WIS | MAY 2024

PROJECT ID: 1166-12-78

WITH: N/A

COUNTY: PORTAGE

ORDER OF SHEETS


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details (Includes Erosion Control) |
| 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 = 456

DESIGN DESIGNATION 1166-12-78

| | | | |
|---|---|---|---|
| A.A.D.T. | 2024 | = | 19,800 - 42,500 |
| A.A.D.T. | 2044 | = | 22,100 - 46,900 |
| D.H.V. | | = | 2,400 - 5,000 |
| D.D. | | = | 56/44 |
| T. | | = | 12.6% |
| DESIGN SPEED | | = | 70 MPH |
| ESALS | | = | 14,700,000 |

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**

# PLAINFIELD - STEVENS POINT

**STH 54 TO N 2ND STREET**

## IH 39

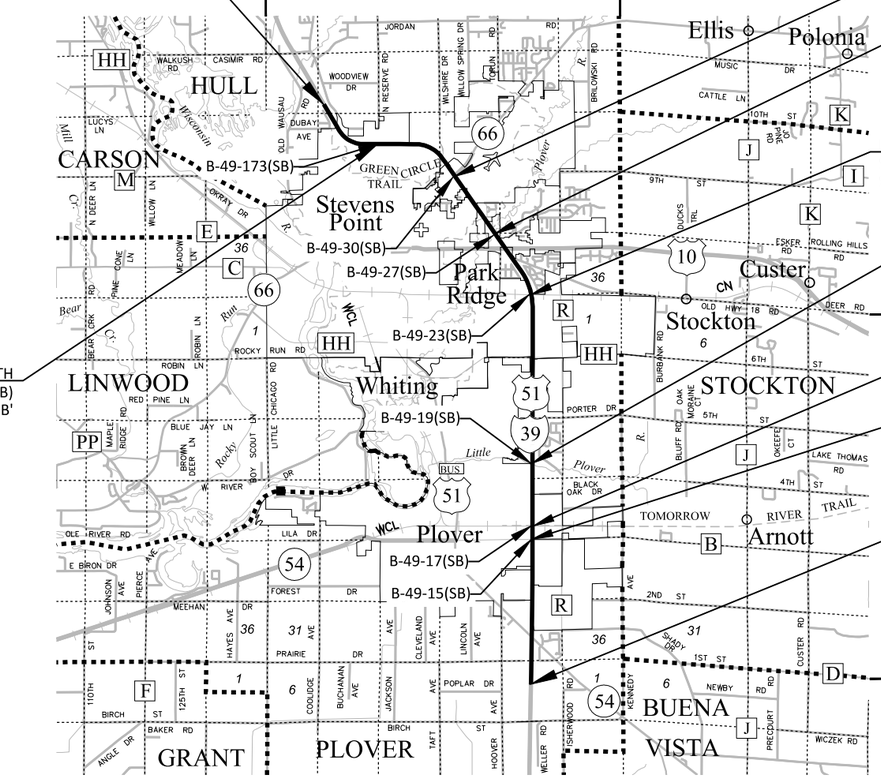
## PORTAGE COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1166-12-78 | ——— | ——— |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER

**1166-12-78**

END PROJECT
STA 1508+90'NB'




NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-172(NB)
STA 1443+97'NB' - STA 1445+66'NB'

NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-29(NB)
STA 1365+01'NB' - STA 1367+84'NB'

NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-26(NB)
STA 1303+93'NB' - STA 1306+23'NB'

NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-22(NB)
STA 1241+29'NB' - STA 1243+87'NB'

NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-18(NB)
STA 1094+92'NB' - STA 1095+54'NB'

NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-16(NB)
STA 1038+25'NB' - STA 1043+41'NB'

NET EXCEPTION TO CENTERLINE LENGTH
STRUCTURE B-49-14(NB)
STA 1024+90'NB' - STA 1033+09'NB'

BEGIN PROJECT
STA 926+05'NB'
Y=167,309.43
X=180,124.10

LAYOUT

SCALE 0 2.5 MI

TOTAL NET LENGTH OF CENTERLINE = 10.596 MI

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


emcs
500 North 17th Avenue
Wausau, WI 54401
715.845.1081 Fax 715.845.1099


WISCONSIN
SCOTT M. KAISER
E-41772-6
MOSINEE
WI
PROFESSIONAL ENGINEER

2/19/24 (Date) Scott Kaiser (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | WISDOT/EMCS, INC. |
| Designer | EMCS, INC. |
| Project Manager | ZACHARY GRULING |
| Regional Examiner | FRED SCHUNKE |
| Regional Supervisor | NICHOLE LYSNE |

APPROVED FOR THE DEPARTMENT

DATE: 2/19/2024 Zach Gruling (Signature)

E

## GENERAL NOTES

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

DO NOT MILL AND PAVE THE MEDIAN MAINTENANCE CROSS OVERS.

## ALIGNMENT DESIGNATORS

IH 39/USH 51 NB - 'NB'
IH 39/USH 51 SB - 'SB'
STH 54 - 'F'
STA 54 NB ENTRANCE - 'FA'
STH 54 NB EXIT - 'FB'
STH 54 SB ENTRANCE - 'FC'
STA 54 SB EXIT - 'FD'
CTH B/PLOVER RD NB ENTRANCE - 'BA'
CTH B/PLOVER RD NB EXIT - 'BB'
CTH B/PLOVER RD SB ENTRANCE - 'BC'
CTH B/PLOVER RD SB EXIT - 'BD'
CTH HH/MC DILL AVE - 'HH'
CTH HH/MC DILL AVE NB ENTRANCE - 'HA'
CTH HH/MC DILL AVE NB EXIT - 'HB'
CTH HH/MC DILL AVE SB ENTRANCE - 'HC'
CTH HH/MC DILL AVE SB EXIT - 'HD'
USH 10/STH 66 WEST NB ENTRANCE - 'ZA'
STH 66 WEST NB EXIT - 'ZB'
USH 10/STH 66 WEST SB ENTRANCE - 'ZC'
USH 10/STH 66 WEST SB EXIT - 'ZD'
USH 10 EXIT NB EXIT - 'ZZ'
STH 66 EAST/STANLEY ST NB ENTRANCE - 'XA'
STH 66 EAST/STANLEY ST NB EXIT - 'XB'
STH 66 EAST/STANLEY ST SB ENTRANCE - 'XC'
STH 66 EAST/STANLEY ST SB EXIT - 'XD'
BUS 51/DIVISION ST NB ENTRANCE - 'A'
BUS 51/DIVISION ST NB EXIT - 'B'
BUS 51/DIVISION ST SB ENTRANCE - 'C'
BUS 51/DIVISION ST SB EXIT - 'D'

## ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL
MARKING
TRAFFIC CONTROL
ALIGNMENT DIAGRAM

## RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 493 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5 ACRES

## UTILITIES

### COMMUNICATIONS

AMHERST TELEPHONE COMPANY
TOM IVERSON
P.O. BOX 279, 120 MILL STREET
AMHERST, WI 54406
OFFICE PHONE: (715) 824-5529
MOBILE PHONE: (715) 572-5630
TIVERSON@TVALLEYCOM.COM

ASTREA
ANDY HEIGL
105 KENT STREET
IRON MOUNTAIN, MI 49801
MOBILE PHONE: (906) 221-7536

AT&T WISCONSIN
CHUCK BARTELT
70 E DIVISION STREET
FOND DU LAC, WI 54935
OFFICE PHONE: (920) 410-5104
CB1461@ATT.COM

CITY OF STEVENS POINT
ERIC SOUTHWORTH
300 BLISS AVENUE
P.O. BOX 243
STEVENS POINT, WI 54481
MOBILE PHONE: (715) 342-4846
ESOUTHWORTH@STEVENSPOINT.COM

NSIGHT TELSERVICES
RICK VINCENT
470 SECURITY BOULEVARD
GREEN BAY, WI 54313
OFFICE PHONE: (920) 617-7316
RICK.VINCENT@NSIGHT.COM

SOLARUS
DENNIS PIERCE
440 E GRAND AVENUE
WISCONSIN RAPIDS, WI 54494
OFFICE PHONE: (715) 421-8172
MOBILE PHONE: (715) 572-0152
PIERCE@SOLARUS.NET

SPECTURM
JAMES CHRISTOPHERSON
5024 HEFFRON STREET
STEVENS POINT, WI 54481
OFFICE PHONE: (715) 952-1264
MOBILE PHONE: (715) 383-5535
JAMES.CHRISTOPHERSON@CHARTER.COM

WINDSTREAM KDL, LLC
LORI KETTER
314 N DANZ AVENUE
GREEN BAY, WI 54302-3526
MOBILE PHONE: (920) 410-6902
LORI.KETTER@WINDSTREAM.COM

### ELECTRIC

ATC MANAGEMENT, INC.
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WISCONSIN 53527
OFFICE PHONE: (608) 877-7650
DVOSBER@ATCLLC.COM

WISCONSIN PUBLIC SERVICE CORP.
DON LUTZOW
P.O. BOX 1166
WAUSAU, WI 54402
OFFICE PHONE: (715) 848-4211
MOBILE PHONE: (507) 848-4211
DONALD.LUTZOW@WISCONSINPUBLICSERVICE.COM

### GAS/PETROLEUM

ANR PIPELINE CO
JASON JENSEN
6827 CONSOLIDATED SCHOOL ROAD
JANESVILLE, WI 53545
OFFICE PHONE: (608) 373-6940
MOBILE PHONE: (608) 449-4640
JASON_JENSEN@TCENERGY.COM

WISCONSIN PUBLIC SERVICE CORP.
SHANE SARKKINEN
1700 SHERMAN STREET
WAUSAU, WI 54402
OFFICE PHONE: (715) 848-7387
SHANE.SARKKINEN@WISCONSINPUBLICSERVICE.COM

### SANITARY SEWER

CITY OF STEVENS POINT
ERIC SOUTHWORTH
MOBILE PHONE: (715) 342-4846
ESOUTHWORTH@STEVENSPOINT.COM

VILLAGE OF PLOVER
LOGAN ELSHOLTZ
4496 COOLIDGE AVENUE
PLOVER, WI 54467
OFFICE PHONE: (715) 345-5249
MOBILE PHONE: (715) 340-5953
LELSHOLTZ@PLOVERWI.COM

### WATER

CITY OF STEVENS POINT
ERIC SOUTHWORTH
300 BLISS AVENUE
P.O. BOX 243
STEVENS POINT, WI 54481
MOBILE PHONE: (715) 342-4846
ESOUTHWORTH@STEVENSPOINT.COM

VILLAGE OF PLOVER
MATT SALOUN
P.O. BOX 37, 2400 POST ROAD
PLOVER, WI 54467
OFFICE PHONE: (715) 345-5254
MOBILE PHONE: (715) 347-9463
MSALOUN@PLOVERWI.GOV

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

## OTHER CONTACTS

### DNR LIAISON

JAY SCHIEFELBEIN
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 360-3784
JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV

### COMMUNICATIONS

WISDOT COMMUNICATIONS
RONALD L. JOHNSON
WISDOT REGIONAL TRAFFIC SIGNAL OPERATIONS ENGINEER
1681 SECOND AVE SOUTH
WISCONSIN RAPIDS, WI 54495
OFFICE PHONE: (715) 421-8349
MOBILE PHONE: (715) 459-4251
RONALD.JOHNSON@DOT.WI.GOV

2

TOWN OF PLOVER

VILLAGE OF PLOVER

VILLAGE OF WHITING

CITY OF STEVENS POINT

N

BEGIN CONSTRUCTION
STA 903+20'SB'

BEGIN PROJECT
STA 926+05'NB'

STH 54

B-49-13
(TO REMAIN)

920'SB'
920'NB'
960'SB'
960'NB'

PLEASANT DR

STA BACK = 989+47.02'SB'
STA AHEAD = 989+48.02 'SB'

LAKE PACAWA

1000'SB'
1000'NB'

B-49-15
(TO REMAIN)

B-49-14
(TO REMAIN)

CTH B/PLOVER RD

WISCONSIN CENTRAL LTD

B-49-17
(TO REMAIN)

B-49-16
(TO REMAIN)

1040'SB'
1040'NB'

IH 39/USH 51 SB
IH 39/USH 51 NB

ROOSEVELT DR

B-49-19
(TO REMAIN)

1080'SB'
1080'NB'

LITTLE PLOVER RIVER

B-49-18
(TO REMAIN)

AIRLINE RD

1120'SB'
1120'NB'

PORTER RD

B-49-167
(TO REMAIN)

1160'SB'
1160'NB'

UNNAMED
OPEN WATER

CTH HH/MC DILL AVE

B-49-21
(TO REMAIN)

1200'SB'
1200'NB'

UNNAMED
OPEN WATER

CITY OF STEVENS POINT

CTH HH/MC DILL AVE

BUS 51/DIVISION ST

2ND ST

STA AHEAD = 1483+82.91 'SB'
STA BACK = 1484+45.79'SB'

B-49-33
(TO REMAIN)

END CONSTRUCTION
STA 1491+69'SB'

B-49-32
(TO REMAIN)

1480'SB'
1480'NB'

1511'SB'
1520'NB'

B-49-173
(TO REMAIN)

NORTH POINT DR

RESERVE ST

1440'SB'
1440'NB'

B-49-172
(TO REMAIN)

END PROJECT
STA 1508+90'NB'

STA AHEAD = 1412+82.41 'SB'
STA BACK = 1412+24.84'SB'

1400'SB'
1400'NB'

LAKE SUSAN

TOWN OF HULL

UNNAMED OPEN WATER

STANLEY ST

1360'SB'
1360'NB'

B-49-30
(TO REMAIN)

B-49-29
(TO REMAIN)

STH 66 EAST

UNNAMED STREAM

WILSHIRE DR

B-49-40
(TO REMAIN)

CITY OF STEVENS POINT

CTH HH/MC DILL AVE

1200'SB'
1200'NB'

UNNAMED
OPEN WATER

B-49-23
(TO REMAIN)

STA BACK = 1265+53.46'SB'
STA AHEAD = 1265+90.14 'SB'

STH 66 WEST

JANICK CIRCLE NORTH

B-49-27
(TO REMAIN)

R-49-21
(TO REMAIN)

B-49-28
(TO REMAIN)

1240'SB'
1240'NB'

1280'SB'
1280'NB'

1320'SB'
1320'NB'

IH 39/USH 51 SB
IH 39/USH 51 NB

B-49-22
(TO REMAIN)

S-49-01
(TO REMAIN)

B-49-24
(TO REMAIN)

B-49-26
(TO REMAIN)

WISCONSIN CENTRAL LTD

TOWN OF HULL

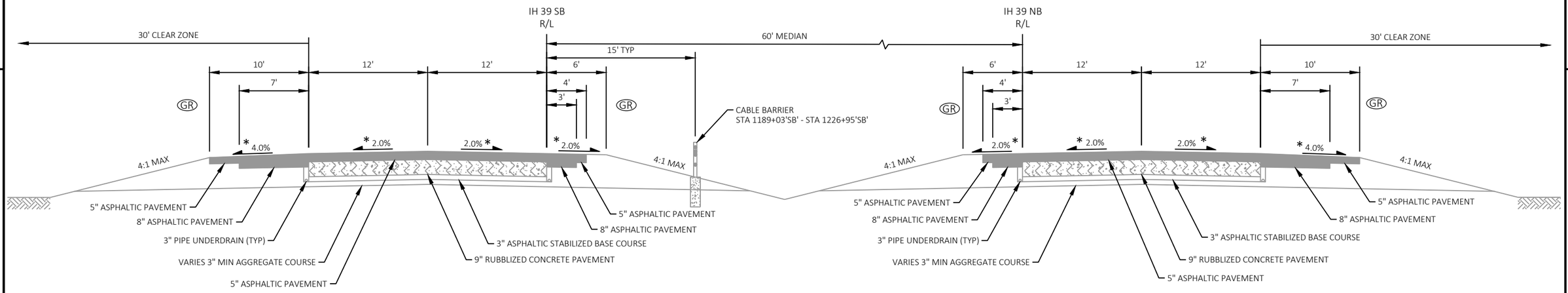
USH 10

PLOVER RIVER

MARIA DR E

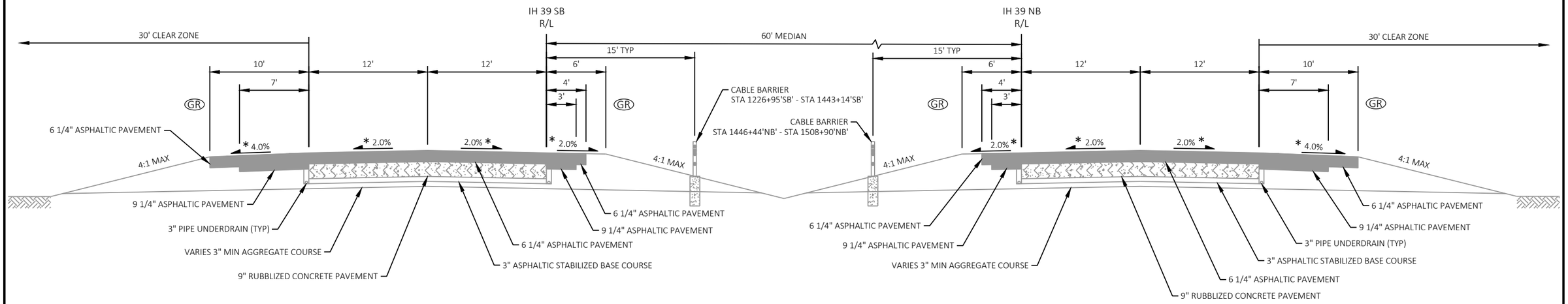
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 2/21/2024 4:04 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 44




TYPICAL EXISTING SECTION
IH 39/USH 51

STA 926+05'NB' TO STA 1229+00'NB'
STA 903+20'SB' TO STA 1226+95'SB'
(SEE SECTION 5 PLAN SHEETS FOR NET EXCEPTION
OF CENTERLINE AT BRIDGE LOCATIONS)




TYPICAL EXISTING SECTION
IH 39/USH 51

STA 1229+00'NB' TO STA 1508+90'NB'
STA 1226+95'SB' TO STA 1491+69'SB'
(SEE SECTION 5 PLAN SHEETS FOR NET EXCEPTION
OF CENTERLINE AT BRIDGE LOCATIONS)

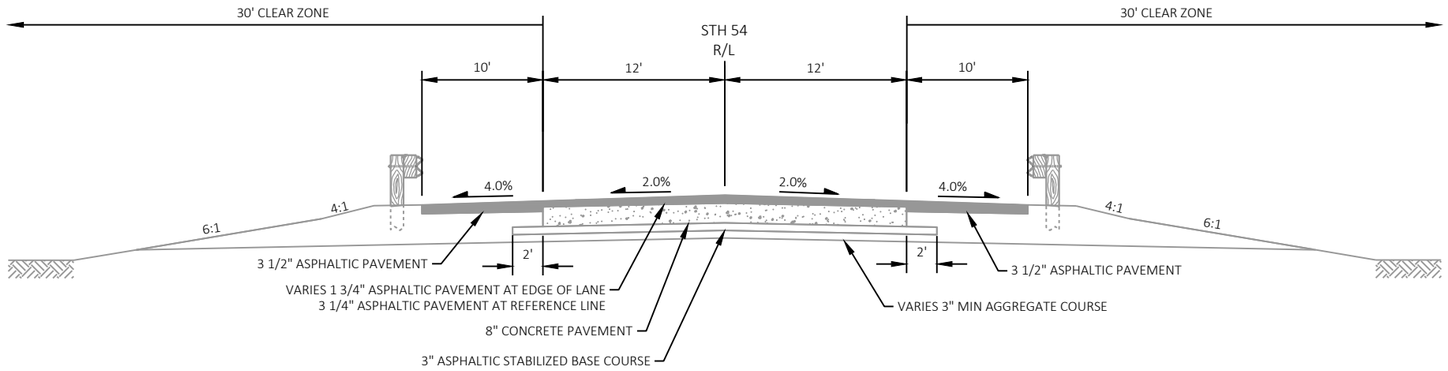
NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION

(GR) SEE SECTION 5 PLANS FOR LOCATION OF EXISTING GUARDRAIL

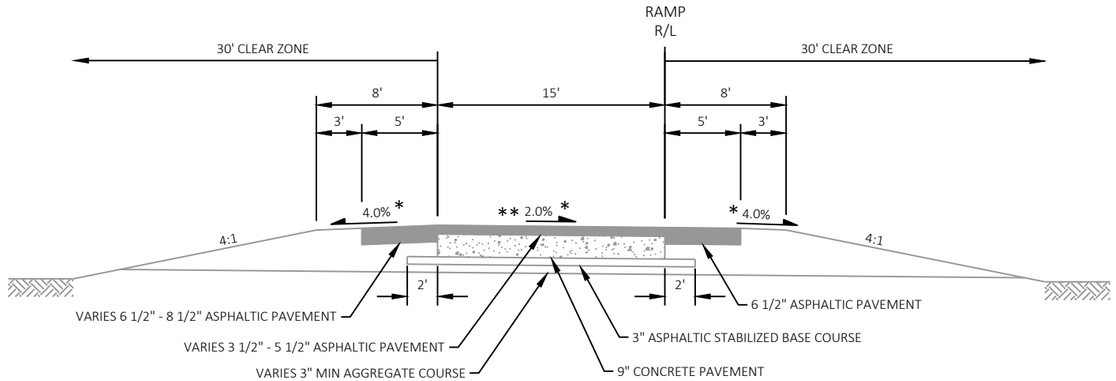
TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|




## TYPICAL EXISTING SECTION
## STH 54

STA 15+88"F" TO STA 18+13"F"
STA 20+68"F" TO STA 22+87"F"




## TYPICAL EXISTING SECTION
## STH 54, CTH B AND STH 66 EAST/STANLEY ST INTERCHANGE

STA 43+19'FA' - STA 55+03'FA'
STA 32+40'FB' - STA 40+52'FB'
STA 33+44'FC' - STA 45+79'FC'
STA 48+25'FD' - STA 56+95'FD'
STA 29+77'BA' - STA 37+69'BA'
STA 19+66'BB' - STA 28+50'BB'
STA 19+62'BC' - STA 29+14'BC'
STA 29+89'BD' - STA 38+21'BD'
STA 67+95'XA' - STA 77+52'XA'
STA 55+00'XB' - STA 65+62'XB'
STA 56+20'XC' - STA 64+99'XC'
STA 67+31'XD' - STA 77+54'XD'
STA 277+03'ZC' - STA 283+75'ZC'
STA 278+00'ZZ' - STA 281+20'ZZ'

NOTE: FOR 'FC', 'FD', 'BC', 'BD', 'XC', 'XD' & 'ZC' RAMPS,
MIRROR ABOUT R/L

NOTES

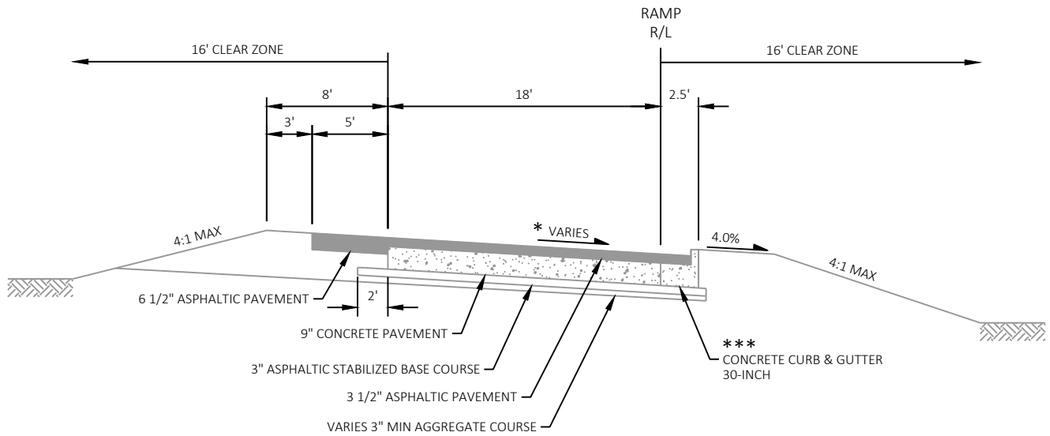
* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

** SLOPE ON CTH B RAMPS VARIES

TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

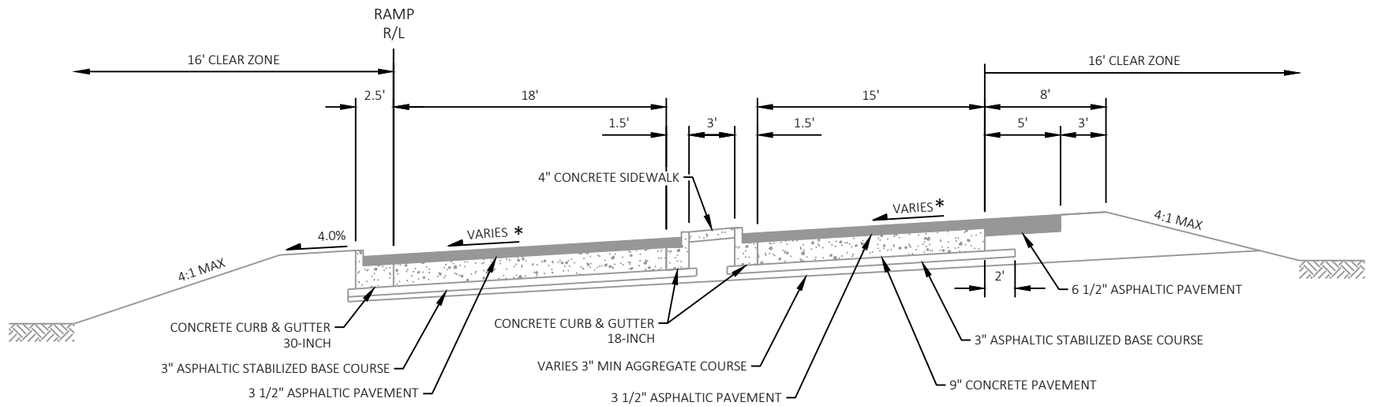
2




TYPICAL EXISTING SECTION
USH 10/STH 66 WEST INTERCHANGE

STA 291+54'ZB' - STA 298+11'ZB'
STA 280+70'ZD' - STA 287+11'ZD'

NOTE: FOR 'ZD' RAMP MIRROR ABOUT R/L




TYPICAL EXISTING SECTION
USH 10/STH 66 WEST INTERCHANGE

STA 274+78'ZD' - STA 280+70'ZD'
STA 283+75'ZC' -STA 293+06'ZC'

NOTE: FOR 'ZD' RAMP MIRROR ABOUT R/L

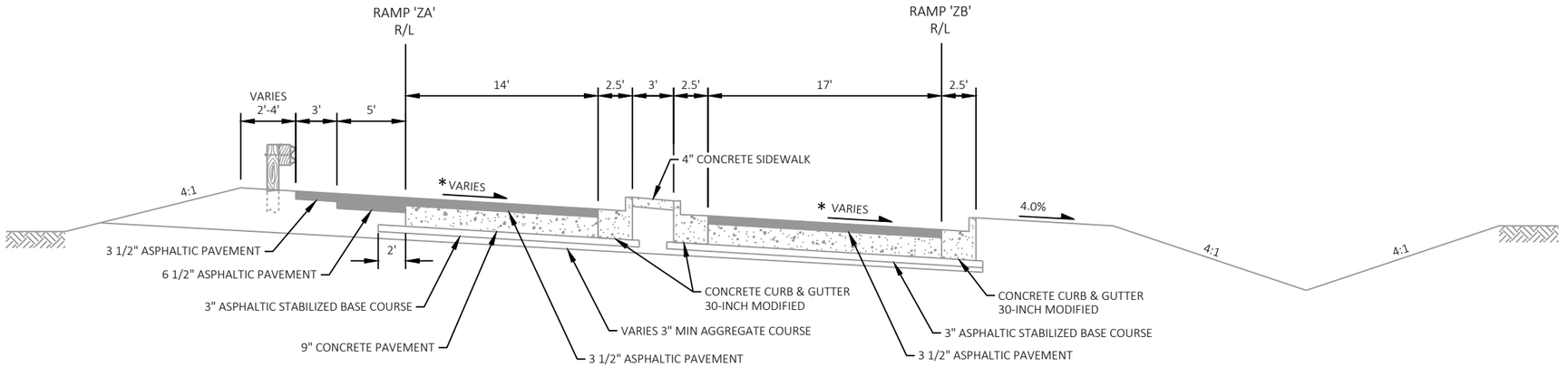
NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

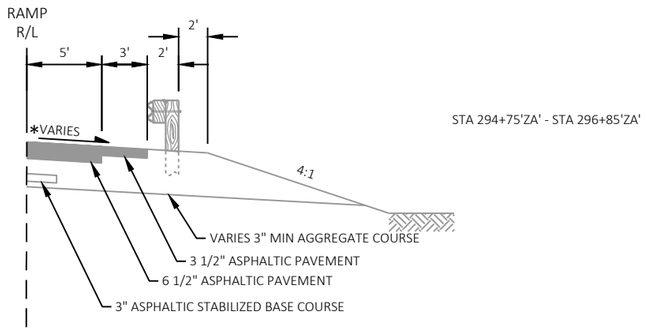
*** CONCRETE CURB & GUTTER STARTS AT STA 293+57'ZB' AND STA 284+70'ZD'

TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

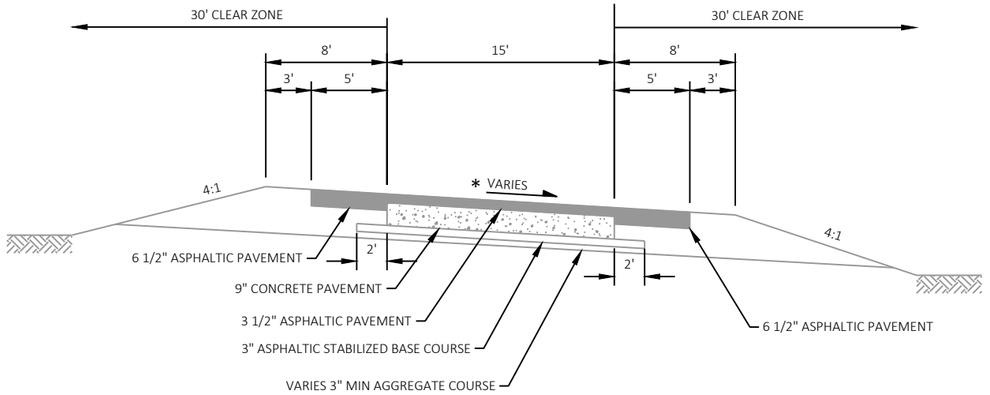
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|




TYPICAL EXISTING SECTION
USH 10/STH 66 WEST INTERCHANGE
STA 289+75'ZA' - STA 294+75'ZA'
STA 298+11'ZB' - STA 302+45'ZB'




STA 294+75'ZA' - STA 296+85'ZA'



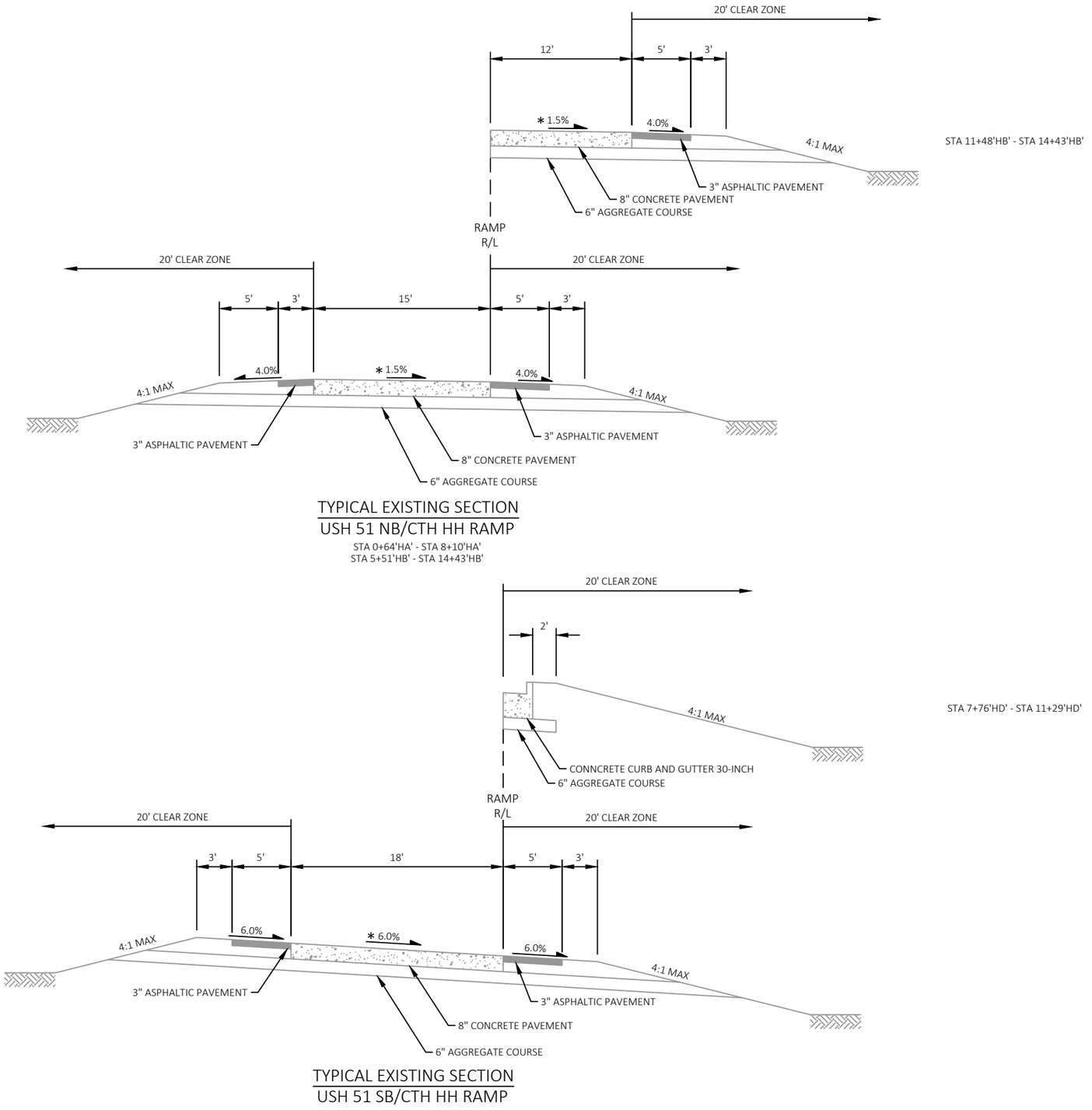

TYPICAL EXISTING SECTION
USH 10/STH 66 WEST INTERCHANGE
STA 294+75'ZA' - STA 303+97'ZA'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

2




STA 11+48'HB' - STA 14+43'HB'

## TYPICAL EXISTING SECTION
## USH 51 NB/CTH HH RAMP

STA 0+64'HA' - STA 8+10'HA'
STA 5+51'HB' - STA 14+43'HB'

STA 7+76'HD' - STA 11+29'HD'

## TYPICAL EXISTING SECTION
## USH 51 SB/CTH HH RAMP

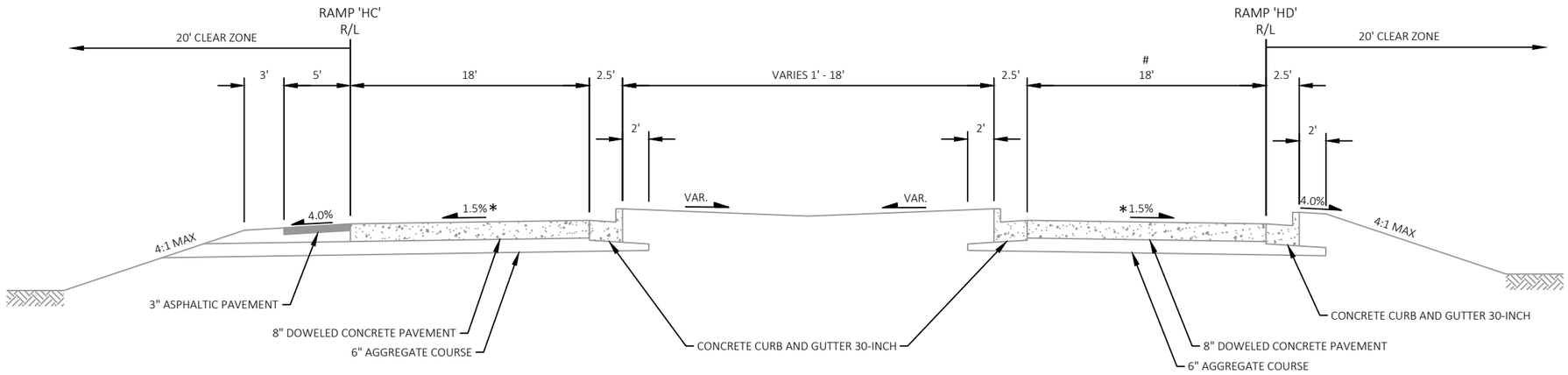
STA 10+21'HC' - STA 15+91'HC'
STA 6+65'HD' - STA 11+29'HD'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

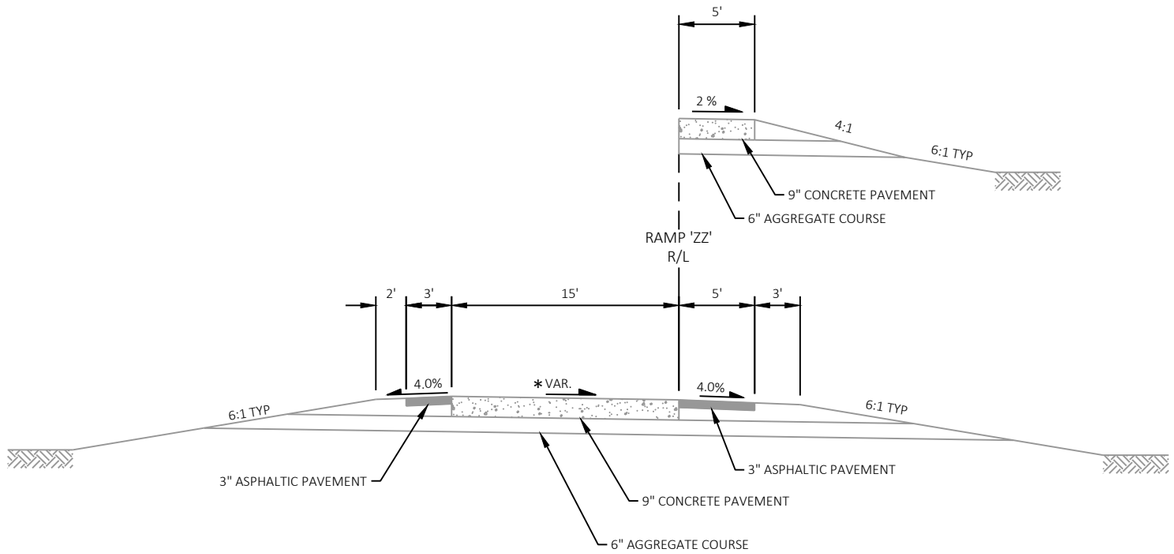
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

2




## TYPICAL EXISTING SECTION
## USH 51 SB/CTH HH RAMPS

STA 1+19'HC' - STA 10+21'HC'
STA 11+29'HD' -STA 20+17'HD'




STA 285+26'ZZ' - STA 286+31'ZZ'

## TYPICAL EXISTING SECTION
## USH 51 NB/USH 10 RAMP

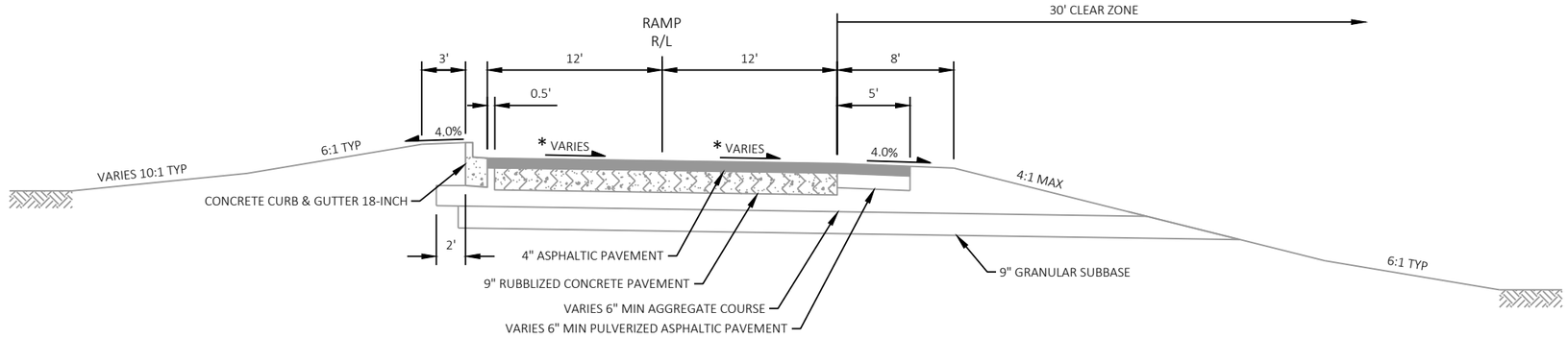
STA 281+20'ZZ' - STA 286+31'ZZ'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

# STA 17+17'HD' - STA 20+17'HD' LEFT AND RIGHT TURN LANES EXIST. LEFT OF RAMP 'HD' REFERENCE LINE, TWO 12-FOOT LEFT TURN LANES. RIGHT OF RAMP 'HD' REFERENCE LINE, ONE 12-FOOT RIGHT TURN LANE.

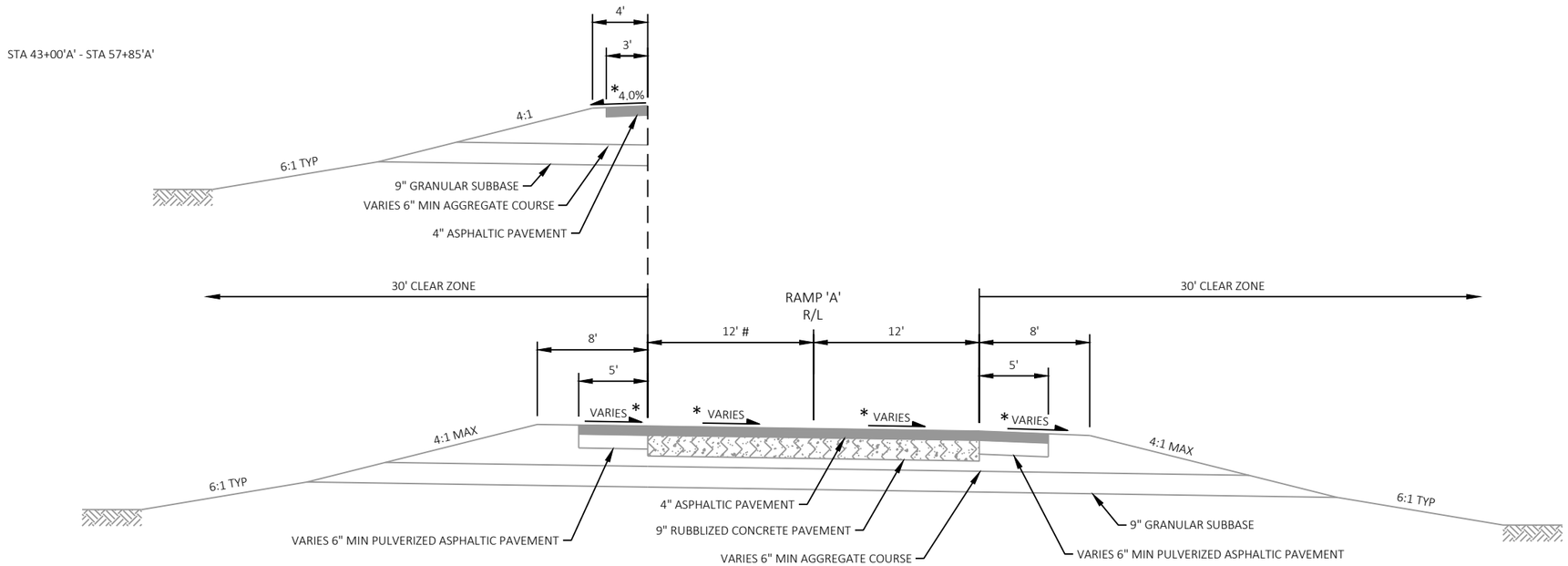
2




## TYPICAL EXISTING SECTION
## BUS 51/DIVISION ST INTERCHANGE

STA 37+61'A' - STA 43+00'A'
STA 37+81'B' - STA 43+31'B'

NOTE: FOR 'B' RAMP MIRROR ABOUT R/L




## TYPICAL EXISTING SECTION
## BUS 51/DIVISION ST INTERCHANGE

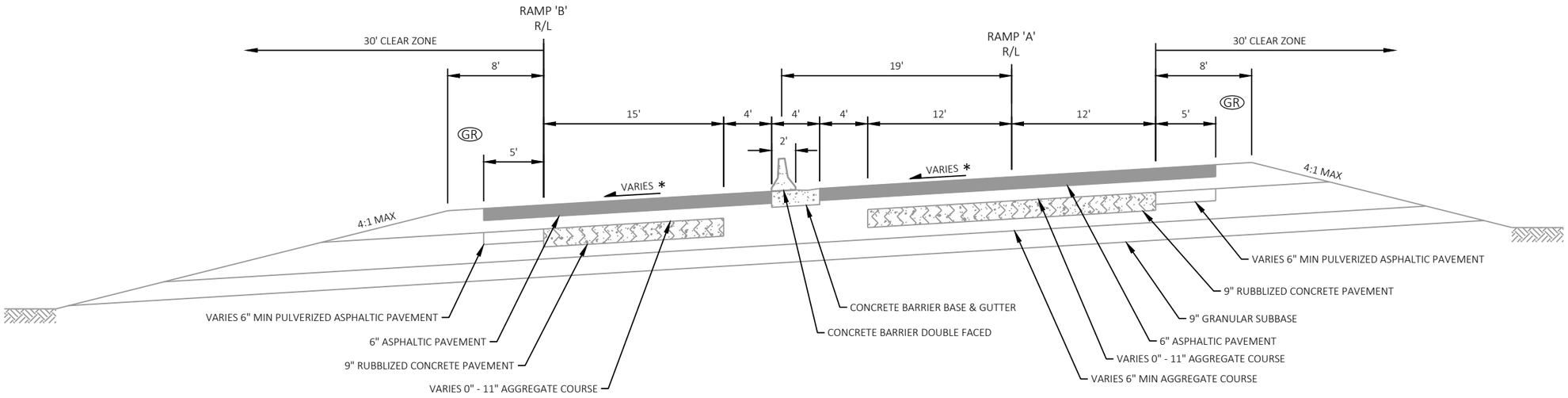
STA 43+00'A' - STA 57+85'A'
STA 72+50'A' - STA 84+59'A'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

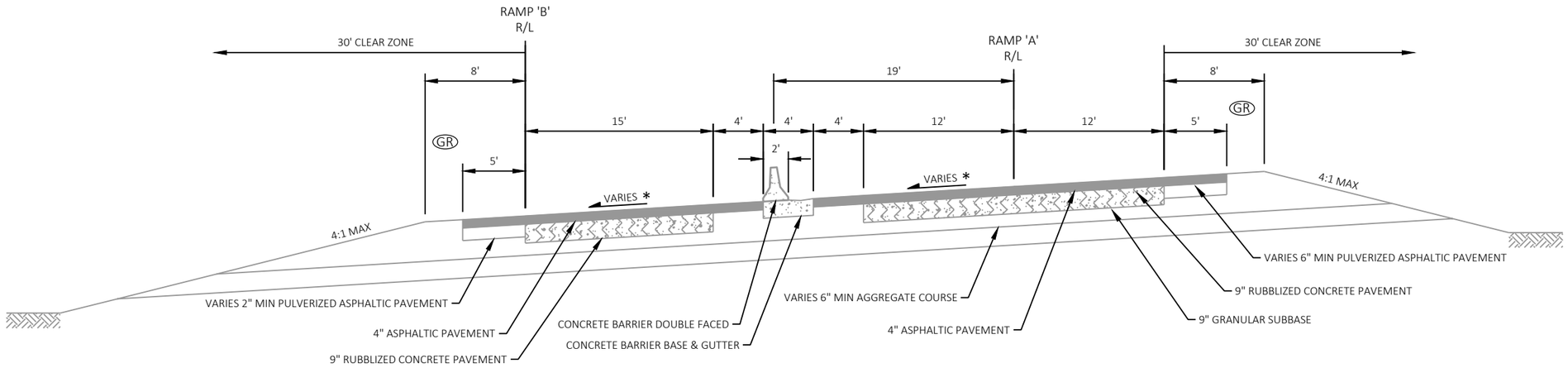
\# TRAVEL LANE VARIES 2' TO 12' FROM STA 76+97'A' - STA 84+59'A'

TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT




## TYPICAL EXISTING SECTION
## BUS 51/DIVISION ST INTERCHANGE

STA 57+85'A' - STA 59+03'A' (B-49-32)
STA 61+53'A' (B-49-32) - STA 63+00'A'
STA 56+97'B' - STA 59+63'B' (B-49-32)
STA 62+12'B' (B-49-32) - STA 63+45'B'




## TYPICAL EXISTING SECTION
## BUS 51/DIVISION ST INTERCHANGE

STA 63+00'A' - STA 72+50'A'
STA 63+45'B' - STA 72+53'B'

NOTES

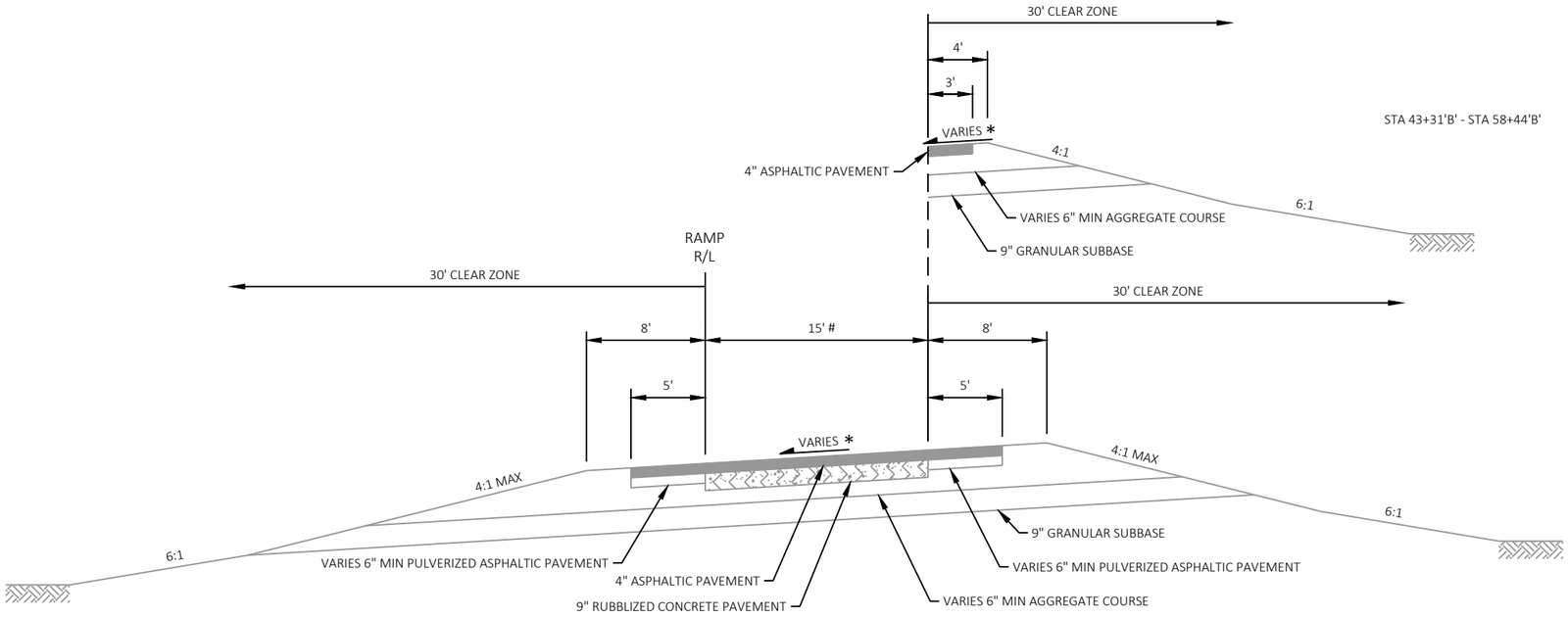
* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

(GR) SEE SECTION 5 PLANS FOR LOCATION OF EXISTING GUARDRAIL

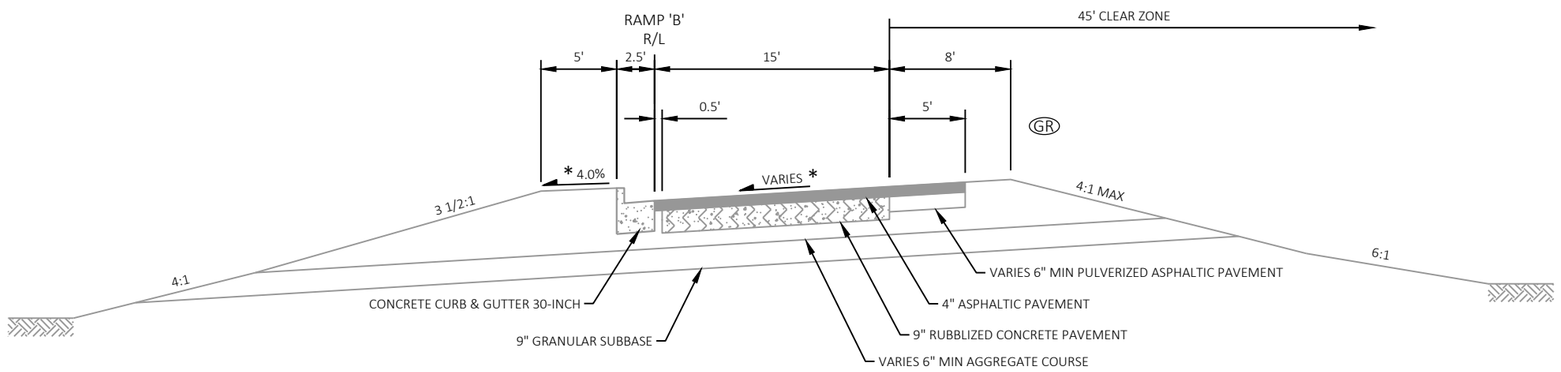
TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 11 | E |
|---|---|---|---|---|---|

2




TYPICAL EXISTING SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 43+31'B' - STA 56+97'B'
STA 54+81'C' - STA 66+16'C'
STA 47+94'D' - STA 51+00'D'
STA 74+00'D' - STA 82+39'D'




TYPICAL EXISTING SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 72+53'B' - STA 79+04'B'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

(GR) SEE SECTION 5 PLANS FOR LOCATION OF EXISTING GUARDRAIL

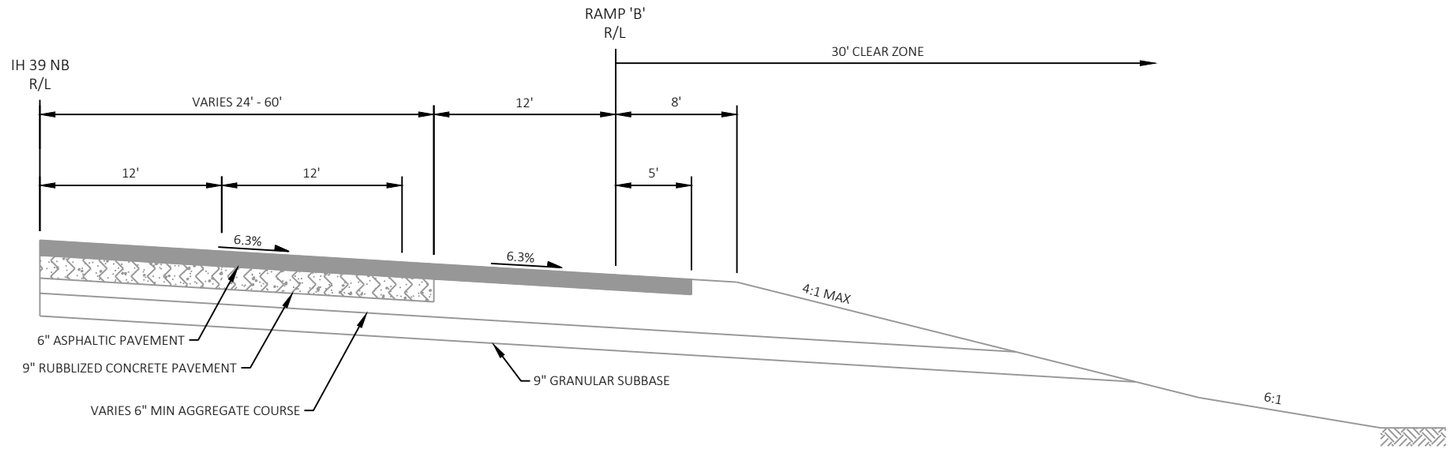
\# TRAVEL LANE VARIES 12' TO 15' FROM STA 47+94'D' - STA 51+00'D'

TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

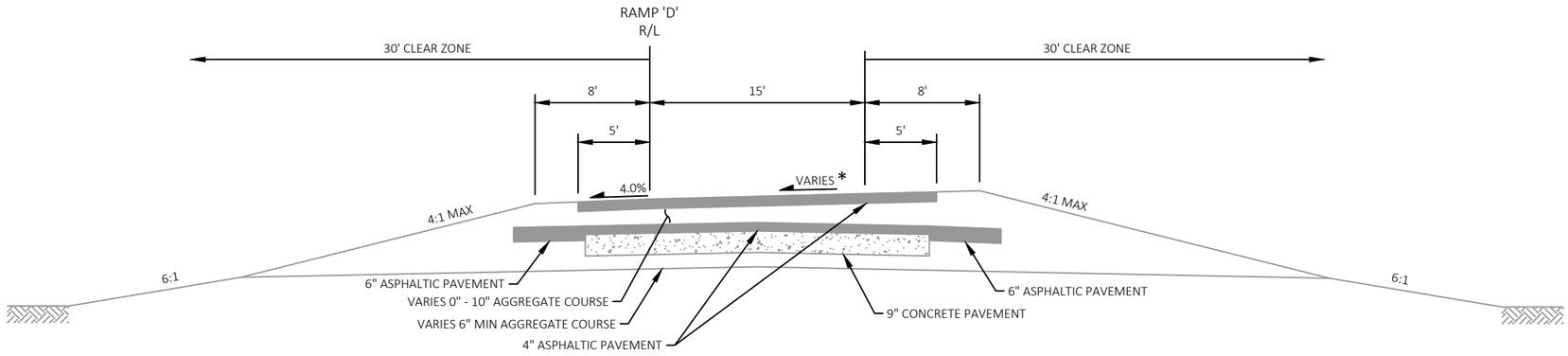
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 12 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 09
PLOT DATE : 2/21/2024 4:04 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2




TYPICAL EXISTING SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 79+04'B' - STA 87+79'B'



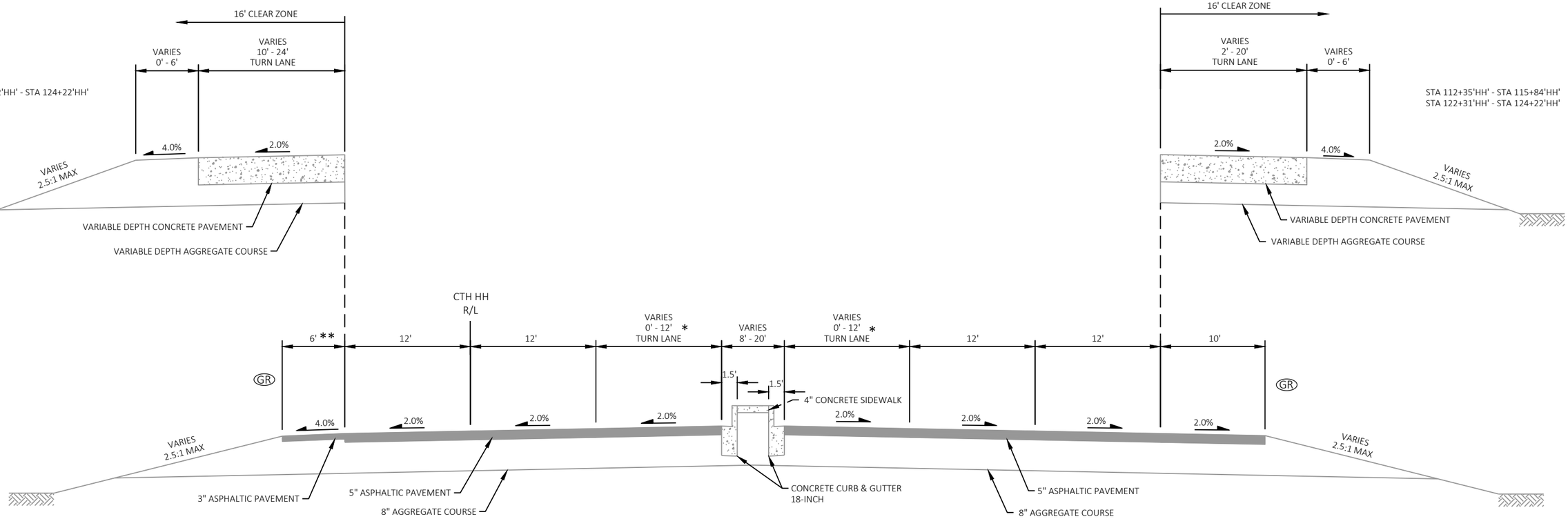

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

TIE BARS AND DOWEL BARS MAY BE PRESENT IN THE EXISTING CONCRETE PAVEMENT

TYPICAL EXISTING SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 51+00'D' - STA 74+00'D'

2




## EXISTING TYPICAL SECTION
## CTH HH

STA 112+35'HH' - STA 118+45'HH' (B-49-21)
STA 120+66'HH' (B-49-21) - STA 123+21'HH'

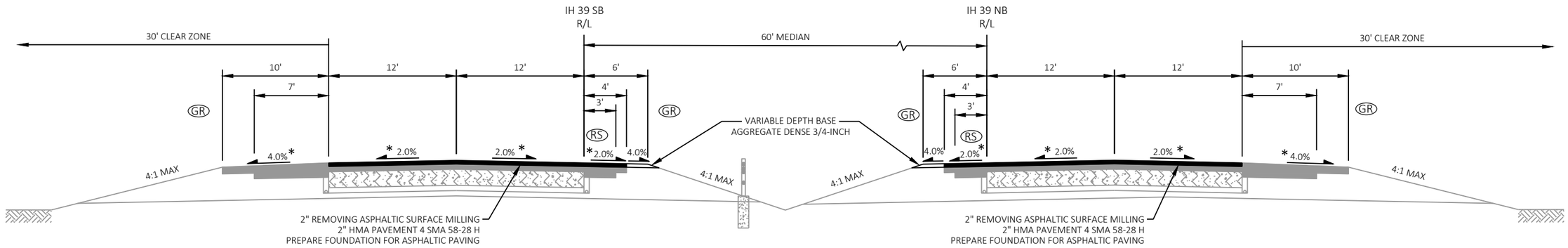
NOTES

* SEE SECTION 5 PLANS FOR LOCATION OF TURN LANES

** PAVED SHOULDER IS 3' FROM STA 112+36'HH' TO STA 112+55'HH'

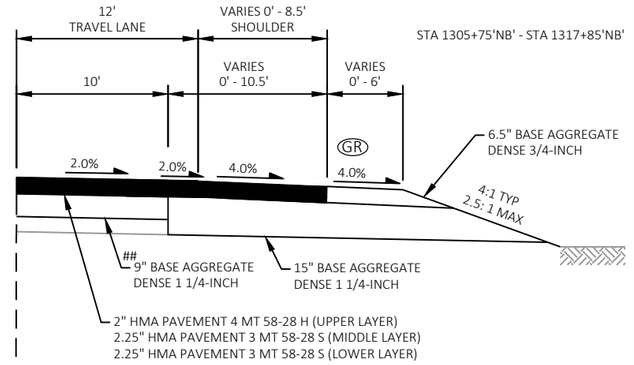
(GR) SEE SECTION 5 PLANS FOR LOCATION OF EXISTING GUARDRAIL

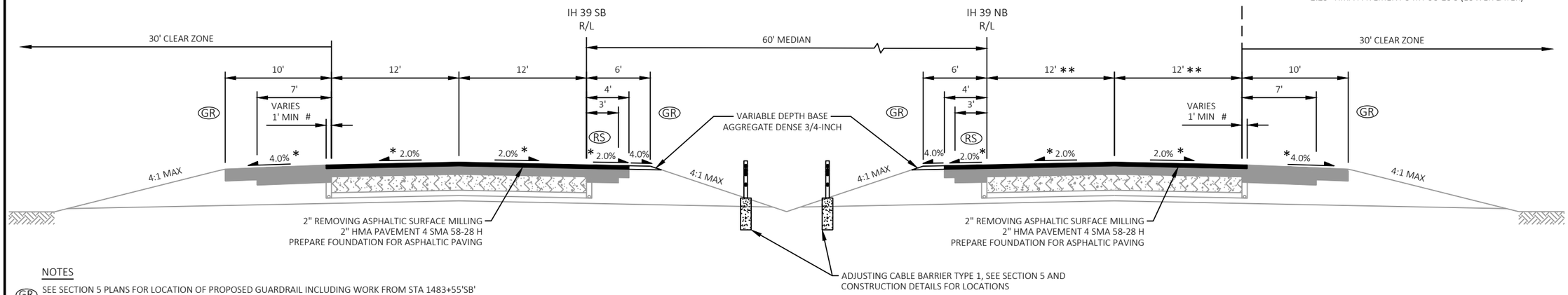
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 14 | E |
|---|---|---|---|---|---|




## TYPICAL FINISHED SECTION
## IH 39/USH 51

STA 926+05'NB' TO STA 1229+00'NB'
STA 903+20'SB' TO STA 1226+95'SB'
(SEE SECTION 5 PLAN SHEETS FOR NET EXCEPTION
OF CENTERLINE AT BRIDGE LOCATIONS)




## TYPICAL FINISHED SECTION
## IH 39/USH 51

STA 1229+00'NB' TO STA 1508+90'NB'
STA 1226+95'SB' TO STA 1483+55'SB'
(SEE SECTION 5 PLAN SHEETS FOR NET EXCEPTION
OF CENTERLINE AT BRIDGE LOCATIONS)

NOTES

(GR) SEE SECTION 5 PLANS FOR LOCATION OF PROPOSED GUARDRAIL INCLUDING WORK FROM STA 1483+55'SB' TO STA 1491+69'SB' (SEE CONSTRUCTION DETAILS FOR SHOULDER PAVING ADJACENT TO GUARDRAIL).

(RS) SHOULDER RUMBLE STRIPS. SEE SDD "SHOULDER RUMBLE STRIP, MILLING" FOR ASPHALTIC SHOULDER RUMBLE STRIPS.

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION

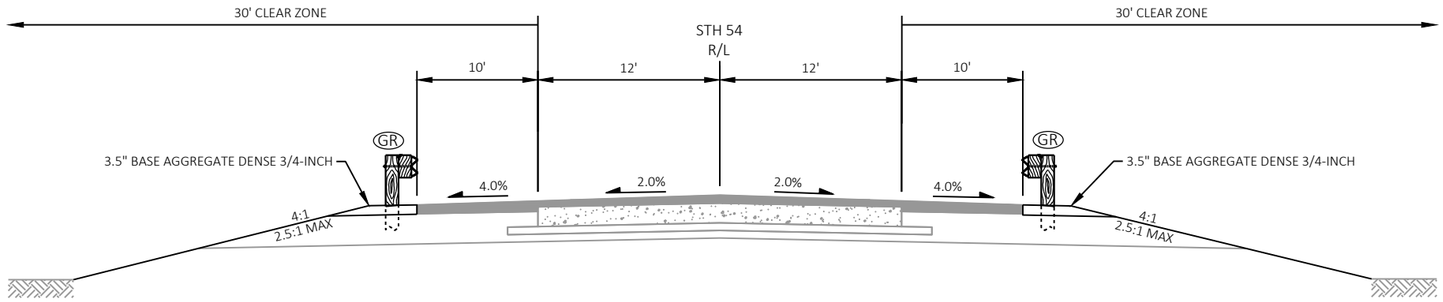
** PLACE HIGH FRICTION SURFACE ON HMA PAVEMENT BETWEEN STA 1455+00'NB' - STA 1487+00'NB' (SEE CONSTRUCTION DETAILS).

\# INCREASE THE MILL AND OVERLAY WIDTH BEYOND 1 FOOT AS NEEDED TO REMOVE ALL DISTRESSED JOINTS AND/OR TO REMOVE ENTIRE WIDTH OF INNER EXISTING DUPLICATE RUMBLE STRIP. THE OUTER FULL WIDTH RUMBLE STRIP IS TO REMAIN.

## REMOVE UNDERLYING CONCRETE PAVEMENT FROM THE ENTRANCE RAMP BETWEEN STA 1305+72'NB' AND STA 1312+50'NB' AND REPLACE WITH BASE AGGREGATE DENSE 1 1/4-INCH TO THE BOTTOM OF THE EXISTING CONCRETE PAVEMENT.

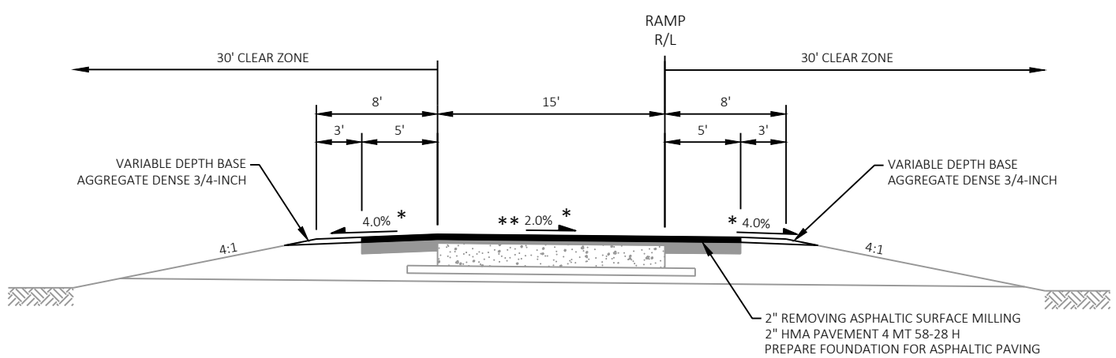
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 15 | E |
|---|---|---|---|---|---|

2




## TYPICAL FINISHED SECTION
## STH 54

STA 15+88"F" TO STA 18+13"F"
STA 20+68"F" TO STA 22+87"F"




## TYPICAL FINISHED SECTION
## STH 54, CTH B AND STH 66 EAST/STANLEY ST INTERCHANGE

STA 43+19'FA' - STA 55+03'FA'
STA 32+40'FB' - STA 40+52'FB'
STA 33+44'FC' - STA 45+79'FC'
STA 48+25'FD' - STA 56+95'FD'
STA 29+77'BA' - STA 37+69'BA'
STA 19+66'BB' - STA 28+50'BB'
STA 19+62'BC' - STA 29+14'BC'
STA 29+89'BD' - STA 38+21'BD'
STA 67+95'XA' - STA 77+52'XA'
STA 55+00'XB' - STA 65+62'XB'
STA 56+20'XC' - STA 64+99'XC'
STA 67+31'XD' - STA 77+54'XD'
STA 277+03'ZC' - STA 283+75'ZC'
STA 278+00'ZZ' - STA 281+20'ZZ'

NOTE: FOR 'FC', 'FD', 'BC', 'BD', 'XC', 'XD' & 'ZC' RAMPS,
MIRROR ABOUT R/L

NOTES

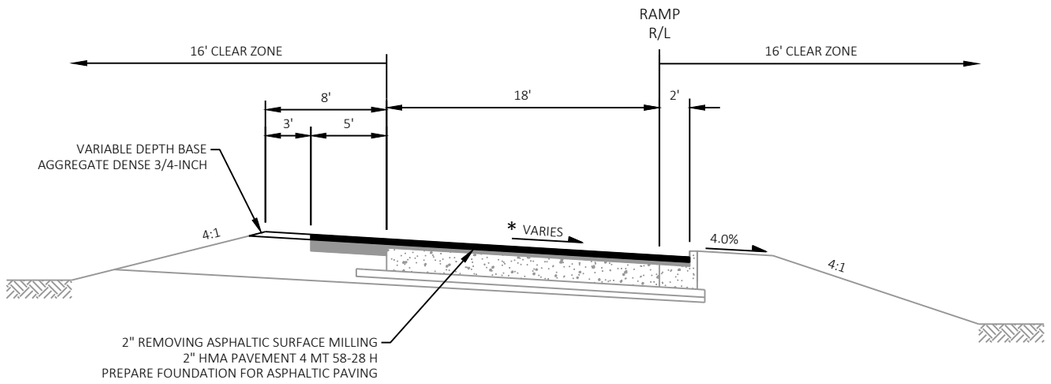
(GR) SEE CONSTRUCTION DETAILS FOR LOCATION OF PROPOSED GUARDRAIL (SEE CONSTRUCTION DETAILS FOR SHOULDER PAVING ADJACENT TO GUARDRAIL).

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, SEE SECTION 5 PLANS FOR SUPERELEVATION INFORMATION

** MATCH EXISTING SLOPE ON CTH B RAMPS

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 16 | E |
|---|---|---|---|---|---|

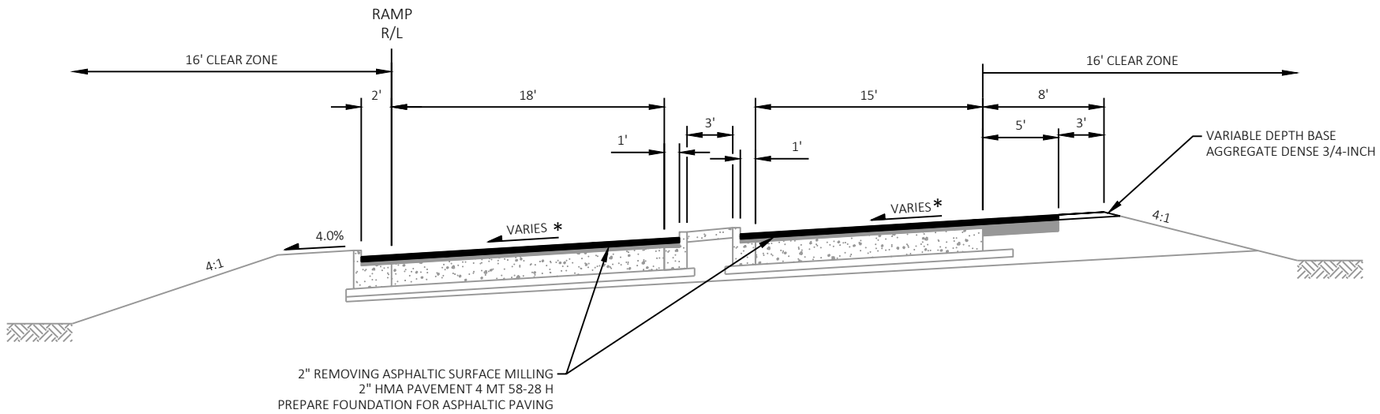
2




TYPICAL FINISHED SECTION
USH 10/STH 66 WEST INTERCHANGE

STA 291+54'ZB' - STA 298+11'ZB'
STA 280+70'ZD' - STA 287+11'ZD'

NOTE: FOR 'ZD' RAMP MIRROR ABOUT R/L




TYPICAL FINISHED SECTION
USH 10/STH 66 WEST INTERCHANGE

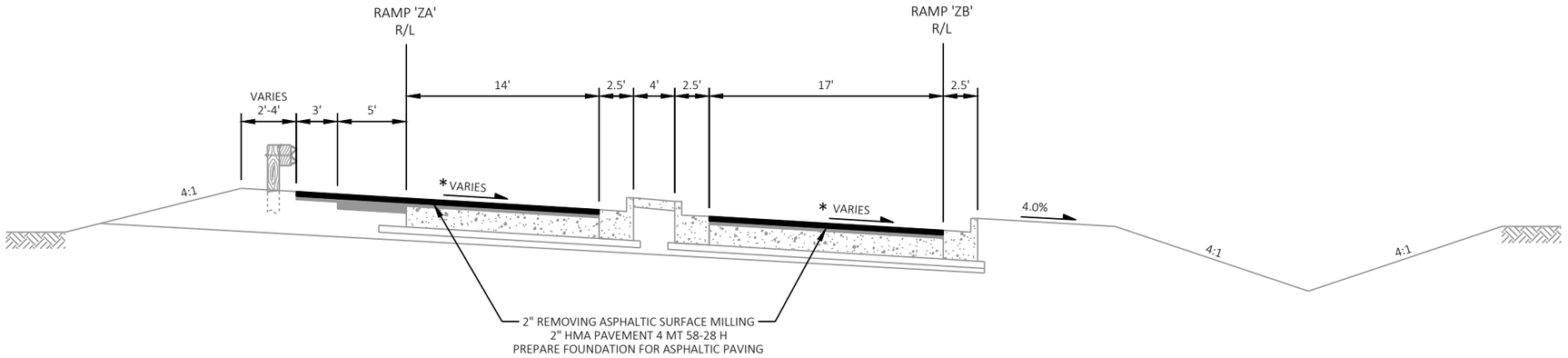
STA 274+78'ZD' - STA 280+70'ZD'
STA 283+75'ZC' -STA 293+06'ZC'

NOTE: FOR 'ZD' RAMP MIRROR ABOUT R/L

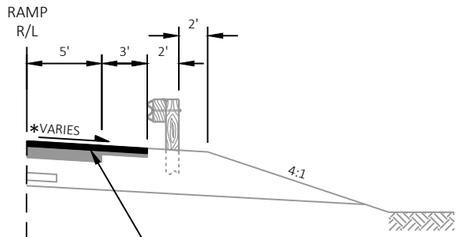
NOTE

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

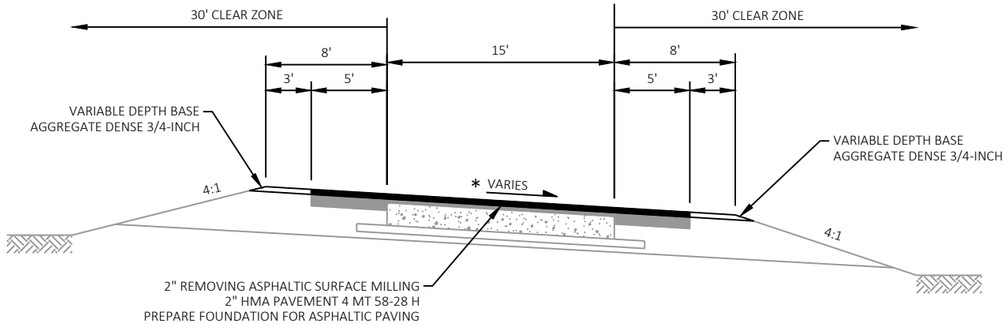
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 17 | E |
|---|---|---|---|---|---|




TYPICAL FINISHED SECTION
USH 10/STH 66 WEST INTERCHANGE
STA 289+75'ZA' - STA 294+75'ZA'
STA 298+11'ZB' - STA 302+45'ZB'




STA 294+75'ZA' - STA 296+85'ZA'




TYPICAL FINISHED SECTION
USH 10/STH 66 WEST INTERCHANGE
STA 294+75'ZA' - STA 303+97'ZA'

NOTE

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 18 | E |
|---|---|---|---|---|---|

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PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

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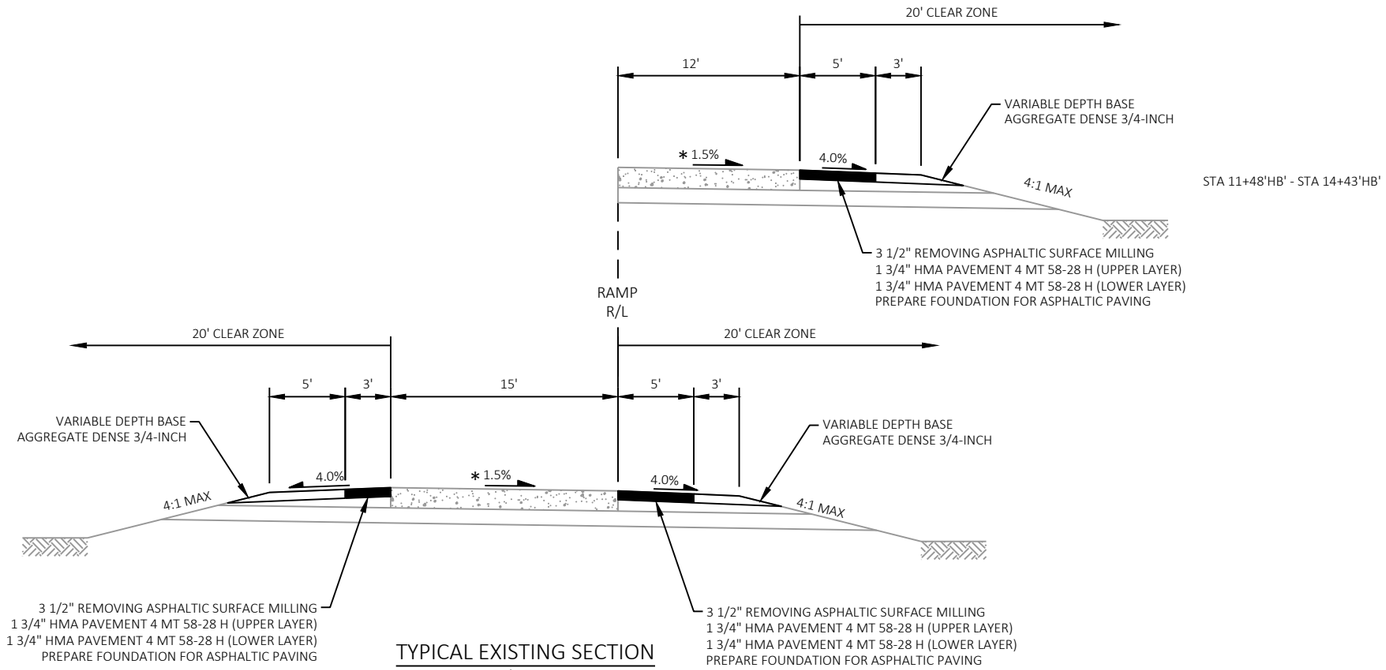
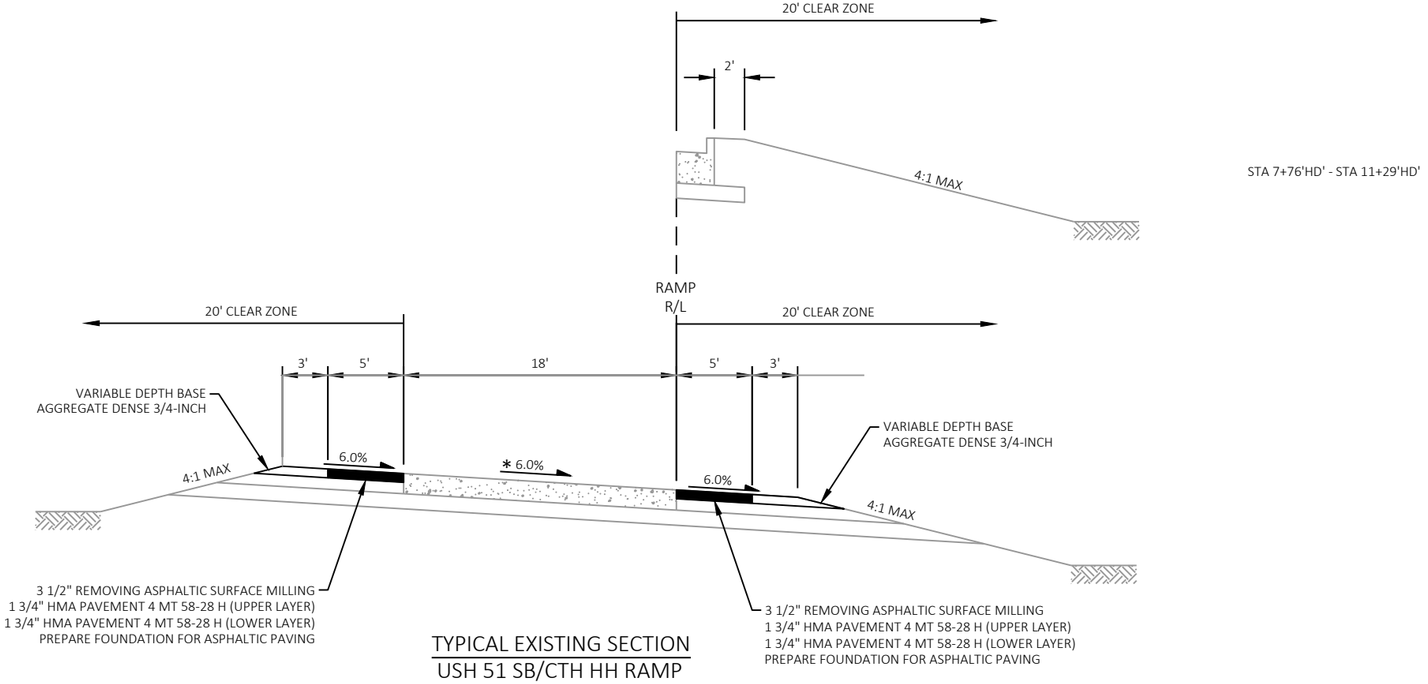



## TYPICAL EXISTING SECTION
## USH 51 NB/CTH HH RAMP

STA 0+64'HA' - STA 8+10'HA'
STA 5+51'HB' - STA 14+43'HB'



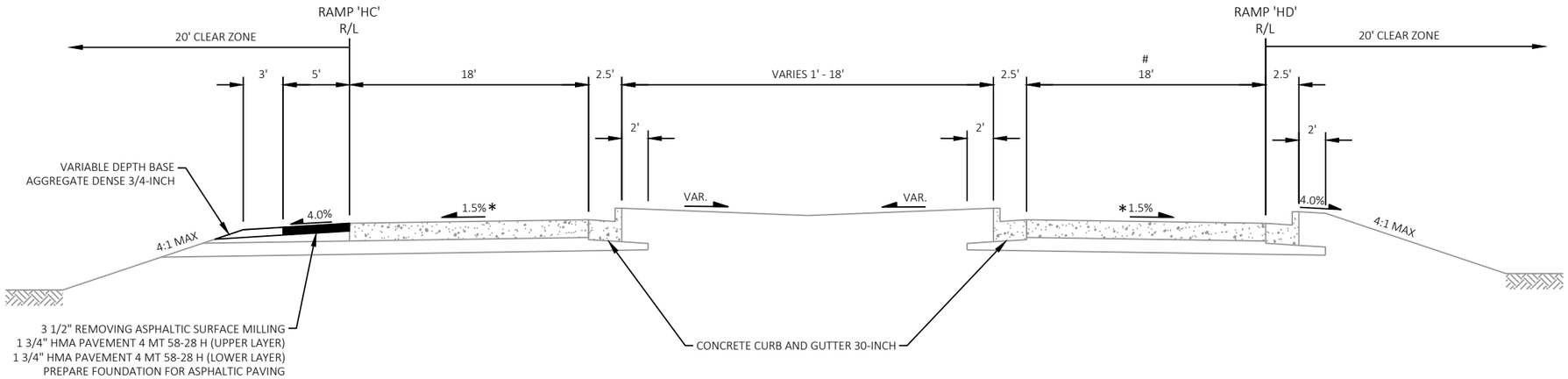

## TYPICAL EXISTING SECTION
## USH 51 SB/CTH HH RAMP

STA 10+21'HC' - STA 15+91'HC'
STA 6+65'HD' - STA 11+29'HD'

NOTES

∗ CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

2




## TYPICAL EXISTING SECTION
## USH 51 SB/CTH HH RAMPS

STA 1+19'HC' - STA 10+21'HC'
STA 11+29'HD' -STA 20+17'HD'




STA 285+26'ZZ' - STA 286+31'ZZ'

## TYPICAL EXISTING SECTION
## USH 51 NB/USH 10 RAMP

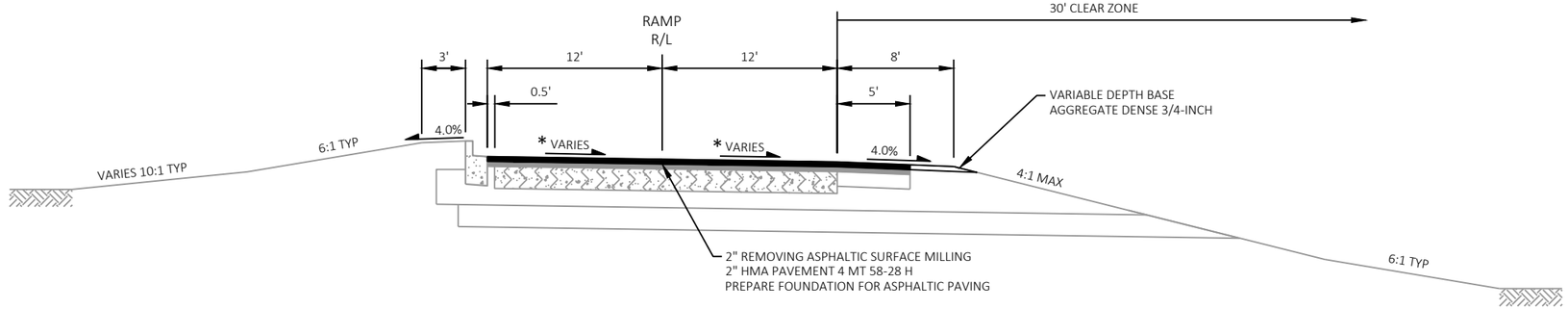
STA 281+20'ZZ' - STA 286+31'ZZ'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

# STA 17+17'HD' - STA 20+17'HD' LEFT AND RIGHT TURN LANES EXIST. LEFT OF RAMP 'HD' REFERENCE LINE, TWO 12-FOOT LEFT TURN LANES. RIGHT OF RAMP 'HD' REFERENCE LINE, ONE 12-FOOT RIGHT TURN LANE.

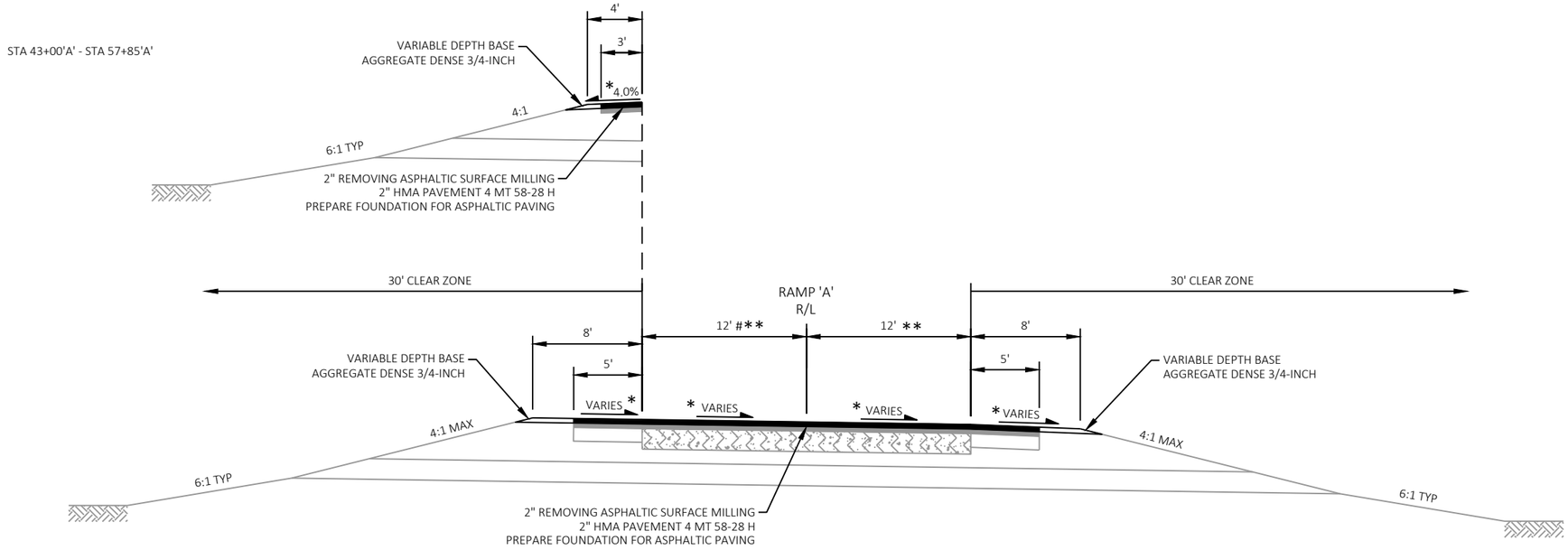
2




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE

STA 37+61'A' - STA 43+00'A'
STA 37+81'B' - STA 43+31'B'

NOTE: FOR 'B' RAMP MIRROR ABOUT R/L




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE

STA 43+00'A' - STA 57+85'A'
STA 72+50'A' - STA 84+59'A'

NOTES

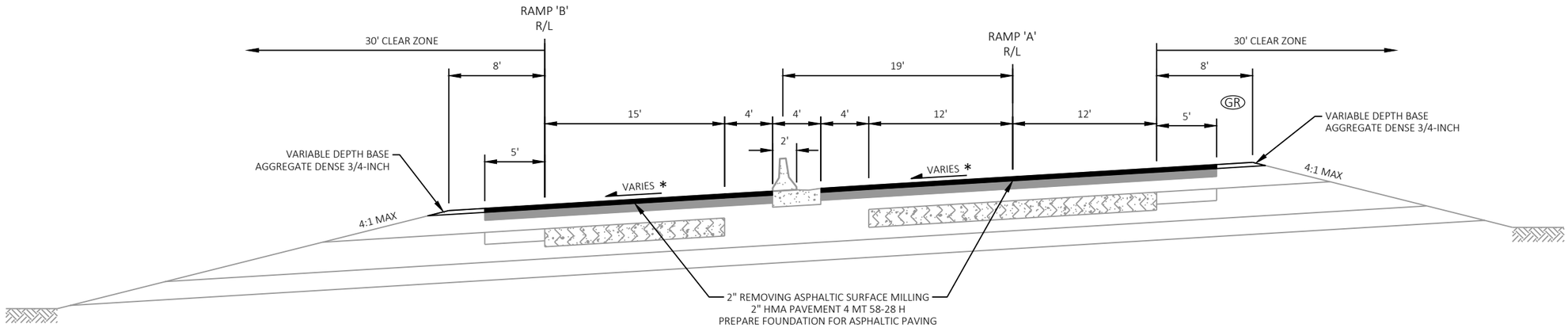
* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

** PLACE HIGH FRICTION SURFACE ON HMA PAVEMENT BETWEEN STA 84+59'A' - STA 78+43'A' (SEE CONSTRUCTION DETAILS).

\# TRAVEL LANE VARIES 2' TO 12' FROM STA 76+97'A' - STA 84+59'A'

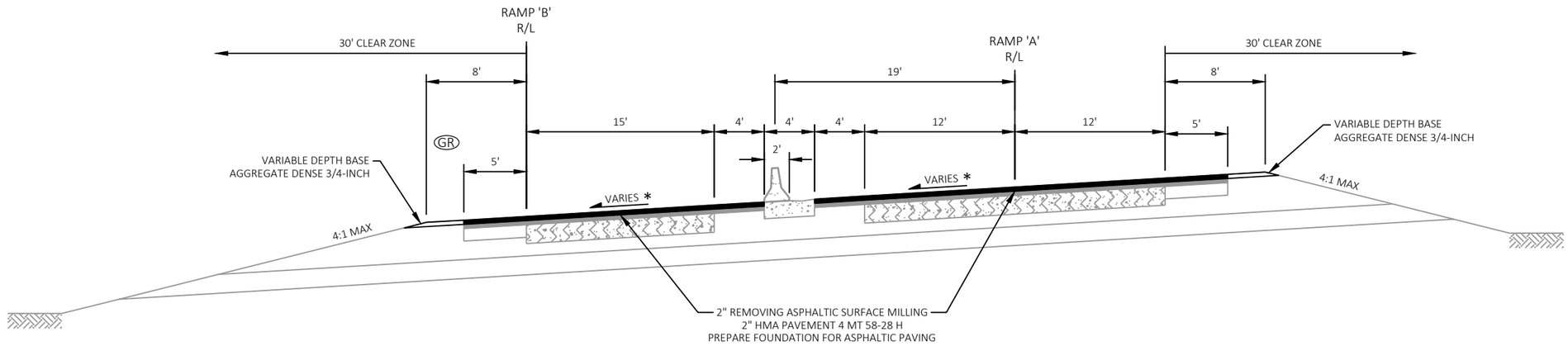
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 21 | E |
|---|---|---|---|---|---|

2




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE

STA 57+85'A' - STA 59+03'A' (B-49-32)
STA 61+53'A' (B-49-32) - STA 63+00'A'
STA 56+97'B' - STA 59+63'B' (B-49-32)
STA 62+12'B' (B-49-32) - STA 63+45'B'




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE

STA 63+00'A' - STA 72+50'A'
STA 63+45'B' - STA 72+53'B'

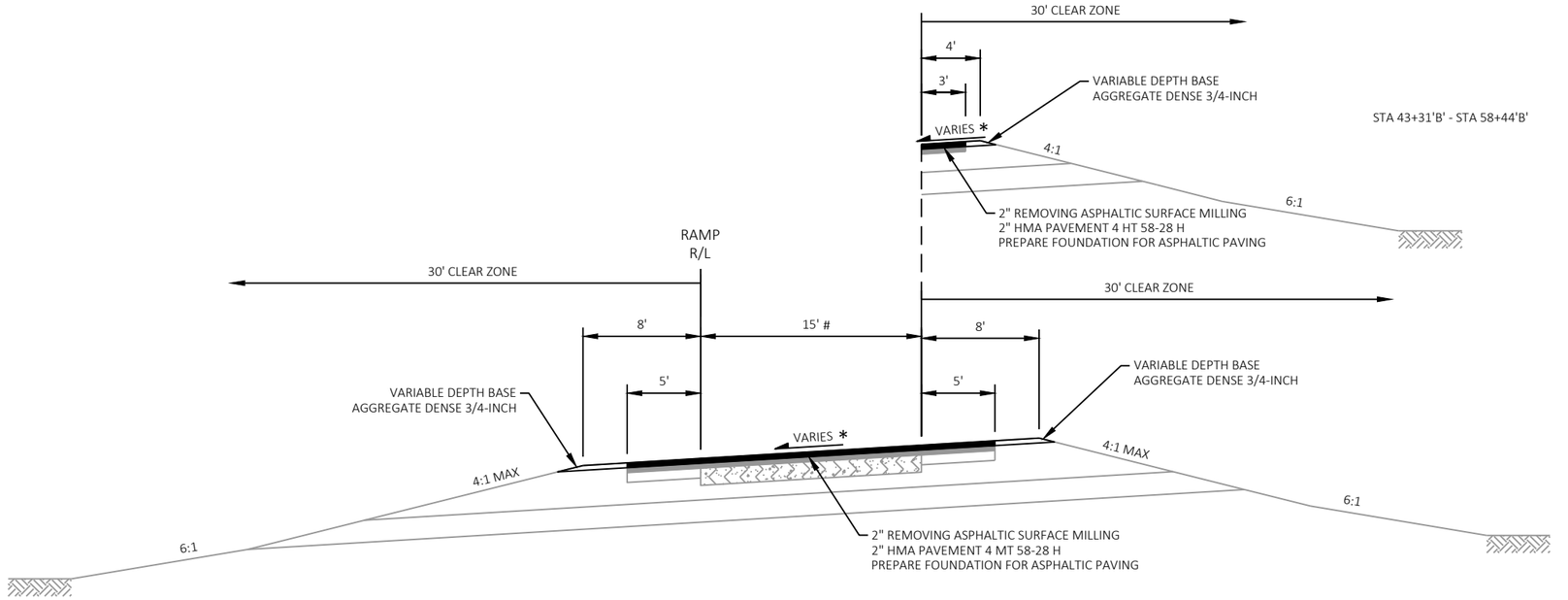
NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

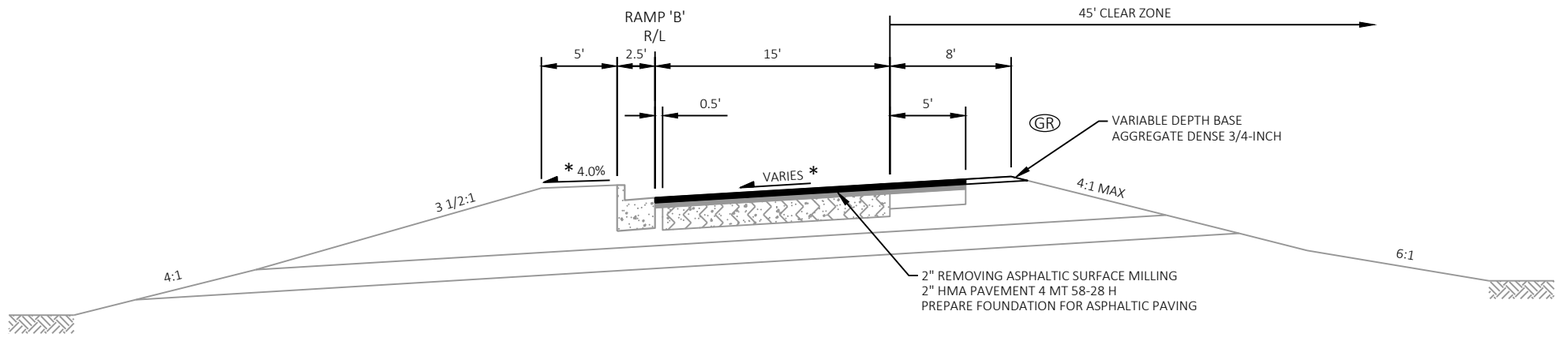
(GR) SEE SECTION 5 PLANS FOR LOCATION OF PROPOSED GUARDRAIL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 22 | E |
|---|---|---|---|---|---|

2




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 43+31'B' - STA 56+97'B'
STA 54+81'C' - STA 66+16'C'
STA 47+94'D' - STA 51+00'D'
STA 74+00'D' - STA 82+39'D'




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 72+53'B' - STA 79+04'B'

NOTES

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

\# TRAVEL LANE VARIES 12' TO 15' FROM STA 47+94'D' - STA 51+00'D'

(GR) SEE SECTION 5 PLANS FOR LOCATION OF PROPOSED GUARDRAIL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 23 | E |
|---|---|---|---|---|---|

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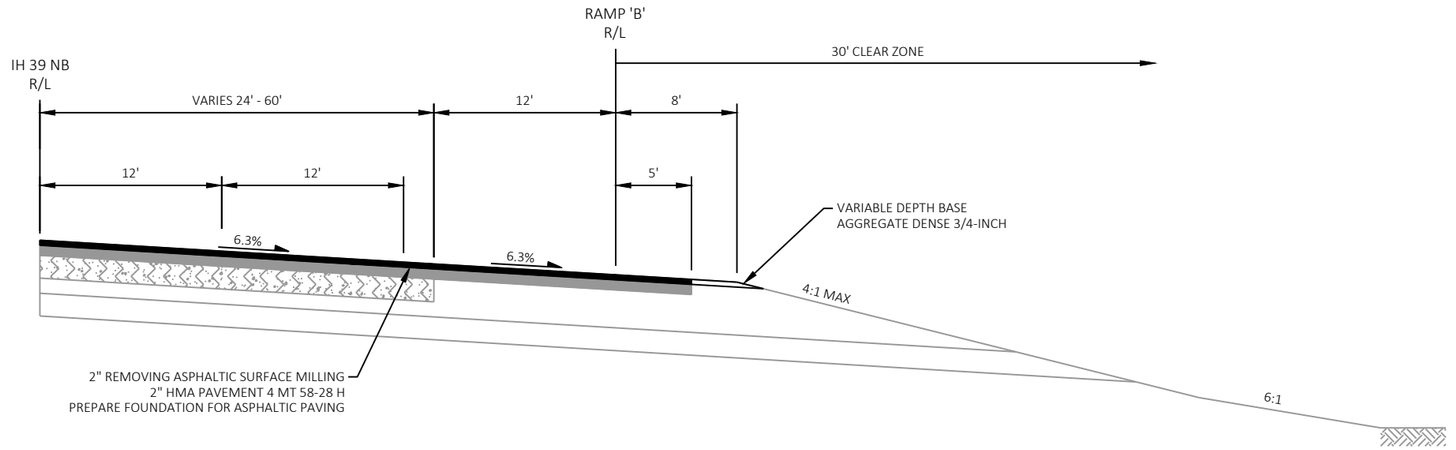
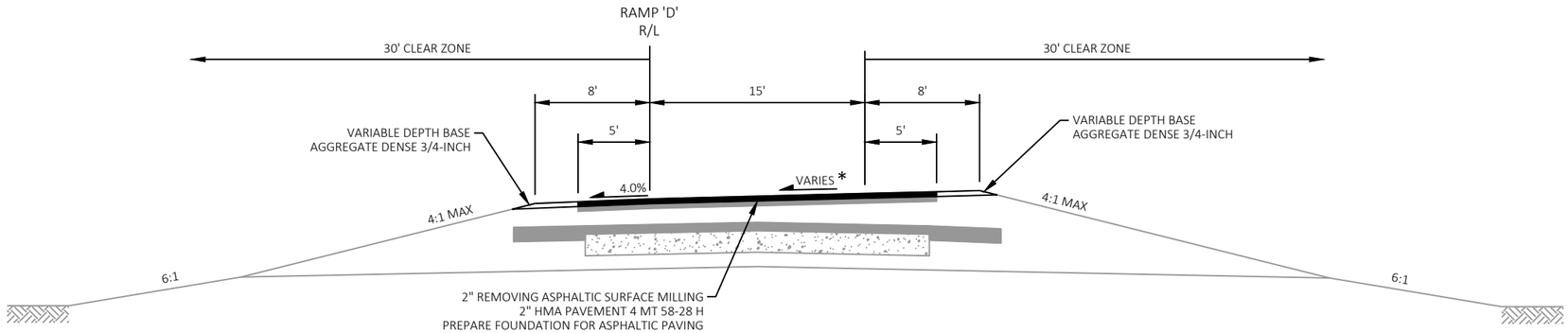



TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 79+04'B' - STA 87+79'B'




TYPICAL FINISHED SECTION
BUS 51/DIVISION ST INTERCHANGE
STA 51+00'D' - STA 74+00'D'

NOTE

* CROSS SLOPE VARIES DUE TO SUPERELEVATION, MATCH EXISTING SUPERELEVATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 24 | E |
|---|---|---|---|---|---|

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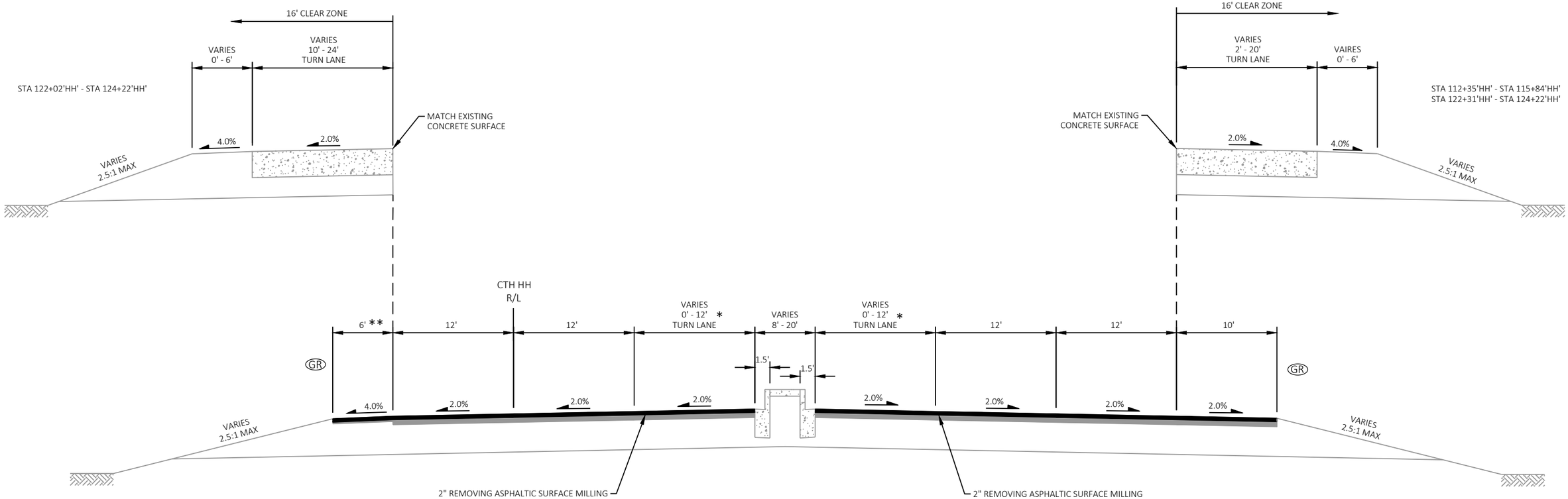



## FINISHED TYPICAL SECTION
## CTH HH

STA 112+35'HH' - STA 118+45'HH' (B-49-21)
STA 120+66'HH' (B-49-21) - STA 123+21'HH'

NOTES

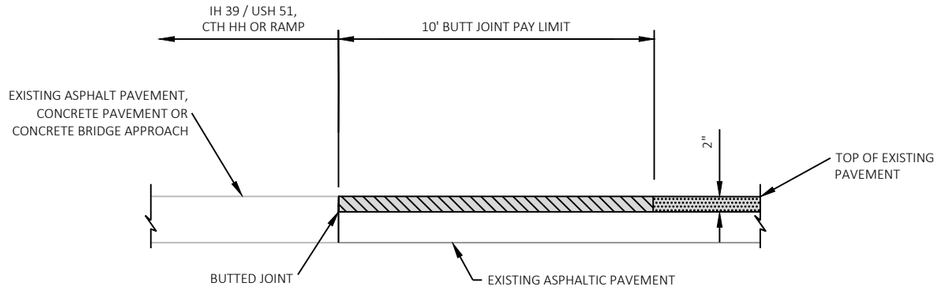
* SEE SECTION 5 PLANS FOR LOCATION OF TURN LANES

** PAVED SHOULDER IS 3' FROM STA 112+36'HH' TO STA 112+55'HH'

(GR) SEE SECTION 5 PLANS FOR LOCATION OF EXISTING GUARDRAIL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TYPICAL SECTIONS | SHEET 25 | E |
|---|---|---|---|---|---|

2



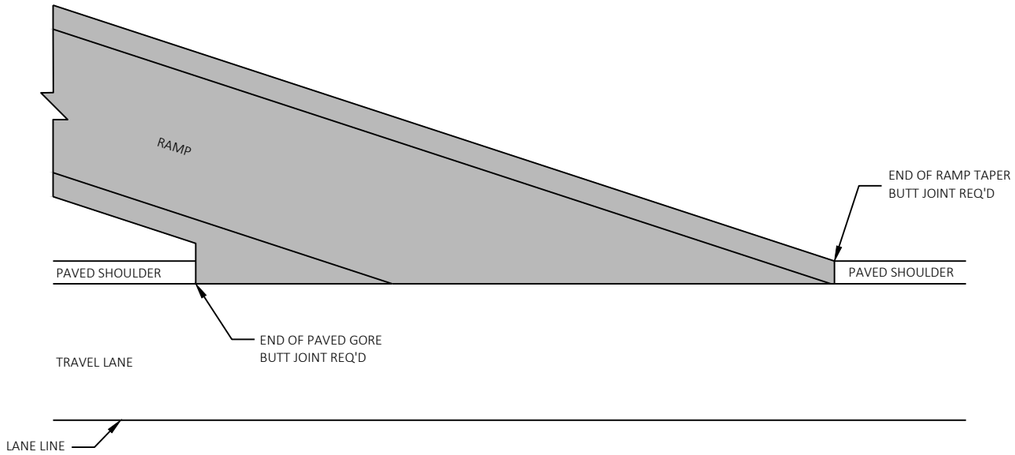

REMOVING ASPHALTIC SURFACE BUTT JOINTS
DO NOT REMOVE MATERIAL UNDER THIS ITEM UNTIL 24 HOURS BEFORE PAVING

REMOVING ASPHALTIC SURFACE MILLING

PROPOSED SMA OR HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR SMA AND HMA LOCATION)

## MAINLINE AND RAMP BUTT JOINT DETAIL

SEE SECTION 5 PLANS FOR LOCATIONS ON
IH 39 / USH 51, CTH HH AND RAMPS

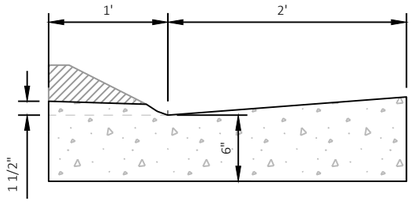



OUTSIDE SHOULDER PAVING LIMITS
(BUTT JOINT REQUIRED AT EACH END OF PAVING LIMITS)

STA 923+29'SB' - STA 934+68'SB'
STA 926+05'NB' - STA 934+50'NB'
STA 953+56'NB' - STA 965+53'NB'
STA 954+86'SB' - STA 960+23'SB'
STA 1009+59'SB' - STA 1021+06'SB'
STA 1016+34'NB' - STA 1021+82'NB'
STA 1036+01'SB' - STA 1039+73'SB'
STA 1036+16'NB' - STA 1039+58'NB'
STA 1042+06'NB' - STA 1054+10'NB'
STA 1162+40'SB' - STA 1173+62'SB'
STA 1172+93'NB' - STA 1177+77'NB'
STA 1182+17'SB' - STA 1188+05'SB'
STA 1196+32'NB' - STA 1208+88'NB'
STA 1266+30'SB' - STA 1278+14'SB'
STA 1272+96'NB' - STA 1281+23'NB'
STA 1285+01'SB' - STA 1297+30'SB'
STA 1288+03'NB' - STA 1293+39'NB'
STA 1300+71'NB' - STA 1303+82'NB'
STA 1346+40'SB' - STA 1357+71'SB'
STA 1349+81'NB' - STA 1357+73'NB'
STA 1375+24'SB' - STA 1382+82'SB'
STA 1375+82'NB' - STA 1386+69'NB'
STA 1440+43'SB' - STA 1443+97'SB'
STA 1445+65'SB' - STA 1456+38'SB'
STA 1447+50'NB' - STA 1472+35'NB'
STA 1483+47'NB' - STA 1495+52'NB'

## I-39 MAINLNE OUTSIDE SHOULDER PAVING LIMITS AT RAMPS DETAIL

PROPOSED HMA PAVEMENT OVERLAY ON THE RAMP
(SEE TYPICAL SECTION FOR HMA PAVEMENT TYPE AND DEPTH)

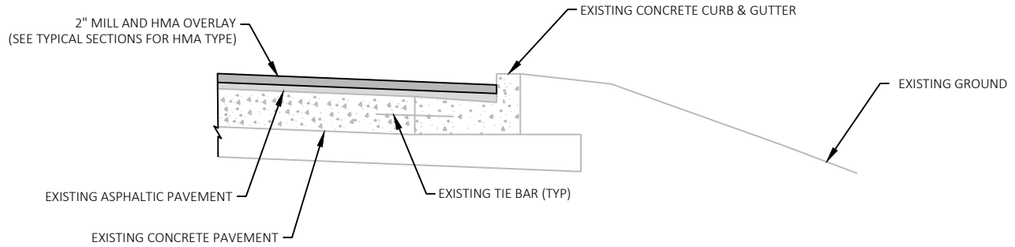



## REMOVING CONCRETE CURB HEAD

STA 16+28'F' - STA 16+50'F', RT
STA 22+34'F' - STA 22+45'F', LT
STA 122+01'HH' - STA 122+20'HH', LT

REMOVAL LIMITS

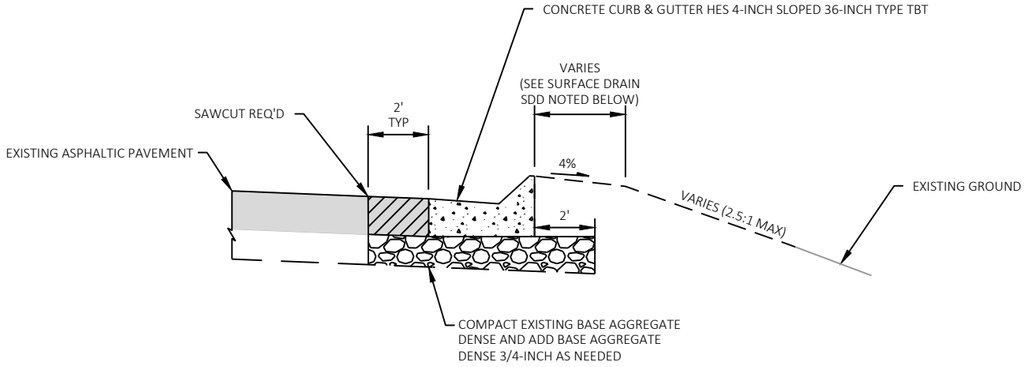
NOTE
TRANSITION FULL CURB HEAD TO DRIVEWAY CURB HEAD IN 6-FEET




## CURB & GUTTER HMA OVERLAY DETAIL

STH 66 WEST NB EXIT RAMP
USH 10/STH 66 WEST NB ENTRANCE RAMP
USH 10/STH 66 WEST SB EXIT RAMP
USH 10/STH 66 WEST SB ENTRANCE RAMP

2

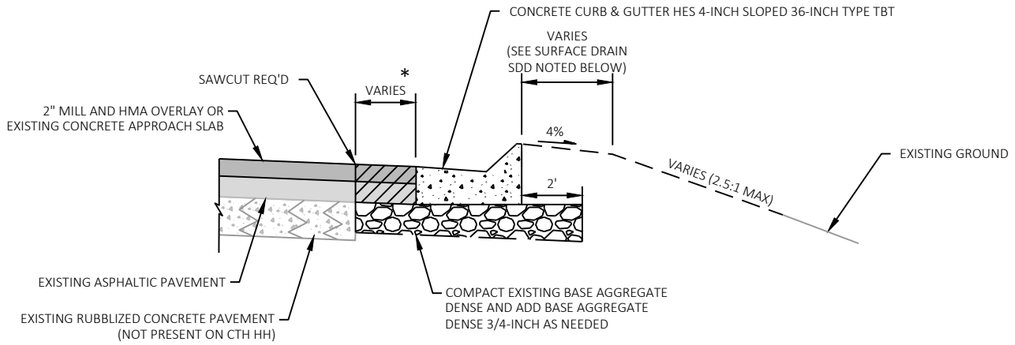



## CURB & GUTTER INSTALLATION AT SURFACE DRAINS ADJACENT TO EXISTING PAVEMENT DETAIL

STA 1094+10'NB' - STA 1094+65'NB', RT
STA 1291+03'SB' - STA 1291+67'SB', LT
STA 1303+84'NB' - STA 1304+41'NB', RT
STA 1364+94'NB' - STA 1365+49'NB', RT
STA 17+09'F' - STA 17+64'F', LT
STA 17+53'F' - STA 18+11'F', RT
STA 20+70'F' - STA 21+25'F', LT
STA 21+16'F' - STA 21+72'F', RT

3 1/2" (STH 54), 8" (IH 39/USH 51)
MINIMUM ASPHALTIC SURFACE PATCHING
(MATCH EXISTING PAVEMENT DEPTH)

NOTE
FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" AND
SDD "CONCRETE SURFACE DRAINS, FLUME TYPE AT STRUCTURES"




## CURB & GUTTER INSTALLATION AT SURFACE DRAINS ADJACENT TO MILL AND HMA OVERLAY DETAIL

STA 1094+28'NB' - STA 1094+83'NB', LT
STA 1241+27'NB' - STA 1241+82'NB', LT
STA 1303+84'NB' - STA 1304+41'NB', LT
STA 1364+88'NB' - STA 1365+43'NB', LT
STA 120+66'HH' - STA 121+21'HH, RT
STA 120+66'HH' - STA 121+18'HH', LT

5" (CTH HH), 8" (IH 39/USH 51)
MINIMUM ASPHALTIC SURFACE PATCHING
(MATCH EXISTING PAVEMENT DEPTH)

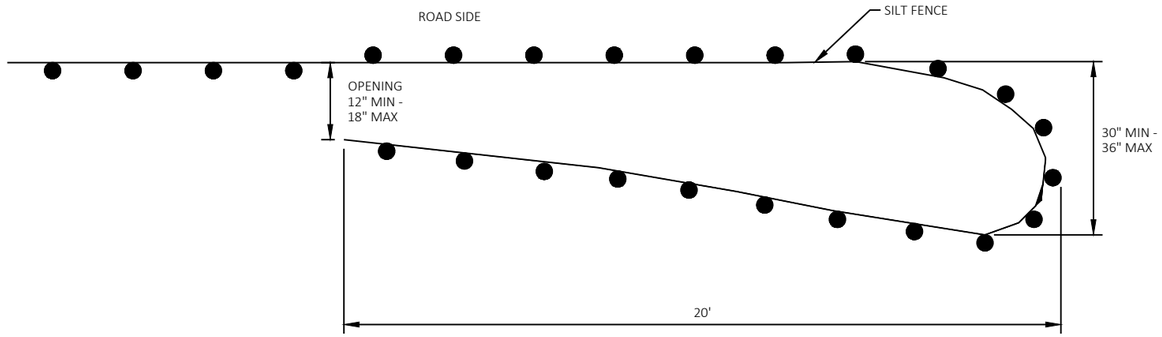
NOTES
COMPLETE CURB & GUTTER REPLACEMENTS AND ASPHALTIC SURFACE PATCHING TO MATCH THE EXISTING SURFACE PRIOR TO THE MILL AND OVERLAY OF IH 39/USH 51 AND CTH HH

FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" AND
SDD "CONCRETE SURFACE DRAINS, FLUME TYPE AT STRUCTURES"

BETWEEN STA 1241+29'NB' - STA 1241+82'NB', STA 1303+93'NB' - STA 1304+41'NB', AND STA 1365+01'NB' - STA 1365+43'NB'
THE ASPHALTIC SURFACE PATCHING WILL BE PLACED ADJACENT TO AN EXISTING CONCRETE APPROACH SLAB

* ASPHALTIC SURFACE PATCHING WIDTH IS 4' TYP ALONG IH 39 / USH 51 (MATCH EXISTING JOINT)
ASPHALTIC SURFACE PATCHING WIDTH IS 2' TYP ALONG CTH HH

2



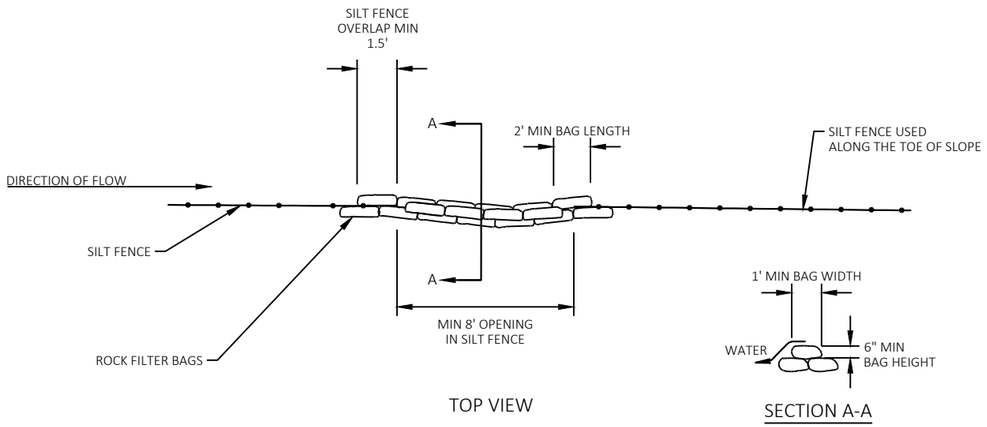

PLAN VIEW

## TEMPORARY SMALL ANIMAL TURN-AROUND DETAIL

NOTES

SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

SEE EROSION CONTROL PLANS FOR LOCATIONS.

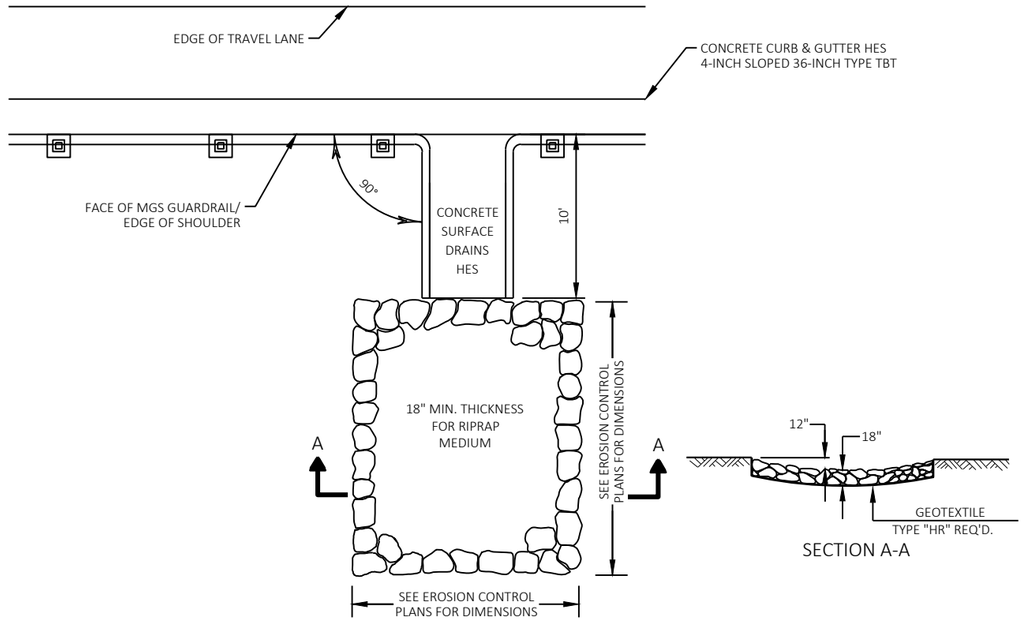



TOP VIEW

SECTION A-A

## ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS




SECTION A-A

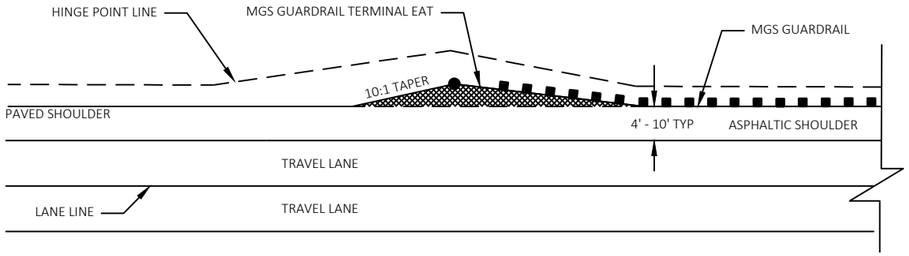
## RIPRAP MEDIUM TREATMENT AT CONCRETE SURFACE DRAINS DETAIL

NOTES

VERIFY PROPOSED GUARDRAIL POST LOCATIONS PRIOR TO INSTALLING CONCRETE SURFACE DRAIN.

FOR DETAILS NOT SHOWN SEE SDD "CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES".

| | |
|---|---|
| 1094+22'NB, RT | 17+21'F', LT |
| 1094+40'NB', LT | 17+65'F', RT |
| 1241+39'NB', LT | 21+13'F', LT |
| 1303+96'NB', LT&RT | 21+60'F', RT |
| 1365+00'NB, LT | 121+06'HH', LT |
| 1365+05'NB', RT | 121+09'HH', RT |
| 1291+55'SB', LT | |

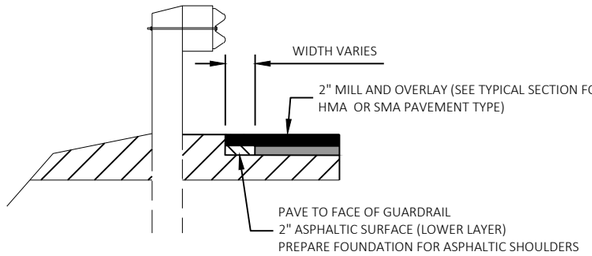



PLAN VIEW

PAVE TO FACE OF RAIL

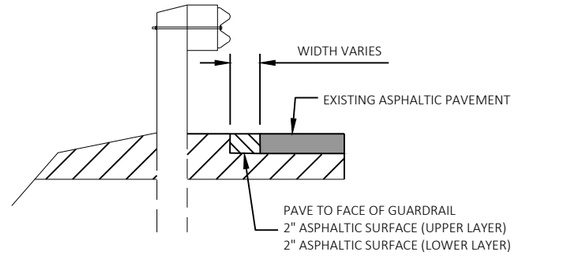
## PAVED SHOULDER AT GUARDRAIL DETAIL

NOTE
SEE PLAN SHEETS AND SDD "MIDWEST GUARDRAIL SYSTEM (MGS) ENERGY ABSORBING TERMINAL" FOR ADDITIONAL INFORMATION



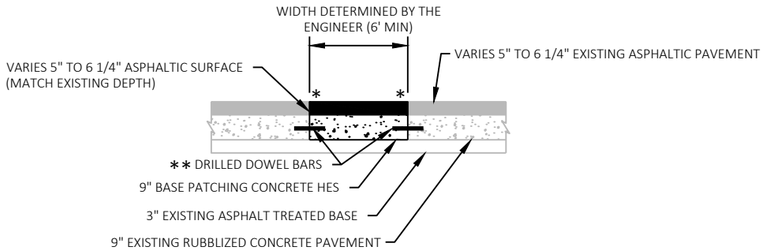

PROFILE VIEW ADJACENT TO MILL AND OVERLAY

STA 1091+25'NB' - STA 1094+28'NB', LT
STA 1095+88'SB' - STA 1099+53'SB', RT
STA 1238+21'NB' - STA 1241+27'NB', LT
STA 1243+50'SB' - STA 1246+92'SB', RT
STA 1291+67'SB' - STA 1295+01'SB', LT
STA 1300+90'NB' - STA 1303+84'NB', LT
STA 1302+17'NB' - STA 1303+84'NB', RT
STA 1305+73'SB' - STA 1309+18'SB', RT
STA 1361+91'NB' - STA 1364+88'NB', LT
STA 1367+29'SB' - STA 1370+86'SB', RT
STA 1381+08'NB' - STA 1386+04'NB', LT
STA 1384+89'SB' - STA 1389+77'SB', RT
STA 1458+37'NB' - STA 1463+13'NB', LT
STA 1461+96'SB' - STA 1466+34'SB', RT
STA 1483+16'NB' - STA 1487+72'NB', LT
STA 56+91'A' - STA 58+98'A', RT
STA 62+19'B' - STA 64+16'B', LT
STA 72+53'B' - STA 74+00'B', RT
STA 113+88'HH' - STA 118+45'HH', LT
STA 117+08'HH' - STA 118+45'HH', RT
STA 121+18'HH' - STA 122+03'HH', LT
STA 121+21'HH' - STA 121+65'HH', RT




PROFILE VIEW ADJACENT TO EXISTING ASPHALT

STA 1091+96'NB' - STA 1094+10'NB', RT
STA 1096+06'SB' - STA 1098+79'SB', LT
STA 1238+89'NB' - STA 1241+77'NB', RT
STA 1243+46 'SB' - STA 1243+20'SB', LT
STA 1305+73'SB' - STA 1308+59'SB', LT
STA 1362+72'NB' - STA 1364+94'NB' RT
STA 1367+24'SB' - STA 1370+01'SB', LT
STA 1458+57'NB' - STA 1463+55'NB', RT
STA 1461+45'SB' - STA 1465+59'SB', LT
STA 1485+40'SB' - STA 1490+23'SB', LT
STA 1486+55'SB' - STA 1491+04'SB', RT
STA 16+30'F' - STA 17+09'F', LT
STA 16+45'F' - STA 17+53'F', RT
STA 21+25'F' - STA 22+35'F', LT
STA 21+72'F' - STA 22+47'F', RT




## BASE PATCHING CONCRETE DETAIL

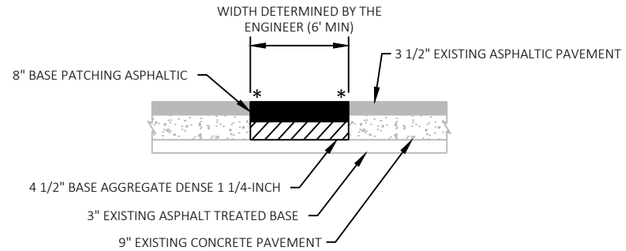
TO BE USED ON MAINLINE ONLY
SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS
ADDITIONAL LOCATIONS DETERMINED BY THE FIELD ENGINEER

NOTES
ASPHALTIC SURFACE SHALL MATCH PROPOSED OVERLAY MATERIAL

EXISTING PIPE UNDERDRAIN IS LOCATED ADJACENT TO BASE PATCHING CONCRETE AREAS. IF PIPE UNDERDRAIN IS DAMAGED DURING CONSTRUCTION, REPAIRS TO THE PIPE UNDERDRAIN ARE INCIDENTAL TO BASE PATCHING CONCRETE ITEM.

* SAWCUT REQ'D

** DO NOT PLACE DRILLED DOWEL BARS IF ADJACENT EXISTING CONCRETE PAVEMENT HAS BEEN RUBBLIZED

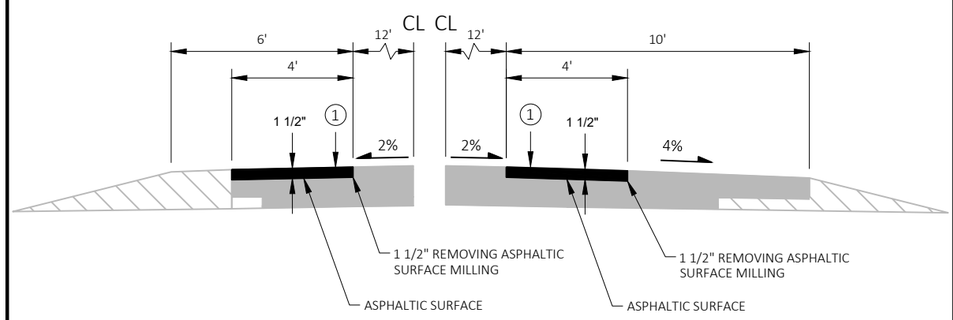



## BASE PATCHING ASPHALTIC DETAIL

TO BE USED ON RAMPS ONLY
SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS
ADDITIONAL LOCATIONS DETERMINED BY THE FIELD ENGINEER

NOTES
BASE PATCHING ASPHALTIC SHALL MATCH PROPOSED OVERLAY MATERIAL

* SAWCUT REQ'D



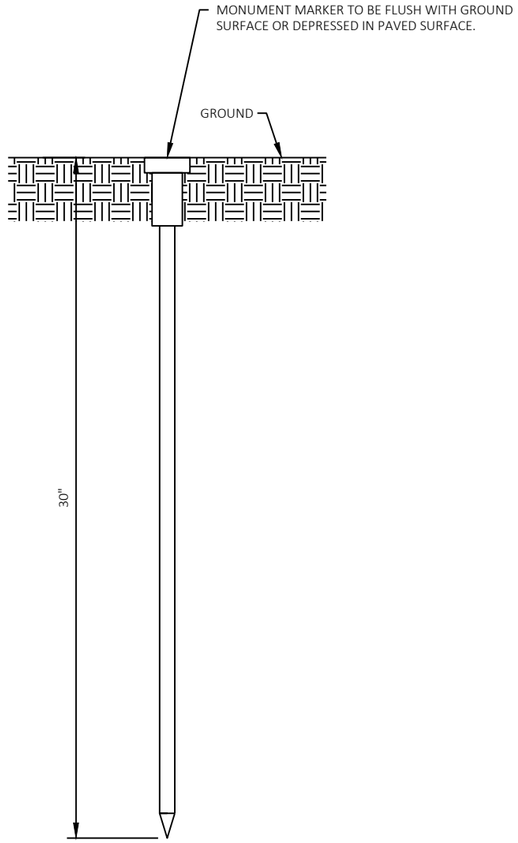

## REMOVE EXISTING ASPHALTIC RUMBLE STRIPS DETAIL

SEE TRAFFIC CONTROL SHEETS FOR LOCATIONS
PAID AS REMOVING ASPHALTIC SURFACE MILLING AND ASPHALTIC SURFACE

NOTES
(1) REINSTALL SHOULDER RUMBLE STRIPS AFTER IH 39 MILL AND OVERLAY IS COMPLETED. SEE SDD "SHOULDER RUMBLE STRIP, MILLING".

WISDOT MONUMENT CAP MARKER LOGO (SSDR130)

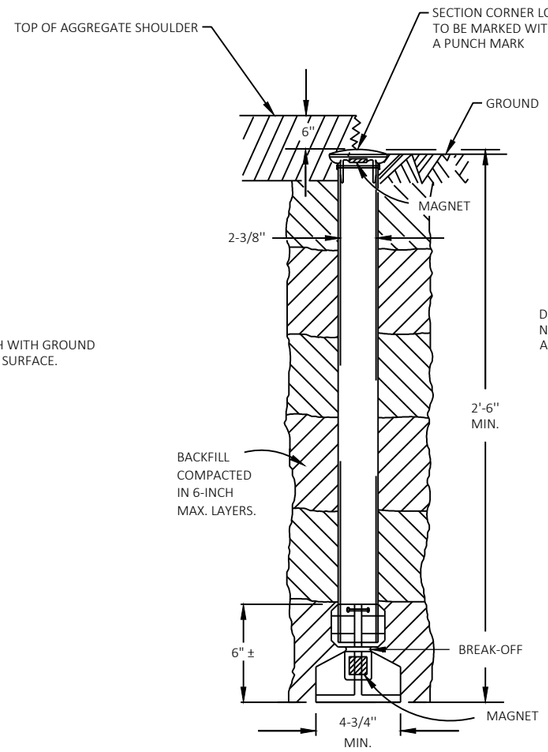
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS
WITH THE ABOVE STAMPING




(FRONT VIEW)

BERNTSEN DRIVABLE MONUMENT SSDR130

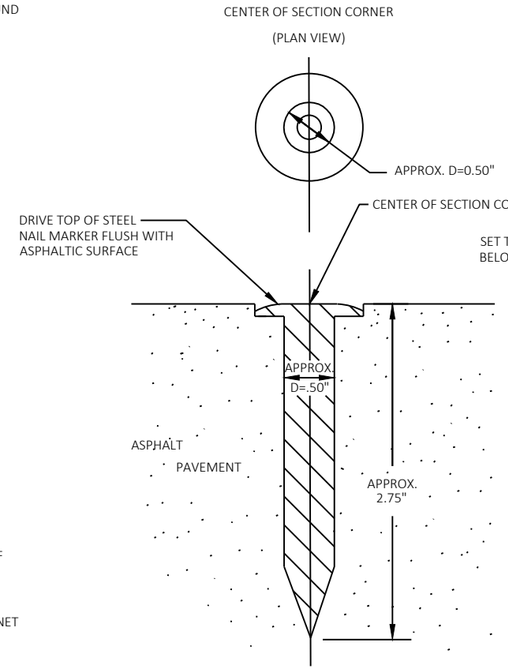
LANDMARK REFERENCE MONUMENT (TIES ONLY)




(SIDE VIEW)

OUTSIDE OF PAVEMENT

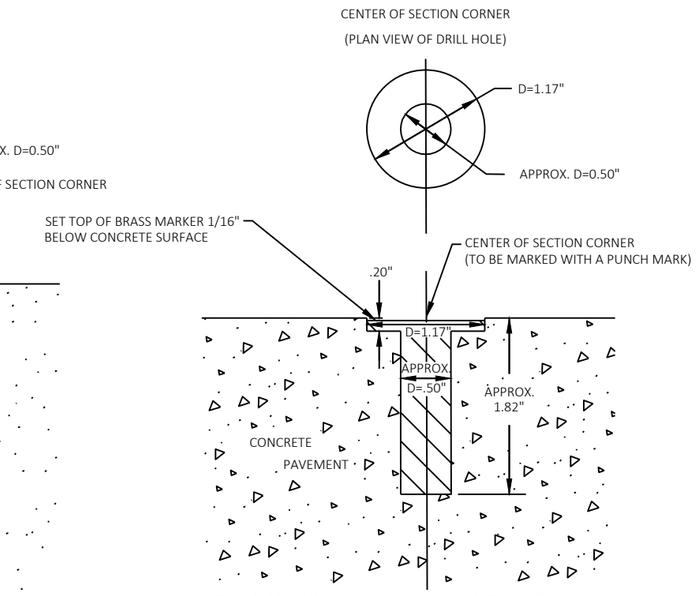
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT




(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

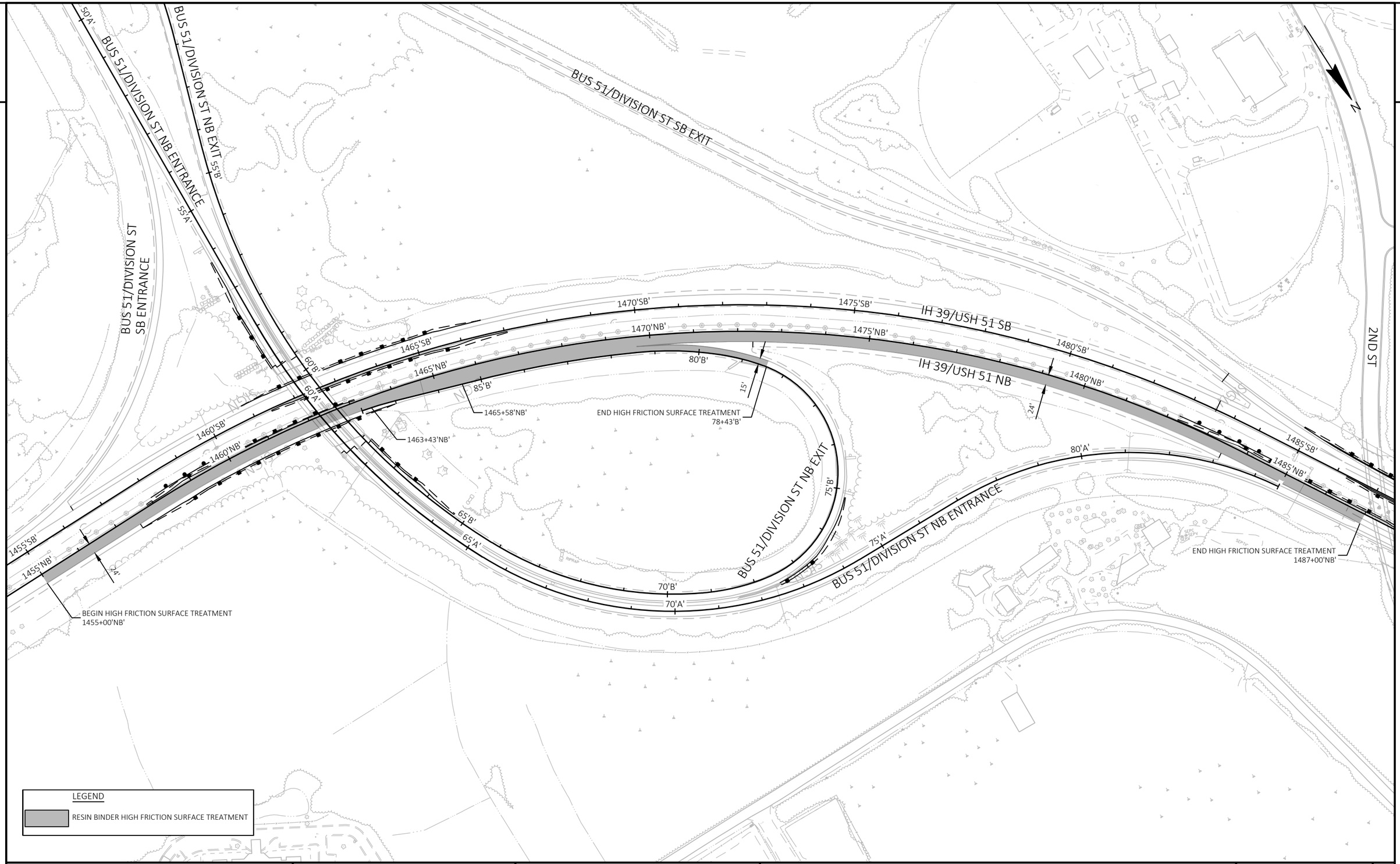
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS

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




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - HIGH FRICTION SURFACE TREATMENT DETAIL | SHEET 31 | E |
|---|---|---|---|---|---|

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

STH 54

IH 39/USH 51 SB

942+00'SB' 943+00'SB' 944+00'SB' 945+00'SB' 946+00'SB' 947+00'SB'

Y1

POST 1 +47.05'NB' 35.10' LT
POST 5 +59.28'NB' 37.37' LT
+10.77'NB'
5' MIN
15'
+70.14'NB'
5' MIN
POST 5 +21.78'NB' 37.37' LT
POST 1 +34.00'NB' 35.10' LT
POST 1 +47.05'NB' 24.90' LT
POST 5 +59.28'NB' 22.62' LT
POST 5 +21.78'NB' 22.63' LT
POST 1 +34.00'NB' 24.90' LT

942+00'NB' 943+00'NB' 944+00'NB' 945+00'NB' 946+00'NB' 947+00'NB'

IH 39/USH 51 NB

Y1

B-49-13
(TO REMAIN)

STA 943+42'NB' - STA 945+36'NB', LT
REMOVING GUARDRAIL

STA 943+43'NB' - STA 945+38'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL REPLACEMENT | SHEET 32 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 2/21/2024 4:06 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

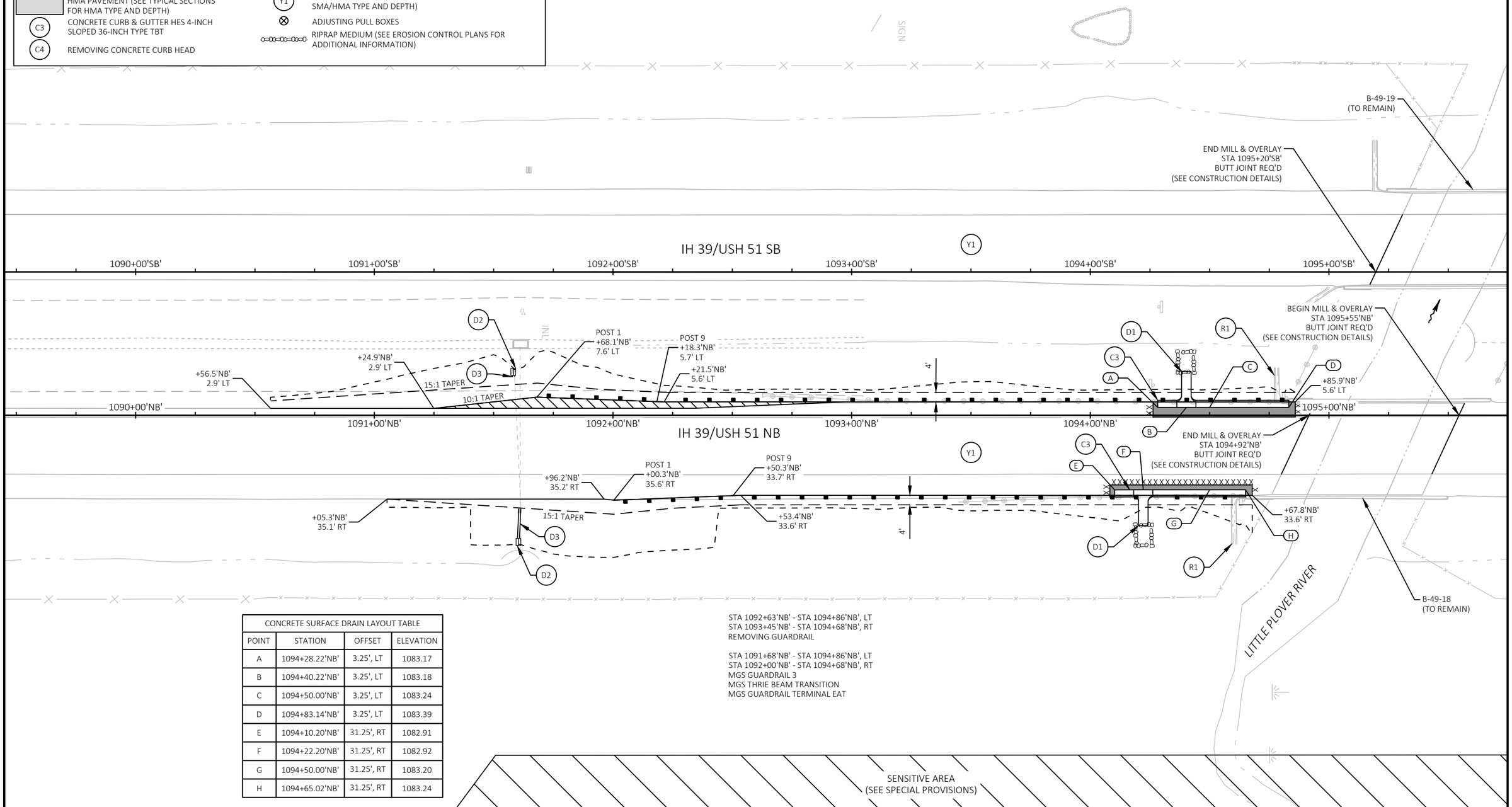
LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTE

GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

N




| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 1094+28.22'NB' | 3.25', LT | 1083.17 |
| B | 1094+40.22'NB' | 3.25', LT | 1083.18 |
| C | 1094+50.00'NB' | 3.25', LT | 1083.24 |
| D | 1094+83.14'NB' | 3.25', LT | 1083.39 |
| E | 1094+10.20'NB' | 31.25', RT | 1082.91 |
| F | 1094+22.20'NB' | 31.25', RT | 1082.92 |
| G | 1094+50.00'NB' | 31.25', RT | 1083.20 |
| H | 1094+65.02'NB' | 31.25', RT | 1083.24 |

STA 1092+63'NB' - STA 1094+86'NB', LT
STA 1093+45'NB' - STA 1094+68'NB', RT
REMOVING GUARDRAIL

STA 1091+68'NB' - STA 1094+86'NB', LT
STA 1092+00'NB' - STA 1094+68'NB', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 33 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 2/21/2024 4:07 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

LITTLE PLOVER RIVER

B-49-19
(TO REMAIN)

+06.0'SB'
33.6' LT

BEGIN MILL & OVERLAY
STA 1095+83'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

4"

POST 1
+73.6'SB'
35.6' LT

D2

D3

15:1 TAPER

+68.1'SB'
35.1' LT

+78.6'SB'
35.1' LT

+20.4'SB'
33.6' LT

POST 9
+23.6'SB'
33.7' LT

IH 39/USH 51 SB

Y1

1096+00'SB' 1097+00'SB' 1098+00'SB' 1099+00'SB' 1100+00'SB' 1101+00'SB'

+88.1'SB'
5.6' RT

4"

10:1 TAPER

15:1 TAPER

+29.2'SB'
3.2' RT

D3

POST 1
+05.6'SB'
7.6' RT

+52.5'SB'
5.6' RT

+53.1'SB'
3.0' RT

POST 9
+55.6'SB'
5.7' RT

D2

1096+00'NB' 1097+00'NB' 1098+00'NB' 1099+00'NB' 1100+00'NB' 1101+00'NB'

BEGIN MILL & OVERLAY
STA 1095+54'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

IH 39/USH 51 NB

Y1

B-49-18
(TO REMAIN)

STA 1095+88'SB' - STA 1098+11'SB', RT
STA 1096+06'SB' - STA 1097+29'SB',LT
REMOVING GUARDRAIL

STA 1095+88'SB' - STA 1099+06'SB', RT
STA 1096+06'SB' - STA 1098+74'SB', LT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

SENSITIVE AREA
(SEE SPECIAL PROVISIONS)

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 03
PLOT DATE : 2/21/2024 4:07 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

1132+00'SB' 1133+00'SB' 1134+00'SB' 1135+00'SB' 1136+00'SB' 1137+00'SB' 1138+00'SB'

IH 39/USH 51 SB

4" UNDERDRAIN TEE, INCIDENTAL TO ITEM PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 POST 1 +12.54'NB' 35.10' LT

D2 +53'NB' 31' LT

D3 POST 1 +12.54'NB' 24.89' LT

POST 5 +24.76'NB' 37.37' LT

+83.07'NB'

POST 5 +24.76'NB' 22.62' LT

5' MIN

15'

+23.65'NB'

5' MIN

POST 5 +74.76'NB' 37.41' LT

POST 5 +74.78'NB' 22.66' LT

POST 1 +86.99'NB' 35.15' LT

TIE PIPE UNDERDRAIN INTO INLET

D3

POST 1 +87.00'NB' 24.95' LT

Y1

1132+00'NB' 1133+00'NB' 1134+00'NB' 1135+00'NB' 1136+00'NB' 1137+00'NB' 1138+00'NB'

IH 39/USH 51 NB

CAUTION

PORTER RD

B-49-167
(TO REMAIN)

STA 1134+08'NB' - STA 1135+90'NB', LT
REMOVING GUARDRAIL

STA 1134+09'NB' - STA 1135+90'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 35 | E |
|---|---|---|---|---|---|

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

B-49-21
(TO REMAIN)

IH 39/USH 51 SB

1185+00'SB' 1186+00'SB' 1187+00'SB' 1188+00'SB' 1189+00'SB' 1190+00'SB'

D3 D2

POST 1
+48.64'NB'
35.10' LT

POST 1
+48.64'NB'
24.90' LT

POST 5
+60.87'NB'
37.38' LT

POST 5
+60.87'NB'
22.63' LT

+16.91'NB'

15'

5' MIN

5' MIN

POST 5
+60.87'NB'
37.38' LT

POST 5
+60.87'NB'
22.63' LT

+04.83'NB'

POST 1
+73.09'NB'
35.10' LT

POST 1
+73.09'NB'
24.90' LT

1185+00'NB' 1186+00'NB' 1187+00'NB' 1188+00'NB' 1189+00'NB' 1190+00'NB'

IH 39/USH 51 NB

CAUTION

CTH HH/MC DILL AVE

STA 1186+46'NB' - STA 1188+77'NB', LT
REMOVING GUARDRAIL

STA 1186+45'NB' - STA 1188+77'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 36 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 05

PLOT DATE : 2/21/2024 4:08 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

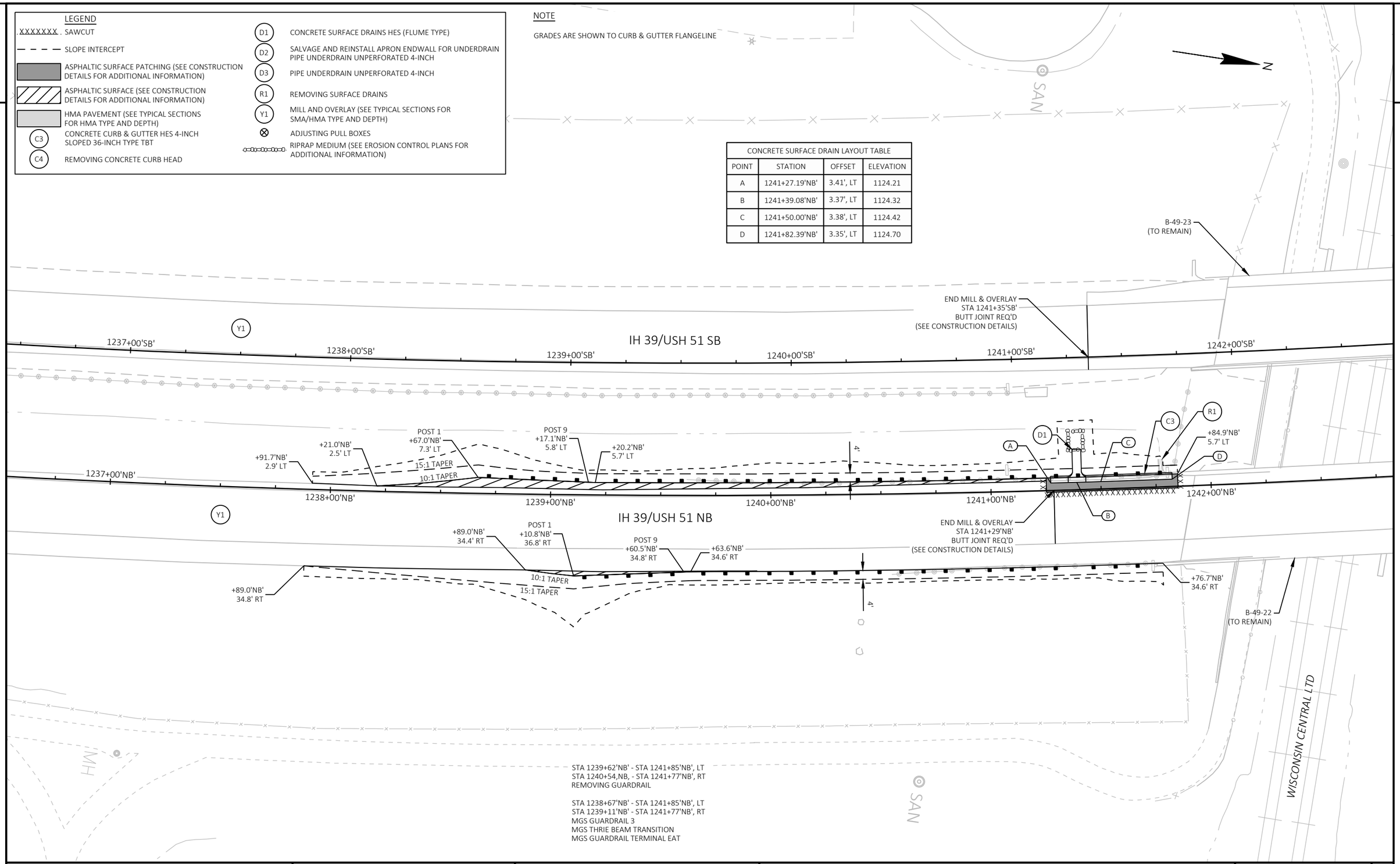
LEGEND

| | |
|---|---|
| XXXXXXX SAWCUT | D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE) |
| SLOPE INTERCEPT | D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH |
| ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION) | D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH |
| ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION) | R1 REMOVING SURFACE DRAINS |
| HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH) | Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH) |
| C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT | ADJUSTING PULL BOXES |
| C4 REMOVING CONCRETE CURB HEAD | RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION) |

NOTE

GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 1241+27.19'NB' | 3.41', LT | 1124.21 |
| B | 1241+39.08'NB' | 3.37', LT | 1124.32 |
| C | 1241+50.00'NB' | 3.38', LT | 1124.42 |
| D | 1241+82.39'NB' | 3.35', LT | 1124.70 |




STA 1239+62'NB' - STA 1241+85'NB', LT
STA 1240+54,NB, - STA 1241+77'NB', RT
REMOVING GUARDRAIL

STA 1238+67'NB' - STA 1241+85'NB', LT
STA 1239+11'NB' - STA 1241+77'NB', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 37 | E |
|---|---|---|---|---|---|

STA 1243+37'SB' - STA 1245+60'SB', RT
STA 1243+46'SB' - STA 1244+70'SB', LT
REMOVING GUARDRAIL

STA 1243+37'SB' - STA 1246+54'SB', RT
STA 1243+46'SB' - STA 1246+15'SB', LT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

WISCONSIN CENTRAL LTD

FO

B-49-23
(TO REMAIN)

+46.2'SB'
33.6' LT

4'

+61.9'SB'
33.5' LT

POST 9
+65.0'SB'
33.6' LT

15:1 TAPER

+19.4'SB'
35.0' LT

POST 1
+15.3'SB'
35.4' LT

+09.1'SB'
35.5' LT

Y1

BEGIN MILL & OVERLAY
STA 1243+96'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

IH 39/USH 51 SB

1243+00'SB' 1244+00'SB' 1245+00'SB' 1246+00'SB' 1247+00'SB' 1248+00'SB'

+36.7'SB'
6.1' RT

4'

+00.9'SB'
6.1' RT

POST 9
+04.0'SB'
6.1' RT

10:1 TAPER

15:1 TAPER

POST 1
+53.9'SB'
6.2' RT

+92.3'SB'
2.2' RT

+07.2'SB'
2.3' RT

1243+00'NB' 1244+00'NB' 1245+00'NB' 1246+00'NB' 1247+00'NB' 1248+00'NB'

IH 39/USH 51 NB

Y1

BEGIN MILL & OVERLAY
STA 1243+87'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

B-49-22
(TO REMAIN)

SIGN

LEGEND

- XXXXXXX SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTE

MGS EAT AT STA 1246+54'SB', RT DOES NOT HAVE A FLARE

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 38 | E |
|---|---|---|---|---|---|

2

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

USH 10/STH 66 WEST SB EXIT

285+00'ZD'

286+00'ZD'

287+00'ZD'

INL

POST

FO

OH

SAN

W

E

IH 39/USH 51 SB

Y1

1283+00'SB' 1284+00'SB' 1285+00'SB' 1286+00'SB' 1287+00'SB' 1288+00'SB'

POST 5
+11.11'NB'
37.37' LT

POST 1
+98.88'NB'
35.10' LT

POST 1
+98.88'NB'
24.89' LT

D3

D2

POST 5
+11.11'NB'
22.62' LT

1283+00'NB' 1284+00'NB' 1285+00'NB' 1286+00'NB' 1287+00'NB' 1288+00'NB'

IH 39/USH 51 NB

Y1

SIGN

SIGN

B-49-24
(TO REMAIN)

STA 1287+95'NB' - STA 1290+39'NB', LT
REMOVING GUARDRAIL

STA 1287+95'NB' - STA 1290+39'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

283+00'ZZ'

USH 10 NB EXIT

284+00'ZZ'

USH 10

SIGN

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 39 | E |
|---|---|---|---|---|---|

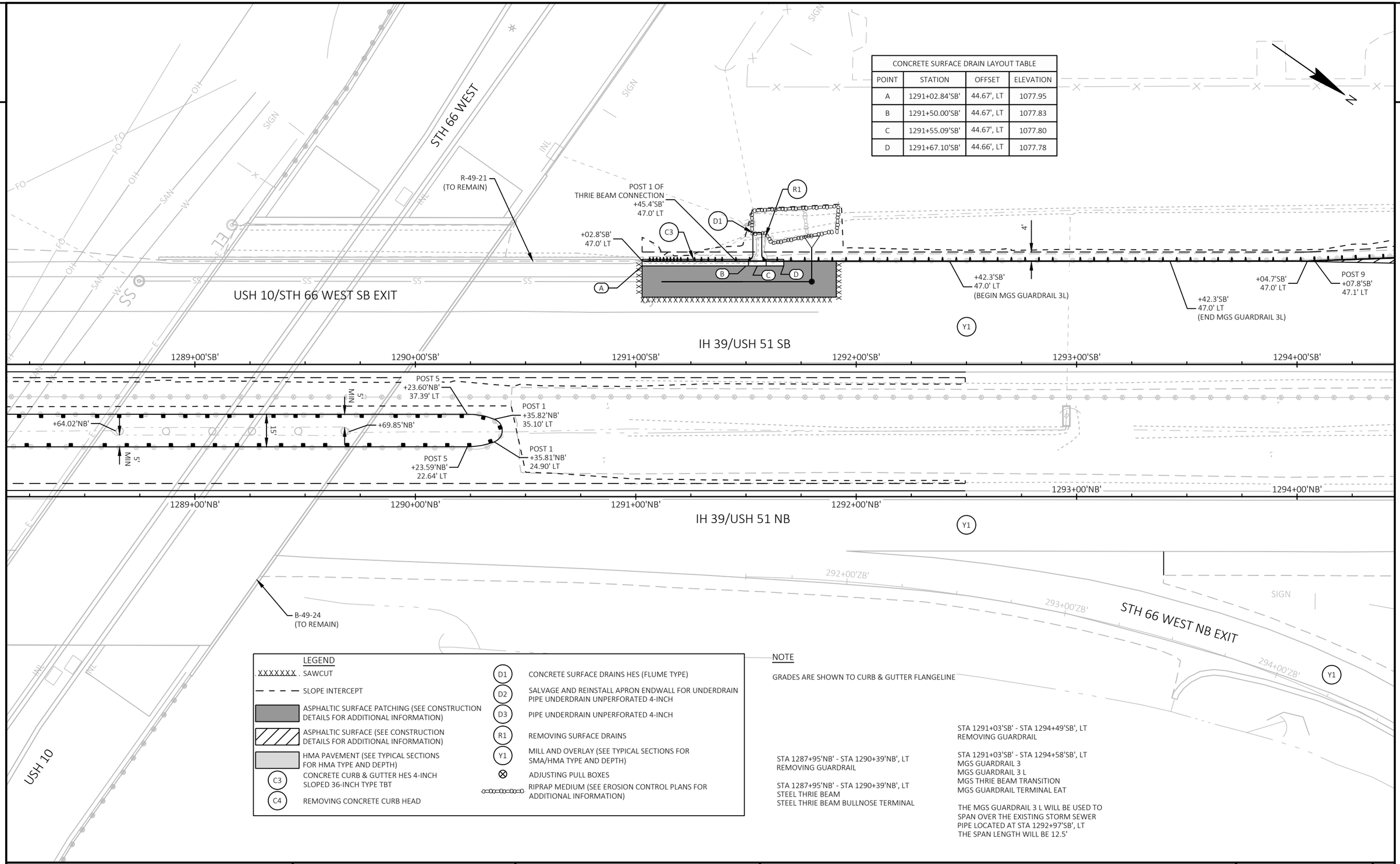
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 08

PLOT DATE : 2/21/2024 4:09 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 1291+02.84'SB' | 44.67', LT | 1077.95 |
| B | 1291+50.00'SB' | 44.67', LT | 1077.83 |
| C | 1291+55.09'SB' | 44.67', LT | 1077.80 |
| D | 1291+67.10'SB' | 44.66', LT | 1077.78 |




LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ⊗ ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTE

GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

STA 1287+95'NB' - STA 1290+39'NB', LT
REMOVING GUARDRAIL

STA 1287+95'NB' - STA 1290+39'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

STA 1291+03'SB' - STA 1294+49'SB', LT
REMOVING GUARDRAIL

STA 1291+03'SB' - STA 1294+58'SB', LT
MGS GUARDRAIL 3
MGS GUARDRAIL 3 L
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

THE MGS GUARDRAIL 3 L WILL BE USED TO SPAN OVER THE EXISTING STORM SEWER PIPE LOCATED AT STA 1292+97'SB', LT
THE SPAN LENGTH WILL BE 12.5'

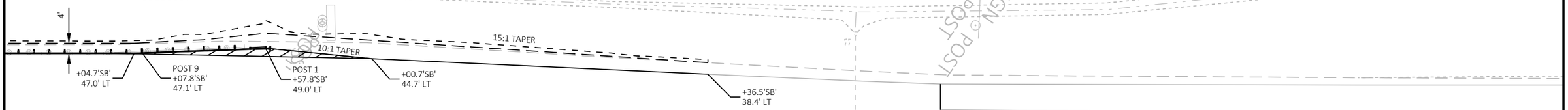
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 40 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 09
PLOT DATE : 2/21/2024 4:09 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

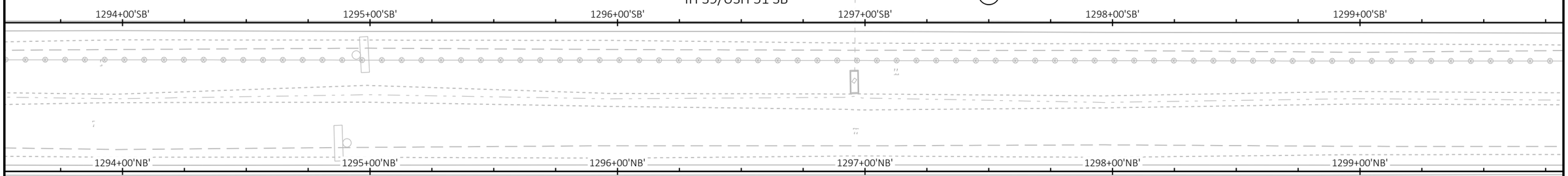
STA 1291+03'SB' - STA 1294+49'SB', LT
REMOVING GUARDRAIL

STA 1291+03'SB' - STA 1294+58'SB', LT
MGS GUARDRAIL 3
MGS GUARDRAIL 3 L
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT



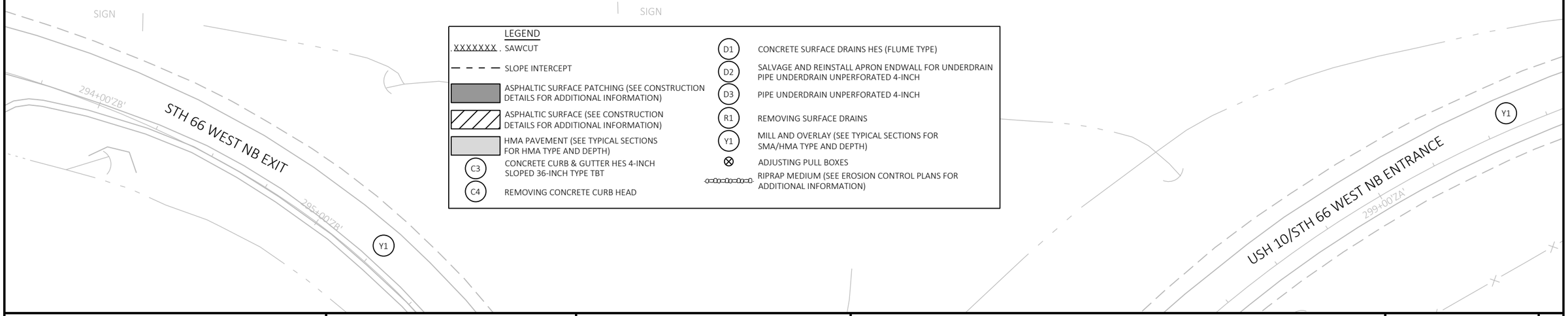

IH 39/USH 51 SB

Y1




IH 39/USH 51 NB

Y1




LEGEND

- XXXXXXX SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ⊗ ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 10
PLOT DATE : 2/21/2024 4:10 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

| | |
|---|---|
| XXXXXXX SAWCUT | D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE) |
| SLOPE INTERCEPT | D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH |
| ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION) | D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH |
| ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION) | R1 REMOVING SURFACE DRAINS |
| HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH) | Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH) |
| C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT | ADJUSTING PULL BOXES |
| C4 REMOVING CONCRETE CURB HEAD | RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION) |

NOTE

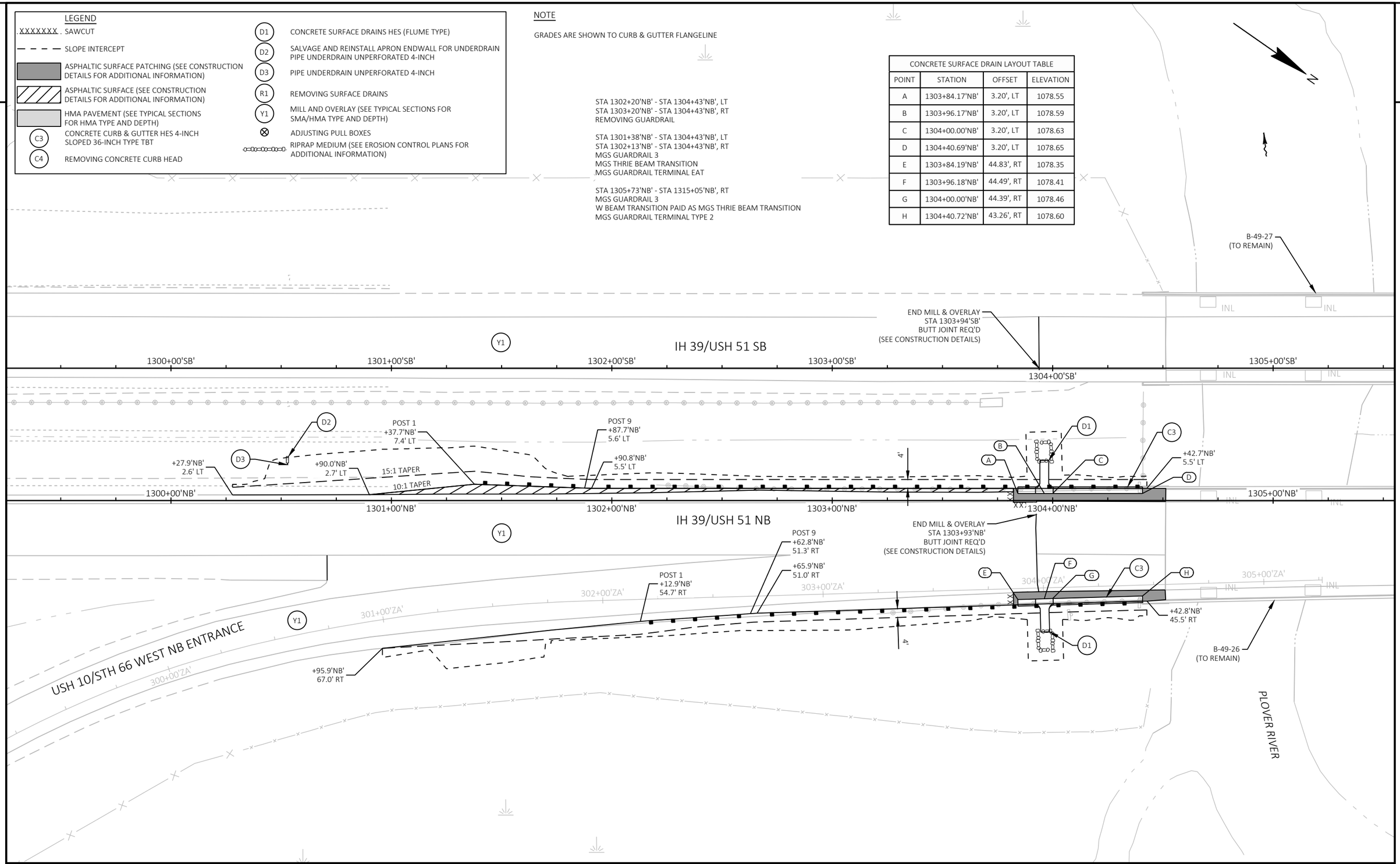
GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

STA 1302+20'NB' - STA 1304+43'NB', LT
STA 1303+20'NB' - STA 1304+43'NB', RT
REMOVING GUARDRAIL

STA 1301+38'NB' - STA 1304+43'NB', LT
STA 1302+13'NB' - STA 1304+43'NB', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA 1305+73'NB' - STA 1315+05'NB', RT
MGS GUARDRAIL 3
W BEAM TRANSITION PAID AS MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL TYPE 2

| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 1303+84.17'NB' | 3.20', LT | 1078.55 |
| B | 1303+96.17'NB' | 3.20', LT | 1078.59 |
| C | 1304+00.00'NB' | 3.20', LT | 1078.63 |
| D | 1304+40.69'NB' | 3.20', LT | 1078.65 |
| E | 1303+84.19'NB' | 44.83', RT | 1078.35 |
| F | 1303+96.18'NB' | 44.49', RT | 1078.41 |
| G | 1304+00.00'NB' | 44.39', RT | 1078.46 |
| H | 1304+40.72'NB' | 43.26', RT | 1078.60 |




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 11
PLOT DATE : 2/21/2024 4:10 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

SIGN

+72.7'SB'
33.5' LT

B-49-27
(TO REMAIN)

4"

INL

BEGIN MILL & OVERLAY
STA 1306+21'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

POST 1
+27.7'SB'
37.0' LT

15:1 TAPER

10:1 TAPER

+74.6'SB'
34.4' LT

+58.7'SB'
34.1' LT

+61.9'SB'
33.9' LT

POST 9
+77.8'SB'
34.6' LT

Y1

IH 39/USH 51 SB

1305+00'SB' 1306+00'SB' 1307+00'SB' 1308+00'SB' 1309+00'SB' 1310+00'SB' 1311+00'SB'

+17.5'SB'
4.0' RT

+72.5'SB'
6.1' RT

+24.4'SB'
6.1' RT

POST 9
+27.6'SB'
6.3' RT

+21.8'SB'
14.9' RT

10:1 TAPER

15:1 TAPER

POST 1
+77.6'SB'
8.0' RT

+96.6'SB'
4.5' RT

+71.8'SB'
15.3' RT

BEGIN MILL & OVERLAY
STA 1306+23'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

1305+00'NB' 1306+00'NB' 1307+00'NB' 1308+00'NB' 1309+00'NB' 1310+00'NB' 1311+00'NB'

IH 39/USH 51 NB

Y1

24.5'

+22.7'NB'
24.5' RT

+74.9'NB'
37.8' RT

+22.5'NB'
36.9' RT

20'

12'

8'

4'

305+00'ZA'

INL

50:1 TAPER

50:1 TAPER

+72.5'NB'
42.7' RT

+92.3'NB'
42.3' RT
(END W BEAM TRANSITION)

D3

D2

+01.7'NB'
44.5' RT

D3

D2

B-49-26
(TO REMAIN)

C-49-11
(TO REMAIN)

PLOVER RIVER

STA 1305+73'SB' - STA 1307+95'SB', RT
STA 1305+73'SB' - STA 1306+95'SB', LT
REMOVING GUARDRAIL

STA 1305+73'SB' - STA 1308+28'SB', LT
STA 1305+73'SB' - STA 1308+78'SB', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA 1305+73'NB' - STA 1315+05'NB', RT
MGS GUARDRAIL 3
W BEAM TRANSITION PAID AS MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL TYPE 2

STA 1308+22'SB' - STA 1309+72'SB', RT
ADJUSTING CABLE BARRIER TYPE 1

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 43 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 12
PLOT DATE : 2/21/2024 4:11 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

