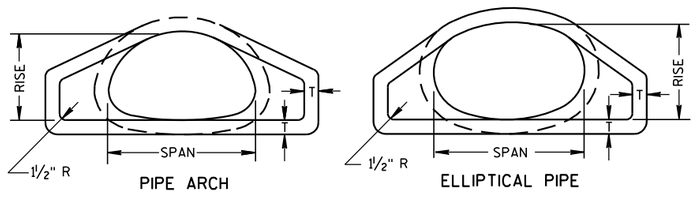
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

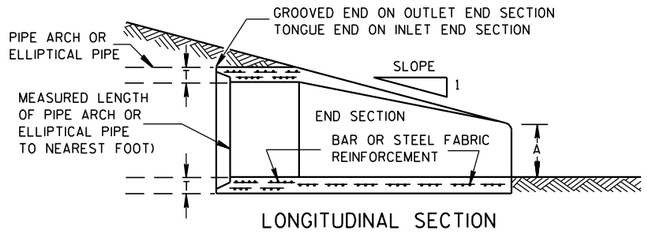
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

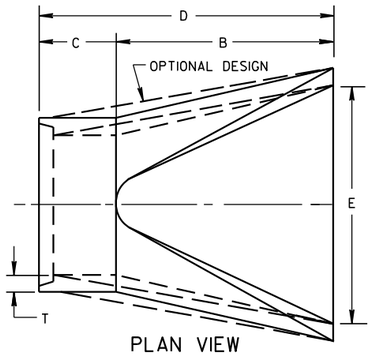
S.D.D. 8 F 1-11



END VIEW

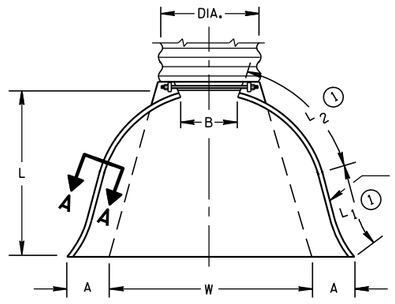


LONGITUDINAL SECTION

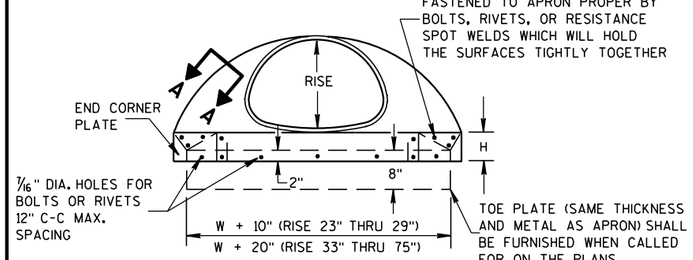


PLAN VIEW

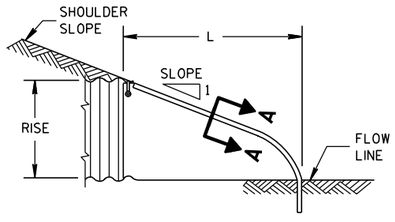
CONCRETE ENDWALLS



PLAN VIEW

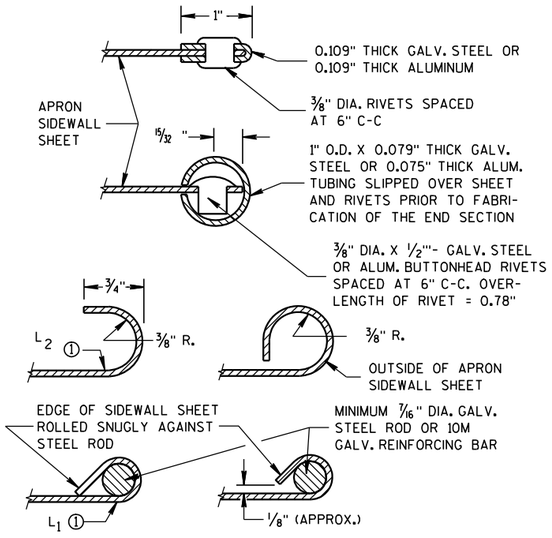


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

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

3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

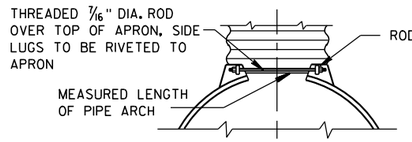
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

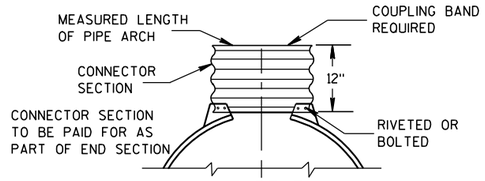
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



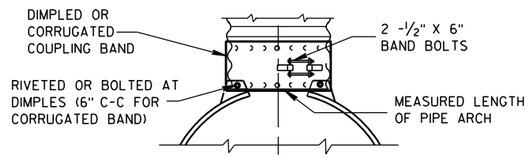
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

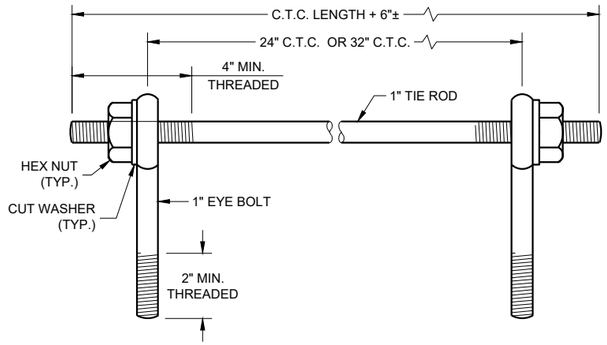
11/30/94 — DATE

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

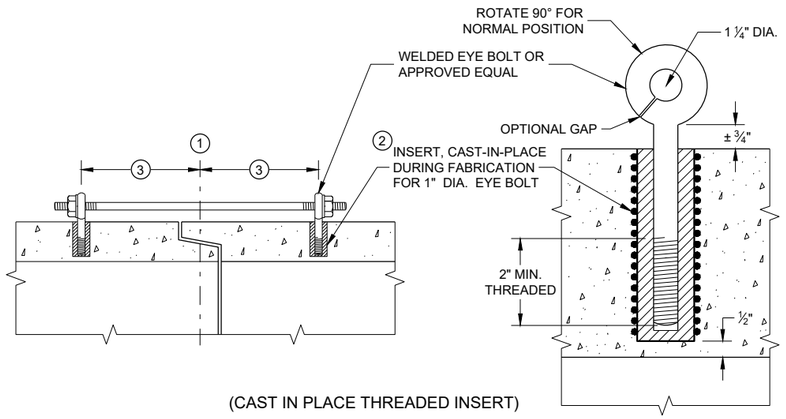
FHWA

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S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

(1) 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.

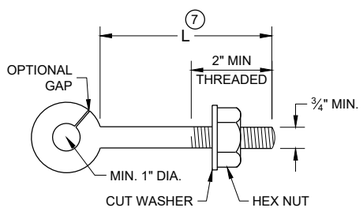
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

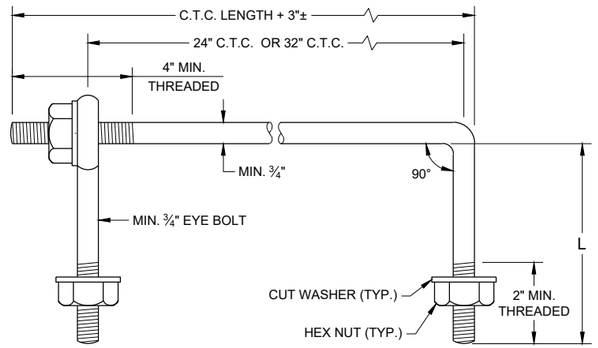
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

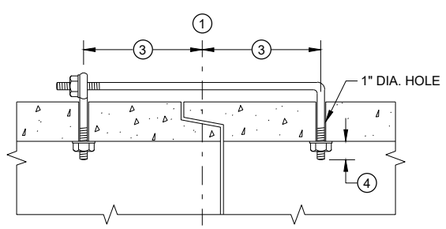


EYE BOLT (7)

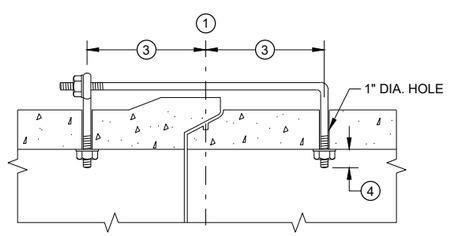
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

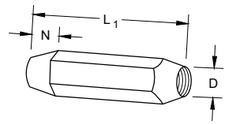
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

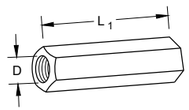
EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

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

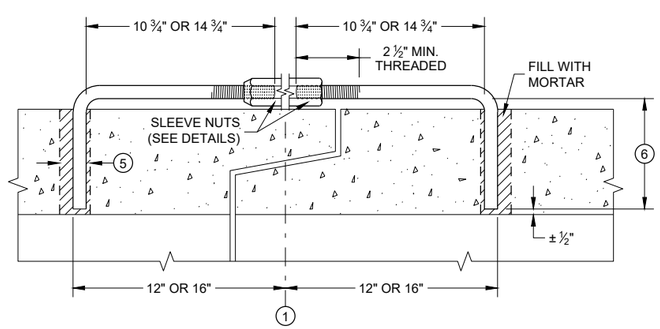
DIMENSIONS SHOWN ARE IN INCHES





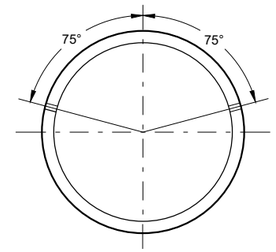
RIGHT AND LEFT THREADS

SLEEVE NUTS



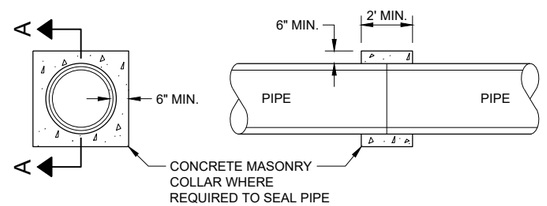
LONGITUDINAL SECTION

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

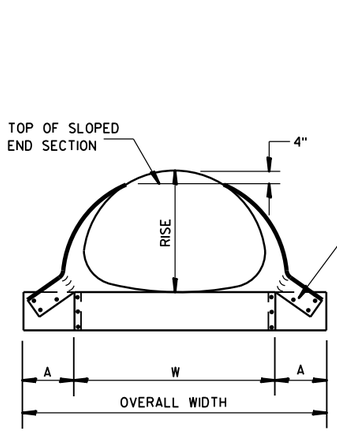
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

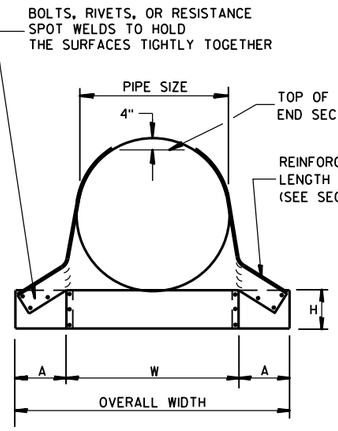
FHWA

SDD 08F04 - 08

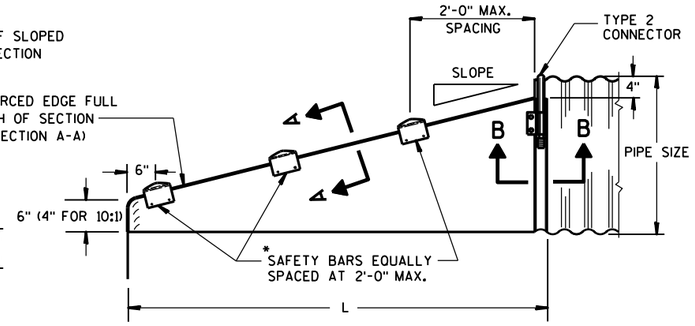
SDD 08F04 - 08



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

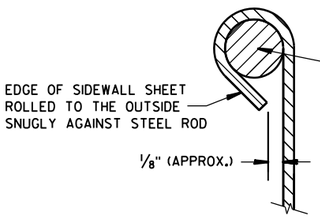
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS

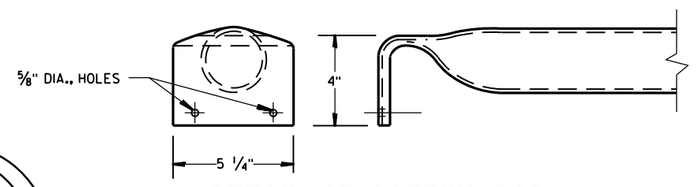
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

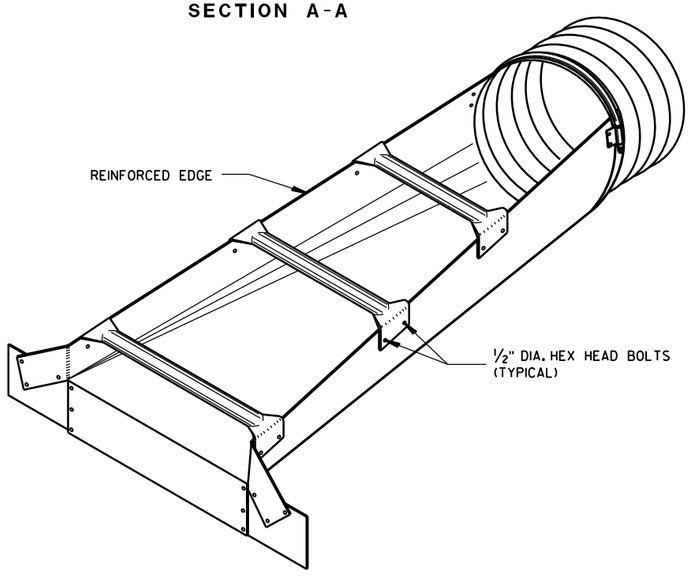


DETAIL OF SAFETY BAR

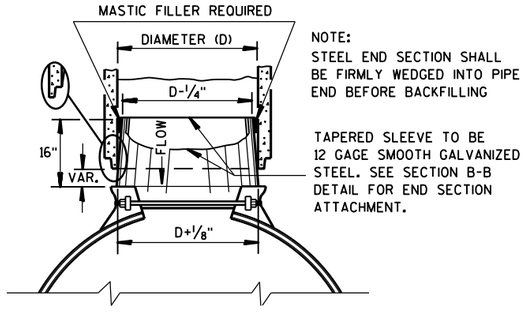
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

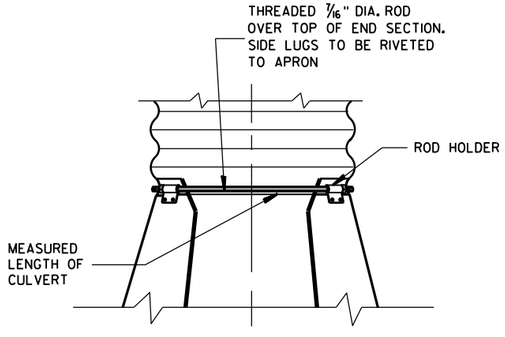
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



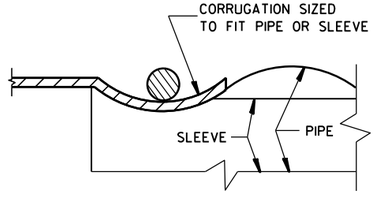
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

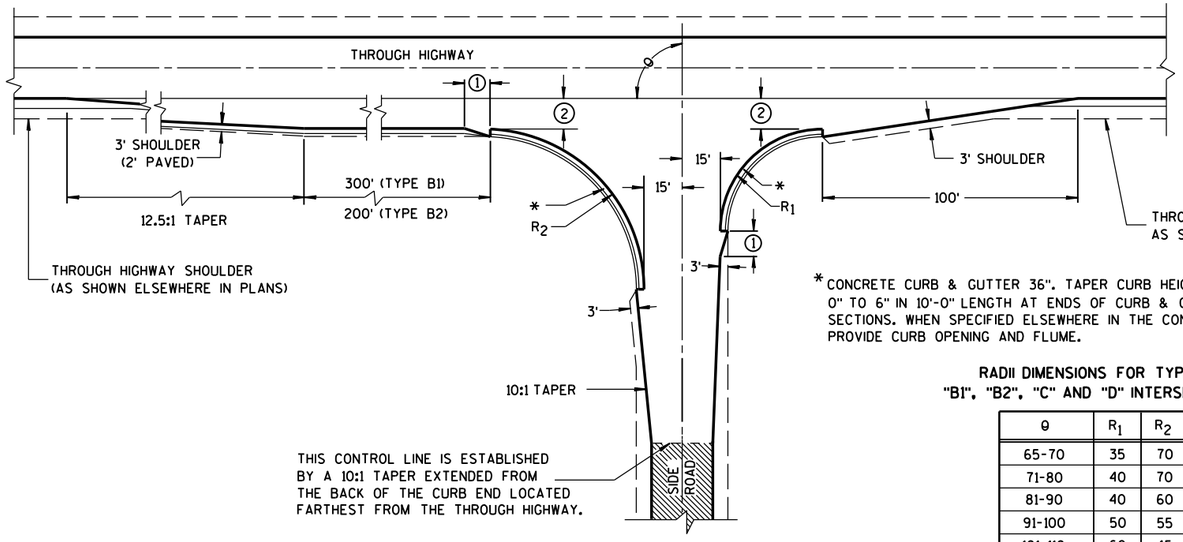
APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 7-5

6

S.D.D. 8 F 7-5

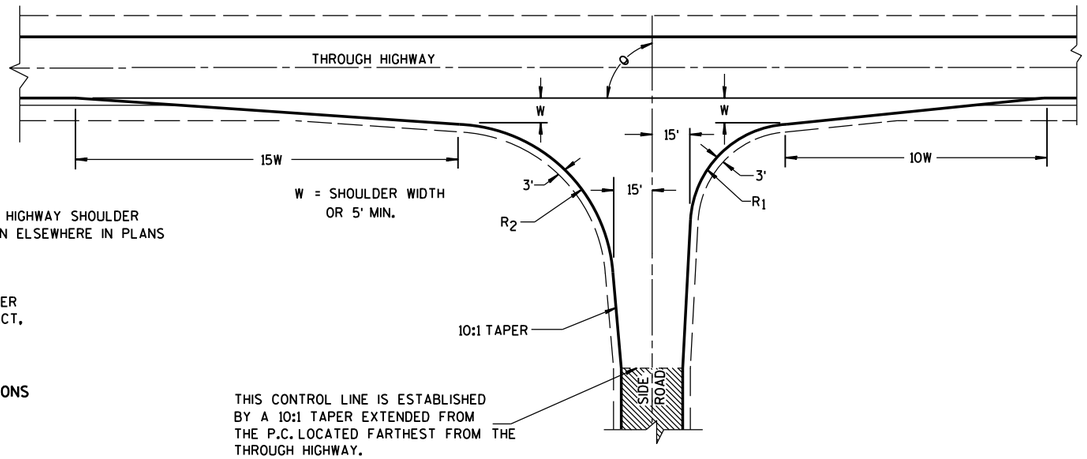


TYPE "B1" AND "B2"

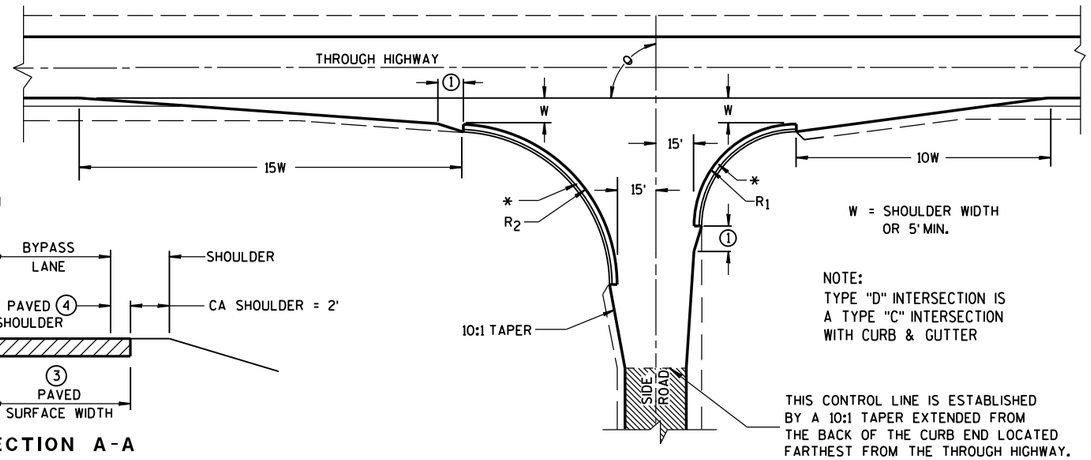
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

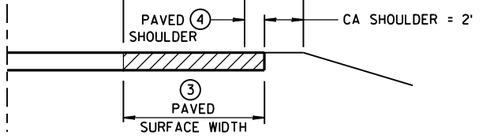
(1) 10-FT TYPICAL.

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

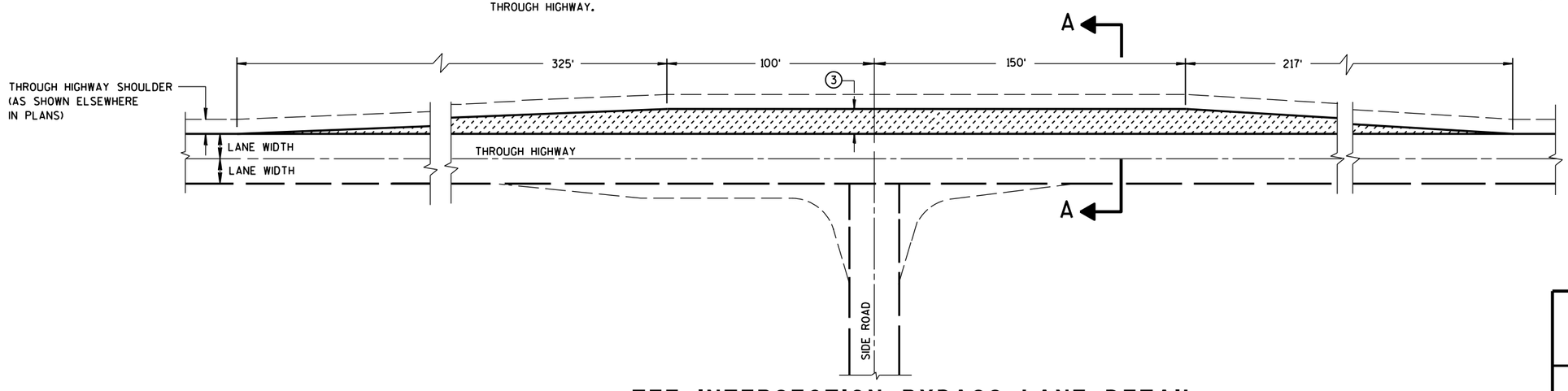
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



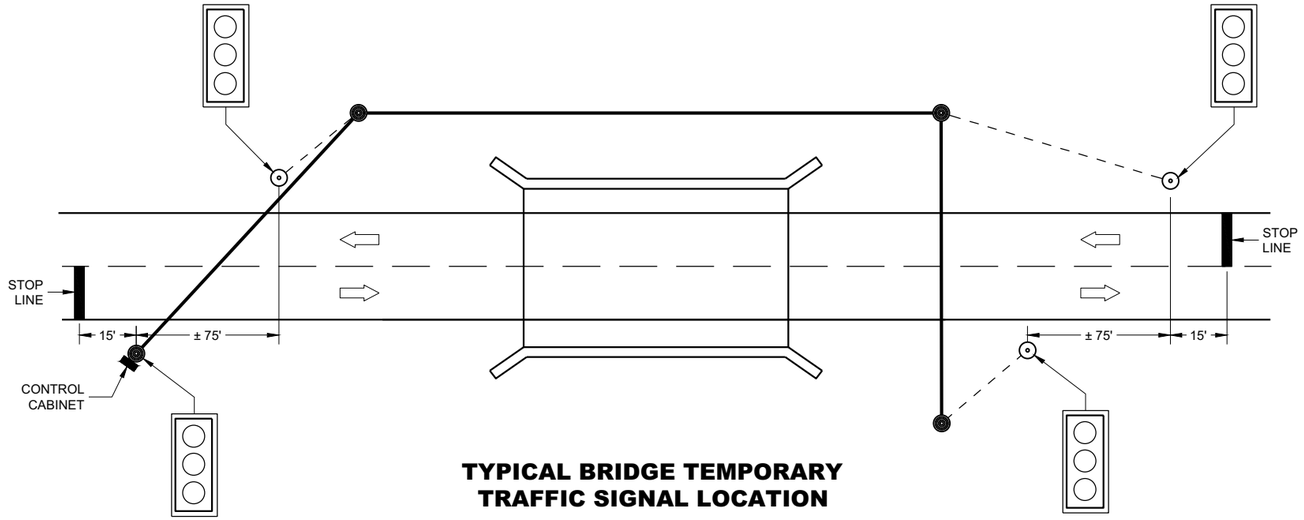
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

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



TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

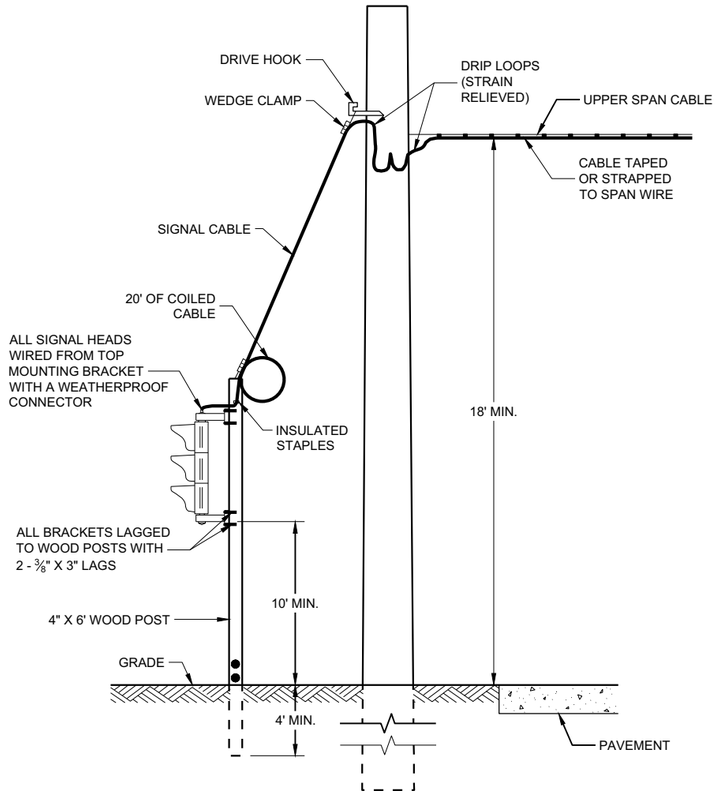
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

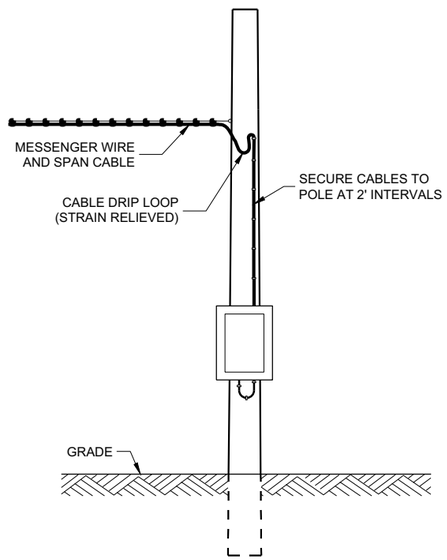
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

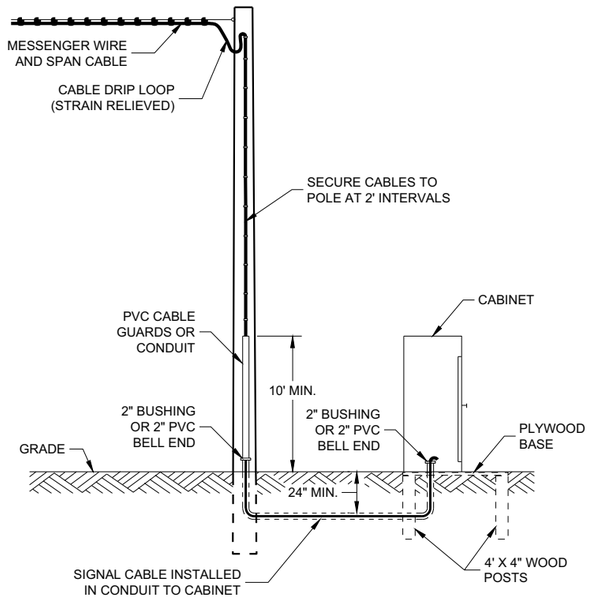
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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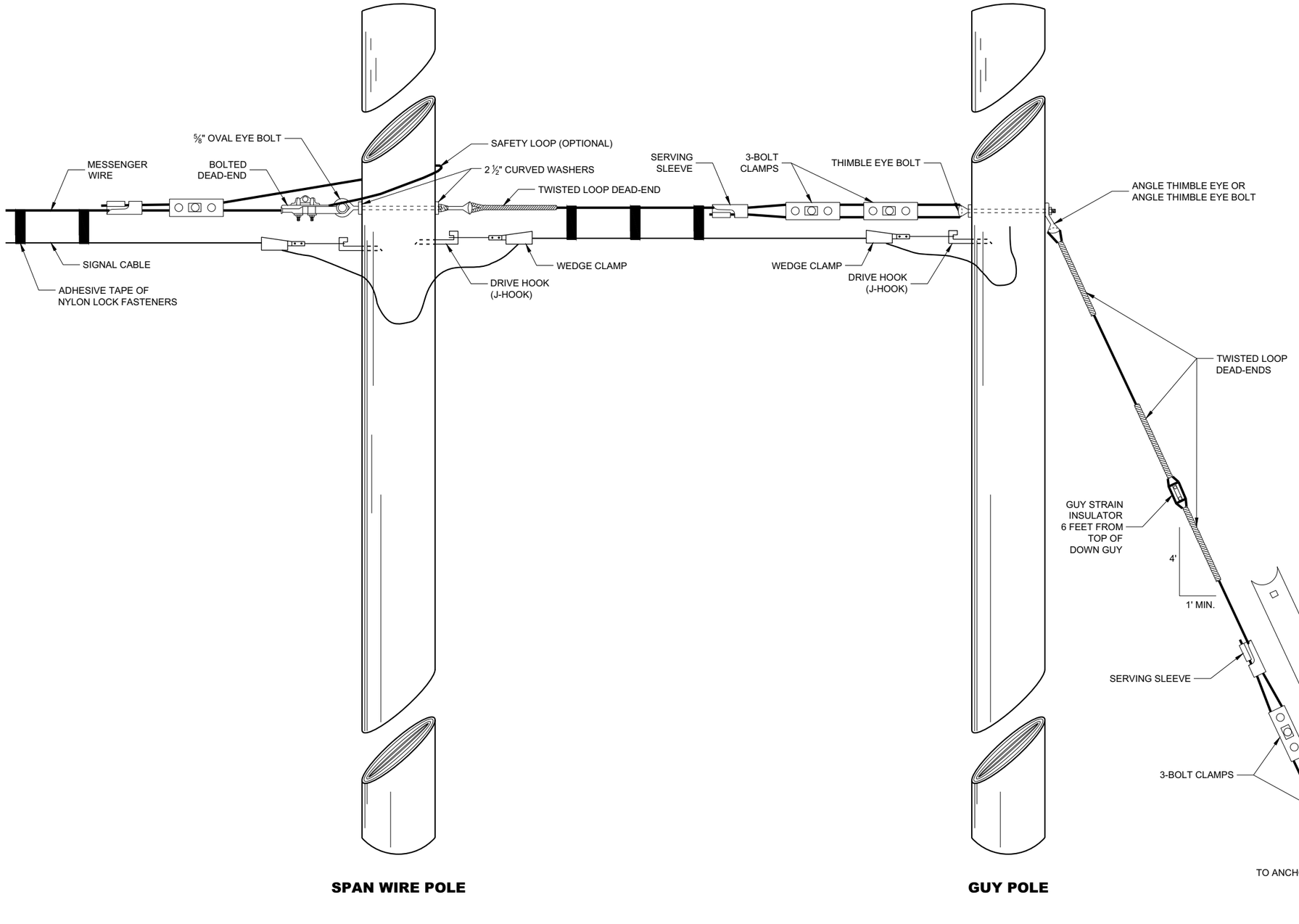
SDD09G02 - 05a

6

SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

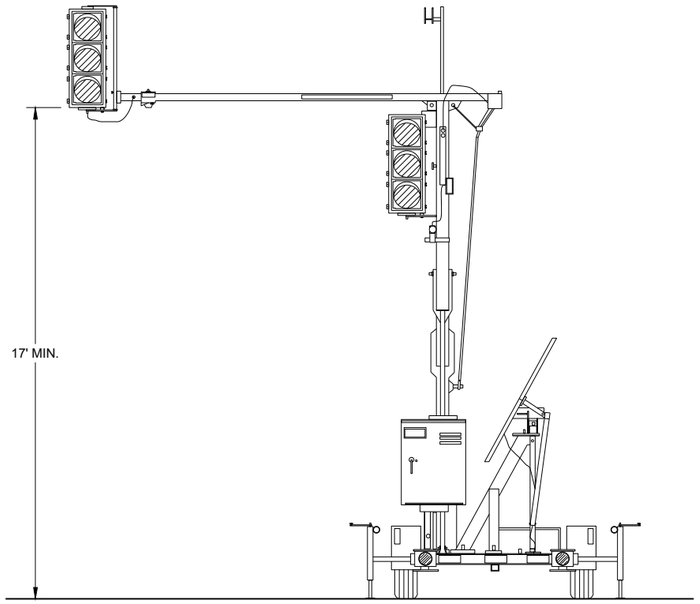
FHWA

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SDD09G02 - 05b

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SDD09G02 - 05b

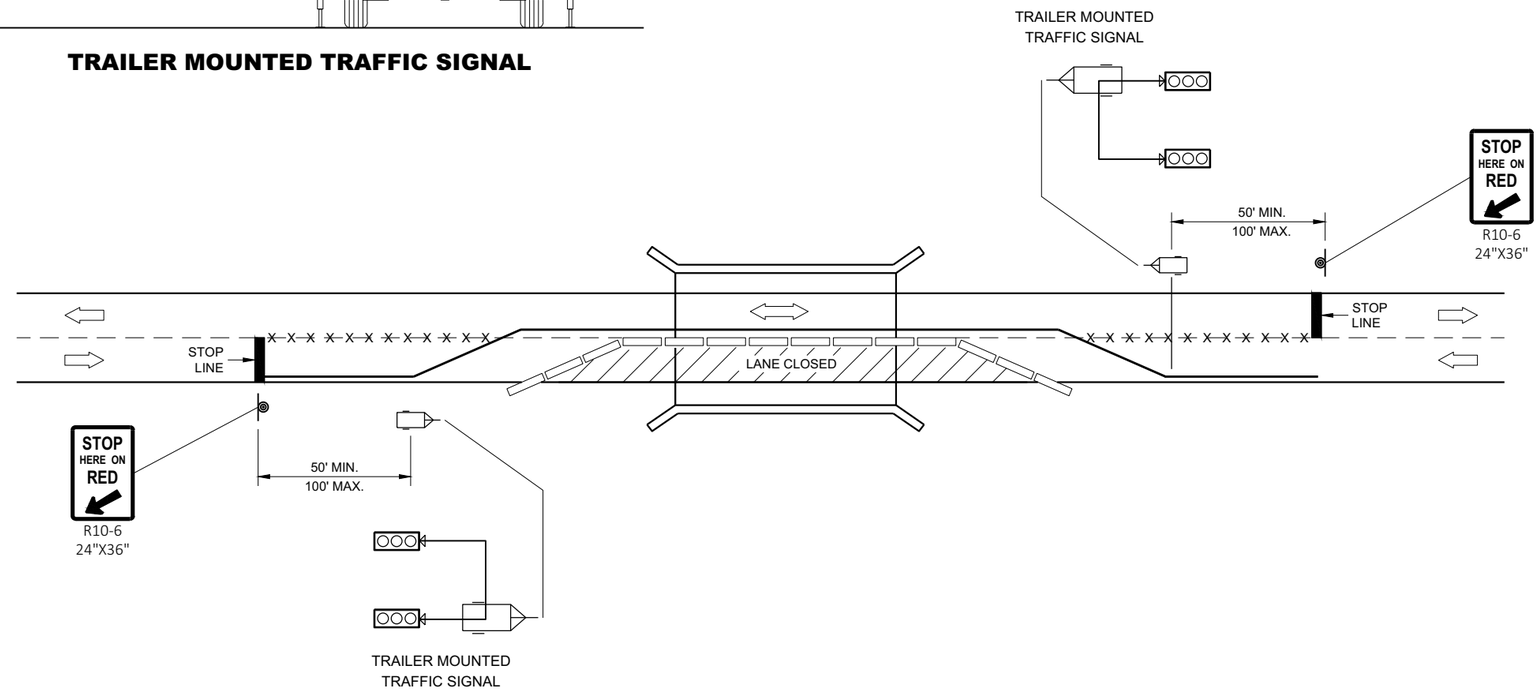


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

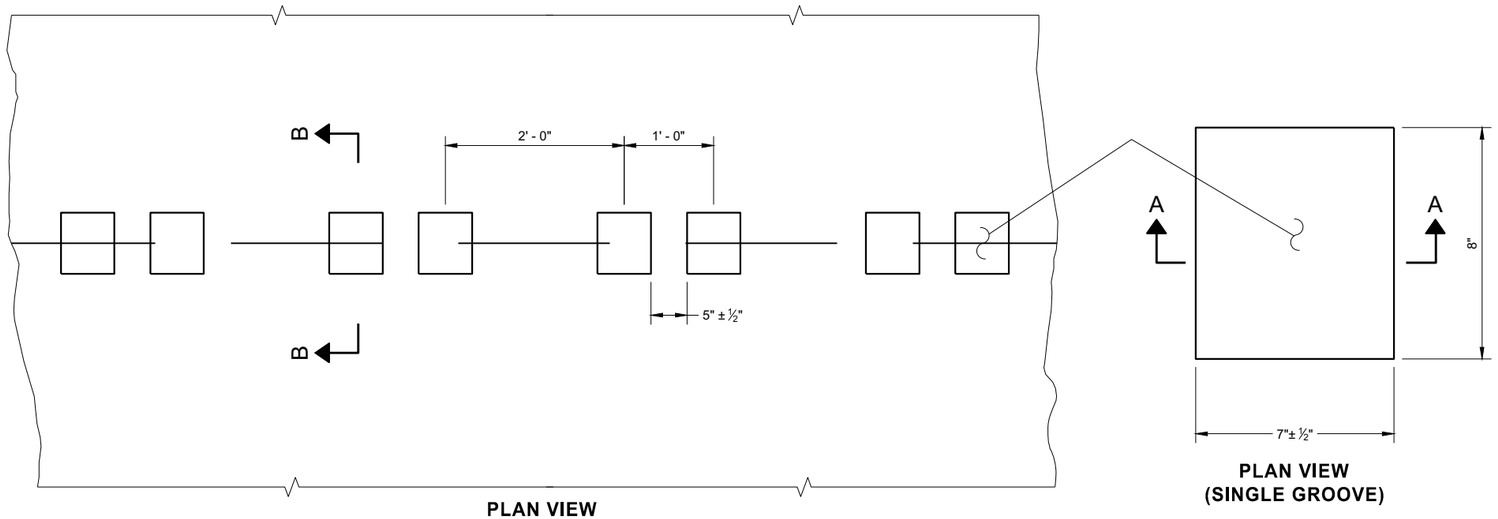
FHWA

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SDD09G02 - 05c

6

SDD09G02 - 05c



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

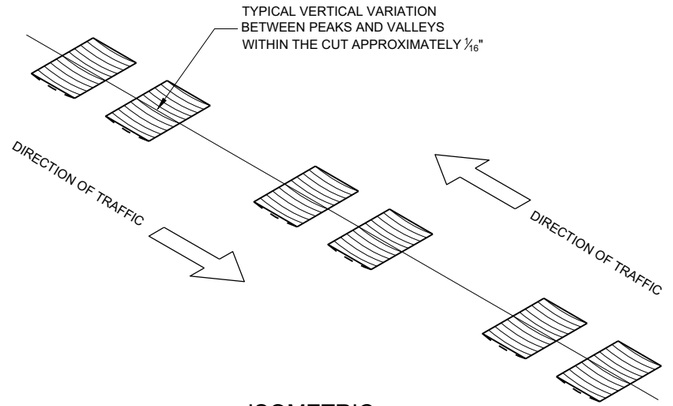
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

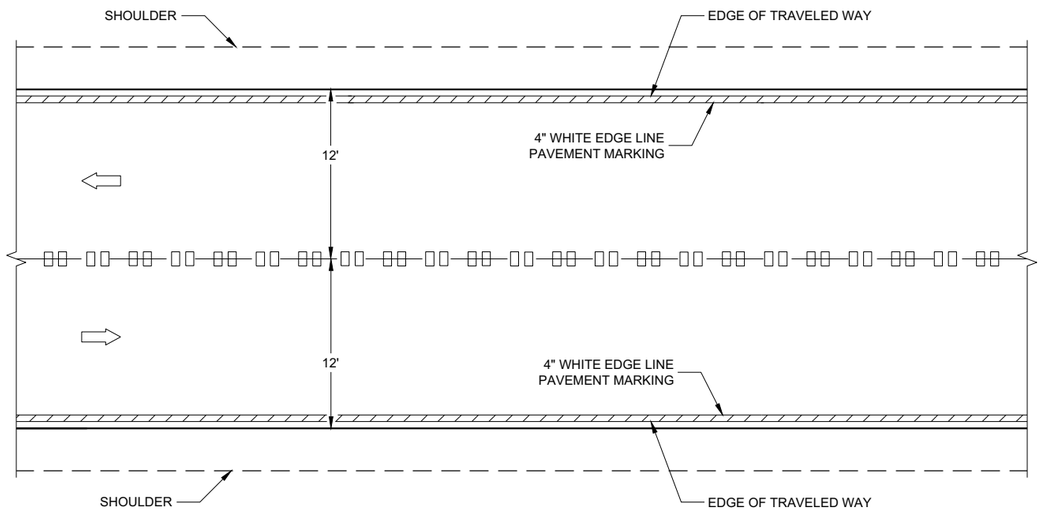
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

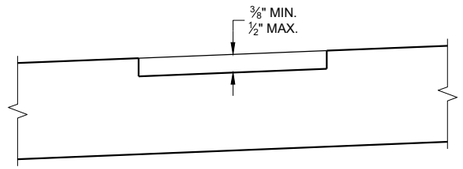
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



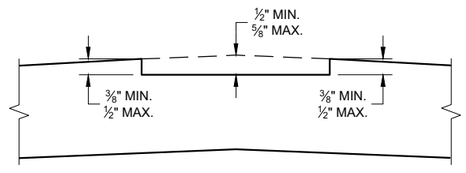
ISOMETRIC



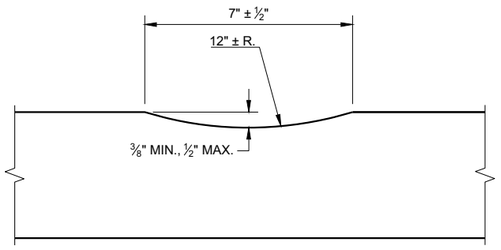
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

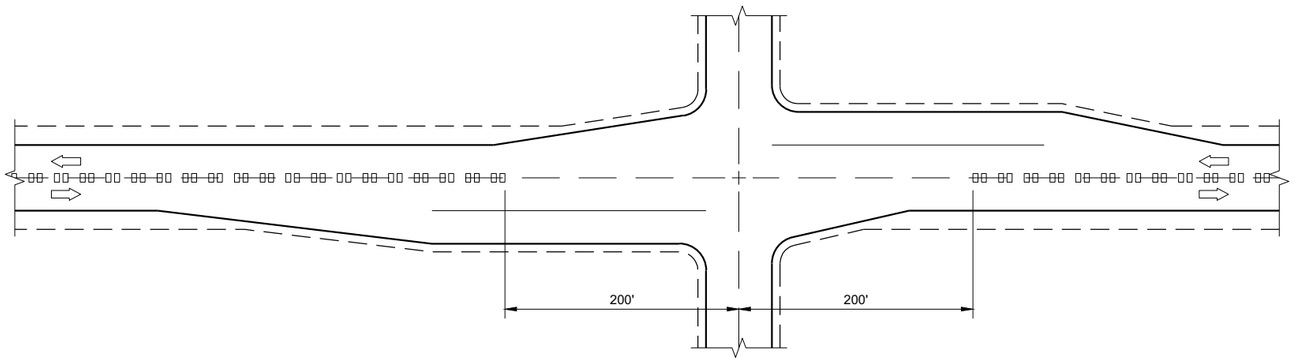
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

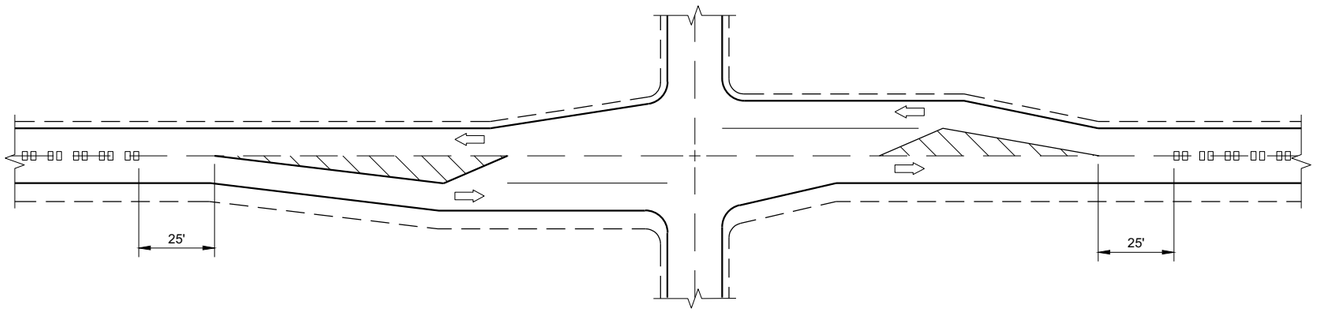
SDD 13A11 - 03a

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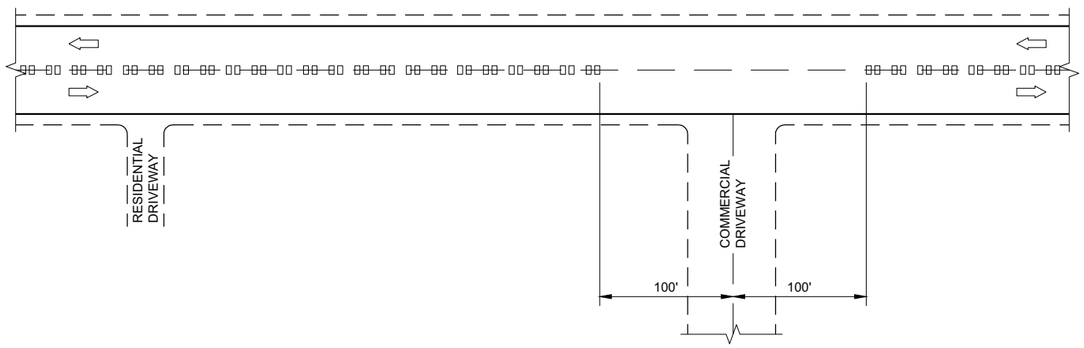
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



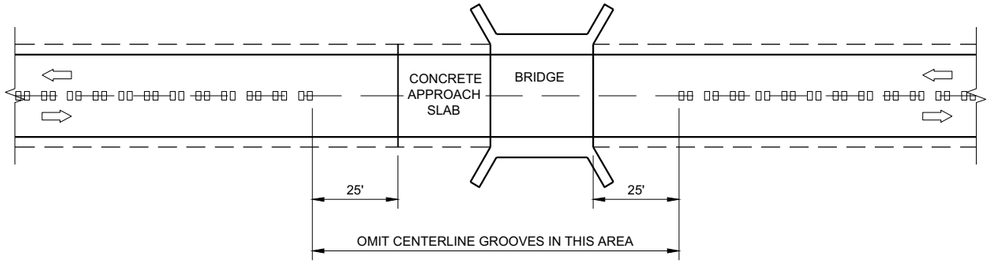
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



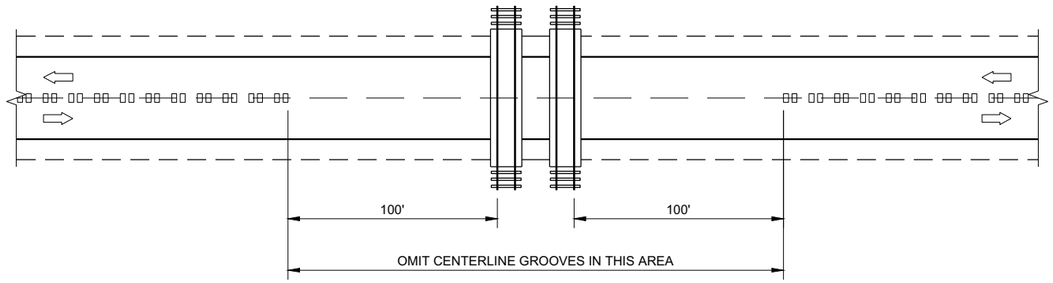
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

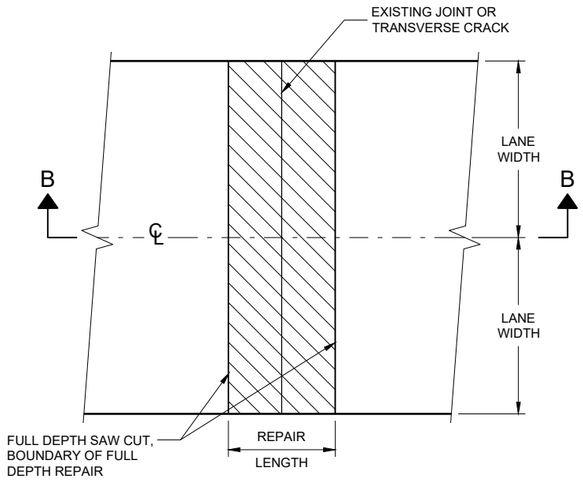
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

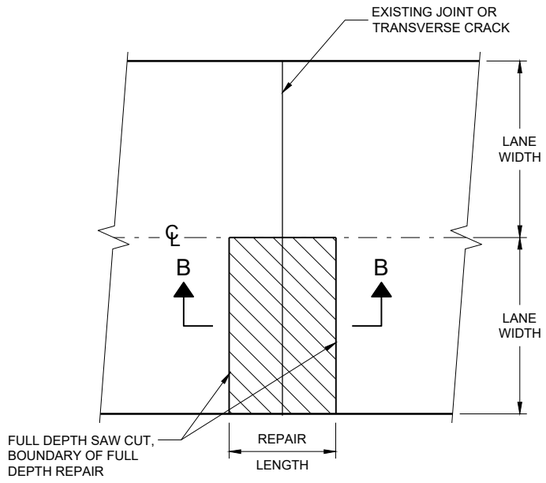
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 13A11 - 03b



PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

GENERAL NOTES

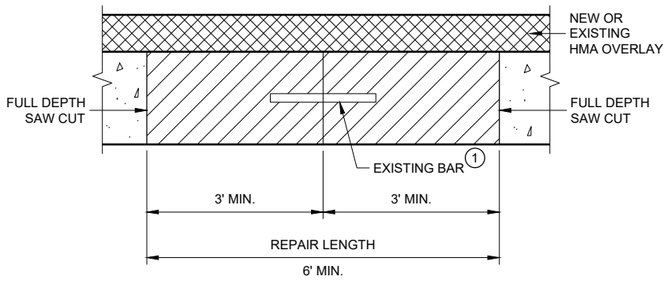
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

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

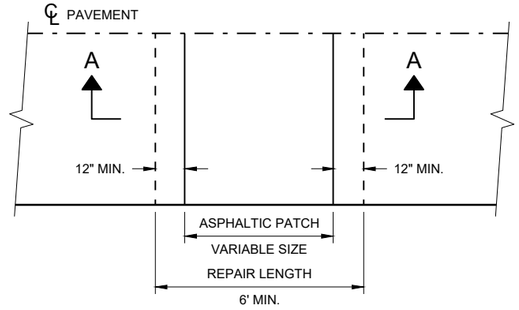
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

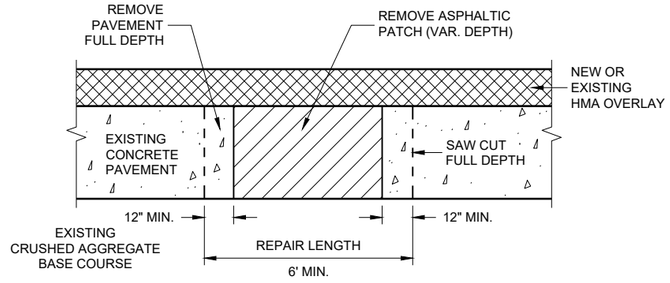
FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



PLAN VIEW



SECTION A - A

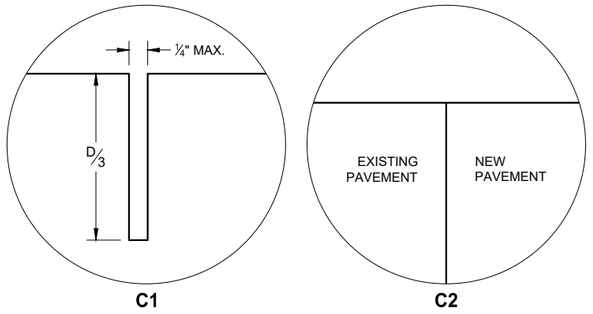
HMA PATCH REMOVAL

BASE PATCHING CONCRETE

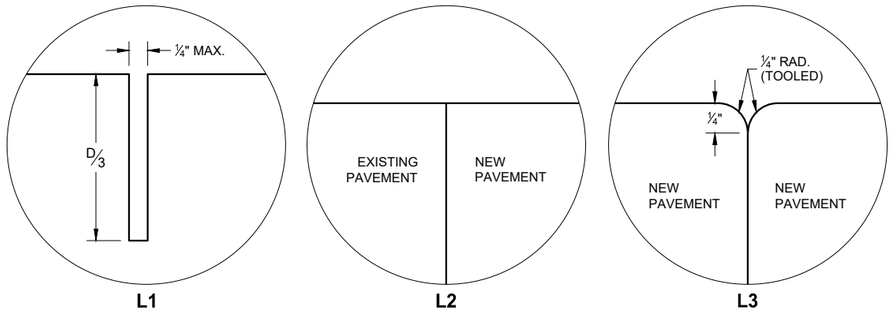
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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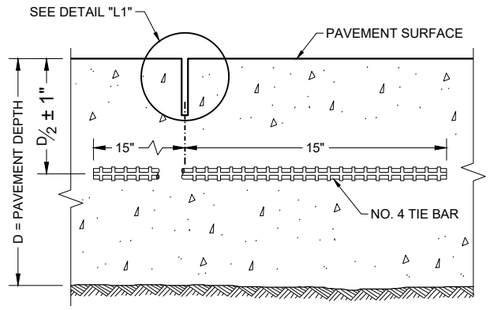
SDD 13C14 - 07a



TRANSVERSE JOINTS

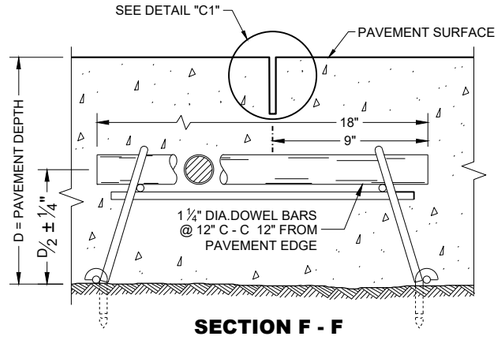


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

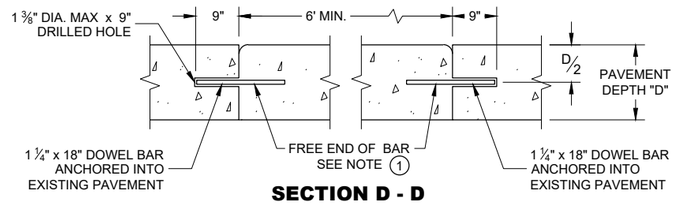
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

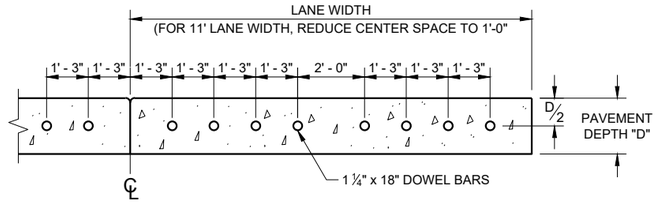
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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.

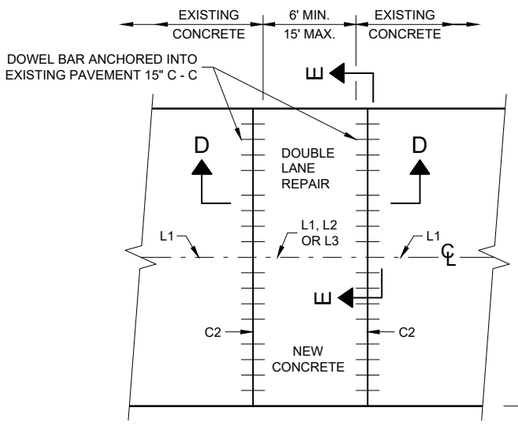


SECTION D - D



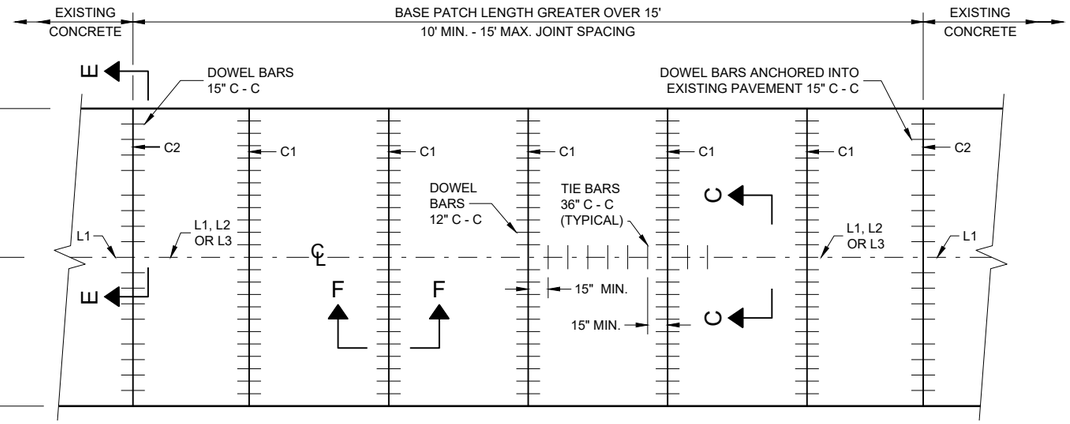
SECTION E - E

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

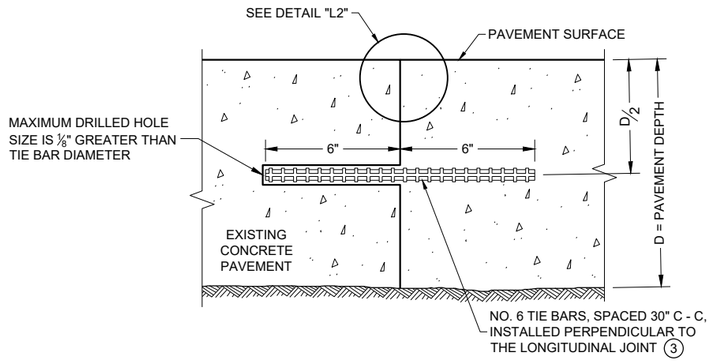
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 114

SDD 13C14 - 07b

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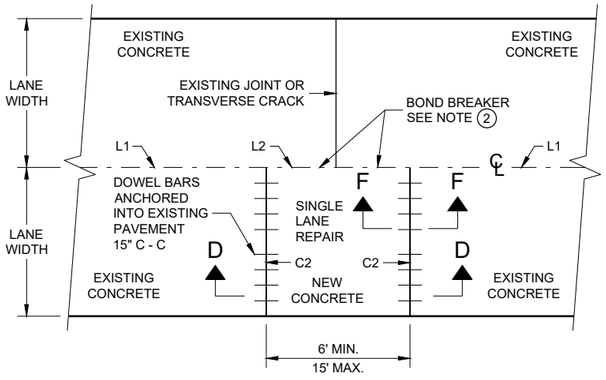


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

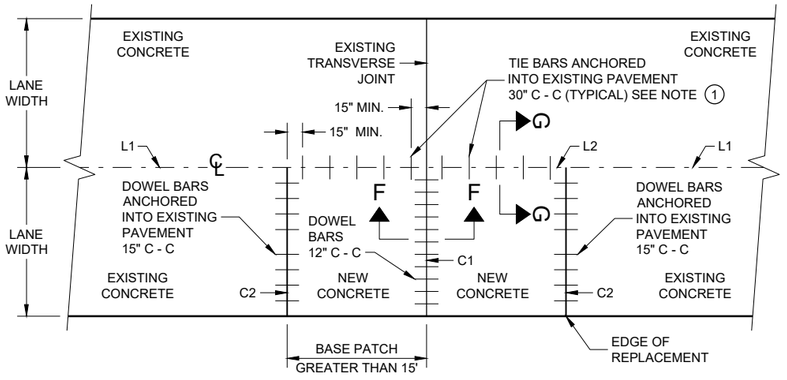
GENERAL NOTES

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

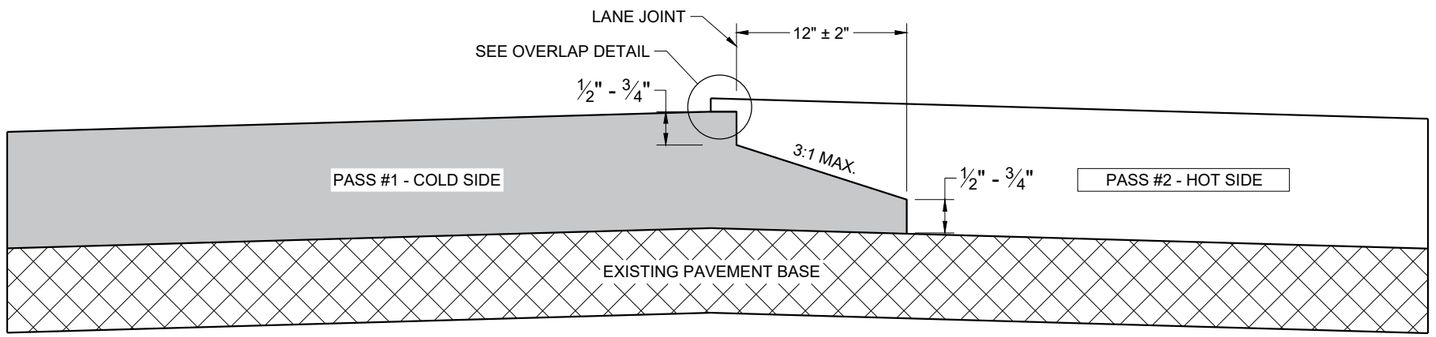
/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

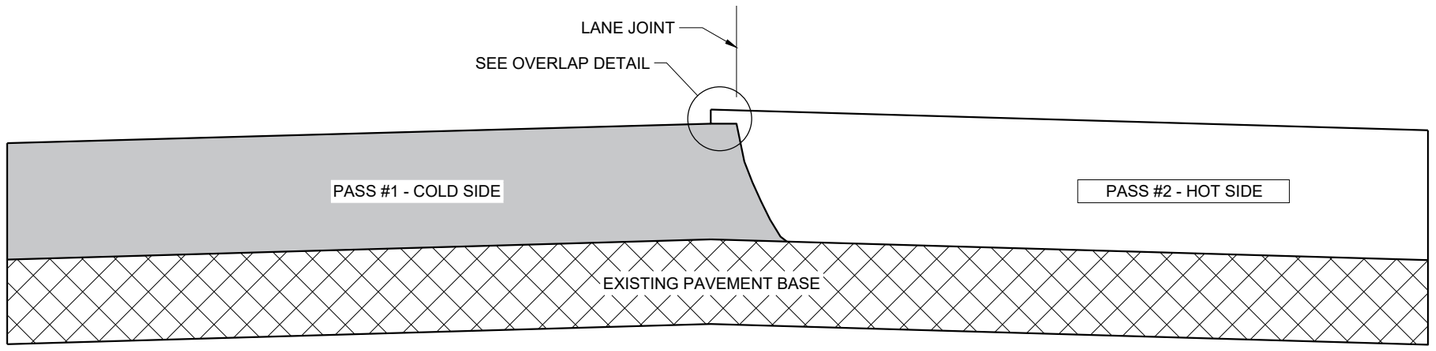
SDD 13C14 - 07c

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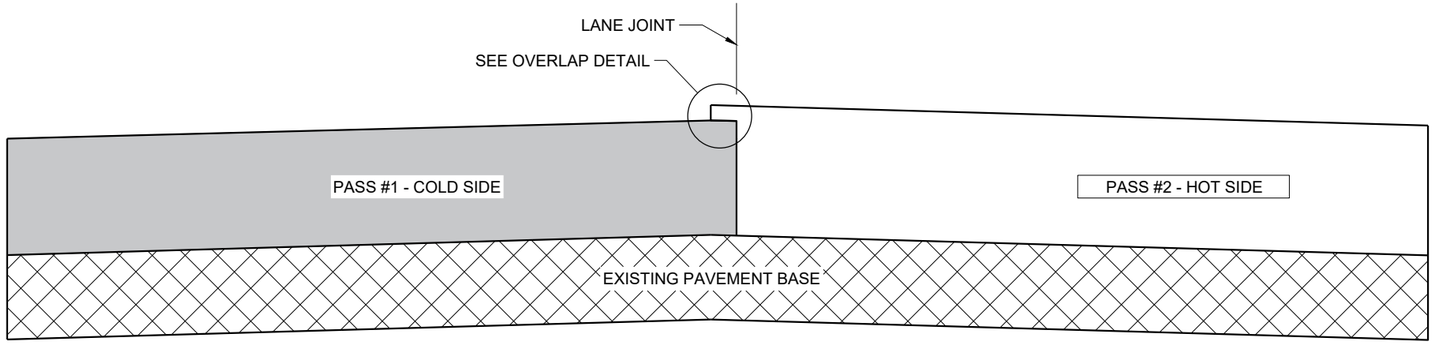
SDD 13C14 - 07c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

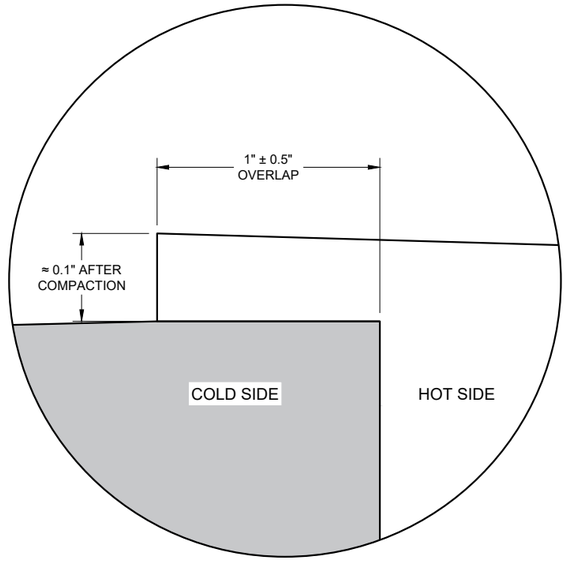
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

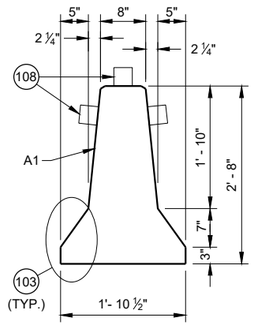
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

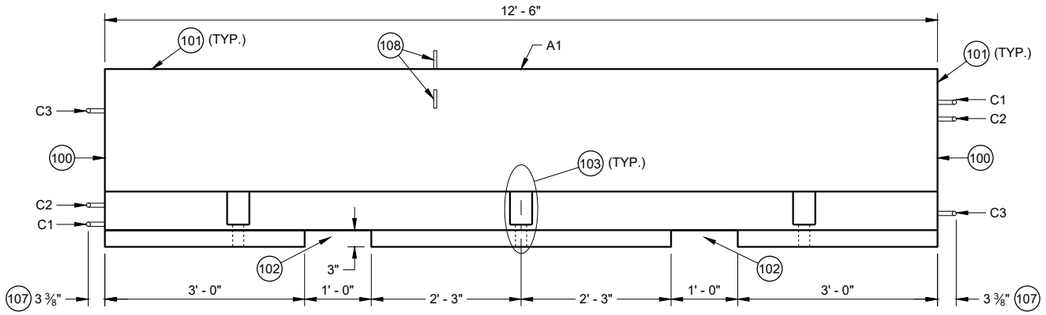
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

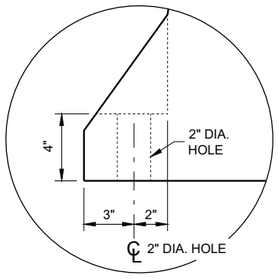
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

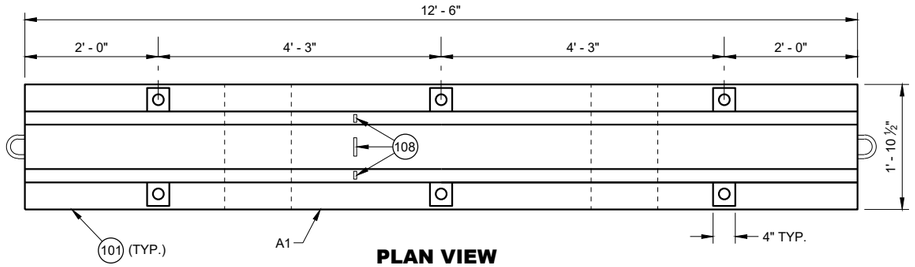
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TO MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

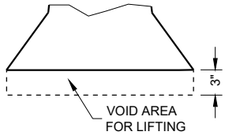


ANCHOR BLOCK DETAIL

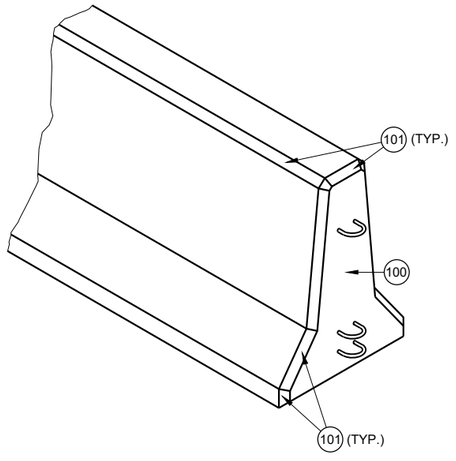


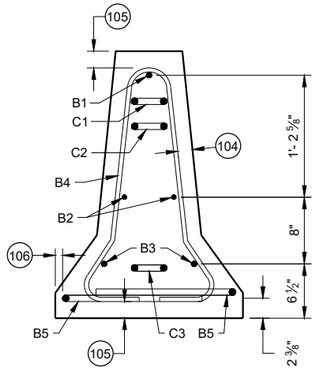
PLAN VIEW

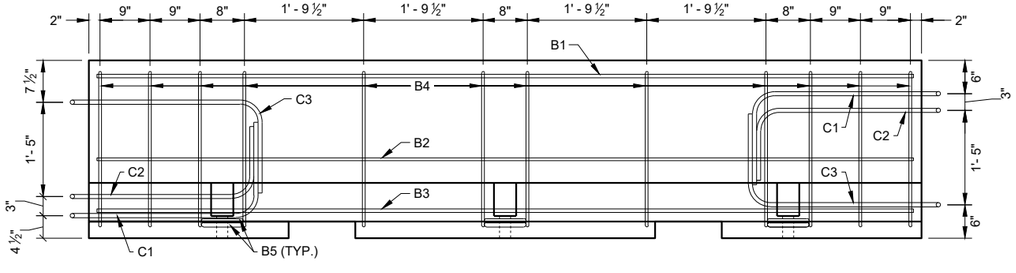
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

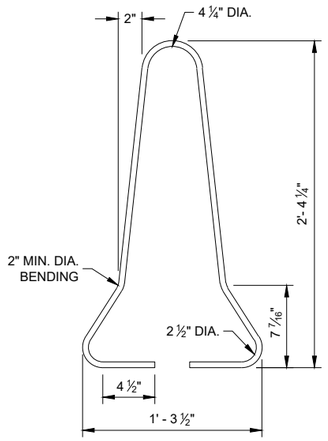
STATE OF WISCONSIN
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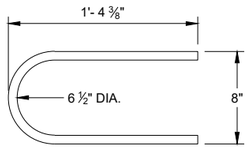
SDD14B07 - 16a

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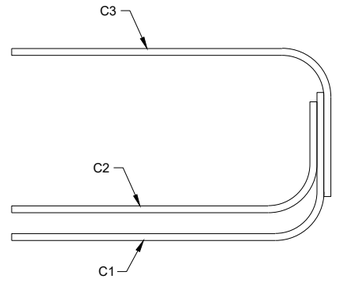
SDD14B07 - 16a



B4 BAR DETAIL

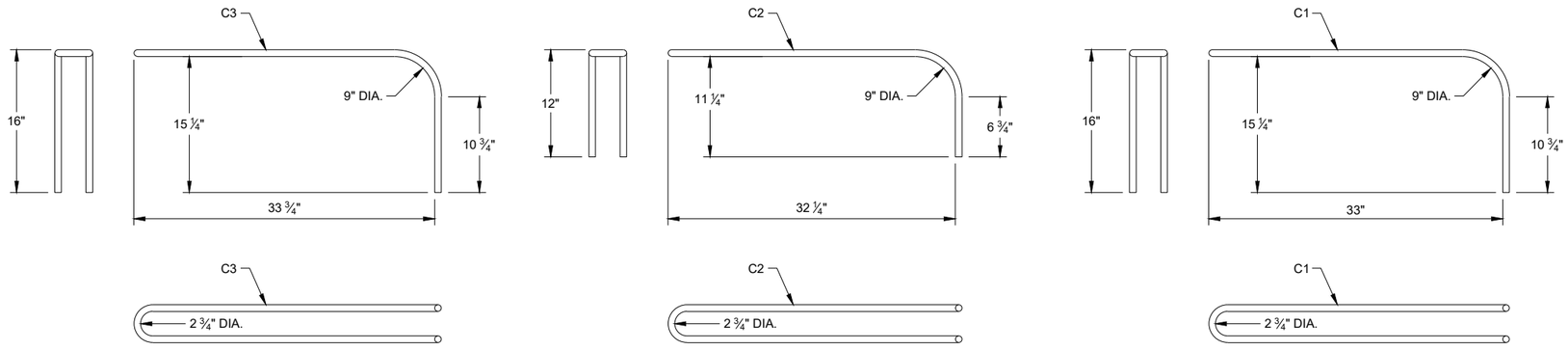


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



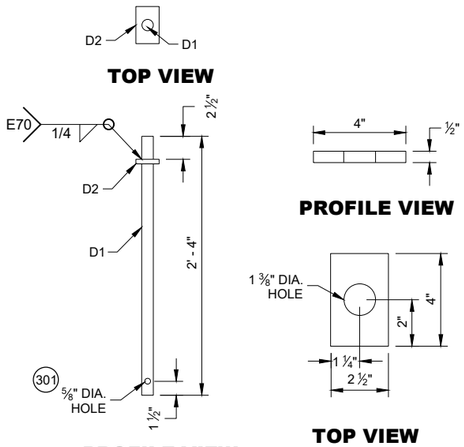
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

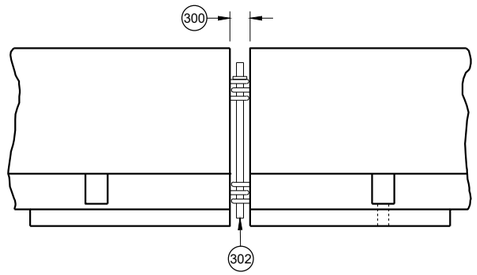
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07 - 16b



CONNECTOR PIN ASSEMBLY



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

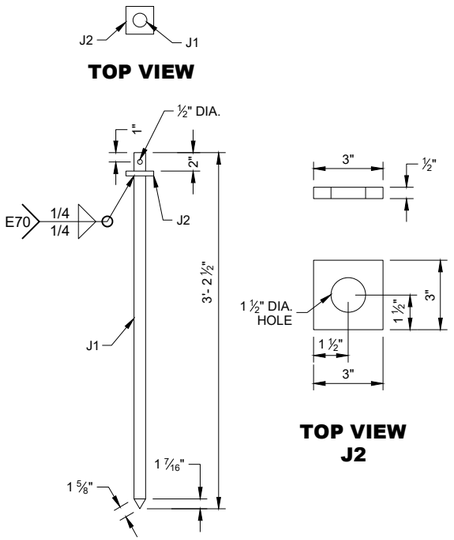
303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

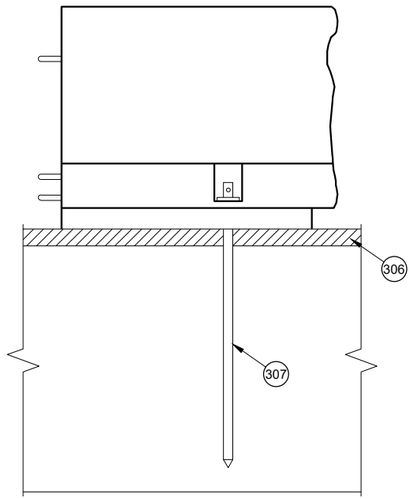
306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY



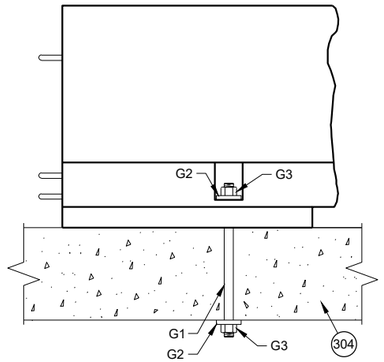
PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY



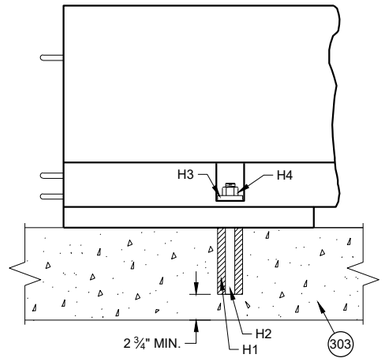
SIDE VIEW

ASPHALT ANCHOR INSTALLATION



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION 305



SIDE VIEW

ADHESIVE ANCHOR INSTALLATION 305

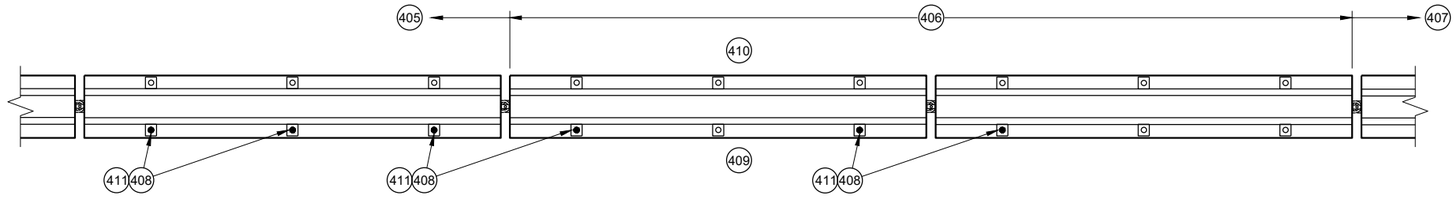
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SDD 14B07 - 16c

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

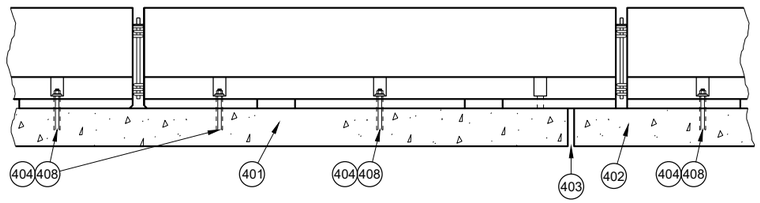
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SDD 14B07 - 16c



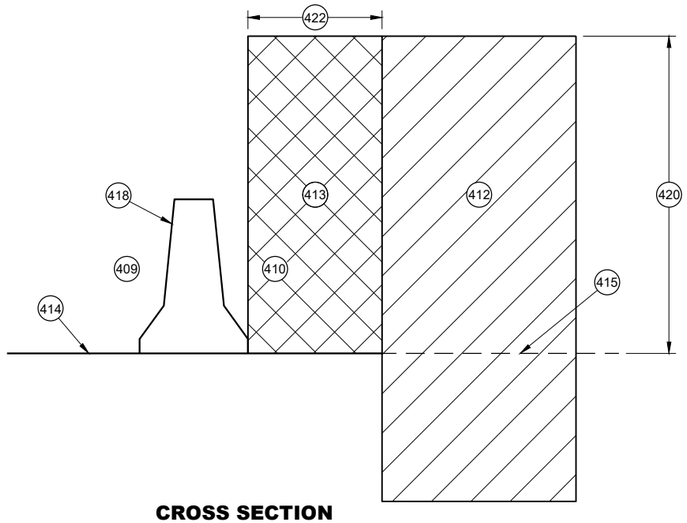
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



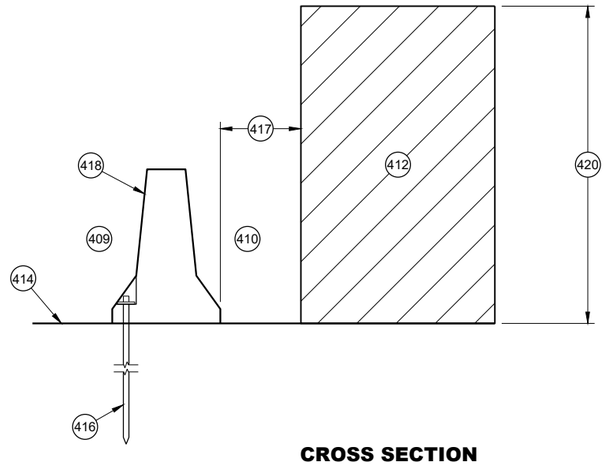
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



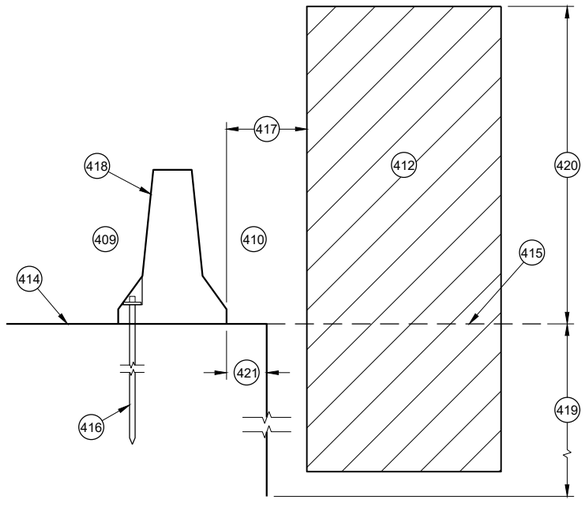
CROSS SECTION

FREE STANDING BARRIER



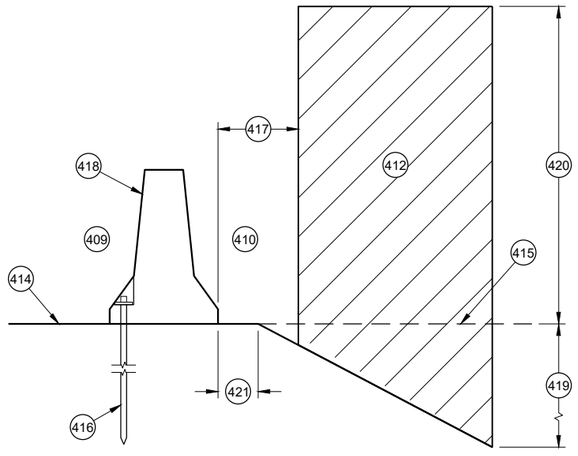
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

6

SDD 14B07 - 16d

GENERAL NOTES

500 EXISTING RIGID BARRIERS (VARIES)

501 TEMPORARY BARRIER

502 SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

503 ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

504 NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

505 TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

506 TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

507 VERTICAL BARRIER

508 SAFETY SHAPE BARRIER

509 SINGLE SLOPE BARRIER

510 CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

511 BENT THRIE BEAM TO FIT.

512 THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

513 TWO (2) P1, P2 AND P3 ARE REQUIRED

514 FIVE (5) N1, N2 AND N3 ARE REQUIRED

515 TWO (2) R1, R2 AND R3 ARE REQUIRED

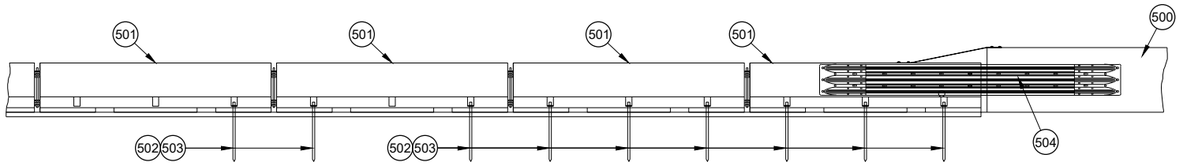
516 CUT WOOD BLOCK TO FIT.

517 SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

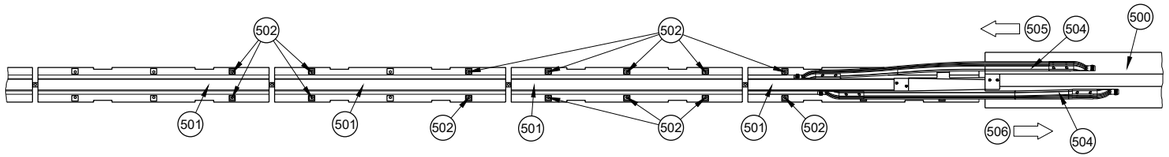
518 CAP ASSEMBLY

519 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

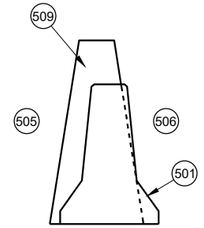
520 ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



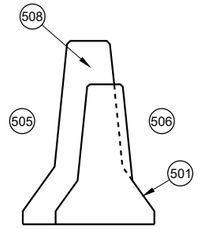
PROFILE VIEW



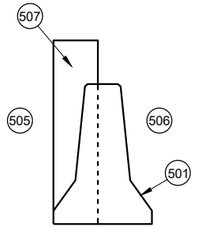
PLAN VIEW
TRANSITION TO RIGID BARRIER



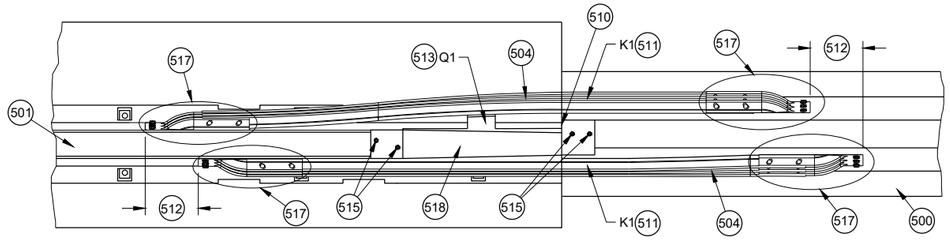
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



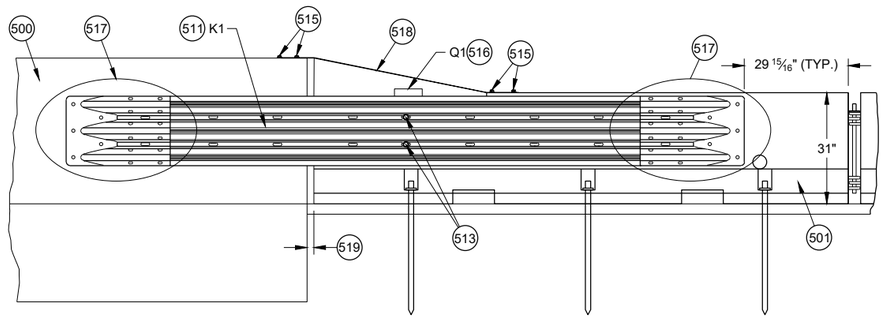
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



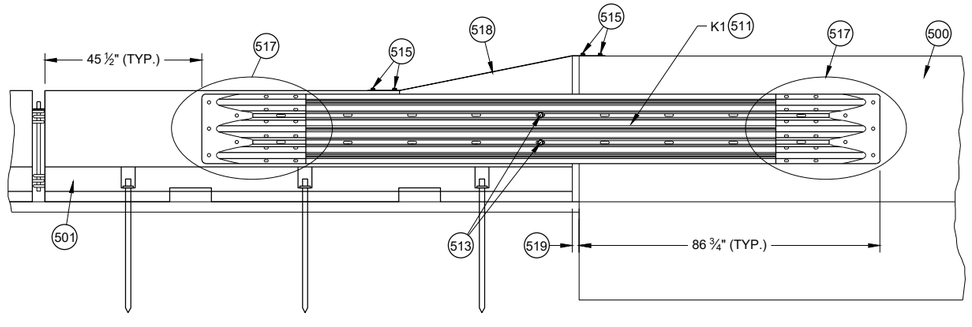
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



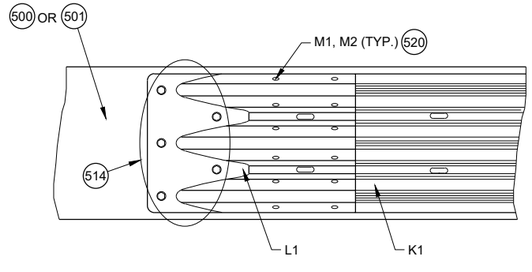
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER

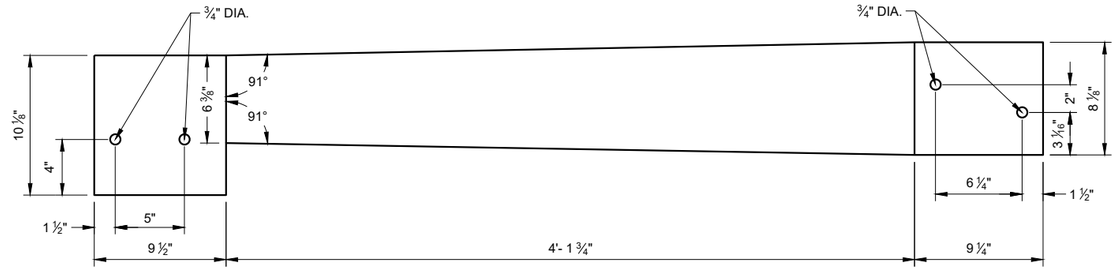


517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

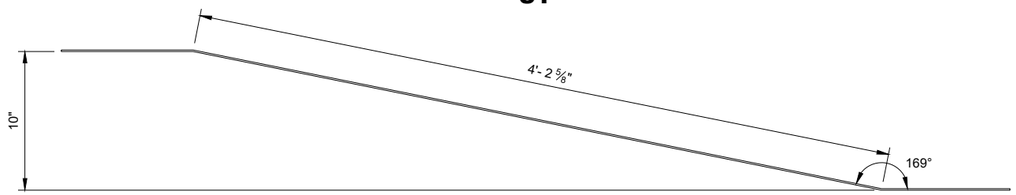
6

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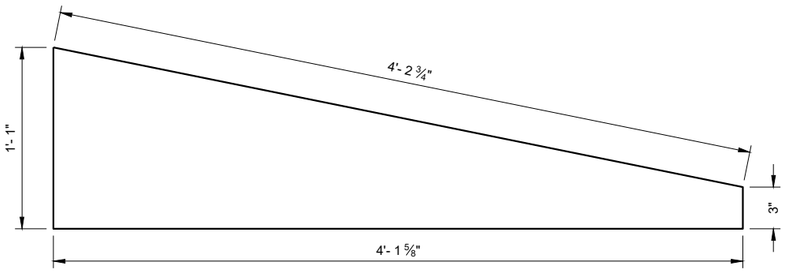
TOP VIEW

S1



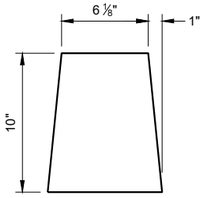
ELEVATION VIEW

S1

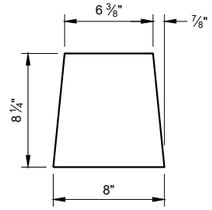


SIDE VIEW

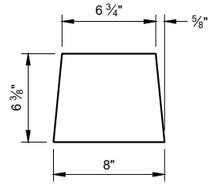
S3



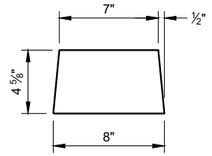
S2



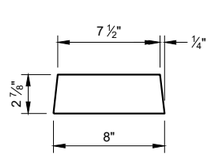
S4



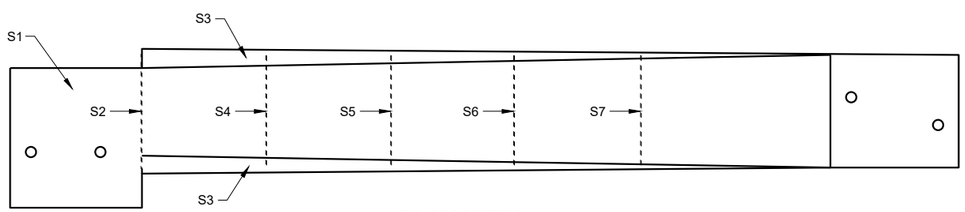
S5



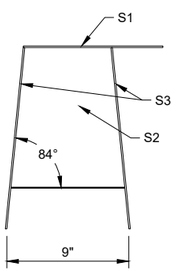
S6



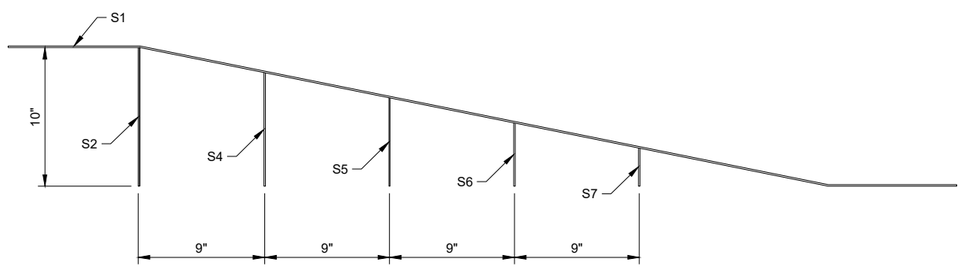
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

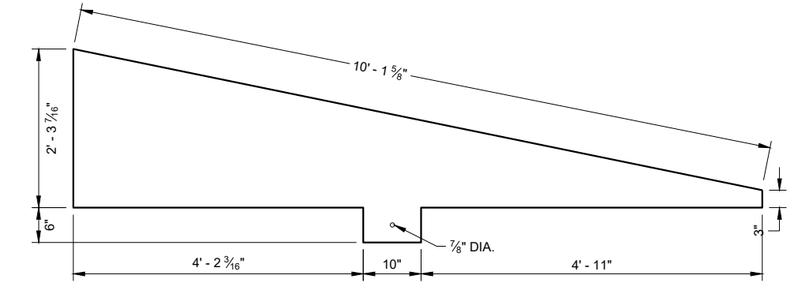
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

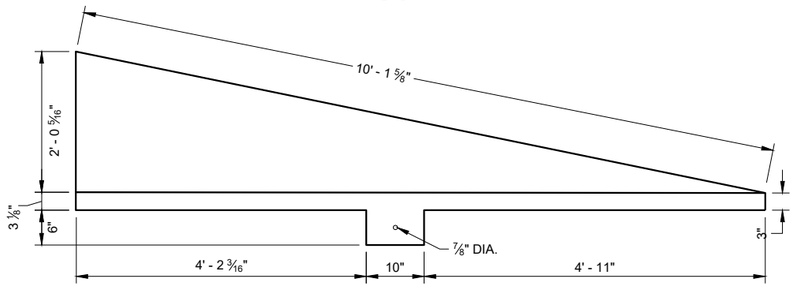
SDD 14B07 - 16f



SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

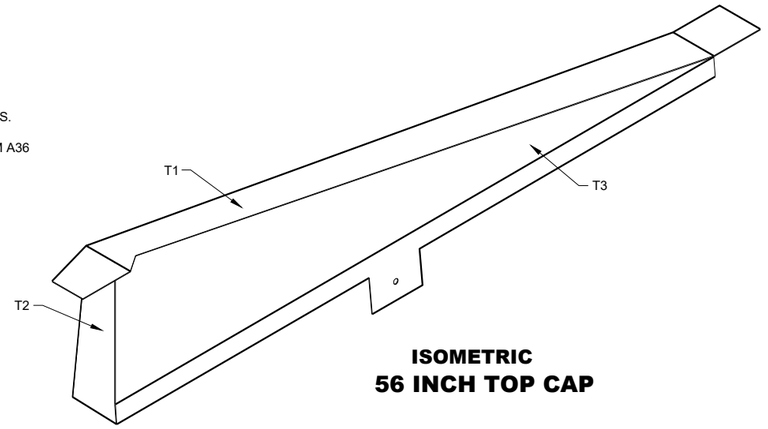
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

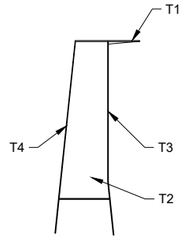
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

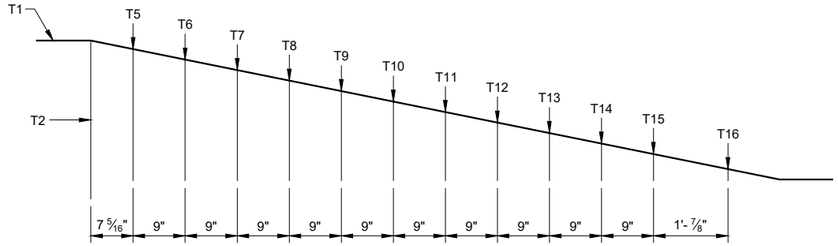
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



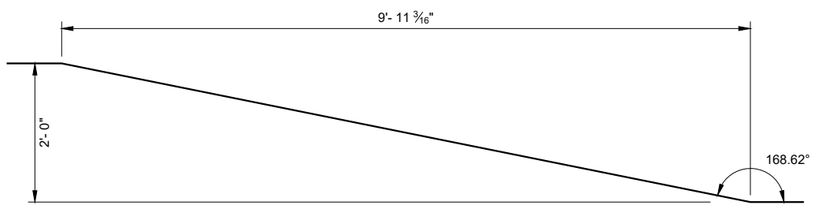
ISOMETRIC
56 INCH TOP CAP



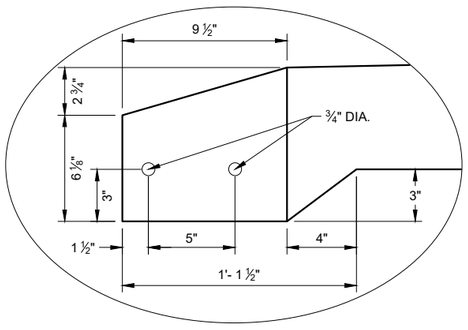
END VIEW
56 INCH TOP CAP



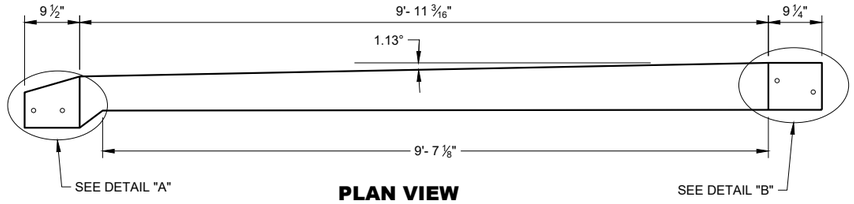
SIDE VIEW (700)
56 INCH TOP CAP



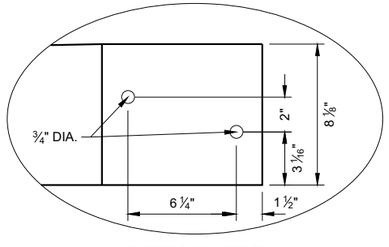
SIDE VIEW
TOP PLATE T1



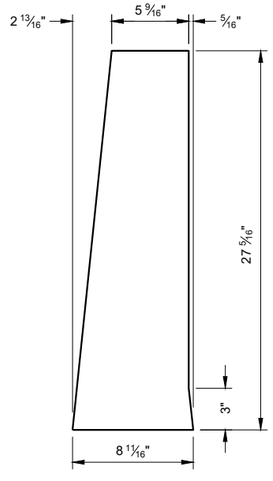
DETAIL "A"



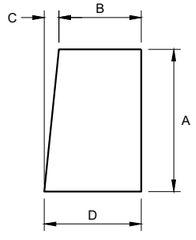
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

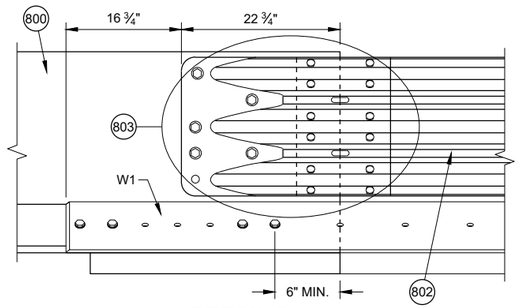
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

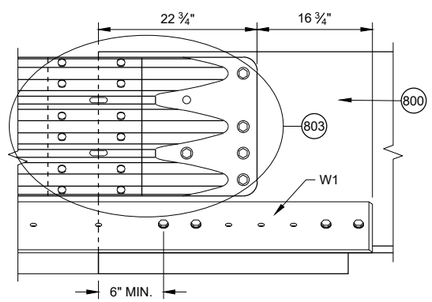
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

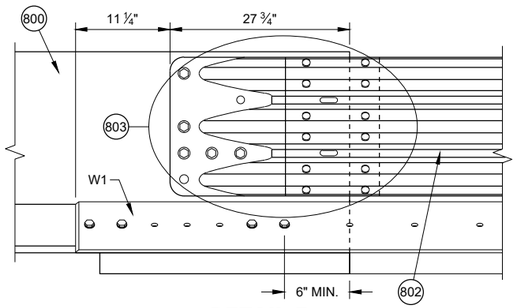
SDD 14B07 - 16g



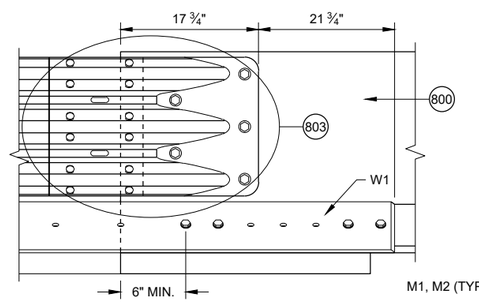
DETAIL D



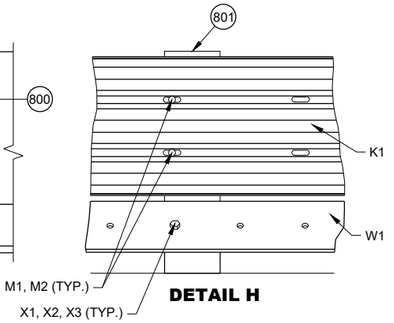
DETAIL E



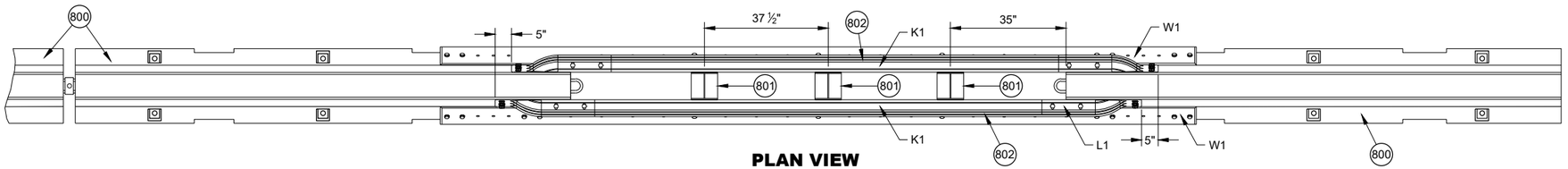
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

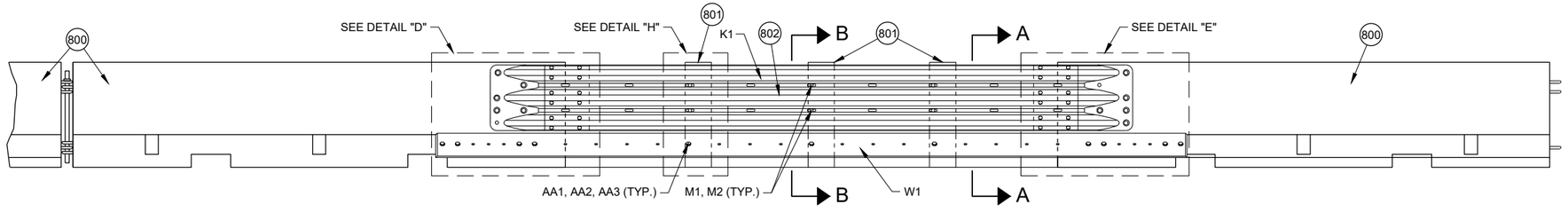
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

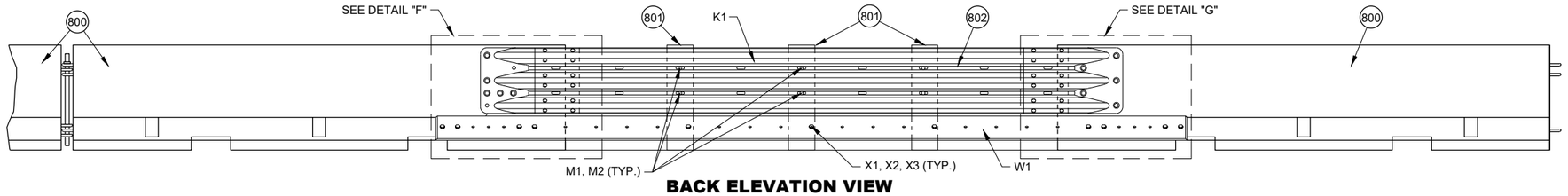
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



BACK ELEVATION VIEW

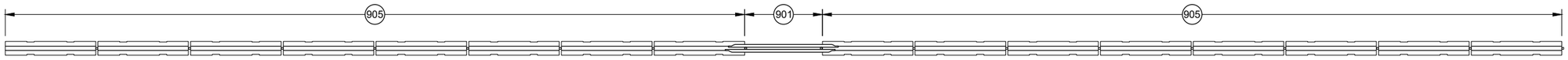
PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

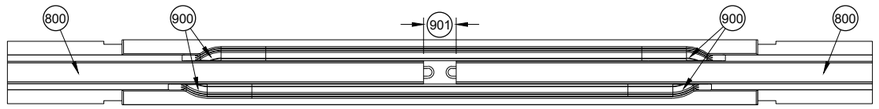
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07 - 16h



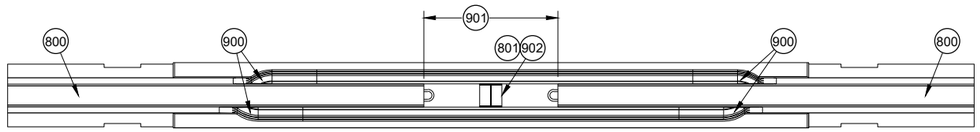
PLAN VIEW
GAP WITHIN SPACING



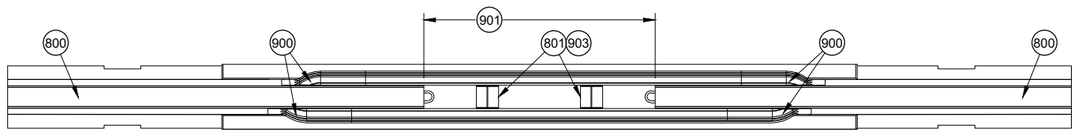
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

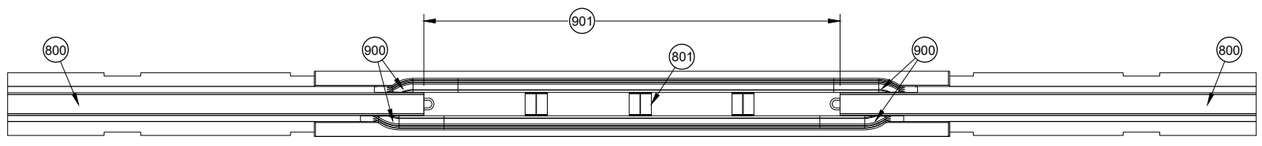
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

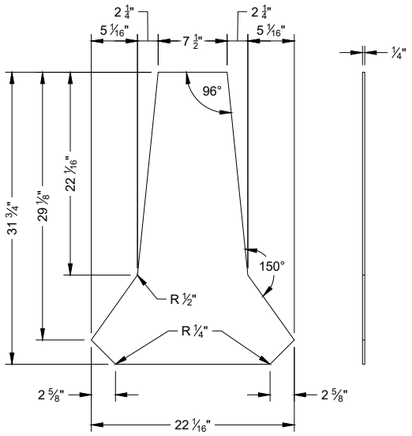


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

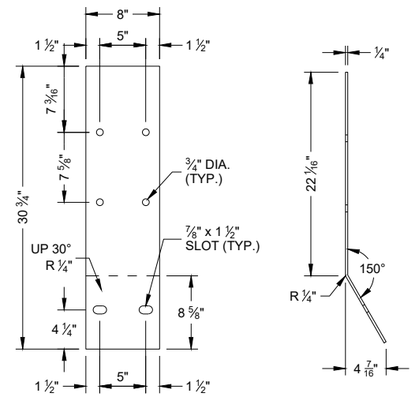
6

SDD 14B07 - 16i



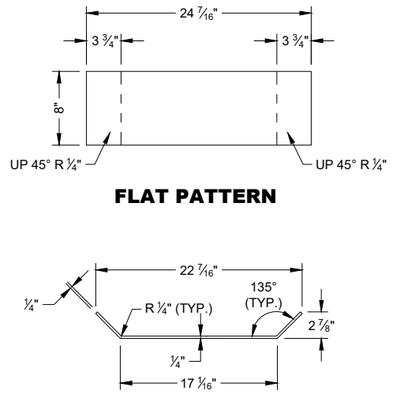
PROFILE VIEW SIDE VIEW

STIFFENER ASSEMBLY CENTER PANEL U1



FLAT PATTERN SIDE VIEW

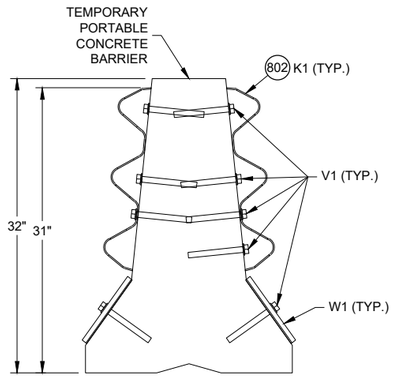
STIFFENER ASSEMBLY SIDE PANEL U2



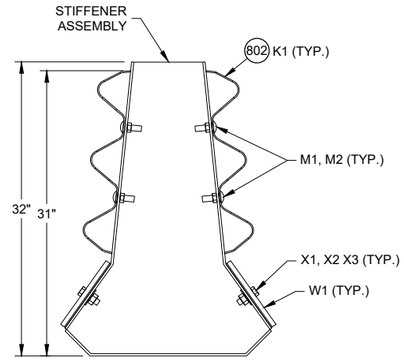
FLAT PATTERN

PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

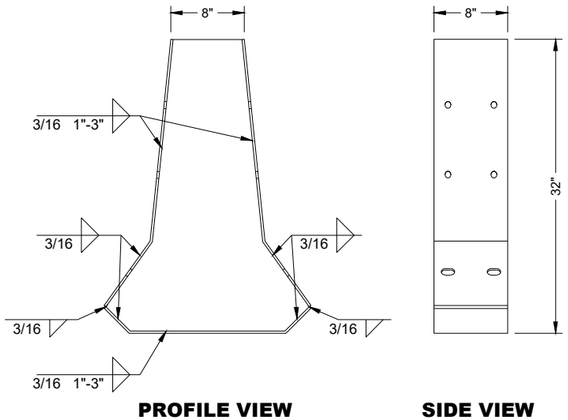


SECTION A - A



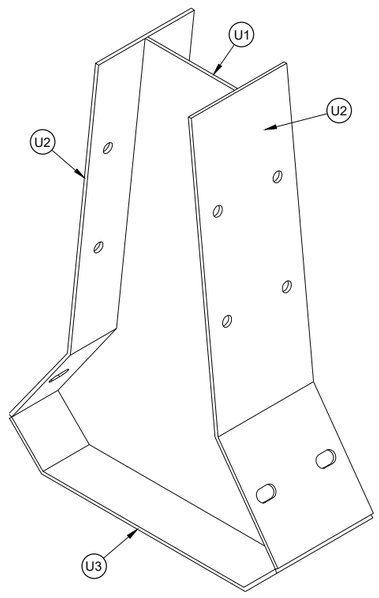
SECTION B - B

PLAN VIEW



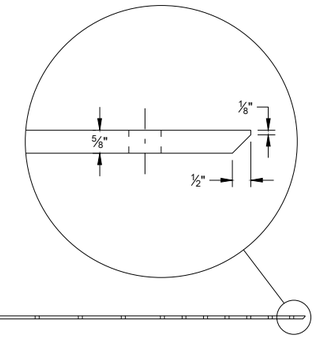
PROFILE VIEW

SIDE VIEW

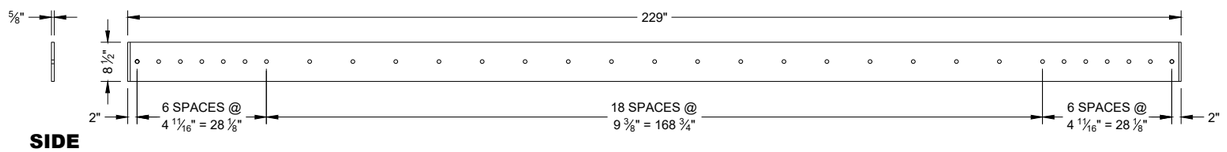


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

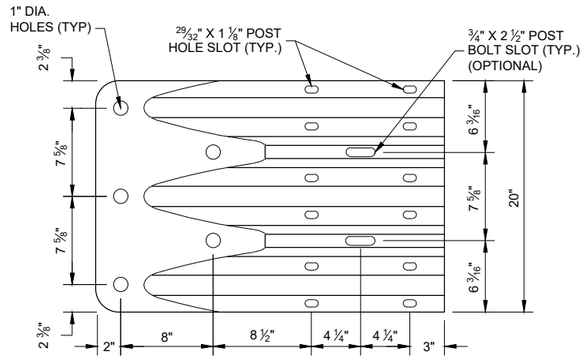
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

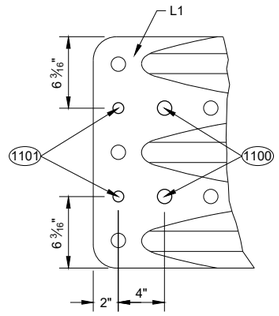
STATE OF WISCONSIN
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ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

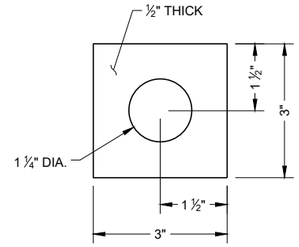


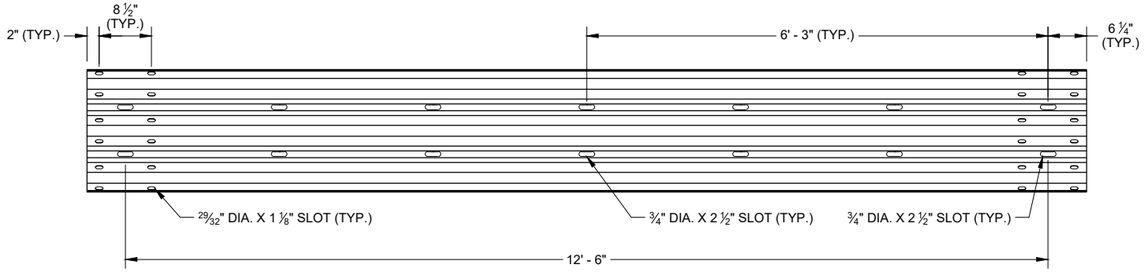
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

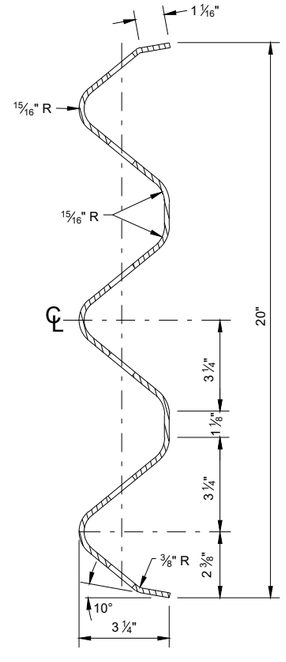
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

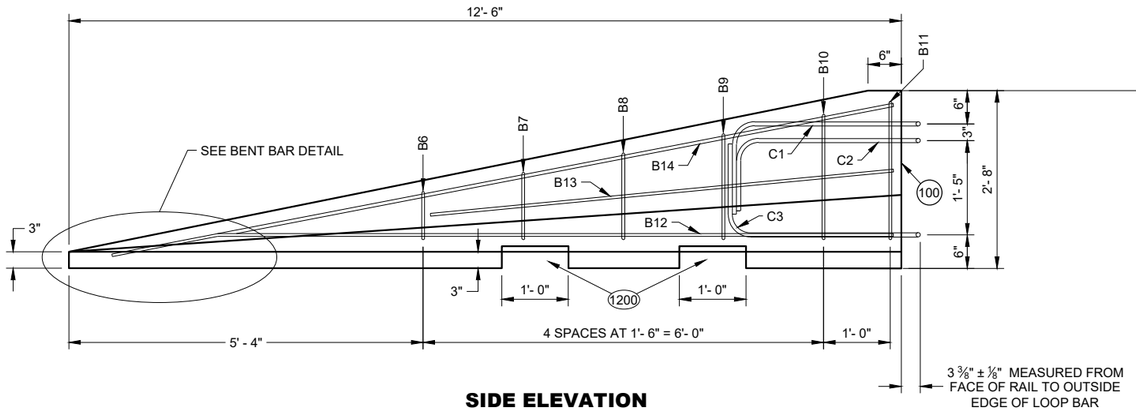
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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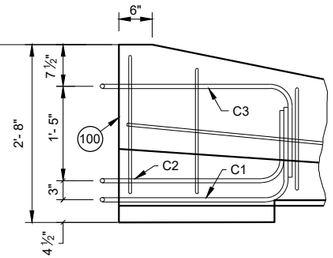
SDD 14B07 - 16k

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SDD 14B07 - 16k



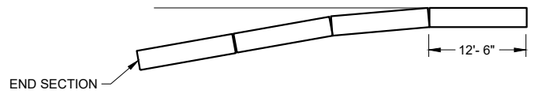
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

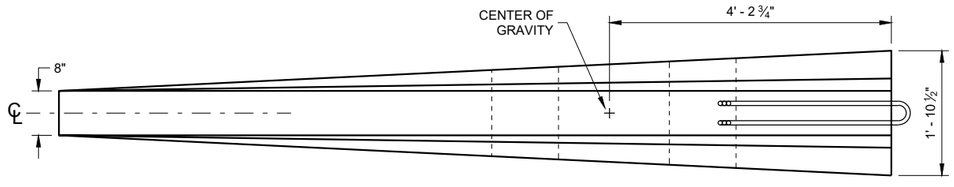
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

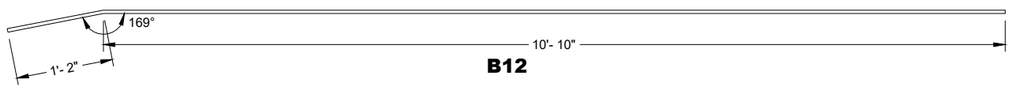


FLARE AT BARRIER END

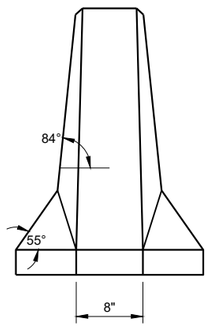
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



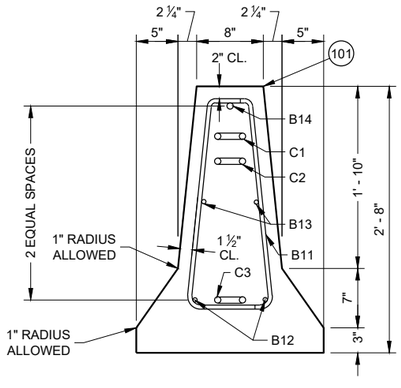
PLAN VIEW



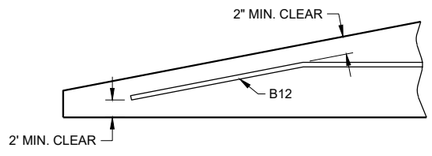
B12



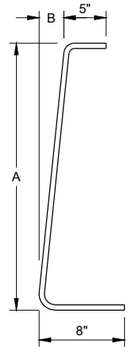
FRONT ELEVATION



END SECTION



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07 - 16I

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. STRENGTH OF 1,800 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD14B07 - 16m

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SDD14B07 - 16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

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SDD 14B07 - 16n

SDD 14B07 - 16n

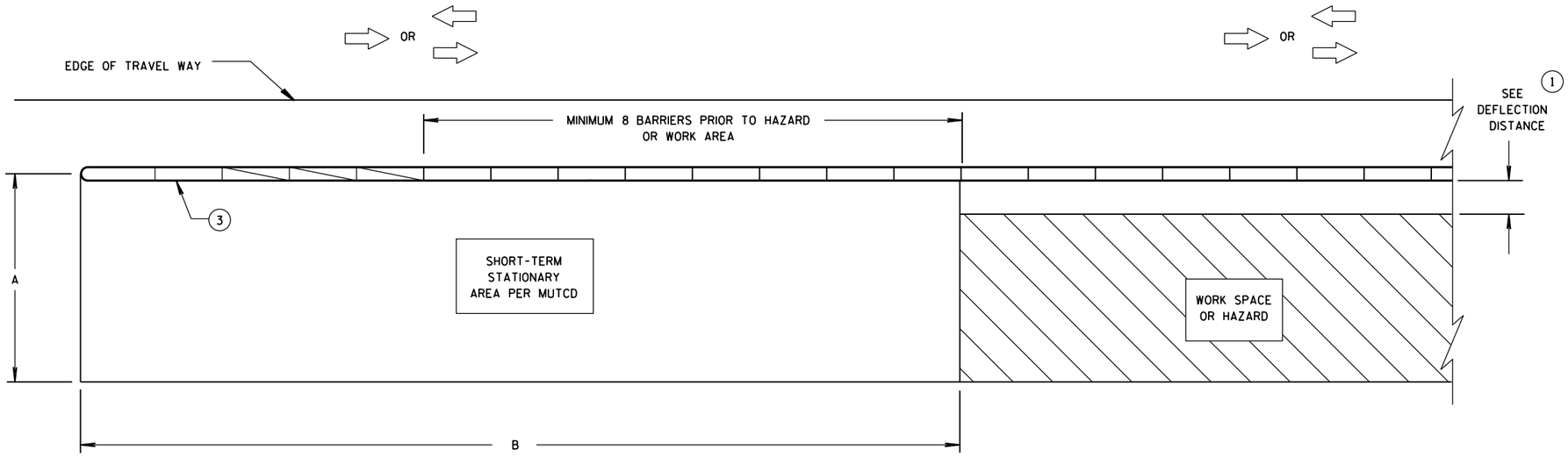
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



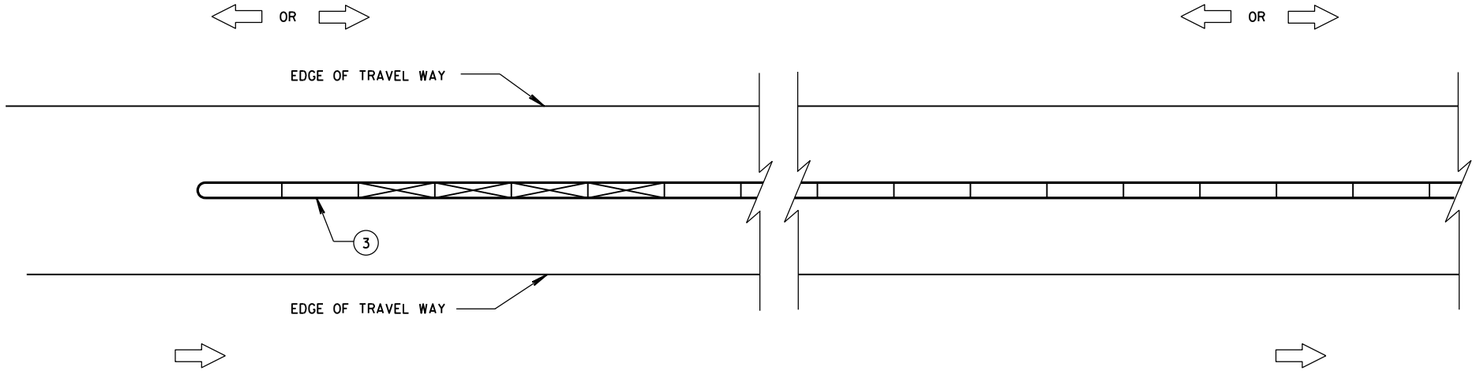
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

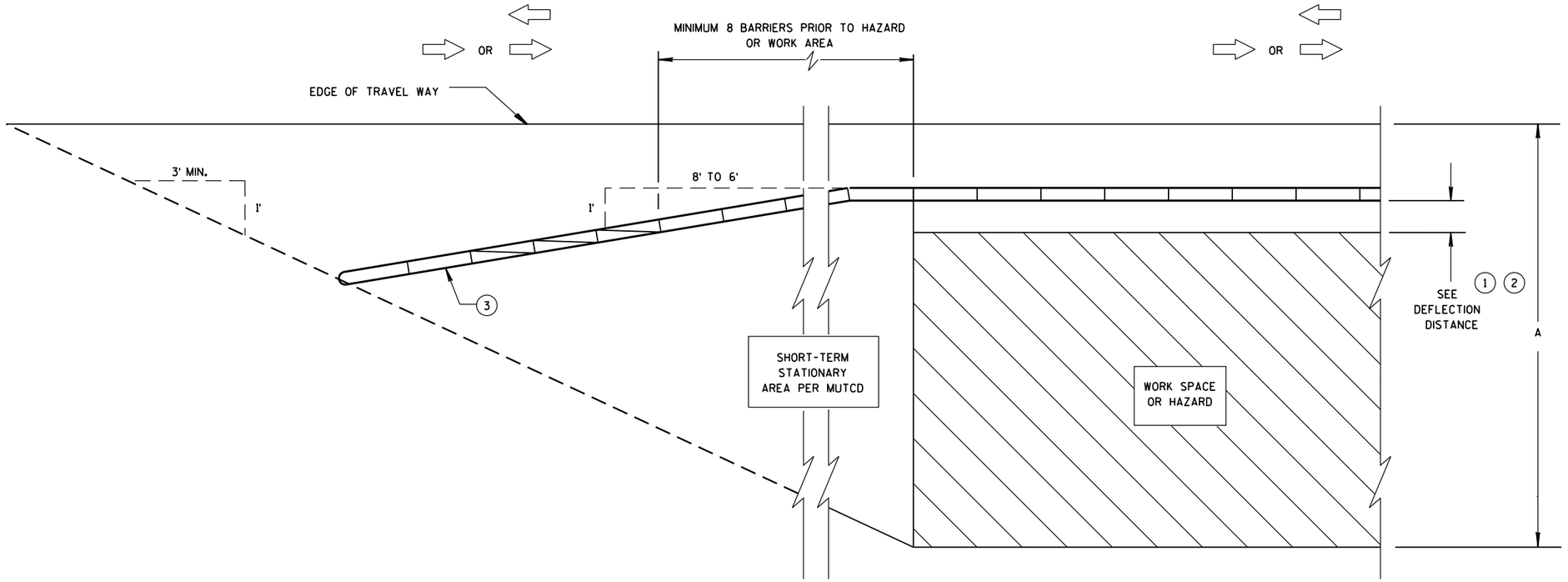
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

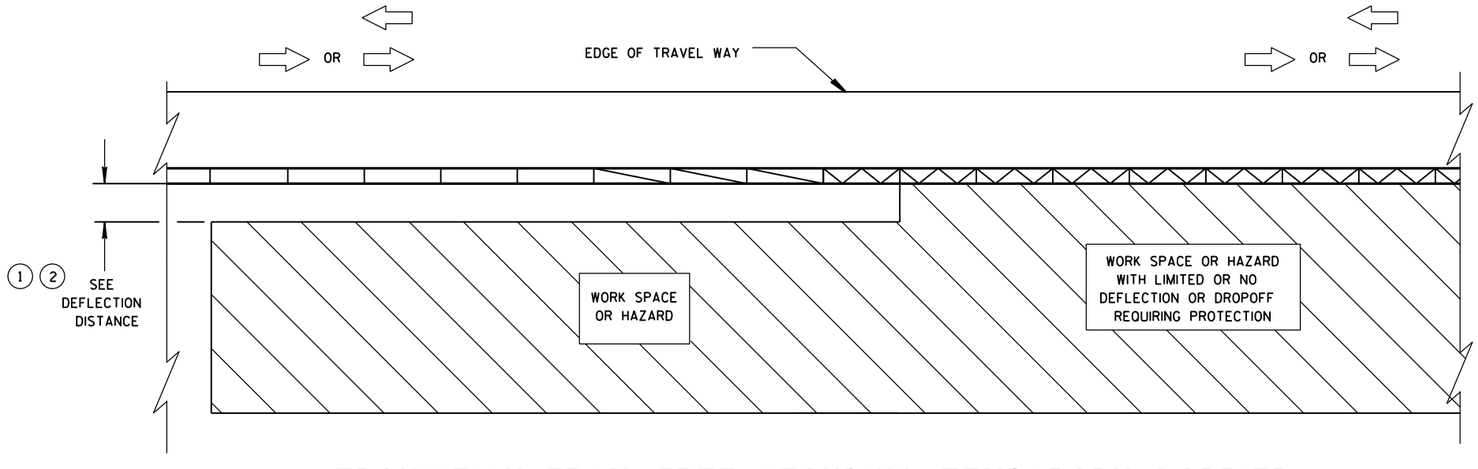
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

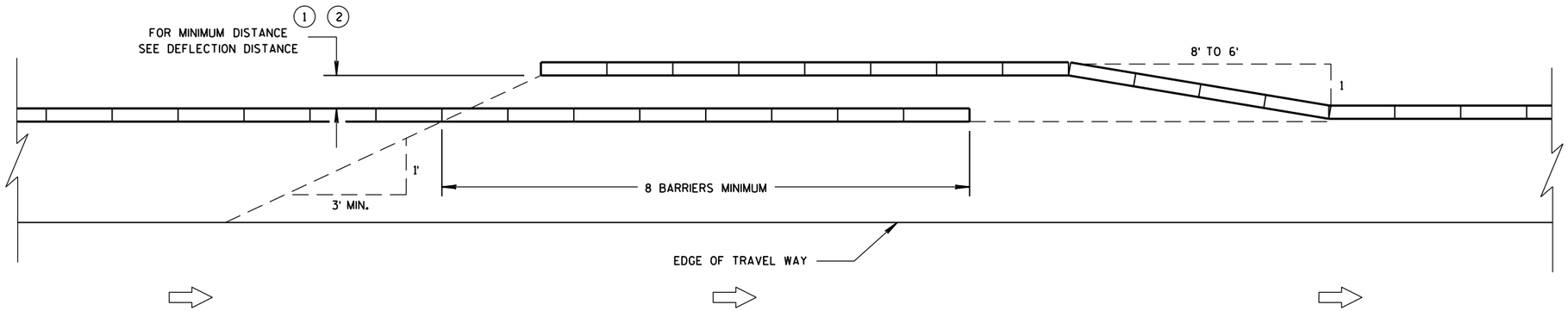
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

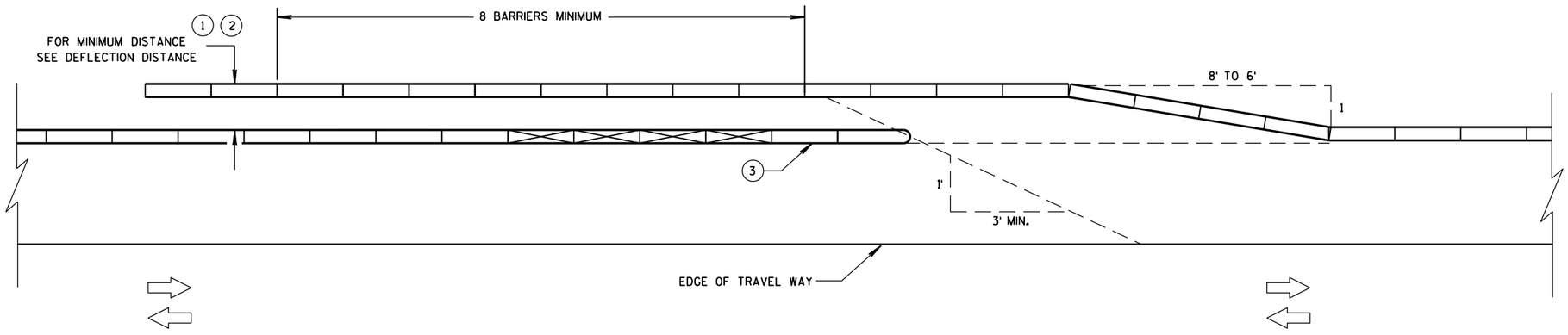
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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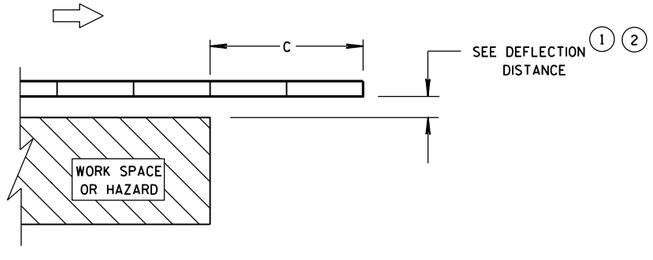
S.D.D. 14 B 8-2b



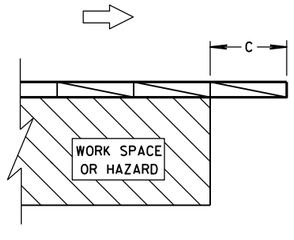
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

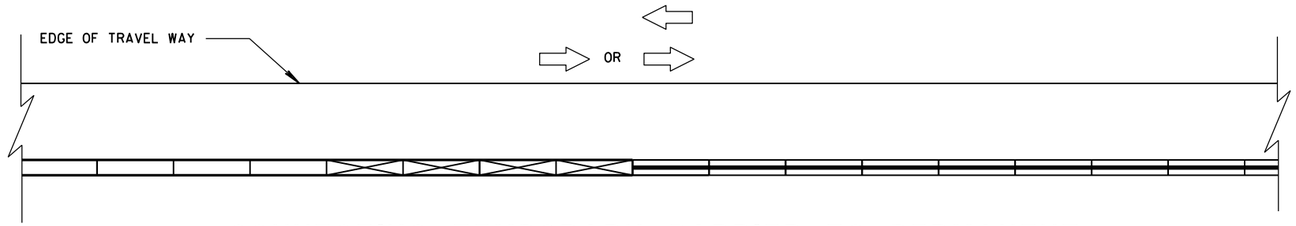
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

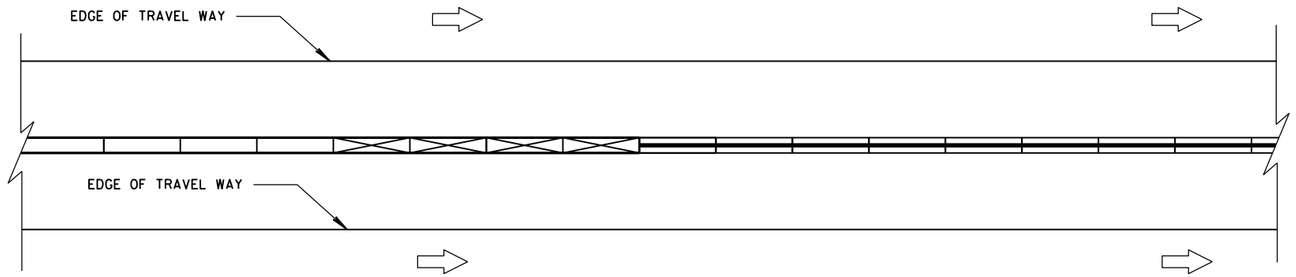
STATE OF WISCONSIN
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S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

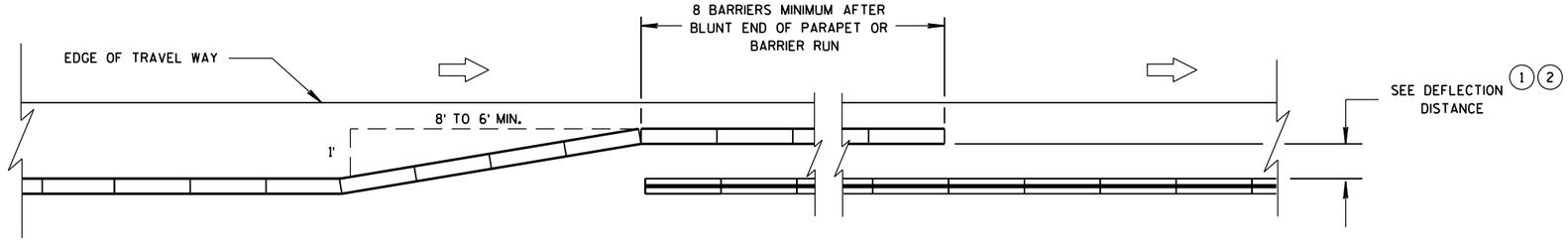
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

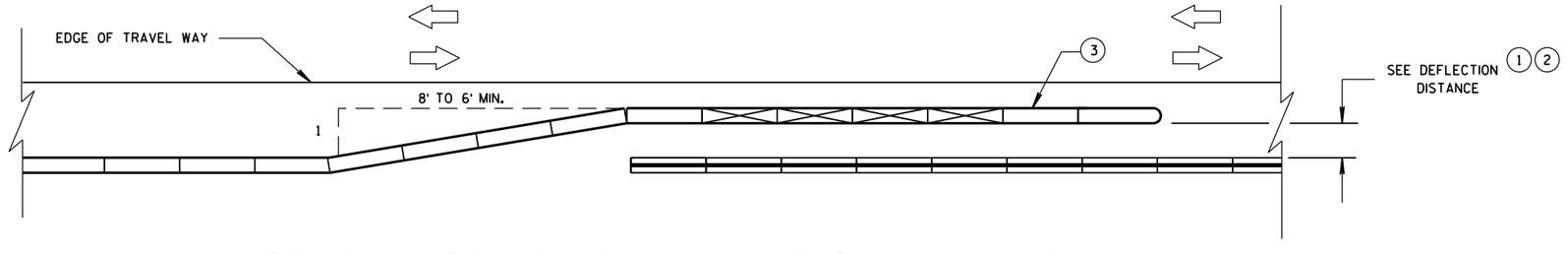
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

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S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

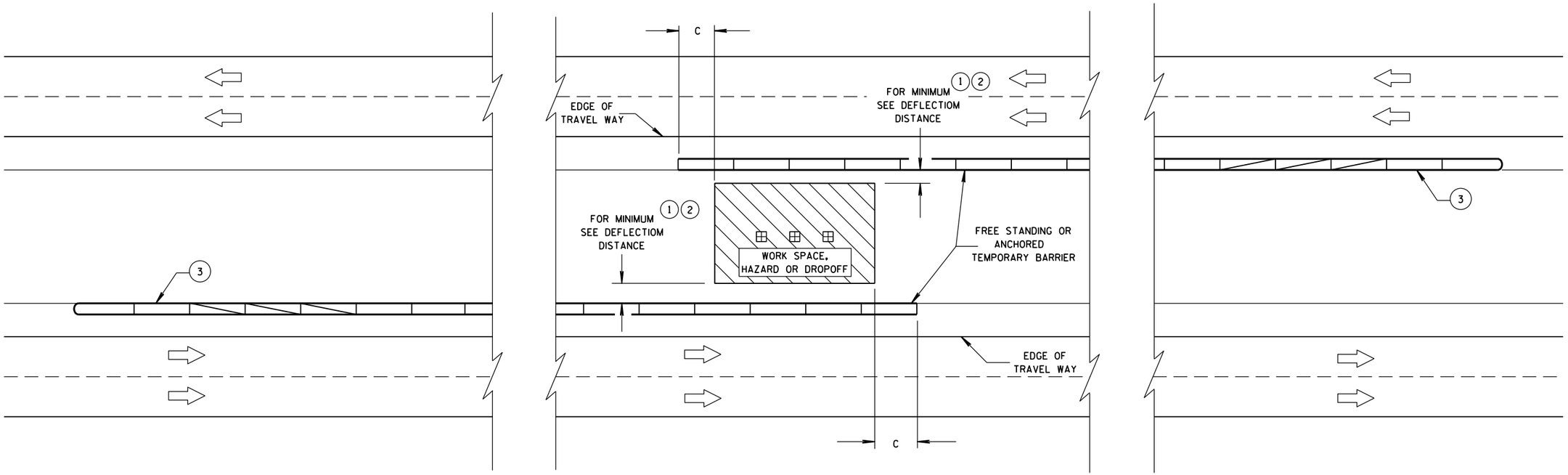
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

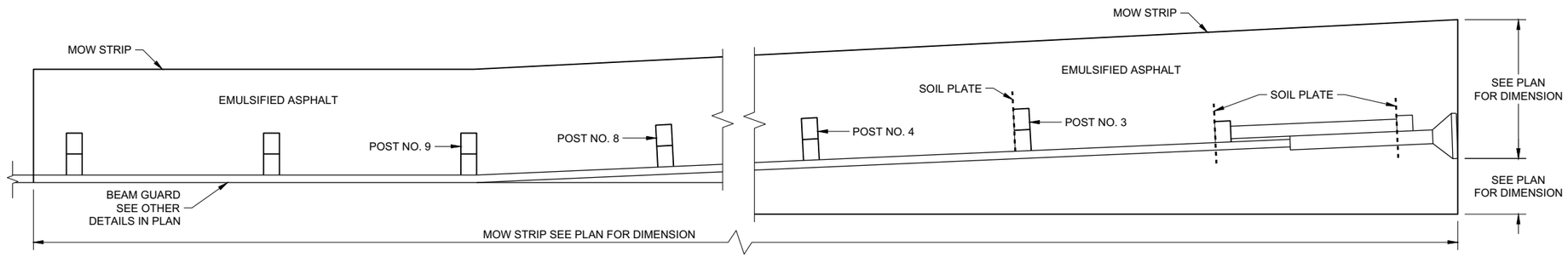
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

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S.D.D. 14 B 8-2e

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S.D.D. 14 B 8-2e



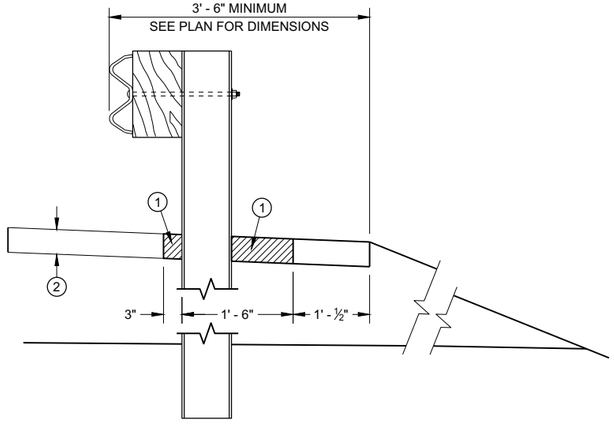
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

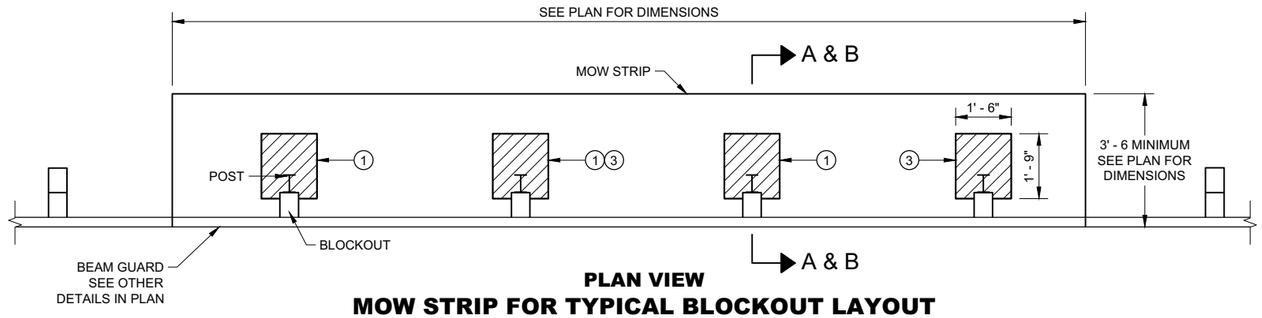
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

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

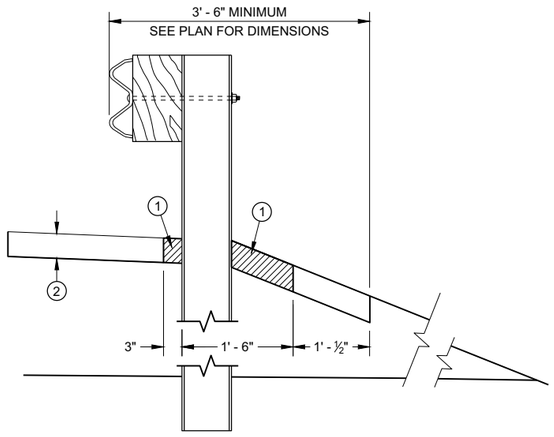


SECTION A - A

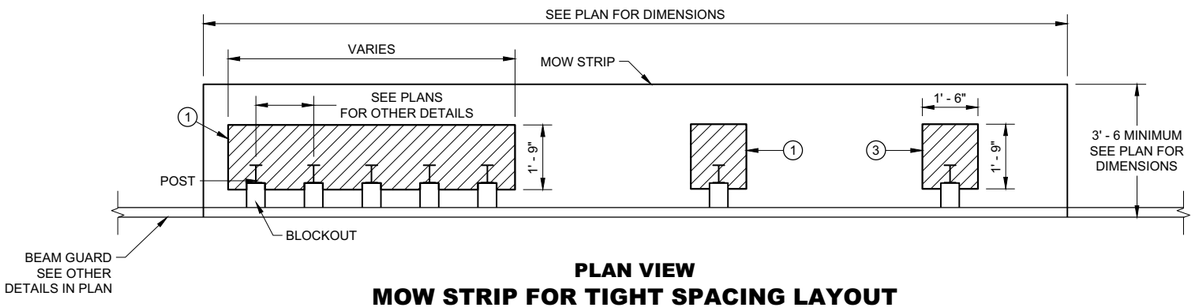


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

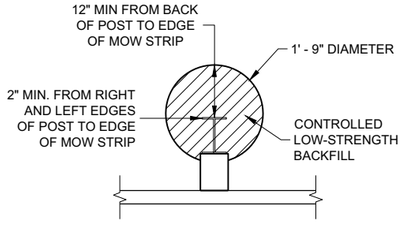


SECTION B - B

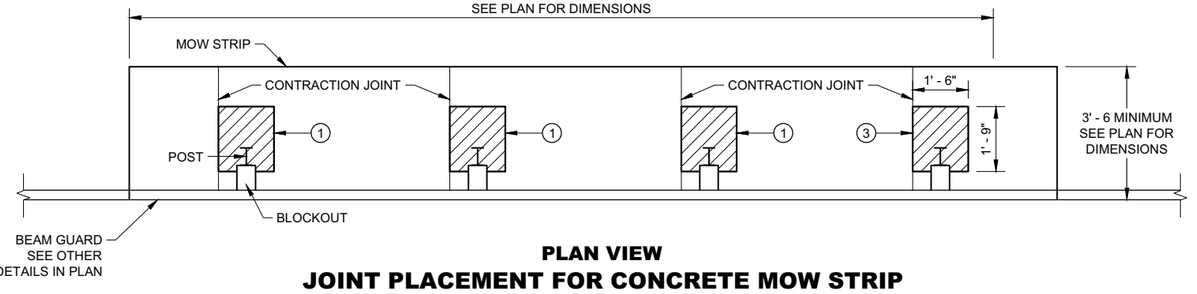


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
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SDD 14B28 - 04a

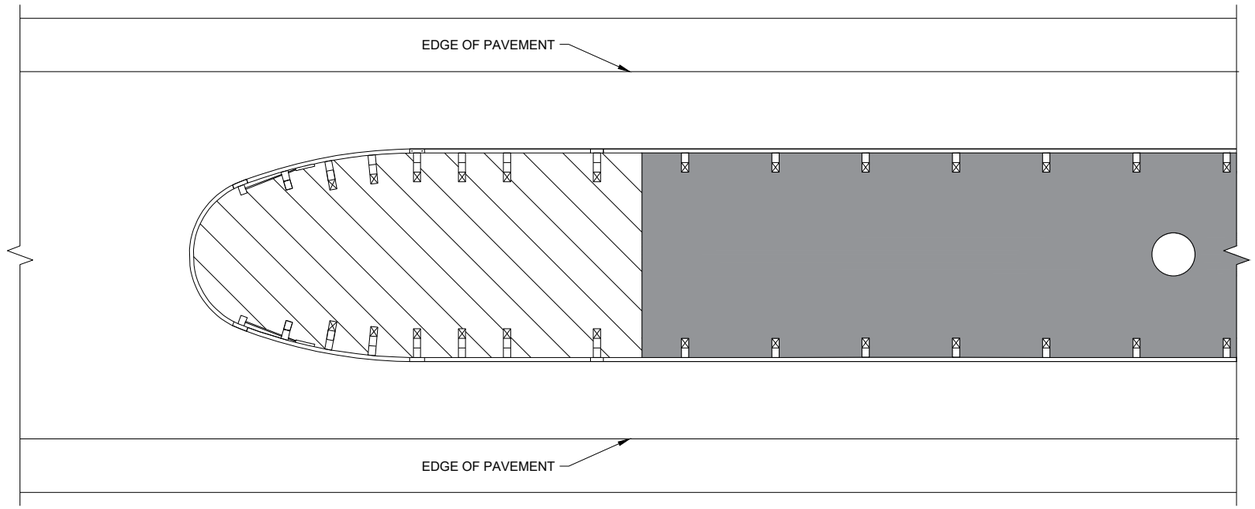
LEGEND

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

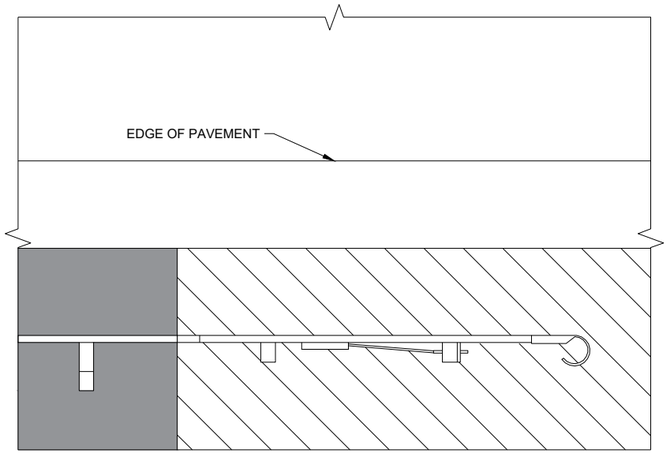
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

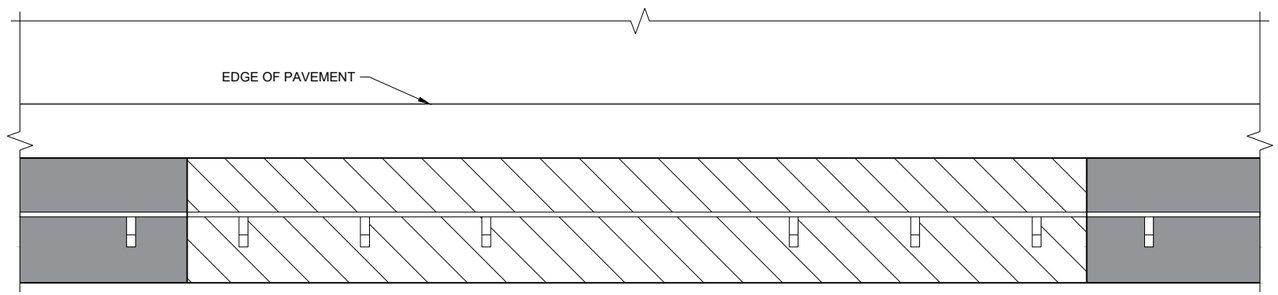
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



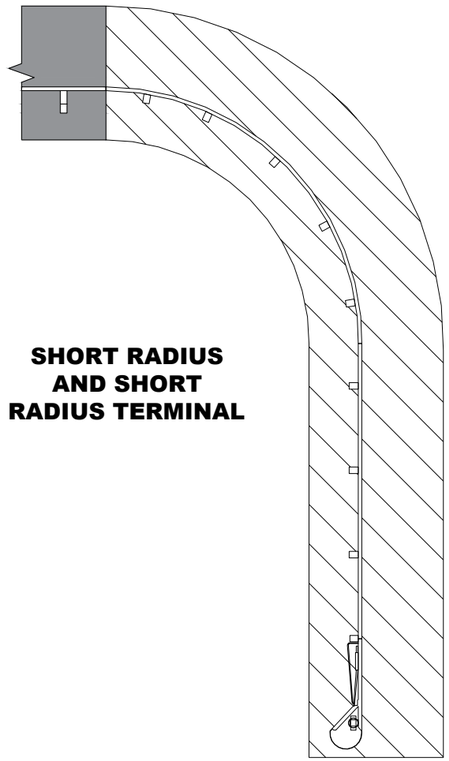
THRIE BEAM BULLNOSE



TYPE 2 TERMINAL



LONG - SPAN



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
ENGINEER

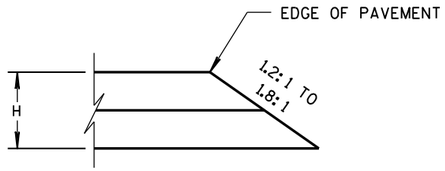
FHWA

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SDD 14B28 - 04b

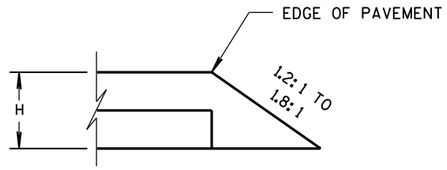
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SDD 14B28 - 04b



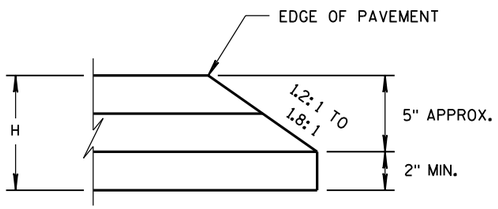
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



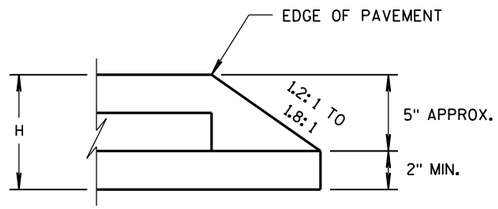
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

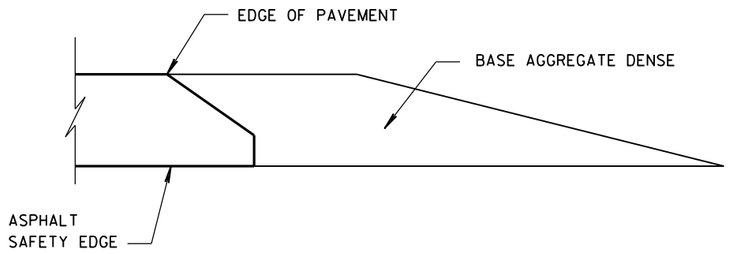
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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.

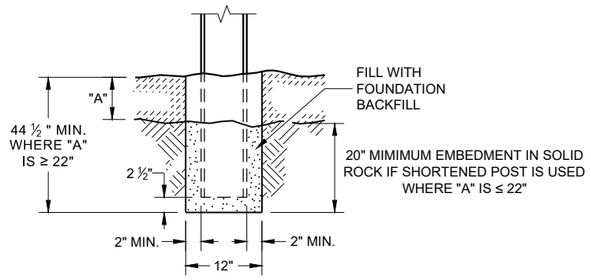
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

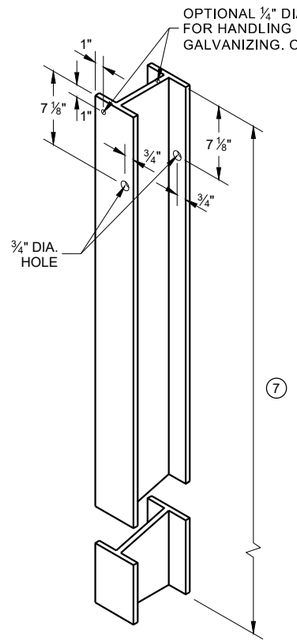
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

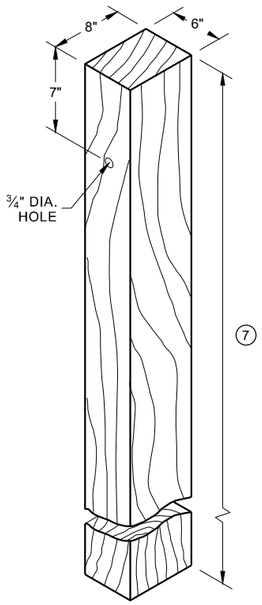
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



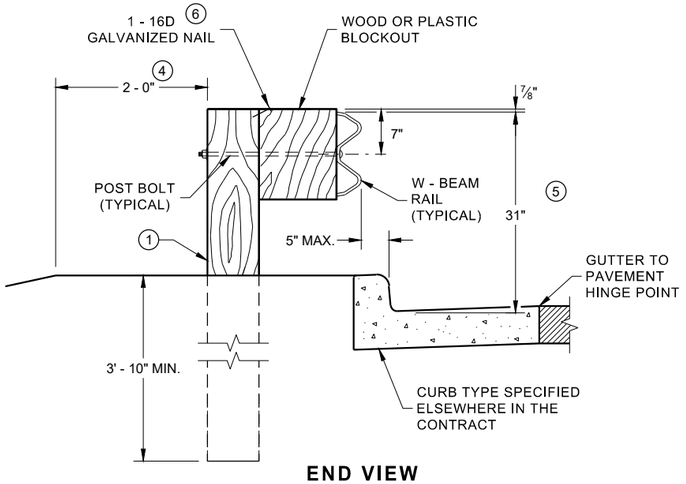
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



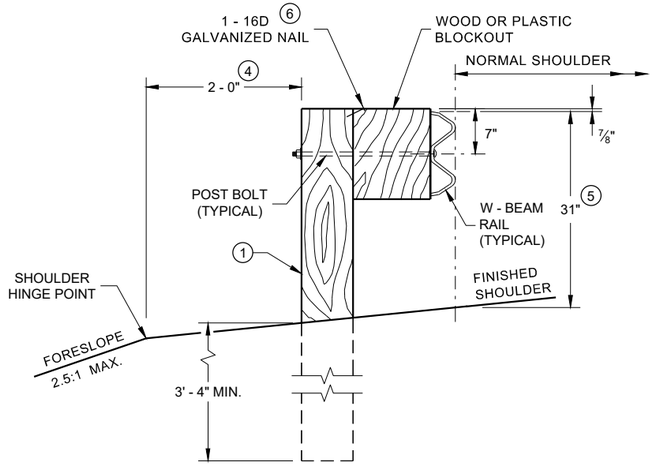
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



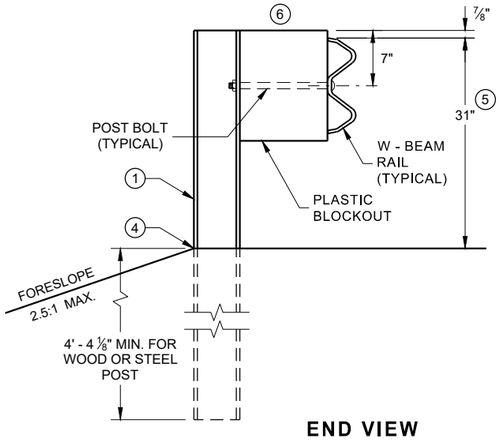
WOOD POST (6" X 8") NOMINAL (1)



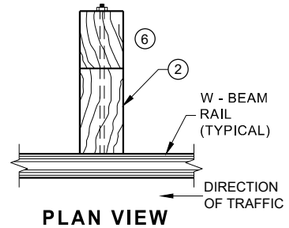
END VIEW
LOCATED ALONG A CURBED ROADWAY



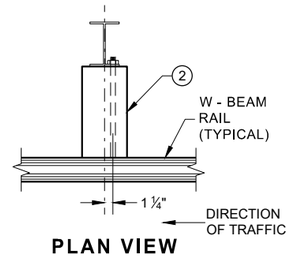
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



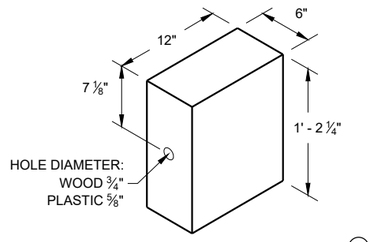
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

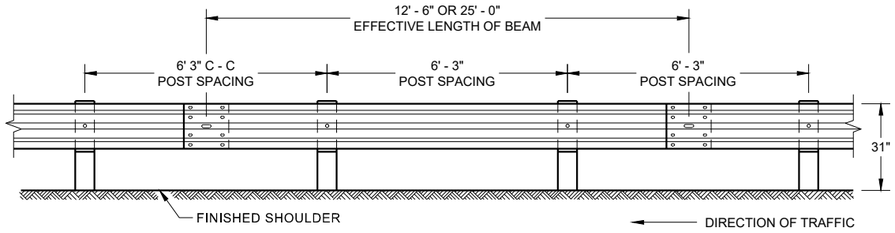
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

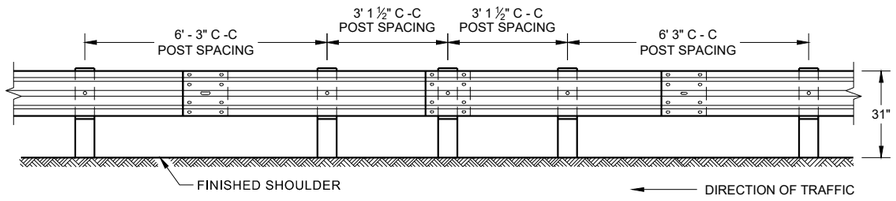
SDD 14B42 - 07a

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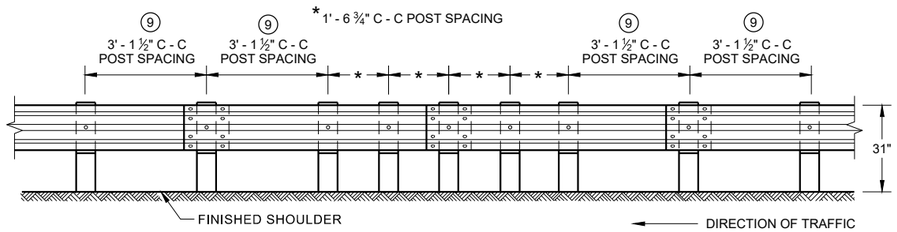
SDD 14B42 - 07a



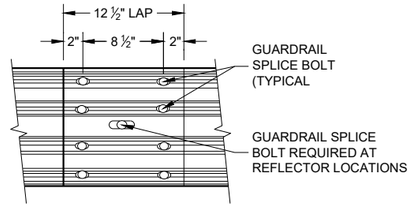
FRONT VIEW
POST SPACING STANDARD INSTALLATION



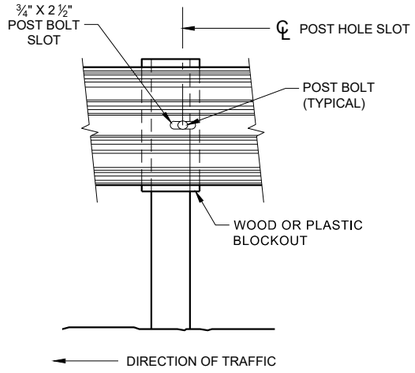
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



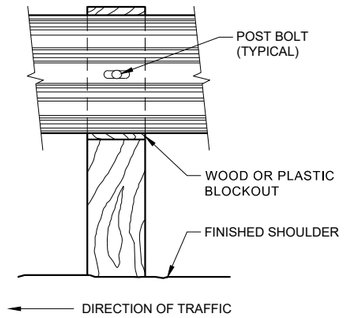
FRONT VIEW
QUARTER POST SPACING (QS)



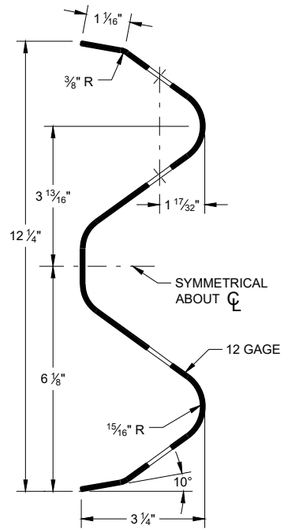
FRONT VIEW
MID-SPAN BEAM SPLICE



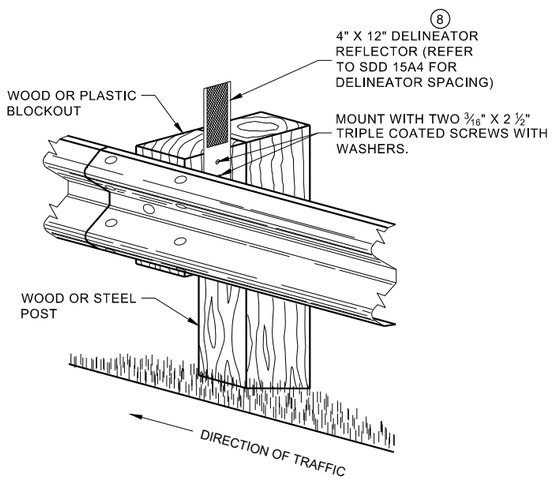
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

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

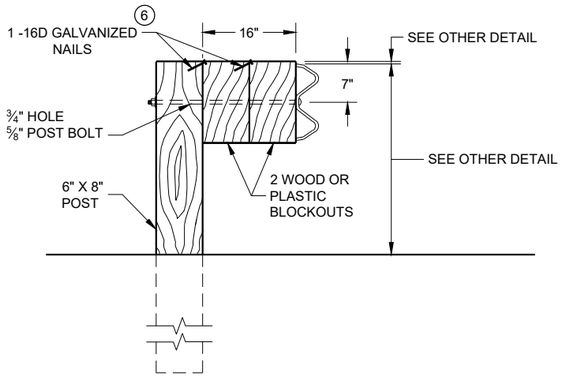
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B42 - 07b

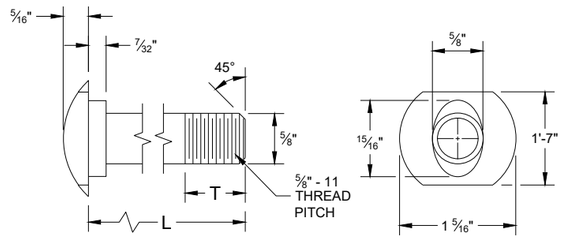


DETAIL FOR 16" BLOCKOUT DEPTH

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.

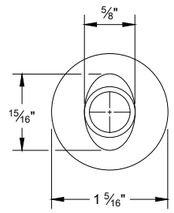
NOTE:

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.

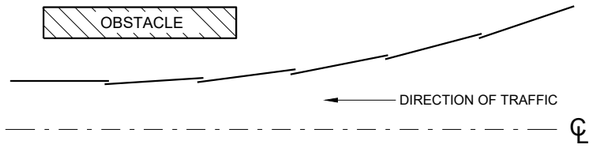


POST BOLT TABLE

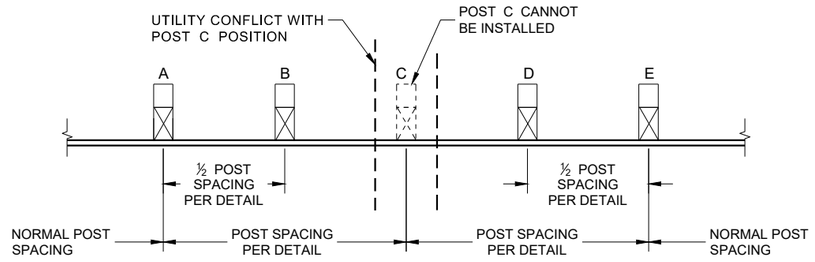
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



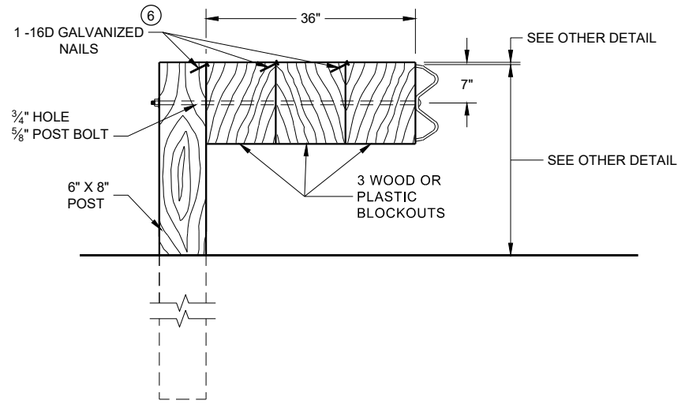
ALTERNATE BOLT HEAD



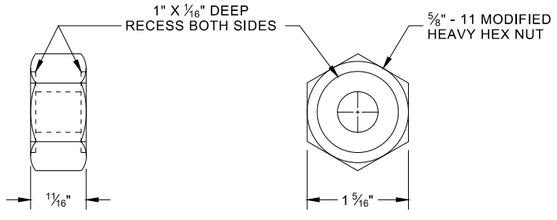
PLAN VIEW
BEAM LAPPING DETAIL



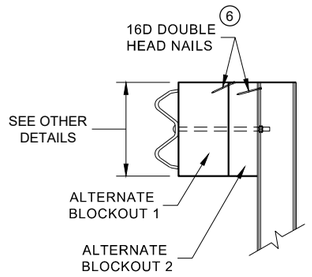
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



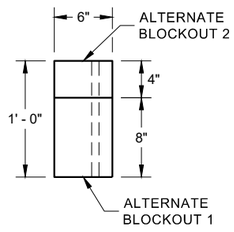
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

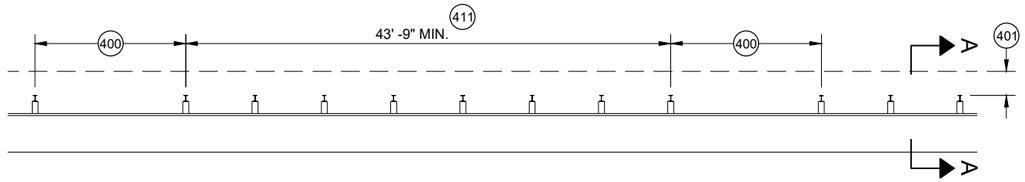
ALTERNATE WOOD BLOCKOUT DETAIL

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.

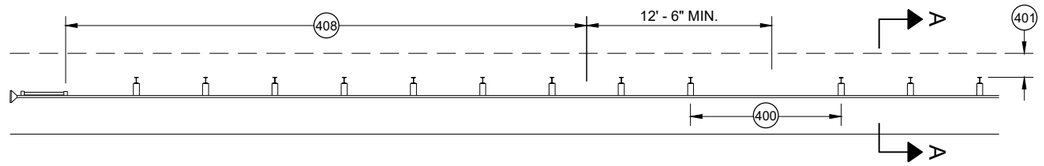
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

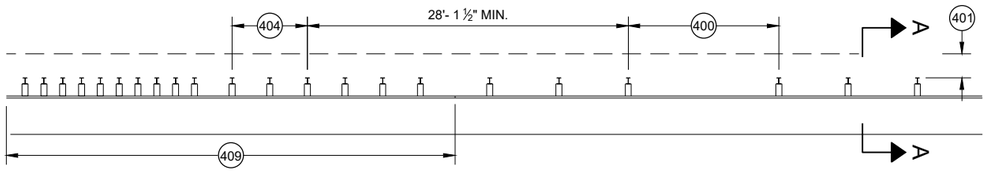
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



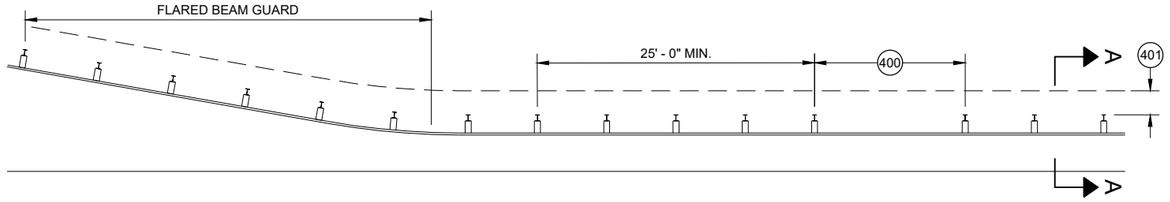
MISSING POST IN MGS GUARDRAIL



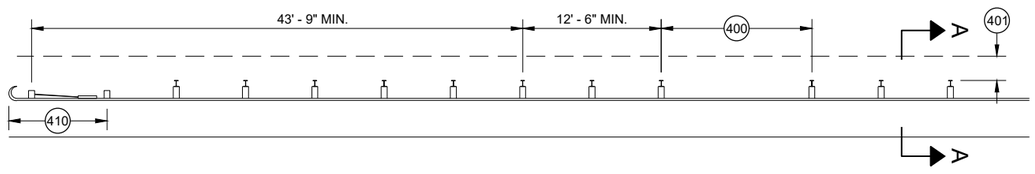
MISSING POST IN MGS GUARDRAIL NEAR EAT



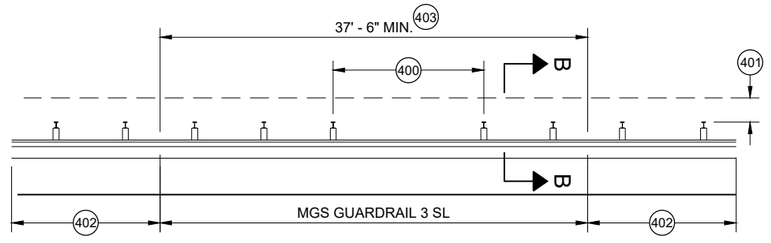
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

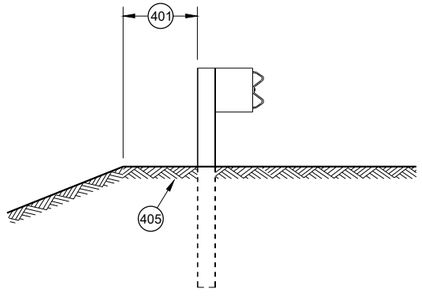


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

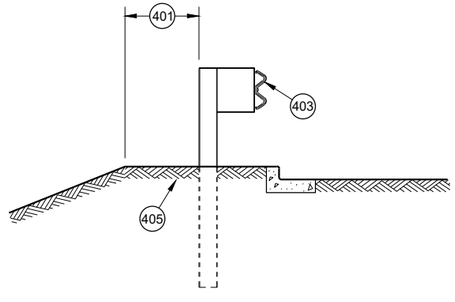


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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

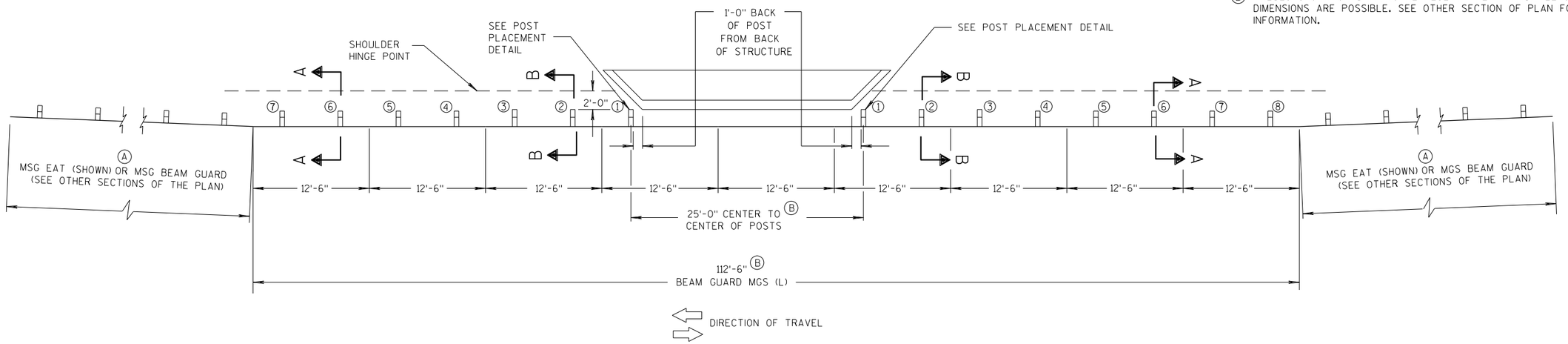
GENERAL NOTES

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

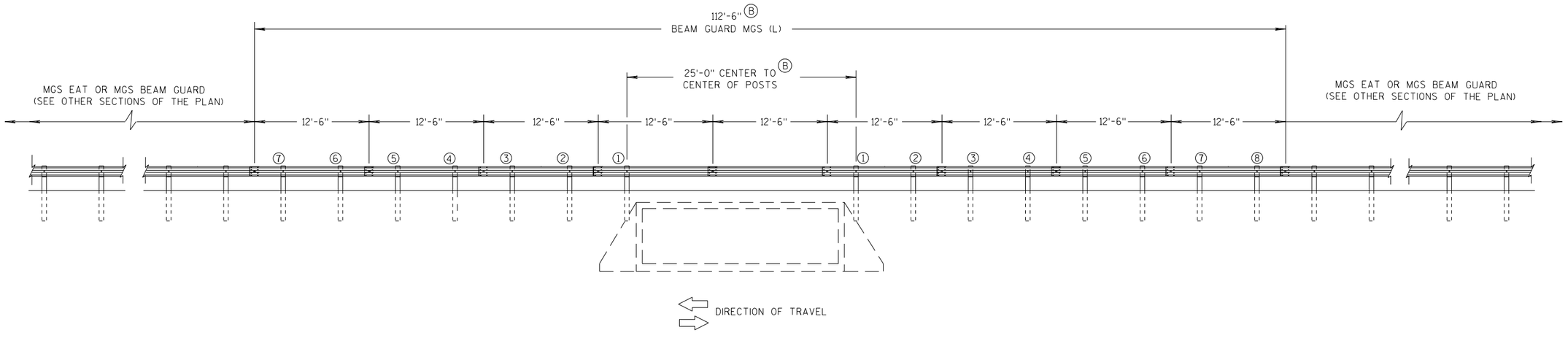
SEE SDD 14 B 42 FOR MORE DETAILS.

(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

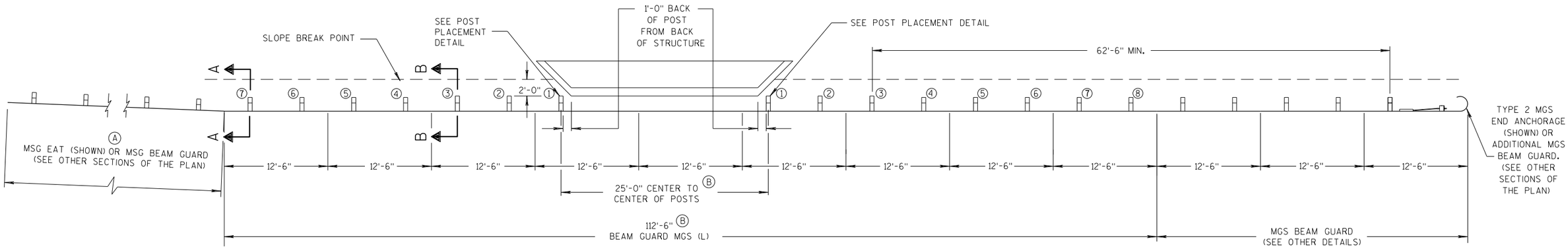
GENERAL NOTES

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

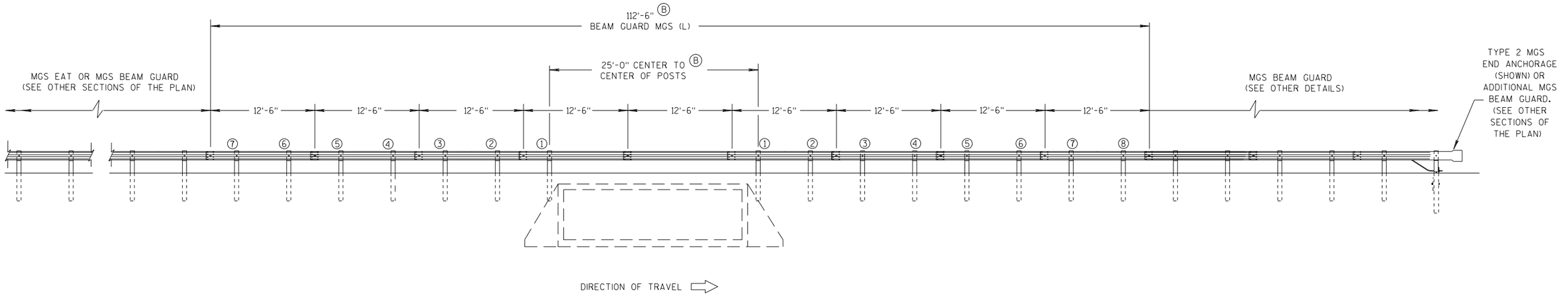
SEE SDD 14 B 42 FOR MORE DETAILS.

(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



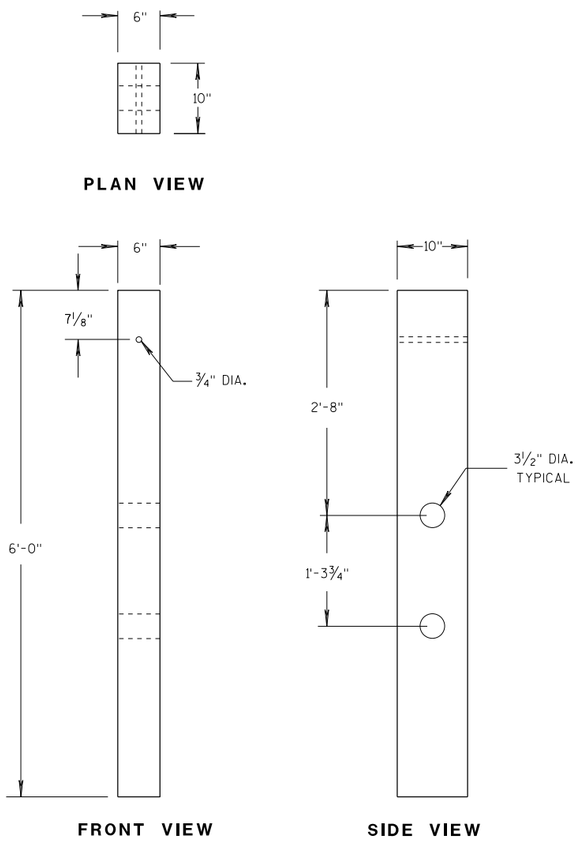
ELEVATION VIEW

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

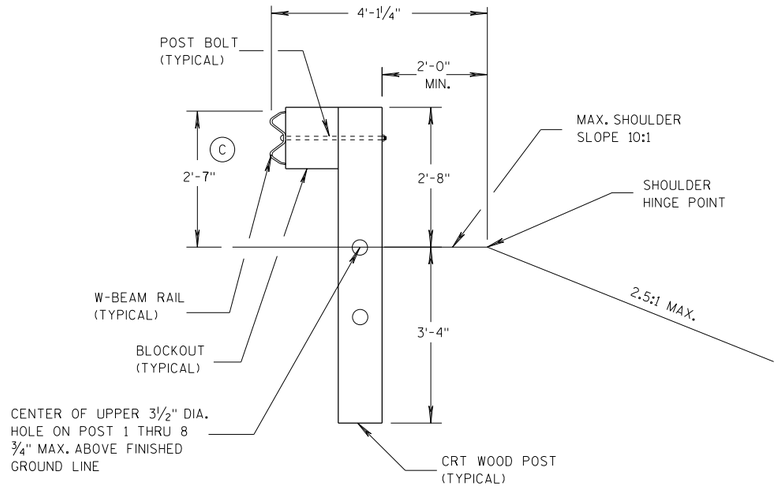
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	144

6

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



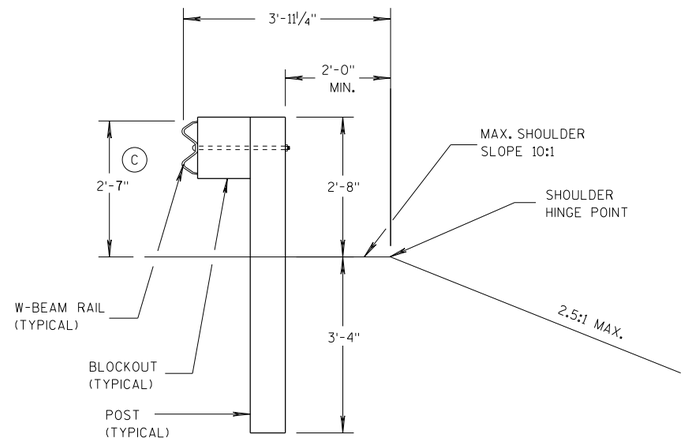
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



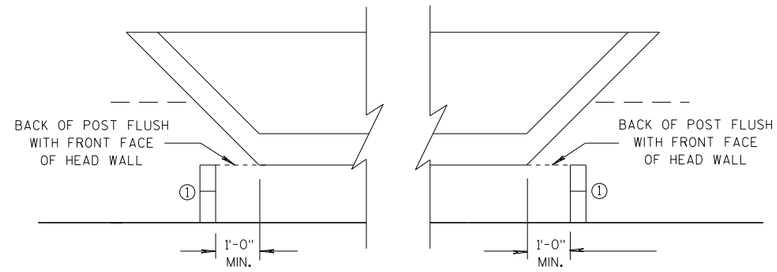
SECTION A-A

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 DIRECTOR
ENGINEER

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

6

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

6

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.

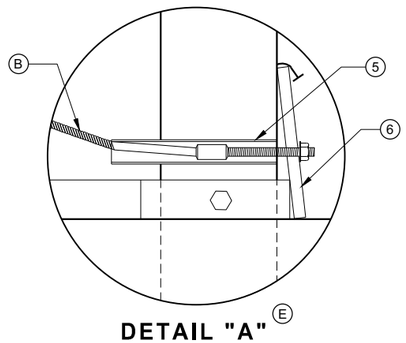
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

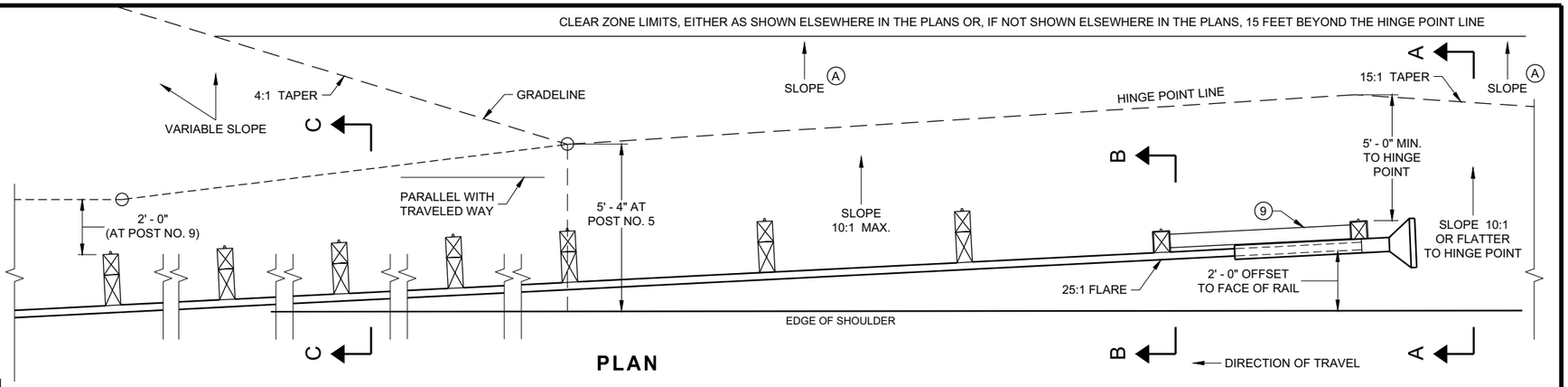
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

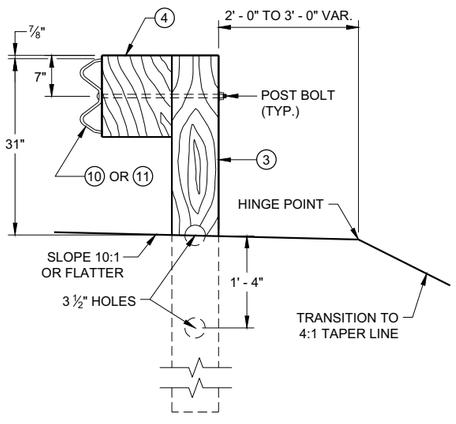
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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.

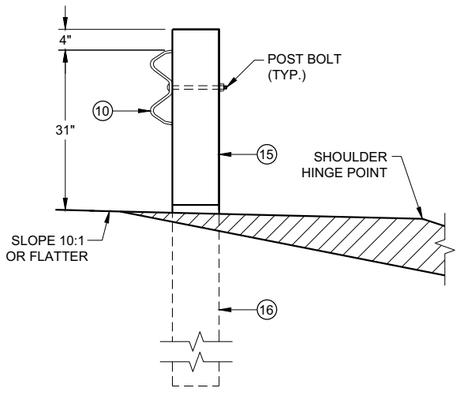


DETAIL "A" (E)

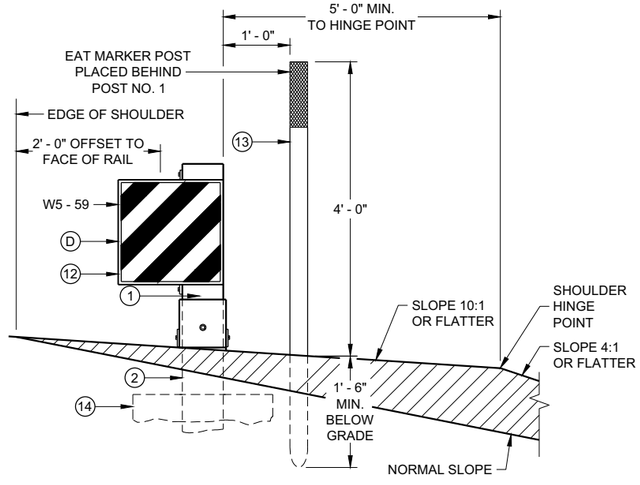




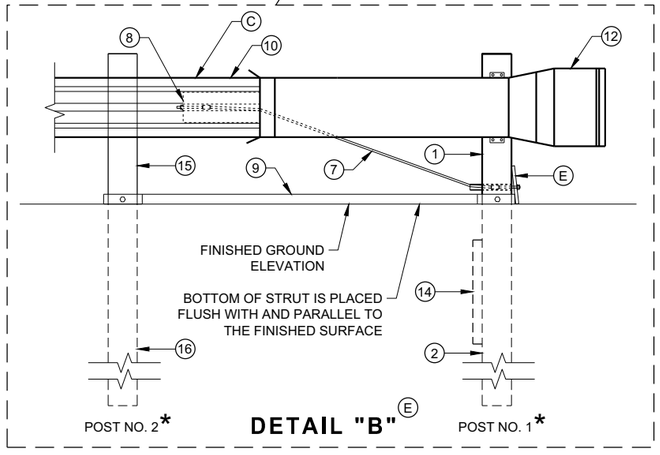
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



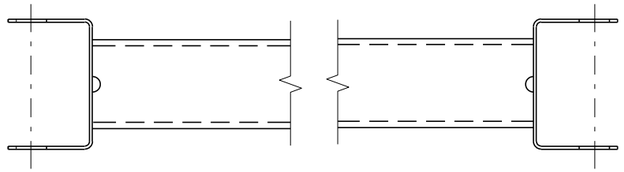
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

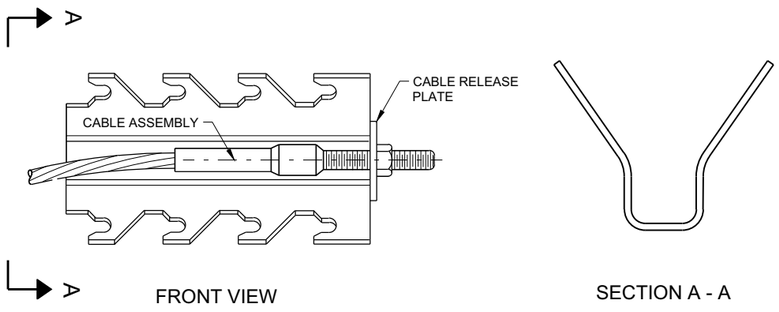
SDD 14B44 - 04a



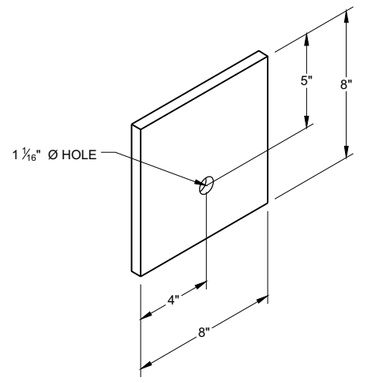
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

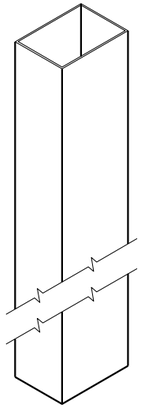
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SDD 14B44 - 04b

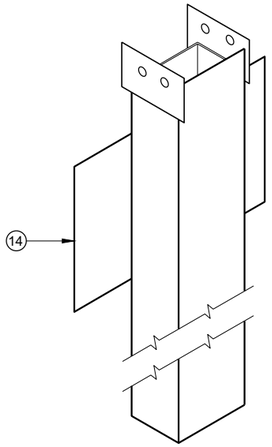
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

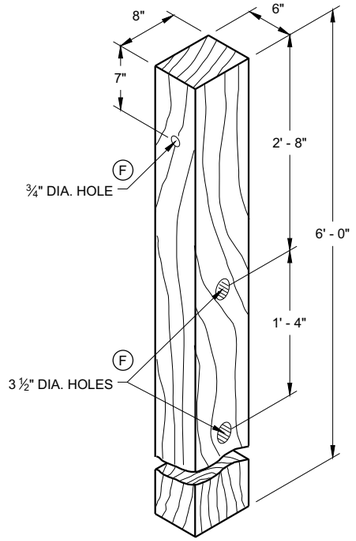
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



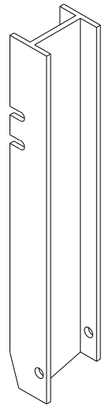
UPPER POST NO. 1 (1) (E)



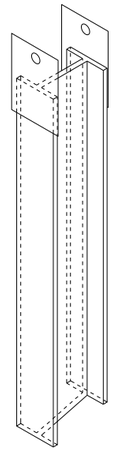
LOWER POST NO. 1 (2) (E)



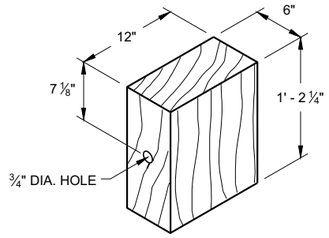
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



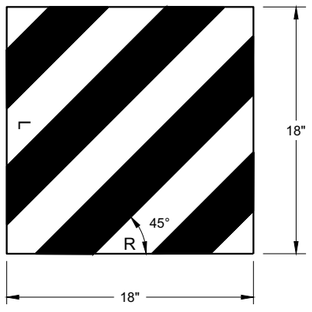
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

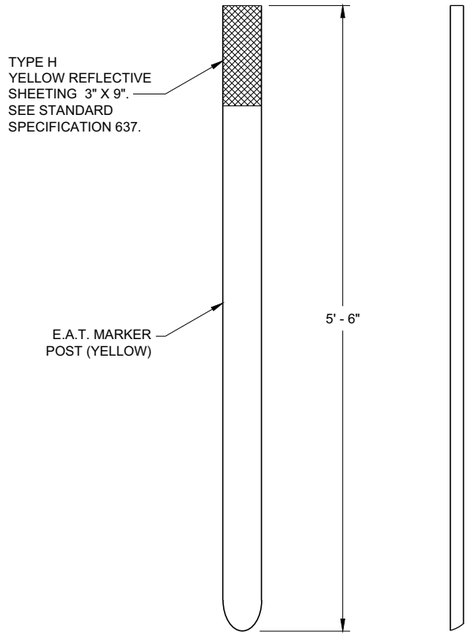


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



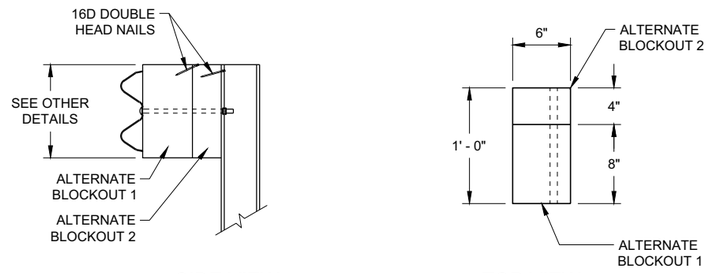
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

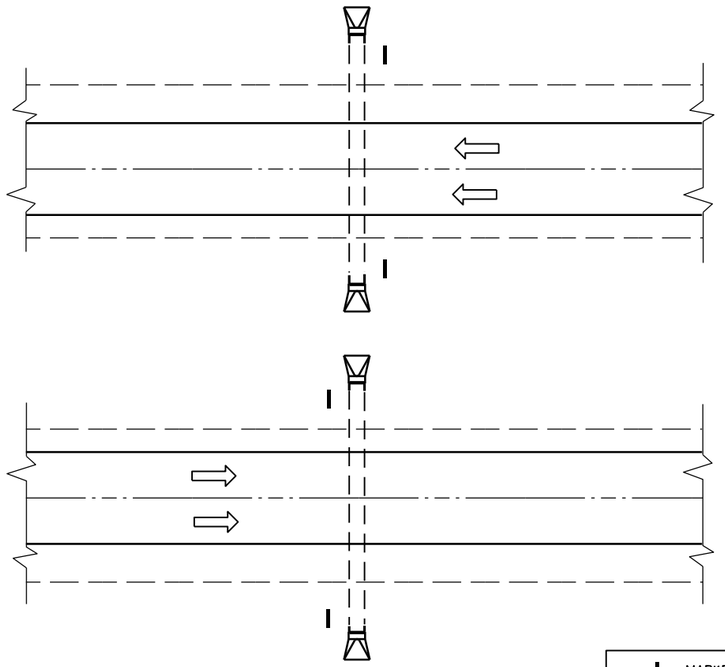
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

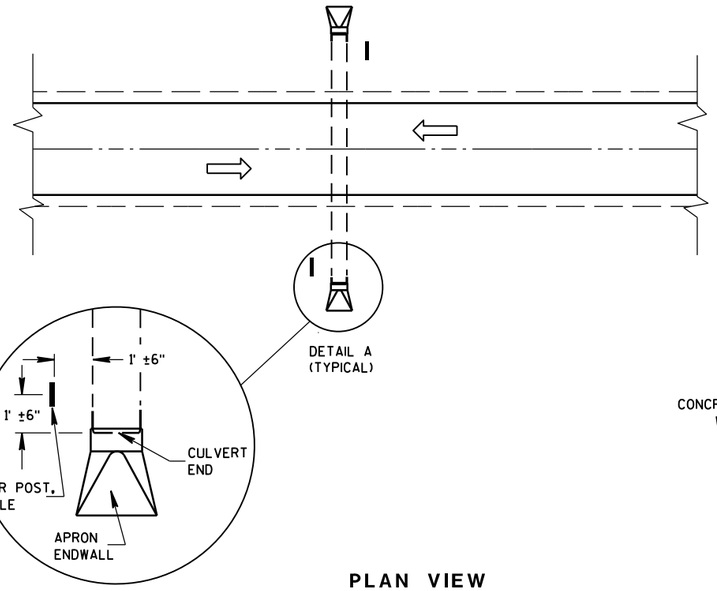
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

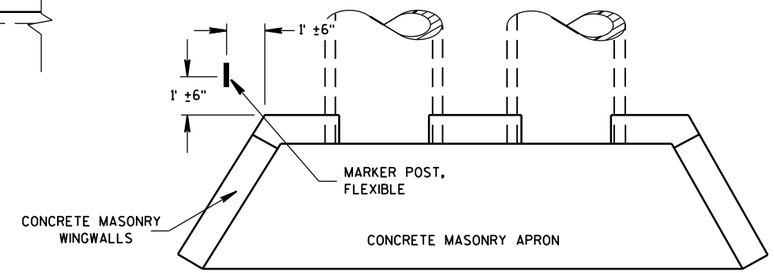
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

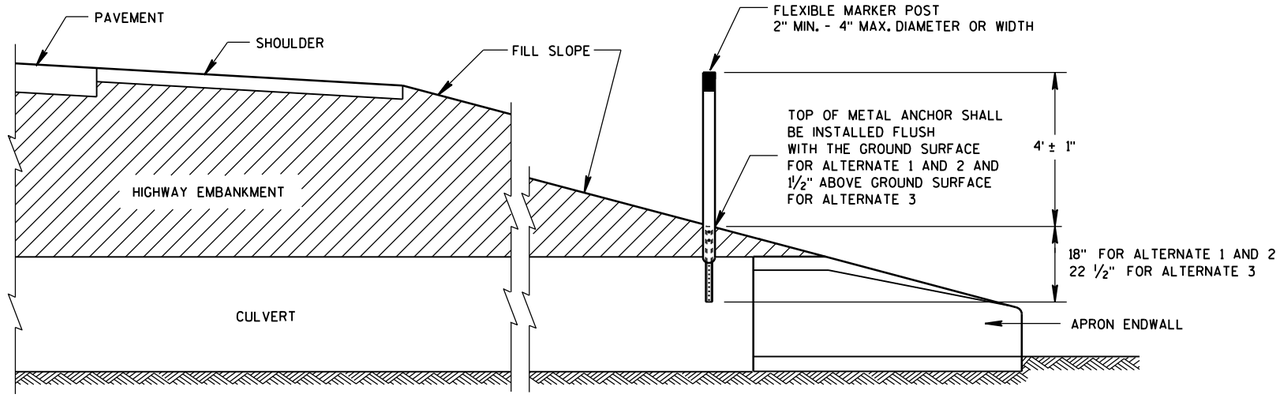
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

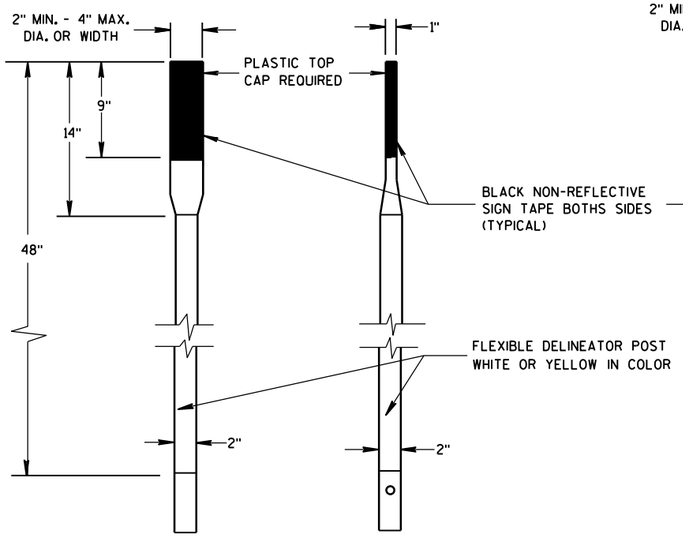
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

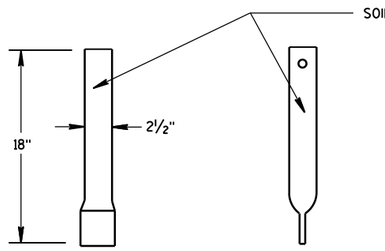
6

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

6

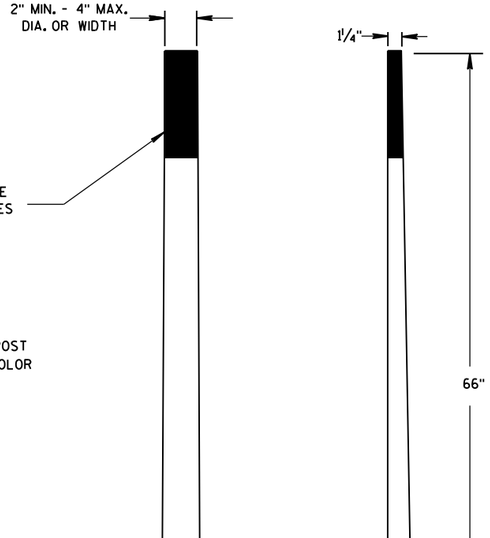
S.D.D. 15 A 3-2a





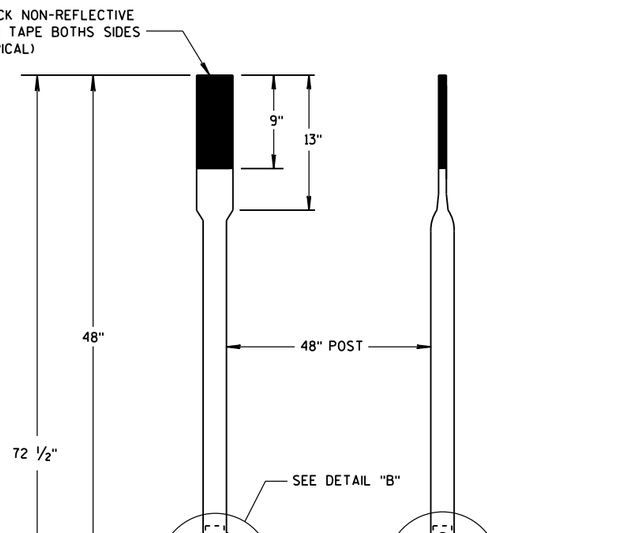
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

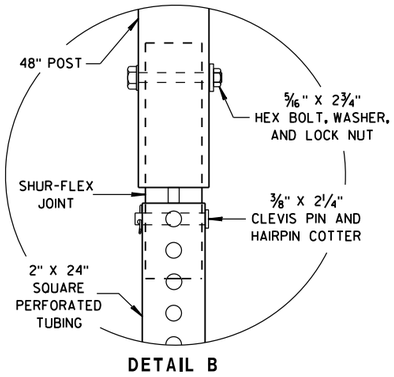
ALTERNATE 2



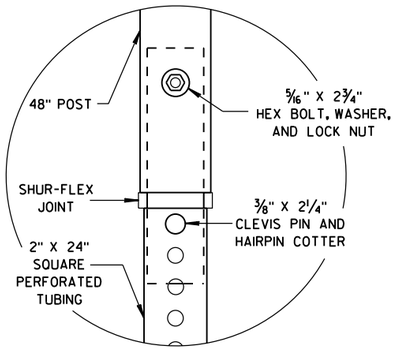
FRONT VIEW SIDE VIEW

ALTERNATE 3

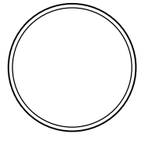
FLEXIBLE MARKER POSTS



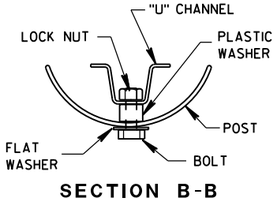
DETAIL B



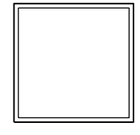
DETAIL C



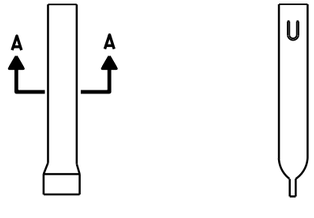
SECTION A-A



SECTION B-B

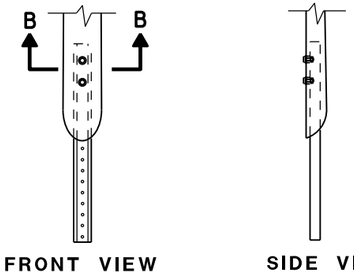


SECTION C-C



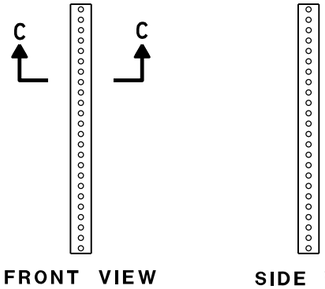
FRONT VIEW SIDE VIEW

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

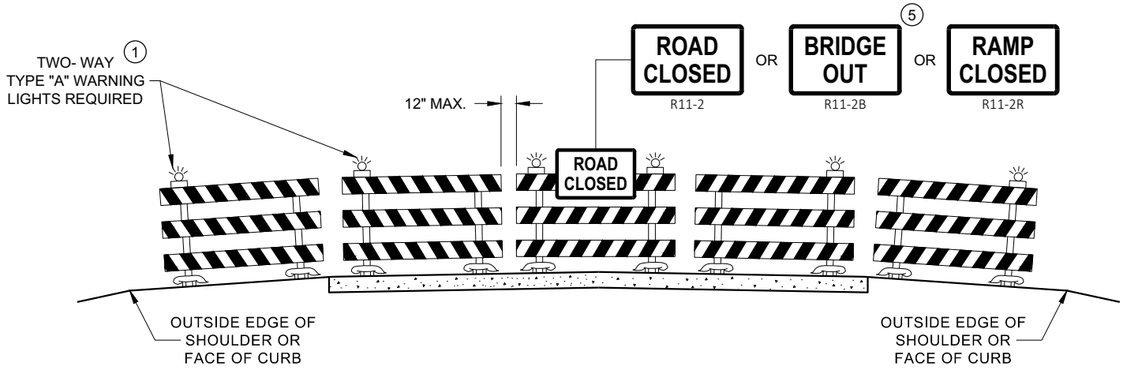
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

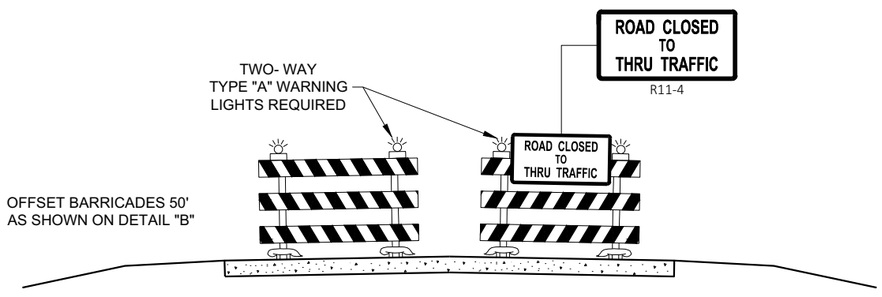
S.D.D. 15 A 3-2b

6

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



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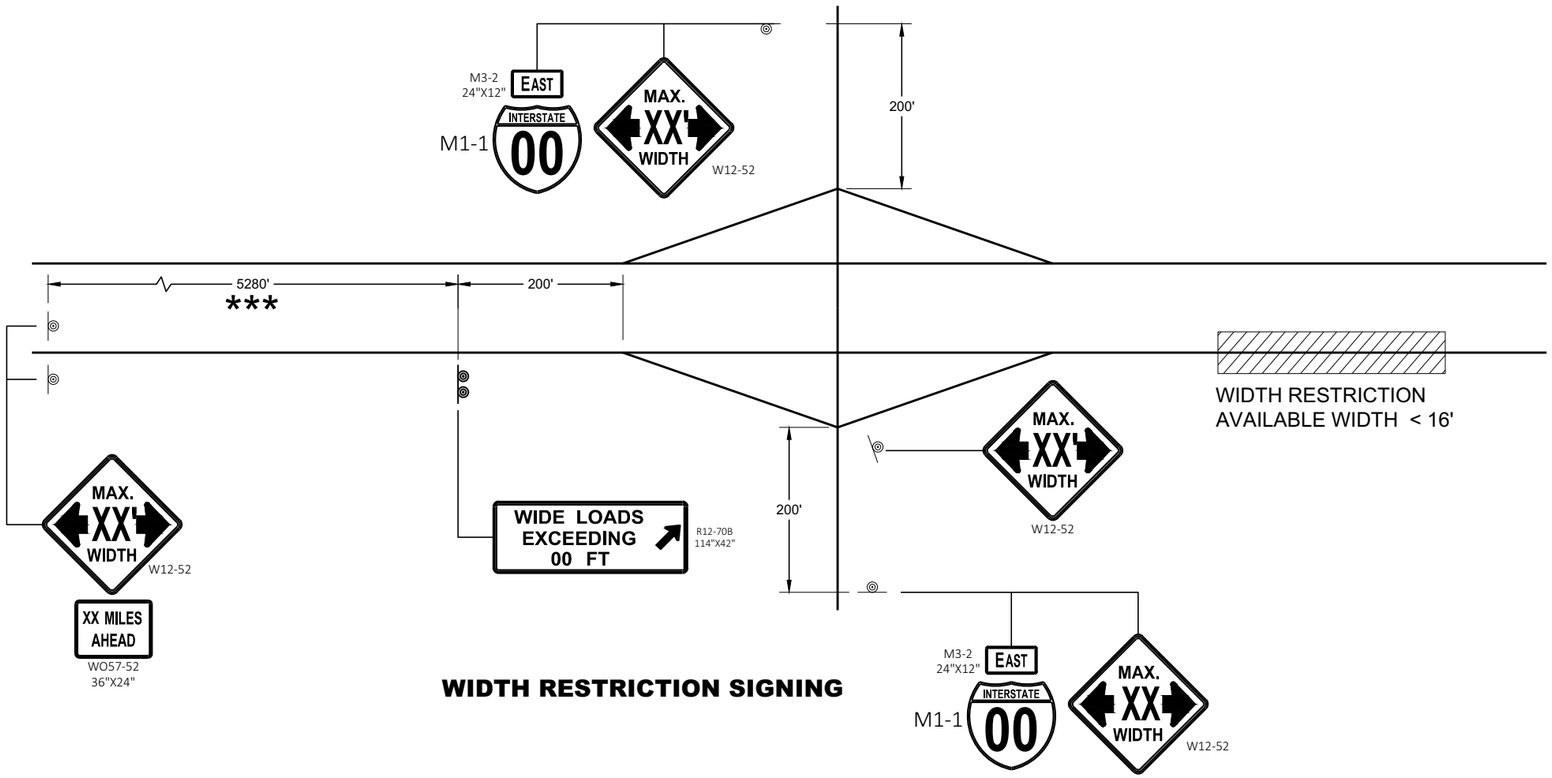
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

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

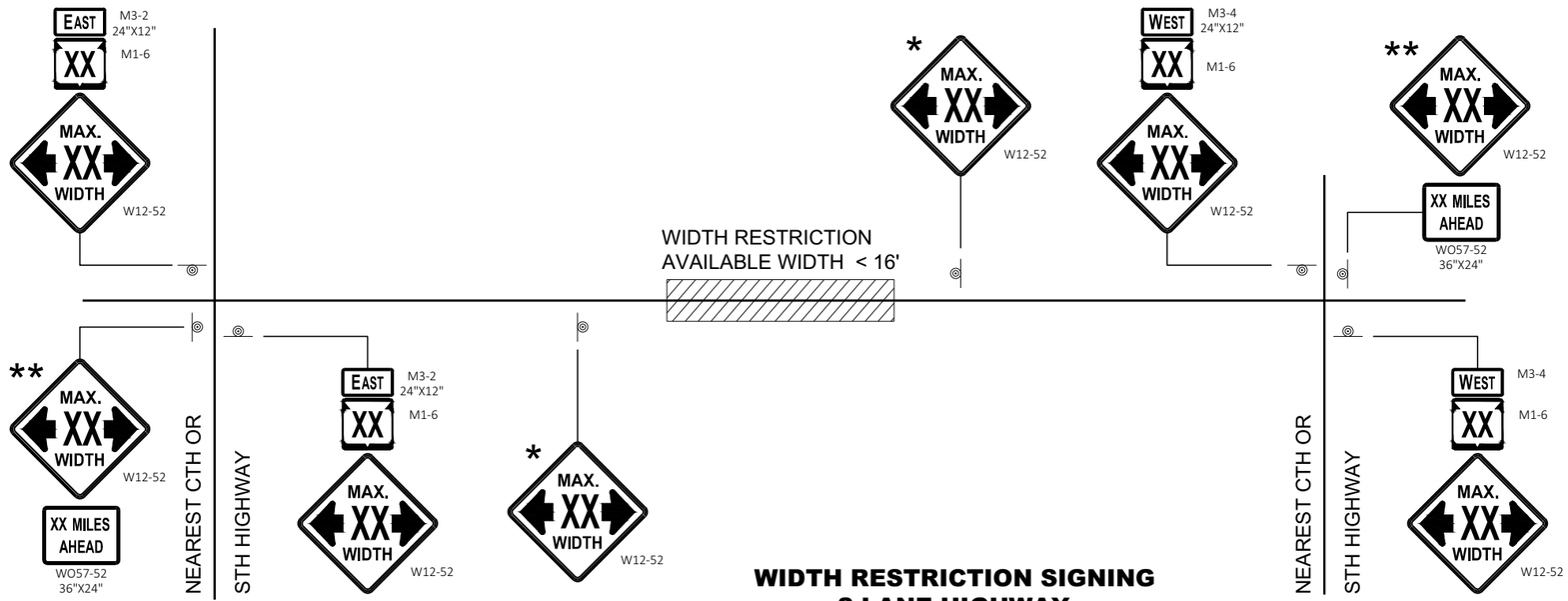
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

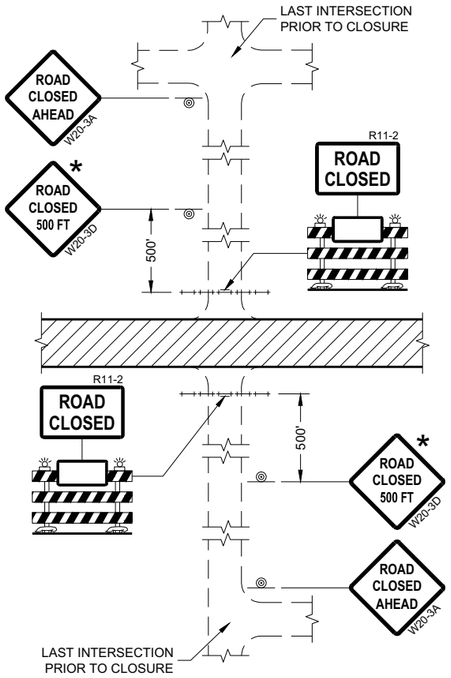
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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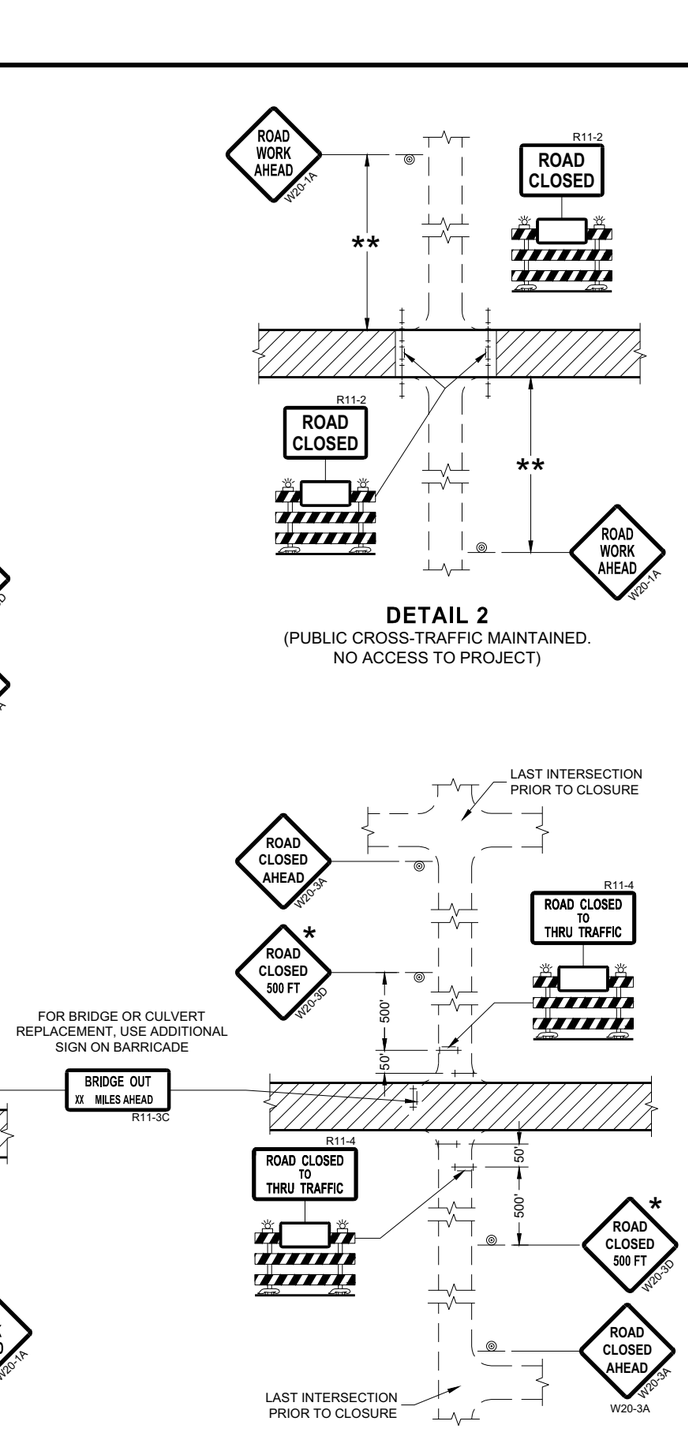
SDD 15C02 - 08f



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 ENGINEER

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.

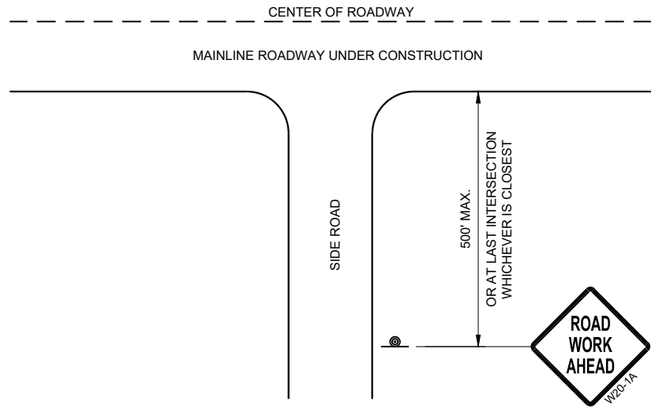
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

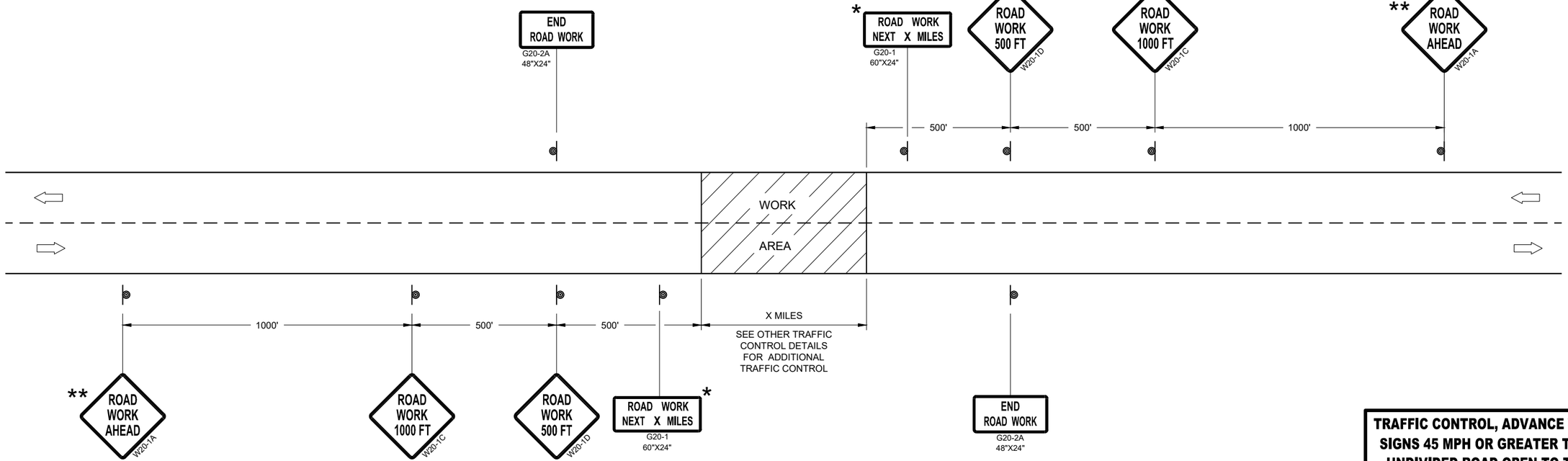
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



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

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SDD 15C04 - 05

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

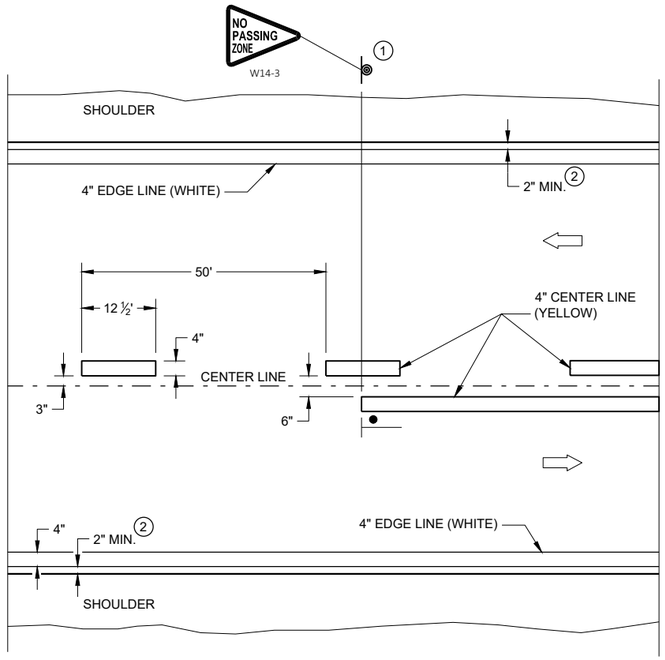
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

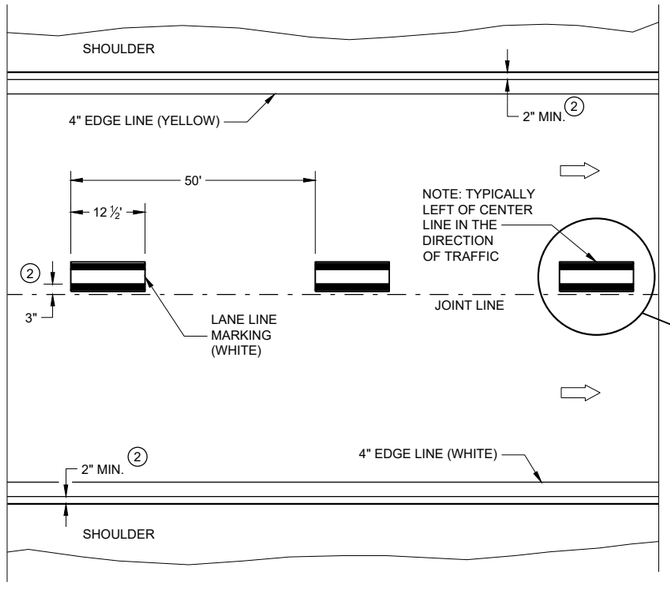
"T" MARKING

SIGN ON PERMANENT SUPPORT

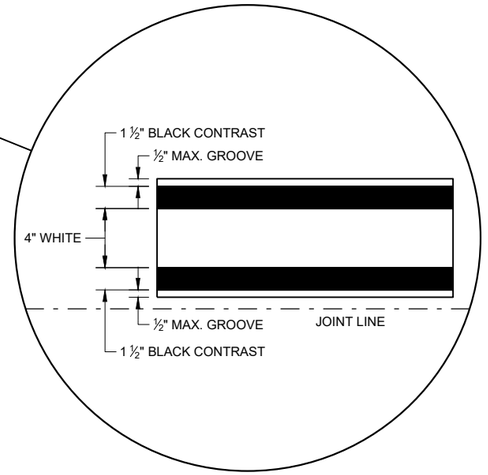
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

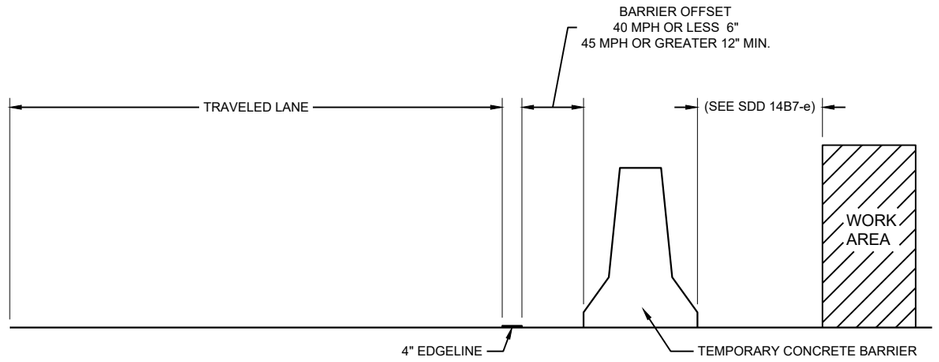
FHWA

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SDD 15C08 - 22a

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SDD 15C08 - 22a



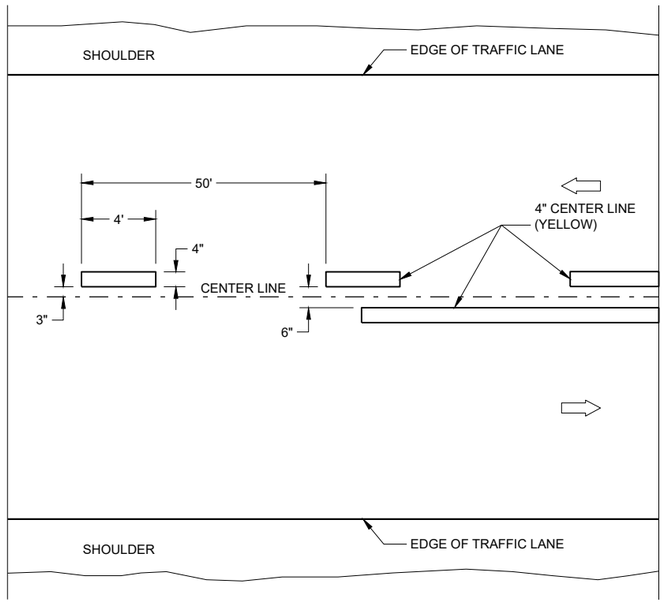
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

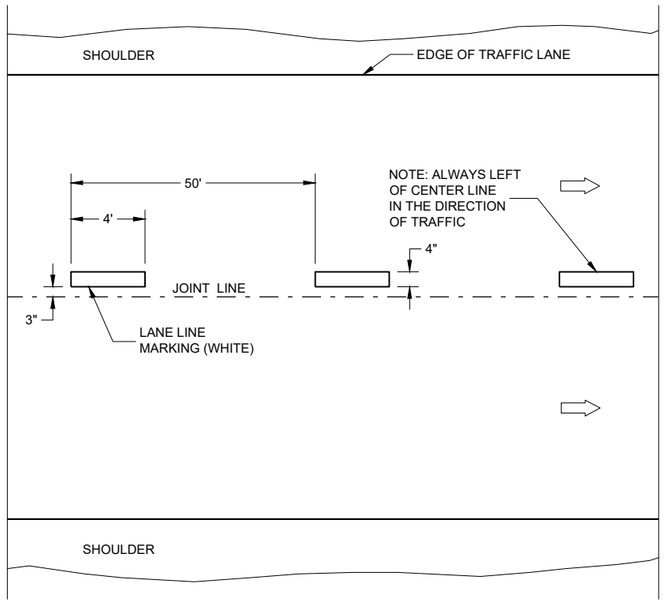
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

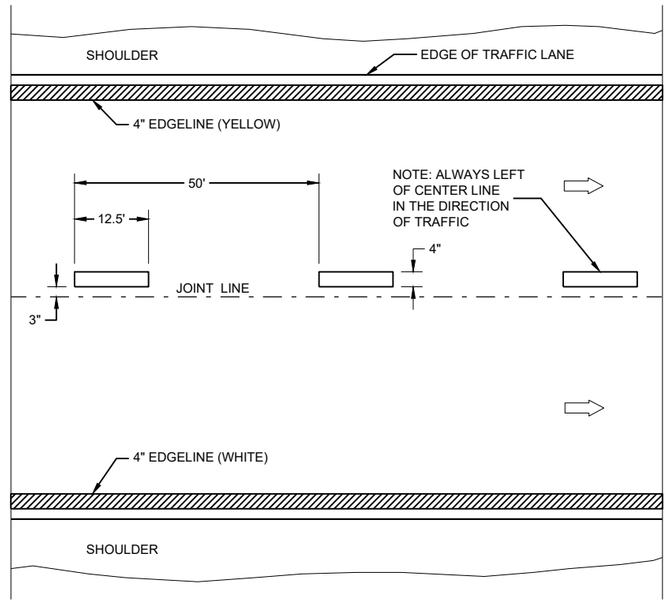
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

6

SDD 15C08 - 22b

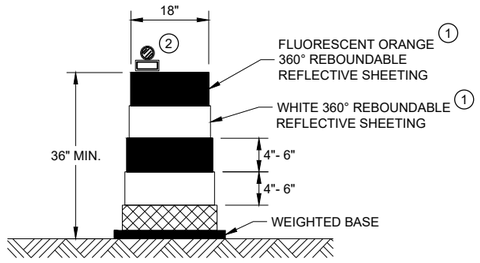
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SDD 15C08 - 22b

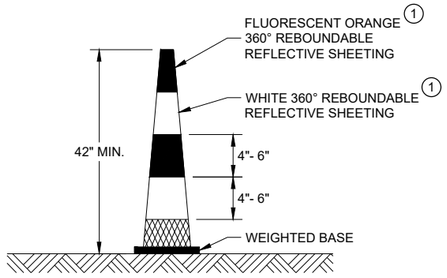
GENERAL NOTES

(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.

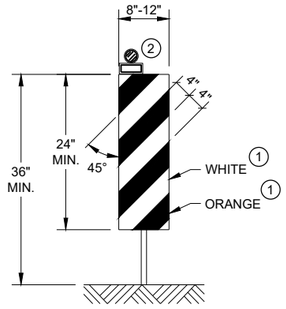


DRUM



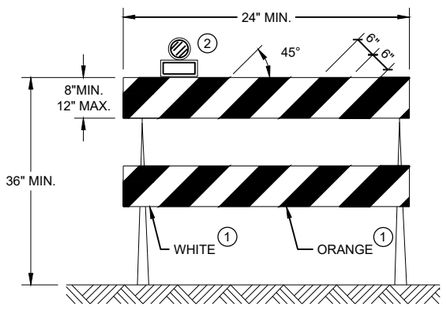
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



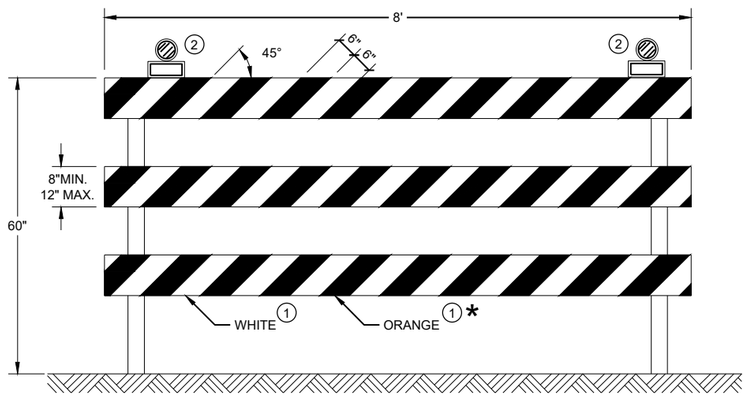
VERTICAL PANEL

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

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SDD 15C11 - 09b

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SDD 15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

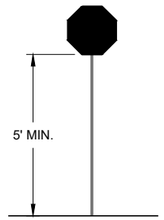
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

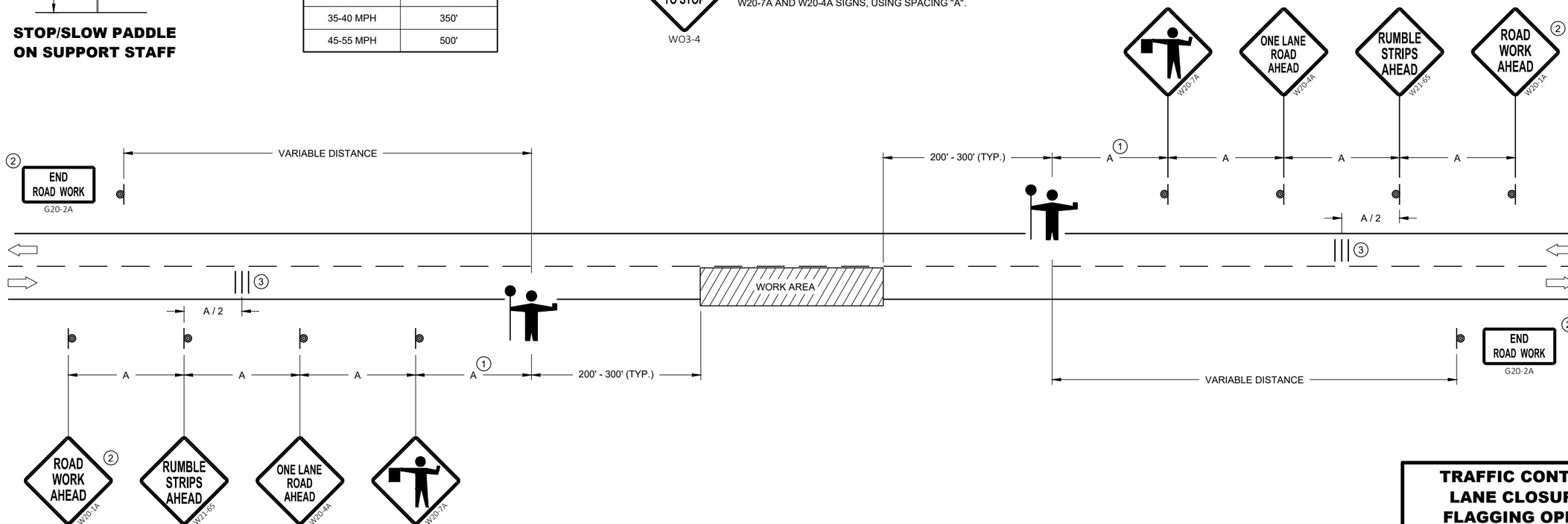
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

FLAGGING

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

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

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

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

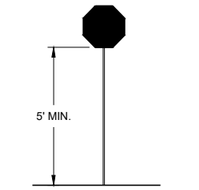
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

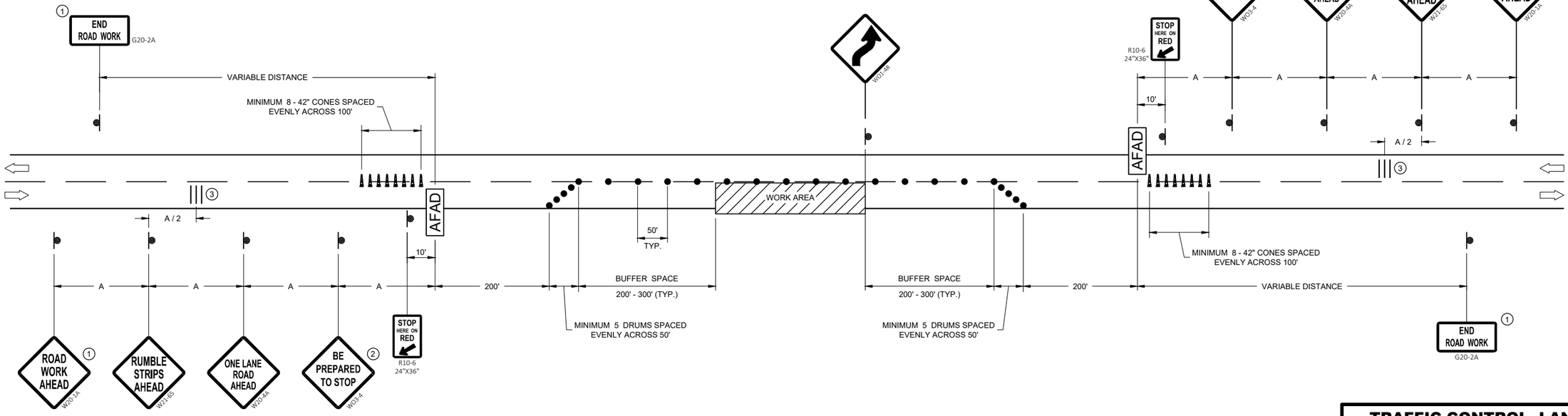
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15D12 - 09b

SDD 15D12 - 09b

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.

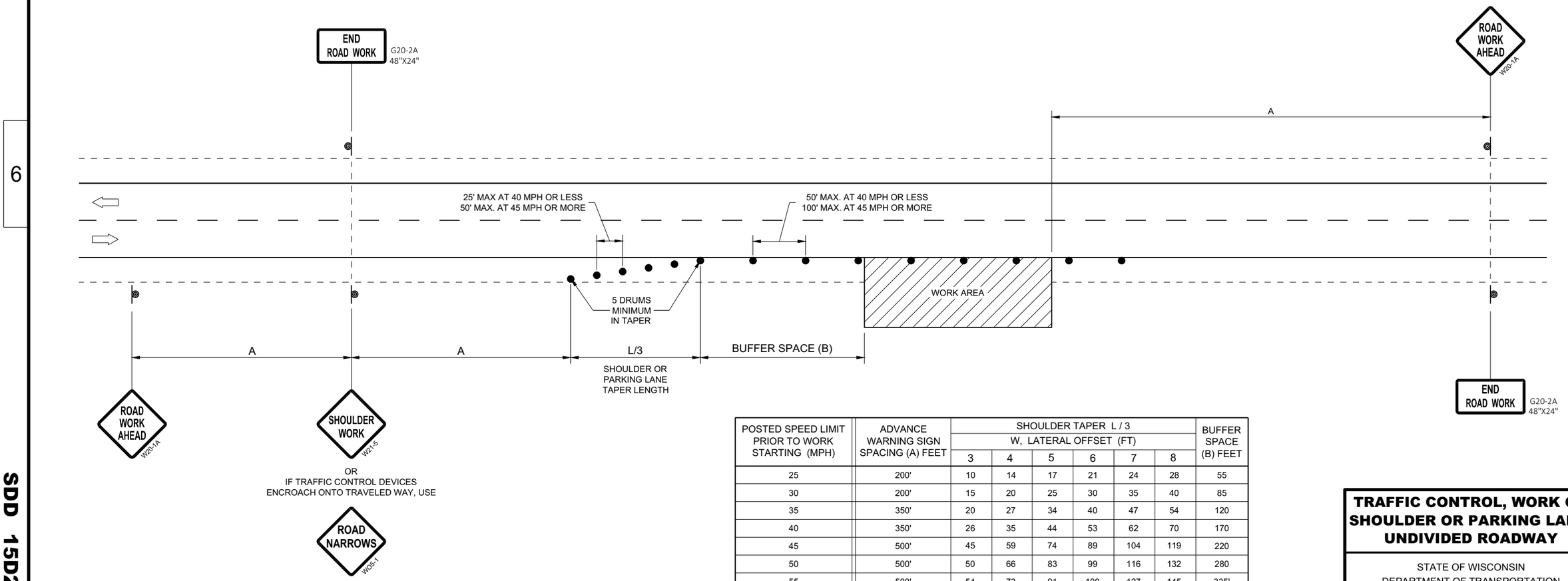
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLAGS, 16" X 16" MIN. (ORANGE)

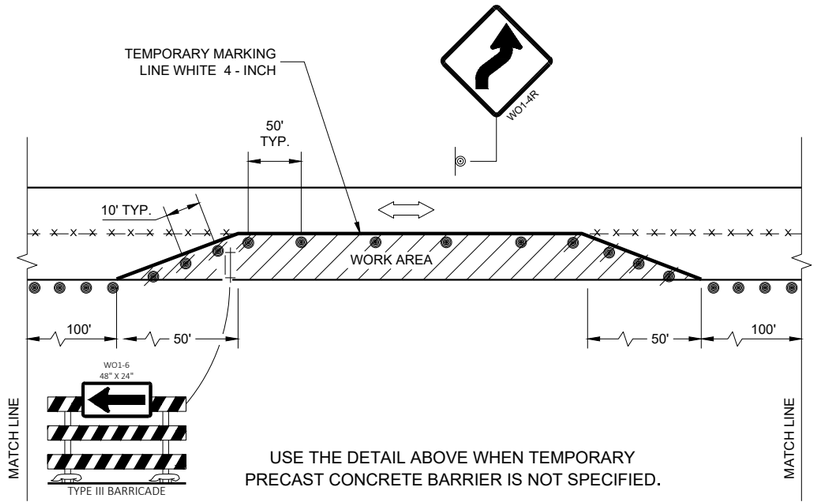
REMOVING PAVEMENT MARKING

DIRECTION OF TRAFFIC

ASPHALTIC PAVEMENT WIDENING

CONCRETE BARRIER TEMPORARY PRECAST

TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

GENERAL NOTES

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

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

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

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

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

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

(1) 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.

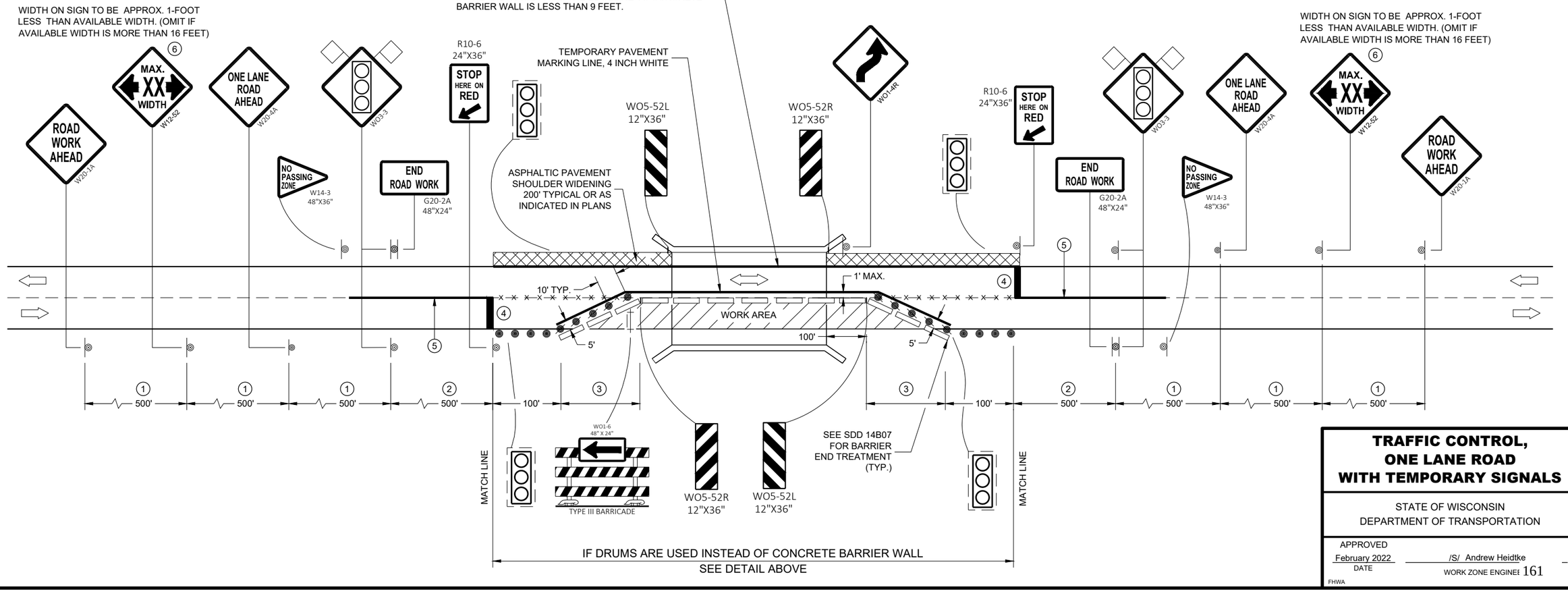
(2) USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.

(3) DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.

(4) TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.