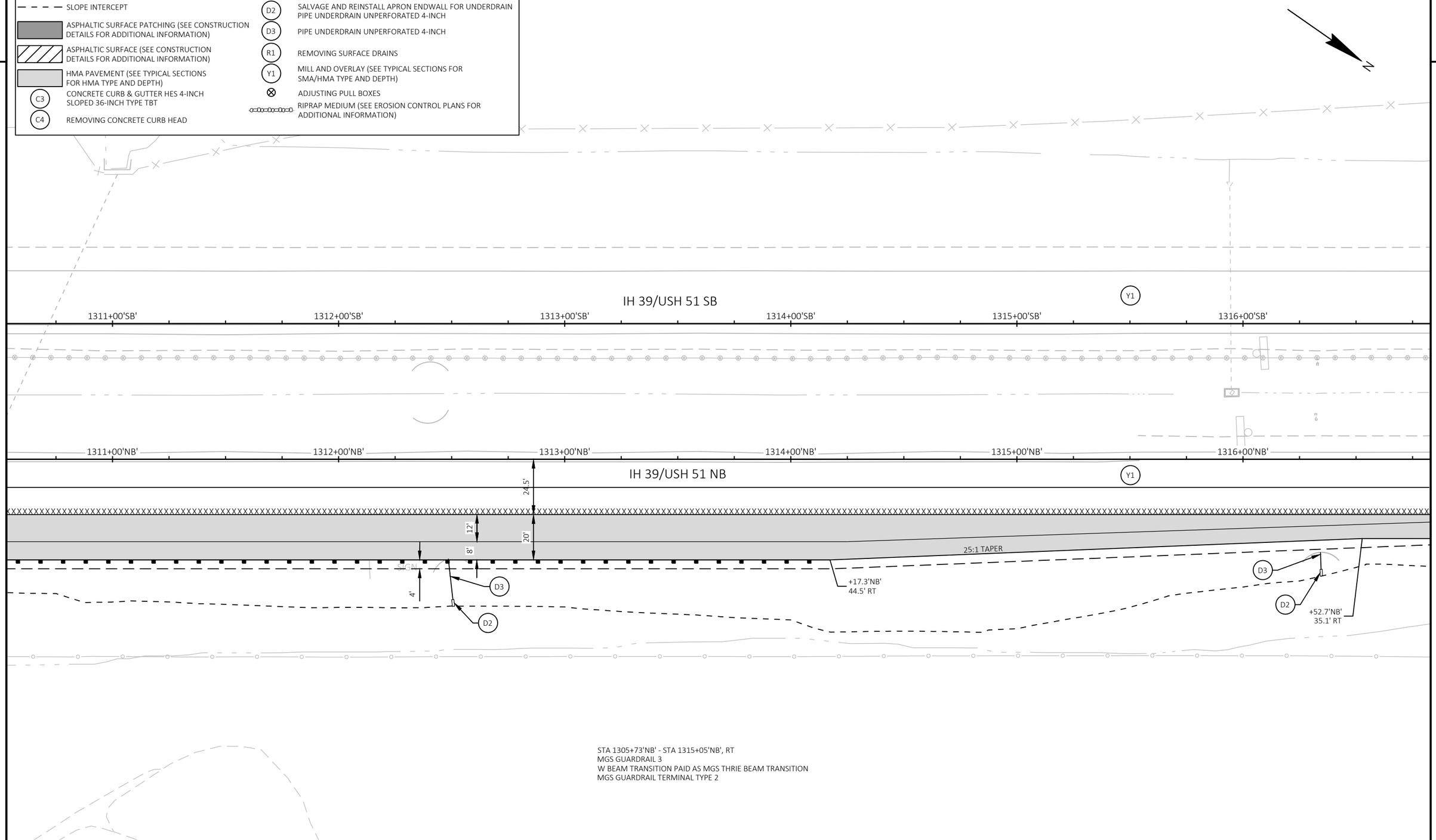
D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)




STA 1305+73'NB' - STA 1315+05'NB', RT
MGS GUARDRAIL 3
W BEAM TRANSITION PAID AS MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL TYPE 2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 44 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 13

PLOT DATE : 2/21/2024 4:11 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

SIGN

B-49-28
(TO REMAIN)

IH 39/USH 51 SB

Y1

1317+00'SB' 1318+00'SB' 1319+00'SB' 1320+00'SB' 1321+00'SB' 1322+00'SB'

POST 1
+78.03'NB'
35.10' LT

POST 5
+90.26'NB'
37.37' LT

5' MIN

POST 5
+27.76'NB'
37.37' LT

POST 1
+39.98'NB'
35.10' LT

+42.44'NB'

15'

+75.01'NB'

POST 1
+78.03'NB'
24.90' LT

POST 5
+90.26'NB'
22.62' LT

5' MIN

POST 5
+27.76'NB'
22.62' LT

POST 1
+39.98'NB'
24.90' LT

1317+00'NB' 1318+00'NB' 1319+00'NB' 1320+00'NB' 1321+00'NB' 1322+00'NB'

IH 39/USH 51 NB

Y1

+85.00'NB'
24.50' RT

25:1 TAPER

+54.33'NB'
35.02' RT

+85.00'NB'
35.02' RT

+52.70'NB'
35.09' RT

SIGN

STA 1320+75'NB' - STA 1322+44'NB', LT
REMOVING GUARDRAIL

STA 1320+74'NB' - STA 1322+44'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

JANICK CIRCLE NORTH

FO

FO

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 14

PLOT DATE : 2/21/2024 4:11 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

SIGN

Y1

IH 39/USH 51 SB

1322+00'SB' 1323+00'SB' 1324+00'SB' 1325+00'SB' 1326+00'SB' 1327+00'SB' 1328+00'SB'

POST 5
+27.76'NB'
37.37' LT

POST 1
+39.98'NB'
35.10' LT

CAUTION

POST 1
+39.98'NB'
24.90' LT

POST 5
+27.76'NB'
22.62' LT

1325+00'NB' 1326+00'NB' 1327+00'NB' 1328+00'NB'

1322+00'NB' 1323+00'NB' 1324+00'NB'

Y1

IH 39/USH 51 NB

SIGN

STA 1320+75'NB' - STA 1322+44'NB', LT
REMOVING GUARDRAIL

STA 1320+74'NB' - STA 1322+44'NB', LT
STEEL THRIE BEAM
STEEL THRIE BEAM BULLNOSE TERMINAL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 46 | E |
|---|---|---|---|---|---|

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTE

GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

STA 1362+60'NB' - STA 1365+46, LT
STA 1363+65'NB' - STA 1365+51, RT
REMOVING GUARDRAIL

STA 1362+28'NB' - STA 1365+46'NB', LT
STA 1362+84'NB' - STA 1365+51'NB', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

END MILL & OVERLAY
STA 1364+83'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

IH 39/USH 51 SB

1361+00'SB' 1362+00'SB' 1363+00'SB' 1364+00'SB' 1365+00'SB' 1366+00'SB'

B-49-30
(TO REMAIN)

STANLEY ST

POST 1
+28.0'NB'
7.6' LT

D2 D3

+91.0'NB'
3.9' LT

+15.9'NB'
3.8' LT

15:1 TAPER
10:1 TAPER

POST 9
+78.0'NB'
5.7' LT

+81.1'NB'
5.6' LT

4'

A B D1 C3 R1 C

+45.5'NB'
5.6' LT

1361+00'NB' 1362+00'NB' 1363+00'NB' 1364+00'NB' 1365+00'NB' 1366+00'NB'

END MILL & OVERLAY
STA 1365+01'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

IH 39/USH 51 NB

B-49-29
(TO REMAIN)

POST 9
+33.8'NB'
33.7' RT

+71.8'NB'
34.3' RT

+37.0'NB'
33.6' RT

+78.8'NB'
34.3' RT

15:1 TAPER

POST 1
+83.8'NB'
35.6' RT

4'

F C3 D G

E D1 R1

+51.4'NB'
33.6' RT

| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 1364+87.88'NB' | 3.25', LT | 1117.02 |
| B | 1365+00.00'NB' | 3.25', LT | 1117.20 |
| C | 1365+43.03'NB' | 3.25', LT | 1117.60 |
| D | 1364+93.70'NB' | 31.25', RT | 1116.91 |
| E | 1365+00.00'NB' | 31.25', RT | 1116.97 |
| F | 1365+05.70'NB' | 31.25', RT | 1117.04 |
| G | 1365+48.85'NB' | 31.25', RT | 1117.51 |

CAUTION

STH 66 EAST/ STANLEY ST NB EXIT

61+00'XB' 62+00'XB'

STH 66 EAST

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 47 | E |
|---|---|---|---|---|---|

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

STANLEY ST

SIGN

B-49-30
(TO REMAIN)

BEGIN MILL & OVERLAY
STA 1367+70'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

+23.8'SB'
33.6' LT

4"

15:1 TAPER

+38.2'SB'
33.6' LT

POST 9
+41.3'SB'
33.7' LT

+01.3'SB'
34.6' LT

POST 1
+91.3'SB'
35.6' LT

+96.3'SB'
34.5' LT

71+00'XD'

72+00'XD'

STH 66 EAST/ STANLEY ST SB EXIT

Y1

IH 39/USH 51 SB

1367+00'SB' 1368+00'SB' 1369+00'SB' 1370+00'SB' 1371+00'SB' 1372+00'SB'

+28.9'SB'
5.6' RT

4"

+93.3'SB'
5.6' RT

POST 9
+96.4'SB'
5.7' RT

10:1 TAPER

POST 1
+46.4'SB'
7.6' RT

+86.7'SB'
3.6' RT

15:1 TAPER

+59.3'SB'
3.6' RT

FO

1367+00'NB' 1368+00'NB' 1369+00'NB' 1370+00'NB' 1371+00'NB' 1372+00'NB'

IH 39/USH 51 NB

B-49-29
(TO REMAIN)

BEGIN MILL & OVERLAY
STA 1367+84'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

SIGN

STH 66 EAST

STA 1367+24'SB' - STA 1369+09'SB', LT
STA 1367+29'SB' - STA 1370+15'SB', RT
REMOVING GUARDRAIL

STA 1367+24'SB' - STA 1369+91'SB', LT
STA 1367+29'SB' - STA 1370+46'SB', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

71+00'XA'

72+00'XA'

STH 66 EAST/ STANLEY ST NB ENTRANCE

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 17

PLOT DATE : 2/21/2024 4:13 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

STA 1385+10'SB' - STA 1388+13'SB', RT
REMOVING GUARDRAIL

STA 1385+07'SB' - STA 1389+59'SB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

WILSHIRE DR

N

B-49-40
(TO REMAIN)

Y1

IH 39/USH 51 SB

1380+00'SB' 1381+00'SB' 1382+00'SB' 1383+00'SB' 1384+00'SB' 1385+00'SB'

+25.9'SB' 4.6' RT
+89.4'SB' 4.4' RT
+06.6'SB' 6.0' RT
4"

D2
D3

POST 1 +58.0'NB' 8.0' LT
POST 9 +08.0'NB' 6.1' LT
+11.1'NB' 6.0' LT
+38.9'NB' 3.1' LT
+08.0'NB' 3.0' LT
15:1 TAPER
10:1 TAPER

1380+00'NB' 1381+00'NB' 1382+00'NB' 1383+00'NB' 1384+00'NB' 1385+00'NB'

Y1

IH 39/USH 51 NB

STH 66 EAST/ STANLEY ST NB ENTRANCE

STA 1381+62'NB' - STA 1385+78'SB', LT
REMOVING GUARDRAIL

STA 1381+58'NB' - STA 1385+86'NB', LT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

FO

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 49 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 18

PLOT DATE : 2/21/2024 4:13 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTE

MGS EAT AT STA 1389+59'SB', RT DOES NOT HAVE A FLARE

STA 1385+10'SB' - STA 1388+13'SB', RT
REMOVING GUARDRAIL

STA 1385+07'SB' - STA 1389+59'SB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

SIGN

CAUTION

1386+00'SB' 1387+00'SB' 1388+00'SB' 1389+00'SB' 1390+00'SB' 1391+00'SB'

IH 39/USH 51 SB

Y1

+86.2'NB' 6.0' LT

D2

D3

+03.8'NB' 4.0' LT

+45.1'NB' 3.8' LT

4"

POST 9 +08.9'SB' 6.0' RT

10:1 TAPER

+77.4'SB' 4.1' RT

POST 1 +58.8'SB' 6.0' RT

+34.8'SB' 3.8' RT

INL

1386+00'NB' 1387+00'NB' 1388+00'NB' 1389+00'NB' 1390+00'NB' 1391+00'NB'

IH 39/USH 51 NB

Y1

B-49-40 (TO REMAIN)

STA 1381+62'NB' - STA 1385+78'SB', LT
REMOVING GUARDRAIL

STA 1381+58'NB' - STA 1385+86'NB', LT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

WILSHIRE DR

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 50 | E |
|---|---|---|---|---|---|

2

LEGEND

XXXXXXX. SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

N

BUS 51/DIVISION ST SB ENTRANCE

BUS 51/DIVISION ST NB ENTRANCE

57+00'C'

58+00'C'

59+00'C'

59+00'A'

RIPRAP

IH 39/USH 51 SB

1457+00'SB'

1458+00'SB'

1459+00'SB'

1460+00'SB'

1461+00'SB'

1462+00'SB'

+82.6'SB' 34.6' LT

+34.3'SB' 34.9' LT

+45.3'SB' 34.0' LT

+40.4'SB' 3.9' RT

+69.4'SB' 3.6' RT

+91.7'SB' 6.0' RT

4"

+85.2'NB' 3.0' LT

+02.0'NB' 13.4' LT

+44.2'NB' 14.5' LT

+36.7'NB' 3.0' LT

POST 1 +83.7'NB' 8.0' LT

POST 9 +33.6'NB' 6.1' LT

+36.7'NB' 6.0' LT

+10.8'NB' 14.0' LT

15:1 TAPER

10:1 TAPER

2"

IH 39/USH 51 NB

1457+00'NB'

1458+00'NB'

1459+00'NB'

1460+00'NB'

1461+00'NB'

1462+00'NB'

POST 1 +70.8'NB' 36.0' RT

POST 9 +21.4'NB' 34.2' RT

+56.8'NB' 35.0' RT

+24.7'NB' 34.0' RT

+50.1'NB' 35.0' RT

15:1 TAPER

4"

SIGN

SIGN

D1

D2

D3

B-49-32 (TO REMAIN)

STA 1459+20'NB' - STA 1463+56'NB', RT
STA 1459+87'NB' - STA 1462+88'NB', LT
REMOVING GUARDRAIL

STA 1458+71'NB' - STA 1463+56'NB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

STA 1458+84'NB' - STA 1462+86'NB', LT
MGS GUARDRAIL 3K
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

STA 1458+02'NB' - STA 1460+11'NB', LT
ADJUSTING CABLE BARRIER TYPE 1

STA 1461+56'SB' - STA 1465+30'SB', LT
STA 1461+94'SB' - STA 1465+24'SB', RT
REMOVING GUARDRAIL

STA 1461+45'SB' - STA 1465+43'SB', LT
STA 1461+92'SB' - STA 1465+83'SB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 51 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 20
PLOT DATE : 2/21/2024 4:14 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- XXXXXXX SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

BUS 51/DIVISION ST NB ENTRANCE

IH 39/USH 51 SB

IH 39/USH 51 NB

BUS 51/DIVISION ST NB EXIT

RIPRAP

15:1 TAPER

10:1 TAPER

+53.4'SB' 34.4' LT

+58.8'SB' 34.4' LT

+90.7'SB' 34.0' LT

POST 9 +93.4'SB' 34.1' LT

POST 1 +43.1'SB' 36.0' LT

+30.0'SB' 6.0' RT

POST 9 +33.1'SB' 6.1' RT

POST 1 +83.3'SB' 8.4' RT

+33.5'SB' 3.6' RT

+07.4'SB' 3.6' RT

+69.4'SB' 3.6' RT

+91.7'SB' 6.0' RT

+13.2'NB' 3.4' LT

+13.5'NB' 3.4' LT

+85.9'NB' 6.0' LT

+55.6'NB' 34.0' RT

+97.6'NB' 34.9' RT

B-49-32 (TO REMAIN)

STA 1459+20'NB' - STA 1463+56'NB', RT
STA 1459+87'NB' - STA 1462+88'NB', LT
REMOVING GUARDRAIL

STA 1458+71'NB' - STA 1463+56'NB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

STA 1458+84'NB' - STA 1462+86'NB', LT
MGS GUARDRAIL 3K
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

STA 1461+56'SB' - STA 1465+30'SB', LT
STA 1461+94'SB' - STA 1465+24'SB', RT
REMOVING GUARDRAIL

STA 1461+45'SB' - STA 1465+43'SB', LT
STA 1461+92'SB' - STA 1465+83'SB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 52 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 21

PLOT DATE : 2/21/2024 4:14 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STA 1483+74'NB' - STA 1487+52'NB', LT
STA 1485+56'SB' - STA 1489+09'SB', LT
STA 1486+86'SB' - STA 1489+27'SB', RT
STA 57+54'A' - STA 59+00'A', RT
STA 62+16'B' - STA 63+65'B', LT
STA 72+51'B' - STA 73+17'B', RT
REMOVING GUARDRAIL

STA 1482+25'NB' - STA 1484+94'NB', LT
ADJUSTING CABLE BARRIER TYPE 1

STA 1483+74'NB' - STA 1487+52'NB', LT
STA 1485+60'SB' - STA 1490+00'SB', LT
STA 1486+84'SB' - STA 1490+50'SB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

2ND ST

N

BUS 51/DIVISION ST SB EXIT

81+00'D'
82+00'D'
83+00'D'
84+00'D'
85+00'D'
86+00'D'
87+00'D'

END CONSTRUCTION
STA 82+39'D'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 1483+55'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

SIGN

STA BACK = 1484+45.79'SB'
STA AHEAD = 1483+82.91 'SB'

+87.9'SB'
52.9' LT

+59.6'SB'
47.7' LT

+39.6'SB'
47.6' LT

B-49-33
(TO REMAIN)

4"

IH 39/USH 51 SB

1482+00'SB'
1483+00'SB'
1484+00'SB'
1484+00'SB'
1485+00'SB'
1486+00'SB'
1487+00'SB'

Y1

+23.9'SB'
2.9' RT

10:1 TAPER

+55.0'SB'
3.1' RT

+84.4'SB'
6.0' RT

4"

+25.0'NB'
13.1' LT

+24.4'NB'
2.3' LT

15:1 TAPER

+17.4'NB'
2.5' LT

POST 1
+74.2'NB'
8.0' LT

10:1 TAPER

+82.3'NB'
14.4' LT

POST 9
+24.2'NB'
6.1' LT

+27.3'NB'
6.0' LT

+76.9'NB'
15.0' LT

+94.1'NB'
14.4' LT

1482+00'NB'
1483+00'NB'
1484+00'NB'
IH 39/USH 51 NB
1485+00'NB'
1486+00'NB'
1487+00'NB'

Y1

84+00'A'
83+00'A'
82+00'A'
81+00'A'

BUS 51/DIVISION ST NB ENTRANCE

Y1

LEGEND

| | |
|---|---|
| XXXXXXX SAWCUT | D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE) |
| SLOPE INTERCEPT | D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH |
| ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION) | D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH |
| ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION) | R1 REMOVING SURFACE DRAINS |
| HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH) | Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH) |
| C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT | ADJUSTING PULL BOXES |
| C4 REMOVING CONCRETE CURB HEAD | RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION) |

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 53 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021003-CD.DWG
LAYOUT NAME - 22

PLOT DATE : 2/21/2024 4:14 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

END CONSTRUCTION
(GUARDRAIL REPLACEMENT)
STA 1491+69'SB'

4'
SIGN
87+00'D'
88+00'D'
89+00'D'
90+00'D'
91+00'D'
POST 9
+50.1'SB'
36.8' LT
+46.9'SB'
36.7' LT
POST 1
+00.0'SB'
37.6' LT
10:1 TAPER
+22.9'SB'
35.4' LT
15:1 TAPER
+19.3'SB'
35.6' LT

IH 39/USH 51 SB

1487+00'SB' 1488+00'SB' 1489+00'SB' 1490+00'SB' 1491+00'SB' 1492+00'SB' 1493+00'SB'

4'
+96.9'SB'
6.0' RT
POST 9
+00.0'SB'
6.1' RT
POST 1
+50.0'SB'
8.0' RT
10:1 TAPER
15:1 TAPER
+03.0'SB'
2.7' RT
+69.3'SB'
2.9' RT

4'
+52.3'NB'
6.0' LT
+72.3'NB'
4.0' LT
+12.3'NB'
4.0' LT
INL

1489+00'NB' 1490+00'NB' 1491+00'NB' 1492+00'NB' 1493+00'NB'

1487+00'NB' 1488+00'NB'

IH 39/USH 51 NB

Y1

B-49-33
(TO REMAIN)

2ND ST

STA 1483+74'NB' - STA 1487+52'NB', LT
STA 1485+56'SB' - STA 1489+09'SB', LT
STA 1486+86'SB' - STA 1489+27'SB', RT
STA 57+54'A' - STA 59+00'A', RT
STA 62+16'B' - STA 63+65'B', LT
STA 72+51'B' - STA 73+17'B', RT
REMOVING GUARDRAIL

STA 1483+74'NB' - STA 1487+52'NB', LT
STA 1485+60'SB' - STA 1490+00'SB', LT
STA 1486+84'SB' - STA 1490+50'SB', RT
MGS GUARDRAIL 3
MGS GUARDRAIL TERMINAL EAT
MGS GUARDRAIL TERMINAL TYPE 2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - GUARDRAIL | SHEET 54 | E |
|---|---|---|---|---|---|

| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 17+08.71'F' | 21.36', LT | 1117.95 |
| B | 17+20.74'F' | 20.86', LT | 1117.95 |
| C | 17+24.79'F' | 20.67', LT | 1117.96 |
| D | 17+50.00'F' | 20.67', LT | 1118.00 |
| E | 17+63.93'F' | 20.67', LT | 1118.02 |
| F | 17+52.86'F' | 20.67', RT | 1117.73 |
| G | 17+64.86'F' | 20.67', RT | 1117.71 |
| H | 18+00.00'F' | 20.67', RT | 1117.79 |
| I | 18+10.51'F' | 20.67', RT | 1117.80 |

BEGIN CONSTRUCTION
STA 48+25'FD'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

48+00'FD'

47+00'FD'

STH 54 SB EXIT

SIGN

Y1

947+00'SB'

946+00'NB'

946+00'SB'

945+00'NB'

945+00'SB'

944+00'NB'

IH 39/USH 51 NB

+88'F'
25' LT

POST 1
+73.9'F'
25.0' LT

15:1 TAPER

10:1 TAPER

+30.9'F'
20.7' LT

D1

+27.04'F'
23.00' LT

R1

C3

+66.4'F'
23.0' LT

A

B

C

D

E

POST 9
+23.9'F'
23.1' LT

21'

STH 54

15+00'F'

16+00'F'

17+00'F'

18+00'F'

19+00'F'

20+00'F'

+45.5'F'
22.5' RT

+50'F'
22' RT

POST 9
+20.4'F'
23.1' RT

+35'F'
29' RT

15:1 TAPER

10:1 TAPER

+31'F'
35' RT

POST 1
+70.4'F'
25.0' RT

+23.5'F'
23.0' RT

F

G

H

I

+12.9'F'
23.0' RT

C4

D1

C3

R1

48+00'FC'

47+00'FC'

46+00'FC'

45+00'FC'

IH 39/USH 51 SB

944+00'SB'

943+00'SB'

STA 16+80'F' - STA 17+66'F', LT
STA 17+27'F' - STA 18+13'F', RT
REMOVING GUARDRAIL

STA 16+70'F' - STA 18+13'F', RT
STA 16+74'F' - STA 17+66'F', LT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

END CONSTRUCTION
STA 45+79'FC'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

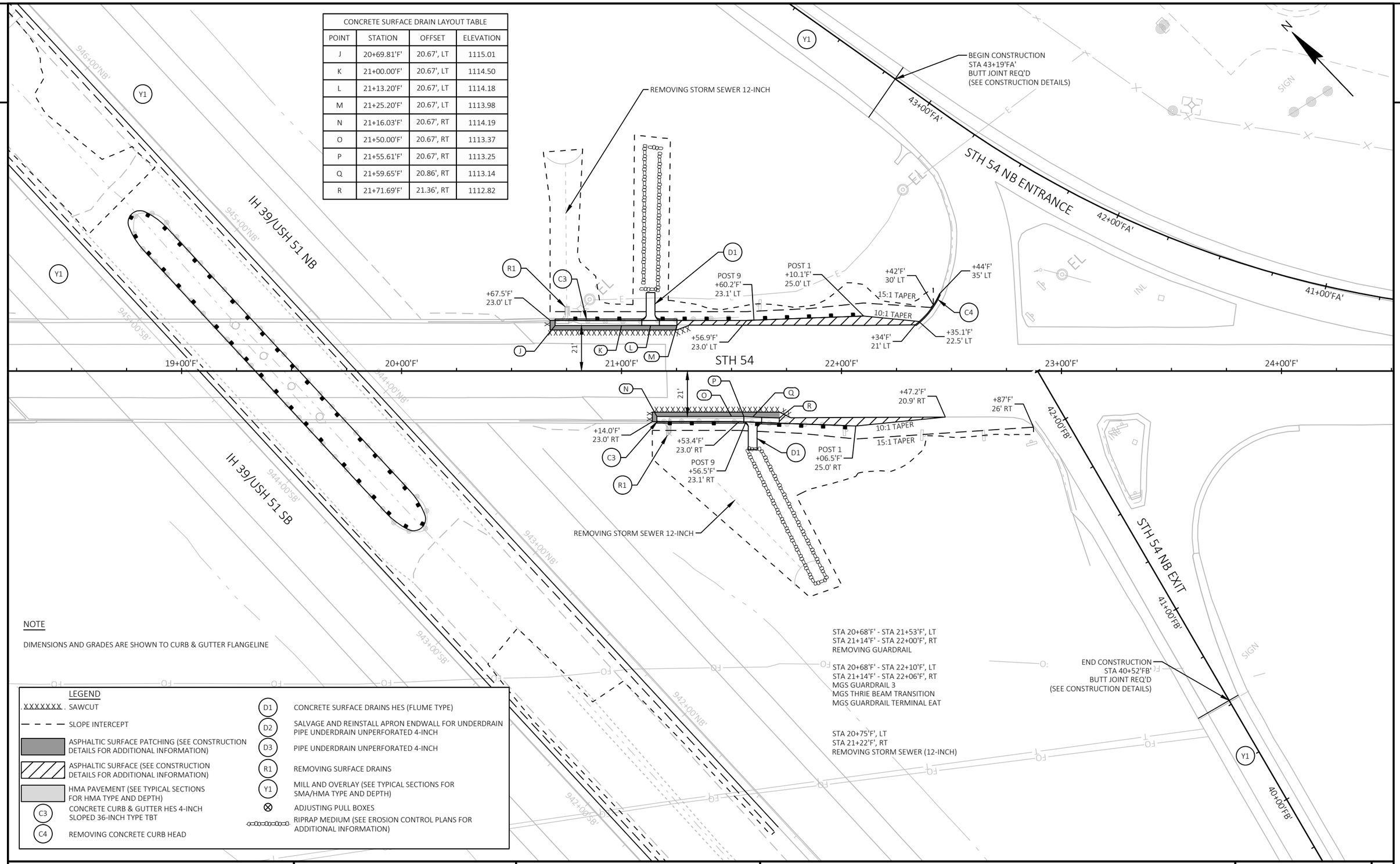
NOTE

DIMENSIONS AND GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

LEGEND

- XXXXXXX SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

| CONCRETE SURFACE DRAIN LAYOUT TABLE | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| J | 20+69.81'F' | 20.67', LT | 1115.01 |
| K | 21+00.00'F' | 20.67', LT | 1114.50 |
| L | 21+13.20'F' | 20.67', LT | 1114.18 |
| M | 21+25.20'F' | 20.67', LT | 1113.98 |
| N | 21+16.03'F' | 20.67', RT | 1114.19 |
| O | 21+50.00'F' | 20.67', RT | 1113.37 |
| P | 21+55.61'F' | 20.67', RT | 1113.25 |
| Q | 21+59.65'F' | 20.86', RT | 1113.14 |
| R | 21+71.69'F' | 21.36', RT | 1112.82 |




NOTE

DIMENSIONS AND GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

LEGEND

- XXXXXXX SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - STH 54 | SHEET 56 | E |
|---|---|---|---|---|---|

2

LEGEND

XXXXXXX. SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTES

DIMENSIONS AND GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

MATCH EXISTING CONCRETE PAVEMENT AT ALL RAMP LOCATIONS

STA 113+88'HH' - STA 118+47'HH', LT
STA 117+51'HH' - STA 118+48'HH', RT
REMOVING GUARDRAIL

STA 113+83'HH' - STA 118+47'HH', LT
MGS GUARDRAIL 3 K
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL TYPE 2

STA 117+30'HH' - STA 118+48'HH', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

N

2

CAUTION

BEGIN CONSTRUCTION
STA 112+36'HH'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

+82.8'HH'
18.0' LT

+95.2'HH'
18.0' LT

+95.2'HH'
22.0' LT

25:1 TAPER

113+00'HH' 114+00'HH' 115+00'HH' 116+00'HH' 117+00'HH' 118+00'HH'

CTH HH/MC DILL AVE WB Y1

CTH HH/MC DILL AVE EB Y1

+84'HH'
56' RT

+07.8'HH'
65.8' RT

POST 9
+80.2'HH'
66.1' RT

+68'HH'
67' RT

+19'HH'
62' RT

+70'HH'
59' RT

+58.1'HH'
65.7' RT

15:1 TAPER

+83.3'HH'
66.0' RT

POST 1
+30.2'HH'
68.0' RT

EXISTING CONCRETE PAVEMENT

CTH HH/MC DILL AVE SB ENTRANCE

CTH HH/MC DILL AVE SB EXIT

GUY

INL

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - CTH HH | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021005-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 2/21/2024 4:17 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

NOTES

DIMENSIONS AND GRADES ARE SHOWN TO CURB & GUTTER FLANGELINE

MATCH EXISTING CONCRETE PAVEMENT AT ALL RAMP LOCATIONS

STA 113+88'HH' - STA 118+47'HH', LT
STA 117+51'HH' - STA 118+48'HH', RT
STA 120+61'HH' - STA 122+07'HH', LT
STA 120+63'HH' - STA 121+60'HH', RT
REMOVING GUARDRAIL

STA 113+83'HH' - STA 118+47'HH', LT
MGS GUARDRAIL 3 K
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL TYPE 2

STA 117+30'HH' - STA 118+47'HH', RT
STA 120+61'HH' - STA 122+03'HH', LT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

STA 120+63'HH' - STA 121+65'HH', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL TYPE 2

N

CTH HH/MC DILL AVE NB ENTRANCE

EXISTING CONCRETE PAVEMENT

REMOVING STORM SEWER 12-INCH

CAUTION

+47.08'HH'
22.00' LT

END MILL & OVERLAY
STA 118+45'HH'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

+60.7'HH'
22.0' LT

BEGIN MILL & OVERLAY
STA 120+66'HH'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

+12.6'HH'
22.0' LT

POST 1
+03.2'HH'
25.6' LT

+50.1'HH'
23.5' LT

+16'HH'
31' LT

+02'HH'
12' LT

25:1 TAPER

POST 9
+53.2'HH'
23.6' LT

END CONSTRUCTION
STA 123+22'HH'
BUTT JOINT REQ'D
(SEE CONSTUCTION DETAILS)

119+00'HH' 120+00'HH' 121+00'HH' 122+00'HH' 123+00'HH' 124+00'HH'

CTH HH/MC DILL AVE WB

CTH HH/MC DILL AVE EB

62'

+47.68'HH'
66.00' RT

+63.0'HH'
66.0' RT

+64.9'HH'
66.0' RT

+31'HH'
57' RT

+32'HH'
68' RT

EXISTING CONCRETE PAVEMENT

IH 39/USH 51 SB

IH 39/USH 51 NB

CTH HH/MC DILL AVE NB EXIT

REMOVING STORM SEWER 12-INCH

1188+00'SB' 1188+00'NB' 1187+00'SB' 1187+00'NB' 1186+00'SB' 1186+00'NB'

CONCRETE SURFACE DRAIN LAYOUT TABLE

| POINT | STATION | OFFSET | ELEVATION |
|---|---|---|---|
| A | 120+65.68'HH' | 19.94', LT | 1118.88 |
| B | 121+00.00'HH' | 19.94', LT | 1117.63 |
| C | 121+06.36'HH' | 19.94', LT | 1117.43 |
| D | 121+12.60'HH' | 19.94', LT | 1117.23 |
| E | 121+18.35'HH' | 20.17', LT | 1117.02 |
| F | 120+65.57'HH' | 63.94', RT | 1118.62 |
| G | 121+00.00'HH' | 63.94', RT | 1117.59 |
| H | 121+08.72'HH' | 63.94', RT | 1117.34 |
| I | 121+21.00'HH' | 63.94', RT | 1116.96 |

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - CTH HH | SHEET 58 | E |
|---|---|---|---|---|---|

2

LEGEND

XXXXXXX . SAWCUT

SLOPE INTERCEPT

ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)

HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)

C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

C4 REMOVING CONCRETE CURB HEAD

D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH

D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH

R1 REMOVING SURFACE DRAINS

Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)

ADJUSTING PULL BOXES

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

STA 57+54'A' - STA 59+00'A', RT
REMOVING GUARDRAIL

STA 57+47'A' - STA 59+00'A', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

N

B-49-32
(TO REMAIN)

END MILL & OVERLAY
STA 59+63'B'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 59+03'A'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

55+00'B' 56+00'B' 57+00'B' 58+00'B' 59+00'B' 60+00'B' 61+00'B'

BUS 51/DIVISION ST NB EXIT

55+00'A' 56+00'A' 57+00'A' 58+00'A' 59+00'A' 60+00'A'

BUS 51/DIVISION ST NB ENTRANCE

+91.7'A'
16.8' RT

+23.9'A'
17.1' RT

10:1 TAPER

15:1 TAPER

+99.8'A'
20.4' RT

+00.3'A'
20.4' RT

4"

POST 1
+46.9'A'
22.3' RT

POST 9
+96.7'A'
20.5' RT

RIPRAP

RIPRAP

RIPRAP

1464+00'SB'

1463+00'SB'

1462+00'SB'

1462+00'NB'

1461+00'SB'

1461+00'NB'

IH 39/USH 51 SB

IH 39/USH 51 NB

63+00'C'

62+00'C'

BUS 51/DIVISION ST SB ENTRANCE

Y1

2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - BUS 51/DIVISION ST NB RAMP | SHEET 59 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021006-CD.DWG
LAYOUT NAME - 01

PLOT DATE : 2/21/2024 4:18 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- XXXXXXX . SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

IH 39/USH 51 SB

IH 39/USH 51 NB

1464+00'SB'

1464+00'NB'

1463+00'NB'

87+00'B'

RIPRAP

61+00'B'

62+00'B'

63+00'B'

64+00'B'

65+00'B'

66+00'B'

67+00'B'

+16.3'B'
8.5' LT

+18.7'B'
8.5' LT

POST 9
+21.9'B'
8.6' LT

POST 1
+72.1'B'
11.0' LT

+16.5'B'
6.0' LT

+91.9'B'
4.9' LT

4'

15:1 TAPER

10:1 TAPER

BUS 51/DIVISION ST NB EXIT

BEGIN MILL & OVERLAY
STA 62+12'B'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

61+00'A'

62+00'A'

63+00'A'

64+00'A'

65+00'A'

66+00'A'

BUS 51/DIVISION ST NB ENTRANCE

B-49-32
(TO REMAIN)

BEGIN MILL & OVERLAY
STA 61+53'A'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 62+16'B' - STA 63+65'B', LT
REMOVING GUARDRAIL

STA 62+16'B' - STA 63+72'B', LT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - BUS 51/DIVISION ST NB RAMP | SHEET 60 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\021006-CD.DWG
LAYOUT NAME - 02

PLOT DATE : 2/21/2024 4:19 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- XXXXXXX SAWCUT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE PATCHING (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION)
- HMA PAVEMENT (SEE TYPICAL SECTIONS FOR HMA TYPE AND DEPTH)
- C3 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C4 REMOVING CONCRETE CURB HEAD
- D1 CONCRETE SURFACE DRAINS HES (FLUME TYPE)
- D2 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN PIPE UNDERDRAIN UNPERFORATED 4-INCH
- D3 PIPE UNDERDRAIN UNPERFORATED 4-INCH
- R1 REMOVING SURFACE DRAINS
- Y1 MILL AND OVERLAY (SEE TYPICAL SECTIONS FOR SMA/HMA TYPE AND DEPTH)
- ⊗ ADJUSTING PULL BOXES
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION)

70+00'B'
71+00'B'
71+00'A'
72+00'B'
72+00'A'
73+00'B'
73+00'A'
74+00'B'
74+00'A'
75+00'B'
75+00'A'
76+00'B'
76+00'A'
77+00'B'

BUS 51/DIVISION ST NB EXIT

BUS 51/DIVISION ST NB ENTRANCE

+51.0'B'
23.0' RT

+52.9'B'
29.0' RT

+98.7'B'
23.0' RT

POST 9
+01.5'B'
23.1' RT

POST 1
+47.2'B'
25.0' RT

+99.4'B'
20.3' RT

+83.3'B'
20.7' RT

+17.7'B'
29.7' RT

GUARDRAIL MOW STRIP ASPHALT

Y1

SIGN

N

STA 72+51'B' - STA 73+17'B', RT
REMOVING GUARDRAIL

STA 72+51'B' - STA 73+47'B', RT
MGS GUARDRAIL 3
MGS THRIE BEAM TRANSITION
MGS GUARDRAIL TERMINAL EAT

GUARDRAIL MOW STRIP ASPHALT

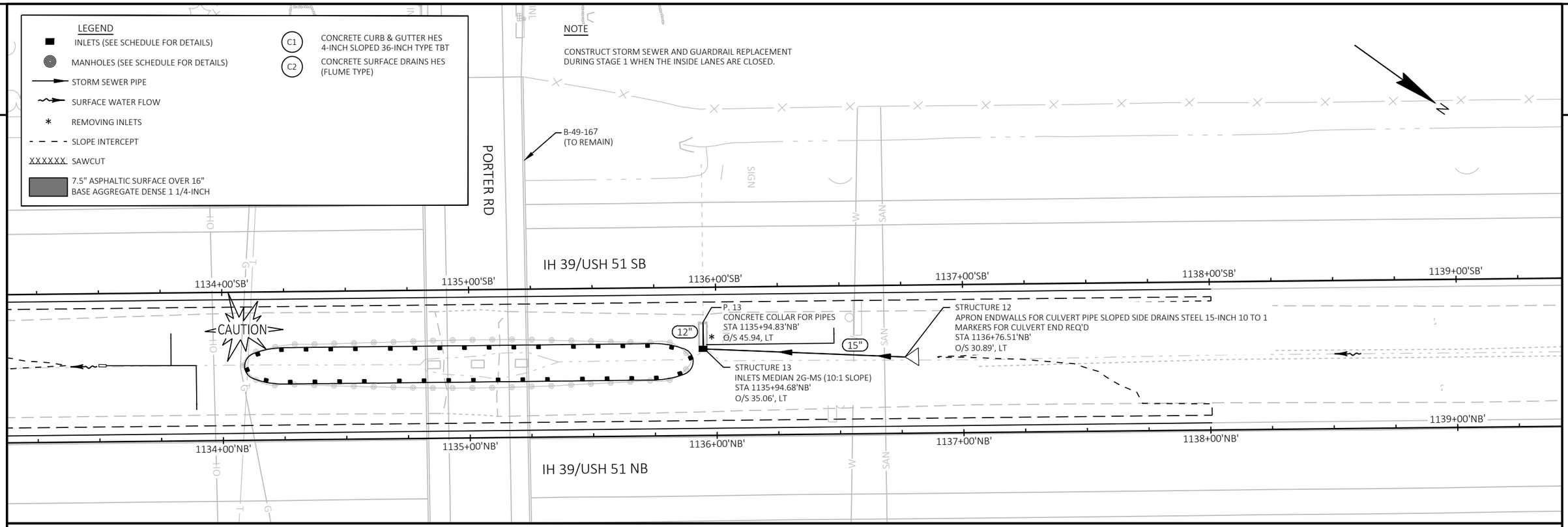
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CONSTRUCTION DETAILS - BUS 51/DIVISION ST NB RAMP | SHEET 61 | E |
|---|---|---|---|---|---|

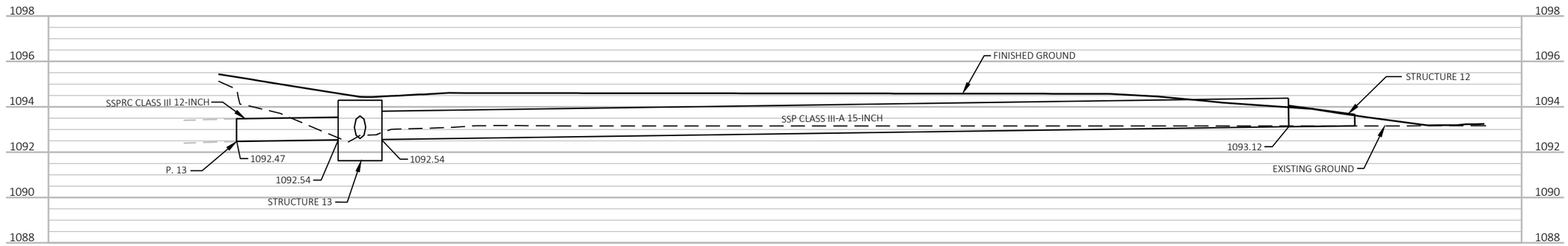
LEGEND

- INLETS (SEE SCHEDULE FOR DETAILS)
- MANHOLES (SEE SCHEDULE FOR DETAILS)
- STORM SEWER PIPE
- SURFACE WATER FLOW
- REMOVING INLETS
- SLOPE INTERCEPT
- XXXXXX SAWCUT
- 7.5" ASPHALTIC SURFACE OVER 16" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C2 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

NOTE

CONSTRUCT STORM SEWER AND GUARDRAIL REPLACEMENT DURING STAGE 1 WHEN THE INSIDE LANES ARE CLOSED.




STORM SEWER SCHEDULE

| STRUCT NO. | STATION | (1) OFFSET | C-C (FT) | TO STRUCTURE | MANHOLE TYPE / COVER | RIM/ GRATE ELEV. | (2) T.O.S. ELEV. | (3) DEPTH (FT) | DISCHARGE PIPE CLASS | SIZE (IN) | INLET ELEV. | DISCHARGE ELEV. | (4) LENGTH (FT) | (5) SLOPE (%) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | 1136+76.51 'NB' | 30.89' LT | 81.9 | 13 | AEW | -- | -- | -- | SSP CLASS III-A | 15 | 1093.12 | 1092.54 | 80.70 | 0.72 | (6) |
| 13 | 1135+94.68 'NB' | 35.06' LT | 11.0 | P. 13 | INLETS MEDIAN 2G-MS | 1094.23 | 1094.23 | 1.69 | SSPRC CLASS III | 12 | 1092.54 | 1092.47 | 8.33 | 0.88 | SINGLE SLOPE AT 10:1, CONCRETE COLLAR FOR PIPE REQ'D, (7) |

(1) STRUCTURE OFFSET IS TO CENTER OF STRUCTURE.
(2) TOP OF STRUCTURE (T.O.S.) ELEVATION IS EQUAL TO THE RIM GRATE ELEVATION.
(3) DEPTH OF STRUCTURE IS MEASURED BY SUBTRACTING INVERT ELEVATION FROM T.O.S.
(4) PIPE LENGTH IS MEASURED FROM INSIDE WALL OF STRUCTURE TO THE INSIDE WALL OF STRUCTURE, USED FOR SLOPE CALCULATION ONLY.
(5) PIPE SLOPE IS CALCULATED USING ((INLET ELEVATION - DISCHARGE ELEVATION) / PIPE LENGTH) * 100.
(6) STATION AT ENDWALLS IS TO THE BEGINNING OF ENDWALL/END OF NORMAL PIPE
(7) INSTALL PIPE UNDERDRAIN UNPERFORATED 4-INCH FROM STA 1136+48'SB' INTO STRUCTURE 13 AT AN ELEVATION OF APPROXIMATELY 1093.00, INCIDENTAL TO ITEM INLETS MEDIAN 2 GRATE

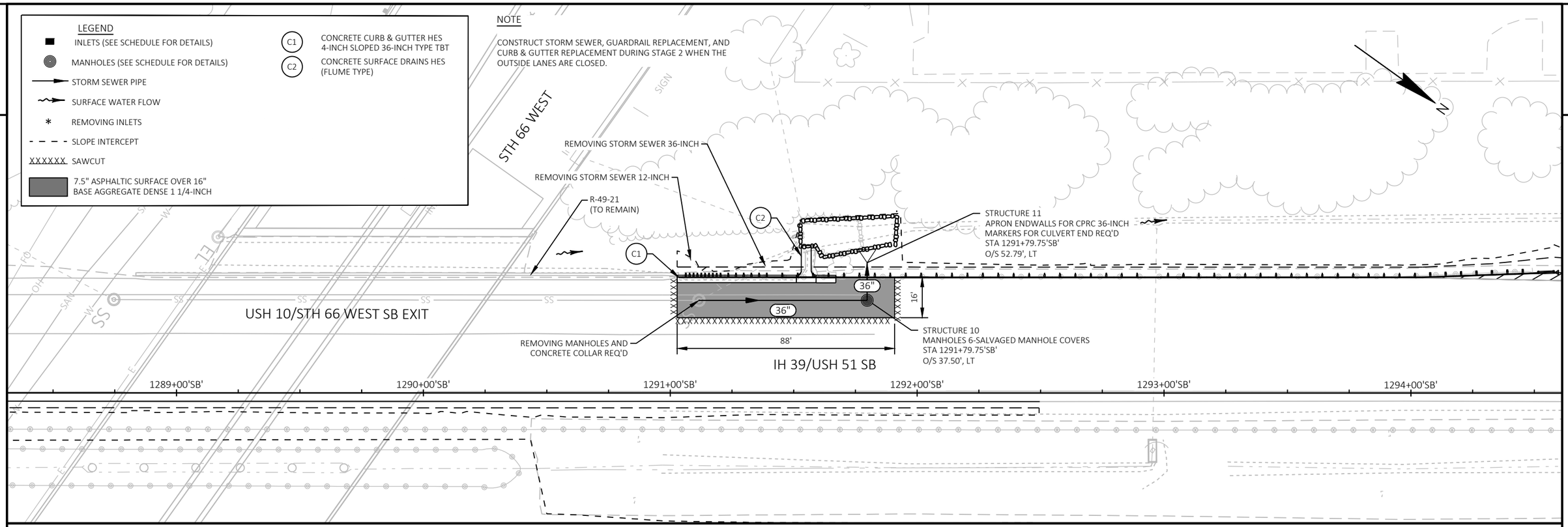
2

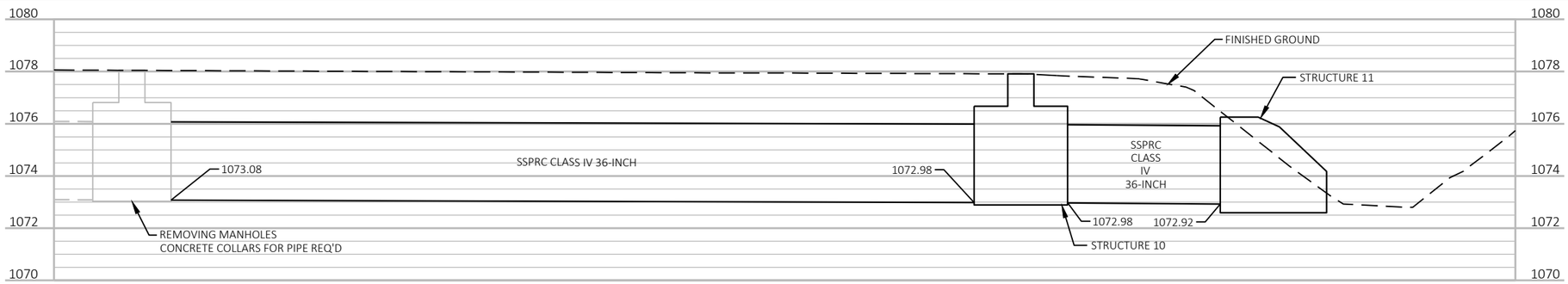
LEGEND

- INLETS (SEE SCHEDULE FOR DETAILS)
- MANHOLES (SEE SCHEDULE FOR DETAILS)
- STORM SEWER PIPE
- SURFACE WATER FLOW
- REMOVING INLETS
- SLOPE INTERCEPT
- XXXXXX SAWCUT
- 7.5" ASPHALTIC SURFACE OVER 16" BASE AGGREGATE DENSE 1 1/4-INCH
- C1 CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT
- C2 CONCRETE SURFACE DRAINS HES (FLUME TYPE)

NOTE

CONSTRUCT STORM SEWER, GUARDRAIL REPLACEMENT, AND CURB & GUTTER REPLACEMENT DURING STAGE 2 WHEN THE OUTSIDE LANES ARE CLOSED.




STORM SEWER SCHEDULE

| STRUCT NO. | STATION | (1) OFFSET | C-C (FT) | TO STRUCTURE | MANHOLE TYPE / COVER | RIM/ GRATE ELEV. | (2) T.O.S. ELEV. | (3) DEPTH (FT) | DISCHARGE PIPE CLASS | SIZE (IN) | INLET ELEV. | DISCHARGE ELEV. | (4) LENGTH (FT) | (5) SLOPE (%) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COLLAR | 1291+09.00 'SB' | 37.49' LT | 72.0 | 10 | EXISTING | -- | -- | -- | SSPRC CLASS IV | 36 | 1073.08 | 1072.98 | 68.00 | 0.15 | REMOVING MANHOLES AND CONCRETE COLLARS FOR PIPE REQ'D, SALVAGE MANHOLE COVER TO BE USED ON STRUCTURE 10 |
| 10 | 1291+79.75 'SB' | 37.50' LT | 16.0 | 11 | MANHOLE 6-FT / SALVAGED | 1077.91 | 1076.83 | 3.85 | SSPRC CLASS IV | 36 | 1072.98 | 1072.92 | 12.90 | 0.47 | ASSUMES ONLY 4-INCHES OF ADJUSTMENT DUE TO THE SHALLOW PIPES |
| 11 | 1291+79.75 'SB' | 52.79' LT | -- | -- | AEW | -- | -- | -- | -- | 36 | 1072.92 | -- | -- | -- | (6) |

(1) STRUCTURE OFFSET IS TO CENTER OF STRUCTURE.
(2) TOP OF STRUCTURE ELEVATION (T.O.S.) IS DETERMINED BY SUBTRACTING THE CASTING HEIGHT AND 4-INCHES FOR ADJUSTMENT, FROM THE RIM ELEVATION. SALVAGED MANHOLE COVER CASTING IS 9 INCHES IN HEIGHT.
(3) DEPTH OF STRUCTURE IS MEASURED BY SUBTRACTING INVERT ELEVATION FROM T.O.S.
(4) PIPE LENGTH IS MEASURED FROM THE CONCRETE COLLAR TO THE INSIDE WALL OF STRUCTURE, USED FOR SLOPE CALCULATION ONLY.
(5) PIPE SLOPE IS CALCULATED USING ((INLET ELEVATION - DISCHARGE ELEVATION) / PIPE LENGTH) * 100.
(6) STATION AT ENDWALLS IS TO THE BEGINNING OF ENDWALL/END OF NORMAL PIPE

2

2

52+00 'FD'

50+00 'FD'

STH 54 SB EXIT

48+00 'FD'

950+00 'NB'

950+00 'SB'

948+00 'NB'

948+00 'SB'

946+00 'NB'

946+00 'SB'

944+00 'NB'

944+00 'SB'

942+00 'NB'

942+00 'SB'

940+00 'NB'

940+00 'SB'

938+00 'NB'

48+00 'FA'

46+00 'FA' STH 54 NB ENTRANCE

44+00 'FA'

42+00 'FA'

40+00 'FA'

48+00 'FC'

46+00 'FC'

44+00 'FC'

STH 54 SB ENTRANCE

42+00 'FC'

40+00 'FC'

42+00 'FB'

40+00 'FB'

STH 54 NB EXIT

38+00 'FB'

IH 39/USH 51 NB

IH 39/USH 51 SB

6' X 74'

6' X 64'

6' X 60'

6' X 68'

12+00 'F'

14+00 'F'

STH 54

16+00 'F'

18+00 'F'

20+00 'F'

22+00 'F'

STH 54

24+00 'F'

26+00 'F'

N

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F — SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 64 | E |
|---|---|---|---|---|---|

2

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

1088+00 'SB' 1090+00 'SB' 1092+00 'SB' IH 39/USH 51 SB 1094+00 'SB' 1096+00 'SB' 1098+00 'SB' 1100+00 'SB' 1102+00 'SB'

6' X 8'

1088+00 'NB' 1090+00 'NB' 1092+00 'NB' 1094+00 'NB' 1096+00 'NB' 1098+00 'NB' 1100+00 'NB' 1102+00 'NB'

IH 39/USH 51 NB

6' X 8'

LITTLE PLOVER RIVER

2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 65 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02
PLOT DATE : 2/21/2024 4:26 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

2

1128+00 'SB' 1130+00 'SB' 1132+00 'SB' IH 39/USH 51 SB 1134+00 'SB' 1136+00 'SB' 1138+00 'SB' 1140+00 'SB' 1142+00 'SB'

1128+00 'NB' 1130+00 'NB' 1132+00 'NB' 1134+00 'NB' 1136+00 'NB' 1138+00 'NB' 1140+00 'NB' 1142+00 'NB'

IH 39/USH 51 NB

PORTER RD

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 66 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 2/21/2024 4:27 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

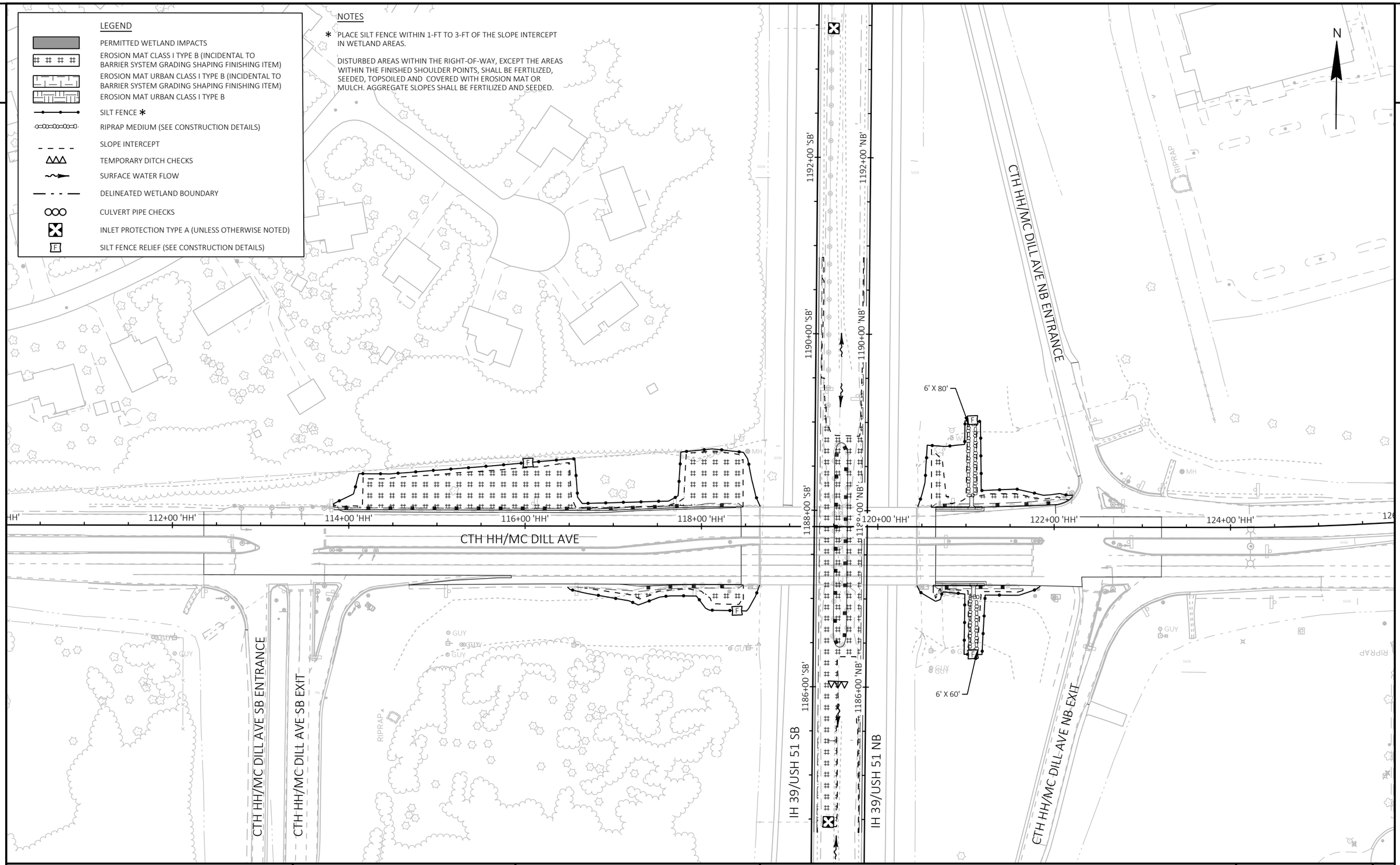
LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 2/21/2024 4:28 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

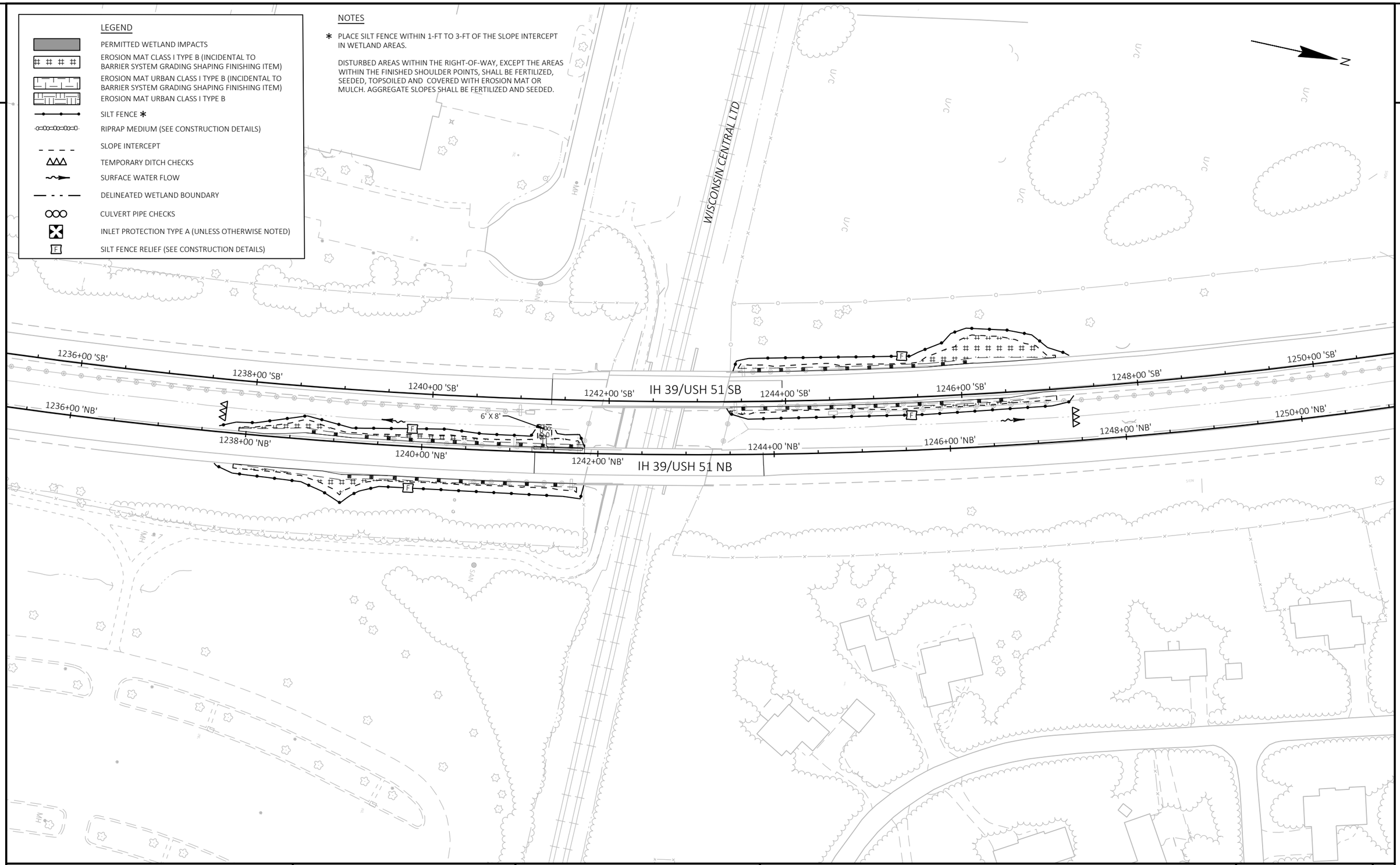
LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 68 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 2/21/2024 4:29 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

USH 10/STH 66 WEST SB ENTRANCE
294+00 'ZC'
USH 10/STH 66 WEST SB EXIT
272+00 'ZD'
STH 66 WEST
284+00 'ZD'
USH 10/STH 66 WEST SB EXIT
11' X 39'
F
1284+00 'SB'
1286+00 'SB'
1288+00 'SB'
1290+00 'SB'
IH 39/USH 51 SB
1292+00 'SB'
1294+00 'SB'
1296+00 'SB'
1298+00 'SB'
1284+00 'NB'
1286+00 'NB'
1288+00 'NB'
1290+00 'NB'
1292+00 'NB'
1294+00 'NB'
1296+00 'NB'
1298+00 'NB'
IH 39/USH 51 NB
292+00 'ZB'
294+00 'ZB'
STH 66 WEST NB EXIT
296+00 'ZB'
298+00 'ZB'
298+00 'ZA'
USH 10/STH 66 WEST NB ENTRANCE
296+00 'ZA'
284+00 'ZZ'
USH 10 NB EXIT
286+00 'ZZ'
310+00 'ZB'
USH 10
STH 66 WEST NB EXIT
308+00 'ZB'
USH 10/STH 66 WEST NB ENTRANCE
284+00 'ZA'

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 69 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 2/21/2024 4:30 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

1298+00 'SB' 1300+00 'SB' 1302+00 'SB' 1304+00 'SB' 1306+00 'SB' 1308+00 'SB' 1310+00 'SB' 1312+00 'SB'

IH 39/USH 51 SB

1298+00 'NB' 1300+00 'NB' 1302+00 'NB' 1304+00 'NB' 1306+00 'NB' 1308+00 'NB' 1310+00 'NB' 1312+00 'NB'

IH 39/USH 51 NB

6' X 8'

6' X 8'

USH 10/STH 66 WEST NB ENTRANCE

298+00 'ZA' 300+00 'ZA' 302+00 'ZA' 304+00 'ZA'

SEPTIC SEPV SEPV SEPTIC

PLOVER RIVER

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 70 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 2/21/2024 4:31 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

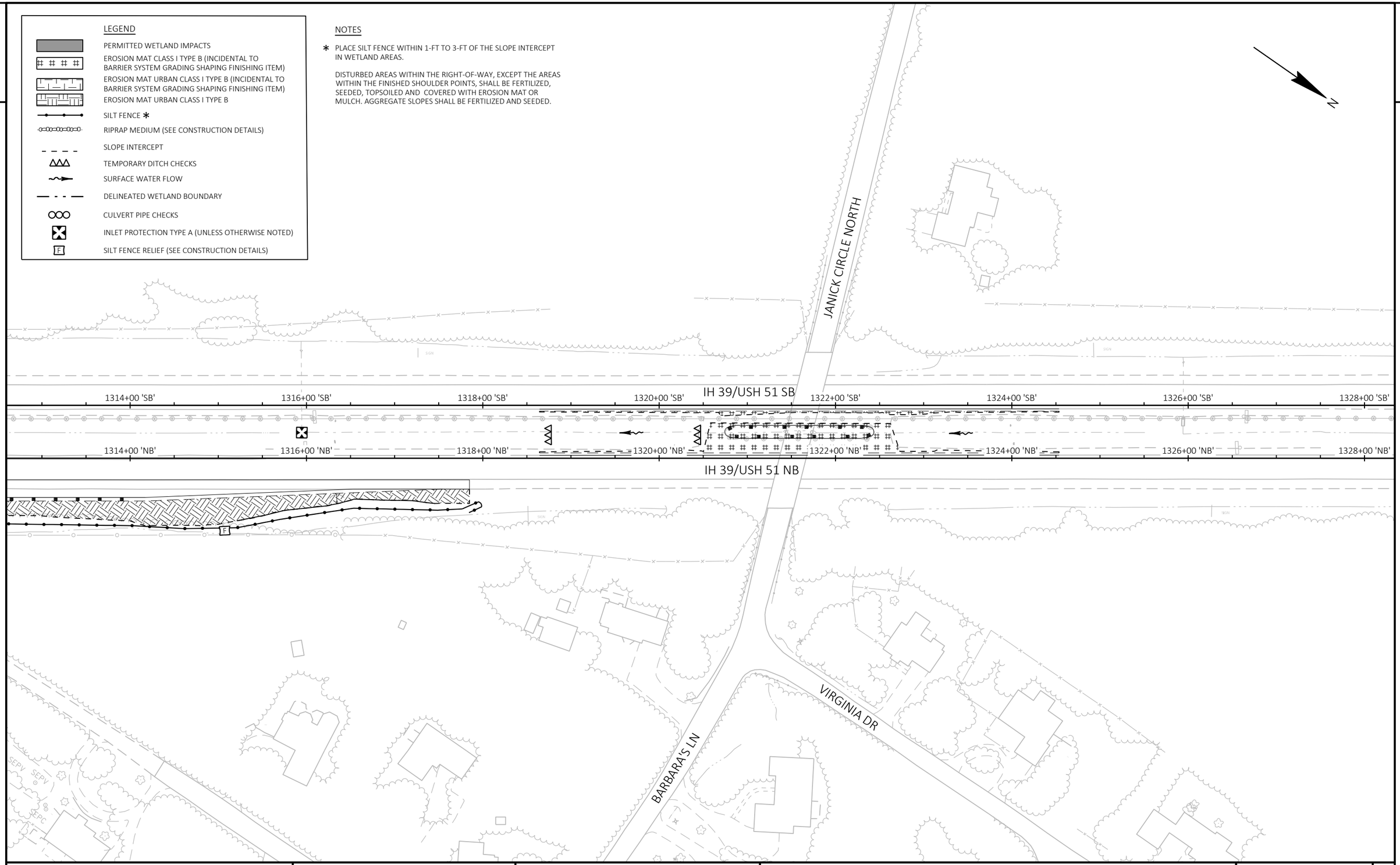
LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 71 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 2/21/2024 4:31 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

STH 66 EAST/ STANLEY ST SB ENTRANCE

60+00 'XC'

62+00 'XC'

64+00 'XC'

66+00 'XD'

68+00 'XD'

70+00 'XD'

72+00 'XD'

74+00 'XD'

STH 66 EAST/ STANLEY ST SB EXIT

STANLEY ST

IH 39/USH 51 SB

1360+00 'SB'

1362+00 'SB'

1364+00 'SB'

1366+00 'SB'

1368+00 'SB'

1370+00 'SB'

1372+00 'SB'

1374+00 'SB'

1360+00 'NB'

1362+00 'NB'

1364+00 'NB'

1366+00 'NB'

1368+00 'NB'

1370+00 'NB'

1372+00 'NB'

1374+00 'NB'

6' X 8'

IH 39/USH 51 NB

6' X 8'

60+00 'XB'

62+00 'XB'

64+00 'XB'

STH 66 EAST/ STANLEY ST NB EXIT

66+00 'XB'

68+00 'XA'

70+00 'XA'

72+00 'XA'

74+00 'XA'

STH 66 EAST/ STANLEY ST NB ENTRANCE

STH 66 EAST

N

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 72 | E |
|---|---|---|---|---|---|

2

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

RIPRAP
GOLF GREEN
*UNNAMED OPEN WATER*
RIPRAP
(GOLF GREEN)
SUBSTATION
WILSHIRE DR
1378+00 'SB'
1380+00 'SB'
1382+00 'SB'
1384+00 'SB'
IH 39/USH 51 SB
1386+00 'SB'
1388+00 'SB'
1390+00 'SB'
1392+00 'SB'
1378+00 'NB'
1380+00 'NB'
1382+00 'NB'
1384+00 'NB'
IH 39/USH 51 NB
1386+00 'NB'
1388+00 'NB'
1390+00 'NB'
1392+00 'NB'
WILSHIRE DR
*UNNAMED STREAM*
*JOHNS LAKE*

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 73 | E |
|---|---|---|---|---|---|

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

BUS 51/DIVISION ST SB ENTRANCE

BUS 51/DIVISION ST NB EXIT

BUS 51/DIVISION ST NB ENTRANCE

IH 39/USH 51 SB

IH 39/USH 51 NB

56+00 'C'
58+00 'C'
60+00 'C'
62+00 'C'
56+00 'A'
58+00 'A'
62+00 'A'
64+00 'A'
56+00 'B'
58+00 'B'
60+00 'B'
62+00 'B'
64+00 'B'
66+00 'B'
82+00 'B'
84+00 'B'
86+00 'B'
1456+00 'SB'
1458+00 'SB'
1460+00 'SB'
1462+00 'SB'
1464+00 'SB'
1466+00 'SB'
1468+00 'SB'
1470+00 'SB'
1456+00 'NB'
1458+00 'NB'
1460+00 'NB'
1462+00 'NB'
1464+00 'NB'
1466+00 'NB'
1468+00 'NB'
1470+00 'NB'

RIPRAP

TYPE C

2

2

N

BUS 51/DIVISION ST NB EXIT

BUS 51/DIVISION ST SB EXIT

IH 39/USH 51 SB

IH 39/USH 51 NB

BUS 51/DIVISION ST NB ENTRANCE

66+00 'A'

66+00 'B'

68+00 'A'

68+00 'B'

70+00 'A'

70+00 'B'

72+00 'A'

72+00 'B'

74+00 'A'

74+00 'B'

74+00 'D'

76+00 'A'

76+00 'B'

78+00 'A'

78+00 'B'

80+00 'A'

80+00 'B'

1472+00 'SB'

1472+00 'NB'

1474+00 'SB'

1474+00 'NB'

1476+00 'SB'

1476+00 'NB'

1478+00 'SB'

1478+00 'NB'

1480+00 'SB'

1480+00 'NB'

RIPRAP

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 75 | E |
|---|---|---|---|---|---|

2

2

LEGEND

- PERMITTED WETLAND IMPACTS
- EROSION MAT CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B (INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING ITEM)
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE *
- RIPRAP MEDIUM (SEE CONSTRUCTION DETAILS)
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- SURFACE WATER FLOW
- DELINEATED WETLAND BOUNDARY
- CULVERT PIPE CHECKS
- INLET PROTECTION TYPE A (UNLESS OTHERWISE NOTED)
- F SILT FENCE RELIEF (SEE CONSTRUCTION DETAILS)

NOTES

* PLACE SILT FENCE WITHIN 1-FT TO 3-FT OF THE SLOPE INTERCEPT IN WETLAND AREAS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, TOPSOILED AND COVERED WITH EROSION MAT OR MULCH. AGGREGATE SLOPES SHALL BE FERTILIZED AND SEEDED.

N

2ND ST

80+00 'D'

BUS 51/DIVISION ST SB EXIT

82+00 'D'

84+00 'D'

86+00 'D'

88+00 'D'

90+00 'D'

IH 39/USH 51 SB

1480+00 'SB'

1482+00 'SB'

1484+00 'SB'

1484+00 'SB'

1486+00 'SB'

1488+00 'SB'

1490+00 'SB'

1492+00 'SB'

1494+00 'SB'

1480+00 'NB'

1482+00 'NB'

1484+00 'NB'

1486+00 'NB'

1488+00 'NB'

1490+00 'NB'

1492+00 'NB'

1494+00 'NB'

IH 39/USH 51 NB

84+00 'A'

82+00 'A'

80+00 'A'

78+00 'A'

BUS 51/DIVISION ST NB ENTRANCE

SEPTIC

SEPTIC SEPTIC

2ND ST

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | EROSION CONTROL | SHEET 76 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 2/21/2024 4:36 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

## LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

2

1015' TAPER

MWE6 GWRE

'SB'+29

'SB'+39

'SB'+39

'FC'+44 START CURVE

15'

MWCH10 GWRE

R1273'

'FC'+85 END CURVE

'FC'+15

'SB'+18

STH 54 SB ENTRANCE

38+00 'FC'

36+00 'FC'

34+00 'FC'

15'

MYE6 GWRE

12'

MWE6 GWRE

IH 39/USH 51 SB

924+00 'SB' 926+00 'SB' 928+00 'SB' 930+00 'SB' 932+00 'SB' 934+00 'SB' 936+00 'SB' 938+00 'SB'

MLS6 GWRE / GBE

MYE6 GWRE

12'

12'

IH 39/USH 51 NB

924+00 'NB' 926+00 'NB' 928+00 'NB' 930+00 'NB' 932+00 'NB' 934+00 'NB' 936+00 'NB' 938+00 'NB'

25'

'NB'+78

'NB'+05

'NB'+15

'FB'+40 START CURVE

15'

MC24 EPOXY

R1271'

'NB'+00

'FB'+96

'FB'+99 END CURVE

36+00 'FB'

STH 54 NB EXIT

15'

12'

MWE6 GWRE

MYE6 GWRE

38+00 'FB'

'FB'+95

ARRW4 EPOXY

MWES6 GWRE

MWE6 GWRE

625' TAPER

MWCH10 GWRE

PRAIRIE DR

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/STH 54 | SHEET 77 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 2/21/2024 4:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

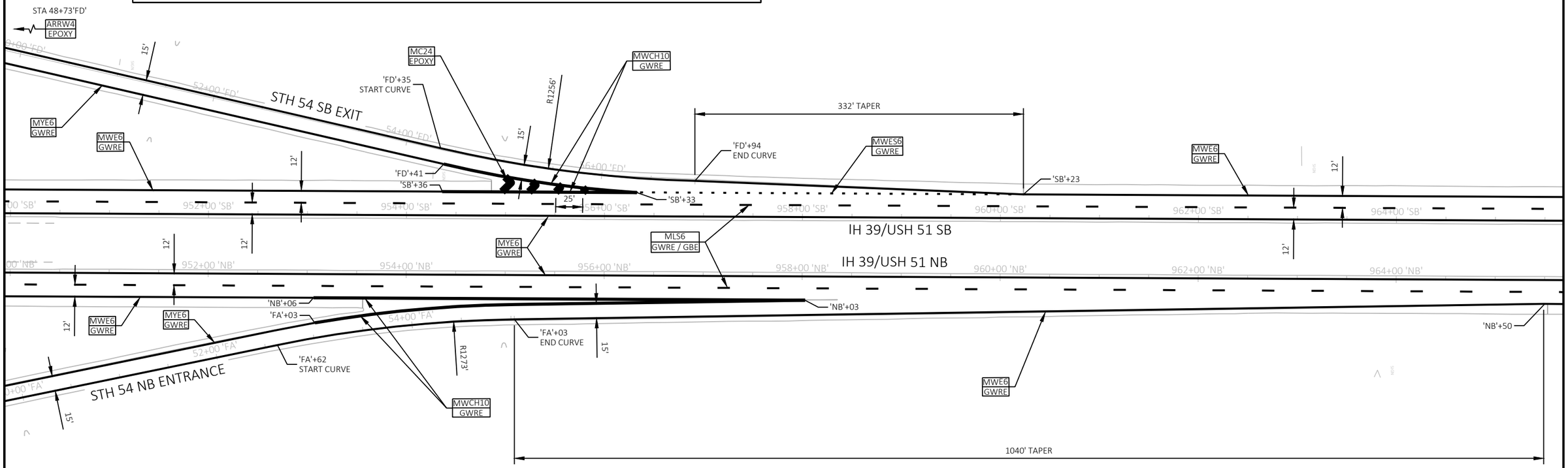
| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/STH 54 | SHEET 78 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 02

PLOT DATE : 2/21/2024 4:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

CTH B/PLOVER RD

CTH B/PLOVER RD SB ENTRANCE

IH 39/USH 51 SB

IH 39/USH 51 NB

CTH B/PLOVER RD NB EXIT

1004' TAPER

DETAIL A

'SB'+44

'BC'+62
START CURVE

'BC'+52

'SB'+56

'BC'+36
END CURVE

'BC'+47

'BC'+00

R1227'

15'

12'

MWCH10
GWRE

MWE6
GWRE

MYE6
GWRE

MLS6
GWRE / GBE

'NB'+34

'NB'+33

'NB'+32

'BB'+30

'BB'+66
START CURVE

332' TAPER

25'

MWES6
GWRE

R1273'

MC24
EPOXY

'BB'+02
END CURVE

'BB'+93

'BB'+72

'BB'+52

'BB'+37

'BB'+00

'BB'+41

'BB'+45

'BB'+50

'BB'+71

14'

ARRW3
EPOXY

ARRW2
EPOXY

WORD
EPOXY

1004' TAPER

'SB'+59

1008+00 'SB'

1010+00 'SB'

1012+00 'SB'

1014+00 'SB'

1008+00 'NB'

1010+00 'NB'

1012+00 'NB'

1014+00 'NB'

1016+00 'SB'

1018+00 'SB'

1020+00 'SB'

1022+00 'SB'

1024+00 'SB'

1026+00 'SB'

1028+00 'SB'

1016+00 'NB'

1018+00 'NB'

1020+00 'NB'

1022+00 'NB'

1024+00 'NB'

1026+00 'NB'

1028+00 'NB'

20+00 'BB'

22+00 'BB'

24+00 'BB'

26+00 'BB'

28+00 'BB'

2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/CTH B | SHEET 79 | E |
|---|---|---|---|---|---|

2

2

LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

'BD'+89
WORD EPOXY
'BD'+10
14'
MWCH10 GWRE
ARRW2 EPOXY
'BD'+87
'BD'+07
ARRW3 EPOXY
'BD'+12
14'
'BD'+87
MWE6 GWRE
ARRW3 EPOXY
MYE6 GWRE
CTH B/PLOVER RD SB EXIT
'BD'+75 START CURVE
MC24 EPOXY
MWCH10 GWRE
15'
R1273'
536' TAPER
MWES6 GWRE
MWE6 GWRE
'BD'+21 END CURVE
'SB'+54
'SB'+58
MWE6 GWRE
12'
'BD'+53
'SB'+51
25'
30+00 'BD'
34+00 'BD'
36+00 'BD'
38+00 'BD'
1030+00 'SB'
1032+00 'SB'
1034+00 'SB'
1036+00 'SB'
1038+00 'SB'
1040+00 'SB'
1042+00 'SB'
1044+00 'SB'
IH 39/USH 51 SB
IH 39/USH 51 NB
MLS6 GWRE / GBE
12'
12'
MYE6 GWRE
1030+00 'NB'
1032+00 'NB'
1034+00 'NB'
1036+00 'NB'
1038+00 'NB'
1040+00 'NB'
1042+00 'NB'
1044+00 'NB'
'NB'+30
'NB'+80
'NB'+66
'BA'+69
MWE6 GWRE
36+00 'BA'
'BA'+69 END CURVE
12'
'NB'+30
12'
MWS10 GWRE
MWE6 GWRE
MWCH10 GWRE
R1273'
MYE6 GWRE
34+00 'BA'
'BA'+68 START CURVE
15'
361' TAPER
920' ACCELERATION LANE
32+00 'BA'
CTH B/PLOVER RD NB ENTRANCE
30+00 'BA'
'BA'+69
'BA'+11
WISCONSIN CENTRAL LTD

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/CTH B | SHEET 80 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 2/21/2024 4:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

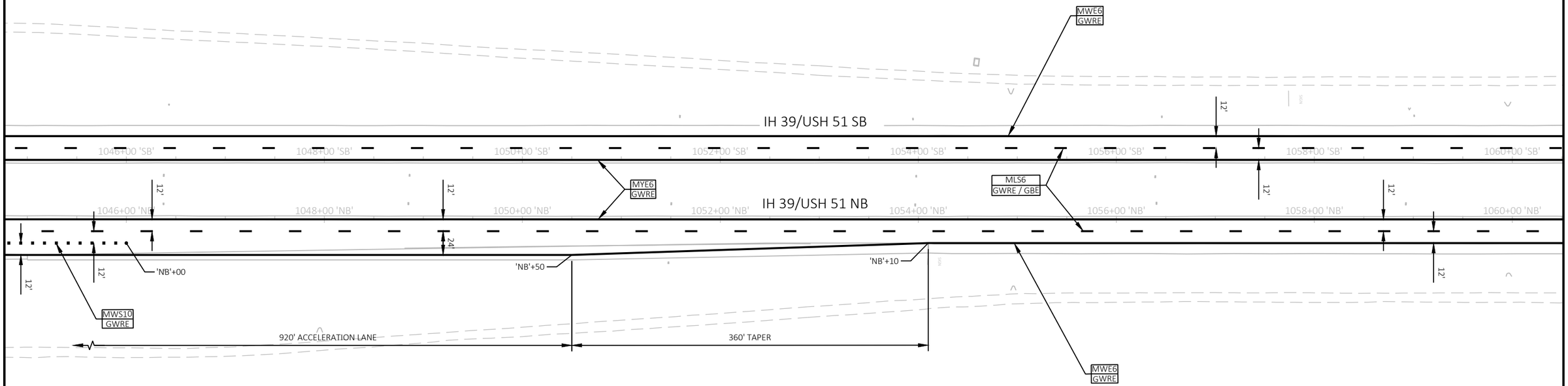
NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

2




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/CTH B | SHEET 81 | E |
|---|---|---|---|---|---|

2

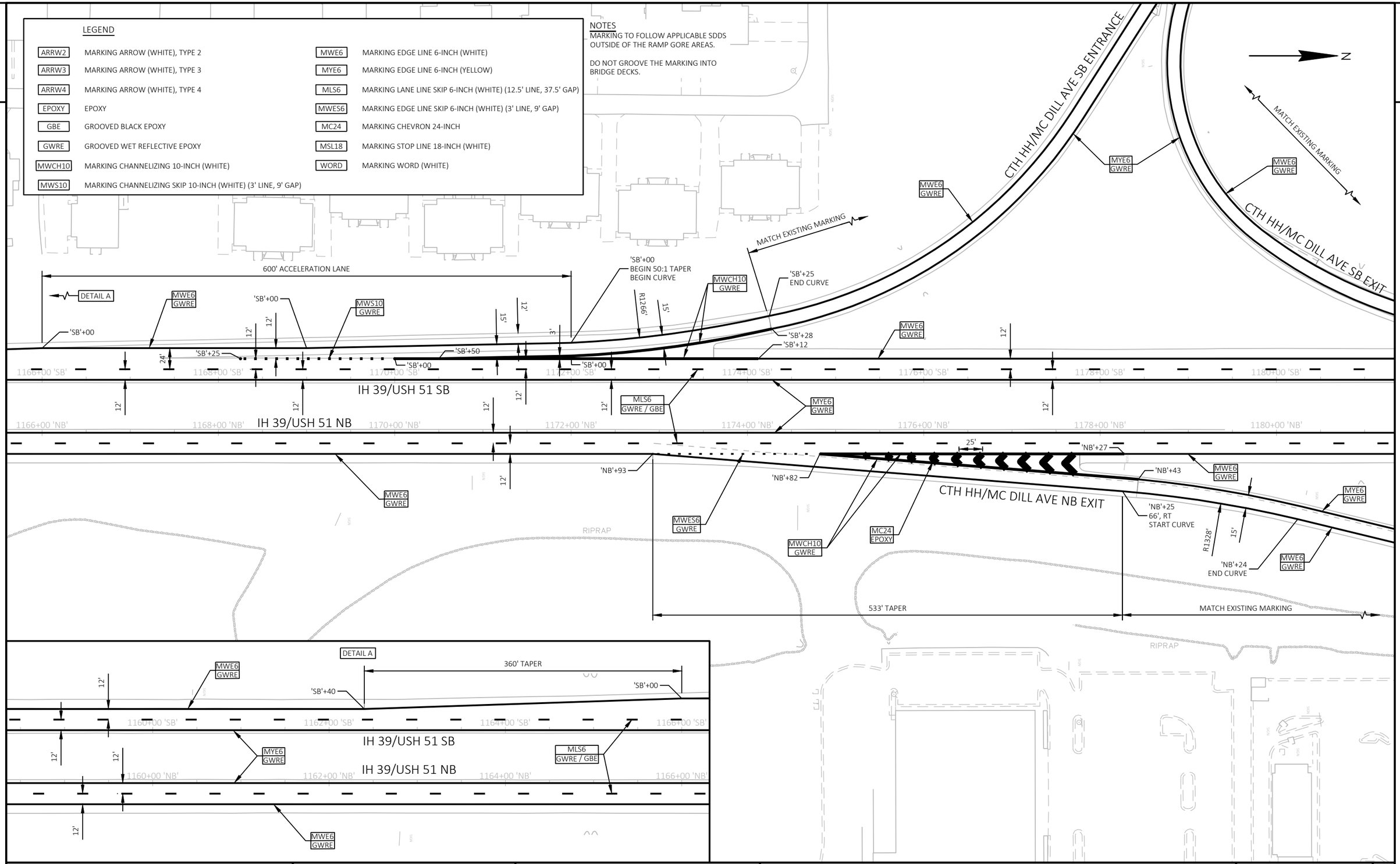
## LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

**NOTES**

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/CTH HH | SHEET 82 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 2/21/2024 4:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

## LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

CTH HH/MC DILL AVE SB EXIT

MATCH EXISTING MARKING

'SB'+45 START CURVE

R678'

15'

MC24 EPOXY

MWCH10 GWRE

367' TAPER

'SB'+38 37', LT END CURVE

'SB'+92

'SB'+71

'SB'+67

'SB'+05

MWES6 GWRE

CTH HH/MC DILL AVE

IH 39/USH 51 SB

IH 39/USH 51 NB

12'

25'

MLS6 GWRE / GBE

CTH HH/MC DILL AVE NB EXIT

R1328'

'NB'+24 END CURVE

ARRW4 EPOXY

ARRW2 EPOXY

MWCH10 EPOXY

WORD EPOXY

CTH HH/MC DILL AVE NB ENTRANCE

RIPRAP

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/CTH HH | SHEET 83 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 2/21/2024 4:38 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

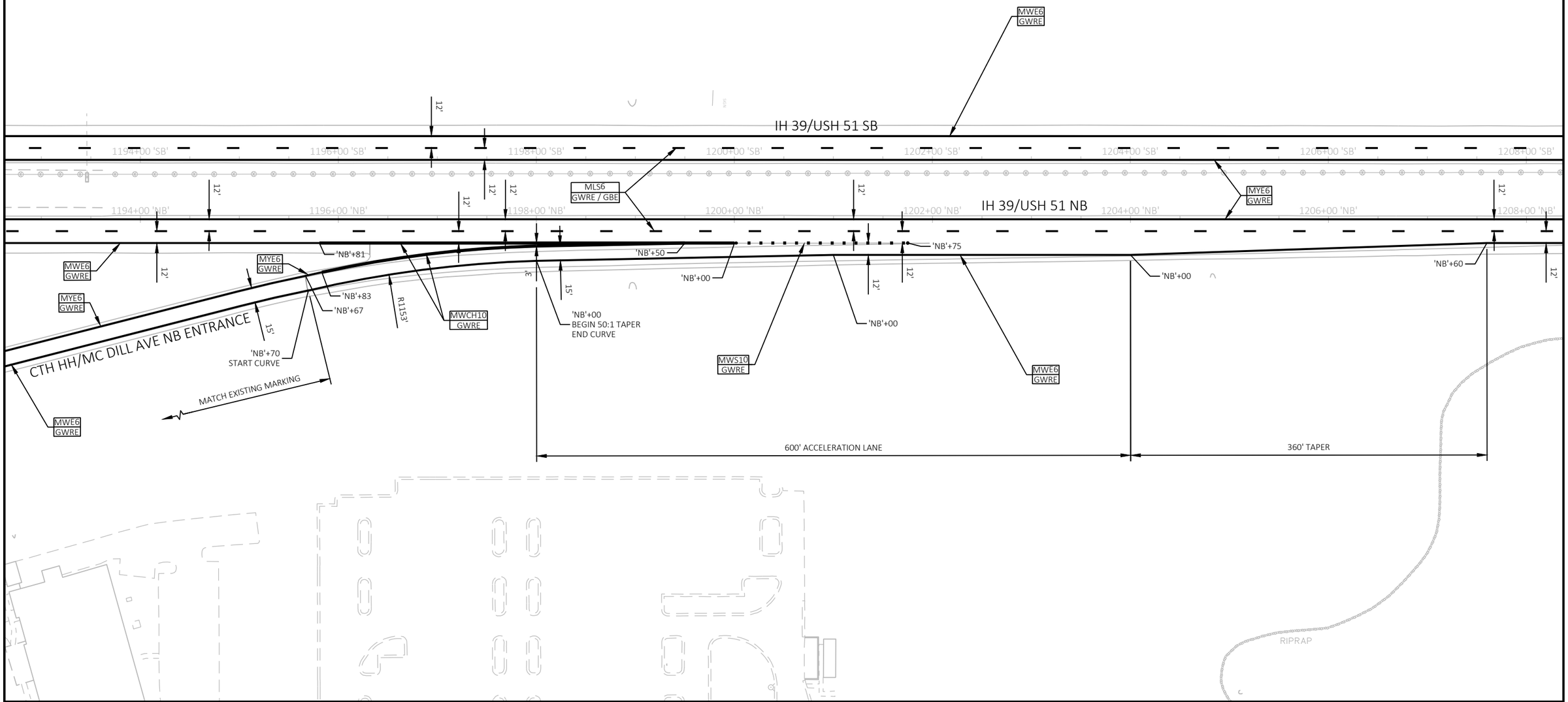
NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

2




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/CTH HH | SHEET 84 | E |
|---|---|---|---|---|---|

2

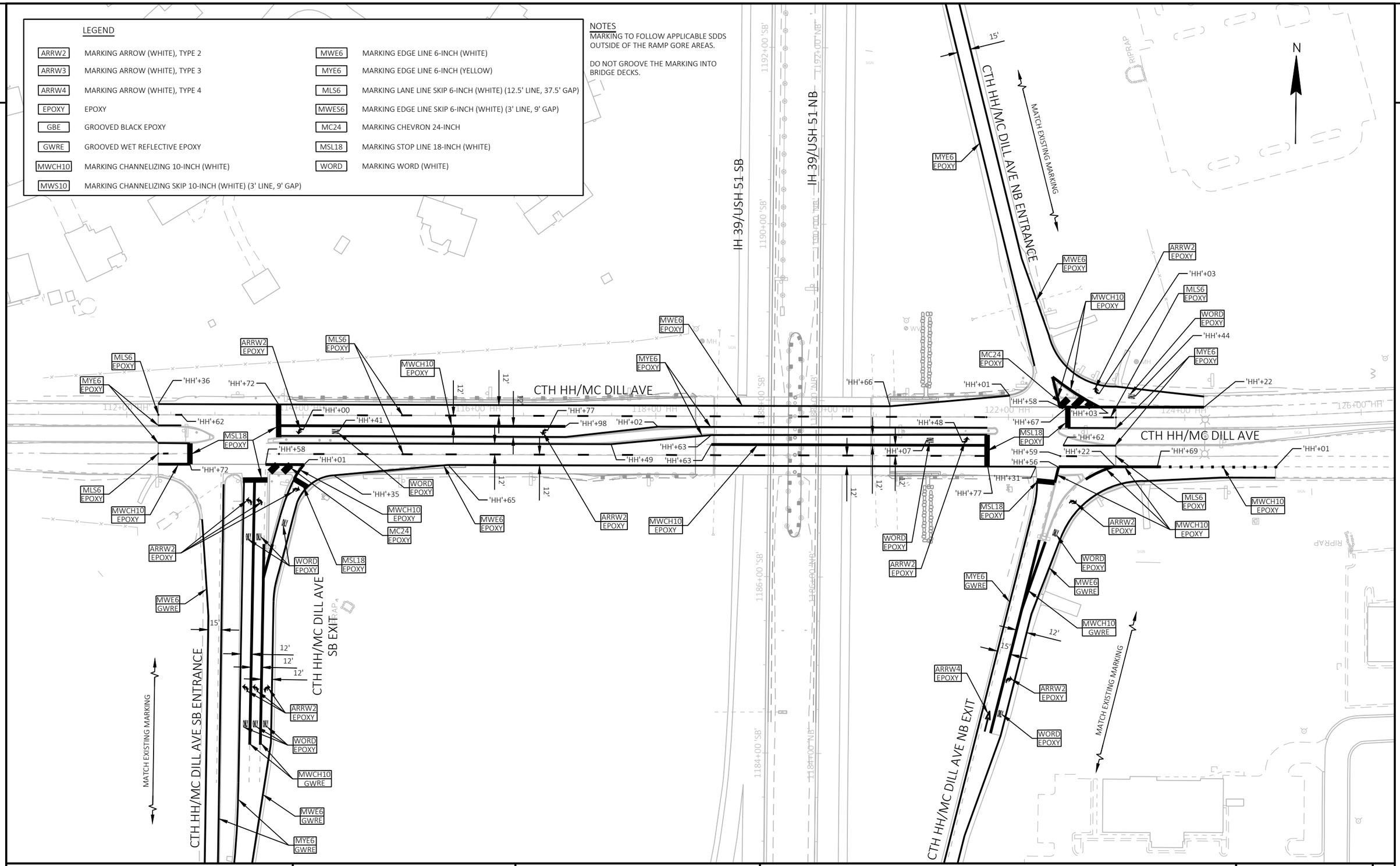
LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - CTH HH | SHEET 85 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 09

PLOT DATE : 2/21/2024 4:38 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

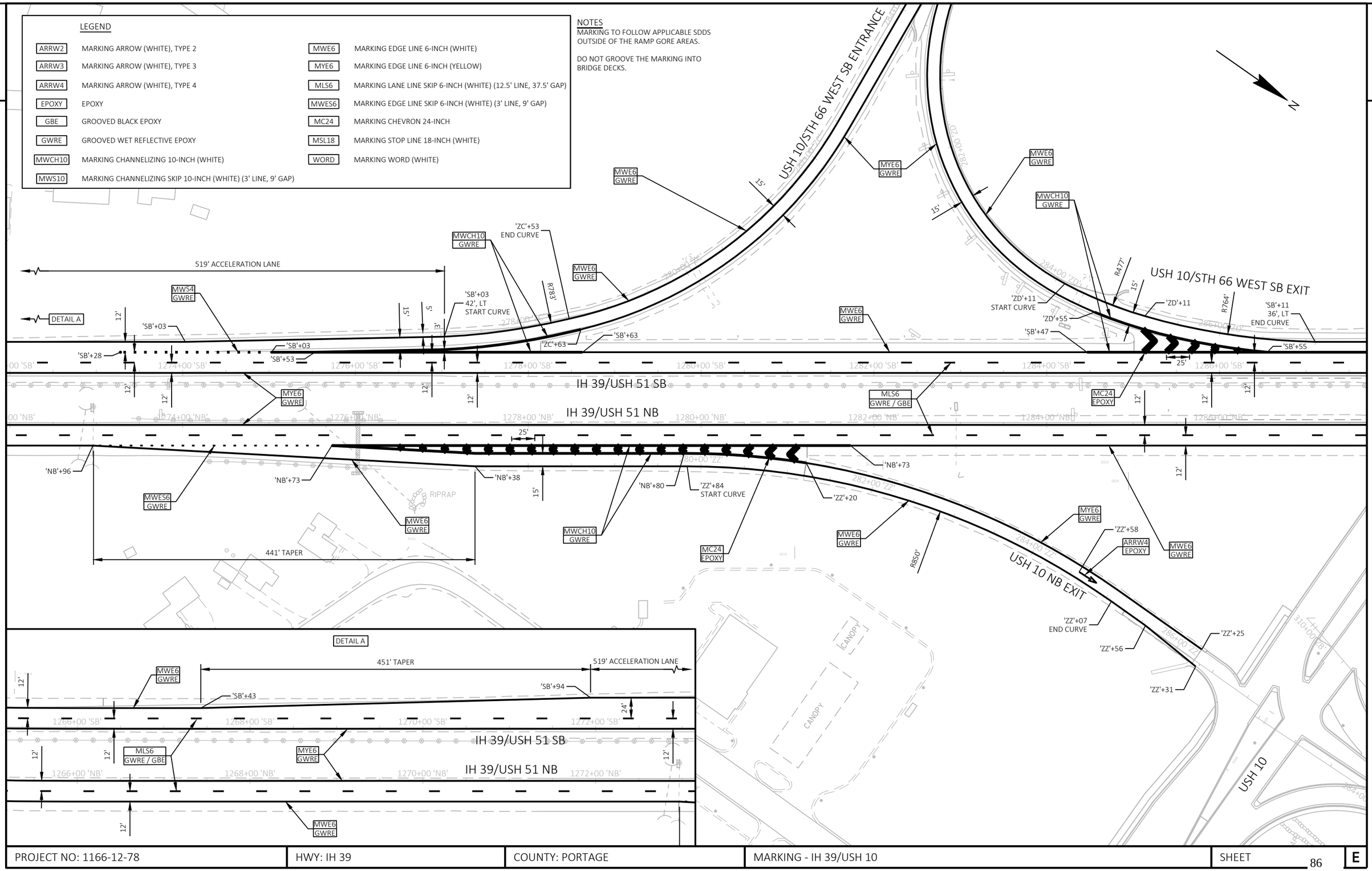
## LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/USH 10 | SHEET 86 | E |
|---|---|---|---|---|---|

2

2

## LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

STH 66 WEST

USH 10/STH 66 WEST SB EXIT

739' DECELERATION LANE

251' TAPER

MWCH10 GWRE

MYE6 GWRE

MWE6 GWRE

'ZD'+11 START CURVE

'ZD'+55

'SB'+47

'ZD'+11

'SB'+11 36', LT END CURVE

'SB'+55

'SB'+49

MWES6 GWRE

'SB'+00

MC24 EPOXY

MLS6 GWRE / GBE

IH 39/USH 51 SB

IH 39/USH 51 NB

'NB'+02

'NB'+25

'NB'+50 36', RT START CURVE

'NB'+89

'ZB'+88

'ZB'+54 END CURVE

325' TAPER

ARRW4 EPOXY

'ZZ'+58

'ZZ'+07 END CURVE

'ZZ'+56

'ZZ'+25

'ZZ'+31

USH 10 NB EXIT

STH 66 WEST NB EXIT

USH 10/STH 66 WEST NB ENTRANCE

USH 10

USH 10/STH 66 WEST NB ENTRANCE

PLACE SIGN W13-3 AT STA 285+75'ZA' RT

RAMP 30 MPH W13-3 24"X30"

R477'

R764'

R850'

15'

12'

25'

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/USH 10 | SHEET 87 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 11
PLOT DATE : 2/21/2024 4:38 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

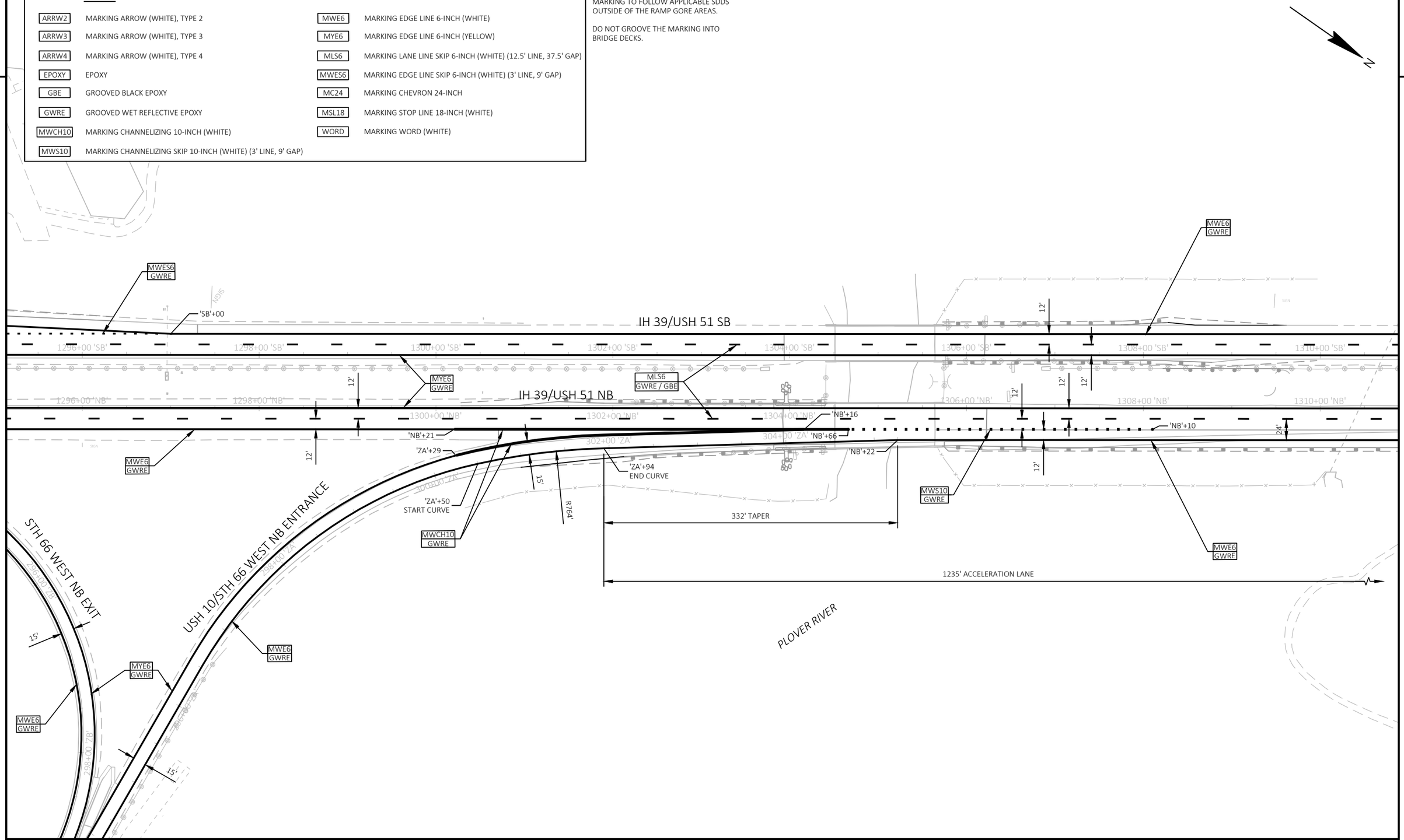
## LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/USH 10 | SHEET 88 | E |
|---|---|---|---|---|---|

2

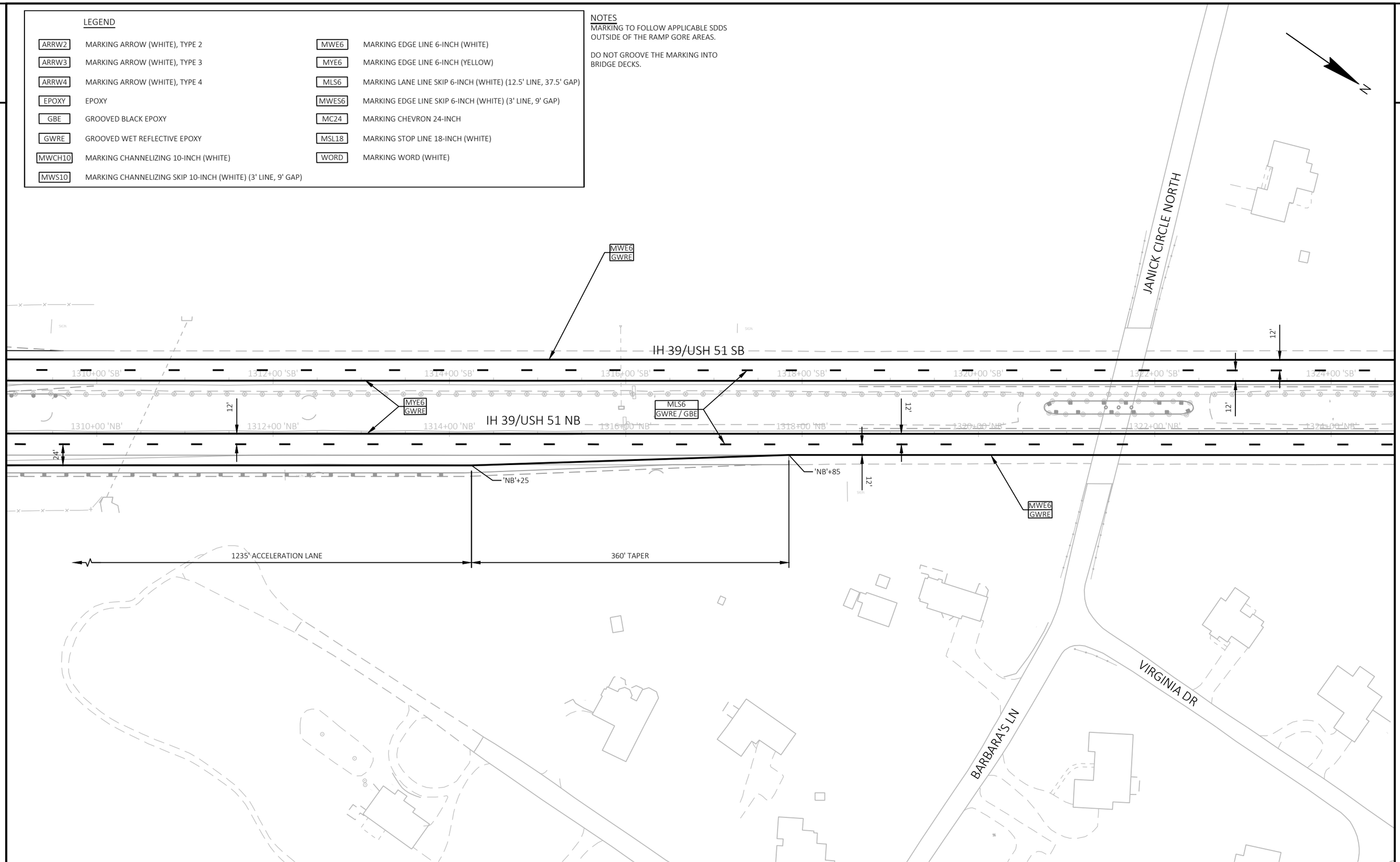
## LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

## NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/USH 10 | SHEET 89 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 13

PLOT DATE : 2/21/2024 4:38 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

526' TAPER

454' ACCELERATION LANE

STH 66 EAST/ STANLEY ST SB ENTRANCE

'SB'+40

MWE6 GWRE

'SB'+66

'SB'+45

12'

12'

MWS10 GWRE

'SB'+20

'SB'+20 42', LT START CURVE

15'

MWCH10 GWRE

R1613'

'XC'+21 END CURVE

'SB'+70

'XC'+24

'SB'+20

MWE6 GWRE

MYE6 GWRE

12'

1348+00 'SB'

1350+00 'SB'

1352+00 'SB'

1354+00 'SB'

1356+00 'SB'

1358+00 'SB'

1360+00 'SB'

58+00 'XC'

60+00 'XC'

62+00 'XC'

IH 39/USH 51 SB

IH 39/USH 51 NB

12'

MYE6 GWRE

12'

MLS6 GWRE / GBE

12'

1348+00 'NB'

1350+00 'NB'

1352+00 'NB'

1354+00 'NB'

1356+00 'NB'

1358+00 'NB'

1360+00 'NB'

'NB'+92

25'

'NB'+24

'XB'+27

MWE6 GWRE

56+00 'XB'

58+00 'XB'

60+00 'XB'

62+00 'XB'

'NB'+81

'NB'+44 36', RT START CURVE

R1432'

MWES6 GWRE

MWCH10 GWRE

'XB'+59 END CURVE

15'

MYE6 GWRE

MWE6 GWRE

MC24 EPOXY

STH 66 EAST/ STANLEY ST NB EXIT

563' TAPER

'XB'+56

DETAIL A

DETAIL A

MYE6 GWRE

62+00 'XB'

'XB'+26

ARRW3 EPOXY

15'

MWCH10 GWRE

MWE6 GWRE

64+00 'XB'

'XB'+62

'XB'+05

'XB'+26

ARRW2 EPOXY

66+00 'XB'

12'

'XB'+05

STH 66 EAST/ STANLEY ST NB EXIT

STH 66 EAST

POST

SIGN

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/STH 66 EAST | SHEET 90 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 14

PLOT DATE : 2/21/2024 4:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

STA 67+56'XD'
ARRW4
EPOXY

STH 66 EAST/ STANLEY ST SB EXIT

72+00 'XD'
74+00 'XD'
76+00 'XD'

MWCH10
GWRE

'XD'+31
START CURVE

R1432'

MC24
EPOXY

MYE6
GWRE

15'

12'

MWE6
GWRE

'XD'+84

25'

'SB'+95

'SB'+74

535' TAPER

'XD'+54
END CURVE

MWE6
GWRE

MWES6
GWRE

'SB'+82

WILSHIRE DR

1372+00 'SB'
1374+00 'SB'
1376+00 'SB'
1378+00 'SB'
1380+00 'SB'
1382+00 'SB'
1384+00 'SB'
1386+00 'SB'

IH 39/USH 51 SB

MYE6
GWRE

MLS6
GWRE / GBE

IH 39/USH 51 NB

1372+00 'NB'
1374+00 'NB'
1376+00 'NB'
1378+00 'NB'
1380+00 'NB'
1382+00 'NB'
1384+00 'NB'
1386+00 'NB'

'NB'+58

3'

'NB'+32

'XA'+41

76+00 'XA'

MWE6
GWRE

12'

MYE6
GWRE

74+00 'XA'

72+00 'XA'

STH 66 EAST/ STANLEY ST NB ENTRANCE

'XA'+56
START CURVE

R1746'

MWCH10
GWRE

8'

15'

'XA'+52
BEGIN 50:1 TAPER
END CURVE

'NB'+53
END 50:1 TAPER

MWS10
GWRE

'NB'+49
36', RT

MWE6
GWRE

403' ACCELERATION LANE

564' TAPER

'NB'+12

WILSHIRE DR

UNNAMED STREAM

RIPRAP

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/STH 66 EAST | SHEET 91 | E |
|---|---|---|---|---|---|

2

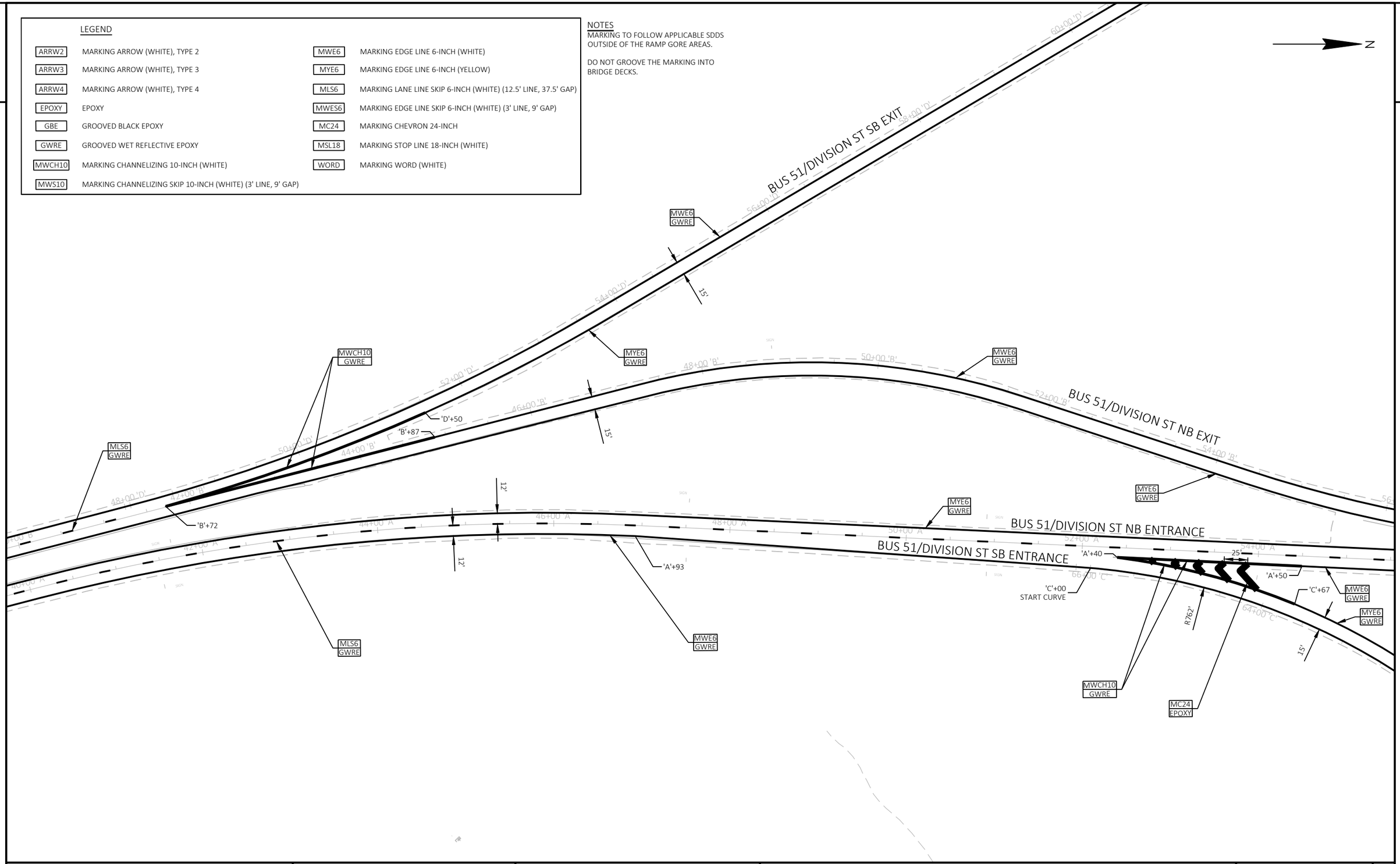
LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/DIVISION ST | SHEET 92 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 16

PLOT DATE : 2/21/2024 4:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

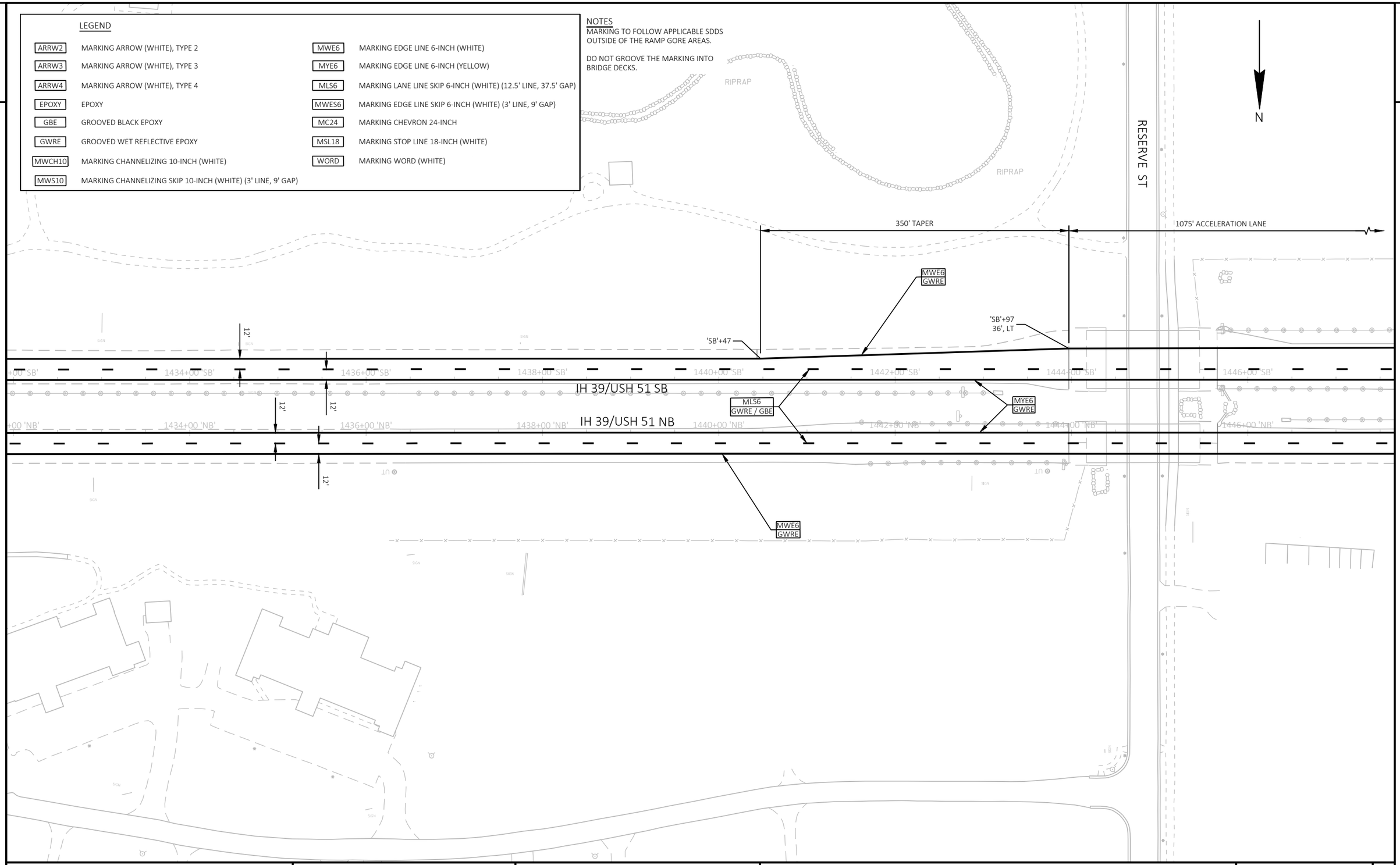
LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/DIVISION ST | SHEET 93 | E |
|---|---|---|---|---|---|

2

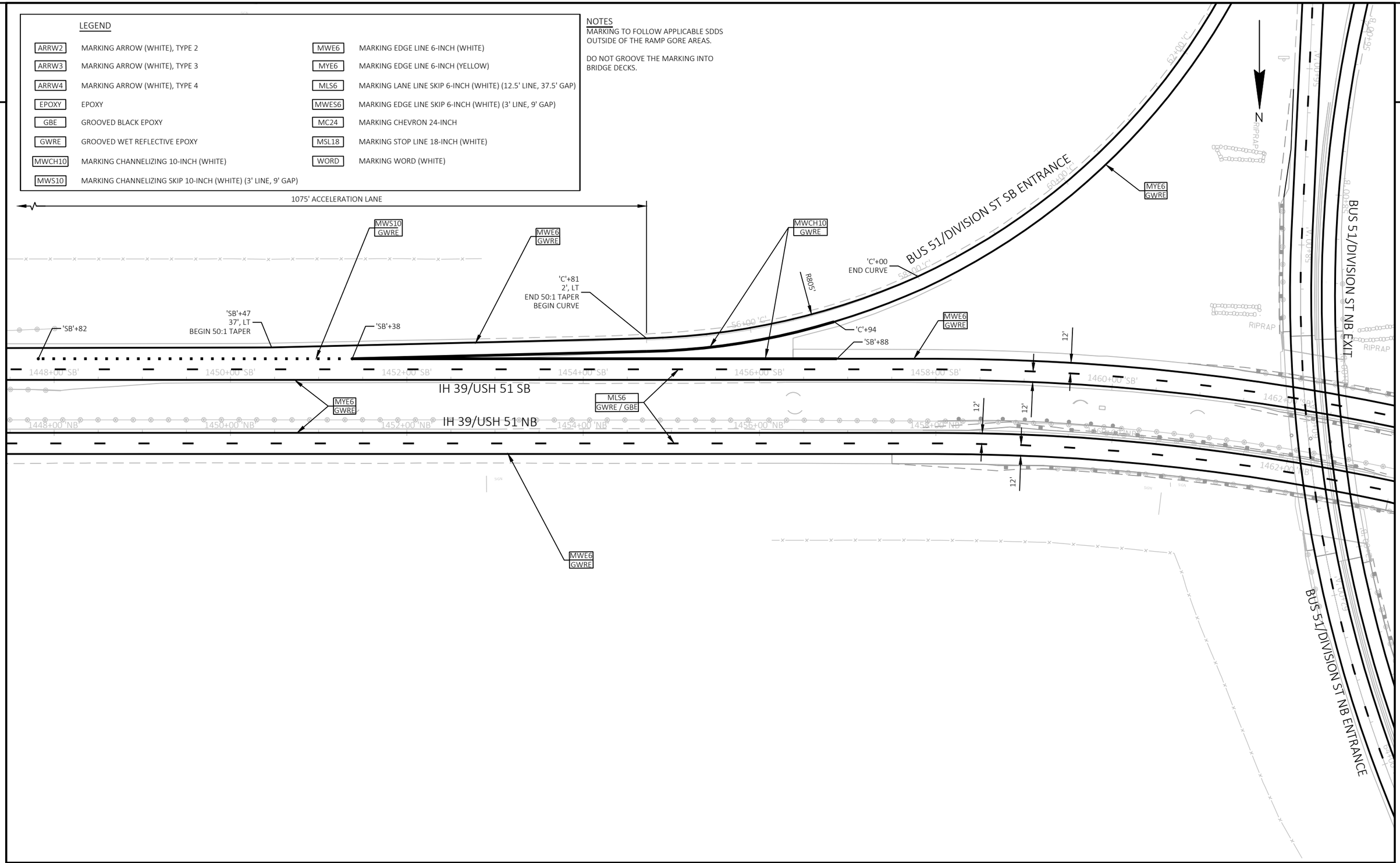
LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/DIVISION ST | SHEET 94 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 18

PLOT DATE : 2/21/2024 4:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

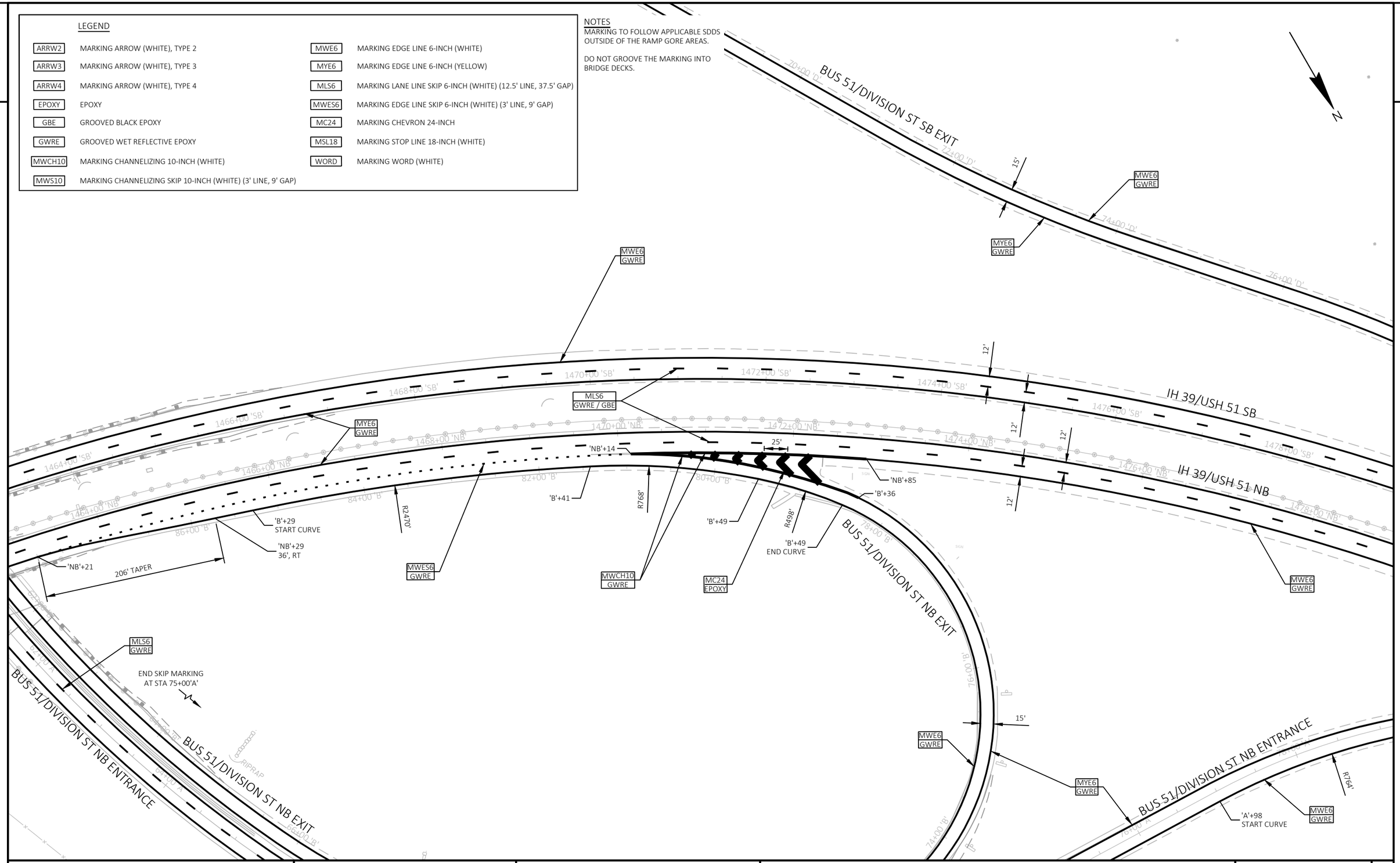
LEGEND

| | | | |
|---|---|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 | MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 | MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 | MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| EPOXY | EPOXY | MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| GBE | GROOVED BLACK EPOXY | MC24 | MARKING CHEVRON 24-INCH |
| GWRE | GROOVED WET REFLECTIVE EPOXY | MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) | WORD | MARKING WORD (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) | | |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/DIVISION ST | SHEET 95 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 19

PLOT DATE : 2/21/2024 4:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

| | |
|---|---|
| ARRW2 | MARKING ARROW (WHITE), TYPE 2 |
| ARRW3 | MARKING ARROW (WHITE), TYPE 3 |
| ARRW4 | MARKING ARROW (WHITE), TYPE 4 |
| EPOXY | EPOXY |
| GBE | GROOVED BLACK EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |
| MWCH10 | MARKING CHANNELIZING 10-INCH (WHITE) |
| MWS10 | MARKING CHANNELIZING SKIP 10-INCH (WHITE) (3' LINE, 9' GAP) |
| MWE6 | MARKING EDGE LINE 6-INCH (WHITE) |
| MYE6 | MARKING EDGE LINE 6-INCH (YELLOW) |
| MLS6 | MARKING LANE LINE SKIP 6-INCH (WHITE) (12.5' LINE, 37.5' GAP) |
| MWES6 | MARKING EDGE LINE SKIP 6-INCH (WHITE) (3' LINE, 9' GAP) |
| MC24 | MARKING CHEVRON 24-INCH |
| MSL18 | MARKING STOP LINE 18-INCH (WHITE) |
| WORD | MARKING WORD (WHITE) |

NOTES

MARKING TO FOLLOW APPLICABLE SDDS OUTSIDE OF THE RAMP GORE AREAS.

DO NOT GROOVE THE MARKING INTO BRIDGE DECKS.

N

2ND ST

BUS 51/DIVISION ST SB EXIT

MWE6 GWRE

MYE6 GWRE

MWE6 GWRE

MYE6 GWRE

MLS6 GWRE / GBE

MYE6 GWRE

'D'+39

'SB'+55

12'

15'

12'

12'

82+00 'D'

84+00 'D'

86+00 'D'

88+00 'D'

90+00 'D'

1482+00 'SB'

1484+00 'SB'

1484+00 'SB'

1486+00 'SB'

1488+00 'SB'

1490+00 'SB'

1492+00 'SB'

1494+00 'SB'

1496+00 'SB'

IH 39/USH 51 SB

IH 39/USH 51 NB

1482+00 'NB'

1484+00 'NB'

1486+00 'NB'

1488+00 'NB'

1490+00 'NB'

1492+00 'NB'

1494+00 'NB'

1496+00 'NB'

3'

'NB'+96

'A'+61

'NB'+00

'NB'+01

'NB'+25

'NB'+00
36', RT

'NB'+00
36', RT
END 50:1 TAPER

'NB'+19
24', RT

MWE6 GWRE

MYE6 GWRE

BUS 51/DIVISION ST NB ENTRANCE

12'

R764'

8'

15'

'NB'+00
42', RT
END CURVE
BEGIN 50:1 TAPER

MWS10 GWRE

MWE6 GWRE

MWCH10 GWRE

2ND ST

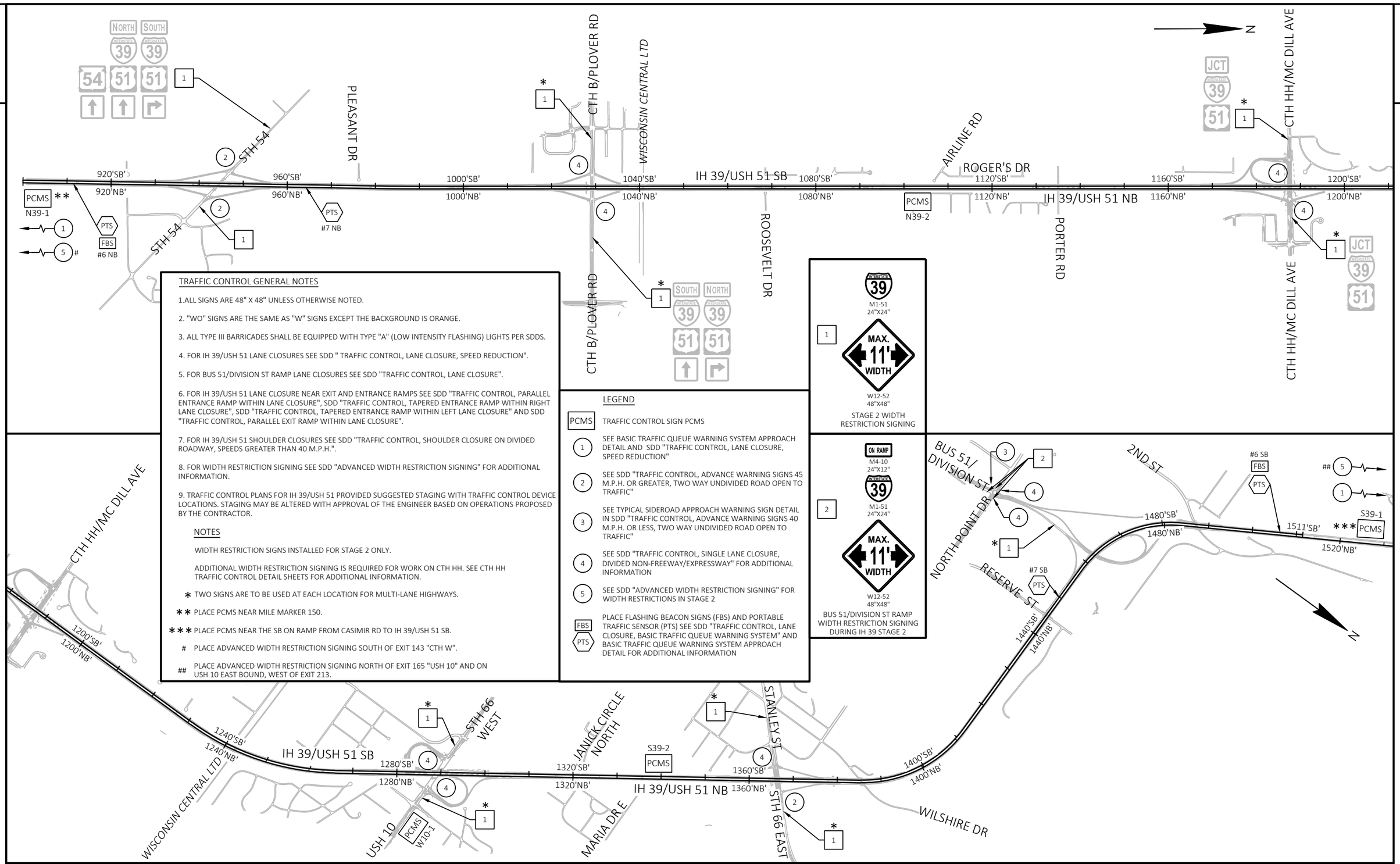
500' ACCELERATION LANE

419' TAPER

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | MARKING - IH 39/DIVISION ST | SHEET 96 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 20

PLOT DATE : 2/21/2024 4:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT



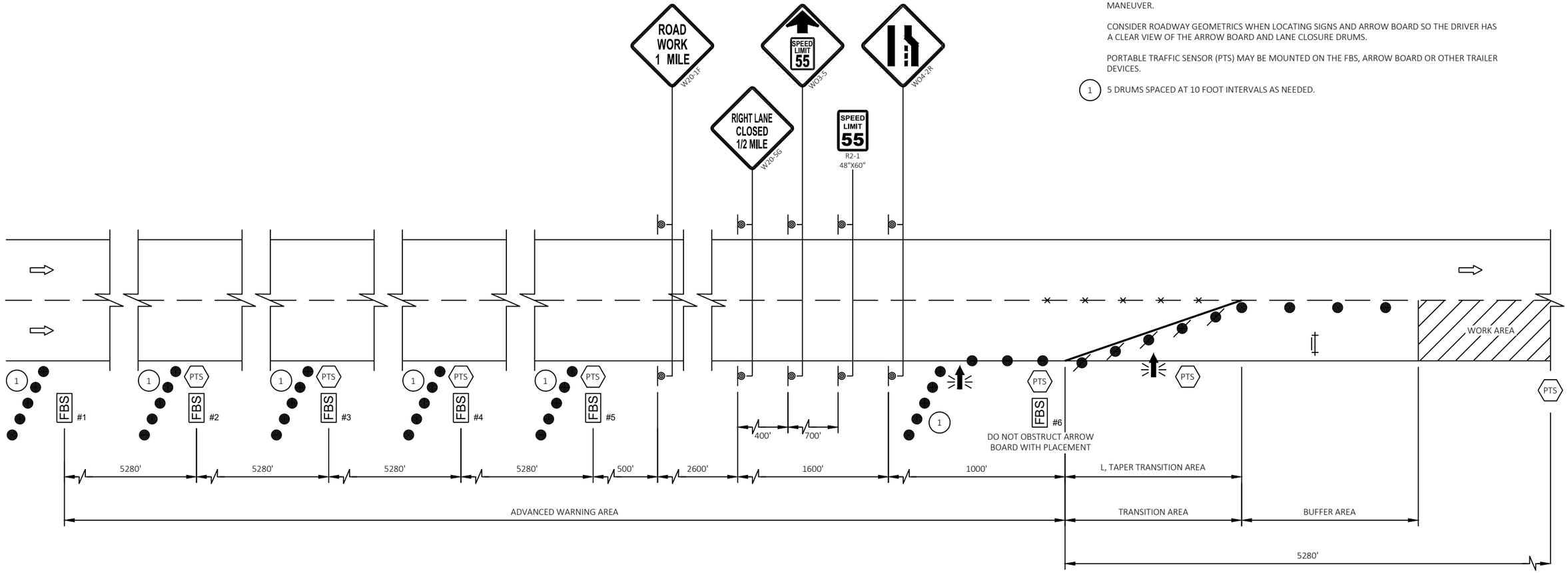

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - OVERVIEW AND WIDTH RESTRICTION SIGNING | SHEET 97 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025000-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 2/21/2024 4:40 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:2000 FT

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- PTS — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGN (FBS)

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W08-76
96"X48"




NOTES

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" AND SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR ADDITIONAL INFORMATION.

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE. ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

2

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - BASIC TRAFFIC QUEUE WARNING SYSTEM APPROACH DETAIL | SHEET 98 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 2/21/2024 4:40 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 44

## PCMS GENERAL NOTES

ADJUST TRAFFIC CONTROL PCMS MESSAGES AS NEEDED BASED ON CONSTRUCTION SCHEDULE. CONFIRM MESSAGES WITH THE ENGINEER BEFORE IMPLEMENTING.

CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE SIGN FOR A MINIMUM OF 1000 FEET IN FRONT OF THE MESSAGE BOARD.

MESSAGE SIGNS SHOULD BE PLACED AS FAR AWAY FROM LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY. IN ADVANCE OF INTERSTATE CONSTRUCTION PROJECTS, THE SIGNS SHOULD BE PLACED ON THE BACKSLOPE BEYOND THE DITCH LINE. THE LOCATIONS SELECTED SHOULD BE AT OR SLIGHTLY ABOVE THE ELEVATION OF THE ROADWAY. FOR INTERMITTENT WORK, SUCH AS FREEWAY LANE CLOSURE, OR WHERE SITE CONDITIONS DO NOT ALLOW OTHERWISE, THE SIGNS MAY BE PLACED ON THE SHOULDER.

THE SITE SHOULD BE VISITED TO ASSURE VISIBILITY, SAFETY AND MAINTENANCE CONSIDERATIONS.

A TAPER OF FIVE (5) REFLECTORIZED DRUMS OR BARRICADES SHALL BE PLACED AHEAD OF PCMS PLACED ON THE SHOULDER IF IT IS NOT SHIELDED BY A BARRIER.

HAVE MESSAGE BOARDS IN PLACE AND DISPLAYING THE "PRIOR TO CONSTRUCTION" MESSAGE 7 DAYS PRIOR TO EXPECTED START OF THE I-39 ROAD WORK THAT WILL REQUIRE LANE CLOSURES ON I-39/US 51.

EXAMPLE MESSAGES PROVIDED, ADJUST MESSAGES TO REFLECT CURRENT SITUATION.

TRAFFIC CONTROL SIGNS PCMS MESSAGES

| | | 7 DAYS PRIOR TO CONSTRUCTION | | STAGE 2 - DAY | | STAGE 2 - NIGHT | |
|---|---|---|---|---|---|---|---|
| SITE | PCMS SIGN LOCATION | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) |
| N39-1 | NB I-39 NEAR MILE MARKER 150 | ROAD WORK BEGINS | MONTH DAY | MAX WIDTH 11 FT | EXIT 151 TO EXIT 161 | MAX WIDTH 11 FT | EXIT 158 TO EXIT 161 |
| N39-2 | NB I-39 APPROX 1.4 MILES SOUTH OF THE CTH HH INTERCHANGE | | | | | MAX WIDTH 11 FT | EXIT 158 TO EXIT 159 |
| S39-1 | SB I-39 NEAR SB ON RAMP FROM CASIMIR RD TO I-39 NB | ROAD WORK BEGINS | MONTH DAY | MAX WIDTH 11 FT | EXIT 161 TO EXIT 151 | MAX WIDTH 11 FT | EXIT 161 TO EXIT 158 |
| S39-2 | SB I-39 NORTH OF MARIA DR | | | MAX WIDTH 11 FT | EXIT 158 TO EXIT 161 | | |
| W10-1 | WB US 10 BETWEEN ELIZABETH AVE AND AMBER AVE | ROAD WORK BEGINS | MONTH DAY | MAX WIDTH 11 FT | I-39 EXPECT DELAYS | MAX WIDTH 11 FT | ON I-39 BOTH DIR |

TRAFFIC CONTROL SIGNS PCMS MESSAGES

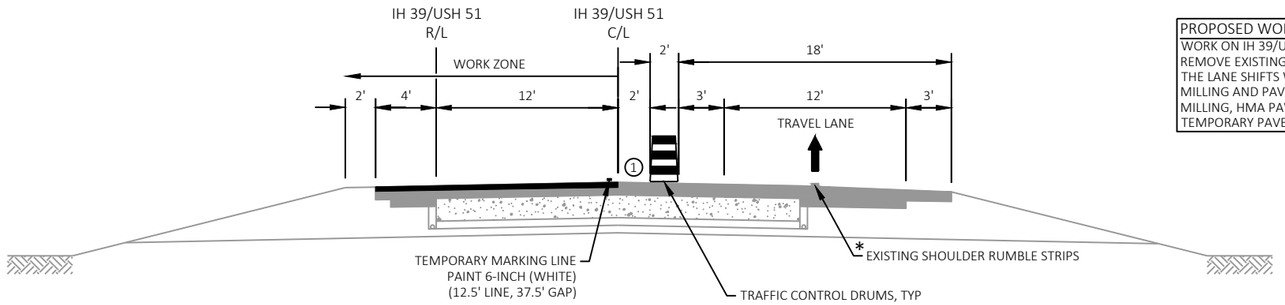
| | | STAGE 1 AND STAGE 3 | |
|---|---|---|---|
| SITE | PCMS SIGN LOCATION | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) |
| MISC. | AT LANE CLOSURE | STRADDLE RUMBLE STRIP | STRADDLE RUMBLE STRIP |

TRAFFIC CONTROL SIGNS PCMS MESSAGES

| | | 3 DAYS PRIOR TO RAMP CLOSURE | | DURING RAMP CLOSURE | |
|---|---|---|---|---|---|
| SITE | PCMS SIGN LOCATION | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) |
| 54-01 | APPROX 400' SOUTH OF EXIT 151 SIGN ON NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 54 RAMP CLOSED | USE EXIT 153 |
| 54-02 | STH 54 ON RAMP TO NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| 54-03 | STH 54 ON RAMP TO SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| 54-04 | APPROX 400' NORTH OF EXIT 151 SIGN ON SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 54 RAMP CLOSED | NEXT EXIT 8 MILES |
| 54-05 | STH 54 EB BETWEEN MAPLE DRIVE ROUNDABOUT AND STH 54/CTH B INTERSECTION | I-39 SB RAMP TO CLOSE | MONTH DAY TIME | I-39 SB RAMP CLOSED | USE ALT ROUTE |
| 54-05A | STH 54 EB BETWEEN MAPLE DRIVE ROUNDABOUT AND STH 54/CTH B INTERSECTION | I-39 NB RAMP TO CLOSE | MONTH DAY TIME | I-39 NB RAMP CLOSED | USE ALT ROUTE |
| 54-06 | APPROX 1500' NORTH OF EXIT 153 SIGN ON SB I-39 | | | HWY 54 RAMP CLOSED | USE EXIT 153 |
| B-01 | APPROX 400' SOUTH OF EXIT 153 SIGN ON NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY B RAMP CLOSED | USE EXIT 156 |
| B-02 | CTH B ON RAMP TO NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| B-03 | CTH B ON RAMP TO SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| B-04 | APPROX 1500' NORTH OF EXIT 153 SIGN ON SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY B RAMP CLOSED | USE EXIT 151 |
| HH-01 | APPROX 400' SOUTH OF EXIT 156 SIGN ON NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY HH RAMP CLOSED | USE EXIT 158 |
| HH-02 | CTH HH ON RAMP TO NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| HH-03 | APPROX 400' NORTH OF EXIT 156 SIGN ON SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY HH RAMP CLOSED | USE EXIT 153 |
| HH-04 | CTH HH ON RAMP TO SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |

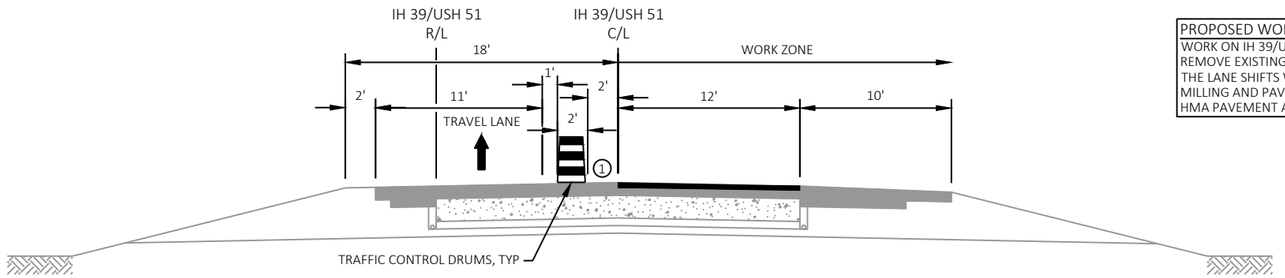
TRAFFIC CONTROL SIGNS PCMS MESSAGES

| | | 3 DAYS PRIOR TO RAMP CLOSURE | | DURING RAMP CLOSURE | |
|---|---|---|---|---|---|
| SITE | PCMS SIGN LOCATION | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) | PHASE 1 (3 SEC) | PHASE 2 (3 SEC) |
| 10-01 | US 10 ON RAMP TO NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| 10-02 | APPROX 100' SOUTH OF US 10 OVERPASS | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 66 W RAMP CLOSED | USE EXIT 159 |
| 10-03 | APPROX 500' SOUTH OF SIGN BRIDGE FOR US 10/STH 66 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 10 E RAMP CLOSED | USE EXIT 159 |
| 10-04 | APPROX 400' NORTH OF EXIT 158 SIGN ON SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 10 E RAMP CLOSED | USE EXIT 156 |
| 10-05 | US 10 ON RAMP TO SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| 66-01 | APPROX 400' SOUTH OF EXIT 159 SIGN ON NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 66 RAMP CLOSED | USE EXIT 161 |
| 66-02 | STH 66 ON RAMP TO NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| 66-03 | APPROX 400' NORTH OF EXIT 159 SIGN ON SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | HWY 66 RAMP CLOSED | USE EXIT 158 |
| 66-04 | STH 66 ON RAMP TO NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | | |
| B51-01 | APPROX 400' EAST OF EXIT 161 SIGN ON NB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | BUS 51 RAMP CLOSED | USE EXIT 163 |
| B51-02 | APPROX 500' IN ADVANCE OF GORE TO NB & SB RAMPS ON BUS 51 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | NB ON RAMP CLOSED | USE EXIT 159 |
| B51-03 | APPROX 400' NORTH OF EXIT 161 SIGN ON SB I-39 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | BUS 51 RAMP CLOSED | USE EXIT 159 |
| B51-04 | APPROX 500' IN ADVANCE OF GORE TO NB & SB RAMPS ON BUS 51 | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | SB ON RAMP CLOSED | USE EXIT 163 |
| B51-05 | APPROX 700' IN ADVANCE OF ROUNDABOUT | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | NB ON RAMP CLOSED | USE ALT ROUTE |
| B51-06 | APPROX 500' IN ADVANCE OF ROUNDABOUT | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | NB ON RAMP CLOSED | USE ALT ROUTE |
| B51-07 | APPROX 500' IN ADVANCE OF ROUNDABOUT | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | NB ON RAMP CLOSED | USE ALT ROUTE |
| B51-08 | APPROX 500' IN ADVANCE OF ROUNDABOUT | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | SB ON RAMP CLOSED | USE ALT ROUTE |
| B51-09 | APPROX 700' IN ADVANCE OF ROUNDABOUT | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | SB ON RAMP CLOSED | USE ALT ROUTE |
| B51-10 | APPROX 500' IN ADVANCE OF ROUNDABOUT | NIGHTLY RAMP CLOSURE | MONTH DAY TIME | SB ON RAMP CLOSED | USE ALT ROUTE |



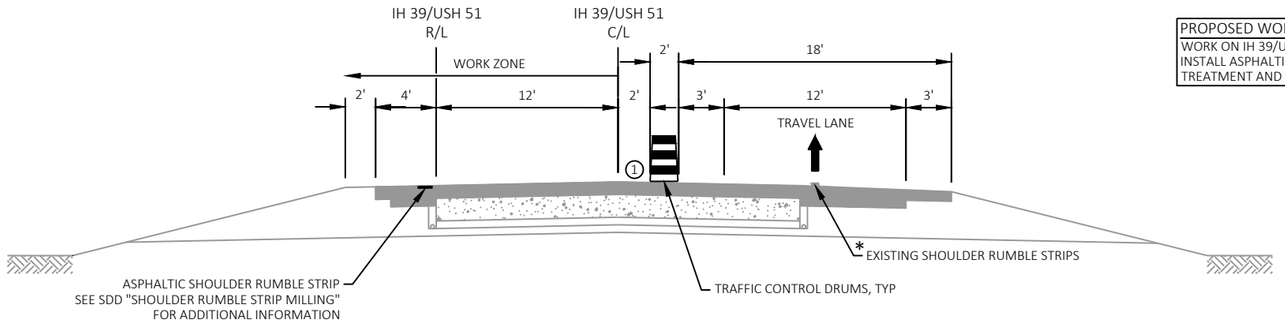

STAGE 1 TYPICAL SECTION
IH 39/USH 51
NB TYPICAL SECTION SHOWN, MIRROR FOR SB

PROPOSED WORK STAGE 1
WORK ON IH 39/USH 51 PASSING LANES AND SHOULDERS:
REMOVE EXISTING RUMBLE STRIPS ON THE DRIVING LANE SHOULDER IN LOCATIONS OF THE LANE SHIFTS WHERE TRAFFIC WILL DRIVE OVER THE EXISTING RUMBLE STRIPS BY MILLING AND PAVING WITH ASPHALTIC SURFACE, REMOVE ASPHALTIC SURFACE MILLING, HMA PAVEMENT, GUARDRAIL REPLACEMENT, SHOULDERING AND TEMPORARY PAVEMENT MARKING




STAGE 2 TYPICAL SECTION
IH 39/USH 51
NB TYPICAL SECTION SHOWN, MIRROR FOR SB

PROPOSED WORK STAGE 2
WORK ON IH 39/USH 51 DRIVING LANES AND RAMPS:
REMOVE EXISTING RUMBLE STRIPS ON THE PASSING LANE SHOULDER IN LOCATIONS OF THE LANE SHIFTS WHERE TRAFFIC WILL DRIVE OVER THE EXISTING RUMBLE STRIPS BY MILLING AND PAVING WITH ASPHALTIC SURFACE, REMOVE ASPHALTIC SURFACE MILLING, HMA PAVEMENT AND GUARDRAIL REPLACEMENT




STAGE 3 TYPICAL SECTION
IH 39/USH 51
NB TYPICAL SECTION SHOWN, MIRROR FOR SB

PROPOSED WORK STAGE 3
WORK ON IH 39/USH 51 PASSING LANES AND SHOULDERS:
INSTALL ASPHALTIC SHOULDER RUMBLE STRIPS, HIGH FRICTION SURFACE TREATMENT AND MARKING

NOTES
* TRAFFIC TO STRADDLE RUMBLE STRIPS. FILL EXISTING RUMBLE STRIPS IN LOCATIONS OF LANE SHIFTS WHERE TRAFFIC WILL DRIVE OVER THE EXISTING RUMBLE STRIPS. SEE "TRAFFIC CONTROL, LANE CLOSURE PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER" FOR ADDITIONAL INFORMATION.

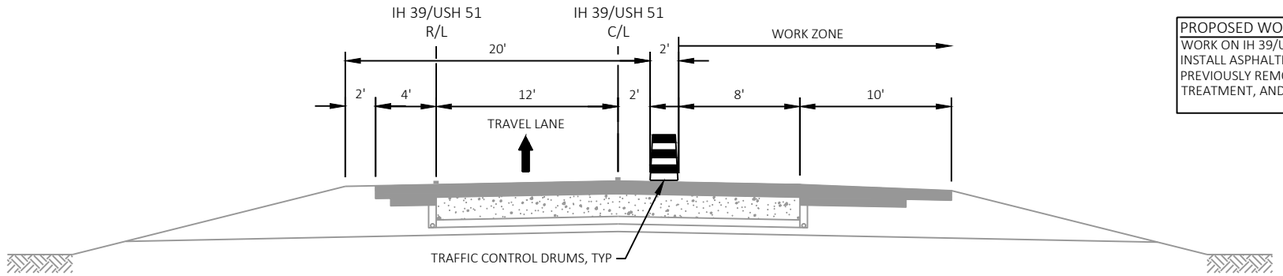
(1) DRUM LOCATION SHOWN FOR AREAS IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES. SHIFT DRUMS PAST LANE LINE IN AREAS WITH NO CONSTRUCTION ACTIVITIES UNLESS A VERTICAL DROP IS PRESENT.

WIDTH RESTRICTION SIGNS SHALL BE INSTALLED DURING STAGE 2 OPERATIONS. SEE TRAFFIC CONTROL - WIDTH SIGNING.

COMPLETE GUARDRAIL INSTALLATION DURING STAGE 1 AND STAGE 2.

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - TYPICAL SECTIONS | SHEET 100 | E |
|---|---|---|---|---|---|

2

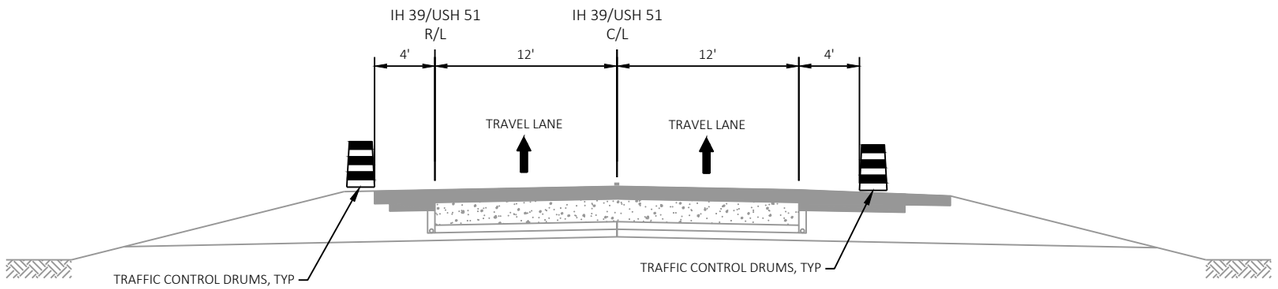



PROPOSED WORK STAGE 4

WORK ON IH 39/USH 51 DRIVING LANES AND SHOULDERS:
INSTALL ASPHALTIC SHOULDER RUMBLE STRIPS WHERE THEY WERE PREVIOUSLY REMOVED FOR TRAFFIC CONTROL, HIGH FRICTION SURFACE TREATMENT, AND MARKING

## STAGE 4 TYPICAL SECTION
## IH 39/USH 51

NB TYPICAL SECTION SHOWN, MIRROR FOR SB

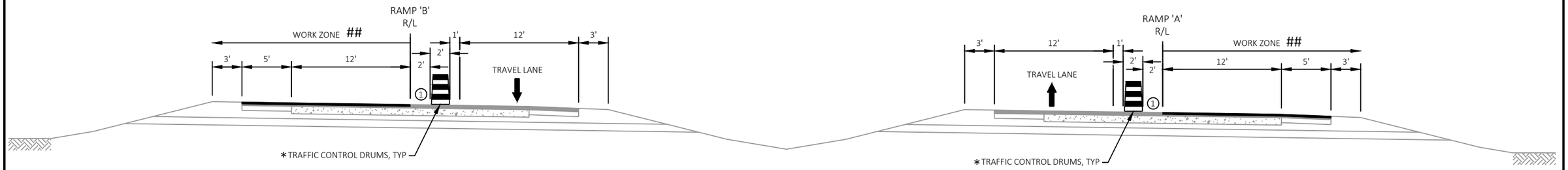



## NO EDGE LINE
## OPEN TO TRAFFIC
## IH 39/USH 51

NB TYPICAL SECTION SHOWN, MIRROR FOR SB

2

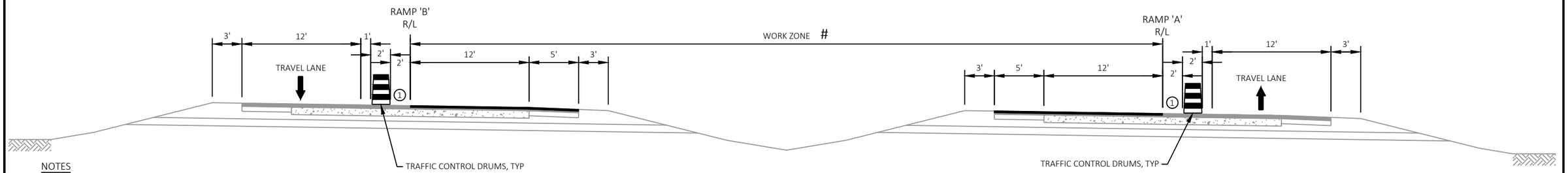
PROPOSED WORK SB RAMP CLOSURE
WORK ON BUS 51 SB RAMPS AND SHOULDERS:
REMOVE ASPHALTIC SURFACE MILLING, HMA PAVEMENT, SHOULDERING AND MARKING




## BUS 51/DIVISION ST CLOSURE

DURING STAGE 2 ON IH 39/USH 51
WHEN THE SB OUTSIDE LANE IS CLOSED

PROPOSED WORK NB RAMP CLOSURE
WORK ON BUS 51 NB RAMPS AND SHOULDERS:
REMOVE ASPHALTIC SURFACE MILLING, HMA PAVEMENT, SHOULDERING AND MARKING




NOTES

COMPLETE GUARDRAIL INSTALLATIONS.

\# HMA MILL & OVERLAY PLACED DURING NB RAMP CLOSURE

\## HMA MILL & OVERLAY PLACED DURING SB RAMP CLOSURE

WIDTH RESTRICTION SIGNS SHALL BE INSTALLED DURING STAGE 2 OPERATIONS.
SEE TRAFFIC CONTROL - WIDTH SIGNING.

GENERIC TYPICAL SECTION SHOWN JUST NORTH OF NORTH POINT DRIVE.
SEE TYPICAL SECTIONS FOR RAMP CHANGES.

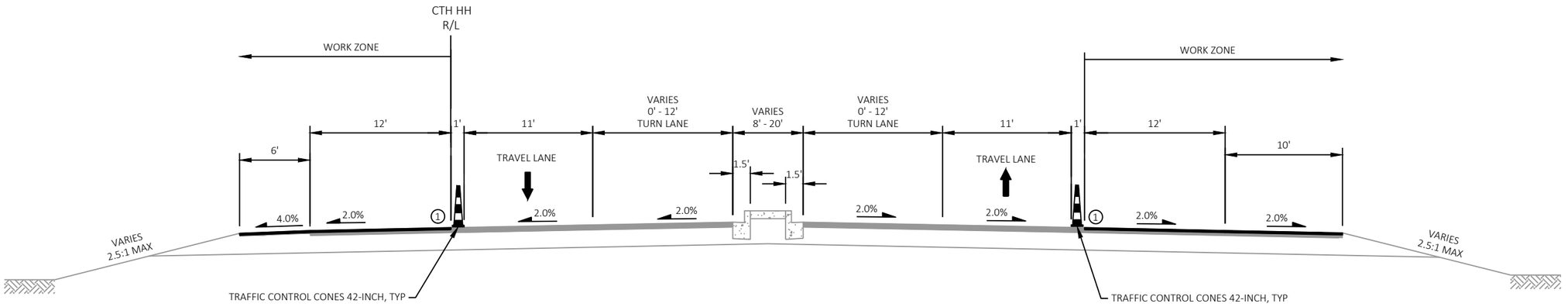
(1) DRUM LOCATION SHOWN FOR AREAS IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES. SHIFT DRUMS PAST LANE LINE IN AREAS WITH NO CONSTRUCTION ACTIVITIES UNLESS A VERTICAL DROP IS PRESENT.

## BUS 51/DIVISION ST CLOSURE

DURING STAGE 2 ON IH 39/USH 51
WHEN THE NB OUTSIDE LANE IS CLOSED

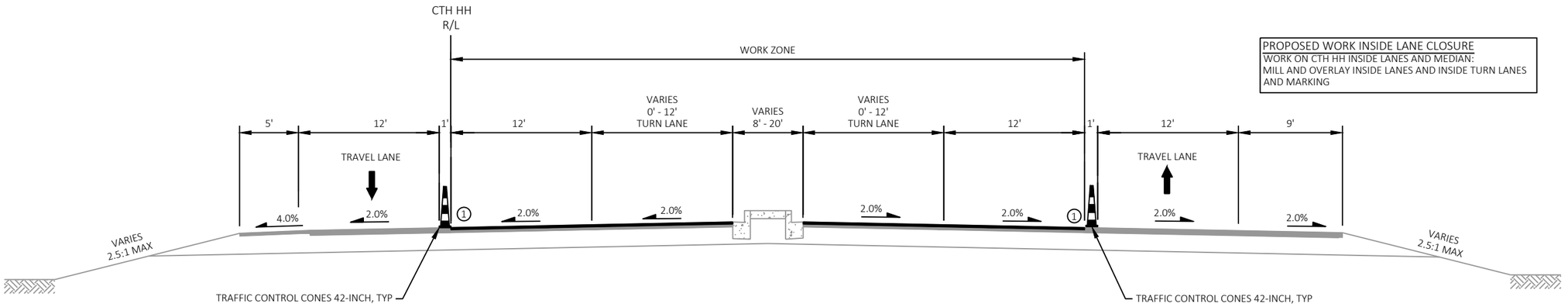
2

PROPOSED WORK OUTSIDE LANE CLOSURE
WORK ON CTH HH OUTSIDE LANES AND SHOULDERS:
MILL AND OVERLAY OUTSIDE LANES AND SHOULDERS,
GUARDRAIL REPLACEMENT AND MARKING




CTH HH OUTSIDE LANE CLOSURE TYPICAL SECTION

PROPOSED WORK INSIDE LANE CLOSURE
WORK ON CTH HH INSIDE LANES AND MEDIAN:
MILL AND OVERLAY INSIDE LANES AND INSIDE TURN LANES
AND MARKING



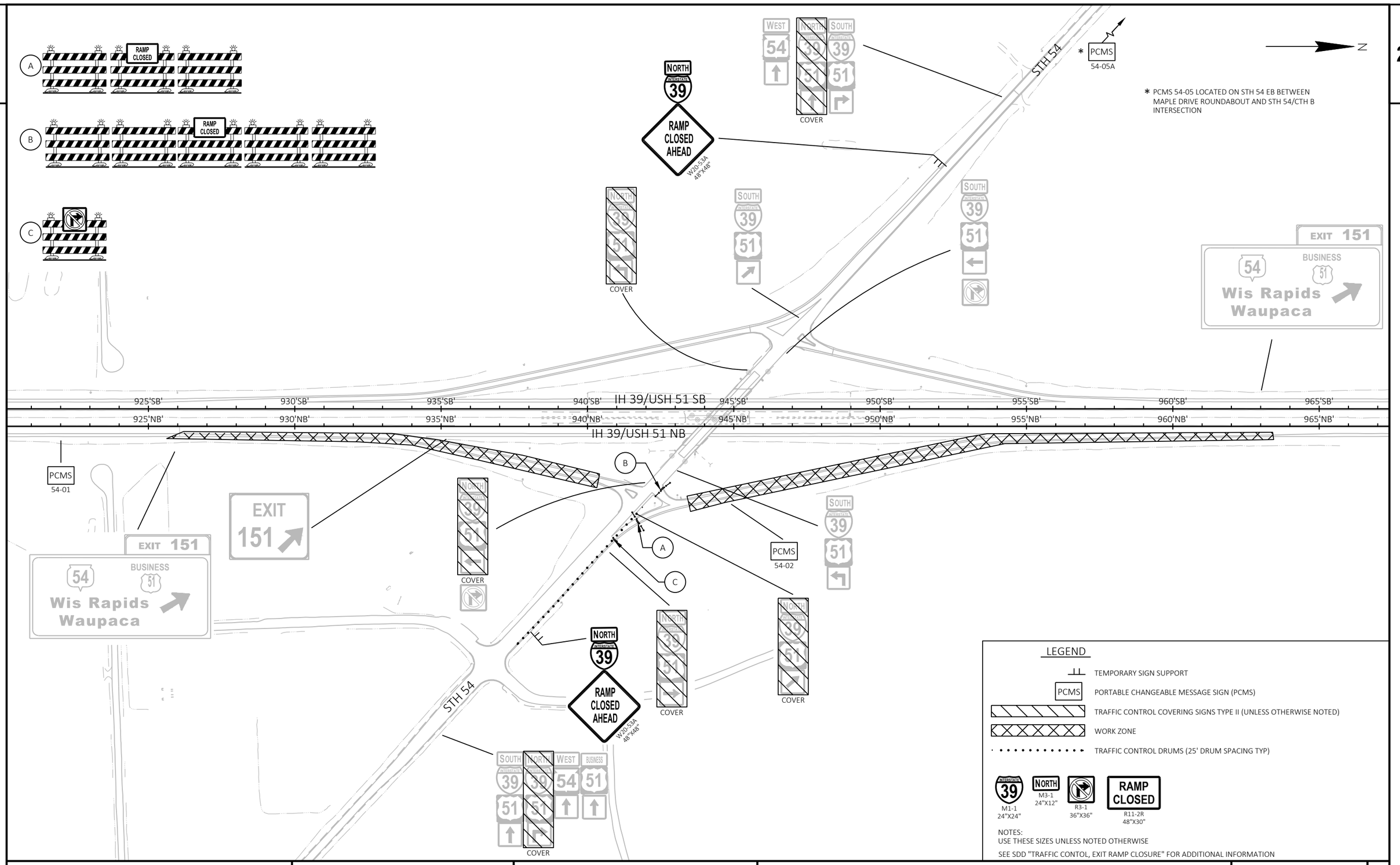

CTH HH INSIDE LANE CLOSURE TYPICAL SECTION

NOTES

WIDTH RESTRICTION SIGNS SHALL BE INSTALLED DURING THE OUTSIDE LANE CLOSURE.
SEE TRAFFIC CONTROL - WIDTH SIGNING.

COMPLETE GUARDRAIL INSTALLATION DURING THE OUTSIDE LANE CLOSURE.

(1) CONES LOCATION SHOWN FOR AREAS IMMEDIATELY ADJACENT TO CONSTRUCTION ACTIVITIES. SHIFT CONES PAST LANE LINE IN AREAS WITH NO CONSTRUCTION ACTIVITIES UNLESS A VERTICAL DROP IS PRESENT.




LEGEND

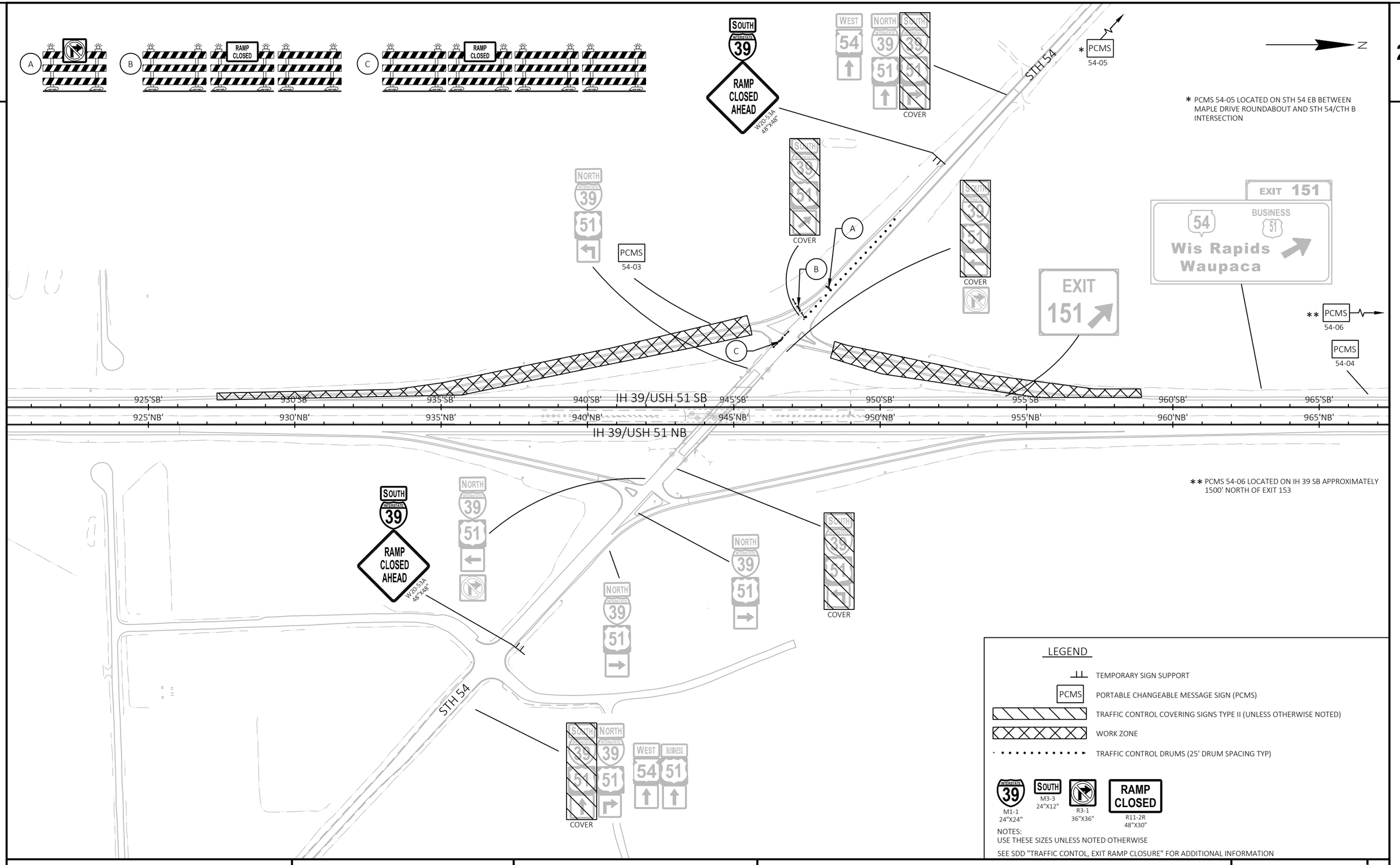
- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

| M1-1 24"X24" | M3-1 24"X12" | R3-1 36"X36" | R11-2R 48"X30" |
|---|---|---|---|
| INTERSTATE 39 | NORTH | | RAMP CLOSED |

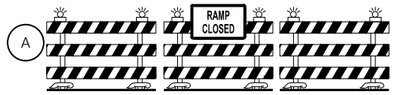
NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

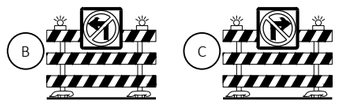
SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT STH 54 - DETAIL 01 | SHEET 104 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT STH 54 - DETAIL 02 | SHEET 105 E |
|---|---|---|---|---|







* SIGNAL MODIFICATION.
SEE TRAFFIC SECTION OF SPECIAL PROVISIONS.



LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE
SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT CTH B/PLOVER RD - DETAIL 03 | SHEET 106 E |
|---|---|---|---|---|

2

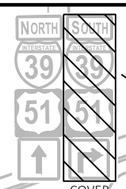
N

A

B

C

* SIGNAL MODIFICATION.
SEE TRAFFIC SECTION OF SPECIAL PROVISIONS.



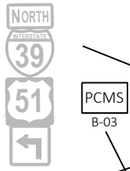

COVER

COVER

CTH-B/PLOVER RD

COVER

WISCONSIN CENTRAL LTD

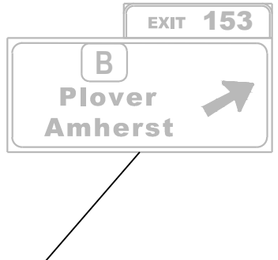



PCMS
B-03

A

*

B



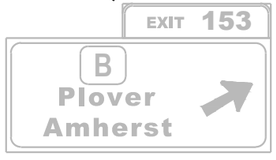




PCMS
B-04

1015'SB' 1020'SB' 1025'SB' 1030'SB' IH 39/USH 51 SB 1035'SB' 1040'SB' 1045'SB' 1050'SB' 1055'SB' 1060'SB'

1015'NB' 1020'NB' 1025'NB' 1030'NB' IH 39/USH 51 NB 1035'NB' 1040'NB' 1045'NB' 1050'NB' 1055'NB' 1060'NB'




*

COVER

CTH-B/PLOVER RD

COVER

LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

M1-1
24"X24"

M3-3
24"X12"

R3-1
36"X36"

R3-2
36"X36"

R11-2R
48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT CTH B/PLOVER RD - DETAIL 04 | SHEET 107 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 04

PLOT DATE : 2/21/2024 4:41 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 44

2

A
RAMP CLOSED

B
RAMP CLOSED

C
LANE CLOSED

D
R
Y
G
* TURN OFF

E

F

* SEE TRAFFIC SECTION OF SPECIAL PROVISIONS

NORTH INTERSTATE 39 / SOUTH INTERSTATE 39 / 51
COVER

NORTH INTERSTATE 39
RAMP CLOSED AHEAD
W20-53A 48"X48"

CTH HH/MC DILL AVE

SOUTH INTERSTATE 39 / 51

SOUTH INTERSTATE 39 / 51

NORTH INTERSTATE 39 / 51
COVER

SOUTH INTERSTATE 39 / 51

EXIT 156
HH
Whiting

1165'SB' 1170'SB' 1175'SB' IH 39/USH 51 SB 1185'SB' 1190'SB' 1195'SB' 1200'SB' 1205'SB' 1210'SB' 1215'SB'
1165'NB' 1170'NB' 1175'NB' 1180'SB' 1185'NB' 1190'NB' 1195'NB' 1200'NB' 1205'NB' 1210'NB' 1215'NB'
1180'NB' IH 39/USH 51 NB

PCMS
HH-01

EXIT 156
HH
Whiting

EXIT
156

NORTH INTERSTATE 39 / 51
COVER

E
A
B
D
F
C

PCMS
HH-02

NORTH INTERSTATE 39 / 51
COVER

SOUTH INTERSTATE 39 / 51

NORTH INTERSTATE 39 / 51

ONLY ONLY ONLY
COVER

COVER

CTH HH/MC DILL AVE

JCT INTERSTATE 39 / 51

NORTH INTERSTATE 39
RAMP CLOSED AHEAD
W20-53A 48"X48"

Stevens Point Exits

| | | | |
|---|---|---|---|
| 10 EAST / 66 WEST | | | 1¼ |
| 66 EAST | | | 2¾ |
| BUS 51 | Downtown | | 5 |

LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

| M1-1 | M3-1 | R3-1 | R3-2 | R11-2R | R11-2L |
|---|---|---|---|---|---|
| 24"X24" | 24"X12" | 36"X36" | 36"X36" | 48"X30" | 48"X30" |

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

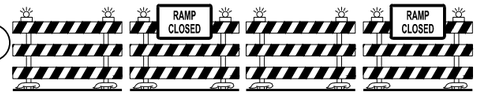
SEE TRAFFIC CONTROL CTH HH DETAIL SHEET FOR LANE CLOSURES DURING ADDITIONAL WORK OPERATIONS ON CTH HH

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT CTH HH/MC DILL AVE - DETAIL 05 | SHEET 108 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 05
PLOT DATE : 2/21/2024 4:41 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 44

2

A



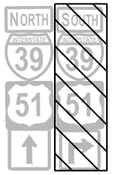

B

* TURN OFF

C

D

* SEE TRAFFIC SECTION OF SPECIAL PROVISIONS




COVER

W20-53A
48"X48"

COVER

CTH HH/MC DILL AVE

PCMS
HH-04

A

D

COVER

B

C

COVER

PCMS
HH-03

1165'SB' 1165'NB' 1170'SB' 1170'NB' 1175'SB' 1175'NB' 1180'SB' 1180'NB' 1185'SB' 1185'NB' 1190'SB' 1190'NB' 1195'SB' 1195'NB' 1200'SB' 1200'NB' 1205'SB' 1205'NB' 1210'SB' 1210'NB' 1215'SB' 1215'NB'

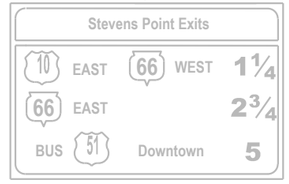
IH 39/USH 51 SB

IH 39/USH 51 NB

COVER

CTH HH/MC DILL AVE

W20-53A
48"X48"




LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

M1-1 24"X24" | M3-3 24"X12" | R3-1 36"X36" | R3-2 36"X36" | R11-2R 48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

SEE TRAFFIC CONTROL CTH HH DETAIL SHEET FOR LANE CLOSURES DURING ADDITIONAL WORK OPERATIONS ON CTH HH

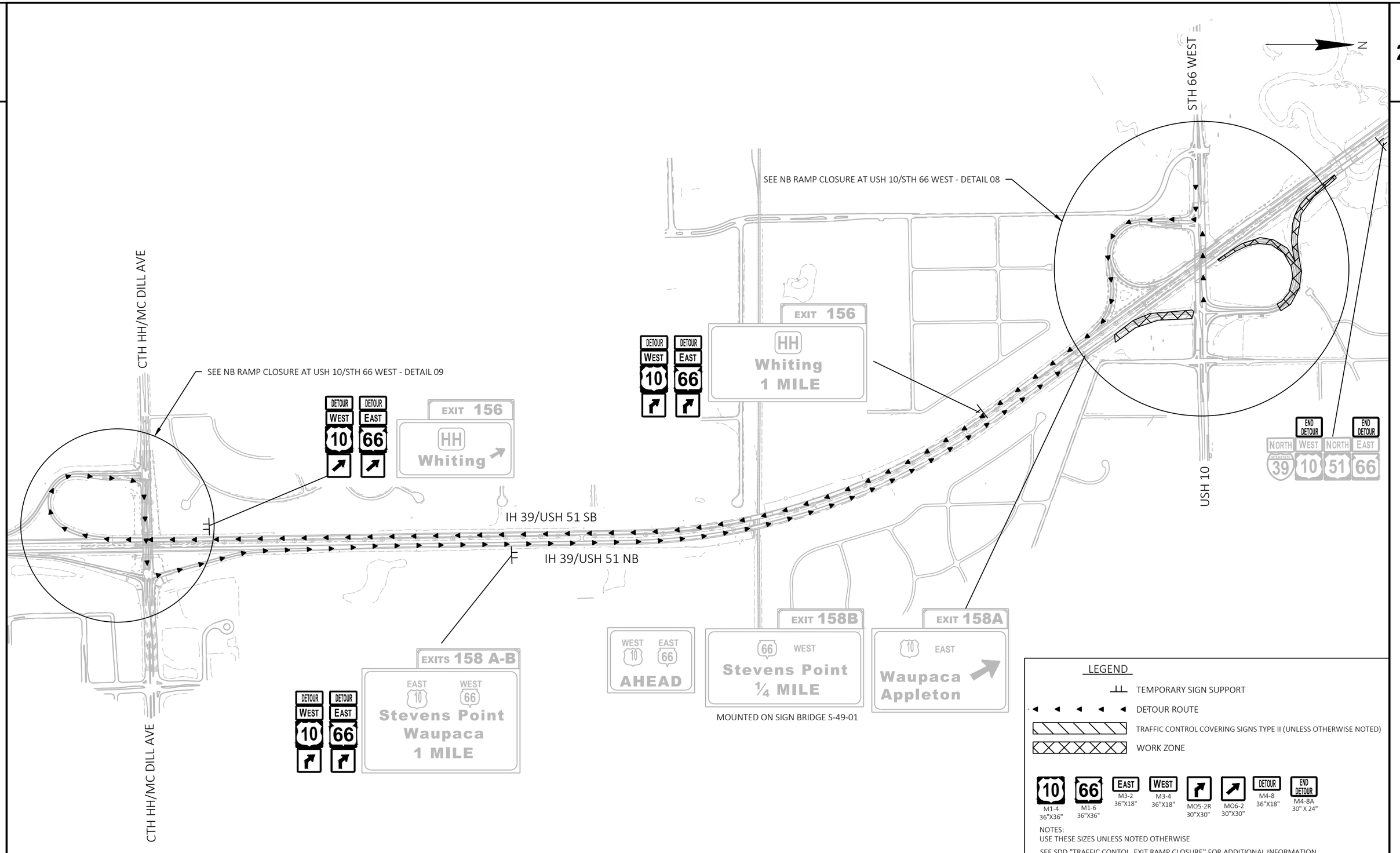
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT CTH HH/MC DILL AVE - DETAIL 06 | SHEET 109 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 06

PLOT DATE : 2/21/2024 4:41 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 44

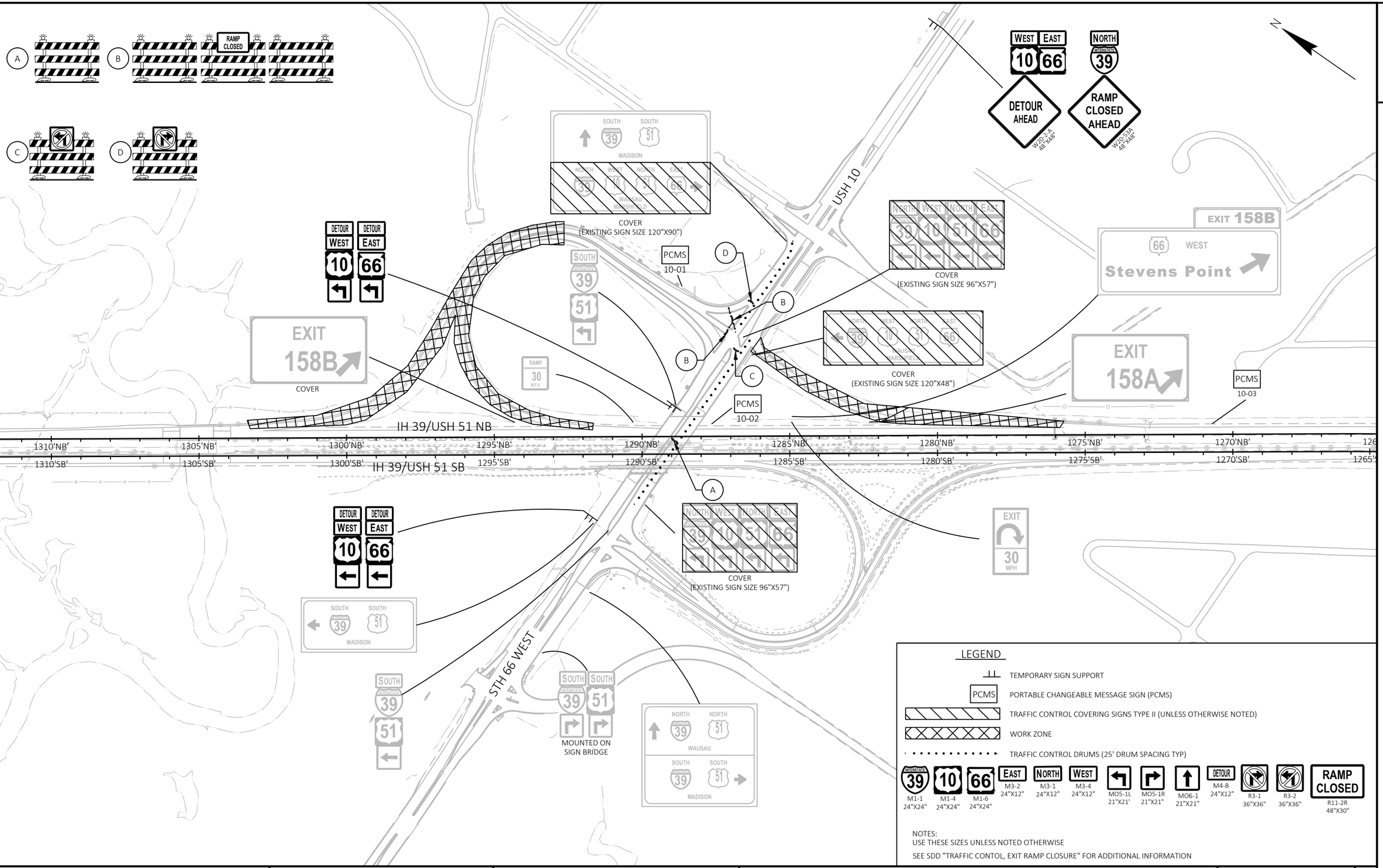
2




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | DETOUR PLAN - NB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 07 | SHEET 110 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 07
PLOT DATE : 2/21/2024 4:42 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 44

2




NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 08 | SHEET 111 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 08
PLOT DATE : 2/21/2024 4:42 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 44

2

N

CTH HH/MC DILL AVE

Stevens Point Exits

| | | | |
|---|---|---|---|
| 10 EAST | 66 WEST | | 1¼ |
| 66 EAST | | | 2¾ |
| BUS 51 | Downtown | | 5 |

M4-8 36"X18" DETOUR WEST
M3-4 36"X18"
M1-4 36"X36" 10

M4-8 36"X18" DETOUR EAST
M3-2 36"X18"
M1-6 36"X36" 66

NORTH INTERSTATE 39 51

DETOUR WEST 10

DETOUR EAST 66

IH 39/USH 51 NB

1210'NB' 1205'NB' 1200'NB' 1195'NB' 1190'NB' 1185'NB' 1180'NB' 1175'NB' 1170'NB' 1165'NB'

1210'SB' 1205'SB' 1200'SB' 1195'SB' 1190'SB' 1185'SB' 1180'SB' 1175'SB' 1170'SB' 1165'SB'

IH 39/USH 51 SB

EXIT 156
HH
Whiting

M4-8 36"X18" DETOUR WEST
M3-4 36"X18"
M1-4 36"X36" 10
MO6-2 30"X30"

M4-8 36"X18" DETOUR EAST
M3-2 36"X18"
M1-6 36"X36" 66
MO6-2 30"X30"

SPEED LIMIT 35

COUNTY HH

DETOUR WEST 10

DETOUR EAST 66

DETOUR WEST 10

DETOUR EAST 66

DETOUR WEST 10

DETOUR EAST 66

LEGEND

TEMPORARY SIGN SUPPORT

DETOUR ROUTE

| 10 | 66 | EAST | WEST | | | | DETOUR |
|---|---|---|---|---|---|---|---|
| M1-4 24"X24" | M1-6 24"X24" | M3-2 24"X12" | M3-4 24"X12" | MO5-1L 21"X21" | MO5-1R 21"X21" | MO6-1 21"X21" | M4-8 24"X12" |

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE
SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 09 | SHEET 112 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 09

PLOT DATE : 2/21/2024 4:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:300 FT

2

N

CTH HH/MC DILL AVE

SEE SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 13

SEE SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 12

STH 66 WEST

USH 10

IH 39/USH 51 SB

IH 39/USH 51 NB

CTH HH/MC DILL AVE

DETOUR EAST 10 DETOUR WEST 66

EXIT 158

EAST 10 WEST 66

Stevens Point
Appleton

DETOUR EAST 10 DETOUR WEST 66

EXIT 156

HH

Whiting
1 MILE

DETOUR EAST 10 DETOUR WEST 66

EXITS 158 A-B

EAST 10 WEST 66

Stevens Point
Waupaca
1 MILE

WEST 10 EAST 66

AHEAD

EXIT 158B

66 WEST

Stevens Point
¼ MILE

EXIT 158A

10 EAST

Waupaca
Appleton

DETOUR EAST 10 DETOUR WEST 66

MOUNTED ON SIGN BRIDGE S-49-01

LEGEND

- TEMPORARY SIGN SUPPORT
- DETOUR ROUTE
- TRAFFIC CONTROL COVERING SIGNS TYPE I
- WORK ZONE

| 10 | 66 | EAST | WEST | | | | DETOUR |
|---|---|---|---|---|---|---|---|
| M1-4 36"X36" | M1-6 36"X36" | M3-2 36"X18" | M3-4 36"X18" | MO5-2R 30"X30" | MO6-1 30"X30" | MO6-2 30"X30" | M4-8 36"X18" |

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

SEE SPECIAL PROVISIONS FOR SIGNAL TIMING CHANGES TO BE IMPLEMENTED DURING THE DETOUR FOR THE I-39 SB RAMPS AT US 10/STH 66 WEST

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | DETOUR PLAN - SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 10 | SHEET 113 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 10

PLOT DATE : 2/21/2024 4:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 44

2

N

STH 66 EAST

SEE SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 14

EXIT 158
EAST 10 WEST 66
Stevens Point
Appleton
¾ MILE

STANLEY ST

Waupaca
EXIT 158

EXIT 159
66 EAST
Stevens Point
Rosholt

EXIT 159
66 EAST
Stevens Point
Rosholt
½ MILE

SEE SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 12

STH 66 WEST

USH 10

NORTH 39 WEST 10 NORTH 51 EAST 66

LEGEND

- TEMPORARY SIGN SUPPORT
- DETOUR ROUTE
- WORK ZONE

| 39 | 10 | 66 | EAST | WEST | | | | DETOUR | END DETOUR |
|---|---|---|---|---|---|---|---|---|---|
| M1-1 36"X36" | M1-4 36"X36" | M1-6 36"X36" | M3-2 36"X18" | M3-4 36"X18" | MO5-2R 30"X30" | MO6-1 30"X30" | MO6-2 30"X30" | M4-8 36"X18" | M4-8A 30" X 24" |

M3-3 SOUTH 36"X18"

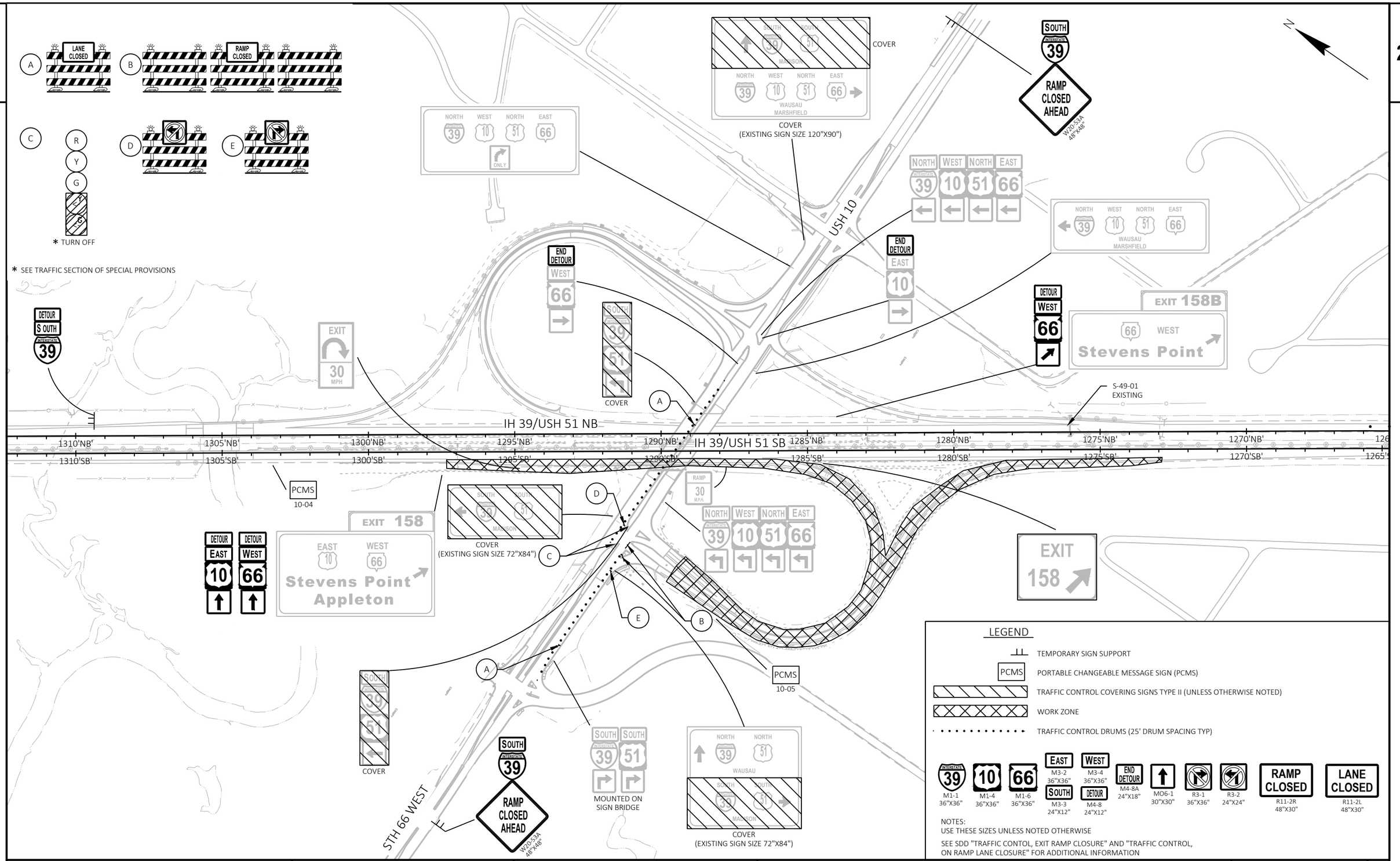
NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTROL, ON RAMP LANE CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | DETOUR PLAN - SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 11 | SHEET 114 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 11

PLOT DATE : 2/21/2024 4:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : Custom




NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" AND "TRAFFIC CONTROL, ON RAMP LANE CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 12 | SHEET 115 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 12
PLOT DATE : 2/21/2024 4:42 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 44

2

N

CTH HH/MC DILL AVE

IH 39/USH 51 NB

IH 39/USH 51 SB

1210'NB' 1205'NB' 1200'NB' 1195'NB' 1190'NB' 1185'NB' 1180'NB' 1175'NB' 1170'NB' 1165'NB

1210'SB' 1205'SB' 1200'SB' 1195'SB' 1190'SB' 1185'SB' 1180'SB' 1175'SB' 1170'SB' 1165'SB

Stevens Point Exits

| | | | |
|---|---|---|---|
| 10 EAST | 66 WEST | 1¼ |
| 66 EAST | | 2¾ |
| BUS 51 | Downtown | 5 |

M4-8 36"X18" DETOUR EAST
M3-2 36"X18"
M1-4 36"X36" 10

M4-8 36"X18" DETOUR WEST
M3-4 36"X18"
M1-6 36"X36" 66

NORTH INTERSTATE 39 51

DETOUR EAST 10

DETOUR WEST 66

EXIT 156

HH Whiting

M4-8 36"X18" DETOUR EAST
M3-2 36"X18"
M1-4 36"X36" 10
MO6-2 30"X30"

M4-8 36"X18" DETOUR WEST
M3-4 36"X18"
M1-6 36"X36" 66
MO6-2 30"X30"

SPEED LIMIT 35

COUNTY HH

DETOUR EAST 10

DETOUR WEST 66

DETOUR EAST 10

DETOUR WEST 66

DETOUR EAST 10

DETOUR WEST 66

LEGEND

TEMPORARY SIGN SUPPORT

DETOUR ROUTE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 10 M1-4 24"X24" | 66 M1-6 24"X24" | EAST M3-2 24"X12" | WEST M3-4 24"X12" | MO5-1L 21"X21' | MO5-1R 21"X21" | MO6-1 21"X21" | DETOUR M4-8 24"X12" |

DETOUR M4-8 24"X12"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT USH 10/STH 66 WEST - DETAIL 13 | SHEET 116 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 13

PLOT DATE : 2/21/2024 4:43 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:300 FT

2

A

RAMP CLOSED

B

C

NORTH INTERSTATE 39 — RAMP CLOSED AHEAD — W20-53A 48"X48"

NORTH WEST NORTH 39 10 51 — COVER

SOUTH EAST SOUTH WEST 39 10 51 66

STH 66 EAST

NORTH WEST NORTH 39 10 51 — COVER

NORTH WEST NORTH 39 10 51 — COVER

EXIT 159

EXIT 159 — 66 EAST — Stevens Point — Rosholt

C

A

B

PCMS 66-02

PCMS 66-01

IH 39/USH 51 NB

1390'NB' 1385'NB' 1380'NB' 1375'NB' 1370'NB' 1365'NB' 1360'NB' 1355'NB' 1350'NB' 1345'NB'

IH 39/USH 51 SB

1390'SB' 1385'SB' 1380'SB' 1375'SB' 1370'SB' 1365'SB' 1360'SB' 1355'SB' 1350'SB' 1345'SB'

EXIT 159 — 66 EAST — Stevens Point — Rosholt

SOUTH EAST SOUTH WEST 39 10 51 66

SOUTH EAST SOUTH 39 10 51

NORTH WEST NORTH 39 10 51 — COVER

SOUTH EAST SOUTH WEST 39 10 51 66

NORTH WEST NORTH EAST 39 10 51 66 — COVER

STANLEY ST

NORTH INTERSTATE 39 — RAMP CLOSED AHEAD — W20-53A 48"X48"

LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- RAMP CLOSED
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

INTERSTATE 39 M1-1 24"X24" — NORTH M3-1 24"X12" — R3-1 36"X36" — R3-2 36"X36" — RAMP CLOSED R11-2R 48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT STH 66 EAST/STANLEY ST - DETAIL 14 | SHEET 117 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 14

PLOT DATE : 2/21/2024 4:43 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:300 FT

WISDOT/CADDS SHEET 44

2

2

A

RAMP CLOSED

B

C

SOUTH INTERSTATE 39 RAMP CLOSED AHEAD W20-53A 48"X48"

SOUTH INTERSTATE 39 | EAST 10 | SOUTH 51 | WEST 66

COVER

NORTH INTERSTATE 39 | WEST 10 | NORTH 51

STH 66 EAST

NORTH INTERSTATE 39 | WEST 10 | NORTH 51

SOUTH INTERSTATE 39 | EAST 10 | SOUTH 51 | WEST 66

COVER

NORTH INTERSTATE 39 | WEST 10 | NORTH 51

EXIT 159

66 EAST

Stevens Point

Rosholt

IH 39/USH 51 NB

1390'NB' 1385'NB' 1380'NB' 1375'NB' 1370'NB' 1365'NB' 1360'NB' 1355'NB' 1350'NB' 1345'NB'

1390'SB' 1385'SB' 1380'SB' 1375'SB' 1370'SB' 1365'SB' 1360'SB' 1355'SB' 1350'SB' 1345'SB'

IH 39/USH 51 SB

PCMS 66-03

EXIT 159

66 EAST

Stevens Point

Rosholt

EXIT 159

COVER

SOUTH INTERSTATE 39 | EAST 10 | SOUTH 51 | WEST 66

COVER

NORTH INTERSTATE 39 | WEST 10 | NORTH 51 | EAST 66

PCMS 66-04

SOUTH INTERSTATE 39 | EAST 10 | SOUTH 51

COVER

NORTH INTERSTATE 39 | WEST 10 | NORTH 51

SOUTH INTERSTATE 39 | EAST 10 | SOUTH 51 | WEST 66

COVER

STANLEY ST

SOUTH INTERSTATE 39 RAMP CLOSED AHEAD W20-53A 48"X48"

LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- RAMP CLOSED
- TRAFFIC CONTROL DRUMS (25' DRUM SPACING TYP)

INTERSTATE 39 M1-1 24"X24"

SOUTH M3-3 24"X12"

R3-1 36"X36"

R3-2 36"X36"

RAMP CLOSED R11-2R 48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

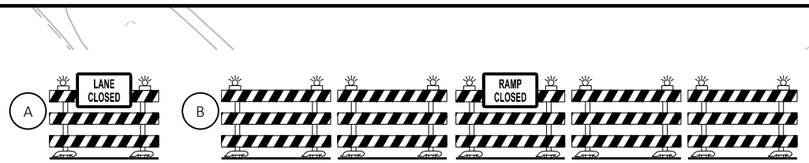
SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT STH 66 EAST/STANLEY ST - DETAIL 15 | SHEET 118 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 15

PLOT DATE : 2/21/2024 4:43 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:300 FT

2



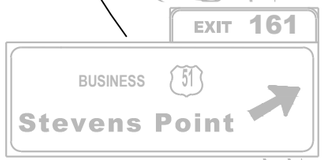
* PCMS B51-01

IH 39/USH 51 NB

IH 39/USH 51 SB

1450'NB'
1450'SB'
1455'NB'
1455'SB'
1460'NB'
1460'SB'
1465'NB'
1465'SB'
1470'NB'
1470'SB'
1475'NB'
1475'SB'
1480'NB'
1480'SB'
1485'NB'
1485'SB'
1490'NB'
1490'SB'

2ND ST

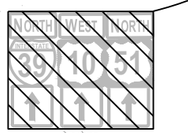


B

A

PCMS B51-02

A




COVER

A

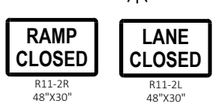
COVER

BUS 51/
DIVISION ST

SEE DETAIL 18

LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (50' DRUM SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH STEADY BURN LIGHT (25' DRUM SPACING TYP)
- ARROW BOARD




R11-2R
48"X30"




R11-2L
48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" AND SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION

* PLACE PCMS APPROXIMATELY 400' IN ADVANCE OF TYPE I EXIT SIGN

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT BUS 51/DIVISION ST - DETAIL 16 | SHEET 119 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 16

PLOT DATE : 2/21/2024 4:43 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:300 FT

2

N

BUS 51/DIVISION ST

LANE CLOSED

W04-2L 48"X48"

ROAD WORK AHEAD W20-1A 48"X48"

PCMS B51-05

200'

NORTH POINT DRIVE

NORTH POINT DRIVE

ROAD WORK AHEAD W20-1A 48"X48"

PCMS B51-07

500'

ON RAMP INTERSTATE 39 LEFT LANE CLOSED AHEAD W20-5S-A 48"X48"

ON RAMP INTERSTATE 39 LEFT LANE CLOSED AHEAD W20-5S-A 48"X48"

ON RAMP INTERSTATE 39 LEFT LANE CLOSED AHEAD W20-5S-A 48"X48"

BUS 51/DIVISION ST

350'

ROAD WORK AHEAD W20-1A 48"X48"

PCMS B51-06

LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (50' DRUM SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH STEADY BURN LIGHT (25' DRUM SPACING TYP)
- ARROW BOARD

INTERSTATE 39 M1-1 24"X24"

ON RAMP M4-10 24"X12"

LANE CLOSED R11-2L 48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" AND SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION

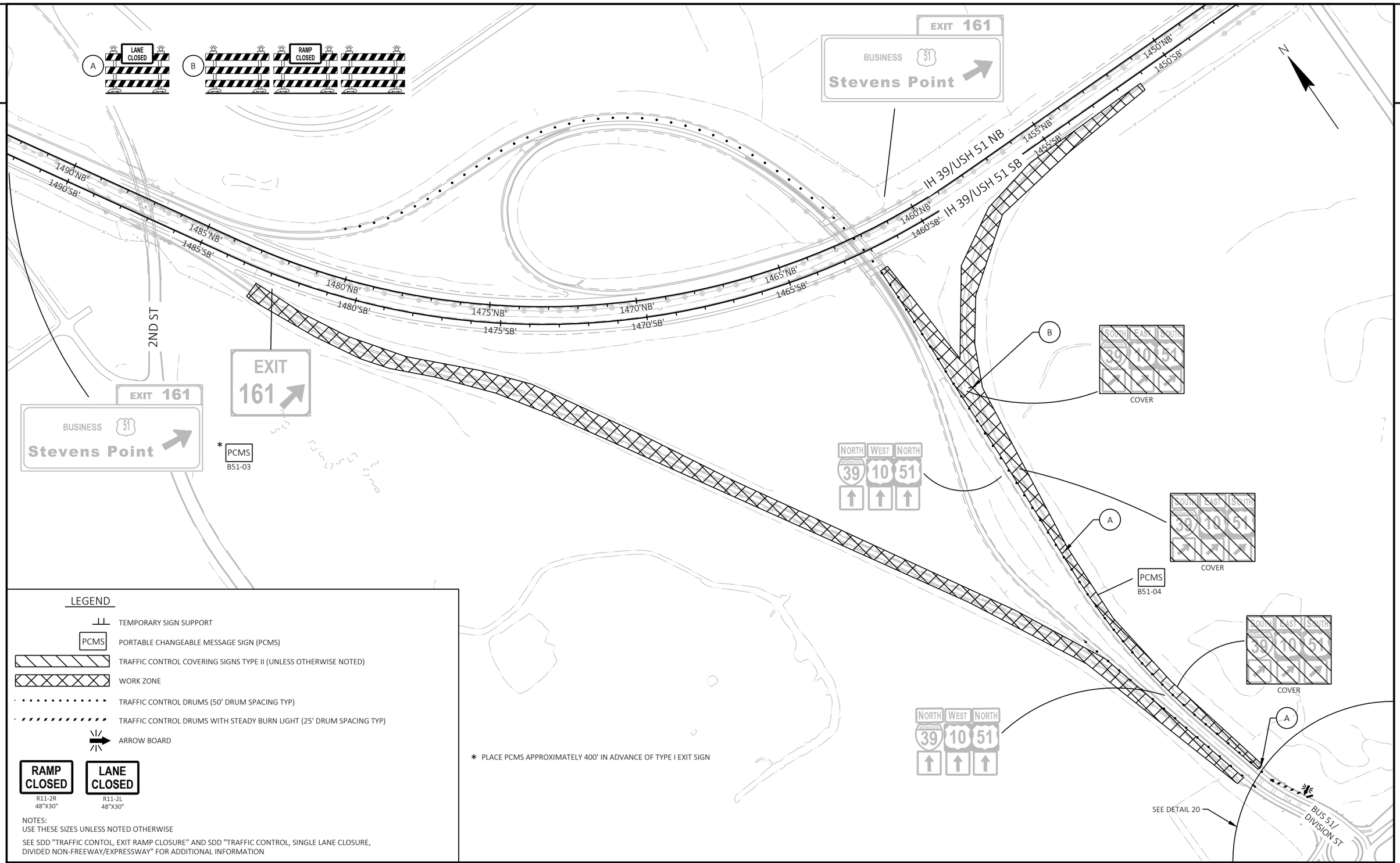
SEE TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - NB RAMP CLOSURE AT BUS 51/DIVISION ST - DETAIL 17 | SHEET 120 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 17

PLOT DATE : 2/21/2024 4:43 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44




LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- TRAFFIC CONTROL COVERING SIGNS TYPE II (UNLESS OTHERWISE NOTED)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (50' DRUM SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH STEADY BURN LIGHT (25' DRUM SPACING TYP)
- ARROW BOARD

RAMP CLOSED — R11-2R 48"X30"

LANE CLOSED — R11-2L 48"X30"

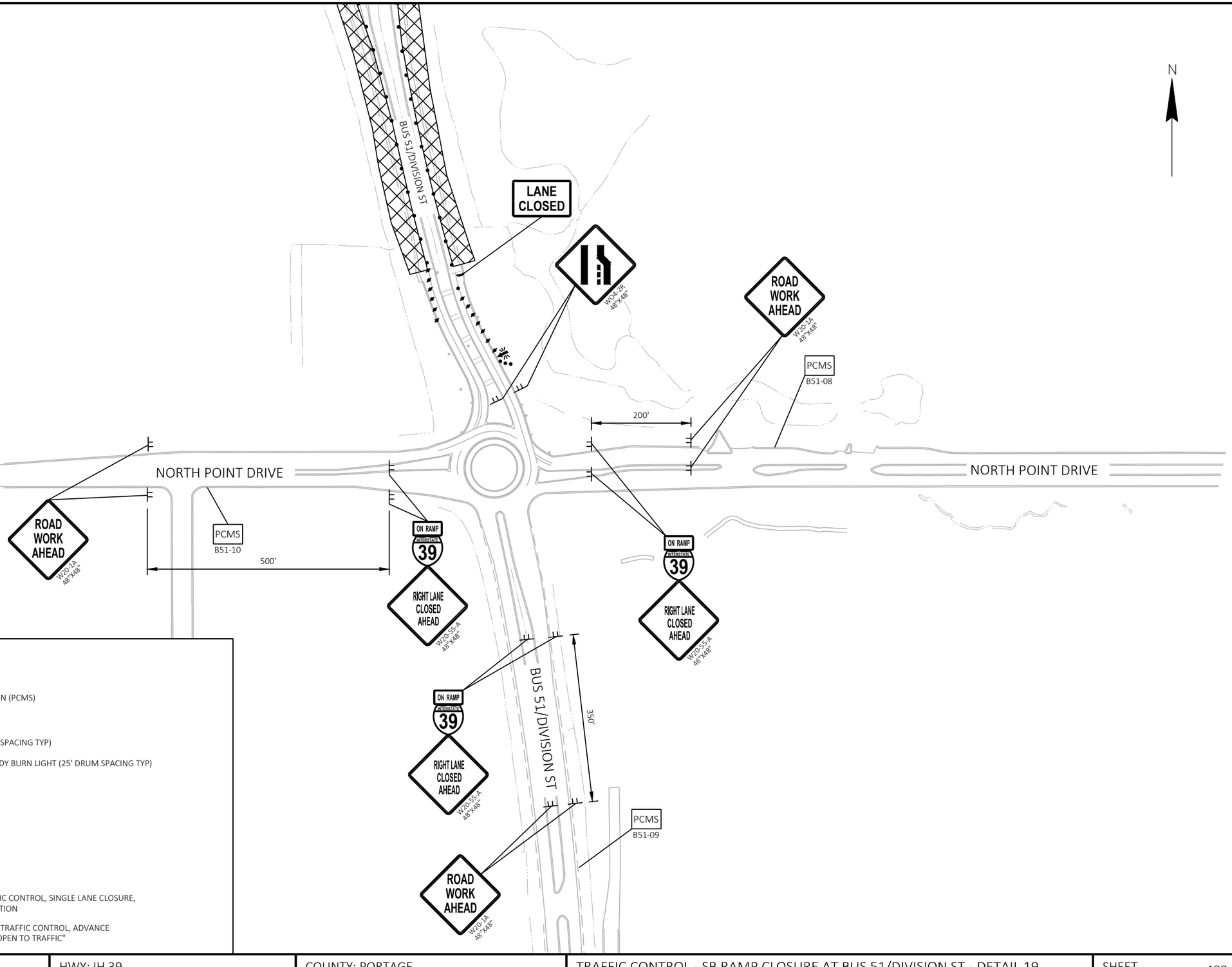
NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" AND SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION

* PLACE PCMS APPROXIMATELY 400' IN ADVANCE OF TYPE I EXIT SIGN

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT BUS 51/DIVISION ST - DETAIL 18 | SHEET 121 E |
|---|---|---|---|---|

2




LEGEND

- TEMPORARY SIGN SUPPORT
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
- WORK ZONE
- TRAFFIC CONTROL DRUMS (50' DRUM SPACING TYP)
- TRAFFIC CONTROL DRUMS WITH STEADY BURN LIGHT (25' DRUM SPACING TYP)
- ARROW BOARD

INTERSTATE 39 — M1-1 24"X24"

ON RAMP — M4-10 24"X12"

LANE CLOSED — R11-2L 48"X30"

NOTES:
USE THESE SIZES UNLESS NOTED OTHERWISE

SEE SDD "TRAFFIC CONTOL, EXIT RAMP CLOSURE" AND SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION

SEE TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - SB RAMP CLOSURE AT BUS 51/DIVISION ST - DETAIL 19 | SHEET 122 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC.DWG
LAYOUT NAME - 19
PLOT DATE : 2/21/2024 4:44 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

IH 39/USH 51 SB

WO1-4L

WO4-3R
48"X48"

MILL AND OVERLAY EXISTING RUMBLE STRIPS

MARKING REMOVAL LINE 4 INCH

TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

1294'NB' 1296'NB' 1298'NB' 1300'NB'

+00

3"

12"

IH 39/USH 51 NB

+50

50'

EXISTING CONTINUOUS LANE CLOSURE
OR
SEPARATE LANE CLOSURE

SIGN

SIGN

OFF RAMP TO STH 66 WB

COVER

150' SHIFTING TAPER

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE
6-INCH (WHITE)

USH 10 WB ON RAMP TO IH 39 NB

WO4-3L
48"X48"

LEGEND

- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- SIGN ON PERMANENT SUPPORT

NOTES

SIGN SIZE 48"X48" UNLESS NOTED OTHERWISE

BARREL SPACING 100' UNLESS SPECIFIED OTHERWISE

SEE SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50MPH OR GREATER"

INL INL

IH 39/USH 51 SB

INL INL

MARKING REMOVAL LINE 4 INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW)

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

150'

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) (12.5' LINE 37.5' GAP)

1302'NB' 1304'NB' 1306'NB'

+72 +23

IH 39/USH 51 NB

50'

+82

12'

3"

12"

+80

USH 10 WB ON RAMP TO IH 39 NB

50'

+09

LANE CLOSED
R11-2L
48"X30"

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

WO4-3L
48"X48"

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - USH 10 WB TO IH 39 NB PARALLEL RAMP | SHEET 123 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC_USH 10.DWG
LAYOUT NAME - 01

PLOT DATE : 2/22/2024 7:59 AM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

IH 39/USH 51 SB

MILL AND OVERLAY EXISTING RUMBLE STRIPS

TEMPORARY MARKING
LINE REMOVABLE TAPE 6-INCH (WHITE)
(12.5' LINE 37.5' GAP)

TEMPORARY MARKING
LINE PAINT 6-INCH (YELLOW)

1308'NB'

1310'NB'

1312'NB'

1314'NB'

IH 39/USH 51 NB

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TEMPORARY MARKING
LINE REMOVABLE TAPE 6-INCH (WHITE)

W01-4RP

LEGEND

TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT ATTACHED SIGN

TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)

TRAFFIC CONTROL CONES 42-INCH

SIGN ON PERMANENT SUPPORT

NOTES

SIGN SIZE 48"X48" UNLESS NOTED OTHERWISE

BARREL SPACING 100' UNLESS SPECIFIED OTHERWISE

SEE SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50MPH OR GREATER"

IH 39/USH 51 SB

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

WO1-6
48"X24"

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

TEMPORARY MARKING
LINE PAINT 6-INCH (YELLOW)

NB'

1316'NB'

1318'NB'

1320'NB'

12'

3'

12'

IH 39/USH 51 NB

+00

+50

150' SHIFTING TAPER

TEMPORARY MARKING
LINE REMOVABLE TAPE 6-INCH (WHITE)

BARBARAS LN

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - USH 10 WB TO IH 39 NB PARALLEL RAMP | SHEET 124 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025003-TC_USH 10.DWG
LAYOUT NAME - 02

PLOT DATE : 2/22/2024 8:00 AM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- TRAFFIC CONTROL ARROW BOARDS
- EXISTING PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

NOTES

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR THE ADVANCED SIGNING LAYOUT AND ADDITIONAL INFORMATION.

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION REGARDING THE WIDTH RESTRICTION.

TRAFFIC CONTROL LAYOUT ANTICIPATES THAT THE WORK WILL BE COMPLETED DURING OFF-PEAK HOURS WHILE THE RAMPS ARE CLOSED. DO NOT CLOSE BOTH THE NB AND SB RAMPS AT THE SAME TIME. THE LANE CLOSURE TAPER MAY BE SHIFTED TO ACCOMMODATE MOVEMENTS THROUGH THE INTERSECTIONS WHILE THE GUARDRAIL IS BEING REPLACED. SEE TRAFFIC CONTROL - RAMP CLOSURE AT CTH HH/MC DILL AVE - DETAIL SHEETS FOR ADDITIONAL INFORMATION.

* PLACE M3-2, AND M3-4 SIGNS WHEN THE WIDTH RESTRICTION SIGNING IS NOT ON CTH HH/MCCDILL AVE.

N

HOWARD AVE

IRIS LN

CTH HH/MC DILL AVE WB

CTH HH/MC DILL AVE EB

245' SHIFTING TAPER

120' BUFFER SPACE

50' TYP

25' TYP

10'

LANE CLOSED
R11-2L
48"X30"

B-49-21
(TO REMAIN)

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

CTH HH/MC DILL AVE SB ENTRANCE

CTH HH/MC DILL AVE SB EXIT

IH 39/USH 51 SB

IH 39/USH 51 NB

RIPRAP

GUY

* EAST
M3-2
24"X12"

* COUNTY HH
M1-5A
24"X24"

MAX. 11' WIDTH
W12-52
48"X48"

PLACE WIDTH RESTRICTION SIGNS AT THE CTH HH/MC DILL AVE AND HOOVER AVE INTERSECTIONS

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - CTH HH/MC DILL AVE - OUTSIDE LANE CLOSURE | SHEET 125 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025004-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 2/21/2024 4:46 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- TRAFFIC CONTROL ARROW BOARDS
- EXISTING PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

NOTES

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR THE ADVANCED SIGNING LAYOUT AND ADDITIONAL INFORMATION.

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION REGARDING THE WIDTH RESTRICTION.

TRAFFIC CONTROL LAYOUT ANTICIPATES THAT THE WORK WILL BE COMPLETED DURING OFF-PEAK HOURS WHILE THE RAMPS ARE CLOSED. DO NOT CLOSE BOTH THE NB AND SB RAMPS AT THE SAME TIME. THE LANE CLOSURE TAPER MAY BE SHIFTED TO ACCOMMODATE MOVEMENTS THROUGH THE INTERSECTIONS WHILE THE GUARDRAIL IS BEING REPLACED. SEE TRAFFIC CONTROL - RAMP CLOSURE AT CTH HH/MC DILL AVE - DETAIL SHEETS FOR ADDITIONAL INFORMATION.

PLACE M3-2, AND M3-4 SIGNS WHEN THE WIDTH RESTRICTION SIGNING IS NOT ON CTH HH/MCDILL AVE.

VERN HOLMES DR

CTH HH/MC DILL AVE NB ENTRANCE

IH 39/USH 51 SB

IH 39/USH 51 NB

CTH HH/MC DILL AVE NB EXIT

CTH HH/MC DILL AVE WB

CTH HH/MC DILL AVE EB

BUSINESS PARK DR

CROSS ROADS DR

COMMERCE PL

RIPRAP

FLAG

GUY

MH

LANE CLOSED
R11-2L
48"X30"

WO12-1D
48"X48"

WO4-2R

WEST
M3-4
24"X12"

COUNTY HH
M1-5A
24"X24"

ROAD WORK AHEAD
W20-1A

MAX. 11' WIDTH
W12-52
48"X48"

25' TYP

50' TYP

120' BUFFER SPACE

245' SHIFTING TAPER

B-49-21
(TO REMAIN)

10'

N

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - CTH HH/MC DILL AVE - OUTSIDE LANE CLOSURE | SHEET 126 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025004-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 2/21/2024 4:46 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- TRAFFIC CONTROL ARROW BOARDS
- EXISTING PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

NOTES

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR THE ADVANCED SIGNING LAYOUT AND ADDITIONAL INFORMATION.

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION REGARDING THE WIDTH RESTRICTION.

TRAFFIC CONTROL LAYOUT ANTICIPATES THAT THE WORK WILL BE COMPLETED DURING OFF-PEAK HOURS WHILE THE RAMPS ARE CLOSED. DO NOT CLOSE BOTH THE NB AND SB RAMPS AT THE SAME TIME. THE LANE CLOSURE TAPER MAY BE SHIFTED TO ACCOMMODATE MOVEMENTS THROUGH THE INTERSECTIONS WHILE THE GUARDRAIL IS BEING REPLACED. SEE TRAFFIC CONTROL - RAMP CLOSURE AT CTH HH/MC DILL AVE - DETAIL SHEETS FOR ADDITIONAL INFORMATION.

N

HOWARD AVE

IRIS LN

CTH HH/MC DILL AVE WB

CTH HH/MC DILL AVE EB

245' SHIFTING TAPER

120' BUFFER SPACE

50' TYP

12'

25' TYP

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

B-49-21
(TO REMAIN)

CTH HH/MC DILL AVE SB ENTRANCE

CTH HH/MC DILL AVE SB EXIT

IH 39/USH 51 SB

IH 39/USH 51 NB

RIPRAP

GUY

110+00 HH

112+00 HH

114+00 HH

116+00 HH

118+00 HH

1192+00 SB

1190+00 SB

1188+00 SB

1186+00 SB

1184+00 SB

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - CTH HH/MC DILL AVE - INSIDE LANE CLOSURE | SHEET 127 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025005-TC.DWG
LAYOUT NAME - 01

PLOT DATE : 2/21/2024 4:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM (WITHOUT/WITH STEADY BURN LIGHT)
- TRAFFIC CONTROL CONES 42-INCH
- TRAFFIC CONTROL ARROW BOARDS
- EXISTING PAVEMENT MARKING
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

NOTES

SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY" FOR THE ADVANCED SIGNING LAYOUT AND ADDITIONAL INFORMATION.

SEE SDD "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION REGARDING THE WIDTH RESTRICTION.

TRAFFIC CONTROL LAYOUT ANTICIPATES THAT THE WORK WILL BE COMPLETED DURING OFF-PEAK HOURS WHILE THE RAMPS ARE CLOSED. DO NOT CLOSE BOTH THE NB AND SB RAMPS AT THE SAME TIME. THE LANE CLOSURE TAPER MAY BE SHIFTED TO ACCOMMODATE MOVEMENTS THROUGH THE INTERSECTIONS WHILE THE GUARDRAIL IS BEING REPLACED. SEE TRAFFIC CONTROL - RAMP CLOSURE AT CTH HH/MC DILL AVE - DETAIL SHEETS FOR ADDITIONAL INFORMATION.

VERN HOLMES DR

CTH HH/MC DILL AVE NB ENTRANCE

LANE CLOSED
R11-2L
48"X30"

B-49-21
(TO REMAIN)

12'

50' TYP

25' TYP

120' BUFFER SPACE

245' SHIFTING TAPER

LANE CLOSED
R11-2L
48"X30"

12'

W04-2L

WEST
M3-4
24"X12"

COUNTY HH
M1-5A
24"X24"

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

CTH HH/MC DILL AVE WB

CTH HH/MC DILL AVE EB

BUSINESS PARK DR

CROSS ROADS DR

COMMERCE PL

IH 39/USH 51 SB

IH 39/USH 51 NB

CTH HH/MC DILL AVE NB EXIT

RIPRAP

FLAG

GUY

MH

WV

1192+00'SB'
1190+00'SB'
1188+00'SB'
1186+00'SB'
1184+00'SB'
1192+00'NB'
1190+00'NB'
1188+00'NB'
1186+00'NB'
1184+00'NB'
120+00'HH'
122+00'HH'
124+00'HH'
126+00'HH'
128+00'HH'
130+00'HH'

N

WEST
M3-4
24"X12"

COUNTY HH
M1-5A
24"X24"

ROAD WORK AHEAD
W20-1A

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | TRAFFIC CONTROL - CTH HH/MC DILL AVE - INSIDE LANE CLOSURE | SHEET 128 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\025005-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 2/21/2024 4:47 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

CURVE NO. 1 'FA'
PI STA = 41+45.80
Y = 168867.27
X = 180454.90
PC STA = 39+94.10
Y=168762.22
X=180564.34
PT STA = 42+87.86
Y=169016.22
X=180426.16
DELTA = 35°15'06"
D = 12°00'00"
T = 151.70'
L = 293.76'
R = 477.46'
SE = MATCH EXISTING

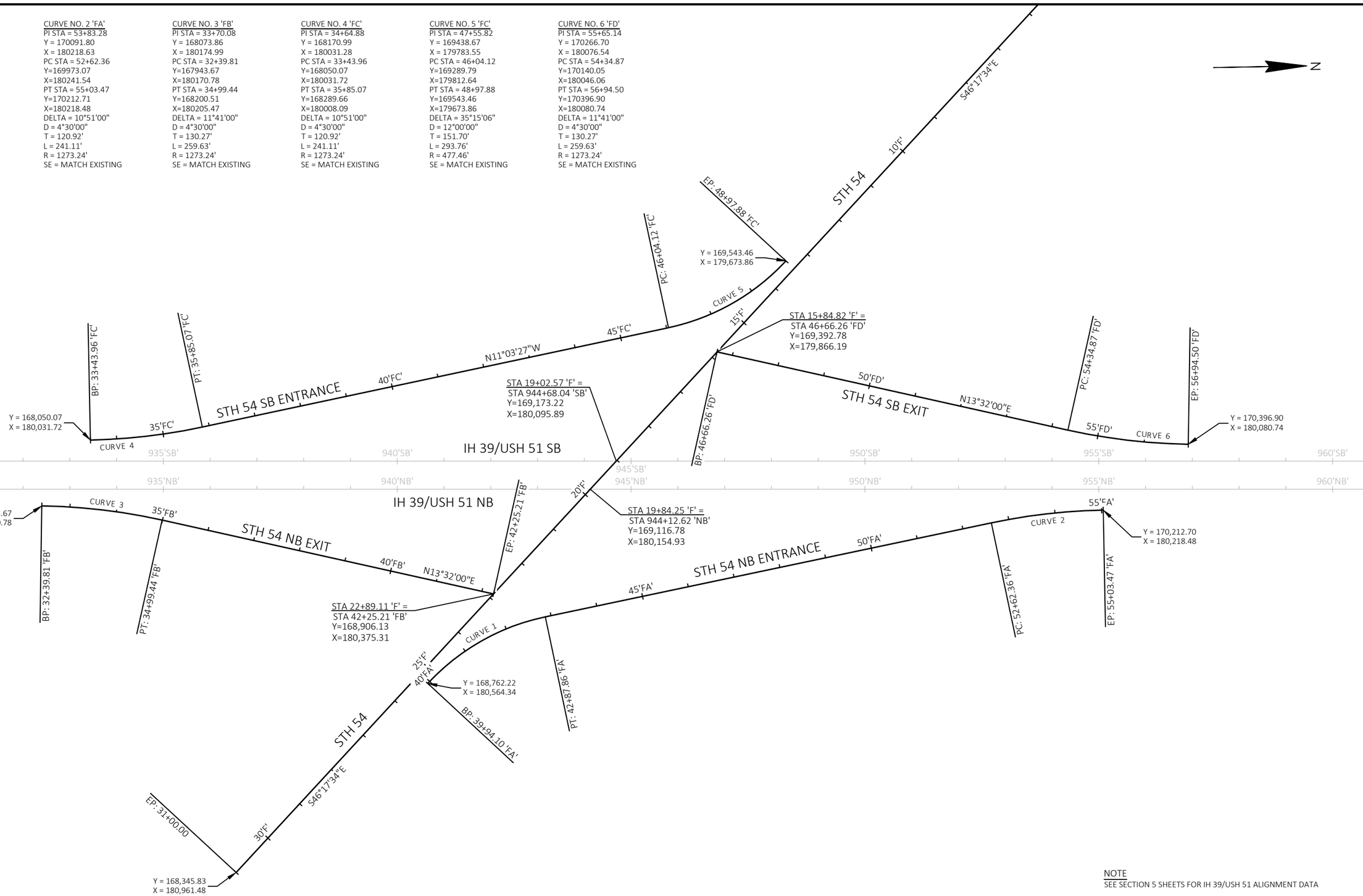
CURVE NO. 2 'FA'
PI STA = 53+83.28
Y = 170091.80
X = 180218.63
PC STA = 52+62.36
Y=169973.07
X=180241.54
PT STA = 55+03.47
Y=170212.71
X=180218.48
DELTA = 10°51'00"
D = 4°30'00"
T = 120.92'
L = 241.11'
R = 1273.24'
SE = MATCH EXISTING

CURVE NO. 3 'FB'
PI STA = 33+70.08
Y = 168073.86
X = 180174.99
PC STA = 32+39.81
Y=167943.67
X=180170.78
PT STA = 34+99.44
Y=168200.51
X=180205.47
DELTA = 11°41'00"
D = 4°30'00"
T = 130.27'
L = 259.63'
R = 1273.24'
SE = MATCH EXISTING

CURVE NO. 4 'FC'
PI STA = 34+64.88
Y = 168170.99
X = 180031.28
PC STA = 33+43.96
Y=168050.07
X=180031.72
PT STA = 35+85.07
Y=168289.66
X=180008.09
DELTA = 10°51'00"
D = 4°30'00"
T = 120.92'
L = 241.11'
R = 1273.24'
SE = MATCH EXISTING

CURVE NO. 5 'FC'
PI STA = 47+55.82
Y = 169438.67
X = 179783.55
PC STA = 46+04.12
Y=169289.79
X=179812.64
PT STA = 48+97.88
Y=169543.46
X=179673.86
DELTA = 35°15'06"
D = 12°00'00"
T = 151.70'
L = 293.76'
R = 477.46'
SE = MATCH EXISTING

CURVE NO. 6 'FD'
PI STA = 55+65.14
Y = 170266.70
X = 180076.54
PC STA = 54+34.87
Y=170140.05
X=180046.06
PT STA = 56+94.50
Y=170396.90
X=180080.74
DELTA = 11°41'00"
D = 4°30'00"
T = 130.27'
L = 259.63'
R = 1273.24'
SE = MATCH EXISTING




NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - STH 54 INTERCHANGE | SHEET 129 | E |
|---|---|---|---|---|---|

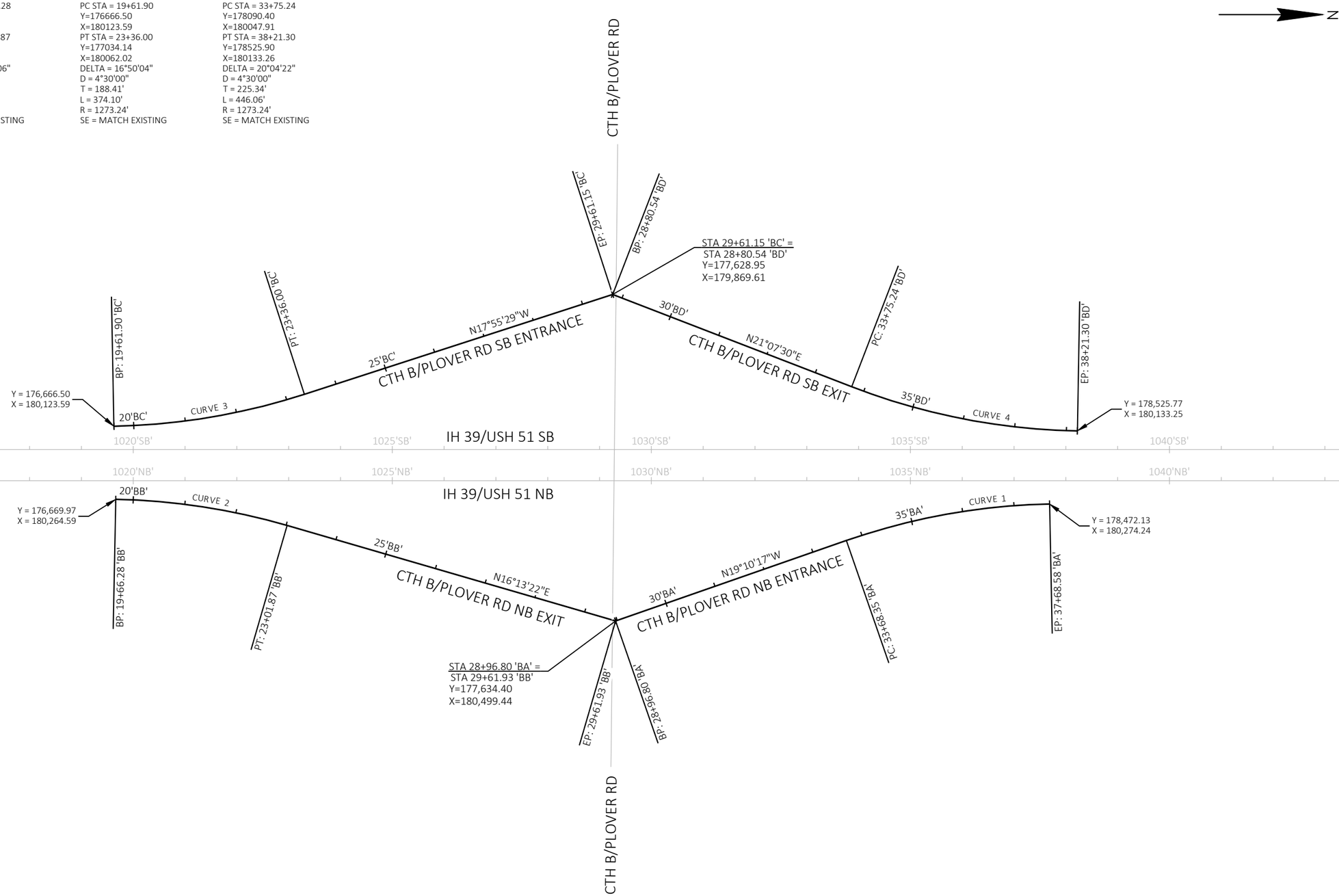
2

CURVE NO. 1 'BA'
PI STA = 35+70.13
Y = 178270.39
X = 180278.33
PC STA = 33+68.35
Y=178079.80
X=180344.59
PT STA = 37+68.58
Y=178472.13
X=180274.24
DELTA = 18°00'37"
D = 4°30'00"
T = 201.78'
L = 400.23'
R = 1273.24'
SE = MATCH EXISTING

CURVE NO. 2 'BB'
PI STA = 21+35.05
Y = 176838.57
X = 180267.89
PC STA = 19+66.28
Y=176669.83
X=180264.59
PT STA = 23+01.87
Y=177000.62
X=180315.04
DELTA = 15°06'06"
D = 4°30'00"
T = 168.77'
L = 335.59'
R = 1273.24'
SE = MATCH EXISTING

CURVE NO. 3 'BC'
PI STA = 21+50.31
Y = 176854.88
X = 180120.00
PC STA = 19+61.90
Y=176666.50
X=180123.59
PT STA = 23+36.00
Y=177034.14
X=180062.02
DELTA = 16°50'04"
D = 4°30'00"
T = 188.41'
L = 374.10'
R = 1273.24'
SE = MATCH EXISTING

CURVE NO. 4 'BD'
PI STA = 36+00.58
Y = 178300.60
X = 180129.12
PC STA = 33+75.24
Y=178090.40
X=180047.91
PT STA = 38+21.30
Y=178525.90
X=180133.26
DELTA = 20°04'22"
D = 4°30'00"
T = 225.34'
L = 446.06'
R = 1273.24'
SE = MATCH EXISTING




NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - CTH B/PLOVER RD INTERCHANGE | SHEET 130 | E |
|---|---|---|---|---|---|

2

**CURVE NO. 2 'HC'**
PI STA = 7+97.05
Y = 192684.25
X = 179543.40
PC STA = 6+46.05
Y=192835.24
X=179544.31
PT STA = 9+22.08
Y=192602.81
X=179670.56
DELTA = 57°42'24"
D = 20°54'23"
T = 151.00'
L = 276.03'
R = 274.06'
SE = MATCH EXISTING

**CURVE NO. 3 'HC'**
PI STA = 13+89.88
Y = 192350.52
X = 180064.50
PC STA = 11+64.01
Y=192472.33
X=179874.29
PT STA = 15+90.44
Y=192128.54
X=180106.23
DELTA = 46°42'52"
D = 10°57'17"
T = 225.87'
L = 426.43'
R = 523.02'
SE = MATCH EXISTING

**CURVE NO. 4 'HC'**
PI STA = 16+30.36
Y = 192089.31
X = 180113.61
PC STA = 15+90.44
Y=192128.54
X=180106.23
PT STA = 16+70.26
Y=192049.74
X=180118.89
DELTA = 3°02'50"
D = 3°49'02"
T = 39.92'
L = 79.83'
R = 1500.94'
SE = MATCH EXISTING

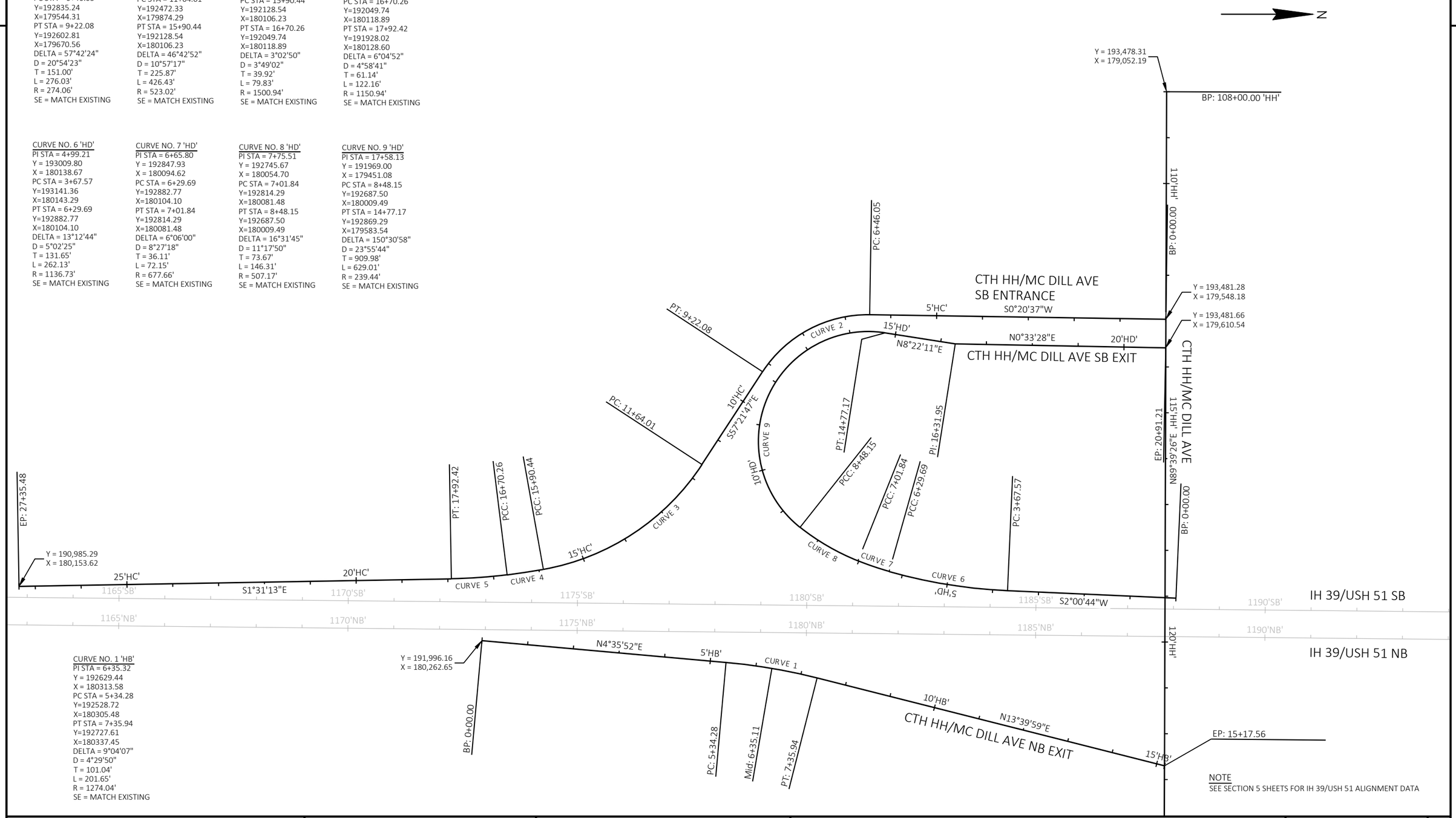
**CURVE NO. 5 'HC'**
PI STA = 17+31.40
Y = 191989.14
X = 180126.98
PC STA = 16+70.26
Y=192049.74
X=180118.89
PT STA = 17+92.42
Y=191928.02
X=180128.60
DELTA = 6°04'52"
D = 4°58'41"
T = 61.14'
L = 122.16'
R = 1150.94'
SE = MATCH EXISTING

**CURVE NO. 6 'HD'**
PI STA = 4+99.21
Y = 193009.80
X = 180138.67
PC STA = 3+67.57
Y=193141.36
X=180143.29
PT STA = 6+29.69
Y=192882.77
X=180104.10
DELTA = 13°12'44"
D = 5°02'25"
T = 131.65'
L = 262.13'
R = 1136.73'
SE = MATCH EXISTING

**CURVE NO. 7 'HD'**
PI STA = 6+65.80
Y = 192847.93
X = 180094.62
PC STA = 6+29.69
Y=192882.77
X=180104.10
PT STA = 7+01.84
Y=192814.29
X=180081.48
DELTA = 6°06'00"
D = 8°27'18"
T = 36.11'
L = 72.15'
R = 677.66'
SE = MATCH EXISTING

**CURVE NO. 8 'HD'**
PI STA = 7+75.51
Y = 192745.67
X = 180054.70
PC STA = 7+01.84
Y=192814.29
X=180081.48
PT STA = 8+48.15
Y=192687.50
X=180009.49
DELTA = 16°31'45"
D = 11°17'50"
T = 73.67'
L = 146.31'
R = 507.17'
SE = MATCH EXISTING

**CURVE NO. 9 'HD'**
PI STA = 17+58.13
Y = 191969.00
X = 179451.08
PC STA = 8+48.15
Y=192687.50
X=180009.49
PT STA = 14+77.17
Y=192869.29
X=179583.54
DELTA = 150°30'58"
D = 23°55'44"
T = 909.98'
L = 629.01'
R = 239.44'
SE = MATCH EXISTING

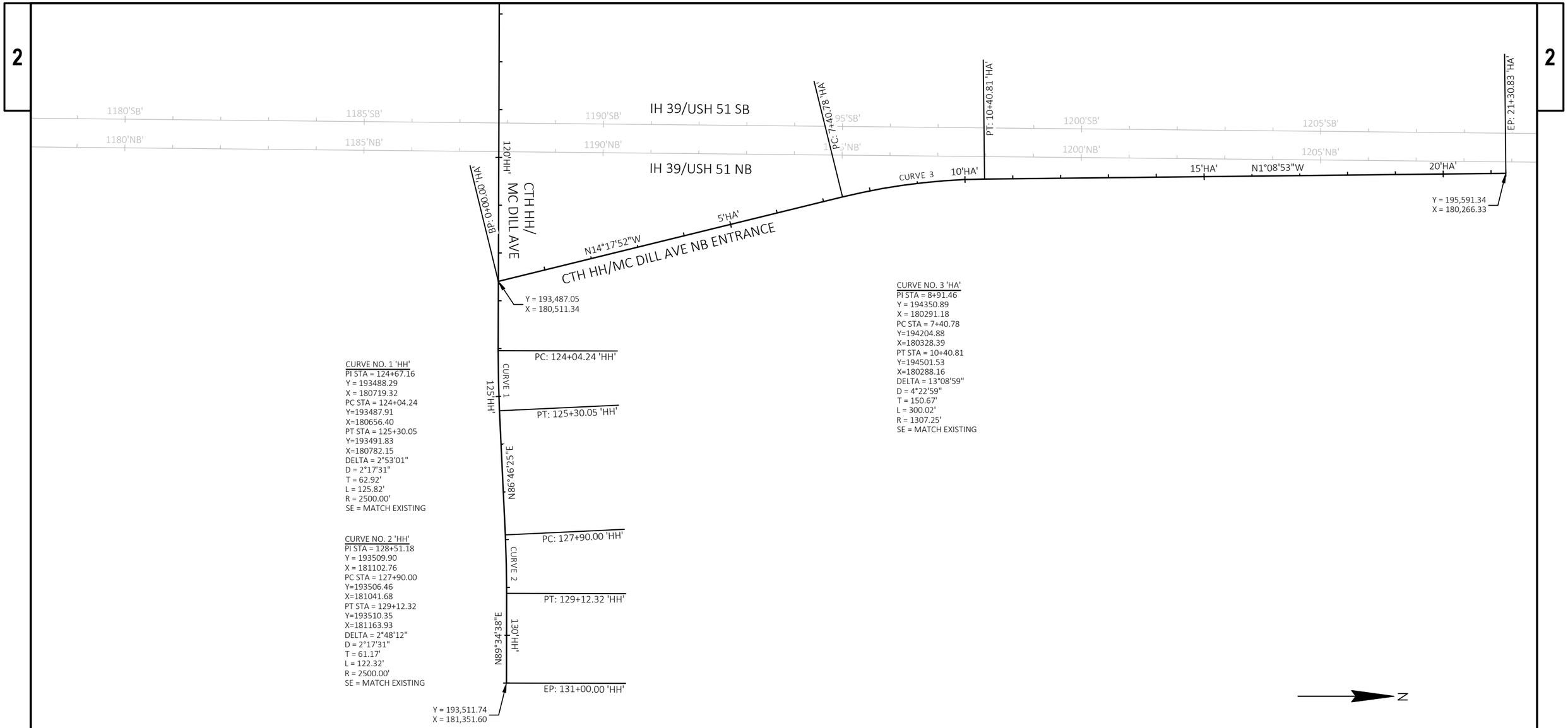



**CURVE NO. 1 'HB'**
PI STA = 6+35.32
Y = 192629.44
X = 180313.58
PC STA = 5+34.28
Y=192528.72
X=180305.48
PT STA = 7+35.94
Y=192727.61
X=180337.45
DELTA = 9°04'07"
D = 4°29'50"
T = 101.04'
L = 201.65'
R = 1274.04'
SE = MATCH EXISTING

NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - CTH HH/MC DILL AVE INTERCHANGE | SHEET 131 | E |
|---|---|---|---|---|---|

2




CURVE NO. 1 'HH'
PI STA = 124+67.16
Y = 193488.29
X = 180719.32
PC STA = 124+04.24
Y=193487.91
X=180656.40
PT STA = 125+30.05
Y=193491.83
X=180782.15
DELTA = 2°53'01"
D = 2°17'31"
T = 62.92'
L = 125.82'
R = 2500.00'
SE = MATCH EXISTING

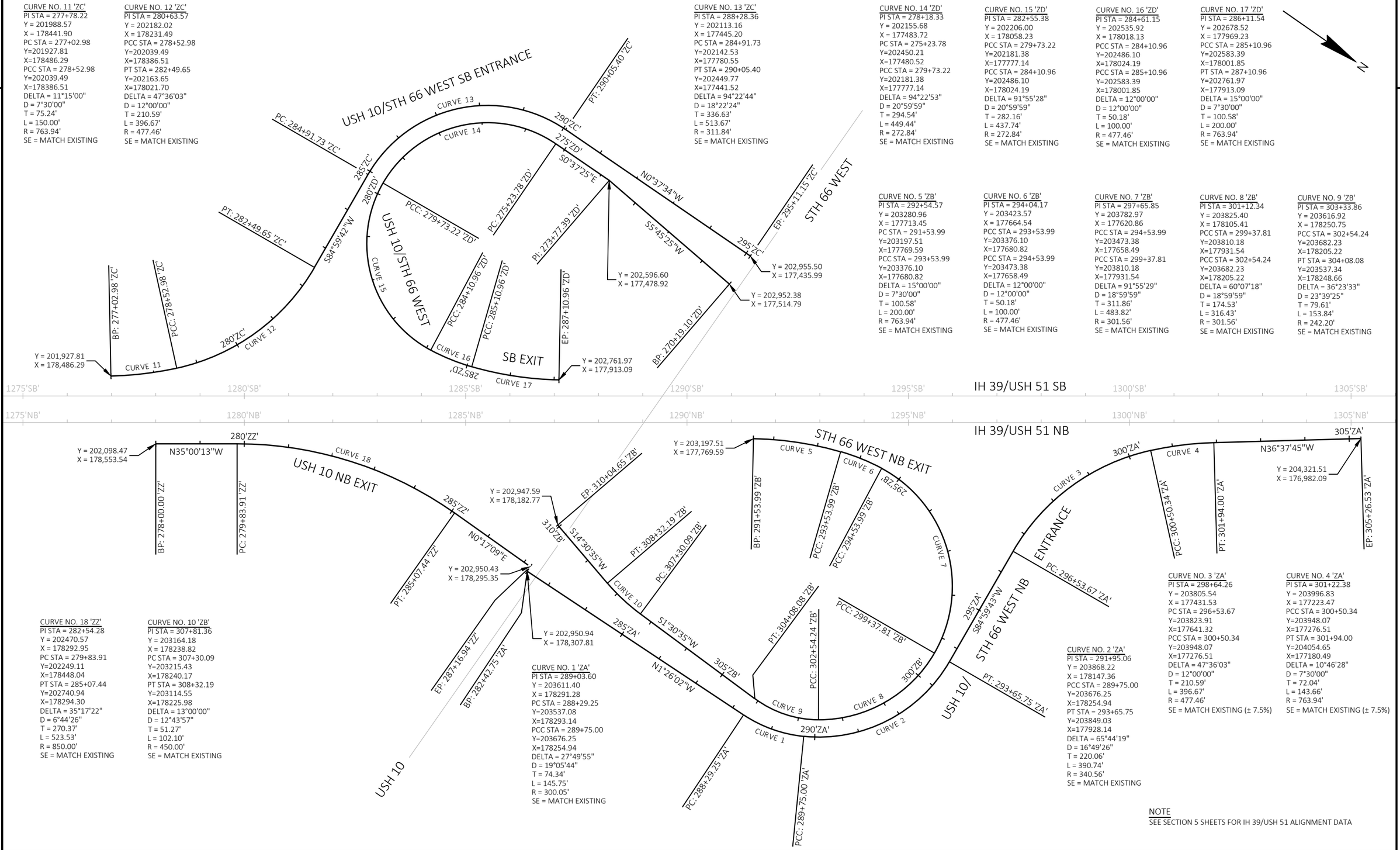
CURVE NO. 2 'HH'
PI STA = 128+51.18
Y = 193509.90
X = 181102.76
PC STA = 127+90.00
Y=193506.46
X=181041.68
PT STA = 129+12.32
Y=193510.35
X=181163.93
DELTA = 2°48'12"
D = 2°17'31"
T = 61.17'
L = 122.32'
R = 2500.00'
SE = MATCH EXISTING

CURVE NO. 3 'HA'
PI STA = 8+91.46
Y = 194350.89
X = 180291.18
PC STA = 7+40.78
Y=194204.88
X=180328.39
PT STA = 10+40.81
Y=194501.53
X=180288.16
DELTA = 13°08'59"
D = 4°22'59"
T = 150.67'
L = 300.02'
R = 1307.25'
SE = MATCH EXISTING

NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - CTH HH/MC DILL AVE INTERCHANGE | SHEET 132 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - USH 10/STH 66 WEST INTERCHANGE | SHEET 133 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 05

PLOT DATE : 2/21/2024 4:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

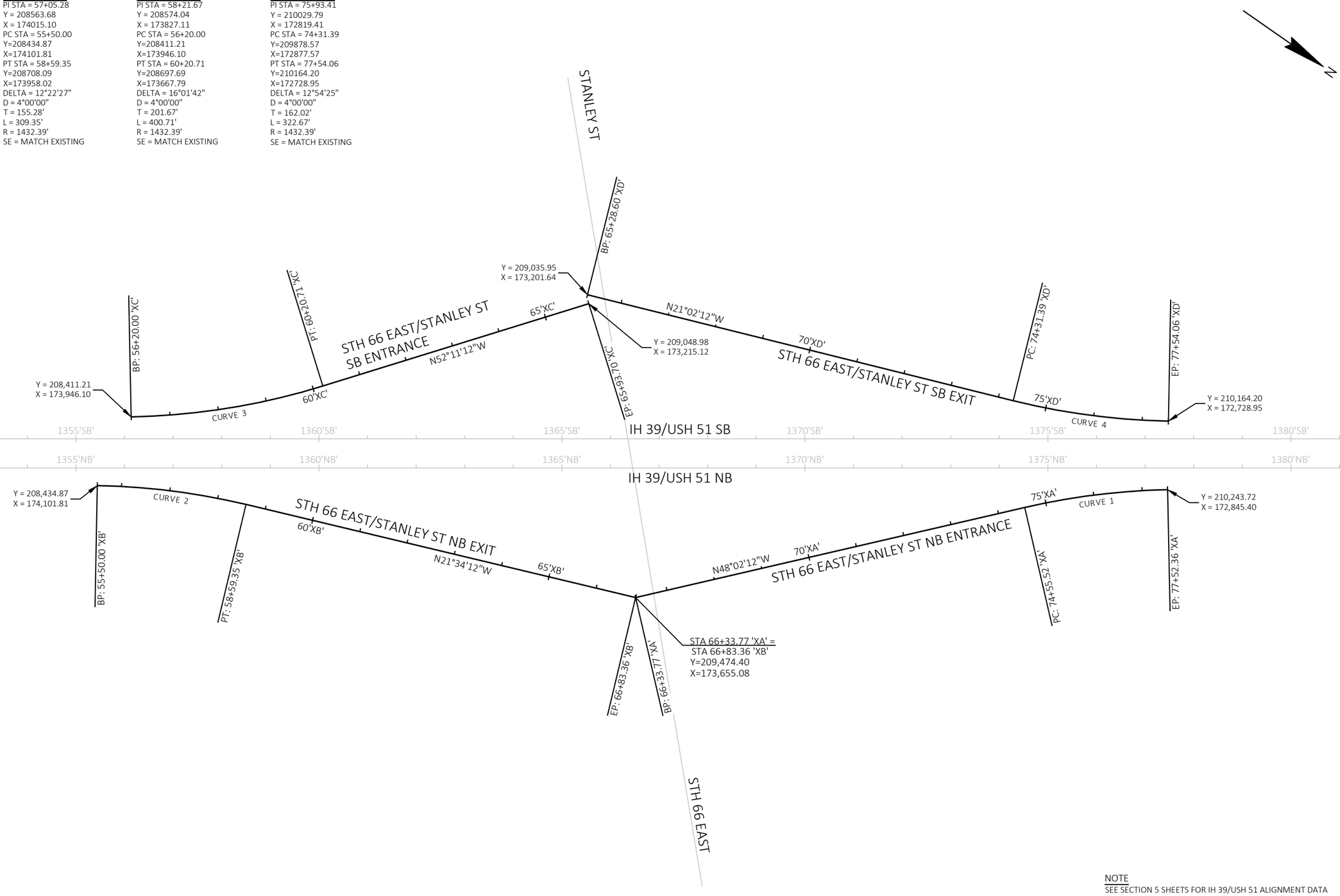
2

CURVE NO. 1 'XA'
PI STA = 76+04.47
Y = 210123.46
X = 172933.29
PC STA = 74+55.52
Y=210023.87
X=173044.05
PT STA = 77+52.36
Y=210243.72
X=172845.40
DELTA = 11°52'25"
D = 4°00'00"
T = 148.95'
L = 296.84'
R = 1432.39'
SE = MATCH EXISTING

CURVE NO. 2 'XB'
PI STA = 57+05.28
Y = 208563.68
X = 174015.10
PC STA = 55+50.00
Y=208434.87
X=174101.81
PT STA = 58+59.35
Y=208708.09
X=173958.02
DELTA = 12°22'27"
D = 4°00'00"
T = 155.28'
L = 309.35'
R = 1432.39'
SE = MATCH EXISTING

CURVE NO. 3 'XC'
PI STA = 58+21.67
Y = 208574.04
X = 173827.11
PC STA = 56+20.00
Y=208411.21
X=173946.10
PT STA = 60+20.71
Y=208697.69
X=173667.79
DELTA = 16°01'42"
D = 4°00'00"
T = 201.67'
L = 400.71'
R = 1432.39'
SE = MATCH EXISTING

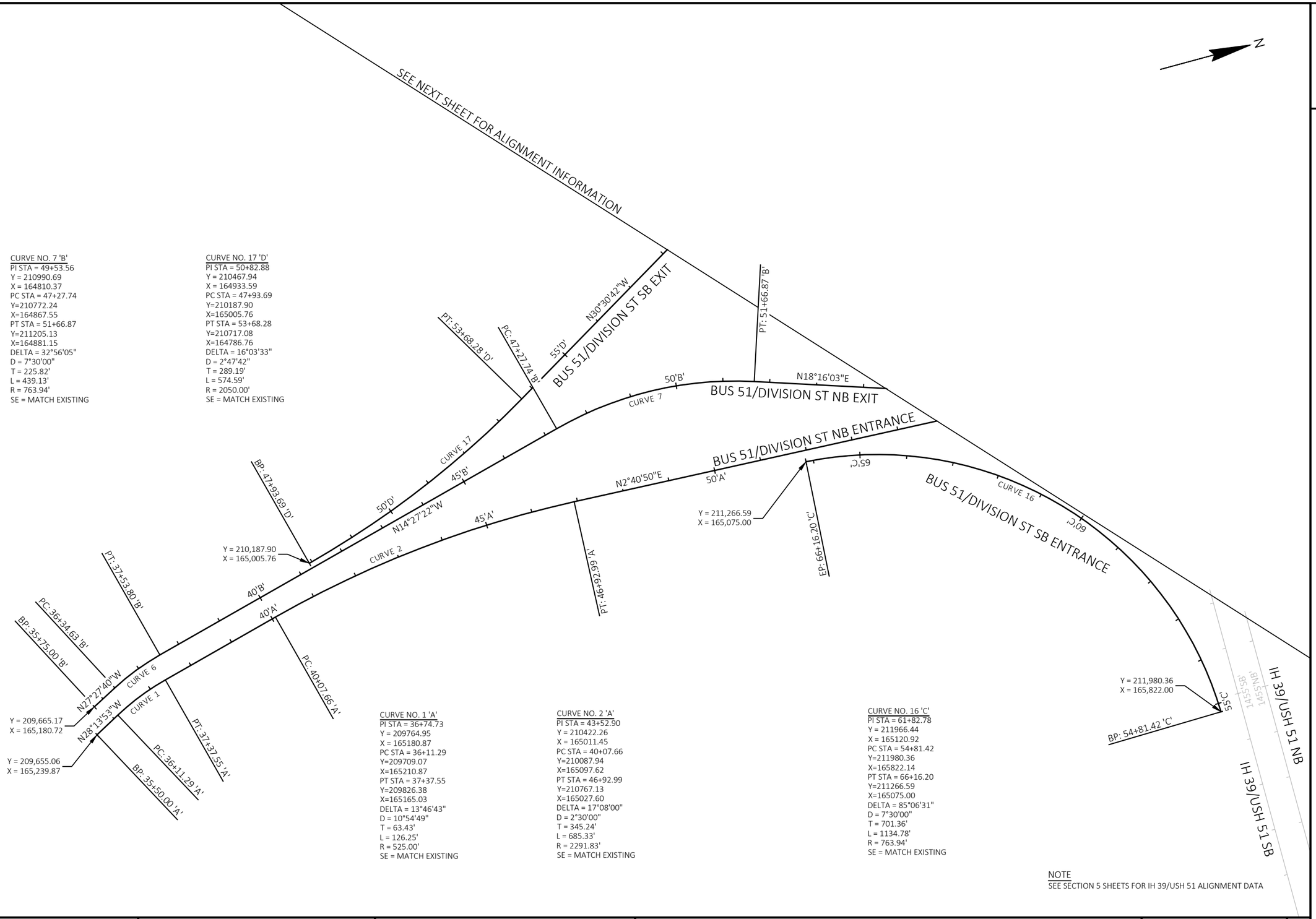
CURVE NO. 4 'XD'
PI STA = 75+93.41
Y = 210029.79
X = 172819.41
PC STA = 74+31.39
Y=209878.57
X=172877.57
PT STA = 77+54.06
Y=210164.20
X=172728.95
DELTA = 12°54'25"
D = 4°00'00"
T = 162.02'
L = 322.67'
R = 1432.39'
SE = MATCH EXISTING




NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - STH 66 EAST/STANLEY ST INTERCHANGE | SHEET 134 | E |
|---|---|---|---|---|---|

2




CURVE NO. 6 'B'
PI STA = 36+94.47
Y = 209771.18
X = 165125.62
PC STA = 36+34.63
Y=209718.09
X=165153.22
PT STA = 37+53.80
Y=209829.13
X=165110.68
DELTA = 13°00'17"
D = 10°54'49"
T = 59.84'
L = 119.16'
R = 525.00'
SE = MATCH EXISTING

CURVE NO. 7 'B'
PI STA = 49+53.56
Y = 210990.69
X = 164810.37
PC STA = 47+27.74
Y=210772.24
X=164867.55
PT STA = 51+66.87
Y=211205.13
X=164881.15
DELTA = 32°56'05"
D = 7°30'00"
T = 225.82'
L = 439.13'
R = 763.94'
SE = MATCH EXISTING

CURVE NO. 17 'D'
PI STA = 50+82.88
Y = 210467.94
X = 164933.59
PC STA = 47+93.69
Y=210187.90
X=165005.76
PT STA = 53+68.28
Y=210717.08
X=164786.76
DELTA = 16°03'33"
D = 2°47'42"
T = 289.19'
L = 574.59'
R = 2050.00'
SE = MATCH EXISTING

CURVE NO. 1 'A'
PI STA = 36+74.73
Y = 209764.95
X = 165180.87
PC STA = 36+11.29
Y=209709.07
X=165210.87
PT STA = 37+37.55
Y=209826.38
X=165165.03
DELTA = 13°46'43"
D = 10°54'49"
T = 63.43'
L = 126.25'
R = 525.00'
SE = MATCH EXISTING

CURVE NO. 2 'A'
PI STA = 43+52.90
Y = 210422.26
X = 165011.45
PC STA = 40+07.66
Y=210087.94
X=165097.62
PT STA = 46+92.99
Y=210767.13
X=165027.60
DELTA = 17°08'00"
D = 2°30'00"
T = 345.24'
L = 685.33'
R = 2291.83'
SE = MATCH EXISTING

CURVE NO. 16 'C'
PI STA = 61+82.78
Y = 211966.44
X = 165120.92
PC STA = 54+81.42
Y=211980.36
X=165822.14
PT STA = 66+16.20
Y=211266.59
X=165075.00
DELTA = 85°06'31"
D = 7°30'00"
T = 701.36'
L = 1134.78'
R = 763.94'
SE = MATCH EXISTING

NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - BUS 51/DIVISION ST INTERCHANGE | SHEET 135 | E |
|---|---|---|---|---|---|

2

CURVE NO. 3 'A'
PI STA = 61+71.16
Y = 212243.68
X = 165096.73
PC STA = 57+85.49
Y=211858.43
X=165078.69
PCC STA = 65+41.05
Y=212591.34
X=164929.77
DELTA = 28°20'00"
D = 3°45'00"
T = 385.67'
L = 755.56'
R = 1527.89'
SE = MATCH EXISTING

CURVE NO. 4 'A'
PI STA = 70+41.63
Y = 213042.57
X = 164713.06
PCC STA = 65+41.06
Y=212591.35
X=164929.76
PT STA = 74+39.57
Y=213055.24
X=164212.65
DELTA = 62°53'48"
D = 7°00'00"
T = 500.56'
L = 898.51'
R = 818.50'
SE = MATCH EXISTING

CURVE NO. 5 'A'
PI STA = 81+13.30
Y = 213072.28
X = 163539.14
PC STA = 76+97.93
Y=213061.77
X=163954.38
PT STA = 84+58.83
Y=213426.52
X=163322.22
DELTA = 57°04'06"
D = 7°30'00"
T = 415.38'
L = 760.91'
R = 763.94'
SE = MATCH EXISTING

CURVE NO. 8 'B'
PI STA = 60+38.97
Y = 212033.28
X = 165154.52
PC STA = 54+38.61
Y=211463.18
X=164966.33
PCC STA = 65+79.95
Y=212574.46
X=164894.61
DELTA = 43°55'16"
D = 3°50'54"
T = 600.36'
L = 1141.34'
R = 1488.89'
SE = MATCH EXISTING

CURVE NO. 9 'B'
PI STA = 68+37.69
Y = 212806.80
X = 164783.02
PCC STA = 65+79.95
Y=212574.46
X=164894.61
PCC STA = 70+77.79
Y=212926.82
X=164554.93
DELTA = 36°35'35"
D = 7°21'01"
T = 257.74'
L = 497.84'
R = 779.50'
SE = MATCH EXISTING

CURVE NO. 10 'B'
PI STA = 71+54.47
Y = 212962.53
X = 164487.07
PCC STA = 70+77.79
Y=212926.82
X=164554.93
PCC STA = 72+30.00
Y=212976.67
X=164411.71
DELTA = 17°07'25"
D = 11°15'00"
T = 76.68'
L = 152.21'
R = 509.30'
SE = MATCH EXISTING

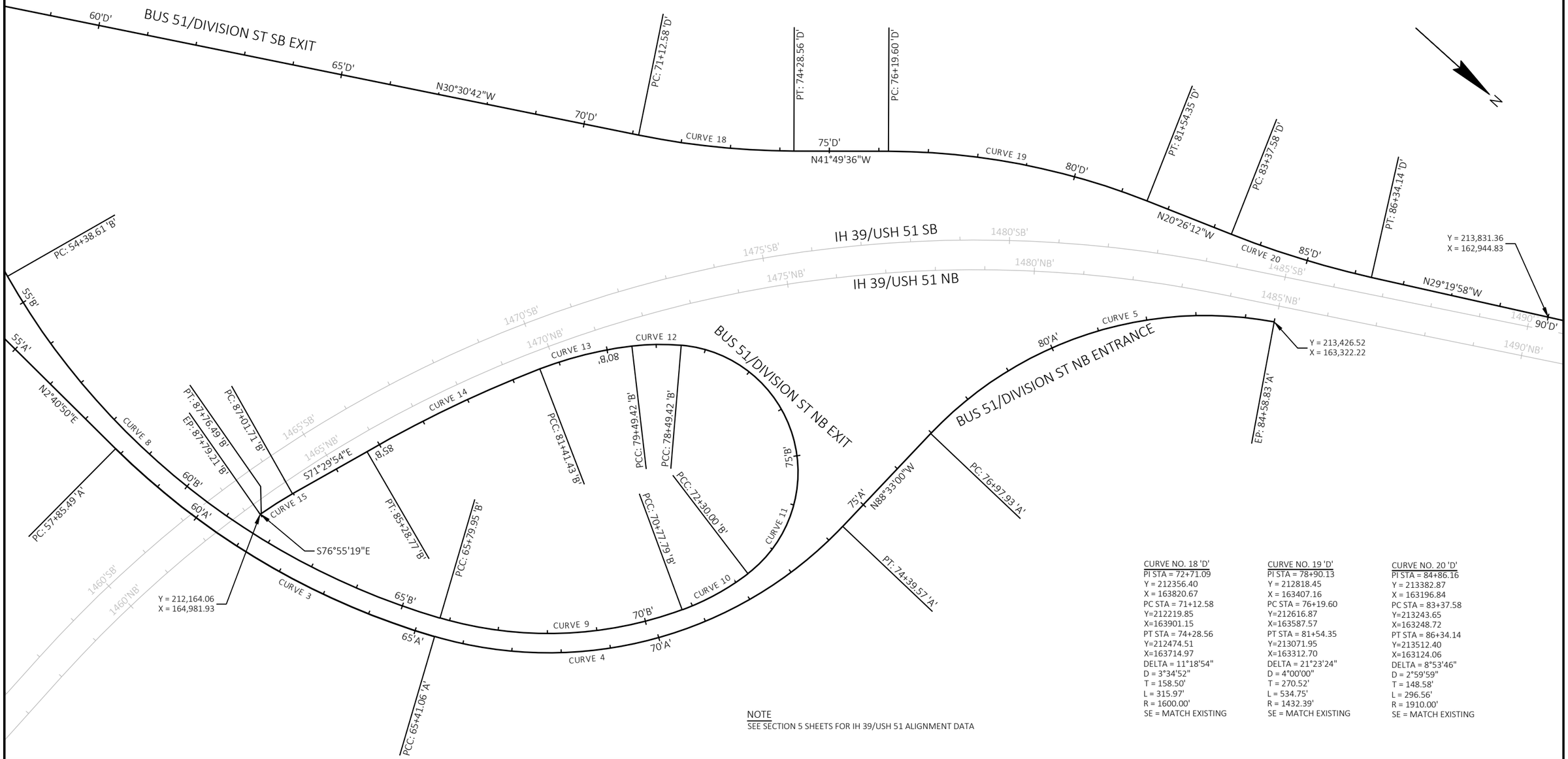
CURVE NO. 11 'B'
PI STA = 78+97.71
Y = 213099.84
X = 163755.46
PCC STA = 72+30.00
Y=212976.67
X=164411.71
PCC STA = 78+49.42
Y=212567.92
X=164159.07
DELTA = 137°49'14"
D = 22°15'00"
T = 667.71'
L = 619.42'
R = 257.51'
SE = MATCH EXISTING

CURVE NO. 12 'B'
PI STA = 78+99.59
Y = 212527.96
X = 164189.40
PCC STA = 78+49.42
Y=212567.92
X=164159.07
PCC STA = 79+49.42
Y=212494.84
X=164227.08
DELTA = 11°30'00"
D = 11°30'00"
T = 50.17'
L = 100.00'
R = 498.22'
SE = MATCH EXISTING

CURVE NO. 13 'B'
PI STA = 80+45.93
Y = 212431.13
X = 164299.58
PCC STA = 79+49.42
Y=212494.84
X=164227.08
PCC STA = 81+41.43
Y=212387.45
X=164385.64
DELTA = 14°24'03"
D = 7°30'00"
T = 96.51'
L = 192.01'
R = 763.94'
SE = MATCH EXISTING

CURVE NO. 14 'B'
PI STA = 83+35.50
Y = 212299.62
X = 164558.70
PCC STA = 81+41.43
Y=212387.45
X=164385.64
PT STA = 85+28.77
Y=212239.89
X=164743.35
DELTA = 8°59'02"
D = 2°19'10"
T = 194.07'
L = 387.34'
R = 2470.34'
SE = MATCH EXISTING

CURVE NO. 15 'B'
PI STA = 87+39.13
Y = 212173.14
X = 164942.83
PC STA = 87+01.71
Y=212185.01
X=164907.35
PT STA = 87+76.49
Y=212164.67
X=164979.28
DELTA = 5°25'25"
D = 7°15'09"
T = 37.42'
L = 74.78'
R = 790.00'
SE = MATCH EXISTING




NOTE
SEE SECTION 5 SHEETS FOR IH 39/USH 51 ALIGNMENT DATA

CURVE NO. 18 'D'
PI STA = 72+71.09
Y = 212356.40
X = 163820.67
PC STA = 71+12.58
Y=212219.85
X=163901.15
PT STA = 74+28.56
Y=212474.51
X=163714.97
DELTA = 11°18'54"
D = 3°34'52"
T = 158.50'
L = 315.97'
R = 1600.00'
SE = MATCH EXISTING

CURVE NO. 19 'D'
PI STA = 78+90.13
Y = 212818.45
X = 163407.16
PC STA = 76+19.60
Y=212616.87
X=163587.57
PT STA = 81+54.35
Y=213071.95
X=163312.70
DELTA = 21°23'24"
D = 4°00'00"
T = 270.52'
L = 534.75'
R = 1432.39'
SE = MATCH EXISTING

CURVE NO. 20 'D'
PI STA = 84+86.16
Y = 213382.87
X = 163196.84
PC STA = 83+37.58
Y=213243.65
X=163248.72
PT STA = 86+34.14
Y=213512.40
X=163124.06
DELTA = 8°53'46"
D = 2°59'59"
T = 148.58'
L = 296.56'
R = 1910.00'
SE = MATCH EXISTING

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | ALIGNMENT DIAGRAM - BUS 51/DIVISION ST INTERCHANGE | SHEET 136 | E |
|---|---|---|---|---|---|

## Estimate Of Quantities

1166-12-78

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 201.0205 | Grubbing | STA | 7.000 | 7.000 |
| 0004 | 204.0100 | Removing Concrete Pavement | SY | 420.000 | 420.000 |
| 0006 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 3,195.000 | 3,195.000 |
| 0008 | 204.0120 | Removing Asphaltic Surface Milling | SY | 496,070.000 | 496,070.000 |
| 0010 | 204.0165 | Removing Guardrail | LF | 10,175.000 | 10,175.000 |
| 0012 | 204.0180 | Removing Delineators and Markers | EACH | 2.000 | 2.000 |
| 0014 | 204.0190 | Removing Surface Drains | EACH | 11.000 | 11.000 |
| 0016 | 204.0210 | Removing Manholes | EACH | 1.000 | 1.000 |
| 0018 | 204.0220 | Removing Inlets | EACH | 1.000 | 1.000 |
| 0020 | 204.0245 | Removing Storm Sewer (size) 01. 12-Inch | LF | 275.000 | 275.000 |
| 0022 | 204.0245 | Removing Storm Sewer (size) 02. 36-Inch | LF | 44.000 | 44.000 |
| 0024 | 204.9090.S | Removing (item description) 01. Removing Concrete Curb Head | LF | 65.000 | 65.000 |
| 0026 | 205.0100 | Excavation Common | CY | 1,334.000 | 1,334.000 |
| 0028 | 211.0101 | Prepare Foundation for Asphaltic Paving (project) 01. 1166-12-78 | EACH | 1.000 | 1.000 |
| 0030 | 211.0400 | Prepare Foundation for Asphaltic Shoulders | STA | 87.000 | 87.000 |
| 0032 | 213.0100 | Finishing Roadway (project) 01. 1166-12-78 | EACH | 1.000 | 1.000 |
| 0034 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 4,610.000 | 4,610.000 |
| 0036 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 2,400.000 | 2,400.000 |
| 0038 | 390.0100 | Removing Pavement for Base Patching | CY | 155.000 | 155.000 |
| 0040 | 390.0201 | Base Patching Asphaltic | TON | 105.000 | 105.000 |
| 0042 | 390.0305 | Base Patching Concrete HES | CY | 44.000 | 44.000 |
| 0044 | 416.0620 | Drilled Dowel Bars | EACH | 240.000 | 240.000 |
| 0046 | 455.0605 | Tack Coat | GAL | 35,120.000 | 35,120.000 |
| 0048 | 460.0115.S | HMA Pavement Test Strip Volumetrics | EACH | 1.000 | 1.000 |
| 0050 | 460.0120.S | HMA Pavement Test Strip Density | EACH | 1.000 | 1.000 |
| 0052 | 460.2000 | Incentive Density HMA Pavement | DOL | 36,080.000 | 36,080.000 |
| 0054 | 460.6223 | HMA Pavement 3 MT 58-28 S | TON | 610.000 | 610.000 |
| 0056 | 460.6424 | HMA Pavement 4 MT 58-28 H | TON | 16,035.000 | 16,035.000 |
| 0058 | 460.8424 | HMA Pavement 4 SMA 58-28 H | TON | 39,730.000 | 39,730.000 |
| 0060 | 460.9000.S | Material Transfer Vehicle | EACH | 1.000 | 1.000 |
| 0062 | 465.0105 | Asphaltic Surface | TON | 705.000 | 705.000 |
| 0064 | 465.0110 | Asphaltic Surface Patching | TON | 520.000 | 520.000 |
| 0066 | 465.0510 | Asphaltic Rumble Strips, Shoulder Divided Roadway | LF | 116,680.000 | 116,680.000 |
| 0068 | 520.8000 | Concrete Collars for Pipe | EACH | 2.000 | 2.000 |
| 0070 | 521.1615 | Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 15-Inch 10 to 1 | EACH | 1.000 | 1.000 |
| 0072 | 522.1036 | Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | EACH | 1.000 | 1.000 |
| 0074 | 602.3015 | Concrete Surface Drains HES | CY | 21.000 | 21.000 |
| 0076 | 606.0200 | Riprap Medium | CY | 185.000 | 185.000 |
| 0078 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 12.000 | 12.000 |
| 0080 | 608.0436 | Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch | LF | 88.000 | 88.000 |
| 0082 | 608.3015 | Storm Sewer Pipe Class III-A 15-Inch | LF | 82.000 | 82.000 |
| 0084 | 611.0642 | Inlet Covers Type MS | EACH | 2.000 | 2.000 |
| 0086 | 611.2006 | Manholes 6-FT Diameter | EACH | 1.000 | 1.000 |
| 0088 | 611.3902 | Inlets Median 2 Grate | EACH | 1.000 | 1.000 |
| 0090 | 611.9705 | Salvaged Manhole Covers | EACH | 1.000 | 1.000 |
| 0092 | 612.0204 | Pipe Underdrain Unperforated 4-Inch | LF | 275.000 | 275.000 |
| 0094 | 614.0010 | Barrier System Grading Shaping Finishing | EACH | 42.000 | 42.000 |
| 0096 | 614.0220 | Steel Thrie Beam Bullnose Terminal | EACH | 10.000 | 10.000 |
| 0098 | 614.0230 | Steel Thrie Beam | LF | 975.000 | 975.000 |
| 0100 | 614.0396 | Guardrail Mow Strip Asphalt | SY | 50.000 | 50.000 |

1166-12-78

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0102 | 614.2300 | MGS Guardrail 3 | LF | 7,412.500 | 7,412.500 |
| 0104 | 614.2330 | MGS Guardrail 3 K | LF | 775.000 | 775.000 |
| 0106 | 614.2340 | MGS Guardrail 3 L | LF | 100.000 | 100.000 |
| 0108 | 614.2500 | MGS Thrie Beam Transition | LF | 1,111.400 | 1,111.400 |
| 0110 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 35.000 | 35.000 |
| 0112 | 614.2620 | MGS Guardrail Terminal Type 2 | EACH | 12.000 | 12.000 |
| 0114 | 618.0100 | Maintenance and Repair of Haul Roads (project) 01. 1166-12-78 | EACH | 1.000 | 1.000 |
| 0116 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0118 | 621.0100 | Landmark Reference Monuments | EACH | 4.000 | 4.000 |
| 0120 | 624.0100 | Water | MGAL | 75.000 | 75.000 |
| 0122 | 625.0100 | Topsoil | SY | 2,290.000 | 2,290.000 |
| 0124 | 628.1504 | Silt Fence | LF | 22,090.000 | 22,090.000 |
| 0126 | 628.1520 | Silt Fence Maintenance | LF | 22,090.000 | 22,090.000 |
| 0128 | 628.1905 | Mobilizations Erosion Control | EACH | 12.000 | 12.000 |
| 0130 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 5.000 | 5.000 |
| 0132 | 628.2008 | Erosion Mat Urban Class I Type B | SY | 2,310.000 | 2,310.000 |
| 0134 | 628.7005 | Inlet Protection Type A | EACH | 20.000 | 20.000 |
| 0136 | 628.7504 | Temporary Ditch Checks | LF | 510.000 | 510.000 |
| 0138 | 628.7555 | Culvert Pipe Checks | EACH | 35.000 | 35.000 |
| 0140 | 628.7570 | Rock Bags | EACH | 785.000 | 785.000 |
| 0142 | 629.0210 | Fertilizer Type B | CWT | 1.500 | 1.500 |
| 0144 | 630.0120 | Seeding Mixture No. 20 | LB | 4.000 | 4.000 |
| 0146 | 630.0130 | Seeding Mixture No. 30 | LB | 33.000 | 33.000 |
| 0148 | 630.0500 | Seed Water | MGAL | 50.000 | 50.000 |
| 0150 | 633.0100 | Delineator Posts Steel | EACH | 5.000 | 5.000 |
| 0152 | 633.0500 | Delineator Reflectors | EACH | 5.000 | 5.000 |
| 0154 | 633.5200 | Markers Culvert End | EACH | 2.000 | 2.000 |
| 0156 | 634.0614 | Posts Wood 4x6-Inch X 14-FT | EACH | 22.000 | 22.000 |
| 0158 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 27.000 | 27.000 |
| 0160 | 634.0618 | Posts Wood 4x6-Inch X 18-FT | EACH | 8.000 | 8.000 |
| 0162 | 634.0620 | Posts Wood 4x6-Inch X 20-FT | EACH | 3.000 | 3.000 |
| 0164 | 637.2230 | Signs Type II Reflective F | SF | 5.000 | 5.000 |
| 0166 | 638.2102 | Moving Signs Type II | EACH | 48.000 | 48.000 |
| 0168 | 638.3000 | Removing Small Sign Supports | EACH | 58.000 | 58.000 |
| 0170 | 642.5201 | Field Office Type C | EACH | 1.000 | 1.000 |
| 0172 | 643.0300 | Traffic Control Drums | DAY | 55,868.000 | 55,868.000 |
| 0174 | 643.0420 | Traffic Control Barricades Type III | DAY | 3,152.000 | 3,152.000 |
| 0176 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 6,395.000 | 6,395.000 |
| 0178 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 1,874.000 | 1,874.000 |
| 0180 | 643.0800 | Traffic Control Arrow Boards | DAY | 280.000 | 280.000 |
| 0182 | 643.0900 | Traffic Control Signs | DAY | 10,318.000 | 10,318.000 |
| 0184 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 116.000 | 116.000 |
| 0186 | 643.1050 | Traffic Control Signs PCMS | DAY | 126.000 | 126.000 |
| 0188 | 643.1051 | Traffic Control Signs PCMS with Cellular Communications | DAY | 259.000 | 259.000 |
| 0190 | 643.1070 | Traffic Control Cones 42-Inch | DAY | 336.000 | 336.000 |
| 0192 | 643.1205.S | Basic Traffic Queue Warning System | DAY | 120.000 | 120.000 |
| 0194 | 643.3165 | Temporary Marking Line Paint 6-Inch | LF | 30,870.000 | 30,870.000 |
| 0196 | 643.3180 | Temporary Marking Line Removable Tape 6-Inch | LF | 37,530.000 | 37,530.000 |
| 0198 | 643.3280 | Temporary Marking Line Removable Tape 10-Inch | LF | 890.000 | 890.000 |
| 0200 | 643.3960 | Temporary Marking Removable Mask Out Tape 6-Inch | LF | 790.000 | 790.000 |

## Estimate Of Quantities

1166-12-78

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0202 | 643.3970 | Temporary Marking Removable Mask Out Tape 10-Inch | LF | 330.000 | 330.000 |
| 0204 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0206 | 645.0120 | Geotextile Type HR | SY | 560.000 | 560.000 |
| 0208 | 646.2020 | Marking Line Epoxy 6-Inch | LF | 11,040.000 | 11,040.000 |
| 0210 | 646.2025 | Marking Line Grooved Black Epoxy 6-Inch | LF | 28,370.000 | 28,370.000 |
| 0212 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 322,845.000 | 322,845.000 |
| 0214 | 646.4020 | Marking Line Epoxy 10-Inch | LF | 1,640.000 | 1,640.000 |
| 0216 | 646.4040 | Marking Line Grooved Wet Ref Epoxy 10-Inch | LF | 19,650.000 | 19,650.000 |
| 0218 | 646.5020 | Marking Arrow Epoxy | EACH | 26.000 | 26.000 |
| 0220 | 646.5120 | Marking Word Epoxy | EACH | 13.000 | 13.000 |
| 0222 | 646.5520 | Marking Outfall Epoxy | EACH | 315.000 | 315.000 |
| 0224 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 190.000 | 190.000 |
| 0226 | 646.7220 | Marking Chevron Epoxy 24-Inch | LF | 1,375.000 | 1,375.000 |
| 0228 | 646.9000 | Marking Removal Line 4-Inch | LF | 2,500.000 | 2,500.000 |
| 0230 | 650.4000 | Construction Staking Storm Sewer | EACH | 5.000 | 5.000 |
| 0232 | 650.4500 | Construction Staking Subgrade | LF | 1,300.000 | 1,300.000 |
| 0234 | 650.5000 | Construction Staking Base | LF | 1,300.000 | 1,300.000 |
| 0236 | 650.8000 | Construction Staking Resurfacing Reference | LF | 152,710.000 | 152,710.000 |
| 0238 | 650.9911 | Construction Staking Supplemental Control (project) 01. 1166-12-78 | EACH | 1.000 | 1.000 |
| 0240 | 650.9920 | Construction Staking Slope Stakes | LF | 1,300.000 | 1,300.000 |
| 0242 | 653.0900 | Adjusting Pull Boxes | EACH | 3.000 | 3.000 |
| 0244 | 690.0150 | Sawing Asphalt | LF | 2,410.000 | 2,410.000 |
| 0246 | 690.0250 | Sawing Concrete | LF | 1,013.000 | 1,013.000 |
| 0248 | 740.0440 | Incentive IRI Ride | DOL | 88,280.000 | 88,280.000 |
| 0250 | SPV.0060 | Special 01. Salvage and Reinstall Apron Endwall for Underdrain | EACH | 25.000 | 25.000 |
| 0252 | SPV.0060 | Special 02. Reestablish Section Corner Monuments | EACH | 1.000 | 1.000 |
| 0254 | SPV.0090 | Special 01. Adjusting Cable Barrier Type 1 | LF | 630.000 | 630.000 |
| 0256 | SPV.0090 | Special 02. Concrete Curb & Gutter HES 4-Inch Sloped 36-Inch Type TBT | LF | 785.000 | 785.000 |
| 0258 | SPV.0180 | Special 01. Resin Binder High Friction Surface Treatment | SY | 9,680.000 | 9,680.000 |

3

## GRUBBING

| STAGE | STATION | TO | STATION | OFFSET | 201.0205 STA |
|---|---|---|---|---|---|
| 2 | 117+82'HH' | - | 118+15'HH' | LT | 2 |
| 2 | 1312+00'NB' | - | 1312+26'NB' | RT | 1 |
| 2 | 1315+00'NB' | - | 1315+06'NB' | RT | 1 |
| 2 | 1362+67'NB' | - | 1363+06'NB' | RT | 2 |
| 2 | 1365+00'NB' | - | 1365+14'NB' | RT | 1 |
| TOTALS | | | | | 7 |

## REMOVING DRAINAGE ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | 204.0190 REMOVING SURFACE DRAINS EACH | 204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH | 204.0245.01 REMOVING STORM SEWER (12 INCH) LF | 204.0245.02 REMOVING STORM SEWER (36 INCH) LF |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1135+95'SB' | | | RT | -- | -- | -- | 1 | 2 | -- |
| STAGE 1 SUBTOTALS | | | | | -- | -- | -- | 1 | 2 | -- |
| 2 | 17+43'F' | - | 17+90'F' | LT&RT | -- | 2 | -- | -- | -- | -- |
| 2 | 20+75'F' | - | 21+22'F' | LT&RT | -- | 2 | -- | -- | 151 | -- |
| 2 | 1094+60'NB' | - | 1094+78'NB' | LT&RT | -- | 2 | -- | -- | -- | -- |
| 2 | 120+70'HH' | - | 120+73'HH' | LT&RT | -- | 2 | -- | -- | 103 | -- |
| 2 | 1241+77'NB' | | | LT | -- | 1 | -- | -- | -- | -- |
| 2 | 1291+07'SB' | - | 1291+50'SB' | LT | 2 | -- | 1 | -- | 19 | 44 |
| 2 | 1365+38'NB' | - | 1365+44'NB' | LT&RT | -- | 2 | -- | -- | -- | -- |
| STAGE 2 SUBTOTALS | | | | | 2 | 11 | 1 | -- | 273 | 44 |
| TOTALS | | | | | 2 | 11 | 1 | 1 | 275 | 44 |

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## REMOVING CONCRETE ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.9090.S REMOVING CONCRETE CURB HEAD LF | COMMENTS |
|---|---|---|---|---|---|---|---|
| 2 | 16+27'F' | - | 16+50'F' | RT | -- | 25 | REMOVING CURB HEAD |
| 2 | 22+34'F' | - | 22+45'LT' | LT | -- | 18 | REMOVING CURB HEAD |
| 2 | 122+01'HH' | - | 122+21'HH' | LT | -- | 22 | REMOVING CURB HEAD |
| 2 | 1306+23'NB' | - | 1311+61'NB' | RT | 420 | -- | AUX LANE AT USH 10 ENTRANCE RAMP |
| TOTALS | | | | | 420 | 65 | |

## EARTHWORK SUMMARY

| DIVISION | STATION | TO | STATION | LOCATION | 205.0100 EXCAVATION COMMON (NOTE 1) (CY) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (NOTE 2) (CY) | AVAILABLE MATERIAL (NOTE 3) | UNEXPANDED FILL | EXPANDED FILL (NOTE 4) FACTOR 1.25 | MASS ORDINATE +/- (NOTE 5) |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1305+75 | - | 1317+85 | IH 39 AUX LANE AT USH 10 ENTRANCE RAMP | 1,334 | 445 | 889 | 271 | 339 | 550 |
| PROJECT TOTAL | | | | | 1,334 | 445 | 889 | 271 | 339 | 550 |

NOTE
1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL = (AREA OF PROJECT PAVEMENT) * (TYPICAL DEPTH)
3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED FILL FACTOR = (UNEXPANDED FILL) * (FILL FACTOR)
5) MASS ORDINATE = AVAILABLE MATERIAL - (EXPANDED FILL); POSITIVE INDICATES AN EXCESS OF MATERIAL

## REMOVING ASPHALTIC ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | COMMENTS |
|---|---|---|---|---|---|---|---|
| 1 | 894+20'SB' | - | 903+20'SB' | LT | 9 | 400 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 903+20'SB' | - | 1024+90'SB' | LT&RT | 38 | 21,660 | PASSING LANE AND SHOULDER |
| 1 | 1033+09'SB' | - | 1039+45'SB' | LT&RT | 39 | 1,150 | PASSING LANE AND SHOULDER |
| 1 | 1042+54'SB' | - | 1095+20'SB' | LT&RT | 41 | 9,360 | PASSING LANE AND SHOULDER |
| 1 | 1095+82'SB' | - | 1241+35'SB' | LT&RT | 40 | 25,870 | PASSING LANE AND SHOULDER |
| 1 | 1243+96'SB' | - | 1303+94'SB' | LT&RT | 39 | 10,600 | PASSING LANE AND SHOULDER |
| 1 | 1306+20'SB' | - | 1364+83'SB' | LT&RT | 39 | 10,450 | PASSING LANE AND SHOULDER |
| 1 | 1367+70'SB' | - | 1443+96'SB' | LT&RT | 43 | 13,570 | PASSING LANE AND SHOULDER |
| 1 | 1445+65'SB' | - | 1483+55'SB' | LT&RT | 39 | 6,740 | PASSING LANE AND SHOULDER |
| 1 | 1499+00'SB' | - | 1507+00'SB' | LT | 9 | 360 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | SB TRAFFIC CONTROL TRANSITION LIMITS | | | LT | 18 | 710 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 1 SB SUBTOTALS | | | | | 354 | 100,870 | |
| 1 | 910+60'NB' | - | 918+60'NB' | RT | 9 | 360 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 926+05'NB' | - | 1024+90'NB' | LT&RT | 39 | 17,590 | PASSING LANE AND SHOULDER |
| 1 | 1033+09'NB' | - | 1038+25'NB' | LT&RT | 39 | 940 | PASSING LANE AND SHOULDER |
| 1 | 1043+41'NB | - | 1094+92'NB' | LT&RT | 40 | 9,160 | PASSING LANE AND SHOULDER |
| 1 | 1095+54'NB' | - | 1241+29'NB' | LT&RT | 41 | 25,910 | PASSING LANE AND SHOULDER |
| 1 | 1243+88'NB' | - | 1303+93'NB' | LT&RT | 41 | 10,680 | PASSING LANE AND SHOULDER |
| 1 | 1296+50'NB' | - | 1303+93'NB' | LT | 9 | 330 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 1306+23'NB' | - | 1321+50'NB' | LT | 9 | 680 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 1306+23'NB' | - | 1365+01'NB' | LT&RT | 41 | 10,480 | PASSING LANE AND SHOULDER |
| 1 | 1367+84'NB' | - | 1443+97'NB' | LT&RT | 44 | 13,530 | PASSING LANE AND SHOULDER |
| 1 | 1445+65'NB' | - | 1508+90'NB' | LT&RT | 39 | 11,240 | PASSING LANE AND SHOULDER |
| 1 | 1508+90'NB' | - | 1518+00'NB' | RT | 9 | 200 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | SB TRAFFIC CONTROL TRANSITION LIMITS | | | RT | 18 | 710 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 1 NB SUBTOTALS | | | | | 378 | 101,810 | |
| STAGE 1 TOTALS | | | | | 732 | 202,680 | |
| 2 | 894+20'SB' | - | 903+20'SB' | RT | 9 | 400 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 2 | 903+20'SB' | - | 1024+90'SB' | LT | 26 | 16,230 | DRIVING LANE |
| 2 | 1033+09'SB' | - | 1039+45'SB' | LT | 27 | 850 | DRIVING LANE |
| 2 | 1042+54'SB' | - | 1095+20'SB' | LT | 29 | 7,020 | DRIVING LANE |
| 2 | 1095+82'SB' | - | 1241+35'SB' | LT | 28 | 19,400 | DRIVING LANE |
| 2 | 1243+96'SB' | - | 1303+94'SB' | LT | 29 | 8,610 | DRIVING LANE |
| 2 | 1306+20'SB' | - | 1364+83'SB' | LT | 29 | 8,470 | DRIVING LANE |
| 2 | 1367+70'SB' | - | 1443+96'SB' | LT | 28 | 11,020 | DRIVING LANE |
| 2 | 1445+65'SB' | - | 1483+55'SB' | LT | 28 | 5,470 | DRIVING LANE |
| 2 | 923+29'SB' | - | 933+45'SB' | LT | 11 | 1,890 | SB ENTRANCE RAMP TAPER |
| 2 | 33+44'FC' | - | 45+79'FC' | LT&RT | 40 | 3,490 | SB ENTRANCE RAMP |
| 2 | 48+25'FD' | - | 56+94'FD' | LT&RT | 42 | 2,410 | SB EXIT RAMP |
| 2 | 956+91'SB' | - | 960+23'SB' | LT | 11 | 520 | SB EXIT RAMP TAPER |
| 2 | 1009+59'SB' | - | 1019+63'SB' | LT | 11 | 1,780 | SB ENTRANCE RAMP TAPER |
| 2 | 19+62'BC' | - | 29+14'BC' | LT&RT | 118 | 2,860 | SB ENTRANCE RAMP |
| 2 | 29+89'BD' | - | 38+21'BD' | LT&RT | 50 | 2,660 | SB EXIT RAMP |
| 2 | 1038+22'SB' | - | 1039+73'SB' | LT | 21 | 340 | SB EXIT RAMP TAPER |
| 2 | 1042+13'SB' | - | 1043+58'SB' | LT | 4 | 30 | SB EXIT RAMP TAPER |
| 2 | 1162+40'SB' | - | 1174+28'SB' | LT | 41 | 2,910 | SB ENTRANCE RAMP TAPER |
| 2 | 1+19'HC' | - | 15+91'HC' | LT&RT | 12 | 1,200 | SB ENTRANCE RAMP SHOULDERS |
| 2 | 6+65'HD' | - | 11+29'HD' | LT&RT | 16 | 360 | SB EXIT RAMP SHOULDERS |
| 2 | 1181+38'SB' | - | 1188+05'SB' | LT | 43 | 1,540 | SB EXIT RAMP & TAPER |
| 2 | 112+36'HH' | - | 118+45'HH' | LT&RT | 156 | 4,810 | EB & WB CTH HH |
| 2 | 120+66'HH' | - | 123+22'HH' | LT&RT | 165 | 2,040 | EB & WB CTH HH |
| 2 | 1266+30'SB' | - | 1276+99'SB' | LT | 10 | 1,780 | SB ENTRANCE RAMP TAPER |
| 2 | 277+03'ZC' | - | 293+06'ZC' | LT&RT | 36 | 4,220 | SB ENTRANCE RAMP |
| 2 | 274+78'ZD' | - | 287+11'ZD' | LT&RT | 41 | 3,500 | SB EXIT RAMP |
| 2 | 1287+11'SB' | - | 1297+30'SB' | LT | 11 | 2,530 | SB EXIT RAMP TAPER |
| 2 | 1346+40'SB' | - | 1356+14'SB' | LT | 11 | 1,820 | SB ENTRANCE RAMP TAPER |
| 2 | 56+20'XC' | - | 64+98'XC' | LT&RT | 45 | 2,580 | SB ENTRANCE RAMP |
| 2 | 67+31'XD' | - | 77+54'XD' | LT&RT | 44 | 2,920 | SB EXIT RAMP |
| 2 | 1377+48'SB' | - | 1382+82'SB' | LT | 12 | 860 | SB EXIT RAMP TAPER |
| 2 | 1440+43'SB' | - | 1443+97'SB' | LT | 47 | 620 | SB ENTRANCE RAMP TAPER |
| 2 | 1445+65'SB' | - | 1454+72'SB' | LT | 32 | 1,990 | SB ENTRANCE RAMP TAPER |
| 2 | 54+82'C' | - | 66+16'C' | LT&RT | 12 | 3,030 | SB ENTRANCE RAMP |
| 2 | 37+61'A' | - | 51+94'A' | RT | 21 | 2,660 | SB ENTRANCE RAMP |
| 2 | 37+81'B' | - | 41+27'B' | LT | 22 | 650 | SB EXIT RAMP |
| 2 | 47+94'D' | - | 82+38'D' | LT&RT | 28 | 9,470 | SB EXIT RAMP |
| 2 | 1499+00'SB' | - | 1507+00'SB' | RT | 9 | 360 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 2 SB SUBTOTALS | | | | | 1,355 | 145,300 | |

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## REMOVING ASPHALTIC ITEMS (CONT.)

| STAGE | STATION | TO | STATION | OFFSET | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | COMMENTS |
|---|---|---|---|---|---|---|---|
| 2 | 910+60'NB' | - | 918+60'NB' | LT | 9 | 360 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 2 | 926+05'NB' | - | 1024+90'NB' | RT | 26 | 13,180 | DRIVING LANE |
| 2 | 1033+09'NB' | - | 1038+25'NB' | RT | 26 | 690 | DRIVING LANE |
| 2 | 1043+41'NB | - | 1094+92'NB' | RT | 28 | 6,870 | DRIVING LANE |
| 2 | 1095+54'NB' | - | 1241+29'NB' | RT | 28 | 19,430 | DRIVING LANE |
| 2 | 1243+88'NB' | - | 1303+93'NB' | RT | 28 | 8,670 | DRIVING LANE |
| 2 | 1306+23'NB' | - | 1365+01'NB' | RT | 26 | 8,490 | DRIVING LANE |
| 2 | 1367+84'NB' | - | 1443+97'NB' | RT | 28 | 11,000 | DRIVING LANE |
| 2 | 1445+65'NB' | - | 1508+90'NB' | RT | 29 | 9,140 | DRIVING LANE |
| 2 | 926+05'NB' | - | 932+40'NB' | RT | 11 | 990 | NB EXIT RAMP TAPER |
| 2 | 32+40'FB' | - | 40+52'FB' | LT&RT | 40 | 2,320 | NB EXIT RAMP |
| 2 | 43+18'FA' | - | 55+03'FA' | LT&RT | 43 | 3,420 | NB ENTRANCE RAMP |
| 2 | 955+09'NB' | - | 965+53'NB' | RT | 12 | 2,130 | NB ENTRANCE RAMP TAPER |
| 2 | 1016+34'NB' | - | 1019+66'NB' | RT | 11 | 510 | NB EXIT RAMP TAPER |
| 2 | 19+66'BB' | - | 28+50'BB' | LT&RT | 50 | 2,710 | NB EXIT RAMP |
| 2 | 29+77'BA' | - | 37+68'BA' | LT&RT | 41 | 2,310 | NB ENTRANCE RAMP |
| 2 | 1037+68'NB' | - | 1039+58'NB' | RT | 24 | 500 | NB ENTRANCE RAMP TAPER |
| 2 | 1042+06'NB' | - | 1054+10'NB' | RT | 31 | 2,110 | NB ENTRANCE RAMP TAPER |
| 2 | 1172+93'NB' | - | 1178+44'NB' | RT | 43 | 1,540 | NB EXIT RAMP & TAPER |
| 2 | 5+51'HB' | - | 14+43'HB' | LT&RT | 8 | 780 | NB EXIT RAMP SHOULDERS |
| 2 | 0+64'HA' | - | 8+10'HA' | LT&RT | 13 | 840 | NB ENTRANCE RAMP SHOULDERS |
| 2 | 1195+66'NB' | - | 1208+88'NB' | RT | 40 | 3,100 | NB ENTRANCE RAMP & TAPER |
| 2 | 1272+96'NB' | - | 1278+00'NB' | RT | 12 | 1,180 | NB EXIT RAMP TAPER |
| 2 | 278+00'ZZ' | - | 281+20'ZZ' | LT&RT | 31 | 1,090 | NB EXIT RAMP |
| 2 | 281+20'ZZ' | - | 286+31'ZZ' | LT&RT | 8 | 470 | NB EXIT RAMP SHOULDERS |
| 2 | 1288+03'NB' | - | 1291+50'NB' | RT | 12 | 510 | NB EXIT RAMP TAPER |
| 2 | 291+54'ZB' | - | 302+45'ZB' | LT&RT | 35 | 3,120 | NB EXIT RAMP |
| 2 | 289+75'ZA' | - | 303+97'ZA' | LT&RT | 65 | 4,490 | NB ENTRANCE RAMP |
| 2 | 1349+81'NB' | - | 1355+44'NB' | RT | 12 | 750 | NB EXIT RAMP TAPER |
| 2 | 55+50'XB' | - | 65+62'XB' | LT&RT | 56 | 3,240 | NB EXIT RAMP |
| 2 | 67+96'XA' | - | 77+52'XA' | LT&RT | 44 | 2,790 | NB ENTRANCE RAMP |
| 2 | 1377+46'NB' | - | 1386+69'NB' | RT | 12 | 1,930 | NB ENTRANCE RAMP TAPER |
| 2 | 37+61'A' | - | 59+03'A' | LT&RT | 53 | 5,540 | NB ENTRANCE RAMP |
| 2 | 61+53'A' | - | 84+59'A' | LT&RT | 52 | 8,250 | NB ENTRANCE RAMP |
| 2 | 1484+97'NB' | - | 1495+52'NB' | RT | 12 | 2,040 | NB ENTRANCE RAMP TAPER |
| 2 | 37+81'B' | - | 59+63'B' | LT&RT | 44 | 4,940 | NB EXIT RAMP |
| 2 | 62+12'B' | - | 87+79'B' | LT&RT | 56 | 6,460 | NB EXIT RAMP & TAPER |
| 2 | 1508+90'NB' | - | 1518+00'NB' | LT | 9 | 200 | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 2 NB SUBTOTALS | | | | | 1,108 | 148,090 | |
| STAGE 2 TOTALS | | | | | 2,463 | 293,390 | |
| TOTALS | | | | | 3,195 | 496,070 | |

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## BASE AGGREGATE DENSE ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON | COMMENTS |
|---|---|---|---|---|---|---|---|
| 1 | 903+20'SB' | - | 1024+90'SB' | LT&RT | 175 | -- | PASSING LANE SHOULDER |
| 1 | 1033+09'SB' | - | 1039+45'SB' | LT&RT | 10 | -- | PASSING LANE SHOULDER |
| 1 | 1042+54'SB' | - | 1095+20'SB' | LT&RT | 75 | -- | PASSING LANE SHOULDER |
| 1 | 1095+82'SB' | - | 1241+35'SB' | LT&RT | 260 | -- | PASSING LANE SHOULDER |
| 1 | 1243+96'SB' | - | 1303+94'SB' | LT&RT | 136 | -- | PASSING LANE SHOULDER |
| 1 | 1306+20'SB' | - | 1364+83'SB' | LT&RT | 133 | -- | PASSING LANE SHOULDER |
| 1 | 1367+70'SB' | - | 1443+96'SB' | LT&RT | 221 | -- | PASSING LANE SHOULDER |
| 1 | 1445+65'SB' | - | 1483+55'SB' | LT&RT | 185 | -- | PASSING LANE SHOULDER |
| STAGE 1 SB SUBTOTALS | | | | | 1,195 | -- | |
| 1 | 926+05'NB' | - | 1024+90'NB' | LT&RT | 140 | -- | PASSING LANE SHOULDER |
| 1 | 1033+09'NB' | - | 1038+25'NB' | LT&RT | 7 | -- | PASSING LANE SHOULDER |
| 1 | 1043+41'NB | - | 1094+92'NB' | LT&RT | 125 | -- | PASSING LANE SHOULDER |
| 1 | 1095+54'NB' | - | 1241+29'NB' | LT&RT | 255 | -- | PASSING LANE SHOULDER |
| 1 | 1243+88'NB' | - | 1303+93'NB' | LT&RT | 135 | -- | PASSING LANE SHOULDER |
| 1 | 1306+23'NB' | - | 1365+01'NB' | LT&RT | 133 | -- | PASSING LANE SHOULDER |
| 1 | 1367+84'NB' | - | 1443+97'NB' | LT&RT | 180 | -- | PASSING LANE SHOULDER |
| 1 | 1445+65'NB' | - | 1508+90'NB' | LT&RT | 205 | -- | PASSING LANE SHOULDER |
| STAGE 1 NB SUBTOTALS | | | | | 1,180 | -- | |
| STAGE 1 TOTALS | | | | | 2,375 | -- | |
| 2 | 923+29'SB' | - | 933+45'SB' | LT | 14 | -- | SB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 33+44'FC' | - | 45+79'FC' | LT&RT | 48 | -- | SB ENTRANCE RAMP SHOULDER |
| 2 | 48+25'FD' | - | 56+94'FD' | LT&RT | 32 | -- | SB EXIT RAMP SHOULDER |
| 2 | 956+91'SB' | - | 960+23'SB' | LT | 5 | -- | SB EXIT RAMP TAPER SHOULDER |
| 2 | 15+87'F' | - | 22+87'F' | LT&RT | 83 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1009+59'SB' | - | 1019+63'SB' | LT | 14 | -- | SB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 19+62'BC' | - | 29+14'BC' | LT&RT | 34 | -- | SB ENTRANCE RAMP SHOULDER |
| 2 | 29+89'BD' | - | 38+21'BD' | LT&RT | 30 | -- | SB EXIT RAMP SHOULDER |
| 2 | 1038+22'SB' | - | 1039+73'SB' | LT | 2 | -- | SB EXIT RAMP TAPER SHOULDER |
| 2 | 1096+06'SB' | - | 1099+68'SB' | LT | 36 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1162+40'SB' | - | 1174+28'SB' | LT | 26 | -- | SB ENTRANCE RAMP & TAPER SHOULDER |
| 2 | 1+19'HC' | - | 15+91'HC' | LT&RT | 42 | -- | SB ENTRANCE RAMP SHOULDERS |
| 2 | 6+65'HD' | - | 11+29'HD' | LT&RT | 12 | -- | SB EXIT RAMP SHOULDERS |
| 2 | 1181+38'SB' | - | 1188+05'SB' | LT&RT | 15 | -- | SB EXIT RAMP & TAPER SHOULDER |
| 2 | 113+88'HH' | - | 118+45'HH' | LT&RT | 49 | -- | GUARDRAIL REPLACEMENT |
| 2 | 120+66'HH' | - | 122+16'HH' | LT&RT | 27 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1243+46'SB' | - | 1247+09'SB' | LT&RT | 37 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1266+30'SB' | - | 1276+99'SB' | LT | 15 | -- | SB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 277+03'ZC' | - | 293+06'ZC' | LT&RT | 45 | -- | SB ENTRANCE RAMP SHOULDER |
| 2 | 274+78'ZD' | - | 287+11'ZD' | LT&RT | 15 | -- | SB EXIT RAMP SHOULDER |
| 2 | 1287+11'SB' | - | 1288+83'SB' | LT | 2 | -- | SB EXIT RAMP TAPER SHOULDER |
| 2 | 1291+03'SB' | - | 1296+36'SB' | LT | 60 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1291+03'SB' | - | 1291+91'SB' | LT | -- | 195 | STORM SEWER REPLACEMENT |
| 2 | 1305+73'SB' | - | 1309+62'SB' | LT | 42 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1346+40'SB' | - | 1356+14'SB' | LT | 14 | -- | SB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 56+20'XC' | - | 64+98'XC' | LT&RT | 33 | -- | SB ENTRANCE RAMP SHOULDER |
| 2 | 67+31'XD' | - | 77+54'XD' | LT&RT | 38 | -- | SB EXIT RAMP SHOULDER |
| 2 | 1377+48'SB' | - | 1382+82'SB' | LT | 8 | -- | SB EXIT RAMP TAPER SHOULDER |
| 2 | 1440+43'SB' | - | 1443+97'SB' | LT | 5 | -- | SB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 1445+65'SB' | - | 1454+72'SB' | LT | 13 | -- | SB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 54+82'C' | - | 66+16'C' | LT&RT | 40 | -- | SB ENTRANCE RAMP SHOULDER |
| 2 | 37+61'A' | - | 51+94'A' | RT | 29 | -- | SB ENTRANCE RAMP SHOULDER |
| 2 | 1460+84'SB' | - | 1466+63'SB' | LT | 46 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1484+86'SB' | - | 1491+18'SB' | LT | 66 | -- | GUARDRAIL REPLACEMENT |
| 2 | 37+81'B' | - | 41+27'B' | LT | 7 | -- | SB EXIT RAMP SHOULDER |
| 2 | 47+94'D' | - | 82+38'D' | LT&RT | 140 | -- | SB EXIT RAMP SHOULDER |
| STAGE 2 SB SUBTOTALS | | | | | 1,124 | 195 | |

## BASE AGGREGATE DENSE ITEMS (CONT.)

| STAGE | STATION | TO | STATION | OFFSET | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON | COMMENTS |
|---|---|---|---|---|---|---|---|
| 2 | 926+05'NB' | - | 932+40'NB' | RT | 9 | -- | NB EXIT RAMP TAPER SHOULDER |
| 2 | 32+40'FB' | - | 40+52'FB' | LT&RT | 29 | -- | NB EXIT RAMP SHOULDER |
| 2 | 43+18'FA' | - | 55+03'FA' | LT&RT | 46 | -- | NB ENTRANCE RAMP SHOULDER |
| 2 | 955+09'NB' | - | 965+53'NB' | RT | 15 | -- | NB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 1016+34'NB' | - | 1019+66'NB' | RT | 5 | -- | NB EXIT RAMP TAPER SHOULDER |
| 2 | 19+66'BB' | - | 28+50'BB' | LT&RT | 32 | -- | NB EXIT RAMP SHOULDER |
| 2 | 29+77'BA' | - | 37+68'BA' | LT&RT | 28 | -- | NB ENTRANCE RAMP SHOULDER |
| 2 | 1037+68'NB' | - | 1039+58'NB' | RT | 3 | -- | NB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 1042+06'NB' | - | 1054+10'NB' | RT | 18 | -- | NB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 1091+05'NB' | - | 1094+68'NB' | RT | 35 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1172+93'NB' | - | 1178+44'NB' | LT&RT | 13 | -- | NB EXIT RAMP & TAPER SHOULDER |
| 2 | 5+51'HB' | - | 14+43'HB' | LT&RT | 34 | -- | NB EXIT RAMP SHOULDERS |
| 2 | 0+64'HA' | - | 8+10'HA' | LT&RT | 28 | -- | NB ENTRANCE RAMP SHOULDERS |
| 2 | 1195+66'NB' | - | 1208+88'NB' | LT&RT | 29 | -- | NB ENTRANCE RAMP &TAPER SHOULDER |
| 2 | 1237+88'NB' | - | 1241+77'NB' | LT&RT | 41 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1272+96'NB' | - | 1278+00'NB' | RT | 7 | -- | NB EXIT RAMP TAPER SHOULDER |
| 2 | 278+00'ZZ' | - | 281+20'ZZ' | LT&RT | 7 | -- | NB EXIT RAMP SHOULDER |
| 2 | 281+20'ZZ' | - | 286+31'ZZ' | LT&RT | 19 | -- | NB EXIT RAMP SHOULDERS |
| 2 | 1288+03'NB' | - | 1291+50'NB' | RT | 5 | -- | NB EXIT RAMP TAPER SHOULDER |
| 2 | 291+54'ZB' | - | 302+45'ZB' | LT&RT | 15 | -- | NB EXIT RAMP SHOULDER |
| 2 | 289+75'ZA' | - | 303+97'ZA' | LT&RT | 20 | -- | NB ENTRANCE RAMP SHOULDER |
| 2 | 1301+10'NB' | - | 1304+44'NB' | RT | 35 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1305+75'NB' | - | 1317+85'NB' | RT | 195 | 2,140 | AUX LANE AT USH 10 ENTRANCE RAMP |
| 2 | 1349+81'NB' | - | 1355+44'NB' | RT | 8 | -- | NB EXIT RAMP TAPER SHOULDER |
| 2 | 55+50'XB' | - | 65+62'XB' | LT&RT | 37 | -- | NB EXIT RAMP SHOULDER |
| 2 | 67+96'XA' | - | 77+52'XA' | LT&RT | 36 | -- | NB ENTRANCE RAMP SHOULDER |
| 2 | 1377+46'NB' | - | 1386+69'NB' | RT | 13 | -- | NB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 37+61'A' | - | 59+03'A' | LT&RT | 66 | -- | NB ENTRANCE RAMP SHOULDER |
| 2 | 61+53'A' | - | 84+59'A' | LT&RT | 67 | -- | NB ENTRANCE RAMP SHOULDER |
| 2 | 1457+49'NB' | - | 1463+97'NB' | RT | 59 | -- | GUARDRAIL REPLACEMENT |
| 2 | 1484+97'NB' | - | 1495+52'NB' | RT | 15 | -- | NB ENTRANCE RAMP TAPER SHOULDER |
| 2 | 37+81'B' | - | 59+63'B' | LT&RT | 56 | -- | NB EXIT RAMP SHOULDER |
| 2 | 62+12'B' | - | 87+79'B' | LT&RT | 86 | -- | NB EXIT RAMP & TAPER SHOULDER |
| STAGE 2 NB SUBTOTALS | | | | | 1,111 | 2,140 | |
| STAGE 2 TOTALS | | | | | 2,235 | 2,335 | |
| TOTALS | | | | | 4,610 | 2,335 | |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## CONCRETE SURFACE DRAINS HES

| STAGE | STATION | OFFSET | 602.3015 CY |
|---|---|---|---|
| 1 | 1094+41'NB' | LT | 1.5 |
| 1 | 1241+40'NB' | LT | 1.5 |
| 1 | 1303+97'NB' | LT | 1.5 |
| 1 | 1365+01'NB' | LT | 1.5 |
| STAGE 1 SUBTOTAL | | | 6 |
| 2 | 17+20'F' | LT | 1.5 |
| 2 | 17+64'F' | RT | 1.5 |
| 2 | 21+12'F' | LT | 1.5 |
| 2 | 21+59'F' | RT | 1.5 |
| 2 | 1094+24'NB' | RT | 1.5 |
| 2 | 121+07'HH' | LT | 1.5 |
| 2 | 121+09'HH' | RT | 1.5 |
| 2 | 1291+56'SB' | LT | 1.5 |
| 2 | 1303+97'NB' | RT | 1.5 |
| 2 | 1365+07'NB' | RT | 1.5 |
| STAGE 2 SUBTOTAL | | | 15 |
| TOTAL | | | 21 |

## ASPHALTIC ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA | 455.0605 TACK COAT GAL | 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | 460.8424 HMA PAVEMENT 4 SMA 58-28 H TON | 465.0105* ASPHALTIC SURFACE TON | 465.0110 ASPHALTIC SURFACE PATCHING TON | 465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 894+20'SB' | - | 902+20'SB' | LT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 903+20'SB' | - | 1024+90'SB' | LT&RT | -- | 1,514 | -- | -- | 2,420 | -- | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1033+09'SB' | - | 1039+45'SB' | LT&RT | -- | 79 | -- | -- | 130 | -- | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1042+54'SB' | - | 1095+20'SB' | LT&RT | -- | 655 | -- | -- | 1,050 | -- | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1095+82'SB' | - | 1241+35'SB' | LT&RT | 3 | 1,816 | -- | -- | 2,900 | 4 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1243+96'SB' | - | 1303+94'SB' | LT&RT | -- | 759 | -- | -- | 1,210 | 9 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1306+20'SB' | - | 1364+83'SB' | LT&RT | 2 | 735 | -- | -- | 1,170 | 5 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1367+70'SB' | - | 1443+96'SB' | LT&RT | 8 | 969 | -- | -- | 1,530 | 18 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1445+65'SB' | - | 1483+55'SB' | LT&RT | 6 | 498 | -- | -- | 780 | 13 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1486+55'SB' | - | 1490+97'SB' | RT | 5 | 20 | -- | -- | -- | 24 | -- | -- | GUARDRAIL |
| 1 | 1499+00'SB' | - | 1507+00'SB' | LT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | SB TRAFFIC CONTROL TRANSITION LIMITS | | | LT | -- | 25 | -- | -- | -- | 40 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 1 SB SUBTOTALS | | | | | 24 | 7,094 | -- | -- | 11,190 | 153 | -- | -- | |
| 1 | 910+60'NB' | - | 918+60'NB' | RT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 926+05'NB' | - | 1024+90'NB' | LT&RT | -- | 1,230 | -- | -- | 1,970 | -- | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1033+09'NB' | - | 1038+25'NB' | LT&RT | -- | 64 | -- | -- | 100 | -- | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1043+41'NB | - | 1094+92'NB' | LT&RT | 2 | 647 | -- | -- | 1,030 | 5 | 10 | -- | PASSING LANE AND SHOULDER |
| 1 | 1095+54'NB' | - | 1241+29'NB' | LT&RT | 4 | 1,825 | -- | -- | 2,910 | 9 | 10 | -- | PASSING LANE AND SHOULDER |
| 1 | 1243+88'NB' | - | 1303+93'NB' | LT&RT | 4 | 757 | -- | -- | 1,200 | 8 | 10 | -- | PASSING LANE AND SHOULDER |
| 1 | 1296+50'NB' | - | 1303+93'NB' | LT | -- | 23 | -- | -- | -- | 37 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 1306+23'NB' | - | 1321+50'NB' | LT | -- | 48 | -- | -- | -- | 77 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | 1306+23'NB' | - | 1365+01'NB' | LT&RT | 2 | 735 | -- | -- | 1,170 | 5 | 10 | -- | PASSING LANE AND SHOULDER |
| 1 | 1367+84'NB' | - | 1443+97'NB' | LT&RT | 6 | 967 | -- | -- | 1,530 | 15 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1445+65'NB' | - | 1508+90'NB' | LT&RT | 11 | 826 | -- | -- | 1,290 | 31 | -- | -- | PASSING LANE AND SHOULDER |
| 1 | 1510+00'NB' | - | 1518+00'NB' | RT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 1 | SB TRAFFIC CONTROL TRANSITION LIMITS | | | RT | -- | 25 | -- | -- | -- | 40 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 1 NB SUBTOTALS | | | | | 29 | 7,171 | -- | -- | 11,200 | 267 | 40 | -- | |
| STAGE 1 TOTALS | | | | | 53 | 14,265 | -- | -- | 22,390 | 420 | 40 | -- | |
| 2 | 894+20'SB' | - | 902+20'SB' | RT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 2 | 903+20'SB' | - | 1024+90'SB' | LT | -- | 1,136 | -- | -- | 1,820 | -- | -- | -- | DRIVING LANE |
| 2 | 1033+09'SB' | - | 1039+45'SB' | LT | -- | 59 | -- | -- | 90 | -- | -- | -- | DRIVING LANE |
| 2 | 1042+54'SB' | - | 1095+20'SB' | LT | -- | 491 | -- | -- | 790 | -- | -- | -- | DRIVING LANE |
| 2 | 1095+82'SB' | - | 1226+95'SB' | LT | 1 | 1,224 | -- | -- | 1,960 | -- | -- | -- | DRIVING LANE |
| 2 | 1226+95'SB' | - | 1241+35'SB' | LT | -- | 146 | -- | -- | 230 | -- | -- | -- | DRIVING LANE |
| 2 | 1243+96'SB' | - | 1303+94'SB' | LT | 1 | 606 | -- | -- | 970 | -- | -- | -- | DRIVING LANE |
| 2 | 1306+20'SB' | - | 1364+83'SB' | LT | 2 | 594 | -- | -- | 950 | 3 | -- | -- | DRIVING LANE |
| 2 | 1367+70'SB' | - | 1443+96'SB' | LT | 1 | 771 | -- | -- | 1,230 | -- | -- | -- | DRIVING LANE |
| 2 | 1445+65'SB' | - | 1483+55'SB' | LT | 1 | 384 | -- | -- | 610 | 4 | -- | -- | DRIVING LANE |
| 2 | 923+29'SB' | - | 933+45'SB' | LT | -- | 133 | -- | 212 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 33+44'FC' | - | 45+79'FC' | LT&RT | -- | 244 | -- | 391 | -- | -- | -- | -- | SB ENTRANCE RAMP |
| 2 | 16+30'F' | - | 22+47'F' | LT&RT | 7 | 8 | -- | -- | -- | 25 | 10 | -- | STH 54 |
| 2 | 48+25'FD' | - | 56+94'FD' | LT&RT | -- | 169 | -- | 270 | -- | -- | -- | -- | SB EXIT RAMP |
| 2 | 956+91'SB' | - | 960+23'SB' | LT | -- | 36 | -- | 58 | -- | -- | -- | -- | SB EXIT RAMP TAPER |
| 2 | 1009+59'SB' | - | 1019+63'SB' | LT | -- | 124 | -- | 199 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 19+62'BC' | - | 29+14'BC' | LT&RT | -- | 200 | -- | 321 | -- | -- | -- | -- | SB ENTRANCE RAMP |
| 2 | 29+89'BD' | - | 38+21'BD' | LT&RT | -- | 186 | -- | 298 | -- | -- | -- | -- | SB EXIT RAMP |
| 2 | 1038+22'SB' | - | 1039+73'SB' | LT | -- | 24 | -- | 38 | -- | -- | -- | -- | SB EXIT RAMP TAPER |
| 2 | 1042+13'SB' | - | 1043+58'SB' | LT | -- | 2 | -- | 4 | -- | -- | -- | -- | SB EXIT RAMP TAPER |
| 2 | 1162+40'SB' | - | 1174+28'SB' | LT | -- | 203 | -- | 326 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 1+19'HC' | - | 15+91'HC' | LT&RT | -- | 60 | -- | 235 | -- | -- | -- | -- | SB ENTRANCE RAMP SHOULDERS |
| 2 | 6+65'HD' | - | 11+29'HD' | LT&RT | -- | 18 | -- | 70 | -- | -- | -- | -- | SB EXIT RAMP SHOULDERS |
| 2 | 1181+38'SB' | - | 1188+05'SB' | LT | -- | 108 | -- | 173 | -- | -- | -- | -- | SB EXIT RAMP & TAPER |
| 2 | 112+36'HH' | - | 118+45'HH' | LT&RT | 8 | 355 | -- | 567 | -- | 15 | -- | -- | EB & WB CTH HH |
| 2 | 120+66'HH' | - | 123+22'HH' | LT&RT | 1 | 144 | -- | 229 | -- | -- | 10 | -- | EB & WB CTH HH |
| 2 | 1266+30'SB' | - | 1276+99'SB' | LT | -- | 125 | -- | 200 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 277+03'ZC' | - | 293+06'ZC' | LT&RT | -- | 296 | -- | 473 | -- | -- | -- | -- | SB ENTRANCE RAMP |
| 2 | 274+78'ZD' | - | 287+11'ZD' | LT&RT | -- | 245 | -- | 392 | -- | -- | -- | -- | SB EXIT RAMP |
| 2 | 1287+11'SB' | - | 1297+30'SB' | LT | 2 | 177 | -- | 283 | -- | -- | -- | -- | SB EXIT RAMP TAPER |
| 2 | 1291+03'SB' | - | 1291+90'SB' | LT | -- | 20 | -- | -- | -- | 65 | -- | -- | STORM SEWER REPLACEMENT |
| 2 | 1346+40'SB' | - | 1356+14'SB' | LT | -- | 128 | -- | 204 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 56+20'XC' | - | 64+98'XC' | LT&RT | -- | 181 | -- | 289 | -- | -- | -- | -- | SB ENTRANCE RAMP |
| 2 | 67+31'XD' | - | 77+54'XD' | LT&RT | -- | 204 | -- | 327 | -- | -- | -- | -- | SB EXIT RAMP |
| 2 | 1377+48'SB' | - | 1382+82'SB' | LT | -- | 60 | -- | 96 | -- | -- | -- | -- | SB EXIT RAMP TAPER |
| 2 | 1440+43'SB' | - | 1443+97'SB' | LT | -- | 43 | -- | 69 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 1445+65'SB' | - | 1454+72'SB' | LT | -- | 139 | -- | 223 | -- | -- | -- | -- | SB ENTRANCE RAMP TAPER |
| 2 | 54+82'C' | - | 66+16'C' | LT&RT | -- | 212 | -- | 339 | -- | -- | -- | -- | SB ENTRANCE RAMP |
| 2 | 37+61'A' | - | 51+94'A' | RT | -- | 186 | -- | 298 | -- | -- | -- | -- | SB ENTRANCE RAMP |
| 2 | 37+81'B' | - | 41+27'B' | LT | -- | 45 | -- | 72 | -- | -- | -- | -- | SB EXIT RAMP |
| 2 | 47+94'D' | - | 82+38'D' | LT&RT | -- | 663 | -- | 1,061 | -- | -- | -- | -- | SB EXIT RAMP |
| 2 | 1499+00'SB' | - | 1507+00'SB' | RT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 2 SB SUBTOTALS | | | | | 24 | 10,173 | -- | 7,717 | 8,650 | 152 | 20 | -- | |

CONTINUED ON NEXT SHEET

## ASPHALTIC ITEMS (CONT.)

| STAGE | STATION | TO | STATION | OFFSET | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA | 455.0605 TACK COAT GAL | 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | 460.8424 HMA PAVEMENT 4 SMA 58-28 H TON | 465.0105* ASPHALTIC SURFACE TON | 465.0110 ASPHALTIC SURFACE PATCHING TON | 465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 910+60'NB' | - | 918+60'NB' | LT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| 2 | 926+05'NB' | - | 1024+90'NB' | RT | -- | 923 | -- | -- | 1,480 | -- | -- | -- | DRIVING LANE |
| 2 | 1033+09'NB' | - | 1038+25'NB' | RT | -- | 48 | -- | -- | 80 | -- | -- | -- | DRIVING LANE |
| 2 | 1043+41'NB | - | 1094+92'NB' | RT | 1 | 481 | -- | -- | 770 | -- | -- | -- | DRIVING LANE |
| 2 | 1095+54'NB' | - | 1229+00'NB' | RT | -- | 1,246 | -- | -- | 1,990 | -- | -- | -- | DRIVING LANE |
| 2 | 1229+00'NB' | - | 1241+29'NB' | RT | 2 | 124 | -- | -- | 200 | -- | -- | -- | DRIVING LANE |
| 2 | 1243+88'NB' | - | 1303+93'NB' | RT | -- | 607 | -- | -- | 970 | -- | -- | -- | DRIVING LANE |
| 2 | 1306+23'NB' | - | 1365+01'NB' | RT | 1 | 593 | -- | -- | 950 | -- | -- | -- | DRIVING LANE |
| 2 | 1367+84'NB' | - | 1443+97'NB' | RT | -- | 770 | -- | -- | 1,230 | -- | -- | -- | DRIVING LANE |
| 2 | 1445+65'NB' | - | 1508+90'NB' | RT | 2 | 640 | -- | -- | 1,020 | -- | -- | -- | DRIVING LANE |
| 2 | 926+05'NB' | - | 932+40'NB' | RT | -- | 69 | -- | 111 | -- | -- | -- | -- | NB EXIT RAMP TAPER |
| 2 | 32+40'FB' | - | 40+52'FB' | LT&RT | -- | 163 | -- | 260 | -- | -- | -- | -- | NB EXIT RAMP |
| 2 | 43+18'FA' | - | 55+03'FA' | LT&RT | -- | 240 | -- | 384 | -- | -- | -- | -- | NB ENTRANCE RAMP |
| 2 | 955+09'NB' | - | 965+53'NB' | RT | -- | 149 | -- | 239 | -- | -- | -- | -- | NB ENTRANCE RAMP TAPER |
| 2 | 1016+34'NB' | - | 1019+66'NB' | RT | -- | 36 | -- | 57 | -- | -- | -- | -- | NB EXIT RAMP TAPER |
| 2 | 19+66'BB' | - | 28+50'BB' | LT&RT | -- | 190 | -- | 304 | -- | -- | -- | -- | NB EXIT RAMP |
| 2 | 29+77'BA' | - | 37+68'BA' | LT&RT | -- | 162 | -- | 259 | -- | -- | -- | -- | NB ENTRANCE RAMP |
| 2 | 1037+68'NB' | - | 1039+58'NB' | RT | -- | 35 | -- | 56 | -- | -- | -- | -- | NB ENTRANCE RAMP TAPER |
| 2 | 1042+06'NB' | - | 1054+10'NB' | RT | -- | 148 | -- | 236 | -- | -- | -- | -- | NB ENTRANCE RAMP TAPER |
| 2 | 1094+08'NB' | - | 1094+68'NB' | RT | -- | -- | -- | -- | -- | -- | 10 | -- | SURFACE DRAIN REPLACEMENT |
| 2 | 1172+93'NB' | - | 1178+44'NB' | RT | -- | 108 | -- | 172 | -- | -- | -- | -- | NB EXIT RAMP & TAPER |
| 2 | 5+51'HB' | - | 14+43'HB' | LT&RT | -- | 39 | -- | 153 | -- | -- | -- | -- | NB EXIT RAMP SHOULDERS |
| 2 | 0+64'HA' | - | 8+10'HA' | LT&RT | -- | 42 | -- | 166 | -- | -- | -- | -- | NB ENTRANCE RAMP SHOULDERS |
| 2 | 1195+66'NB' | - | 1208+88'NB' | RT | -- | 217 | -- | 348 | -- | -- | -- | -- | NB ENTRANCE RAMP & TAPER |
| 2 | 1238+87'NB' | - | 1239+64'NB' | RT | -- | 1 | -- | -- | -- | 2 | -- | -- | GUARDRAIL REPLACEMENT |
| 2 | 1272+96'NB' | - | 1278+00'NB' | RT | -- | 83 | -- | 133 | -- | -- | -- | -- | NB EXIT RAMP TAPER |
| 2 | 278+00'ZZ' | - | 281+20'ZZ' | LT&RT | -- | 76 | -- | 122 | -- | -- | -- | -- | NB EXIT RAMP |
| 2 | 281+20'ZZ' | - | 286+31'ZZ' | LT&RT | -- | 33 | -- | 93 | -- | -- | -- | -- | NB EXIT RAMP SHOULDERS |
| 2 | 1288+03'NB' | - | 1291+50'NB' | RT | -- | 36 | -- | 57 | -- | -- | -- | -- | NB EXIT RAMP TAPER |
| 2 | 291+54'ZB' | - | 302+45'ZB' | LT&RT | -- | 218 | -- | 350 | -- | -- | -- | -- | NB EXIT RAMP |
| 2 | 289+75'ZA' | - | 303+97'ZA' | LT&RT | -- | 315 | -- | 503 | -- | -- | -- | -- | NB ENTRANCE RAMP |
| 2 | 1305+72'NB' | - | 1317+85'NB' | RT | -- | 335 | 610 | 270 | -- | -- | -- | -- | AUX LANE AT USH 10 ENTRANCE RAMP |
| 2 | 1349+81'NB' | - | 1355+44'NB' | RT | -- | 52 | -- | 84 | -- | -- | -- | -- | NB EXIT RAMP TAPER |
| 2 | 55+50'XB' | - | 65+62'XB' | LT&RT | -- | 227 | -- | 363 | -- | -- | -- | -- | NB EXIT RAMP |
| 2 | 1364+92'NB' | - | 1365+51'NB' | RT | -- | -- | -- | -- | -- | -- | 10 | -- | SURFACE DRAIN REPLACEMENT |
| 2 | 67+96'XA' | - | 77+52'XA' | LT&RT | -- | 195 | -- | 312 | -- | -- | -- | -- | NB ENTRANCE RAMP |
| 2 | 1377+46'NB' | - | 1386+69'NB' | RT | -- | 135 | -- | 216 | -- | -- | -- | -- | NB ENTRANCE RAMP TAPER |
| 2 | 37+61'A' | - | 59+03'A' | LT&RT | 1 | 389 | -- | 621 | -- | 2 | -- | -- | NB ENTRANCE RAMP |
| 2 | 61+53'A' | - | 84+59'A' | LT&RT | -- | 585 | -- | 923 | -- | 24 | -- | -- | NB ENTRANCE RAMP |
| 2 | 1484+97'NB' | - | 1495+52'NB' | RT | -- | 143 | -- | 228 | -- | -- | -- | -- | NB ENTRANCE RAMP TAPER |
| 2 | 37+81'B' | - | 59+63'B' | LT&RT | -- | 346 | -- | 553 | -- | -- | -- | -- | NB EXIT RAMP |
| 2 | 62+12'B' | - | 87+79'B' | LT&RT | 3 | 459 | -- | 745 | -- | -- | -- | -- | NB EXIT RAMP & TAPER |
| 2 | 1510+00'NB' | - | 1518+00'NB' | LT | -- | 12 | -- | -- | -- | 20 | -- | -- | REMOVING EXISISTING SHOULDER RUMBLE STRIPS |
| STAGE 2 NB SUBTOTALS | | | | | 10 | 10,682 | 610 | 8,318 | 8,690 | 68 | 20 | -- | |
| STAGE 2 TOTALS | | | | | 34 | 20,855 | 610 | 16,035 | 17,340 | 220 | 40 | -- | |
| 3 | 894+20'SB' | - | 902+20'SB' | RT | -- | -- | -- | -- | -- | -- | -- | 800 | RUMBLE STRIPS OUTSIDE OF PROJECT LIMITS |
| 3 | 903+20'SB' | - | 1024+90'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 12,170 | PASSING LANE SHOULDER |
| 3 | 1033+09'SB' | - | 1039+45'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 640 | PASSING LANE SHOULDER |
| 3 | 1042+54'SB' | - | 1095+20'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 5,270 | PASSING LANE SHOULDER |
| 3 | 1095+82'SB' | - | 1241+35'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 14,550 | PASSING LANE SHOULDER |
| 3 | 1243+96'SB' | - | 1303+94'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 6,000 | PASSING LANE SHOULDER |
| 3 | 1306+20'SB' | - | 1364+83'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 5,860 | PASSING LANE SHOULDER |
| 3 | 1367+70'SB' | - | 1443+96'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 7,630 | PASSING LANE SHOULDER |
| 3 | 1445+65'SB' | - | 1483+55'SB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 3,790 | PASSING LANE SHOULDER |
| 3 | 1499+00'SB' | - | 1507+00'SB' | RT | -- | -- | -- | -- | -- | -- | -- | 800 | RUMBLE STRIPS OUTSIDE OF PROJECT LIMITS |
| STAGE 3 SB SUBTOTALS | | | | | -- | -- | -- | -- | -- | -- | -- | 57,510 | |
| 3 | 910+60'NB' | - | 918+60'NB' | LT | -- | -- | -- | -- | -- | -- | -- | 800 | RUMBLE STRIPS OUTSIDE OF PROJECT LIMITS |
| 3 | 926+05'NB' | - | 1024+90'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 9,890 | PASSING LANE SHOULDER |
| 3 | 1033+09'NB' | - | 1038+25'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 520 | PASSING LANE SHOULDER |
| 3 | 1043+88'NB | - | 1094+92'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 5,100 | PASSING LANE SHOULDER |
| 3 | 1095+54'NB' | - | 1241+29'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 14,580 | PASSING LANE SHOULDER |
| 3 | 1243+88'NB' | - | 1303+93'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 6,010 | PASSING LANE SHOULDER |
| 3 | 1306+23'NB' | - | 1365+01'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 5,860 | PASSING LANE SHOULDER |
| 3 | 1367+84'NB' | - | 1443+97'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 7,610 | PASSING LANE SHOULDER |
| 3 | 1445+65'NB' | - | 1508+90'NB' | LT&RT | -- | -- | -- | -- | -- | -- | -- | 6,400 | PASSING LANE SHOULDER |
| 3 | 1510+00'NB' | - | 1518+00'NB' | LT | -- | -- | -- | -- | -- | -- | -- | 800 | RUMBLE STRIPS OUTSIDE OF PROJECT LIMITS |
| STAGE 3 NB SUBTOTALS | | | | | -- | -- | -- | -- | -- | -- | -- | 55,970 | |
| STAGE 3 TOTALS | | | | | -- | -- | -- | -- | -- | -- | -- | 113,480 | |
| 4 | 894+20'SB' | - | 902+20'SB' | LT | -- | -- | -- | -- | -- | -- | -- | 800 | |
| 4 | 1499+00'SB' | - | 1507+00'SB' | LT | -- | -- | -- | -- | -- | -- | -- | 800 | |
| STAGE 4 SB SUBTOTALS | | | | | -- | -- | -- | -- | -- | -- | -- | 1,600 | |
| 4 | 910+60'NB' | - | 918+60'NB' | RT | -- | -- | -- | -- | -- | -- | -- | 800 | |
| 4 | 1510+00'NB' | - | 1518+00'NB' | RT | -- | -- | -- | -- | -- | -- | -- | 800 | |
| STAGE 4 NB SUBTOTALS | | | | | -- | -- | -- | -- | -- | -- | -- | 1,600 | |
| STAGE 4 TOTALS | | | | | -- | -- | -- | -- | -- | -- | -- | 3,200 | |
| UNDISTRIBUTED | | | | | -- | -- | -- | -- | -- | -- | 440 | -- | |
| TOTALS | | | | | 87 | 35,120 | 610 | 16,035 | 39,730 | 640 | 520 | 116,680 | |

NOTE:
UNDISTRIBUTED ASPHALTIC SURFACE PATCHING QUANTITY USED FOR ANY REPAIRS REQUIRED AFTER MILLING IS COMPLETE

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## HMA MIXTURE USE TABLE

| LOCATION | STA TO STA | MIXTURE USE | UNDERLYING SURFACE | BID ITEM | TONS | THICKNESS | QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE | DENSITY ACCEPTANCE |
|---|---|---|---|---|---|---|---|---|
| 12 FOOT PASSING LANE AND SHOULDER | 903+20'SB' - 1483+55'SB' | UPPER LAYER | MILLED EXISTING HMA SURFACE | 4 SMA 58-28 H | 11,190 | 2" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| 12 FOOT PASSING LANE AND SHOULDER | 926+05'NB' - 1508+90'NB' | UPPER LAYER | MILLED EXISTING HMA SURFACE | 4 SMA 58-28 H | 11,200 | 2" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| 12 FOOT DRIVING LANE | 903+20'SB' - 1483+55'SB' | UPPER LAYER | MILLED EXISTING HMA SURFACE | 4 SMA 58-28 H | 8,650 | 2" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| 12 FOOT DRIVING LANE | 926+05'NB' - 1508+90'NB' | UPPER LAYER | MILLED EXISTING HMA SURFACE | 4 SMA 58-28 H | 8,690 | 2" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| DRIVING LANE SHOULDERS, AND RAMPS | VARIOUS | UPPER LAYER | MILLED EXISTING HMA SURFACE | 4 MT 58-28 H | 15,765 | 2" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| NB ENTRANCE RAMP AT US 10 | 1350+75'NB' - 1317+85'NB' | UPPER LAYER | 3 MT 58-28 S | 4 MT 58-28 H | 270 | 2" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| NB ENTRANCE RAMP AT US 10 | 1350+75'NB' - 1317+85'NB' | LOWER LAYER | BASE AGGREGATE | 3 MT 58-28 S | 610 | 2.5" | QMP AS PER SS 460 | INCENTIVE DENSITY HMA PAVEMENT 460.2000 |
| STORM SEWER REPLACEMENT | VARIOUS | PATCHING AFTER REPLACEMENTS | BASE AGGREGATE | ASPHALTIC SURFACE | 65 | VARIES | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |
| BASE PATCHING CONCRETE | VARIOUS | PATCHING ON CONCRETE BASE PATCHES | BASE PATCHING CONCRETE HES | ASPHALTIC SURFACE | 65 | VARIES | QMP AS PER SS 466 | ACCEPTANCE BY ORDINARY COMPACTION |
| GUARDRAIL WIDENING AND REMOVING RUMBLE STRIPS | VARIOUS | PLACEMENT TO FACE OF RAIL | BASE AGGREGATE | ASPHALTIC SURFACE | 575 | VARIES | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |
| CONCRETE SURFACE DRAINS | VARIOUS | PATCHING AFTER REPLACEMENTS | BASE AGGREGATE | ASPHALTIC SURFACE PATCHING | 80 | 5" - 8" | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |
| 12 FOOT PASSING LANE, 12 FOOT DRIVING LANE, RAMPS | VARIOUS | PATCHING ON MILLED SURFACE | MILLED EXISTING HMA SURFACE | ASPHALTIC SURFACE PATCHING | 440 | VARIES | QMP AS PER SS 465 | ACCEPTANCE BY ORDINARY COMPACTION |

## BASE PATCHING ITEMS

| STAGE | STATION TO STATION | 390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY | 390.0201 BASE PATCHING ASPHALTIC TON | 390.0305 BASE PATCHING CONCRETE HES CY | 305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON | 416.0620 DRILLED DOWEL BARS EACH | 465.0105* ASPHALTIC SURFACE TON | 690.0150* SAWING ASPHALT LF | 690.0250* SAWING CONCRETE LF |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1245+10'NB' - 1245+16'NB' | 3 | -- | 2 | -- | 20 | 3 | -- | 24 |
| 1 | UNDISTRIBUTED | 69 | 45 | 20 | 25 | 100 | 30 | 300 | 240 |
| STAGE 1 SUBTOTALS | | 72 | 45 | 22 | 25 | 120 | 33 | 300 | 264 |
| 2 | 1245+10'NB' - 1245+16'NB' | 3 | -- | 2 | -- | 20 | 3 | -- | 24 |
| 2 | 31+50'BA' - 31+56'BA' | 4 | 5 | -- | 5 | -- | -- | 30 | -- |
| 2 | 33+00'BA' - 33+06'BA | 4 | 5 | -- | 5 | -- | -- | 30 | -- |
| 2 | 35+00'BA' - 35+06'BA' | 4 | 5 | -- | 5 | -- | -- | 30 | -- |
| 2 | UNDISTRIBUTED | 69 | 45 | 20 | 25 | 100 | 29 | 300 | 240 |
| STAGE 2 SUBTOTALS | | 83 | 60 | 22 | 40 | 120 | 32 | 390 | 264 |
| TOTALS | | 155 | 105 | 44 | 65 | 240 | 65 | 690 | 528 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## CONCRETE CURB & GUTTER HES 4-INCH SLOPED 36-INCH TYPE TBT

| STAGE | STATION TO STATION | OFFSET | SPV.0090.02 LF | COMMENTS |
|---|---|---|---|---|
| 1 | 1094+28'NB' - 1094+83'NB' | LT | 55 | CONCRETE SURFACE DRAIN |
| 1 | 1241+27'NB' - 1241+82'NB' | LT | 55 | CONCRETE SURFACE DRAIN |
| 1 | 1303+84'NB' - 1304+41'NB' | LT | 57 | CONCRETE SURFACE DRAIN |
| 1 | 1364+88'NB' - 1365+43'NB' | LT | 55 | CONCRETE SURFACE DRAIN |
| STAGE 1 SUBTOTALS | | | 222 | |
| 2 | 17+09'F' - 17+64'F' | LT | 55 | CONCRETE SURFACE DRAIN |
| 2 | 17+53'F' - 18+11'F' | RT | 58 | CONCRETE SURFACE DRAIN |
| 2 | 20+70'F' - 21+25'F' | LT | 55 | CONCRETE SURFACE DRAIN |
| 2 | 21+16'F' - 21+72'F' | RT | 56 | CONCRETE SURFACE DRAIN |
| 2 | 1094+10'NB' - 1094+65'NB' | RT | 55 | CONCRETE SURFACE DRAIN |
| 2 | 120+66'HH' - 121+21'HH' | LT&RT | 108 | CONCRETE SURFACE DRAIN |
| 2 | 1291+03'SB' - 1291+67'SB' | LT | 64 | CONCRETE SURFACE DRAIN |
| 2 | 1303+84'NB' - 1304+41'NB' | RT | 57 | CONCRETE SURFACE DRAIN |
| 2 | 1364+94'NB' - 1365+49'NB' | RT | 55 | CONCRETE SURFACE DRAIN |
| STAGE 2 SUBTOTALS | | | 563 | |
| TOTALS | | | 785 | |

3

3

## STORM SEWER STRUCTURES AND COVERS ITEMS

| STAGE | STATION | OFFSET | STRUCTURE NUMBER | 611.2006 MANHOLES 6-FT DIAMETER EACH | 611.3902 INLETS MEDIAN 2 GRATE EACH | 611.0642 INLET COVERS TYPE MS EACH | 611.9705 SALVAGED MANHOLE COVERS EACH |
|---|---|---|---|---|---|---|---|
| 1 | 1135+95'NB' | LT | 13 | -- | 1 | 2 | -- |
| STAGE 1 TOTALS | | | | -- | 1 | 2 | -- |
| 2 | 1291+80'SB' | LT | 10 | 1 | -- | -- | 1 |
| STAGE 2 TOTALS | | | | 1 | -- | -- | 1 |
| TOTALS | | | | 1 | 1 | 2 | 1 |

## STORM SEWER PIPE ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 521.1615 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 15-INCH 10 TO 1 EACH | 522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0436 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH LF | 608.3015 STORM SEWER PIPE CLASS III-A 15-INCH LF | 612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF | SPV.0060.01 SALVAGE AND REINSTALL APRON ENDWALL FOR UNDERDRAIN EACH | 633.5200 MARKERS CULVERT END EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1091+57'NB' | | | LT | -- | -- | -- | -- | -- | -- | 3 | 1 | -- |
| 1 | 1091+58'NB' | | | LT | -- | -- | -- | -- | -- | -- | 3 | 1 | -- |
| 1 | 1098+98'SB' | | | RT | -- | -- | -- | -- | -- | -- | 15 | 1 | -- |
| 1 | 1098+98'SB' | | | LT | -- | -- | -- | -- | -- | -- | 8 | 1 | -- |
| 1 | 1133+79'SB' | | | RT | -- | -- | -- | -- | -- | -- | 13 | 1 | -- |
| 1 | 1133+89'NB' | | | LT | -- | -- | -- | -- | -- | -- | 55 | 1 | -- |
| 1 | 1135+95'SB' | - | 1136+84'SB' | RT | 1 | 1 | -- | 12 | -- | 82 | -- | -- | 1 |
| 1 | 1136+48'SB' | | | RT | -- | -- | -- | -- | -- | -- | 60 | 1 | -- |
| 1 | 1185+39'SB' | | | RT | -- | -- | -- | -- | -- | -- | 8 | 1 | -- |
| 1 | 1287+87'NB' | | | LT | -- | -- | -- | -- | -- | -- | 7 | 1 | -- |
| 1 | 1362+00'NB' | | | LT | -- | -- | -- | -- | -- | -- | 3 | 1 | -- |
| 1 | 1383+16'NB' | | | LT | -- | -- | -- | -- | -- | -- | 4 | 1 | -- |
| 1 | 1383+17'NB' | | | LT | -- | -- | -- | -- | -- | -- | 4 | 1 | -- |
| 1 | 1386+02'NB' | | | LT | -- | -- | -- | -- | -- | -- | 3 | 1 | -- |
| 1 | 1464+00'SB' | | | RT | -- | -- | -- | -- | -- | -- | 2 | 1 | -- |
| 1 | 1466+55'SB' | | | RT | -- | -- | -- | -- | -- | -- | 2 | 1 | -- |
| STAGE 1 TOTALS | | | | | 1 | 1 | -- | 12 | -- | 82 | 190 | 15 | 1 |
| 2 | 1091+60'NB' | | | RT | -- | -- | -- | -- | -- | -- | 15 | 1 | -- |
| 2 | 1091+61'NB' | | | RT | -- | -- | -- | -- | -- | -- | 15 | 1 | -- |
| 2 | 1098+97'SB' | | | LT | -- | -- | -- | -- | -- | -- | 8 | 1 | -- |
| 2 | 1291+12'SB' | - | 1291+80'SB' | LT | 1 | -- | 1 | -- | 88 | -- | -- | -- | 1 |
| 2 | 1306+39'SB' | | | LT | -- | -- | -- | -- | -- | -- | 6 | 1 | -- |
| 2 | 1306+39'NB' | | | RT | -- | -- | -- | -- | -- | -- | 5 | 1 | -- |
| 2 | 1309+53'NB' | | | RT | -- | -- | -- | -- | -- | -- | 4 | 1 | -- |
| 2 | 1312+50'NB' | | | RT | -- | -- | -- | -- | -- | -- | 20 | 1 | -- |
| 2 | 1316+34'NB' | | | RT | -- | -- | -- | -- | -- | -- | 4 | 1 | -- |
| 2 | 1459+00'NB' | | | RT | -- | -- | -- | -- | -- | -- | 4 | 1 | -- |
| 2 | 1459+01'NB' | | | RT | -- | -- | -- | -- | -- | -- | 4 | 1 | -- |
| STAGE 2 TOTALS | | | | | 1 | -- | 1 | -- | 88 | -- | 85 | 10 | 1 |
| TOTALS | | | | | 2 | 1 | 1 | 12 | 88 | 82 | 275 | 25 | 2 |

## BARRIER SYSTEM GRADING SHAPING FINISHING

| STAGE | STATION | TO | STATION | OFFSET | 614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH | ** EXCAVATION COMMON CY | ** FILL CY | ** TOPSOIL SY | ** EROSION MAT CLASS I TYPE B SY | ** EROSION MAT URBAN CLASS I TYPE B SY | ** FERTILIZER TYPE B CWT | ** SEEDING MIXTURE NO. 20 LB | ** SEEDING MIXTURE NO. 30 LB | ** SEED WATER MGAL | ** CONSTRUCTION STAKING SLOPE STAKES LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 941+33'NB' | - | 947+48'NB' | LT | 1 | 13 | 37 | 1,786 | 1,786 | -- | 1.1 | 16 | 22 | 40 | 1,230 |
| 1 | 1090+56'NB' | - | 1094+80'NB' | LT | 1 | 25 | 49 | 204 | -- | 204 | 0.1 | 1 | 3 | 5 | 429 |
| 1 | 1095+88'SB' | - | 1100+29'NB' | RT | 1 | 16 | 24 | 268 | -- | 268 | 0.2 | 1 | 5 | 6 | 441 |
| 1 | 1131+99'NB' | - | 1138+01'NB' | LT | 1 | 10 | 401 | 2,673 | 2,673 | -- | 1.7 | 24 | 32 | 60 | 1,204 |
| 1 | 1184+35'NB' | - | 1190+87'NB' | LT | 1 | 22 | 78 | 1,981 | 1,981 | -- | 1.2 | 18 | 24 | 44 | 1,304 |
| 1 | 1237+92'NB' | - | 1241+85'NB' | LT | 1 | 23 | 13 | 196 | 196 | -- | 0.1 | 1 | 3 | 4 | 396 |
| 1 | 1243+37'SB' | - | 1247+07'SB' | RT | 1 | 28 | 1 | 93 | 93 | -- | 0.1 | -- | 2 | 2 | 370 |
| 1 | 1285+85'NB' | - | 1292+49'NB' | LT | 1 | 23 | 4 | 1,354 | 1,354 | -- | 0.9 | 16 | 14 | 30 | 664 |
| 1 | 1300+28'NB' | - | 1304+43'NB' | LT | 1 | 30 | 19 | 243 | -- | 243 | 0.2 | 1 | 4 | 5 | 415 |
| 1 | 1305+73'SB' | - | 1309+96'SB' | RT | 1 | 23 | 56 | 359 | -- | 359 | 0.2 | 2 | 5 | 8 | 423 |
| 1 | 1318+65'NB' | - | 1324+54'NB' | LT | 1 | 16 | 1 | 1,021 | 1,021 | -- | 0.6 | 12 | 10 | 23 | 1,178 |
| 1 | 1361+16'NB' | - | 1365+46'NB' | LT | 1 | 15 | 16 | 177 | 177 | -- | 0.1 | 1 | 3 | 4 | 430 |
| 1 | 1367+29'SB' | - | 1369+13'SB' | RT | 1 | 18 | 2 | 24 | 24 | -- | 0.1 | 1 | 1 | 1 | 372 |
| 1 | 1380+39'NB' | - | 1386+45'NB' | LT | 1 | 31 | 47 | 438 | 438 | -- | 0.3 | -- | 8 | 10 | 606 |
| 1 | 1384+26'SB' | - | 1390+35'SB' | RT | 1 | 34 | 4 | 188 | 188 | -- | 0.1 | -- | 3 | 4 | 609 |
| 1 | 1457+85'NB' | - | 1463+14'NB' | LT | 1 | 43 | 110 | 625 | 625 | -- | 0.4 | 7 | 7 | 14 | 648 |
| 1 | 1461+40'SB' | - | 1467+08'SB' | RT | 1 | 31 | 4 | 175 | 175 | -- | 0.1 | -- | 3 | 4 | 625 |
| 1 | 1482+24'NB' | - | 1488+12'NB' | LT | 1 | 37 | 181 | 776 | 776 | -- | 0.5 | 8 | 8 | 17 | 588 |
| 1 | 1486+24'SB' | - | 1491+69'SB' | RT | 1 | 30 | 41 | 176 | 176 | -- | 0.1 | -- | 3 | 4 | 545 |
| | UNDISTRIBUTED | | | | -- | -- | -- | 3,189 | 2,921 | 269 | 1.8 | 27 | 40 | 71 | 3,119 |
| STAGE 1 SUBTOTALS | | | | | 19 | 469 | 1,087 | 15,946 | 14,604 | 1,343 | 9.9 | 136 | 200 | 356 | 15,596 |
| 2 | 15+88'F' | - | 17+66'F' | LT | 1 | 5 | 80 | 411 | 411 | -- | 0.3 | 6 | 4 | 9 | 246 |
| 2 | 16+33'F' | - | 18+13'F' | RT | 1 | 11 | 8 | 160 | 160 | -- | 0.1 | 2 | 2 | 4 | -- |
| 2 | 20+68'F' | - | 22+42'F' | LT | 1 | 8 | 9 | 278 | 278 | -- | 0.2 | 5 | 2 | 6 | 241 |
| 2 | 21+14'F' | - | 22+06'F' | RT | 1 | 8 | 23 | 438 | 438 | -- | 0.3 | 6 | 4 | 10 | -- |
| 2 | 1092+00'NB' | - | 1094+68'NB' | RT | 1 | 21 | 13 | 291 | -- | 291 | 0.2 | 1 | 5 | 7 | -- |
| 2 | 1096+06'SB' | - | 1098+74'SB' | LT | 1 | 13 | 21 | 177 | -- | 177 | 0.1 | -- | 3 | 4 | -- |
| 2 | 113+83'HH' | - | 118+47'HH' | LT | 1 | 7 | 451 | 1,527 | 1,527 | -- | 1.0 | 27 | 10 | 34 | 464 |
| 2 | 116+68'HH' | - | 118+48'HH' | RT | 1 | 3 | 16 | 127 | 127 | -- | 0.1 | 1 | 2 | 3 | -- |
| 2 | 120+61'HH' | - | 122+17'HH' | LT | 1 | 2 | 21 | 233 | 233 | -- | 0.1 | 3 | 2 | 5 | 156 |
| 2 | 120+63'HH' | - | 121+65'HH' | RT | 1 | 1 | 4 | 80 | 80 | -- | 0.1 | 1 | 1 | 2 | -- |
| 2 | 1237+89'NB' | - | 1241+77'NB' | RT | 1 | 22 | 9 | 137 | 137 | -- | 0.1 | -- | 2 | 3 | -- |
| 2 | 1243+46'SB' | - | 1247+09'SB' | LT | 1 | 16 | 49 | 341 | 341 | -- | 0.2 | 2 | 5 | 8 | -- |
| 2 | 1291+03'SB' | - | 1296+37'SB' | LT | 1 | 40 | 8 | 112 | 112 | -- | 0.1 | -- | 2 | 3 | 534 |
| 2 | 1301+01'NB' | - | 1304+43'NB' | RT | 1 | 18 | 5 | 174 | -- | 174 | 0.1 | 1 | 3 | 4 | -- |
| 2 | 1305+73'SB' | - | 1309+62'SB' | LT | 1 | 35 | 117 | 463 | -- | 463 | 0.3 | 4 | 5 | 10 | -- |
| 2 | 1361+79'NB' | - | 1365+51'NB' | RT | 1 | 14 | 25 | 257 | 257 | -- | 0.2 | 1 | 4 | 6 | -- |
| 2 | 1367+24'SB' | - | 1370+96'SB' | LT | 1 | 11 | 12 | 174 | 174 | -- | 0.1 | 1 | 3 | 4 | -- |
| 2 | 1457+50'NB' | - | 1463+97'NB' | RT | 1 | 20 | 30 | 266 | 266 | -- | 0.2 | -- | 5 | 6 | -- |
| 2 | 1461+45'SB' | - | 1465+43'SB' | LT | 1 | 18 | 43 | 340 | 340 | -- | 0.2 | -- | 6 | 8 | -- |
| 2 | 56+24'A' | - | 58+97'A' | RT | 1 | 17 | 20 | 114 | 114 | -- | 0.1 | -- | 2 | 3 | 273 |
| 2 | 62+16'B' | - | 64+92'B' | LT | 1 | 21 | 104 | 633 | 633 | -- | 0.4 | 8 | 6 | 14 | 276 |
| 2 | 73+18'B' | - | 74+83'B' | RT | 1 | 35 | 67 | 195 | 195 | -- | 0.1 | -- | 4 | 4 | 165 |
| 2 | 1484+88'SB' | - | 1491+19'SB' | LT | 1 | 26 | 12 | 404 | 404 | -- | 0.3 | 1 | 7 | 9 | -- |
| | UNDISTRIBUTED | | | | -- | -- | -- | 1833 | 1557 | 276 | 1.1 | 18 | 22 | 42 | 589 |
| STAGE 2 SUBTOTALS | | | | | 23 | 373 | 1,146 | 9,165 | 7,784 | 1,381 | 6.0 | 88 | 111 | 208 | 2,944 |
| TOTALS | | | | | 42 | 842 | 2,233 | 25,111 | 22,388 | 2,724 | 16.0 | 224 | 311 | 564 | 18,540 |

** ITEMS ARE INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING AND ARE INCLUDED FOR INORMATIONAL PURPOSES ONLY

## GUARDRAIL ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 204.0165 REMOVING GUARDRAIL LF | 614.0396 GUARDRAIL MOW STRIP ASPHALT SY | 614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH | 614.0230 STEEL THRIE BEAM LF | 614.2300 MGS GUARDRAIL 3 LF | 614.2330 MGS GUARDRAIL 3 K LF | 614.2340 MGS GUARDRAIL 3 L LF | 614.2500 MGS THRIE BEAM TRANSITION LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH | 614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 943+43'NB' | - | 945+38'NB' | LT | 402 | -- | 2 | 175 | -- | -- | -- | -- | -- | -- |
| 1 | 1091+68'NB' | - | 1094+86'NB' | LT | 223 | -- | -- | -- | 225.0 | -- | -- | 39.4 | 1 | -- |
| 1 | 1095+88'SB' | - | 1099+06'SB' | RT | 223 | -- | -- | -- | 225.0 | -- | -- | 39.4 | 1 | -- |
| 1 | 1134+09'NB' | - | 1135+91'NB' | LT | 376 | -- | 2 | 150 | -- | -- | -- | -- | -- | -- |
| 1 | 1186+45'NB' | - | 1188+77'NB' | LT | 477 | -- | 2 | 250 | -- | -- | -- | -- | -- | -- |
| 1 | 1238+67'NB' | - | 1241+85'NB' | LT | 223 | -- | -- | -- | 225.0 | -- | -- | 39.4 | 1 | -- |
| 1 | 1243+37'SB' | - | 1246+54'SB' | RT | 223 | -- | -- | -- | 225.0 | -- | -- | 39.4 | 1 | -- |
| 1 | 1287+95'NB' | - | 1290+39'NB' | LT | 502 | -- | 2 | 275 | -- | -- | -- | -- | -- | -- |
| 1 | 1301+38'NB' | - | 1304+41'NB' | LT | 223 | -- | -- | -- | 212.5 | -- | -- | 39.4 | 1 | -- |
| 1 | 1305+73'SB' | - | 1308+78'SB' | RT | 223 | -- | -- | -- | 212.5 | -- | -- | 39.4 | 1 | -- |
| 1 | 1320+74'NB' | - | 1322+44'NB' | LT | 352 | -- | 2 | 125 | -- | -- | -- | -- | -- | -- |
| 1 | 1362+28'NB' | - | 1365+46'NB' | LT | 285 | -- | -- | -- | 225.0 | -- | -- | 39.4 | 1 | -- |
| 1 | 1367+29'SB' | - | 1370+46'SB' | RT | 286 | -- | -- | -- | 225.0 | -- | -- | 39.4 | 1 | -- |
| 1 | 1381+58'NB' | - | 1385+86'NB' | LT | 303 | -- | -- | -- | 375.0 | -- | -- | -- | 1 | 1 |
| 1 | 1385+07'SB' | - | 1389+59'SB' | RT | 303 | -- | -- | -- | 400.0 | -- | -- | -- | 1 | 1 |
| 1 | 1458+84'NB' | - | 1462+86'NB' | LT | 303 | -- | -- | -- | -- | 350 | -- | -- | 1 | 1 |
| 1 | 1461+92'SB' | - | 1465+83'SB' | RT | 328 | -- | -- | -- | 337.5 | -- | -- | -- | 1 | 1 |
| 1 | 1483+74'NB' | - | 1487+52'NB' | LT | 378 | -- | -- | -- | 325.0 | -- | -- | -- | 1 | 1 |
| 1 | 1486+84'SB' | - | 1490+50'SB' | RT | 242 | -- | -- | -- | 312.5 | -- | -- | -- | 1 | 1 |
| STAGE 1 SUBTOTALS | | | | | 5,875 | -- | 10 | 975 | 3,525.0 | 350 | -- | 315.2 | 14 | 6 |
| 2 | 16+70'F' | - | 18+13'F' | RT | 86 | -- | -- | -- | 50.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 16+74'F' | - | 17+66'F' | LT | 86 | -- | -- | -- | -- | -- | -- | 39.4 | 1 | -- |
| 2 | 20+68'F' | - | 22+10'F' | LT | 86 | -- | -- | -- | 50.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 21+14'F' | - | 22+06'F' | RT | 86 | -- | -- | -- | -- | -- | -- | 39.4 | 1 | -- |
| 2 | 1092+00'NB' | - | 1094+68'NB' | RT | 123 | -- | -- | -- | 175.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 1096+06'SB' | - | 1098+74'SB' | LT | 123 | -- | -- | -- | 175.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 113+83'HH' | - | 118+47'HH' | LT | 562 | -- | -- | -- | -- | 425 | -- | 39.4 | -- | 1 |
| 2 | 117+30'HH' | - | 118+48'HH' | RT | 117 | -- | -- | -- | 25.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 120+61'HH' | - | 122+03'HH' | LT | 146 | -- | -- | -- | 50.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 120+63'HH' | - | 121+65'HH' | RT | 146 | -- | -- | -- | 62.5 | -- | -- | 39.4 | -- | 1 |
| 2 | 1239+11'NB' | - | 1241+77'NB' | RT | 123 | -- | -- | -- | 175.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 1243+46'SB' | - | 1246+15'SB' | LT | 123 | -- | -- | -- | 175.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 1291+03'SB' | - | 1294+58'SB' | LT | 346 | -- | -- | -- | 162.5 | -- | 100 | 39.4 | 1 | -- |
| 2 | 1302+13'NB' | - | 1304+43'NB' | RT | 123 | -- | -- | -- | 137.5 | -- | -- | 39.4 | 1 | -- |
| 2 | 1305+73'NB' | - | 1314+17'NB' | RT | -- | -- | -- | -- | 837.5 | -- | -- | 8.2 | -- | 1 |
| 2 | 1305+73'SB' | - | 1308+28'SB' | LT | 123 | -- | -- | -- | 162.5 | -- | -- | 39.4 | 1 | -- |
| 2 | 1362+84'NB' | - | 1365+51'NB' | RT | 186 | -- | -- | -- | 175.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 1367+24'SB' | - | 1369+91'SB' | LT | 186 | -- | -- | -- | 175.0 | -- | -- | 39.4 | 1 | -- |
| 2 | 1458+71'NB' | - | 1463+56'NB' | RT | 429 | -- | -- | -- | 425.0 | -- | -- | -- | 1 | 1 |
| 2 | 1461+45'SB' | - | 1465+43'SB' | LT | 379 | -- | -- | -- | 350.0 | -- | -- | -- | 1 | 1 |
| 2 | 57+47'A' | - | 59+00'A' | RT | 148 | -- | -- | -- | 62.5 | -- | -- | 39.4 | 1 | -- |
| 2 | 62+16'B' | - | 63+72'B' | LT | 148 | -- | -- | -- | 62.5 | -- | -- | 39.4 | 1 | -- |
| 2 | 72+51'B' | - | 73+47'B' | RT | 73 | 50 | -- | -- | 12.5 | -- | -- | 39.4 | 1 | -- |
| 2 | 1485+56'SB' | - | 1490+00'SB' | LT | 352 | -- | -- | -- | 387.5 | -- | -- | -- | 1 | 1 |
| STAGE 2 SUBTOTALS | | | | | 4,300 | 50 | -- | -- | 3,887.5 | 425 | 100 | 796.2 | 21 | 6 |
| TOTALS | | | | | 10,175 | 50 | 10 | 975 | 7,412.5 | 775 | 100 | 1,111.4 | 35 | 12 |

## RESTORATION ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 625.0100 TOPSOIL SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0500 SEED WATER MGAL | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 1305+75'NB' | - | 1317+85'NB' | RT | 1,830 | 1,840 | 1.2 | 3 | 26 | 40 | AUX LANE AT USH 10 ENTRANCE RAMP |
| UNDISTRIBUTED | | | | | 460 | 470 | 0.3 | 1 | 7 | 10 | |
| TOTALS | | | | | 2,290 | 2,310 | 1.5 | 4 | 33 | 50 | |

## RIPRAP ITEMS

| STAGE | STATION | OFFSET | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE TYPE HR SY |
|---|---|---|---|---|
| 1 | 1094+41'NB' | LT | 3 | 10 |
| 1 | 1241+39'NB' | LT | 3 | 10 |
| 1 | 1303+96'NB' | LT | 3 | 10 |
| 1 | 1365+00'NB' | LT | 3 | 10 |
| STAGE 1 SUBTOTALS | | | 12 | 40 |
| 2 | 17+20'F' | LT | 24 | 75 |
| 2 | 17+65'F' | RT | 20 | 63 |
| 2 | 21+13'F' | LT | 22 | 67 |
| 2 | 21+60'F' | RT | 20 | 65 |
| 2 | 1094+22'NB' | RT | 3 | 10 |
| 2 | 121+07'HH' | LT | 30 | 86 |
| 2 | 121+09'HH' | RT | 20 | 63 |
| 2 | 1291+55'SB' | LT | 28 | 71 |
| 2 | 1303+96'NB' | RT | 3 | 10 |
| 2 | 1365+06'NB' | RT | 3 | 10 |
| STAGE 2 SUBTOTALS | | | 173 | 520 |
| TOTALS | | | 185 | 560 |

## WATER

| LOCATION | 624.0100 MGAL |
|---|---|
| PROJECT | 75 |
| TOTAL | 75 |

NOTE: WATER IS USED FOR COMPACTION OF BASE AND EXCAVATION COMMON

## EROSION CONTROL ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7005 INLET PROTECTION TYPE A EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECKS EACH | 628.7570 ROCK BAGS EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 940+00'NB' | - | 948+99'NB' | LT | -- | -- | 2 | 50 | -- | -- |
| 1 | 1090+45'NB' | - | 1094+86'NB' | LT | 448 | 448 | 1 | 13 | -- | 17 |
| 1 | 1095+87'SB' | - | 1100+42'NB' | RT | 416 | 416 | -- | 13 | 6 | 17 |
| 1 | 1126+95'NB' | - | 1138+01'NB' | LT | -- | -- | 2 | 38 | 6 | -- |
| 1 | 1184+35'NB' | - | 1193+46'NB' | LT | -- | -- | 2 | 13 | -- | -- |
| 1 | 1237+69'NB' | - | 1241+85'NB' | LT | 412 | 412 | -- | 13 | -- | 17 |
| 1 | 1243+33'SB' | - | 1247+27'SB' | RT | 403 | 403 | -- | -- | -- | 17 |
| 1 | 1285+85'NB' | - | 1292+96'NB' | LT | -- | -- | 1 | 25 | -- | -- |
| 1 | 1300+11'NB' | - | 1304+52'NB' | LT | 444 | 444 | -- | 13 | -- | 17 |
| 1 | 1305+69'SB' | - | 1310+02'SB' | RT | 446 | 446 | -- | 13 | 6 | -- |
| 1 | 1315+94'NB' | - | 1324+54'NB' | LT | -- | -- | 1 | 25 | -- | -- |
| 1 | 1361+07'NB' | - | 1365+61'NB' | LT | 466 | 466 | -- | -- | -- | 17 |
| 1 | 1367+12'SB' | - | 1371+72'SB' | RT | 465 | 465 | -- | -- | -- | 17 |
| 1 | 1380+15'NB' | - | 1386+66'NB' | LT | 681 | 681 | 1 | 13 | -- | -- |
| 1 | 1384+03'SB' | - | 1390+53'SB' | RT | 690 | 690 | 1 | -- | -- | 34 |
| 1 | 1459+66'NB' | - | 1463+57'NB' | LT | 387 | 387 | 1 | 13 | -- | 17 |
| 1 | 1461+25'SB' | - | 1467+19'SB' | RT | 597 | 597 | 1 | -- | -- | 17 |
| 1 | 1484+80'NB' | - | 1488+27'NB' | LT | 351 | 351 | 1 | 13 | -- | -- |
| 1 | 1486+07'SB' | - | 1492+35'SB' | RT | 594 | 594 | 2 | 13 | -- | 17 |
| UNDISTRIBUTED | | | | | 1,700 | 1,700 | 4 | 67 | 7 | 51 |
| STAGE 1 SUBTOTALS | | | | | 8,500 | 8,500 | 20 | 335 | 25 | 255 |
| 2 | 15+84'F' | - | 17+89'F' | LT | 408 | 408 | -- | 13 | -- | 17 |
| 2 | 16+28'F' | - | 18+30'F' | RT | 350 | 350 | -- | 13 | -- | 17 |
| 2 | 20+50'F' | - | 22+49'F' | LT | 357 | 357 | -- | -- | -- | 17 |
| 2 | 20+92'F' | - | 22+91'F' | RT | 300 | 300 | -- | 13 | -- | 17 |
| 2 | 1090+92'NB' | - | 1094+70'NB' | RT | 478 | 478 | -- | -- | -- | 17 |
| 2 | 1096+02'SB' | - | 1099+87'SB' | LT | 405 | 405 | -- | 25 | -- | 17 |
| 2 | 113+82'HH' | - | 118+67'HH' | LT | 644 | 644 | -- | -- | -- | 17 |
| 2 | 116+48'HH' | - | 118+66'HH' | RT | 250 | 250 | -- | -- | -- | 17 |
| 2 | 120+45'HH' | - | 122+22'HH' | LT | 342 | 342 | -- | -- | -- | 17 |
| 2 | 120+63'HH' | - | 121+65'HH' | RT | 290 | 290 | -- | -- | -- | 17 |
| 2 | 1237+68'NB' | - | 1241+85'NB' | RT | 445 | 445 | -- | -- | -- | 17 |
| 2 | 1243+41'SB' | - | 1247+25'SB' | LT | 405 | 405 | -- | -- | -- | 17 |
| 2 | 1290+81'SB' | - | 1296+46'SB' | LT | 528 | 528 | -- | 25 | -- | 17 |
| 2 | 1300+84'NB' | - | 1304+52'NB' | RT | 435 | 435 | -- | -- | -- | 34 |
| 2 | 1305+63'SB' | - | 1309+75'SB' | LT | 470 | 470 | -- | -- | -- | 17 |
| 2 | 1305+64'NB' | - | 1317+99'NB' | RT | 1,275 | 1,275 | -- | -- | -- | 51 |
| 2 | 1361+57'NB' | - | 1365+67'NB' | RT | 448 | 448 | -- | -- | 6 | 17 |
| 2 | 1367+06'SB' | - | 1371+05'SB' | LT | 440 | 440 | -- | -- | -- | 17 |
| 2 | 1457+41'NB' | - | 1464+12'NB' | RT | 595 | 595 | -- | -- | -- | 17 |
| 2 | 1460+70'SB' | - | 1466+75'SB' | LT | 555 | 555 | -- | -- | -- | 17 |
| 2 | 56+10'A' | - | 59+17'A' | RT | 325 | 325 | -- | -- | -- | -- |
| 2 | 61+99'B' | - | 65+12'B' | LT | 375 | 375 | -- | -- | -- | 17 |
| 2 | 73+97'B' | - | 75+05'B' | RT | 160 | 160 | -- | 25 | -- | -- |
| 2 | 1484+63'SB' | - | 1491+35'SB' | LT | 590 | 590 | -- | 25 | -- | 17 |
| UNDISTRIBUTED | | | | | 2,720 | 2,720 | -- | 36 | 4 | 105 |
| STAGE 2 SUBTOTALS | | | | | 13,590 | 13,590 | -- | 175 | 10 | 530 |
| TOTALS | | | | | 22,090 | 22,090 | 20 | 510 | 35 | 785 |

NOTE: ROCK BAGS ARE USED FOR SILT FENCE RELIEF.