(5) 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 4 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

(6) SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

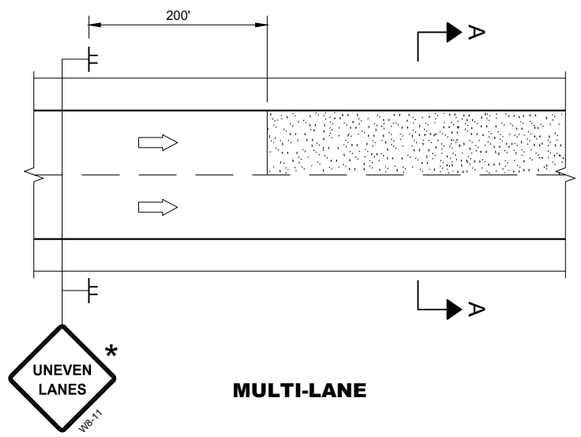
APPROVED
February 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

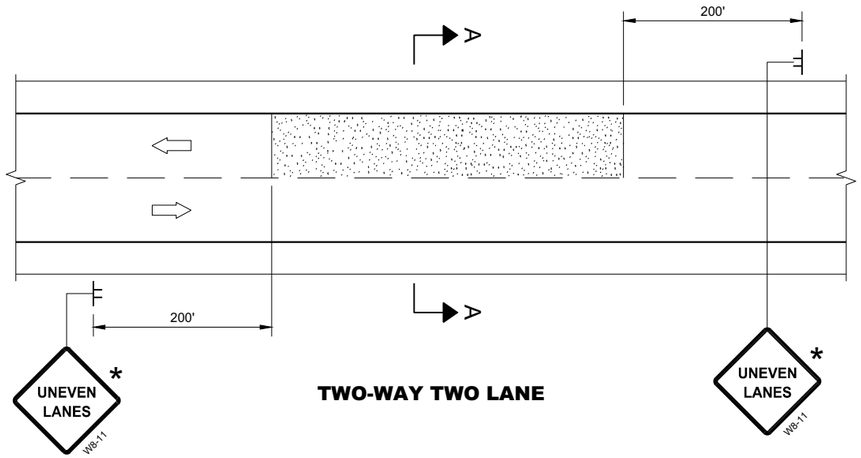
FHWA

SDD 15D33 - 07

SDD 15D33 - 07



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

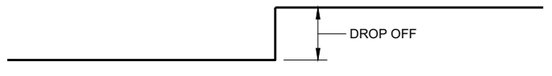
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

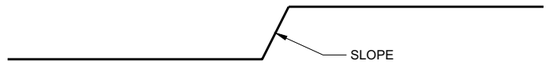
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

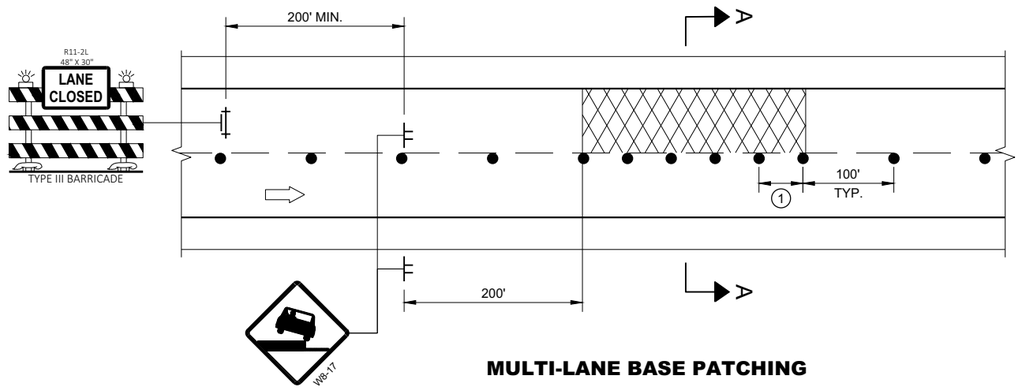


SECTION A - A

OR

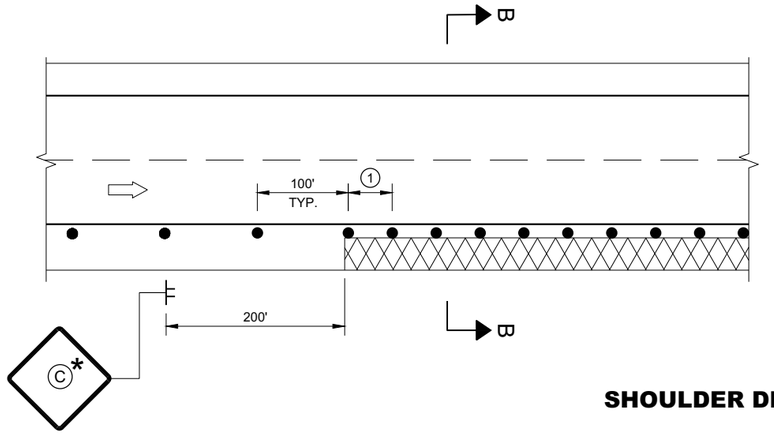


SECTION A - A

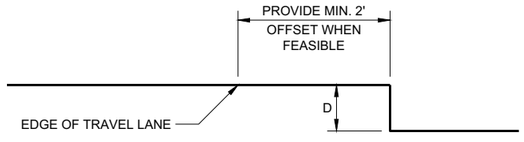


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

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 CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

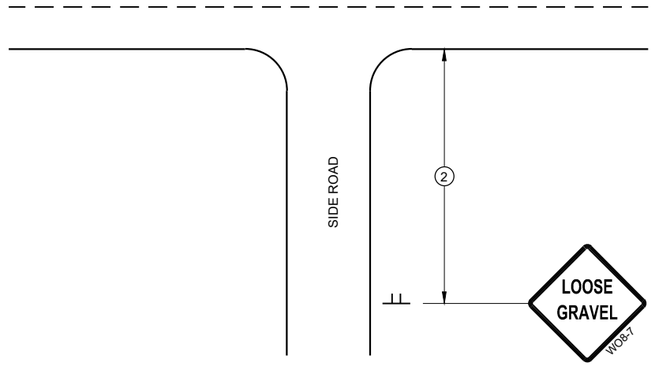
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

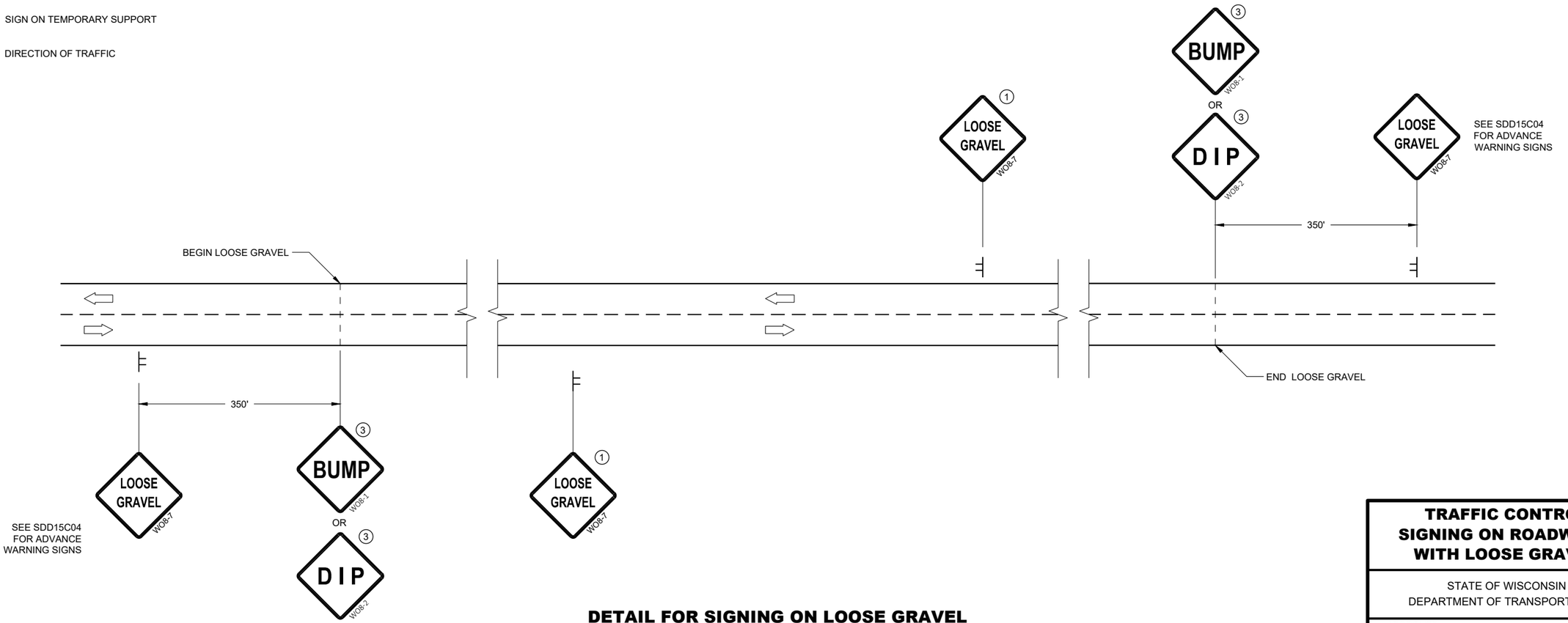
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

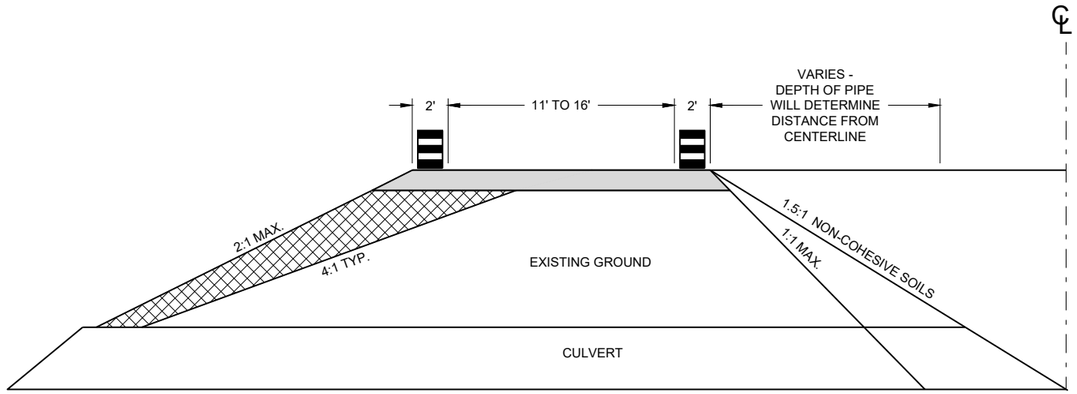
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SDD 15D45 - 03

6

SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

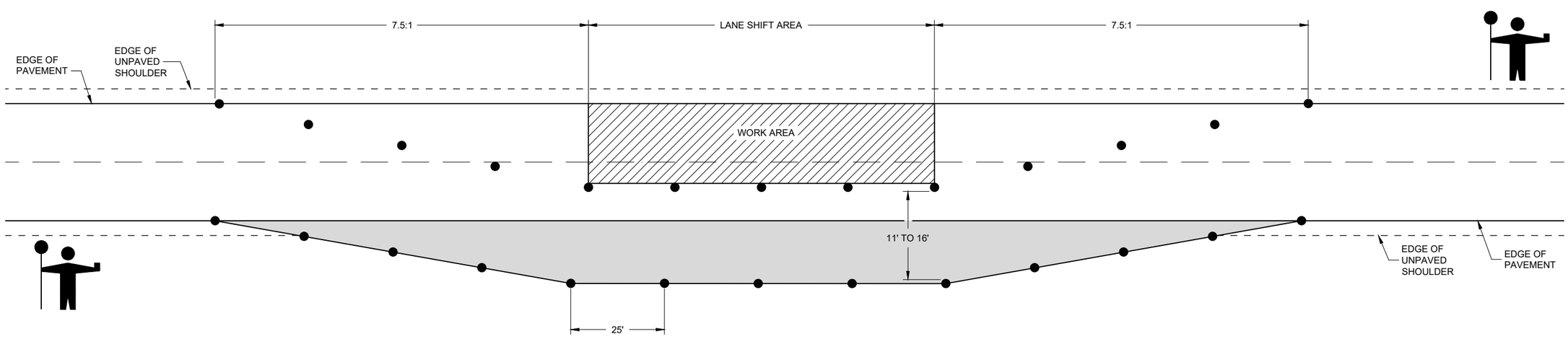
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

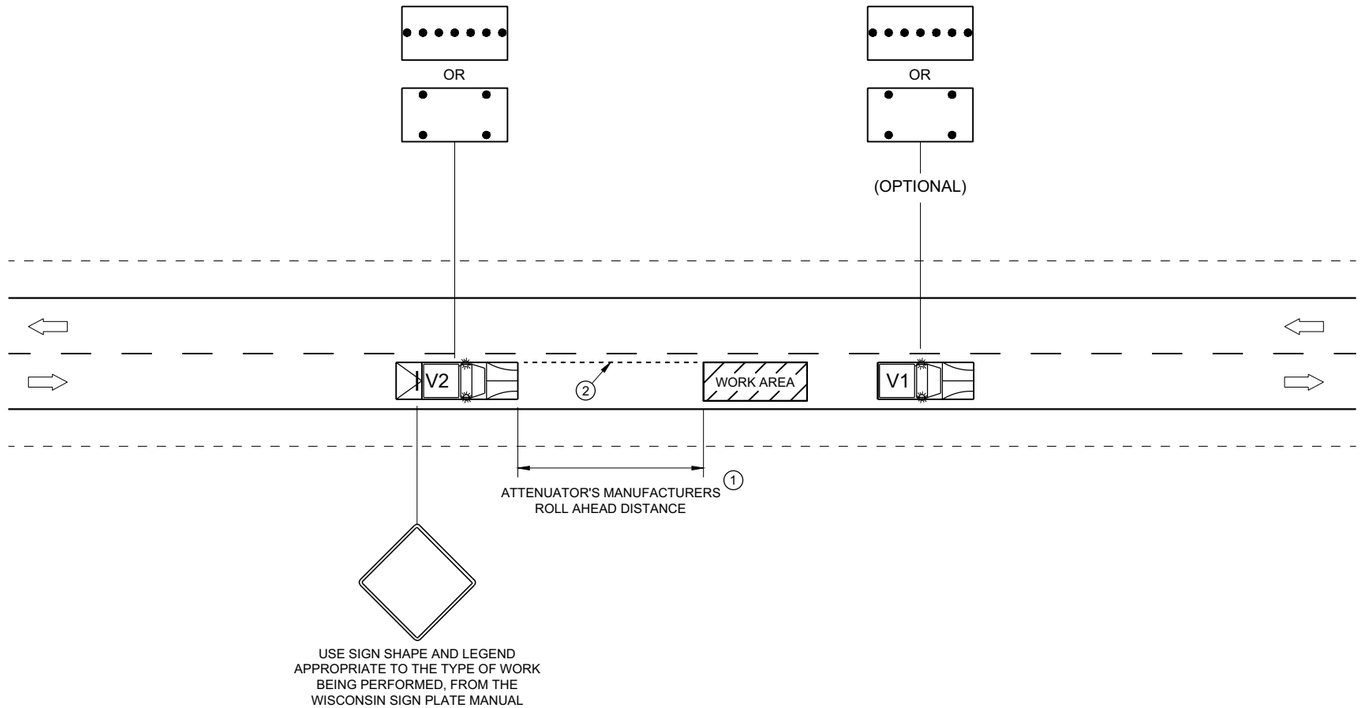
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



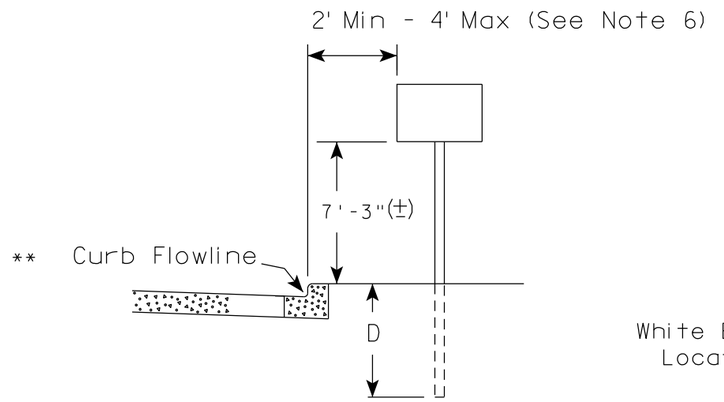
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

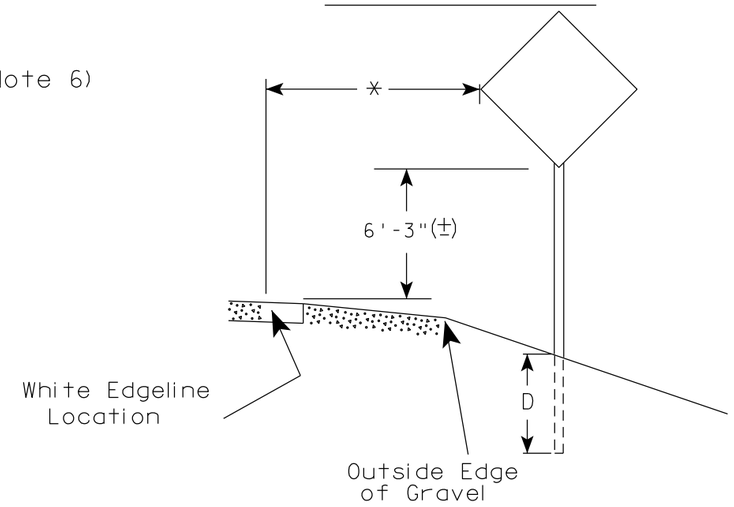
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

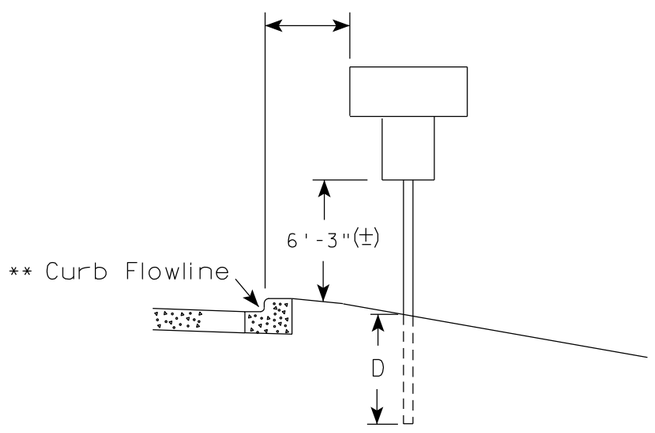
FHWA

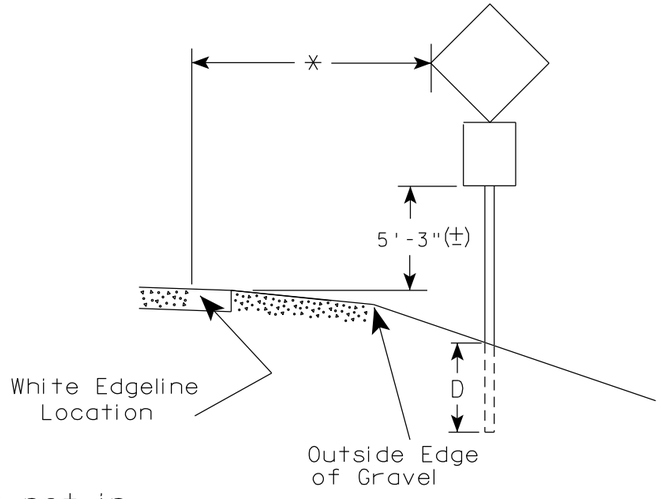
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

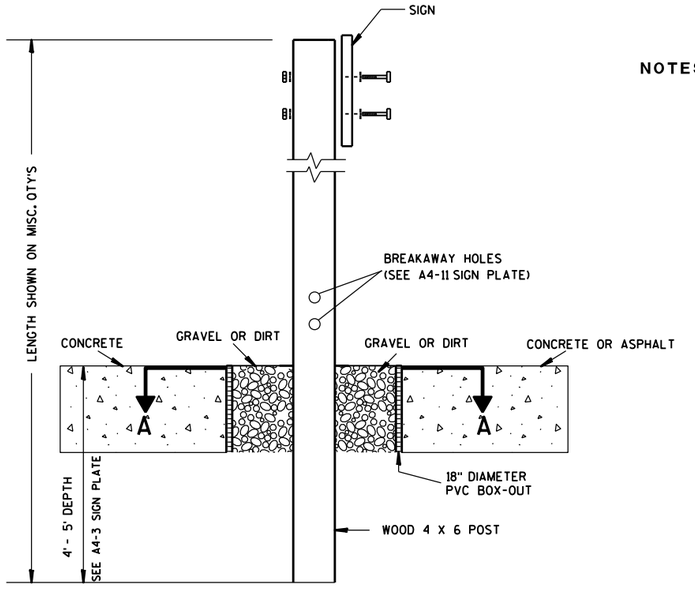
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

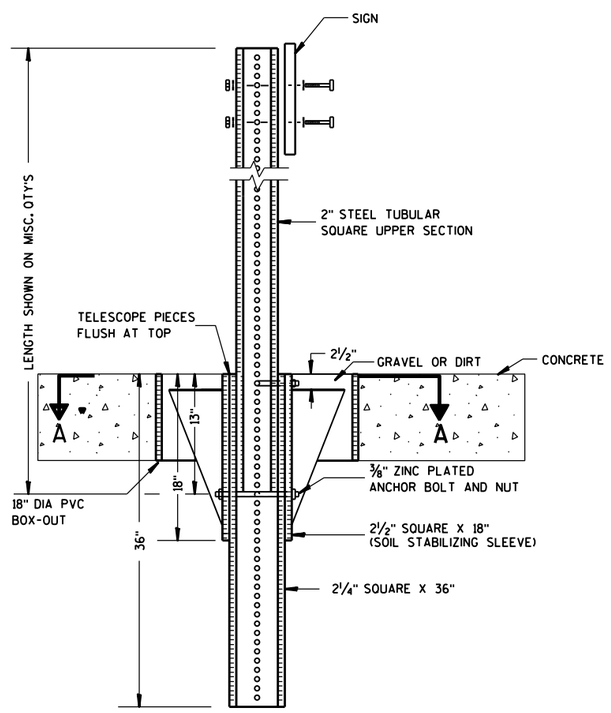
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 166	E



ELEVATION VIEW

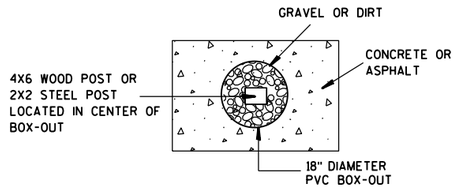
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

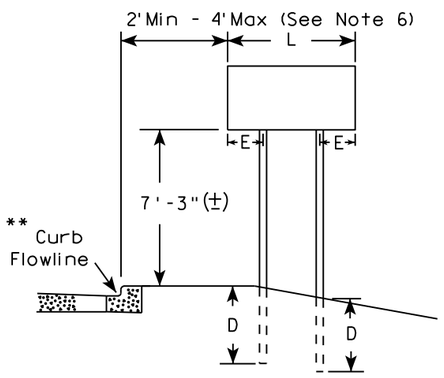
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

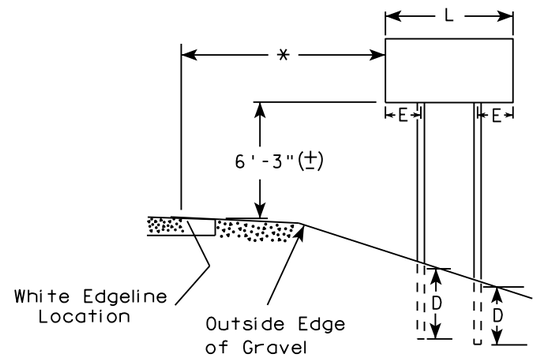
DATE 1/27/14 PLATE NO. A4-3B.1

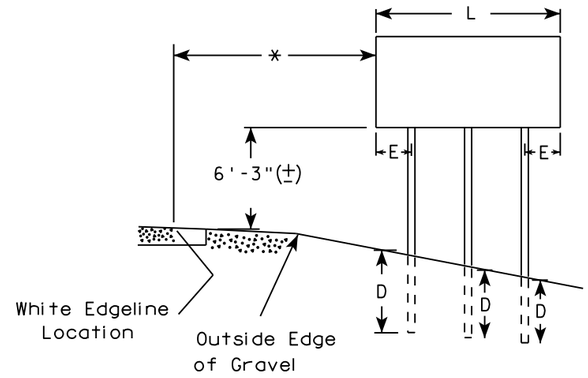
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

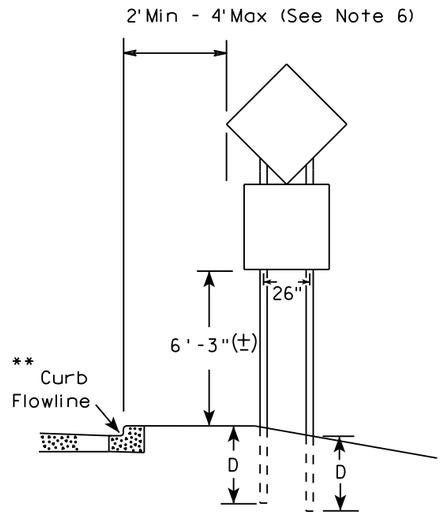
URBAN AREA



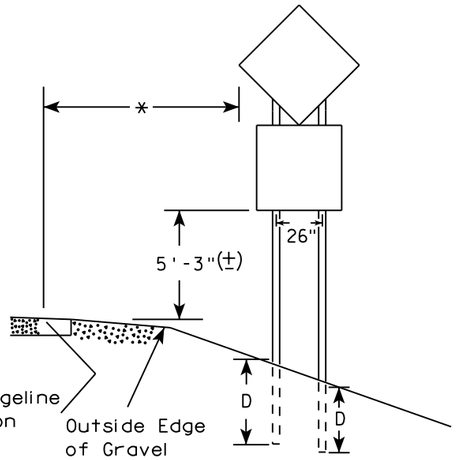
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

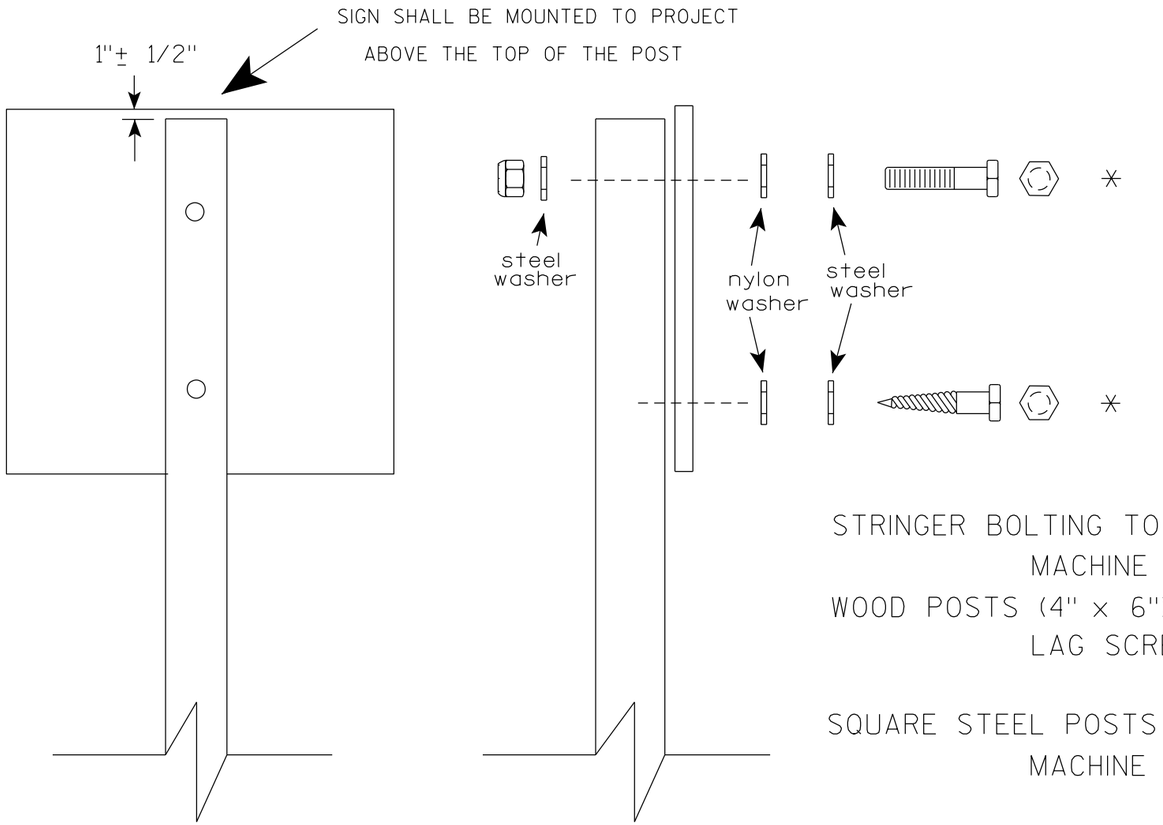
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 168	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

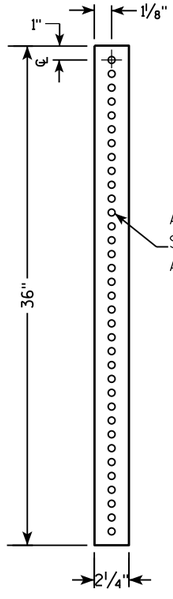
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

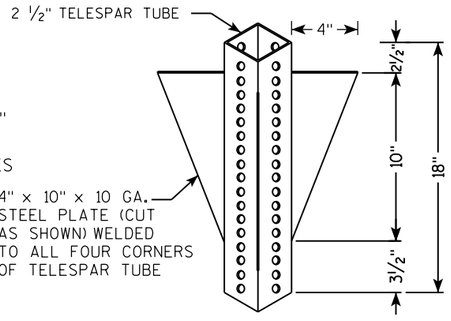
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

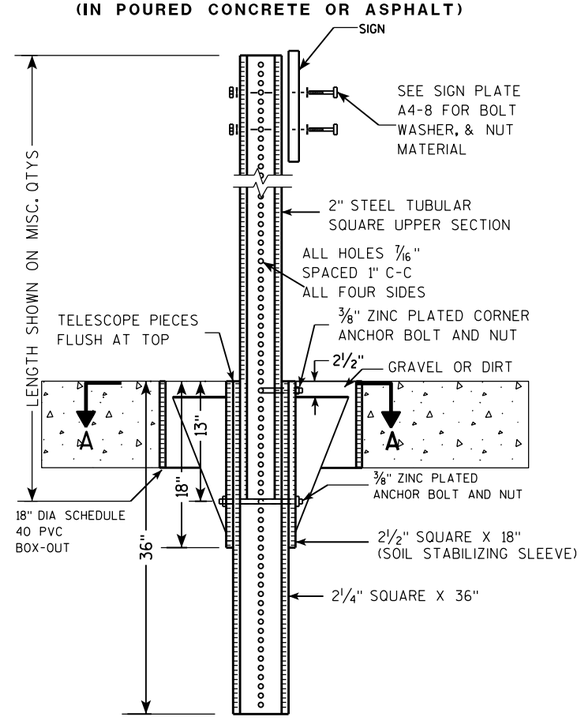
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



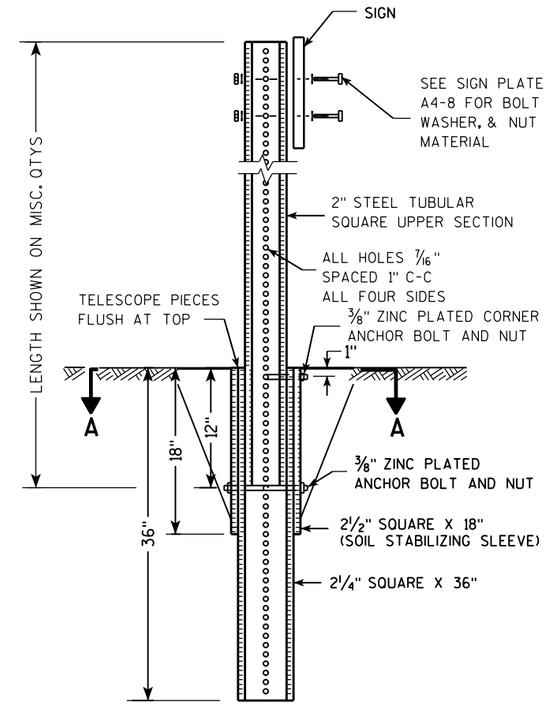
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

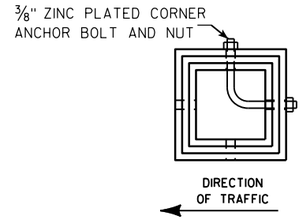


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

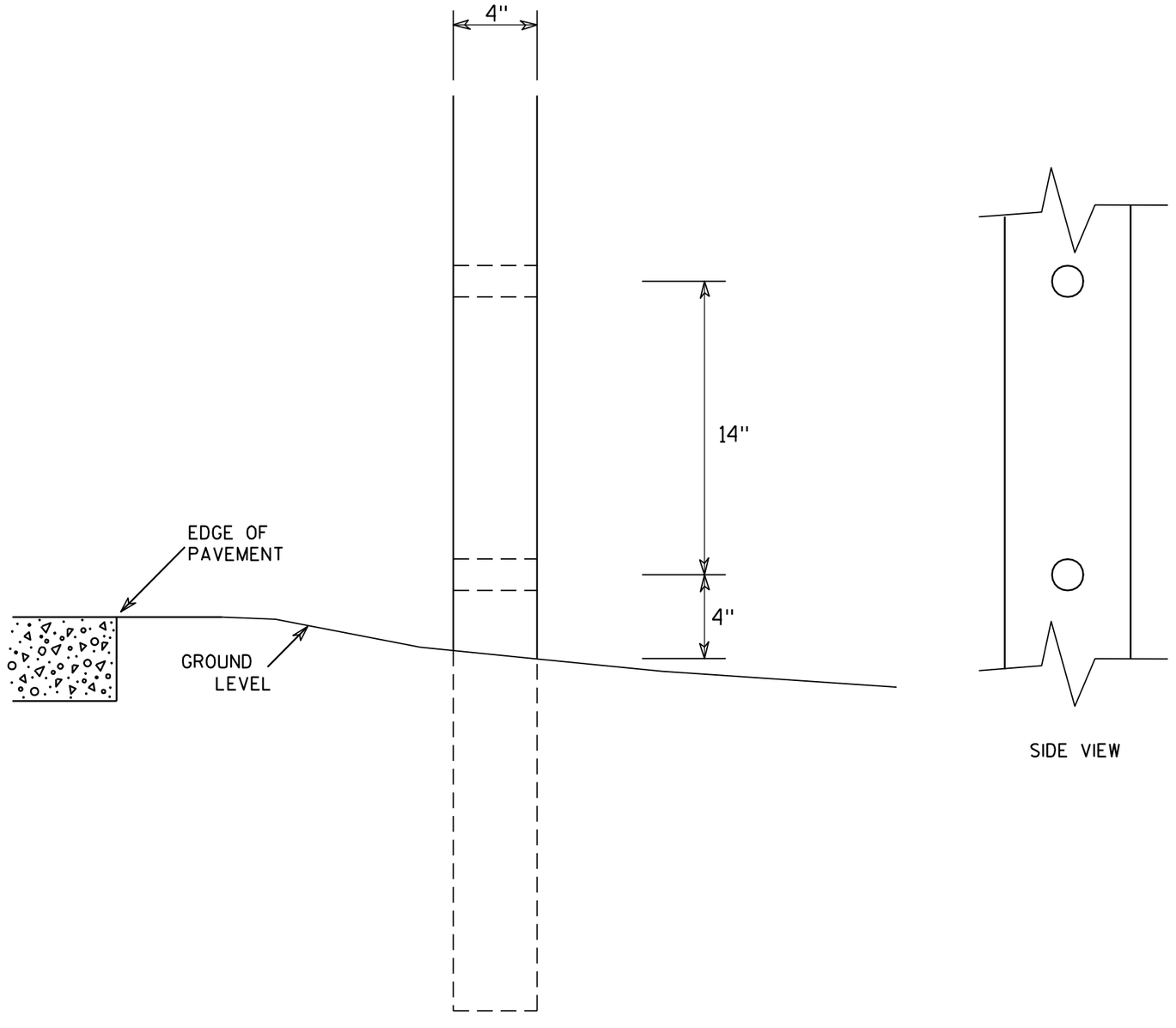
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

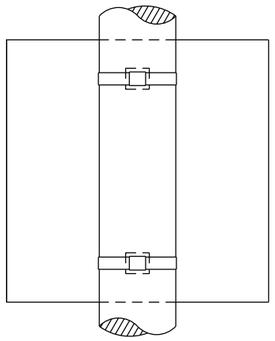
APPROVED Chester J Spang for State Traffic Engineer

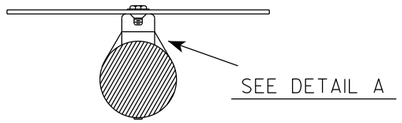
DATE 3/27/97 PLATE NO. A4-11.2

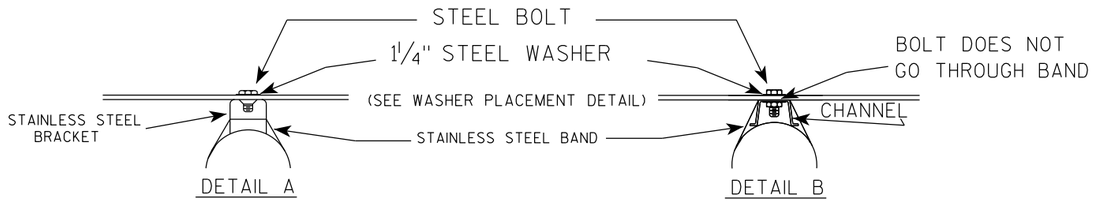
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 171	E

BANDING

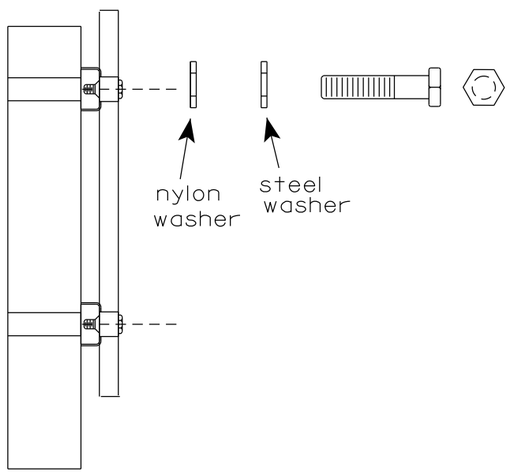
SINGLE SIGN







WASHER PLACEMENT

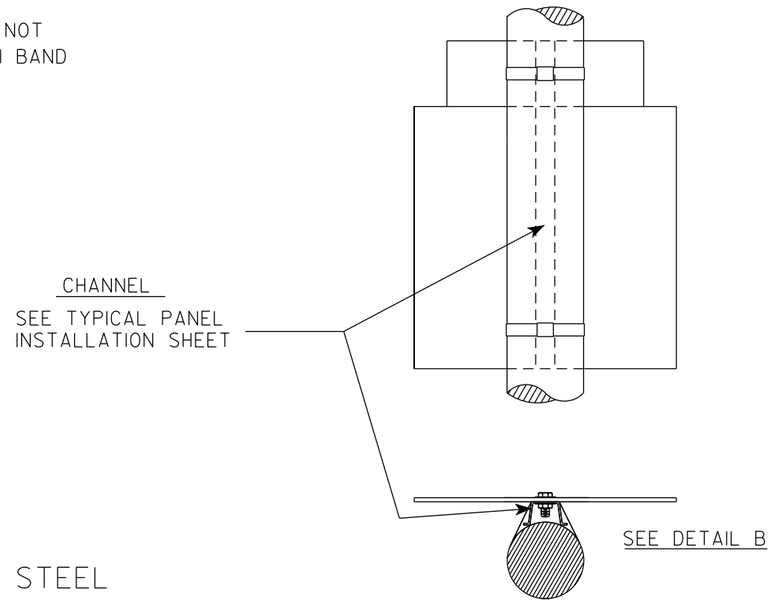


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

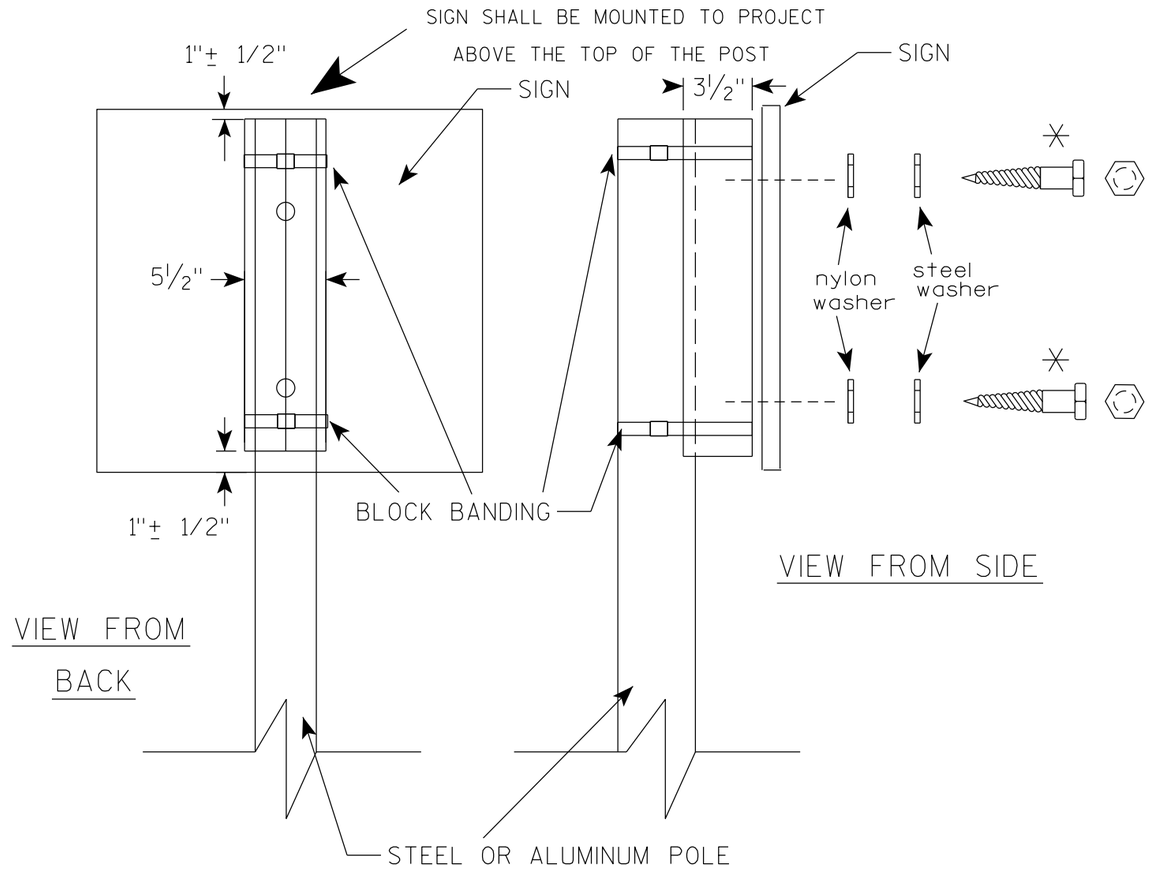
DATE 6/10/19 PLATE NO. A5-9.4

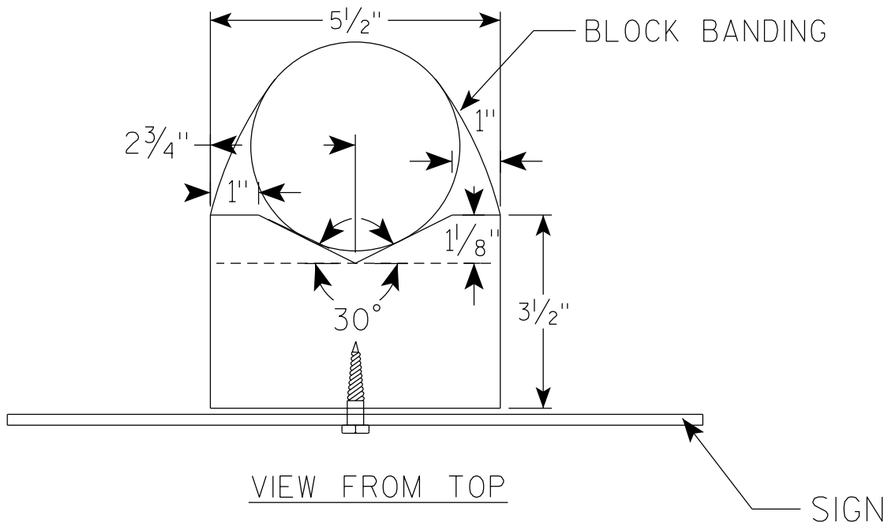
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

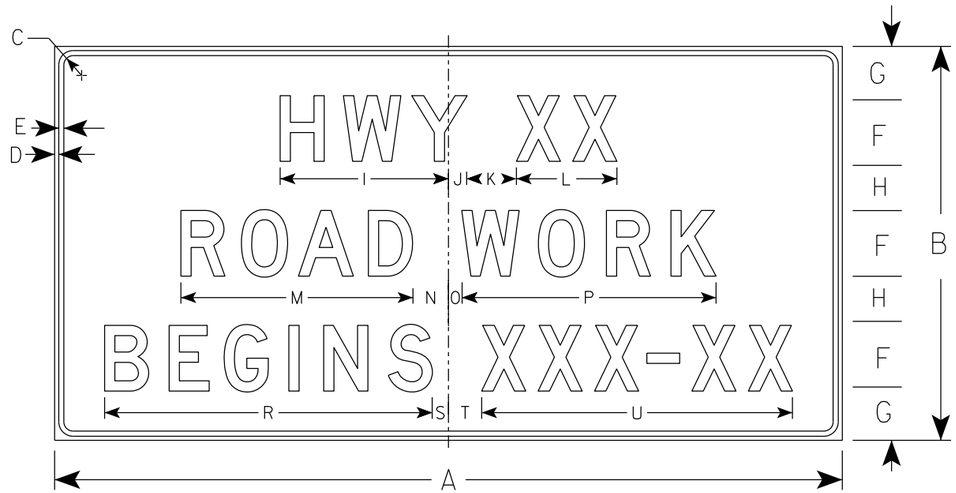
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 173 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

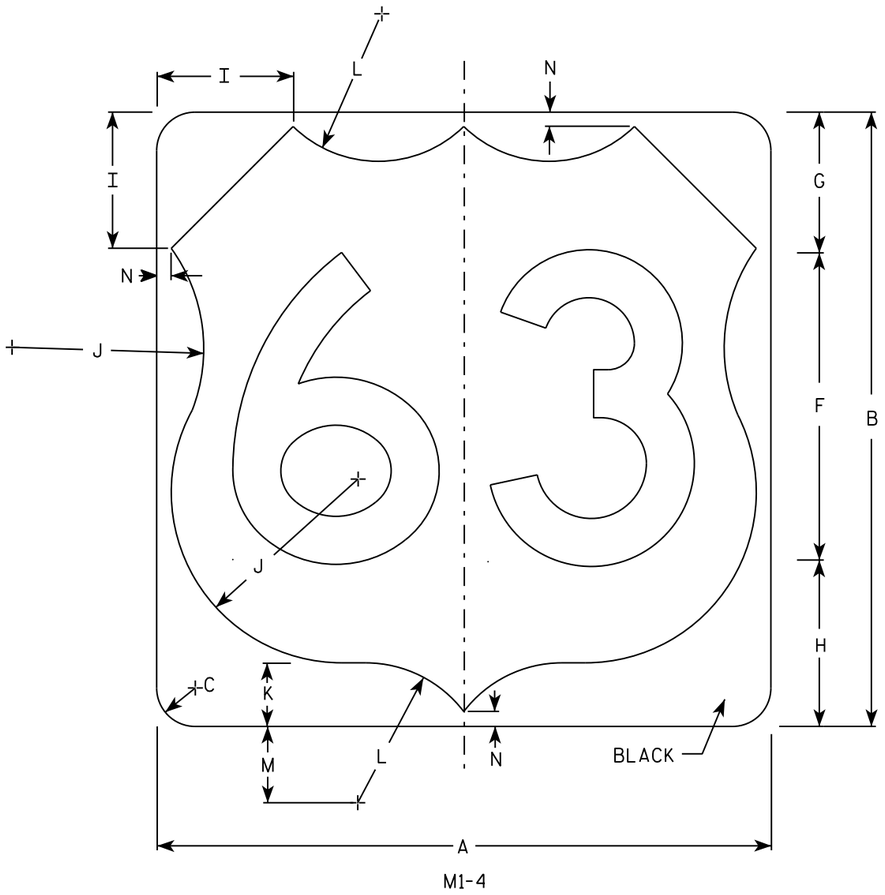
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

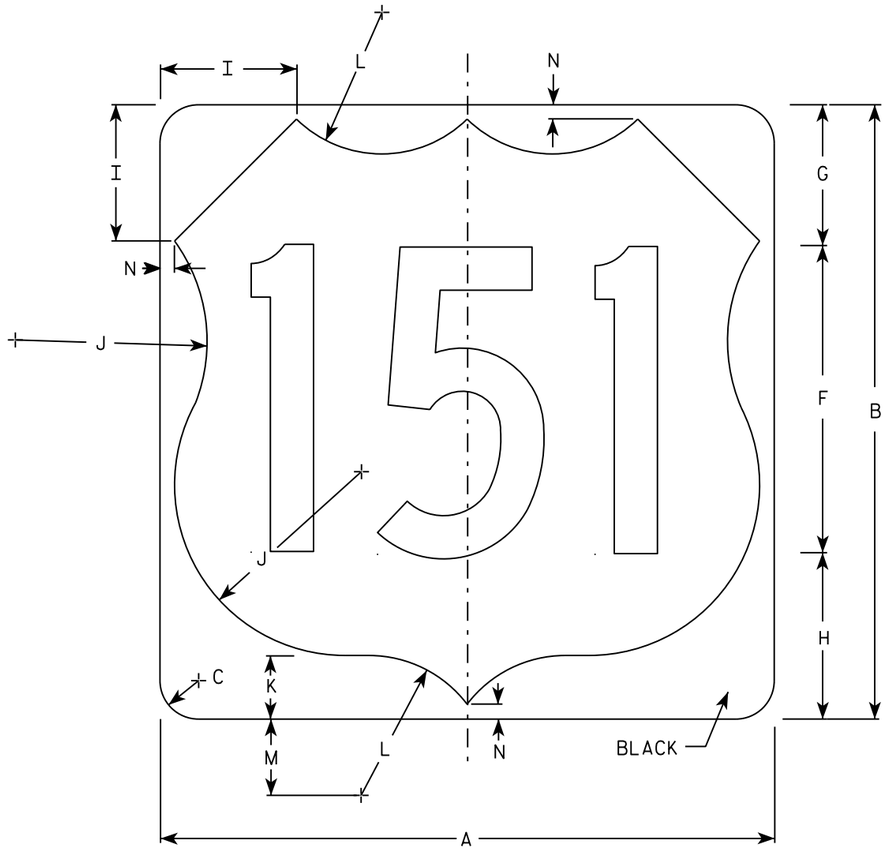
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 174	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

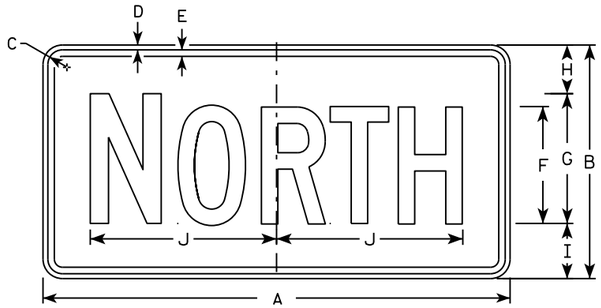
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

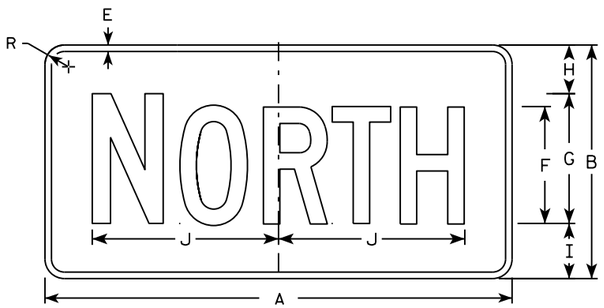
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 175 | E



M3-1
MM3-1
MP3-1



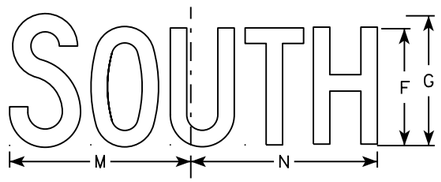
MB3-1
MK3-1
MN3-1



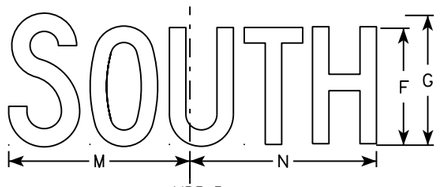
M3-2
MM3-2
MP3-2



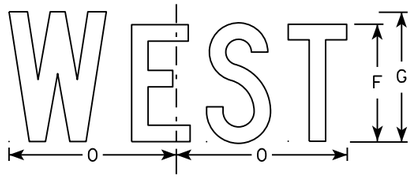
MB3-2
MK3-2
MN3-2



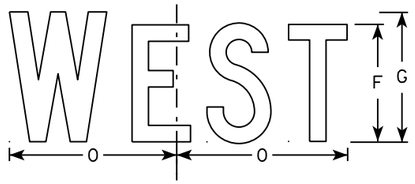
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

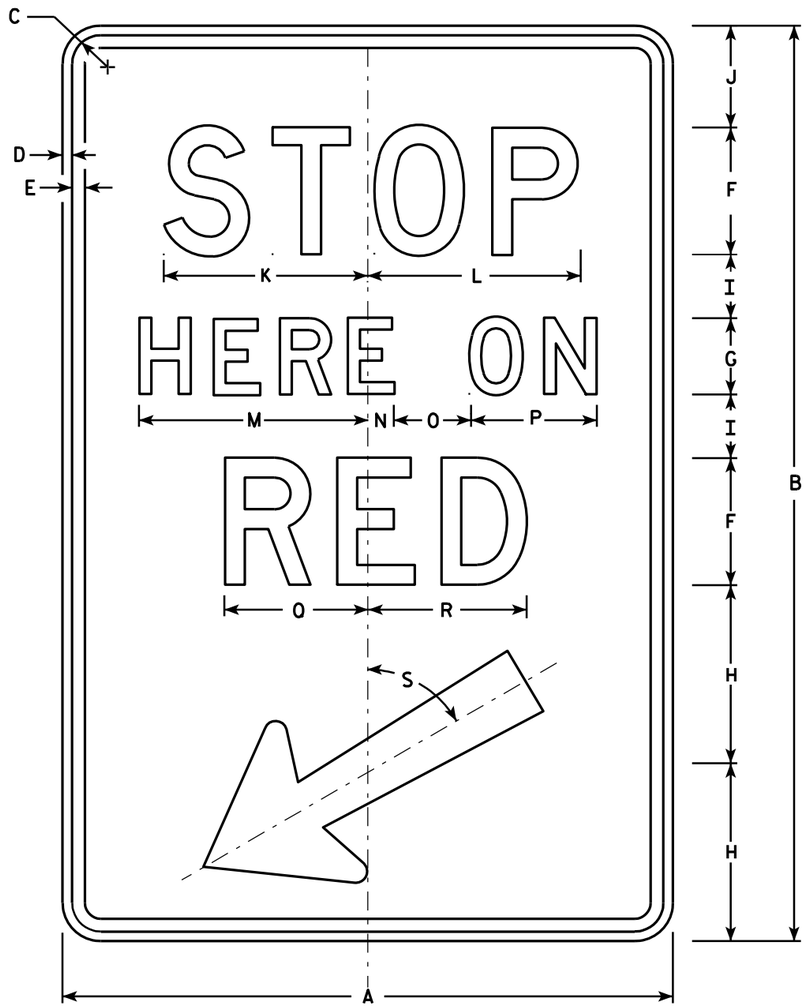
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

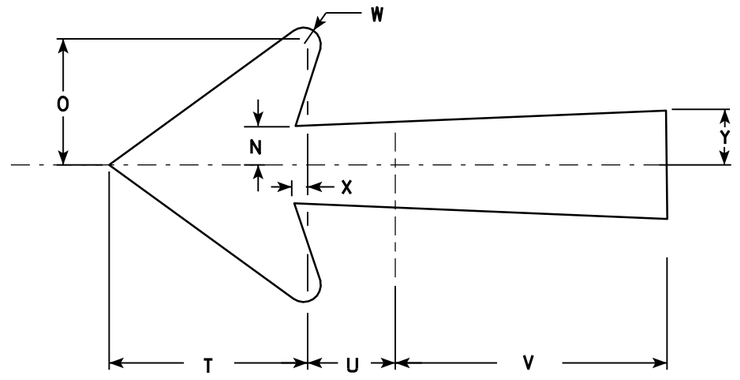
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R10-6

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

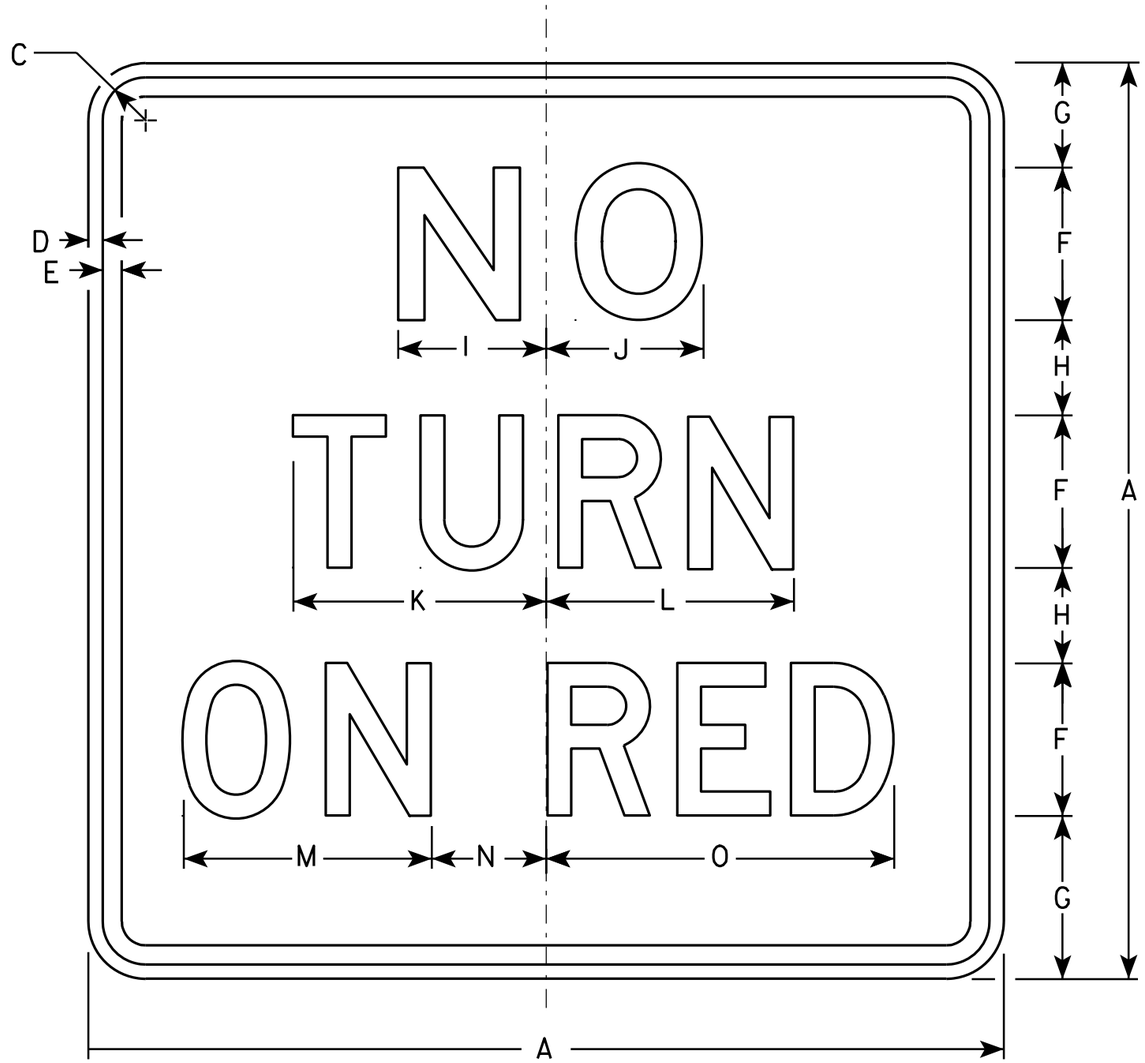
STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E



R10-11B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 3/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

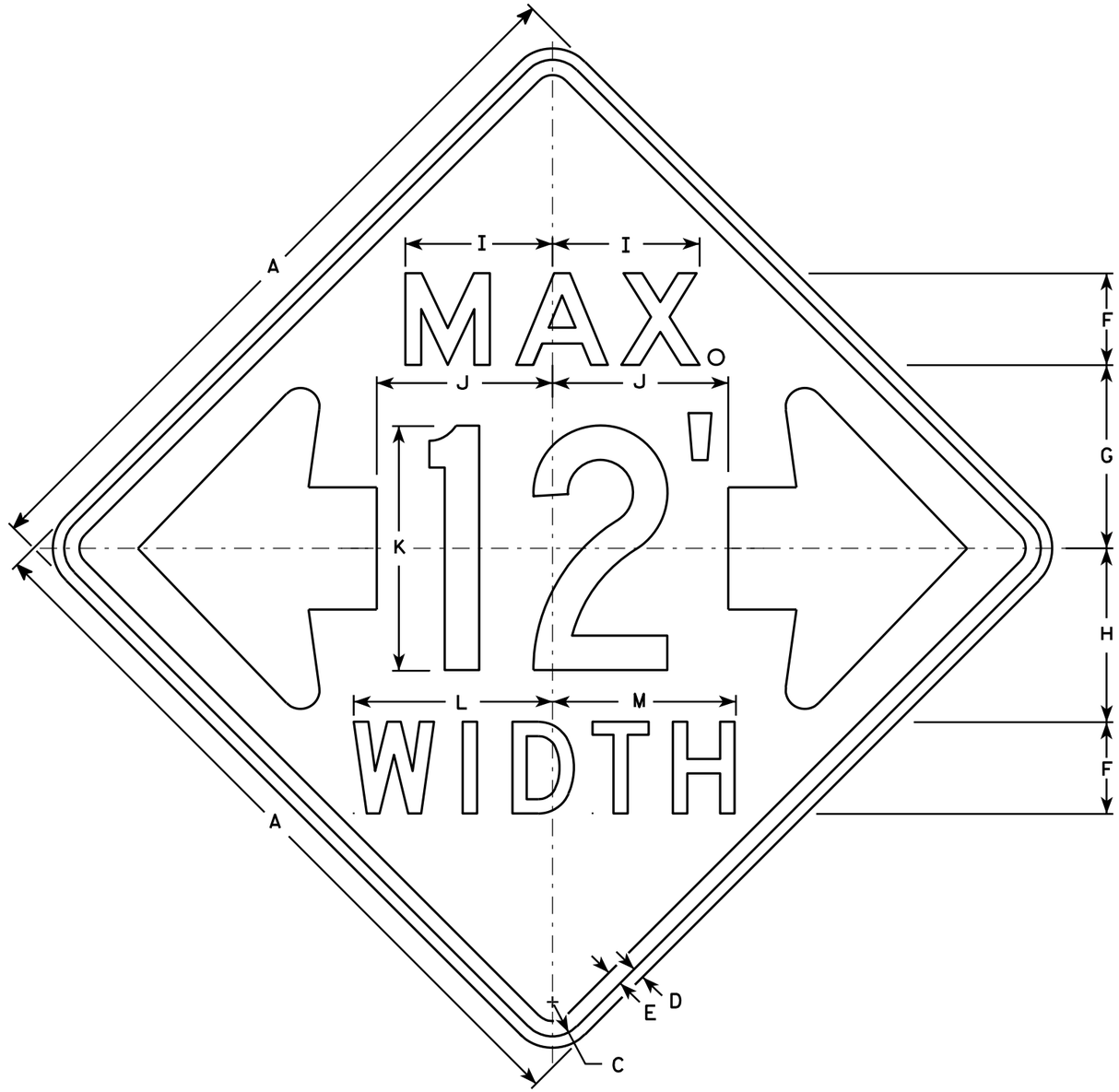
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11B.4

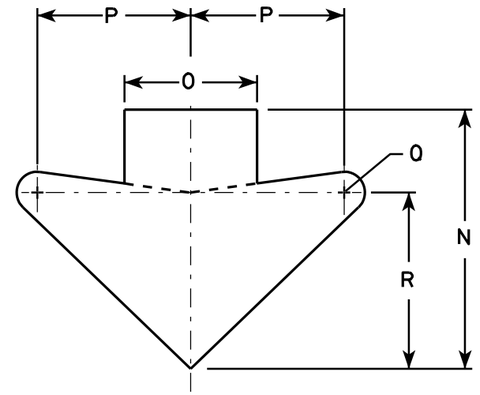
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 178 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

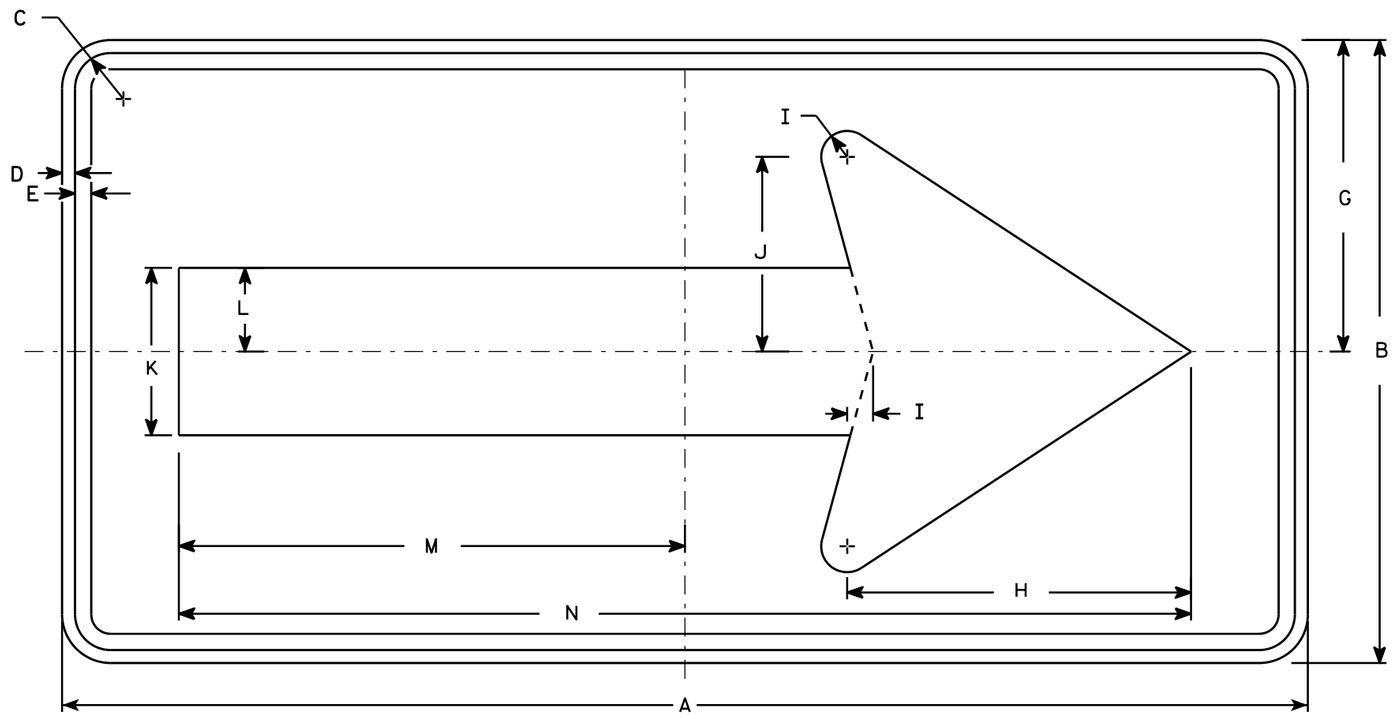
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

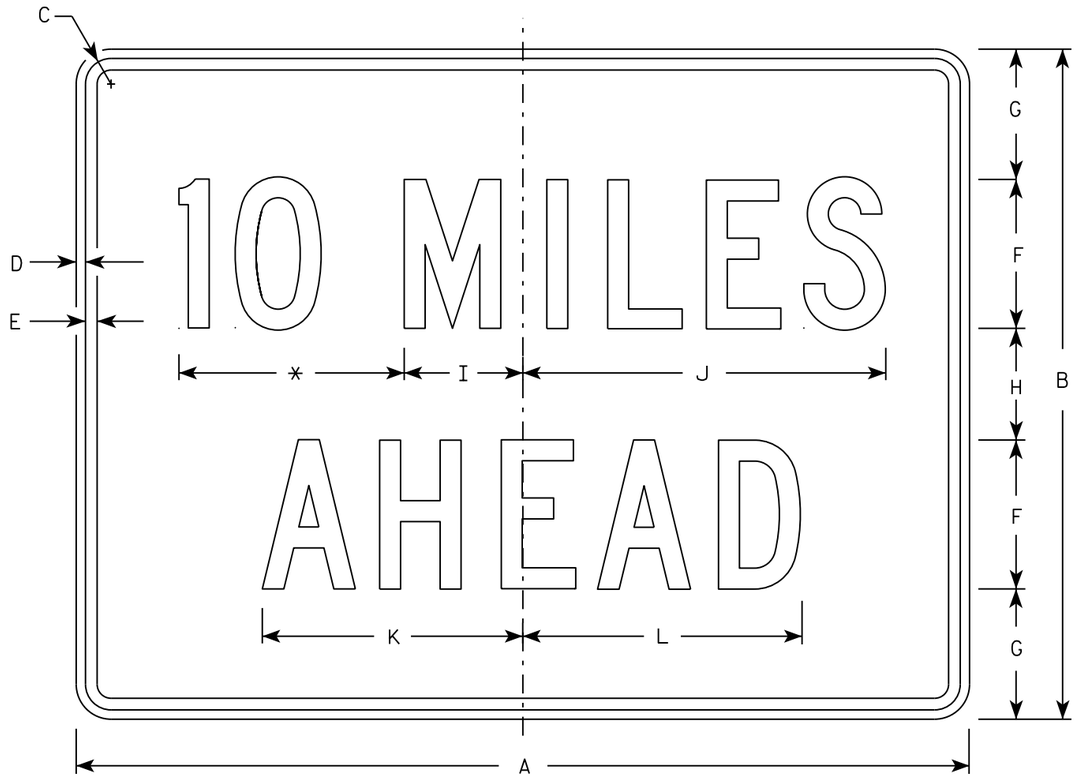
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

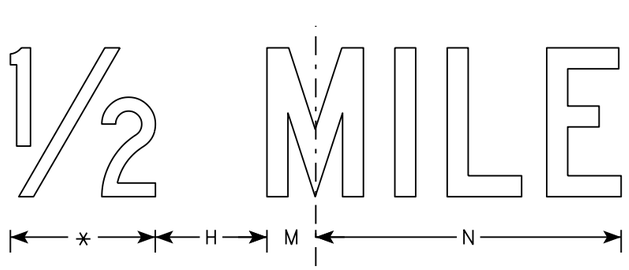
DATE 11/18/13 PLATE W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

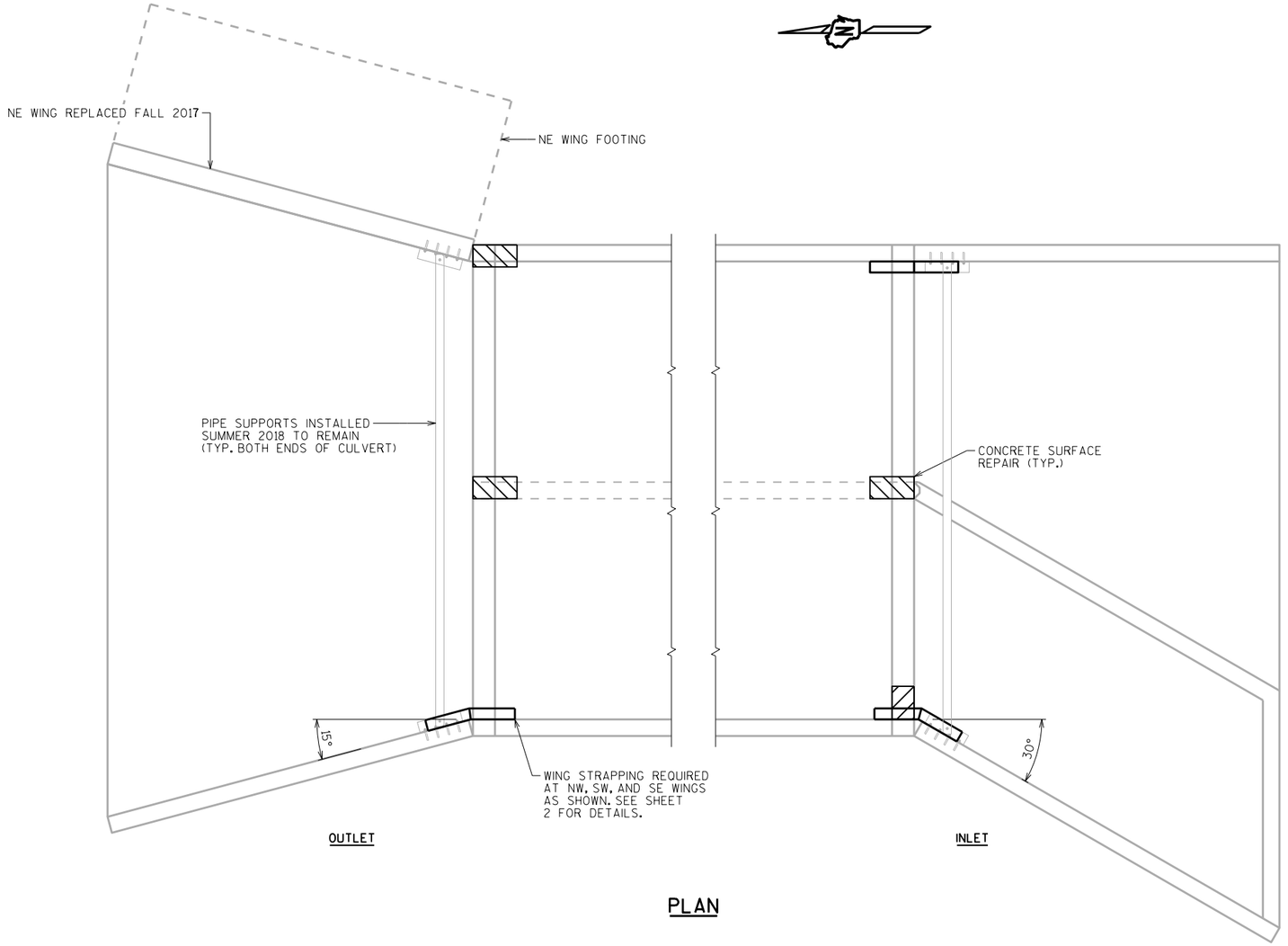
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

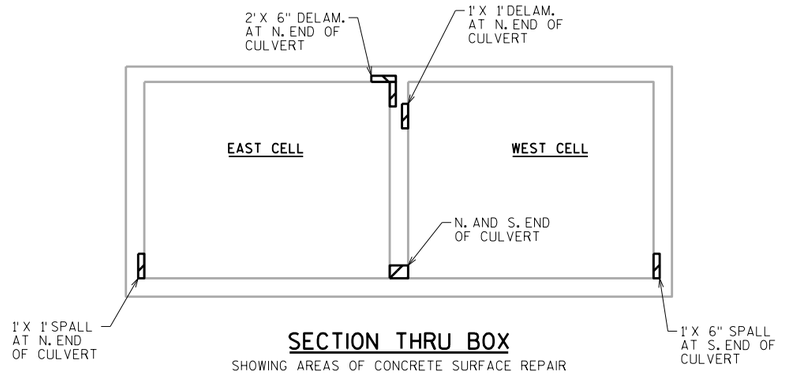
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	E

STATE PROJECT NUMBER

1580-30-70



PLAN



SECTION THRU BOX

SHOWING AREAS OF CONCRETE SURFACE REPAIR

(LOOKING SOUTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

BEVEL EXPOSED EDGES OF CONCRETE ¾".

AREAS OF "CONCRETE SURFACE REPAIR" TO BE DETERMINED BY FIELD ENGINEER. LOCATIONS SHOWN IN THE PLANS ARE APPROXIMATE.

DEFINE ALL AREAS OF CONCRETE REMOVAL WITH A ½" SAW CUT.

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.

STRUCTURAL CARBON STEEL:
ASTM A36 ——— Fy = 36,000 P.S.I.

TRAFFIC VOLUME

USH 8

ADT = 3,800 (2034)
R.D.S. = 55 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.1500	CONCRETE SURFACE REPAIR	SF	7
SPV.0060	STRAPPING B-50-37	EACH	3

LIST OF DRAWINGS

1. LAYOUT
2. WING STRAPPING

STRUCTURE DESIGN CONTACTS:

MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-50-37

USH 8 OVER SOMO CREEK

COUNTY	TOWN
PRICE	KNOX

DESIGN SPEC. REHAB N/A

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
MWB	ARC	MWB	ARC

LAYOUT

SHEET 1 OF 2

182

I.D. 1580-30-00B DATE: DEC. 2022

SCALE = 3.00

8

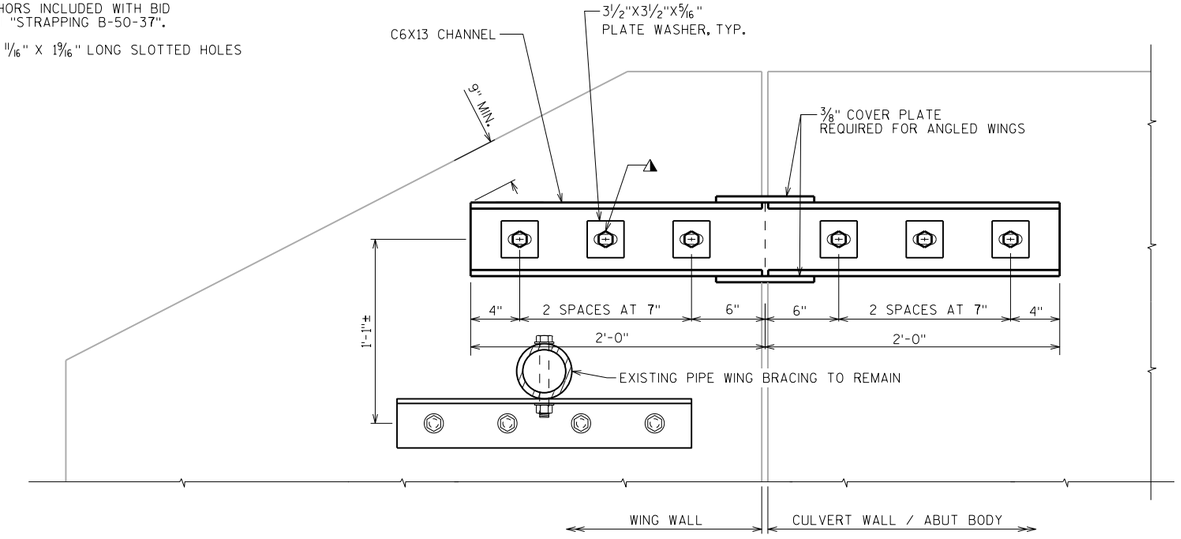
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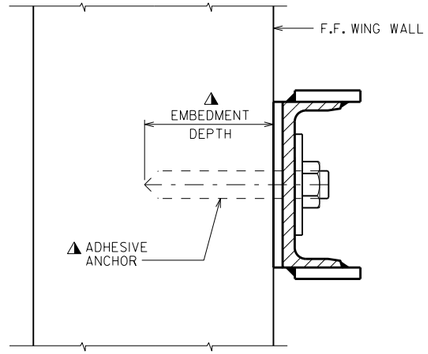
STATE PROJECT NUMBER

1580-30-70

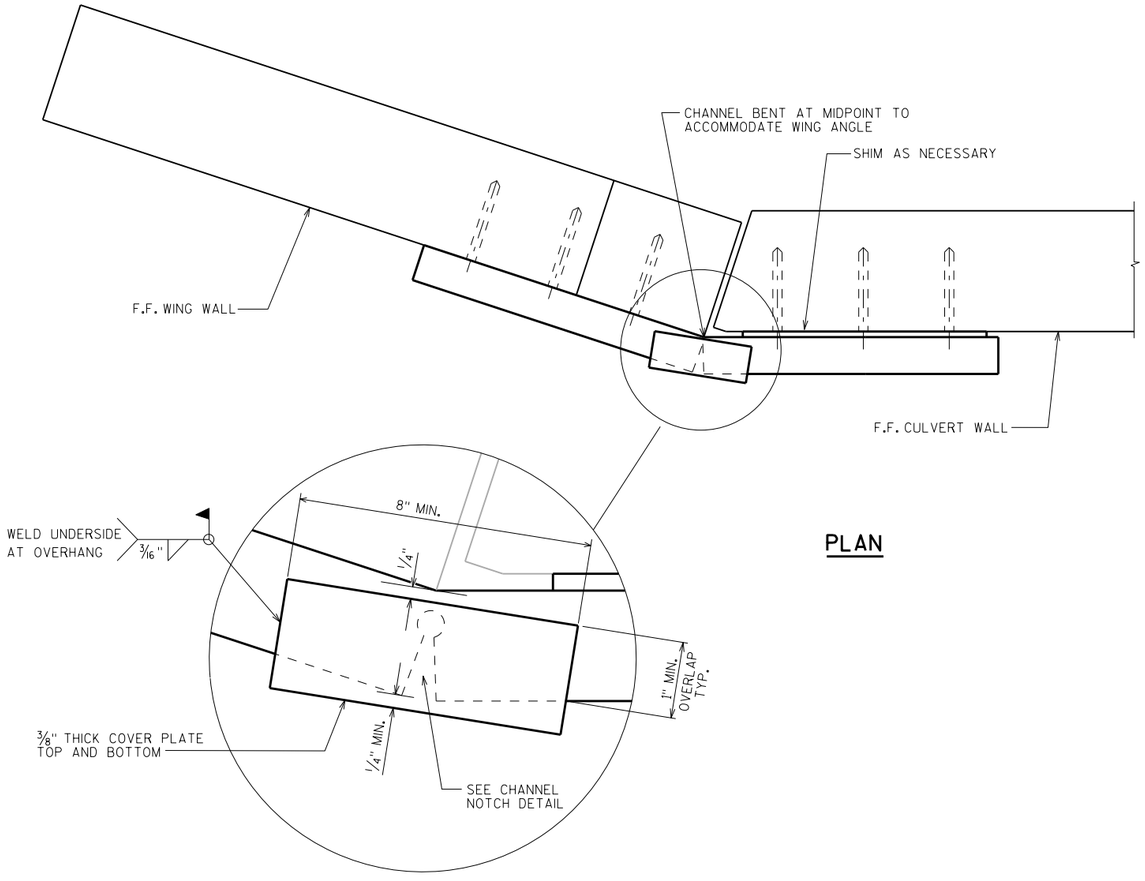
⚠ ADHESIVE ANCHORS 5/8-INCH. EMBED 5" IN CONCRETE. SEE DETAIL "A". COST OF ANCHORS INCLUDED WITH BID ITEM "STRAPPING B-50-37".

USE 11/16" X 1 3/16" LONG SLOTTED HOLES

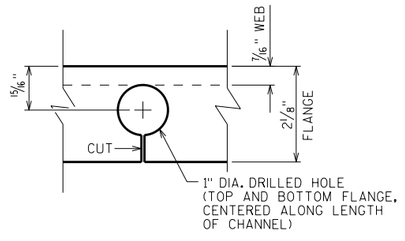




DETAIL "A"
SECTION THRU CHANNEL



PLAN



CHANNEL NOTCH DETAIL
FOR USE WITH ANGLED WINGS ONLY

NOTES

WING STRAPPING DETAIL FOR THE PURPOSE OF MITIGATING INWARD WING TIPPING, AS AN ALTERNATIVE TO THE PREFERRED METHOD OF WING REPLACEMENT.

BID ITEM SHALL BE "STRAPPING B-50-37" WHICH INCLUDES ALL ITEMS SHOWN.

WISDOT REGIONAL BRIDGE MAINTENANCE ENGINEER TO APPROVE USE OF DETAIL PRIOR TO INSTALLATION.

ALL PROVIDED STEEL MATERIAL SHALL CONFORM TO ASTM A36.

ALL STRUCTURAL STEEL SHOWN SHALL BE GALVANIZED. THREADED RODS, MASONRY ANCHORS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C.

CUTTING AND DRILLING OF CHANNEL SHALL BE DONE IN FABRICATION SHOP, PRIOR TO GALVANIZING.

IF WELDING COVER PLATE IN FIELD, PRIOR TO WELDING, REMOVE GALVANIZING FROM AREA TO BE WELDED. TOUCH UP WITH PAINT ALL AREAS LACKING GALVANIZING WHEN COMPLETE.

CAULK AROUND PERIMETER OF CHANNEL AND FILL PORTION OF HOLE AROUND ANCHOR BOLT AND SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-50-37

DRAWN BY MWB | PLANS CK'D. ARC

WING STRAPPING

SHEET 2

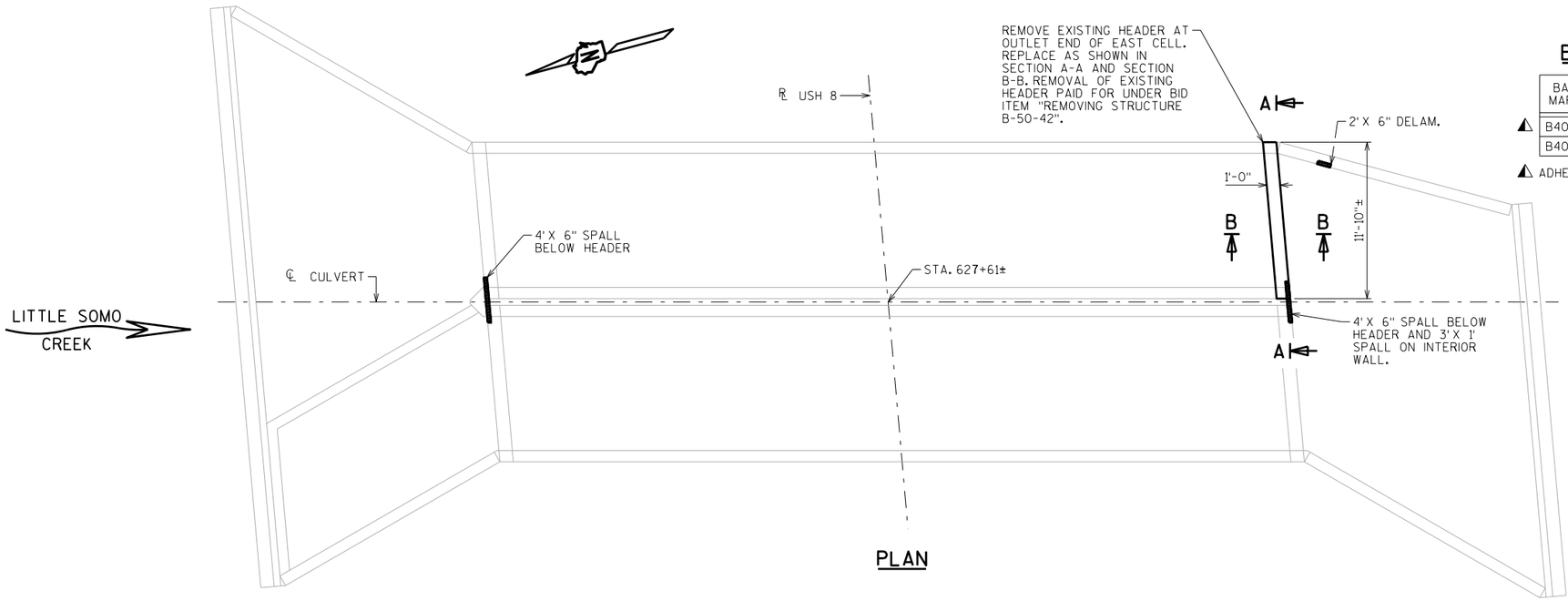
183

8

8

SCALE = 1.00

STATE PROJECT NUMBER
1580-30-70



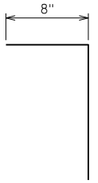
PLAN

BILL OF BARS

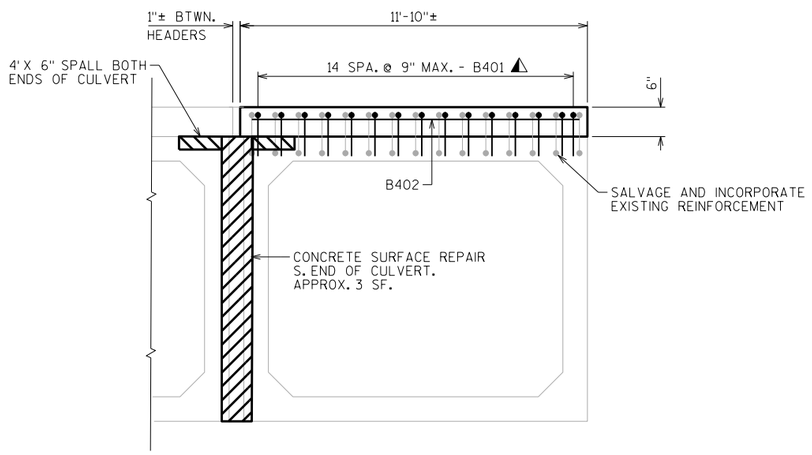
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
⚠ B401		15	1'-5"	X		HEADER - VERT.
B402		2	11'-4"			HEADER - HORIZ.

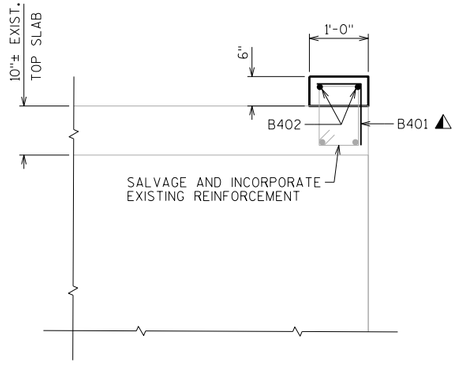
⚠ ADHESIVE ANCHOR NO. 4 BAR, EMBED 6" MIN. INTO SOUND CONCRETE



B401



SECTION A-A



SECTION B-B

LIST OF DRAWINGS

1. HEADER REPAIR

STRUCTURE DESIGN CONTACTS:

MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE B-50-42	EACH	1
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	15
504.0100	CONCRETE MASONRY CULVERTS	CY	1
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	30
509.1500	CONCRETE SURFACE REPAIR	SF	8

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE HEADER REPAIR IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY CULVERTS".

AREAS OF CONCRETE SURFACE REPAIR ARE APPROXIMATE. EXACT REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER.

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-50-42

USH 8 OVER LITTLE SOMO CREEK

COUNTY	TOWN
PRICE	KNOX

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
MWB	ARC	MWB	ARC

HEADER REPAIR

SHEET 1 OF 1

184

I.D. 1580-30-00F DATE: DEC. 2022

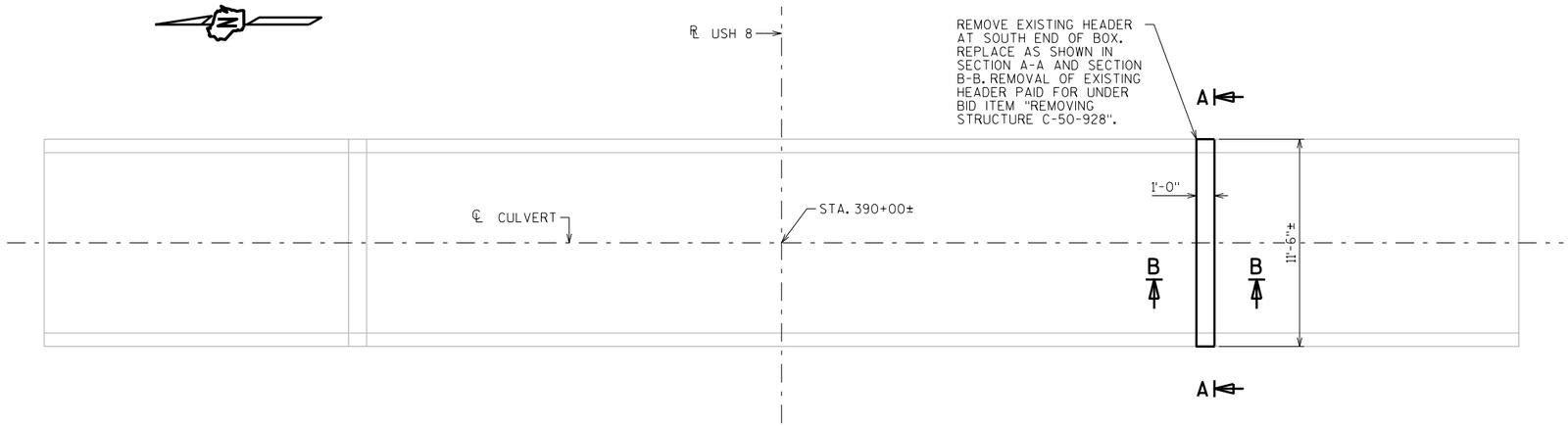
SCALE = 5.00

8

8

STATE PROJECT NUMBER

1580-30-70



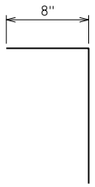
PLAN

BILL OF BARS

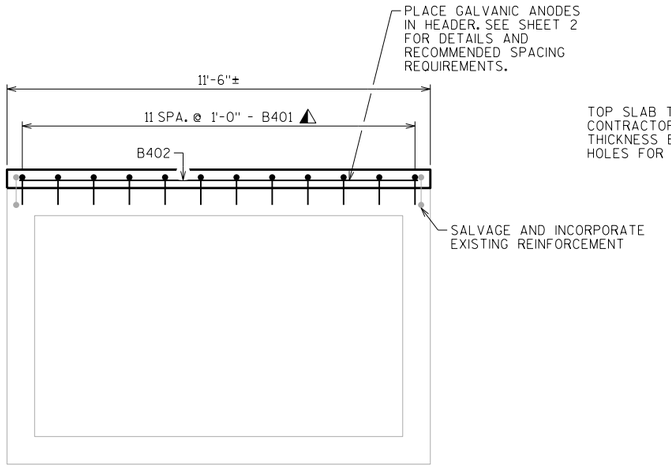
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
⚠ B401		12	1'-5"	X		HEADER - VERT.
B402		2	11'-2"			HEADER - HORIZ.

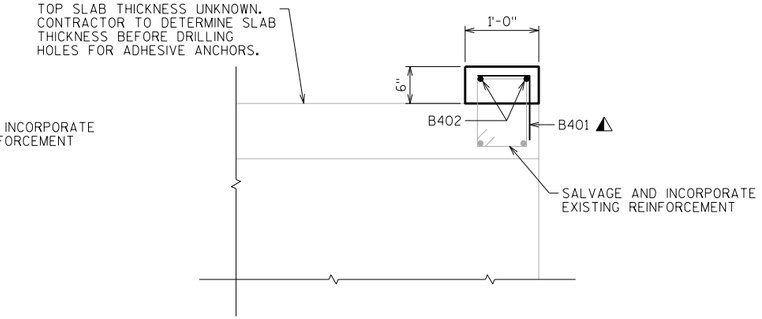
⚠ ADHESIVE ANCHORS NO. 4 BAR, EMBED 6" MIN. INTO SOUND CONCRETE



B401



SECTION A-A



SECTION B-B

LIST OF DRAWINGS

1. HEADER REPAIR
2. CATHODIC PROTECTION

STRUCTURE DESIGN CONTACTS:

MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE C-50-928	EACH	1
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	12
504.0100	CONCRETE MASONRY CULVERTS	CY	1
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	30
SPV.0060	EMBEDDED GALVANIC ANODES	EACH	7

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION NECESSARY TO COMPLETE THE HEADER REPAIR IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "REMOVING STRUCTURE C-50-928".

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-50-928

USH 8 OVER DRAINAGE DITCH

COUNTY	TOWN
PRICE	KNOX

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
MWB	ARC	MWB	ARC

HEADER REPAIR

SHEET 1 OF 2

185

I.D. 1580-30-00A DATE: DEC. 2022

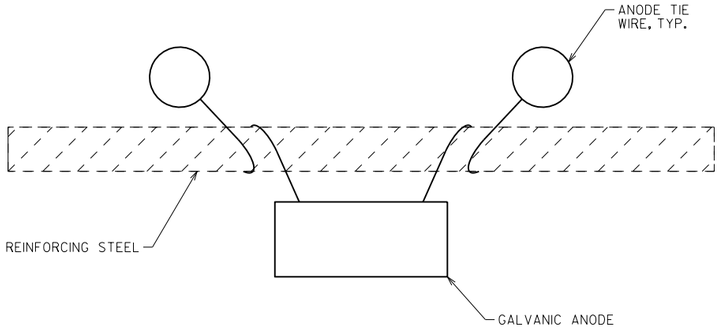
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8

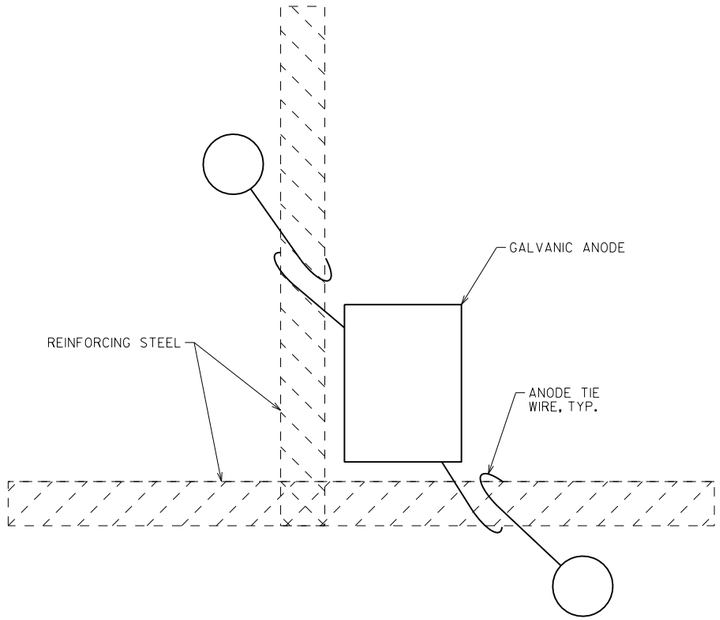
8

STATE PROJECT NUMBER

1580-30-70



TYPICAL INSTALLATION FOR BAR STEEL



TYPICAL INSTALLATION AT BAR STEEL INTERSECTION

NOTES

SEE SPECIAL PROVISION "EMBEDDED GALVANIC ANODES" FOR DESCRIPTION, MATERIALS, CONSTRUCTION, MEASUREMENT, AND PAYMENT INFORMATION.

ANODES NEAREST TO EDGE OF REPAIR TO BE WITHIN 6" OF EDGE.

AFTER PLACEMENT, GALVANIC ANODES SHOULD MAINTAIN A MINIMUM TOP COVER OF $1\frac{1}{2}$" AND A MINIMUM BOTTOM COVER OF $\frac{3}{4}$".

EXISTING REINFORCING STEEL TO BE COMPLETELY CLEANED OF CORRODED MATERIAL AND CONCRETE TO PROVIDE SUFFICIENT ELECTRICAL CONNECTION AND BOND. CATHODIC PROTECTION PREPARATIONS ARE INCLUDED IN THE BID ITEM "EMBEDDED GALVANIC ANODES".

THE PLAN QUANTITY FOR THE BID ITEM "EMBEDDED GALVANIC ANODES" IS BASED ON A MAXIMUM SPACING OF 24-INCHES AROUND THE PERIMETER OF THE HEADER. THE ACTUAL QUANTITY SHALL BE BASED ON THE FIELD CONDITIONS AND AS RECOMMENDED BY THE GALVANIC ANODE SUPPLIER.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-50-928

DRAWN BY MWB | PLANS CK'D. ARC

CATHODIC PROTECTION

SHEET 2

186

SCALE = 2.50

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	**CUT**	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	**MARSH EXC**	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
311+50	31150.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
312+00	31200.00	50.00	10.73	0.00	37.16	0.00	10	0	34	0	10	44	0	0	-34
313+00	31300.00	100.00	19.35	0.00	106.11	0.00	56	0	265	0	66	389	0	0	-323
313+40 P63	31340.00	40.00	18.04	0.00	92.75	0.00	28	0	147	0	94	580	0	0	-486
314+00	31400.00	60.00	19.56	0.00	55.23	0.00	42	0	164	0	136	793	0	0	-657
314+25	31425.00	25.00	18.54	0.00	31.33	0.00	18	0	40	0	154	845	0	0	-691
315+00	31500.00	75.00	0.00	0.00	0.00	0.00	26	0	44	0	180	**902**	0	0	-722

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
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

9

9

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
367+00	36700.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
367+70	36770.00	70.00	0.00	0.00	0.00	72.44	0	0	0	94	0	0	141	9	0
368+00 P66	36800.00	30.00	0.00	0.00	62.96	73.66	0	0	35	81	0	46	263	18	-46
369+00	36900.00	100.00	24.86	0.00	7.56	21.52	46	0	131	176	46	216	527	35	-170
369+72	36972.00	72.00	22.74	0.00	0.14	0.00	63	0	10	29	109	229	570	38	-120
370+00	37000.00	28.00	50.05	0.00	0.00	0.00	38	0	0	0	147	229	570	38	-82
370+25	37025.00	25.00	22.81	0.00	1.43	0.00	34	0	1	0	181	230	570	38	-49
371+00	37100.00	75.00	0.00	0.00	0.00	0.00	32	0	2	0	213	233	570	38	-20
371+67	37167.00	67.00	0.00	0.00	0.00	0.00	0	0	0	0	213	233	570	38	-20
386+00	38600.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	213	233	570	38	-20
387+57	38757.00	157.00	**0.00**	0.00	0.00	**0.00**	0	0	0	0	213	233	570	38	-20
388+00	38800.00	43.00	8.06	0.00	0.00	7.89	6	0	0	6	219	233	579	39	-14
388+33	38833.00	33.00	0.00	0.00	3.93	6.53	5	0	2	9	224	235	593	40	-11
388+58	38858.00	25.00	**0.00**	0.00	0.00	16.15	0	0	2	10	224	238	608	41	-14
388+82	38882.00	24.00	13.96	0.00	0.90	22.68	6	0	0	17	230	238	633	42	-8
388+96	38896.00	14.00	7.54	0.00	0.12	20.02	6	0	0	11	236	238	650	43	-2
389+00	38900.00	4.00	8.14	0.00	0.05	19.62	1	0	0	3	237	238	654	44	-1
389+21	38921.00	21.00	8.74	0.00	0.04	4.24	7	0	0	9	244	238	668	45	6
389+46.001	38946.00	25.00	8.29	0.00	0.02	1.42	8	0	0	3	252	238	672	45	14
389+90	38990.00	44.00	0.00	0.00	0.41	7.71	7	0	0	7	259	238	683	46	21
390+00 C-50-928	39000.00	10.00	0.00	0.00	0.02	7.12	0	0	0	3	259	238	687	46	21
390+71	39071.00	71.00	**0.00**	0.00	0.01	0.00	0	0	0	9	259	238	701	47	21
390+96	39096.00	25.00	23.30	0.00	0.00	0.00	11	0	0	0	270	238	701	47	32
391+07.952	39107.95	11.95	38.44	0.00	0.00	0.00	14	0	0	0	284	238	701	47	46
391+20	39120.00	12.05	37.56	0.00	0.03	0.00	17	0	0	0	301	238	701	47	63
391+33	39133.00	13.00	6.26	0.00	10.23	0.00	11	0	2	0	312	241	701	47	72
391+39.95	39139.95	6.95	5.30	0.00	14.10	0.00	1	0	3	0	313	244	701	47	69
391+58	39158.00	18.05	4.33	0.00	14.76	0.00	3	0	10	0	316	257	701	47	59
391+73.25	39173.25	15.25	6.17	0.00	10.80	0.00	3	0	7	0	319	267	701	47	53
392+00	39200.00	26.75	8.94	0.00	6.53	0.00	7	0	9	0	326	278	701	47	48
392+50	39250.00	50.00	15.89	0.00	4.37	0.00	23	0	10	0	349	291	701	47	58
393+00	39300.00	50.00	0.00	0.00	0.00	0.00	15	0	4	0	364	296	701	47	68
394+00	39400.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	364	296	701	47	68
395+00	39500.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	364	296	701	47	68
397+94	39794.00	94.00	0.00	0.00	0.00	0.00	0	0	0	0	364	296	701	47	68
398+00 DTICH LT	39800.00	6.00	0.00	0.00	0.00	0.00	0	0	0	0	364	296	701	47	68
399+00	39900.00	100.00	0.96	0.00	3.62	0.00	2	0	7	0	366	306	701	47	61
400+00	40000.00	100.00	13.08	0.00	0.00	0.00	26	0	7	0	392	315	701	47	77
400+50	40050.00	50.00	21.21	0.00	0.00	0.00	32	0	0	0	424	315	701	47	109
401+00	40100.00	50.00	24.58	0.00	0.26	0.00	42	0	0	0	466	315	701	47	151
402+00	40200.00	100.00	36.21	0.00	0.00	0.00	113	0	0	0	579	315	701	47	264
403+00	40300.00	100.00	43.15	0.00	0.00	0.00	147	0	0	0	726	315	701	47	411
404+00	40400.00	100.00	35.52	0.00	0.11	0.00	146	0	0	0	872	315	701	47	557
405+00	40500.00	100.00	26.87	0.00	0.78	0.00	116	0	2	0	988	317	701	47	671
406+00	40600.00	100.00	29.66	0.00	0.51	0.00	105	0	2	0	1,093	320	701	47	773
407+00	40700.00	100.00	35.83	0.00	0.35	0.00	121	0	2	0	1,214	322	701	47	892
408+00	40800.00	100.00	9.08	0.00	11.52	0.00	83	0	22	0	1,297	351	701	47	946
409+00	40900.00	100.00	0.00	0.00	0.00	0.00	17	0	21	0	1,314	378	701	47	936

Notes:	
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ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
423+00	42300.00	265.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
423+39	42339.00	39.00	22.80	0.00	0.00	0.00	16	0	0	0	16	0	0	0	16
423+62	42362.00	23.00	19.91	0.00	0.99	0.00	18	0	0	0	34	0	0	0	34
423+75	42375.00	13.00	40.51	0.00	8.04	0.00	15	0	2	0	49	3	0	0	46
423+91 KNOX, P68	42390.79	15.79	38.42	0.00	14.14	0.00	23	0	6	0	72	10	0	0	62
424+37	42437.00	46.21	0.00	0.00	0.00	0.00	33	0	12	0	105	26	0	0	79
425+00	42500.00	63.00	8.28	0.00	6.60	0.00	10	0	8	0	115	36	0	0	79
426+00	42600.00	100.00	0.00	0.00	0.00	0.00	15	0	12	0	130	52	0	0	78
427+00	42700.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	130	52	0	0	78
449+00	44900.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	130	52	0	0	78
449+50 CTHD N	44950.00	50.00	11.51	0.00	0.37	0.00	11	0	0	0	141	52	0	0	89
450+00	45000.00	50.00	12.84	0.00	7.42	0.00	23	0	7	0	164	61	0	0	103
450+25	45025.00	25.00	10.97	0.00	3.35	0.00	11	0	5	0	175	68	0	0	107
450+58.892	45058.89	33.89	0.00	0.00	0.00	0.00	7	0	2	0	182	70	0	0	112
451+00	45100.00	41.11	27.32	0.00	3.54	0.00	21	0	3	0	203	74	0	0	129
451+18.5	45118.50	18.50	41.77	0.00	17.21	0.00	24	0	7	0	227	83	0	0	144
451+76	45176.00	57.50	50.71	0.00	0.00	0.00	98	0	18	0	325	107	0	0	218
452+00	45200.00	24.00	47.06	0.00	0.00	0.00	43	0	0	0	368	107	0	0	261
452+60	45260.00	60.00	95.95	0.00	0.00	0.00	159	0	0	0	527	107	0	0	420
453+00	45300.00	40.00	11.97	0.00	4.48	0.00	80	0	3	0	607	111	0	0	497
453+75	45375.00	75.00	8.33	0.00	9.77	0.00	28	0	20	0	635	137	0	0	499
455+00 CTH D N	45500.00	125.00	0.00	0.00	0.00	0.00	19	0	23	0	654	166	0	0	488
456+00	45600.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	654	166	0	0	488
473+00	47300.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	654	166	0	0	488
474+00 CTH D S	47400.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	654	166	0	0	488
475+00	47500.00	100.00	15.29	0.00	3.05	0.00	28	0	6	0	682	174	0	0	508
476+00	47600.00	100.00	8.44	0.00	2.62	4.07	44	0	10	8	726	187	12	1	539
476+60	47660.00	60.00	5.04	0.00	12.58	6.13	15	0	17	11	741	209	29	2	532
477+00	47700.00	40.00	0.00	0.00	0.00	0.00	4	0	9	5	745	221	36	2	524
477+50	47750.00	50.00	2.21	0.00	3.77	1.22	2	0	3	1	747	225	38	3	522
478+00	47800.00	50.00	13.66	0.00	0.00	1.55	15	0	3	3	762	229	42	3	533
479+00	47900.00	100.00	0.00	0.00	0.00	0.00	25	0	0	3	787	229	47	3	558
499+00	49900.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	787	229	47	3	558
501+00 P71	50100.00	200.00	0.00	0.00	0.00	0.00	0	0	0	0	787	229	47	3	558
502+00	50200.00	100.00	0.00	0.00	0.00	**0.00**	0	0	0	0	787	229	47	3	558
503+00	50300.00	100.00	0.00	0.00	21.43	84.94	0	0	40	157	787	281	282	19	506
503+39	50339.00	39.00	7.95	0.00	54.89	152.88	6	0	55	172	793	352	540	36	441
503+75	50375.00	36.00	0.00	0.00	11.75	94.54	5	0	44	165	798	410	788	53	389
504+00	50400.00	25.00	0.00	0.00	0.65	72.70	0	0	6	77	798	417	903	60	381
504+50	50450.00	50.00	0.00	0.00	0.00	18.89	0	0	1	85	798	419	1,031	69	379
510+00	51000.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	798	419	1,056	70	379
510+50 P72	51050.00	50.00	0.00	0.00	0.00	35.69	0	0	0	33	798	419	1,106	74	379
511+00	51100.00	50.00	8.82	0.00	30.02	105.64	8	0	28	131	806	455	1,302	87	351
511+38	51138.00	38.00	0.00	0.00	65.18	146.23	6	0	67	177	812	542	1,568	105	270
511+75	51175.00	37.00	0.00	0.00	44.18	193.01	0	0	75	232	812	640	1,916	128	172
512+00 P72	51200.00	25.00	0.00	0.00	0.00	64.09	0	0	20	119	812	666	2,094	140	146
513+00.004	51300.00	100.00	0.00	0.00	0.00	0.00	0	0	0	119	812	666	2,273	152	146
523+00	52300.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	812	666	2,273	152	146

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
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	**CUT**	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	**MARSH EXC**	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
100+50	10050.00	0.00	40.90	0.00	11.74	0.00	0	0	0	0	0	0	0	0	0
100+65	10065.00	15.00	31.62	0.00	4.82	0.00	20	0	5	0	20	7	0	0	14
101+45	10145.00	80.00	0.00	0.00	0.00	0.00	47	0	7	0	67	16	0	0	51

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	**CUT**	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	**MARSH EXC**	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
528+50 E BRANCH	52850.00	150.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
529+00	52900.00	50.00	17.44	0.00	1.58	0.00	16	0	1	0	16	1	0	0	15
529+25	52925.00	25.00	14.99	0.00	22.17	0.00	15	0	11	0	31	16	0	0	15
529+61	52961.00	36.00	53.40	0.00	0.00	0.00	46	0	15	0	77	35	0	0	42
530+00	53000.00	39.00	11.90	0.00	22.00	0.00	47	0	16	0	124	56	0	0	68
530+50	53050.00	50.00	7.77	0.00	7.61	0.00	18	0	27	0	142	91	0	0	51
550+00	55000.00	100.00	0.00	0.00	0.00	**0.00**	0	0	0	0	149	100	0	0	49
550+50	55050.00	50.00	0.00	0.00	0.00	74.06	0	0	0	69	149	100	104	7	49
550+86	55086.00	36.00	0.00	0.00	0.00	97.03	0	0	0	114	149	100	275	18	49
551+00	55100.00	14.00	0.00	0.00	0.69	88.55	0	0	0	48	149	100	347	23	49
551+50	55150.00	50.00	0.00	0.00	0.00	**0.00**	0	0	1	82	149	101	470	31	48
554+67	55467.00	67.00	0.00	0.00	0.00	0.00	0	0	0	0	149	101	470	31	48
555+00 LITTLE CREEK	55500.00	33.00	0.00	0.00	0.00	0.00	0	0	0	0	149	101	470	31	48
555+70	55570.00	70.00	3.88	0.00	2.93	0.00	5	0	4	0	154	107	470	31	47
556+20 LITTLE CREEK	55620.00	50.00	0.00	0.00	0.00	0.00	4	0	3	0	158	111	470	31	48
557+00	55700.00	80.00	0.00	0.00	0.00	0.00	0	0	0	0	158	111	470	31	48
579+00	57900.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	158	111	470	31	48
580+00	58000.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	158	111	470	31	48
581+00 RIVER RD	58100.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	158	111	470	31	48
582+00	58200.00	100.00	12.59	0.00	5.96	0.00	23	0	11	0	181	125	470	31	56
582+26	58226.00	26.00	22.24	0.00	8.09	0.00	17	0	7	0	198	134	470	31	64
583+12.5	58312.50	86.50	5.24	0.00	14.82	0.00	44	0	37	0	242	182	470	31	60
584+00	58400.00	87.50	10.04	0.00	3.15	0.00	25	0	29	0	267	220	470	31	47
585+00	58500.00	100.00	0.00	0.00	0.00	0.00	19	0	6	0	286	228	470	31	59

Notes:	
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2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

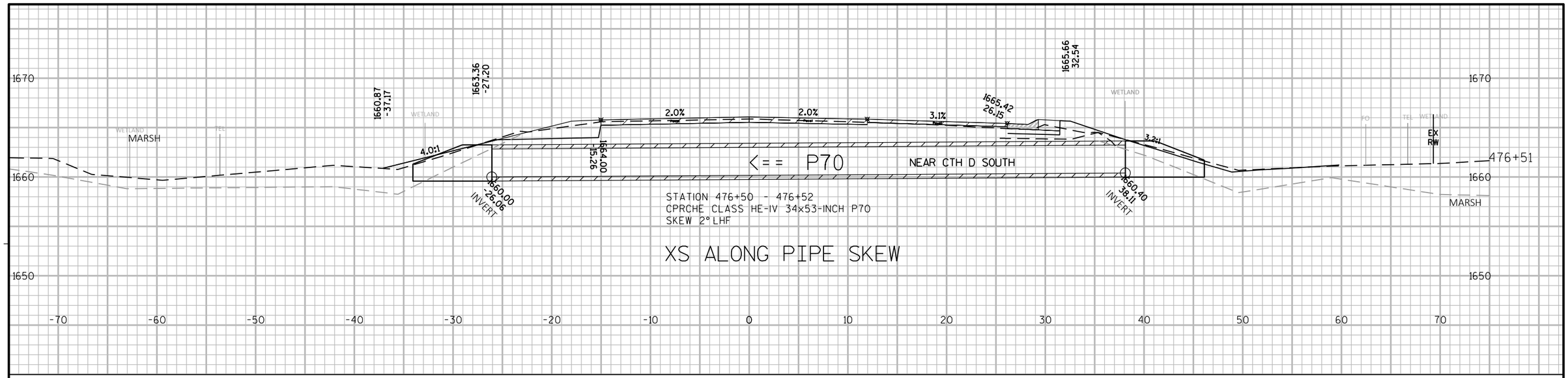
STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
600+82.595	60082.60	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
601+00	60100.00	17.40	0.00	0.00	9.47	35.37	0	0	3	11	0	4	17	1	-4
601+50	60150.00	50.00	0.00	0.00	44.15	59.56	0	0	50	88	0	69	149	10	-69
601+78.1	60178.10	28.10	4.01	0.00	56.53	75.21	2	0	52	70	2	137	254	17	-135
602+03	60203.00	24.90	10.66	0.00	16.88	5.05	7	0	34	37	9	181	309	21	-172
602+20.97	60220.97	17.97	18.91	0.00	22.70	0.00	10	0	13	2	19	198	312	21	-179
602+28	60228.00	7.03	16.28	0.00	20.92	0.00	5	0	6	0	24	205	312	21	-181
602+46	60246.00	18.00	18.84	0.00	10.53	0.00	12	0	10	0	36	218	312	21	-182
602+71	60271.00	25.00	16.82	0.00	5.06	0.11	17	0	7	0	53	228	312	21	-175
603+00	60300.00	29.00	13.32	0.00	8.55	1.13	16	0	7	1	69	237	314	21	-168
603+38	60338.00	38.00	10.12	0.00	0.76	0.00	16	0	7	1	85	246	315	21	-161
603+50 B-50-42	60350.00	12.00	0.00	0.00	0.00	0.00	2	0	0	0	87	246	315	21	-159
603+60	60360.00	10.00	0.00	0.00	0.00	0.00	0	0	0	0	87	246	315	21	-159
603+87	60387.49	27.49	5.41	0.00	7.29	0.00	3	0	4	0	90	251	315	21	-161
604+00	60400.00	12.51	6.37	0.00	4.73	0.00	3	0	3	0	93	255	315	21	-162
604+25	60425.00	25.00	8.38	0.00	4.44	0.00	7	0	4	0	100	260	315	21	-160
604+34	60434.37	9.37	43.59	0.00	6.10	0.00	9	0	2	0	109	263	315	21	-154
604+59	60459.00	24.63	22.72	0.00	11.03	0.00	30	0	8	0	139	273	315	21	-134
604+71	60471.87	12.87	14.21	0.00	12.38	0.00	9	0	6	0	148	281	315	21	-133
604+84	60484.00	12.13	29.72	0.00	15.92	0.00	10	0	6	0	158	289	315	21	-131
605+02	60502.00	18.00	33.25	0.00	11.81	0.00	21	0	9	0	179	300	315	21	-121
605+27	60527.00	25.00	30.24	0.00	7.56	0.00	29	0	9	0	208	312	315	21	-104
605+50	60550.00	23.00	28.15	0.00	7.32	0.00	25	0	6	0	233	320	315	21	-87
606+00	60600.00	50.00	38.91	0.00	1.25	0.00	62	0	8	0	295	330	315	21	-35
606+50	60650.00	50.00	20.28	0.00	0.00	0.00	55	0	1	0	350	332	315	21	19
607+00	60700.00	50.00	5.13	0.00	1.42	0.00	24	0	1	0	374	333	315	21	41

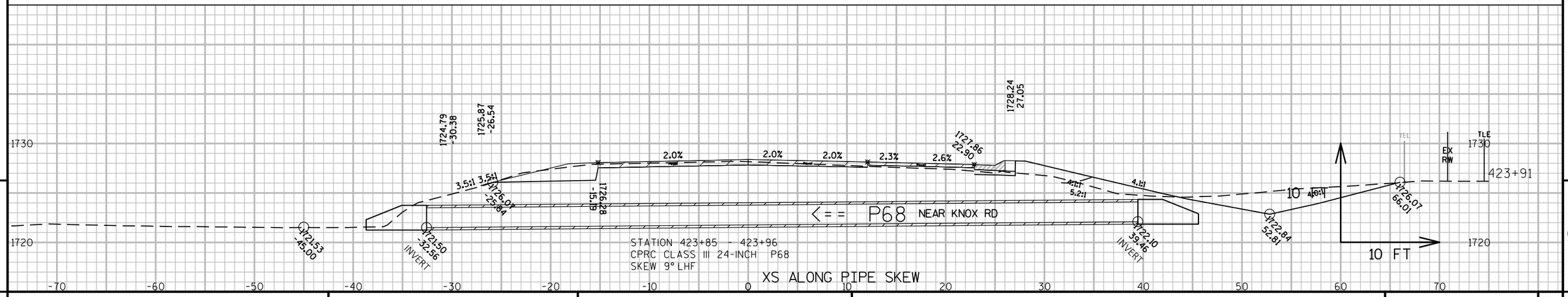
Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
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8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
607+00	60700.00	0.00	**0.00**	0.00	1.42	0.00	0	0	0	0	0	0	0	0	0
622+50	62250.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	0	4	0	0	-4
622+75 BG	62275.00	25.00	16.09	0.00	20.08	0.00	7	0	9	0	7	16	0	0	-9
623+00	62300.00	25.00	13.98	0.00	37.07	0.00	14	0	26	0	21	49	0	0	-28
623+88	62388.00	88.00	11.75	0.00	77.56	0.00	42	0	187	0	63	293	0	0	-230
624+00	62400.00	12.00	12.73	0.00	83.36	0.00	5	0	36	0	68	339	0	0	-271
624+12	62412.00	12.00	13.27	0.00	82.53	0.00	6	0	37	0	74	387	0	0	-313
624+28	62428.00	16.00	**5.79**	0.00	55.00	0.00	6	0	41	0	80	441	0	0	-361
624+38	62438.00	10.00	**7.30**	0.00	52.63	0.00	2	0	20	0	82	467	0	0	-385
624+53	62453.00	15.00	**9.30**	0.00	43.51	0.00	5	0	27	0	87	502	0	0	-415
624+78	62478.00	25.00	**9.04**	0.00	43.14	0.00	8	0	40	0	95	554	0	0	-459
625+00	62500.00	22.00	**6.96**	0.00	45.29	0.00	7	0	36	0	102	601	0	0	-499
625+31	62531.00	31.00	0.00	0.00	3.74	0.00	4	0	28	0	106	637	0	0	-531
625+43 B-50-37	62543.00	12.00	0.00	0.00	0.26	0.00	0	0	1	0	106	638	0	0	-532
626+00	62600.00	57.00	0.00	0.00	1.42	0.00	0	0	2	0	106	641	0	0	-535
626+10	62610.00	10.00	0.00	0.00	3.31	0.00	0	0	1	0	106	642	0	0	-536
626+44	62644.00	34.00	**10.92**	0.00	0.82	0.00	7	0	3	0	113	646	0	0	-533
626+50	62650.00	6.00	**12.93**	0.00	1.28	0.00	3	0	0	0	116	646	0	0	-530
626+69	62669.00	19.00	40.55	0.00	8.95	0.00	19	0	4	0	135	651	0	0	-516
626+84	62684.00	15.00	41.96	0.00	9.60	0.00	23	0	5	0	158	658	0	0	-500
626+93	62693.00	9.00	48.69	0.00	10.39	0.00	15	0	3	0	173	662	0	0	-489
627+09	62709.00	16.00	86.52	0.00	13.27	0.00	40	0	7	0	213	671	0	0	-458
627+34	62734.00	25.00	78.90	0.00	16.82	0.00	77	0	14	0	290	689	0	0	-399
628+00	62800.00	66.00	34.15	0.00	9.86	0.00	138	0	33	0	428	732	0	0	-304
629+00	62900.00	100.00	8.79	0.00	1.09	0.00	80	0	20	0	508	758	0	0	-250
629+50	62950.00	50.00	0.00	0.00	3.67	0.00	8	0	4	0	516	763	0	0	-247
630+00	63000.00	50.00	0.00	0.00	0.00	0.00	0	0	3	0	516	767	0	0	-251

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
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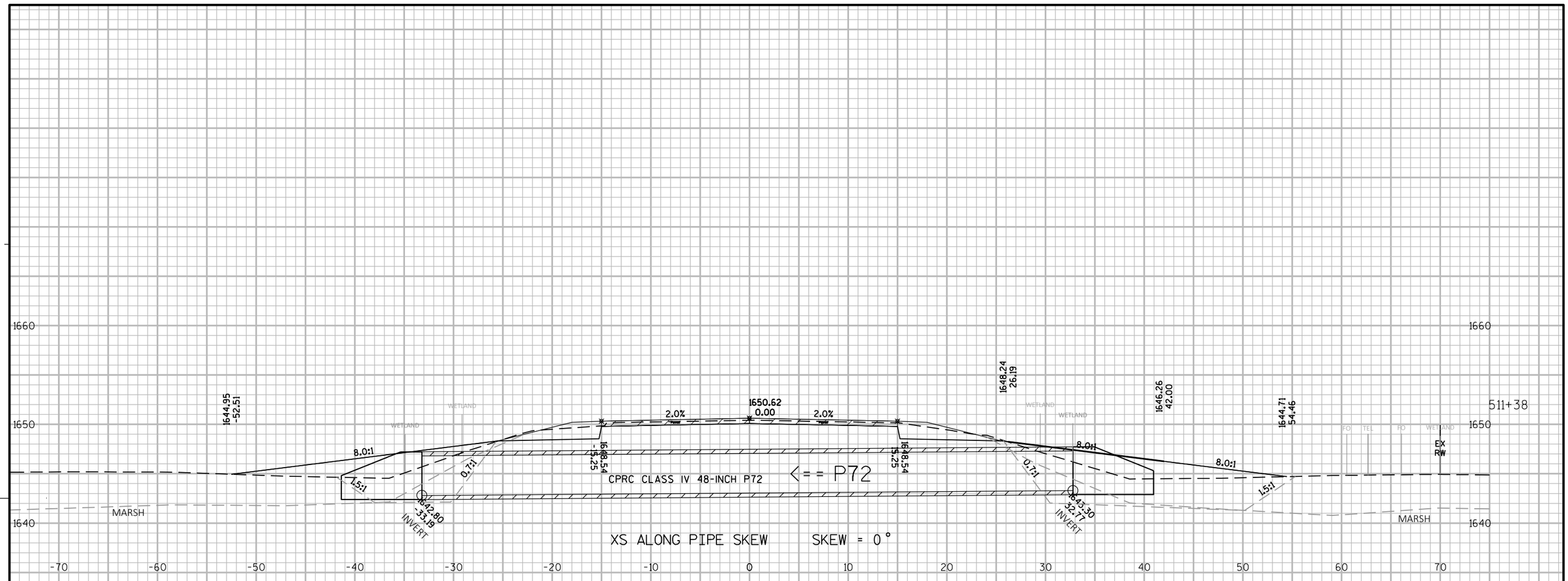
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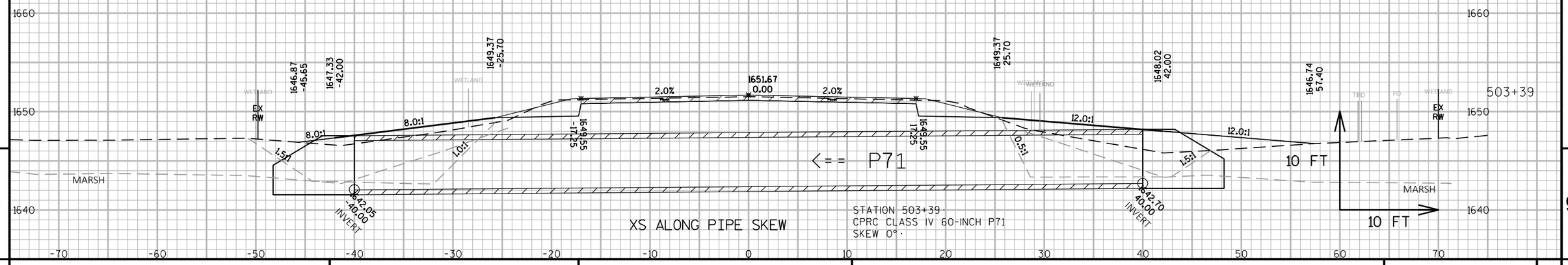
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PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: PIPES 68, 70	SHEET 193	E

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PLOT DATE : 12/10/2022 3:14 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF





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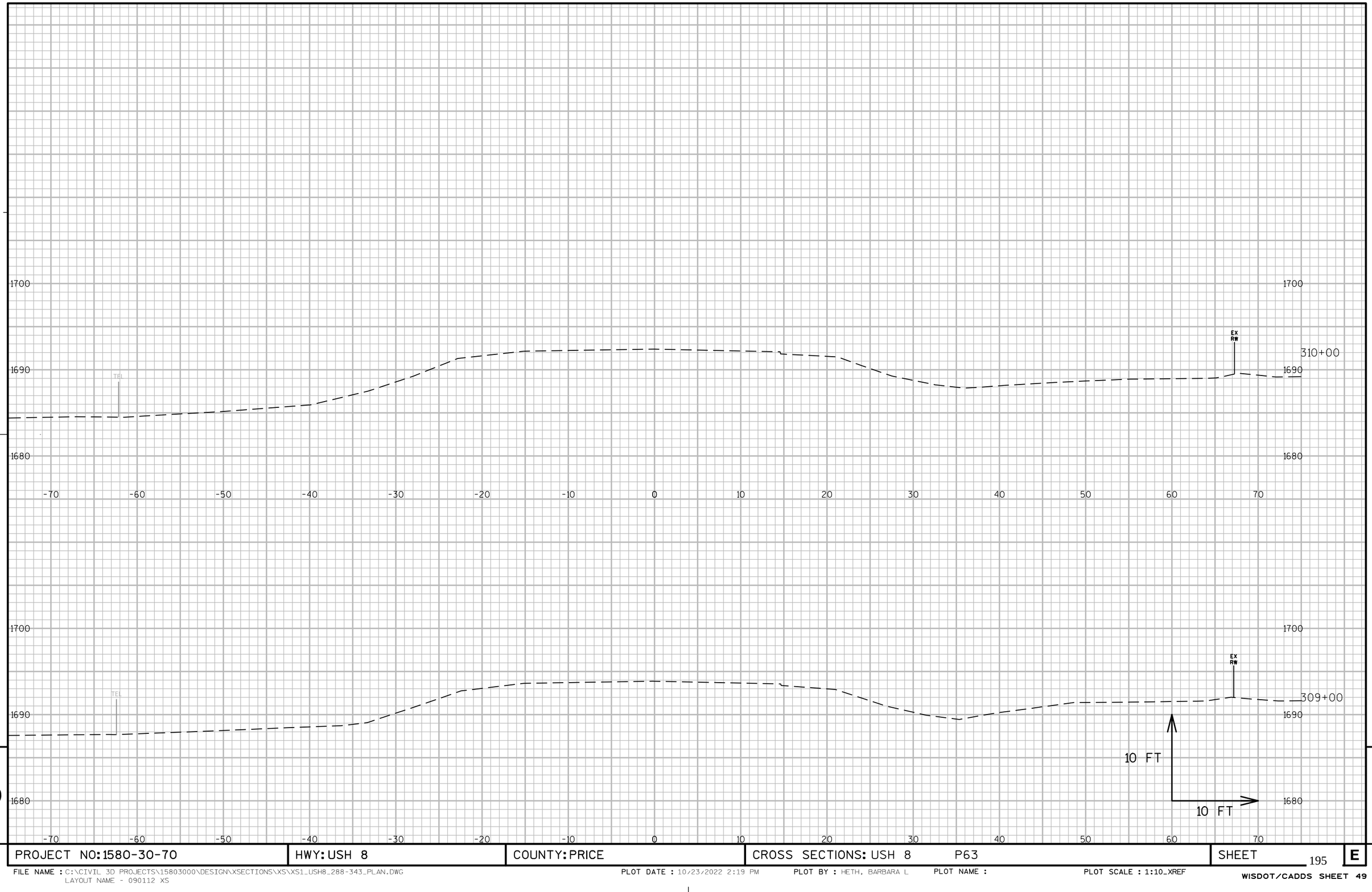
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LAYOUT NAME - 090302 - PIPES

PLOT DATE : 12/10/2022 3:15 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

9

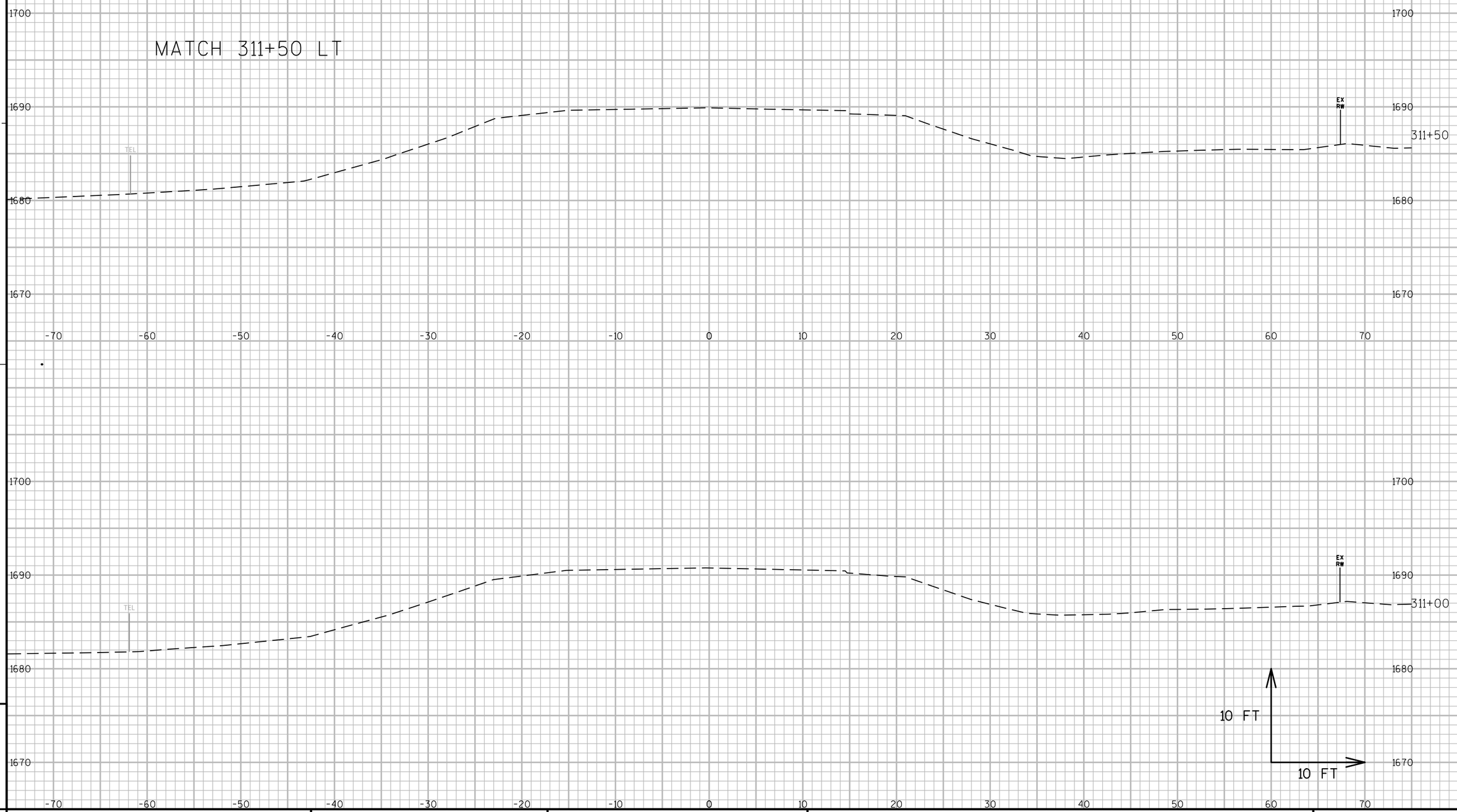
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LAYOUT NAME - 090112 XS

PLOT DATE : 10/23/2022 2:19 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

MATCH 311+50 LT



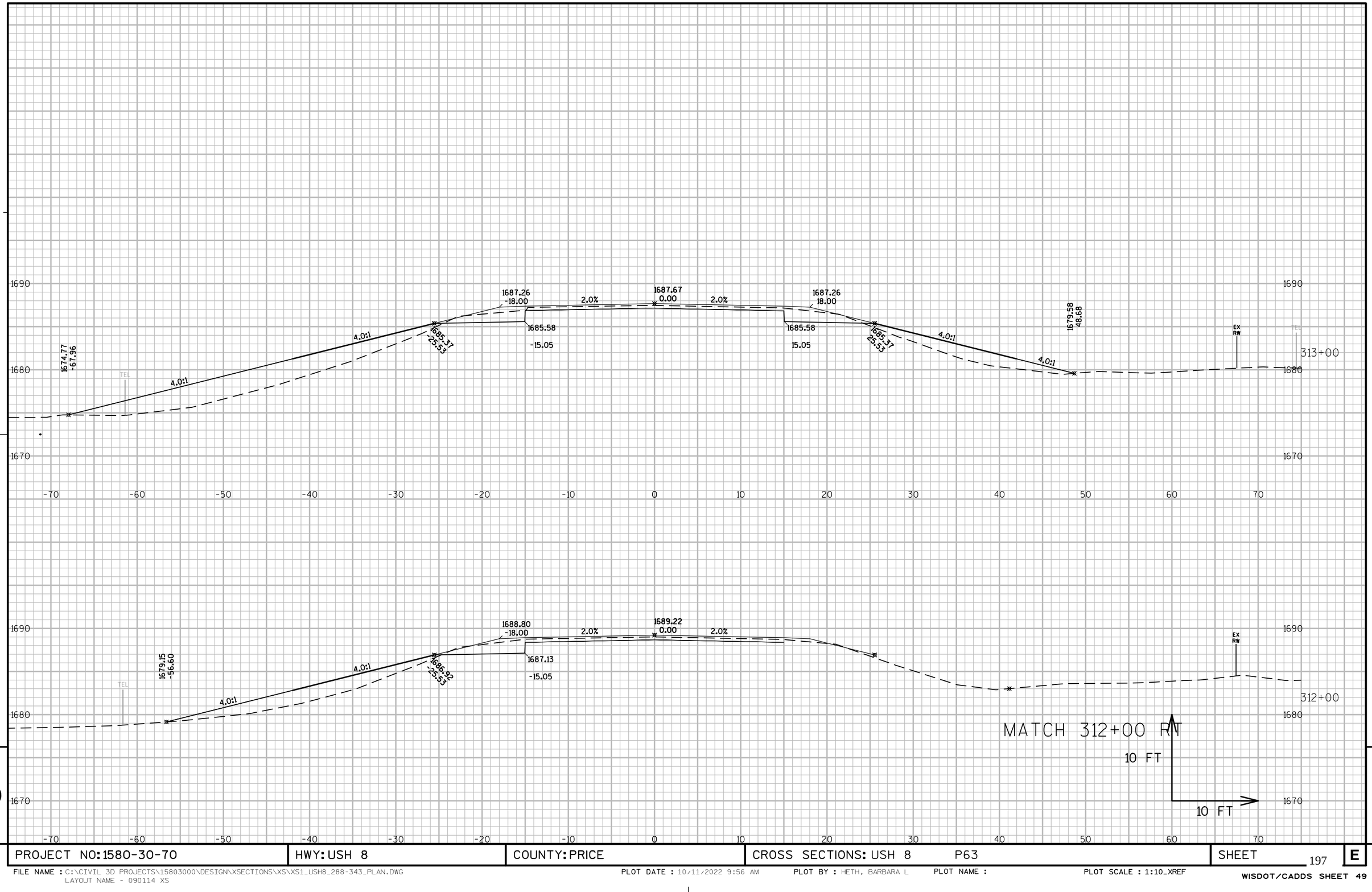
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P63	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS1_USH8_288-343_PLAN.DWG
LAYOUT NAME - 090113 XS

PLOT DATE : 10/11/2022 9:56 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF



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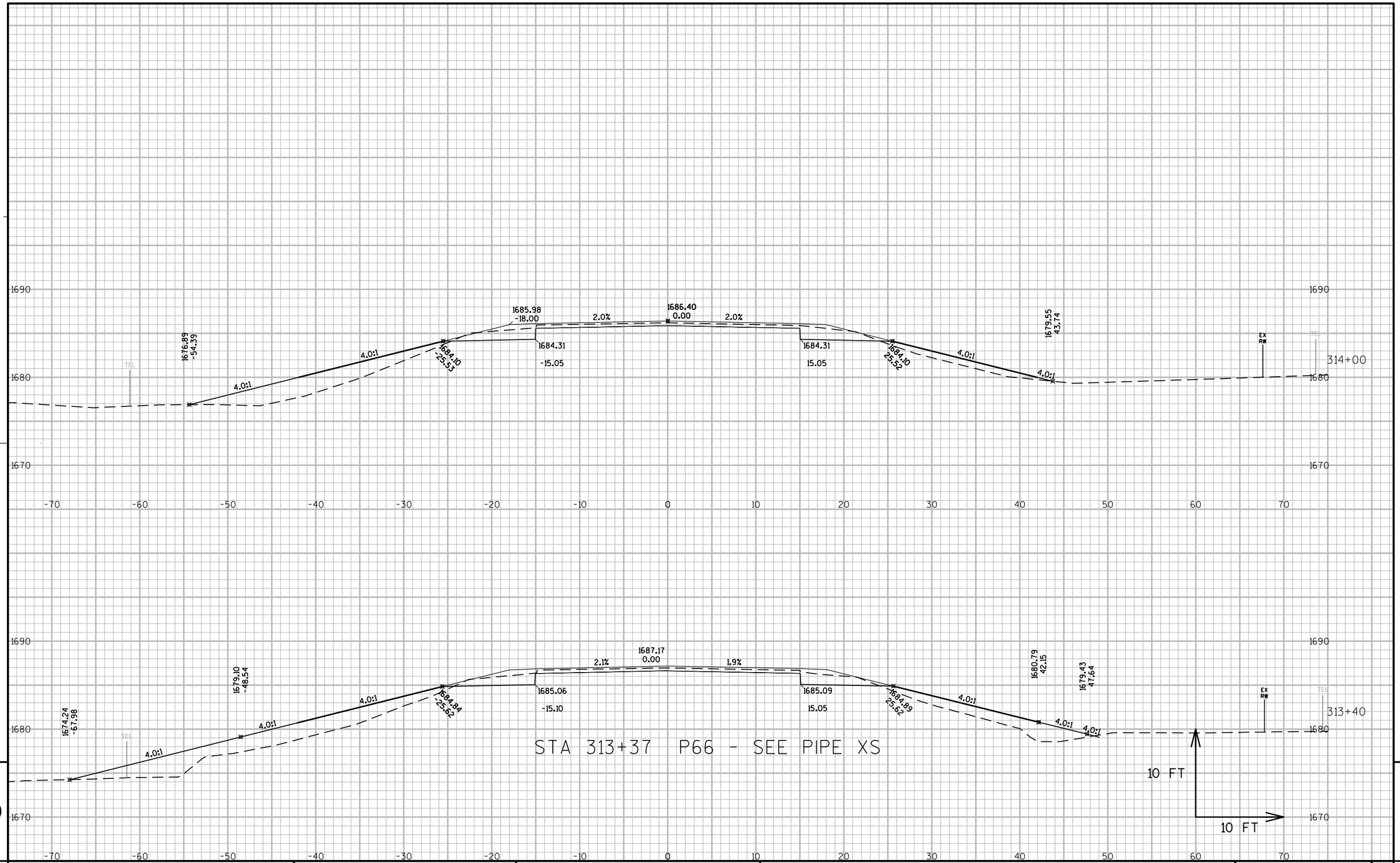
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LAYOUT NAME - 090114 XS

PLOT DATE : 10/11/2022 9:56 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

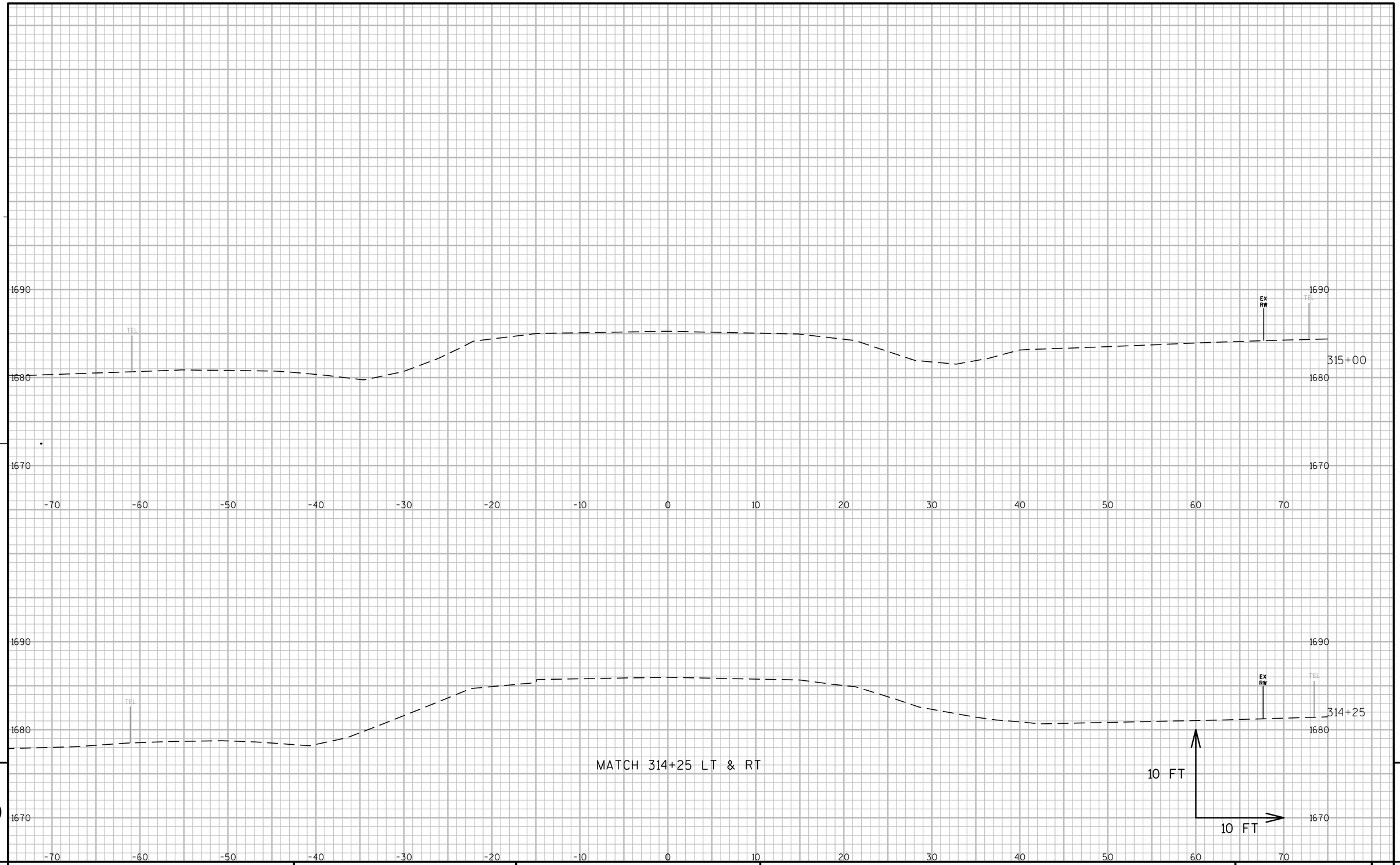


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P63	SHEET 198 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS1_USH8_288-343_PLAN.DWG
LAYOUT NAME - 090115 XS

PLOT DATE : 10/20/2022 3:43 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



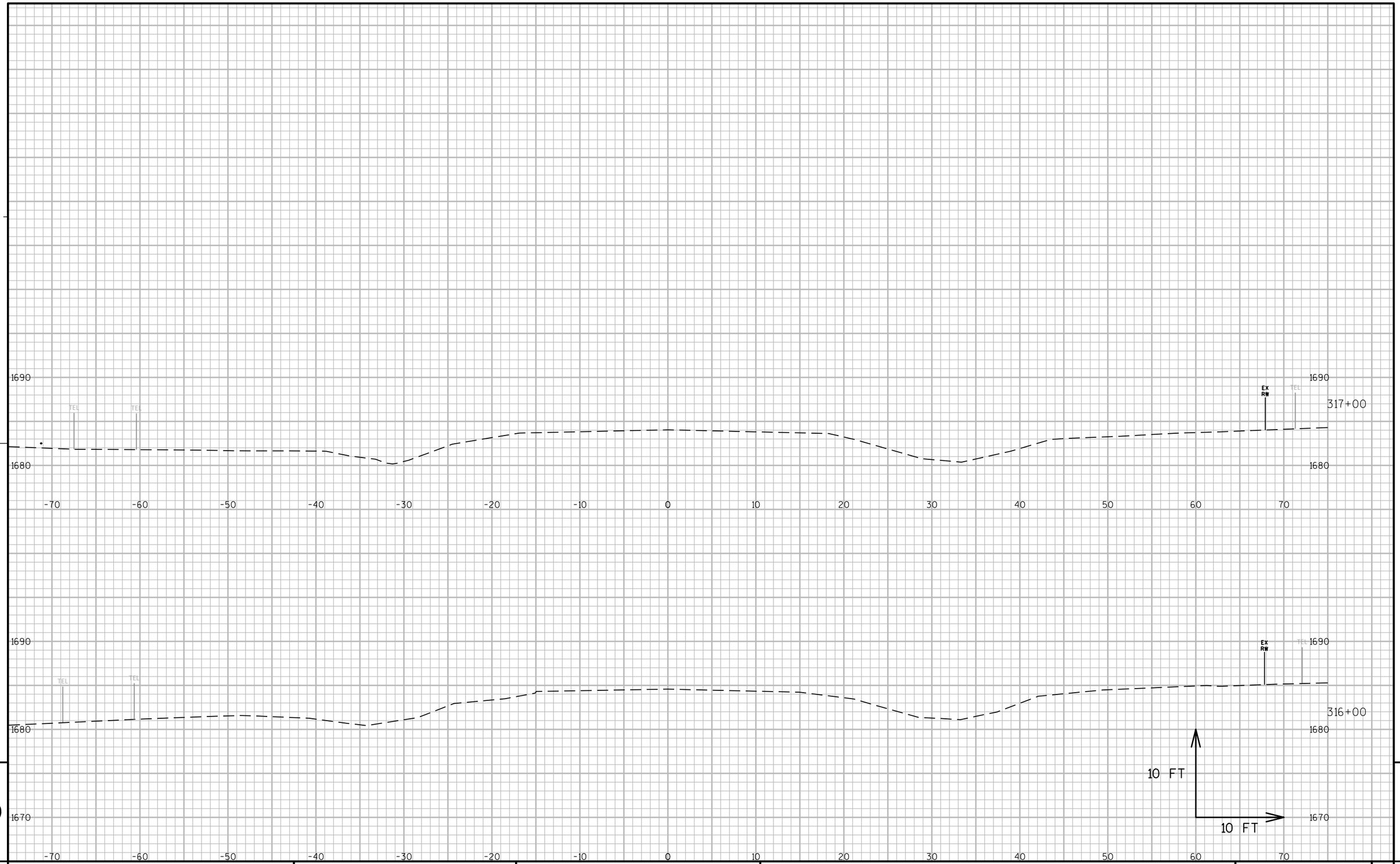
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9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P63	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS1_USH8_288-343_PLAN.DWG
LAYOUT NAME - 090116 XS

PLOT DATE : 10/11/2022 9:56 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

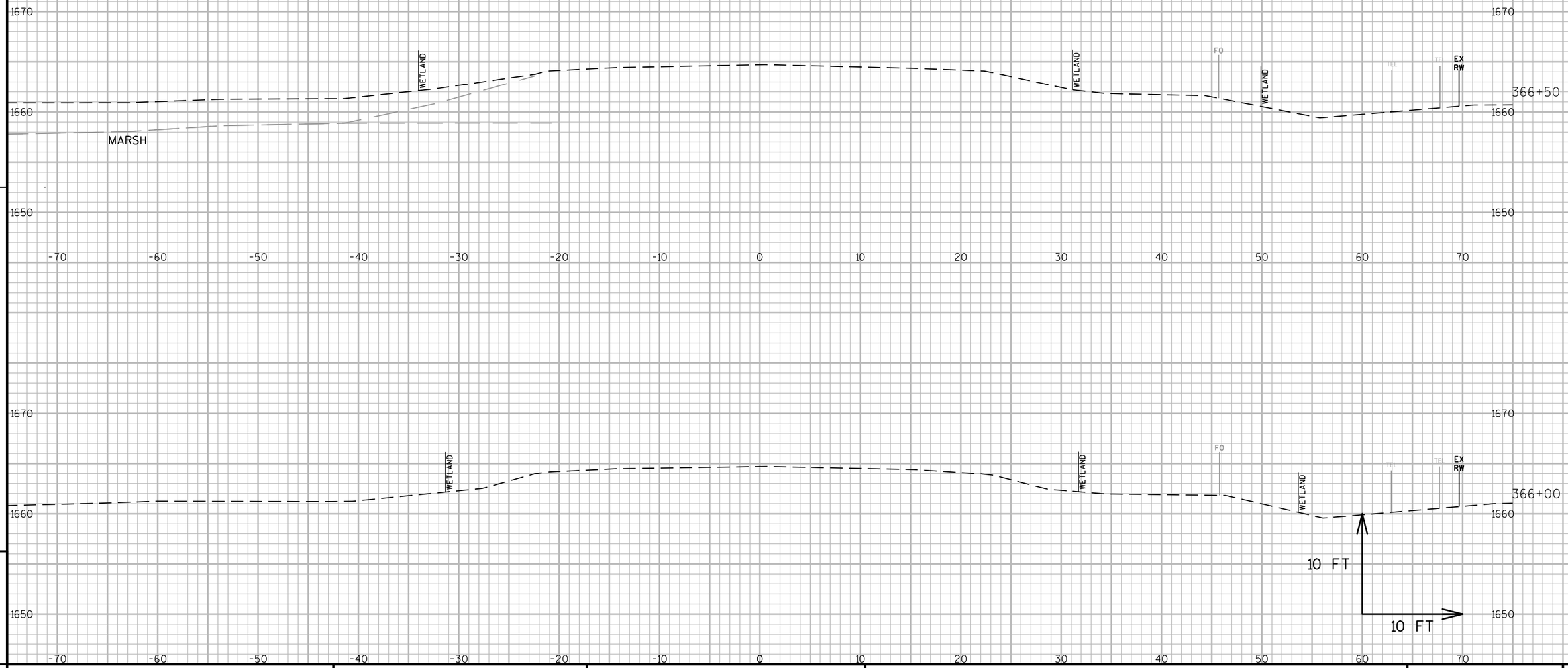


9

9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P63	SHEET 200	E

LANE SHIFT RT P66

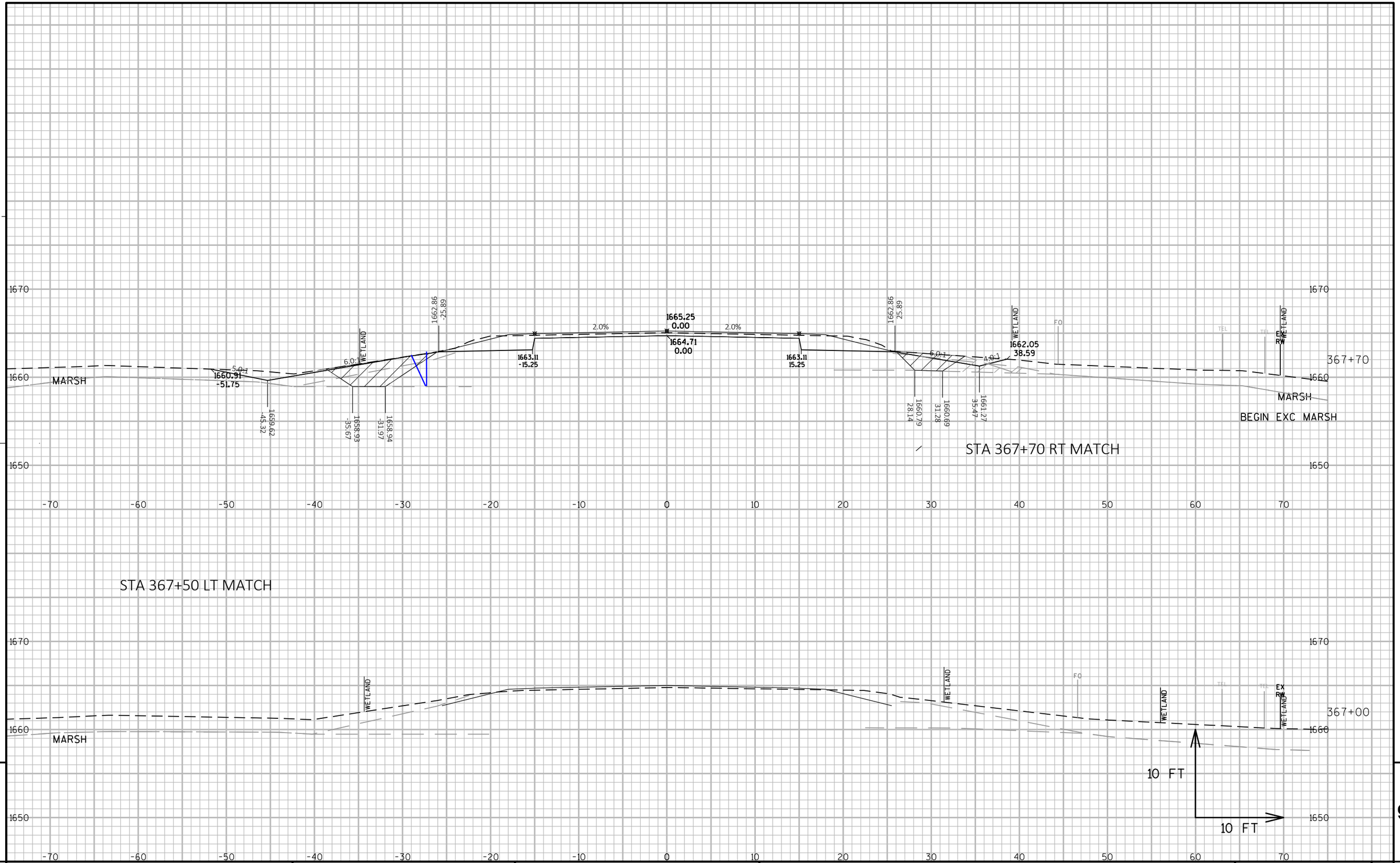


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P66	SHEET 201	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090211-XS

PLOT DATE : 10/23/2022 3:40 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P66	SHEET 202	E

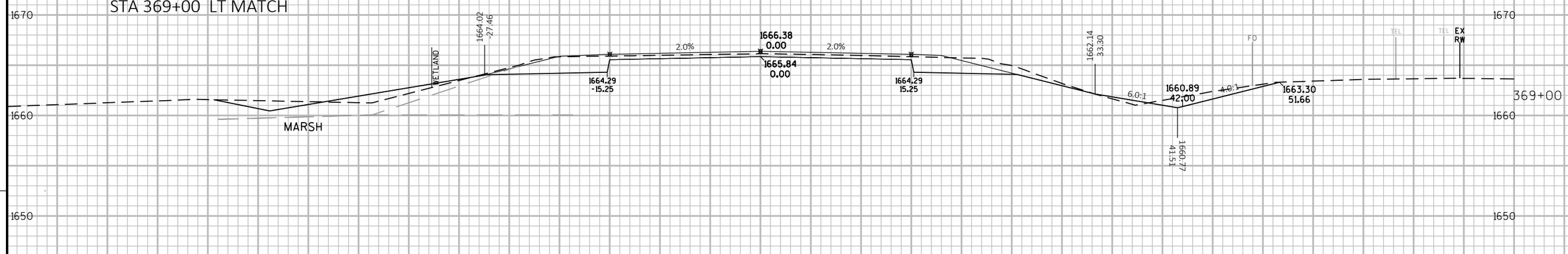
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090212-XS

PLOT DATE : 10/13/2022 5:13 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

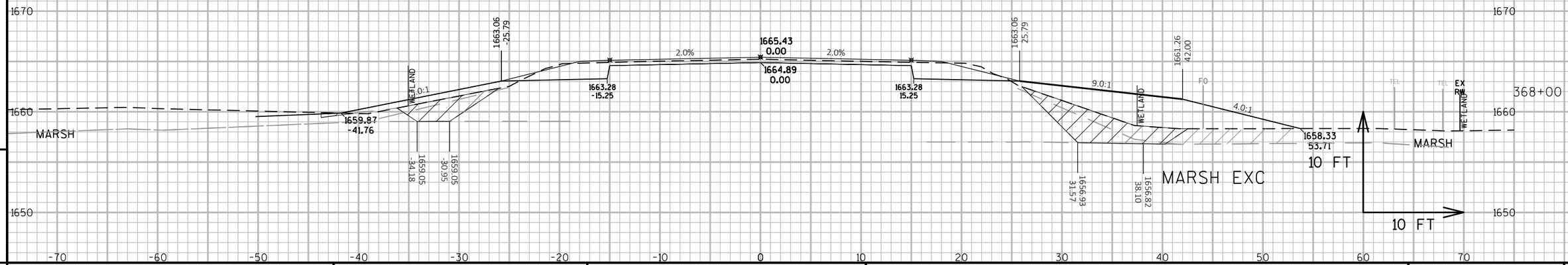
WISDOT/CADDS SHEET 49

STA 369+72 LT PE

STA 369+00 LT MATCH



STA 368+26 P66 72" CPRC SEE PIPE XS



9

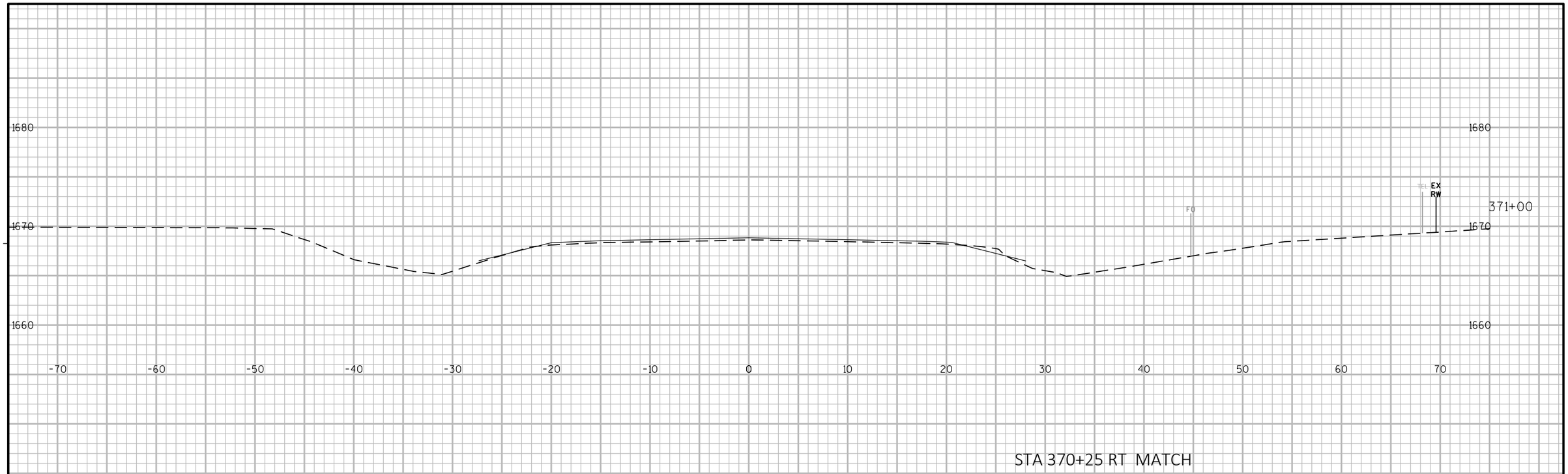
9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P66	SHEET 203	E

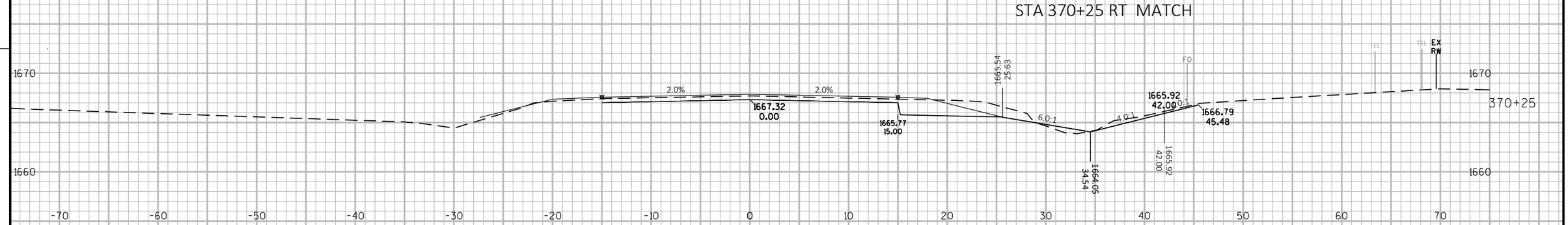
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090213-XS

PLOT DATE : 10/13/2022 5:15 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



STA 370+25 RT MATCH



STA 370+00 PE RT - REMOVE



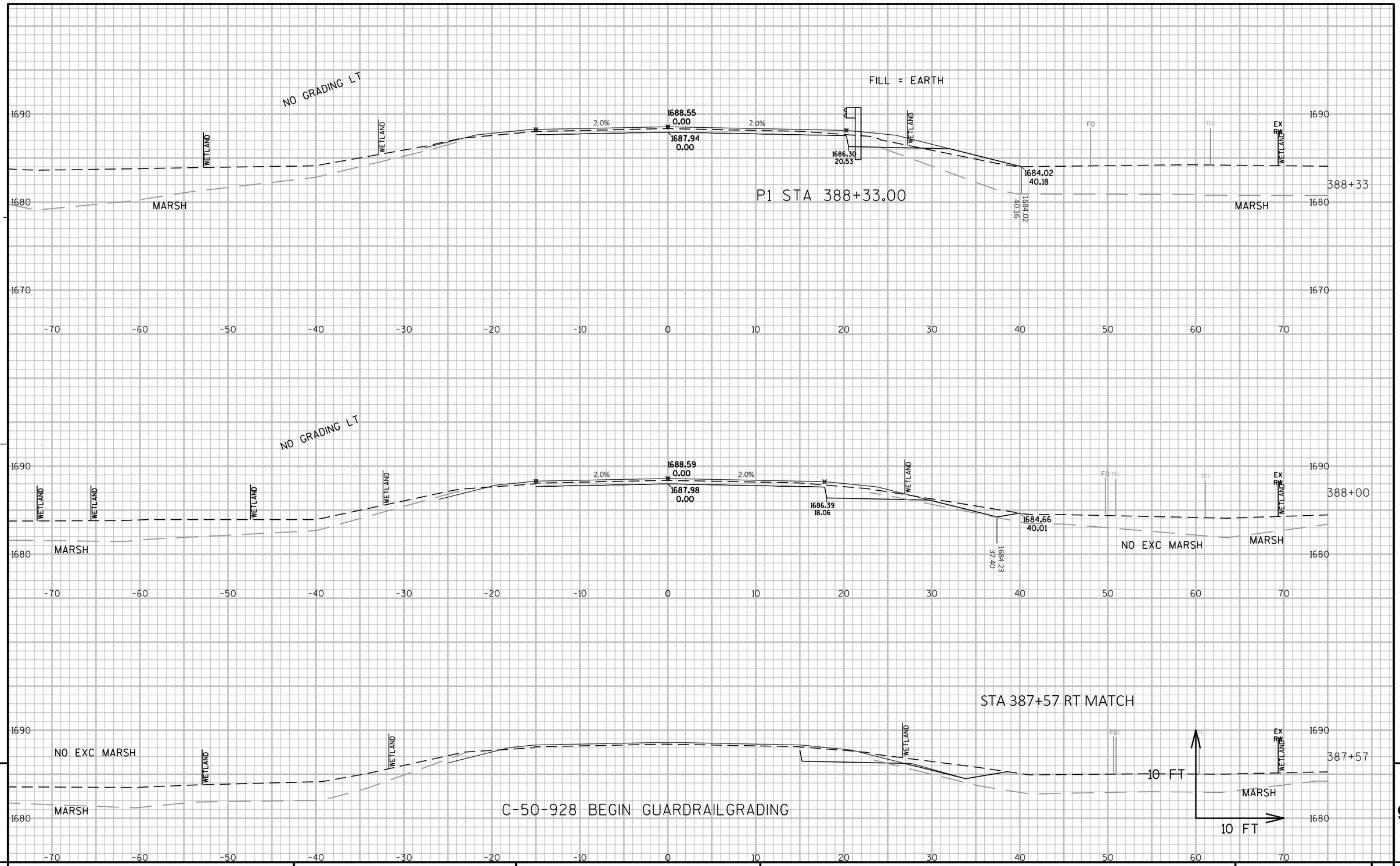
9

9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P66	SHEET 204	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090214-XS

PLOT DATE : 10/20/2022 3:26 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

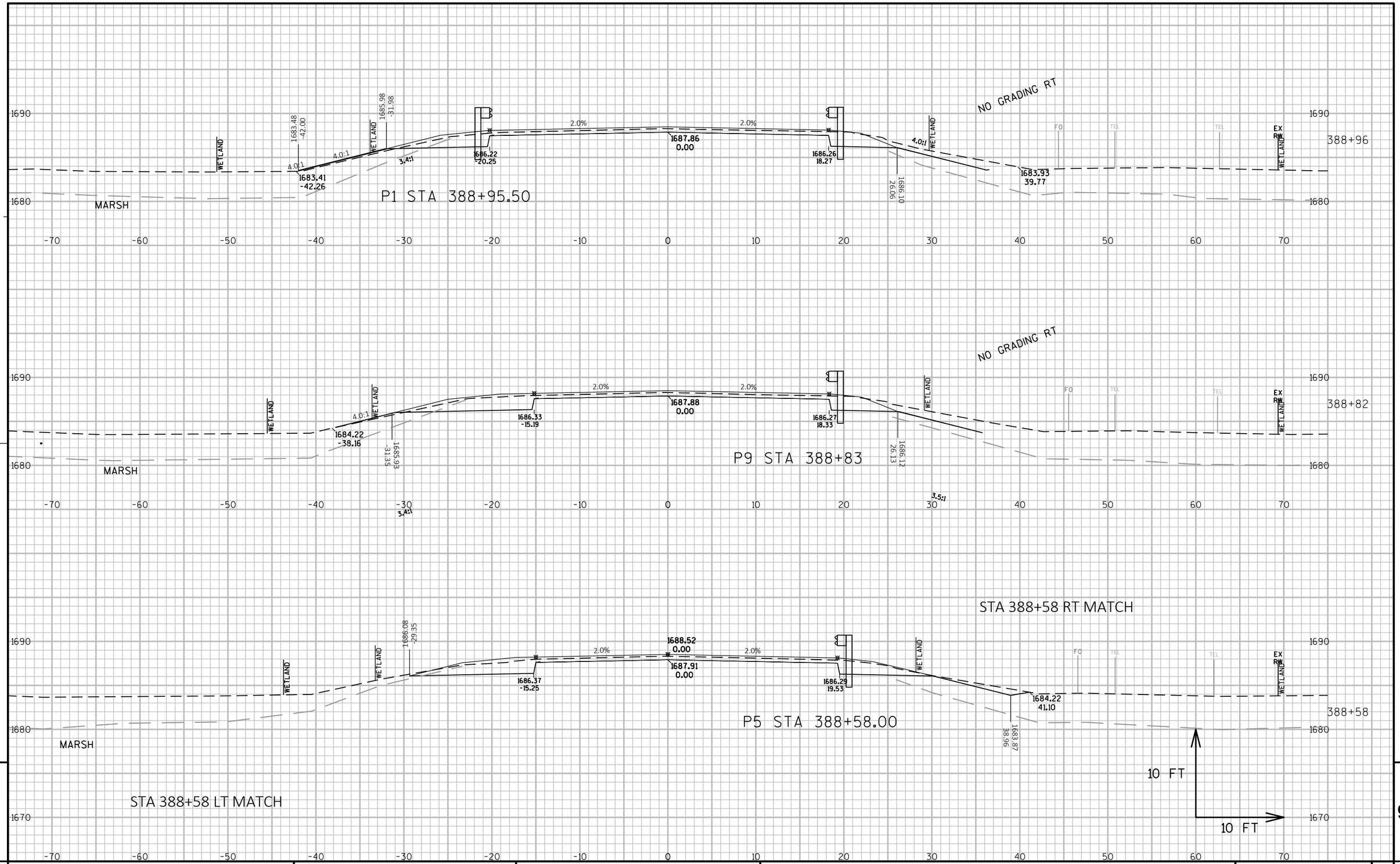


PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 205	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090223-XS

PLOT DATE : 11/8/2022 2:49 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

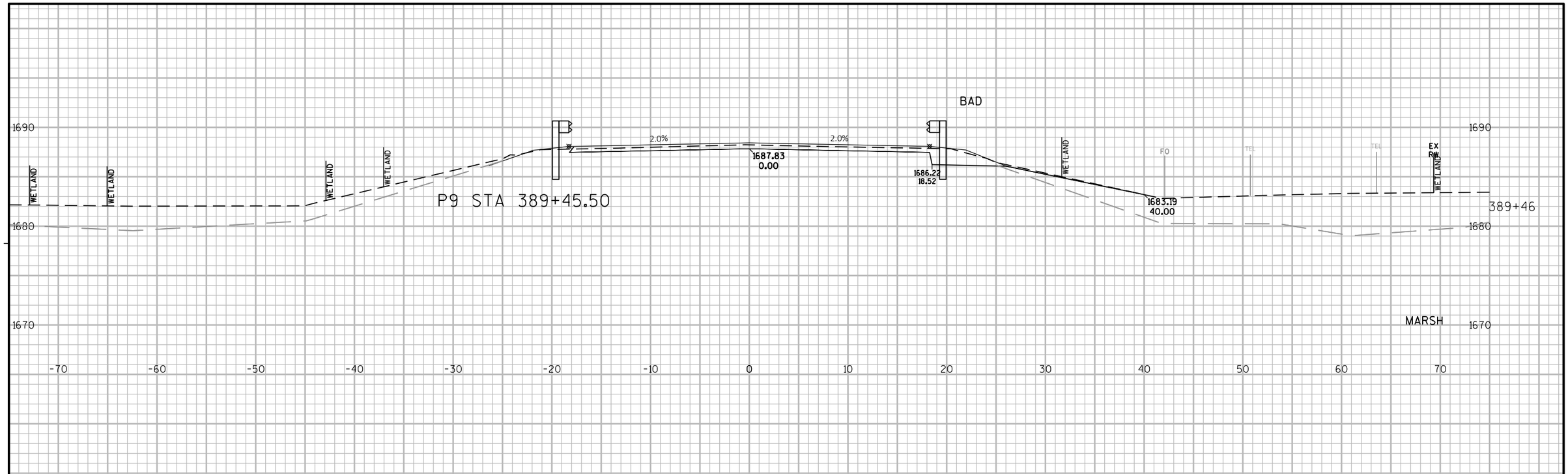


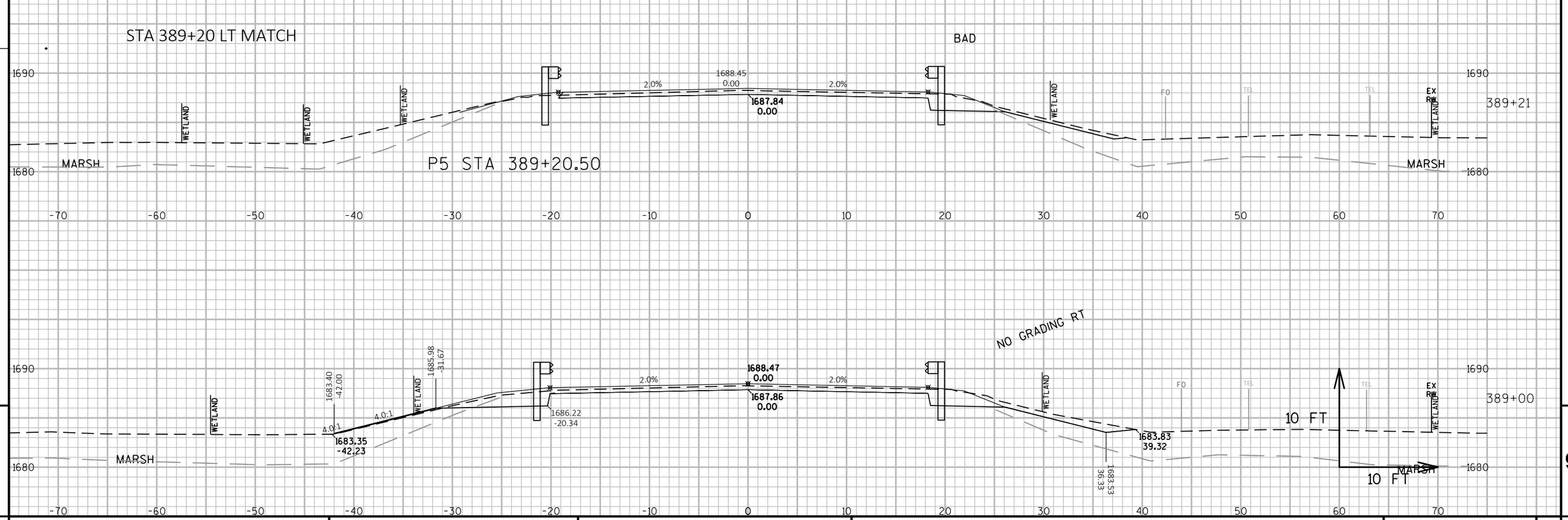
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 206	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090224-XS

PLOT DATE : 11/8/2022 2:49 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



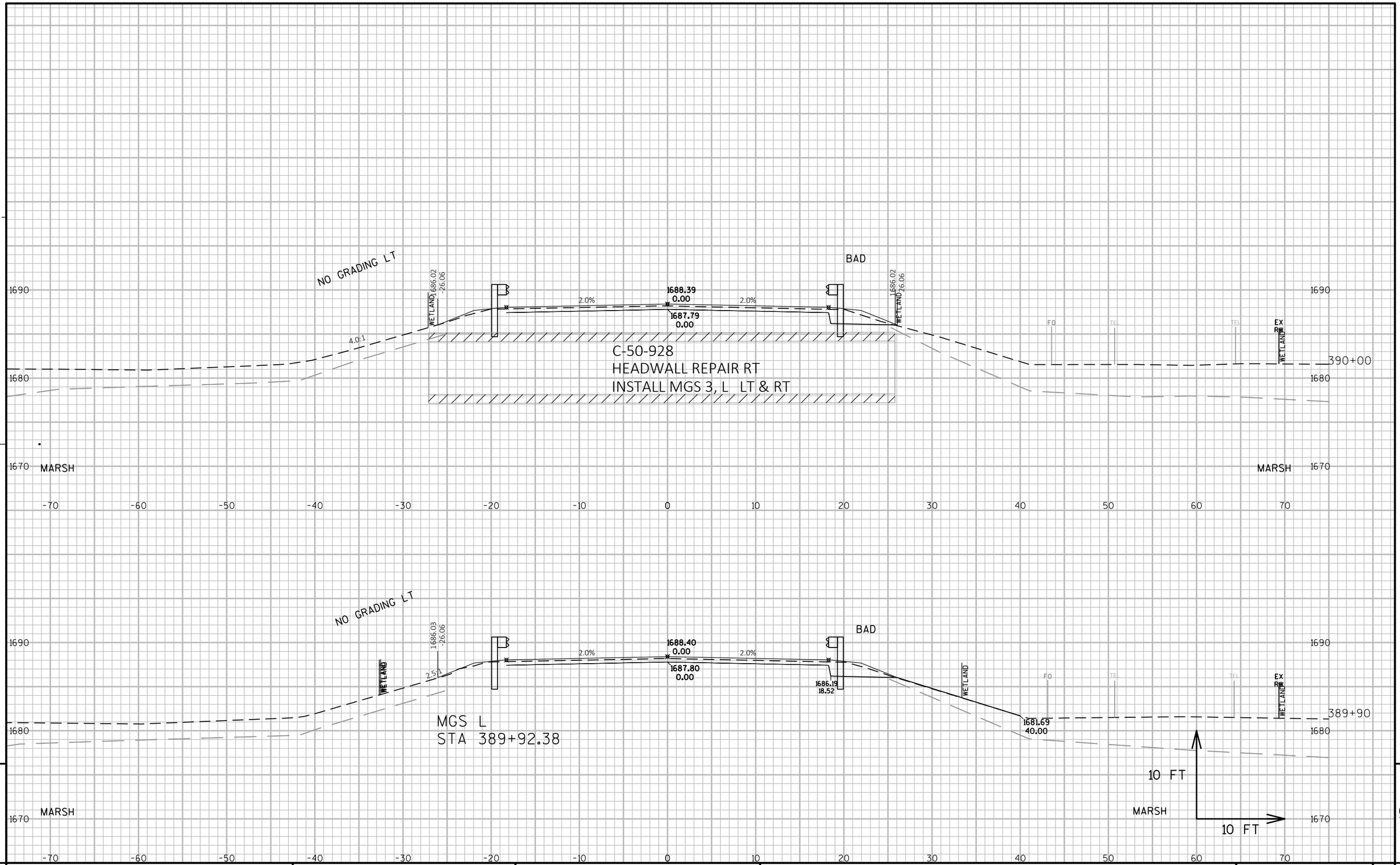


9 9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 207	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090225-XS

PLOT DATE : 11/8/2022 2:50 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

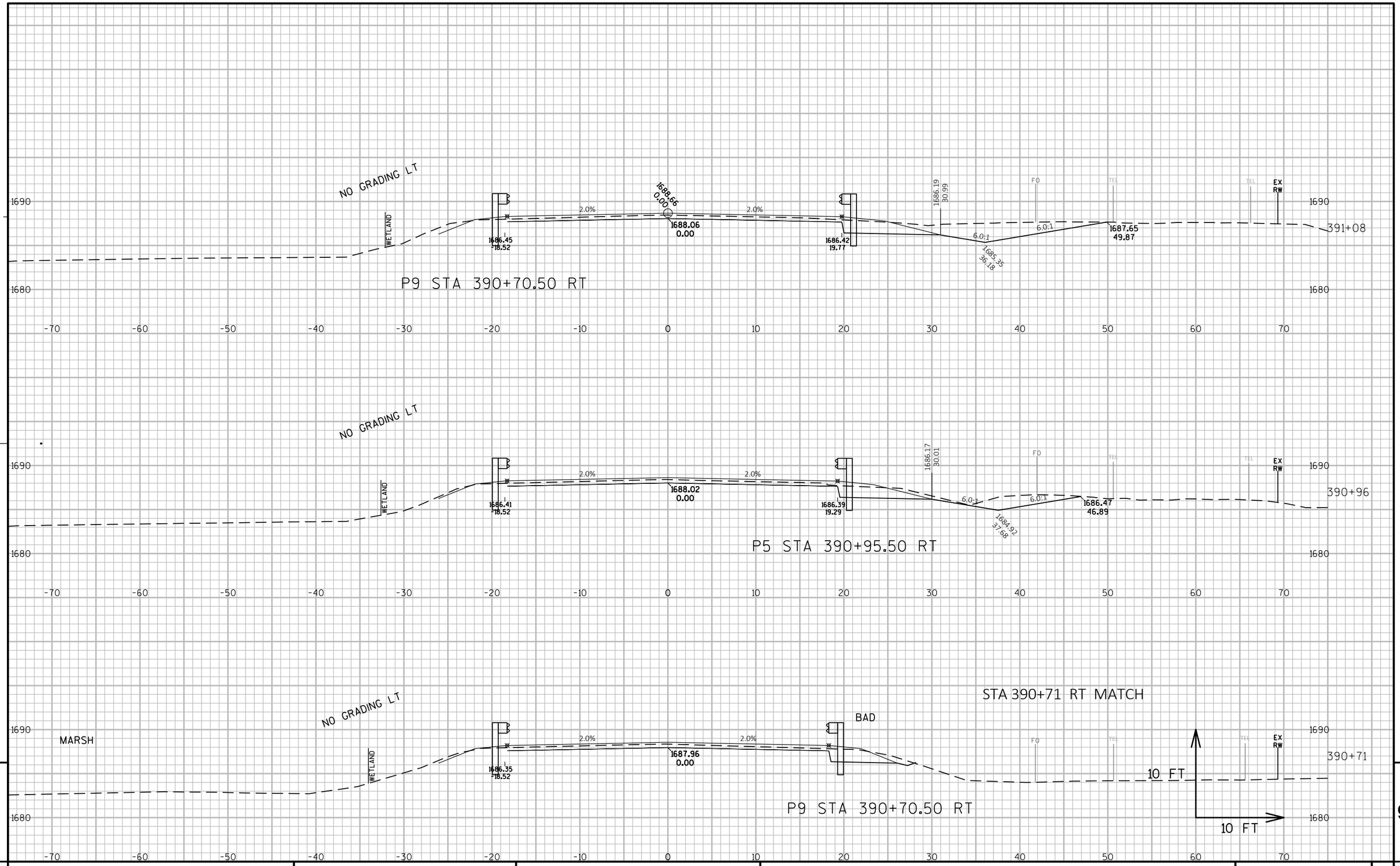


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 208 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090226-XS

PLOT DATE : 11/8/2022 2:50 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 209	E

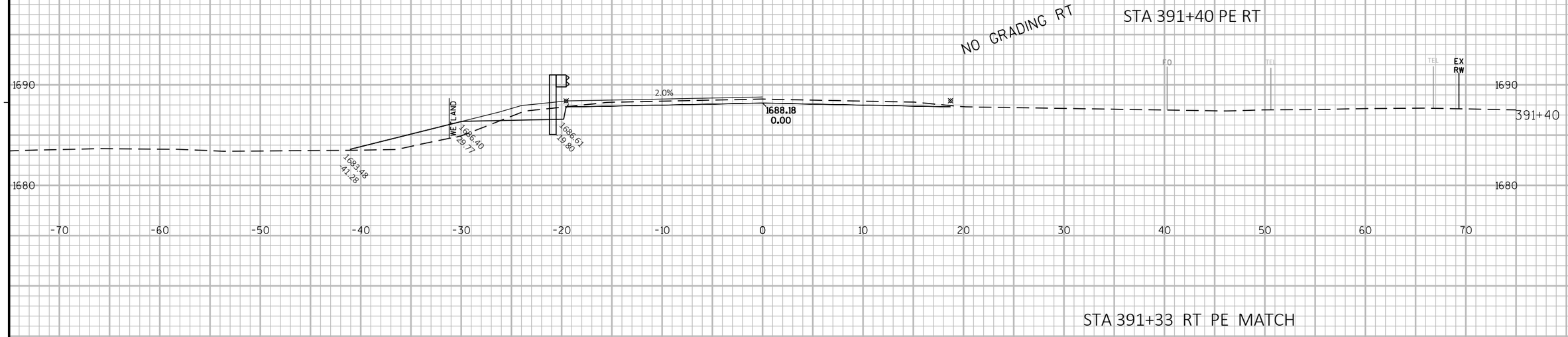
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090227-XS

PLOT DATE : 11/8/2022 2:50 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

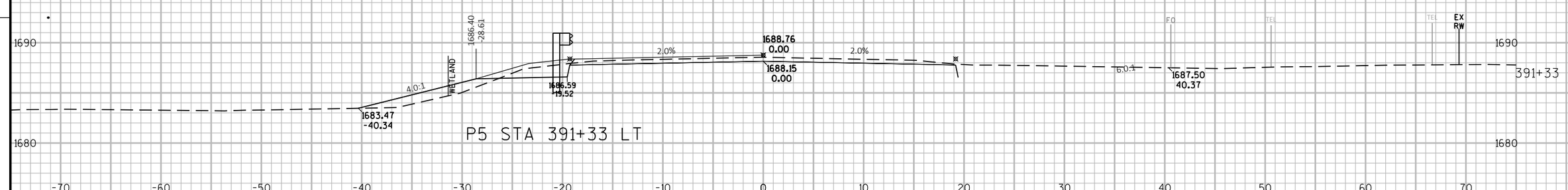
WISDOT/CADDS SHEET 49

NO GRADING RT

STA 391+40 PE RT

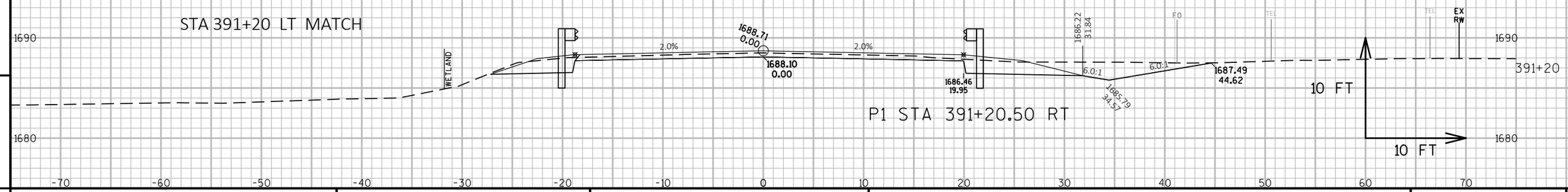


STA 391+33 RT PE MATCH



P5 STA 391+33 LT

STA 391+20 LT MATCH



P1 STA 391+20.50 RT

9

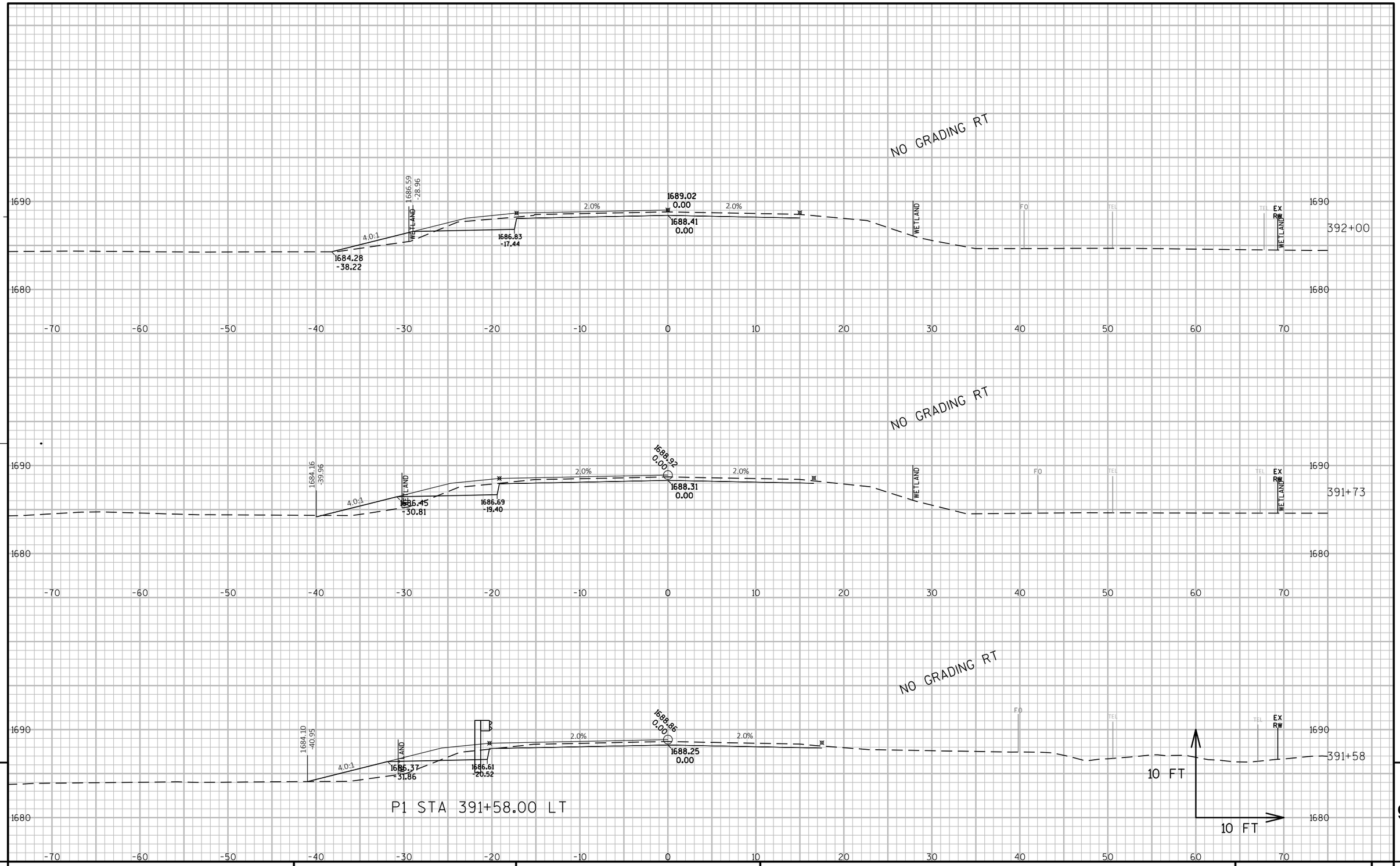
9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 210	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090228-XS

PLOT DATE : 11/8/2022 2:50 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

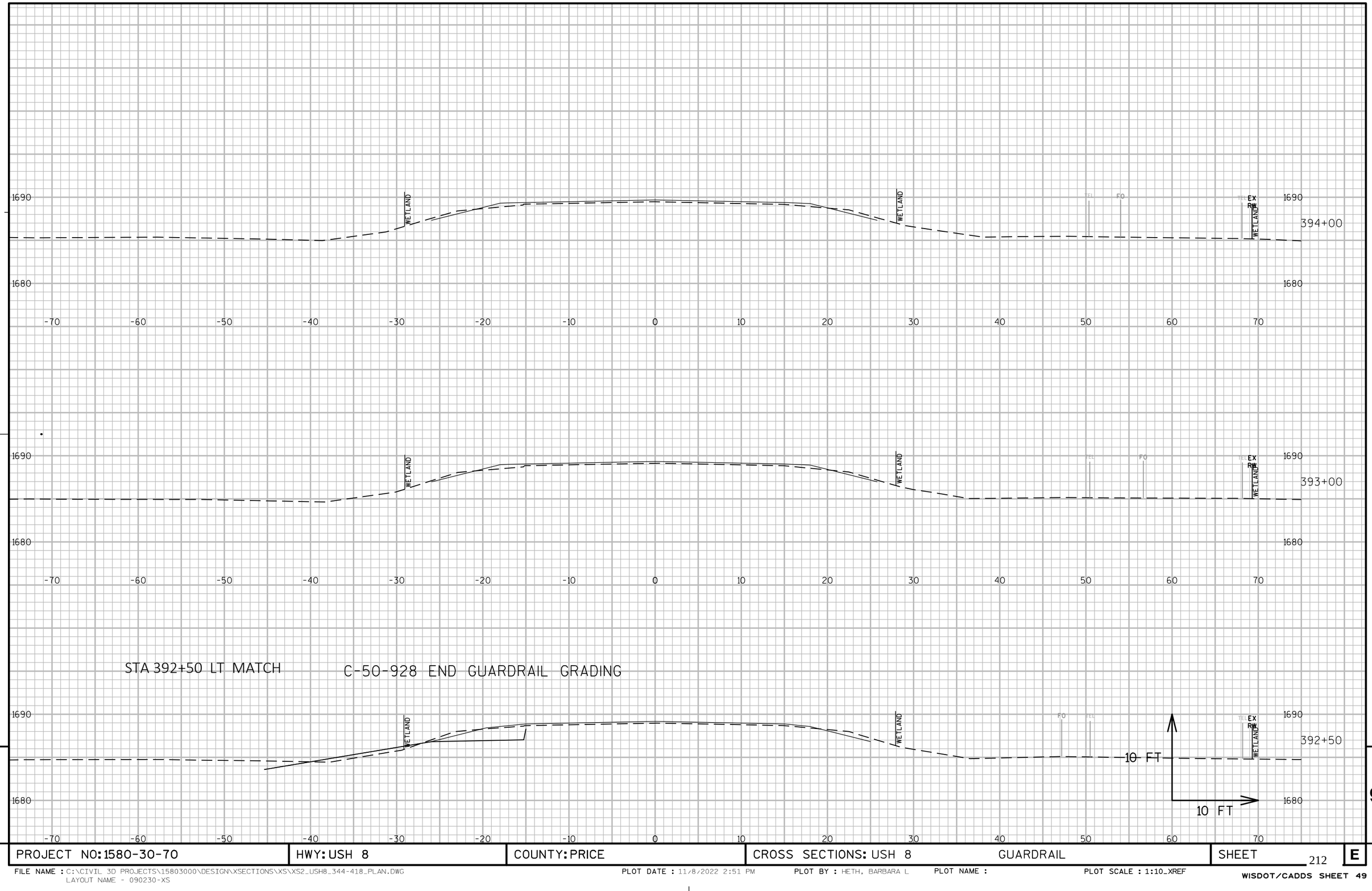


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 211	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090229-XS

PLOT DATE : 11/8/2022 2:51 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

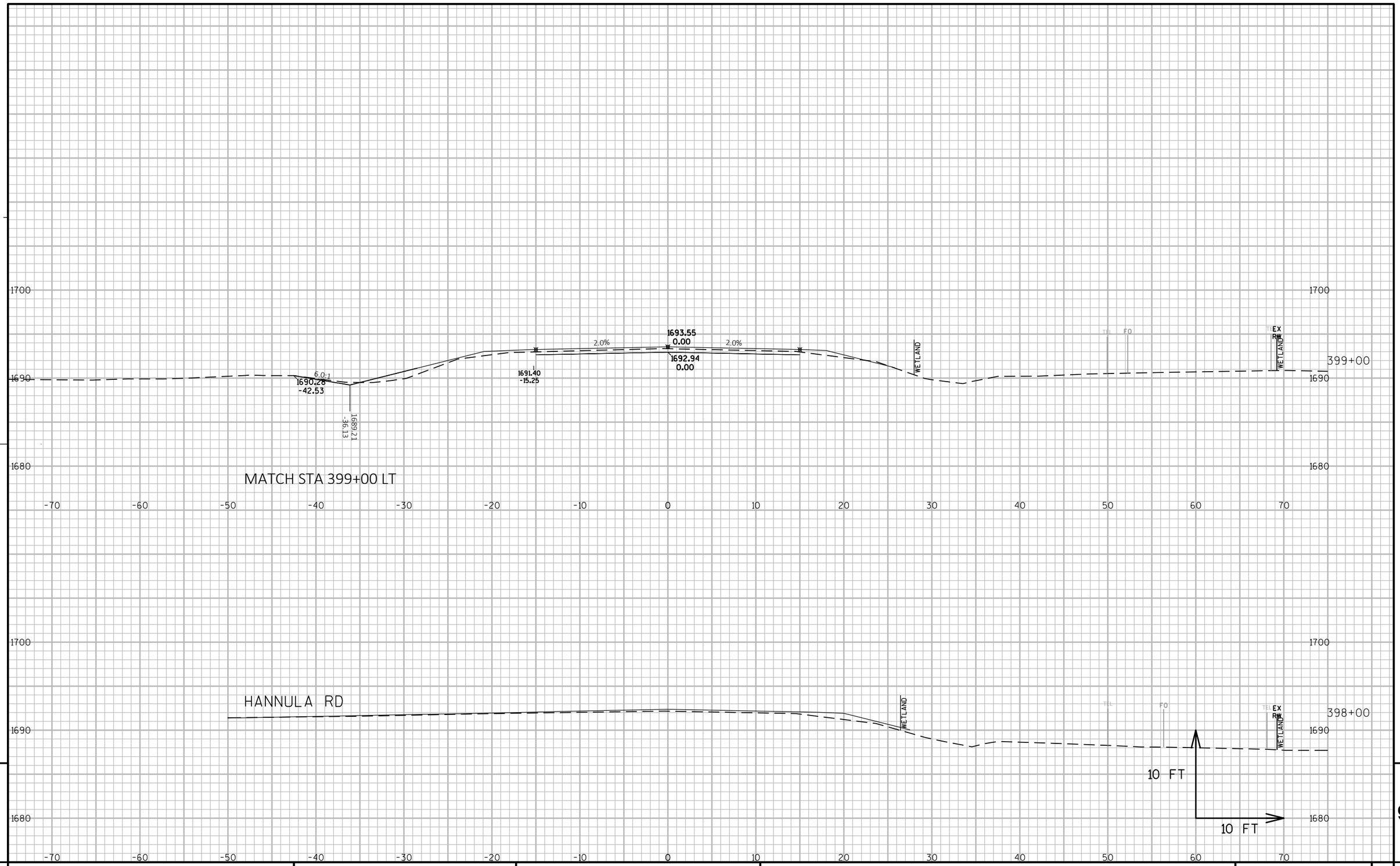
WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 GUARDRAIL	SHEET 212	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090230-XS

PLOT DATE : 11/8/2022 2:51 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

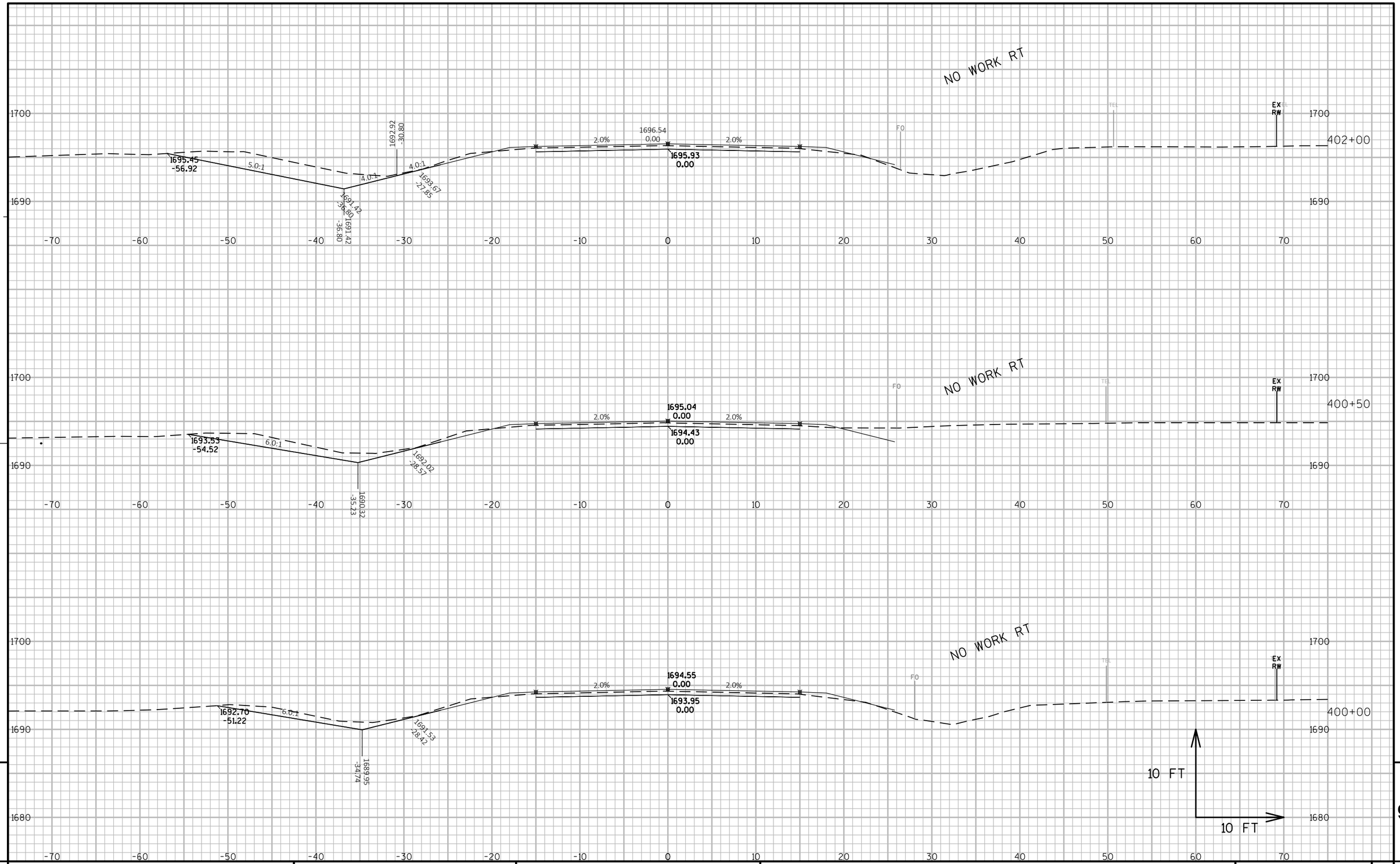


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 DITCH LT	SHEET 213	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090233-XS

PLOT DATE : 10/23/2022 5:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

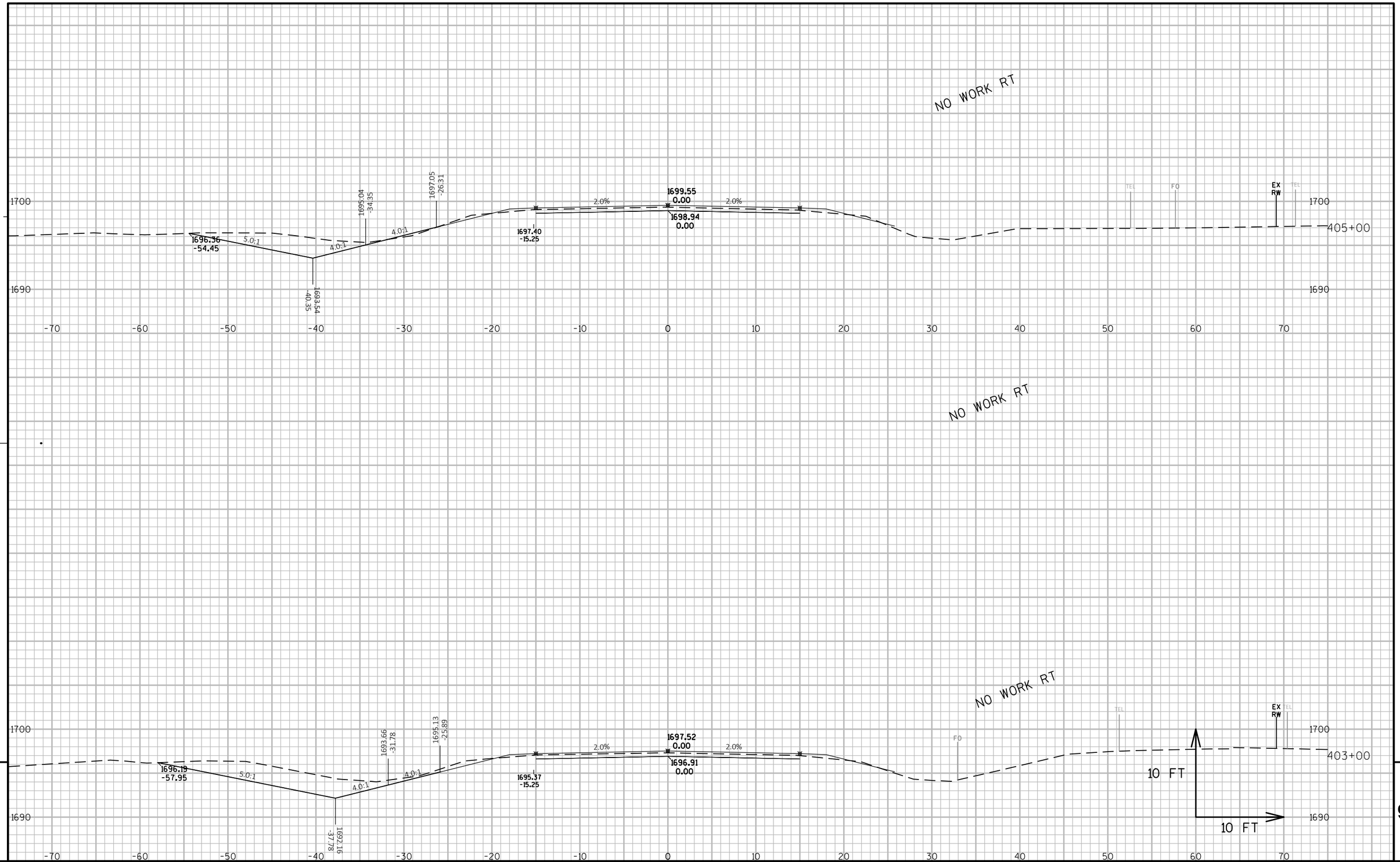


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 DITCH LT	SHEET 214 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090234-XS

PLOT DATE : 10/23/2022 5:06 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



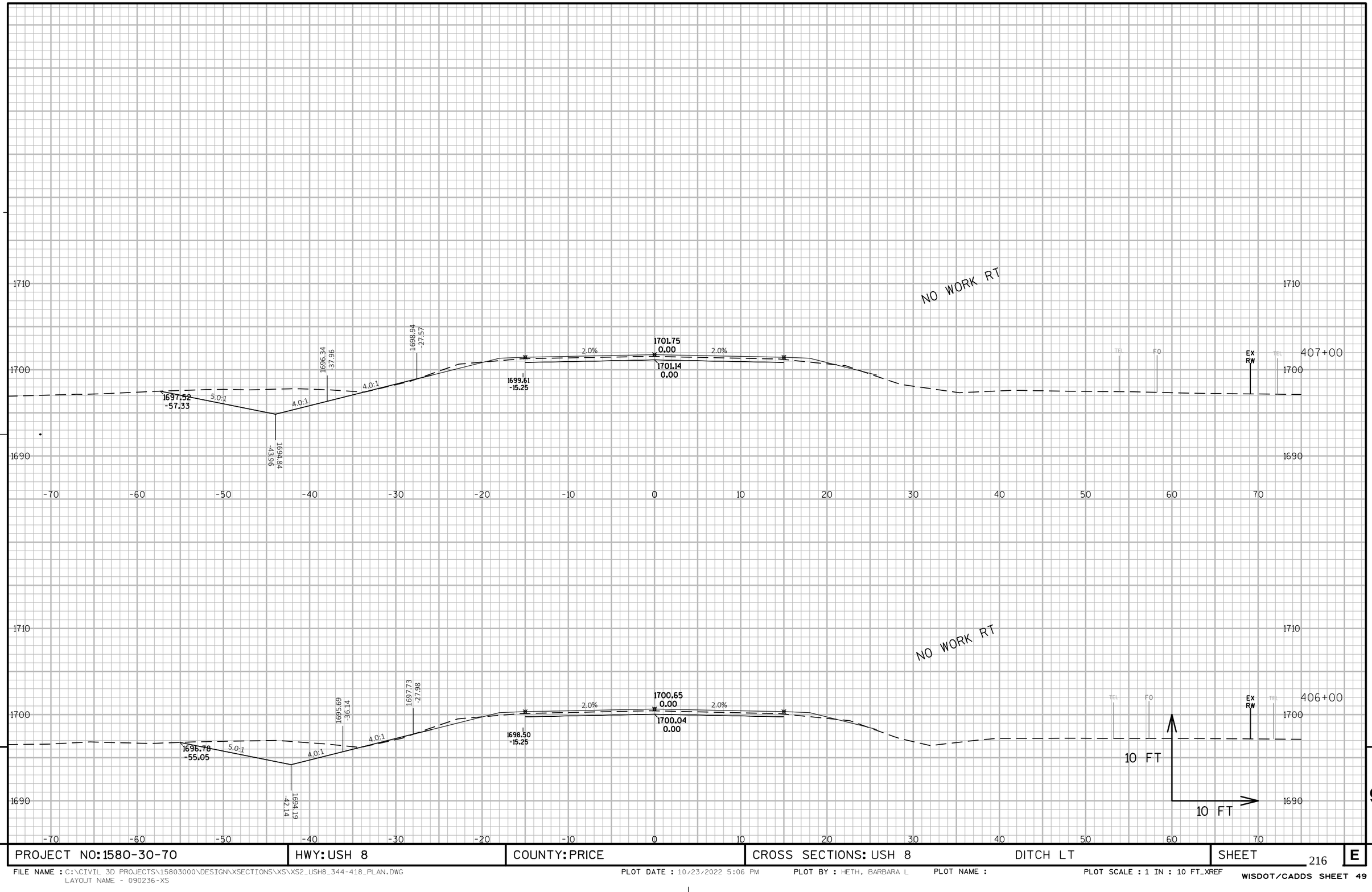
9 9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 DITCH LT	SHEET 215	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090235-XS

PLOT DATE : 10/23/2022 5:06 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 DITCH LT	SHEET 216	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090236-XS

PLOT DATE : 10/23/2022 5:06 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

NO WORK RT

1710

1700

1690

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

409+00

FO TEL EX RW TEL

1710

1700

1690

NO WORK RT

1710

1700

1690

1702.97
0.00

1702.43
0.00

2.0% 2.0%

1700.66
-25.70

1700.84
-17.25

1696.99
-40.38

WETLAND

4.0:1

6.0:1 4.0:1

1696.85
-54.53

1695.49
-46.38

1695.72
-34.36

CPRC CLASS III 24" #67

EXISTING PIPE TO REMAIN

1696.12
30.99

TEL FO EX RW TEL

408+00

1700

1690

10 FT

10 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

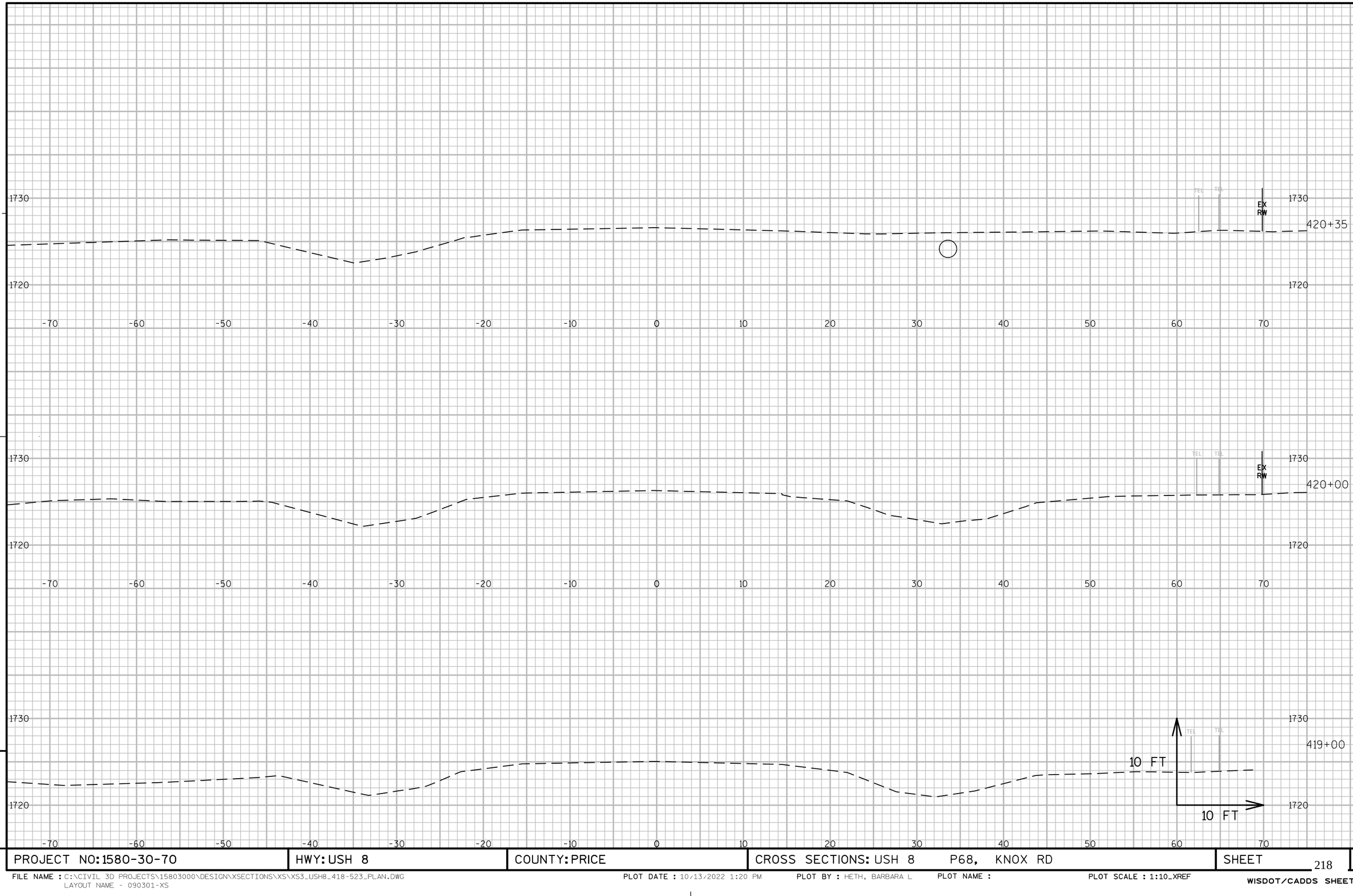
9

9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 DITCH LT	SHEET 217	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 090237-XS

PLOT DATE : 11/12/2022 6:19 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF



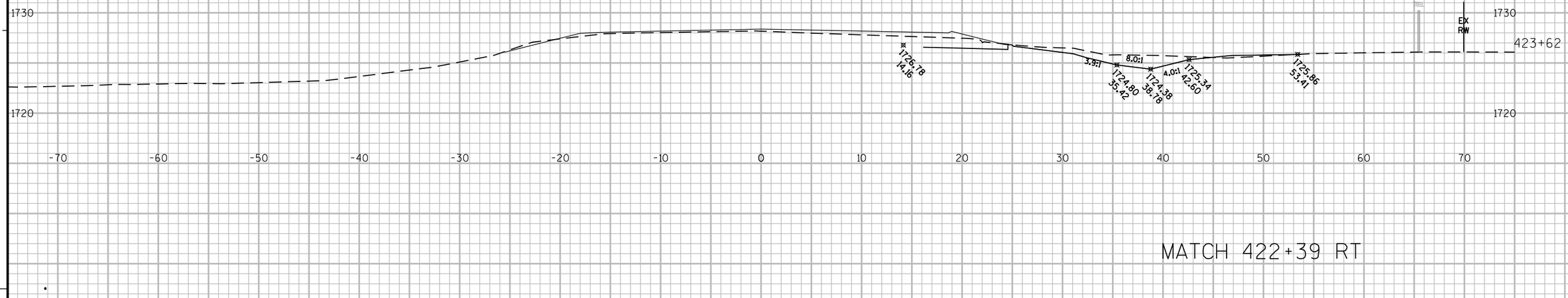
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P68, KNOX RD	SHEET 218	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090301-XS

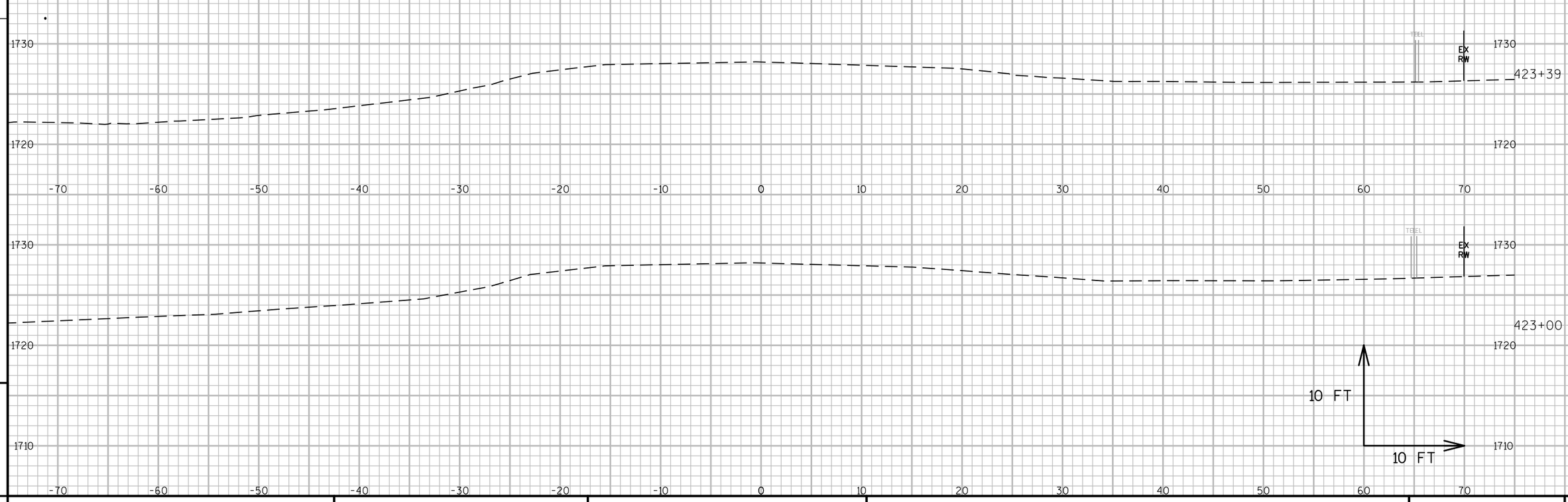
PLOT DATE : 10/13/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

MATCH 423+65 LT



MATCH 422+39 RT



9

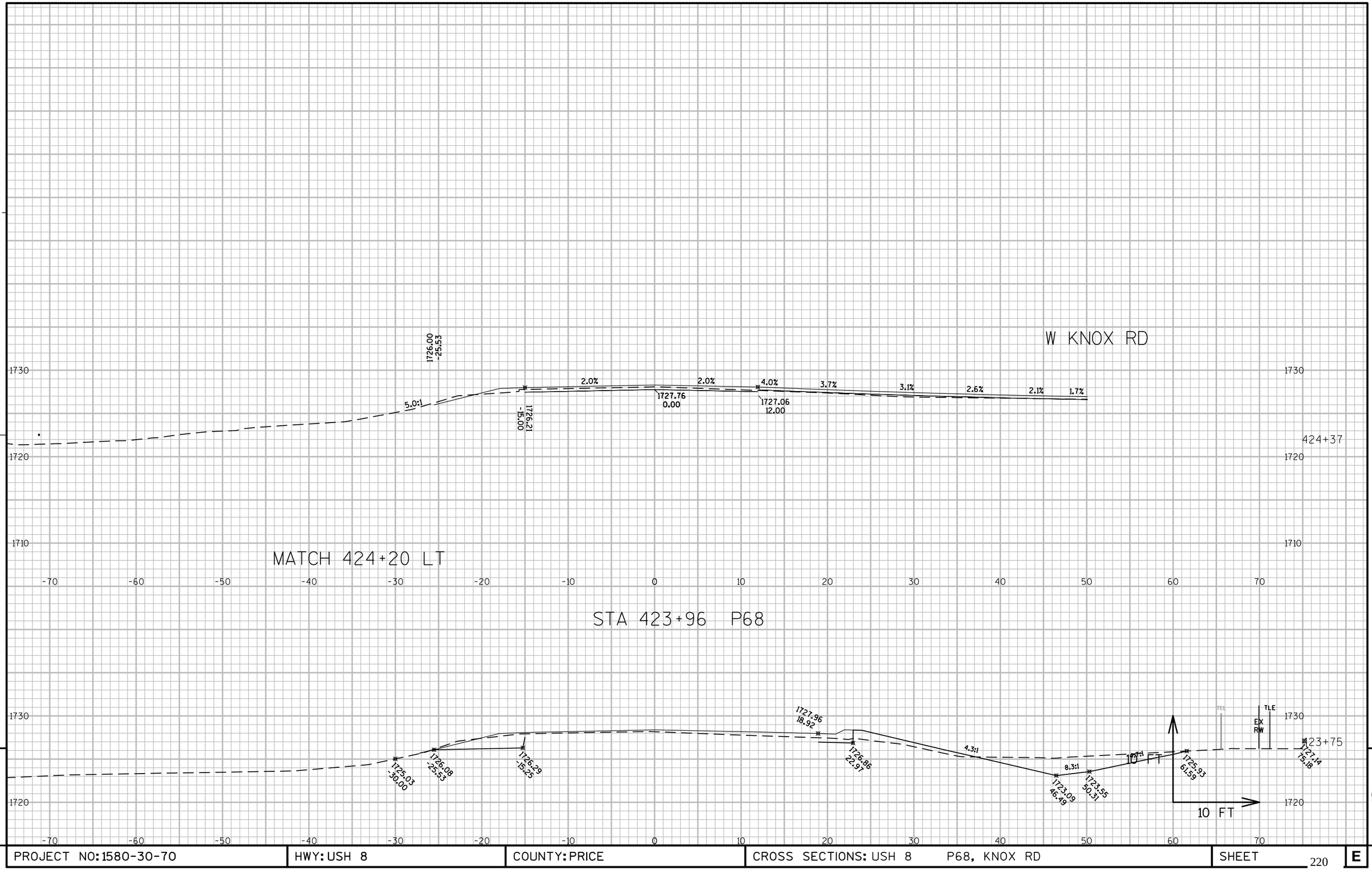
9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P68, KNOX RD	SHEET 219	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090302-XS

PLOT DATE : 10/13/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

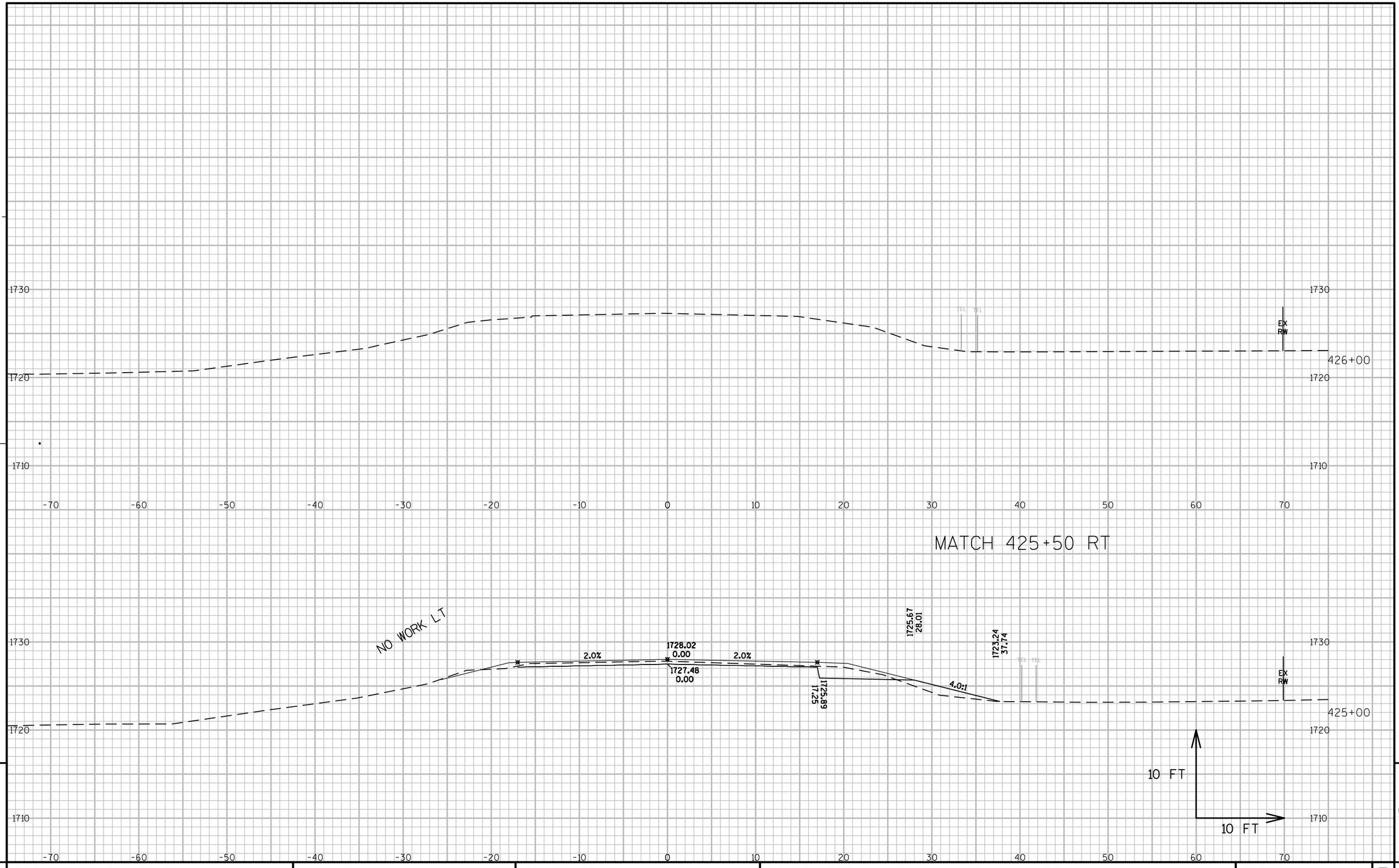
9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P68, KNOX RD	SHEET 220	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090303-XS

PLOT DATE : 10/13/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

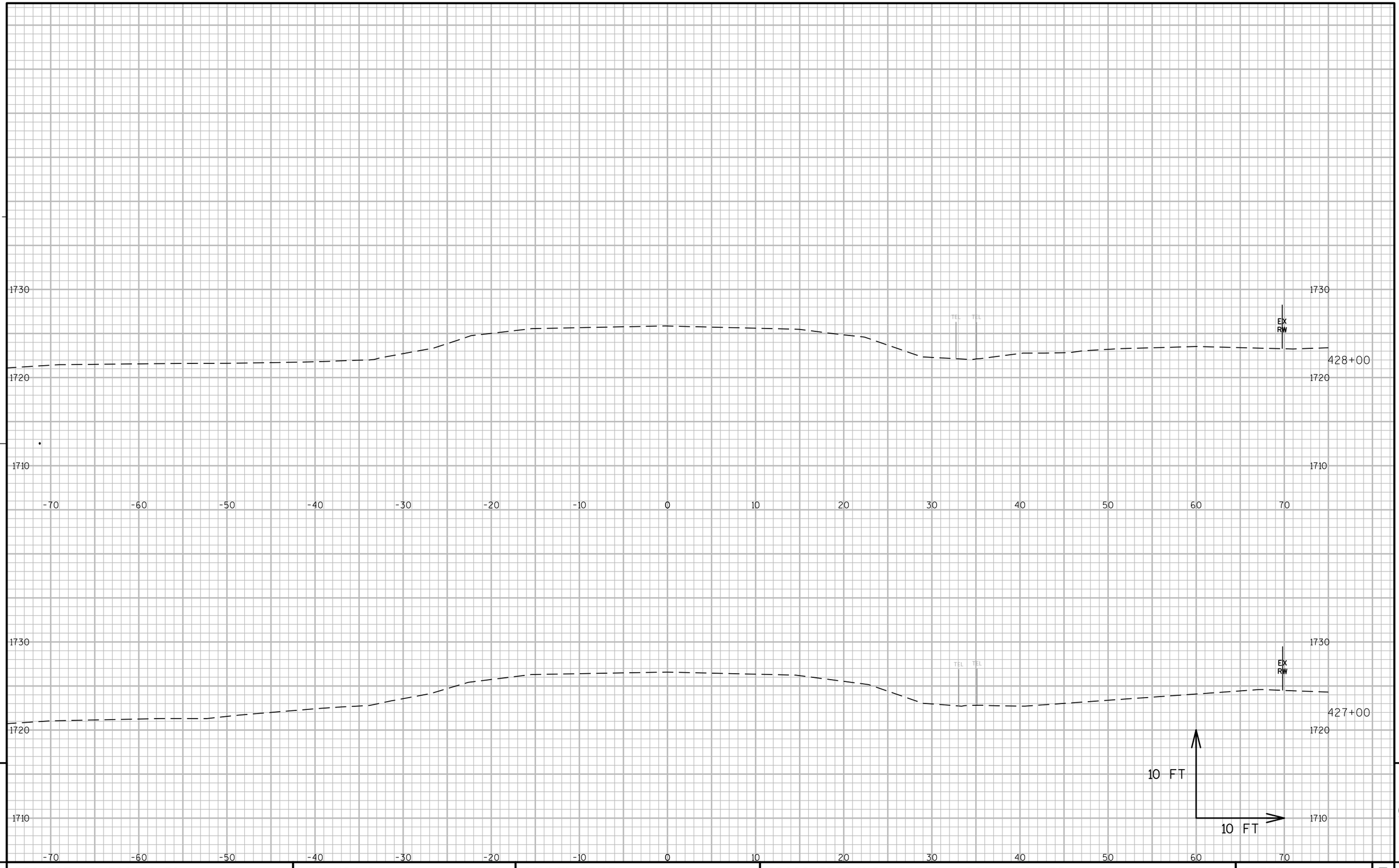
9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P68, KNOX RD	SHEET 221	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090304-XS

PLOT DATE : 10/13/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

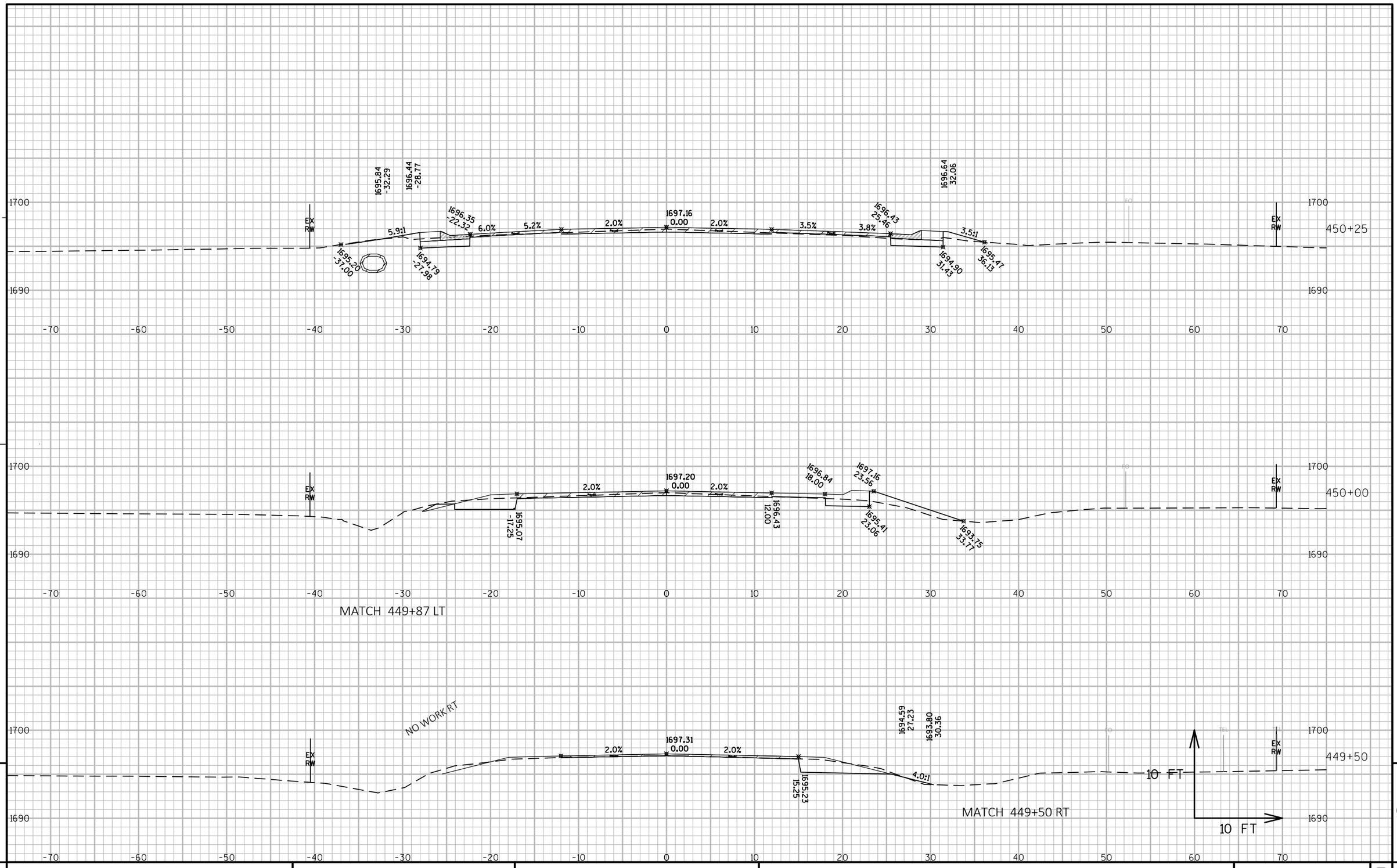
9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P68 KNOX RD	SHEET 222	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090305-XS

PLOT DATE : 10/13/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



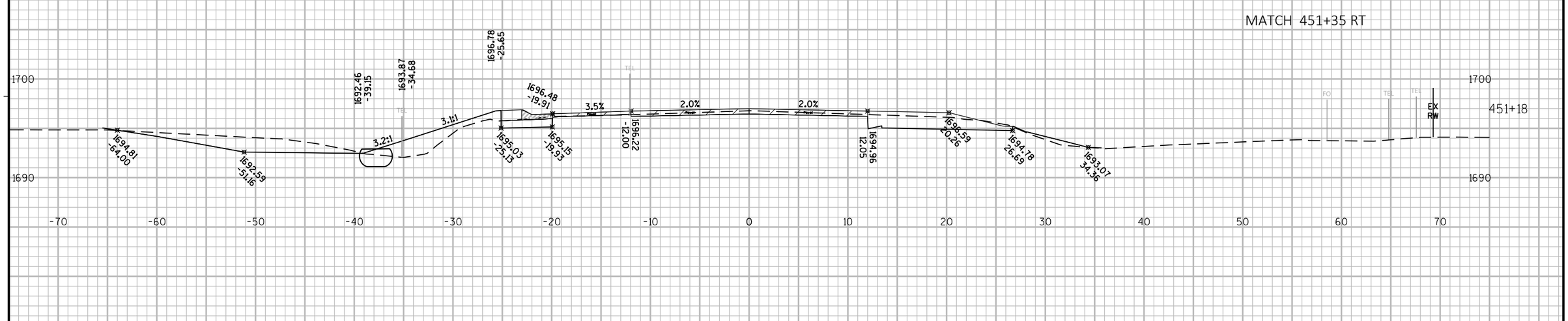
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 223	E

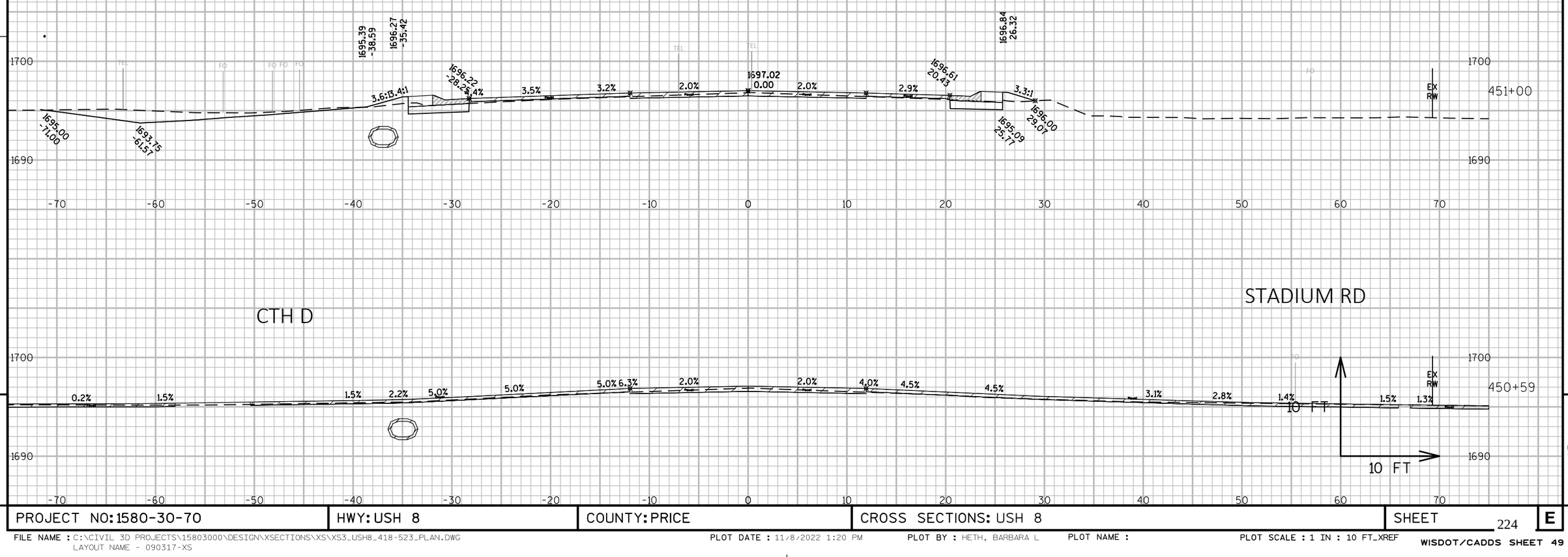
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090316-XS

PLOT DATE : 11/8/2022 1:19 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

MATCH 451+35 RT





CTH D

STADIUM RD

9

9

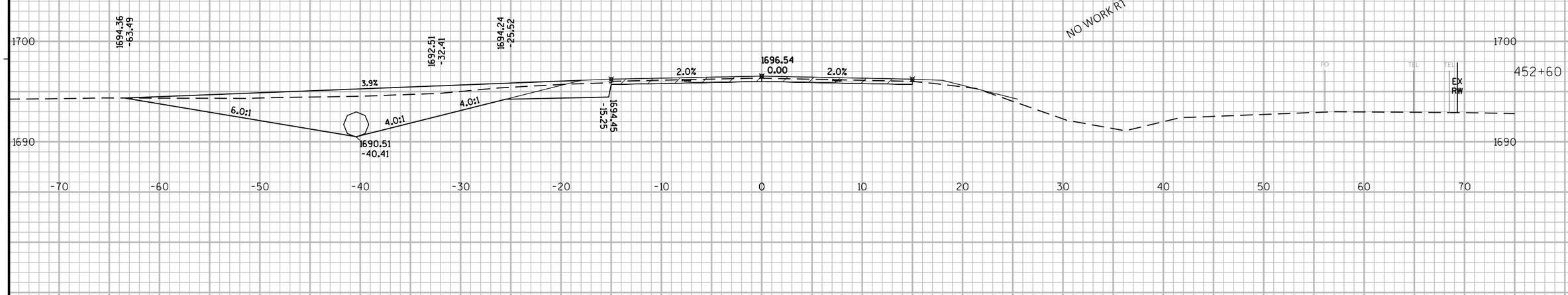
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 224	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090317-XS

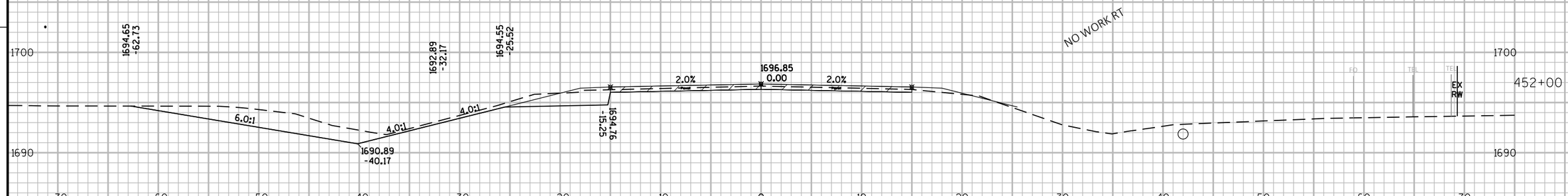
PLOT DATE : 11/8/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

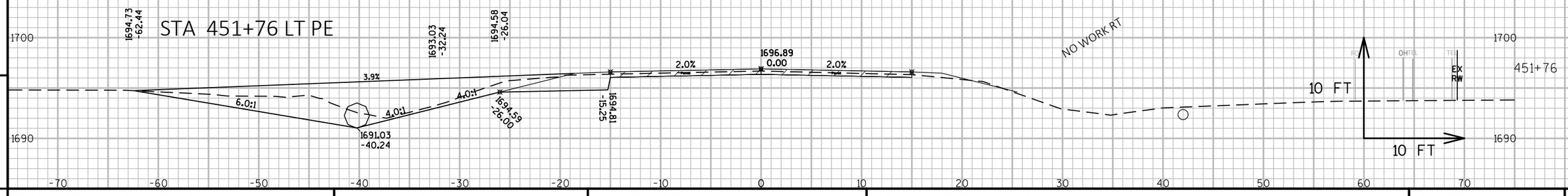
STA 452+60 LT PE



STA 452+00 LT PE



STA 451+76 LT PE



9

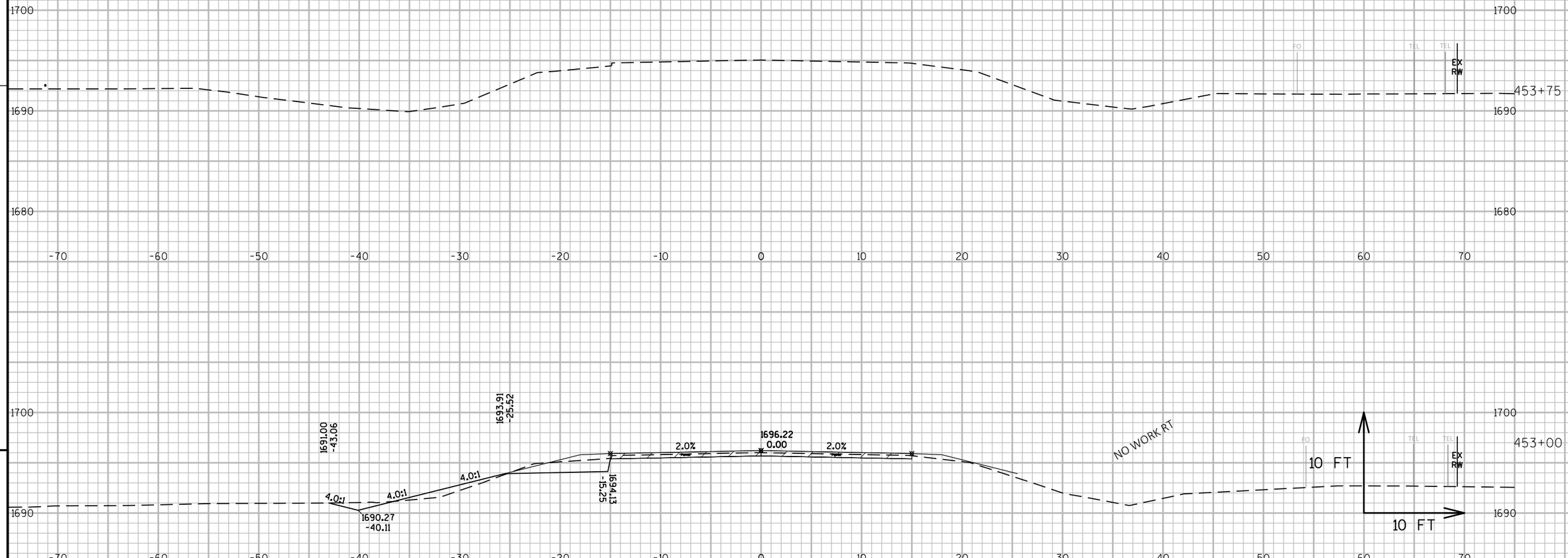
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 225	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090318-XS

PLOT DATE : 11/8/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

MATCH STA 453+75 LT



9

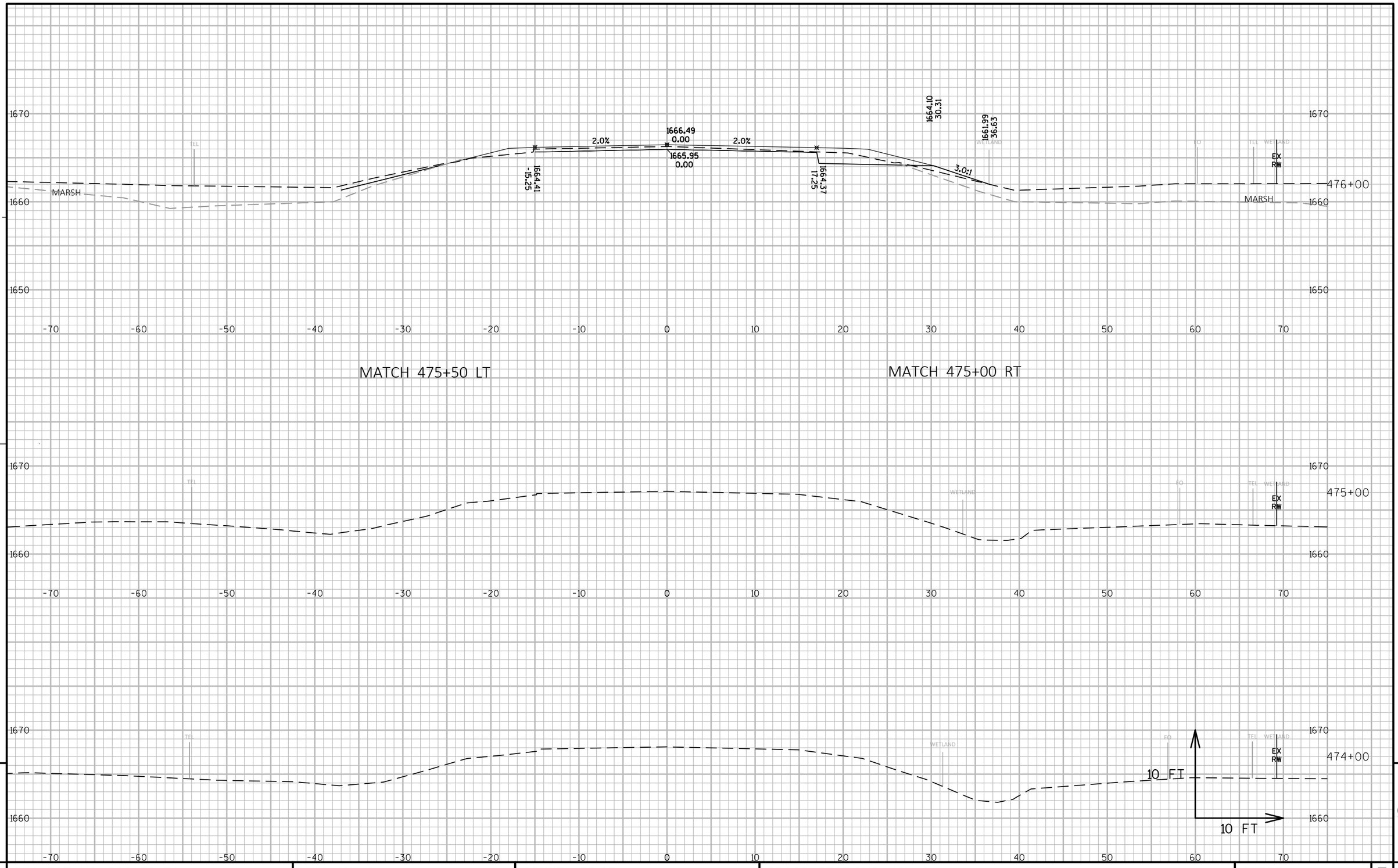
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 226	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090319-XS

PLOT DATE : 11/8/2022 1:20 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



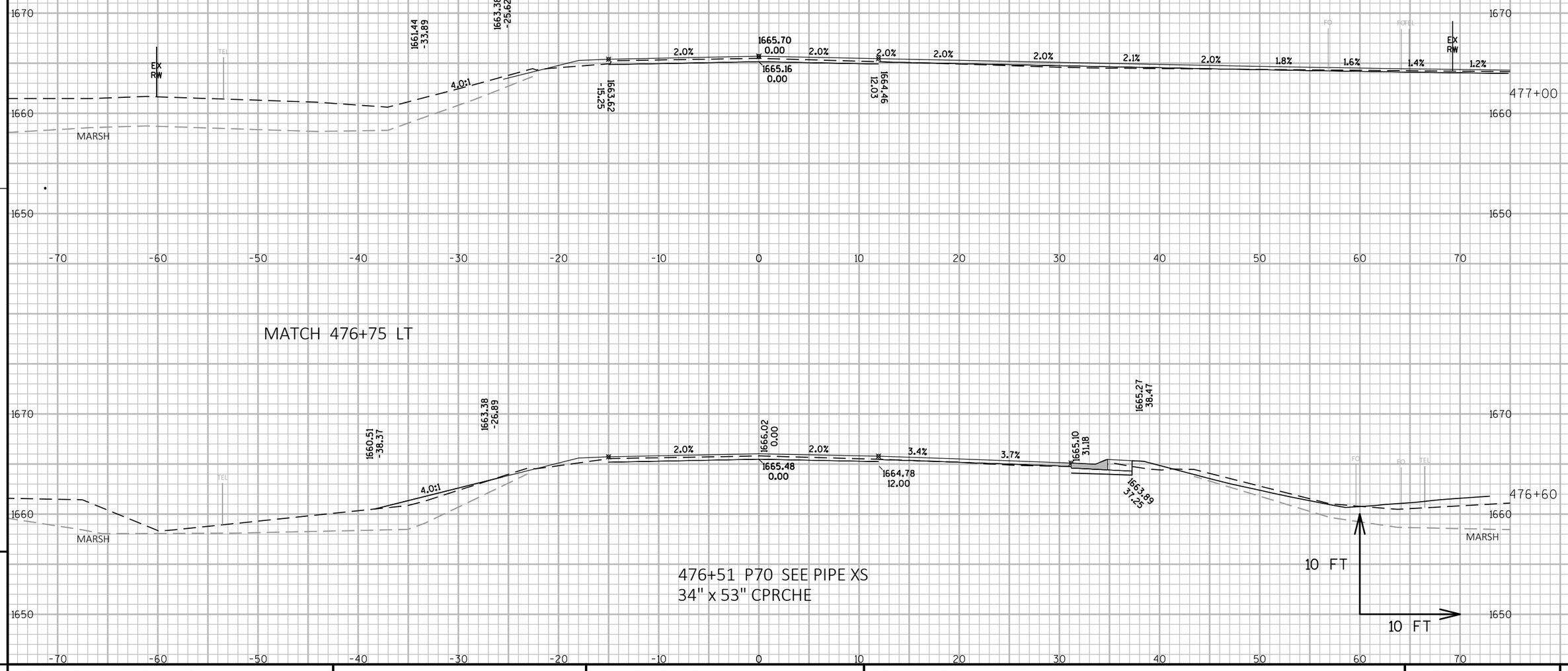
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 227	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090329-XS

PLOT DATE : 10/13/2022 2:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

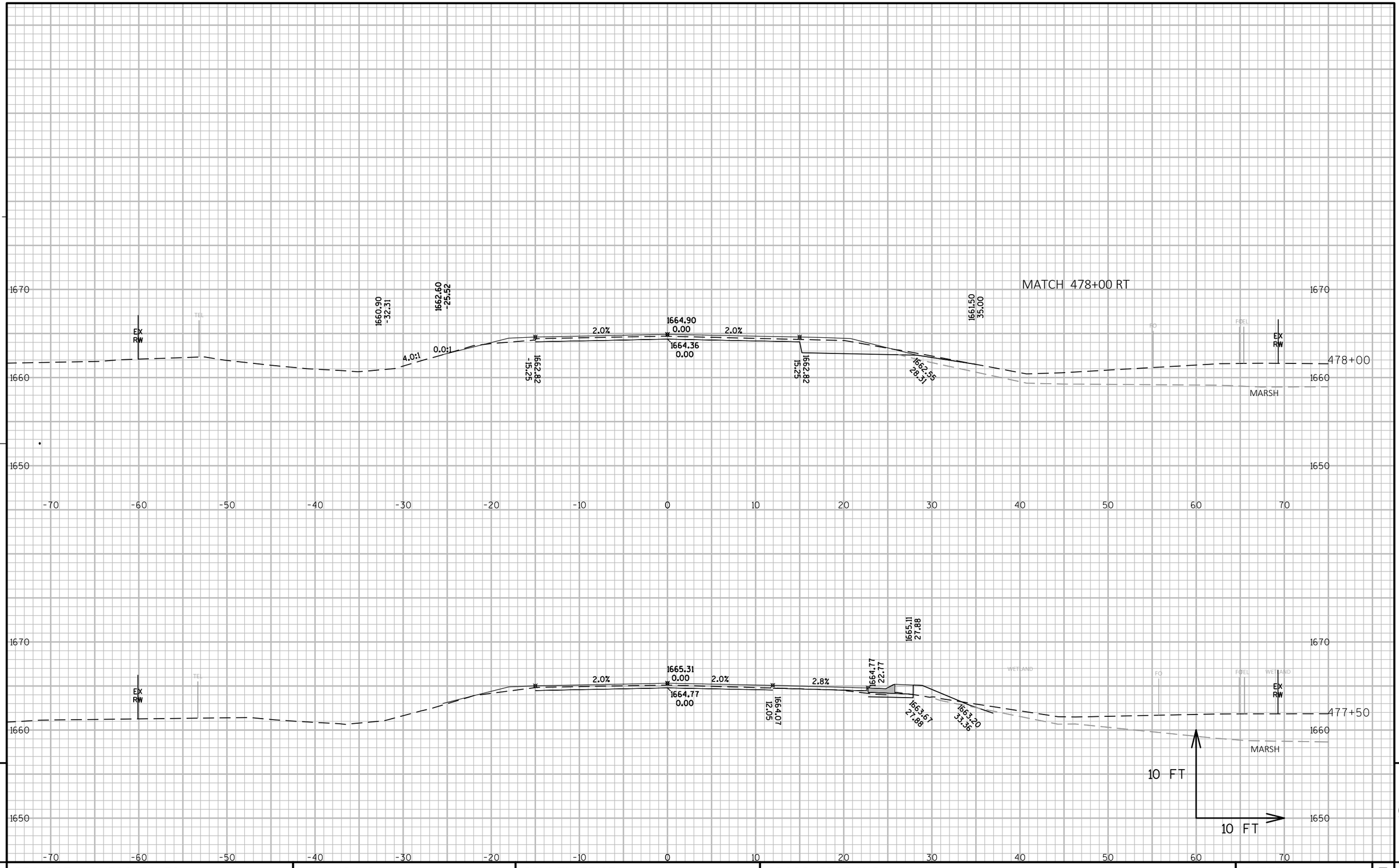
CTH D STA 477+00



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 228	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090330-XS