3

## EROSION CONTROL MOBILIZATION

| LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|
| PROJECT | 12 | 5 |
| TOTALS | 12 | 5 |

## DELINEATOR ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 633.0100 DELINEATOR POSTS STEEL EACH | 633.0500 DELINEATOR REFLECTORS (WHITE) EACH | COMMENTS |
|---|---|---|---|---|---|---|---|
| 2 | 278+22'ZD' | | | LT | 1 | 1 | STORM SEWER REPLACEMENT |
| 2 | 281+21'ZD' | | | LT | 1 | 1 | STORM SEWER REPLACEMENT |
| 2 | 1315+05'NB' | - | 1317+86'NB' | RT | 3 | 3 | AUX LANE |
| TOTALS | | | | | 5 | 5 | |

## SIGNS TYPE II

| STATION | OFFSET | SIGN CODE | SIGN DIMENSION W X H IN | X | IN | 634.0618* POSTS WOOD 4X6-INCH X 18-FT EACH | 637.2230 SIGNS TYPE II REFLECTIVE F SF |
|---|---|---|---|---|---|---|---|
| 285+75'ZA' | RT | W13-3 | 24 | x | 30 | 1 | 5.00 |
| TOTALS | | | | | | 1 | 5.00 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## REMOVING AND MOVING SIGNS ITEMS

| STAGE | STATION | OFFSET | SIGN MESSAGE | 634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618* POSTS WOOD 4X6-INCH X 18-FT EACH | 634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH | 638.2102 MOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1095+91'SB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1096+62'SB' | RT | LITTLE PLOVER RIVER | -- | 2 | -- | -- | 1 | 2 |
| 1 | 1243+54'SB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1305+75'SB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1306+20'SB' | RT | PLOVER RIVER | -- | 2 | -- | -- | 1 | 2 |
| 1 | 1306+50'SB' | RT | SOUTH I 39 MILE 158.6 | -- | 1 | -- | -- | 1 | 1 |
| 1 | 1367+32'SB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1368+87'SB' | RT | SOUTH I 39 MILE 159.8 | -- | 1 | -- | -- | 1 | 1 |
| 1 | 1445+69'SB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| STAGE 1 SB SUBTOTALS | | | | 5 | 6 | 0 | 0 | 9 | 11 |
| 1 | 1094+26'NB' | LT | NORTH I 39 MILE 154.6 | -- | 1 | -- | -- | 1 | 1 |
| 1 | 1094+82'NB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1241+08'NB' | LT | NORTH I 39 MILE 157.4 | -- | 1 | -- | -- | 1 | 1 |
| 1 | 1241+81'NB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1304+40'NB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1365+43'NB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1443+88'NB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 1 | 1484+95'NB' | LT | NORTH I 39 MILE 162.0 | -- | 1 | -- | -- | 1 | 1 |
| STAGE 1 NB SUBTOTALS | | | | 5 | 3 | 0 | 0 | 8 | 8 |
| STAGE 1 TOTALS | | | | 10 | 9 | 0 | 0 | 17 | 19 |
| 2 | 16+80'F' | LT | FOLDING SIGN | 1 | -- | -- | -- | 1 | 1 |
| 2 | 17+14'F' | LT | NO RIGHT TURN | -- | 1 | -- | -- | 1 | 1 |
| 2 | 17+46'F' | LT | PORTAGE LEFT | -- | 2 | -- | -- | 1 | 2 |
| 2 | 17+50'F' | RT | NORTH / I 39 / USH 51 / LEFT | -- | -- | 1 | -- | 1 | 1 |
| 2 | 1096+09'SB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 116+09'HH' | LT | PORTAGE LEFT | -- | 2 | -- | -- | 1 | 1 |
| 2 | 116+62'HH' | RT | NORTH / I 39 / USH 51 / LEFT | -- | -- | 1 | -- | 1 | 1 |
| 2 | 117+67'HH' | LT | SOUTH / I 39 / USH 51 / LEFT | -- | -- | 1 | -- | 1 | 1 |
| 2 | 1243+63'SB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1305+76'SB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1367+29'SB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1445+68'SB' | LT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1463+87'SB' | LT | SOUTH I 39 MILE 157.4 | -- | -- | 1 | -- | 1 | 1 |
| STAGE 2 SB SUBTOTALS | | | | 6 | 5 | 4 | 0 | 13 | 14 |
| 2 | 21+51'F' | RT | WAUSAU LEFT | -- | 2 | -- | -- | 1 | 2 |
| 2 | 21+62'F' | LT | SOUTH / I 39 / BUS 51 / LEFT | -- | -- | 1 | -- | 1 | 1 |
| 2 | 22+02'F`` | RT | FOLDING SIGN | 1 | -- | -- | -- | 1 | 1 |
| 2 | 22+38'F' | RT | NO RIGHT TURN | -- | 1 | -- | -- | 1 | 1 |
| 2 | 1094+18'NB' | RT | LITTLE PLOVER RIVER | -- | 2 | -- | -- | 1 | 2 |
| 2 | 1094+64'NB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 120+78'HH' | RT | NO RIGHT TURN / WRONG WAY | -- | 1 | -- | -- | 1 | 1 |
| 2 | 120+82'HH' | LT | SPEED LIMIT 35 MPH | -- | 1 | -- | -- | 1 | 1 |
| 2 | 1241+73'NB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1304+08'NB' | RT | PLOVER RIVER | -- | 2 | -- | -- | 1 | 2 |
| 2 | 1304+40'NB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1307+28'NB' | RT | ADOPT A HIGHWAY BRUCE RATHE FAMILY | -- | 1 | -- | -- | 1 | 1 |
| 2 | 1309+10'NB' | RT | SPEED LIMIT 70 MPH | -- | 2 | -- | -- | 1 | 2 |
| 2 | 1312+14'NB' | RT | NORTH 39 / WEST 51 / NORTH 51 / EAST 51 | -- | -- | 2 | 1 | 1 | 3 |
| 2 | 1365+49'NB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1442+74'NB' | RT | NORTH I 39 MILE 161.2 | -- | 1 | -- | -- | 1 | 1 |
| 2 | 1443+94'NB' | RT | BRIDGE HASH MARKS | 1 | -- | -- | -- | 1 | 1 |
| 2 | 1460+71'NB' | RT | EXIT 25 MPH PRETZEL | -- | -- | -- | 2 | 1 | 2 |
| STAGE 2 NB SUBTOTALS | | | | 6 | 13 | 3 | 3 | 18 | 25 |
| STAGE 2 TOTALS | | | | 12 | 18 | 7 | 3 | 31 | 39 |
| TOTALS | | | | 22 | 27 | 7 | 3 | 48 | 58 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## TRAFFIC CONTROL MAINLINE ITEMS

| STAGE | STATION | TO | STATION | STAGE DURATION DAYS | 643.0300* TRAFFIC CONTROL DRUMS NO. | 643.0300* TRAFFIC CONTROL DRUMS DAY | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III NO. | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | 643.0715* TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. | 643.0715* TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY | 643.0800* TRAFFIC CONTROL ARROW BOARDS NO. | 643.0800* TRAFFIC CONTROL ARROW BOARDS DAY | 643.0900* TRAFFIC CONTROL SIGNS NO. | 643.0900* TRAFFIC CONTROL SIGNS DAY | 643.1070 TRAFFIC CONTROL CONES 42-INCH NO. | 643.1070 TRAFFIC CONTROL CONES 42-INCH DAY | 643.3180* TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SB PROJECT LIMIT ENDS | | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 1 | SB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 1 | NB PROJECT LIMIT ENDS | | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 1 | NB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 10 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 1 | 903+20'SB' | - | 1270+00'SB' | 10 | 465 | 4,650 | 28 | 278 | 56 | 556 | 13 | 130 | 2 | 20 | 31 | 308 | -- | -- | -- | SOUTH OF USH10 |
| 1 | 926+05'NB' | - | 1270+00'NB' | 10 | 447 | 4,470 | 26 | 261 | 52 | 521 | 13 | 130 | 2 | 20 | 29 | 291 | -- | -- | -- | SOUTH OF USH10 |
| 1 | 1270+00'SB' | - | 1491+69'SB' | 10 | 310 | 3,100 | 17 | 168 | 34 | 336 | 13 | 130 | 2 | 20 | 20 | 198 | -- | -- | -- | NORTH OF USH10 |
| 1 | 1270+00'NB' | - | 1508+90'NB' | 10 | 322 | 3,220 | 18 | 181 | 36 | 362 | 13 | 130 | 2 | 20 | 21 | 211 | -- | -- | -- | NORTH OF USH10 |
| 1 | ADVANCE WARNING | | | 28 | 30 | 840 | -- | -- | -- | -- | -- | -- | -- | -- | 38 | 1,064 | -- | -- | -- | |
| STAGE 1 SUBTOTALS | | | | | | 16,280 | | 887 | | 1,775 | | 520 | | 80 | | 2,071 | | -- | 7,920 | |
| 2 | SB PROJECT LIMIT ENDS | | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 2 | SB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 2 | NB PROJECT LIMIT ENDS | | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 2 | SB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 15 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 2 | 903+20'SB' | - | 1270+00'SB' | 15 | 465 | 6,975 | 28 | 417 | 56 | 834 | 13 | 195 | 2 | 30 | 31 | 462 | -- | -- | -- | SOUTH OF USH10 |
| 2 | 926+05'NB' | - | 1270+00'NB' | 15 | 447 | 6,705 | 26 | 391 | 52 | 782 | 13 | 195 | 2 | 30 | 29 | 436 | -- | -- | -- | SOUTH OF USH10 |
| 2 | 1270+00'SB' | - | 1491+69'SB' | 15 | 310 | 4,650 | 17 | 252 | 34 | 504 | 13 | 195 | 2 | 30 | 20 | 297 | -- | -- | -- | NORTH OF USH10 |
| 2 | 1270+00'NB' | - | 1508+90'NB' | 15 | 322 | 4,830 | 18 | 271 | 36 | 543 | 13 | 195 | 2 | 30 | 21 | 316 | -- | -- | -- | NORTH OF USH10 |
| 2 | ADVANCE WARNING | | | 40 | 25 | 1,000 | -- | -- | -- | -- | -- | -- | -- | -- | 38 | 1,520 | -- | -- | -- | |
| 2 | WIDTH RESTRICTIONS | | | 40 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 46 | 1,840 | -- | -- | -- | |
| 2 | CTH HH OUTSIDE LANE CLOSURE | | | 3 | 18 | 54 | 4 | 12 | 8 | 24 | 18 | 54 | 2 | 6 | 28 | 84 | 52 | 156 | -- | |
| 2 | CTH HH INSIDE LANE CLOSURE | | | 3 | 18 | 54 | 4 | 12 | 8 | 24 | 18 | 54 | 2 | 6 | 12 | 36 | 60 | 180 | -- | |
| 2 | DETOUR NB RAMP CLOSURE AT USH 10/STH 66 WEST | | | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 99 | 198 | -- | -- | -- | RAMP PAVING |
| 2 | DETOUR SB RAMP CLOSURE AT USH 10/ STH 66 WEST | | | 2 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 136 | 272 | -- | -- | -- | RAMP PAVING |
| STAGE 2 SUBTOTALS | | | | | | 24,268 | | 1,355 | | 2,710 | | 888 | | 132 | | 5,461 | | 336 | 7,920 | |
| 3 | SB PROJECT LIMIT ENDS | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 3 | SB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 3 | NB PROJECT LIMIT ENDS | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 3 | NB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 3 | 903+20'SB' | - | 1270+00'SB' | 4 | 465 | 1,860 | 28 | 111 | 56 | 222 | 13 | 52 | 2 | 8 | 31 | 123 | -- | -- | -- | SOUTH OF USH10 |
| 3 | 926+05'NB' | - | 1270+00'NB' | 4 | 447 | 1,788 | 26 | 104 | 52 | 208 | 13 | 52 | 2 | 8 | 29 | 116 | -- | -- | -- | SOUTH OF USH10 |
| 3 | 1270+00'SB' | - | 1491+69'SB' | 4 | 310 | 1,240 | 17 | 67 | 34 | 134 | 13 | 52 | 2 | 8 | 20 | 79 | -- | -- | -- | NORTH OF USH10 |
| 3 | 1270+00'NB' | - | 1508+90'NB' | 4 | 322 | 1,288 | 18 | 72 | 36 | 145 | 13 | 52 | 2 | 8 | 21 | 84 | -- | -- | -- | NORTH OF USH10 |
| 3 | ADVANCE WARNING | | | 20 | 30 | 600 | -- | -- | -- | -- | -- | -- | -- | -- | 38 | 760 | -- | -- | -- | |
| STAGE 3 SUBTOTALS | | | | | | 6,776 | | 355 | | 710 | | 208 | | 32 | | 1,163 | | -- | 7,920 | |
| 4 | SB PROJECT LIMIT ENDS | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 4 | SB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 4 | NB PROJECT LIMIT ENDS | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1,320 | IN/OUT OF WORK ZONE |
| 4 | NB ADJACENT TO TRANSITION AREA WITHIN CONSTRUCTION ZONE | | | 4 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 2,640 | IN/OUT OF WORK ZONE |
| 4 | 903+20'SB' | - | 1270+00'SB' | 4 | 465 | 1,860 | 28 | 111 | 56 | 222 | 13 | 52 | 2 | 8 | 31 | 123 | -- | -- | -- | SOUTH OF USH10 |
| 4 | 926+05'NB' | - | 1270+00'NB' | 4 | 447 | 1,788 | 26 | 104 | 52 | 208 | 13 | 52 | 2 | 8 | 29 | 116 | -- | -- | -- | SOUTH OF USH10 |
| 4 | 1270+00'SB' | - | 1491+69'SB' | 4 | 310 | 1,240 | 17 | 67 | 34 | 134 | 13 | 52 | 2 | 8 | 20 | 79 | -- | -- | -- | NORTH OF USH10 |
| 4 | 1270+00'NB' | - | 1508+90'NB' | 4 | 322 | 1,288 | 18 | 72 | 36 | 145 | 13 | 52 | 2 | 8 | 21 | 84 | -- | -- | -- | NORTH OF USH10 |
| 4 | ADVANCE WARNING | | | 20 | 25 | 500 | -- | -- | -- | -- | -- | -- | -- | -- | 38 | 760 | -- | -- | -- | |
| STAGE 4 SUBTOTALS | | | | | | 6,676 | | 355 | | 710 | | 208 | | 32 | | 1,163 | | -- | 7,920 | |
| TOTALS | | | | | | 54,000 | | 2,952 | | 5,905 | | 1,824 | | 276 | | 9,858 | | 336 | 31,680 | |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## TRAFFIC CONTROL - RAMP CLOSURE ITEMS

| STAGE | LOCATION | STAGE DURATION DAYS | 643.0300* TRAFFIC CONTROL DRUMS NO. | 643.0300* TRAFFIC CONTROL DRUMS DAY | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III NO. | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | 643.0715* TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. | 643.0715* TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY | 643.0800* TRAFFIC CONTROL ARROW BOARDS NO. | 643.0800* TRAFFIC CONTROL ARROW BOARDS DAY | 643.0900* TRAFFIC CONTROL SIGNS NO. | 643.0900* TRAFFIC CONTROL SIGNS DAY | NUMBER OF CYCLES | 643.0920* TRAFFIC CONTROL COVERING SIGNS TYPE II NO. | 643.0920* TRAFFIC CONTROL COVERING SIGNS TYPE II EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | NB RAMP CLOSURE AT STH 54 | 2 | 42 | 84 | 9 | 18 | 18 | 36 | -- | -- | -- | -- | 9 | 18 | 2 | 6 | 12 |
| 2 | SB RAMP CLOSURE AT STH 54 | 2 | 40 | 80 | 8 | 16 | 16 | 32 | -- | -- | -- | -- | 9 | 18 | 2 | 5 | 10 |
| 2 | NB RAMP CLOSURE AT CTH B/PLOVER RD | 2 | 34 | 68 | 5 | 10 | 10 | 20 | -- | -- | -- | -- | 9 | 18 | 2 | 5 | 10 |
| 2 | SB RAMP CLOSURE AT CTH B/PLOVER RD | 2 | 39 | 78 | 5 | 10 | 10 | 20 | -- | -- | -- | -- | 9 | 18 | 2 | 5 | 10 |
| 2 | NB RAMP CLOSURE AT CTH HH/MC DILL AVE | 2 | 55 | 110 | 8 | 16 | 16 | 32 | -- | -- | -- | -- | 11 | 22 | 2 | 6 | 12 |
| 2 | SB RAMP CLOSURE AT CTH HH/MC DILL AVE | 2 | 36 | 72 | 6 | 12 | 12 | 24 | -- | -- | -- | -- | 10 | 20 | 2 | 6 | 12 |
| 2 | NB RAMP CLOSURE AT USH 10/STH 66 WEST | 2 | 58 | 116 | 9 | 18 | 18 | 36 | -- | -- | -- | -- | 14 | 28 | 2 | 6 | 12 |
| 2 | SB RAMP CLOSURE AT USH 10/STH 66 WEST | 2 | 57 | 114 | 7 | 14 | 14 | 28 | -- | -- | -- | -- | 28 | 56 | 2 | 3 | 6 |
| 2 | NB RAMP CLOSURE AT STH 66 EAST/STANLEY ST | 2 | 52 | 104 | 5 | 10 | 10 | 20 | -- | -- | -- | -- | 9 | 18 | 2 | 5 | 10 |
| 2 | SB RAMP CLOSURE AT STH 66 EAST/STANLEY ST | 2 | 50 | 100 | 5 | 10 | 10 | 20 | -- | -- | -- | -- | 9 | 18 | 2 | 5 | 10 |
| 2 | NB RAMP CLOSURE AT BUS 51/DIVISION ST | 2 | 89 | 178 | 8 | 16 | 16 | 32 | 12 | 24 | 1 | 2 | 35 | 70 | 2 | 2 | 4 |
| 2 | SB RAMP CLOSURE AT BUS 51/DIVISION ST | 2 | 142 | 284 | 5 | 10 | 10 | 20 | 13 | 26 | 1 | 2 | 33 | 66 | 2 | 3 | 6 |
| TOTALS | | | | 1,388 | | 160 | | 320 | | 50 | | 4 | | 370 | | | 114 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## TRAFFIC CONTROL - AUXILIARY LANE ITEMS

| STAGE | LOCATION | STAGE DURATION DAYS | 643.0300* TRAFFIC CONTROL DRUMS NO. | 643.0300* TRAFFIC CONTROL DRUMS DAY | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III NO. | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | 643.0900* TRAFFIC CONTROL SIGNS NO. | 643.0900* TRAFFIC CONTROL SIGNS DAY | NUMBER OF CYCLES | 643.0920* TRAFFIC CONTROL COVERING SIGNS TYPE II NO. | 643.0920* TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.3165* TEMPORARY MARKING LINE PAINT 6-INCH LF | 643.3180* TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF | 643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH LF | 643.3960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF | 643.3970 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 10-INCH LF | 646.9000 MARKING REMOVAL LINE 4-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | USH 10 WB TO IH 39 NB PARALLEL RAMP | 10 | 48 | 480 | 4 | 40 | 17 | 170 | 9 | 90 | 2 | 1 | 2 | 2,500 | 5,850 | 890 | 790 | 330 | 2,500 |
| TOTALS | | | | 480 | | 40 | | 170 | | 90 | | | 2 | 2,500 | 5,850 | 890 | 790 | 330 | 2,500 |

NOTE: TEMPORARY MARKING ITEMS ASSOCIATED WITH REOPENING IH 39 TO TWO LANE TRAFFIC FOR WEEKENDS IS CALCULATED FOR TWO CYCLES.

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## BASIC TRAFFIC QUEUE WARNING SYSTEM

| STAGE | STATION | TO | STATION | DAYS | * FLASHING BEACON SIGNS (FBS) | * PORTABLE TRAFFIC SENSORS (PTS) | 643.1205.S BASIC QUEUE WARNING SYSTEM (DAY) | COMMENTS |
|---|---|---|---|---|---|---|---|---|
| 1 | 903+21'SB' | - | 1270+00'SB' | 10 | 6 | 7 | 10 | SOUTH OF USH10 |
| 1 | 926+06'NB' | - | 1270+00'NB' | 10 | 6 | 7 | 10 | SOUTH OF USH10 |
| 1 | 1270+00'SB' | - | 1491+79'SB' | 10 | 6 | 7 | 10 | NORTH OF USH10 |
| 1 | 1270+00'NB' | - | 1508+91'NB' | 10 | 6 | 7 | 10 | NORTH OF USH10 |
| STAGE 1 SUBTOTALS | | | | 40 | 24 | 28 | 40 | |
| 2 | 903+21'SB' | - | 1270+00'SB' | 10 | 6 | 7 | 10 | SOUTH OF USH10 |
| 2 | 926+06'NB' | - | 1270+00'NB' | 10 | 6 | 7 | 10 | SOUTH OF USH10 |
| 2 | 1270+00'SB' | - | 1491+79'SB' | 10 | 6 | 7 | 10 | NORTH OF USH10 |
| 2 | 1270+00'NB' | - | 1508+91'NB' | 10 | 6 | 7 | 10 | NORTH OF USH10 |
| STAGE 2 SUBTOTALS | | | | 40 | 24 | 28 | 40 | |
| 3 | 903+21'SB' | - | 1270+00'SB' | 6 | 6 | 7 | 6 | SOUTH OF USH10 |
| 3 | 926+06'NB' | - | 1270+00'NB' | 6 | 6 | 7 | 6 | SOUTH OF USH10 |
| 3 | 1270+00'SB' | - | 1491+79'SB' | 4 | 6 | 7 | 4 | NORTH OF USH10 |
| 3 | 1270+00'NB' | - | 1508+91'NB' | 4 | 6 | 7 | 4 | NORTH OF USH10 |
| STAGE 3 SUBTOTALS | | | | 20 | 24 | 28 | 20 | |
| 4 | 903+21'SB' | - | 1270+00'SB' | 6 | 6 | 7 | 6 | SOUTH OF USH10 |
| 4 | 926+06'NB' | - | 1270+00'NB' | 6 | 6 | 7 | 6 | SOUTH OF USH10 |
| 4 | 1270+00'SB' | - | 1491+79'SB' | 4 | 6 | 7 | 4 | NORTH OF USH10 |
| 4 | 1270+00'NB' | - | 1508+91'NB' | 4 | 6 | 7 | 4 | NORTH OF USH10 |
| STAGE 4 SUBTOTALS | | | | 20 | 24 | 28 | 20 | |
| TOTALS | | | | | 96 | 112 | 120 | |

* THESE ITEMS ARE PART OF THE QWS AND ARE PAID FOR ONE COMPLETE SYSTEM PER ROADWAY

## TRAFFIC CONTROL SIGNS PCMS

| STAGE | SITE | PRIOR TO CLOSURE DAYS | DURING CLOSURE DAY | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | 643.1051 TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY |
|---|---|---|---|---|---|
| 1 | N39-1 | 7 | -- | -- | 7 |
| 1 | S39-1 | 7 | -- | -- | 7 |
| 1 | W10-1 | 7 | -- | 7 | -- |
| 1 | MISC | -- | 20 | -- | 20 |
| STAGE 1 SUBTOTALS | | | | 7 | 34 |
| 2 | N39-1 | 7 | 32 | -- | 39 |
| 2 | N39-2 | -- | 32 | -- | 32 |
| 2 | S39-1 | 7 | 32 | -- | 39 |
| 2 | S39-2 | -- | 32 | -- | 32 |
| 2 | W10-1 | 7 | 32 | 39 | -- |
| 2 | 54-01 | 3 | 2 | -- | 5 |
| 2 | 54-02 | 3 | -- | 3 | -- |
| 2 | 54-03 | 3 | -- | 3 | -- |
| 2 | 54-04 | 3 | 2 | -- | 5 |
| 2 | 54-05 | 3 | 2 | 5 | -- |
| 2 | 54-05A | 3 | 2 | 5 | -- |
| 2 | 54-06 | -- | 2 | -- | 2 |
| 2 | B-01 | 3 | 2 | -- | 5 |
| 2 | B-02 | 3 | -- | 3 | -- |
| 2 | B-03 | 3 | -- | 3 | -- |
| 2 | B-04 | 3 | 2 | -- | 5 |
| 2 | HH-01 | 3 | 2 | -- | 5 |
| 2 | HH-02 | 3 | -- | 3 | -- |
| 2 | HH-03 | 3 | 2 | -- | 5 |
| 2 | HH-04 | 3 | -- | 3 | -- |
| 2 | 10-01 | 3 | -- | 3 | -- |
| 2 | 10-02 | 3 | 2 | -- | 5 |
| 2 | 10-03 | 3 | 2 | -- | 5 |
| 2 | 10-04 | 3 | 2 | -- | 5 |
| 2 | 10-05 | 3 | -- | 3 | -- |
| 2 | 66-01 | 3 | 2 | -- | 5 |
| 2 | 66-02 | 3 | -- | 3 | -- |
| 2 | 66-03 | 3 | 2 | -- | 5 |
| 2 | 66-04 | 3 | -- | 3 | -- |
| 2 | B51-01 | 3 | 2 | -- | 5 |
| 2 | B51-02 | 3 | 2 | 5 | -- |
| 2 | B51-03 | 3 | 2 | -- | 5 |
| 2 | B51-04 | 3 | 2 | 5 | -- |
| 2 | B51-05 | 3 | 2 | 5 | -- |
| 2 | B51-06 | 3 | 2 | 5 | -- |
| 2 | B51-07 | 3 | 2 | 5 | -- |
| 2 | B51-08 | 3 | 2 | 5 | -- |
| 2 | B51-09 | 3 | 2 | 5 | -- |
| 2 | B51-10 | 3 | 2 | 5 | -- |
| STAGE 2 SUBTOTALS | | | | 119 | 209 |
| 3 | MISC | -- | 16 | -- | 16 |
| STAGE 3 SUBTOTALS | | | | -- | 16 |
| TOTALS | | | | 126 | 259 |

## LONG LINE PAVEMENT MARKING ITEMS

| STAGE | STATION | TO | STATION | 643.3165* TEMPORARY MARKING LINE PAINT 6-INCH | 646.2020 MARKING LINE EPOXY 6-INCH | | | | 646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH | | | | 646.4020 MARKING LINE EPOXY 10-INCH | | 646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH | | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 12.5' LINE 37.5' SKIP WHITE | 3' LINE 9' SKIP WHITE | 12.5' LINE 37.5' SKIP | WHITE SOLID WHITE | SOLID YELLOW | 12.5' LINE 37.5' SKIP BLACK | 3' LINE 9' SKIP WHITE | 12.5' LINE 37.5' SKIP | WHITE SOLID WHITE | SOLID YELLOW | 3' LINE 9' SKIP WHITE | SOLID WHITE | 3' LINE 9' SKIP WHITE | SOLID WHITE | |
| | | | | LF | LF | LF | | | LF | LF | LF | | | LF | LF | LF | LF | |
| 1 | 903+20'SB' | - | 1027+95'SB' | 3,120 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1030+49'SB' | - | 1039+73'SB' | 230 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1042+13'SB' | - | 1095+20'SB' | 1,330 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1095+82'SB' | - | 1241+35'SB' | 3,640 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1243+96'SB' | - | 1303+94'SB' | 1,500 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1306+20'SB' | - | 1364+83'SB' | 1,470 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1367+70'SB' | - | 1443+96'SB' | 1,910 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1445+65'SB' | - | 1483+55'SB' | 950 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| STAGE 1 SB SUBTOTALS | | | | 14,150 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| | | | | | | -- | | | | | -- | | | | -- | | -- | |
| 1 | 926+05'NB' | - | 1028+06'NB' | 2,550 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1030+47'NB' | - | 1039+58'NB' | 230 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1042+05'NB | - | 1094+92'NB' | 1,320 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1094+54'NB' | - | 1241+29'NB' | 3,670 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1243+88'NB' | - | 1303+93'NB' | 1,500 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1306+23'NB' | - | 1364+86'NB' | 1,470 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1367+84'NB' | - | 1443+97'NB' | 1,900 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| 1 | 1445+65'NB' | - | 1508+90'NB' | 1,580 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| STAGE 1 NB SUBTOTALS | | | | 14,220 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| | | | | | | -- | | | | | -- | | | | -- | | -- | |
| STAGE 1 TOTALS | | | | 28,370 | | -- | | | -- | | -- | | | | -- | | -- | |
| 2 | 112+35'HH' | - | 125+01'HH' | -- | -- | 450 | 2,010 | 1,780 | -- | -- | -- | -- | -- | 30 | 1,090 | -- | -- | |
| STAGE 2 SUBTOTALS | | | | -- | -- | 450 | 2,010 | 1,780 | -- | -- | -- | -- | -- | 30 | 1,090 | -- | -- | |
| | | | | | | 4,240 | | | | | -- | | | | 1,120 | | -- | |
| STAGE 2 TOTALS | | | | -- | | 4,240 | | | | | -- | | | | 1,120 | | -- | |
| 3 | 903+20'SB' | - | 1027+95'SB' | -- | -- | -- | -- | -- | 3,120 | -- | 3,120 | -- | 12,480 | -- | -- | -- | -- | |
| 3 | 1030+49'SB' | - | 1039+73'SB' | -- | -- | -- | -- | -- | 230 | -- | 230 | -- | 920 | -- | -- | -- | -- | |
| 3 | 1042+13'SB' | - | 1095+20'SB' | -- | -- | -- | -- | -- | 1,330 | -- | 1,330 | -- | 5,310 | -- | -- | -- | -- | |
| 3 | 1095+82'SB' | - | 1241+35'SB' | -- | -- | -- | -- | -- | 3,640 | -- | 3,640 | -- | 14,550 | -- | -- | -- | -- | |
| 3 | 1243+96'SB' | - | 1303+94'SB' | -- | -- | -- | -- | -- | 1,500 | -- | 1,500 | -- | 6,000 | -- | -- | -- | -- | |
| 3 | 1306+20'SB' | - | 1364+83'SB' | -- | -- | -- | -- | -- | 1,470 | -- | 1,470 | -- | 5,860 | -- | -- | -- | -- | |
| 3 | 1367+70'SB' | - | 1443+96'SB' | -- | -- | -- | -- | -- | 1,910 | -- | 1,910 | -- | 7,630 | -- | -- | -- | -- | |
| 3 | 1445+65'SB' | - | 1483+55'SB' | -- | -- | -- | -- | -- | 950 | -- | 950 | -- | 3,790 | -- | -- | -- | -- | |
| STAGE 3 SB SUBTOTALS | | | | -- | -- | -- | -- | -- | 14,150 | -- | 14,150 | -- | 56,540 | -- | -- | -- | -- | |
| | | | | | | -- | | | | | 70,690 | | | | -- | | -- | |
| 3 | 926+05'NB' | - | 1028+06'NB' | -- | -- | -- | -- | -- | 2,550 | -- | 2,550 | -- | 10,200 | -- | -- | -- | -- | |
| 3 | 1030+47'NB' | - | 1039+58'NB' | -- | -- | -- | -- | -- | 230 | -- | 230 | -- | 910 | -- | -- | -- | -- | |
| 3 | 1042+05'NB | - | 1094+92'NB' | -- | -- | -- | -- | -- | 1,320 | -- | 1,320 | -- | 5,290 | -- | -- | -- | -- | |
| 3 | 1094+54'NB' | - | 1241+29'NB' | -- | -- | -- | -- | -- | 3,670 | -- | 3,670 | -- | 14,680 | -- | -- | -- | -- | |
| 3 | 1243+88'NB' | - | 1303+93'NB' | -- | -- | -- | -- | -- | 1,500 | -- | 1,500 | -- | 6,010 | -- | -- | -- | -- | |
| 3 | 1306+23'NB' | - | 1364+86'NB' | -- | -- | -- | -- | -- | 1,470 | -- | 1,470 | -- | 5,860 | -- | -- | -- | -- | |
| 3 | 1367+84'NB' | - | 1443+97'NB' | -- | -- | -- | -- | -- | 1,900 | -- | 1,900 | -- | 7,610 | -- | -- | -- | -- | |
| 3 | 1445+65'NB' | - | 1508+90'NB' | -- | -- | -- | -- | -- | 1,580 | -- | 1,580 | -- | 6,330 | -- | -- | -- | -- | |
| STAGE 3 NB SUBTOTALS | | | | -- | -- | -- | -- | -- | 14,220 | -- | 14,220 | -- | 56,890 | -- | -- | -- | -- | |
| | | | | | | -- | | | | | 71,110 | | | | -- | | -- | |
| STAGE 3 TOTALS | | | | -- | | -- | | | 28,370 | | 141,800 | | | | -- | | -- | |

NOTE: PLACE TEMPORARY MARKING PAINT IN SAME LOCATION AS ULTIMATE MARKING TO BE REMOVED BY GROOVING OF ULTIMATE MARKINGS

CONTINUED ON NEXT SHEET

## LONG LINE PAVEMENT MARKING ITEMS (CONT.)

| STAGE | STATION | TO | STATION | 643.3165* TEMPORARY MARKING LINE PAINT 6-INCH | 646.2020 MARKING LINE EPOXY 6-INCH | | | | 646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH | | | | 646.4020 MARKING LINE EPOXY 10-INCH | | 646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH | | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 12.5' LINE 37.5' SKIP WHITE | 3' LINE 9' SKIP WHITE | 12.5' LINE 37.5' SKIP WHITE | SOLID WHITE | SOLID YELLOW | 12.5' LINE 37.5' SKIP BLACK | 3' LINE 9' SKIP WHITE | 12.5' LINE 37.5' SKIP WHITE | SOLID WHITE | SOLID YELLOW | 3' LINE 9' SKIP WHITE | SOLID WHITE | 3' LINE 9' SKIP WHITE | SOLID WHITE | |
| | | | | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | LF | |
| 4 | 903+20'SB' | - | 1027+95'SB' | -- | -- | -- | -- | -- | -- | 100 | -- | 12,460 | -- | -- | -- | -- | 2,380 | |
| 4 | 1030+49'SB' | - | 1039+73'SB' | -- | -- | -- | -- | -- | -- | 50 | -- | 920 | -- | -- | -- | -- | 410 | |
| 4 | 1042+13'SB' | - | 1095+20'SB' | -- | -- | -- | -- | -- | -- | 40 | -- | 5,320 | -- | -- | -- | -- | -- | |
| 4 | 1095+82'SB' | - | 1241+35'SB' | -- | -- | -- | -- | -- | -- | 100 | -- | 14,580 | 30 | -- | -- | 40 | 1,240 | |
| 4 | 1243+96'SB' | - | 1303+94'SB' | -- | -- | -- | -- | -- | -- | 110 | -- | 5,940 | -- | -- | -- | -- | 1,880 | |
| 4 | 1306+20'SB' | - | 1364+83'SB' | -- | -- | -- | -- | -- | -- | -- | -- | 6,540 | -- | -- | -- | 40 | 750 | |
| 4 | 1367+70'SB' | - | 1443+96'SB' | -- | -- | -- | -- | -- | -- | 150 | -- | 7,540 | -- | -- | -- | -- | 440 | |
| 4 | 1445+65'SB' | - | 1483+55'SB' | -- | -- | -- | -- | -- | -- | -- | -- | 3,810 | -- | -- | -- | 130 | 750 | |
| 4 | VARIOUS BRIDGE DECKS | | | -- | 60 | 370 | 1,500 | 1,500 | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| STAGE 4 SB SUBTOTALS | | | | -- | 60 | 370 | 1,500 | 1,500 | -- | 550 | -- | 57,110 | 30 | -- | -- | 210 | 7,850 | |
| | | | | | | 3,430 | | | | | 57,690 | | | | -- | | 8,060 | |
| 4 | 926+05'NB' | - | 1028+06'NB' | -- | -- | -- | -- | -- | -- | 270 | -- | 10,180 | -- | -- | -- | -- | 1,830 | |
| 4 | 1030+47'NB' | - | 1039+58'NB' | -- | -- | -- | -- | -- | -- | -- | -- | 910 | -- | -- | -- | -- | 780 | |
| 4 | 1042+05'NB | - | 1094+92'NB' | -- | -- | -- | -- | -- | -- | -- | -- | 5,280 | -- | -- | -- | 100 | -- | |
| 4 | 1094+54'NB' | - | 1241+29'NB' | -- | -- | -- | -- | -- | -- | 50 | -- | 14,620 | -- | -- | -- | 40 | 1,500 | |
| 4 | 1243+88'NB' | - | 1303+93'NB' | -- | -- | -- | -- | -- | -- | 160 | -- | 5,950 | -- | -- | -- | -- | 2,270 | |
| 4 | 1306+23'NB' | - | 1364+86'NB' | -- | -- | -- | -- | -- | -- | 150 | -- | 5,200 | -- | -- | -- | 50 | 460 | |
| 4 | 1367+84'NB' | - | 1443+97'NB' | -- | -- | -- | -- | -- | -- | -- | -- | 7,630 | -- | -- | -- | 30 | 840 | |
| 4 | 1445+65'NB' | - | 1508+90'NB' | -- | -- | -- | -- | -- | -- | 170 | -- | 6,360 | -- | -- | -- | 30 | 1,340 | |
| 4 | VARIOUS BRIDGE DECKS | | | -- | -- | 370 | 1,500 | 1,500 | -- | -- | -- | -- | -- | 50 | 470 | -- | -- | |
| STAGE 4 NB SUBTOTALS | | | | -- | -- | 370 | 1,500 | 1,500 | -- | 800 | -- | 56,130 | -- | 50 | 470 | 250 | 9,020 | |
| | | | | | | 3,370 | | | | | 56,930 | | | | 520 | | 9,270 | |
| 4 | 34+96'FB' | - | 40+52'FB' | -- | -- | -- | -- | -- | -- | -- | -- | 560 | 560 | -- | -- | -- | -- | STH 54 NB EXIT |
| 4 | 35+15'FC' | - | 45+79'FC' | -- | -- | -- | -- | -- | -- | -- | -- | 1,070 | 1,070 | -- | -- | -- | -- | STH 54 SB ENTRANCE |
| 4 | 43+19'FA' | - | 53+03'FA' | -- | -- | -- | -- | -- | -- | -- | -- | 990 | 990 | -- | -- | -- | -- | STH 54 NB ENTRANCE |
| 4 | 48+25'FD' | - | 54+41'FD' | -- | -- | -- | -- | -- | -- | -- | -- | 620 | 620 | -- | -- | -- | -- | STH 54 SB EXIT |
| 4 | 21+52'BC' | - | 28+46'BC' | -- | -- | -- | -- | -- | -- | -- | -- | 700 | 700 | -- | -- | -- | -- | CTH B/PLOVER RD SB ENTRANCE |
| 4 | 22+30'BB' | - | 28+72'BB' | -- | -- | -- | -- | -- | -- | -- | -- | 600 | 620 | -- | -- | -- | 220 | CTH B/PLOVER RD NB EXIT |
| 4 | 29+89'BD' | - | 35+54'BD' | -- | -- | -- | -- | -- | -- | -- | -- | 570 | 570 | -- | -- | -- | 220 | CTH B/PLOVER RD SB EXIT |
| 4 | 30+11'BA' | - | 35+69'BA' | -- | -- | -- | -- | -- | -- | -- | -- | 560 | 560 | -- | -- | -- | -- | CTH B/PLOVER RD NB ENTRANCE |
| 4 | SEE COMMENTS FOR LOCATION | | | -- | -- | -- | -- | -- | -- | -- | -- | 1,470 | 1,510 | -- | -- | -- | -- | CTH HH/MC DILL AVE SB ENTRANCE |
| 4 | SEE COMMENTS FOR LOCATION | | | -- | -- | -- | -- | -- | -- | -- | -- | 970 | 890 | -- | -- | -- | 310 | CTH HH/MC DILL AVE NB EXIT |
| 4 | SEE COMMENTS FOR LOCATION | | | -- | -- | -- | -- | -- | -- | -- | -- | 1,390 | 1,380 | -- | -- | -- | 570 | CTH HH/MC DILL AVE SB EXIT |
| 4 | SEE COMMENTS FOR LOCATION | | | -- | -- | -- | -- | -- | -- | -- | -- | 820 | 770 | -- | -- | -- | -- | CTH HH/MC DILL AVE NB ENTRANCE |
| 4 | 278+63'ZC' | - | 293+06'ZC' | -- | -- | -- | -- | -- | -- | -- | -- | 1,440 | 1,430 | -- | -- | -- | -- | US 10/ STH 66 WEST SB ENTRANCE |
| 4 | 274+78'ZD' | - | 284+55'ZD' | -- | -- | -- | -- | -- | -- | -- | -- | 980 | 1,030 | -- | -- | -- | -- | US 10/ STH 66 WEST SB EXIT |
| 4 | 281+20'ZZ' | - | 286+31'ZZ' | | | | | | | | | 510 | 510 | | | | | US 10/ NB EXIT |
| 4 | 293+87'ZB' | - | 302+45'ZB' | -- | -- | -- | -- | -- | -- | -- | -- | 860 | 900 | -- | -- | -- | -- | US 10/ STH 66 WEST NB EXIT |
| 4 | 289+75'ZA' | - | 300+29'ZA' | -- | -- | -- | -- | -- | -- | -- | -- | 1,050 | 1,050 | -- | -- | -- | -- | US 10/ STH 66 WEST NB ENTRANCE |
| 4 | 58+27'XB' | - | 65+61'XB' | -- | -- | -- | -- | -- | -- | -- | -- | 740 | 730 | -- | -- | -- | 260 | STH 66 EAST/STANLEY ST NB EXIT |
| 4 | 58+24'XC' | - | 65+00'XC' | -- | -- | -- | -- | -- | -- | -- | -- | 700 | 680 | -- | -- | -- | -- | STH 66 EAST/STANLEY ST SB ENTRANCE |
| 4 | 67+31'XD' | - | 74+84'XD' | -- | -- | -- | -- | -- | -- | -- | -- | 750 | 750 | -- | -- | -- | -- | STH 66 EAST/STANLEY ST SB EXIT |
| 4 | 67+96'XA' | - | 75+40'XA' | -- | -- | -- | -- | -- | -- | -- | -- | 750 | 750 | -- | -- | -- | -- | STH 66 EAST/STANLEY ST NB ENTRANCE |
| 4 | 56+94'C' | - | 65+71'C' | -- | -- | -- | -- | -- | -- | -- | -- | 880 | 690 | -- | -- | -- | 210 | BUS 51/DIVISION ST SB ENTRANCE |
| 4 | 37+62'A' | - | 82+61'A' | -- | -- | -- | -- | -- | -- | -- | 935 | 8,040 | 4,490 | -- | -- | -- | 210 | BUS 51/DIVISION ST NB ENTRANCE |
| 4 | 37+80'B' | - | 78+36'B' | -- | -- | -- | -- | -- | -- | -- | -- | 3,740 | 4,110 | -- | -- | -- | 320 | BUS 51/DIVISION ST NB EXIT |
| 4 | 37+80'D' | - | 82+38'D' | -- | -- | -- | -- | -- | -- | -- | 100 | 4,180 | 3,090 | -- | -- | -- | -- | BUS 51/DIVISION ST SB EXIT |
| STAGE 4 RAMP TOTALS | | | | -- | -- | -- | -- | -- | -- | -- | 1,035 | 34,940 | 30,450 | -- | -- | -- | 2,320 | |
| | | | | | | -- | | | | | 66,425 | | | | -- | | 2,320 | |
| STAGE 4 TOTALS | | | | -- | | 6,800 | | | -- | | 181,045 | | | | 520 | | 19,650 | |
| TOTALS | | | | 28,370 | 60 | 1,190 | 5,010 | 4,780 | 28,370 | 1,350 | 29,405 | 148,180 | 143,910 | 80 | 1,560 | 460 | 19,190 | |
| | | | | | | 11,040 | | | | | 322,845 | | | | 1,640 | | 19,650 | |

NOTE: PLACE TEMPORARY MARKING PAINT IN SAME LOCATION AS ULTIMATE MARKING TO BE REMOVED BY GROOVING OF ULTIMATE MARKINGS

## PAVEMENT MARKING ARROW AND WORD ITEMS

| STAGE | STATION | 646.5020 MARKING ARROW EPOXY EACH | 646.5120 MARKING WORD EPOXY EACH | COMMENTS |
|---|---|---|---|---|
| 2 | 114+00'HH' | 1 | -- | CTH HH WB TURN LANE |
| 2 | 114+41'HH' | -- | 1 | CTH HH WB TURN LANE |
| 2 | 116+77'HH' | 1 | -- | CTH HH WB TURN LANE |
| 2 | 121+07'HH' | -- | 1 | CTH HH EB TURN LANE |
| 2 | 121+48'HH' | 1 | -- | CTH HH EB TURN LANE |
| STAGE 2 TOTALS | | 3 | 2 | |
| 4 | 37+95'FB' | 1 | -- | STH 54 NB EXIT |
| 4 | 48+73'FD' | 1 | -- | STH 54 SB EXIT |
| 4 | 26+72'BB' | 2 | -- | CTH B/PLOVER RD NB EXIT |
| 4 | 28+00'BB' | -- | 1 | CTH B/PLOVER RD NB EXIT |
| 4 | 28+37'BB' | 1 | -- | CTH B/PLOVER RD NB EXIT |
| 4 | 28+41'BB' | 1 | -- | CTH B/PLOVER RD NB EXIT |
| 4 | 30+10'BD' | -- | 1 | CTH B/PLOVER RD SB EXIT |
| 4 | 30+12'BD' | 1 | -- | CTH B/PLOVER RD SB EXIT |
| 4 | 31+87'BD' | 2 | -- | CTH B/PLOVER RD SB EXIT |
| 4 | SEE COMMENTS FOR LOCATION | 3 | 2 | CTH HH/MC DILL AVE NB EXIT |
| 4 | SEE COMMENTS FOR LOCATION | 1 | 1 | CTH HH/MC DILL AVE NB ENTRANCE |
| 4 | SEE COMMENTS FOR LOCATION | 6 | 6 | CTH HH/MC DILL AVE SB EXIT |
| 4 | 284+57'ZZ' | 1 | -- | US 10/ STH 66 WEST SB EXIT |
| 4 | 63+26'XB' | 2 | -- | STH 66 EAST/STANLEY ST NB EXIT |
| 4 | 67+56'XD' | 1 | -- | STH 66 EAST/STANLEY ST SB EXIT |
| STAGE 4 TOTALS | | 23 | 11 | |
| TOTALS | | 26 | 13 | |

## MISC PAVEMENT MARKING ITEMS

| STAGE | STATION | TO | STATION | 646.5520 MARKING OUTFALL EPOXY EACH | 646.6120 MARKING STOP LINE EPOXY 18-INCH LF | 646.7220 MARKING CHEVRON EPOXY 24-INCH LF | COMMENTS |
|---|---|---|---|---|---|---|---|
| 2 | 112+35'HH' | - | 125+01'HH' | -- | 124 | 59 | |
| STAGE 2 TOTALS | | | | -- | 124 | 59 | |
| 4 | 903+20'SB' | - | 1027+95'SB' | 48 | -- | 52 | |
| 4 | 1030+49'SB' | - | 1039+73'SB' | 3 | -- | 83 | |
| 4 | 1042+13'SB' | - | 1095+20'SB' | 16 | -- | -- | |
| 4 | 1095+82'SB' | - | 1241+35'SB' | 37 | -- | 113 | |
| 4 | 1243+96'SB' | - | 1303+94'SB' | 7 | -- | 66 | |
| 4 | 1306+20'SB' | - | 1364+83'SB' | 17 | -- | -- | |
| 4 | 1367+70'SB' | - | 1443+96'SB' | 15 | -- | 67 | |
| 4 | 1445+65'SB' | - | 1483+55'SB' | 12 | -- | 109 | |
| STAGE 4 SB SUBTOTALS | | | | 155 | -- | 490 | |
| 4 | 926+05'NB' | - | 1028+06'NB' | 39 | -- | 161 | |
| 4 | 1030+47'NB' | - | 1039+58'NB' | 2 | -- | -- | |
| 4 | 1042+05'NB | - | 1094+92'NB' | 22 | -- | -- | |
| 4 | 1094+54'NB' | - | 1241+29'NB' | 49 | -- | 195 | |
| 4 | 1243+88'NB' | - | 1303+93'NB' | 4 | -- | 258 | |
| 4 | 1306+23'NB' | - | 1364+86'NB' | 20 | -- | 76 | |
| 4 | 1367+84'NB' | - | 1443+97'NB' | 15 | -- | -- | |
| 4 | 1445+65'NB' | - | 1508+90'NB' | 9 | -- | 136 | |
| STAGE 4 NB SUBTOTALS | | | | 160 | -- | 826 | |
| 4 | SEE COMMENTS FOR LOCATION | | | -- | 20 | -- | CTH HH/MC DILL AVE NB EXIT |
| 4 | SEE COMMENTS FOR LOCATION | | | -- | 46 | -- | CTH HH/MC DILL AVE SB EXIT |
| STAGE 4 RAMP TOTALS | | | | -- | 66 | -- | |
| STAGE 4 TOTALS | | | | 315 | 66 | 1,316 | |
| TOTALS | | | | 315 | 190 | 1,375 | |

3

## STAKING ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1135+95'NB' | - | 1136+84'NB' | LT | 2 | -- | -- | -- | -- | STORM SEWER REPLACEMENT |
| STAGE 1 SUBTOTALS | | | | | 2 | -- | -- | -- | -- | |
| 2 | 903+20'SB' | - | 1483+55'SB' | LT | -- | -- | -- | 58,040 | -- | SOUTHBOUND MAINLINE |
| 2 | 33+44'FC' | - | 45+79'FC' | LT&RT | -- | -- | -- | 1,240 | -- | SB ENTRANCE RAMP |
| 2 | 16+30'F' | - | 22+47'F' | LT&RT | -- | -- | -- | 620 | -- | STH 54 |
| 2 | 48+25'FD' | - | 56+94'FD' | LT&RT | -- | -- | -- | 870 | -- | SB EXIT RAMP |
| 2 | 19+62'BC' | - | 29+14'BC' | LT&RT | -- | -- | -- | 950 | -- | SB ENTRANCE RAMP |
| 2 | 29+89'BD' | - | 38+21'BD' | LT&RT | -- | -- | -- | 830 | -- | SB EXIT RAMP |
| 2 | 112+36'HH' | - | 118+45'HH' | LT&RT | -- | -- | -- | 610 | -- | EB & WB CTH HH |
| 2 | 120+66'HH' | - | 123+22'HH' | LT&RT | -- | -- | -- | 260 | -- | EB & WB CTH HH |
| 2 | 1+91'HC' | - | 15+91'HC' | LT&RT | -- | -- | -- | 1,400 | -- | |
| 2 | 6+65'HD' | - | 11+29'HD' | LT&RT | -- | -- | -- | 460 | -- | |
| 2 | 277+03'ZC' | - | 293+06'ZC' | LT&RT | -- | -- | -- | 1,600 | -- | SB ENTRANCE RAMP |
| 2 | 274+78'ZD' | - | 287+11'ZD' | LT&RT | -- | -- | -- | 1,230 | -- | SB EXIT RAMP |
| 2 | 1291+03'SB' | - | 1291+91'SB' | LT | 3 | 90 | 90 | -- | 90 | STORM SEWER REPLACEMENT |
| 2 | 56+20'XC' | - | 64+98'XC' | LT&RT | -- | -- | -- | 880 | -- | SB ENTRANCE RAMP |
| 2 | 67+31'XD' | - | 77+54'XD' | LT&RT | -- | -- | -- | 1,020 | -- | SB EXIT RAMP |
| 2 | 54+82'C' | - | 66+16'C' | LT&RT | -- | -- | -- | 1,130 | -- | SB ENTRANCE RAMP |
| 2 | 47+94'D' | - | 82+38'D' | LT&RT | -- | -- | -- | 3,440 | -- | SB EXIT RAMP |
| STAGE 2 SB SUBTOTALS | | | | | 3 | 90 | 90 | 74,580 | 90 | |
| 2 | 926+05'NB' | - | 1508+90'NB' | RT | -- | -- | -- | 58,290 | -- | DRIVING LANE |
| 2 | 32+40'FB' | - | 40+52'FB' | LT&RT | -- | -- | -- | 810 | -- | NB EXIT RAMP |
| 2 | 43+18'FA' | - | 55+03'FA' | LT&RT | -- | -- | -- | 1,190 | -- | NB ENTRANCE RAMP |
| 2 | 19+66'BB' | - | 28+50'BB' | LT&RT | -- | -- | -- | 880 | -- | NB EXIT RAMP |
| 2 | 29+77'BA' | - | 37+68'BA' | LT&RT | -- | -- | -- | 790 | -- | NB ENTRANCE RAMP |
| 2 | 0+64'HA' | - | 8+10'HA' | LT&RT | -- | -- | -- | 750 | -- | NB ENTRANCE RAMP |
| 2 | 5+51'HB' | - | 14+43'HB' | LT&RT | -- | -- | -- | 890 | -- | NB EXIT RAMP |
| 2 | 278+00'ZZ' | - | 286+31'ZZ' | LT&RT | -- | -- | -- | 830 | -- | NB EXIT RAMP |
| 2 | 291+54'ZB' | - | 302+45'ZB' | LT&RT | -- | -- | -- | 1,090 | -- | NB EXIT RAMP |
| 2 | 289+75'ZA' | - | 303+97'ZA' | LT&RT | -- | -- | -- | 1,420 | -- | NB ENTRANCE RAMP |
| 2 | 1305+75'NB' | - | 1317+85'NB' | RT | -- | 1,210 | 1,210 | -- | 1,210 | AUX LANE AT USH 10 ENTRANCE RAMP |
| 2 | 55+50'XB' | - | 65+62'XB' | LT&RT | -- | -- | -- | 1,010 | -- | NB EXIT RAMP |
| 2 | 67+96'XA' | - | 77+52'XA' | LT&RT | -- | -- | -- | 960 | -- | NB ENTRANCE RAMP |
| 2 | 37+61'A' | - | 59+03'A' | LT&RT | -- | -- | -- | 2,140 | -- | NB ENTRANCE RAMP |
| 2 | 61+53'A' | - | 84+59'A' | LT&RT | -- | -- | -- | 2,310 | -- | NB ENTRANCE RAMP |
| 2 | 37+81'B' | - | 59+63'B' | LT&RT | -- | -- | -- | 2,180 | -- | NB EXIT RAMP |
| 2 | 62+12'B' | - | 87+79'B' | LT&RT | -- | -- | -- | 2,590 | -- | NB EXIT RAMP & TAPER |
| STAGE 2 NB SUBTOTALS | | | | | -- | 1,210 | 1,210 | 78,130 | 1,210 | |
| STAGE 2 TOTALS | | | | | 3 | 1,300 | 1,300 | 152,710 | 1,300 | |
| TOTALS | | | | | 5 | 1,300 | 1,300 | 152,710 | 1,300 | |

## MONUMENT ITEMS

| STAGE | LOCATION | 621.0100 LANDMARK REFERENCE MONUMENTS EACH | SPV.0060.02 REESTABLISH SECTION CORNER MONUMENTS EACH | COMMENTS |
|---|---|---|---|---|
| 2 | SEC 2 / 11, T23N, R8E | 4 | 1 | QUARTER CORNER |
| TOTALS | | 4 | 1 | |

## ADJUSTING PULL BOXES

| STAGE | STATION | OFFSET | 653.0900 EACH |
|---|---|---|---|
| 2 | 118+32'HH' | RT | 2 |
| 2 | 121+80'HH' | LT | 1 |
| TOTAL | | | 3 |

3

## SAWING ITEMS

| STAGE | STATION | TO | STATION | OFFSET | 690.0150* SAWING ASPHALT LF | 690.0250* SAWING CONCRETE LF |
|---|---|---|---|---|---|---|
| 1 | 1094+26'NB' | - | 1094+86'NB' | LT | 72 | -- |
| 1 | 1241+14'NB' | - | 1241+73'NB' | LT | 73 | -- |
| 1 | 1303+82'NB' | - | 1304+43'NB' | LT | 72 | -- |
| 1 | 1364+86'NB' | - | 1365+45'NB' | LT | 71 | -- |
| STAGE 1 SUBTOTALS | | | | | 288 | -- |
| 2 | 17+04'F' | - | 17+66'F' | LT | 67 | -- |
| 2 | 17+30'F' | - | 18+13'F' | RT | 88 | -- |
| 2 | 20+68'F' | - | 21+31'F' | LT | 68 | -- |
| 2 | 21+14'F' | - | 21+77'F' | RT | 68 | -- |
| 2 | 1094+08'NB' | - | 1094+68'NB' | RT | 69 | -- |
| 2 | 120+65'HH' | - | 121+20'HH' | LT | 63 | -- |
| 2 | 120+65'HH' | - | 121+23'HH' | RT | 63 | -- |
| 2 | 1291+03'SB' | - | 1291+91'SB' | LT | 121 | -- |
| 2 | 1303+82'NB' | - | 1304+43'NB' | RT | 71 | -- |
| 2 | 1305+75'NB' | - | 1317+85'NB' | RT | 687 | 485 |
| 2 | 1364+92'NB' | - | 1365+51'NB' | RT | 67 | -- |
| STAGE 2 SUBTOTALS | | | | | 1,432 | 485 |
| TOTALS | | | | | 1,720 | 485 |

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

## ADJUSTING CABLE BARRIER TYPE 1

| STAGE | STATION | TO | STATION | OFFSET | SPV.0090.01 LF | COMMENTS |
|---|---|---|---|---|---|---|
| 1 | 1308+22'SB' | - | 1309+72'SB' | RT | 150 | 11 CONCRETE BASES TO BE REMOVED AND REPLACED |
| 1 | 1458+02'NB' | - | 1460+11'NB' | LT | 210 | 15 CONCRETE BASES TO BE REMOVED AND REPLACED |
| 1 | 1482+25'NB' | - | 1484+94'NB' | LT | 270 | 19 CONCRETE BASES TO BE REMOVED AND REPLACED |
| TOTAL | | | | | 630 | |

## RESIN BINDER HIGH FRICTION SURFACE TREATMENT

| STAGE | STATION | TO | STATION | OFFSET | SPV.0180.01 SY |
|---|---|---|---|---|---|
| 2 | 1455+00'NB' | - | 1487+00'NB' | RT | 9,680 |
| TOTAL | | | | | 9,680 |

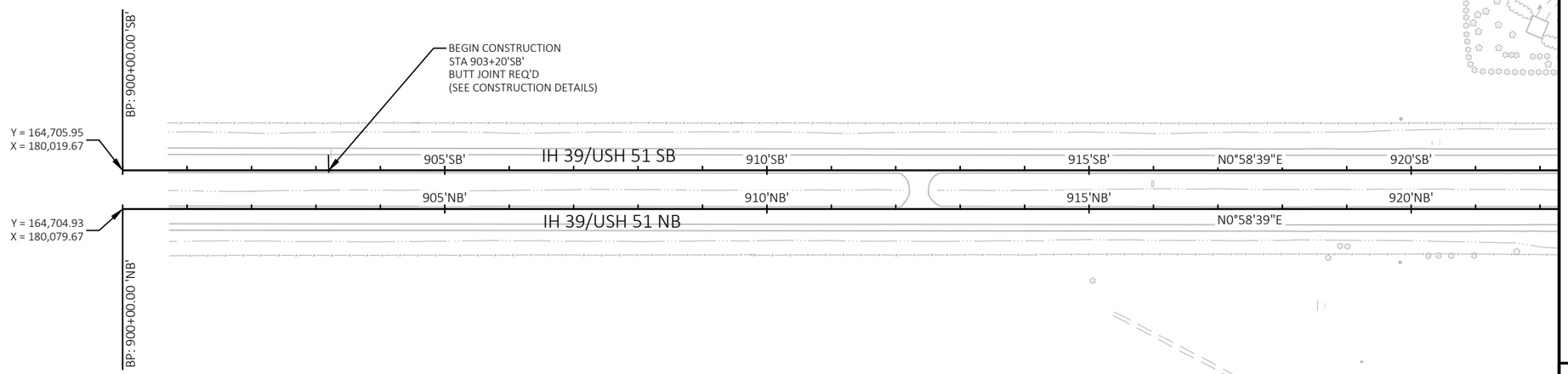
LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

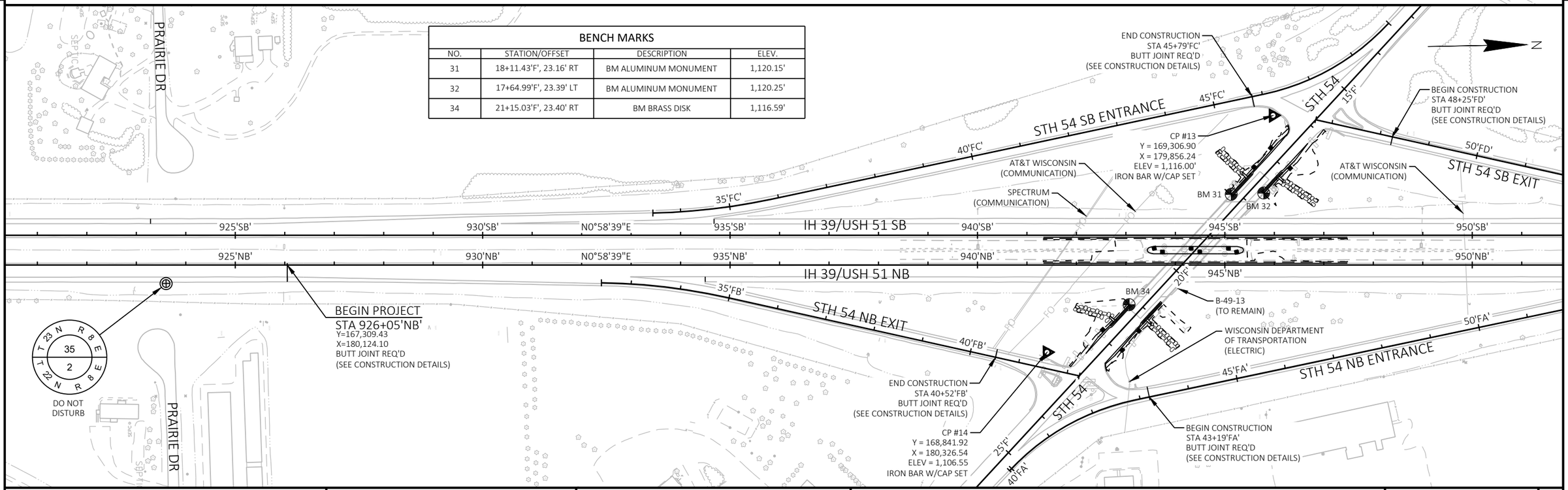
NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS




| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 31 | 18+11.43'F', 23.16' RT | BM ALUMINUM MONUMENT | 1,120.15' |
| 32 | 17+64.99'F', 23.39' LT | BM ALUMINUM MONUMENT | 1,120.25' |
| 34 | 21+15.03'F', 23.40' RT | BM BRASS DISK | 1,116.59' |



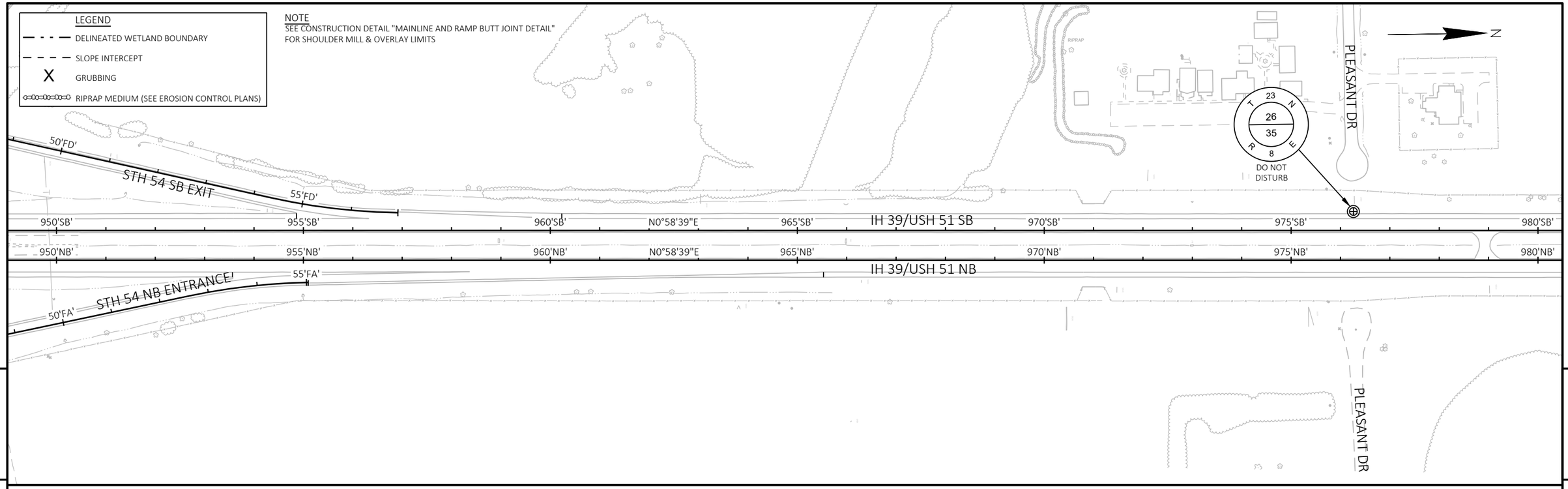

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 158 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 01
PLOT DATE : 2/21/2024 4:52 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTE
SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL"
FOR SHOULDER MILL & OVERLAY LIMITS

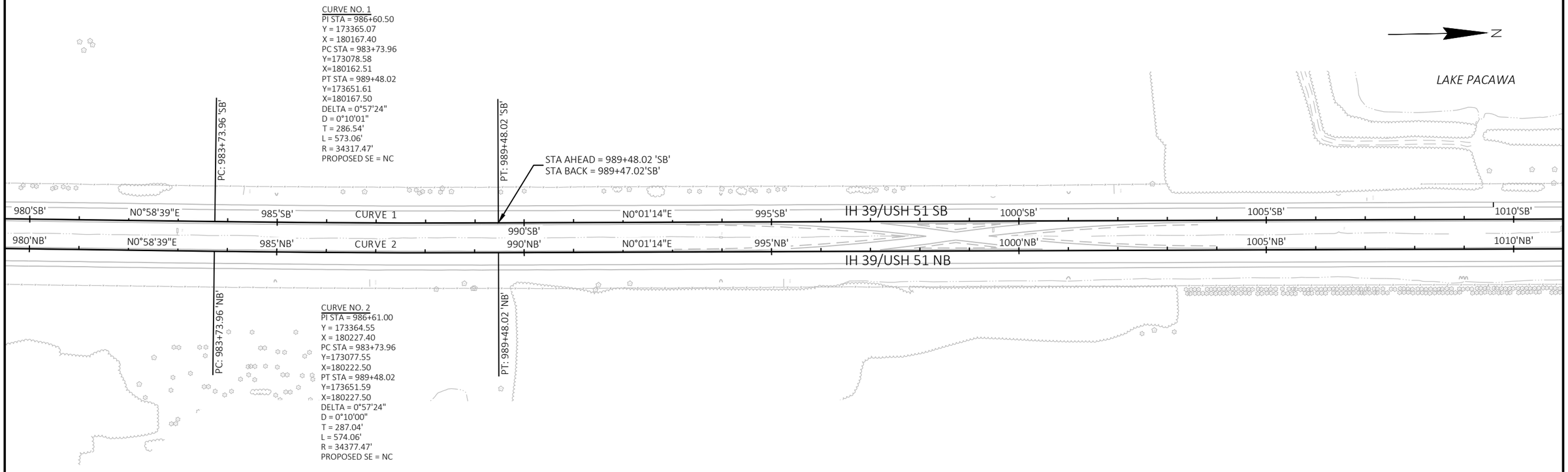



5

5

CURVE NO. 1
PI STA = 986+60.50
Y = 173365.07
X = 180167.40
PC STA = 983+73.96
Y=173078.58
X=180162.51
PT STA = 989+48.02
Y=173651.61
X=180167.50
DELTA = 0°57'24"
D = 0°10'01"
T = 286.54'
L = 573.06'
R = 34317.47'
PROPOSED SE = NC

CURVE NO. 2
PI STA = 986+61.00
Y = 173364.55
X = 180227.40
PC STA = 983+73.96
Y=173077.55
X=180222.50
PT STA = 989+48.02
Y=173651.59
X=180227.50
DELTA = 0°57'24"
D = 0°10'00"
T = 287.04'
L = 574.06'
R = 34377.47'
PROPOSED SE = NC




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 159 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 02

PLOT DATE : 2/21/2024 4:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTE
SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

T 23 N
23
26
R 8 E

DO NOT DISTURB

END CONSTRUCTION
STA 29+14'BC'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN CONSTRUCTION
STA 29+89'BD'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 1033+09'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 1039+45'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

N

25'BC'
CTH B/PLOVER RD SB ENTRANCE
20'BC'

30'BD'
CTH B/PLOVER RD SB EXIT
35'BD'

B-49-15
(TO REMAIN)

1010'SB' 1015'SB' 1020'SB' N0°01'14"E 1025'SB' IH 39/USH 51 SB 1030'SB' 1035'SB' 1040'SB'

1010'NB' 1015'NB' 1020'NB' N0°01'14"E 1025'NB' 1030'NB' 1035'NB' 1040'NB'

20'BB'
IH 39/USH 51 NB

B-49-14
(TO REMAIN)

25'BB'
CTH B/PLOVER RD NB EXIT

EXCEPTION TO NET CL LENGTH
STA 1024+90'NB' - STA 1033+09'NB'

35'BA'
30'BA'
CTH B/PLOVER RD NB ENTRANCE

STA 1025+30'NB' - STA 1028+35'NB', LT
STA 1025+31'SB' - STA 1028+36'SB', RT
STA 1025+80'NB' - STA 1028+35'NB', RT
STA 1025+81'SB' - STA 1028+36'SB', LT
STA 1030+14'NB' - STA 1032+71'NB', RT
STA 1030+14'NB' - STA 1033+21'NB', LT
STA 1030+14'SB' - STA 1032+72'SB', LT
STA 1030+14'SB' - STA 1033+21'SB', RT
EXISTING GUARDRAIL (TO REMAIN)

END MILL & OVERLAY
STA 1024+90'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 1024+90'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 28+50'BB'
BUTT JOINT REQ'D
(SEE CONSTUCTION DETAILS)

CTH B/ PLOVER RD

BEGIN CONSTRUCTION
STA 29+77'BA'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 1033+09'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 1038+25'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

31+50'BA' - 31+56'BA
33+00'BA' - 33+06'BA'
35+00'BA' - 35+06'BA'
BASE PATCHING ASPHALTIC REQ'D
(SEE CONSTRUCTION DETAILS)

WISCONSIN CENTRAL LTD

5

5

N

SENSITIVE AREA
(SEE SPECIAL PROVISIONS)

BEGIN MILL & OVERLAY
STA 1042+54'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

B-49-17
(TO REMAIN)

1040'SB' 1045'SB' 1050'SB' N0°01'14"E 1055'SB' IH 39/USH 51 SB 1060'SB' 1065'SB' 1070'SB'

1040'NB' 1045'NB' 1050'NB' N0°01'14"E 1055'NB' 1060'NB' 1065'NB' 1070'NB'

B-49-16
(TO REMAIN)

IH 39/USH 51 NB

EXCEPTION TO NET CL LENGTH
STA 1038+25'NB' - STA 1043+41'NB'

STA 1036+89'NB' - STA 1039+94'NB', LT
STA 1036+95'SB' - STA 1040+01'SB', RT
STA 1037+39'NB' - STA 1039+94'NB', RT
STA 1037+46'SB' - STA 1040+01'SB', LT
STA 1041+69'NB' - STA 1044+21'NB', RT
STA 1041+69'NB' - STA 1044+74'NB', LT
STA 1041+70'SB' - STA 1044+25'SB', LT
STA 1041+70'SB' - STA 1044+75'SB', RT
EXISTING GUARDRAIL (TO REMAIN)

WISCONSIN CENTRAL LTD

BEGIN MILL & OVERLAY
STA 1043+41'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

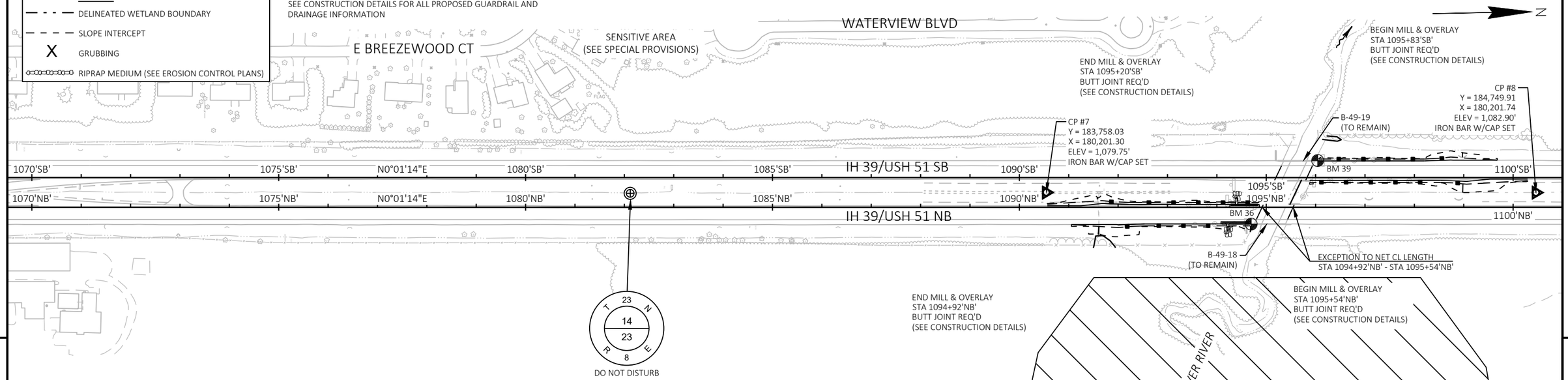
ROOSEVELT DR

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 160 | E |
|---|---|---|---|---|---|

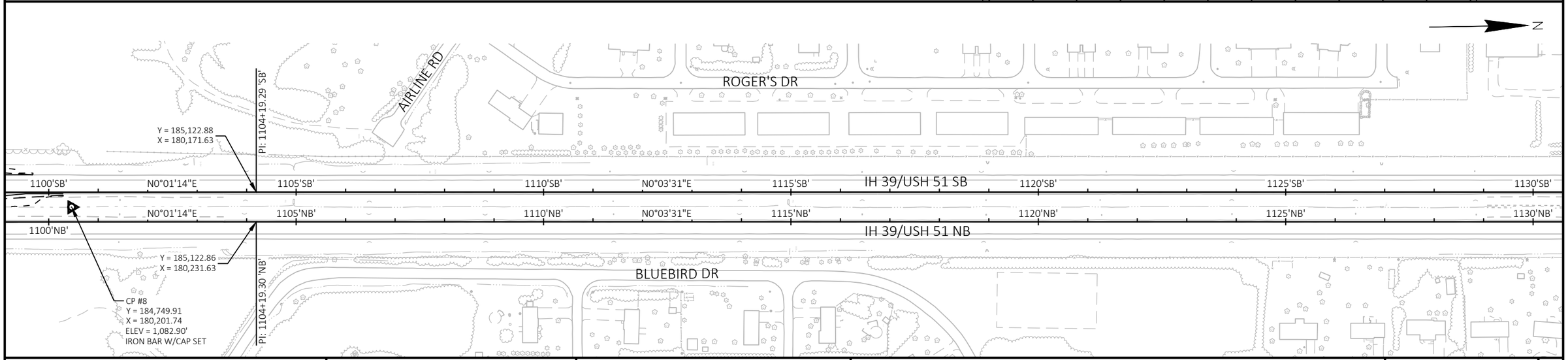
LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTE
SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION




| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 36 | 1094+69.55'NB', 34.45' RT | BM BRASS DISC | 1,086.73' |
| 39 | 1094+04.23'SB', 34.32' LT | BM BRASS DISC | 1,087.34' |




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 161 | E |
|---|---|---|---|---|---|

STA 1135+95'SB', RT
REMOVING INLETS
SEE CONSTRUCTION DETAILS - STORM SEWER REPLACEMENT
FOR ADDITIONAL INFORMATION

CP #3
Y = 188,977.36
X = 180,105.78
ELEV = 1,094.09'
NGS PLOVER N GPS
(DO NOT DISTURB)

SPECTRUM
(COMMUNICATION)

WISCONSIN PUBLIC SERVICE CORP.
(GAS)

B-49-167
(TO REMAIN)

NGS

1130'SB' 1135'SB' 1140'SB' N0°03'31"E 1145'SB' IH 39/USH 51 SB 1150'SB' 1155'SB' 1160'SB'

1130'NB' 1135 NB' 1140'NB' N0°03'31"E 1145'NB' IH 39/USH 51 NB 1150'NB' 1155'NB' 1160'NB'

CAUTION

WISCONSIN PUBLIC SERVICE CORP.
(ELECTRIC)
SPECTRUM
(COMMUNICATION)

PORTER RD

T 23 N
11
14
R 8 E

DO NOT DISTURB

VILLAGE OF PLOVER
(SANITARY SEWER)

VILLAGE OF PLOVER
(WATER)

N

5

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED
GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT
JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

END CONSTRUCTION
STA 1+19'HC'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

BEGIN CONSTRUCTION
STA 112+36'HH'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

15'HD' 5'HC' 20'HD'

CITY OF STEVENS POINT
(WATER)

SPECTRUM
(COMMUNICATION)

STA 10+21'HC'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

10'HC'

BEGIN CONSTRUCTION
STA 11+29'HD'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

CTH HH/MC DILL AVE SB EXIT

CTH HH/MC DILL AVE SB ENTRANCE

10'HD'

115'HH'

CTH HH/MC DILL AVE

ATT WISCONSIN
(COMMUNICATION)

STA 7+76'HD'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 6+65'HD'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

T 23 N
2
11
R 8 E

LANDMARK
REFERENCE
MONUMENTS

END MILL & OVERLAY
STA 118+45'HH'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

B-49-21
(TO REMAIN)

WHITE OAK AVE

STA 15+91'HC'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

CTH HH/MC DILL AVE

15'HC'

1160'SB' 11 25'HC' 11 20'HC' N0°03'31"E 1175'SB' IH 39/USH 51 SB 1180'SB' 5'HD' 1185'SB' 1190'SB'

CAUTION

1160'NB' 1165'NB' 1170'NB' N0°03'31"E 1175'NB' 1180'NB' 1185'NB' 1190'NB'

IH 39/USH 51 NB

5'HB'

WISCONSIN PUBLIC SERVICE CORP.
(ELECTRIC)

WISCONSIN PUBLIC
SERVICE CORP. (GAS)

END CONSTRUCTION
STA 14+43'HB'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

BEGIN CONSTRUCTION
STA 0+64'HA'
BUTT JOINT
REQ'D (SHOULDER)
(SEE CONSTRUCTION
DETAILS)

120'HH'

STA 5+51'HB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

10'HB'

CTH HH/MC DILL AVE NB EXIT

UNNAMED OPEN WATER

UNNAMED OPEN WATER

UNNAMED OPEN WATER

RIPRAP

15'HB'

CTH HH/MC DILL AVE
NB ENTRANCE

STA 13+15'HB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 120+66'HH'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 123+22'HH'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 162 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 05

PLOT DATE : 2/21/2024 5:01 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X GRUBBING

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

N

1190'SB' 1195'SB' 1200'SB' N0°03'31"E 1205'SB' IH 39/USH 51 SB 1210'SB' 1215'SB' 1220'SB'

1190'NB' 1195'NB' 1200'NB' N0°03'31"E 1205'NB' 1210'NB' 1215'NB' 1220'NB'

5'HA' 10'HA' 15'HA' 20'HA'

IH 39/USH 51 NB

CTH HH/MC DILL AVE NB ENTRANCE

STA 8+10'HA'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 1+90'HA'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

*UNNAMED OPEN WATER*

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 44 | 1243+44.15'SB', 33.63' LT | BM BRASS DISC | 1,128.89' |
| 48 | 1241+78.75'NB', 35.04' RT | BM BRASS DISC | 1,129.15' |

CURVE NO. 3
PI STA = 1248+74.96
Y = 199578.54
X = 180186.40
PC STA = 1230+83.96
Y=197787.55
X=180184.57
PT STA = 1265+90.14
Y=201045.57
X=179159.04
DELTA = 35°03'44"
D = 1°00'38"
T = 1790.99'
L = 3469.50'
R = 5669.58'
EXISTING SE = 3.4%
PROPOSED SE = 3.4%
SE TRANSITION (T) = 243'
RO (RUNOFF) = 153'

CURVE NO. 4
PI STA = 1248+93.88
Y = 199597.43
X = 180246.42
PC STA = 1230+83.93
Y=197787.48
X=180244.57
PT STA = 1265+90.14
Y=201079.99
X=179208.18
DELTA = 35°03'44"
D = 1°00'00"
T = 1809.95'
L = 3506.22'
R = 5729.58'
EXISTING SE = 3.4%
PROPOSED SE = 3.4%
SE TRANSITION (T) = 243'
RO (RUNOFF) = 153'

N

*WISCONSIN CENTRAL LTD*

T 24 N R 8 E
35
2
T 23 N R 8 E

DO NOT DISTURB

SPECTRUM
(COMMUNICATION)

BEGIN MILL & OVERLAY
STA 1243+96'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 1241+35'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

PC: 1230+83.96 'SB'

PC: 1230+83.93 'NB'

1220'SB' 1225'SB' N0°03'31"E 1230'SB' CURVE 3 1235'SB' IH 39/USH 51 SB 1240'SB' 1245'SB' 1250'SB'

1220'NB' 1225'NB' N0°03'31"E 1230'NB' CURVE 4 1235'NB' 1240'NB' IH 39/USH 51 NB 1245'NB' 1250'NB'

B-49-23
(TO REMAIN)

BM 44

BM 48

CP #10
Y = 199,761.70
X = 179,942.99
ELEV = 1,117.07'
IRON BAR W/CAP SET

CP #9
Y = 199,062.14
X = 180,144.19
ELEV = 1,125.94'
IRON BAR W/CAP SET

BEGIN MILL & OVERLAY
STA 1243+87'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

EXCEPTION TO NET CL LENGTH
STA 1241+29'NB' - STA 1243+87'NB'

1245+10'NB' - 1245+16'NB'
BASE PATCHING CONCRETE HES REQ'D
(SEE CONSTRUCTION DETAILS)

B-49-22
(TO REMAIN)

END MILL & OVERLAY
STA 1241+29'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

*UNNAMED OPEN WATER*

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 163 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 06

PLOT DATE : 2/21/2024 5:03 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

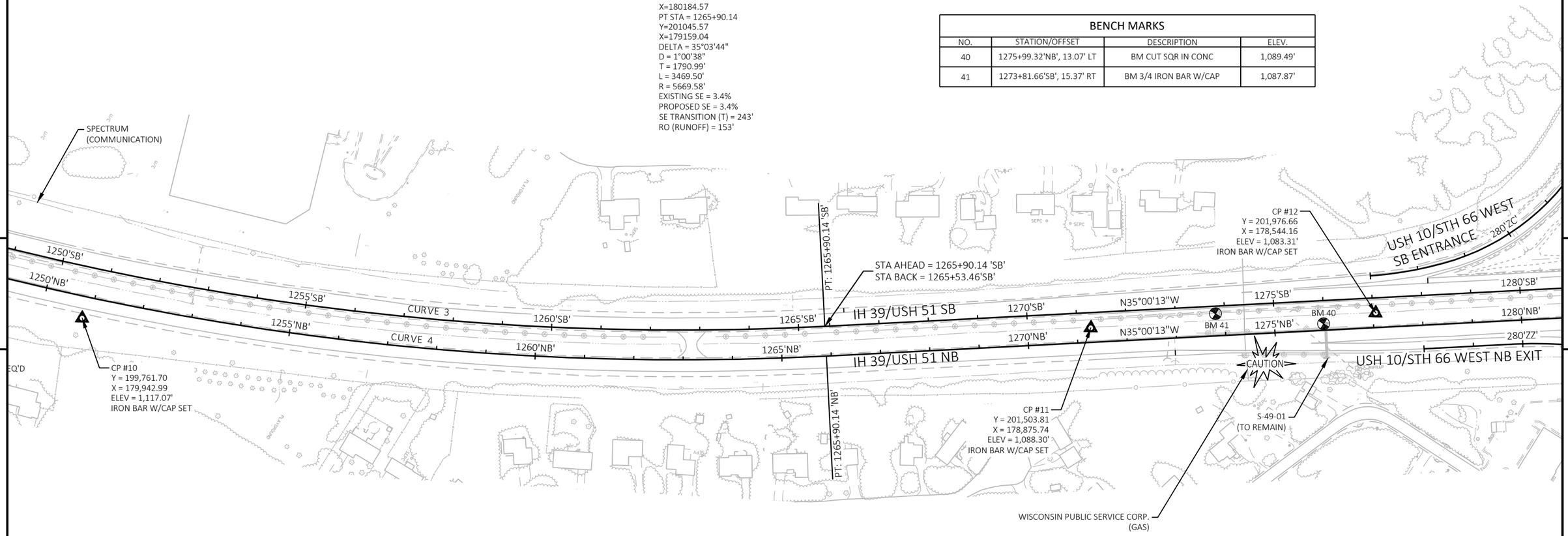
LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTE
SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

CURVE NO. 3
PI STA = 1248+74.96
Y = 199578.54
X = 180186.40
PC STA = 1230+83.96
Y=197787.55
X=180184.57
PT STA = 1265+90.14
Y=201045.57
X=179159.04
DELTA = 35°03'44"
D = 1°00'38"
T = 1790.99'
L = 3469.50'
R = 5669.58'
EXISTING SE = 3.4%
PROPOSED SE = 3.4%
SE TRANSITION (T) = 243'
RO (RUNOFF) = 153'

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 40 | 1275+99.32'NB', 13.07' LT | BM CUT SQR IN CONC | 1,089.49' |
| 41 | 1273+81.66'SB', 15.37' RT | BM 3/4 IRON BAR W/CAP | 1,087.87' |




CURVE NO. 4
PI STA = 1248+93.88
Y = 199597.43
X = 180246.42
PC STA = 1230+83.93
Y=197787.48
X=180244.57
PT STA = 1265+90.14
Y=201079.99
X=179208.18
DELTA = 35°03'44"
D = 1°00'00"
T = 1809.95'
L = 3506.22'
R = 5729.58'
EXISTING SE = 3.4%
PROPOSED SE = 3.4%
SE TRANSITION (T) = 243'
RO (RUNOFF) = 153'

STA 1273+41'NB' - STA 1276+48'NB', LT
STA 1274+22'NB' - STA 1276+29'NB', RT
EXISTING GUARDRAIL (TO REMAIN)

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 164 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 07
PLOT DATE : 2/21/2024 5:04 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 15 | 1310+10.22'NB', 28.40' LT | BM 3/4 IRON BAR W/CAP | 1,076.71' |
| 54 | 1305+72.27'NB', 6.36' LT | BM CUT SQR | 1,081.06' |

5

5

USH 10/STH 66 WEST SB ENTRANCE

USH 10/STH 66 WEST SB EXIT

STH 66 WEST

280'ZC'

285'ZC'

290'ZC'

275'ZD'

280'ZD'

285'ZD'

295'ZC'

END CONSTRUCTION
STA 293+06'ZC'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 274+78'ZD'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

WISCONSIN DEPARTMENT OF TRANSPORTATION
(ELECTRIC)

WISCONSIN DEPARTMENT OF TRANSPORTATION
(ELECTRIC)

CITY OF STEVENS POINT
(SANITARY SEWER)

SPECTRUM
(COMMUNICATION)

AT&T WISCONSIN
(COMMUNICATION)

WISCONSIN PUBLIC SERVICE CORP
(ELECTRIC)
NSIGHT TELSERVICES
(COMMUNICATION)
SPECTRUM
(COMMUNICATION)
WINDSTREAM KDL, LLC
(COMMUNICATION)

R-49-21
(TO REMAIN)

END MILL & OVERLAY
STA 1303+94'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 1306+21'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

B-49-27
(TO REMAIN)

1280'SB' 1285'SB' 1290'SB' N35°00'13"W 1295'SB' IH 39/USH 51 SB 1300'SB' 1305'SB' 1310'SB'

BM 15

1280'NB' 1285'NB' 1295'NB' 1300'NB' 1305'NB'

1290'NB' N35°00'13"W IH 39/USH 51 NB 305'ZA' BM 54 1310'NB'

280'ZZ'

CITY OF STEVENS POINT
(WATER)

B-49-24
(TO REMAIN)

USH 10 NB EXIT

285'ZZ'

310'ZB'

295'ZB'

300'ZA'

C-49-11
(TO REMAIN)

B-49-26
(TO REMAIN)

EXCEPTION TO NET CL LENGTH
STA 1303+93'NB' - STA 1306+23'NB'

STA 281+20'ZZ'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 285+26'ZZ'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 286+31'ZZ'
BUTT JOINT REQ'D (SHOULDER)
(SEE CONSTRUCTION DETAILS)

USH 10

STH 66 WEST NB EXIT

285'ZA'

305'ZB'

300'ZB'

295'ZA'

USH 10/STH 66 WEST NB ENTRANCE

BEGIN CONSTRUCTION
STA 302+45'ZB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

290'ZA'

BEGIN CONSTRUCTION
STA 289+75'ZA'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 1303+93'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 1306+23'NB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

PLOVER RIVER

T 24 N
27 26
34 35
R 8 E

DO NOT DISTURB

STA 285+04'ZA' - STA 296+85'ZA'
EXISTING GUARDRAIL (TO REMAIN)

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 165 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 08

PLOT DATE : 2/21/2024 5:05 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

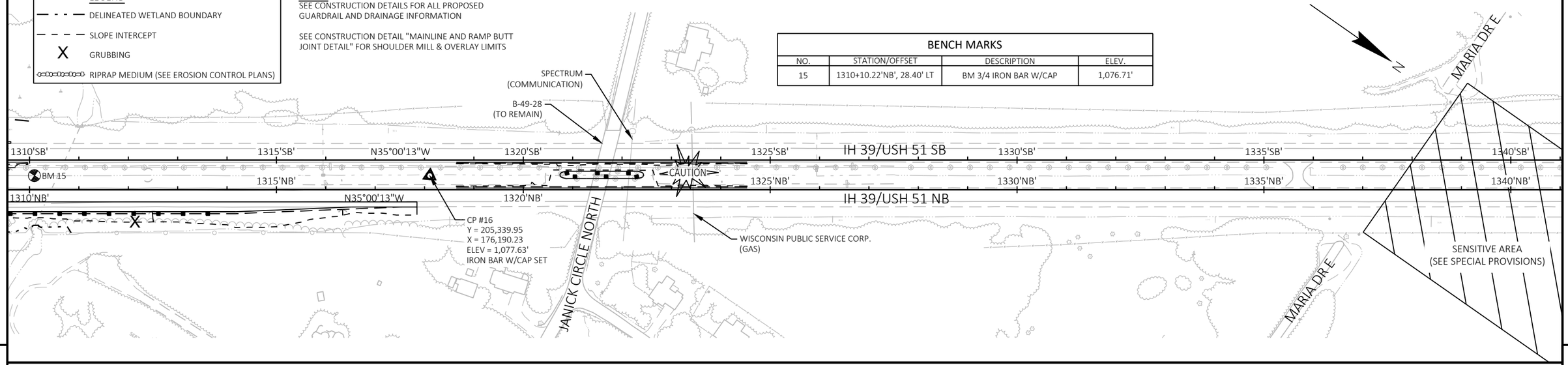
- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

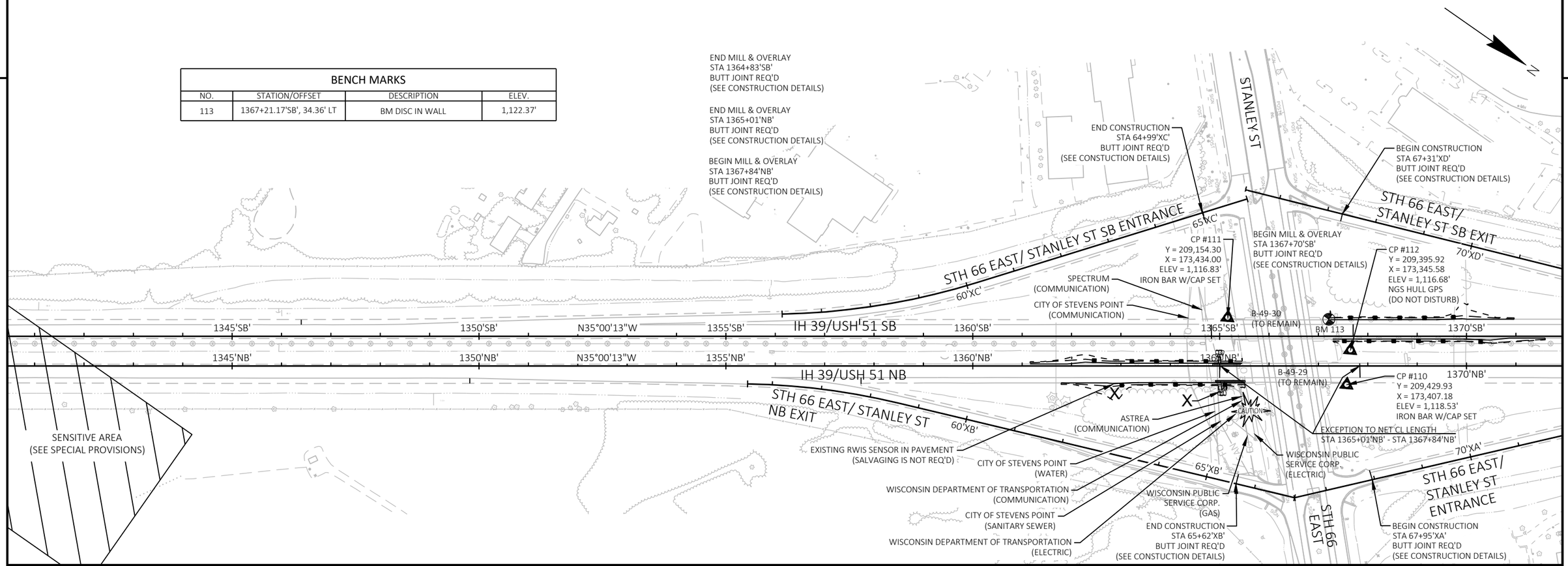
SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 15 | 1310+10.22'NB', 28.40' LT | BM 3/4 IRON BAR W/CAP | 1,076.71' |




| BENCH MARKS | | | |
|---|---|---|---|
| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
| 113 | 1367+21.17'SB', 34.36' LT | BM DISC IN WALL | 1,122.37' |




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 166 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 09

PLOT DATE : 2/21/2024 5:07 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

CURVE NO. 5
PI STA = 1399+93.04
Y = 212024.09
X = 171470.76
PC STA = 1385+33.87
Y=210828.86
X=172307.78
PT STA = 1412+82.41
Y=212024.75
X=170011.59
DELTA = 54°58'15"
D = 2°02'34"
T = 1459.17'
L = 2690.97'
R = 2804.79'
EXISTING SE = 5.9%
PROPOSED SE = 5.9%
SE TRANSITION (T) = 356'
RO (RUNOFF) = 266'

CURVE NO. 6
PI STA = 1400+24.26
Y = 212084.08
X = 171502.00
PC STA = 1385+33.87
Y=210863.28
X=172356.93
PT STA = 1412+82.41
Y=212084.75
X=170011.62
DELTA = 54°58'15"
D = 2°00'00"
T = 1490.38'
L = 2748.54'
R = 2864.79'
EXISTING SE = 5.5%
PROPOSED SE = 5.5%
SE TRANSITION (T) = 338'
RO (RUNOFF) = 248'

STH 66 EAST/ STANLEY ST SB EXIT
70'XD'
75'XD'
1370'SB'
1375'SB'
1380'SB'
1385'SB'
1390'SB'
1395'SB'
1400'SB'
1370'NB'
1375'NB'
1380'NB'
1385'NB'
1390'NB'
1395'NB'
1400'NB'
N35°00'13"W
N35°00'13"W
IH 39/USH 51 SB
IH 39/USH 51 NB
CURVE 5
CURVE 6
CP #17
Y = 210,041.43
X = 172,899.11
ELEV = 1,106.65'
IRON BAR W/CAP SET
B-49-40
(TO REMAIN)
BM 109
BM 107
WILSHIRE DR
PC: 1385+33.87 'SB'
PC: 1385+33.87 'NB'
CAUTION
SPECTRUM
(COMMUNICATION)
CITY OF STEVENS POINT
(COMMUNICATION)
STH 66 EAST/ STANLEY ST NB ENTRANCE
70'XA'
75'XA'
CP #18
Y = 210,707.21
X = 172,446.89
ELEV = 1,100.01
IRON BAR W/CAP SET
AMHERST TELEPHONE COMPANY
(COMMUNICATION)
ANR PIPELINE
(GAS)
WISCONSIN PUBLIC SERVICE CORP.
(ELECTRIC)
UNNAMED STREAM
JOHNS LAKE
LAKE SUSAN
UNNAMED
OPEN WATER
GOLF GREEN
RIPRAP
SUBSTATION
SEPTIC
N

BENCH MARKS

| NO. | STATION/OFFSET | DESCRIPTION | ELEV. |
|---|---|---|---|
| 107 | 1387+24.89'NB', 25.26' LT | BM CHISELED "X" | 1,100.08' |
| 109 | 1377+96.41'NB', 26.14' LT | BM CHISELED "X" | 1,102.83' |

5

5

1400'SB'
1400'NB'
1405'SB'
1405'NB'
1410'SB'
1410'NB'
1415'SB'
1415'NB'
1420'SB'
1420'NB'
1425'SB'
1425'NB'
1430'SB'
1430'NB'
CURVE 5
CURVE 6
IH 39/USH 51 SB
IH 39/USH 51 NB
N89°58'28"W
N89°58'28"W
S89°59'38"W
S89°59'38"W
STA AHEAD = 1412+82.41 'SB'
STA BACK = 1412+24.84'SB'
PT: 1412+82.41 'SB'
PT: 1412+82.41 'NB'
PI: 1420+00.00 'SB'
PI: 1420+00.00 'NB'
Y = 212,025.07
X = 169,294.00
Y = 212,085.07
X = 169,294.03
GOLF GREEN
FOOTBRIDGE
RIPRAP
N

CURVE NO. 5
PI STA = 1399+93.04
Y = 212024.09
X = 171470.76
PC STA = 1385+33.87
Y=210828.86
X=172307.78
PT STA = 1412+82.41
Y=212024.75
X=170011.59
DELTA = 54°58'15"
D = 2°02'34"
T = 1459.17'
L = 2690.97'
R = 2804.79'
EXISTING SE = 5.9%
PROPOSED SE = 5.9%
SE TRANSITION (T) = 356'
RO (RUNOFF) = 266'

CURVE NO. 6
PI STA = 1400+24.26
Y = 212084.08
X = 171502.00
PC STA = 1385+33.87
Y=210863.28
X=172356.93
PT STA = 1412+82.41
Y=212084.75
X=170011.62
DELTA = 54°58'15"
D = 2°00'00"
T = 1490.38'
L = 2748.54'
R = 2864.79'
EXISTING SE = 5.5%
PROPOSED SE = 5.5%
SE TRANSITION (T) = 338'
RO (RUNOFF) = 248'

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 167 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 10
PLOT DATE : 2/21/2024 5:09 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

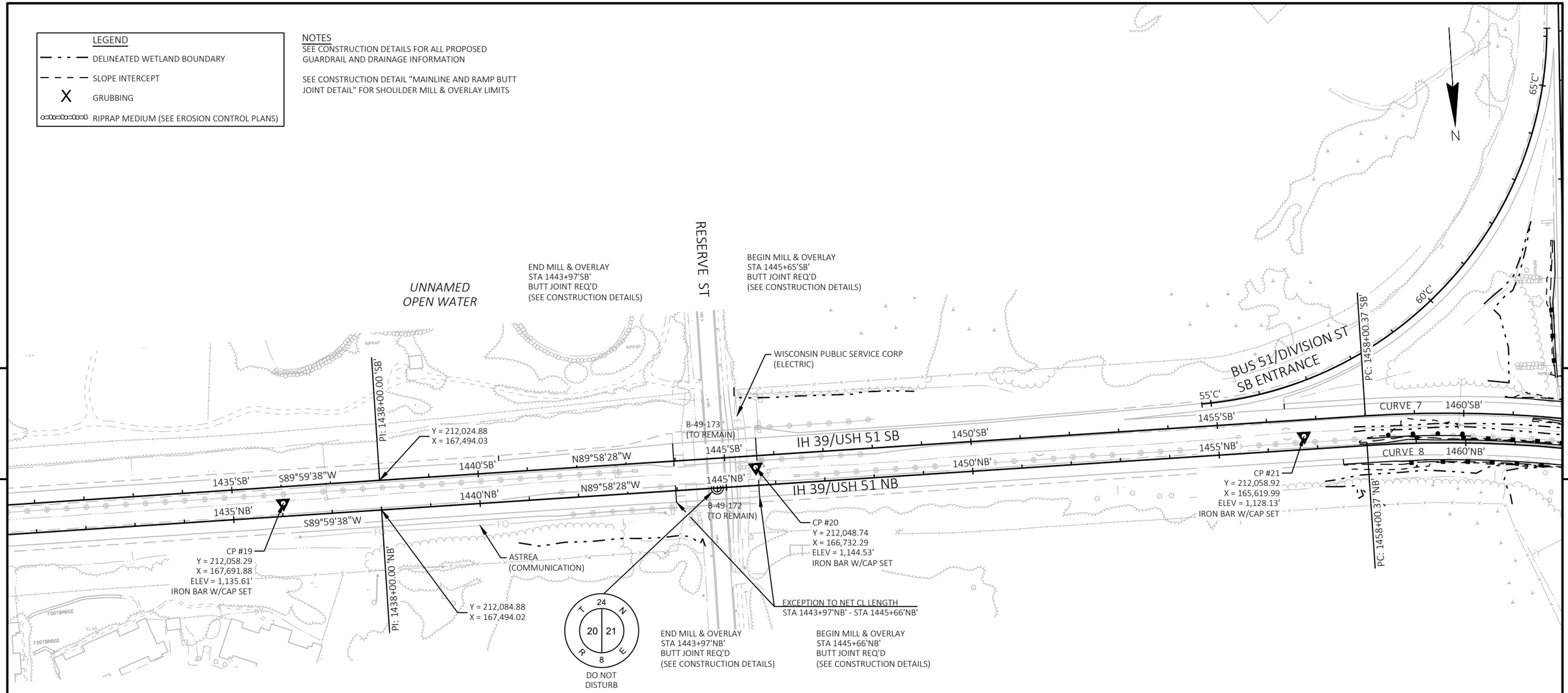
LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS




STA 1441+55'NB' - STA 1443+99'NB', LT & RT
STA 1445+63'SB' - STA 1448+08'SB', LT & RT
EXISTING GUARDRAIL (TO REMAIN)

CURVE NO. 7
PI STA = 1472+55.68
Y = 212026.43
X = 164038.32
PC STA = 1458+00.37
Y=212025.77
X=165493.63
PT STA = 1484+44.62
Y=213280.63
X=163300.17
DELTA = 59°29'44"
D = 2°15'00"
T = 1455.31'
L = 2644.25'
R = 2546.48'
EXISTING SE = 6.3%
PROPOSED SE = 6.3%
END NORMAL CROWN = STA 1454+91.03
BEGIN FULL SUPER = STA 1458+65.03

CURVE NO. 8
PI STA = 1472+21.39
Y = 212086.41
X = 164072.64
PC STA = 1458+00.37
Y=212085.77
X=165493.65
PT STA = 1483+82.32
Y=213311.07
X=163351.87
DELTA = 59°29'44"
D = 2°18'15"
T = 1421.02'
L = 2581.95'
R = 2486.48'
EXISTING SE = 6.9%
PROPOSED SE = 6.9%
END NORMAL CROWN = STA 1455+53.04
BEGIN FULL SUPER = STA 1459+54.04
END FULL SUPER = STA 1482+78.65
BEGIN NORMAL CROWN = STA 1486+79.65

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 168 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 11

PLOT DATE : 2/21/2024 5:11 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

## SEE RAMP PLAN FOR REMAINDER OF BUS 51/DIVISION ST RAMPS

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

N

END MILL & OVERLAY
STA 59+03'A'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END MILL & OVERLAY
STA 59+63'B'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 61+53'A'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN MILL & OVERLAY
STA 62+12'B'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
STA 82+39'D'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

END CONSTRUCTION
END MILL & OVERLAY
STA 1483+55'SB'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BUS 51/DIVISION ST SB EXIT

IH 39/USH 51 SB

IH 39/USH 51 NB

BUS 51/DIVISION ST NB EXIT

BUS 51/DIVISION ST NB ENTRANCE

2ND ST

CURVE 7

CURVE 8

CP #22
Y = 212,196.16
X = 164,707.66
ELEV = 1,132.42'
IRON BAR W/CAP SET

CP #25
Y = 213,040.01
X = 163,861.94
ELEV = 1,129.90'
IRON BAR W/CAP SET

CP #26
Y = 213,138.82
X = 163,436.89
ELEV = 1,127.38'
IRON BAR W/CAP SET

PT: 1484+44.62 'SB'

STA AHEAD = 1483+82.91 'SB'
STA BACK = 1484+45.79'SB'

PT: 1483+82.32 'NB'

B-49-32
(TO REMAIN)

B-49-33
(TO REMAIN)

WISCONSIN PUBLIC SERVICE CORP.
(ELECTRIC)

N30°28'43"W

CURVE NO. 7
PI STA = 1472+55.68
Y = 212026.43
X = 164038.32
PC STA = 1458+00.37
Y=212025.77
X=165493.63
PT STA = 1484+44.62
Y=213280.63
X=163300.17
DELTA = 59°29'44"
D = 2°15'00"
T = 1455.31'
L = 2644.25'
R = 2546.48'
EXISTING SE = 6.3%
PROPOSED SE = 6.3%
END NORMAL CROWN = STA 1454+91.03
BEGIN FULL SUPER = STA 1458+65.03

CURVE NO. 8
PI STA = 1472+21.39
Y = 212086.41
X = 164072.64
PC STA = 1458+00.37
Y=212085.77
X=165493.65
PT STA = 1483+82.32
Y=213311.07
X=163351.87
DELTA = 59°29'44"
D = 2°18'15"
T = 1421.02'
L = 2581.95'
R = 2486.48'
EXISTING SE = 6.9%
PROPOSED SE = 6.9%
END NORMAL CROWN = STA 1455+53.04
BEGIN FULL SUPER = STA 1459+54.04
END FULL SUPER = STA 1482+78.65
BEGIN NORMAL CROWN = STA 1486+79.65

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 169 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 12

PLOT DATE : 2/21/2024 5:12 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

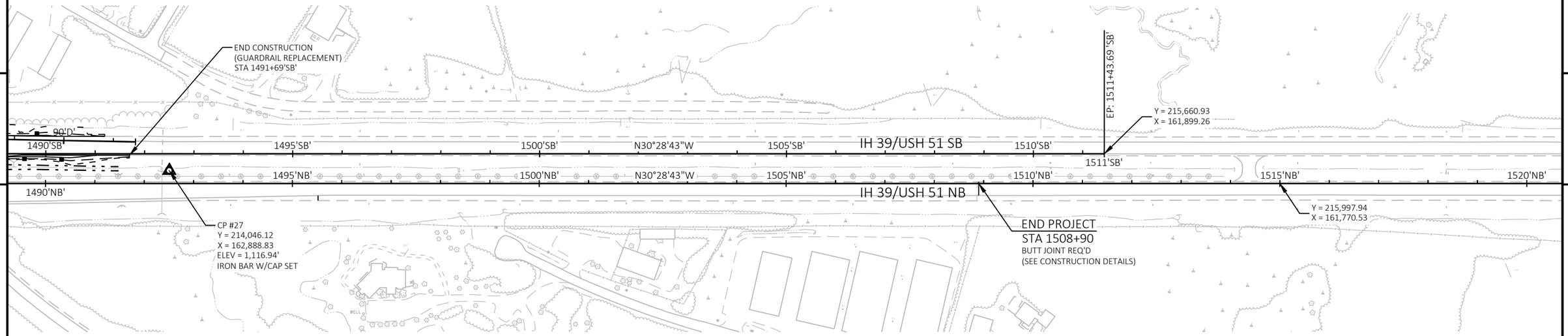
LEGEND

- DELINEATED WETLAND BOUNDARY
- SLOPE INTERCEPT
- X GRUBBING
- RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTES

SEE CONSTRUCTION DETAILS FOR ALL PROPOSED GUARDRAIL AND DRAINAGE INFORMATION

SEE CONSTRUCTION DETAIL "MAINLINE AND RAMP BUTT JOINT DETAIL" FOR SHOULDER MILL & OVERLAY LIMITS




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN | SHEET 170 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-PN - 13

PLOT DATE : 2/21/2024 5:13 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

LEGEND

DELINEATED WETLAND BOUNDARY

SLOPE INTERCEPT

X GRUBBING

RIPRAP MEDIUM (SEE EROSION CONTROL PLANS)

NOTE

## SEE I 39/USH 51 PLAN FOR REMAINDER OF BUS 51/DIVISION ST RAMPS

N

PRENTICE ST N

NORTH POINT DR

BUS 51/DIVISION ST

NORTH POINT DR

BEGIN CONSTRUCTION
STA 37+81'B'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BEGIN CONSTRUCTION
STA 37+61'A'
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

40'B'

40'A'

50'D'

45'B'

45'A'

55'D'

60'D'

BUS 51/DIVISION ST SB EXIT

50'B'

BUS 51/DIVISION ST NB EXIT

50'A'

BUS 51/DIVISION ST NB ENTRANCE

65'C'

55'B'

55'A'

BUS 51/DIVISION ST SB ENTRANCE

60'C'

##

RIPRAP

FLAG

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | PLAN - BUS 51/DIVISION ST RAMPS | SHEET 171 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 14

PLOT DATE : 2/21/2024 5:14 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

# Standard Detail Drawing List

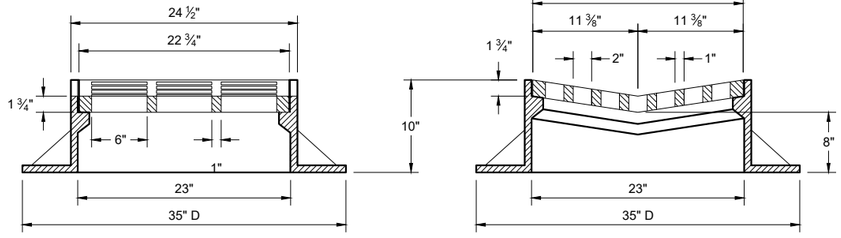
| | |
|---|---|
| 08A05-20B | INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM |
| 08A05-20D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-03 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER |
| 08C08-02 | INLETS MEDIAN 1 AND 2 GRATE |
| 08D01-23A | CONCRETE CURB & GUTTER |
| 08D01-23B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS |
| 08D02-08A | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D02-08B | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D02-08C | CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES |
| 08D15-05A | EDGEDRAIN OUTLET AND OUTFALL MARKERS |
| 08D15-05C | EDGEDRAIN AND BASE AGGREGATE OPEN  GRADED |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F06-04 | REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN |
| 08F07-05 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS |
| 13A05-06A | SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY |
| 13A05-06B | SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY |
| 13C14-07A | BASE PATCHING CONCRETE |
| 13C14-07B | BASE PATCHING CONCRETE |
| 13C14-07C | BASE PATCHING CONCRETE |
| 14B28-04A | GUARDRAIL MOW STRIP |
| 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) |
| 14B45-05A | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05B | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05C | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05D | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05E | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05F | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05G | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05H | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05I | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05J | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05K | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B45-05L | MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS) |
| 14B47-05A | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05B | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05C | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05D | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05E | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05F | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B47-05G | MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL |
| 14B52-03A | CABLE BARRIER TYPE 1 LAYOUT |
| 14B52-03B | CABLE BARRIER TYPE 1 LAYOUT |
| 14B52-03C | CABLE BARRIER TYPE 1 LAYOUT |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A04-07C | DELINEATOR BRACKET WITH REFLECTIVE SHEETING |
| 15C02-09C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C02-09D | ON RAMP LANE CLOSURE |
| 15C02-09E | OFF RAMP LANE CLOSURE |
| 15C02-09F | ADVANCED WIDTH RESTRICTION SIGNING |
| 15C02-09G | TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE |
| 15C02-09H | MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |

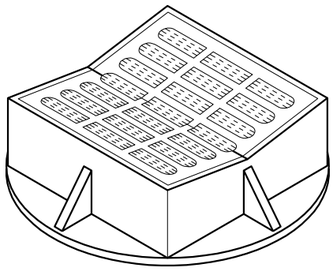
6

# Standard Detail Drawing List

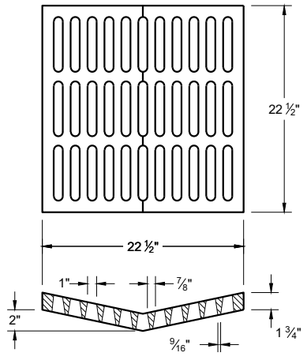
| | |
|---|---|
| 15C05-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C07-15B | PAVEMENT MARKING WORDS |
| 15C07-15C | PAVEMENT MARKING ARROWS |
| 15C08-23A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-23B | TEMPORARY LONGITUDINAL PAVEMENT MARKING |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C12-09A | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15C19-08C | MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY |
| 15C31-06A | PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP |
| 15C31-06C | PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP |
| 15C33-04 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D12-12B | TEMPORARY EMERGENCY PULLOUTS |
| 15D12-12D | TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07A | TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07B | TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07C | TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07D | TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-07E | TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE |
| 15D16-06 | TRAFFIC CONTROL, EXIT RAMP CLOSURE |
| 15D20-07A | TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY |
| 15D23-07A | TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE |
| 15D23-07B | TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE |
| 15D27-03 | TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY,  SPEEDS GREATER THAN 40 MPH |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D39-02 | TRAFFIC CONTROL, DROP-OFF SIGNING |
| 15D40-05D | TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER |


6



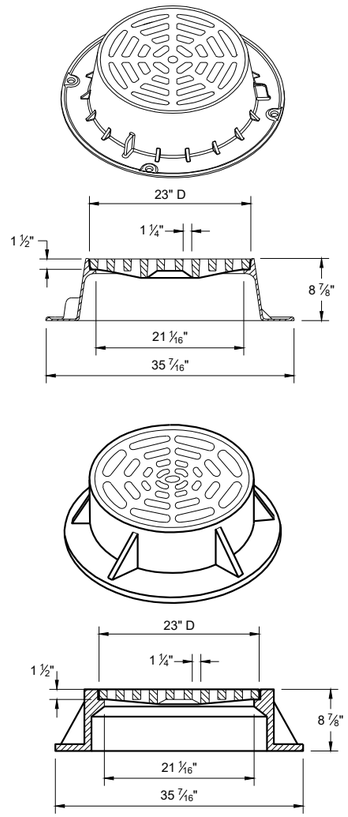
**TYPE "B"**




## ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

**NOTED AS TYPE B - A ON THE DRAINAGE TABLE**




**TYPE "C"**

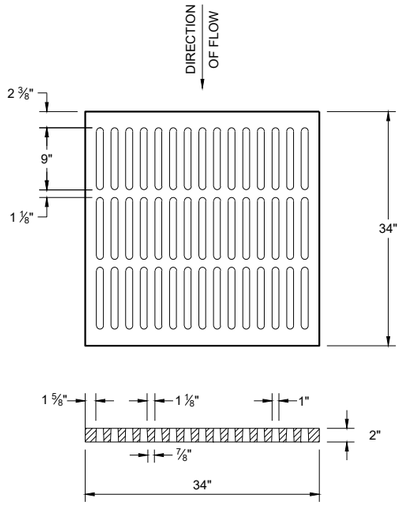
NOTE: EITHER CASTING IS ACCEPTABLE

## GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

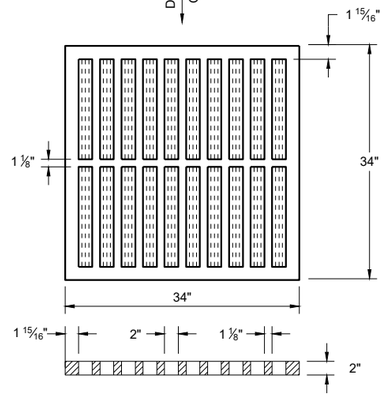
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.




**ALTERNATIVE TYPE "MS"**

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

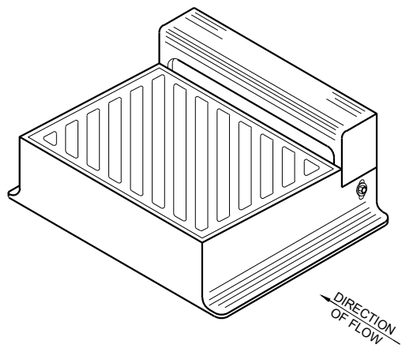
**NOTED AS TYPE MS-A ON THE DRAINAGE TABLE**



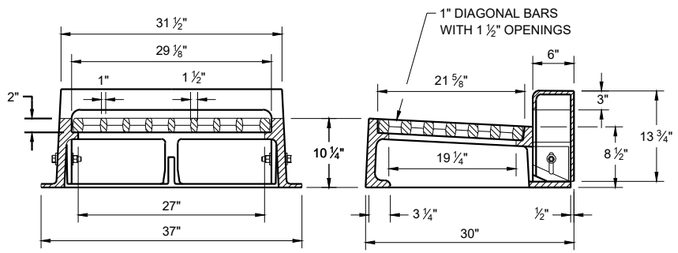

**TYPE "MS"**

USE ON FREEWAYS AND EXPRESSWAYS

**NOTED AS TYPE MS ON THE DRAINAGE TABLE**




DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.




**TYPE "WM"**

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

**INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



6

SDD 08A05-20b

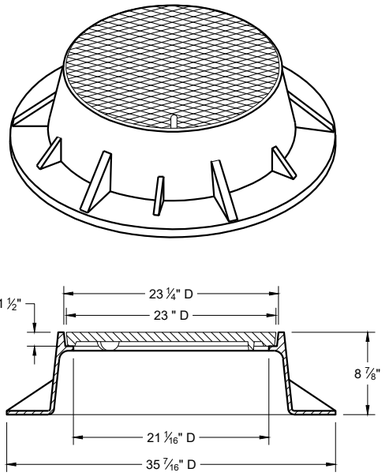
SDD 08A05-20b

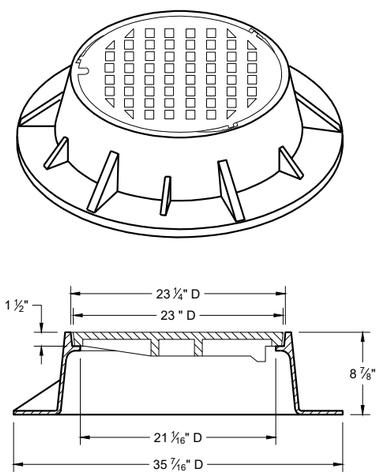
## GENERAL NOTES

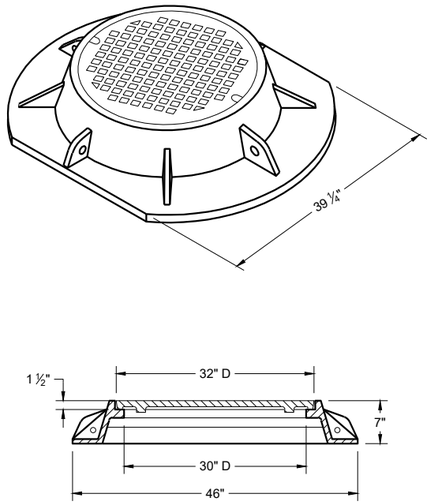
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

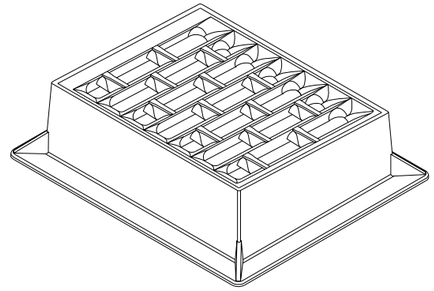
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

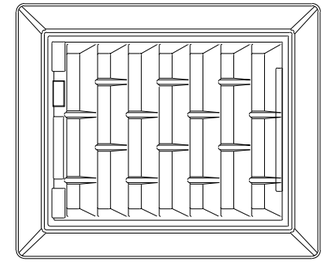


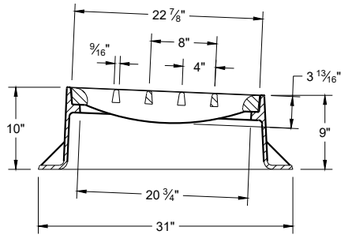



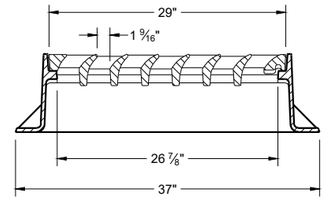




**TYPE "K"**

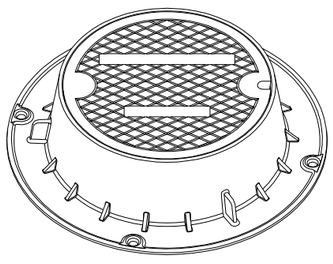


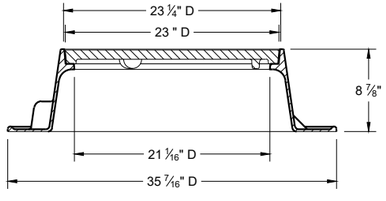




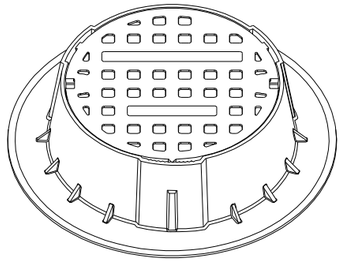

**INLET COVER TYPE "BW"**

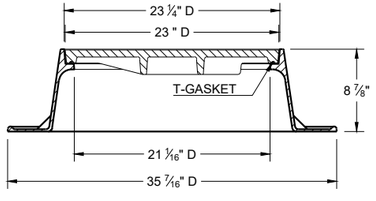





**TYPE "J"**

**NOTE: EITHER CASTING IS ACCEPTABLE**

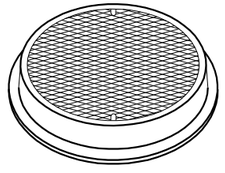


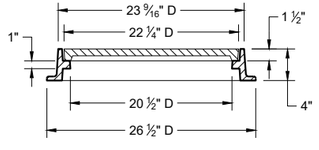



**TYPE "J" SPECIAL**

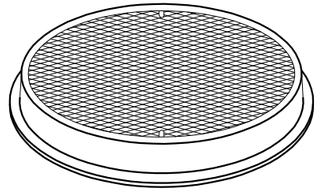
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

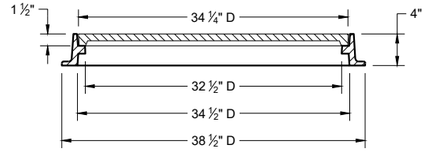
**NOTE: EITHER CASTING IS ACCEPTABLE**






**TYPE "L"**






**TYPE "M"**

**INLET COVERS TYPES BW**
**MANHOLE COVERS TYPES K, J, J-S, L, AND M**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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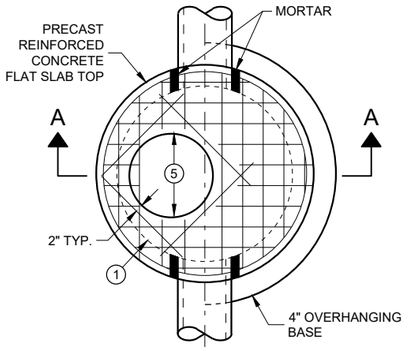
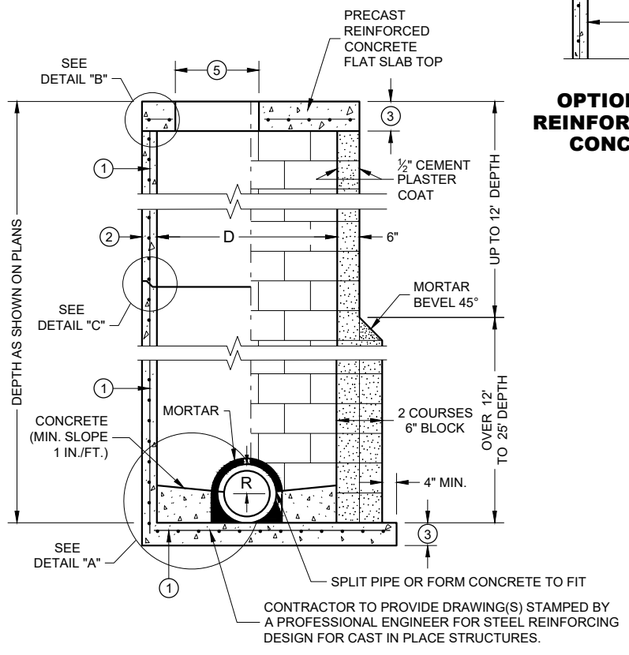
SDD 08A05-20d



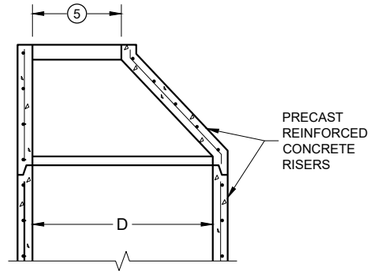

**PLAN VIEW**
**CIRCULAR OPENING**



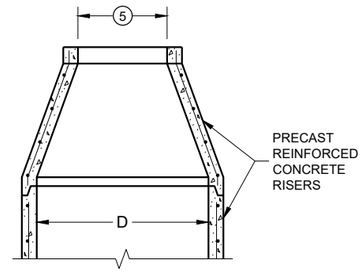

**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)**




**OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP**




**OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP**

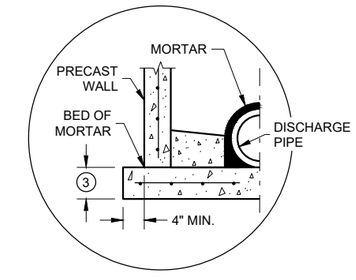
## MANHOLE COVER OPENING MATRIX

| OPENING SIZE (FT.) \ MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

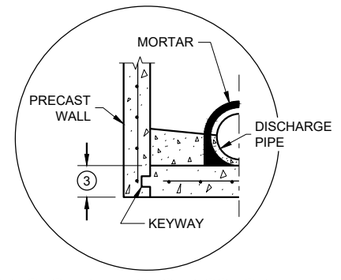
## PIPE MATRIX

| MANHOLE SIZE (DIA.) | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | | MINIMUM WALL THICKNESS (IN) | MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS |
|---|---|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) | | |
| 3-FT | 15 | 12 | 4 | 6 |
| 4-FT | 24 | 18 | 4 | 6 |
| 5-FT | 36 | 24 | 5 | 8 |
| 6-FT | 42 | 36 | 6 | 8 |
| 7-FT | 48 | 36/42* | 7 | 8 |
| 8-FT | 60 | 42 | 8 | 8 |
| 9-FT | 66 | 54 | 9 | 10 |
| 10-FT | 72 | 60 | 10 | 10 |

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

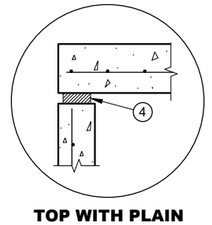



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

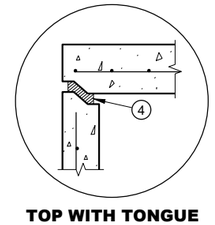



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

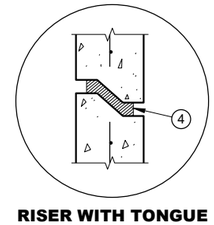
**DETAIL "A"**




**TOP WITH PLAIN END JOINT**




**TOP WITH TONGUE AND GROOVE JOINT**




**RISER WITH TONGUE AND GROOVE JOINT**

**DETAIL "B"** **DETAIL "C"**

## GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

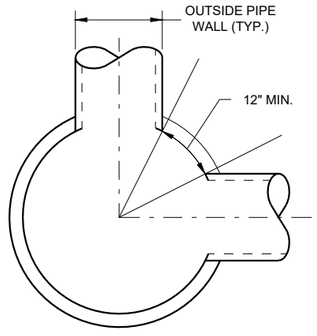
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.).

(5) SEE MANHOLE COVER OPENING MATRIX.




**MINIMUM HORIZONTAL PIPE SEPARATION**

**MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**



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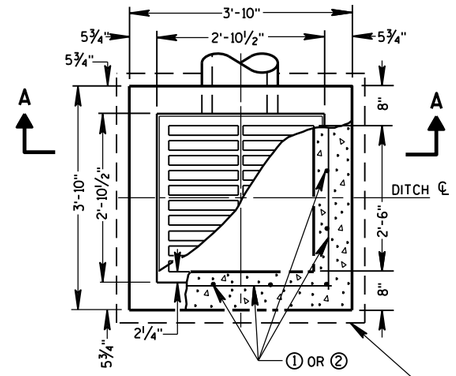
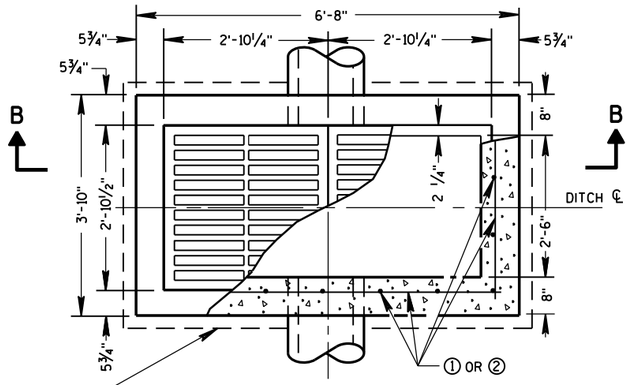
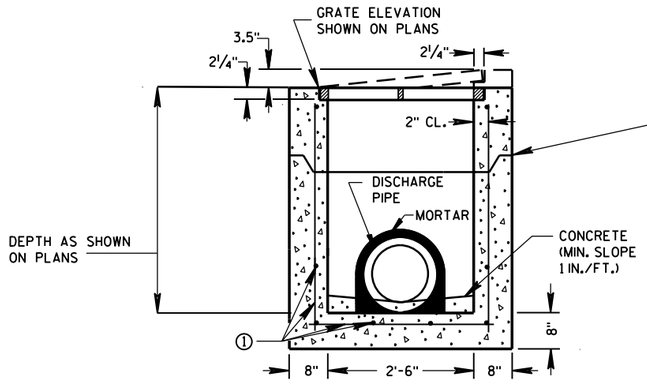



PLAN VIEW

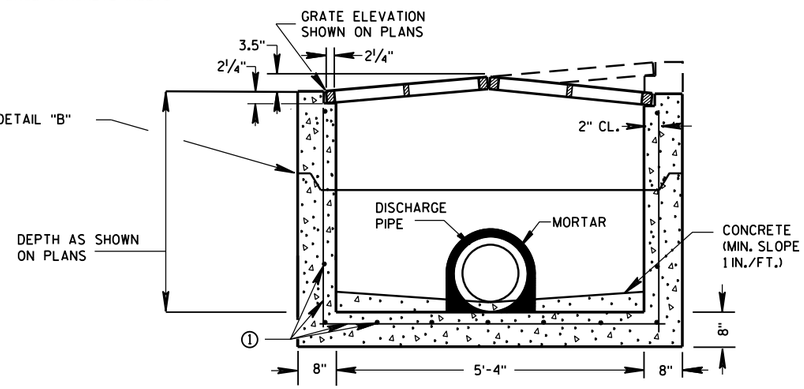



PLAN VIEW

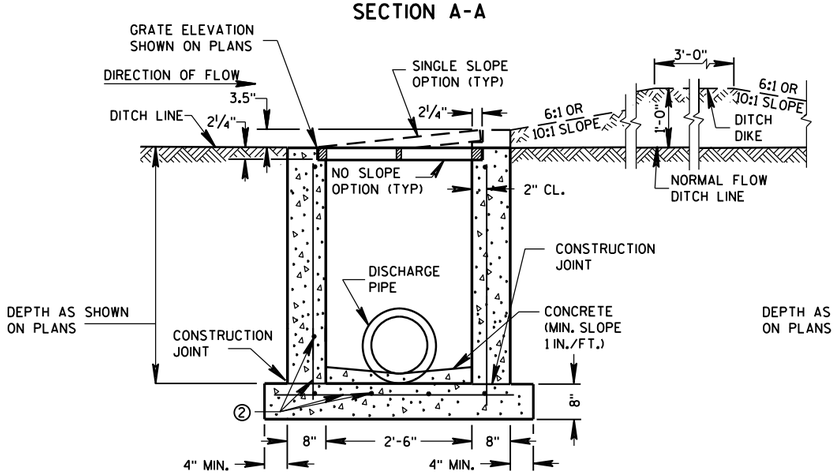
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



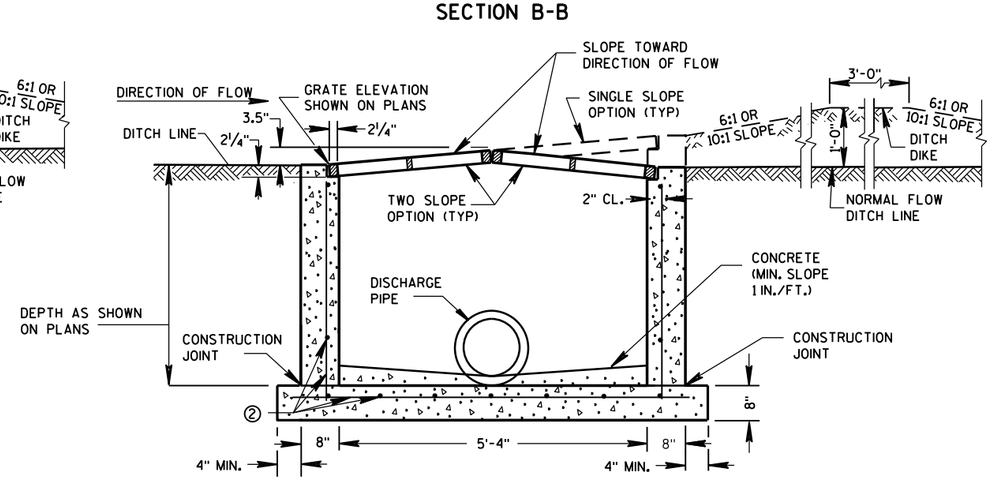

PRECAST REINFORCED CONCRETE SECTION A-A




PRECAST REINFORCED CONCRETE SECTION B-B




REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A




REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

## INLETS MEDIAN 1 GRATE

## INLETS MEDIAN 2 GRATE

# GENERAL NOTES

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

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

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

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

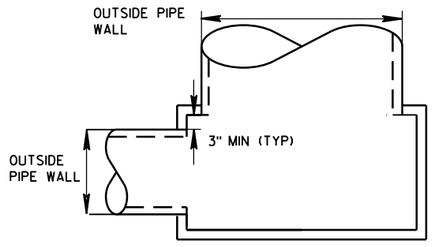
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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

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

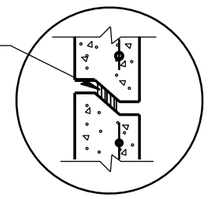
## PIPE MATRIX

| | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| INLET SIZE | WIDTH (IN) | LENGTH (IN) |
| 1 GRATE | 18 | 18 |
| 2 GRATE | 18 | 42 |




DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
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S.D.D. 8 C 8-2

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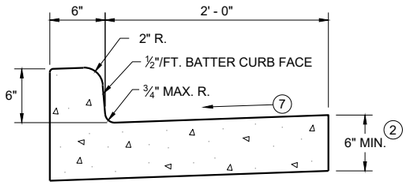
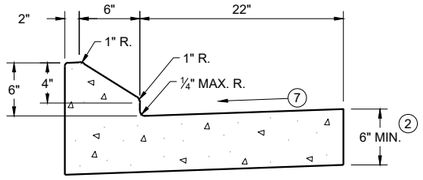
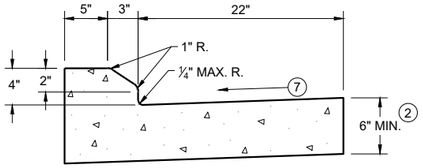
S.D.D. 8 C 8-2



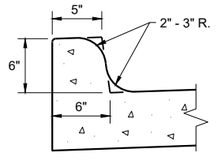

**TYPES A (1) & D**



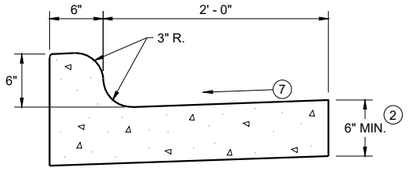

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

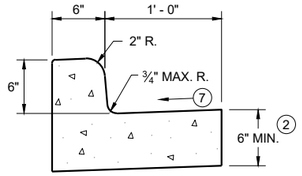



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



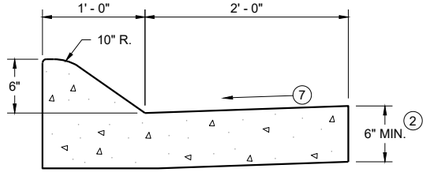

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

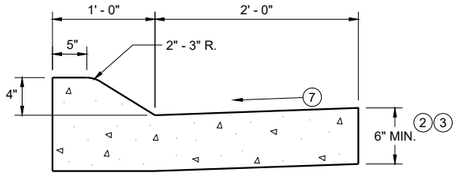



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

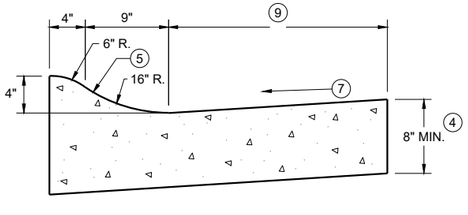



**6" SLOPED CURB TYPES A (1) & D**



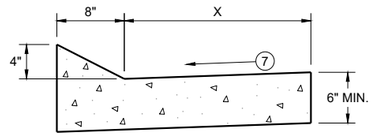

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




**4" SLOPED CURB TYPES R (1) & T**

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

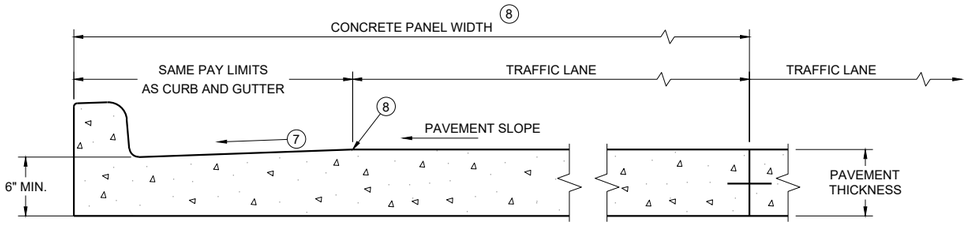



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

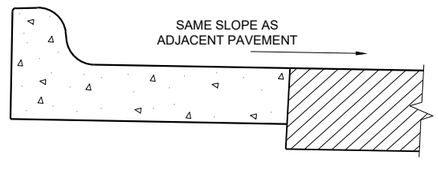
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

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




**PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER**

* BIKE LANE IS NOT SHOWN




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

## GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

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

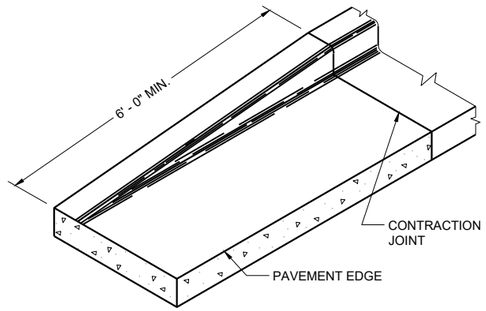
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

**CONCRETE CURB AND GUTTER**

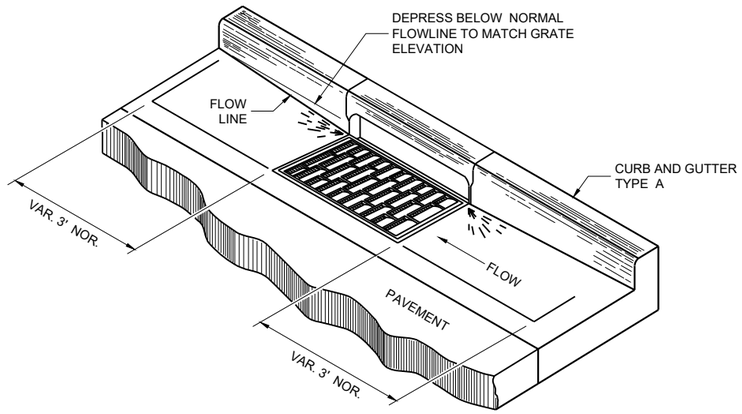
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a

6




## END SECTION CURB 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.

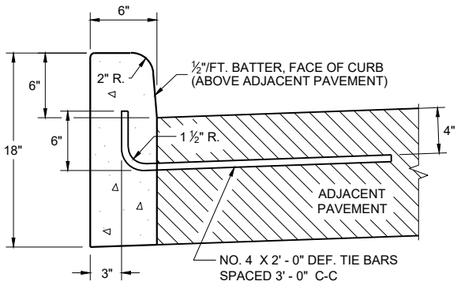
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

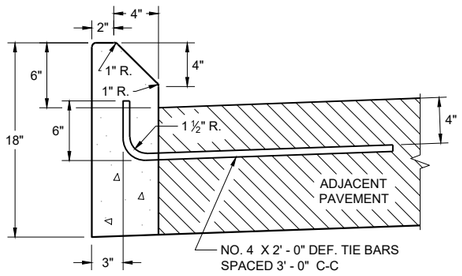
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

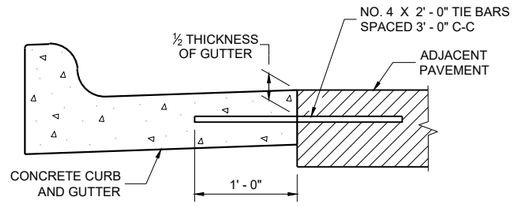



TYPES A (1) & D

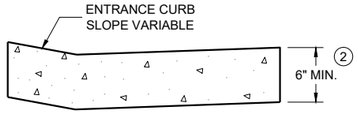



TYPES G (1) & J

## CONCRETE CURB

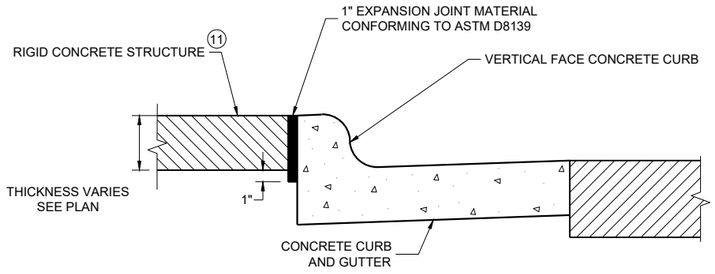



## TYPICAL TIE BAR LOCATION (1)

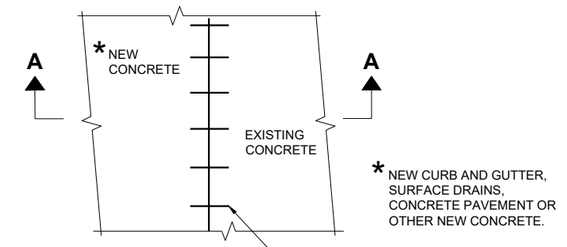



## DRIVEWAY ENTRANCE CURB (10)

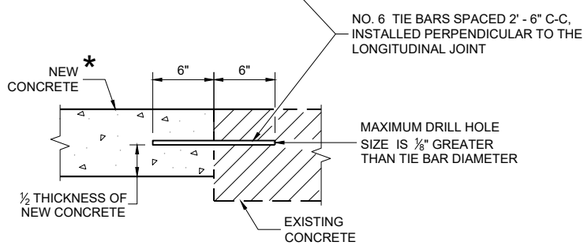
(WHEN DIRECTED BY THE ENGINEER)




## EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)




PLAN VIEW




SECTION A - A

## TIE BARS DRILLED INTO EXISTING PAVEMENT

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 08D01-23b

6

SDD 08D01-23b

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

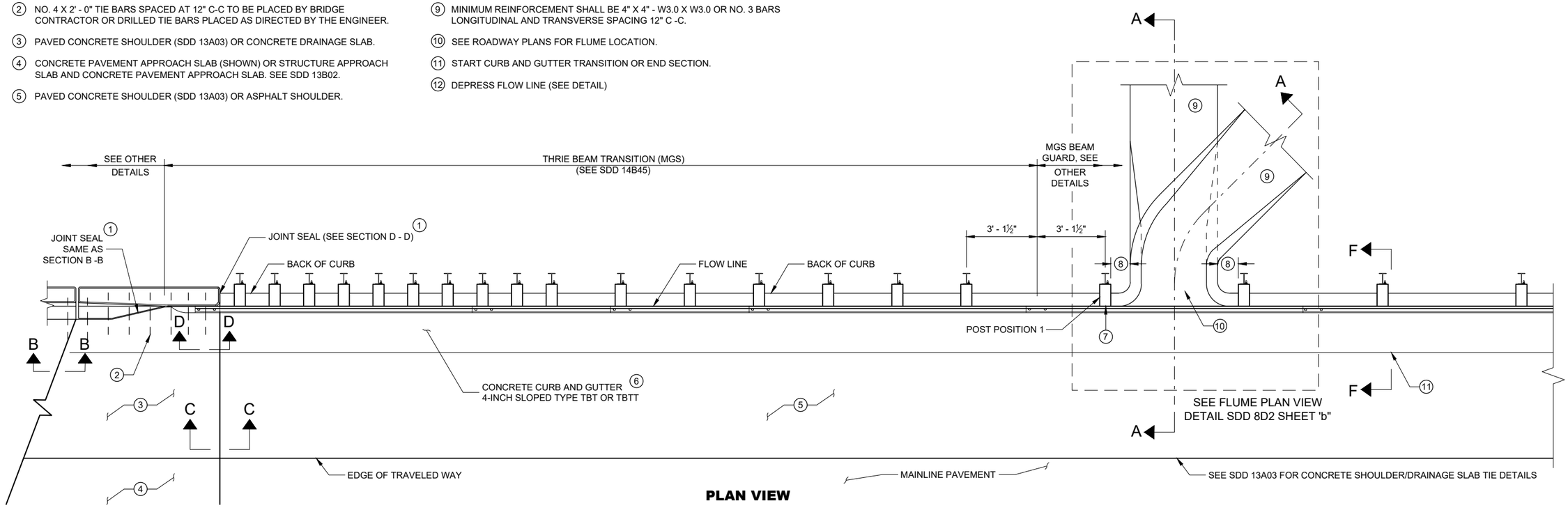
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

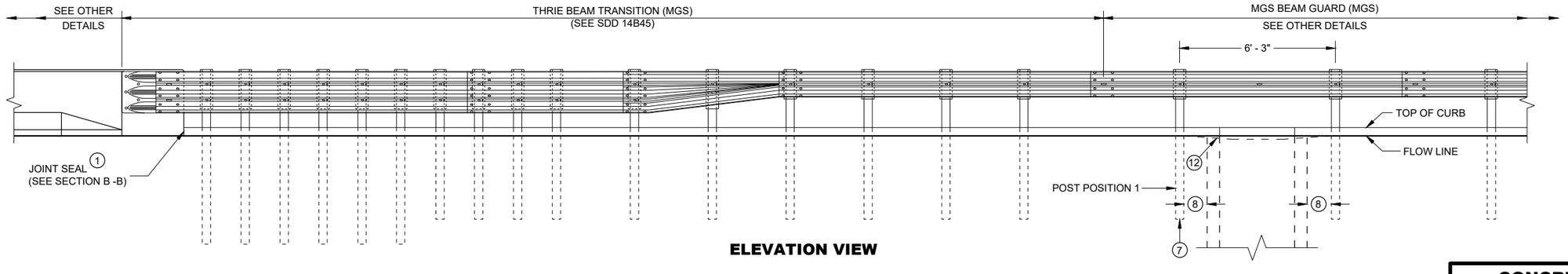
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)




**PLAN VIEW**




**ELEVATION VIEW**

**CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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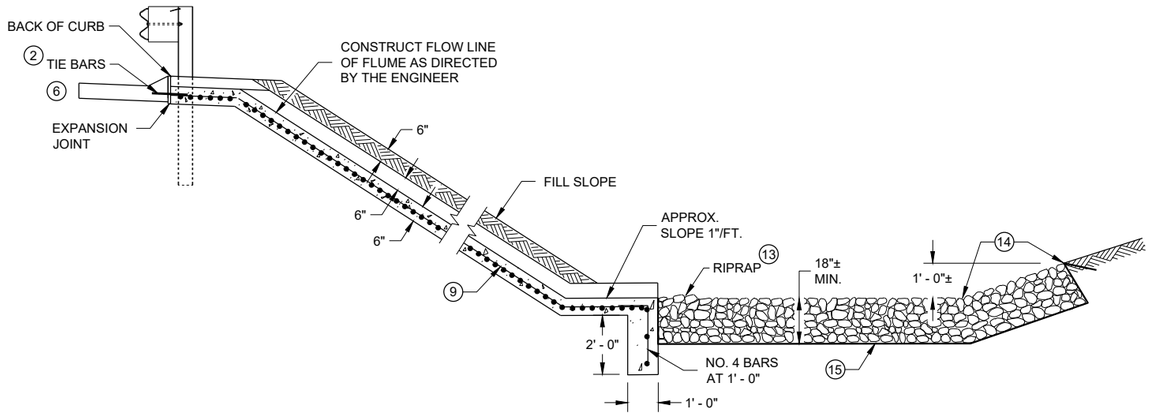
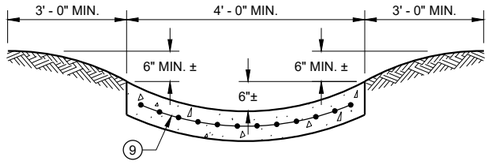
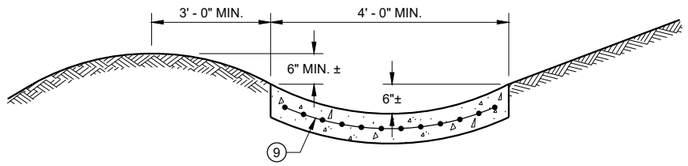
SDD 08D02 - 08a



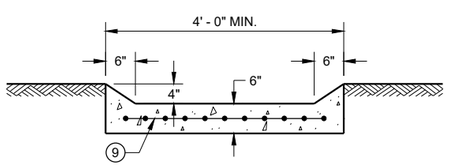

**SECTION A - A**



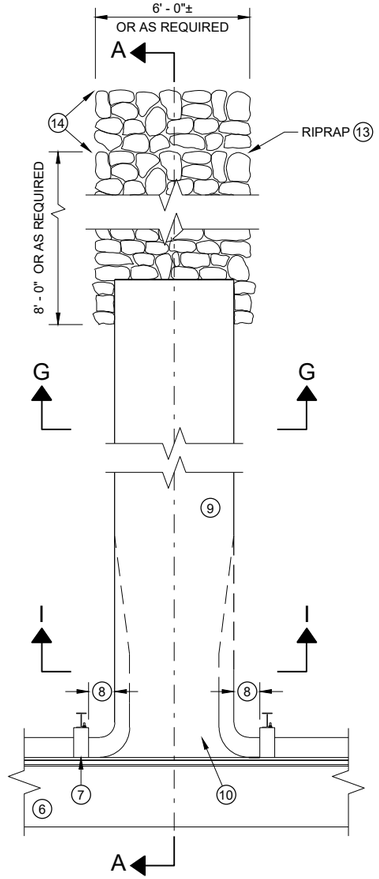

**SECTION G - G**



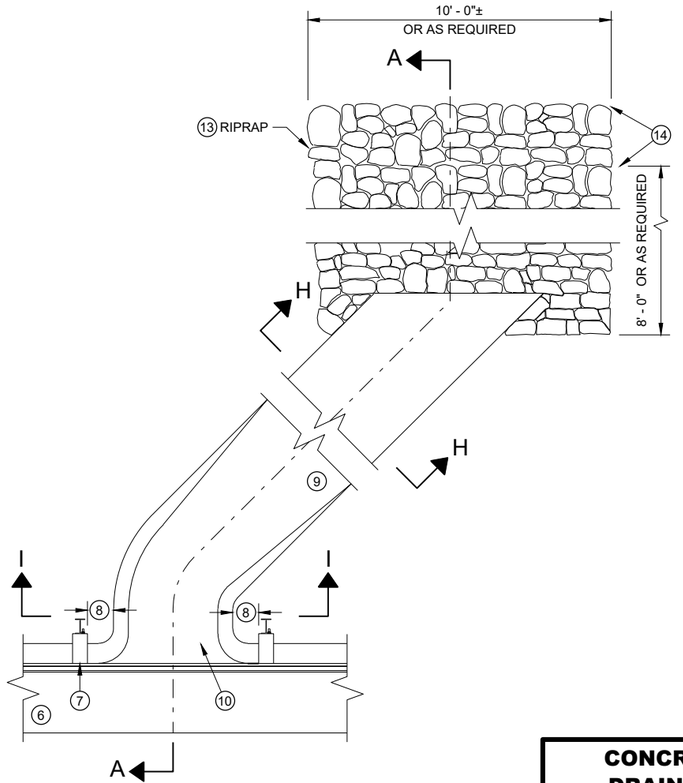

**SECTION H - H**




**SECTION I - I**




**PLAN VIEW PERPENDICULAR FLUME**




**PLAN VIEW SKEWED FLUME**

## GENERAL NOTES

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

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

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

**CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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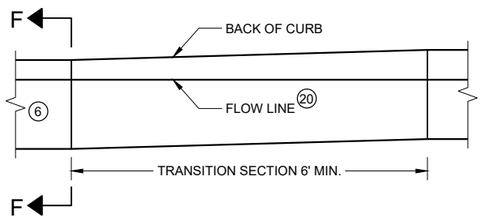
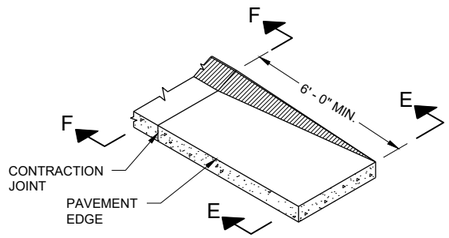
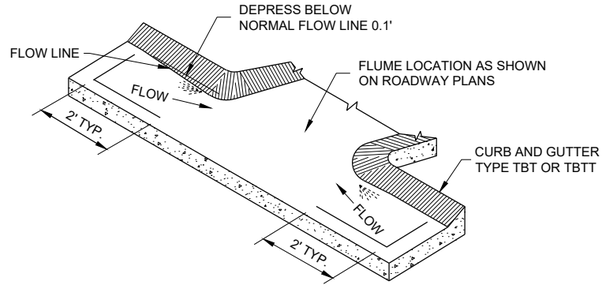
SDD 08D02 - 08b




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




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




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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(15) GEOTEXTILE TYPE HR.

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

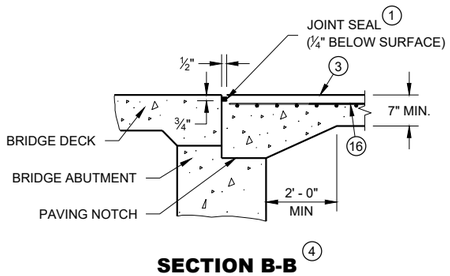
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

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

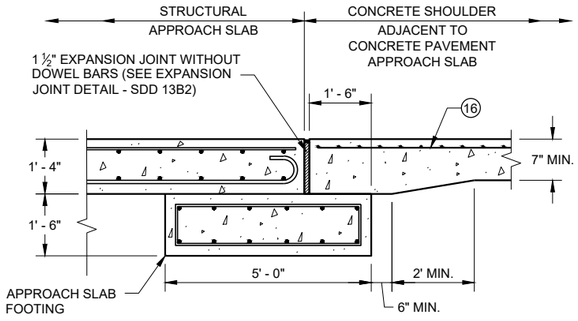
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

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

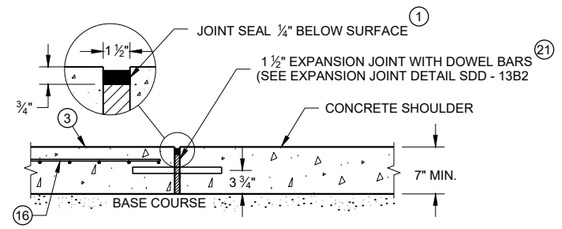
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



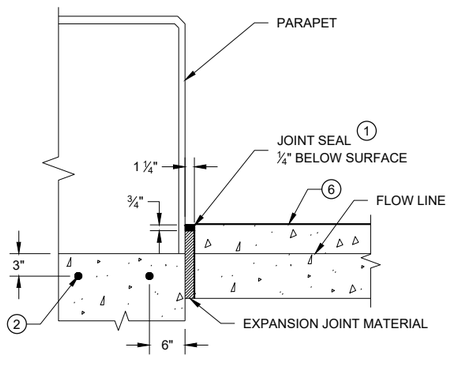

**SECTION B-B (4)**



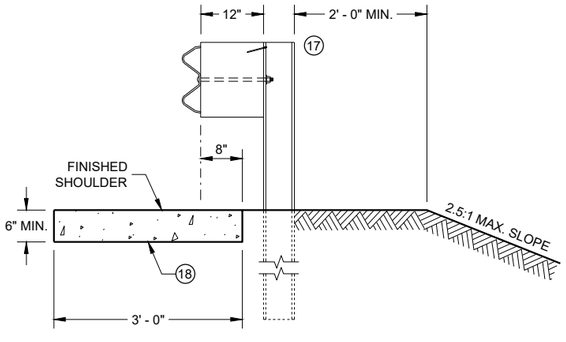

**SECTION C - C**
**JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB**



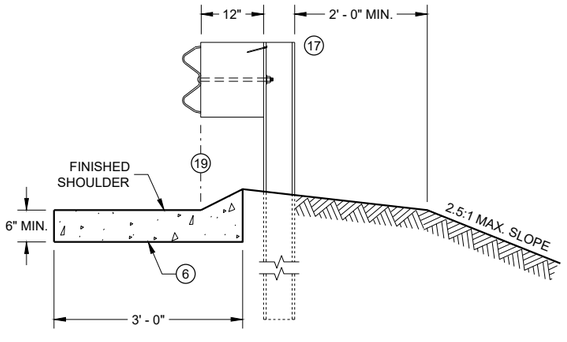

**SECTION C - C**
**JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS**




**SECTION D - D**




**SECTION E - E**




**SECTION F - F**

**CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



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SDD 08D02 - 08c

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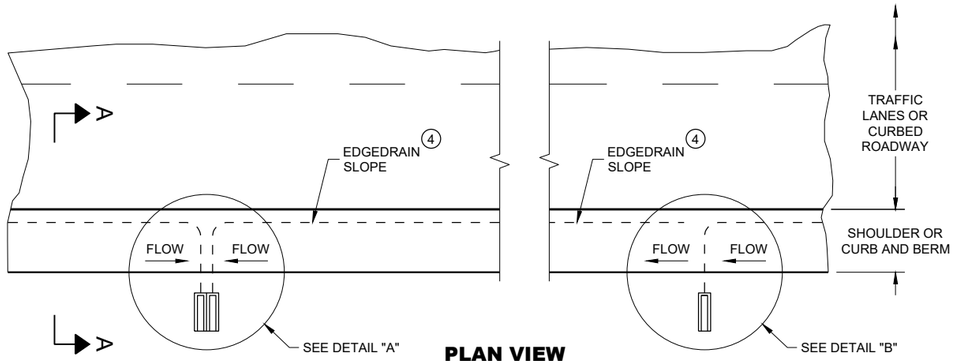
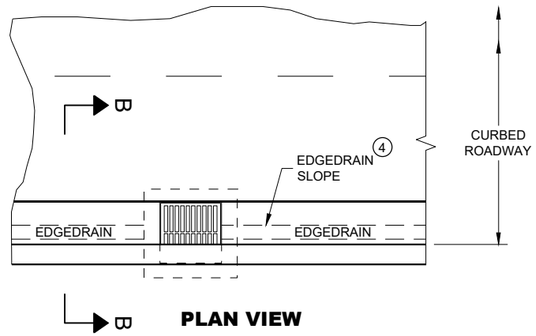
SDD 08D02 - 08c




**PLAN VIEW**

## ROADWAY WITH SHOULDERS OR CURBS
### (EDGEDRAIN CONNECTS TO ROADSIDE) (2)




**PLAN VIEW**

## ROADWAY WITH CURBS
### (EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

## GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

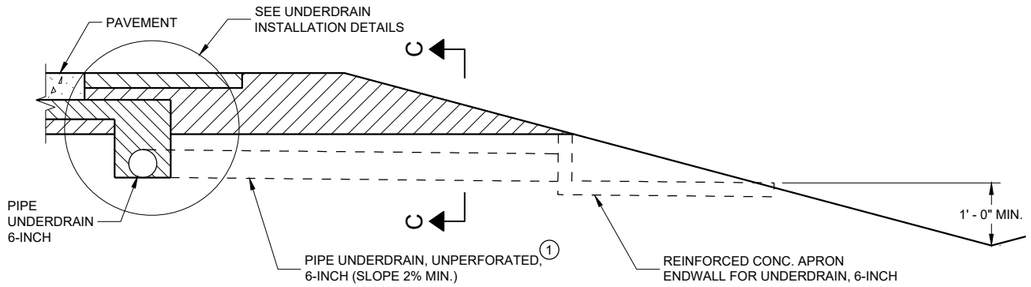
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

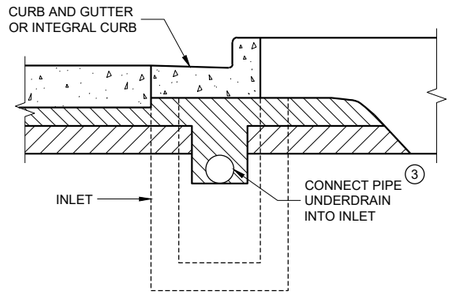
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



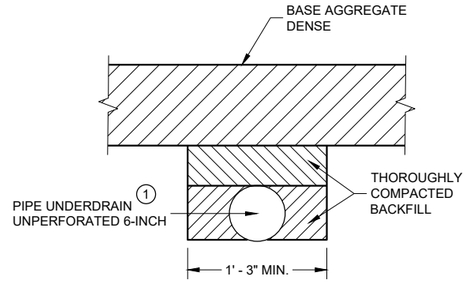

**SECTION A - A**

## RURAL CROSS SECTION



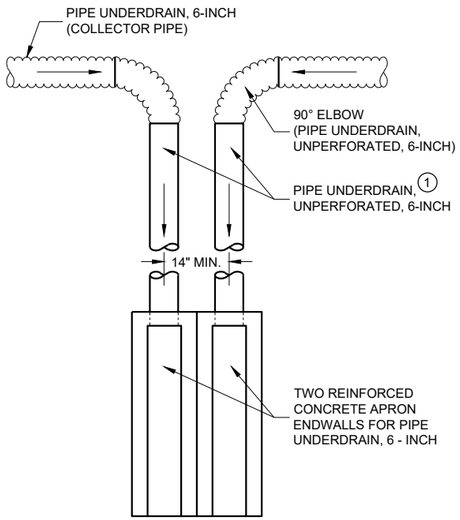

**SECTION B - B**

## URBAN CROSS SECTION

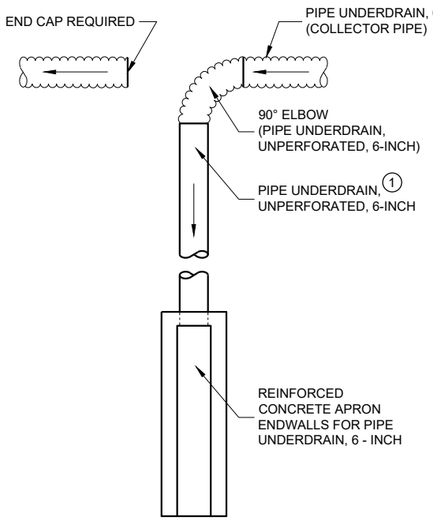



**SECTION C - C**

## TRENCH FOR OUTFALL PIPE

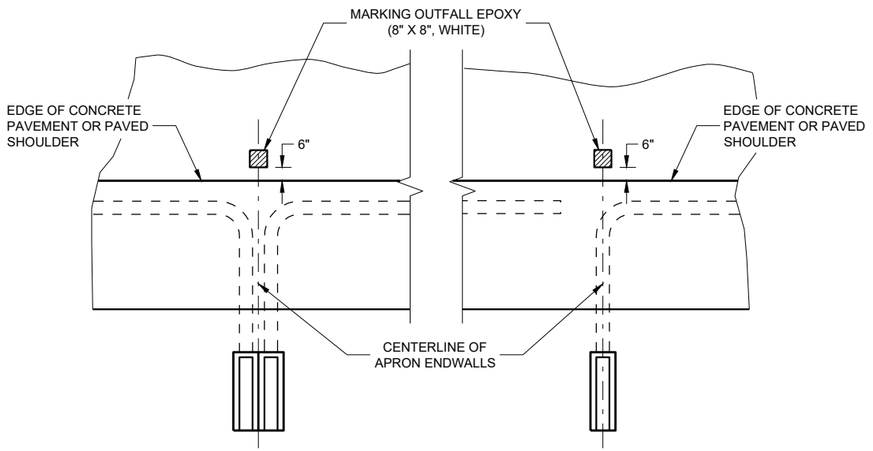



**DETAIL "A"**
TO BE USED AT LOW POINT LOCATIONS




**DETAIL "B"**
TO BE USED AT INTERMEDIATE LOCATIONS

## TYPICAL DRAIN OUT DETAILS




LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

## PAVEMENT MARKINGS FOR OUTFALL MARKERS

**EDGEDRAIN OUTLET AND OUTFALL MARKERS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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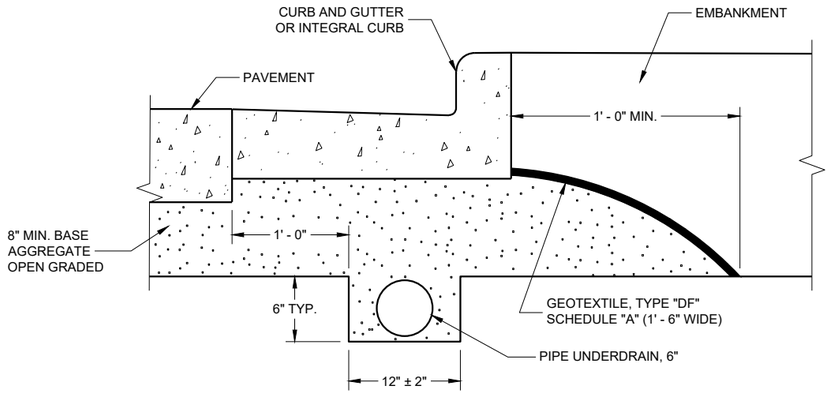
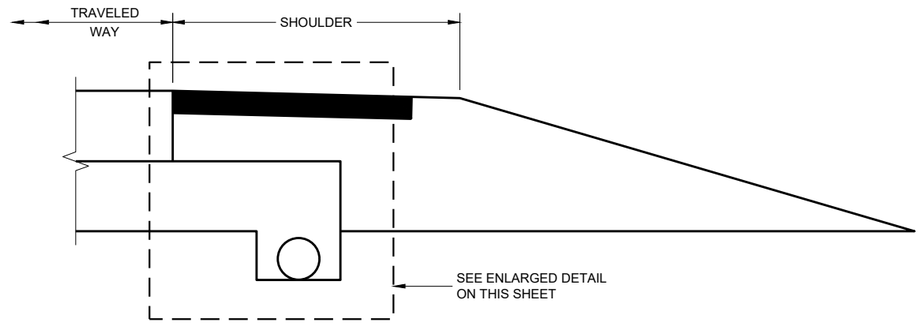
## GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

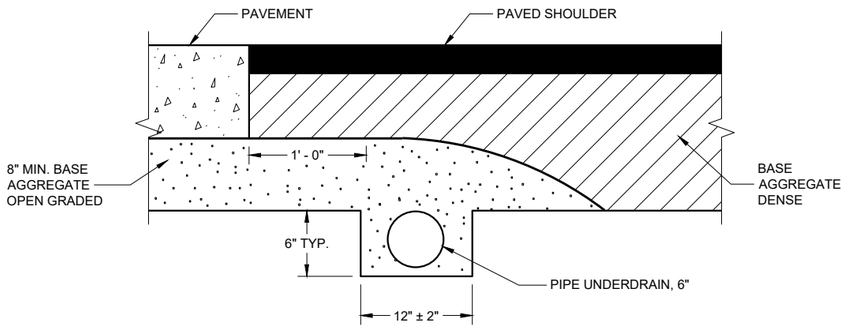
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.




**EDGEDRAIN IN URBAN ROADWAY**

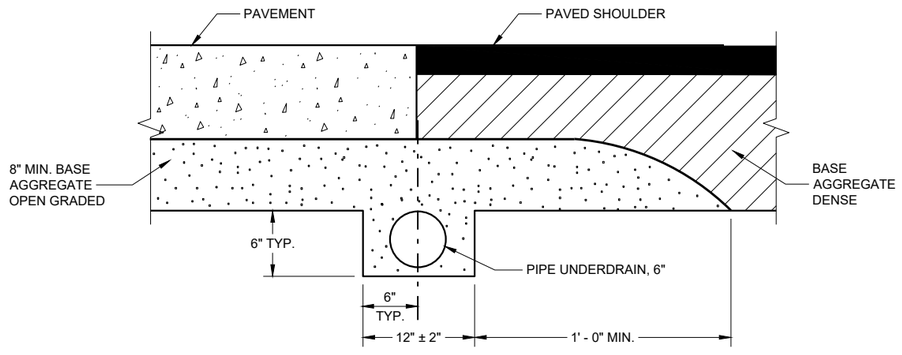



**RURAL CROSS SECTION**




**POST PAVING INSTALLATION**

(QUANTITIES ARE BASED ON THIS DETAIL)




**PRE-PAVING INSTALLATION ALTERNATIVE**

**EDGEDRAIN IN RURAL ROADWAY**

**EDGEDRAIN AND BASE AGGREGATE OPEN GRADED**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2015
DATE

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

FHWA



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SDD 08D15 - 05c

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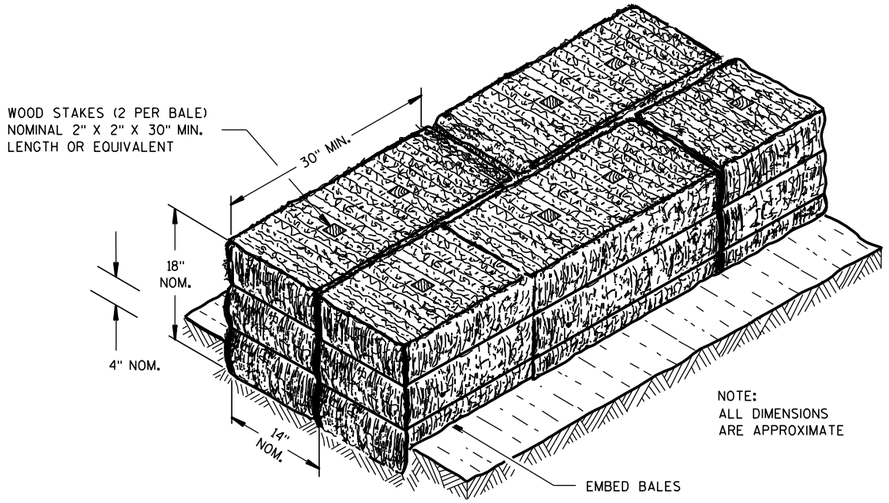
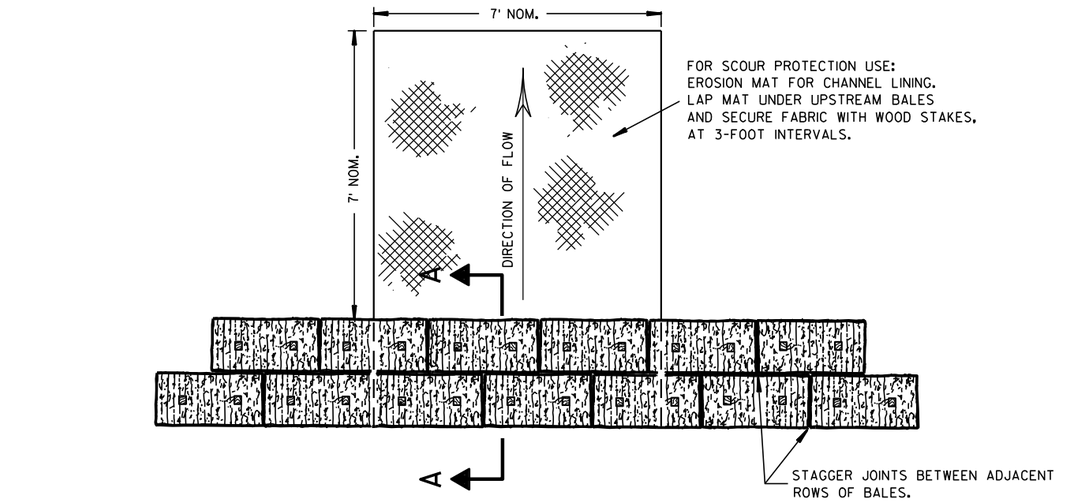
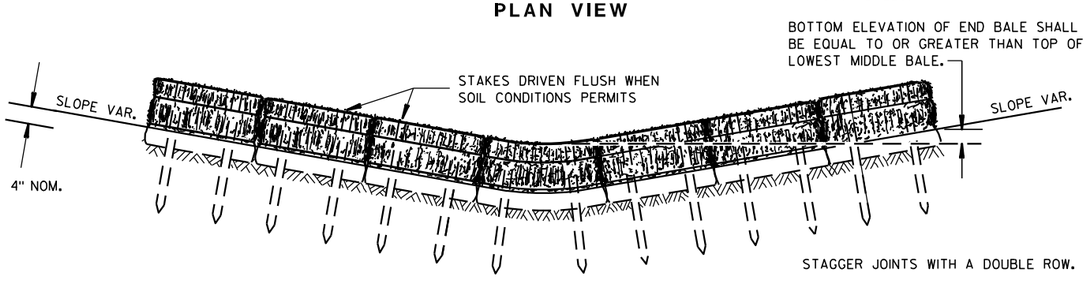
SDD 08D15 - 05c




**SECTION A-A**




**PLAN VIEW**



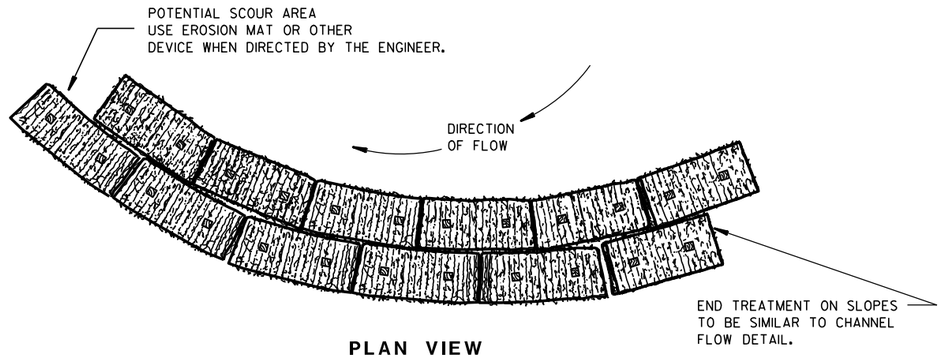

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

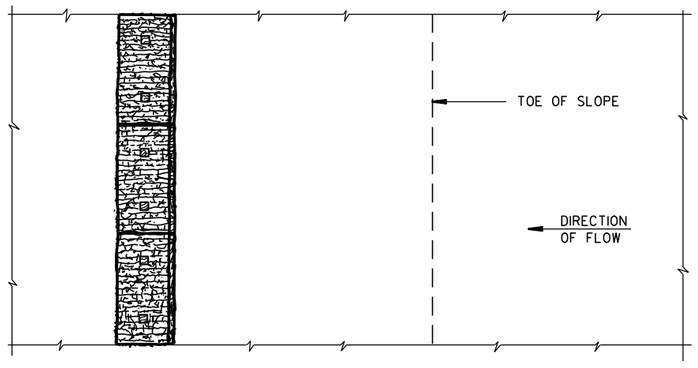
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

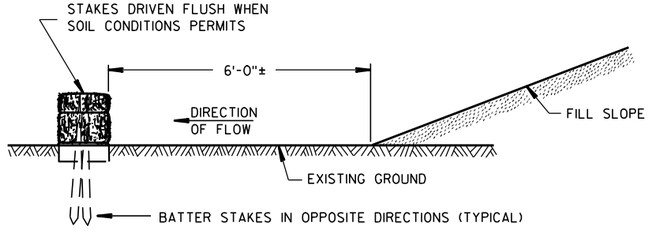



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

FHWA



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S.D.D. 8 E 8-3

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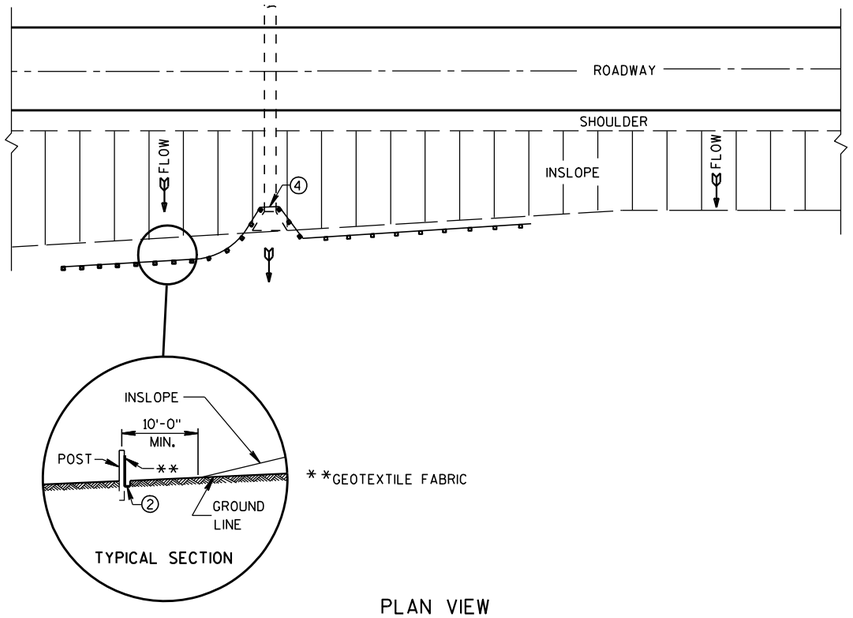
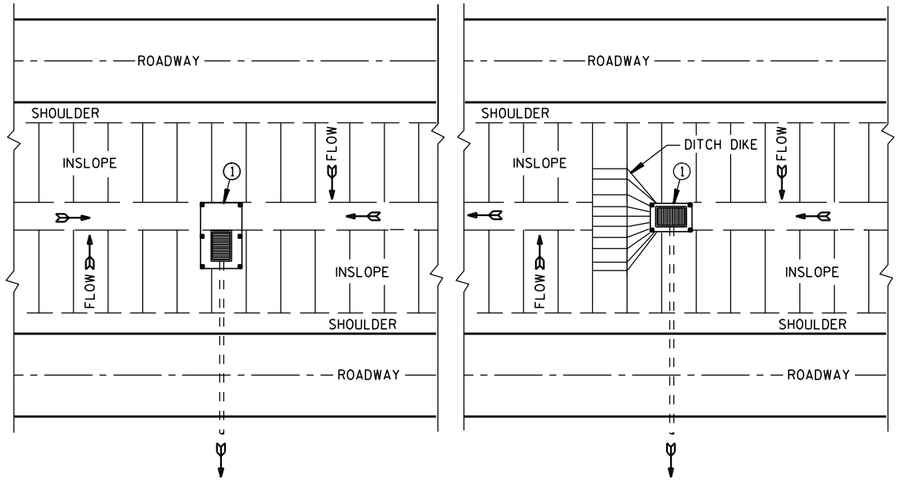
S.D.D. 8 E 8-3



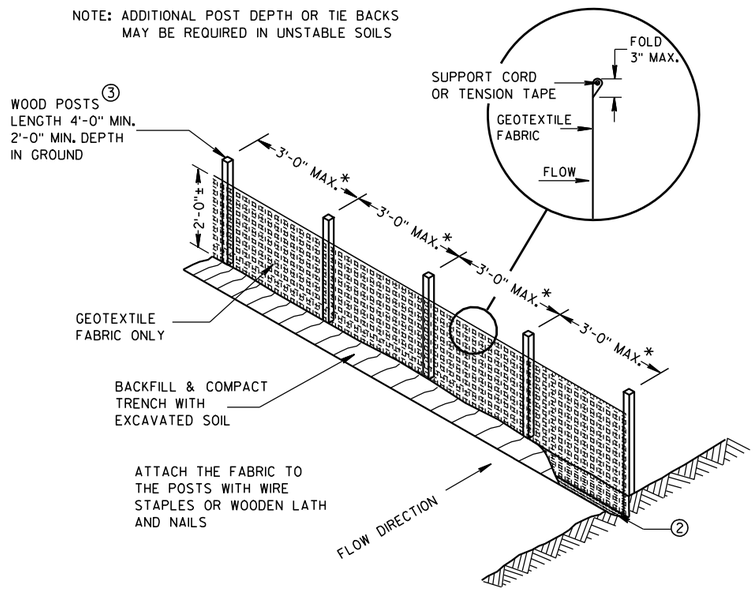

PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE

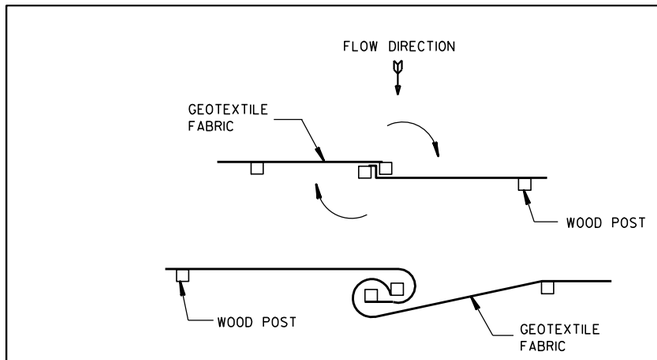



PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS




## SILT FENCE

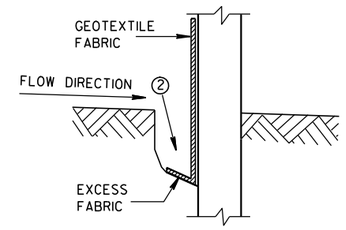



## JOINING TWO LENGTHS OF SILT FENCE 5

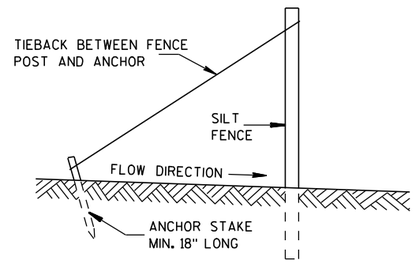
## GENERAL NOTES

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

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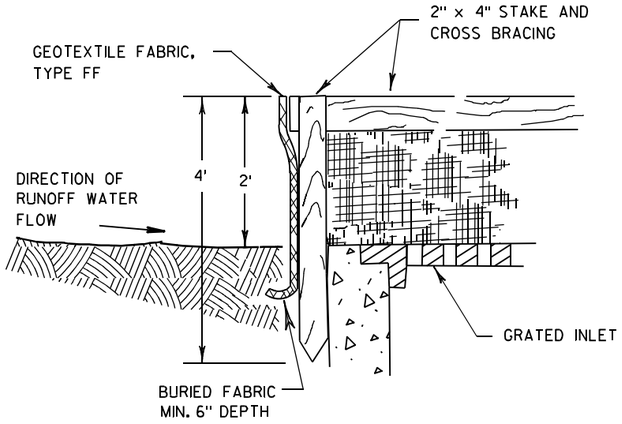
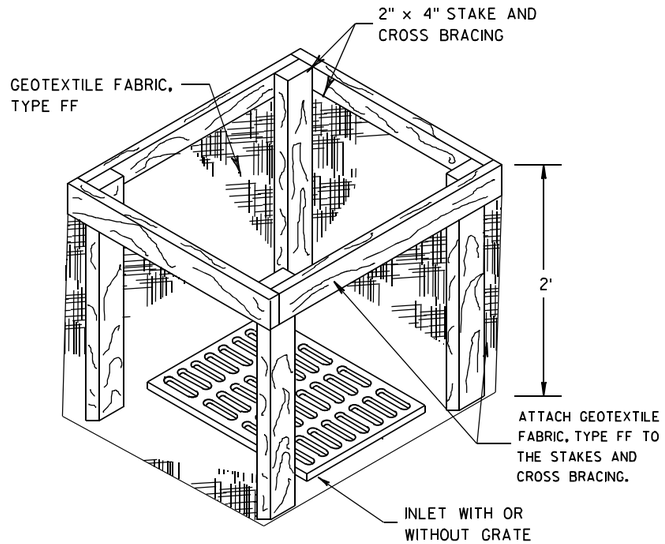
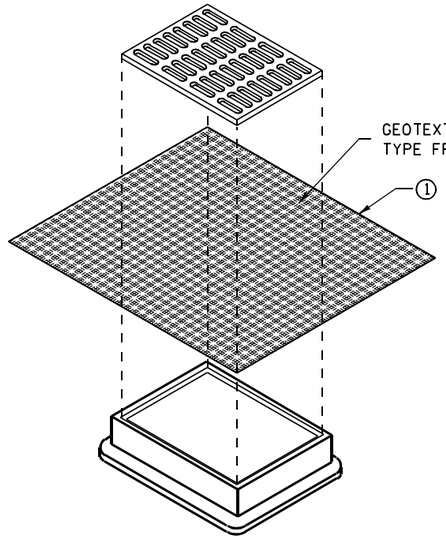
S.D.D. 8 E 9-6



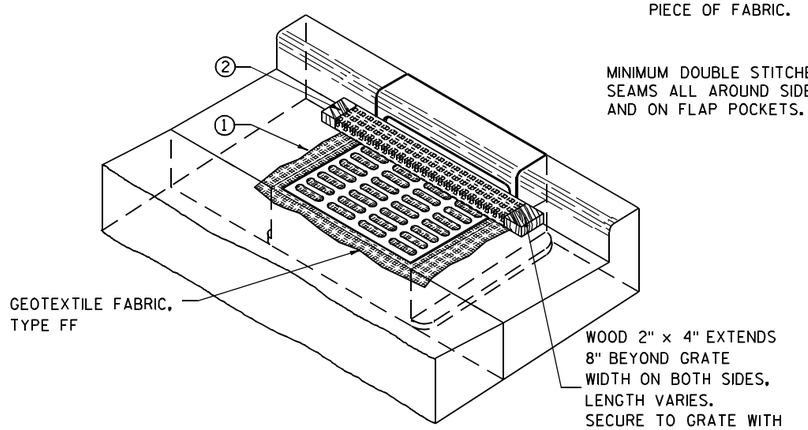




## INLET PROTECTION, TYPE A

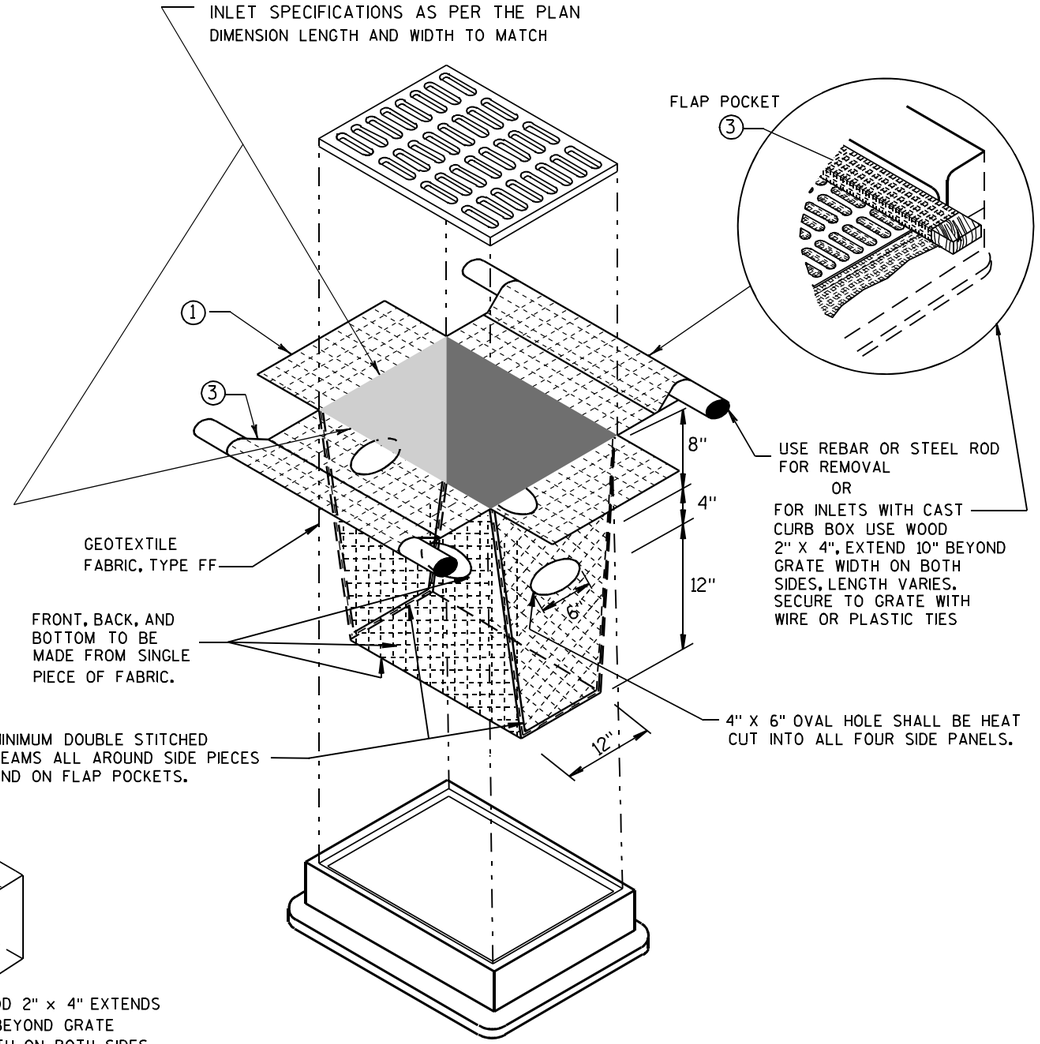



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

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




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




## INLET PROTECTION, TYPE D

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

## GENERAL NOTES

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

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

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

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

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

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

## INSTALLATION NOTES

### TYPE B & C

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

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

### TYPE D

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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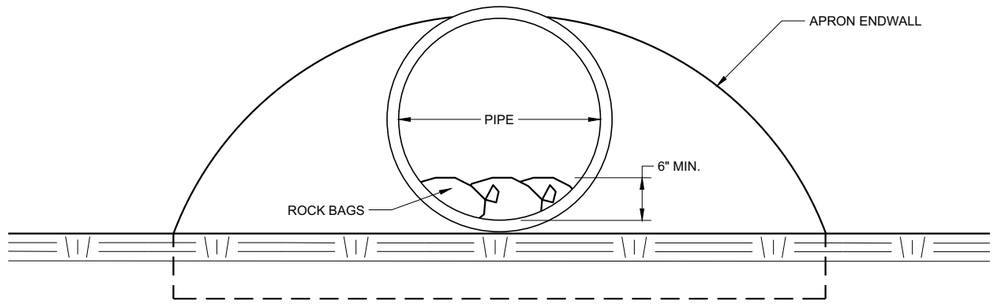
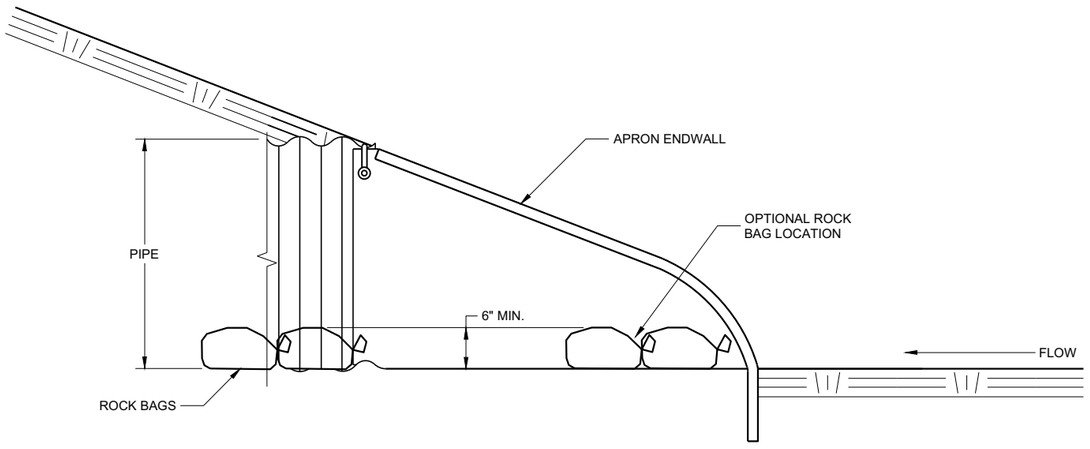
S.D.D. 8 E 10-2




**END VIEW**




**SIDE VIEW**

## CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

**CULVERT PIPE CHECK**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA



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SDD 08E15 - 01

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## METAL APRON ENDWALLS

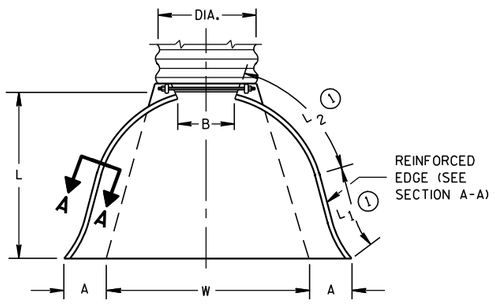
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 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

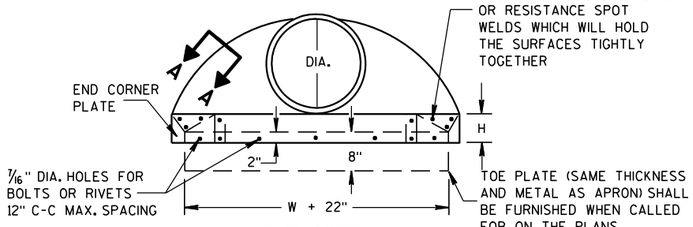
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

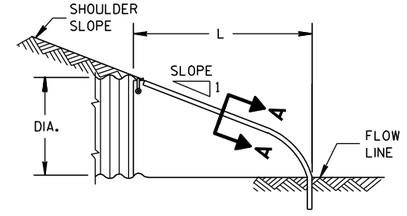
*MINIMUM
**MAXIMUM




PLAN VIEW

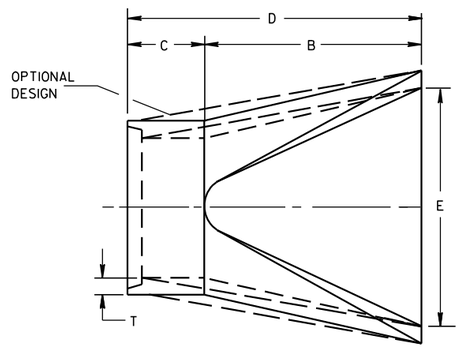



END VIEW

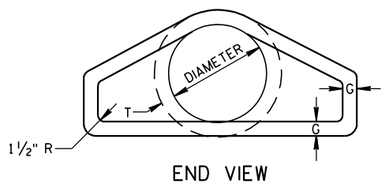



SIDE ELEVATION

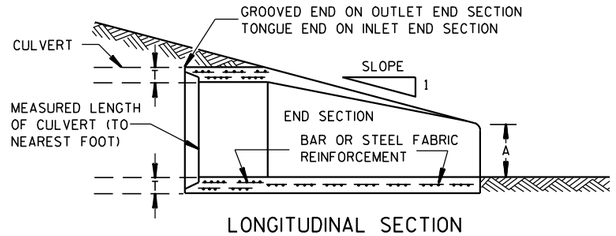
## METAL ENDWALLS




PLAN

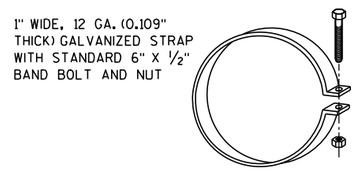



END VIEW



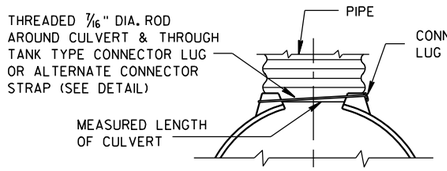

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

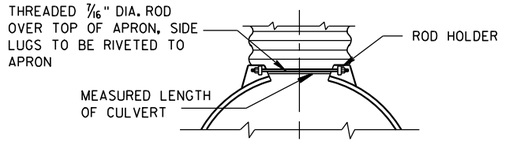



ALTERNATE FOR TYPE 1 CONNECTION

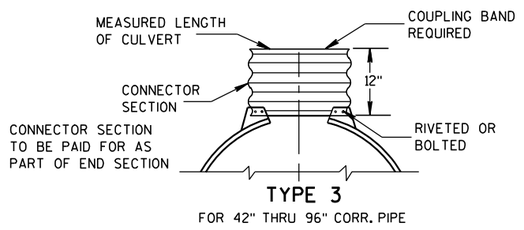
## END SECTION CONNECTOR STRAP



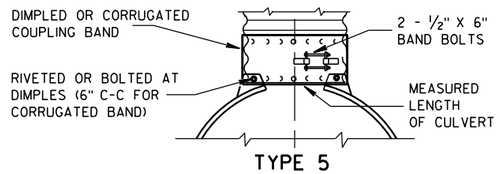

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

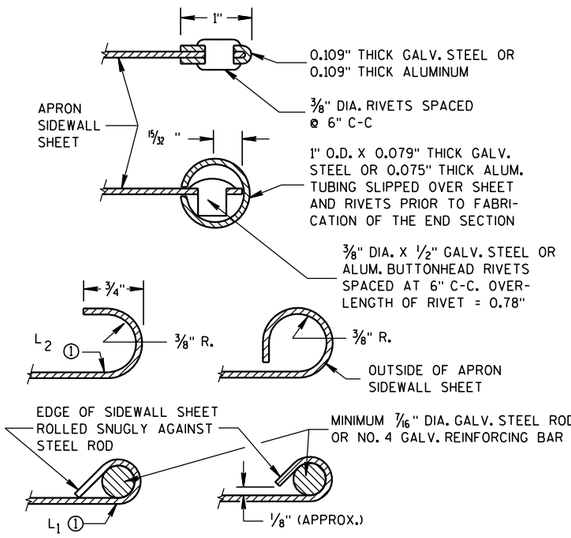
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

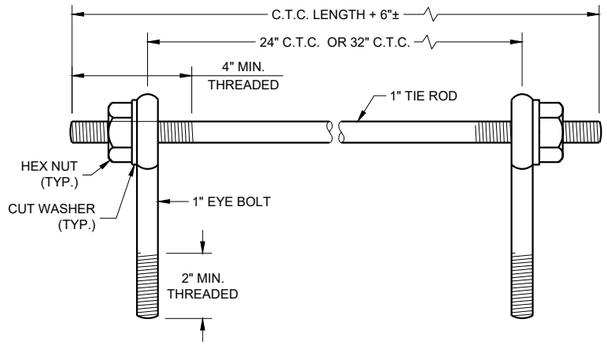
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

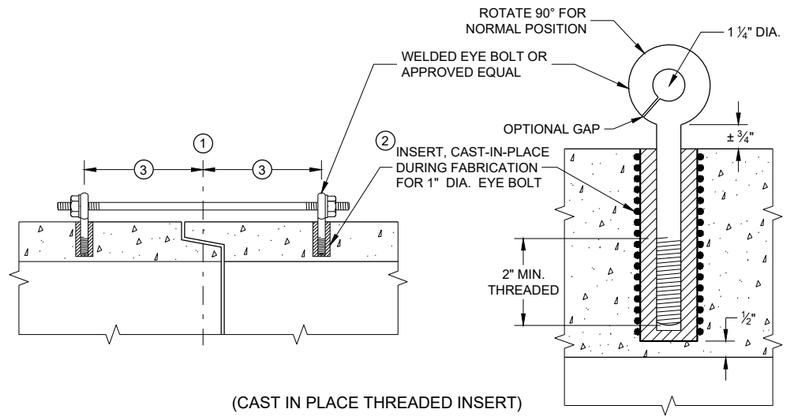
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




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.

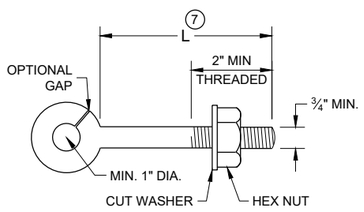
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

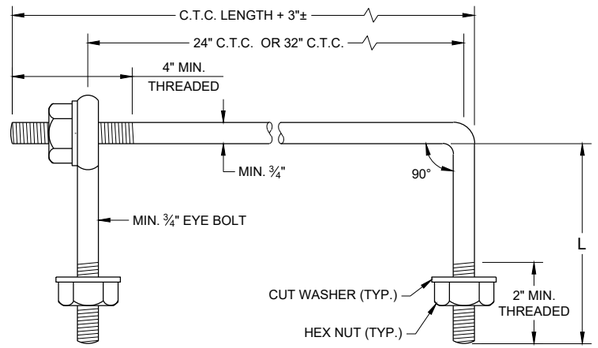
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

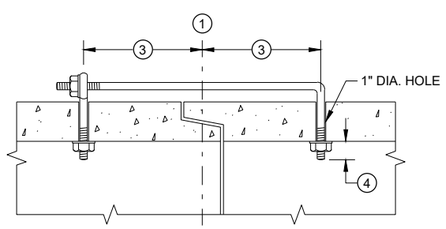



**EYE BOLT** (7)

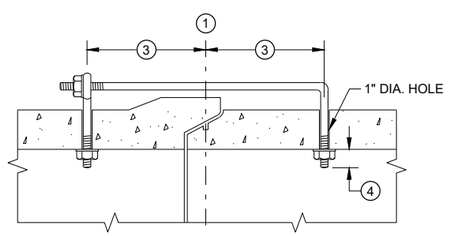
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

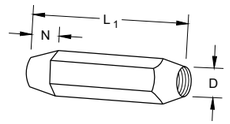
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

## 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

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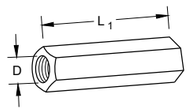
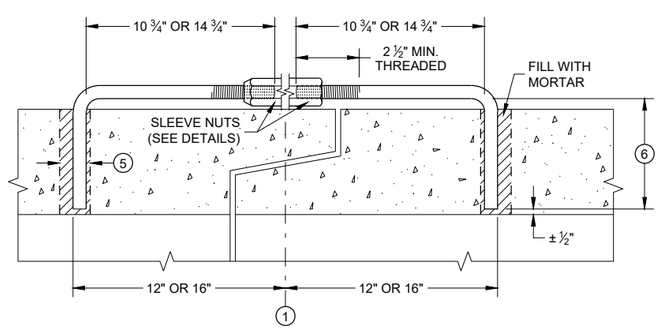



PLAIN

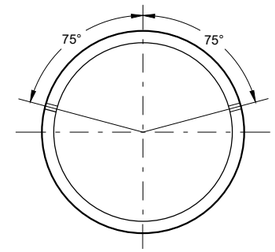
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



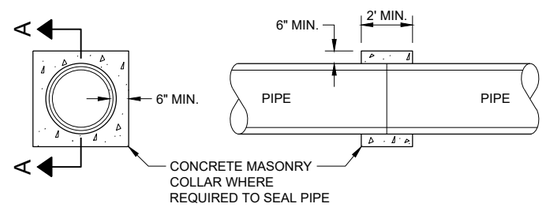

**LONGITUDINAL SECTION**

## 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

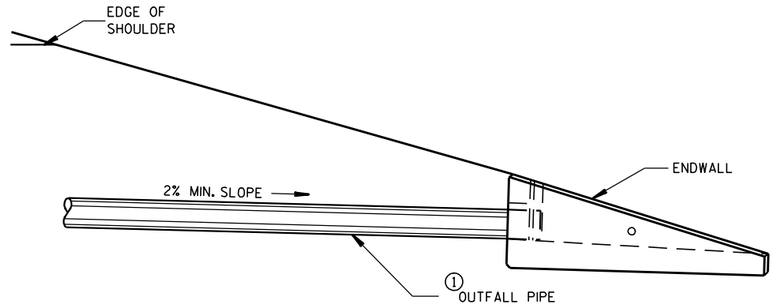


SDD 08F04 - 08

SDD 08F04 - 08

| DIMENSIONS IN INCHES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIA. | A | B | C | D | E | F | G | H | J | L | Z |
| **4 | 6 | 12 | 5 1/4 | 9 | 8 | 32 | 36 | 11 | 2 3/8 | 6 1/2 | 4 |
| 6 | 8 | 14 | 7 1/4 | 11 | 10 | 42 | 44 | 13 | 3 5/8 | 8 1/2 | 6 |

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)




INSTALLATION DETAIL

## GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

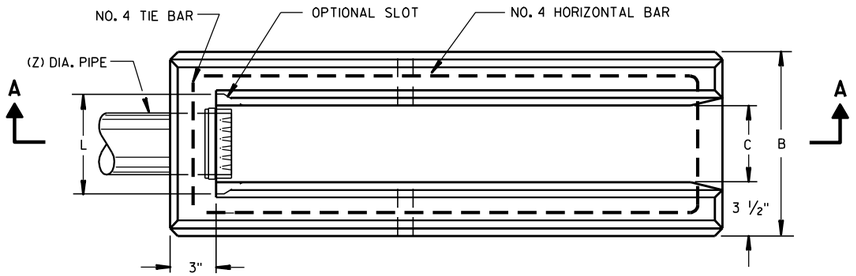
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

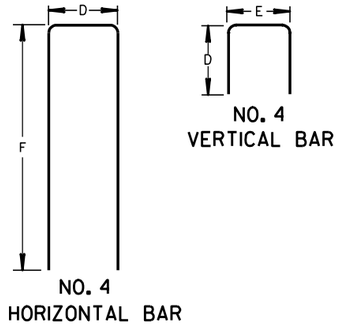
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

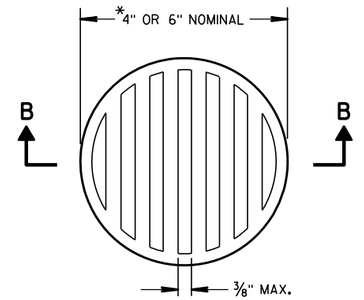
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



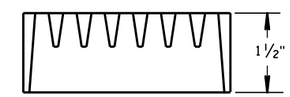

PLAN VIEW




BAR STEEL REINFORCEMENT DETAILS



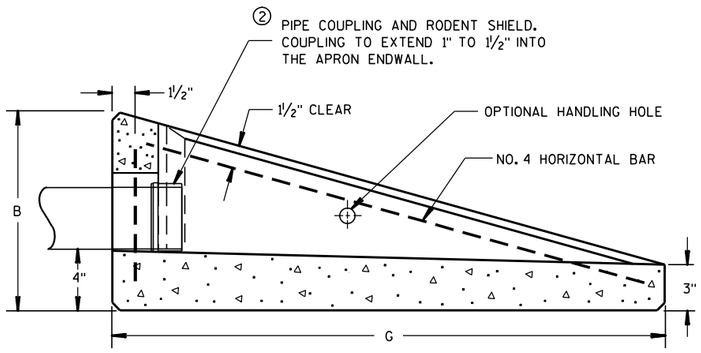

NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



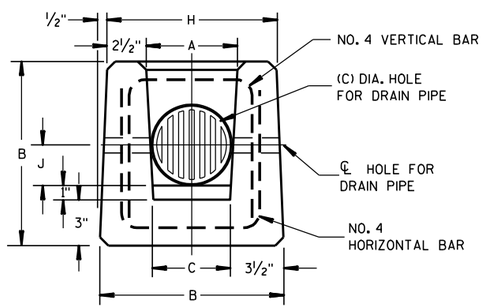

SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.




SECTION A-A




END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

**REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN**

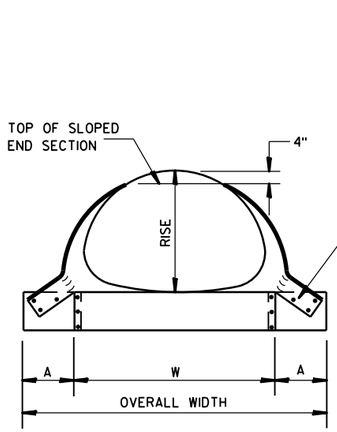
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

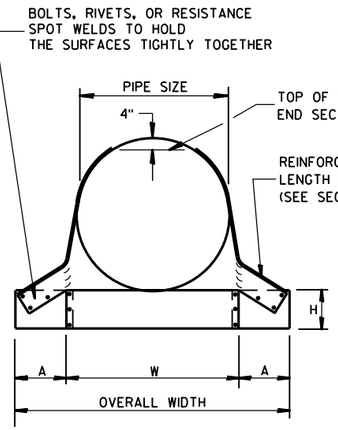



6

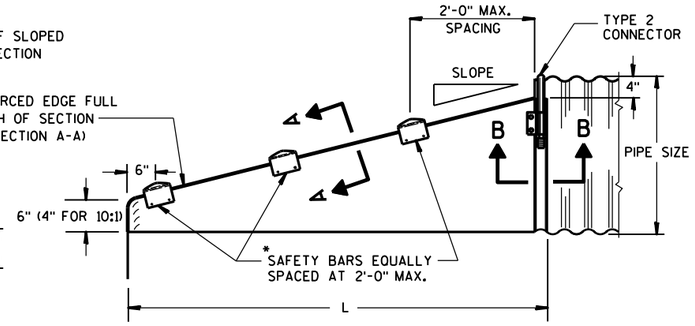
S.D.D. 8 F 6-4




FRONT VIEW




FRONT VIEW




SIDE VIEW

## GENERAL NOTES

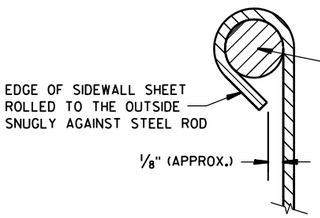
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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**

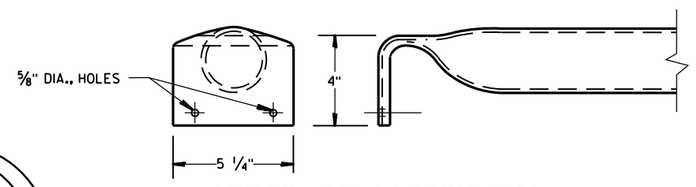
| PIPE DIA. (IN.) | MIN. THICK. (Inches) | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 15 | .064 | 8 | 6 | 21 | 37 | 4:1 | 20 | 6:1 | 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.

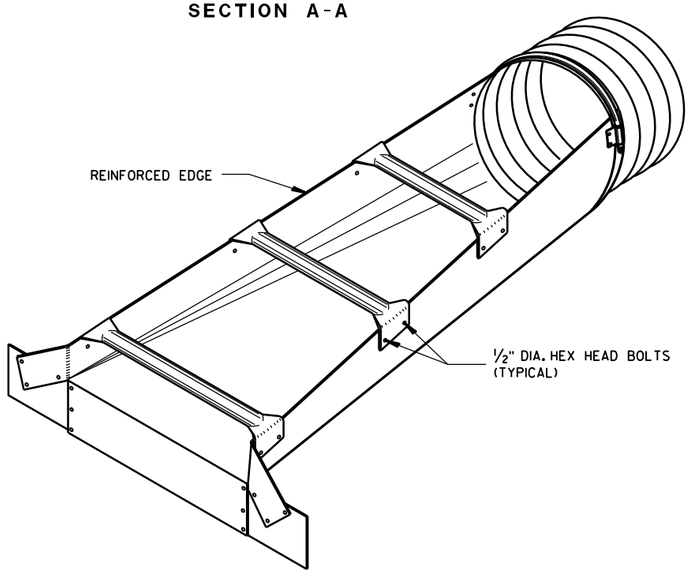



DETAIL OF SAFETY BAR

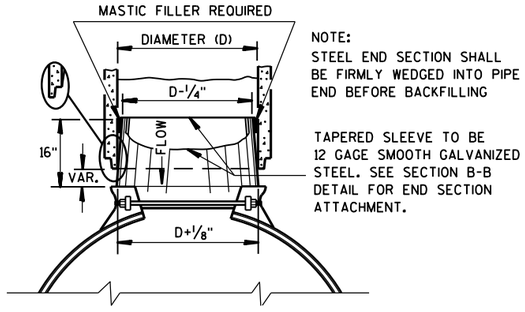
**STEEL APRON ENDWALLS FOR PIPE ARCH**
**SLOPED SIDE DRAINS**

| 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 | —— | —— |

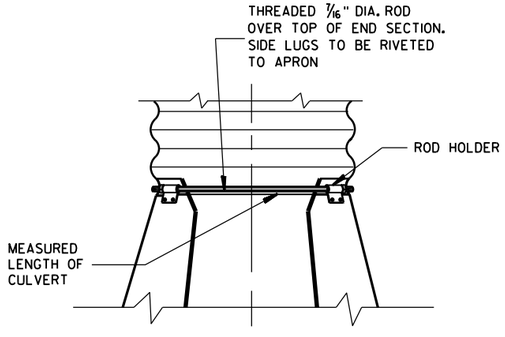
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



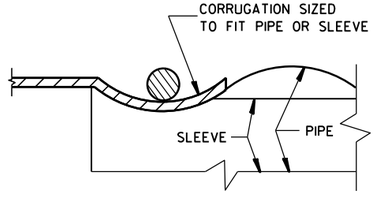

ISOMETRIC VIEW




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

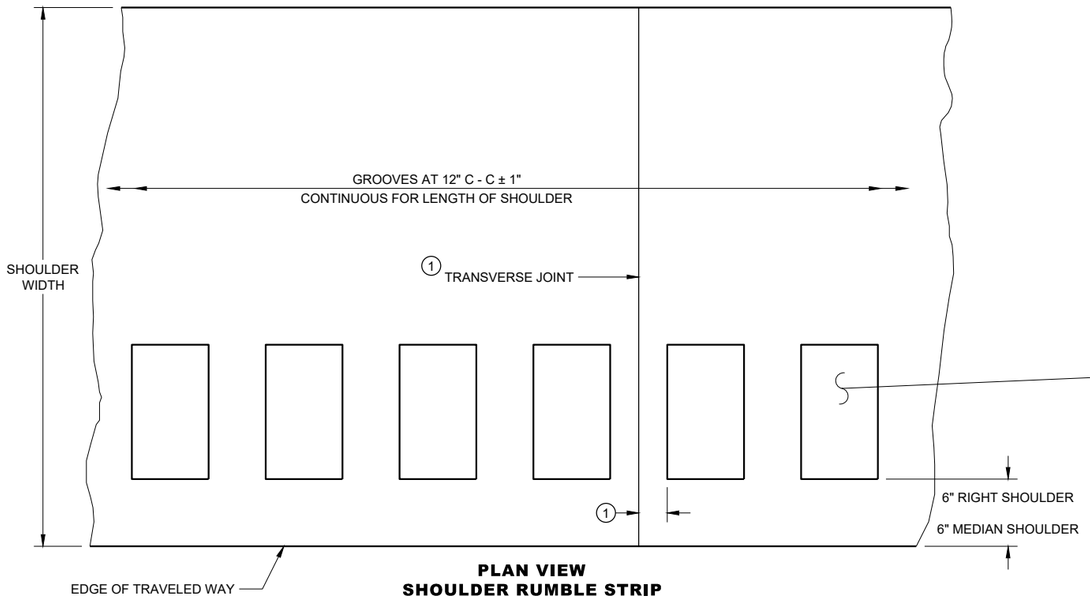
S.D.D. 8 F 7-5

## GENERAL NOTES

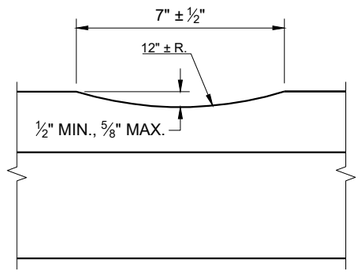
SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

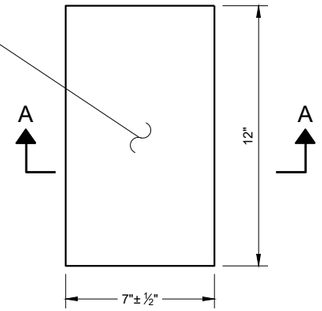
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.



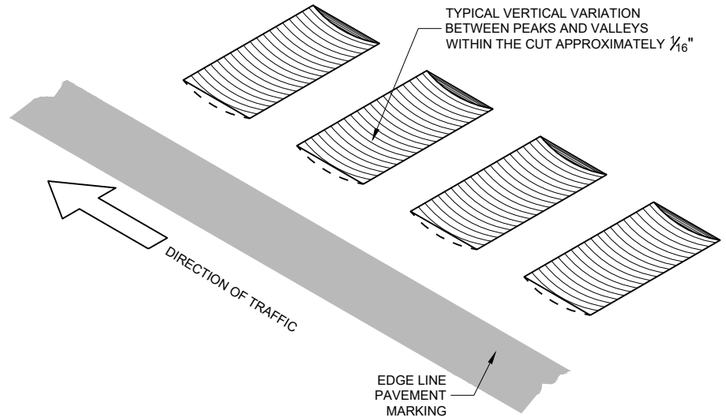

**PLAN VIEW**
**SHOULDER RUMBLE STRIP**




**SECTION A - A**

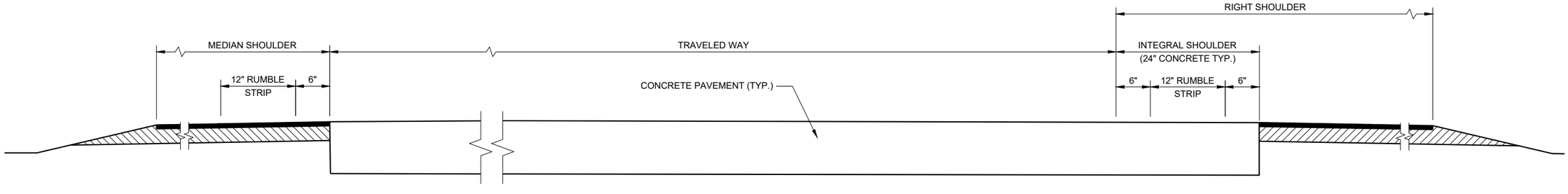



**PLAN VIEW**
**(SINGLE GROOVE)**




**ISOMETRIC**

**PLACEMENT DETAIL FOR RUMBLE STRIP**




**SECTION VIEW**

## TYPICAL SHOULDER RUMBLE STRIPS
**(ONE ROADWAY IS SHOWN)**

**SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





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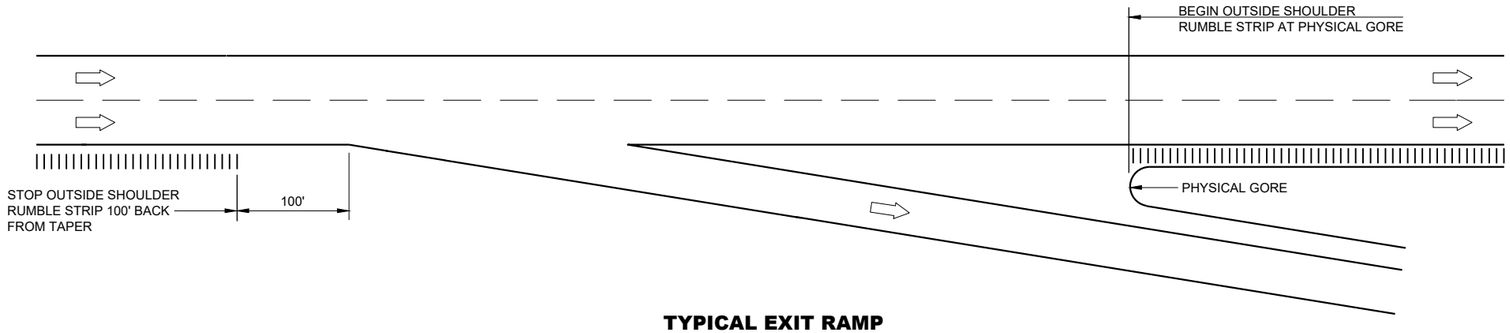
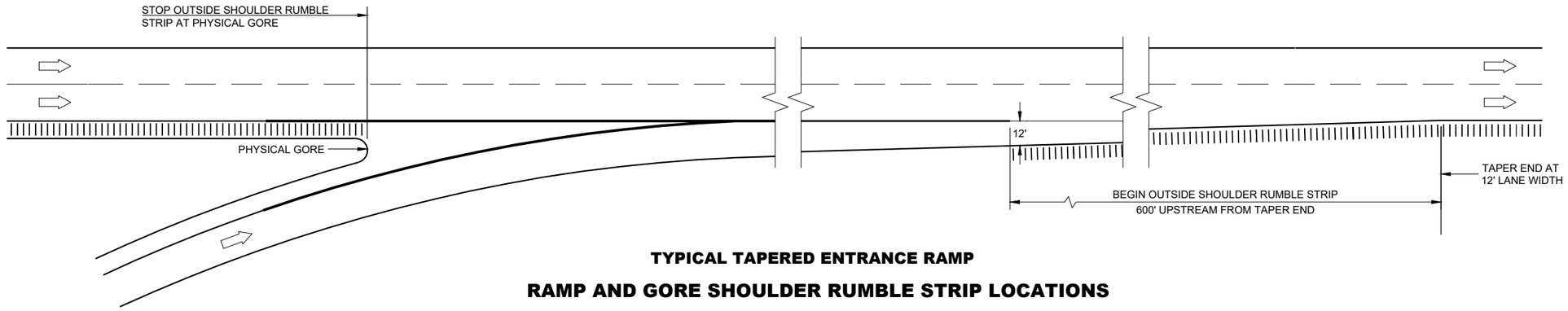
SDD 13A05-06a

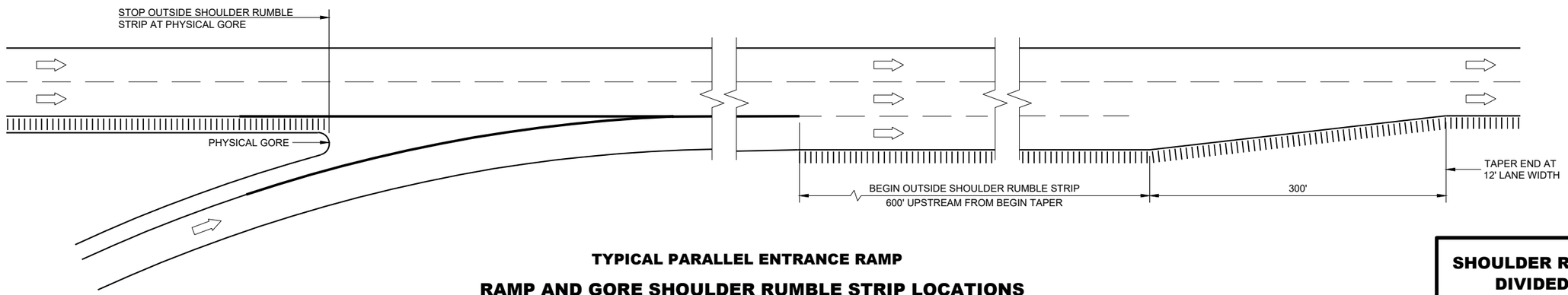



**TYPICAL EXIT RAMP**




**TYPICAL TAPERED ENTRANCE RAMP**

## RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS




**TYPICAL PARALLEL ENTRANCE RAMP**

## RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

## GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIALAND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

## LEGEND

DIRECTION OF TRAFFIC

**SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY DESIGN STANDARDS UNIT SUPERVISOR

FHWA



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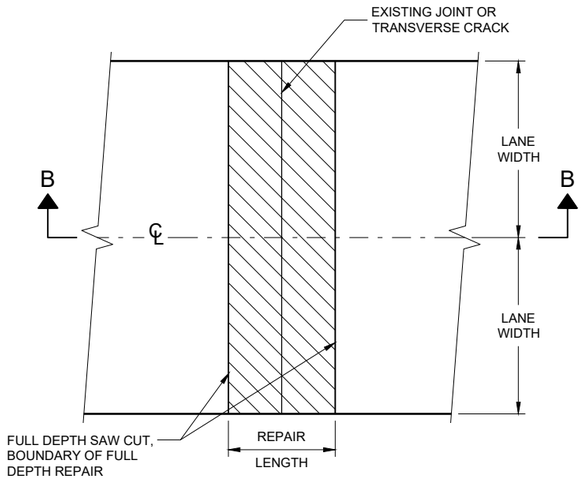
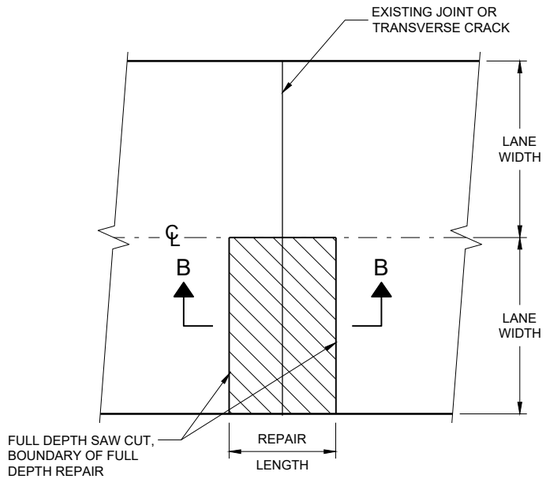
SDD 13A05-06b

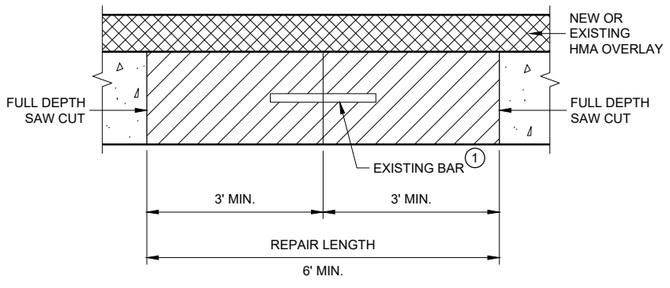



**PLAN VIEW**
**DOUBLE LANE REPAIR**




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

## FULL DEPTH CONCRETE PAVEMENT REMOVAL




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

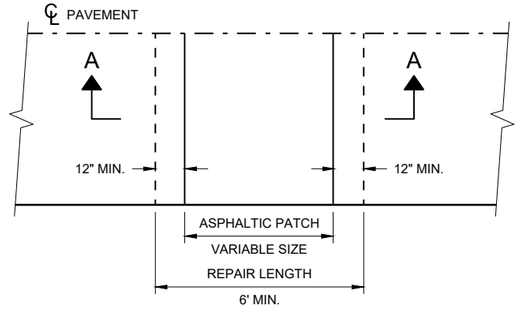
## GENERAL NOTES

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.

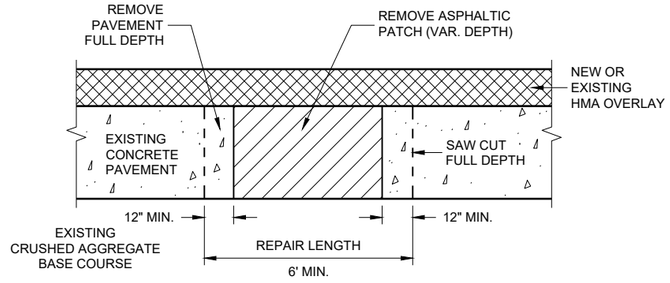
PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

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.




**PLAN VIEW**




**SECTION A - A**

## HMA PATCH REMOVAL

## BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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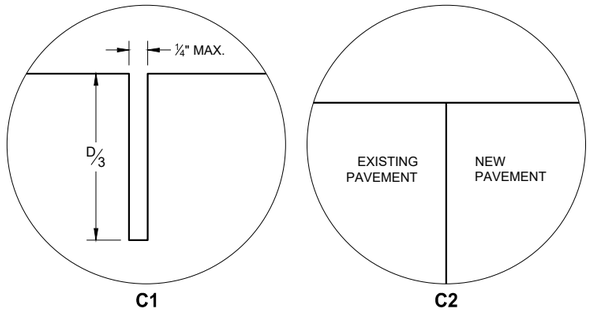
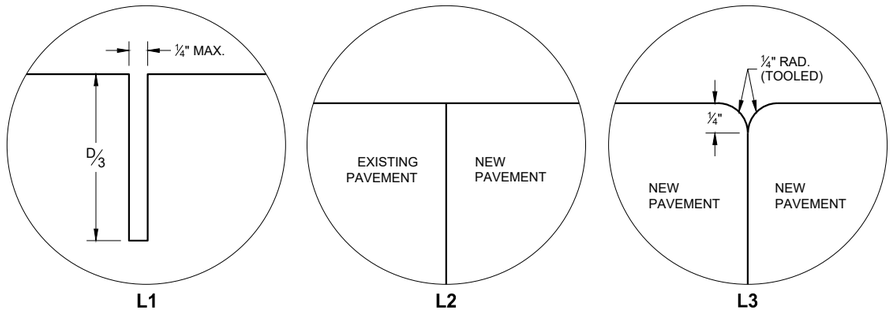
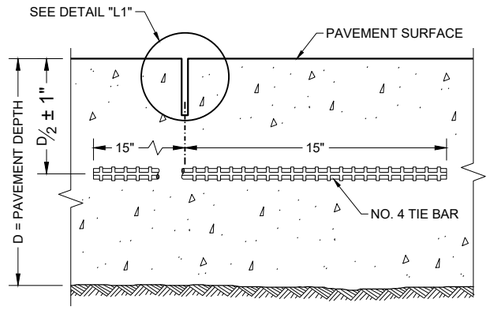
SDD 13C14 - 07a




**TRANSVERSE JOINTS**

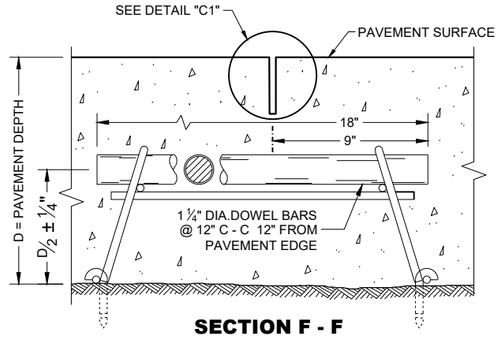



**LONGITUDINAL JOINTS**




**SECTION C - C**

**SAWED LONGITUDINAL JOINT**




**SECTION F - F**

**CONTRACTION JOINT**

## GENERAL NOTES

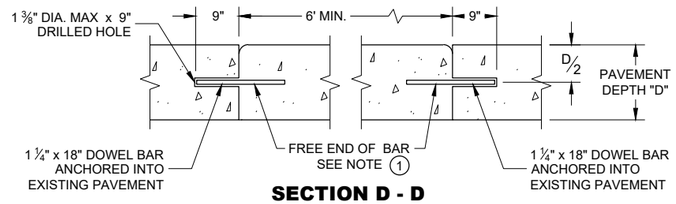
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

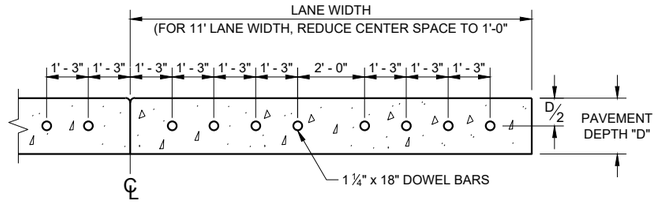
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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.

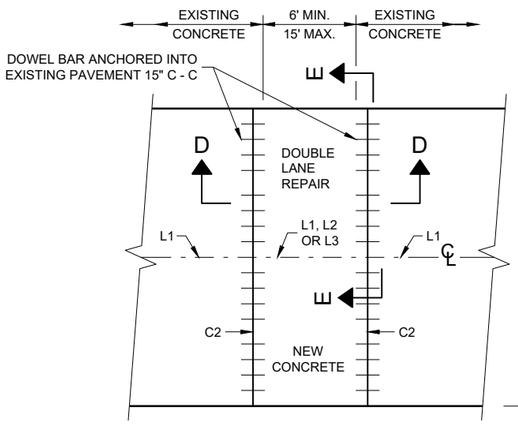



**SECTION D - D**



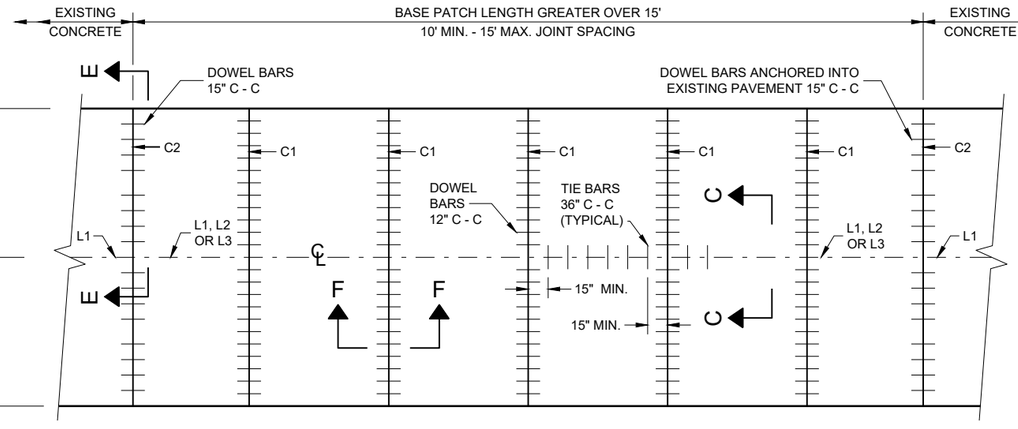

**SECTION E - E**

**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 TRANSPORTAT 196

SDD 13C14 - 07b

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SDD 13C14 - 07b

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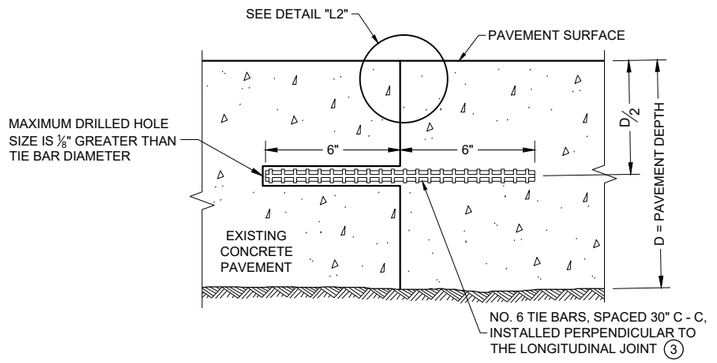
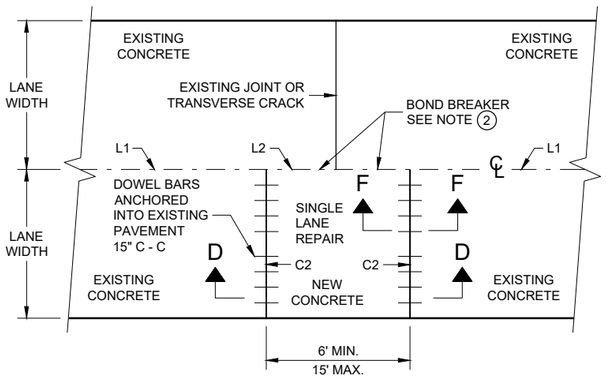



**SECTION G - G**

**TIE BARS ANCHORED INTO EXISTING PAVEMENT**

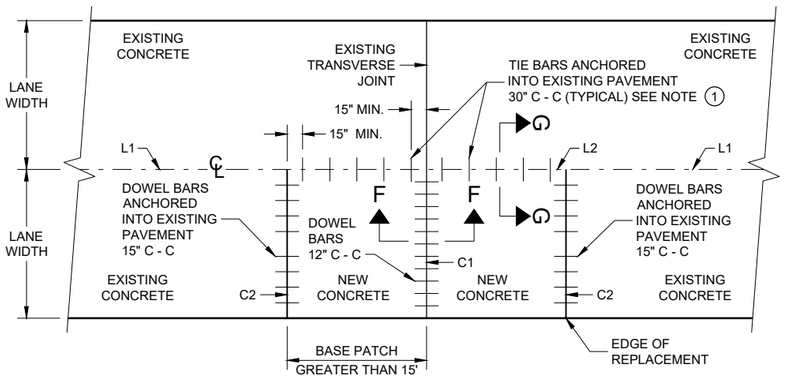
## GENERAL NOTES

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**

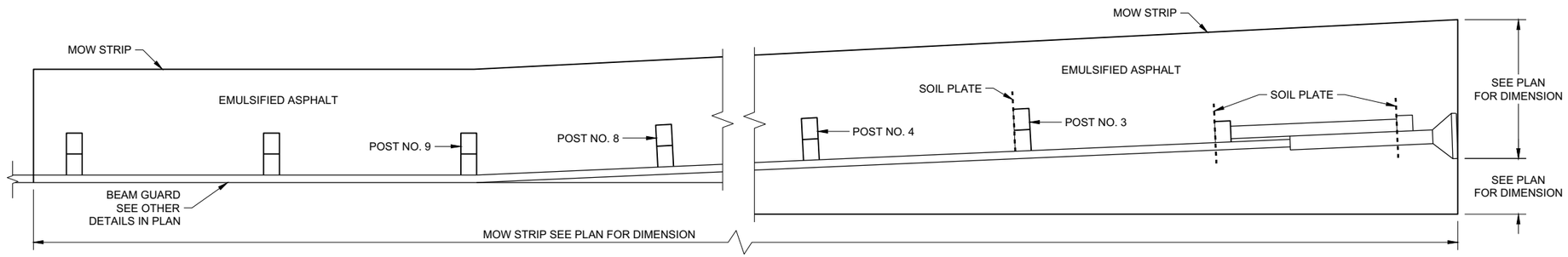
**BASE PATCHING CONCRETE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

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

FHWA



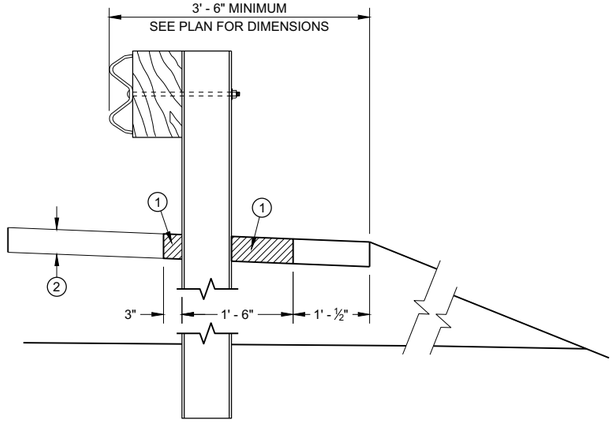

**PLAN VIEW**

## MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

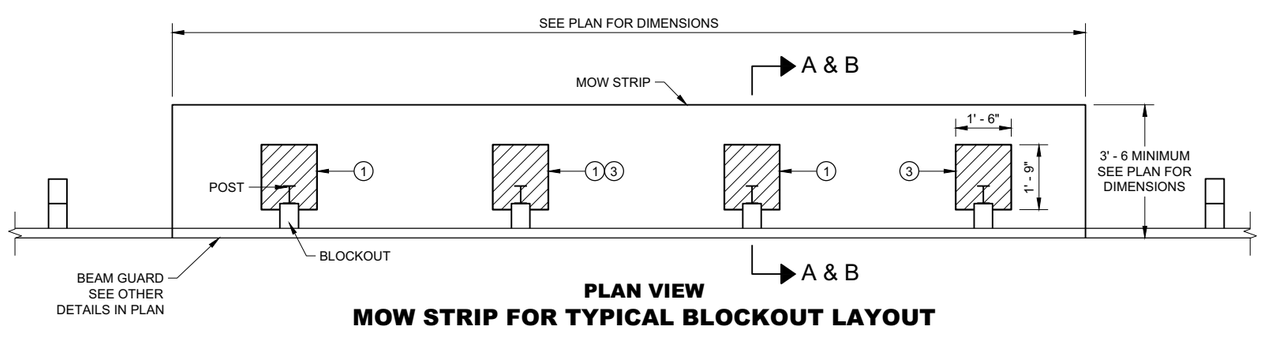
## GENERAL NOTES

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)

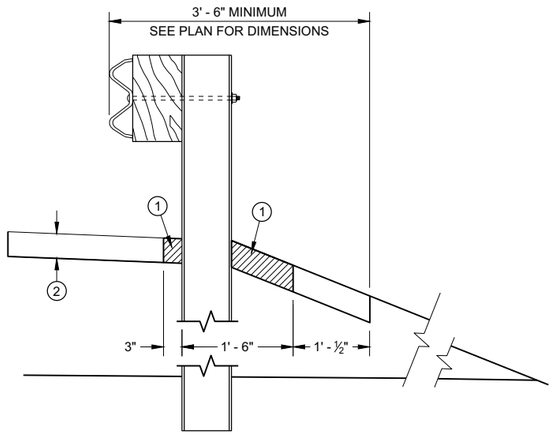



**SECTION A - A**

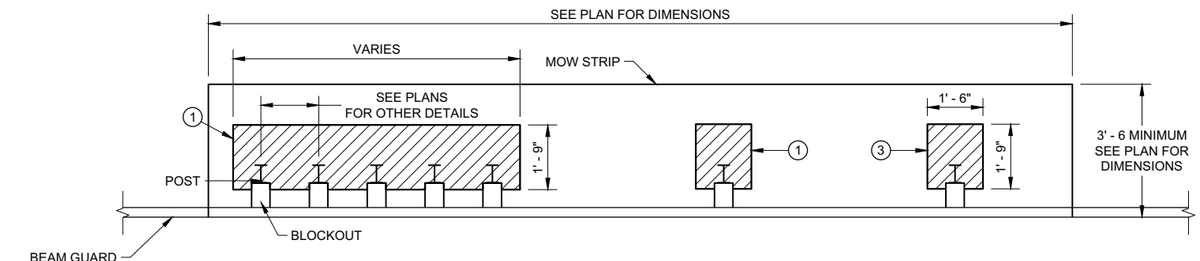



**PLAN VIEW**

## MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

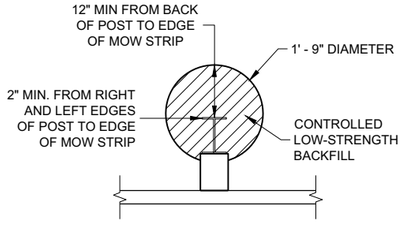



**SECTION B - B**

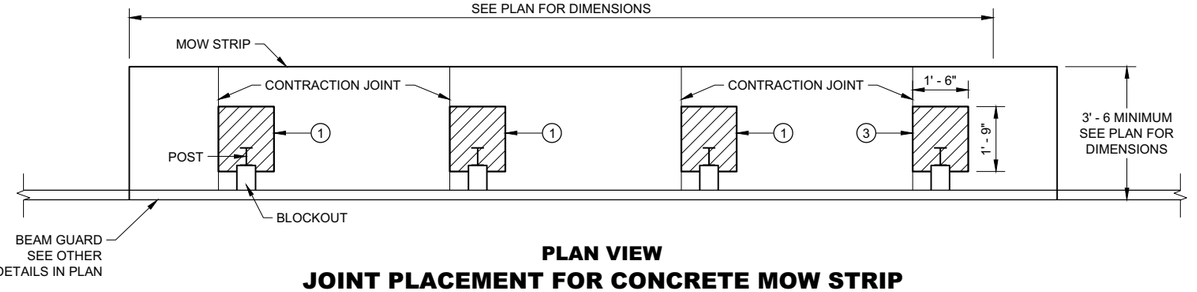



**PLAN VIEW**

## 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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(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.

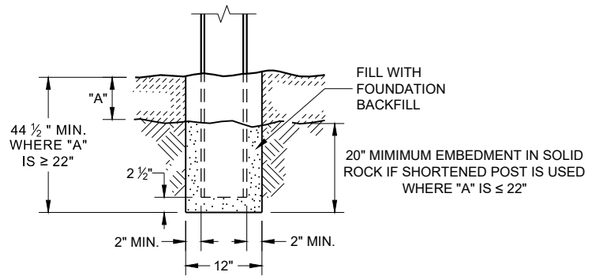
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

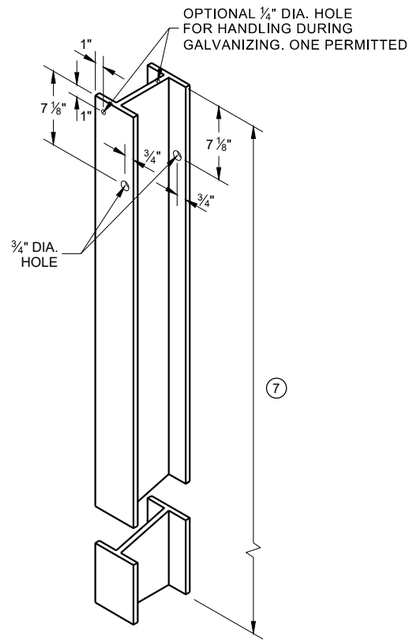
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

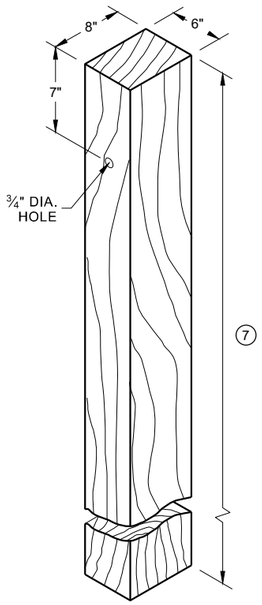
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



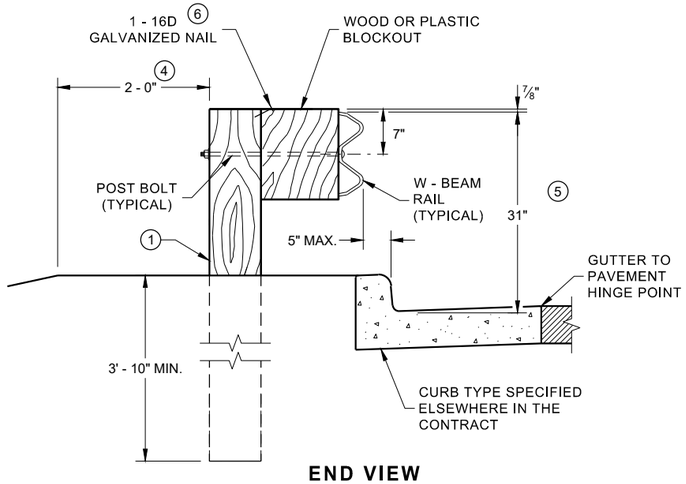

END VIEW
**SETTING STEEL OR WOOD POST IN ROCK** (3)



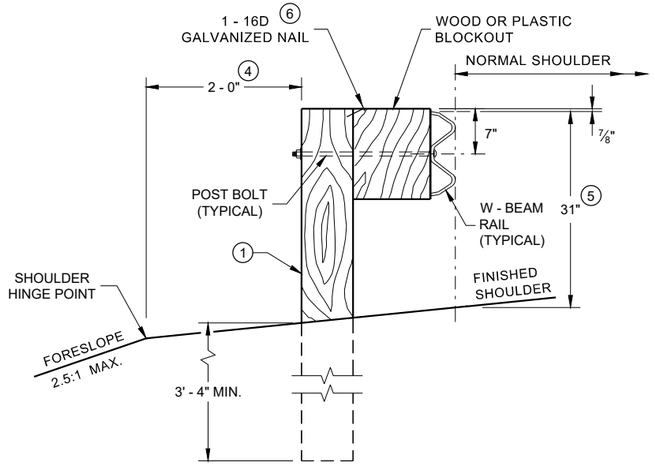

**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** (1)



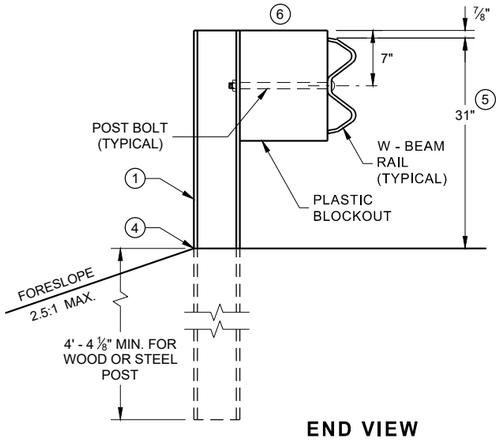

**WOOD POST (6" X 8") NOMINAL** (1)



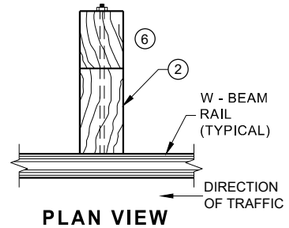

END VIEW
**LOCATED ALONG A CURBED ROADWAY**



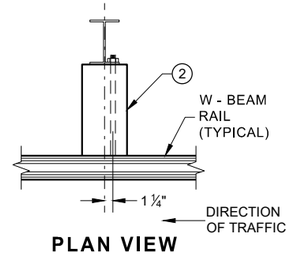

END VIEW
**LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION**



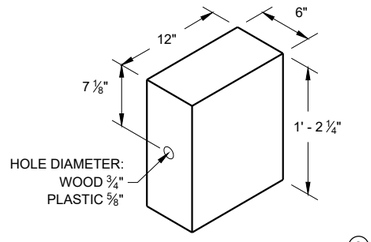

END VIEW
**MGS LONGER POST AT HALFPOST SPACING W BEAM (K)**




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



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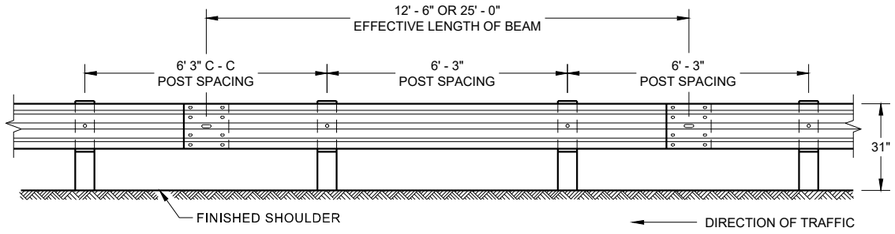
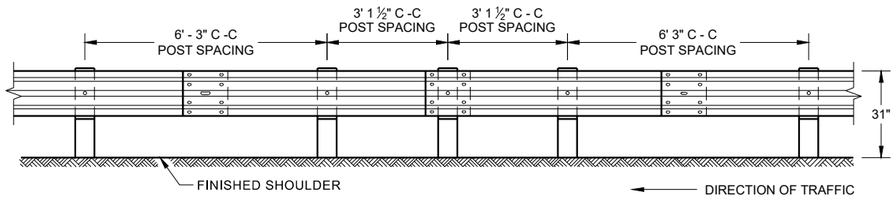
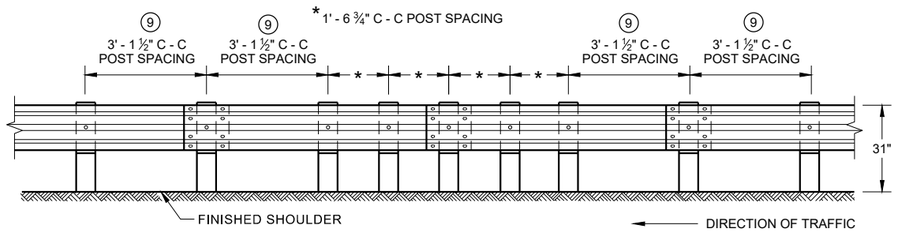


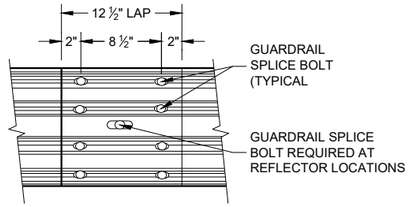

**FRONT VIEW**
**POST SPACING STANDARD INSTALLATION**



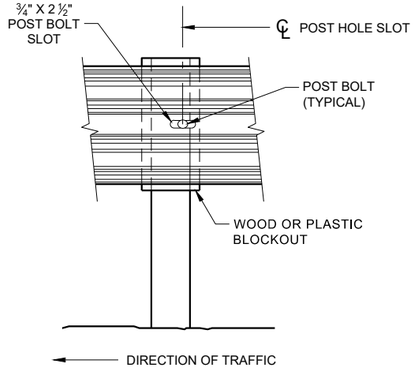

**FRONT VIEW**
**HALF POST SPACING (HS) AND**
**HALF POST SPACING WITH LONGER POSTS (K)**



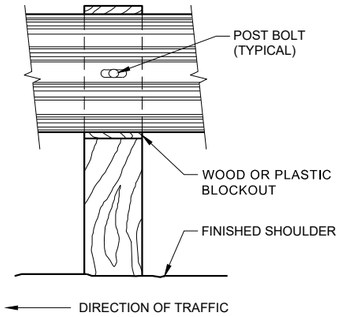

**FRONT VIEW**
**QUARTER POST SPACING (QS)**



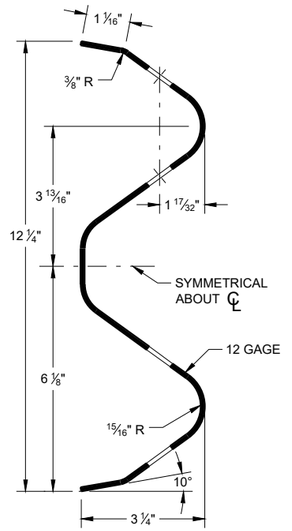

**FRONT VIEW**
**MID-SPAN BEAM SPLICE**



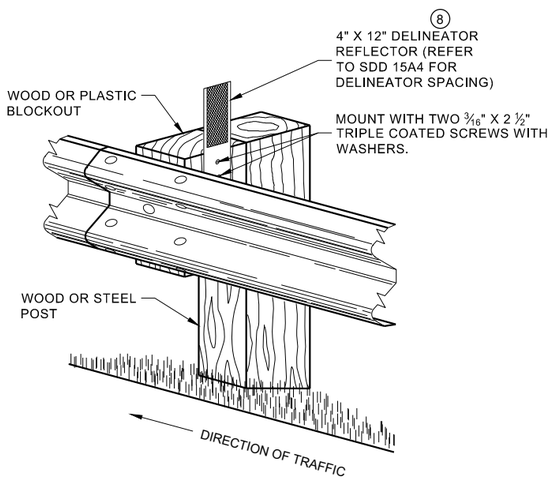

**FRONT VIEW AT STEEL POST**




**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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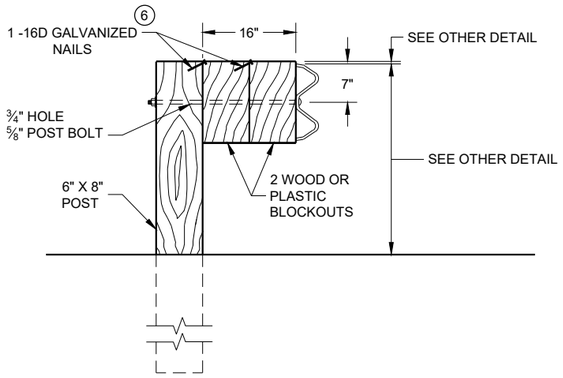
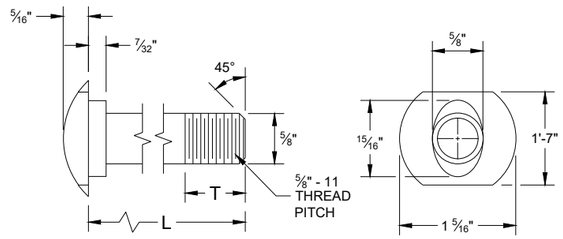



## DETAIL FOR 16" BLOCKOUT DEPTH

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.

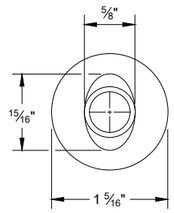
NOTE:

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.

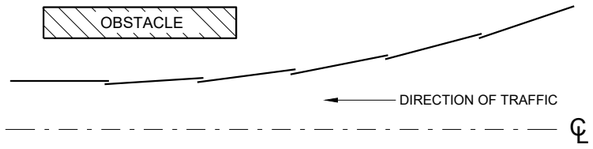



## POST BOLT TABLE

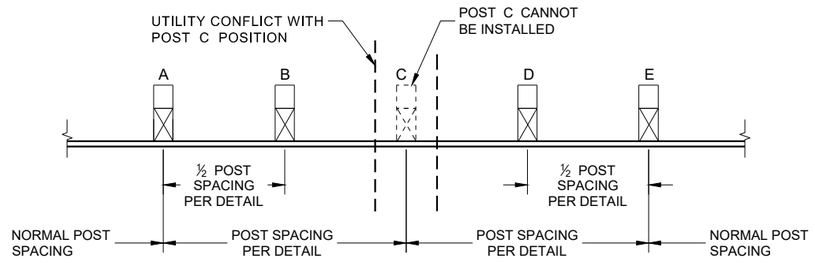
| L | T (MIN.) |
|---|---|
| 1 ¼" | 1 ⅛" |
| 2" | 1 ¾" |
| 10" | 4" |
| 14" | 4 1⁄16" |
| 18" | 4" |
| 21" | 4 1⁄16" |
| 25" | 4" |



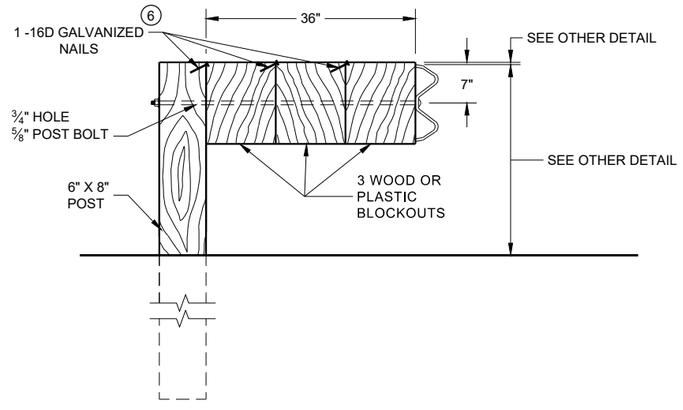

## ALTERNATE BOLT HEAD



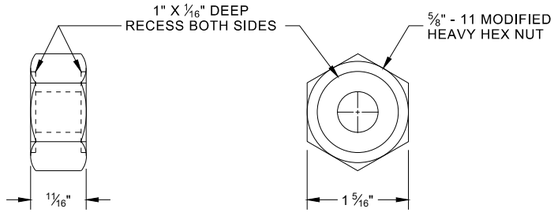

## PLAN VIEW
## BEAM LAPPING DETAIL



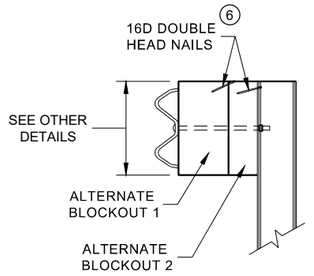

## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



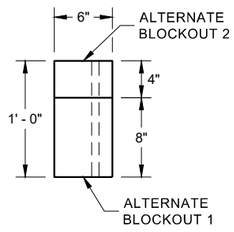

## DETAIL FOR 36" BLOCKOUT DEPTH




## POST BOLT, SPLICE BOLT AND RECESS NUT




SIDE VIEW




PLAN VIEW

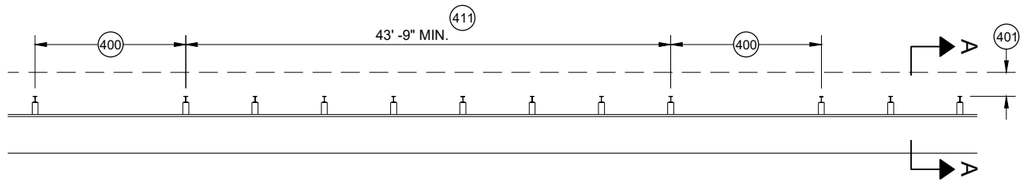
## ALTERNATE WOOD BLOCKOUT DETAIL

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.

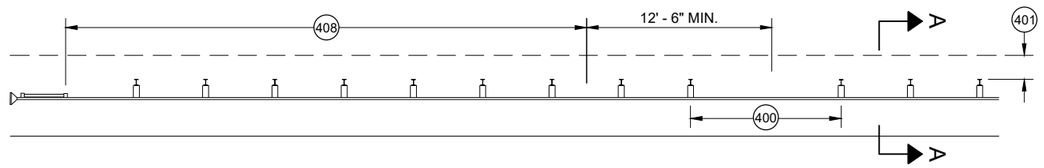
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

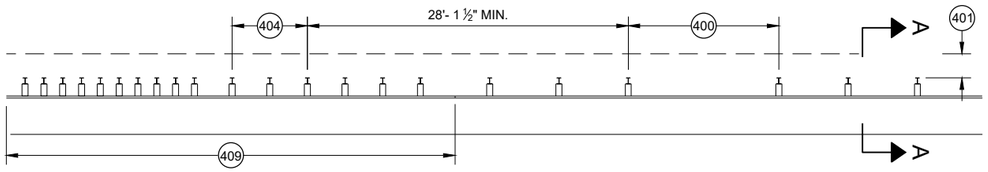
**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**



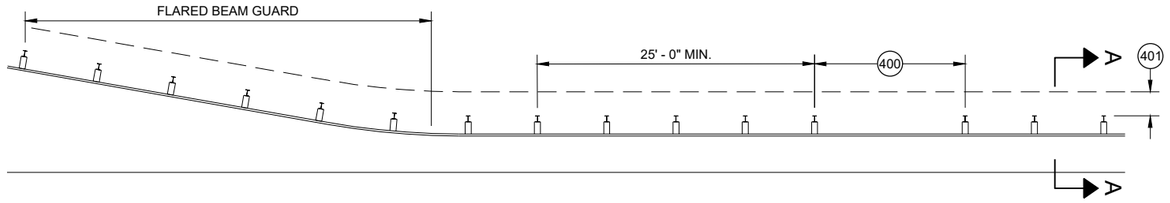

**MISSING POST IN MGS GUARDRAIL**



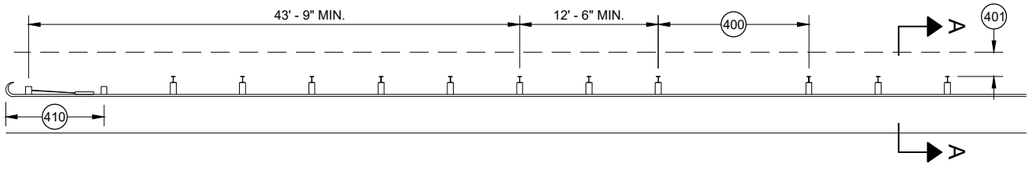

**MISSING POST IN MGS GUARDRAIL NEAR EAT**



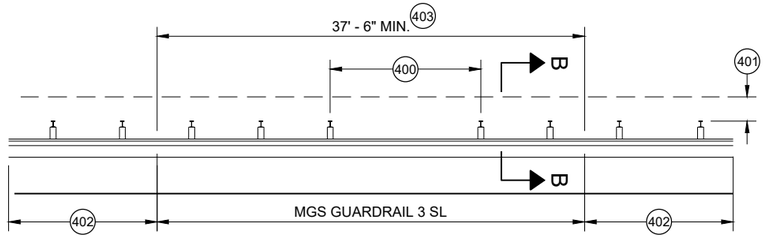

**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**




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

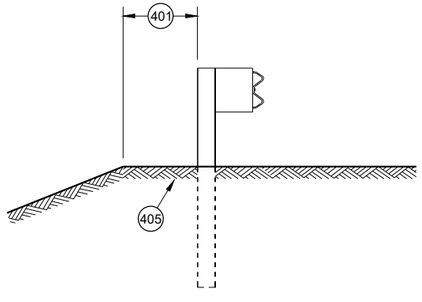



**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

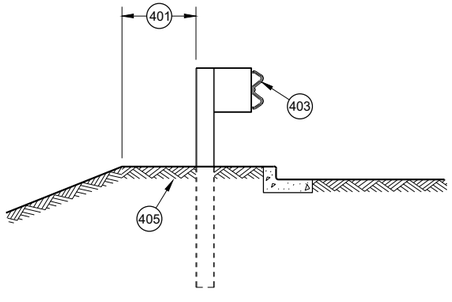



**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)** 407

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

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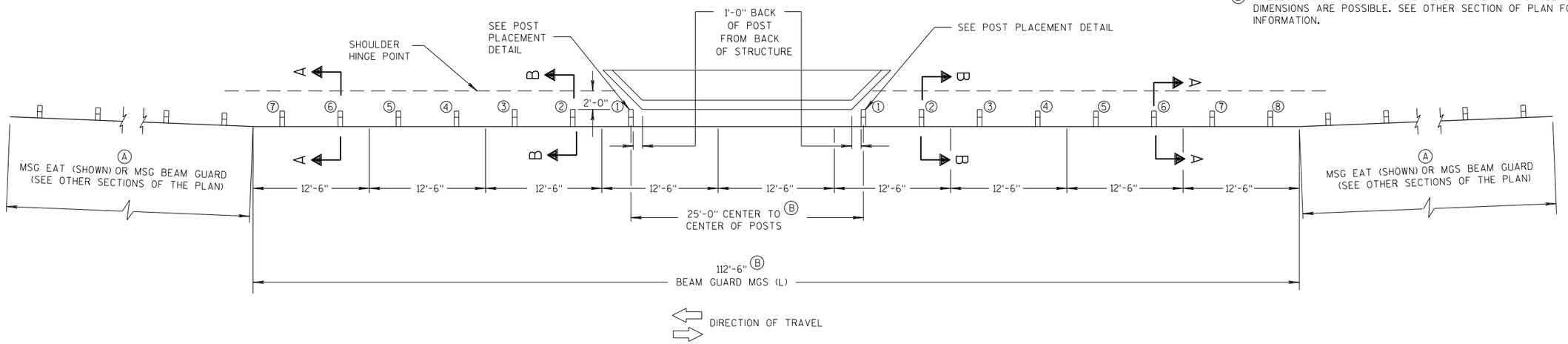
## GENERAL NOTES

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

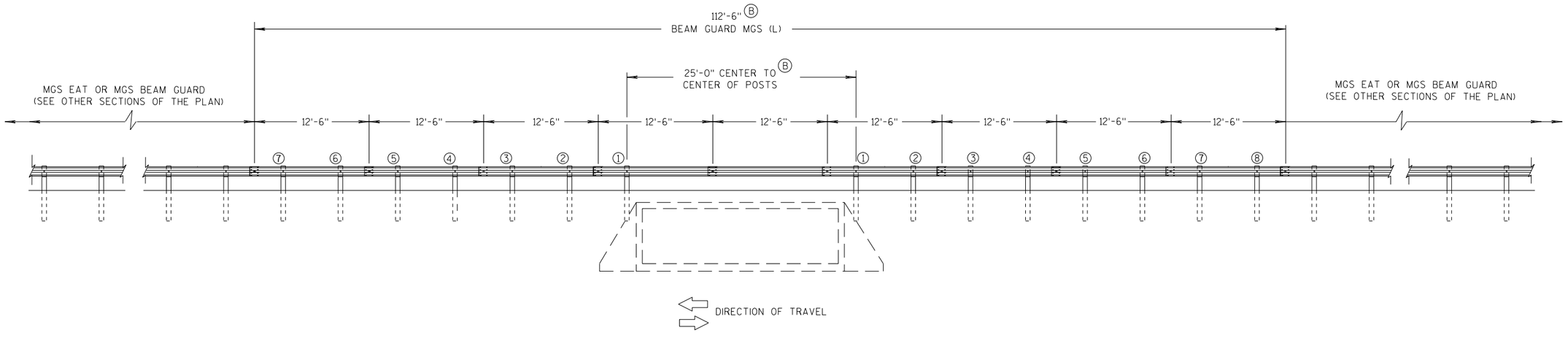
SEE SDD 14 B 42 FOR MORE DETAILS.

(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

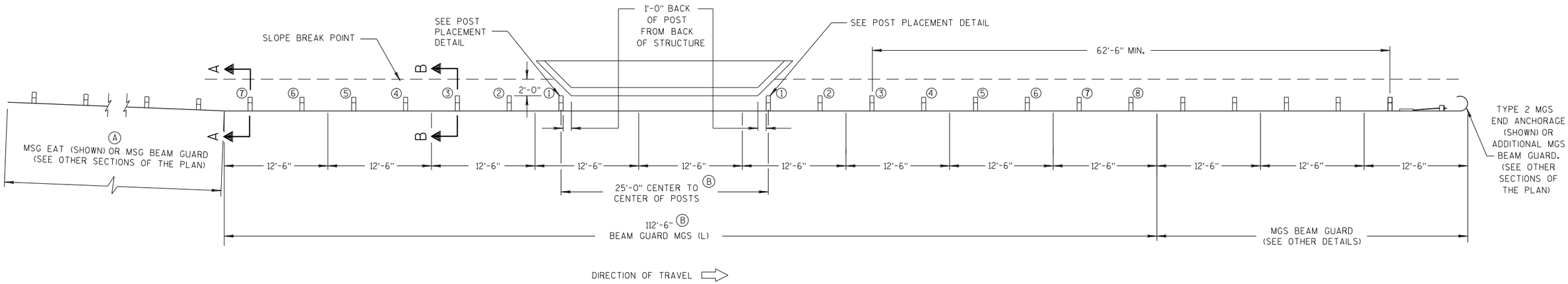
## GENERAL NOTES

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

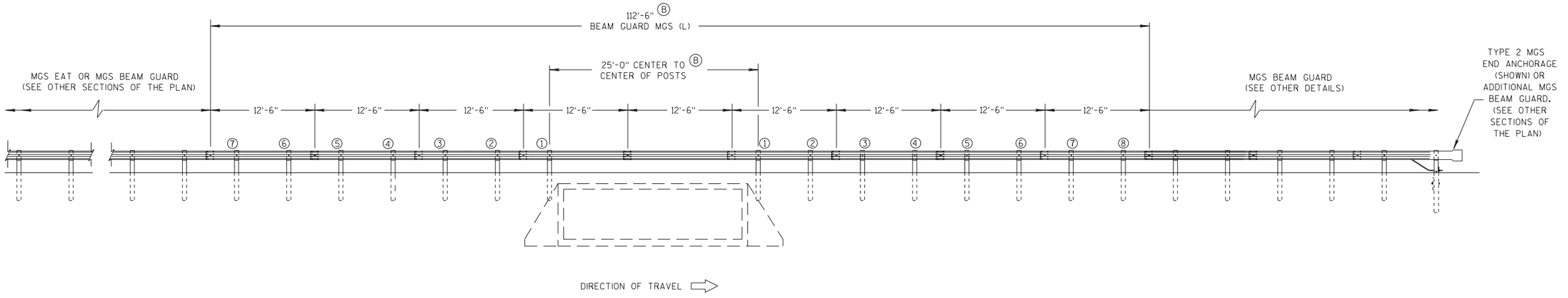
SEE SDD 14 B 42 FOR MORE DETAILS.

(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**



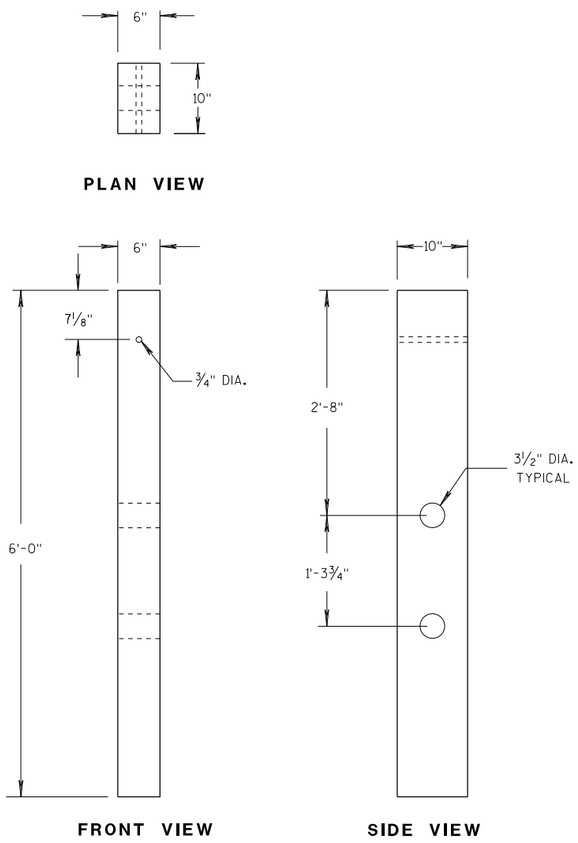

**ELEVATION VIEW**

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

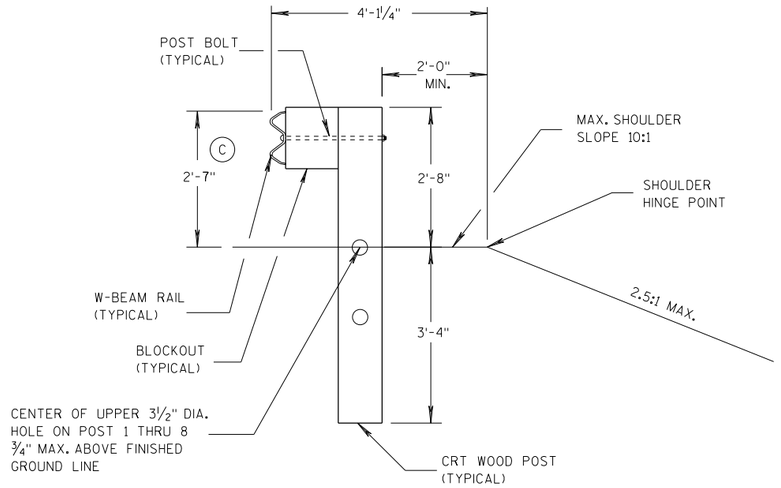
| MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) | |
|---|---|
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | 204 |


6

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



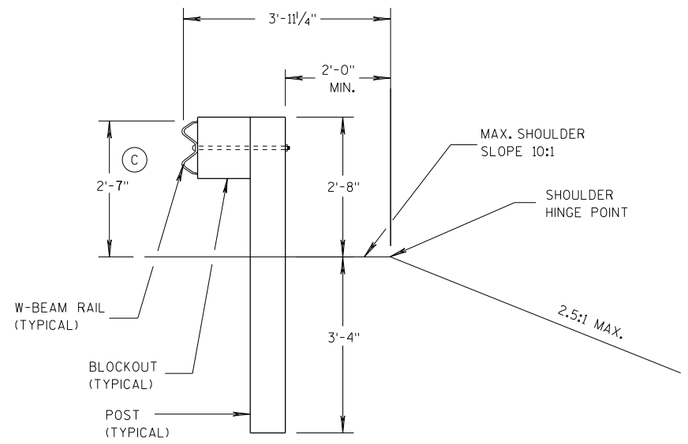

## CRT WOOD POST




**SECTION B-B**

## POSTS NO. 1-3

SEE OTHER DETAILS



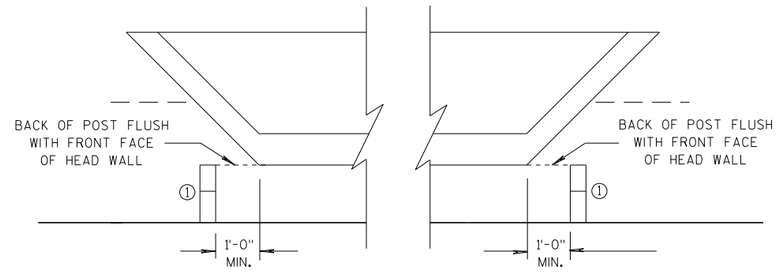

**SECTION A-A**

## 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 DEVELOPMENT ENGINEER



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

## GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

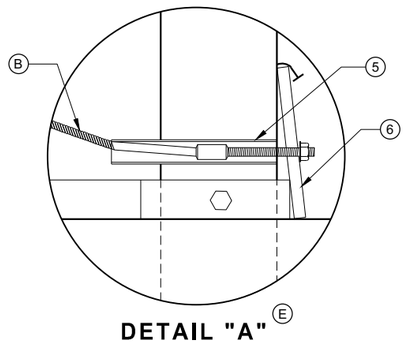
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

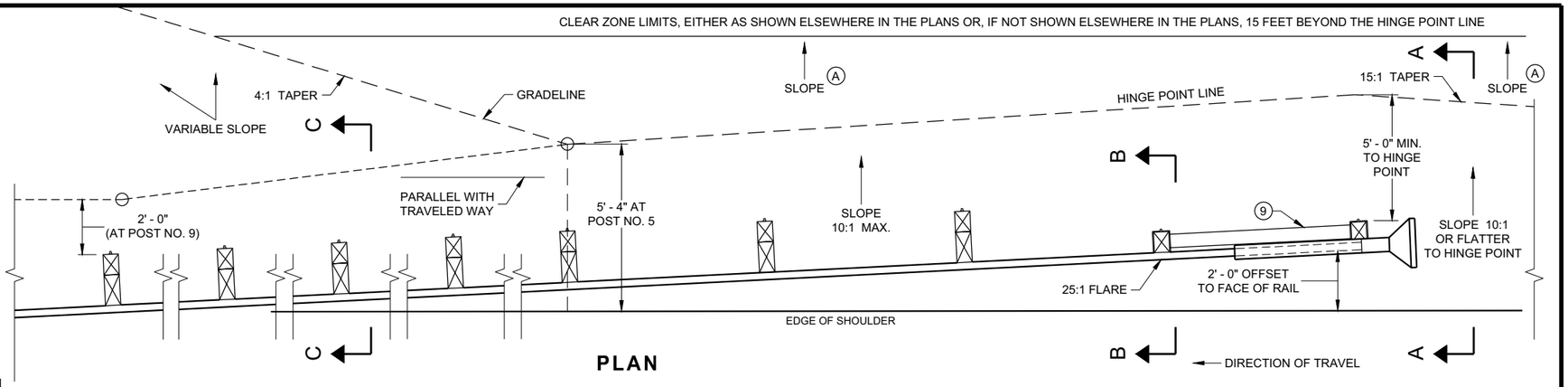
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

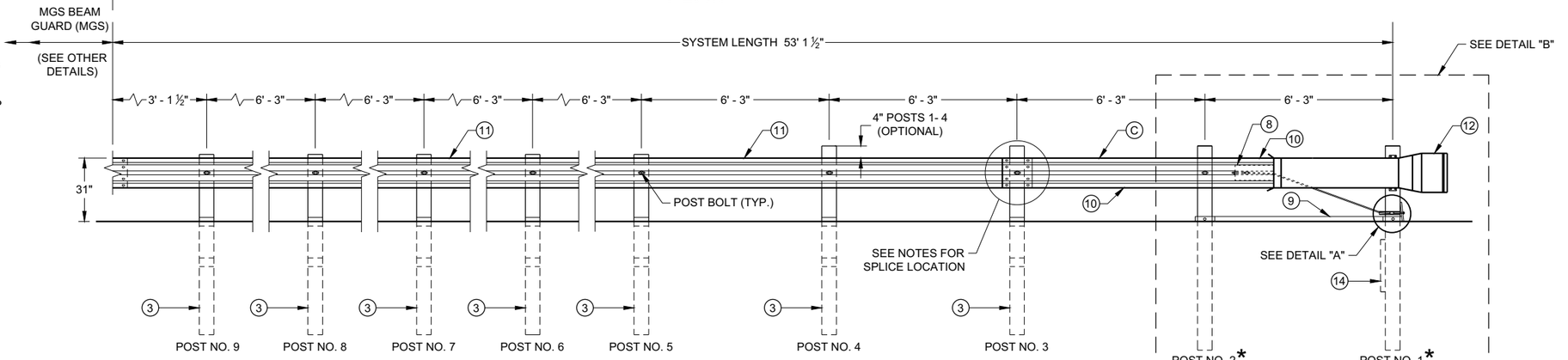
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



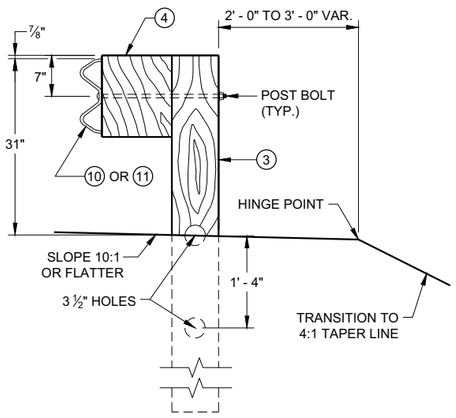

DETAIL "A" (E)



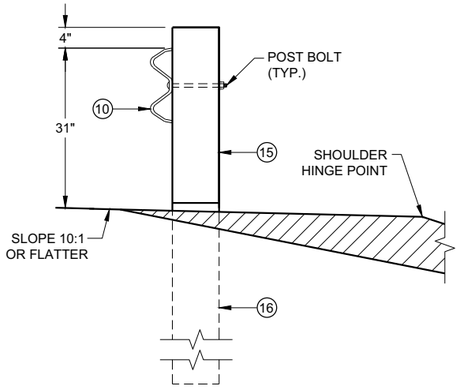

PLAN



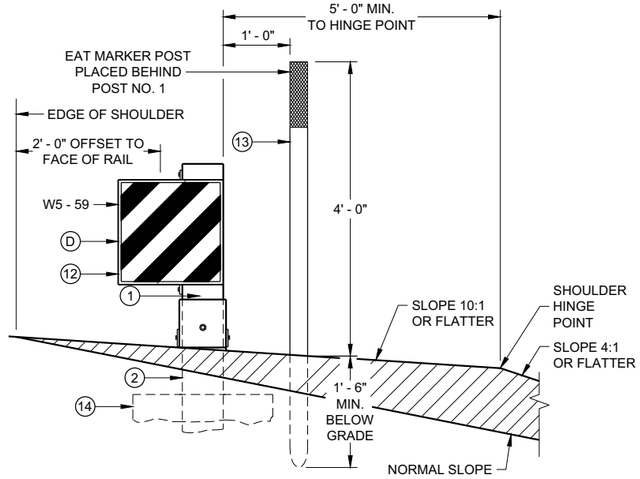

ELEVATION



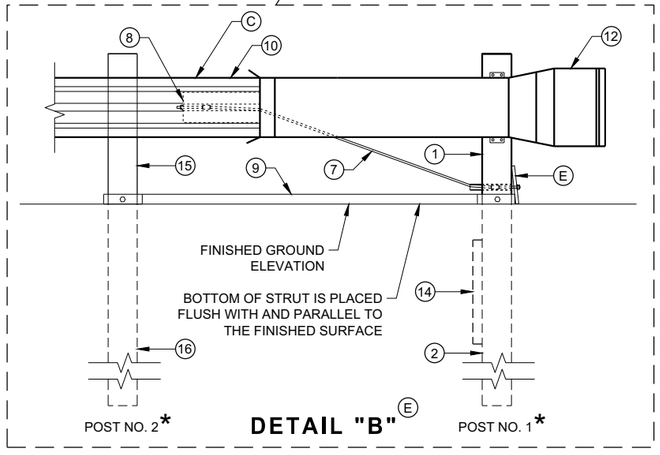

SECTION C - C
TYPICAL AT POST NOS. 3 - 9




SECTION B - B
TYPICAL AT POST NO. 2*




SECTION A - A
TYPICAL AT POST NO. 1*




DETAIL "B" (E)

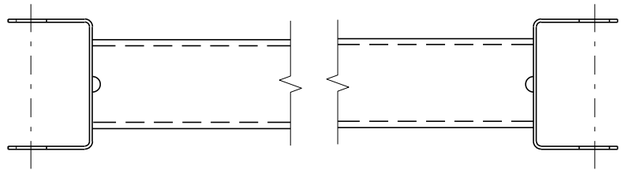
**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SDD 14B44 - 04a

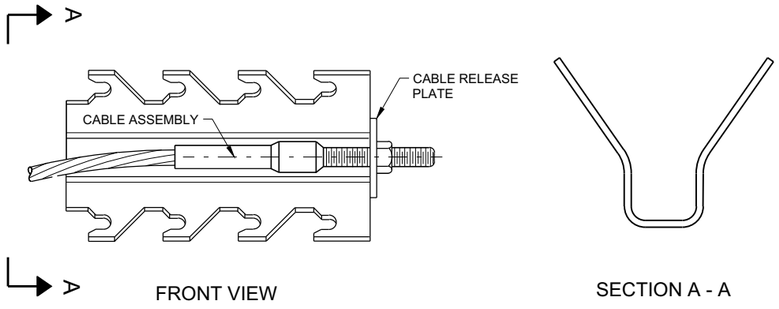
SDD 14B44 - 04a



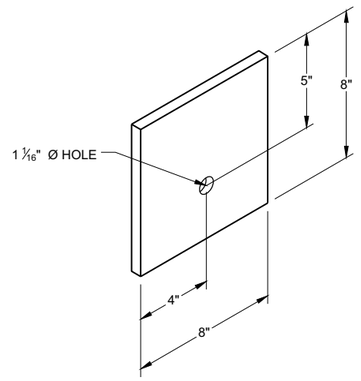
GENERIC GROUND STRUT ⑨ Ⓔ

## BILL OF MATERIALS

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




GENERIC ANCHOR CABLE BOX ⑨ Ⓔ




BEARING PLATE ⑥ Ⓔ

6

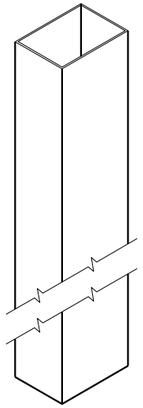
6

SDD 14B44 - 04b

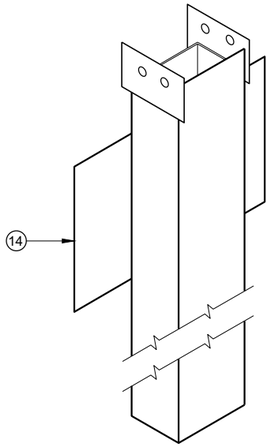
SDD 14B44 - 04b

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

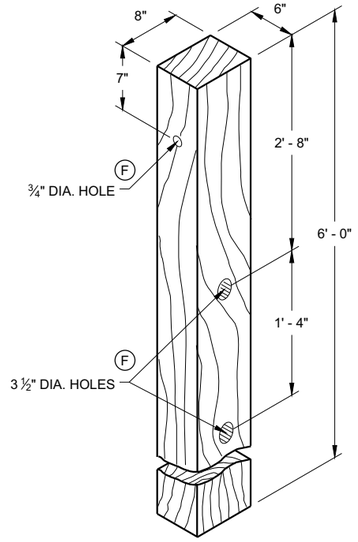
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



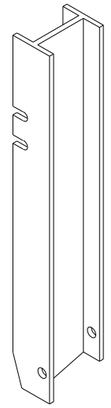
**UPPER POST NO. 1** (1) (E)



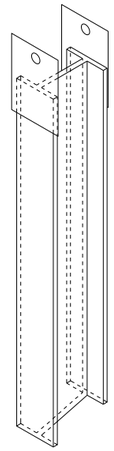

**LOWER POST NO. 1** (2) (E)



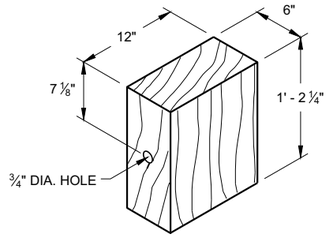

**WOOD CRT POST** (3) (E)
POSTS NUMBER 3-9



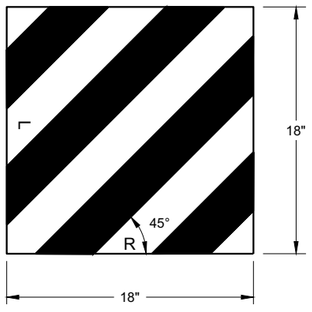
**UPPER POST NO. 2** (15) (E)



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

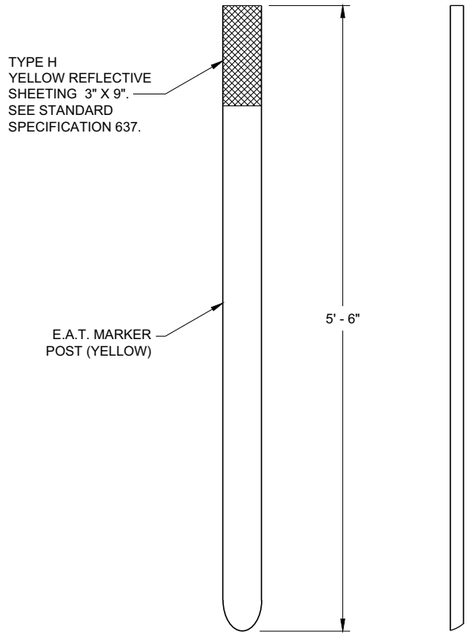



**WOOD BLOCKOUT** (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



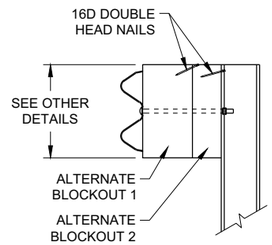

W5 - 59

**REFLECTIVE SHEETING DETAIL** (E)

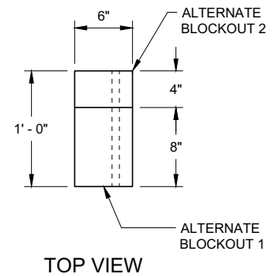



FRONT VIEW SIDE VIEW

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




SIDE VIEW




TOP VIEW

**ALTERNATE WOOD BLOCKOUT DETAIL**

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

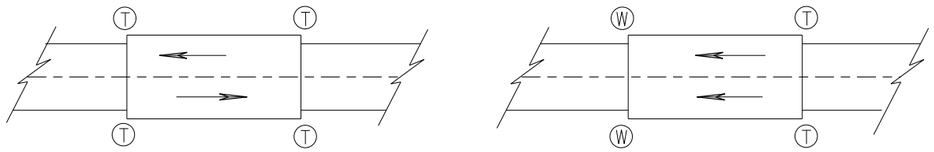
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA




6


SDD 14B44 - 04c




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

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

## GENERAL NOTES

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

TRANSITION USES STEEL POSTS ONLY.

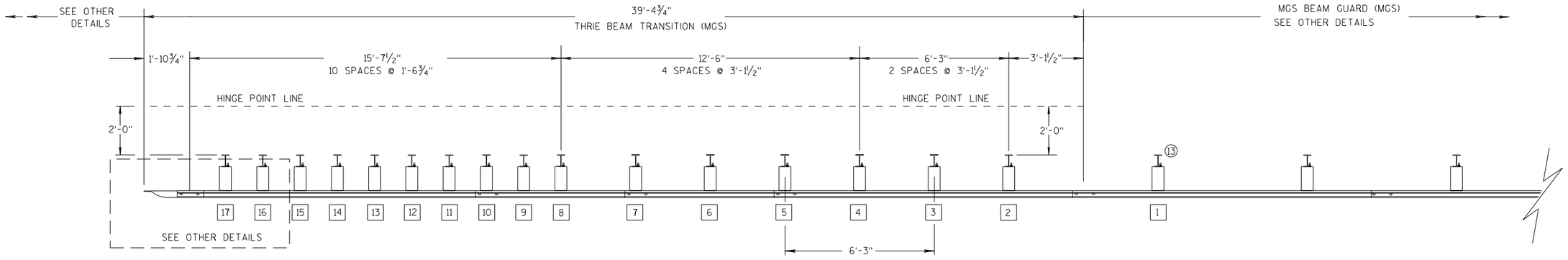
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

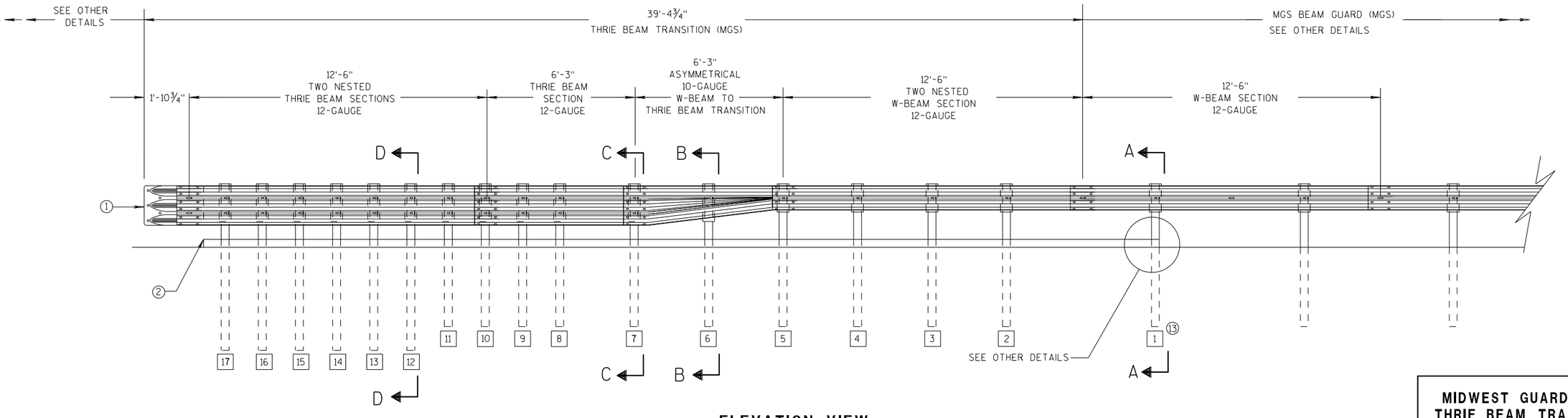
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

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




**PLAN VIEW**




**ELEVATION VIEW**

## MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR







6

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

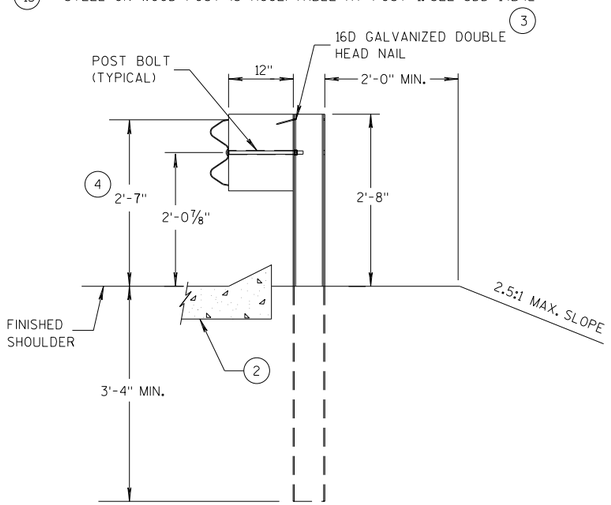
## GENERAL NOTES

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

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

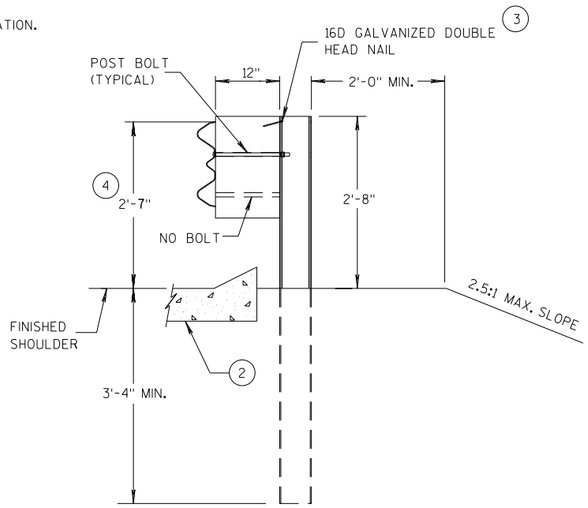
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

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



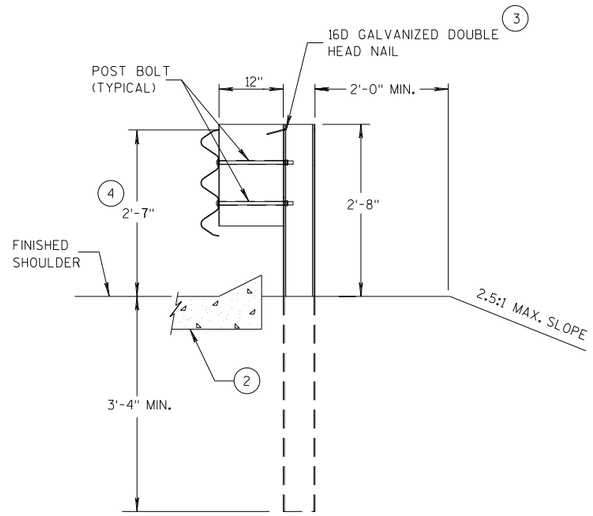

SECTION A-A (13)

**POSTS 1-5**



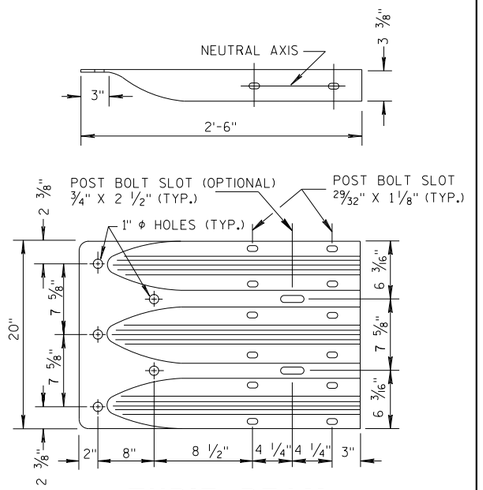

SECTION B-B

**POST 6**

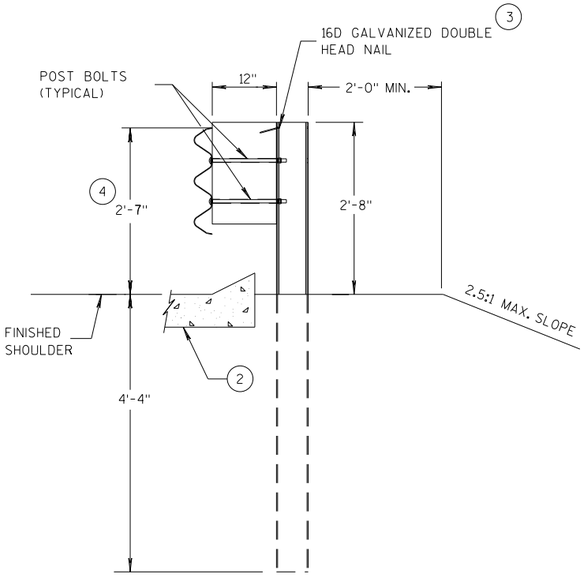



SECTION C-C

**POSTS 7-11**

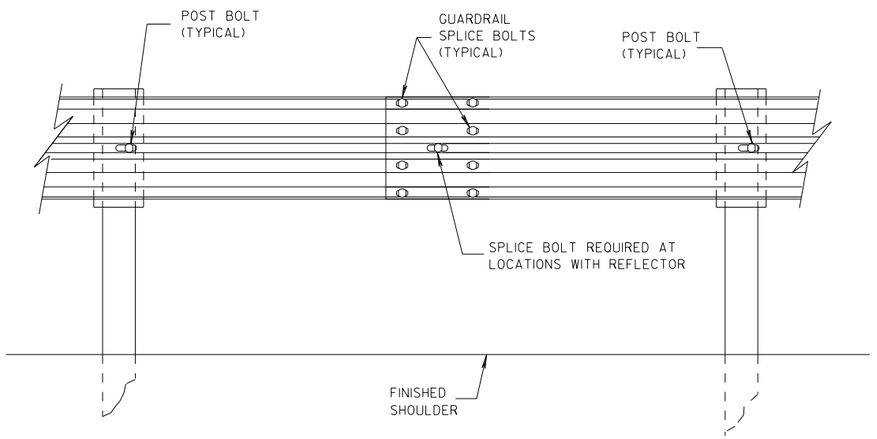



**THRIE BEAM TERMINAL CONNECTOR**




SECTION D-D

**POSTS 12-17**




**SPLICE DETAIL**

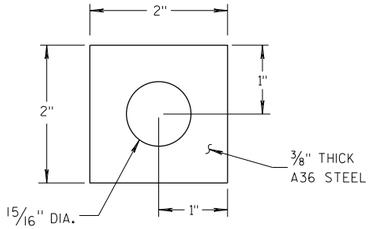
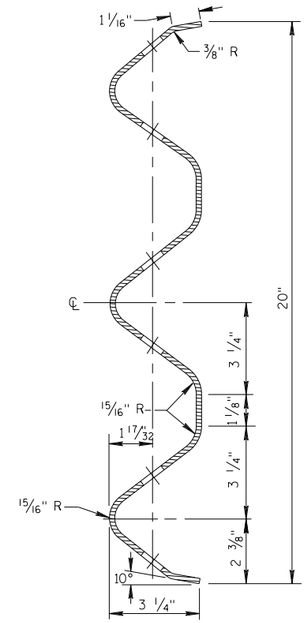



**PLATE WASHER DETAIL**




**SECTION THRU THRIE BEAM RAIL ELEMENT**

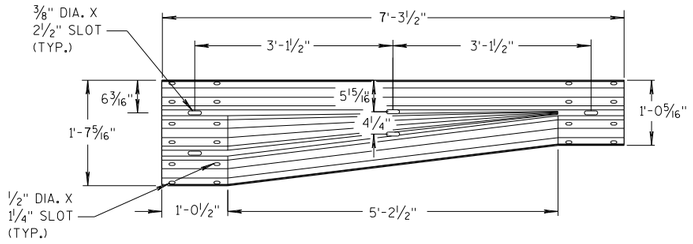
**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

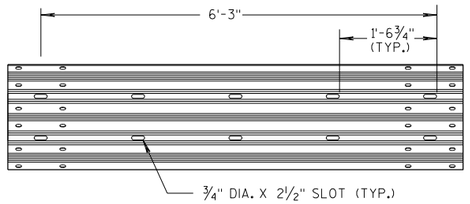



6

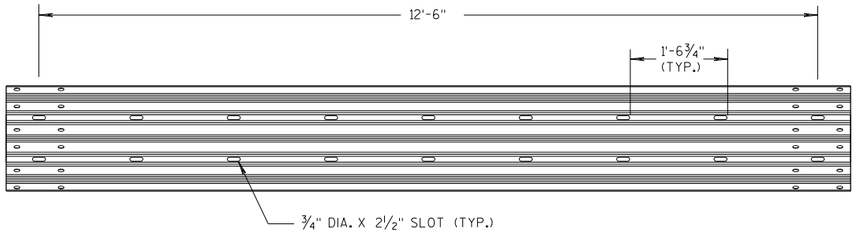

S.D.D. 14 B 45-5b



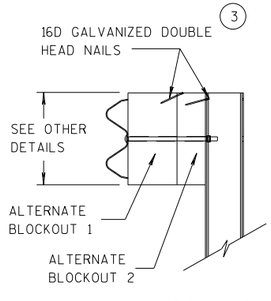

## W-BEAM TO THRIE BEAM TRANSITION SECTION



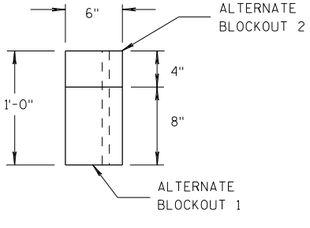

## 6'-3" THRIE BEAM SECTION




## 12'-6" THRIE BEAM SECTION

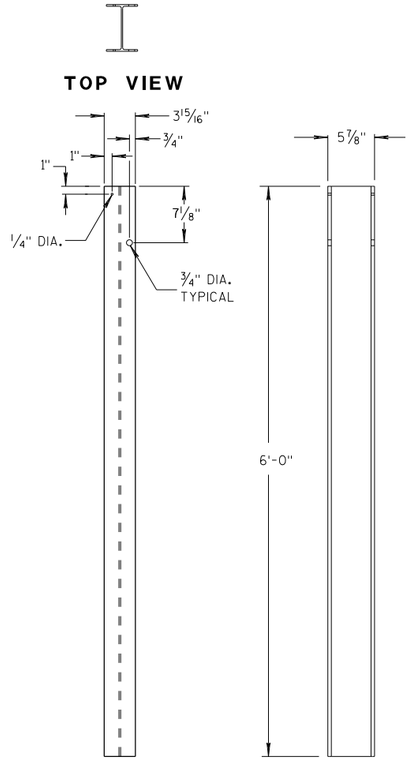



SIDE VIEW



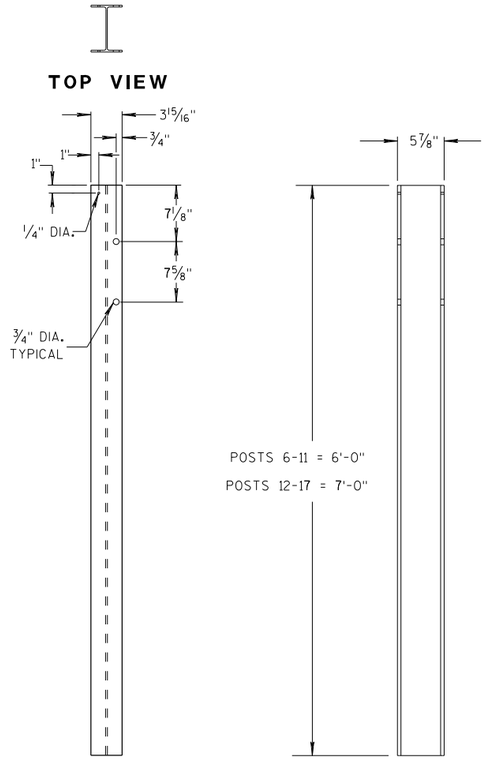

TOP VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL



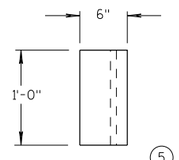

FRONT VIEW SIDE VIEW

## STEEL POSTS 1-5 (13)

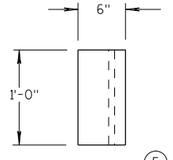



FRONT VIEW SIDE VIEW

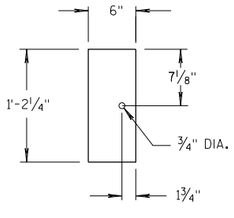
## STEEL POSTS 6-17




TOP VIEW (5)

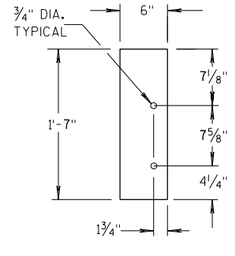



TOP VIEW (5)




FRONT VIEW

## BLOCKOUT POSTS 1-5




FRONT VIEW

## BLOCKOUT POSTS 6-17

## GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

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

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

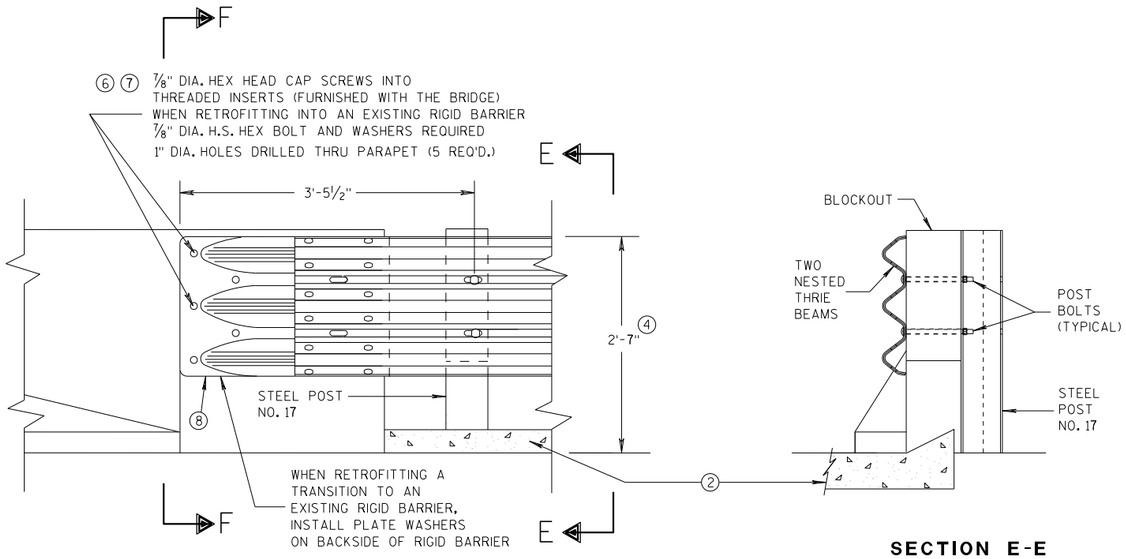
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

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

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 211


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




FRONT VIEW

SECTION E-E

# THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

## GENERAL NOTES

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

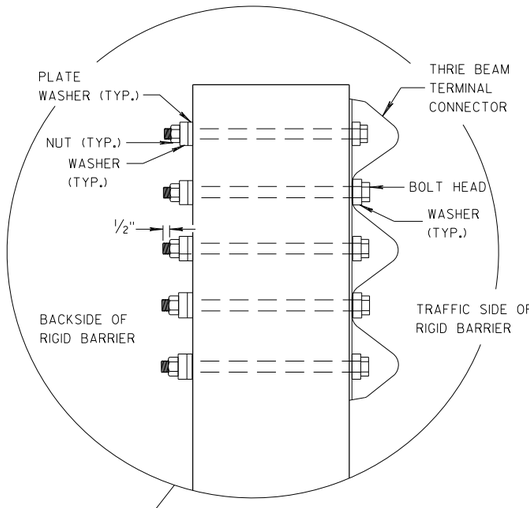
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

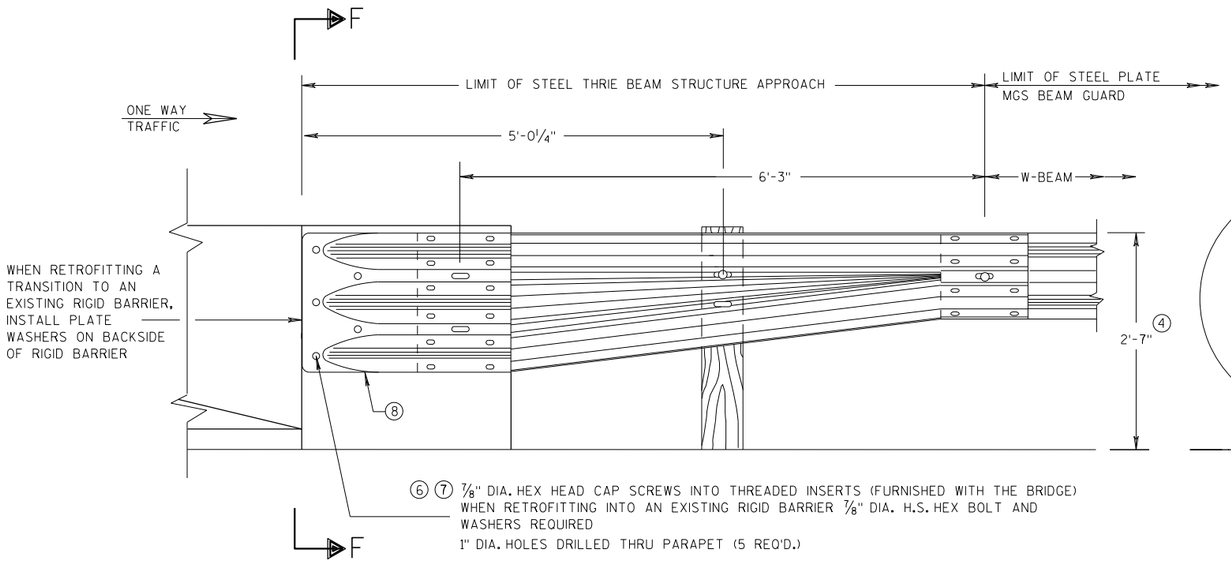
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

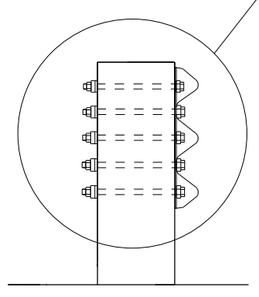
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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

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

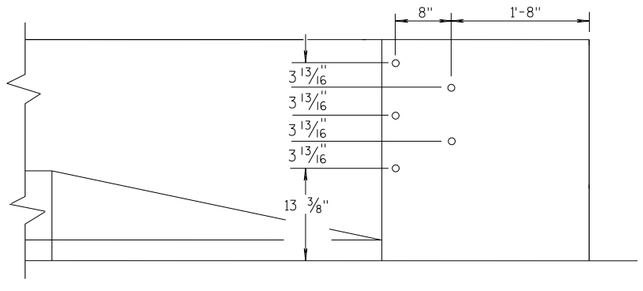



FRONT VIEW



SECTION F-F




DRILL HOLE LOCATION

# W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible]NT
FHWA



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# GENERAL NOTES

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

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

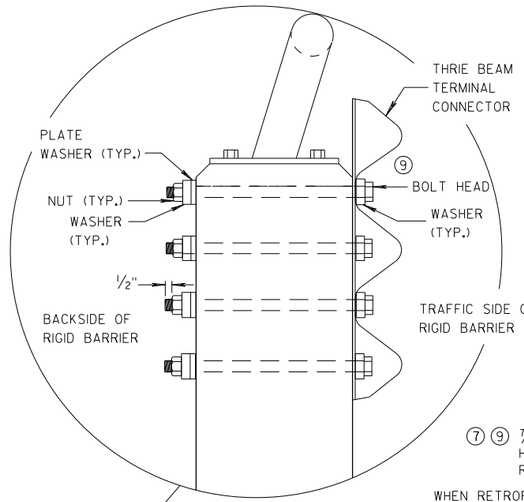
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

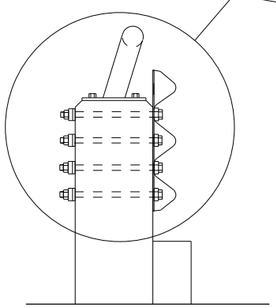
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

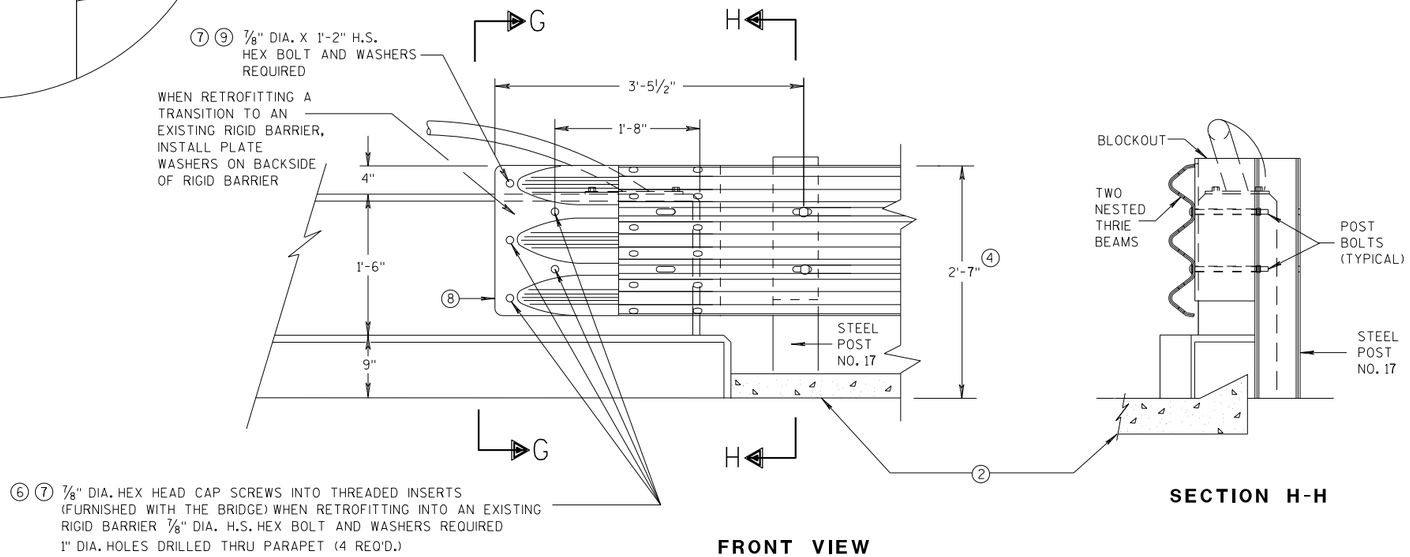
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

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



SECTION G-G

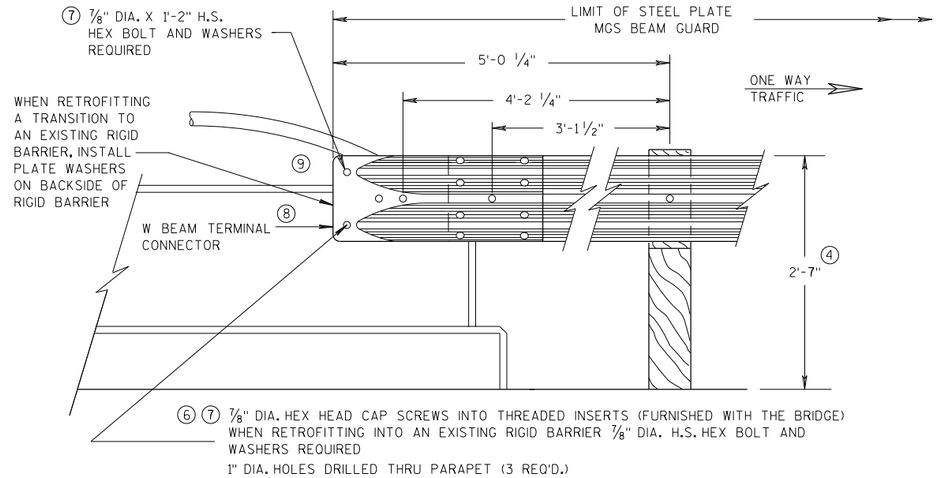



FRONT VIEW




SECTION H-H

## THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS




FRONT VIEW

## W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
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FHWA



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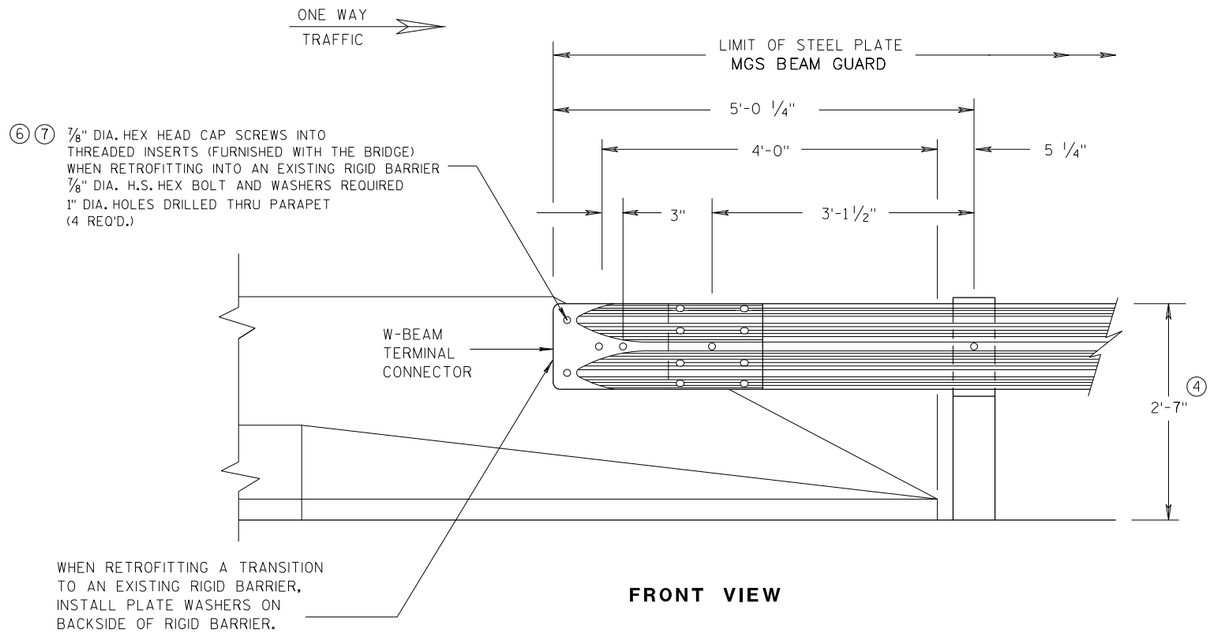
S.D.D. 14 B 45-5e




FRONT VIEW

## W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

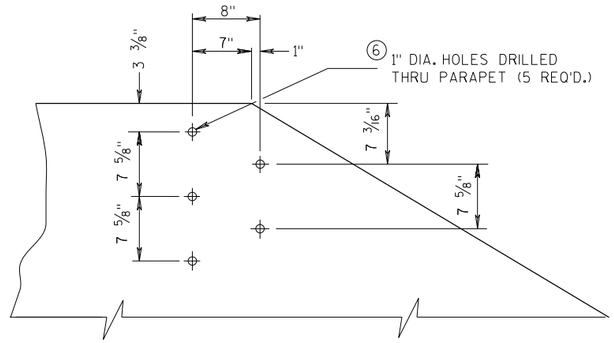
## GENERAL NOTES

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

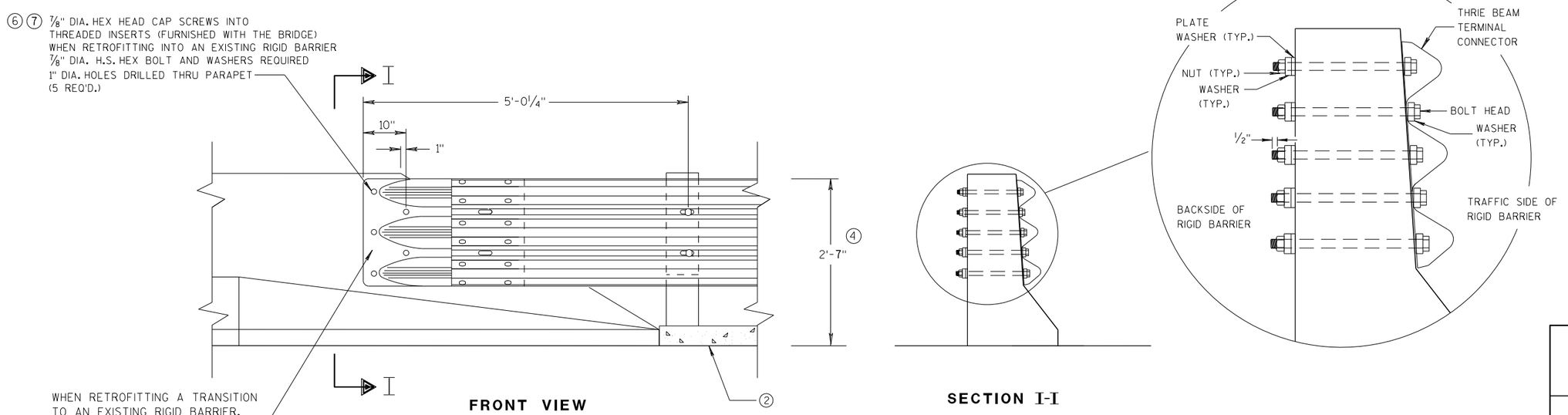
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

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




DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION




FRONT VIEW

SECTION I-I

## THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
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ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA



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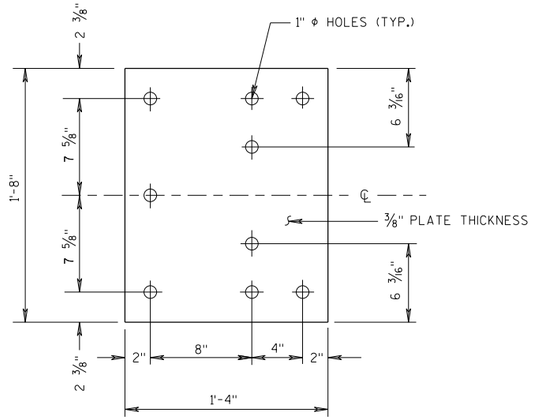
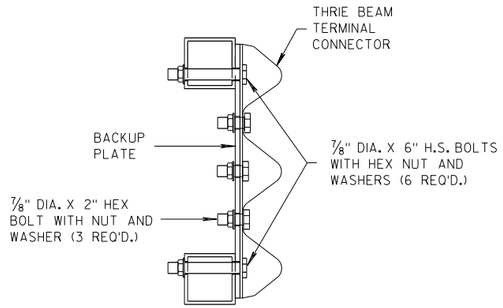
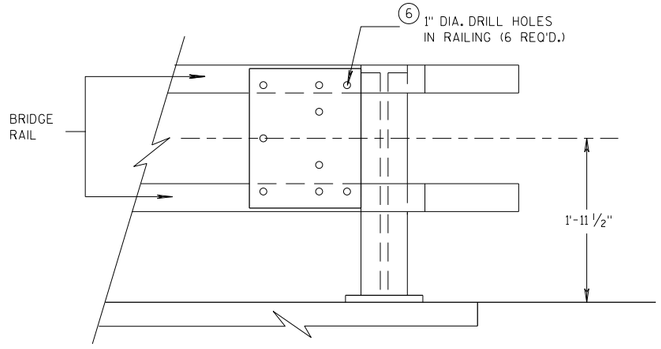



## BACK-UP PLATE DETAIL




## SECTION J-J

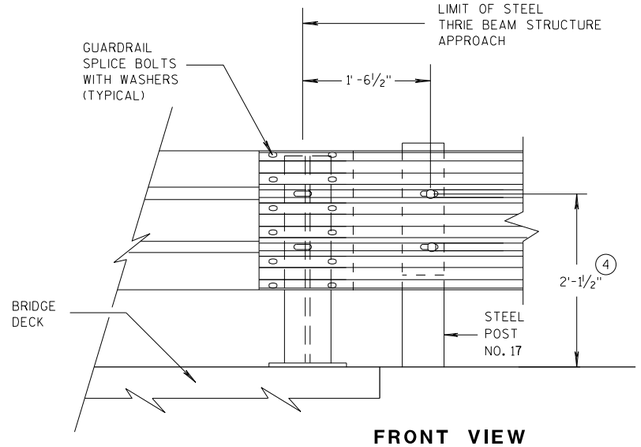



## BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

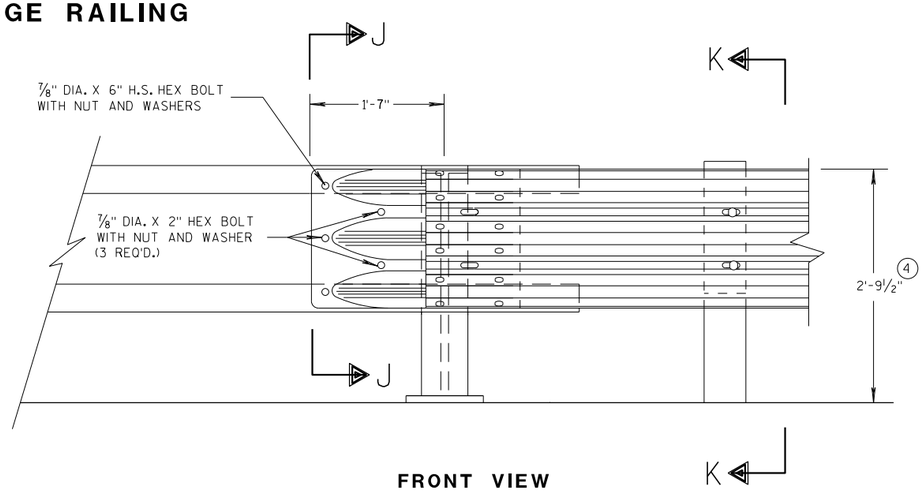
# GENERAL NOTES

④ TOLERANCE FOR TOP OF BEAM IS ± 1".

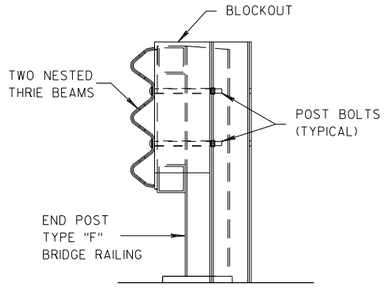
⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.




## FRONT VIEW
## THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"




## FRONT VIEW




## SECTION K-K

## THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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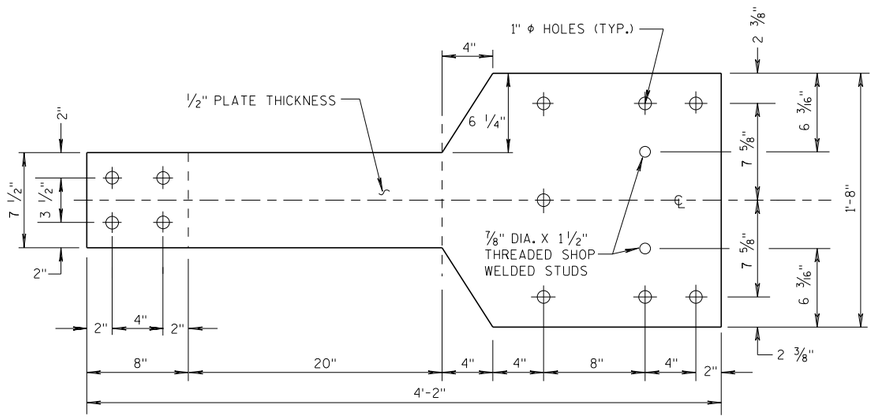
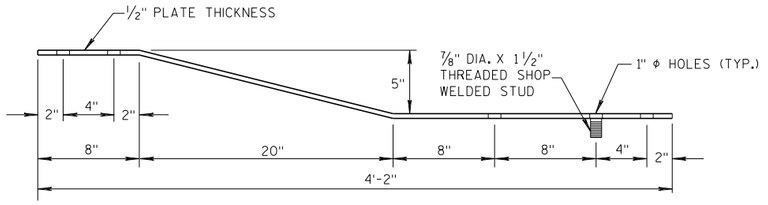
## GENERAL NOTES

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

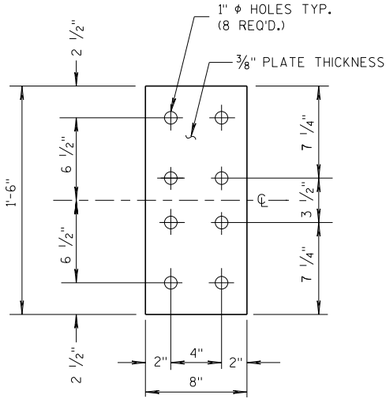



FRONT VIEW



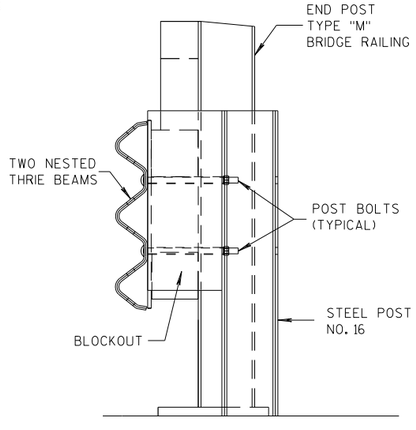

PLAN VIEW

## BACK-UP PLATE DETAIL, TYPE "M"

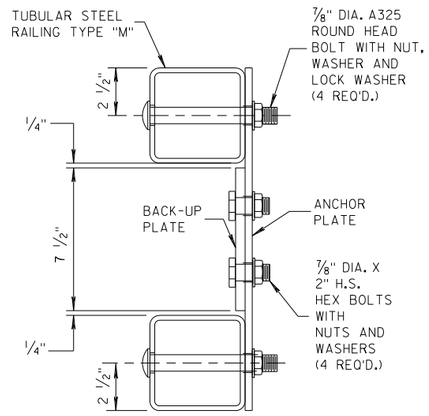



FRONT VIEW

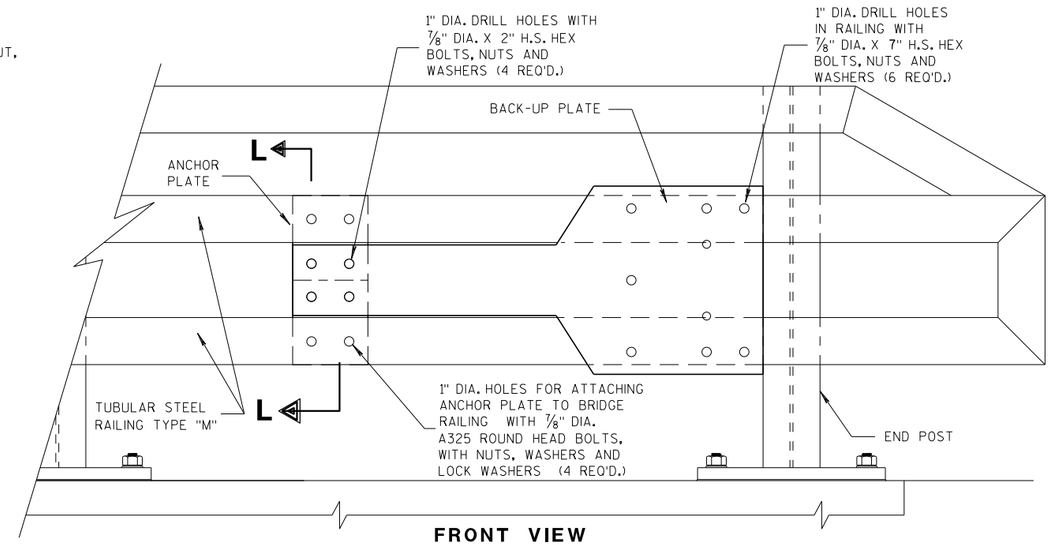
## ANCHOR PLATE DETAIL, TYPE "M"




SECTION M-M

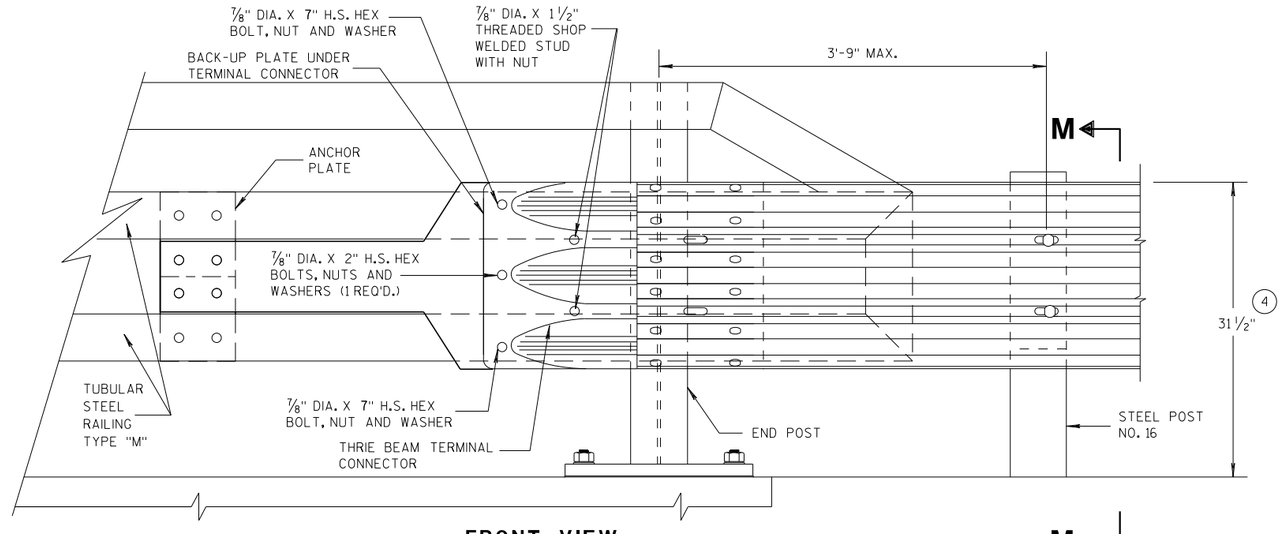



SECTION L-L

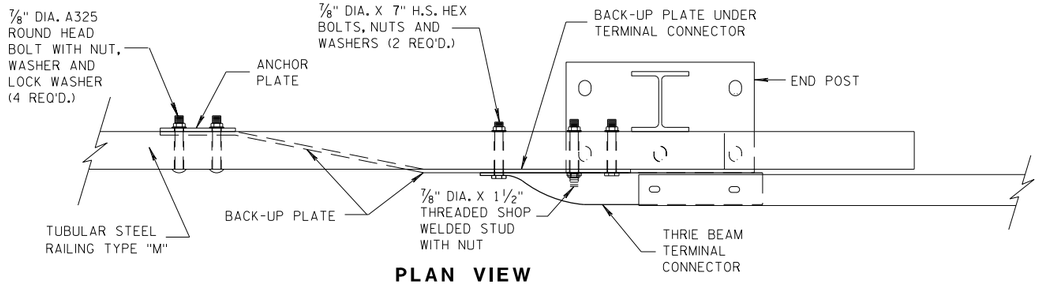



FRONT VIEW

## ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"




FRONT VIEW




PLAN VIEW

## THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA



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

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

## GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

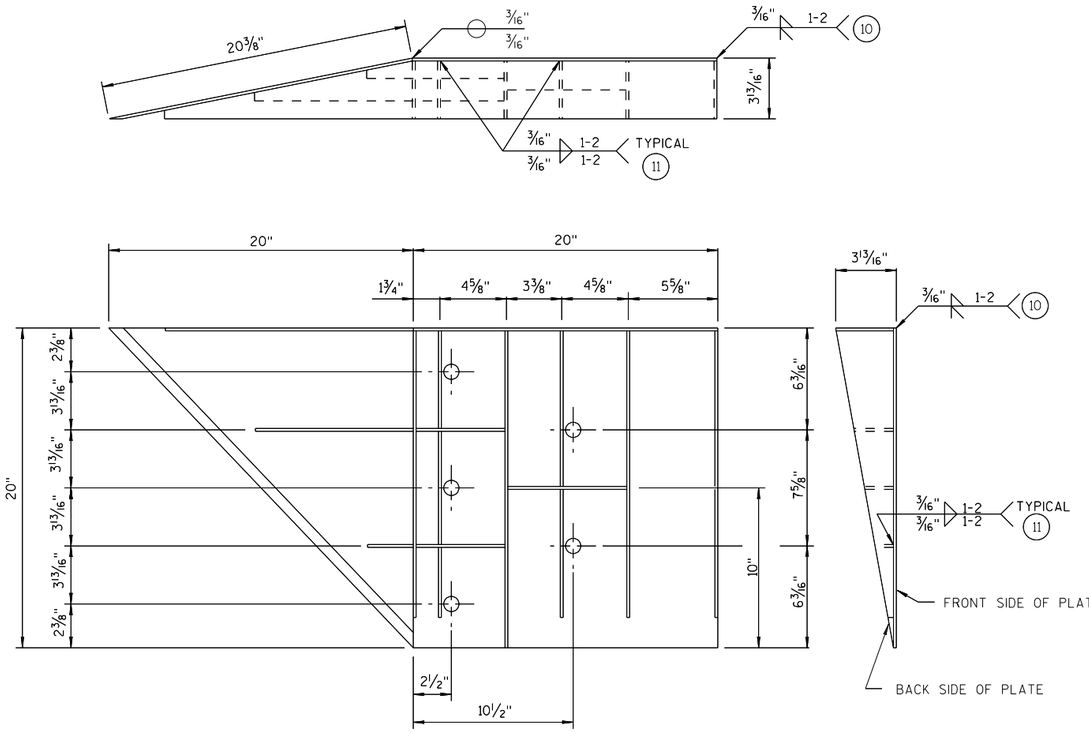
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

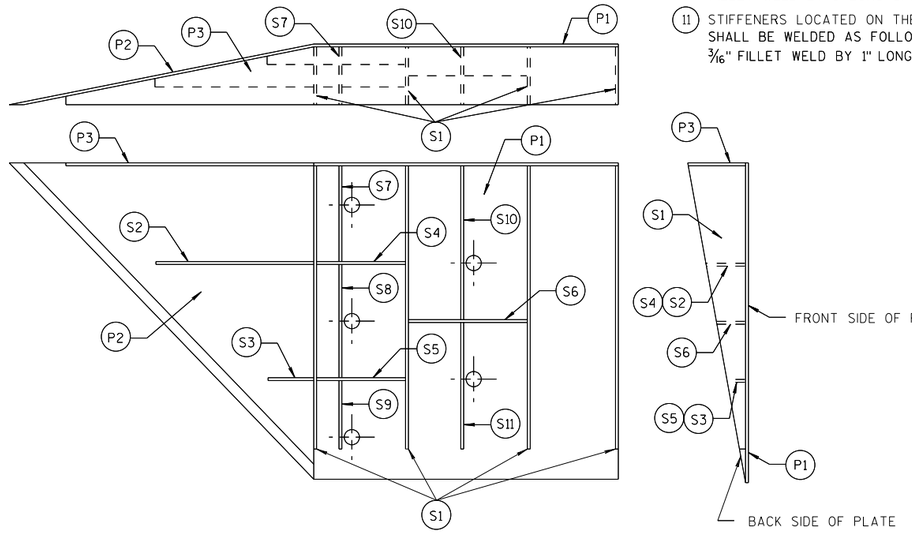
(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".




### WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)




### PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

**CONNECTOR PLATE DIMENSION (PER ASSEMBLY)**

| PLATE | QUANTITY | SHAPE | SIZE (A x B x C x D) | THICKNESS |
|---|---|---|---|---|
| P1 | 1 | | 20" x 20" | 3/16" |
| P2 | 1 | | 20" x 20" x 28 9/16" | 3/16" |
| P3 | 1 | | 39" x 3 5/8" x 20" x 19 5/16" | 3/16" |
| S1 | 4 | | 18 7/16" x 3 5/8" x 18 3/4" | 1/4" |
| S2 | 1 | | 10 1/4" x 2 7/16" x 10 3/8" x 1/2" | 1/4" |
| S3 | 1 | | 3" x 1 1/16" x 3 1/8" x 1/2" | 1/4" |
| S4 | 1 | | 6 1/8" x 2 7/16" | 1/4" |
| S5 | 1 | | 6 1/8" x 1 1/16" | 1/4" |
| S6 | 1 | | 7 3/4" x 1 3/4" | 1/4" |
| S7 | 1 | | 2 9/16" x 6" x 3 5/8" x 5 7/8" | 1/4" |
| S8 | 1 | | 1 5/32" x 7 1/2" x 2 1/2" x 7 3/8" | 1/4" |
| S9 | 1 | | 6 1/16" x 6 3/16" x 1 3/32" | 1/4" |
| S10 | 1 | | 1 7/8" x 9 7/8" x 3 5/8" x 9 11/16" | 1/4" |
| S11 | 1 | | 8 1/2" x 8 3/4" x 1 13/16" | 1/4" |

### SINGLE SLOPE CONNECTION PLATE

**MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I ENT
UNIT SUPERVI





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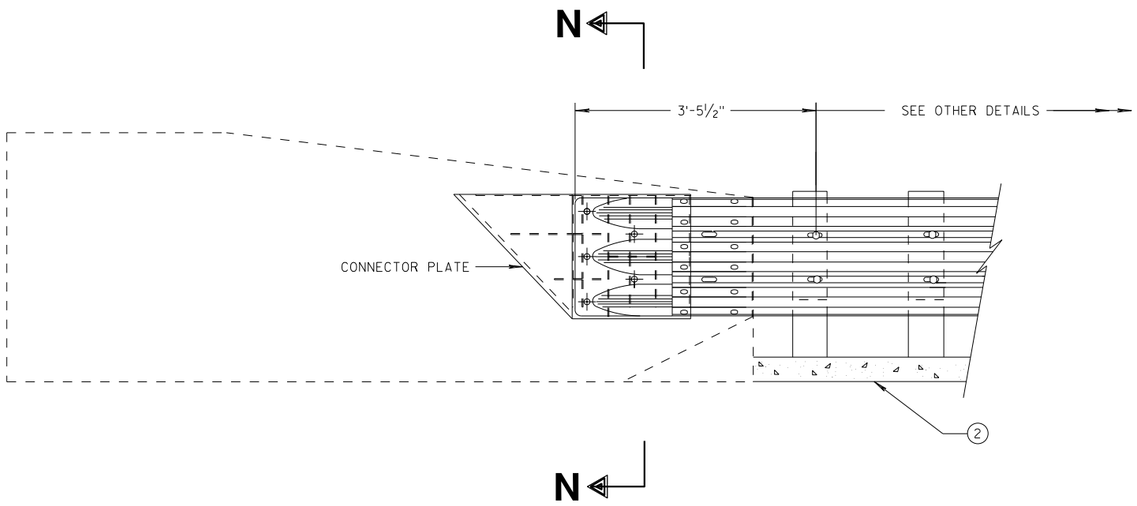
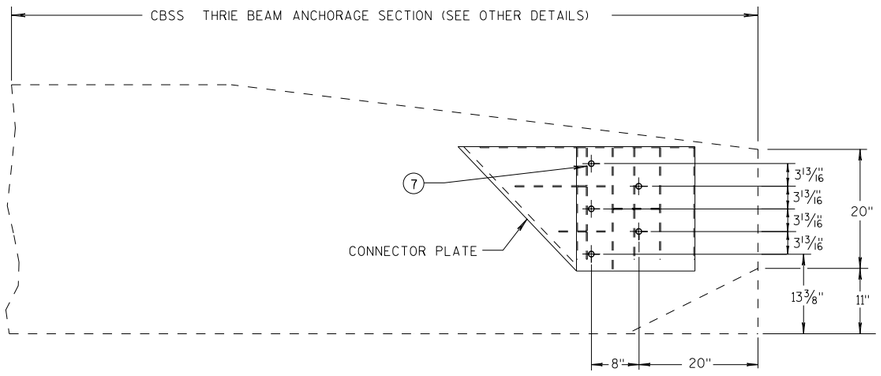
S.D.D. 14 B 45-5i




## THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



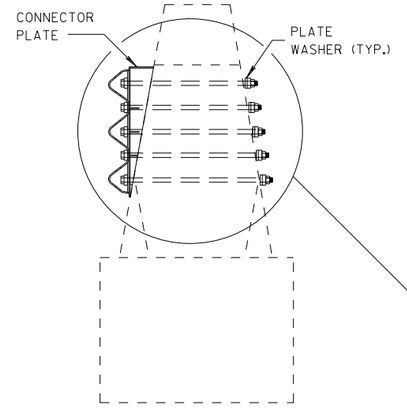

## SINGLE SLOPE CONNECTION PLATE PLACEMENT

## GENERAL NOTES

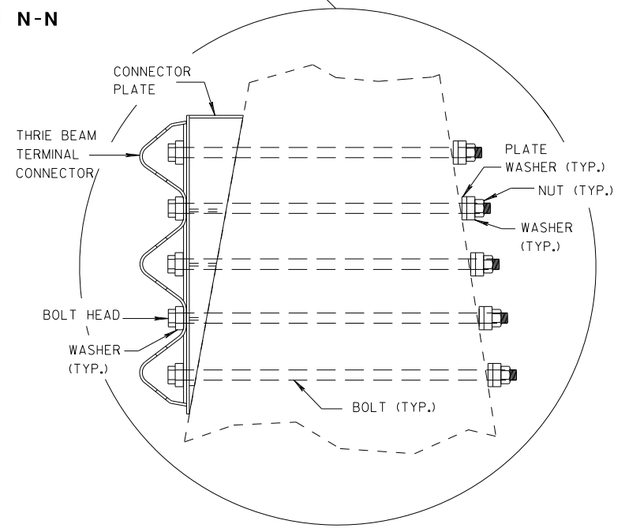
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

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




SECTION N-N




**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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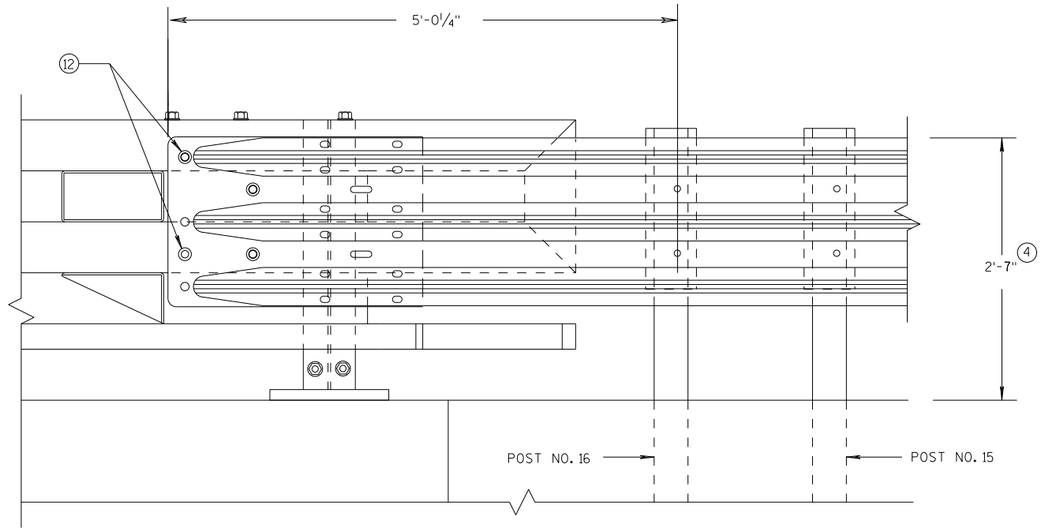
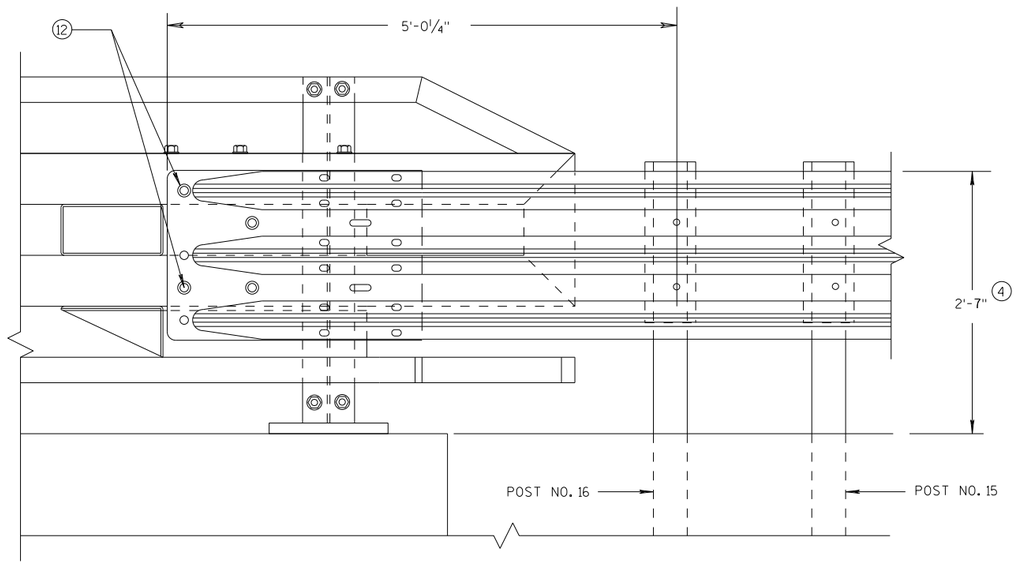
S.D.D. 14 B 45-5j




## ELEVATION OF DETAIL AT NY3 END POST

### THRIE BEAM RAIL ATTACHMENT




## ELEVATION OF DETAIL AT NY4 END POST

### THRIE BEAM RAIL ATTACHMENT

## GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
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UNIT SUPERVIS
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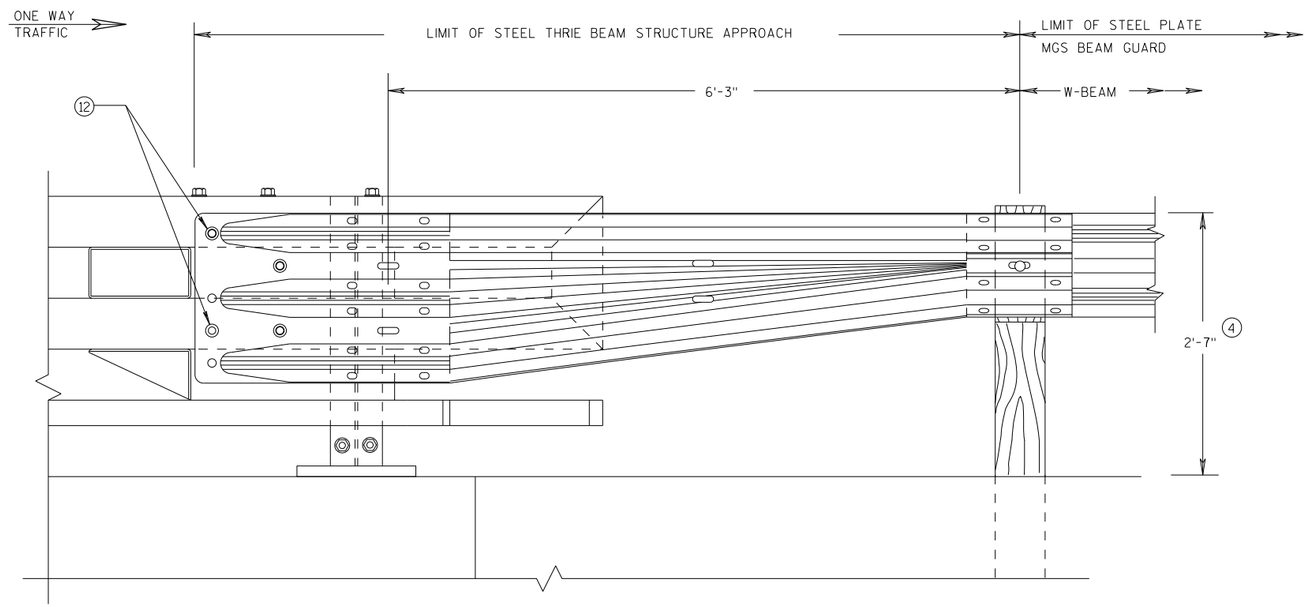
S.D.D. 14 B 45-5k




FRONT VIEW

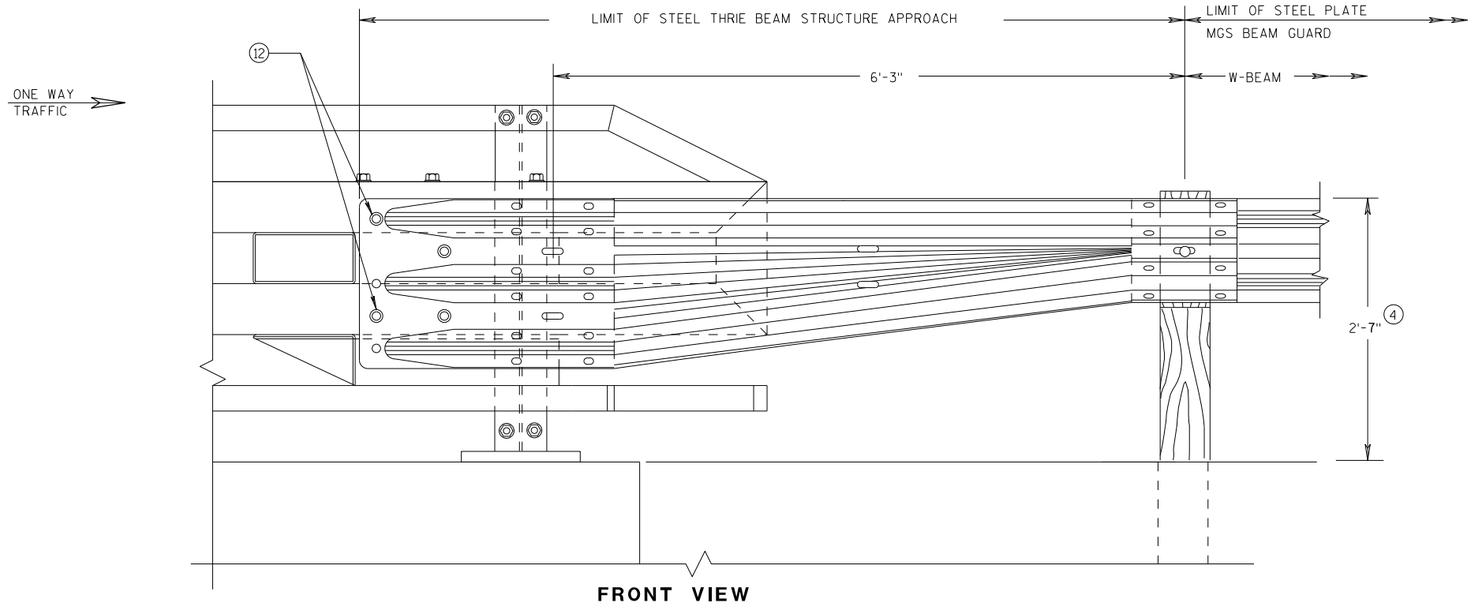
## W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

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

## GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.




FRONT VIEW

## W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

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

**MIDWEST GUARDRAIL SYSTEM**
**THRIE BEAM TRANSITION (MGS)**

STATE OF WISCONSIN
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UNIT SUPERVIS

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

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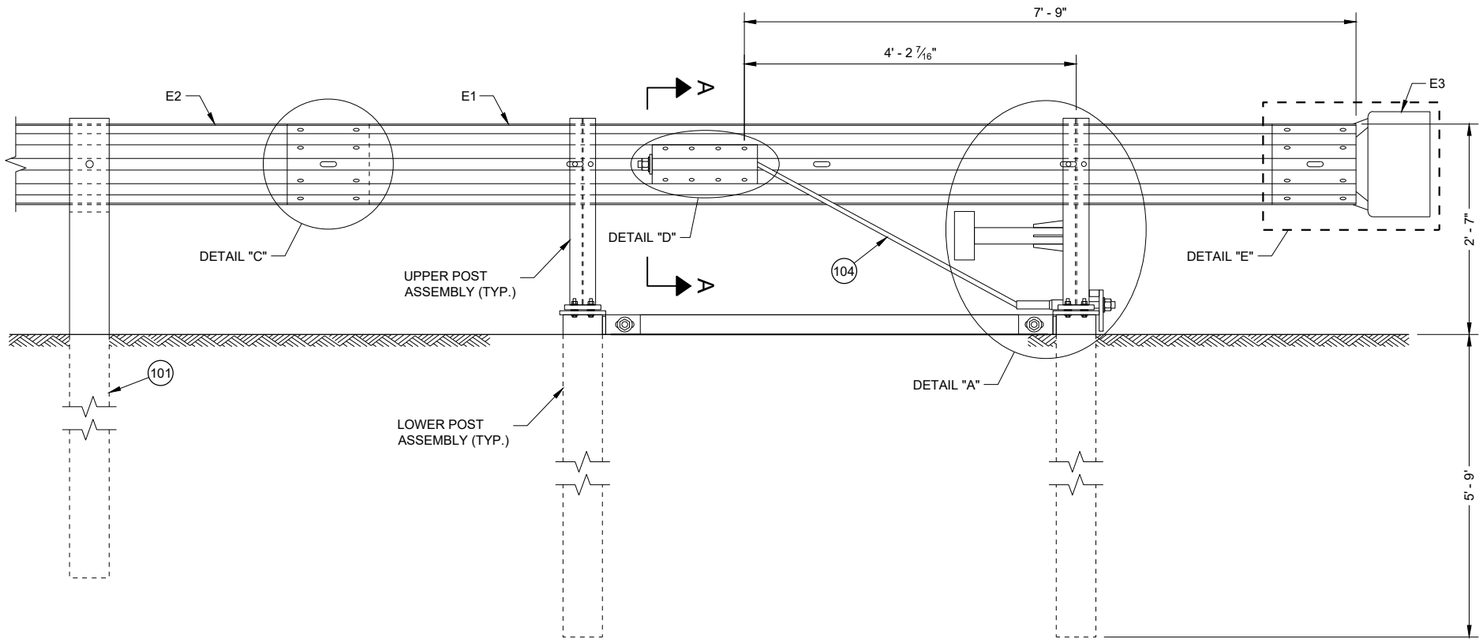
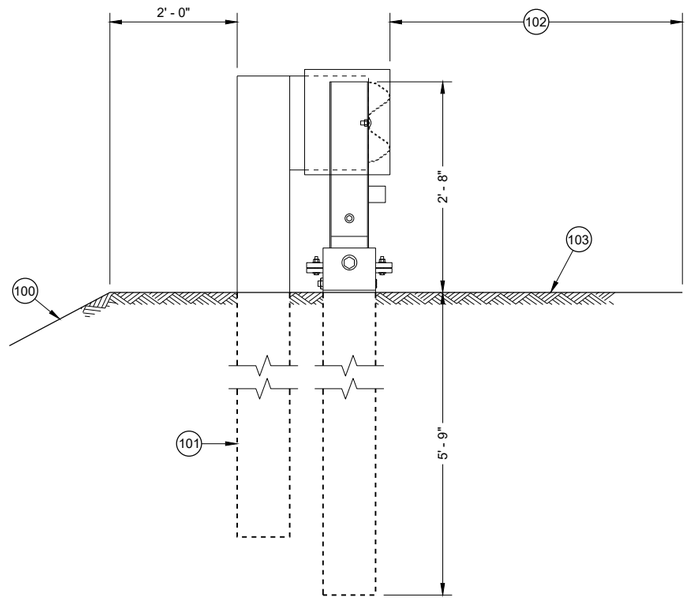
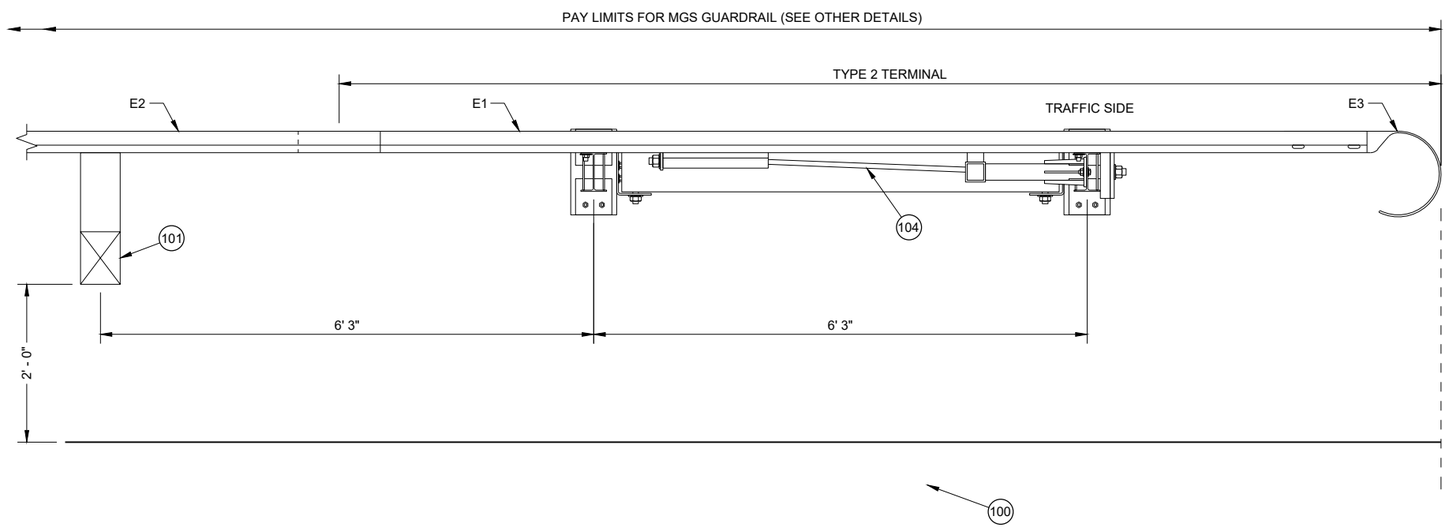
S.D.D. 14 B 45-5L




**BACK VIEW**
**TYPE 2 TERMINAL**




**SIDE VIEW**
**TYPE 2 TERMINAL**




**TOP VIEW**
**TYPE 2 TERMINAL**

## GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

**MIDWEST GUARDRAIL SYSTEM (MGS)**
**TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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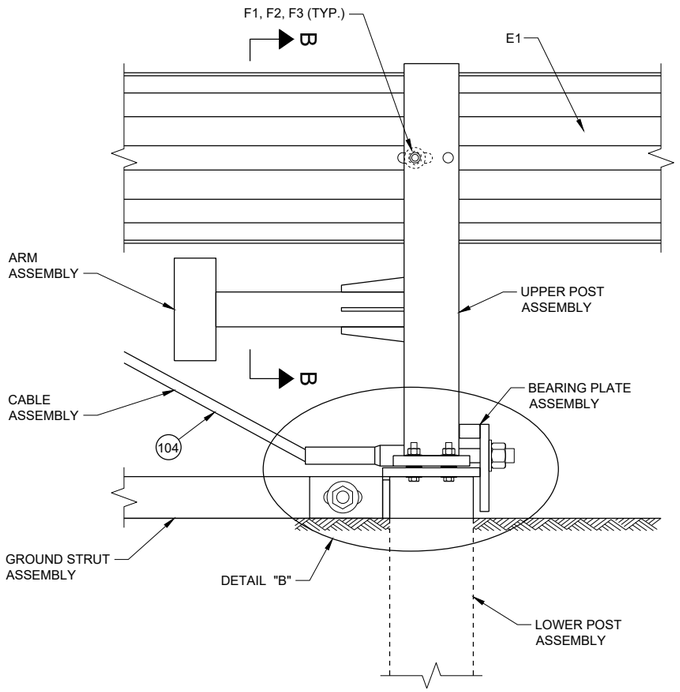
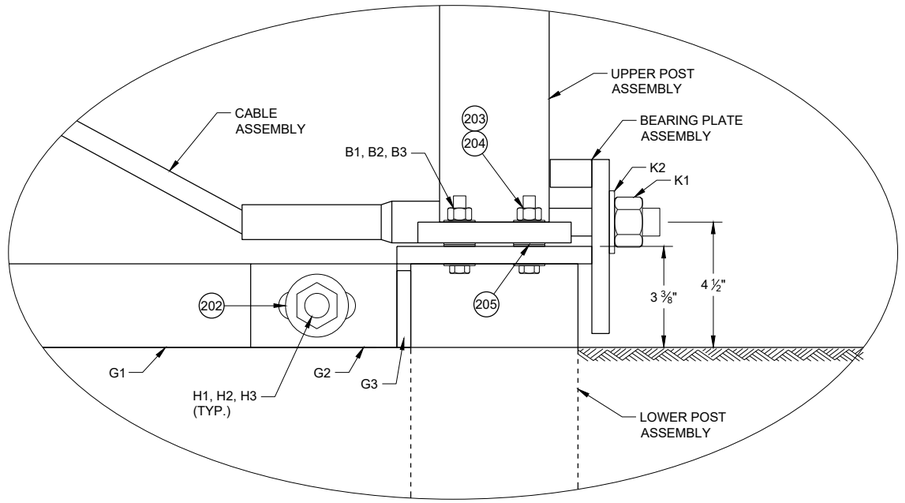
SDD 14B47 - 05a




**DETAIL "A"**

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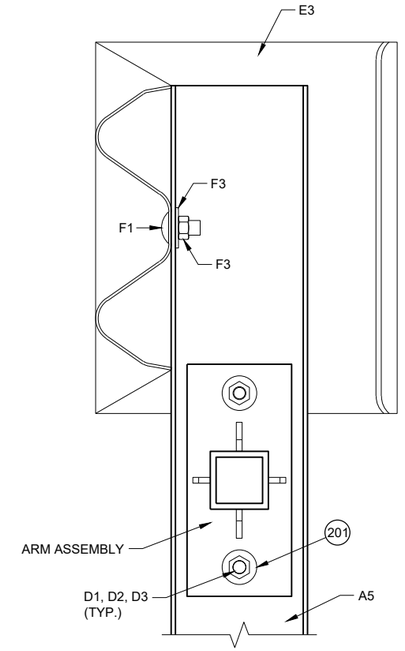
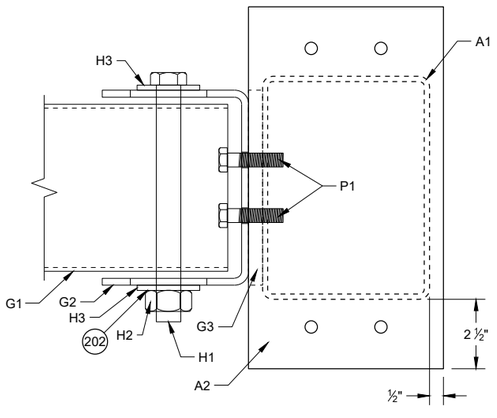
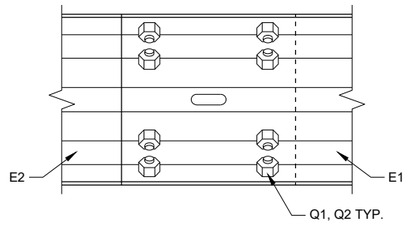



**SECTION B - B**




**TOP VIEW**

**GROUND STRUT CONNECTION DETAIL**




**DETAIL "C"**

## GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

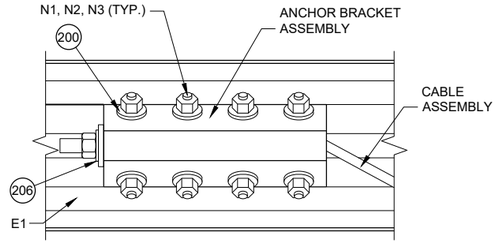
202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

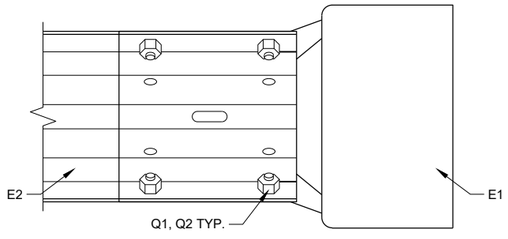
204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.




**DETAIL "D"**




**DETAIL "E"**

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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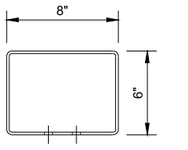
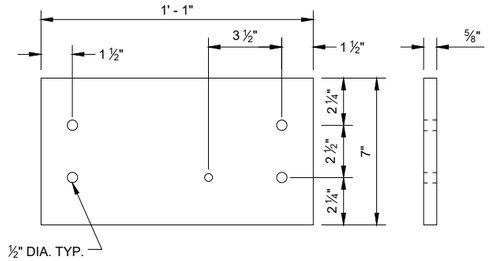
SDD 14B47 - 05b

## GENERAL NOTES

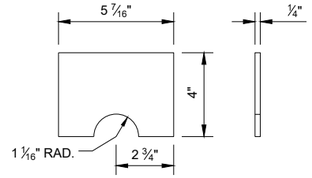
(300) TAP FOR 1/2" AFTER GALVANIZATION



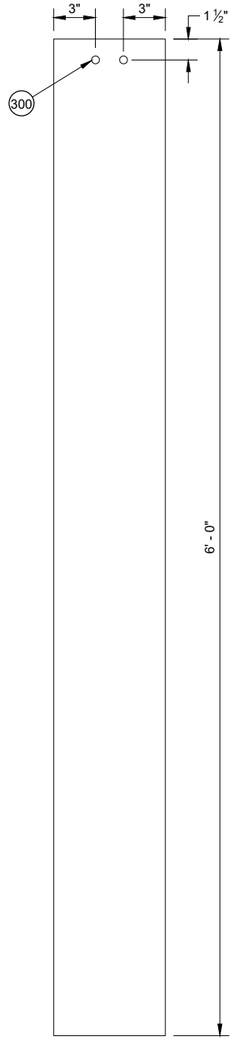

TOP VIEW




LOWER PLATE (A2)

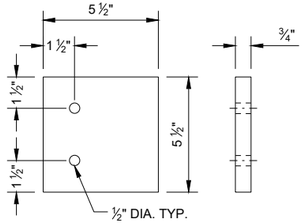



POST GUSSET (A3)

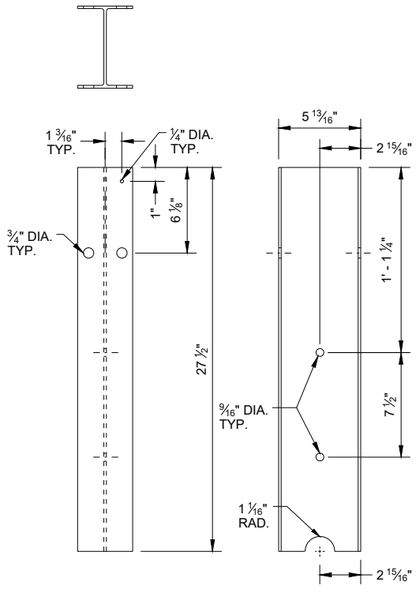



SIDE VIEW

FOUNDATION TUBE (A1)

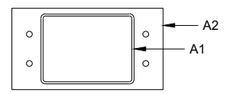



UPPER PLATE (A4)

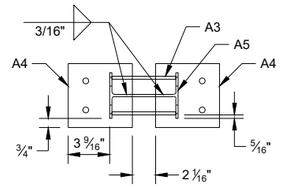



FRONT VIEW SIDE VIEW

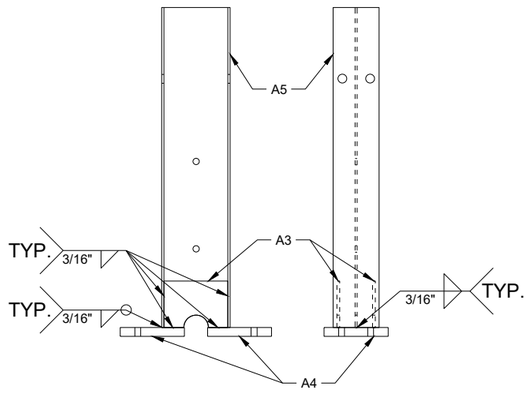
TYPE 2 POST (A5)




PLAN VIEW

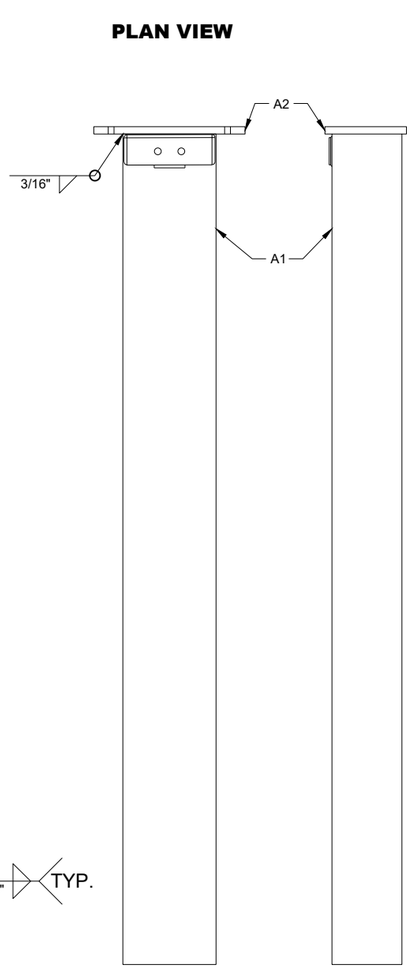



PLAN VIEW



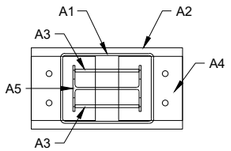

SIDE VIEW FRONT VIEW

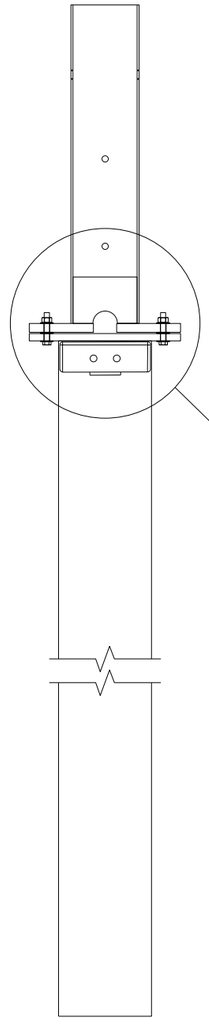
UPPER POST ASSEMBLY



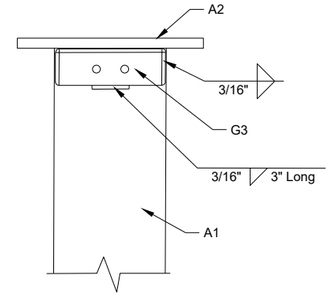

FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY

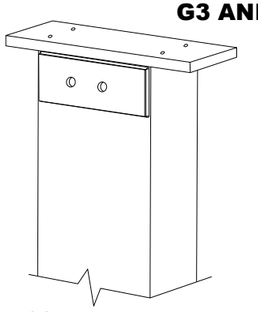


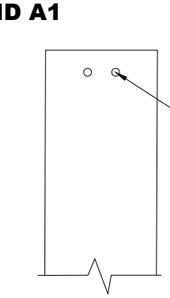
ASSEMBLED POST



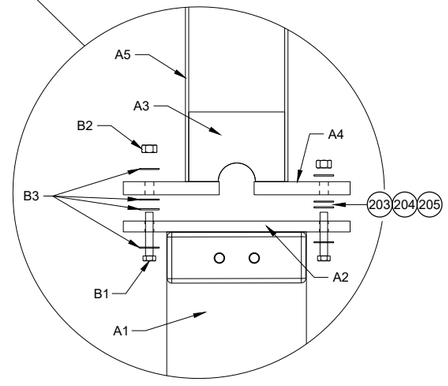

WELDING DETAIL
G3 AND A1



ASSEMBLY DETAIL
ISOMETRIC




A1




POST CONNECTION DETAIL

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





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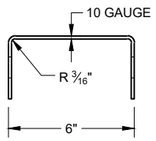
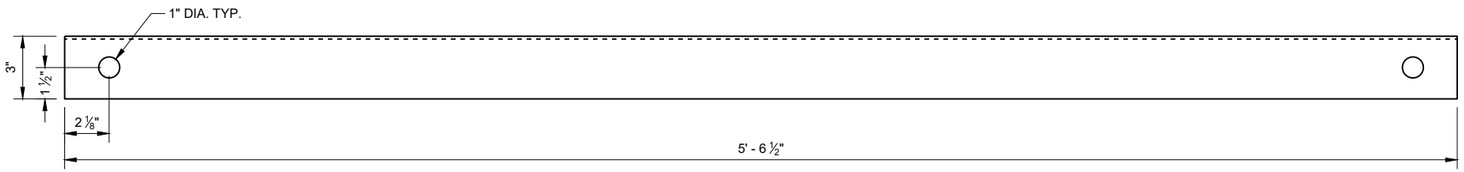
SDD14B47 - 05c

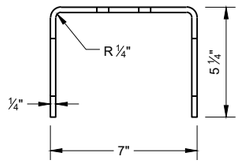



SIDE VIEW

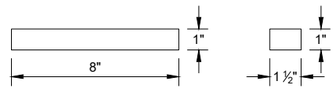



FRONT VIEW

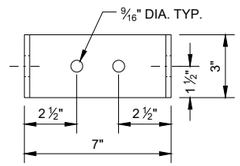
## GROUND STRUT CHANNEL (G1)



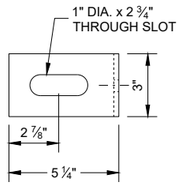

TOP VIEW




## BEARING PLATE FLANGE (L2)

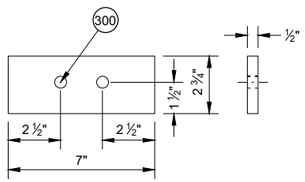



FRONT VIEW

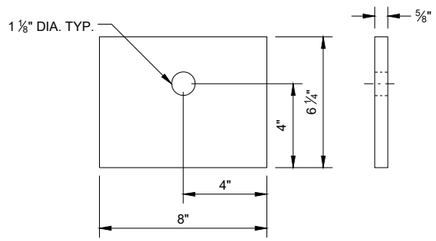



SIDE VIEW

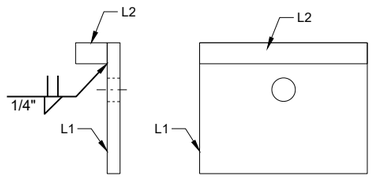
## GROUND STRUT CONNECTOR (G2)




## GROUND STRUT PLATE (G3)

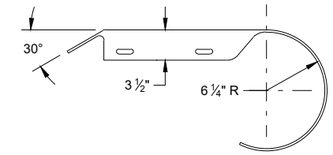



## BEARING PLATE (L1)

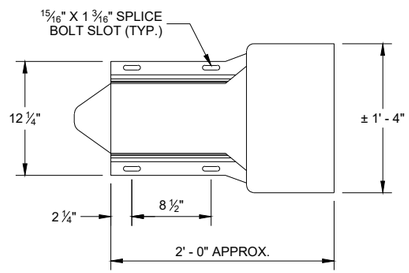



SIDE VIEW FRONT VIEW

## BEARING PLATE ASSEMBLY

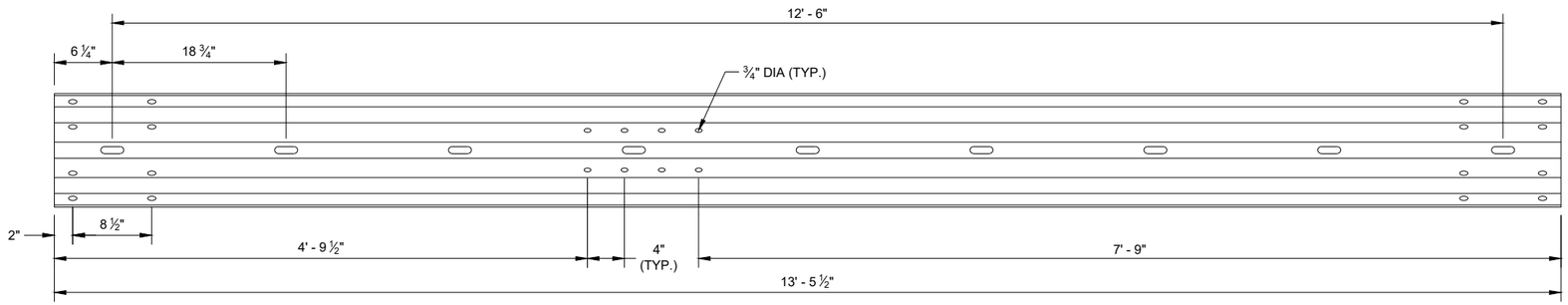



PLAN VIEW

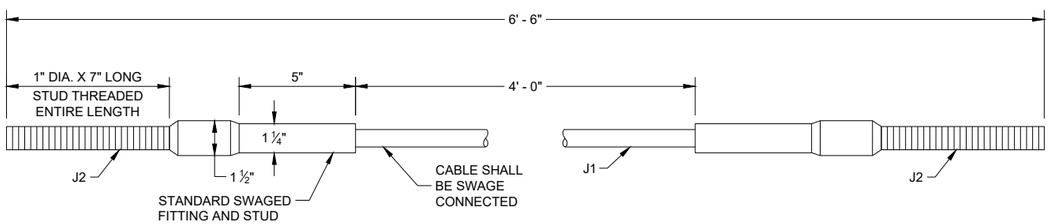



ELEVATION VIEW

## ROUNDED BUFFER END (E3)




## TYPE 2 GUARDRAIL (E1)




## CABLE ASSEMBLY

## MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

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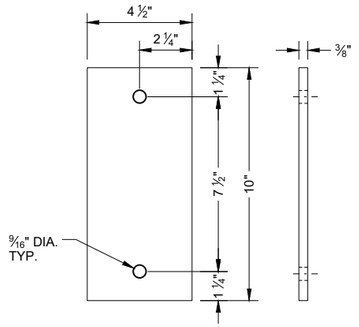
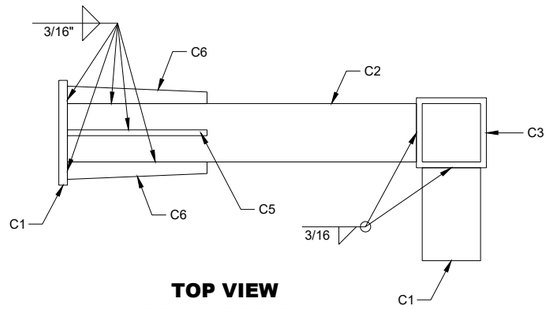
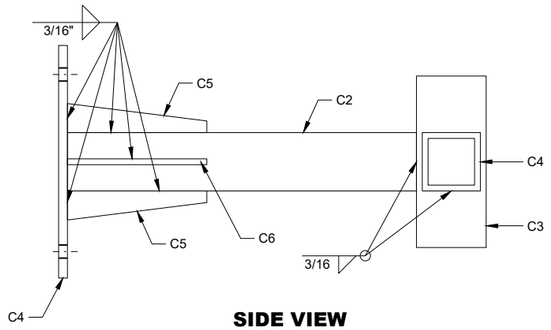


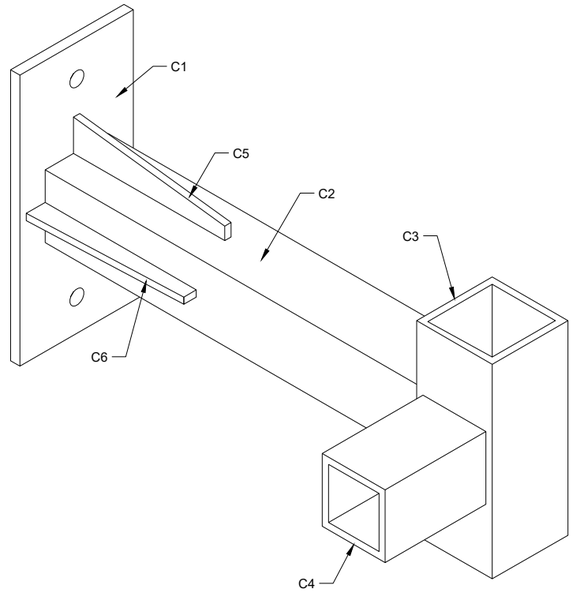

**ARM PLATE (C1)**



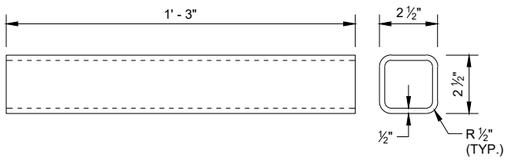

**TOP VIEW**
**ARM ASSEMBLY**



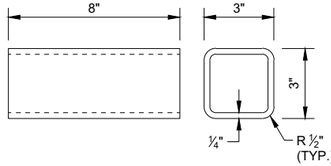

**SIDE VIEW**
**ARM ASSEMBLY**



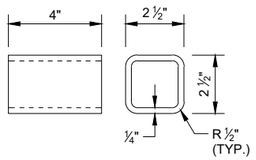

**ISOMETRIC VIEW**
**ARM ASSEMBLY**



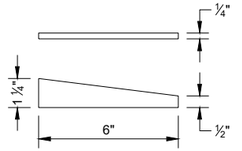

**ARM TUBE 1 (C2)**



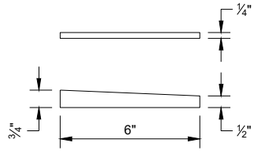

**ARM TUBE 2 (C3)**



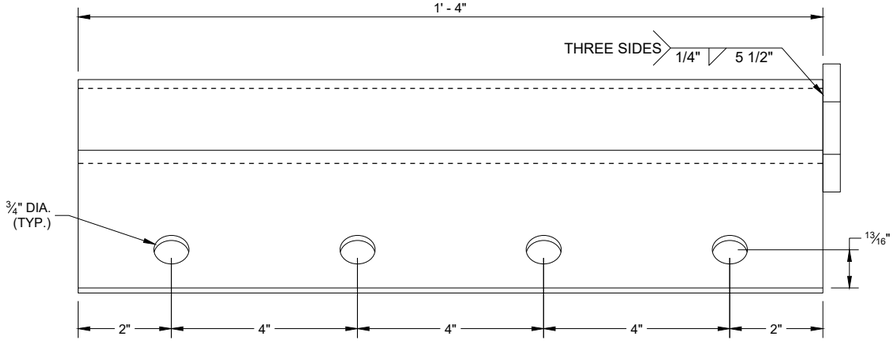

**ARM TUBE 3 (C4)**

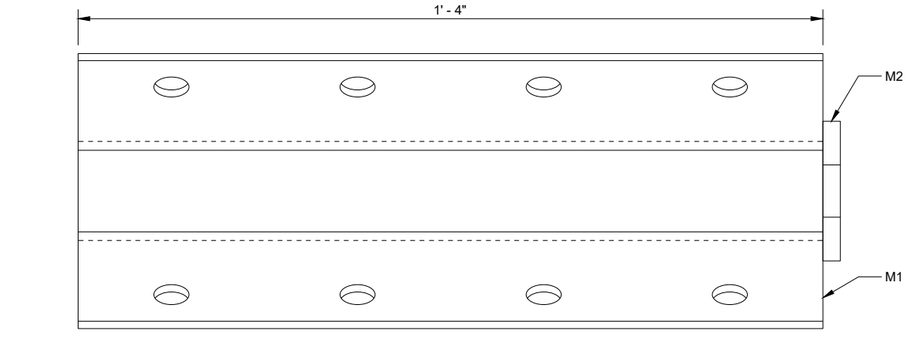



**ARM GUSSET PLATE 1 (C5)**

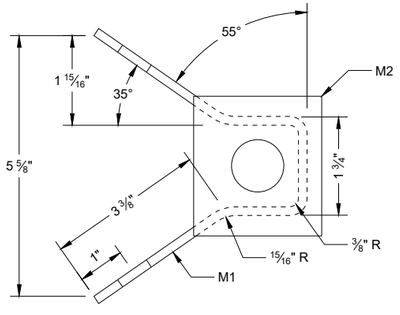


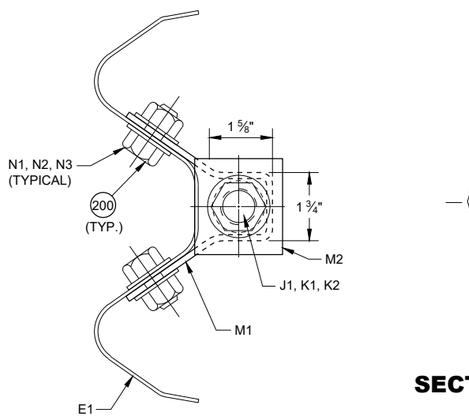

**ARM GUSSET PLATE 2 (C6)**

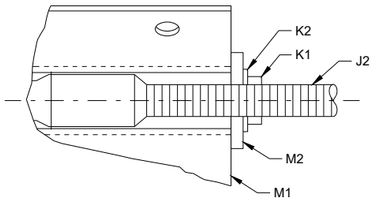


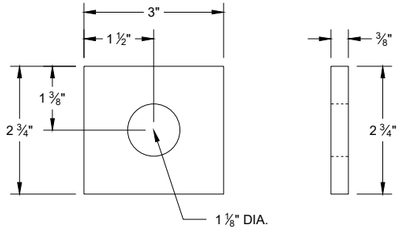

**ANCHOR BRACKET (M1, M2)**




**SECTION A - A**




**ANCHOR BRACKET BEARING PLATE (M2)**

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
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## BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

| PART | DESCRIPTION | MATERIALS SPECIFICATIONS | NOTES |
|---|---|---|---|
| A1 | TYPE 2 FOUNDATION TUBE | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 8" x 6" x 3/16" |
| A2 | LOWER 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 | 5/8" THICKNESS |
| A3 | POST GUSSET | 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 | 1/4" THICKNESS |
| A4 | UPPER 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 | 3/4" THICKNESS |
| A5 | TYPE 2 POST | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI, w6x9 or w6x8.5 | |
| B1 | BREAKAWAY BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM 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. | 7/16" DIA. |
| B2 | BREAKAWAY BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 7/16" DIA. |
| B3 | BREAKAWAY BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / 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 | |
| C1 | ARM ASSEMBLY PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 3/8" THICKNESS |
| C2 | ARM ASSEMBLY TUBE 1 | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 8" x 6" x 3/16" |
| C3 | ARM ASSEMBLY TUBE 2 | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 3" x 3" x 1/4" |
| C4 | ARM ASSEMBLY TUBE 3 | AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501 | TS 2 1/2" x 2 1/2" X 1/4" |
| C5 | ARM ASSEMBLY GUSSET 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 | 1/4" THICKNESS |
| C6 | ARM ASSEMBLY GUSSET 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 | 1/4" THICKNESS |
| D1 | ARM ASSEMBLY BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 1/2" DIA. |
| D2 | ARM ASSEMBLY WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 1/2" DIA. |
| D3 | ARM ASSEMBLY NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 1/2" DIA. |
| E1 | TYPE 2 GUARD RAIL | AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER | |
| E2 | BEAM GUARD RAIL | AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER | |
| E3 | BEAM GUARD ROUNDED BUFFER END | AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER | |
| F1 | POST BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 5/8" DIA. |
| F2 | POST BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 5/8" DIA. |
| F3 | POST BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | |
| G1 | GROUND STRUT CHANNEL | 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 | 1/2" x 11 3/4" x 10 GAUGE |
| G2 | GROUND STRUT CONNECTOR | 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 | 1/4" THICKNESS |
| G3 | GROUND STRUT 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 | 1/2" THICKNESS |

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**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



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## BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

| PART | DESCRIPTION | MATERIALS SPECIFICATIONS | NOTES |
|---|---|---|---|
| H1 | GROUND STRUT BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 7/8" DIA. |
| H2 | GROUND STRUT BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 7/8" DIA. |
| H3 | GROUND STRUT BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | |
| J1 | BCT CABLE | AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS | **3/4" DIA.** |
| J2 | BCT CABLE | UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS." | |
| K1 | CABLE ASSEMBLY NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 1" DIA. |
| K2 | CABLE ASSEMBLY WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 | 1" DIA. |
| L1 | BEARING PLATE | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | 5/8" THICKNESS |
| L2 | BEARING PLATE FLANGE | 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 | 1" THICKNESS |
| M1 | BEAM GUARD ANCHOR BRACKET | AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI | |
| M2 | BEAM GUARD ANCHOR 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 | 3/8" THICKNESS |
| N1 | ANCHOR BRACKET BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | 5/8" DIA. |
| N2 | ANCHOR BRACKET BOLT WASHER | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY) | 5/8" DIA. |
| N3 | ANCHOR BRACKET BOLT NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | |
| P1 | FOUNDATION TUBE BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 1/2" DIA. |
| Q1 | SPLICE BOLT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36 | |
| Q2 | SPLICE NUT | HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5 | 5/8" DIA. |



6

**MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL**

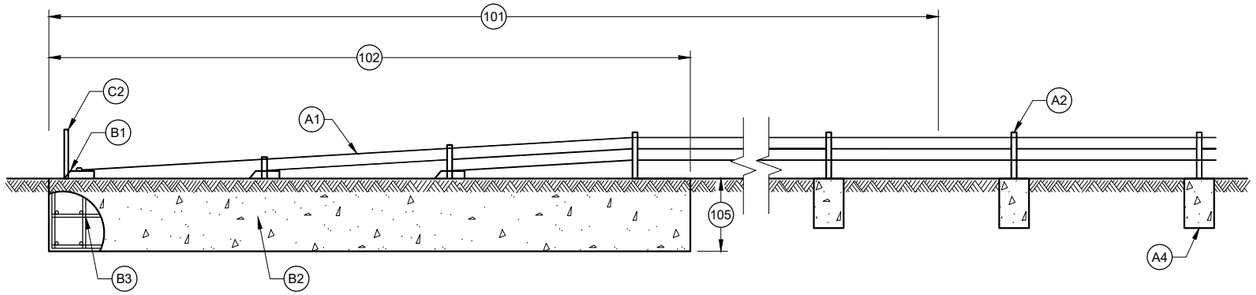
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER
FHWA

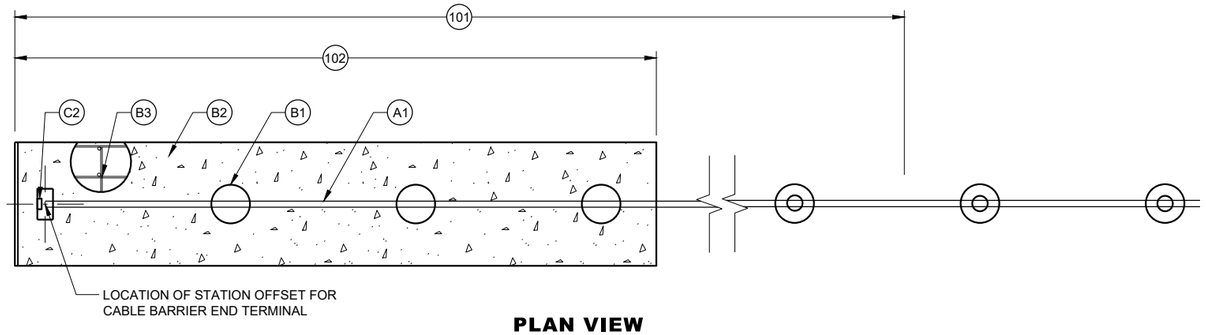




SDD 14B47 - 05g

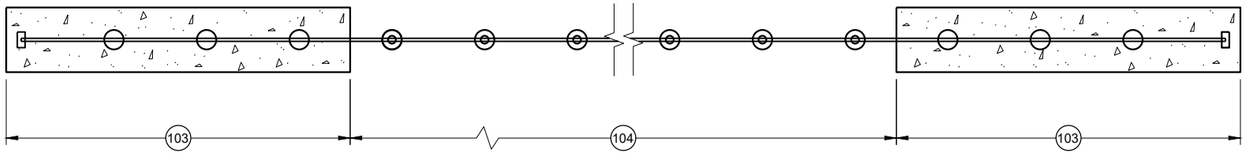



**PROFILE VIEW**

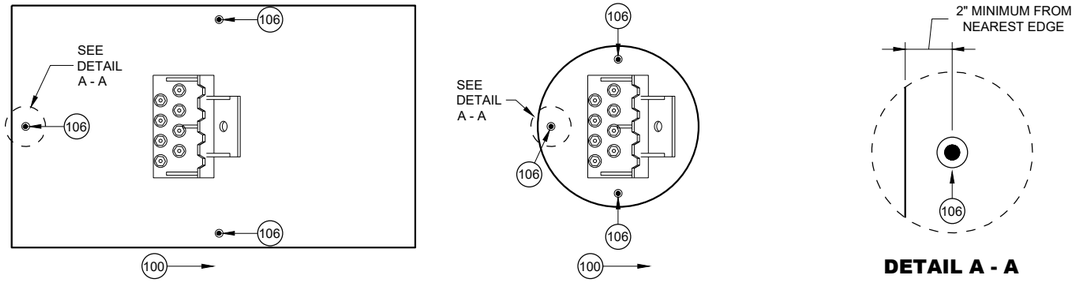



**PLAN VIEW**

## TRANSITION FROM CABLE BARRIER TERMINAL TO CABLE BARRIER LINE POSTS




**TYPICAL PLAN VIEW**




**DETAIL A - A**

## ANCHOR MONITOR POINTS FOR CABLE BARRIER END TERMINAL ANCHORS

## GENERAL NOTES

DRAWINGS ARE GENERAL IN NATURE. SEE MANUFACTURER'S INFORMATION FOR MORE DETAIL.

PROVIDE 2 INCH CLEAR COVER FROM OUTER EDGE OF CONCRETE FOOTINGS TO REINFORCEMENT.

INSTALL LINE POSTS PLUMB. LINE POSTS ARE TO BE EASILY REMOVED BY HAND AND HOLD CABLES AT THE PROPER ELEVATION.

PROVIDE CABLE BARRIER SYSTEM FROM APPROVED PRODUCT LIST.

PROVIDE A SYSTEM TO HAVE THE WORKING WIDTH INDICATED IN PLAN.

PROVIDE DOCUMENTATION HOW POST SPACING, RADIUS OF CURVE AND ANCHOR SPACING INFLUENCES WORKING WIDTH TO CONSTRUCTION STAFF.

CONSTRUCT SHAFTS VERTICALLY. VERTICAL TOLERANCE OF SHAFT IS $\frac{1}{8}$" PER FOOT OF DEPTH. SHAFTS ARE TO MINIMIZE DISTURBANCE TO ADJACENT SOILS.

SECURE STEEL REINFORCEMENT AND STEEL SLEEVE PRIOR TO PLACEMENT OF CONCRETE. MAINTAIN CLEAR DISTANCE BETWEEN SOIL AND REINFORCEMENT CAGE.

PLACE CONCRETE IN ONE CONTINUOUS POUR FOR EACH FOOTING. USE VIBRATION TO CONSOLIDATE CONCRETE.

PROVIDE CASING AS NECESSARY TO PREVENT INTRUSION OF UNCONSOLIDATED MATERIALS OR WATER. USE CASINGS WHEN THERE IS 3 OR MORE INCHES OF WATER IN EXCAVATION.

PROVIDE WISCONSIN PROFESSIONAL ENGINEER SIGNED AND APPROVED FOOTING DESIGN USING A CASING AND CONSTRUCTION SEQUENCE. PROJECT ENGINEER WILL REVIEW AND APPROVED CASING DESIGN AND CONSTRUCTION SEQUENCE. CASING IS TO HAVE INTIMATE CONTACT WITH SHAFT SIDEWALL. CASING IT TO WITHSTAND INSERTION STRESS, REMOVAL STRESS, CONCRETE PRESSURE AND SOIL PRESSURE. REMOVE CASING DURING CONCRETE PLACEMENT OR IMMEDIATELY AFTER CONCRETE PLACEMENT. NO TEMPORARY CASING MAY REMAIN IN-PLACE.

PROVIDE WISCONSIN PROFESSIONAL ENGINEER SIGNED AND APPROVED FOOTING DESIGN AND CONSTRUCTION SEQUENCE WHEN OVER EXCAVATION IS REQUIRED NEAR A FOOTING. PROJECT ENGINEER WILL REVIEW AND APPROVED DESIGN AND CONSTRUCTION SEQUENCE.

FINISH TOP OF FOOTINGS TO THE DIMENSIONS INDICATED IN PLAN. REMOVE EXCESS CONCRETE.

DESIGN POST FOOTINGS SO THAT LINE POST FOOTING MOVE LESS THAN 1 INCH WHEN LINE POST IS IMPACTED BY A NCHRP 350 TL-3 SMALL CAR.

USE MARINE GRADE ANTI-SEIZE LUBRICANT FOR THREADING FITTINGS THAT IS ACCEPTABLE FOR USE ON GALVANIZED STEEL.

(100) DIRECTION THAT THE CABLE PULLS THE END ANCHOR FOOTING

(101) LOCATION OF LENGTH OF NEED POINT FOR CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(102) PAY LIMIT FOR CABLE BARRIER END TERMINAL. LENGTH OF CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)

(103) CABLE BARRIER END TERMINAL

(104) CABLE BARRIER AND LINE POSTS

(105) IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.

(106) ANCHOR MONITOR POINTS ARE GALVANIZED SURVEY NAIL, OR MASONRY NAIL, PLACED INTO CONCRETE FOOTING BEFORE HARDENING. IF THERE ARE MULTIPLE ANCHOR POINTS WITHIN A PAY LIMIT FOR A CABLE BARRIER END TERMINAL, EACH ANCHOR POINT NEEDS THREE ANCHOR MONITOR POINTS.

**CABLE BARRIER TYPE 1 LAYOUT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





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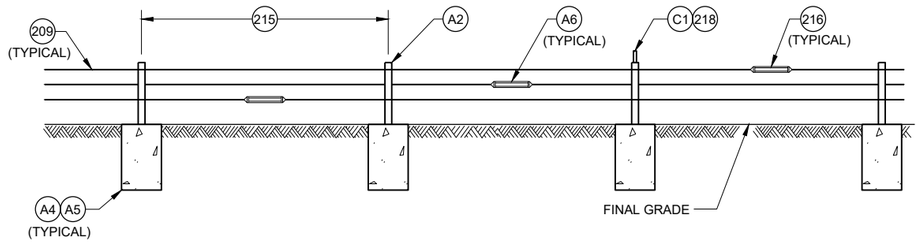
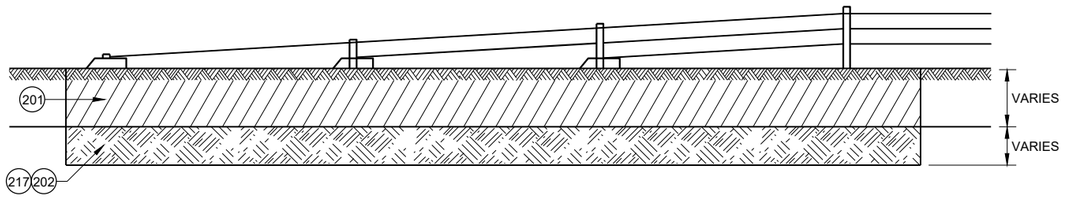
SDD14B52 - 03a




**PROFILE VIEW**
**LINE POST INSTALLATION**




**CABLE BARRIER END TERMINAL**
**ROCK EXCAVATION DETAIL**

## GENERAL NOTES

201 SOIL TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES)

202 ROCK TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES)

203 SOIL TO BE EXCAVATED FOR LINE POST (VARIES)

204 ROCK TO BE EXCAVATED FOR LINE POST (VARIES)

205 EXCAVATE AND GRADE LINE FOR LINE POST FOOTINGS. INSTALL LINE POST FOOTING TO MINIMIZE 4 INCH TALL OBJECT ON 5 FOOT CHORD.

206 2 INCHES OF CLEAR COVER FROM EDGE OF CONCRETE TO REINFORCEMENT.

207 DIAMETER OF LINE POST FOOTING VARIES. SEE MANUFACTURERS' INFORMATION.

208 MINIMUM DEPTH OF LINE POST FOOTING IS 4' - 0" IN SOIL. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.

209 NUMBER AND LOCATION OF CABLES VARY. SEE MANUFACTURERS' INFORMATION.

210 LINE POST DIMENSIONS AND CONNECTION HARDWARE VARY. SEE MANUFACTURERS' INFORMATION.

211 LANE OF ROADWAY (VARIES). SEE PLAN FOR MORE INFORMATION.

212 PAVED SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

213 GRAVEL SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.

214 CABLE BARRIER OFFSET FROM CENTERLINE OF MEDIAN DITCH (8 FOOT MINIMUM). SEE PLAN FOR MORE INFORMATION.

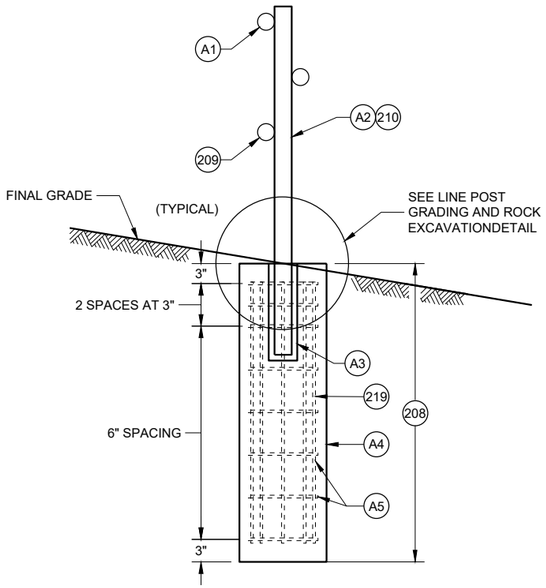
215 MAXIMUM POST SPACING IS 15 FEET.

216 STAGGER TURNBUCKLES (TYPICAL).

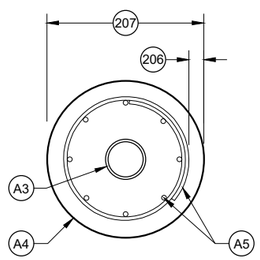
217 SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.

218 LINE POST DELINEATOR SPACING IS 100 FEET.

219 MINIMUM LINE POST FOOTING REINFORCEMENT SHOWN. MANUFACTURER IS TO INDICATE REINFORCEMENT IS ADEQUATE FOR THEIR SYSTEM. IF REINFORCEMENT IS NOT ADEQUATE, PROVIDE FOOTING DESIGN WITH A ADEQUATE REINFORCEMENT.

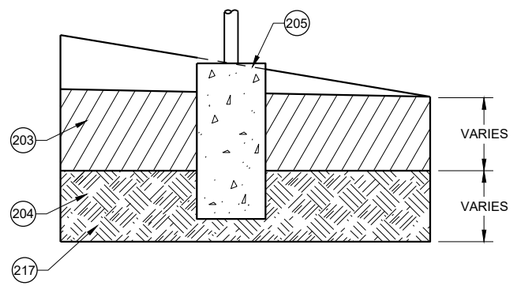



**CROSS SECTION**

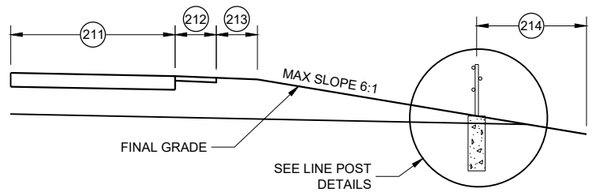



**PROFILE VIEW**
(LINE POSTS AND CABLES NOT SHOWN)

**LINE POST DETAILS**




**LINE POST GRADING**
**AND ROCK EXCAVATION DETAIL**




**CABLE BARRIER OFFSET FROM DITCH LINE**

**CABLE BARRIER**
**TYPE 1 LAYOUT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 14B52 - 03b

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## BILL OF MATERIALS

| PART NUMBER | QTY. | DESCRIPTION | MATERIALS SPECIFICATIONS |
|---|---|---|---|
| A1 | 3 OR 4 | ¾" 3x7 PRESTRECHED GALVANIZED STEEL WIRE ROPE | AASHTO M30 TYPE 1 CLASS A OR ASTM A741 TYPE 1 CLASS A WITH MINIMUM BREAKING STRENGTH = 39 KIPS (173.5 KN) |
| A2 | 1 PER LINE POST | GALVANIZED REMOVABLE STEEL LINE POST | SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. |
| | | | ASTM A123 (GALVANIZATION). |
| A3 | 1 PER LINE POST | GALVANIZED STEEL SLEEVE | SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. |
| | | | ASTM A123 (GALVANIZATION). |
| A4 | VARIES | CONCRETE FOR LINE POST FOOTING | A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2 OR AS MANUFACTURER SPECIFIES. |
| | | | STANDARD SPECIFICATION 716 QMP FOR CLASS II ANCILLARY CONCRETE |
| | | | SEE MANUFACTURER'S INFORMATION ON DIMENSIONS. |
| A5 | MINIMUM REINFORCEMENT: 8 HORIZONTAL LOOP BARS 8 VERTICAL BARS | EPOXY COATED STEEL REINFORCEMENT | STANDARD SPECIFICATION 505. |
| | | | ALL BARS ARE NO. 4 BARS |
| A6 | VARIES | TURNBUCKLES AND OTHER CABLE CONNECTING HARDWARE | SEE MANUFACTURER'S INFORMATION ON DIMENSIONS. |
| | | | MINIMUM BREAKING STRENGTH OF TURNBUCKLES AND CONNECTION HARDWARE IS EQUAL TO CABLE. |
| | | | TURNBUCKLES AND OTHER CABLE CONNECTION HARDWARE IS FIELD SWAGED PER MANUFACTURER'S RECOMMENDATION AND DETAILS. |
| | | | PROVIDE DOCUMENTATION THAT THE FITTINGS ARE STRONGER THAN THE CABLE BARRIER. DOCUMENTATION IS TO INCLUDE: MANUFACTURER NAME, TESTING RESULTS, AND DATE OF TESTING. |
| B1 | VARIES | CABLE CONNECTION TO CABLE BARRIER END TERMINAL | SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. |
| B2 | VARIES | CONCRETE FOR CABLE BARRIER END TERMINAL | A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2. |
| | | | STANDARD SPECIFICATION 716 QMP FOR CLASS II ANCILLARY CONCRETE |
| B3 | VARIES | EPOXY COATED STEEL REINFORCEMENT | STANDARD SPECIFICATION 505. |
| C1 | VARIES | LINE POST DELINEATOR | REFLECTIVE SHEETING TYPE SH. SEE APPROVED PRODUCT LIST YELLOW. |
| C2 | VARIES | CABLE BARRIER END TERMINAL DELINEATOR | REFLECTIVE SHEETING TYPE SH. SEE APPROVED PRODUCT LIST OBJECT MARKER TYPE 3 PATTERN |

6

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SDD 14B52 - 03c

SDD 14B52 - 03c

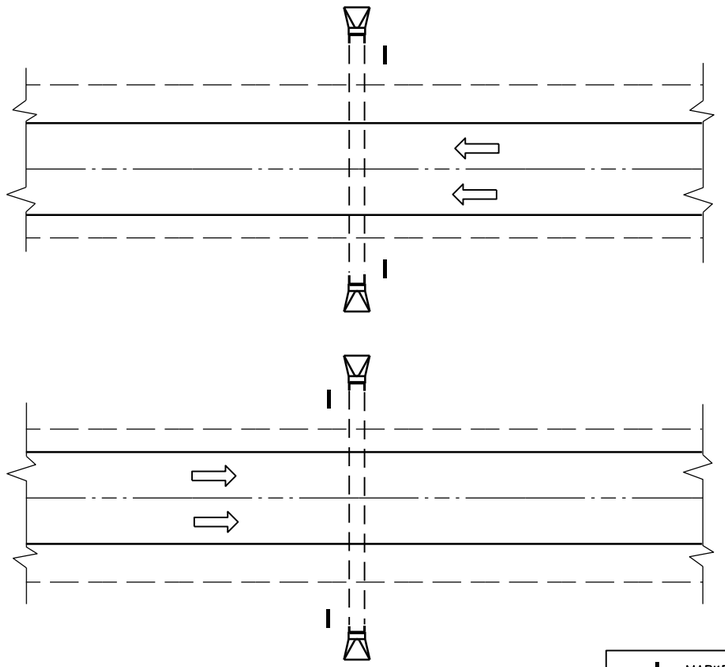
**CABLE BARRIER TYPE 1 LAYOUT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

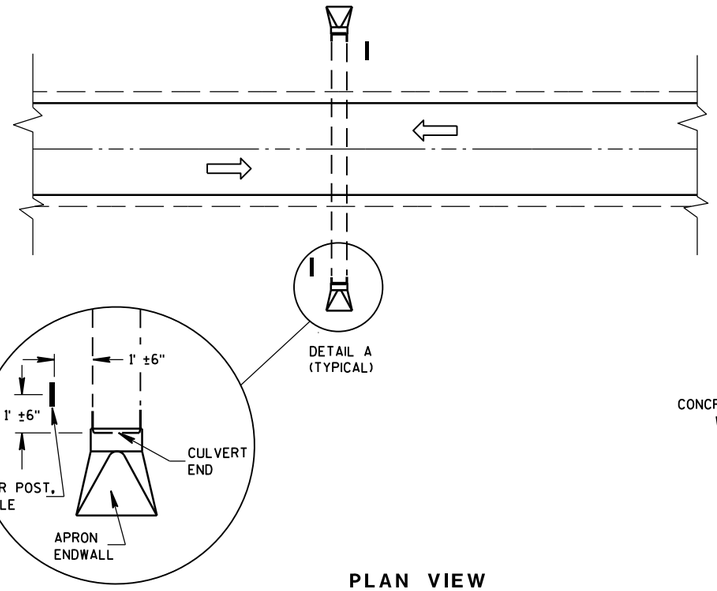
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW

**DIVIDED HIGHWAY**




**DETAIL A**
(TYPICAL)

PLAN VIEW

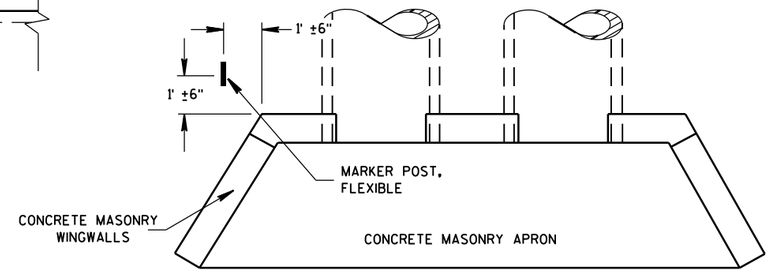
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

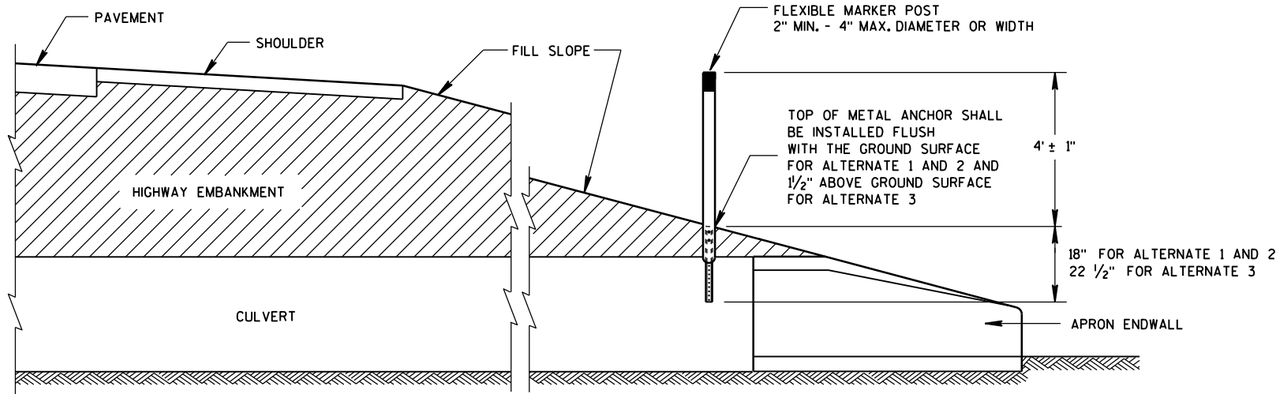
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

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

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

**FLEXIBLE MARKER POST**

**FLEXIBLE MARKER POST FOR CULVERT END**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



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

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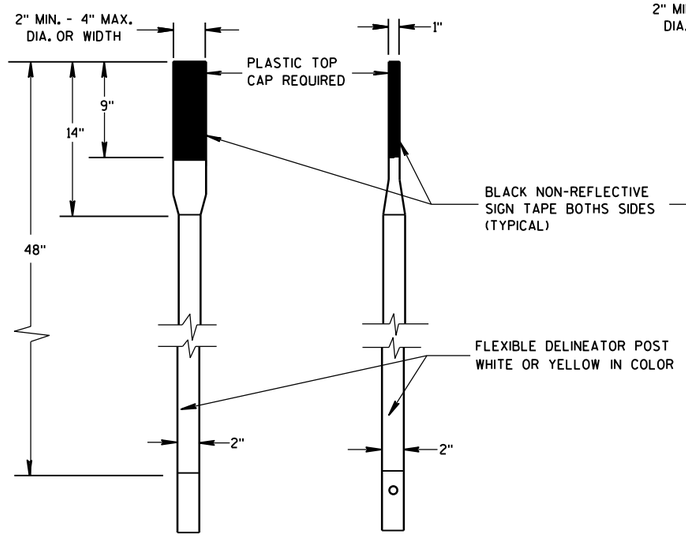
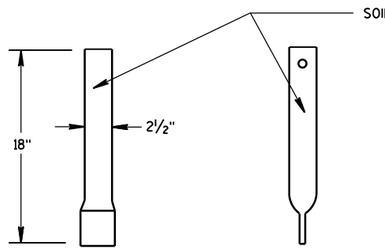
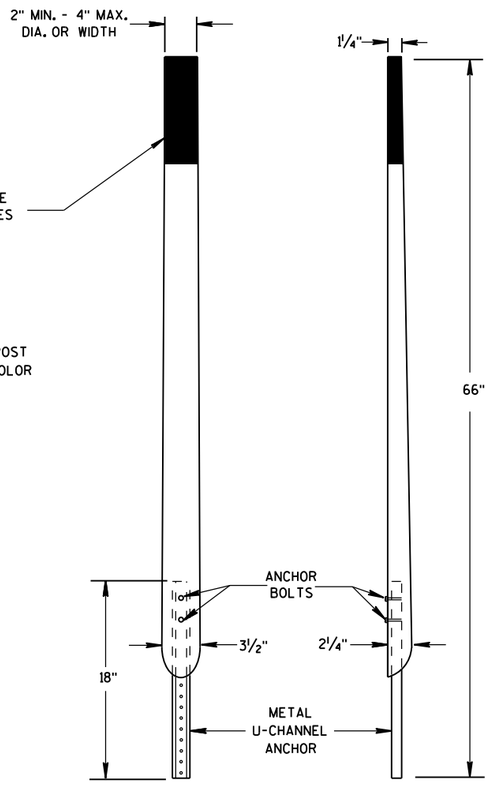
S.D.D. 15 A 3-2a



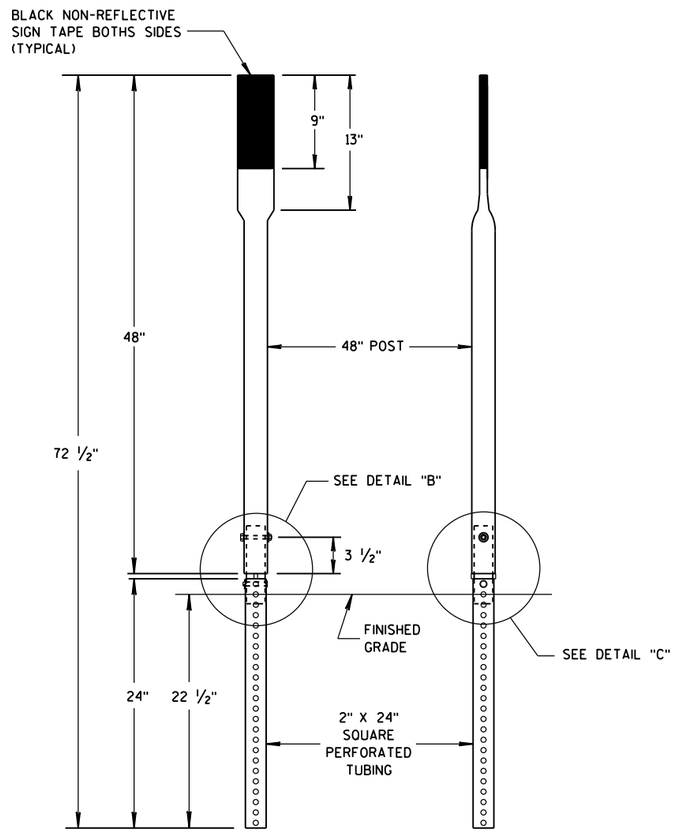

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

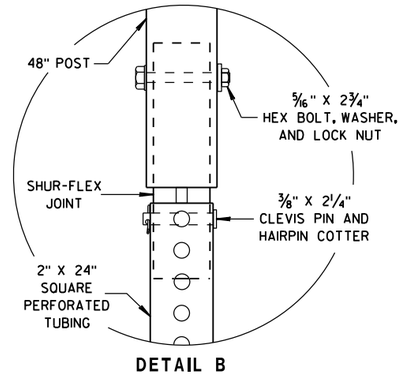
ALTERNATE 2



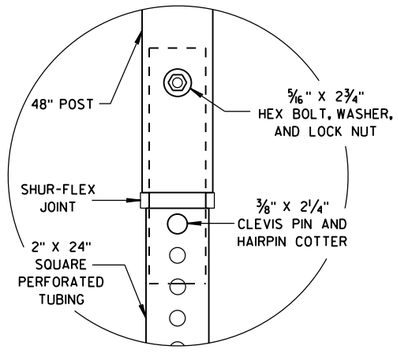

FRONT VIEW SIDE VIEW

ALTERNATE 3

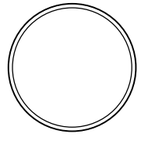
## FLEXIBLE MARKER POSTS



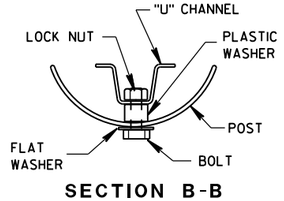

DETAIL B



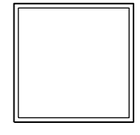

DETAIL C



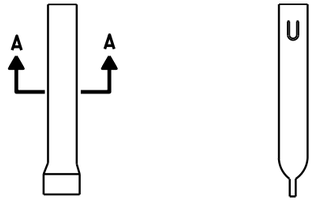
SECTION A-A




SECTION B-B

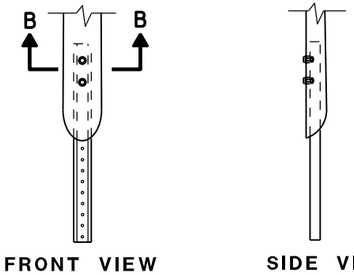


SECTION C-C



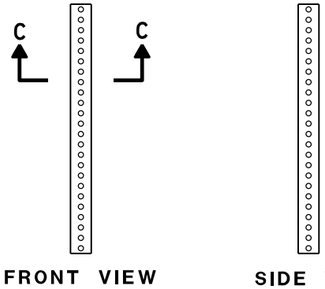

FRONT VIEW SIDE VIEW

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

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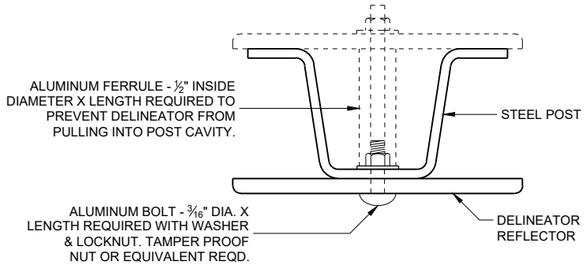
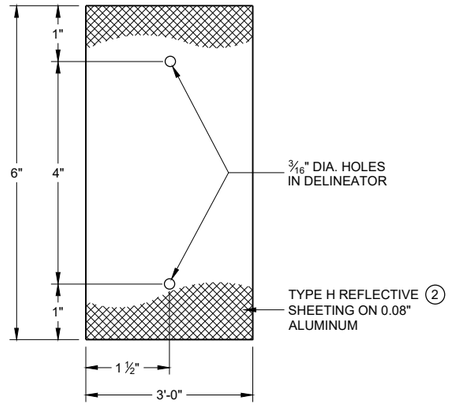
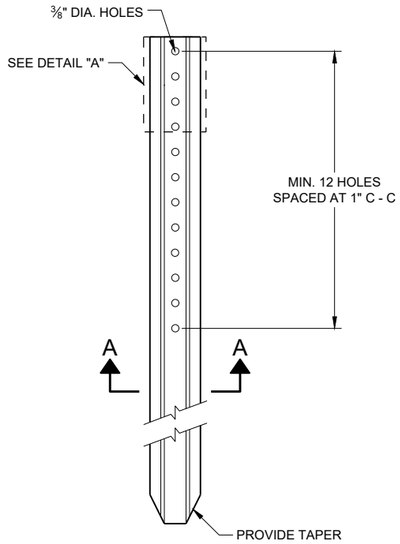
S.D.D. 15 A 3-2b



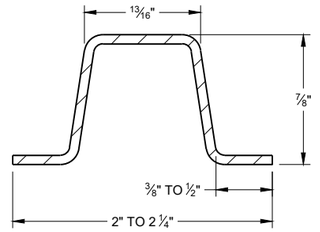

**MOUNTING DETAIL FOR DELINEATOR REFLECTOR**




**DETAIL "A" 3" X 6" DELINEATOR REFLECTOR**




**DELINEATOR POST**



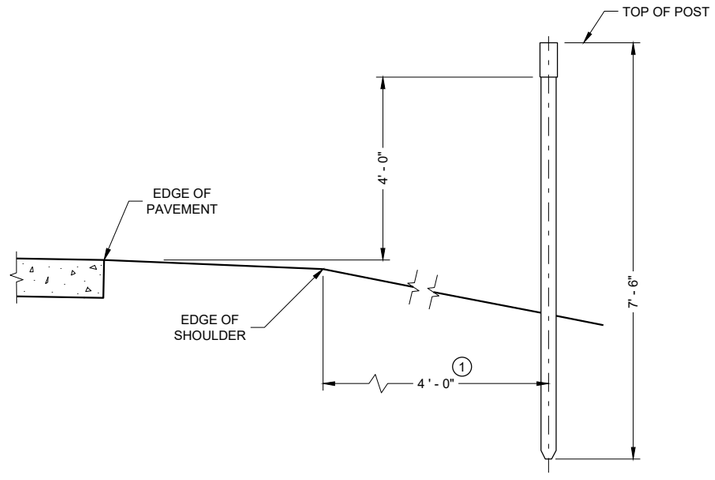

**SECTION A - A**

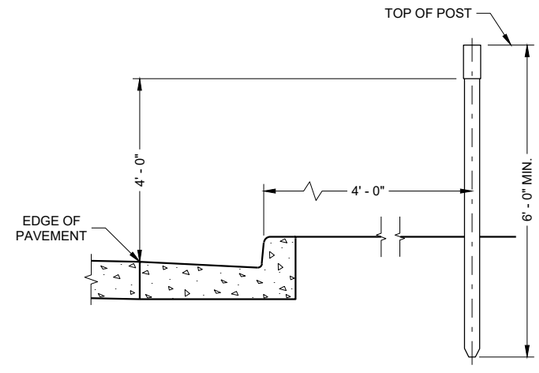
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

**REFLECTOR SPACING TABLE**

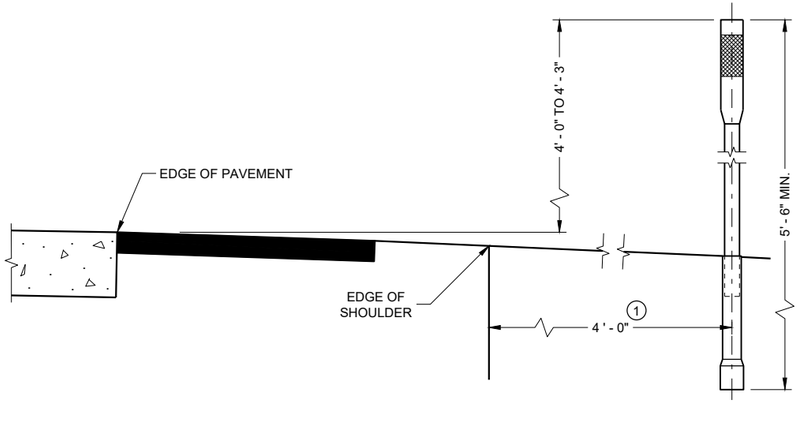
| REFLECTOR SPACING | LOCATION |
|---|---|
| * 100' C-C | RAMPS |
| 400' C-C | MAINLINE |

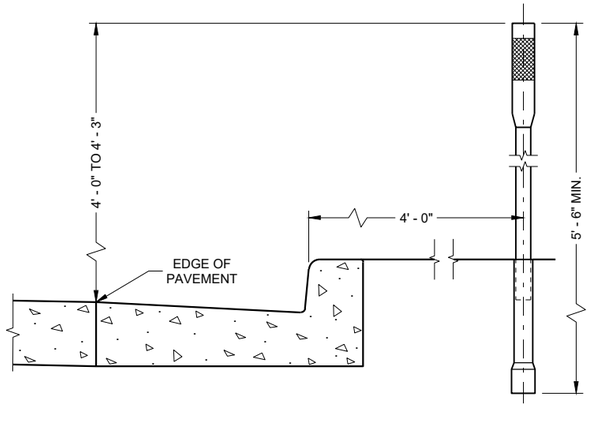
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER




**TYPICAL INSTALLATIONS OF DELINEATOR POSTS**




**TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS**

## GENERAL NOTES

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

1. DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.
2. FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

**DELINEATOR POST WITH REFLECTIVE SHEETING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA



6

SDD 15A04 - 07c

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

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

500' AT 25-40 MPH
1000' AT 45+ MPH

500'

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

M4-8a * END DETOUR WEST XX

DETOUR ROUTE

WORK AREA

DETOUR NEXT X MILES *
G20-51

M4-9L ** DETOUR OR
IF TOWN ROAD OR LOCAL STREET

M4-59L * ** DETOUR OR
IF TOWN ROAD OR LOCAL STREET

MATCH POINT

M4-59L * ** DETOUR OR
IF TOWN ROAD OR LOCAL STREET

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

M4-9L ** DETOUR OR
IF TOWN ROAD OR LOCAL STREET

M4-9R ** DETOUR OR
IF TOWN ROAD OR LOCAL STREET

M4-59R * ** DETOUR OR
IF TOWN ROAD OR LOCAL STREET

DETOUR ROUTE

500' AT 25 - 40 MPH
1000' AT 45+ MPH

500'

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

500' AT 25 - 40 MPH
1000' AT 45+ MPH

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

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

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

# DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

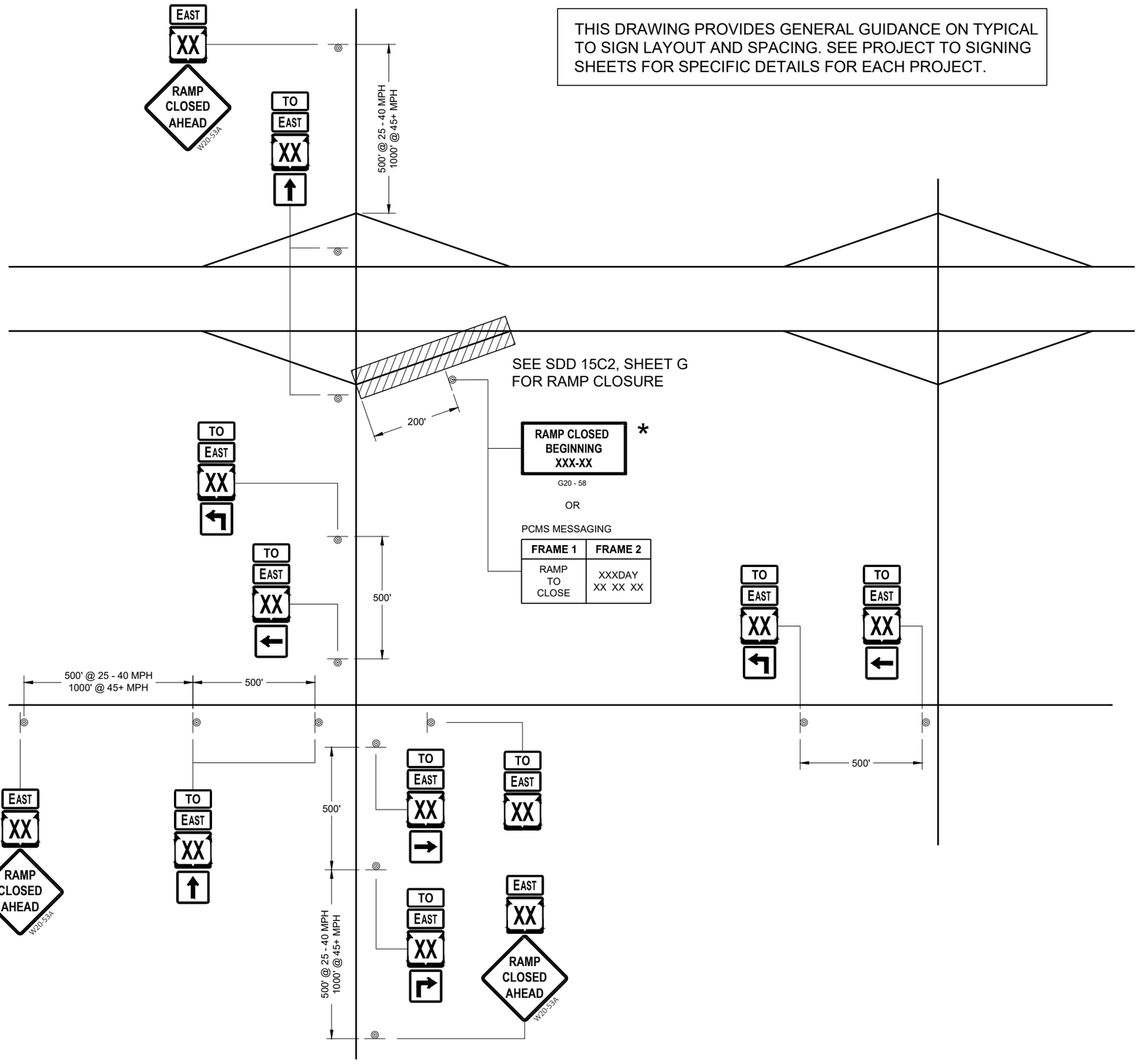
FHWA





6

SDD 15C02 - 09c




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

## LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

## GENERAL NOTES

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

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

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

# ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

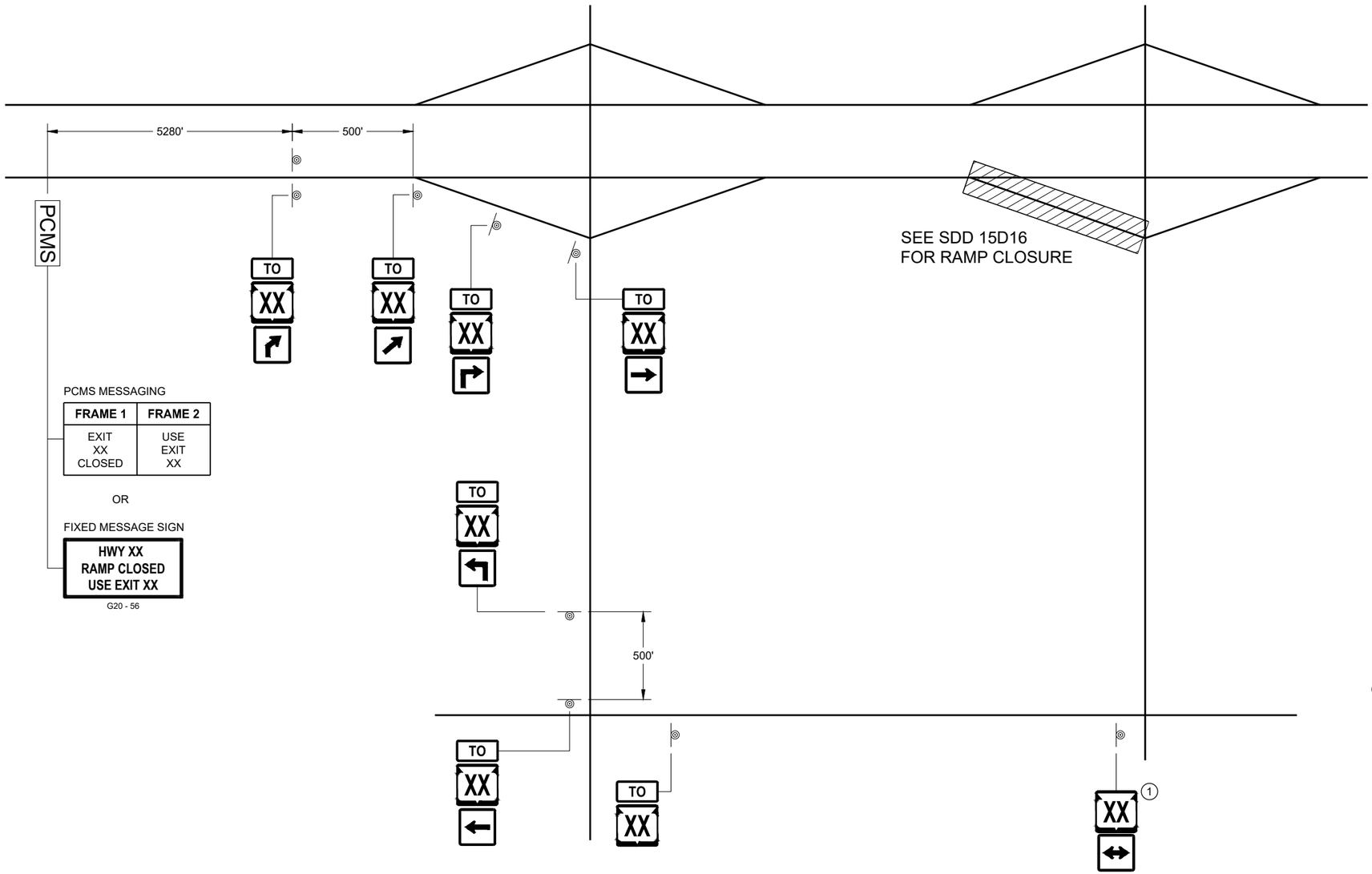




6

SDD 15C02 - 09d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.




PCMS MESSAGING

| FRAME 1 | FRAME 2 |
|---|---|
| EXIT XX CLOSED | USE EXIT XX |

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

## LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

## GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

**OFF RAMP**
**LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

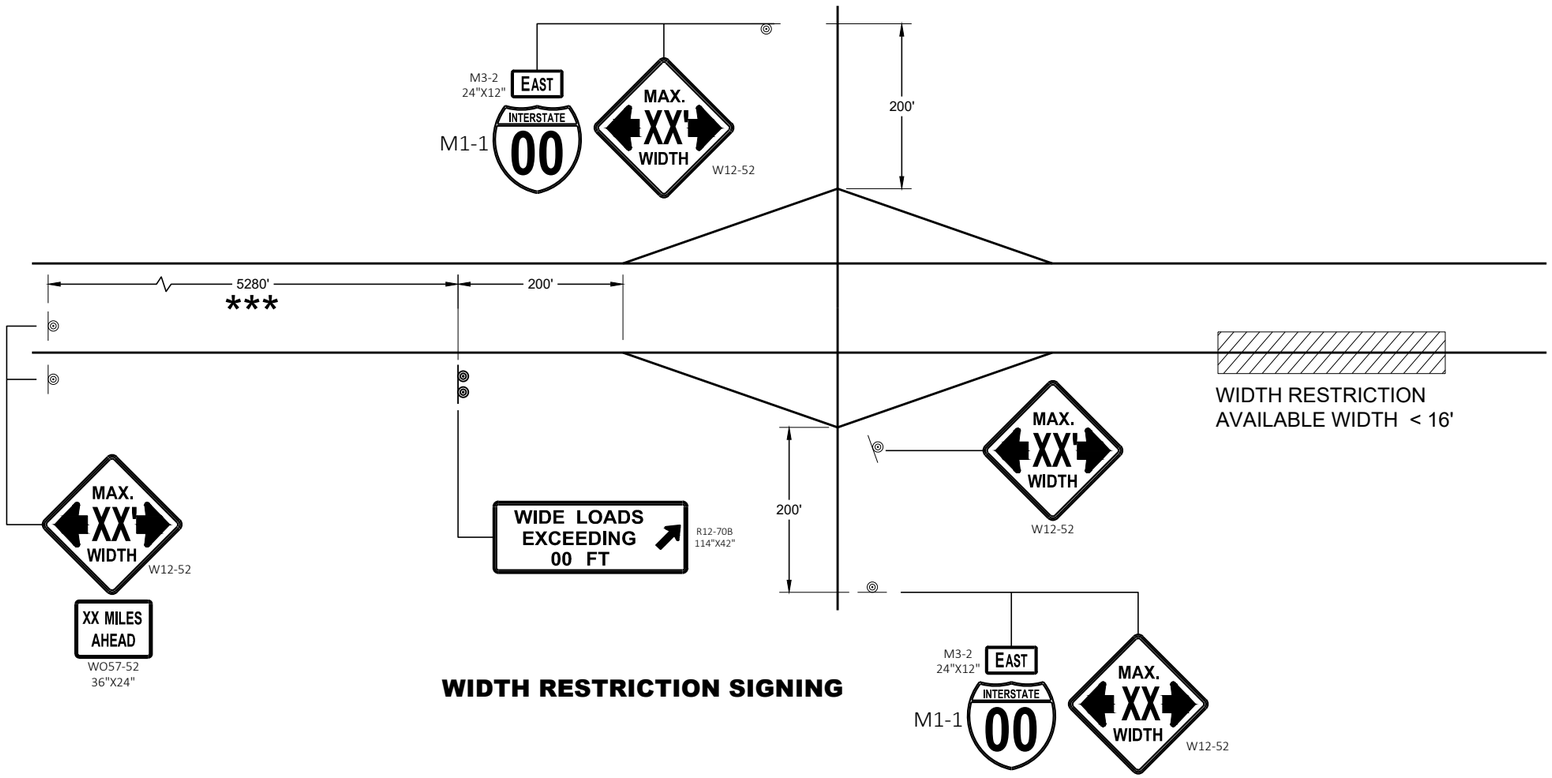
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

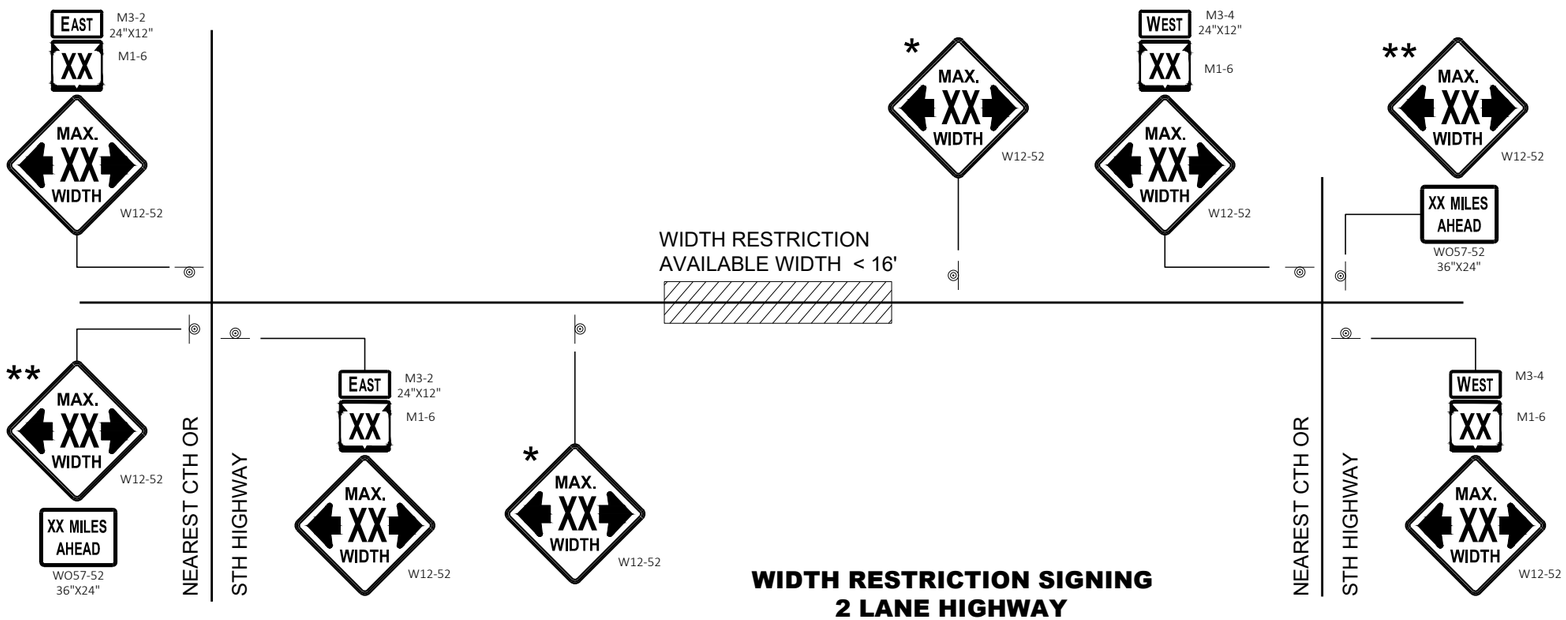



6

SDD 15C02 - 09e
SDD 15C02 - 09e




## WIDTH RESTRICTION SIGNING




## WIDTH RESTRICTION SIGNING
## 2 LANE HIGHWAY

## 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

**ADVANCED WIDTH RESTRICTION SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA



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SDD 15C02 - 09f

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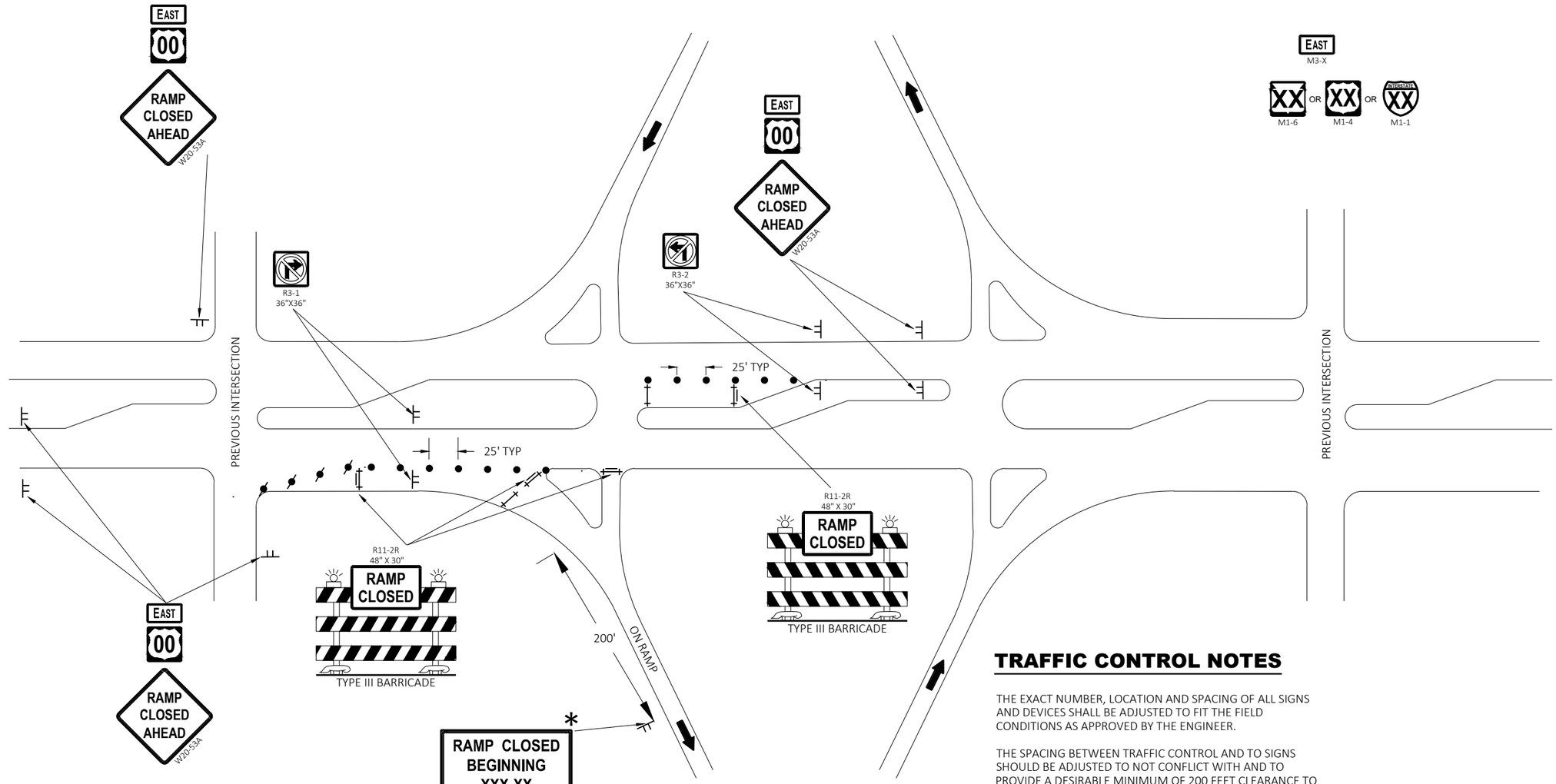
SDD 15C02 - 09f




## LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

## TRAFFIC CONTROL NOTES

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

## TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE

FHWA



6

SDD 15C02-09g

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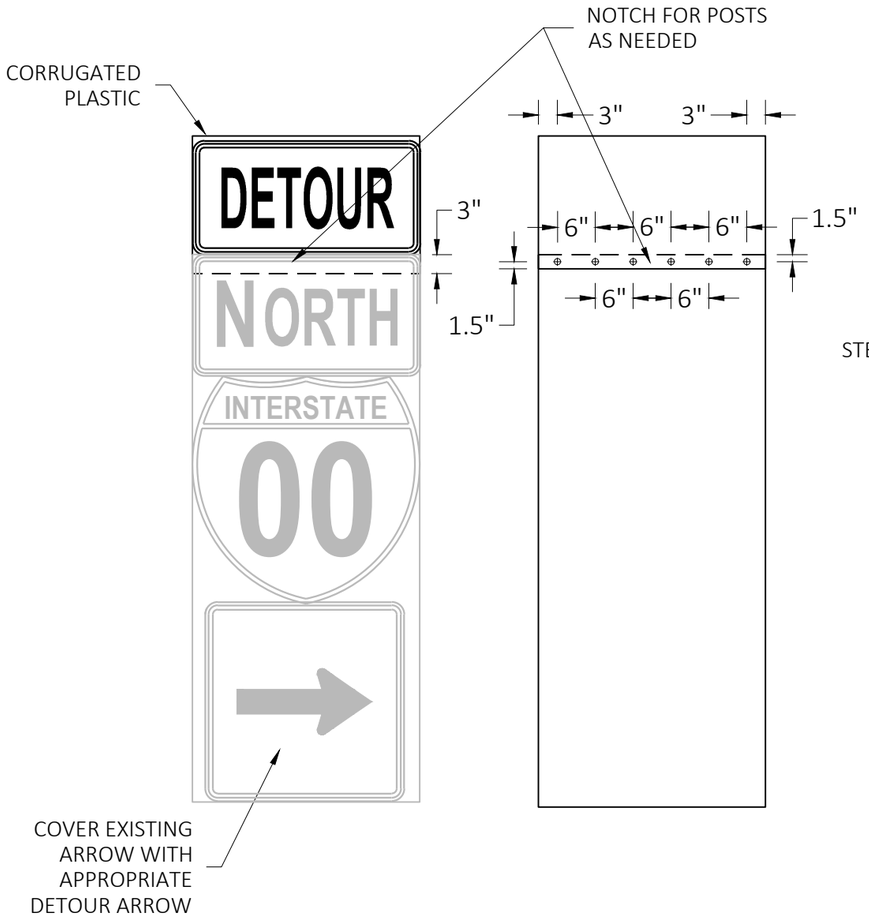
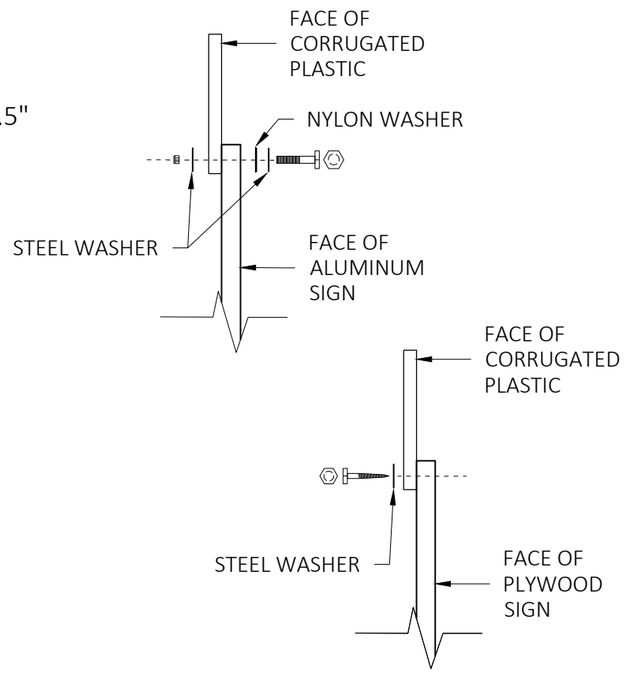
SDD 15C02-09g

FRONT SIDE

BACK SIDE

SIDE VIEW




## GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

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.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
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

# MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

**MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA




6
SDD 15C02-09h

## GENERAL NOTES

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

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

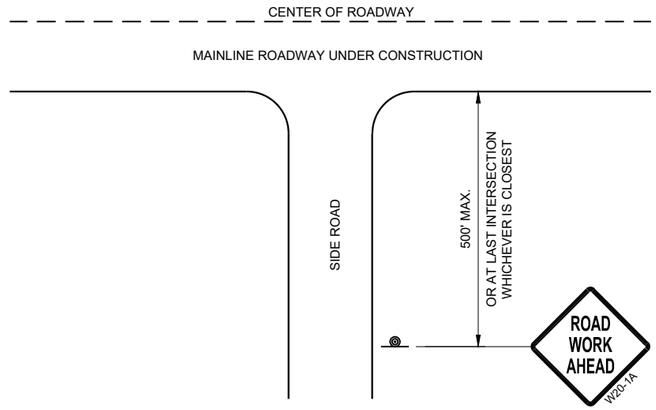
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

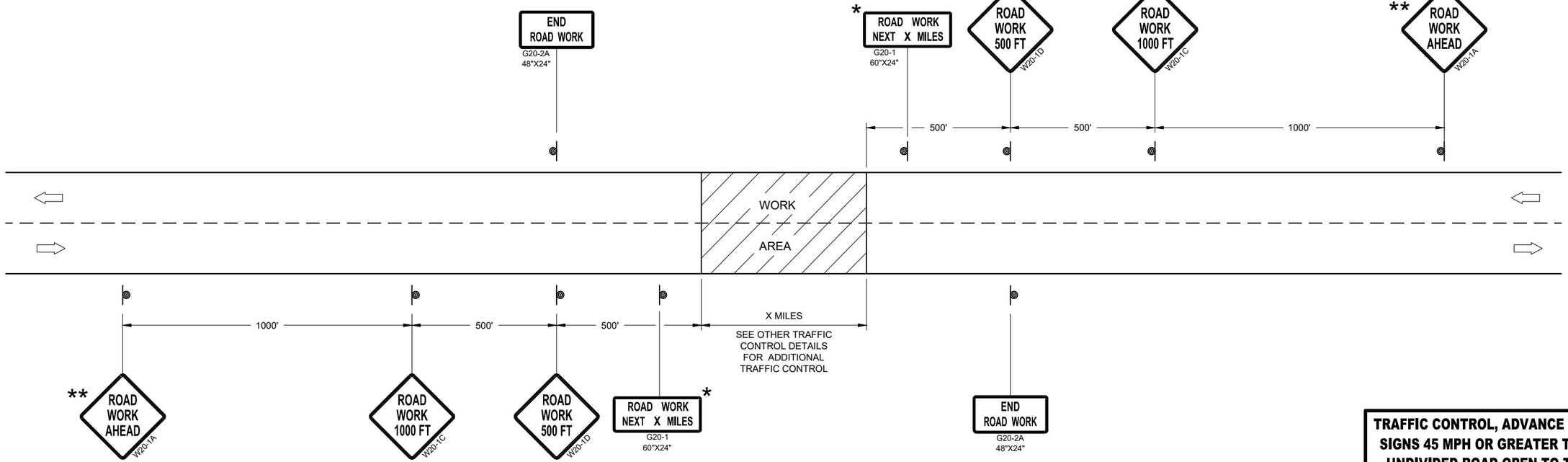
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.




**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA




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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15C04 - 05

## GENERAL NOTES

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

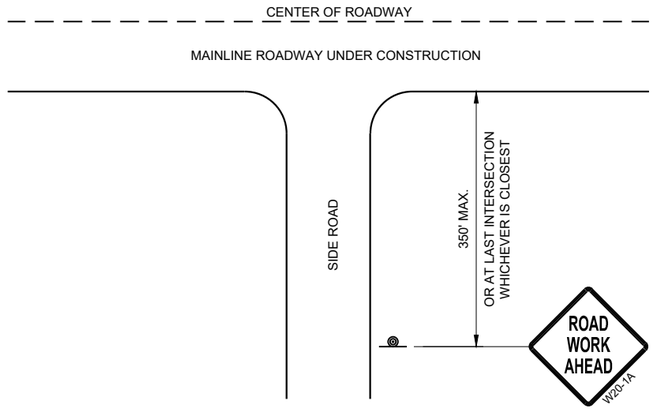
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



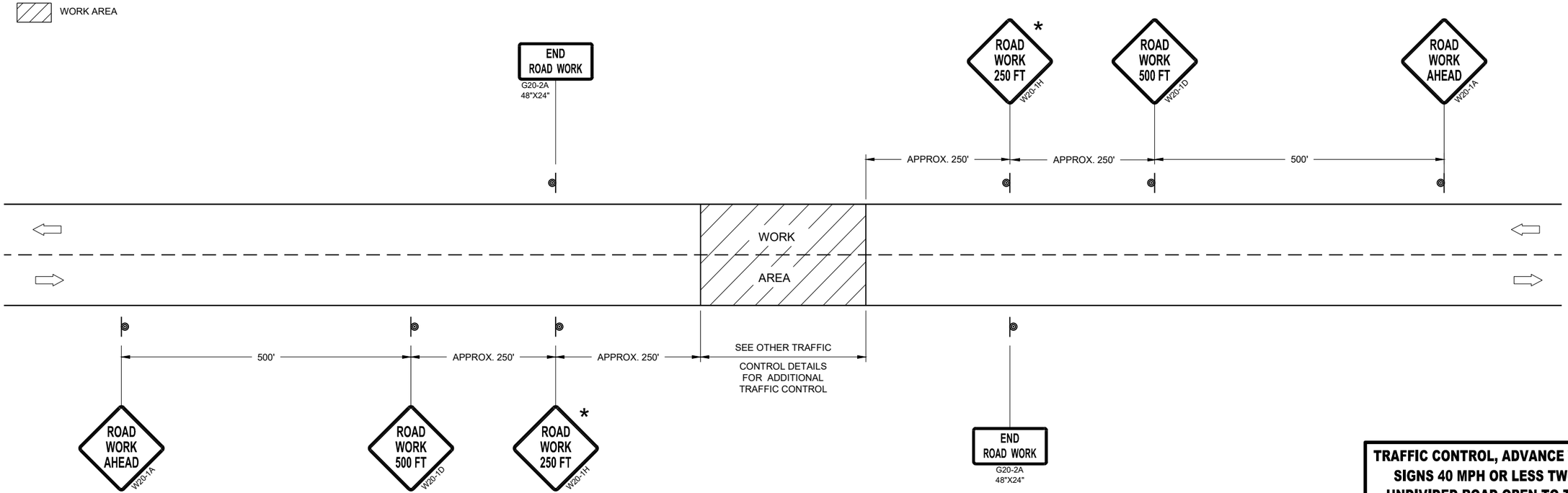

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

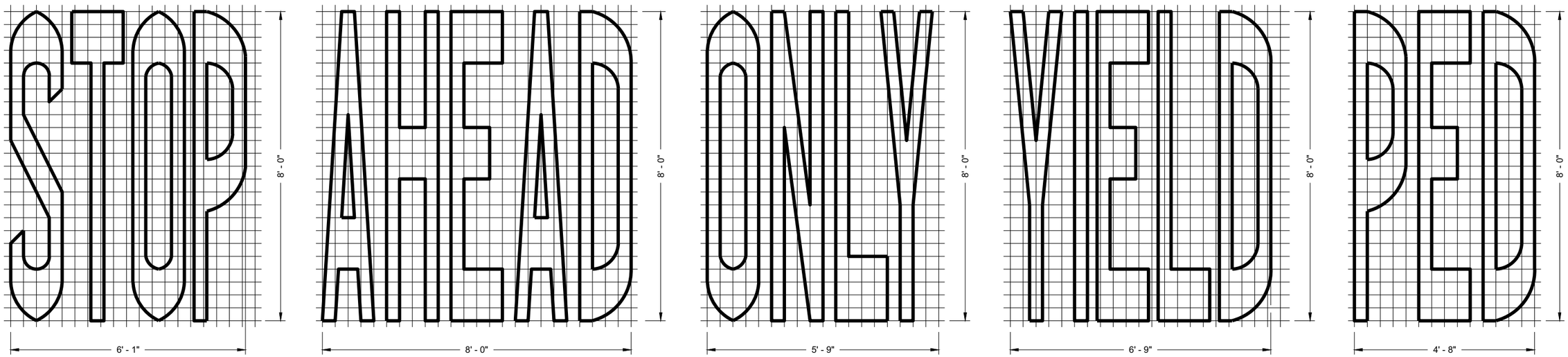
/S/ Andrew Heidtke
WORK ZONE ENGINEE

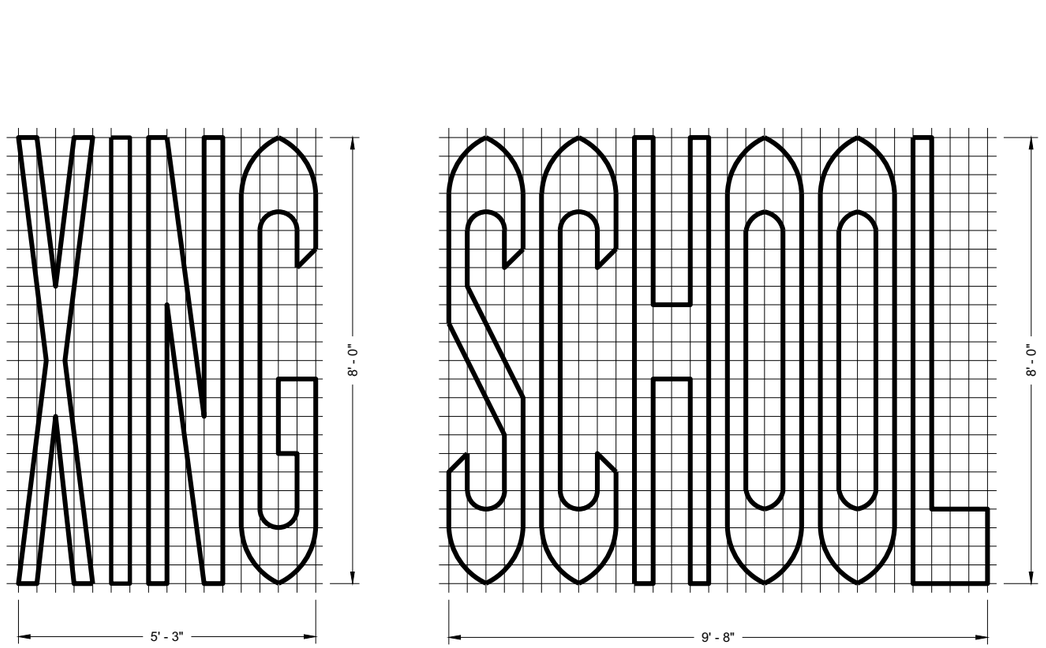
FHWA



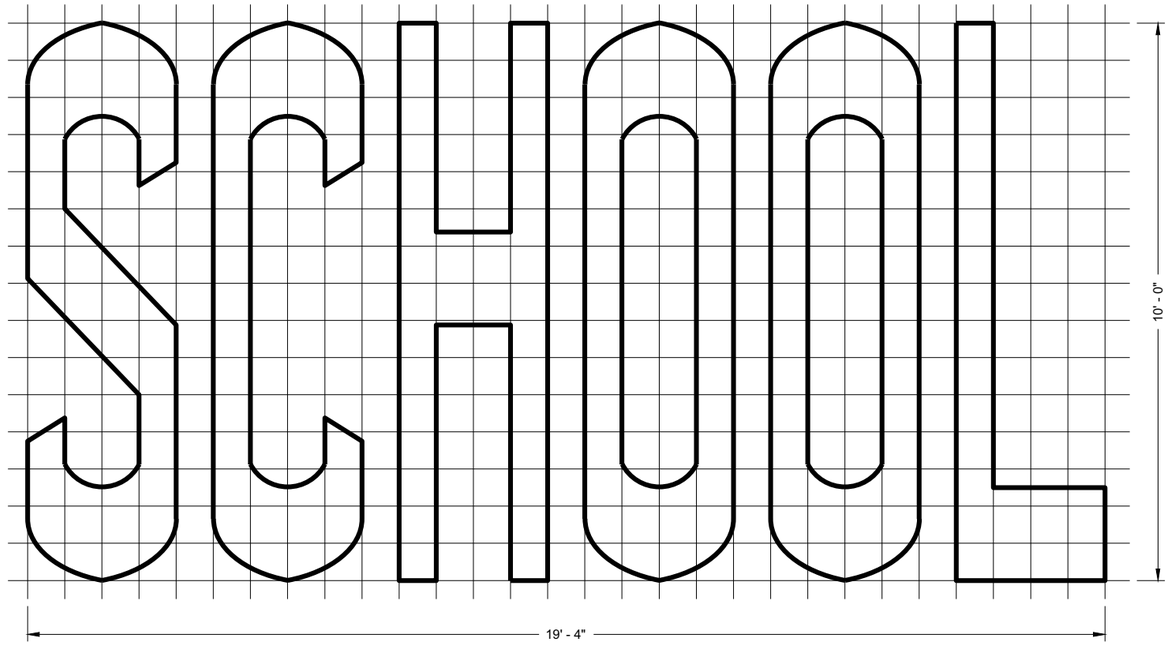

6


SDD 15C05 - 05




SINGLE LANE




TWO - LANE

## GENERAL NOTES

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

**PAVEMENT MARKING WORDS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA



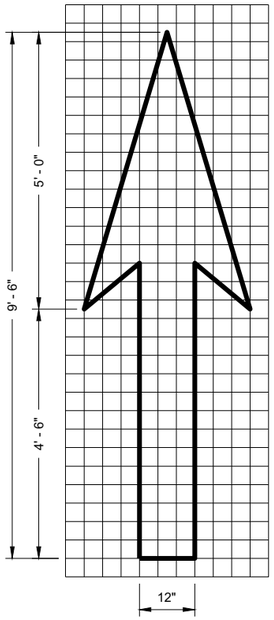
6

SDD 15C07 - 15b

SDD 15C07 - 15b

## GENERAL NOTES

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

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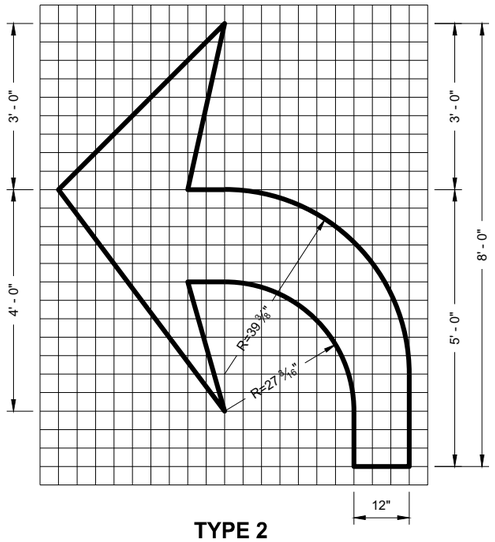


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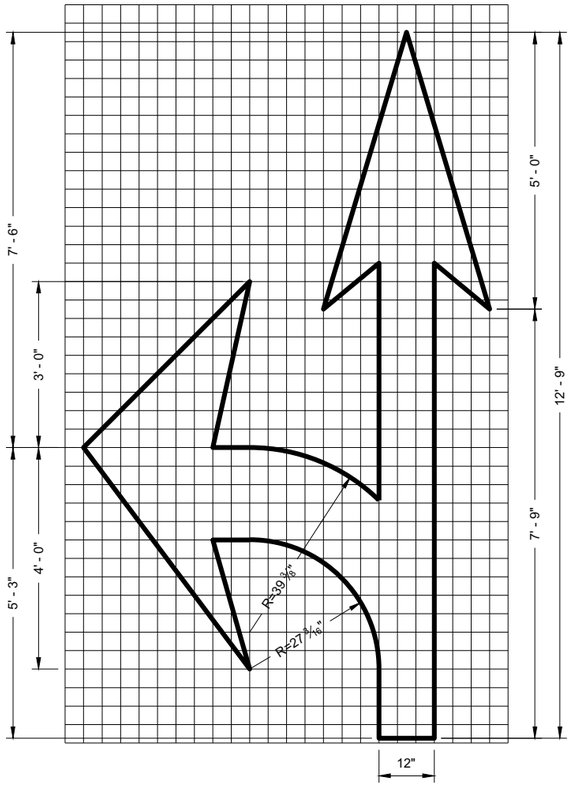


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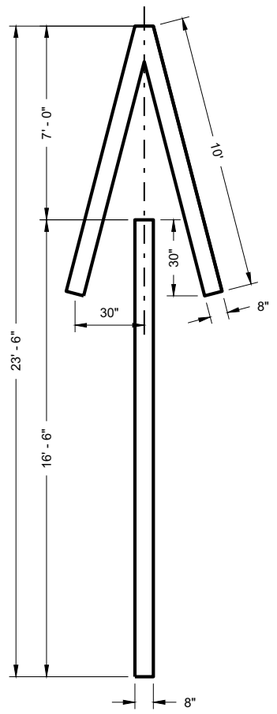


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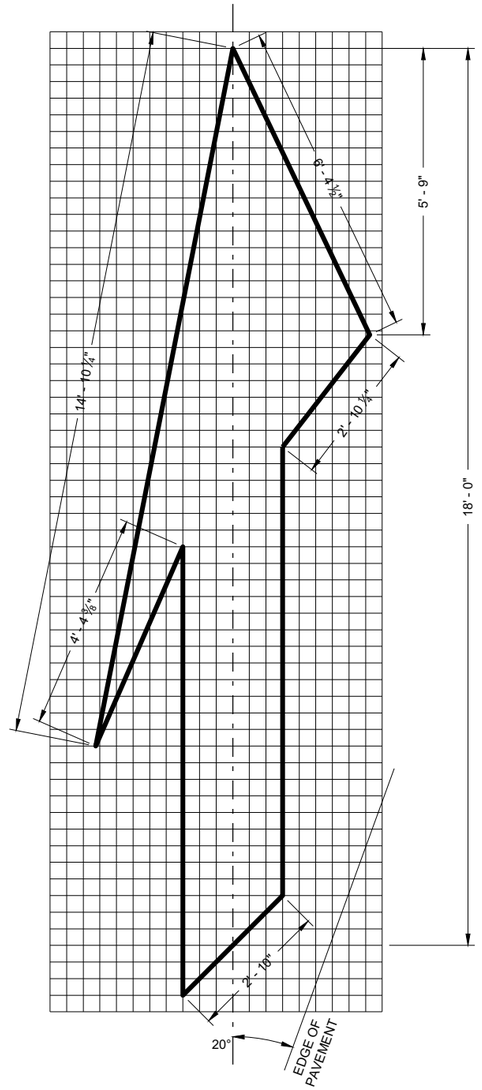
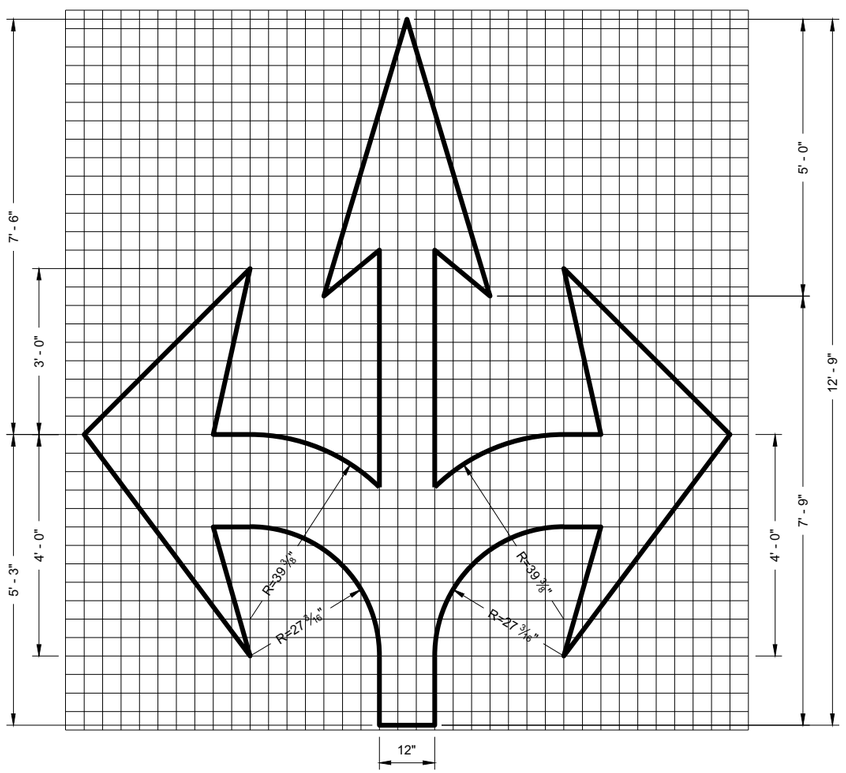
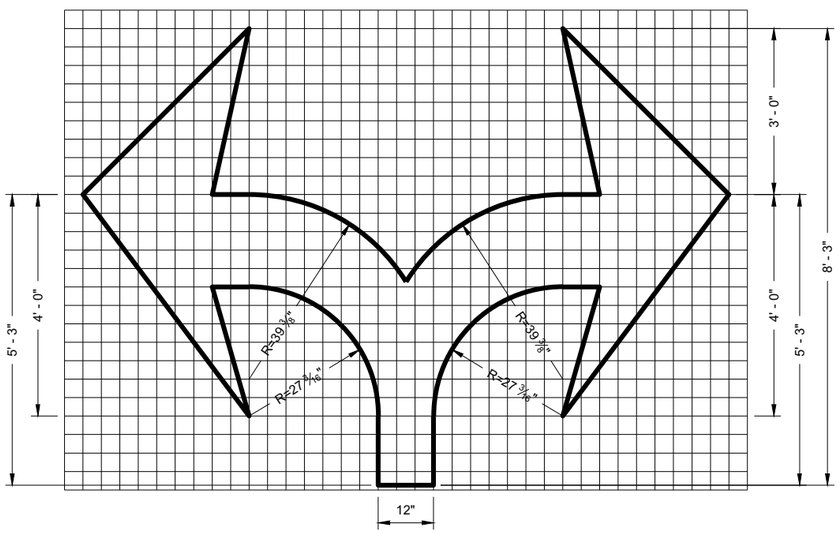



TYPE 5 LANE DROP ARROW




TYPE 6




TYPE 7

**PAVEMENT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## 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

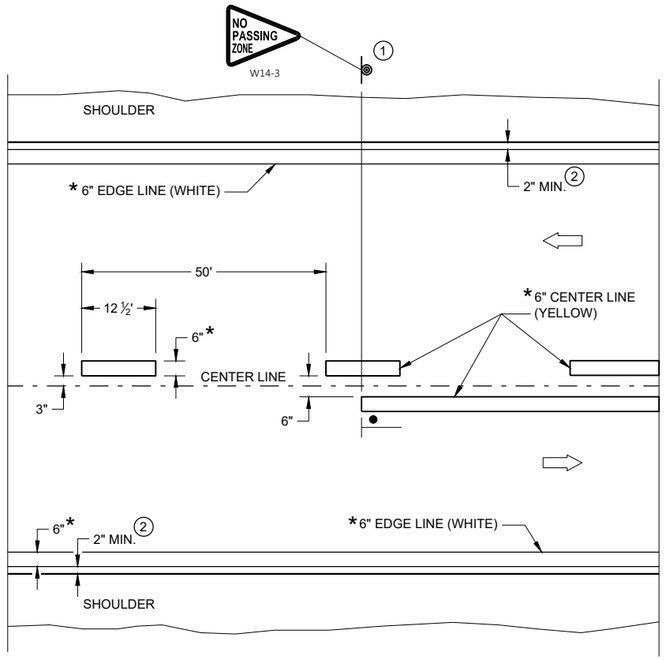
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

## LEGEND

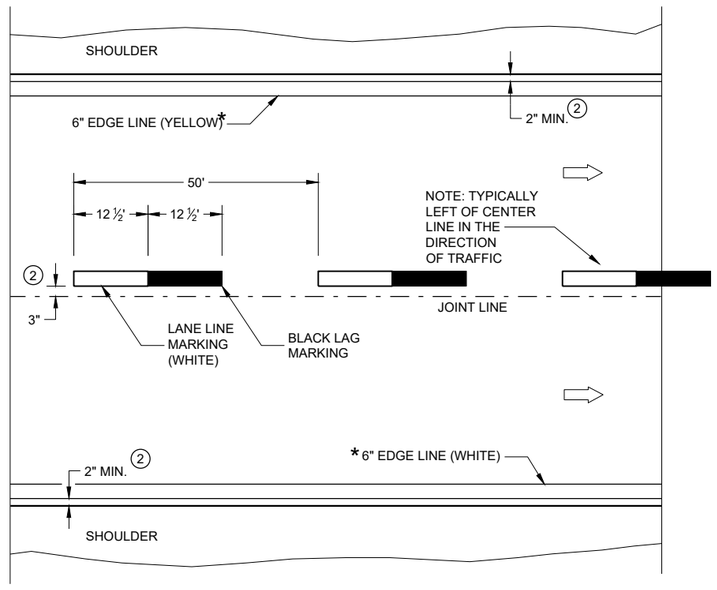
"T" MARKING

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 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA



SDD 15C08-23a

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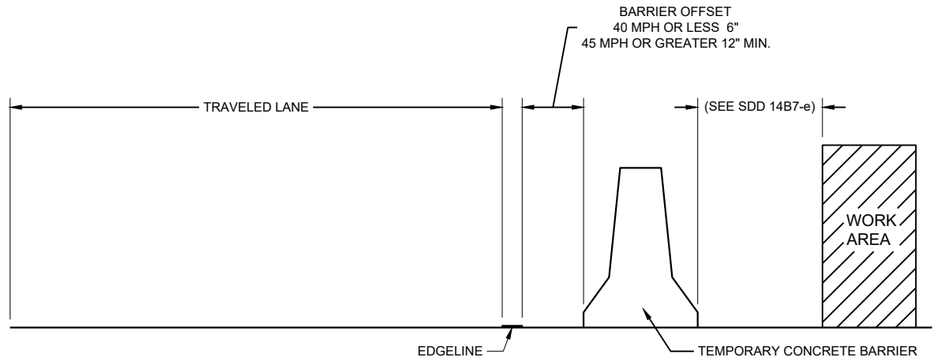
SDD 15C08-23a




**TEMPORARY BARRIER OFFSET FROM EDGELINE**

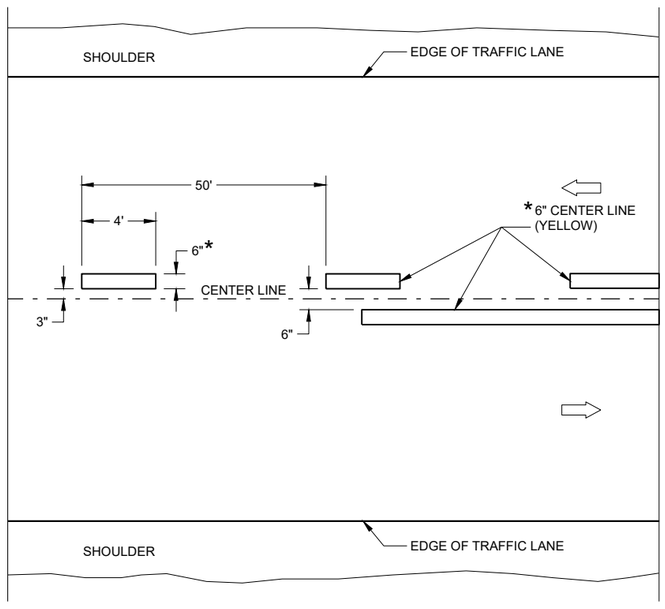
## GENERAL NOTES

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

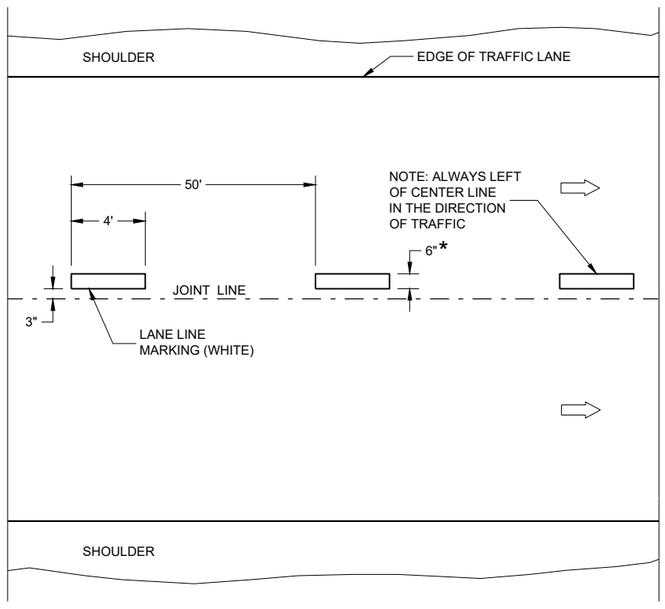
## LEGEND

⇨ DIRECTION OF TRAFFIC

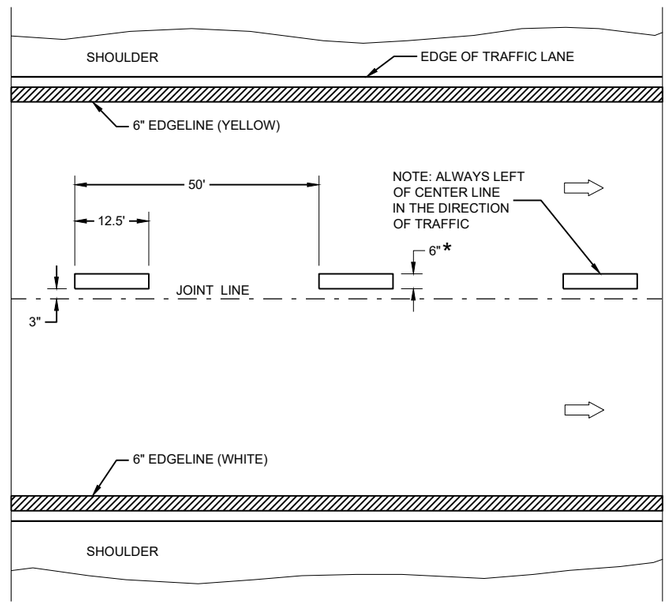
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**




**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA



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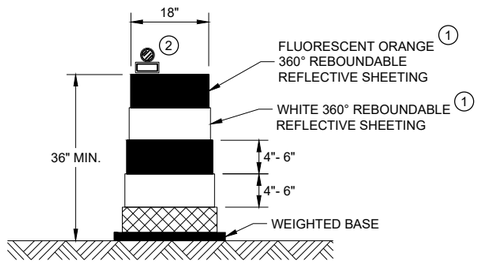
SDD 15C08-23b

6

SDD 15C08-23b

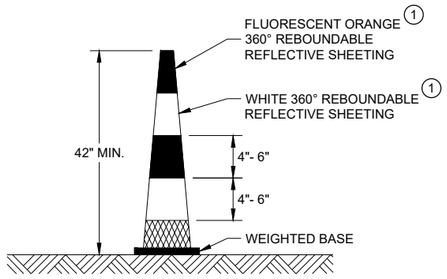
## GENERAL NOTES

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

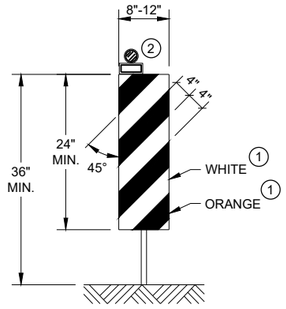
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

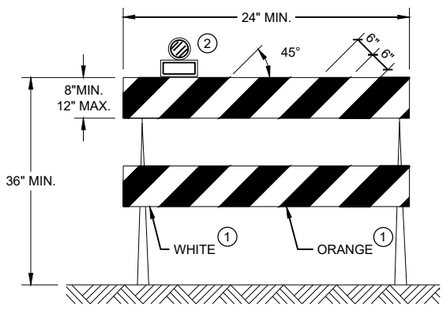
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



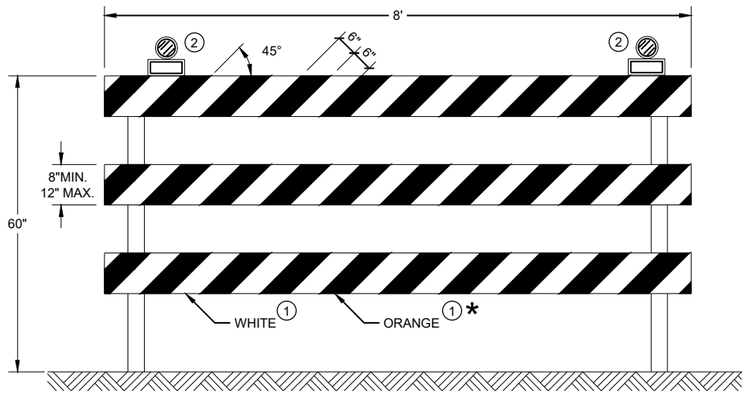

### VERTICAL PANEL

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




### TYPE II BARRICADE

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




### TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

SDD 15C11 - 10b

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SDD 15C11 - 10b

## 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.

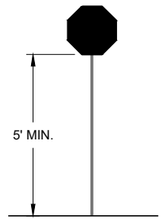
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



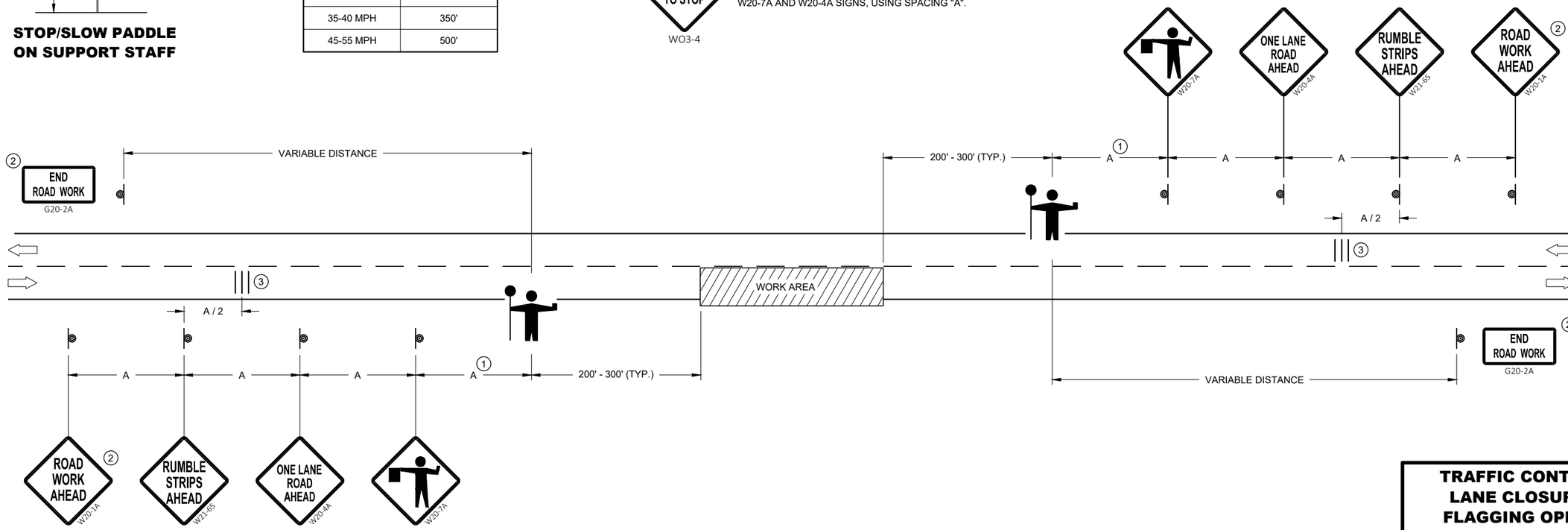

**STOP/SLOW PADDLE ON SUPPORT STAFF**

## 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



6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

## LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE

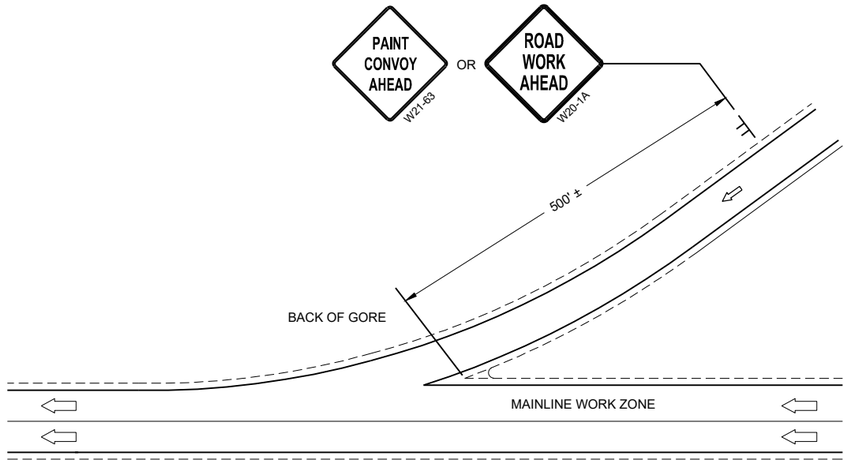
TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)




## GENERAL NOTES

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

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

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

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

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

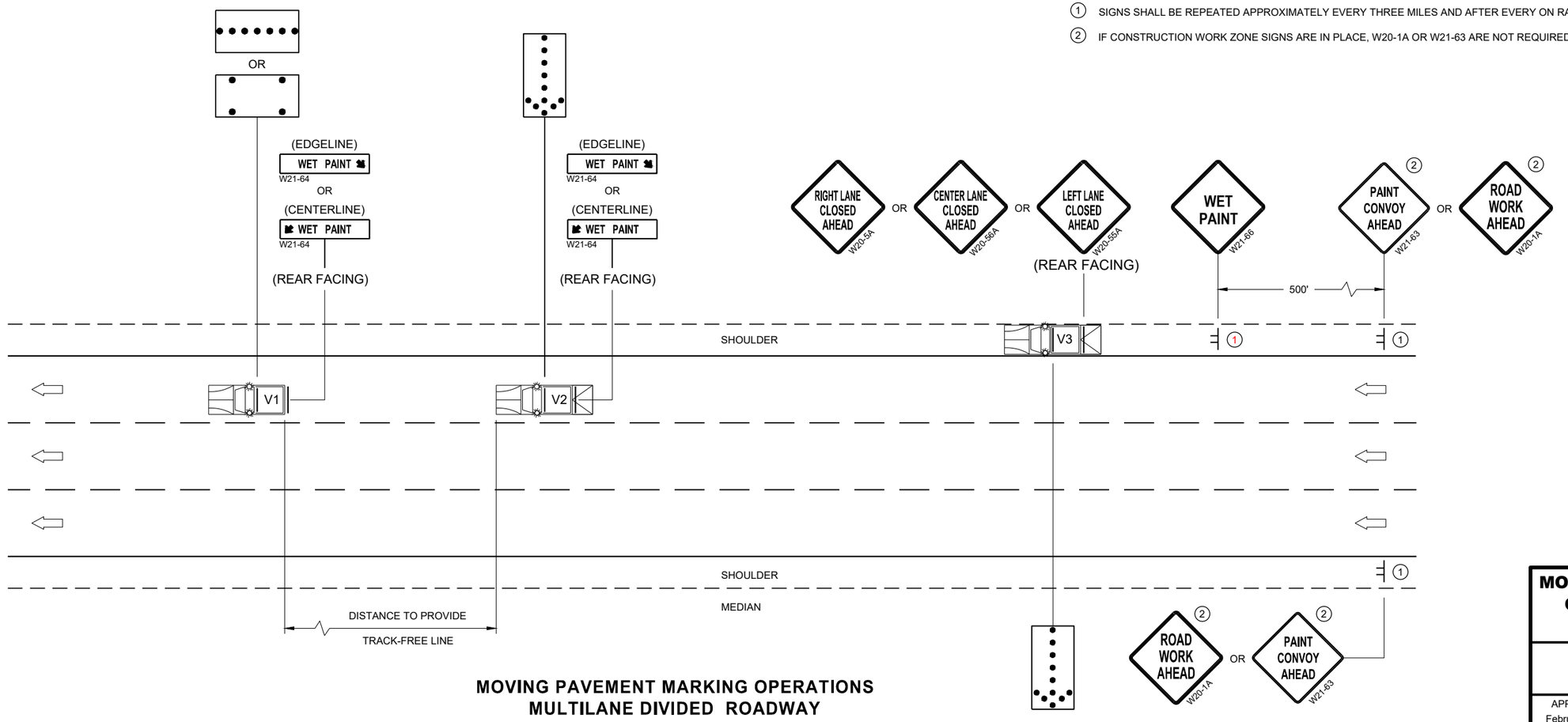
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

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

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

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




**MOVING PAVEMENT MARKING OPERATIONS**
**MULTILANE DIVIDED ROADWAY**

**MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew [illegible]
WORK ZONE EN

FHWA



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SDD 15C19-08c

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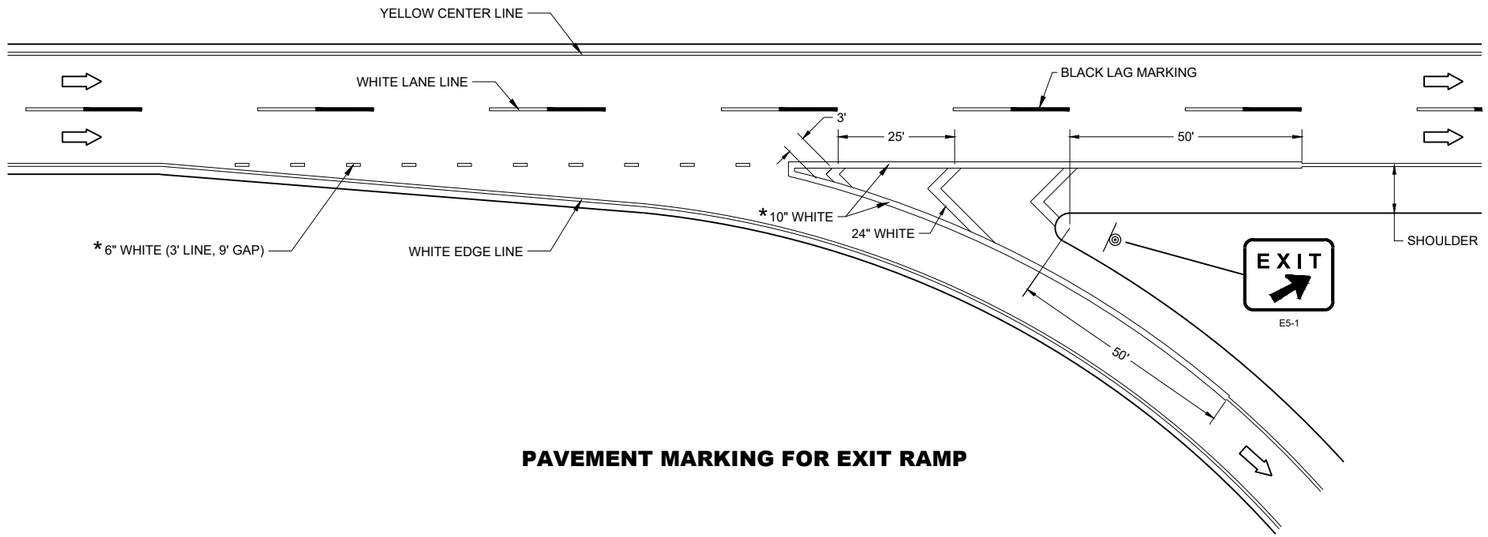
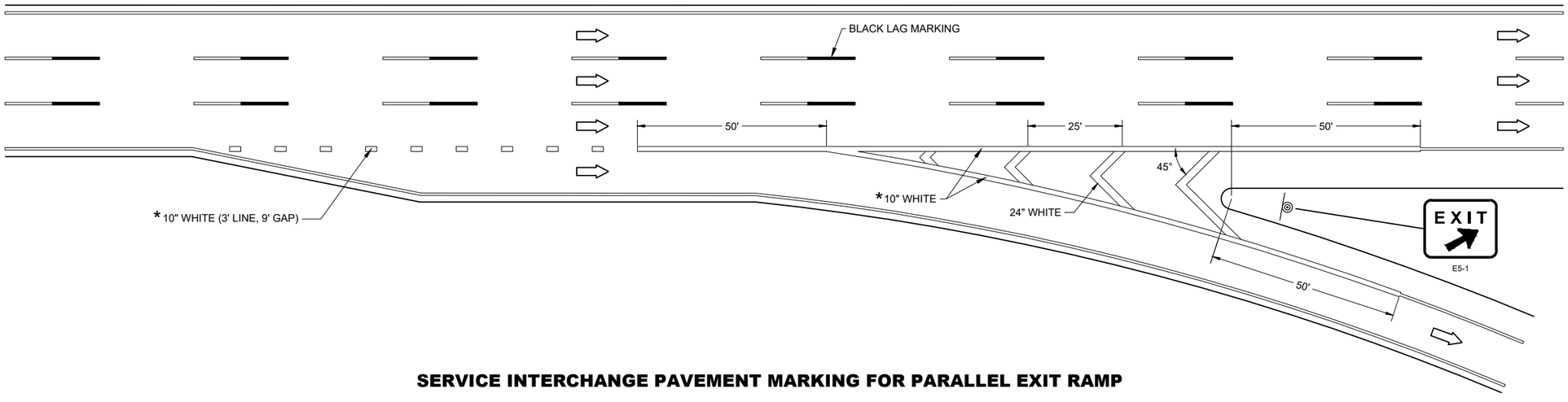
SDD 15C19-08c




**PAVEMENT MARKING FOR EXIT RAMP**




**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP**

## GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP**

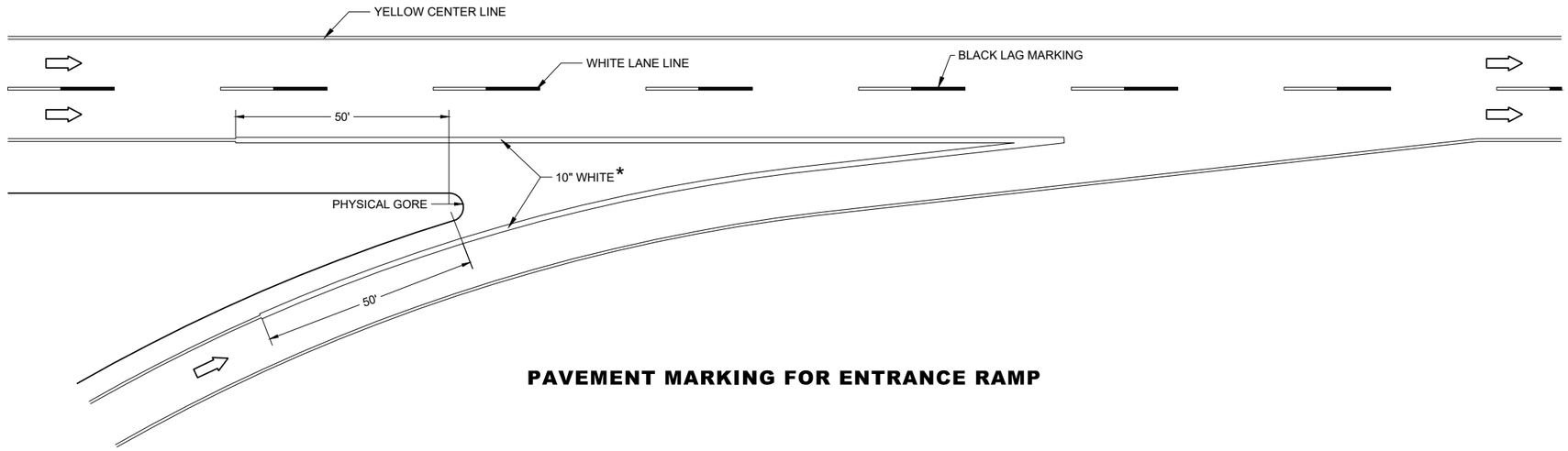
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6



SDD 15C31-06a




**PAVEMENT MARKING FOR ENTRANCE RAMP**

## GENERAL NOTES

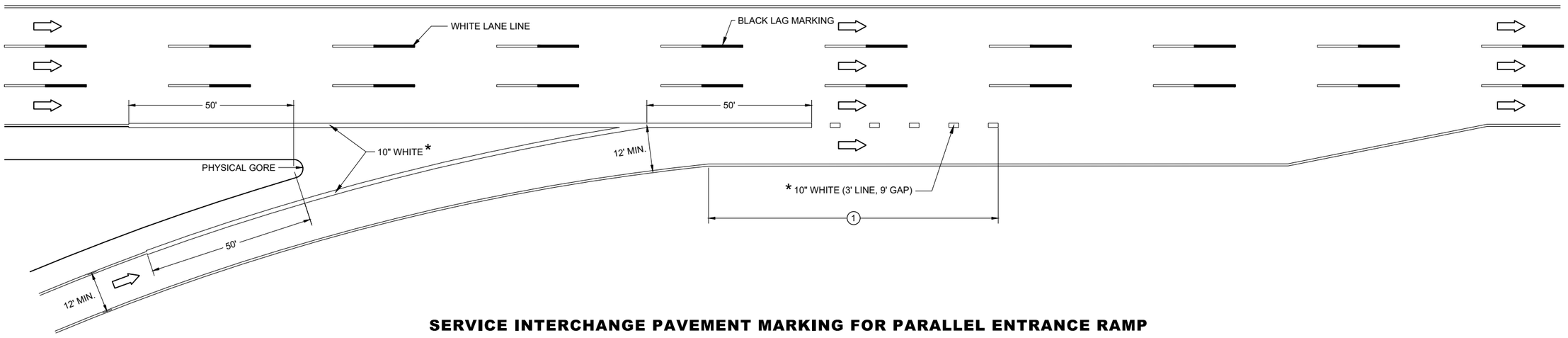
PLACE GROOVE 3 INCHES LEFT OF JOINT.

(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

## LEGEND

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP**

**PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

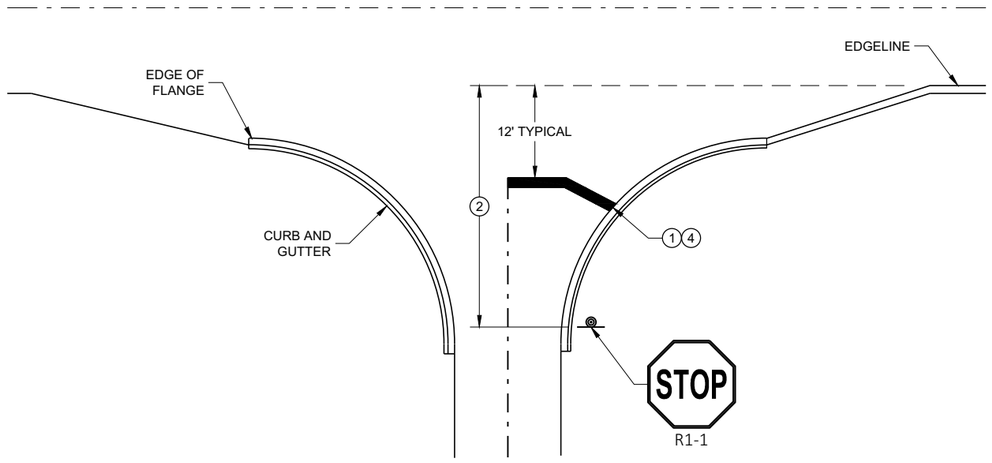


SDD 15C31-06c

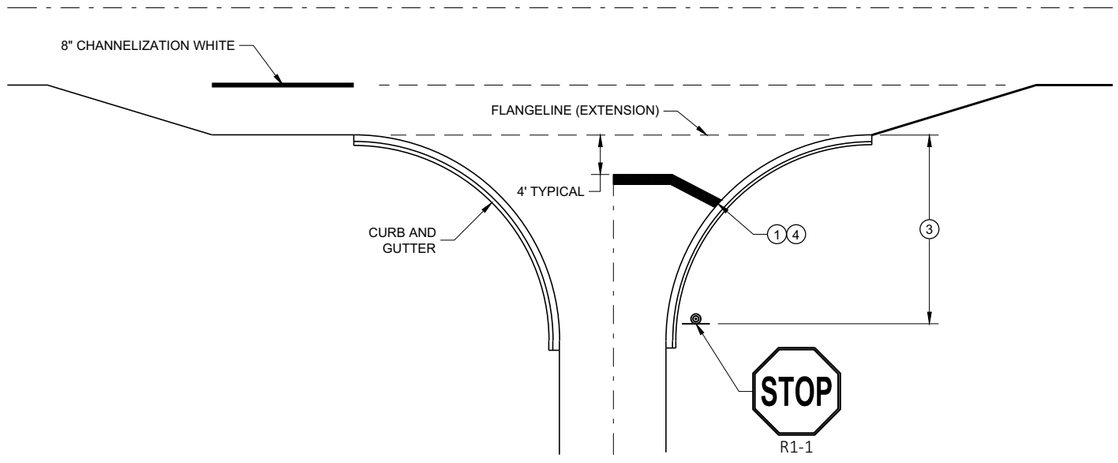
## GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

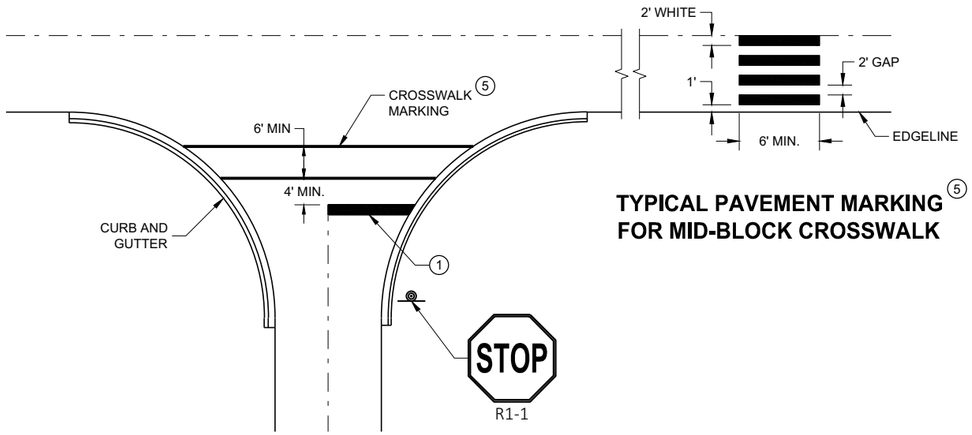
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.




**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**



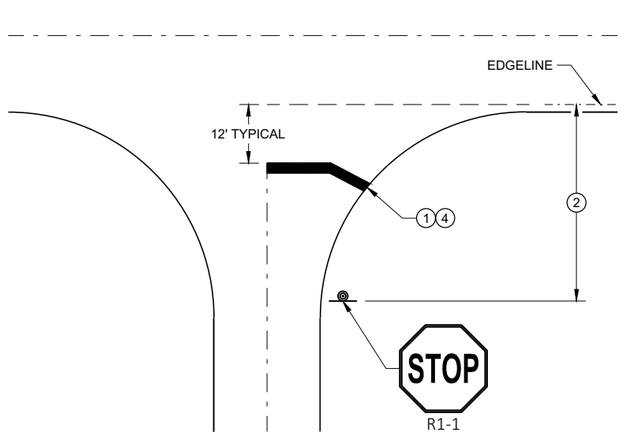

**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**




**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33 - 04

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

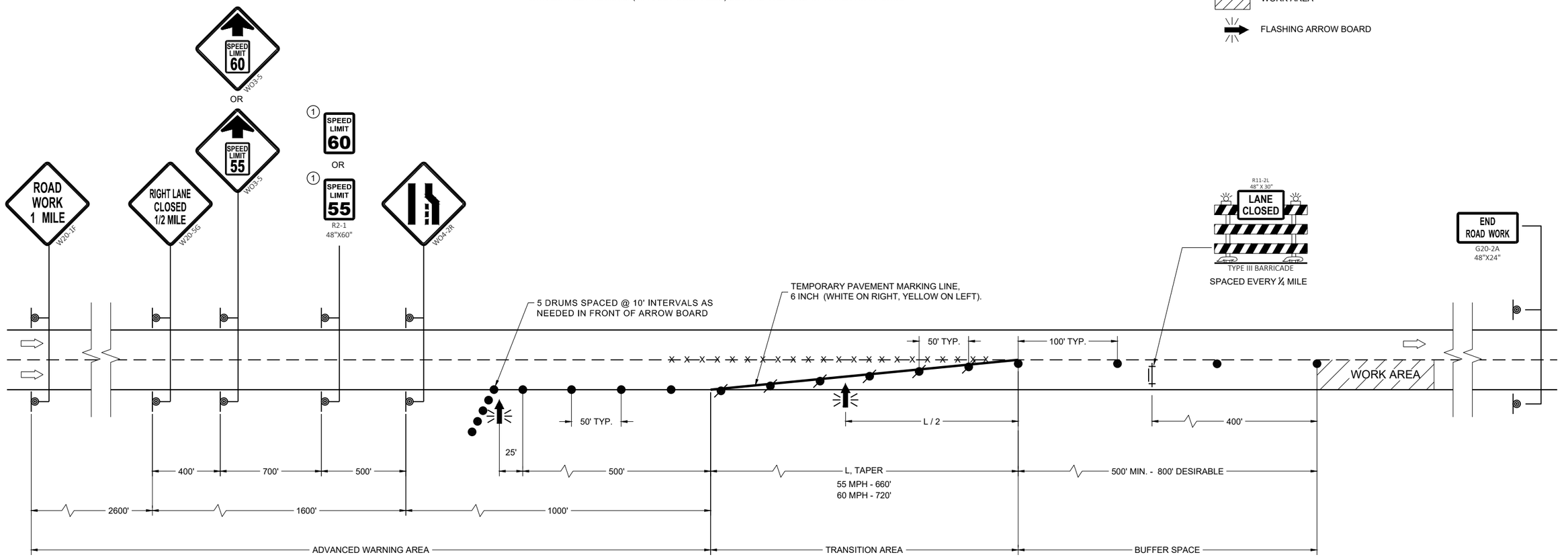
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

## LEGEND

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




# TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA





6

SDD 15D12-12b

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

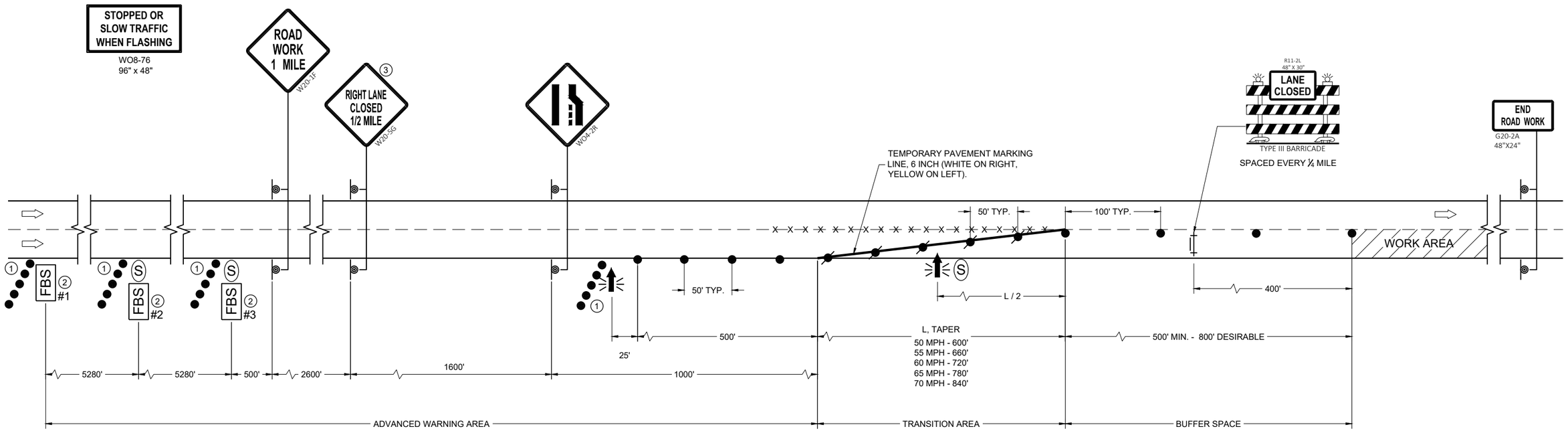
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.

(2) IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.

(3) IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN.




# TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2023 — DATE
/S/ Erin Schwark — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



6 SDD 15D12-12d

6 SDD 15D12-12d

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

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

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

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

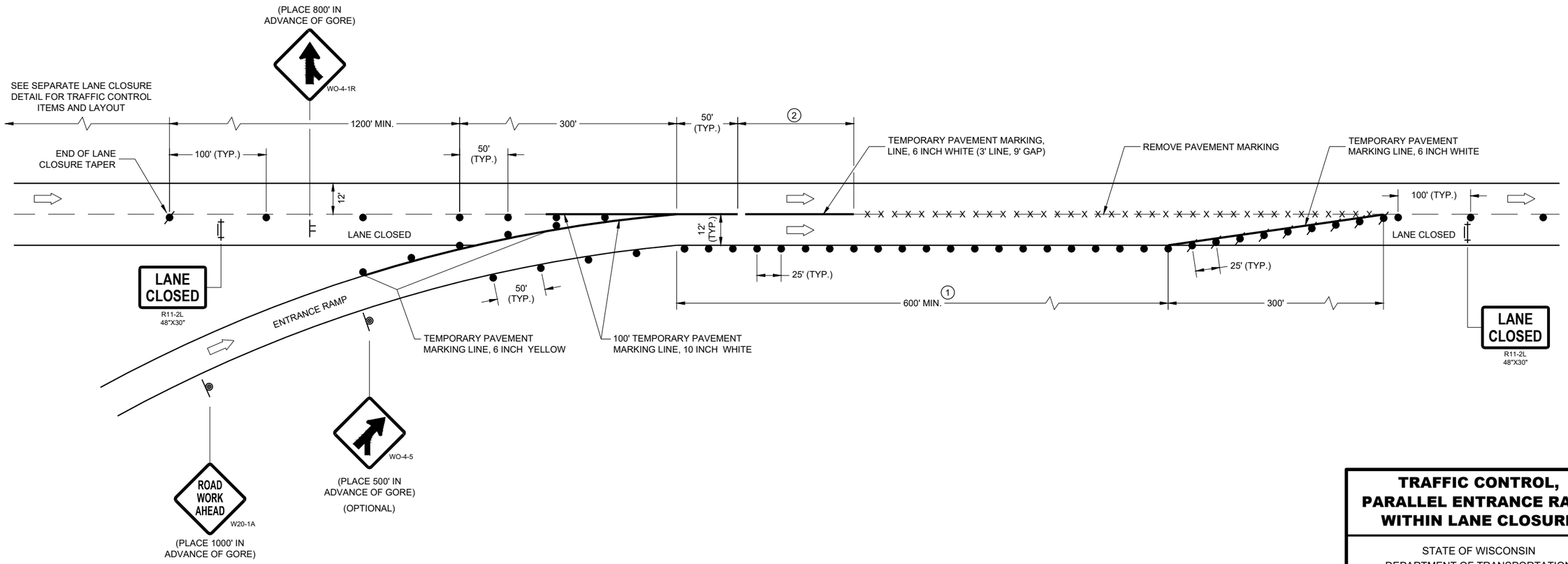
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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




# TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA




6

SDD 15D15-07a

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

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

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

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

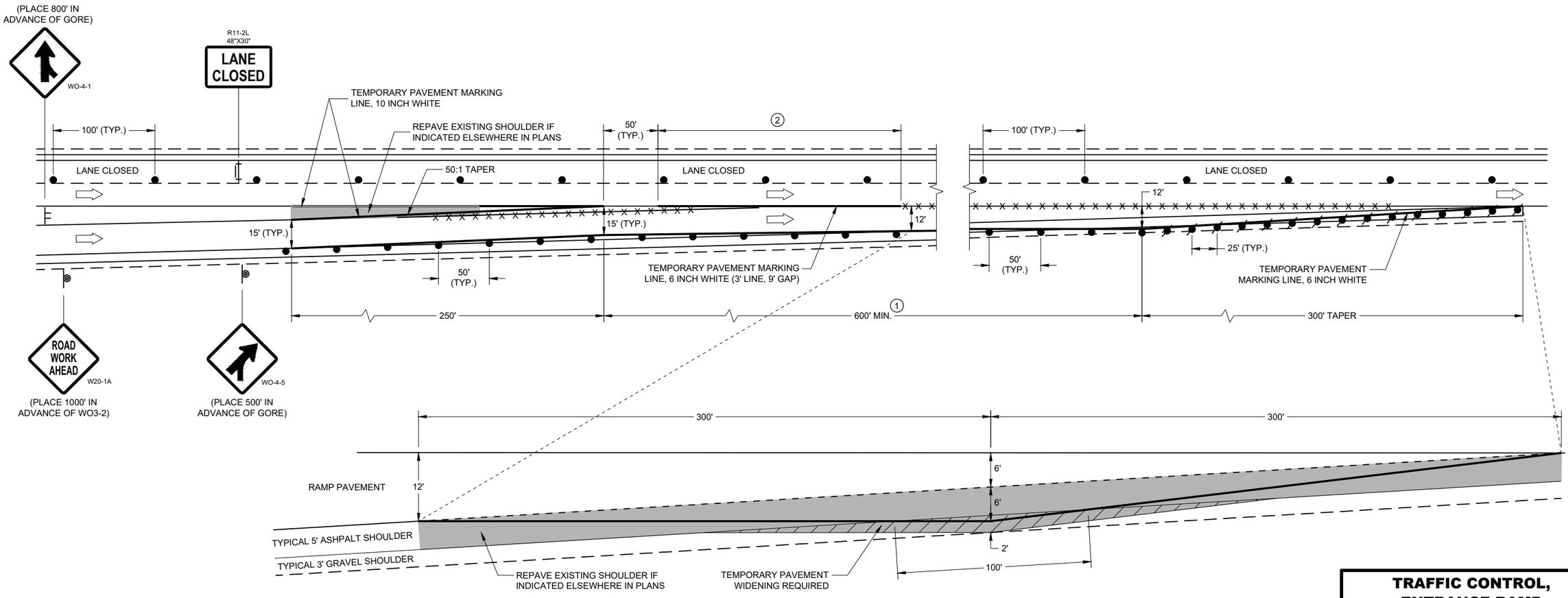
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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




## TEMPORARY PAVEMENT DETAIL

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

## TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D15-07b

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SDD 15D15-07b

## LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

## GENERAL NOTES

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

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

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

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

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

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

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

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

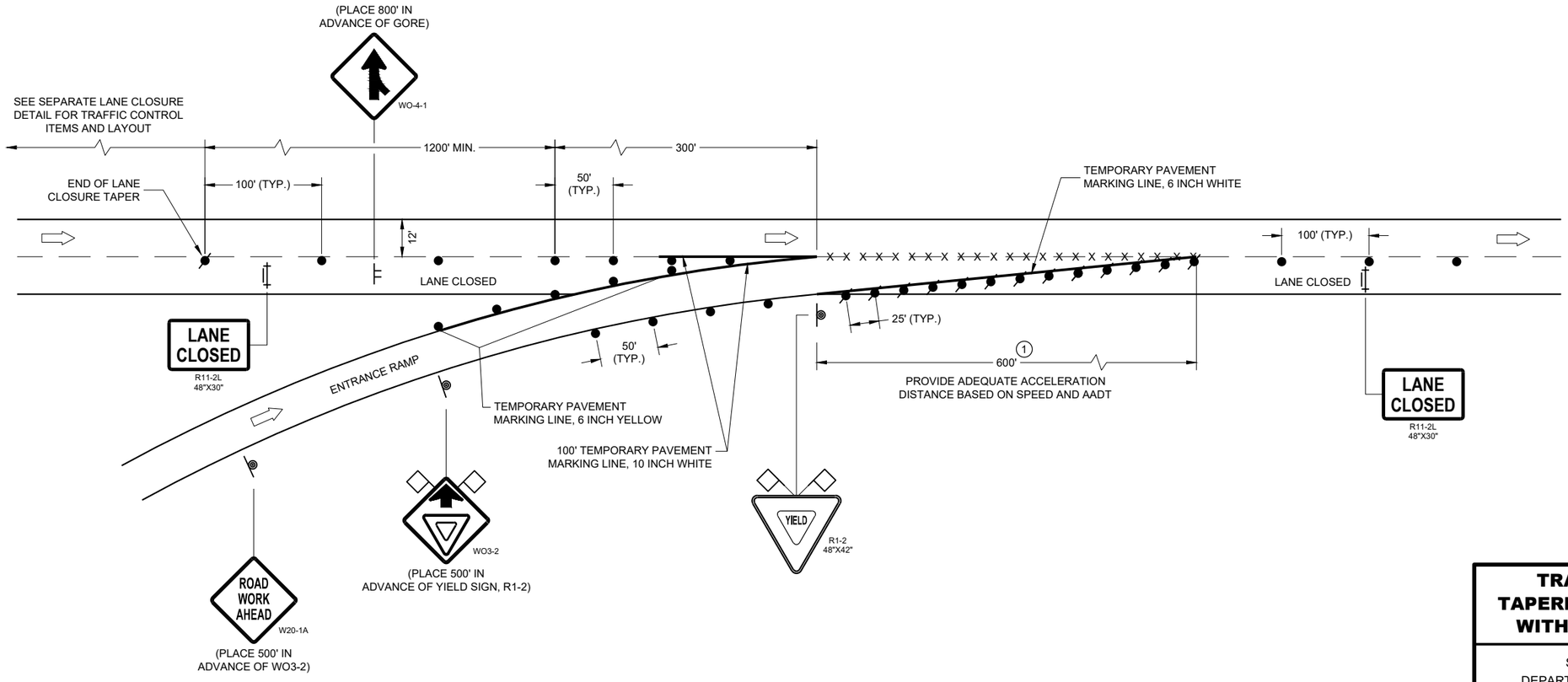
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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




# TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



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SDD 15D15-07c

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SDD 15D15-07c

## LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

## GENERAL NOTES

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

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

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

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

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

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

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

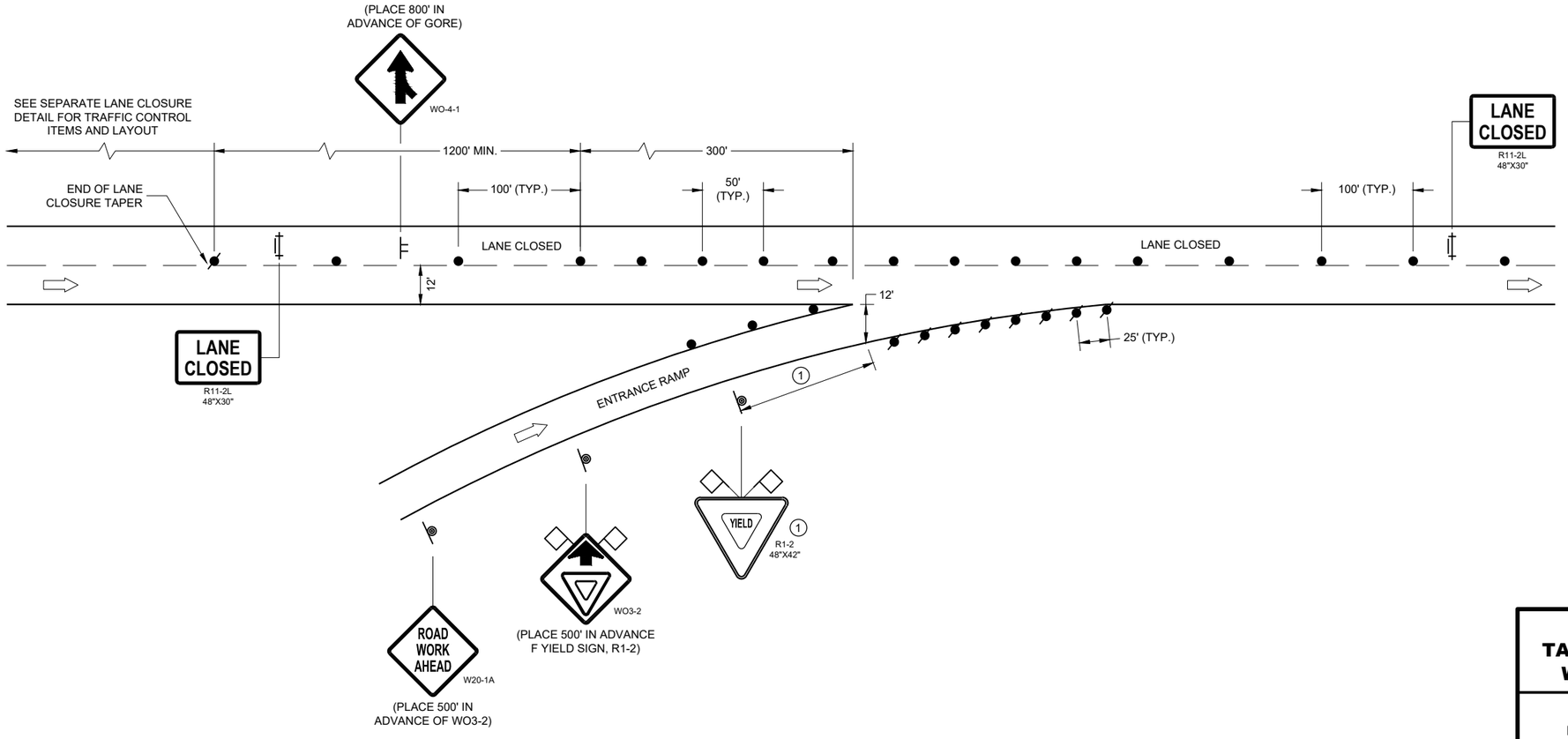
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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

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

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

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




**TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



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SDD 15D15-07d

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SDD 15D15-07d

## LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

## GENERAL NOTES

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

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

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

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

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

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

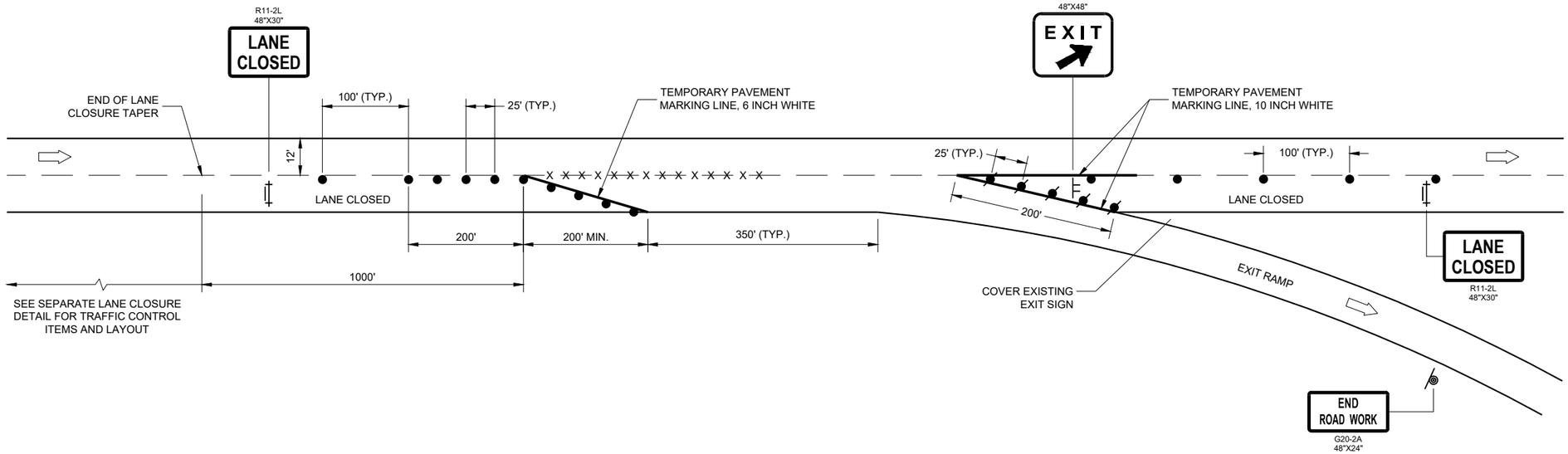
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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




# TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15D15-07e

## LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

## GENERAL NOTES

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

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

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

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

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

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

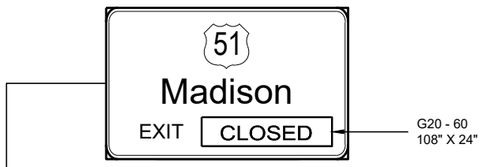
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

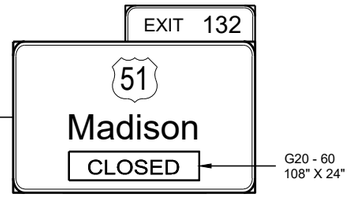
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

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

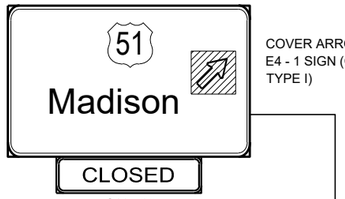
(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.