PLOT DATE : 10/13/2022 2:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

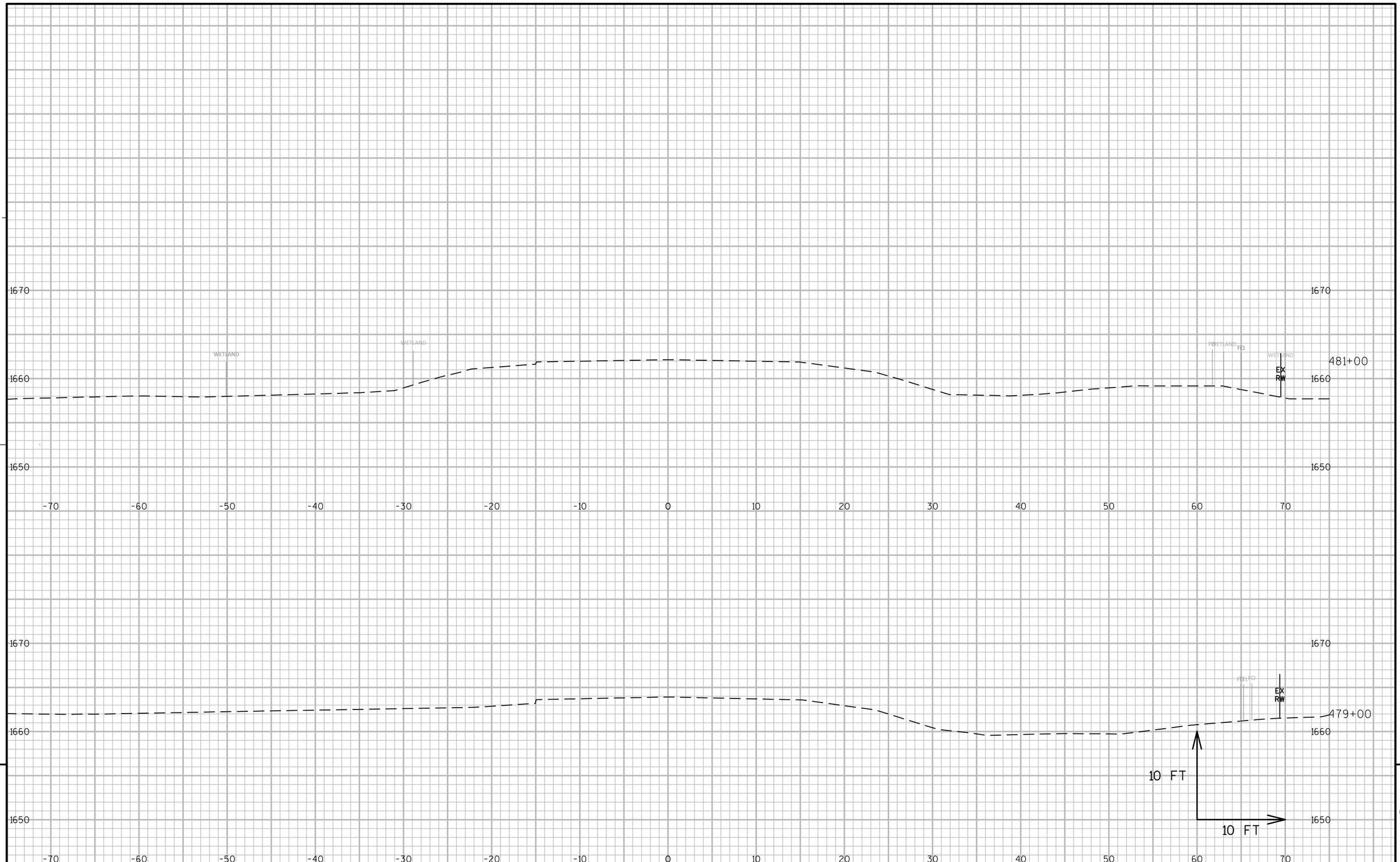


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 229	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090331-XS

PLOT DATE : 10/13/2022 2:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

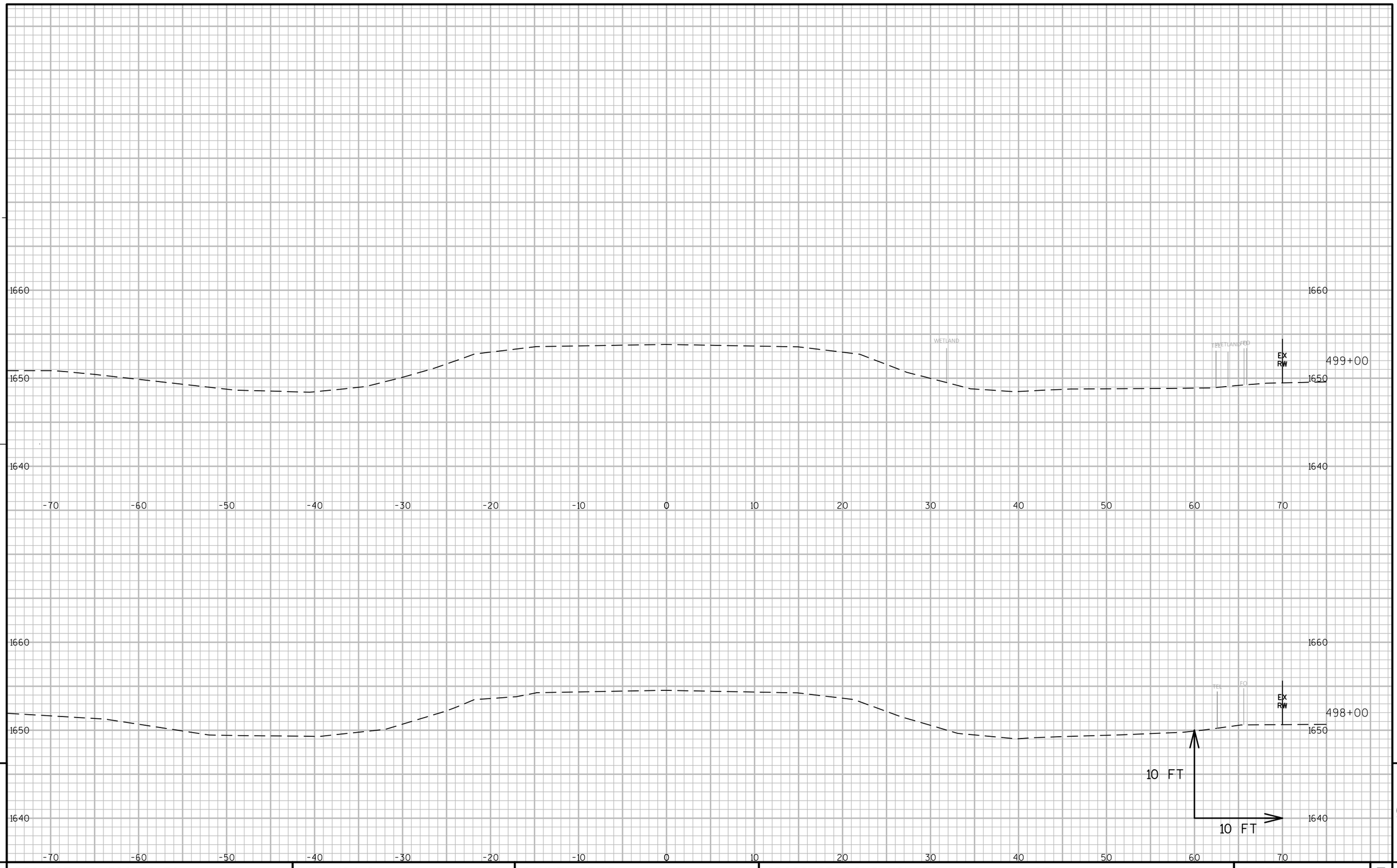
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 230	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090332-XS

PLOT DATE : 5/11/2022 11:25 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



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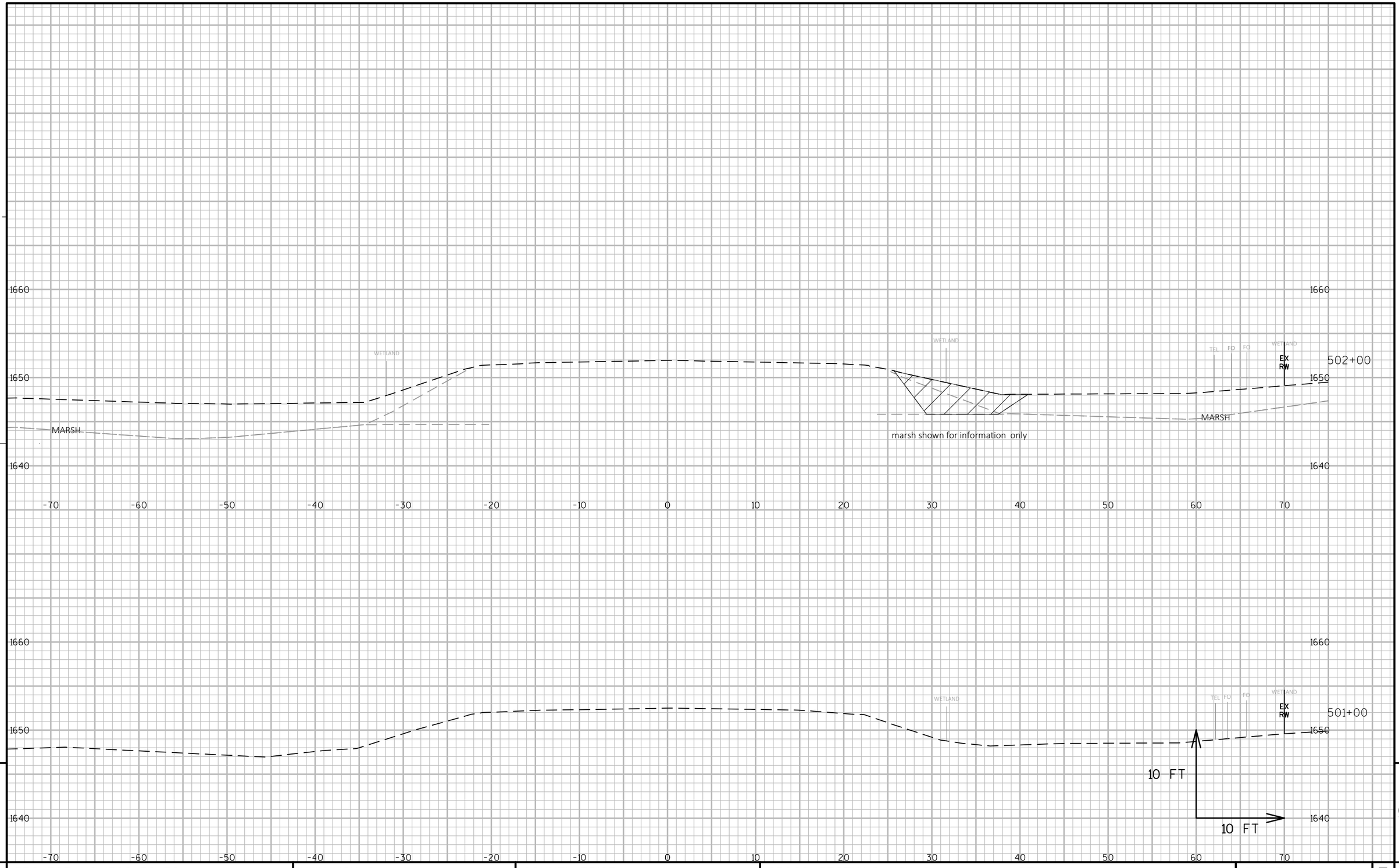
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P71	SHEET 231	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090340-XS

PLOT DATE : 10/13/2022 3:44 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

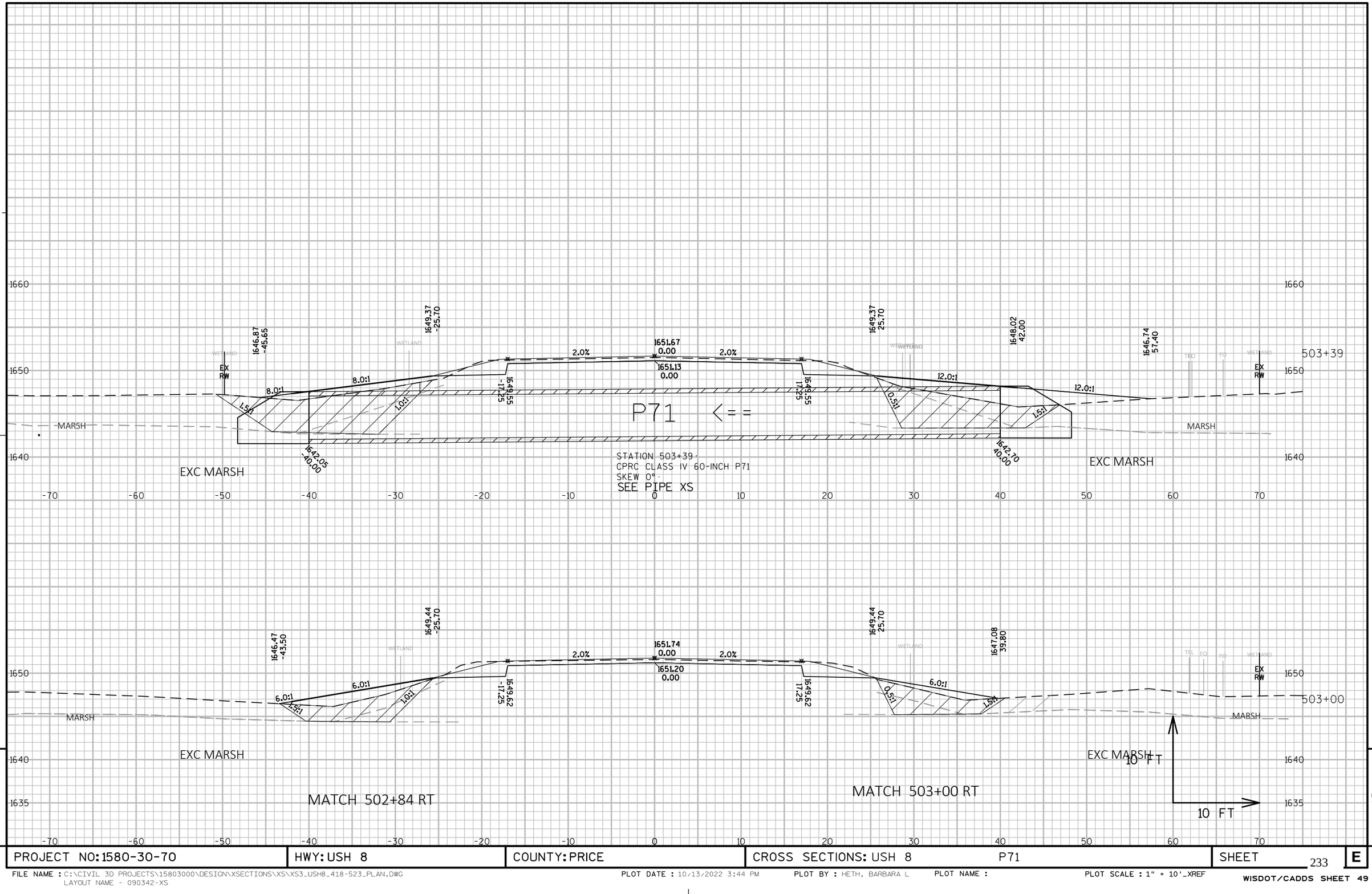
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P71	SHEET 232	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090341-XS

PLOT DATE : 10/26/2022 12:52 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

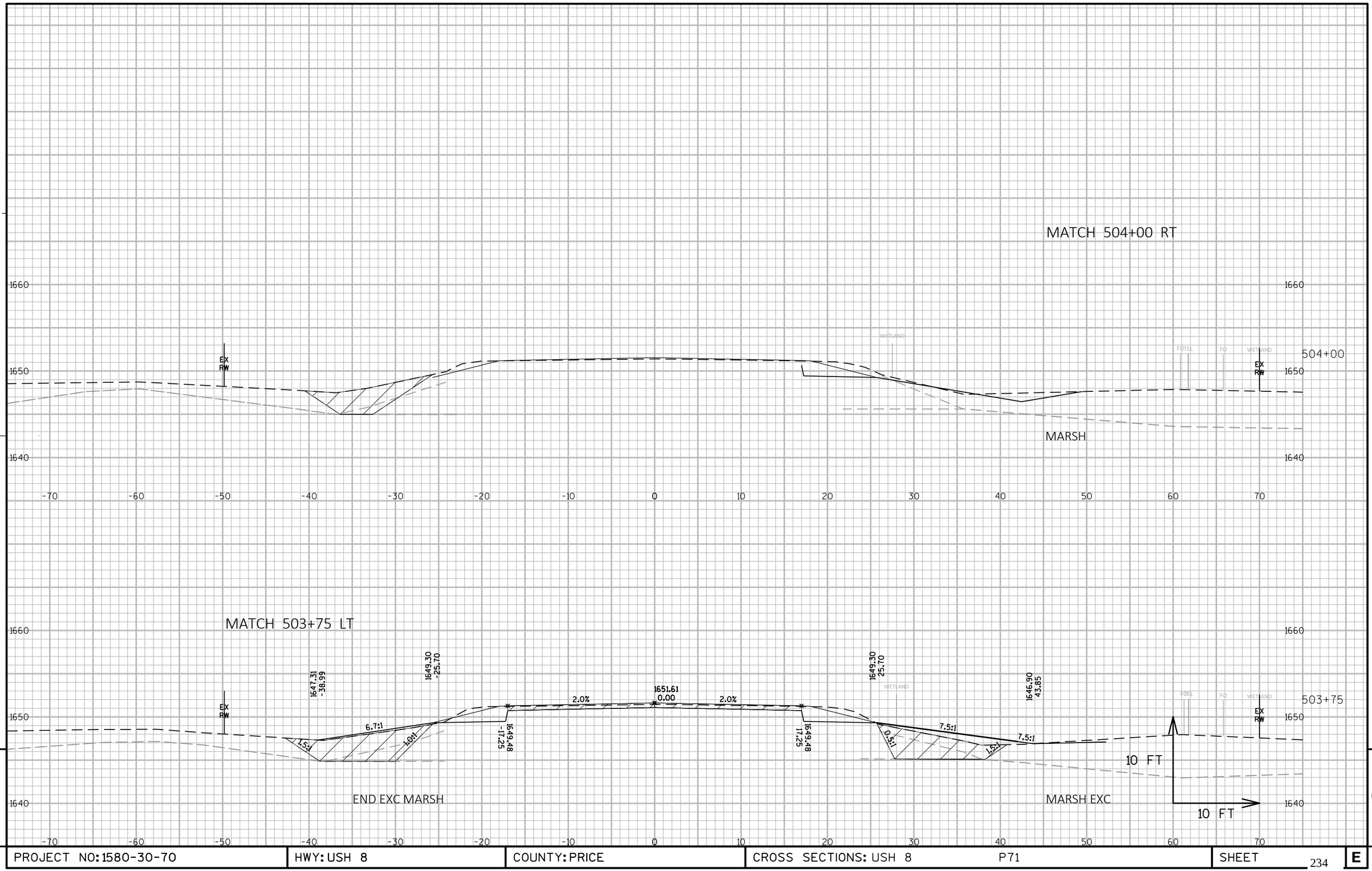


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P71	SHEET 233	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090342-XS

PLOT DATE : 10/13/2022 3:44 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

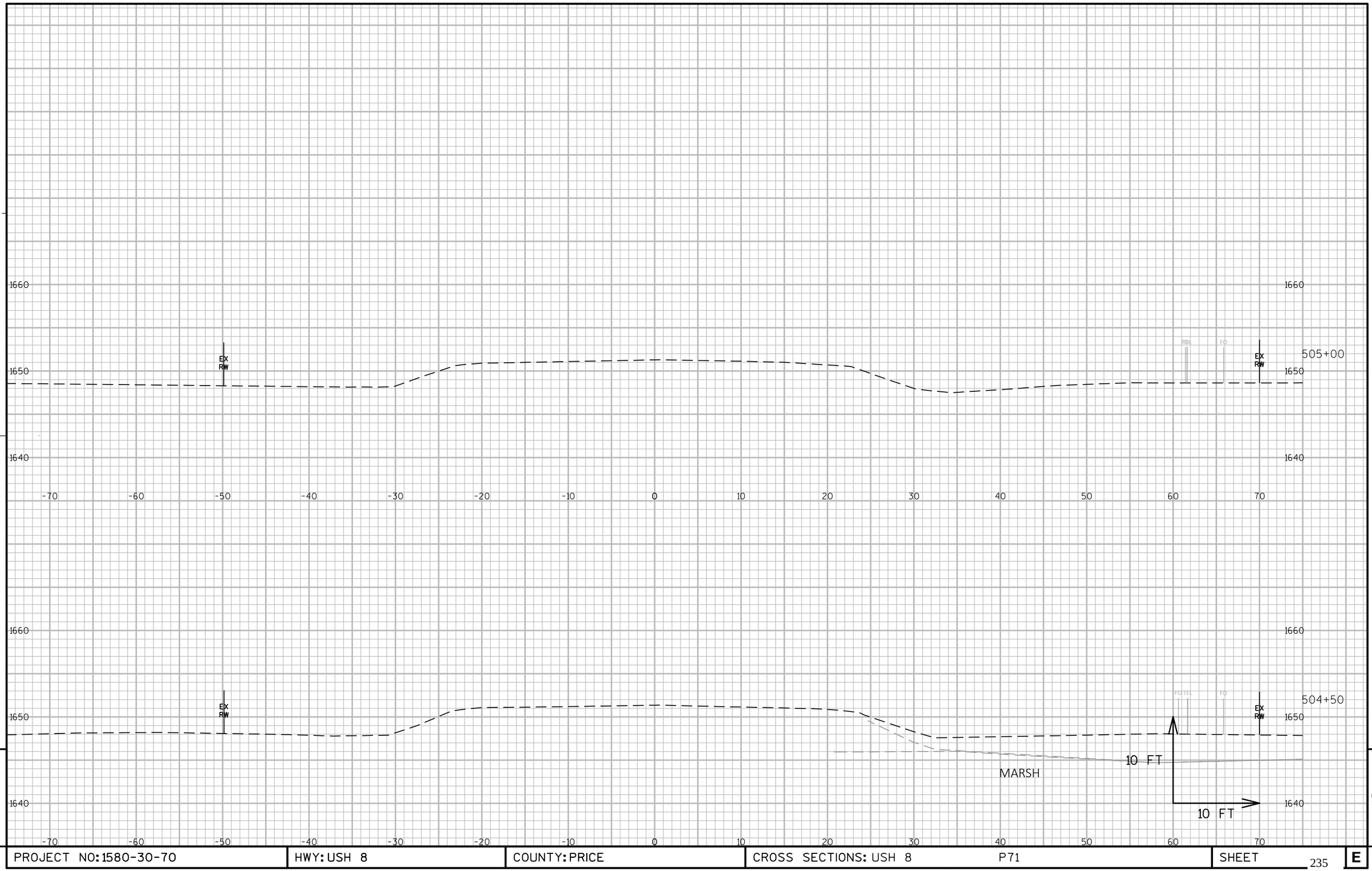
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P71	SHEET 234	E



9

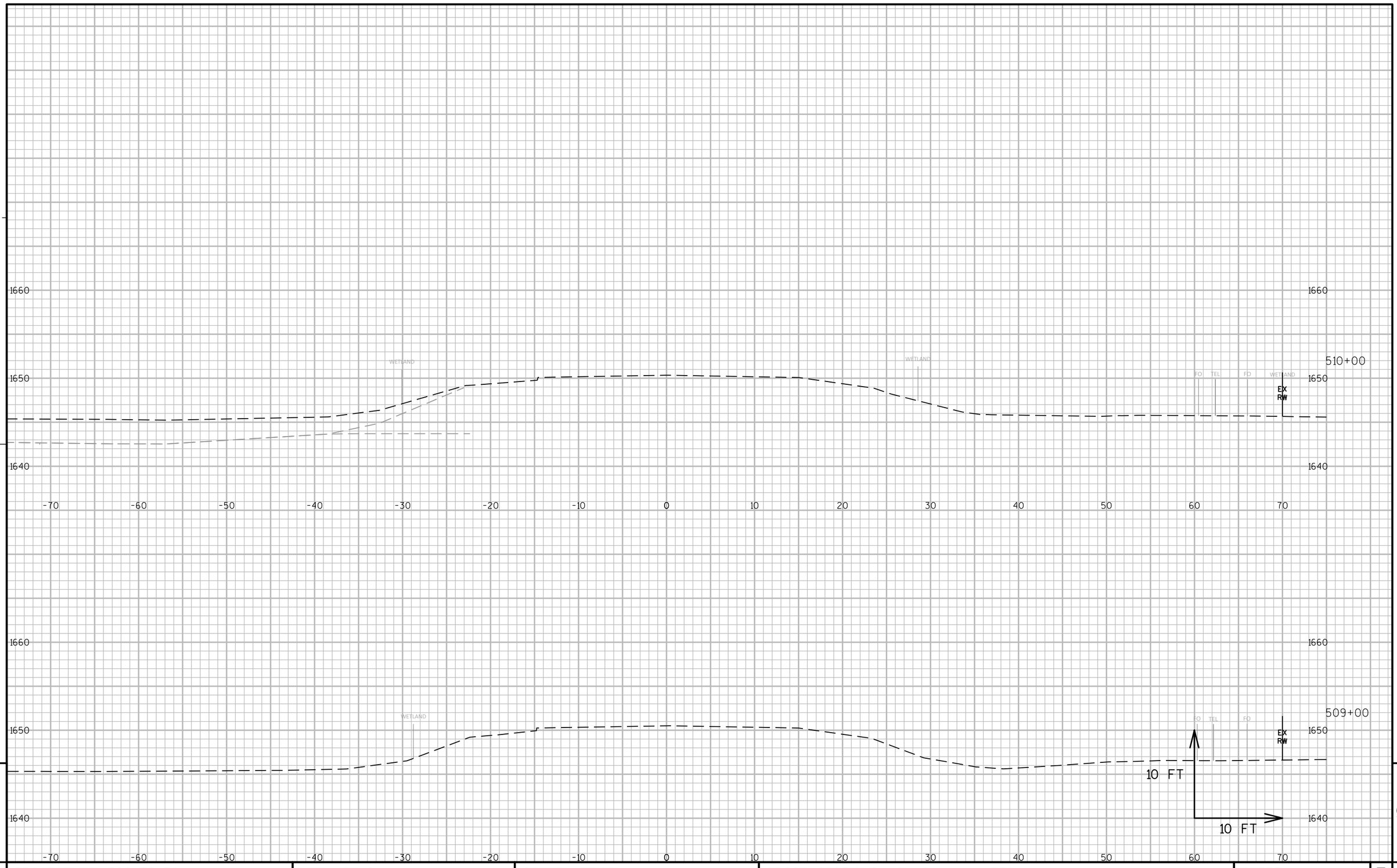
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P71	SHEET 235	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090344-XS

PLOT DATE : 11/2/2022 6:06 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



9

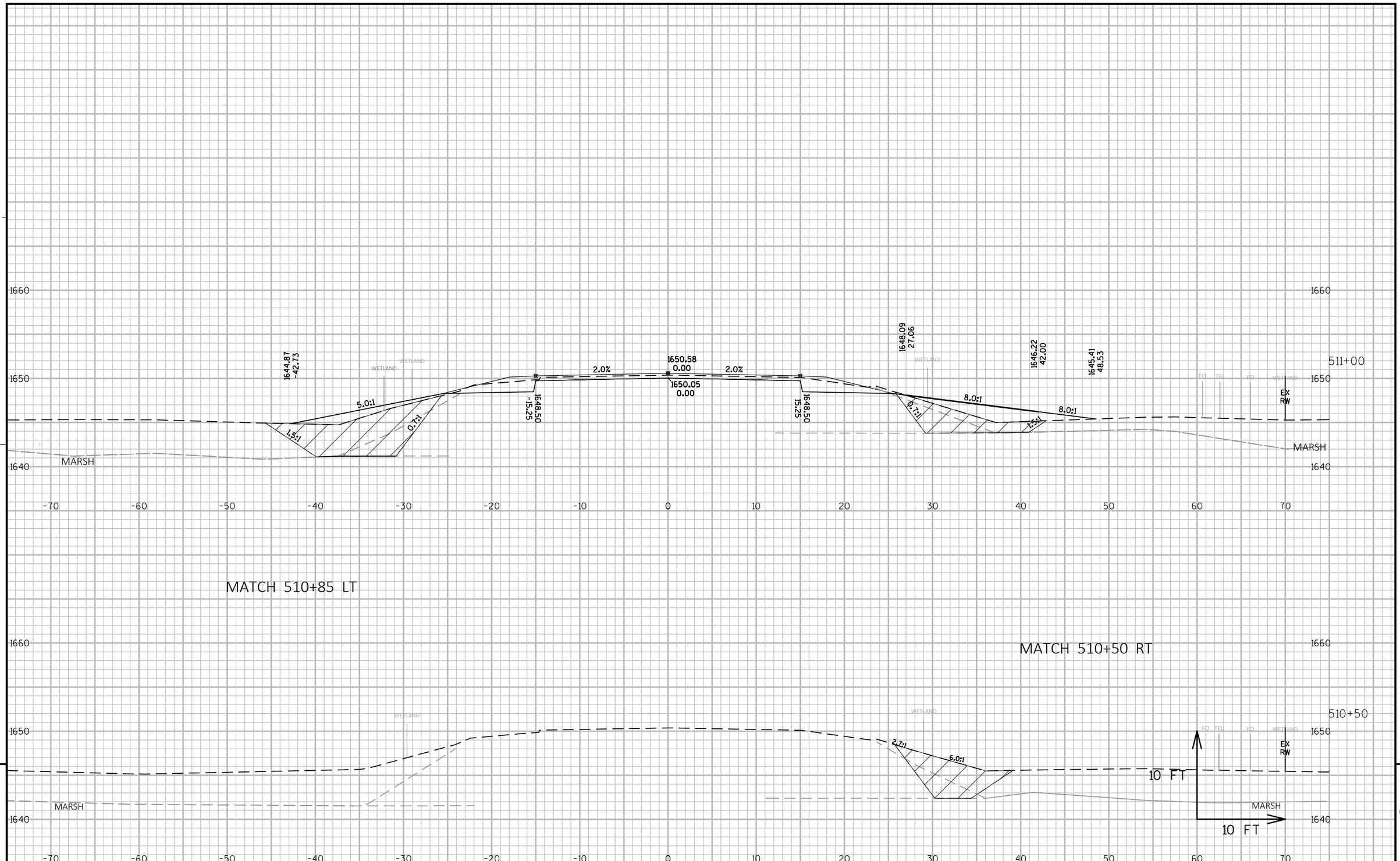
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P72	SHEET 236	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090346-XS

PLOT DATE : 10/13/2022 4:03 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



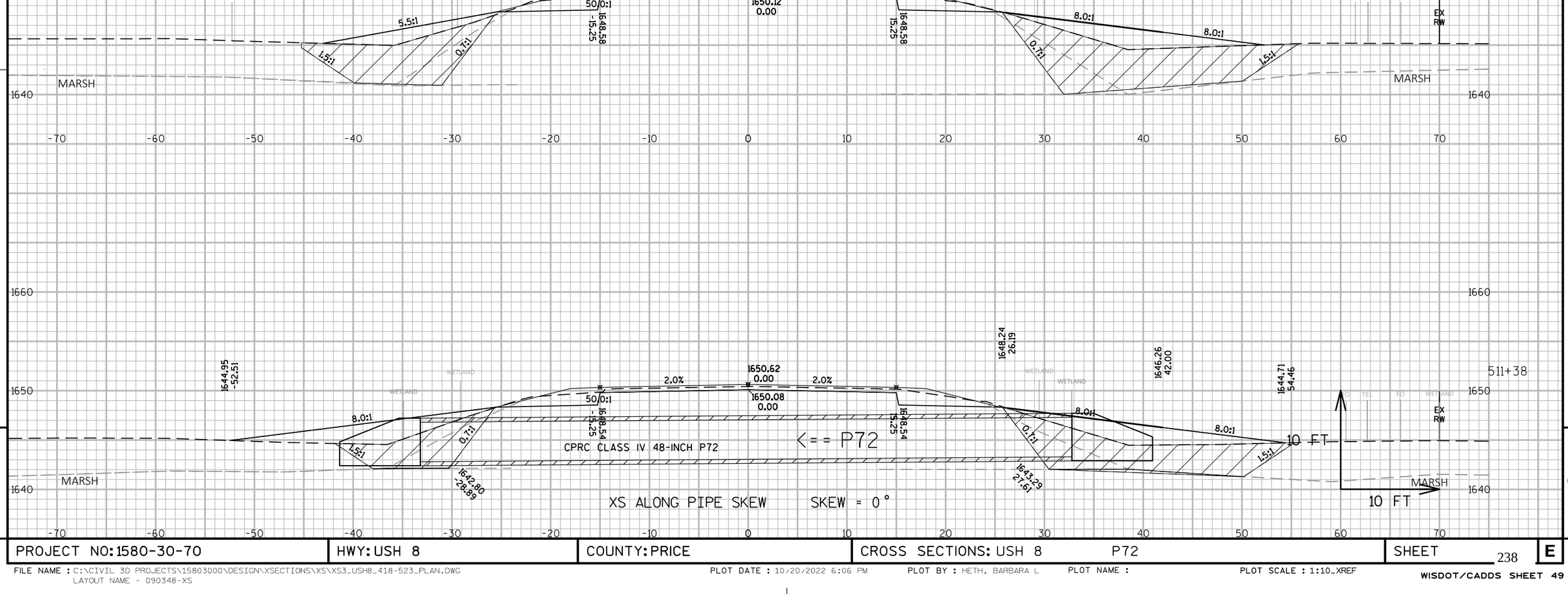
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P72	SHEET 237	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090347-XS

PLOT DATE : 10/20/2022 6:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

MATCH 511+00 LT & RT

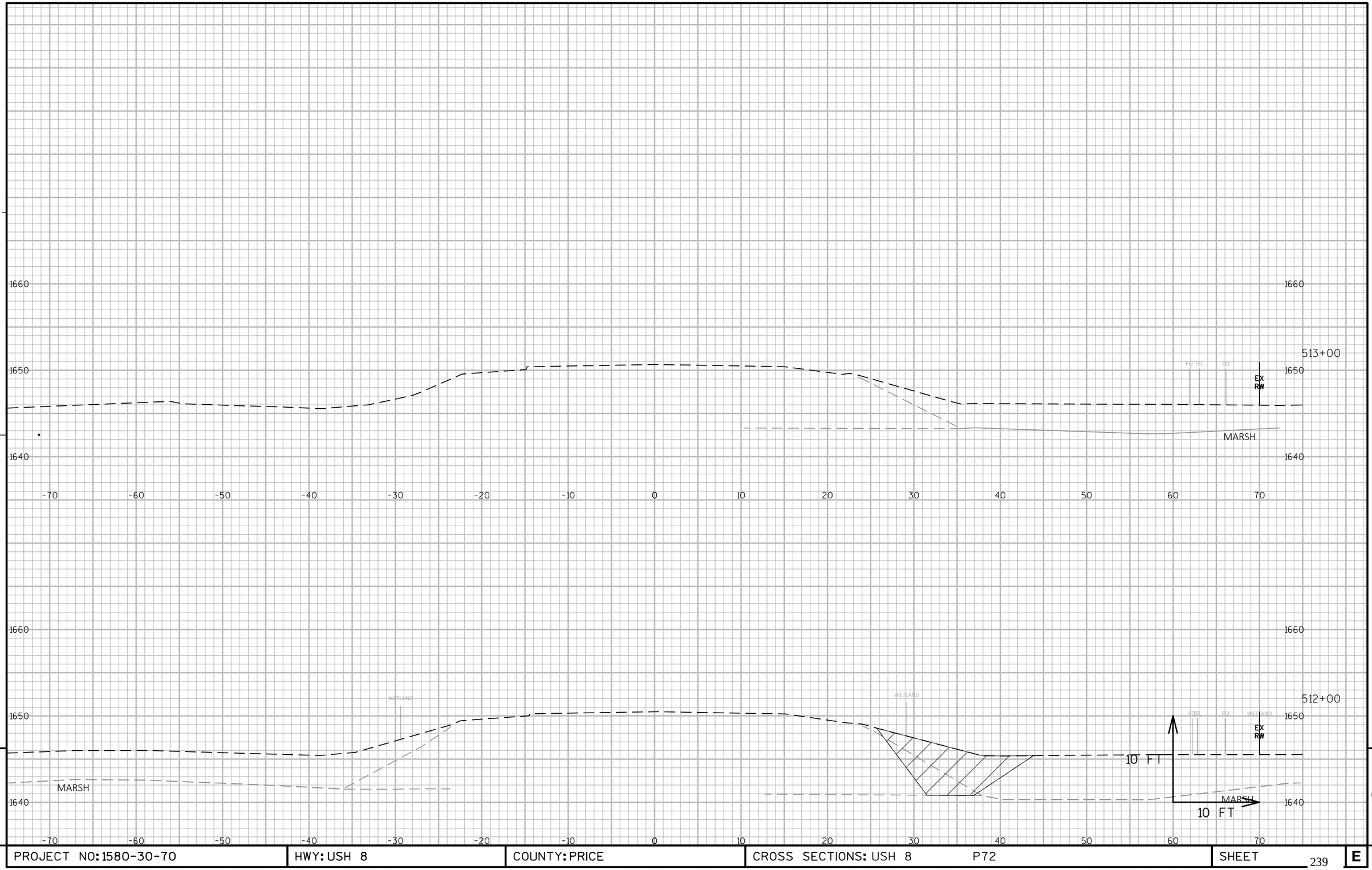


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P72	SHEET 238	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090348-XS

PLOT DATE : 10/20/2022 6:06 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

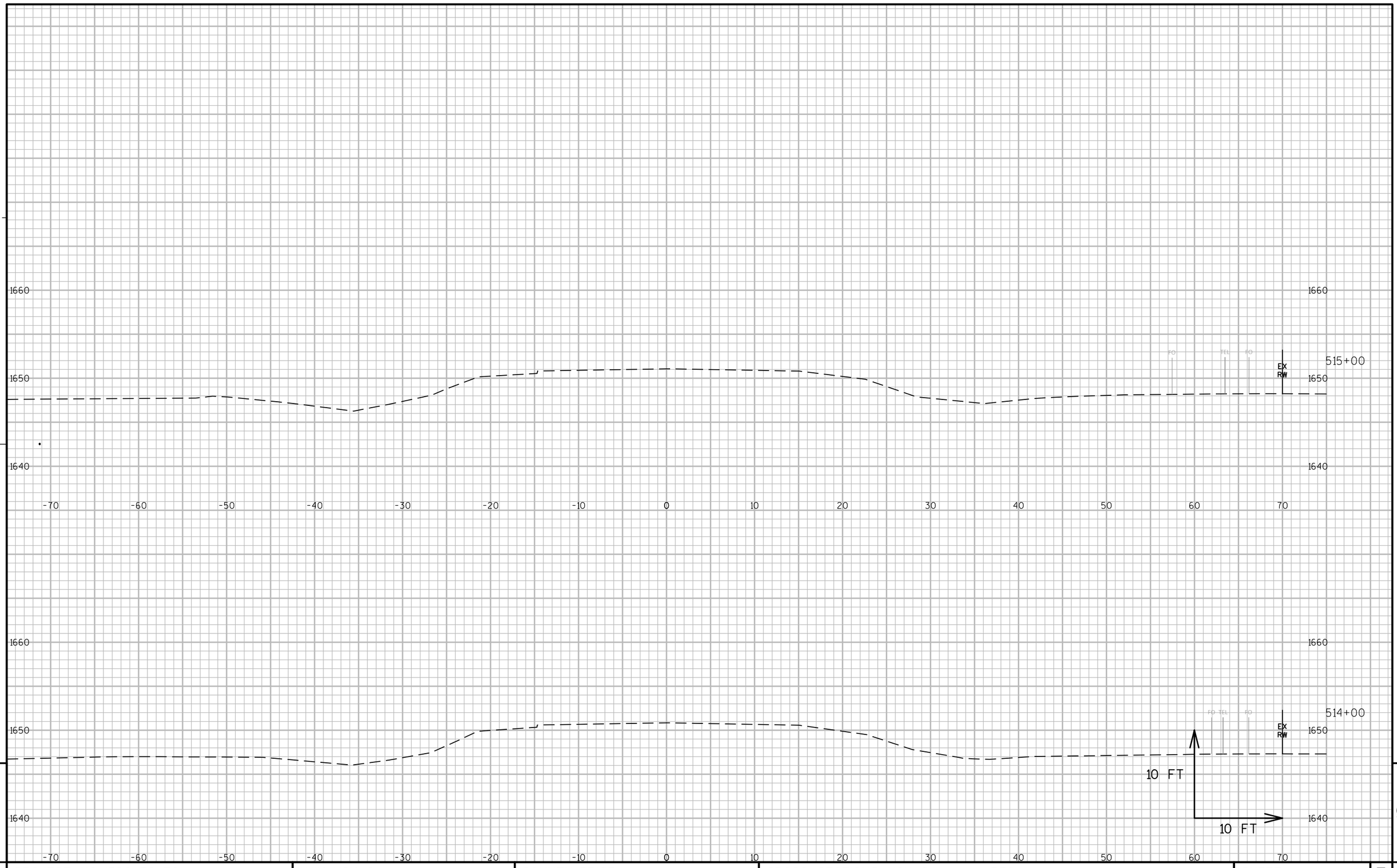
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P72	SHEET 239	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090349-XS

PLOT DATE : 10/13/2022 4:04 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



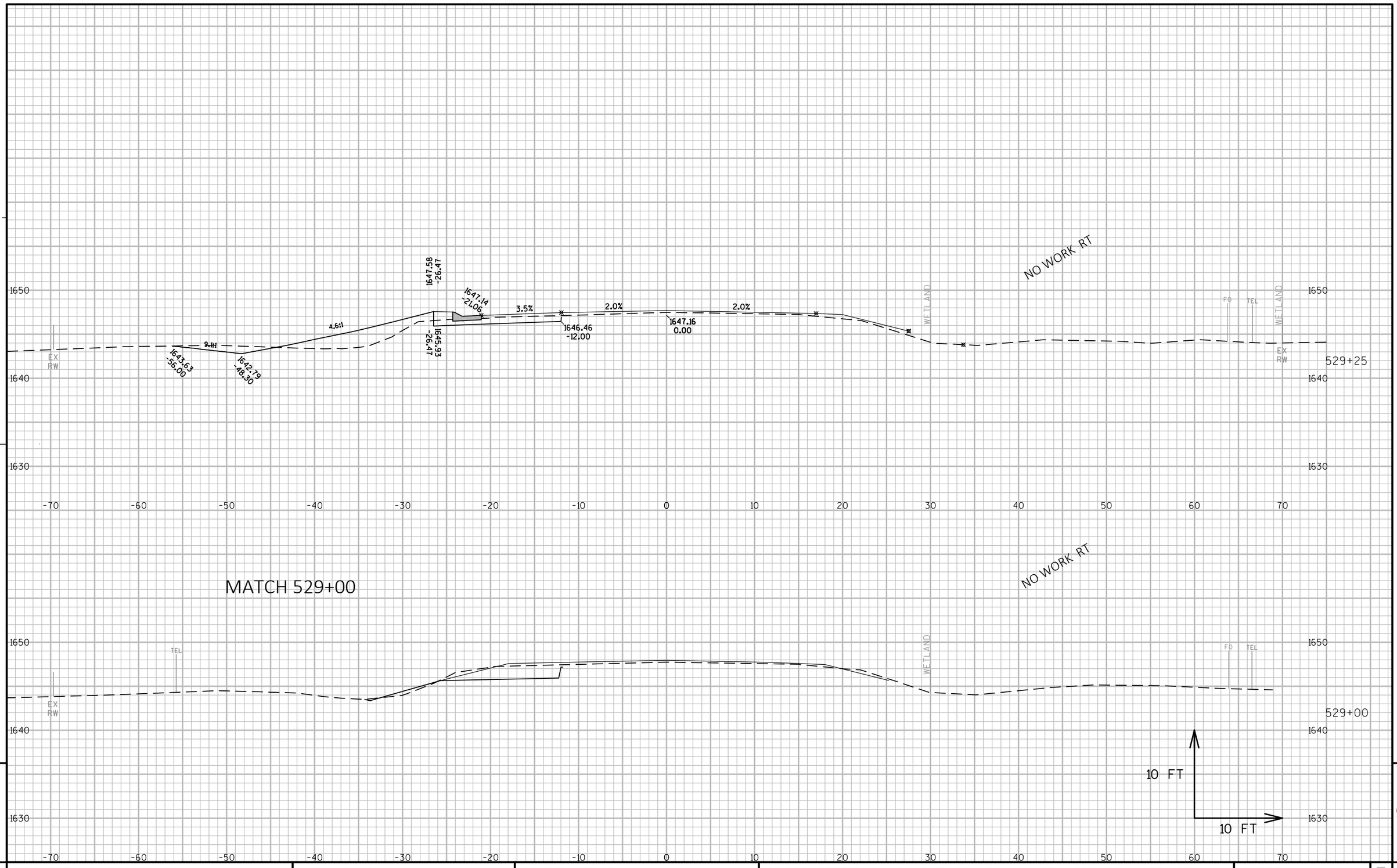
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P72	SHEET 240	E

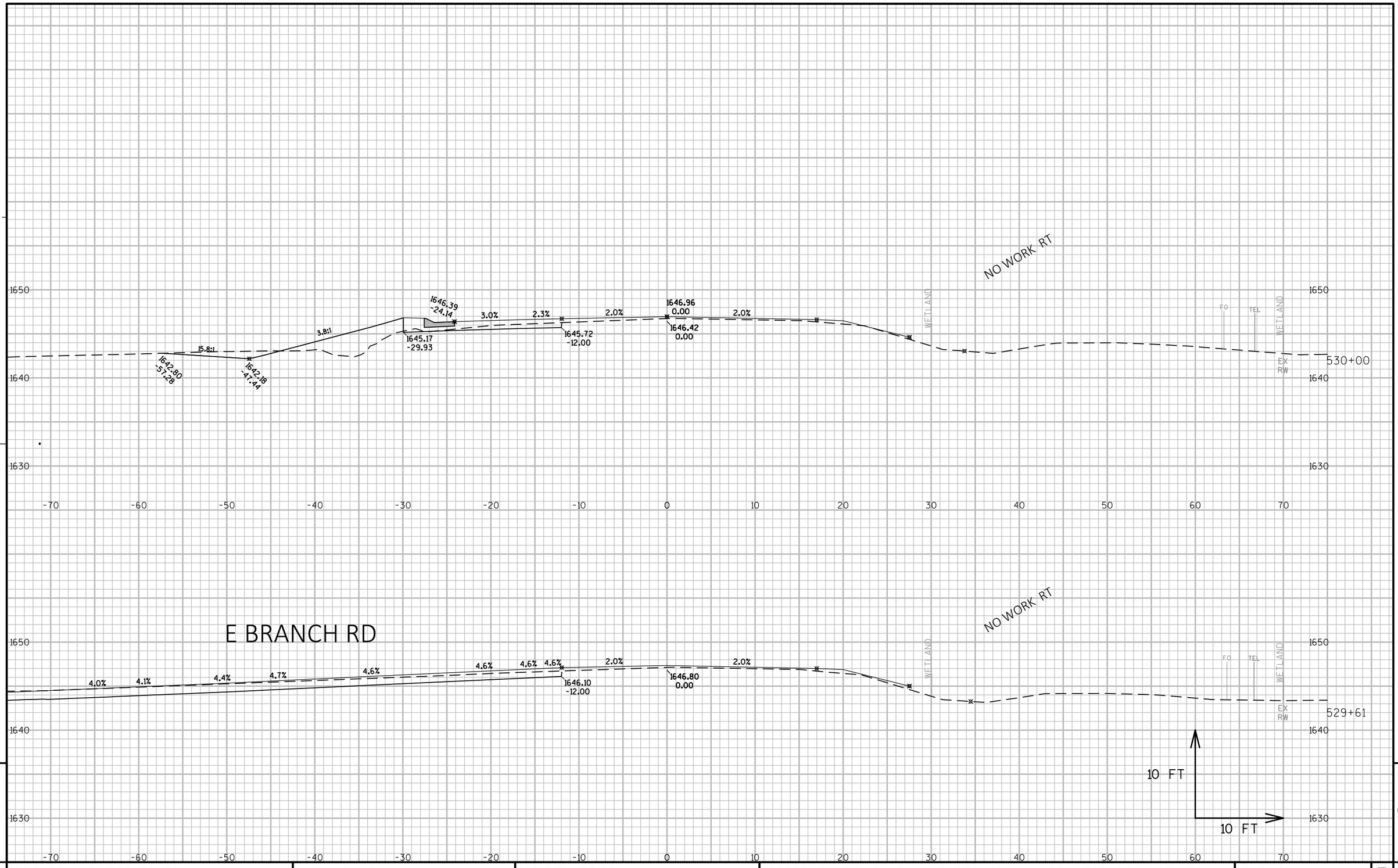
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090350-XS

PLOT DATE : 10/13/2022 4:04 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8/E BRANCH STA 529+00 - 531+00	SHEET 241	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090405
PLOT DATE : 10/14/2022 4:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF
WISDOT/CADDS SHEET 49

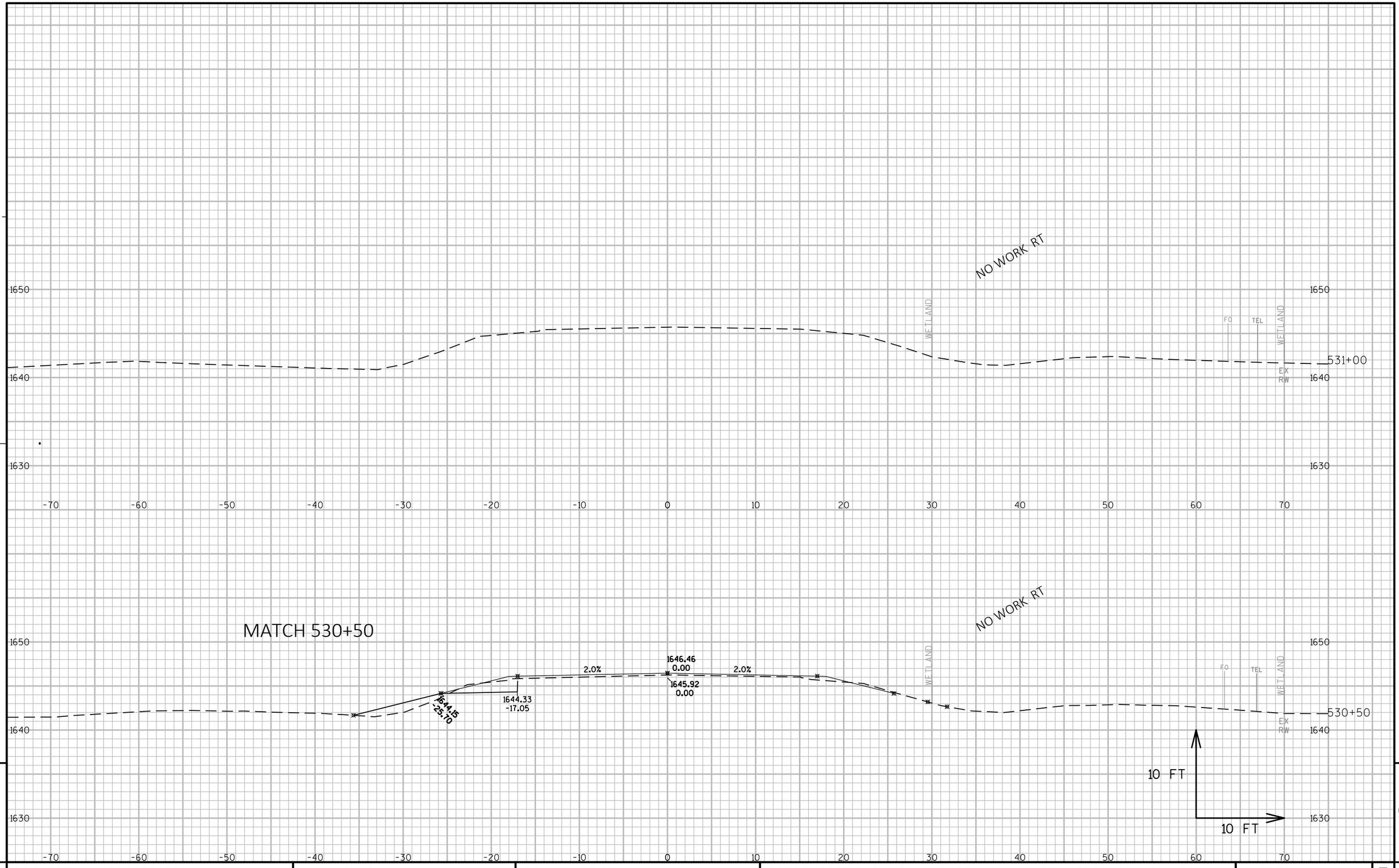


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8/E BRANCH STA 529+00 - 531+00	SHEET 242	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090406

PLOT DATE : 10/14/2022 4:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

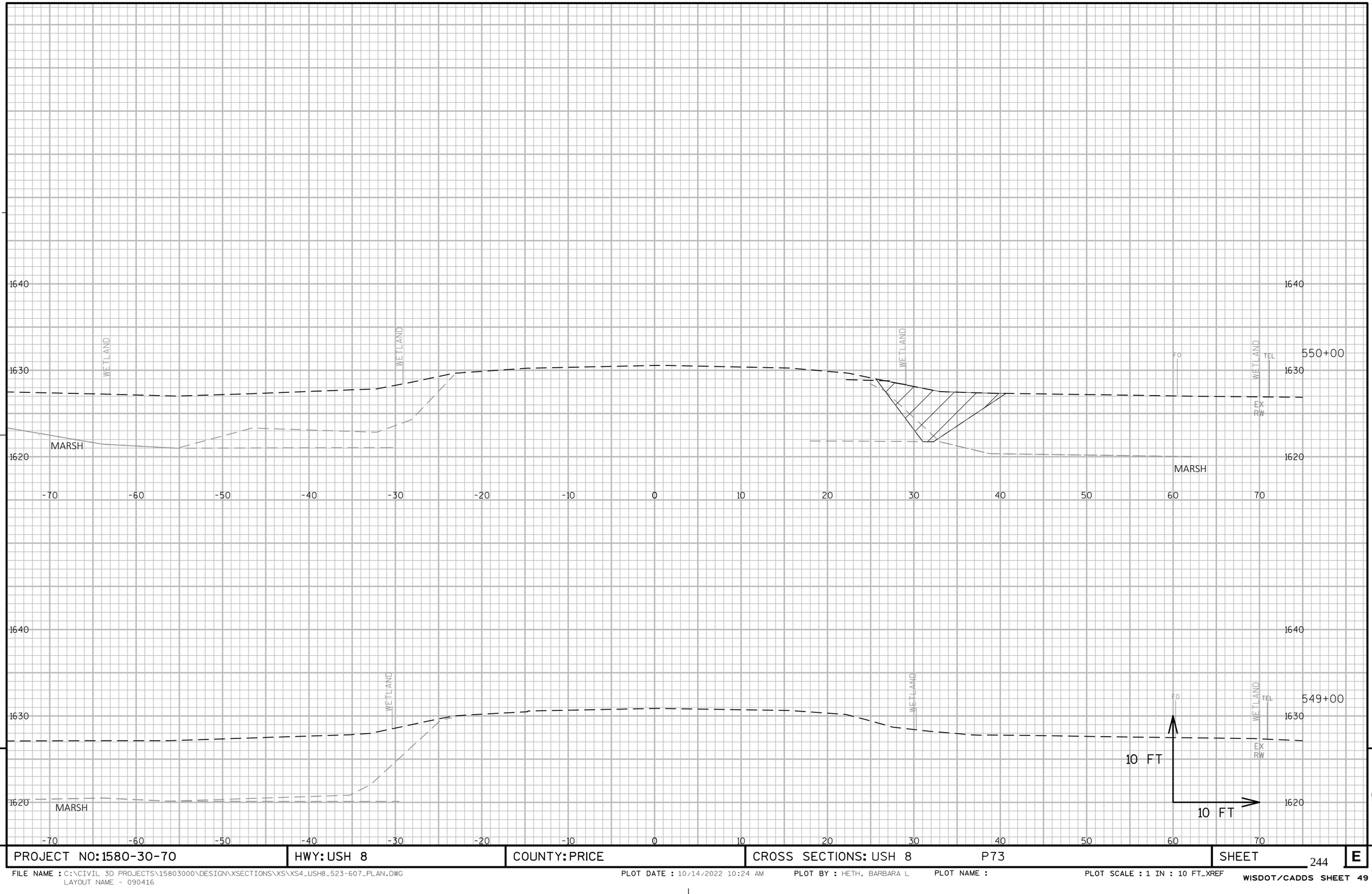


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8/E BRANCH STA 529+00 - 531+00	SHEET 243	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090407

PLOT DATE : 10/14/2022 4:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



9

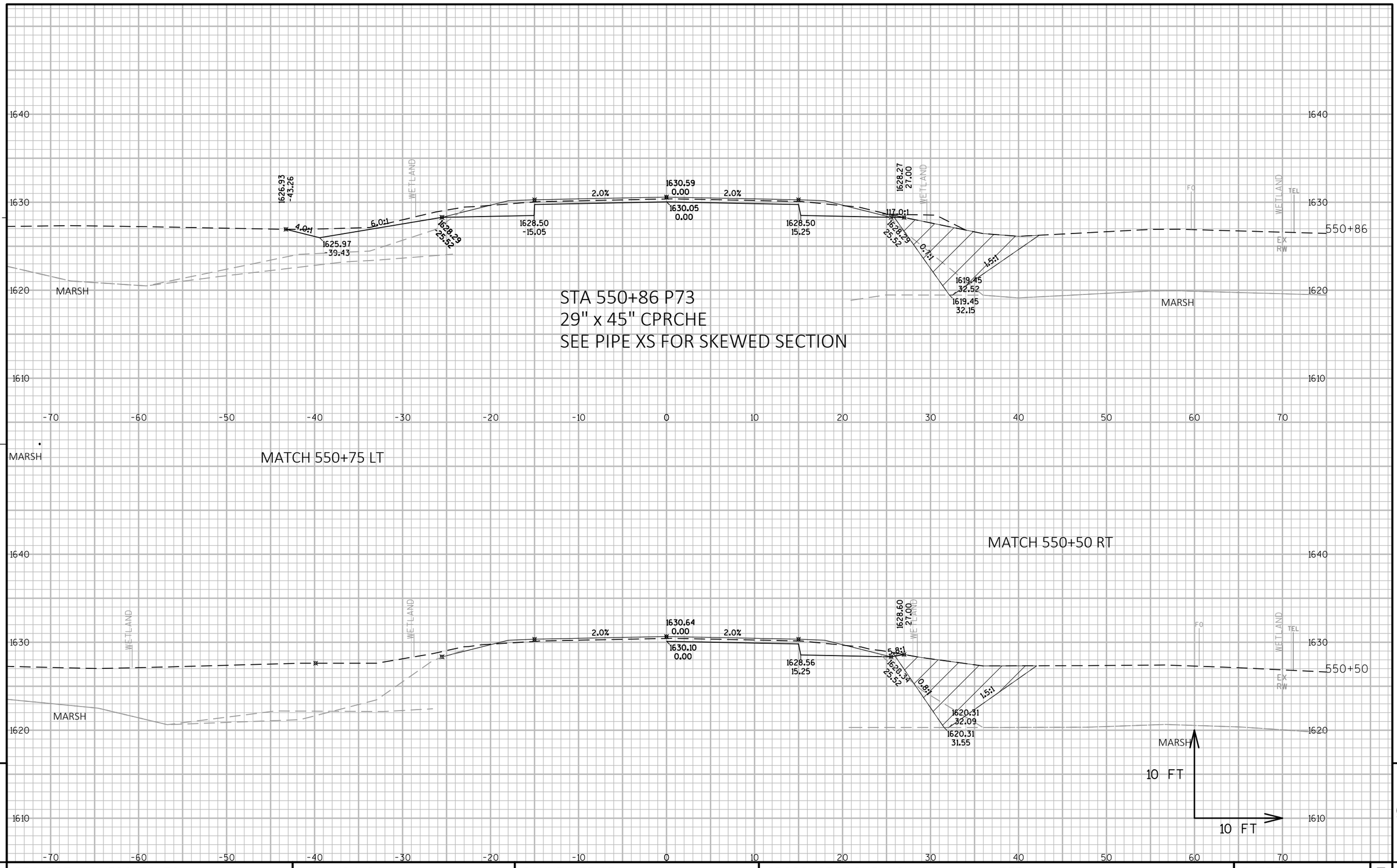
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P73	SHEET 244	E

9

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090416

PLOT DATE : 10/14/2022 10:24 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



9

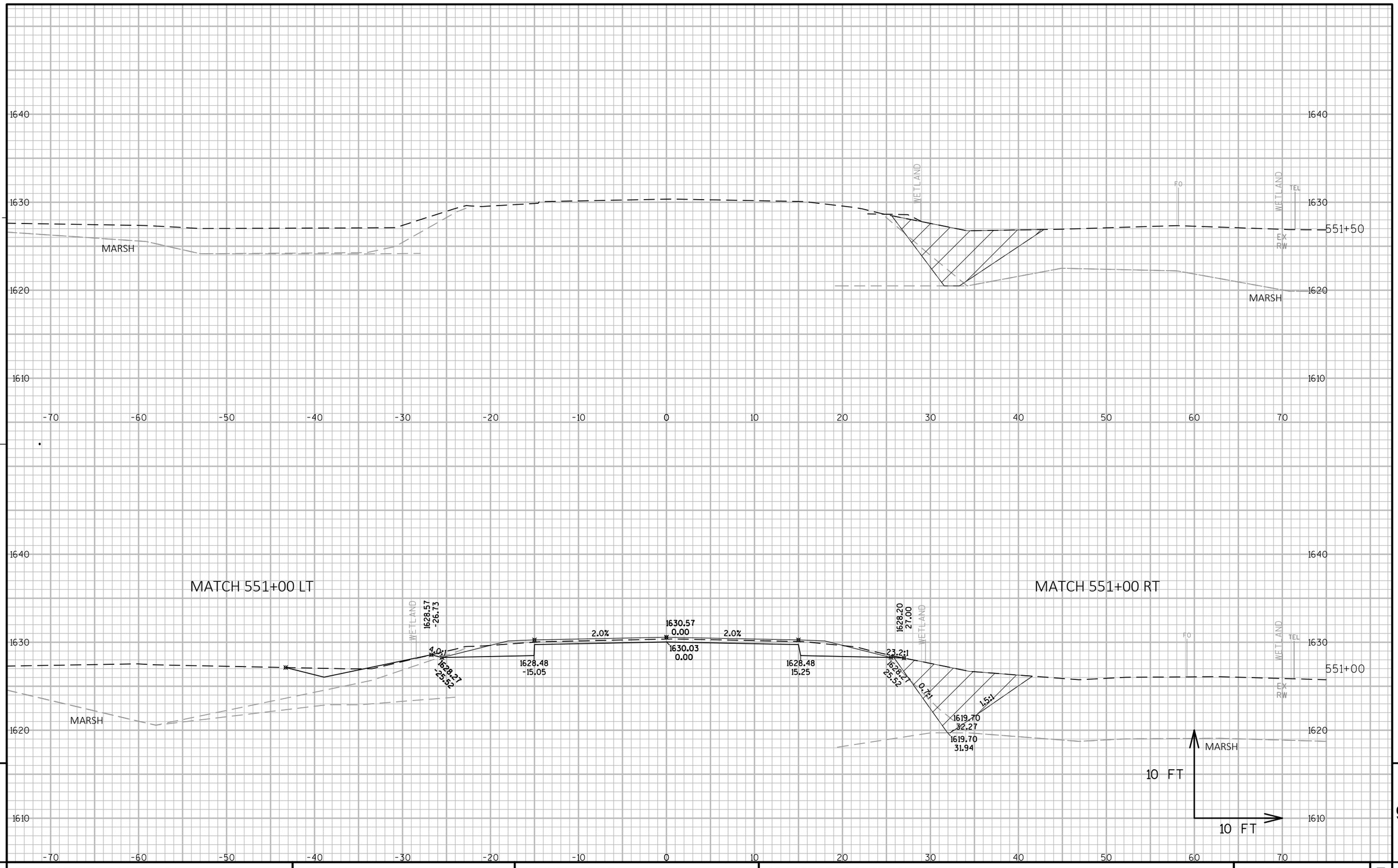
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P73	SHEET 245	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090417

PLOT DATE : 10/14/2022 10:24 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

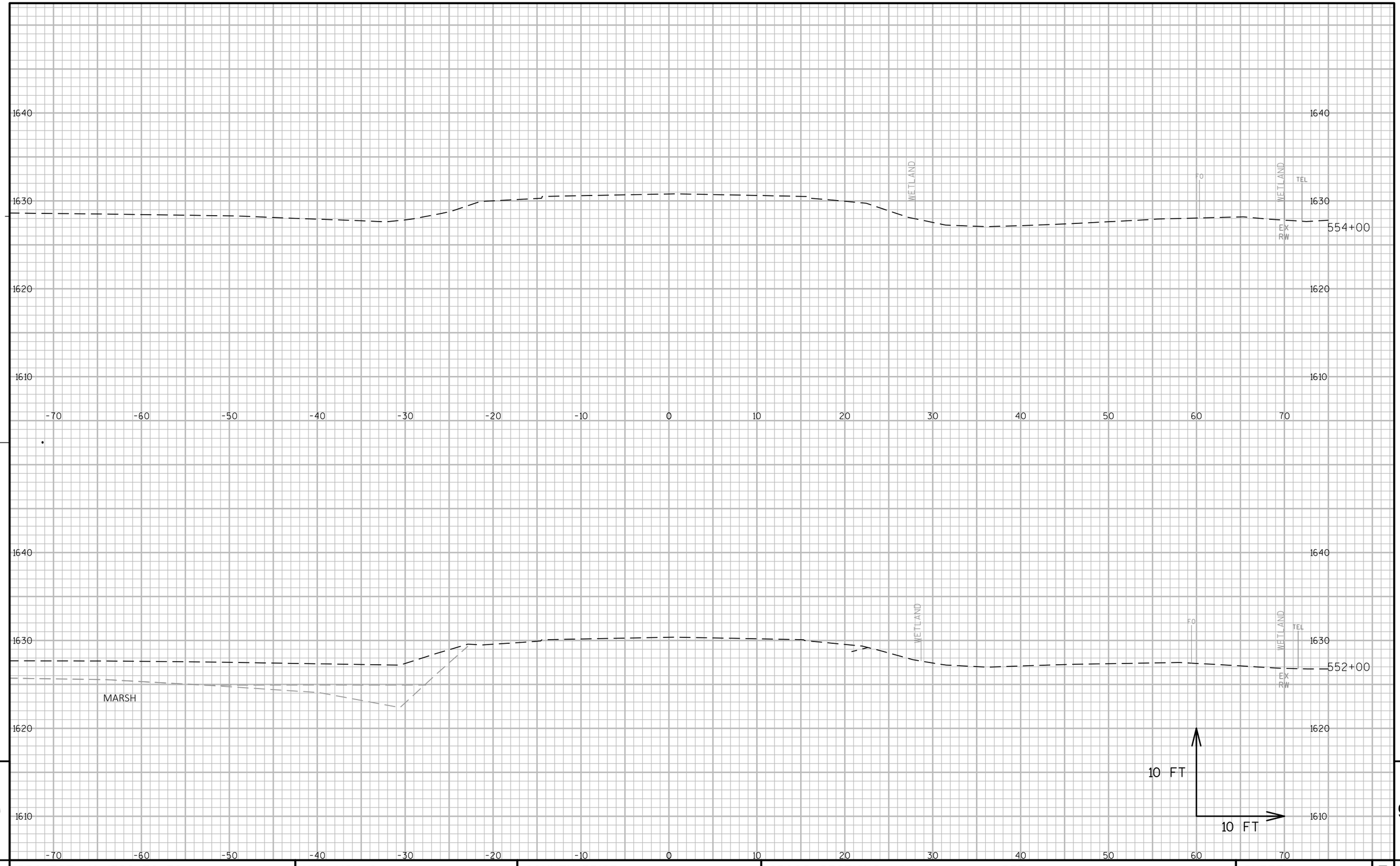


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P73	SHEET 246	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090418

PLOT DATE : 10/14/2022 10:25 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



9

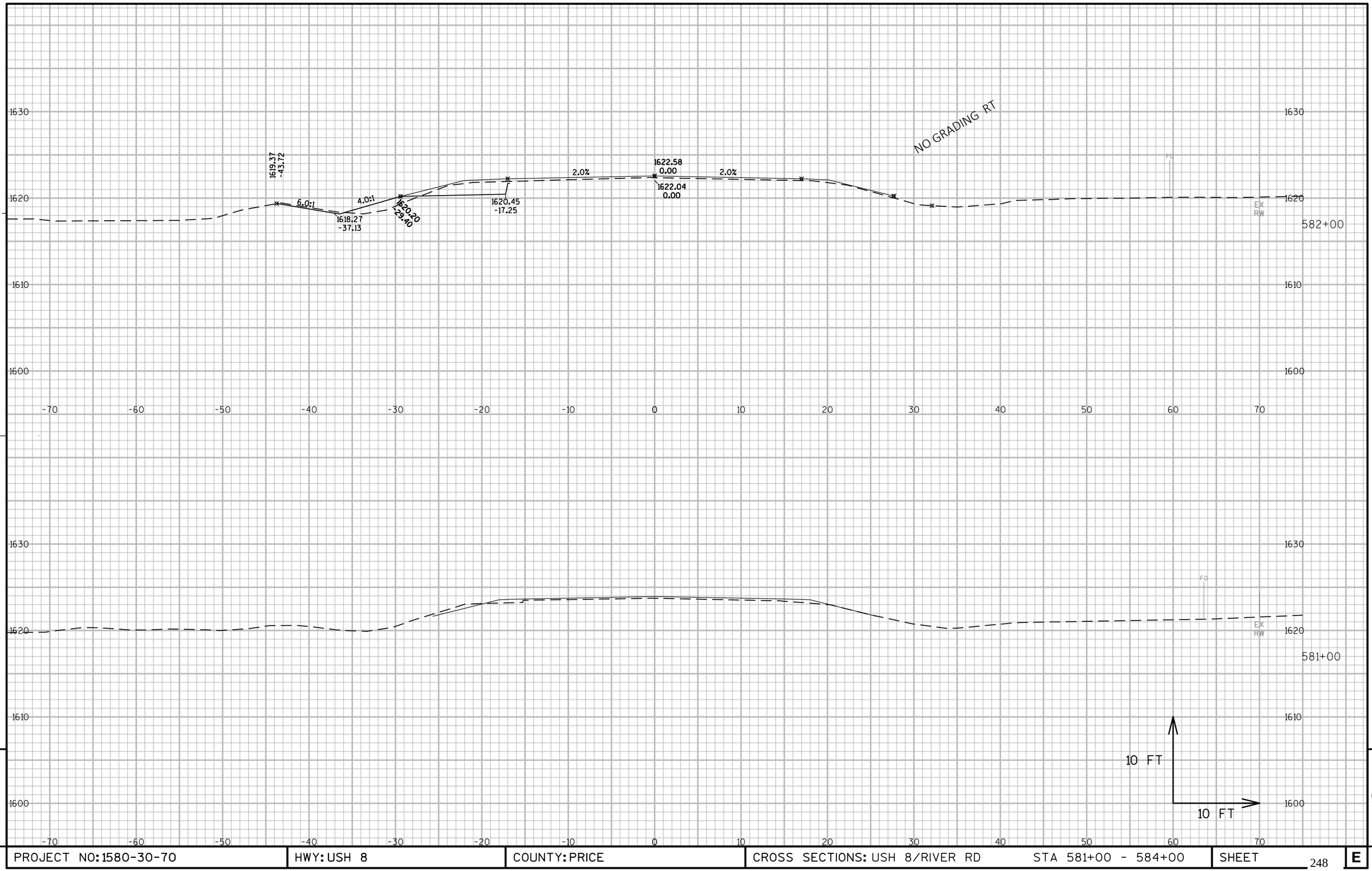
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 P73	SHEET 247	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090419

PLOT DATE : 10/14/2022 10:25 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



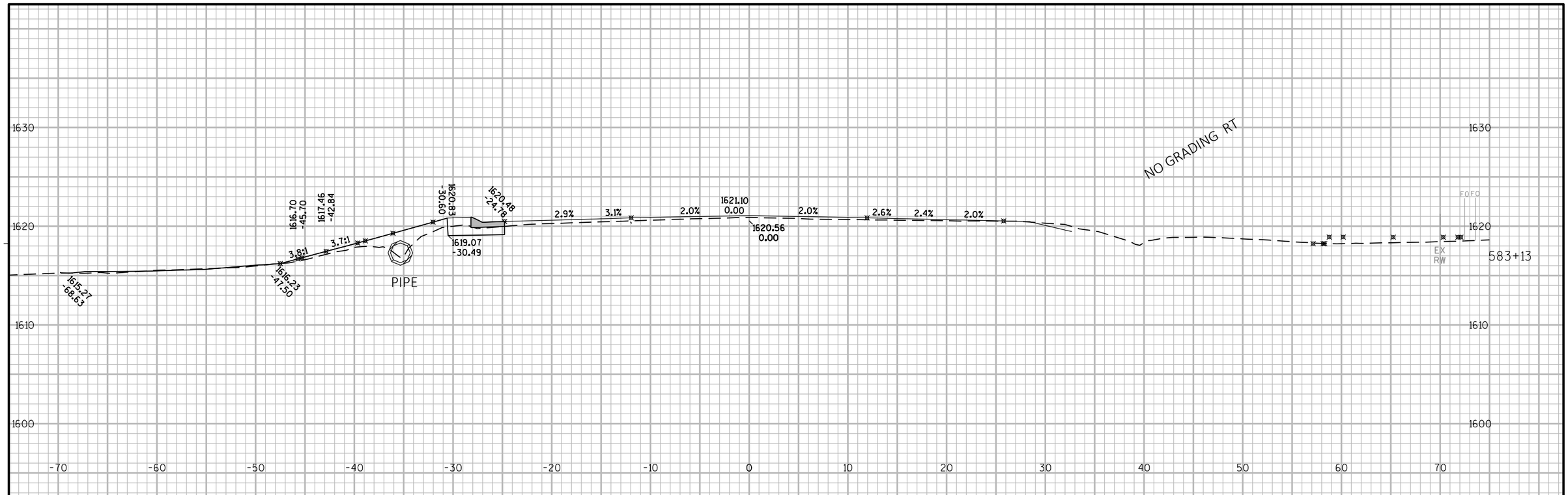
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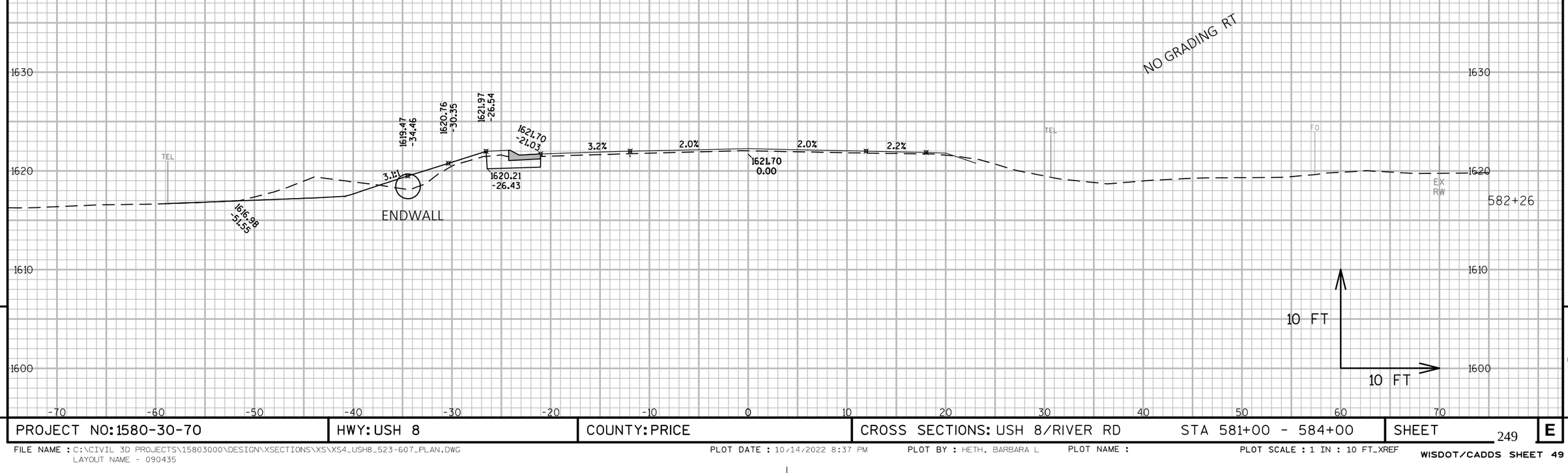
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8/RIVER RD STA 581+00 - 584+00	SHEET 248	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090434

PLOT DATE : 10/14/2022 7:40 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF



RIVER RD STA 582+76

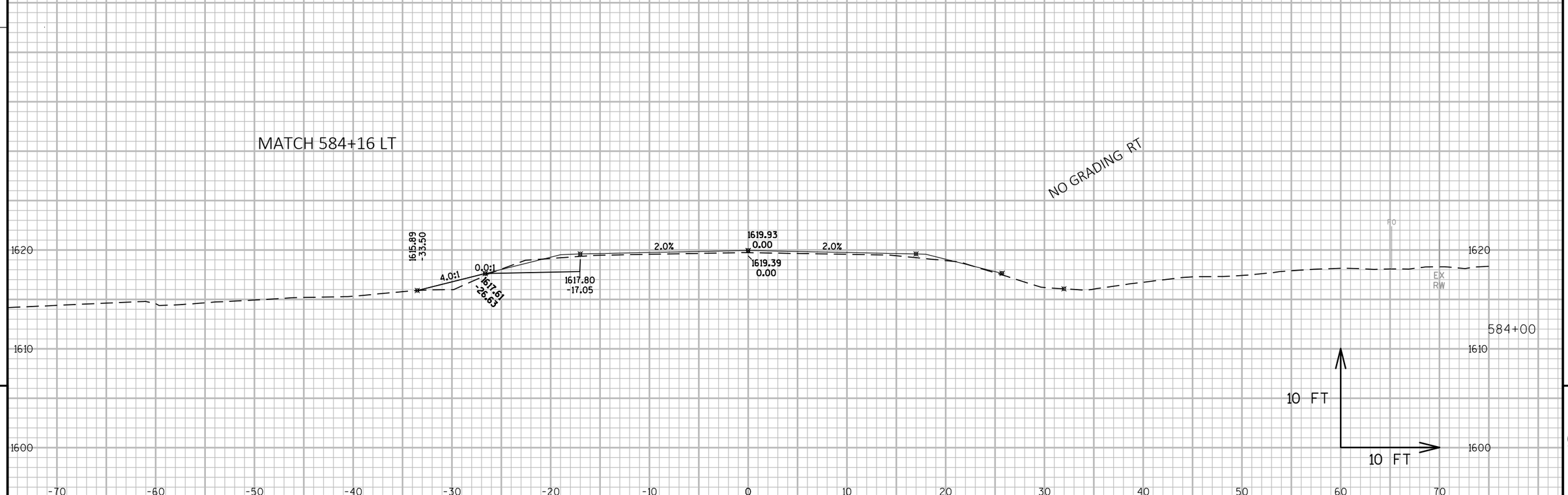


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8/RIVER RD STA 581+00 - 584+00	SHEET 249	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090435

PLOT DATE : 10/14/2022 8:37 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



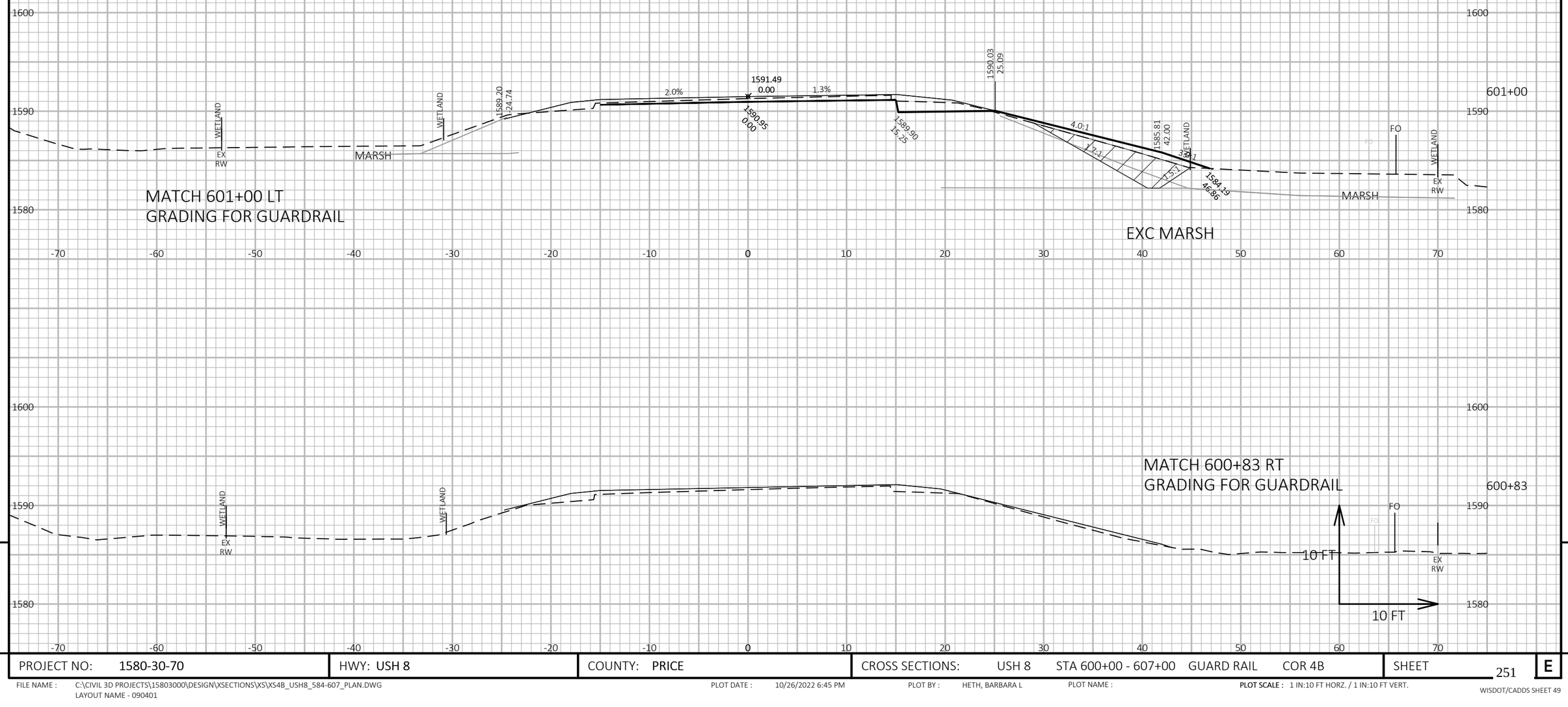
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8/RIVER RD STA 581+00 - 584+00	SHEET 250	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090436

PLOT DATE : 10/14/2022 7:53 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

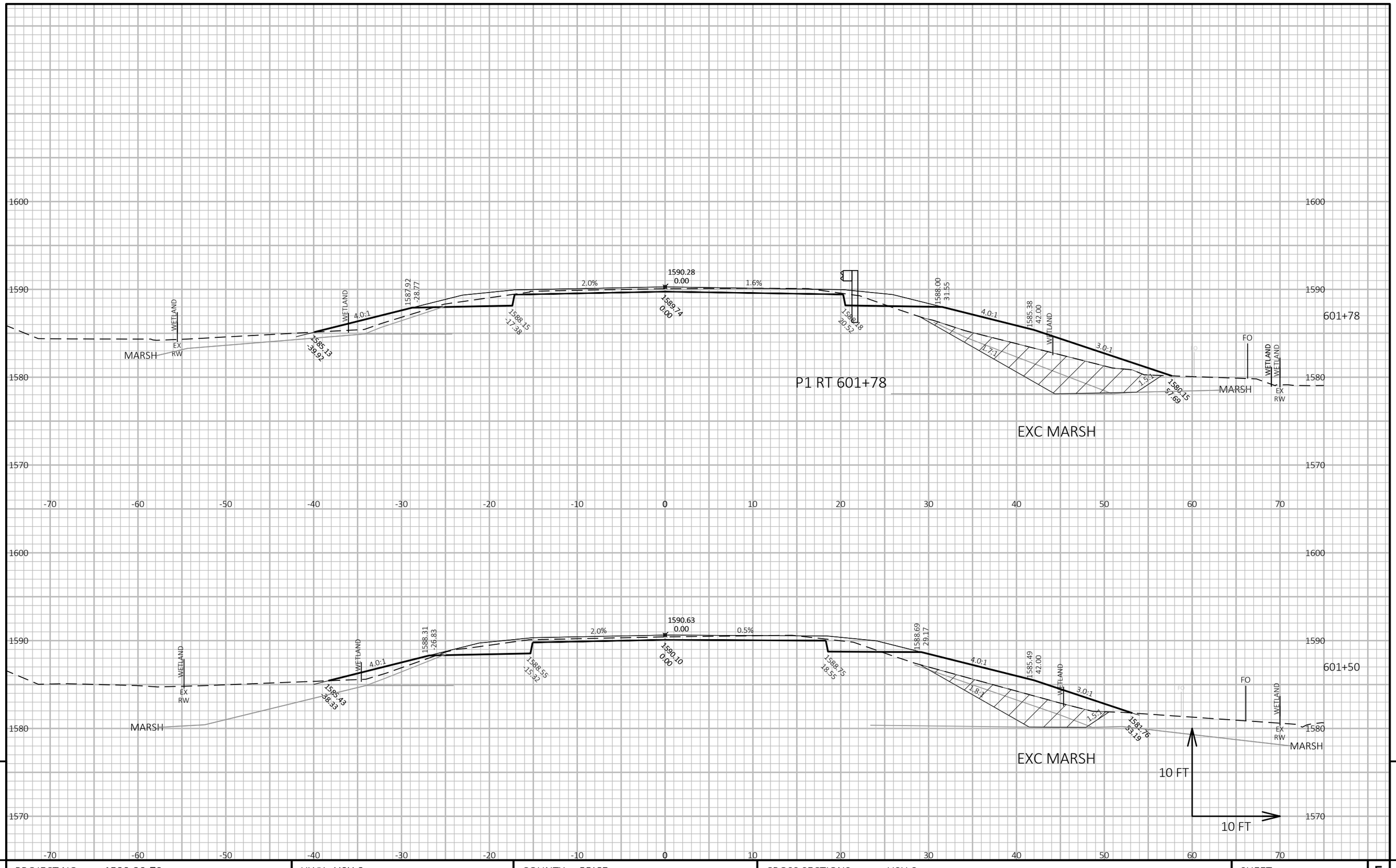


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 STA 600+00 - 607+00 GUARD RAIL COR 4B	SHEET 251 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090401

PLOT DATE : 10/26/2022 6:45 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

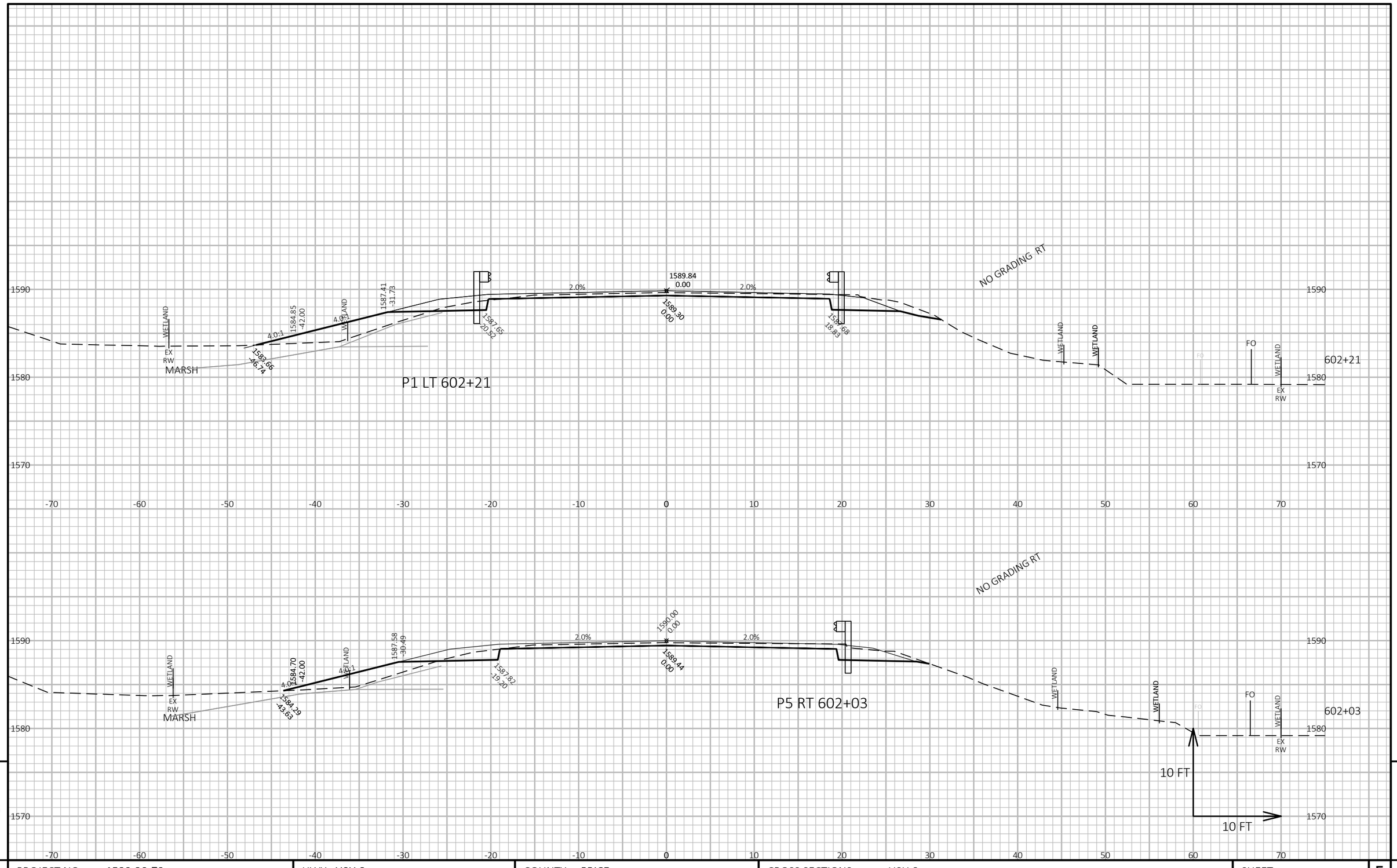


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 252 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090402

PLOT DATE : 10/26/2022 6:46 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 253	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090403

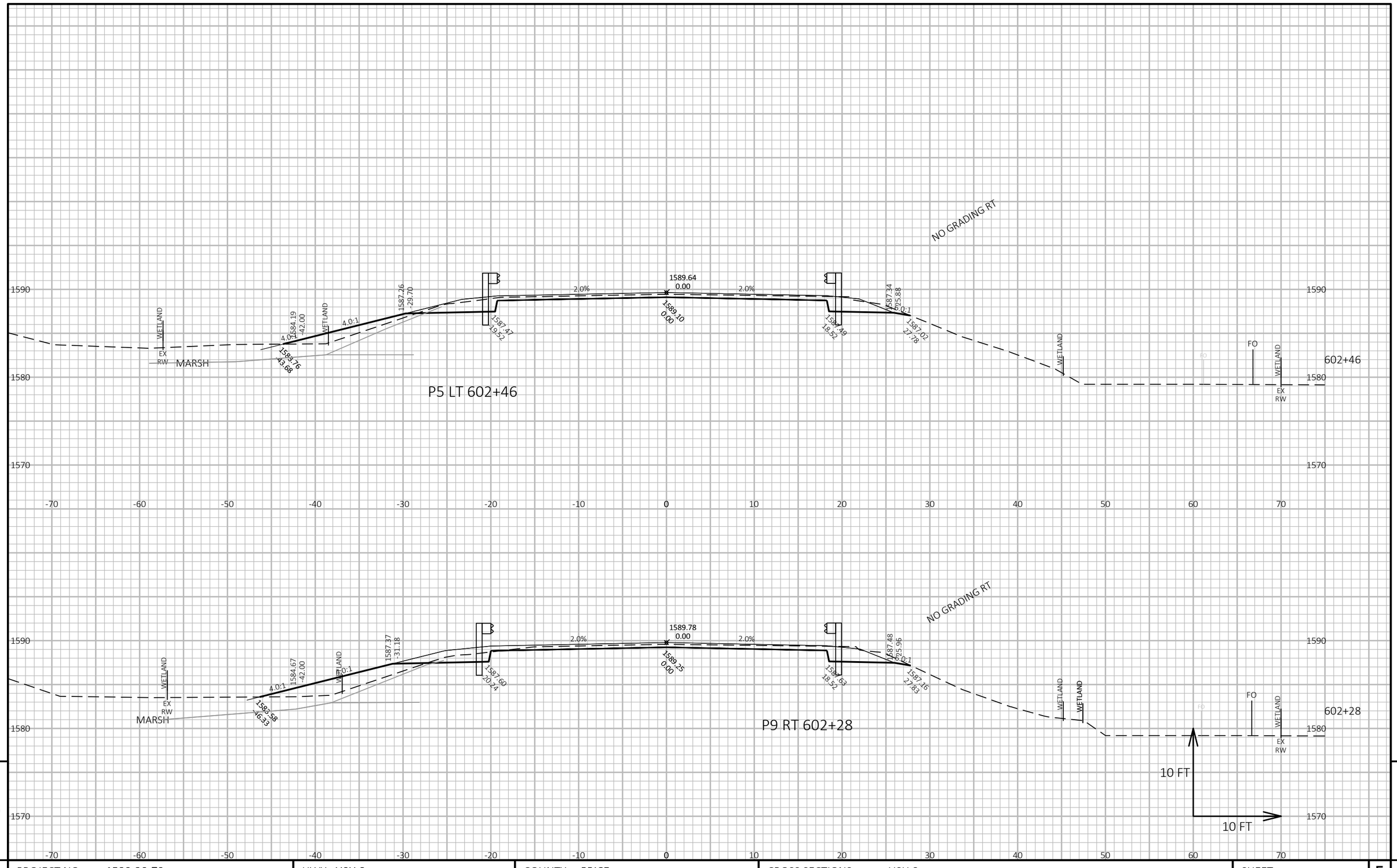
PLOT DATE : 10/26/2022 6:46 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

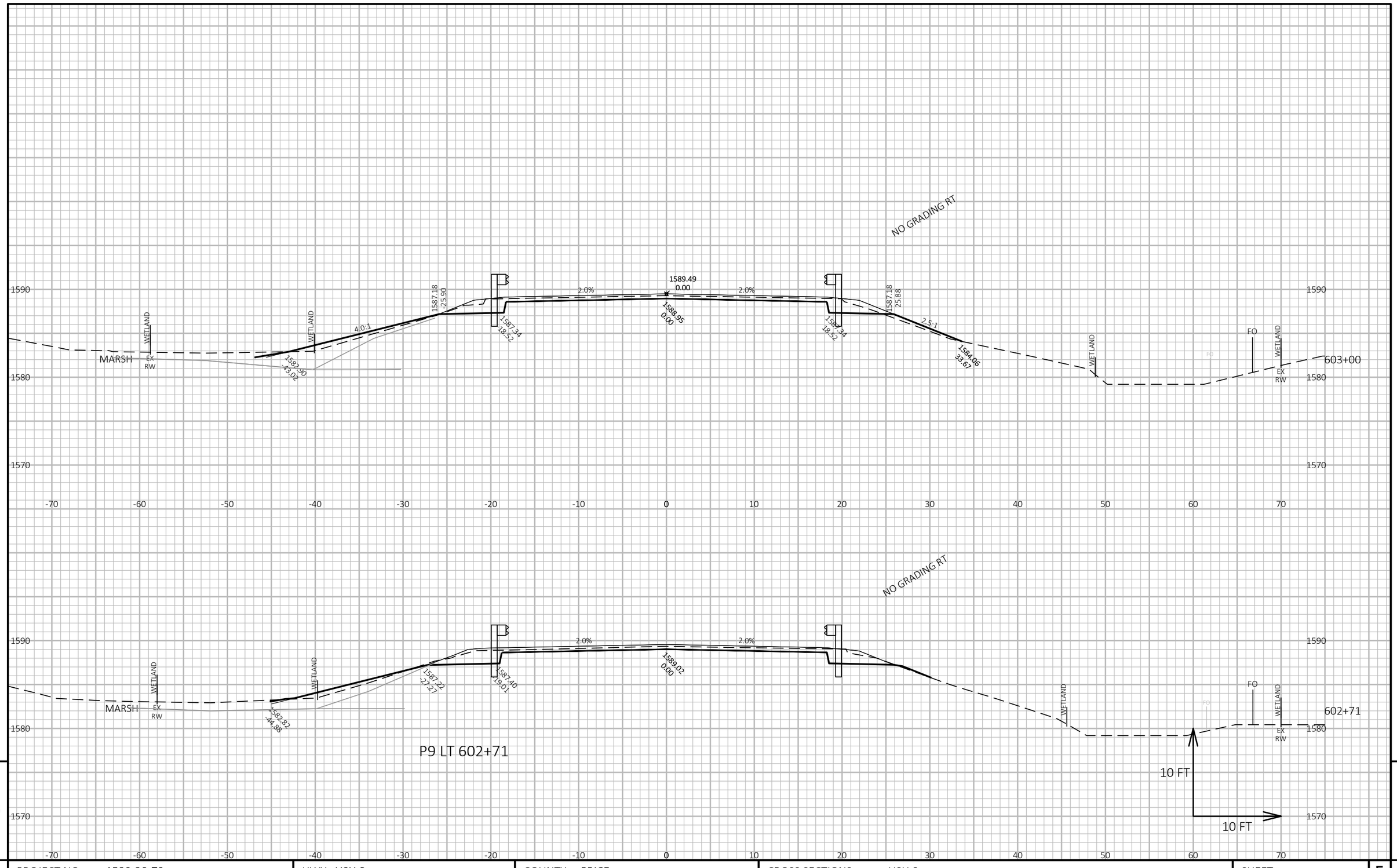


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 254 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090404

PLOT DATE : 10/26/2022 6:46 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



P9 LT 602+71

9

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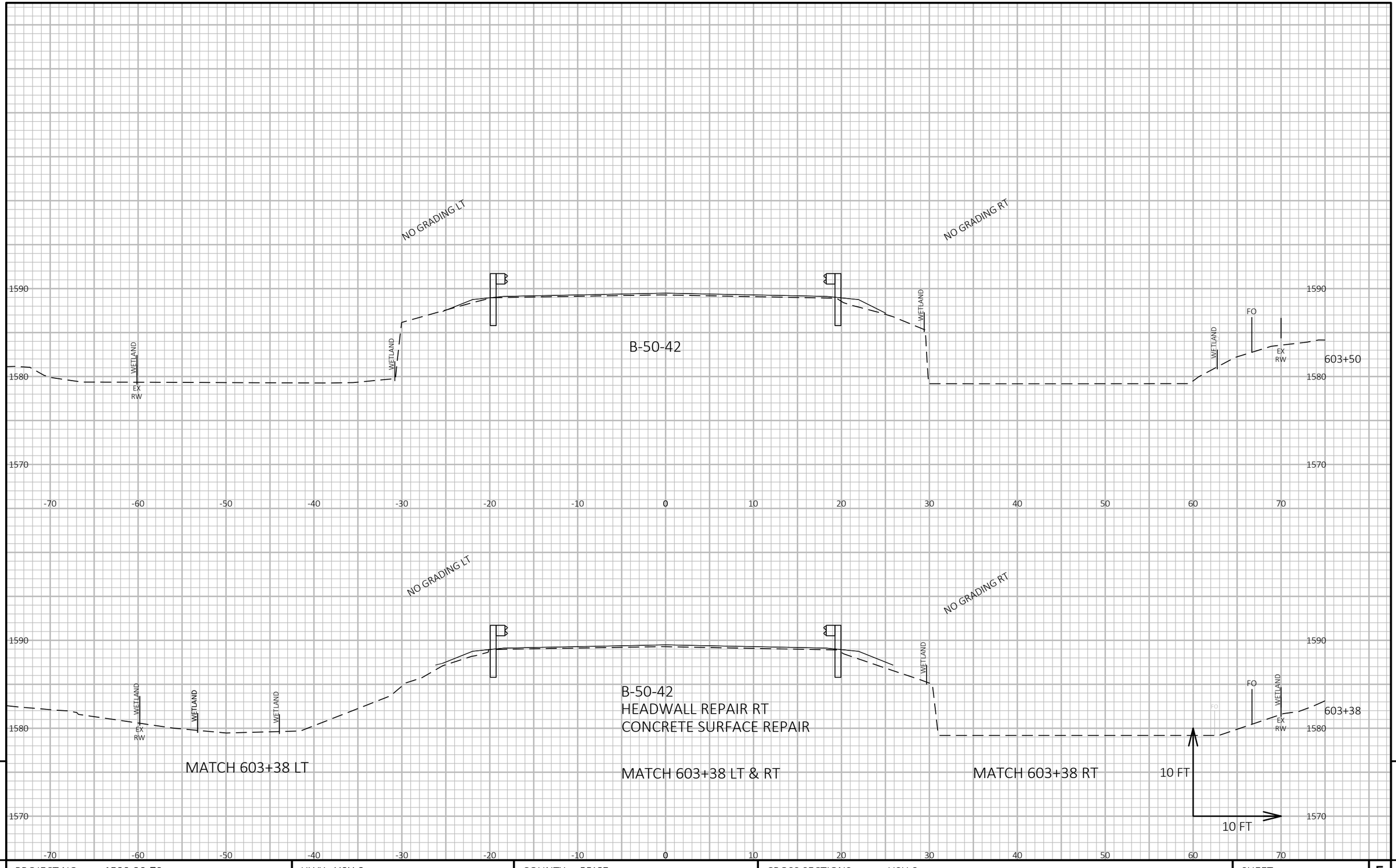
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 255	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090405

PLOT DATE : 10/26/2022 6:46 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 256	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090406

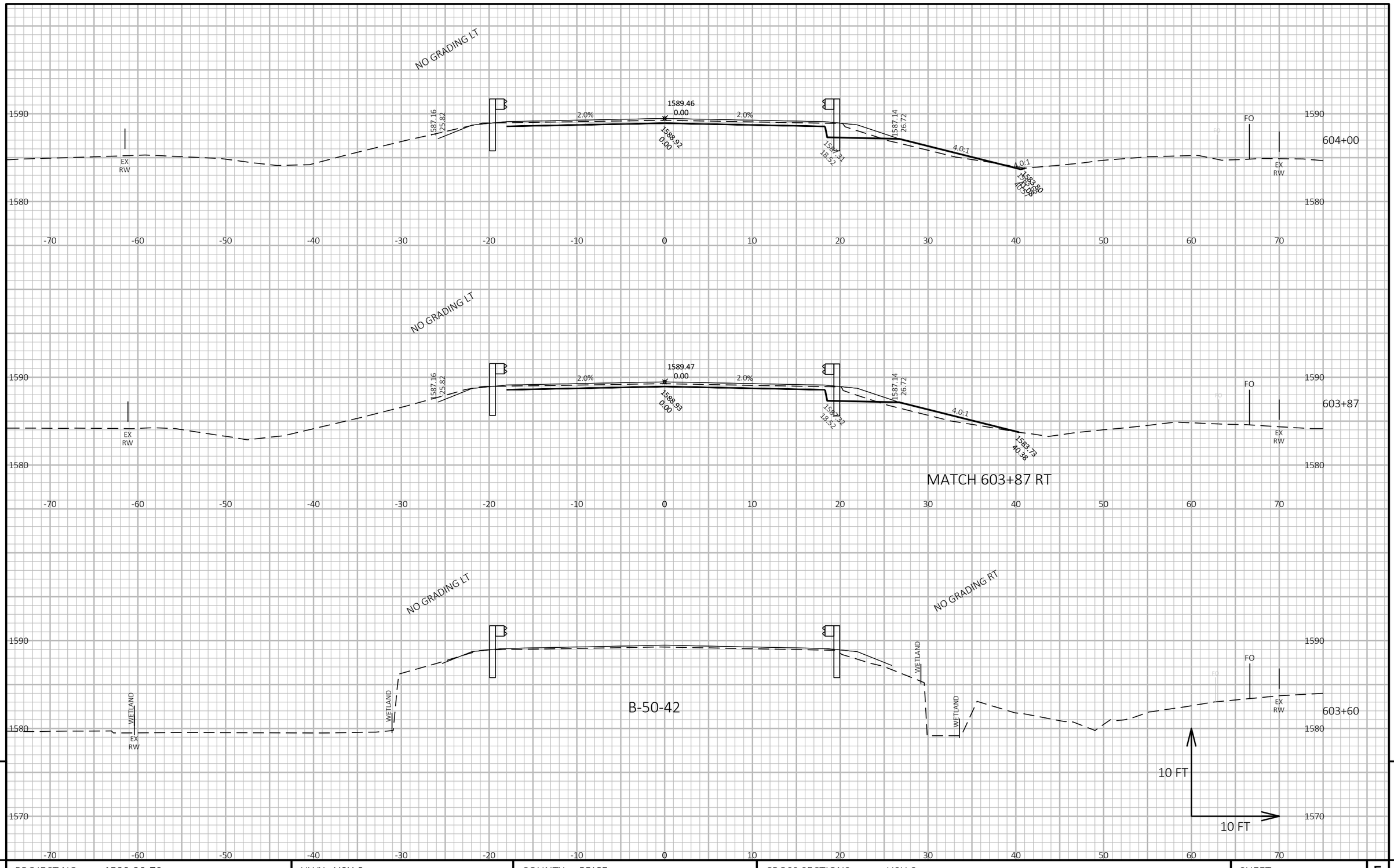
PLOT DATE : 10/26/2022 6:47 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



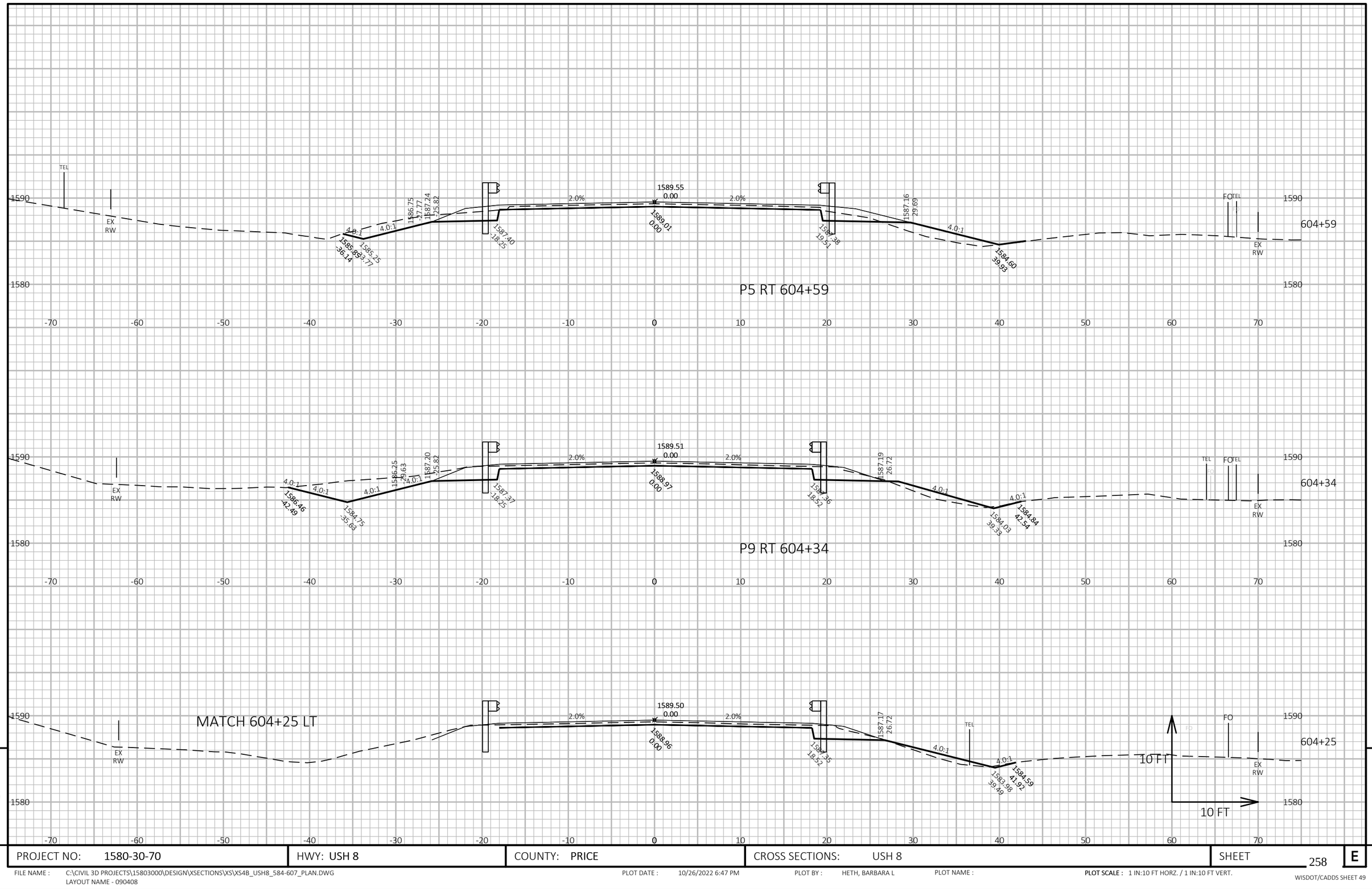
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 257	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090407

PLOT DATE : 10/26/2022 6:47 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 258	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090408

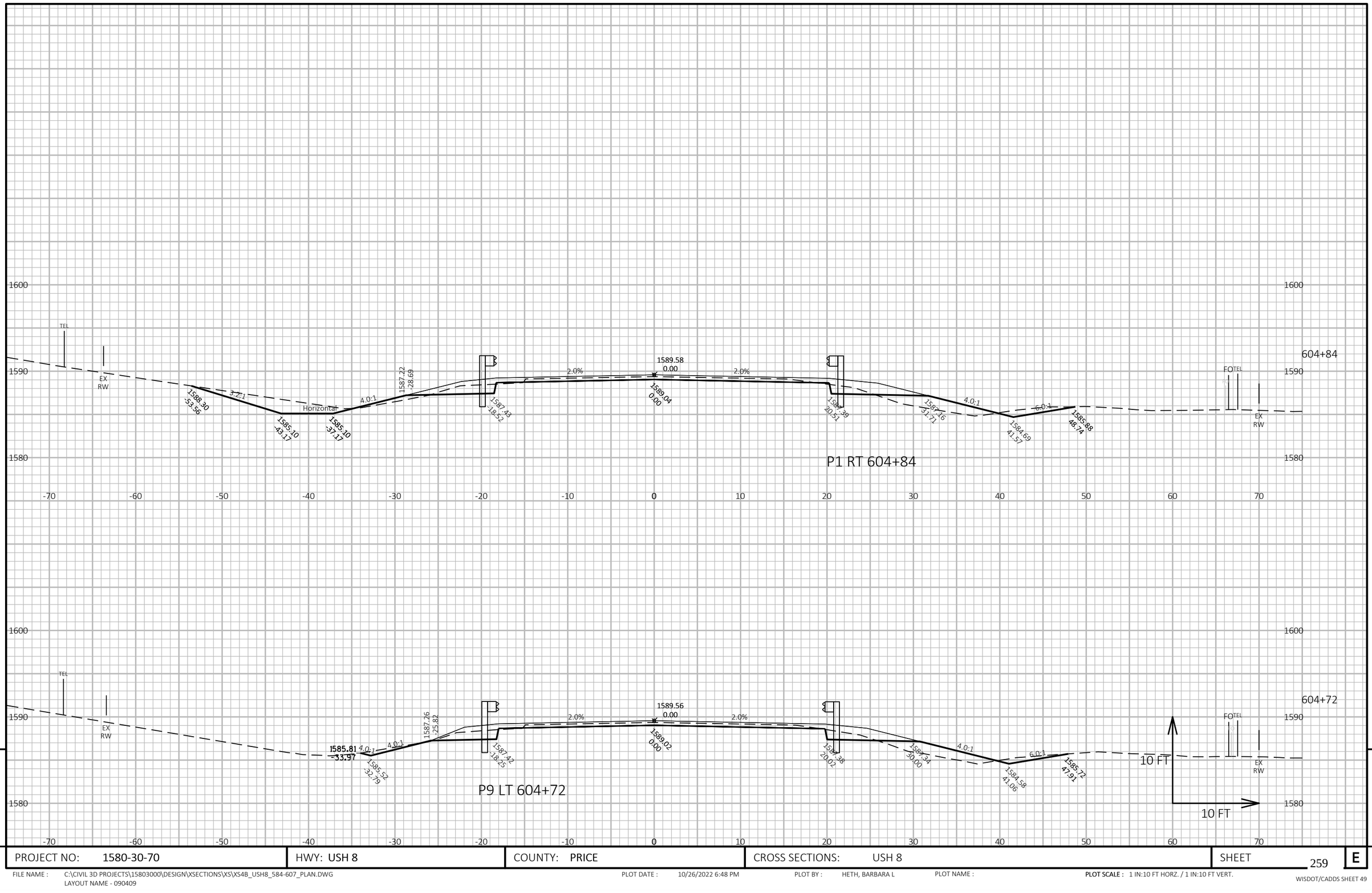
PLOT DATE : 10/26/2022 6:47 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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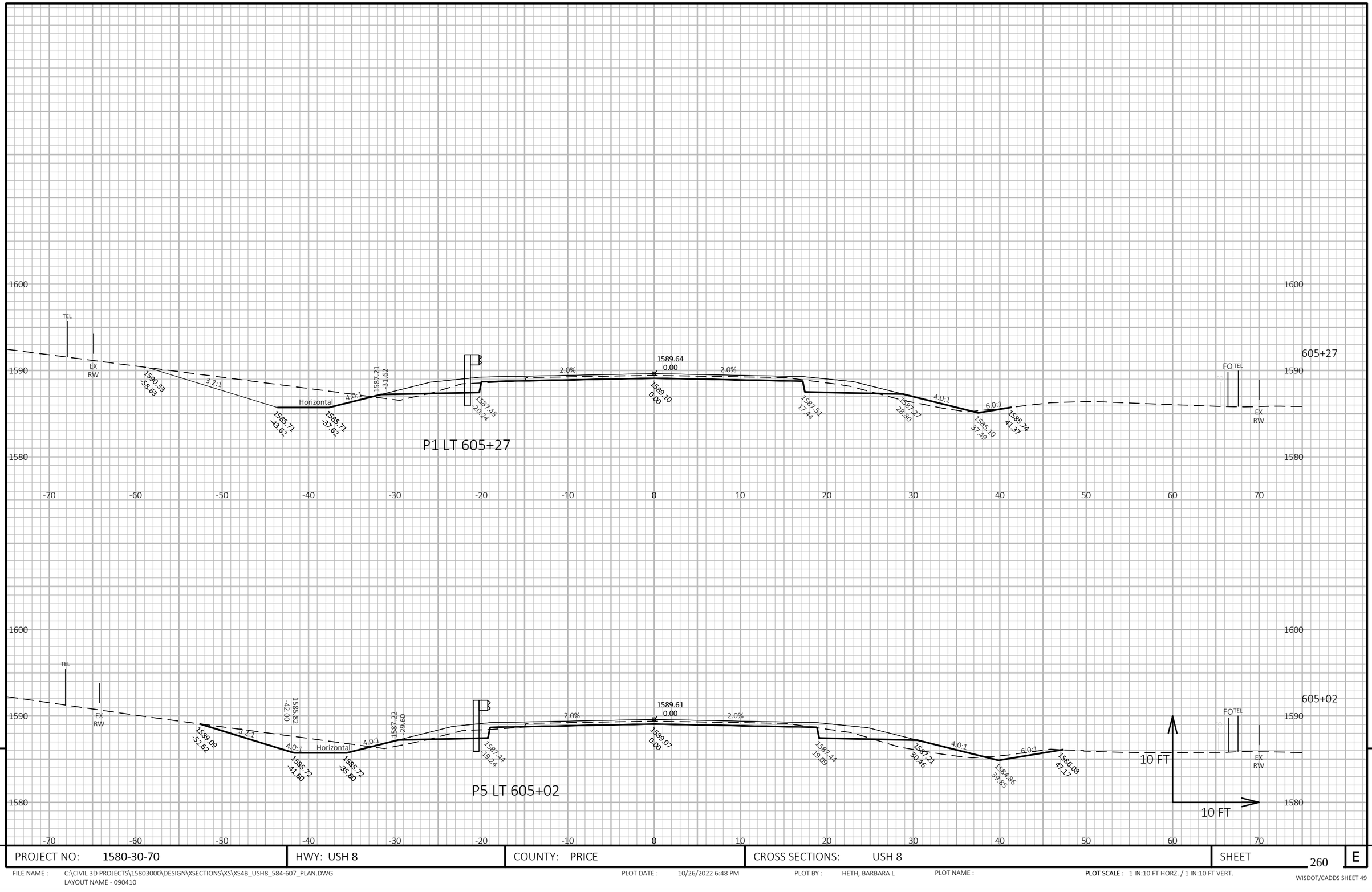
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 259	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090409

PLOT DATE : 10/26/2022 6:48 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

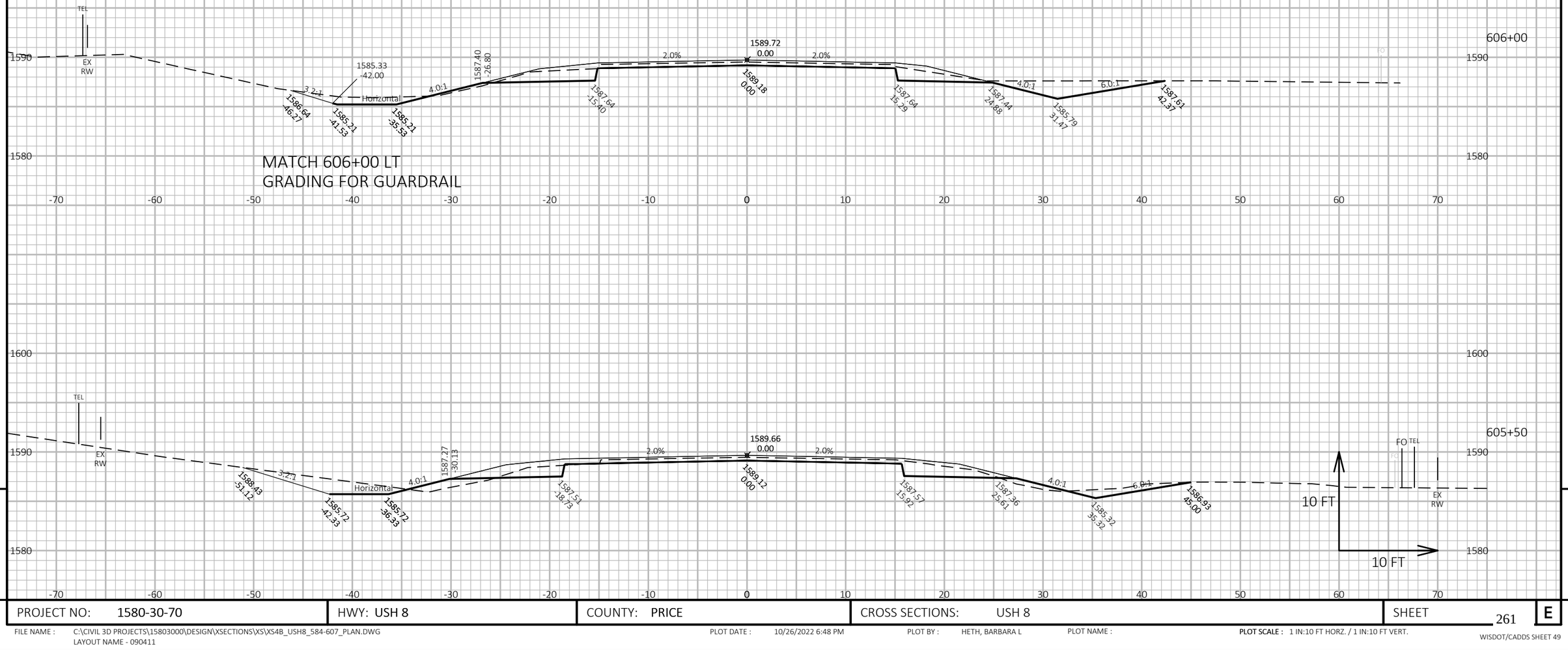
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 260	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090410

PLOT DATE : 10/26/2022 6:48 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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



9

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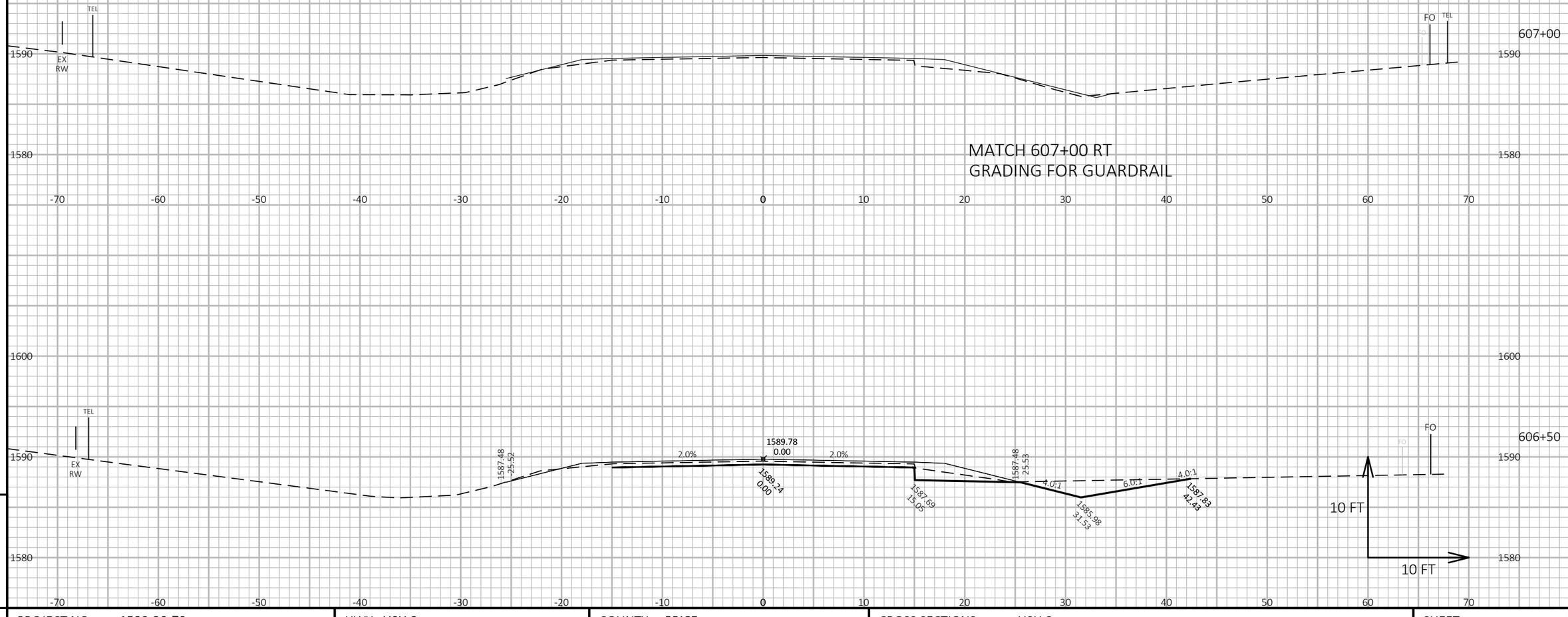
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 261	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090411

PLOT DATE : 10/26/2022 6:48 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 607+00 RT
GRADING FOR GUARDRAIL



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8	SHEET 262	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4B_USH8_584-607_PLAN.DWG
LAYOUT NAME - 090412

PLOT DATE : 10/26/2022 6:49 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49

MATCH STA 622+75 LT

MATCH STA 622+75 RT

622+75

622+50

1590
1580
1570

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

WETLAND
WETLAND
WETLAND
FO
FO
FL
EX
RW

10 FT
10 FT

9

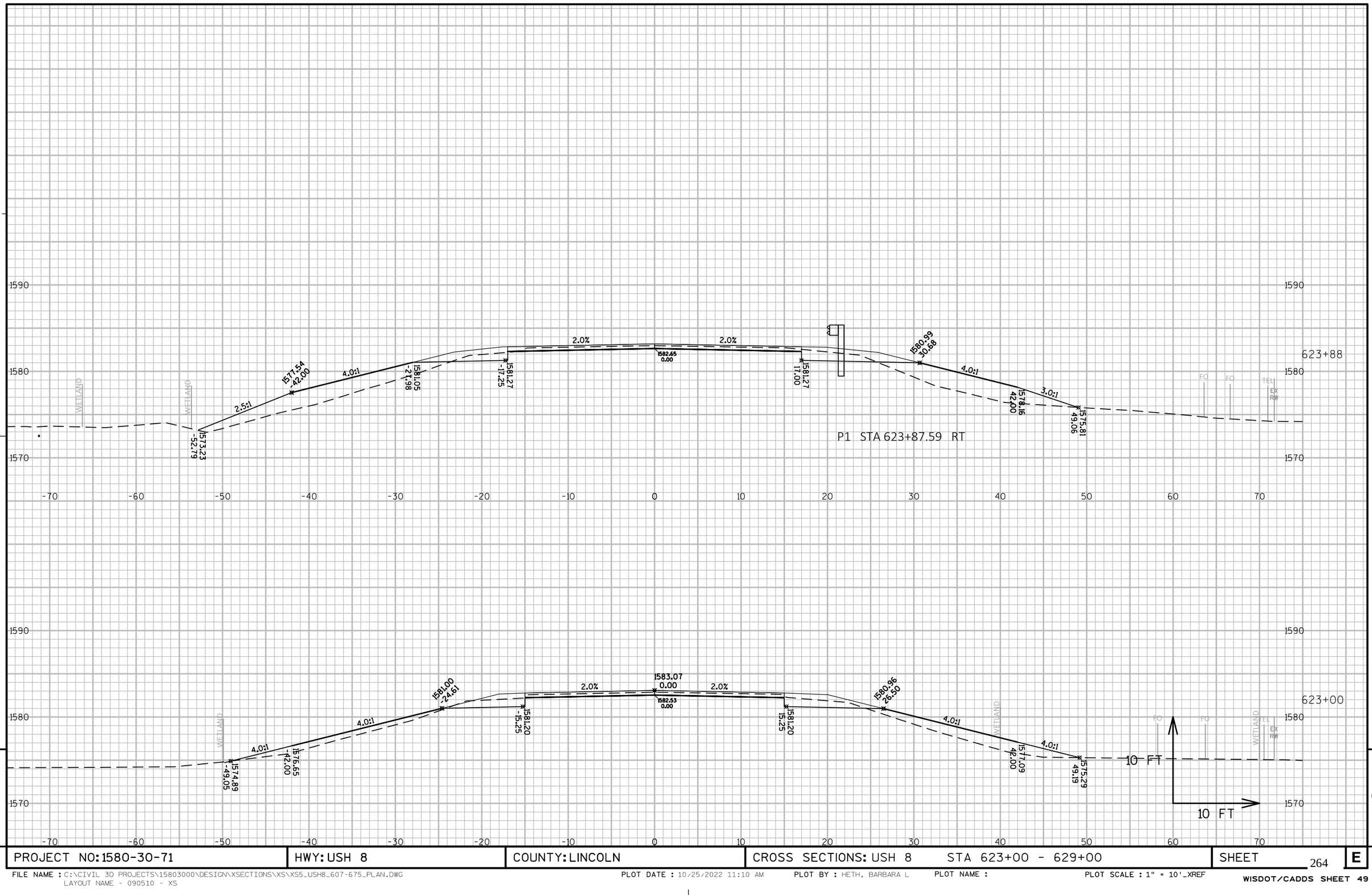
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 - 629+00	SHEET 263	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090509 - XS

PLOT DATE : 10/25/2022 11:10 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

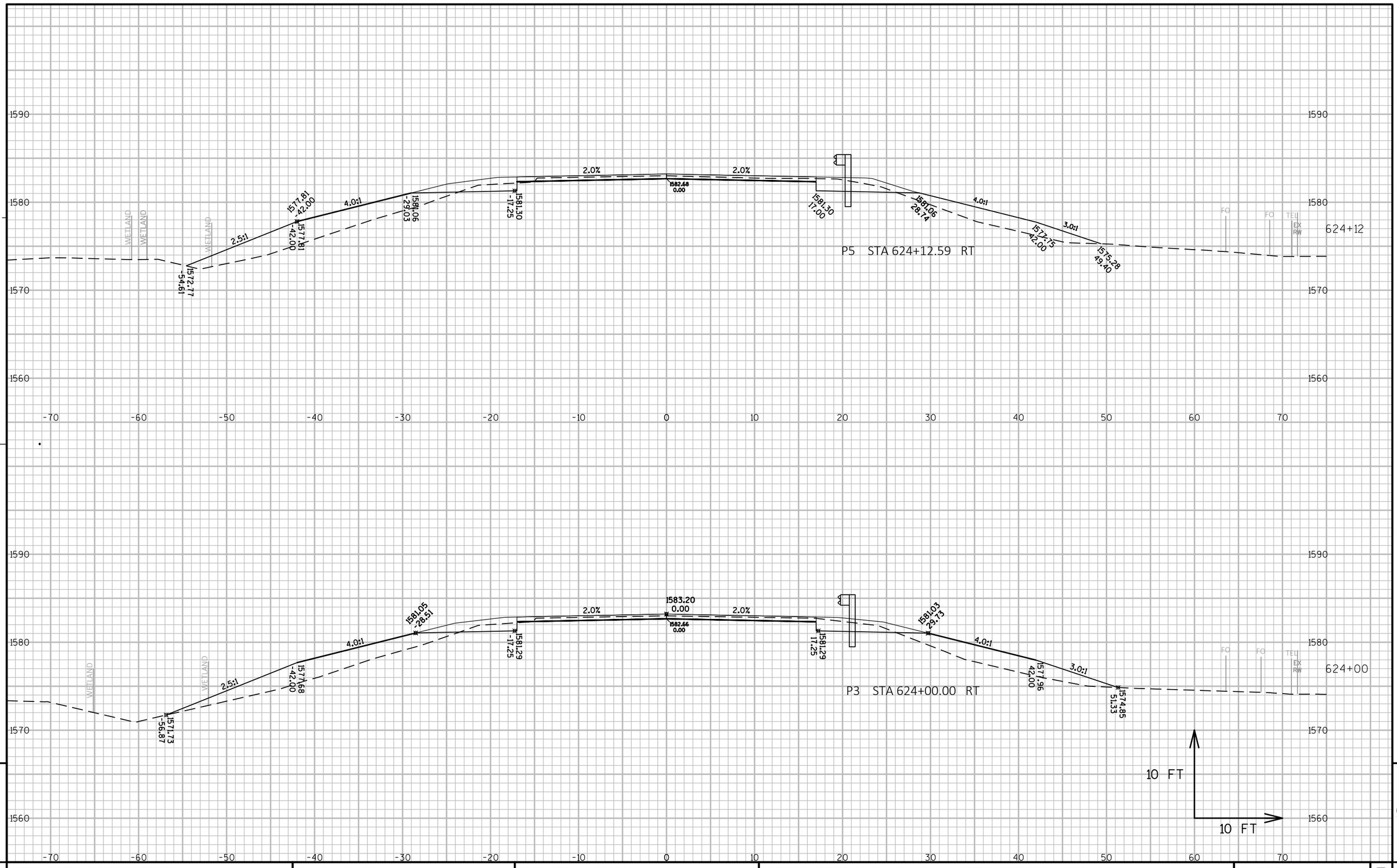
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 - 629+00	SHEET 264	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090510 - XS

PLOT DATE : 10/25/2022 11:10 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

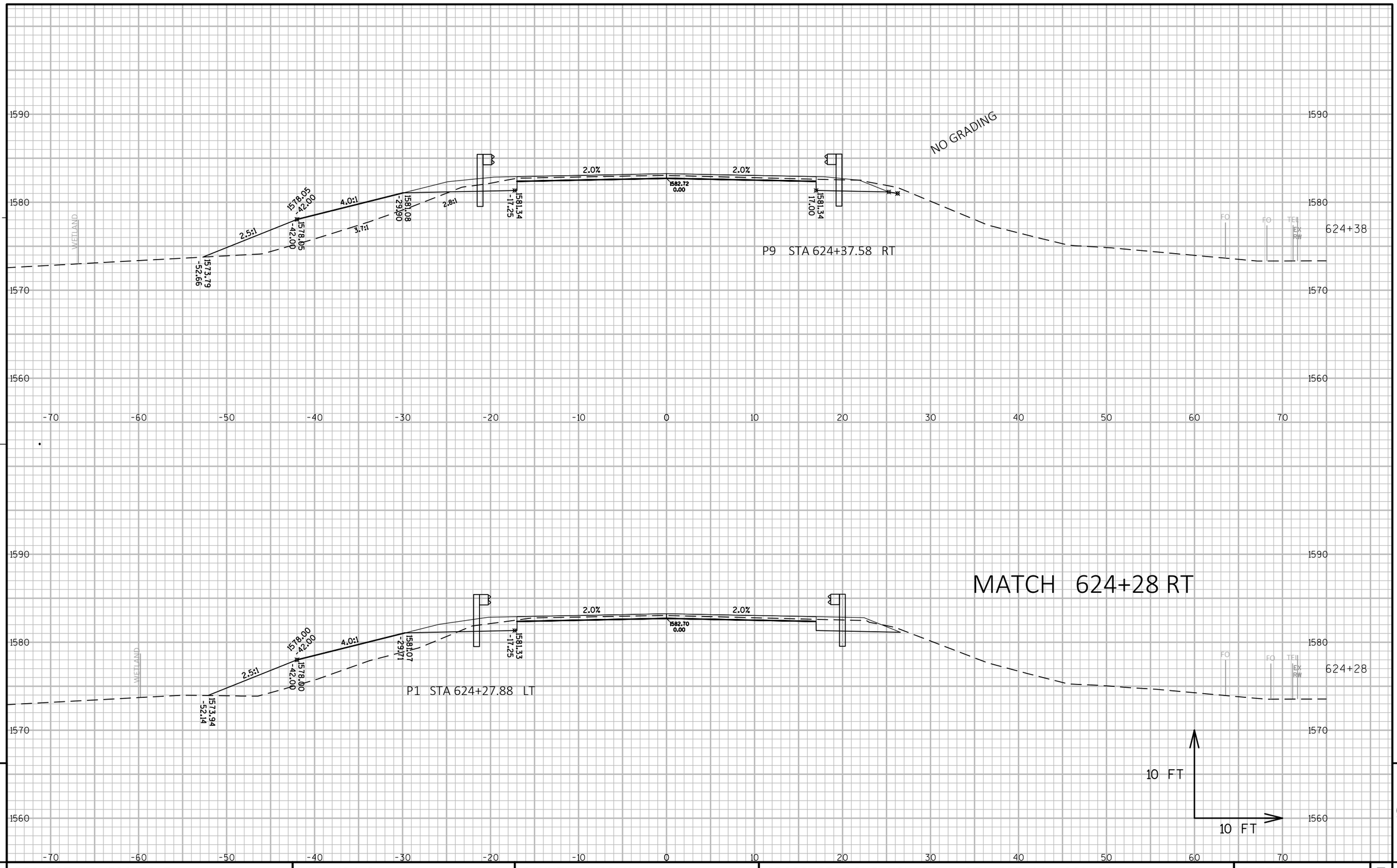


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 -629+00	SHEET 265	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090511 - XS

PLOT DATE : 10/25/2022 11:10 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



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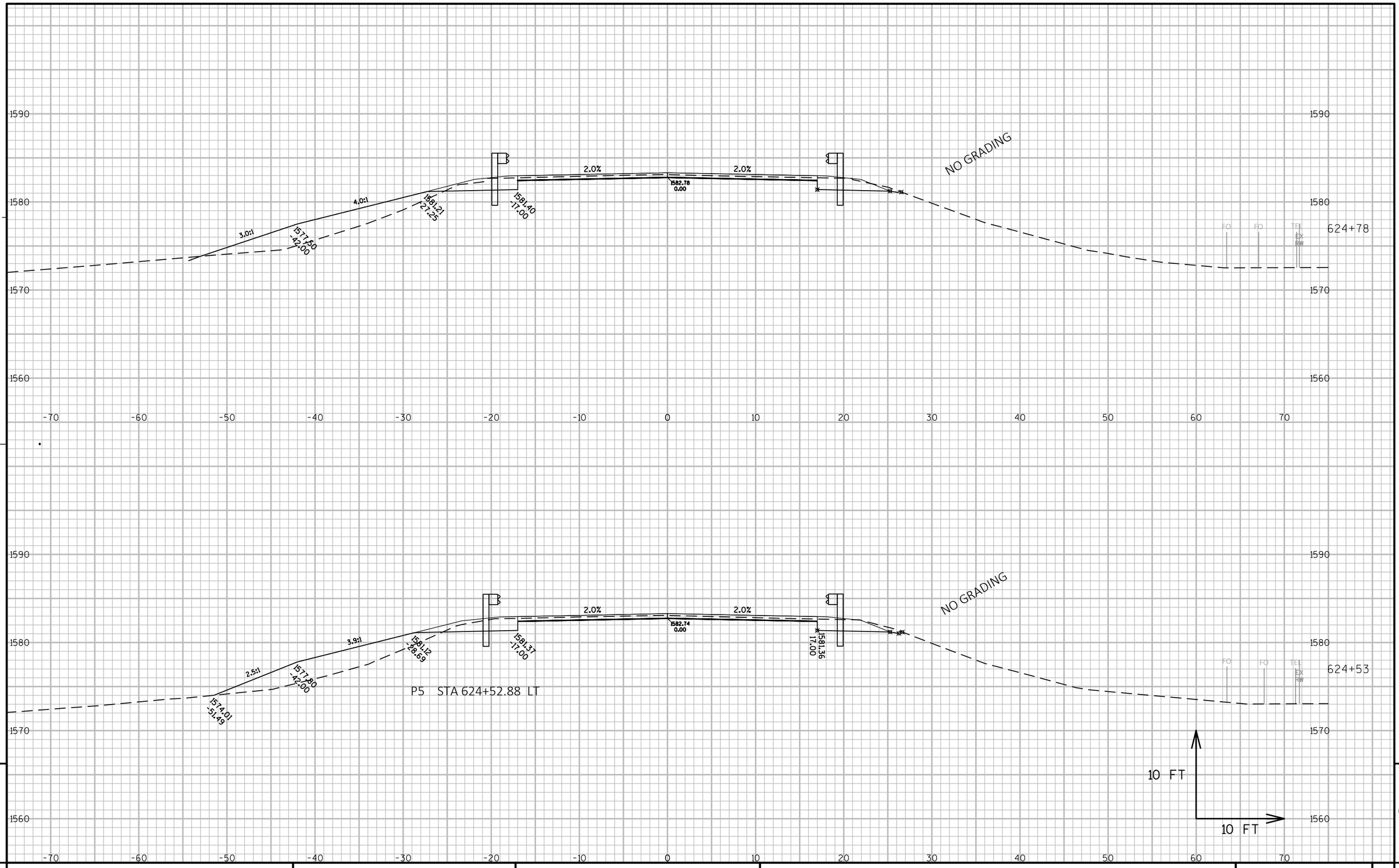
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 -629+00	SHEET 266	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090512 - XS

PLOT DATE : 10/25/2022 11:11 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



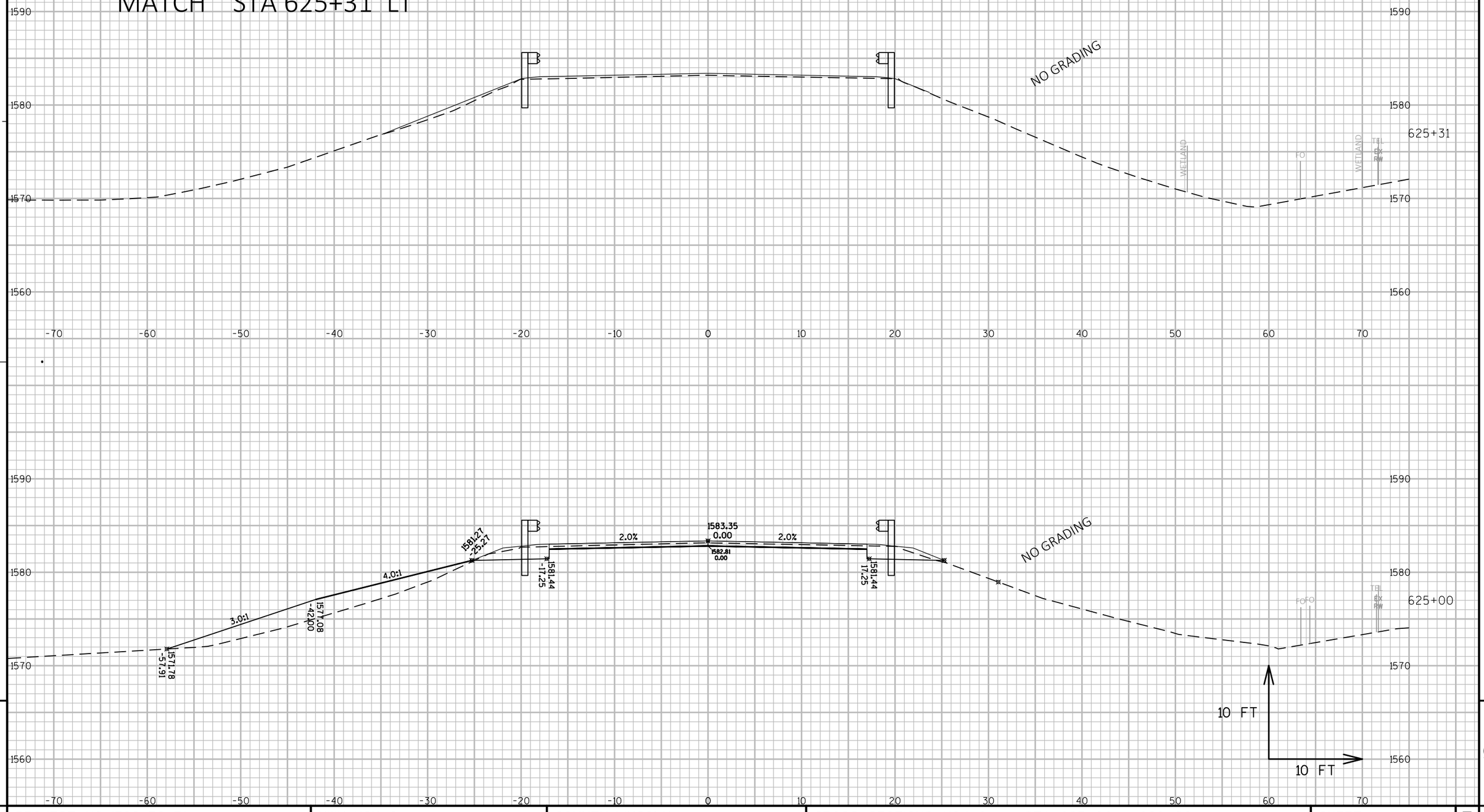
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 - 629+00	SHEET 267	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090513 - XS

PLOT DATE : 10/25/2022 11:11 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

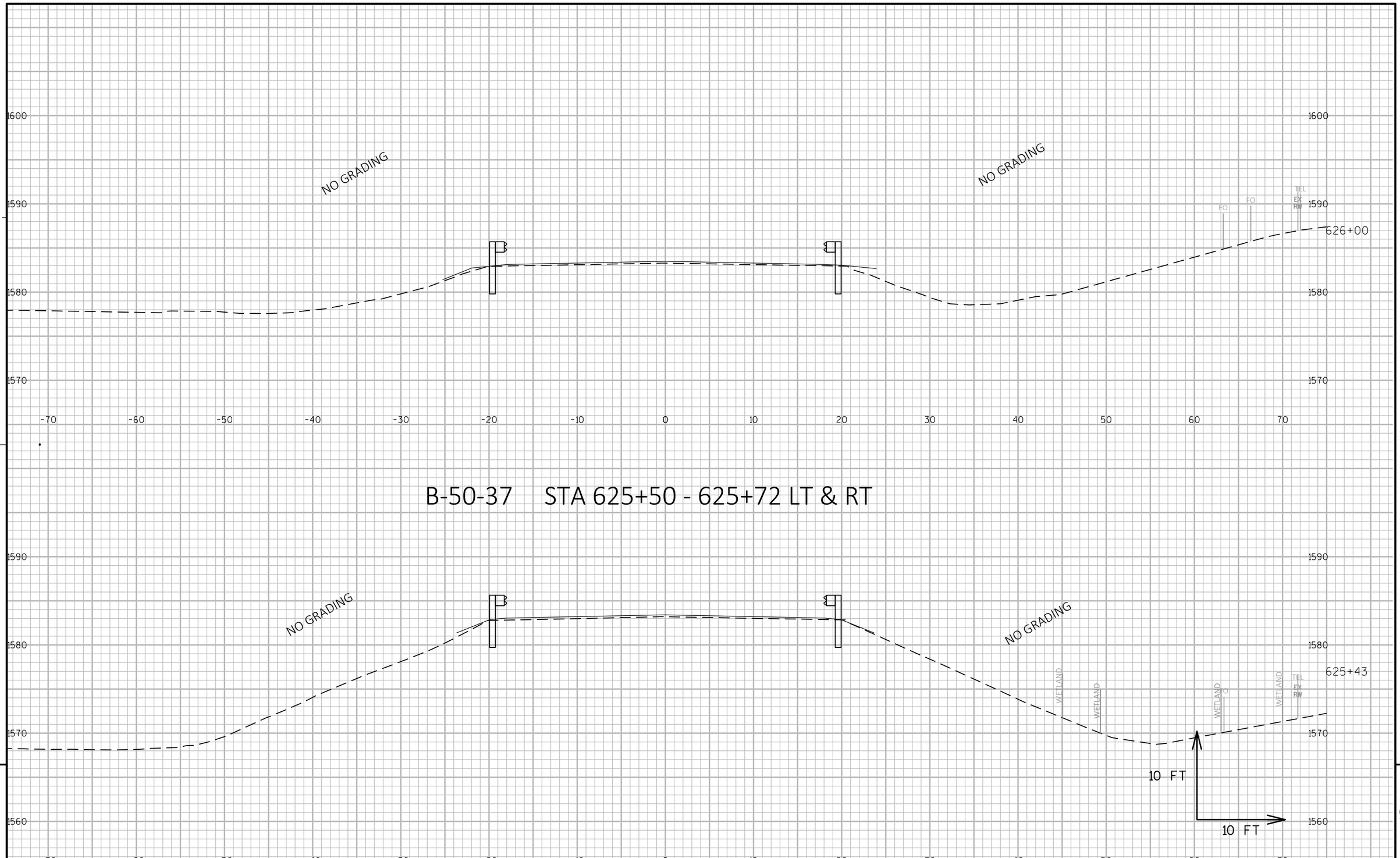
MATCH STA 625+31 LT



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 - 629+00	SHEET 268	E



B-50-37 STA 625+50 - 625+72 LT & RT

9

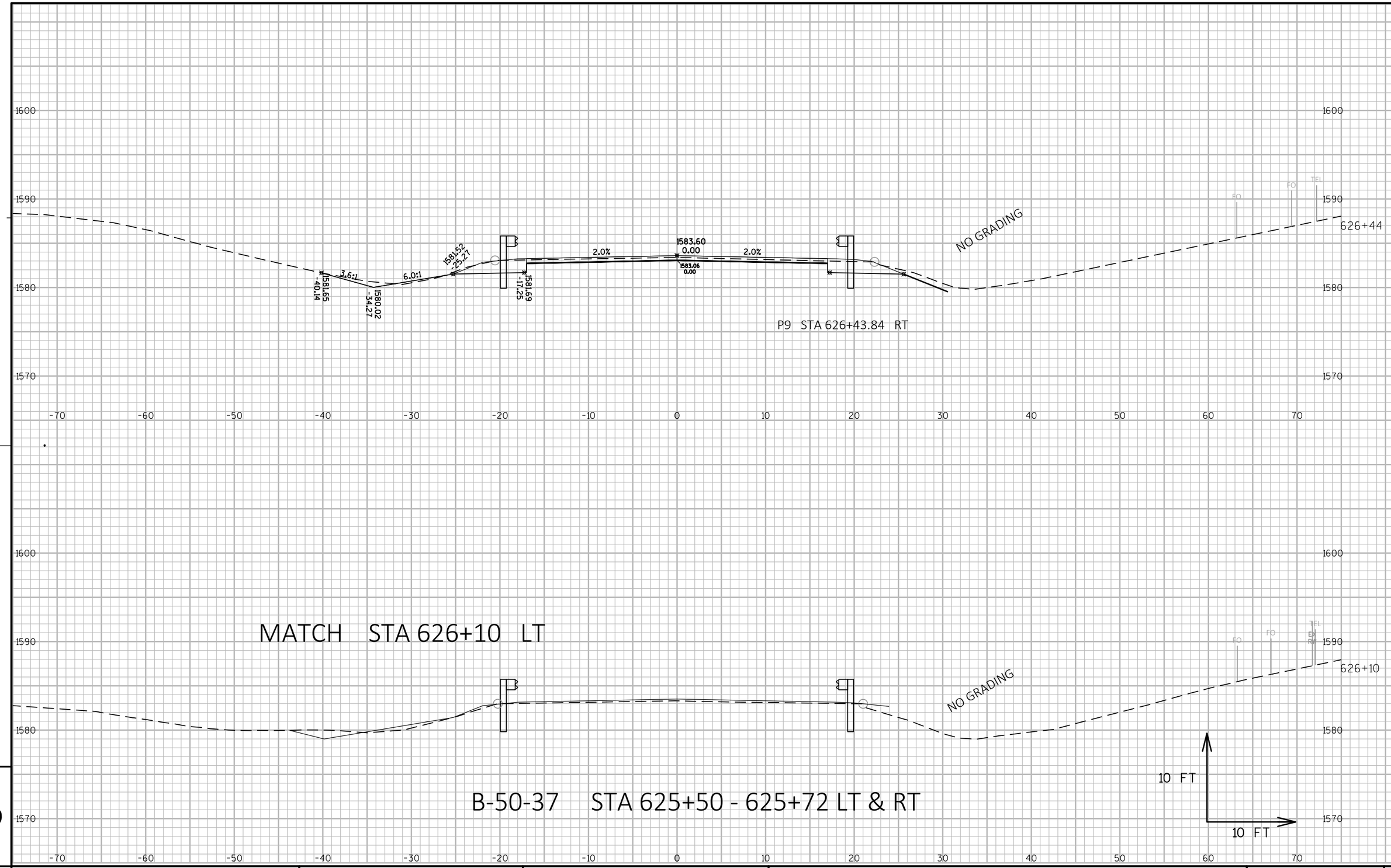
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 - 629+00	SHEET 269	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090515 - XS

PLOT DATE : 10/25/2022 11:12 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

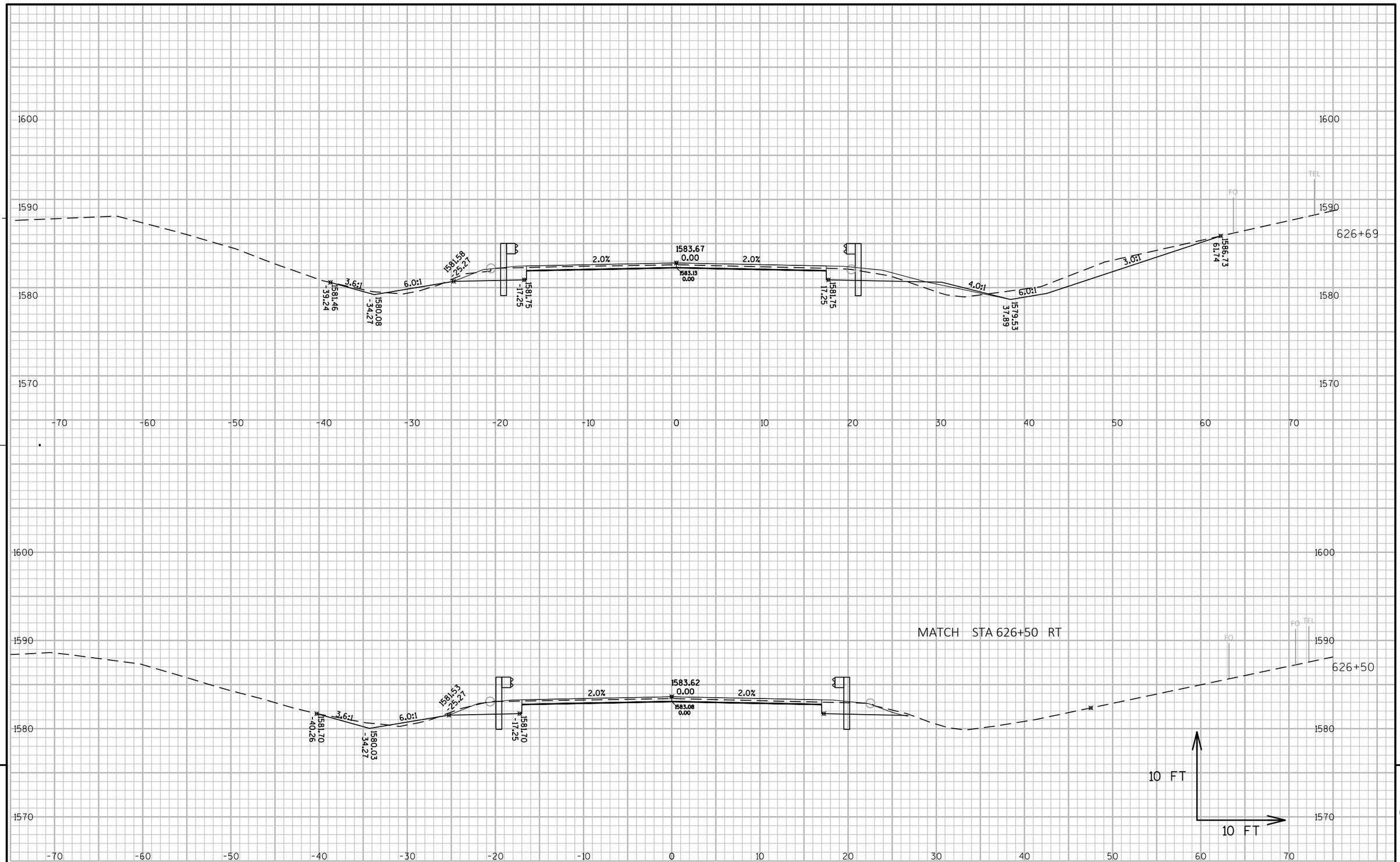
WISDOT/CADDS SHEET 49



PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 -629+00	SHEET 270 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090516 - XS

PLOT DATE : 10/25/2022 11:12 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF



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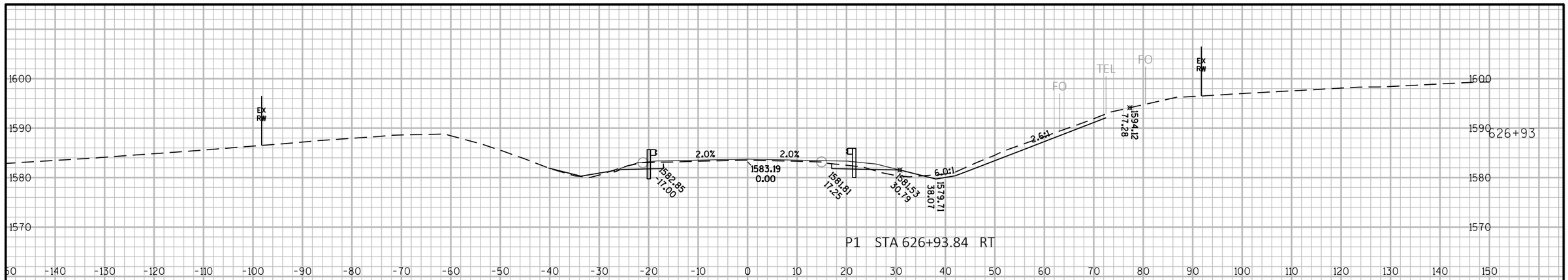
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 623+00 - 629+00	SHEET 271	E

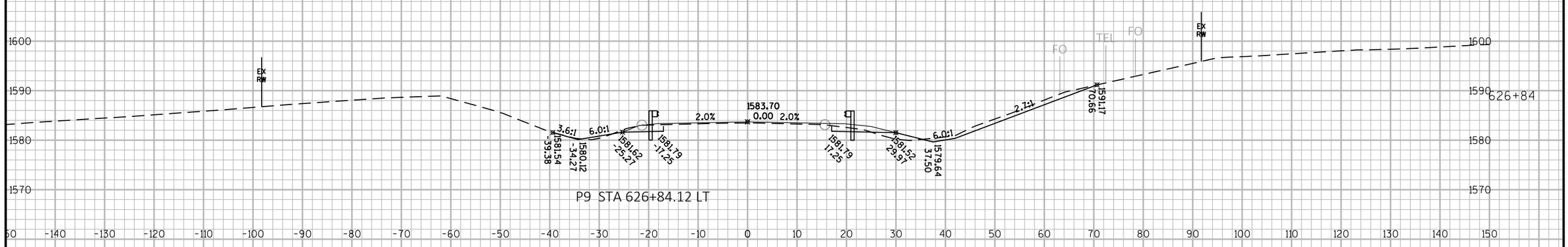
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090517- XS

PLOT DATE : 10/25/2022 11:13 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

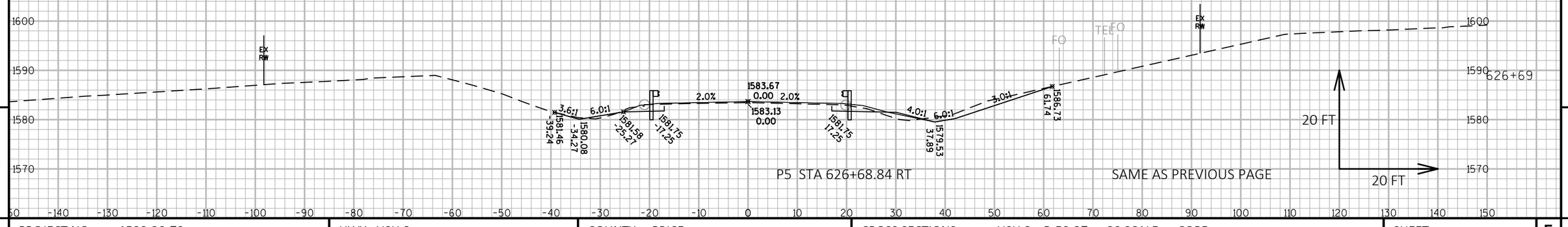
WISDOT/CADDS SHEET 49



P1 STA 626+93.84 RT



P9 STA 626+84.12 LT



P5 STA 626+68.84 RT

SAME AS PREVIOUS PAGE

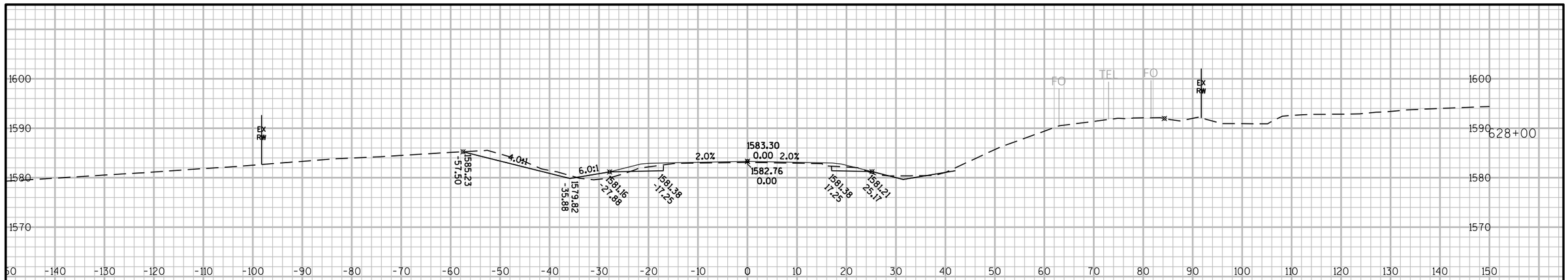
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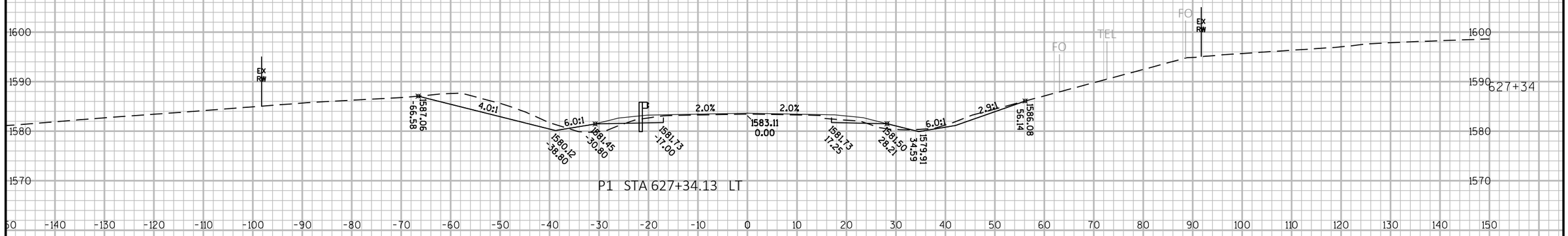
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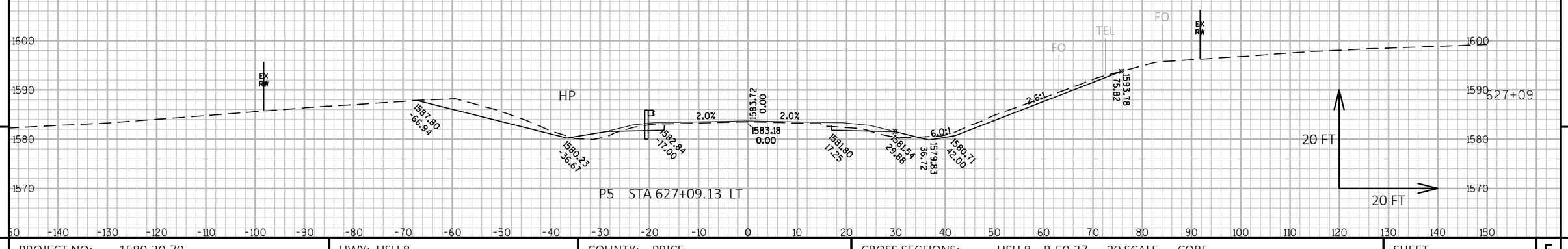
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 B-50-37 20 SCALE COR5	SHEET 272	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN_20SCALE.DWG
LAYOUT NAME - 090419-xs

PLOT DATE : 10/25/2022 10:21 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.







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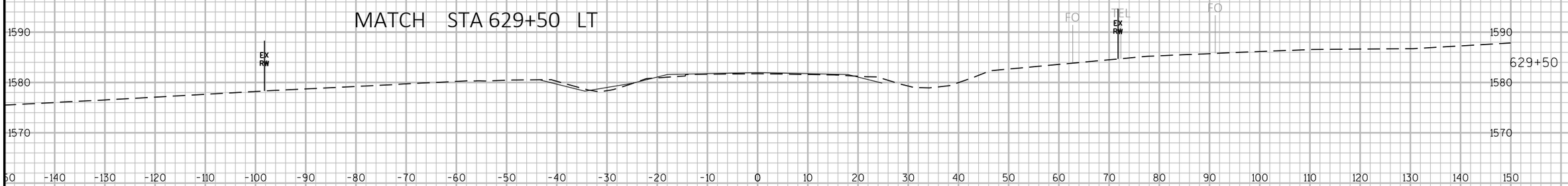
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 B-50-37 20 SCALE COR5	SHEET 273	E

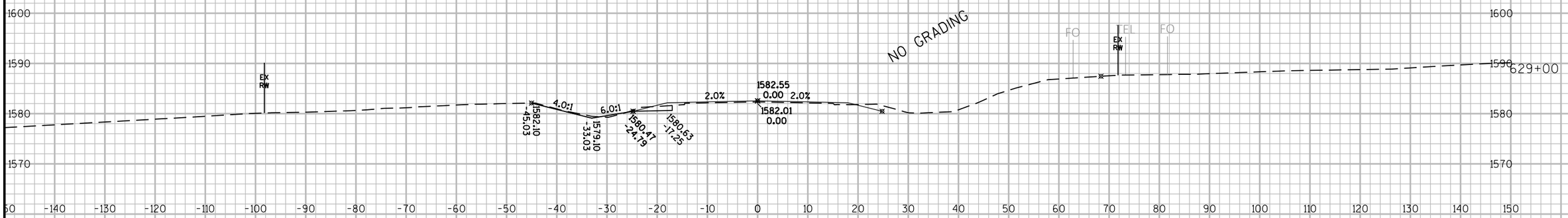
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN_20SCALE.DWG
LAYOUT NAME - 090420-xs

PLOT DATE : 11/13/2022 8:33 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

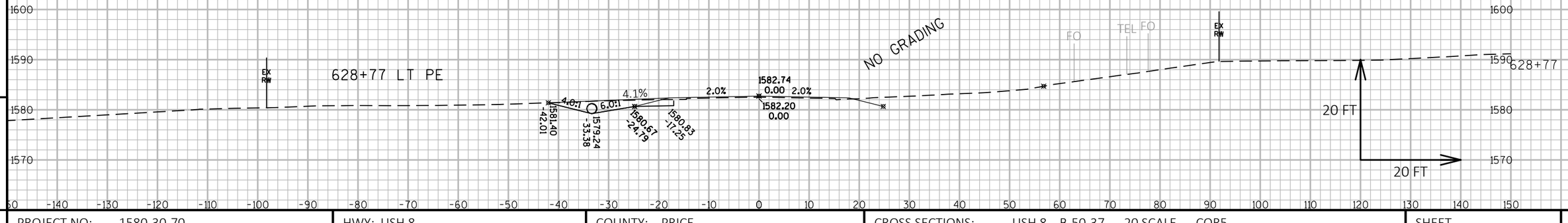
WISDOT/CADDS SHEET 49

MATCH STA 629+50 LT





628+77 LT PE



9 9

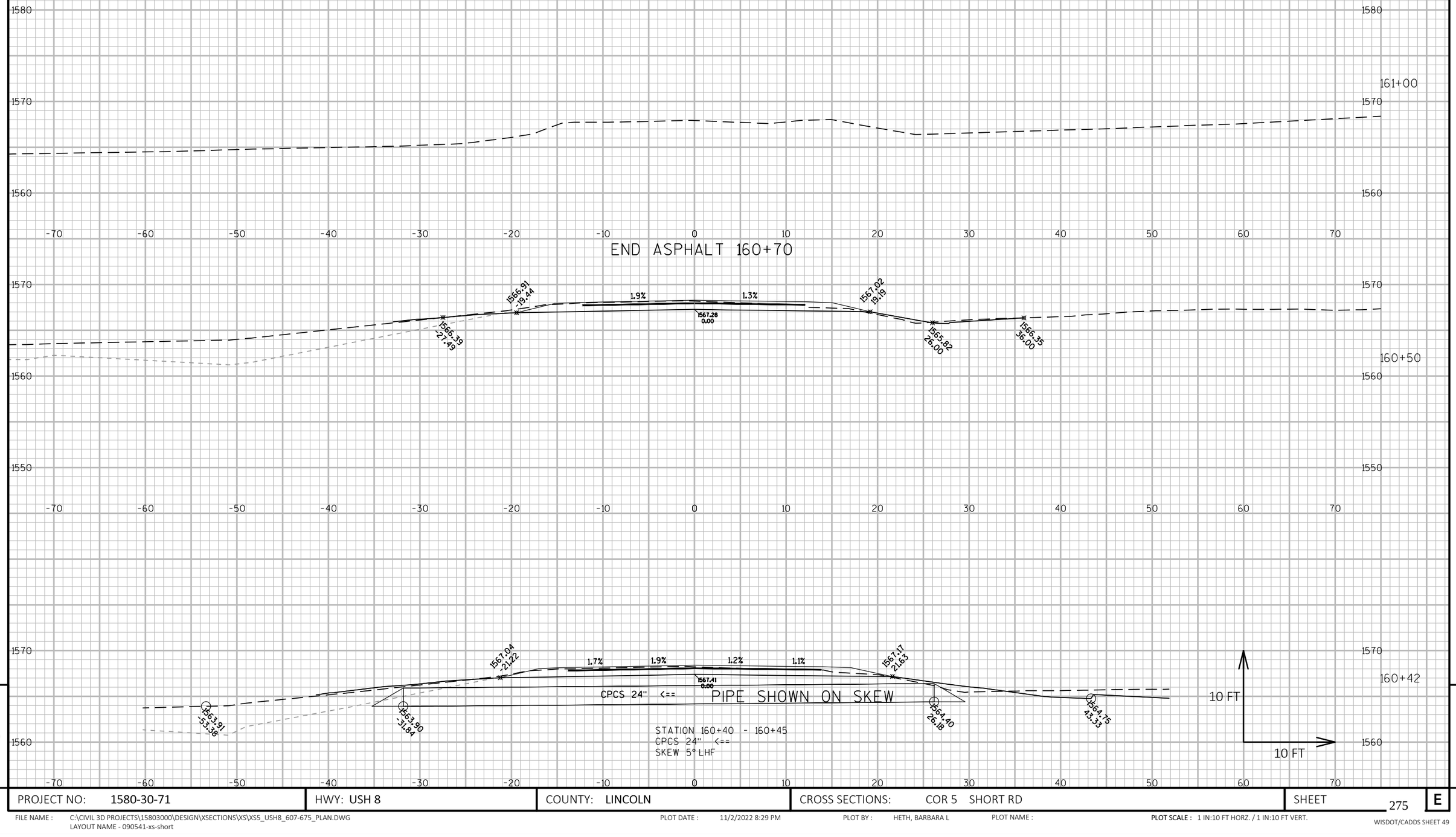
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: USH 8 B-50-37 20 SCALE COR5	SHEET 274	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN_20SCALE.DWG
LAYOUT NAME - 090421-xs

PLOT DATE : 10/25/2022 10:22 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

MATCH BAD 161+50

END ASPHALT 160+70



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: COR 5 SHORT RD	SHEET 275	E

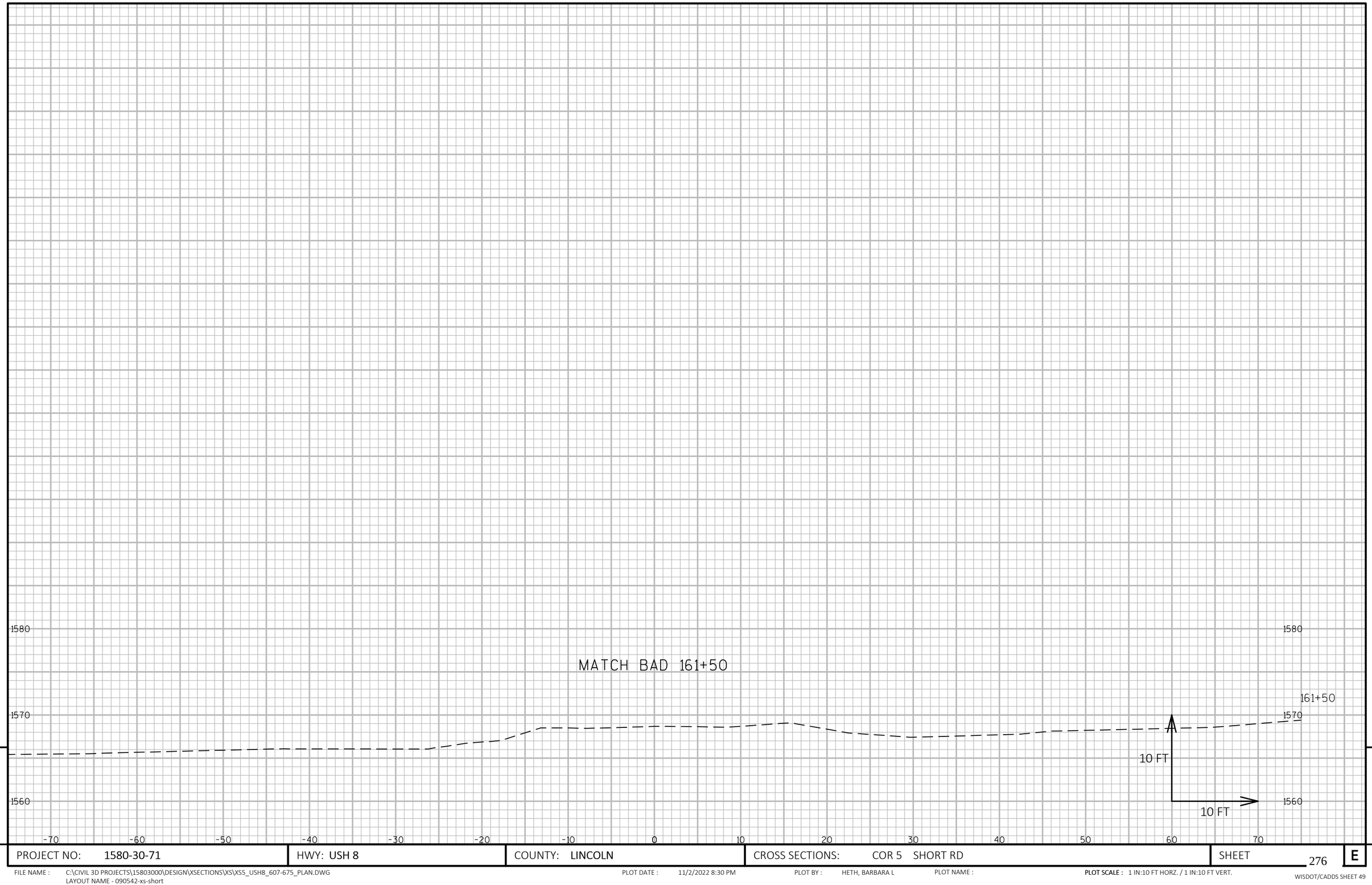
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090541-xs-short

PLOT DATE : 11/2/2022 8:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: COR 5 SHORT RD	SHEET 276	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090542-xs-short

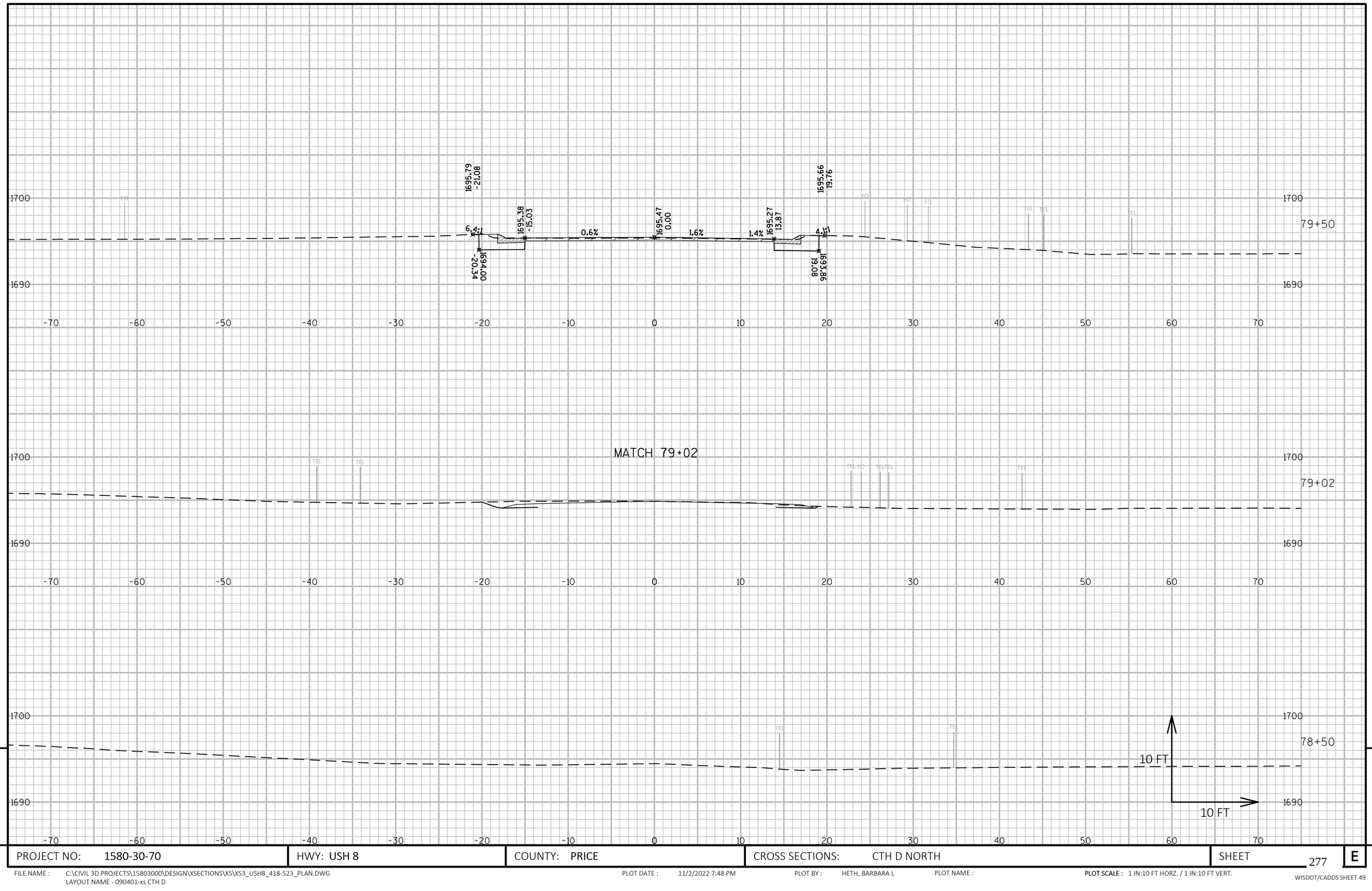
PLOT DATE : 11/2/2022 8:30 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: CTH D NORTH	SHEET 277 E

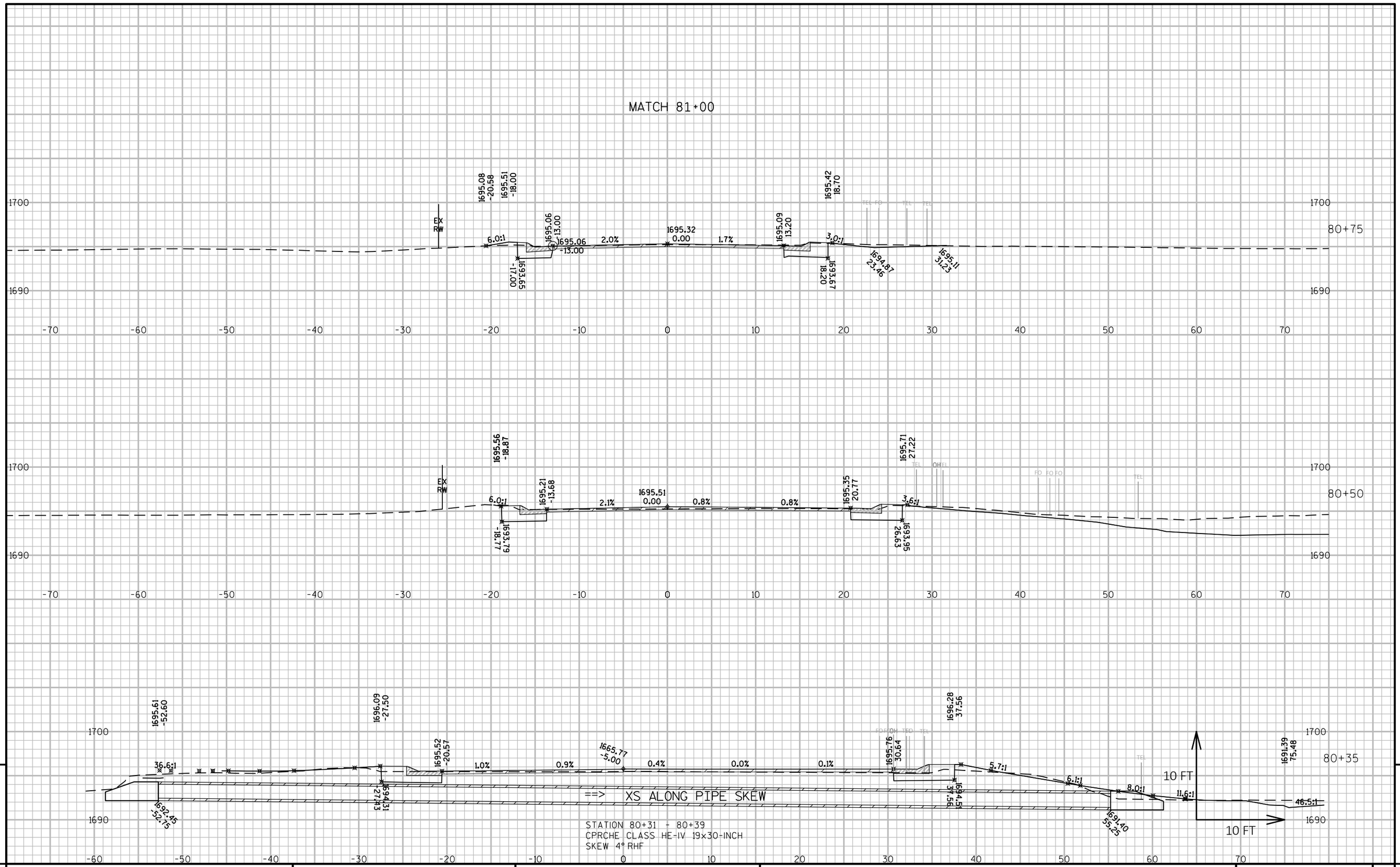
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090401-xs CTH D

PLOT DATE : 11/2/2022 7:48 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49

9 9

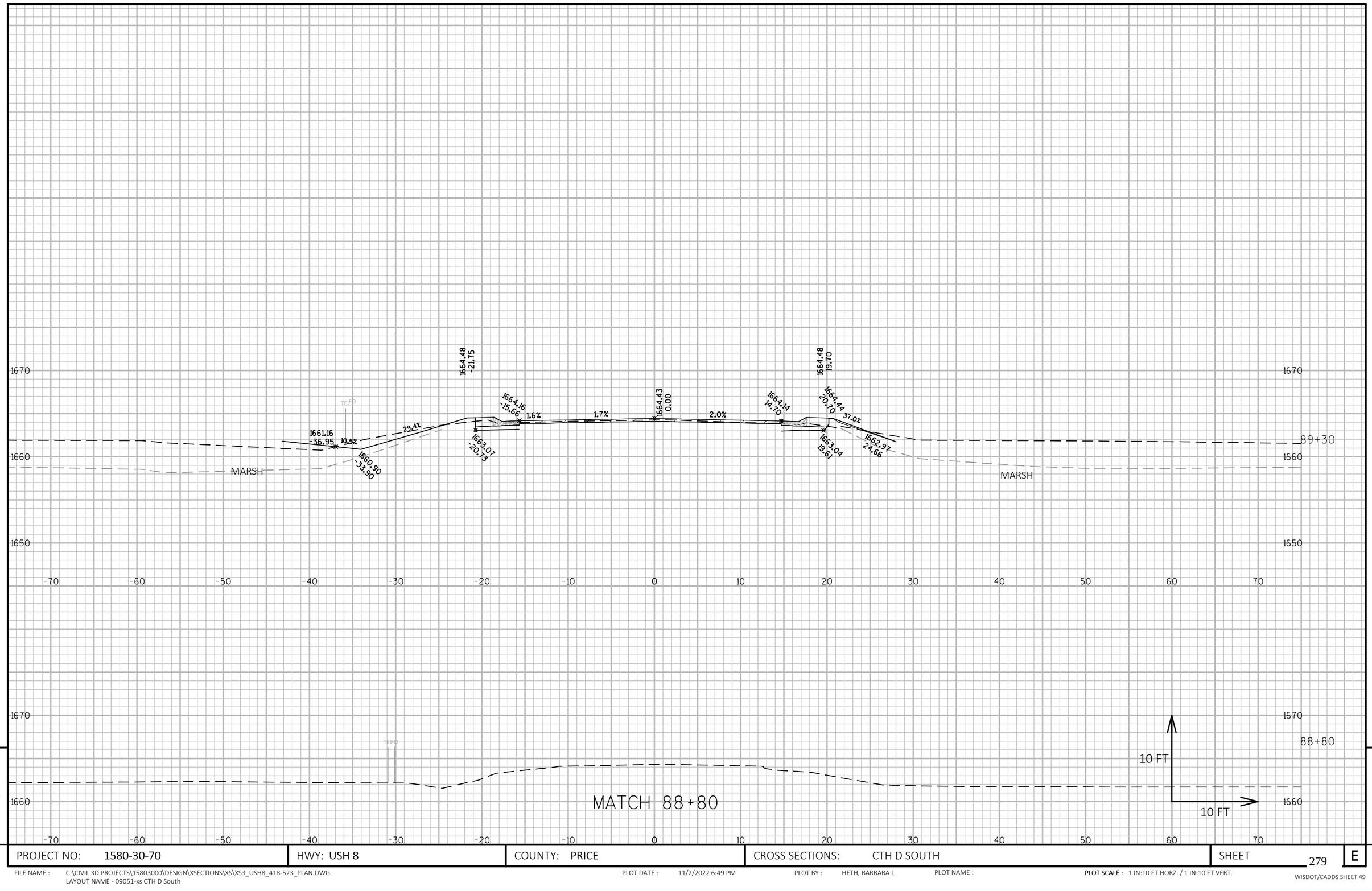


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: CTH D NORTH	SHEET 278	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090402-xs CTH D

PLOT DATE : 11/2/2022 7:50 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

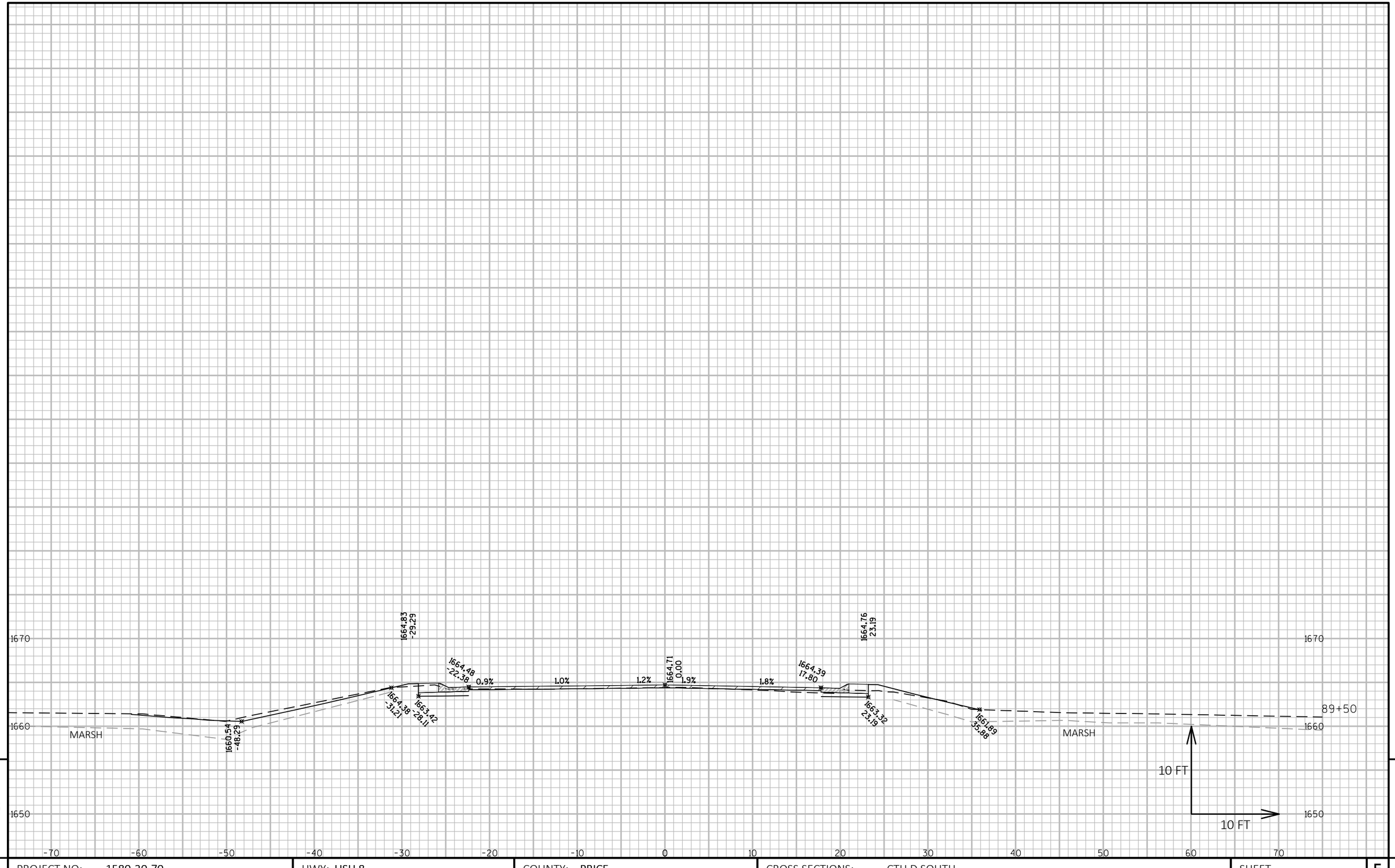


PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: CTH D SOUTH	SHEET 279	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 09051-xs CTH D South

PLOT DATE : 11/2/2022 6:49 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: CTH D SOUTH	SHEET 280	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 09052-xs CTH D South

PLOT DATE : 11/2/2022 6:59 PM

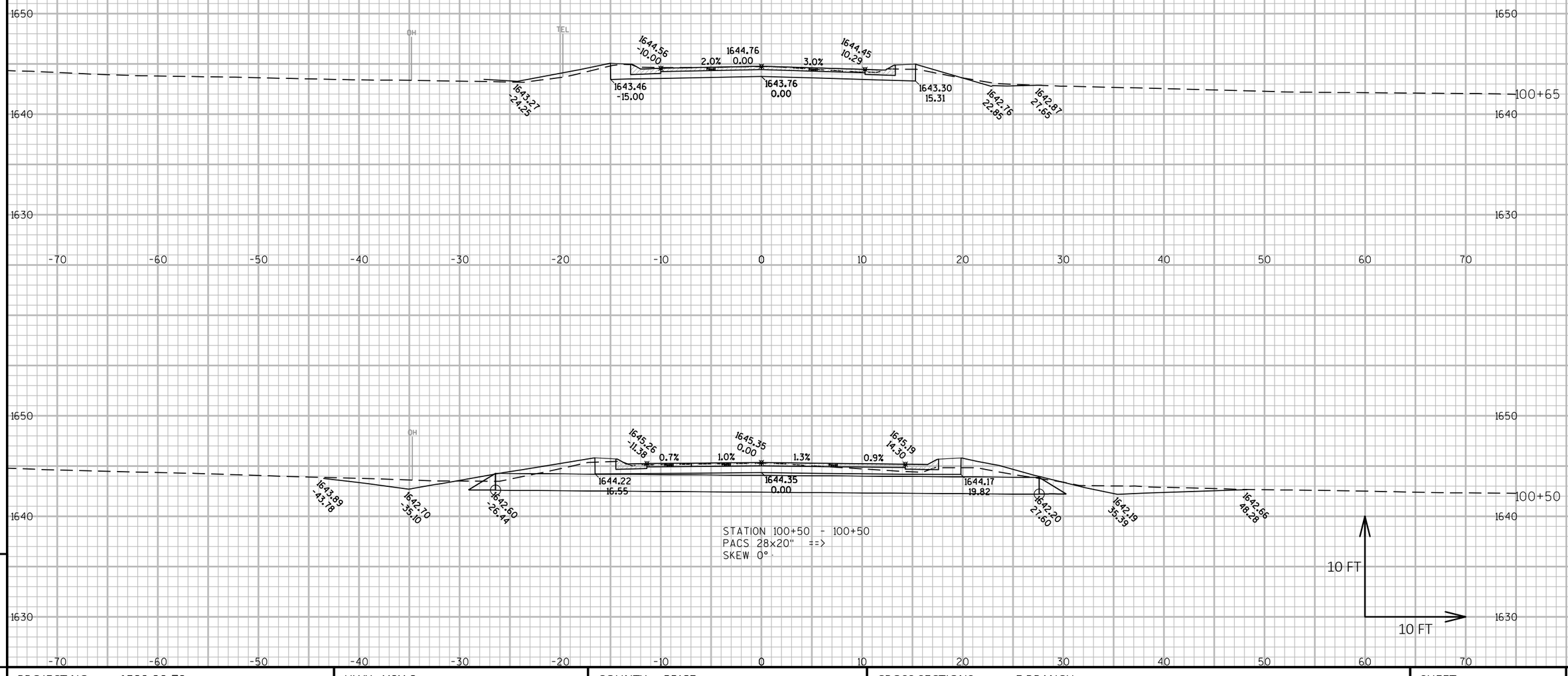
PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

MATCH 100+75



9

9

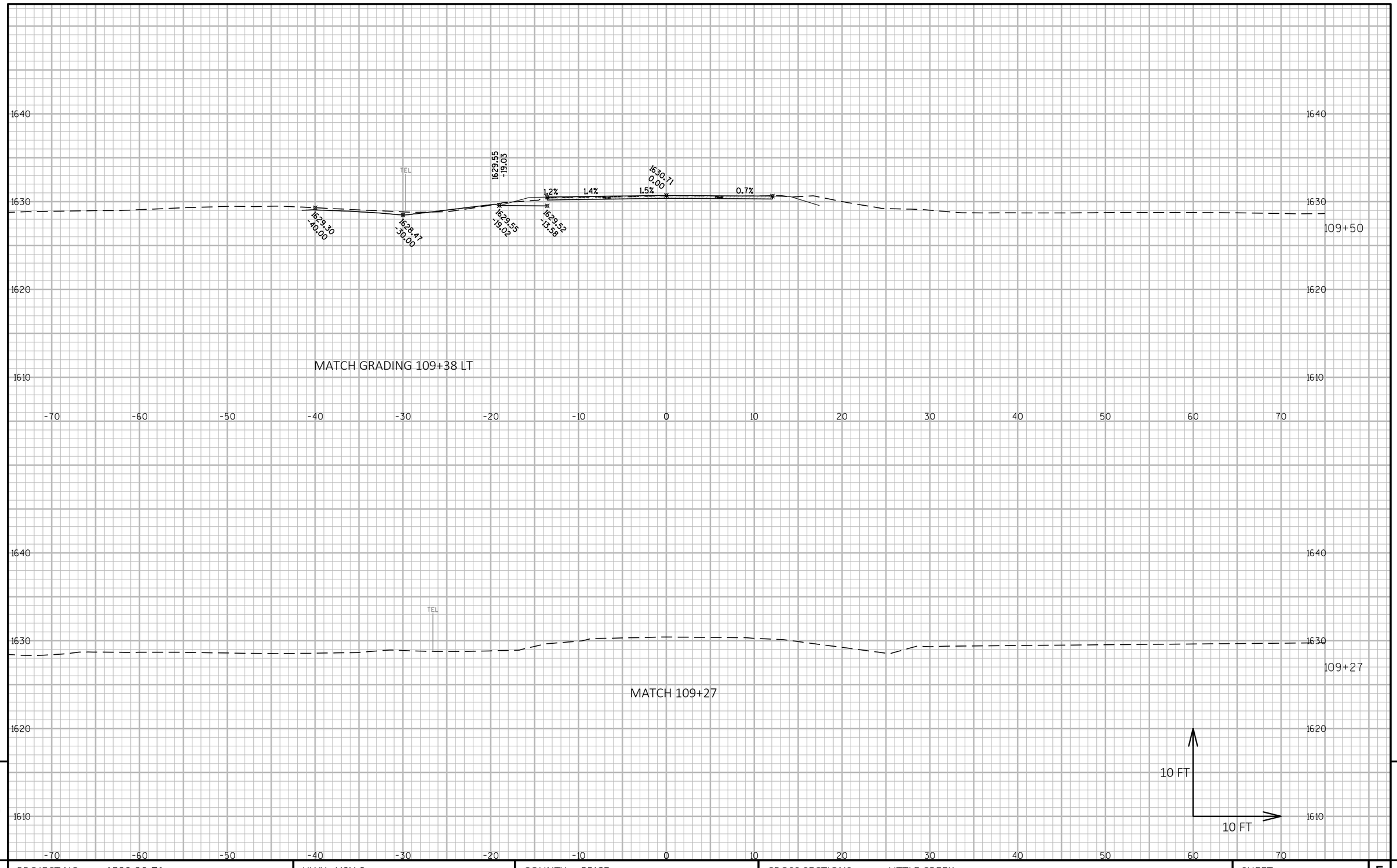
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: E BRANCH	SHEET 281	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090401-xs-EBranch

PLOT DATE : 11/2/2022 4:46 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: LITTLE CREEK	SHEET 282	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 09041-xs Little Creek

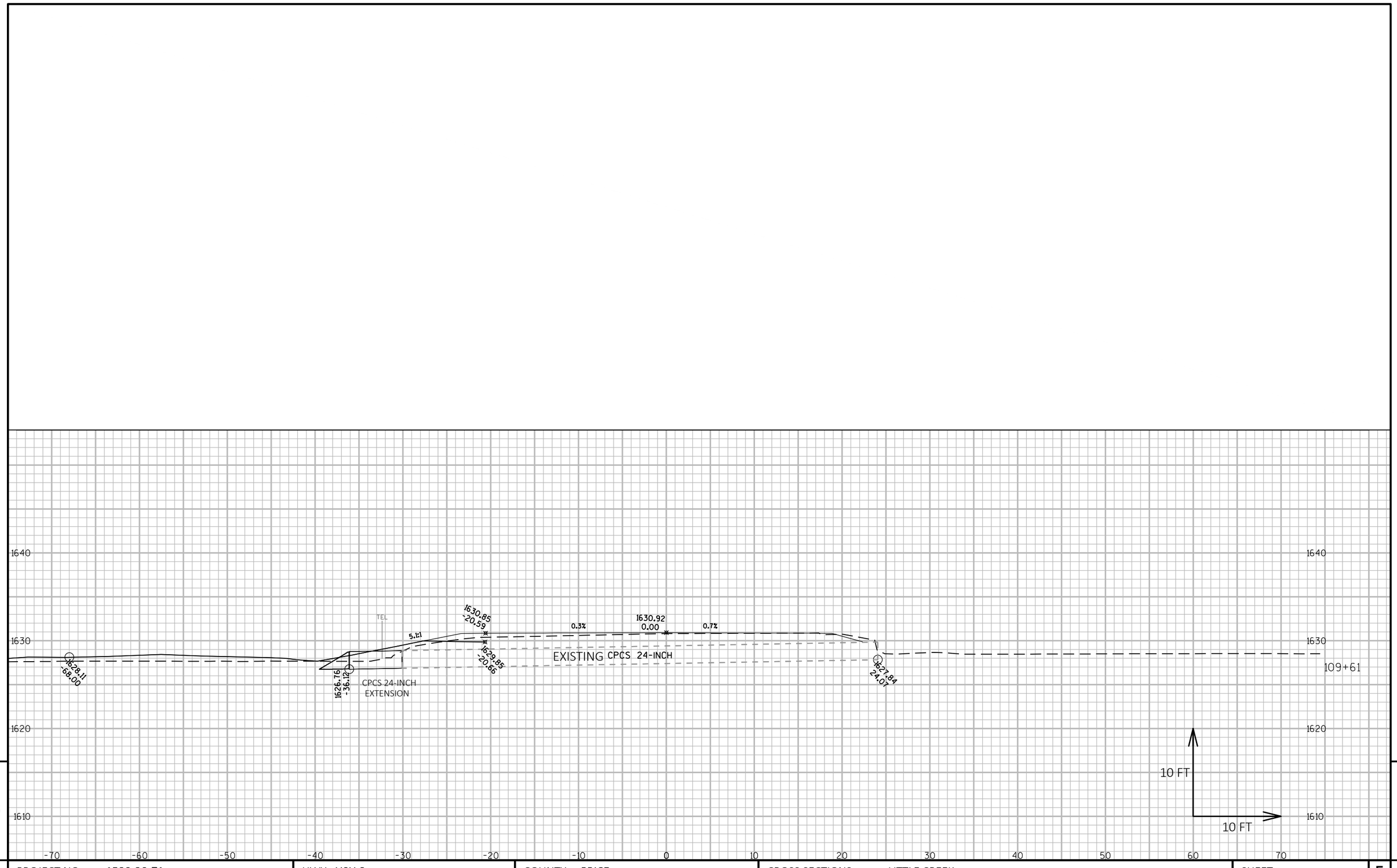
PLOT DATE : 11/2/2022 5:03 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

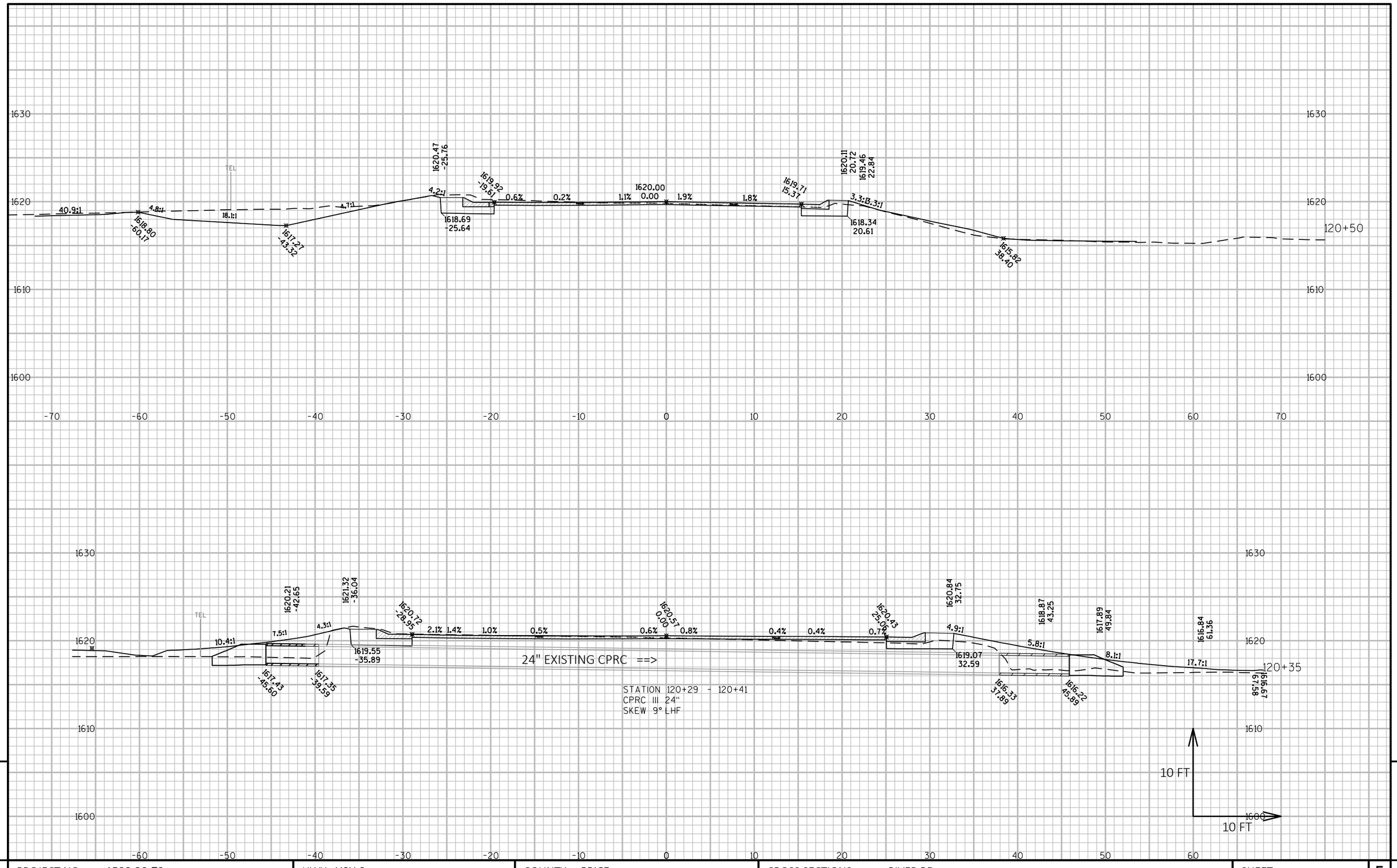
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: LITTLE CREEK	SHEET 283	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 09042-xs Little Creek

PLOT DATE : 11/4/2022 10:41 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: RIVER RD	SHEET 284	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090463-xs N River-2019

PLOT DATE : 11/8/2022 11:38 AM

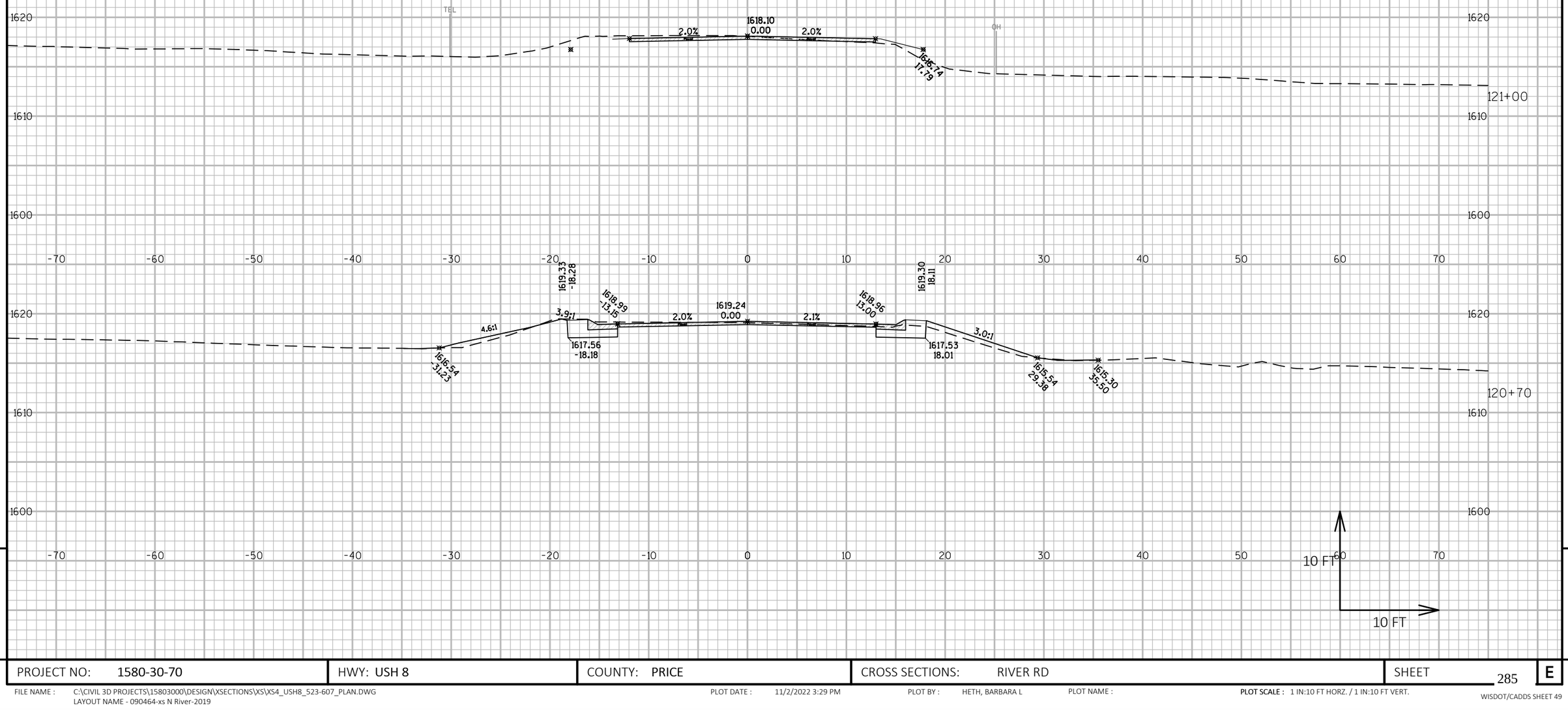
PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

MATCH 121+02



9

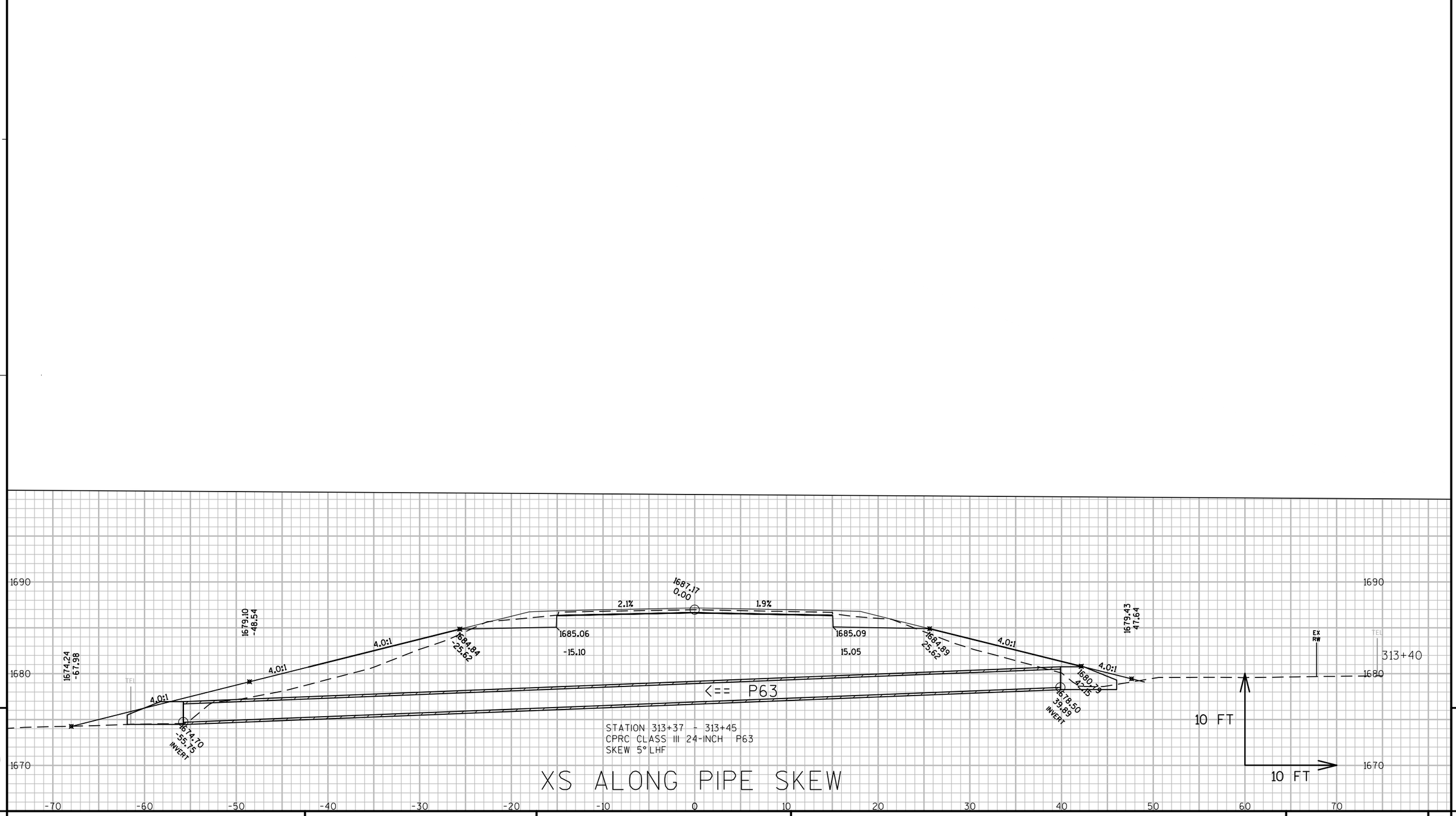
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: RIVER RD	SHEET 285	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090464-xs N River-2019

PLOT DATE : 11/2/2022 3:29 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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



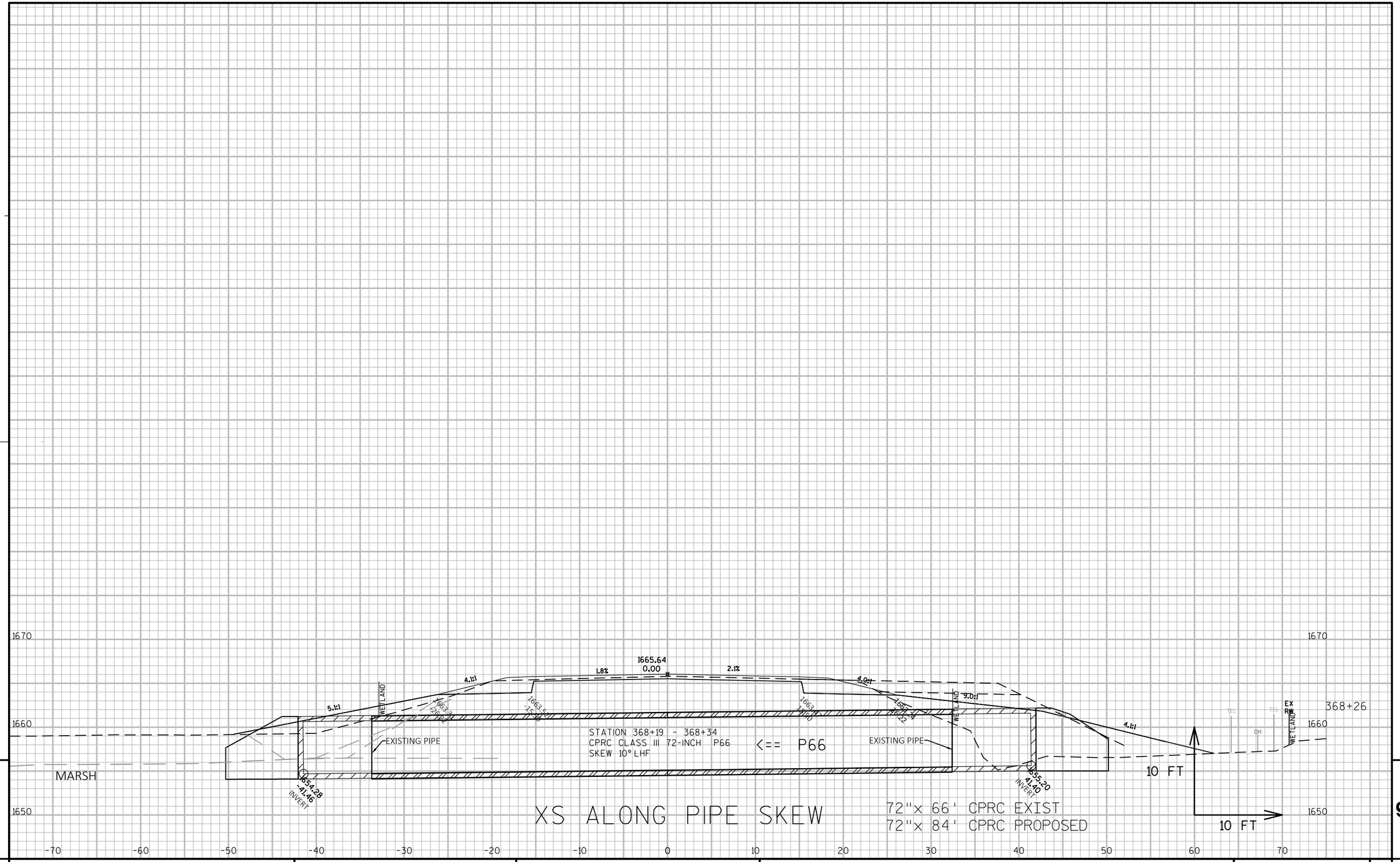
XS ALONG PIPE SKEW

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: PIPES 63	SHEET 286	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS1_USH8_288-343_PLAN.DWG
LAYOUT NAME - 090001 CORRIDOR1 PIPES

PLOT DATE : 10/11/2022 9:04 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



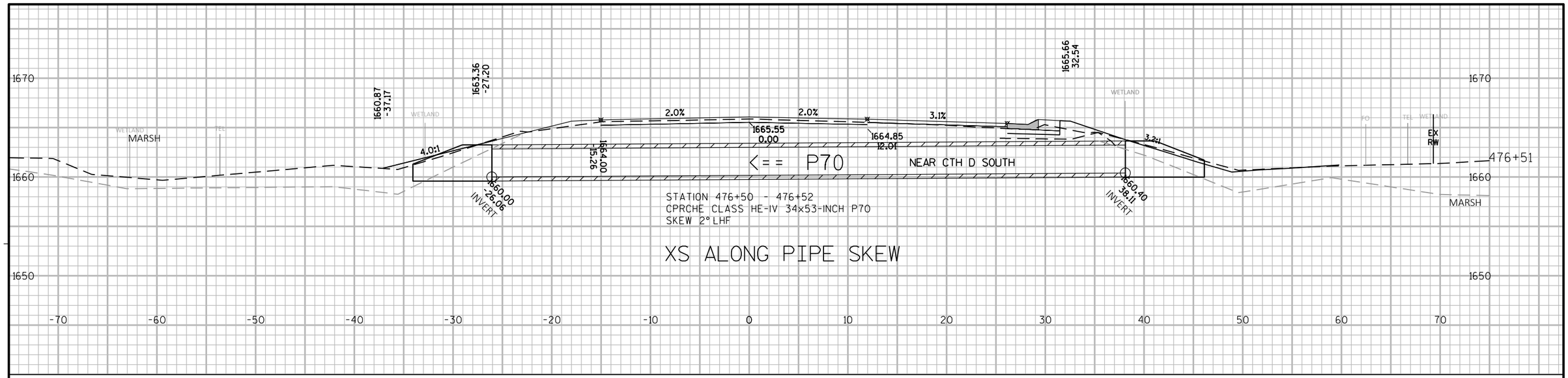
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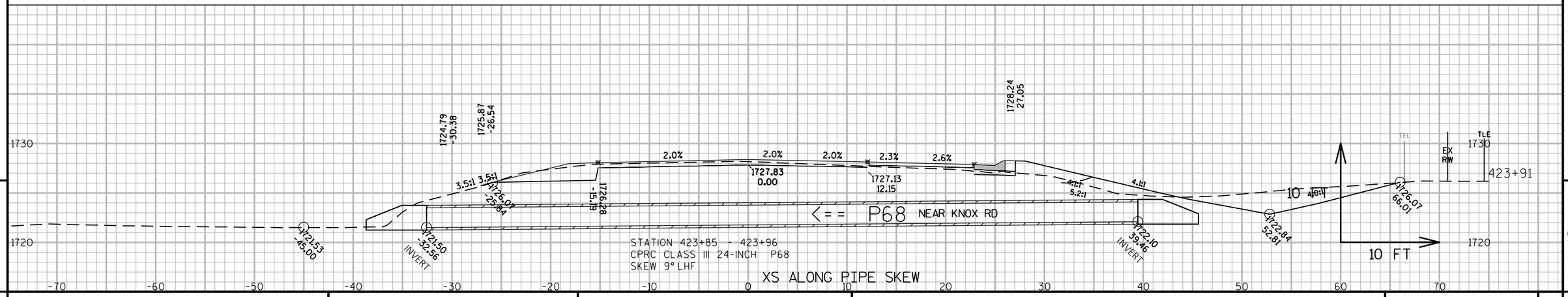
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: PIPE 66	SHEET 287	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS2_USH8_344-418_PLAN.DWG
LAYOUT NAME - 09099 - PIPES2

PLOT DATE : 10/11/2022 7:01 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF





9

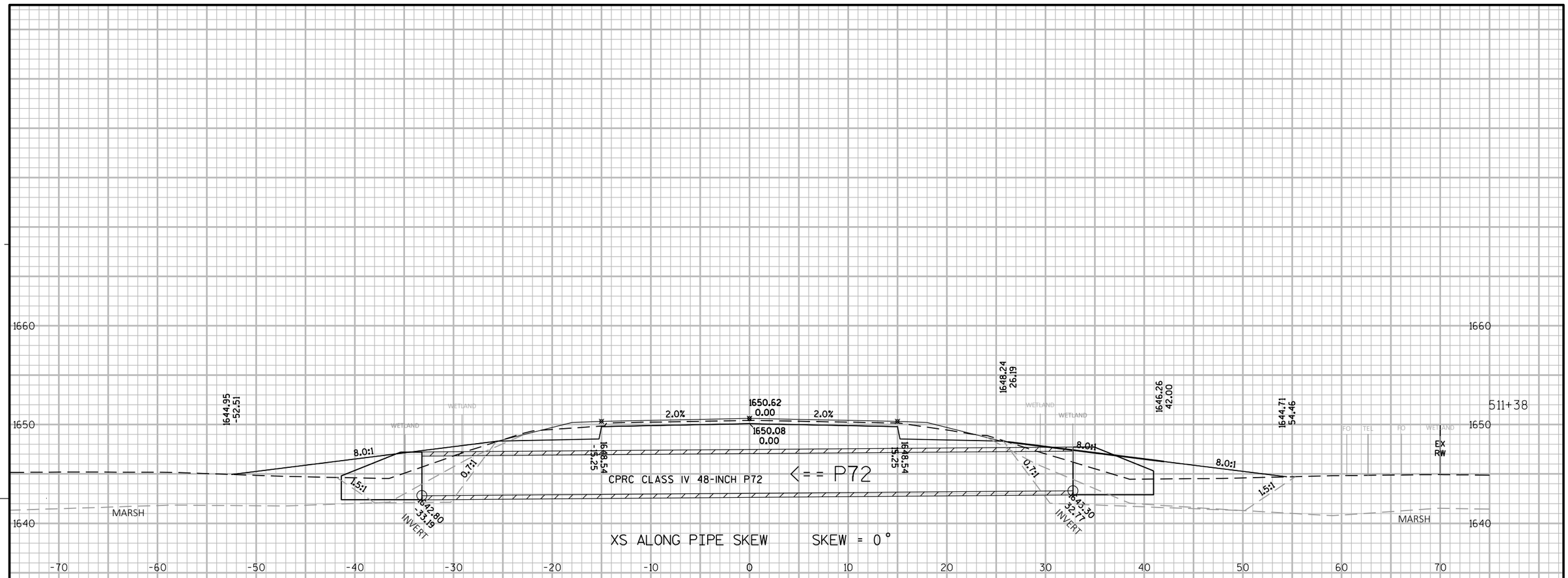
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PROJECT NO:1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: PIPES 68, 70	SHEET 288	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090301 - PIPES

PLOT DATE : 10/13/2022 11:33 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

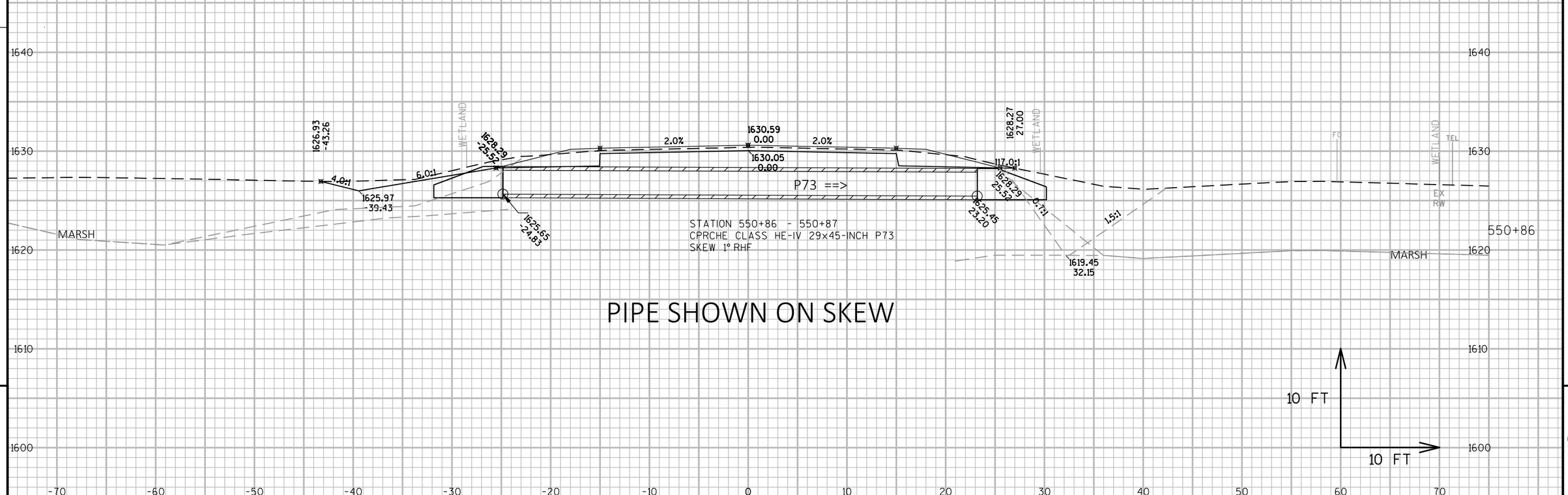
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PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: PIPES 71, 72	SHEET 289	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS3_USH8_418-523_PLAN.DWG
LAYOUT NAME - 090302 - PIPES

PLOT DATE : 10/13/2022 11:33 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: PIPE 73	SHEET 290	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090401 - XS - PIPE 55086

PLOT DATE : 10/20/2022 4:10 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

RHI

FEBRUARY 2023

PROJECT ID: 1580-30-71

WITH: 1580-30-70, 1580-30-72

COUNTY: LINCOLN

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
~~Section No.~~	~~8~~	~~Structure Plans~~
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 228



35

DESIGN DESIGNATION

A.A.D.T.	2017	=	2040
A.A.D.T.	2042	=	2040
D.H.V.		=	343
D.D.		=	61/39
T.		=	12.7%
DESIGN SPEED		=	55 OR 45 MPH
ESALS		=	810,300

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		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
WOODED OR SHRUB AREA		POWER POLE	
		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PRENTICE - BRADLEY

CTH YY TO TRACY ROAD

USH 8
LINCOLN COUNTY

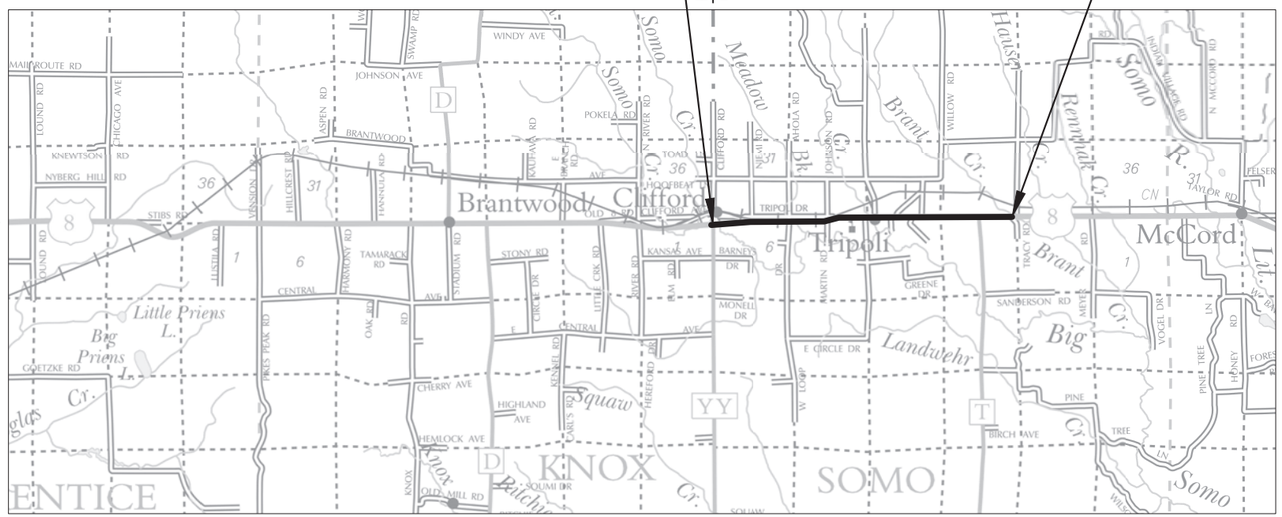
STATE PROJECT NUMBER
1580-30-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1580-30-71	———	———

BEGIN PROJECT 1580-30-71
STA 632+00

END PROJECT 1580-30-71
STA 841+00

PRICE CO — ONEIDA CO



LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 3.958 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, PRICE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA
Designer	BARBARA HETH
Project Manager	NICHOLAS VOS
Regional Examiner	ZACH GRULING
Regional Supervisor	DAN ERVA

APPROVED FOR THE DEPARTMENT

DATE: 12/8/2022 (Signature)

E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\010101-TI-71-2022.DWG
LAYOUT NAME - ****

PLOT DATE : 12/8/2022 10:25 AM PLOT BY : HETH, BARBARA L PLOT NAME :

WISDOT/CADDS SHEET 10

GENERAL NOTES

USH 8 CENTERLINE ALIGNMENT IS A BEST FIT OF THE EXISTING CENTERLINE.

USH 8 PLAT IS CENTERLINE ALIGNMENT IS A BEST FIT OF THE EXISTING RIGHT OF WAY.

PURSUANT TO CHAPER 59 OF THE WISCONSIN STATE STATUES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK REFERENCE MONUMENT IN ALL AREAS WHERE SUCH A MONUMENT MAY EXIST.

THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION IF THE MATERIAL AS DIRECTED BY THE ENGINEER.

PROJECT 1580-30-71 IS IN WISCONSIN COUNTY COORDINATES, PRICE COUNTY.
PLAT 1580-30-21 IS IN WISCONSIN COUNTY COORDINATES, LINCOLN COUNTY.
THE MAINTAINING AUTHORITY FOR USH 8 PROJECT IS LINCOLN COUNTY.

RADII ARE MEASURED TO THE EDGE OF PAVEMENT.

CURB AND GUTTER OFFSETS AND GRADES ARE TO THE EDGE OF PAVEMENT.

GUARD RAIL STA/OFFSETS ARE MEASURED FROM CENTERLINE TO BACK OF RAIL.

WETLAND DELINEATIONS WERE CONDUCTED WITHIN THE EXISTING RIGHT-OF-WAY. WETLAND LIMITS MAY BE OUTSIDE OF THE WETLAND DELINEATION.

EROSION CONTROL SHEETS SHOW PRE CONSTRUCTION INSTALLATION OF SILFT FENCE AT CULVERT LOCATIONS.
AFTER PIPE INSTALLATION, FOLLOW SDD "SILT FENCE" FOR LOCATION OF SILT FENCE (GOING UP AND OVER PIPE).

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 70.4 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.2 ACRES

UTILITY CONTACTS

BRIGHTSPEED – COMMUNICATION LINE
BEN BAKER
425 ELLINGSON AVENUE
HAWKINS, WI 54530
715-567-0725
Ben.baker@brightspeed.com

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1890 EAST JOHNSON STREET
MADISON, WI 53704
608-620-2044

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

ROGER SCHAAL
rschaalma@wat

CORING LOG

STA	ASPH DEPTH INCHES	excluded from average
295+82	5.25	
310+82	4.25	
325+82	5.25	
340+82	4.25	
355+82	5.25	
370+82	3.75	
385+82	4.50	
400+82	5.75	
415+82		8.50
430+82		7.50
445+82	6.25	
460+82	5.75	
475+82	5.50	
490+82	4.50	
505+82	4.75	
520+82	3.75	
535+82		2.50
550+82	4.50	
565+82	5.25	
580+82	4.25	
595+82	4.25	
610+82	4.50	
625+82	4.75	
640+82		3.00
655+82	4.25	
670+82	4.00	
685+82	4.25	
700+82	4.25	
715+82	4.75	
730+82	5.75	
745+82	4.50	
74775	3.50	
75330	5.00	
75890	5.00	
760+82	5.50	
764+70	5.00	
77550	5.25	
775+82	5.50	
790+82	4.75	
805+82	4.25	
820+82	4.00	
AVERAGE	4.75	

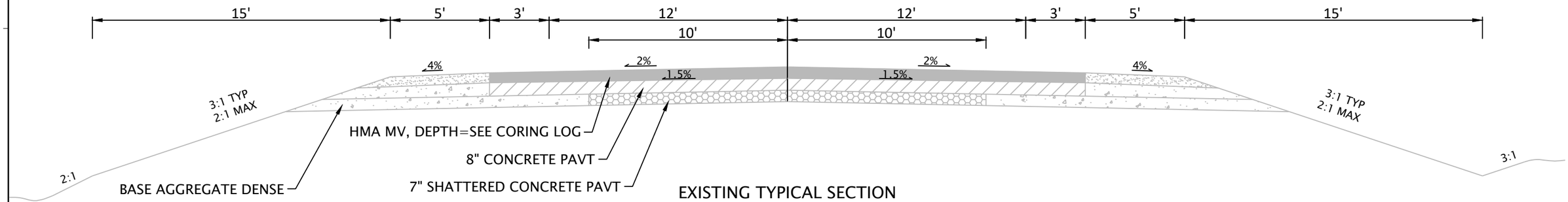
BEGIN PROJECT 1580-30-71
STA 632+00

END PROJECT 1580-30-71
STA 841+00

N

CULVERT PIPE REPLACEMENT

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PROJECT OVERVIEW MAP	SHEET 3 E



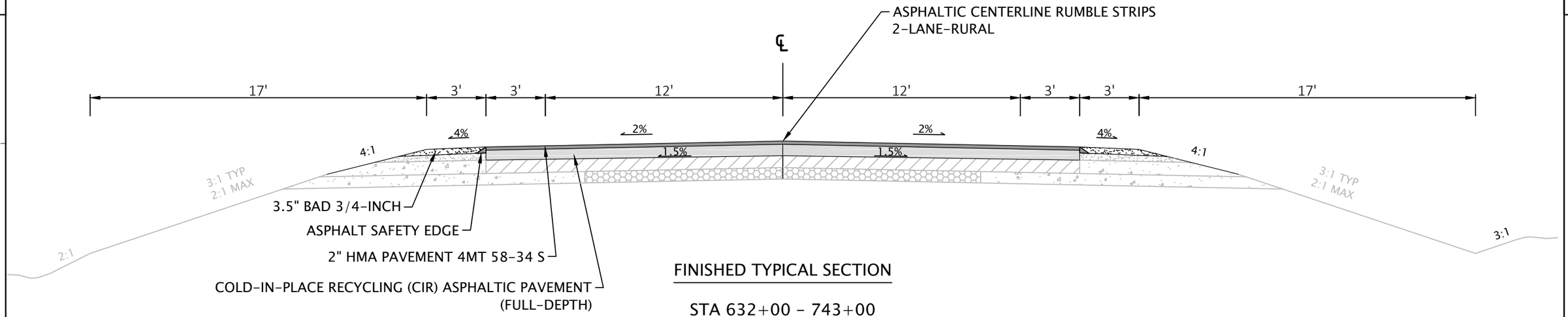
EXISTING TYPICAL SECTION

STA 632+00 - 841+00

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN: TYPICAL SECTIONS	SHEET 4	E

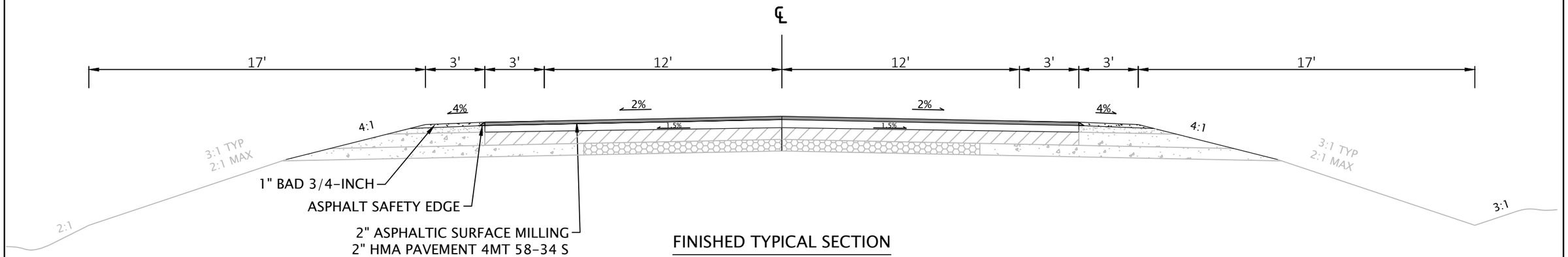
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION

STA 632+00 - 743+00
STA 777+00 - 841+00

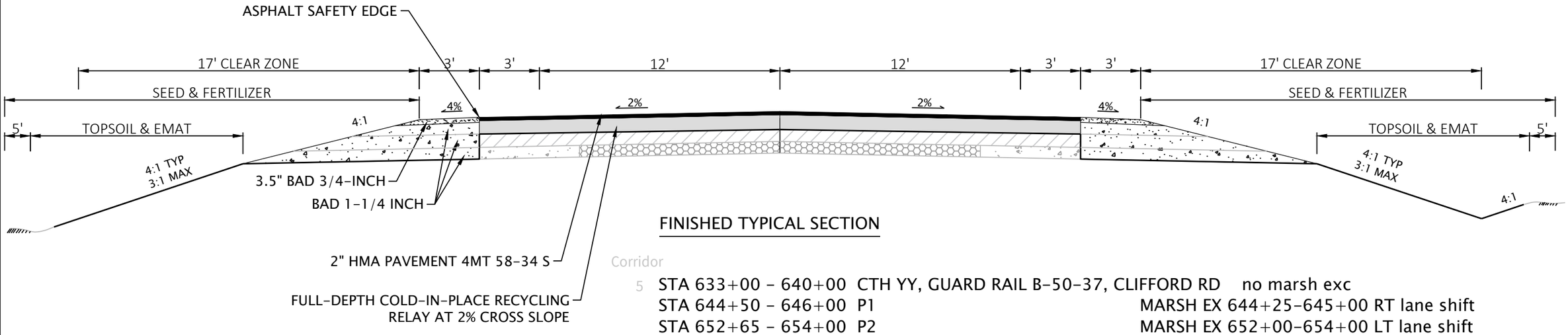


FINISHED TYPICAL SECTION

STA 743+00 - 777+00

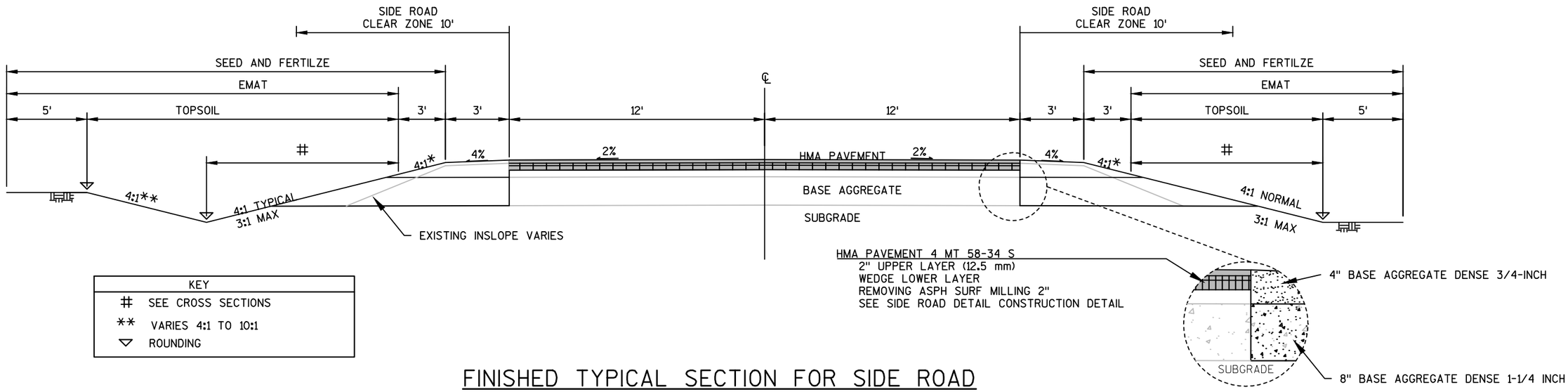
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN: TYPICAL SECTIONS	SHEET 5	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\020300_TS.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



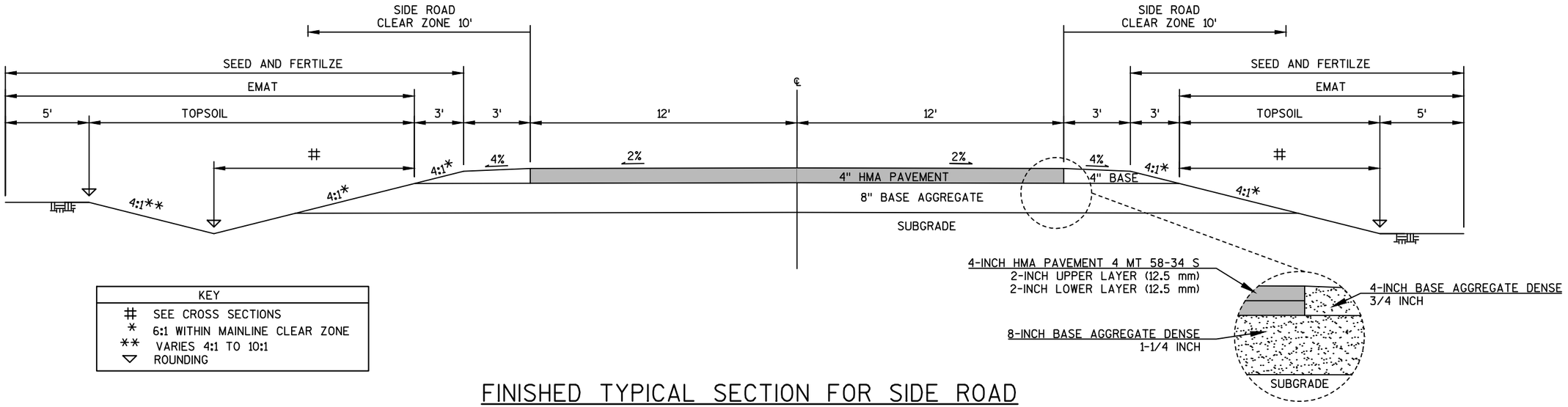
FINISHED TYPICAL SECTION

Corridor			
5	STA 633+00 - 640+00	CTH YY, GUARD RAIL B-50-37, CLIFFORD RD	no marsh exc
	STA 644+50 - 646+00	P1	MARSH EX 644+25-645+00 RT lane shift
	STA 652+65 - 654+00	P2	MARSH EX 652+00-654+00 LT lane shift
	STA 655+00 - 656+50	LT SHORT RD	MARSH EX 652+00-654+50 LT lane shift
6 ALT2	STA 686+00 - 694+00	W CIRCLE, C-35-0149 GUARD RAIL	no marsh ex
6 ALT2-B	STA 718+50 - 720+50	LT TRIPOLI DRIVE	no marsh ex
	STA 747+60 - 750+00	LT RUTH RD	no marsh ex
7 ALT1	STA 755+00 - 760+75	P6, P7 FIRE BARN RD	MARSH EX 755+00 - 758+18 LT lane shift
	STA 779+50 - 780+50	LT WILLOW RD	MARSH EX NW QUAD
	STA 782+00 - 783+00	P8	MARSH EX 782 -783 LT & RT, pipe, lane shift
	STA 808+00 - 809+50	P10	MARSH EX 808+50 - 810+00 LT lane shift
7 ALT1-B	STA 818+50 - 822+00	RT CTH T	no marsh exc



FINISHED TYPICAL SECTION FOR SIDE ROAD

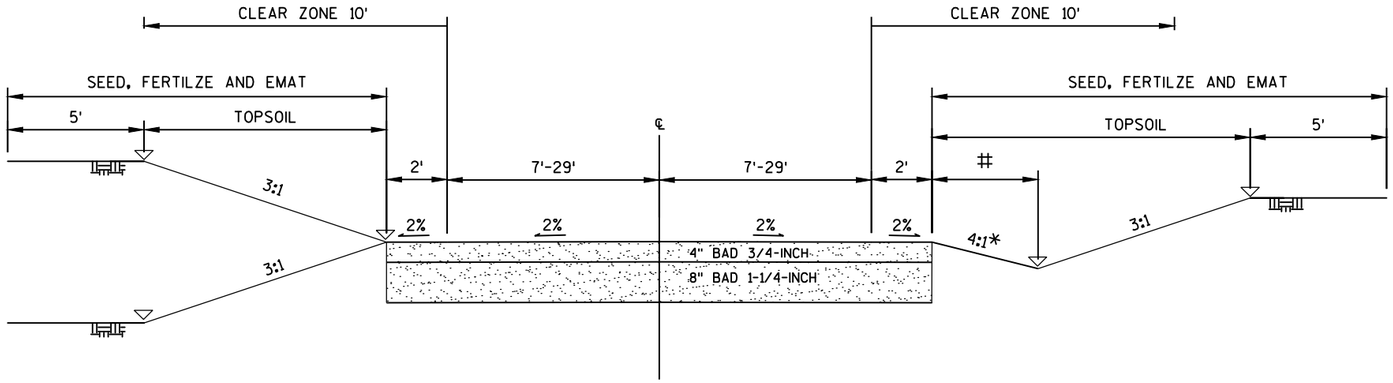
W CIRCLE DR



FINISHED TYPICAL SECTION FOR SIDE ROAD

SHORT RD
RUTH RD
FIRE BARN RD

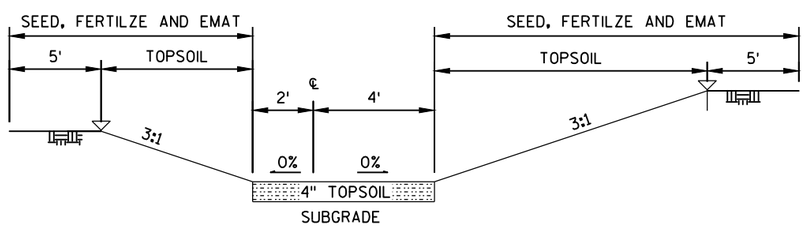
PROJECT NO:1580-30-71	HWY: USH 8	COUNTY:LINCOLN	PLAN: TYPICAL SECTIONS	SHEET 7	E



FINISHED TYPICAL SECTION FOR SIDE ROAD

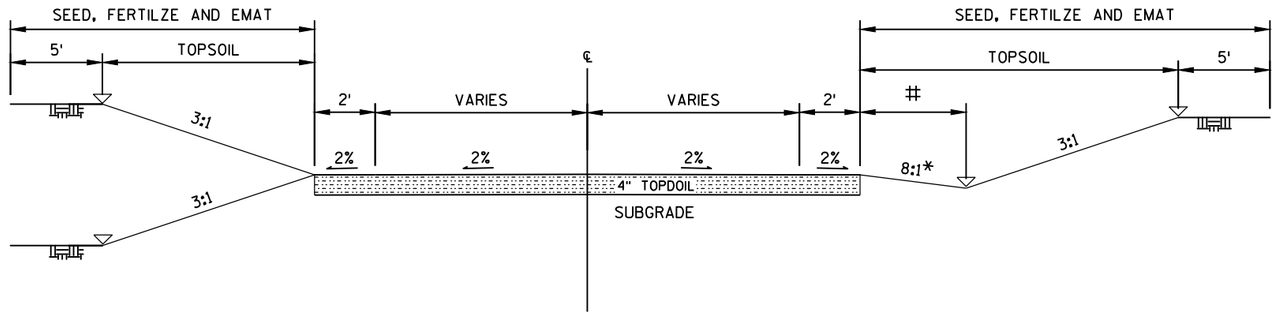
STA 193+48 - 194+75 TRIPOLI DRIVE (ROADWAY AND CUL-DE-SAC)

KEY	
#	SEE CROSS SECTIONS
*	VARIES 4:1 TO 8:1
▽	ROUNDING



FINISHED TYPICAL SECTION FOR RR DITCH

STA 0+15 - 1+91 RR DITCH
(AFTER CULVERT PIPE REMOVAL AT 191+42 TRIPOLI DRIVE)



FINISHED TYPICAL SECTION FOR SIDE ROAD

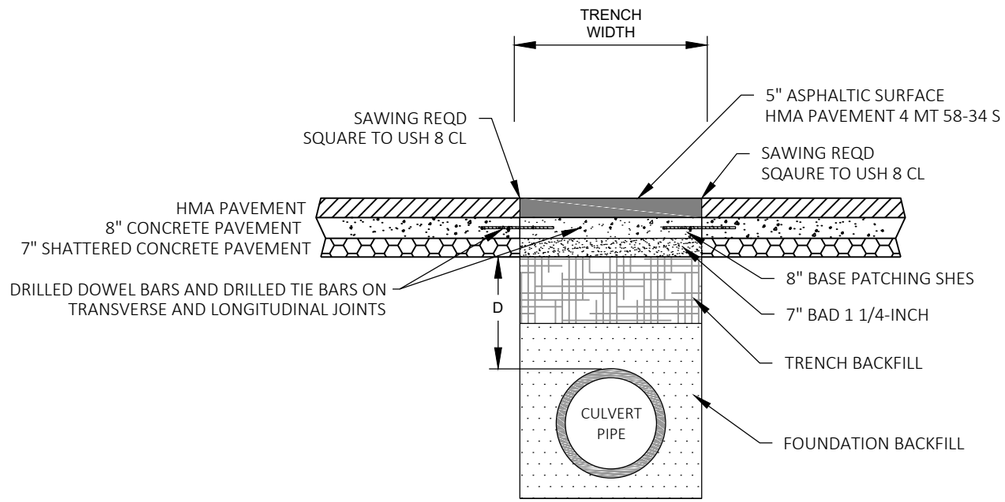
STA 190+60 - 193+48 TRIPOLI DRIVE REMOVAL (BETWEEN RR CROSSING AND CUL-DE-SAC)

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN: TYPICAL SECTIONS	SHEET 8	E

2

CULVERT PIPE DATA

PIPE NO	CULVERT ID	CL STA	D DEPTH (FT)	PROPOSED PIPE DIA (IN)
P1	50008001341	645+31	3.0	36
P2	50008001342	653+20	0.9	36
P6	50008001345	755+44	0.7	29x45
P7	50008001346	757+66	1.1	36
P8	50008001347	782+49	1.2	29x45
P10	50008001349	809+00	0.8	19x30

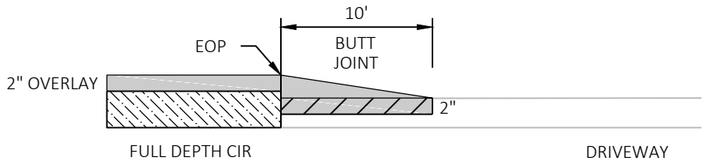


NOTES

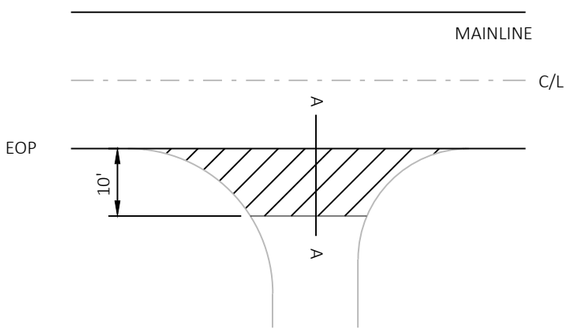
TRENCH BACKFILL AND FOUNDATION BACKFILL ARE INCIDENTAL TO CULVERT PIPE BID ITEMS.
BAD 1 1/4-INCH IS PAID UNDER SPV ITEM "BASE AGGREGATE DENSE 1 1/4-INCH PIPE TRENCHES".
PERFORM CULVERT PIPE CONSTRUCTION BEFORE COLD-IN-PLACE RECYCLING.
PLACE ASPHALTIC SURFACE AFTER CULVERT PIPE CONSTRUCTION AND BEFORE COLD-IN-PLACE RECYCLING.
SEE MISCELLANEOUS QUANTITIES ITEM BASE PATCHING CONCRETE SHES FOR TRENCH WIDTH.

CULVERT PIPE DETAIL

MAINLINE CULVERT PIPES



SECTION A-A



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINT

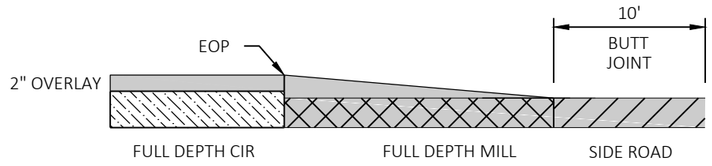
COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

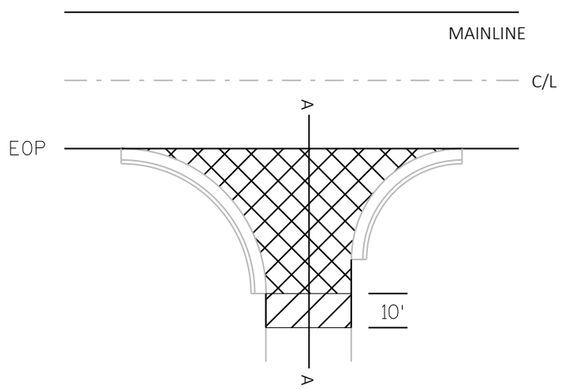
WHEN MATCHING TO AN UNPAVED SURFACE, BUTT JOINT IS NOT REQUIRED

BUTT JOINT DETAIL

ASPHALT DRIVEWAYS
ADJACENT TO CIR



SECTION A-A



HMA PAVEMENT

COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINT

REMOVING ASPHALTIC SURFACE MILLING

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

*BUTT JOINT IS NOT REQUIRED WHEN MATCHING INTO UNPAVED SURFACE

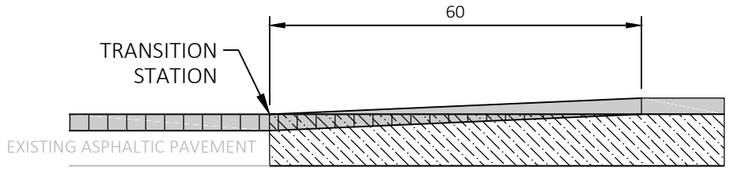
BUTT JOINT DETAIL

SIDE ROADS
ADJACENT TO CIR

NO CURB AND GUTTER - MATCH UNPAVED SURFACE*

TOWNLINE RD
W CIRCLE DR
MARTIN RD
E CIRCLE DR

TOWN RD 5 - TREAT AS DRIVEWAY



TRANSITION BUTT JOINT

STA 742+40 - 743+00 TRIPOLI WEST END
STA 777+00 - 777+60 TRIPOLI EAST END

2" HMA PAVEMENT

COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINTS

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

BUTT JOINT DETAIL

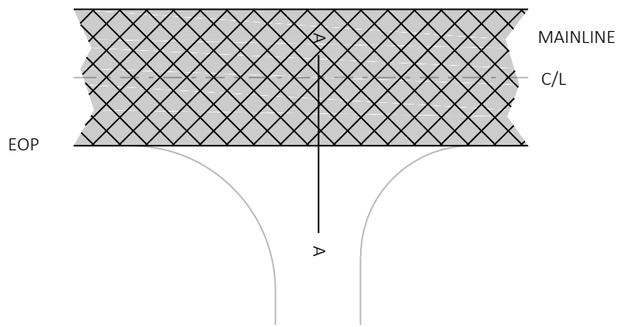
MAINLINE

2

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CONSTRUCTION DETAILS	SHEET 10	E



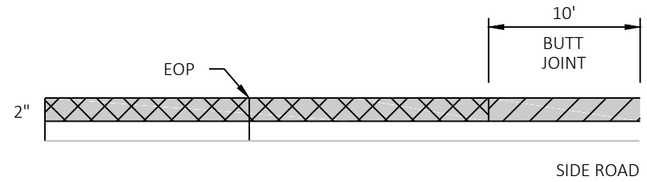
SECTION A-A



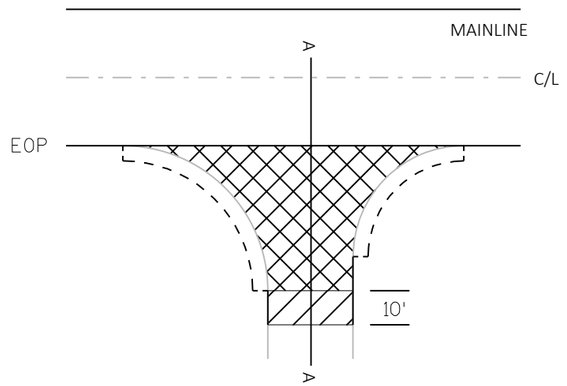
2" HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.



SECTION A-A



2" HMA PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINT

REMOVING ASPHALTIC SURFACE MILLING

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

WHEN MATCHING TO AN UNPAVED SURFACE, BUTT JOINT IS NOT REQUIRED

ASPHALT DRIVEWAYS (NO WORK AND NO BUTT JOINT)

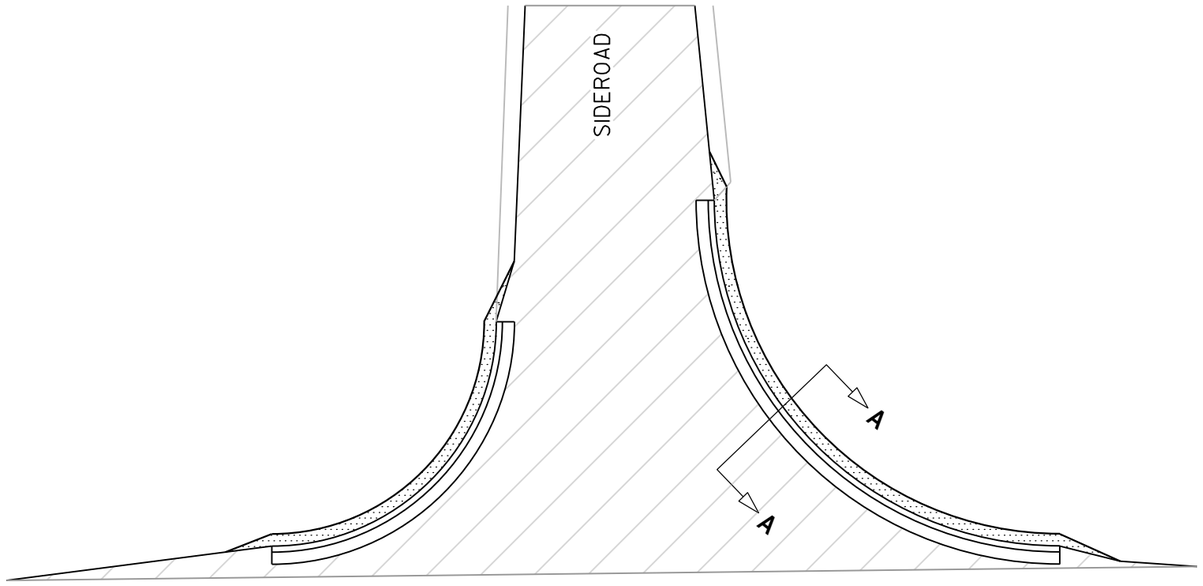
770+00 RT CE
770+86 LT PE
771+75 RT CE

SIDE ROADS

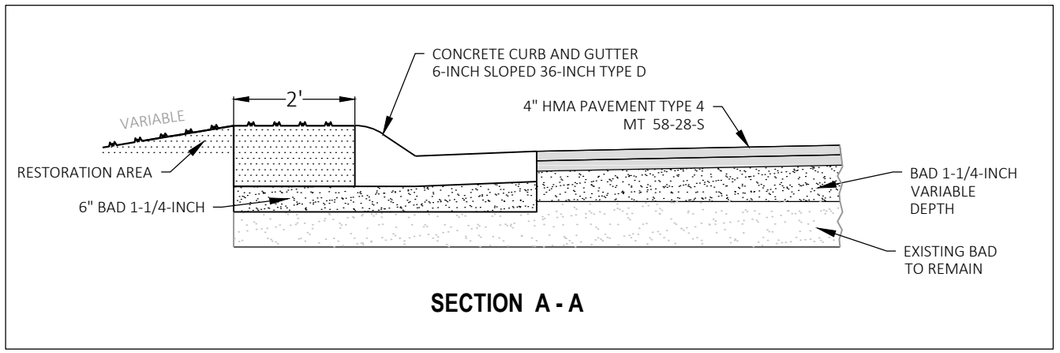
773+82 RT GARVIN PL - UNPAVED

MILLING DETAILS FOR SIDE ROADS AND DRIVEWAYS IN TRIPOLI

STA 743+00 - 777+00 ADJACENT TO MAINLINE MILLING, NO COLD-IN-PLACE RECYCLING



USH 8



SECTION A - A

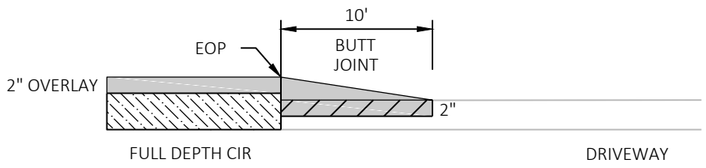
KEY

- HMA PAVEMENT
- RESTORATION AREA - TOPSOIL, SEED, FERTILIZER, E-MAT
- BAD 1 1/4-INCH
- REMOVING ASPHALTIC SURFACE

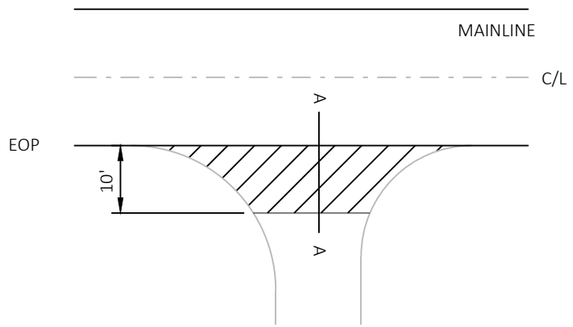
CURB REPLACEMENT/GRADE CHANGE DETAIL

SIDEROADS - SEE XS

CTH YY	ASPHALT - SAWCUT
CLIFFORD	BAD - REMOVE ASPHALT TO BAD
DEPOT	ASPHALT - SAWCUT
WILLOW	ASPHALT - SAWCUT
CTH T	ASPHALT - SAWCUT



SECTION A-A



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINT

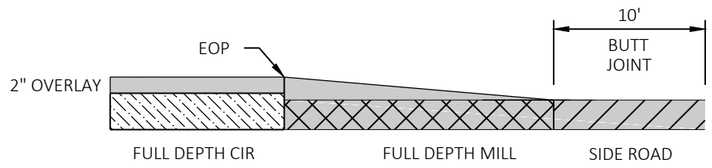
COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

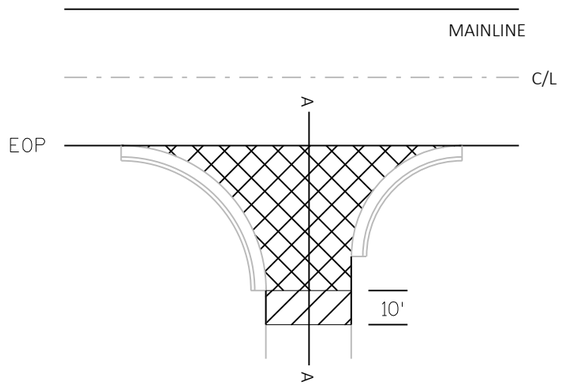
WHEN MATCHING TO AN UNPAVED SURFACE, BUTT JOINT IS NOT REQUIRED

BUTT JOINT DETAIL

ASPHALT DRIVEWAYS
ADJACENT TO CIR



SECTION A-A



HMA PAVEMENT

COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT

REMOVING ASPHALTIC SURFACE BUTT JOINT

REMOVING ASPHALTIC SURFACE MILLING

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

*BUTT JOINT IS NOT REQUIRED WHEN MATCHING INTO UNPAVED SURFACE

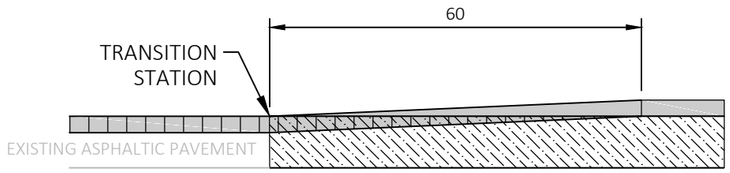
BUTT JOINT DETAIL

SIDE ROADS
ADJACENT TO CIR

NO CURB AND GUTTER - MATCH UNPAVED SURFACE*

TOWNLINE RD
W CIRCLE DR
MARTIN RD
E CIRCLE DR

TOWN RD 5 - TREAT AS DRIVEWAY



TRANSITION BUTT JOINT

STA 742+40 - 743+00 TRIPOLI WEST END
STA 777+00 - 777+60 TRIPOLI EAST END

2" HMA PAVEMENT

COLD-IN-PLACE RECYCLING ASPHALT PAVEMENT

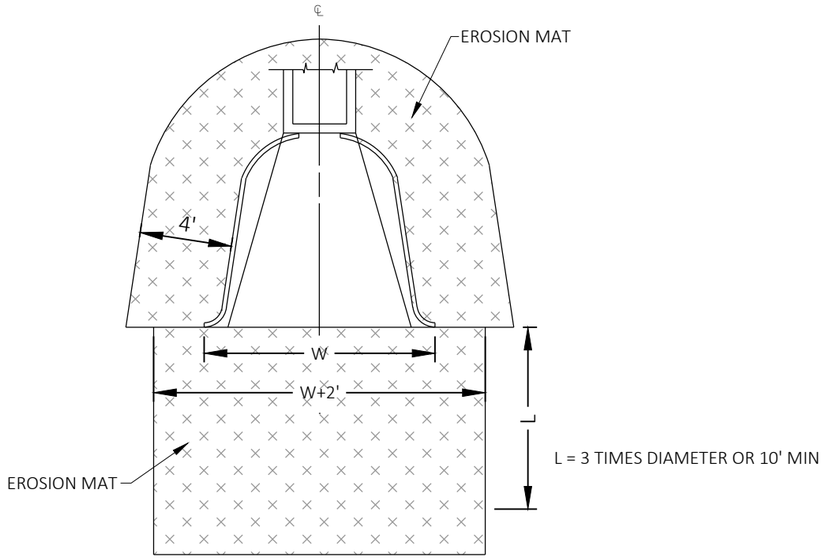
REMOVING ASPHALTIC SURFACE BUTT JOINTS

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

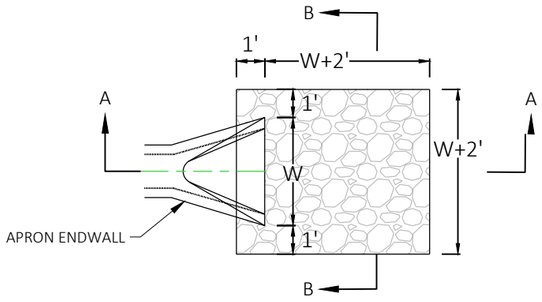
BUTT JOINT DETAIL

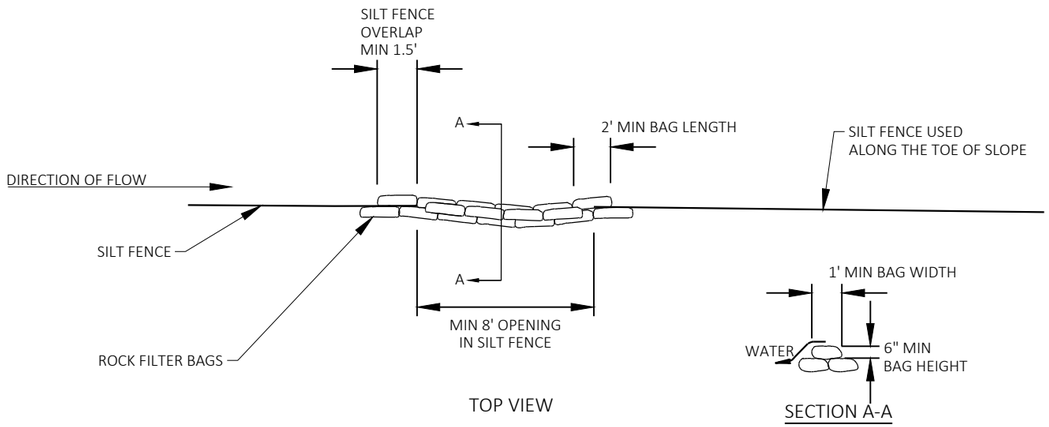
MAINLINE

2



EROSION MAT AT PIPE END

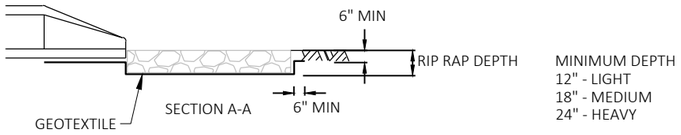


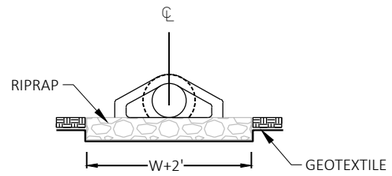


TOP VIEW

SECTION A-A

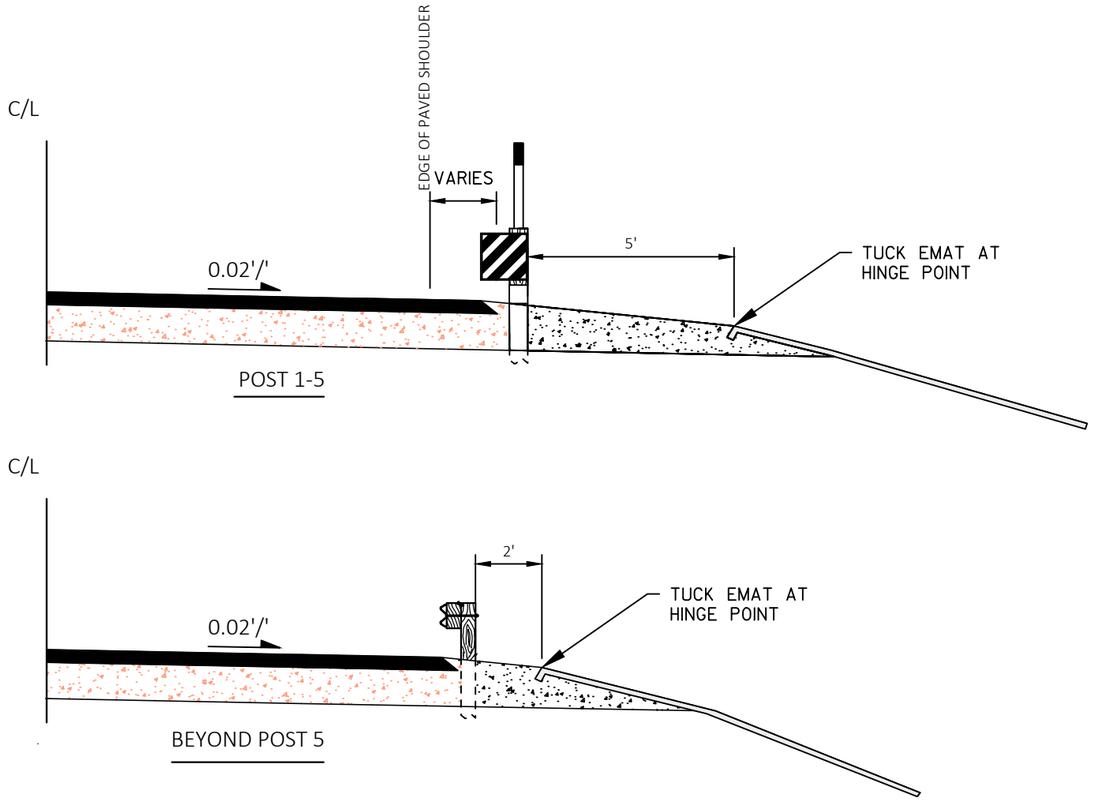
ROCK BAGS USED FOR SILT FENCE RELIEF





SECTION B-B

RIPRAP AND GEOTEXTILE



HMA PAVEMENT

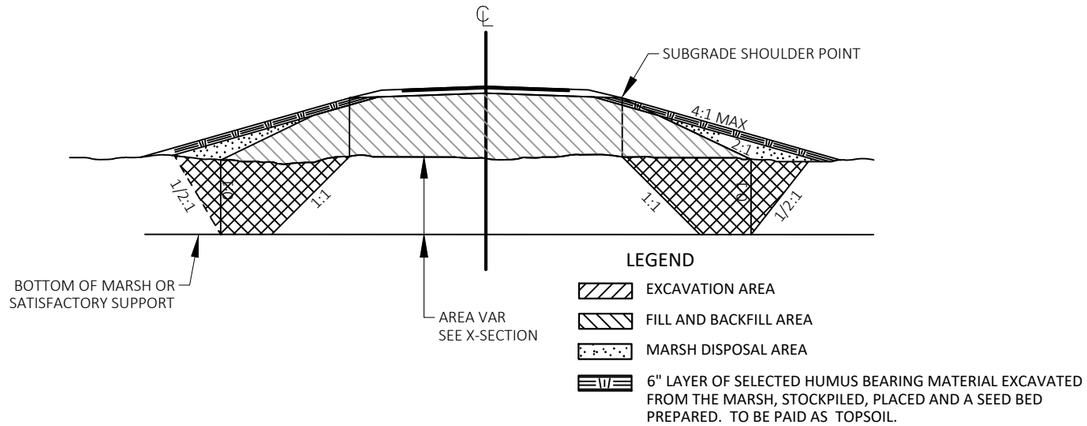
BASE

EXISTING BASE

EROSION MAT AND SEED

EROSION MAT TREATMENT AT GUARDRAIL

NOTE: SEE STANDARD DETAIL DRAWINGS
MIDWEST GUARDRAIL SYSTEM SYSTEM (MGS) GUARDRAIL
MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L)
MIDWEST GUARDRAIL SYSTEM (MGS) EAT
MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

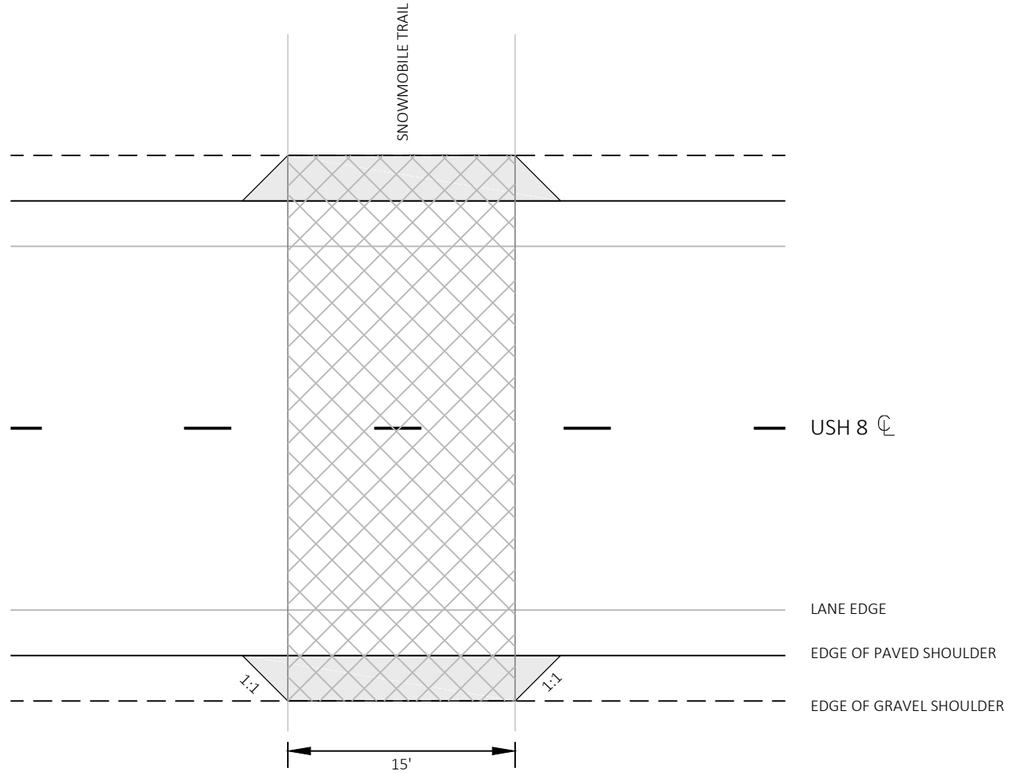


TYPICAL PARTIAL MARSH EXCAVATION SECTION

2

C3D2022 021002_CD

2



PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING

HMA PAVEMENT WIDENING (5-INCH DEPTH)

NOTE: PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

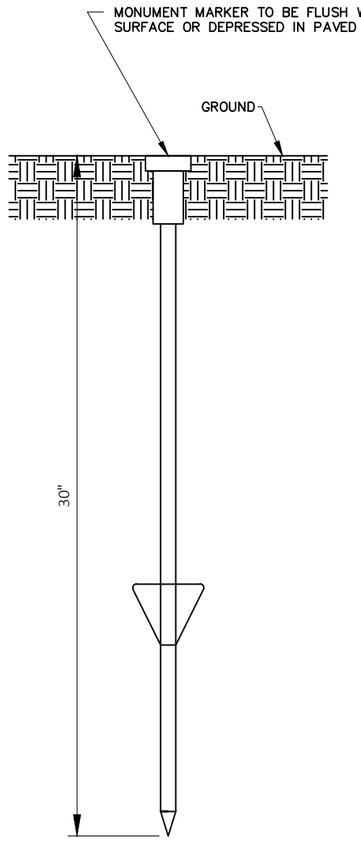
SNOWMOBILE TRAIL CROSSING WITH FULL WIDTH SHOULDERS AND PROTECTIVE COATING

STA 792+30



WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

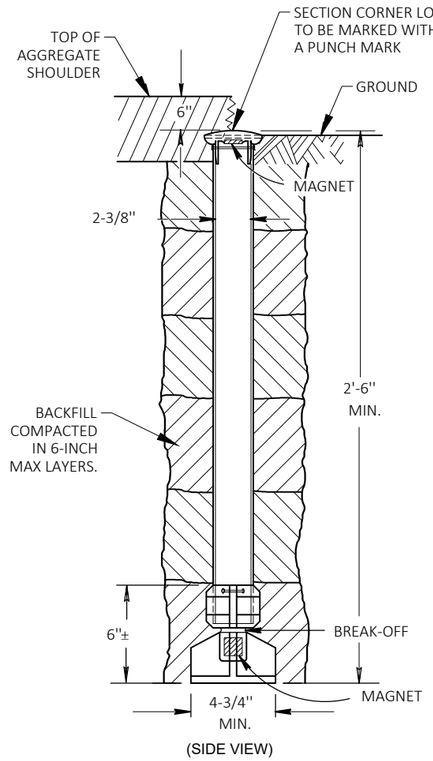
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

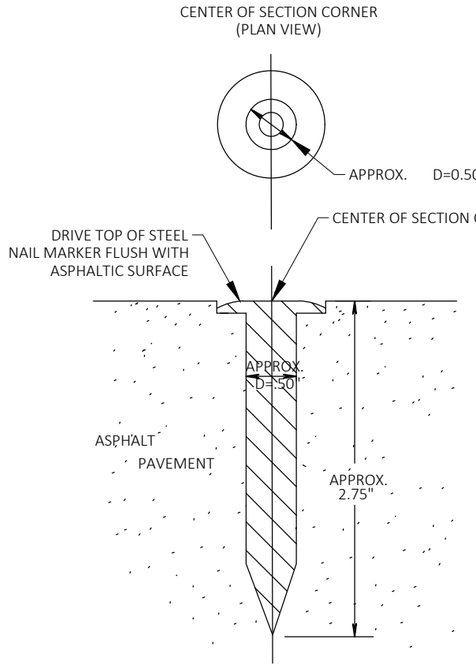
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

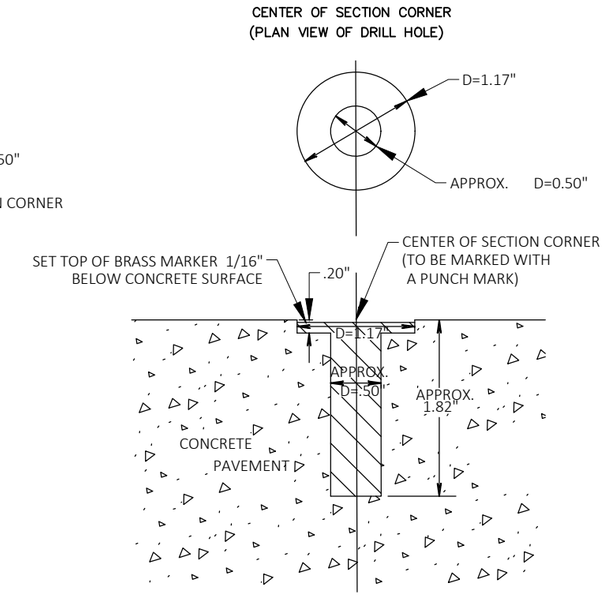
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT" ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

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.

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

CONTRACTOR WILL SUPPLY ALL REQUIRED SURVEY MONUMENTS.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL

2

STA 634+69.37 USH 8 =
STA 140+00 CTH YY

CONSTRUCT TYPE C INTERSECTION LT
REMOVING ASPHALTIC SURFACE MILLING
PAVE TO END OF RADIUS
MATCH 141+05

CONSTRUCT TYPE D INTERSECTION RT
REMOVING ASPHALTIC SURFACE
SAWING ASPHALT REQUIRED
MATCH 139+00

66' R/W
BAD SURFACE
THRU ROAD

STA 151+23 RT PE
RESTORE BAD

STA 638+44.84 USH 8 =
STA 150+00.00 CLIFFORD RD
CONSTRUCT TYPE D INTERSECTION
REMOVING ASPHALTIC SURFACE
STA 150+95 - END ASPHALT
STA 151+42 - MATCH BAD

66' R/W
BAD SURFACE
DEAD END

100' R/W

120' R/W
ASPH SURFACE
THRU ROAD TO STH 86

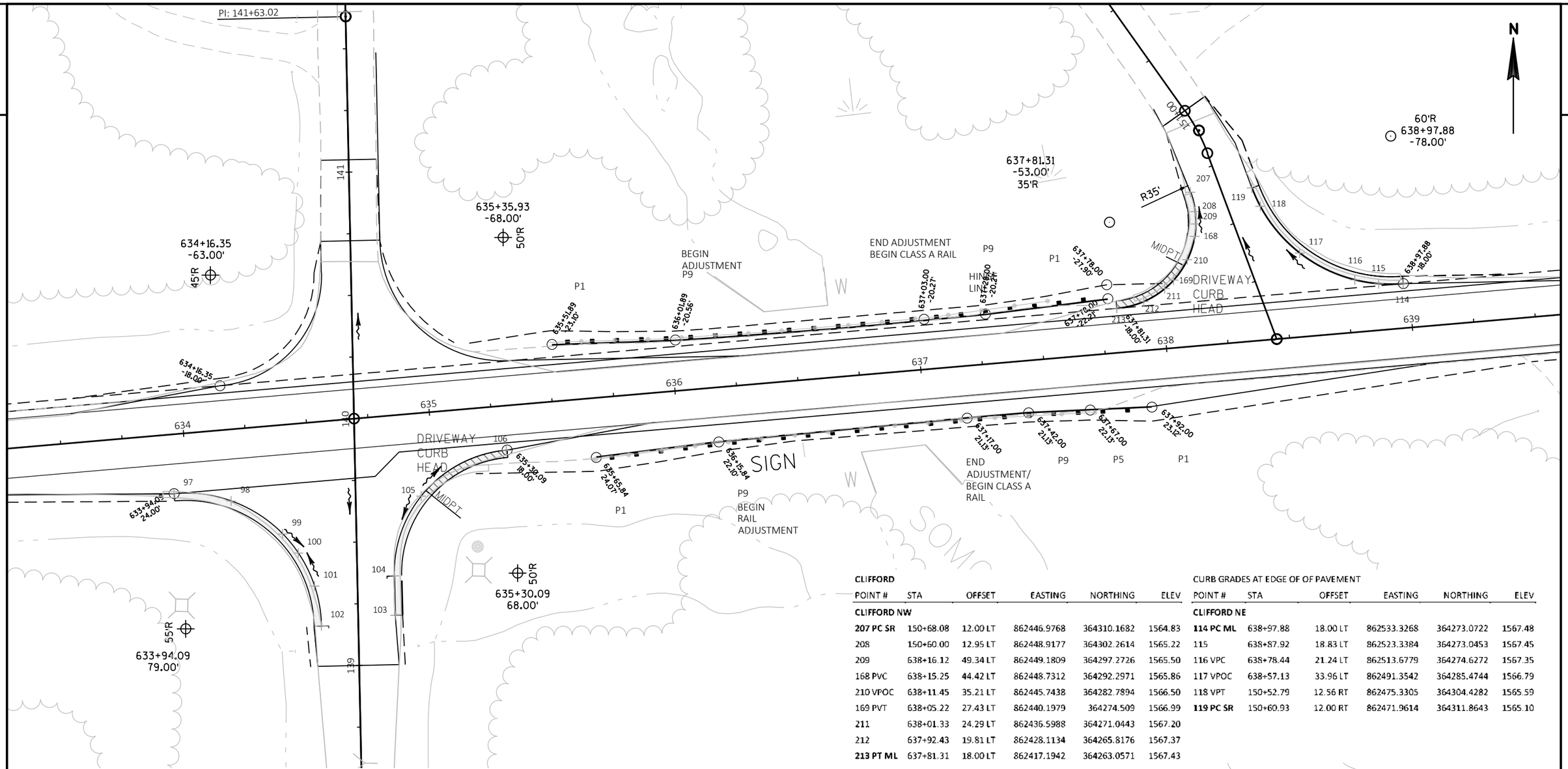
STA 636+72
B-35-87
TWIN 10x8x67 BOX CULV
NO STRUCTURE WORK REQUIRED
ADJUST STEEL PLATE BEAM GUARD
BEAM GUARD CLASS A - EXTEND EAST ENDS
STEEL PLATE BEAM GUARD TERMINAL EAT (4)

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2026	626+28	1586.028	CP FEN026 66' LT
2027	635+48	1565.750	CP FEN027 65' LT
2028	645+71	1562.350	CP FEN028 59' LT

C3D LAYOUT 021114

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 636+72 TOWNLINE RD/CTH YY, CLIFFORD RD	SHEET 18	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR6_OLD8_YY_CLIFFORD.DWG PLOT DATE : 11/12/2022 4:47 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:50_XREF



CTH YY

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH YY SW					
97 ML	633+94.09	24.00 RT	862035.0098	364187.9421	1571.64
98	634+16.86	28.94 RT	862058.1229	364184.9807	1570.83
99	634+36.53	44.02 RT	862079.0143	364171.6443	1569.60
100 LOW	634+42.16	52.27 RT	862085.3282	364163.9073	1569.40
101	139+32.52	17.45 LT	862091.9291	364150.4895	1569.48
102 SR	139+16.28	15.00 LT	862094.7201	364134.4406	1569.43

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH YY SE					
103 SR	139+20.00	15.00 RT	862124.6380	364138.6559	1569.44
104 PC	139+35.98	15.00 RT	862124.3009	364154.6354	1569.52
105 HIGH	634+93.81	33.59 RT	862135.1865	364186.9528	1569.70
106 PT	635+30.09	18.00 RT	862169.6423	364205.5670	1569.33

CLIFFORD

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CLIFFORD NW					
207 PC SR	150+68.08	12.00 LT	862446.9768	364310.1682	1564.83
208	150+60.00	12.95 LT	862448.9177	364302.2614	1565.22
209	638+16.12	49.34 LT	862449.1809	364297.2726	1565.50
168 PVC	638+15.25	44.42 LT	862448.7312	364292.2971	1565.86
210 VPOC	638+11.45	35.21 LT	862445.7438	364282.7894	1566.50
169 PVT	638+05.22	27.43 LT	862440.1979	364274.509	1566.99
211	638+01.33	24.29 LT	862436.5988	364271.0443	1567.20
212	637+92.43	19.81 LT	862428.1134	364265.8176	1567.37
213 PT ML	637+81.31	18.00 LT	862417.1942	364263.0571	1567.43

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CLIFFORD NE					
114 PC ML	638+97.88	18.00 LT	862533.3268	364273.0722	1567.48
115	638+87.92	18.83 LT	862523.3384	364273.0453	1567.45
116 VPC	638+78.44	21.24 LT	862513.6779	364274.6272	1567.35
117 VPOC	638+57.13	33.96 LT	862491.3542	364285.4744	1566.79
118 VPT	150+52.79	12.56 RT	862475.3305	364304.4282	1565.59
119 PC SR	150+60.93	12.00 RT	862471.9614	364311.8643	1565.10

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS : CTH YY, CLIFFORD RD CURB GRADES	SHEET 19	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR6_OLD8_YY_CLIFFORD_CURBGRADES.DWG
LAYOUT NAME - Curb Grades YY

PLOT DATE : 11/12/2022 3:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

STA 641+31.5 P1
REMOVING SMALL PIPE CULVERTS
1-36" x 78' CPRC

1-36" CPRC REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK RT REQUIRED

N

WETLAND BOUNDARY

1559.530

SOLAR PED

641+78.00
30.00'

SIGN

642 643 644 645 646 647 648

USH 8

SIGN

MARSH EX

2028
1562.350
CP FENO28

TRPL7000/10

WETLAND BOUNDARY

644+31.50
51.00'

644+37.00
50.00'

TRPL7000/11

1558.264

1560.385

#W12045

1557.810

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2027	635+48	1565.75	CP FEN027 65' LT
2028	645+71	1562.350	CP FEN028 59' LT

C3D LAYOUT OC1114 pipe1

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 645+31 P1	SHEET 20	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR6_OLD8_YY_CLIFFORD.DWG PLOT DATE : 11/9/2022 6:23 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

2

TRIPOLI DR

SHORT RD

100'

RR R/W

N

FOX VALL

66' R/W
BAD SURFACE
THRU ROAD

STA 655+74.43 USH 8 =
STA 160+00.00 SHORT RD
CONSTRUCT TYPE C MODIFIED INTERSECTION-12' THROAT WIDTH

STA 160+37
REMOVING SMALL PIPE CULVERTS
1-24"x 48' CMCP

STA 160+42
1-24" CPCM REQUIRED

STA 160+70 END ASPHALT
STA 161+50 MATCH BAD

STA 653+20 P2
REMOVING SMALL PIPE CULVERTS
1-36" x 58' CPRC
1-36" CPRC REQUIRED

TEMPORARY LANE SHIFT FOR CULVERT WORK LT REQUIRED

STA 656+86 LT PE
RESTORE
BAD SURFACE

CABIN
#W11930

PI: 161+50.00

W = 16'

162

161

160

WETLAND
BOUNDARY

655+25.87
-53.00'
35'R

CP 36 24"

656+19.91
-53.00'
35'R

2029
1567.425
CP FENO29

PC: 658+89.99

659

658

657

656

655

654

653

652

USH 8

88°19'00"

60' R/W

MARSH SURF

MARSH EXC

FO

FO 2018

WETLAND
BOUNDARY

100' R/W

MARSH SURF

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2028	645+71	1562.350	CP FEN028 59' LT
2029	656+48	1567.425	CP FEN029 50' LT

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 655+75 SHORT RD	SHEET 21	E

2

2

N

STA 675+00 LT PE
REMOVING SMALL PIPE CULVERTS
1-24" x 24' CPRC
RESTORE DITCH LINE
SEE XS

FOX VALLEY AND LAKE SUPERIOR

47' R/W

672 673 674 675 676 677 678 679

WETLAND BOUNDARY

100' R/W

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 675+00 PE	SHEET 22	E

2

STA 688+08.74 USH 8 =
STA 170+00.00 W CIRCLE DR
CONSTRUCT TYPE C INTERSECTION
REMOVING ASPHALTIC SURFACE
GRADING SLOPES

STA 169+60
REMOVING SMALL PIPE CULVERTS
1-24" x 59' CPCM

STA 169+58
1-24" CPCS REQUIRED

STA 688+09 LT
DISCONTINUED W LOOP RD
DO NOT RESTORE

N

OW BROOK CR

FOX VALLEY AND LAKE SUPERIO

36' R/W

PC: 687+65.66

93°30'50"

TLE

688+34.87
20.27'

689+34.87
18.26'

33'
R/W

PT: 690+08.54

TLE

691+31.12
18.27'

692+41.13
20.27'

686 687 688 689 690 691 692 693

688+56.39
18.00'

688+71.19
20.27'

689+21.19
18.26'

691+89.94
20.27'

691+39.94
18.27'

CPCS 24"

2031
1547.187
CP FEN031

687+41.20
72.00'

GUY 688+56.49
58.00'

688+81.00
90.00'

NGS

NGS BM N255

FO 2018

52' R/W

70' R/W

MEADOW BROOK CR

100' R/W

MARSH

WETLAND
BOUNDARY

PAVE TO END OF RADIUS
W = 22'

MATCH 168+90 BAD
W = 21'

BP: 168+14.05

66' R/W
BAD SURFACE
THRU ROAD

STA 690+45
C-35-143 3-72"x60' RCCP
NO STRUCTURE WORK REQUIRED
MSG GUARDRAIL 3 LT & RT REQUIRED

BOTTOM OF GUARD RAIL POSTS TO TOP OF PIPES
CLEARANCE VARIES 2-3"

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
2031	687+29	1547.187	CP FEN031 57' RT
2032	701+00	1599.294	CP FEN032 38' RT

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 690+45 W CIRCLE DR	SHEET 23	E

2

2

N

STA 688+09 LT
DISCONTINUED W LOOP RD
DO NOT RESTORE

MEADOW BROOK CR

FOX VALLEY AND LAKE SUPERIOR RR

TLE

33'
R/W

TLE

PC: 687+65.66

PT: 690+08.54

95°30'50"

688+84.87
20.27'

689+34.87
18.26'

691+91.12
18.27'

692+41.13
20.27'

SIGN

688 689 690 691 692 693 694

USH 8

688+56.59
18.00'

689+21.19
18.26'

688+71.19
20.27'

691+89.94
20.27'

691+39.94
18.27'

693+50.00
52.45'

2031
1547.187
CP FEN031
687+41.20
72.00'

CCS 24"

GUY
688+56.49
58.00'

52' R/W

70' R/W

FO 2018

FO

688+81.00
90.00'

NGS

NGS BM N255

100' R/W

159

168

END OF RADIUS

68+90 BAD

BP: 168+14.05

66' R/W
BAD SURFACE
THRU ROAD

STA 690+45
C-35-149 3-72"x60' RCCP
NO STRUCTURE WORK REQUIRED
MSG GUARDRAIL 3 LT & RT REQUIRED

BOTTOM OF GUARD RAIL POSTS TO TOP OF PIPES
CLEARANCE VARIES 2-3"

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2031	687+29	1547.187	CP FEN031 57' RT
2032	701+00	1599.294	CP FEN032 38' RT

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 690+45 GUARDRAIL C-35-149	SHEET 24	E

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2032	701+00	1599.294	CP FEN032 38' RT
2033	716+48	1553.977	CP FEN033 50' LT
2034	729+70	1532.279	CP FEN034 69' LT

DO NOT DISTURB SITE
SOMO CEMETARY

SOMO CEMETARY

GRASS LINE

SECALUMINUM MON

STONE MON

TRIPOLI DR

LINCOLN COUNTY LINE

END CONSTRUCTION
STA 194+75
MATCH EXISTING

DO NOT DISTURB
16" WHITE PINE

29' RADIUS

STA 193+92 RT
GRAVEL PE
1-18" CPCM REQUIRED

STA 193+64
STEEL PLATE BEAM GUARD CLASS A REQUIRED

STA 194+00
CONSTRUCT CUL-DE-SAC
BAD SURFACE

STA 190+00 - 193+48
DISCONTINUE ROADWAY

SLOPE INTERCEPT

EDGE
GRAVEL SHOULDER

TRIPOLI DRIVE
STA 190+67 - 191+12
OBLITERATE OLD ROADWAY

191+00 RT
191+62 LT
REMOVING SIGNS TYPE II AND SMALL SUPPORTS

191+42
1-15"x 92' CPPE REMOVE

RESTORE DITCH LINE - SEE CROSS SECTIONS
0+15 - 1+93

OLD LOGGING ROAD

#14040

RAILROAD

RAILROAD TO REMAIN

STA 714+62.88 USH 8 =
STA 180+00.00 MARTIN RD
SE = 4.5%
MATCH EXISTING WIDTH, RADII
PAVE TO END OF RADIUS
CONSTRUCT TYPE C INTERSECTION

QUARTER SECTION LINE

100'

BP: 0+00.00

BP: 10+00.00

SAWCUT REQUIRED
191+28
191+12

EP: 2+30.41

GPS 7G01

2033
1553.977
CP FEN033

OBLITERATE OLD ROADWAY

USH 8

SIGN

102°22'34"

PT: 716+70.32

PC: 719+00.98

STA 719+49.36 USH 8 =
STA 190+00.00 TRIPOLI DR
DO NOT RESTORE INTERSECTION
USH 8 SE = 4.5%

REMOVE CURB & GUTTER

REMOVING SMALL PIPE CULVERT
1-24"x73' CPRC

713+89.34
68.00'
50'R

715+07.27
68.00'
50'R

#N12073

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 719+49 MARTIN RD/TRIPOLI DRIVE	SHEET 25	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\021100-ID.DWG
LAYOUT NAME - 021116

PLOT DATE : 11/3/2022 7:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 42

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2034	729+70	1532.279	CP FEN034 69' LT
2035	742+40	1523.118	CP FEN035 44' LT
2036	758+55	1526.870	CP FENC36 46' LT

N

STA 741+34.09 USH 8 =
STA 200+00.00 E CIRCLE RD
CONSTRUCT TYPE C INTERSECTION

REMOVING ASPHALTIC SURFACE MILLING
MATCH EXISTING WIDTH
PAVE TO END OF RADIUS

STA 745+48
B-35-167 2-9' x 8.5' BC
NO WORK REQUIRED

SCOTT CR

741+34.71
73.67'

741+34.26
53.67'

55' R/W

2035
1517.554
CP FENO35

87°37'27"

738 739 740 741 742 743 744 745

USH 8

SPK LARGE NAIL

741+02.60
51.35'

28.67'

TRPL100075

STA 740+38 P4
1-24"X24" RCBC
NO WORK REQUIRED

40'R
740+84.00
58.00'

35'R
741+86.88
53.00'

199

66' R/W

E CIRCLE DR

N12090
SHED
TOWN OF SOMO

SHED

STA 744+07 RT PE
BAD

#W11227

G

BAD SURFACE
THRU ROAD
ATV & SNOWMOBILE ROUTE

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 741+34 E CIRCLE DR	SHEET 26	E

RUTH

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
RUTH NW					
149	250+81.06	13.00 LT	873392.2016	364895.1238	1521.94
150 PC SR	250+56.06	13.00 LT	873392.8208	364879.3992	1521.76
151	780+58.80	32.41 LT	873390.2778	364863.7104	1521.54
152 LP	780+43.96	21.30 LT	873379.6781	364848.1570	1521.27
153 PT ML	780+28.09	18.00 LT	873353.1877	364837.8297	1521.39

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
RUTH NE					
143 PC ML	748+83.55	18.00 LT	873474.4465	364838.3511	1522.75
140	748+62.57	21.77 LT	873453.4501	364842.0298	1522.37
141 LP	748+33.18	45.33 LT	873423.9538	364865.4637	1521.60
142 PT SR	210+75.56	11.00 RT	873414.1846	364895.9895	1522.04

BAD SURFACE
THRU ROAD

STA 748+15.20 USH 8 =
STA 210+00.00 RUTH RD
CONSTUCT TYPE D INTERSECTION

STA 210+31
REMOVING SMALL PIPE CULVERTS
1-24"x81' CPRC

STA 210+42
1-24" CPRC REQUIRED

STA 210+89 END ASPHALT W= 23.5'
STA 211+05 MATCH BAD

STA 745+48
B-35-167 2-9' x 8.5' BOX CULVERT
NO WORK REQUIRED

STA 744+07 RT PE
BAD

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2034	729+70	1532.279	CP FEN034 69' LT
2035	742+40	1523.118	CP FEN035 44' LT
2036	758+55	1526.870	CP FENC36 46' LT

C3D LAYOUT 021120

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 748+15 RUTH RD	SHEET 27	E

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
DEPOT NW					
154 PC SR	1+42.98	12.00 LT	874853.0163	364872.1851	1541.78
155	1+33.66	14.60 LT	874848.3472	364861.7958	1541.52
156 MID PT	762+49.75	27.22 LT	874840.5893	364853.4558	1541.25
157	762.41.50	22.52 LT	874832.3559	364848.7200	1541.02
158 PT ML	762+28.46	20.00 LT	874819.3338	364846.1468	1540.60

POINT #	STA	OFFSET	EASTING	NORTHIN
DEPOT NE				
159 ML PC	763+06.71	20.20 LT	874897.5838	364846.48
160	762+97.01	22.51 LT	874887.8704	364848.95
161	762+90.73	27.98 LT	874881.5648	364854.39
162 LOW PT	1+44.04	13.09 RT	874877.4976	364866.59
163 SR PT	1+53.86	12.00 RT	874879.1907	364874.53

STA 755+44 P6
35008001345
REMOVING SMALL PIPE CULVERTS
1-36" x 54' CPRC
1-29" x 45" CPRCHE REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK LT REQUIRED

STA 757+66.4 P7
35008001346
REMOVING SMALL PIPE CULVERTS
1-36" x 60' CPRC
1-36" CPRC REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK LT REQUIRED

STA 759+08.41 USH 8 =
STA 220+00.00 FIRE BARN RD
CONSTRUCT TYPE C INTERSECTION
PAVE TO END OF RADIUS
MATCH STA 218+95

N

#13840
55' HE
MARSH SURF
WETLAND BOUNDARY
MAILBOX
MARSH EX
CP FENO36
1526.870
2036
MARSH
WETLAND BOUNDARY
55' HE
86°20'49"
754 755 756 USH 8 757 758 759 760 761
33' HE
DO NOT DISTURB TREE
5' TLE
EXISTING 33' HE
50' R/W
#W11189
G
60'R
758+38.23
78.00'
MATCH +95
FIRE BARN RD
66' R/W
R/W
40'R
759+67.22
58.00'
BAD SURFACE
DEAD END ROAD
ATV & SNOWMOBILE ROUTE
SHED

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2035	742+40	1523.118	CP FEN035 40' LT
2036	758+55	1526.870	CP FEN036 46' LT
2037	773+81	1546.980	CP FEN037 38' LT

C3D LAYOUT 021121

PROJECT NO: 1580-03-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 780+79 FIRE BARN RD	SHEET 28	E

2

DEPOT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
DEPOT NW					
154 PC SR	1+42.98	12.00 LT	874853.0163	364872.1851	1541.78
155	1+33.66	14.60 LT	874848.3472	364861.7958	1541.52
156 MID PT	762+49.75	27.22 LT	874840.5893	364853.4558	1541.25
157	762.41.50	22.52 LT	874832.3559	364848.7200	1541.02
158 PT ML	762+28.46	20.00 LT	874819.3338	364846.1468	1540.60

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
DEPOT NE					
159 ML PC	763+06.71	20.20 LT	874897.5838	364846.4840	1542.89
160	762+97.01	22.51 LT	874887.8704	364848.9532	1542.34
161	762+90.73	27.98 LT	874881.5648	364854.3943	1541.92
162 LOW PT	1+44.04	13.09 RT	874877.4976	364866.5917	1541.80
163 SR PT	1+53.86	12.00 RT	874879.1907	364874.5379	1541.98

STA 757+66.4 P7
35008001346
REMOVING SMALL PIPE CULVERTS
1-36" x 60' CPRC
1-36" CPRC REQUIRED
TEMPORARY LANE SHIFT DURING CULVERT WORK LT REQUIRED

STA 759+08.41 USH 8 =
STA 220+00.00 FIRE BARN RD
CONSTRUCT TYPE C INTERSECTION
PAVE TO END OF RADIUS
MATCH STA 218+95

DITCH GRADING
STA 761+00 - 742+35 LT

ASPH SURF
THRU ROAD

MATCH 1+85
BUTT JOINT REQUIRED

STA 762+71.44 USH 8 =
STA 1+00.00 DEPOT RD
CONSTRUCT TYPE D MODIFIED INTERSECTION - THROAT WIDTH = 12'
REMOVING ASPHALTIC SURACE

STA 1+32
REMOVING SMALL PIPE CULVERTS
1-24" x 60' CMCP

STA 1+34
1-28"x20" PACS REQUIRED

BAD SURFACE
DEAD END ROAD
ATV & SNOWMOBILE ROUTE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2234	780+59	1532.800	NGSBM P255 50' LT
2038	781+25	1528.695	CP FEN038 49' RT
2039	788+36	1539.245	CP FEN038 65' LT

C3D LAYOUT 021121 PO 50SCALE

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: GARVIN PLACE	SHEET 29	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW.DWG PLOT DATE : 11/9/2022 7:55 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 42

STA 773+82.00 USH 8 =
STA 240+00.00 GARVIN PL
CONSTRUCT TYPE C INTERSECTION - MODIFIED
WITDTH

REMOVING ASPHALTIC SURFACE MILLING
MATCH RADIUS RT, WIDEN LANE LT
PAVE TO END OF RADIUS

N

PI: 771+44.15

CP FENO37
1546.980
2037

34°17'10"

770 771 772 773 774 775 776 777

PI: 239+75.25

CPHDPE 18-INCH

52.11'

51.30'

SIGN

STA 770+10 LT
ASPH CE

SIGN

STA 772+81 LT
ASPH CE

25'R
773+30.07
43.00'

24.00'

12.00'

30'R
774+24.00
48.00'

239+47.01
0.00'

PI: 239+22.30

239

MATCH 239+47
BAD SURFACE
DEAD END ROAD

PC: 238+69.07

49.50'

GARVIN PL

#13728

#W11069

#N12080

BP

SEPTIC

TANKS

TANKS

WELL

WELL

GUY

GUY

GUY

LEGEND	
⊠	ZONE OF PETEROLEUM HYDROCARDON CONTAMINATION GROUNDWATER AT ESTIMATED DEPTH OF 9' BELOW EXISTING GRADE

C3D LAYOUT 021122

C3D LAYOUT 021122

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 773+82 GARVIN PLACE	SHEET 30	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW.DWG PLOT DATE : 11/2/2022 11:39 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1:50_XREF

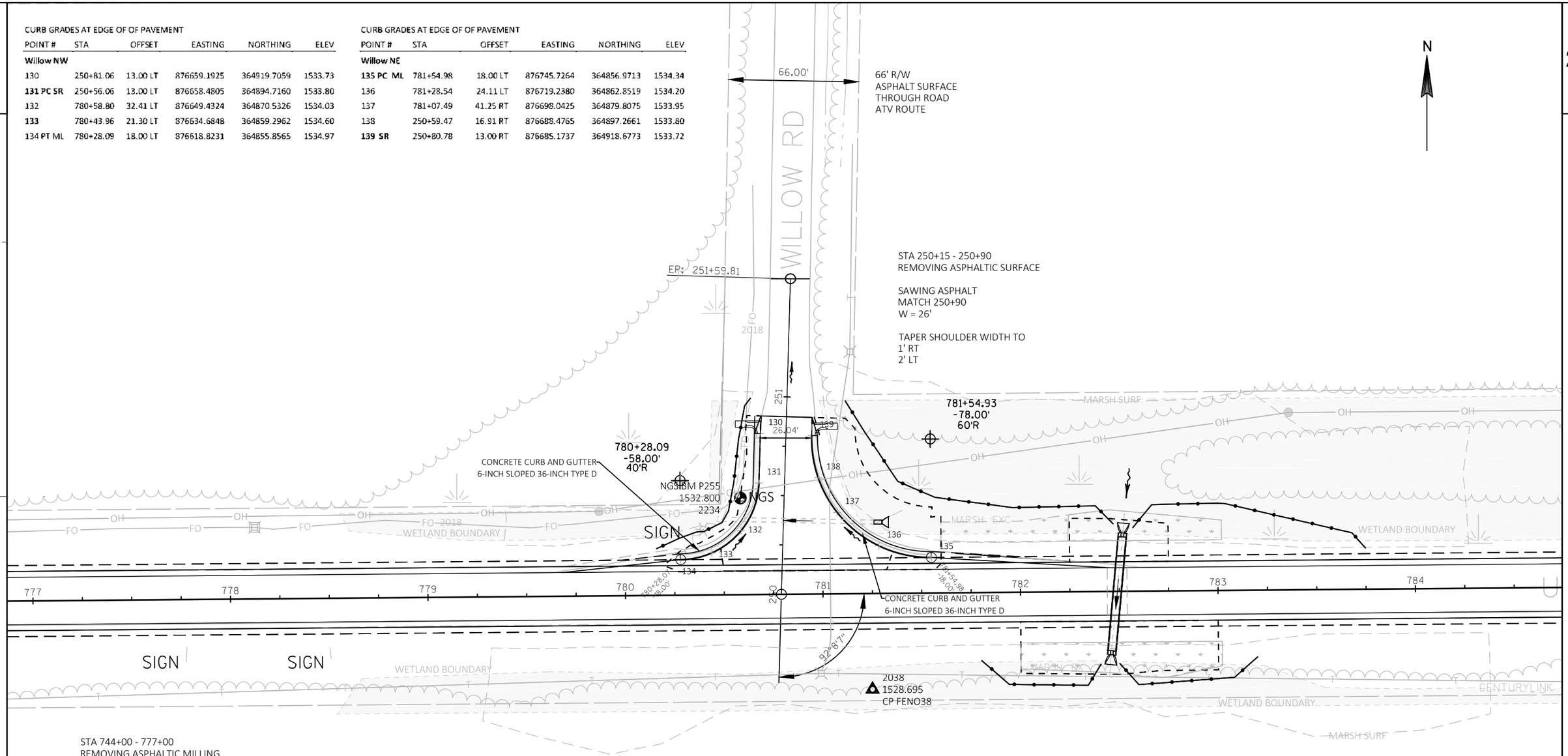
2

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
Willow NW					
130	250+81.06	13.00 LT	876659.1925	364919.7059	1533.73
131 PC SR	250+56.06	13.00 LT	876658.4805	364894.7160	1533.80
132	780+58.80	32.41 LT	876649.4324	364870.5326	1534.03
133	780+43.96	21.30 LT	876634.6848	364859.2962	1534.60
134 PT ML	780+28.09	18.00 LT	876618.8231	364855.8565	1534.97

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
Willow NE					
135 PC ML	781+54.98	18.00 LT	876745.7264	364856.9713	1534.34
136	781+28.54	24.11 LT	876719.2380	364862.8519	1534.20
137	781+07.49	41.25 RT	876698.0425	364879.8075	1533.95
138	250+59.47	16.91 RT	876688.4765	364897.2661	1533.80
139 SR	250+80.78	13.00 RT	876685.1737	364918.6773	1533.72



STA 744+00 - 777+00
REMOVING ASPHALTIC MILLING

STA 777+00
BEGIN CIR

STA 777+00 - 777+60
TRANSITION BUTT JOINT REQUIRED

STA 780+78.97 USH 8 =
STA 250+00.00 WILLOW RD
CONSTRUCT TYPE D INTERSECTION

REMOVING ASPHALTIC SURFACE
1-24"x4' CPCS EXTENSION REQUIRED

STA 782+49 P8
35008001347
REMOVING SMALL PIPE CULVERTS
1-36" x 56' CPRC
1-29" x 45" CPRCHE REQUIRED
TEMPOARY LANE SHIFT DURING CULVERT WORK LT REQUIRED

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
2234	780+59	1532.800	NGSBM P255 50' LT
2038	781+25	1528.695	CP FEN038 49' RT
2039	788+36	1539.245	CP FEN038 65' LT

C3D LAYOUT 021123

PROJECT NO: 1580-03-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 780+79 WILLOW RD, P8	SHEET 31	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW.DWG PLOT DATE : 11/9/2022 8:01 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

2

2

N

STA 792+30
PROTECTIVE THERMOPLASTIC COATING
AT SNOWMOBILE CROSSING

STA 794+84 P9
35008001348
1-24" CPRC
NO WORK REQUIRED

#13630

OH T OH CENTURYLINK OH T OH T OH T OH T OH T OH T OH T

793+33.38
100.49'

100' R/W

TRAIL

789 790 791 792 793 794 795 796

USH 8

SEC BERNTSEN SPIKE

SIGN SIGN

55' R/W

793+92.69
54.51'

STA 790+00 RT
BAD CE

STA 792+00 RT
BAD CE

SIGN

WILDERNESS
INN
#W10917

#W10911

TANKS

793+93.87
99.51'

100' R/W

STA 794+11
BAD FE

PROJECT NO: 1580-03-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 792+30	SHEET 32	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW.DWG PLOT DATE : 8/29/2022 10:17 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

WISDOT/CADDS SHEET 42

2

2

N

STA 809+00 P10
35008001348
REMOVING SMALL PIPE CULVERTS
1-24" x 56' CPRC
1-24" CPRC REQUIRED
TEMPORARY LANE SHIFT FOR CULVERT WORK LT REQUIRED

100' R/W

MARSH SURF

WETLAND BOUNDARY

MARSH SURF

805 806 807 808 809 810 811 812

USH 8

WETLAND BOUNDARY

2041
1535.379
CP FENO41

100' R/W

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
2040	801+75	1535.092	CP FENO40 50' LT
2041	810+81	1535.379	CP FENO41 60' RT
2042	819+71	1558.121	CP FENO42 81' RT

PROJECT NO: 1580-03-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: STA 809+00 P10	SHEET 33	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW.DWG PLOT DATE : 11/9/2022 8:01 PM PLOT BY : HETH, BARBARA L PLOT NAME : ---------- PLOT SCALE : 1" = 50'_XREF

STA 820+21.89 USH 8 =
STA 260+00.00 CTH T
CONSTRUCT TYPE D MODIFIED INTERSECTION
REMOVING ASPHALTIC SURFACE
SHLD W = 10'

N

100' R/W

85°36'55"

818 820 822 824

USH 8

SEC BERNTSEN MON

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

40'R
820+81.81
62.00'

NGS
1
NGS TRIPOLI

2042
1558.121
CP FENO42

60'R
819+52.86
82.00'

100' R/W

FRONTIER

SAWING ASPHALT REQUIRED
MATCH 259+00
W = 24'

66' R/W
ASPH SURFACE
THRU ROAD
ATV ROUTE

66.00'

CTH T

#W10667

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH T SW					
121 PC ML	819+52.85	22.00 RT	880543.8221	364850.3329	1559.42
123	819+77.55	27.31 RT	880568.5467	364845.2369	1559.22
124 LOW PT	820+02.72	48.63 RT	880593.9117	364824.1434	1558.47
125 PT SR	259+23.52	15.10 LT	880604.1253	364795.4477	1558.67

CURB GRADES AT EDGE OF OF PAVEMENT

POINT #	STA	OFFSET	EASTING	NORTHING	ELEV
CTH T SE					
120 SR	259+23.52	15.00 RT	880634.1159	364798.0115	1558.68
126 PC	259+33.60	15.00 RT	880633.2566	364808.0587	1558.64
127 LOW	820+45.34	45.56 RT	880636.5015	364827.5832	1558.55
128	820+62.77	26.82 RT	880653.7638	364846.4768	1559.15
129 PC ML	820+81.80	22.00 RT	880672.7568	364851.4655	1559.31

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
2041	810+81	1535.379	CP FEN041 60' RT
2042	819+71	1558.121	CP FEN042 81' RT

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN DETAILS: CTH T	SHEET 34	E

2

B-50-37
SOMO CREEK

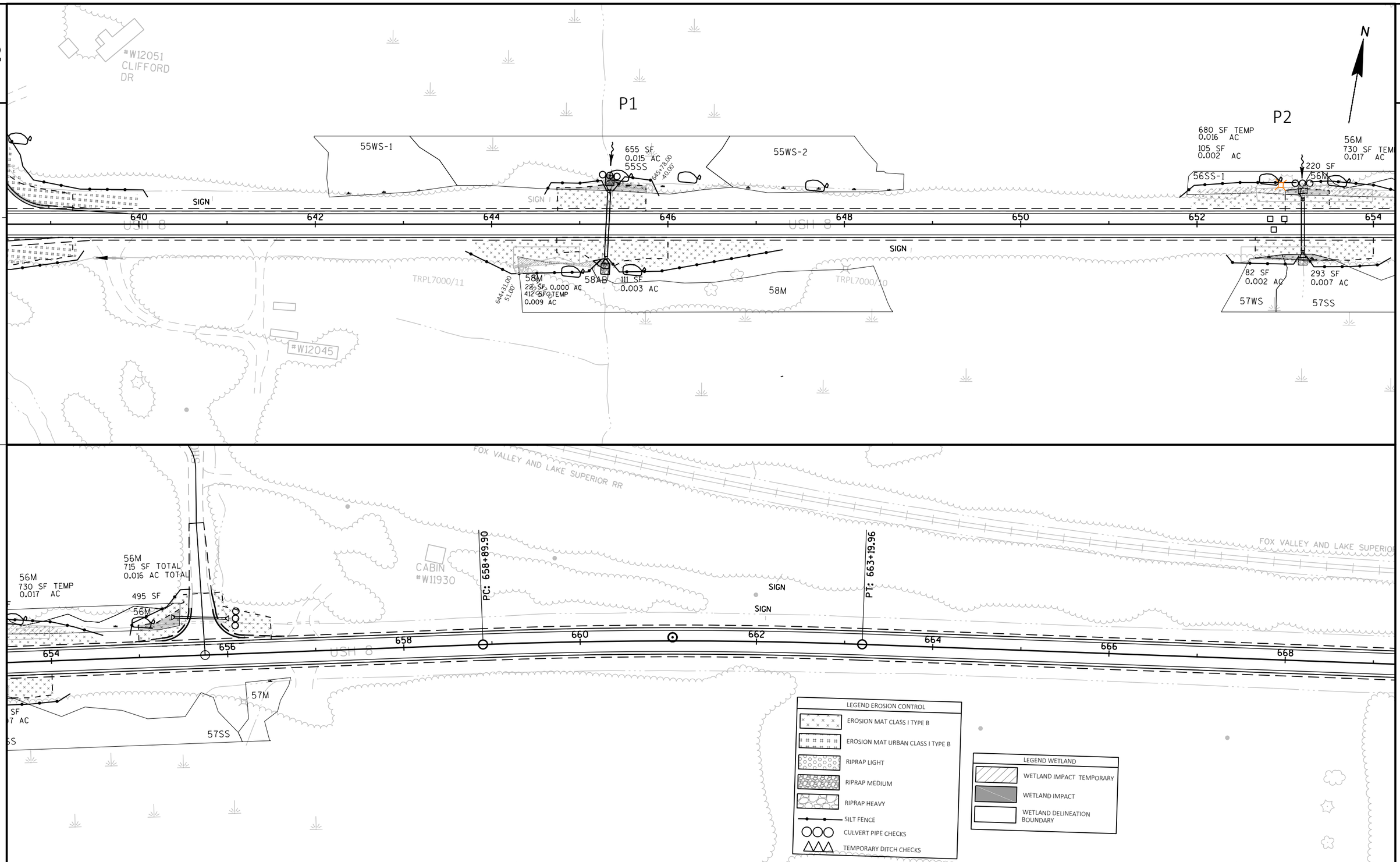
BEGIN PROJECT 1580-30-71
STA 632+00

51M-1
51M-2
52AB
CLEARING GRUBBING
#W144
53WS
0.029 AC
1244 SF
53SS
54RPF
54AB
624
626
628
630
632
634
636
638
USH 8
SIGN
49RPF
49AB
CLEARING GRUBBING
59AB
59M
#W145
SLAB

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 12	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022023_71

PLOT DATE : 12/7/2022 6:54 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF



PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 13	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022025

PLOT DATE : 12/7/2022 6:56 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

N

#W11743
TRIPOLI
DR

FOX VALLEY AND LAKE SUPERIOR RR

668 670 672 674 676 678 680 682

SIGN

60M

60SS-1

C-35-143
MEADOW BROOK CREEK

LEGEND WETLAND

WETLAND IMPACT TEMPORARY

WETLAND IMPACT

WETLAND DELINEATION BOUNDARY

PC: 687+65.66

PT: 690+08.54

FOX VALLEY AND LAKE SUPERIOR RR

SIGN

684 686 688 690 692 694 696 698

USH 8

60SS-2
174 SF
0.004 AC

60WS

61AB

MEADOW BROOK CR

LEGEND EROSION CONTROL

EROSION MAT CLASS I TYPE B

EROSION MAT URBAN CLASS I TYPE B

CULVERT PIPE CHECKS

ROCK BAGS OR SILT FENCE RELEIF

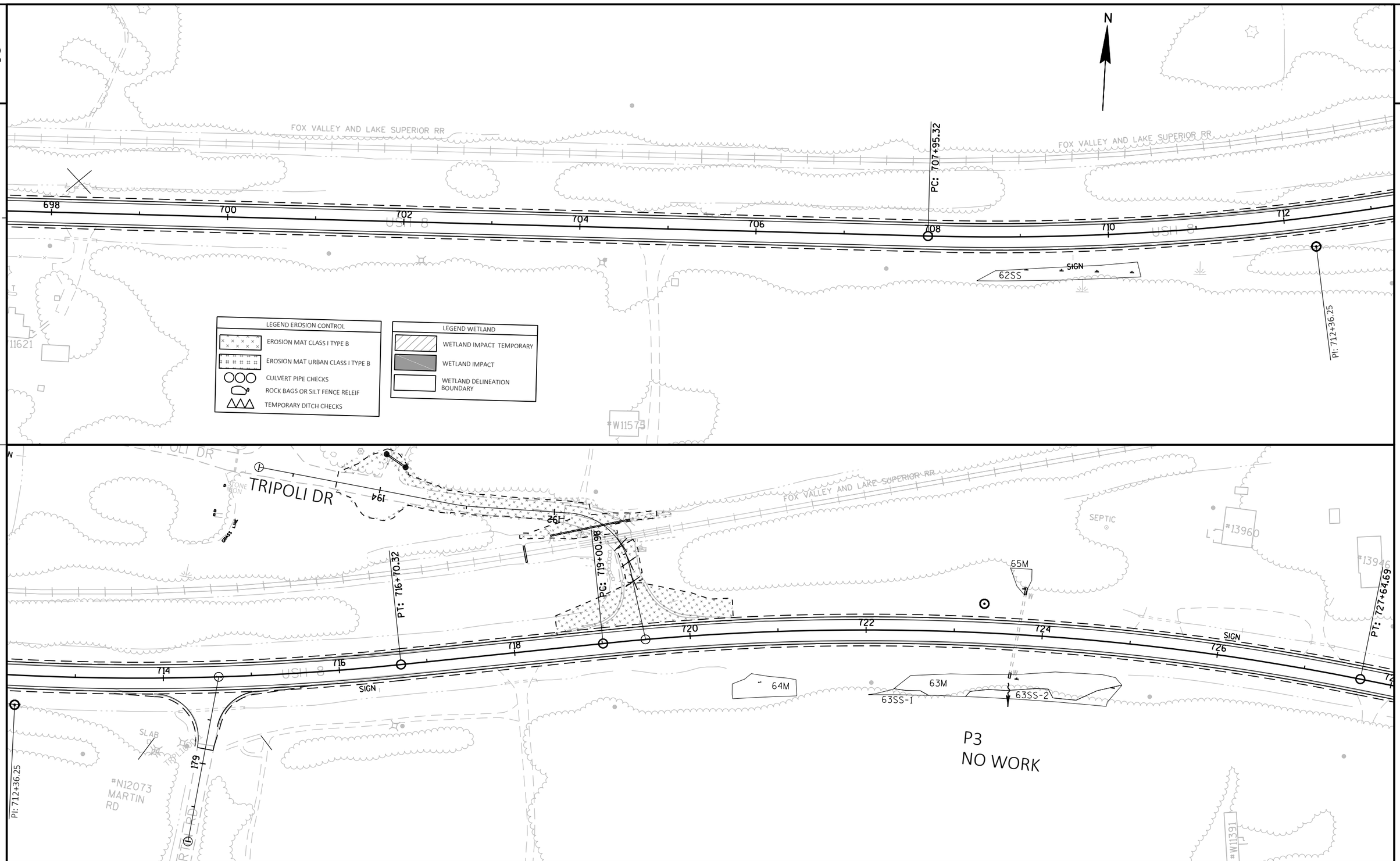
TEMPORARY DITCH CHECKS

#W11621

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 37	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022027

PLOT DATE : 12/7/2022 6:57 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 38	E

2

N

PT: 727+64.69

#13946

TOWN 5 RD

197

196

#11930

SIGN

67M

728 730 732 734 736 738 740 742

USH 8

W

W

P4
NO WORK

TRPL1000/5

N12090
SHED

SHED

161

CIRCLE DR

198

SIGN

SIGN

SIGN

SLAB

#W11341
FORMER SCHOOL

LEGEND EROSION CONTROL

EROSION MAT CLASS I TYPE B

EROSION MAT URBAN CLASS I TYPE B

CULVERT PIPE CHECKS

ROCK BAGS OR SILT FENCE RELEIF

TEMPORARY DITCH CHECKS

RUSH RD

SCOTT CR

69RPF

69AB

SIGN

70SS

#13840

P6

600 SF TEMP
0.014 AC

300 SF
0.007 AC

20 SF
0.000 AC

685 SF TEMP
0.016 AC

71M

71SS-1

71SS-2

72SS

742 744 746 748 750 752 754 756

USH 8

68AB

68AB

SIGN

SCOTT CR

#W11225

CHURCH

#W11211

#W11205
GARAGE

#W11189

N12090
SHED

SHED

#W11227

SEPTIC

SEPTIC

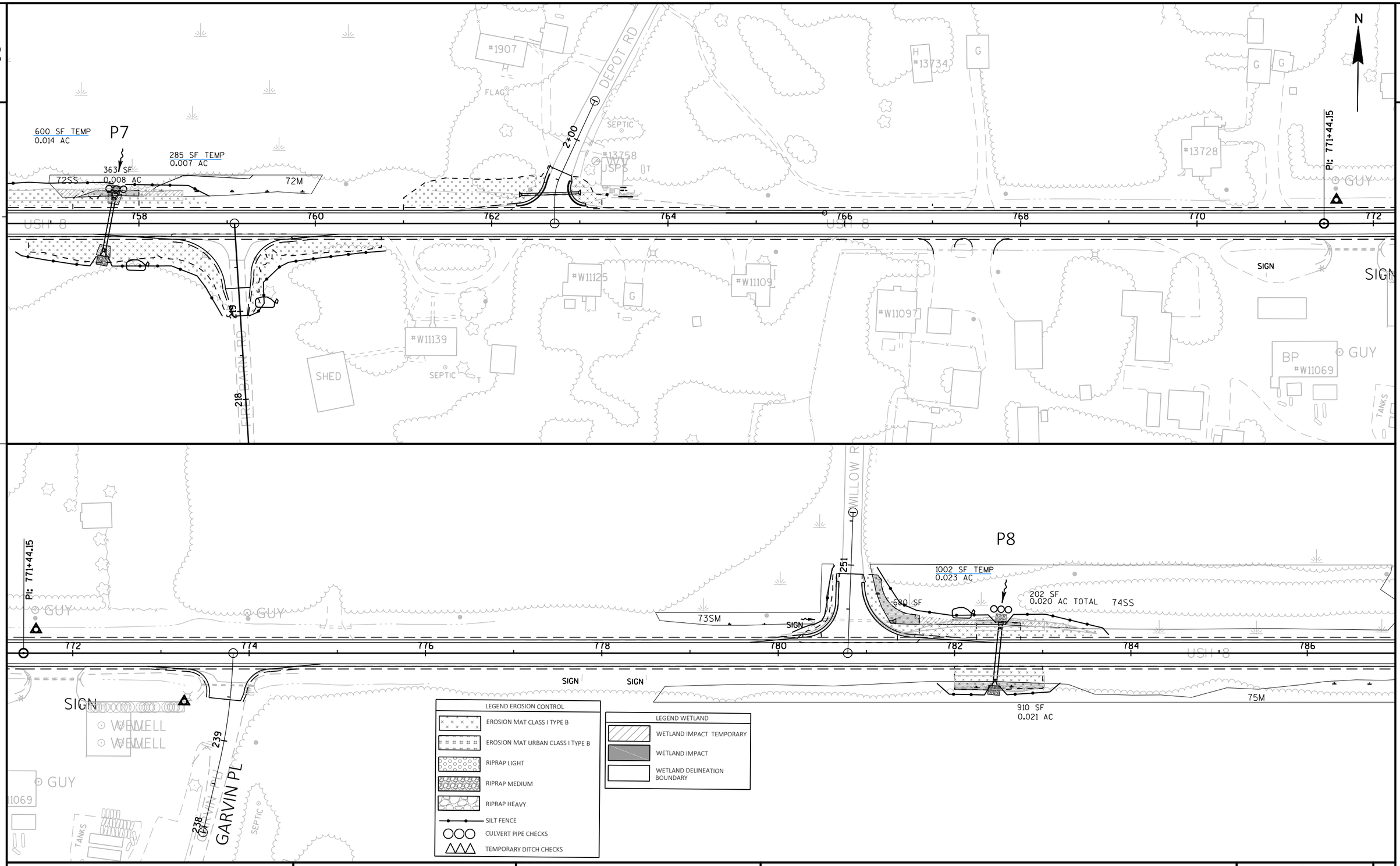
SEPTIC

SEPTIC

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 16	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022031

PLOT DATE : 12/7/2022 6:59 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 17	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022033

PLOT DATE : 12/7/2022 7:00 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

N

#13630

#13580

H

T

TRAIL

77WS

SIGN

786 788 790 792 USH 8 794 796 798 800

SIGN SIGN

SIGN

WILDERNESS INN #W10917

#W10911

TANKS

76M

P9
NO WORK

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

P10

1545 SF TEMP
0.035 AC

65 SF
0.001 AC

79SS

802 USH 8 804 806 808 810 USH 8 812 814 816

100 SF
0.002 AC

145 SF
0.003 AC

78 M

78 M

78 SS

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 18	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022035

PLOT DATE : 12/7/2022 7:01 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

2

2

LEGEND WETLAND

- WETLAND IMPACT TEMPORARY
- WETLAND IMPACT
- WETLAND DELINEATION BOUNDARY

LEGEND EROSION CONTROL

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- RIPRAP LIGHT
- RIPRAP MEDIUM
- RIPRAP HEAVY
- SILT FENCE
- CULVERT PIPE CHECKS
- TEMPORARY DITCH CHECKS

N

81M

816 818 820 822 824 826 828 830

USH 8

USH 8

80M(D)

#W10667

#13320

BRANT CR

END PROJECT 1580-30-71
STA 841+00

82M

83SS

84AB

832 834 836 838 840 842 844

USH 8

SIGN

85AB

85SS

BRANT CR

TRACY RD

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 19 42	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\022000-EC.DWG
LAYOUT NAME - 022037

PLOT DATE : 12/7/2022 7:02 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:100_XREF

WISDOT/CADDS SHEET 44

1580-30-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	11.000	11.000
0004	201.0205	Grubbing	STA	11.000	11.000
0006	203.0100	Removing Small Pipe Culverts	EACH	12.000	12.000
0022	204.0100	Removing Concrete Pavement	SY	229.000	229.000
0024	204.0110	Removing Asphaltic Surface	SY	2,400.000	2,400.000
0026	204.0115	Removing Asphaltic Surface Butt Joints	SY	650.000	650.000
0028	204.0120	Removing Asphaltic Surface Milling	SY	13,000.000	13,000.000
0030	204.0150	Removing Curb & Gutter	LF	1,075.000	1,075.000
0036	205.0100	Excavation Common	CY	4,127.000	4,127.000
0038	205.0400	Excavation Marsh	CY	1,500.000	1,500.000
0046	208.0100	Borrow	CY	2,251.000	2,251.000
0048	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	6.000	6.000
0054	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 1580-30-71	EACH	1.000	1.000
0058	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	2.000	2.000
0062	211.0700.S	Prepare Foundation for CIR Base Layer (project) 02. 1580-30-71	EACH	1.000	1.000
0066	211.0800.S	Base Repair for CIR Layer	CY	330.000	330.000
0070	213.0100	Finishing Roadway (project) 02. 1580-30-71	EACH	1.000	1.000
0074	214.0100	Obliterating Old Road	STA	1.000	1.000
0076	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,500.000	4,500.000
0078	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,800.000	5,800.000
0080	305.0500	Shaping Shoulders	STA	402.000	402.000
0084	327.1000.S	CIR Asphaltic Base Layer	SY	59,700.000	59,700.000
0086	390.0403	Base Patching Concrete Shes	SY	227.000	227.000
0088	416.0610	Drilled Tie Bars	EACH	30.000	30.000
0090	416.0620	Drilled Dowel Bars	EACH	340.000	340.000
0092	450.4000	HMA Cold Weather Paving	TON	5,000.000	5,000.000
0094	455.0605	Tack Coat	GAL	2,400.000	2,400.000
0096	455.0770.S	Asphalt Stabilizing Agent	TON	330.000	330.000
0098	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0100	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0102	460.2005	Incentive Density PWL HMA Pavement	DOL	3,770.000	3,770.000
0104	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	10,450.000	10,450.000
0106	460.2010	Incentive Air Voids HMA Pavement	DOL	5,890.000	5,890.000
0108	460.6244	HMA Pavement 4 MT 58-34 S	TON	9,200.000	9,200.000
0110	465.0105	Asphaltic Surface	TON	80.000	80.000
0112	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	20.000	20.000
0116	465.0315	Asphaltic Flumes	SY	140.000	140.000
0118	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	14,500.000	14,500.000
0136	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0138	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	4.000	4.000
0142	521.1228	Apron Endwalls for Pipe Arch Steel 28x20-Inch	EACH	2.000	2.000
0144	521.1505	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 4 to 1	EACH	2.000	2.000
0148	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	26.000	26.000
0150	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	150.000	150.000
0154	521.3728	Pipe Arch Corrugated Steel 28x20-Inch	LF	64.000	64.000
0156	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	72.000	72.000
0158	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	128.000	128.000
0162	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	56.000	56.000
0168	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	4.000	4.000

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Line	Item	Item Description	Unit	Total	Qty
0170	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	6.000	6.000
0178	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	100.000	100.000
0180	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	112.000	112.000
0184	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000
0186	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	4.000	4.000
0194	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	930.000	930.000
0202	606.0100	Riprap Light	CY	12.000	12.000
0204	606.0200	Riprap Medium	CY	25.000	25.000
0208	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	2.000	2.000
0210	614.0305	Steel Plate Beam Guard Class A	LF	88.000	88.000
0212	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	4.000	4.000
0216	614.0400	Adjusting Steel Plate Beam Guard	LF	202.000	202.000
0220	614.0920	Salvaged Rail	LF	620.000	620.000
0222	614.0925	Salvaged Guardrail End Treatments	EACH	8.000	8.000
0224	614.2300	MGS Guardrail 3	LF	450.000	450.000
0230	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0236	618.0100	Maintenance And Repair of Haul Roads (project) 02. 1580-30-71	EACH	1.000	1.000
0240	619.1000	Mobilization	EACH	0.300	0.300
0242	624.0100	Water	MGAL	300.000	300.000
0244	625.0100	Topsoil	SY	17,500.000	17,500.000
0246	628.1104	Erosion Bales	EACH	40.000	40.000
0248	628.1504	Silt Fence	LF	6,220.000	6,220.000
0250	628.1520	Silt Fence Maintenance	LF	6,220.000	6,220.000
0252	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0254	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0256	628.2004	Erosion Mat Class I Type B	SY	10,200.000	10,200.000
0258	628.2008	Erosion Mat Urban Class I Type B	SY	7,300.000	7,300.000
0260	628.7504	Temporary Ditch Checks	LF	90.000	90.000
0262	628.7555	Culvert Pipe Checks	EACH	60.000	60.000
0264	628.7570	Rock Bags	EACH	240.000	240.000
0266	629.0210	Fertilizer Type B	CWT	25.000	25.000
0268	630.0110	Seeding Mixture No. 10	LB	250.000	250.000
0270	630.0120	Seeding Mixture No. 20	LB	650.000	650.000
0272	630.0140	Seeding Mixture No. 40	LB	50.000	50.000
0274	630.0500	Seed Water	MGAL	400.000	400.000
0276	633.5200	Markers Culvert End	EACH	12.000	12.000
0278	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0280	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	7.000	7.000
0282	637.2210	Signs Type II Reflective H	SF	15.000	15.000
0284	637.2220	Signs Type II Reflective SH	SF	24.000	24.000
0286	638.2102	Moving Signs Type II	EACH	24.000	24.000
0288	638.2602	Removing Signs Type II	EACH	3.000	3.000
0290	638.3000	Removing Small Sign Supports	EACH	3.000	3.000
0292	642.5201	Field Office Type C	EACH	0.330	0.330
0294	643.0300	Traffic Control Drums	DAY	1,700.000	1,700.000
0296	643.0420	Traffic Control Barricades Type III	DAY	75.000	75.000
0298	643.0705	Traffic Control Warning Lights Type A	DAY	100.000	100.000
0302	643.0900	Traffic Control Signs	DAY	3,910.000	3,910.000
0308	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	25,950.000	25,950.000

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Line	Item	Item Description	Unit	Total	Qty
0312	643.5000	Traffic Control	EACH	0.300	0.300
0316	645.0120	Geotextile Type HR	SY	45.000	45.000
0318	645.0130	Geotextile Type R	SY	100.000	100.000
0320	646.1020	Marking Line Epoxy 4-Inch	LF	35,550.000	35,550.000
0322	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	26,950.000	26,950.000
0324	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	35,550.000	35,550.000
0328	648.0100	Locating No-Passing Zones	MI	3.960	3.960
0330	650.4500	Construction Staking Subgrade	LF	4,180.000	4,180.000
0332	650.5000	Construction Staking Base	LF	4,180.000	4,180.000
0334	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	930.000	930.000
0336	650.6000	Construction Staking Pipe Culverts	EACH	10.000	10.000
0344	650.8000	Construction Staking Resurfacing Reference	LF	17,250.000	17,250.000
0348	650.9911	Construction Staking Supplemental Control (project) 02. 1580-30-71	EACH	1.000	1.000
0352	650.9920	Construction Staking Slope Stakes	LF	4,180.000	4,180.000
0358	690.0150	Sawing Asphalt	LF	1,200.000	1,200.000
0360	690.0250	Sawing Concrete	LF	400.000	400.000
0364	740.0440	Incentive IRI Ride	DOL	15,840.000	15,840.000
0366	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	1.000	1.000
0382	SPV.0060	Special 08. Reestablish Section Corner Monuments	EACH	4.000	4.000
0386	SPV.0060	Special 10. Base Aggregate Dense 1 1/4-Inch Pipe Trench	EACH	6.000	6.000
0394	SPV.0180	Special 01. Prepare Topsoil for Lawn Type Turf	SY	1,400.000	1,400.000
0396	SPV.0180	Special 02. Protective Thermoplastic Coating at Snowmobile Trail Crossing	SY	67.000	67.000

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

3

CLEARING AND GRUBBING

LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMENT
638+00 - 639+00 LT&RT	1	1	LT & RT
644+00 - 646+00 LT&RT	2	2	LT & RT P1
652+00 - 654+00 LT&RT	2	2	P2
758+00 - 759+00 RT FIRE BARN SW	1	1	SLOPES
808+00 - 809+00 LT	1	1	
191+00 - 195+00 TRIPOLI DR	4	4	
TOTAL	11	11	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION		SIZE SF	204.0115 SY
742+40 - 743+00	BEGIN MILLING	30x60	200
777+00 - 777+60	END MILLING	30x60	200
733+16 RT CE	SCHOOL	10x80	83
736+85 RT CE	SCHOOL	10x40	39
1+65 DEPOT		25x20	67
UNDISTRIBUTED			61
TOTAL			650

TEMPORARY LANE SHIFT DURING CULVERT WORK

LOCATION	208.1500.S EACH
645+31 RT P1 36"	1
653+20 LT P2 36"	1
755+46 LT P6 36"	1
757+66 LT P7 36"	1
782+49 LT P8 36"	1
809+00 LT P10 24"	1
TOTAL	6

3

REMOVING SMALL PIPE CULVERTS

LOCATION	TYPE	SIZE INxFT	203.0100 EACH
645+31 P1	CPRC	36x78	1
653+20 P2	CPRC	36x58	1
755+46 P6	CPRC	36x54	1
757+66 P7	CPRC	36x60	1
782+49 P8	CPRC	36x56	1
808+99 P10	CPRC	24x56	1
675+00 LT PE	CPRC	24x24	1
655+74 LT SHORT	CPCM	24x48	1
688+09 RT W CIRCLE	CPCM	24x59	1
719+50 LT TRIPOLI	CPRC	24x73	1
210+31 CL RUTH	CPRC	24x82	1
762+71 LT DEPOT	CPCM	24x58	1
TOTAL			12

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	204.0120 SY
743+00 - 777+00	11,300
TOWN LINE	307
W CIRCLE	396
MARTIN	309
E CIRCLE	399
GARVIN	202
UNDISTRIBUTED	87
TOTAL	13,000

REMOVING CURB & GUTTER 204.0150

LOCATION	LF
CTH YY	176
CLIFFORD	138
TRIPOLI	147
RUTH	175
DEPOT	168
WILLOW	171
CTH T	100
TOTAL	1,075

OBLITERATING OLD ROAD

LOCATION	214.0100 STA
190+67 - 191+12	1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

LOCATION	211.0400 PREP FOUNDATION EACH
792+00 - 793+00 LT & RT	2

PREPARE FOUNDATION FOR CIR BASE LAYER
BASE REPAIR FOR CIR LAYER

LOCATION	211.0700.S PREP FOUNDATION EACH	211.0800.S BASE REPAIR CY
632+00 - 841+00	1	
UNDISTRIBUTED		330

REMOVING CONCRETE PAVEMENT

LOCATION	PIPE DIAMETER	204.0100 SY
645+31 RT P1	36"	40
653+20 RT P2	36"	33
755+46 RT P6	36"	47
757+66 RT P7	36"	47
782+49 RT P8	36"	34
808+99 RT P10	24"	28
TOTAL		229

REMOVING ASPHALTIC SURFACE

LOCATION		204.0110 SY
CTH YY		558
CLIFFORD		362
DEPOT		237
WILLOW		209
CTH T		554
TOWN LINE	NW, NE	12
SHORT	NW, NE	34
W CIRCLE	SW	6
MARTIN	SW, SE	19
E CIRCLE	SW, SE	24
635+52 - 637+55 LT	BEAM GUARD	135
635+66 - 637+53 RT	BEAM GUARD	125
UNDISTRIBUTED		125
TOTAL		2,400

BASE AGGREGATE DENSE 3/4-INCH
BASE AGGREGATE DENSE 1 1/4-INCH

LOCATION		305.0110 BAD 3/4" TON	305.0120 BAD 1 1/4" TON
632+00 - 843+24		2,000	--
SIDEROAD RADII	REMOVING ASPH SURF	600	--
SIDEROADS (5)	MILLING	100	100
SIDEROADS (5)	GRADE CHANGE	--	1,250
SIDEROADS (4)	RECONSTRUCT	150	1,400
SHOULDER/SLOPE WIDENING	PIPES, GUARD RAIL	730	2,800
TRIPOLI DR	CUL-DE-SAC	225	125
PE'S & CE'S (48)		480	--
UNDISTRIBUTED		215	125
TOTAL		4,500	5,800

PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0101 EACH
PROJECT 1580-30-71	1
743+00 - 777+00	--
CTH YY	--
TOWNLINE	--
CLIFFORD	--
SHORT	--
W CIRCLE	--
E CIRCLE	--
RUTH	--
FIRE BARN	--
DEPOT	--
GARVIN PL	--
WILLOW	--
TOTAL	1

SHAPING SHOULDERS

LOCATION	305.0500 STA
632+00 - 841+00 LT& RT	402

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

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BASE PATCHING CONCRETE SHES
DRILLED DOWEL BARS
APHALTIC SURFACE

LOCATION	PIPE #	390.0403 SHES SY	416.0610 TIE BARS EACH	416.0620 DOWEL BARS EACH	465.0105 ASPH SURF TON
645+31	P1	40	4	56	12
653+20	P2	33	4	56	10
755+44	P6	47	5	56	14
757+66	P7	47	5	56	14
782+49	P8	33	4	56	11
809+00	P10	27	3	56	9
UNDISTRIBUTED		0	5	4	10
TOTAL		227	30	340	80

ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES

LOCATION	465.0120 TONS
733+16 RT SCHOOL	5
736+85 RT SCHOOL	5
UNDISTRIBUTED	10
TOTAL	20

ASPHALTIC FLUMES

LOCATION	465.0315 SY
CTH YY	20
CLILFFORD	20
RUTH	20
DEPOT	20
WILLOW	20
CTH T	20
UNDISTRIBUTED	20
TOTAL	140

3

HMA COLD WEATHER PAVING
TACK COAT
HMA PAVEMENT 4 MT 58-34 S

LOCATION	450.4000 COLD WEATHER TON	455.0605 TACK COAT GAL	460.6244 HMA 4 MT 58-34 S TON
632+00 - 841+00	--	2,200	8,200
SIDEROADS (12)	--	200	1,000
UNDISTRIBUTED	5,000	--	--
TOTAL	5,000	2,400	9,200

ASPAHLTIC CENTER LINE RUMBEL STRIP 2-LANE RURAL

LOCATION	CENTERLINE 465.0475 LF
632+00 - 841+00	14,500

CIR ASPHALTIC BASE LAYER
ASPHALT STABILIZING AGENT

LOCATION	327.1000.S CIR BASE SY	455.0770.S AGENT TON
632+00 - 743+00	38,200	210
777+00 - 841+00	21,500	120
TOTAL	59,700	330

PWL MIXTURE USE TABLE - ACCEPTANCE CRITERIA

LOCATION	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS INCHES	QUALITY MANAGEMENT PROGRAMS TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	632+00 - 743+00, 777+00 - 841+00	UPPER LAYER	CIR	4 MT 58-28 S	5,275	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
12 FOOT DRIVING LANE	743+00 - 777+00	UPPER LAYER	MILLED	4 MT 58-28 S	1,015	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
3 FOOT SHOULDER	632+00 - 743+00, 777+00 - 841+00	UPPER LAYER	CIR	4 MT 58-28 S	1,655	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
3 FOOT SHOULDER	743+00 - 777+00	UPPER LAYER	MILLED	4 MT 58-28 S	255	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (8)*	632+00 - 841+00	LOWER LAYER	BAD	4 MT 58-28 S	340	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (4) Townline, W Circle, Martin, E Circle, Garvin	632+00 - 841+00	LOWER LAYER	MILLED	4 MT 58-28 S	160	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (12)	632+00 - 841+00	UPPER LAYER	HMA	4 MT 58-28 S	500	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE

* CTH YY, Clifford, Short, Ruth, Fire Barn, Depot, Willow, CTH T

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

3

APRON ENDWALLS FOR CULVERT PIPE STEEL
APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS SECTION 24-INCH 4:1
CULVERT PIPE CORRUGATED STEEL

	ENDWALLS			PIPE		
	521.1024	521.1024	521.1505	521.3118	521.3124	MINIMUM STEEL
	18-IN STEEL	24-IN STEEL	24-IN SLOPED	18-INCH	24-INCH	THICKNESS
LOCATION	EACH	EACH	EACH	LF	LF	INCHES
628+77 LT PE		2			26	0.064
655+74 SHORT		2			58	0.064
688+06 W CIRCLE			2		66	0.064
193+92 RT PE TRIPOLI	2			26		0.064
TOTAL	2	4	2	26	150	

CONCRETE CURB & GUTTER 6" SLOPED 36" TYPE D

	601.0557
LOCATION	LF
CTH YY - SW & SE QUADS	181
CLIFFORD	143
RUTH	156
DEPOT	86
WILLOW	186
CTH T	178
TOTAL	930

RIPRAP LIGHT, MEDIUM
GEOTEXTILE FABRIC TYPE HR
GEOTEXTILE FABRIC TYPE R

	606.0100	606.0200	645.0120	645.0130
	LIGHT	MEDIUM	FABRIC HR	FABRIC R
LOCATION	CY	CY	SY	SY
645+31 LT&RT P1 36"		10		25
653+20 LT&RT P2 36"	7		25	
747+70 LT&RT RUTH 24"	5		20	
755+44 LT&RT P6 29x45"		5		25
757+66 LT&RT P7 36"		5		25
782+49 LT&RT P8 29x45"		5		25
TOTAL	12	25	45	100

3

PIPE ARCH CORRUGATED STEEL
ENDWALLS FOR PIPE ARCH SLOPED SECTION STEEL

	PIPE	ENDWALLS	
	521.3728	521.1228	MINIMUM STEEL
	28x20-INCH	28x20-INCH	THICKNESS
LOCATION	LF	EACH	INCHES
1+34 DEPOT	64	2	0.064

MGS GUARDRAIL ITEMS

	614.2300	614.2610
	MGS GUARDRAIL 3	MGS GUARDRAIL TERMINAL EAT
LOCATION	LF	EACH
688+71 - 691+90 RT C-35-0143	206.25	2
688+85 - 692+41 LT C-35-0143	243.75	2
TOTAL	450.00	4

BEAM GUARD ITEMS

	614.0115	614.0400	614.0305	614.0370
	ANCHORAGES BEAM GUARD TYPE 2	ADJUSTING STEEL PLATE BEAM GUARD	BEAM GUARD CLASS A	STEEL PLATE BEAM GUARD TERMINAL EAT
LOCATION	EACH	LF	LF	EACH
635+51.89 - 637+78 LT B-35-87	0	101	25	2
635+65.84 - 637+92 RT B-35-87	0	101	25	2
193+64 TRIPOLI	2	0	38	0
TOTAL	2	202	88	4

CULVERT PIPE REINFORCED CONCRETE
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE
MARKER POSTS CULVERT END FLEXIBLE

	PIPE					ENDWALLS				
	522.0124	522.0136	522.0436	522.2419	524.2429	522.1024	522.1036	522.2619	523.2629	633.5200
	CLASS III 24-INCH	CLASS III 36-INCH	CLASS IV 36-INCH	CLASS HE IV 19x30-INCH	CLASS HE IV 29x45-INCH	24-INCH	36-INCH	19x30-INCH	29x45-INCH	MARKERS CULVERT END
LOCATION	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH
645+31 P1		72					2			2
653+20 P2		56					2			2
755+44 P6					54				2	2
757+67 P7			56				2			2
782+49 P8					58				2	2
808+99 P10	48			50		2		2		2
210+42 RUTH	72			50		2		2		0
TOTAL	**72**	**128**	**56**	**100**	**112**	**4**	**6**	**4**	**4**	**12**

SAVLAGED RAIL
SAVLAGED END TREATMENTS

		614.0920	614.0925	POST
		SALVAGED RAIL	SALVAGED END TREATMENTS	EACH
LOCATION		LF	EACH	EACH
635+50 - 637+55 LT	SOMO RIVER	155	2	33
635+64 - 637+69 RT	SOMO RIVER	155	2	33
689+44 - 691+48 RT	MEADOW BRK	155	2	33
689+36 - 691+40 LT	MEADOW BRK	155	2	33
TOTAL		620	8	132

3

WATER

LOCATION	624.0100 MGAL
UNDISTRIBUTED	300

MOBILIZATIONS EROSION CONTROL
MOBILIZATIONS EMERGENCY EROSION CONTROL

LOCATION	628.1905 MOB EACH	628.1910 EMERGENCY EACH
PROJECT 1580-30-71	12	3

SILT FENCE
SILT FENCE MAINTENANCE

LOCATION		628.1504 SILT FENCE LF	628.1520 MAINT LF
632+90 - 141+00 LT	CTH YY NW	225	225
632+90 - 139+00 RT	CTH YY SW	200	200
635+00 - 638+00 LT	B-50-87	325	325
635+00 - 638+00 RT	B-50-87	470	470
151+10 - 640+10 LT	CLIFFORD NE	220	220
644+60 - 645+90 LT	P1	165	165
643+70 - 647+30 RT	P1	375	375
651+80 - 654+60 LT	P2	280	280
652+50 - 654+20 RT	P2	200	200
654+89 - 160+75 LT	SHORT NW	100	100
685+60 - 687+55 RT	W CIRCLE SW	85	85
688+10 - 689+30 LT	C-35-143	130	130
691+50 - 693+60 LT	C-35-143	220	220
688+90 - 694+10 RT	C-35-143	475	475
754+35 - 758+80 LT	P6, P7	440	440
754+90 - 755+70 RT	P6	80	80
756+80 - 219+00 RT	P7 FIRE BARN SW	265	265
219+00 - 761+80 RT	FIRE BARN SE	200	200
780+15 - 251+00 LT	WILLOW NW	105	105
781+10 -783+75 LT	P8	295	295
600+90 - 603+35 LT	P8	150	150
808+20 - 810+20 LT	P10	220	220
808+70 - 809+30 RT	P10	75	75
UNDISTRIBUTED		920	920
TOTAL		6,220	6,220

EROSION MAT
LANDSCAPING

LOCATION	FEATURE	625.0100 TOPSOIL SY	628.2004 EMAT CLASS I TYPE B SY	628.2008 EMAT URBAN CLASS I TYPE B SY	629.0210 FERT TYPE B CWT	630.0110 SEED NO. 10 LB	630.0120 SEED NO. 20 LB	630.0140 SEED NO. 40 LB	630.0500 SEED WATER MGAL
						loam heavy clay	shld	lawn	
SHOULDERS					14.500	0	650		
632+90 - 141+00 LT	CTH YY NW	330	330		0.208	4.5			7.41
632+90 - 139+00 RT	CTH YY SW	430	430		0.271	5.8			9.66
635+00 - 638+00 LT	B-35-87	800		800	0.504	10.8			17.97
635+00 - 638+00 RT	B-35-87	825		825	0.520	11.1			18.53
151+10 - 640+10 LT	CLIFFORD NE	390	390		0.246	5.3			8.76
644+60 - 645+90 LT	P1	315	315		0.198	4.3			7.07
643+70 - 647+30 RT	P1	910	910		0.573	12.3			20.44
651+80 - 654+60 LT	P2	590	590		0.372	8.0			13.25
652+50 - 654+20 RT	P2	350	350		0.221	4.7			7.86
654+89 - 160+75 LT	SHORT NW	410	410		0.258	5.5			9.21
674+75 - 675+25 LT	PE CLOSURE	150	150		0.095	2.0			3.37
688+10 - 689+30 LT	C-35-143	475		475	0.299	6.4			10.67
687+00 - 687+75 RT	W CIRCLE SW	315		315	0.198	4.3			7.07
688+90 - 694+10 RT	C-35-143	1,430		1,430	0.901	19.3			32.12
719+50 LT	TRIPOLI DR	1,950	1,950		1.229	26.3			43.80
747+00 - 749+00 LT	RUTH	555	215	340	0.350	7.5			12.46
754+35 - 758+80 LT	P6	870	870		0.548	11.7			19.54
754+90 - 755+70 RT	P6	260		260	0.164			7.02	5.84
756+80 - 219+00 RT	P7 FIRE BARN SW	600		600	0.378	8.1			13.48
219+00 - 761+80 RT	FIRE BARN SE	300		300	0.189			8.1	6.74
761+00 -763+00 LT	DEPOT	600		600	0.378			16.2	13.48
780+15 - 783+75 LT	WILLOW, P8 LT & RT	960		960	0.605	13.0			21.56
808+20 - 810+20 LT	P10	425	425		0.268	5.7			9.55
808+70 - 809+30 RT	P10	80	80		0.050	1.1			1.80
818+50 - 822+00 LT	CTH T	860	860		0.542	11.6			19.31
UNDISTRIBUTED		2,320	1,925	395	0.937	60.7	___	18.7	59.03
		17,500	10,200	7,300	25.000	250.0	650	50.0	400.0

EROSION BALES

LOCATION	628.1104 EACH
UNDISTRIBUTED	40

TEMPORARY DITCH CHECKS

LOCATION	628.7504 LF
UNDISTRIBUTED	90

CULVERT PIPE CHECKS

LOCATION*	628.7555 EACH
645+31 P1 36-INCH	8
653+20 P2 36-INCH	8
755+46 P6 36-INCH	8
757+66 P7 36-INCH	8
782+49 P8 36-INCH	8
808+99 P10 24-INCH	3
656+02 LT SHORT 24-INCH	3
687+63 RT W CIRCLE 24-INCH	3
748+59 LT RUTH 24-INCH	3
UNDISTRIBUTED	8
TOTAL	60

ROCK BAGS

LOCATION*	628.7570 EACH
637+50 RT	15
637+75 LT	15
638+75 LT	15
644+90 RT	15
655+00 LT	15
690+00 RT	15
691+40 RT	15
691+90 LT	15
755+75 LT P6	15
758+00 RT	15
759+25 RT	15
782+10 LT	15
809+40 LT	15
UNDISTRIBUTED	45
TOTAL	240

*USE FOR SILFT FENCE RELIEF

PERMANENT SIGNING

Pipe / SR	STA	LOCATION/DIRECTION LT	RT	SIGN MESSAGE OR CODE	634.0612 POSTS WOOD 4"x6"x12' EACH	634.0616 POSTS WOOD 4"x6"x16' EACH	637.2210 SIGN TYPE II REFLECTIVE H SF	637.2220 SIGN TYPE II REFLECTIVE SH SF	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
CTH YY	63285	W		Price Co WEST 8					1		
CTH YY	63380		E	County YY SA					1		
CTH YY	63500		N	STOP					1		
CTH YY	63520		N	US 8 DA					1		
CTH YY	63650		E	BRIGADOON WINERY ==> 1					1		
CLIFFORD	63800	S		STOP					1		
	64250		W	NO PASSING ZONE					1		
P1	64460	W		Clifford Rd ==>					1		
	64670	W		JCT County YY					0		
P2	65250	E		NO PASSING ZONE					1		
SHORT RD	65542	N		STOP					1		
W CIRCLE	68821	N		DA					1		
W CIRCLE	68835		N	STOP					1		
	71010		E	<== MARTIN RD		2	7.50	7.50		1	1
TRIPOLI	71840	W		WEST US 8					1		
TRIPOLI	19358			END OF ROADWAY MARKERS (4)	4			9.00			
TRIPOLI	71910	S		STOP						1	1
TRIPOLI	71962	W		MARTIN RD ==>		2	7.50	7.50		1	1
FIRE BARN	75930		N	STOP					1		
DEPOT	76240	S		STOP					1		
WILLOW	74580	E		NO PASSING ZONE							
WILLOW	77970	W		Tripoli UNICORPORATED					1		
WILLOW	78050	S		STOP					1		
P8	78340	W		SPEED LIMIT 40					1		
P8	78340		E								
CTH T	81940		E	County T SA					1		
CTH T	82060		N	STOP					1		
CTH T	82070		N	US 8 DA					1		
				UNDISTRIBUTED	—	3	—	—	3	—	—
				TOTAL	**4**	**7**	**15**	**24**	**24**	**3**	**3**

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

TRAFFIC CONTROL SUMMARY

LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 LIGHTS TYPE A DAY	643.0900 SIGNS DAY
632+00 - 841+00	1,700	75	100	3,910

LOCATING NO PASSING ZONES

LOCATION	648.0100 MI
632+00 - 841+00	3.96

MARKING SUMMARY

LOCATION	646.1020 EPOXY 4-INCH LF	646.1040 GROOVED WET REF EPOXY 4-INCH LF	646.6464 COLD WEATHER 4-INCH LF	643.3120 TEMP EPOXY 4-INCH LF
632+00 - 841+00				
YELLOW CENTERLINE	25,950	0	25,950	25,950
WHITE EDGELINE	9,600	26,950	9,600	0
TOTAL	**35,550**	**26,950**	**35,550**	**25,950**
LAYER	UPPER	UPPER	UPPER	UPPER
LOCATION	: TRIPOLI EDGELINE YELLOW-CL AFTER RUMBLE STRIPS	RURAL EDGELINE		CL BEFORE RUMBLE STRIPS

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

CONSTRUCTION STAKING

LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
632+00 - 841+00			930		17,250	
MAINLINE PIPES P1, 2 , 6, 7, 8, 10				6		
633+00 - 640+00	700	700				700
644+50 - 646+00	150	150				150
652+65 - 654+00	135	135				135
655+00 - 656+50	150	150				150
686+00 - 694+00	800	800				800
718+50 - 720+50	200	200				200
747+60 - 750+00	240	240				240
755+00 - 760+75	575	575				575
779+50 - 780+50	100	100				100
782+00 - 783+00	100	100				100
808+00 - 809+50	150	150				150
818+50 - 822+00	350	350				350
SIDE ROADS						
SHORT RD	150	150		1		150
W CIRCLE	125	125		1		125
RUTH	140	140		1		140
DEPOT	115	115	___	1	___	115
TOTAL	4,180	4,180	930	10	17,250	4,180

REESTABLISH SECTION CORNER MONUMENTS

LOCATION		DESCRIPTION	SPV.0060.08 EACH
741+33	1.5' LT	SECTION CORNER - E CIRCLE	1
767+76	6' RT	SECTION CORNER	1
793+91	4' LT	SECTION CORNER - P9	1
820+21	3' LT	SECTION CORNER - CTH T	1
TOTAL			4

FERTILIZER FOR LAWN TYPE TURF
PREPARE TOPSOIL FOR LAWN TYPE TURF

LOCATION	SPV.0030.01 FERTILIZER CWT	SPV.0180.01 TOPSOIL SY
754+90 - 755+70 RT	0.2	260
219+00 - 761+80 RT	0.2	300
761+00 -763+00 LT	0.4	600
UNDISTRIBUTED	0.2	240
TOTAL	1.0	1,400

SAWING ASPHALT

LOCATION			690.0150 LF
139+00 CTH YY			32
TOWN LINE	NW, NE		149
SHORT	NW, NE		217
W CIRCLE		SW	160
MARTIN		SW, SE	224
250+90 WILLOW			26
E CIRCLE		SW, SE	195
191+12 TRIPOLI DR RR			31
191+28 TRIPOLI DR RR			32
259+00 CTH T			24
UNDISTRIBUTED			110
TOTAL			1,200

SAWING CONCRETE

LOCATION	690.0250 LF	STATIONS
CULV PIPES - BASE PATCHING (6)		
645+31 P1 36"	60	645+25 645+37
653+20 P2 36"	60	653+25 653+37
755+46 P6 36"	60	755+38 755+52
757+66 P7 36"	60	757+60 757+74
782+49 P8 36"	60	782+44 782+54
809+00 P10 24"	60	808+96 809+04
UNDISTRIBUTED	40	
TOTAL	400	

PROTECTIVE THERMOPLASTIC COATING AT SNOWMIBLIE TRAIL CROSSING

LOCATION	SPV.0180.02 SY
792+30	67

BASE AGGREGATE DENSE 1 1/4-INCH PIPE TRENCH

LOCATION	SPV.0060.10 EACH	INFORMATION ONLY BAD TONS	TRENCH WIDTH
ML PIPES			
645+31 P1 36"	1	22.00	12
653+20 P2 36"	1	22.00	12
755+46 P6 36"	1	30.00	14
757+66 P7 36"	1	30.00	14
782+49 P8 36"	1	15.00	10
809+00 P10 24"	1	11.00	8
TOTAL	6	130	

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0400 MARSH EXCAVATION (6)	REDUCED MARSH IN FILL (8) FACTOR 0.10	EXPANDED MARSH BACKFILL (10) FACTOR 1.50	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.30	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
DIVISION 1														
XS5_ML	632+00 / 674+00	CTH YY - 674+75	736	12	724	408	41	612	606	788	-64	0	612	
XS6_ALT2_ML	674+75 / 743+50	674+75 - TRIPOLI DR	1,296	36	1,260	0	0	0	306	398	862	862	0	
XS6_6_ALT2-B	744+00 / 748+50	RUTH RD	292	14	278	0	0	0	17	22	256	256	0	
XS6_WCIRCLE	168+75 / 169+57	W CIRCLE	143	0	143	0	0	0	19	25	118	118	0	
XS6_TRIPOLI_DR_Cul-De-Sac (CDS)	190+75 / 194+50	TRIPOLI DR CDS	481	15	466	0	0	0	2	3	463	463	0	
XS6_RR_DITCH	00+25 / 01+73	RR DITCH-PIPE REMOVAL	229	0	229	0	0	0	0	0	229	229	0	
XS7_ALT1_ML	749+00 / 766+00	RUTH - DEPOT	571	39	532	479	48	719	229	298	234	234	719	
XS7_ALT1-B_ML	775+00 / 841+00	WILLOW - CTH T	379	0	379	613	61	920	217	282	97	97	920	
DIVISION 1 SUBTOTAL			4,127	116	4,011	1,500	150	2,250	1,396	1,815	2,196	2,260	2,251	
GRAND TOTAL			4,127	116	4,011	**1,500**	150	2,250	1,396	1,815	2,196	2,260	**2,251**	
	TOTAL COMMON EXC		**4,127**											

3

NOTES:

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

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) MARSH EXCAVATION - BACKFILLED WITH BORROW MATERIAL. NOTE: CAN BE BACKFILLED WITH BORROW OR SUTIABLE COMMON EXCAVATON.

(8) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = 0.10

(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH BORROW MATERIAL. MARSH BACKFILL FACTOR = 1.5. ITEM NUMBER 208.0100

(13) EXPANDED FILL FACTOR = 1.30 **EXPANDED FILL = (UNEXPANDED FILL - REDUCED MARSH) * 1.3**

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY = EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS = SHORTAGE OF MATERIAL WITHIN THE DIVISION.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

TRANSPORTATION PROJECT PLAT NO: 1580-30-21-4.01

THAT PART OF THE NE ¼ OF THE NE ¼ SECTION 6, AND THE NW ¼ OF THE NW ¼ SECTION 5, T35N R4E, TOWN OF SOMO, LINCOLN COUNTY, WISCONSIN

RELOCATION ORDER USH 8, PRENTICE - BRADLEY (CTH YY - TRACY ROAD) ONEIDA COUNTY AND LINCOLN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES (WCCS), LINCOLN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

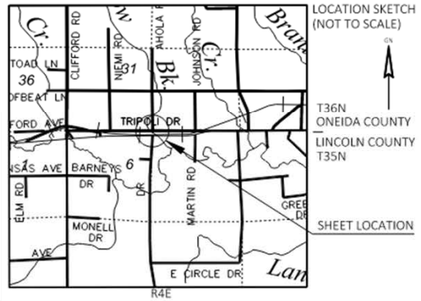
FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING / TO BE REMOVED
- BRIDGE / CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN / OFF-PREMISE SIGN
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED)
- ELECTRIC POLE (COMPENSABLE / NON-COMPENSABLE)
- TELEPHONE POLE
- PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER (25) / UTILITY NUMBER (40)
- PARALLEL OFFSETS

LOCATION SKETCH (NOT TO SCALE)



T36N
ONEIDA COUNTY
LINCOLN COUNTY
T35N

SHEET LOCATION

CONVENTIONAL UTILITY SYMBOLS

- WATER (W)
- GAS (G)
- TELEPHONE (T)
- OVERHEAD TRANSMISSION LINES (OH)
- ELECTRIC (E)
- CABLE TELEVISION (TV)
- FIBER OPTIC (FO)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- ELECTRIC TOWER

MAG NAIL
N: 259238.472
E: 306888.667

ONEIDA COUNTY
LINCOLN COUNTY

MEADOW BROOK CR

NE/NE
TOWN
NW/NW

267.64'
2963.30'
S 03°46'44" W

P.L.

1,869 SQ. FT. TLE FOR SLOPING

EXISTING CULVERT PIPES #350080030, #350080031, #350080032

OF

FOX VALLEY AND LAKE SUPERIOR RAILROAD

2,472 SQ. FT. TLE FOR SLOPING

50.00'
50.00'

USH "8"

WIDTH VARIES

S89° 29' 14"E 95.33'
S89° 29' 14"E 600.05'
S 89°57'03" W 117.71'
S 89°27'57" E 577.29'
S 00°32'03" W, 86.71' R/W TO R/W

137.65'
37.65'
92.87'
24.84'
45.10'
1655
1660
36.71'
102.43'
100.00'
N 00°02'57" W 100.00'
PI: 1654+52.71
2548.13'
33'
33'

WEST CIRCLE DRIVE

MEADOW BROOK CR

SOMO

CENTURYTEL OF NORTHERN WISCONSIN, LLC
PARCEL 6
DOC# 284648

1" IRON ROD IN CONCRETE
N: 256281.659
E: 306693.393

T35N R4E

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY AND REFERENCE LINE FOR USH 8 IS ESTABLISHED FROM DJ 7213

EXISTING HIGHWAY RIGHT OF WAY FOR WEST CIRCLE DRIVE ESTABLISHED FROM STATUTE 82.31(1) AND SECTION LINE

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	NEW H.E. ACRES SQ. FT.	T.L.E. SQ. FT.	P.L.E. ACRES	EXISTING ACRES
4	FOX VALLEY AND LAKE SUPERIOR RAILROAD	TLE	-	4341	-	-
6	STEVEN A. & JODY L. ISAACSON	HE	3035	-	-	-

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

555227
SARAH L. GOSS
LINCOLN COUNTY, WI
REGISTER OF DEEDS
11/04/2021 12:35:12PM
REC FEE: 25.00
PAGES: 1
V- 1 Pg- 31

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-21-4.01
AMENDMENT NO:___

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	CENTURYTEL OF NORTHERN WISCONSIN, LLC	RELEASE OF RIGHTS

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
110-111	N89° 27' 57"W	370.00'
111-112	S00° 32' 03"W	15.00'
112-113	N89° 27' 57"W	202.75'
113-114	S03° 46' 44"W	39.45'
114-116	N86° 13' 16"W	66.00'
116-117	S89° 57' 03"W	53.11'

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF TANGENCY	PT
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE
AHEAD	AH	POINT OF BEGINNING	POB
ALUMINUM	ALUM	POINT OF CURVATURE	PC
AND OTHERS	ET AL	POINT OF COMPOUND CURVE	PCC
BACK	BK	POINT OF INTERSECTION	PI
BLOCK	BLK	PROPERTY LINE	PL
CENTERLINE	C/L	RECORDED AS	(100')
CERTIFIED SURVEY MAP	CSM	REEL / IMAGE	R/I
CONCRETE	CONC	REFERENCE LINE	R/L
COUNTY	CO	REMAINING	REM
COUNTY TRUNK HIGHWAY	CTH	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DISTANCE	DIST	RIGHT	RT
CORNER	COR	RIGHT OF WAY	R/W
DOCUMENT NUMBER	DOC	SECTION	SEC
EASEMENT	EASE	SEPTIC VENT	SEPV
EXISTING	EX	SQUARE FEET	SF
GAS VALVE	GV	STATE TRUNK HIGHWAY	STH
GRID NORTH	GN	STATION	STA
HIGHWAY EASEMENT	HE	TELEPHONE PEDESTAL	TP
IDENTIFICATION	ID	TEMPORARY LIMITED EASEMENT	TLE
LAND CONTRACT	LC	TRANSPORTATION PROJECT PLAT	TPP
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		

R/W STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
108	1660+30.00	36.71' LT
109	1660+30.00	0.00'
110	1660+30.00	50.00' RT
111	1656+60.00	50.00' RT
112	1656+60.00	65.00' RT
113	1654+57.25	65.00' RT
114	1654+55.02	104.39' RT
116	1653+88.11	100.00' RT
117	1653+35.00	100.00' RT
118	1653+35.00	0.00'
119	1653+35.00	37.65' LT
120	1654+30.33	36.72' LT

TLE STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
T1	1654+30.88	45.00' LT
T2	1654+52.71	45.00' LT
T3	1655+69.00	45.00' LT
T4	1656+00.00	36.55' LT
T5	1657+20.00	36.60' LT
T6	1657+59.00	50.00' LT
T7	1658+55.00	50.00' LT
T8	1653+85.00	45.00' LT

GN

SCALE, FEET 0 50 100

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFREY T. BROCK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JEFFREY T. BROCK S-2642 RHINELANDER WISCONSIN PROFESSIONAL LAND SURVEYOR

SIGNATURE: Jeffrey T. Brock DATE: 11/01/2021
PRINT NAME: JEFFREY T. BROCK
REGISTRATION NUMBER: S-2642

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION - RHINELANDER OFFICE

SIGNATURE: Brent L. Stella DATE: 11/01/2021
PRINT NAME: BRENT L. STELLA

FILE NAME : N:\PDS\C3D\15803000\RW\PRW_LINCOLN_ALI_UPDATE.DWG
APPRAISAL PLAT DATE : 8/24/2021
PLOT DATE : 9/16/2021 10:17 AM
PLOT BY : BESAW, CHAD AUSTIN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

1580-30-21-4.01

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	RIGHT OF WAY PLAT	SHEET: 53	E

FILE NAME : 15803002-mq-ppt PLOT DATE 03-13-22 PLOT BY : dotbyh PLOT NAME : _____ PLOT SCALE : 1:1

TRANSPORTATION PROJECT PLAT NO: 1580-30-21-4.02

THAT PART OF THE NW 1/4 OF THE NE 1/4, SECTION 5, T35N R4E, TOWN OF SOMO, LINCOLN COUNTY, WISCONSIN AND
THAT PART OF THE SW 1/4 OF THE SE 1/4 , SECTION 32, T36N, R4E, TOWN OF LYNN, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 8, PRENTICE - BRADLEY (CTH YY - TRACY ROAD) ONEIDA COUNTY AND LINCOLN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

STATION AND OFFSET TABLE		
POINT NO.	STATION	OFFSET
47	T194+92.28	31.73' RT
48	T194+28.62	31.43' RT
49	T194+28.53	51.43' RT
50	T193+68.90	51.15' RT
51	T193+68.99	31.15' RT
52	T191+20.06	44.37' RT
53	T190+67.32	32.58' RT
54	T190+70.09	33.41' LT
55	T191+00.98	32.57 'LT
56	T193+57.55	34.90' LT
57	T193+72.66	39.83' LT
58	T194+22.66	39.60' LT
59	T194+22.64	34.60' LT
60	T194+92.59	34.27' LT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	NEW H.E. SQ. FT.	T.L.E. SQ. FT.	P.L.E. ACRES	EXISTING ACRES
7	LARRY SCHUMANN & KEVIN SCHUMANN	HE, TLE	1,193	477	-	-
8	ANTHONY BAVINCK, ROBERT BAVINCK, CORNELIUS BAVINCK, AND MARRETJE RANGEL	HE	288	-	-	-
9	FOX VALLEY AND LAKE SUPERIOR RAILROAD	TLE	-	1,198	-	-
10	ANDERS H. CARLSON & CAROL J. CARLSON	TLE	-	314	-	-

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
T21	T191+18.09	60.40' RT
T22	T191+14.10	78.87' RT
T23	191+07.68	74.49' RT
T24	T191+14.18	40.40' RT
T26	T191+94.75	17.09' RT
T27	T191+93.64	26.73' RT
T28	T193+68.86	59.15' RT
T29	T194+28.49	59.43' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
47-48	S89° 58' 24"E	63.66'
48-49	N00° 01' 36"E	20.00'
49-50	S89° 58' 24"E	59.63'
50-51	S00° 01' 36"W	20.00'
51-52	S89° 58' 24"E	272.79'
52-53	S23° 14' 00"E	70.71'
53-54	S68° 59' 12"W	66.05'
54-55	N23° 14' 00"W	24.68'
55-56	N89° 58' 24"W	217.56'
57-58	N89° 58' 24"W	50.00'
58-59	N00° 01' 36"E	5.00'
59-60	N89° 58' 24"W	69.95'

56-57	CURVE
	DELTA: 000°19'25" RT
	LCB: S71° 41' 55"W
	LCH: 15.90'
	T: 7.95'
	L: 15.90'
	R: 2814.89'

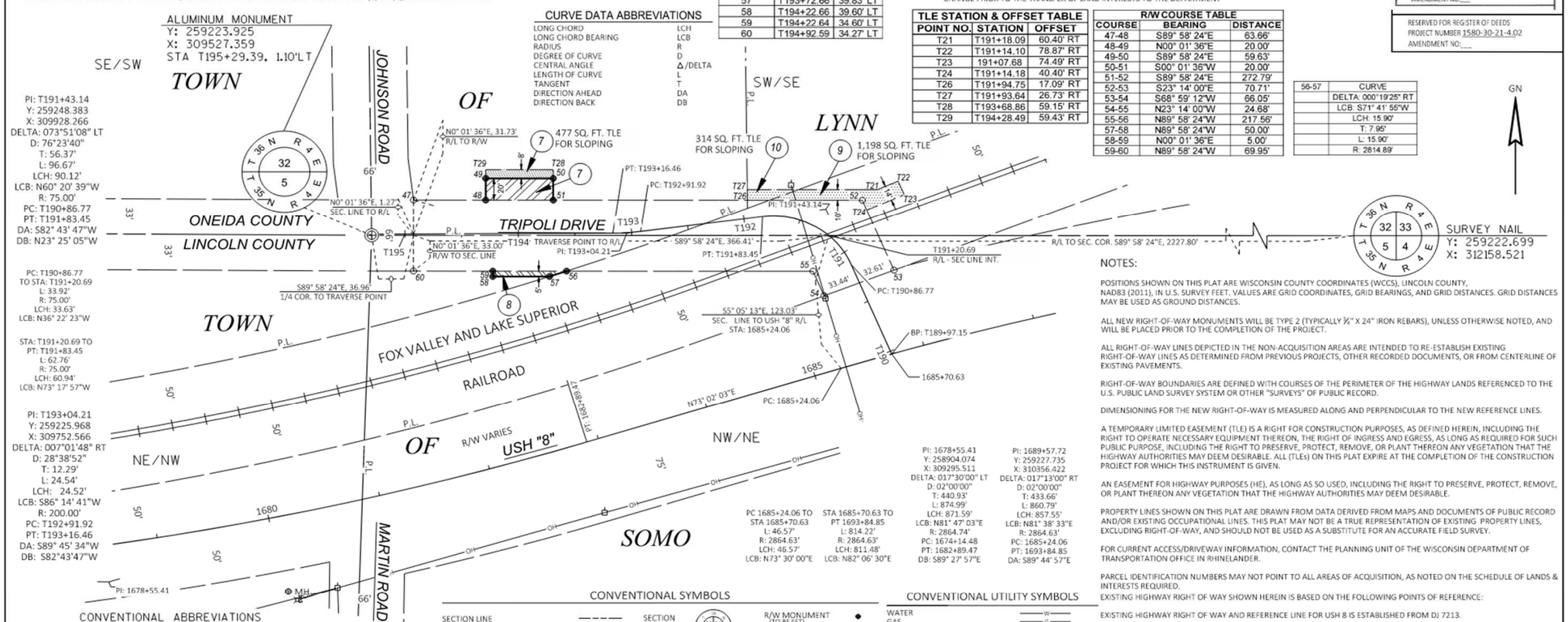
555228
SARAH L. KOSS
LINCOLN COUNTY, WI
REGISTER OF DEEDS
11/04/2021 12:35:13PM
REC FEE: 25.00
PAGES: 1
V-1 Pg-32

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-21-4.02
AMENDMENT NO:___

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-21-4.02
AMENDMENT NO:___

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB



PI: 1678+55.41	PI: 1689+57.72
Y: 258904.074	Y: 259227.735
X: 309295.511	X: 310356.422
DELTA: 017°30'00" LT	DELTA: 017°13'00" RT
D: 02°00'00"	D: 02°00'00"
T: 440.93'	T: 433.66'
L: 874.99'	L: 860.79'
LCH: 871.59'	LCH: 857.55'
LCB: N81° 47' 03"E	LCB: N81° 38' 33"E
R: 2864.74'	R: 2864.63'
PC: 1674+14.48	PC: 1685+24.06
PT: 1682+89.47	PT: 1693+84.85
DB: S89° 27' 57"E	DA: S89° 44' 57"E

PC 1685+24.06 TO STA 1685+70.63	STA 1685+70.63 TO PT 1693+84.85
L: 46.57'	L: 814.22'
R: 2864.63'	R: 2864.63'
LCH: 46.57'	LCH: 811.48'
LCB: N73° 30' 00"E	LCB: N82° 06' 30"E

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES (WCCS), LINCOLN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY AND REFERENCE LINE FOR USH 8 IS ESTABLISHED FROM DJ 7213.

RIGHT OF WAY FOR FOX VALLEY AND LAKE SUPERIOR RAILROAD ESTABLISHED FROM DOCUMENTS VOL. 32 PG. 8, VOL. 46, PG. 173, 174, 220, 221.

EXISTING HIGHWAY RIGHT OF WAY FOR TRIPOLI DRIVE ESTABLISHED FROM STATUTE 82.31(1) USING SECTION LINE AND CENTERLINE.

EXISTING RIGHT OF WAY FOR MARTIN ROAD AND JOHNSON ROAD ESTABLISHED FROM STATUTE 82.31(1) USING SECTION LINE AND CENTERLINE.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF TANGENCY	PT
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE
AHEAD	AH	POINT OF BEGINNING	POB
ALUMINUM	ALUM	POINT OF CURVATURE	PC
AND OTHERS	ET AL	POINT OF COMPOUND CURVE	PCC
BACK	BK	POINT OF INTERSECTION	PI
BLOCK	BLK	PROPERTY LINE	PL
CENTERLINE	C/L	RECORDED AS	(100')
CERTIFIED SURVEY MAP	CSM	REEL / IMAGE	R/I
CONCRETE	CONC	REFERENCE LINE	R/L
COUNTY	CO	REMAINING	REM
COUNTY TRUNK HIGHWAY	CTH	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DISTANCE	DIST	RIGHT	RT
CORNER	COR	RIGHT OF WAY	R/W
DOCUMENT NUMBER	DOC	SECTION	SEC
EASEMENT	EASE	SEPTIC VENT	SEPV
EXISTING	EX	SQUARE FEET	SF
GAS VALVE	GV	STATE TRUNK HIGHWAY	STH
GRID NORTH	GN	STATION	STA
HIGHWAY EASEMENT	HE	TELEPHONE PEDESTAL	TP
IDENTIFICATION	ID	TEMPORARY LIMITED EASEMENT	TLE
LAND CONTRACT	LC	TRANSPORTATION PROJECT PLAT	TPP
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

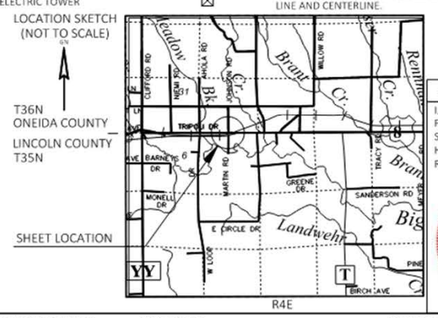
	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER
ELECTRIC TOWER

LOCATION SKETCH (NOT TO SCALE)



SCALE, FEET 0 50 100

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFERY T. BROCK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JEFFREY T. BROCK S-2642 RHINELANDER WISCONSIN PROFESSIONAL LAND SURVEYOR

SIGNATURE: Jeffrey T. Brock DATE: 11/02/2021
PRINT NAME: JEFFERY T. BROCK
REGISTRATION NUMBER: S-2642

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHCENTRAL REGION - RHINELANDER OFFICE
SIGNATURE: Brent L Stiller DATE: 11/02/2021
PRINT NAME: APPROVALPRINTNAME

FILE NAME : N:\PDS\C3D\15803000\RW\PRW_LINCOLN_ALI_UPDATE.DWG PLOT DATE : 11/2/2021 9:46 AM PLOT BY : BESAW, CHAD AUSTIN PLOT NAME : PLOT SCALE : 1 IN:50 FT
APPRAISAL PLAT DATE : 8/24/2021

1580-30-21-4.02

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	RIGHT OF WAY PLAT	SHEET: 54	E

FILE NAME : 15803002-mq-ppt PLOT DATE 03-13-22 PLOT BY : dotbyh PLOT NAME : _____ PLOT SCALE : 1:1

TRANSPORTATION PROJECT PLAT NO: 1580-30-21-4.02

THAT PART OF THE NW 1/4 OF THE NE 1/4, SECTION 5, T35N R4E, TOWN OF SOMO, LINCOLN COUNTY, WISCONSIN AND
THAT PART OF THE SW 1/4 OF THE SE 1/4 , SECTION 32, T36N, R4E, TOWN OF LYNN, ONEIDA COUNTY, WISCONSIN

RELOCATION ORDER USH 8, PRENTICE - BRADLEY (CTH YY - TRACY ROAD) ONEIDA COUNTY AND LINCOLN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

STATION AND OFFSET TABLE		
POINT NO.	STATION	OFFSET
47	T194+92.28	31.73' RT
48	T194+28.62	31.43' RT
49	T194+28.53	51.43' RT
50	T193+68.90	51.15' RT
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57	T193+72.66	39.83' LT
58	T194+22.66	39.60' LT
59	T194+22.64	34.60' LT
60	T194+92.59	34.27' LT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	NEW H.E. SQ. FT.	T.L.E. SQ. FT.	P.L.E. ACRES	EXISTING ACRES
7	LARRY SCHUMANN & KEVIN SCHUMANN	HE, TLE	1,193	477	-	-
8	ANTHONY BAVINCK, ROBERT BAVINCK, CORNELIUS BAVINCK, AND MARRETJE RANGEL	HE	288	-	-	-
9	FOX VALLEY AND LAKE SUPERIOR RAILROAD	TLE	-	1,198	-	-
10	ANDERS H. CARLSON & CAROL J. CARLSON	TLE	-	314	-	-

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
T21	T191+18.09	60.40' RT
T22	T191+14.10	78.87' RT
T23	191+07.68	74.49' RT
T24	T191+14.18	40.40' RT
T26	T191+94.75	17.09' RT
T27	T191+93.64	26.73' RT
T28	T193+68.86	59.15' RT
T29	T194+28.49	59.43' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
47-48	S69° 56' 24"E	60.60'
48-49	N00° 01' 36"E	20.00'
49-50	S89° 58' 24"E	59.63'
50-51	S00° 01' 36"W	20.00'
51-52	S89° 58' 24"E	272.79'
52-53	S23° 14' 00"E	70.71'
53-54	S68° 59' 12"W	66.05'
54-55	N23° 14' 00"W	24.68'
55-56	N89° 58' 24"W	217.56'
57-58	N89° 58' 24"W	50.00'
58-59	N00° 01' 36"E	5.00'
59-60	N89° 58' 24"W	69.95'

56-57	CURVE
	DELTA: 000°19'25" RT
	LCB: S71° 41' 55"W
	LCH: 15.90'
	T: 7.95'
	L: 15.90'
	R: 2814.89'

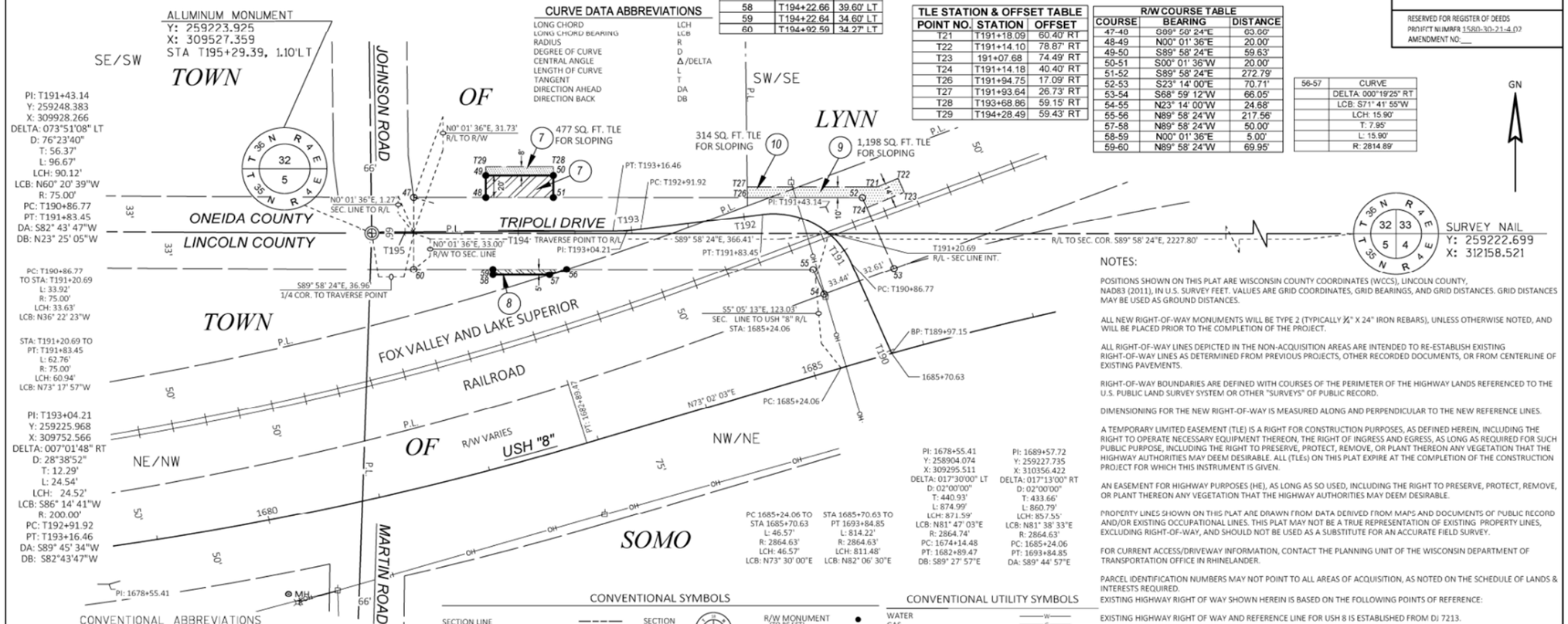
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Recorded on
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KYLE J FRANSON
REGISTER OF DEEDS
ONEIDA COUNTY, WI
Fee Amount:

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-21-4.02
AMENDMENT NO:___

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES (WCCS), LINCOLN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

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A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY AND REFERENCE LINE FOR USH 8 IS ESTABLISHED FROM DJ 7213.

RIGHT OF WAY FOR FOX VALLEY AND LAKE SUPERIOR RAILROAD ESTABLISHED FROM DOCUMENTS VOL. 32 PG. 8, VOL. 46, PG. 173, 174, 220, 221.

EXISTING HIGHWAY RIGHT OF WAY FOR TRIPOLI DRIVE ESTABLISHED FROM STATUTE 82.31(1) USING SECTION LINE AND CENTERLINE.

EXISTING RIGHT OF WAY FOR MARTIN ROAD AND JOHNSON ROAD ESTABLISHED FROM STATUTE 82.31(1) USING SECTION LINE AND CENTERLINE.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF TANGENCY	PT
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE
AHEAD	AH	POINT OF BEGINNING	POB
ALUMINUM	ALUM	POINT OF CURVATURE	PC
AND OTHERS	ET AL	POINT OF COMPOUND CURVE	PCC
BACK	BK	POINT OF INTERSECTION	PI
BLOCK	BLK	PROPERTY LINE	PL
CENTERLINE	C/L	RECORDED AS	(100')
CERTIFIED SURVEY MAP	CSM	REEL / IMAGE	R/I
CONCRETE	CONC	REFERENCE LINE	R/L
COUNTY	CO	REMAINING	REM
COUNTY TRUNK HIGHWAY	CTH	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DISTANCE	DIST	RIGHT	RT
CORNER	COR	RIGHT OF WAY	R/W
DOCUMENT NUMBER	DOC	SECTION	SEC
EASEMENT	EASE	SEPTIC VENT	SEPV
EXISTING	EX	SQUARE FEET	SF
GAS VALVE	GV	STATE TRUNK HIGHWAY	STH
GRID NORTH	GN	STATION	STA
HIGHWAY EASEMENT	HE	TELEPHONE PEDESTAL	TP
IDENTIFICATION	ID	TEMPORARY LIMITED EASEMENT	TLE
LAND CONTRACT	LC	TRANSPORTATION PROJECT PLAT	TPP
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE — CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

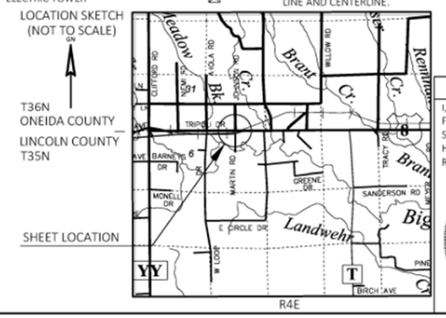
	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER (W)
GAS (G)
TELEPHONE (T)
OVERHEAD TRANSMISSION LINES ELECTRIC (OH)
CABLE TELEVISION (TV)
FIBER OPTIC (FO)
SANITARY SEWER (SAN)
STORM SEWER (SS)
ELECTRIC TOWER

LOCATION SKETCH (NOT TO SCALE)



SCALE, FEET 0 50 100

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFERY T. BROCK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JEFFREY T. BROCK S-2642 RHINELANDER WISCONSIN PROFESSIONAL LAND SURVEYOR

SIGNATURE: Jeffrey T. Brock DATE: 11/02/2021
PRINT NAME: JEFFERY T. BROCK
REGISTRATION NUMBER: S-2642

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHCENTRAL REGION - RHINELANDER OFFICE
SIGNATURE: Brent L. Stella DATE: 11/02/2021
PRINT NAME: Brent L. Stella

FILE NAME : N:\PDS\C3D\15803000\RW\PRW_LINCOLN_ALI_UPDATE.DWG
APPRAISAL PLAT DATE : 8/24/2021
PLOT DATE : 11/2/2021 9:46 AM
PLOT BY : BESAW, CHAD AUSTIN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

1580-30-21-4.02

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	RIGHT OF WAY PLAT	SHEET: 55	E

FILE NAME : 15803002-mq-ppt
PLOT DATE 03-13-22
PLOT BY : dotbyh
PLOT NAME : _____
PLOT SCALE : 1:1

TRANSPORTATION PROJECT PLAT NO: 1580-30-21-4.04

THAT PART OF LOT 1 OF STOLLE'S CENTRAL LOTS LOCATED IN AND BEING A PART OF THE NW ¼ OF THE NW ¼, AND THE NE ¼ OF THE NW ¼ , SECTION 4, T35N R4E, TOWN OF SOMO, LINCOLN COUNTY, WISCONSIN

RELOCATION ORDER USH 8, PRENTICE - BRADLEY (CTH YY - TRACY ROAD) ONEIDA COUNTY AND LINCOLN COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	NEW H.E. ACRES SO. FT.	T.L.E. SO. FT.	P.L.E. ACRES	EXISTING ACRES
13	SONJA A. ANDERSON	HE & TLE	1390	447	-	-
14	BRUCE LIND	HE	5469	-	-	-
16	RONALD L. LAINE & SANDRA K. WELLS	HE	1104	-	-	-

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
51	CENTURYTEL OF NORTHERN WISCONSIN, LLC	RELEASE OF RIGHTS

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
301-302	S89° 44' 57"E	650.00'
302-303	S00° 15' 03"W	88.00'
303-304	S82° 39' 21"W	90.80'
304-305	S50° 17' 38"W	31.14'
305-306	S73° 04' 02"W	67.70'
306-307	N55° 31' 29"W	62.23'
307-308	N89° 44' 57"W	329.66'
308-309	N00° 15' 03"E	17.00'
309-310	N89° 44' 57"W	90.34'
310-301	N00° 15' 03"E	88.00'

TLE STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
T1	1721+15.34	33.00' RT
T2	1721+15.34	55.00' RT
T3	1721+87.78	55.00' RT
T4	1721+87.78	50.00' RT

STATION & OFFSET TABLE

POINT NO.	STATION	OFFSET
301	1720+30.00	55.00' LT
302	1726+80.00	55.00' LT
303	1726+80.00	33.00' RT
304	1725+90.00	45.00' RT
305	1725+66.13	65.00' RT
306	1725+01.46	85.00' RT
307	1724+50.00	50.00' RT
308	1721+20.34	50.00' RT
309	1721+20.34	33.00' RT
310	1720+30.00	33.00' RT

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES (WCCS), LINCOLN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

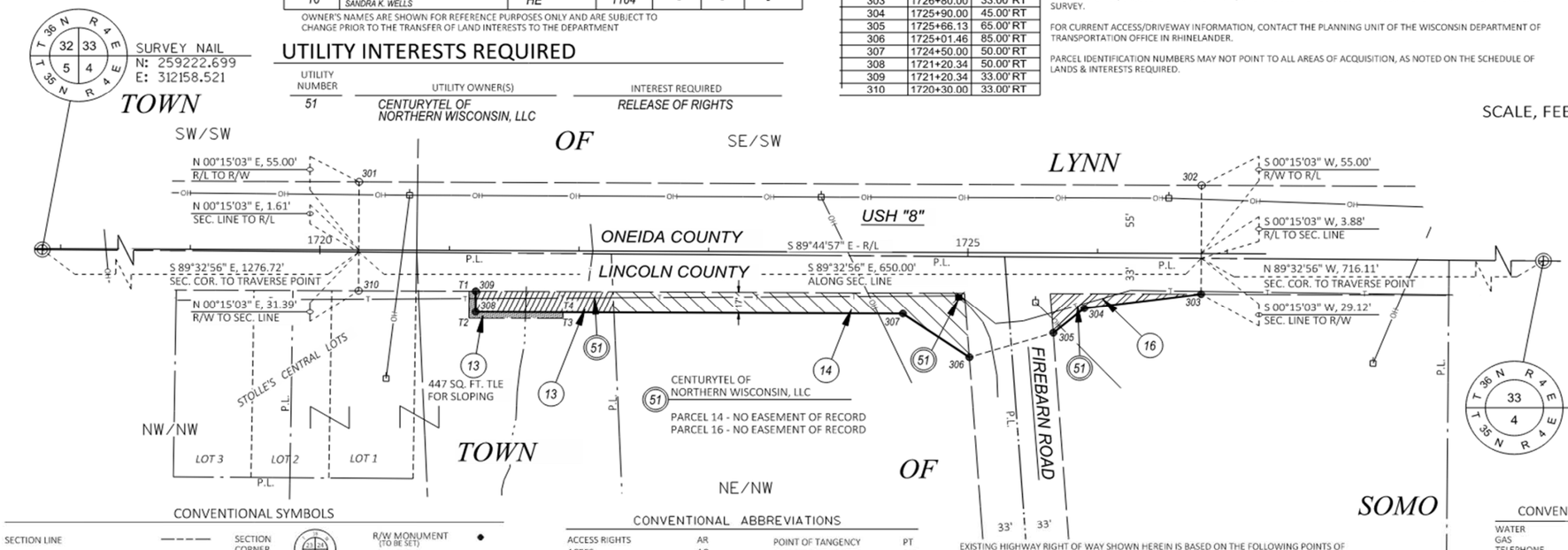
PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

555229
SARAH L. KOSS
LINCOLN COUNTY, WI
REGISTER OF DEEDS
11/04/2021 12:35:14PM
REC FEE: 25.00
PAGES: 1
V-1 Pg-33
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-21-4.04
AMENDMENT NO:___

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1580-30-21-4.04
AMENDMENT NO:___

GN

SCALE, FEET 0 50 100



CONVENTIONAL SYMBOLS

SECTION LINE; QUARTER LINE; SIXTEENTH LINE; NEW REFERENCE LINE; NEW R/W LINE; EXISTING R/W OR HE LINE; PROPERTY LINE; LOT, TIE & OTHER MINOR LINES; SLOPE INTERCEPT; CORPORATE LIMITS; UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC); NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER); TEMPORARY LIMITED EASEMENT AREA; EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT); TRANSMISSION STRUCTURES; BUILDING; TO BE REMOVED; BRIDGE; CULVERT

SECTION CORNER SYMBOL; SECTION CORNER MONUMENT; GEODETIC SURVEY MONUMENT; SIXTEENTH CORNER MONUMENT; SIGN; OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET); NON-MONUMENTED R/W POINT; FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	⌀
TELEPHONE POLE	■	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	■	⌀

ACCESS RESTRICTED BY ACQUISITION; NO ACCESS (BY STATUTORY AUTHORITY); ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL); NO ACCESS (NEW HIGHWAY); PARCEL NUMBER (25); UTILITY NUMBER (40); PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

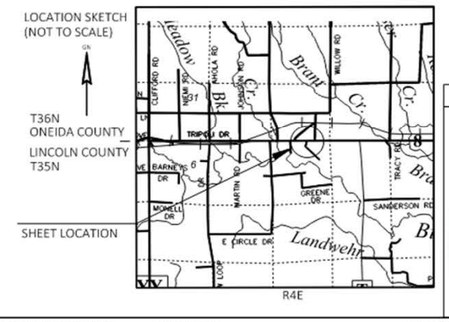
ACCESS RIGHTS	AR	POINT OF TANGENCY	PT
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE
AHEAD	AH	POINT OF BEGINNING	POB
ALUMINUM	ALUM	POINT OF CURVATURE	PC
AND OTHERS	ET AL	POINT OF COMPOUND CURVE	PCC
BACK	BK	POINT OF INTERSECTION	PI
BLOCK	BLK	PROPERTY LINE	PL
CENTERLINE	C/L	RECORDED AS	(100')
CERTIFIED SURVEY MAP	CSM	REEL / IMAGE	R/I
CONCRETE	CONC	REFERENCE LINE	R/L
COUNTY	CO	REMAINING	REM
COUNTY TRUNK HIGHWAY	CTH	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DISTANCE	DIST	RIGHT	RT
CORNER	COR	RIGHT OF WAY	R/W
DOCUMENT NUMBER	DOC	SECTION	SEC
EASEMENT	EASE	SEPTIC VENT	SEPV
EXISTING	EX	SQUARE FEET	SF
GAS VALVE	GV	STATE TRUNK HIGHWAY	STH
GRID NORTH	GN	STATION	STA
HIGHWAY EASEMENT	HE	TELEPHONE PEDESTAL	TP
IDENTIFICATION	ID	TEMPORARY LIMITED EASEMENT	TLE
LAND CONTRACT	LC	TRANSPORTATION PROJECT PLAT	TPP
LEFT	LT	UNITED STATES HIGHWAY	USH
MONUMENT	MON	VOLUME	V
NATIONAL GEODETIC SURVEY NUMBER	NGS NO		
OUTLOT	OL		
PAGE	P		

EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT OF WAY AND REFERENCE LINE FOR USH 8 IS ESTABLISHED FROM DJ 7649, DJ 7213, AND STOLLE'S CENTRAL LOTS PLAT.

EXISTING HIGHWAY RIGHT OF WAY FOR FIRESTATION ROAD ESTABLISHED FROM STATUTE 82.31(1).

LOCATION SKETCH (NOT TO SCALE)



CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFREY T. BROCK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JEFFREY T. BROCK S-2642 RHINELANDER WISCONSIN PROFESSIONAL LAND SURVEYOR

SIGNATURE: Jeffrey T. Brock DATE: 11/01/2021
PRINT NAME: JEFFREY T. BROCK
REGISTRATION NUMBER: S-2642

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION - RHINELANDER OFFICE

SIGNATURE: Brent L. Stella DATE: 11/01/2021
PRINT NAME: BRENT L. STELLA

FILE NAME : N:\PDS\C3D\15803000\RW\PRW_LINCOLN_ALI_UPDATE.DWG
APPRAISAL PLAT DATE : 8/24/2021
PLOT DATE : 9/16/2021 10:18 AM PLOT BY : BESAW, CHAD AUSTIN PLOT NAME : PLOT SCALE : 1 IN:50 FT

1580-30-21-4.04

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	RIGHT OF WAY PLAT	SHEET: 56	E

FILE NAME : 15803002-mq-ppt PLOT DATE 03-13-22 PLOT BY : dotbyh PLOT NAME : _____ PLOT SCALE : 1:1

STA 634+69.37 USH 8 =
STA 140+00 CTH YY/TOWN LINE RD

CONSTRUCT TYPE C INTERSECTION LT
REMOVING ASPHALTIC SURFACE MILLING
PAVE TO END OF RADIUS
MATCH 141+05

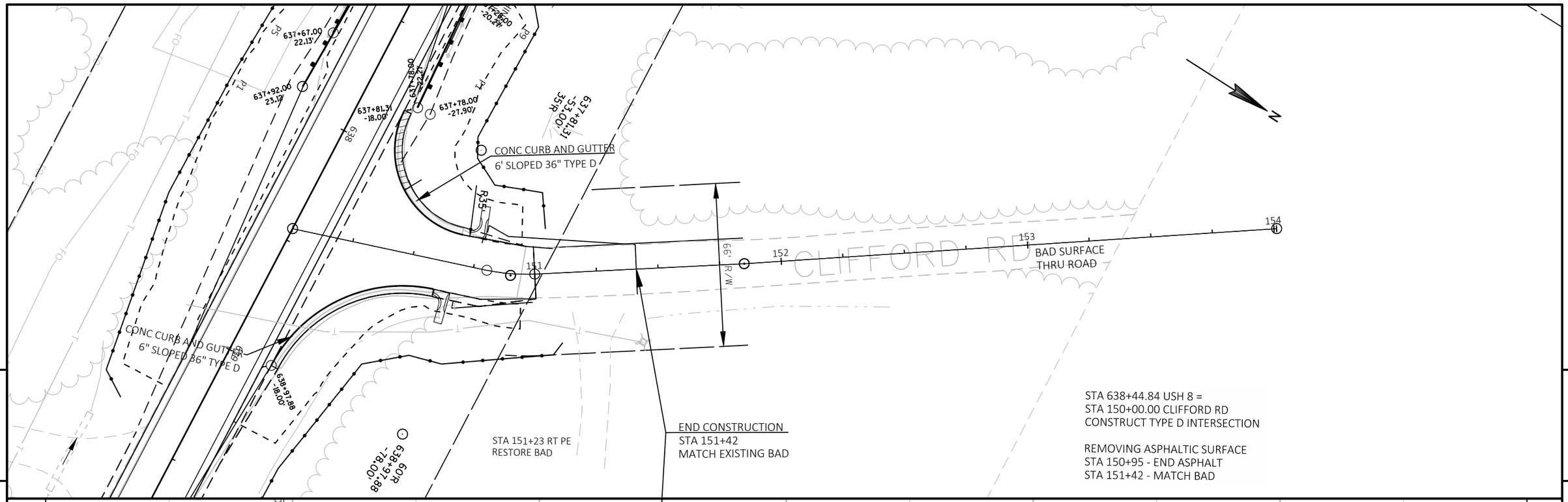
CONSTRUCT TYPE D INTERSECTION RT
REMOVING ASPHALTIC SURFACE
SAWING ASPHALT
MATCH 139+00

633+94.09
79.00'
55'R
633+39.09
24.00'
WETLAND
BOUNDARY
634+16.35
-63.00'
45'R
634+16.35
18.00'
634+42.82
-98.16'
EXISTING PIPE
TO REMAIN
24"HDPE
CONC CURB AND GUTTER
6" SLOPED 36"TYPE D
BP: 138+07.28
66' R/W
CTH YY
TOWN LINE RD
139
140
141
142
143
BAD SURFACE
DEAD END ROAD
PI: 141+68.02
EP: 143+07.08
635+30.09
68.00'
50'R
635+30.09
18.00'
635+35.93
18.00'
635+35.93
-68.00'
50'R
635+71.89
23.10'
PI
CP FENO27
1565.750
2027
100' R/W
WETLAND
BOUNDARY
BEGIN CONSTRUCTION
STA 139+00
MATCH EXISTING
SAWING ASPAHLT
END CONSTRUCTION
STA 141+08
MATCH EXISTING
N

STA 139+00.00
EL 1569.65
STA 139+65.00
EL 1569.95
STA 139+87.97
EL 1570.39
STA 140+00.00
EL 1570.62
STA 140+12.03
EL 1570.37
STA 140+30.00
EL 1569.65
STA 141+08.00
EL 1567.23
0.46%
1.91%
1.91%
2.08%
-4.00%
-3.10%
1575
1570
1565
1562
1570.05
1569.65
1569.65
1569.72
1569.88
1570.41
1570.62
1568.97
1569.03
1567.30
1567.48
1566.23
1565.05
1563.96
1563.47
138
139
140
141
142
143

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: CTH YY / TOWN LINE RD	SHEET 57	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR6_OLD8_YY_CLIFFORD_PLPR.DWG
LAYOUT NAME - 050101-plpr-CTH YY
PLOT DATE : 11/6/2022 6:24 PM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: CLIFFORD	SHEET 58	E

STA 655+74.43 USH 8 =
STA 160+00.00 SHORT RD
CONSTRUCT TYPE C MODIFIED INTERSECTION
12' THROAT WIDTH

STA 160+37
REMOVING SMALL PIPE CULVERTS
1-24"x48' CMCP

STA 160+42
1-24" CPCS REQUIRED
SKEW 5° LHF

STA 160+70 END ASPHALT
STA 161+50 MATCH BAD

STA 161+50
END CONSTRUCT

655+25.87
-53.00'

656+19.91
-53.00'

CP FENO29
1567.425
2029

100' R/W

60' R/W

66' R/W

PI: 161+50.00

W=20'

SHORT RD

R/W

N

5

5

STA 160+00.00
EL 1569.12

STA 160+12.01
EL 1568.88

VCL = 80.00
K = 24.18

STA 161+50.00
EL 1568.69

-2.00%

-1.58%

1.73%

EXISTING GROUND

PROPOSED PROFILE

VPC STA 160+50.00
VPC EL 1568.28

VPI STA 160+90.00
VPI EL 1567.65

VPT STA 161+30.00
VPT EL 1568.34

1575
1570
1565
1562

159 160 161 162 163

1568.99 1569.12 1568.42 1568.68 1568.18 1568.28 1567.98 1568.02 1567.92 1568.01 1568.25 1568.26 1568.69 1568.69 1569.30 1569.71 1570.21 1570.25 1570.11 1569.75

PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	PLAN AND PROFILE: SHORT RD	SHEET 59	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW_PLPR.DWG
LAYOUT NAME - 050105-Short

PLOT DATE : 11/7/2022 4:33 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

STA 719+49.36 USH 8 =
STA 190+00.00 TRIPOLI DR
DO NOT RESTORE INTERSECTION
SE = 4.5%

REMOVE CURB & GUTTER

REMOVING SMALL PIPE CULVERTS
1-24"x73' CPRC

TRIPOLI DRIVE
STA 190+67 - 191+12
OBLITERATE OLD ROADWAY

STA 191+12 - 191+30
EXCEPTION TO NET CL LENGTH
EXCAVATON COMMON
191+30 - 194+75

191+42
REMOVING SMALL CULVERT PIPES
1-15" x 92' HDPE
RESTORE DITCHLINE
SEE CROSS SECTIONS

191+00 RT
191+62 LT
REMOVING SIGNS TYPE II AND
SMALL SUPPORTS

SECTION LINE

SAWCUT REQUIRED

PC: 190+86.78

PT: 191+83.45

PC: 192+91.63

PT: 193+16.47

STA 190+00 - 193+48
DISCONTINUE ROADWAY

RR RAW

SOMO
CEMETARY
DO NOT DISTURB SITE

SECTION LINE

END CONSTRUCTION
STA 194+75
MATCH EXISTING

N

DO NOT DISTURB TREE
16" WHITE PINE

TLE

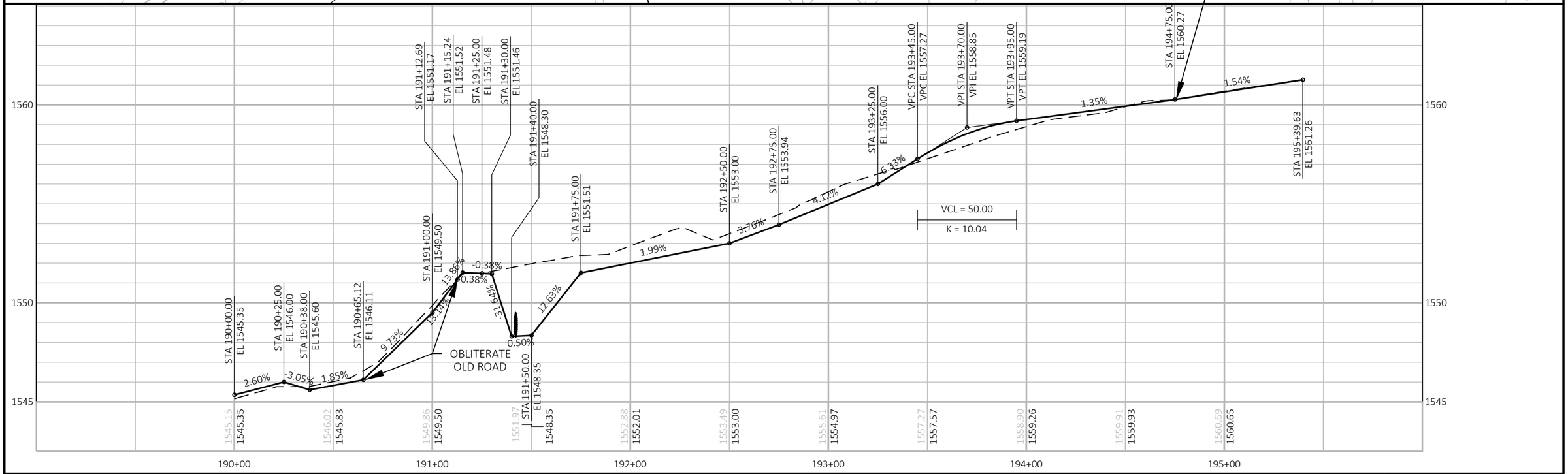
STA 193+92 RT
BAD PE
1-18" CPCS REQUIRED

STA 193+64
STEEL PLATE BEAM GUARD CLASS A REQUIRED

STA 194+00
CONSTRUCT CUL-DE-SAC
GRAVEL SURFACE

OLD LOGGING ROAD

TRIPOLI DR



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: TRIPOLI DR	SHEET 60	E

TRIPOLI DRIVE

STA 190+67 - 191+12
OBLITERATE OLD ROADWAY

191+00 RT
191+62 LT
REMOVING SIGNS TYPE II AND SMALL SUPPORTS

191+42
REMOVING SMALL PIPE CULVERTS
1-15" x 92' HDPE

0+15 - 1+91
RESTORE RR DITCH LINE SEE CROSS SECTIONS

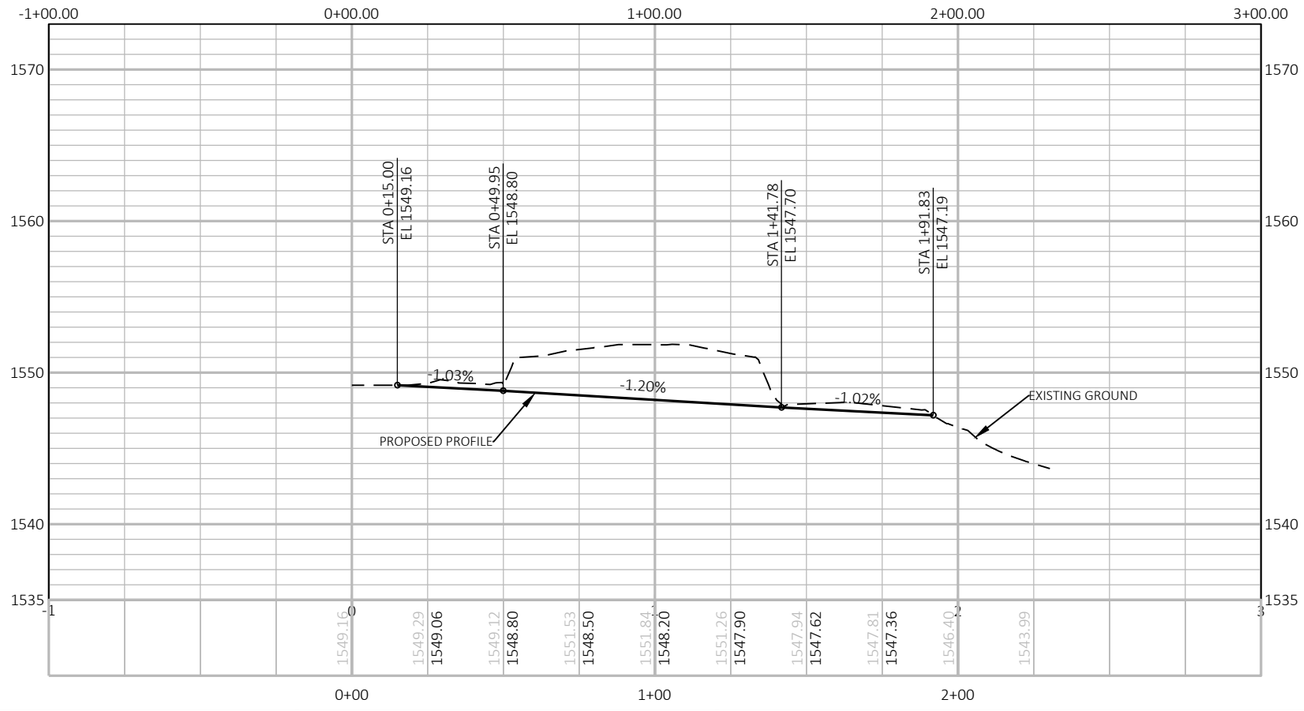
STA 719+49.36 USH 8 =
STA 190+00.00 TRIPOLI DR
DO NOT RESTORE INTERSECTION
SE = 4.5%

REMOVE CURB & GUTTER

REMOVING SMALL PIPE CULVERT
1-24"x73' CPRC

OLD LOGGING ROAD

PL
R/W
P/L
TLE
FO
USH 8
SIGN
LAKE SUPERIOR RR
0+15 MATCH
1+91 MATCH
Pi: 0+10.19
Pi: 0+03.54
Pi: 0+17.96
Pi: 0+49.89
Pi: 1+41.50
Pi: 1+64.29
Pi: 2+01.46
Pi: 2+11.82
Pi: 2+07.24
Pi: 2+16.54
191
192
193
194
716
717
718
719
720
1+00
2+00
5



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: TRIPOLI DRIVE RR DITCH	SHEET 61	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\SR8_MARTIN_TRIP_ECIRCLE_RUTH_RRDITCH-PP.DWG
LAYOUT NAME - 050102-pp-TripoliRRDitch
PLOT DATE : 11/7/2022 6:08 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

STA 748+15.20 USH 8 =
STA 210+00.00 RUTH RD
CONSTUCT TYPE D INTERSECTION

STA 210+31
REMOVING SMALL PIPE CULVERTS
1-24"x81' CPRC

SCOTT CR

SIGN

747+62.13
-58.00'
60' R

STA 210+89 END PAVE
STA 211+05 MATCH BAD

R/W

49.50'

RUTH RD

BAD SURFACE
THRU ROAD

R/W

748

749

211

212

+89

OH

55' R/W

60' R

748+83.50
-78.00'

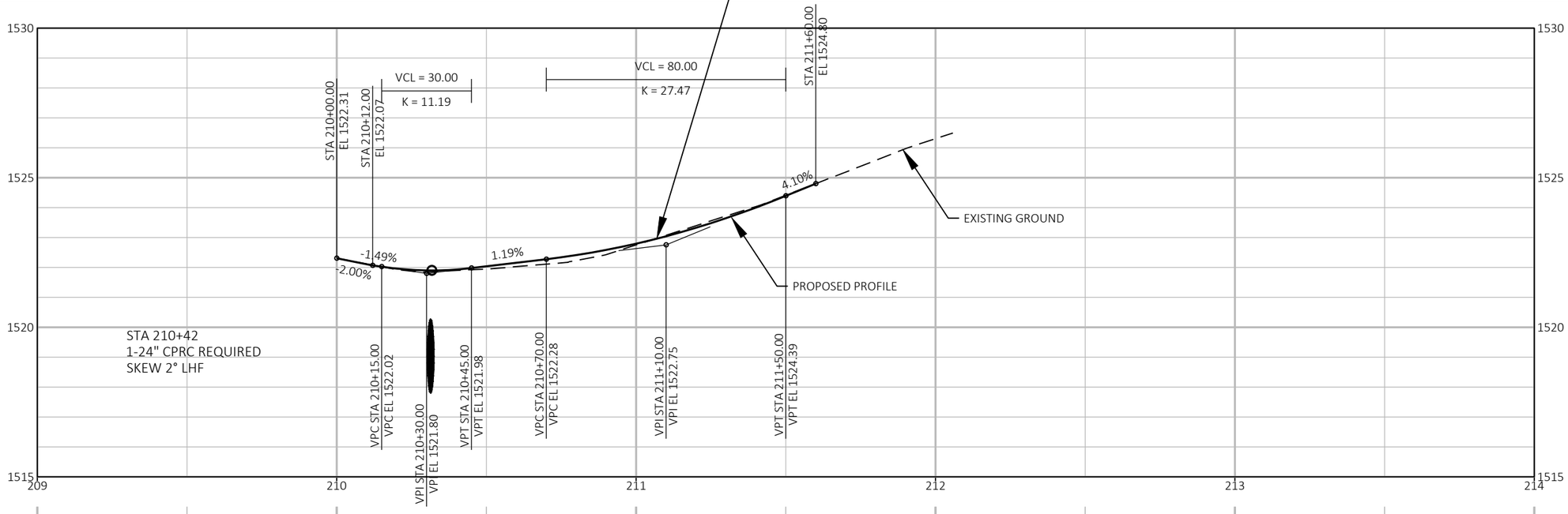
PEP72

STA 211+05
END CONSTRUCTION

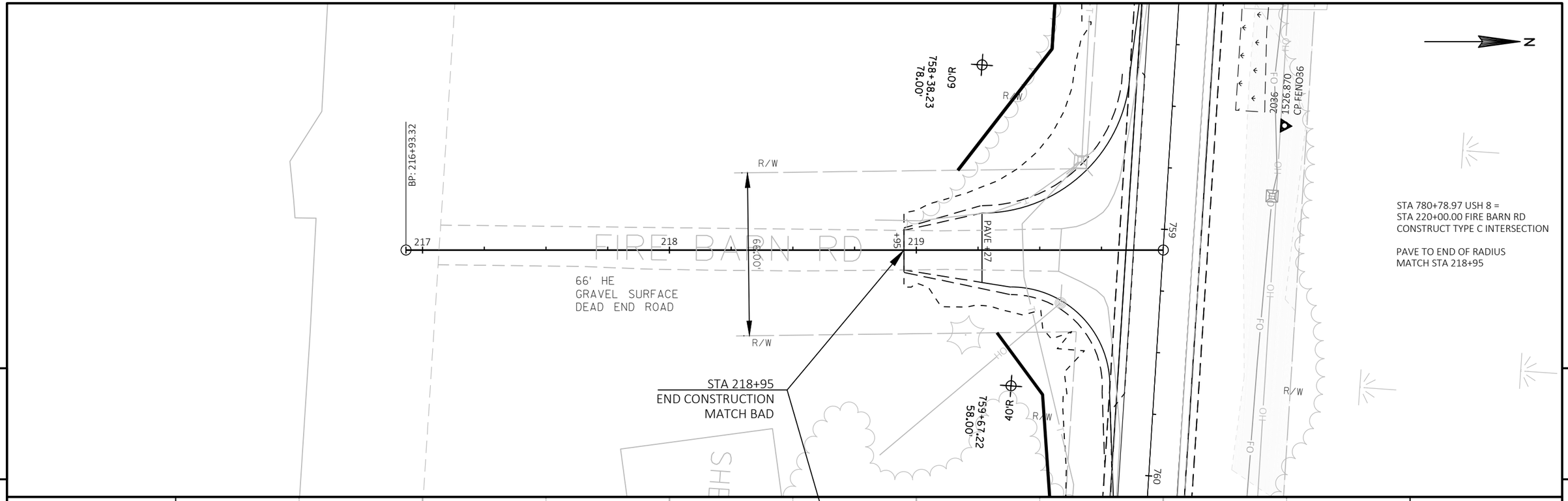
N

5

5



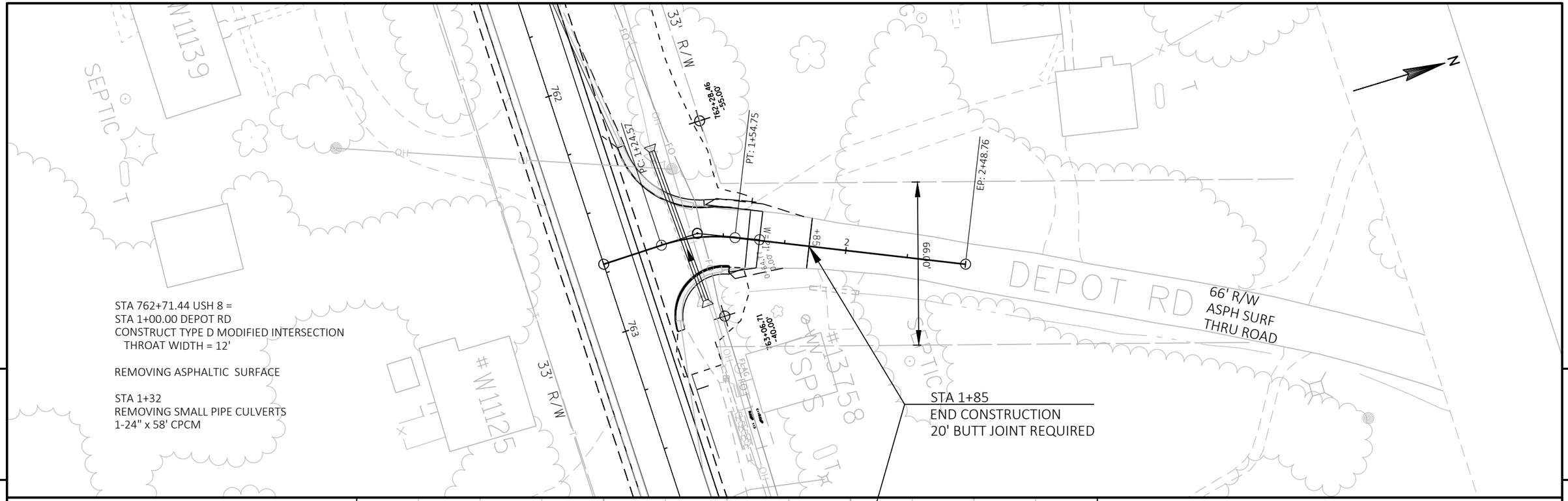
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RUTH RD	SHEET 62	E

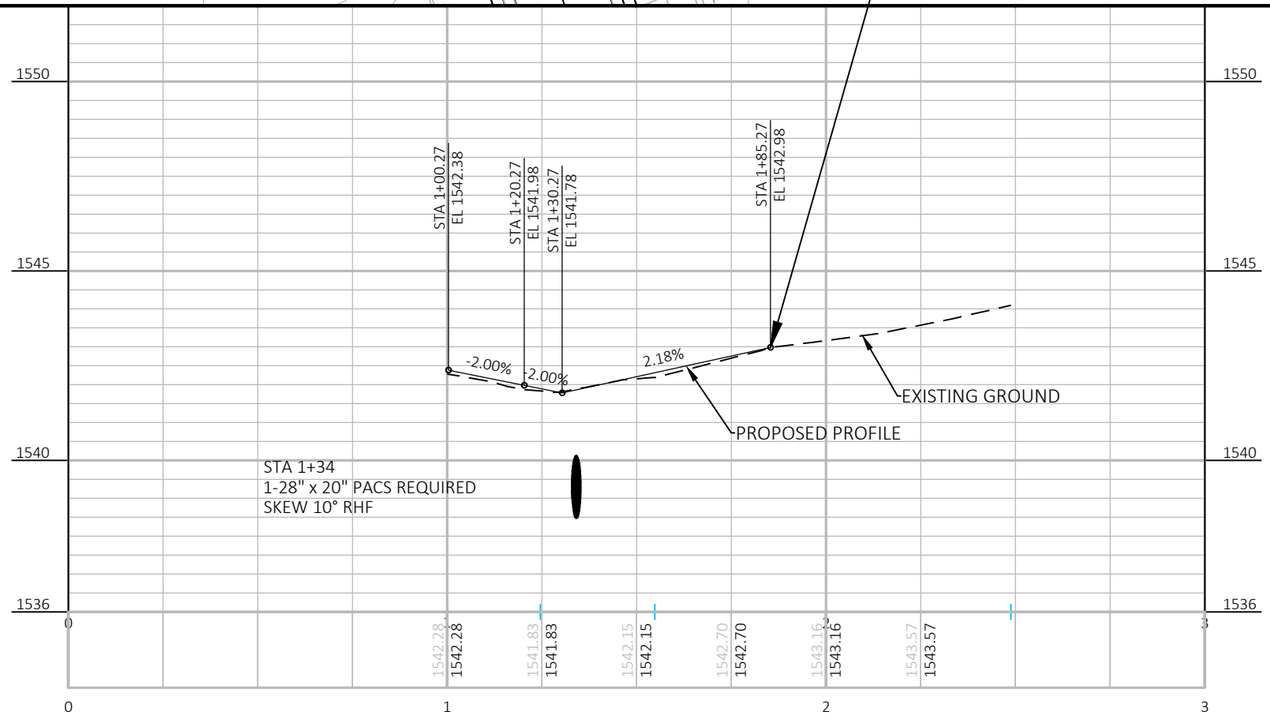


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: FIRE BARN RD	SHEET 63	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW_PLPR.DWG
LAYOUT NAME - 050101

PLOT DATE : 11/6/2022 10:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: DEPOT RD	SHEET 64	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW_PLPR.DWG
LAYOUT NAME - 050106-Depot
PLOT DATE : 11/8/2022 7:48 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:40 FT

STA 780+78.97 USH 8 =
STA 250+00.00 WILLOW RD
CONSTRUCT TYPE D INTERSECTION

REMOVING ASPHALTIC SURFACE
1-24"x 4' CPCS EXTENSION REQUIRED RT

MARSH-SURF

780

SIGN

40'R
780+82.09
-58.00'

2234
1532.800
NGS BM P255

NGS

CONC CURB AND GUTTER
6-IN SLOPED 36-IN TYPE D

CPCS 24INCH

26.04'

W=26'

251

EP: 251+59.81

R/W

WILLOW RD

66' R/W

ASPHALT SURFACE
THRU ROAD
ATV ROUTE

781

CP FENO38
1528.695
2038

TAPER SHOULDER WIDTH TO
1' RT
2' LT

END CONSTRUCTION
STA 250+90
SAWING ASPHALT REQUIRED
MATCH EXISTING

40'R
781+54.93
-78.00'

N

STA 250+00.00
EL 1534.97

STA 250+12.01
EL 1534.73

STA 250+18.00
EL 1534.61

STA 250+90.00
EL 1533.96

VCL = 30.00
K = 14.72

-2.00%
-2.32%
-2.00%
-0.28%

EXISTING GROUND
PROPOSED PROFILE

VPC STA 250+25.00
VPC EL 1534.45

VPI STA 250+40.00
VPI EL 1534.10

VPT STA 250+55.00
VPT EL 1534.06

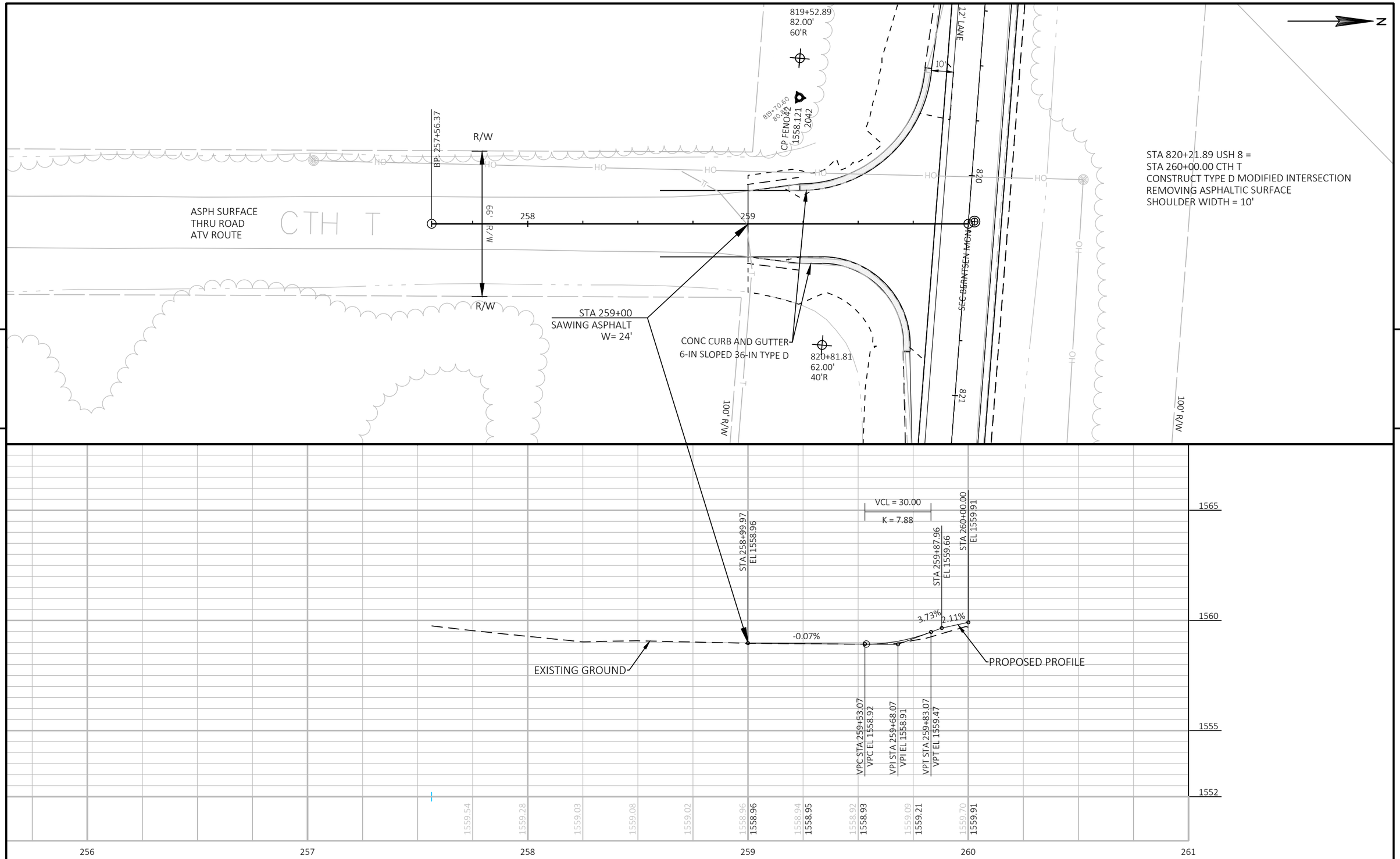
1534.77
1534.97
1534.08
1534.45
1533.86
1534.08
1533.93
1534.00
1533.98
1533.92
1533.77

1540
1535
1530
1527

249
250
251
252
253

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: WILLOW RD	SHEET 65	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\ALIPROFS\SR9_FIREB_DEPOT2_GARVIN_WILLOW_PLPR.DWG
LAYOUT NAME - 050103
PLOT DATE : 11/7/2022 12:49 PM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: CTH T	SHEET 66	E

5

5

END PROJECT 1580-30-70
STA 632+00

STA 638+44.84 USH 8 =
STA 150+00.00 CLIFFORD DR
CONSTRUCT TYPE D INTERS
MATCH 151+50
SEE DETAIL

STA 634+69.37 USH 8 =
STA 140+00.00 CTH YY

CONSTRUCT TYPE C INTERSECTION LT
MATCH 140+64

CONSTRUCT TYPE B1 MODIFIED INTERSECTION RT
MATCH 139+00 W = 33'
ADJUST STEEL PLATE BEAM GUARD
BEAM GUARD CLASS A - EXEND EAST ENDS
STEEL PLATE BEAM GUARD EAT (4)

SEE DETAIL

STA 639+
BAD FE

OLD 8 RD
SOMO CR
CLIFFORD
CTH YY
FOX VALLEY AND LAKE SUPERIOR RR
N8°5'04"16"E

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN	SHEET 67	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\052200-PN.DWG
LAYOUT NAME - 052211

PLOT DATE : 10/3/2022 10:25 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1"= 200'_XREF

STA 645+31.5 P1
50008001341
1-36" CPRC REMOVE
1-36" CPRC REQUIRED

SEE DETAIL

1

STA 653+20 P2
50008001342
1-36" CPRC REMOVE
1-36" CPRC REQUIRED

SEE DETAIL

2

PI: 161+50.00

STA 656+84 LT
BAD PE

STA 656+86 RT
BAD FE

PC: 658+89.90

PT: 663+19.96

STA 669+69 RT
BAD PE

STA 639+70 RT
BAD FE

STA 641+377 RT
BAD PE

STA 655+74.43 USH 8 =
STA 160+00.00 short version of Short align

CURVE 4
PI STA = 661+05.03
Y = 364444.777
X = 864733.864
DELTA = 4°18'02"
D = 1°00'00"
T = 215.13'
L = 430.06'
R = 5729.58'
PC STA = 658+89.90
PT STA = 663+19.96
SE = 2.7%

TRIPOLI DR

FOX VALLEY AND LAKE SUPERIOR RR

N95° 04' 16"E

N89° 22' 18"E

STA 675+00 LT RR FE
DO NOT RESTORE FE

STA 688+09 LT
DISCONTINUED TOWN RD
DO NOT RESTORE

PC: 687+65.66

PT: 690+08.54

STA 690+45
C-35-143 3x72" CPRC
50008004588
MGS GUARDRAIL 3 LT & RT REQUIRED
SEE DETAIL

STA 698+25 LT FE
DO NOT RESTORE FE

STA 669+69 RT
BAD PE

CURVE 5
PI STA = 688+87.10
Y = 364475.286
X = 867515.971
DELTA = 0°36'26"
D = 0°15'00"
T = 121.44'
L = 242.88'
R = 22918.31'
PC STA = 687+65.66
PT STA = 690+08.54
NO SE

STA 688+08.73 USH 8 =
STA 170+00.00 W CIRCLE

CONSTRUCT TYPE C INTERSECTION RT
1-24" CPRC REMOVE
1-24" CPRC REQUIRED
MATCH 169+11 W = 21'

SEE DETAIL

STA 698+30 RT
BAD PE

WEST CIRCLE

MEADOW BROOK CR

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN	SHEET 68	E

STA 191+42 TRIPOLI DR
1-15" x 92' CPPE REMOVE

STA 193+92 TRIPOLI DR RT PE
1-18" CPCM REQUIRED

STA 194+00 TRIPOLI DR
CONSTRUCT CUL-DE-SAC

SEE DETAIL

STA 719+49.36 USH 8 =
STA 190+00 TRIPOLI DR
REMOVE INTERSECTION
1-24" x 73' CPRC REMOVE
SEE DETAIL

STA 727+10 LT
BAD PE

STA 725+30 LT
BAD PE

TRIPOLI DR

JOHNSON RD

OLD LOGGING ROAD

FOX VALLEY AND LAKE SUPERIOR RR

SOMO CEMETERY
BLI-0040 (SHPO SITE)

PC: 707+95.32

N89° 58' 44"E

N73° 28' 44"E

N89° 45' 11"E

PT: 727+64.69

STA 723+72 P3
50008001343
24"x24" BOX CULVERT
NO WORK REQUIRED

STA 727+80 RT
BAD PE

CURVE 7
PI STA = 723+36.13
Y = 364809.345
X = 870920.523
DELTA = 17°16'27"
D = 2°00'00"
T = 435.16'
L = 863.71'
R = 2864.79'
PC STA = 719+00.98
PT STA = 727+64.69
SE = 4.5%

PT: 716+70.32

PC: 719+00.98

STA 704+85 RT
BAD PE

CURVE 6
PI STA = 712+36.25
Y = 364476.151
X = 869865.123
DELTA = 17°30'00"
D = 2°00'00"
T = 440.93'
L = 875.00'
R = 2864.79'
PC STA = 707+95.32
PT STA = 716+70.32
SE = 4.5%

STA 714+62.88 USH 8 =
STA 180+00.00 MARTIN

TYPE C INTERSECTION
MATCH 179+21
SEE DETAIL

PI: 712+36.25

MARTIN RD

STA 718+00 RT
BAD PE

N

5

5

STA 743+00 -777+00
REMOVING ASPHALTIC SURFACE MILLING

STA 731+63 LT
BAD FE

STA 737+18 LT
BAD FE

STA 740+38 P4
50008001344
24"x24" BOX CULVERT
NO WORK REQUIRED

STA 745+48
B-35-167 2-9x8.5 BOX CULVERT
NO WORK REQUIRED

STA 753+89 PT
BAD FE

TOWN 5

RUTH

MATCH 210+89 W = 23.5'
CONSTRUCT TYPE D INTERSECTION
REMOVE 1-24" CPRC
1-24"X20" PACS REQUIRED
SEE DETAIL

STA 748+15.20 USH 8 =
STA 210+00.00 RUTH

STA 755+44 P6
50008001345
1-36" CPRC REMOVE
1-36" CPRC REQUIRED
SEE DETAIL

6

STA 757+66.4 P7
50008001346
1-36" CPRC REMOVE
1-36" CPRC REQUIRED
SEE DETAIL

7

STA 734+78.91 USH 8 =
STA 195+00.00 TOWN 5
RESTORE AS FE

SCOTT CR

SPEED LIMIT 55

SPEED LIMIT 40

N89° 45' 11"E

STA 741+35.09 USH 8 =
STA 200+00.00 CIRCLE

TYPE C INTERSECTION
MATCH 199+47 W = 28'
SEE DETAIL

E CIRCLE

FORMER SCHOOL

POWDER KEG FIREWORKS

CHURCH

GARAGE

STA 759+08.41 USH 8 =
STA 220+00.00 FIRE BARN

CONSTRUCT TYPE C INTERSECTION
MATCH STA 218+60

FIRE BARN

VEHICLE REPAIR GARAGE
ONE OR MORE
SUSPECTED UST'S

LEGEND
ZONE OF PETEROLEUM HYDROCARDON CONTAMINATION GROUNDWATER AT ESTIMATED DEPTH OF 9' BELOW EXISTING GRADE

STA 733+16 RT
ASPH CE

STA 736+85 RT
ASPH CE

STA 731+71 RT
BAD FE

STA 744+08 RT
BAD PE

STA 749+22 RT
BAD CE

STA 750+02 RT
BAD PE

STA 752+00 RT
BAD CE

STA 754+44 RT
BAD PE

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN	SHEET 69	E

STA 743+00 -777+00
REMOVING ASPHALTIC SURFACE MILLING

MATCH 251+00 W = 24'

CONSTRUCT TYPE D INTERSECTION
1-24" CPCS - NO WORK REQUIRED
SEE DETAIL

STA 788+84 LT
BAD PE

STA 767+56 LT
BAD CE

STA 770+86 LT
ASPH PE

STA 774+97 LT
BAD FE

LEGEND
ZONE OF PETEROLEUM HYDROCARDON CONTAMINATION SOIL

PI: 771+44.15

CONSTRUCT MODIFFIED TYPE D INTERSECTION
SEE DETAIL
STA 762+75.03 USH 8 =
STA 1+00.00 DEPOT

FORMER HILLTOP TAV & GROCERY
UNDETERMINED LOCATION
OF REMOVED UST'S

N89° 45' 11"E

N89° 29' 48"E

STA 780+78.97 USH 8 =
STA 250+00.00 WILLOW

STA 773+82.00 USH 8 =
STA 240+00.00 GARVIN
TYPE C INTERSECTION

LEGEND
ZONE OF PETEROLEUM HYDROCARDON CONTAMINATION GROUNDWATER AT ESTIMATED DEPTH OF 9' BELOW EXISTING GRADE

STA 782+49 P8
50008001347
1-36" CPRC REMOVE
1-36" CPRC REQUIRED
LANE SHIFT LT REQUIRED
SEE DETAIL
8

STA 790+00 RT
BAD CE

STA 761+00 RT
STA 762+15 RT
BAD PE

STA 763+62 RT
BAD PE

STA 764+82 RT
BAD PE

STA 767+10 RT
STA 767+57 RT
BAD PE

STA 770+00 RT
ASPH CE

STA 771+75 RT
ASPH CE

STA 792+35 LT
BAD PE

STA 798+05 LT
BAD PE

STA 792+30
PROTECTIVE THRERMOPLASTIC COATING
AT SNOWMOBILE CROSSING

STA 794+84 P9
50008001348
1-24" CPRC
NO WORK REQUIRED

STA 809+00 P10
50008001349
1-24" CPRC REMOVE
1-24" CPRC REQUIRED
LANE SHIFT LT REQUIRED
SEE DETAIL
10

STA 817+ LT
BAD FE

STA 820+21.8
STA 260+00.0
CONSTRUCT T
MATCH 259+0
SEE DETAIL

STA 790+00 RT
BAD CE

STA 792+00 RT
BAD CE

STA 794+11 RT
BAD FE

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN	SHEET 70 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\052200-PN.DWG
LAYOUT NAME - 052217

PLOT DATE : 4/1/2022 10:32 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1"= 200'_XREF

WISDOT/CADDS SHEET 44

STA 837+57 LT
BAD PE

STA 820+21.89 USH 8 =
STA 260+00.00 CTH T

CONSTRUCT TYPE D INTERSECTION
MATCH 259+00 W = 30'
SEE DETAIL

STA 823+64 LT
BAD PE

END PROJECT
STA 841+00

N89° 29' 48"E

STA 823+25 RT
BAD PE

5

5

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PLAN	SHEET 71	E

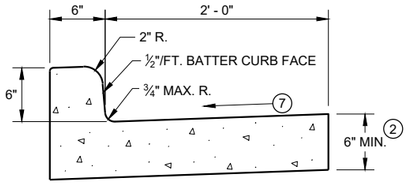
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\SHEETSPLAN\052200-PN.DWG
LAYOUT NAME - 052219

PLOT DATE : 4/1/2022 10:33 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1"= 200'_XREF

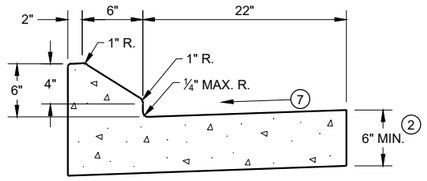
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
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
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
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C26-04	END-OF-ROADWAY SIGNING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

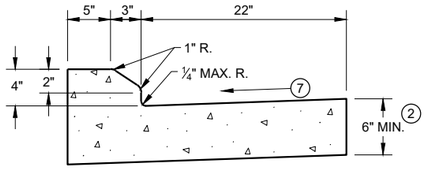
6



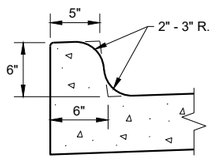
TYPES A[1] & D



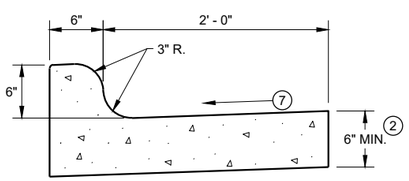
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

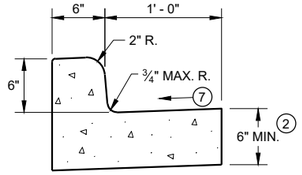


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



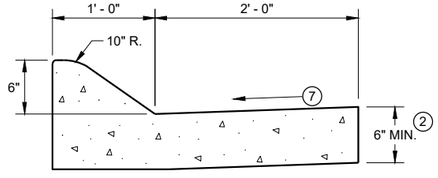
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

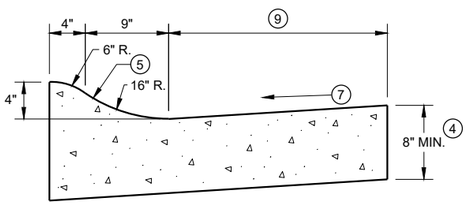
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

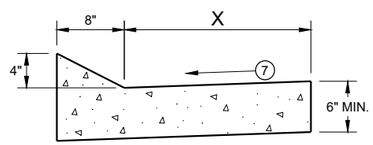
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

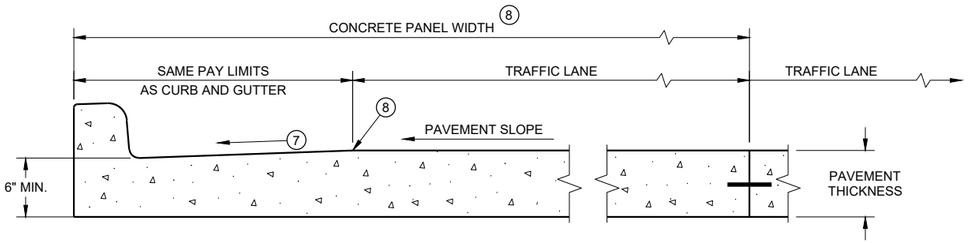


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

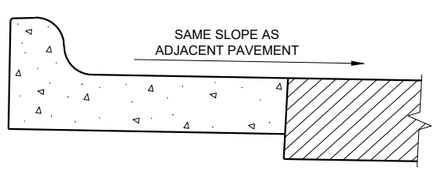
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

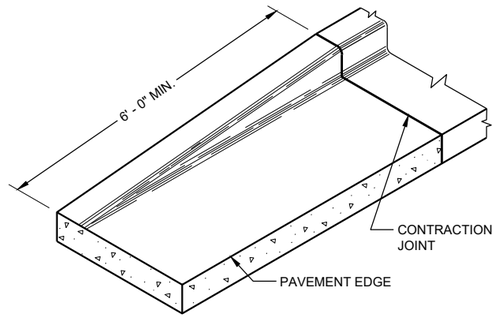
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

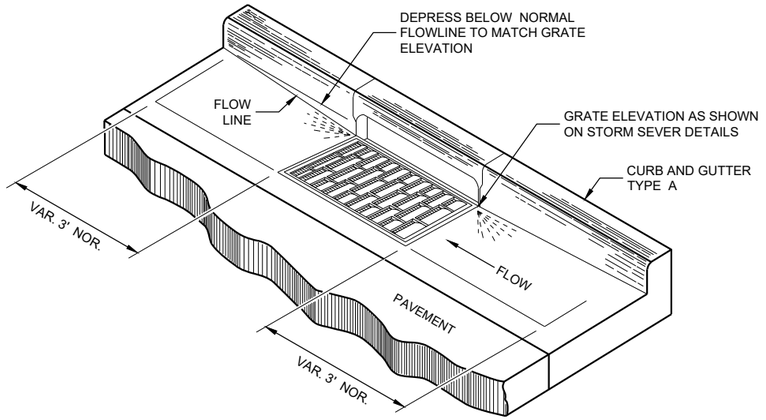
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

CONCRETE CURB AND GUTTER



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

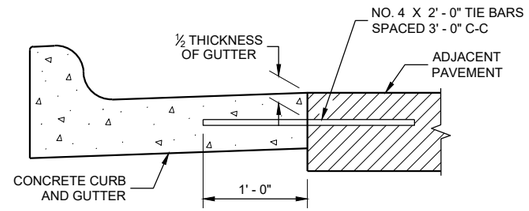
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

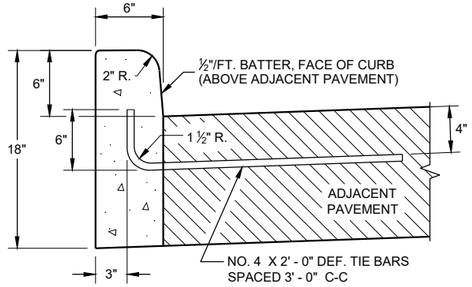
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

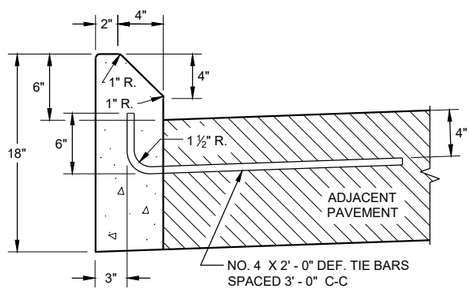
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

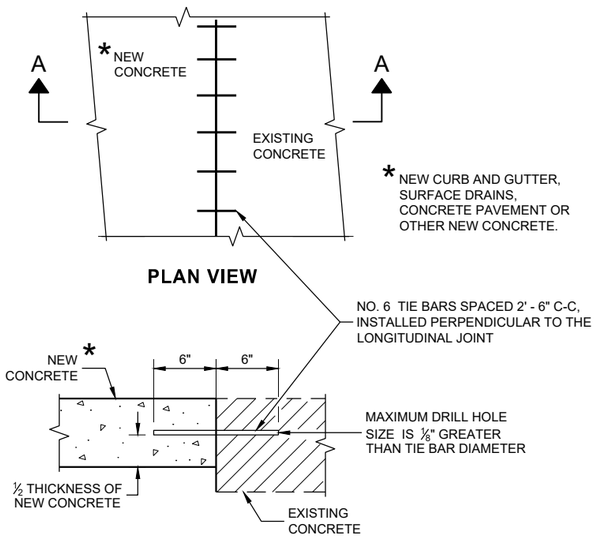


TYPES A (1) & D



TYPES G (1) & J

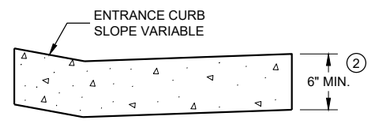
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

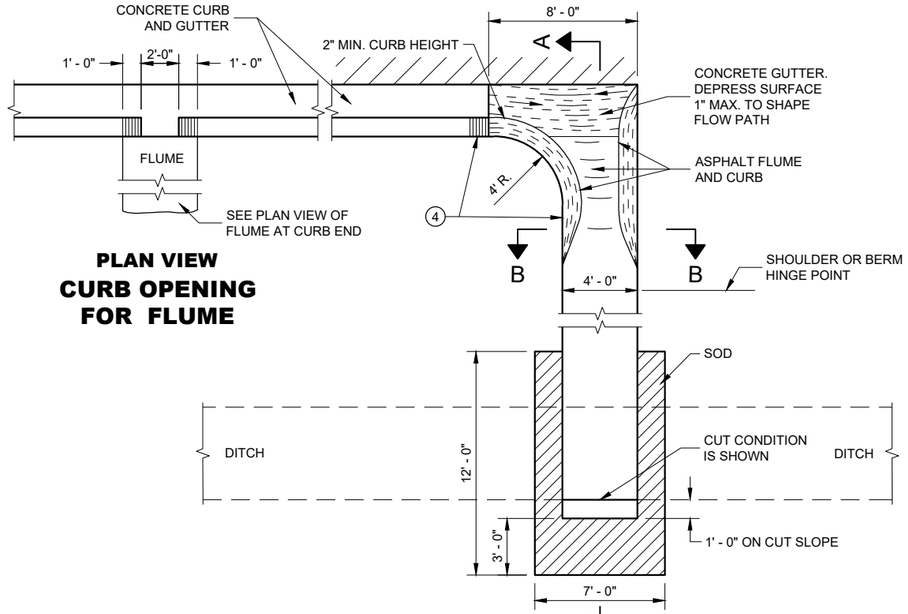
FHWA

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SDD08D01 - 22b

NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME

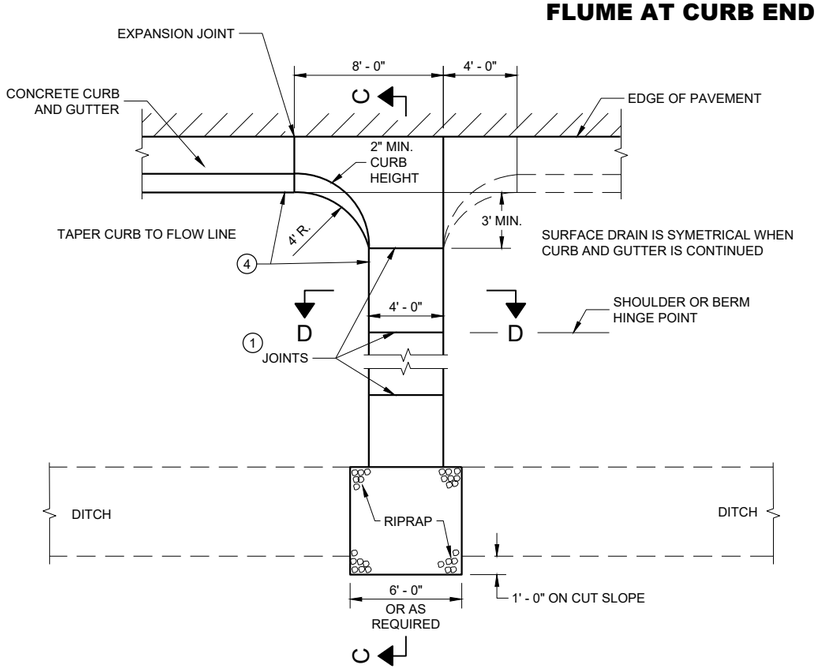


PLAN VIEW

CURB OPENING FOR FLUME

PLAN VIEW

FLUME AT CURB END



PLAN VIEW

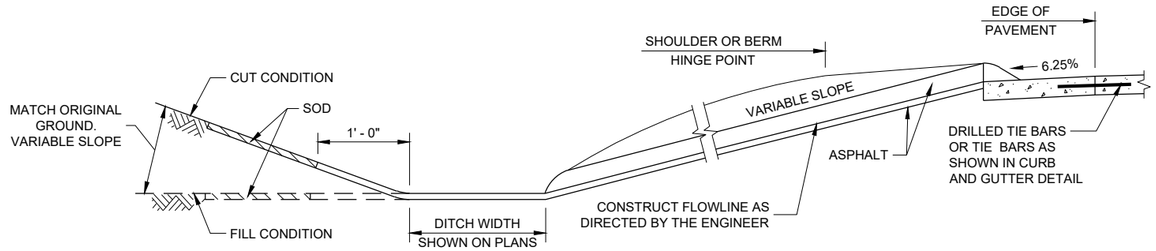
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

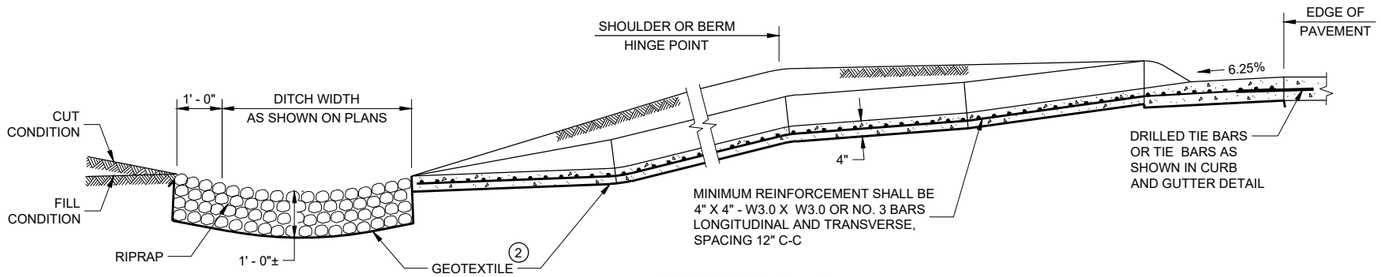
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

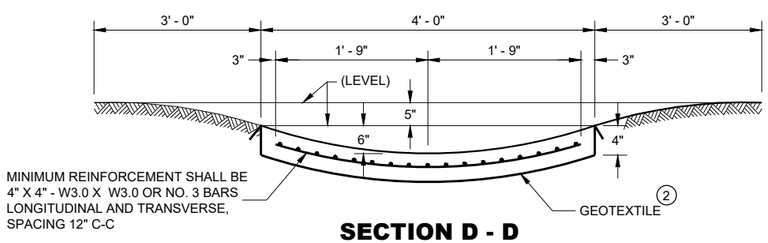


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

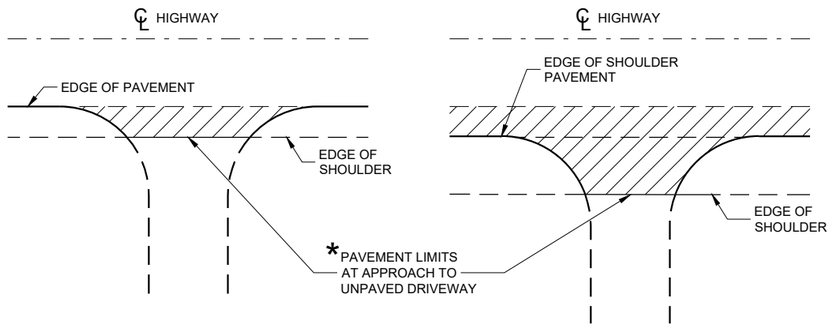
FHWA

6

SDD 08D04 - 06

6

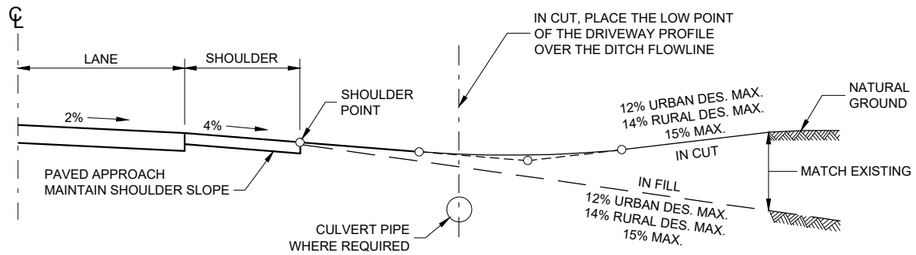
SDD 08D04 - 06



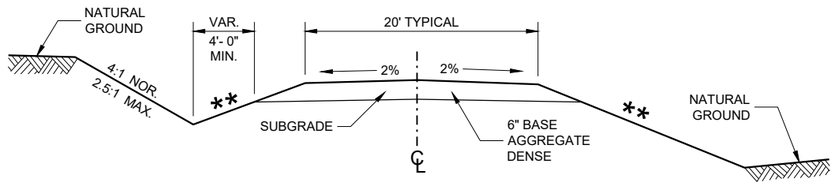
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

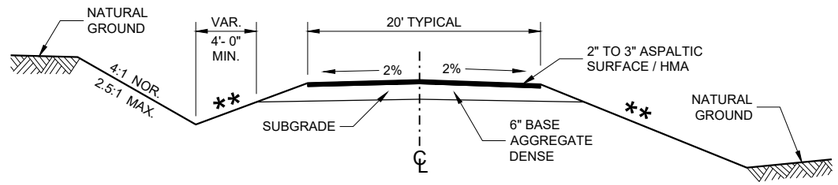


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

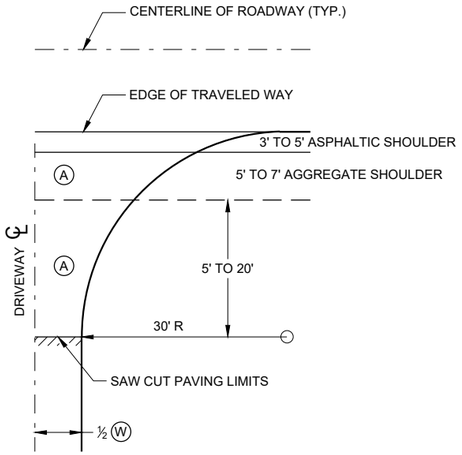
SDD 08D21 - 01

6

SDD 08D21 - 01

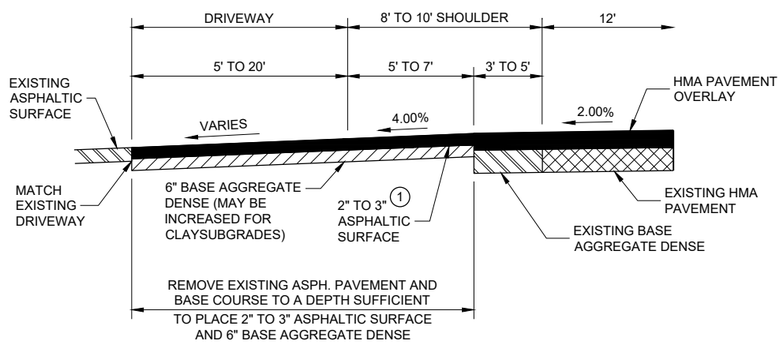
GENERAL NOTES

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



PLAN VIEW

HALF SECTION



PROFILE VIEW

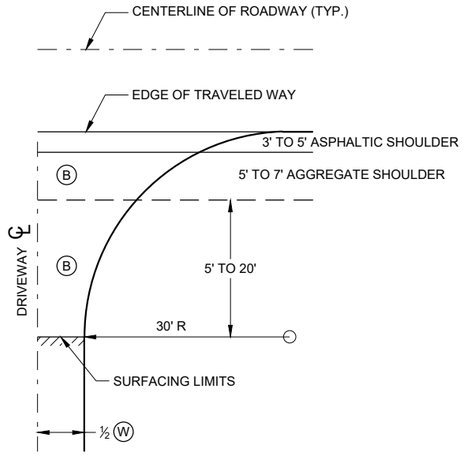
RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

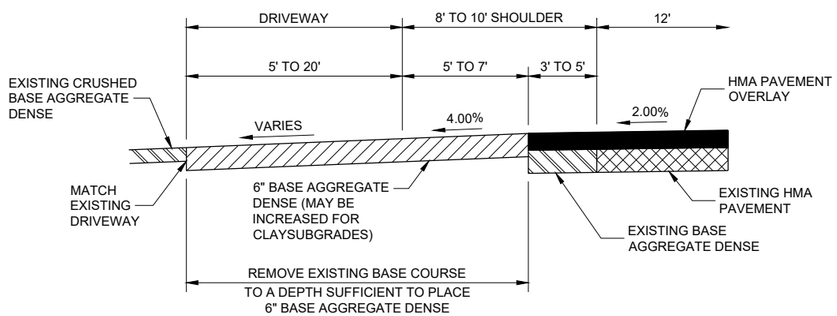
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



PLAN VIEW

HALF SECTION



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE

RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

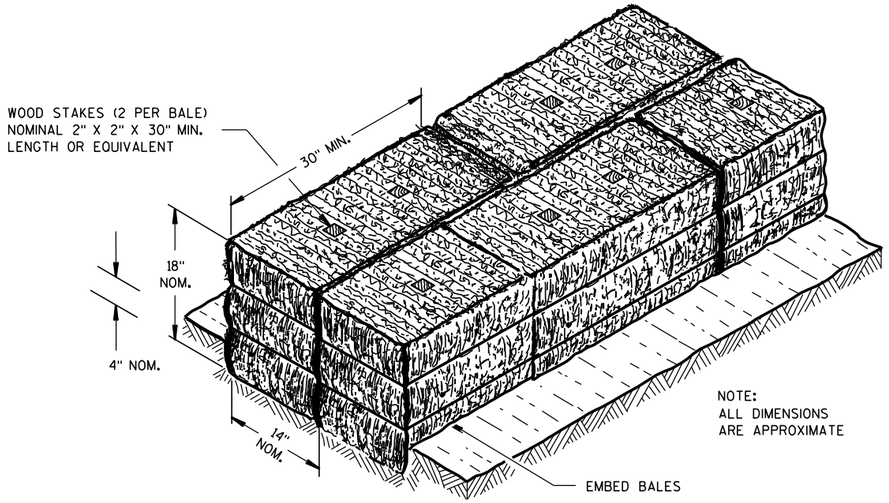
FHWA

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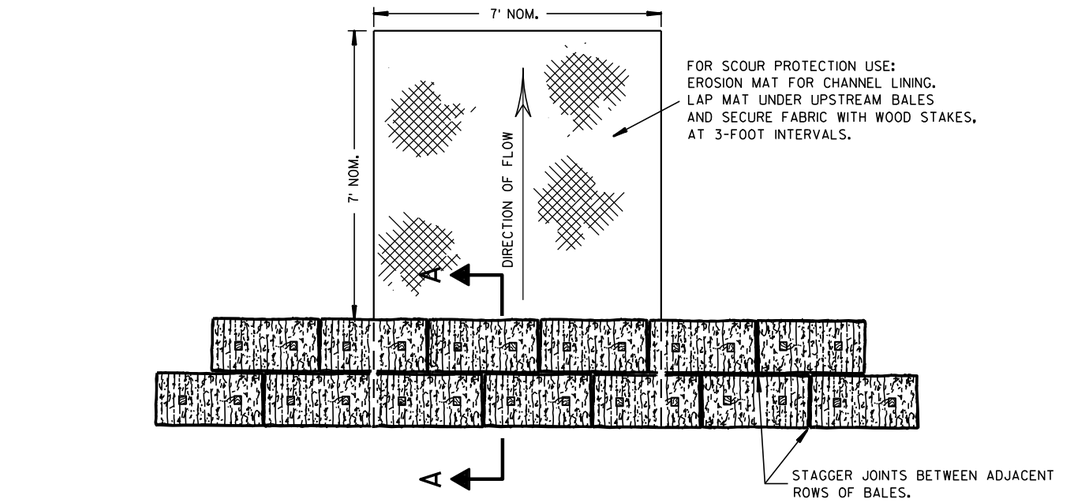
SDD 08D22 - 01

6

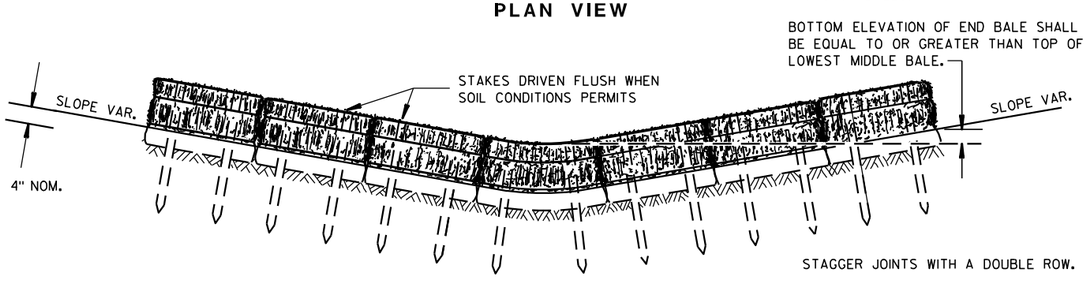
SDD 08D22 - 01



SECTION A-A



PLAN VIEW



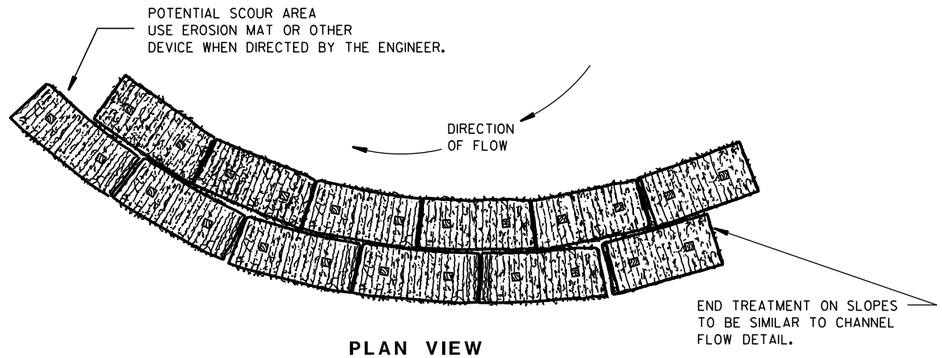
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

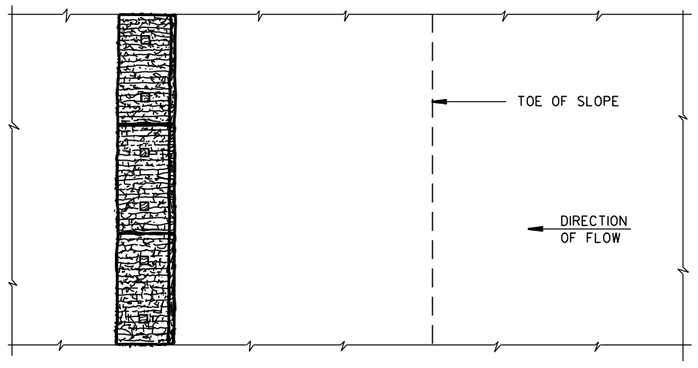
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

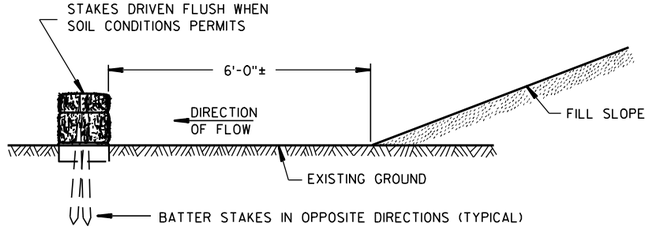


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

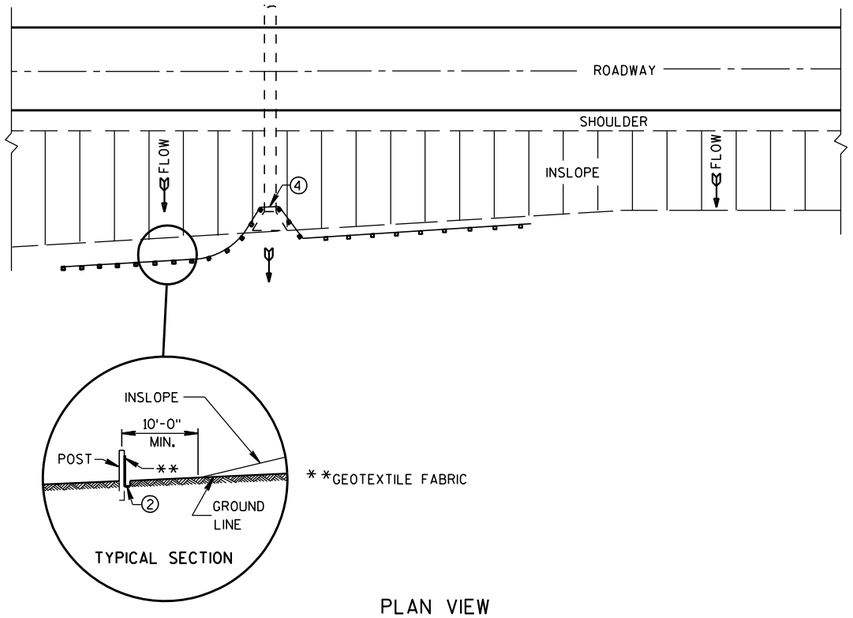
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

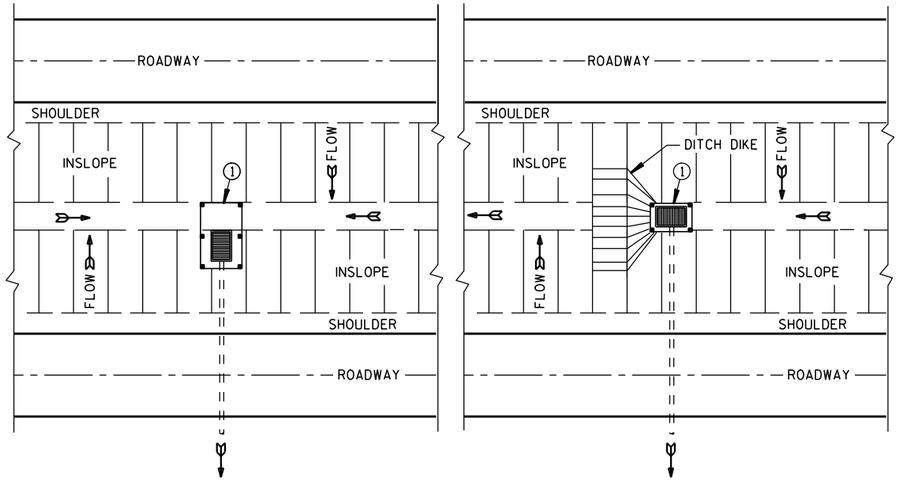
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



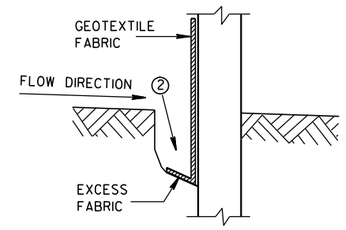
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

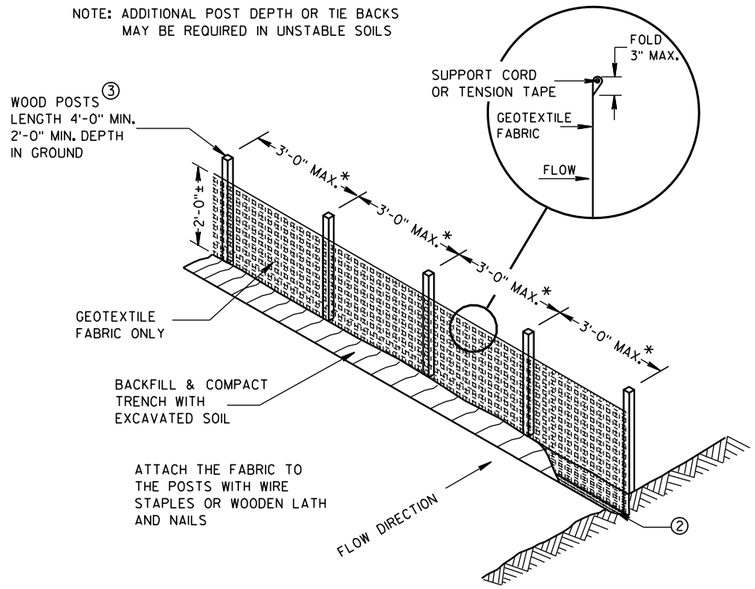
GENERAL NOTES

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

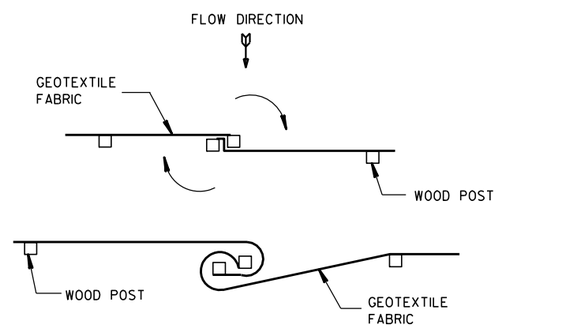
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



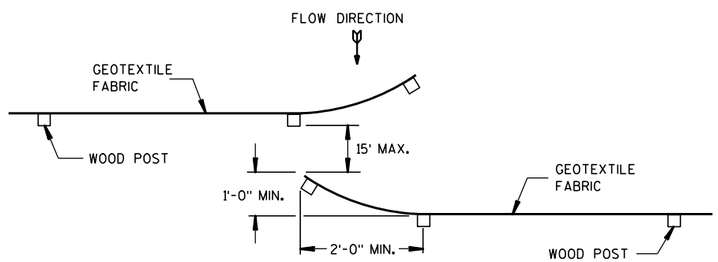
TRENCH DETAIL



SILT FENCE

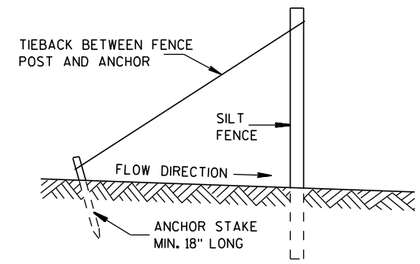


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

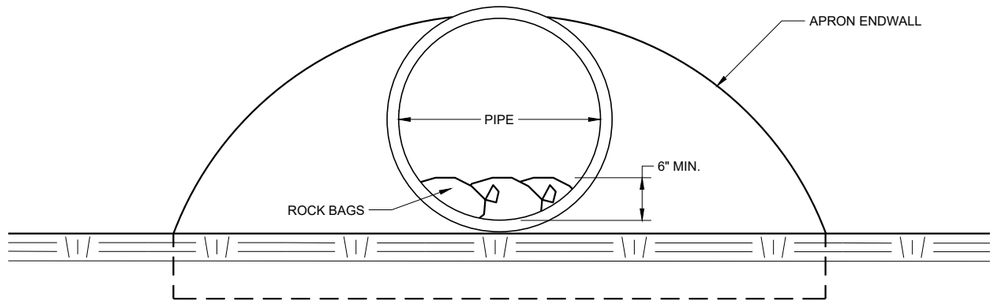
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

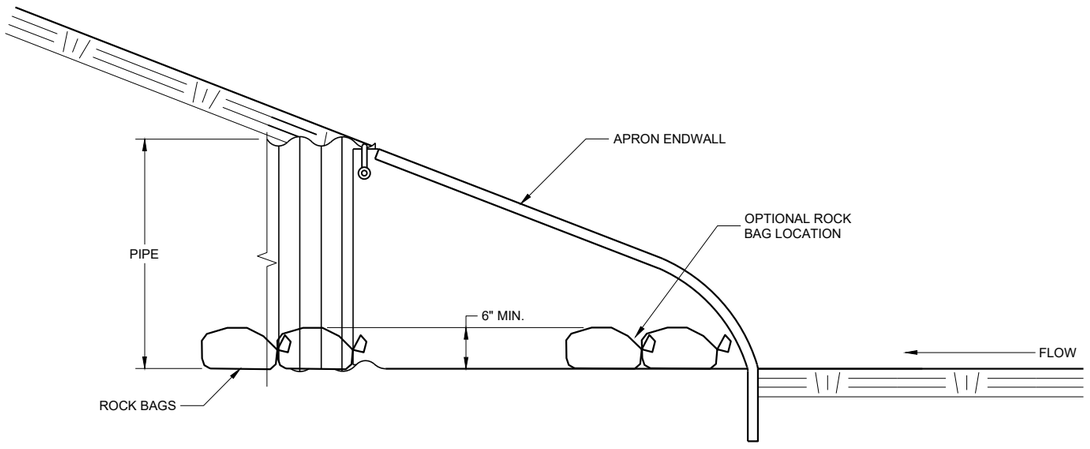
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6
SDD 08E15 - 01

METAL APRON ENDWALLS

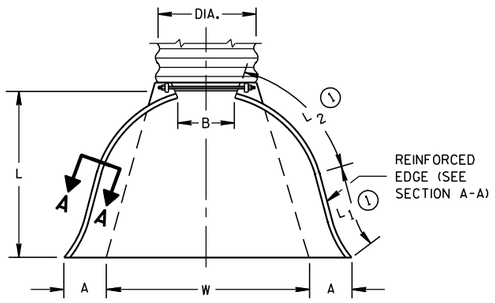
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

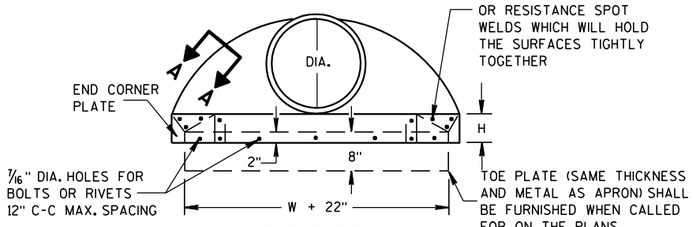
REINFORCED CONCRETE APRON ENDWALLS

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

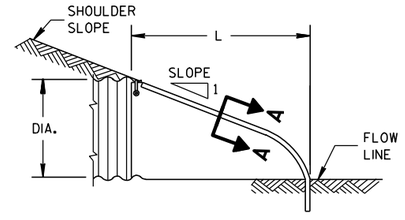
*MINIMUM
**MAXIMUM



PLAN VIEW

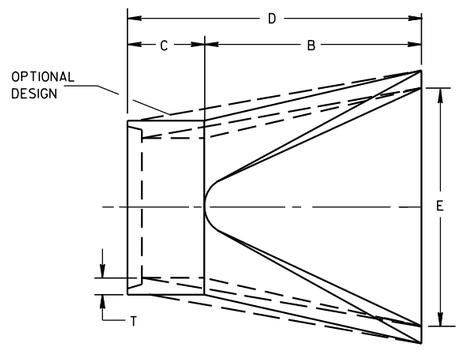


END VIEW

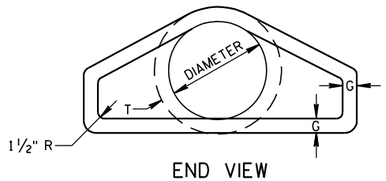


SIDE ELEVATION

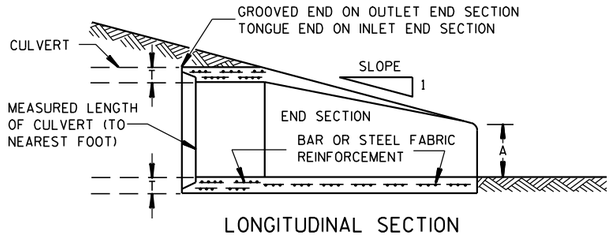
METAL ENDWALLS



PLAN

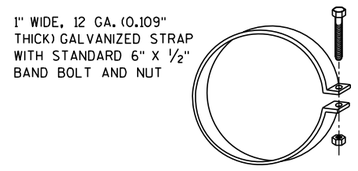


END VIEW



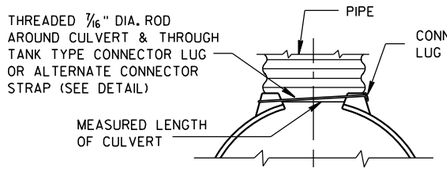
LONGITUDINAL SECTION

CONCRETE ENDWALLS

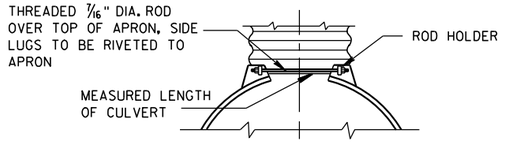


ALTERNATE FOR TYPE 1 CONNECTION

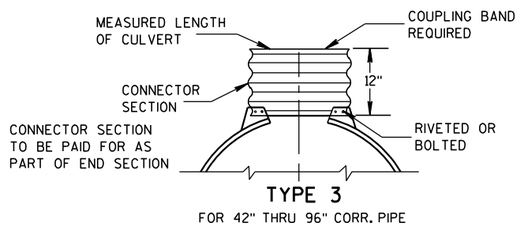
END SECTION CONNECTOR STRAP



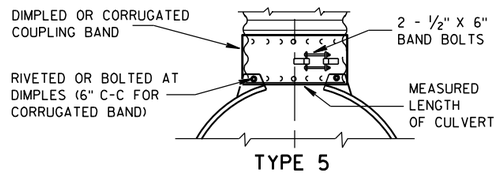
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

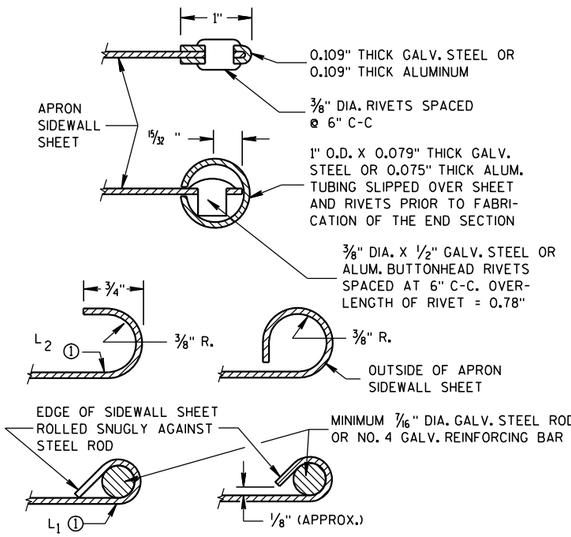
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

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

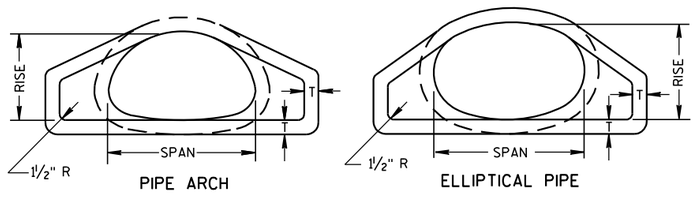
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

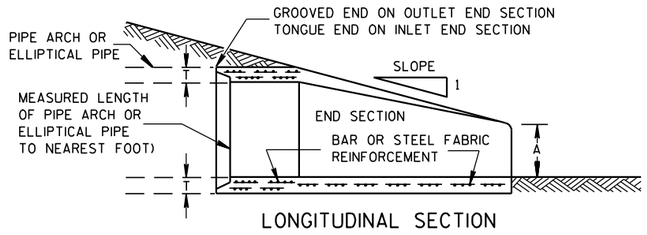
APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

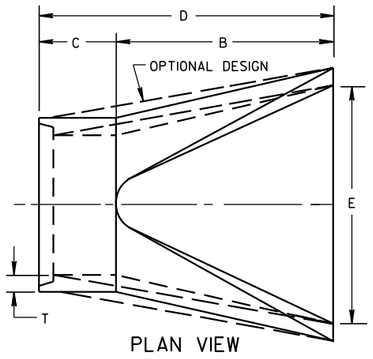
S.D.D. 8 F 1-11



END VIEW

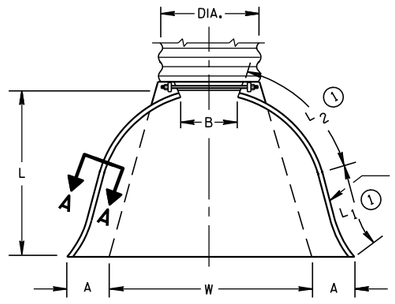


LONGITUDINAL SECTION

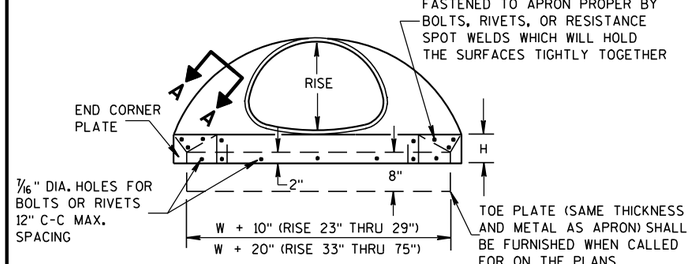


PLAN VIEW

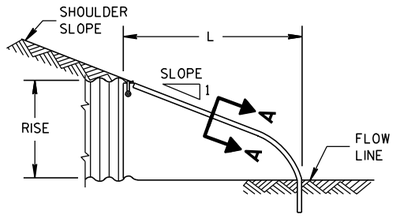
CONCRETE ENDWALLS



PLAN VIEW

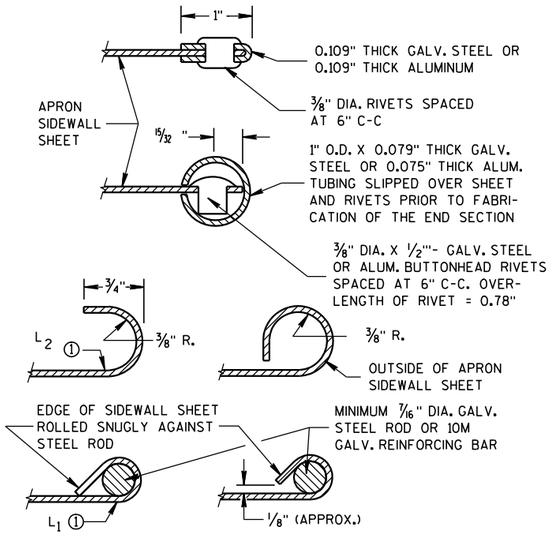


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

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

3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

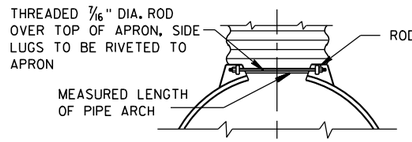
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

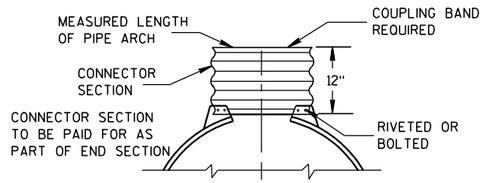
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



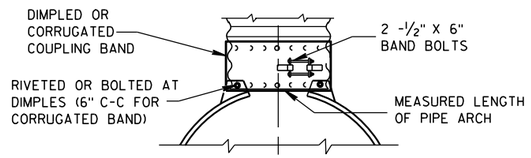
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

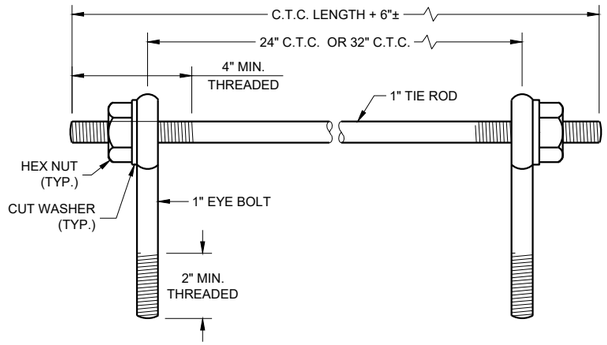
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

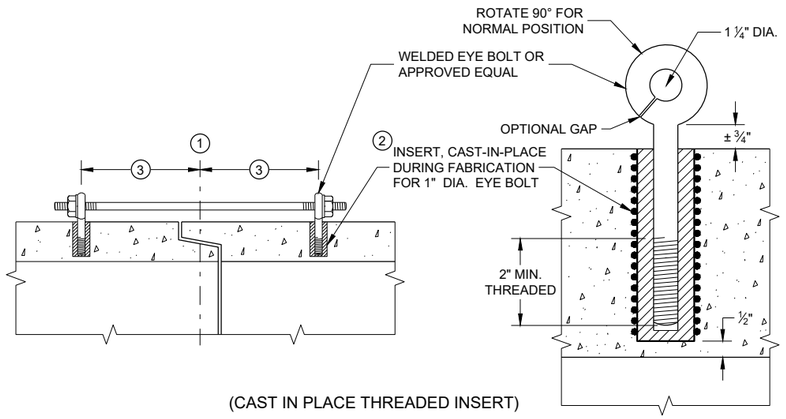
11/30/94 — DATE

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

FHWA



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.

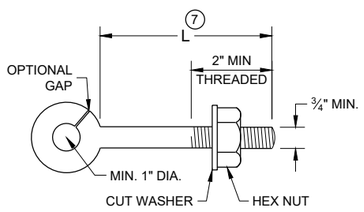
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

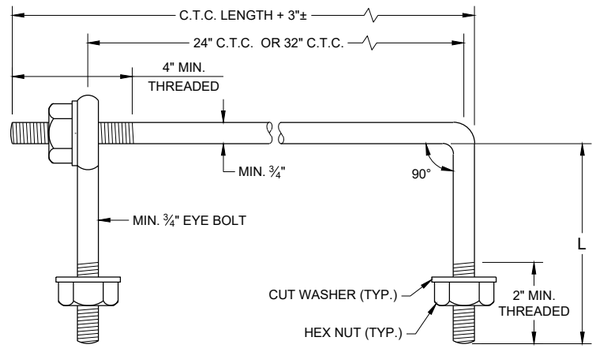
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

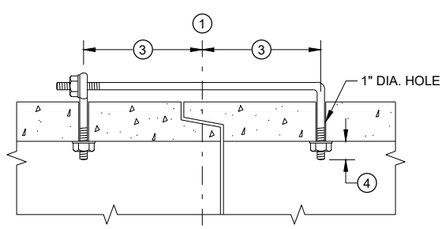


EYE BOLT (7)

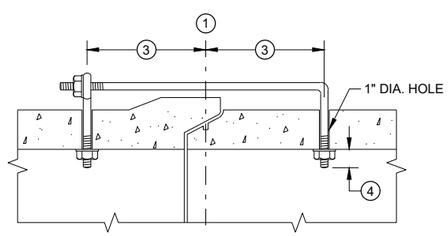
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

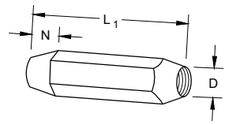
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

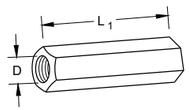
ADJUSTABLE TIE ROD TABLE

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



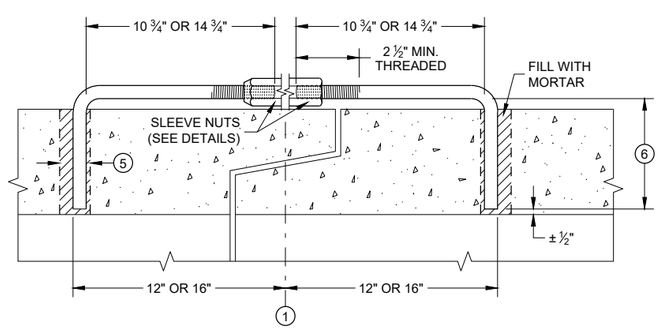
TAPERED



PLAIN

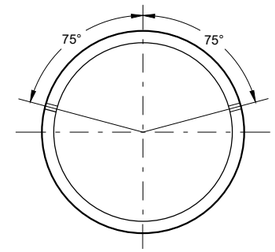
RIGHT AND LEFT THREADS

SLEEVE NUTS



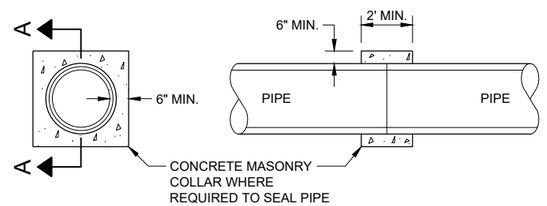
LONGITUDINAL SECTION

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

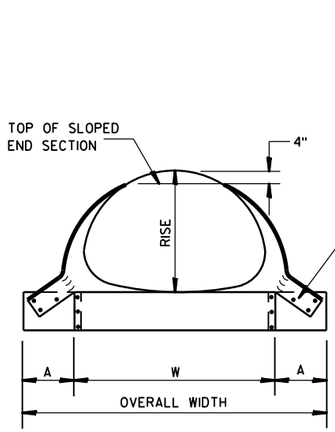
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

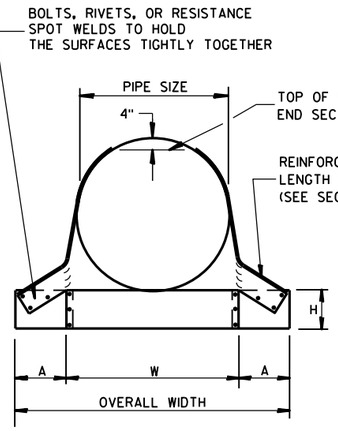
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

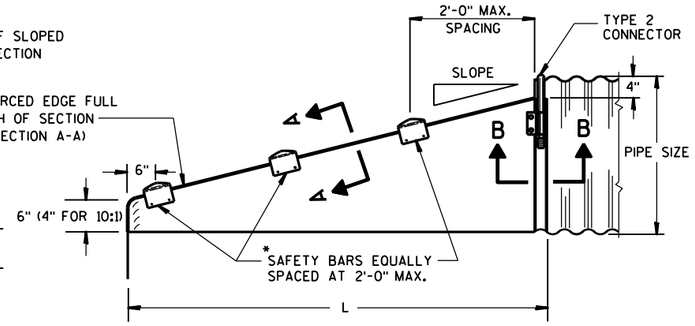
SDD 08F04 - 08



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

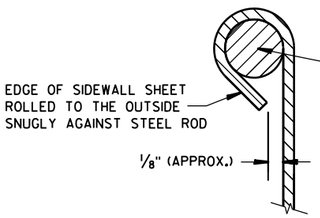
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

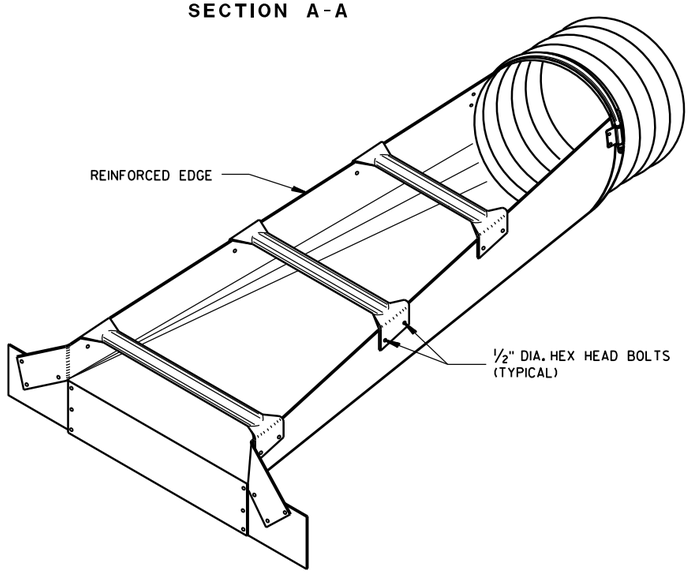
SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



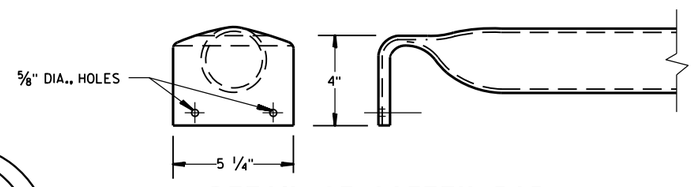
SECTION A-A



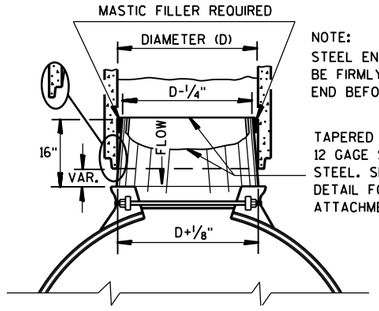
ISOMETRIC VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



DETAIL OF SAFETY BAR



NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

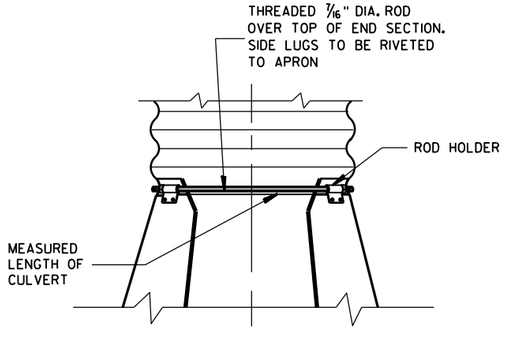
TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE

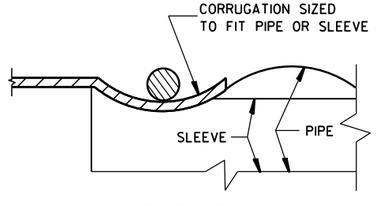
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

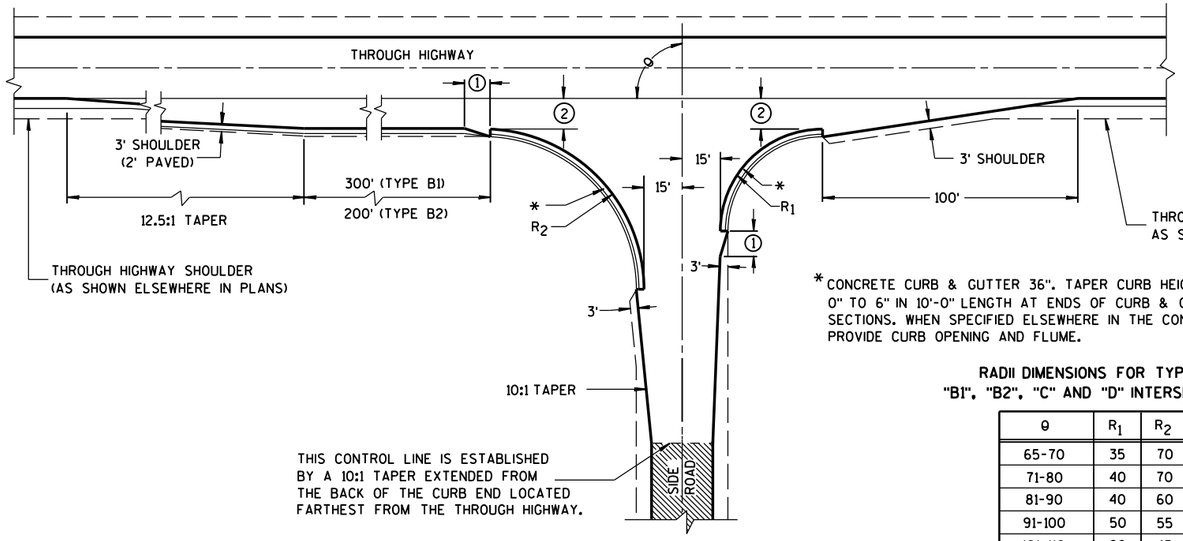
APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 7-5

6

S.D.D. 8 F 7-5

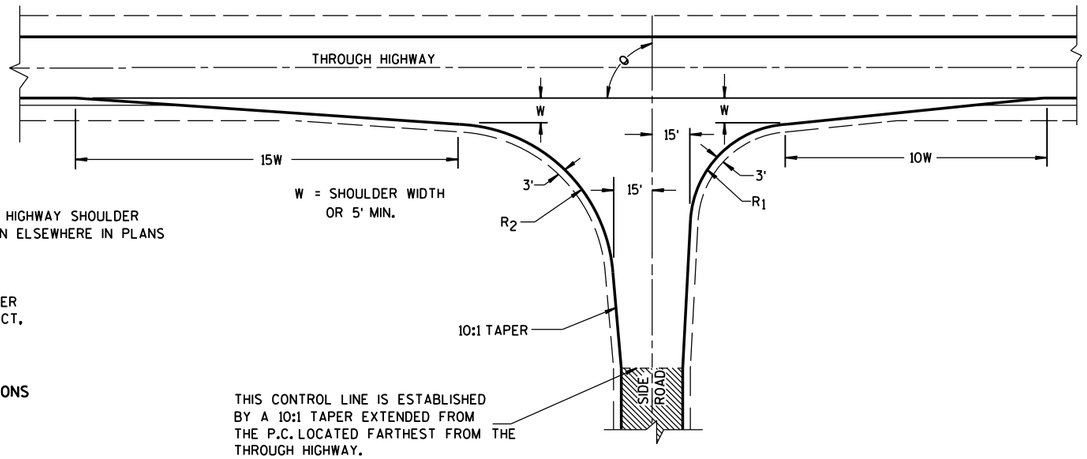


TYPE "B1" AND "B2"

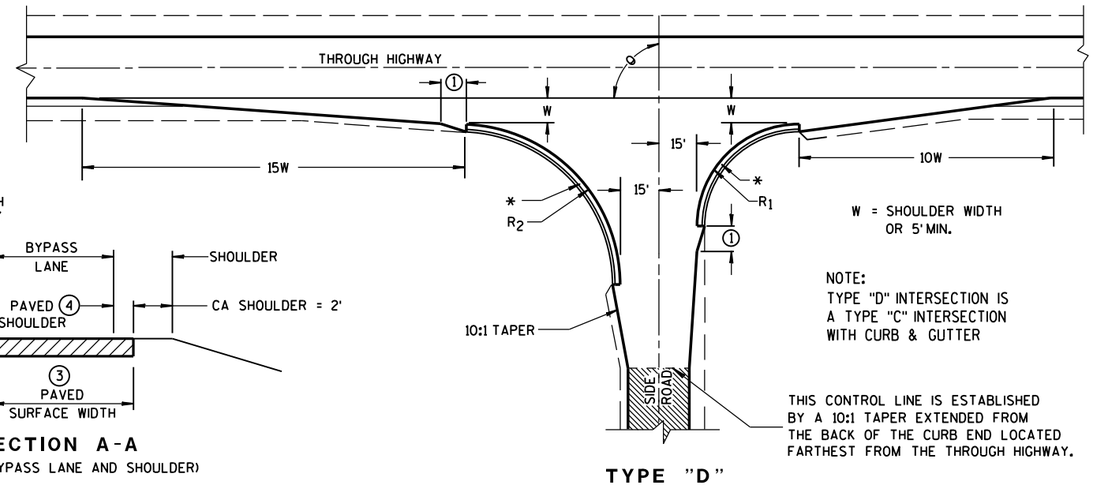
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

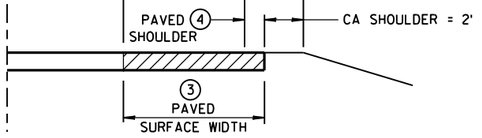
(1) 10-FT TYPICAL.