OR




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




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

G20 - 61
120 ' X 30"




OR

PCMS MESSAGING

| FRAME 1 | FRAME 2 |
|---|---|
| RAMP TO CLOSE | XXXDAY XX XX XX |

# TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA





6

SDD 15D16-06

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

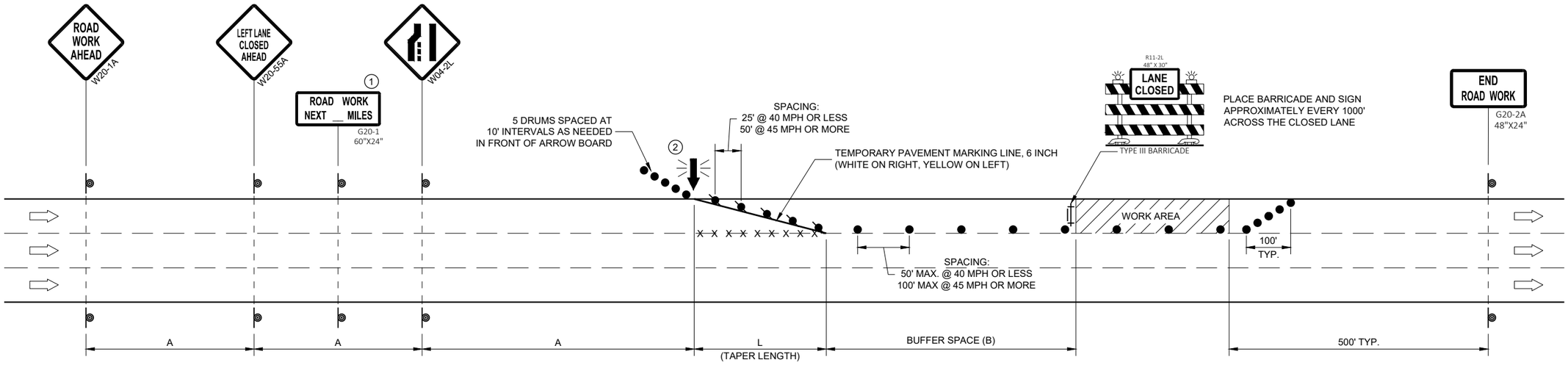
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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

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




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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

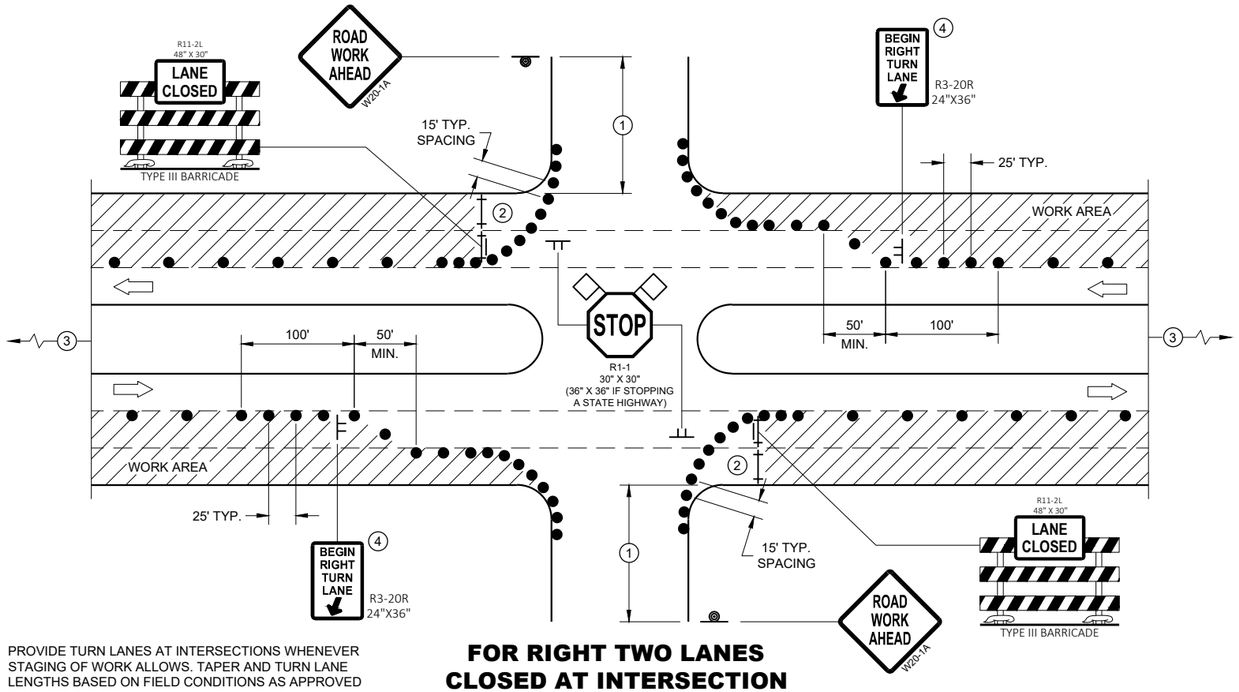
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15D20-07a




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

**FOR RIGHT TWO LANES CLOSED AT INTERSECTION**

## GENERAL NOTES

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

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

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

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

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

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

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

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

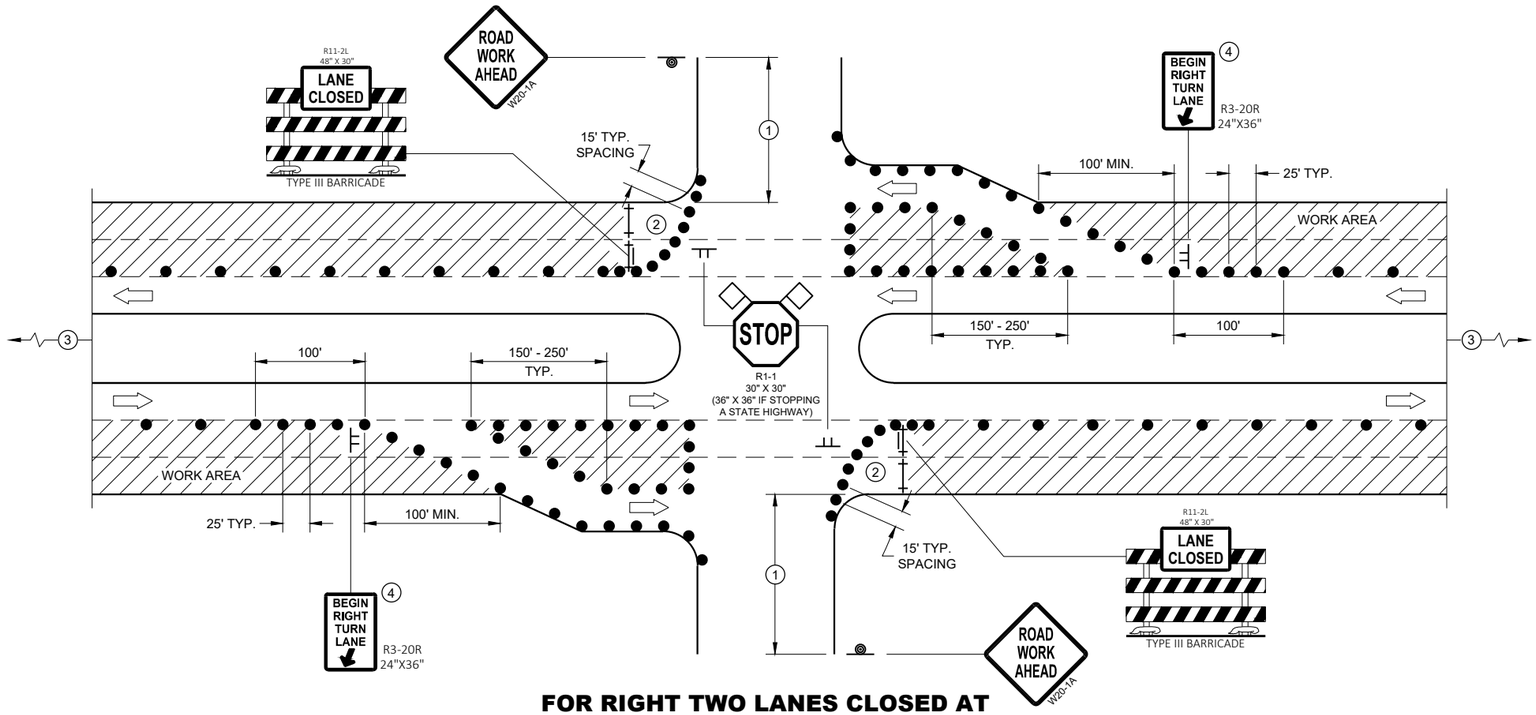
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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

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




**FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)**

## LEGEND

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

**TRAFFIC CONTROL, INTERSECTION WITHIN TWO RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

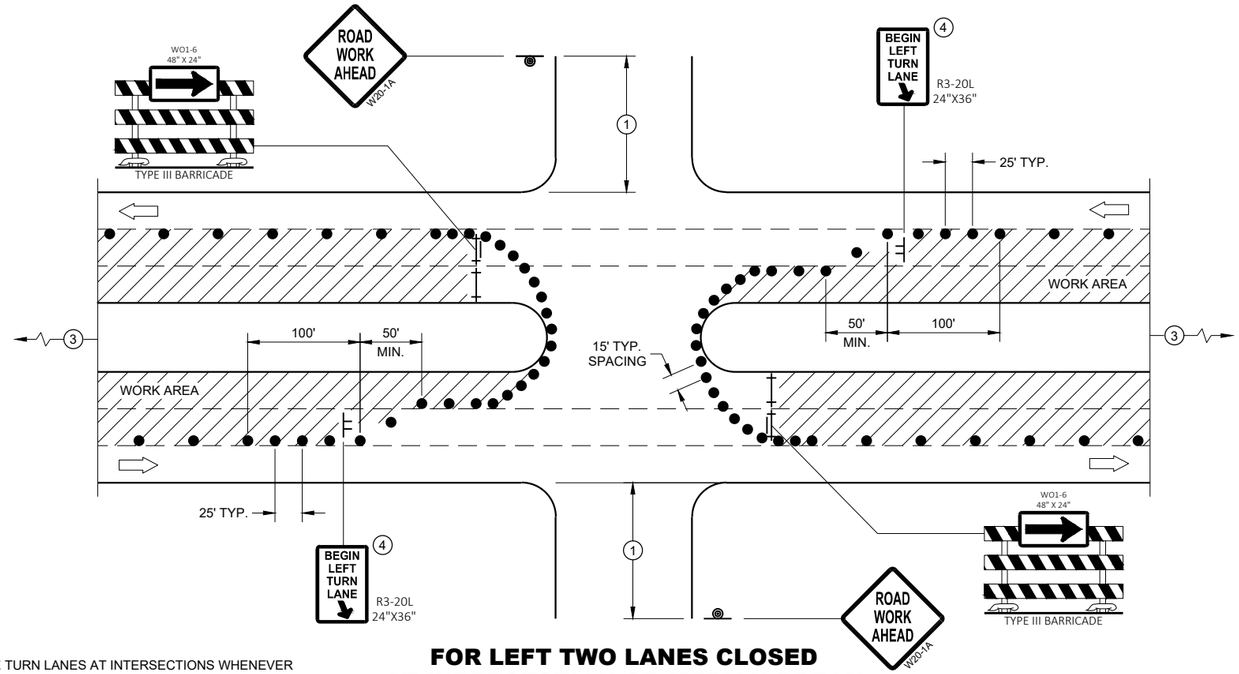


6

SDD 15D23 - 07a

6

SDD 15D23 - 07a




## FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK

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

## GENERAL NOTES

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

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

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

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

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

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

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

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

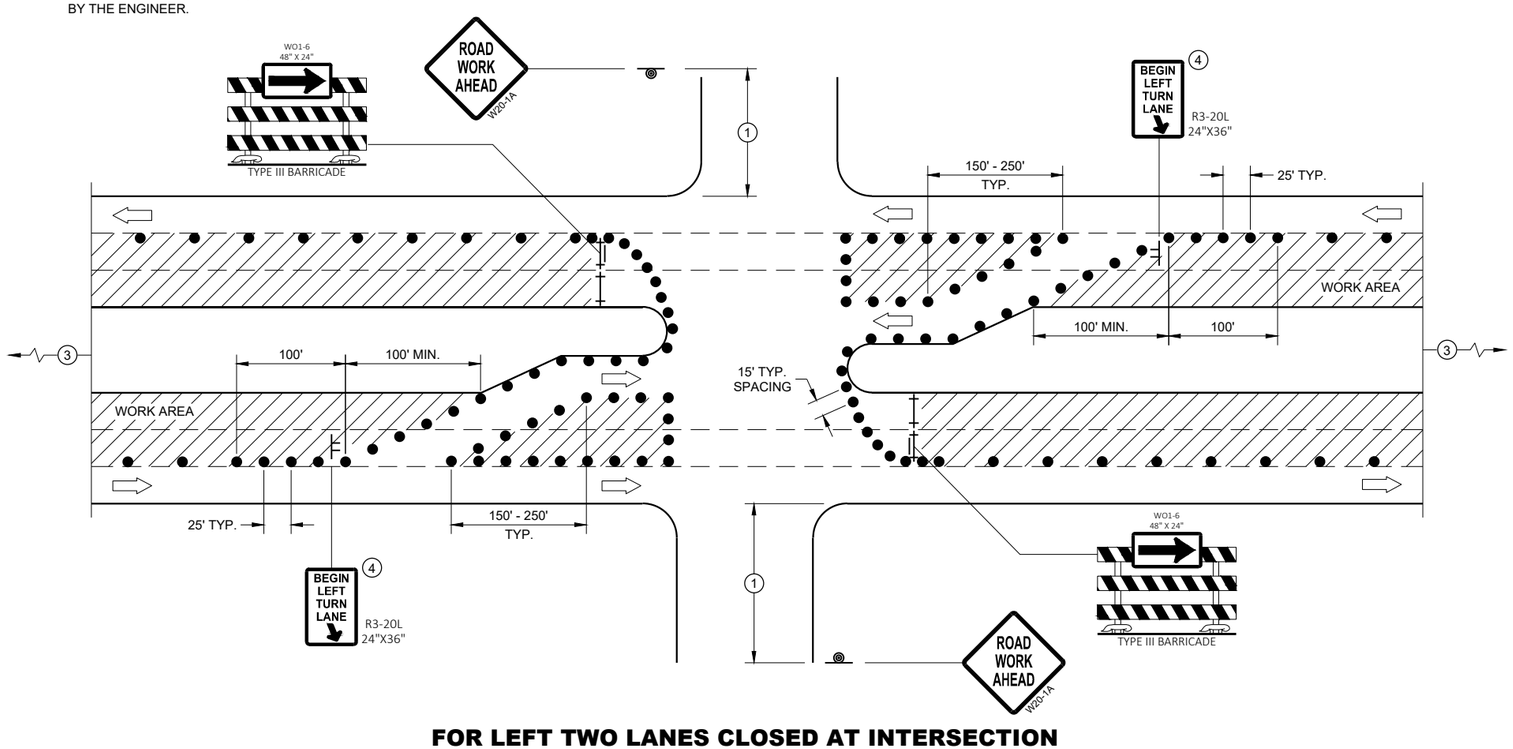
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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

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




## FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

## LEGEND

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

**TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



6

SDD 15D23 - 07b

6

SDD15D23 - 07b

## LEGEND

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

## GENERAL NOTES

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

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

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

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

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

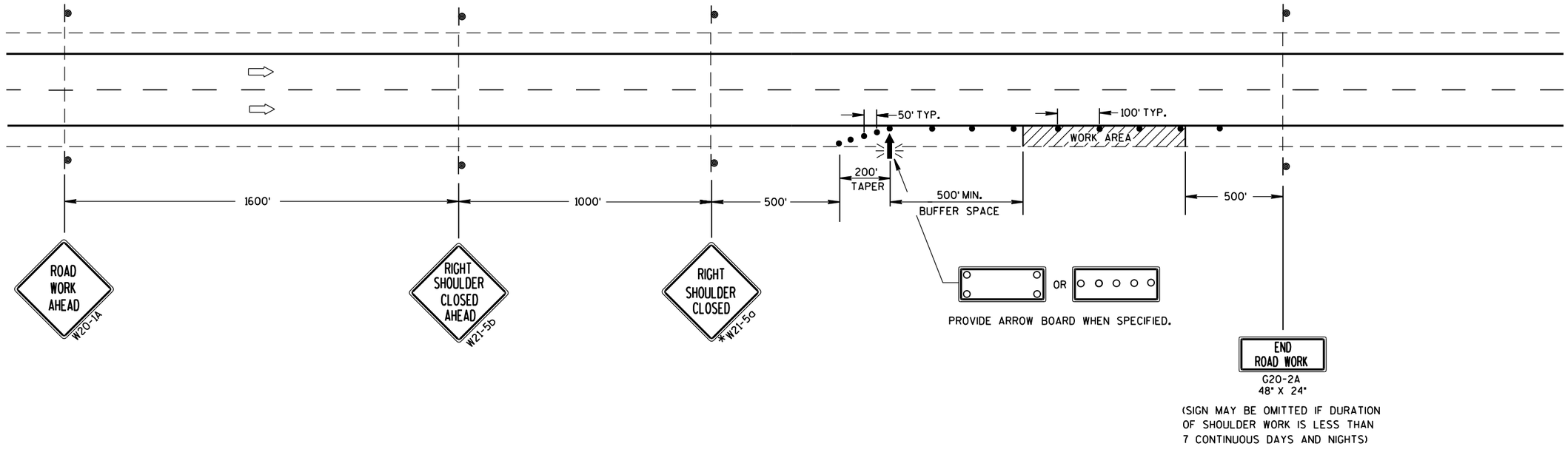
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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




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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

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

FHWA

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S.D.D. 15 D 27-3

## 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.

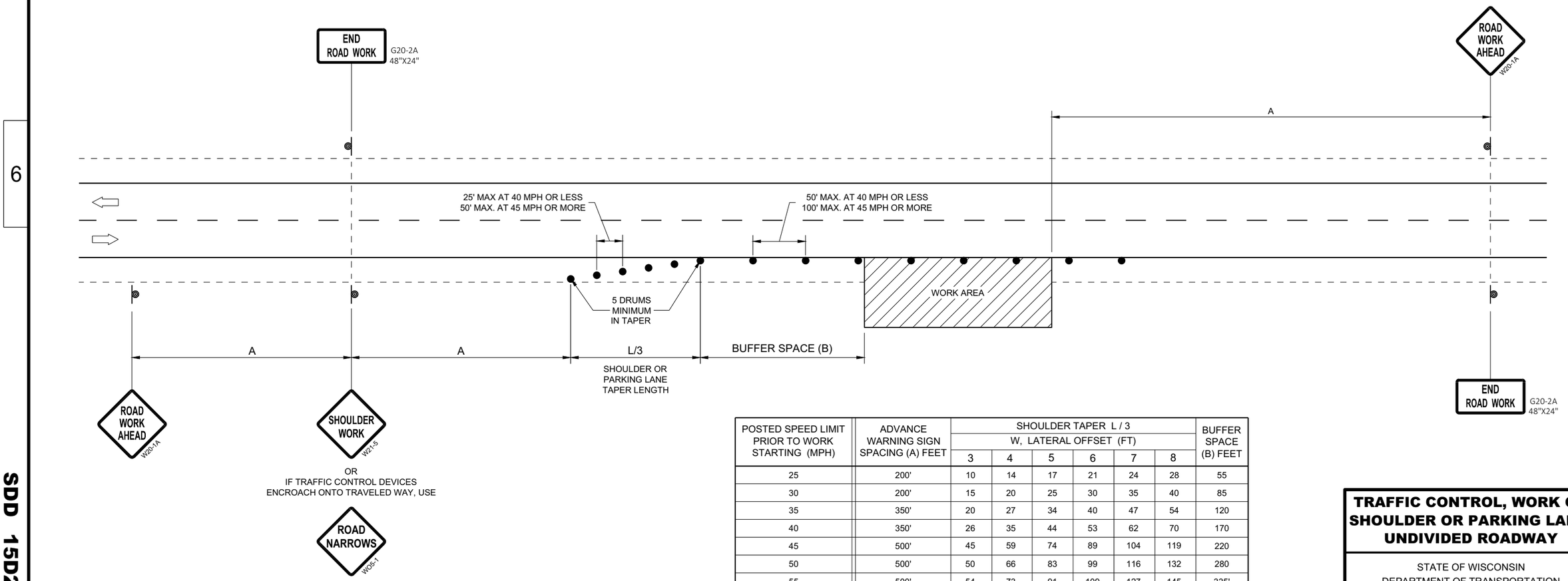
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

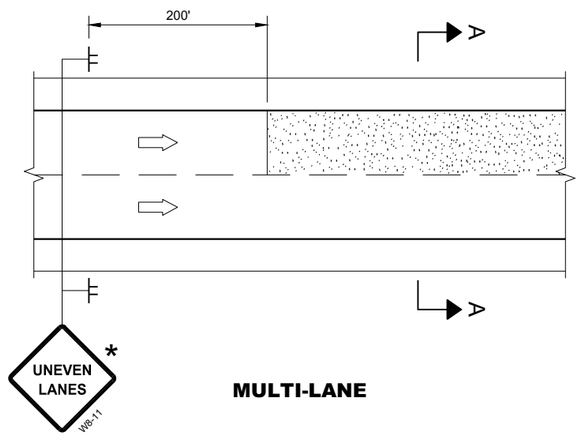
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

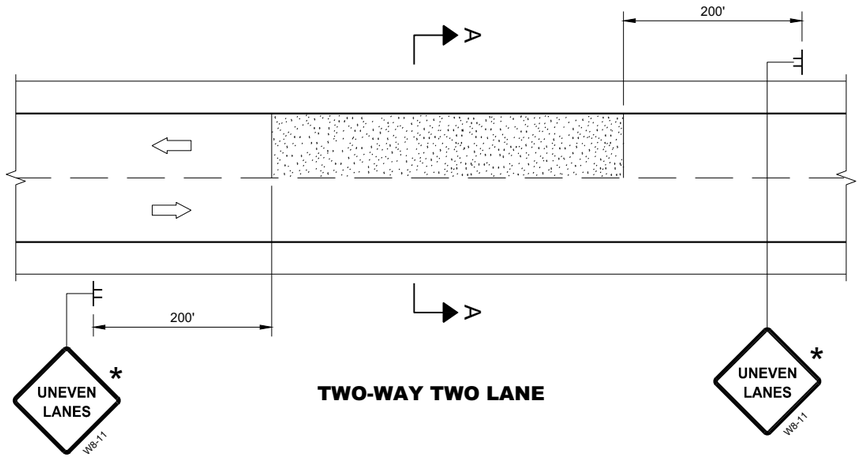


SDD 15D28 - 04

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.

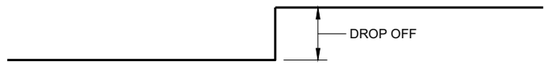
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

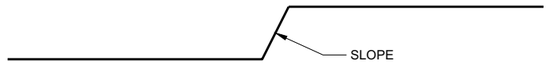
## LEGEND

- 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

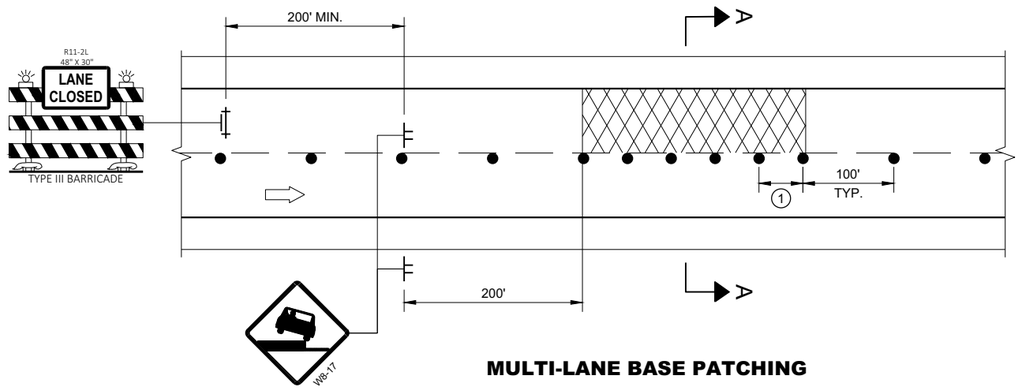



**SECTION A - A**

**OR**

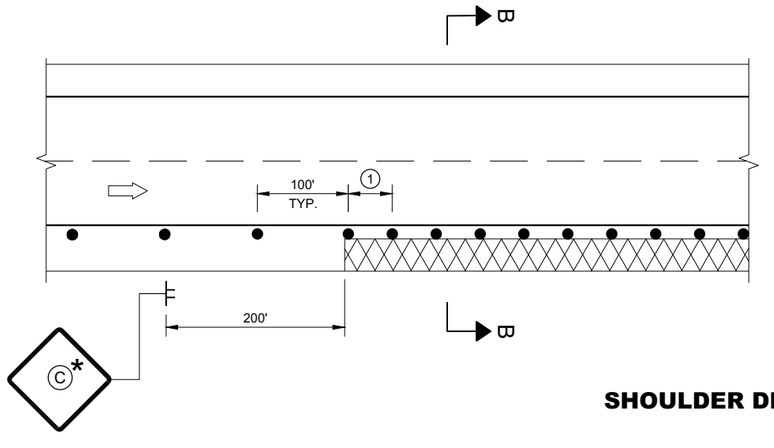



**SECTION A - A**

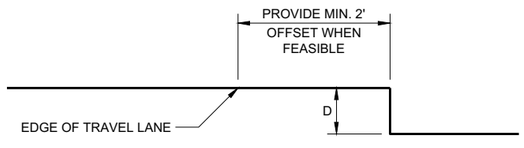



**MULTI-LANE BASE PATCHING**

**ADJACENT LANE DROP-OFFS**




**SHOULDER DROP-OFFS**




**SECTION B - B**

| D | SIGN (C) |
|---|---|
| < 2" WITH A SLOPE STEEPER THAN 3:1 | LOW SHOULDER<br>WO8-9 |
| 2" < 6" WITH A SLOPE STEEPER THAN 3:1 | SHOULDER DROP - OFF<br>W8-9A<br>PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT |

**TRAFFIC CONTROL, DROP-OFF SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

SDD 15D39 - 02

6

SDD 15D39 - 02

## LEGEND

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

| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | SHIFTING TAPER L/2 W, LATERAL OFFSET (FT) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 50 | 25 | 50 | 75 | 100 | 125 | 150 | 175 | 200 | 225 |
| 55 | 28 | 55 | 83 | 110 | 138 | 165 | 193 | 220 | 248 |
| 60 | 30 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 |
| 65 | 33 | 65 | 98 | 130 | 163 | 195 | 228 | 260 | 293 |
| 70 | 35 | 70 | 105 | 140 | 175 | 210 | 245 | 280 | 315 |

## GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

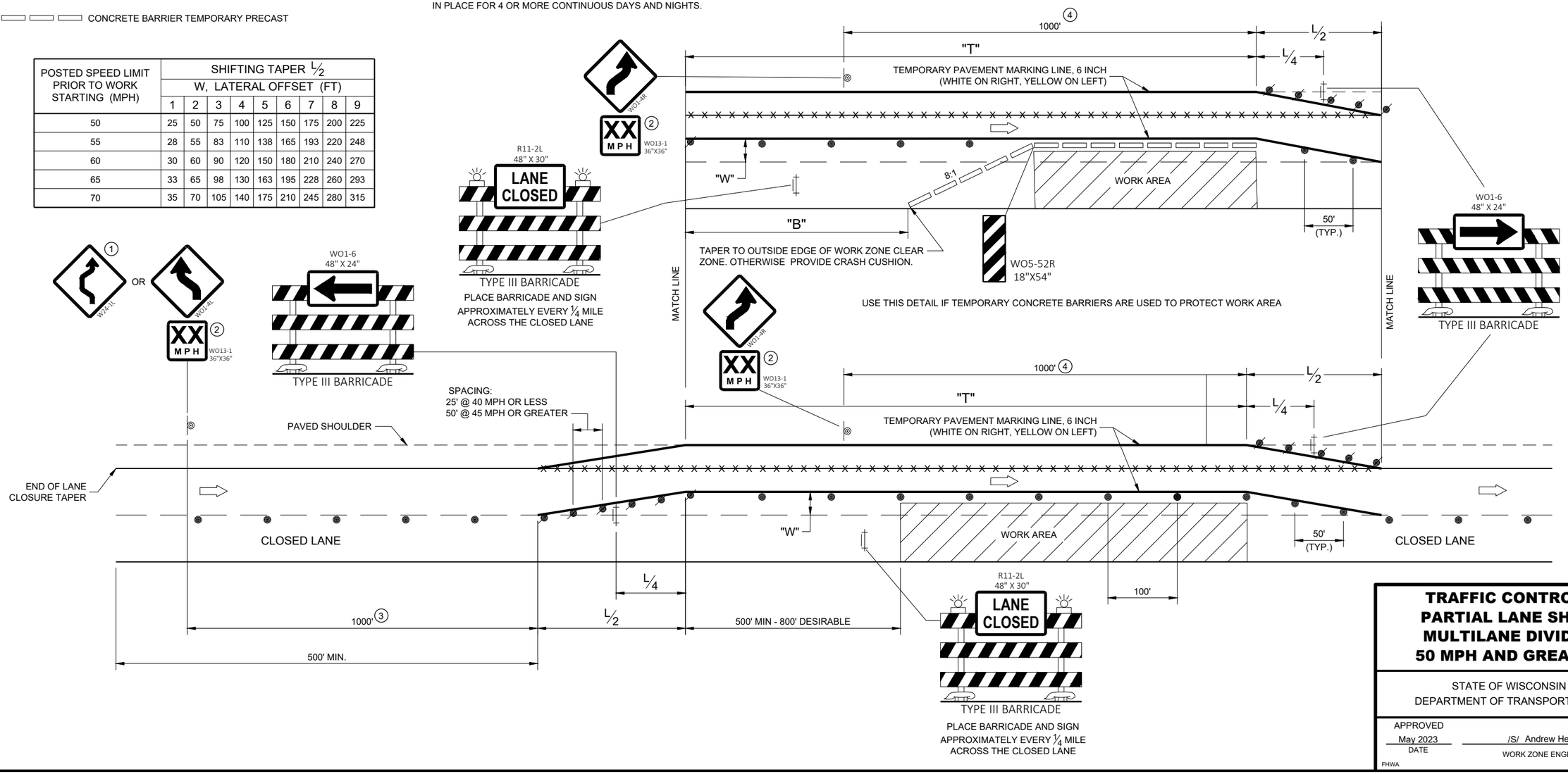
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.




# TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

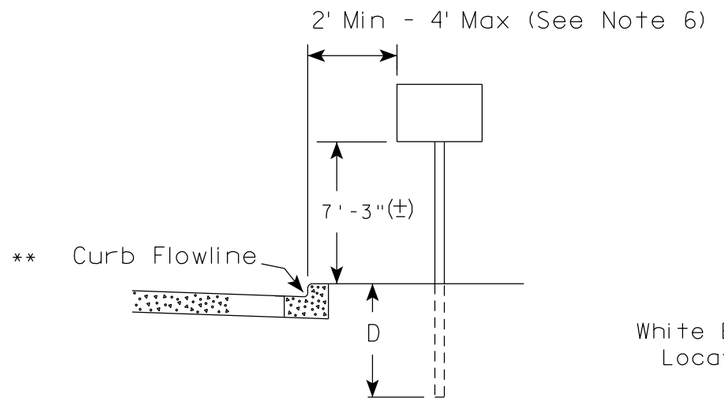
FHWA



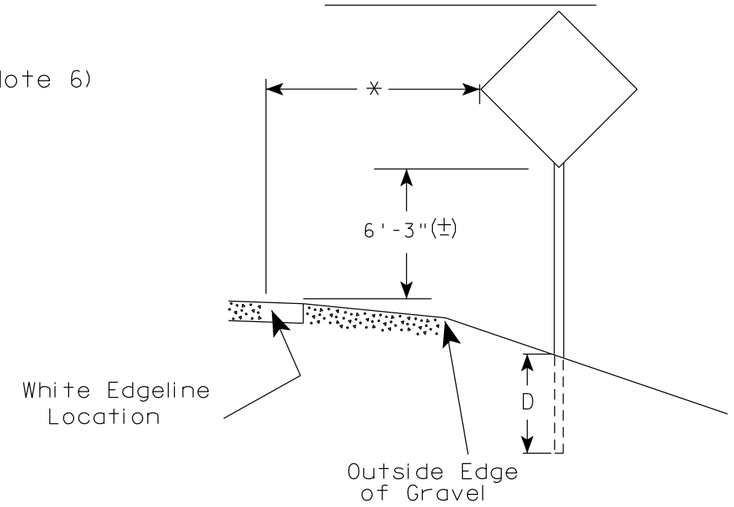
SDD 15D40-05d

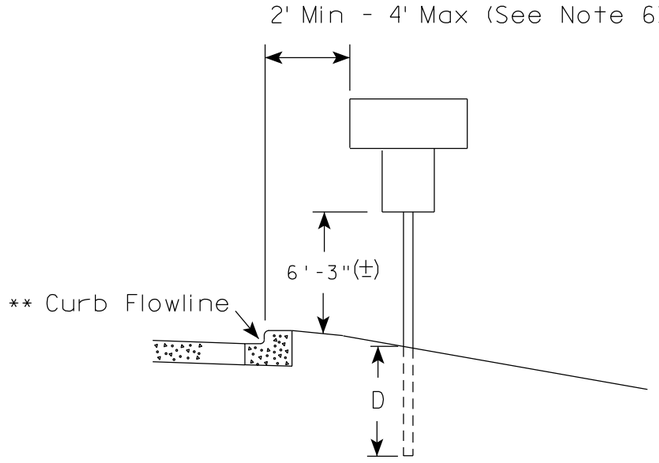
SDD 15D40-05d

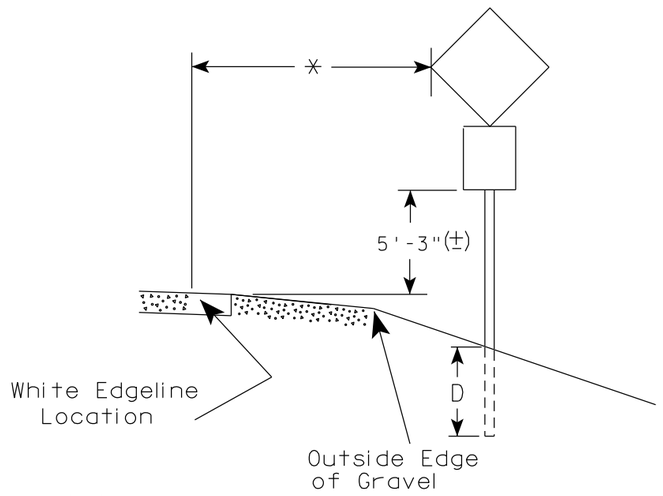
## URBAN AREA




## 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.

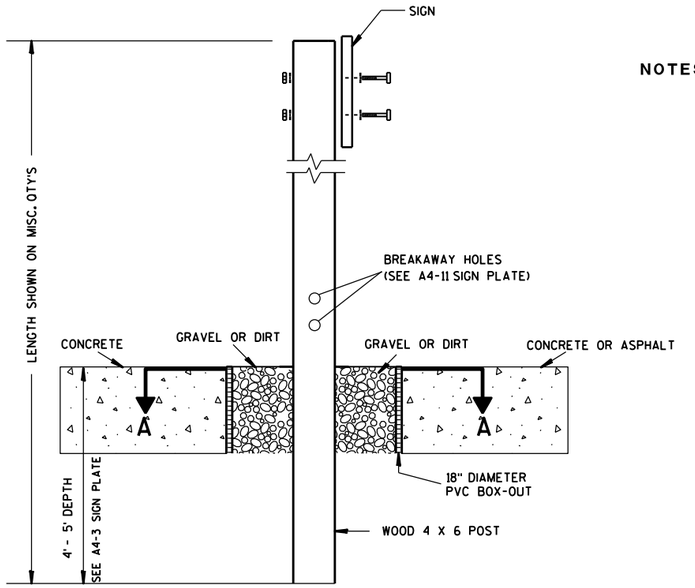
# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

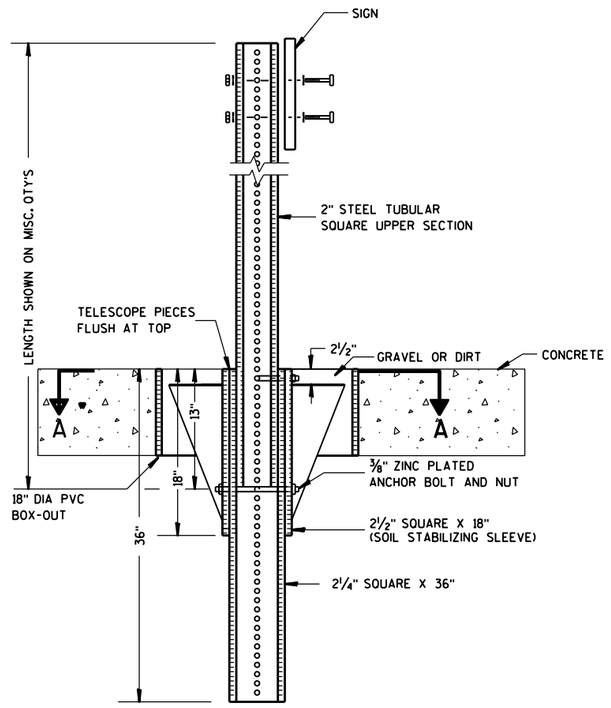
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 267 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

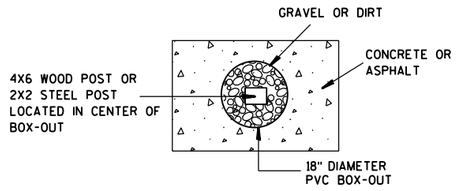
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

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

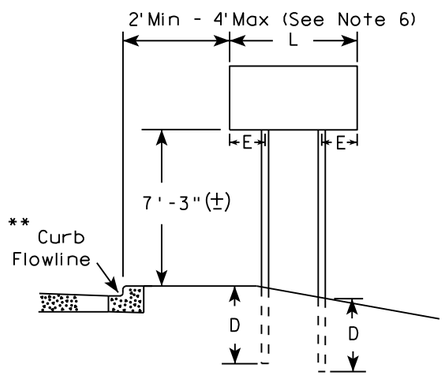
DATE 1/27/14 PLATE NO. A4-3B.1



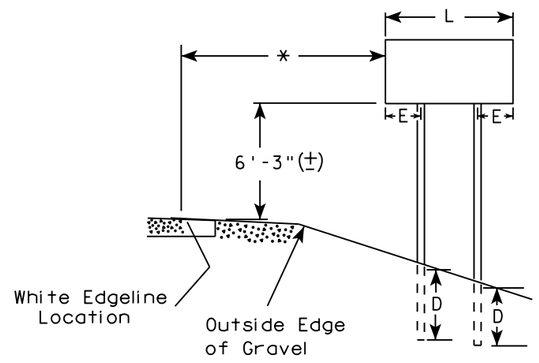
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

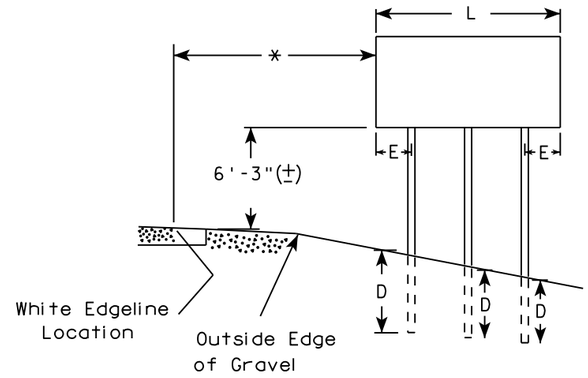
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

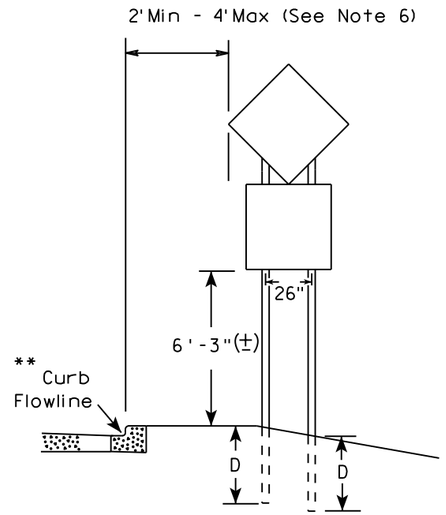
## URBAN AREA



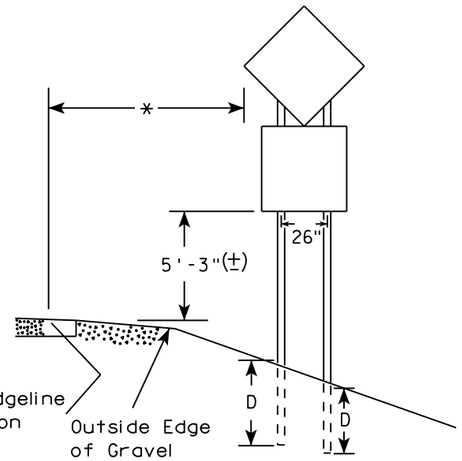

## RURAL AREA (See Note 3)




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' |

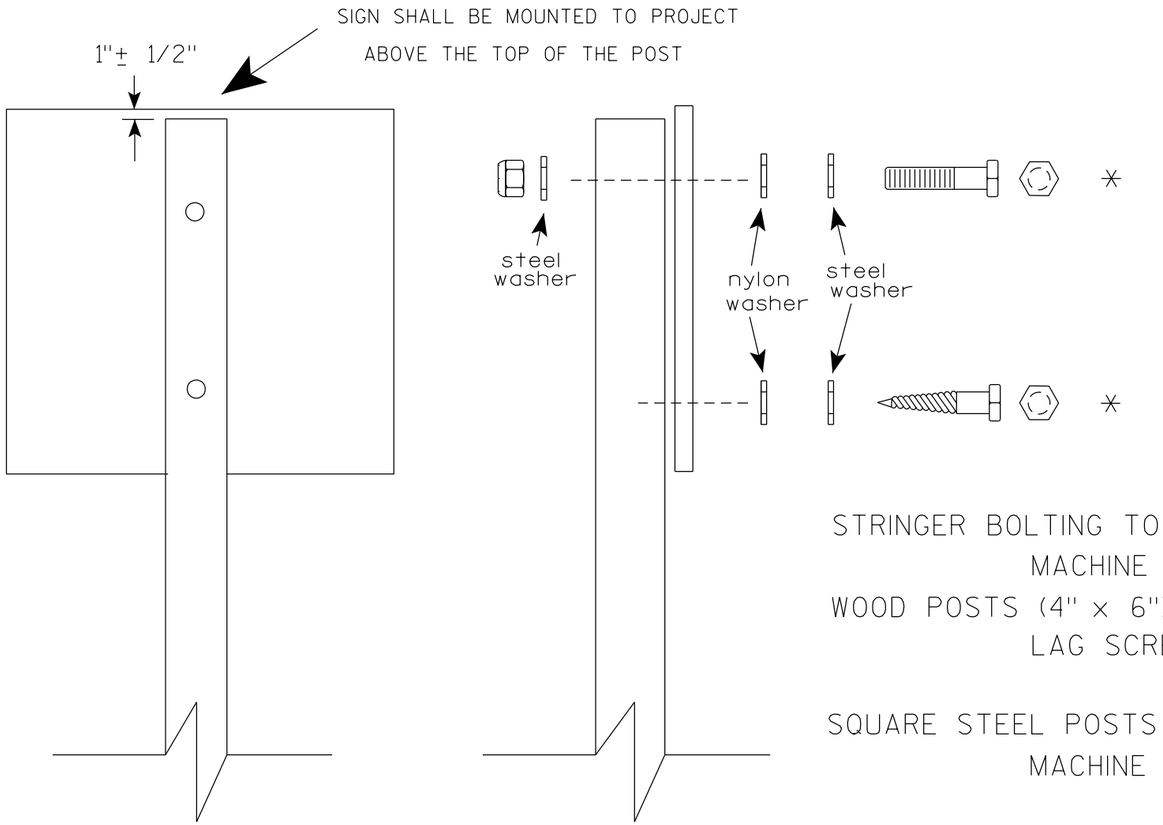
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

*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: 269 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

SHEET NO: 270 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

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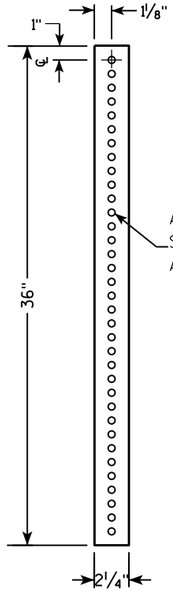
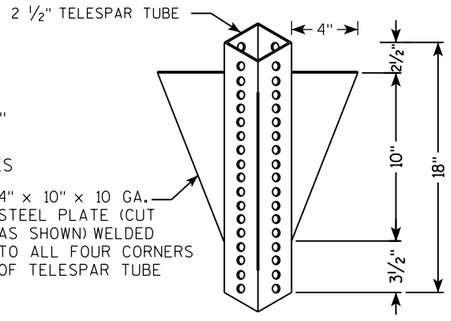
## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

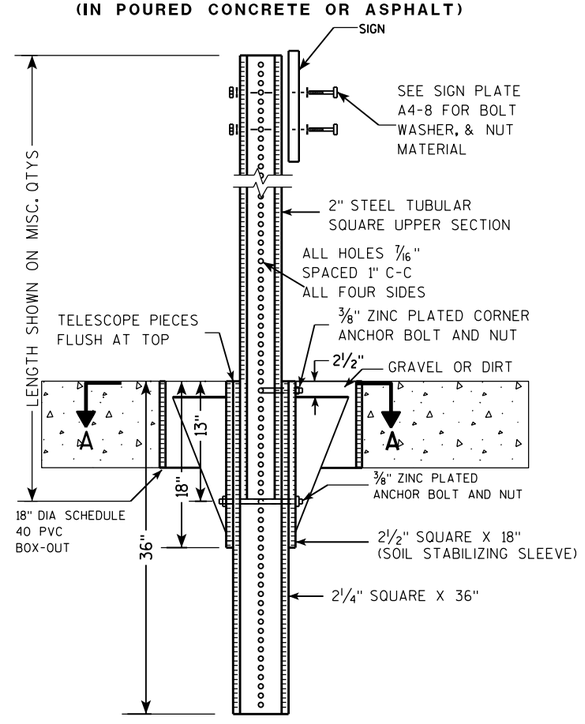
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



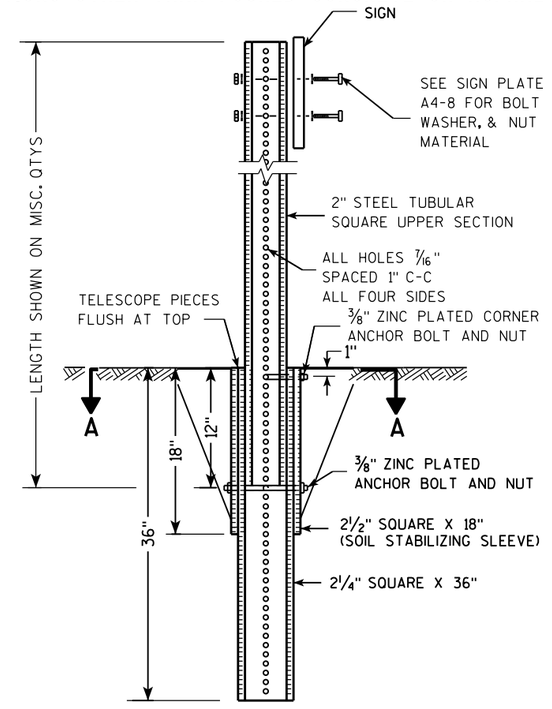

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

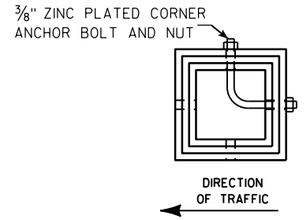



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## 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).**

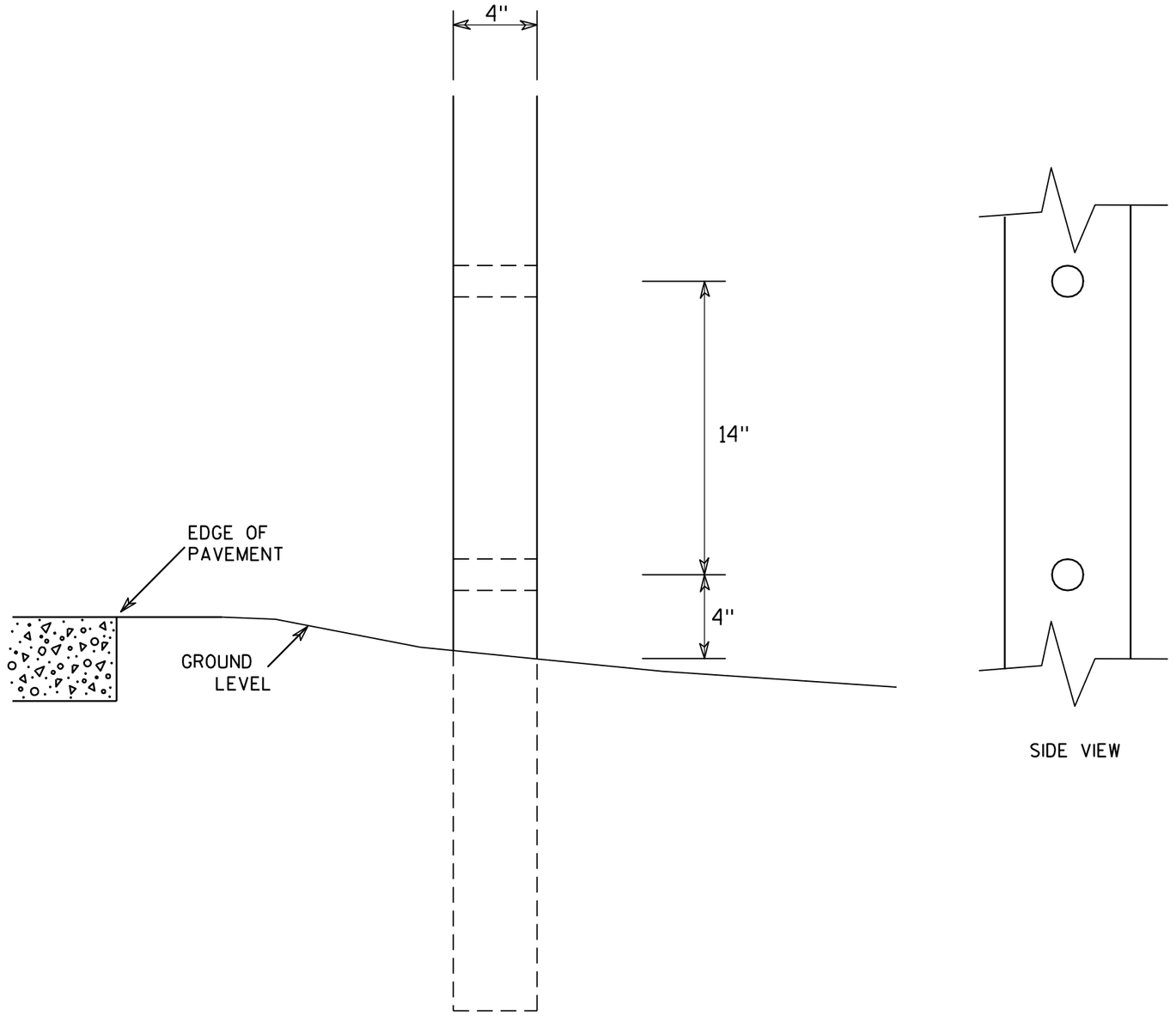
TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 271 A4-9.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

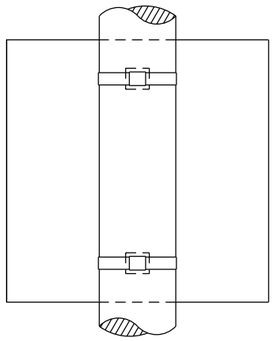
APPROVED Chester J Spang for State Traffic Engineer

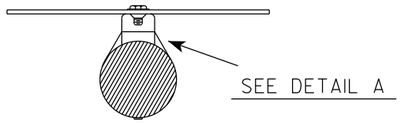
DATE 3/27/97 PLATE NO. A4-11.2

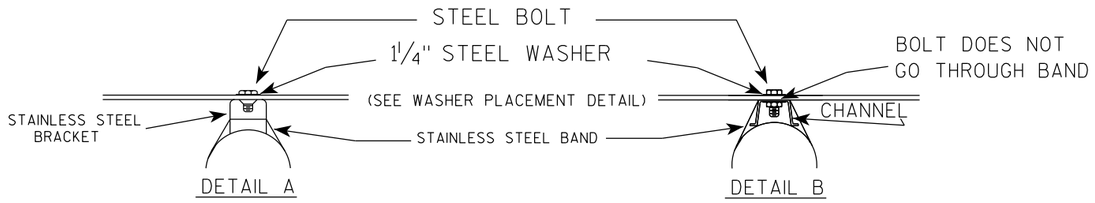
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 272 | E |
|---|---|---|---|---|---|

# BANDING

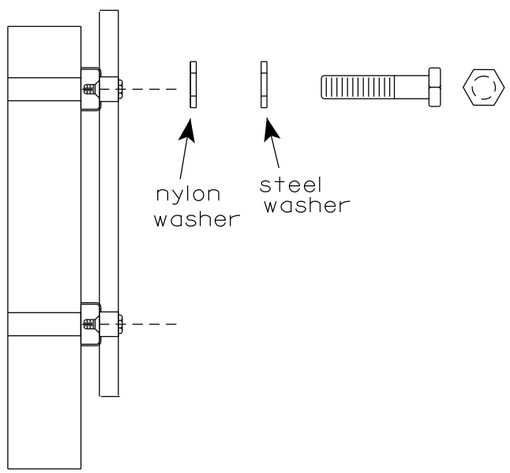
SINGLE SIGN






WASHER PLACEMENT

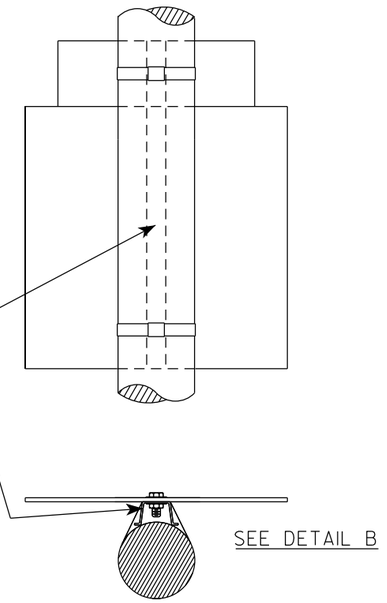



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

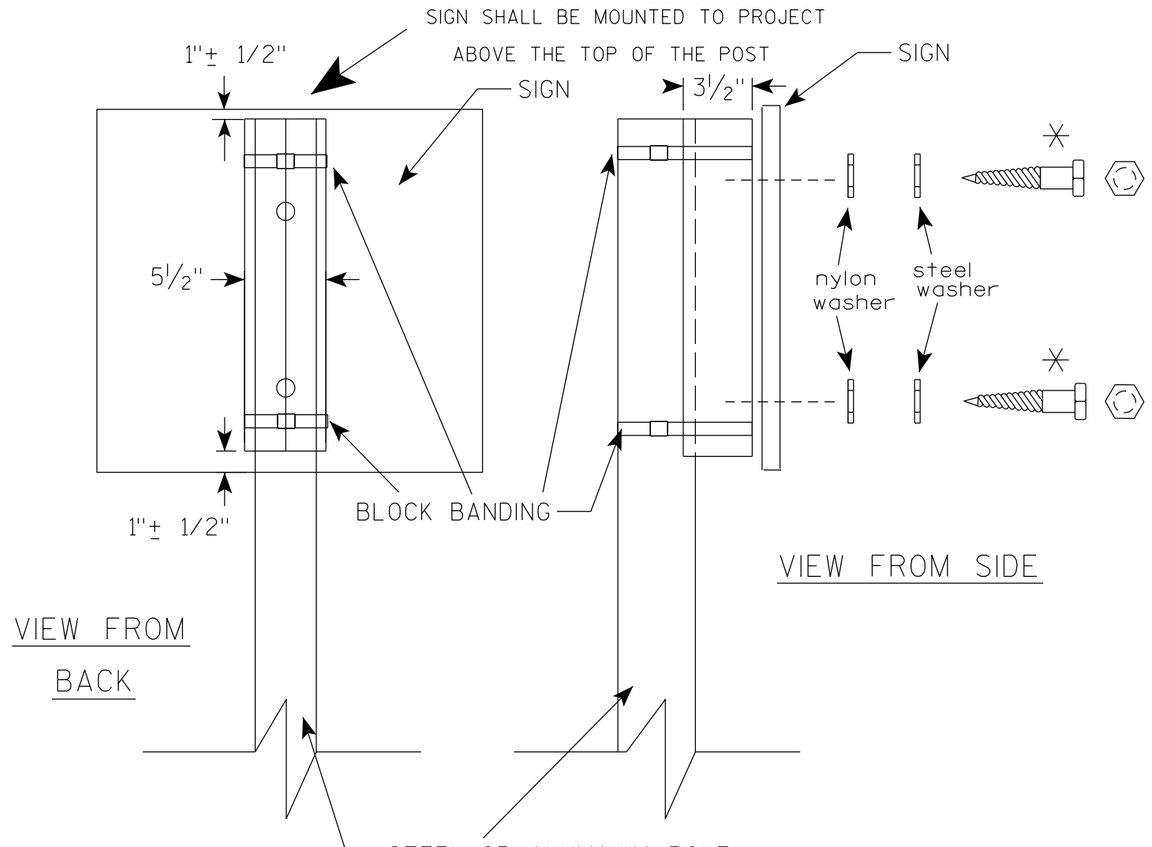
DATE 6/10/19 PLATE NO. A5-9.4

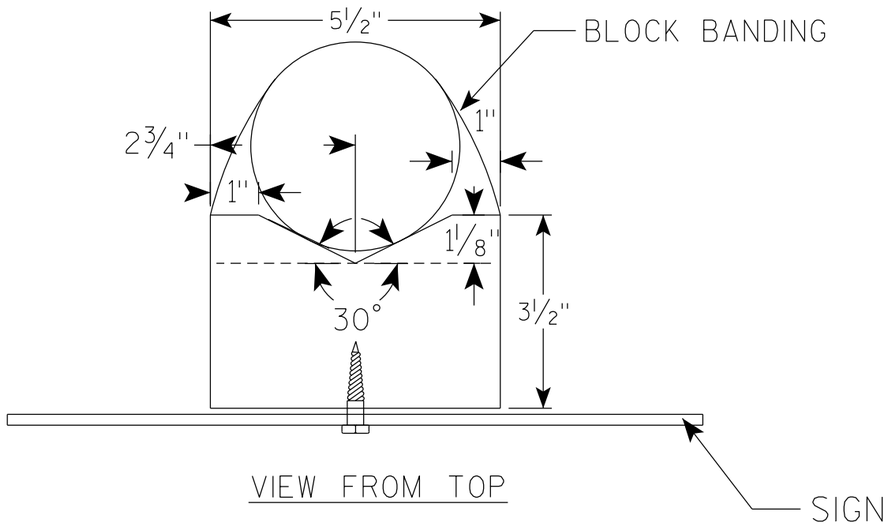
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 273 | E |
|---|---|---|---|---|---|

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 )

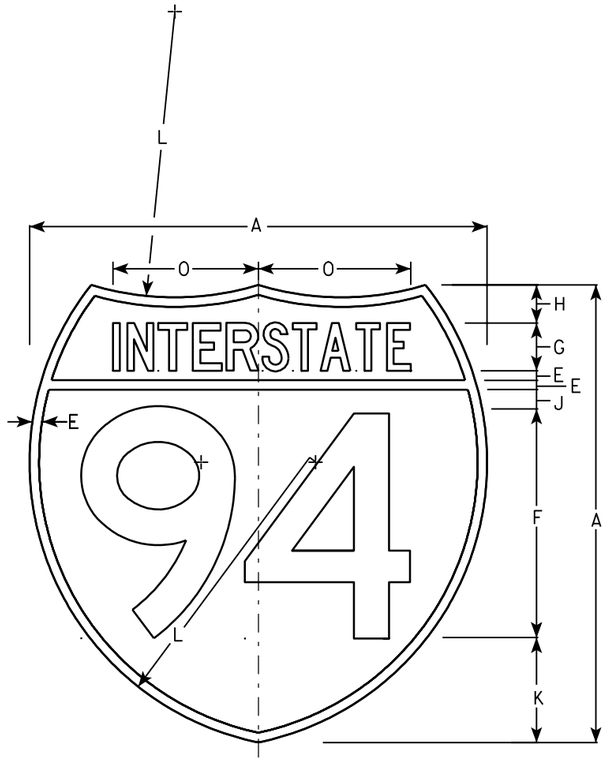
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

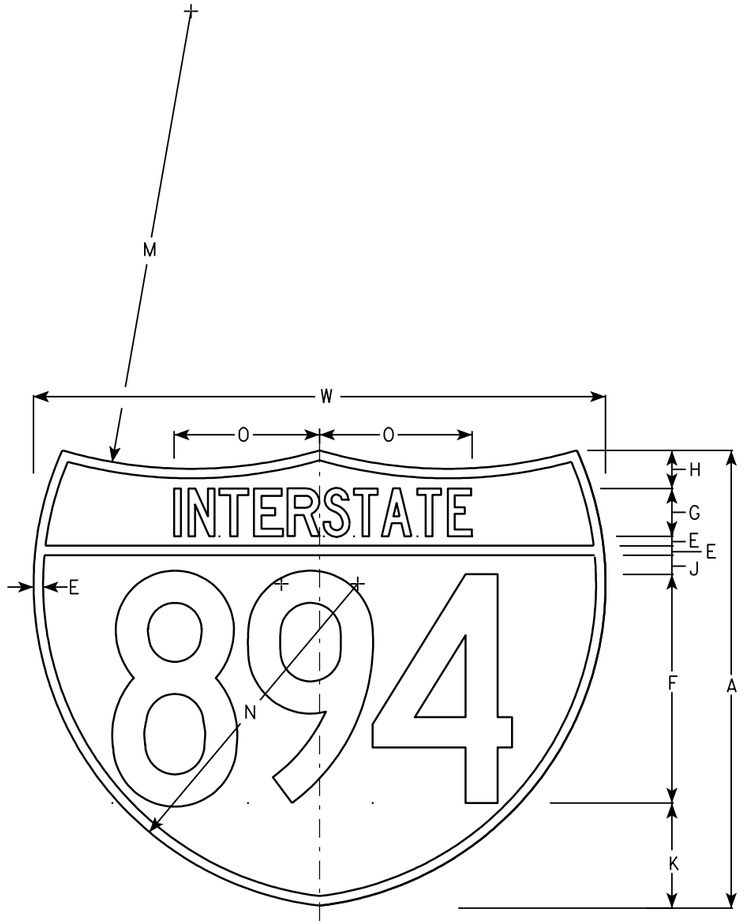
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 274 E




M1-1




M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

| SIZE | M1-1 | SIZE | M1-1A |
|---|---|---|---|
| 1 | | | |
| 2 | 600 mm X 600 mm | 2 | 600 mm X 750 mm |
| 3 | 900 mm X 900 mm | 3 | 900 mm X 1125 mm |
| 4 | 900 mm X 900 mm | 4 | 900 mm X 1125 mm |
| 5 | 900 mm X 900 mm | 5 | 900 mm X 1125 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | M1-1 Area sq. ft. | M1-1A Area sq. ft. | M1-1 Area m2 | M1-1A Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | | | 1/2 | 12 | 2 1/2 | 2 | | 1 | 5 1/2 | 15 | 24 | 17 | 7 7/8 | | | | | | | | 30 | | | 3.13 | 3.91 | .36 | .46 |
| 3 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 | .81 | 1.05 |
| 4 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 | .81 | 1.05 |
| 5 | 36 | | | | 3/4 | 18 | 3 3/4 | 3 | | 1 1/2 | 8 1/4 | 22 1/2 | 36 | 25 1/2 | 11 3/4 | | | | | | | | 45 | | | 7.03 | 8.79 | .81 | 1.05 |

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

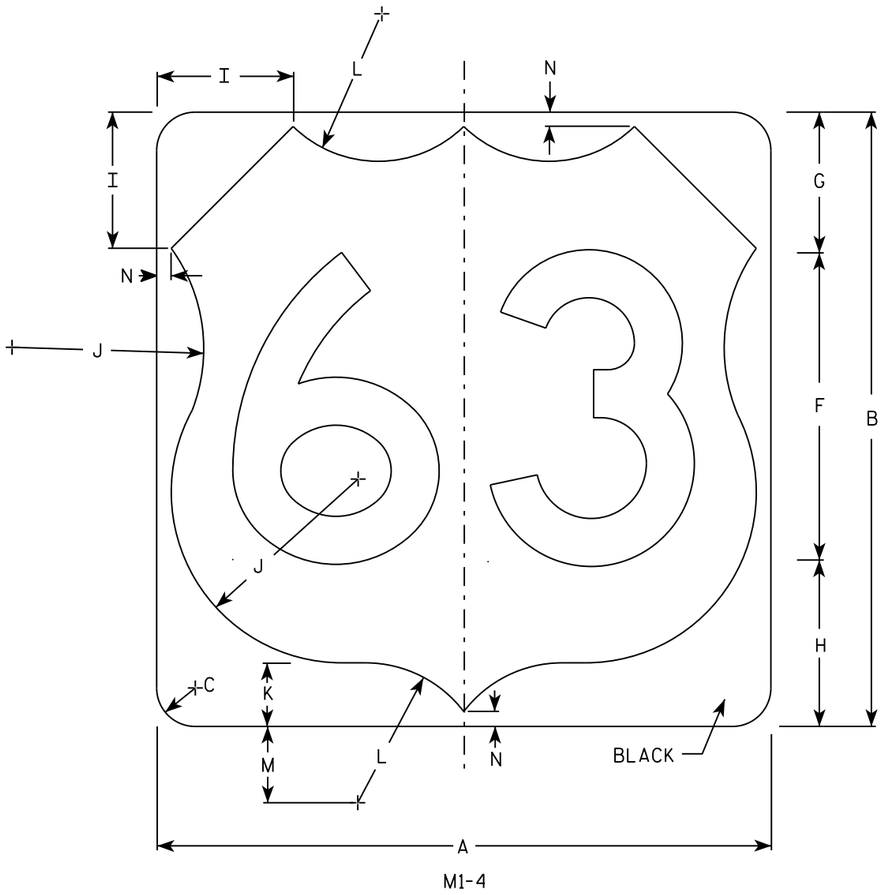
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

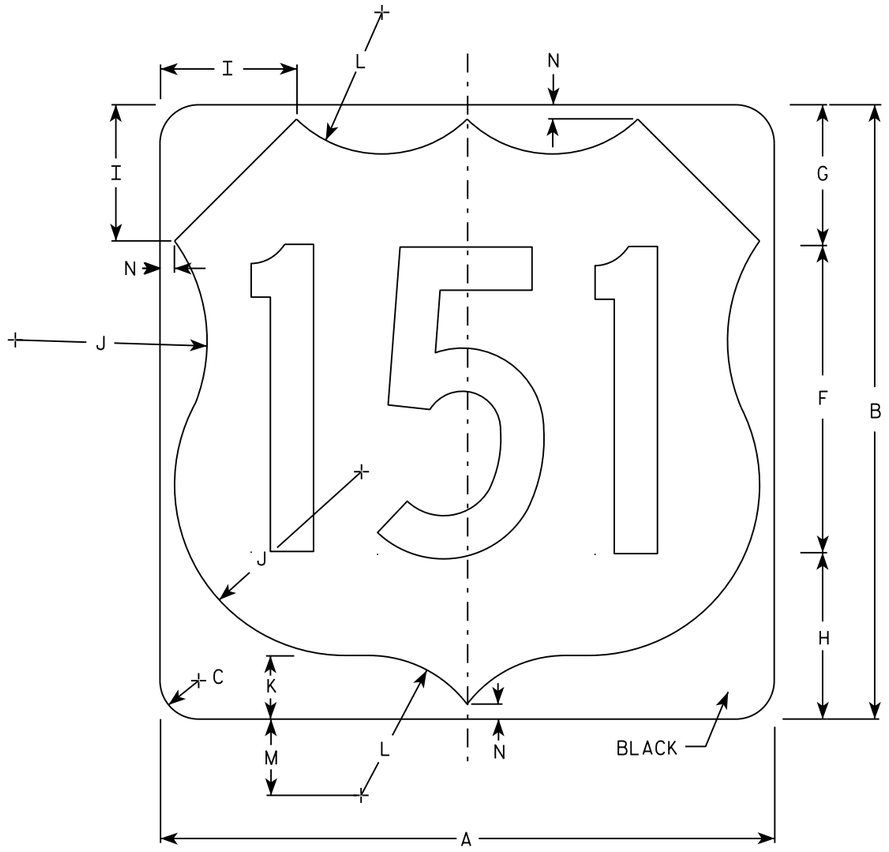
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 275 | E |
|---|---|---|---|---|---|

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 |

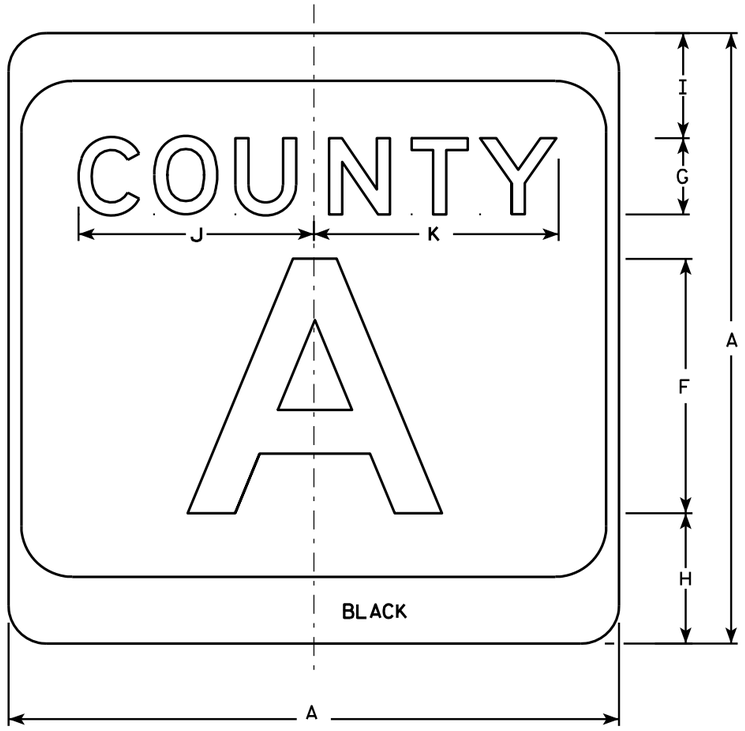
# USH MARKER
# M1-4 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

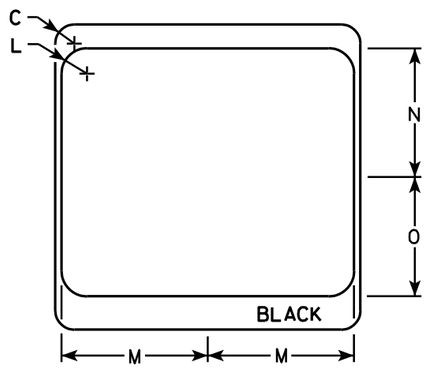
APPROVED Matthew R Rauch
*for* State Traffic Engineer

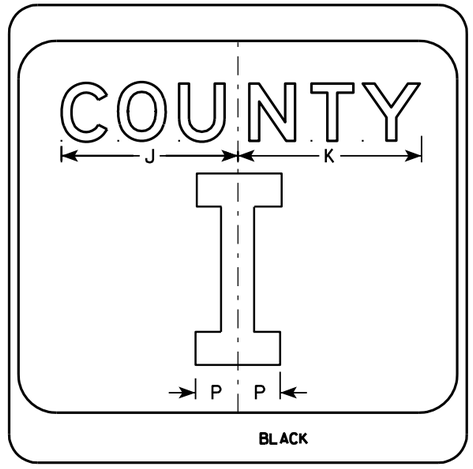
DATE 3/16/18 PLATE NO. M1-4.10

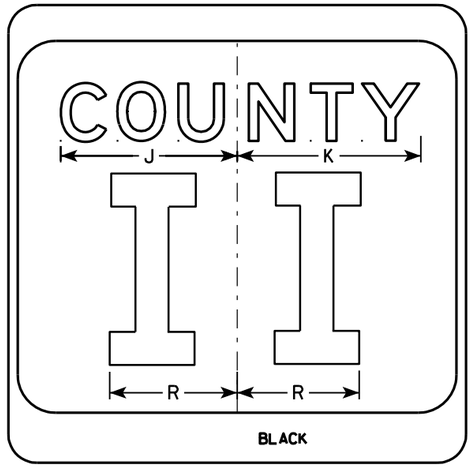
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 276 | E |
|---|---|---|---|---|---|




M1-5A




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

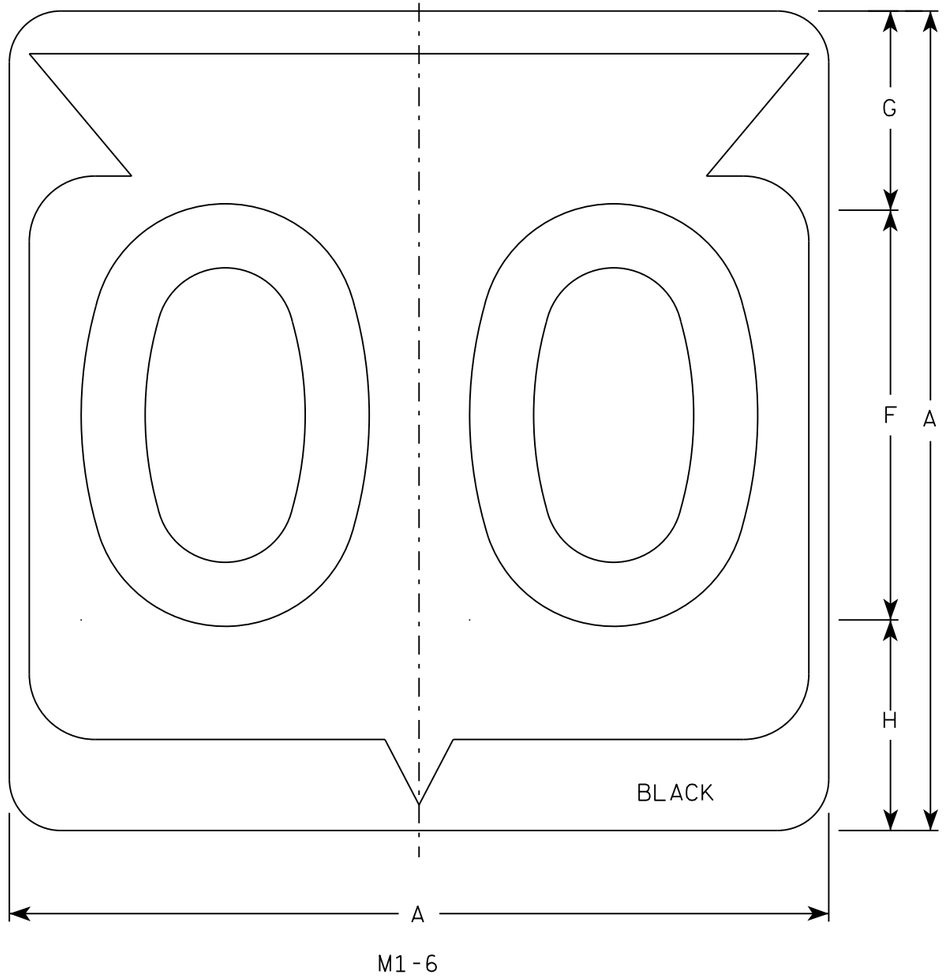
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

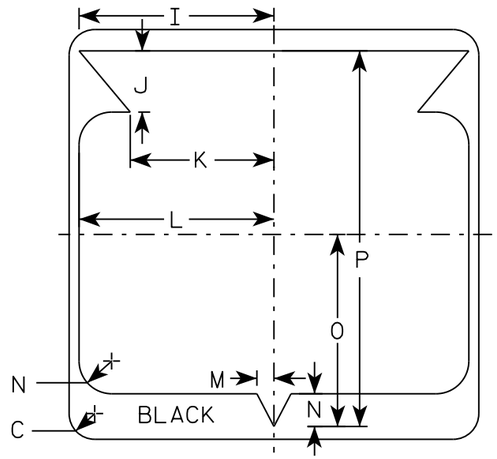
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 277 | E |
|---|---|---|---|---|---|




M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |

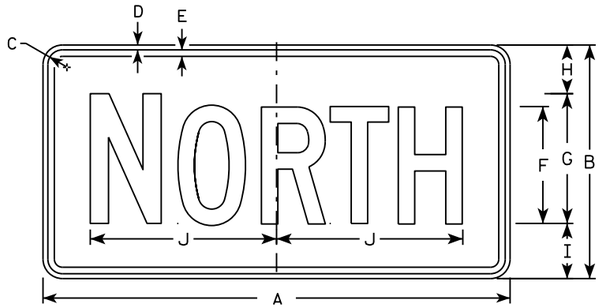
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

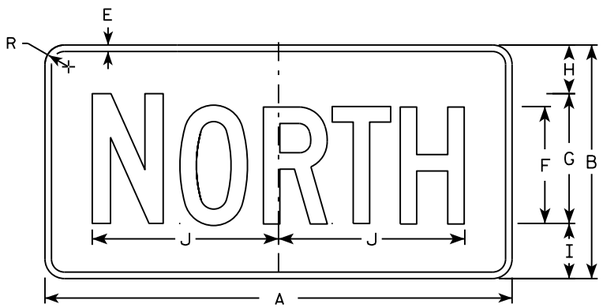
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 278 | E



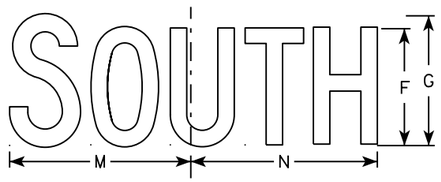

M3-1
MM3-1
MP3-1



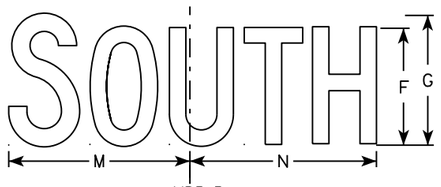

MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

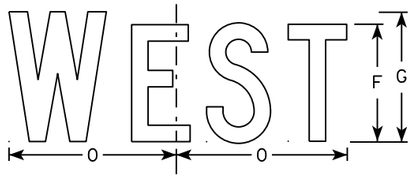
MB3-2
MK3-2
MN3-2



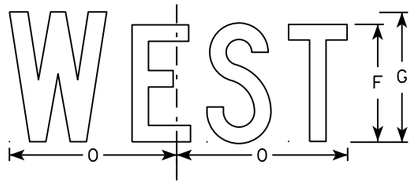

M3-3
MM3-3
MP3-3




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

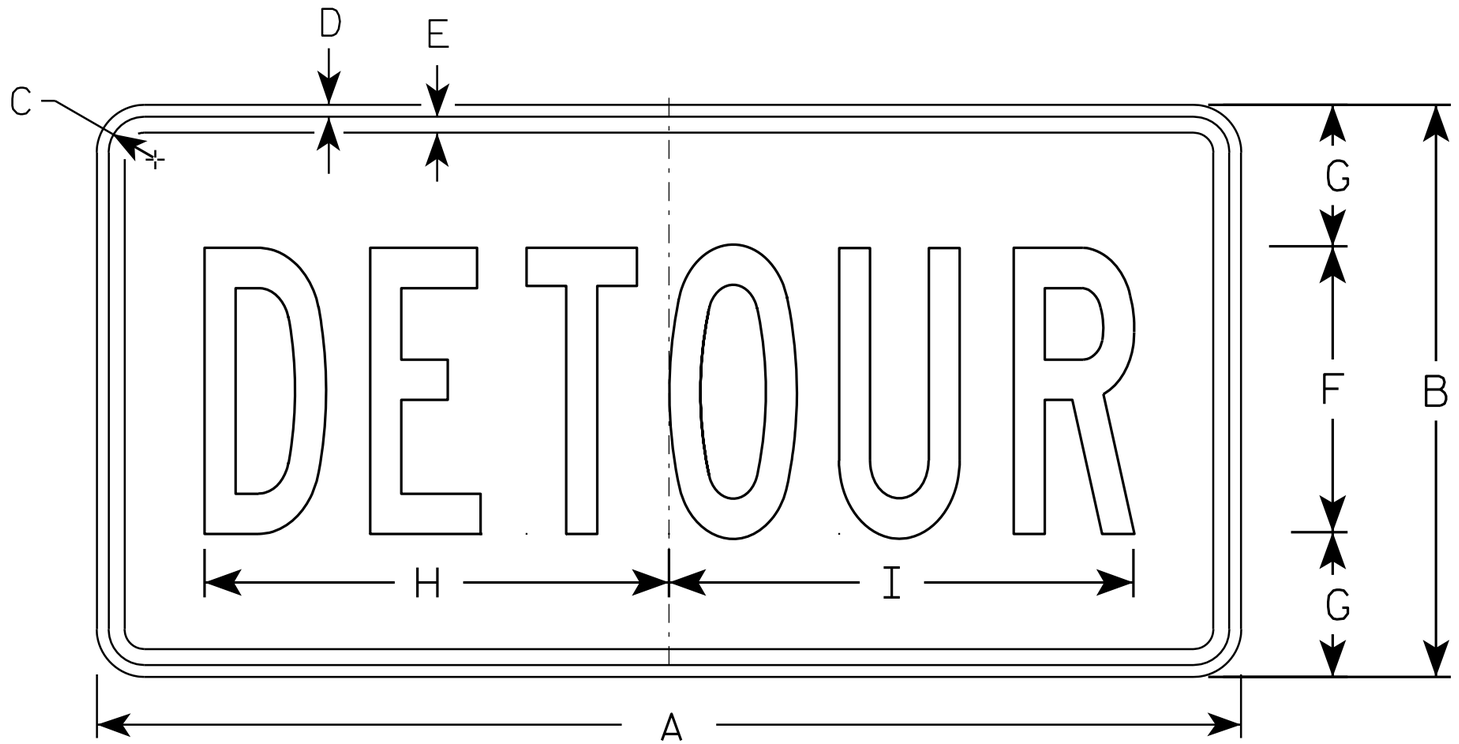
APPROVED Matthew P Rauch for State Traffic Engineer

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




M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

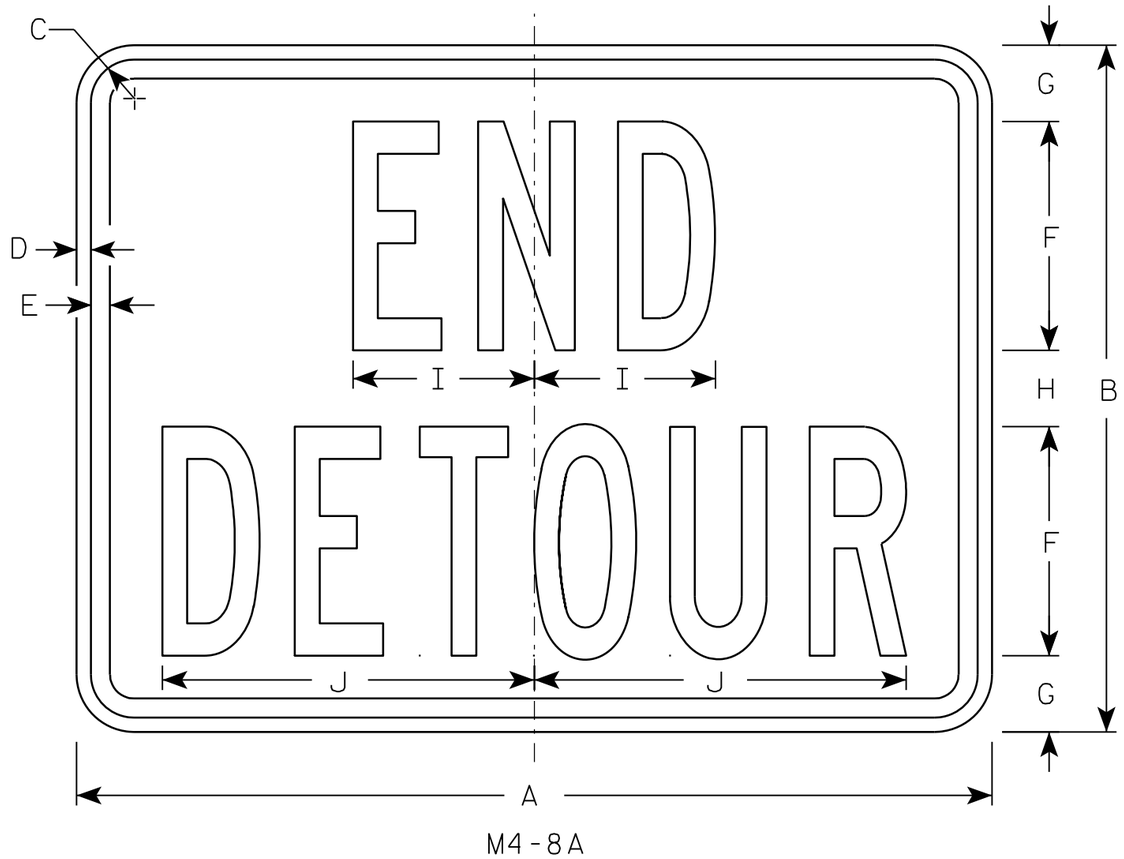
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 280 | E |
|---|---|---|---|---|---|




M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 6 | 2 | 2 | 4 3/4 | 9 3/4 | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 8 | 2 1/2 | 3 | 6 3/4 | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

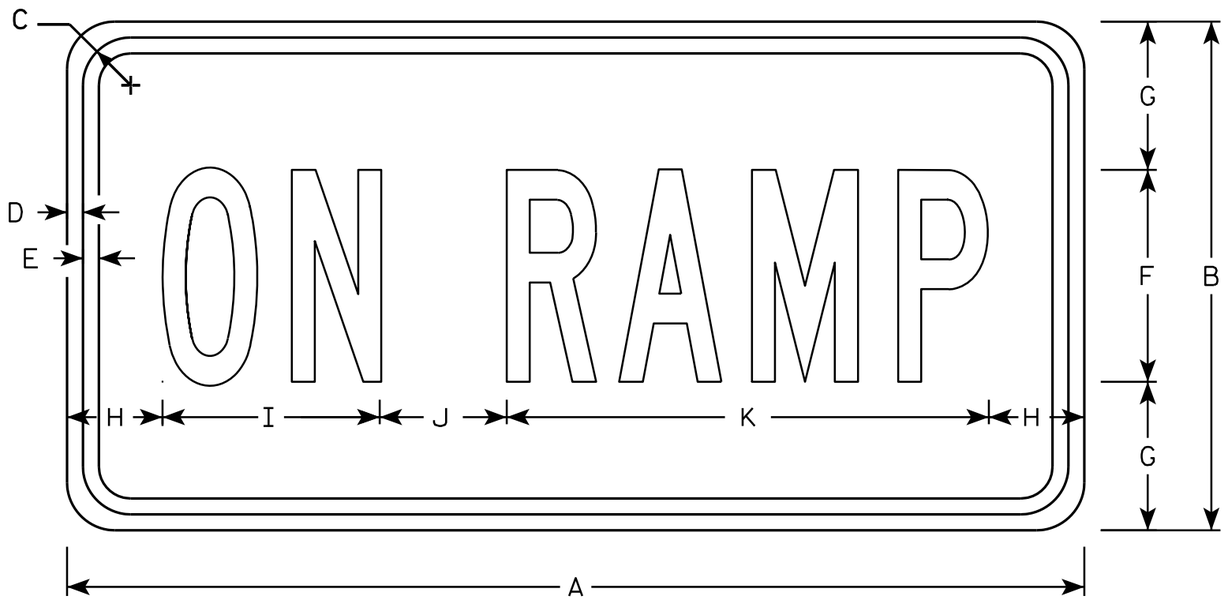
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 281 | E |
|---|---|---|---|---|---|




M4-10

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 5 | 3 1/2 | 2 1/4 | 5 1/8 | 3 | 11 3/8 | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 8 | 5 | 2 1/4 | 8 1/4 | 5 | 18 1/4 | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

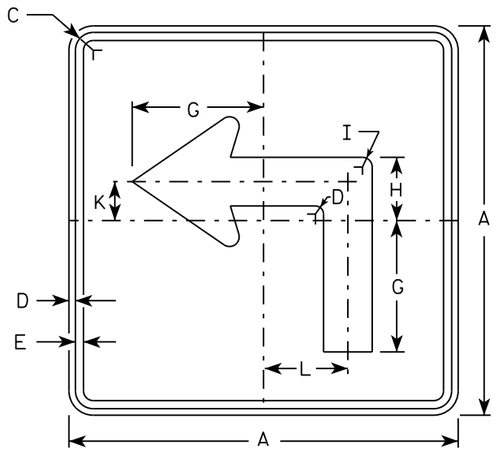
STANDARD SIGN
M4-10

WISCONSIN DEPT OF TRANSPORTATION

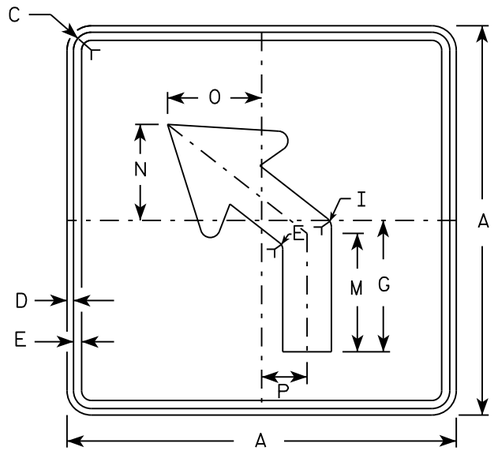
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-10.2

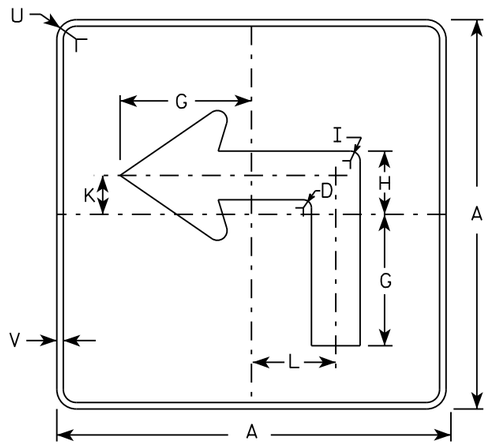
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 282 | E |
|---|---|---|---|---|---|



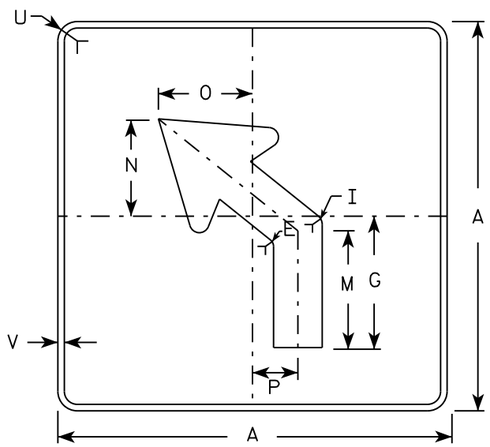

M5-1L
MM5-1L
MO5-1L
MP5-1L



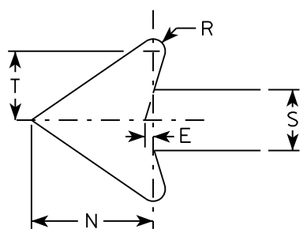

M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L




MB5-2L
MK5-2L
MN5-2L
MR5-2L




NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

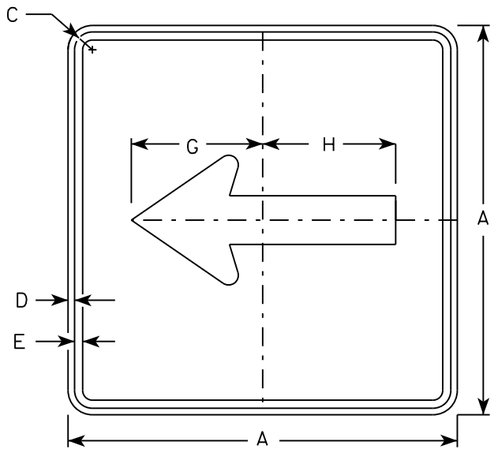
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

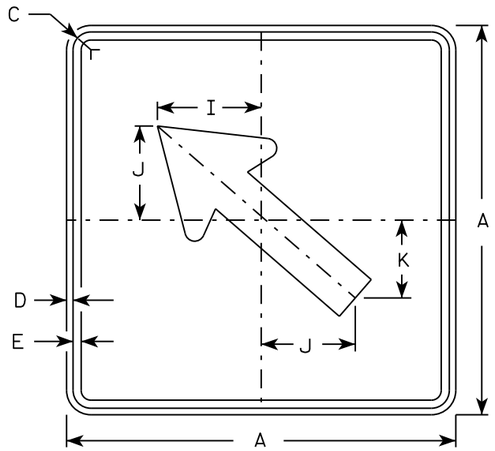


PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



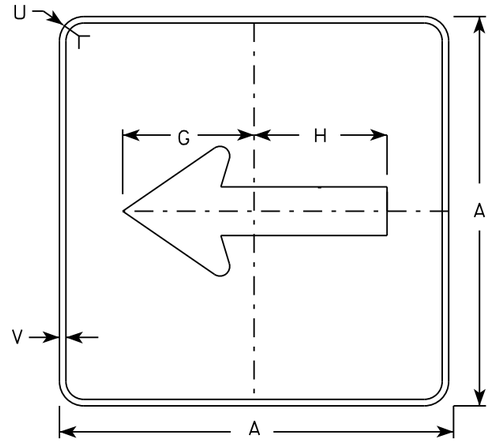

M6-1
MM6-1
MO6-1
MP6-1



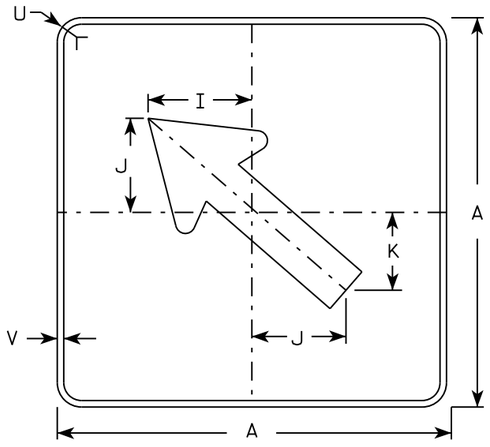

M6-2
MM6-2
MO6-2
MP6-2

NOTES

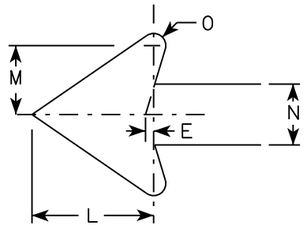
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow




MB6-1
MK6-1
MN6-1
MR6-1




MB6-2
MK6-2
MN6-2
MR6-2




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

# STANDARD SIGN M6-1 & M6-2 SERIES

*WISCONSIN DEPT OF TRANSPORTATION*

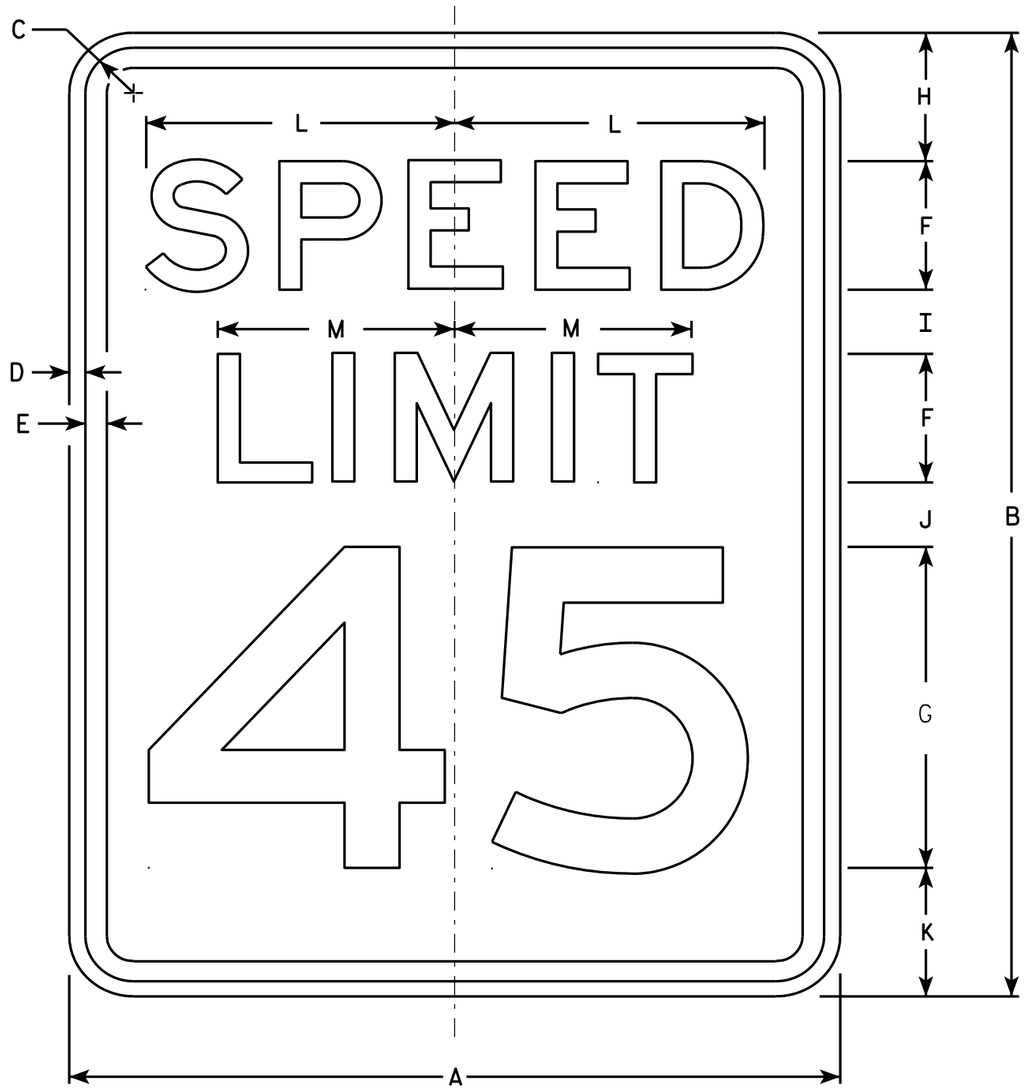
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 10/15/15 PLATE 284 M6-1.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000




R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

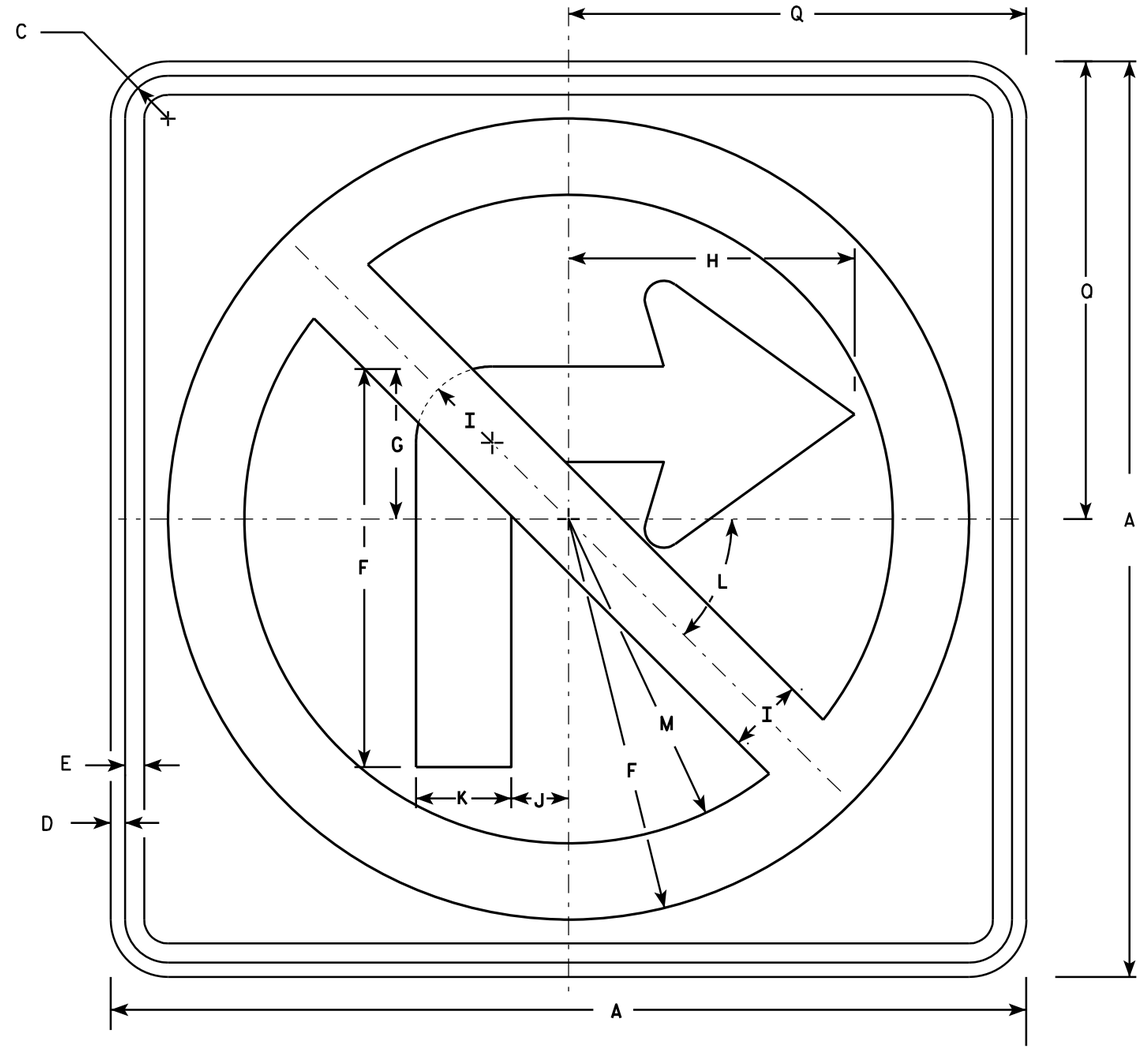
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 285 | E




FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

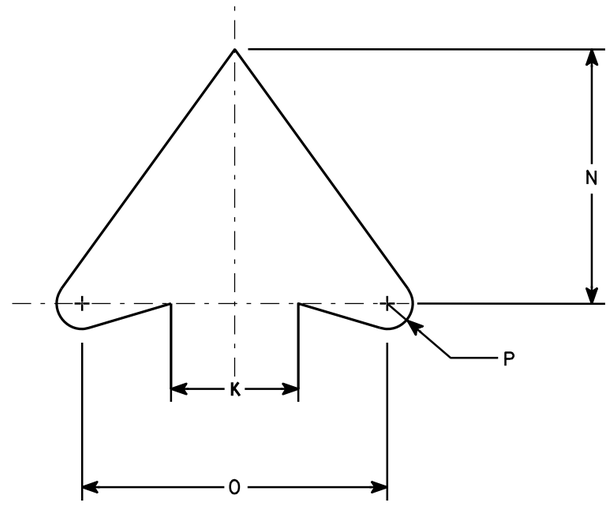
WISDOT/CADDS SHEET 42




R3-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45 | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | 12 | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45 | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | 18 | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 |

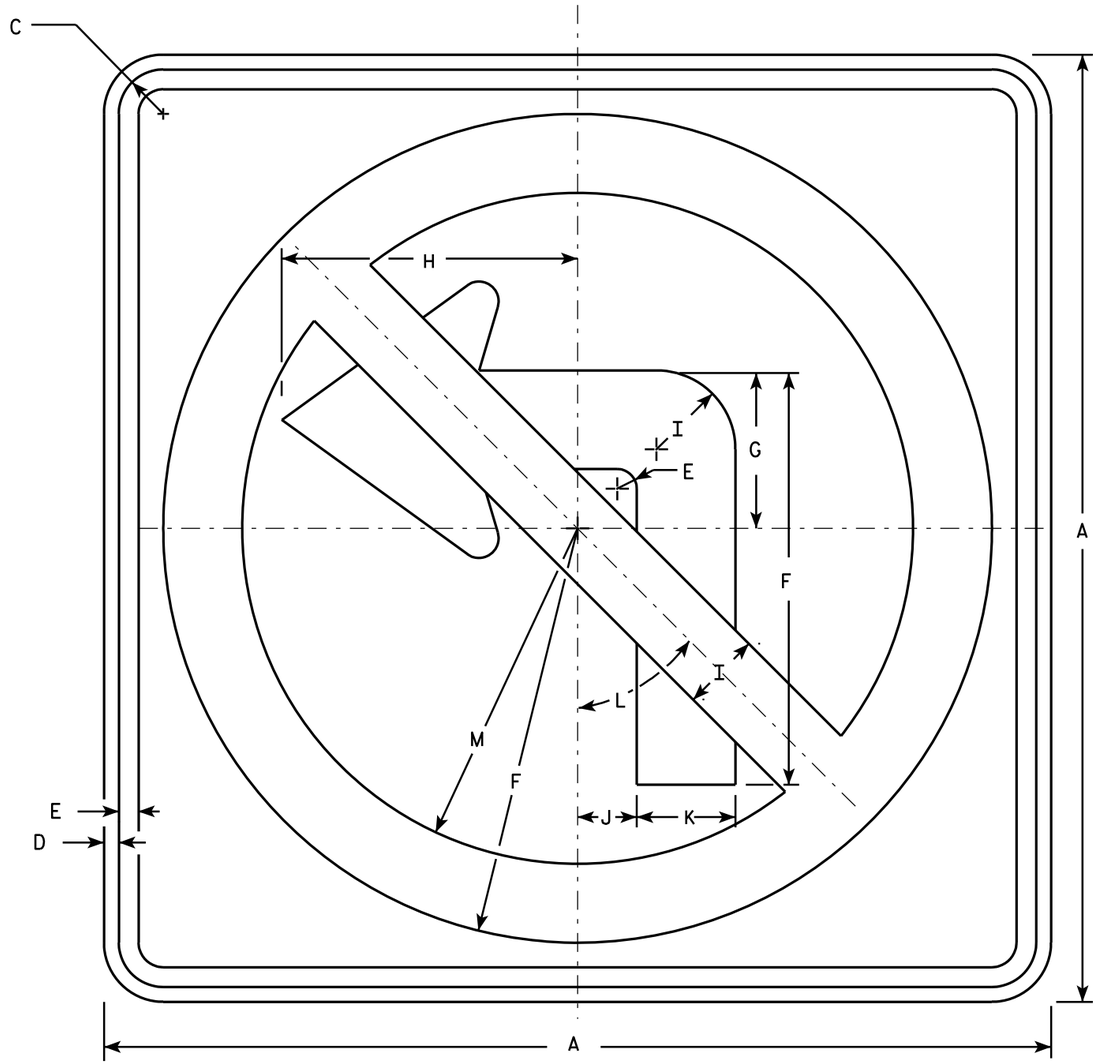
# STANDARD SIGN
# R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

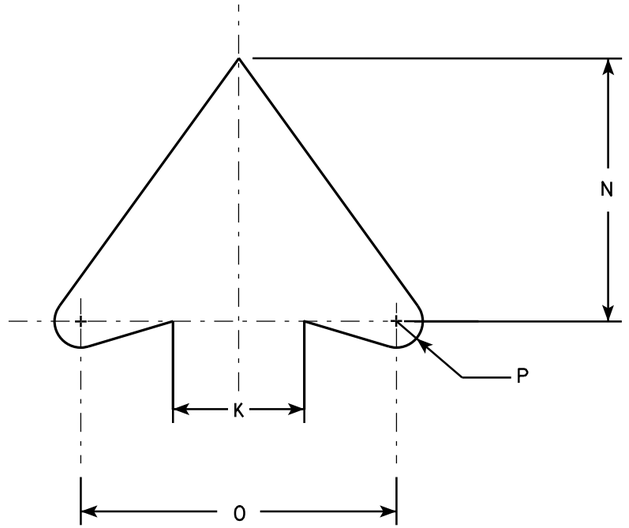
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 286 | E |
|---|---|---|---|---|---|




R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

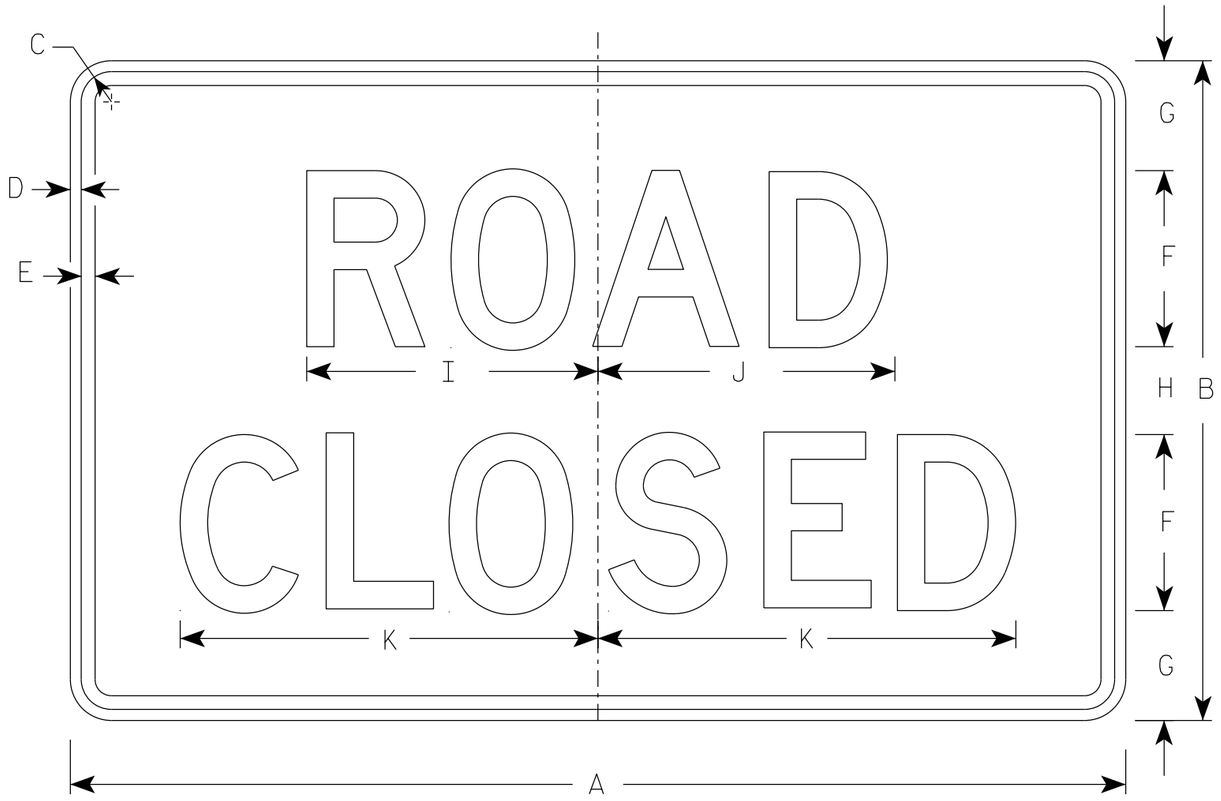
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

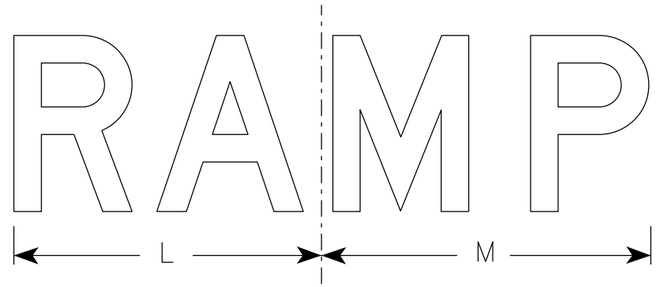
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 287 | E |
|---|---|---|---|---|---|



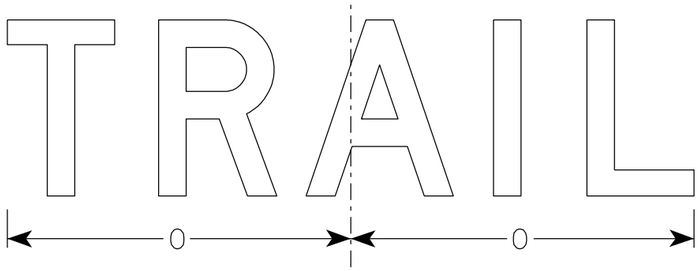

R11-2

NOTES

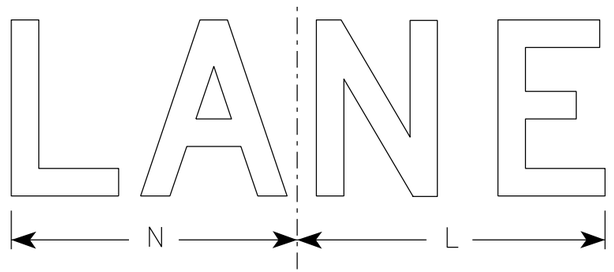
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.




R11-2R




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

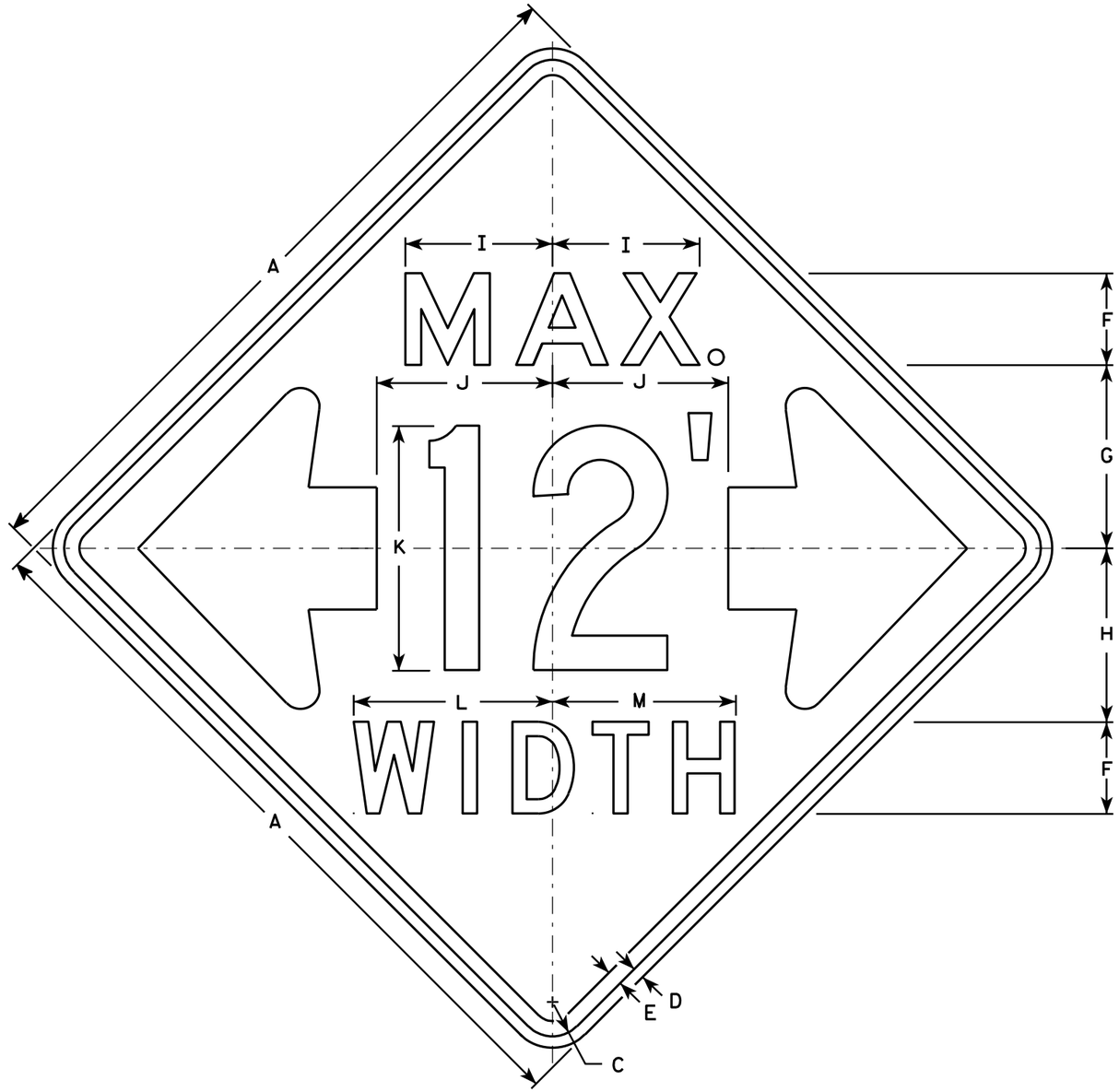
DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

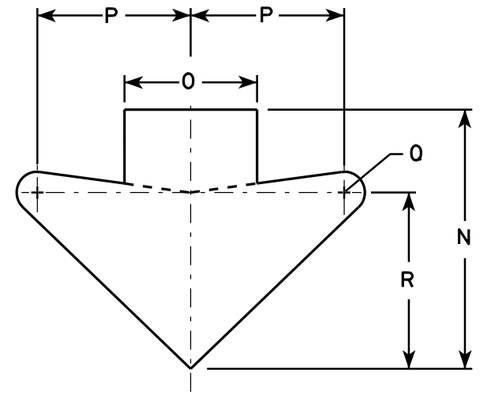

7




W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 6 | 12 | 11 3/8 | 9 5/8 | 11 1/2 | 16 | 13 | 12 | 15 5/8 | 8 | 9 1/4 | 1 1/4 | 10 5/8 | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 6 | 12 | 11 3/8 | 9 5/8 | 11 1/2 | 16 | 13 | 12 | 15 5/8 | 8 | 9 1/4 | 1 1/4 | 10 5/8 | | | | | | | | | 16.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

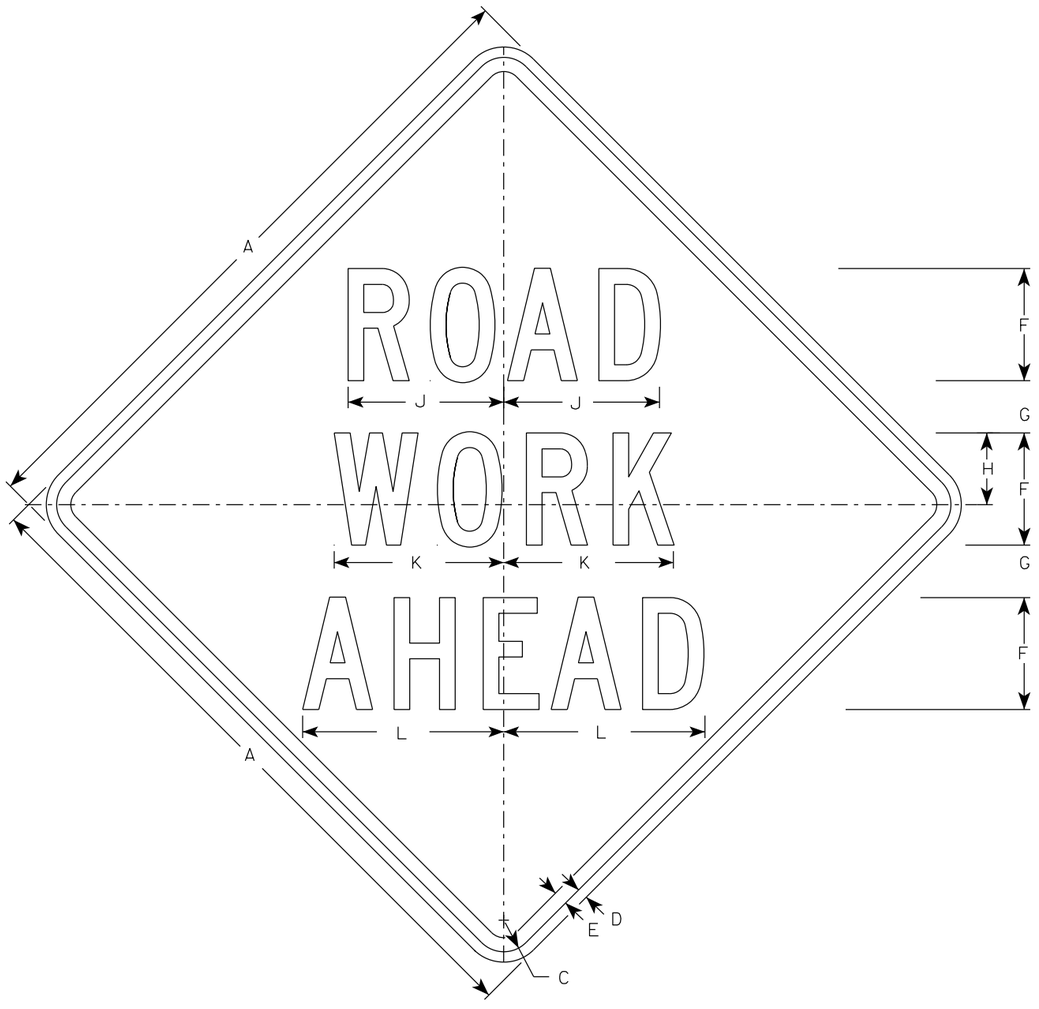
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

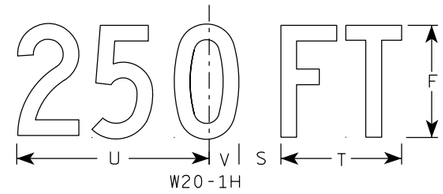
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 | E


7

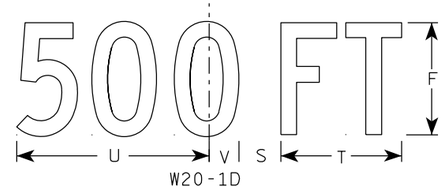
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42




W20-1A



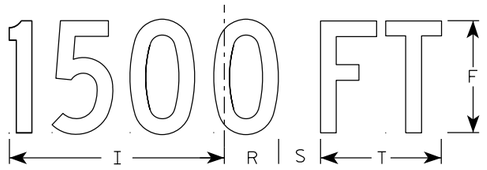

W20-1H




W20-1D



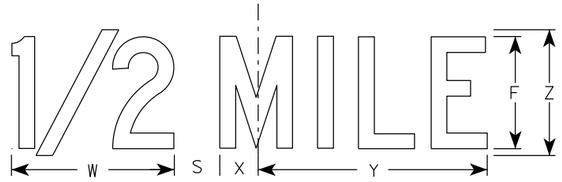

W20-1C



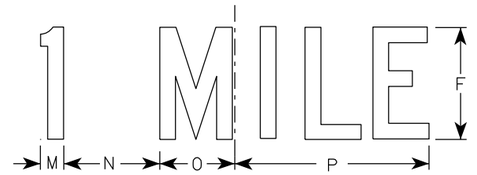

W20-1B

NOTES

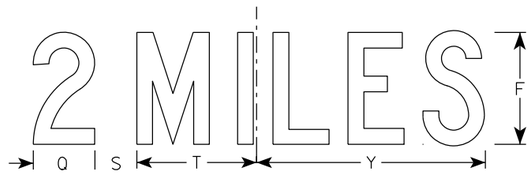
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W20-1G




W20-1F




W20-1E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 3 1/4 | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

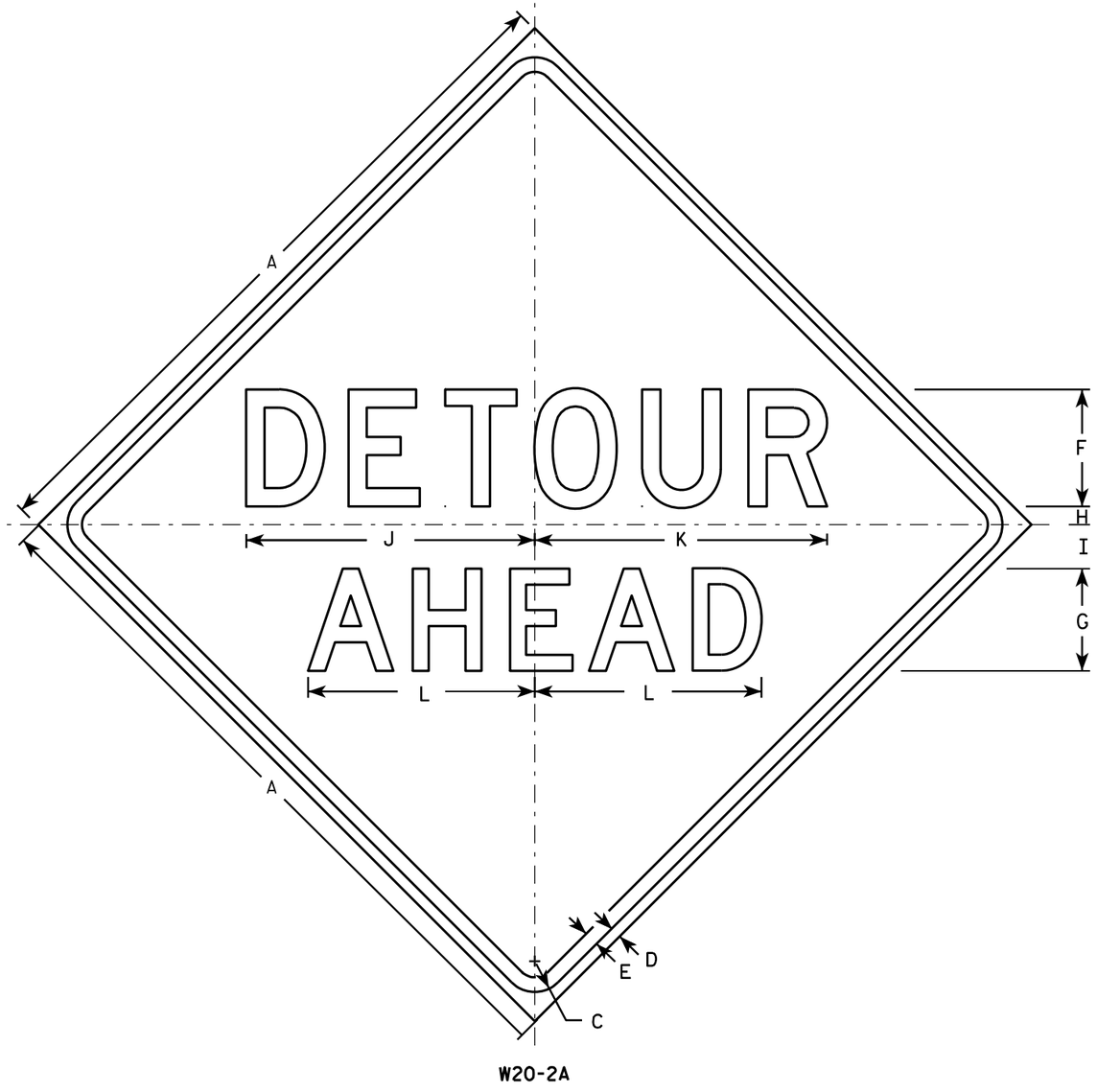


FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

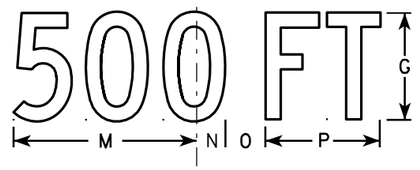
WISDOT/CADDS SHEET 42

7

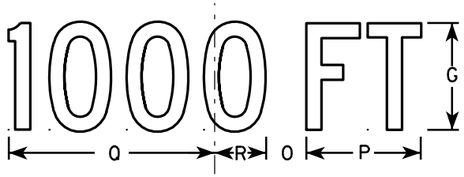
7



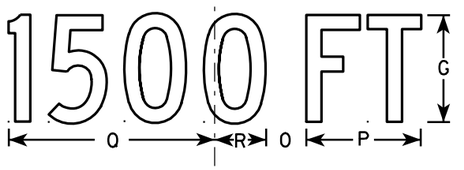

W20-2A



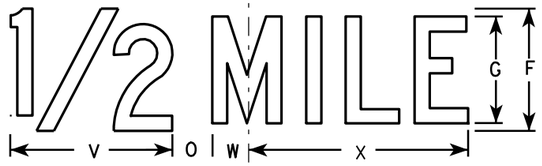

W20-2D




W20-2C




W20-2B




W20-2G

W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

STANDARD SIGN
W20-2A,B,C,D,F & G

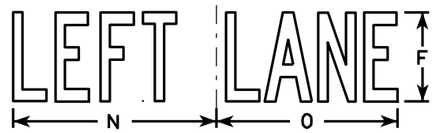
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

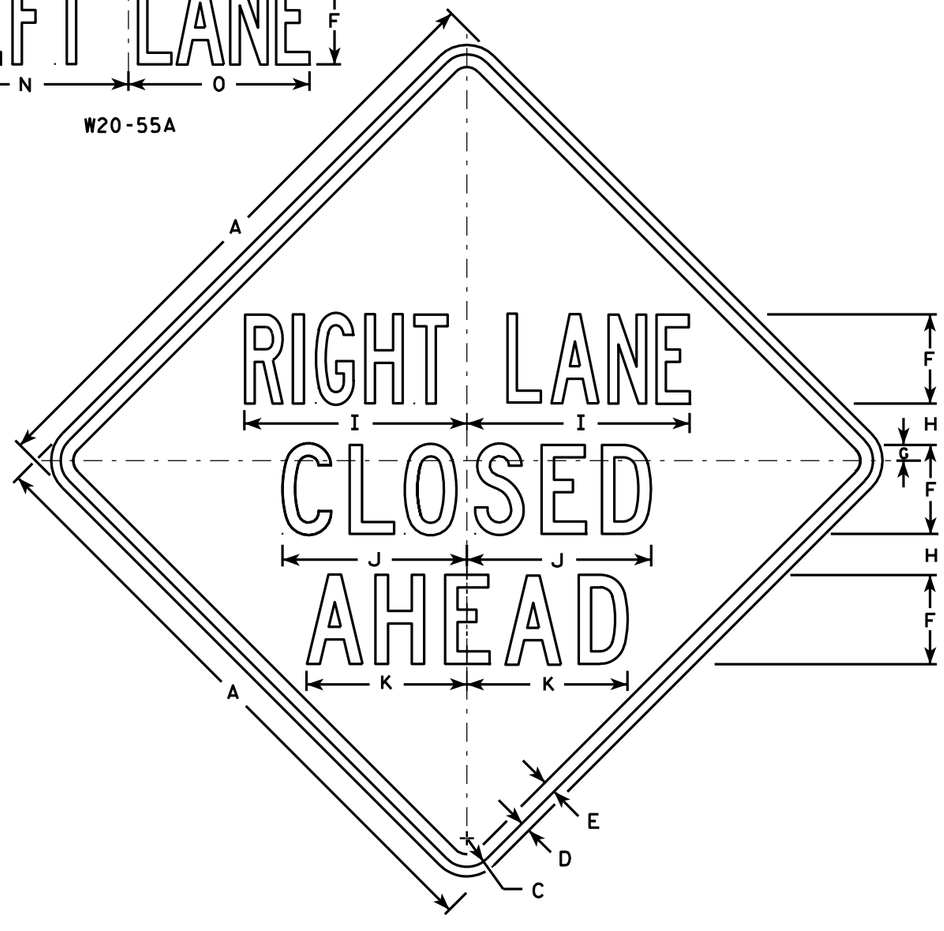
DATE 3/18/11 PLATE NO. W20-2.6

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 291 | E |
|---|---|---|---|---|---|

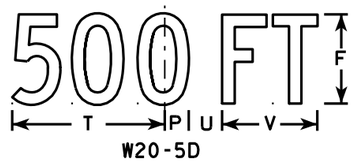
W20-56A



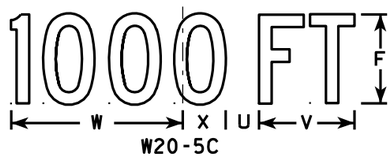

W20-55A



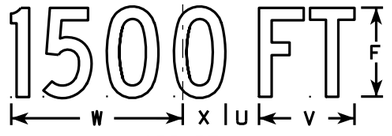

W20-5A




W20-5D




W20-5C




W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 6 | 1 5/8 | 5/8 | 3/4 | 5 | 1/8 | 2 1/2 | 13 1/8 | 10 3/4 | 9 1/2 | 14 1/4 | 13 5/8 | 12 | 12 | 1 3/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 1 1/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 3/4 | 8 | 9.0 |
| 2S | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 2M | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 3 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 4 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 5 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |

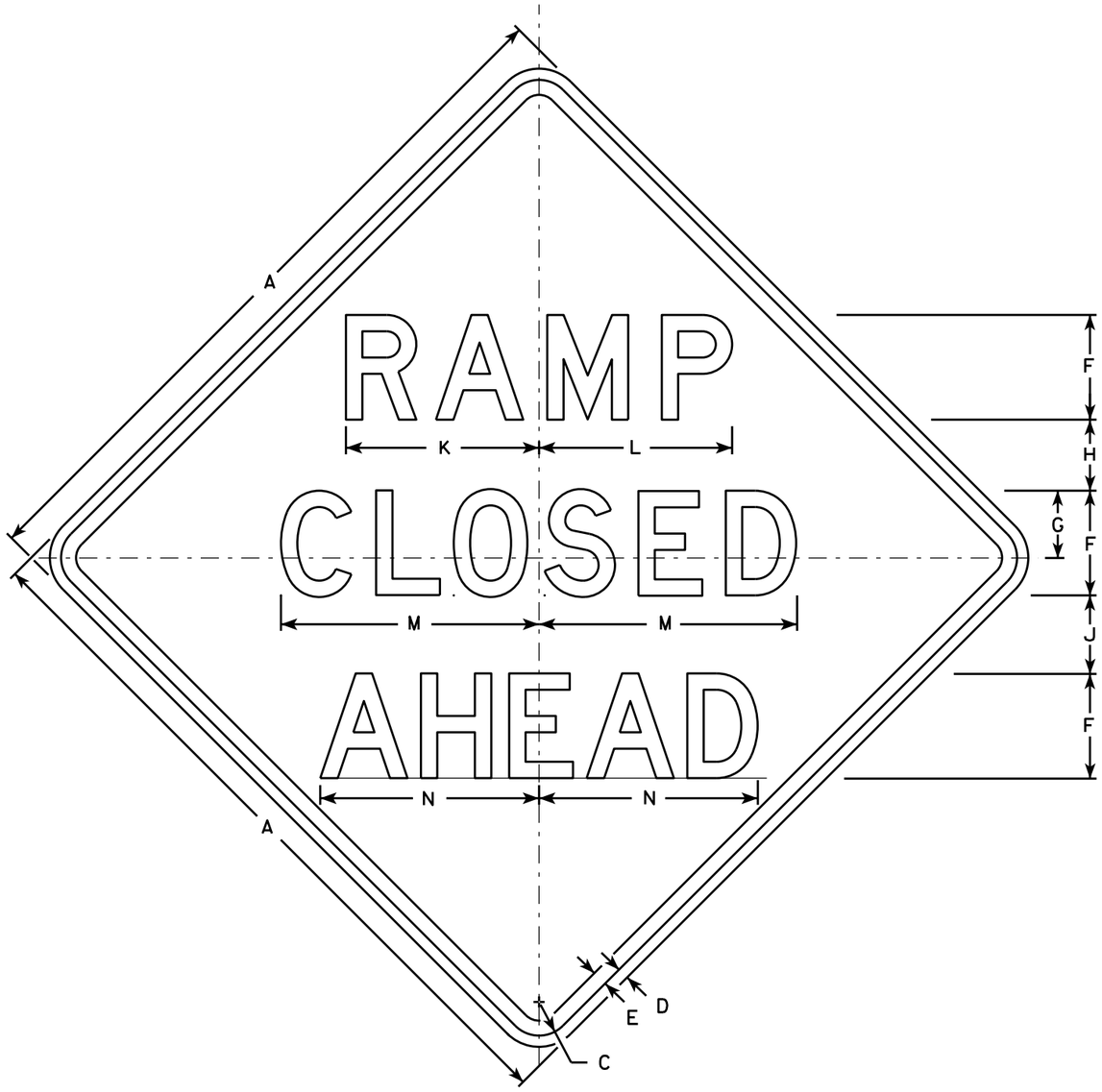
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

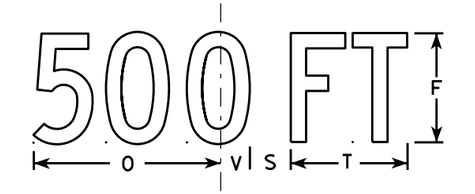
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

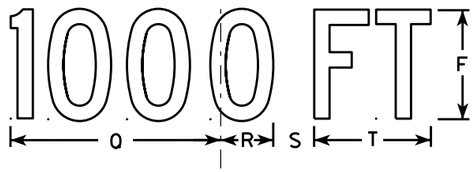
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 292 | E |
|---|---|---|---|---|---|



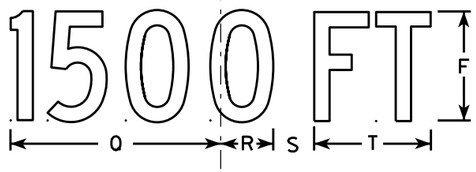

W20-53A



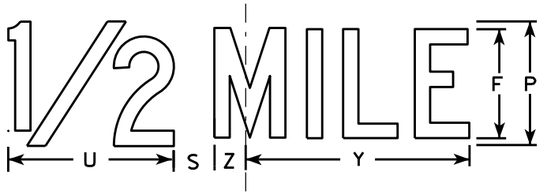

W20-53D




W20-53C




W20-53B




W20-53G

W20-53F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 9 1/4 | 9 1/4 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 12 7/8 | 12 7/8 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 12 7/8 | 12 7/8 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 12 7/8 | 12 7/8 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 12 7/8 | 12 7/8 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 12 7/8 | 12 7/8 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

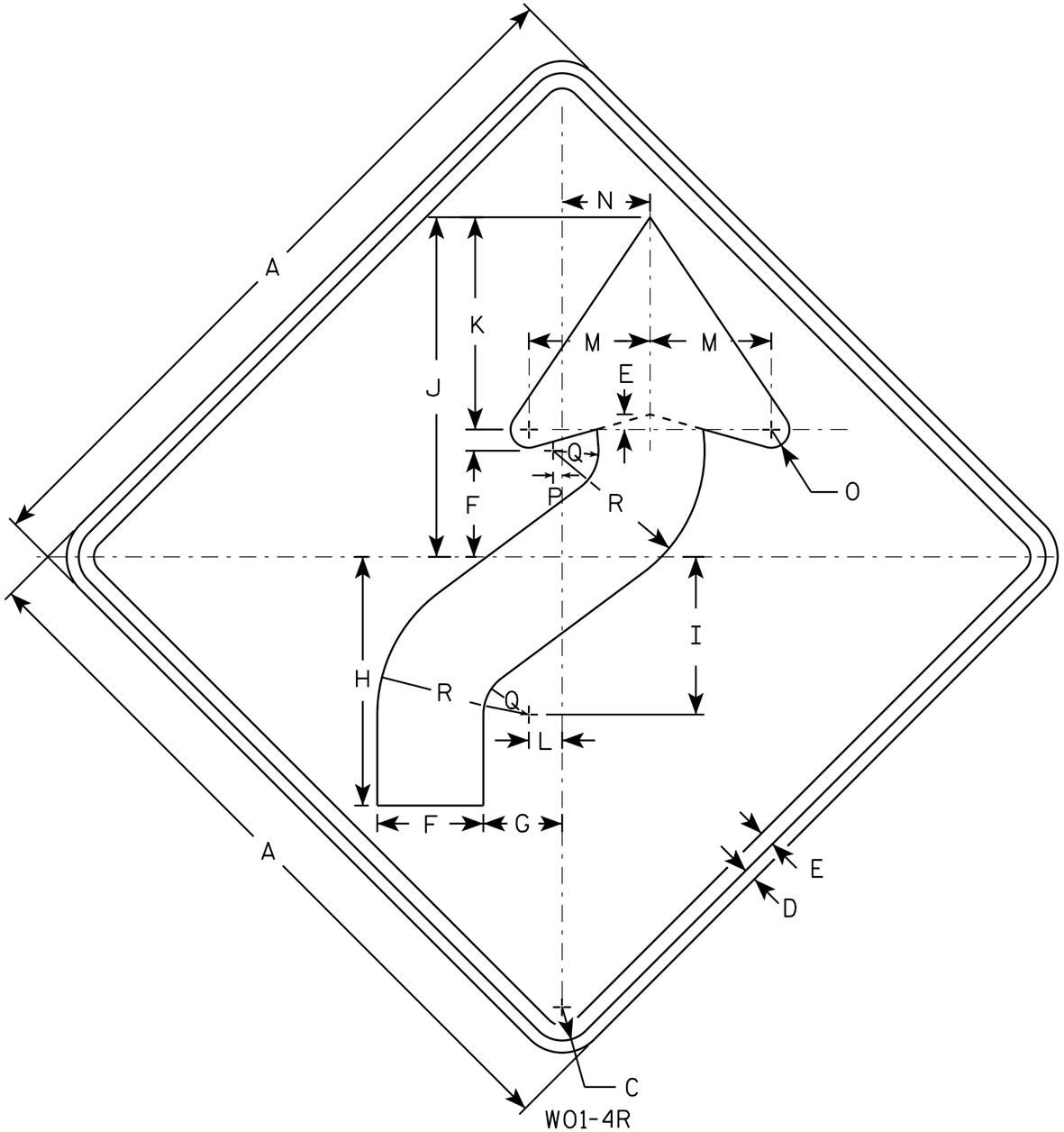
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
WISDOT/CADDS SHEET 42




WO1-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 1/4 | 4 | 12 3/8 | 7 7/8 | 16 7/8 | 10 1/2 | 1 5/8 | 6 | 4 1/2 | 1 | 1/2 | 2 1/4 | 7 1/2 | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |

# STANDARD SIGN
# WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

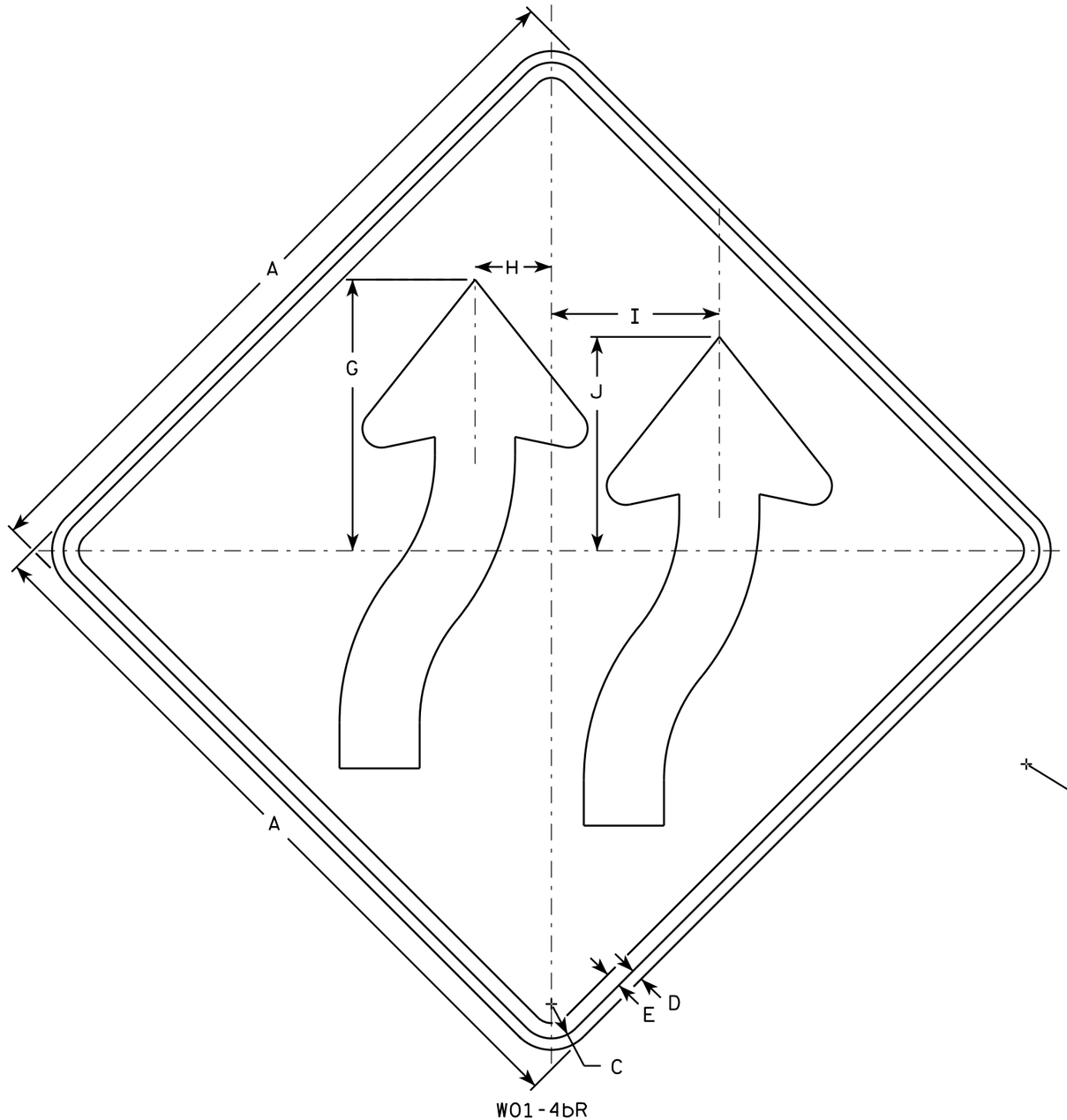
DATE 11/18/13 PLATE NO WO1-4.1



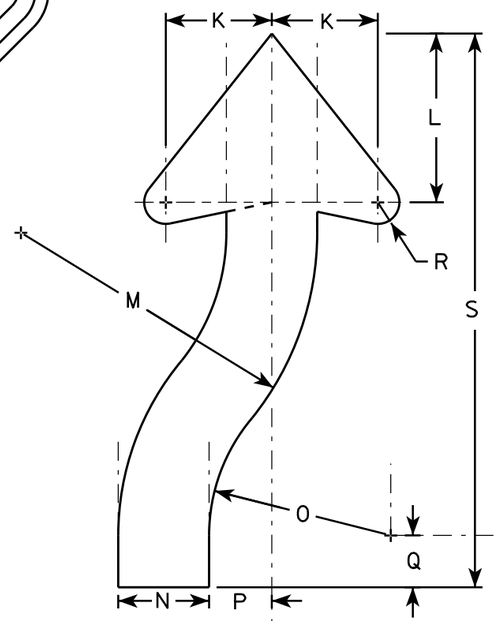
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\WO14.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42




W01-4bR




NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | | 13 3/8 | 3 3/4 | 8 1/4 | 10 1/2 | 4 5/8 | 7 3/8 | 12 7/8 | 3 7/8 | 7 7/8 | 2 3/4 | 2 1/4 | 7/8 | 24 | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | | 17 3/4 | 5 | 11 | 14 | 6 1/8 | 9 3/4 | 17 1/8 | 5 1/4 | 10 1/2 | 3 5/8 | 3 | 1 1/4 | 32 | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | | 17 3/4 | 5 | 11 | 14 | 6 1/8 | 9 3/4 | 17 1/8 | 5 1/4 | 10 1/2 | 3 5/8 | 3 | 1 1/4 | 32 | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | | 17 3/4 | 5 | 11 | 14 | 6 1/8 | 9 3/4 | 17 1/8 | 5 1/4 | 10 1/2 | 3 5/8 | 3 | 1 1/4 | 32 | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 17 3/4 | 5 | 11 | 14 | 6 1/8 | 9 3/4 | 17 1/8 | 5 1/4 | 10 1/2 | 3 5/8 | 3 | 1 1/4 | 32 | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 17 3/4 | 5 | 11 | 14 | 6 1/8 | 9 3/4 | 17 1/8 | 5 1/4 | 10 1/2 | 3 5/8 | 3 | 1 1/4 | 32 | | | | | | | | 16.0 |

# STANDARD SIGN
# W01-4b

WISCONSIN DEPT OF TRANSPORTATION

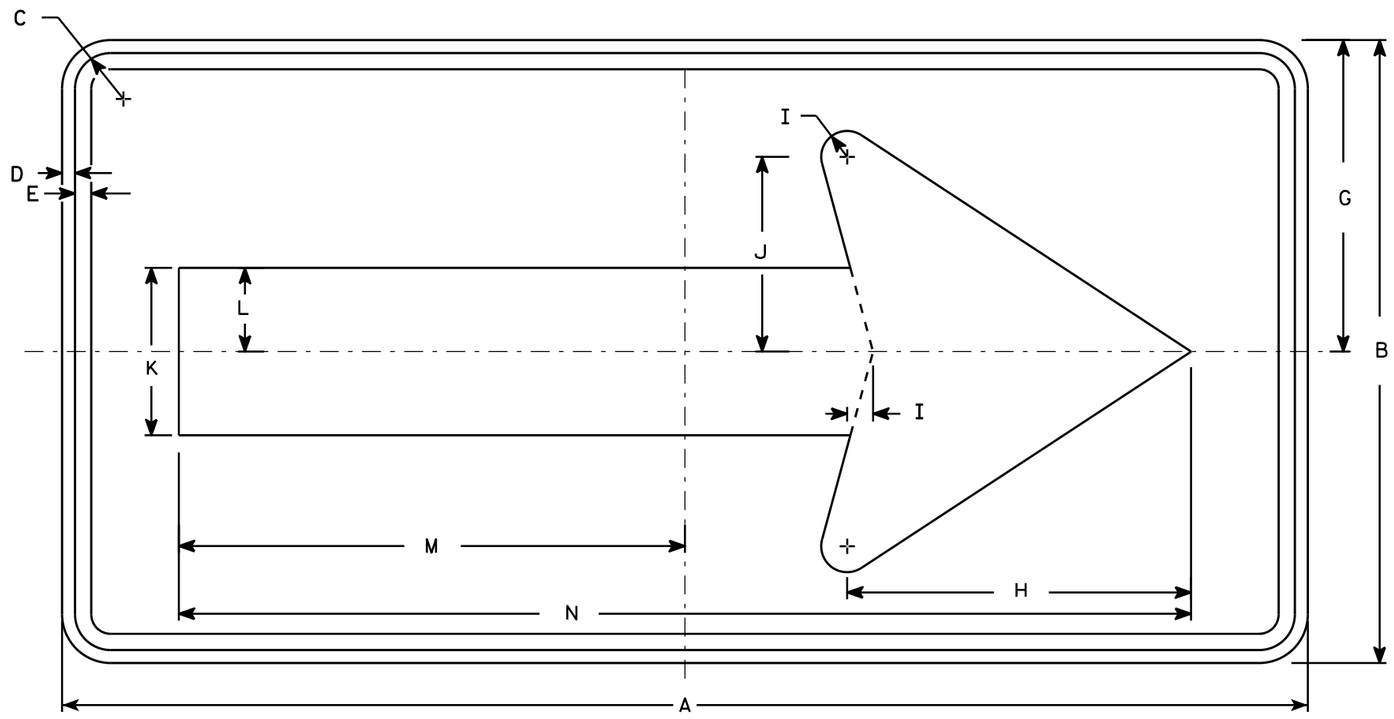
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014B.DGN PLOT DATE : 28-FEB-2014 11:36 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.756290:1.000000
WISDOT/CADDS SHEET 42




W01-6

## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

# STANDARD SIGN
# W01-6

WISCONSIN DEPT OF TRANSPORTATION

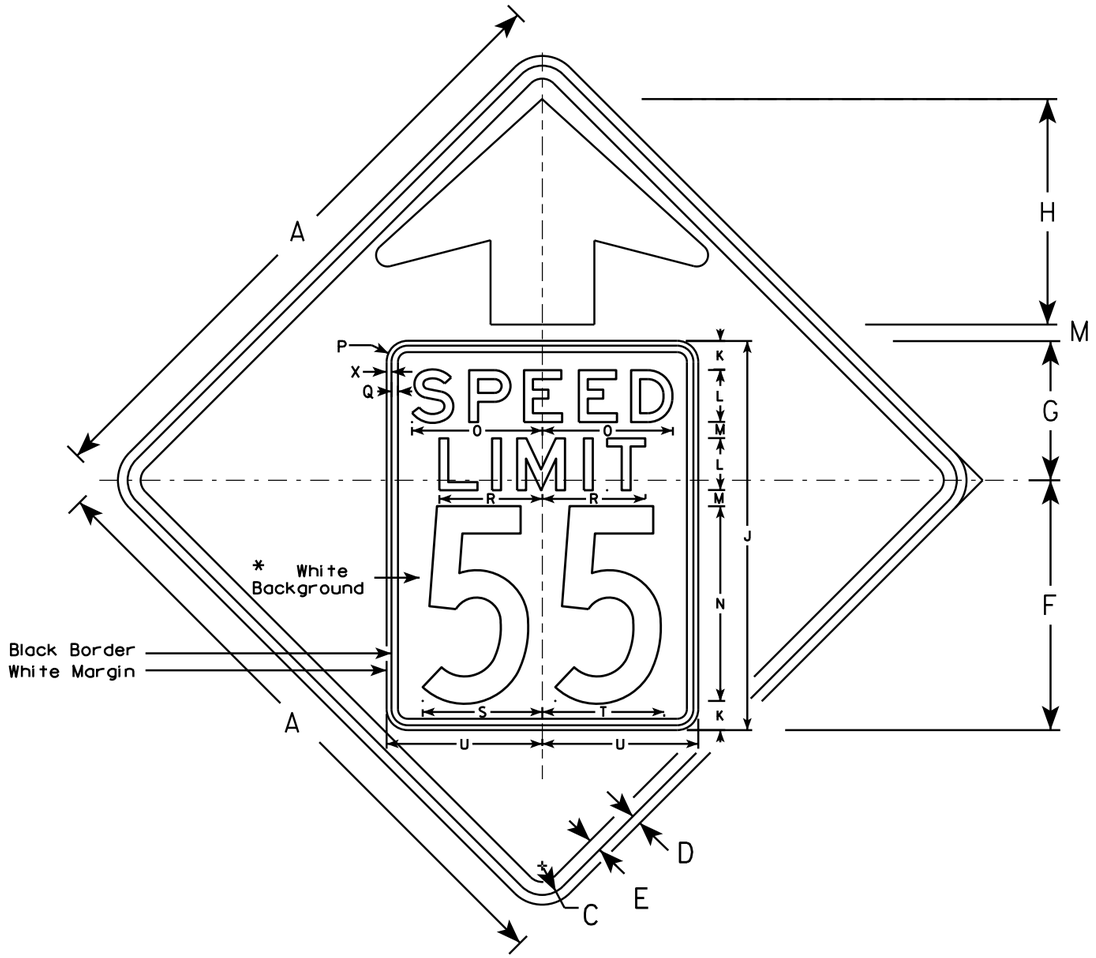
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42

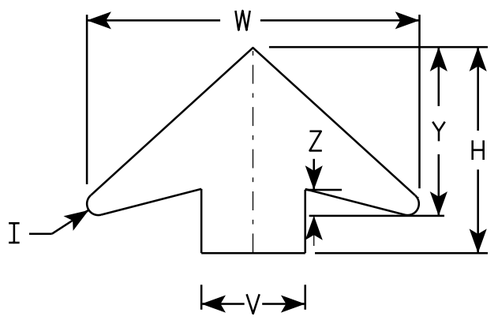



W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | 9 1/2 | 11 1/2 | 5/8 | 24 | 2 | 3 | 1 | 12 | 7 1/8 | 1 1/2 | 3/8 | 5 3/4 | 7 1/4 | 7 1/8 | 9 | 6 | 19 1/4 | 3/8 | 9 3/4 | 1 5/8 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

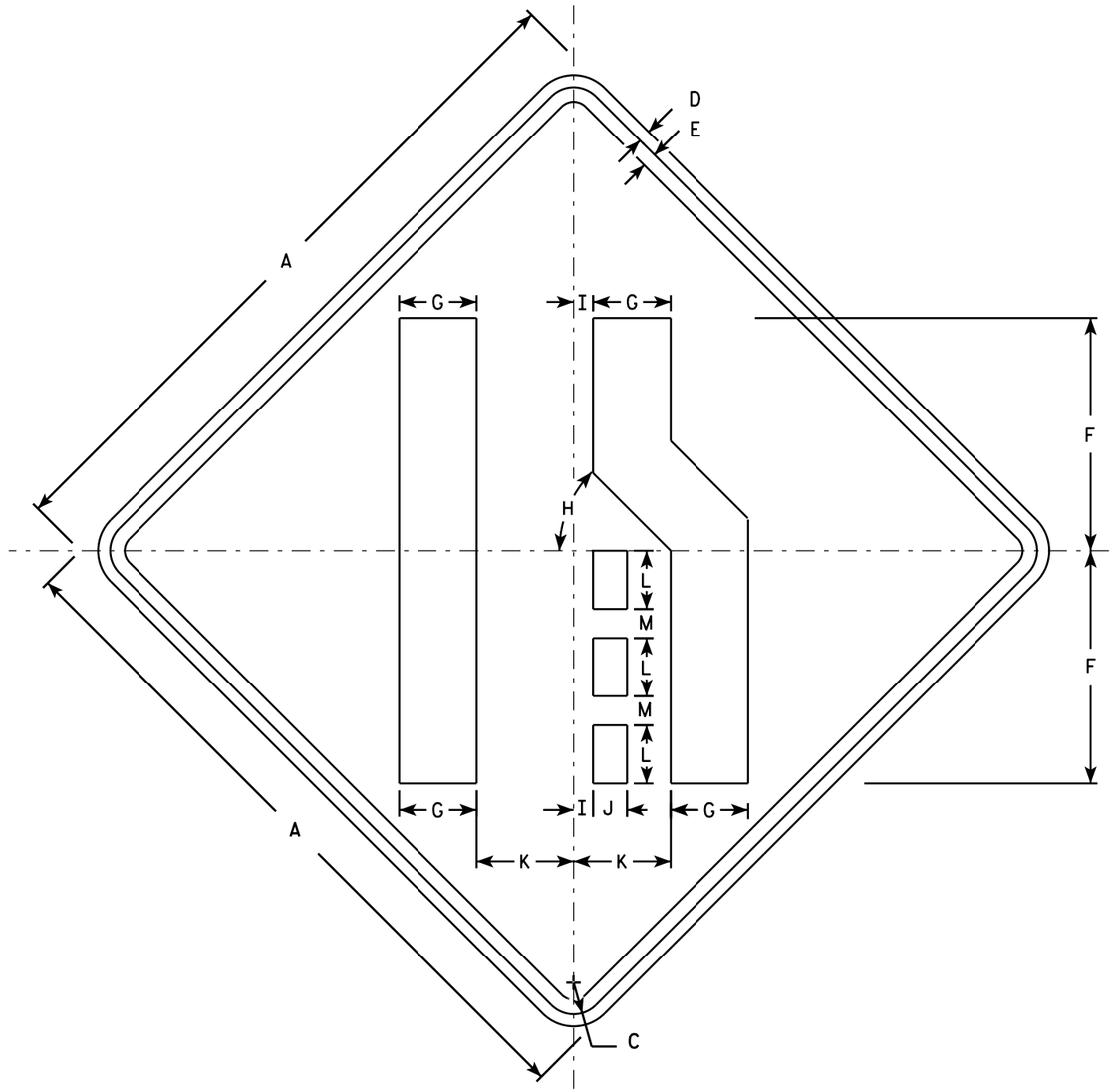
DATE 11/20/13 PLATE W03-5.1



PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42




W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |

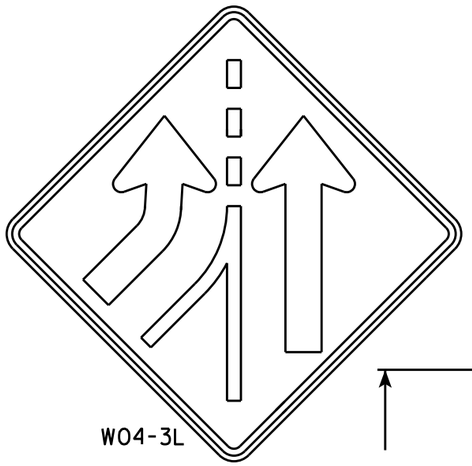
STANDARD SIGN
W04-2

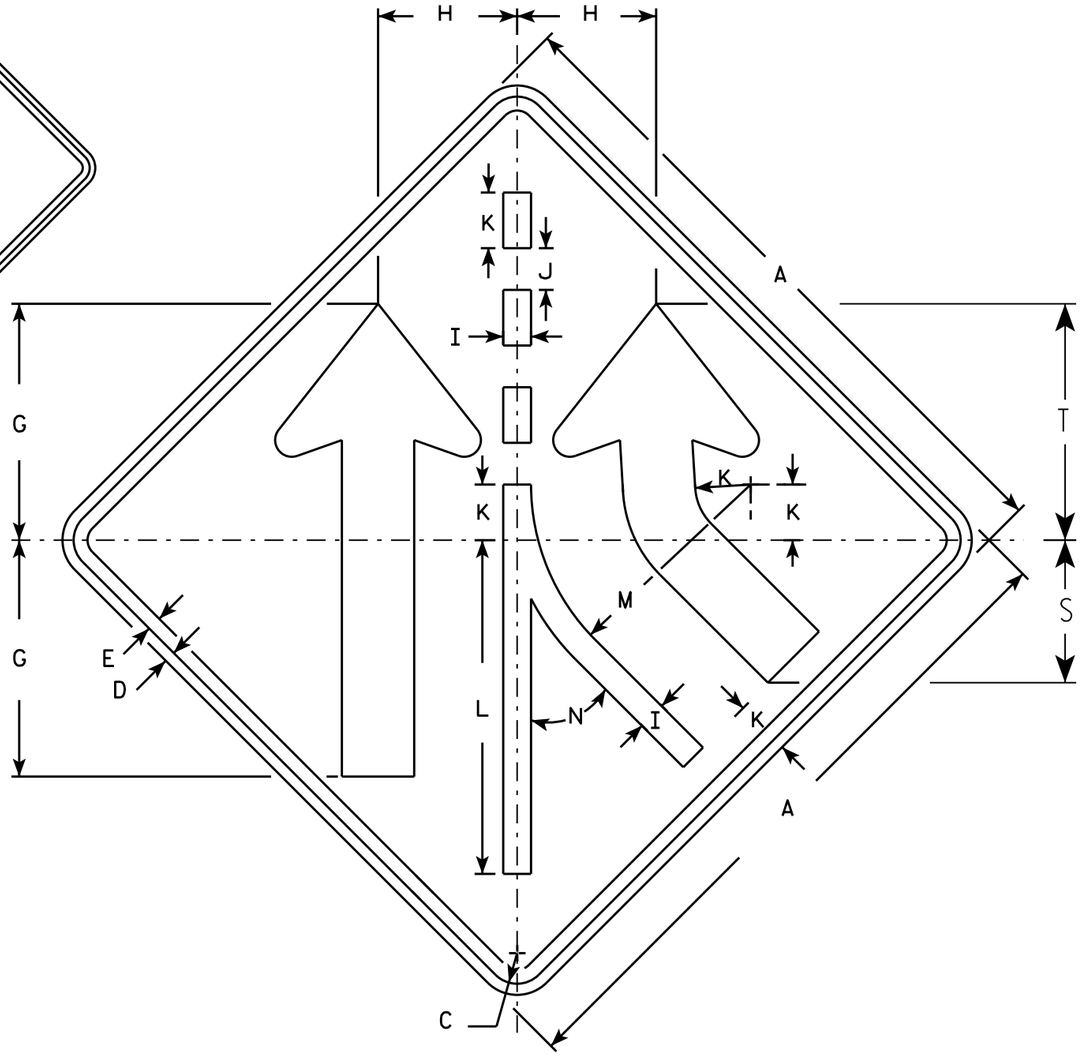
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 298 W04-2.1

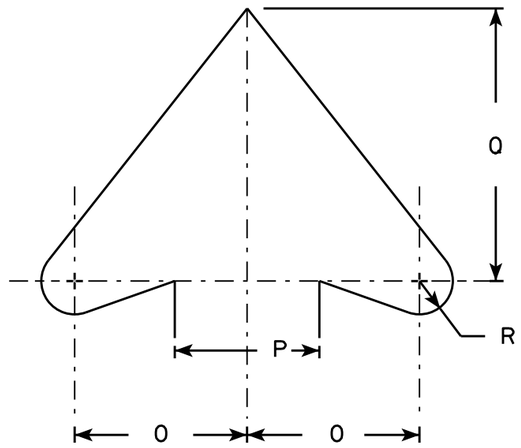
PROJECT NO: | SHEET NO: E




NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 R except the arrow is reversed along the vertical centerline.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | | 12 3/4 | 7 1/2 | 1 1/2 | 2 1/4 | 3 | 18 | 11 7/8 | 45° | 4 5/8 | 4 | 7 3/8 | 7/8 | 7 3/4 | 12 3/4 | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 17 | 10 | 2 | 3 | 4 | 24 | 15 3/4 | 45° | 6 1/4 | 5 1/2 | 9 7/8 | 1 1/4 | 10 1/4 | 17 | | | | | | | 16.0 |

STANDARD SIGN

W0433

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 11/20/13 PLATE W04-3.1

PROJECT NO: SHEET NO: E



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W043.DGN PLOT DATE : 20-NOV-2013 11:49 PLOT BY : mscsja 6.810449:1.000000

WISDOT/CADDS SHEET 42

7 7

W08-76

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Lines 1 and 2 are series D
   Line 3 is series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 96 | 48 | 2 1/4 | 3/4 | 1 | 8 | 6 | 34 3/4 | 14 1/8 | 7 | 13 5/8 | 28 7/8 | 4 5/8 | 40 1/2 | 23 1/8 | 5 3/4 | | 35 7/8 | | | | | | | | | 32.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

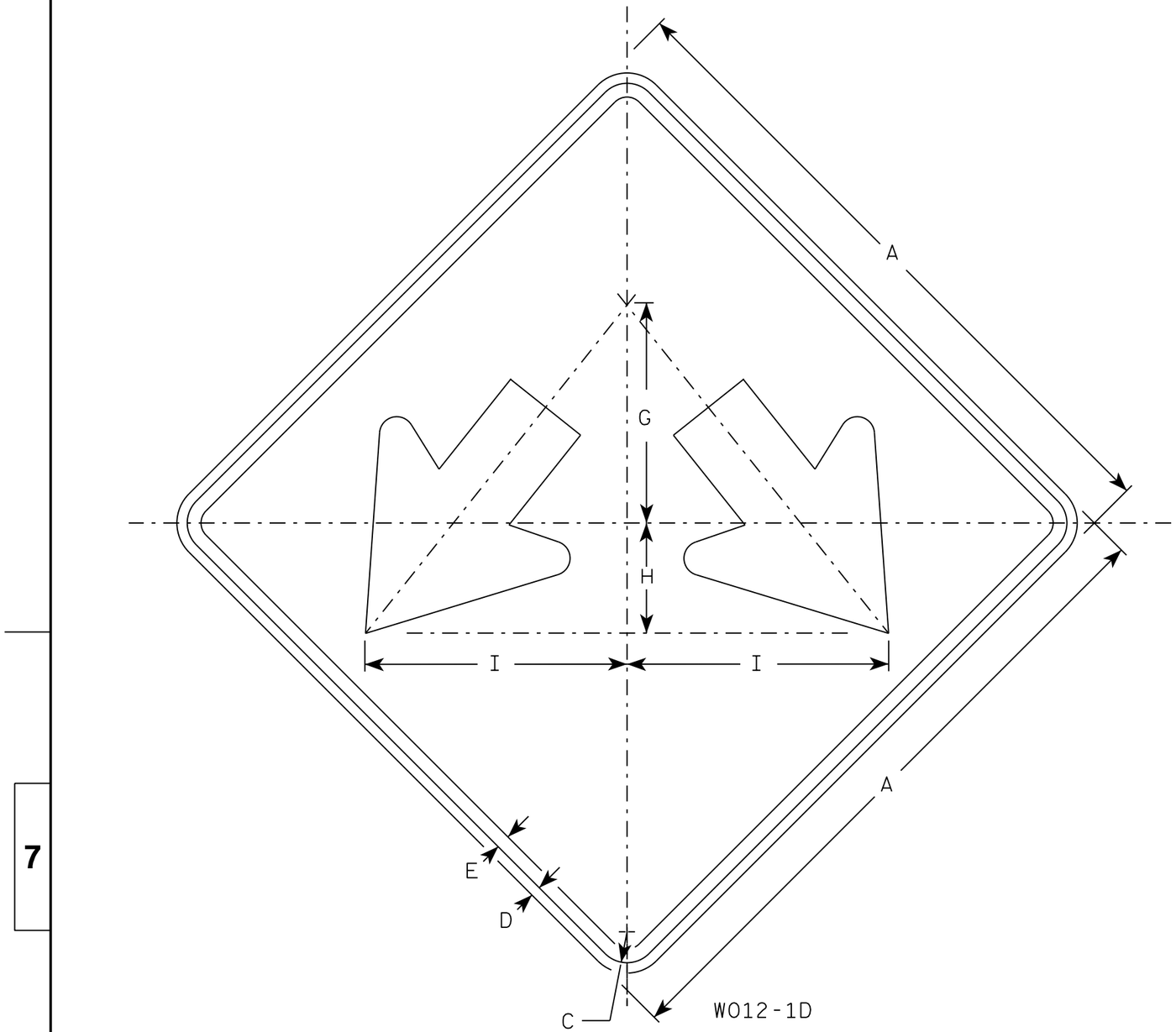
STANDARD SIGN
W08-76

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 4/8/2021 PLATE NO. W08-76.2

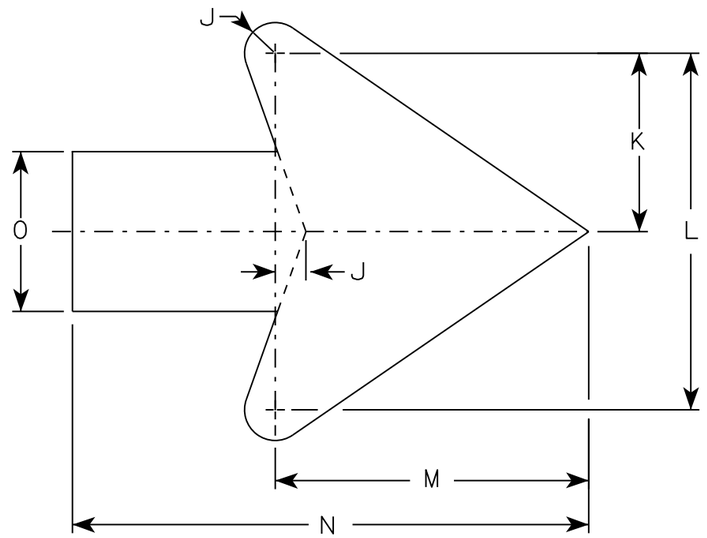
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 300 | E




W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/8 | 1/2 | 3/8 | | 8 | 4 | 9 1/2 | 3/8 | 3 3/8 | 7 1/4 | 6 3/8 | 10 3/8 | 3 1/4 | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 | 5 | 11 7/8 | 3/4 | 4 1/2 | 9 | 7 7/8 | 13 | 4 | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 1 3/8 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |
| 5 | 36 | | 1 3/8 | 1/2 | 5/8 | | 12 | 6 | 14 1/4 | 1 | 5 1/2 | 10 7/8 | 9 5/8 | 15 3/4 | 4 3/4 | | | | | | | | | | | | 9.0 |

STANDARD SIGN
W012-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000

IH 39 NB - AUX LANE - STA 1305+75 TO STA 1317+85

| STATION | DISTANCE | AREA (SF) CUT (NOTE 1) | AREA (SF) FILL (NOTE 2) | INCREMENTAL VOLUME (CY) (UNADJUSTED) CUT (NOTE 1) | INCREMENTAL VOLUME (CY) (UNADJUSTED) FILL (NOTE 2) | CUMULATIVE VOLUME (CY) CUT (NOTE 1) 1.00 | CUMULATIVE VOLUME (CY) EXPANDED FILL (NOTE 3) 1.25 | MASS ORDINATE (NOTE 4) |
|---|---|---|---|---|---|---|---|---|
| 1305+75 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1305+93 | 18 | 25 | 0 | 14 | 0 | 14 | 0 | 14 |
| 1306+00 | 7 | 26 | 0 | 7 | 0 | 21 | 0 | 21 |
| 1306+22 | 22 | 28 | 0 | 22 | 0 | 43 | 0 | 43 |
| 1306+22 | 0 | 41 | 0 | 0 | 0 | 43 | 0 | 43 |
| 1307+00 | 78 | 45 | 0 | 124 | 0 | 167 | 0 | 167 |
| 1307+03 | 3 | 45 | 0 | 4 | 0 | 171 | 0 | 171 |
| 1308+00 | 97 | 39 | 0 | 152 | 0 | 323 | 0 | 323 |
| 1309+00 | 100 | 34 | 0 | 135 | 0 | 458 | 0 | 458 |
| 1310+00 | 100 | 28 | 3 | 115 | 6 | 573 | 8 | 565 |
| 1310+07 | 7 | 28 | 3 | 7 | 1 | 580 | 9 | 571 |
| 1311+00 | 93 | 27 | 8 | 95 | 19 | 675 | 33 | 642 |
| 1312+00 | 100 | 23 | 16 | 93 | 44 | 768 | 88 | 680 |
| 1312+48 | 48 | 25 | 11 | 43 | 24 | 811 | 118 | 693 |
| 1313+00 | 52 | 26 | 12 | 49 | 22 | 860 | 146 | 714 |
| 1314+00 | 100 | 25 | 16 | 94 | 52 | 954 | 211 | 743 |
| 1314+17 | 17 | 25 | 25 | 16 | 13 | 970 | 227 | 743 |
| 1315+00 | 83 | 24 | 14 | 75 | 60 | 1,045 | 302 | 743 |
| 1316+00 | 100 | 27 | 1 | 94 | 28 | 1,139 | 337 | 802 |
| 1317+00 | 100 | 28 | 0 | 102 | 2 | 1,241 | 340 | 901 |
| 1317+85 | 85 | 31 | 0 | 93 | 0 | 1,334 | 340 | 994 |
| | | | | 1,334 | 271 | | | |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET. |
| 2 - FILL | DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT AREA/VOLUME. SALVAGED/UNUSABLE PAVEMENT MATERIAL IS CALCULATED ON THE SECTION 3 SUMMARY SHEET. |
| 3 - EXPANDED MATERIAL | (UNEXPANDED MATERIAL)*(EXPANSION FACTOR) |
| 4 - MASS ORDINATE | CUT - (EXPANDED FILL); POSITIVE INDICATES AN EXCESS OF MATERIAL |