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

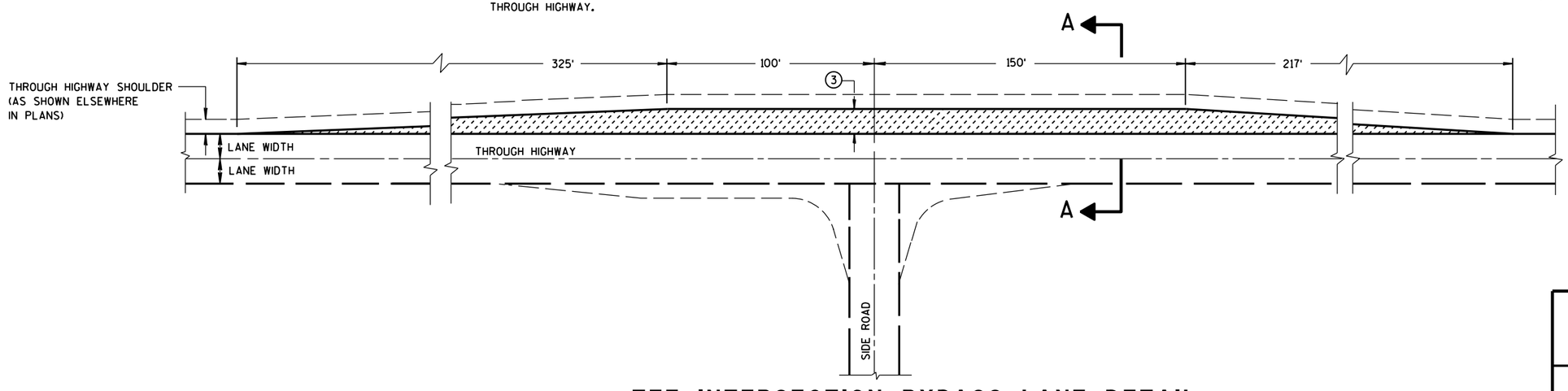
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



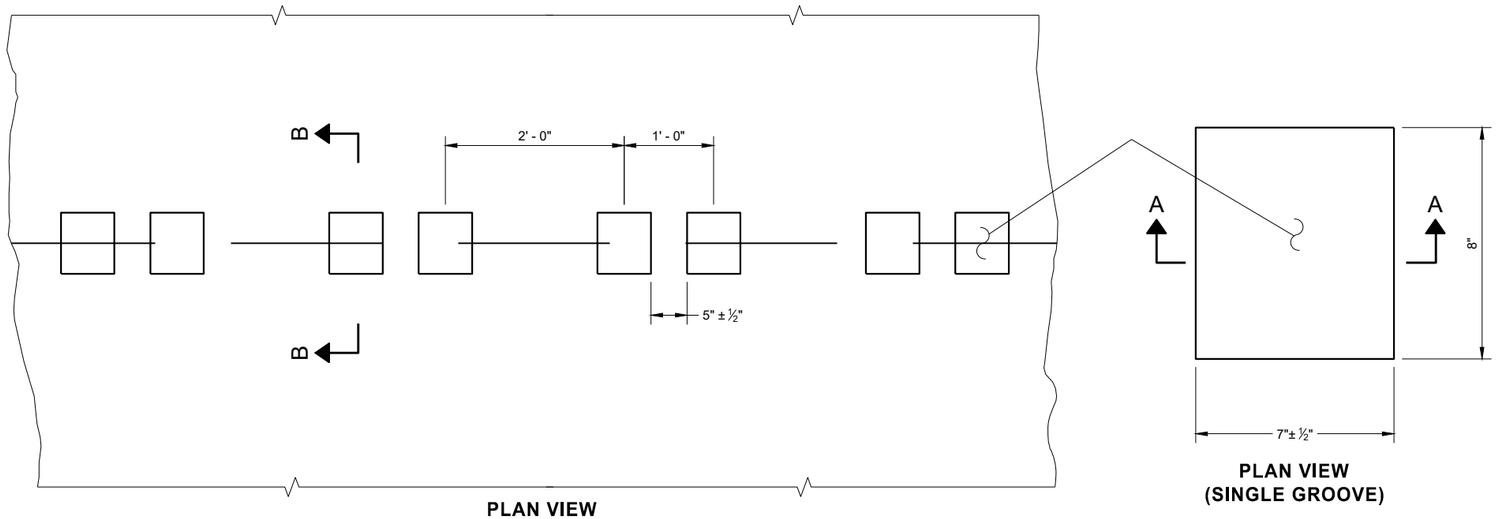
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

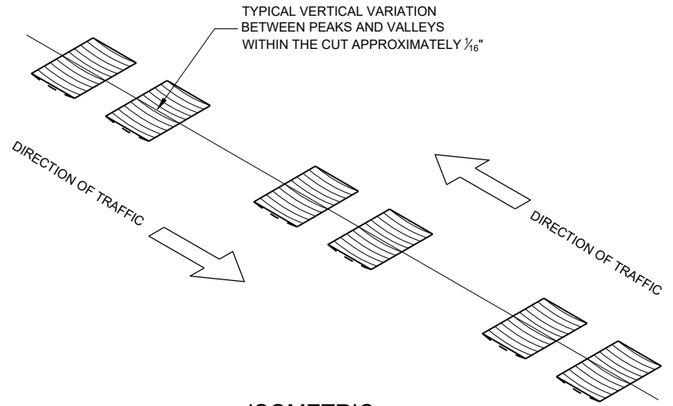
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

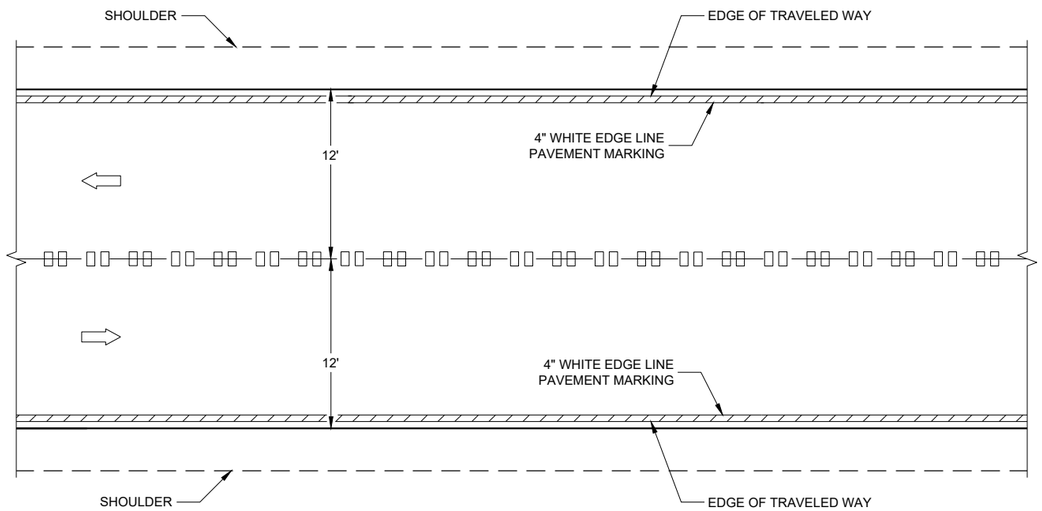
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

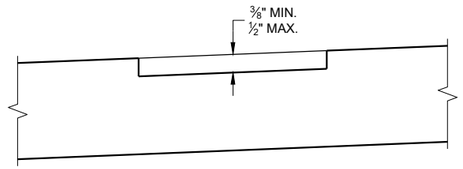
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



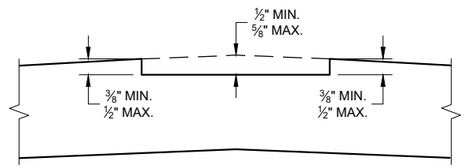
ISOMETRIC



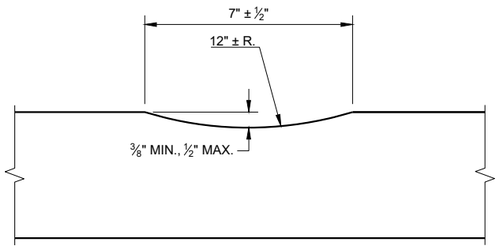
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

6

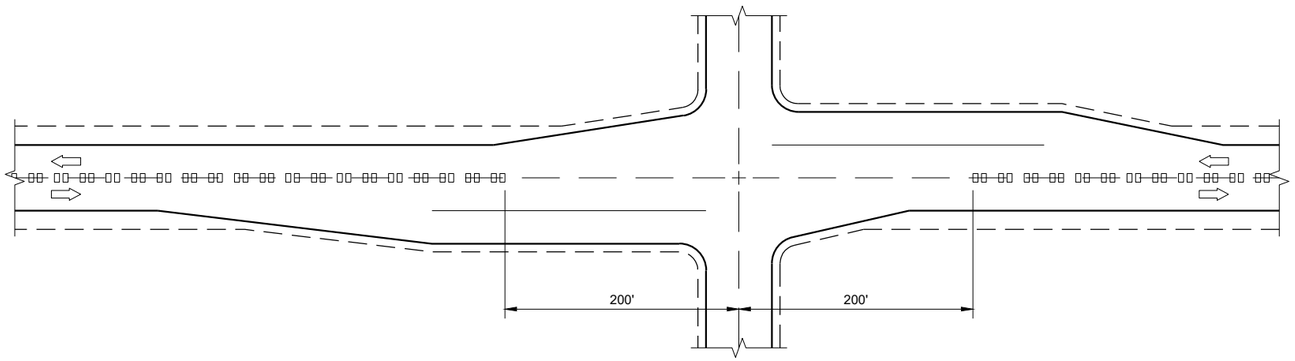
6

SDD 13A11 - 03a

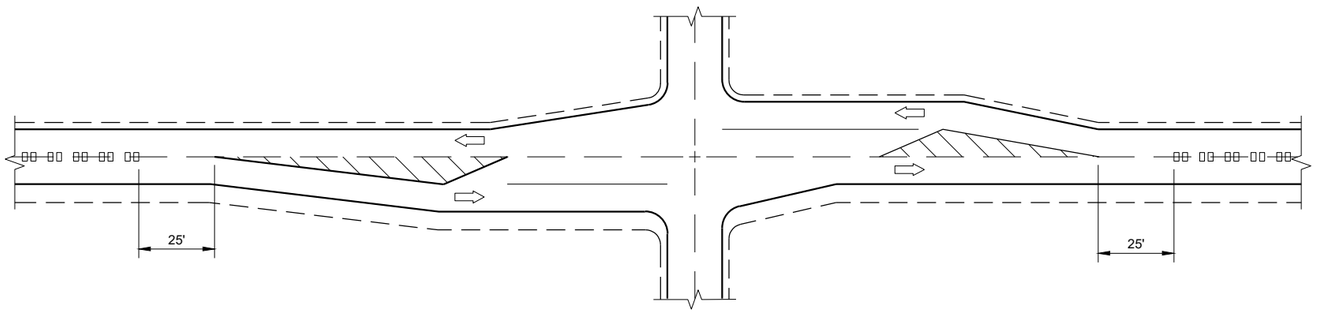
SDD 13A11 - 03a

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

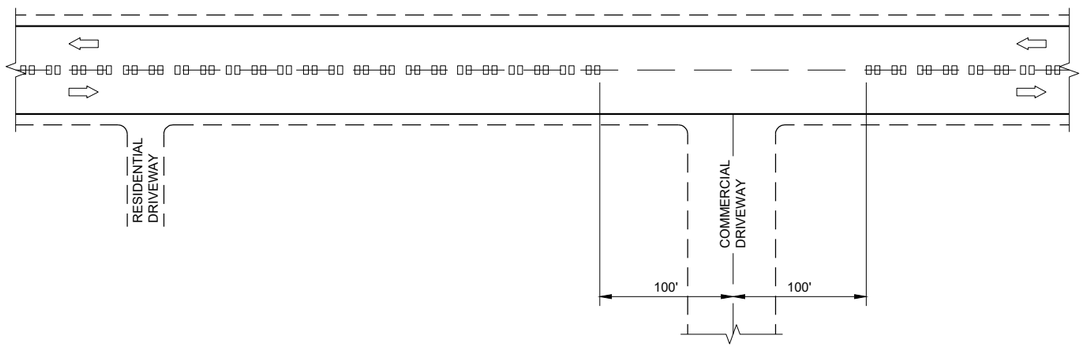
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



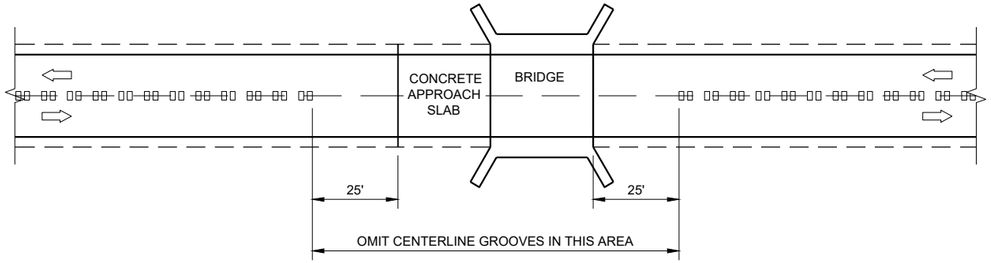
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



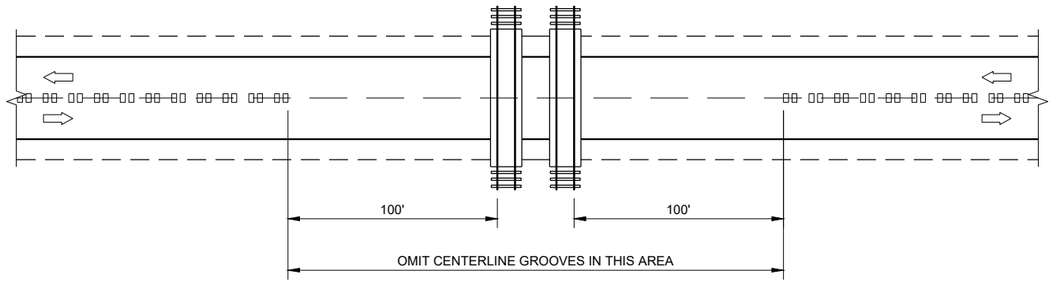
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

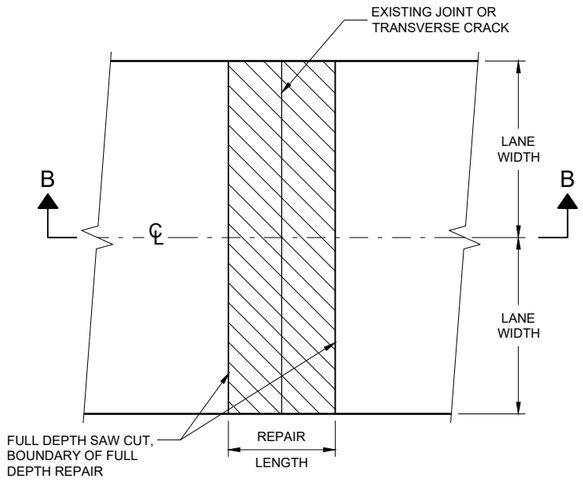
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

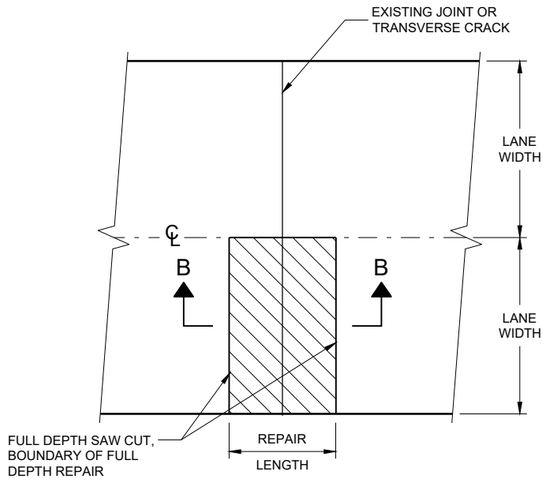
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6
SDD 13A11 - 03b



PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

GENERAL NOTES

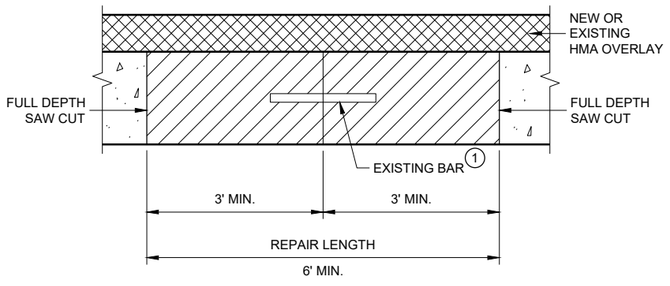
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

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

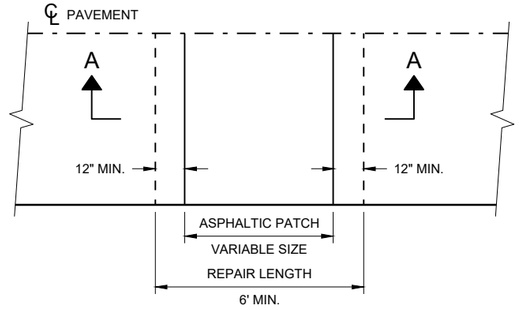
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

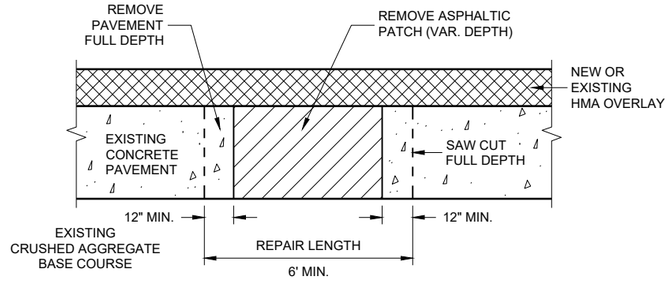
FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



PLAN VIEW



SECTION A - A

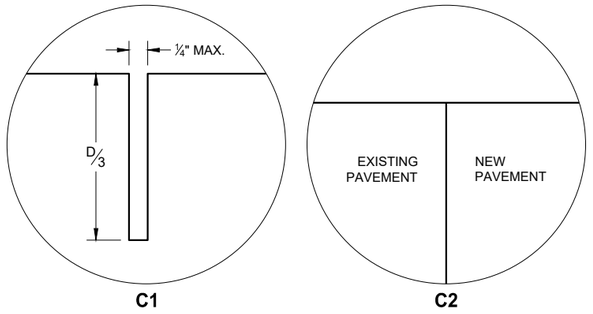
HMA PATCH REMOVAL

BASE PATCHING CONCRETE

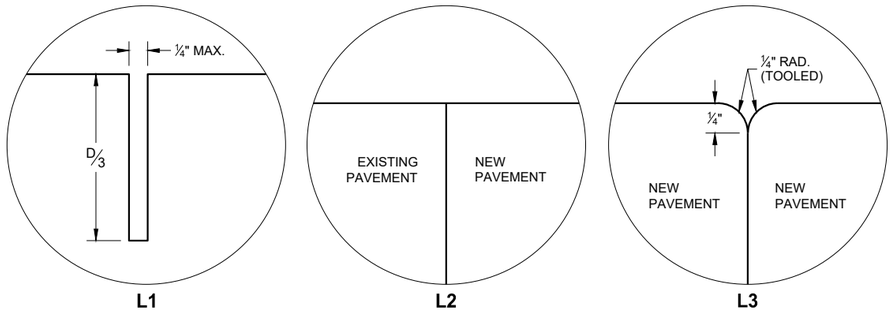
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

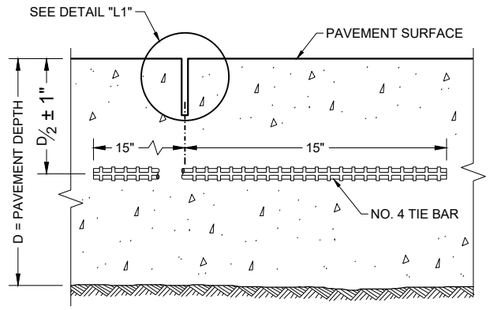
SDD 13C14 - 07a



TRANSVERSE JOINTS

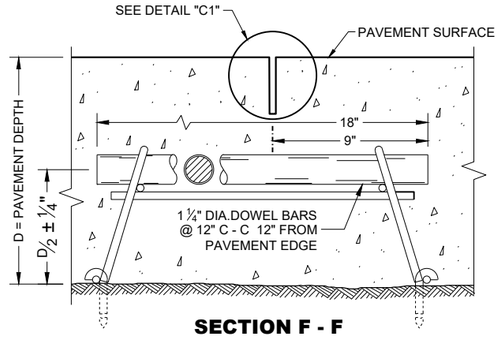


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

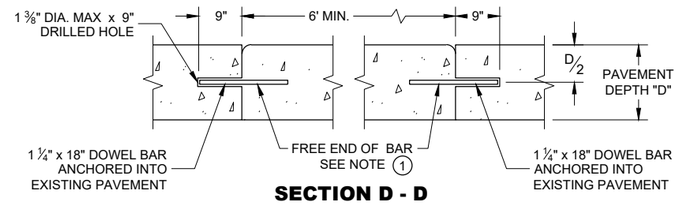
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

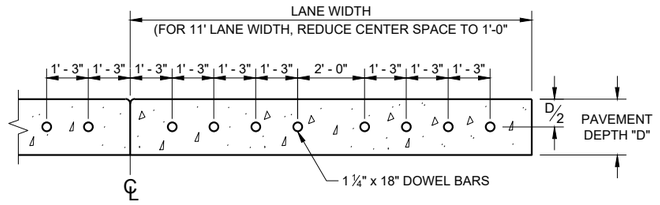
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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.

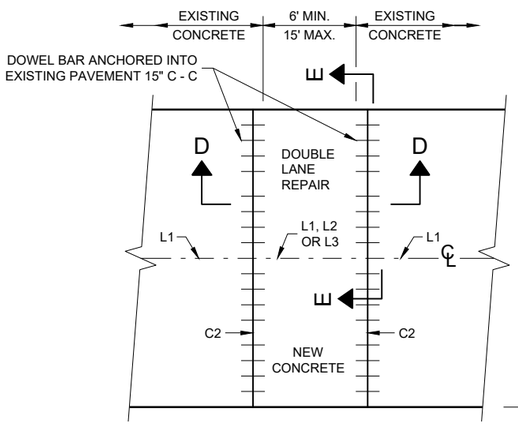


SECTION D - D



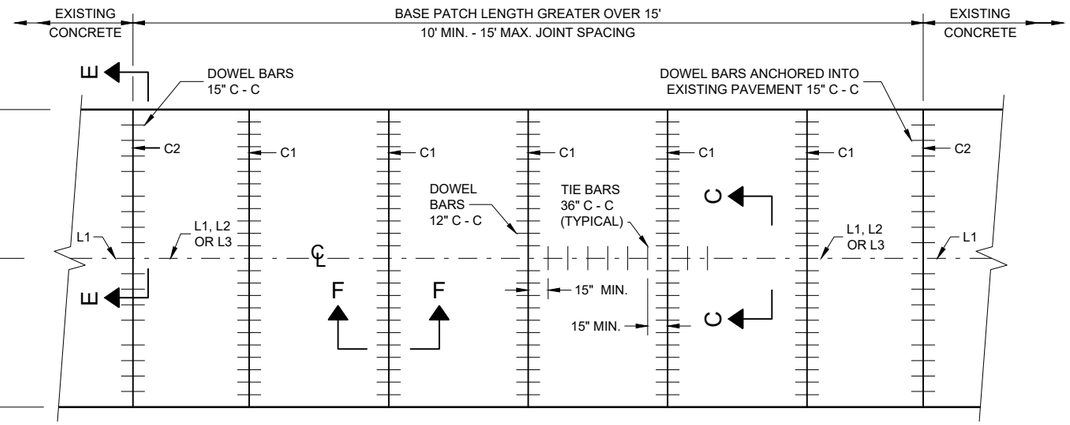
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

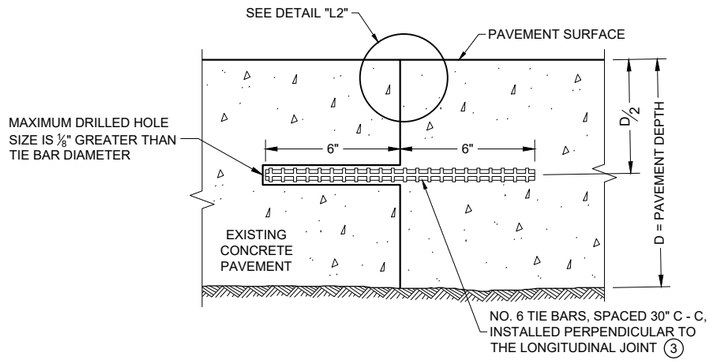
MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C14 - 07b

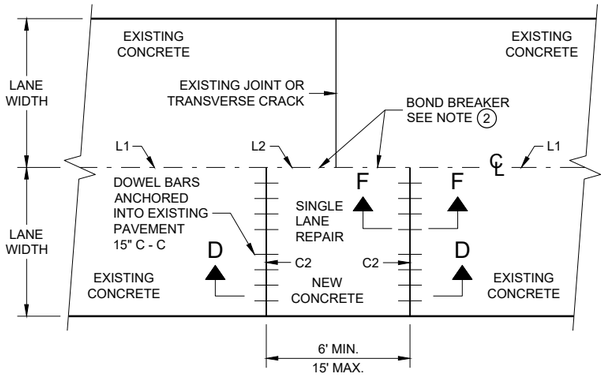


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

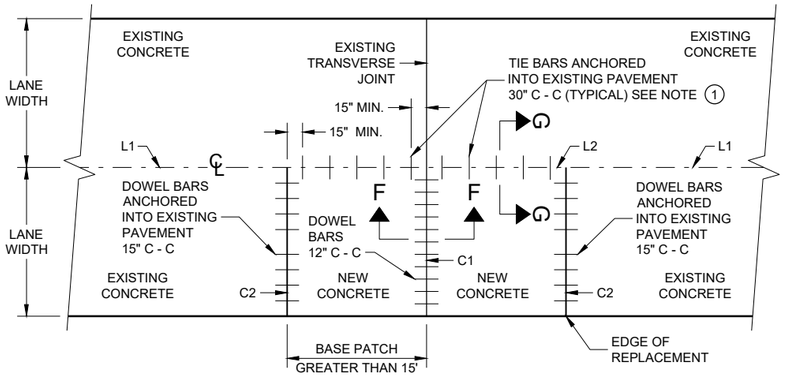
GENERAL NOTES

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

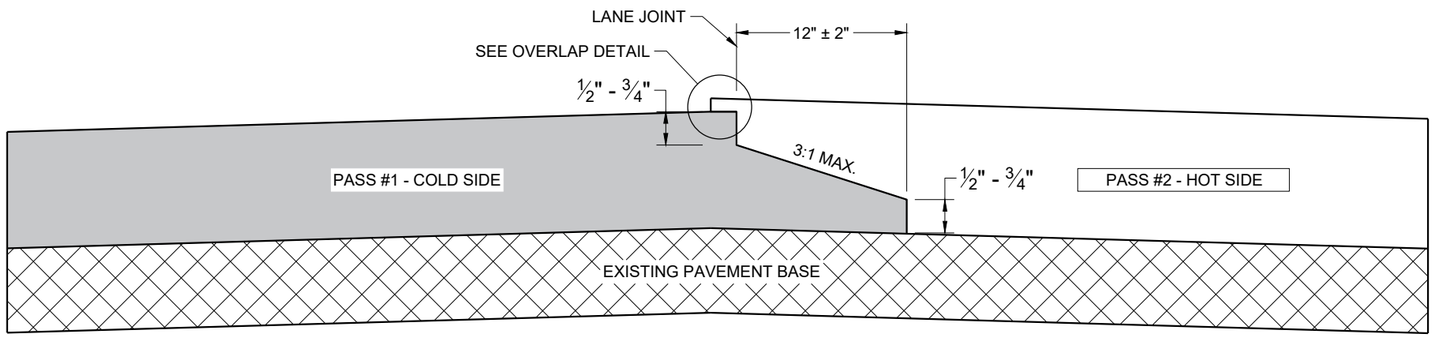
/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

FHWA

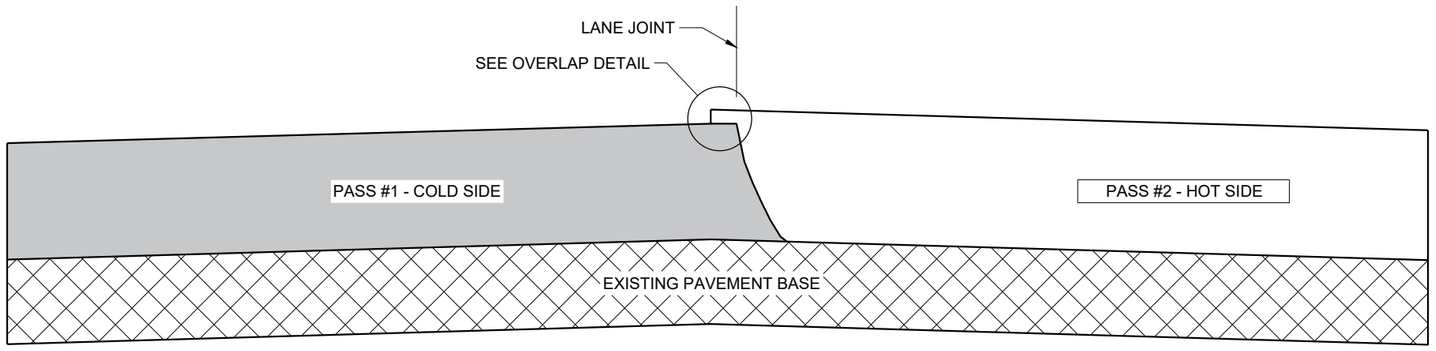
SDD 13C14 - 07c

6

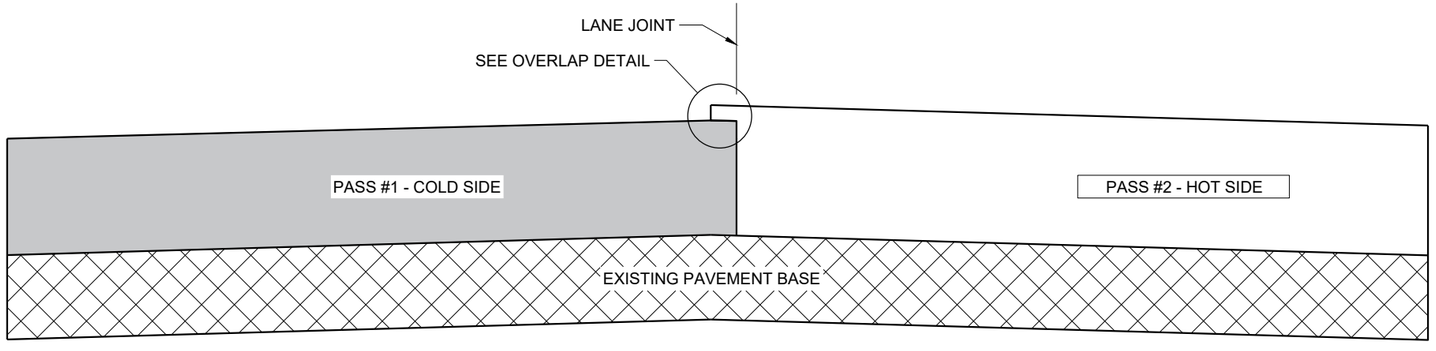
SDD 13C14 - 07c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

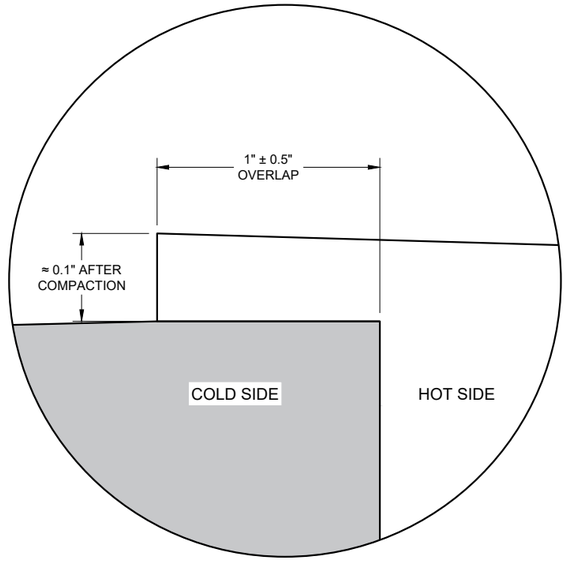
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

GENERAL NOTES

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

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

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

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

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

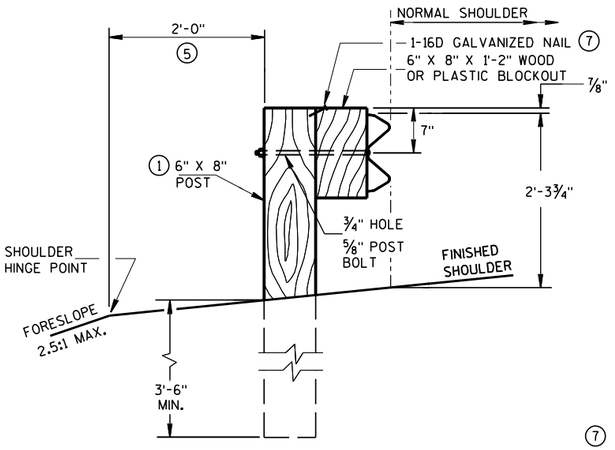
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

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

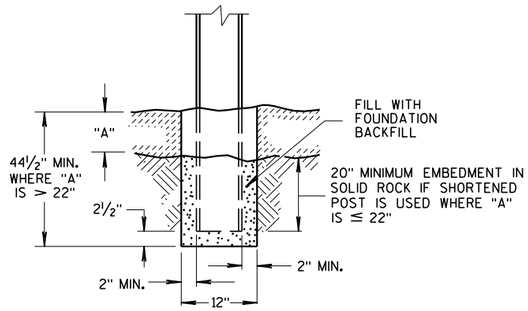
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

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

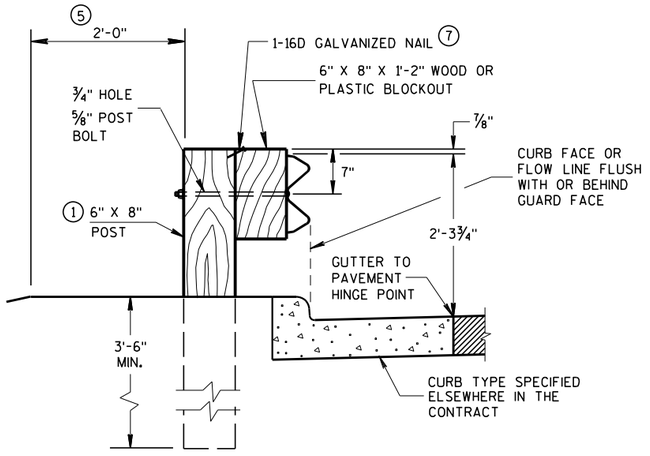
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



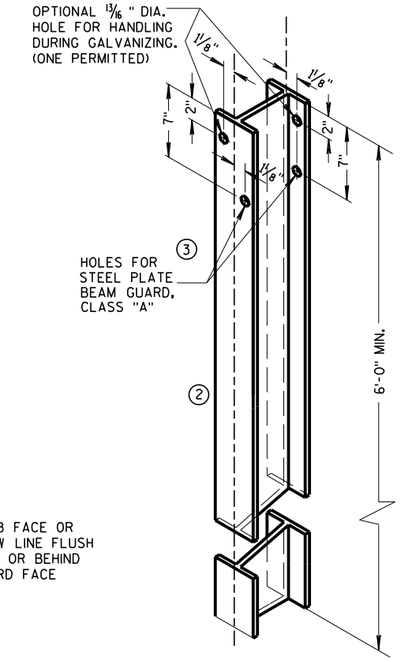
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



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

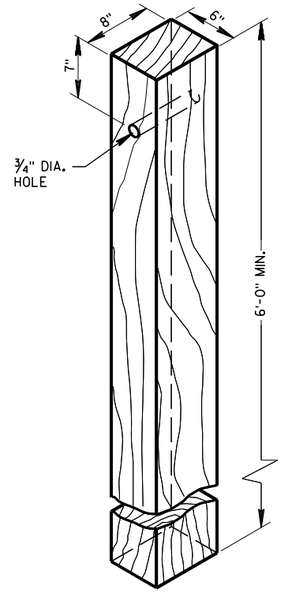


END VIEW
LOCATED ALONG A CURBED ROADWAY

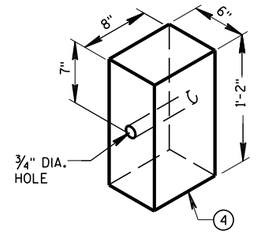


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

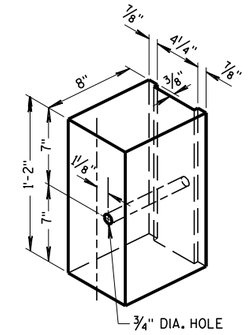
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



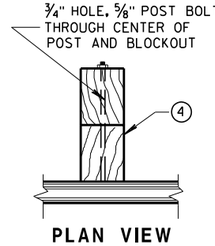
WOOD POST
(6"X8") NOMINAL



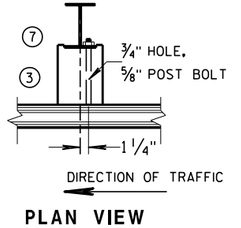
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



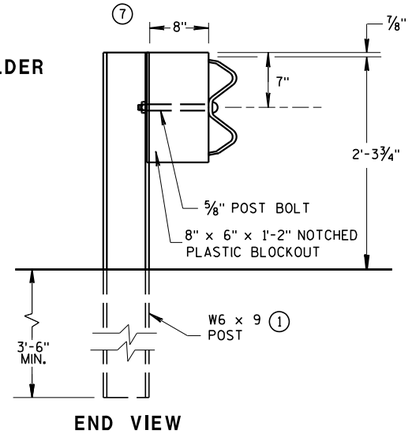
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



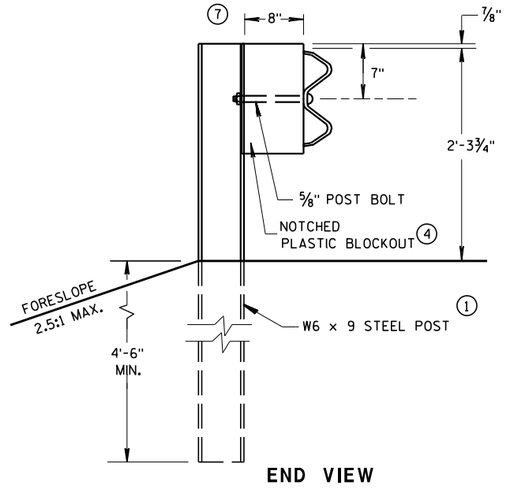
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



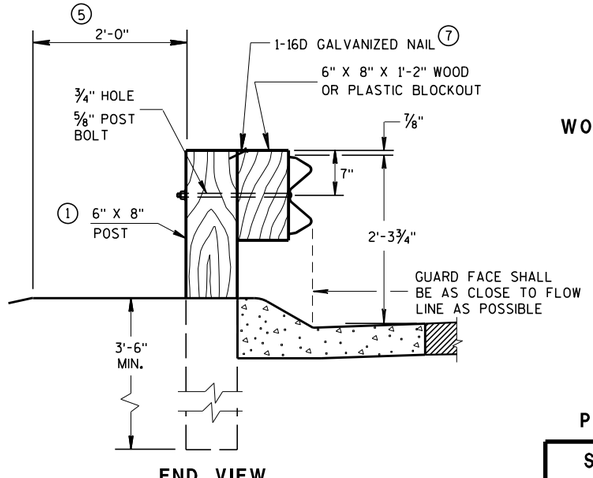
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

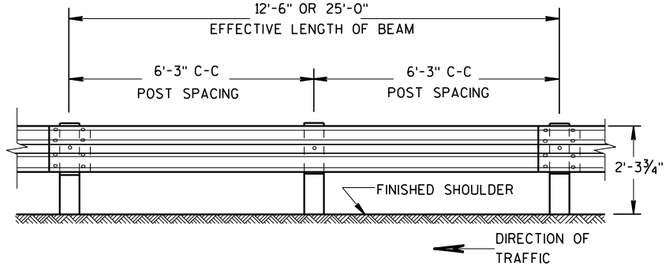
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

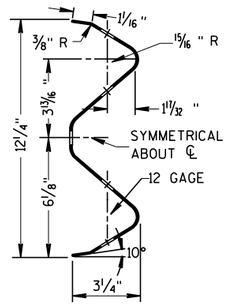
S.D.D. 14 B 15-11a

S.D.D. 14 B 15-11a

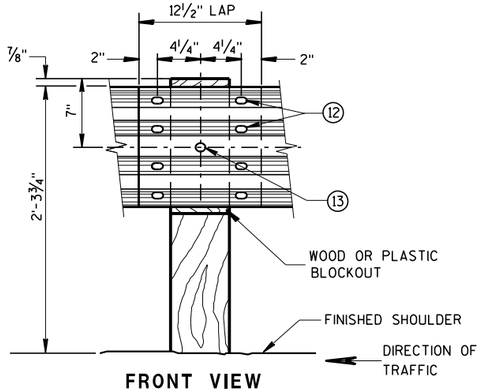


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

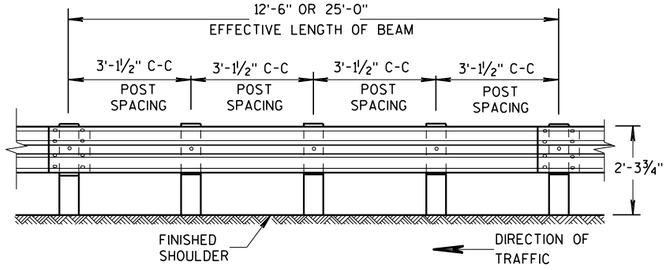
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

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

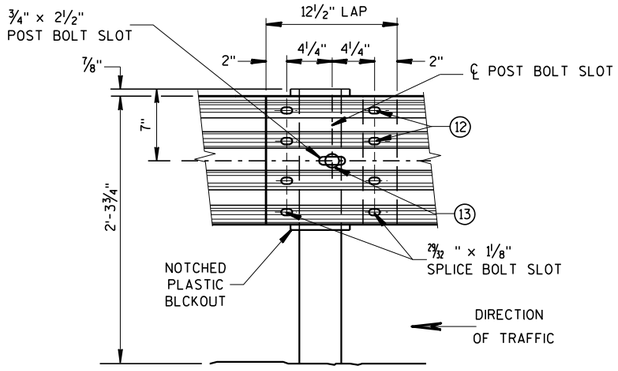
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



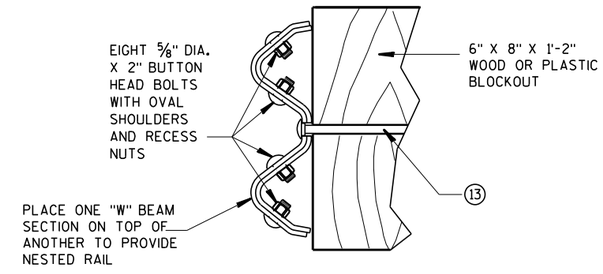
FRONT VIEW

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



FRONT VIEW

BEAM SPLICE AT STEEL POST

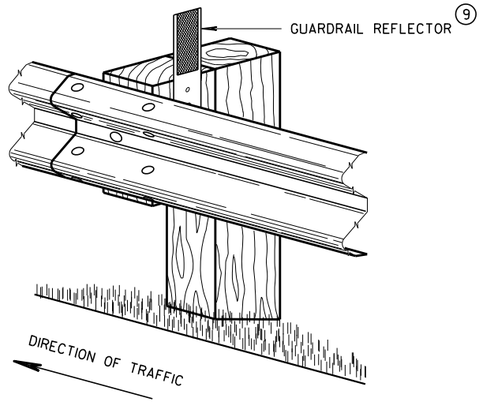


NESTED W BEAM (NW)

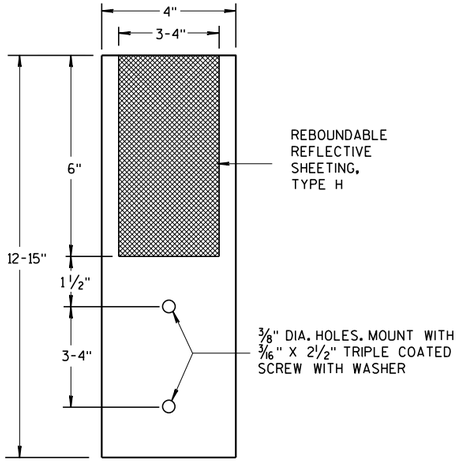
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

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



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



4"x 12" GUARDRAIL REFLECTOR

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

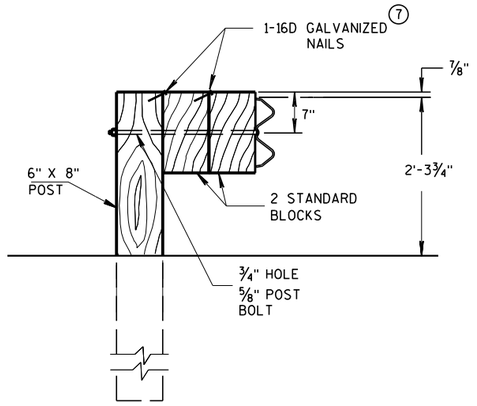
STATE OF WISCO 93
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 15-11b

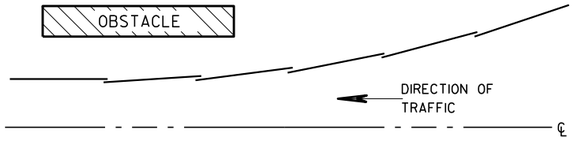
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S.D.D. 14 B 15-11b

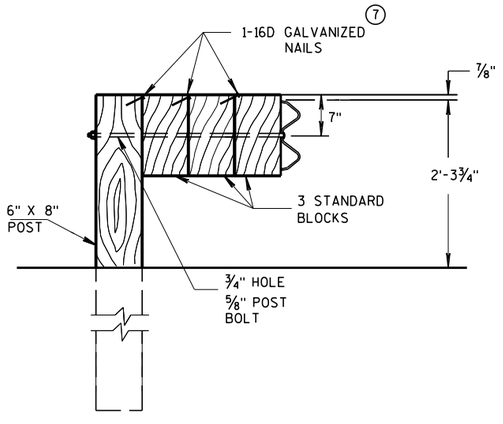


DETAIL FOR DOUBLE BLOCKS

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

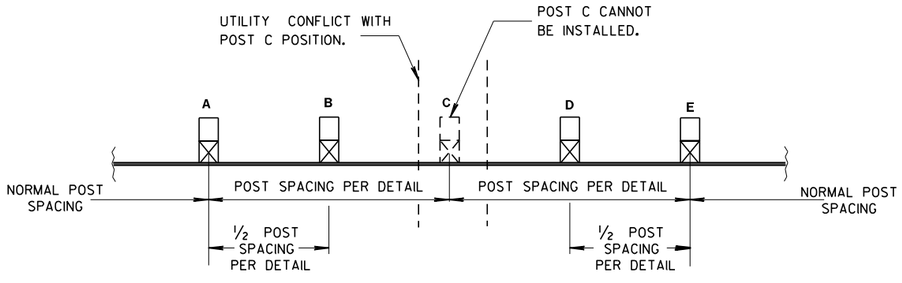


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

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



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

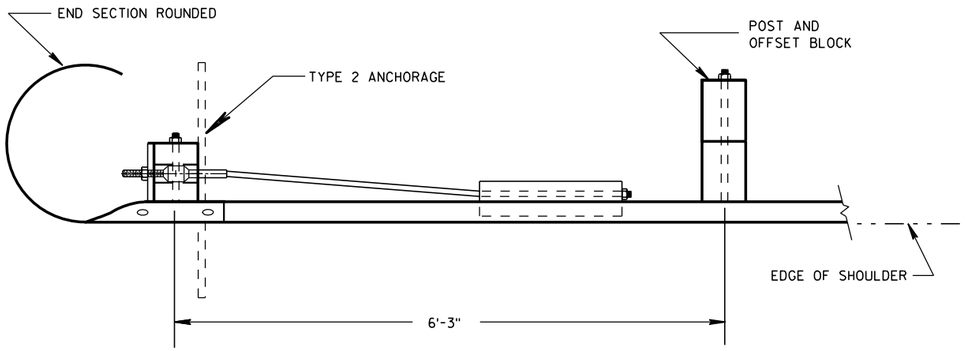
NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

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

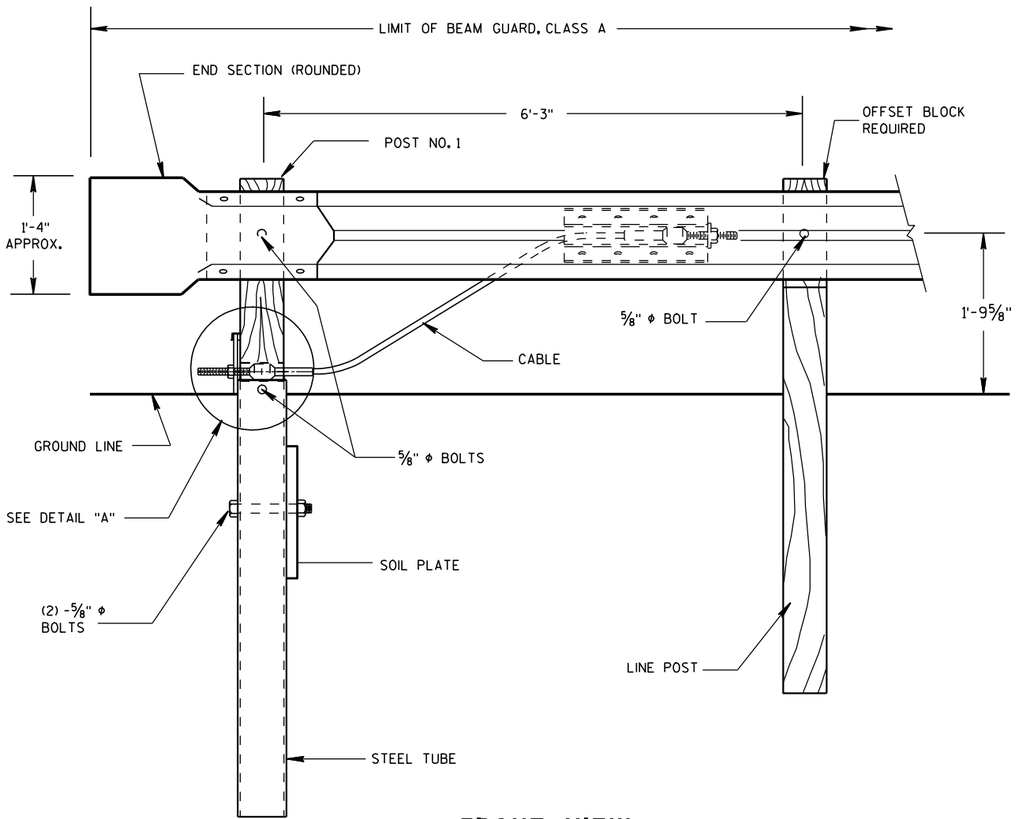
STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



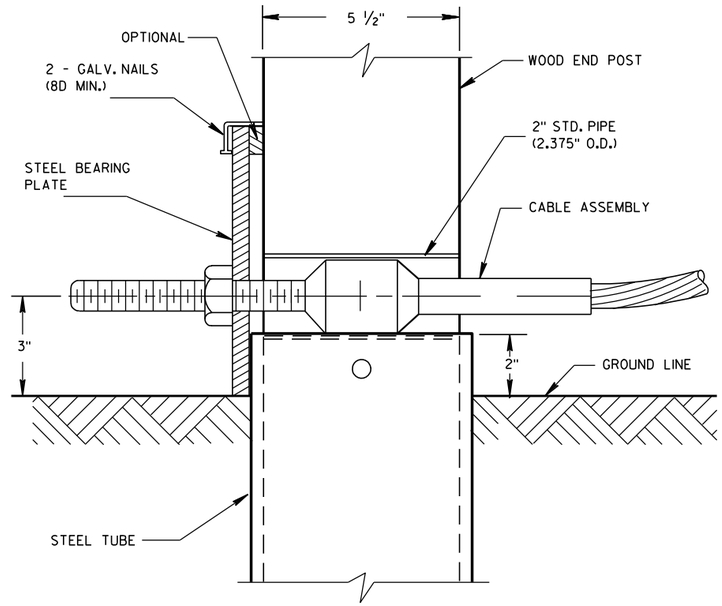
PLAN VIEW



FRONT VIEW

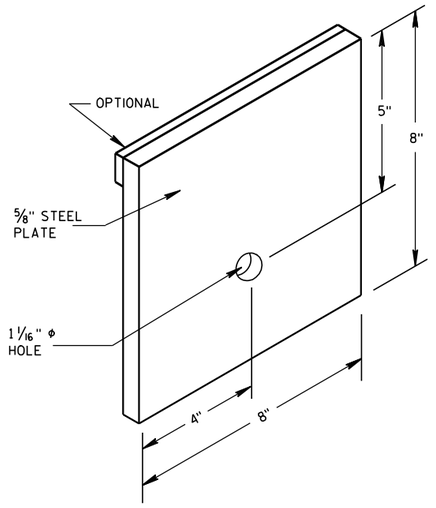
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1

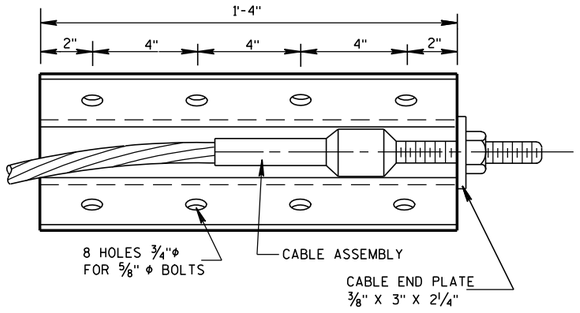


STEEL BEARING PLATE

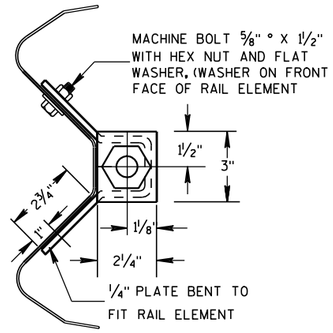
ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 16-4a

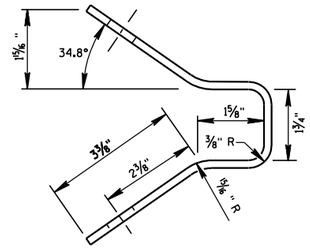


FRONT VIEW

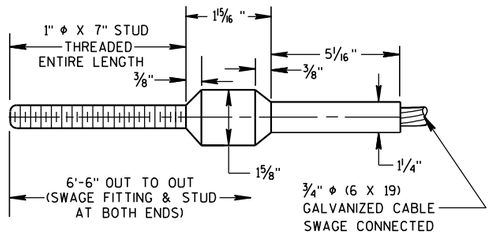


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

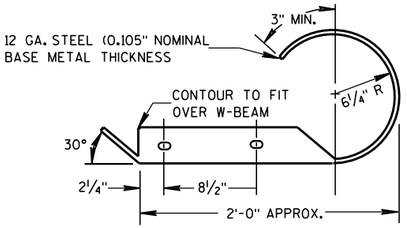
GENERAL NOTES

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

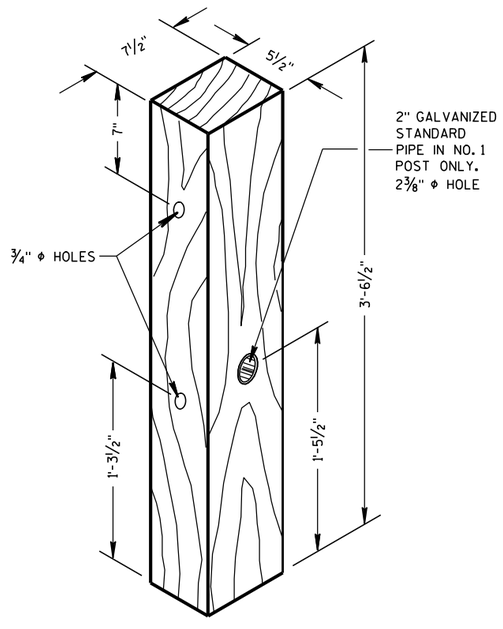
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

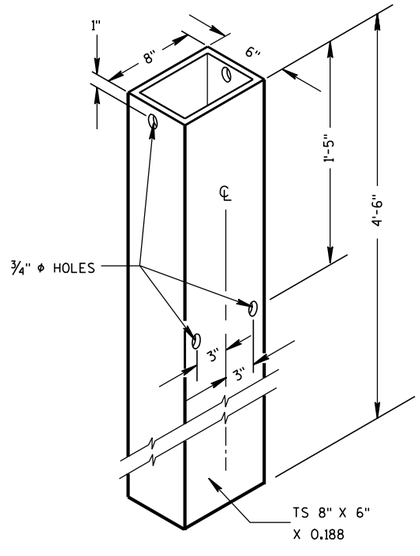
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

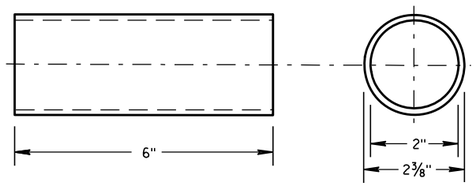


WOOD BREAKAWAY POST



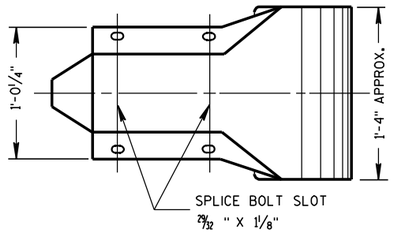
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

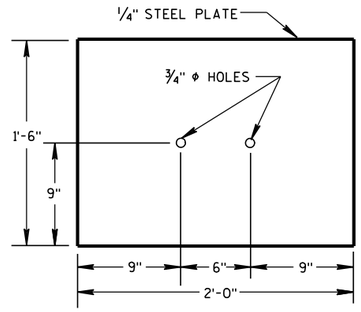


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/21/2007 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
96
ENT
FHWA

6

S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b

BILL OF MATERIALS

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

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(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.

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

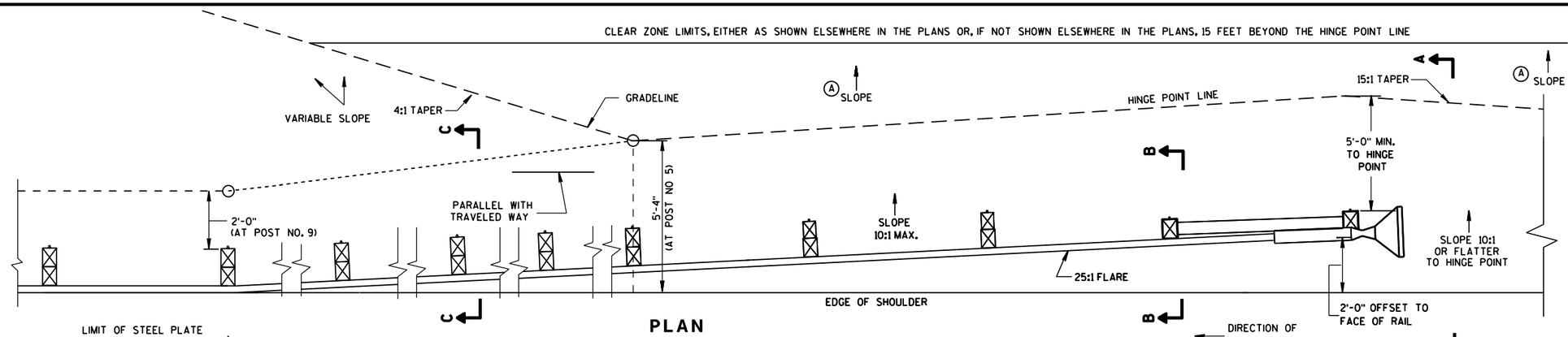
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

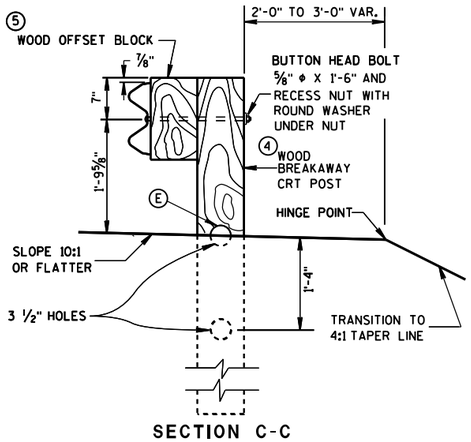
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

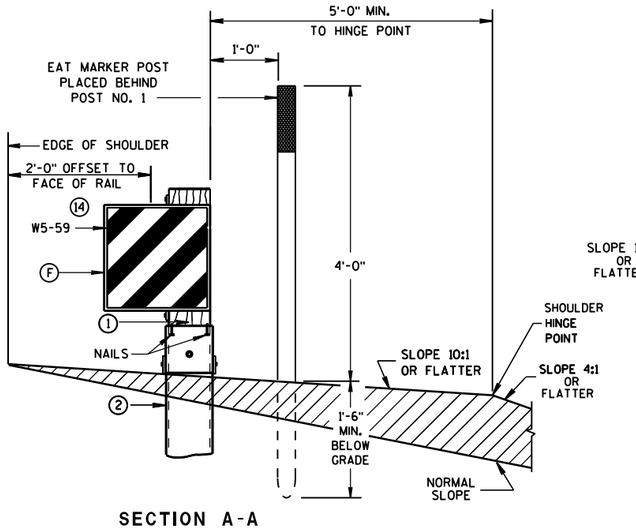
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

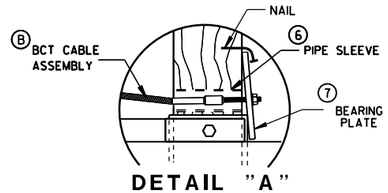
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

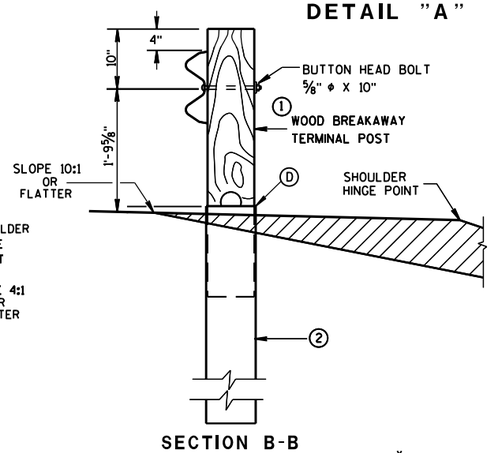
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

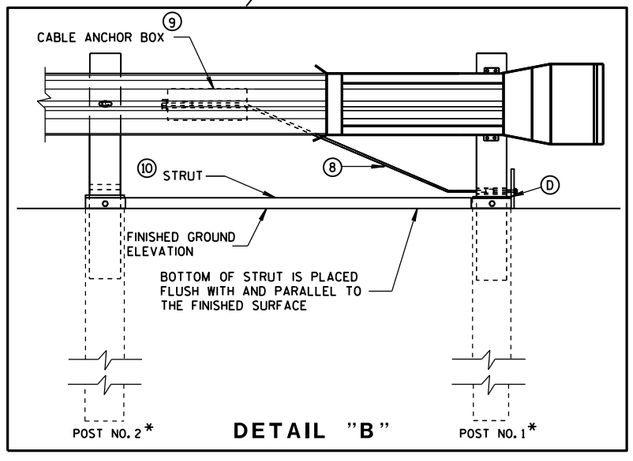










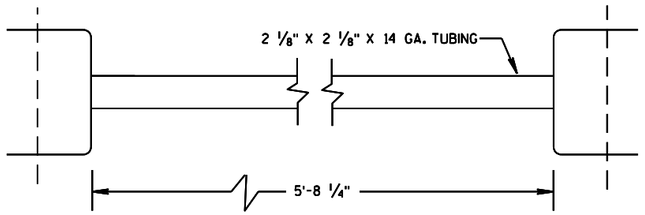


STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

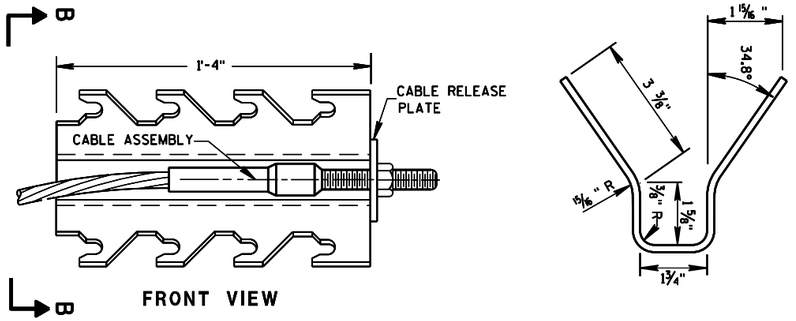
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

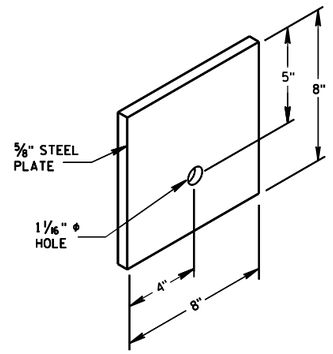
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL



⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

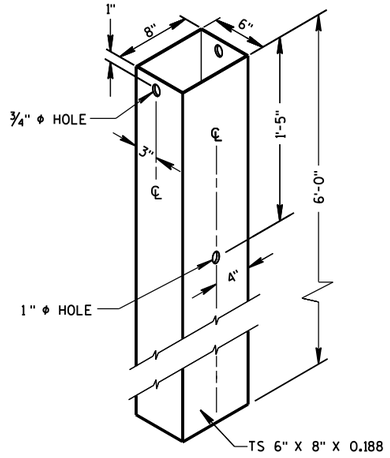
6

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

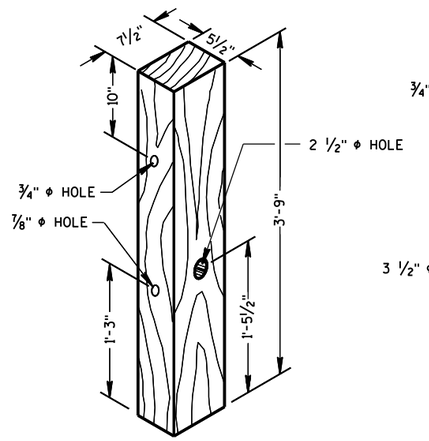
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

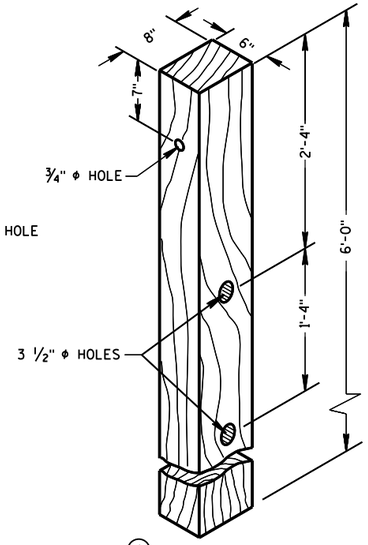
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

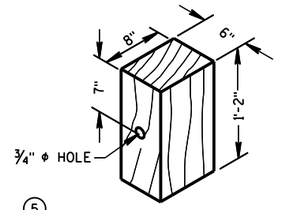


④ CRT POST
(POSTS NO'S 5-8

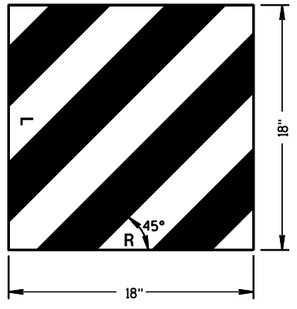
WOOD BREAKAWAY POSTS

GENERAL NOTES

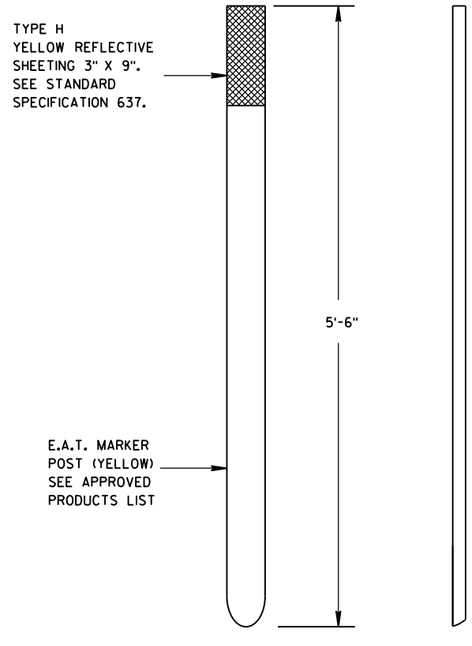
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



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



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

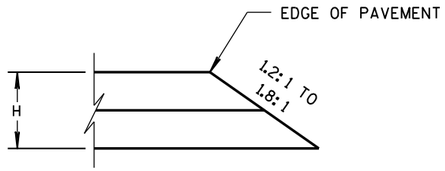
/S/ Rodney Taylor
ROADWAY STANDARDS 99 ENT
UNIT SUPERV...

6

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

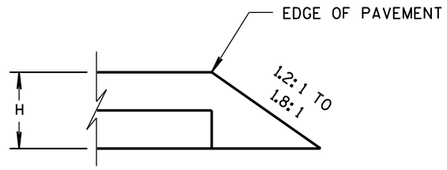
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S.D.D. 14 B 24-9c



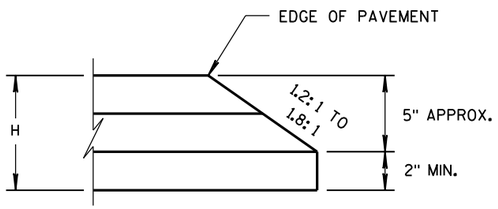
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



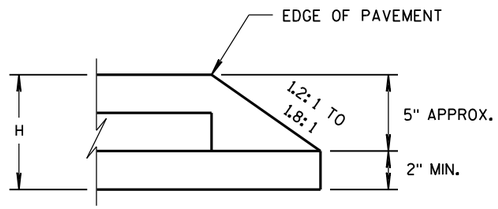
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

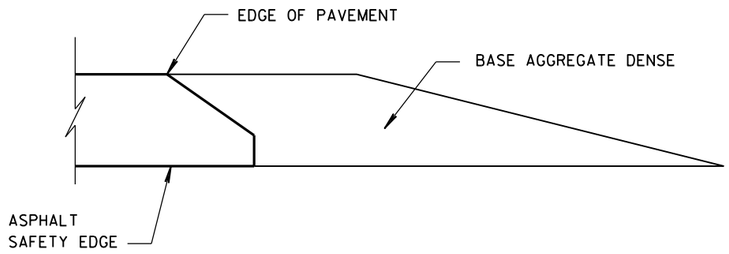
FOR H GREATER THAN 5"



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.

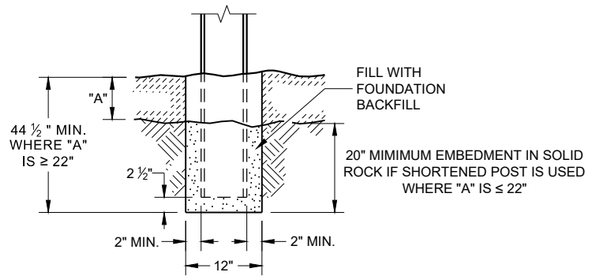
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

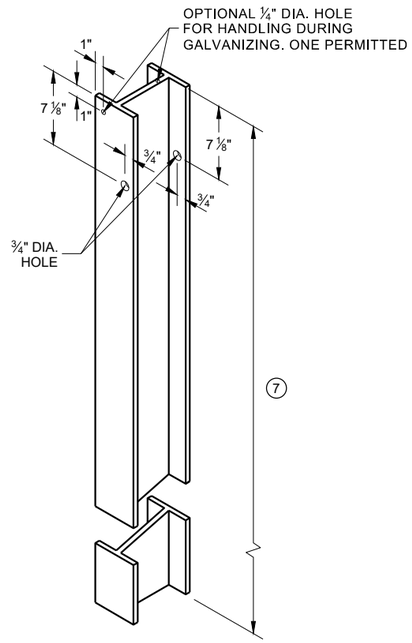
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

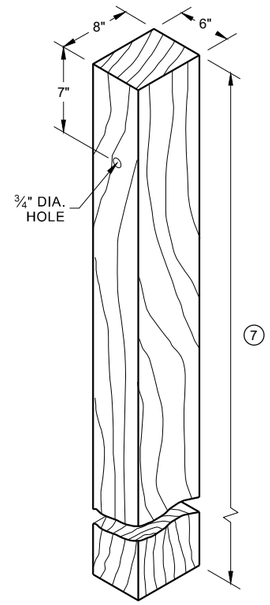
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



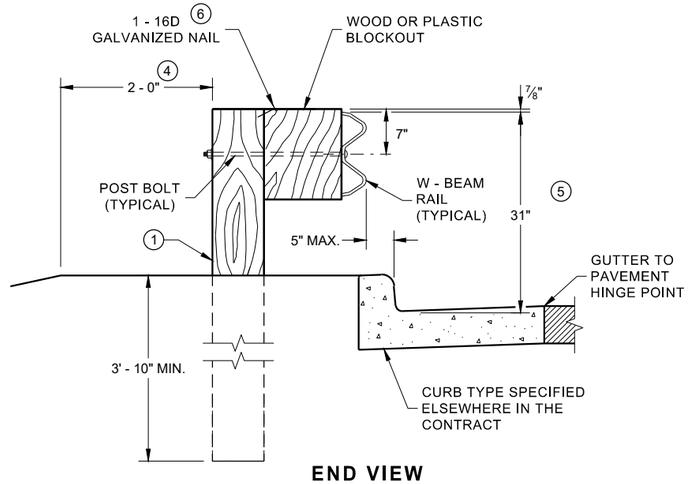
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



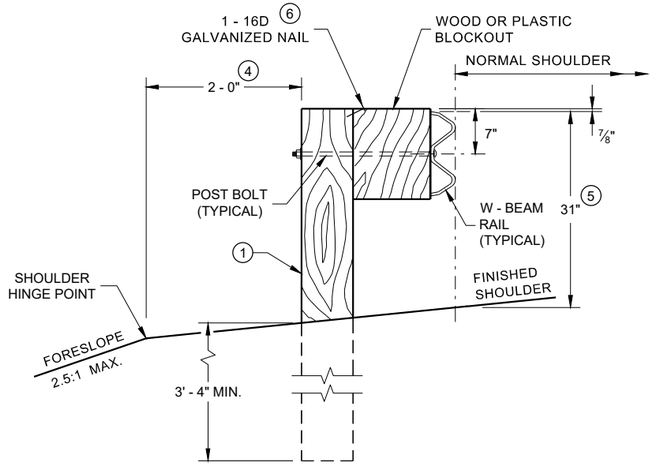
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



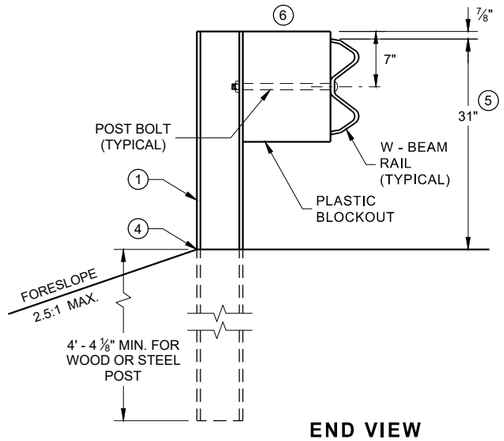
WOOD POST (6" X 8") NOMINAL (1)



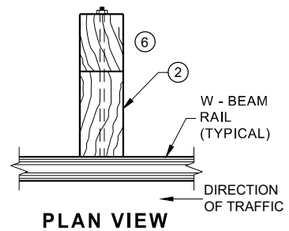
END VIEW
LOCATED ALONG A CURBED ROADWAY



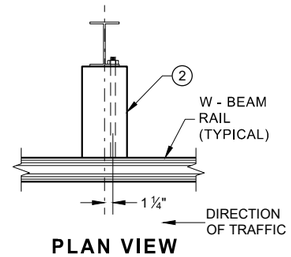
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



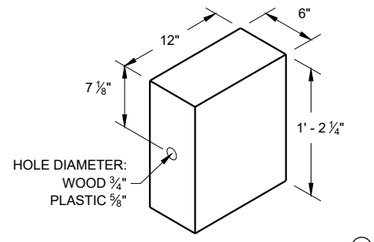
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

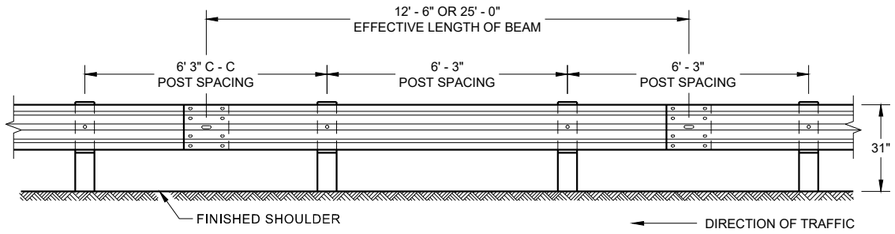
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

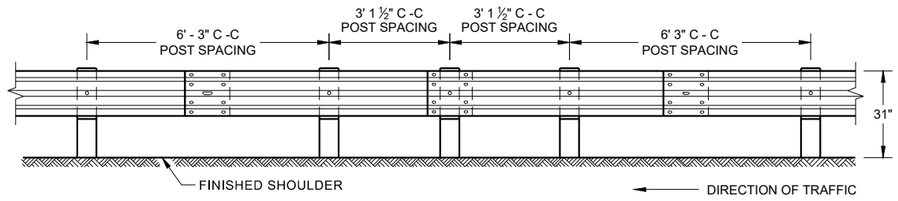
SDD 14B42 - 07a

6

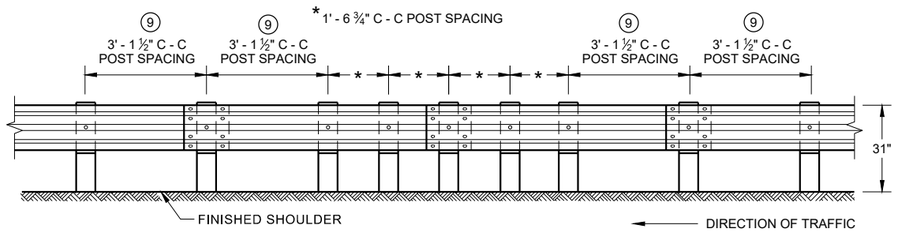
SDD 14B42 - 07a



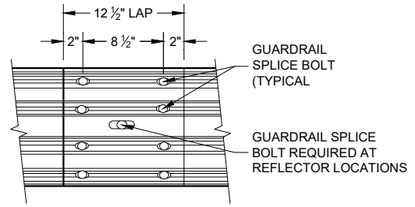
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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

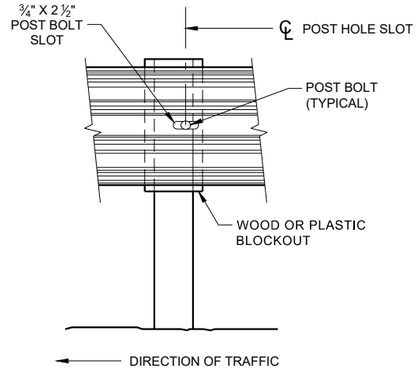
GENERAL NOTES

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

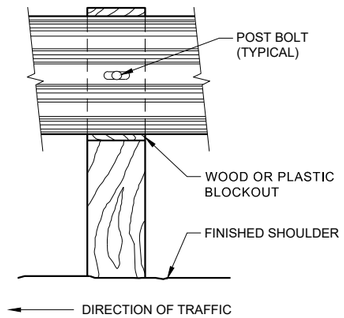
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

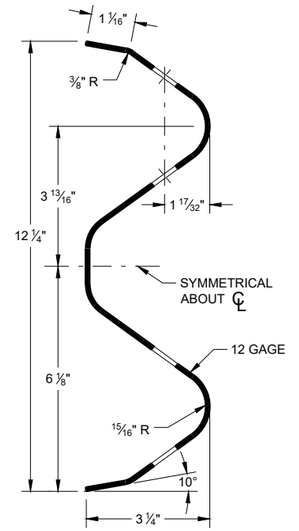
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



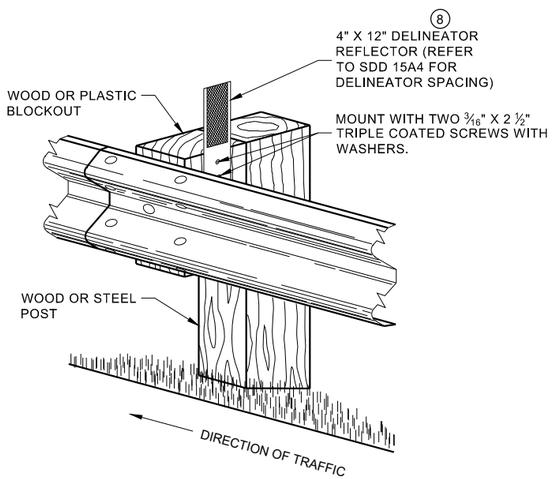
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL

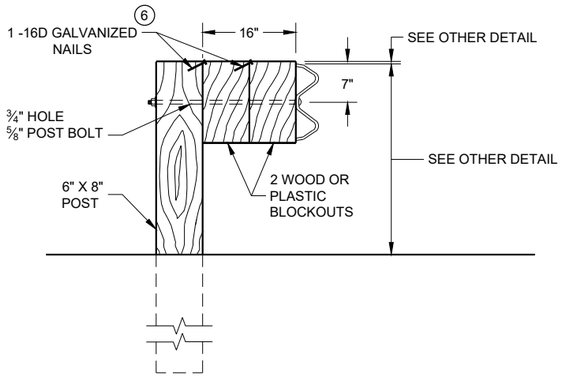


ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 07b

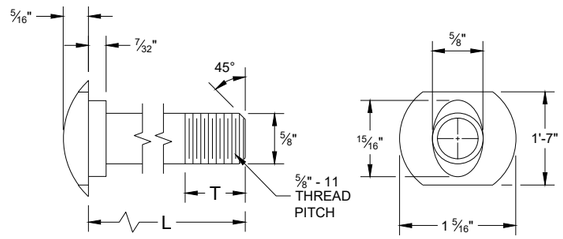


DETAIL FOR 16" BLOCKOUT DEPTH

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.

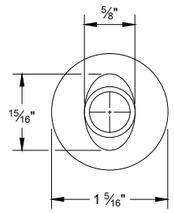
NOTE:

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.

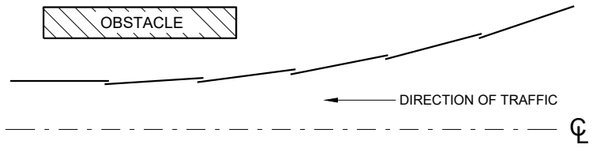


POST BOLT TABLE

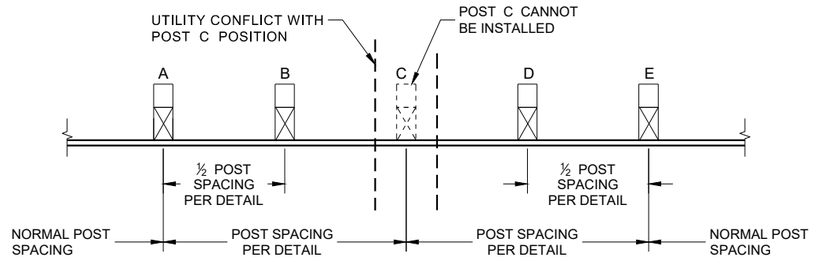
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



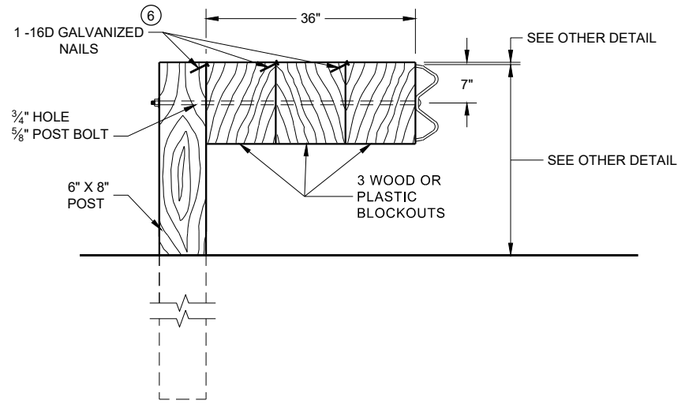
ALTERNATE BOLT HEAD



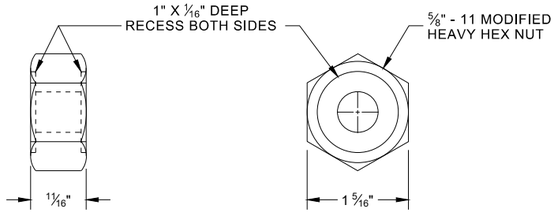
PLAN VIEW
BEAM LAPPING DETAIL



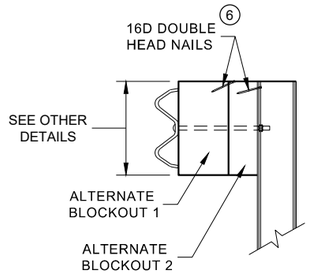
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



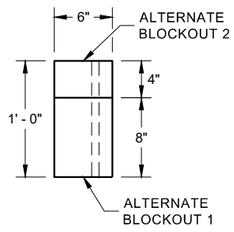
DETAIL FOR 36" BLOCKOUT DEPTH



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.

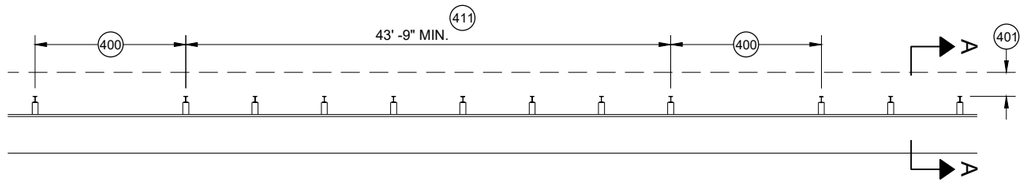
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

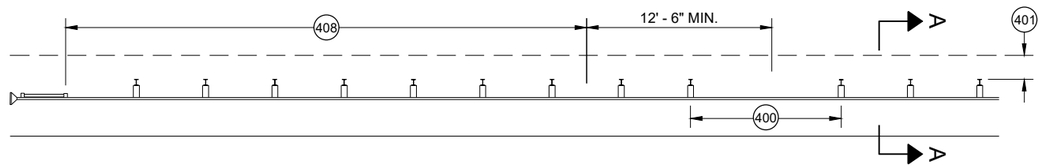
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

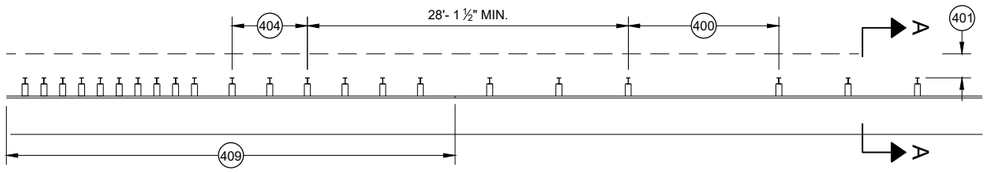
SDD 14B42 - 07c



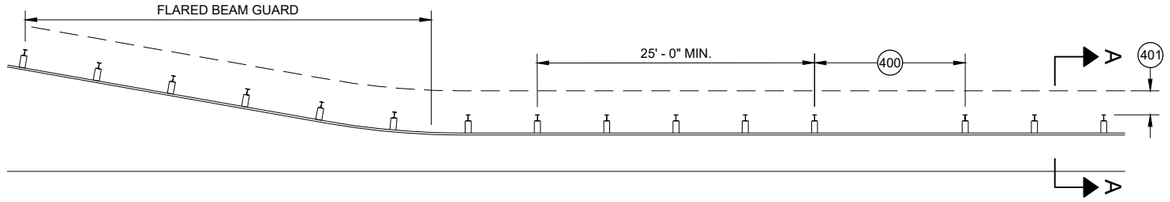
MISSING POST IN MGS GUARDRAIL



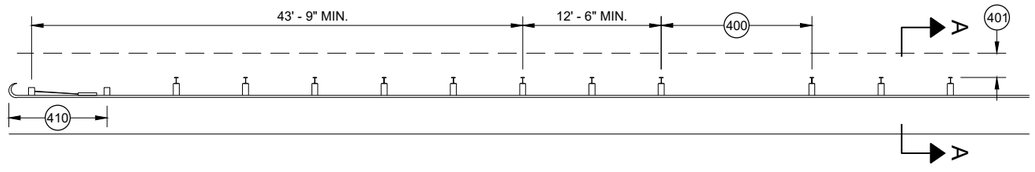
MISSING POST IN MGS GUARDRAIL NEAR EAT



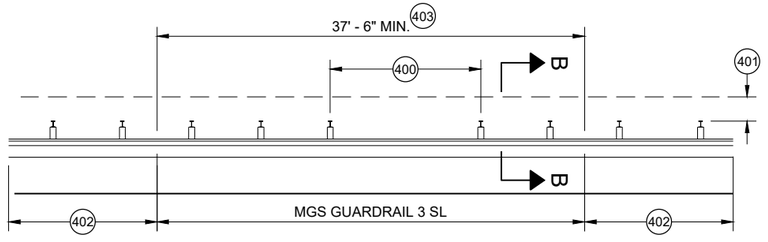
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

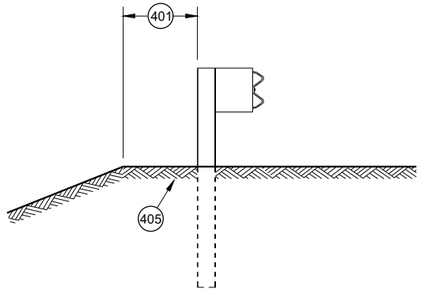


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

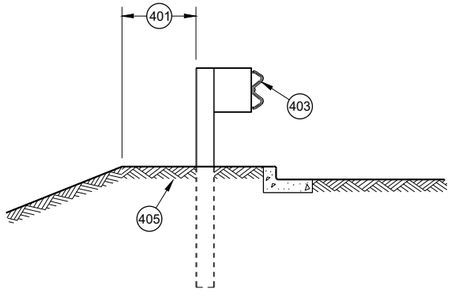


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

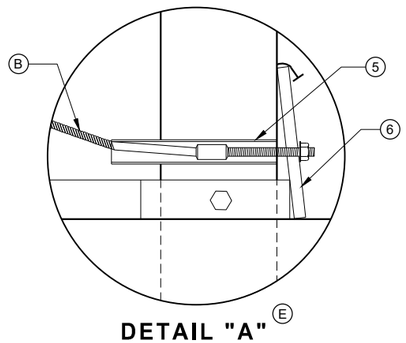
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

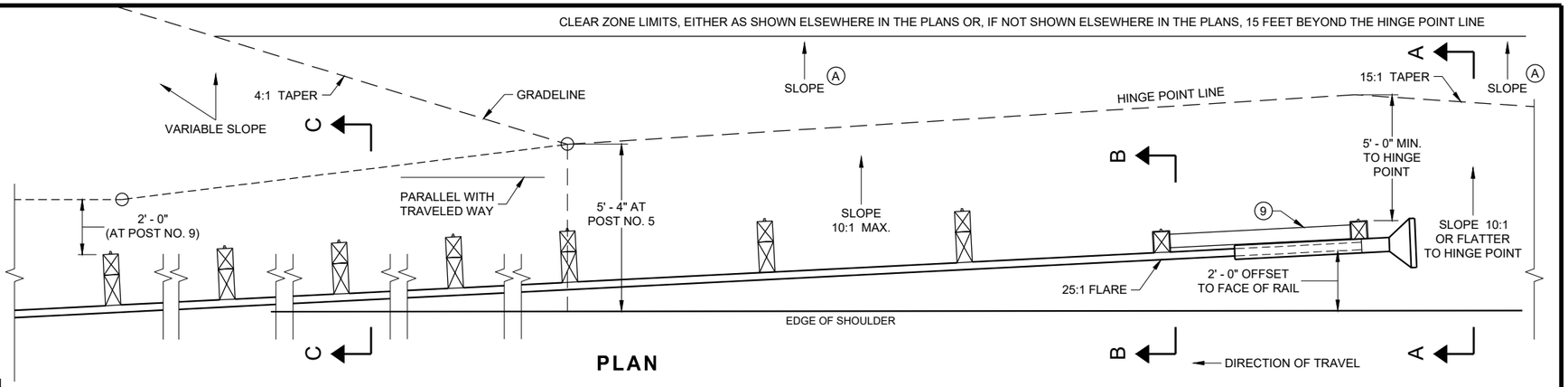
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

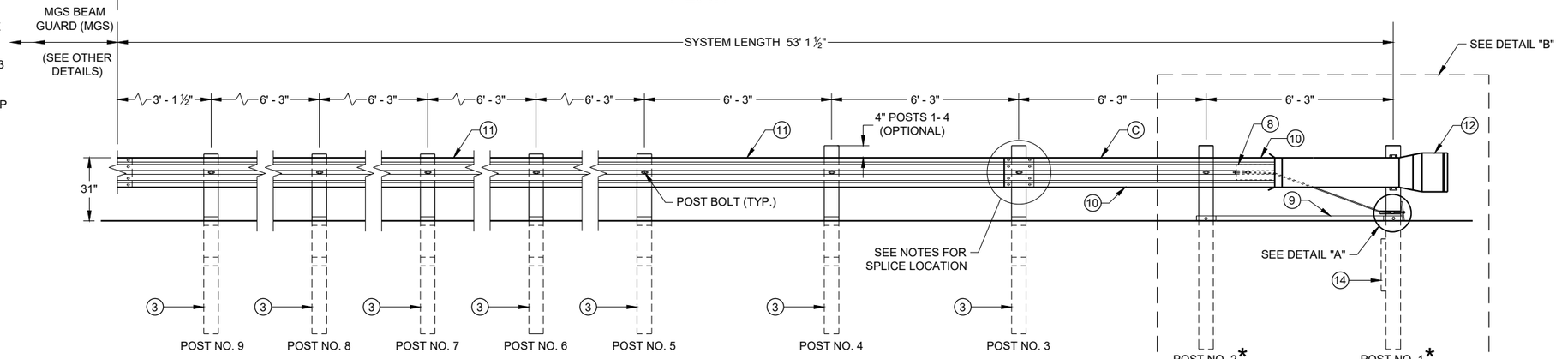
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



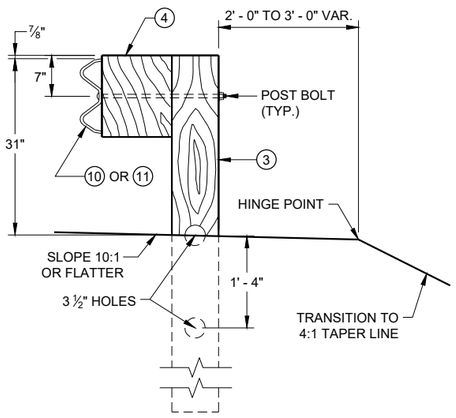
DETAIL "A" (E)



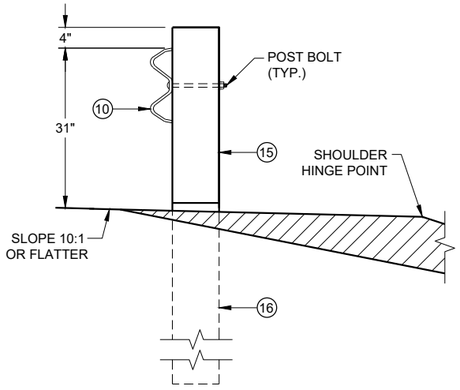
PLAN



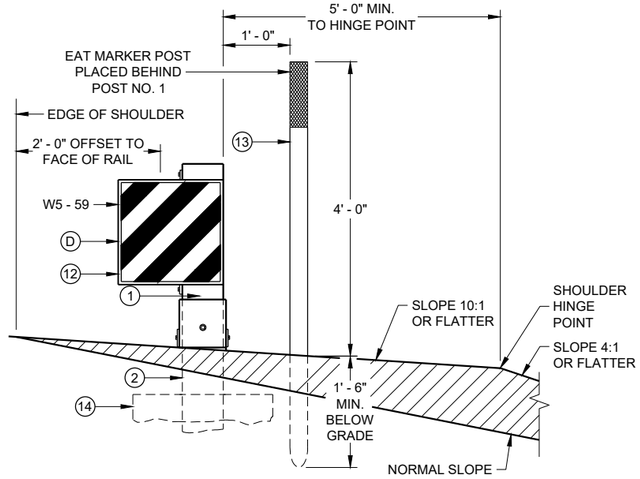
ELEVATION



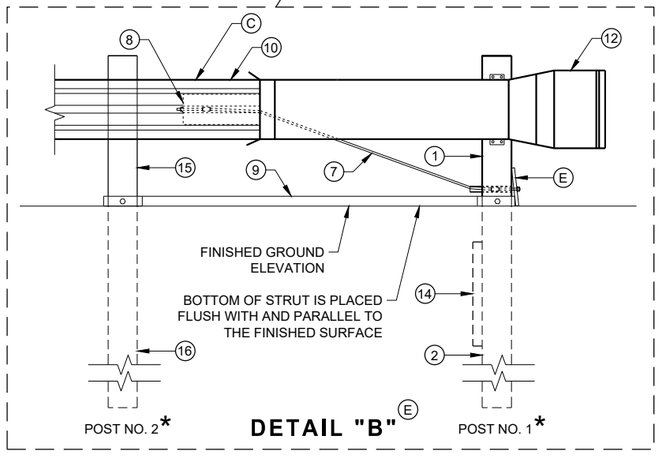
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



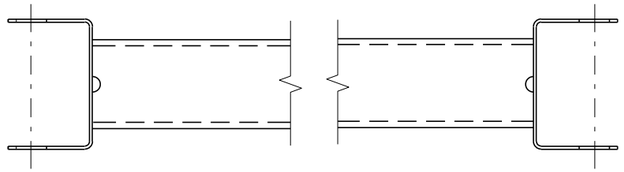
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

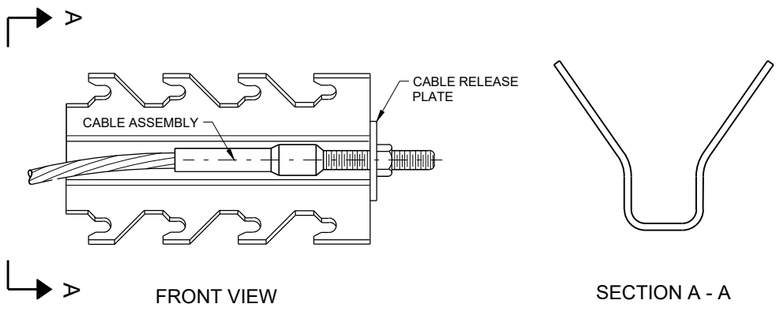
SDD 14B44 - 04a



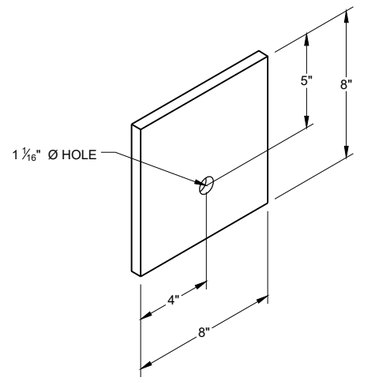
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

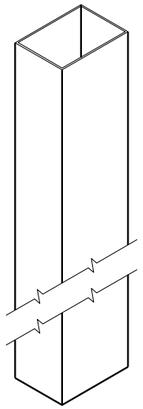
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SDD 14B44 - 04b

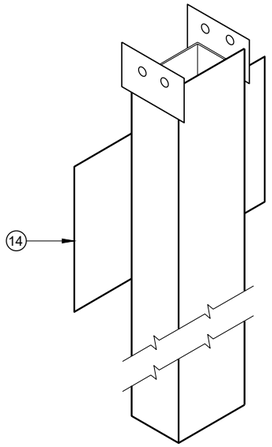
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

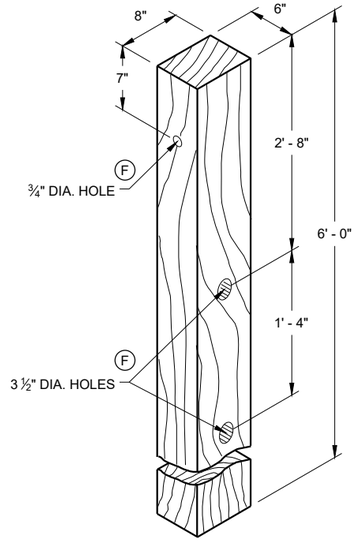
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



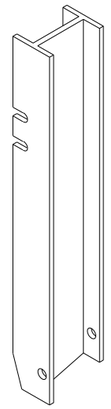
UPPER POST NO. 1 (1) (E)



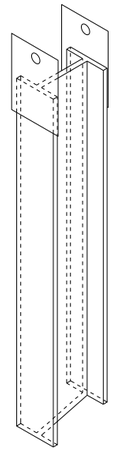
LOWER POST NO. 1 (2) (E)



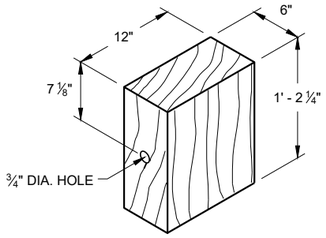
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



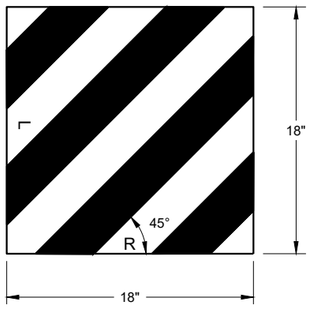
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

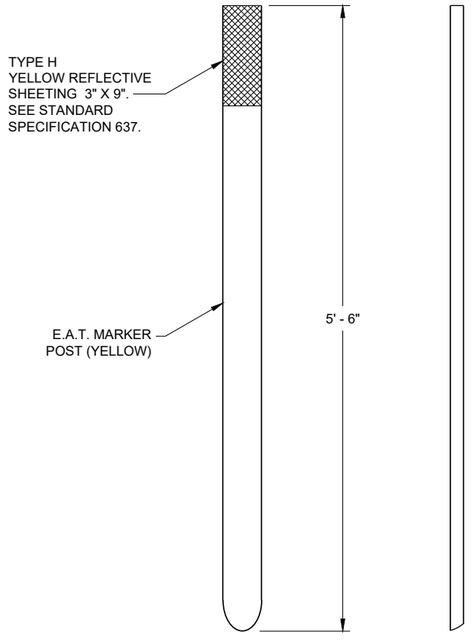


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



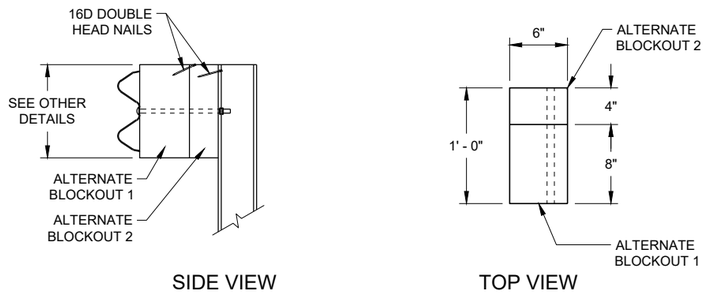
W5 - 59

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)

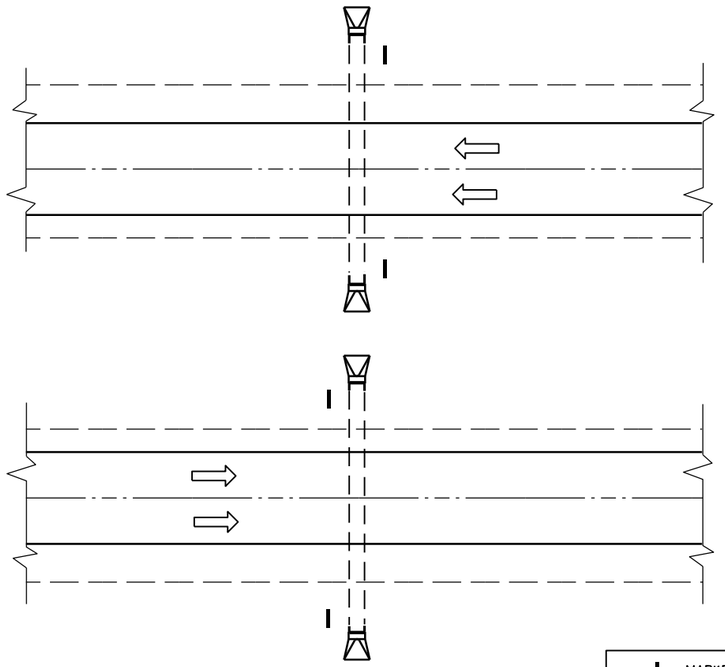
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

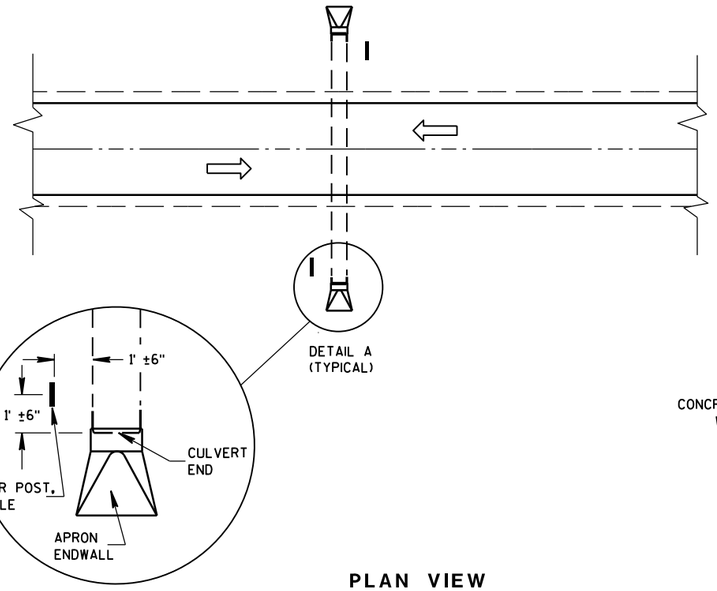
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

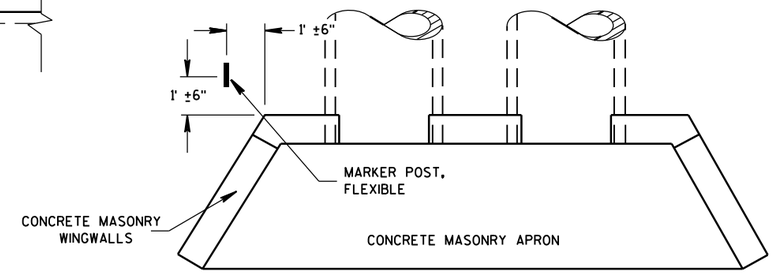
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

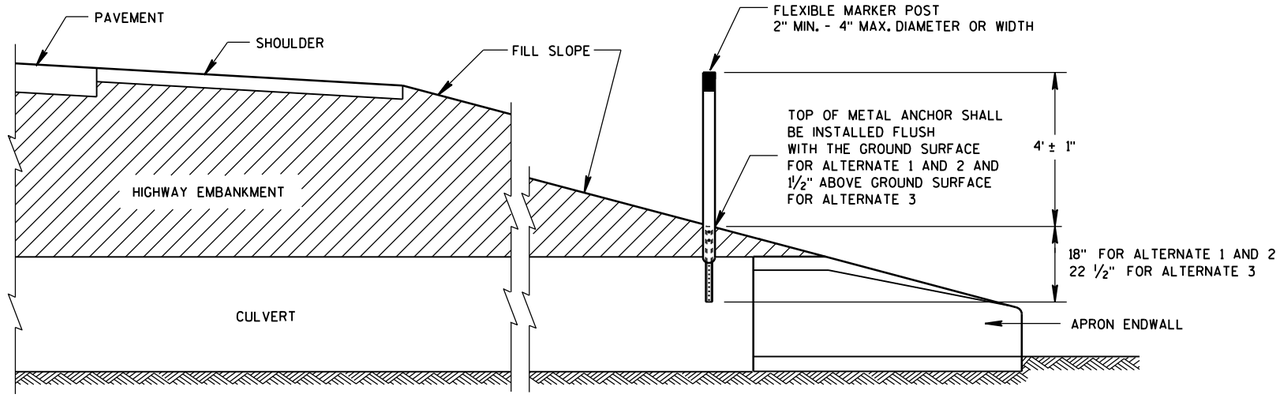
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

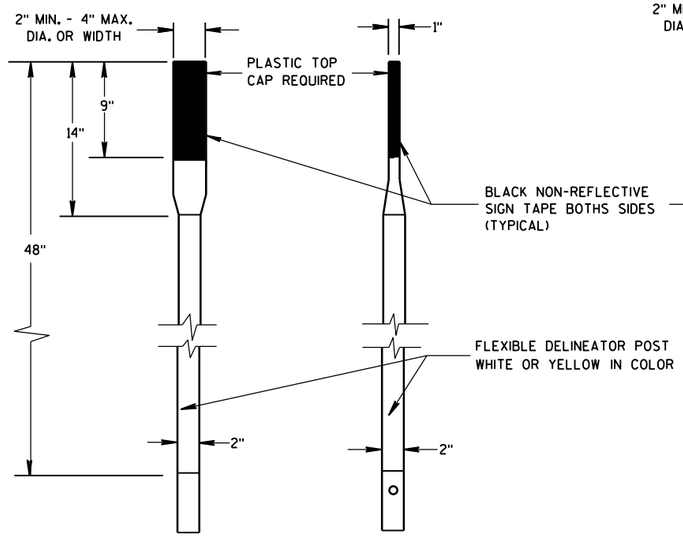
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

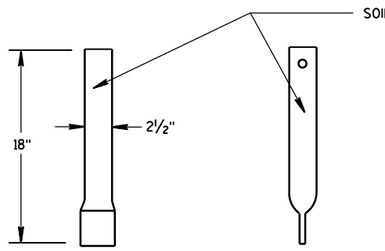
6

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

6

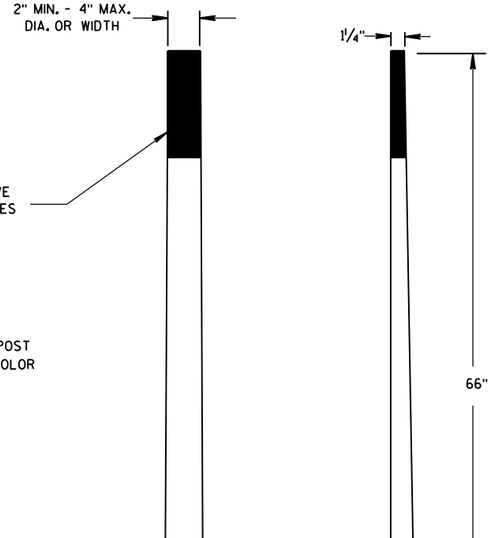
S.D.D. 15 A 3-2a





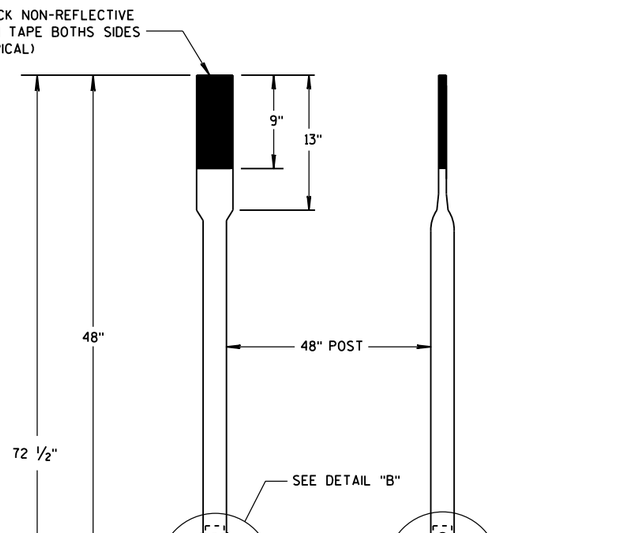
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

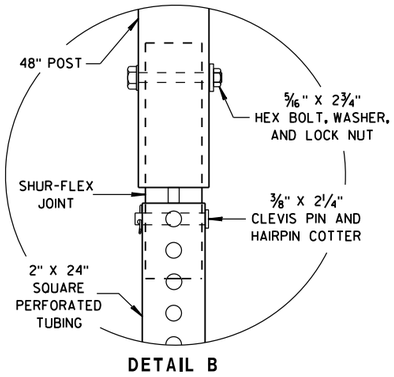
ALTERNATE 2



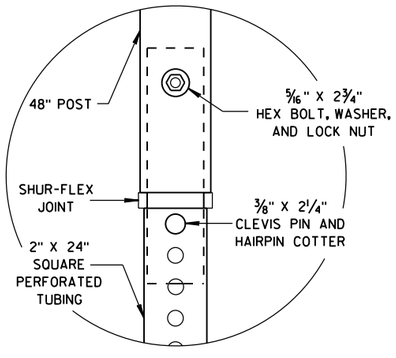
FRONT VIEW SIDE VIEW

ALTERNATE 3

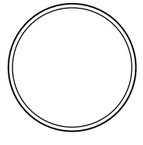
FLEXIBLE MARKER POSTS



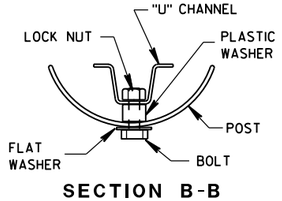
DETAIL B



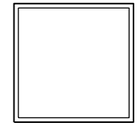
DETAIL C



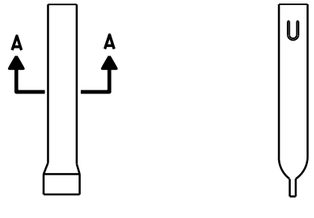
SECTION A-A



SECTION B-B

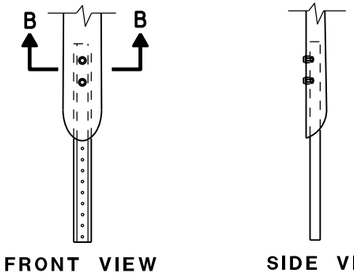


SECTION C-C



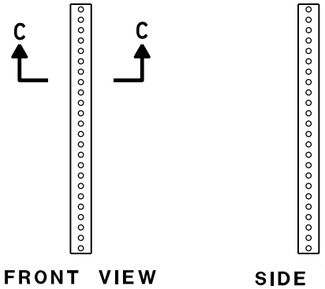
FRONT VIEW SIDE VIEW

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

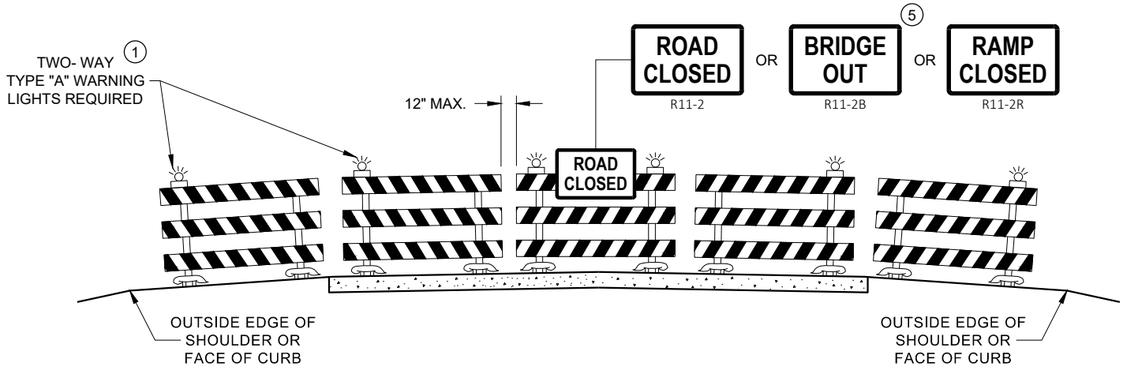
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

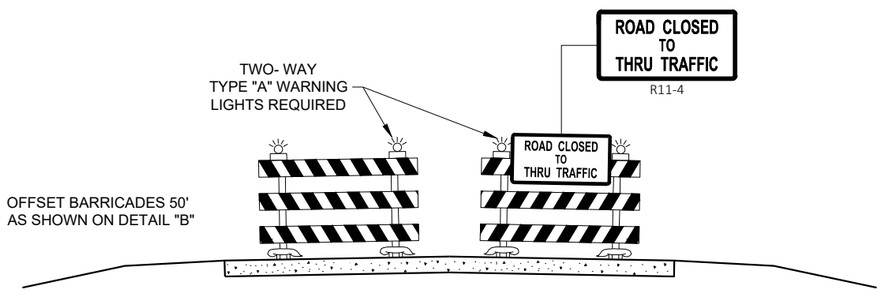
S.D.D. 15 A 3-2b

6

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



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

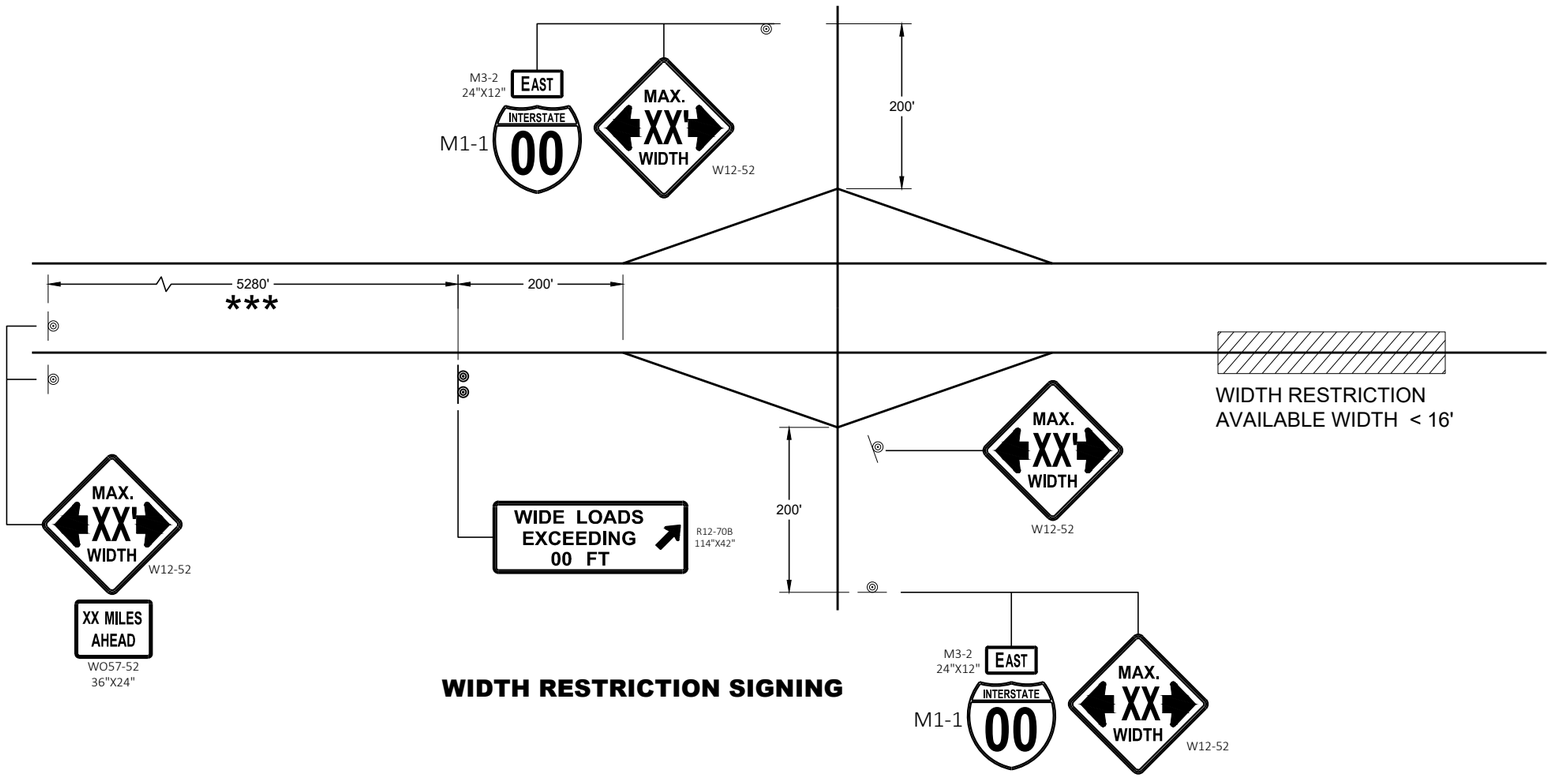
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SDD 15C02 - 08b

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SDD 15C02 - 08b



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

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

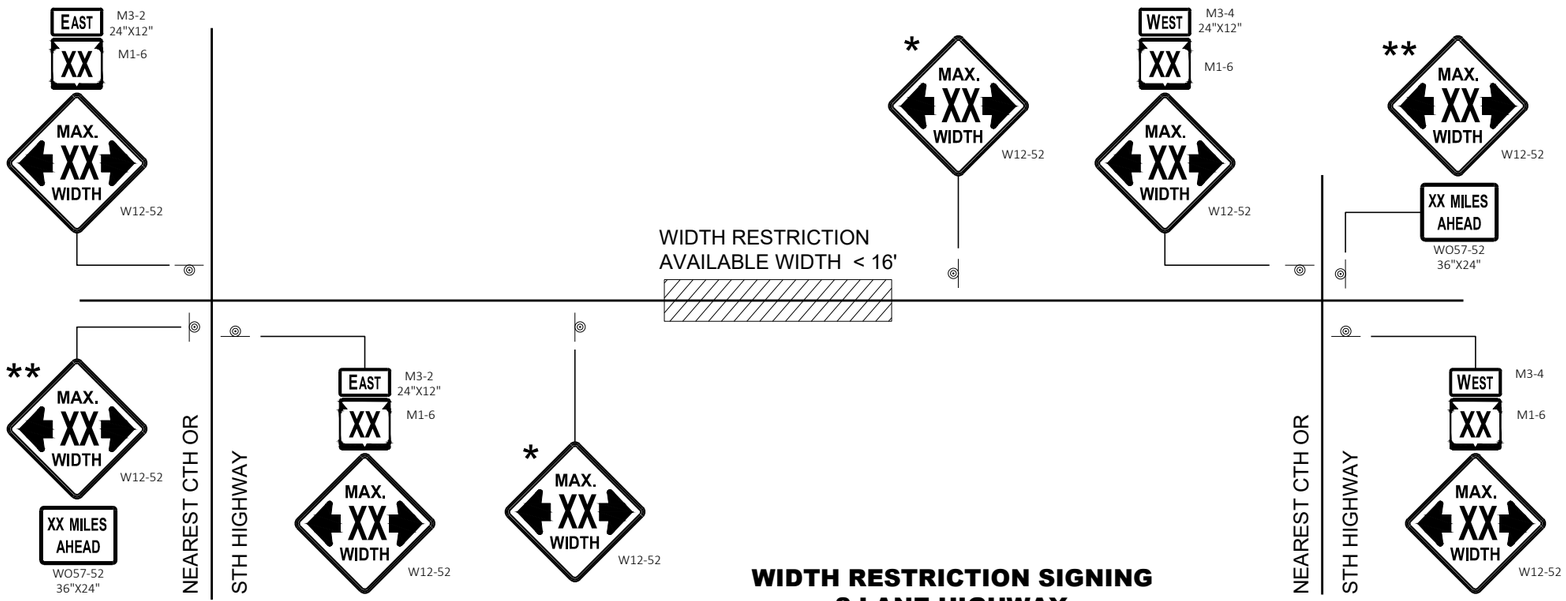
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

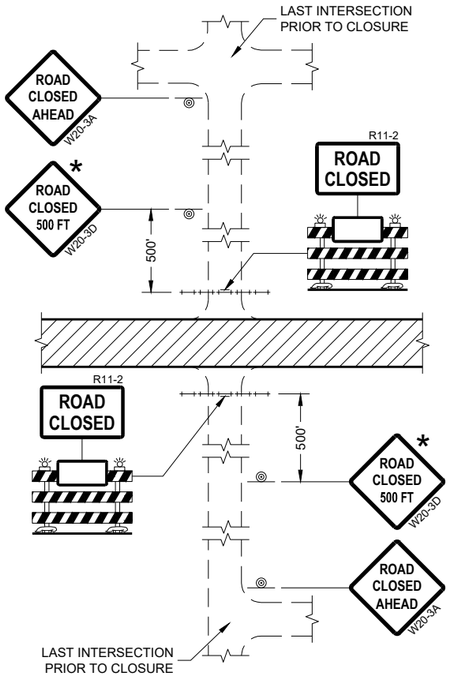
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

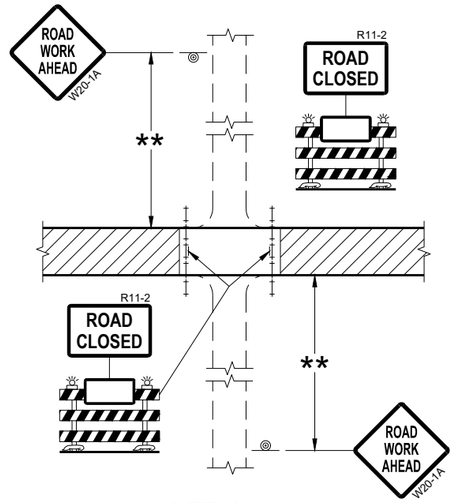
FHWA

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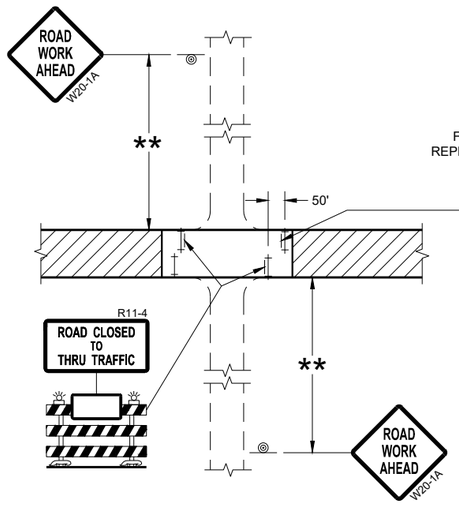
SDD 15C02 - 08f



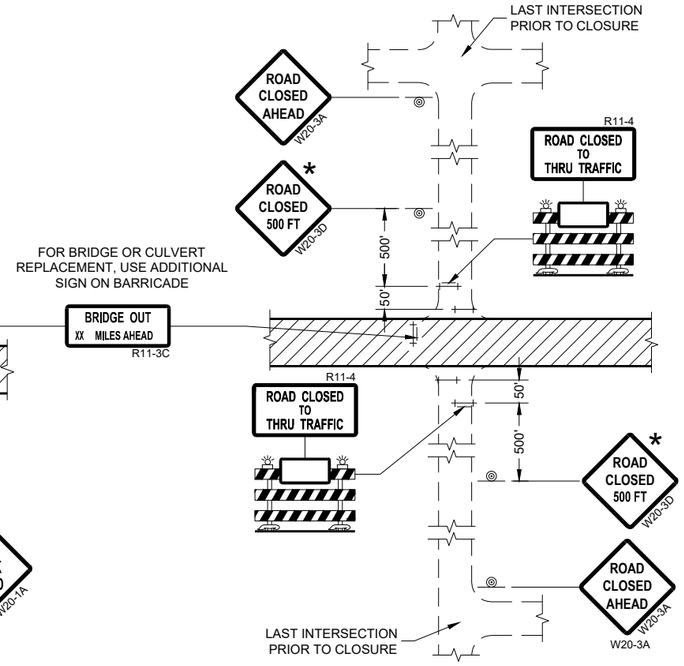
DETAIL 1
(NO ACCESS TO PROJECT)



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

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.

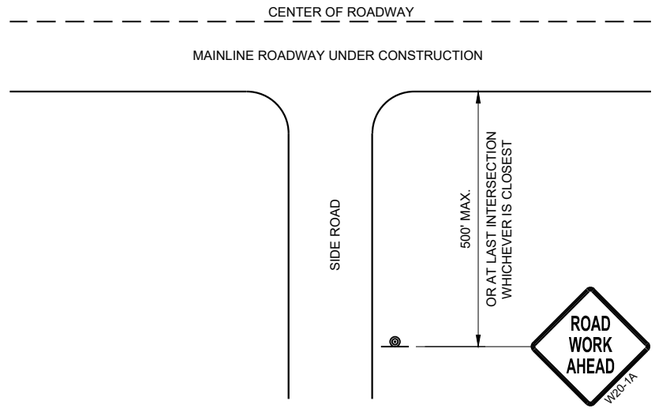
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



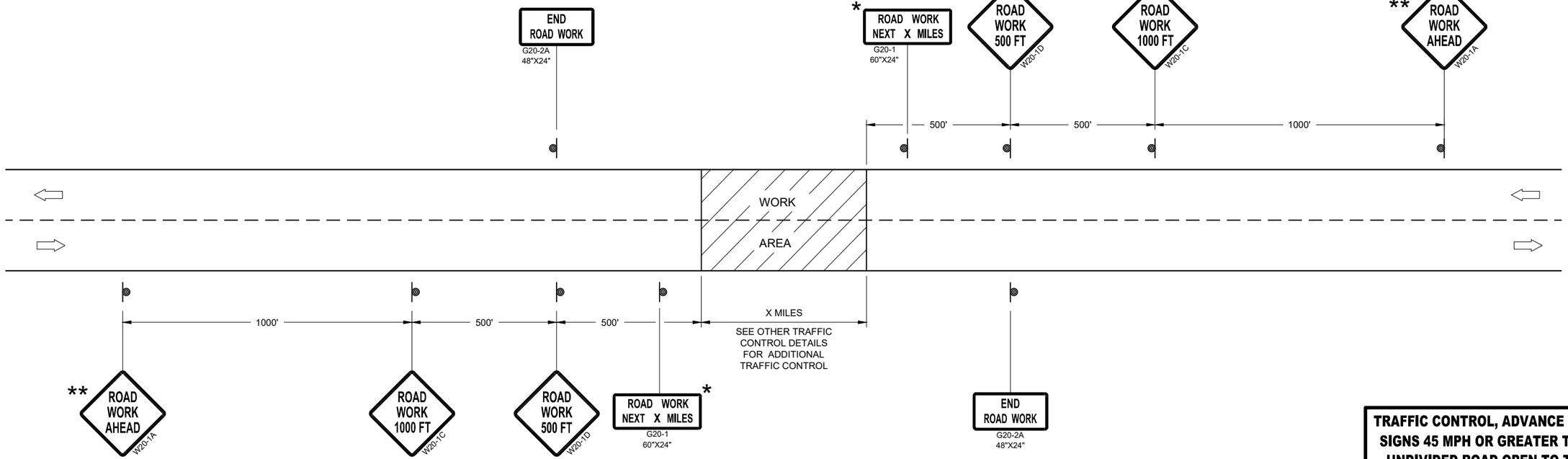
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

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SDD 15C04 - 05

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

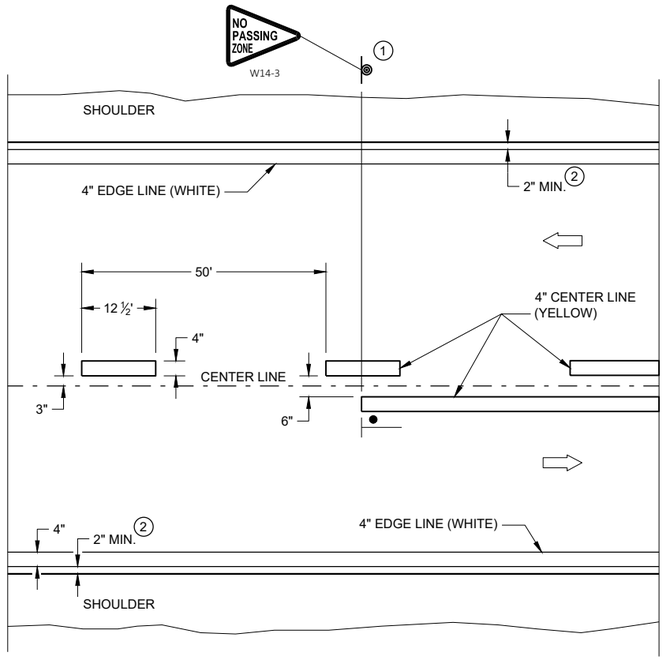
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

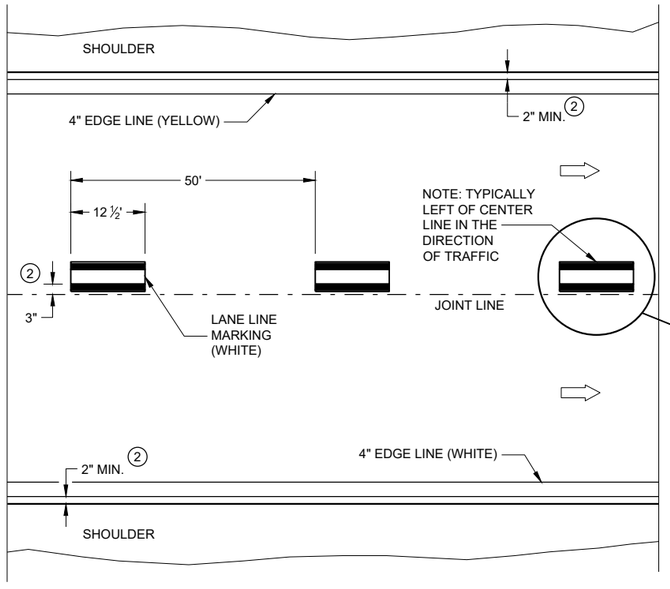
"T" MARKING

SIGN ON PERMANENT SUPPORT

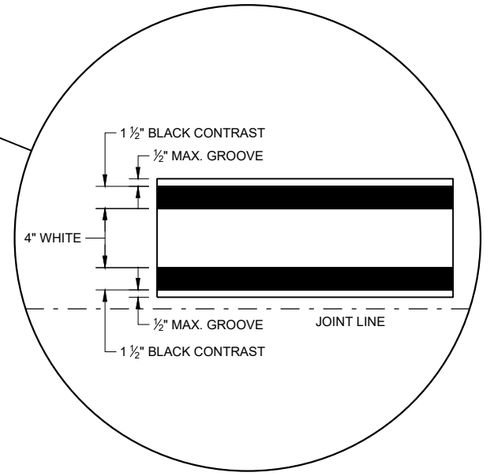
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

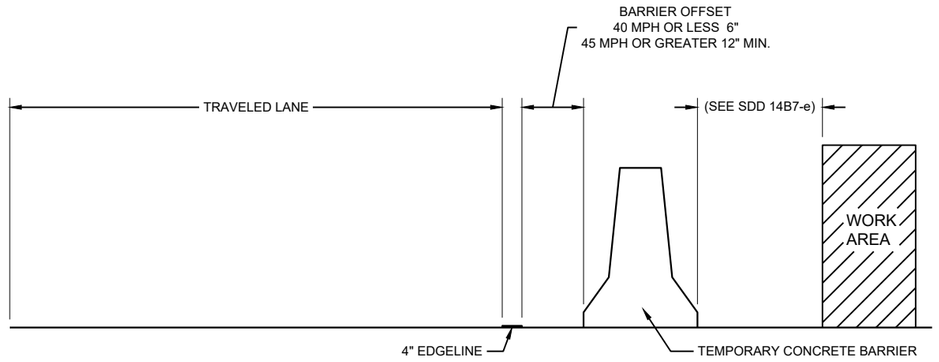
FHWA

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SDD 15C08 - 22a

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SDD 15C08 - 22a



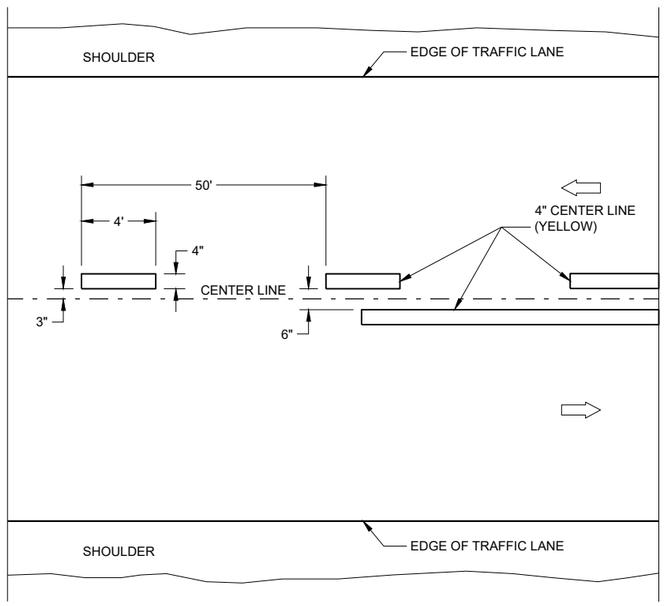
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

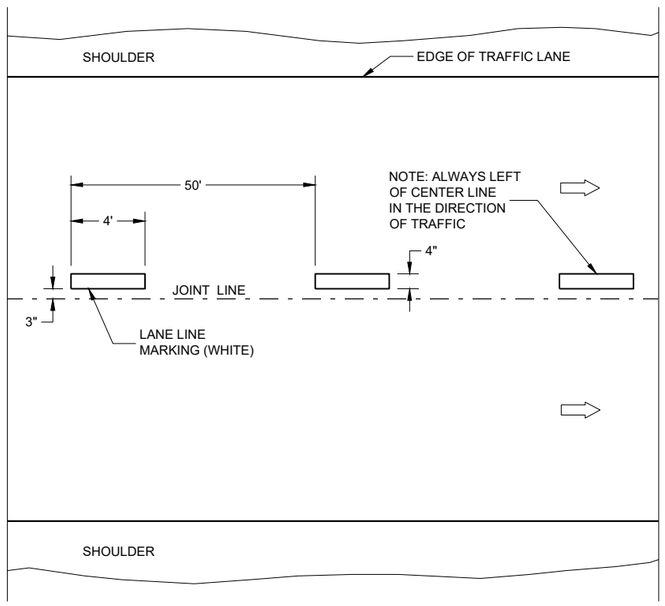
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

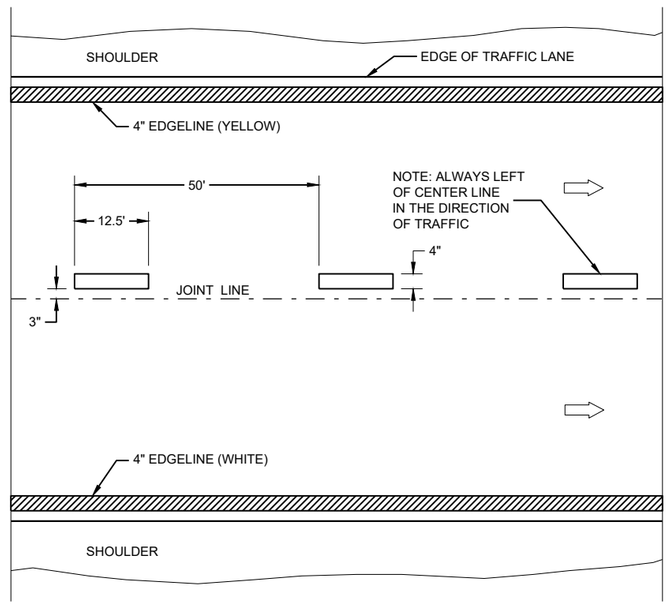
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

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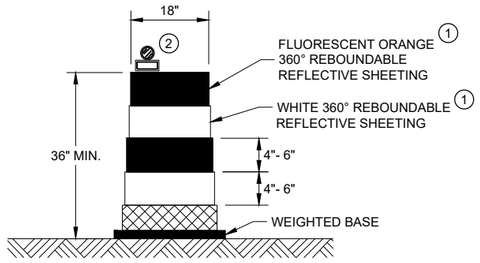
SDD 15C08 - 22b

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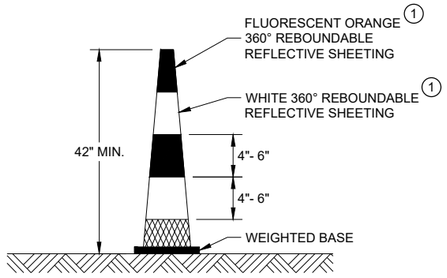
SDD 15C08 - 22b

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.

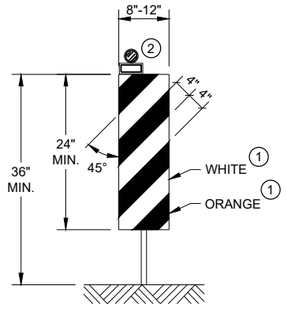


DRUM



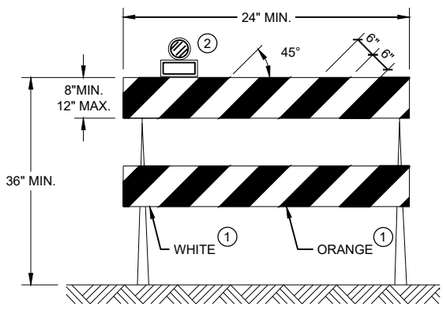
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



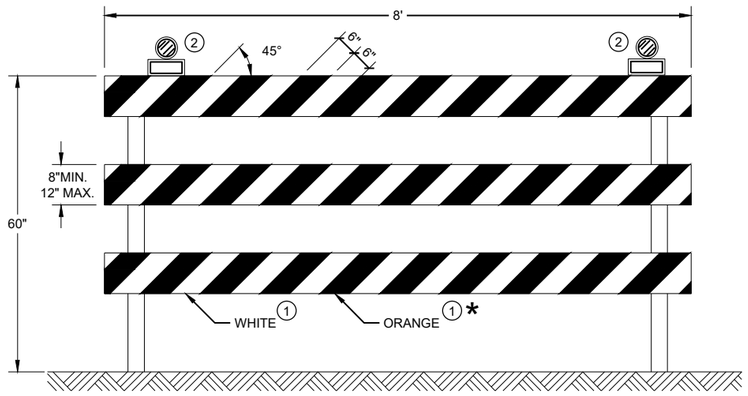
VERTICAL PANEL

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

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SDD15C11 - 09b

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SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

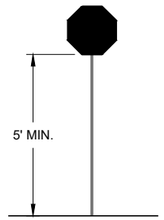
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

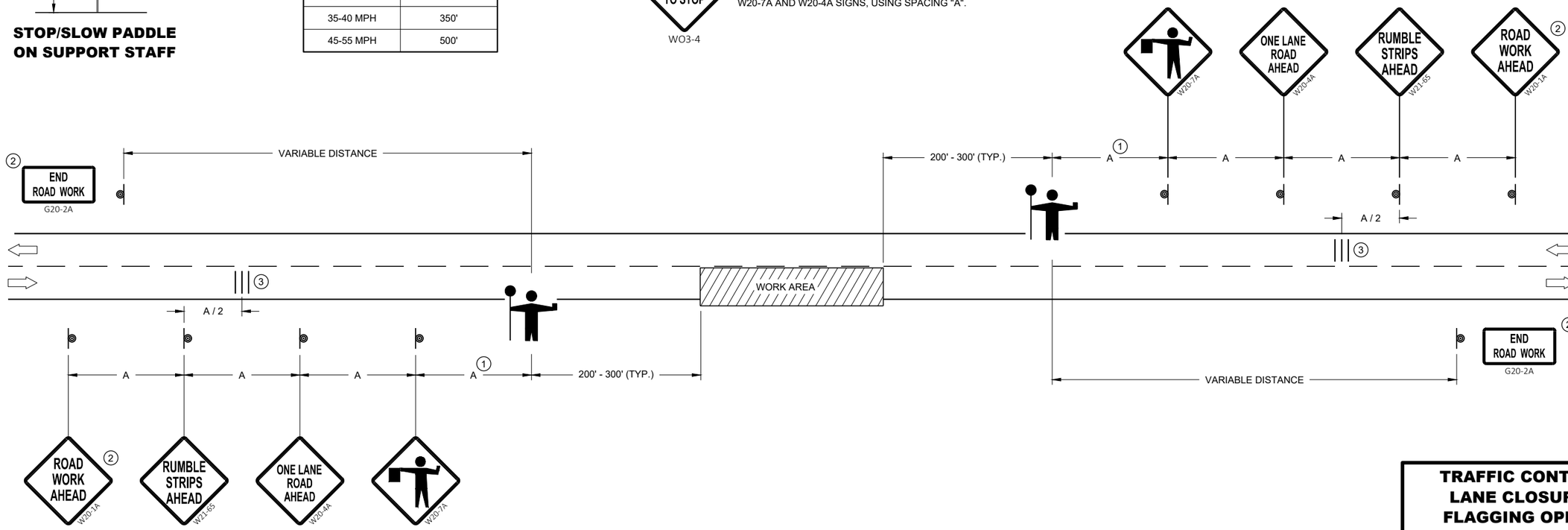
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

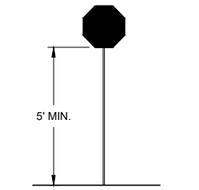
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

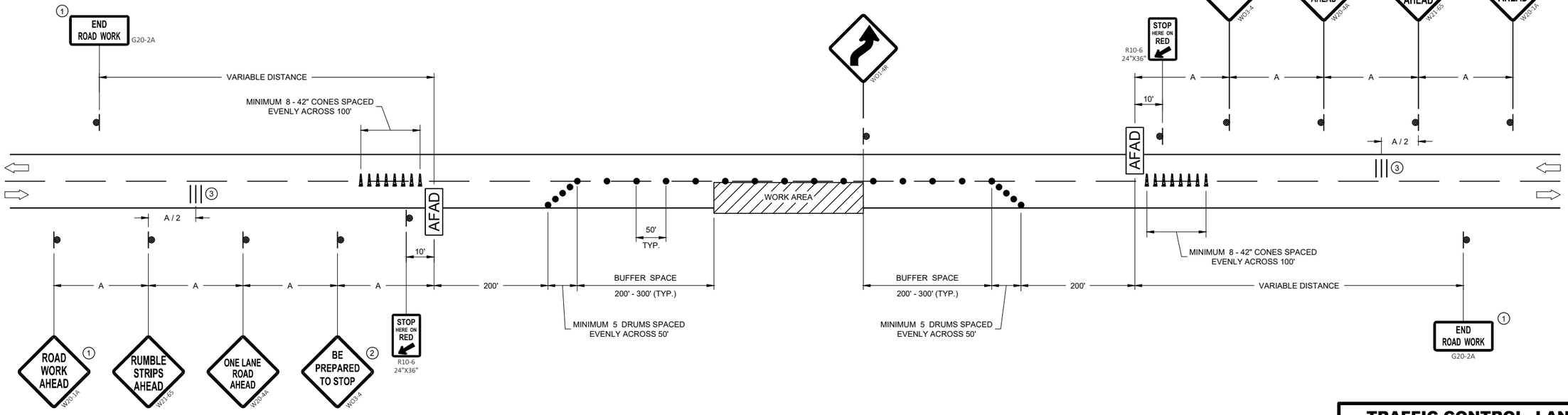
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



6

TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

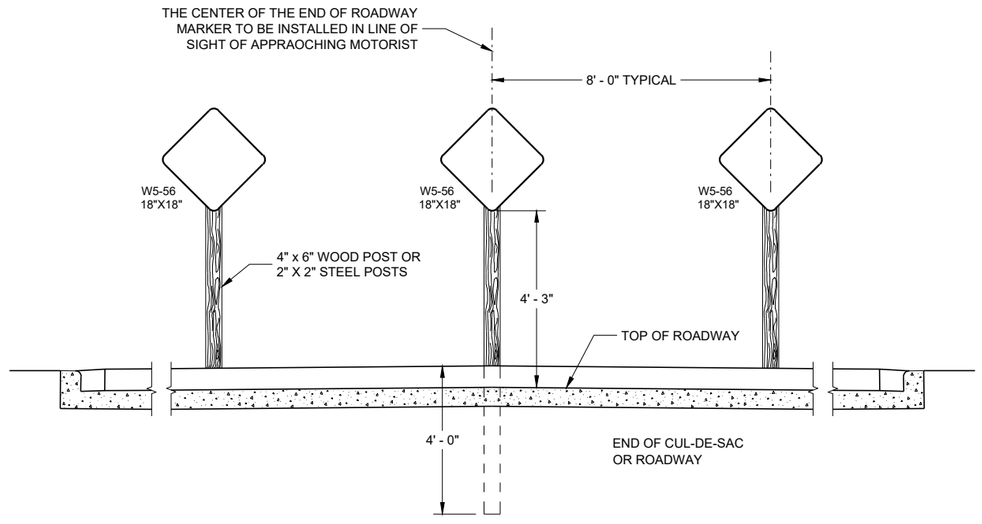
SDD 15D12 - 09b

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL SIGN INSTALLATION

6

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SDD 15C26 - 04

SDD 15C26 - 04

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

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.

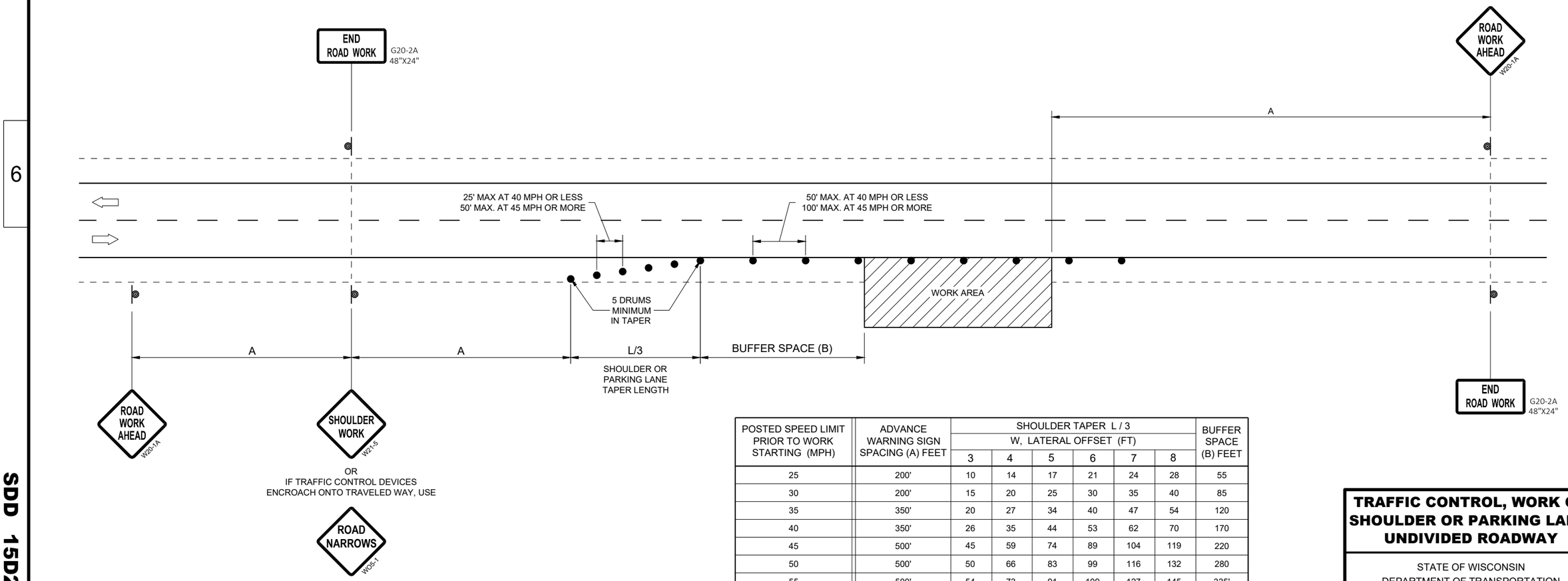
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

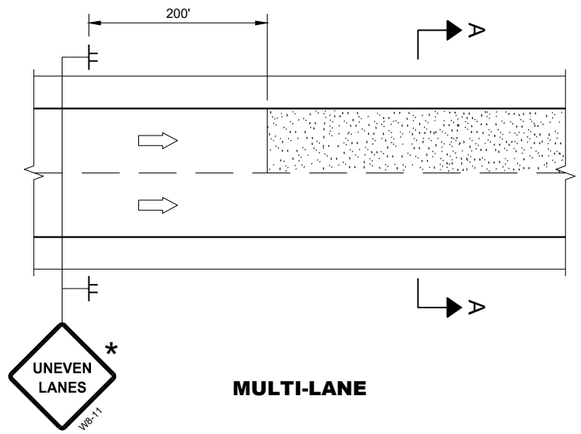
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

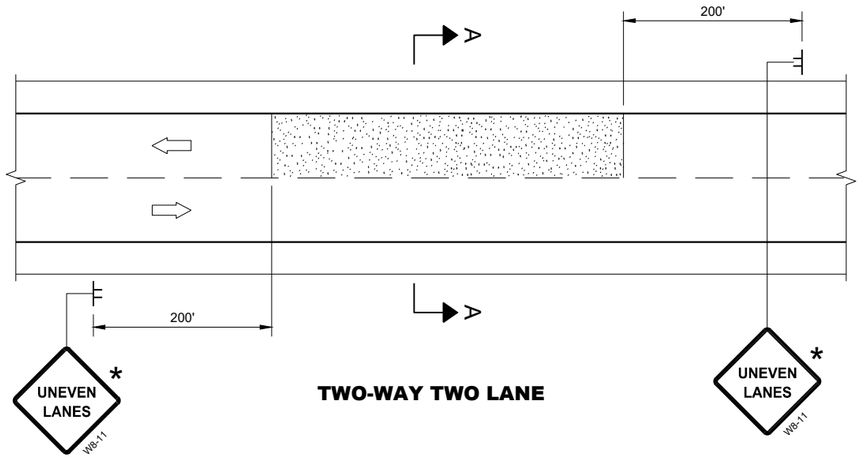
FHWA

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SDD 15D28 - 04



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

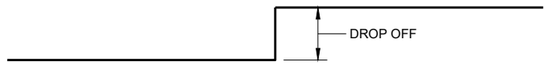
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

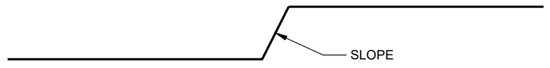
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

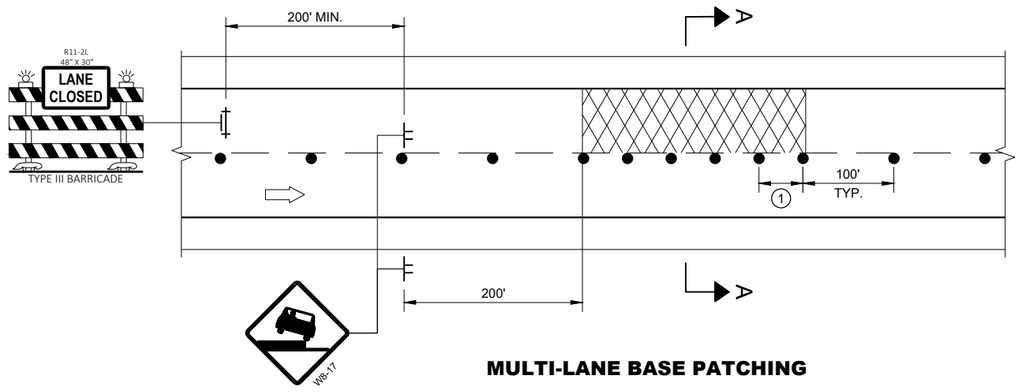


SECTION A - A

OR

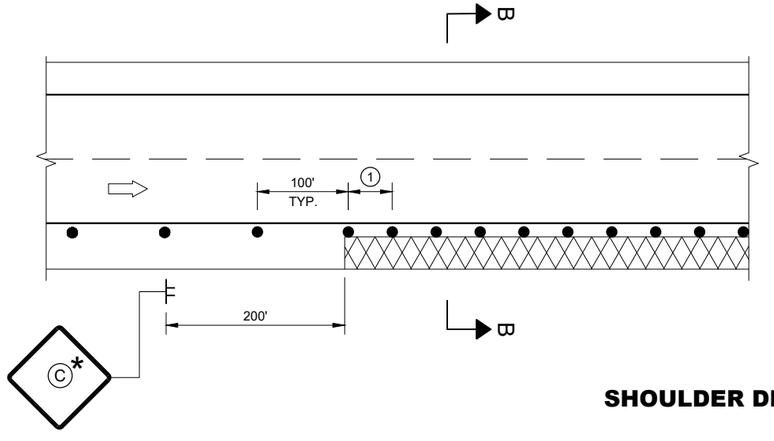


SECTION A - A

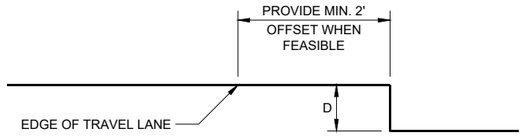


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

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.

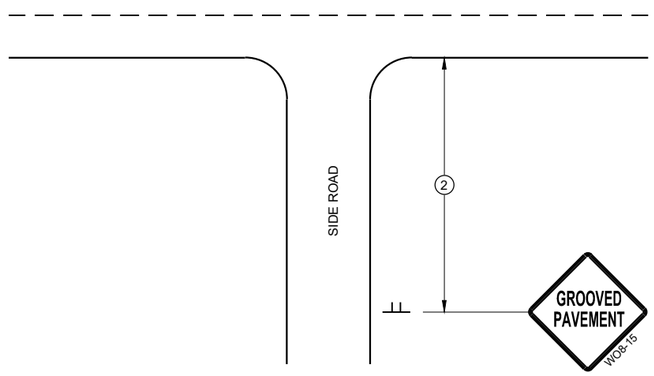
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

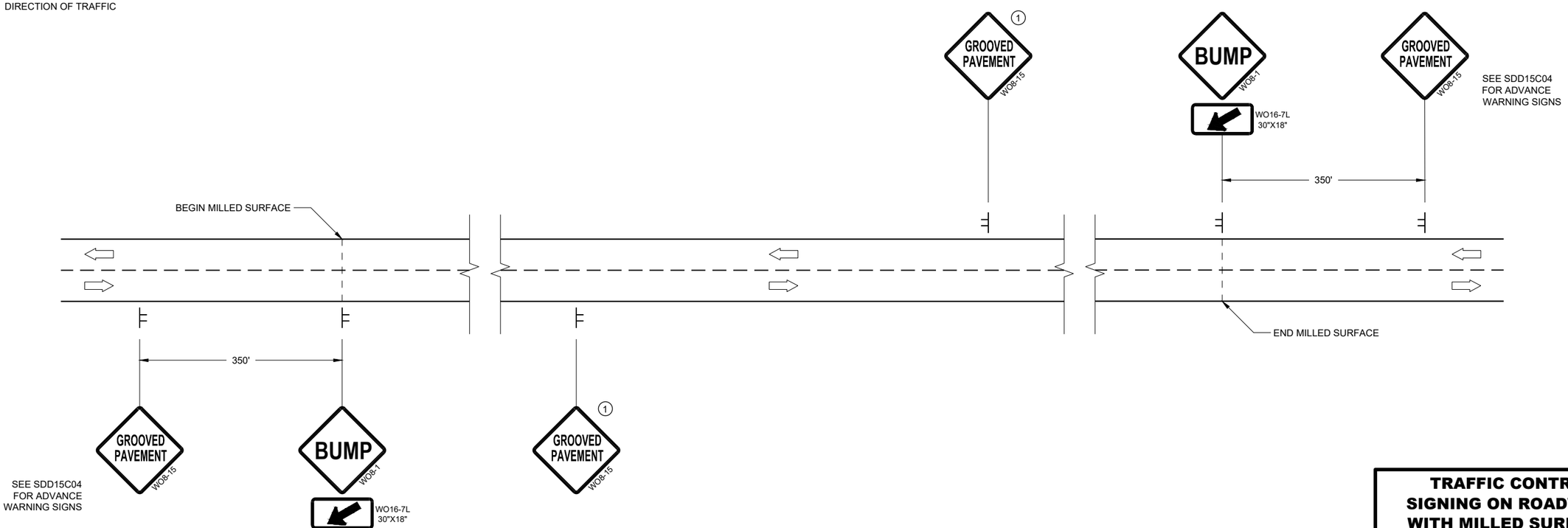
LEGEND

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

SDD 15D44 - 02

SDD 15D44 - 02

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 CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

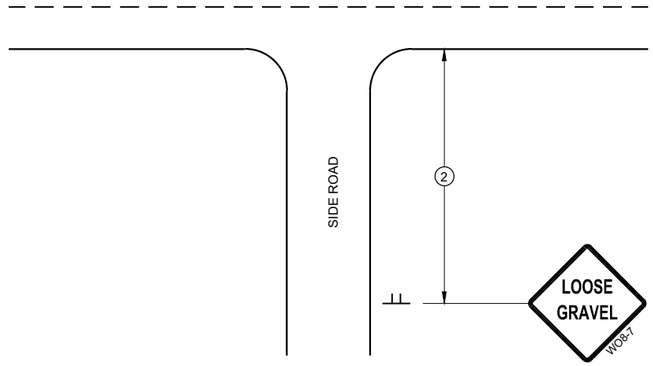
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

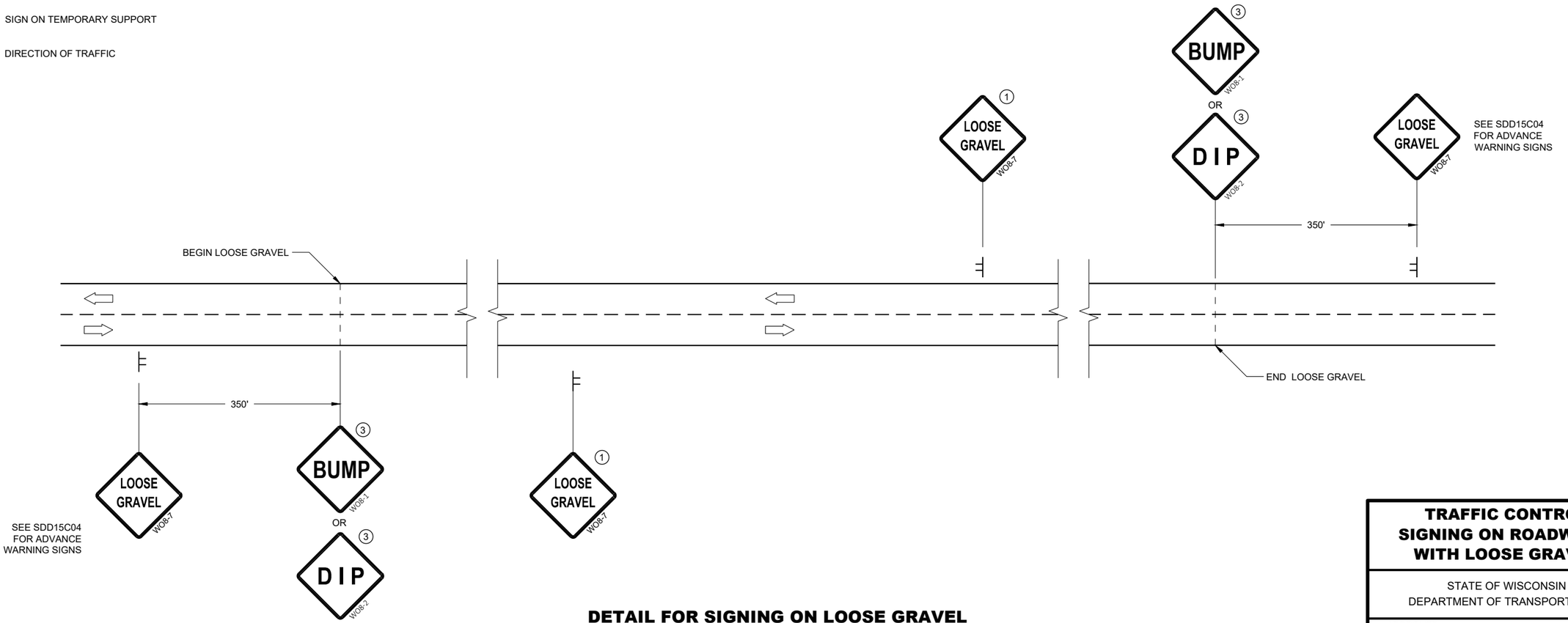
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

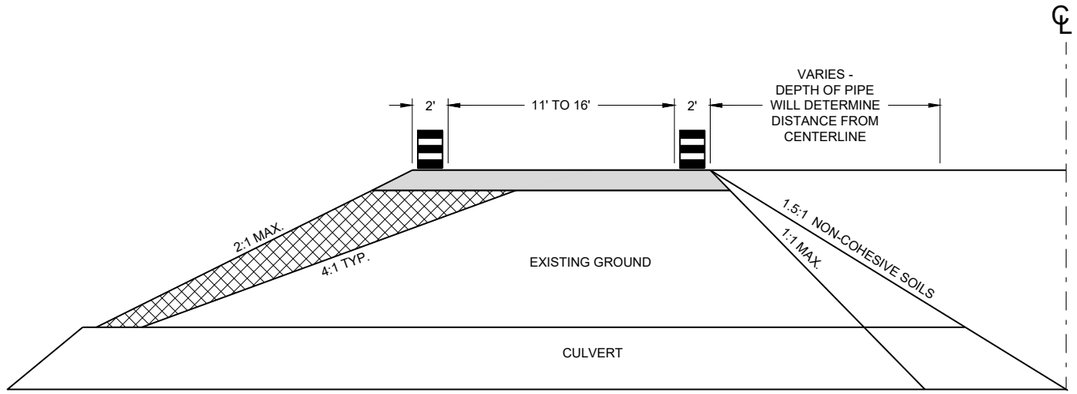
APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

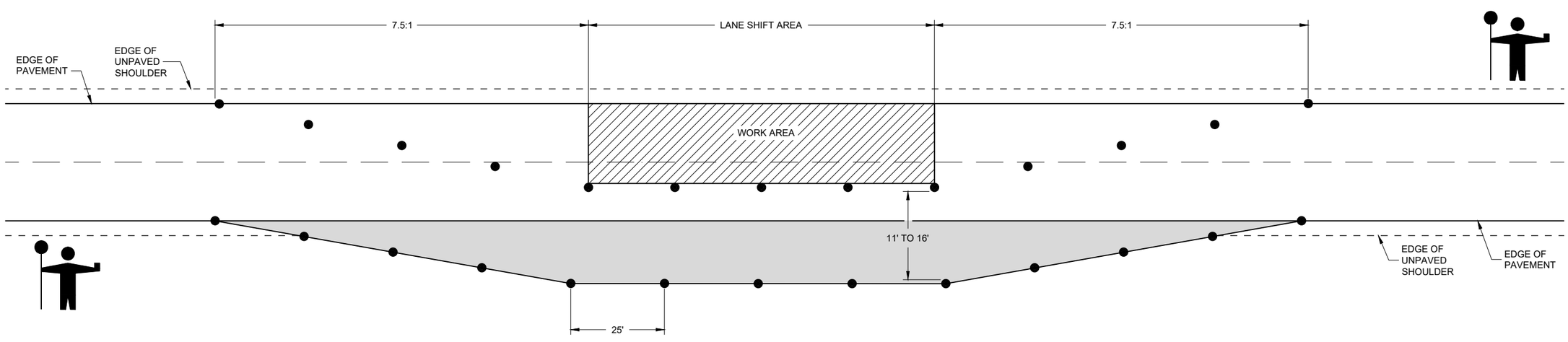
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

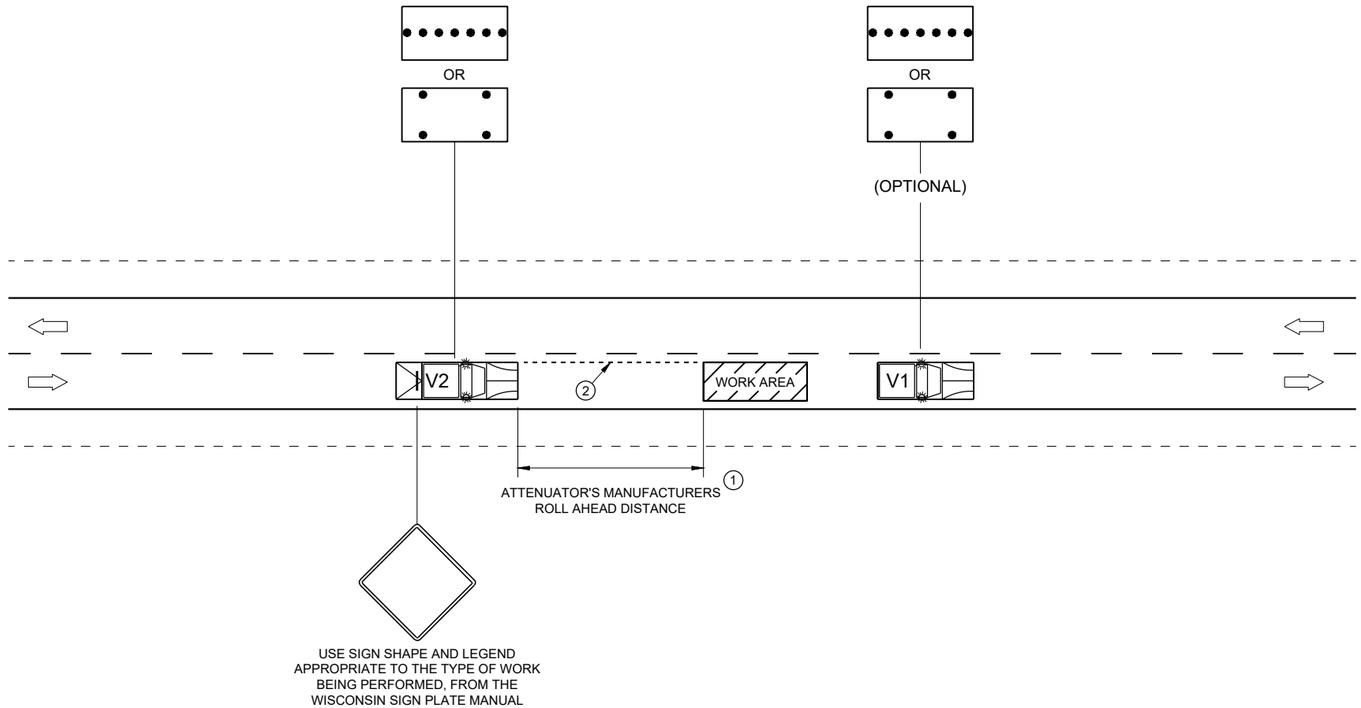
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

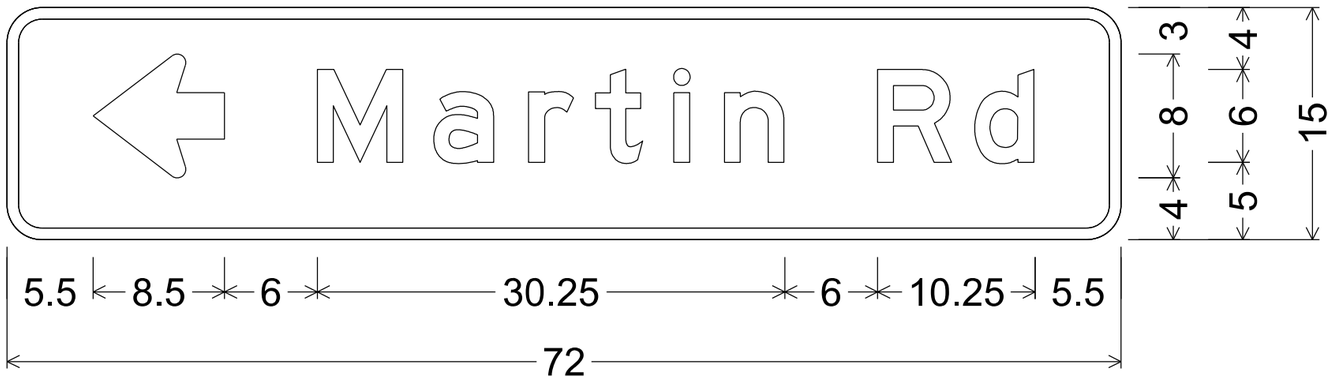
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

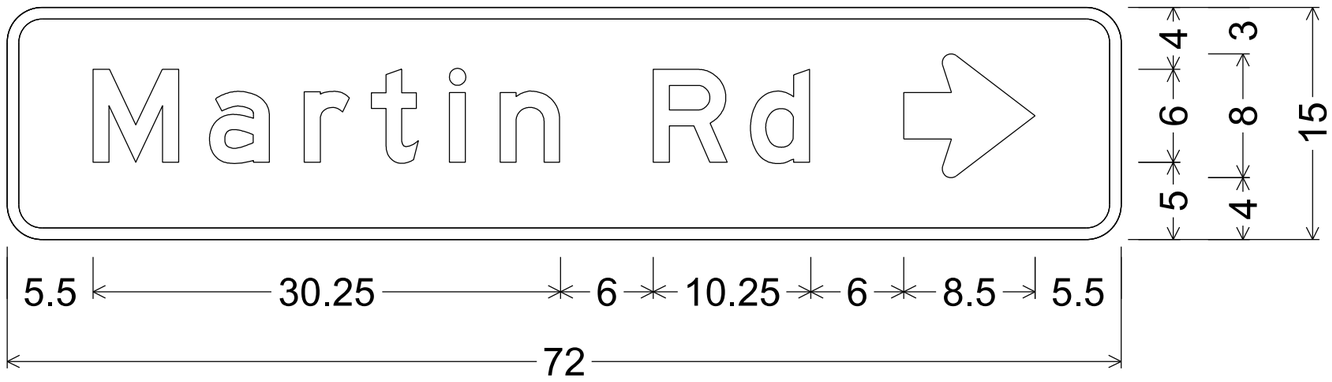
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SDD 15D51 - 01

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



D1-1; 2.250" Radius, 0.750" Border



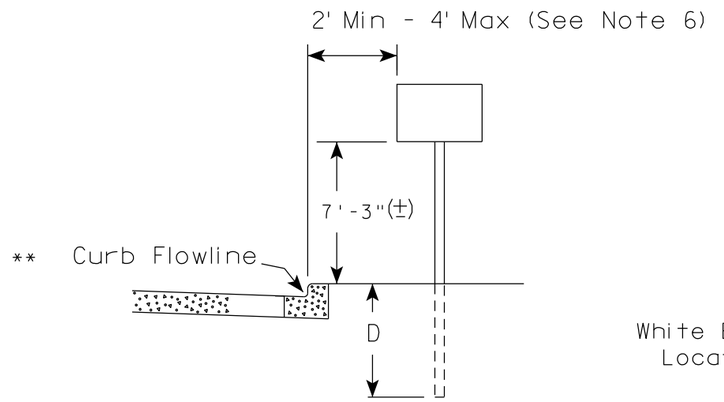
D1-1; 2.250" Radius, 0.750" Border

7

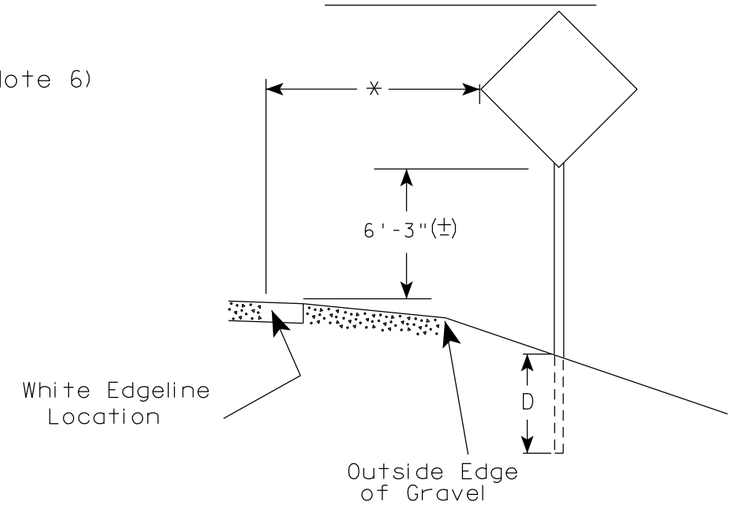
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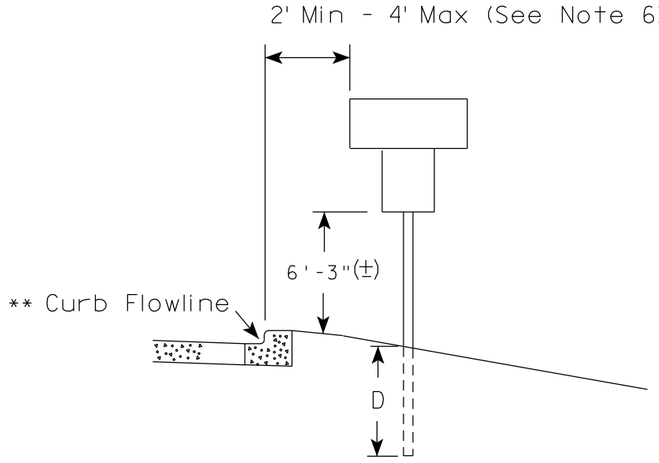
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET NO: 126	E

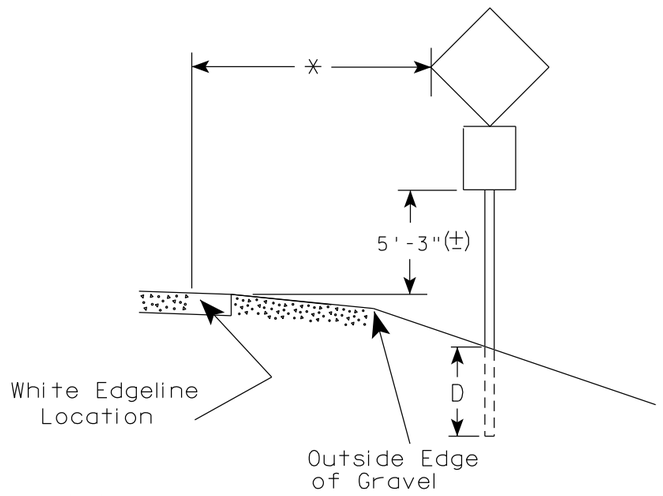
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

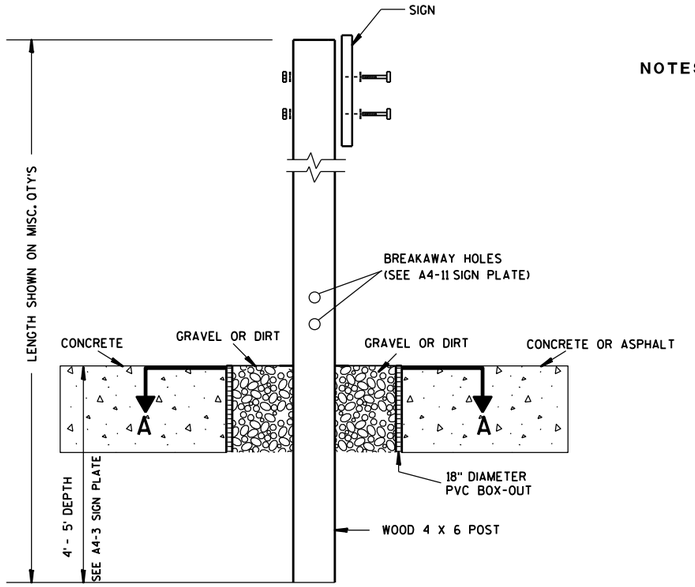
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

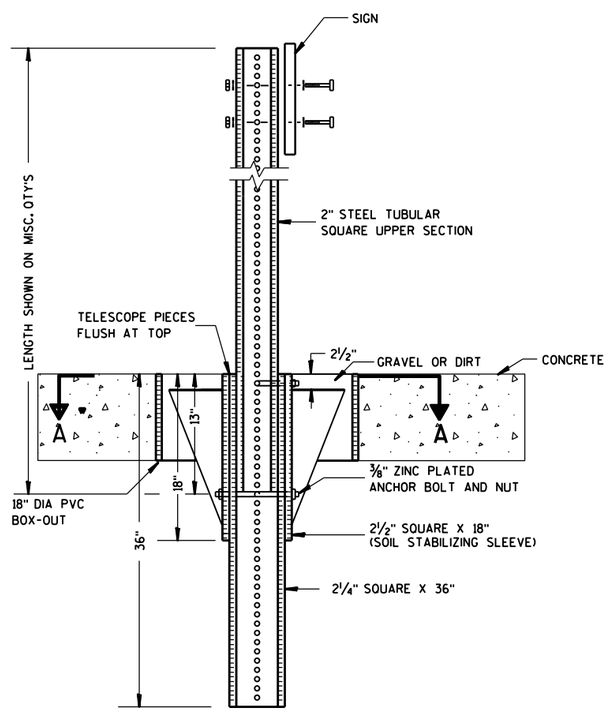
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 127	E



ELEVATION VIEW

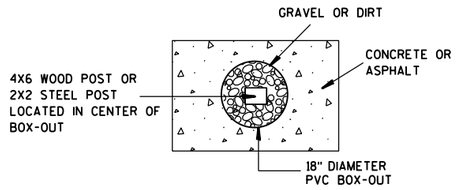
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

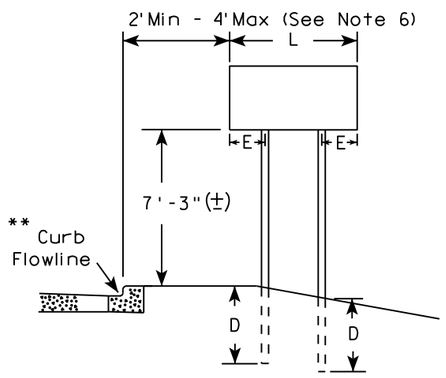
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

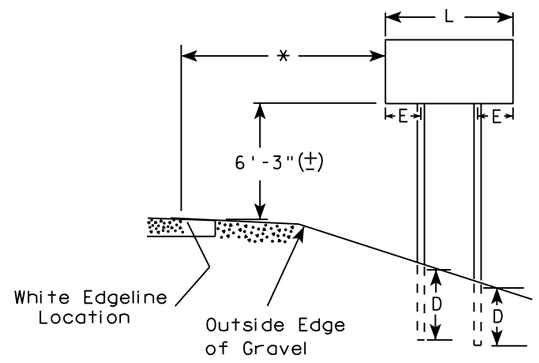
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

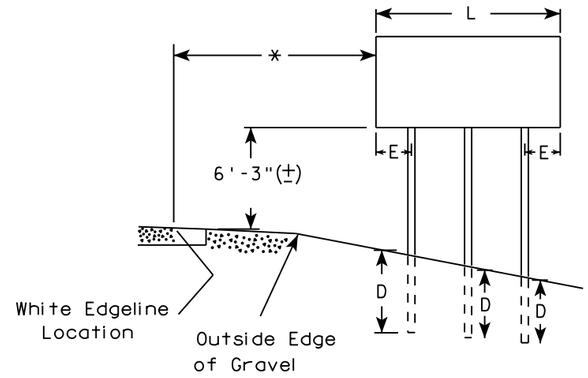
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

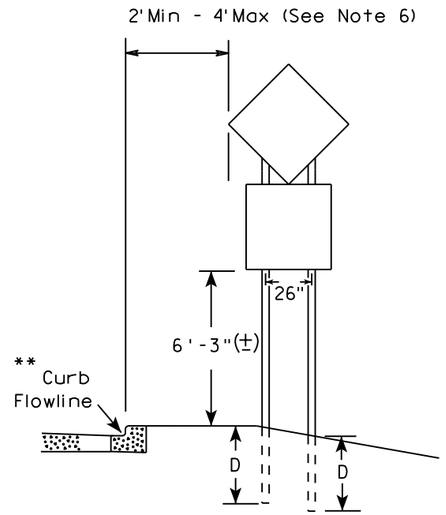
URBAN AREA



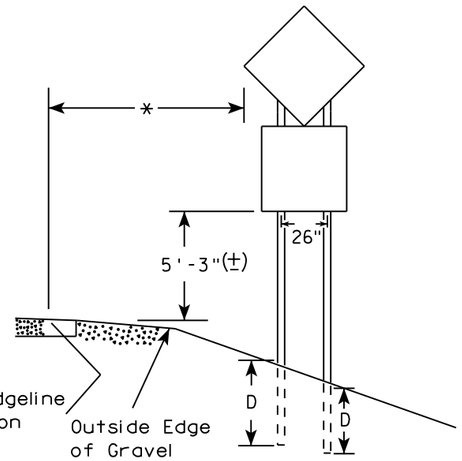
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

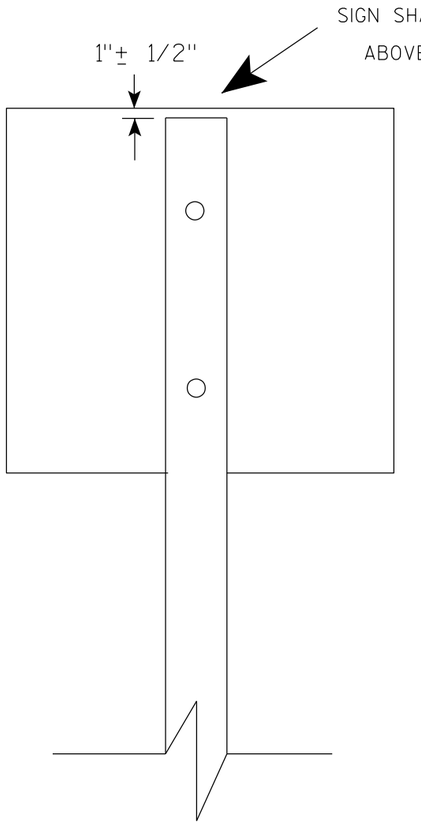
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

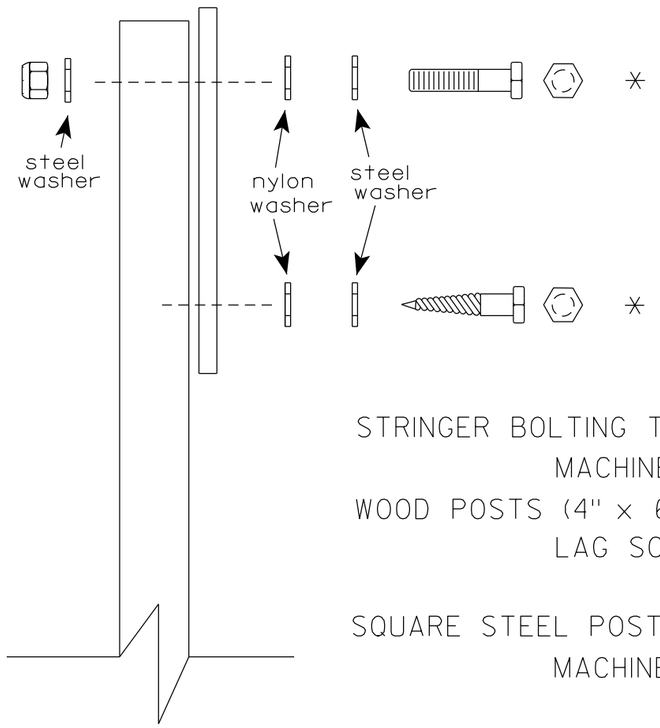
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 129	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

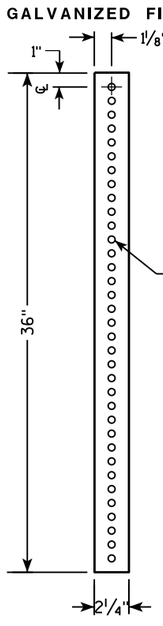
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

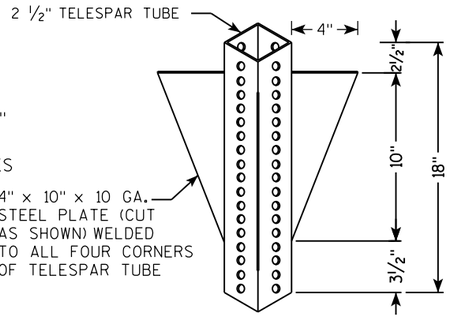
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

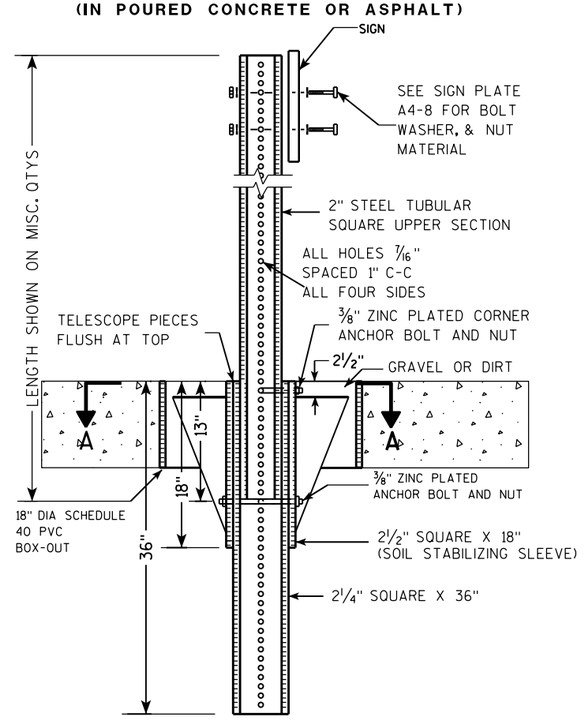
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



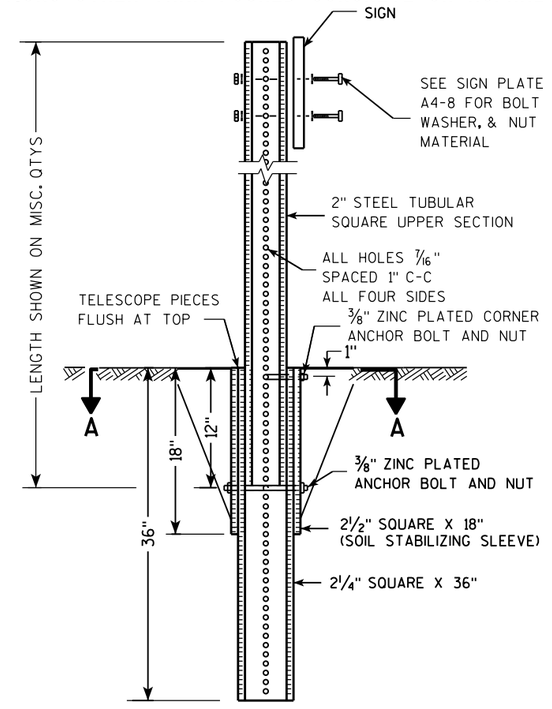
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

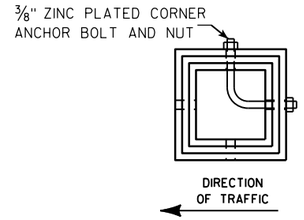


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

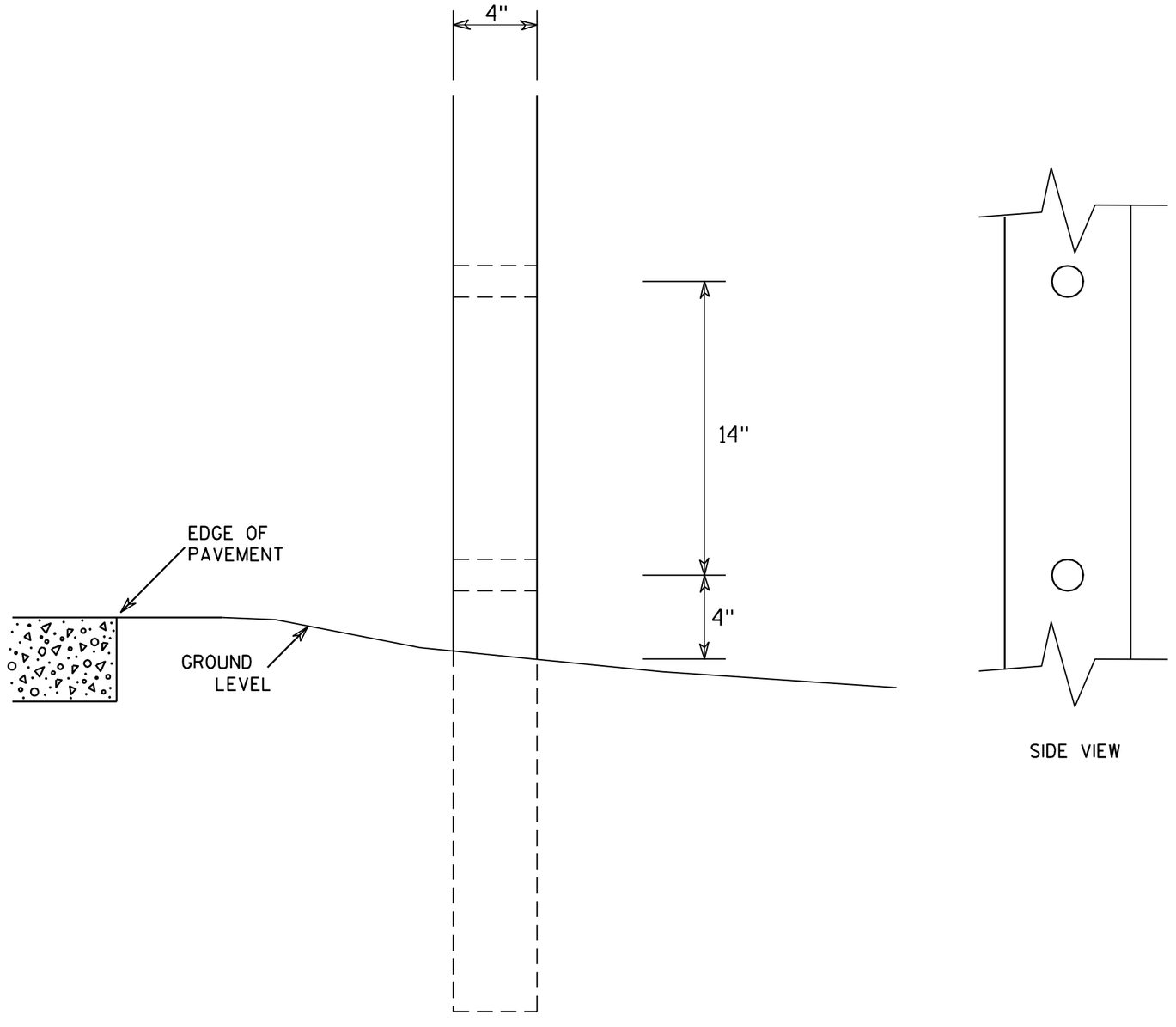
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 132	E

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
607+00	60700.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
632+00	63200.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
633+00	63300.00	100.00	24.78	0.00	12.04	0.00	46	0	22	0	46	29	0	0	17
633+96	63396.00	96.00	9.23	0.00	12.08	8.79	60	0	43	16	106	85	24	2	22
634+25	63425.00	29.00	9.35	0.00	16.96	0.01	10	0	16	5	116	105	32	2	11
635+00	63500.00	75.00	6.56	0.00	33.33	1.52	22	0	70	2	138	196	35	2	-58
635+30	63530.00	30.00	12.38	0.00	17.49	0.98	11	0	28	1	149	233	36	2	-84
635+36	63536.00	6.00	21.99	0.00	2.19	0.57	4	0	2	0	153	235	36	2	-82
635+53	63553.00	17.00	**9.86**	0.00	1.01	0.00	10	0	1	0	163	237	36	2	-74
635+66	63566.00	13.00	**8.00**	0.00	2.13	0.00	4	0	1	0	167	238	36	2	-71
635+76	63576.00	10.00	**6.90**	0.00	4.74	0.00	3	0	1	0	170	239	36	2	-69
635+91	63591.00	15.00	**5.20**	0.00	4.62	0.19	3	0	3	0	173	243	36	2	-70
636+02	63602.00	11.00	**4.50**	0.00	4.41	0.16	2	0	2	0	175	246	36	2	-71
636+15	63615.00	13.00	**3.50**	0.00	14.18	0.00	2	0	4	0	177	251	36	2	-74
636+47	63647.00	32.00	**0.00**	0.00	0.98	0.00	2	0	9	0	179	263	36	2	-84
637+00	63700.00	53.00	9.40	0.00	2.32	0.00	9	0	3	0	188	267	36	2	-79
637+17	63717.00	17.00	10.82	0.00	12.76	0.00	6	0	5	0	194	273	36	2	-79
637+28	63728.00	11.00	11.53	0.00	19.28	0.00	5	0	7	0	199	282	36	2	-83
637+42	63742.00	14.00	13.32	0.00	12.79	0.01	6	0	8	0	205	293	36	2	-88
637+53	63753.00	11.00	13.86	0.00	12.62	0.00	6	0	5	0	211	299	36	2	-88
637+67	63767.00	14.00	13.06	0.00	18.35	0.00	7	0	8	0	218	309	36	2	-91
637+77	63777.00	10.00	12.02	0.00	29.51	0.00	5	0	9	0	223	321	36	2	-98
637+91	63791.00	14.00	12.72	0.00	34.62	0.00	6	0	17	0	229	343	36	2	-114
639+00	63900.00	109.00	21.62	0.00	12.00	0.00	69	0	94	0	298	465	36	2	-167
639+25	63925.00	25.00	18.66	0.00	6.63	0.00	19	0	9	0	317	477	36	2	-160
640+67	64067.27	142.27	0.00	0.00	0.00	0.00	49	0	17	0	366	499	36	2	-133
641+00	64100.00	32.73	0.00	0.00	0.00	0.00	0	0	0	0	366	499	36	2	-133
642+00	64200.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	366	499	36	2	-133
643+00	64300.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	366	499	36	2	-133
644+02	64402.01	102.01	0.00	0.00	0.00	0.00	0	0	0	0	366	499	36	2	-133
644+75	64475.00	72.99	20.87	0.00	8.88	19.27	28	0	12	26	394	515	75	5	-121
645+00	64500.00	25.00	21.33	0.00	8.26	59.23	20	0	8	36	414	525	129	9	-111
645+31 P1	64531.00	31.00	19.86	0.00	38.36	0.00	24	0	27	34	438	560	180	12	-122
645+50	64550.00	19.00	18.72	0.00	23.39	0.00	14	0	22	0	452	589	180	12	-137
645+75	64575.00	25.00	17.22	0.00	22.71	0.00	17	0	21	0	469	616	180	12	-147
646+00	64600.00	25.00	7.37	0.00	7.09	0.00	11	0	14	0	480	634	180	12	-154
647+25	64725.00	125.00	0.00	0.00	0.00	0.00	17	0	16	0	497	655	180	12	-158
648+00	64800.00	75.00	0.00	0.00	0.00	0.00	0	0	0	0	497	655	180	12	-158
651+75	65175.00	75.00	0.00	0.00	0.00	0.00	0	0	0	0	497	655	180	12	-158
652+00	65200.00	25.00	0.00	0.00	0.00	**0.00**	0	0	0	0	497	655	180	12	-158
652+67	65267.00	67.00	10.67	0.00	5.73	**26.50**	13	0	7	33	510	664	230	15	-154
653+00	65300.00	33.00	19.33	0.00	13.92	52.65	18	0	12	48	528	680	302	20	-152
653+20 P2	65320.00	20.00	19.08	0.00	17.65	88.32	14	0	12	52	542	696	380	25	-154
653+50	65350.00	30.00	19.76	0.00	13.78	66.22	22	0	17	86	564	718	509	34	-154
654+00	65400.00	50.00	8.39	0.00	5.52	**0.00**	26	0	18	61	590	741	600	40	-151
654+50	65450.00	50.00	0.00	0.00	0.00	0.00	8	0	5	0	598	748	600	40	-150
655+00	65500.00	50.00	9.13	0.00	7.09	8.64	8	0	7	8	606	757	612	41	-151
655+74 SHORT RD	65574.00	74.00	49.31	6.60	0.00	0.00	80	9	10	0	686	770	612	41	-93
656+00	65600.00	26.00	10.76	0.00	10.25	0.00	29	3	5	0	715	776	612	41	-73
656+50	65650.00	50.00	11.78	0.00	0.00	0.00	21	0	9	0	**736**	788	612	41	-64

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
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	**CUT**	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	**MARSH EXC**	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
674+75	67475.00	0.00	16.20	0.00	10.50	0.00	0	0	0	0	0	0	0	0	0
675+00	67500.00	25.00	45.97	0.00	0.00	0.00	29	0	5	0	29	7	0	0	23
675+25	67525.00	25.00	15.84	0.00	11.32	0.00	29	0	5	0	58	13	0	0	45
675+50	67550.00	25.00	14.89	0.00	10.41	0.00	14	0	10	0	72	26	0	0	46
678+00	67800.00	250.00	0.00	0.00	0.00	0.00	69	0	48	0	141	88	0	0	53
679+00	67900.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	141	88	0	0	53
684+00	68400.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	141	88	0	0	53
685+00	68500.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	141	88	0	0	53
686+00	68600.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	141	88	0	0	53
687+00	68700.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	141	88	0	0	53
688+00 W CIR	68800.00	100.00	**34.88**	12.50	0.00	0.00	65	23	0	0	206	88	0	0	95
688+55	68855.00	55.00	38.97	0.00	17.33	0.00	75	13	18	0	281	112	0	0	133
688+71	68871.00	16.00	46.42	0.00	18.13	0.00	25	0	11	0	306	126	0	0	144
688+88	68888.00	17.00	40.18	0.00	20.17	0.00	27	0	12	0	333	142	0	0	155
688+96	68896.00	8.00	38.92	0.00	16.63	0.00	12	0	5	0	345	148	0	0	161
689+00	68900.00	4.00	38.35	0.00	15.24	0.00	6	0	2	0	351	151	0	0	164
689+13	68913.00	13.00	41.48	0.00	8.44	0.00	19	0	6	0	370	159	0	0	175
689+21	68921.00	8.00	47.25	0.00	2.82	0.00	13	0	2	0	383	161	0	0	186
689+38	68938.00	17.00	**63.00**	0.00	0.09	0.00	35	0	1	0	418	163	0	0	220
690+00	69000.00	62.00	**47.43**	0.00	2.63	0.00	127	0	3	0	545	166	0	0	343
691+00	69100.00	100.00	20.69	0.00	0.00	0.00	126	0	5	0	671	173	0	0	462
691+40	69140.00	40.00	**17.53**	0.00	0.00	0.00	28	0	0	0	699	173	0	0	490
691+65	69165.00	25.00	16.67	0.00	1.12	0.00	16	0	1	0	715	174	0	0	505
691+78	69178.00	13.00	14.88	0.00	7.96	0.00	8	0	2	0	723	177	0	0	510
691+89	69189.00	11.00	11.06	0.00	7.93	0.00	5	0	3	0	728	181	0	0	511
692+13	69213.00	24.00	12.92	0.00	14.45	0.00	11	0	10	0	739	194	0	0	509
692+38	69238.00	25.00	12.25	0.00	15.18	0.00	12	0	14	0	751	212	0	0	503
693+00	69300.00	62.00	16.41	0.00	11.76	0.00	33	0	31	0	784	252	0	0	496
693+25	69325.00	25.00	16.63	0.00	14.11	0.00	15	0	12	0	799	268	0	0	495
693+50	69350.00	25.00	17.63	0.00	13.26	0.00	16	0	13	0	815	285	0	0	494
694+00	69400.00	50.00	**0.00**	0.00	5.96	0.00	16	0	18	0	831	308	0	0	487
695+00	69500.00	100.00	0.00	0.00	0.00	0.00	0	0	11	0	831	322	0	0	473
716+00	71600.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	831	322	0	0	473
717+00	71700.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	831	322	0	0	473
718+50	71850.00	150.00	20.66	0.00	6.96	0.00	57	0	19	0	888	347	0	0	505
719+50 Tripoli	71950.00	100.00	118.49	0.00	0.25	0.00	258	0	13	0	1,146	364	0	0	746
720+00	72000.00	50.00	14.84	0.00	9.18	0.00	123	0	9	0	1,269	376	0	0	857
721+00	72100.00	100.00	0.00	0.00	0.00	0.00	27	0	17	0	1,296	398	0	0	862
722+00	72200.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	**1,296**	398	0	0	862

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
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.30	1.50 NOTE 4	0.10 NOTE 6	NOTE 8
746+50	74650.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
747+00	74700.00	50.00	32.96	0.00	4.38	0.00	31	0	4	0	31	5	0	0	26
747+50	74750.00	50.00	36.96	0.00	0.94	0.00	65	0	5	0	96	12	0	0	84
747+75	74775.00	25.00	15.06	0.00	8.66	0.00	24	0	4	0	120	17	0	0	103
748+00 RUTH	74800.00	25.00	83.90	16.00	0.00	0.00	46	7	4	0	166	22	0	0	137
748+24	74824.00	24.00	82.81	0.00	0.00	0.00	74	7	0	0	240	22	0	0	204
748+50	74850.00	26.00	24.99	0.00	0.40	0.00	52	0	0	0	**292**	22	0	0	256

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.30	1.50 NOTE 4	0.10 NOTE 6	NOTE 8
168+75	16875.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
169+00	16900.00	25.00	28.92	0.00	2.05	0.00	13	0	1	0	13	1	0	0	12
169+50	16950.00	50.00	77.28	0.00	9.66	0.00	98	0	11	0	111	16	0	0	95
169+57	16957.44	7.44	152.46	0.00	38.14	0.00	32	0	7	0	**143**	25	0	0	118

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.30	1.50 NOTE 4	0.10 NOTE 6	NOTE 8
190+75	19074.97	0.00	8.26	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
191+00	19100.00	25.03	16.99	0.00	0.00	0.00	12	0	0	0	12	0	0	0	12
191+50	19150.00	50.00	68.95	0.00	0.07	0.00	80	0	0	0	92	0	0	0	92
192+00	19200.00	50.00	44.25	0.00	0.00	0.00	105	15	0	0	197	0	0	0	182
192+50	19250.00	50.00	17.53	0.00	0.20	0.00	57	0	0	0	254	0	0	0	239
193+00	19300.00	50.00	22.83	0.00	0.00	0.00	37	0	0	0	291	0	0	0	276
193+50	19350.00	50.00	20.39	0.00	0.00	0.00	40	0	0	0	331	0	0	0	316
193+77	19377.00	27.00	40.18	0.00	1.50	0.00	30	0	1	0	361	1	0	0	345
194+00	19400.00	23.00	69.20	0.00	0.11	0.00	47	0	1	0	408	3	0	0	390
194+20	19420.05	20.05	42.84	0.00	1.18	0.00	42	0	0	0	450	3	0	0	432
194+30	19430.00	9.95	30.40	0.00	0.04	0.00	13	0	0	0	463	3	0	0	445
194+50	19450.00	20.00	19.25	0.00	0.00	0.00	18	0	0	0	**481**	3	0	0	463

Notes:	
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2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC) - ((FILL - REDUCED MARSH IN FILL) * FILL FACTOR)]

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
00+25	25.00	0.00	29.93	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
00+50	50.00	25.00	38.10	0.00	0.00	0.00	31	0	0	0	31	0	0	0	31
00+75	75.00	25.00	62.29	0.00	0.00	0.00	46	0	0	0	77	0	0	0	77
01+00	100.00	25.00	55.02	0.00	0.00	0.00	54	0	0	0	131	0	0	0	131
01+25	125.00	25.00	71.72	0.00	0.03	0.00	59	0	0	0	190	0	0	0	190
01+50	150.00	25.00	4.50	0.00	0.00	0.00	35	0	0	0	225	0	0	0	225
01+73	173.00	23.00	4.64	0.00	0.00	0.00	4	0	0	0	**229**	0	0	0	229

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
754+00	75400.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
754+51	75451.00	51.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
755+25	75525.00	74.00	18.30	0.00	0.10	32.29	25	0	0	44	25	0	66	4	25
755+75 P6	75575.00	50.00	14.21	0.00	2.05	40.93	30	0	2	68	55	3	168	11	52
757+35 P7	75735.00	160.00	9.51	0.00	21.09	37.56	70	0	69	233	125	92	518	35	33
758+00	75800.00	65.00	8.36	0.00	19.92	29.24	22	0	49	80	147	156	638	43	-9
759+00 + FIRE BARN	75900.00	100.00	17.87	0.00	7.33	0.00	**79**	**39**	**70**	54	226	247	719	48	-60
760+00	76000.00	100.00	7.86	0.00	5.11	0.00	48	0	23	0	274	277	719	48	-42
761+00	76100.00	100.00	10.92	0.00	0.00	0.00	35	0	9	0	309	289	719	48	-19
761+50	76150.00	50.00	24.03	0.00	0.00	0.00	32	0	0	0	341	289	719	48	13
762+00	76200.00	50.00	32.94	0.00	0.00	0.00	53	0	0	0	394	289	719	48	66
762+20	76220.00	20.00	33.63	0.00	0.00	0.00	25	0	0	0	419	289	719	48	91
762+71 DEPOT	76271.44	51.44	39.13	0.00	0.00	0.00	69	0	0	0	488	289	719	48	160
763+00	76300.00	28.56	14.24	0.00	7.12	0.00	28	0	4	0	516	294	719	48	183
763+25	76325.00	25.00	26.11	0.00	0.01	0.00	19	0	3	0	535	298	719	48	198
764+00	76400.00	75.00	0.00	0.00	0.00	0.00	36	0	0	0	571	298	719	48	234
765+00	76500.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	571	298	719	48	234
766+00	76600.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	**571**	298	719	48	234

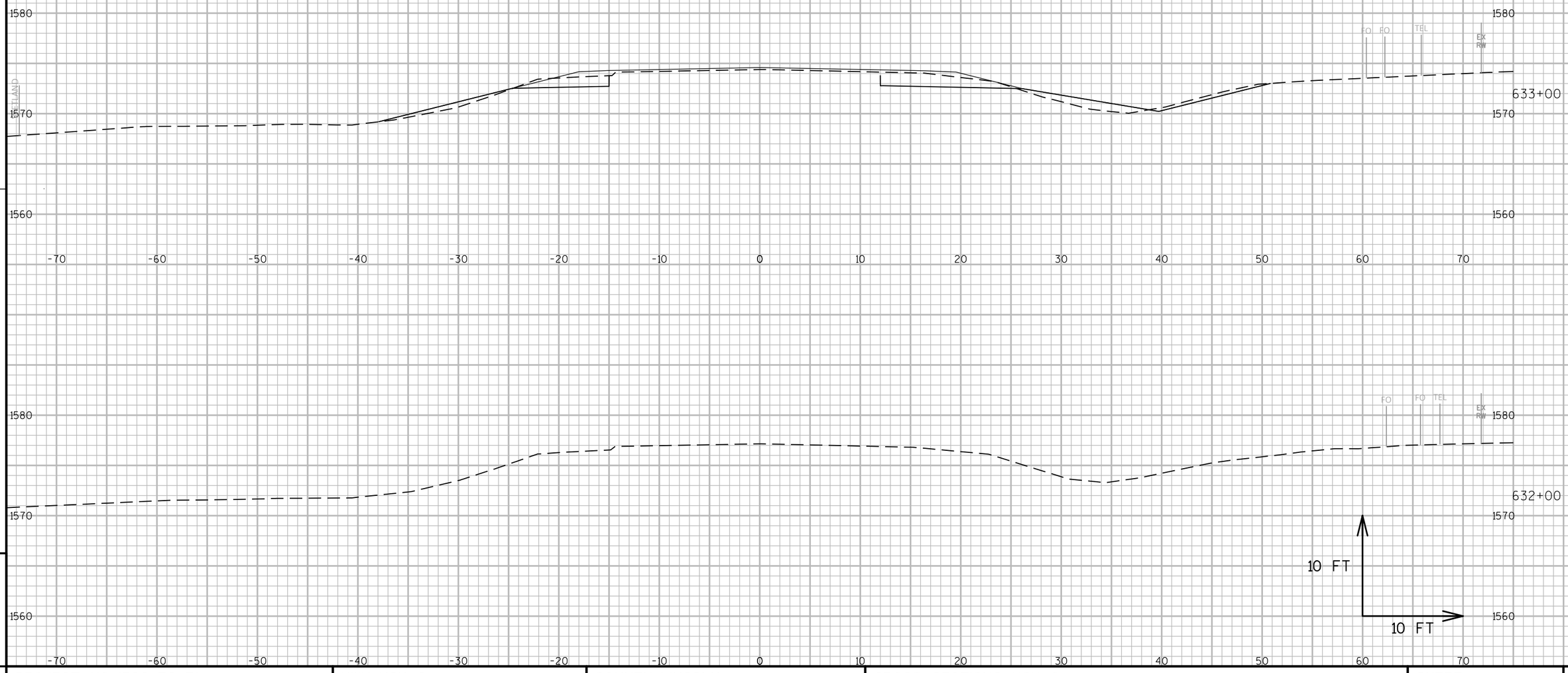
Notes:	
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2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
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STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)				
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
											1.00	1.30	1.50	0.10	
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 6	NOTE 8
775+00	77500.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
780+00	78000.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
781+00 + WILLOW	78100.00	100.00	16.30	0.00	0.00	0.00	47	0	12	0	47	16	0	0	31
781+25	78125.00	25.00	0.02	0.00	6.40	4.62	8	0	3	2	55	20	3	0	36
781+50	78150.00	25.00	0.00	0.00	7.17	5.84	0	0	6	5	55	27	11	1	28
782+00	78200.00	50.00	0.00	0.00	11.28	31.41	0	0	17	34	55	49	62	4	6
782+25 P8	78225.00	25.00	19.79	0.00	17.50	63.79	9	0	13	44	64	66	128	9	15
782+75	78275.00	75.00	0.00	0.00	16.22	86.74	18	0	42	168	82	104	314	21	-31
783+00	78300.00	25.00	0.00	0.00	9.30	61.02	0	0	12	68	82	120	416	28	-47
783+50	78350.00	50.00	0.00	0.00	0.00	0.00	0	0	9	57	82	131	501	33	-58
783+75	78375.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	82	131	501	33	-58
805+50	80550.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	82	131	501	33	-58
806+00	80600.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	82	131	501	33	-58
807+00	80700.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	82	131	501	33	-58
808+00	80800.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	82	131	501	33	-58
808+50	80850.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	82	131	501	33	-58
809+00 P10	80900.00	50.00	10.58	0.00	7.51	77.56	10	0	7	72	92	140	609	41	-57
809+10	80910.00	10.00	10.54	0.00	3.74	0.00	4	0	2	14	96	143	630	42	-56
809+50	80950.00	40.00	0.00	0.00	0.00	73.06	8	0	3	54	104	147	711	47	-52
810+00	81000.00	50.00	0.00	0.00	0.00	5.42	0	0	0	73	104	147	821	55	-52
811+00	81100.00	100.00	0.00	0.00	0.00	0.00	0	0	0	10	104	147	836	56	-52
812+00	81200.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	104	147	836	56	-52
817+00	81700.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	104	147	836	56	-52
818+50	81850.00	150.00	12.09	0.00	3.83	0.00	34	0	11	0	138	161	836	56	-32
819+00	81900.00	50.00	11.88	0.00	1.20	0.00	22	0	5	0	160	168	836	56	-17
819+55	81955.00	55.00	18.18	0.00	15.32	0.00	31	0	17	0	191	190	836	56	-8
820+00	82000.00	45.00	16.67	0.00	1.83	0.00	29	0	14	0	220	208	836	56	3
821+00	82100.00	100.00	14.49	0.00	6.67	0.00	58	0	16	0	278	229	836	56	40
821+60 CTH T	82160.00	60.00	16.07	0.00	1.72	0.00	34	0	9	0	312	229	836	56	74
822+00	82200.00	100.00	10.00	0.00	4.41	0.00	48	0	11	0	360	243	836	56	108
823+00	82300.00	100.00	0.00	0.00	0.00	0.00	19	0	8	0	379	254	836	56	117
824+00	82400.00	100.00	0.00	0.00	0.00	0.00	0	0	0	0	379	254	836	56	117

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
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MATCH 633+50 LT

MATCH 633+00 RT



9

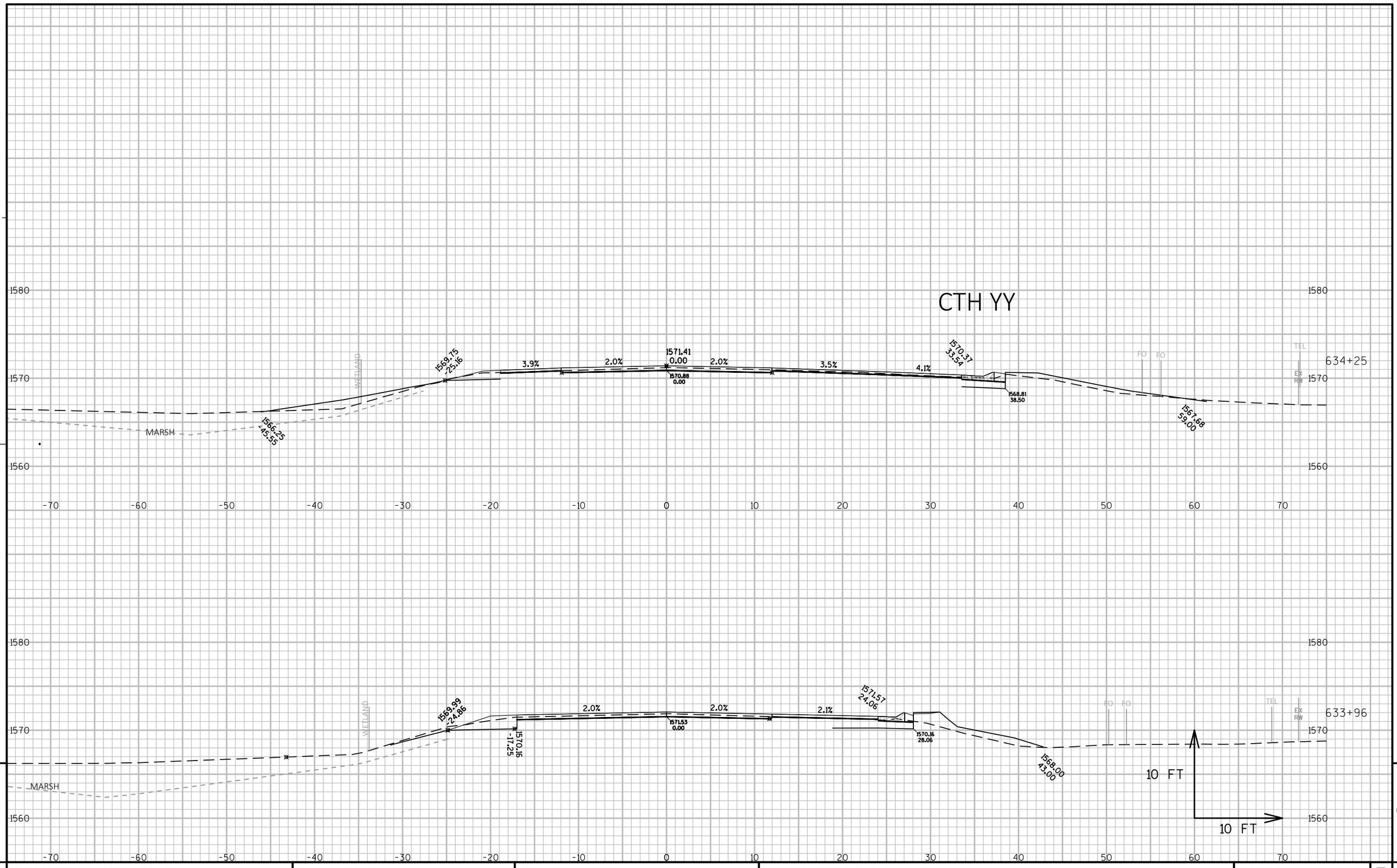
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 138	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09051 - XS

PLOT DATE : 10/24/2022 9:22 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

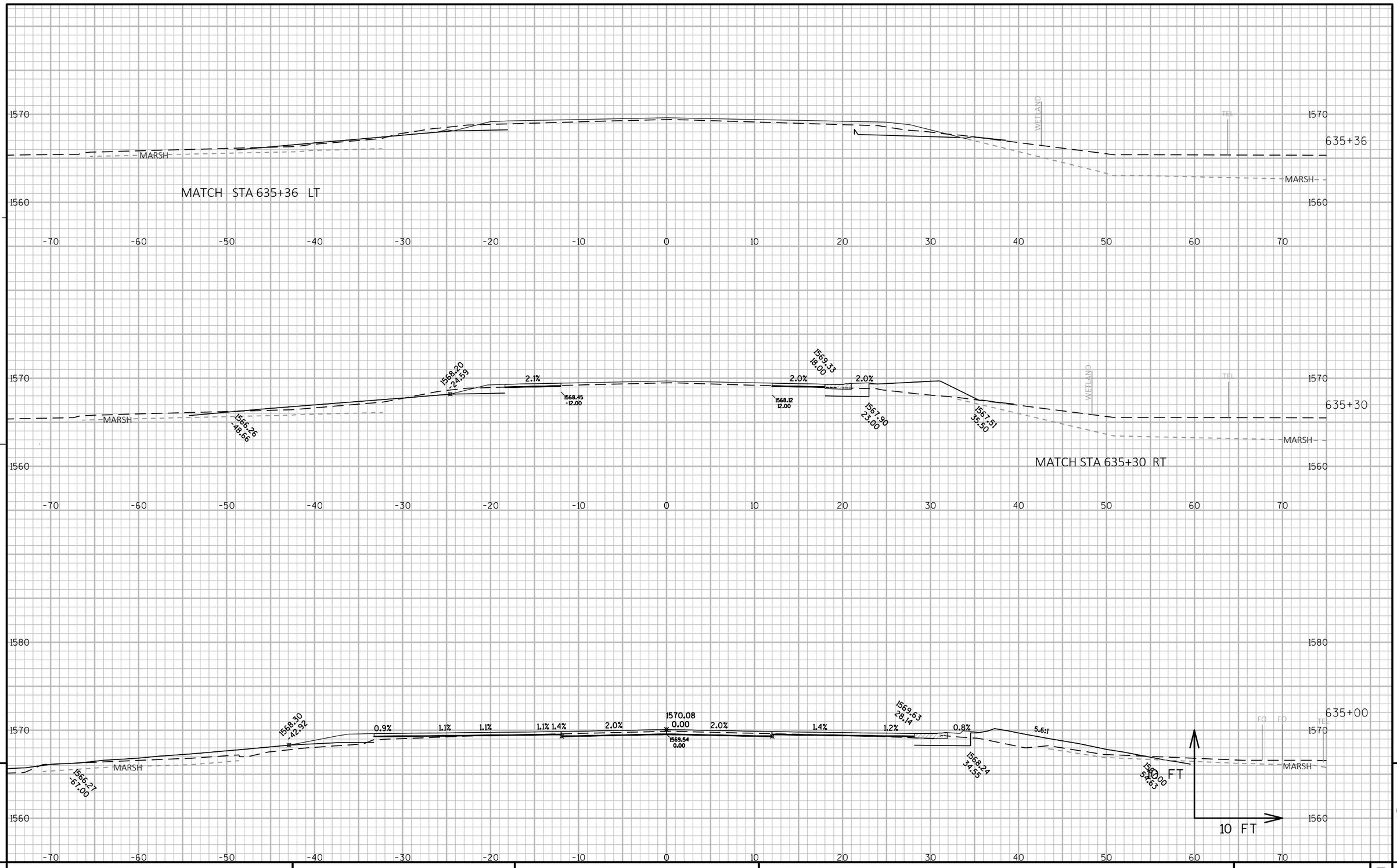


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 139	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09052 - XS

PLOT DATE : 10/24/2022 9:23 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

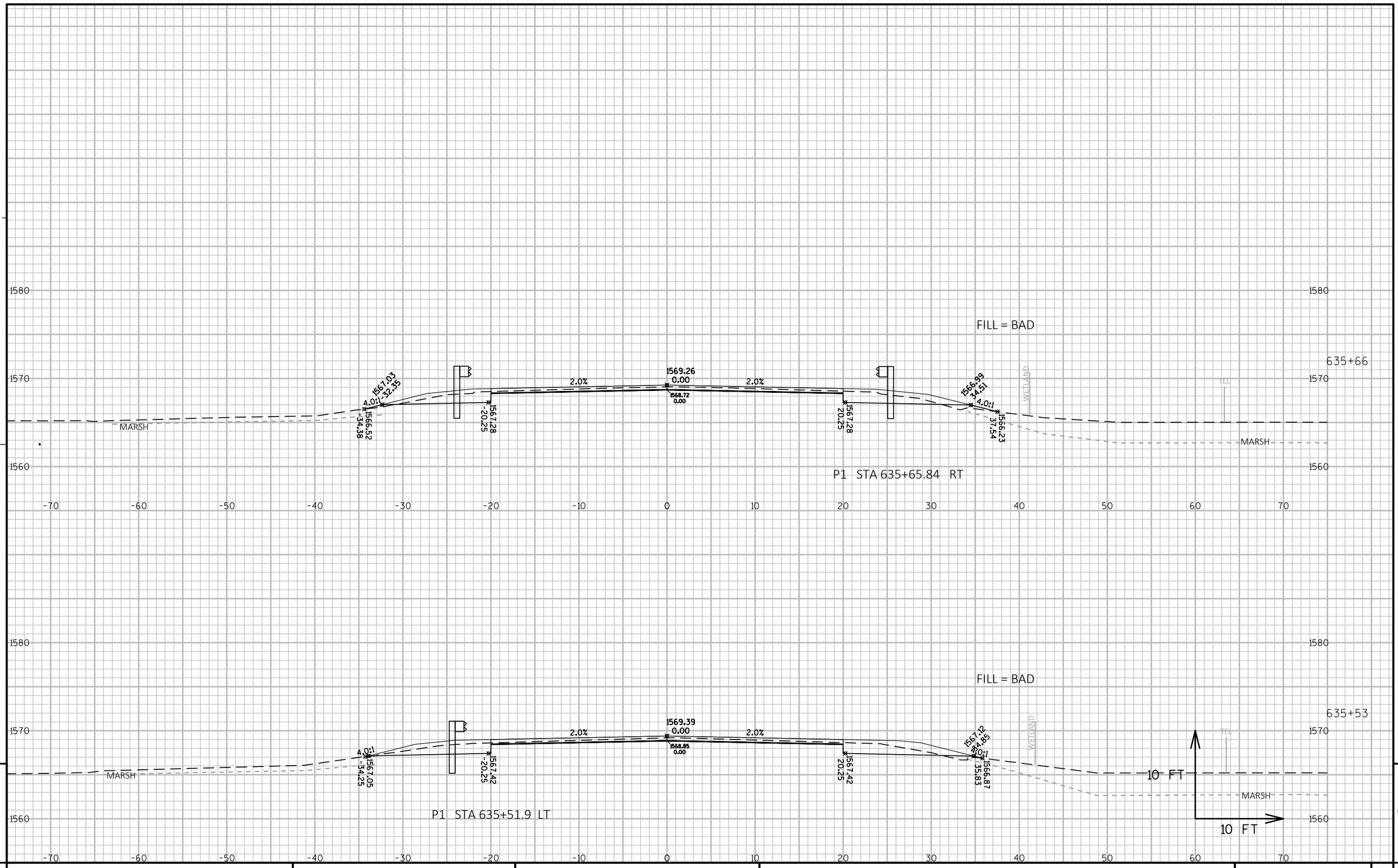
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 140	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09053 - XS

PLOT DATE : 10/26/2022 11:52 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

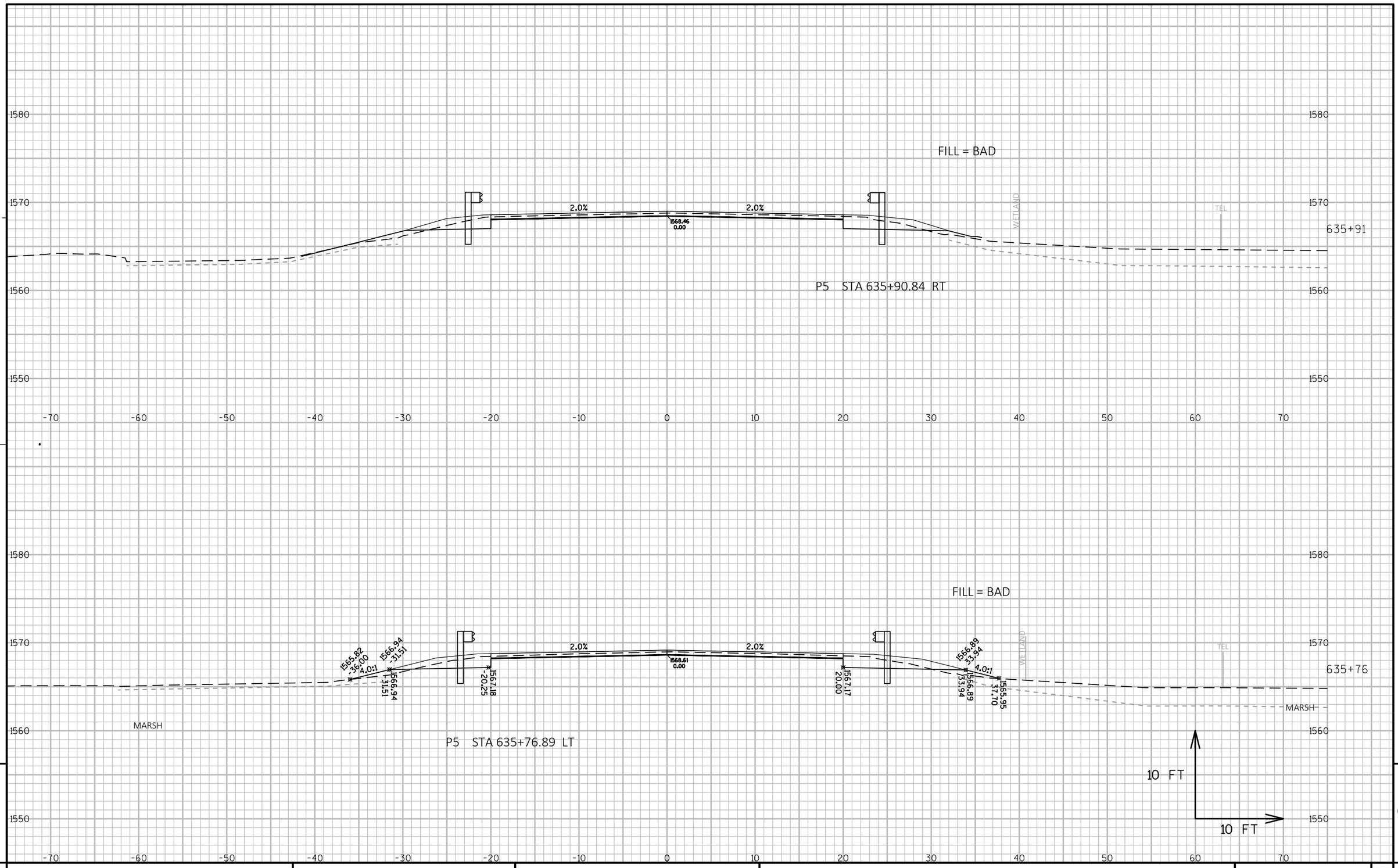


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 141	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09054 - XS

PLOT DATE : 10/26/2022 11:53 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

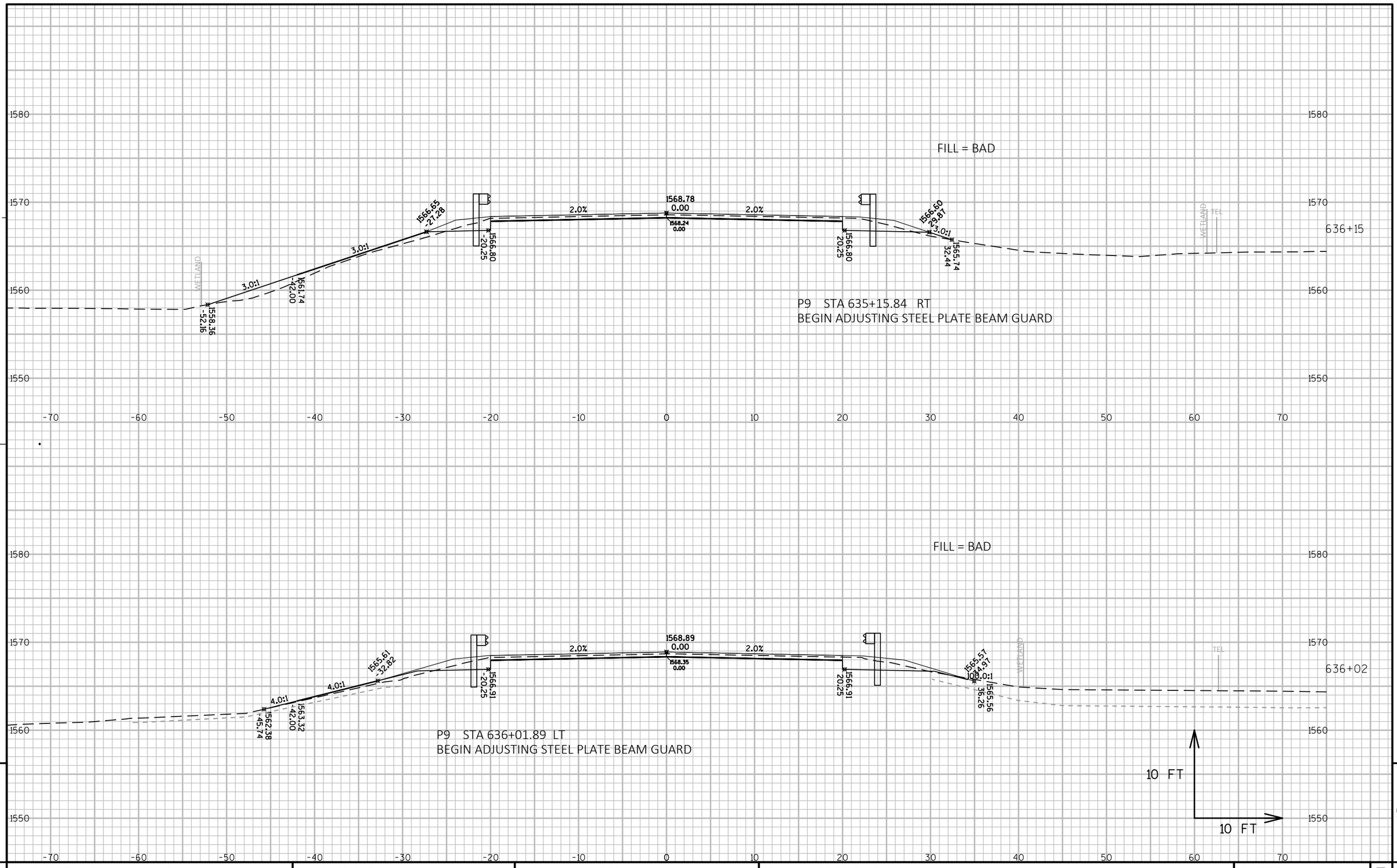


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 142	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09055 - XS

PLOT DATE : 10/26/2022 11:53 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

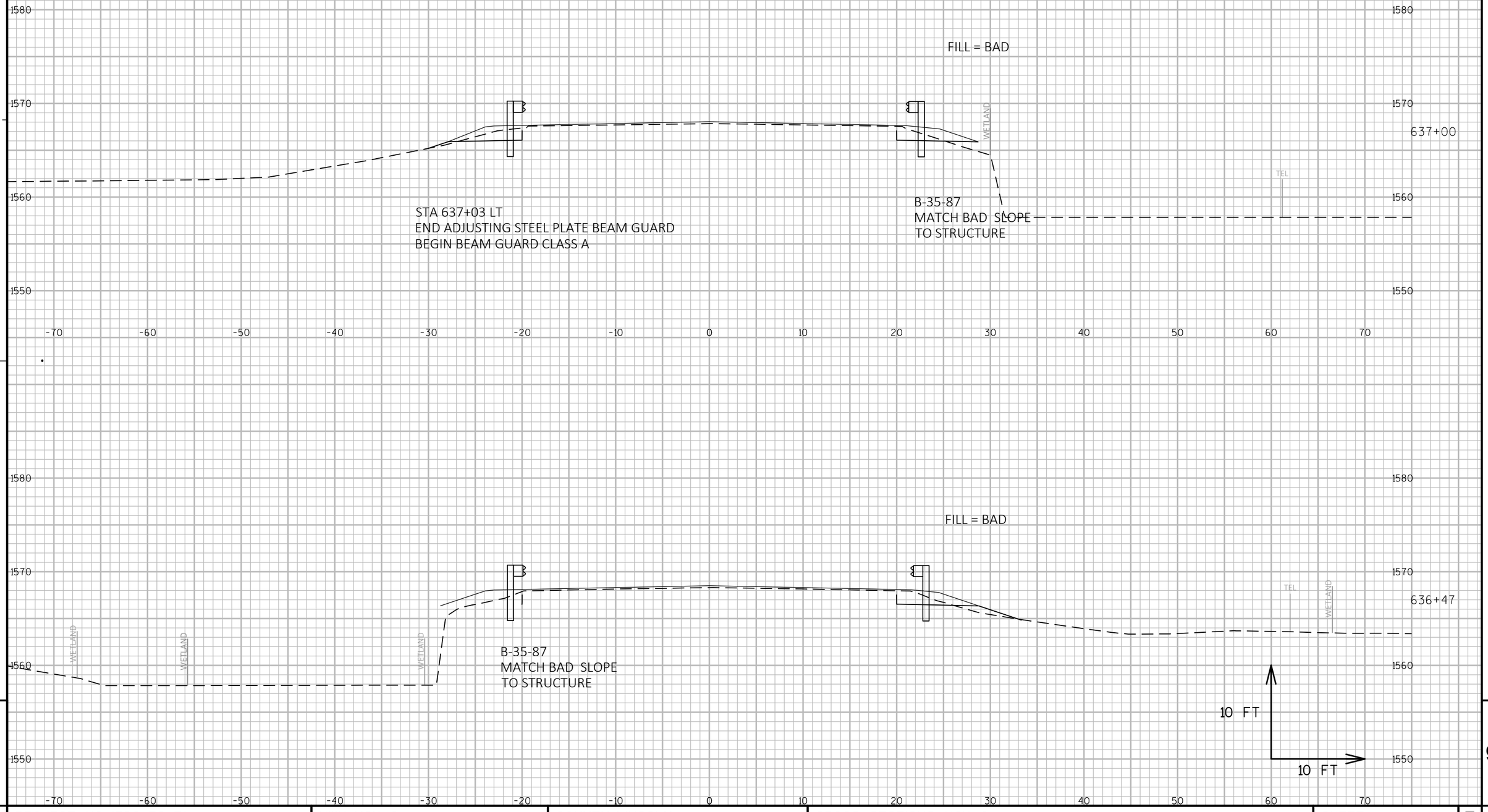
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 143	E



9

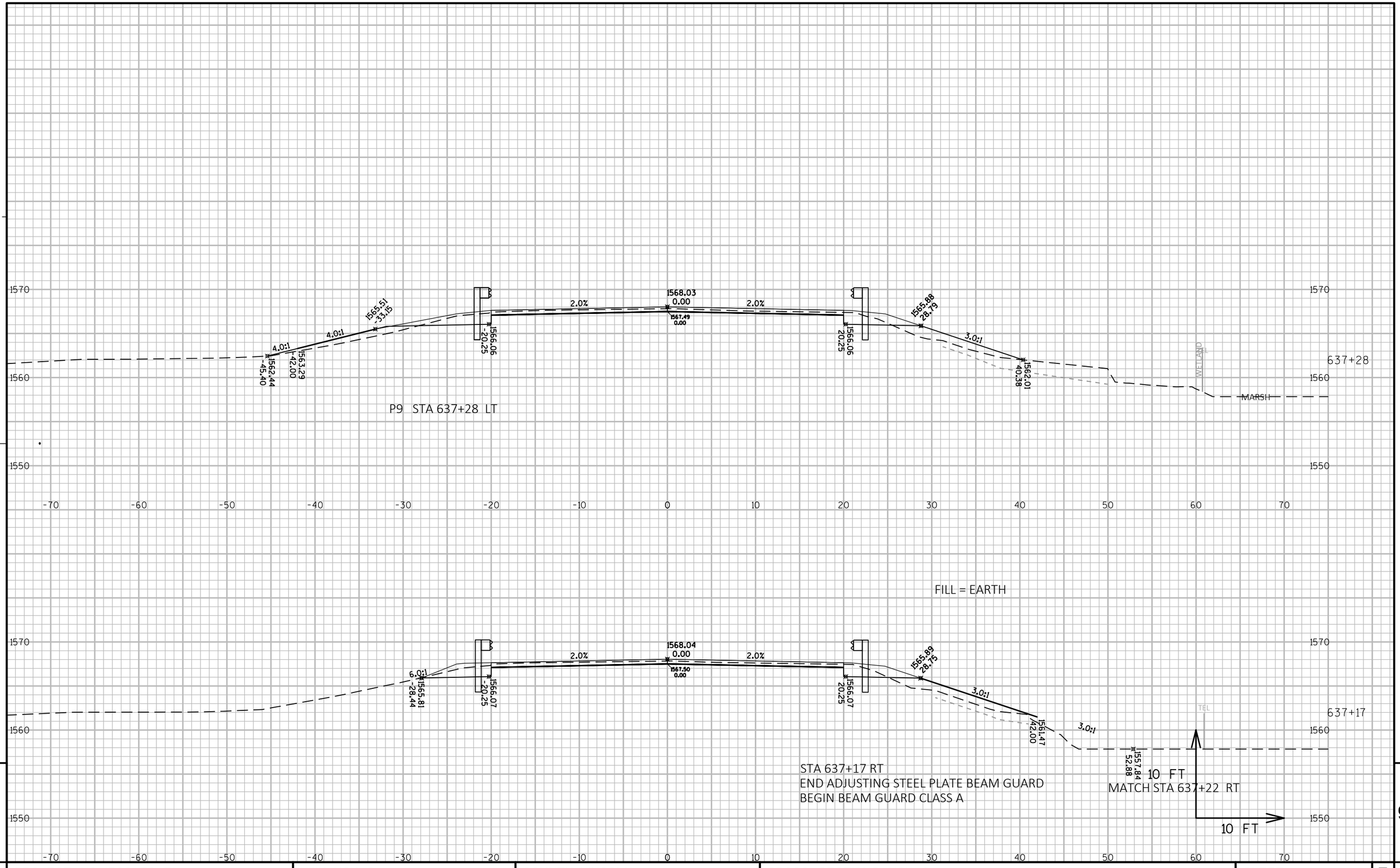
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 144	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09057 - XS

PLOT DATE : 10/26/2022 11:54 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

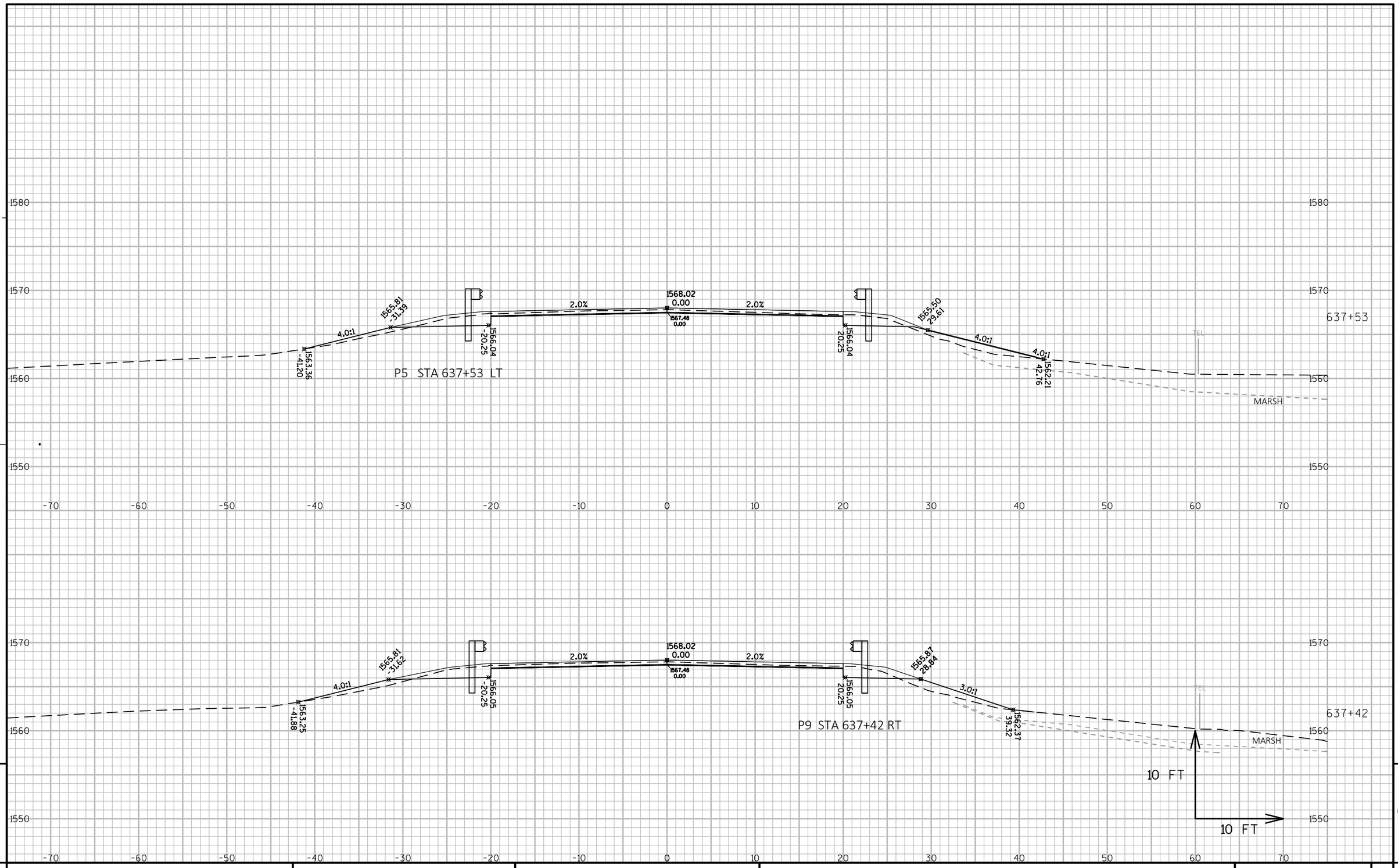


9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 145	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090522 - XS
PLOT DATE : 10/26/2022 11:54 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF
WISDOT/CADDS SHEET 49

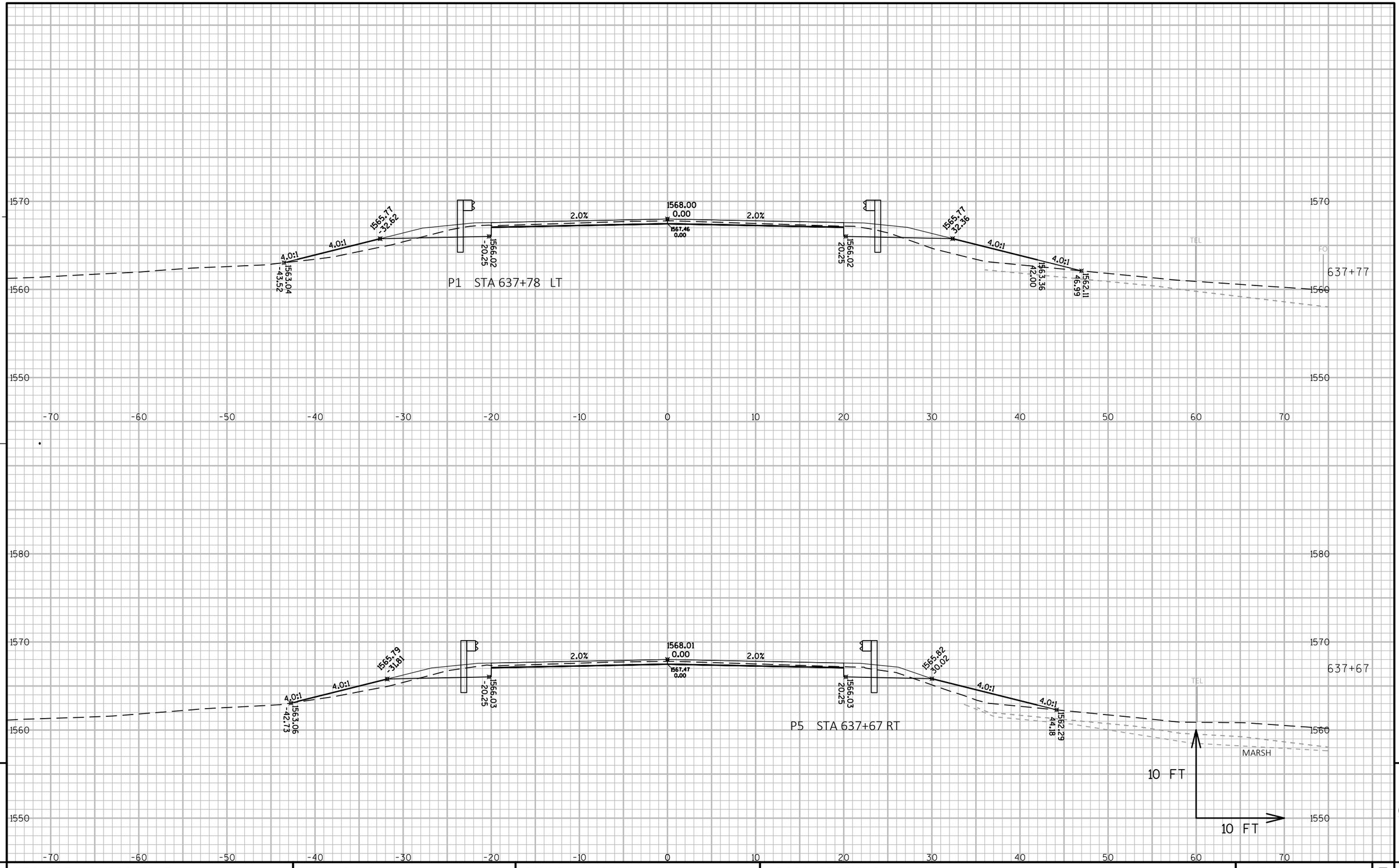


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 146	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090523 - XS

PLOT DATE : 10/24/2022 9:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

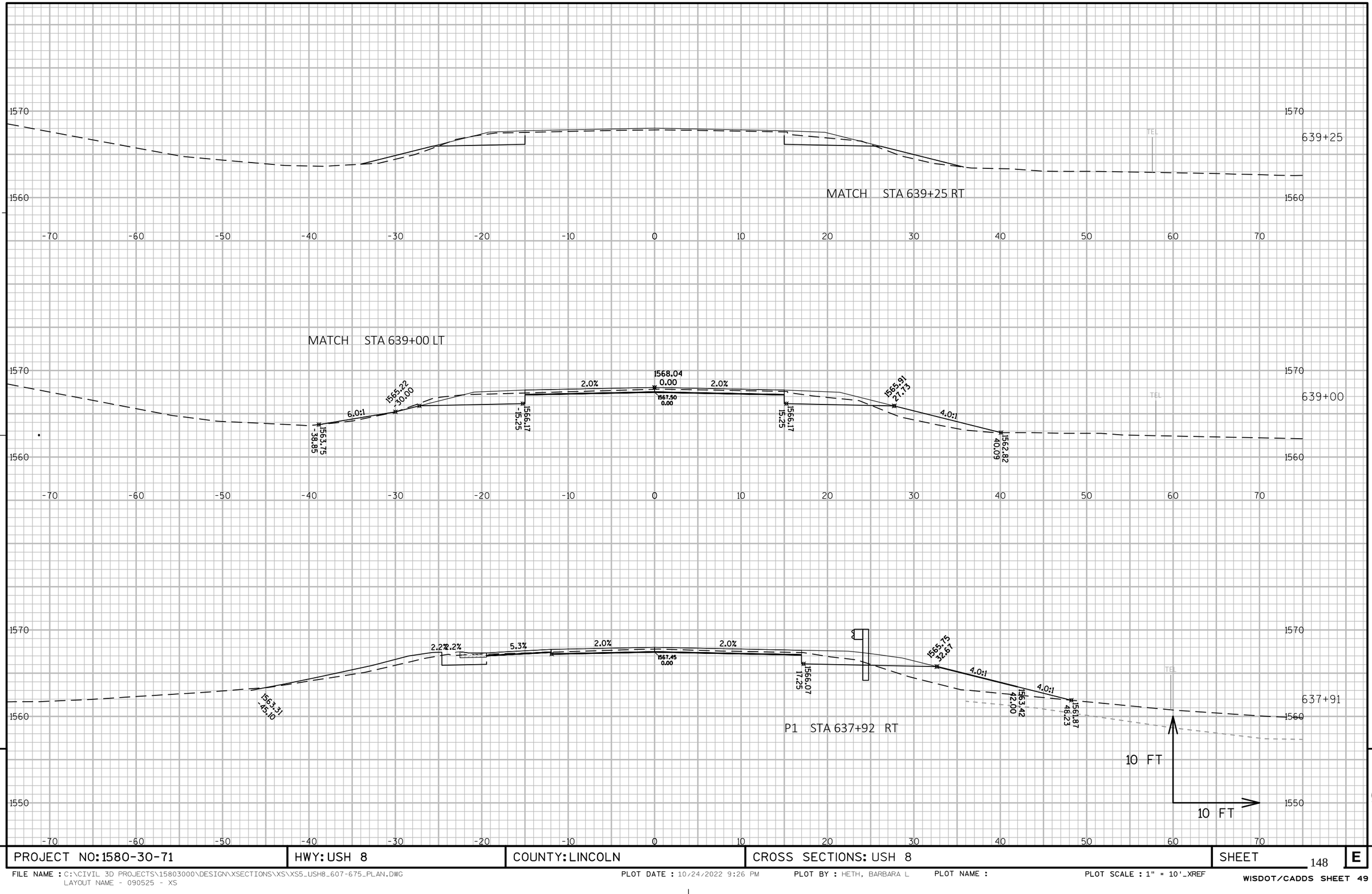


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 147	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090524 - XS

PLOT DATE : 10/24/2022 9:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

9

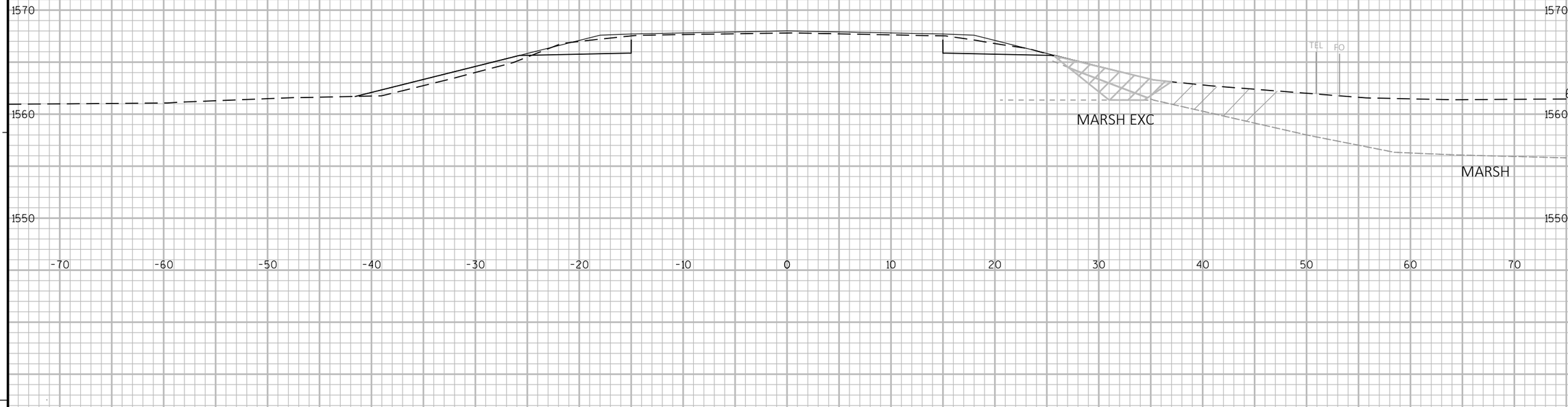
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8	SHEET 148	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090525 - XS

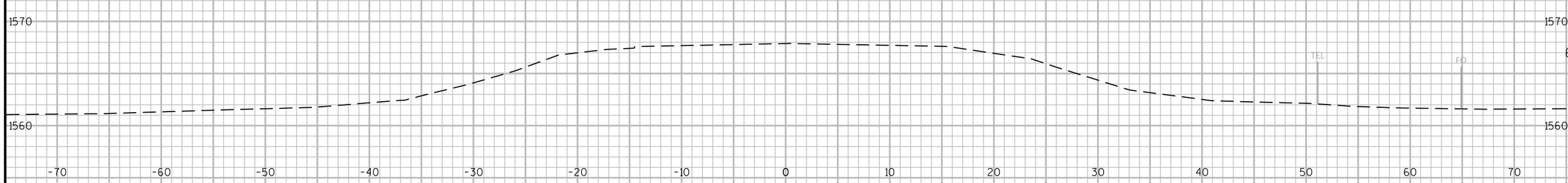
PLOT DATE : 10/24/2022 9:26 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

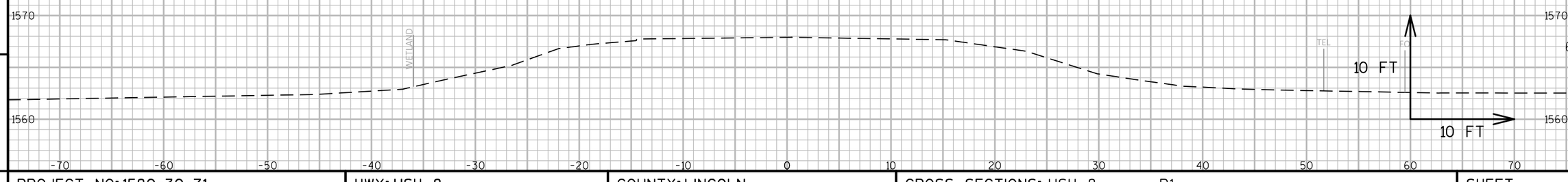
WISDOT/CADDS SHEET 49

644+75 LT MATCH



644+75 RT MATCH





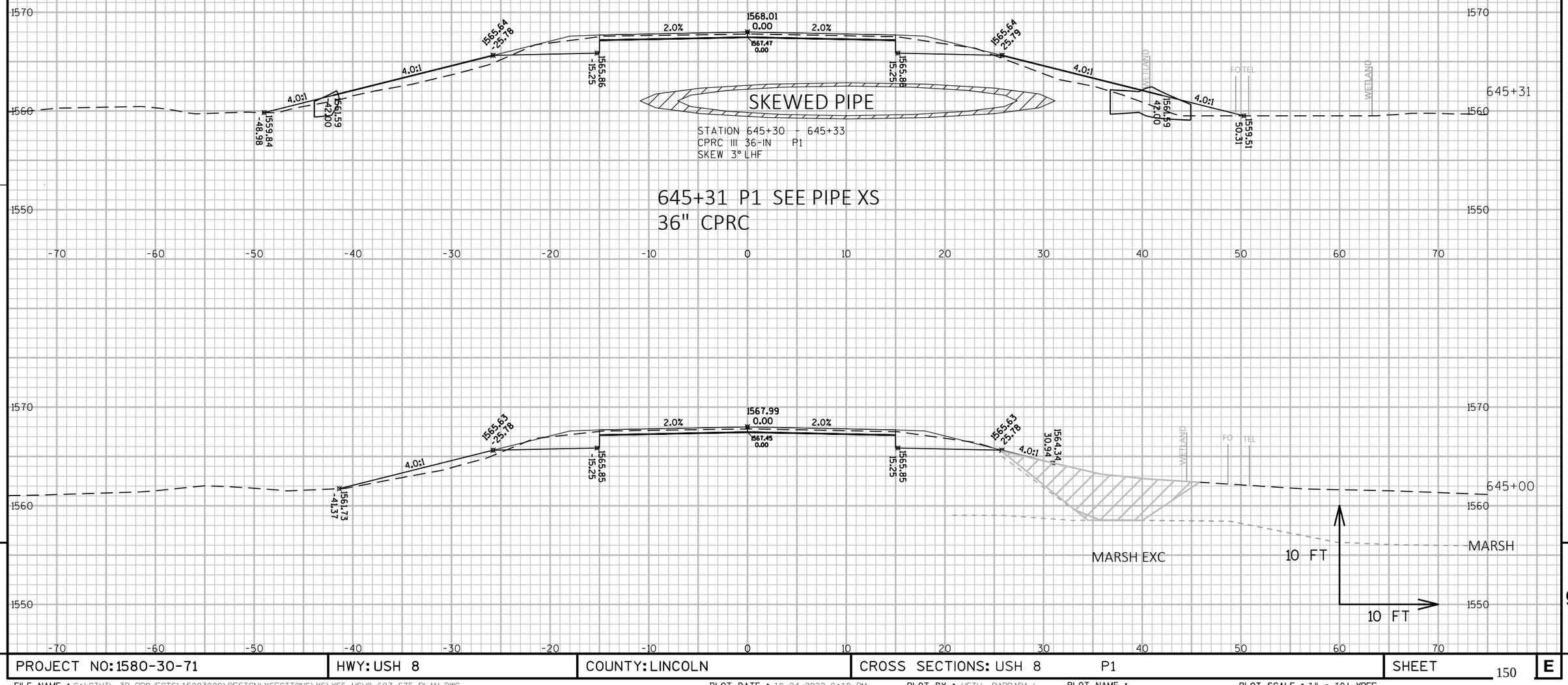
9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P1	SHEET 149	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090527 - XS

PLOT DATE : 10/24/2022 7:47 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF



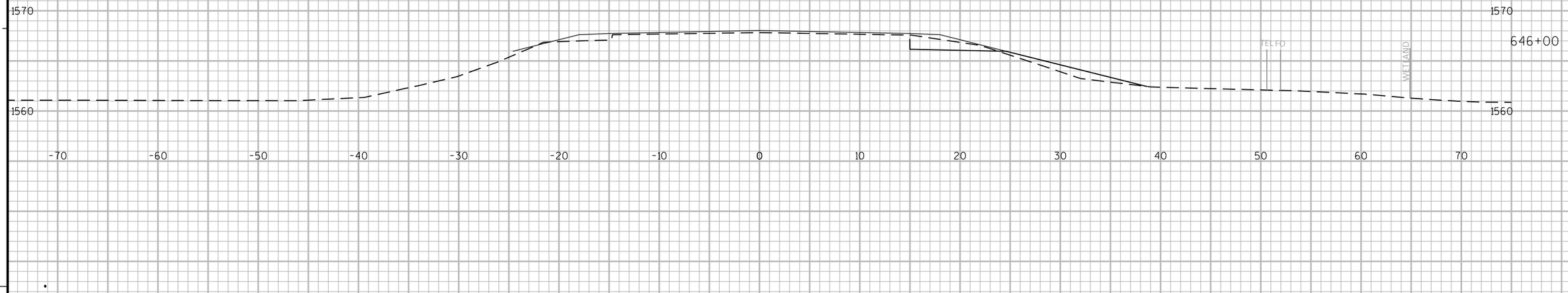
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P1	SHEET 150	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090528 - XS

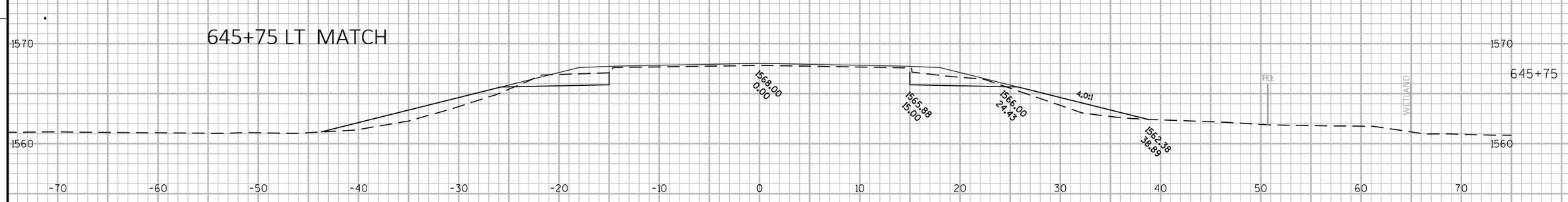
PLOT DATE : 10/24/2022 8:10 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

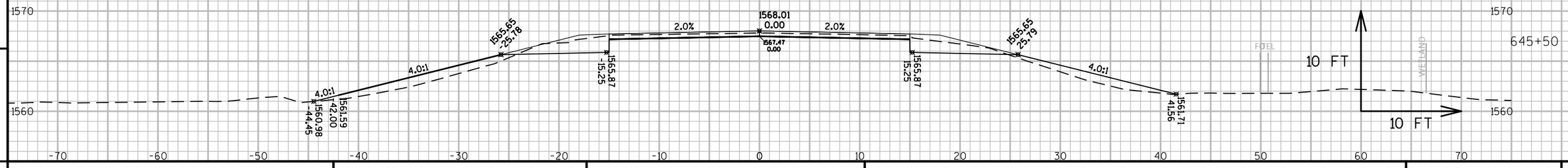
WISDOT/CADDS SHEET 49

645+00 RT MATCH



645+75 LT MATCH





9

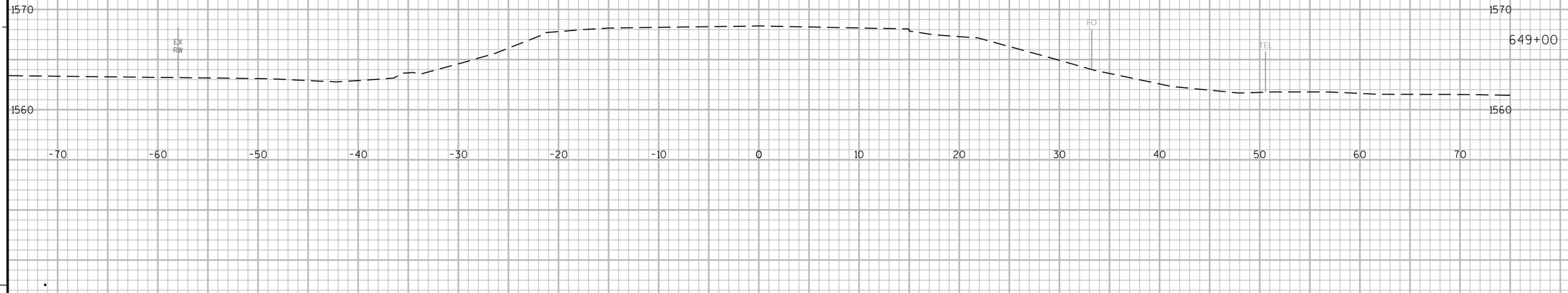
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P1	SHEET 151	E

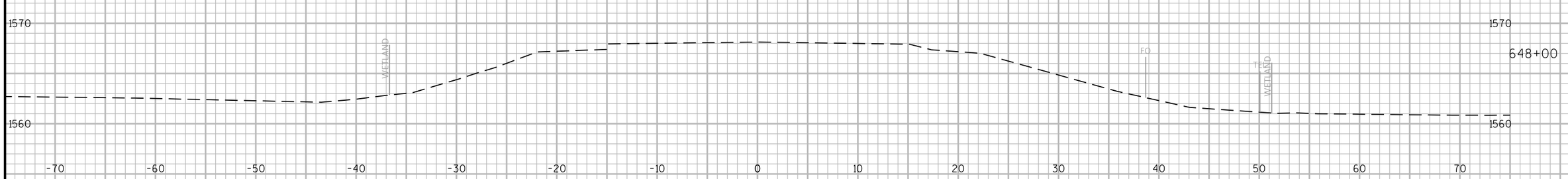
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090529 - XS

PLOT DATE : 10/24/2022 8:11 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

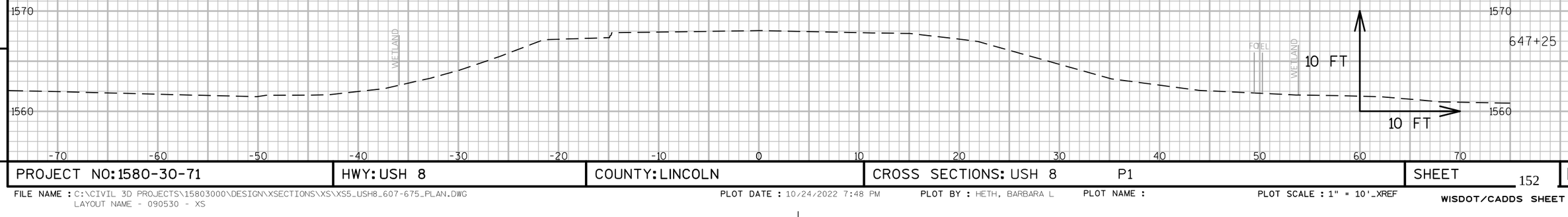
649+00



648+00



647+25



9

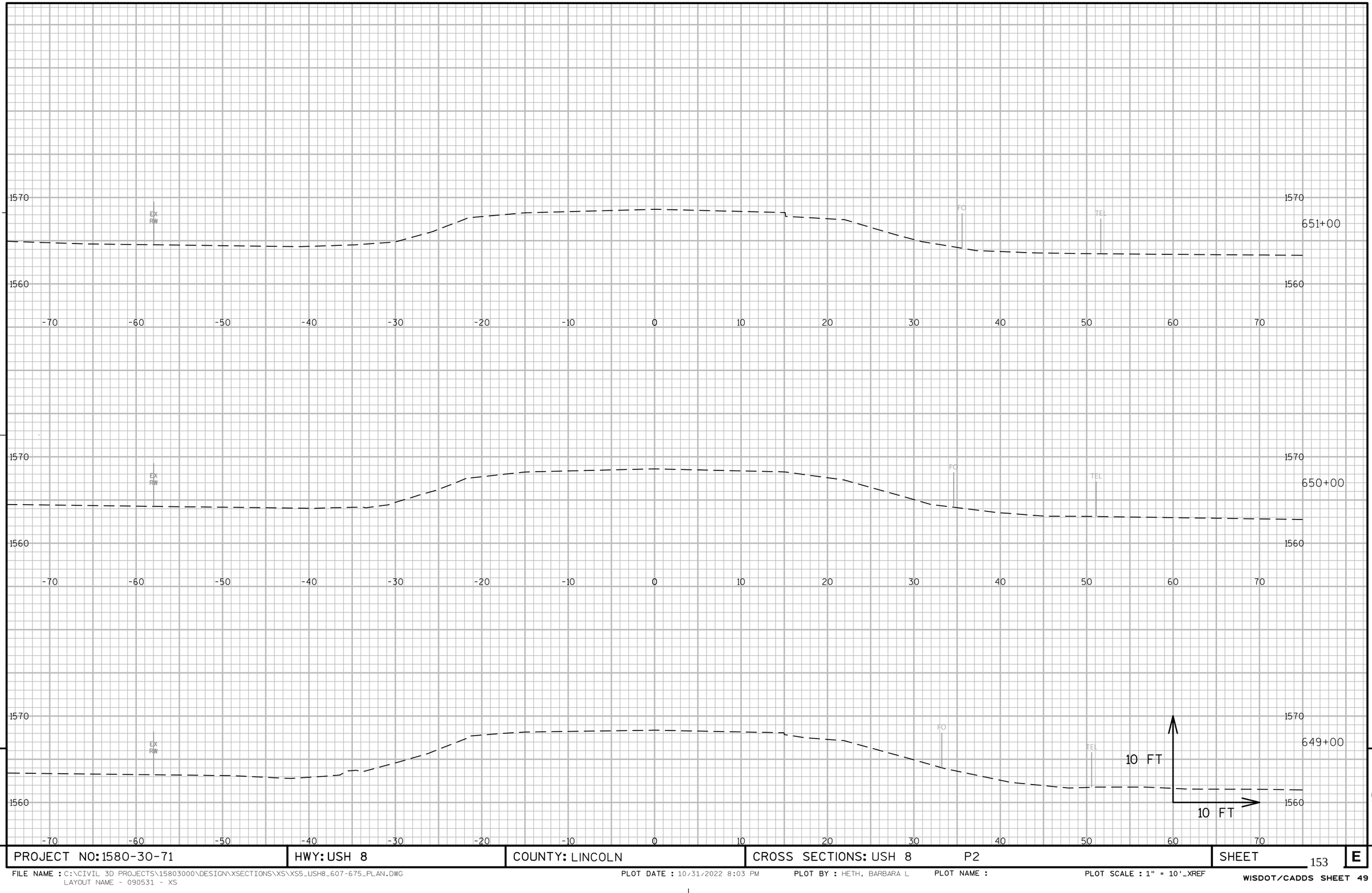
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P1	SHEET 152	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090530 - XS

PLOT DATE : 10/24/2022 7:48 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

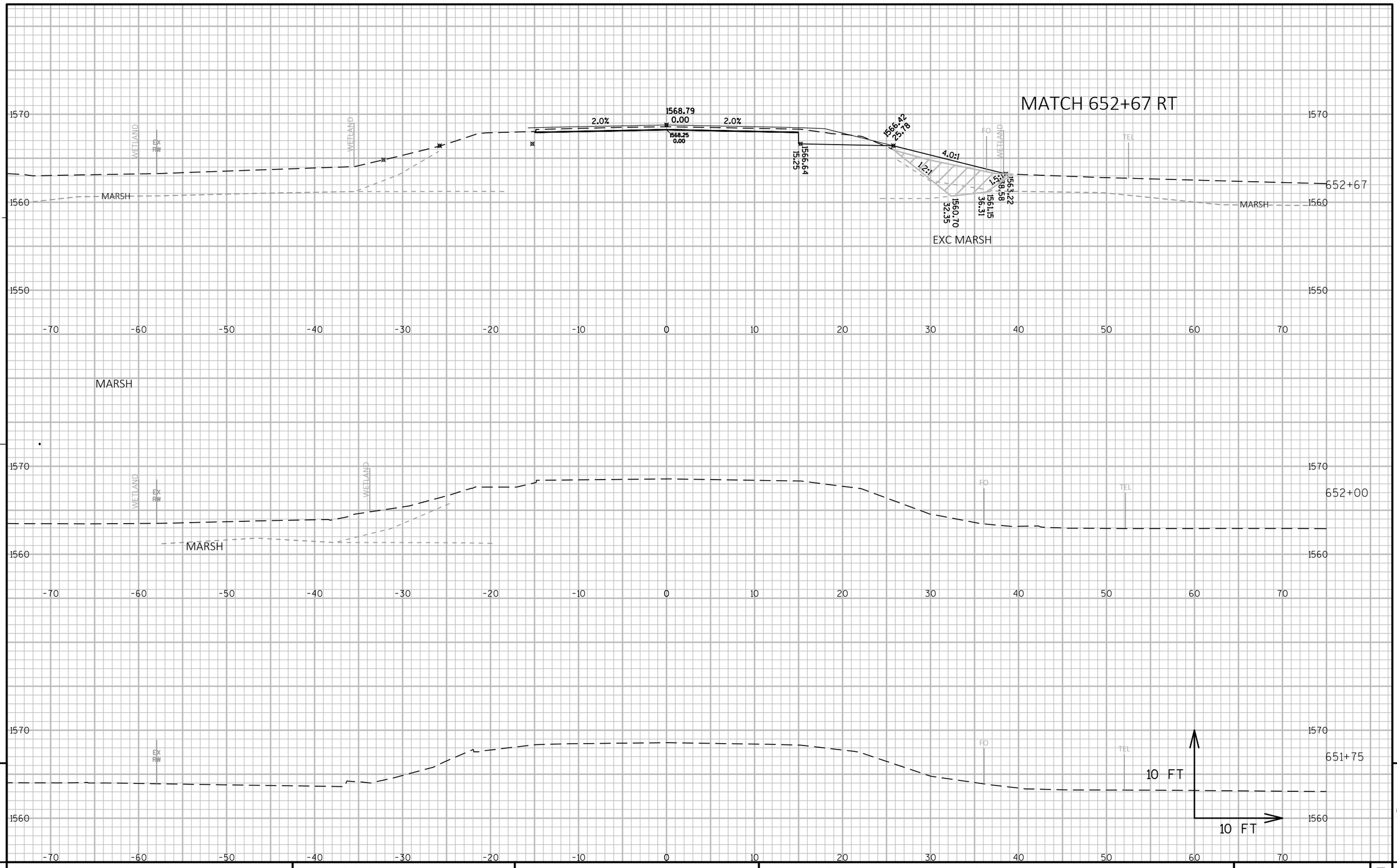


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P2	SHEET 153	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090531 - XS

PLOT DATE : 10/31/2022 8:03 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

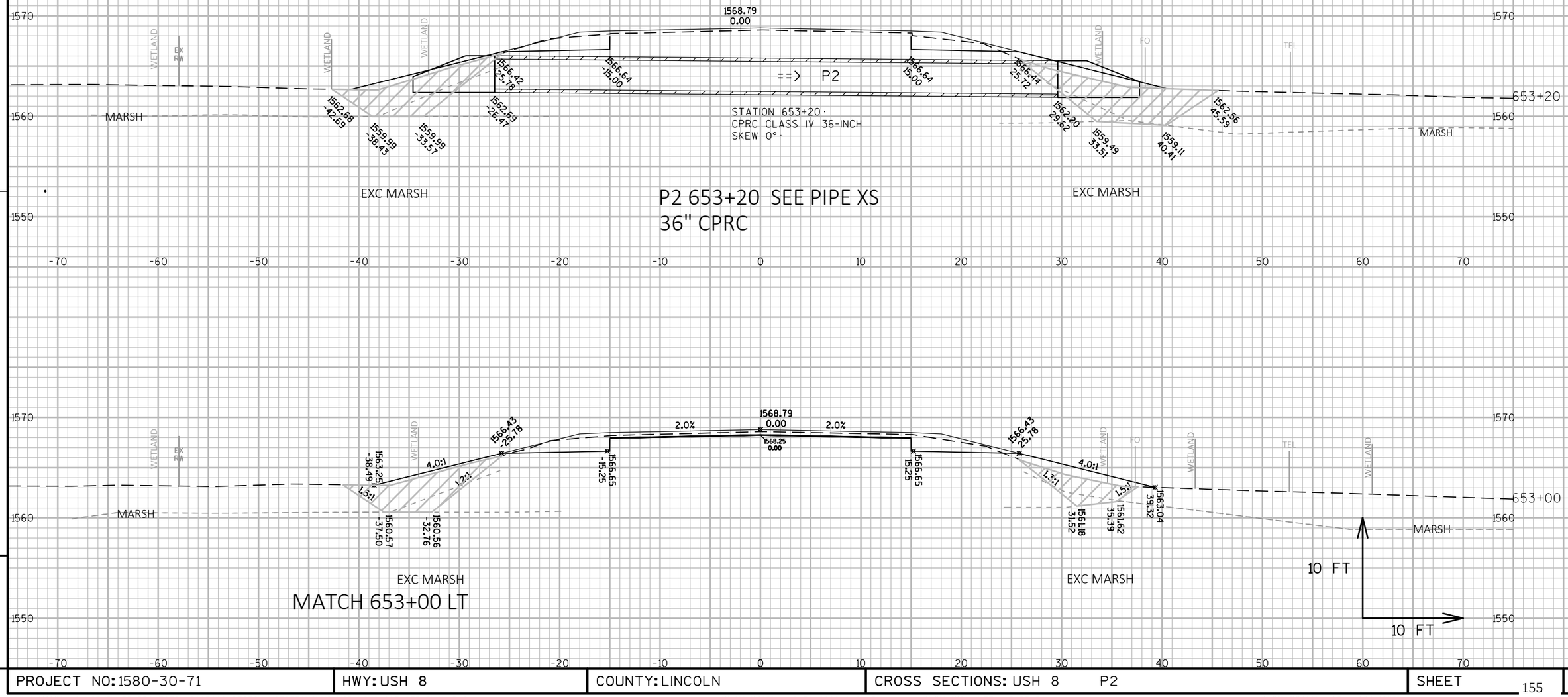
WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P2	SHEET 154	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090532 - XS

PLOT DATE : 10/31/2022 8:03 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF



9

9

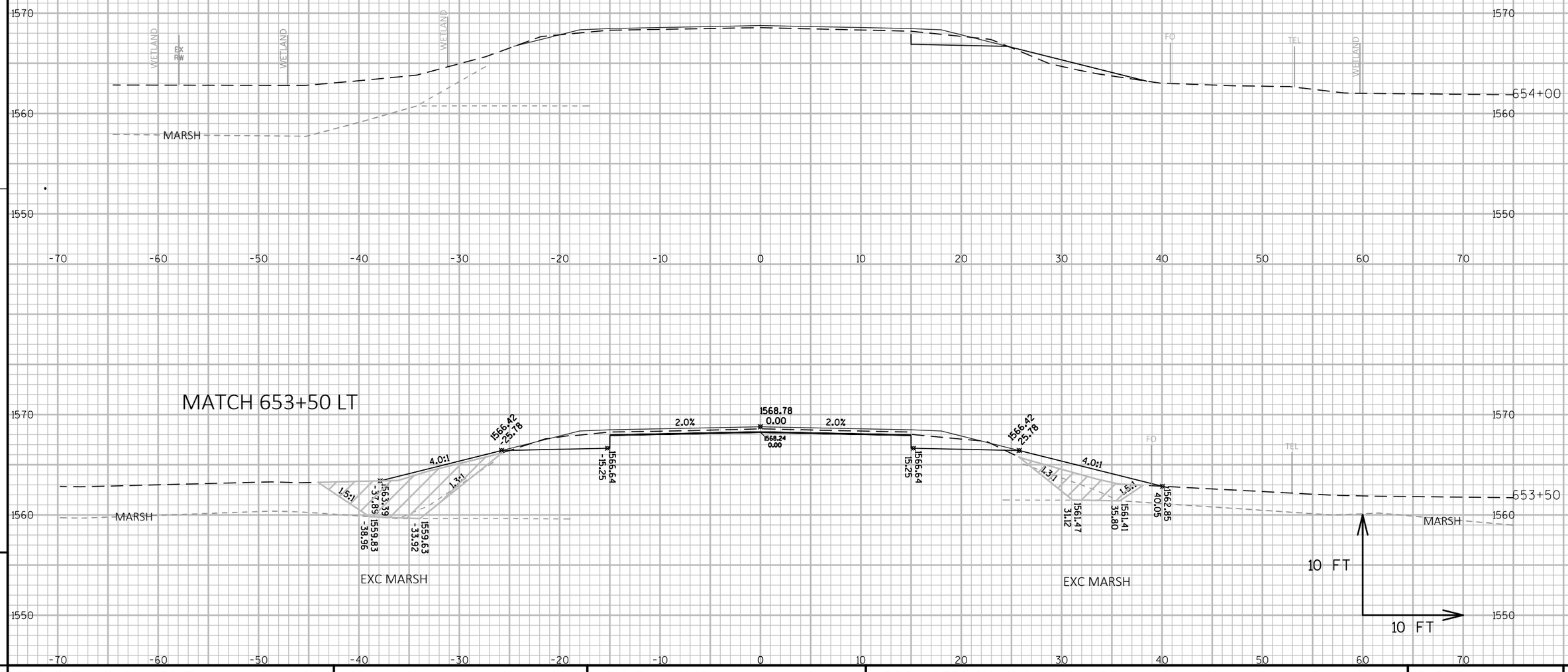
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P2	SHEET 155	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090533 - XS

PLOT DATE : 10/31/2022 8:04 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

MATCH 654+00 RT



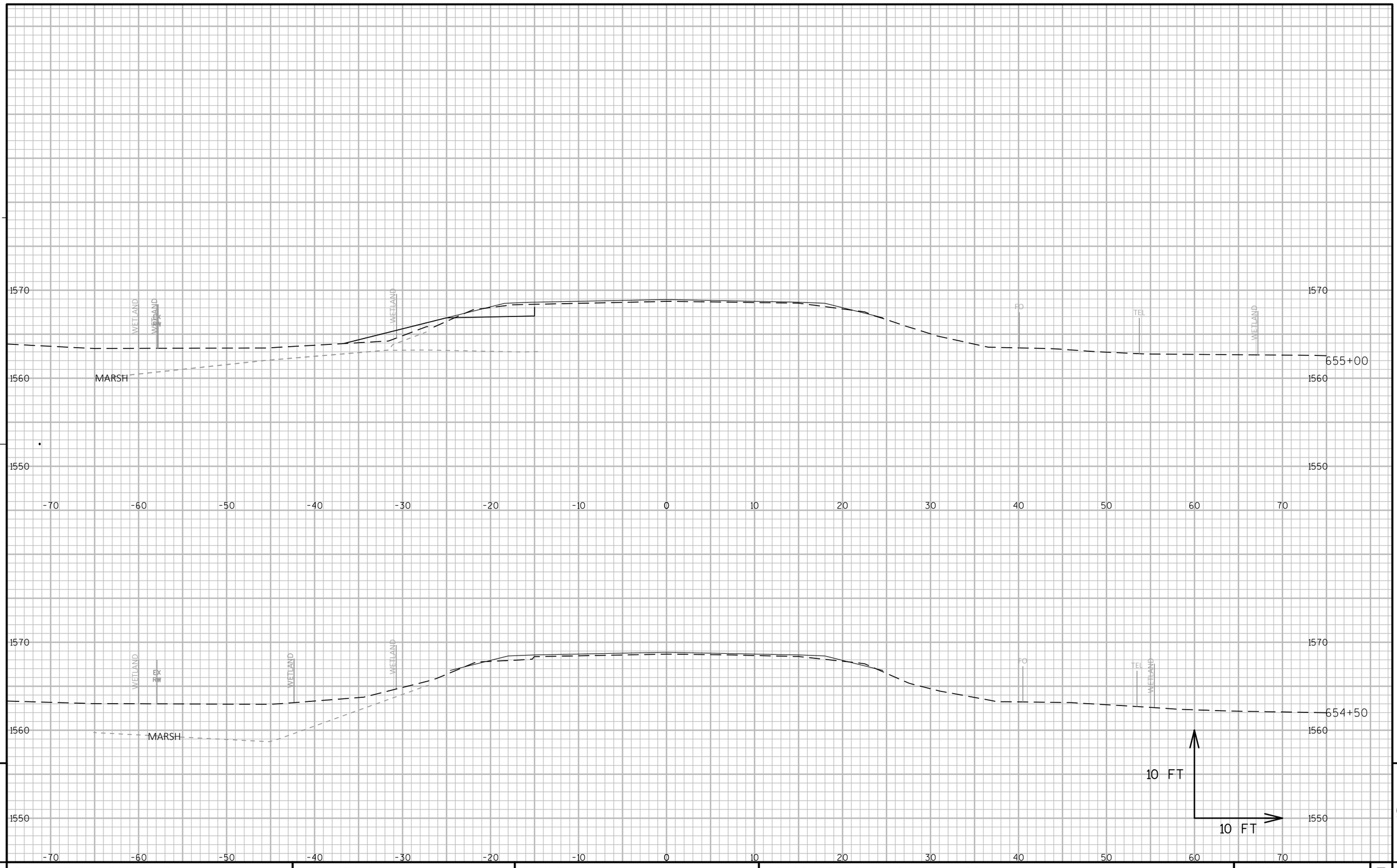
MATCH 653+50 LT

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P2	SHEET 156	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090534 - XS

PLOT DATE : 10/31/2022 8:04 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

9

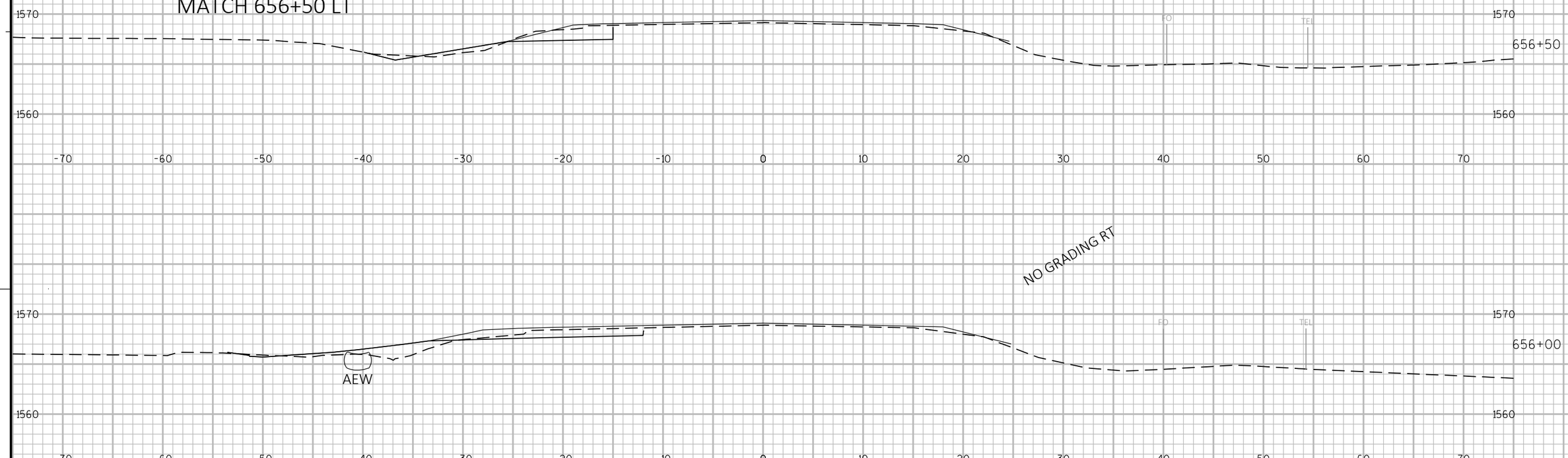
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P2	SHEET 157	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090535 - XS

PLOT DATE : 10/31/2022 8:05 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

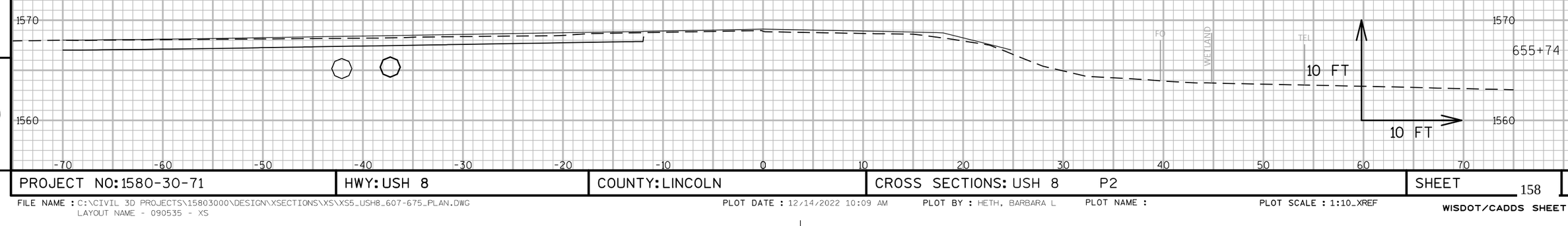
MATCH 656+50 LT



NO GRADING RT

STA 655+74 LT SHORT RD

NO GRADING RT



9

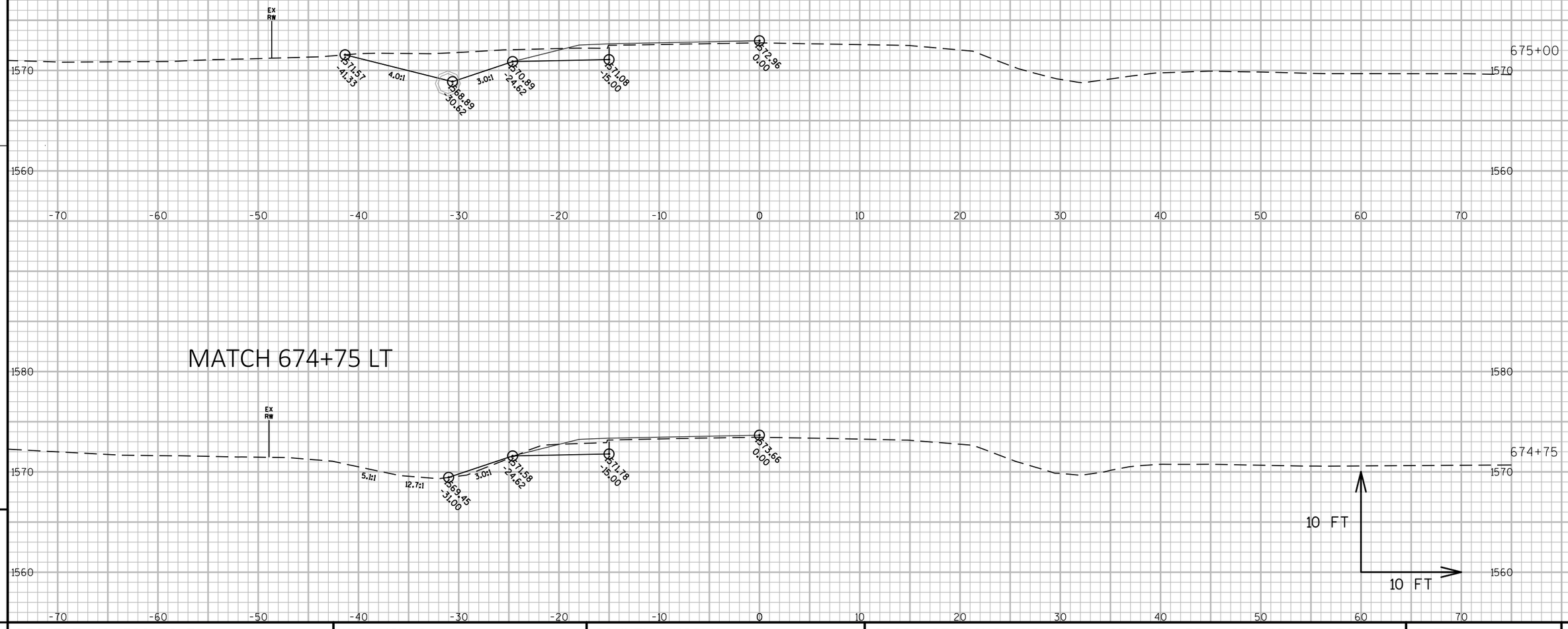
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P2	SHEET 158	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090535 - XS

PLOT DATE : 12/14/2022 10:09 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

STA 675+00 LT REMOVE PE



MATCH 674+75 LT

9

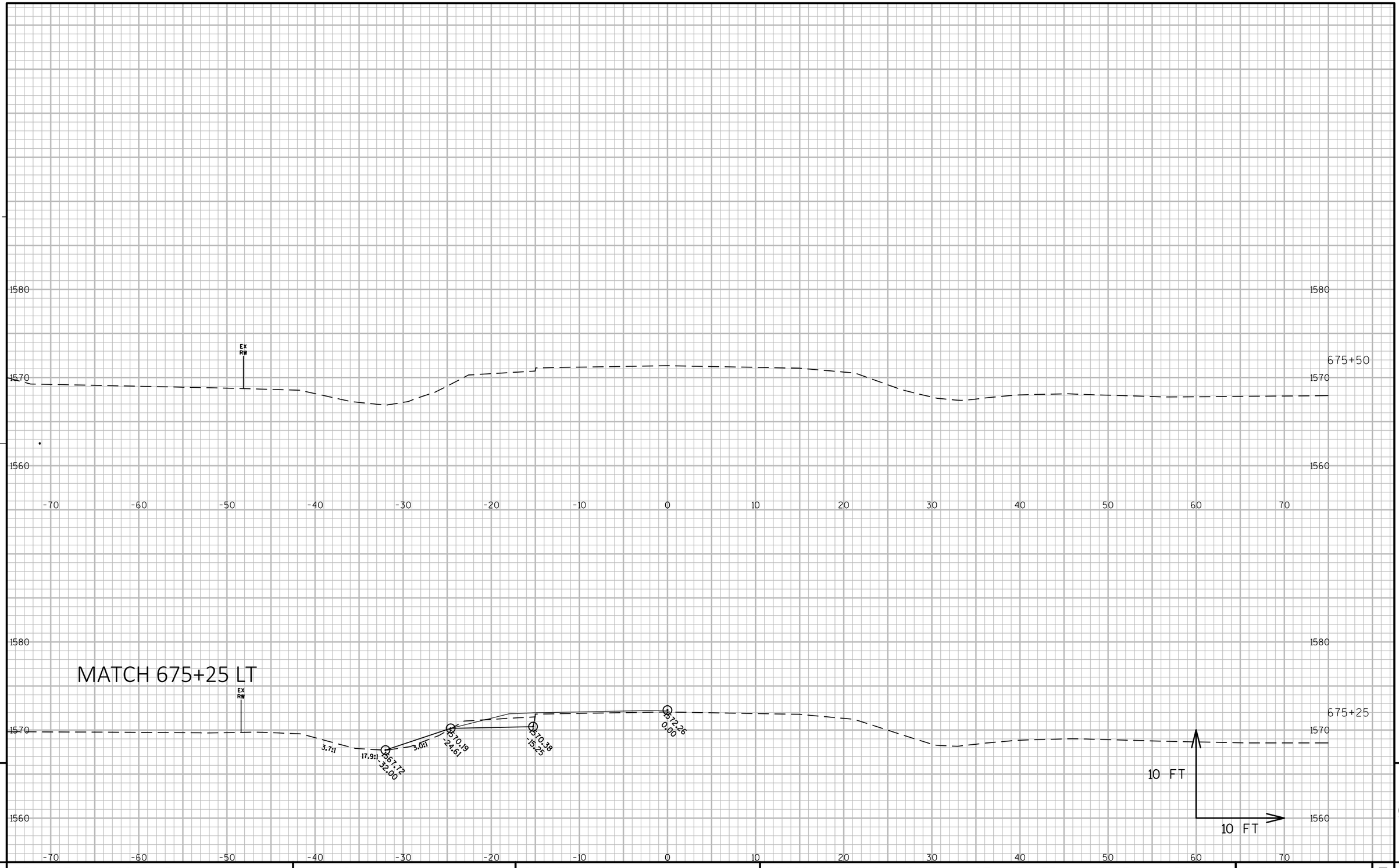
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 674+75 - 675+25 COR6	SHEET 159	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090601 - XS

PLOT DATE : 10/19/2022 6:40 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 674+75 - 675+25 COR6	SHEET 160	E

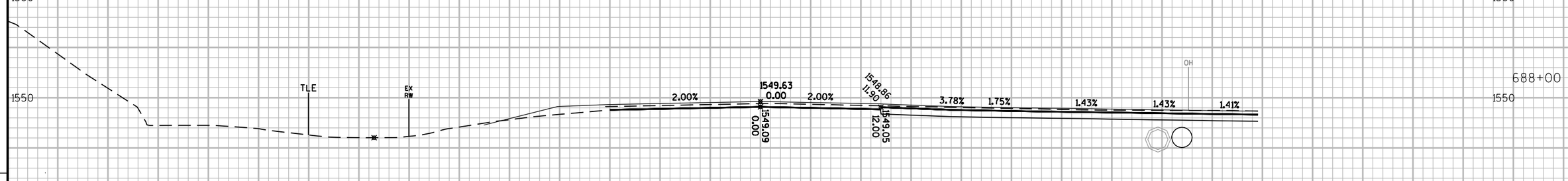
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090602 - XS

PLOT DATE : 10/19/2022 6:40 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

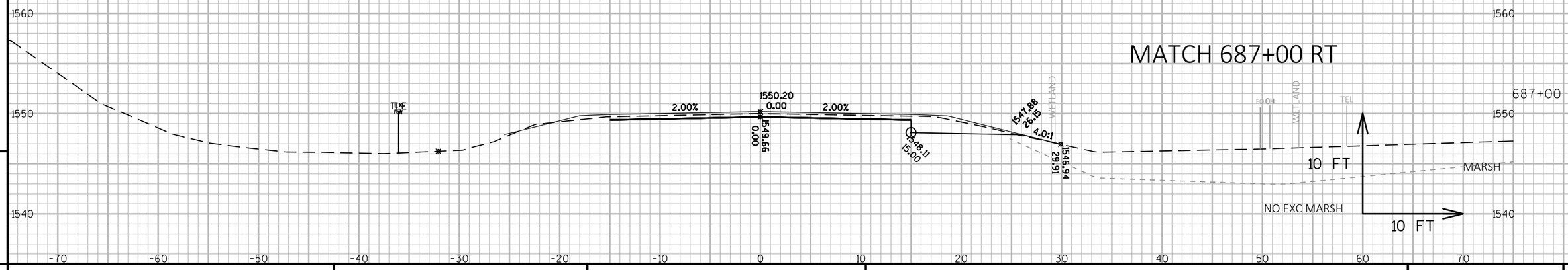
WISDOT/CADDS SHEET 49

STA 688+09 RT
W CIRCLE DR
CONSTRUCT INTERSECTION

MATCH 688+25 LT



MATCH 687+00 RT



9

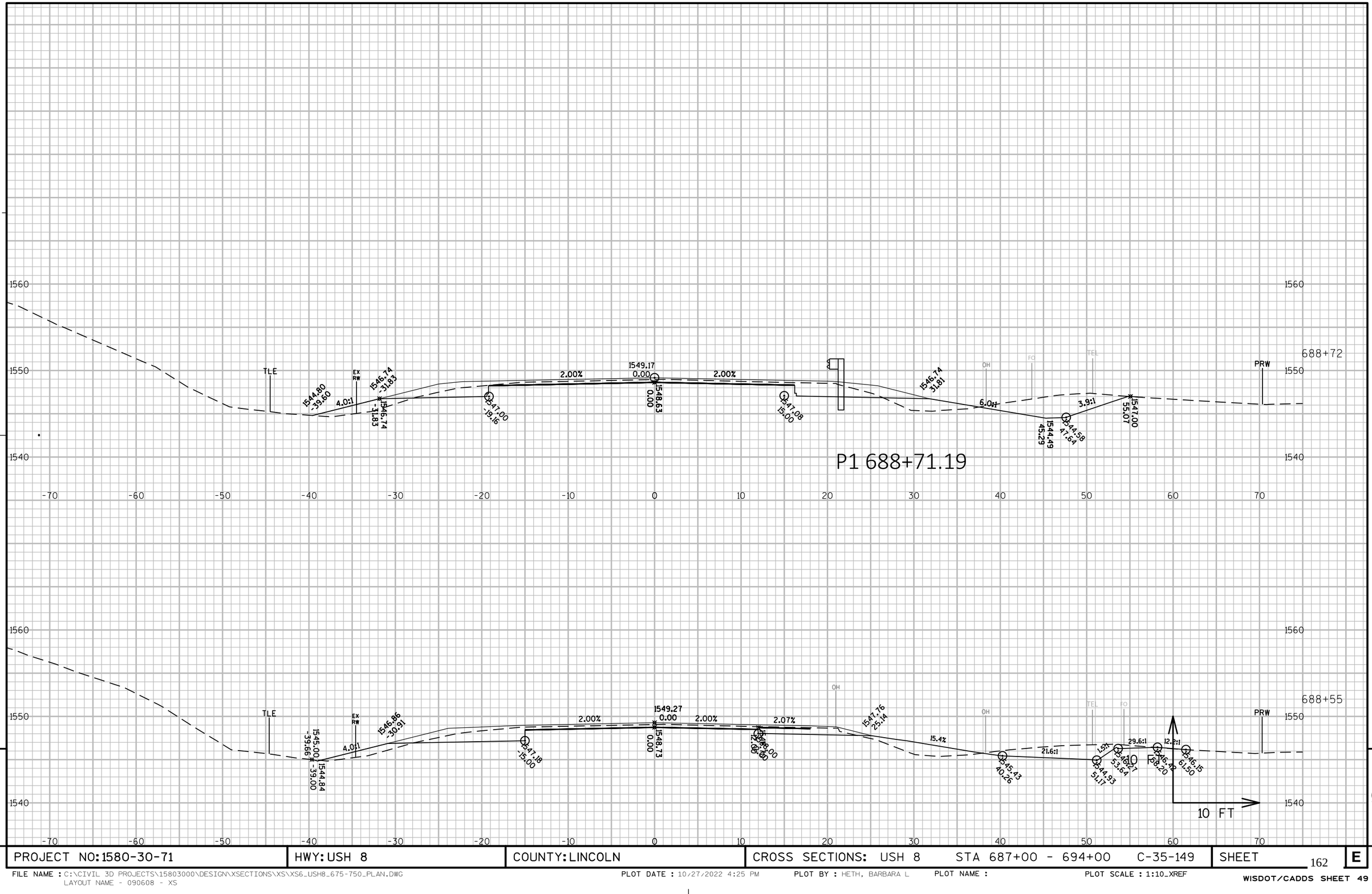
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 161	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090607 - XS

PLOT DATE : 10/27/2022 4:24 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

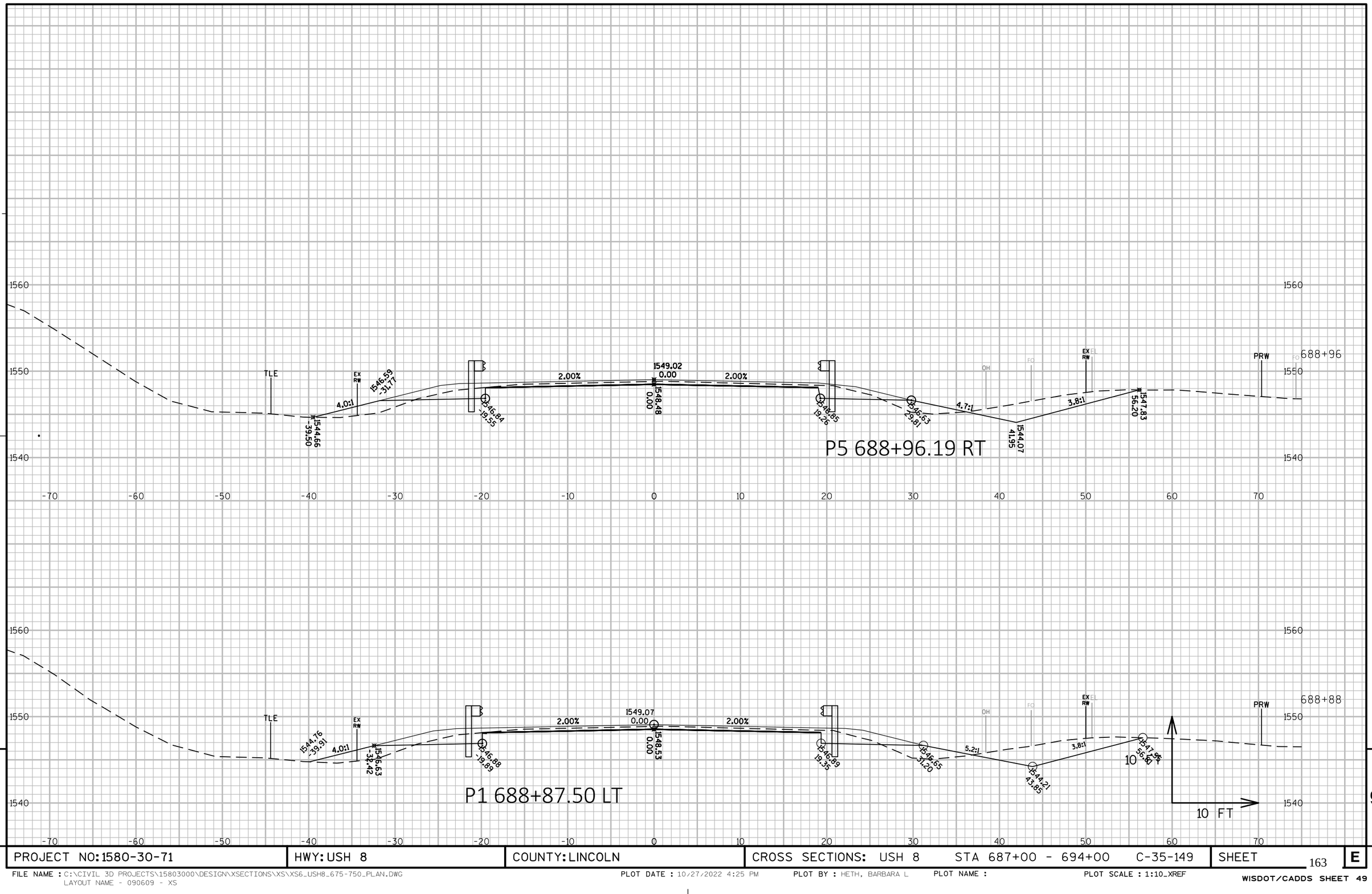


PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 162	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090608 - XS

PLOT DATE : 10/27/2022 4:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

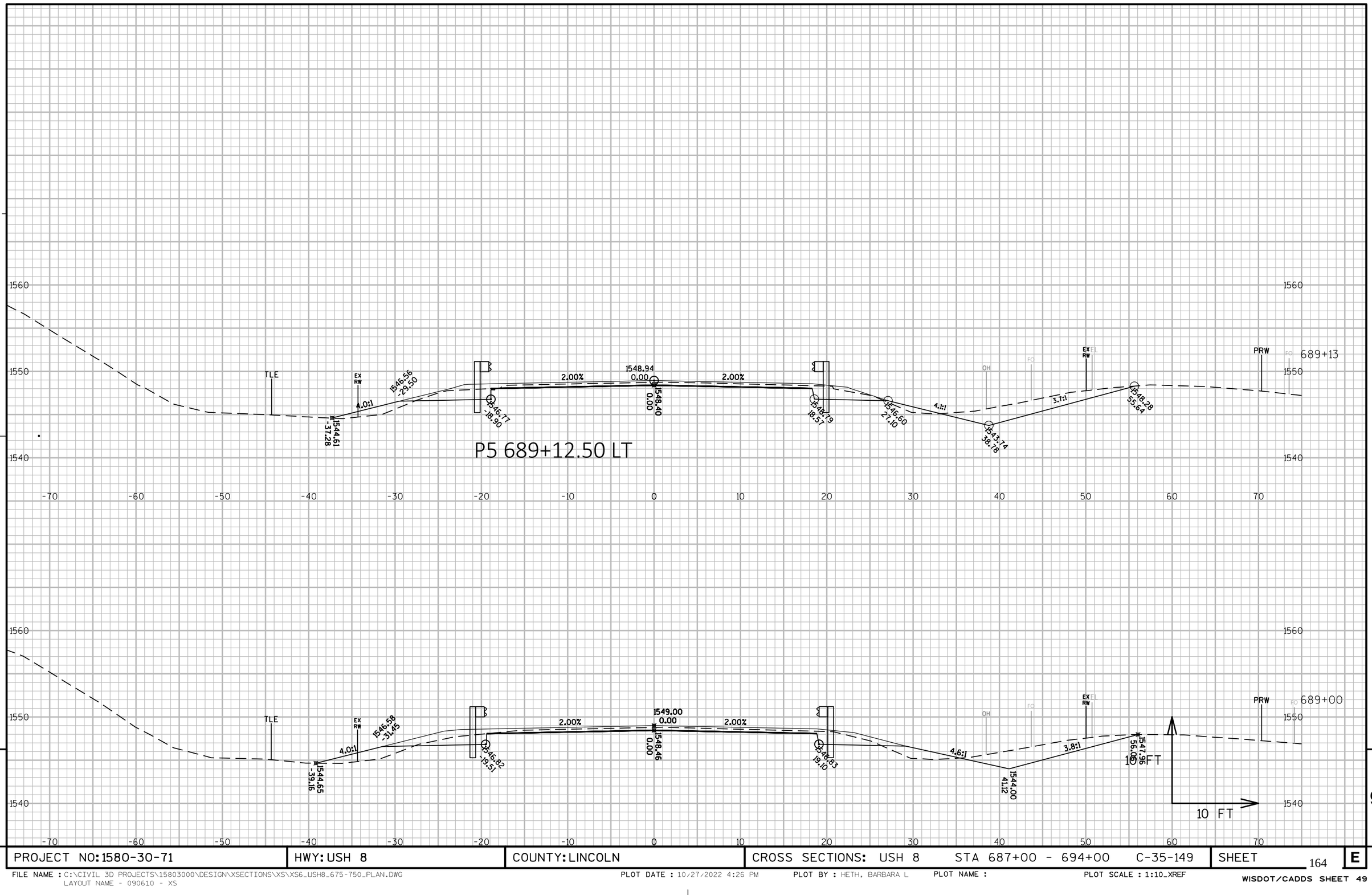
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 163	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090609 - XS

PLOT DATE : 10/27/2022 4:25 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



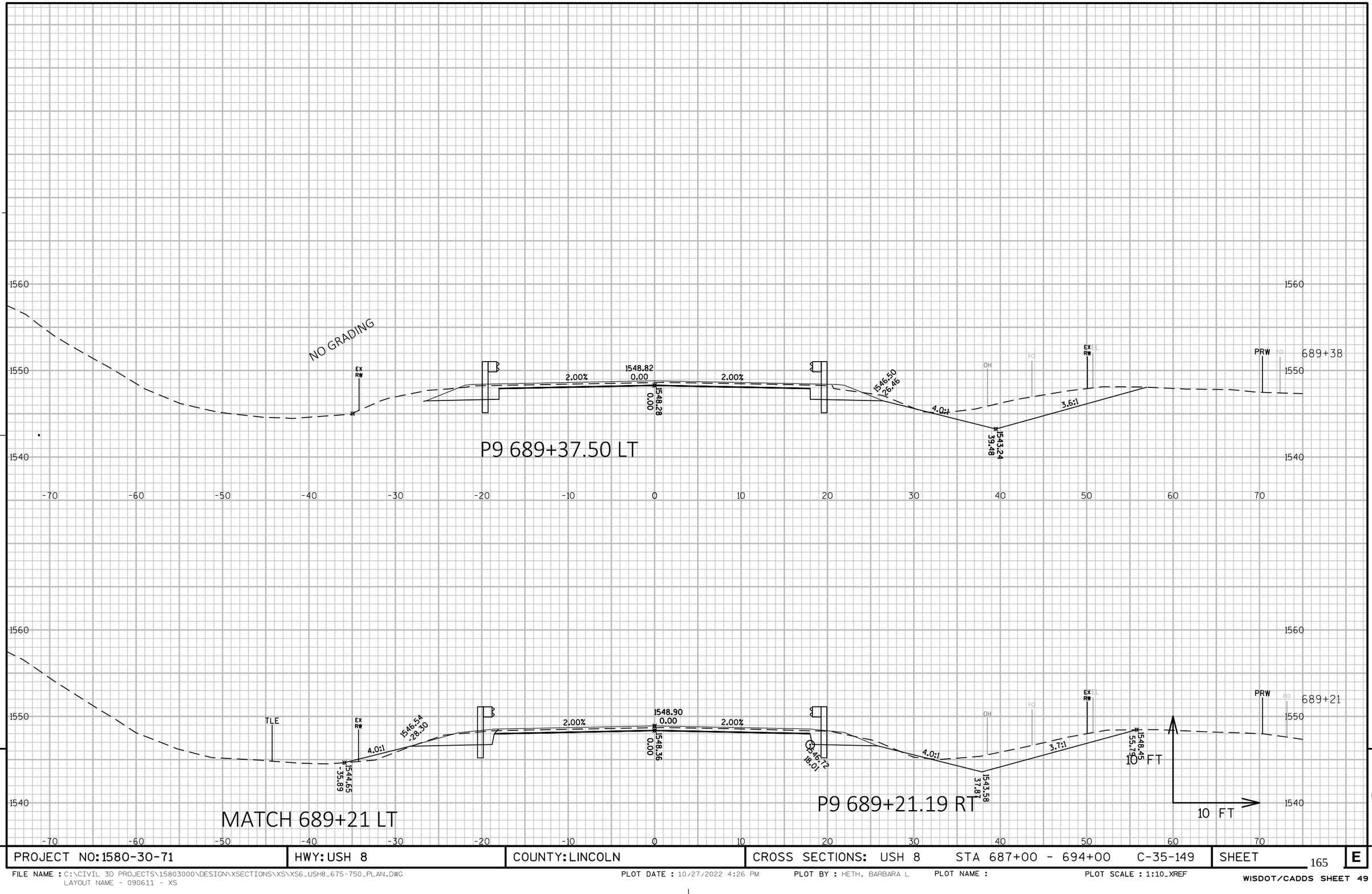
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 164	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090610 - XS

PLOT DATE : 10/27/2022 4:26 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

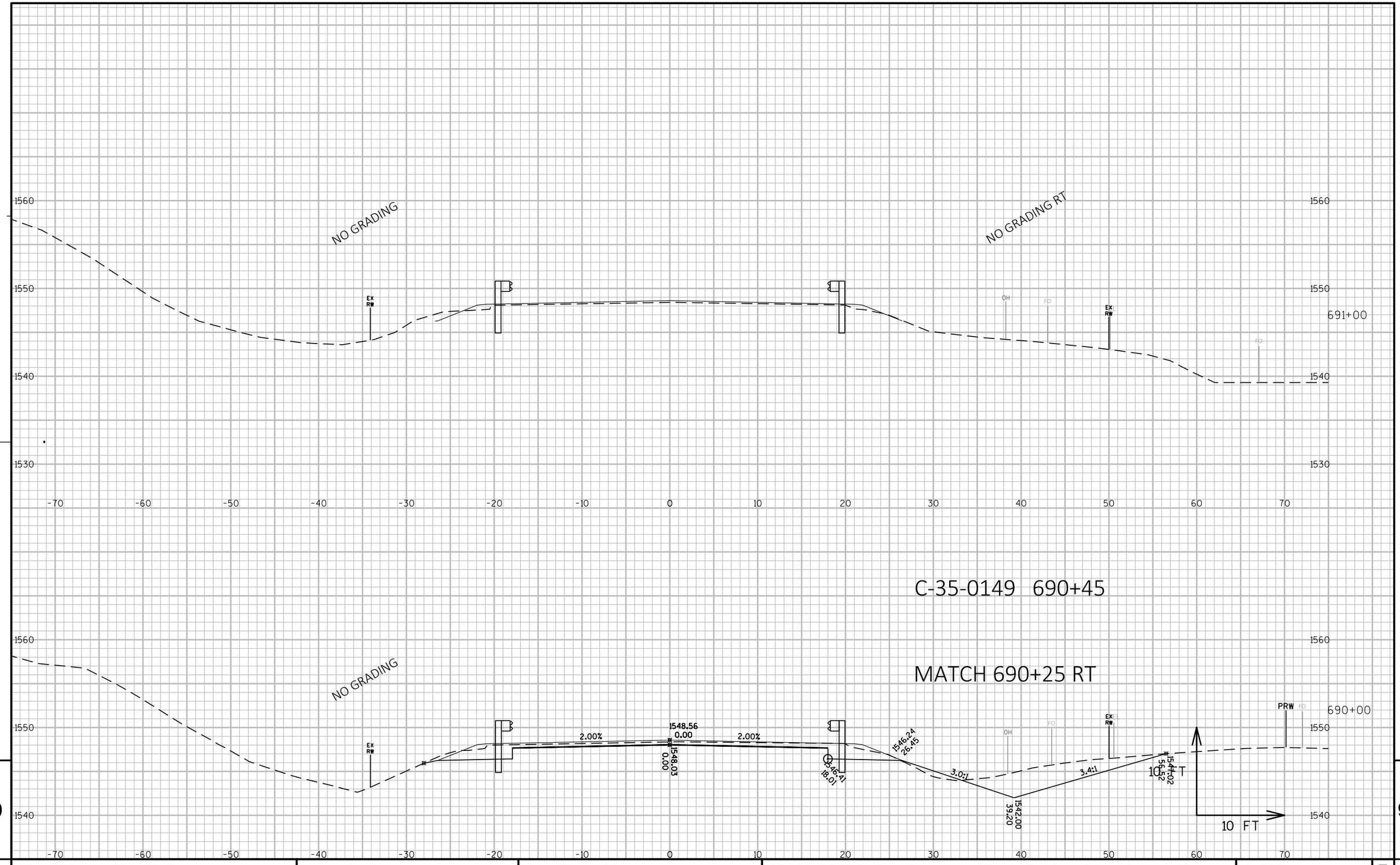
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 165	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090611 - XS

PLOT DATE : 10/27/2022 4:26 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

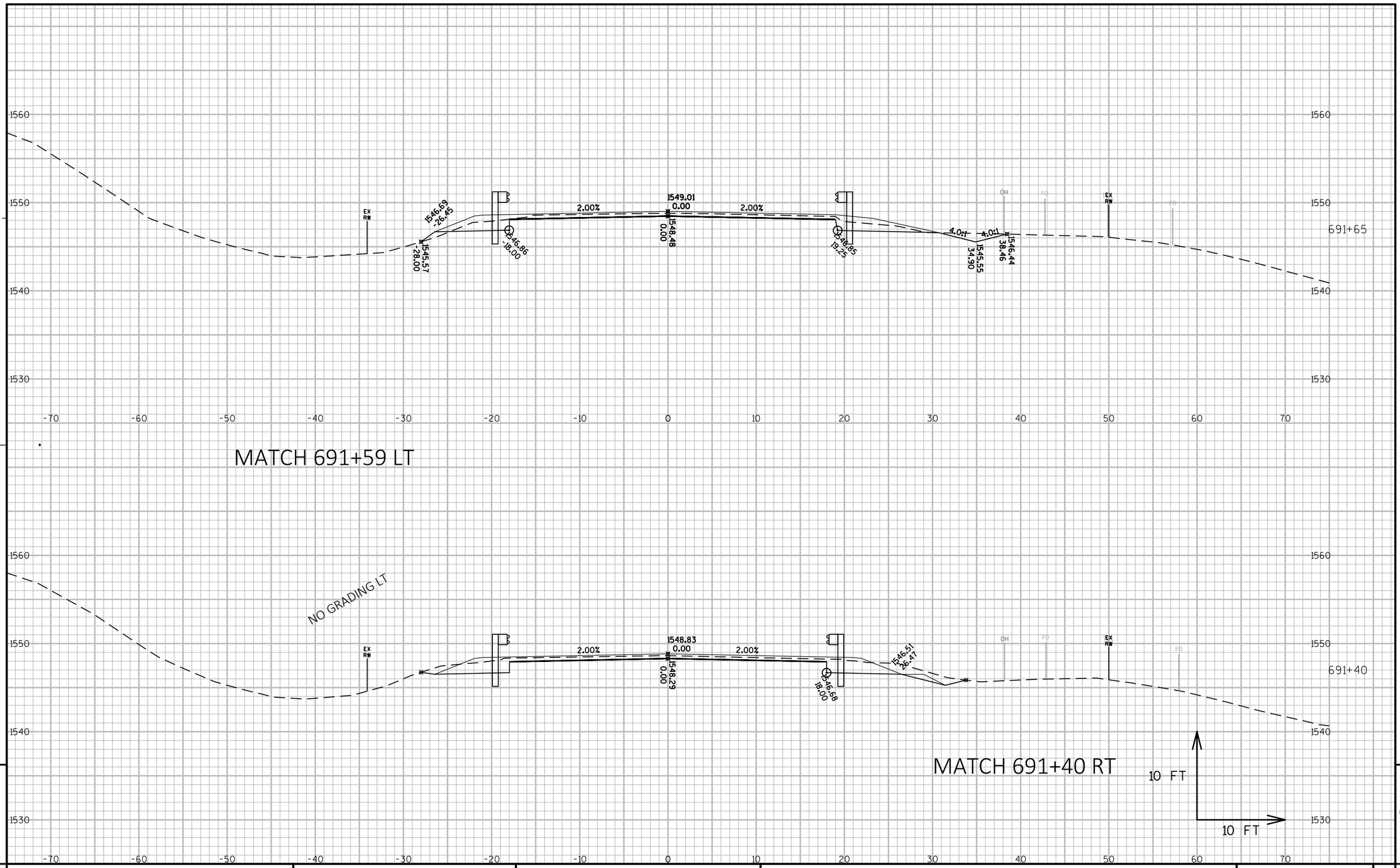
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 166	E

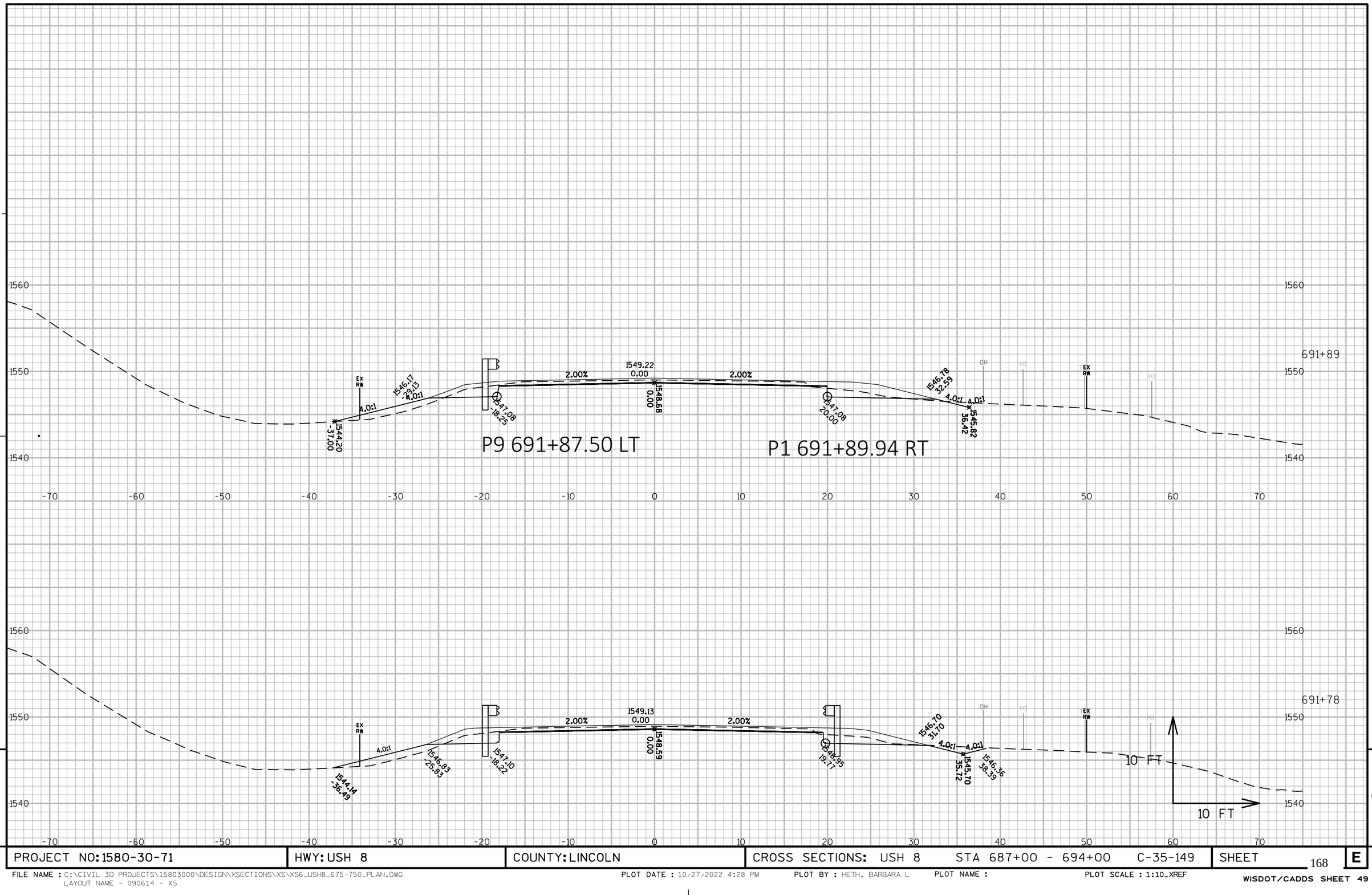


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 167	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090613 - XS

PLOT DATE : 10/27/2022 4:28 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



9

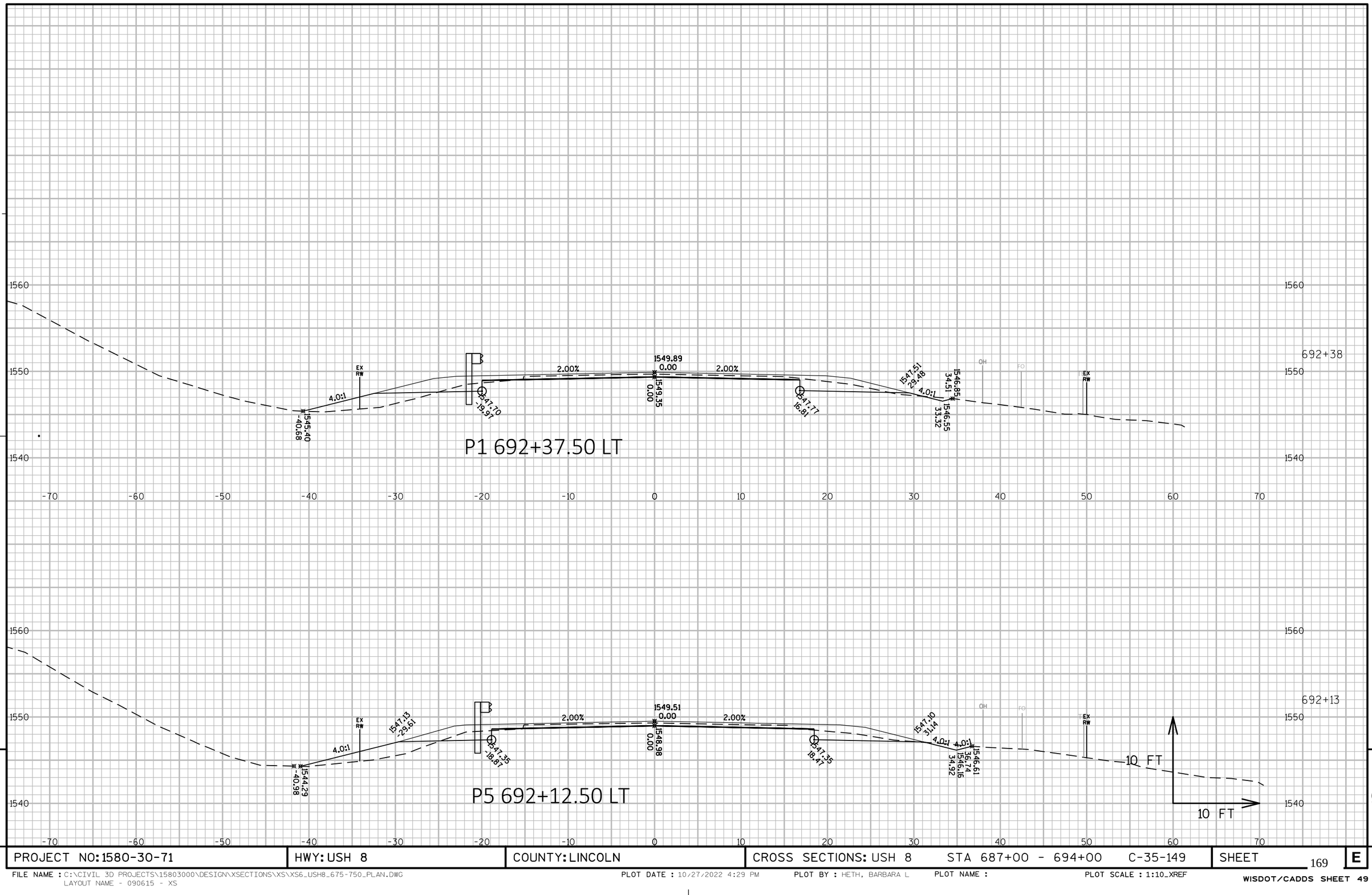
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 168	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090614 - XS

PLOT DATE : 10/27/2022 4:28 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

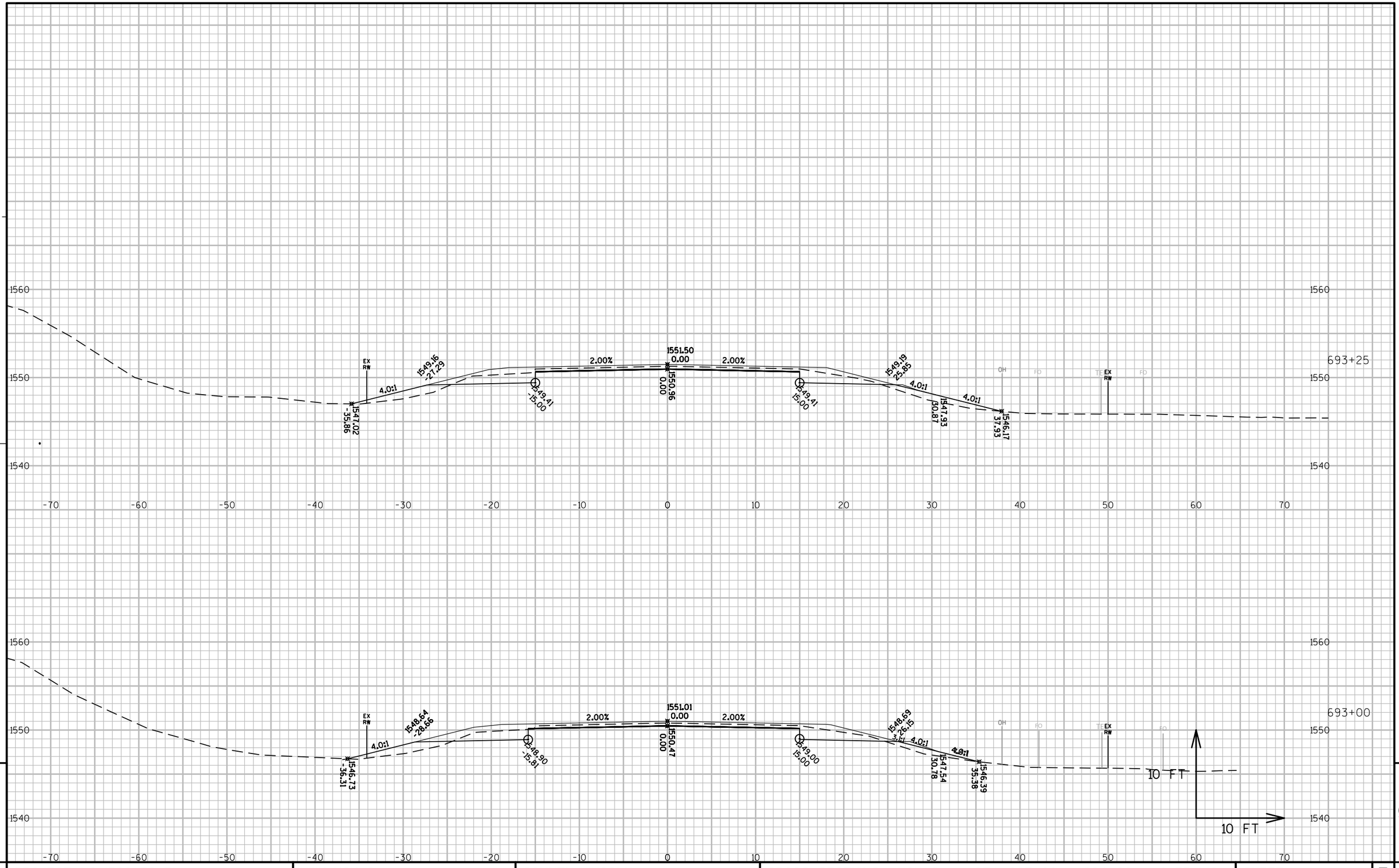


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 169	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090615 - XS

PLOT DATE : 10/27/2022 4:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



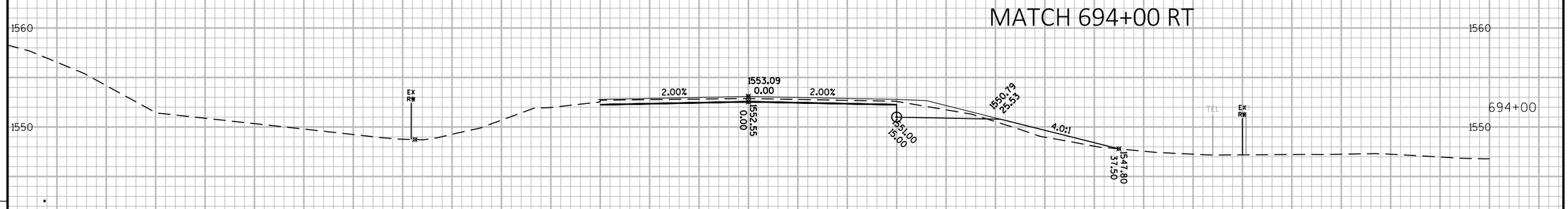
PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 170	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090616 - XS

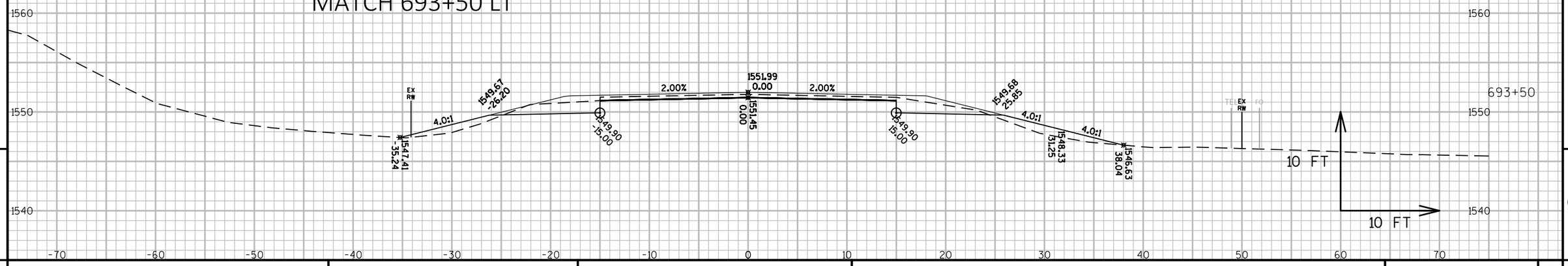
PLOT DATE : 10/27/2022 4:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

MATCH 694+00 RT



MATCH 693+50 LT



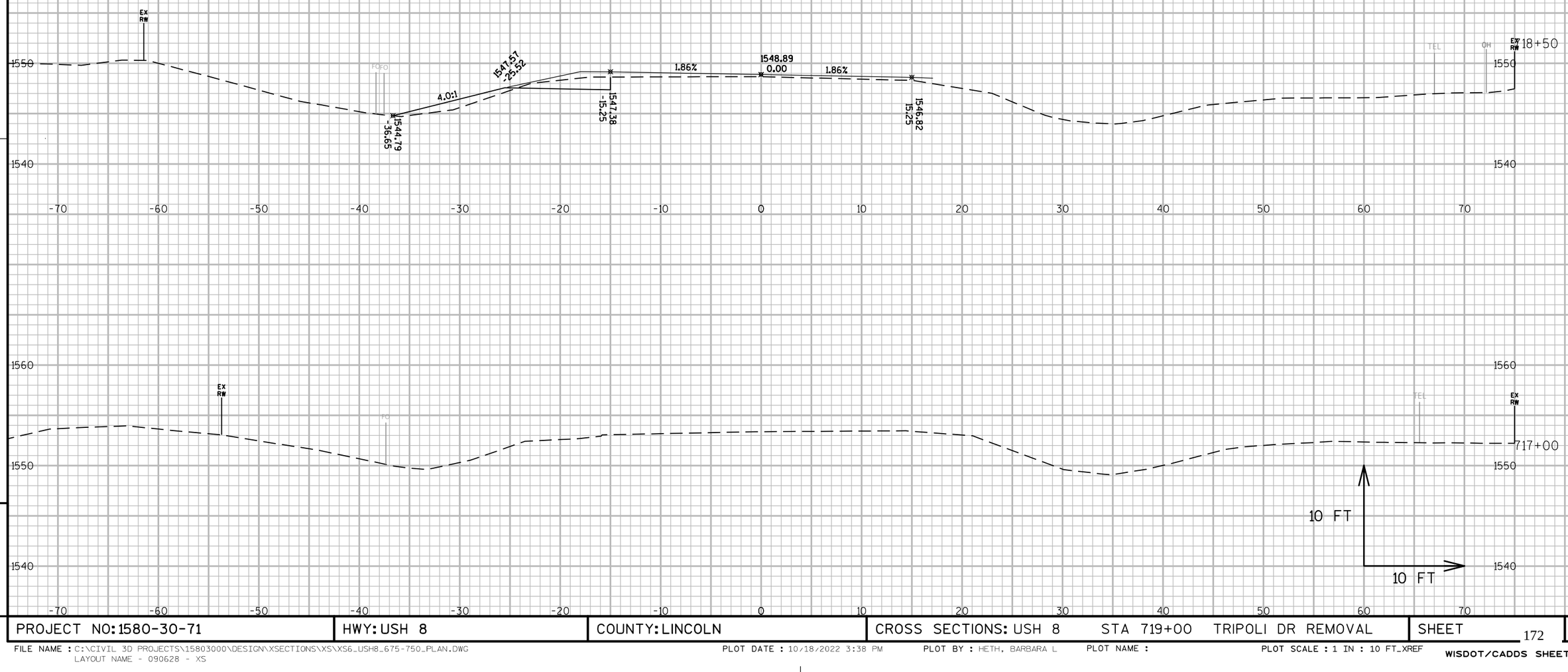
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 687+00 - 694+00 C-35-149	SHEET 171	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090617 - XS

PLOT DATE : 10/27/2022 4:30 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

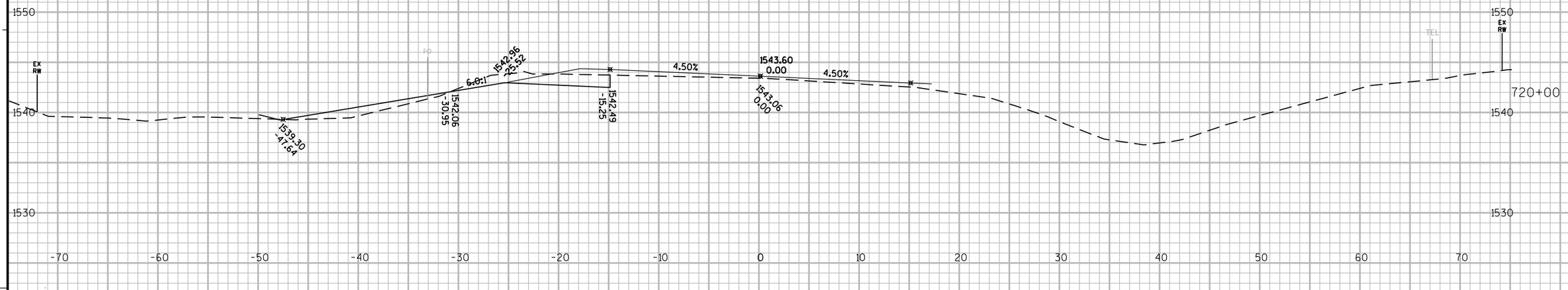
WISDOT/CADDS SHEET 49

MATCH 718+50 LT

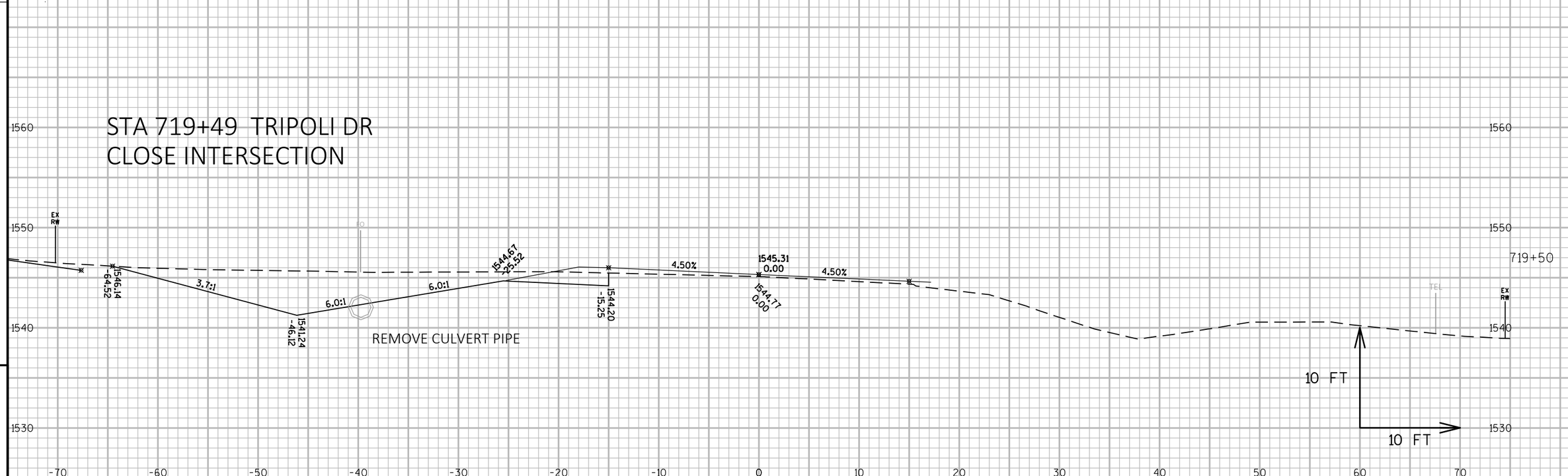


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 719+00 TRIPOLI DR REMOVAL	SHEET 172	E

MATCH 720+50 LT



STA 719+49 TRIPOLI DR
CLOSE INTERSECTION



9

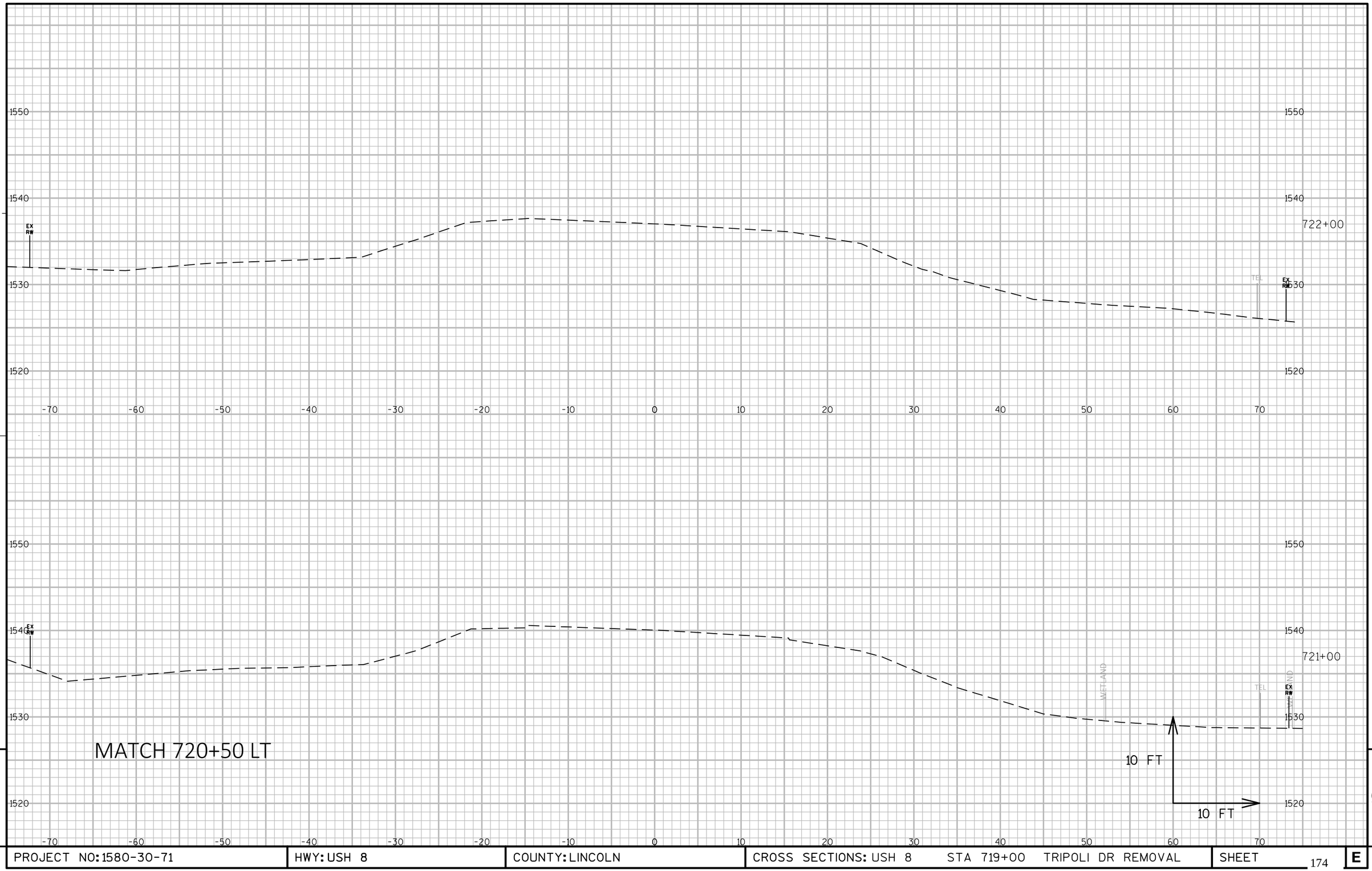
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 719+00 TRIPOLI DR REMOVAL	SHEET 173	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090629 - XS

PLOT DATE : 10/18/2022 3:40 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49



9

9

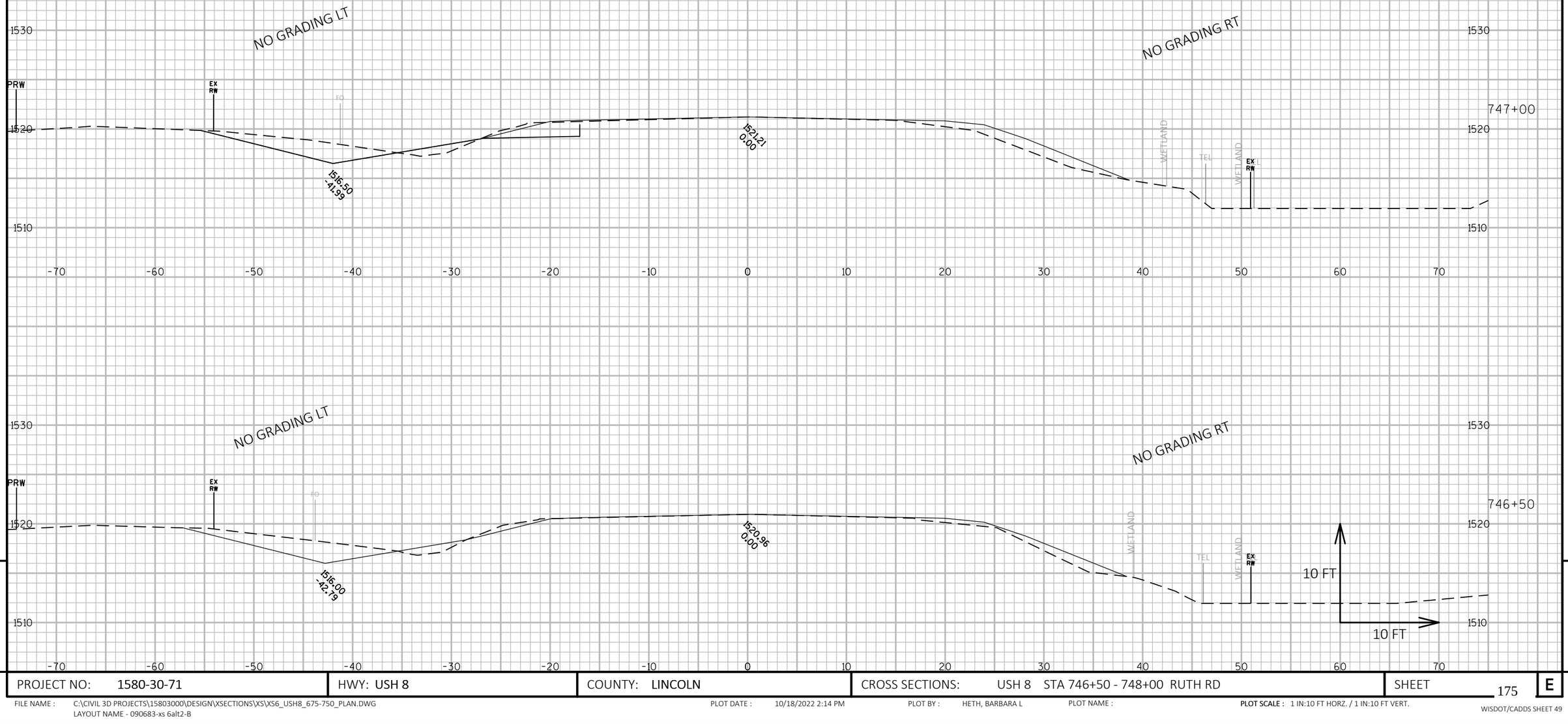
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 719+00 TRIPOLI DR REMOVAL	SHEET 174	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090630 - XS

PLOT DATE : 10/18/2022 3:44 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN : 10 FT_XREF

WISDOT/CADDS SHEET 49

MATCH 747+20 LT



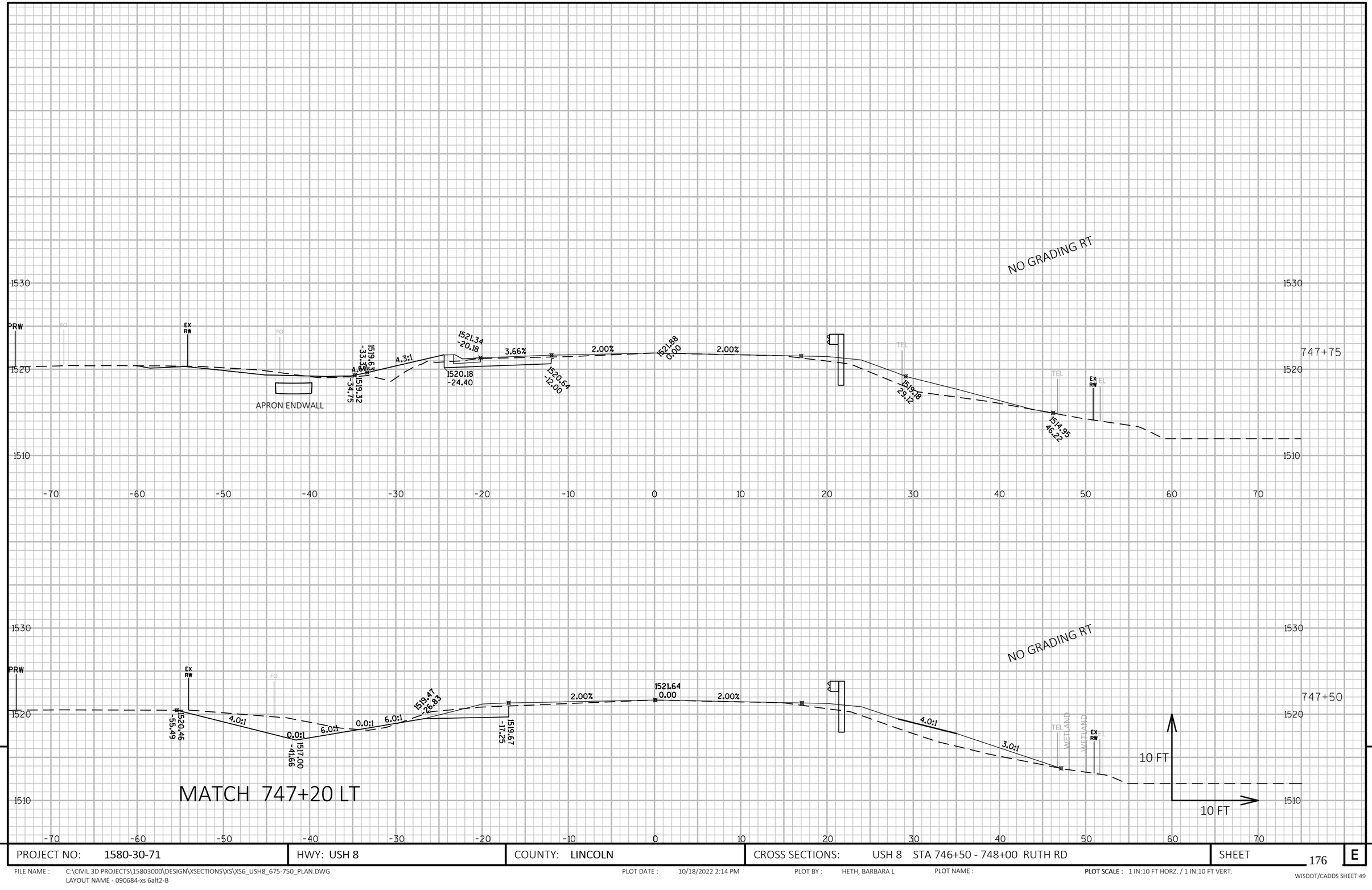
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9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 746+50 - 748+00 RUTH RD	SHEET 175	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090683-xs 6alt2-B

PLOT DATE : 10/18/2022 2:14 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



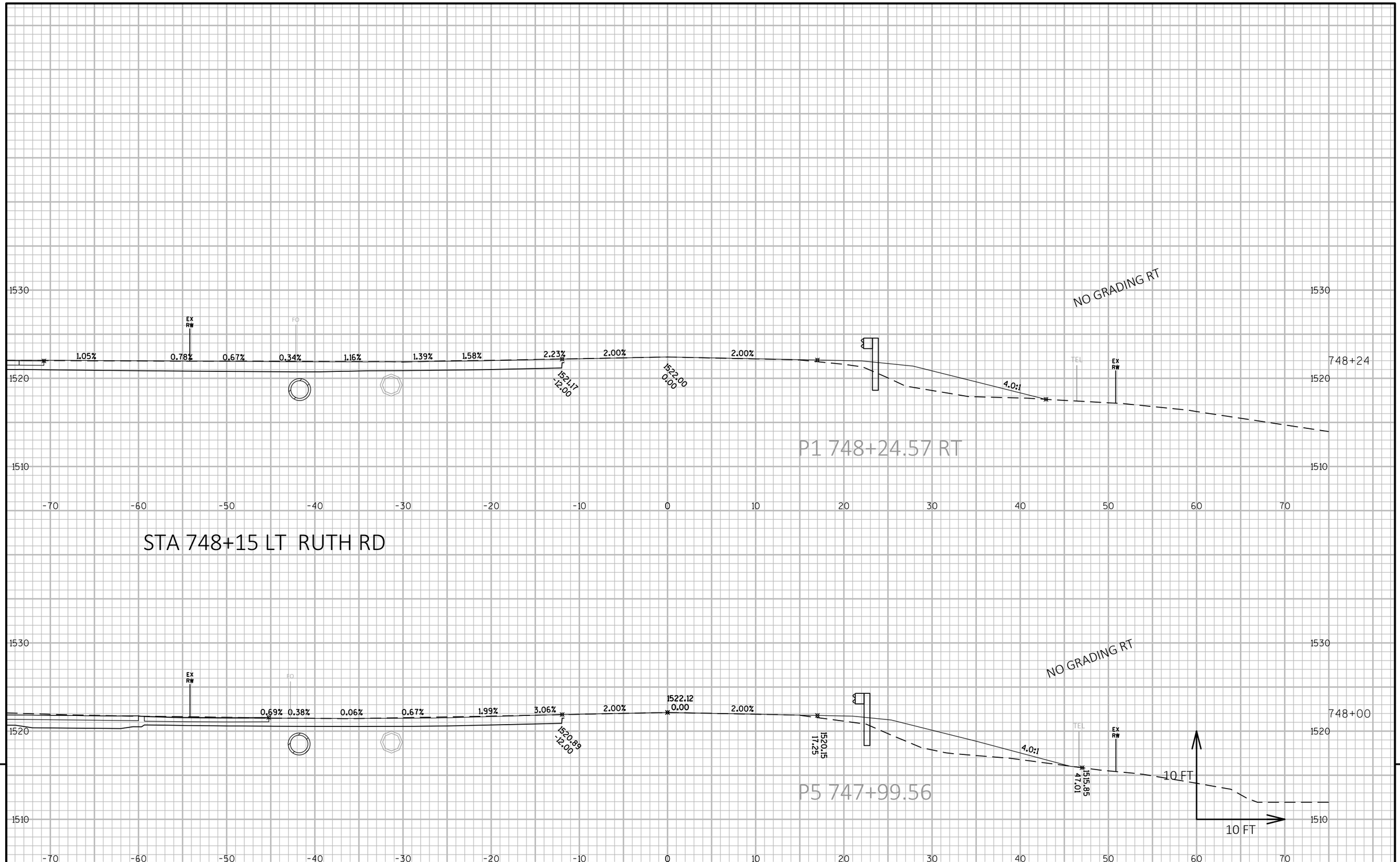
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9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 746+50 - 748+00 RUTH RD	SHEET 176	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090684-xs 6alt2-B

PLOT DATE : 10/18/2022 2:14 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 746+50 - 748+00 RUTH RD	SHEET 177	E

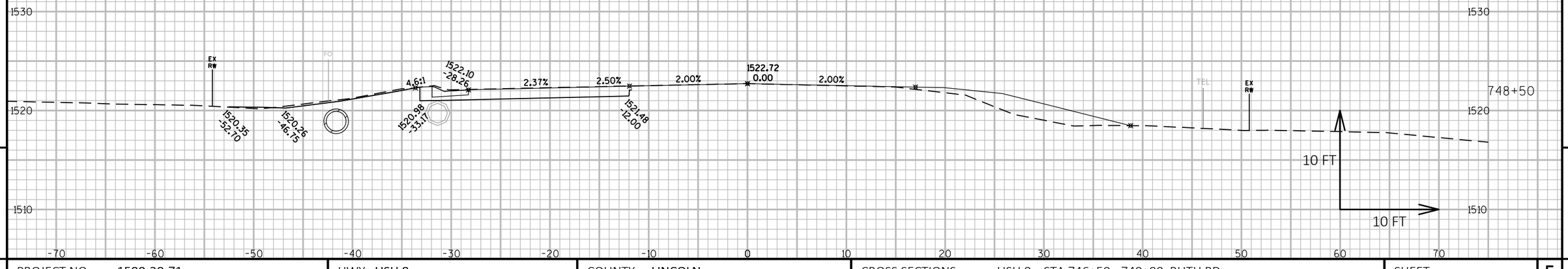
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LAYOUT NAME - 090685-xs 6alt2-B

PLOT DATE : 10/18/2022 2:23 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 749+00 LT

NO GRADING RT



9

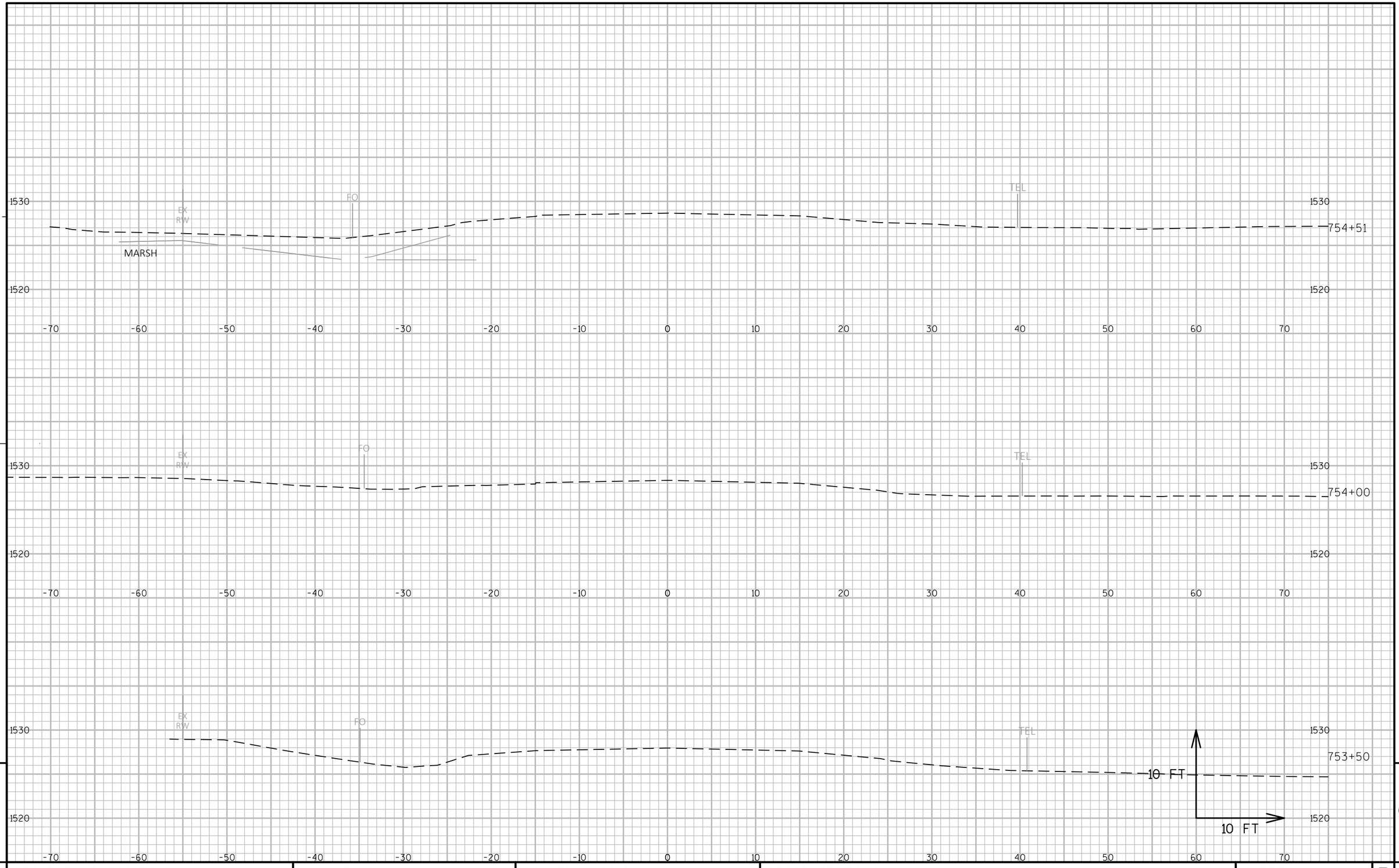
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 746+50 - 748+00 RUTH RD	SHEET 178	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090686-xs 6alt2-B

PLOT DATE : 10/18/2022 2:26 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

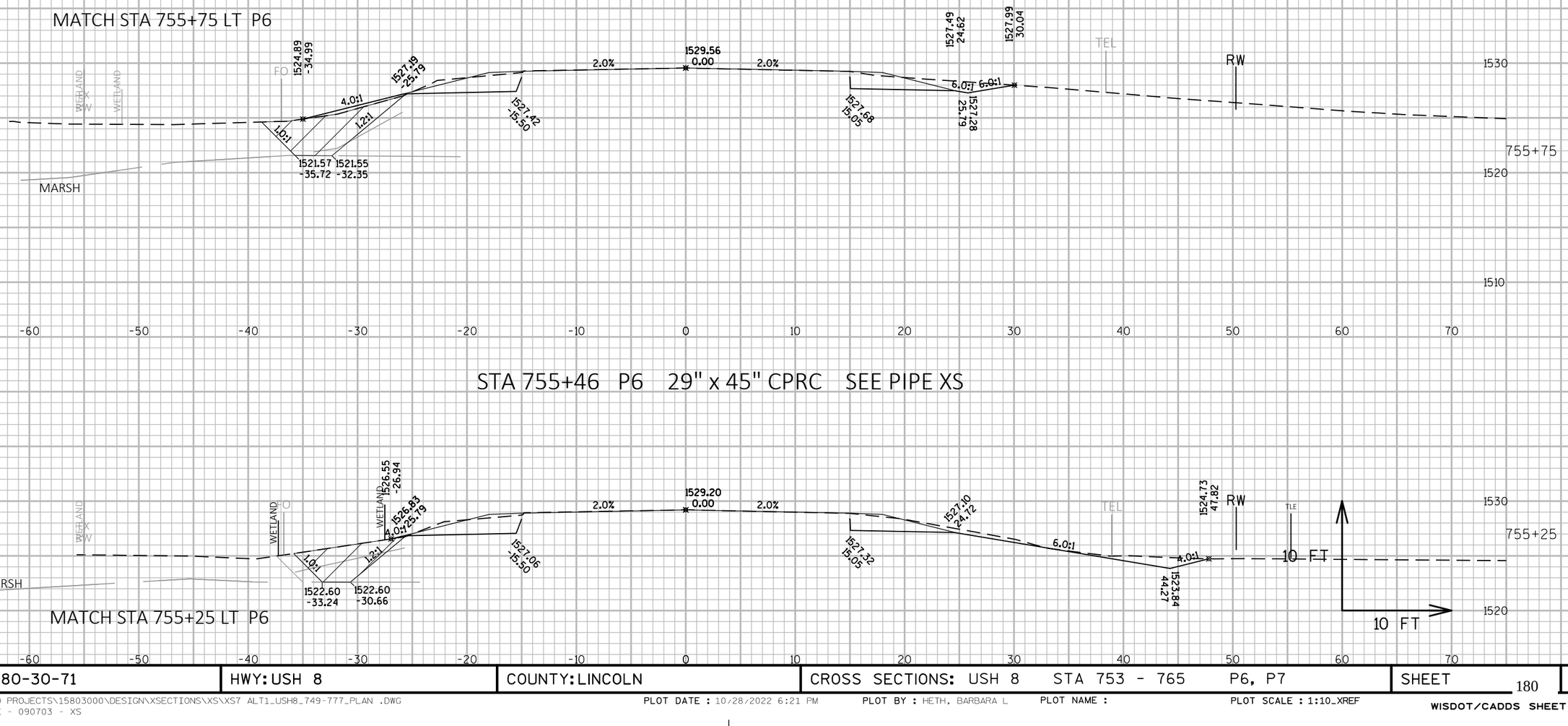


PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 753 - 765 P6, P7	SHEET 179	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN .DWG
LAYOUT NAME - 090702 - XS

PLOT DATE : 10/28/2022 6:21 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



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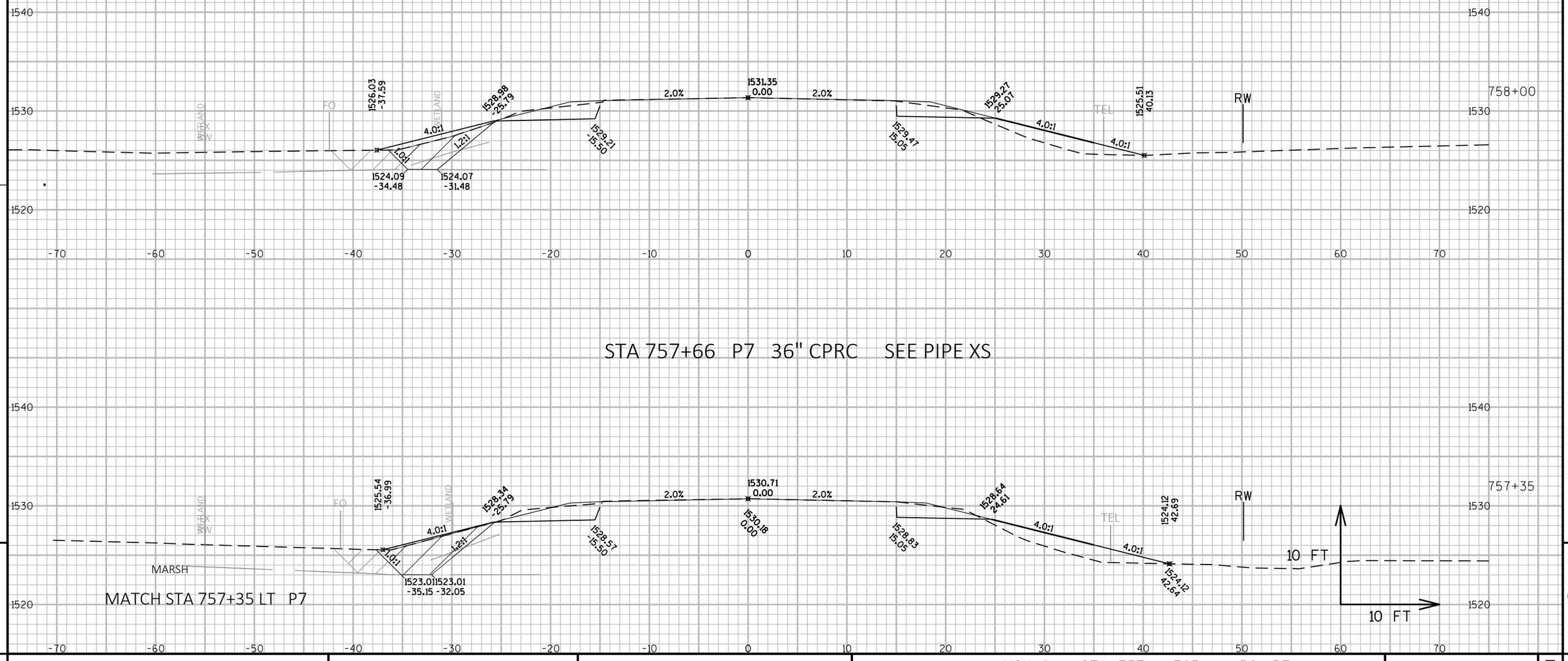
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 753 - 765 P6, P7	SHEET 180	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN .DWG
LAYOUT NAME - 090703 - XS

PLOT DATE : 10/28/2022 6:21 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

MATCH 758+00 LT



STA 757+66 P7 36" CPRC SEE PIPE XS

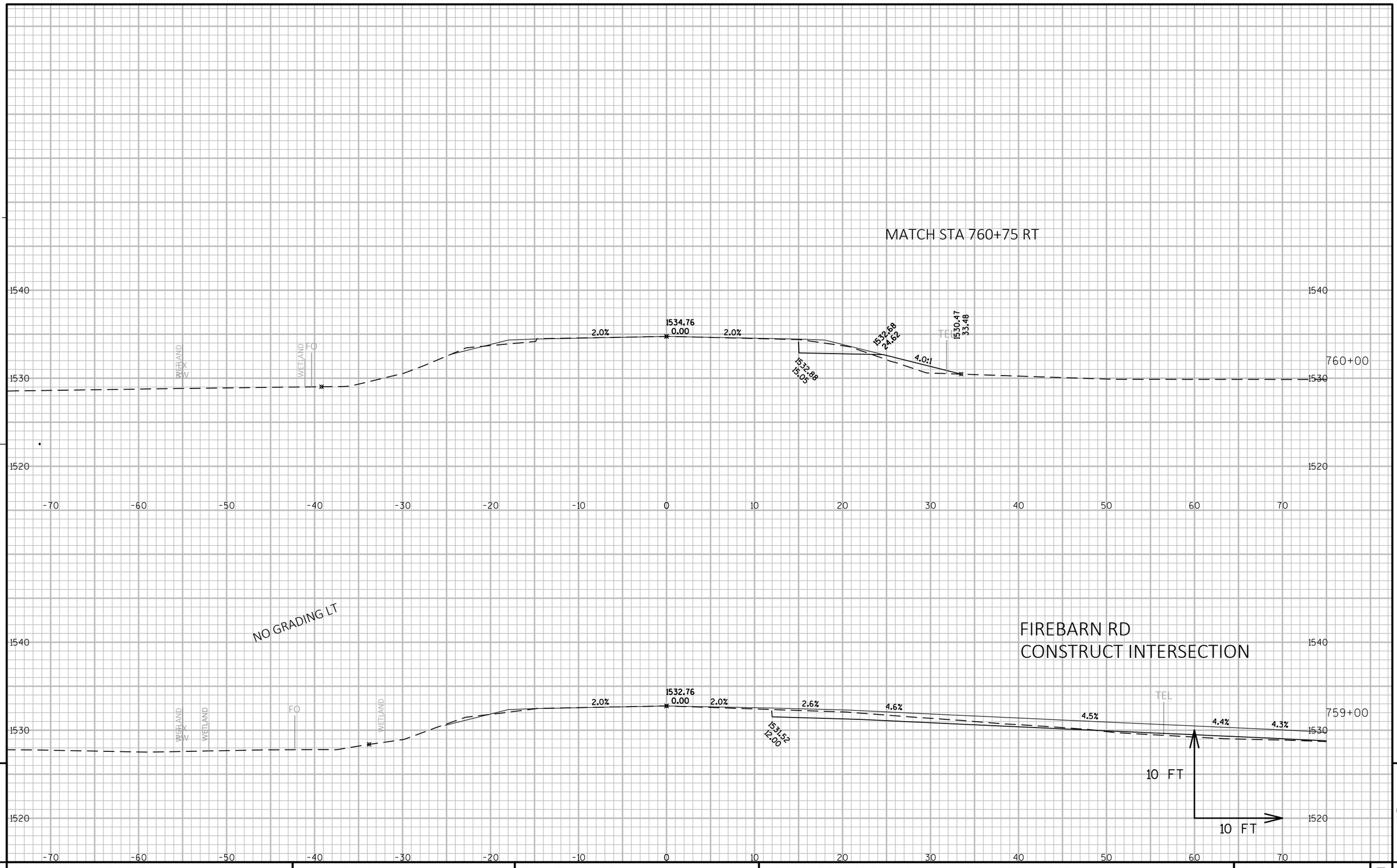
MATCH STA 757+35 LT P7

9 9

PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 753 - 765 P6, P7	SHEET 181	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN .DWG
LAYOUT NAME - 090704 - XS

PLOT DATE : 10/28/2022 6:21 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF



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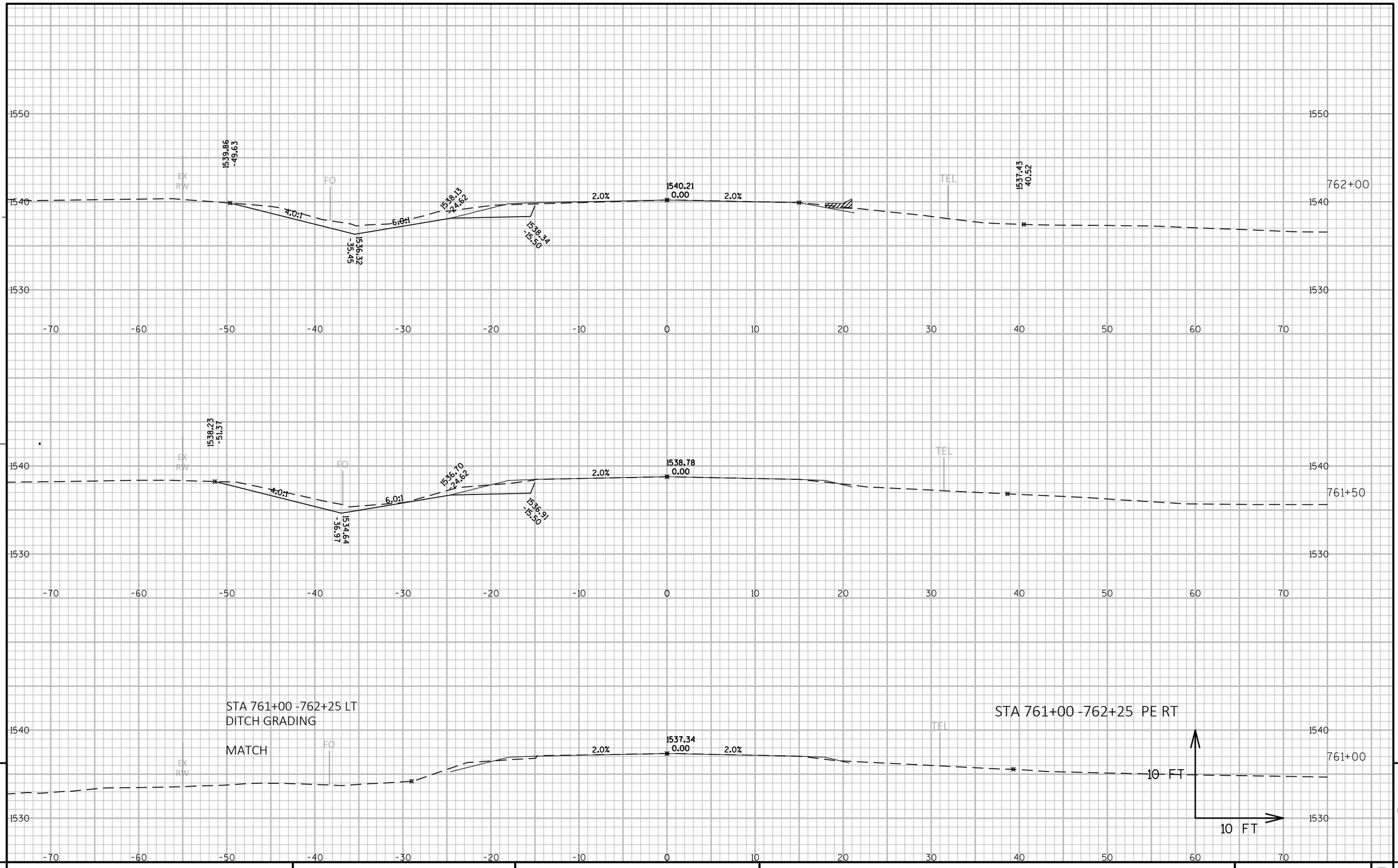
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 753 - 765	SHEET 182	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN .DWG
LAYOUT NAME - 090705 - XS

PLOT DATE : 10/28/2022 6:21 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 753 - 765	SHEET 183	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN .DWG
LAYOUT NAME - 090706 - XS

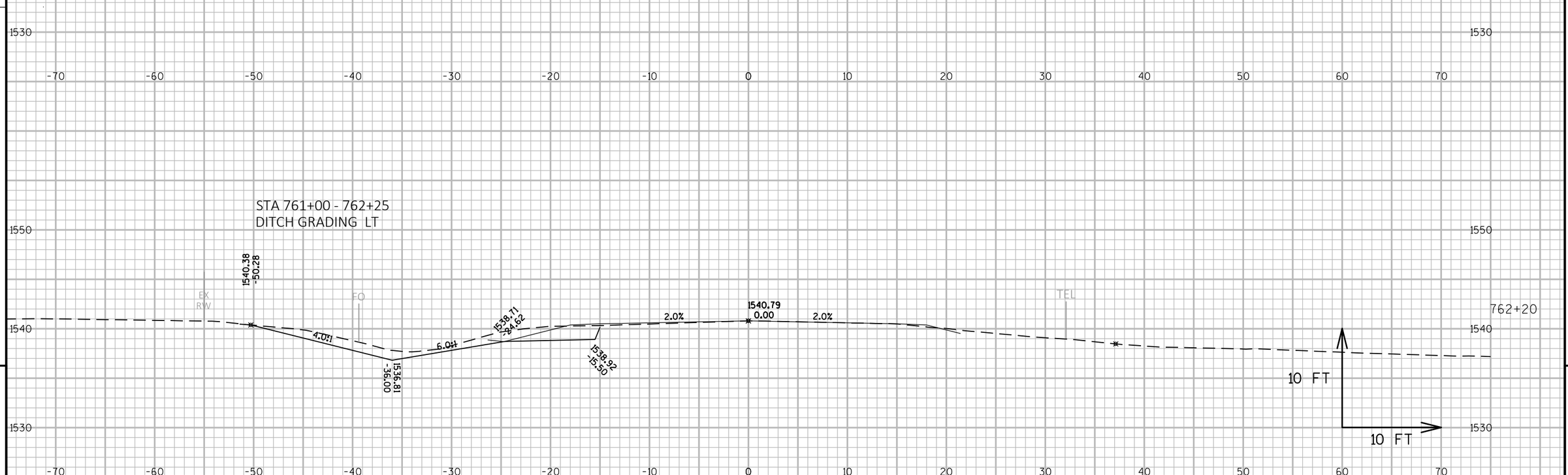
PLOT DATE : 10/28/2022 6:21 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1:10_XREF

WISDOT/CADDS SHEET 49

STA 762+71 LT DEPOT RD
CONSTRUCT INTERSECTION



STA 761+00 - 762+25
DITCH GRADING LT



9

9

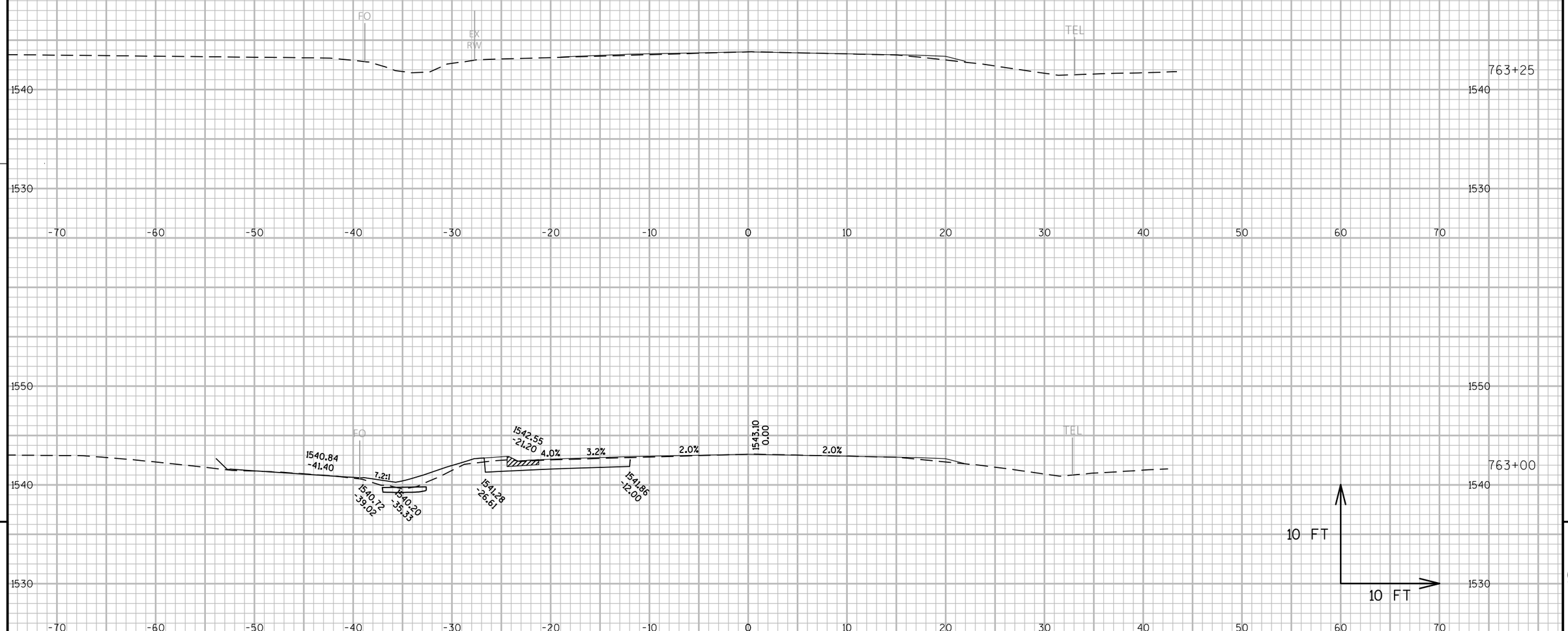
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 753 - 765	SHEET 184	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090707 - XS

PLOT DATE : 10/28/2022 10:37 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

STA 763+25 LT MATCH



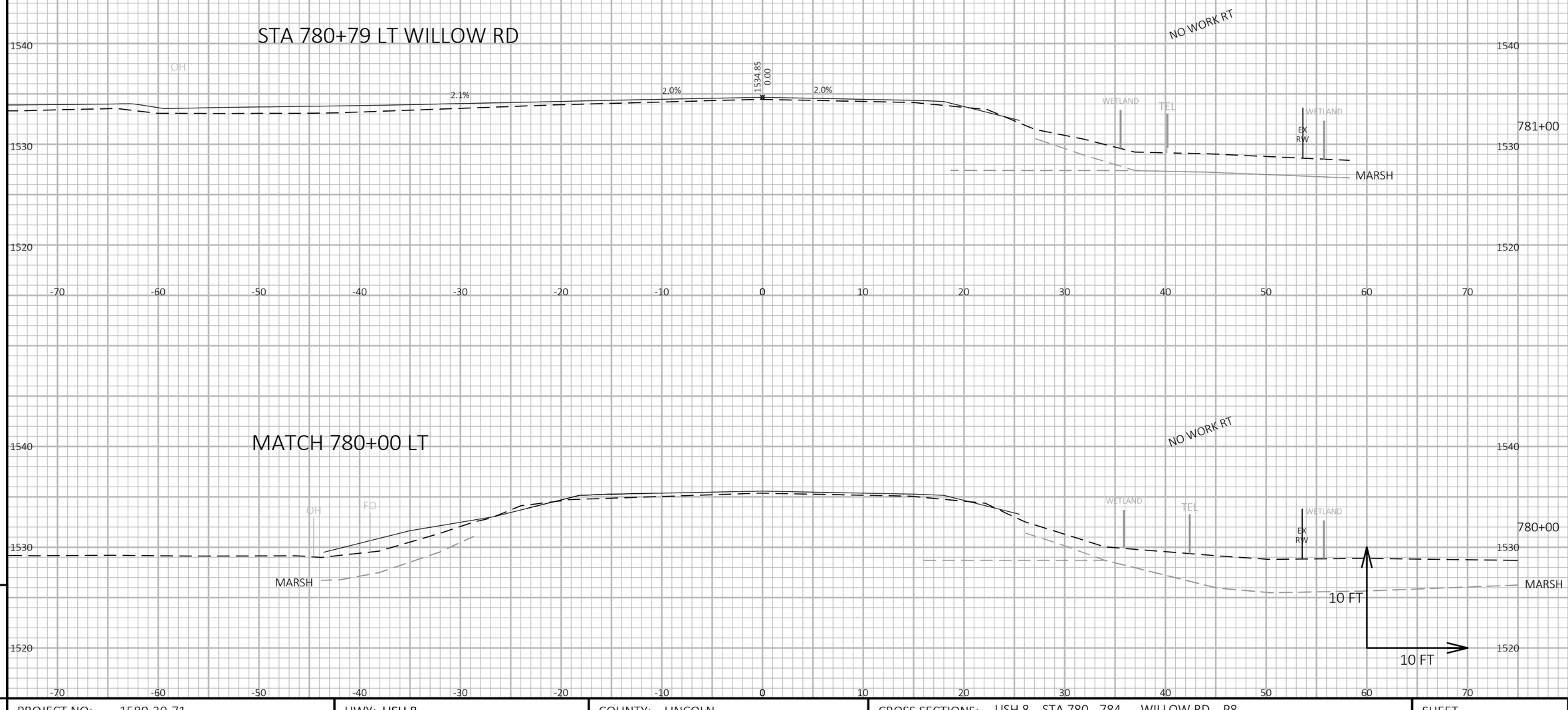
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN, ONEIDA	CROSS SECTIONS: COR7 ALT1 STA 749-777	SHEET 185	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090708 - XS

PLOT DATE : 10/28/2022 10:37 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

STA 780+79 LT WILLOW RD



MATCH 780+00 LT

9

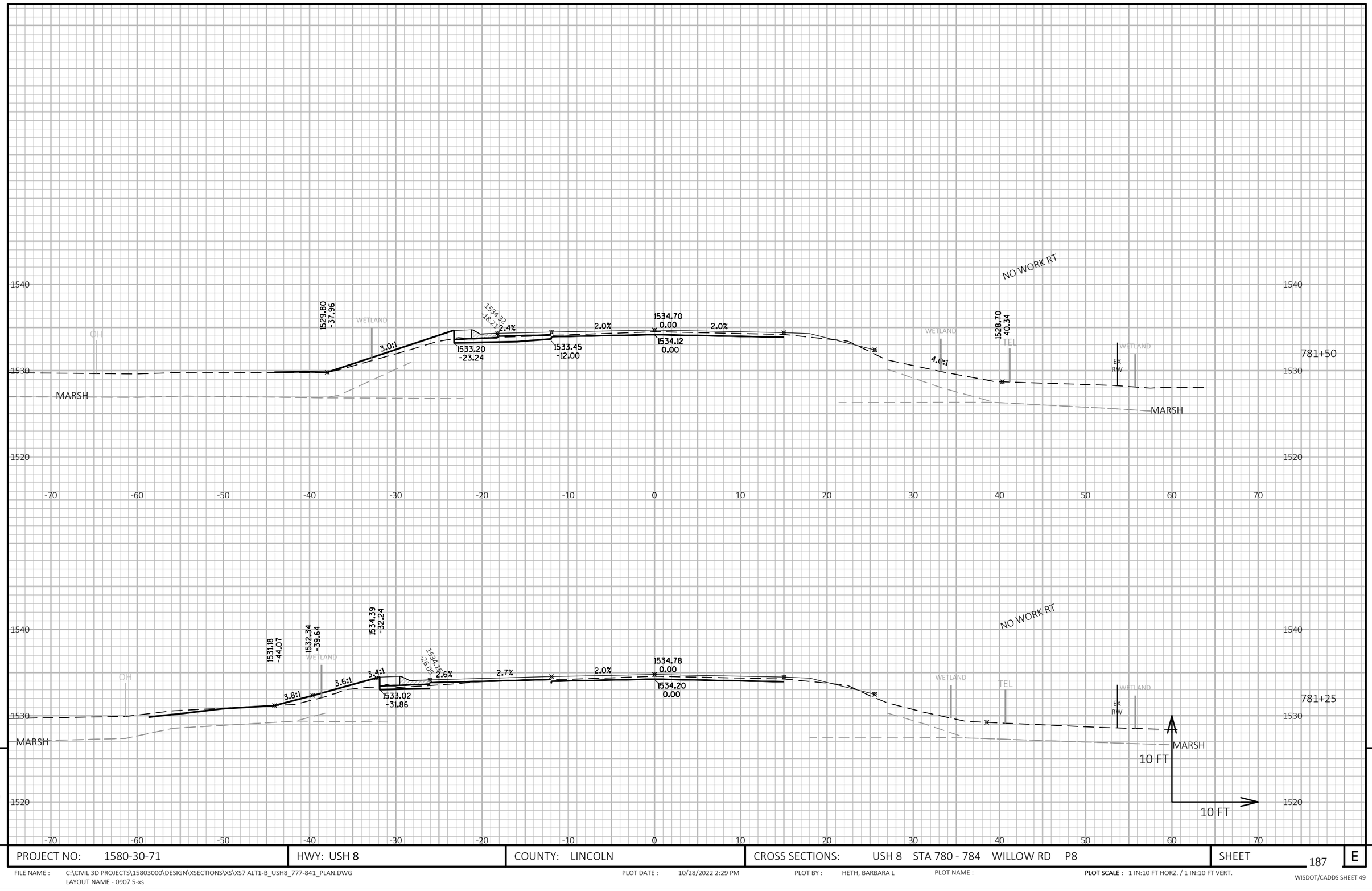
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PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 780 - 784 WILLOW RD P8	SHEET 186	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 4-xs

PLOT DATE : 10/28/2022 2:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 780 - 784 WILLOW RD P8	SHEET 187	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 5-xs

PLOT DATE : 10/28/2022 2:29 PM

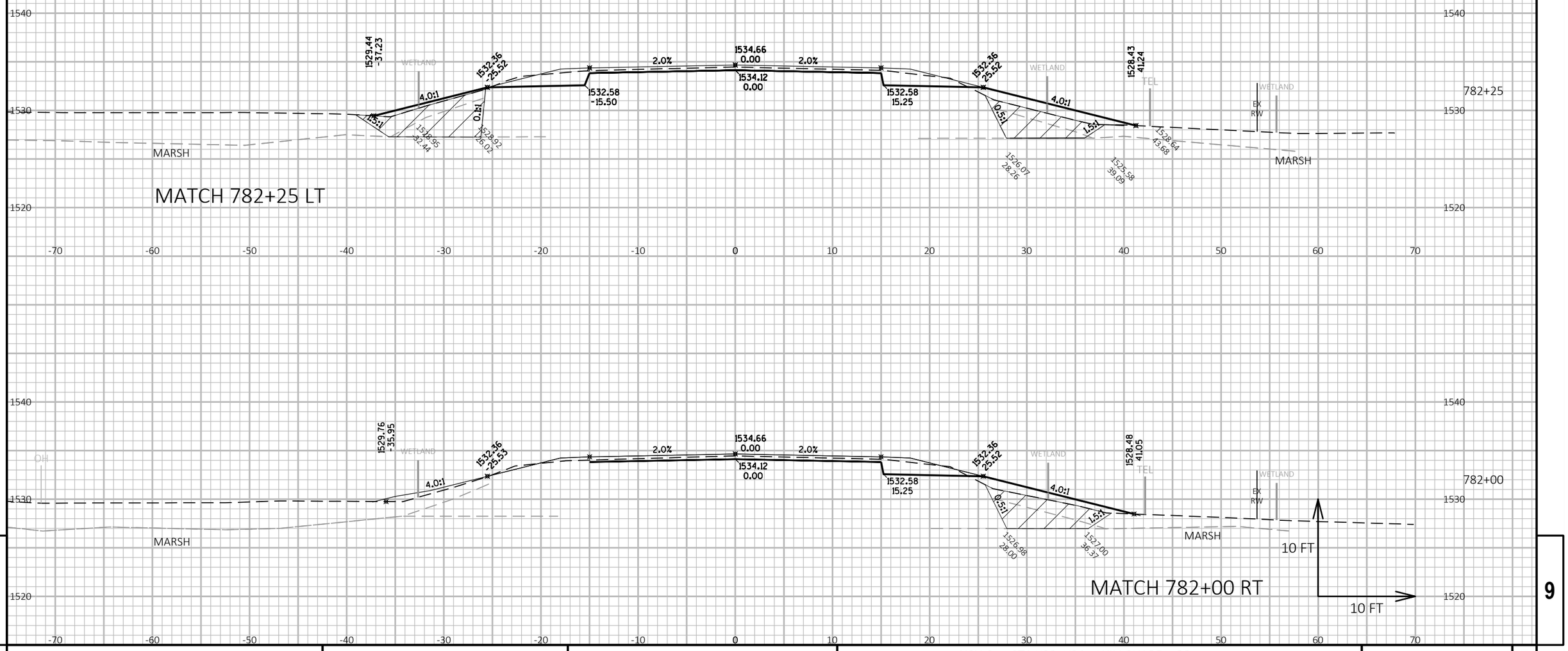
PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

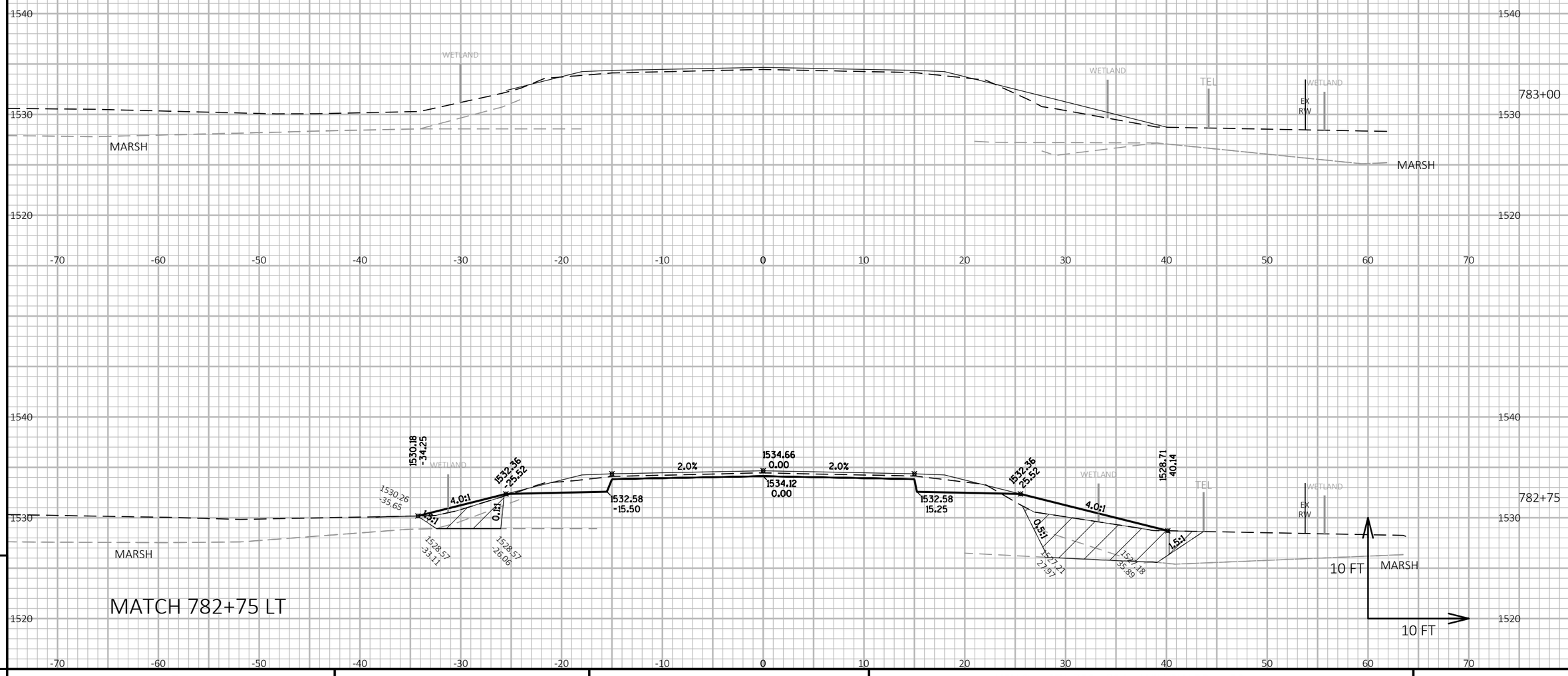
STA 782+49 P8 SEE PIPE XS
29" x 45" CPRC



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 780 -784 WILLOW RD P8	SHEET 188 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 6-xs
PLOT DATE : 10/28/2022 3:15 PM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

MATCH 783+00 RT



MATCH 782+75 LT

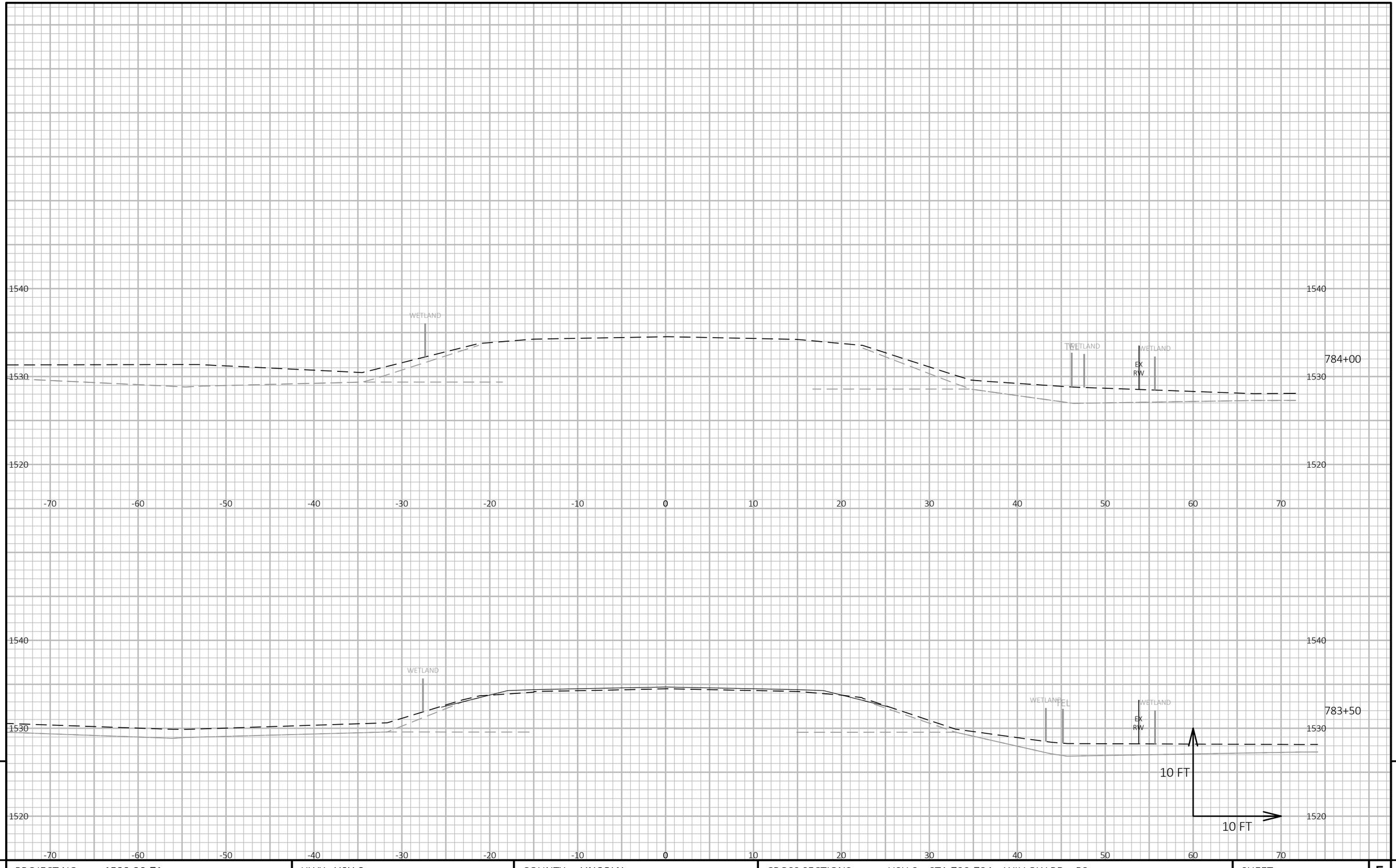
9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 780 - 784 WILLOW RD P8	SHEET 189	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 7-xs

PLOT DATE : 10/28/2022 2:30 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 780-784 WILLOW RD P8	SHEET 190	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 8-xs

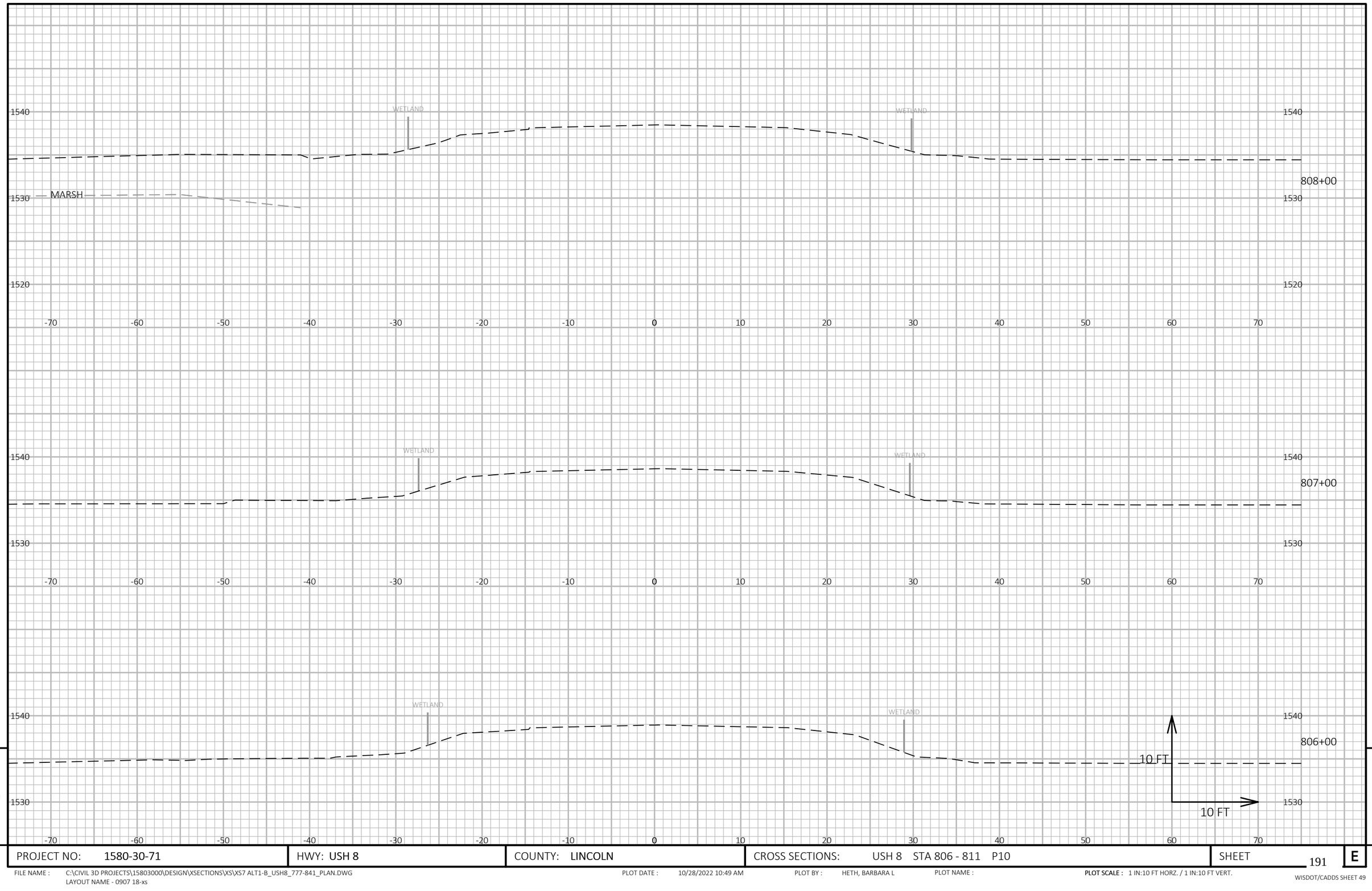
PLOT DATE : 10/28/2022 2:30 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

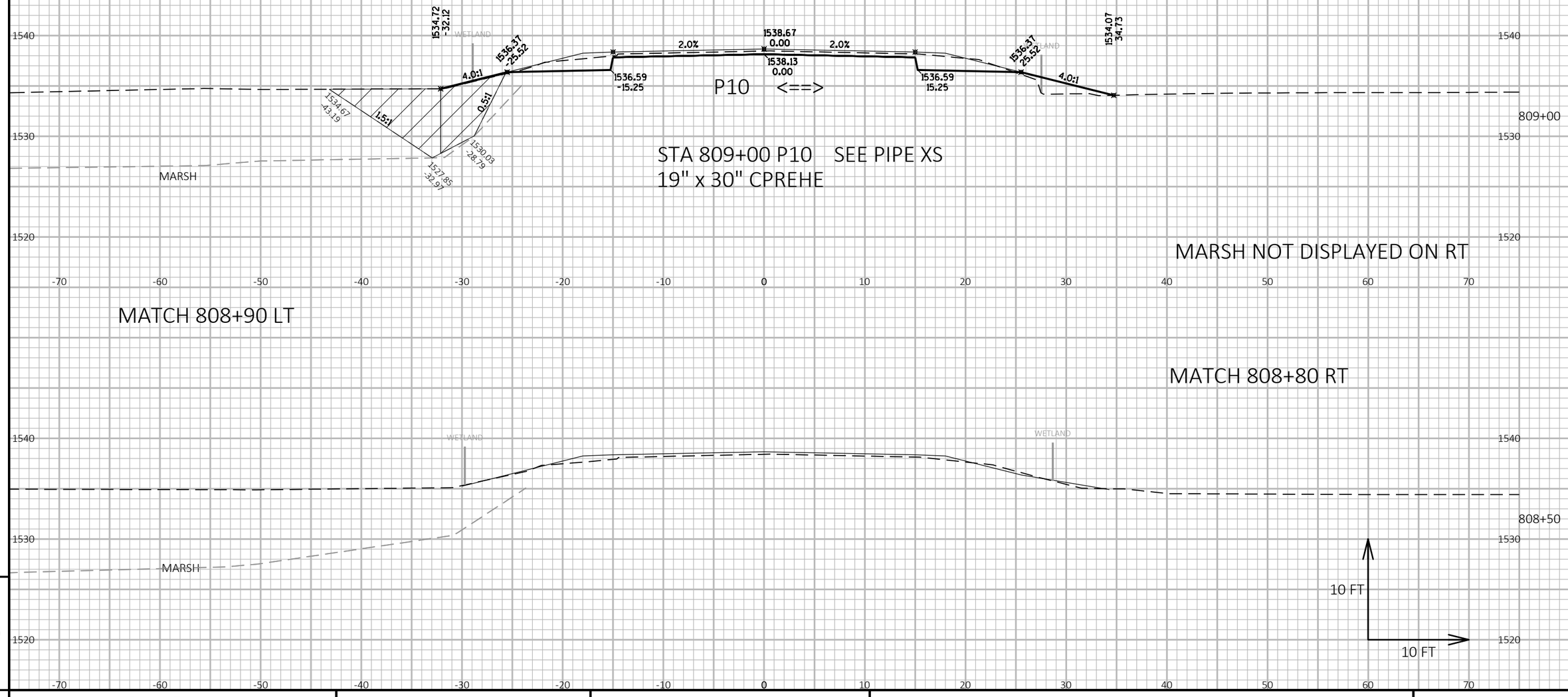
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 806 - 811 P10	SHEET 191	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 18-xs

PLOT DATE : 10/28/2022 10:49 AM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 806 - 811 P10	SHEET 192	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 19-xs

PLOT DATE : 10/28/2022 11:44 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 809+20 RT

MATCH 809+10 LT

1540
1530
1520

WETLAND
WETLAND
MARSH
MARSH

809+50
809+10

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

1534.74
-32.20
1536.42
-25.52
4.0:1
1534.73
-45.80
1.5:1
0.5:1
1530.08
-28.75
1526.96
-34.14
2.0%
1538.72
0.00
1538.18
0.00
1536.63
-15.25
1536.63
15.25
1536.42
25.52
4.0:1
1534.18
34.45

10 FT
10 FT

9
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 806 - 811 P10	SHEET 193	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 20-xs

PLOT DATE : 10/28/2022 11:45 AM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

811+00

1550 1540 1530

WETLAND WETLAND

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

810+00

1540 1530

WETLAND WETLAND

MARSH

10 FT

10 FT

9 9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 806 -811 P10	SHEET 194	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 21-xs

PLOT DATE : 10/28/2022 10:53 AM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

NO GRADING LT

1559.09
0.00

1557.01
15.25

1556.78
25.56

MATCH 818+50 LT

818+50

817+00

816+00

10 FT

10 FT

1560
1550
1540

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 816 - 823 CTH T	SHEET 195	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 24-xs

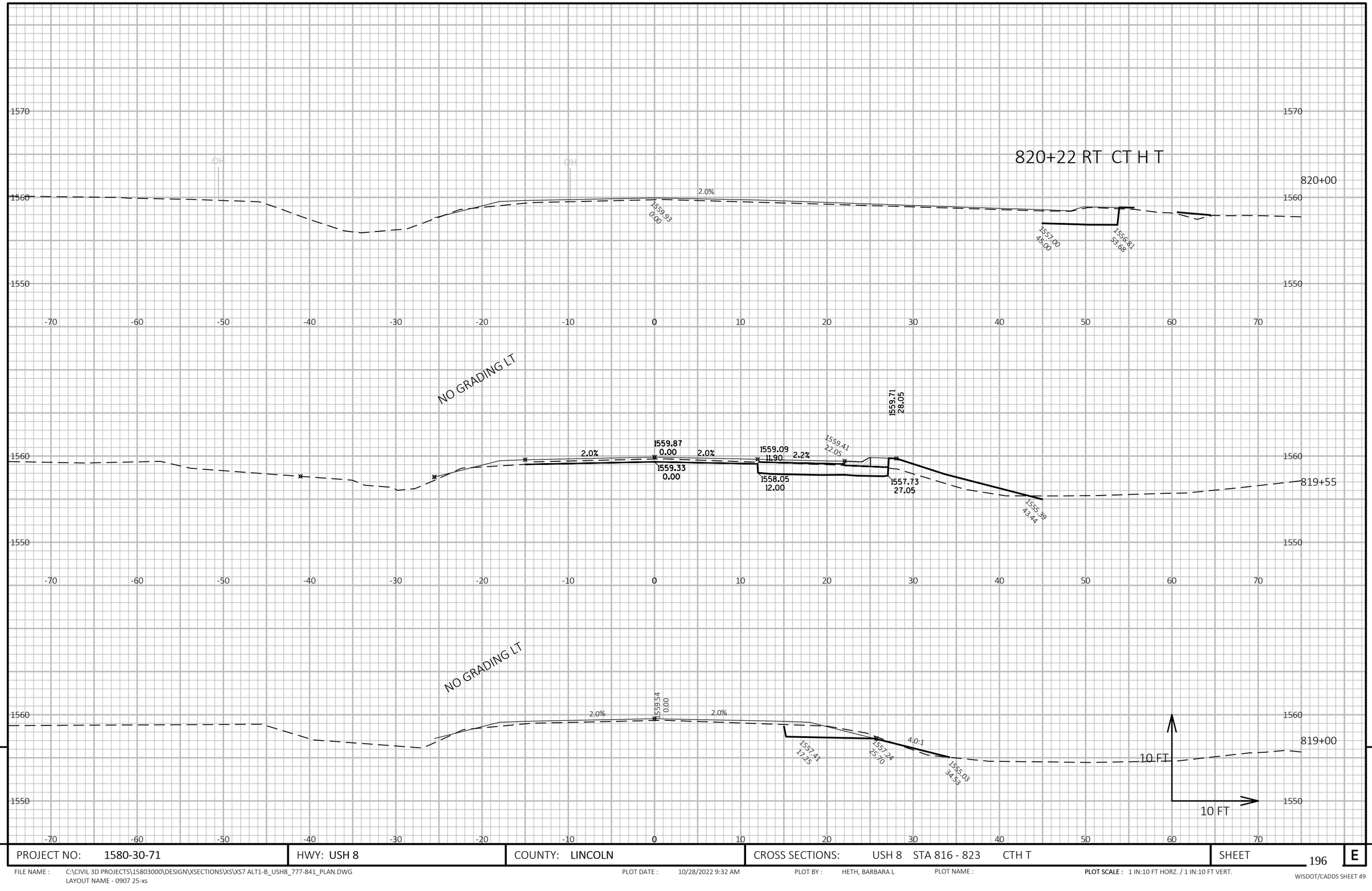
PLOT DATE : 10/28/2022 9:31 AM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 816 - 823 CTH T	SHEET 196 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 25-xs

PLOT DATE : 10/28/2022 9:32 AM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH 822+00 RT

822+00

821+00

820+60

NO GRADING LT

NO GRADING LT

1559.69
0.00

1559.15
0.00

1557.60
15.25

1555.43
40.92

1557.22
33.74

2.0%

2.0%

4.0:1

1560.33
-55.54

1559.83
0.00

1559.29
0.00

1559.06
11.90

1557.31
34.63

1558.33
40.55

1559.27
35.94

1558.86
37.87

2.9%

2.9%

2.8%

3.4%

3.5%

4.0:1

10 FT

10 FT

9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STA 816 - 823 CTH T	SHEET 197	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 0907 26-xs

PLOT DATE : 10/28/2022 9:32 AM

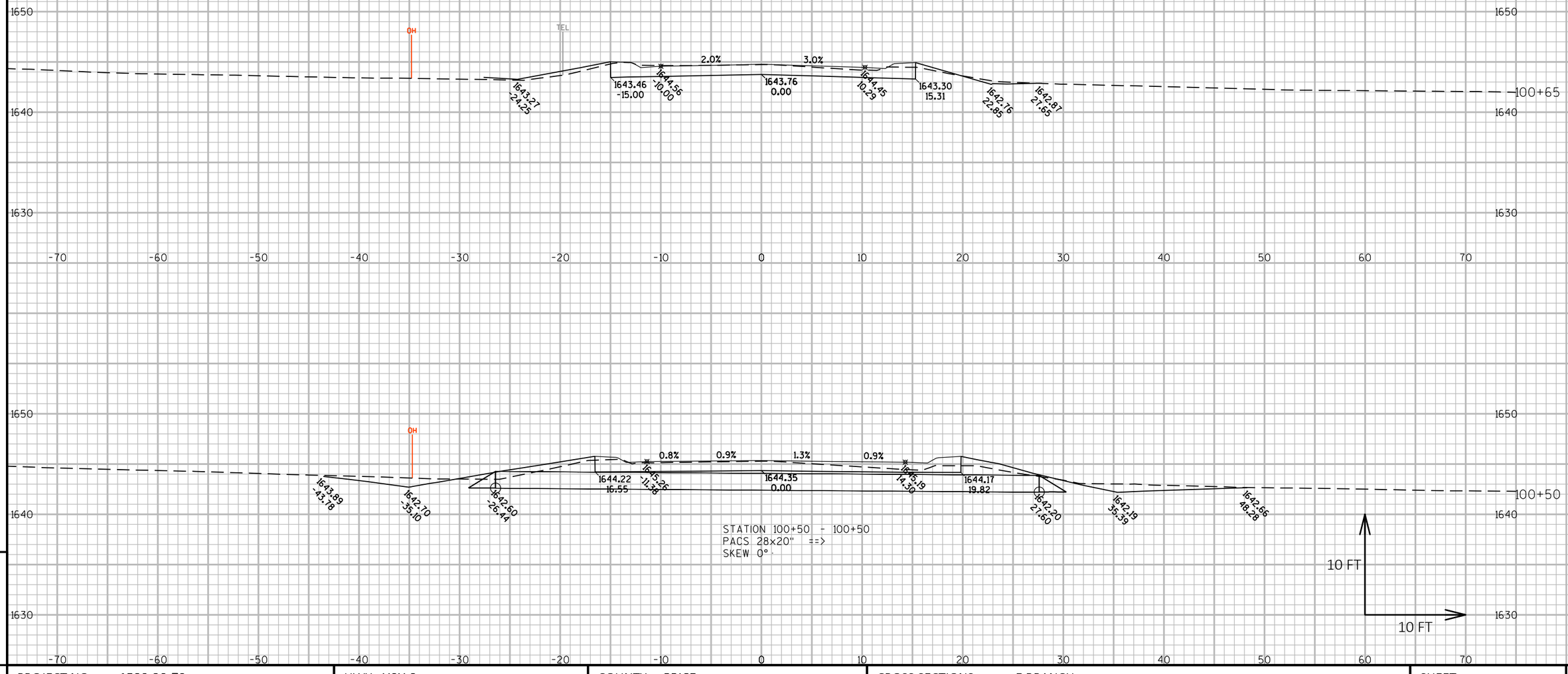
PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

MATCH 100+750



9

9

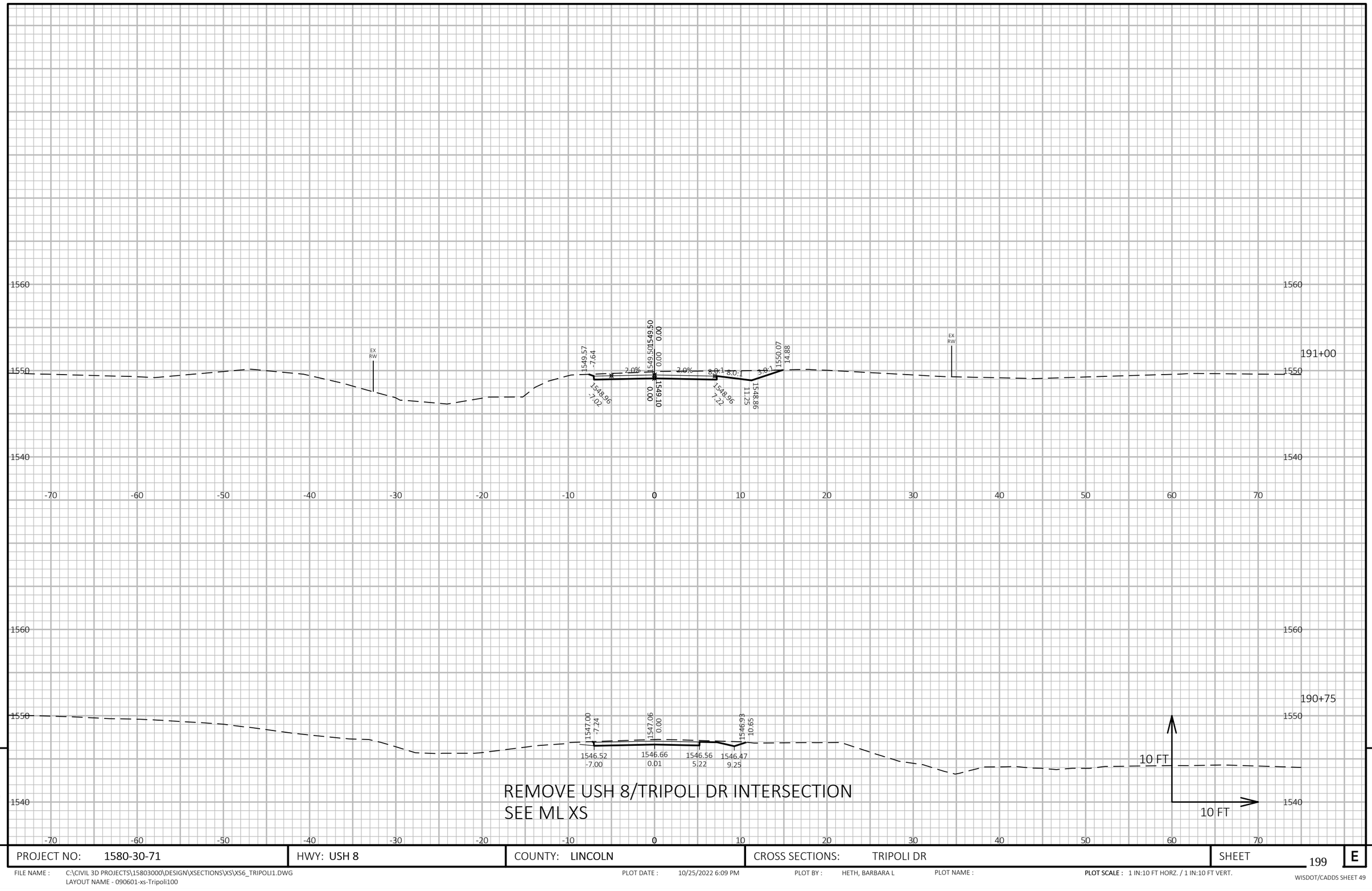
PROJECT NO: 1580-30-70	HWY: USH 8	COUNTY: PRICE	CROSS SECTIONS: E BRANCH	SHEET 198	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS4_USH8_523-607_PLAN.DWG
LAYOUT NAME - 090401-xs-EBranch

PLOT DATE : 7/7/2020 5:30 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



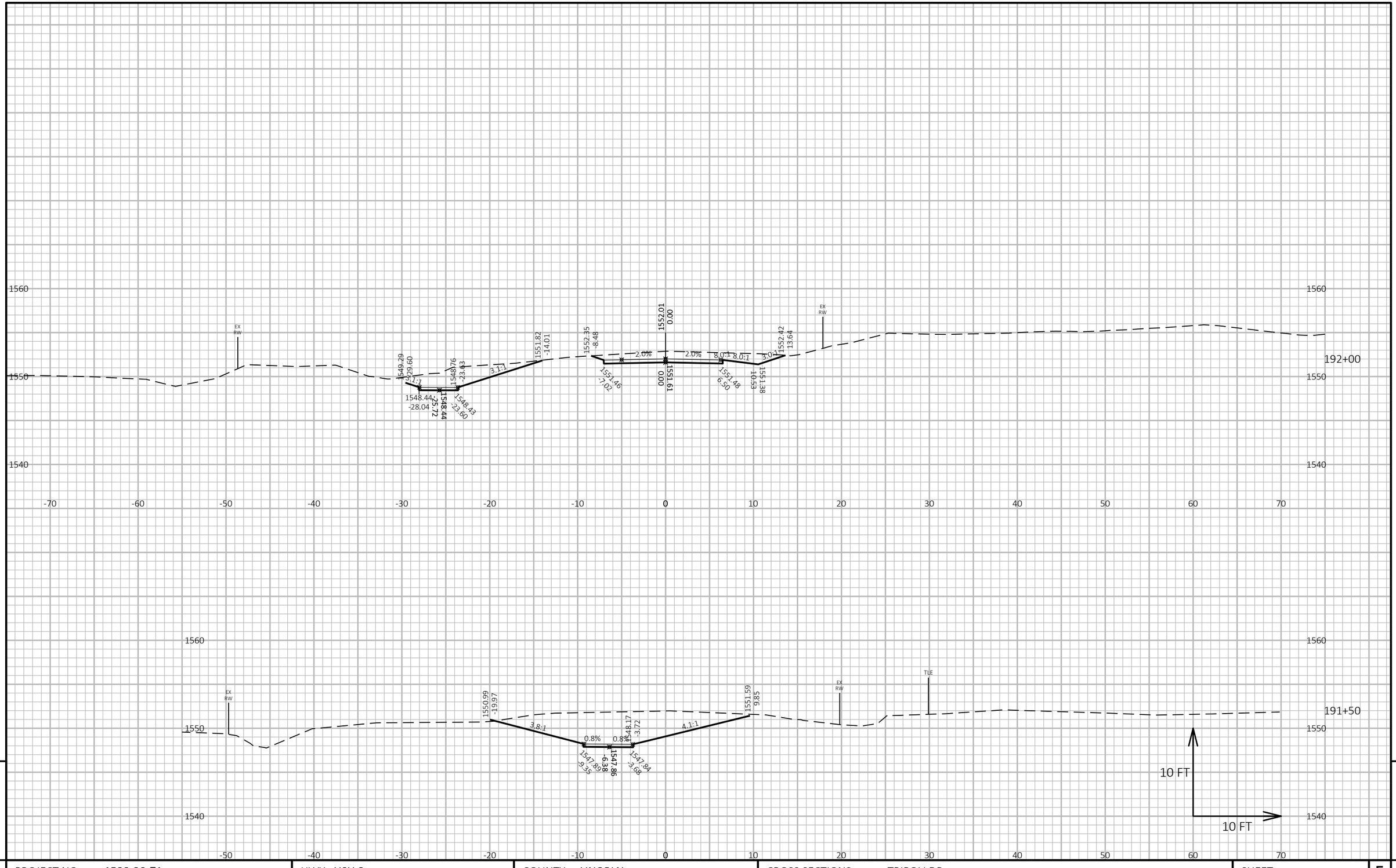
REMOVE USH 8/TRIPOLI DR INTERSECTION
SEE ML XS

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DR	SHEET 199	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1.DWG
LAYOUT NAME - 090601-xs-Tripoli100

PLOT DATE : 10/25/2022 6:09 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



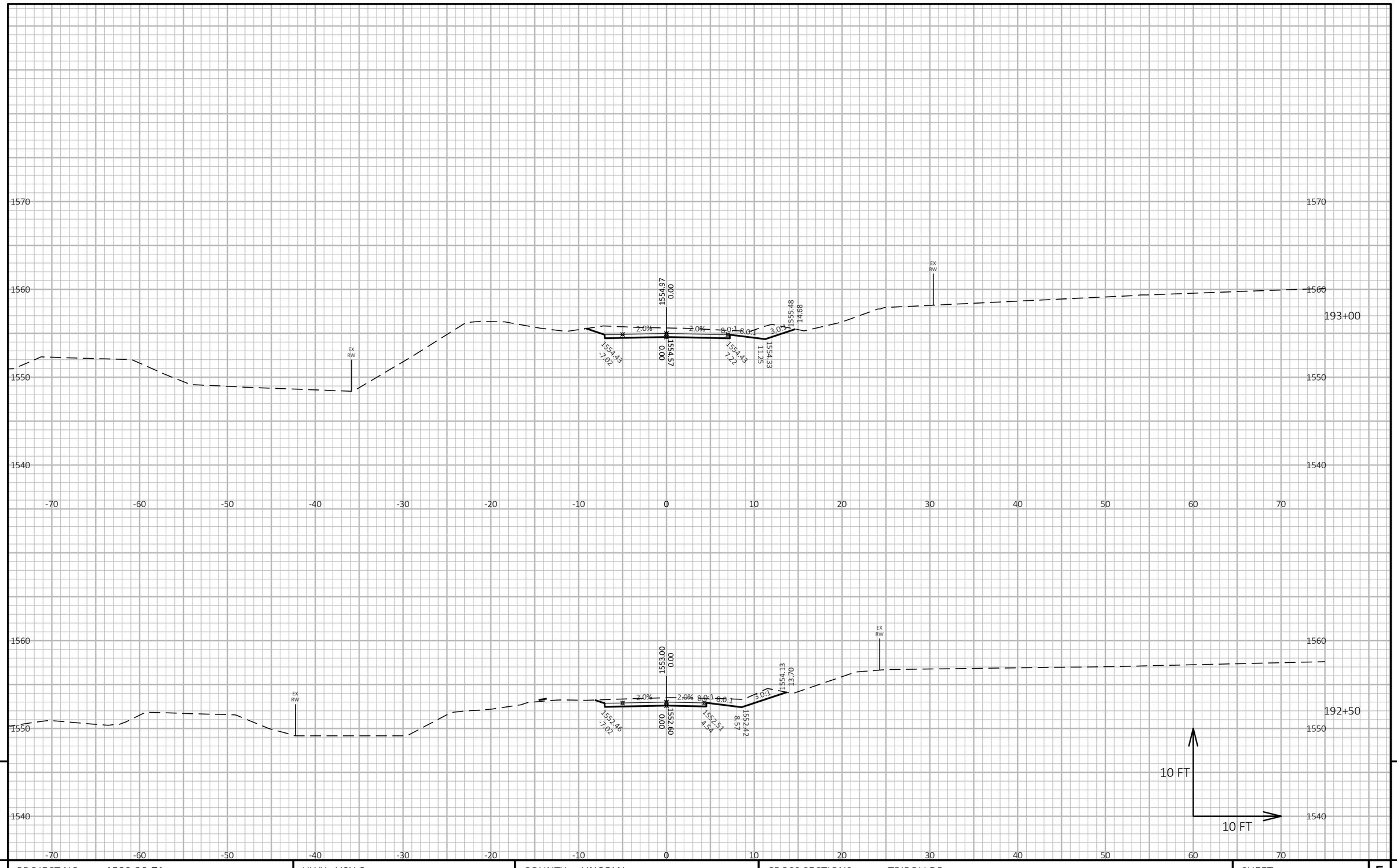
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DR	SHEET 200	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1.DWG
LAYOUT NAME - 090602-xs-Tripoli100

PLOT DATE : 10/25/2022 6:09 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DR	SHEET 201	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1.DWG
LAYOUT NAME - 090603-xs-Tripoli100

PLOT DATE : 10/25/2022 6:10 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

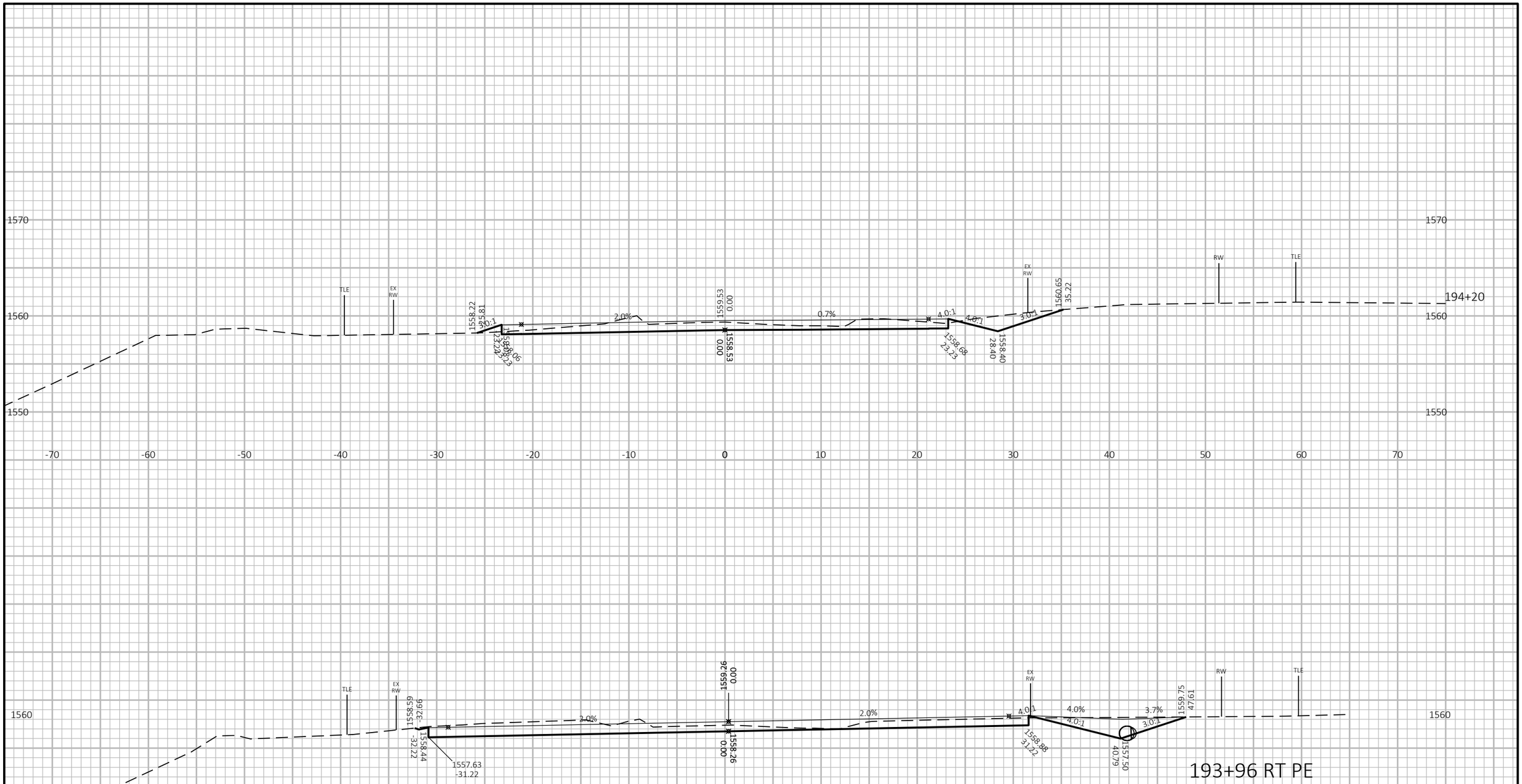
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DR	SHEET 202	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1.DWG
LAYOUT NAME - 090604-xs-Tripoli100

PLOT DATE : 10/25/2022 6:11 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DR	SHEET 203	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1.DWG
LAYOUT NAME - 090605-xs-Tripoli100

PLOT DATE : 10/25/2022 6:11 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



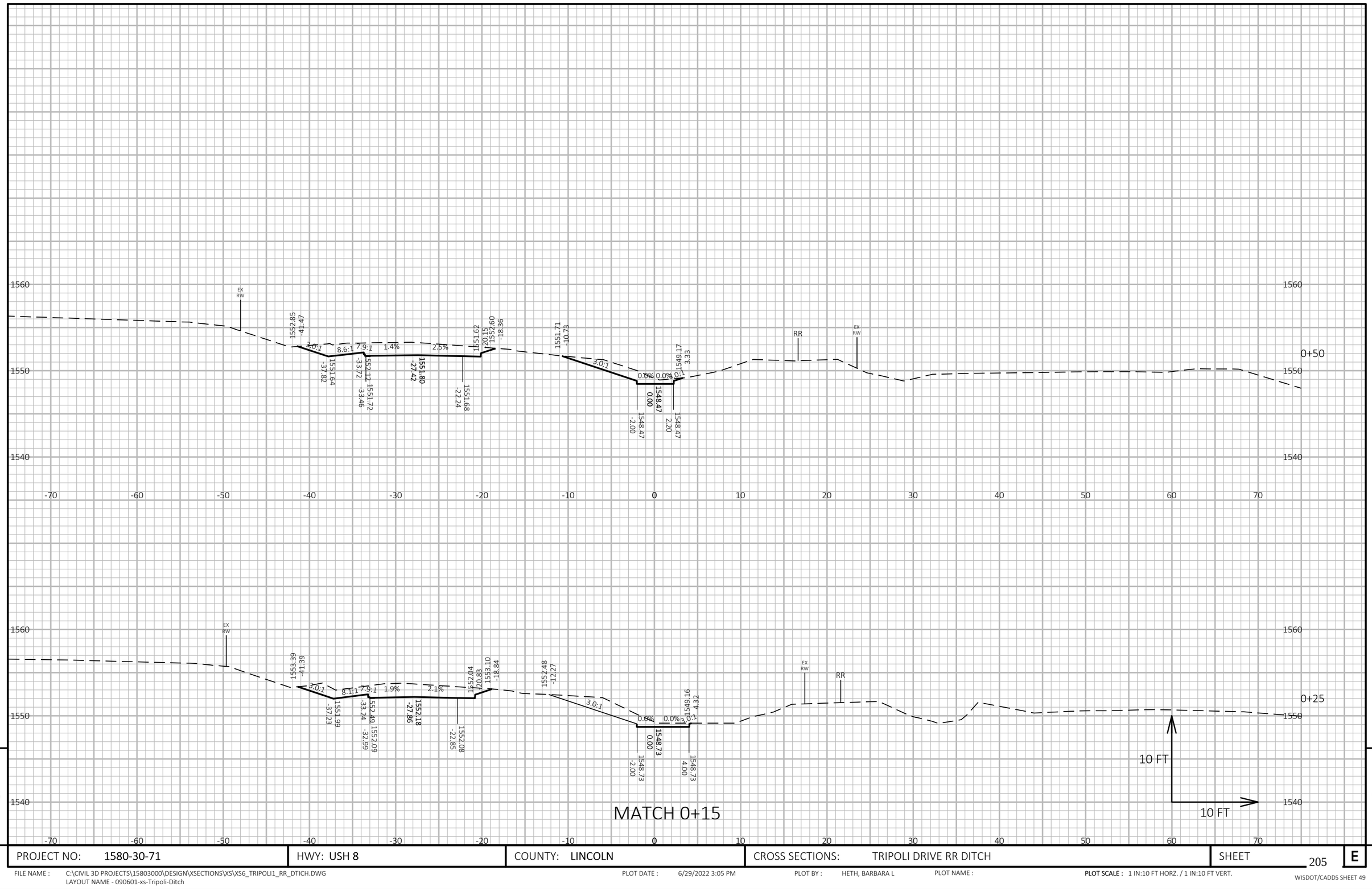
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DR	SHEET 204	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1.DWG
LAYOUT NAME - 090606-xs-Tripoli100

PLOT DATE : 10/25/2022 6:12 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49

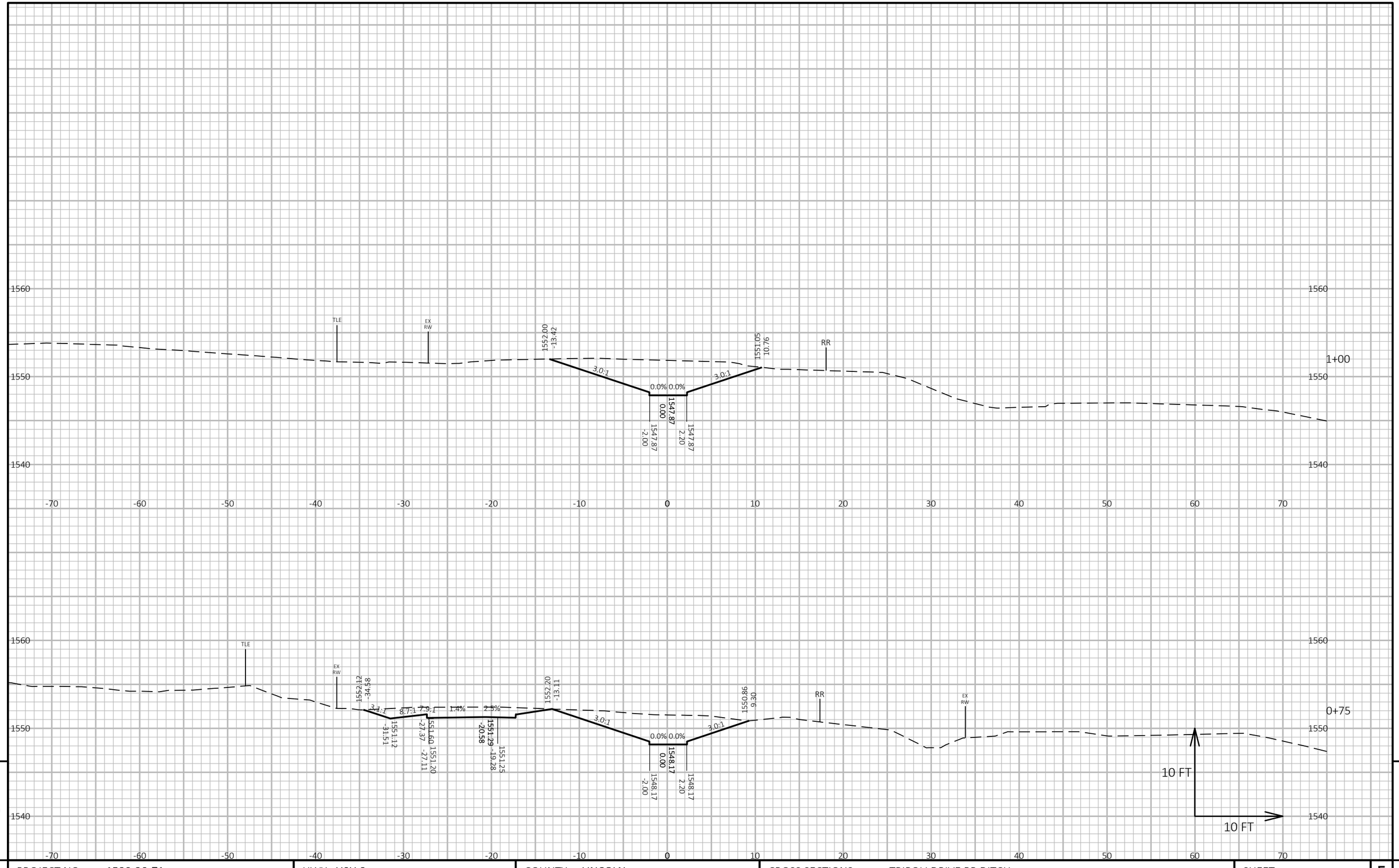


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DRIVE RR DITCH	SHEET 205	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1_RR_DTICH.DWG
LAYOUT NAME - 090601-xs-Tripoli-Ditch

PLOT DATE : 6/29/2022 3:05 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DRIVE RR DITCH	SHEET 206	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1_RR_DTICH.DWG
LAYOUT NAME - 090602-xs-Tripoli-Ditch

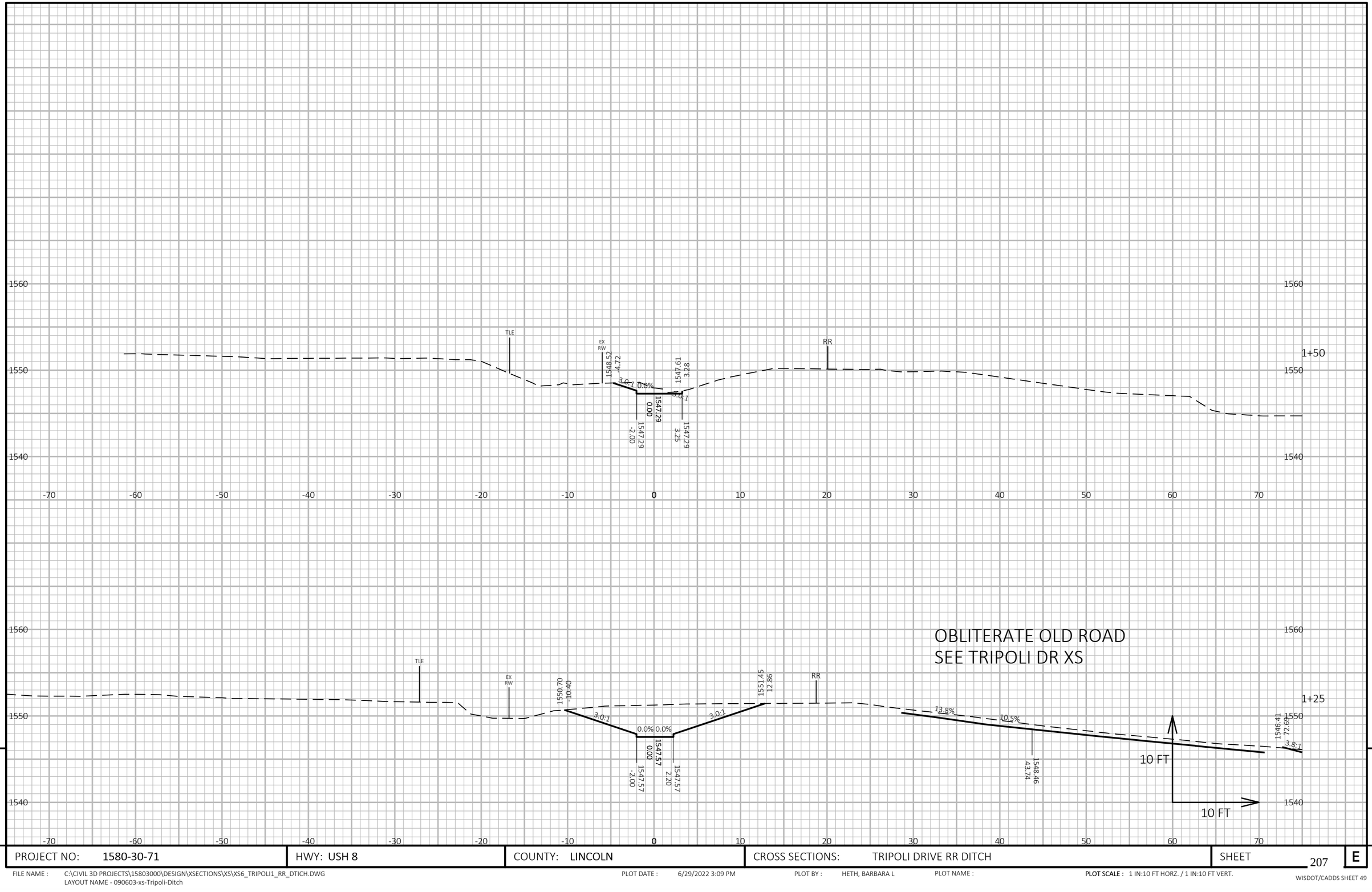
PLOT DATE : 6/29/2022 3:07 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

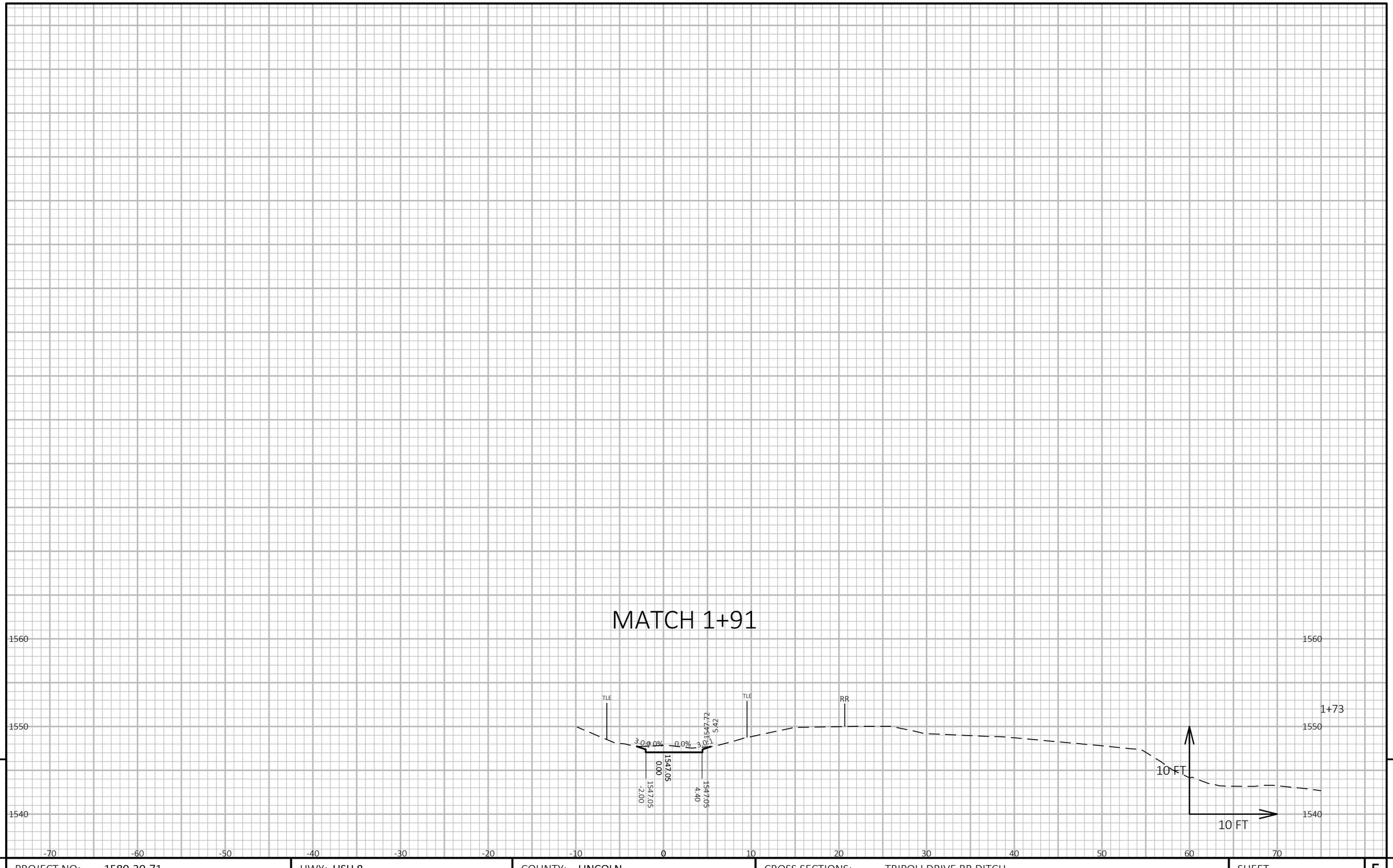
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DRIVE RR DITCH	SHEET 207	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1_RR_DTICH.DWG
LAYOUT NAME - 090603-xs-Tripoli-Ditch

PLOT DATE : 6/29/2022 3:09 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

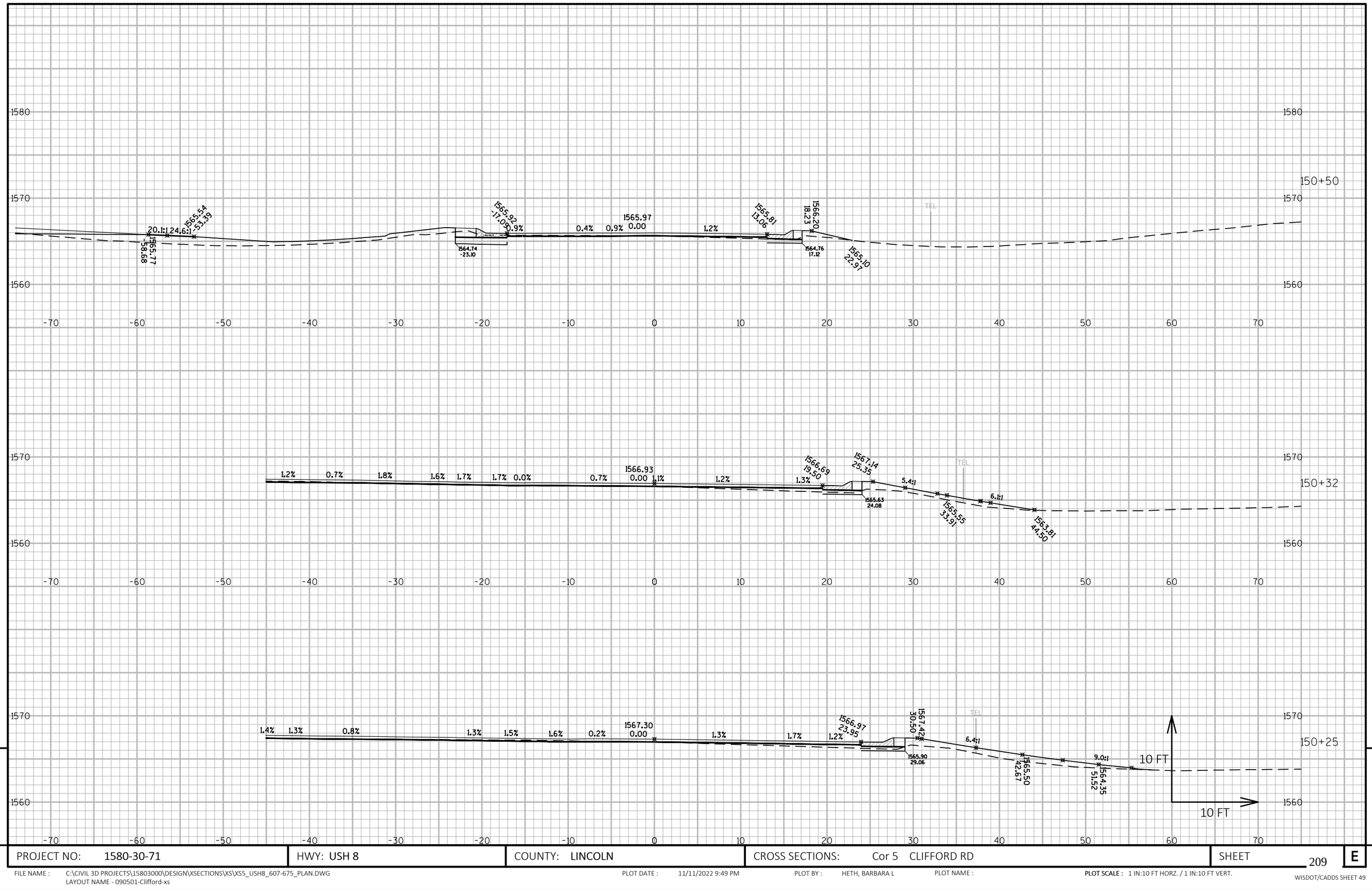
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: TRIPOLI DRIVE RR DITCH	SHEET 208	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_TRIPOLI1_RR_DTICH.DWG
LAYOUT NAME - 090604-xs-Tripoli-Ditch

PLOT DATE : 4/4/2022 2:02 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: Cor 5 CLIFFORD RD	SHEET 209	E

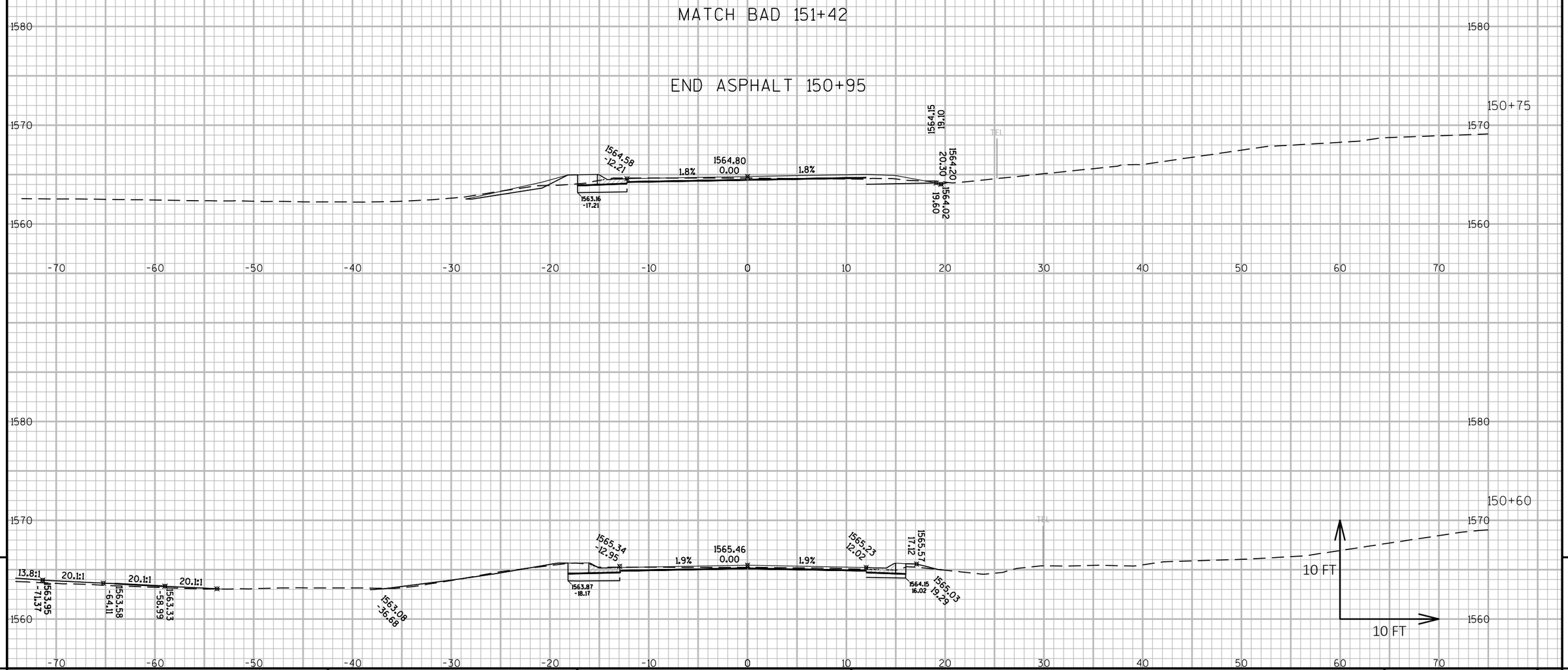
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090501-Clifford-xs

PLOT DATE : 11/11/2022 9:49 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH BAD 151+42

END ASPHALT 150+95



9

9

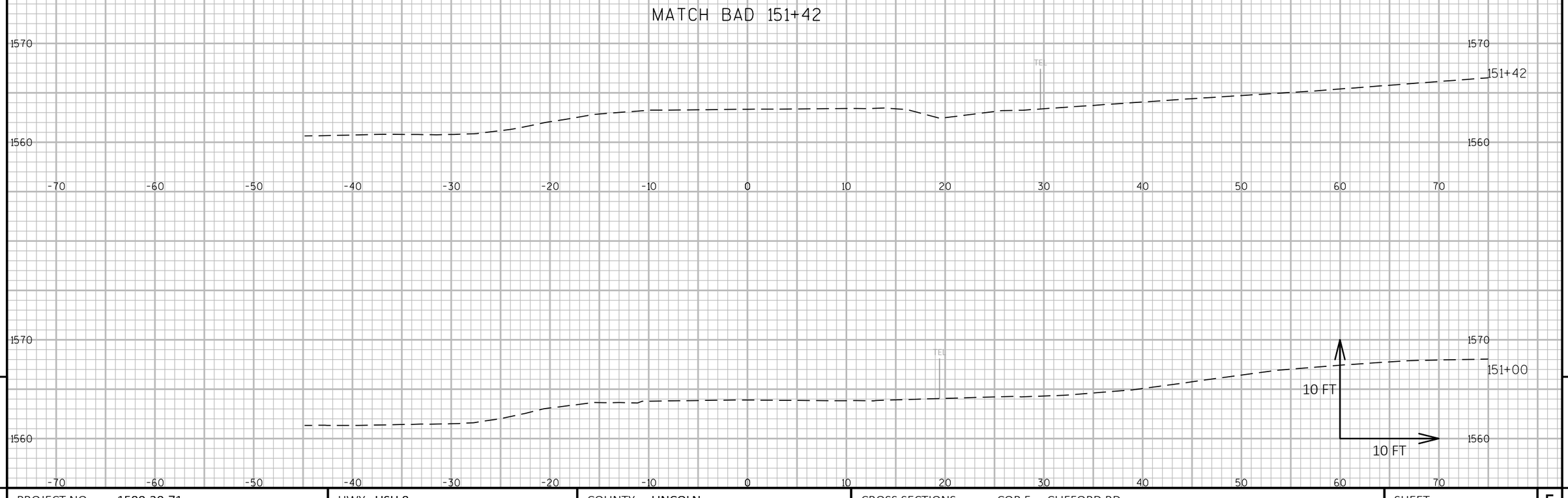
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: COR 5 CLIFFORD RD	SHEET 210	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090502-Clifford-xs

PLOT DATE : 11/11/2022 9:58 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH BAD 151+42



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: COR 5 CLIFFORD RD	SHEET 211	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090503-Clifford-xs

PLOT DATE : 11/11/2022 9:51 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

MATCH BAD 161+50

END ASPHALT 160+70

1566.91
-19.44

1.9%

1.3%

1567.28
0.00

1567.02
19.19

1567.04
-21.22

1.7%

1.9%

1.2%

1.1%

1567.41
0.00

1567.17
21.63

CPCS 24" <==

1563.98
-53.38

1564.10
-31.84

1564.50
26.18

1564.75
43.33

STATION 160+40 - 160+45
CPCS 24" <==
SKEW 5° LHF

PIPE SHOWN ON SKEW

161+00

160+50

160+42

10 FT

10 FT

9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: COR 5 SHORT RD	SHEET 212	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 090541-xs-short

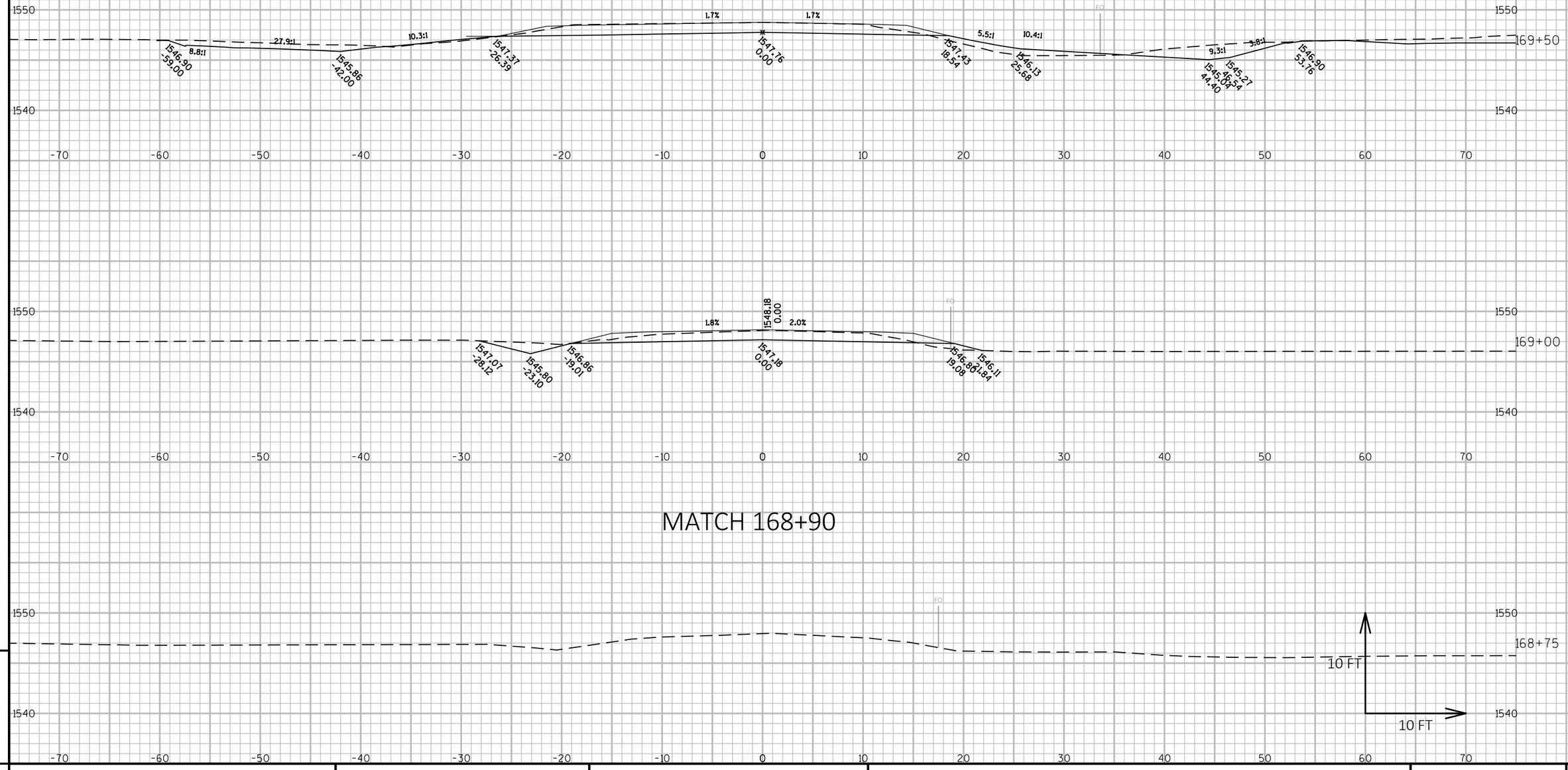
PLOT DATE : 8/21/2022 1:07 AM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

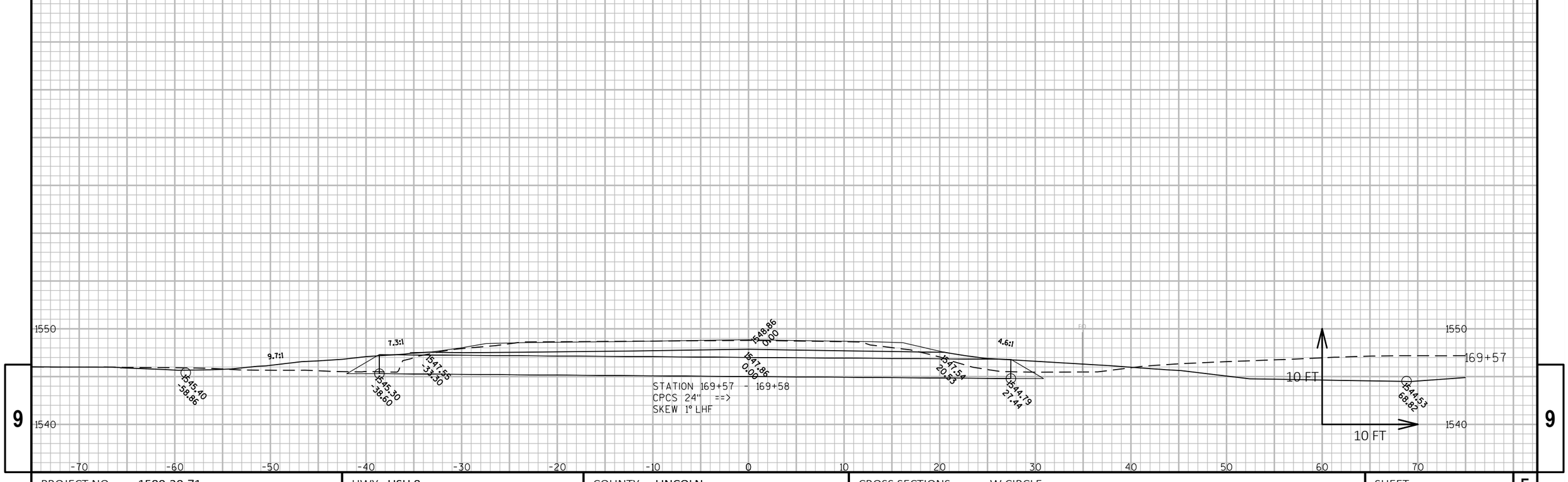


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: W CIRCLE	SHEET 213	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090601-xs-WCircle

PLOT DATE : 10/18/2022 6:59 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: W CIRCLE	SHEET 214	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090602-xs-WCircle

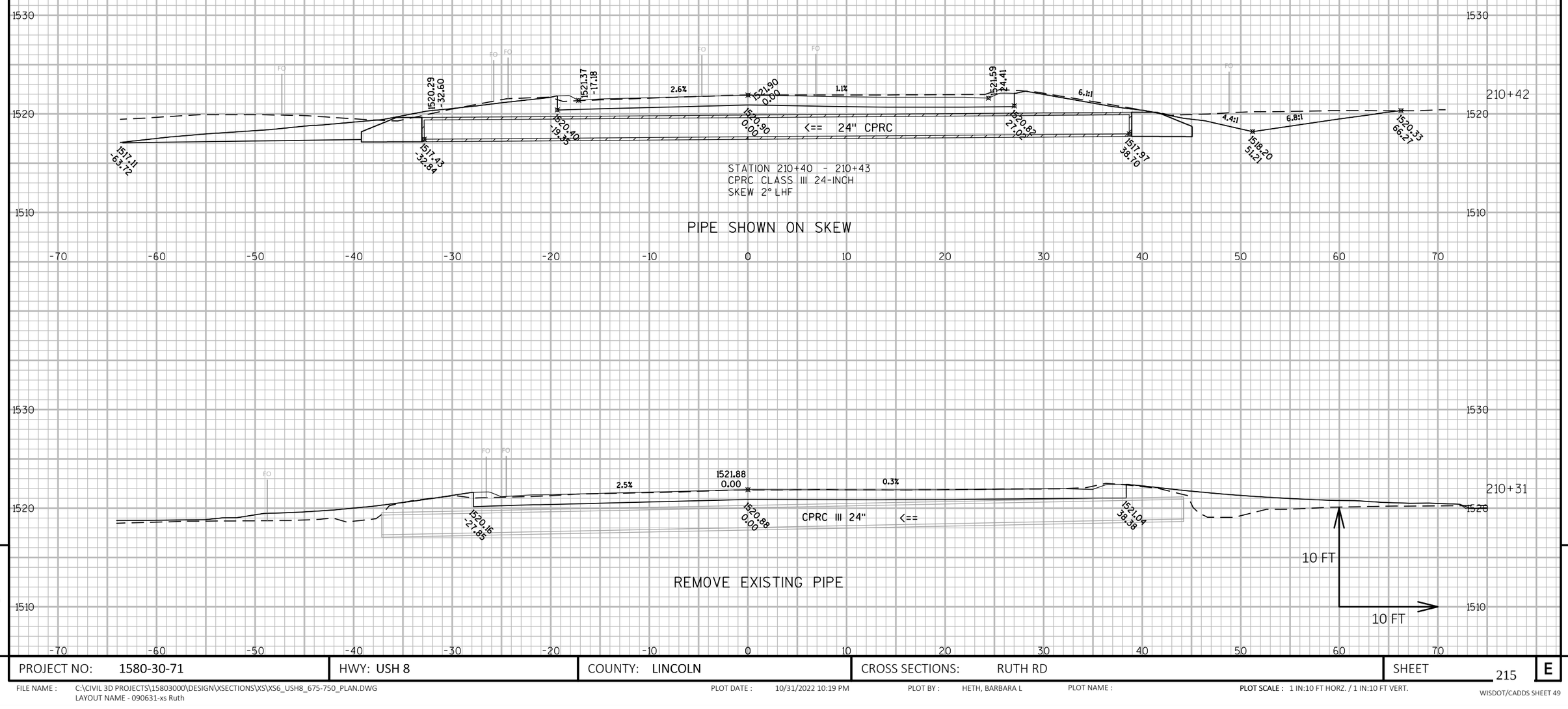
PLOT DATE : 10/18/2022 7:00 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

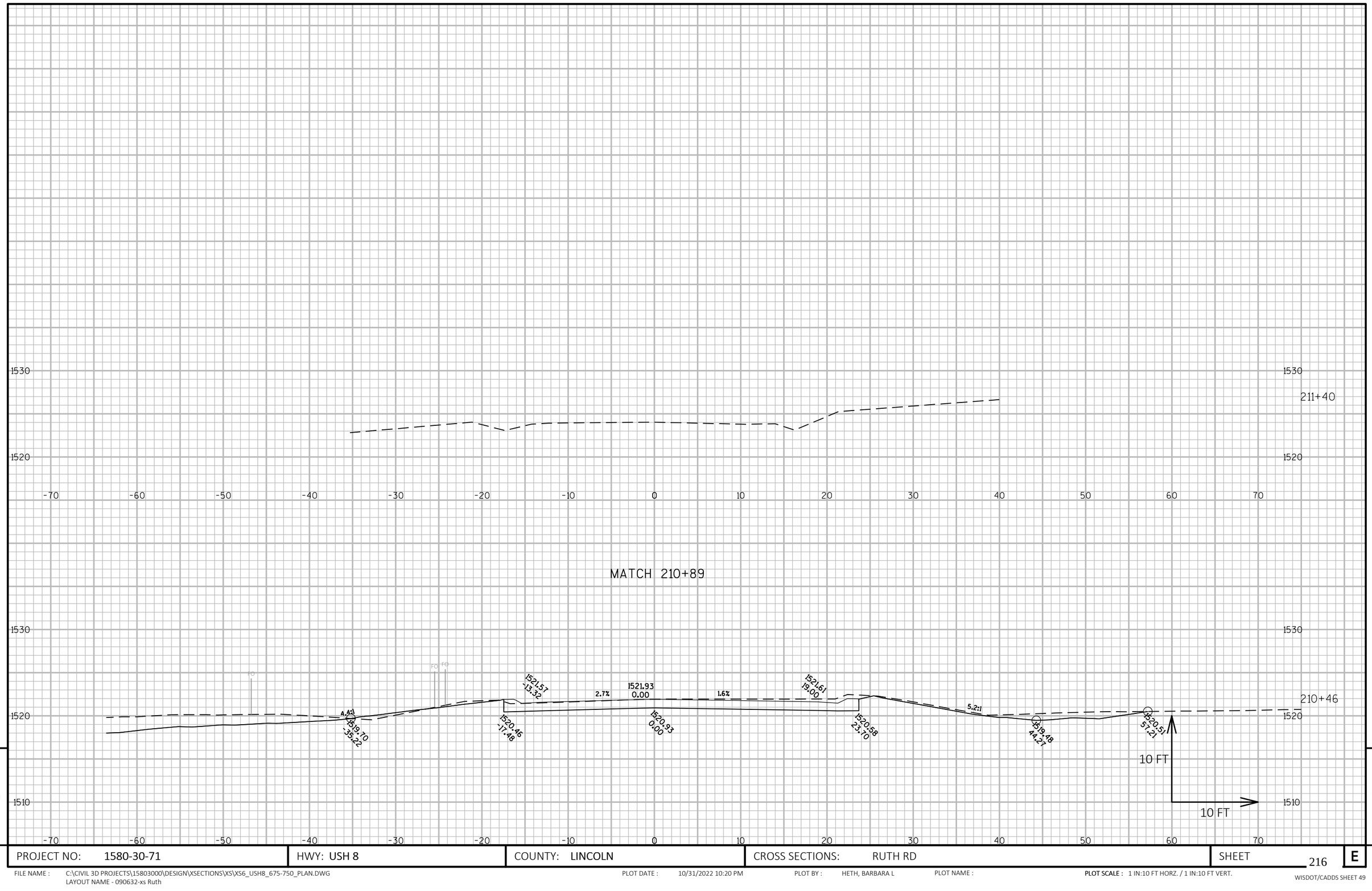
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RUTH RD	SHEET 215	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090631-xs Ruth

PLOT DATE : 10/31/2022 10:19 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

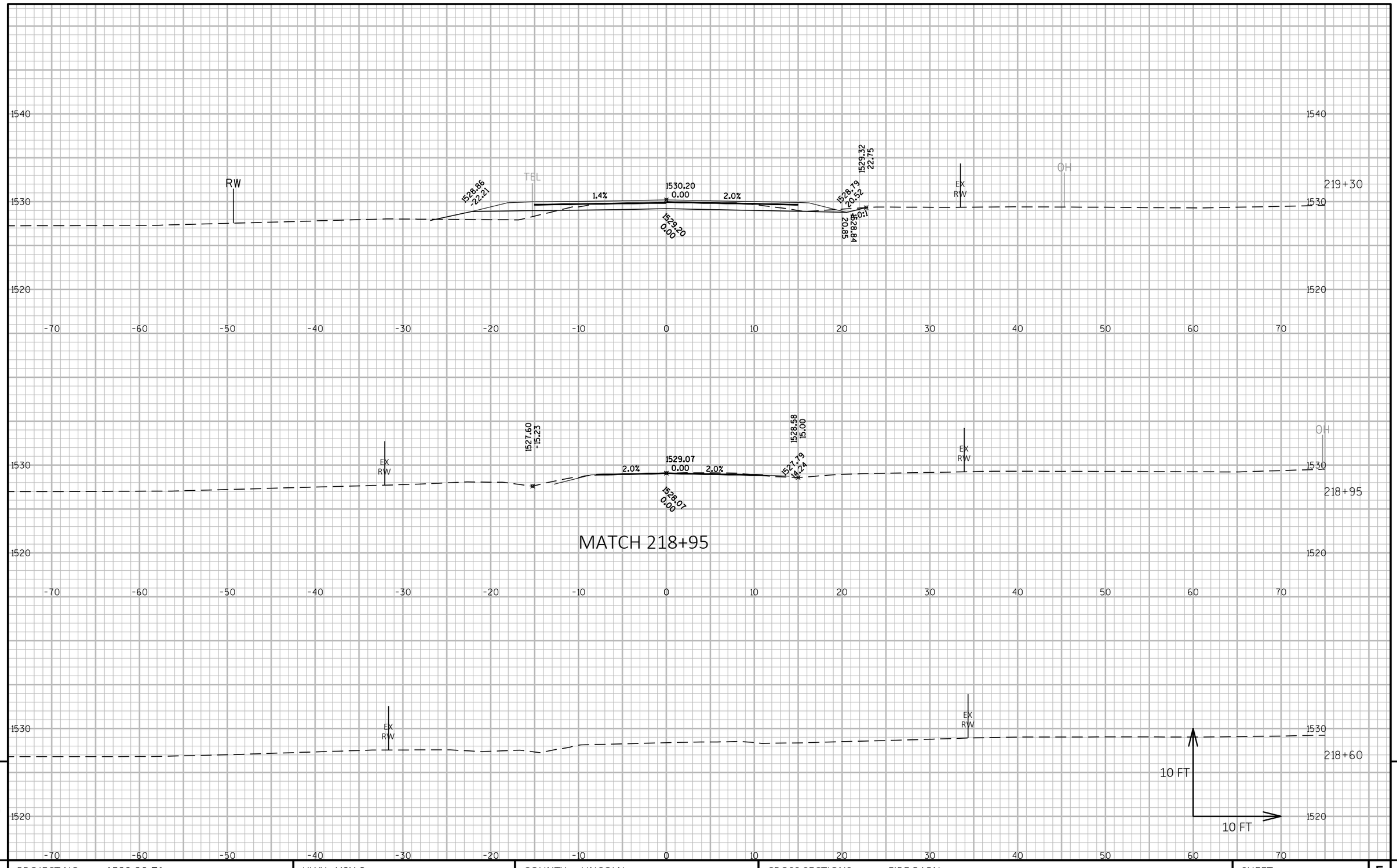
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RUTH RD	SHEET 216	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS6_USH8_675-750_PLAN.DWG
LAYOUT NAME - 090632-xs Ruth

PLOT DATE : 10/31/2022 10:20 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



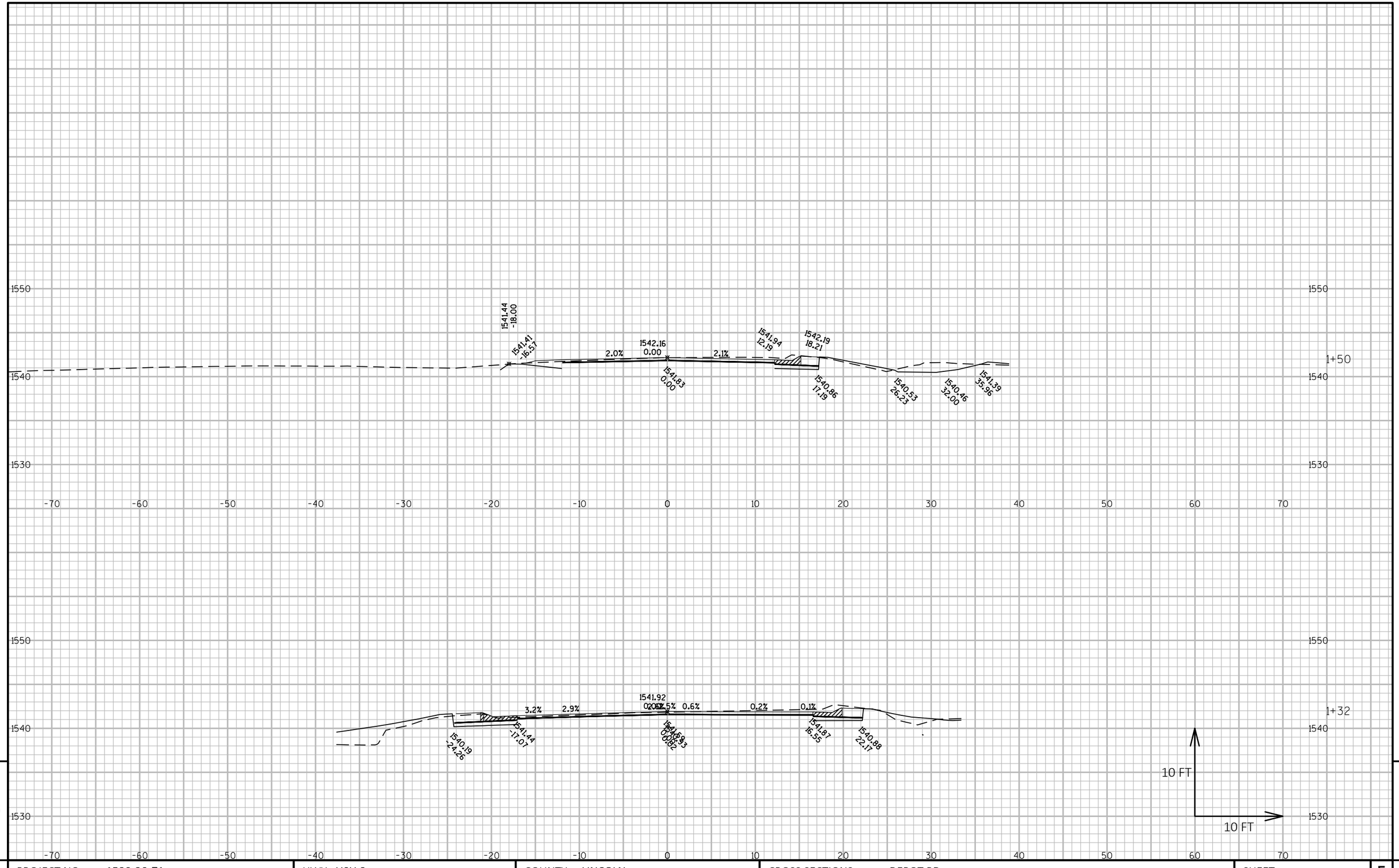
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: FIRE BARN	SHEET 217	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090701-xs FireBarn

PLOT DATE : 10/29/2022 1:53 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: DEPOT RD	SHEET 218	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090751-xs DEPOT

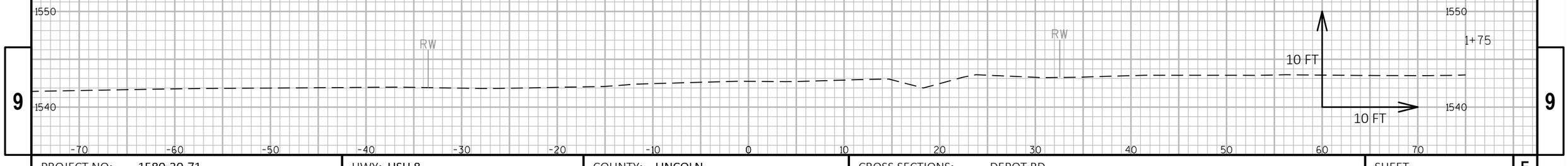
PLOT DATE : 11/8/2022 8:11 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: DEPOT RD	SHEET 219	E

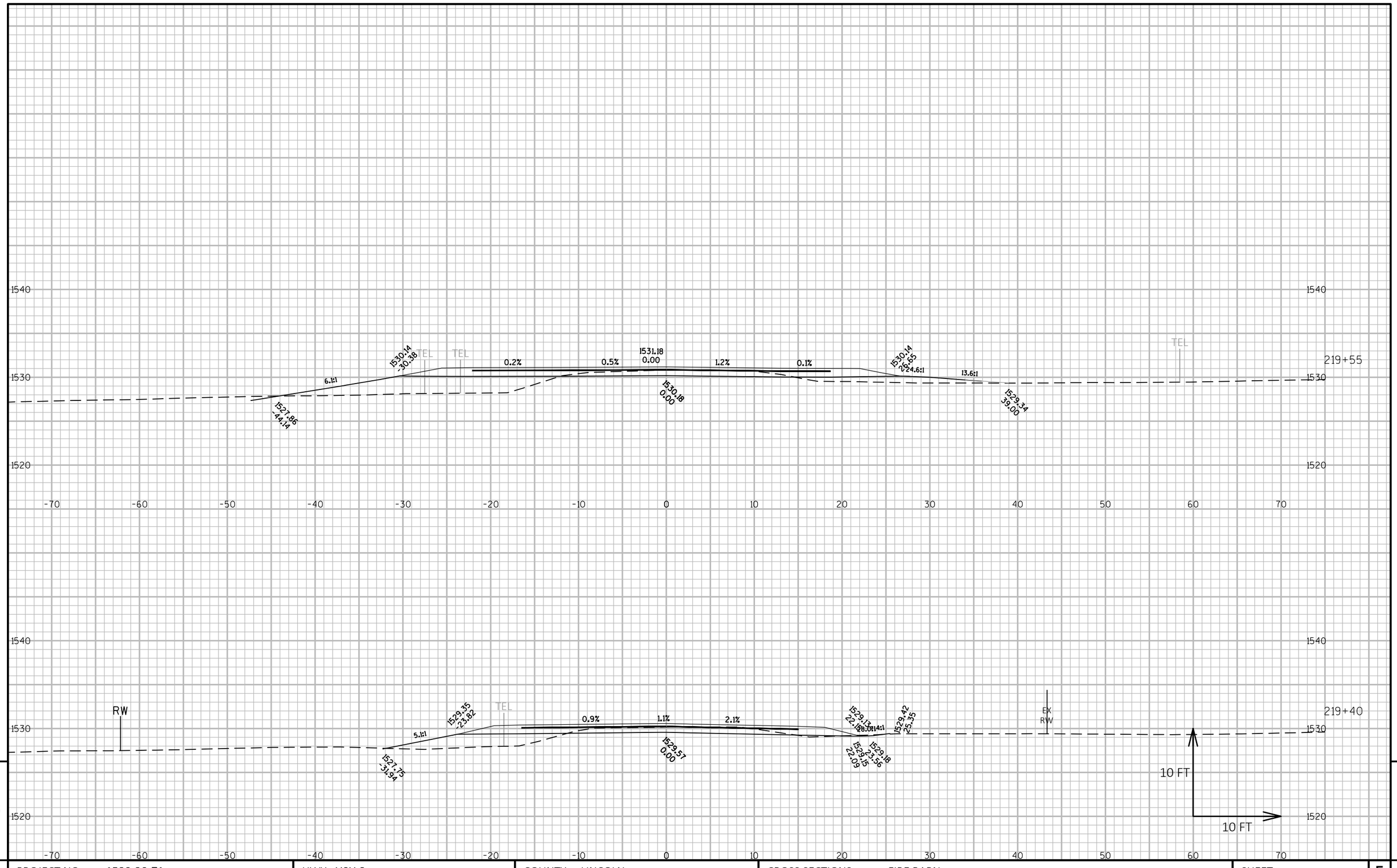
FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090752-xs DEPOT

PLOT DATE : 10/29/2022 2:03 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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



PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: FIRE BARN	SHEET 220	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090702-xs FireBarn

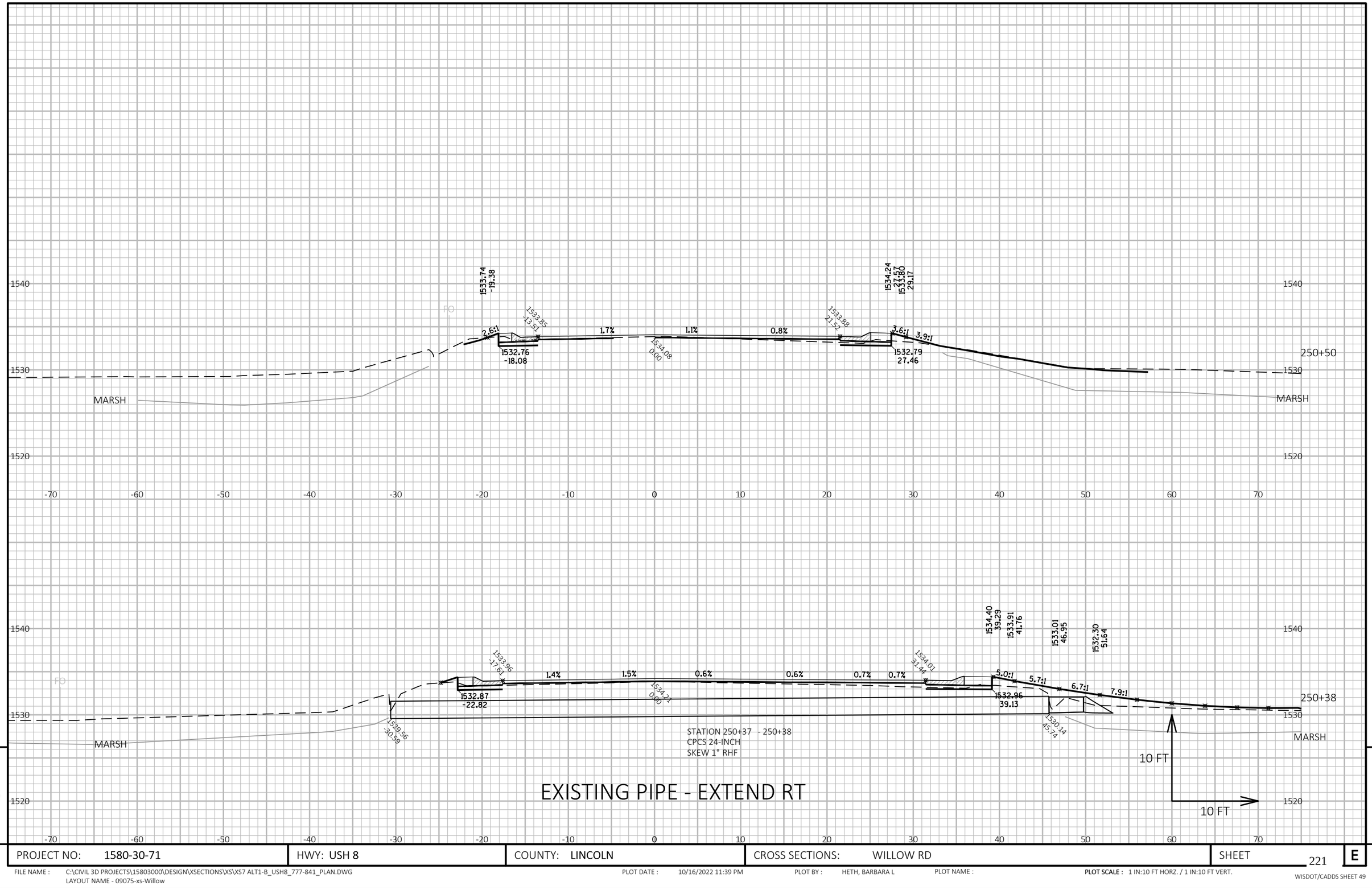
PLOT DATE : 10/29/2022 1:54 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



EXISTING PIPE - EXTEND RT

9

9

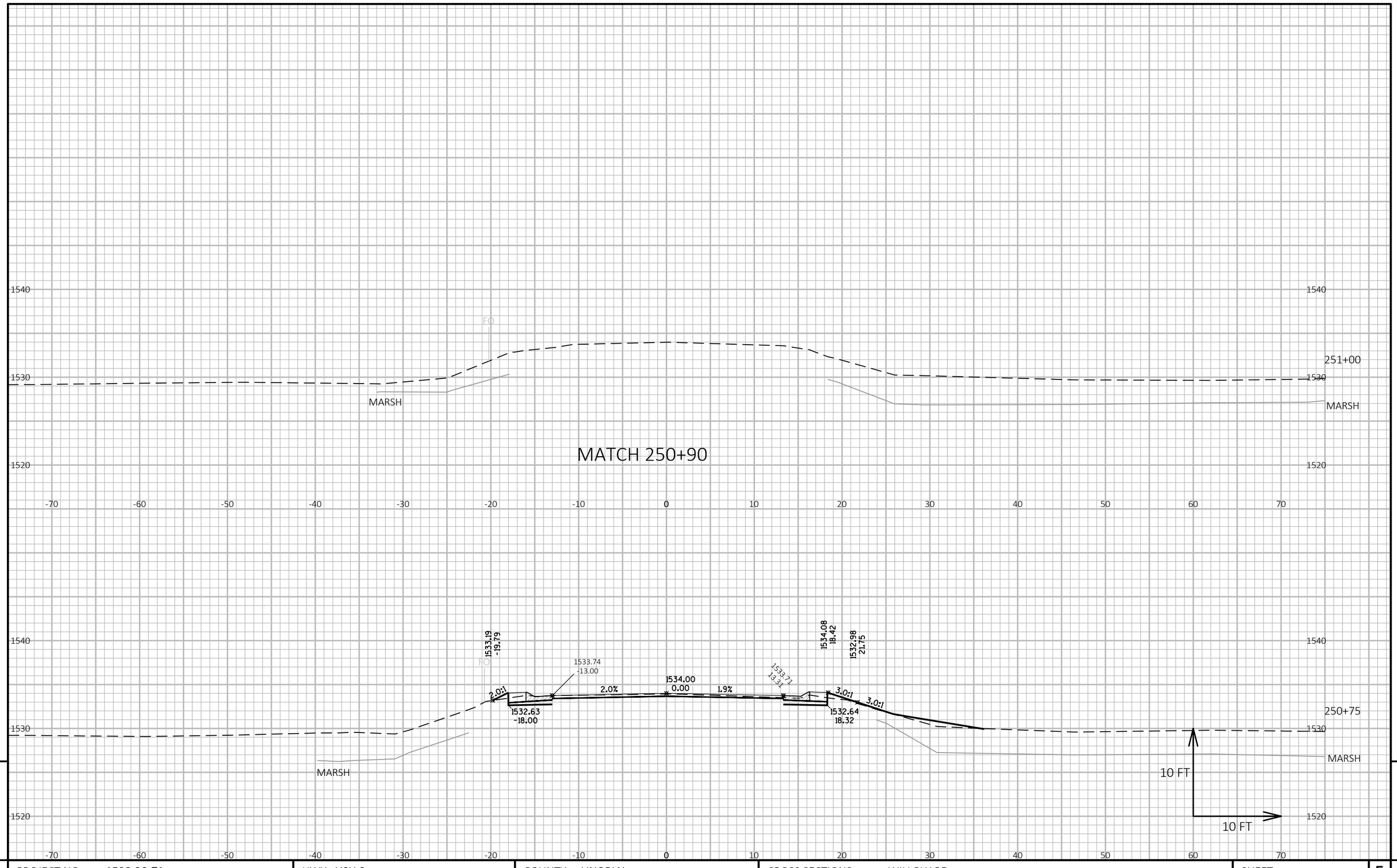
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: WILLOW RD	SHEET 221	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 09075-xs-Willow

PLOT DATE : 10/16/2022 11:39 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

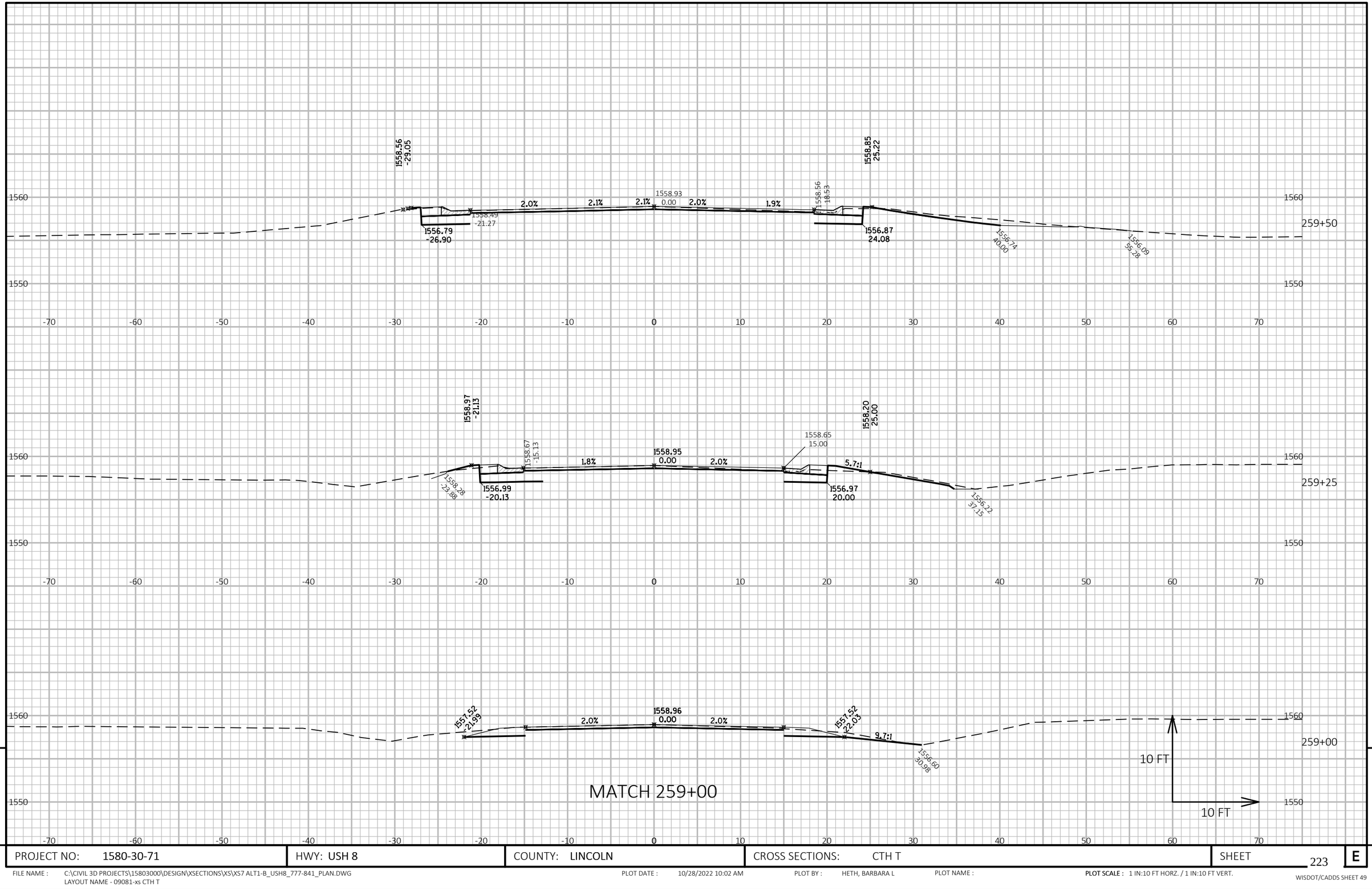
9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: WILLOW RD	SHEET 222	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 09076-xs-Willow

PLOT DATE : 10/16/2022 11:39 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: CTH T	SHEET 223	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 09081-xs CTH T

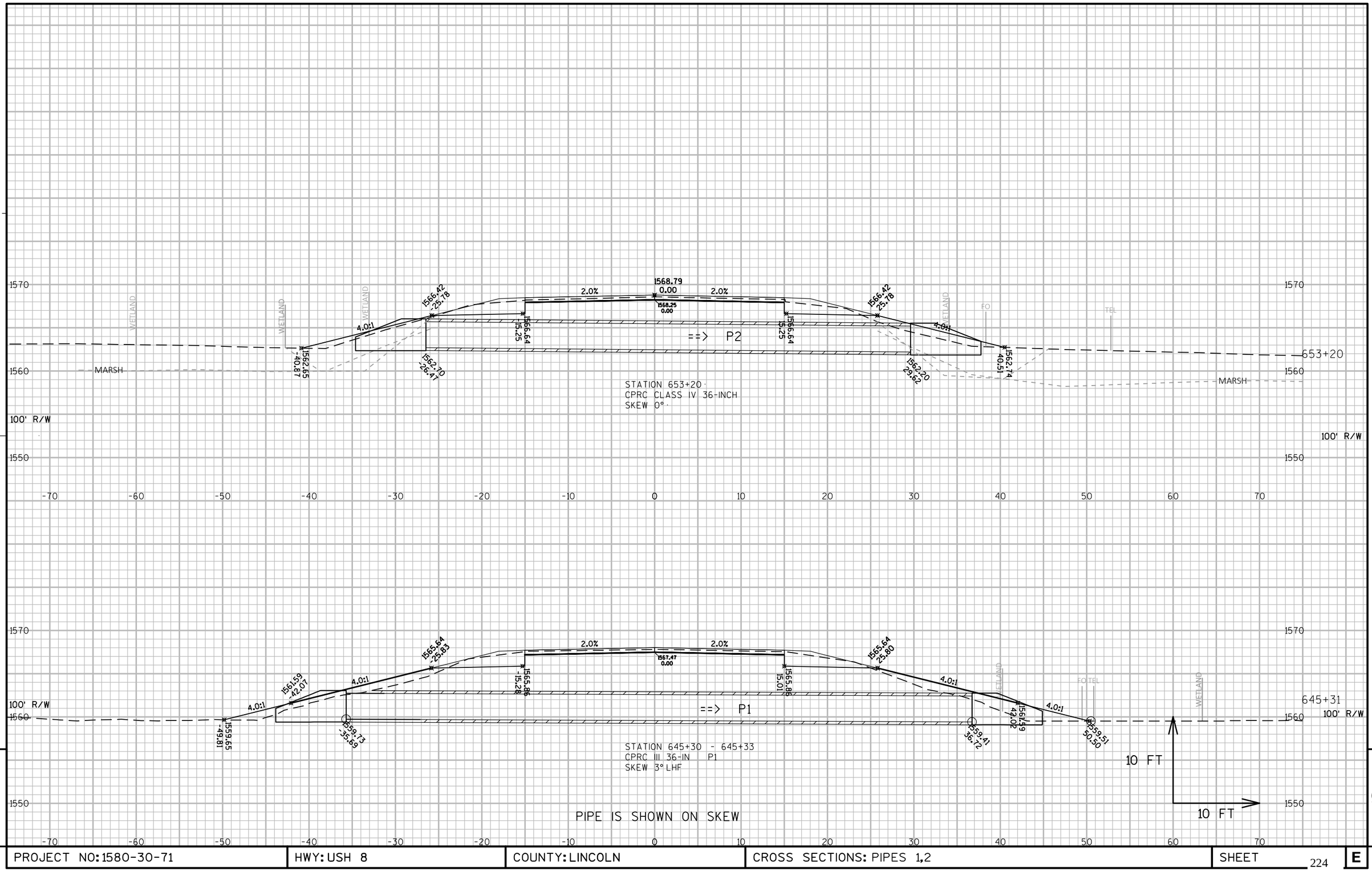
PLOT DATE : 10/28/2022 10:02 AM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49

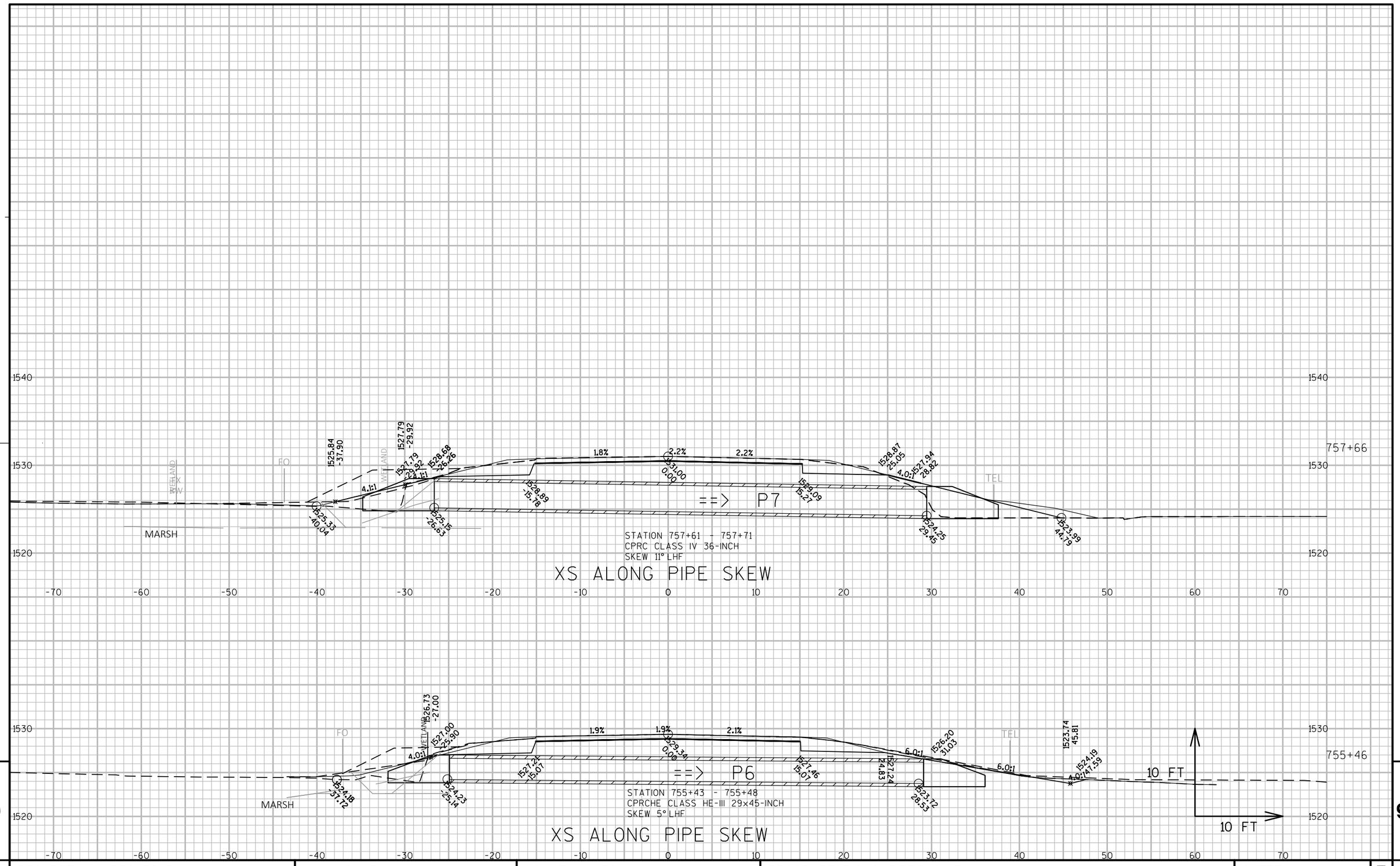


PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: PIPES 1,2	SHEET 224	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS5_USH8_607-675_PLAN.DWG
LAYOUT NAME - 09051 - XS - PIPES

PLOT DATE : 10/24/2022 2:09 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1" = 10'_XREF

WISDOT/CADDS SHEET 49

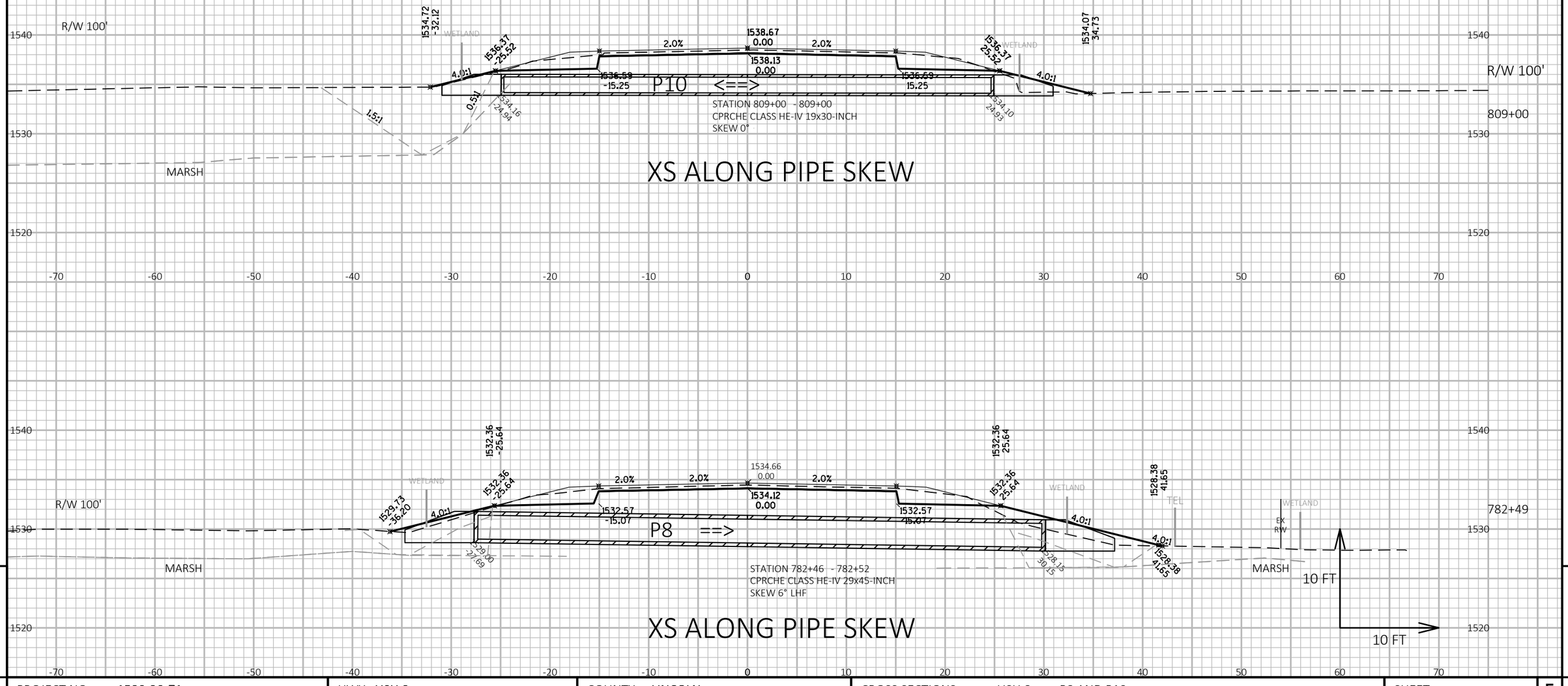


PROJECT NO:1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: PIPES 6, 7	SHEET 225	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090742- XS PIPES

PLOT DATE : 12/10/2022 4:32 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



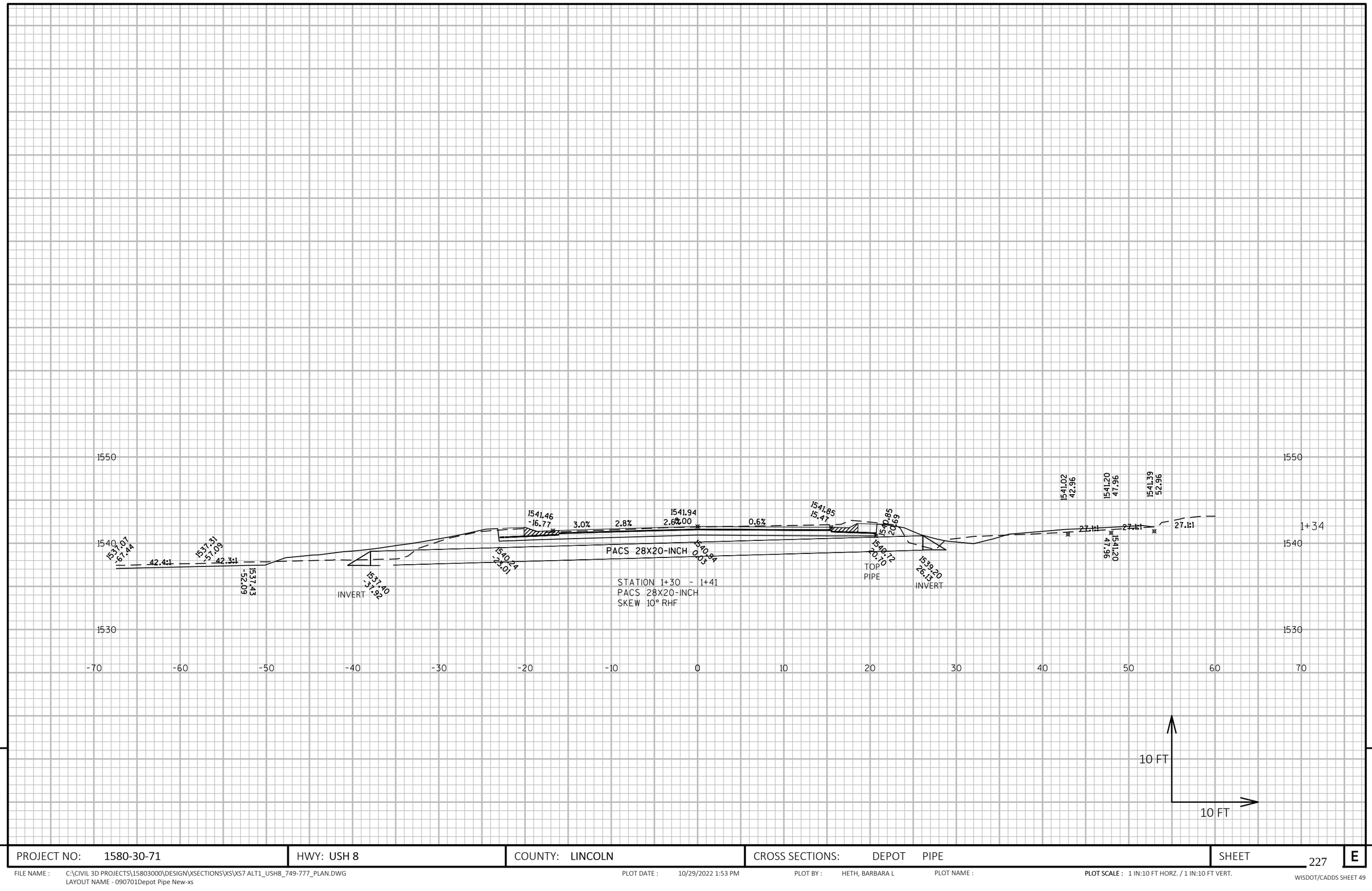
PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 P8 AND P10	SHEET 226	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1-B_USH8_777-841_PLAN.DWG
LAYOUT NAME - 09071-xs pipes B

PLOT DATE : 10/28/2022 5:40 PM PLOT BY : HETH, BARBARA L PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-71	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: DEPOT PIPE	SHEET 227	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803000\DESIGN\XSECTIONS\XS\XS7 ALT1_USH8_749-777_PLAN.DWG
LAYOUT NAME - 090701Depot Pipe New-xs

PLOT DATE : 10/29/2022 1:53 PM PLOT BY : HETH, BARBARA L 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

RHI

FEBRUARY 2023

PROJECT ID: 1580-30-72

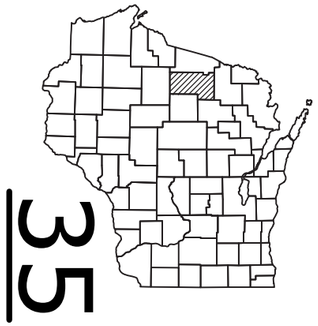
WITH: 1580-30-70, 1580-30-71

COUNTY: ONEIDA

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 132



35

DESIGN DESIGNATION 1580-30-72

A.A.D.T.	2022	=	2040
A.A.D.T.	2042	=	2040
D.H.V.		=	343
D.D.		=	61 / 39
T.		=	24%
DESIGN SPEED		=	55 MPH
ESALS		=	810,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PRENTICE - BRADLEY

TRACY ROAD TO NORTH McCORD ROAD

USH 8

ONEIDA COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1580-30-72		

STATE PROJECT NUMBER

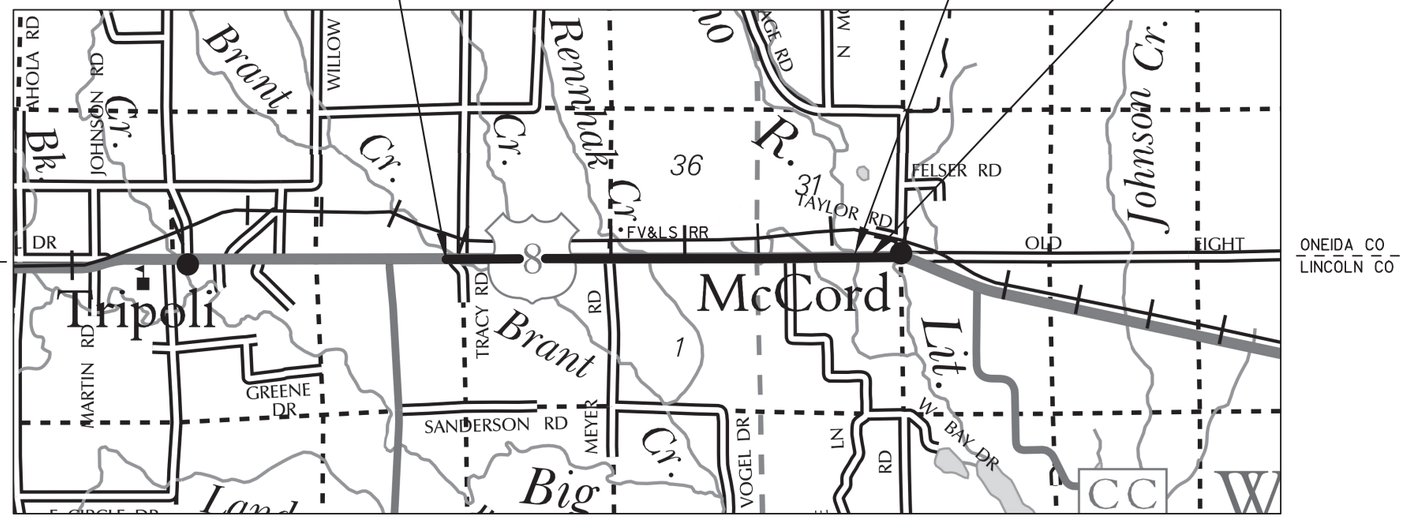
1580-30-72

BEGIN PROJECT 1580-30-72
STA 841+00
X= 122,733.0633
Y= 134,819.9388

NET EXCEPTION TO CENTERLINE
STA 987+51.41 - STA 987+98.59
B-35-157

END PROJECT 1580-30-72
STA 996+02

N



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 2.927 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ONEIDA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	REI
Designer	BARBARA HETH
Project Manager	NICHOLAS VOS
Regional Examiner	ZACH GRULING
Regional Supervisor	DAN ERVA

APPROVED FOR THE DEPARTMENT

DATE: 10/24/2022 (Signature)

E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\010101-TI.DWG
LAYOUT NAME - ****

PLOT DATE : 10/19/2022 11:48 AM PLOT BY : HETH, BARBARA L PLOT NAME :

2

GENERAL NOTES

USH 8 CENTERLINE ALIGNMENT IS A BEST FIT OF THE EXISTING CENTERLINE.

PURSUANT TO CHAPER 59 OF THE WISCONSIN STATE STATUES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK REFERENCE MONUMENT IN ALL AREAS WHERE SUCH A MONUMENT MAY EXIST.

THE LOCATION OF EXISTING UTILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.

RADII ARE MEASURED TO THE EDGE OF PAVEMENT.

GUARD RAIL STATION/OFFSETS ARE FROM CENTERLINE TO FACE OF RAIL.

RESTORE CURB & GUTTER REPLACEMENT AREAS WITH TOPSOIL, SEED, FERTILIZER AND EMAT.

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION IF THE MATERIAL AS DIRECTED BY THE ENGINEER.

LINCOLN COUNTY IS THE HIGHWAY MAINTAINING AUTHORITY. SURVEY COORDINATE SYSTEM IS IN ONEIDA COUNTY COORDINATES.

EROSION CONTROL SHEETS SHOW PRE-CONSTRUCTION INSTALLATION OF SILT FENCE AT CULVERTS LOCATIONS.
AFTER PIPE INSTALLATION, FOLLOW SDD "SILT FENCE" FOR LOCATION OF SILT FENCE (GOING UP AND OVER PIPE.

UTILITY CONTACTS

FRONTIER COMMUNICATIONS OF WI LLC – COMMUNICATION LINE
JEFF TIMM MID-STATE CONSULTANTS
715-894-0809

WISCONSIN PUBLIC SERVICE CORPORATION – ELECTRICITY
PO BOX 1166
WAUSAU, WI 54401
KEVIN TERMAAT
715-848-7373
Kevin.termaat@wisconsinpublicservice.com

OTHER CONTACTS

DEPT OF NATURAL RESOURCES
107 SUTLIFF AVE
RHINELANDER, WI 54501-0818
WENDY HENNIGES
715-365-8916
wendy.henniges@wisconsin.gov

STA	ASPH DEPTH INCHES
854+45	3.56
869+45	4.29
884+45	4.47
899+45	4.24
914+45	3.21
929+45	4.24
944+45	4.11
959+45	4.99
974+45	4.84
989+45	4.61

AVERAGE 4.26

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 72.7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.8 ACRES

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

2

N

WILLOW RD

INDIAN VILLAGE RD

EAST END

BRANT CR

HAUSER CR

RENNHAK R

LITTLE SOMO R

McCORD RD

FELSER RD

OLD 8 R

DEPOT RD

WILLOW RD

GARVIN PL

B-35-150
NO STRUCTURE WORK

P12 24"

C-35-9701 P13 72"
NO WORK

P14 24"

C-35-1959 5x5 **EXTEND**, *REPAIR*

FV & LS RR

C-35-1960 3x2 **EXTEND**

C-35-1961 6x4 **EXTEND**, *REPAIR*

C-35-1962 6x5 *REPAIR*

C-35-1963 6x5 STRAPPING

END PROJECT
STA 996+02

BEGIN PROJECT
STA 841+00

857+12

888+52

912+67

943+81

950+57

956+04

973+37

987+75

8

REPLACE CURB&GUTTER

LITTLE SOMO RIVER BRIDGE
B-35-157

TRACY RD

MEYER RD

HONEY RD

CTH T

CTH CC

GREENE DR

SANDERSON RD

VOGEL DR

W BAY DR

FORESTER

36

31

1

CULVERT PIPE REPAIR

BOX CULVERT REPAIR

BOX CULVERT EXTENSION

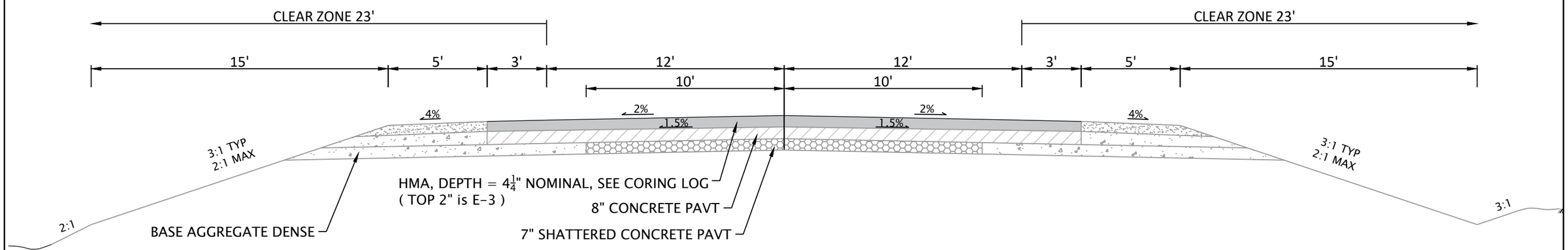
BRIDGE - NO WORK

BRIDGE - NO WORK

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\020201-PO-72.DWG
LAYOUT NAME - 020201-po-72

PLOT DATE : 12/8/2021 4:12 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:2000 FT

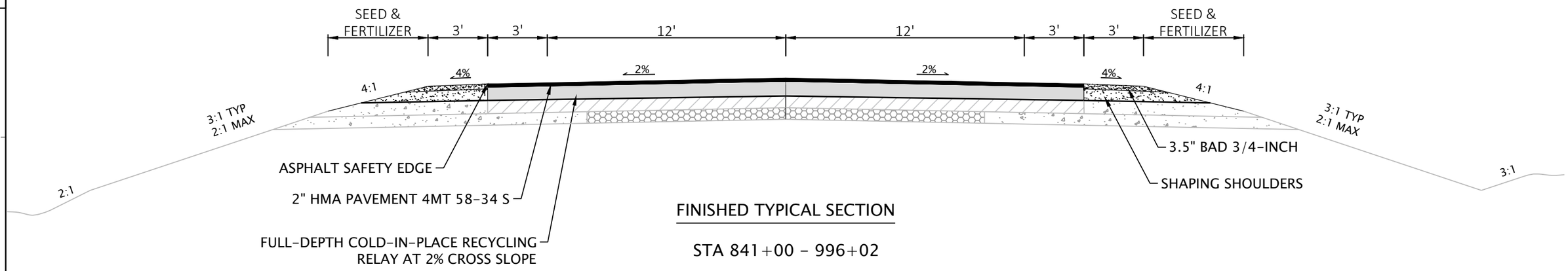


EXISTING TYPICAL SECTION

STA 841+00 - 996+02

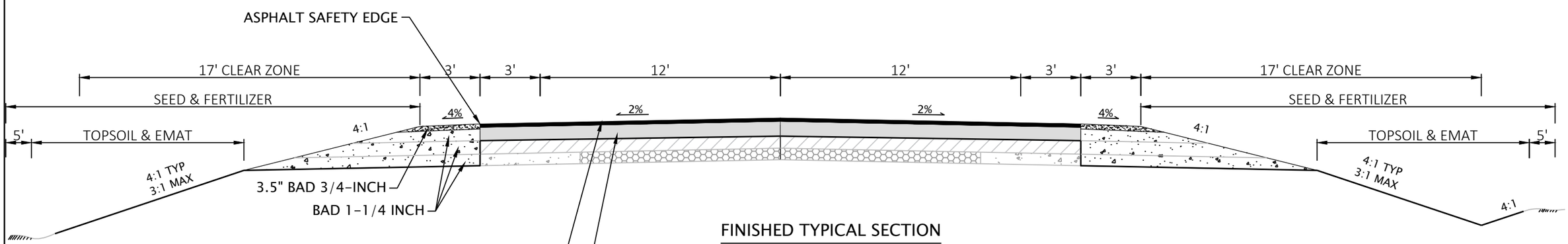
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 4	E

2



FINISHED TYPICAL SECTION

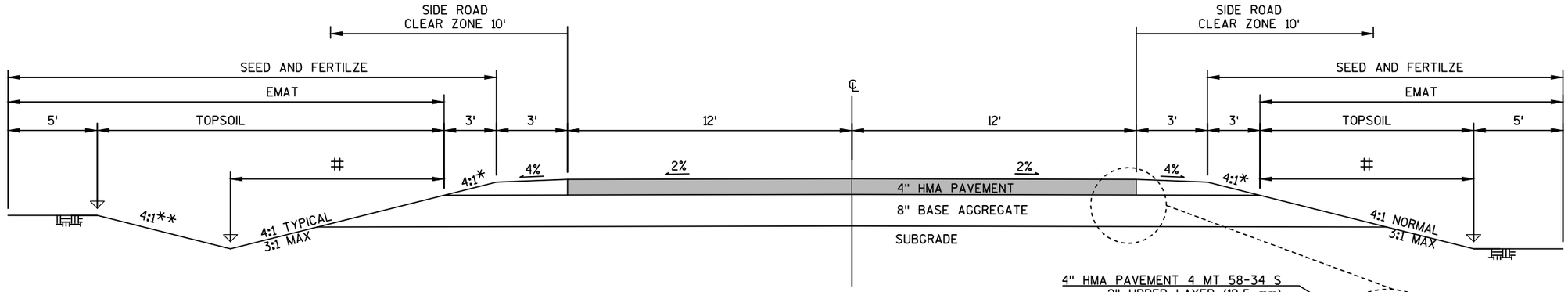
STA 841+00 - 996+02



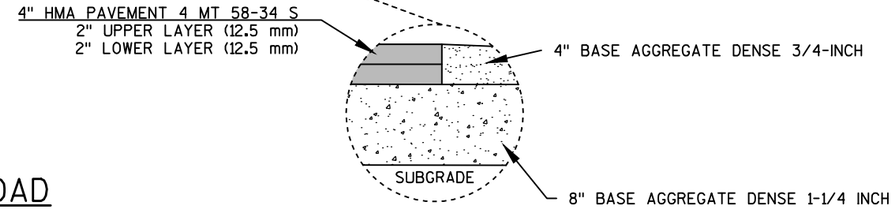
FINISHED TYPICAL SECTION

STA 842+00 - 846+00 GUARD RAIL
STA 887+50 - 890+00 LT P14
STA 897+75 - 899+75 RT MEYER RD
STA 911+50 - 914+00 C-35-1959
STA 941+00 - 944+50 C-35-1960
STA 949+00 - 951+00 C-35-1961
STA 962+00 - 966+00 RT HONEY RD

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 5	E

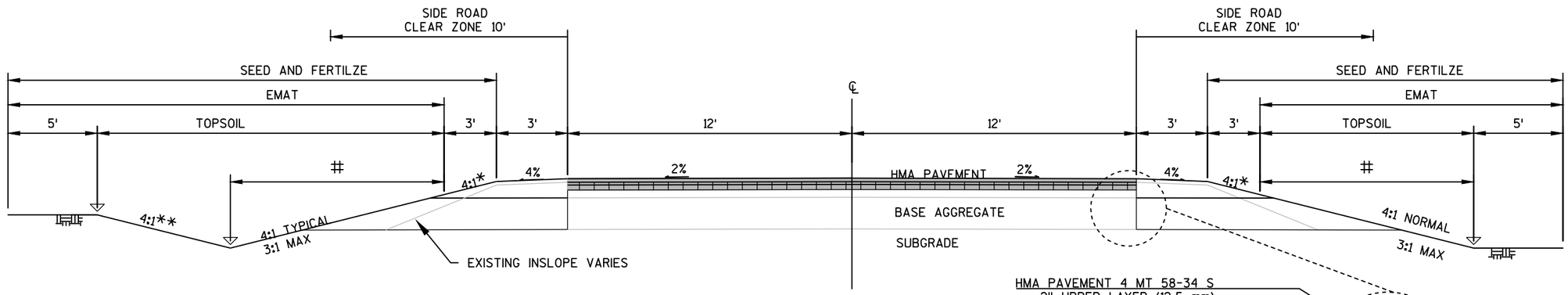


KEY	
#	SEE CROSS SECTIONS
**	VARIES 4:1 TO 10:1
▽	ROUNDING

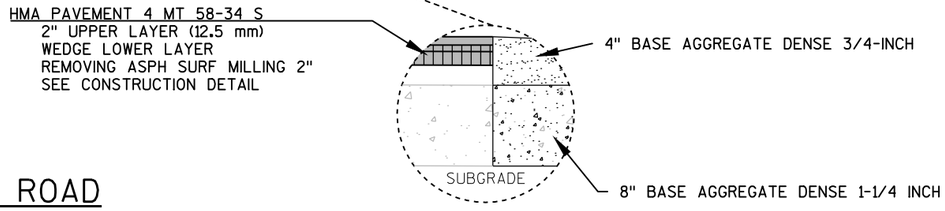


FINISHED TYPICAL SECTION FOR SIDE ROAD

EAST END RD
HONEY RD (CURB&GUTTER)



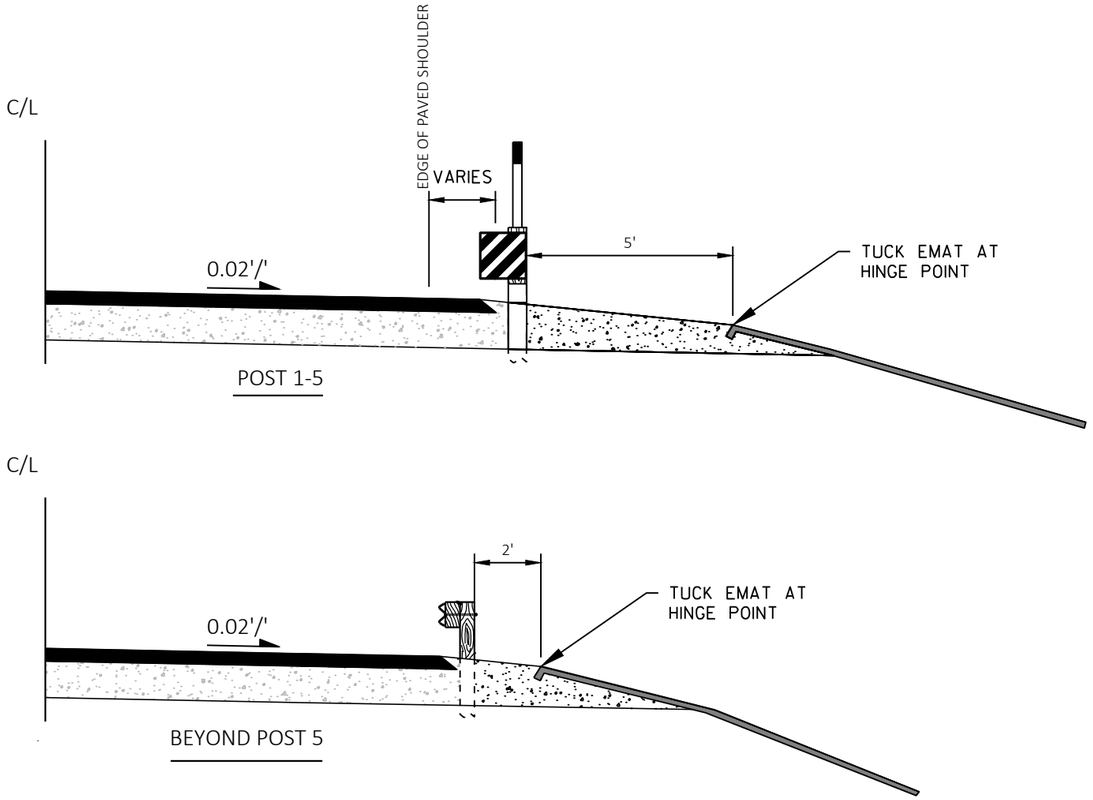
KEY	
#	SEE CROSS SECTIONS
**	VARIES 4:1 TO 10:1
▽	ROUNDING



FINISHED TYPICAL SECTION FOR SIDE ROAD

MEYER RD

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN: TYPICAL SECTIONS	SHEET 6	E



HMA PAVEMENT

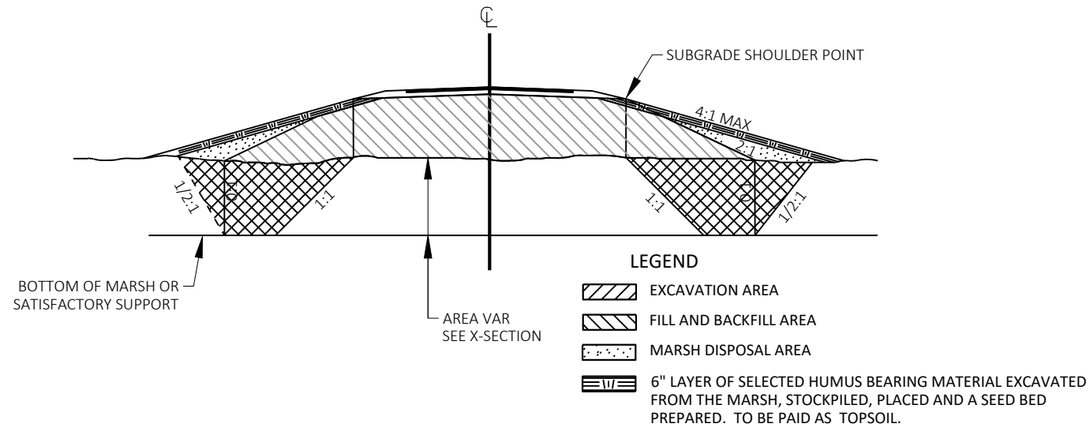
BASE

EXISTING BASE

EROSION MAT AND SEED

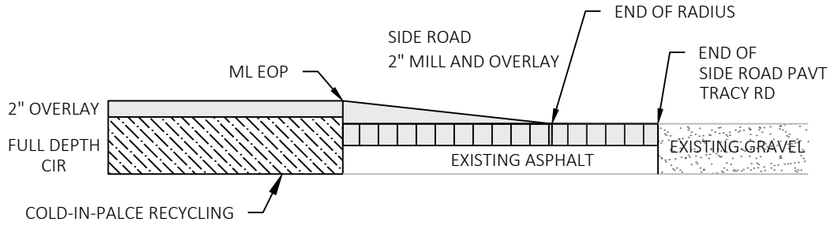
EROSION MAT TREATMENT AT GUARDRAIL

NOTE: SEE STANDARD DETAIL DRAWINGS
MIDWEST GUARDRAIL SYSTEM SYSTEM (MGS) GUARDRAIL
MIDWEST GUARDRAIL SYSTEM LONG SPAN (MGS L)
MIDWEST GUARDRAIL SYSTEM (MGS) EAT
MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

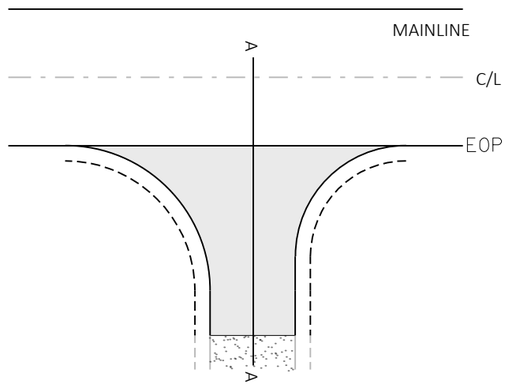


TYPICAL PARTIAL MARSH EXCAVATION SECTION

2



SECTION A-A



HMA OVERLAY

COLD-IN-PLACE RECYCLING ASPHALT PAVT

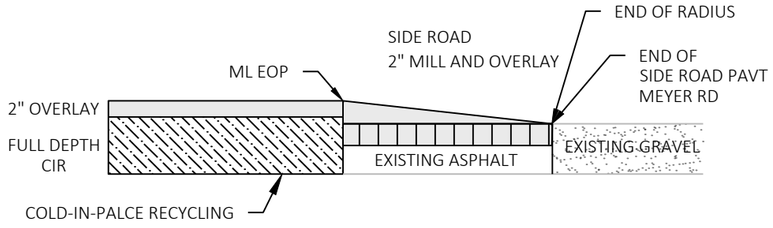
REMOVING ASPHALTIC SURFACE MILLING 2-INCH

EXISTING SIDE ROAD (GRAVEL OR ASPHALT)

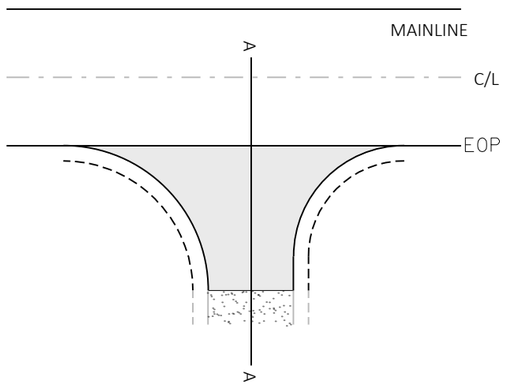
NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SIDE ROAD DETAIL

TRACY RD



SECTION A-A



HMA OVERLAY

COLD-IN-PLACE RECYCLING ASPHALT PAVT

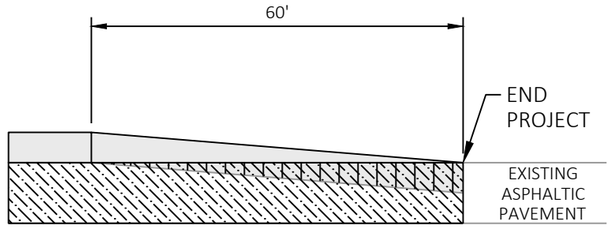
REMOVING ASPHALTIC SURFACE MILLING 2-INCH

EXISTING SIDE ROAD (GRAVEL OR ASPHALT)

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

SIDE ROAD DETAIL

MEYER RD - SEE TYPICAL SECTIONS



MAINLINE BUTT JOINT

STA 996+02 END PROJECT

2" HMA PAVEMENT

FULL-DEPTH COLD-IN-PLACE RECYCLING

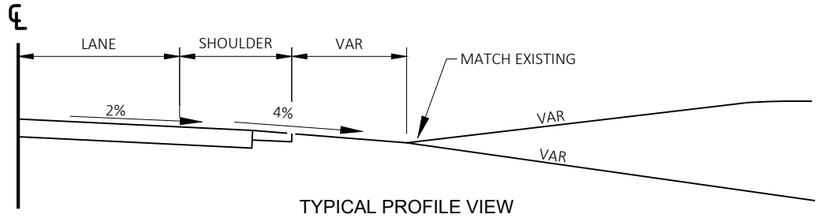
REMOVING ASPHALTIC PAVEMENT
BUTT JOINTS

NOTE: EXACT DIMENSIONS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER IN THE FIELD

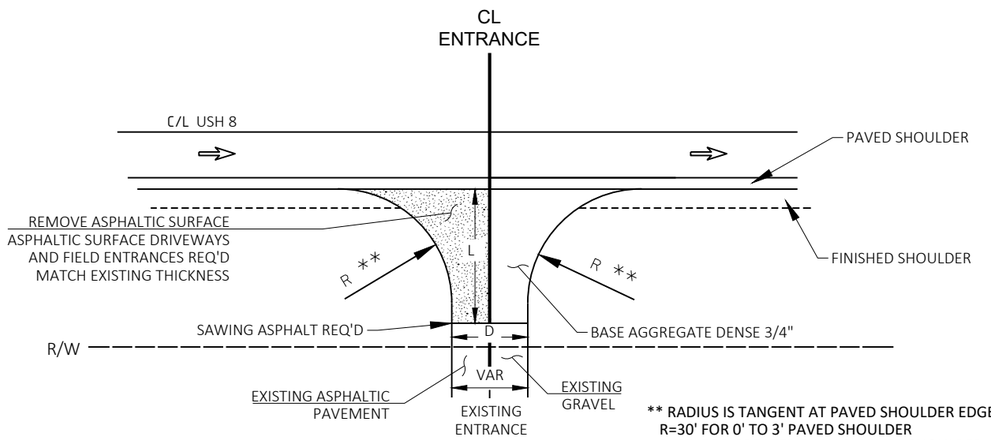
BUTT JOINT DETAIL

MAINLINE

2



TYPICAL PROFILE VIEW



** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=30' FOR 0' TO 3' PAVED SHOULDER
R=25' FOR GREATER THAN 3' PAVED SHOULDER

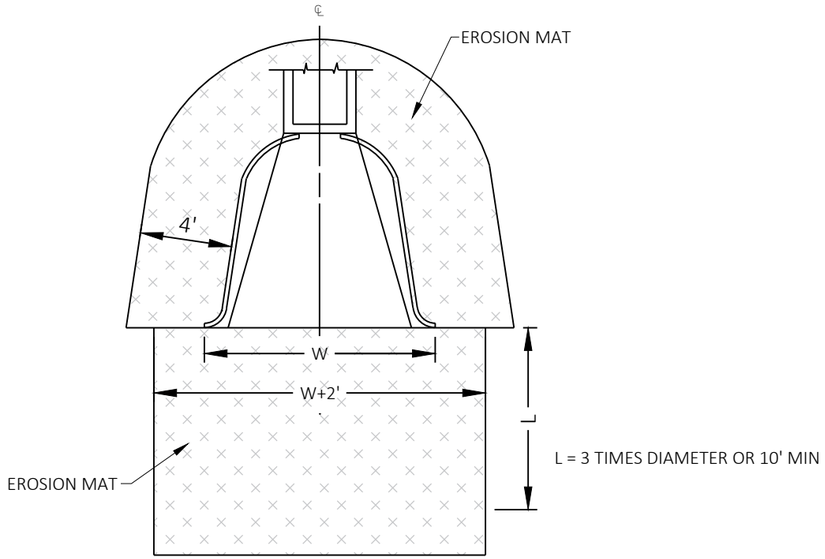
L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER

D=DRIVEWAY WIDTH
D=20'TYP(PE & FE) (16'MIN-24'MAX)
D=28'TYP(CE & FARM ENT) (24'MIN-35'MAX)

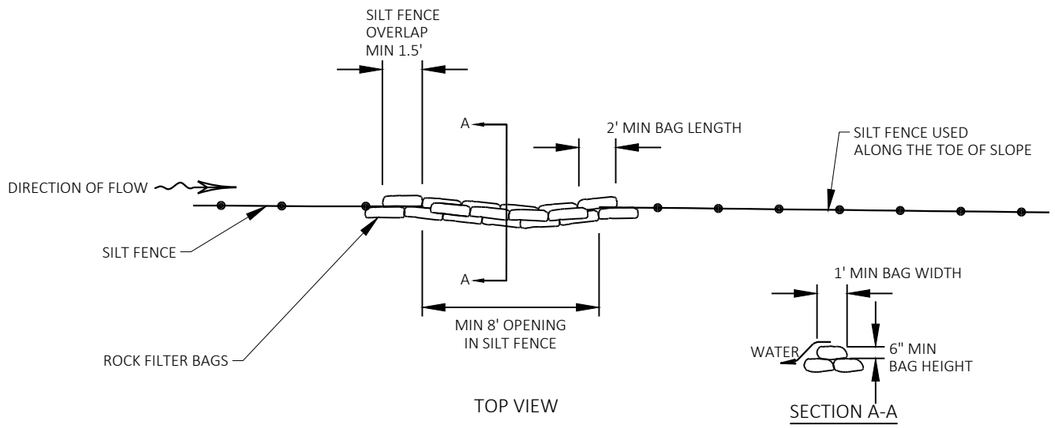
PLAN VIEW

RURAL DRIVEWAY INTERSECTION (PE, FE & CE)

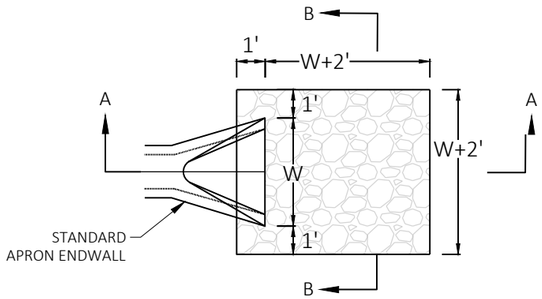
STA 860+91 LT

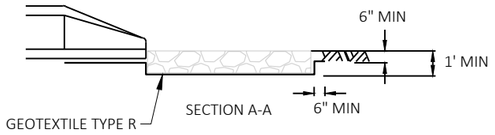


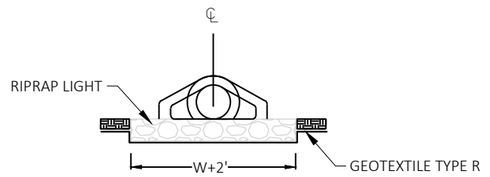
EROSION MAT AT PIPE END



ROCK BAGS USED FOR SILT FENCE RELIEF







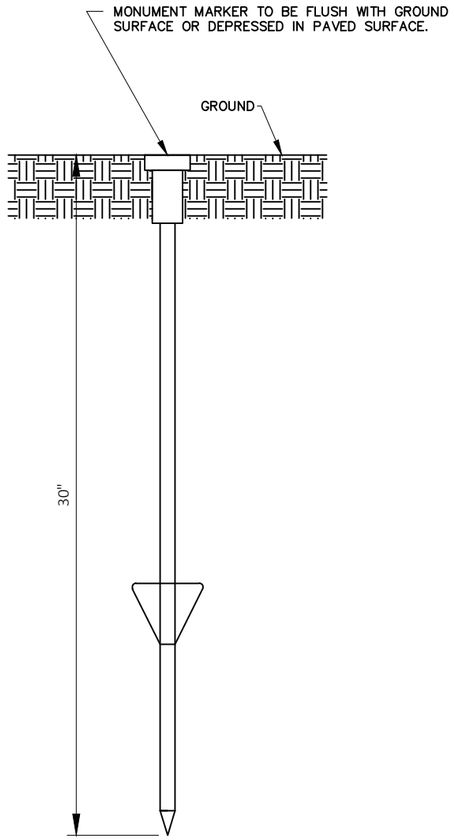
SECTION B-B

RIPRAP AND GEOTEXTILE



WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

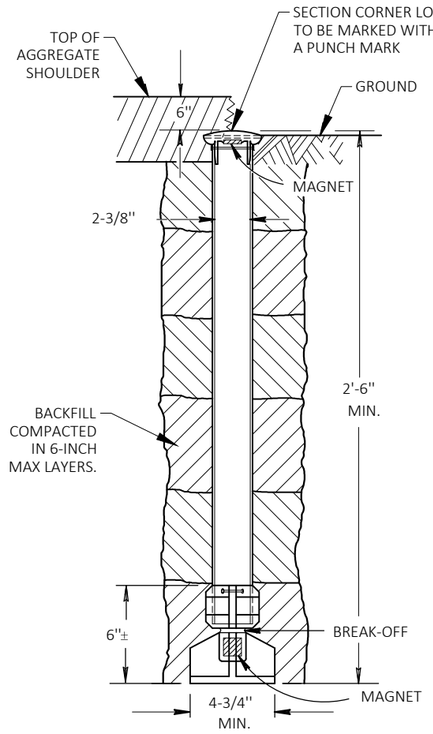
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

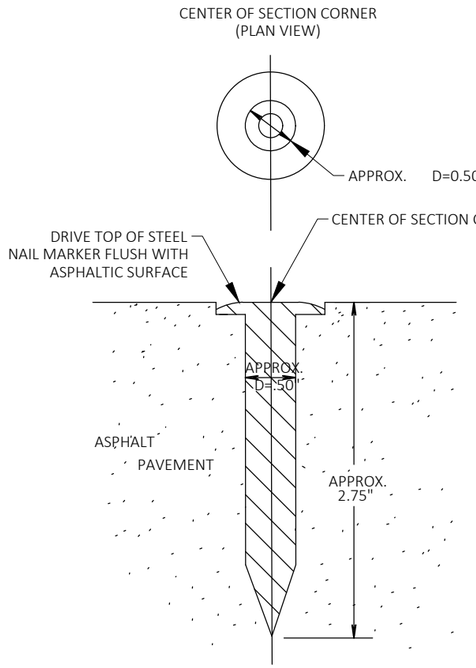
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

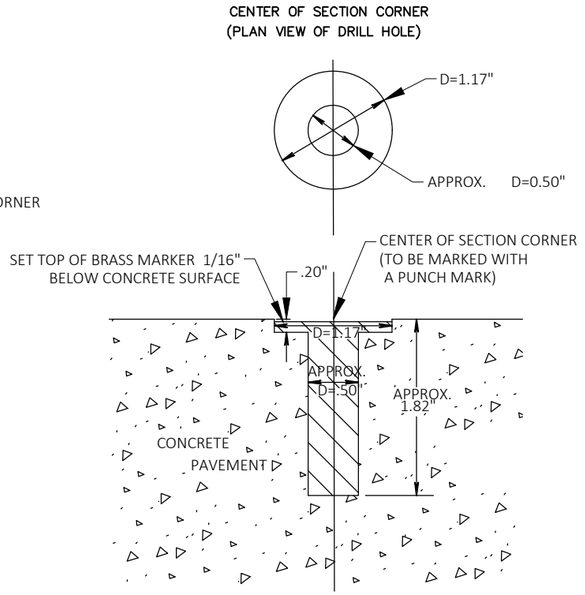
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT" ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

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.

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

CONTRACTOR WILL SUPPLY ALL REQUIRED SURVEY MONUMENTS.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL

2

2

STA 844+39
B-35-150 BRANT CREEK - TROUT STREAM
3-58"x91"x60' CPRCHE
NO STRUCTURE WORK
GUARDRAIL REQUIRED LT & RT

BRANT CR

1913

RUINS

STA 845+08 LT PE
REMOVING SMALL PIPE CULVERTS
1-24" X 30' CPCM REMOVE
DO NOT RESTORE PE

STA 20+65 EAST END LT PE
DO NOT RESTORE PE

22 END RD

21

STA 846+50.74 USH 8 =
STA 20+00.00 EAST END RD
CONSTRUCT TYPE C INTERSECTION

STA 20+35 REMOVING SMALL PIPE CULVERTS
1-30" x 30' CPCM REMOVE

STA 20+42
1-30" CMCP REQUIRED

N

BEGIN PROJECT 1580-30-72
STA 841+00

100' R/W

50' R

55' R

100' R/W

BP: 841+00.00

PI: 841+89.05

843+16.24
20.00'

843+66.25
18.00'

845+10.00
18.00'

845+35.00
19.75'

845+85.01
41.75'

842

844

846

848

USH 8

10' R

843+56.50
20.49'

843+94.00
18.00'

845+12.76
18.00'

845+62.76
50.00'

SIGN

FLARE

P9

P1

P9

P1

STA 842+63.32 USH 8 =
STA 10+00.00 TRACY RD
TYPE C INTERSECTION
SAWING ASPHALT RT REQUIRED

70' R

100' R/W

00+16

MATCH

BP: 8+70.35

5000
1512.376
SEC SMP FD

BRANT CR

100' R/W

STA 843+16 - 845+85 LT - FLARED UPSTATION
STA 843+06 - 845+63 RT- FLARED DOWNSTATION
MGS GUARDRAIL 3 REQUIRED

STA 843+37 - 844+98 LT
STA 843+37 - 845+41 RT
REMOVING GUARDRAIL
SALVAGED RAIL

TRACY RD

R/W

R/W

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
18	CTH T INTERS	1559.629	SEC CORNER 2' LT
5000	846+52	1512.376	SEC SMP 2' LT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 12	E

857+65 P12
50008001350
24" CPRC
CONCRETE COLLARS FOR PIPE - JOINTS 3 & 4 RT
FILL SINKHOLE RT

STA 861+91 LT PE
RESTORE ASPHALT
REMOVING ASPHALTIC SURFACE
SAWING ASPHALT REQUIRED

13242

HAUSSER CREEK

STA 863+25 WARM WATER FISH STREAM
C-35-9701 P13
50008001351
72" CPRC
NO WORK

858 860 862 864

USH 8

CONCRETE COLLARS FOR PIPE

SINKHOLE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5001	872+79	1520.819	SEC SMP 6' LT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 13	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd
PLOT DATE : 11/14/2022 3:48 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STA 888+52 P14
50008001352

REMOVING SMALL PIPE CULVERTS
1-24" x 6' (CONCRETE ARPON ENDWALL)

1-24" x 8' CPRC LT REQUIRED
1-24" AEW LT REQUIRED

886 USH 8 888 890 892

STA 891+51 RT PE
RESTORE
BAD

W10153

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5001	872+79	1520.819	SEC SMP 6' LT
5002	899+07	1515.942	SEC SMP 10' LT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 14	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd P14

PLOT DATE : 12/5/2022 3:15 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

WETLAND BOUNDARY

STA 899+05.30 USH 8 =
STA 30+00.00 MEYER RD
TYPE C INTERSECTION
2-18" HDPE REQUIRED - EXTENSIONS
PAVE TO RADIUS
MATCH 29+20

5002
1515.942
SEC SMP FD

896 USH 8 898 900 902

30' R

55' R

MATCH +20

29

28

MEYER RD

WETLAND BOUNDARY

WETLAND BOUNDARY

BAD
SURFACE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5002	899+07	1515.942	SEC SMP 10' LT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 15	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 10/9/2022 5:56 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

1959 EXTEND, REPAIR

STA 912+67
C-35-1959 WARM WATER STREAM
5x5x70 RCBC
CONCRETE SURFACE REPAIR LT
CONSTRUCT EXTENSIONS 9.0' LT & 9.5'RT
SEE STRUCTURE PLAN FOR DETAILS

TEMPORARY WATER DIVERSION REQUIRED

RENNIHAK CRK

STA 865+08 LT PE
RESTORE
BAD

100' R/W

912+67.43
-41.99'

910 912 914 USH 8 916

912+66.40
44.00'

W10011

RENNIHAK CRK

100' R/W

STA 909+99 RT PE
RESTORE
BAD

STA 912+00 - 913+18 LT
STA 611+95 - 913+30 RT
REMOVING GUARDRAIL LT & RT
SALVAGED RAIL LT & RT
DO NOT REPLACE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5002	899+07	1515.942	SEC SMP 10' LT
5003	925+41	1505.192	SEC SMP 0' RT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 16	E

2

2

STA 939+49 LT PE
RESTORE
BAD

LITTLE
SOMO
RIVER
TRIBUTARY

N

1960 EXTEND
STA 943+81 P15
C-35-1960 3' x 2' RCBC
WARM WATER STREAM
CONSTRUCT EXTENSIONS 7.5' LT & 6.0' RT
SEE STRUCTURE PLAN FOR DETAILS

ANT
12730

100' R/W

943+81.07
-34.25'

940 942 944 946

USH 8

943+80.52
35.83'

100' R/W

STA 943+19 - 944+52 LT
STA 943+16 - 944+44 RT
REMOVING GUARDRAIL
SALVAGED RAIL
DO NOT REPLACE

STA 945+14 RT PE
RESTORE
BAD

W9739

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5003	945+21	1505.192	SEC SMP 0' LT
5004	951+75	1503.629	SEC PK 2' RT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 17	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021205-pd
PLOT DATE : 10/14/2022 11:22 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

STA 949+89 - 951+27 LT
STA 949+87 - 951+24 RT
REMOVING GUARDRAIL
SALVAGED RAIL
DO NOT REPLACE

STA 951+70 LT PE
RESTORE
BAD

STA 953+05 LT PE
RESTORE
BAD

1961 EXTEND, REPAIR

STA 950+57
C-35-1961 6x4 RCBC
WARM WATER STREAM
CONSTRUCT EXTENSIONS 8.5' LT & 6.5' RT
SURFACE REPAIR LT & RT
SEE STRUCTURE PLAN FOR DETAILS

TEMPORARY WATER DIVERSION REQUIRED

LITTLE SOMO RIVER TRIBUTARY

100' R/W

CLEARING & GRUBBING

CLEARING & GRUBBING

950+56.39
-36.50'

948 950 952 954

USH 8

950+57.71
38.00'

CLEARING & GRUBBING

5004
1503.629
SEC PK FD

100' R/W

LITTLE SOMO RIVER TRIBUTARY

101
1503.022
MON 289S 3/4 IN ALUM ROD

102
1501.975
NGS DO6274(7G02) BRASS CAP IN CONC FD
NGS

N

2

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5004	951+75	1503.629	SEC PK 2' RT
101	953+33	1503.022	NGS MON 289S 3/4-INCH AL CAP 68' LT
103	954+11	1501.975	NGS DO6274(7G02) BRASS DISK IN CONC 62' LT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 18	E

2

STA 953+05 LT PE
RESTORE
BAD

1962 REPAIR

STA 956+04
C-35-1962 6x5 RCBC
WARM WATER STREAM
TEMPORARY WATER DIVERSION
CONCRETE SURFACE REPAIR LT AND RT
SEE STRUCTURE PLAN FOR DETAILS

N

SNOWMOBILE
BRIDGES

100' R/W

101
1503.022
MON 289S 3/4 IN ALUM ROD

102
1501.975
NGS DO6274(7G02) BRASS CAP IN CONC FD
NGS

12650

PI: 959+97.03

USH 8

954 956 958 960

SIGN

LITTLE
SOMO
RIVER
TRIBUTARY

100' R/W

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5004	951+75	1503.629	SEC PK 2' RT
101	953+33	1503.022	NGS MON 289S 3/4-INCH AL CAP 68' LT
103	954+11	1501.975	NGS DO6274(7G02) BRASS DISK IN CONC 62' LT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 19	E

2

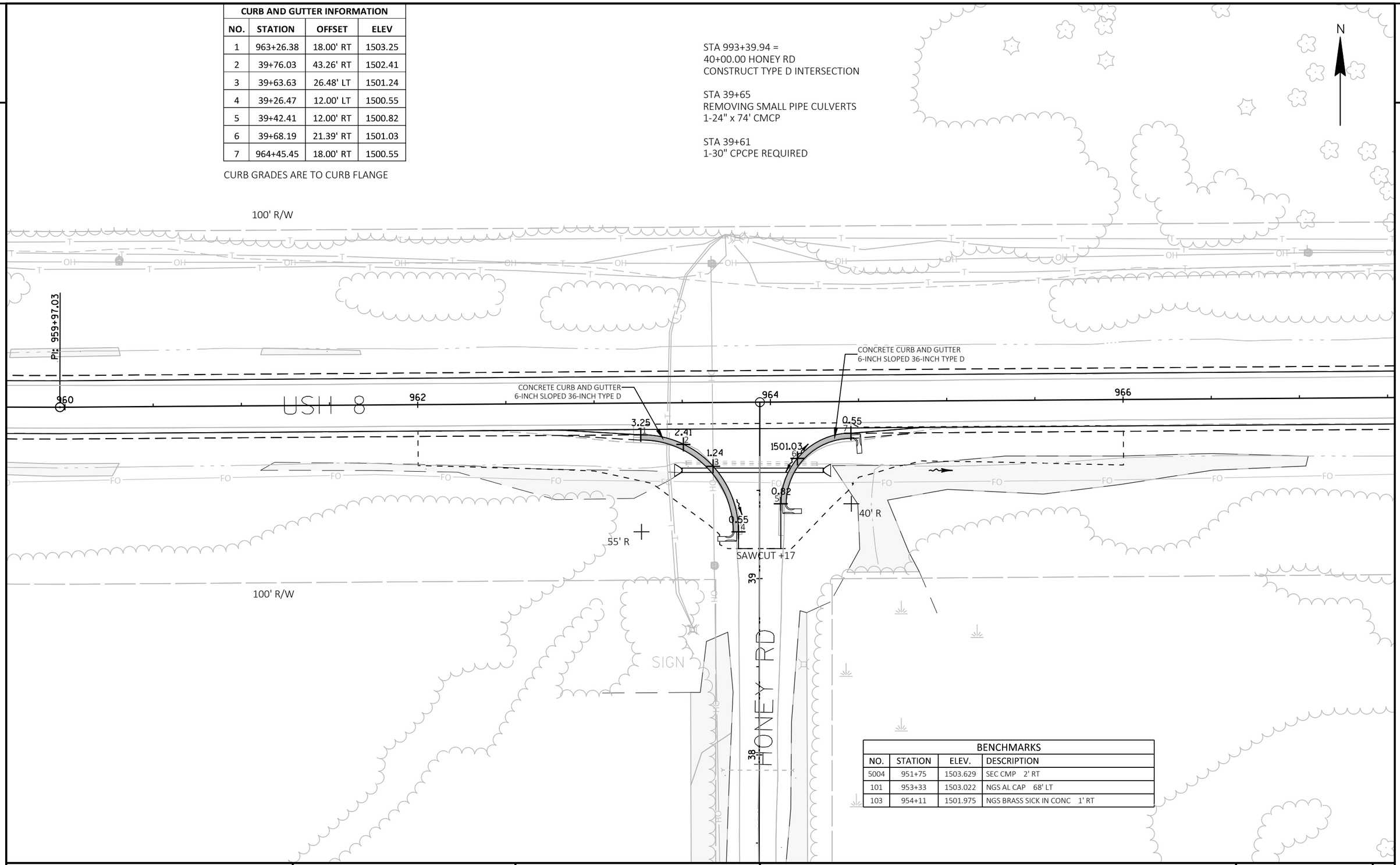
CURB AND GUTTER INFORMATION			
NO.	STATION	OFFSET	ELEV
1	963+26.38	18.00' RT	1503.25
2	39+76.03	43.26' RT	1502.41
3	39+63.63	26.48' LT	1501.24
4	39+26.47	12.00' LT	1500.55
5	39+42.41	12.00' RT	1500.82
6	39+68.19	21.39' RT	1501.03
7	964+45.45	18.00' RT	1500.55

CURB GRADES ARE TO CURB FLANGE

STA 993+39.94 =
40+00.00 HONEY RD
CONSTRUCT TYPE D INTERSECTION

STA 39+65
REMOVING SMALL PIPE CULVERTS
1-24" x 74' CMCP

STA 39+61
1-30" CPCPE REQUIRED



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
5004	951+75	1503.629	SEC CMP 2' RT
101	953+33	1503.022	NGS AL CAP 68' LT
103	954+11	1501.975	NGS BRASS SICK IN CONC 1' RT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 20	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021207-pd
PLOT DATE : 11/14/2022 5:12 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

1963 REPAIRS

STA 973+37
C-35-1963 6x5 RCBC
WARM WATER STEAM
STRAPPING REQUIRED LT
SEE STRUCTURE PLAN FOR DETAILS

N

LITTLE SOMO RIVER TRIB

STA 974+42 LT PE
RESTORE
BAD

12556
12560

STA 974+42 LT PE
RESTORE
BAD

STA 979+39 LT PE
RESTORE
BAD

12550

RUINS

RUINS

100' R/W

GN

972 974 976 978

USH 8

FO

W9527

12046
1470.689
SEC BEEP UNDER BIT

STA 971+40 RT PE
RESTORE
BAD

100' R/W

LITTLE
SOMO
RIVER
TRIB

STA 974+55 RT PE
RESTORE
BAD

RUINS

RUINS

RUINS

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
12046	977+25	XXXX	UNDER PAVEMENT 1' RT
CP20	983+64	1457.295	33' RT

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 21	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021208-pd

PLOT DATE : 10/30/2022 9:09 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

N

BRANT CR

1913

RUINS

EAST END RD

22

21

STA 846+50.74 USH 8 =
STA 20+00.00 EAST END RD

STA 20+42
1-30" CMCP REQUIRED

WETLAND
AB-1

WETLAND
001-RPF
805 SF

WETLAND
003-RPE
153 SF

WETLAND
004-RPE
1776 SF

WETLAND
005-WS
456 SF

WETLAND
005-M

WETLAND
002-RPE

50' R

55' R

70' R

10' R

+95.87
-40.23'

841+92.46
-18.78'

843+55.00
-34.79'

+67.21
-43.01'

+04.93
-64.62'

+85.25
-82.67'

+36.66
-44.34'

+58.19
32.27'

+56.65
39.09'

+03.46
37.02'

+03.54
38.76'

845+52.21
33.83'

+86.40
50.07'

+56.06
42.26'

846+66.05
38.19'

+28.10
88.00'

PI: 841+89.05

842 843 844 845 846 847 848

STA 842+63.32 USH 8=
STA 10+00.00 TRACY RD

TRACY RD

R/W

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B
- EROSION MAT - CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 22	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022001-ec1

PLOT DATE : 12/9/2022 4:42 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

857+65 P12
50008001350
24" CPRC
CONCRETE COLLARS FOR PIPE - JOINTS 3 & 4 RT
FILL SINKHOLE RT

STA 863+25 WARM WATER FISH STREAM
C-35-9701 P13
50008001351
72" CPRC
NO WORK

2

HAUSER CREEK

N

13242

WETLAND 006-M

WETLAND AB-2

857 858 859 860 861 862 863 864

857+41.42
45.77'

858+00.70
41.12'

+57.45
64.76'

+97.59
59.64'

WETLAND AB-2

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 23	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022002-ec1
PLOT DATE : 12/9/2022 4:42 PM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

N

STA 888+52 P14
50008001352
1-24" x 8' CPRC LT REQUIRED
1-24" AEW LT REQUIRED

WETLAND 012-SS 364 SF
2319 SF WETLAND 012-M
WETLAND 013-M
WETLAND 013-WS
WETLAND 014-M
WETLAND 015-M
W10153
USH 8
885 886 887 888 889 890 891 892

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 24	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022003-ec1

PLOT DATE : 12/9/2022 4:42 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

STA 899+05.30 USH 8 =
STA 30+00.00 MEYER RD
2-18" CPCPE REQUIRED - EXTENSIONS

N

WETLAND 016-RPF

WETLAND 016-RPE

896 897 USH 8 898 899 900 901 902 903

+64.23
23.52'

+65.14
40.59'

+98.34
42.18'

WETLAND 015-M
1101 SF

WETLAND 015-WS
447 SF

55' R

+91.96
18.96'

+85.14
19.35'

62

MEYER RD

28

+26.11
17.52'

+36.20
18.00'

+37.15
52.41'

+52.61
42.46'

30' R

+85.91
26.60'

+79.89
41.99'

WETLAND 017-M

WETLAND 017-WS

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 25	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022004-ec1

PLOT DATE : 12/9/2022 4:53 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

STA 912+67
C-35-1959 5x5x70 RCBC
WARM WATER STREAM
CONCRETE SURFACE REPAIR LT
CONSTRUCT EXTENSIONS 9' LT & 9.5' RT
TEMPORARY WATER DIVERSION REQUIRED

RENNIHAK CRK

WETLAND 019-RPF
324 SF

911+65.43
-42.73'

912+67.32
-32.90'

913+11.39
-45.00'

910 911 912 913 914 915 USH 8 916

911+37.90
44.60'

912+63.90
34.54'

914+06.60
40.14'

WETLAND 018-M

WETLAND 020-RPE
732 SF

WETLAND 020-RPF
913 SF

W10011

RENNIHAK CRK

STA 912+67
REMOVE GUARDRAIL LT & RT
DO NOT REPLACE

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 26	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022005-ec1

PLOT DATE : 12/9/2022 4:42 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LITTLE
SOMO
RIVER
TRIBUTARY

N

STA 943+81 P15
C-35-1960 3x2 RCBC
WARM WATER STREAM
CONSTRUCT EXTENSIONS 7.5' LT & 6.0' RT
TEMPORARY WATER DIVERSION REQUIRED

1497.342
1497.500
1497.600
1497.938

ANT
12730

WETLAND 025-SS
WETLAND 025-WS
WETLAND 025-M
3303 SF

+44.08
-40.62'
+44.51
-21.14'
+67.86
-39.52'
+71.33
-33.35'

940 941 942 943 944 945 946

+94.72
24.95'
+94.38
38.37'
+55.45
28.26'
944+55.49
43.03'

704 SF WETLAND 024-M
WETLAND 024-WS
0 SF
WETLAND 026-RPE
WETLAND 026-RPF
FO

1497.362
1496.880
1496.880

W9739

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 27	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022006-ec1

PLOT DATE : 12/9/2022 4:43 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STA 956+04
C-35-1962 6x5 RCBC
WARM WATER STREAM
CONCRETE SURFACE REPAIR LT AND RT
TEMPORARY WATER DIVERSION REQUIRED

STA 950+57
C-35-1961 6x4 RCBC
WARM WATER STREAM
CONSTRUCT EXTENSIONS 8.5' LT& 6.5' RT
TEMPORARY WATER DIVERSION REQUIRED

LITTLE SOMO RIVER TRIBUTARY

SNOWMOBIL BRIDGES

WETLAND 028 WS

12650

WETLAND 029-M

WETLAND 028-M

CLEARING & GRUBBING

+95.00 -48.69'

+00.00 -46.00'

WETLAND 027-RPF 653 SF

2185 SF WETLAND 027-M2

+94.83 -25.50'

+00.00 -49.00'

CLEARING & GRUBBING

+59.31 -44.96'

956+08.21 -40.28'

949 950 951 952 USH 8 953 954 955 956

+92.52 28.77'

+94.42 45.35'

+99.57 48.82

CLEARING & GRUBBING

+67.17 27.63'

+55.29 47.15'

+00.00 51.57

WETLAND 026-RPE 2051 SF

WETLAND 26-RPF 41 SF

956+06.19 38.89'

WETLAND 030-RPE

WETLAND 030-RPF

LITTLE SOMO RIVER TRIBUTARY

LITTLE SOMO RIVER TRIBUTARY

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 28	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022007-ec1
PLOT DATE : 12/9/2022 4:43 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

STA 993+39.94 =
40+00.00 HONEY RD
CONSTRUCT TYPE D INTERSECTION

STA 39+65
REMOVNG SMALL PIPE CULVERTS
1-24" x 74' CMCP

STA 39+61
1-30" CPCPE REQUIRED

N

WETLAND 033-M
WETLAND 034-M
961
USH 8
962
963
964
965
966
967
+94.43
23.25'
+95.26
40.40'
WETLAND 035-M
181 SF
+97.53
43.04'
+29.24
51.40'
55' R
+52.59
92.28'
39
38
HONEY RD
SIGN
WETLAND 036-SS
WETLAND 037-M
WETLAND 036-M
+08.62
80.47'
+19.92
88.48'
+53.17
47.81'
40' R
+40.21
51.16'
+86.19
39.56'
WETLAND 037-M 355 SF
+09.76
24.00'
+05.34
42.78'

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B
- EROSION MAT - CLASS I TYPE B
- ASPHALTIC FLUMES

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 29	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022008-ec1
PLOT DATE : 12/9/2022 4:43 PM
PLOT BY : HETH, BARBARA L
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

STA 973+37
C-35-1963 6x5 RCBC
WARM WATER STEAM
INSTALL STRAPS LT

N

LITTLE SOMO RIVER TRIB

12556
12560

WETLAND 038-RPE

WETLAND 038-RPE

WETLAND
YAB-3

EROSION
MAT

SIGN

RUINS

RUINS

12550

WETLAND 039-M

WETLAND 042-RPE

971 972 973 974 975 976 977 978

FO

W9527

WETLAND
AB-3

WETLAND 040-M

WETLAND 40-WS

LITTLE
SOMO
RIVER
TRIB

RUINS

RUINS

RUINS

LEGEND

- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE RELEIF
- SILT FENCE
- SLOPE INTERCEPT
- SURFACE WATER FLOW
- RIP RAP OR STONE DITCH CHECK
- WETLAND IMPACTS - PERMANENT
- WETLAND IMPACTS - TEMPORARY
- EROSION MAT - URBAN CLASS I TYPE B

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 30	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\022001-EC1-50SCALE.DWG
LAYOUT NAME - 022009-ec1

PLOT DATE : 12/9/2022 4:44 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

1580-30-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	7.000	7.000
0004	201.0205	Grubbing	STA	7.000	7.000
0006	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0016	203.0220	Removing Structure (structure) 05. C-35-1959	EACH	1.000	1.000
0018	203.0220	Removing Structure (structure) 06. C-35-1961	EACH	1.000	1.000
0020	203.0220	Removing Structure (structure) 07. C-35-1960	EACH	1.000	1.000
0024	204.0110	Removing Asphaltic Surface	SY	760.000	760.000
0026	204.0115	Removing Asphaltic Surface Butt Joints	SY	200.000	200.000
0028	204.0120	Removing Asphaltic Surface Milling	SY	610.000	610.000
0030	204.0150	Removing Curb & Gutter	LF	175.000	175.000
0032	204.0165	Removing Guardrail	LF	400.000	400.000
0034	204.0180	Removing Delineators and Markers	EACH	16.000	16.000
0036	205.0100	Excavation Common	CY	1,600.000	1,600.000
0038	205.0400	Excavation Marsh	CY	1,248.000	1,248.000
0040	206.1001	Excavation for Structures Bridges (structure) 01. C-35-1959	EACH	1.000	1.000
0042	206.1001	Excavation for Structures Bridges (structure) 02. C-35-1960	EACH	1.000	1.000
0044	206.1001	Excavation for Structures Bridges (structure) 03. C-35-1961	EACH	1.000	1.000
0046	208.0100	Borrow	CY	2,157.000	2,157.000
0050	210.2500	Backfill Structure Type B	TON	359.000	359.000
0056	211.0101	Prepare Foundation for Asphaltic Paving (project) 03. 1580-30-72	EACH	1.000	1.000
0064	211.0700.S	Prepare Foundation for CIR Base Layer (project) 03. 1580-30-72	EACH	1.000	1.000
0066	211.0800.S	Base Repair for CIR Layer	CY	330.000	330.000
0072	213.0100	Finishing Roadway (project) 03. 1580-30-72	EACH	1.000	1.000
0076	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,900.000	1,900.000
0078	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,500.000	3,500.000
0080	305.0500	Shaping Shoulders	STA	592.000	592.000
0082	311.0115	Breaker Run	CY	50.000	50.000
0084	327.1000.S	CIR Asphaltic Base Layer	SY	51,900.000	51,900.000
0092	450.4000	HMA Cold Weather Paving	TON	3,200.000	3,200.000
0094	455.0605	Tack Coat	GAL	2,775.000	2,775.000
0096	455.0770.S	Asphalt Stabilizing Agent	TON	280.000	280.000
0102	460.2005	Incentive Density PWL HMA Pavement	DOL	3,680.000	3,680.000
0104	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	7,690.000	7,690.000
0106	460.2010	Incentive Air Voids HMA Pavement	DOL	4,130.000	4,130.000
0108	460.6244	HMA Pavement 4 MT 58-34 S	TON	6,450.000	6,450.000
0112	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	12.000	12.000
0116	465.0315	Asphaltic Flumes	SY	100.000	100.000
0118	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	14,900.000	14,900.000
0122	502.4205	Adhesive Anchors No. 5 Bar	EACH	84.000	84.000
0124	504.0100	Concrete Masonry Culverts	CY	61.000	61.000
0126	505.0400	Bar Steel Reinforcement HS Structures	LB	4,880.000	4,880.000
0128	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	1,800.000	1,800.000
0130	509.1500	Concrete Surface Repair	SF	118.000	118.000
0132	516.0500	Rubberized Membrane Waterproofing	SY	39.000	39.000
0134	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0136	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0140	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	4.000	4.000
0152	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	60.000	60.000
0156	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	6.000	6.000

1580-30-72

Line	Item	Item Description	Unit	Total	Qty
0168	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0190	530.0118	Culvert Pipe Corrugated Polyethylene 18-Inch	LF	10.000	10.000
0192	530.0130	Culvert Pipe Corrugated Polyethylene 30-Inch	LF	80.000	80.000
0194	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	175.000	175.000
0202	606.0100	Riprap Light	CY	3.000	3.000
0204	606.0200	Riprap Medium	CY	54.000	54.000
0220	614.0920	Salvaged Rail	LF	840.000	840.000
0222	614.0925	Salvaged Guardrail End Treatments	EACH	4.000	4.000
0224	614.2300	MGS Guardrail 3	LF	319.000	319.000
0230	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0238	618.0100	Maintenance And Repair of Haul Roads (project) 03. 1580-30-72	EACH	1.000	1.000
0240	619.1000	Mobilization	EACH	0.220	0.220
0242	624.0100	Water	MGAL	300.000	300.000
0244	625.0100	Topsoil	SY	8,900.000	8,900.000
0246	628.1104	Erosion Bales	EACH	30.000	30.000
0248	628.1504	Silt Fence	LF	4,000.000	4,000.000
0250	628.1520	Silt Fence Maintenance	LF	4,000.000	4,000.000
0252	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0254	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0256	628.2004	Erosion Mat Class I Type B	SY	2,800.000	2,800.000
0258	628.2008	Erosion Mat Urban Class I Type B	SY	7,400.000	7,400.000
0260	628.7504	Temporary Ditch Checks	LF	70.000	70.000
0262	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0264	628.7570	Rock Bags	EACH	150.000	150.000
0266	629.0210	Fertilizer Type B	CWT	10.000	10.000
0268	630.0110	Seeding Mixture No. 10	LB	125.000	125.000
0274	630.0500	Seed Water	MGAL	200.000	200.000
0276	633.5200	Markers Culvert End	EACH	24.000	24.000
0280	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0286	638.2102	Moving Signs Type II	EACH	7.000	7.000
0292	642.5201	Field Office Type C	EACH	0.330	0.330
0294	643.0300	Traffic Control Drums	DAY	500.000	500.000
0296	643.0420	Traffic Control Barricades Type III	DAY	25.000	25.000
0298	643.0705	Traffic Control Warning Lights Type A	DAY	30.000	30.000
0302	643.0900	Traffic Control Signs	DAY	2,300.000	2,300.000
0306	643.3105	Temporary Marking Line Paint 4-Inch	LF	9,400.000	9,400.000
0308	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	9,400.000	9,400.000
0312	643.5000	Traffic Control	EACH	0.200	0.200
0314	645.0105	Geotextile Type C	SY	148.000	148.000
0316	645.0120	Geotextile Type HR	SY	139.000	139.000
0318	645.0130	Geotextile Type R	SY	10.000	10.000
0320	646.1020	Marking Line Epoxy 4-Inch	LF	9,400.000	9,400.000
0322	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	30,600.000	30,600.000
0324	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	40,000.000	40,000.000
0328	648.0100	Locating No-Passing Zones	MI	2.940	2.940
0330	650.4500	Construction Staking Subgrade	LF	2,465.000	2,465.000
0332	650.5000	Construction Staking Base	LF	2,465.000	2,465.000
0334	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	175.000	175.000
0336	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000

1580-30-72

Line	Item	Item Description	Unit	Total	Qty
0338	650.6501	Construction Staking Structure Layout (structure) 02. C-35-1959	EACH	1.000	1.000
0340	650.6501	Construction Staking Structure Layout (structure) 03. C-35-1960	EACH	1.000	1.000
0342	650.6501	Construction Staking Structure Layout (structure) 04. C-35-1961	EACH	1.000	1.000
0344	650.8000	Construction Staking Resurfacing Reference	LF	13,260.000	13,260.000
0350	650.9911	Construction Staking Supplemental Control (project) 03. 1580-30-72	EACH	1.000	1.000
0352	650.9920	Construction Staking Slope Stakes	LF	2,465.000	2,465.000
0358	690.0150	Sawing Asphalt	LF	80.000	80.000
0362	715.0502	Incentive Strength Concrete Structures	DOL	1,500.000	1,500.000
0364	740.0440	Incentive IRI Ride	DOL	11,750.000	11,750.000
0376	SPV.0060	Special 05. Temporary Water Diversion C-35-1959	EACH	1.000	1.000
0378	SPV.0060	Special 06. Temporary Water Diversion C-35-1961	EACH	1.000	1.000
0380	SPV.0060	Special 07. Temporary Water Diversion C-35-1962	EACH	1.000	1.000
0382	SPV.0060	Special 08. Reestablish Section Corner Monuments	EACH	6.000	6.000
0392	SPV.0060	Special 13. Strapping C-35-1963	EACH	2.000	2.000

3

CLEARING AND GRUBBING

LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
857+00 - 858+00 LT	1	1
911+00 - 914+00	3	3
949+00 - 952+00	3	3
TOTAL	7	7

REMOVING SMALL PIPE CULVERTS

LOCATION	203.0100 EACH	TYPE	DIAMETER	LENGTH
845+08 LT PE	1	CPCM	24	30
888+82 LT APRON ENDWALL	1	CPCM	24	6
20+35 EAST END	1	CPCM	30	66
39+65 HONEY	1	CPCM	24	74
TOTAL	4			

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 SY
861+91 LT PE	30
TRACY	320
EAST END	0
MEYER	410
HONEY	0
TOTAL	760

REMOVING ASPHALTIC SURFACE BUTT JOINTS

LOCATION		204.0115 SY	SIZE SF
995+42 - 996+02	END PROJECT	200	60x30

REMOVING ASPHALTIC SURFACE MILLING

LOCATION	204.0120 SY
8+70 - 9+81 TRACY	325
29+20 - 29+85 MEYER	285
TOTAL	610

REMOVING GUARDRAIL
REMOVING DELINEATORS AND MARKERS
SAVLAGED RAIL
SAVLAGED GUARDRAIL END TREATMENTS

LOCATION		REMOVING GUARDRAIL 204.0165 LF	REMOVING MARKERS 204.0180 EACH	SALVAGED RAIL 614.0920 LF	SALVAGED END TREATMENTS 614.0925 EACH	POST** EACH
843+37 - 844+98 LT	B-35-0150	50	2	129	2	29
843+37 - 845+41 RT	BRANT CREEK	50	2	156	2	33
912+00 - 913+18 LT	C-35-1959	50	2	80	0	17
911+95 - 913+30 RT		50	2	96	0	19
943+19 - 944+52 LT	C-35-1960	50	2	94	0	19
943+16 - 944+44 RT		50	2	89	0	19
949+89 - 951+27 LT	C-35-1961	50	2	98	0	19
949+87 - 951+24 RT		50	2	98	0	19
TOTAL		400	16	840	4	174

PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0101 EACH
PROJECT SIDE ROADS	1
EAST END	--
MEYER	--
HONEY	--
TOTAL	1

PREPARE FOUNDATION FOR CIR BASE LAYER
BASE REPAIR FOR CIR LAYER

LOCATION	211.0700.S PREP FOUNDATON EACH	211.0800.S BASE REPAIR CY
841+00 - 962+02	1	
UNDISTRIBUTED		330

BASE AGGREGATE DENSE 3/4-INCH
BASE AGGREGATE DENSE 1 1/4-INCH

LOCATION	305.0110 BASE 3/4" TON	305.0120 BASE 1 1/4" TON
841+00 - 996+02	1,500	3,000
SIDEROADS (4)	150	500
PE (23)	250	0
TOTAL	1,900	3,500

SHAPING SHOULDERS

LOCATION	305.0500 STA
841+00 - 996+02 LT& RT	592

REMOVING CURB & GUTTER

LOCATION	204.0150 LF
HONEY RD SW	93
HONEY RD SE	82
TOTAL	175

COLD-IN-PLACE RECYCLING (CIR) ASPHALT BASE LAYER
ASPHALT STABILIZING AGENT

LOCATION	327.1000.S CIR SY	455.0770.S AGENT TON
841+00 - 996+02	51,900	280

HMA COLD WEATHER PAVING
TACK COAT
HMA PAVEMENT 4 MT 58-34 S

LOCATION	450.4000 COLD WEATHER TON	455.0605 TACK COAT GAL	460.6244 HMA MT 58-34 S TON
841+00 - 996+02	--	2,575	5,750
SIDEROADS (4)	--	200	700
UNDISTRIBUTED	3200	--	--
TOTAL	3,200	2,775	6,450

ASPHALTIC SURFACE DRIVEWAYS & FIELD ENTRANCES

LOCATION	465.0120 TONS
860+91 LT	6
UNDISTRIBUTED	6
TOTAL	12

ASPHALTIC FLUMES

LOCATION	465.0315 SY
HONEY (3)	60
UNDISTRIBUTED	40
TOTAL	100

ASPHALTIC CL RUMBLE STRIPS 2-LANE RURAL

LOCATION	465.0475 CENTERLINE LF
841+00 - 996+02	14,900

3

CONCRETE COLLARS FOR PIPE

LOCATION	520.8000 EACH
857+65 RT	2

WATER

LOCATION	624.0100 MGAL
UNDISTRIBUTED	300

CULVERT PIPE CORRUGATED STEEL
CULVERT PIPE CORRUGATED POLYETHYLENE
APRON ENDWALLS FOR CULVERT PIPE STEEL

	PIPE			ENDWALLS		MINIMUM
	521.3130	530.0118	530.0130	521.1018	521.1030	STEEL
	30" STEEL	18" POLY	30" POLY	18-INCH	30-INCH	THICKNESS
LOCATION	LF	LF	LF	EACH	EACH	INCHES
20+42 EAST END	60				2	0.064
29+67 LT MEYER		5		1		
29+64 RT MEYER		5		1		
36+61 HONEY			80		2	
TOTAL	60	10	80	2	4	

CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH
APRON ENDWALLS FOR CULV PIPE REINFORCED CONCRETE 24-INCH
MARKERS CULVERT END

	PIPE	ENDWALLS	MARKERS
	522.0124	522.1024	633.5200
	CLASS III		
	24-INCH	24-INCH	
LOCATION	LF	EACH	EACH
857+65 P12 RT	-	-	2
888+52 P14 LT	6	1	2
912+67 C-35-1959	-	-	4
912+67 C-35-1960	-	-	4
912+67 C-35-1961	-	-	4
912+67 C-35-1962	-	-	4
912+67 C-35-1963	-	-	4
TOTAL	6	1	24

CONCRETE CURB & GUTTER 6" SLOPED 36" TYPE D

LOCATION		601.0557 LF
963+50 RT	HONEY RD SW	95
964+25 RT	HONEY RD SE	80
TOTAL		175

RIPRAP LIGHT
GEOTEXTILE FABRIC TYPE R

LOCATION	606.0100 LIGHT CY	645.0130 FABRIC SY
888+28 LT	3	10

MGS GUARDRAIL

LOCATION	614.2300 GUARDRAIL 3 LF	614.2610 GUARDRAIL TERMINAL EAT EACH
843+16.25 - 845+85 LT	168.75	2
843+06.5 - 845+62.55 RT	150.00	2
TOTAL	319	4

EROSION BALES

LOCATION	628.1104 EACH
UNDISTRIBUTED	30

LANDSCAPING ITEMS

LOCATION	625.0100 TOPSOIL SY	629.0210 FERT TYPE B CWT	630.0110 SEED NO. 10 LB	630.0500 SEED WATER MGAL
841+00 - 996+02	8,900	10	125	200

SILT FENCE
SILT FENCE MAINTENANCE

LOCATION		628.1504 FENCE LF	628.1520 MAINTENANCE LF
841+92 - 843+55 LT	BRANT CRK NW	190	190
843+58 - 844+04 RT		60	60
844+63 LT	BRANT CRK NE	25	25
844+67 - 846+05 LT	EAST END NW	150	150
846+85 - 846+37 LT	EAST END NE	100	100
845+52 - 846+66 RT	BRANT CRK SE	125	125
857+40 - 858+00 RT	P12	65	65
887+41 - 890+06 LT	PIPE	302	302
897+64 - 898+92 RT	MEYER SW	150	150
899+26 - 899+86 RT	MEYER SE	100	100
911+65 - 913+11 LT	C-35-1959	160	160
911+38 - 914+06 RT	C-35-1959	265	265
941+44 - 944+71 LT	C-35-1960	340	340
942+95 - 944+55 LT	C-35-1960	180	180
948+95 - 951+62 LT	C-35-1961	300	300
948+92 - 951+67 RT	C-35-1961	300	300
961+95 - 963+52 RT	HONEY SW	210	210
964+09 - 966+10 RT	HONEY SE	235	235
UNDISTRIBUTED		993	993
TOTAL		4,000	4,000

MOBILIZATIONS EROSION CONTROL
MOBILIZATIONS EMERGENCY EROSION CONTROL

LOCATION	628.1905 MOB EC EACH	628.1910 EMERGENCY EACH
PROJECT 1580-30-72	6	5

EROSION MAT

LOCATION		628.2004 CLASS 1 B SY	628.2008 URBAN CLASS I TYPE B SY
842+00 - 843+45 LT		--	520
843+00 - 843+50 RT		--	75
844+66 - 846+40 LT	EAST END RD	--	580
845+50 - 846+50 RT		--	210
847+00 - 847+25 LT	EAST END RD	--	150
857+70 RT		--	85
887+50 - 890+00 LT		700	--
897+75 - 898+75 RT	MEYER RD	410	--
899+25 - 899+75 RT	MEYER RD	145	--
911+75 - 913+11 LT		--	640
911+50 - 914+00 RT		--	1,210
941+50 - 944+50 LT		--	810
943+00 - 944+50 RT		--	410
949+00 - 951+50 LT		--	860
949+00 - 951+50 RT		--	900
962+00 - 963+75 RT	HONEY RD	520	--
964+25 - 966+00 RT	HONEY RD	700	--
973+37 LT		--	70
UNDISTRIBUTED		325	880
TOTAL		2,800	7,400

TEMPORARY DITCH CHECKS **628.7504**

LOCATION	LF
UNDISTRIBUTED	70

CULVERT PIPE CHECKS **628.7555**

LOCATION	EACH
888+24 LT PIPE EXTENSION	3
943+81 LT 3x2 BOX CULVERT	5
20+42 RT EAST END RD	3
29+65 RT MEYER RD	3
39+61 LT HONEY RD	3
UNDISTRIBUTED	3
TOTAL	20

ITEMS IN CATEGORY 0010 UNLESS NOTED OTHERWISE

3

ROCK BAGS

LOCATION*	628.7570 EACH
843+33 LT BRANT CRK	15
844+62 LT BRANT CRK	15
845+85 RT BRANT CRK	15
965+95 RT	15
UNDISTRIBUTED	90
TOTAL	150

*SILT FENCE RELEIF

POSTS WOOD 4X6-Inch x 16-FT

LOCATION	634.0616 POSTS EACH
UNDISTRIBUTED	2

CONSTRUCTION STAKING

LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.5500 CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
PROJECT					13,260	
841+00 - 996+02	300	300				300
842+00 - 846+00	250	250				250
887+50 - 890+00 LT	200	200				200
911+50 - 914+00	250	250				250
941+50 - 944+50	300	300				300
949+00 - 951+50	250	250				250
962+00 - 966+00 RT	400	400	175			400
8+50 - 10+00 TRACY	150	150				150
28+76 - 30+33 EAST END	155	155		1		155
35+00 - 36+00 MEYER	100	100				100
40+00 - 410+10 HONEY	110	110	0	1	0	110
TOTALS	2,465	2,465	175	2	13,260	2,465

MOVING SIGNS TYPE II

LOCATION	638.2102 EACH	LOCATION/DIRECTION LT	RT	SIGN MESSAGE
TRACY RD	1		N	STOP
EAST END	1	S		STOP
843+37	1	E		NO PASSING
844+65	1	W		<= EAST END ROAD
844+85	1		W	NO PASSING
MEYER	1		N	STOP
HONEY	1		N	STOP
TOTAL	7			

LOCATING NO PASSING ZONES

LOCATION	648.0100 MI
841+00 - 996+02	2.94

CONSTRUCTION STAKING STRUCTURE LAYOUT

LOCATION		650.6501.02 EACH	650.6501.03 EACH	650.6501.04 EACH	COMMENTS
C-35-1959	912+75	1			EXTENSIONS
C-35-1960	943+81		1		EXTENSIONS
C-35-1961	950+56			1	EXTENSIONS

TRAFFIC CONTROL

LOCATION	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III DAY	643.0705 LIGHTS TYPE A DAY	643.0900 SIGNS DAY
841+00 - 996+02	500			2,300
EAST END - 5 DAYS ROAD CLOSED		25	30	

SAWING ASPHALT

LOCATION	690.0150 LF	COMMENTS
860+91 LT PE	13	
TRACY RD RT	30	GUARDRAIL RADIUS
HONEY RD	24	
UNDISTRIBUTED	13	
TOTAL	80	

REESTABLISH SECTION CORNER MONUMENTS

LOCATION		DESCRIPTION	POINT #	SPV.0060.08 EACH
846+52	2' LT	SECTION CORNER - EAST END RD INTERS	5000	1
872+79	6' LT	SECTION CORNER	5001	1
899+07	9.5' LT	SECTION CORNER - MEYER RD INTERS	5002	1
925+41	0' RT	SECTION CORNER	5003	1
951+75	1.8' RT	SECTION CORNER	5004	1
977+25	0.7' RT	SECTION CORNER	BURIED	1
TOTAL				6

MARKING LINE

LOCATION	* 646.1020 EPOXY 4-INCH YELLOW CL LF	*** 646.1040 GROOVED WET REF EPOXY 4-INCH WHITE EDGE LF	*** 646.6464 COLD WEATHER EPOXY 4-INCH CL LF	** 643.3105 TEMPORARY PAINT 4-INCH YELLOW CL LF	*** 643.3120 TEMPORARY EPOXY 4-INCH YELLOW CL LF
841+00 - 996+02					
YELLOW CL	9,400		9,400	9,400	9,400
WHITE EDGELINE	___	30,600	30,600	___	___
TOTAL	9,400	30,600	40,000	9,400	9,400

*USE AFTER RUMBLE STRIPS INSTALLED
** USE ON CIR LAYER
***USE ON ASPHALT LAYER

TEMPORARY WATER DIVERSION

LOCATION		SPV.0060.05 EACH	SPV.0060.06 EACH	SPV.0060.07 EACH
912+75	C-35-1959	1		
950+56	C-35-1961		1	
956+04	C-35-1962			1

3

DIVISION #	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0500 MARSH EXCAVATION (6)	REDUCED MARSH IN FILL (8) FACTOR 0.15	EXPANDED MARSH BACKFILL (10) FACTOR 1.60	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.30	MASS ORDINATE +/- (14)	WASTE (15)	208.0100 BORROW
DIVISION 1													1,810
QR-72_ROADWAY	842+00/992+00		1,554	0	1,554	1,248	187	1,997	1,449	1,884	-330	0	330
	857+62 RT	P12 COLLARS, SINKHOLE	46	0	46	0	0	0	49	64	-18		18
DIVISION 1 SUBTOTAL			1,600	0	1,600	1,248	187	1,997	1,498	1,947		0	2,157
TOTAL			**1,600**	0	1,600	**1,248**	187	1,997	1,449	**1,947**		0	**2,157**

NOTES:

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) MARSH EXCAVATION - TO BE BACKFILLED WITH BORROW AND/OR CUT MATERIAL

(8) REDUCED MARSH IN FILL - EXCAVATED MARSH MATERIAL IS USUABLE IN FILLS OUTSIDE THE 1:1 SLOPE. MARSH IN FILL REDUCTION FACTOR = 0.15

(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH BORROW AND/OR CUT MATERIAL. MARSH BACKFILL FACTOR = 1.6. ITEM NUMBER 208.0100

(13) EXPANDED FILL **EXPANDED FILL = (UNEXPANDED FILL - REDUCED MARSH - REDUCED EBS) * FILL FACTOR**

(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

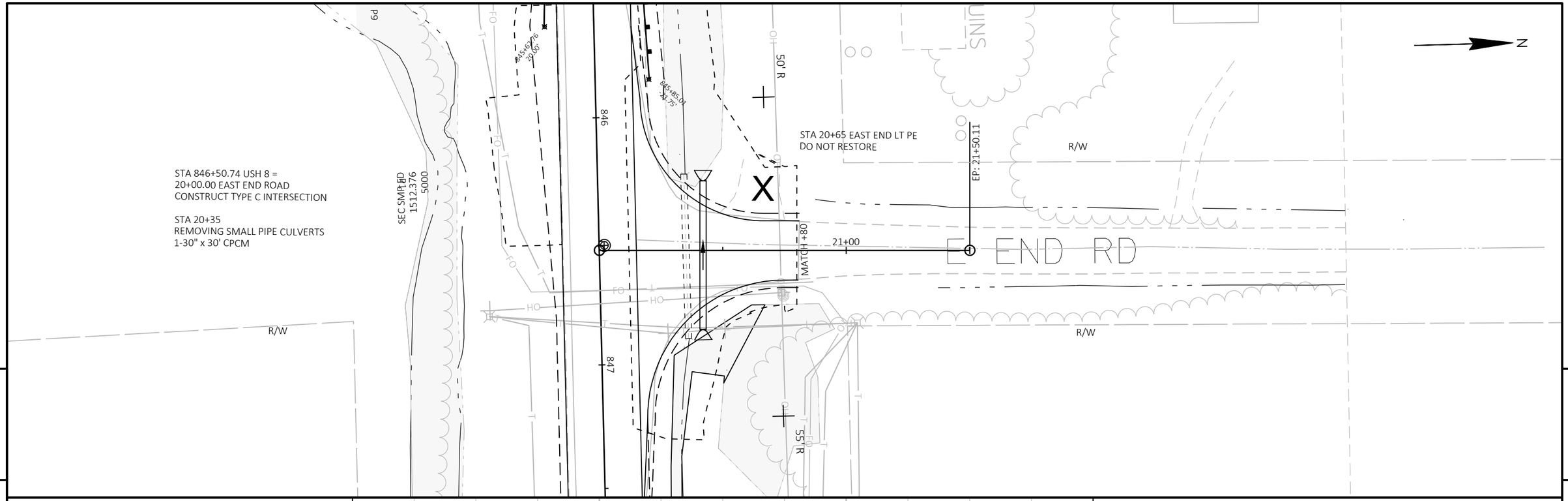
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

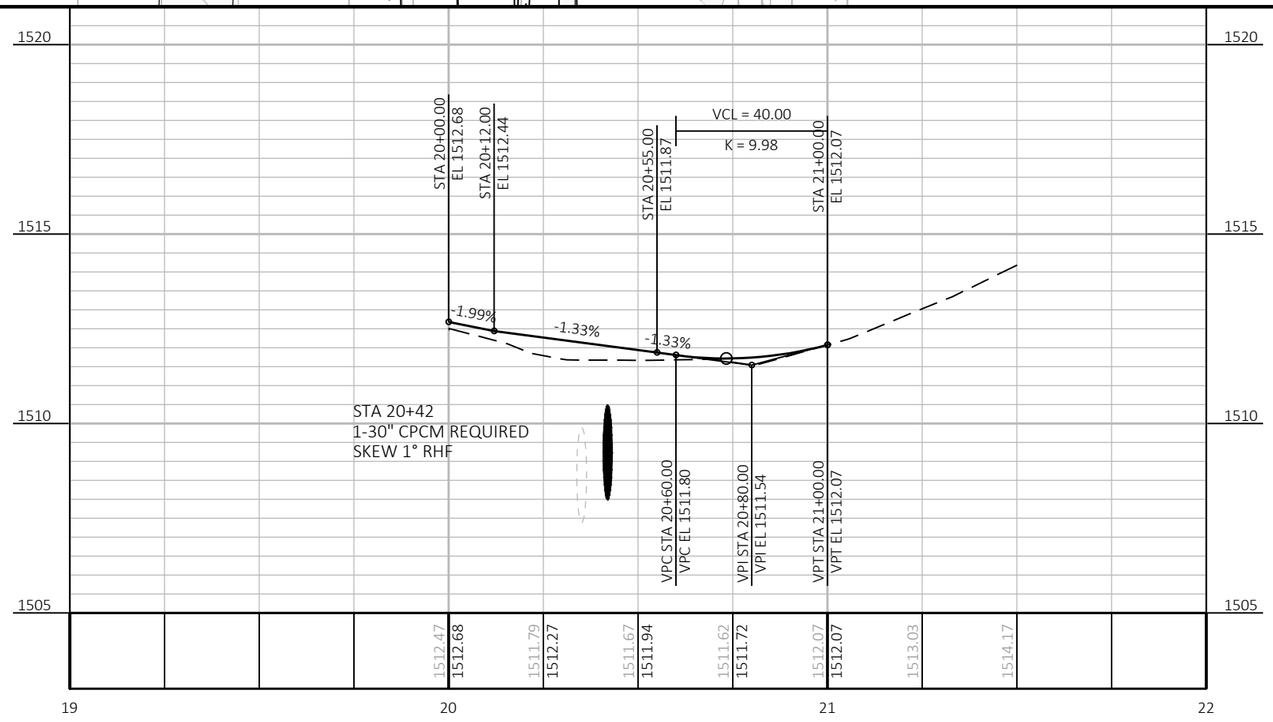
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PWL MIXTURE USE TABLE - ACCEPTANCE CRITERIA

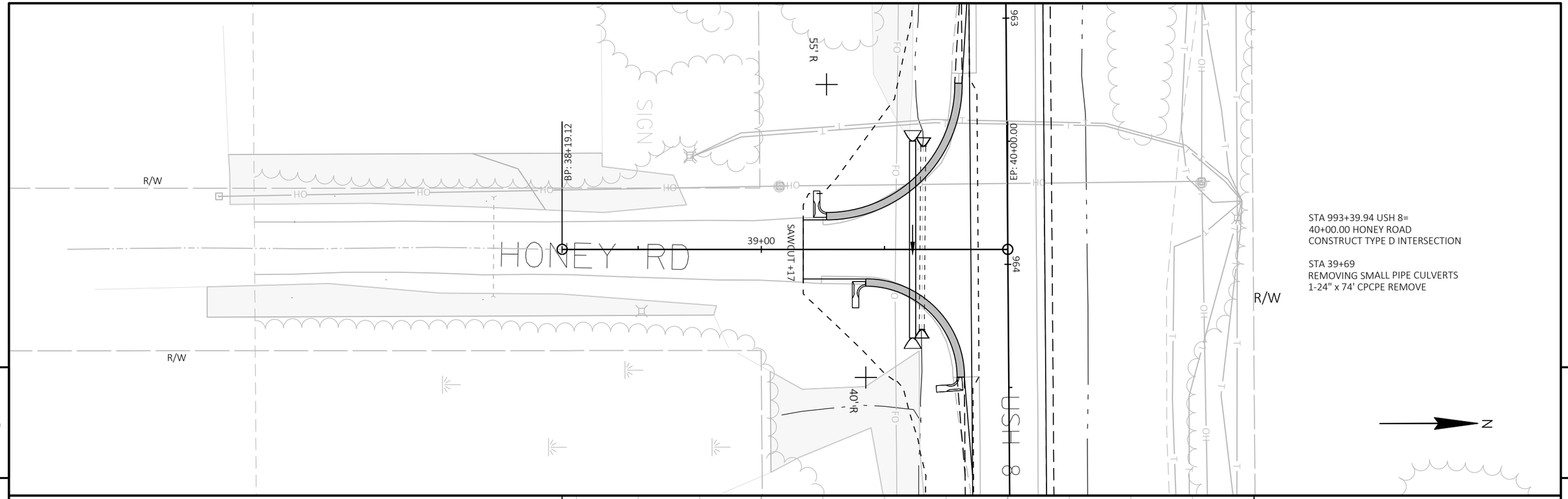
LOCATION	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS INCHES	QUALITY MANAGEMENT PROGRAMS TO BE USED FOR: MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	841+00 - 996+02	UPPER LAYER	CIR	4 MT 58-34-S	4,600	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVMENT 460.2005
3 FOOT SHOULDER	841+00 - 996+02	UPPER LAYER	CIR	4 MT 58-34-S	1,150	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (4)	841+00 - 996+02	UPPER LAYER	HMA	4 MT 58-34-S	450	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (2)*	841+00 - 996+02	LOWER LAYER	BAD	4 MT 58-34-S	180	2	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE
SIDEROADS (2)**	841+00 - 996+02	LOWER LAYER	MILL	4 MT 58-34-S	270	3	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY WisDOT; **INELIGIBLE** FOR INCENTIVE

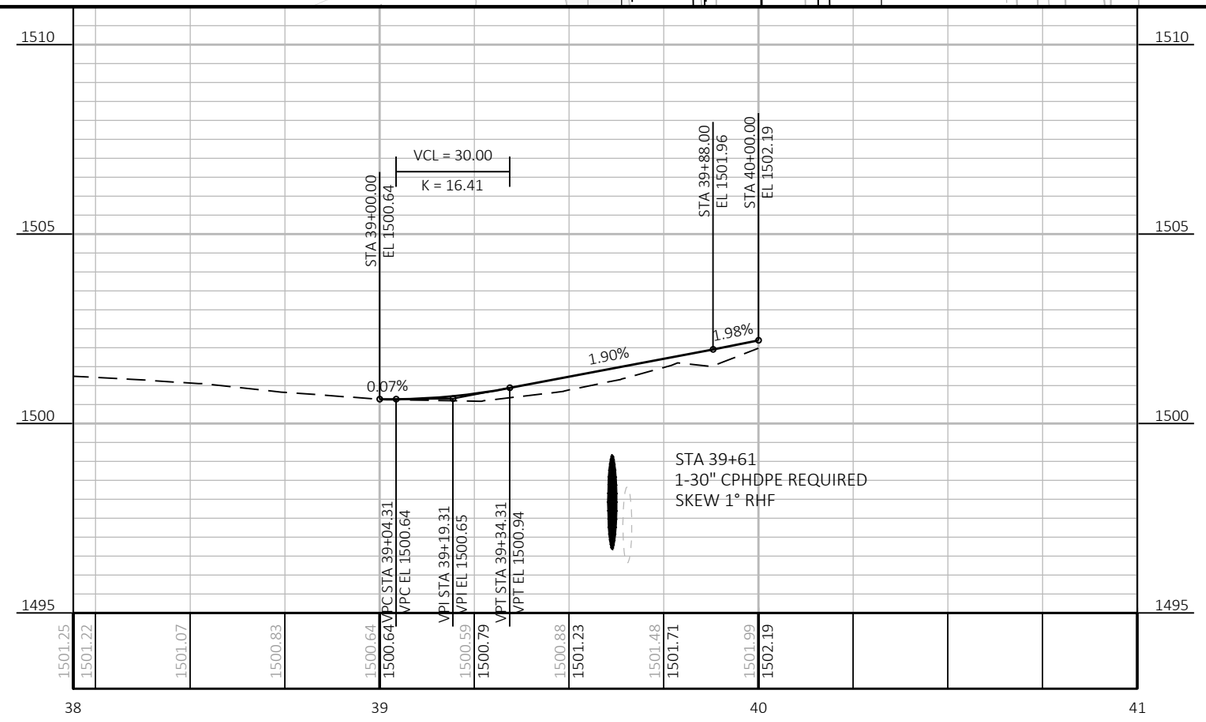
* EAST END, HONEY
** TRACY, MEYER



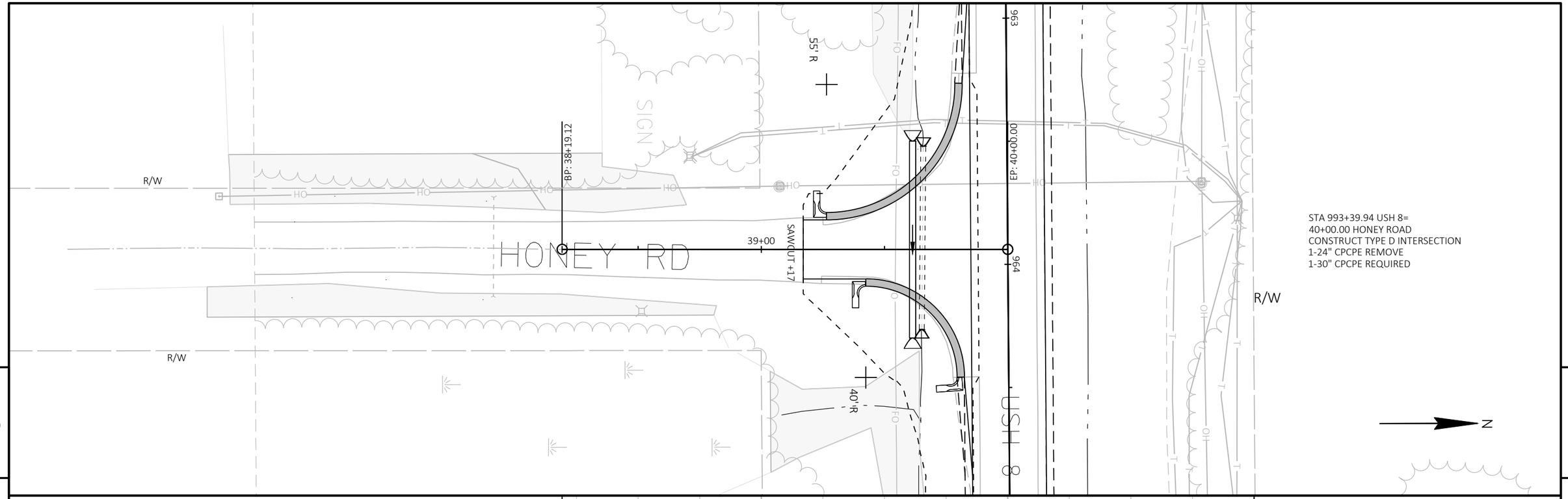


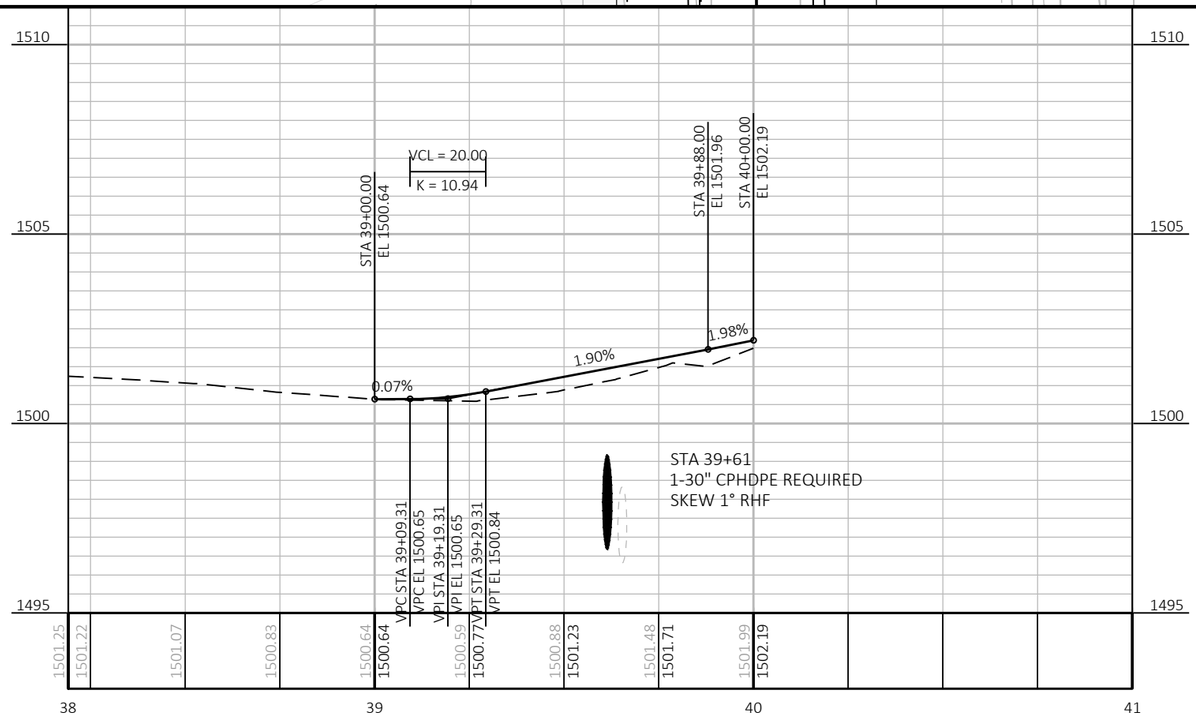
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: EAST END ROAD	SHEET 38	E





PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: HONEY ROAD	SHEET 39	E





PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: HONEY ROAD	SHEET 40	E

STA 844+39
B-35-150 BRANT CREEK - TROUT STREAM
3-58"x91"x60' CPRCHE
NO STRUCTURE WORK
GUARDRAIL REQUIRED LT & RT

STA 20+65 EAST END LT PE
DO NOT RESTORE

STA 845+09 LT PE
REMOVING SMALL PIPE CULVERTS
1-24" CPCM REMOVE
DO NOT RESTORE

66' R/W

STA 846+50.74 USH 8 =
STA 20+00.00 EAST END RD
CONSTRUCT TYPE C INTERSECTION

STA 20+35
REMOVING SMALL PIPE CULVERTS

1-30" x 66' CMP
STA 20+42
1-30" CMCP REQUIRED

857+65 P12
50008001350
24" CPRC
CONCRETE COLLARS FOR PIPE - JOINTS 3 & 4 RT
FILL SINKHOLE RT

STA 863+25 WARM WATER FISH STREAM
C-35-9701 P13
50008001351
72" CPRC
NO WORK

N

STA 865+08
RESTORE
BAD

BEGIN PROJECT 1580-30-72
STA 841+00

BP: 841+00.00

PI: 841+89.05

STA 861+91 LT PE
RESTORE
ASPH

HAUSER CREEK

100' R/W

843+16.25
-20.27'

845+85.00
-22.02'

USH 8

950

S89° 58' 05"E

955

CPRC 24" R12

960

CPRC CLASS III 72"

965

CONCRETE COLLARS FOR PIPE

SINKHOLE

843+06.50
-20.27'

845+62.75
-20.27'

5000
1512.376
SEC SMP FD

100' R/W

100' R/W

STA 842+63.32 USH 8 =
STA 10+00.00 TRACY RD
CONSTRUCT TYPE C INTERSECTION

STA 843+37 - 844+98 LT
STA 843+37 - 845+41 RT
REMOVING GUARDRAIL
SALVAGED RAIL

STA 843+16 - 845+85 LT - FLARED UPSTATION
STA 843+06 - 845+63 RT- FLARED DOWNSTATION
MGS GUARDRAIL 3 REQUIRED

TRACY RD

R/W

R/W

STA 852+48 RT PE
RESTORE
BAD

HAUSER CREEK

FOOTBRIDGE

STA 86
RESTO
BAD

STA 865+08 LT PE
RESTORE
BAD

STA 865+08 LT PE
RESTORE
BAD

STA 888+52 P14
50008001352
REMOVING SMALL PIPE CULVERTS
1-24" x 6' (AEW)
1-24" x 8' CPRC LT REQUIRED
1-24" AEW LT REQUIRED

N

5001
1520.819
SEC SMP FD

S89° 50' 05"E

USH 8

CPRC III 24" R14

ORCHARD

ORCHARD

ORCHARD

ORCHARD

SEPV

STA 866+60 RT PE
RESTORE
BAD

STA 883+85 RT PE
RESTORE
BAD

STA 891+51 RT PE
RESTORE
BAD

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN	SHEET 41	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\050200-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 11/14/2022 5:28 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

STA 899+05.30 USH 8 =
STA 30+00.00 MEYER RD
CONSTRUCT TYPE C INTERSECTION

REMOVING ASPHALTIC SURFACE
2-18" HDPE REQUIRED - EXTENSIONS

1959 EXTEND, REPAIRS
STA 912+67
C-35-1959 5x5x70 RCBC
WARM WATER STREAM
CONCRETE SURFACE REPAIR LT
CONSTRUCT EXTENSIONS 9' LT & 9.5' RT

N

STA 865+08 LT PE
RESTORE
BAD

5002
1515.942
SEC SMP FD

100' R/W

895 900 905 910 915 920
USH 8
S89° 50' 05"E

C-35-1959

W10011

W9941

RENNHAK CRK

100' R/W

MEYER RD

50' R/W

STA 891+51 RT PE
RESTORE
BAD

STA 909+99 RT PE
RESTORE
BAD

STA 912+00 - 913+18 LT
STA 611+95 - 913+30 RT
REMOVING GUARDRAIL LT & RT
SALVAGED RAIL LT & RT
DO NOT REPLACE

STA 919+14 RT PE
RESTORE
BAD

STA 922+85 RT PE
RESTORE
BAD

1960 EXTEND
STA 943+81 35008001353/P15
C-35-1960 3x2 RCBC
WARM WATER STREAM
CONSTRUCT EXTENSIONS 7.5' LT & 6' RT

1961 EXTEND
STA 950+57
C-35-1961 6x4 RCBC
WARM WATER STREAM
CONSTRUCT EXTENSIONS 8.5' LT& 6.5' RT

STA 939+49 LT PE
RESTORE
BAD

STA 951+70 LT PE
RESTORE
BAD

N

LITTLE SOMO RIVER TRIBUTARY

LITTLE SOMO RIVER TRIBUTARY

100' R/W

12730

925 930 935 940 945 950
USH 8
S89° 50' 05"E

5003
1505.192
SEC SMP FD

C-35-1960

C-35-1961

5004
1503.629
SEC PK FD

100' R/W

W9739

STA 922+85 RT PE
RESTORE
BAD

STA 943+19 - 944+52 LT
STA 943+16 - 944+44 RT
REMOVING GUARDRAIL
SALVAGED RAIL
DO NOT REPLACE

STA 945+14 RT PE
RESTORE
BAD

STA 949+89 - 951+27 LT
STA 949+87 - 951+24 RT
REMOVING GUARDRAIL
SALVAGED RAIL
DO NOT REPLACE

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN	SHEET 42	E

1962 REPAIRS

STA 956+04
C-35-1962 6x5 RCBC
WARM WATER STREAM
CONCRETE SURFACE REPAIR LT AND RT

STA 951+70 LT PE
RESTORE
BAD

STA 953+05 LT PE
RESTORE
BAD

STA 993+39.94 USH 8 =
40+00.00 HONEY RD
CONSTRUCT TYPE D INTERSECTION

STA 39+65
REMOVING SMALL PIPE CULVERTS
1-24" x 74' CMCP REMOVE

STA 39+61
1-30" CPCPE REQUIRED

1963 STRAPS

STA 973+37
C-35-1963 6x5 RCBC
WARM WATER STEAM
STRAPPING C-35-1963 REQUIRED

STA 968+32 LT PE
RESTORE
BAD

STA 974+42 LT PE
RESTORE
BAD

STA 979+39 LT PE
RESTORE
BAD

N

TRIBUTARY

PI: 959+97.03

101
1503.022
MON 2895 3/4 IN ALUM ROD

102
1501.975
NGS DO6274(7G02) BRASS CAP IN CONC FD

NGS

SNOWMOBILE BRIDGES

100' R/W

LITTLE SOMO RIVER TRIB

12556
12560
12550

955 — S89° 50' 05"E 959 N89° 35' 01"E — 965 — 970 — 975 — 980

USH 8

5004
1503.629
SEC PK FD

C-35-1962

C-35-1963

12046
1470.689
SEC BEEP UNDER BIT

LITTLE SOMO RIVER TRIBUTARY

LITTLE SOMO RIVER TRIBUTARY

100' R/W

53'R

43'R

W = 21.5'
MATCH

39
38
37
HONEY RD

66' R/W

LITTLE SOMO RIVER TRIB

W9627
W9467
W9471

STA 971+40 RT PE
RESTORE
BAD

STA 974+55 RT PE
RESTORE
BAD

STA 981+26 RT PE
RESTORE
BAD

5

5

REMOVING ASPHALTIC SURFACE MILLING (2-INCHES)
984+30 - 987+14 286'
988+36 - 989+74 138'

CIR ASPHALTIC BASE
841+00 - 987+14
988+36 - 996+02

PI STA = 1004+59.05
Y = 134818.053
X = 139091.944
DELTA = 23°33'32"
D = 2°58'56"
T = 400.66'
L = 790.00'
R = 1921.29'
BK = N89°35'00.6"E
AH = S66°51'27.0"E

N

END PROJECT 1580-30-72
STA 996+02
BUTT JOINT REQUIRED

PC: 1000+58.39

PT: 1008+48.39

TOMAHAWK CCC CAMP
ARCH SITE
SENSITIVE AREA

ARCH SURVEY LIMITS

LITTLE SOMO RIVER

985 — 990 — 995 — N89° 35' 01"E — 1000 — 1005 — S66° 51' 27"E — 1010

984+20.00
0.00

989+74.00
0.00

2
1457.295
CP

19
1459.241
CP

100' R/W

MON WISDOT CONTROL MON 107 FD

LITTLE SOMO RIVER

McCORD RD

1913

SEPC

TOMAHAWK CCC CAMP
ARCH SITE

OLD 8 RD

RIPRAP

W9293

W9237

W9467
W9471

STA 981+26 RT PE
RESTORE
BAD

STA 1005+57 RT
PE
RESTORE
BAD

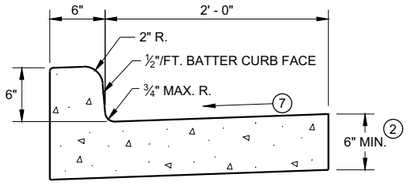
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	PLAN	SHEET 43	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\SHEETSPLAN\050200-PN.DWG
LAYOUT NAME - 050203-pn

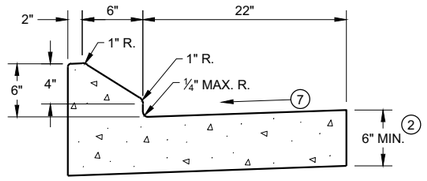
PLOT DATE : 11/14/2022 4:27 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:200 FT

Standard Detail Drawing List

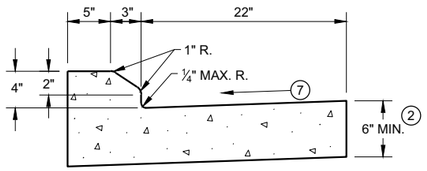
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
12A03-10	NAME PLATE (STRUCTURES)
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
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
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
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



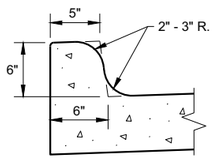
TYPES A (1) & D



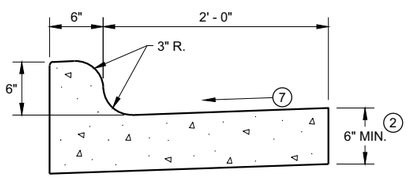
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

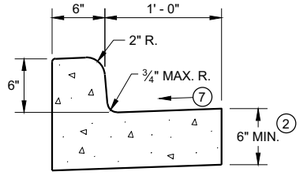


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



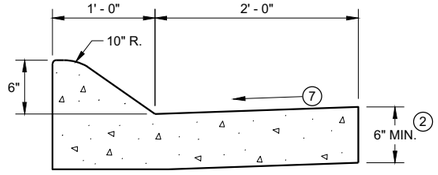
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

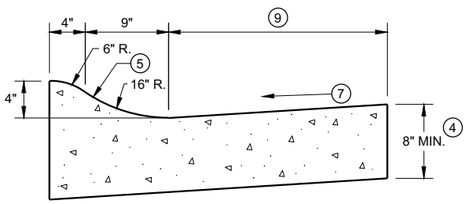
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

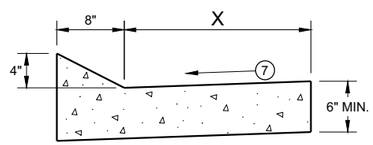
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

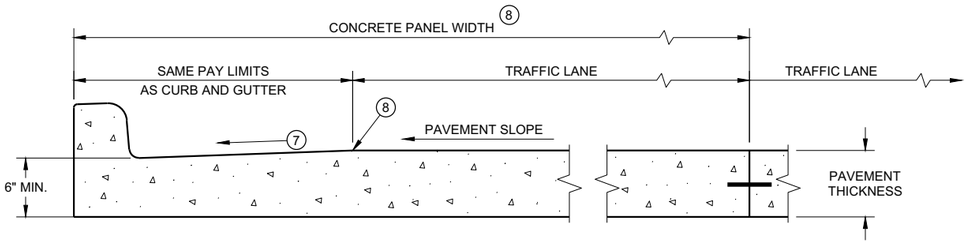


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

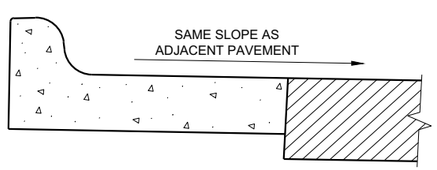
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

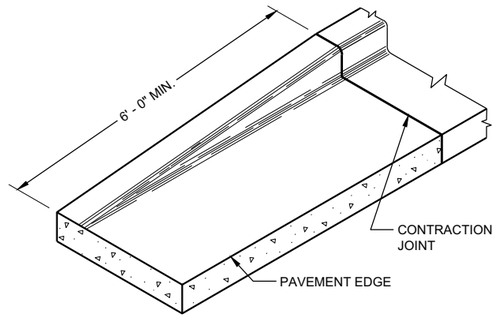
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

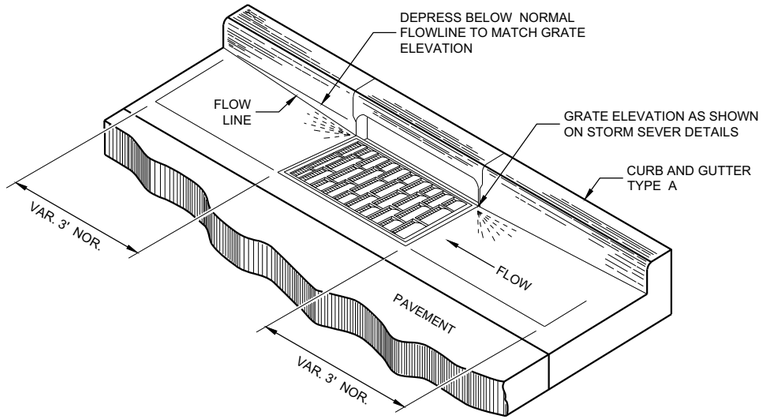
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01 - 22a

SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

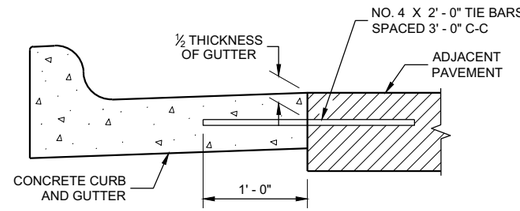
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

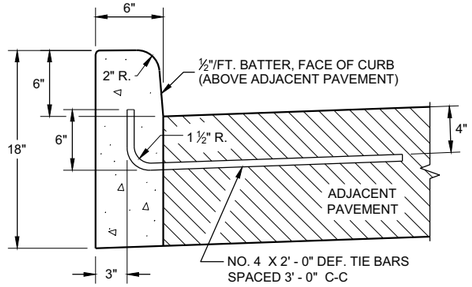
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

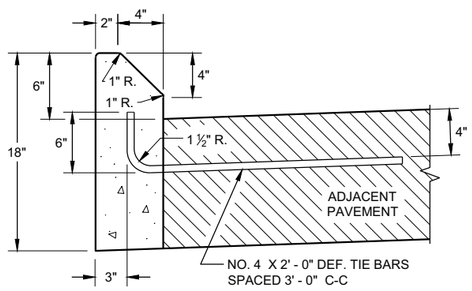
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

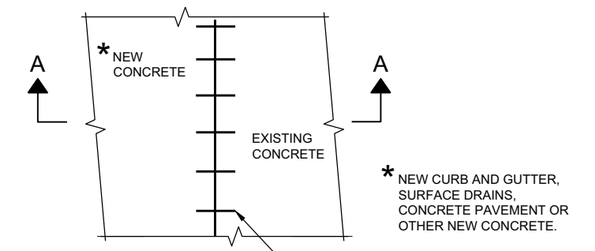


TYPES A (1) & D

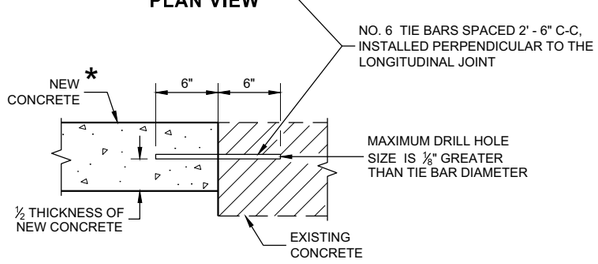


TYPES G (1) & J

CONCRETE CURB

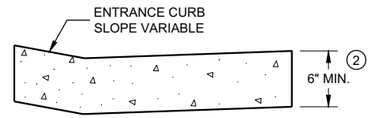


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

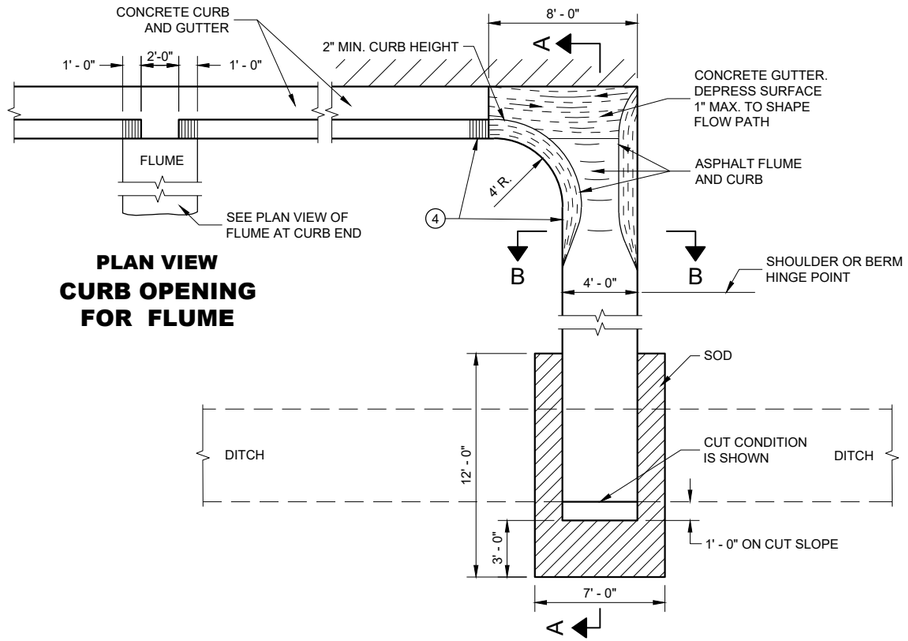
SDD08D01 - 22b

6

SDD08D01 - 22b

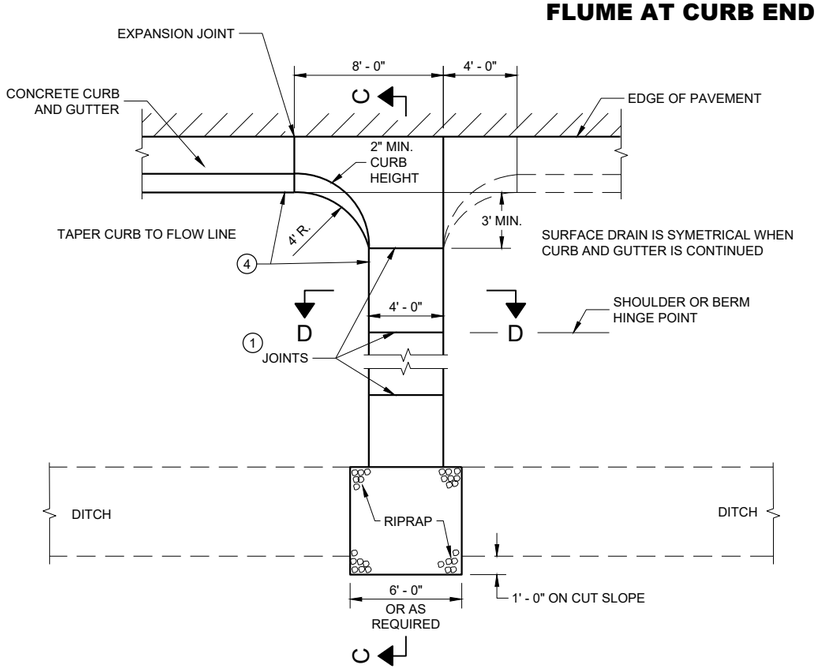
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



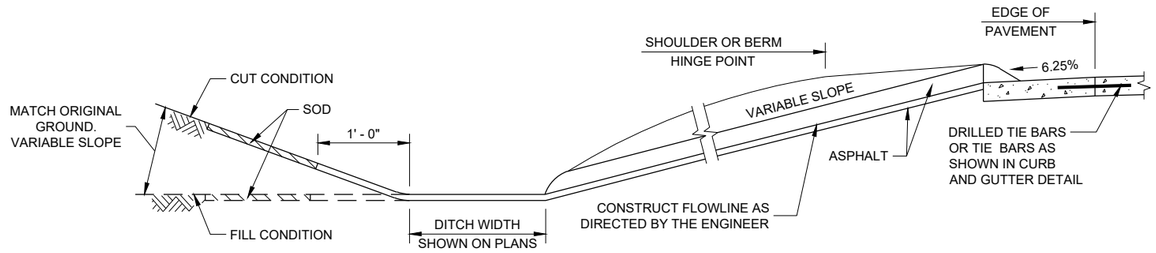
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

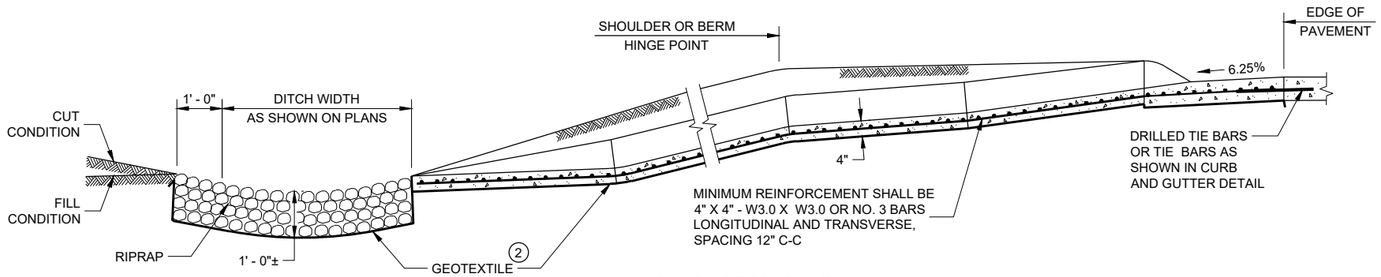
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

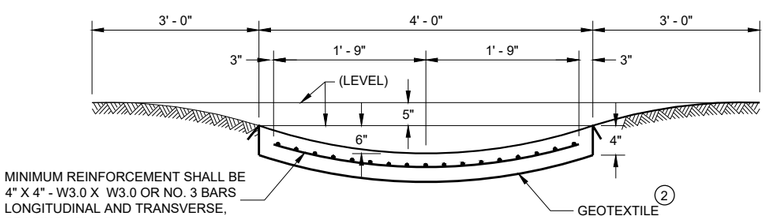


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

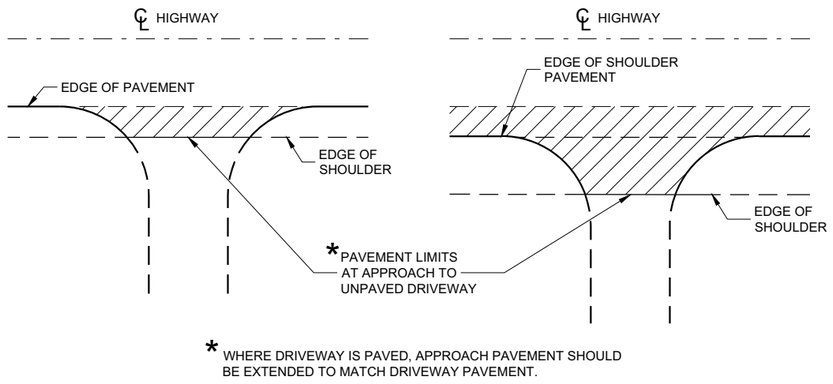
FHWA

6

SDD 08D04 - 06

6

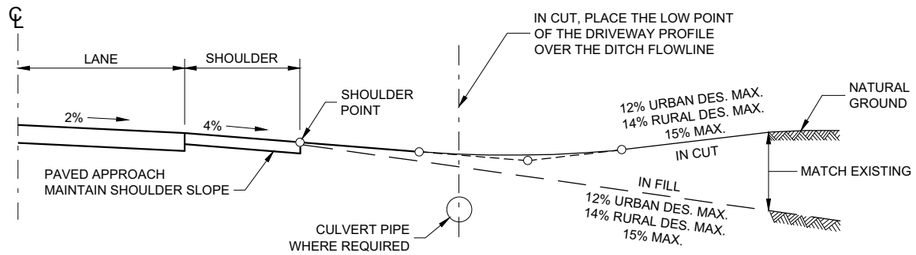
SDD 08D04 - 06



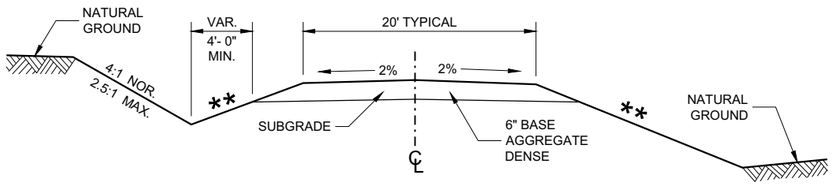
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

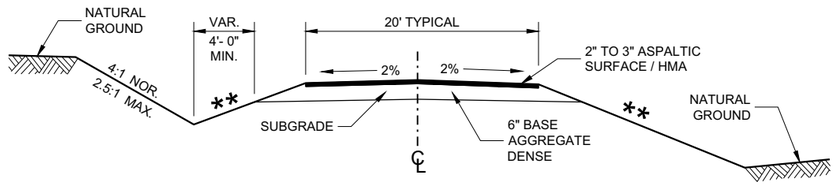


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

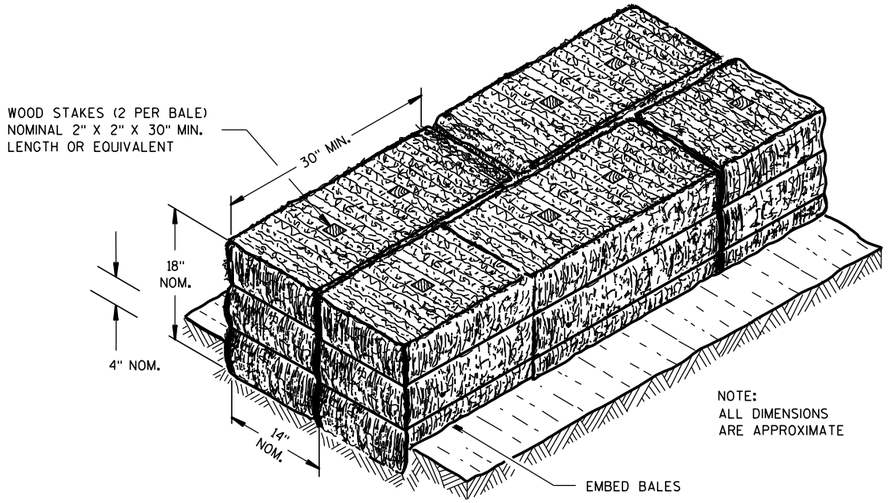
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

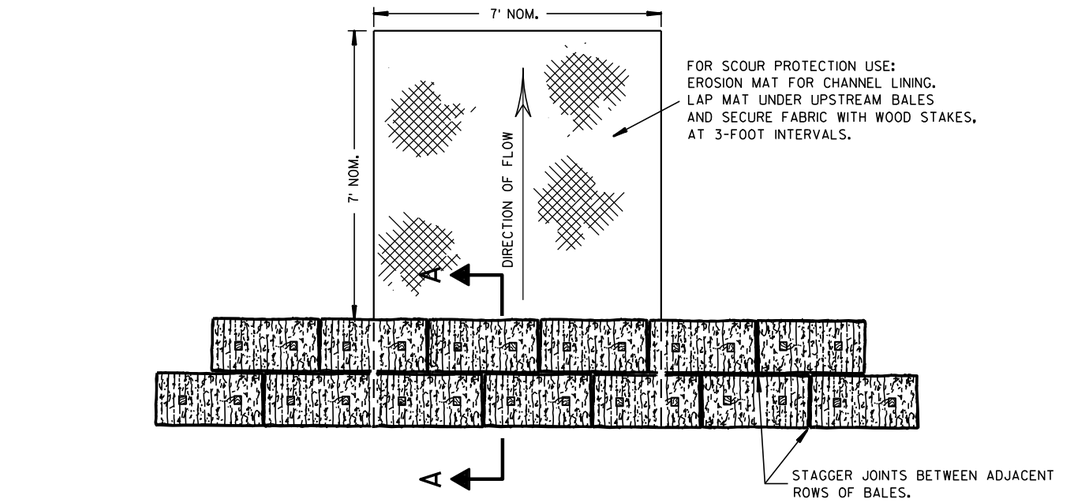
FHWA

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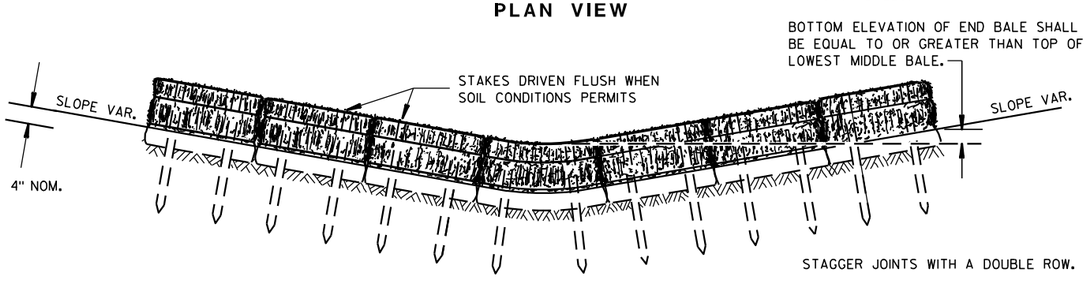
SDD 08D21 - 01



SECTION A-A



PLAN VIEW



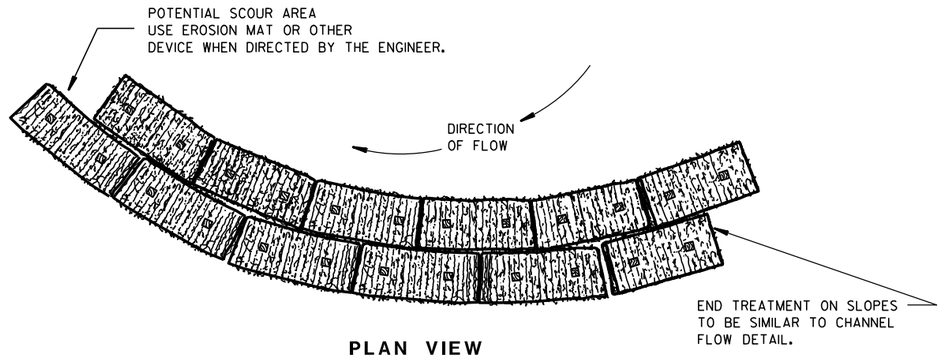
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

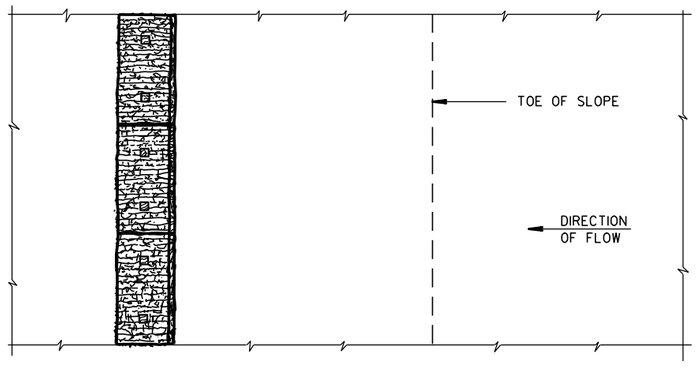
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

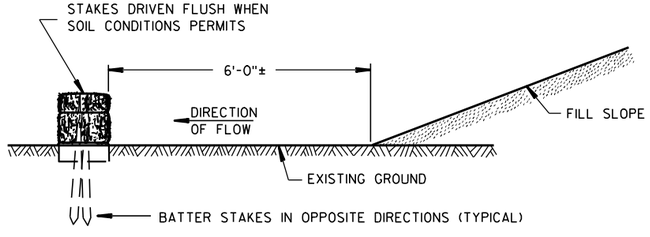


PLAN VIEW

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

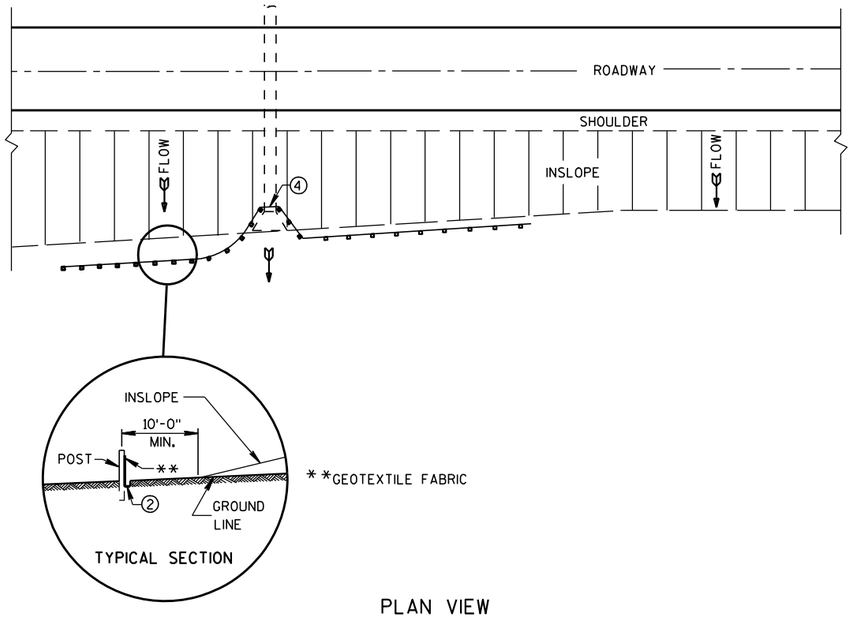
FHWA

6

S.D.D. 8 E 8-3

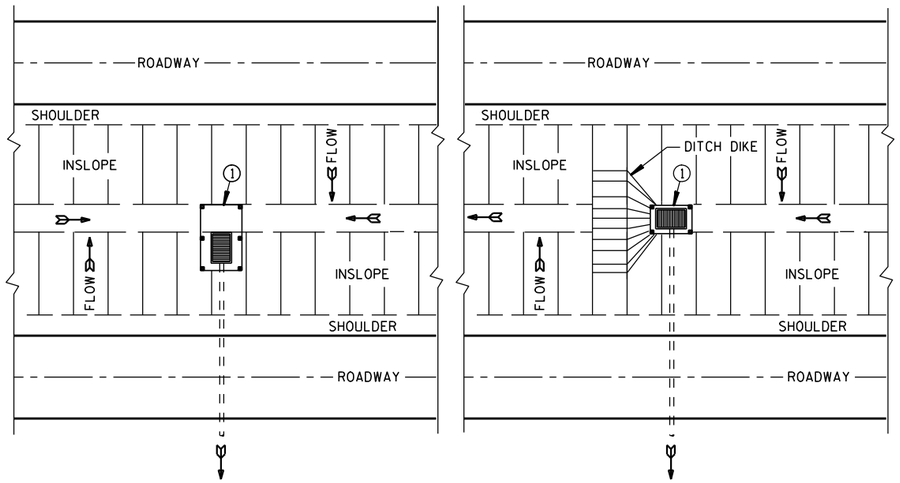
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



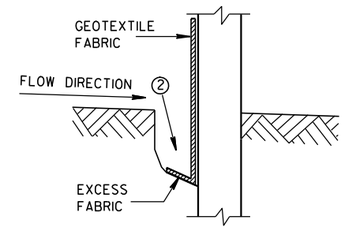
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

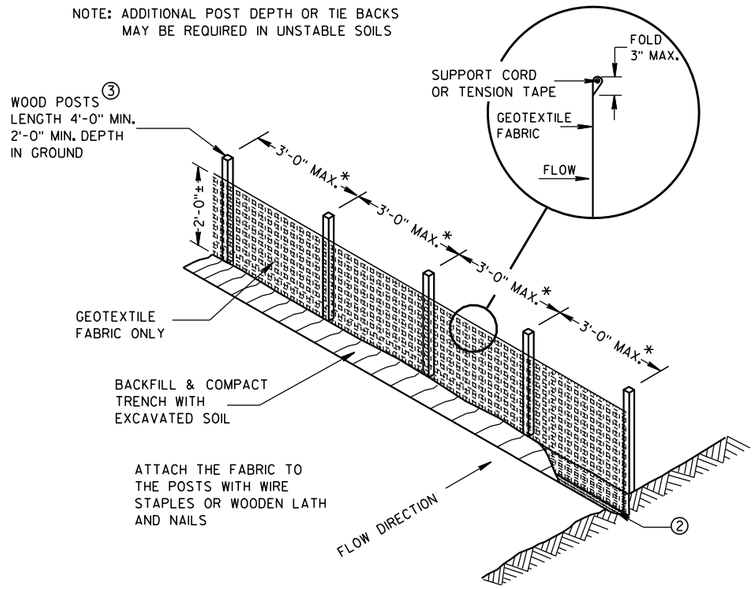
GENERAL NOTES

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

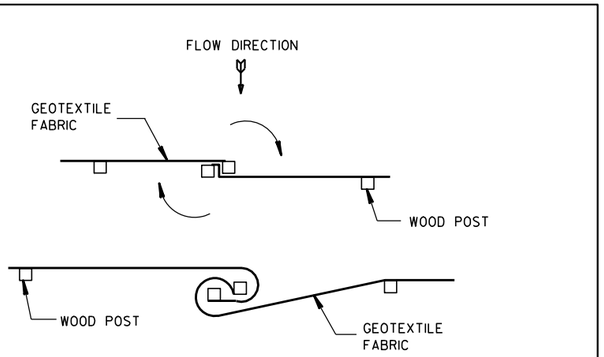
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



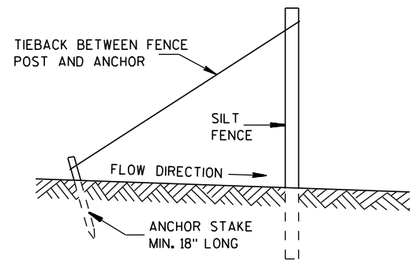
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

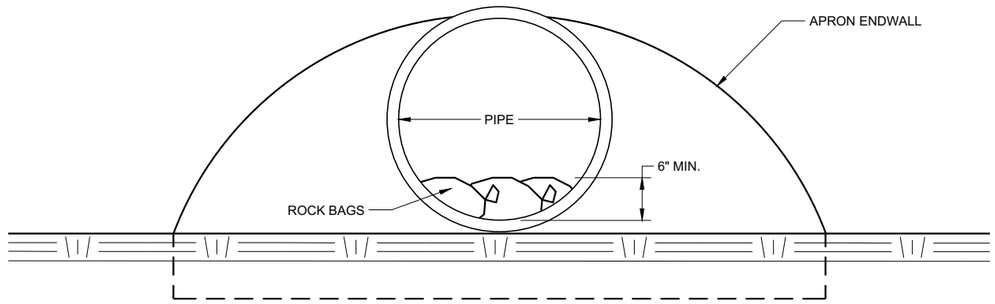
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

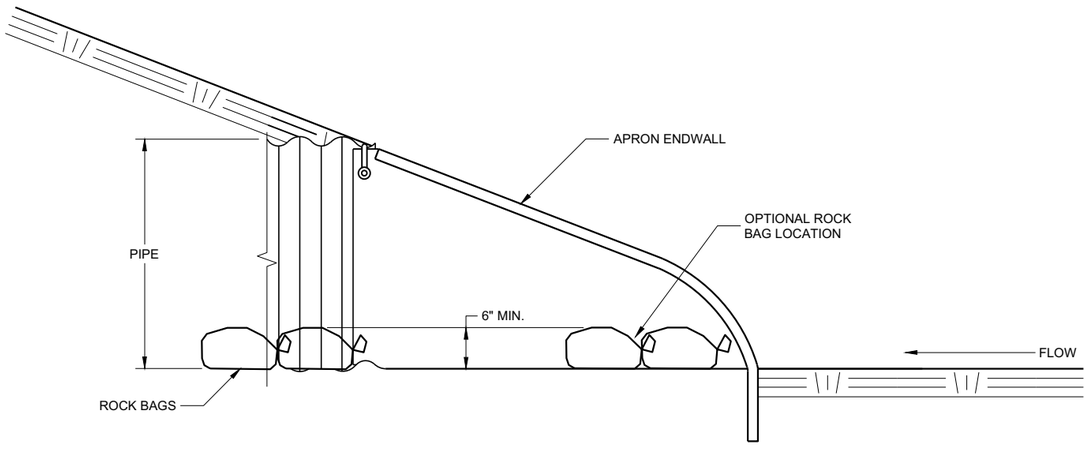
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

METAL APRON ENDWALLS

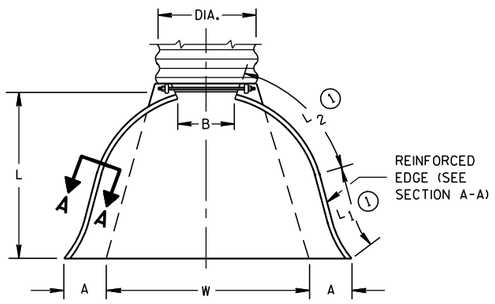
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

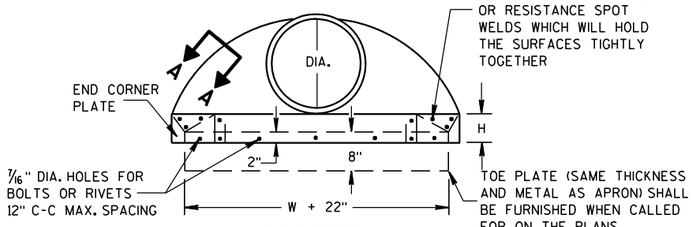
REINFORCED CONCRETE APRON ENDWALLS

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

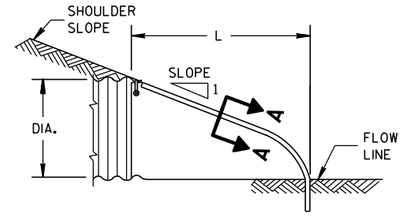
*MINIMUM
**MAXIMUM



PLAN VIEW

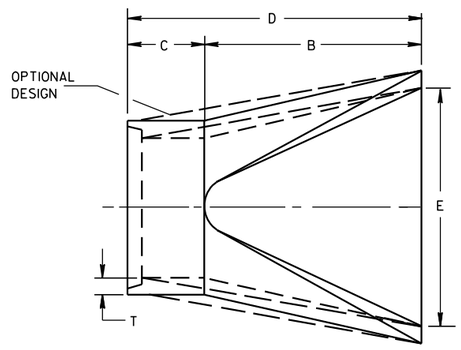


END VIEW

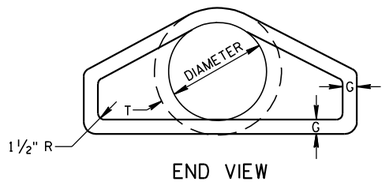


SIDE ELEVATION

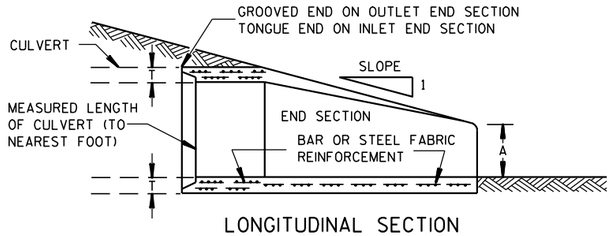
METAL ENDWALLS



PLAN

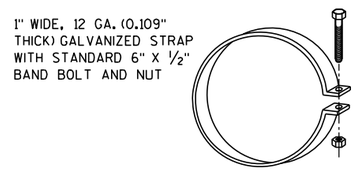


END VIEW



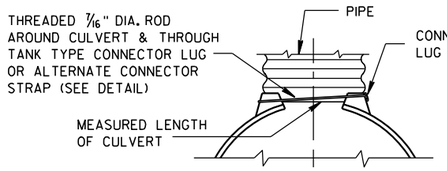
LONGITUDINAL SECTION

CONCRETE ENDWALLS

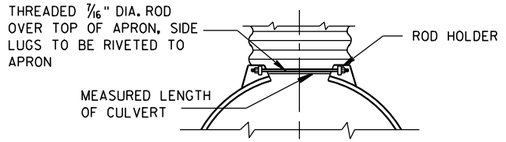


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

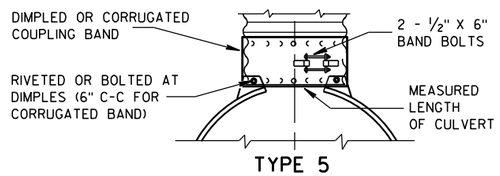


TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

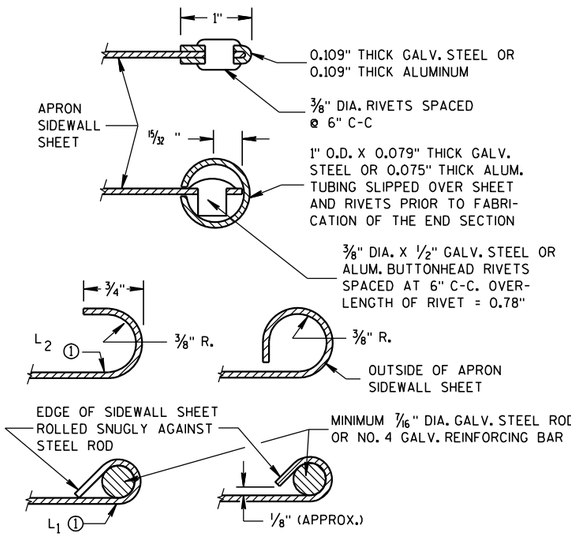
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

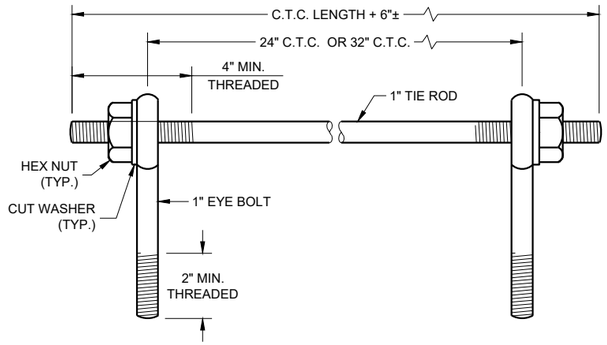
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

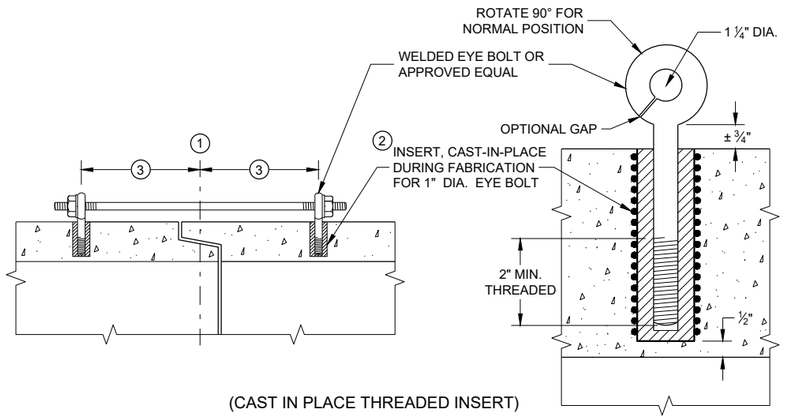
APPROVED
11/30/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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.

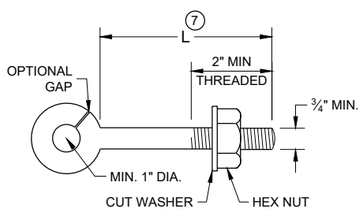
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

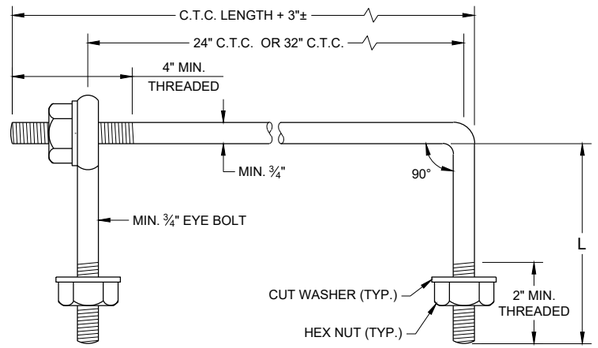
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

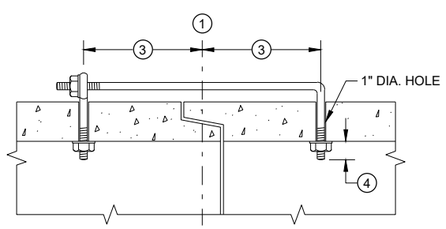


EYE BOLT (7)

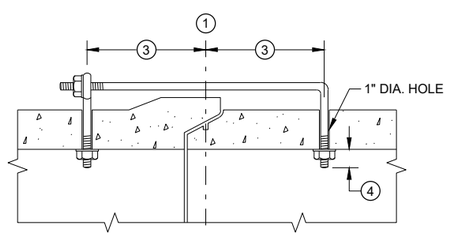
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

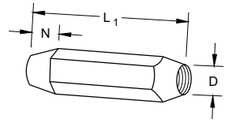
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

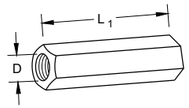
ADJUSTABLE TIE ROD TABLE

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



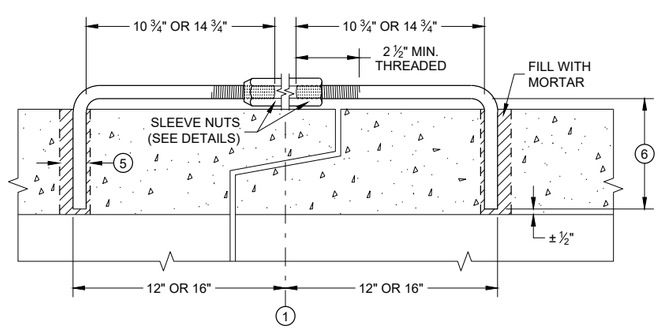
TAPERED



PLAIN

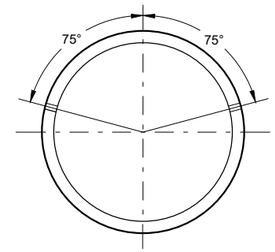
RIGHT AND LEFT THREADS

SLEEVE NUTS



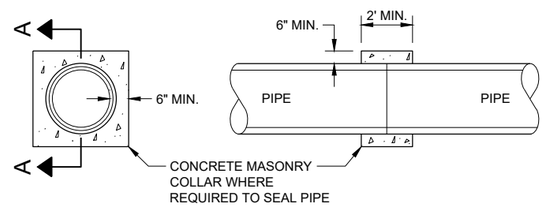
LONGITUDINAL SECTION

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

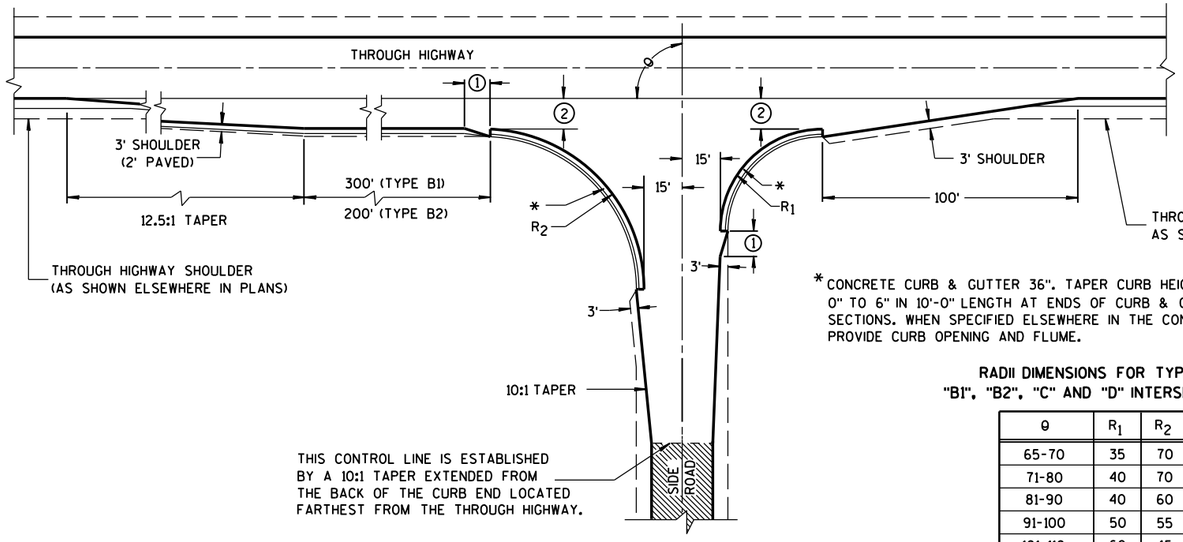
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 08F04 - 08

SDD 08F04 - 08

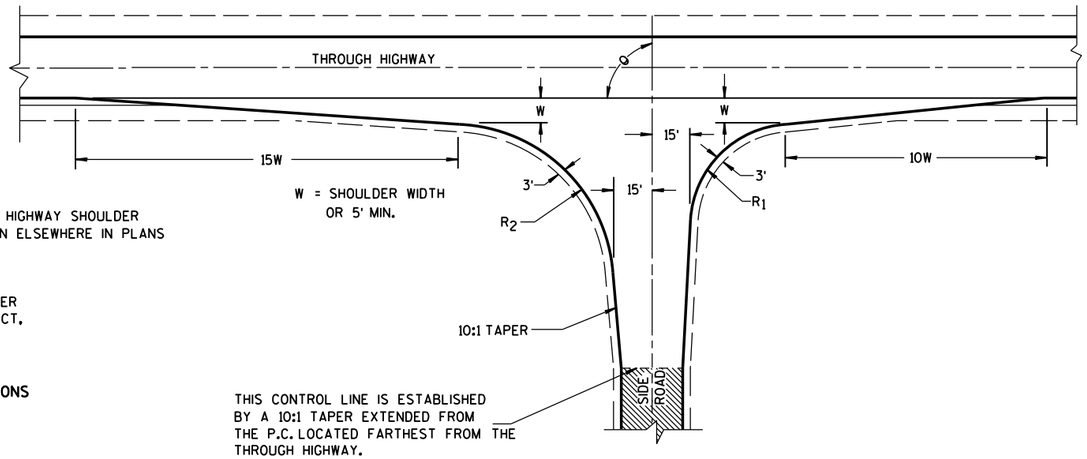


TYPE "B1" AND "B2"

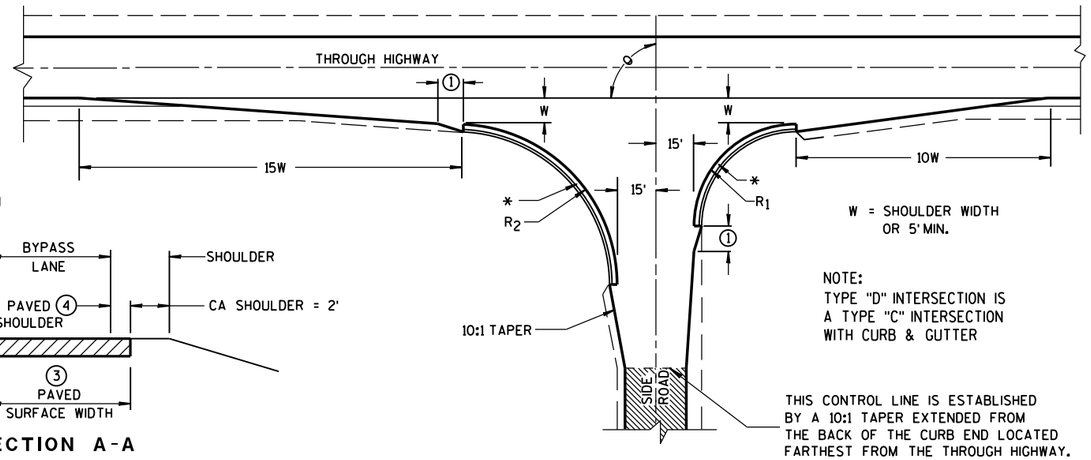
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

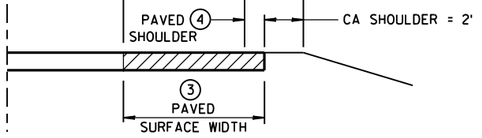
(1) 10-FT TYPICAL.

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

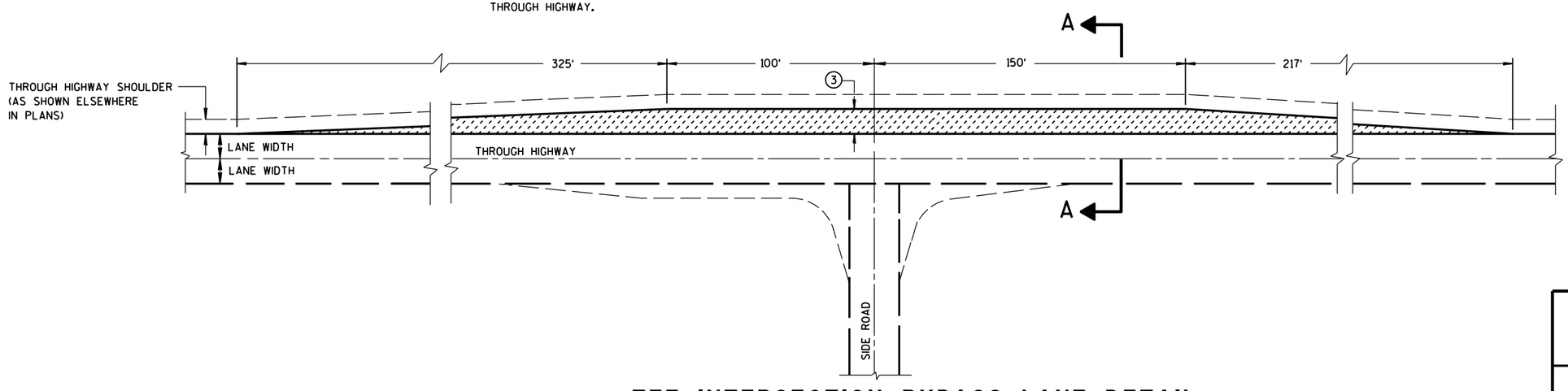
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



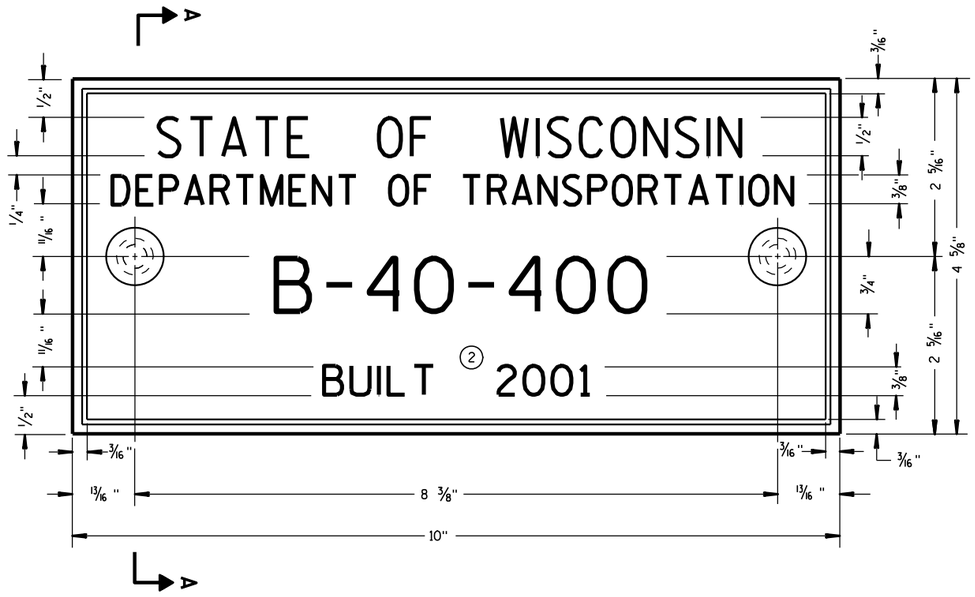
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

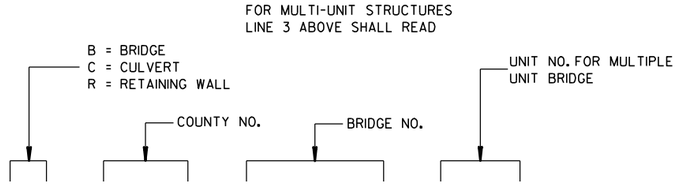
6

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



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

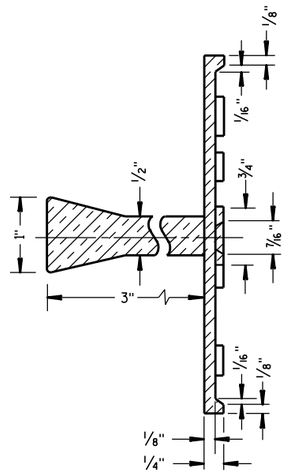
GENERAL NOTES

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

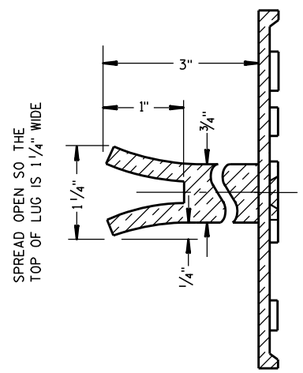
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

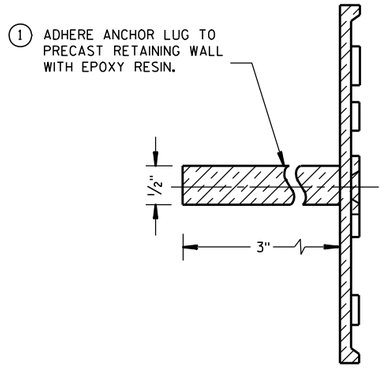
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



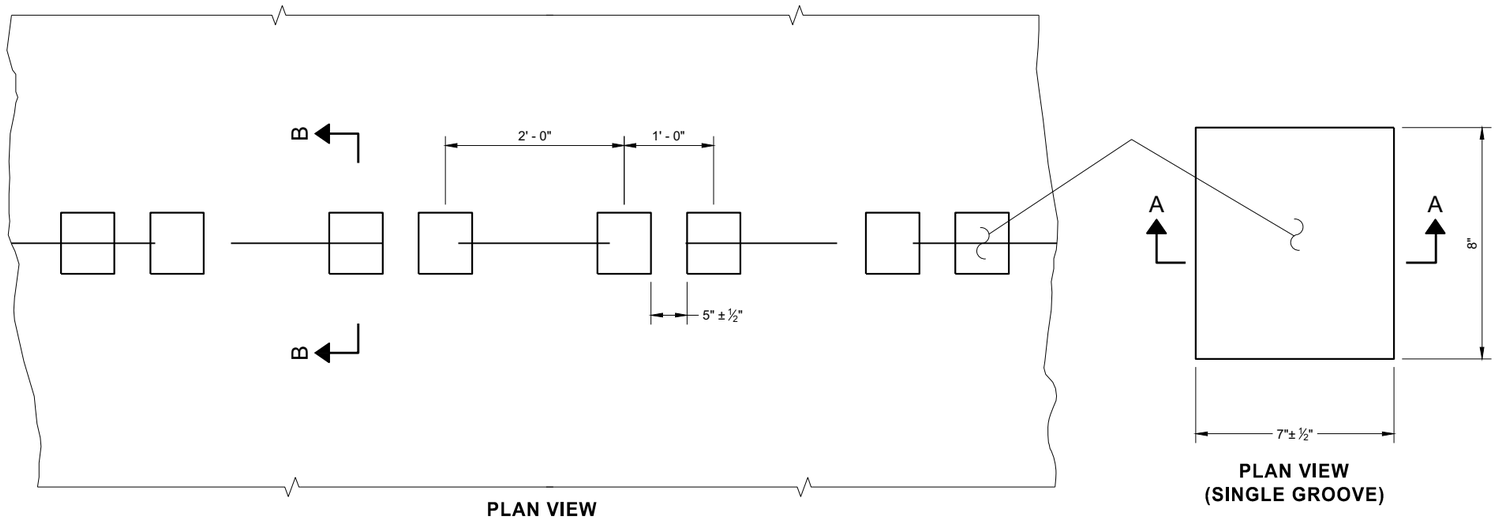
ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

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

6

S.D.D. 12 A 3-10



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

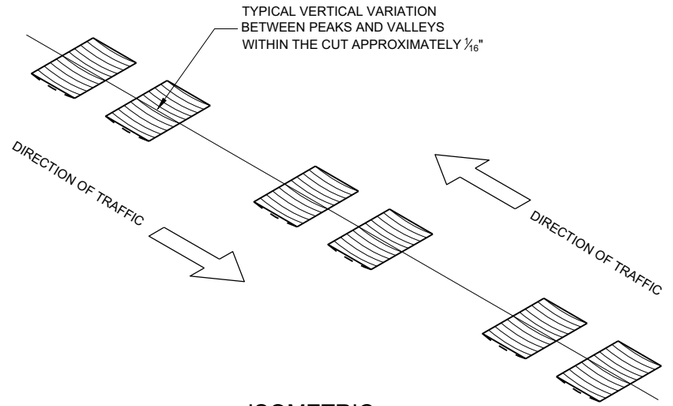
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

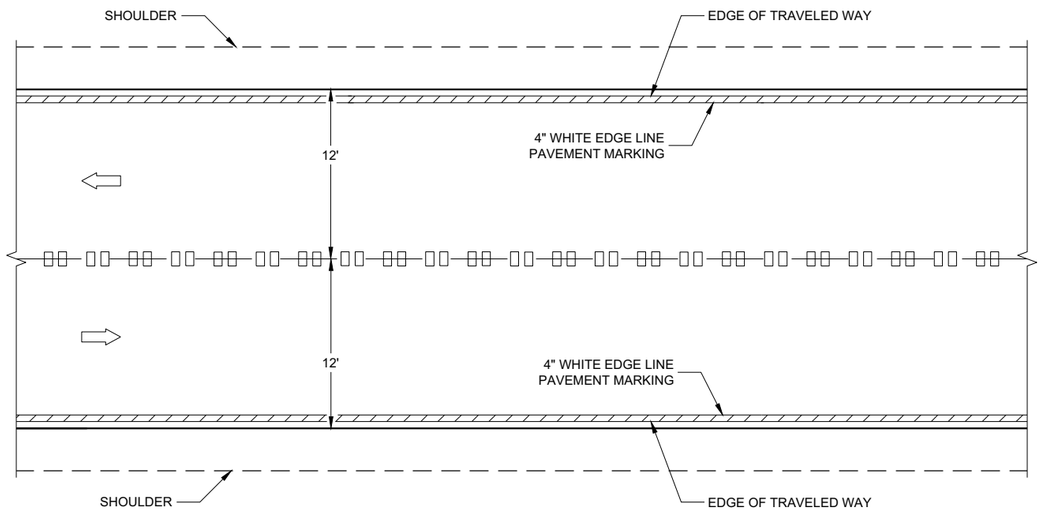
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

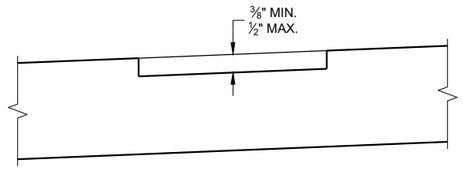
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



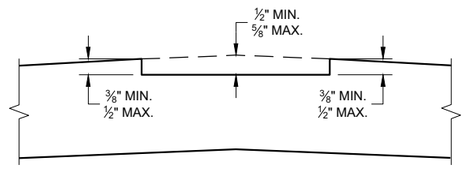
ISOMETRIC



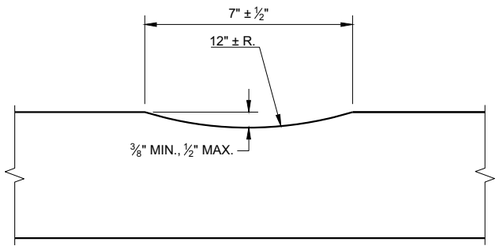
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

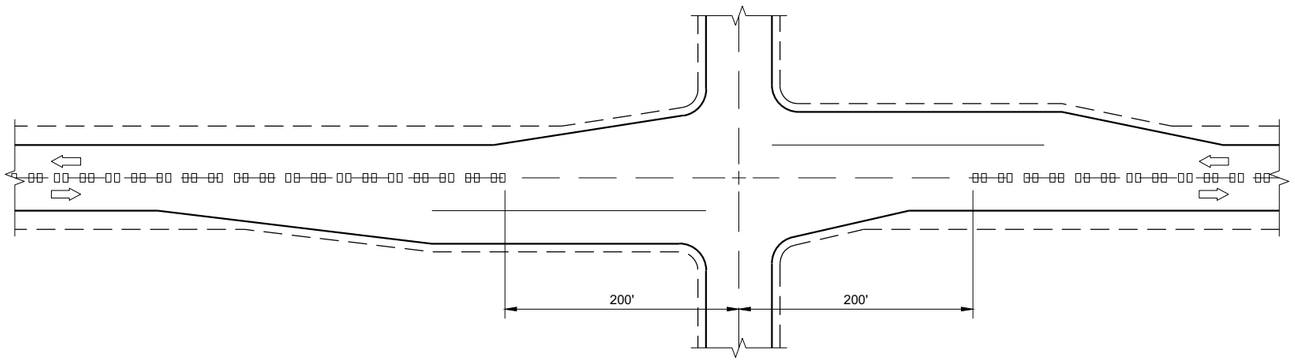
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

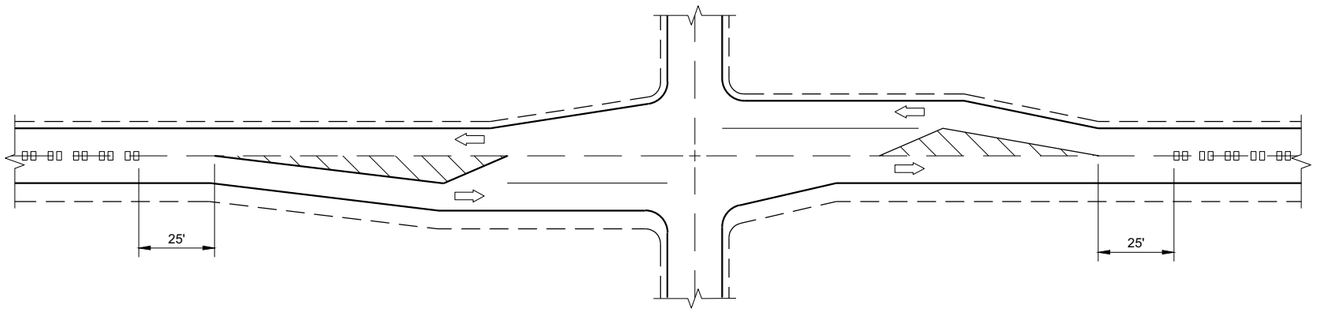
SDD 13A11 - 03a

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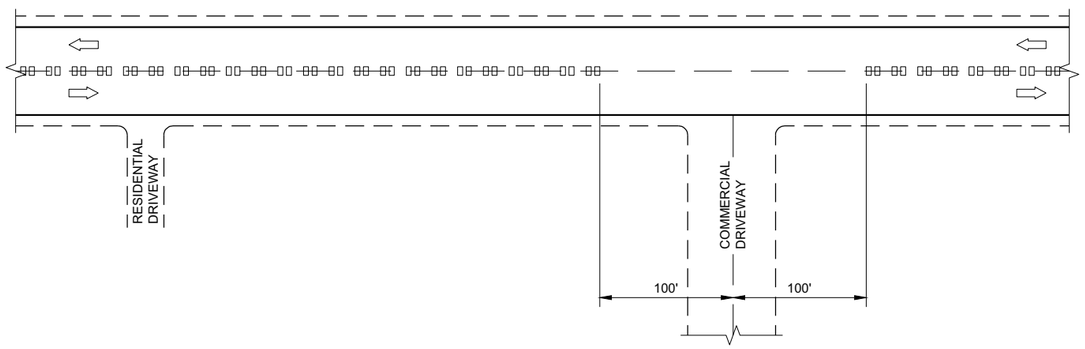
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



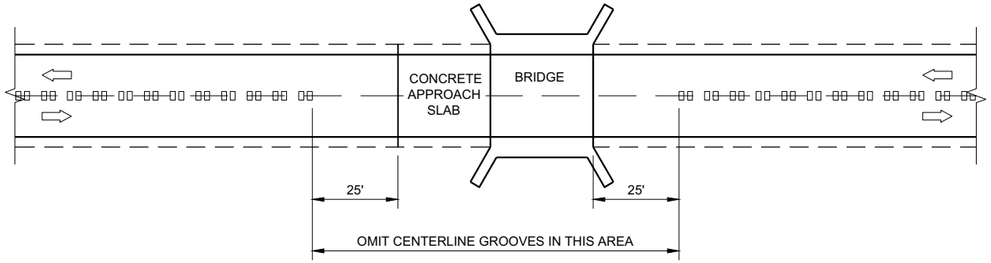
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



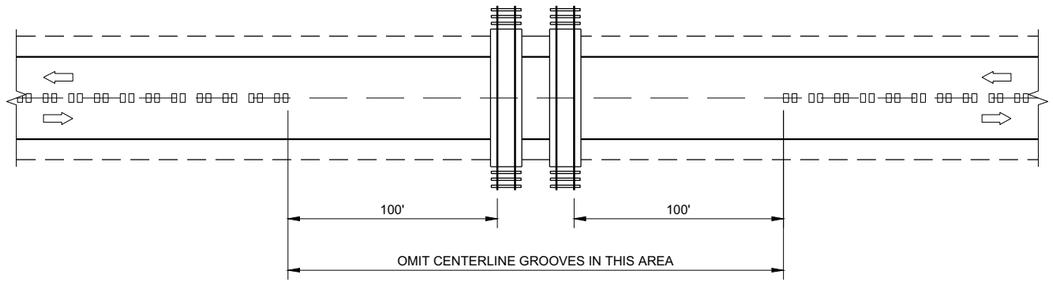
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

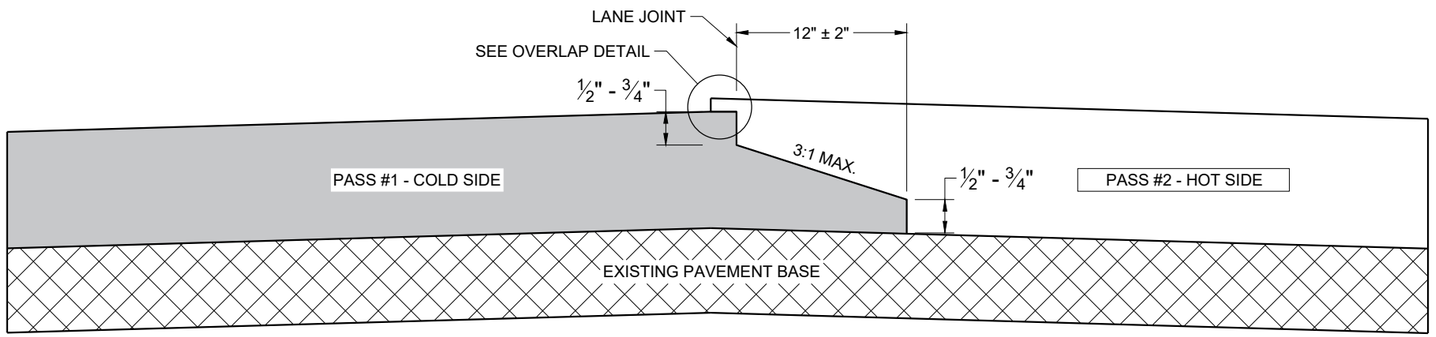
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

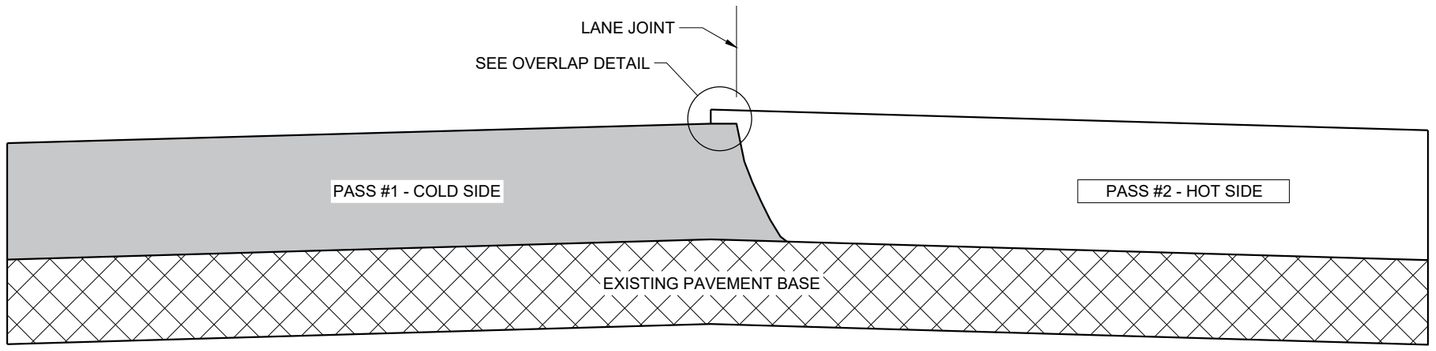
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

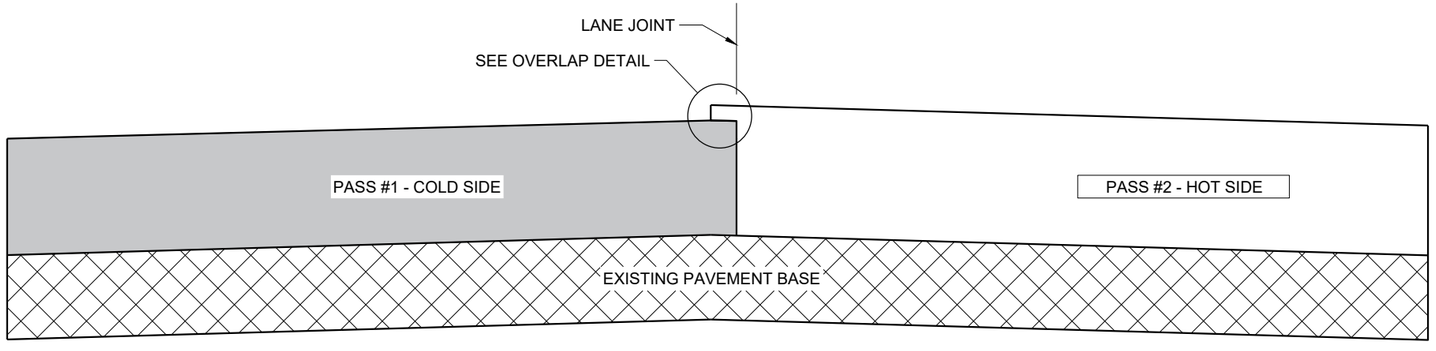
6
SDD13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

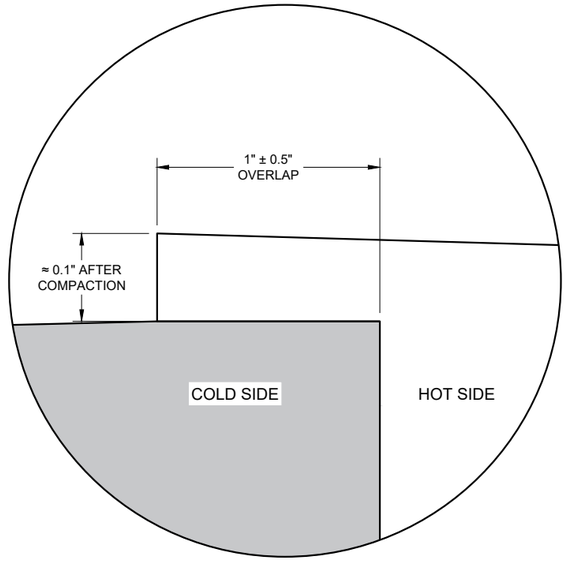
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

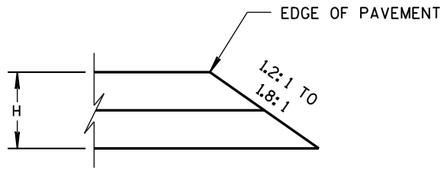
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

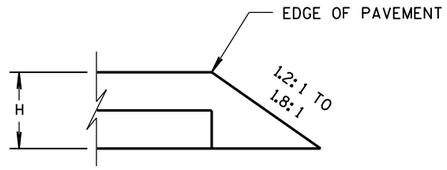
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



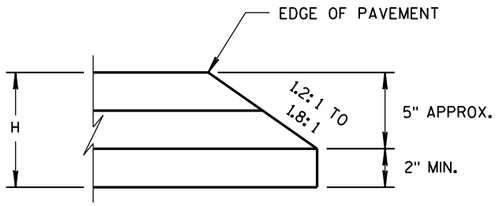
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



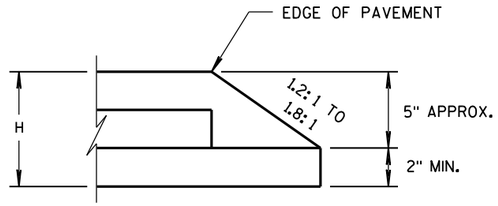
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

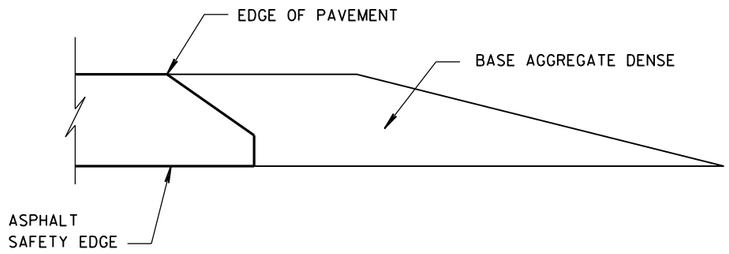
FOR H GREATER THAN 5"



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.

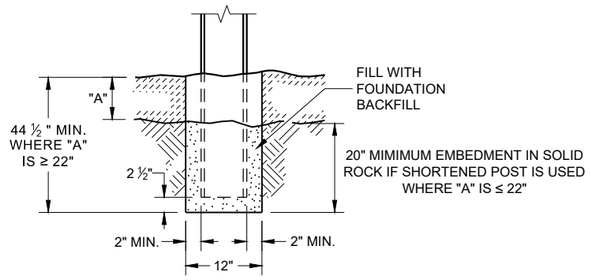
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

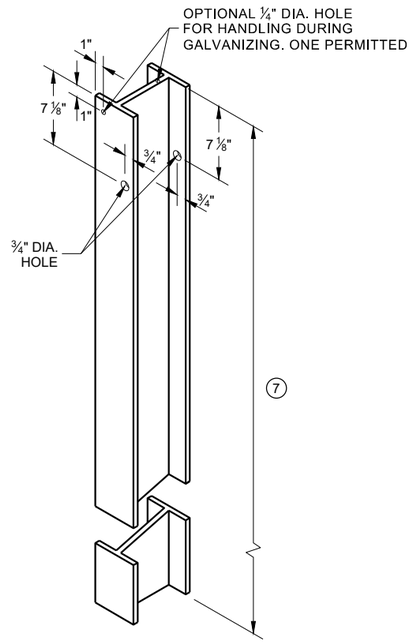
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

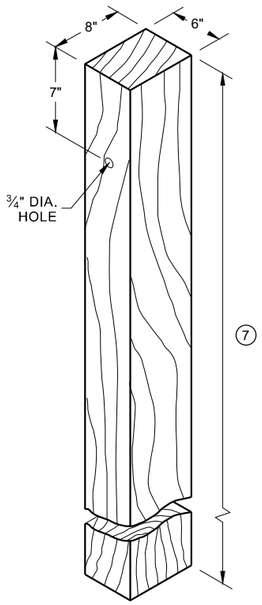
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



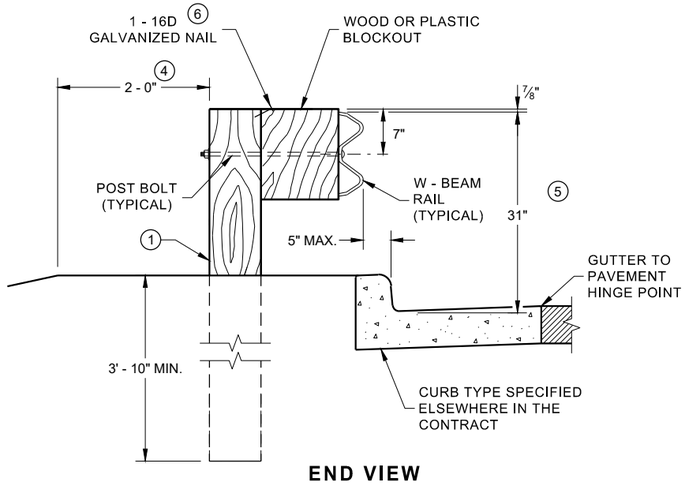
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



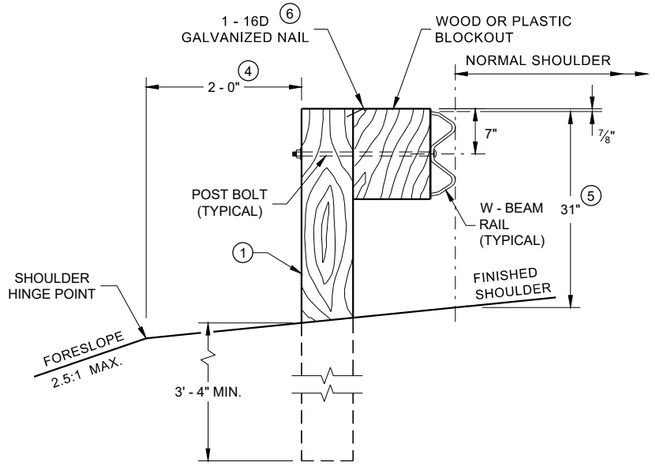
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



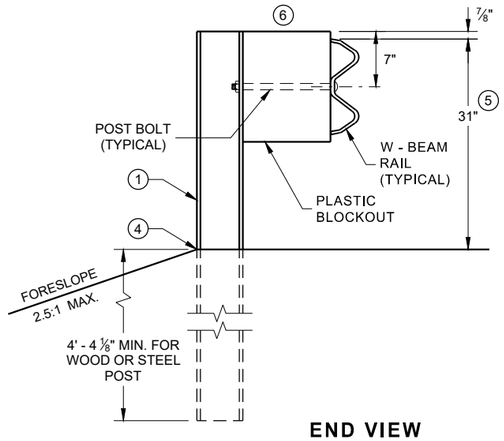
WOOD POST (6" X 8") NOMINAL (1)



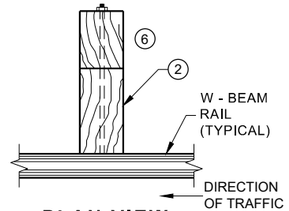
END VIEW
LOCATED ALONG A CURBED ROADWAY



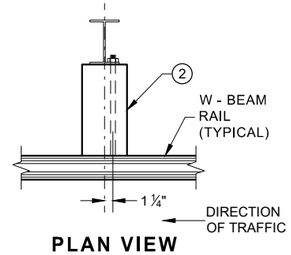
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



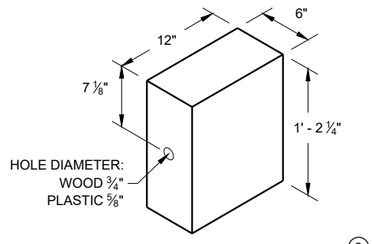
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

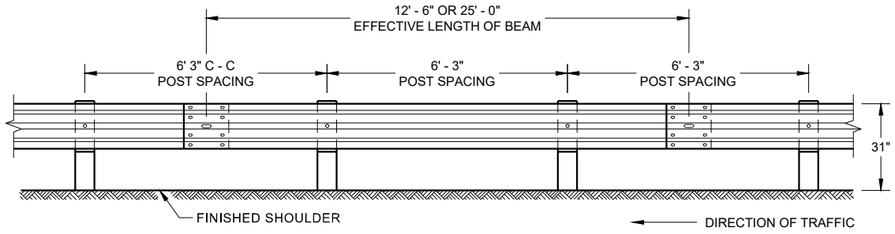
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

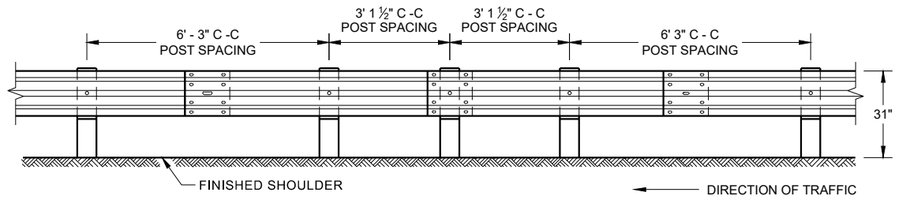
SDD 14B42 - 07a

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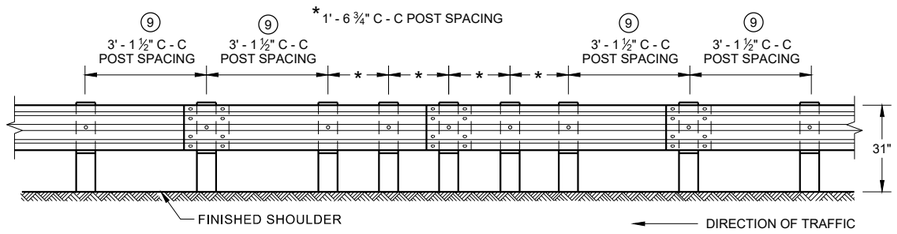
SDD 14B42 - 07a



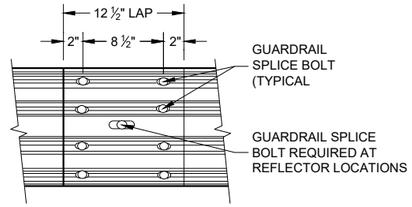
FRONT VIEW
POST SPACING STANDARD INSTALLATION



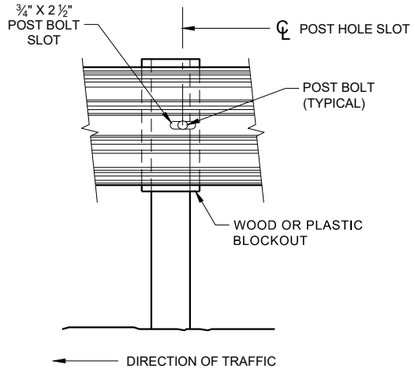
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



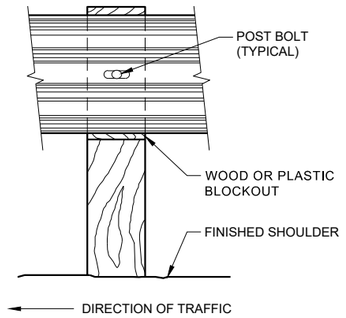
FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE



FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST

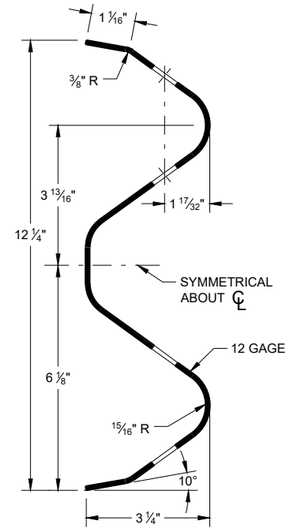
GENERAL NOTES

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

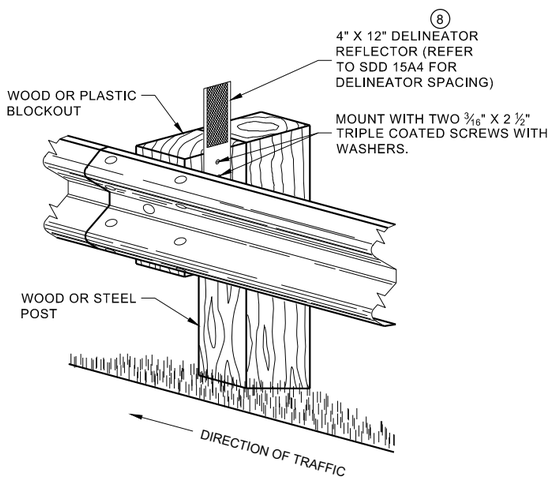
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.



SECTION THRU W-BEAM RAIL



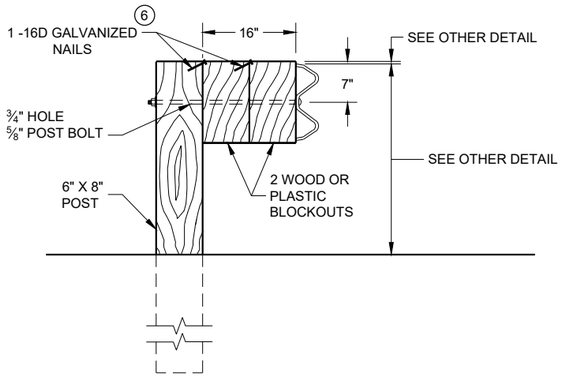
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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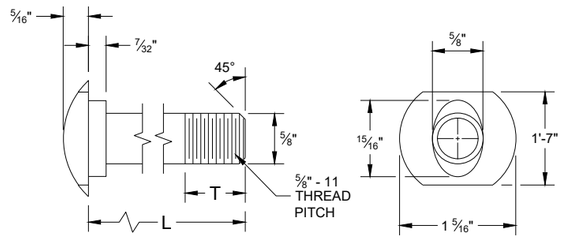


DETAIL FOR 16" BLOCKOUT DEPTH

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.

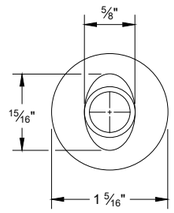
NOTE:

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.

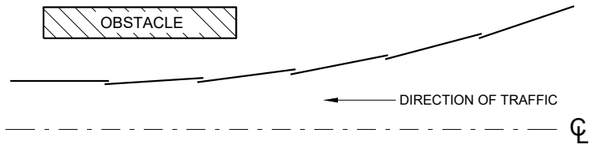


POST BOLT TABLE

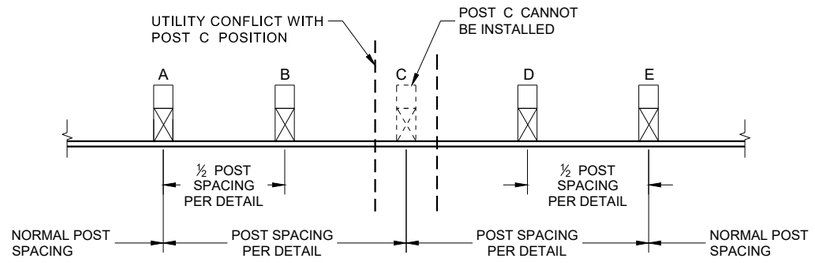
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



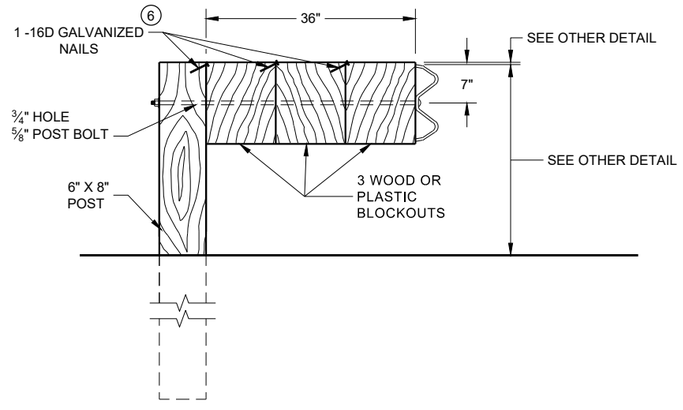
ALTERNATE BOLT HEAD



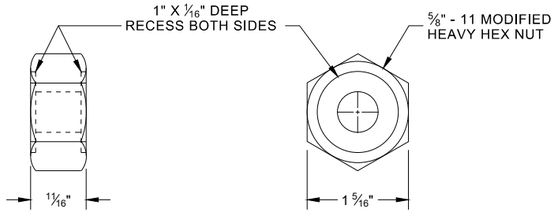
PLAN VIEW
BEAM LAPPING DETAIL



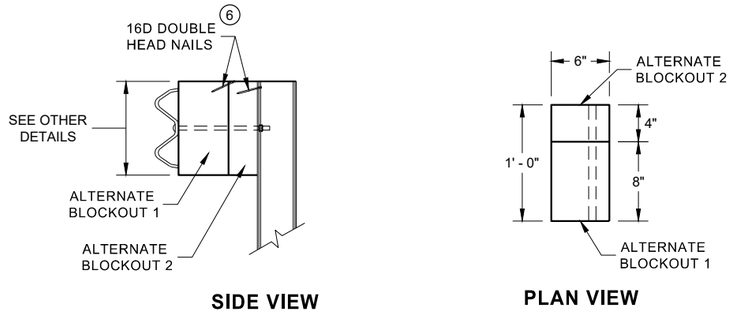
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



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.

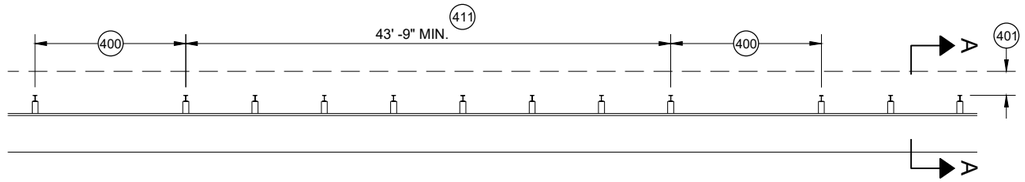
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

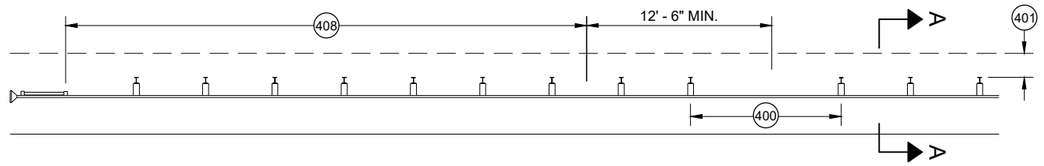
6

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

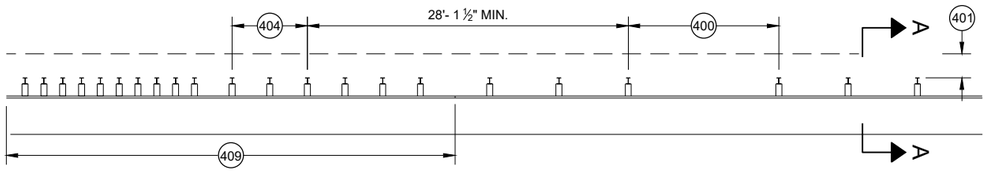
SDD 14B42 - 07c



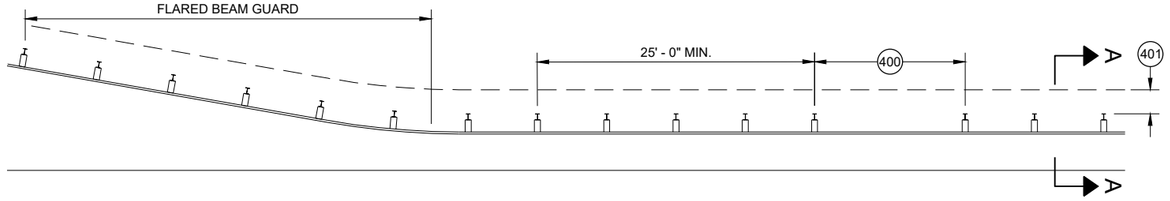
MISSING POST IN MGS GUARDRAIL



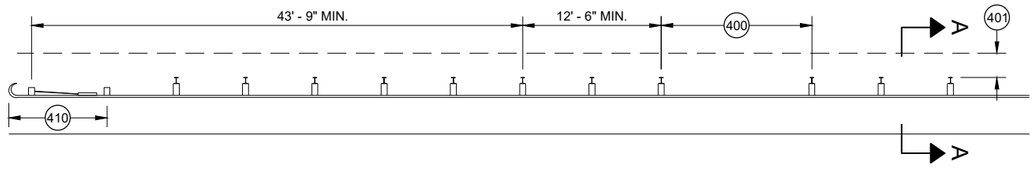
MISSING POST IN MGS GUARDRAIL NEAR EAT



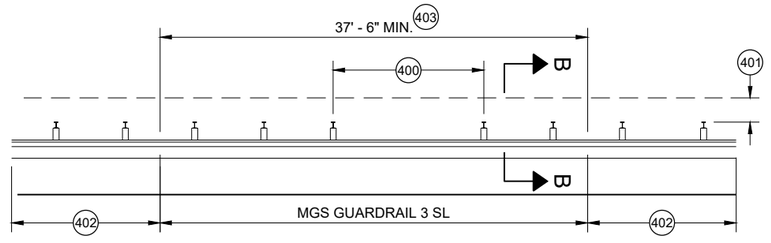
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

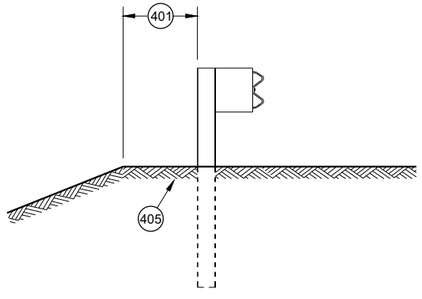


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

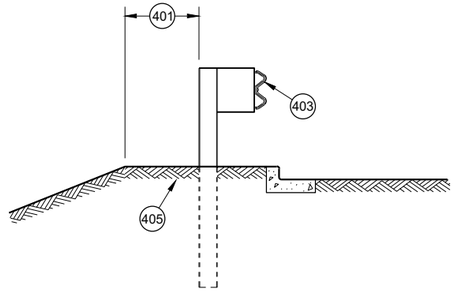


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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

(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.

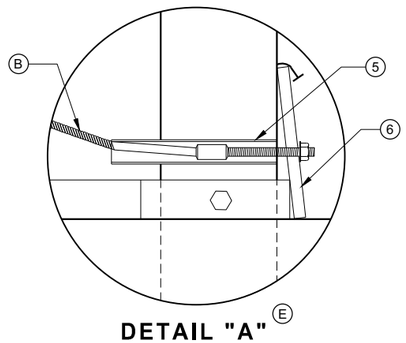
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

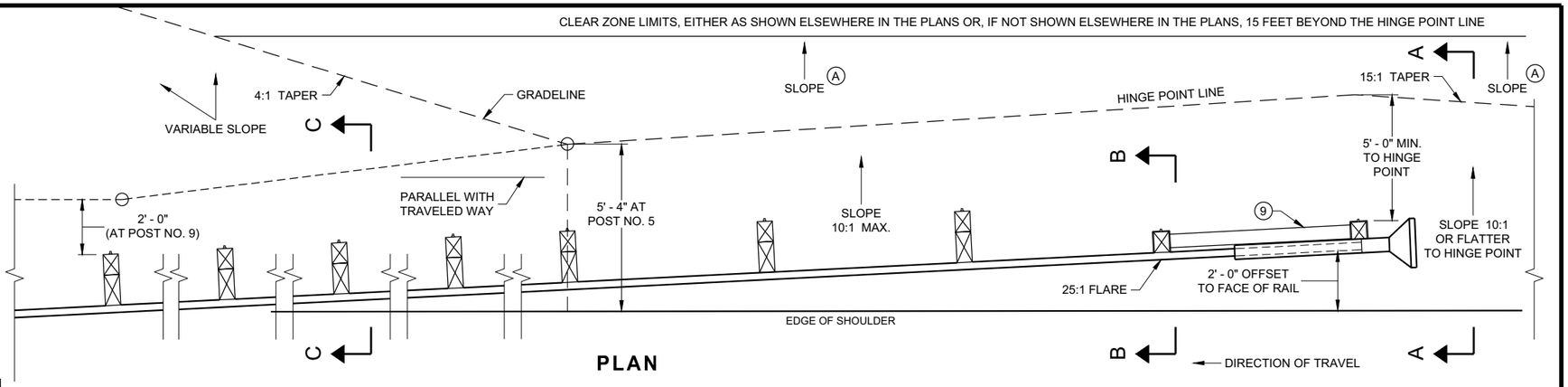
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

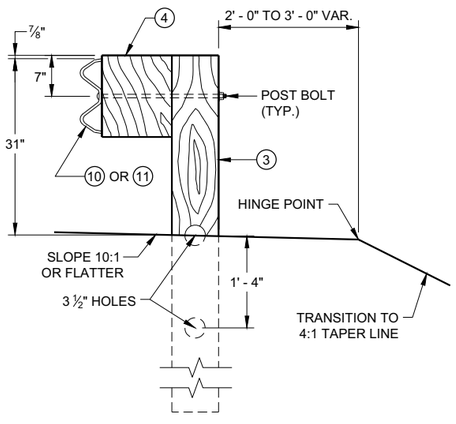
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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.

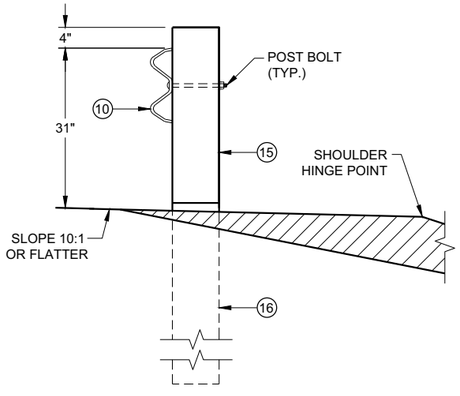


DETAIL "A" (E)

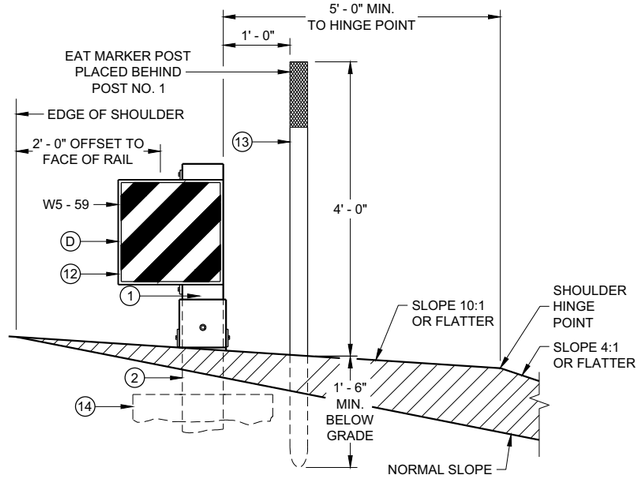




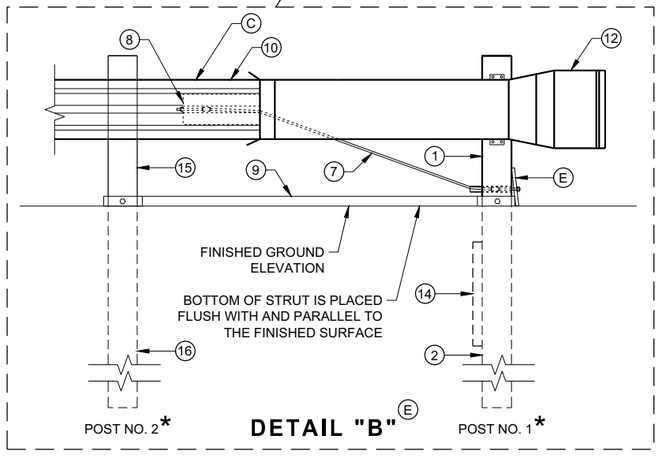
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



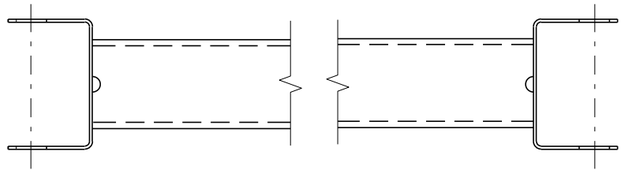
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

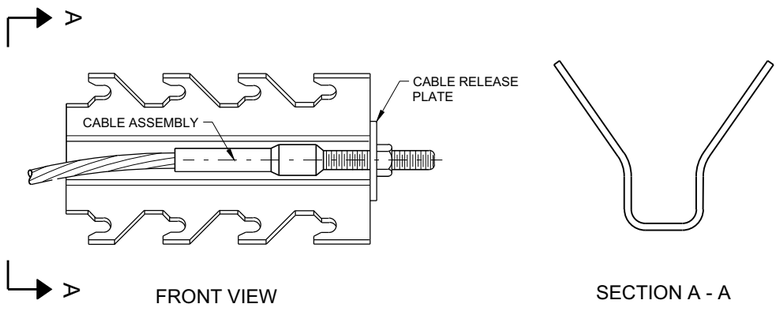
SDD 14B44 - 04a



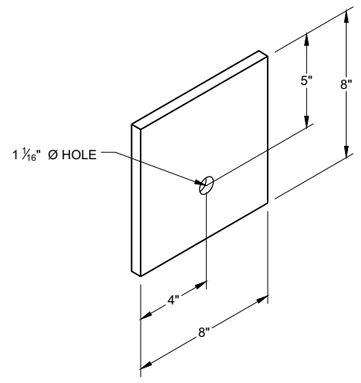
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

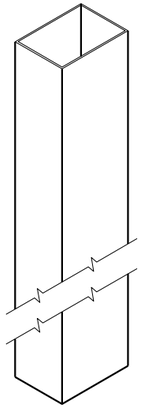
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SDD 14B44 - 04b

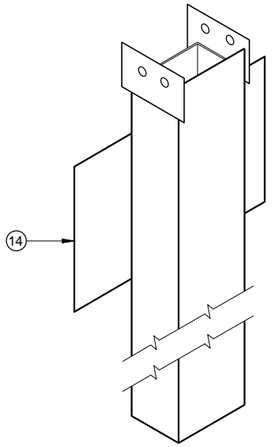
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

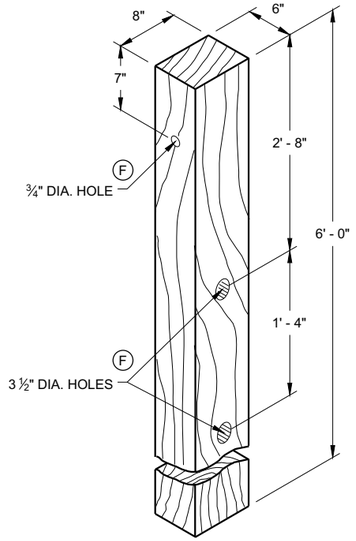
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



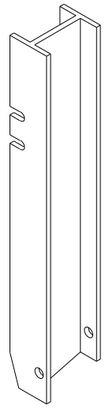
UPPER POST NO. 1 (1) (E)



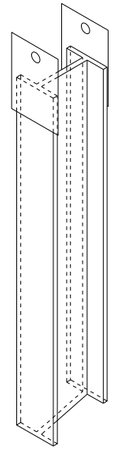
LOWER POST NO. 1 (2) (E)



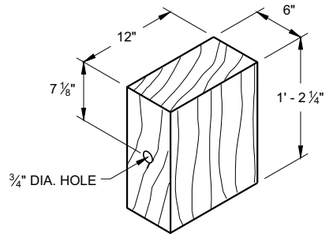
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



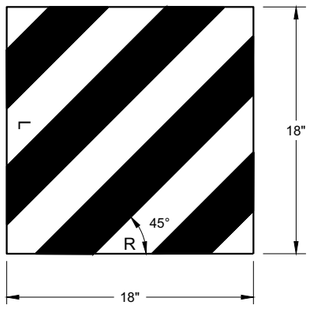
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

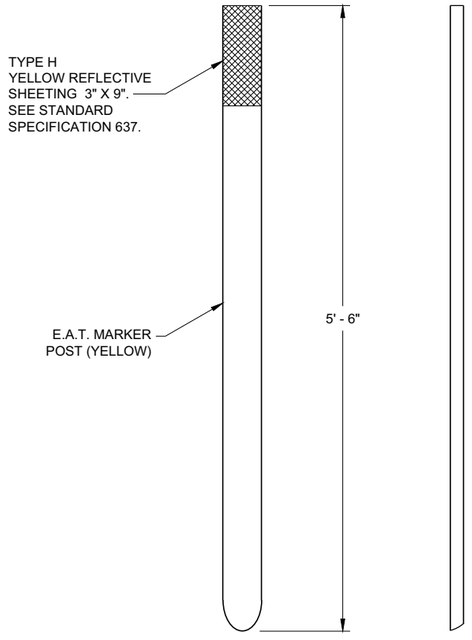


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



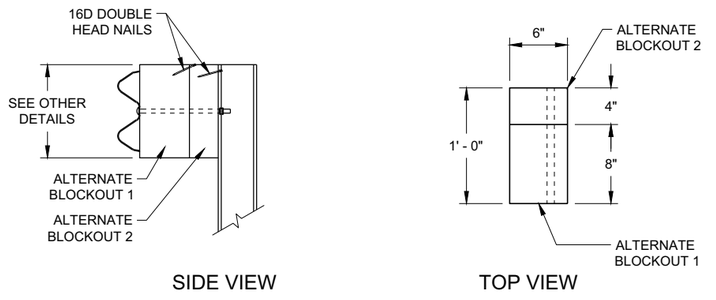
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

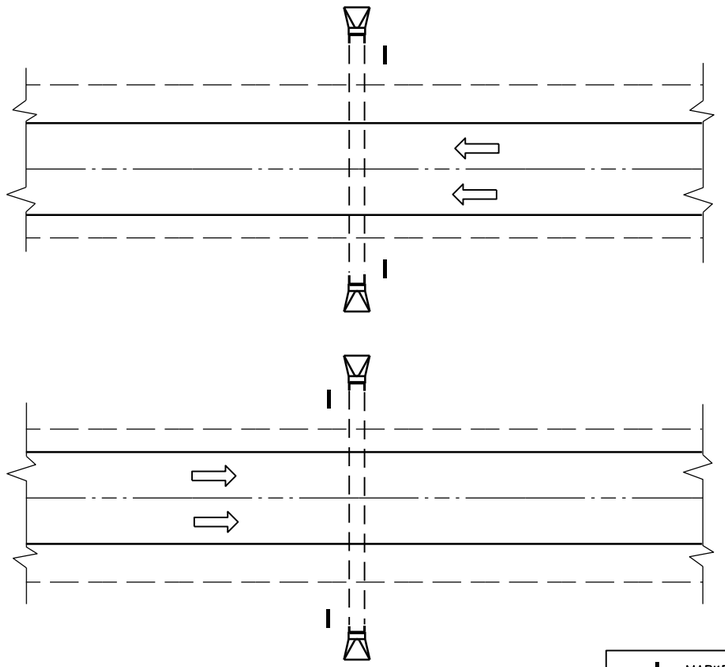
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

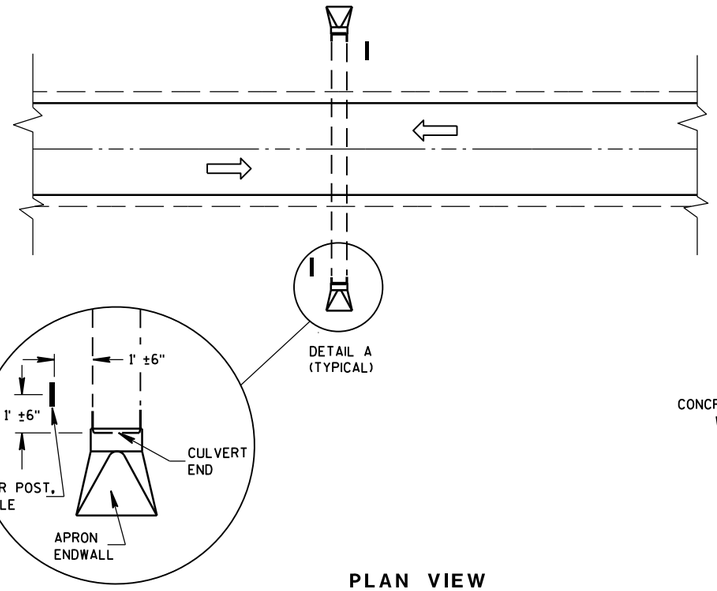
6

SDD 14B44 - 04c
SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

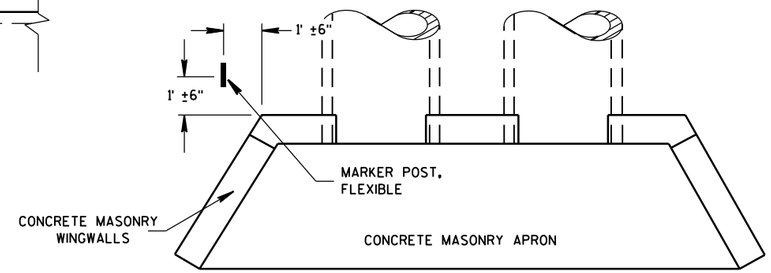
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

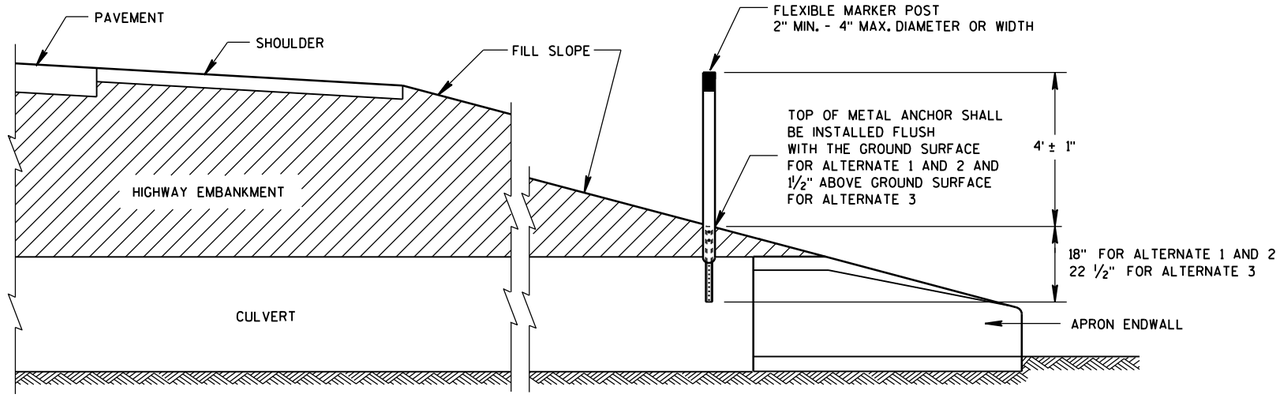
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

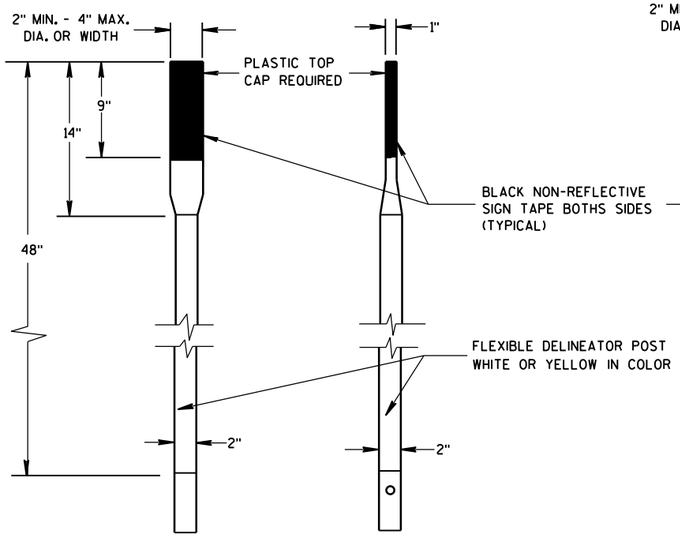
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

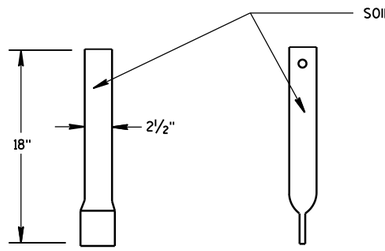
6

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

6

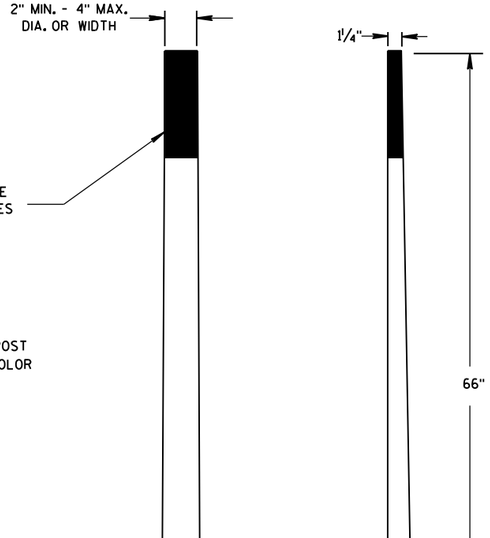
S.D.D. 15 A 3-2a





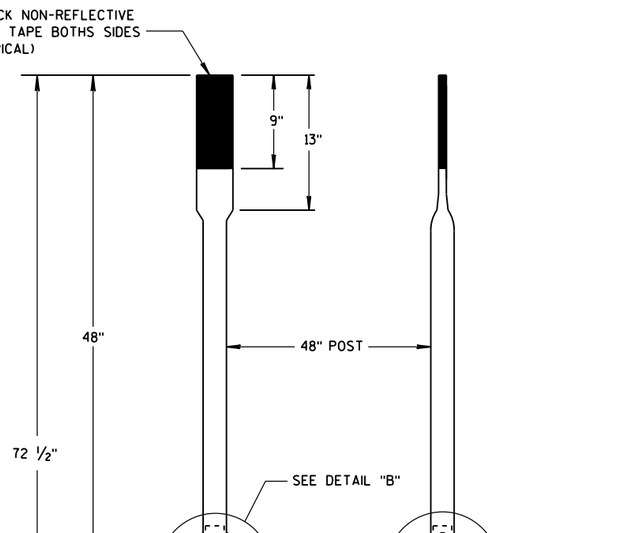
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

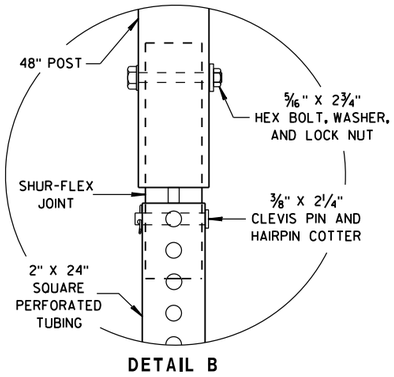
ALTERNATE 2



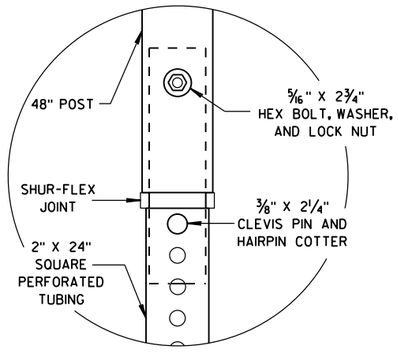
FRONT VIEW SIDE VIEW

ALTERNATE 3

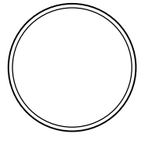
FLEXIBLE MARKER POSTS



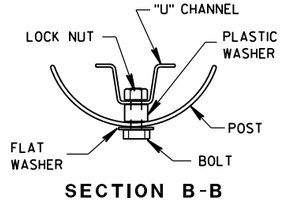
DETAIL B



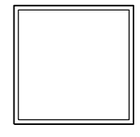
DETAIL C



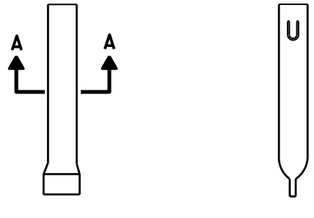
SECTION A-A



SECTION B-B

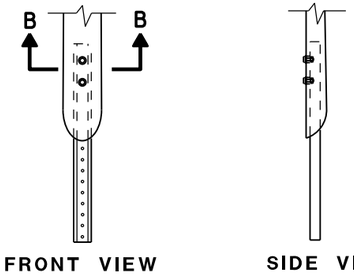


SECTION C-C



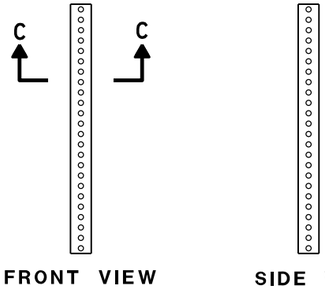
FRONT VIEW SIDE VIEW

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

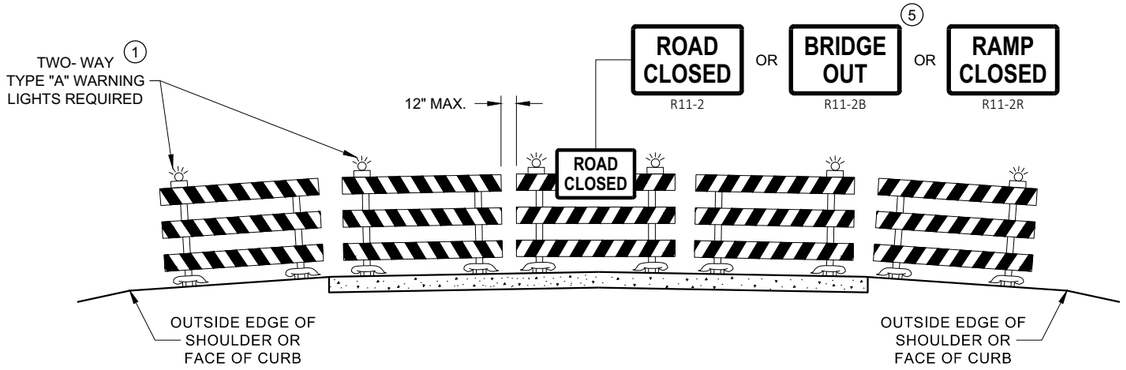
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

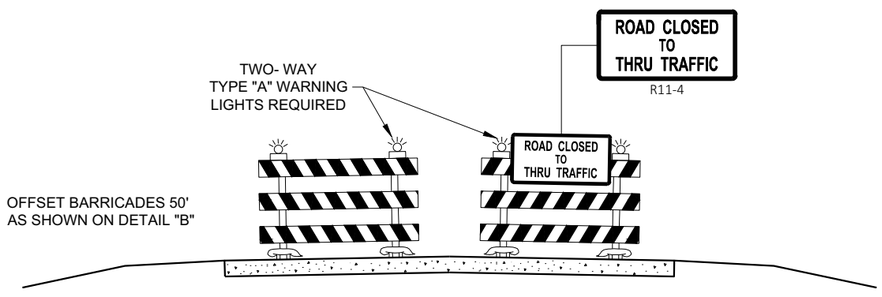
S.D.D. 15 A 3-2b

6

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



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

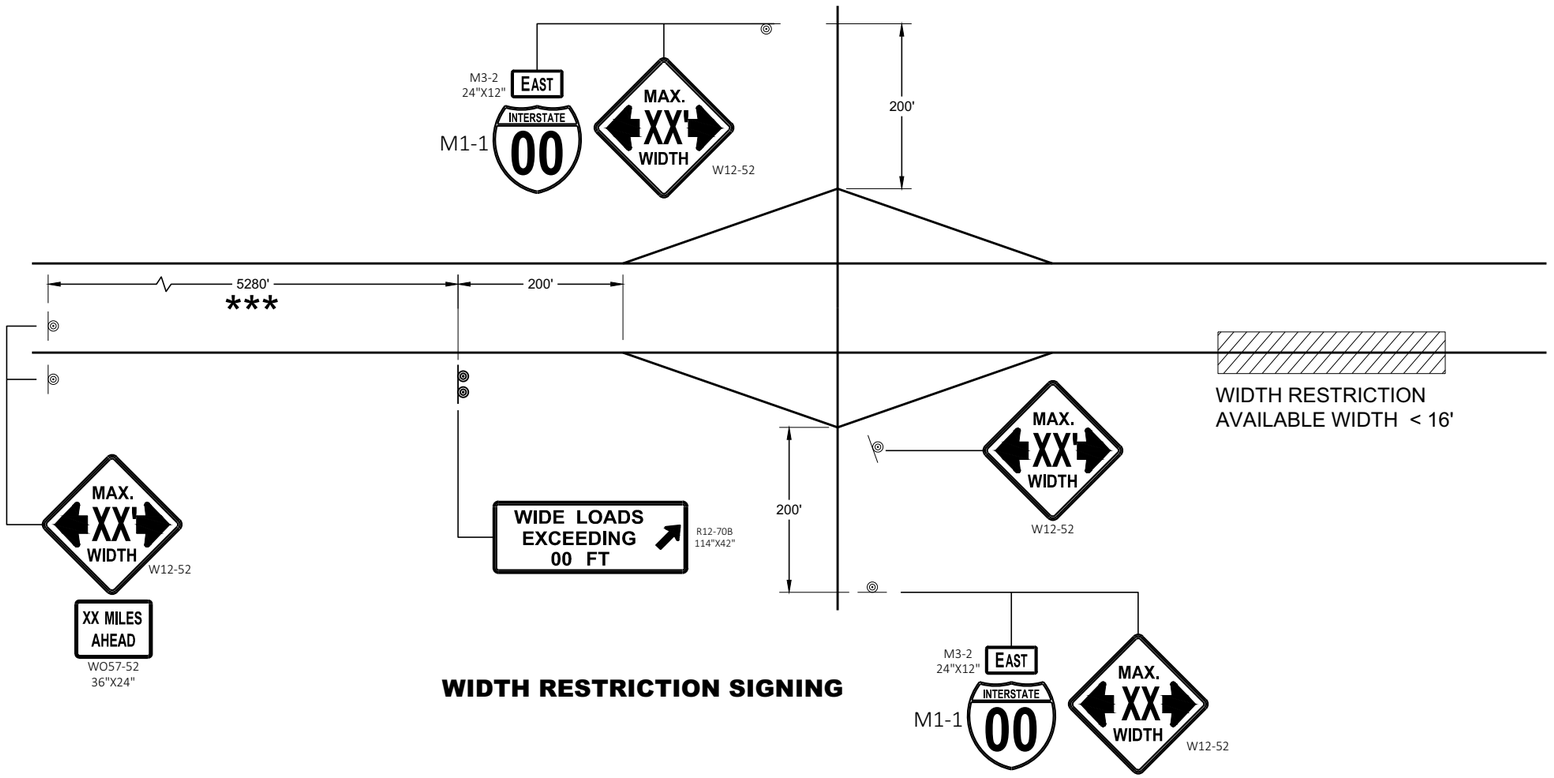
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b



WIDTH RESTRICTION SIGNING

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

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

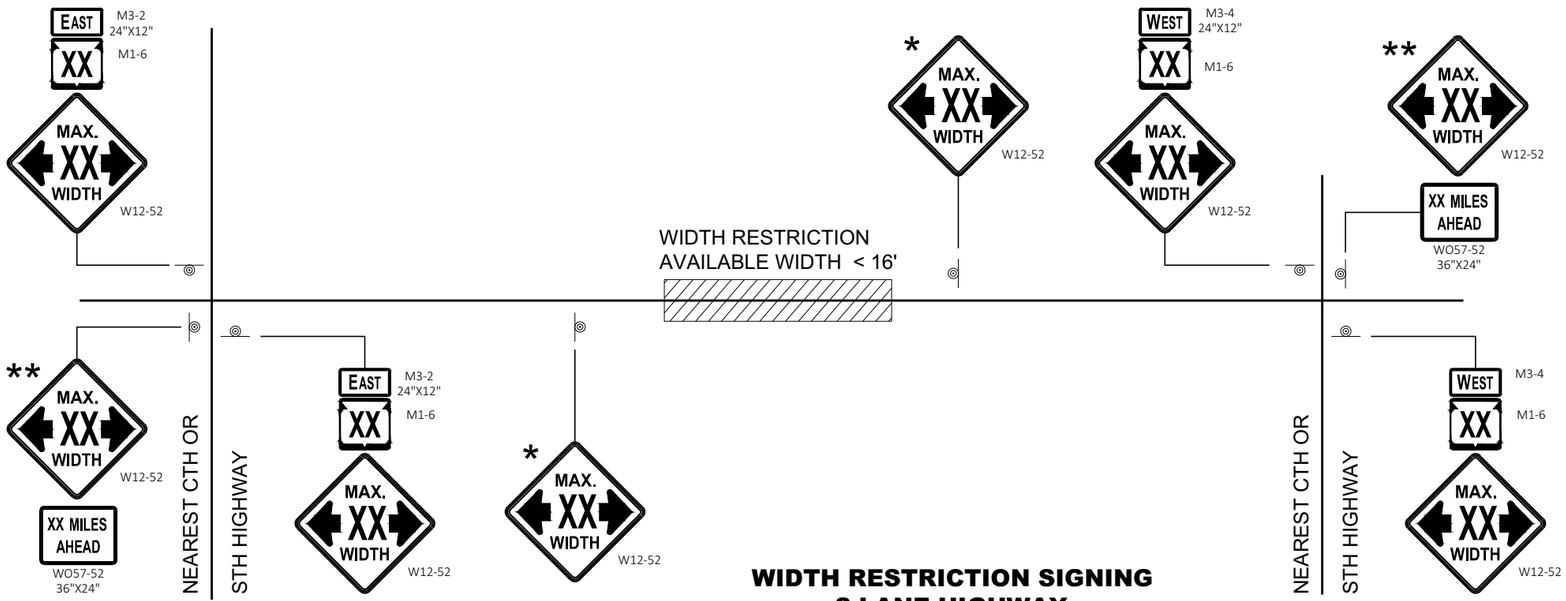
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

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



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



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

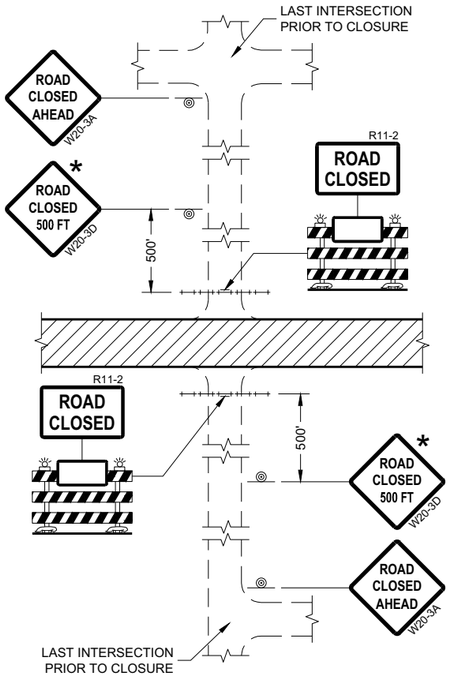
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

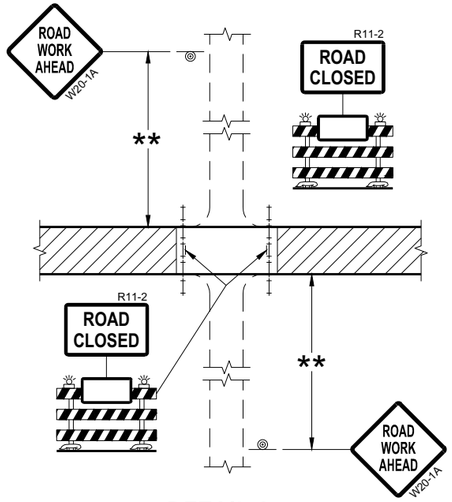
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SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



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

GENERAL NOTES

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

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

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

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

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

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

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

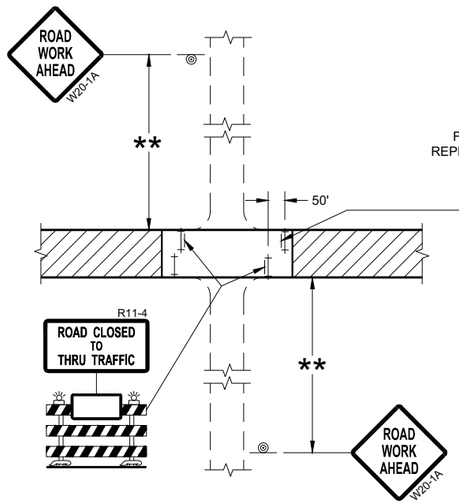
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

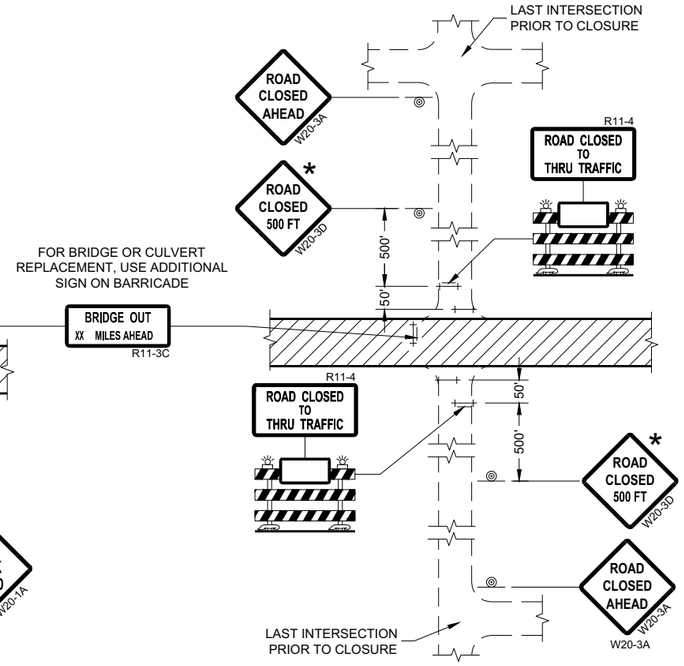
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

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.

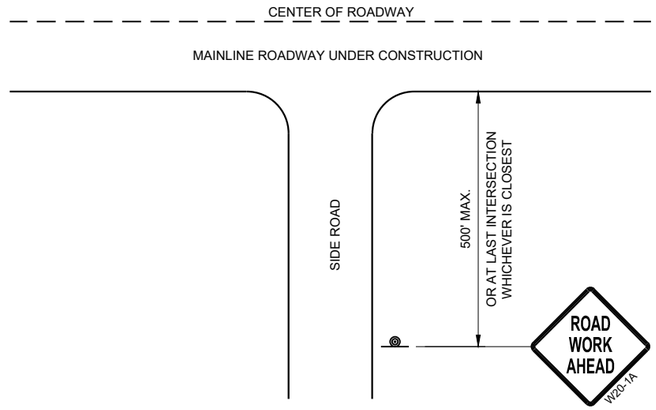
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



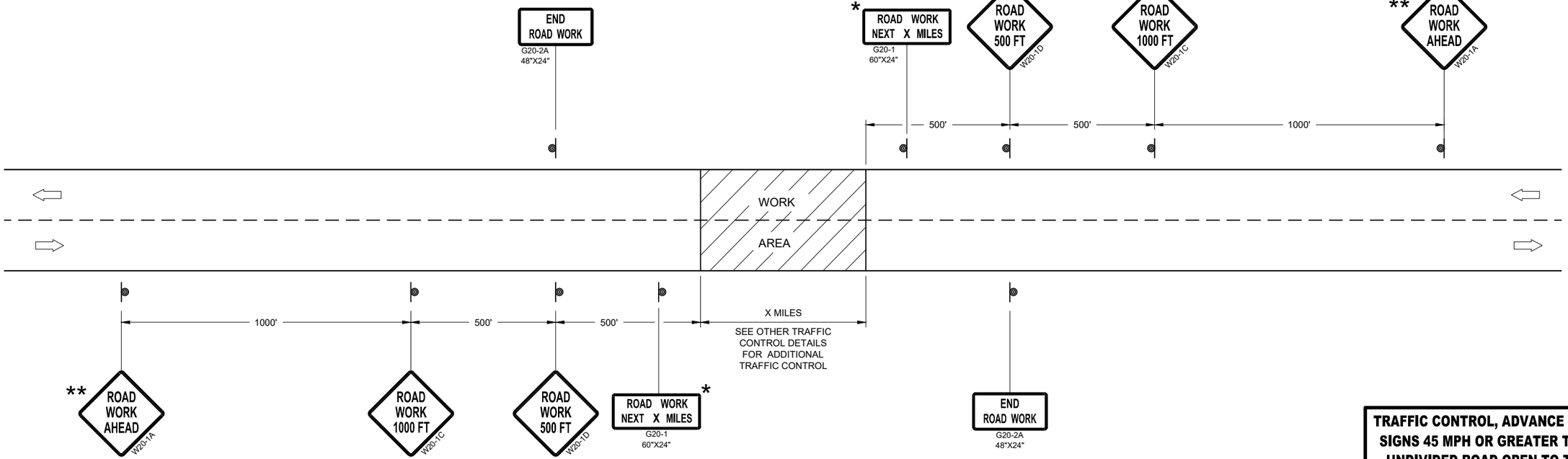
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

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SDD 15C04 - 05

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

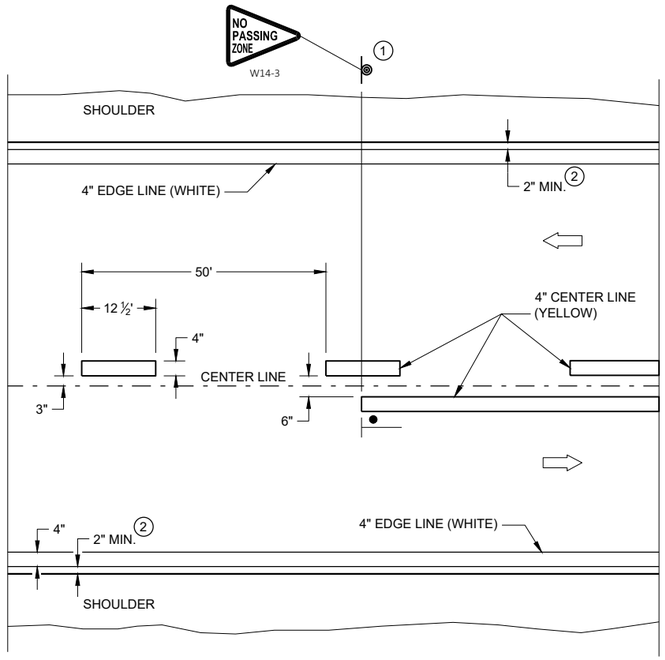
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

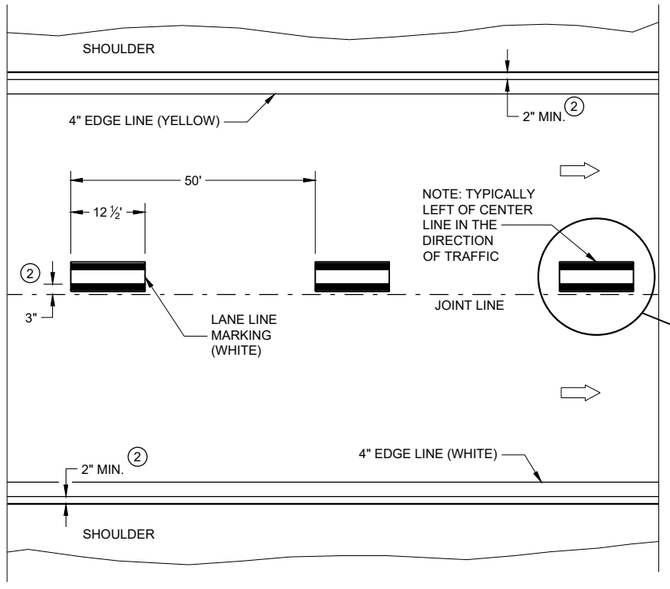
"T" MARKING

SIGN ON PERMANENT SUPPORT

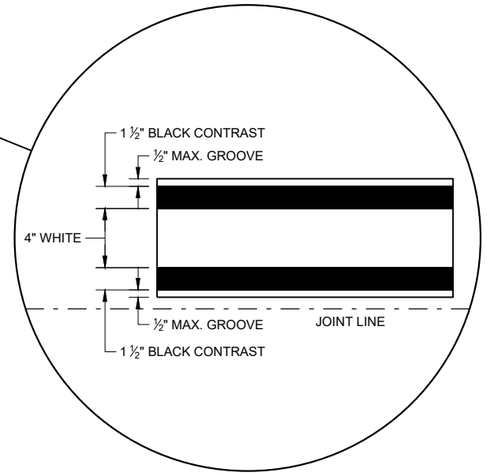
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

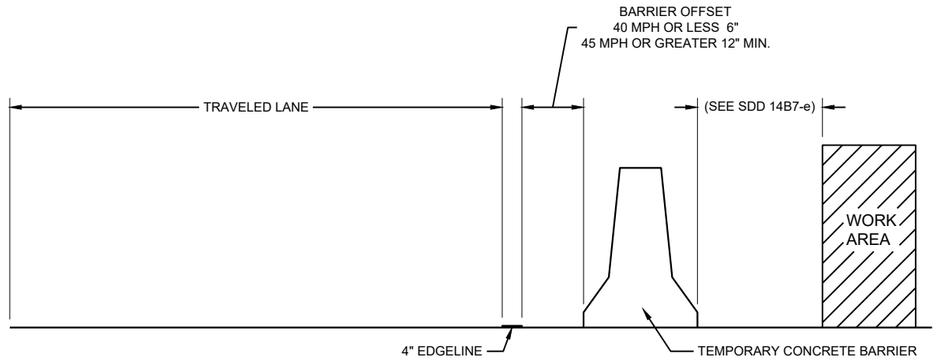
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SDD 15C08 - 22a

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SDD 15C08 - 22a



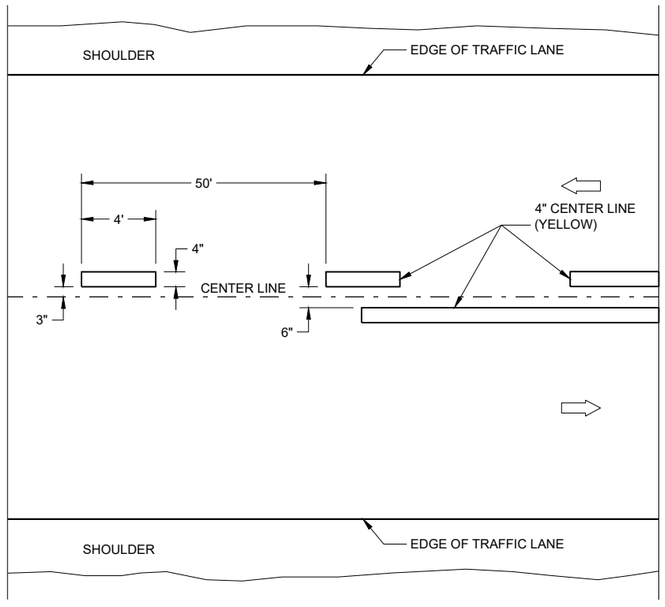
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

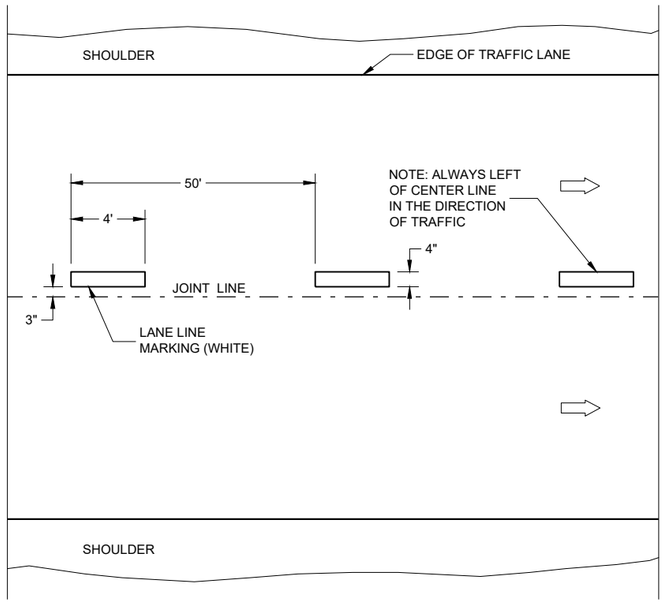
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

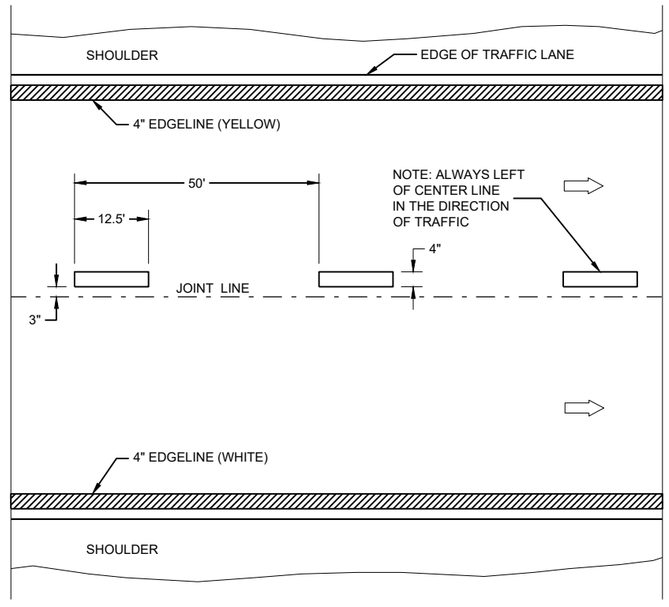
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M ENGINEER

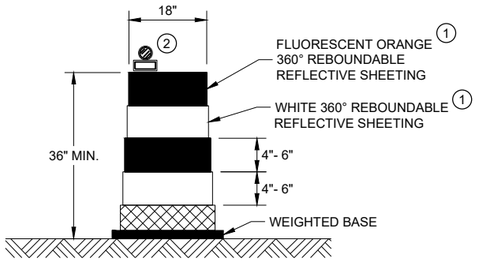
FHWA

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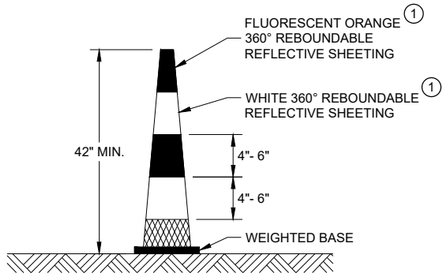
SDD 15C08 - 22b

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.

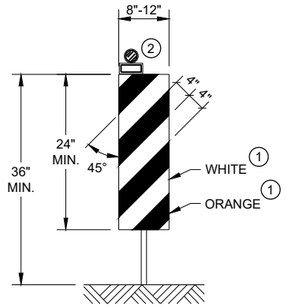


DRUM



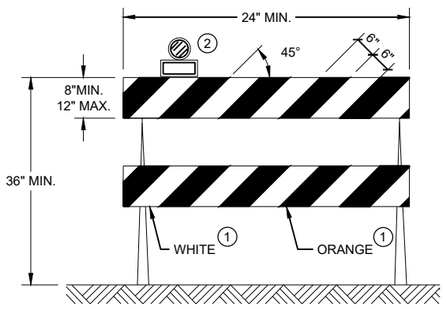
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



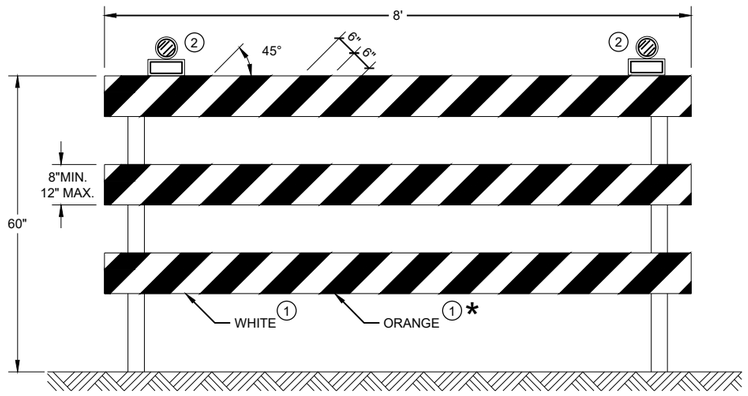
VERTICAL PANEL

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

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SDD 15C11 - 09b

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SDD 15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

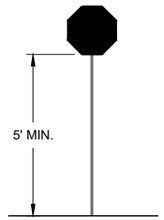
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

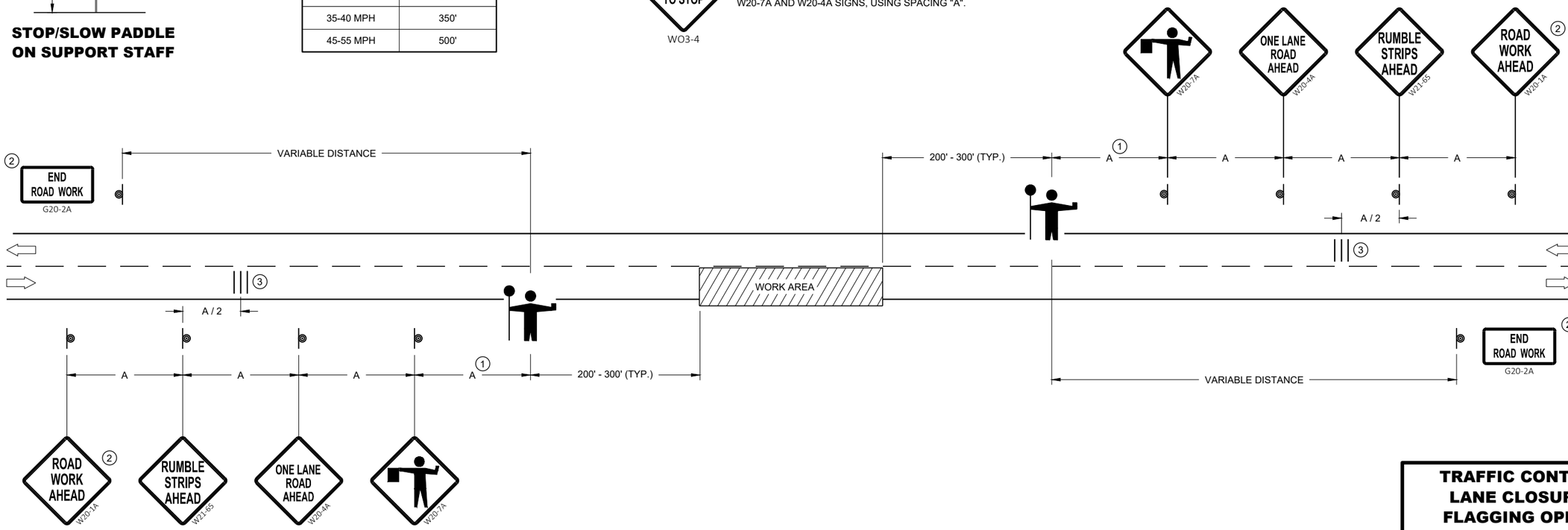
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

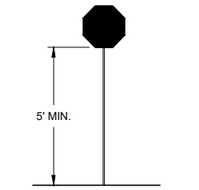
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

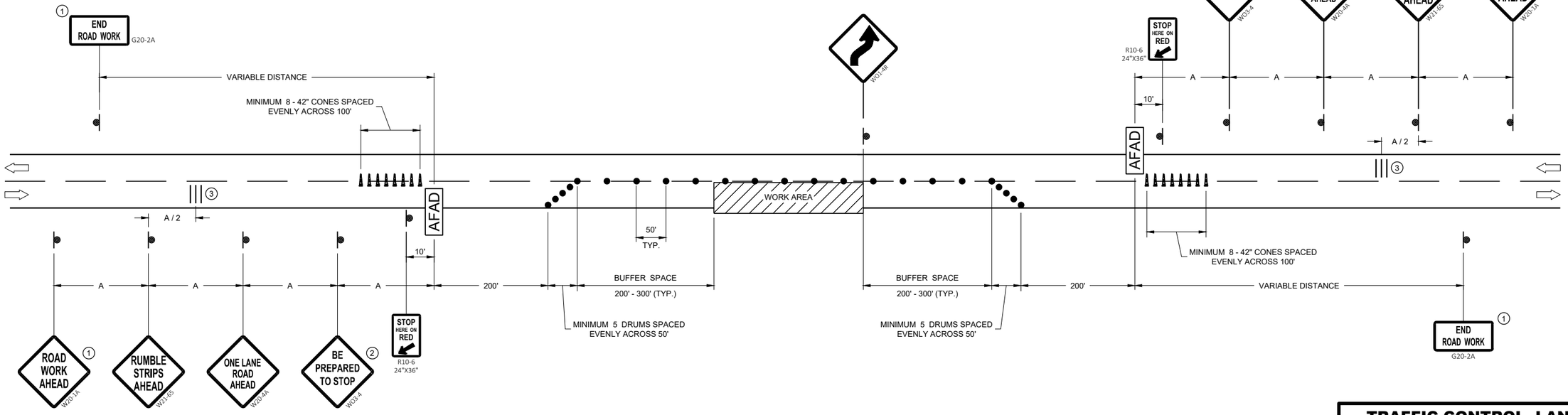
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15D12 - 09b

SDD 15D12 - 09b

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.

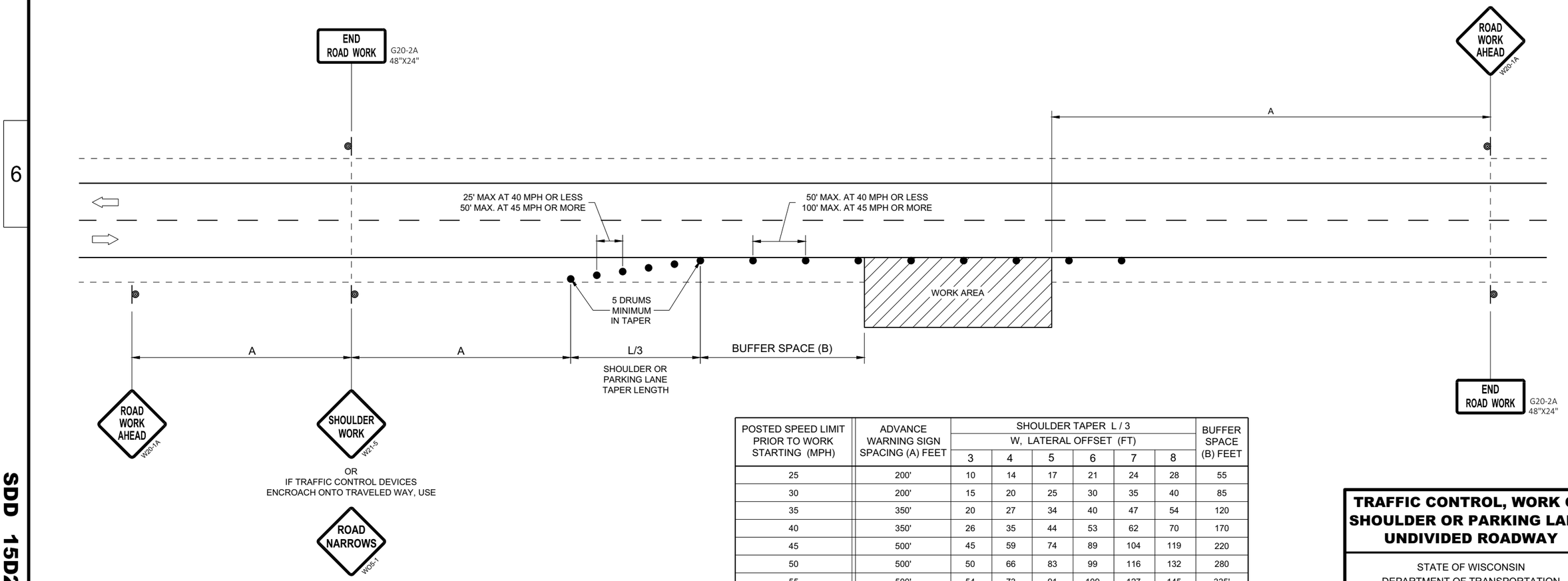
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

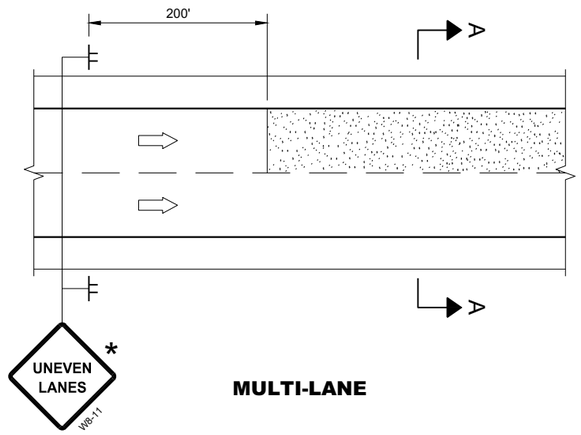
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

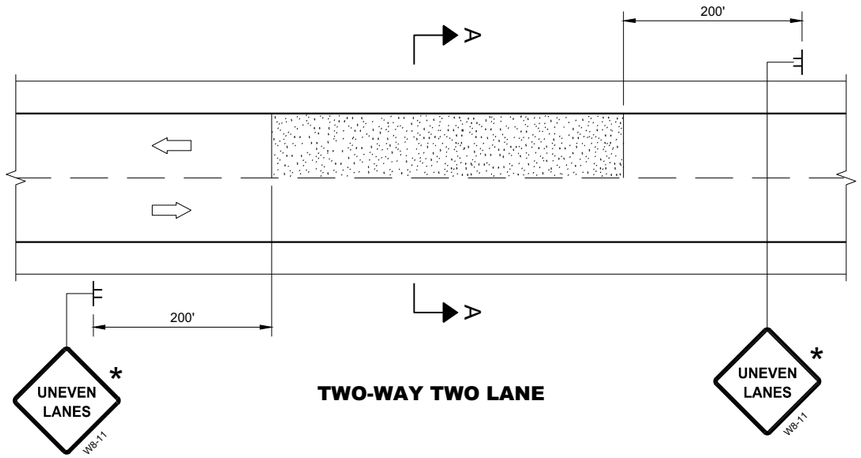
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

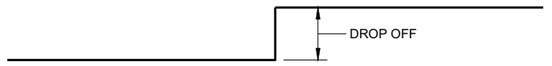
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

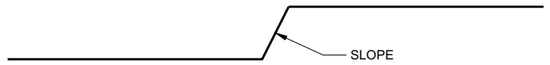
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

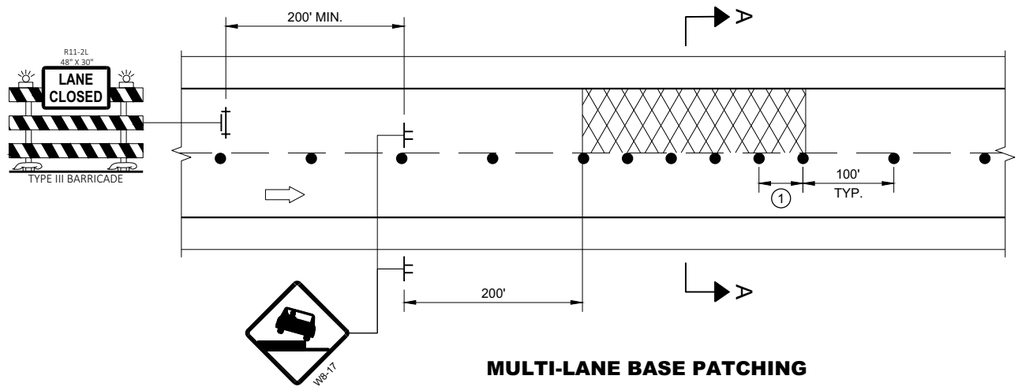


SECTION A - A

OR

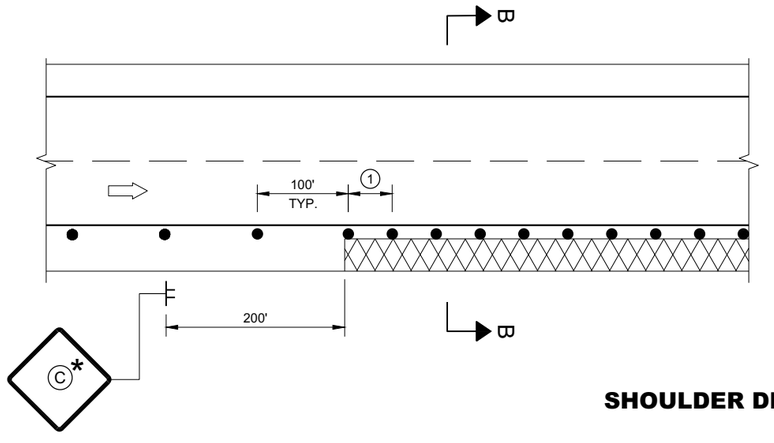


SECTION A - A

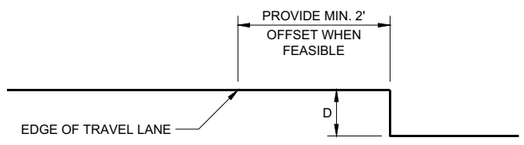


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

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 CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

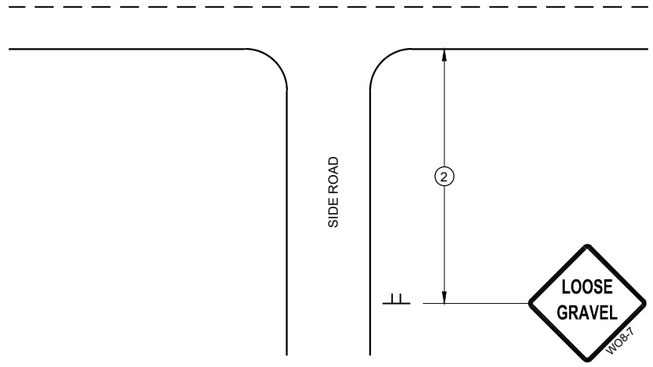
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

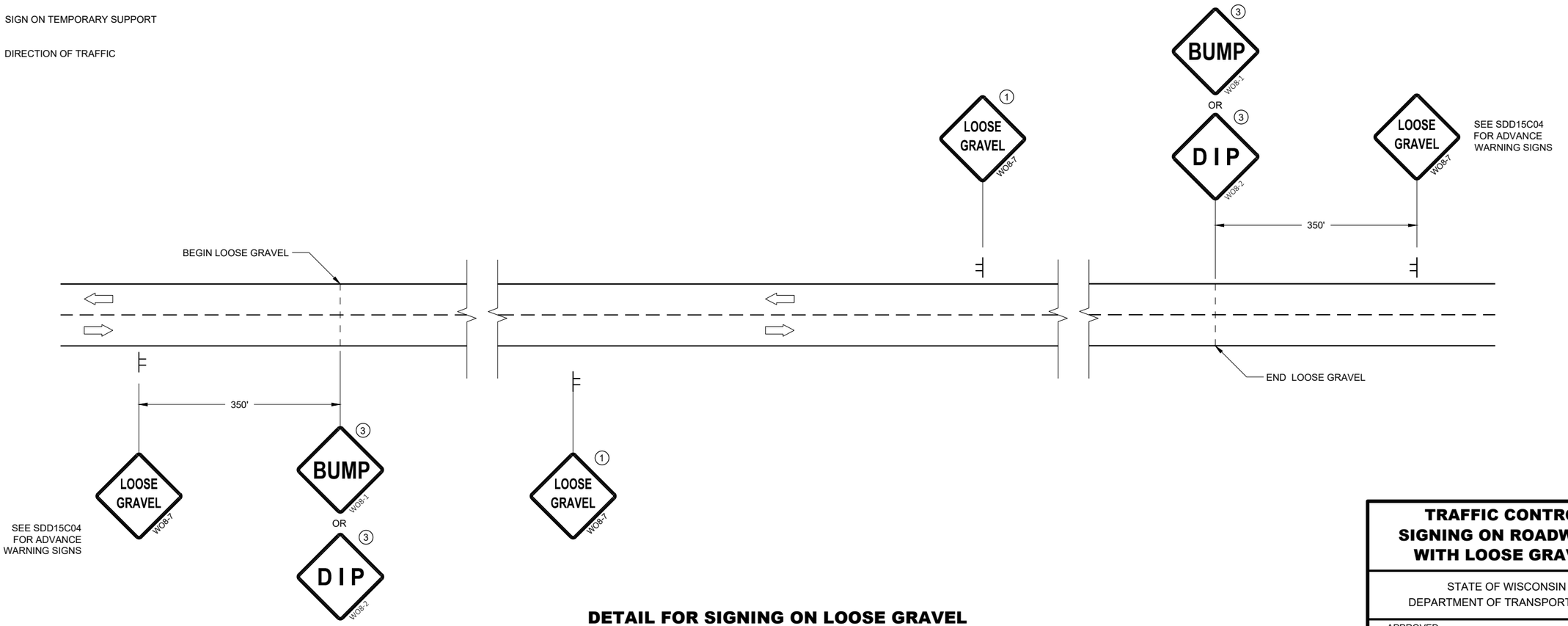
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

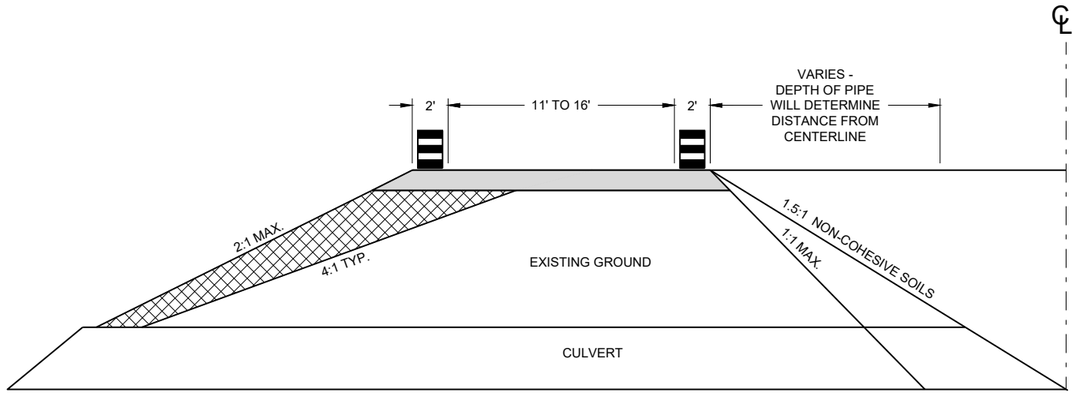
FHWA

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SDD 15D45 - 03

6

SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

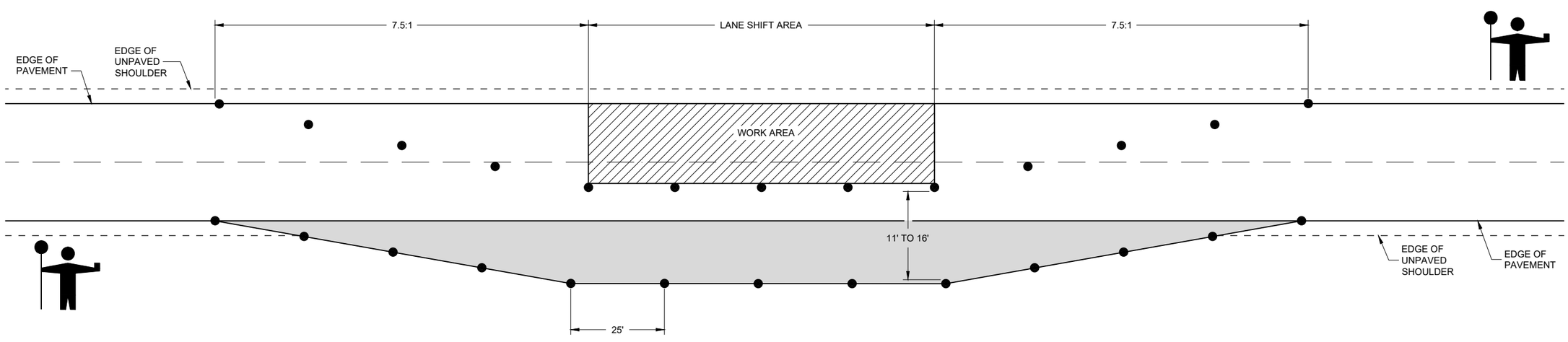
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D48 - 01

6

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

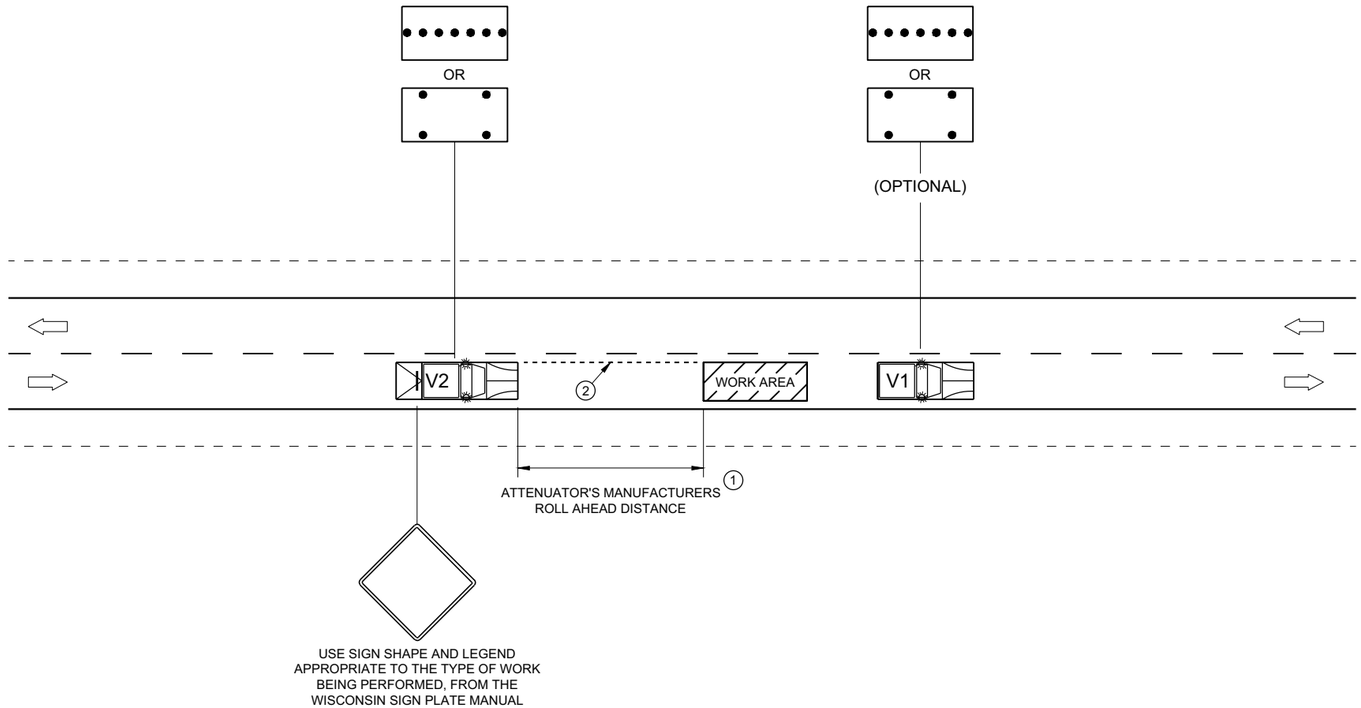
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



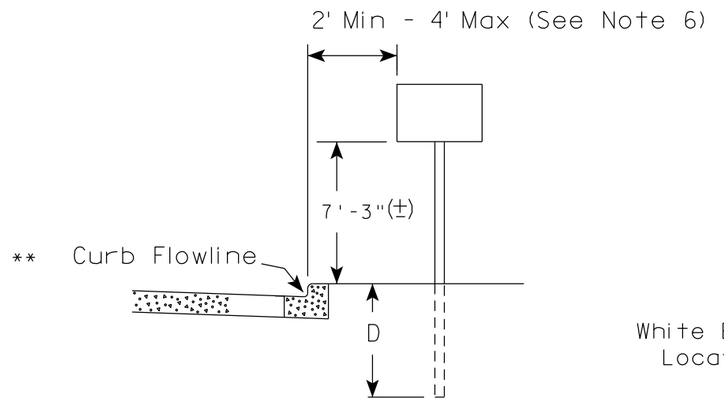
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

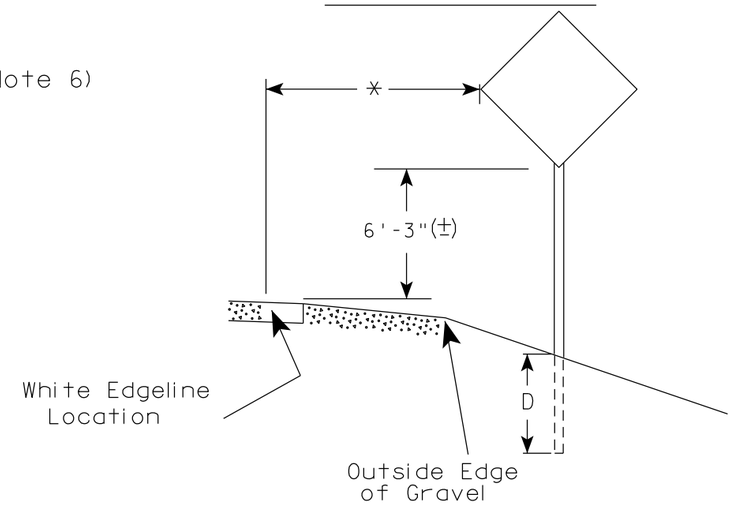
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

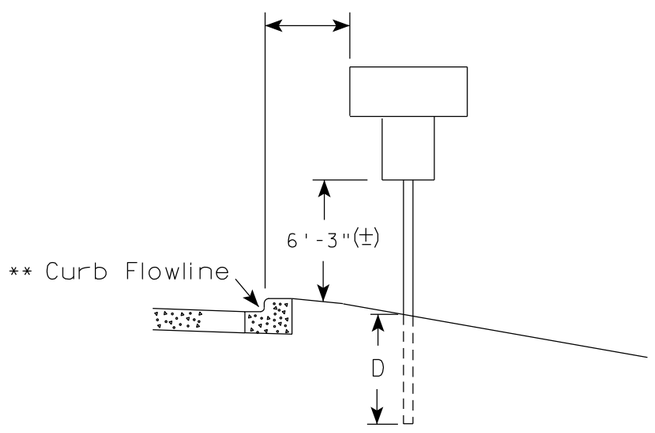
6
SDD 15D51 - 01

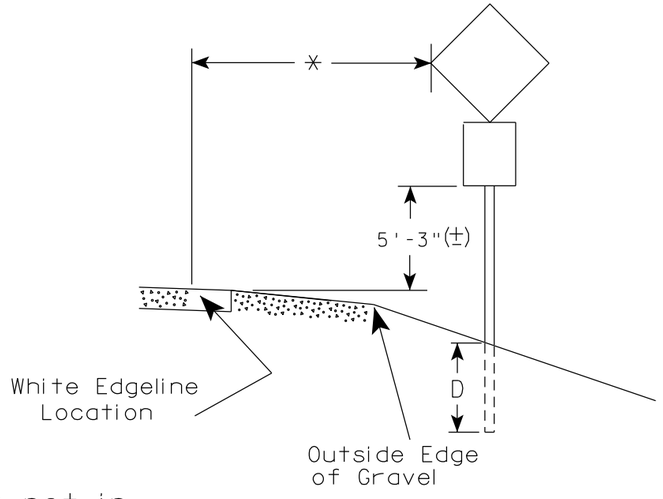
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

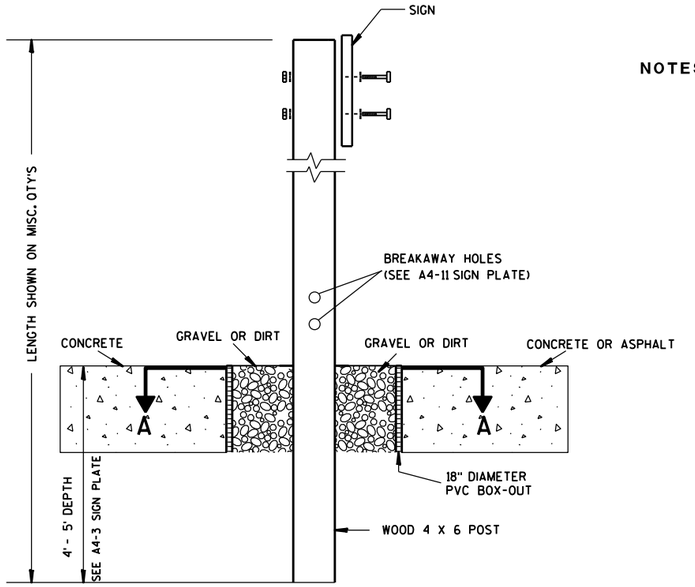
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

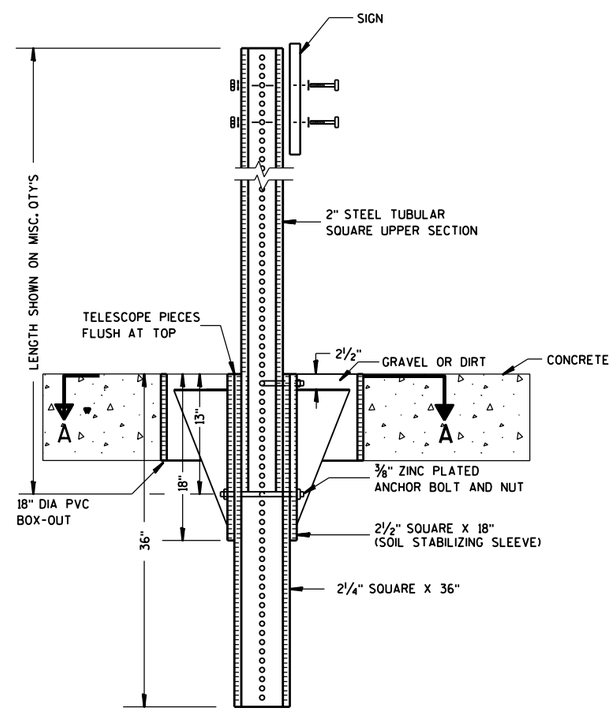
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 83	E



ELEVATION VIEW

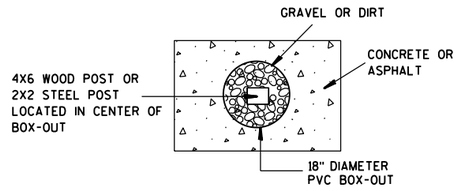
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

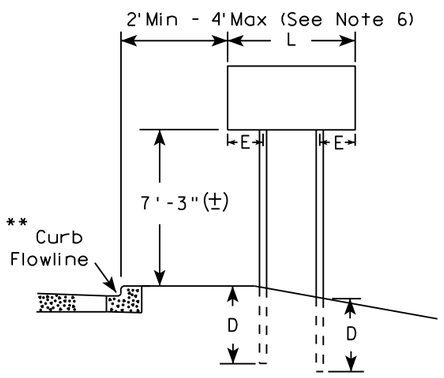
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

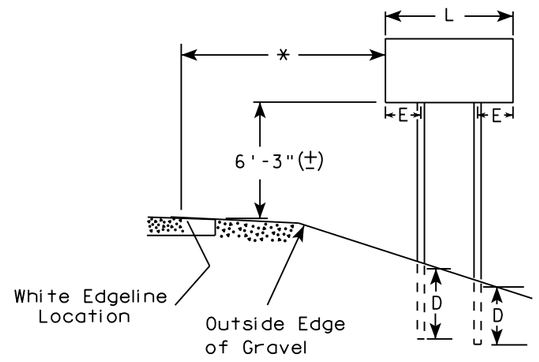
DATE 1/27/14 PLATE NO. A4-3B.1

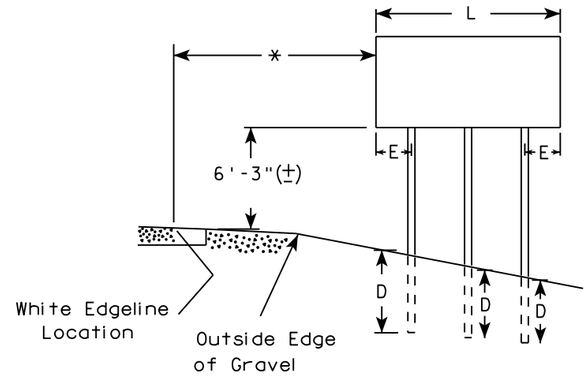
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

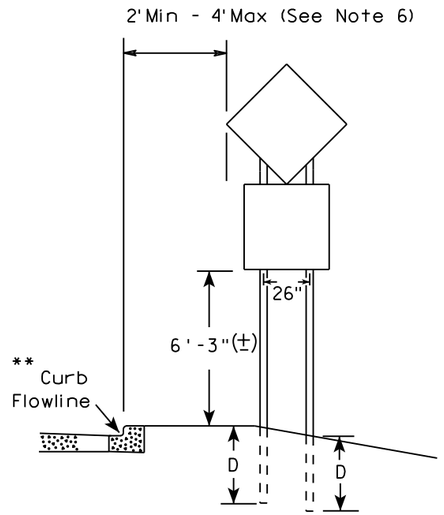
URBAN AREA



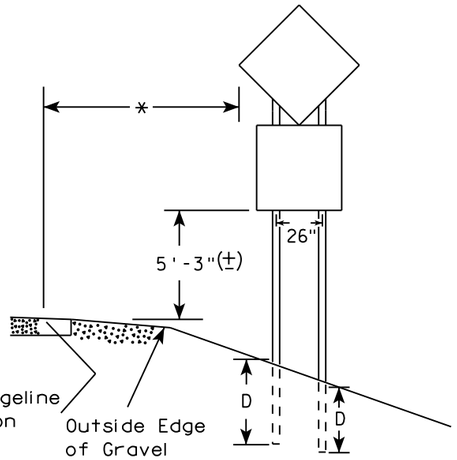
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

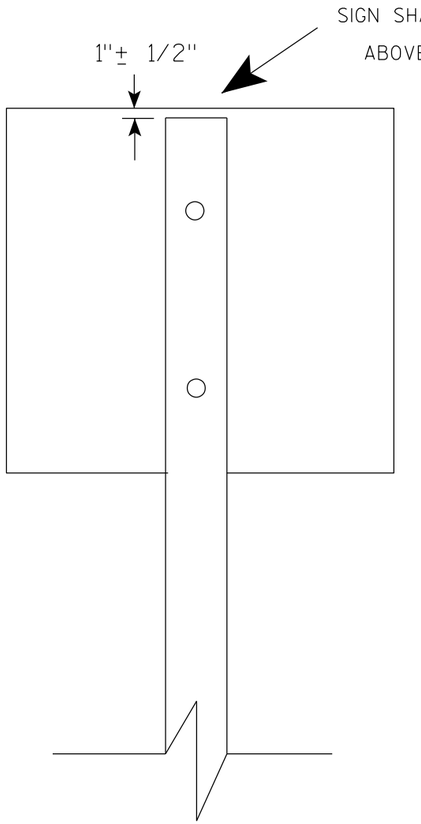
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

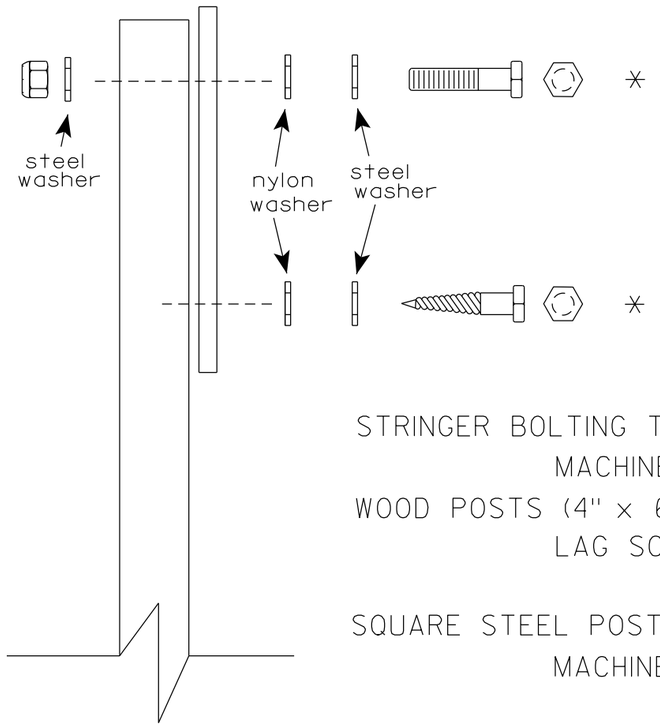
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 85	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

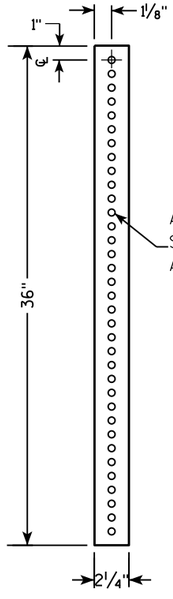
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

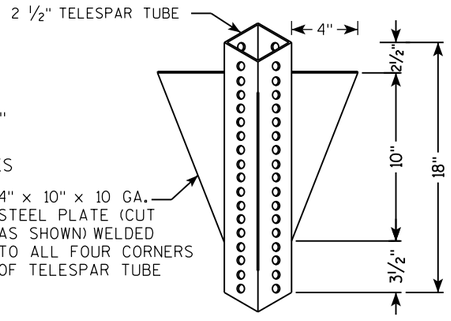
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

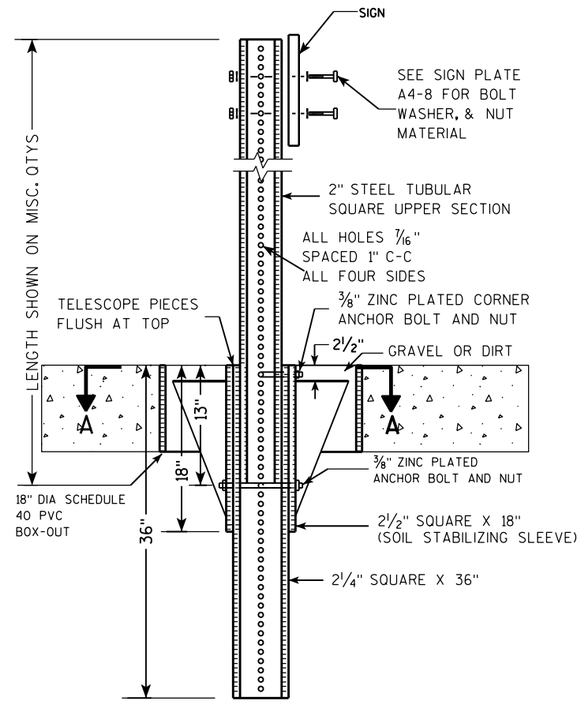
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



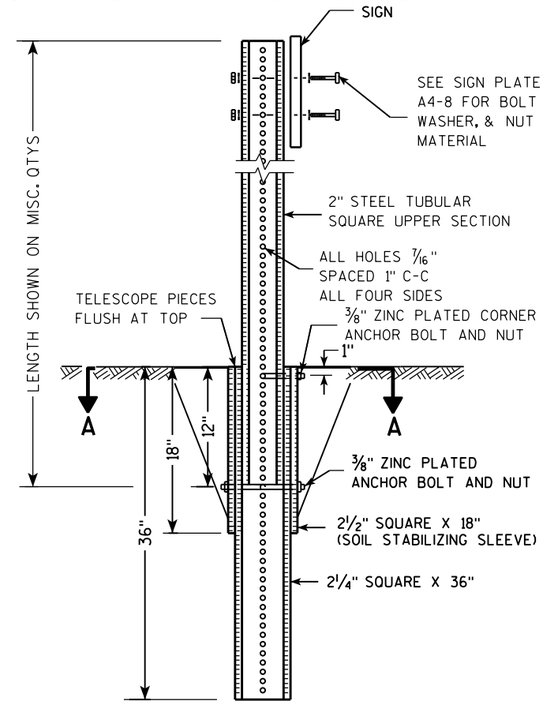
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

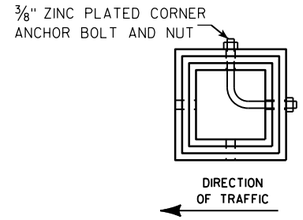


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

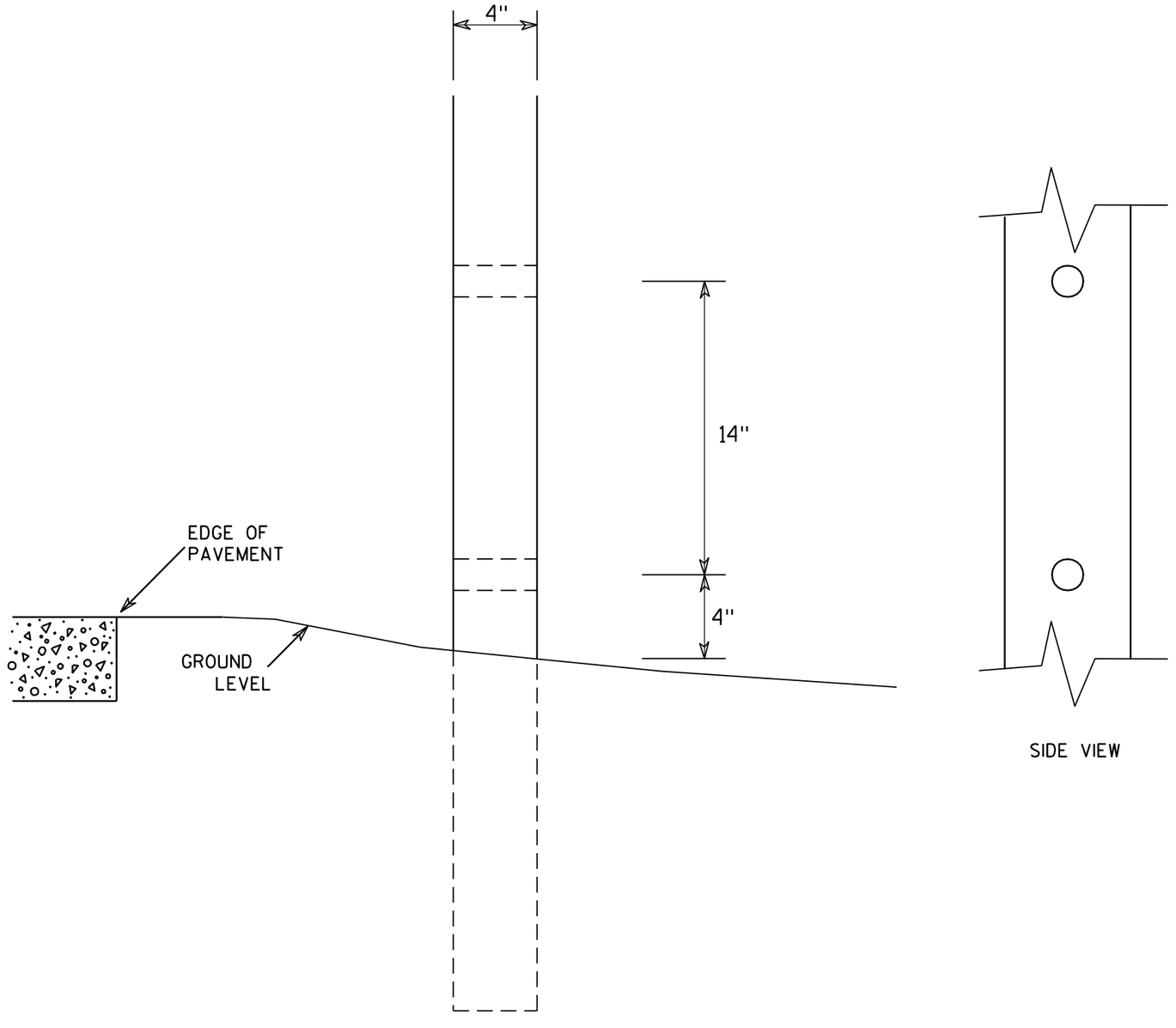
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 87 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

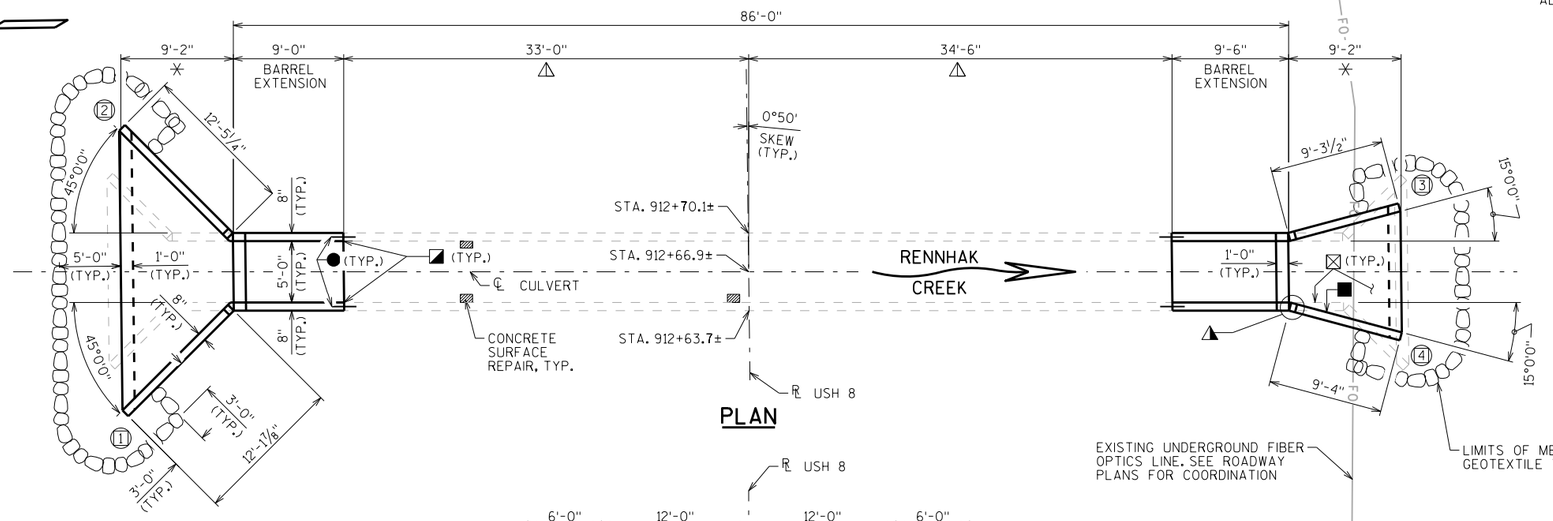
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 88	E

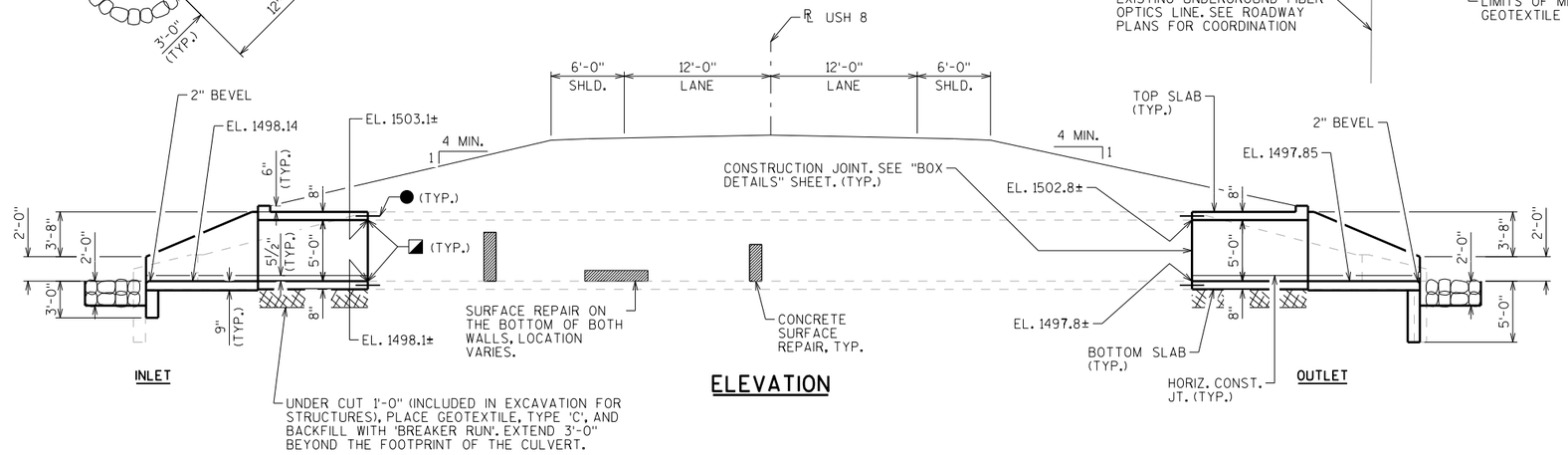
NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS

STATE PROJECT NUMBER

1580-30-72



PLAN



ELEVATION

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)

EARTHLOAD:
DESIGNED FOR 6 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

TRAFFIC VOLUME

USH 8
ADT = 2300 (2042)
R.D.S. = 55 M.P.H.

LIST OF DRAWINGS

1. CULVERT EXTENSION
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING STRUCTURE C-35-1959	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-35-1959	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	180
311.0115	BREAKER RUN	CY	22
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	36
504.0100	CONCRETE MASONRY CULVERTS	CY	25
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2,250
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,020
509.1500	CONCRETE SURFACE REPAIR	SF	55
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	17
606.0200	RIPRAP MEDIUM	CY	25
645.0105	GEOTEXTILE TYPE C	SY	65
645.0120	GEOTEXTILE TYPE HR	SY	64
	NON-BID ITEMS		
	FILLER	SIZE	¾"

△ SEE CORNER DETAILS ON "DETAILS" SHEET
■ NAME PLATE LOCATION (SEE "DETAILS" SHEET)
✳ BUILD APRON AND END OF BOX LEVEL
◯ INDICATES WING NUMBER
⚠ EXIST. BARREL TO REMAIN IN PLACE
◪ INSIDE WALLS TO MATCH EXISTING (TYP.)
☒ REMOVE EXISTING APRON AND WINGS. EXTEND BAR STEEL REINFORCEMENT IN BOTTOM SLAB 2'-0" INTO NEW WORK. (TYP. BOTH SIDES)
● ADHESIVE ANCHORS NO. 5 BARS, EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP SLAB)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-35-1959" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR 1925.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

CONCRETE SURFACE REPAIR AREAS SHOWN ARE APPROXIMATE. CONCRETE SURFACE REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO 6" BELOW TOP OF BOTTOM SLAB.

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY (608) 266-9557
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-35-1959

USH 8 OVER RENNHAK CREEK

COUNTY	TOWN
LINCOLN	SOMO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	IFC	DESIGNED CK'D.	MWB	DRAWN BY	IFC	PLANS CK'D.	MWB

CULVERT EXTENSION

SHEET 1 OF 4

89

I.D. 1580-30-02B DATE: OCT. 2021

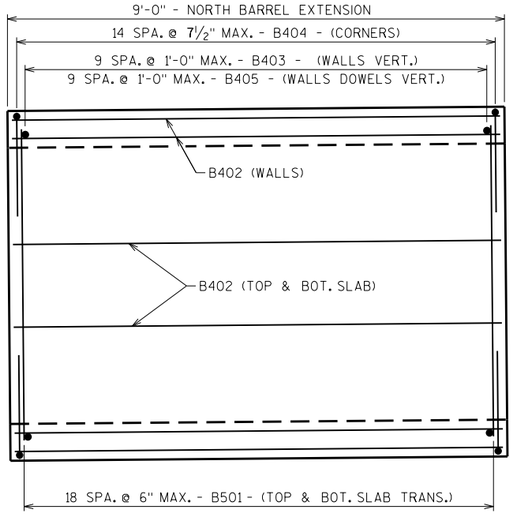
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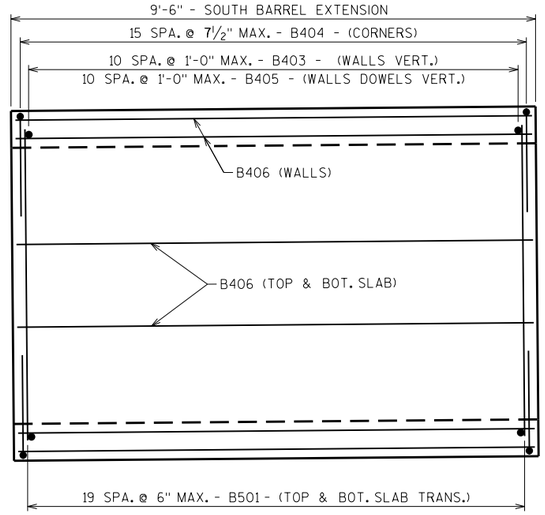
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8

STATE PROJECT NUMBER

1580-30-72





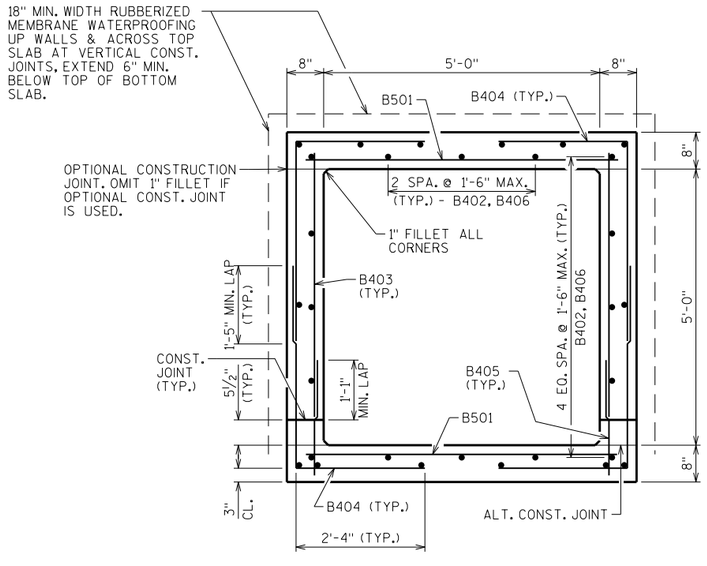
PLAN VIEW OF NORTH & SOUTH BARREL EXTENSION

APRON AND HEADERS NOT SHOWN

BILL OF BARS

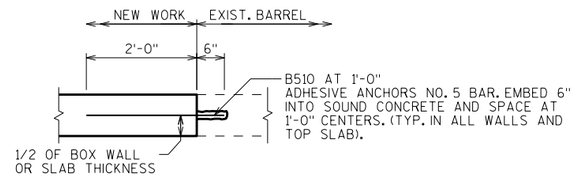
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		78	6'-0"			TOP & BOT. SLAB - TRANSVERSE
B402		30	8'-8"			TOP & BOT. SLAB & WALLS - LONGIT. - NORTH EXT.
B403		42	5'-0"			WALL - VERTICAL
B404		124	5'-11"	X		CORNERS
B405		42	2'-2"			WALL - DOWELS - VERTICAL
B406		30	9'-2"			TOP & BOT. SLAB & WALLS - LONGIT. - SOUTH EXT.
B307		9	2'-5"	X		INLET HEADER - STIRRUP
B308		9	2'-9"	X		OUTLET HEADER - STIRRUP
B409		4	6'-0"			HEADERS - TRANSVERSE
B510		36	2'-6"			VERT. CONST. JOINT @ EXISTING CULVERT



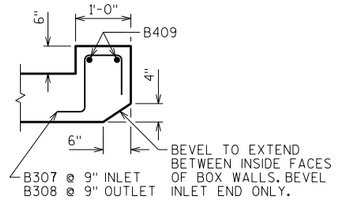
SECTION THRU BOX

ALL LONGITUDINAL BARS NOT LABLED ARE B402 FOR NORTH EXTENSION AND B406 FOR SOUTH EXTENSION AS SHOWN

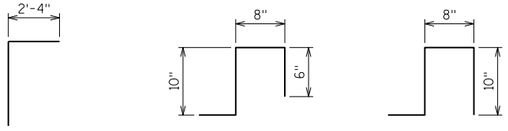


VERTICAL CONSTRUCTION JOINT

TYP. WALLS AND TOP SLAB



SECTION THRU HEADER



B404 B307 B308

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1959

DRAWN BY IFC | PLANS CK'D. MWB

BOX DETAILS

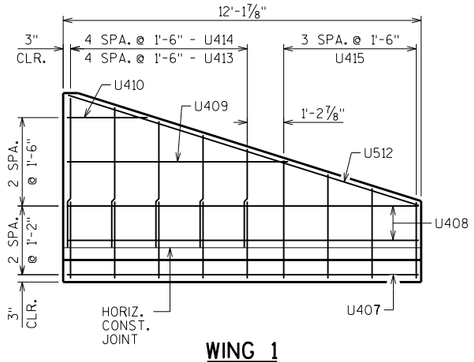
SHEET 2

90

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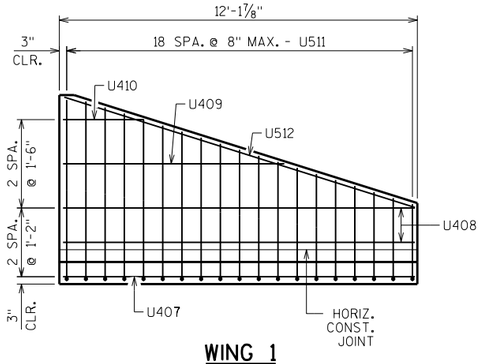
STATE PROJECT NUMBER

1580-30-72



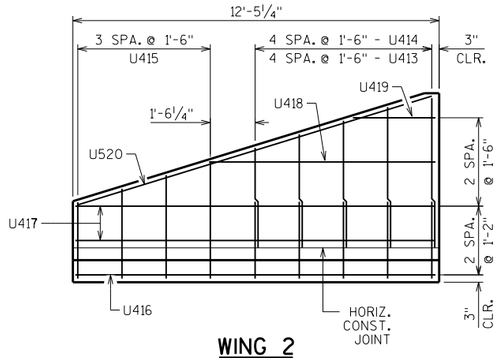
WING 1

SHOWING F.F. REINFORCEMENT



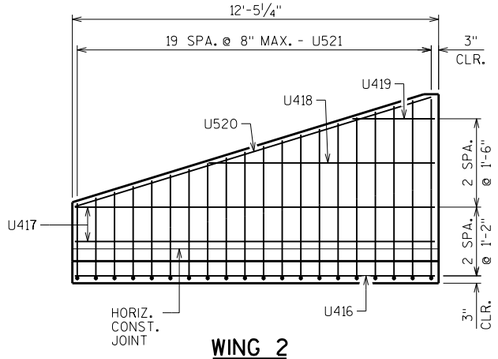
WING 1

SHOWING B.F. REINFORCEMENT



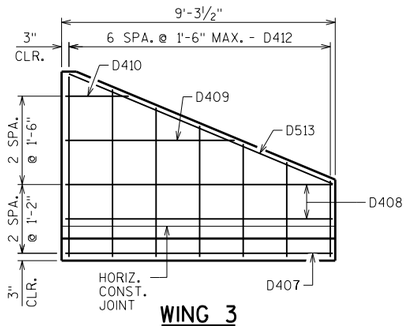
WING 2

SHOWING F.F. REINFORCEMENT



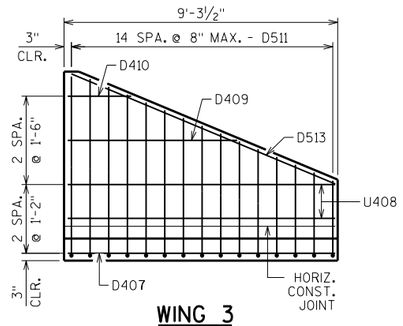
WING 2

SHOWING B.F. REINFORCEMENT



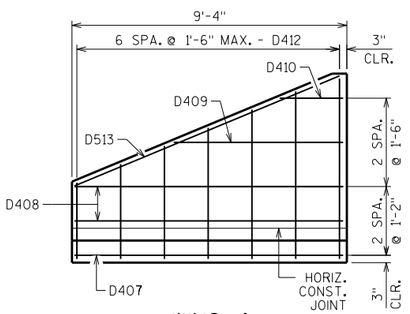
WING 3

SHOWING F.F. REINFORCEMENT



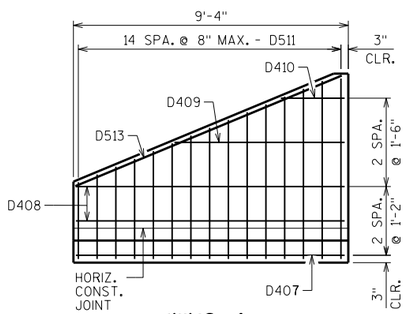
WING 3

SHOWING B.F. REINFORCEMENT



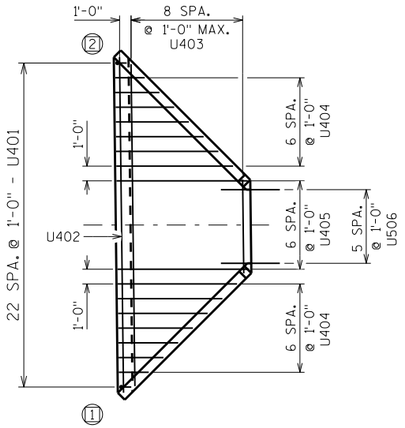
WING 4

SHOWING F.F. REINFORCEMENT

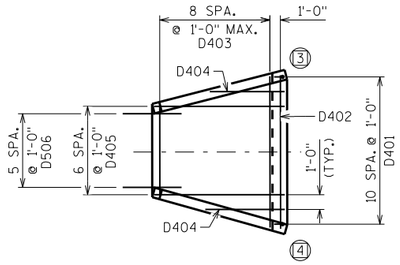


WING 4

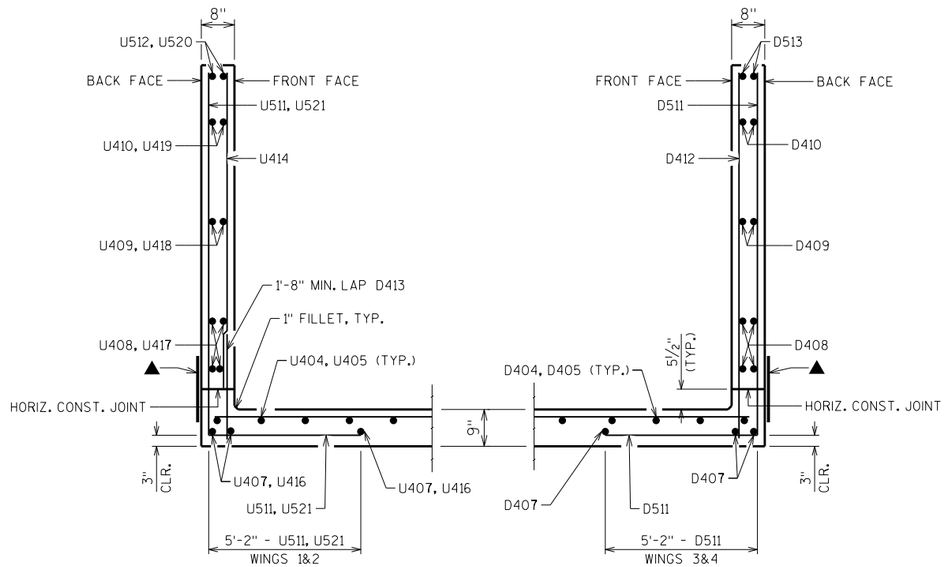
SHOWING B.F. REINFORCEMENT



INLET APRON PLAN



OUTLET APRON PLAN



SECTION THRU WINGS

AT RIGHT ANGLE TO WING WALLS

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT FOR ENTIRE LENGTH OF WING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1959

DRAWN BY IFC | PLANS CK'D. MWB

APRON DETAILS

SHEET 3

91

SCALE = 5.00

8

8

STATE PROJECT NUMBER

1580-30-72

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		23	3'-7"	X		INLET APRON AND CUTOFF WALL VERT.
U402		3	22'-9"			INLET APRON AND CUTOFF WALL HORIZ.
U403		9	14'-1"		⚠	INLET APRON - TRANSVERSE
U404		14	4'-11"		⚠	INLET APRON - LONGIT.
U405		7	8'-9"			INLET APRON - LONGIT.
U506		6	4'-0"			INLET APRON - APRON & BARREL - BOTTOM SLAB
U407		3	11'-9"			WINGS 1 - HORIZ. - APRON BOT. SLAB
U408	X	4	11'-9"			WINGS 1 - HORIZ. - BOTH FACES
U409	X	2	7'-1"			WINGS 1 - HORIZ. - BOTH FACES
U410	X	2	2'-4"			WINGS 1 - HORIZ. - BOTH FACES
U511	X	19	9'-3"	X	⚠	WINGS 1 - VERT. - BACK FACE
U512	X	2	12'-4"			WINGS 1 - HORIZ. - BOTH FACES
U413	X	10	2'-7"			WINGS 1&2 - DOWELS - FRONT FACE
U414	X	10	4'-2"		⚠	WINGS 1&2 - VERT. - FRONT FACE
U415	X	8	3'-1"		⚠	WINGS 1&2 - VERT. - FRONT FACE
U416		3	12'-0"			WINGS 2 - HORIZ. - APRON BOT. SLAB
U417	X	4	12'-0"			WINGS 2 - HORIZ. - BOTH FACES
U418	X	2	7'-3"			WINGS 2 - HORIZ. - BOTH FACES
U419	X	2	2'-5"			WINGS 2 - HORIZ. - BOTH FACES
U520	X	2	12'-7"			WINGS 2 - HORIZ. - BOTH FACES
U521	X	20	9'-3"	X	⚠	WINGS 2 - VERT. - FRONT FACE
D401		11	5'-7"	X		OUTLET APRON AND CUTOFF WALL VERT.
D402		5	10'-5"			OUTLET APRON AND CUTOFF WALL HORIZ.
D403		9	8'-2"		⚠	OUTLET APRON - TRANSVERSE
D404		2	5'-1"			OUTLET APRON - LONGIT.
D405		7	8'-10"			OUTLET APRON - LONGIT.
D506		6	4'-0"			OUTLET APRON - APRON & BARREL - BOTTOM SLAB
D407		6	8'-11"			WINGS 3&4 - HORIZ. - APRON BOT. SLAB
D408	X	8	8'-11"			WINGS 3&4 - HORIZ. - BOTH FACES
D409	X	4	5'-5"			WINGS 3&4 - HORIZ. - BOTH FACES
D410	X	4	1'-10"			WINGS 3&4 - VERT. - BACK FACE
D511	X	30	9'-3"	X	⚠	WINGS 3&4 - VERT. - BACK FACE
D412	X	14	4'-3"		⚠	WINGS 3&4 - VERT. - BACK FACE
D513	X	4	9'-8"			WINGS 3&4 - HORIZ. - BOTH FACE

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

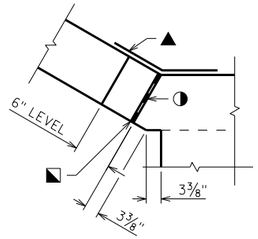
BAR MARK	NO. REQ'D.	LENGTH
U403	1 SERIES OF 9	6'-4" TO 21'-10"
U404	2 SERIES OF 7	1'-11" TO 7'-10"
U511	1 SERIES OF 19	7'-5" TO 11'-1"
U414	2 SERIES OF 5	3'-3" TO 5'-1"
U415	2 SERIES OF 4	2'-5" TO 3'-9"
U521	1 SERIES OF 20	7'-5" TO 11'-1"
D403	1 SERIES OF 9	6'-1" TO 10'-3"
D511	2 SERIES OF 15	7'-5" TO 11'-1"
D412	2 SERIES OF 7	2'-5" TO 6'-0"

BUNDLE AND TAG EACH SERIES SEPARATELY.

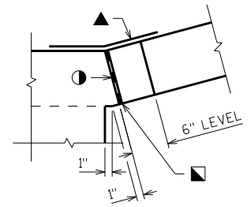
◐ ¾" FILLER TYPICAL. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.

◪ 1" BEVEL TYPICAL

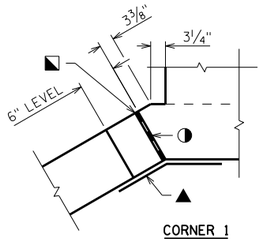
▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WALL.



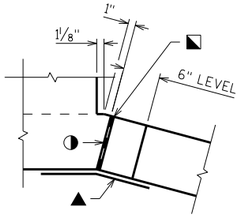
CORNER 2



CORNER 3

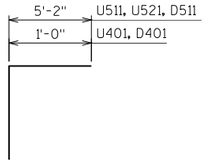


CORNER 1

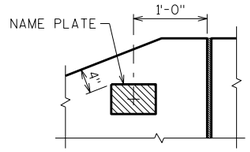


CORNER 4

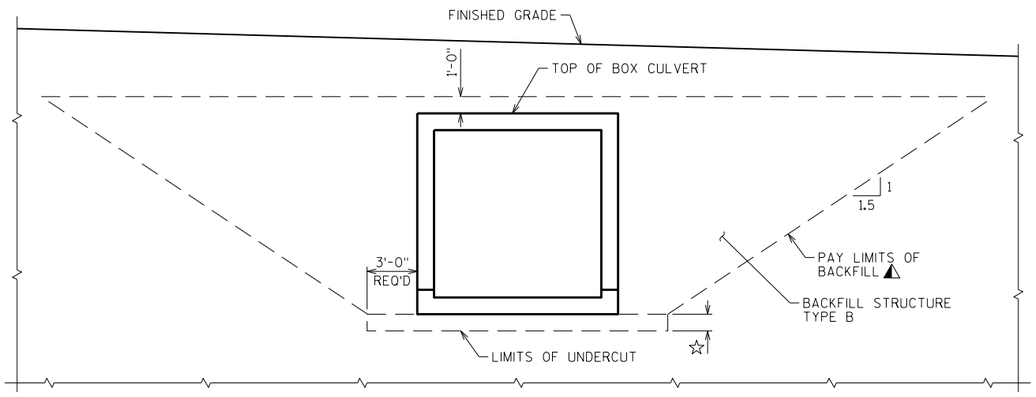
CORNER DETAILS



U401, U511, U521, D401, D511



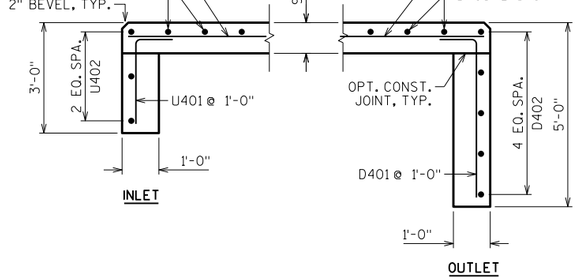
NAME PLATE LOCATION WING 4



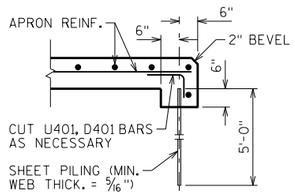
TYPICAL SECTION THRU BOX CULVERT

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS INCLUDING BACKFILL BEHING WING WALLS, SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED WITH BID ITEM "EXCAVATION FOR STRUCTURES CULVERTS". PLACE GEOTEXTILE TYPE 'C' AND BACKFILL WITH BREAKER RUN.

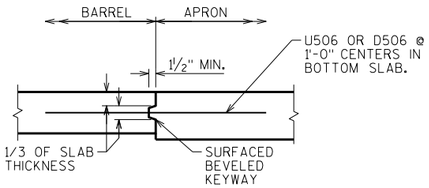


CUT-OFF WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



APRON CONNECTION DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1959

DRAWN BY IFC | PLANS CK'D. MWB

DETAILS

SHEET 4

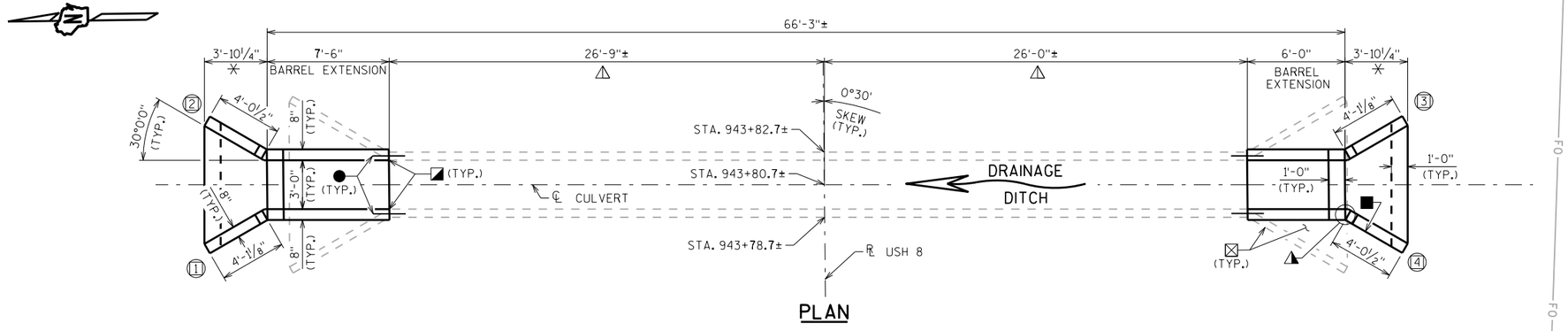
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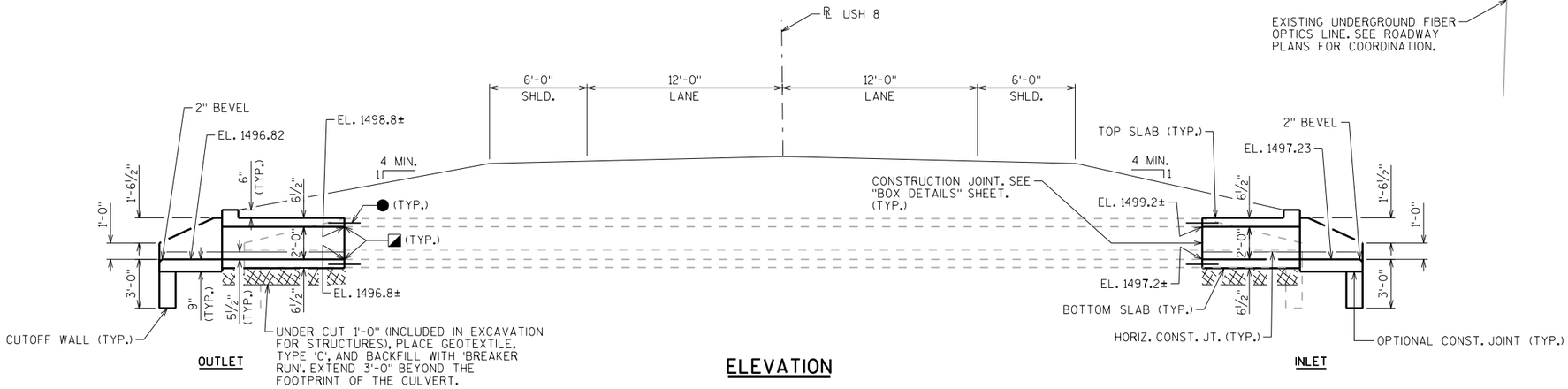
8

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS



PLAN

EXISTING UNDERGROUND FIBER OPTICS LINE. SEE ROADWAY PLANS FOR COORDINATION.



ELEVATION

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)

EARTHLOAD:
DESIGNED FOR 3.5 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

TRAFFIC VOLUME

USH 8
ADT = 2300 (2042)
R.D.S. = 55 M.P.H.

LIST OF DRAWINGS

1. CULVERT EXTENSION
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE C-35-1960	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-35-1960	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	54
311.0115	BREAKER RUN	CY	9
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	16
504.0100	CONCRETE MASONRY CULVERTS	CY	10
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	710
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	170
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	7
645.0105	GEOTEXTILE TYPE C	SY	28
	NON-BID ITEMS		
	FILLER	SIZE	¾"

- ⚠ SEE CORNER DETAILS ON "DETAILS" SHEET
- ■ NAME PLATE LOCATION (SEE "DETAILS" SHEET)
- ✳ BUILD APRON AND END OF BOX LEVEL
- ◯ INDICATES WING NUMBER
- ⚠ EXIST. BARREL TO REMAIN IN PLACE
- ◪ INSIDE WALLS TO MATCH EXISTING (TYP.)
- ☒ REMOVE EXISTING APRON AND WINGS. EXTEND BAR STEEL REINFORCEMENT IN BOTTOM SLAB 2'-0" INTO NEW WORK. (TYP. BOTH SIDES)
- ● ADHESIVE ANCHORS NO. 5 BARS, EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP SLAB)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-35-1960" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR 1987.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN 6" BELOW TOP OF BOTTOM SLAB.

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY (608) 266-9557
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES
ACCEPTED LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STATE PROJECT NUMBER
1580-30-72

STRUCTURE C-35-1960

USH 8 OVER DRAINAGE DITCH

COUNTY	TOWN
LINCOLN	SOMO

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	IFC	DESIGNED CK'D.	MWB	DRAWN BY	IFC	PLANS CK'D.	MWB

CULVERT EXTENSION

SHEET 1 OF 4

93

I.D. 1580-30-02C DATE: OCT. 2021

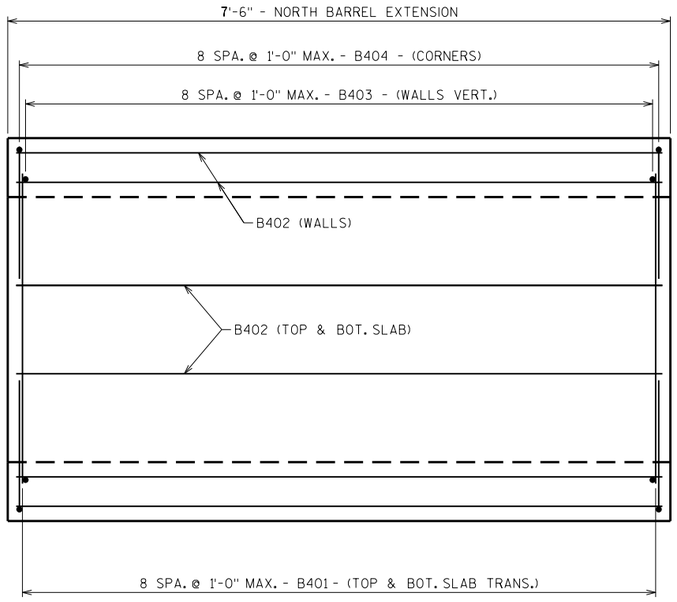
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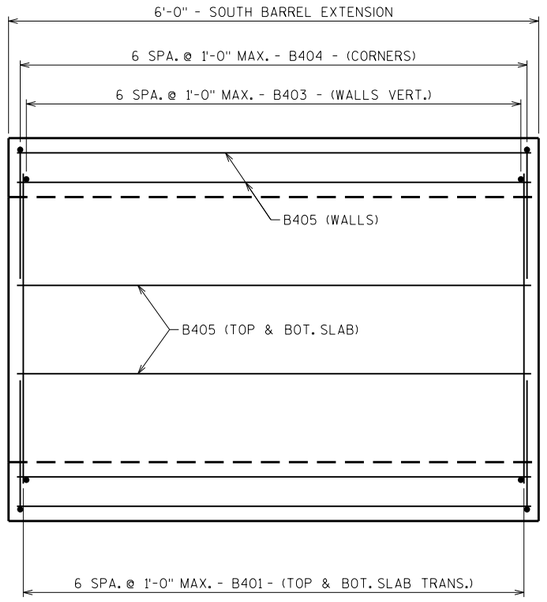
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STATE PROJECT NUMBER

1580-30-72





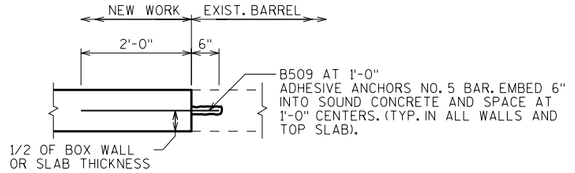
PLAN VIEW OF NORTH & SOUTH BARREL EXTENSION

APRON AND HEADERS NOT SHOWN

BILL OF BARS

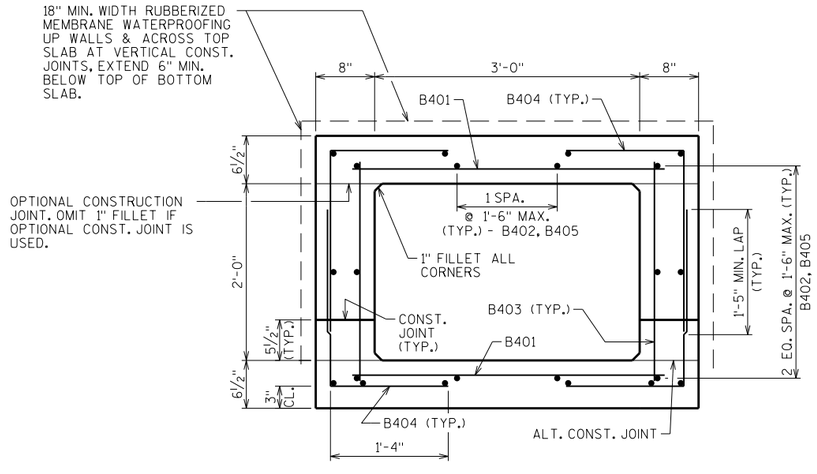
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		32	4'-0"			TOP & BOT. SLAB - TRANSVERSE
B402		22	7'-2"			TOP & BOT. SLAB & WALLS - LONGIT. - NORTH EXT.
B403		32	2'-8"			WALL - VERTICAL
B404		64	3'-4"	X		CORNERS
B405		22	5'-8"			TOP & BOT. SLAB & WALLS - LONGIT. - SOUTH EXT.
B306		7	2'-2"	X		INLET HEADER - STIRRUP
B307		7	2'-6"	X		OUTLET HEADER - STIRRUP
B408		4	4'-0"			HEADERS - TRANSVERSE
B509		16	2'-6"			VERT. CONST. JOINT @ EXISTING CULVERT



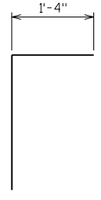
VERTICAL CONSTRUCTION JOINT

TYP. WALLS AND TOP SLAB

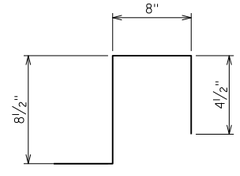


SECTION THRU BOX

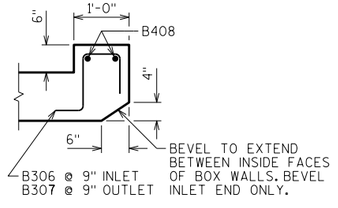
ALL LONGITUDINAL BARS NOT LABLED ARE B402 FOR NORTH EXTENSION AND B405 FOR SOUTH EXTENSION AS SHOWN



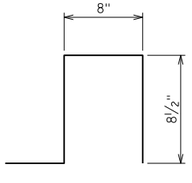
B404



B306



SECTION THRU HEADER



B307

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1960

DRAWN BY IFC | PLANS CK'D. MWB

BOX DETAILS

SHEET 2

94

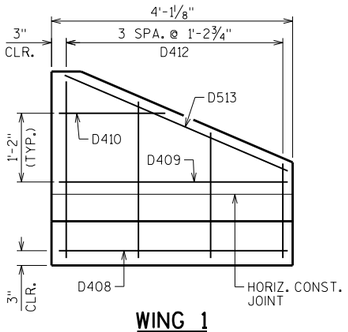
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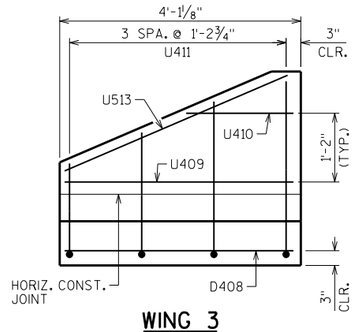
STATE PROJECT NUMBER

1580-30-72



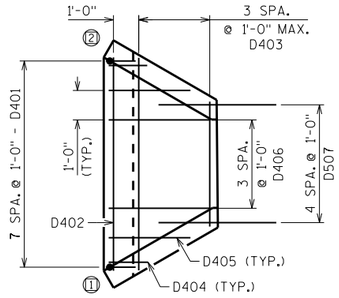
WING 1

SHOWING F.F. REINFORCEMENT. WING 3 SIMILAR

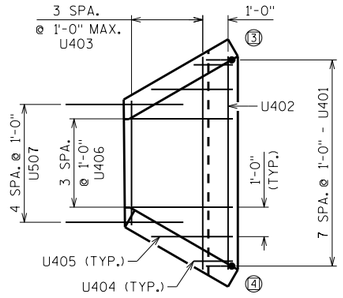


WING 3

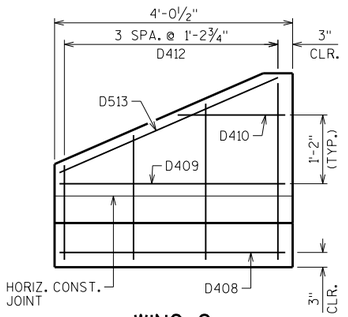
SHOWING B.F. REINFORCEMENT. WING 1 SIMILAR



OUTLET APRON PLAN

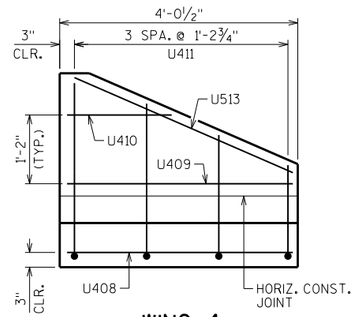


INLET APRON PLAN



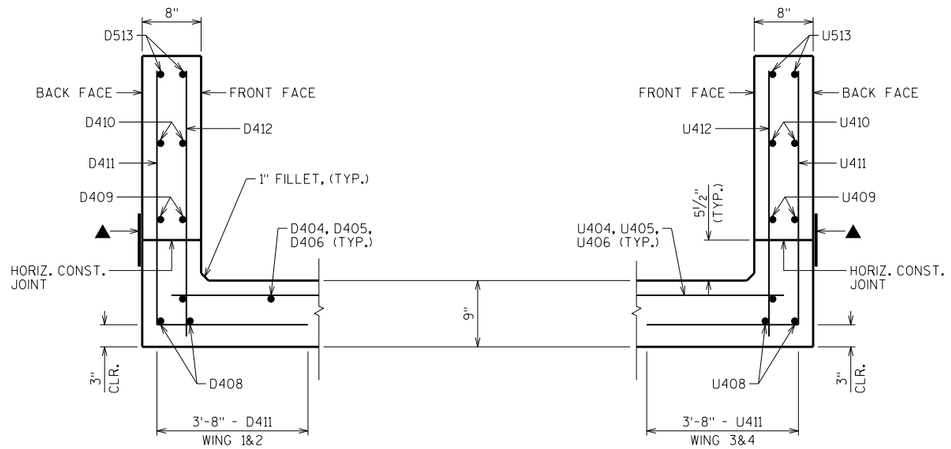
WING 2

SHOWING F.F. REINFORCEMENT. WING 4 SIMILAR



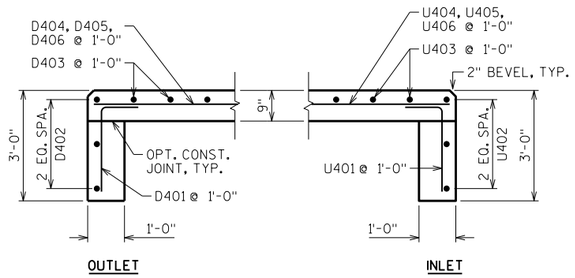
WING 4

SHOWING B.F. REINFORCEMENT. WING 2 SIMILAR



SECTION THRU WINGS

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT FOR ENTIRE LENGTH OF WING.



CUT-OFF WALLS

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1960

DRAWN BY IFC | PLANS CK'D. MWB

APRON DETAILS

SHEET 3

95

SCALE = 2.50

STATE PROJECT NUMBER

1580-30-72

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

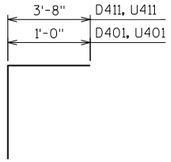
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
D401		8	3'-7"	X		INLET APRON AND CUTOFF WALL VERT.
D402		3	7'-6"			INLET APRON AND CUTOFF WALL HORIZ.
D403		4	5'-8"		◭	INLET APRON - TRANSVERSE
D404		2	1'-1"			INLET APRON - LONGIT.
D405		2	2'-9"			INLET APRON - LONGIT.
D406		4	3'-5"			INLET APRON - LONGIT.
D507		5	4'-0"			INLET APRON - APRON & BARREL - BOTTOM SLAB
D408	X	4	3'-8"			WINGS 1&2 - HORIZ. - APRON BOT. SLAB
D409	X	4	3'-8"			WINGS 1&2 - HORIZ. - BOTH FACES
D410	X	4	1'-6"			WINGS 1&2 - HORIZ. - BOTH FACES
D411	X	8	5'-9"	X	◭	WINGS 1&2 - VERT. - BACK FACE
D412	X	8	2'-2"		◭	WINGS 1&2 - VERT. - FRONT FACE
D513	X	4	4'-0"			WINGS 1&2 - HORIZ. - BOTH FACE
U401		8	3'-7"	X		INLET APRON AND CUTOFF WALL VERT.
U402		3	7'-6"			INLET APRON AND CUTOFF WALL HORIZ.
U403		4	5'-8"		◭	INLET APRON - TRANSVERSE
U404		2	1'-1"			INLET APRON - LONGIT.
U405		2	2'-9"			INLET APRON - LONGIT.
U406		4	3'-5"			INLET APRON - LONGIT.
U507		5	4'-0"			INLET APRON - APRON & BARREL - BOTTOM SLAB
U408	X	4	3'-8"			WINGS 3&4 - HORIZ. - APRON BOT. SLAB
U409	X	4	3'-8"			WINGS 3&4 - HORIZ. - BOTH FACES
U410	X	4	1'-6"			WINGS 3&4 - HORIZ. - BOTH FACES
U411	X	8	5'-9"		◭	WINGS 3&4 - VERT. - BACK FACE
U412	X	8	2'-2"	X	◭	WINGS 3&4 - VERT. - FRONT FACE
U513	X	4	4'-0"			WINGS 3&4 - HORIZ. - BOTH FACE

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

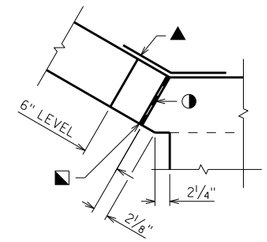
BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
D403	1 SERIES OF 4	4'-3" TO 7'-1"
D411	2 SERIES OF 4	5'-0" TO 6'-6"
D412	2 SERIES OF 4	1'-5" TO 2'-10"
U403	1 SERIES OF 4	4'-3" TO 7'-1"
U411	2 SERIES OF 4	5'-0" TO 6'-6"
U412	2 SERIES OF 4	1'-5" TO 2'-10"

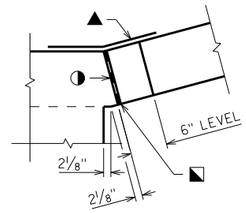
BUNDLE AND TAG EACH SERIES SEPARATELY.



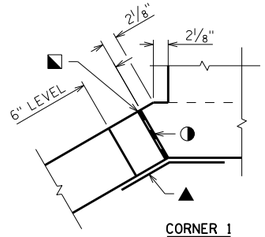
D401, U401, D411, U411



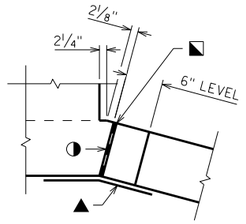
CORNER 2



CORNER 3



CORNER 1



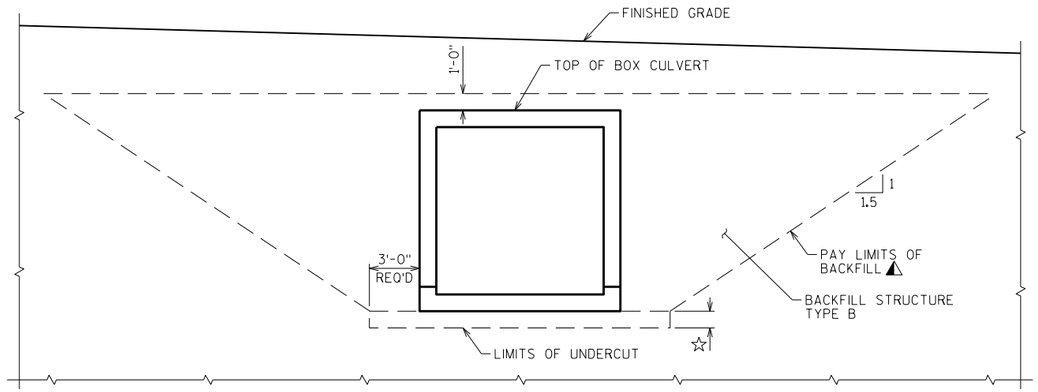
CORNER 4

CORNER DETAILS

◐ ¾" FILLER TYPICAL. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.

◪ 1" BEVEL TYPICAL

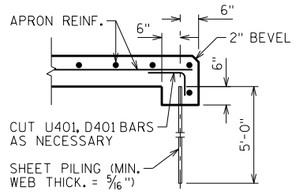
◭ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WALL.



TYPICAL SECTION
THRU BOX CULVERT

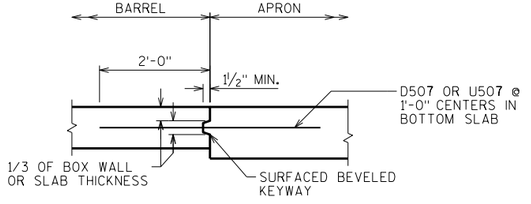
◭ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

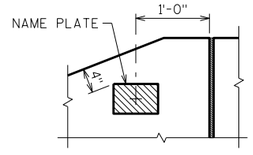


ALTERNATE CUT-OFF WALLS

THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



APRON CONNECTION DETAIL



NAME PLATE LOCATION
WING 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1960

DRAWN BY IFC | PLANS CK'D. MWB

DETAILS

SHEET 4

96

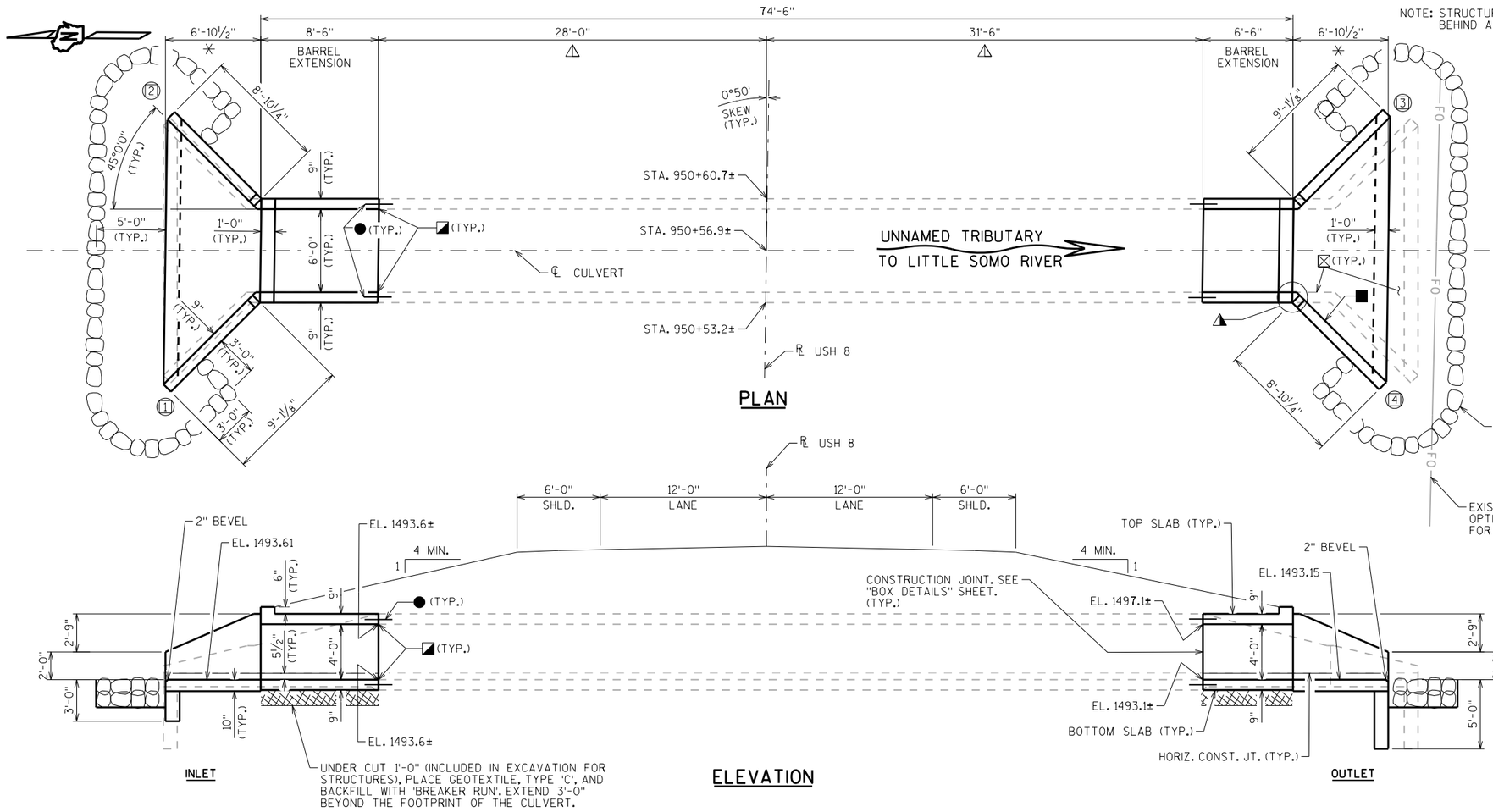
SCALE = 1.00

8

8

STATE PROJECT NUMBER

1580-30-72



NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)

EARTHLOAD:
DESIGNED FOR 4.5 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

TRAFFIC VOLUME

USH 8
ADT = 2300 (2042)
R.D.S. = 55 M.P.H.

LIST OF DRAWINGS

1. CULVERT EXTENSION
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS 1
5. DETAILS 2

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
203.0220	REMOVING STRUCTURE C-35-1961	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-35-1961	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	125
311.0115	BREAKER RUN	CY	19
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	32
504.0100	CONCRETE MASONRY CULVERTS	CY	25
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1,920
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	610
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	15
606.0200	RIPRAP MEDIUM	CY	29
645.0105	GEOTEXTILE TYPE C	SY	55
645.0120	GEOTEXTILE TYPE HR	SY	75
	NON-BID ITEMS		
	FILLER	SIZE	¾"

- ◭ SEE CORNER DETAILS ON "DETAILS 2" SHEET
- ■ NAME PLATE LOCATION (SEE "DETAILS 1" SHEET)
- ✳ BUILD APRON AND END OF BOX LEVEL
- ◯ INDICATES WING NUMBER
- ⚠ EXIST. BARREL TO REMAIN IN PLACE
- ◪ INSIDE WALLS TO MATCH EXISTING (TYP.)
- ☒ REMOVE EXISTING APRON AND WINGS. EXTEND BAR STEEL REINFORCEMENT IN BOTTOM SLAB 2'-0" INTO NEW WORK. (TYP. BOTH SIDES)
- ● ADHESIVE ANCHORS NO. 5 BARS, EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP SLAB)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-35-1961" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR 1945.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO 6" BELOW TOP OF BOTTOM SLAB.

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

STRUCTURE DESIGN CONTACTS:
ISATOU CEESAY (608) 266-9557
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED _____ _____
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-35-1961

USH 8 OVER UNNAMED TRI. TO LITTLE SOMO RIVER

COUNTY	TOWN
LINCOLN	SOMO

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
IFC	MWB	IFC	MWB

CULVERT EXTENSION

SHEET 1 OF 5

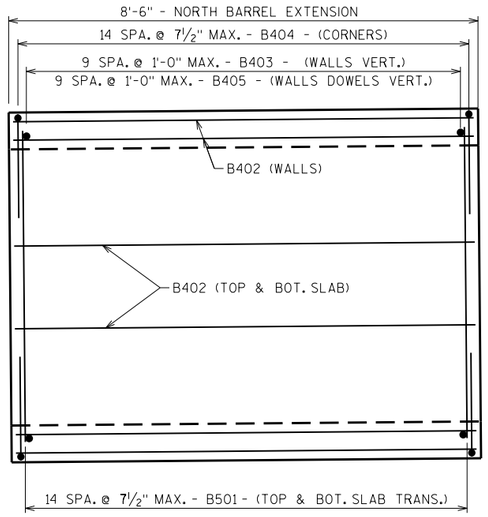
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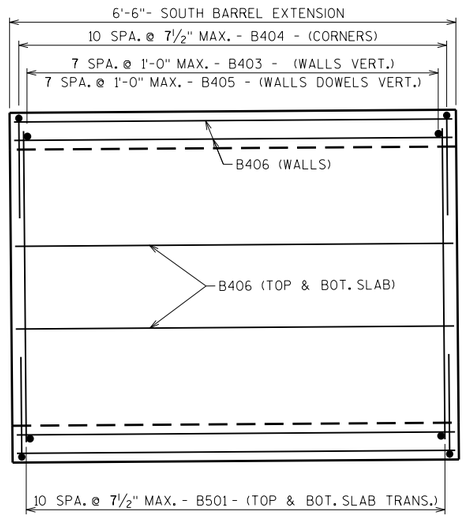
I.D. 1580-30-02D DATE: OCT. 2021

SCALE = 4.50

STATE PROJECT NUMBER

1580-30-72





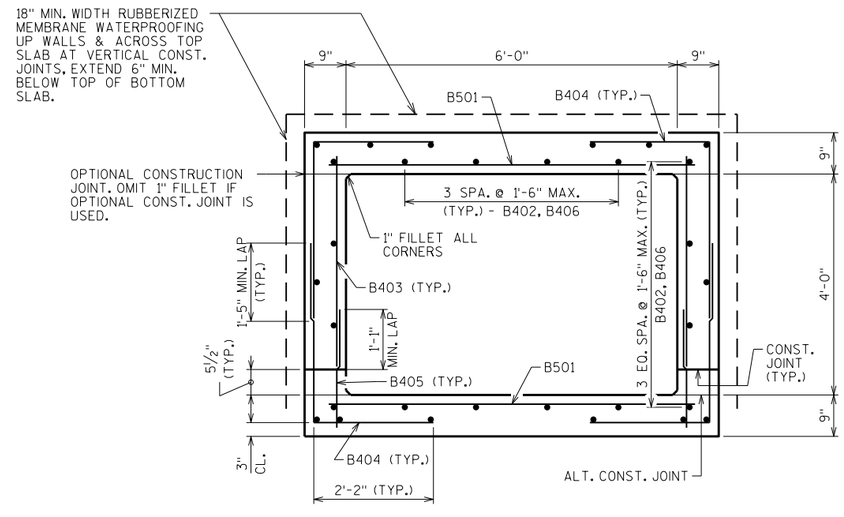
PLAN VIEW OF NORTH & SOUTH BARREL EXTENSION

APRON AND HEADERS NOT SHOWN

BILL OF BARS

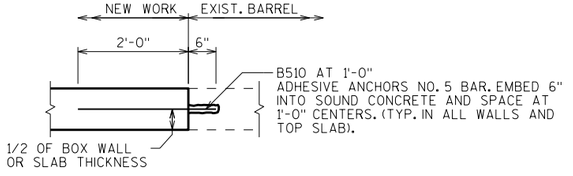
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		52	7'-2"			TOP & BOT. SLAB - TRANSVERSE
B402		30	8'-2"			TOP & BOT. SLAB & WALLS - LONGIT. - NORTH EXT.
B403		36	4'-1"			WALL - VERTICAL
B404		104	5'-4"	X		CORNERS
B405		36	2'-1"			WALL - DOWELS - VERTICAL
B406		30	6'-2"			TOP & BOT. SLAB & WALLS - LONGIT. - SOUTH EXT.
B307		11	2'-6"	X		INLET HEADER - STIRRUP
B308		11	2'-10"	X		OUTLET HEADER - STIRRUP
B409		4	7'-2"			HEADERS - TRANSVERSE
B510		32	2'-6"			VERT. CONST. JOINT @ EXISTING CULVERT



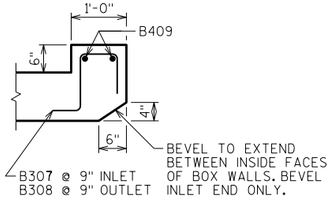
SECTION THRU BOX

ALL LONGITUDINAL BARS NOT LABLED ARE B402 FOR NORTH EXTENSION AND B406 FOR SOUTH EXTENSION AS SHOWN



VERTICAL CONSTRUCTION JOINT

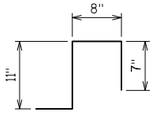
TYP. WALLS AND TOP SLAB



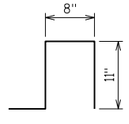
SECTION THRU HEADER



B404



B307



B308

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1961

DRAWN BY IFC | PLANS CK'D. MWB

BOX DETAILS

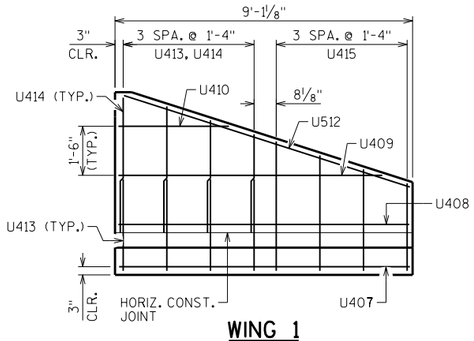
SHEET 2

98

SCALE = 4.00

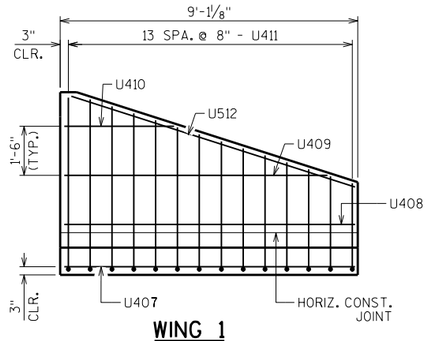
STATE PROJECT NUMBER

1580-30-72



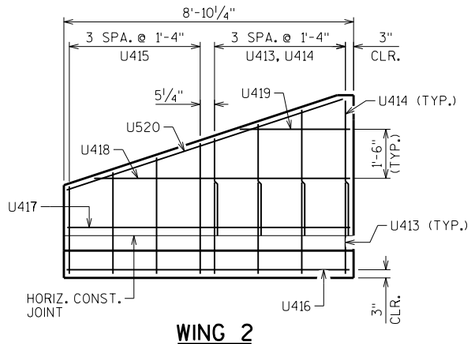
WING 1

SHOWING F.F. REINFORCEMENT



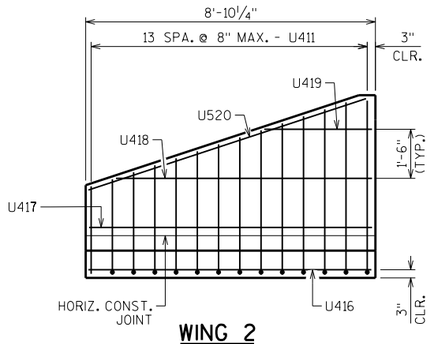
WING 1

SHOWING B.F. REINFORCEMENT



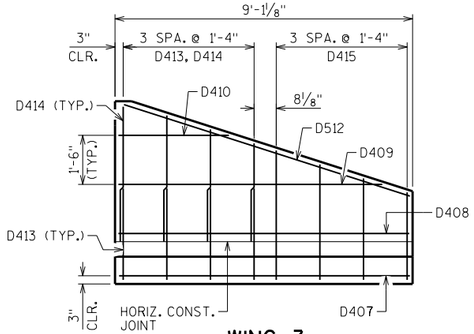
WING 2

SHOWING F.F. REINFORCEMENT



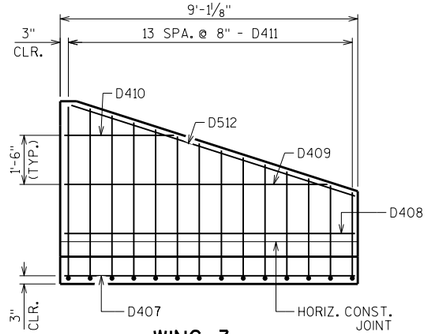
WING 2

SHOWING B.F. REINFORCEMENT



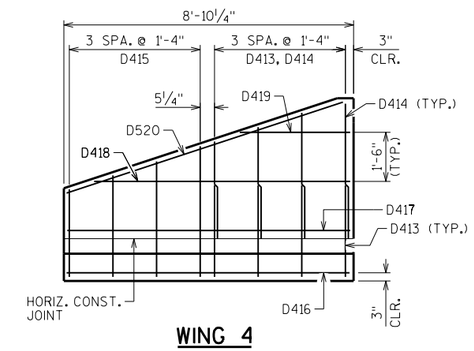
WING 3

SHOWING F.F. REINFORCEMENT



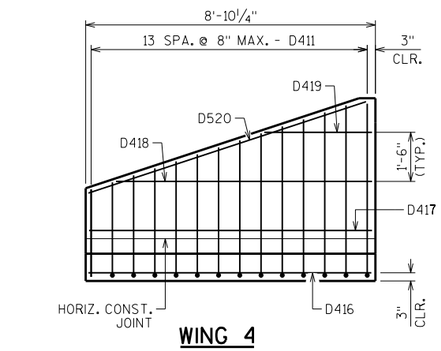
WING 3

SHOWING B.F. REINFORCEMENT



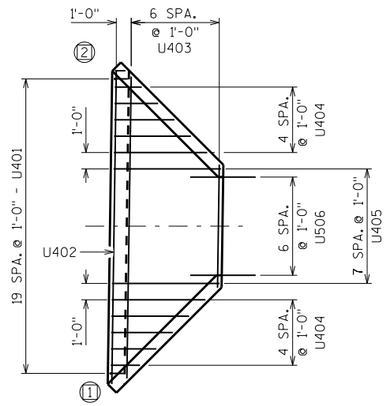
WING 4

SHOWING F.F. REINFORCEMENT

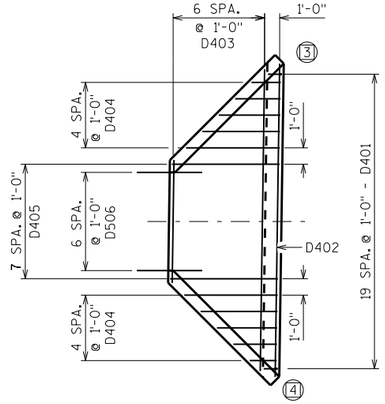


WING 4

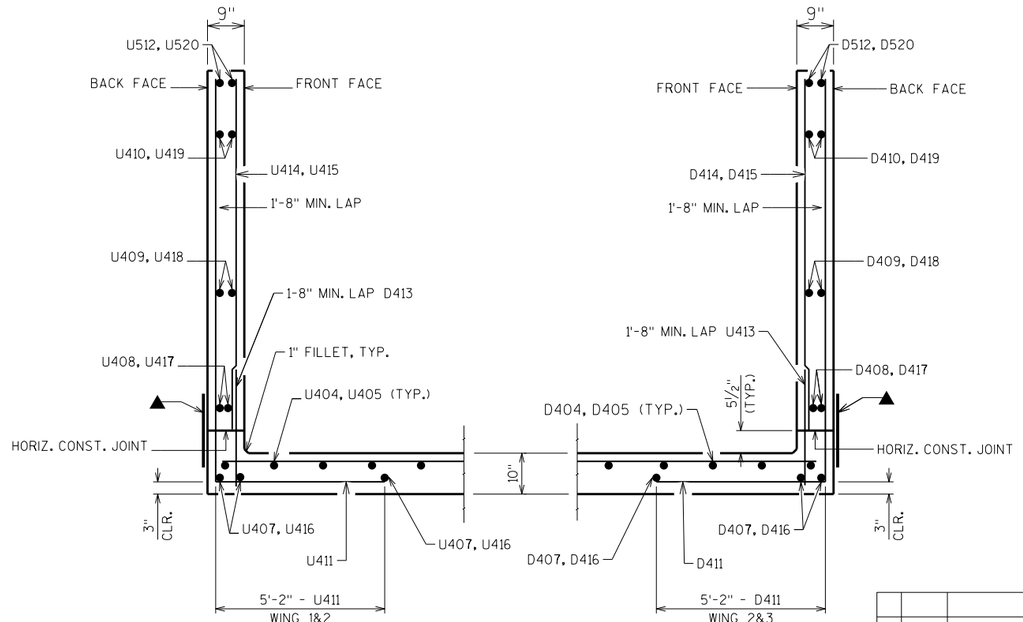
SHOWING B.F. REINFORCEMENT



INLET APRON PLAN



OUTLET APRON PLAN



SECTION THRU WINGS

AT RIGHT ANGLE TO WING WALLS

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT FOR ENTIRE LENGTH OF WING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1961

DRAWN BY IFC | PLANS CK'D. MWB

APRON DETAILS

SHEET 3

99

8

8

SCALE = 4.50

STATE PROJECT NUMBER

1580-30-72

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

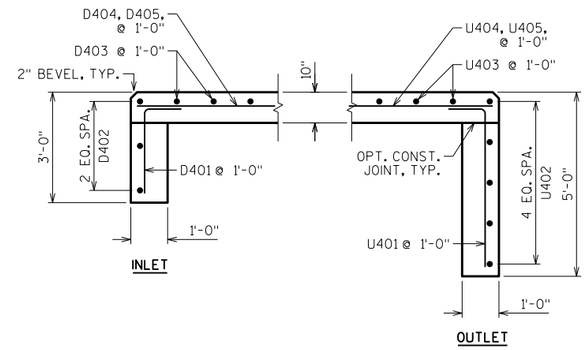
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		20	3'-7"	X		INLET APRON AND CUTOFF WALL VERT.
U402		3	19'-2"			INLET APRON AND CUTOFF WALL HORIZ.
U403		7	13'-0"		◭	INLET APRON - TRANSVERSE
U404		10	3'-9"		◭	INLET APRON - LONGIT.
U405		8	6'-5"			INLET APRON - LONGIT.
U506		7	4'-0"			INLET APRON - APRON & BARREL - BOTTOM SLAB
U407		3	8'-8"			WING 1 - HORIZ. - APRON BOT. SLAB
U408	X	2	8'-8"			WING 1 - HORIZ. - BOTH FACES
U409	X	2	7'-0"			WING 1 - HORIZ. - BOTH FACES
U410	X	2	2'-4"			WING 1 - HORIZ. - BOTH FACES
U411	X	28	8'-11"	X	◭	WINGS 1&2 - VERT. - BACK FACE
U512	X	2	9'-1"			WING 1 - HORIZ. - BOTH FACE
U413	X	8	2'-9"			WINGS 1&2 - DOWELS - FRONT FACE
U414	X	8	3'-7"		◭	WINGS 1&2 - VERT. - FRONT FACE
U415	X	8	3'-3"		◭	WINGS 1&2 - VERT. - FRONT FACE
U416		3	8'-5"			WING 2 - HORIZ. - APRON BOT. SLAB
U417	X	2	8'-5"			WING 2 - HORIZ. - BOTH FACES
U418	X	2	6'-10"			WING 2 - HORIZ. - BOTH FACES
U419	X	2	2'-3"			WING 2 - HORIZ. - BOTH FACES
U520	X	2	8'-10"			WING 2 - HORIZ. - BOTH FACE
D401		20	5'-7"	X		OUTLET APRON AND CUTOFF WALL VERT.
D402		5	19'-2"			OUTLET APRON AND CUTOFF WALL HORIZ.
D403		7	13'-0"		◭	OUTLET APRON - TRANSVERSE
D404		10	3'-9"		◭	OUTLET APRON - LONGIT.
D405		8	6'-5"			OUTLET APRON - LONGIT.
D506		7	4'-0"			OUTLET APRON - APRON & BARREL - BOTTOM SLAB
D407		3	8'-8"			WING 3 - HORIZ. - APRON BOT. SLAB
D408	X	2	8'-8"			WING 3 - HORIZ. - BOTH FACES
D409	X	2	7'-0"			WING 3 - HORIZ. - BOTH FACES
D410	X	2	2'-4"			WING 3 - HORIZ. - BOTH FACES
D411	X	28	8'-11"	X	◭	WINGS 3&4 - VERT. - BACK FACE
D512	X	2	9'-1"			WING 3 - HORIZ. - BOTH FACE
D413	X	8	2'-9"			WINGS 3&4 - DOWELS - FRONT FACE
D414	X	8	3'-7"		◭	WINGS 3&4 - VERT. - FRONT FACE
D415	X	8	3'-3"		◭	WINGS 3&4 - VERT. - FRONT FACE
D416		3	8'-5"			WING 4 - HORIZ. - APRON BOT. SLAB
D417	X	2	8'-5"			WING 4 - HORIZ. - BOTH FACES
D418	X	2	6'-10"			WING 4 - HORIZ. - BOTH FACES
D419	X	2	2'-3"			WING 4 - HORIZ. - BOTH FACES
D520	X	2	8'-10"			WING 4 - HORIZ. - BOTH FACE

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

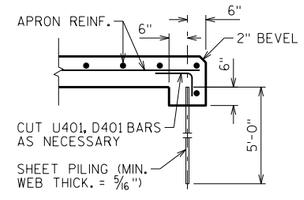
BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
U403	1 SERIES OF 7	7'-6" TO 18'-5"
U404	2 SERIES OF 5	1'-9" TO 5'-9"
U411	2 SERIES OF 14	7'-7" TO 10'-3"
U414	2 SERIES OF 4	2'-11" TO 4'-2"
U415	2 SERIES OF 4	2'-6" TO 3'-9"
D403	1 SERIES OF 7	7'-6" TO 18'-5"
D404	2 SERIES OF 5	1'-9" TO 5'-9"
D411	2 SERIES OF 14	7'-7" TO 10'-3"
D413	2 SERIES OF 4	7'-7" TO 8'-10"
D414	2 SERIES OF 4	2'-11" TO 4'-2"
D415	2 SERIES OF 4	2'-6" TO 3'-9"

BUNDLE AND TAG EACH SERIES SEPARATELY.

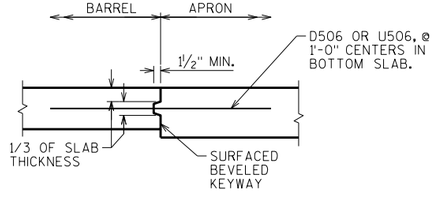


CUT-OFF WALLS

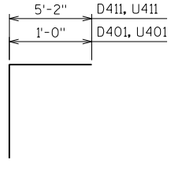


ALTERNATE CUT-OFF WALLS

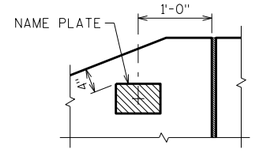
THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



APRON CONNECTION DETAIL



D401, D411, U401, U411



NAME PLATE LOCATION WING 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1961

DRAWN BY IFC | PLANS CK'D. MWB

DETAILS 1

SHEET 4

100

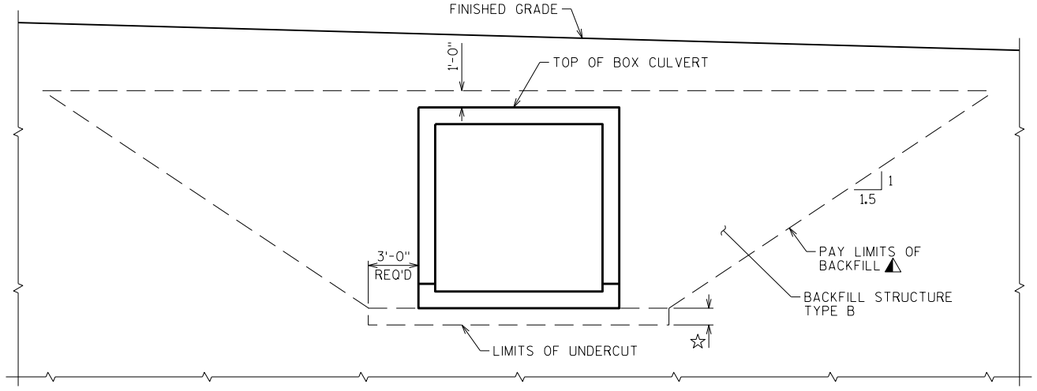
SCALE = 1.00

8

8

STATE PROJECT NUMBER

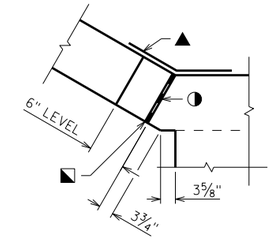
1580-30-72



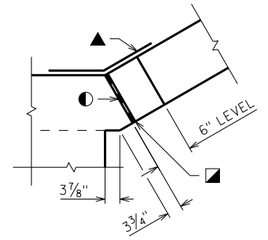
TYPICAL SECTION THRU BOX CULVERT

BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS INCLUDING BACKFILL BEHING WING WALLS, SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

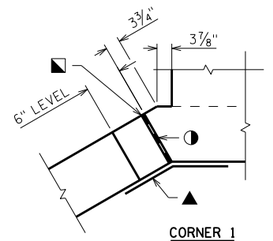
☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED WITH BID ITEM "EXCAVATION FOR STRUCTURES CULVERTS". PLACE GEOTEXTILE TYPE 'C' AND BACKFILL WITH BREAKER RUN.



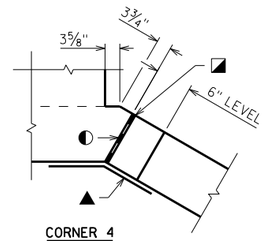
CORNER 2



CORNER 3



CORNER 1



CORNER 4

CORNER DETAILS

◐ ¾" FILLER TYPICAL. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.

◪ 1" BEVEL TYPICAL

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WALL.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1961

DRAWN BY IFC | PLANS CK'D. MWB

DETAILS 2

SHEET 5

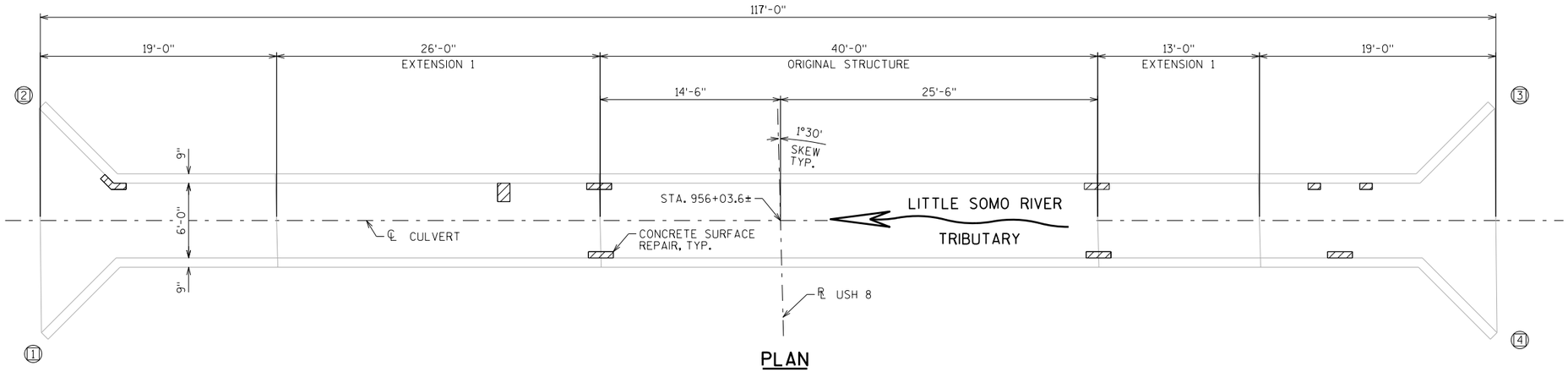
101

SCALE = 1.00

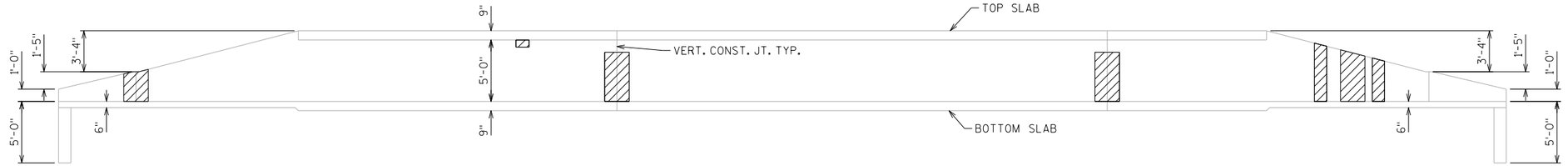
STATE PROJECT NUMBER

1580-30-72

INDICATES WING NUMBER



PLAN



OUTLET

ELEVATION

INLET

STRUCTURE DESIGN CONTACTS:

ISATOU CEESAY (608) 266-9557
LAURA SHADEWALD (608) 267-9592

8

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR AREAS SHOWN ARE APPROXIMATE. CONCRETE SURFACE REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.1500	CONCRETE SURFACE REPAIR	SF	63
504.0100	CONCRETE MANSONRY CULVERTS	CY	1

DESIGN DATA

MATERIAL PROPERTIES:
CONCRETE MASONRY: ——————— f'c = 3,500 P.S.I.

TRAFFIC VOLUME

USH 8
ADT = 2300 (2042)
R.D.S. = 55 M.P.H.

LIST OF DRAWINGS

1. SURFACE REPAIRS

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-35-1962

USH 8 OVER LITTLE SOMO RIVER TRIBUTARY

COUNTY	TOWN
LINCOLN	WILSON

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
IFC	IFC	IFC	MWB

SURFACE REPAIRS

SHEET 1 OF 1

102

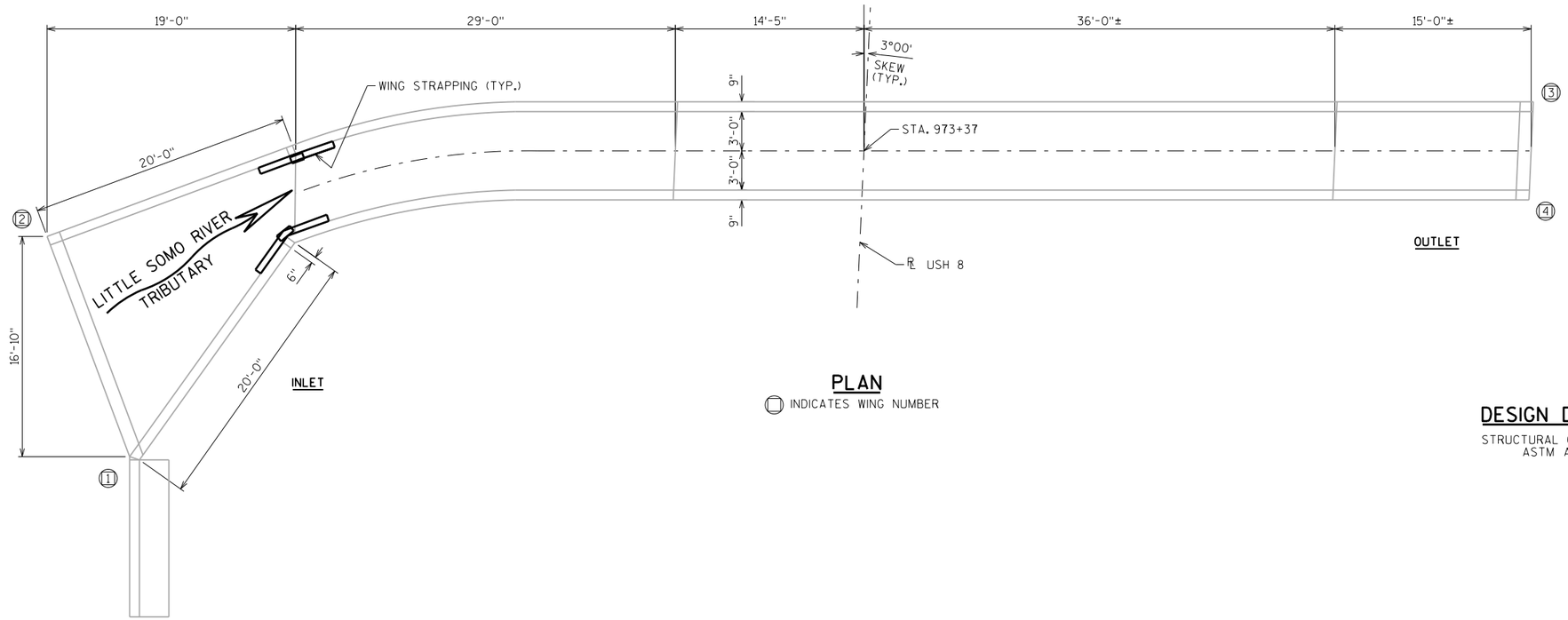
8

I.D. 1580-30-02E DATE: OCT. 2021

SCALE = 5.00

STATE PROJECT NUMBER

1580-30-72



PLAN

(1) INDICATES WING NUMBER

DESIGN DATA

STRUCTURAL CARBON STEEL:
ASTM A709, GRADE 36 ———— F_y = 36,000 P.S.I.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ANY EXCAVATION REQUIRED TO COMPLETE THE WING STRAPPING WILL BE CONSIDERED INCIDENTAL TO "STRAPPING C-35-1963"

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTAL
SPV.0060	STRAPPING C-35-1963	EACH	2

LIST OF DRAWINGS

1. GENERAL PLAN
2. WING STRAPPING

STRUCTURE DESIGN CONTACTS:

ISATOU CEESAY (608) 266-9557
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED _____ LLS 12/16/22
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-35-1963

USH 8 OVER LITTLE SOMO RIVER TRIBUTARY

COUNTY	TOWN
LINCOLN	WILSON

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
IFC		IFC	MWB

GENERAL PLAN

SHEET 1 OF 2

103

I.D. 1580-30-02F DATE: OCT. 2021

SCALE = 5.00

8

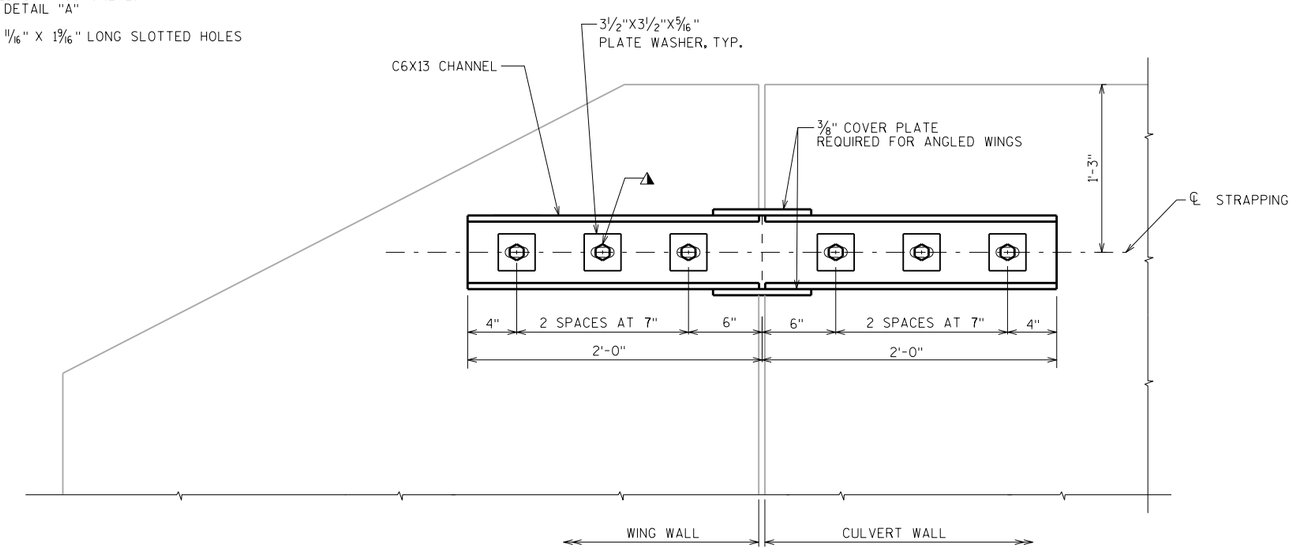
8

STATE PROJECT NUMBER

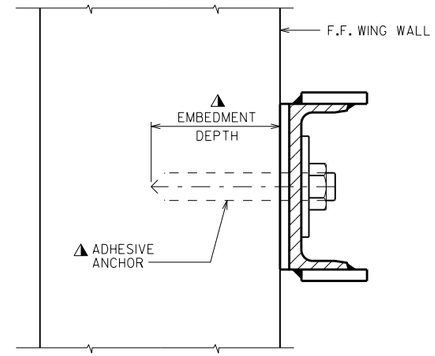
1580-30-72

⚠ ADHESIVE ANCHORS 5/8-INCH. EMBED 5" IN CONCRETE. SEE DETAIL "A"

USE 11/16" X 19/16" LONG SLOTTED HOLES



WING ELEVATION

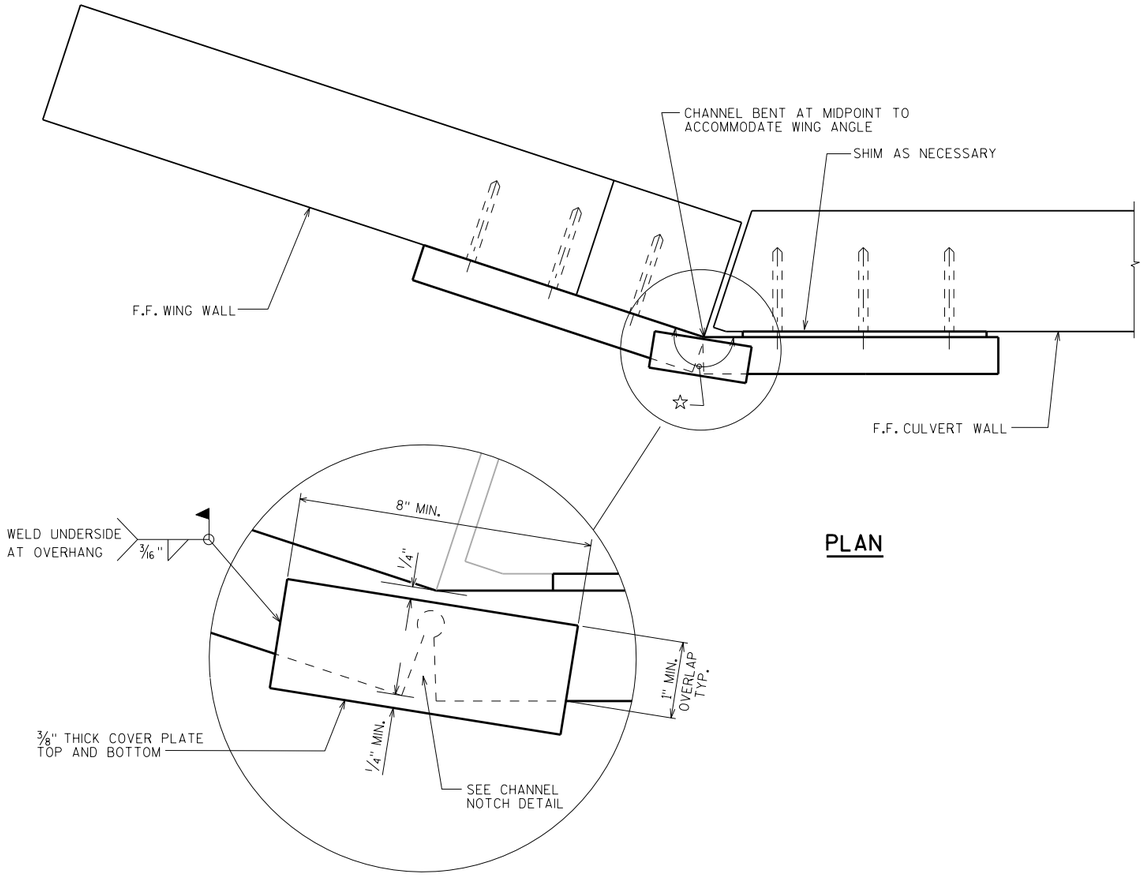


DETAIL "A"

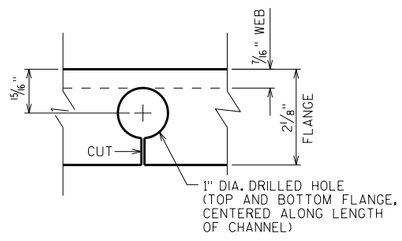
SECTION THRU CHANNEL

ANGLE AT WING

LOCATION	☆
WING 1	215°±
WING 2	0°±



PLAN



CHANNEL NOTCH DETAIL

NOTCH REQUIRED AT WINGS 1 ONLY

NOTES

BID ITEM SHALL BE "STRAPPING C-35-1963" WHICH INCLUDES ALL ITEMS SHOWN.

WISDOT REGIONAL BRIDGE MAINTENANCE ENGINEER TO APPROVE USE OF DETAIL PRIOR TO INSTALLATION.

ALL PROVIDED STEEL MATERIAL SHALL CONFORM TO ASTM A36.

ALL STRUCTURAL STEEL SHOWN SHALL BE GALVANIZED. THREADED RODS, MASONRY ANCHORS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C.

CUTTING AND DRILLING OF CHANNEL SHALL BE DONE IN FABRICATION SHOP, PRIOR TO GALVANIZING.

IF WELDING COVER PLATE IN FIELD, PRIOR TO WELDING, REMOVE GALVANIZING FROM AREA TO BE WELDED. TOUCH UP WITH PAINT ALL AREAS LACKING GALVANIZING WHEN COMPLETE.

CAULK AROUND PERIMETER OF CHANNEL AND FILL PORTION OF HOLE AROUND ANCHOR BOLT AND SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-35-1963

DRAWN BY: IFC | PLANS CK'D.: MWB

WING STRAPPING

SHEET 2

104

8

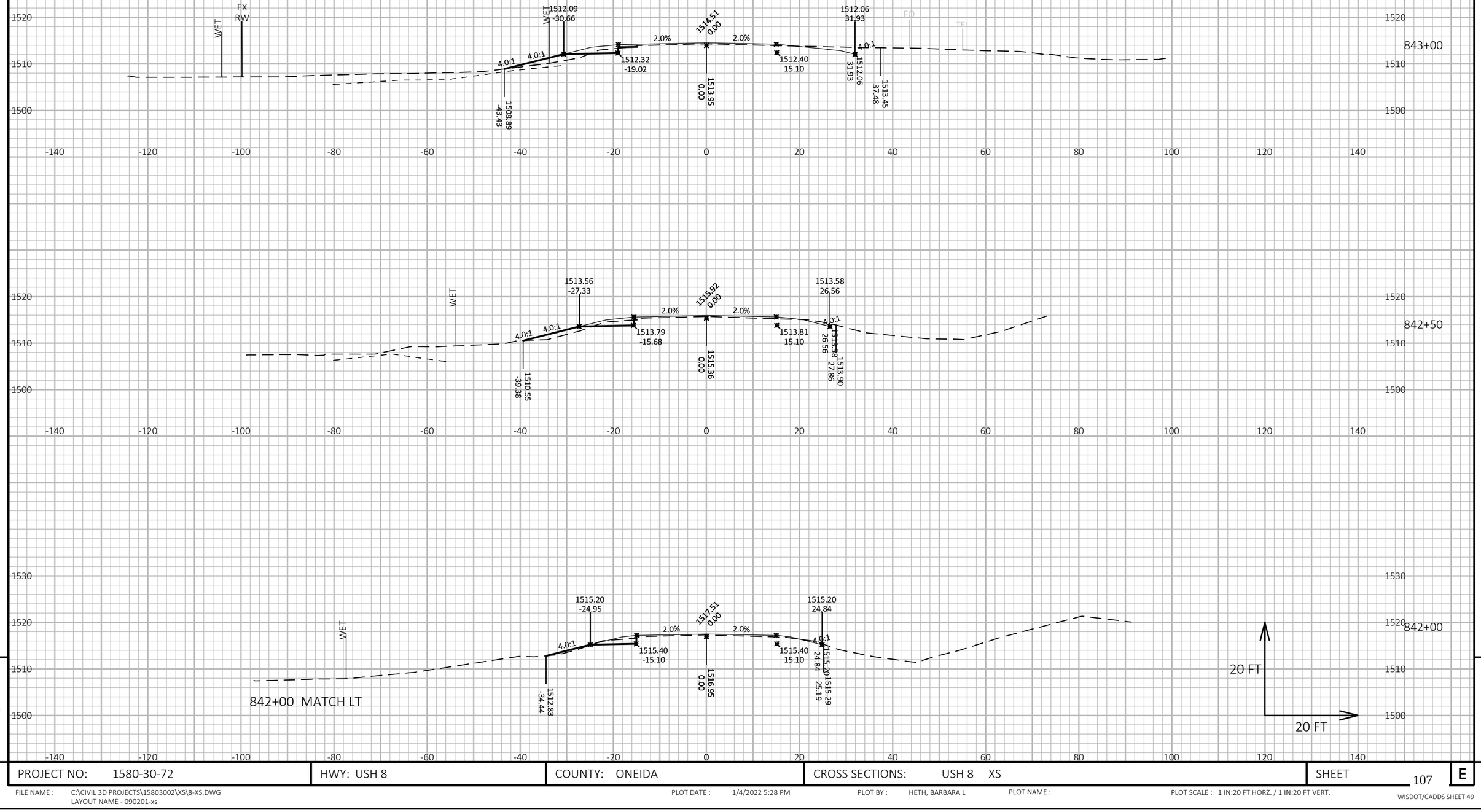
8

SCALE = 1

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
										1.00	1.30	1.70	0.00	
					NOTE 1	NOTE 2	NOTE 3			NOTE 1		NOTE 4	NOTE 6	NOTE 8
842+00	8.41	0.00	2.66	0.00	0	0	0	0	0	0	0	0	0	0
842+50	7.47	0.00	11.38	0.00	15	0	13	0	0	15	17	0	0	-2
843+00	4.38	0.00	15.14	0.00	11	0	25	0	0	26	49	0	0	-23
843+07	5.77	0.00	15.06	0.00	1	0	4	0	0	27	55	0	0	-28
843+19	7.84	0.00	13.72	0.00	3	0	6	0	0	30	62	0	0	-32
843+32	10.56	0.00	6.64	0.00	4	0	5	0	0	34	69	0	0	-35
843+41	11.10	0.00	2.13	0.00	4	0	1	0	0	38	70	0	0	-32
843+56	0.00	0.00	0.00	0.00	3	0	1	0	0	41	72	0	0	-31
843+66	0.00	0.00	0.00	0.00	0	0	0	0	0	41	72	0	0	-31
843+66	0.00	0.00	0.00	0.00	0	0	0	0	0	41	72	0	0	-31
843+83.873	0.00	0.00	0.00	0.00	0	0	0	0	0	41	72	0	0	-31
843+94	0.00	0.00	0.00	0.00	0	0	0	0	0	41	72	0	0	-31
844+00	0.00	0.00	0.00	0.00	0	0	0	0	0	41	72	0	0	-31
844+50	0.00	0.00	0.00	0.00	0	0	0	0	0	41	72	0	0	-31
844+90	12.12	0.00	1.86	0.00	9	0	1	0	0	50	73	0	0	-23
845+00	56.11	0.00	0.00	0.00	13	0	0	0	0	63	73	0	0	-10
845+12	63.50	0.00	0.00	0.00	27	0	0	0	0	90	73	0	0	17
845+36	12.32	0.00	6.42	0.00	34	0	3	0	0	124	77	0	0	47
845+37	11.08	0.00	6.67	0.00	0	0	0	0	0	124	77	0	0	47
845+61	17.33	0.00	11.78	0.00	13	0	8	0	0	137	87	0	0	50
845+85	18.39	0.00	12.89	0.00	16	0	11	0	0	153	101	0	0	52
846+00	36.39	0.00	8.45	0.00	15	0	6	0	0	168	109	0	0	59
846+50	70.94	0.00	0.00	0.00	99	0	8	0	0	267	120	0	0	147
847+00	4.49	0.00	15.25	0.00	70	0	14	0	0	337	138	0	0	199
847+50	0.00	0.00	0.00	0.00	4	0	14	0	0	341	156	0	0	185
887+00	0.00	0.00	0.00	0.00	0	0	0	0	0	341	156	0	0	185
887+50	12.37	0.00	5.67	0.00	11	0	5	0	0	352	163	0	0	190
888+00	13.17	0.00	12.10	1.92	24	0	16	2	0	376	183	3	0	193
888+31.576	11.87	0.00	21.59	3.15	15	0	20	3	0	391	209	9	0	182
889+00	11.52	0.00	7.61	9.73	30	0	37	16	0	421	257	36	0	164
889+50	12.11	0.00	10.96	6.98	22	0	17	15	0	443	280	61	0	164
890+00	12.85	0.00	4.21	13.99	23	0	14	19	0	466	298	94	0	168
890+50	0.00	0.00	0.00	0.00	12	0	4	13	0	478	303	116	0	175
897+50	0.00	0.00	0.00	0.00	0	0	0	0	0	478	303	116	0	175
898+00	15.68	0.00	1.15	0.00	15	0	1	0	0	493	304	116	0	189
898+50	6.76	0.00	4.78	0.00	21	0	5	0	0	514	311	116	0	203
899+05.304	48.10	0.00	0.00	0.00	56	0	5	0	0	570	317	116	0	253
899+50	6.52	0.00	5.03	0.00	45	0	4	0	0	615	322	116	0	293
899+75	9.46	0.00	5.33	0.00	7	0	5	0	0	622	329	116	0	293
900+00	0.00	0.00	0.00	0.00	4	0	2	0	0	626	332	116	0	295
911+00	0.00	0.00	0.00	0.00	0	0	0	0	0	626	332	116	0	295
911+50	10.89	0.00	18.31	0.00	10	0	17	0	0	636	354	116	0	282
911+75	9.37	0.00	24.88	42.93	9	0	20	20	0	645	380	150	0	265
912+00	23.72	0.00	76.52	123.64	15	0	47	77	0	660	441	281	0	219
912+50	23.83	0.00	108.60	143.65	44	0	171	247	0	704	663	700	0	41
913+00	24.76	0.00	62.61	71.87	45	0	159	200	0	749	870	1,040	0	-121
913+25	10.78	0.00	37.35	69.02	16	0	46	65	0	765	930	1,151	0	-165
913+50	9.17	0.00	28.90	60.61	9	0	31	60	0	774	970	1,253	0	-196
914+00	8.68	0.00	3.25	0.00	17	0	30	56	0	791	1,009	1,348	0	-218
914+25	0.00	0.00	0.00	0.00	4	0	2	0	0	795	1,011	1,348	0	-216
941+00	0.00	0.00	0.00	0.00	0	0	0	0	0	795	1,011	1,348	0	-216
941+50	6.46	0.00	6.69	0.00	6	0	6	0	0	801	1,019	1,348	0	-218
942+00	13.10	0.00	5.38	0.00	18	0	11	0	0	819	1,034	1,348	0	-215
942+50	11.54	0.00	9.24	0.00	23	0	14	0	0	842	1,052	1,348	0	-210
943+00	19.81	0.00	12.76	25.49	29	0	20	24	0	871	1,078	1,389	0	-207
943+50	22.35	0.00	13.65	28.81	39	0	24	50	0	910	1,109	1,474	0	-199
944+00	26.28	0.00	14.16	17.60	45	0	26	43	0	955	1,143	1,547	0	-188
944+50	25.27	0.00	3.92	15.12	48	0	17	30	0	1,003	1,165	1,598	0	-162
945+00	0.00	0.00	0.00	28.43	23	0	4	40	0	1,026	1,170	1,666	0	-144

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)				
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	REDUCED MARSH IN FILL	MASS ORDINATE
										1.00	1.30	1.70	0.00	
					NOTE 1	NOTE 2	NOTE 3			NOTE 1		NOTE 4	NOTE 6	NOTE 8
943+50	22.35	0.00	13.65	28.81	39	0	24	50	0	910	1,109	1,474	0	-199
944+00	26.28	0.00	14.16	17.60	45	0	26	43	0	955	1,143	1,547	0	-188
944+50	25.27	0.00	3.92	15.12	48	0	17	30	0	1,003	1,165	1,598	0	-162
945+00	0.00	0.00	0.00	28.43	23	0	4	40	0	1,026	1,170	1,666	0	-144
948+50	0.00	0.00	0.00	5.17	0	0	0	218	0	1,026	1,170	2,037	0	-144
949+00	21.09	0.00	19.45	4.92	20	0	18	9	0	1,046	1,193	2,052	0	-147
949+20	20.91	0.00	22.76	5.26	16	0	16	4	0	1,062	1,214	2,059	0	-152
949+50	18.65	0.00	25.31	3.82	22	0	27	5	0	1,084	1,249	2,067	0	-165
950+00	17.28	0.00	26.60	2.42	33	0	48	6	0	1,117	1,312	2,077	0	-195
950+50	18.95	0.00	79.77	1.77	34	0	98	4	0	1,151	1,439	2,084	0	-288
951+00	22.09	0.00	17.63	4.68	38	0	90	6	0	1,189	1,556	2,094	0	-367
951+50	22.99	0.00	9.08	6.36	42	0	25	10	0	1,231	1,589	2,111	0	-358
952+00	0.00	0.00	0.00	0.00	21	0	8	6	0	1,252	1,599	2,122	0	-347
962+00	7.79	0.00	7.25	0.00	144	0	134	0	0	1,396	1,773	2,122	0	-377
962+50	7.42	0.00	8.28	0.00	14	0	14	0	0	1,410	1,791	2,122	0	-381
963+00	9.01	0.00	9.50	0.00	15	0	16	0	0	1,425	1,812	2,122	0	-387
963+50	20.23	0.00	21.95	0.00	27	0	29	0	0	1,452	1,850	2,122	0	-398
964+00	41.59	0.00	0.00	0.00	57	0	20	0	0	1,509	1,876	2,122	0	-367
964+50	7.35	0.00	6.14	0.00	45	0	6	0	0	1,554	1,884	2,122	0	-330
964+70	**0.00**	**0.00**	**0.00**	**0.00**	**0**	**0**	**0**	**0**	**0**	**1,554**	**1,884**	**2,122**	**0**	**-330**

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
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH BORROW
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDINATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED



9

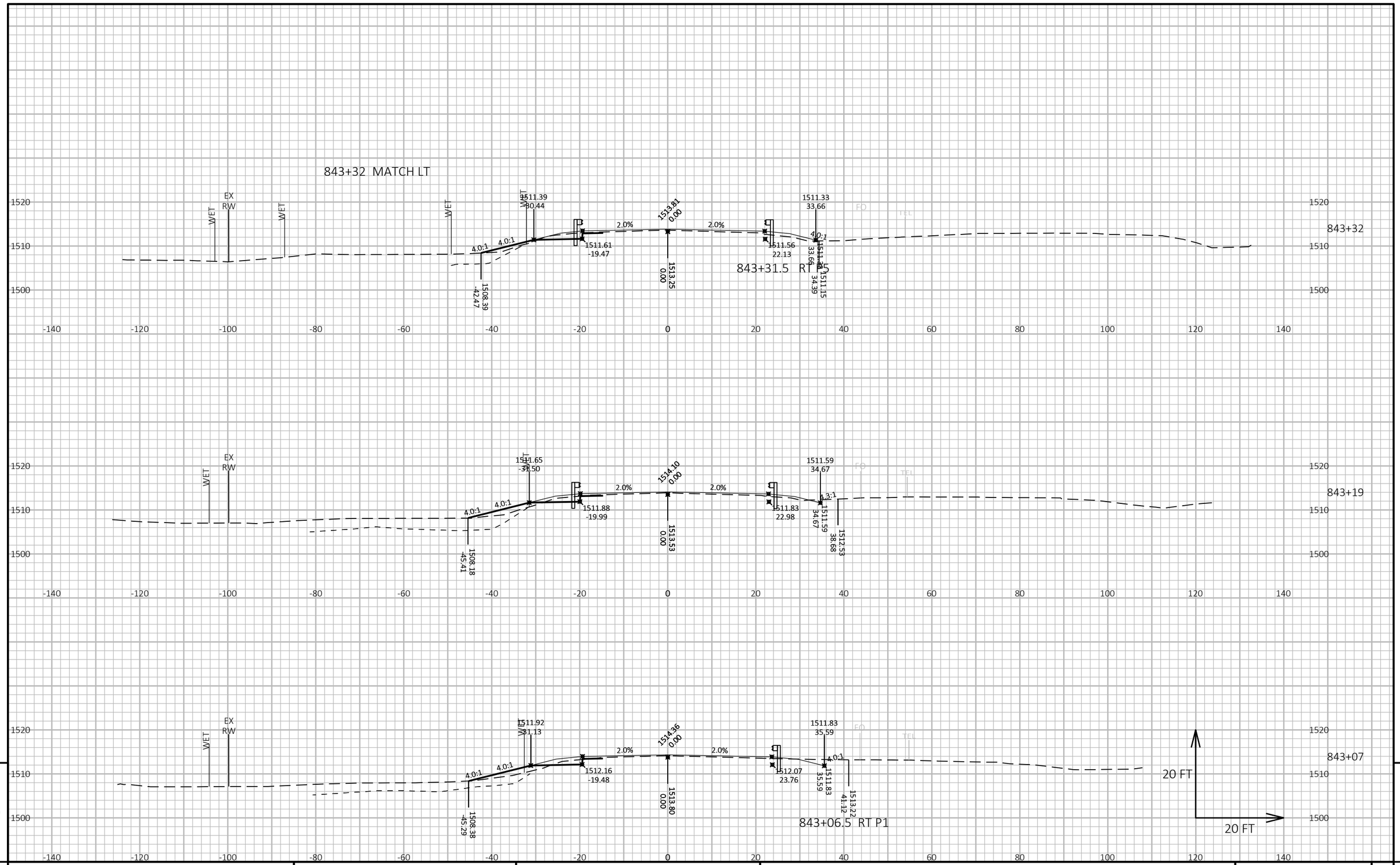
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 107	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 1/4/2022 5:28 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

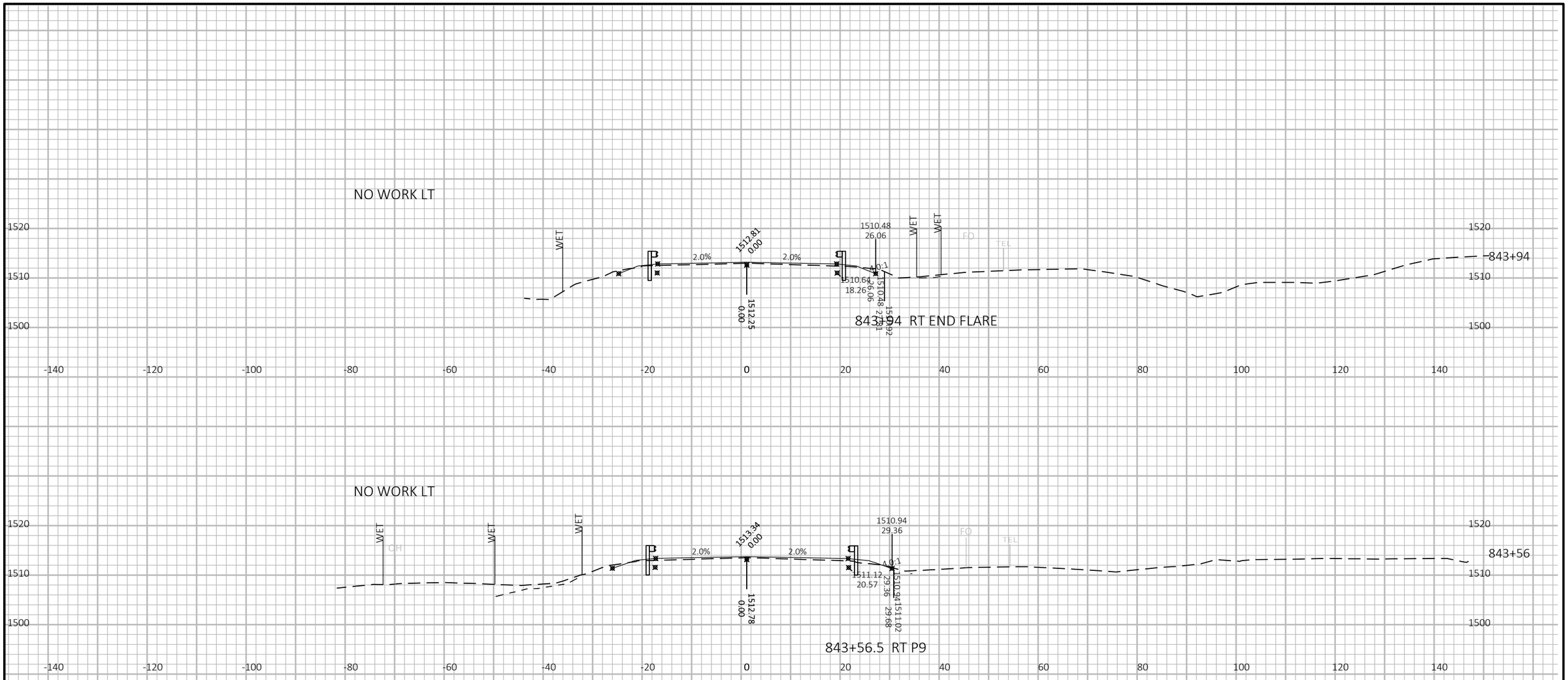


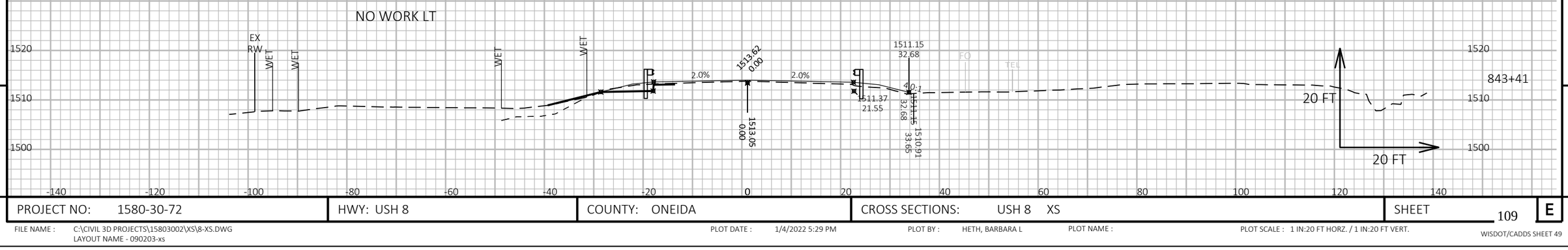
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 108	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 1/4/2022 5:28 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





9

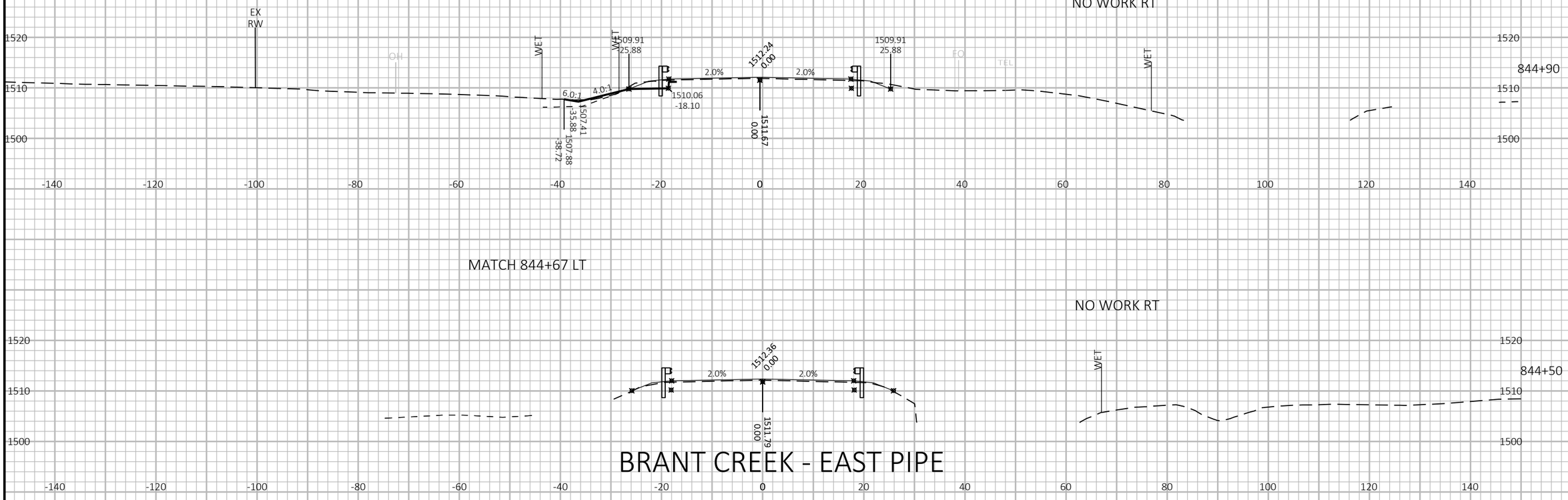
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 109	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 1/4/2022 5:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

NO WORK RT



MATCH 844+67 LT

NO WORK RT

BRANT CREEK - EAST PIPE

NO WORK LT

NO WORK RT

9

9

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 110	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090204-xs

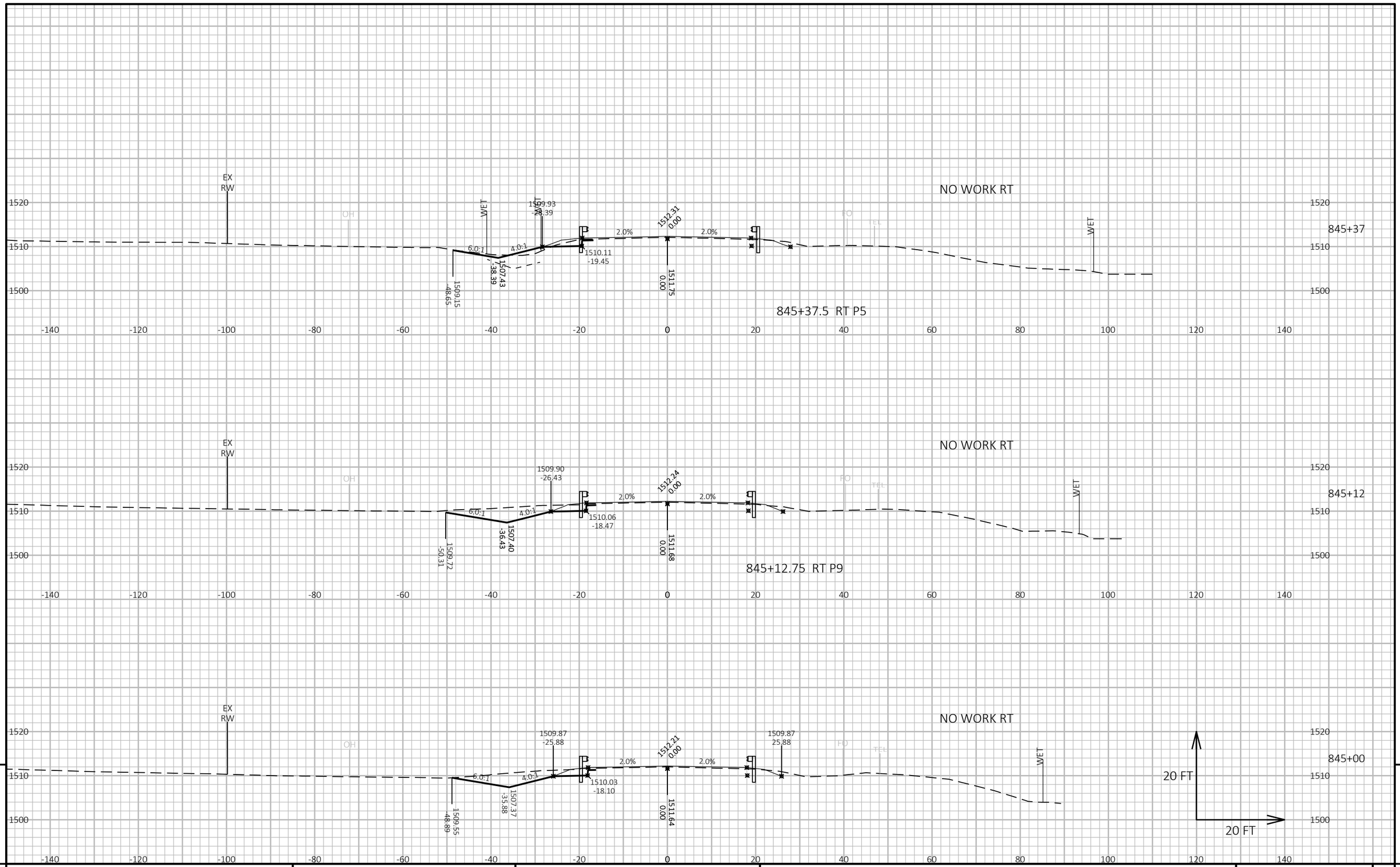
PLOT DATE : 1/4/2022 5:29 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 111	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090205-xs

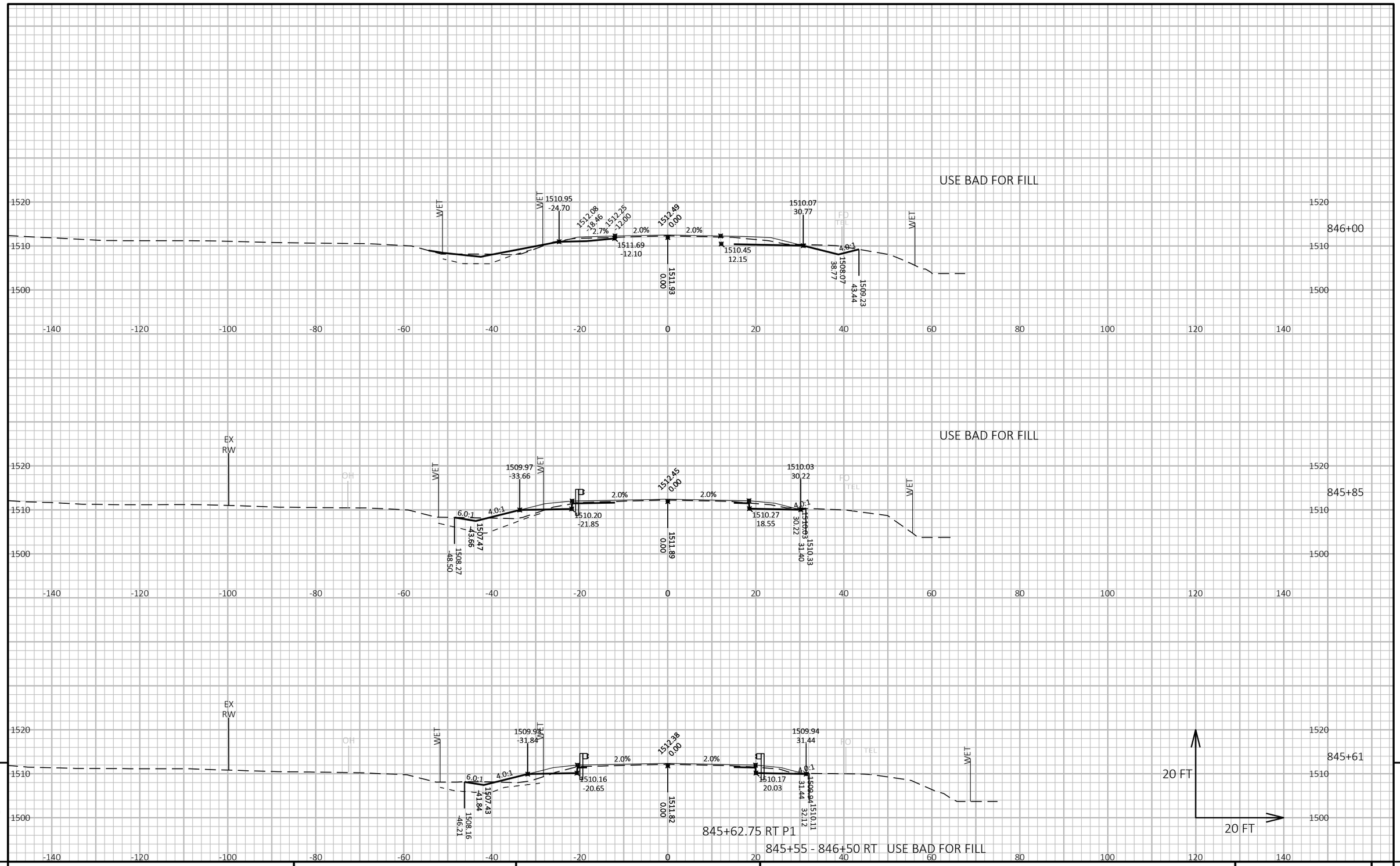
PLOT DATE : 1/4/2022 5:29 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



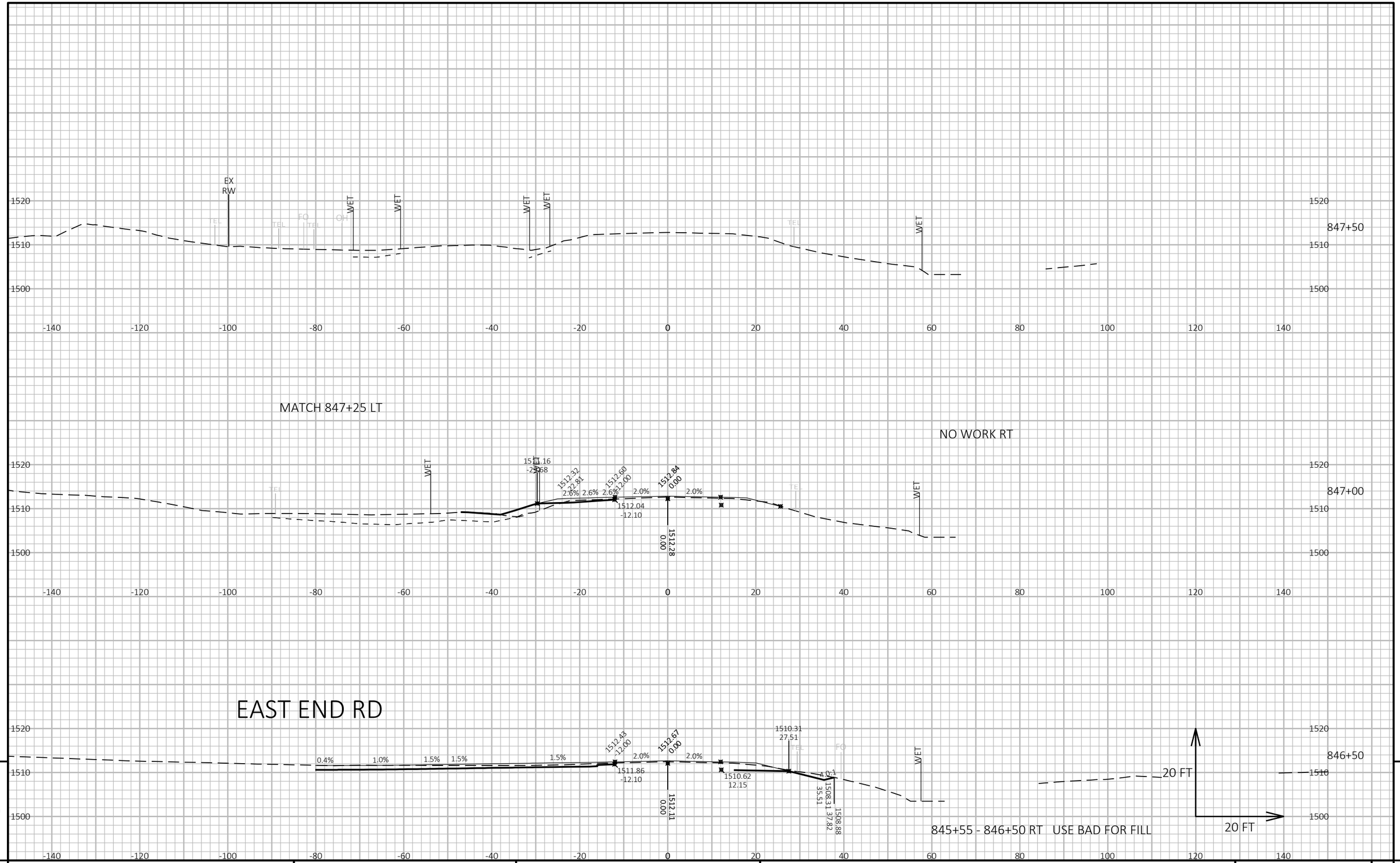
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 112	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 1/4/2022 5:30 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9



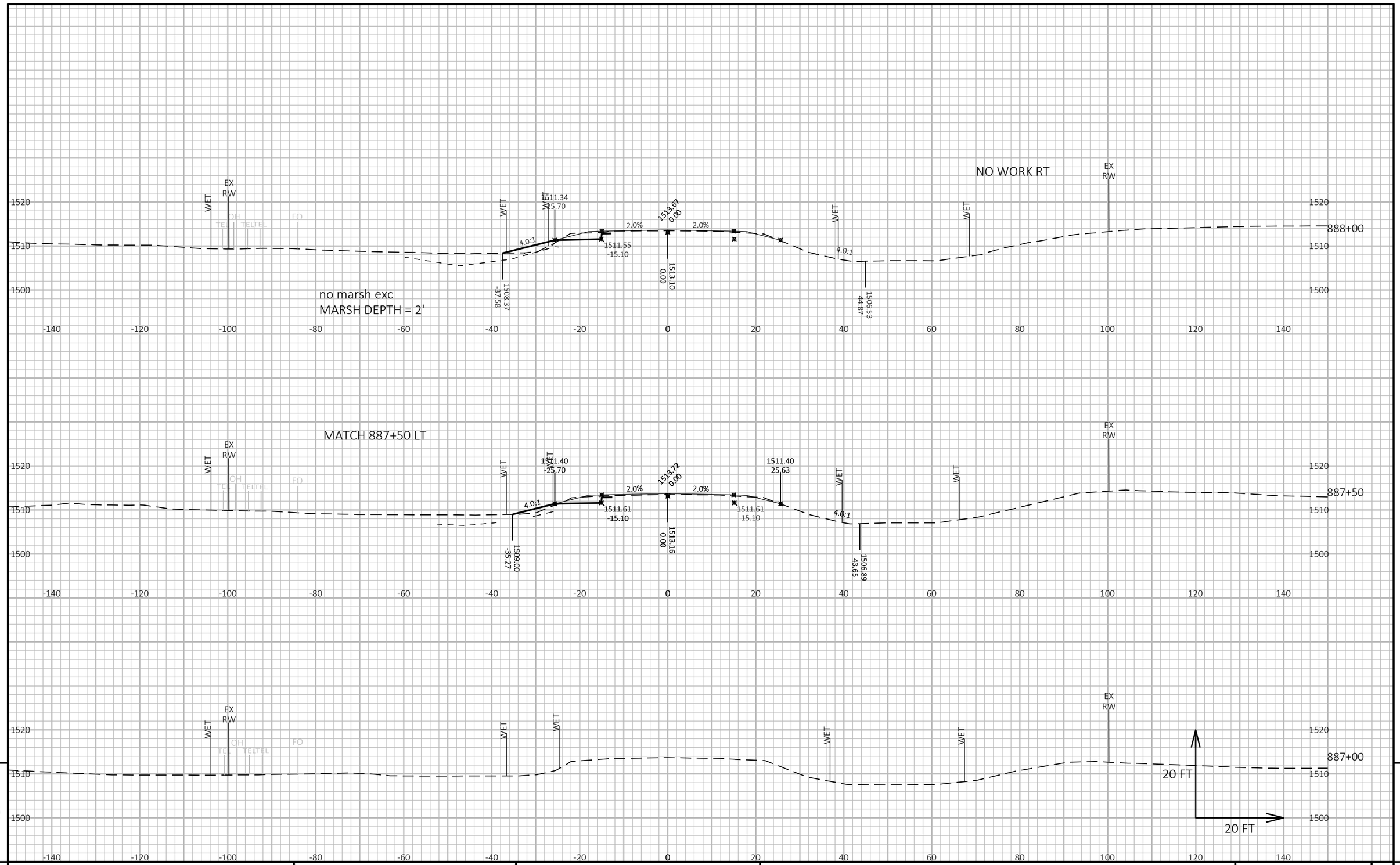
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 113	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 11/18/2022 1:29 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

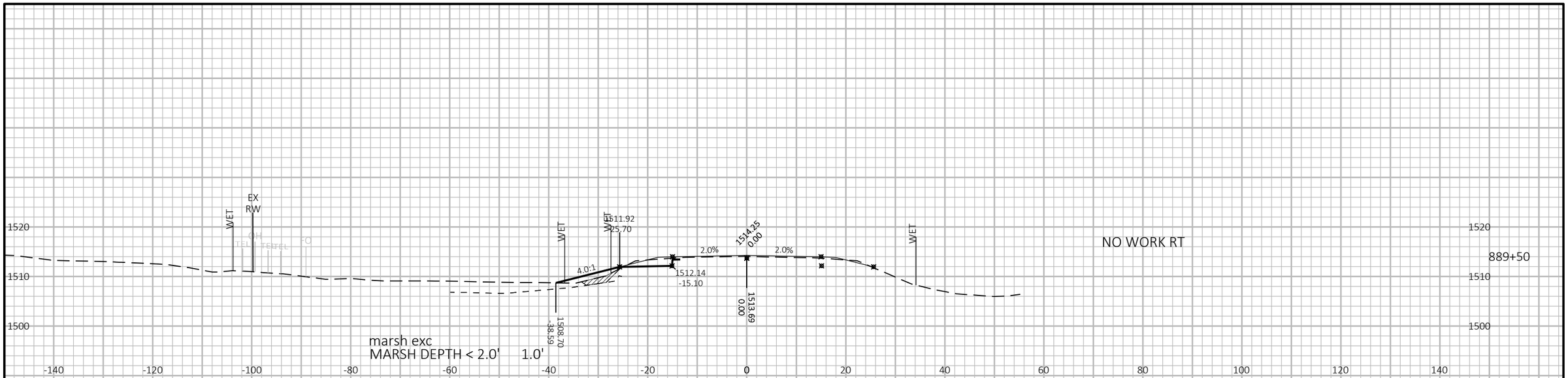
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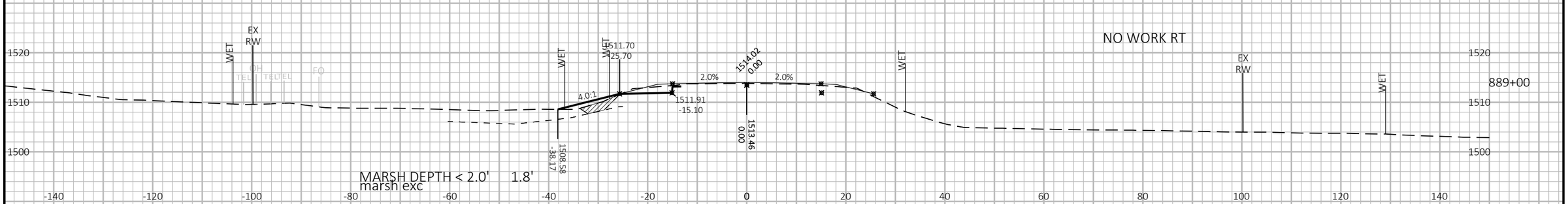
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 114	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090208-xs

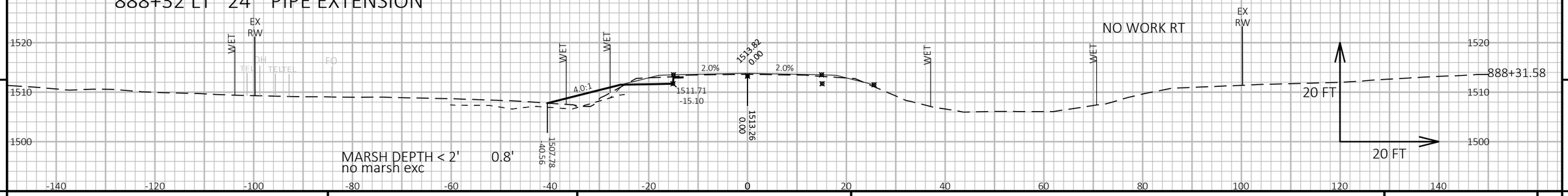
PLOT DATE : 1/4/2022 5:30 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



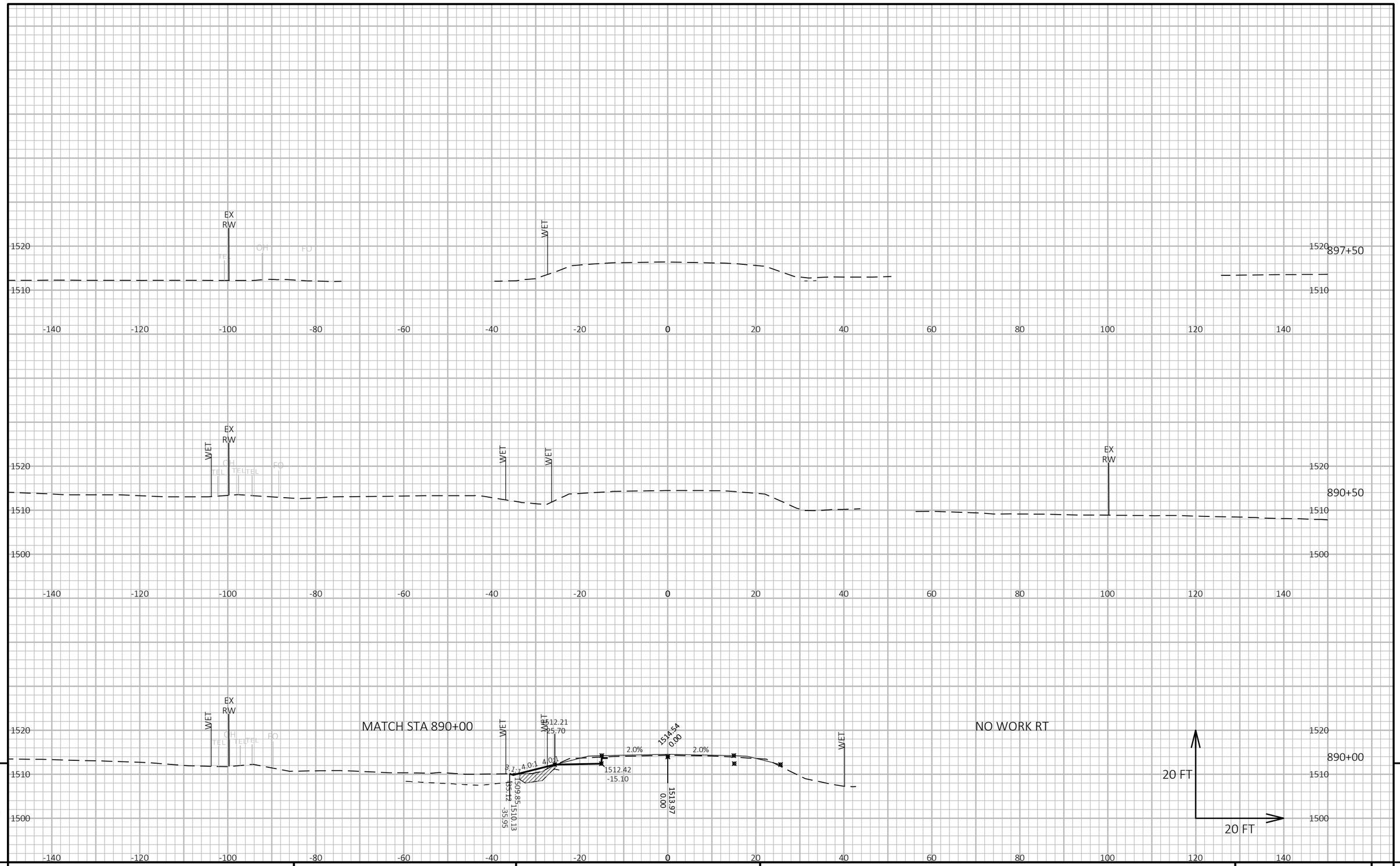


888+32 LT 24" PIPE EXTENSION



9 9

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 115	E



9

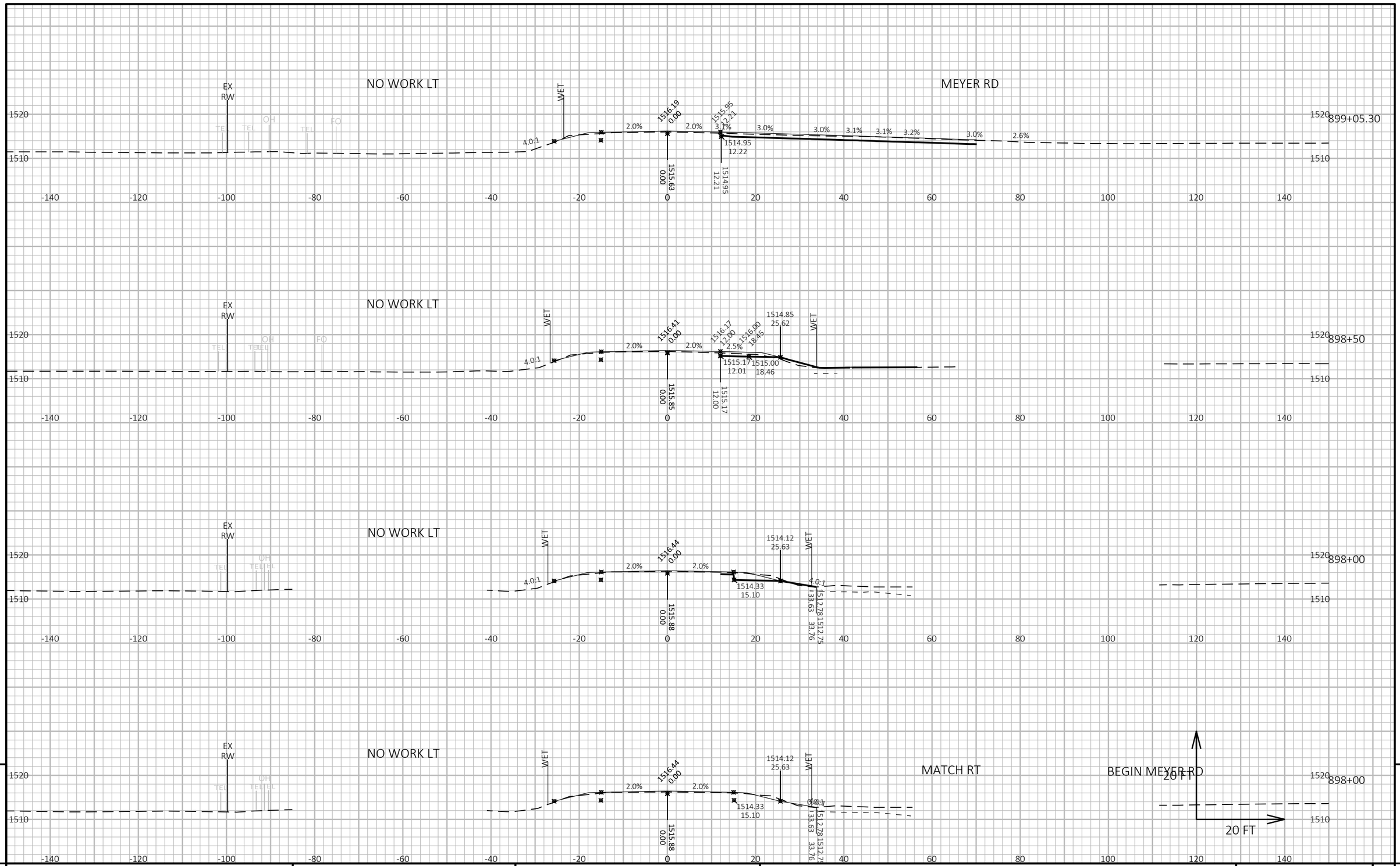
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 116	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 1/4/2022 5:31 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

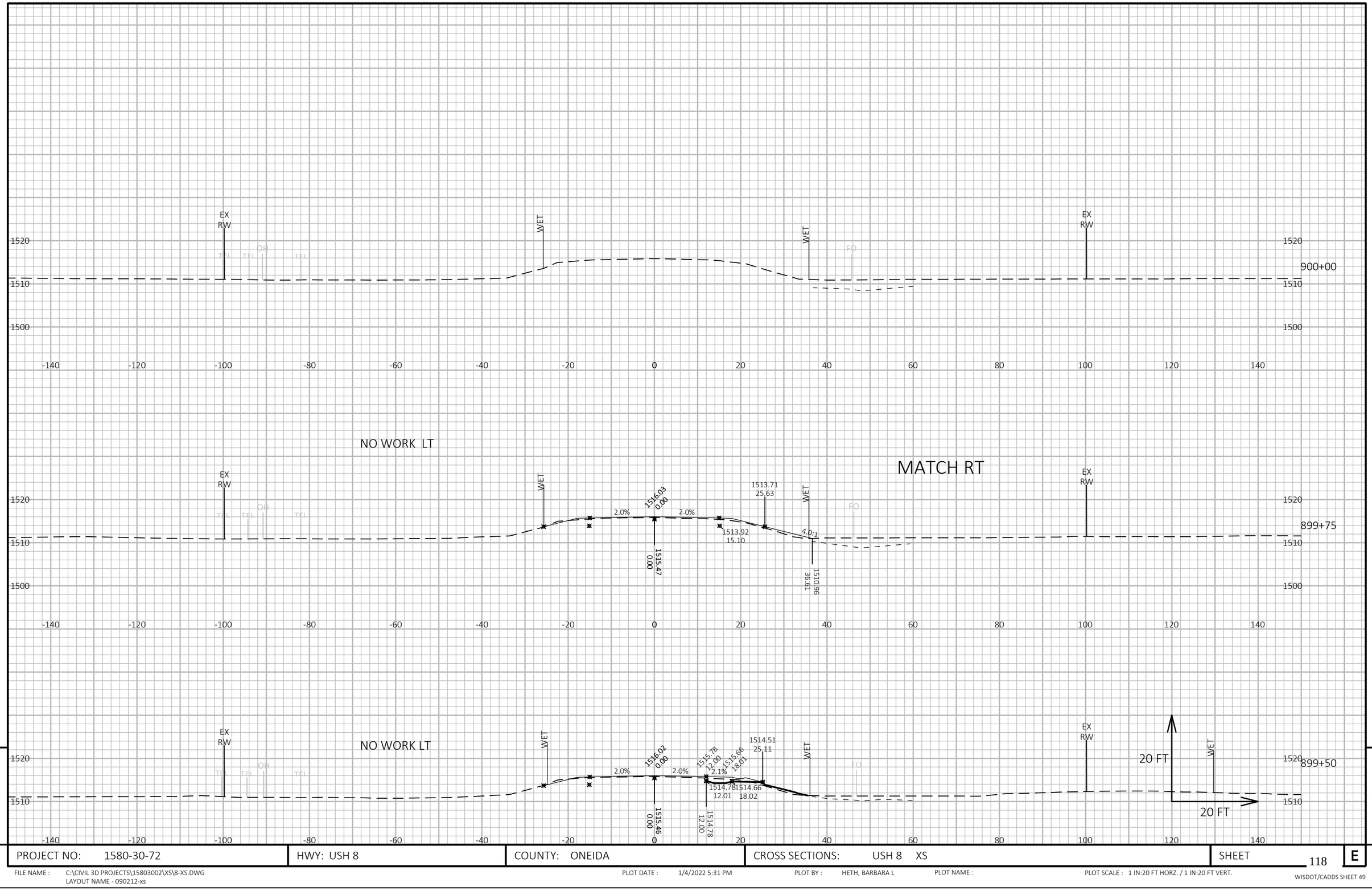
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 117	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 1/4/2022 5:31 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 118	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090212-xs

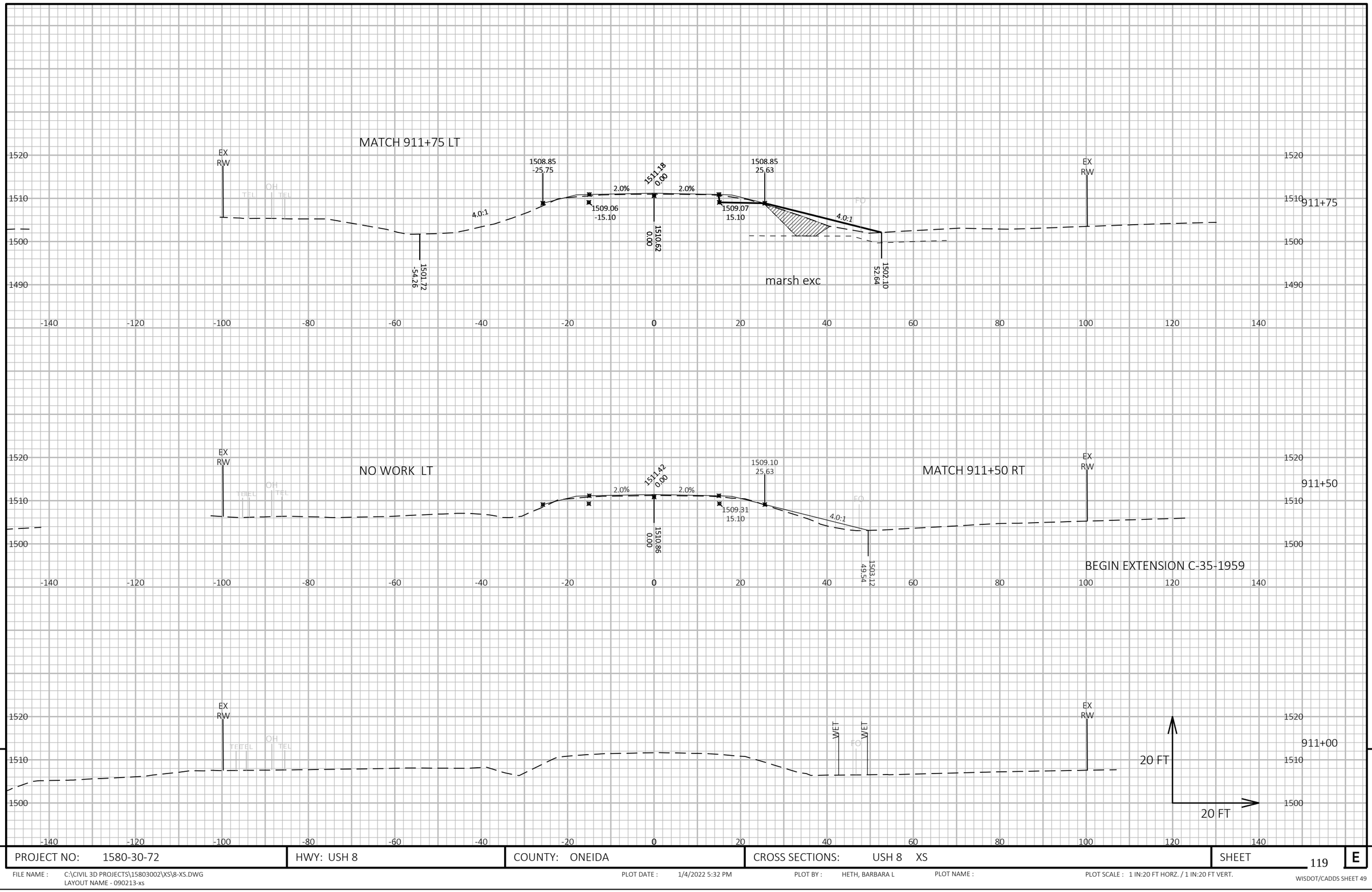
PLOT DATE : 1/4/2022 5:31 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 119	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090213-xs

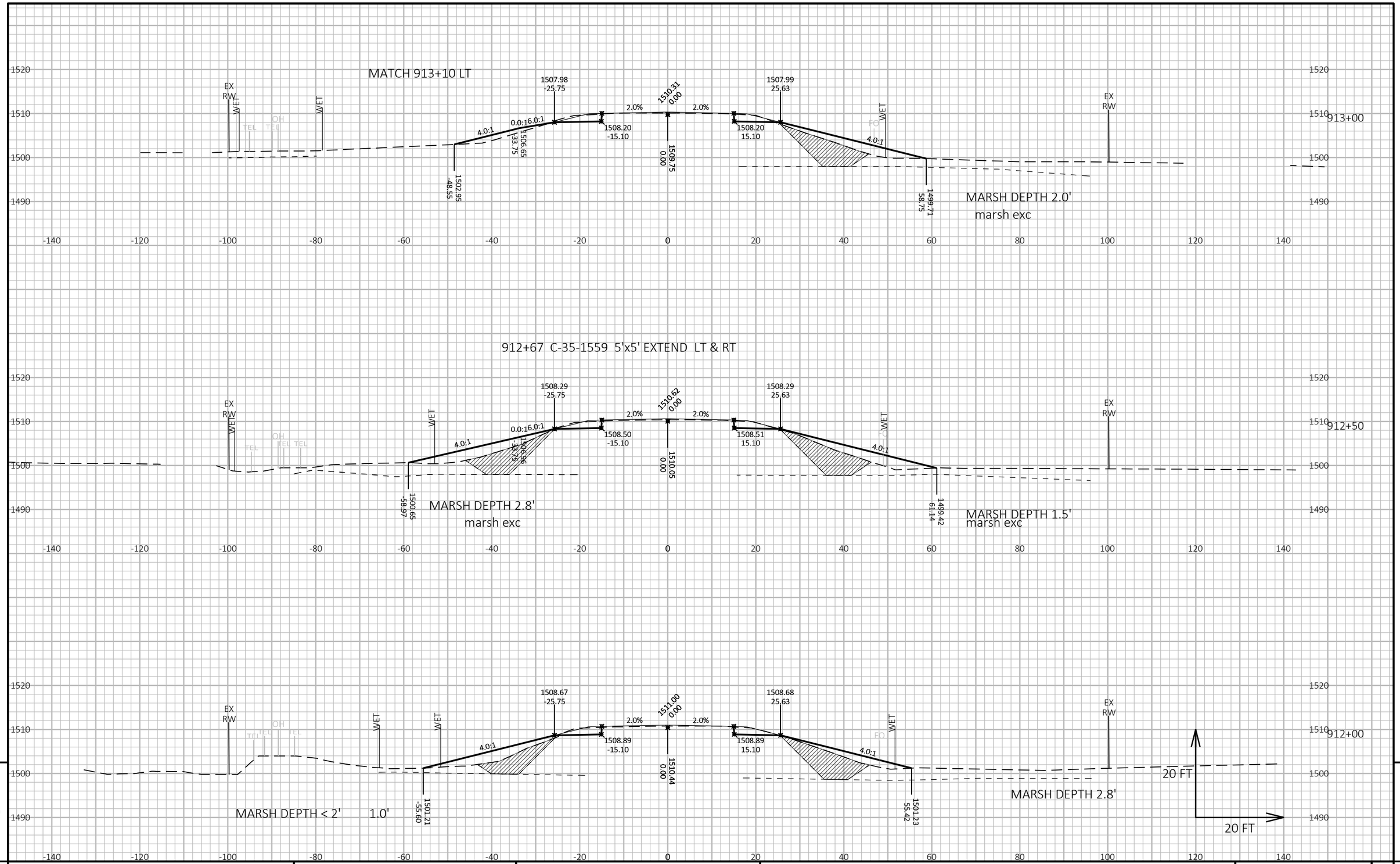
PLOT DATE : 1/4/2022 5:32 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

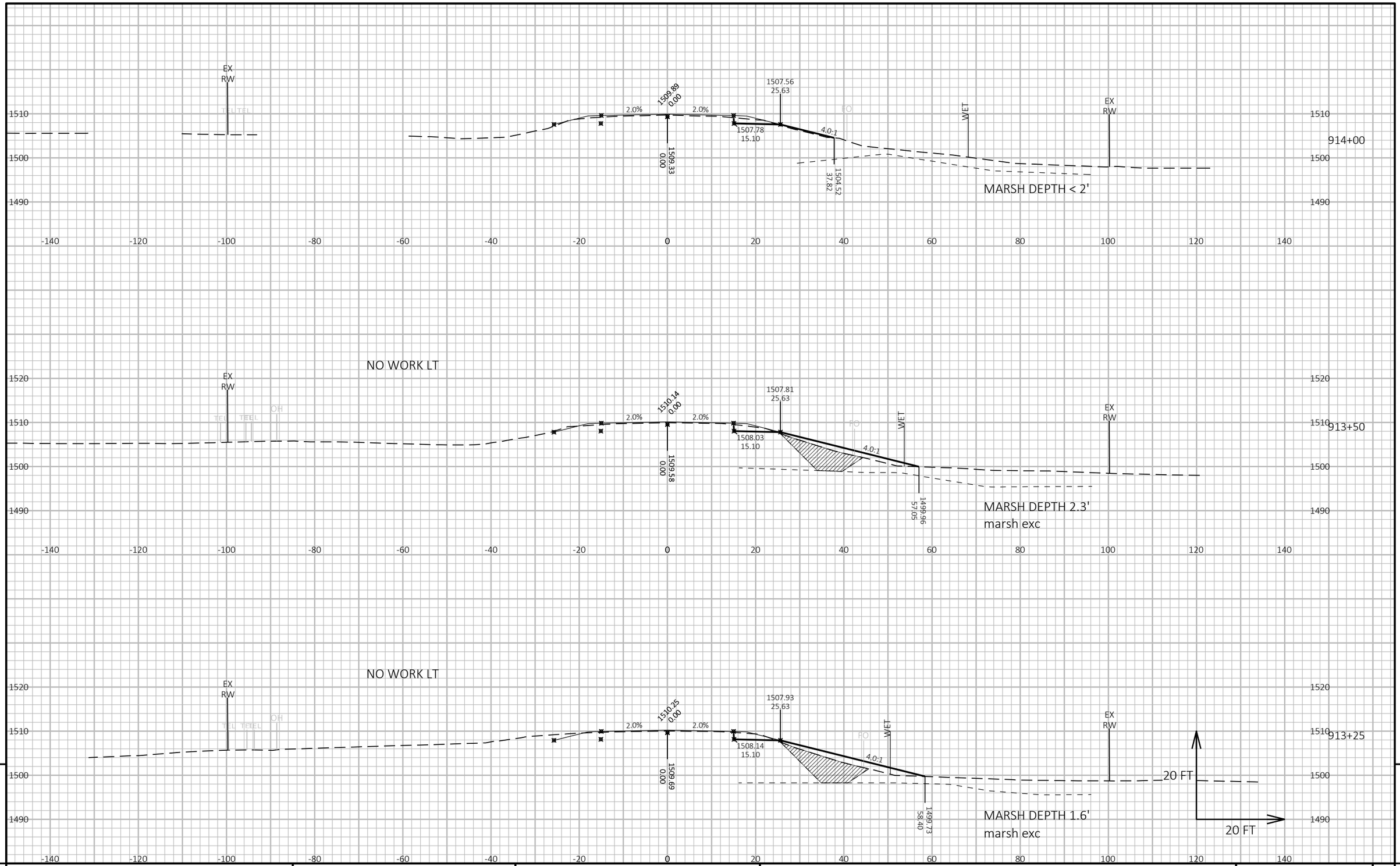
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 120	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090214-xs

PLOT DATE : 1/4/2022 5:32 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

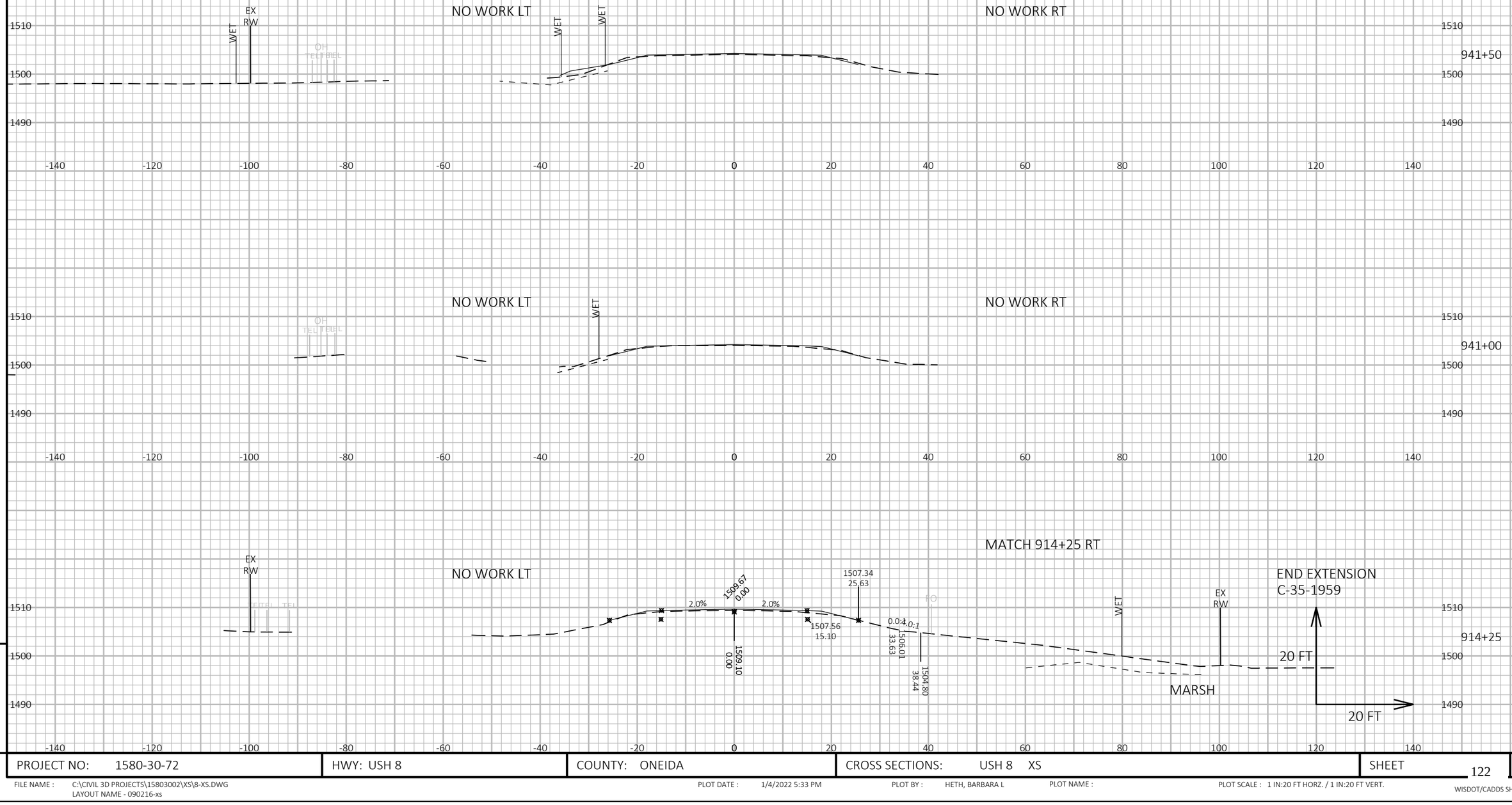
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 121	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 1/4/2022 5:32 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 122	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090216-xs

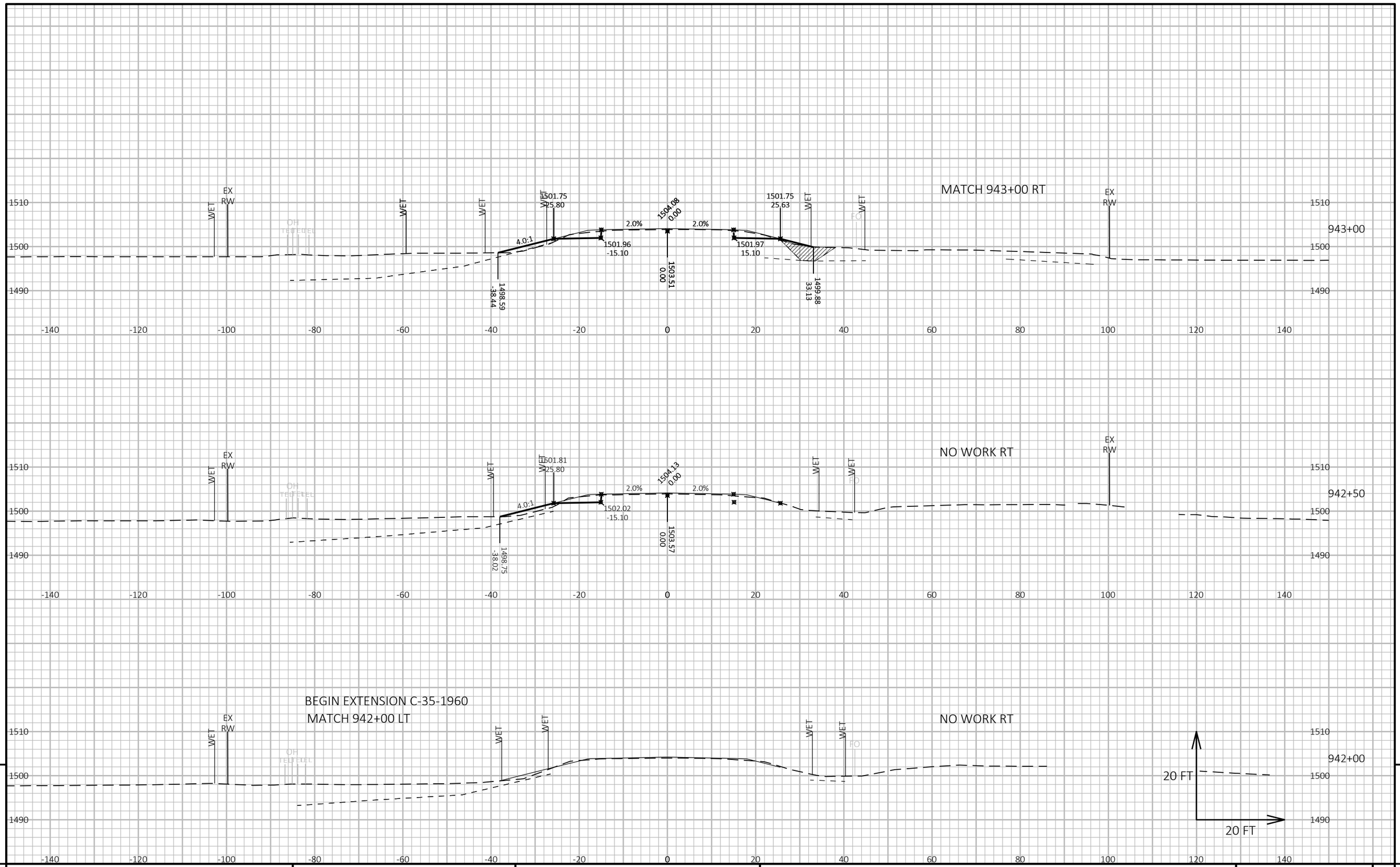
PLOT DATE : 1/4/2022 5:33 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 123	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090217-xs

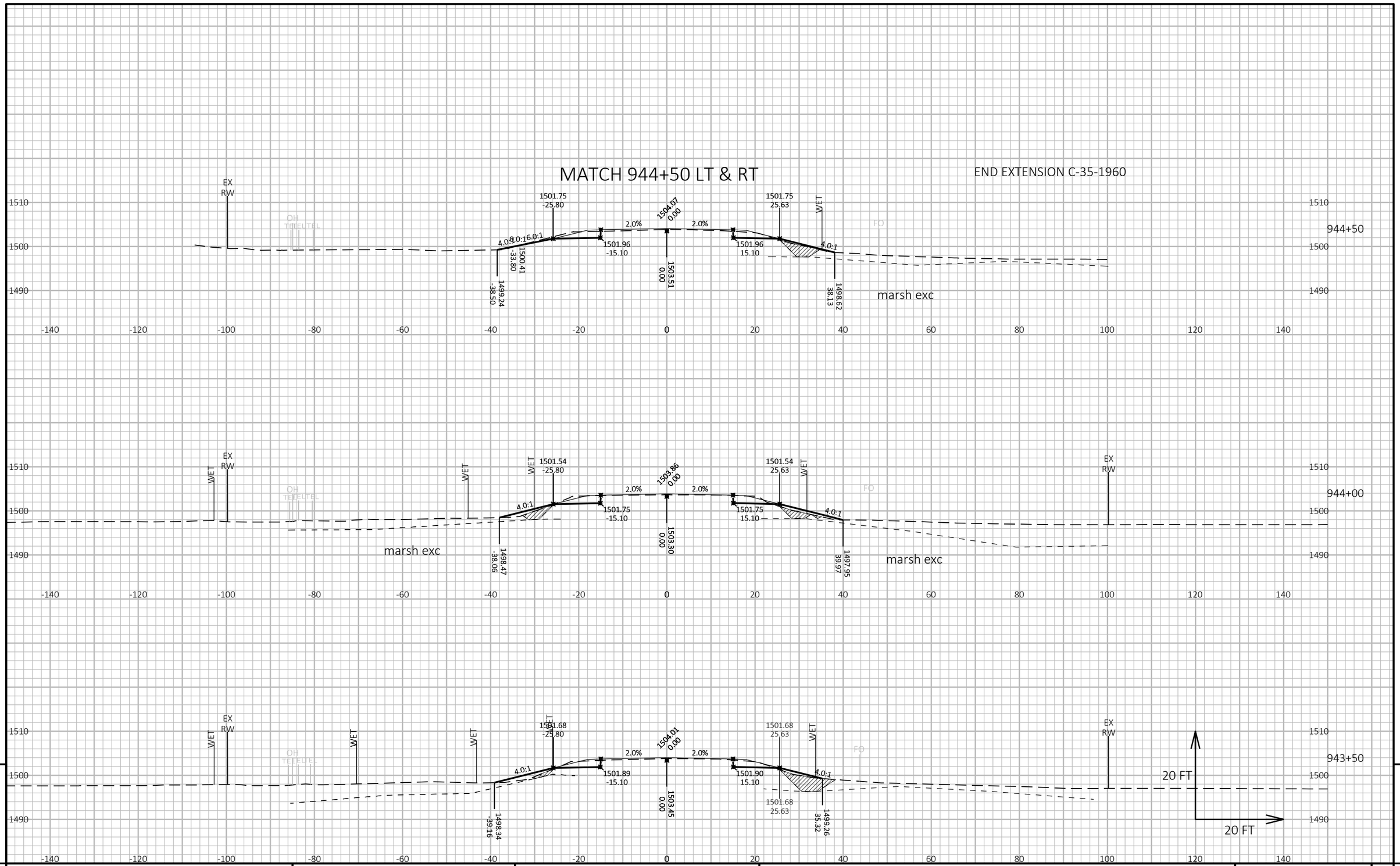
PLOT DATE : 1/4/2022 5:33 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



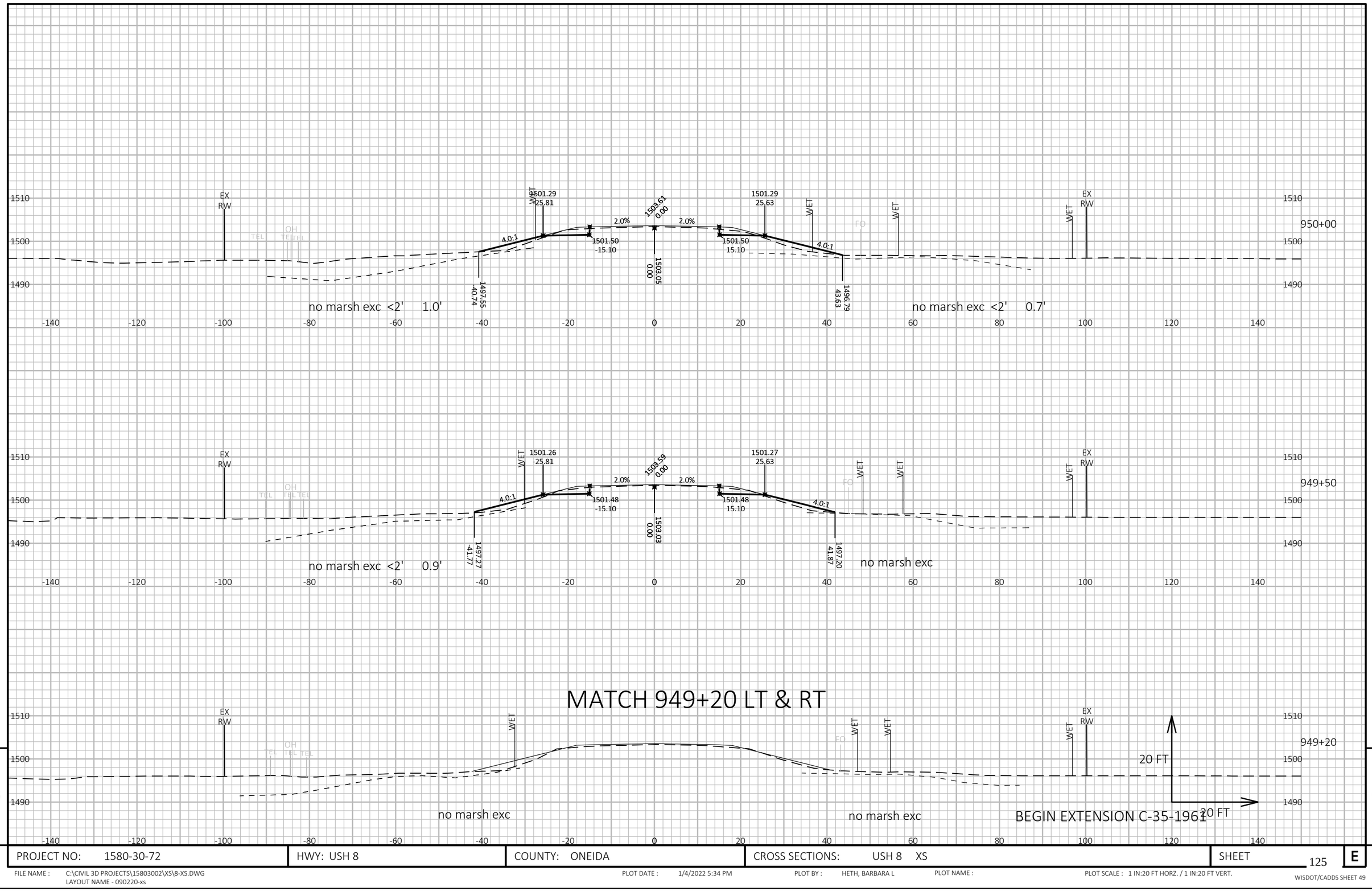
PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 124 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 1/4/2022 5:33 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

9 9



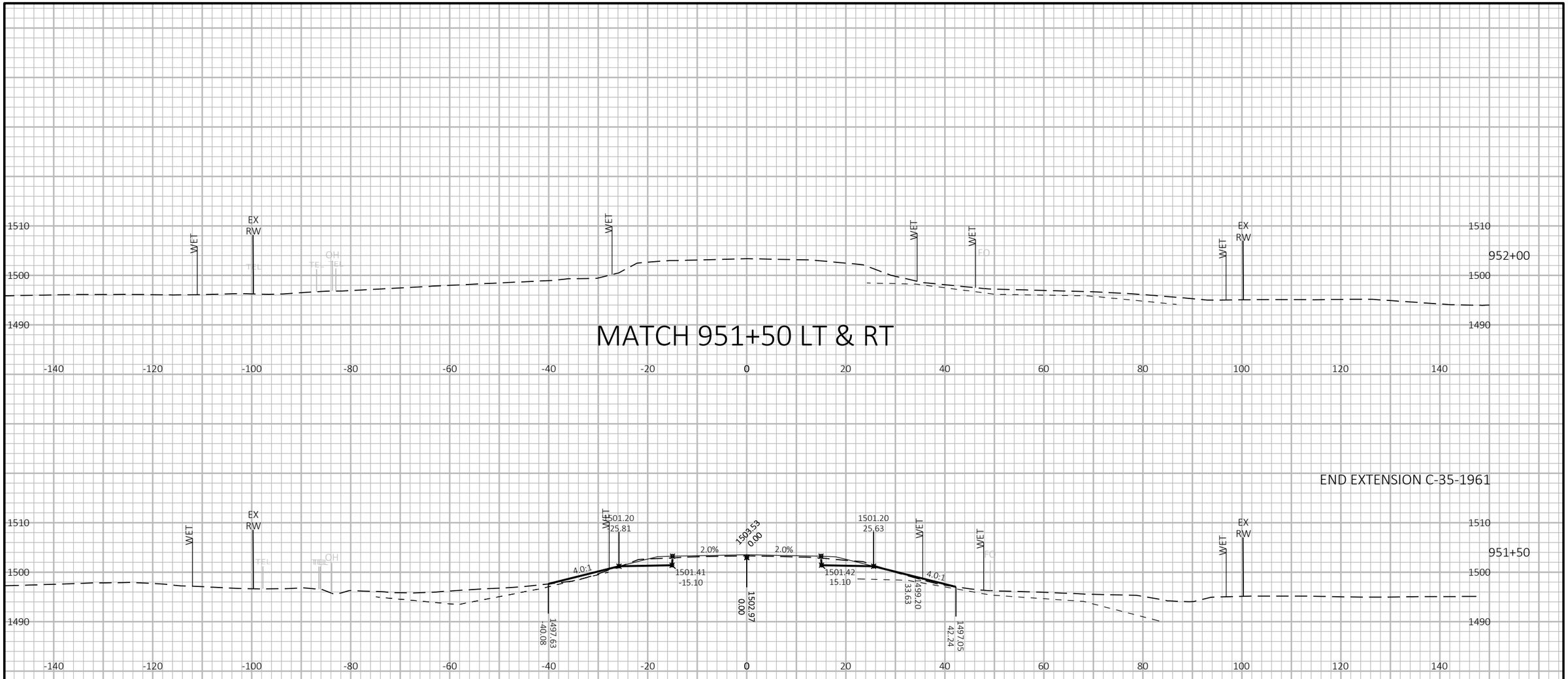
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 125	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 1/4/2022 5:34 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



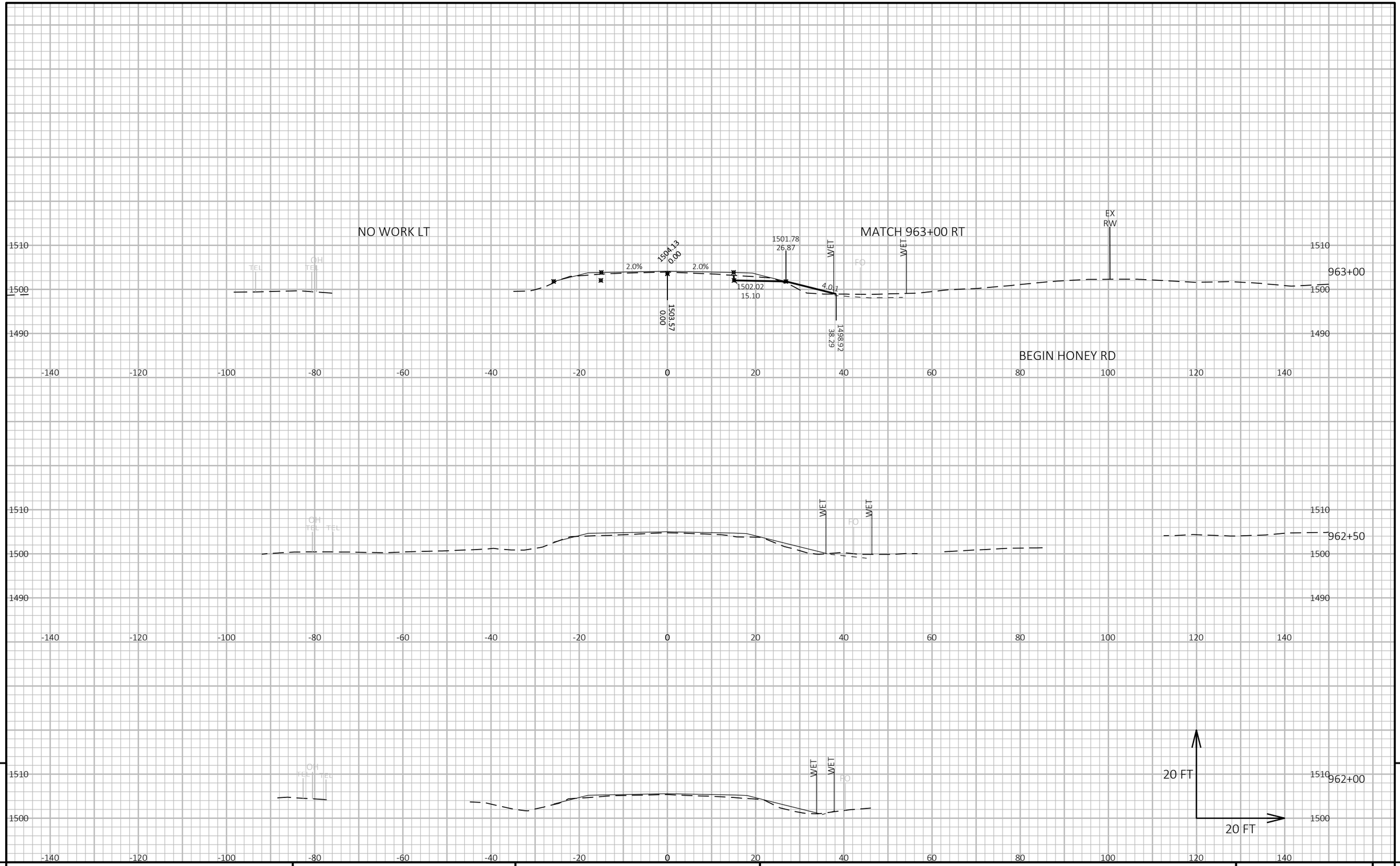
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 126	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 1/4/2022 5:34 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

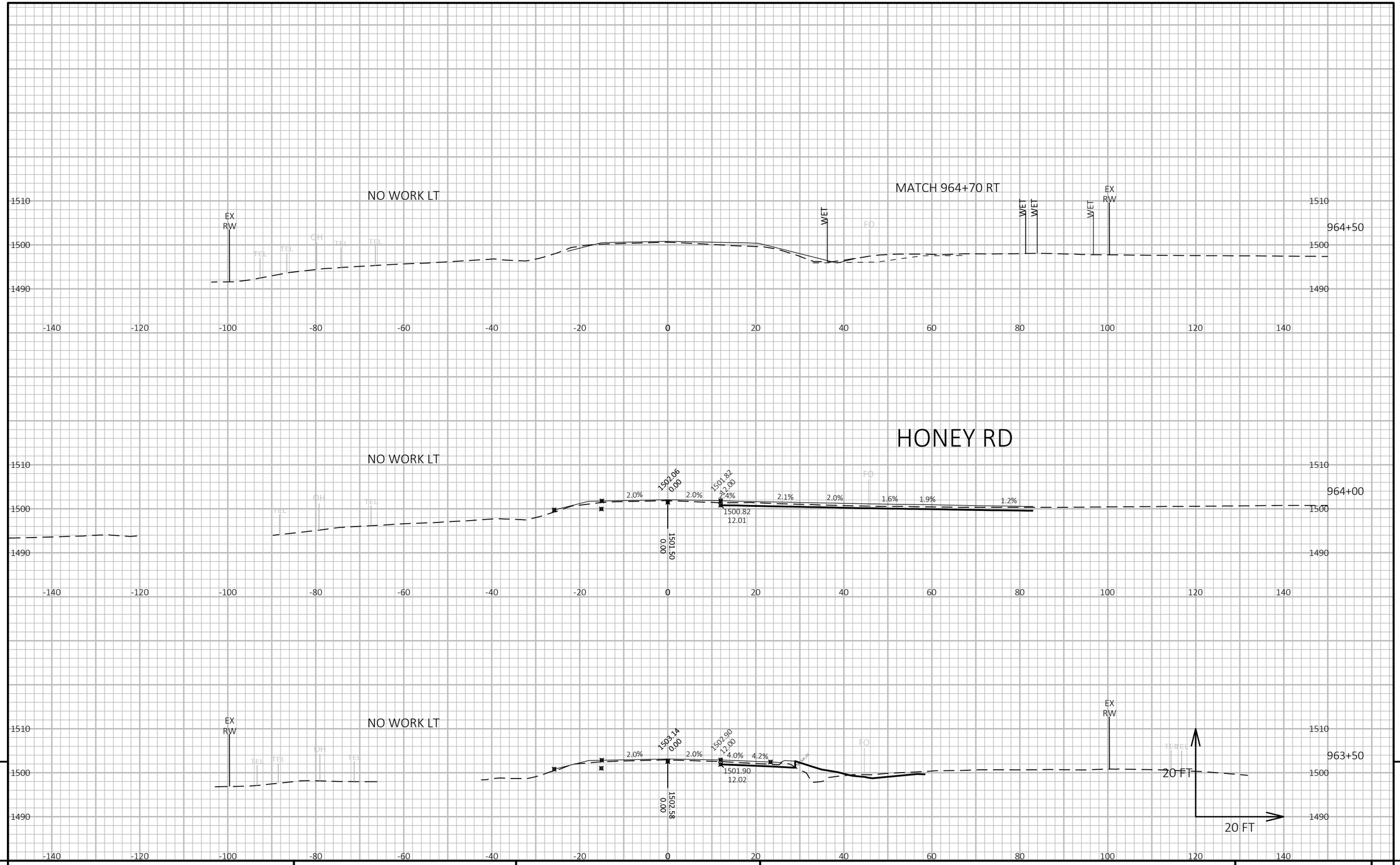


PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 127 E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090222-xs

PLOT DATE : 1/4/2022 5:34 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



HONEY RD

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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 XS	SHEET 128	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS.DWG
LAYOUT NAME - 090223-xs

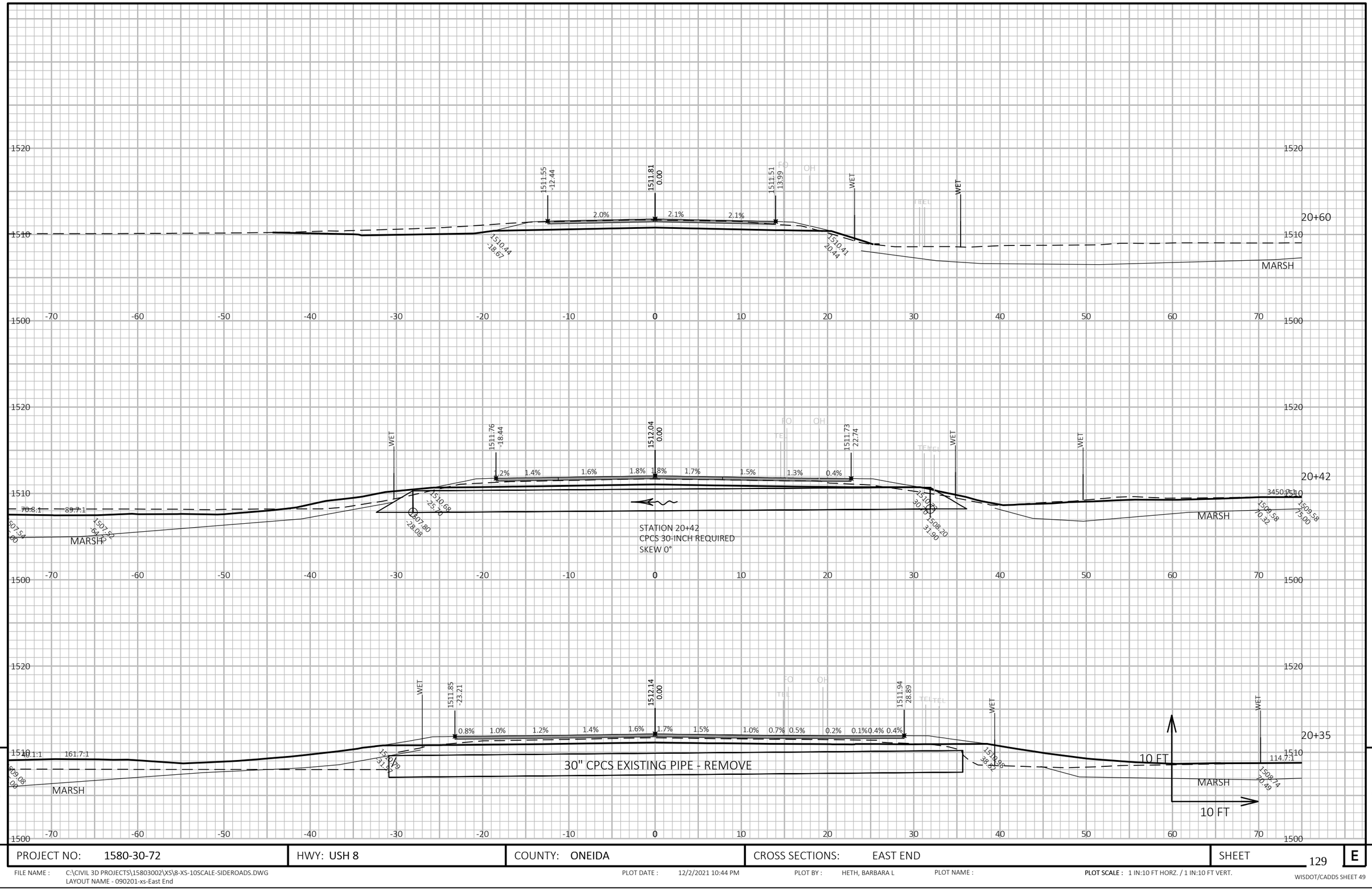
PLOT DATE : 1/4/2022 5:35 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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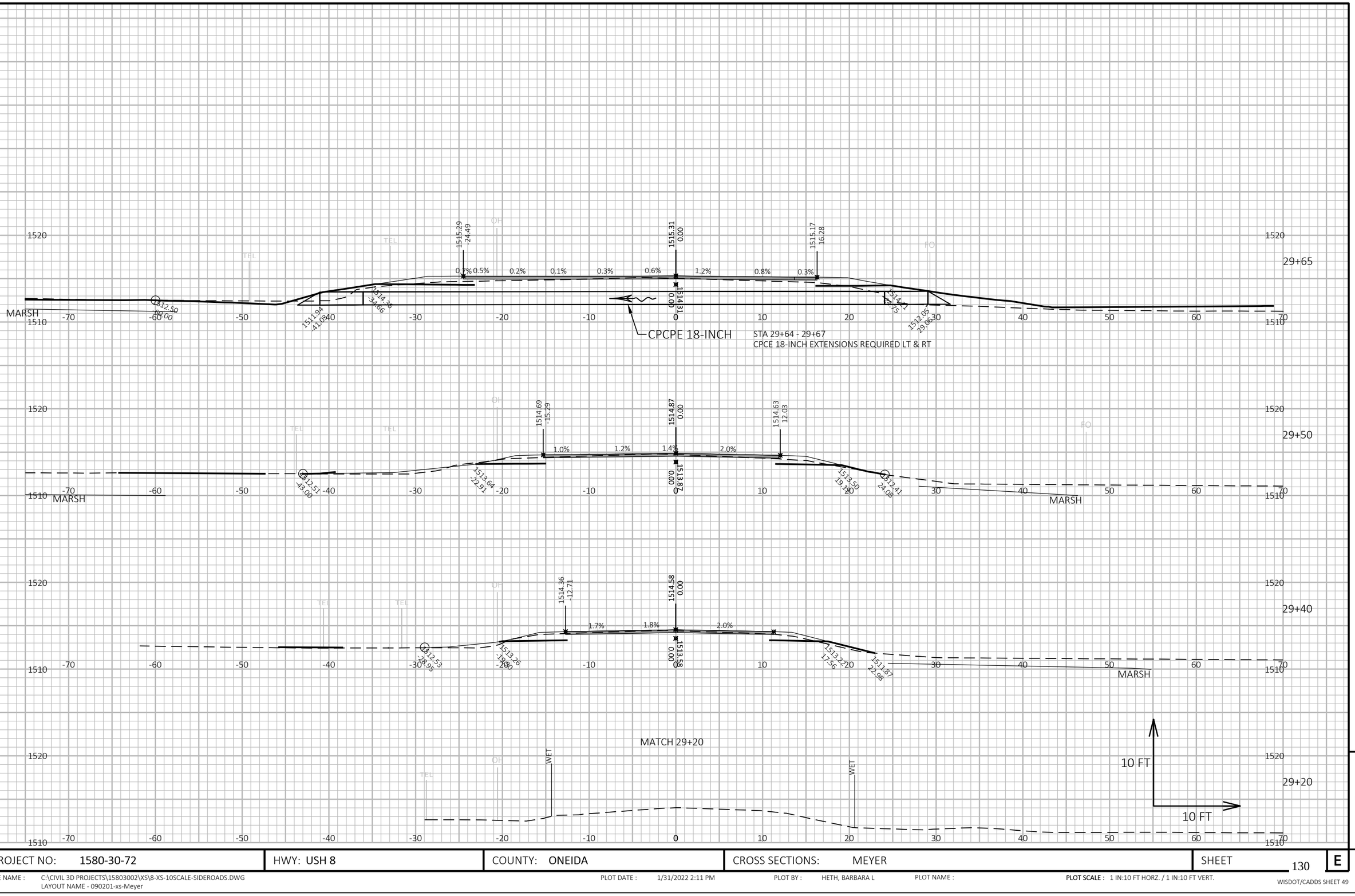
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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: EAST END	SHEET 129	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS-10SCALE-SIDEROADS.DWG
LAYOUT NAME - 090201-xs-East End

PLOT DATE : 12/2/2021 10:44 PM PLOT BY : HETH, BARBARA L PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: MEYER	SHEET 130	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS-10SCALE-SIDEROADS.DWG
LAYOUT NAME - 090201-xs-Meyer

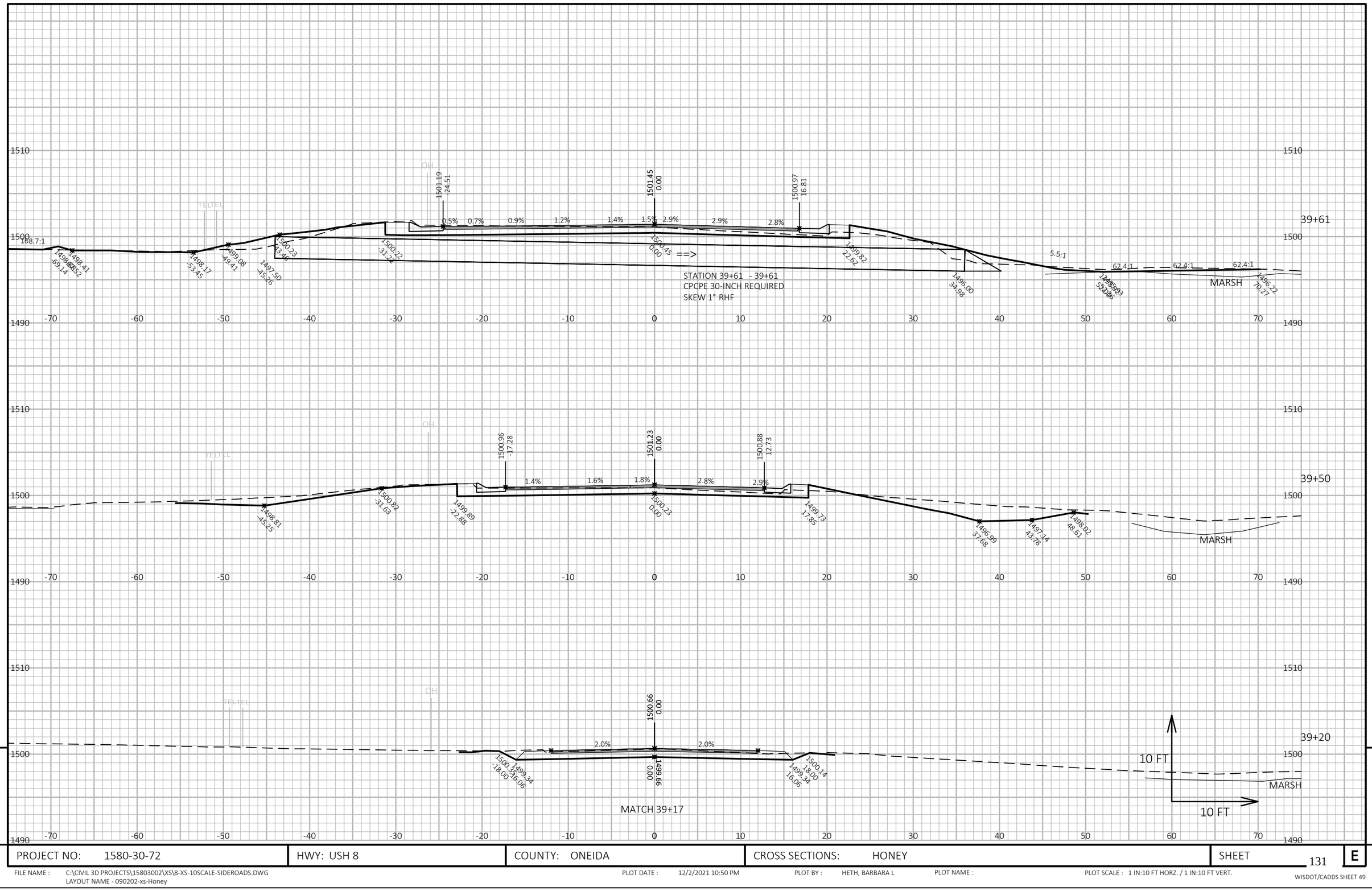
PLOT DATE : 1/31/2022 2:11 PM

PLOT BY : HETH, BARBARA L

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 1580-30-72	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: HONEY	SHEET 131	E

FILE NAME : C:\CIVIL 3D PROJECTS\15803002\XS\8-XS-10SCALE-SIDEROADS.DWG
LAYOUT NAME - 090202-xs-Honey

PLOT DATE : 12/2/2021 10:50 PM PLOT BY : HETH, BARBARA L PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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Wisconsin Department of Transportation

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