9

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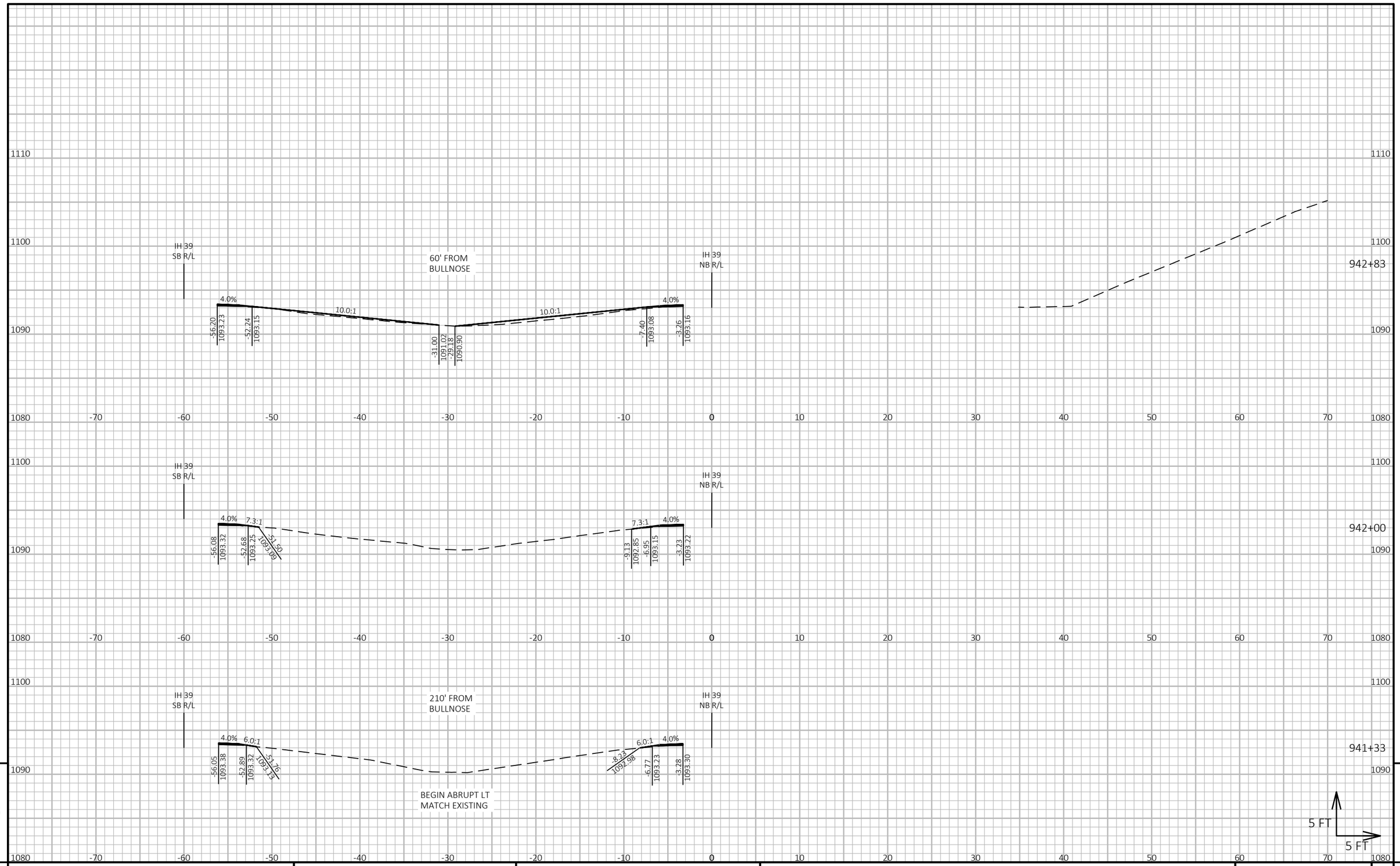


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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - STH 54 | SHEET 303 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

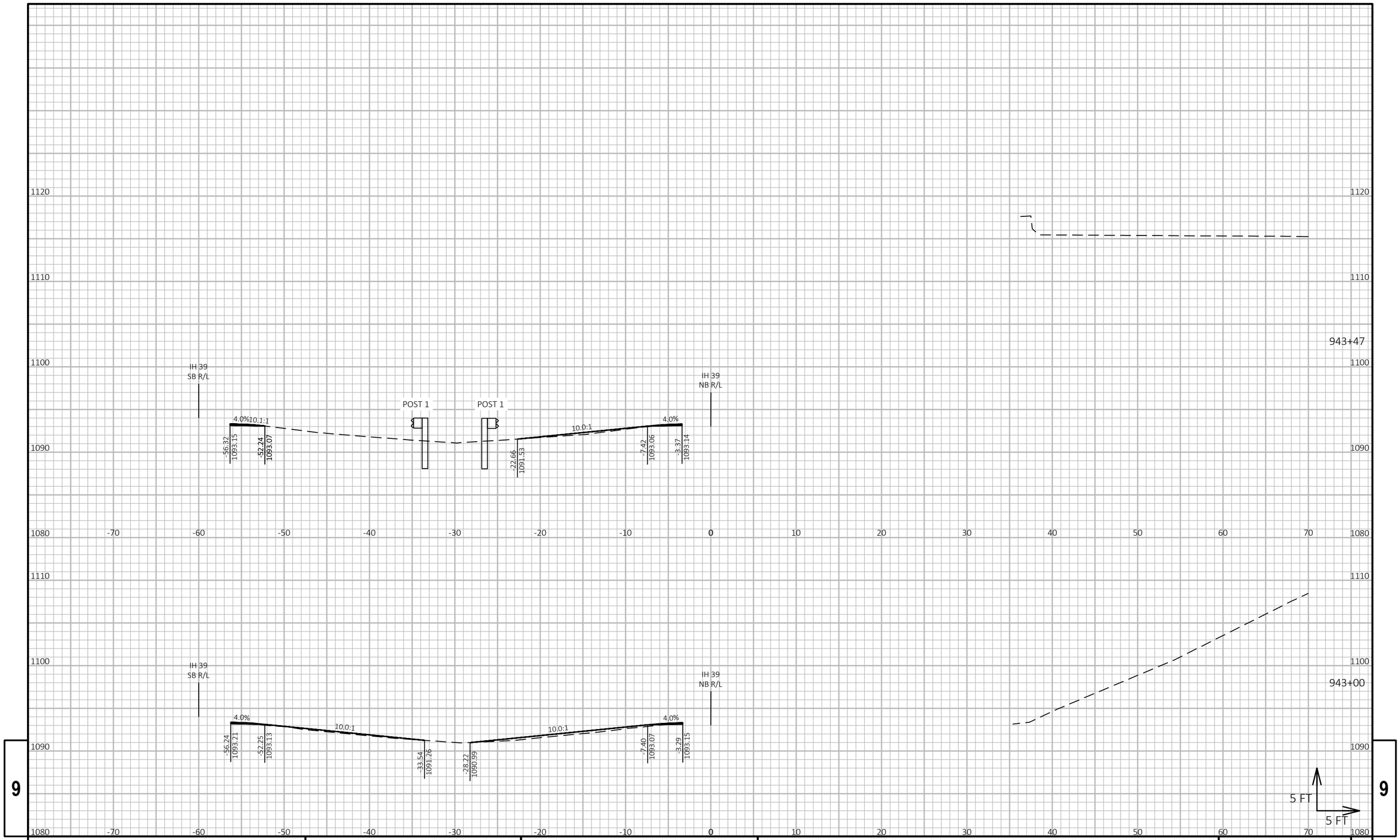
PLOT DATE : 2/18/2024 5:34 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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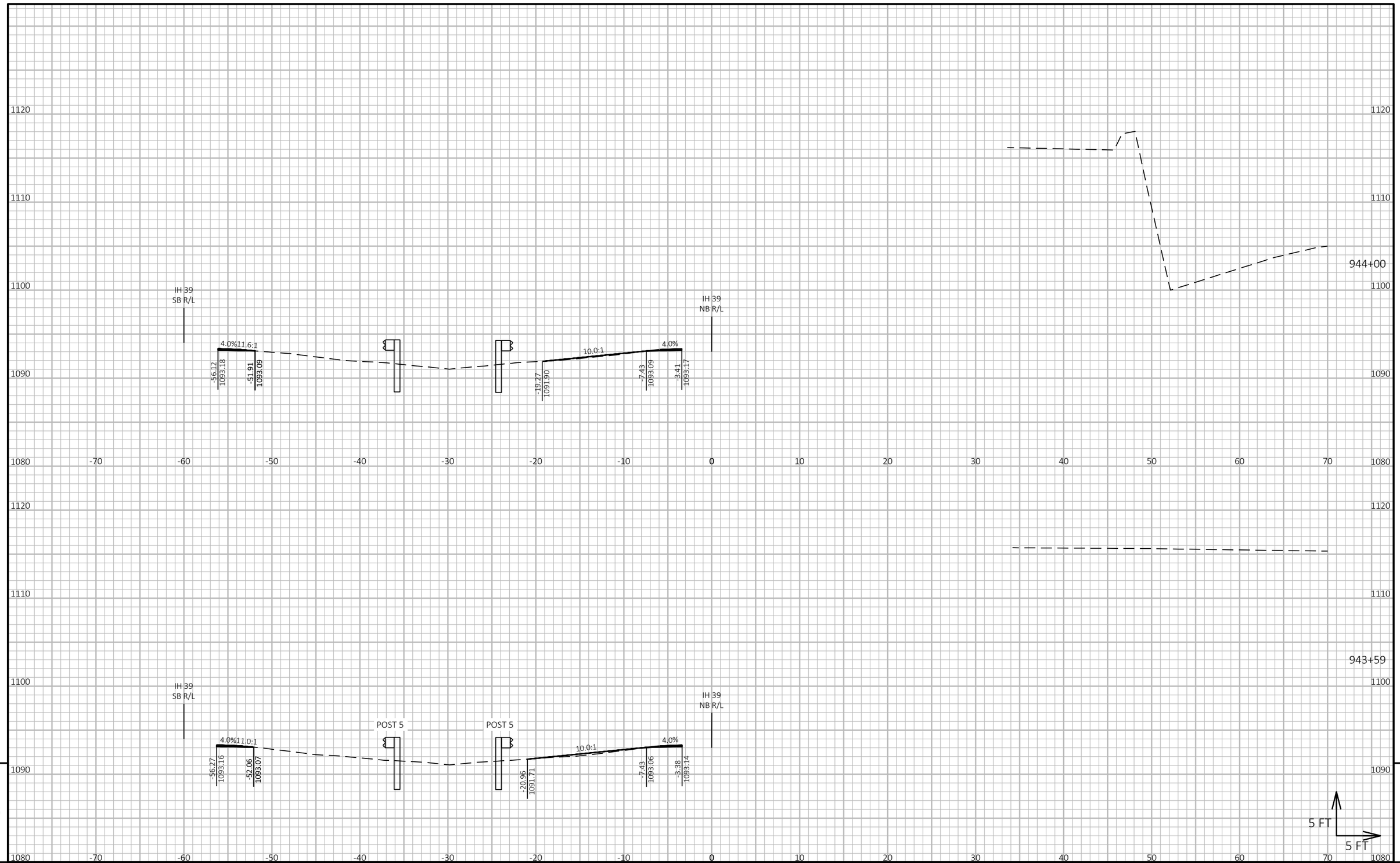
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - STH 54 | SHEET 304 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:34 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :




9

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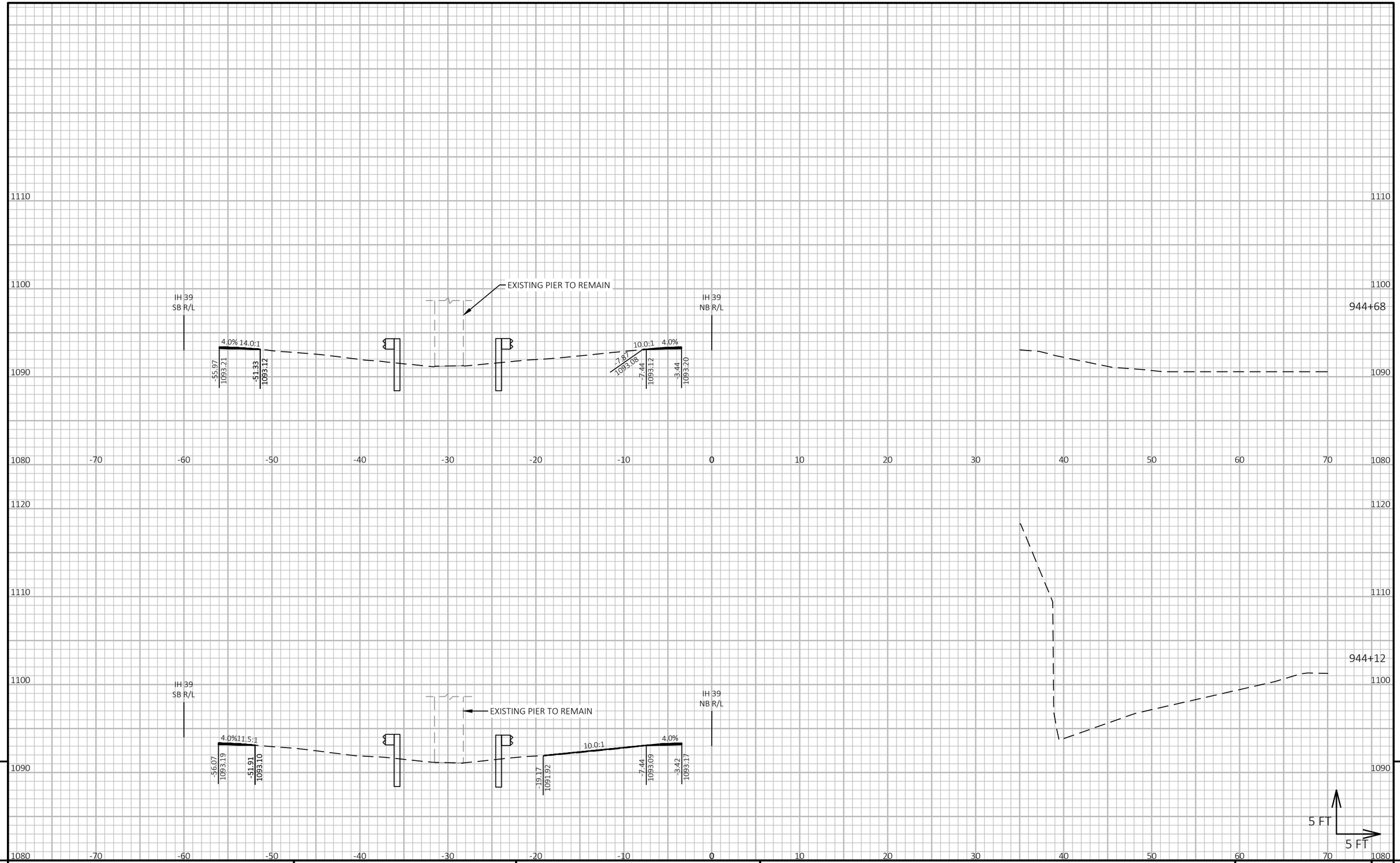
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - STH 54 | SHEET 305 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:34 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - STH 54 | SHEET 306 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

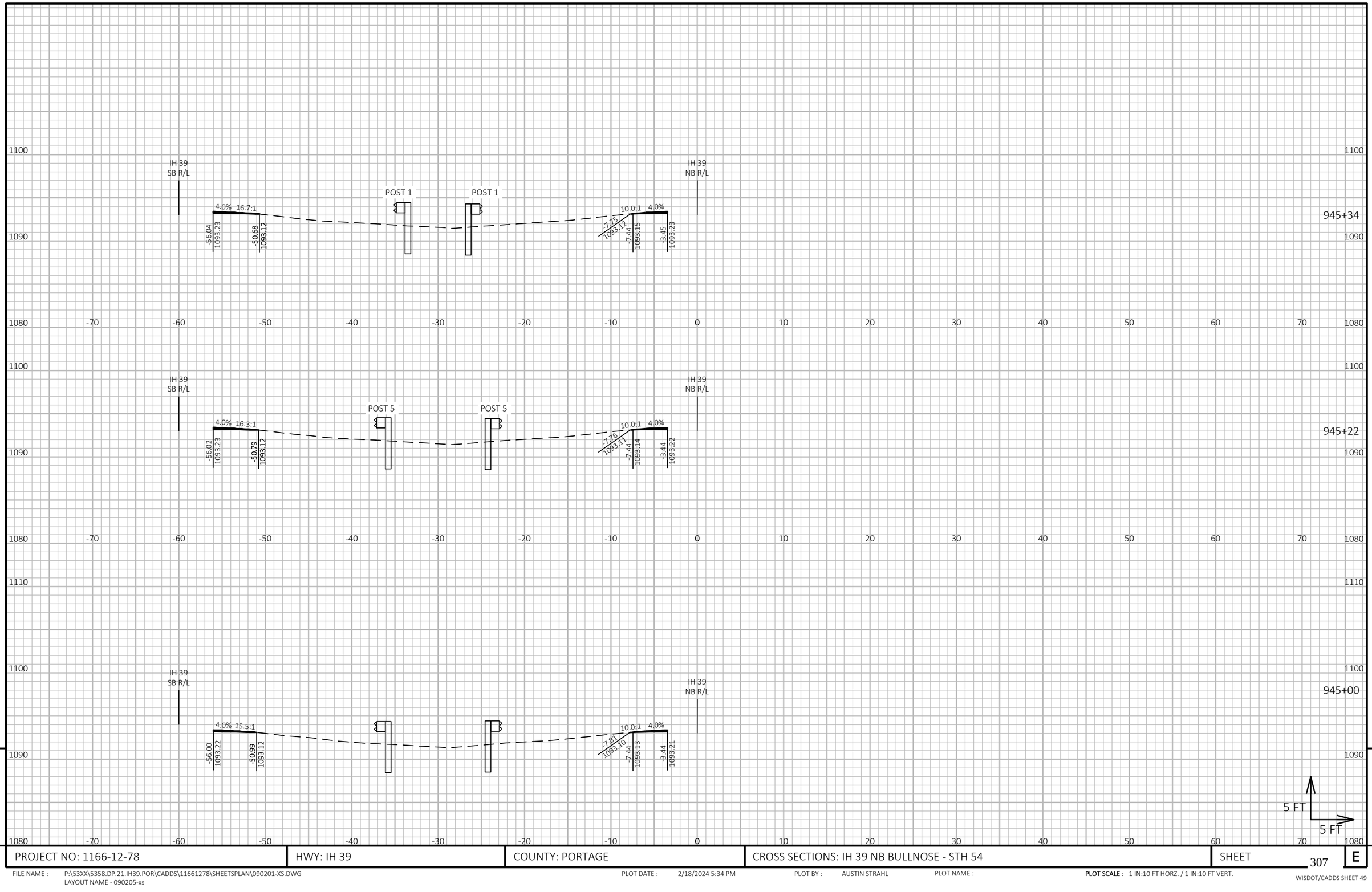
PLOT DATE : 2/18/2024 5:34 PM

PLOT BY : AUSTIN STRAHL

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: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - STH 54 | SHEET 307 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

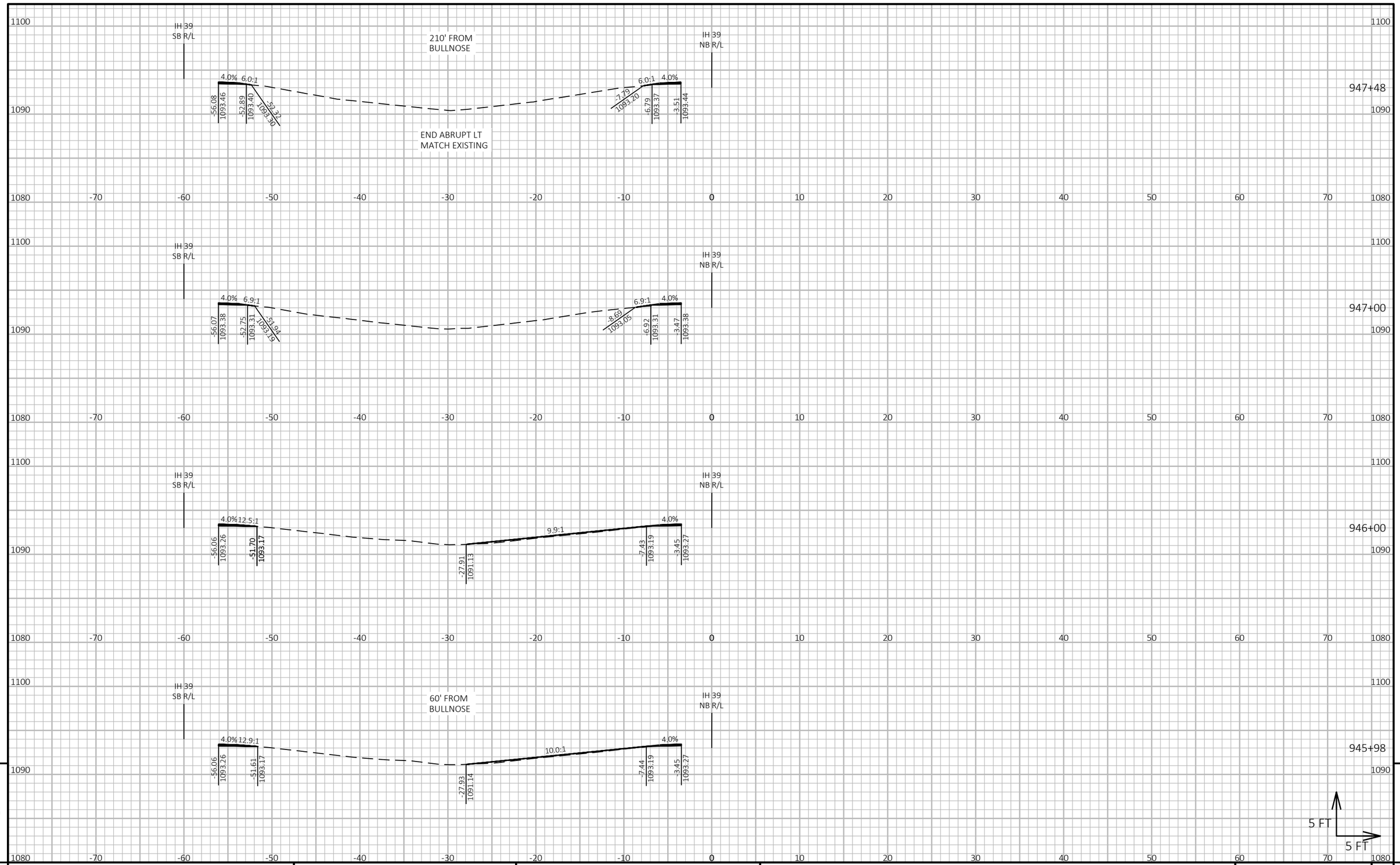
PLOT DATE : 2/18/2024 5:34 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - STH 54 | SHEET 308 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:34 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

9

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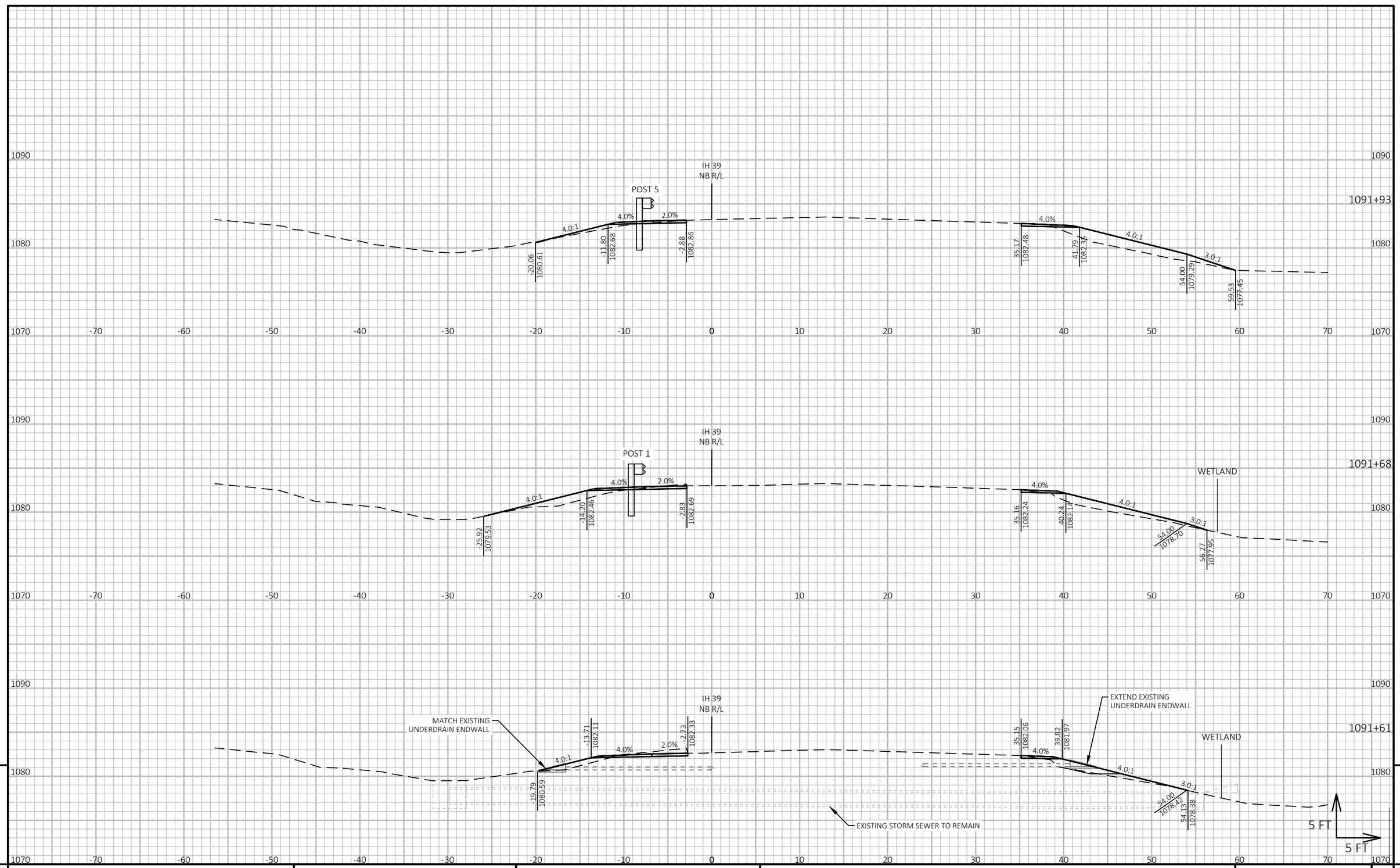
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - LITTLE PLOVER RIVER | SHEET 309 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:35 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - LITTLE PLOVER RIVER | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:35 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

9

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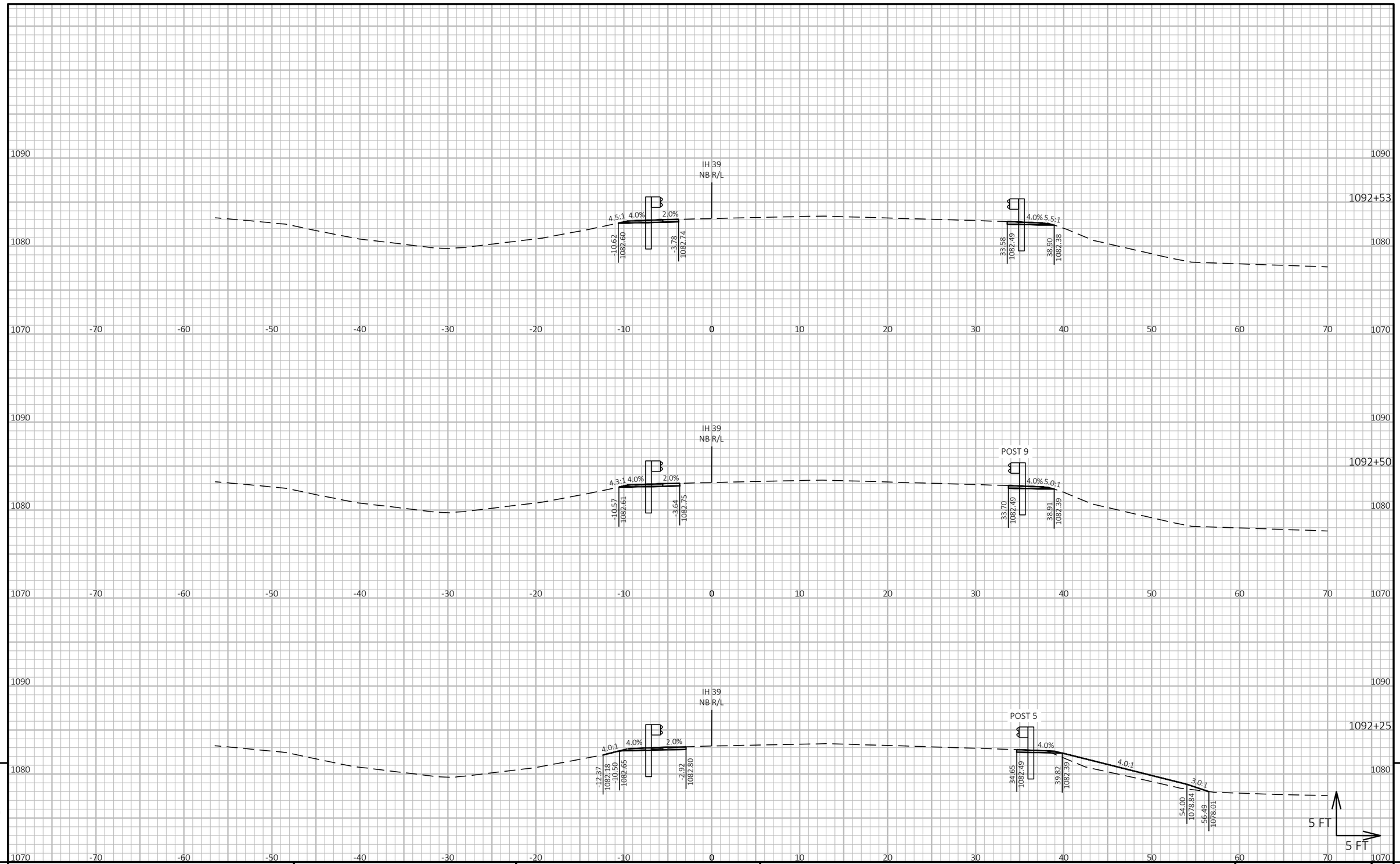
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - LITTLE PLOVER RIVER | SHEET 311 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:35 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - LITTLE PLOVER RIVER | SHEET 312 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:35 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

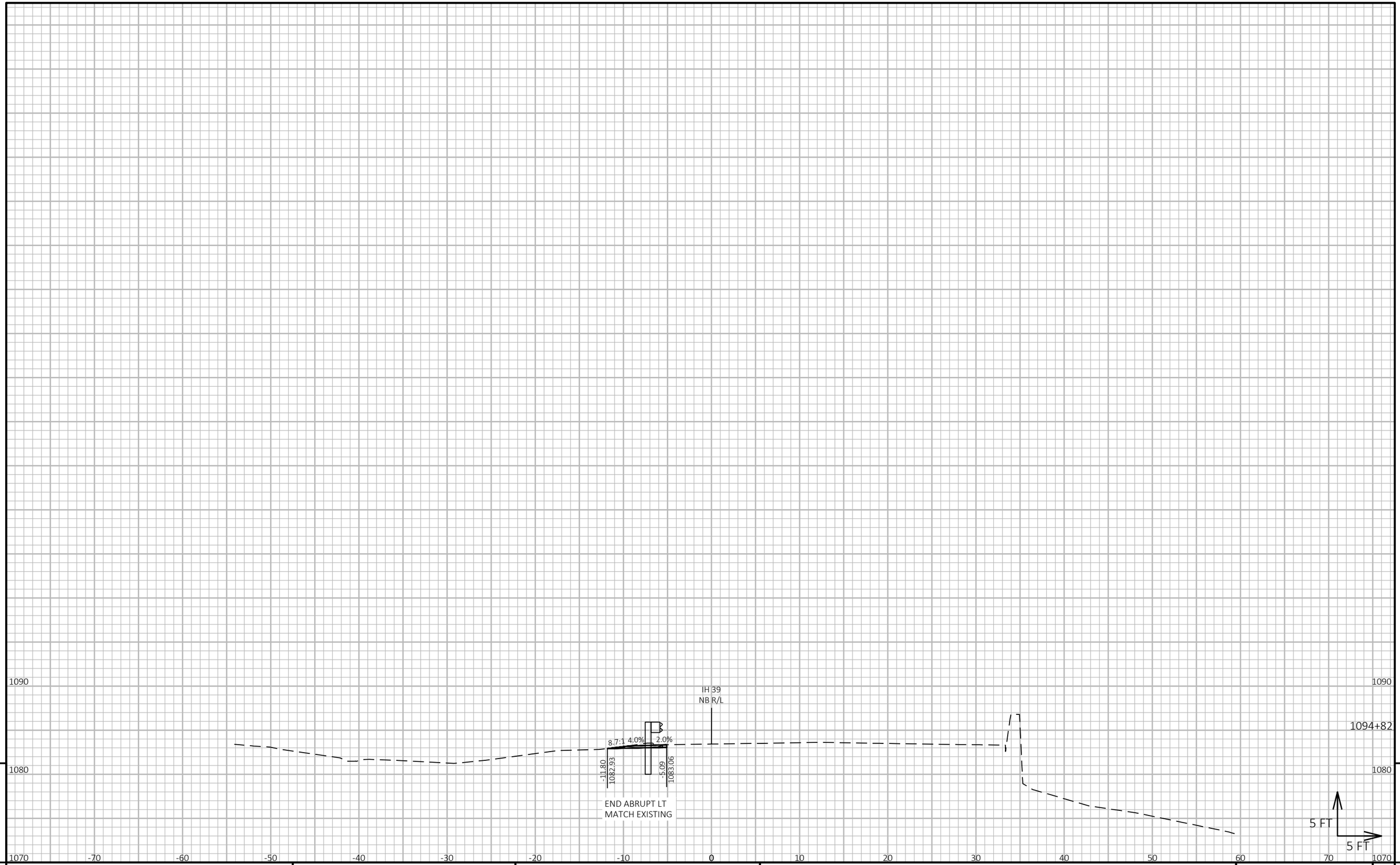
WISDOT/CADDS SHEET 49

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - LITTLE PLOVER RIVER | SHEET 313 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:36 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - LITTLE PLOVER RIVER | SHEET 314 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090206-xs

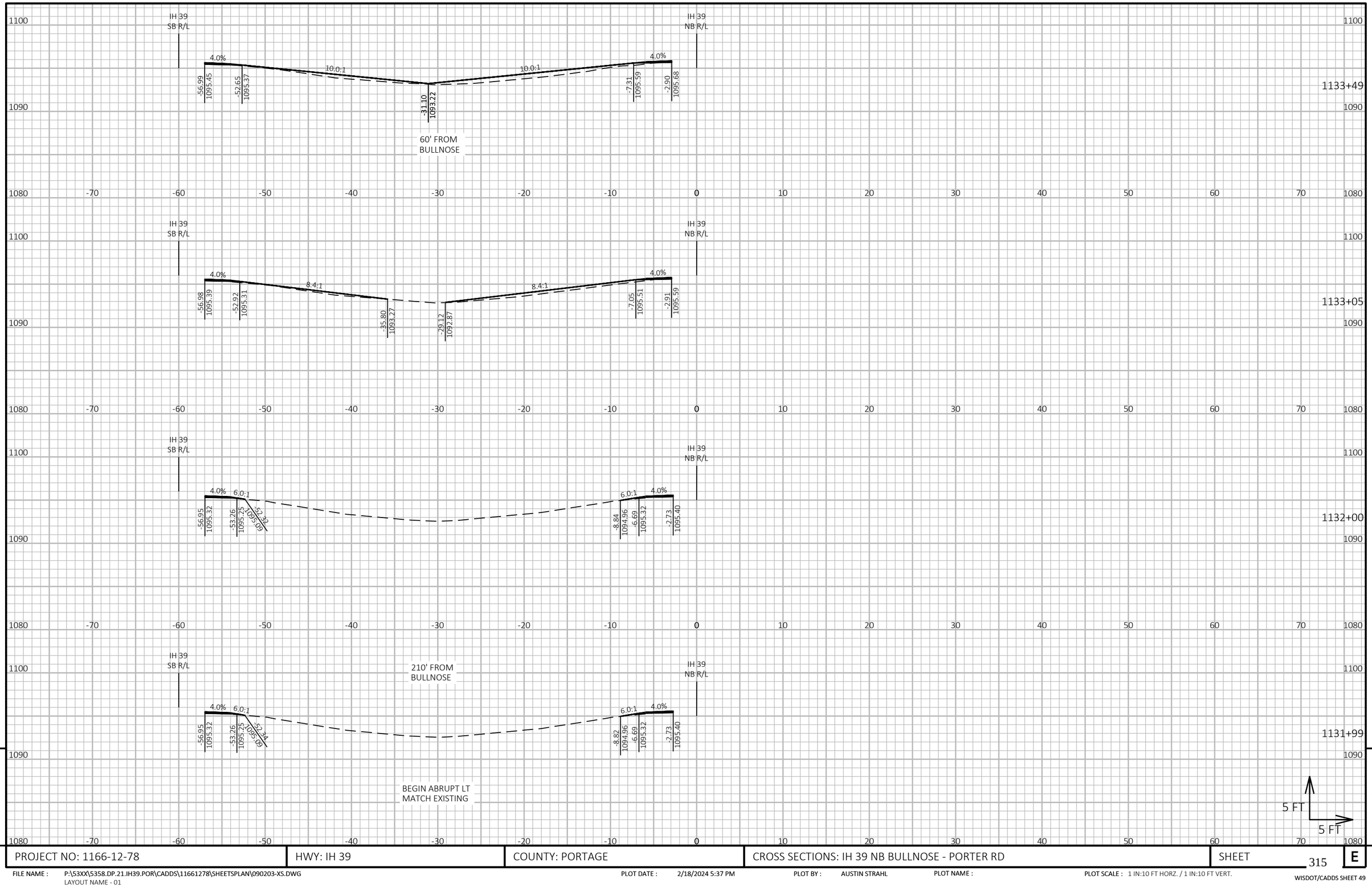
PLOT DATE : 2/18/2024 5:36 PM

PLOT BY : AUSTIN STRAHL

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: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - PORTER RD | SHEET 315 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 01

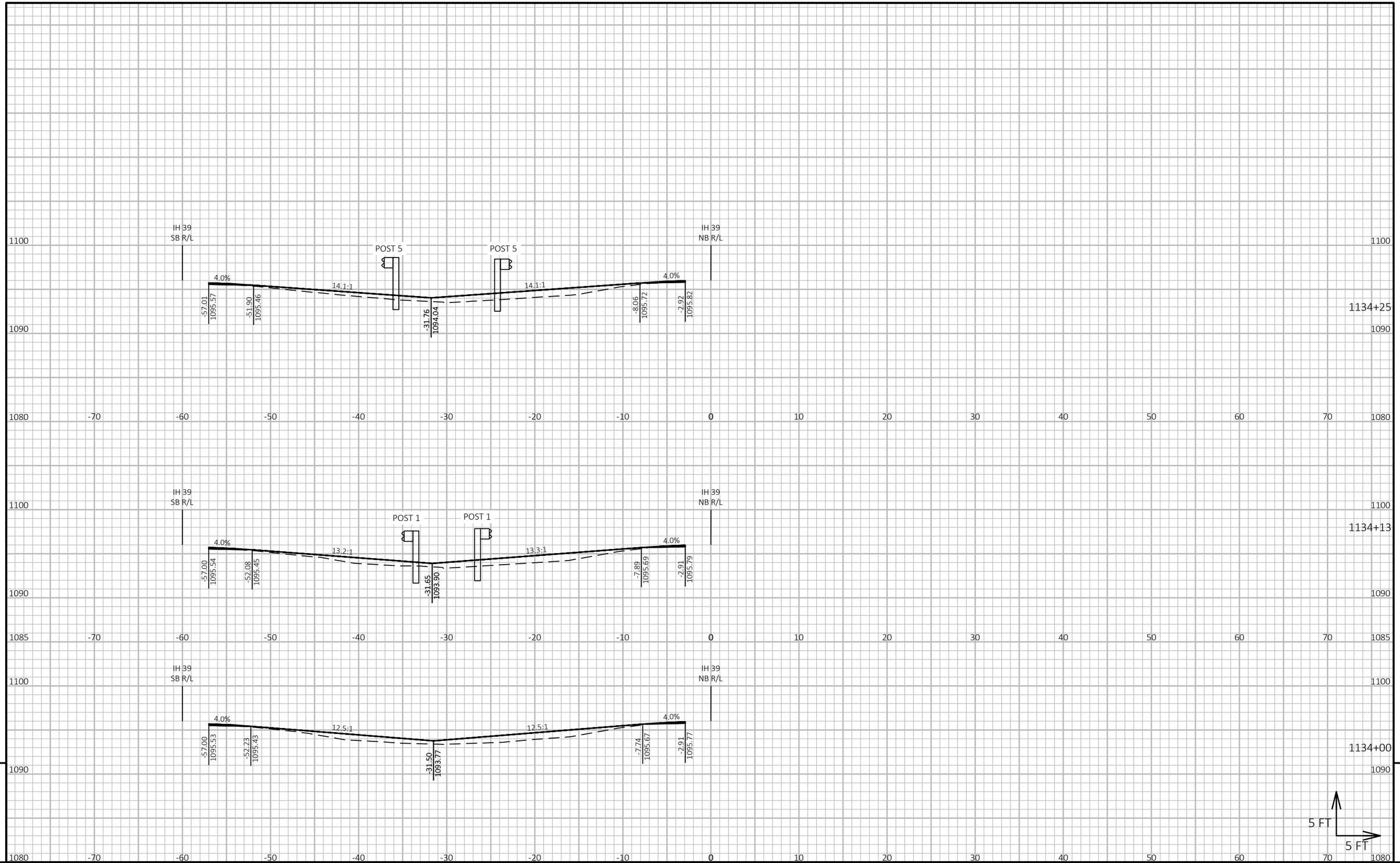
PLOT DATE : 2/18/2024 5:37 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - PORTER RD | SHEET 316 | E |
|---|---|---|---|---|---|

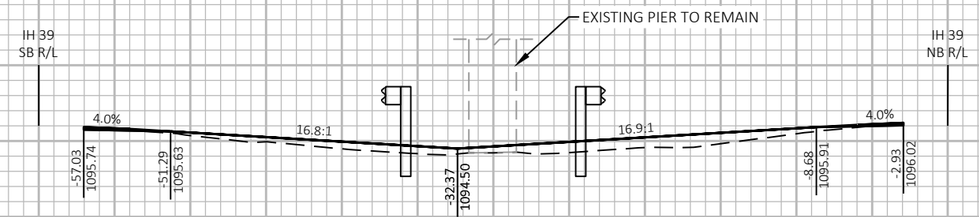
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/18/2024 5:37 PM

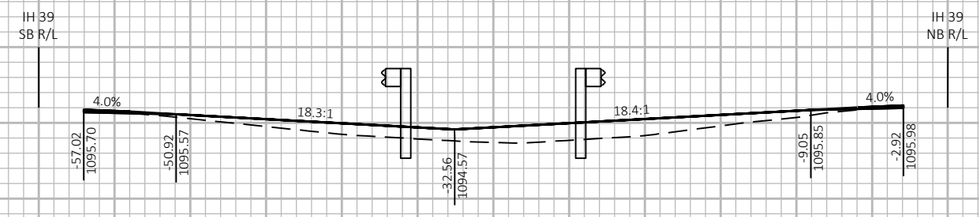
PLOT BY : AUSTIN STRAHL

PLOT NAME :

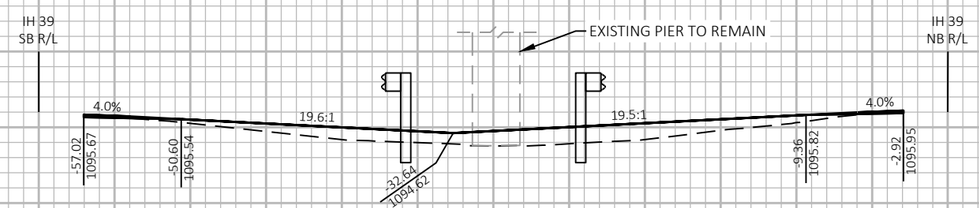
WISDOT/CADDS SHEET 49




1135+21




1135+00




1134+86

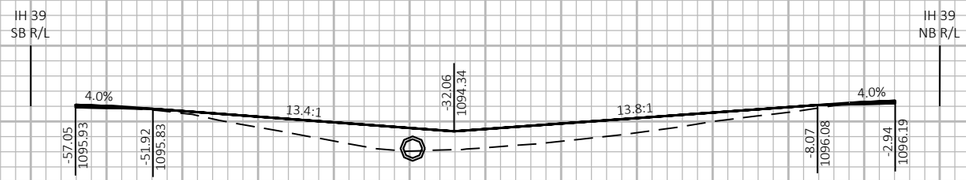
5 FT
5 FT

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - PORTER RD | SHEET 317 | E |
|---|---|---|---|---|---|

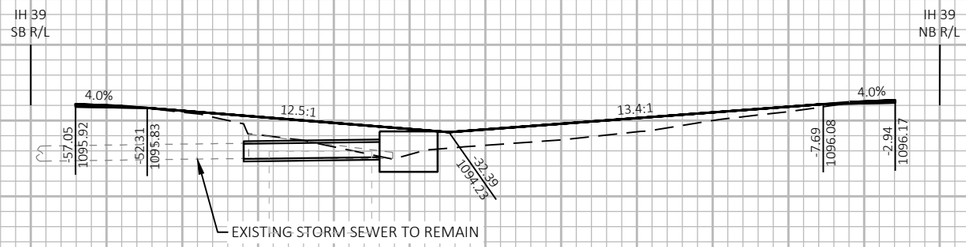
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 2/18/2024 5:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

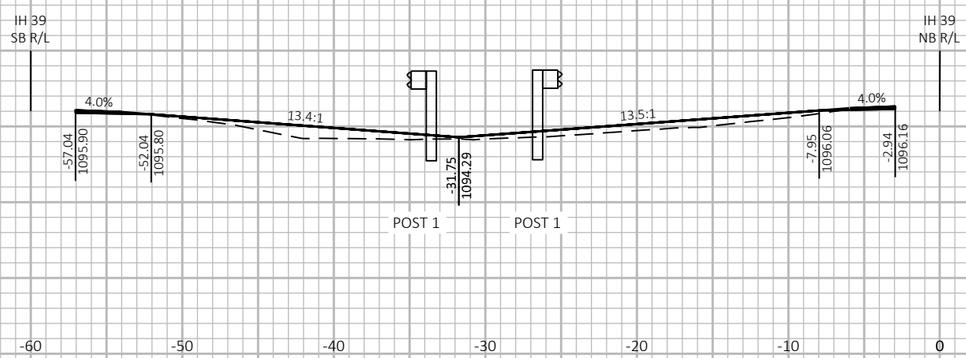
WISDOT/CADDS SHEET 49



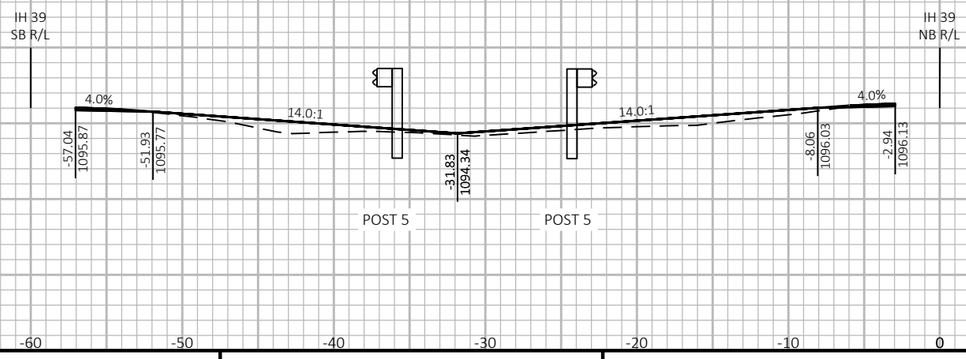

1136+00




1135+95




1135+87




1135+75

5 FT
5 FT

9

9

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - PORTER RD | SHEET 318 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/18/2024 5:37 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

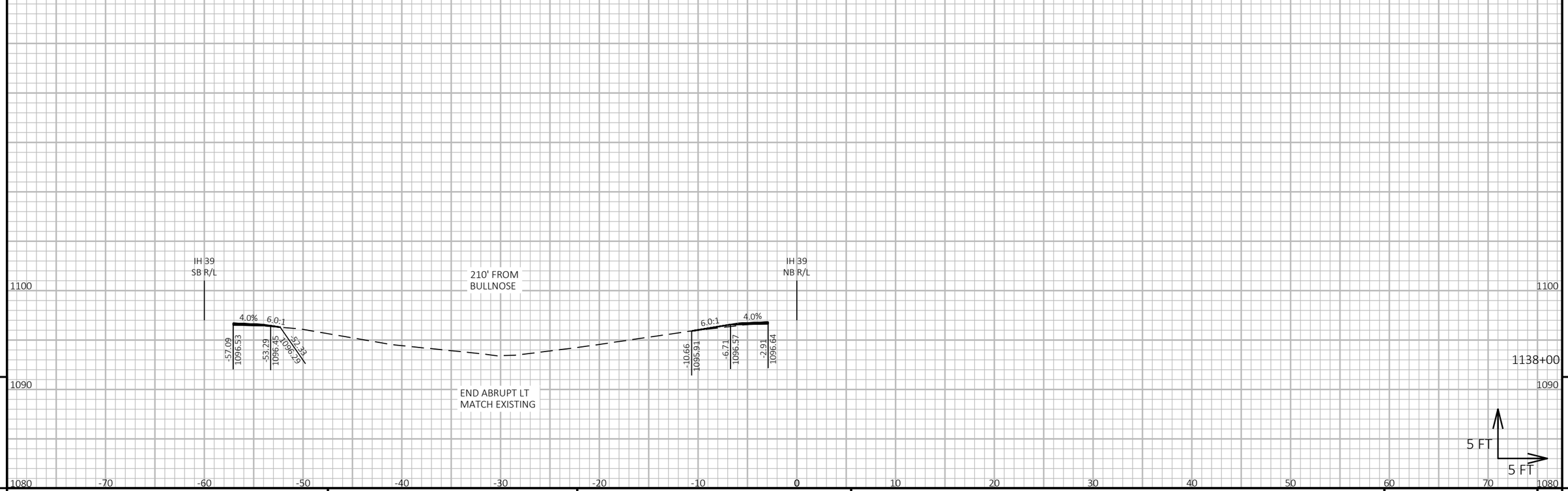
WISDOT/CADDS SHEET 49

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - PORTER RD | SHEET 319 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 2/18/2024 5:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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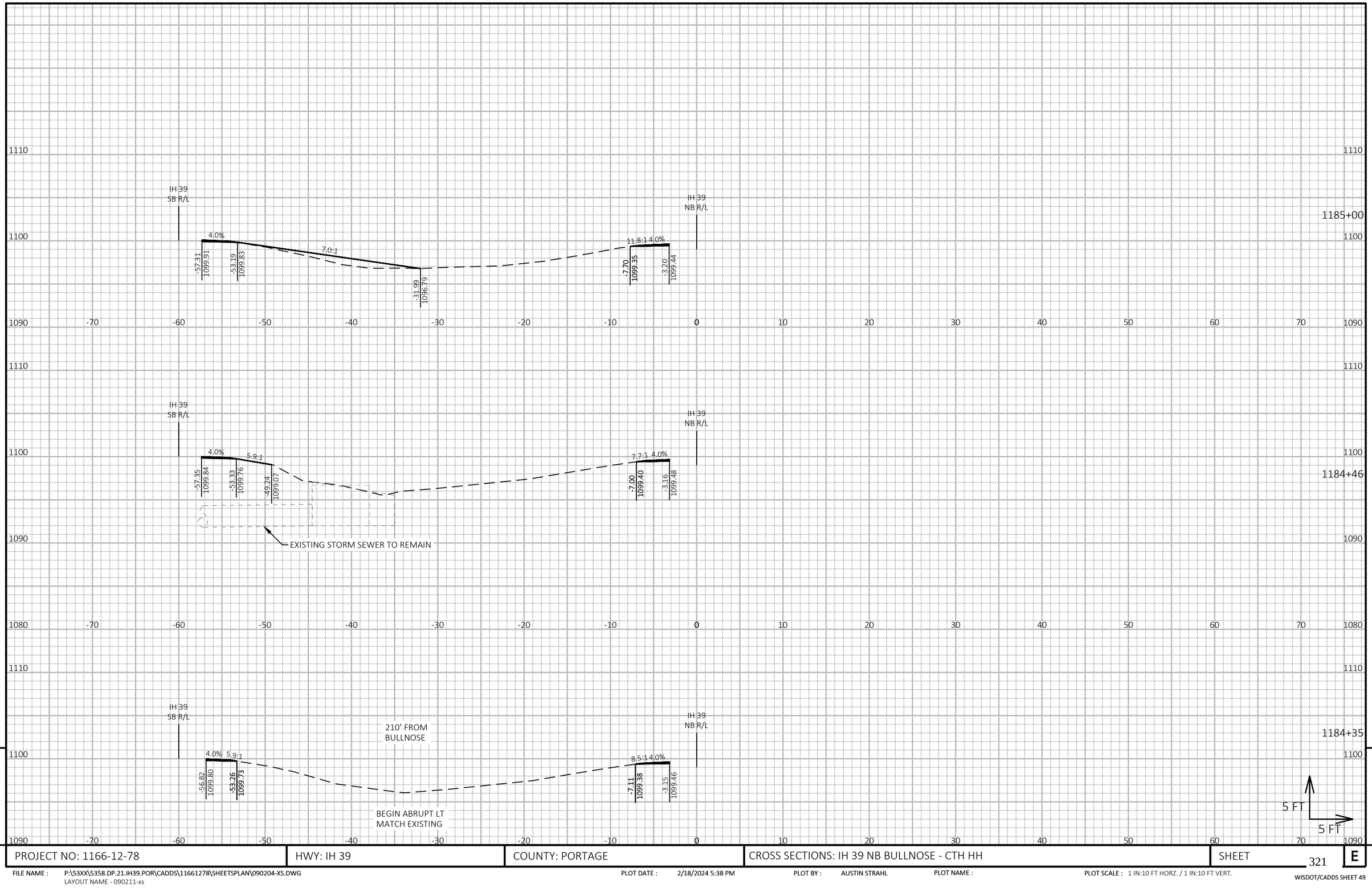
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - PORTER RD | SHEET 320 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 2/18/2024 5:37 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - CTH HH | SHEET 321 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 090211-xs

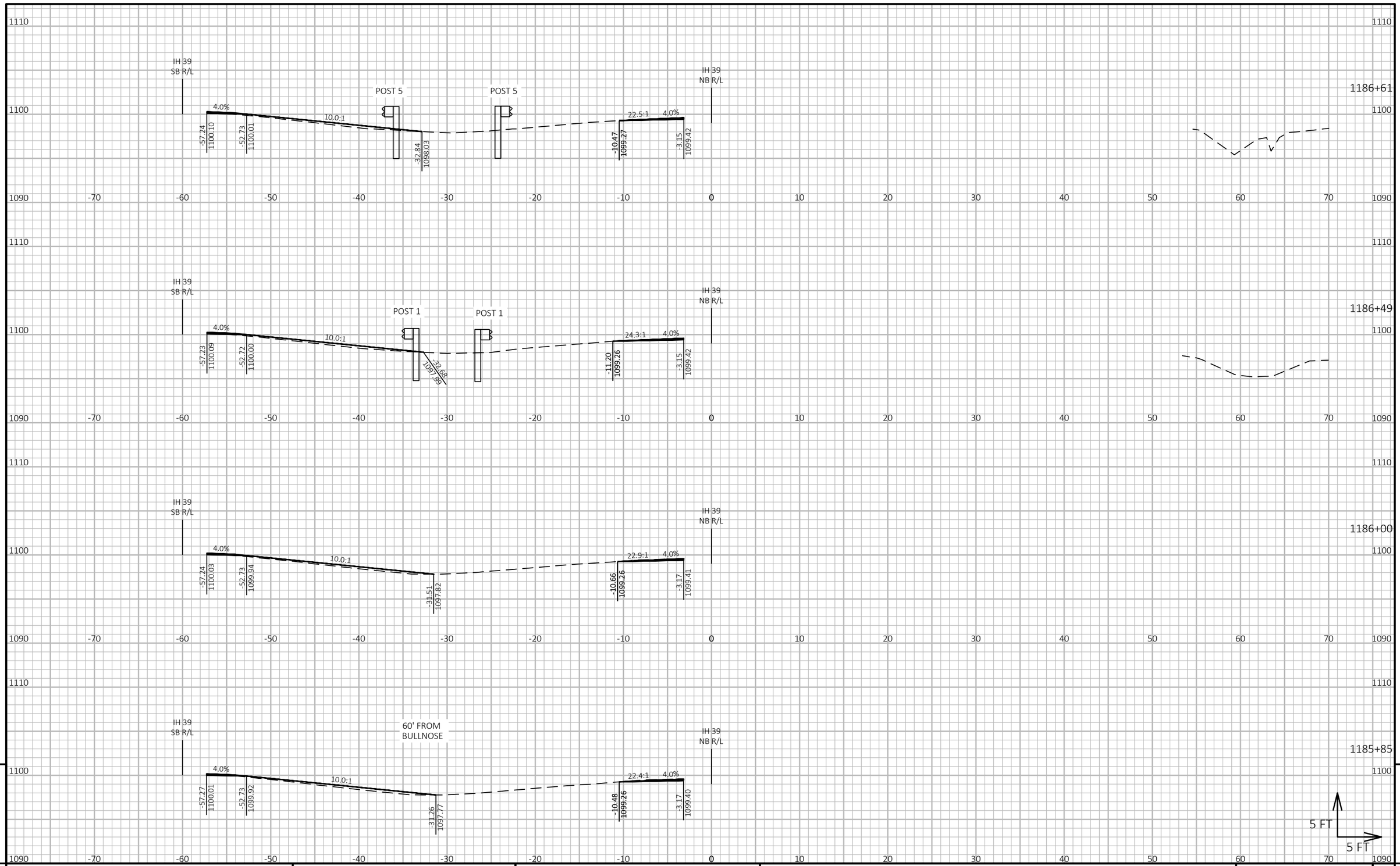
PLOT DATE : 2/18/2024 5:38 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - CTH HH | SHEET 322 | E |
|---|---|---|---|---|---|

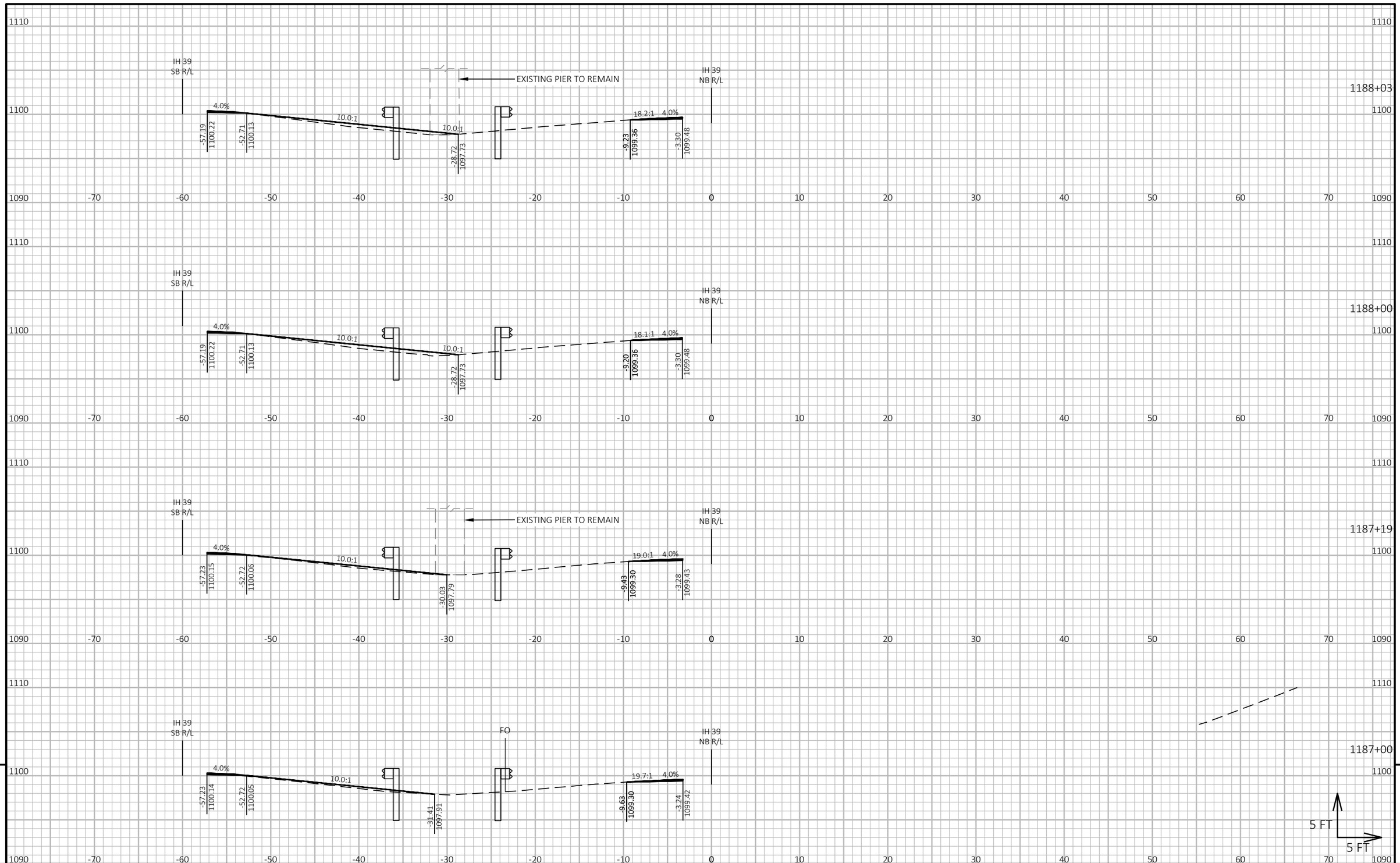
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 090212-xs

PLOT DATE : 2/18/2024 5:38 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

WISDOT/CADDS SHEET 49

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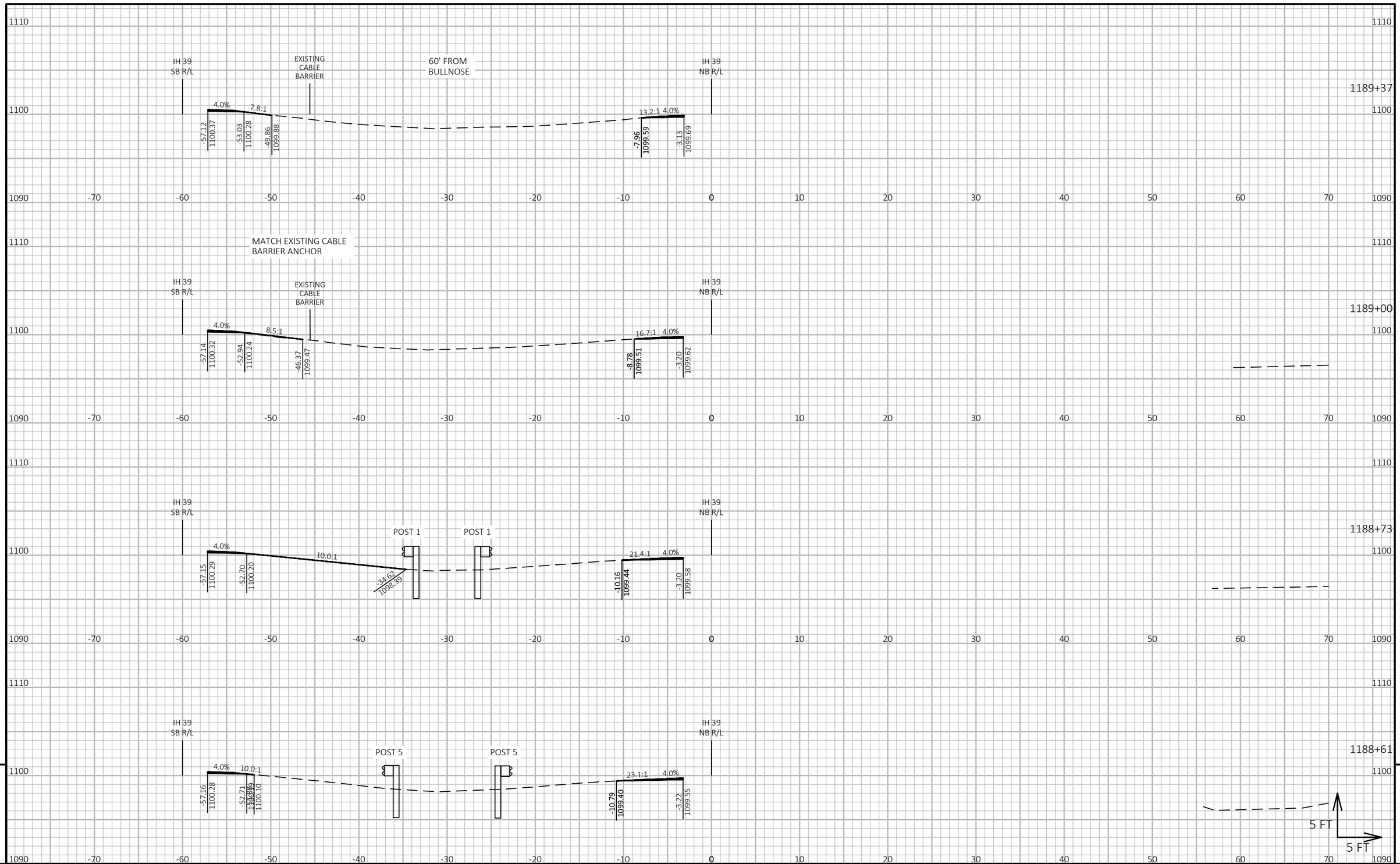
9

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - CTH HH | SHEET 323 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 090213-xs

PLOT DATE : 2/18/2024 5:38 PM PLOT BY : AUSTIN STRAHL PLOT NAME :




9

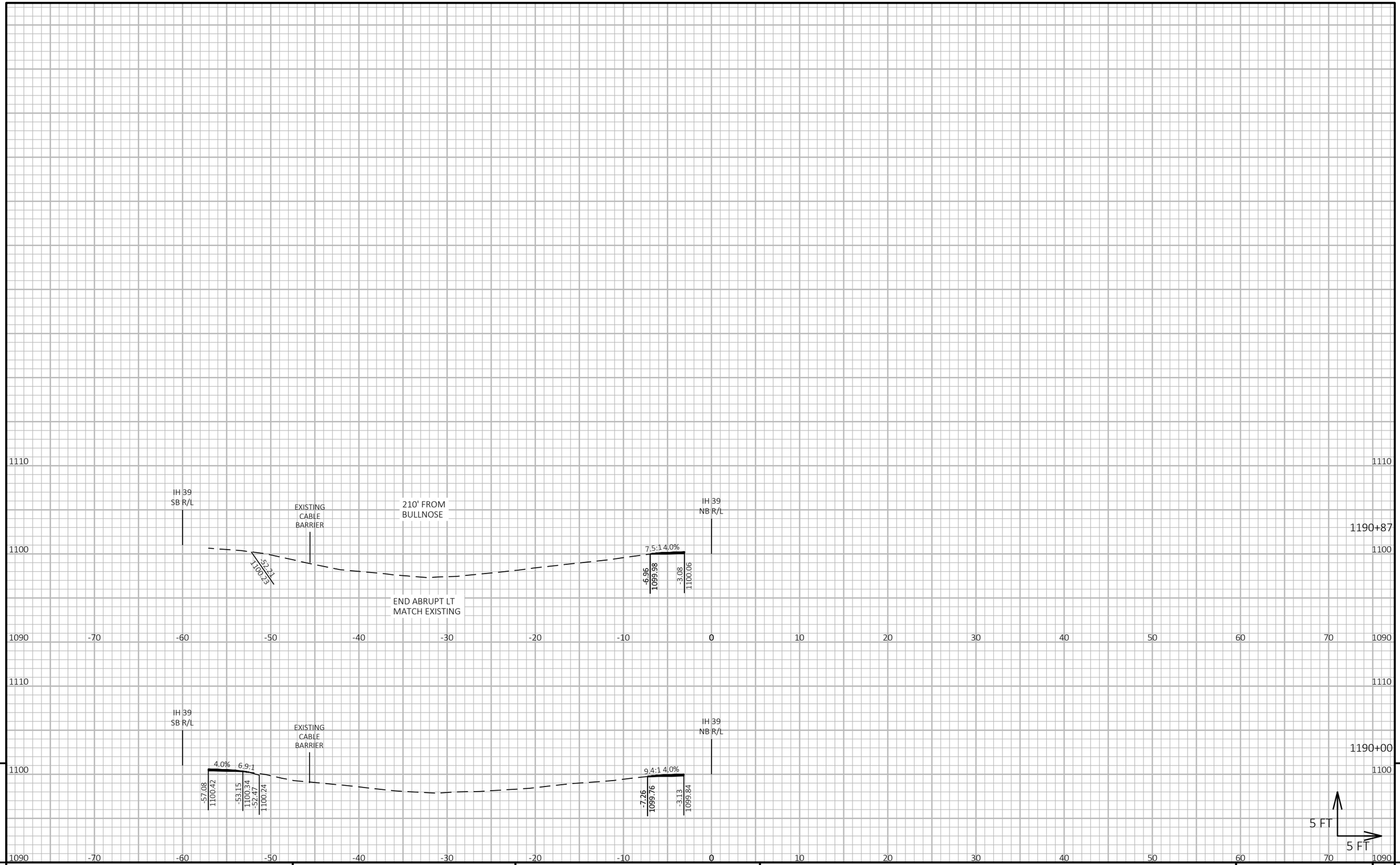
9

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - CTH HH | SHEET 324 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 090214-xs

PLOT DATE : 2/18/2024 5:38 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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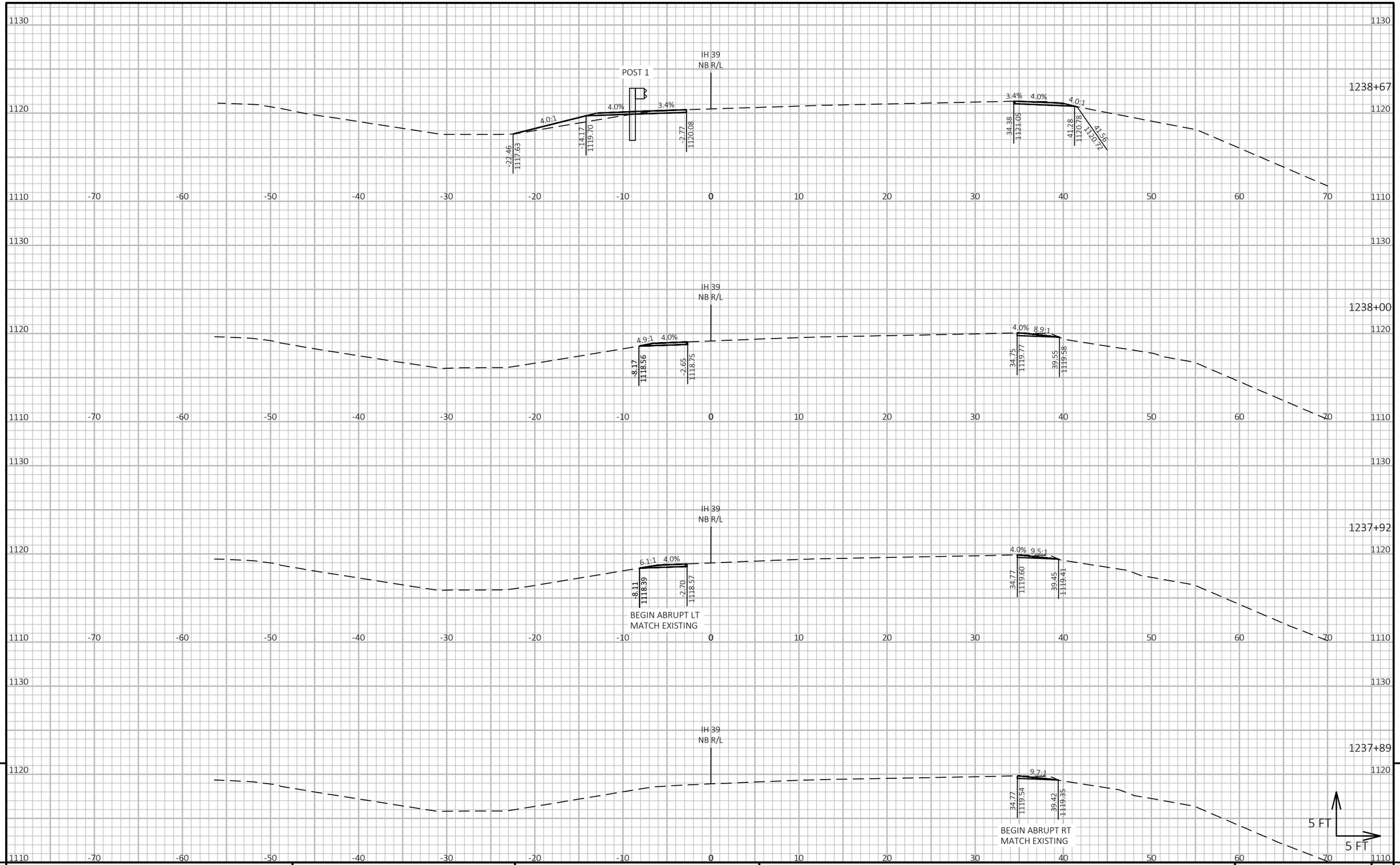
9

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - CTH HH | SHEET 325 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 2/18/2024 5:38 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

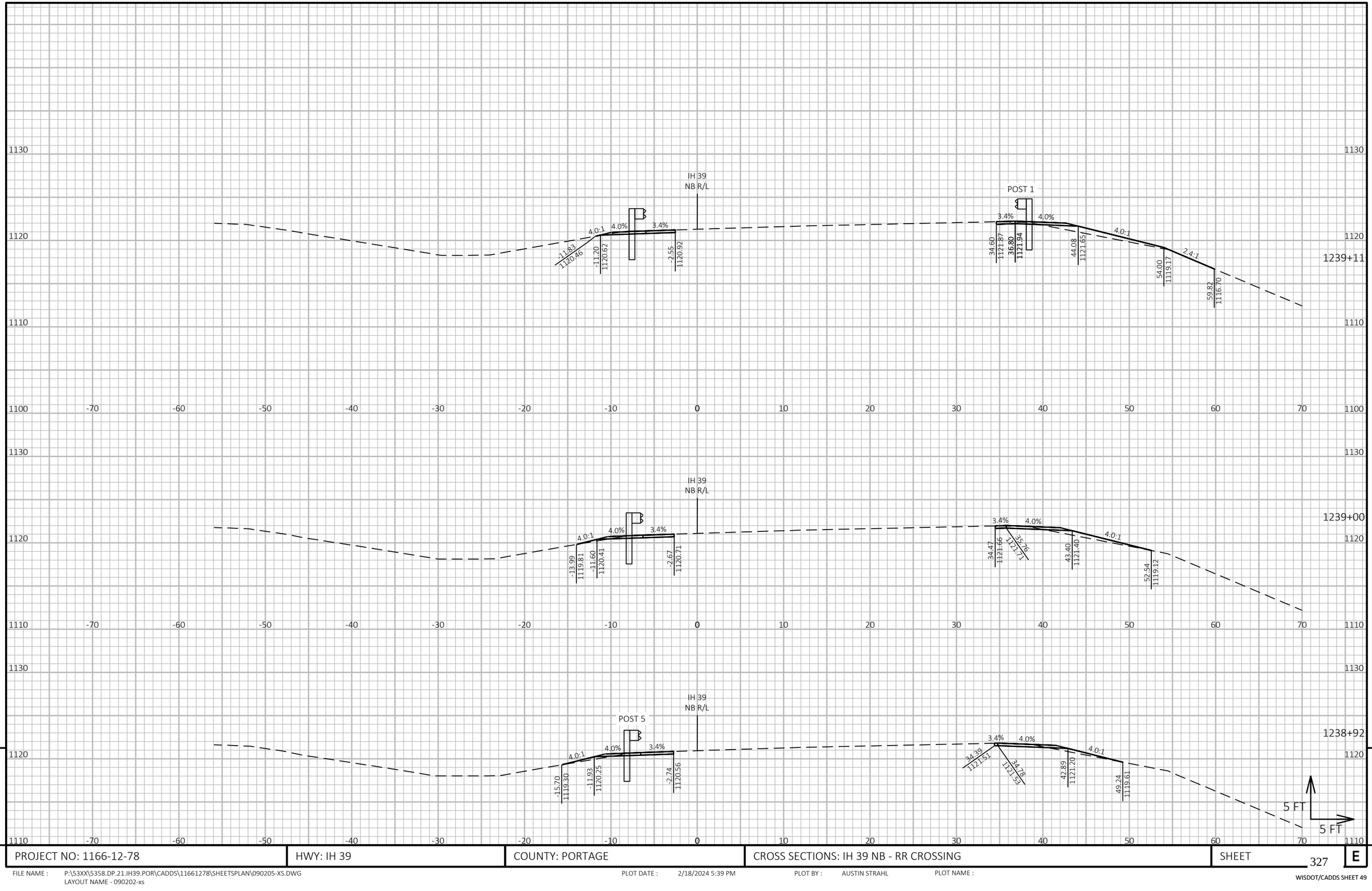



9

9

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - RR CROSSING | SHEET 326 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 090201-xs
PLOT DATE : 2/18/2024 5:39 PM
PLOT BY : AUSTIN STRAHL
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

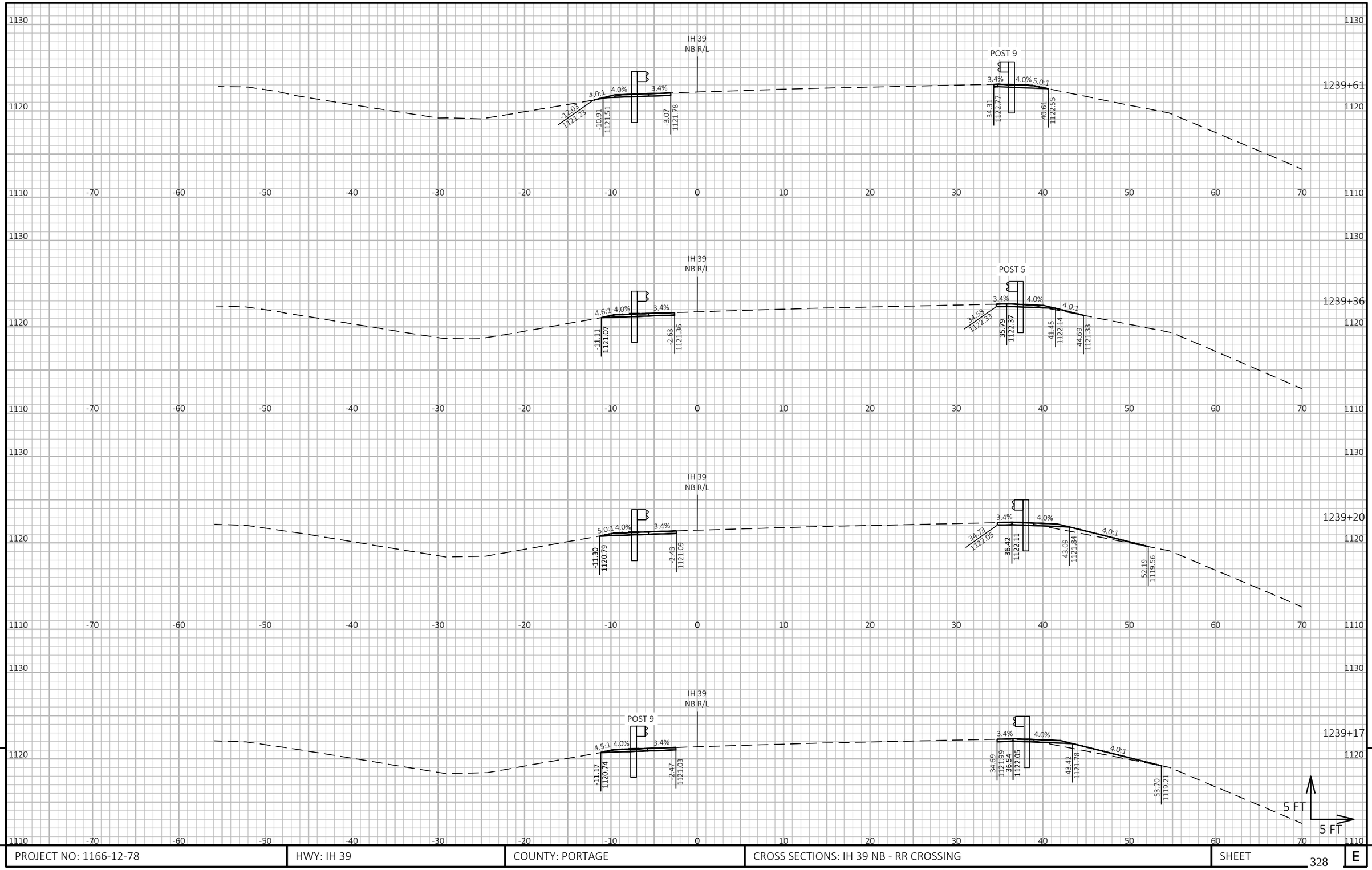



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - RR CROSSING | SHEET 327 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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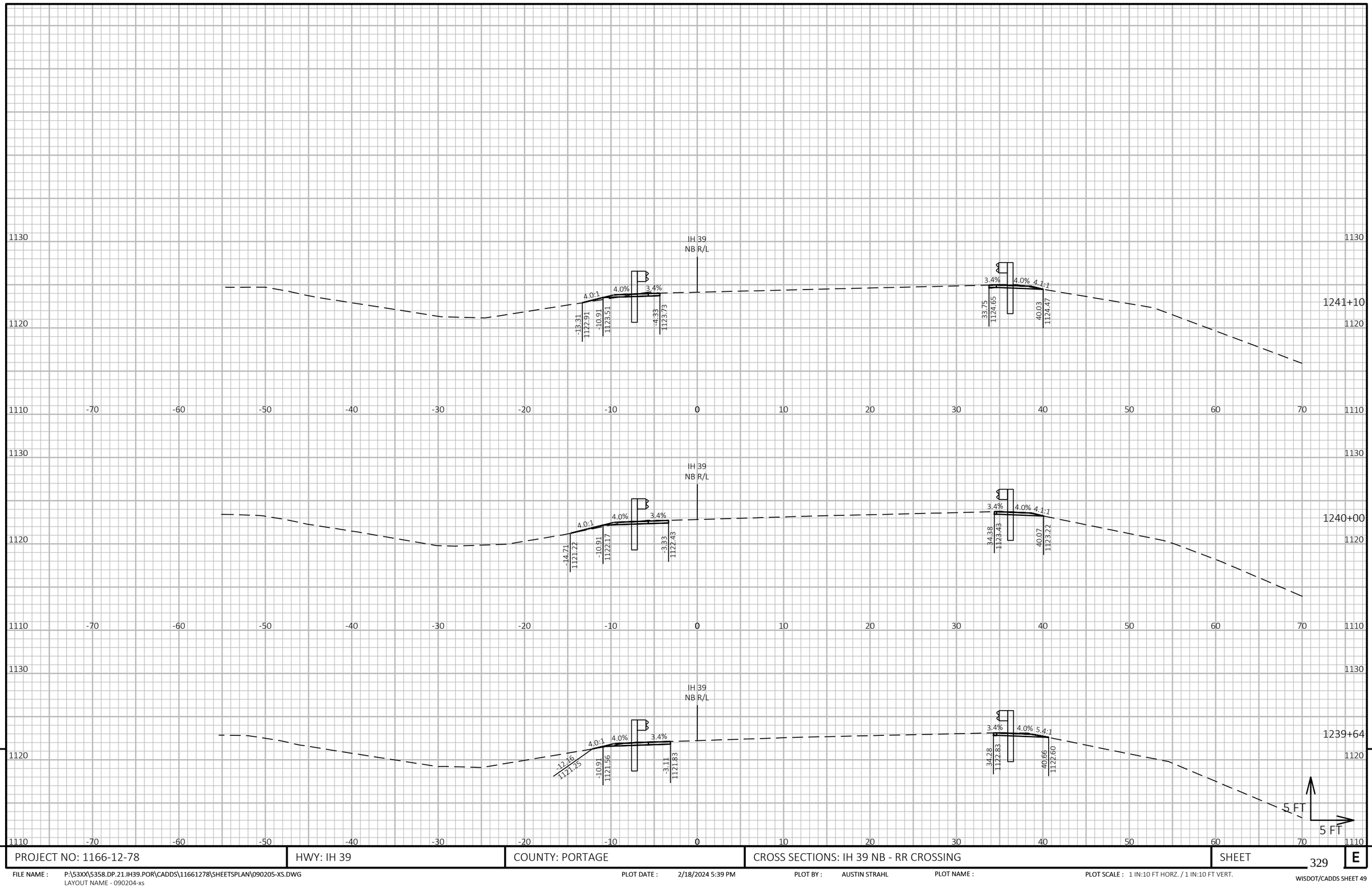
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - RR CROSSING | SHEET 328 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

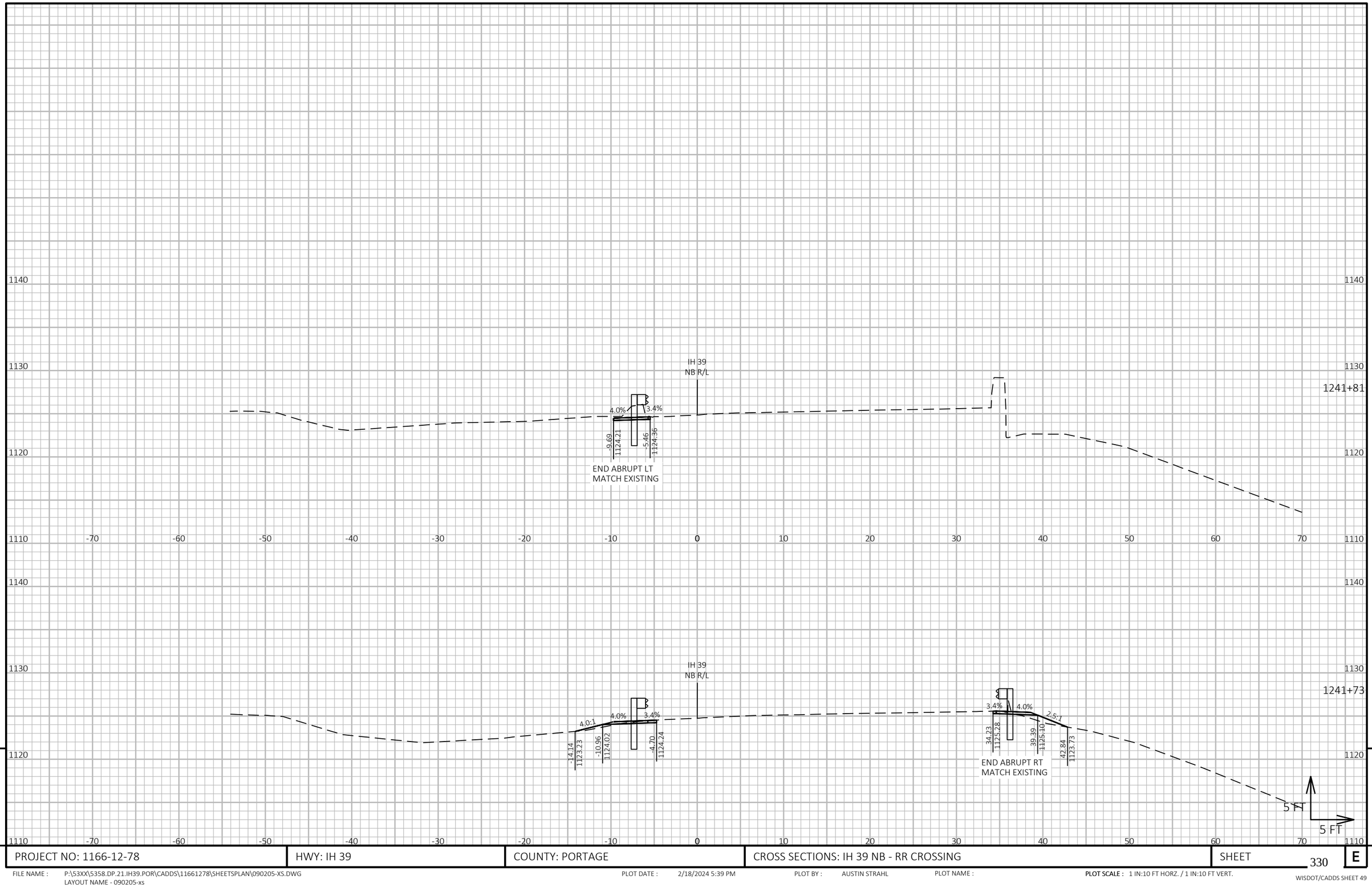



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - RR CROSSING | SHEET 329 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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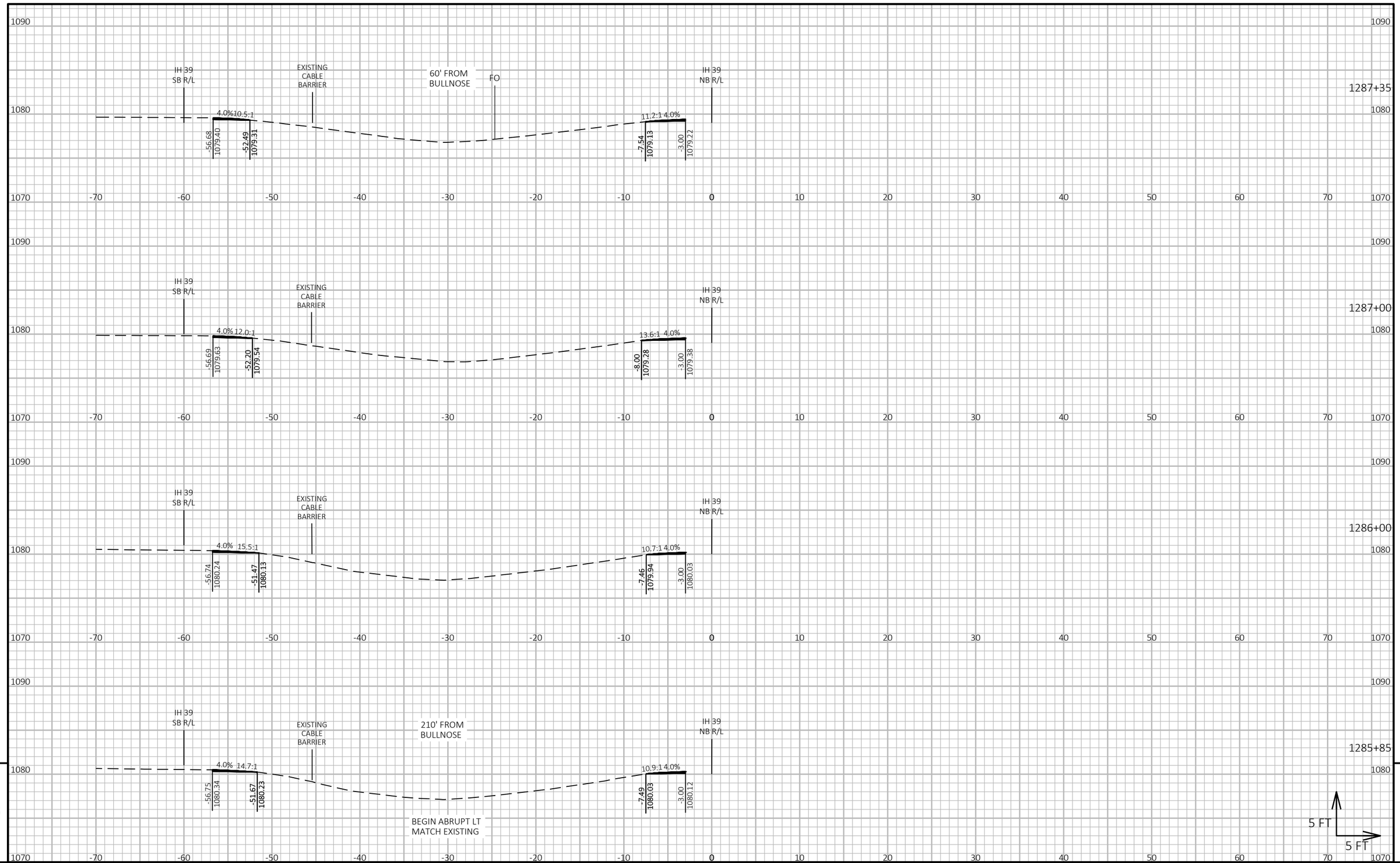
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - RR CROSSING | SHEET 330 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:39 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - USH 10 | SHEET 331 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 090216-xs

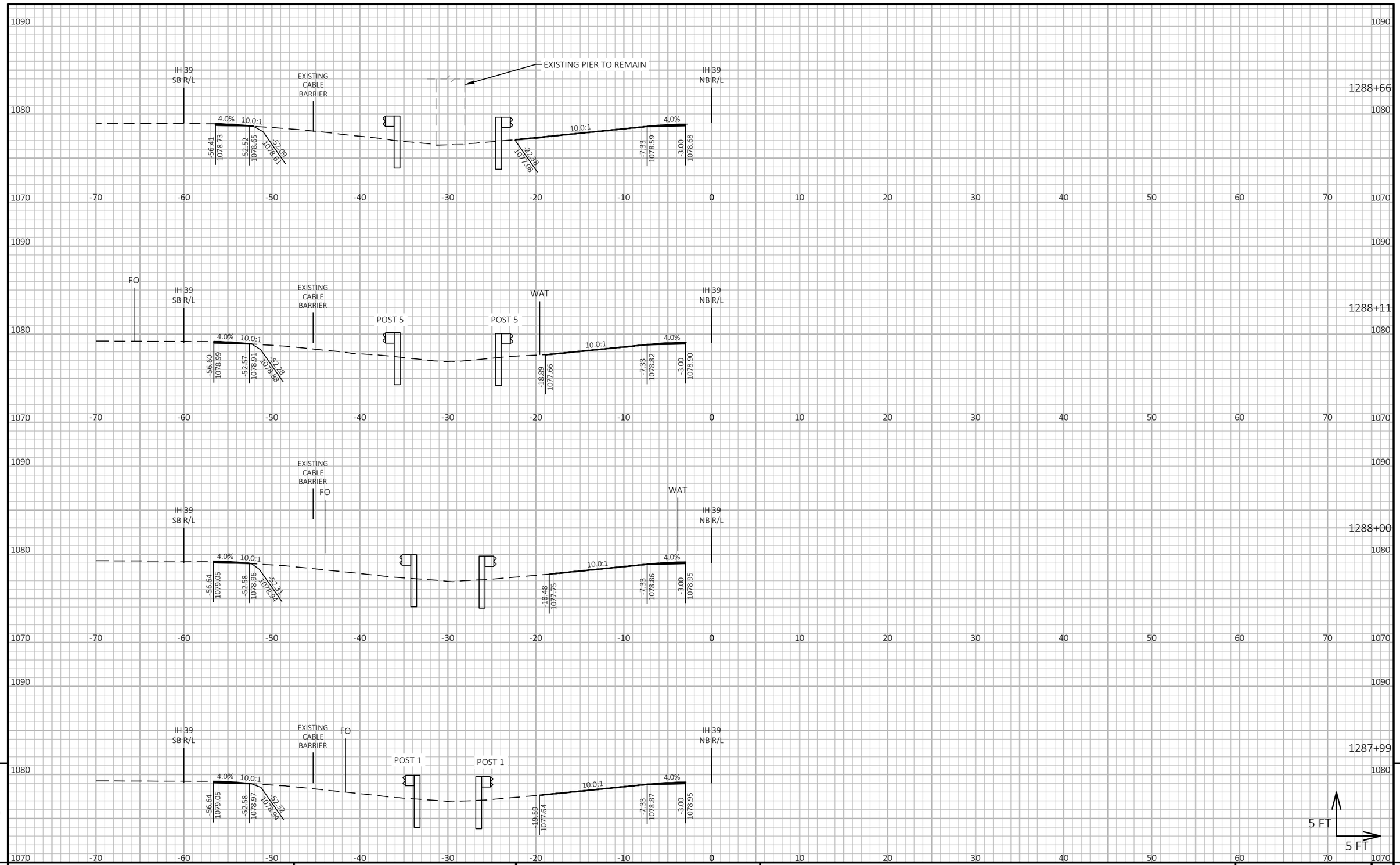
PLOT DATE : 2/18/2024 5:40 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - USH 10 | SHEET 332 | E |
|---|---|---|---|---|---|

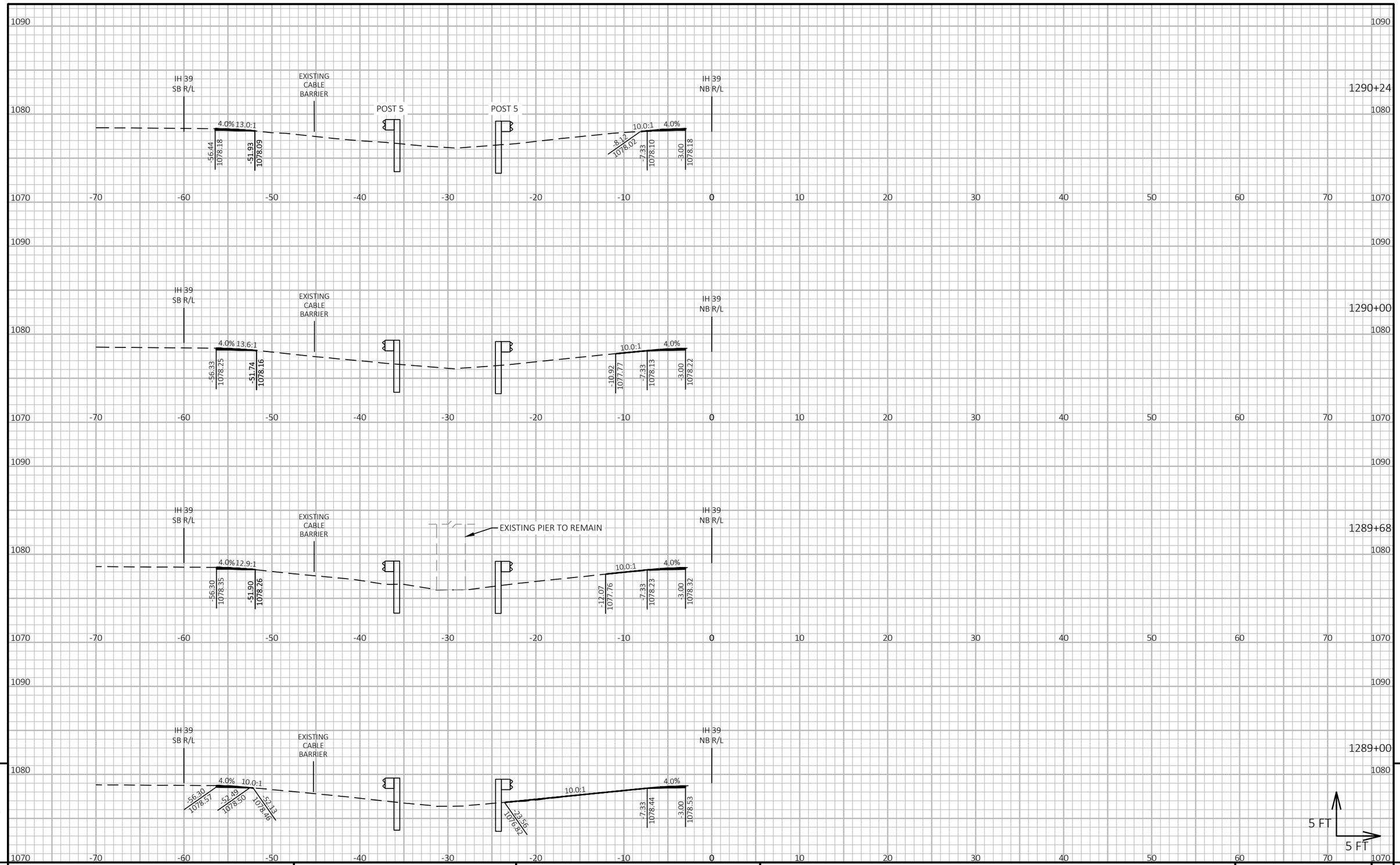
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 2/18/2024 5:40 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - USH 10 | SHEET 333 | E |
|---|---|---|---|---|---|

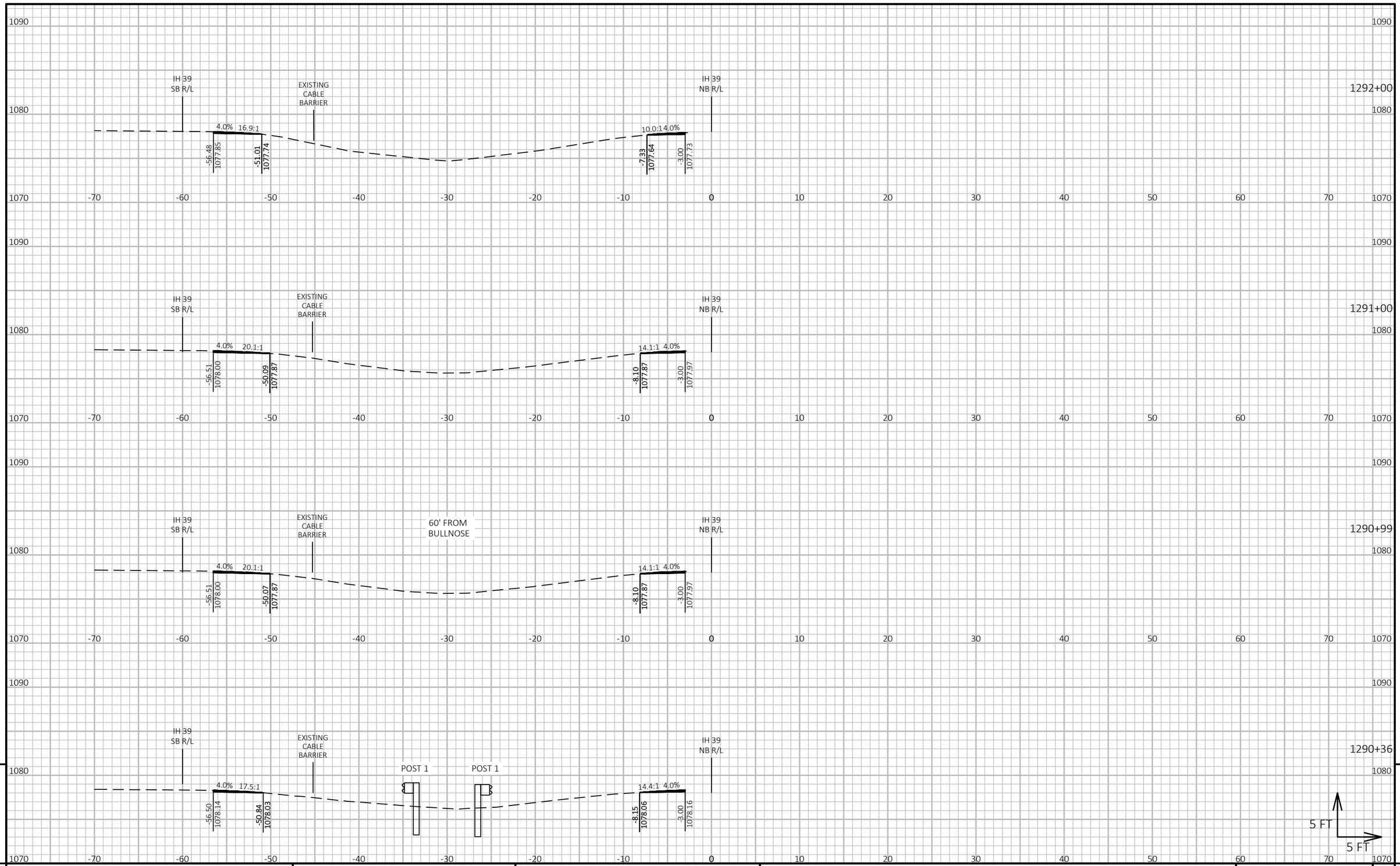
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 2/18/2024 5:40 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - USH 10 | SHEET 334 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 090219-xs

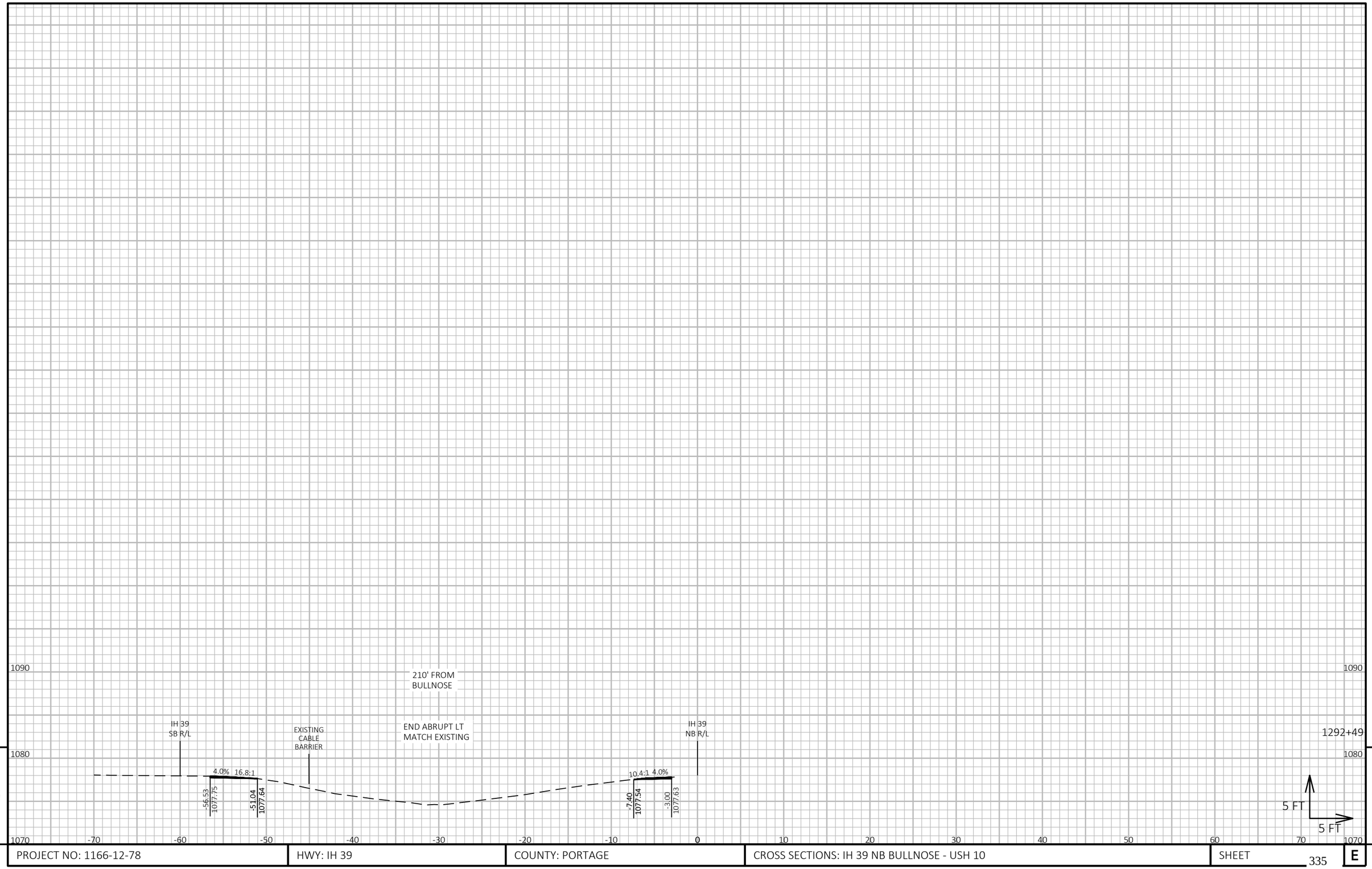
PLOT DATE : 2/18/2024 5:40 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - USH 10 | SHEET 335 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 090219-xs (2)

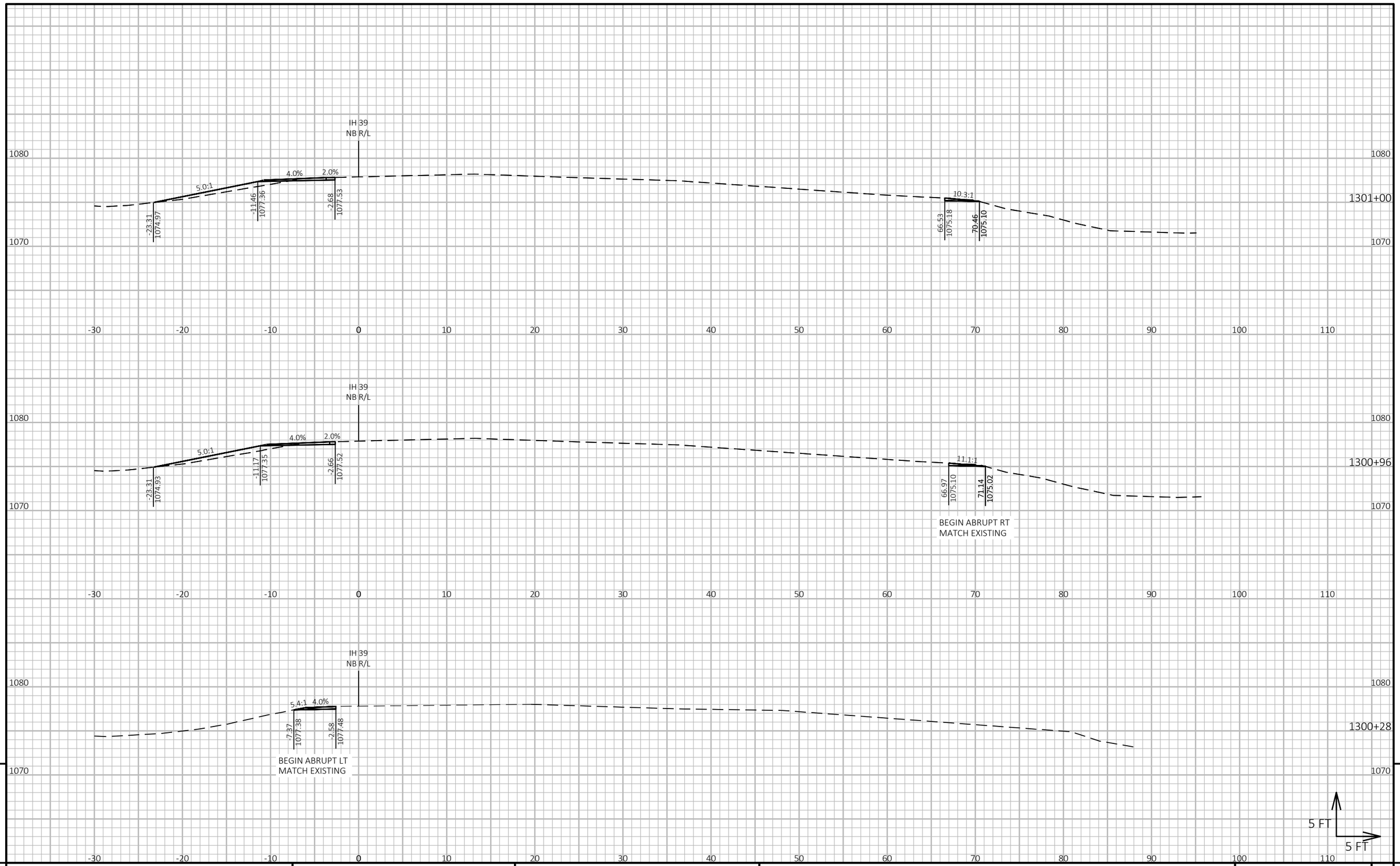
PLOT DATE : 2/18/2024 5:40 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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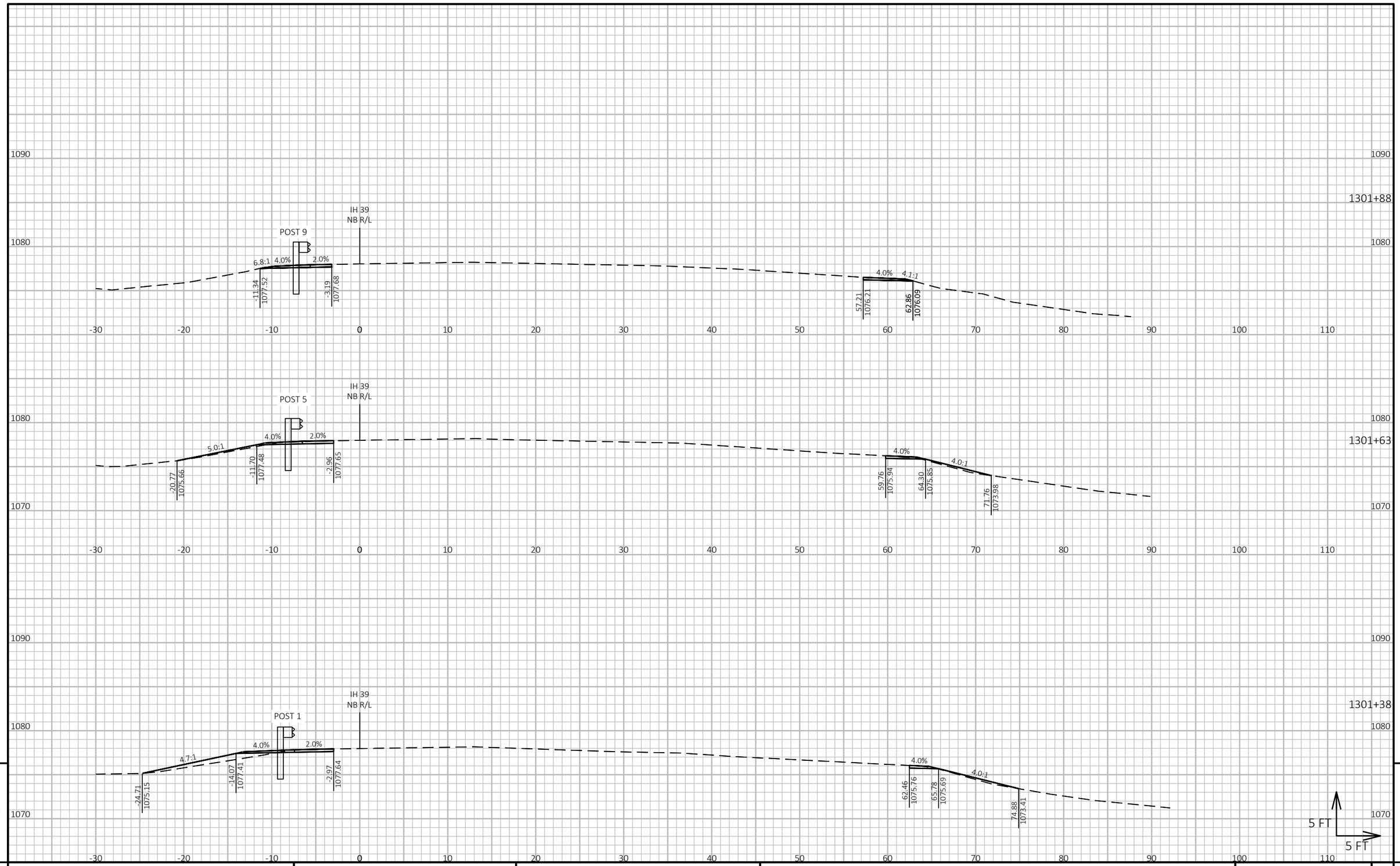
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 336 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 2/18/2024 5:41 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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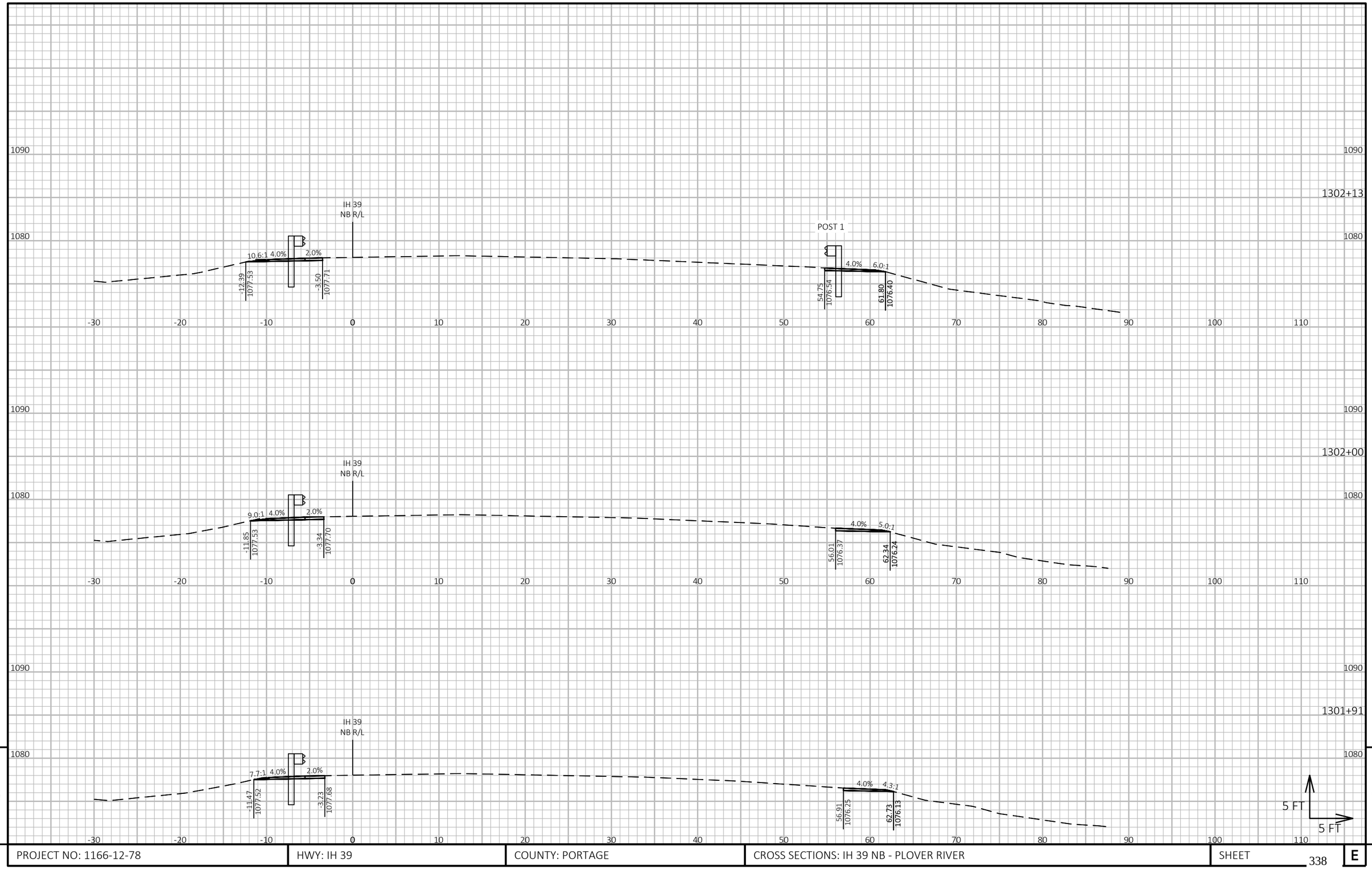
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 337 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/18/2024 5:41 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 338 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 03

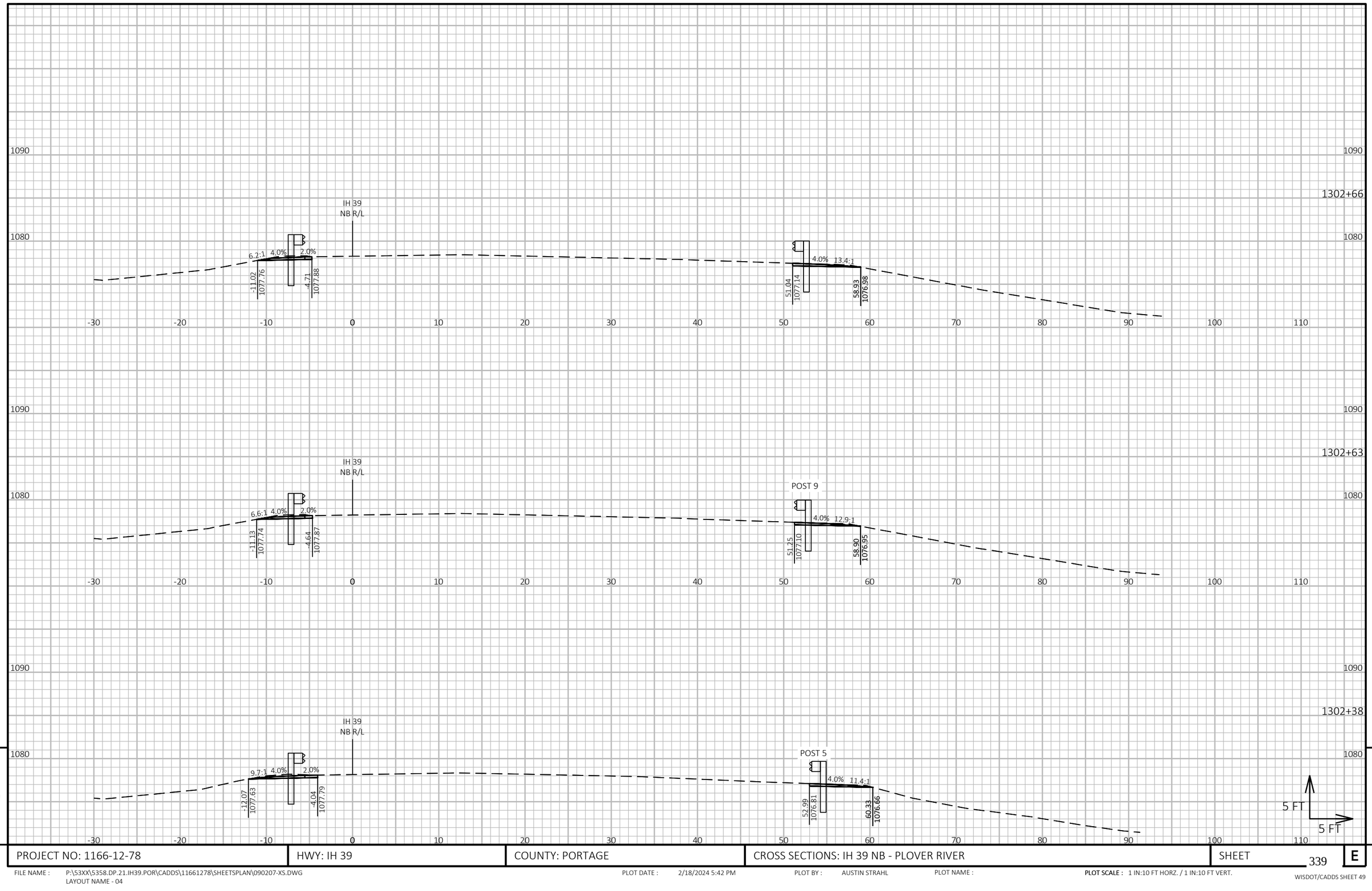
PLOT DATE : 2/18/2024 5:42 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49



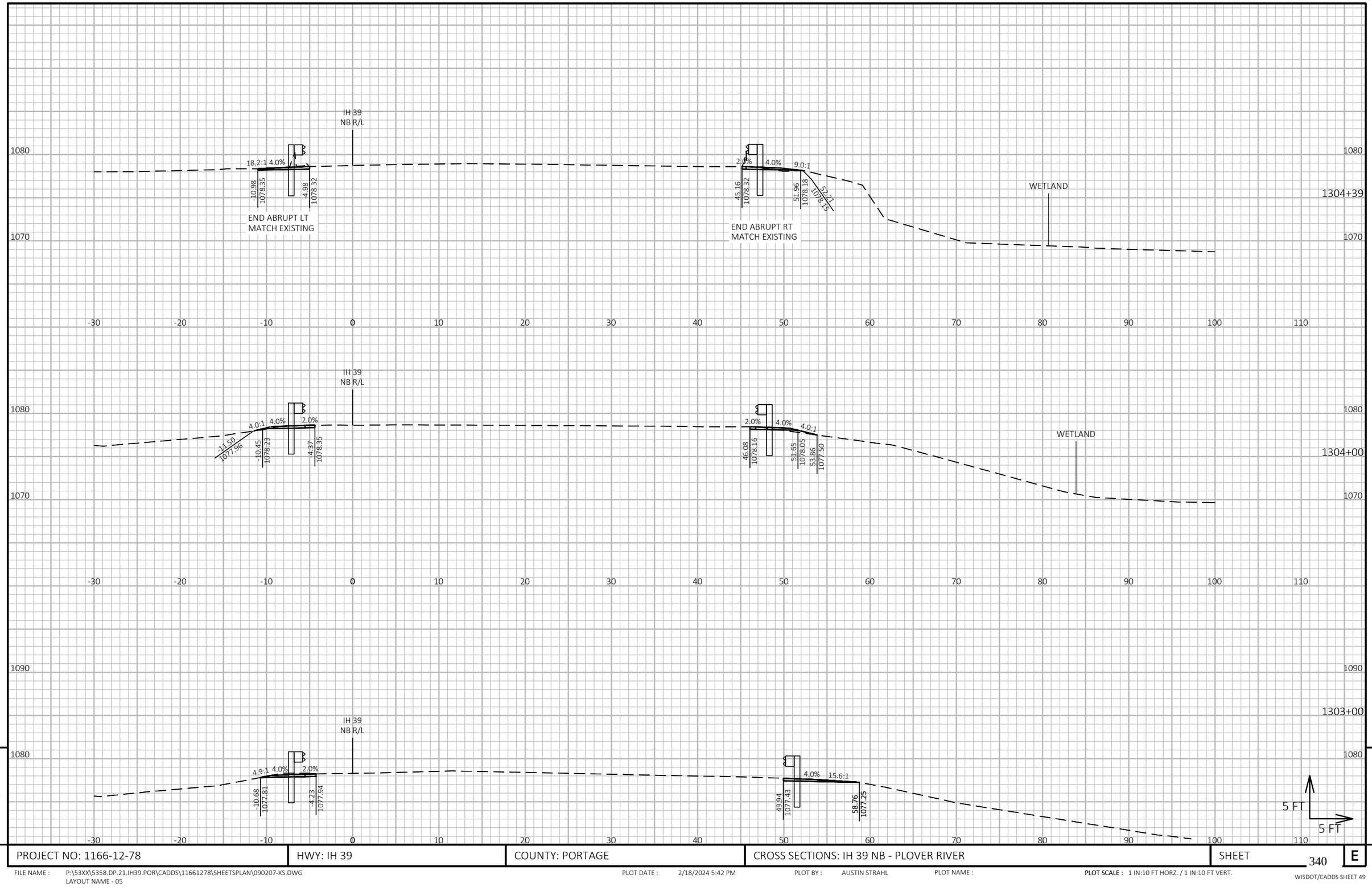

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 339 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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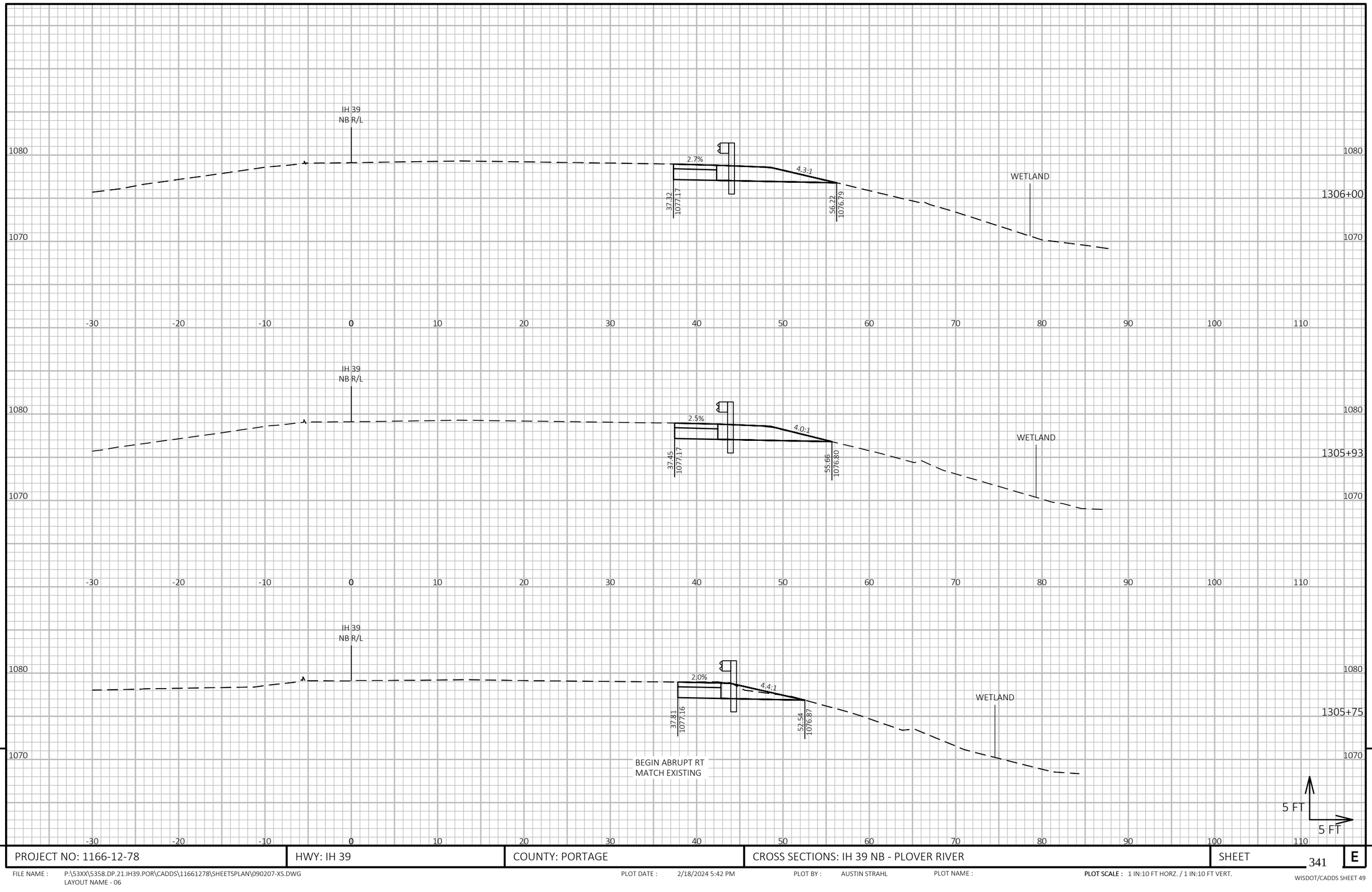
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 340 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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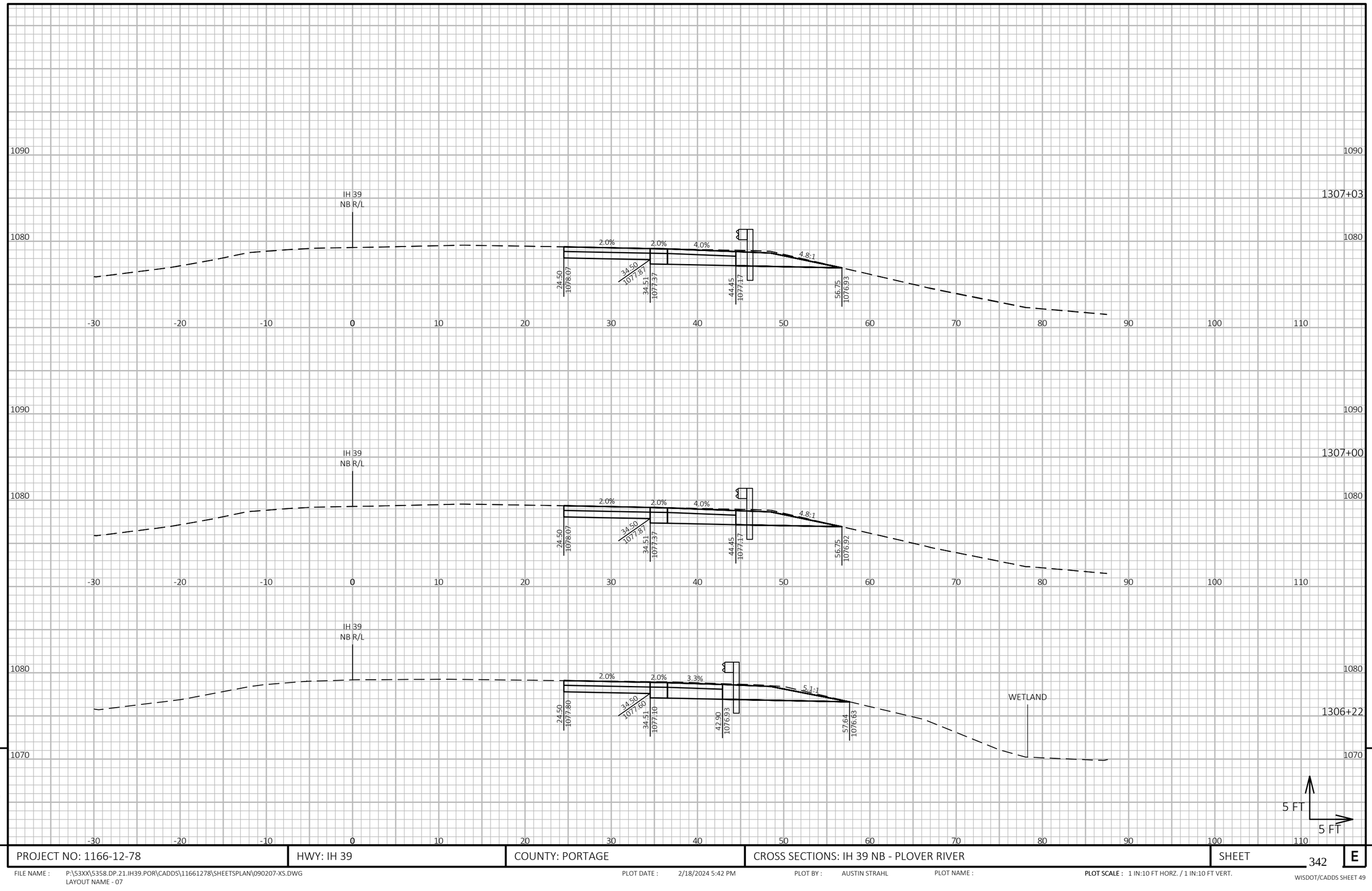
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 341 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



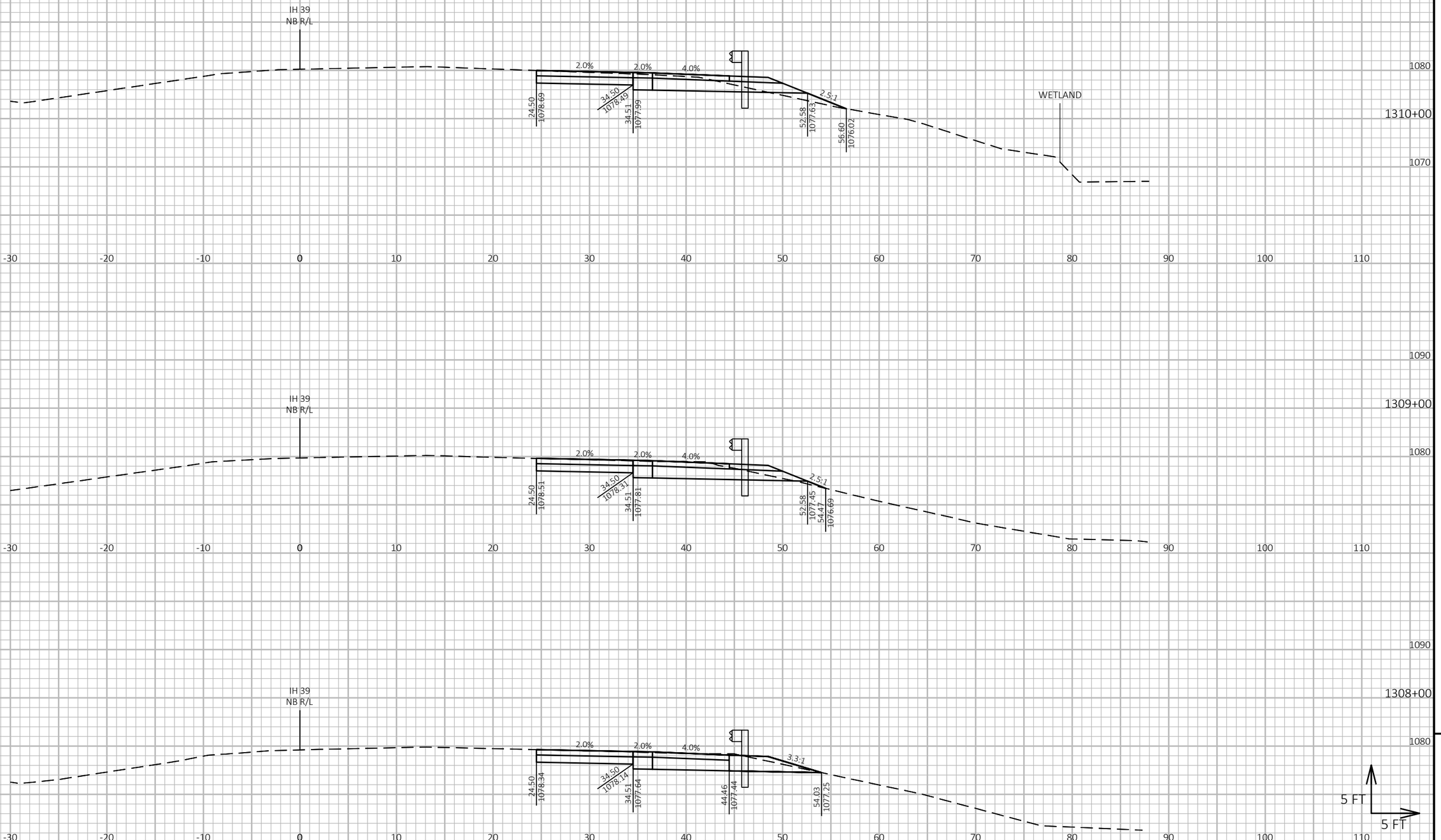

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 342 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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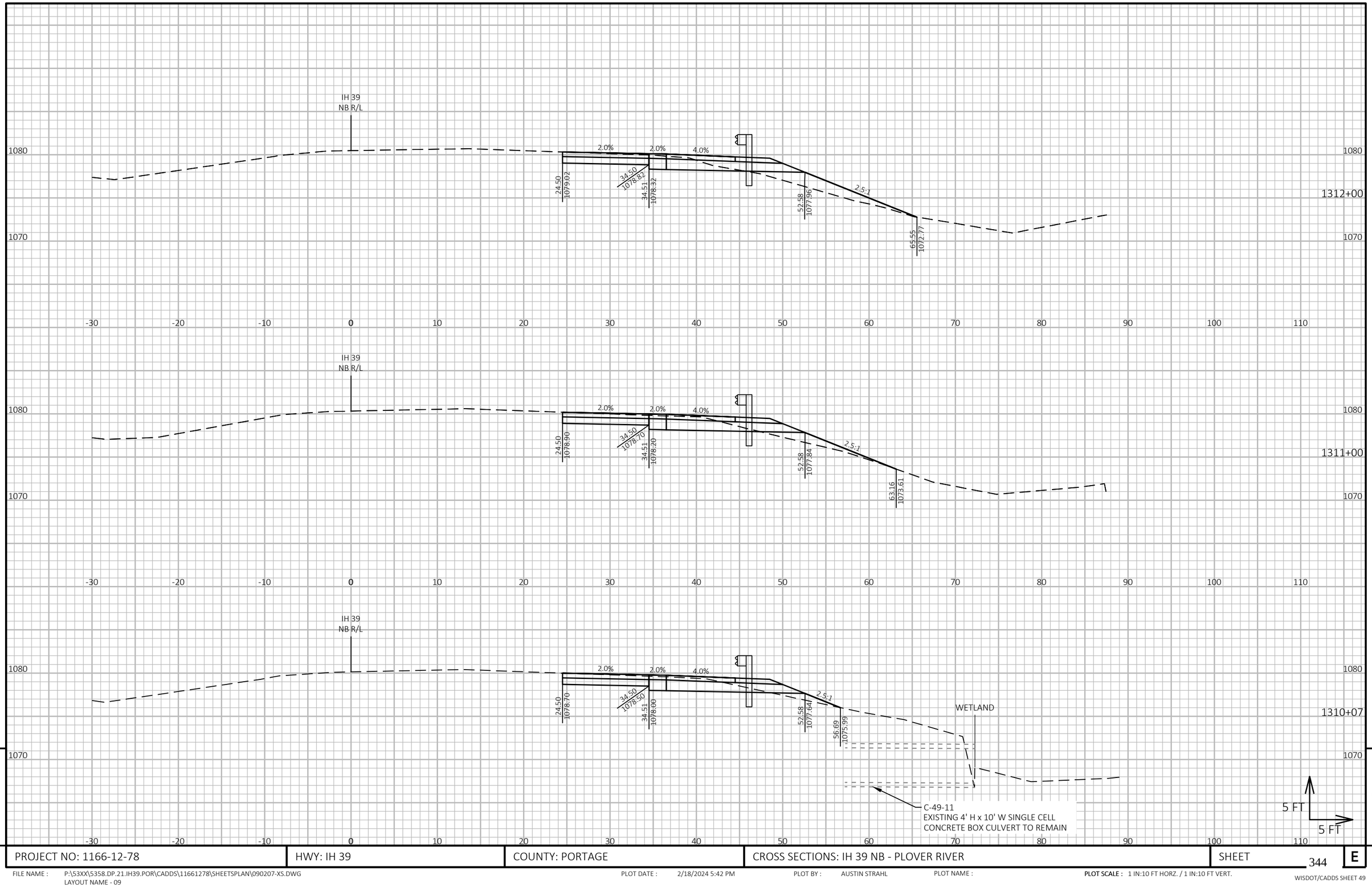
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 343 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 344 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 09

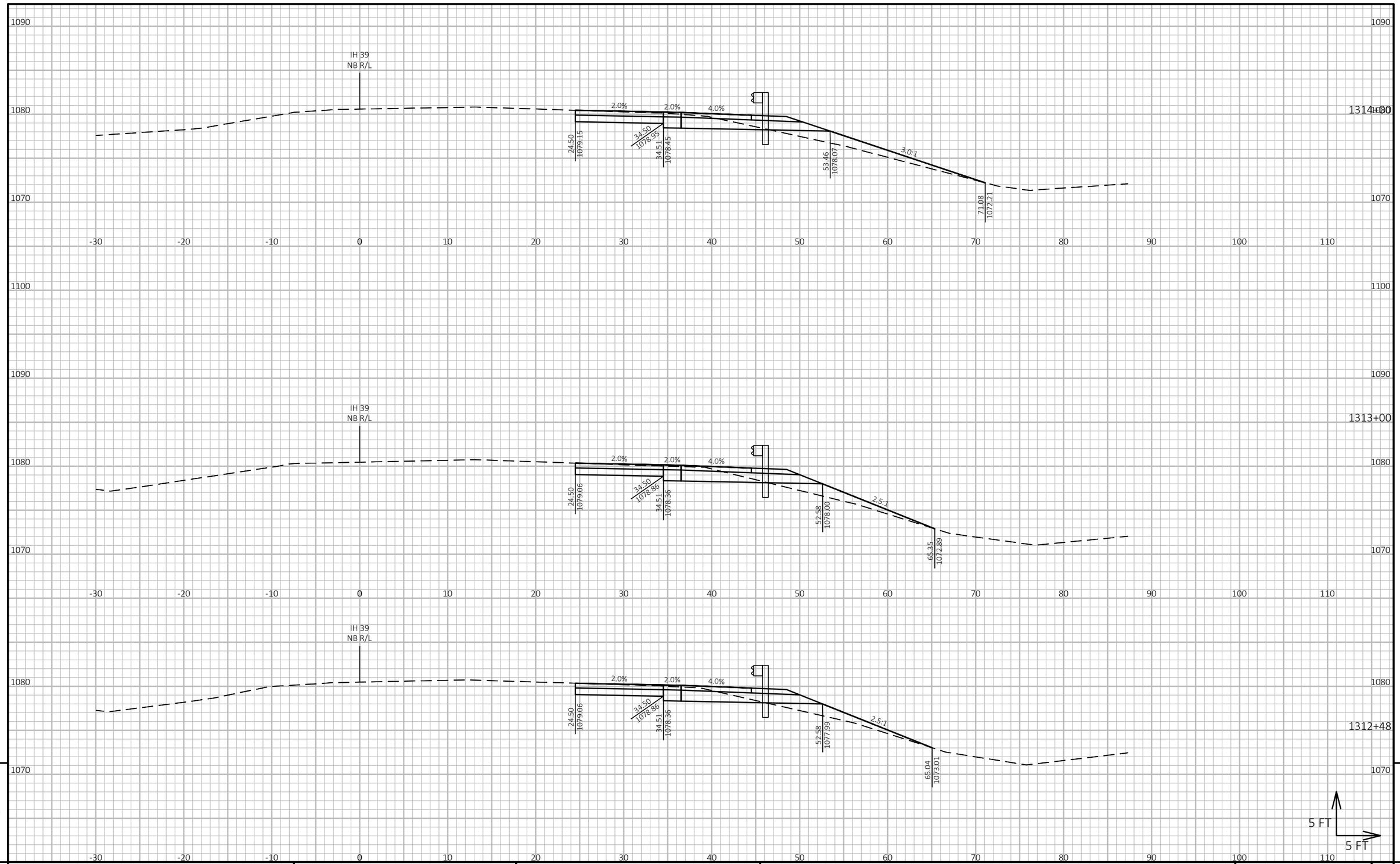
PLOT DATE : 2/18/2024 5:42 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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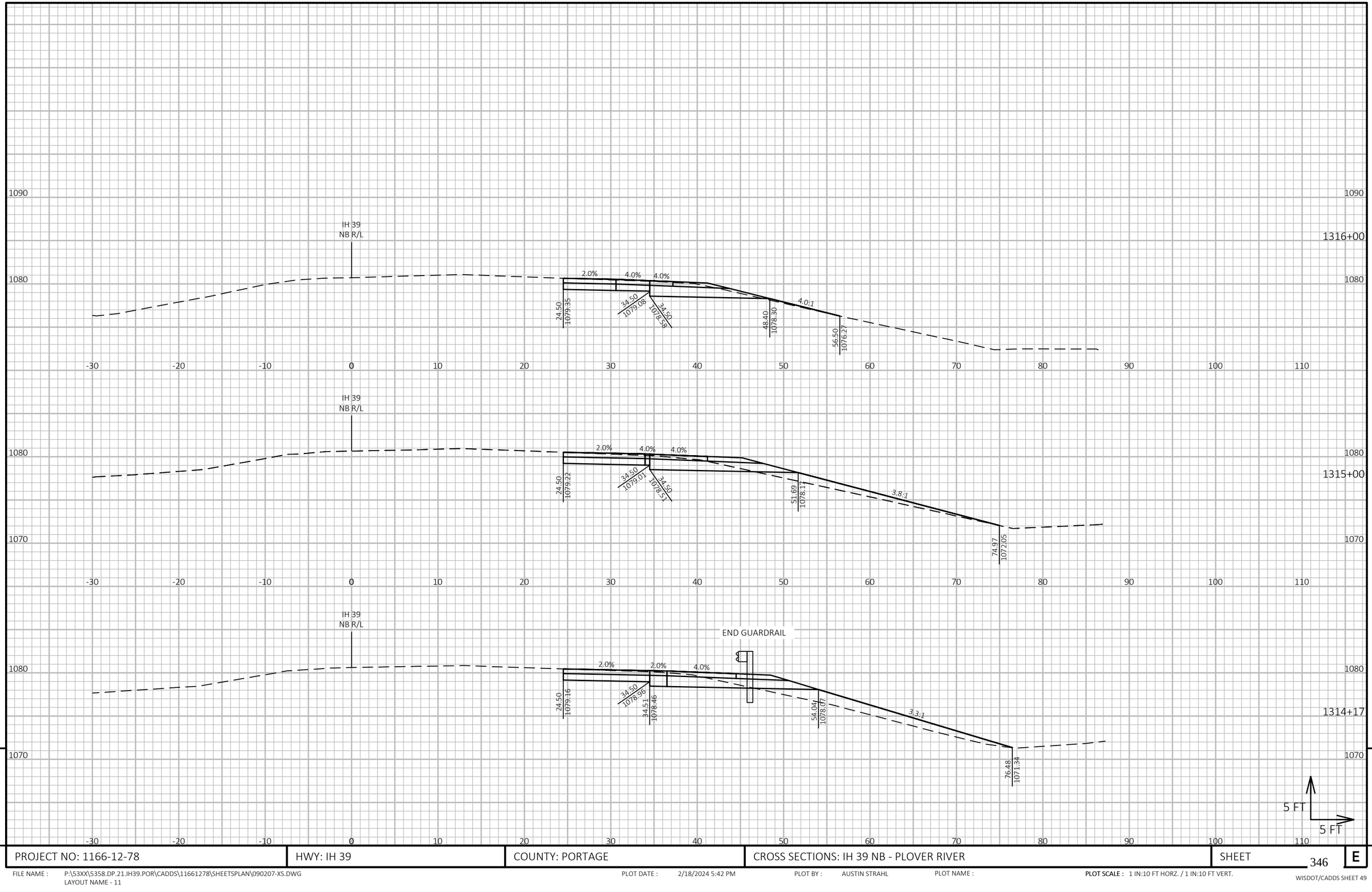
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 345 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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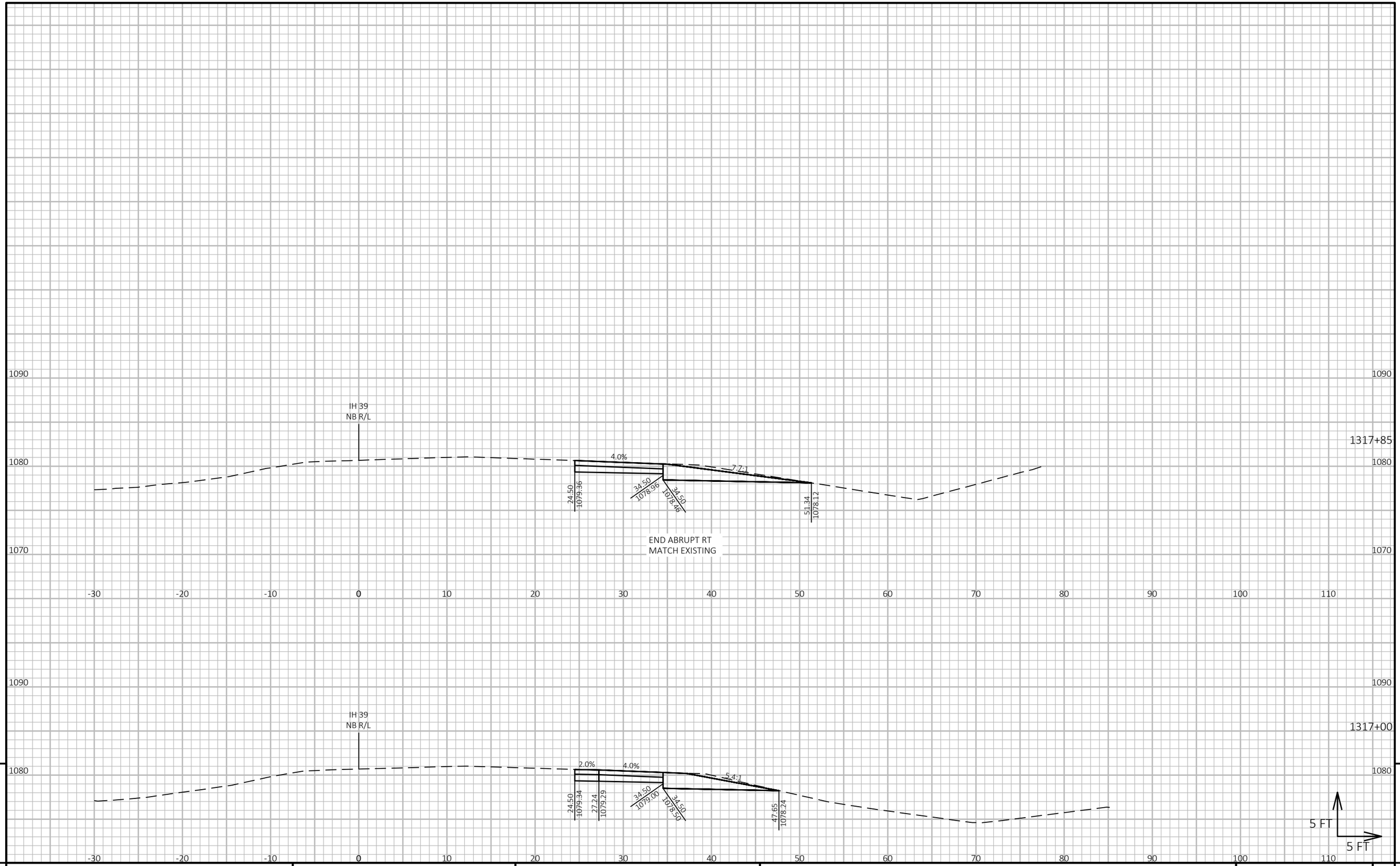
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 346 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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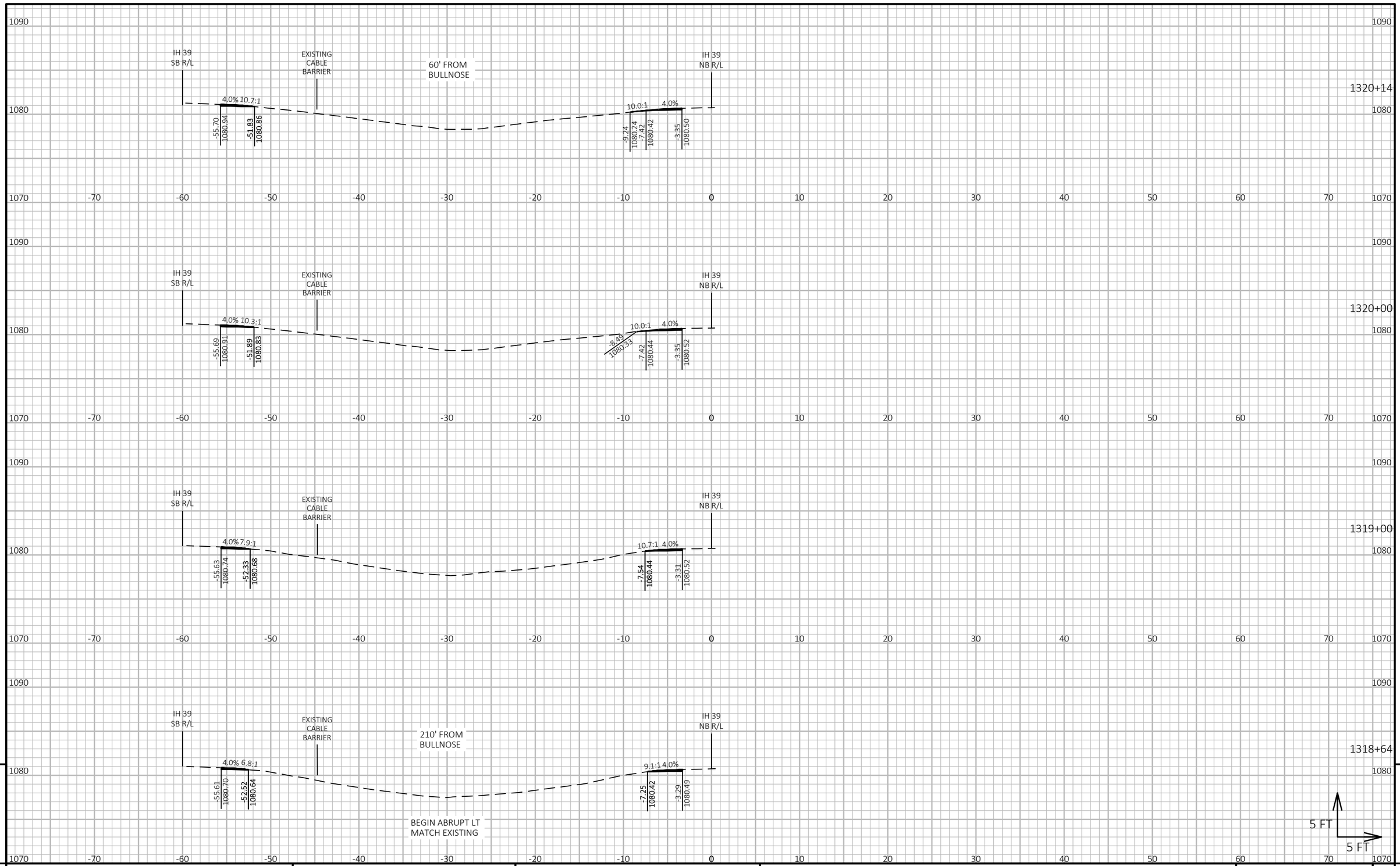
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - PLOVER RIVER | SHEET 347 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 2/18/2024 5:42 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - JANICK CIRCLE NORTH | SHEET 348 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090208-XS.DWG
LAYOUT NAME - 090220-xs

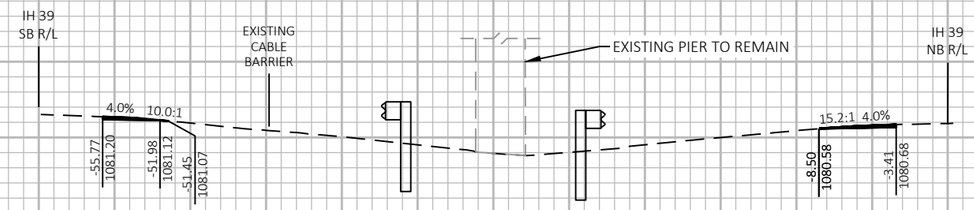
PLOT DATE : 2/18/2024 5:43 PM

PLOT BY : AUSTIN STRAHL

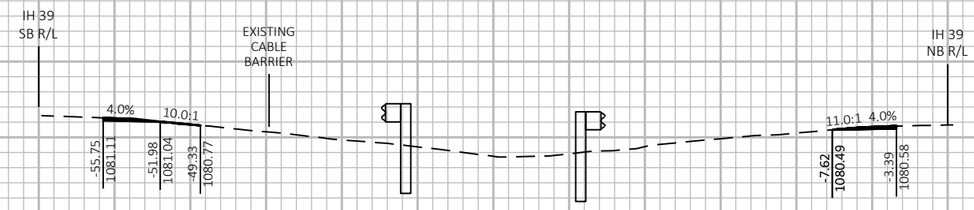
PLOT NAME :

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

WISDOT/CADDS SHEET 49

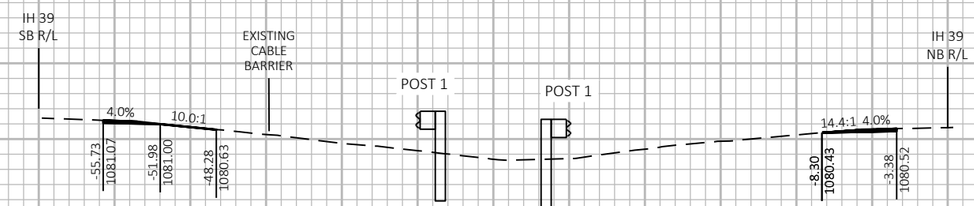



1321+44




1321+00

1320+90




1320+78

5 FT
5 FT

9

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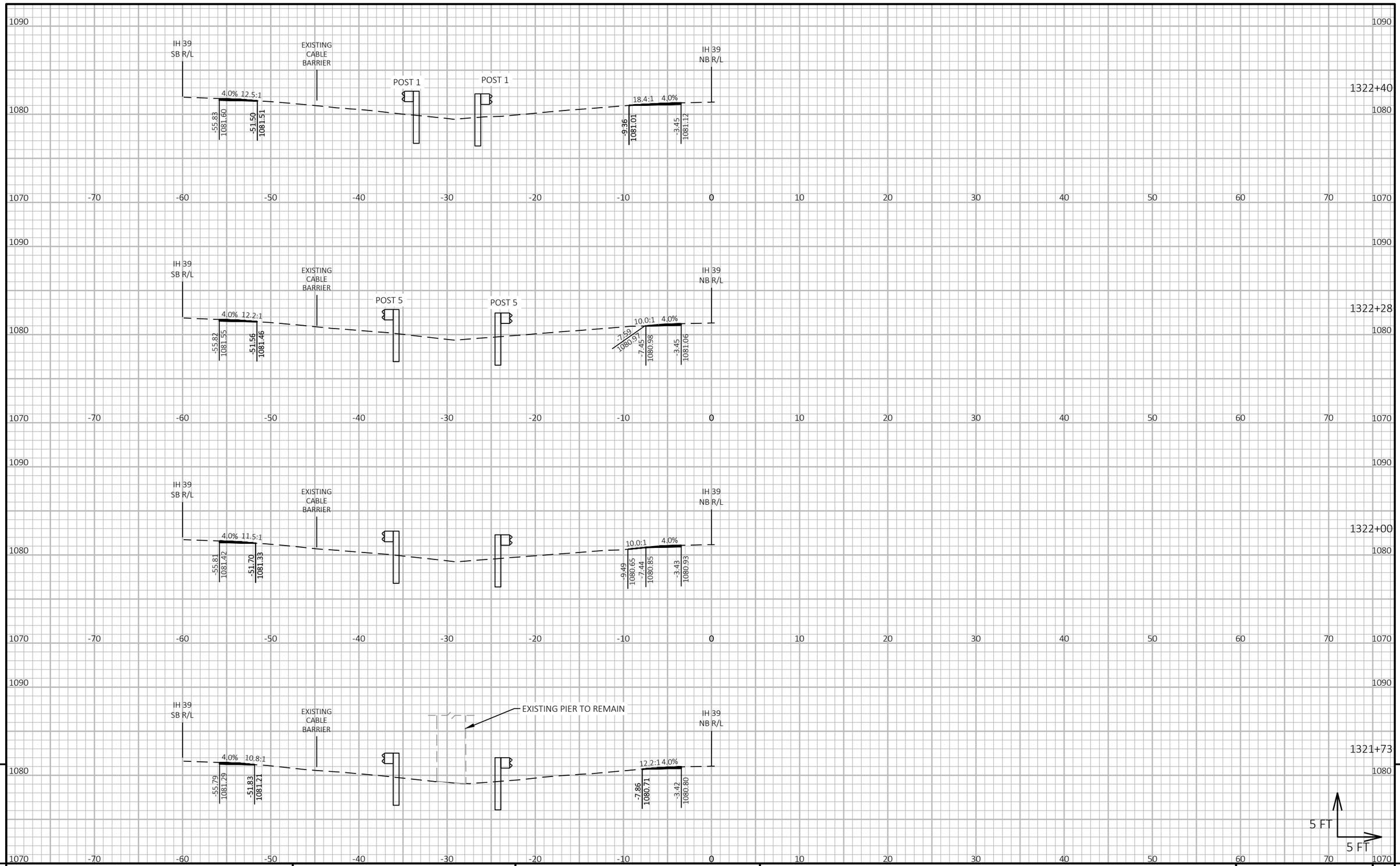
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - JANICK CIRCLE NORTH | SHEET 349 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090208-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 2/18/2024 5:43 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - JANICK CIRCLE NORTH | SHEET 350 | E |
|---|---|---|---|---|---|

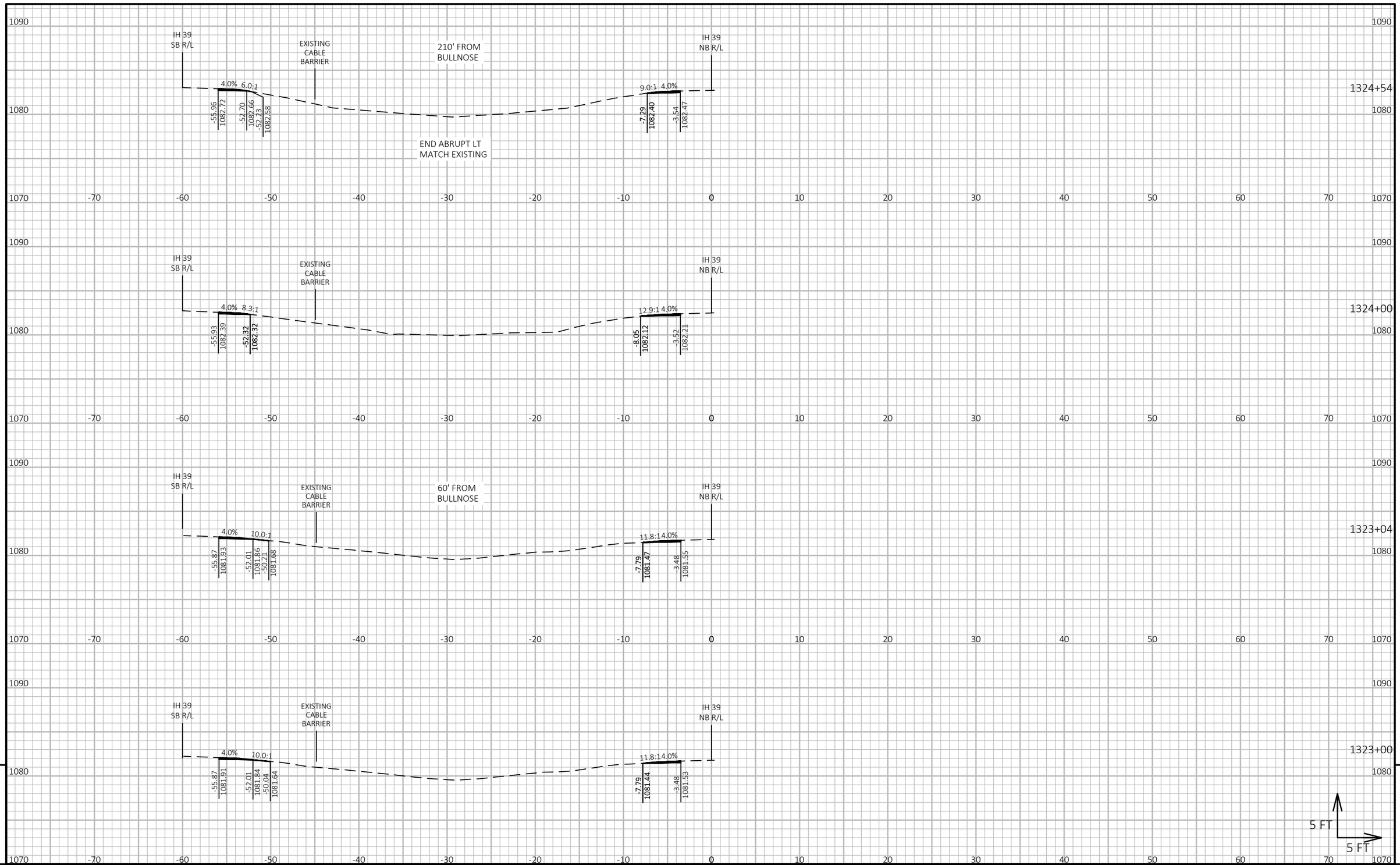
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090208-XS.DWG
LAYOUT NAME - 090222-xs

PLOT DATE : 2/18/2024 5:43 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB BULLNOSE - JANICK CIRCLE NORTH | SHEET 351 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090208-XS.DWG
LAYOUT NAME - 090223-xs

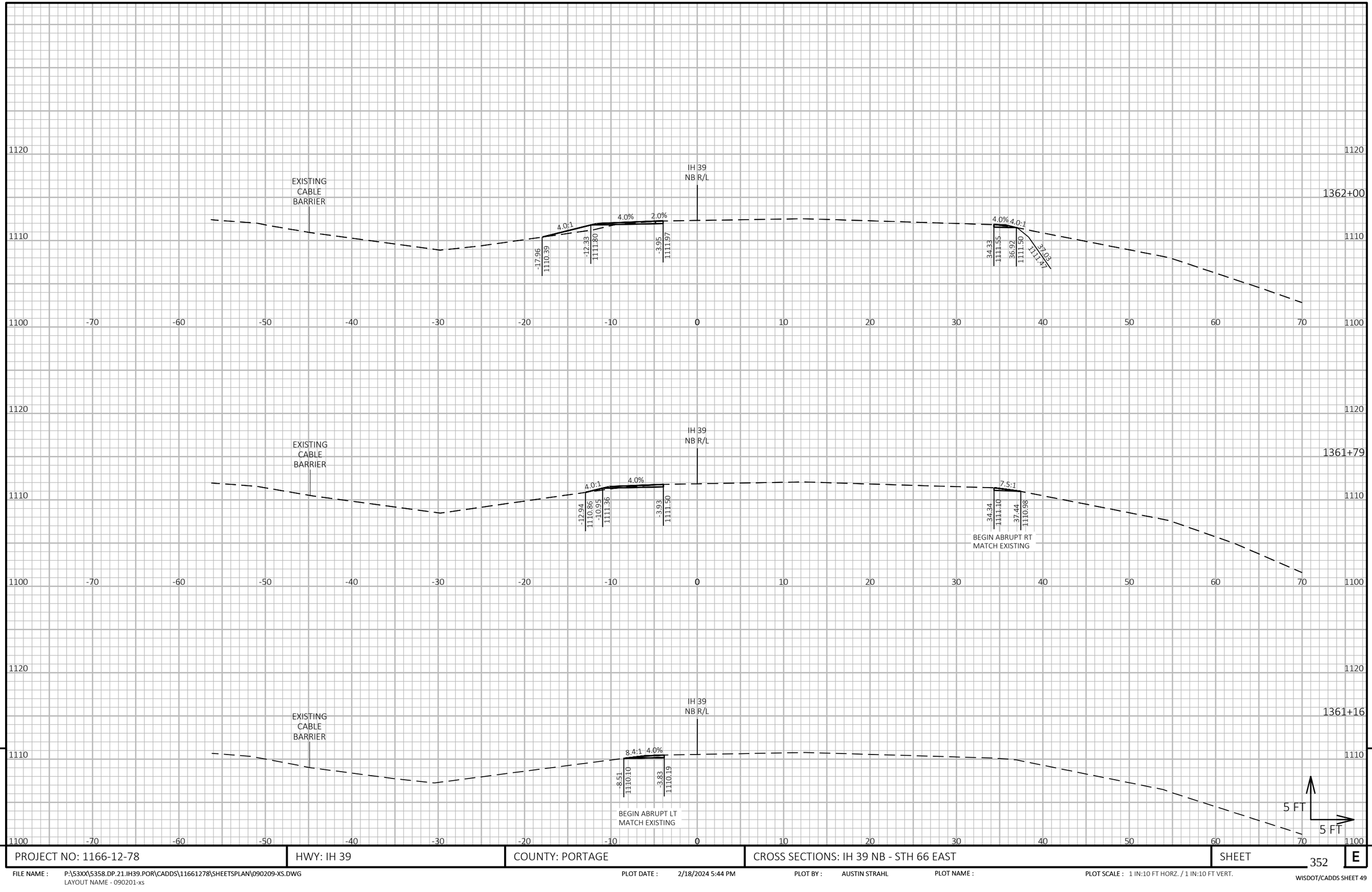
PLOT DATE : 2/18/2024 5:43 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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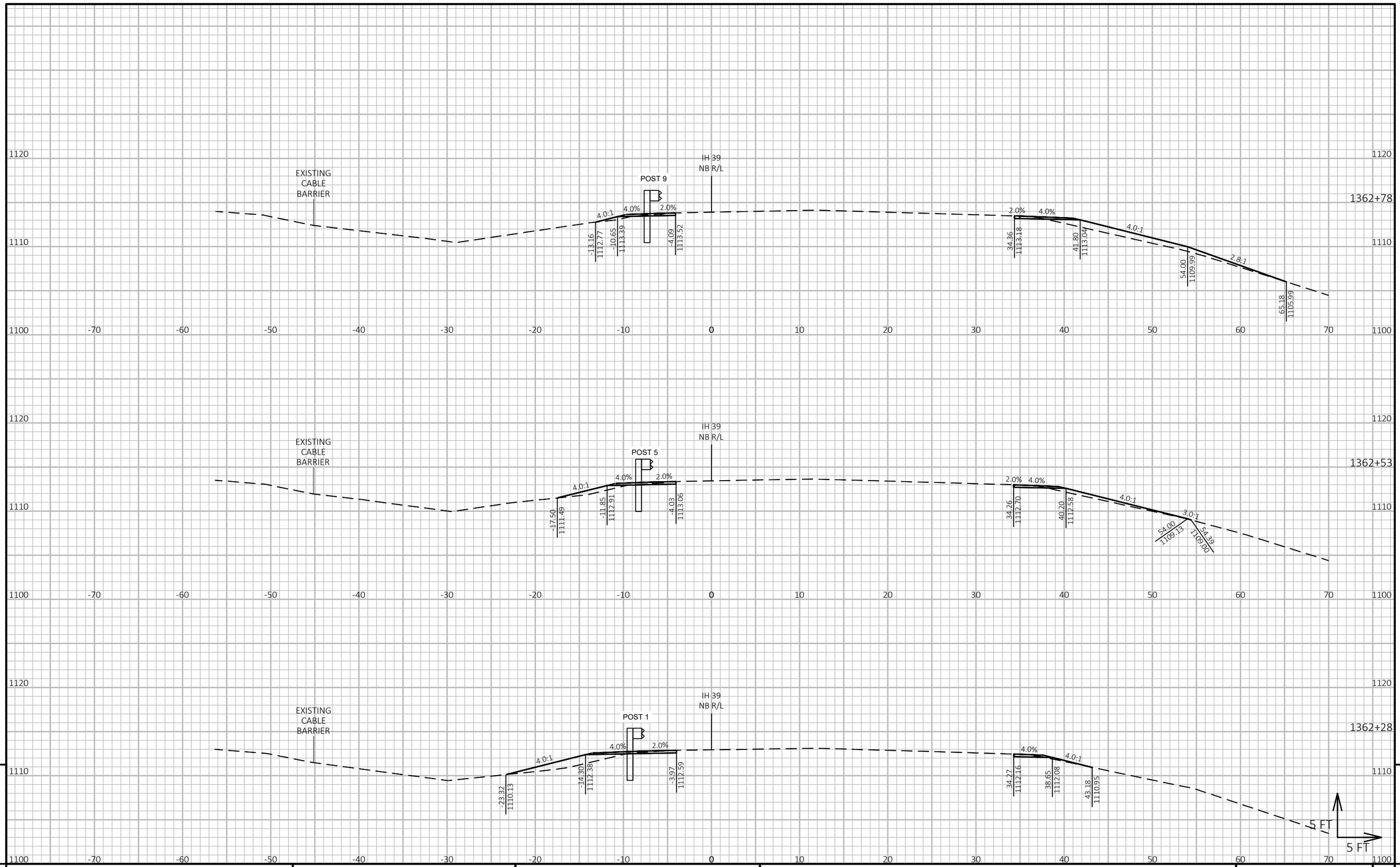
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - STH 66 EAST | SHEET 352 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:44 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - STH 66 EAST | SHEET 353 | E |
|---|---|---|---|---|---|

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FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:44 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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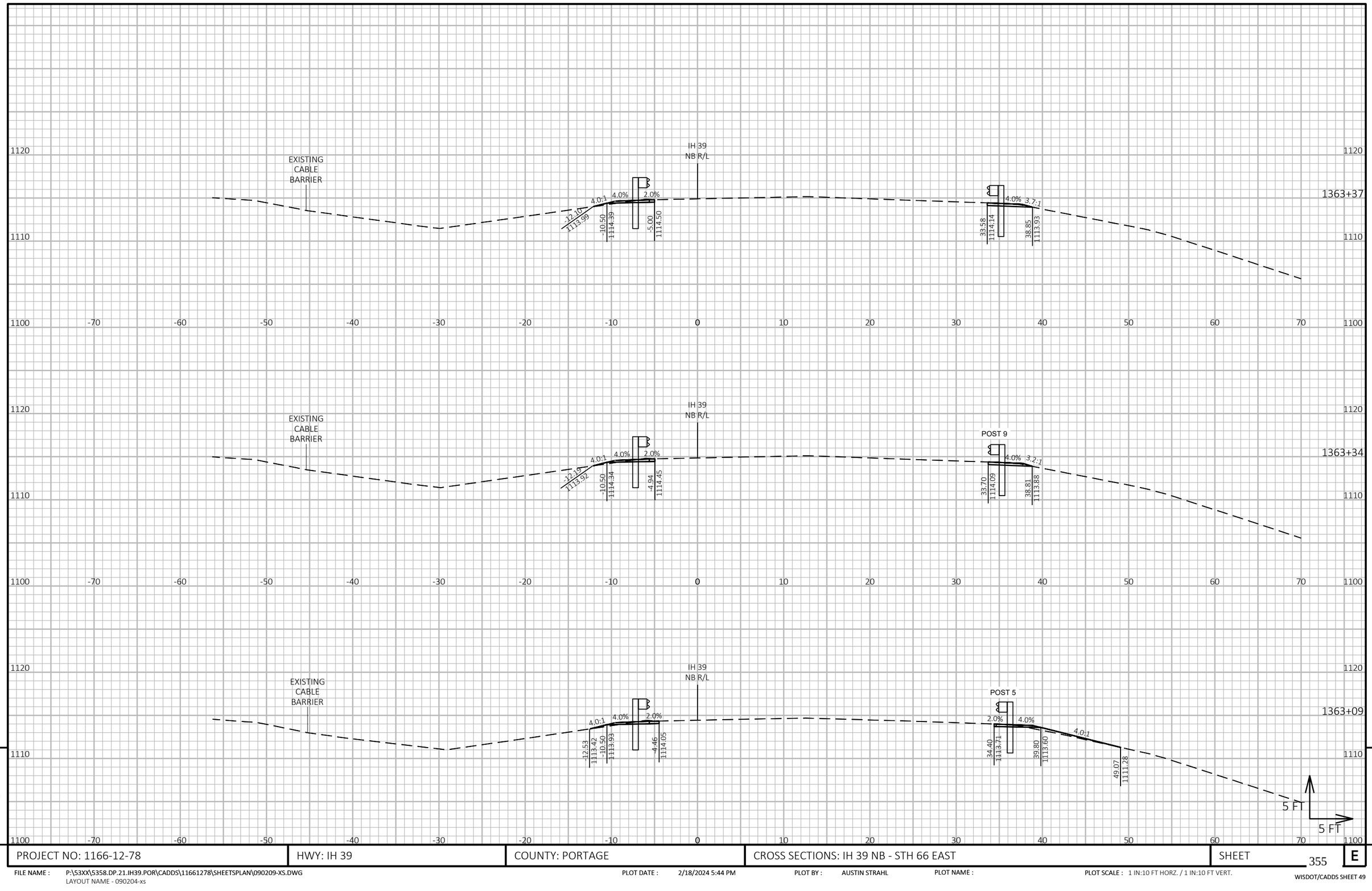
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - STH 66 EAST | SHEET 354 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:44 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - STH 66 EAST | SHEET 355 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 090204-xs

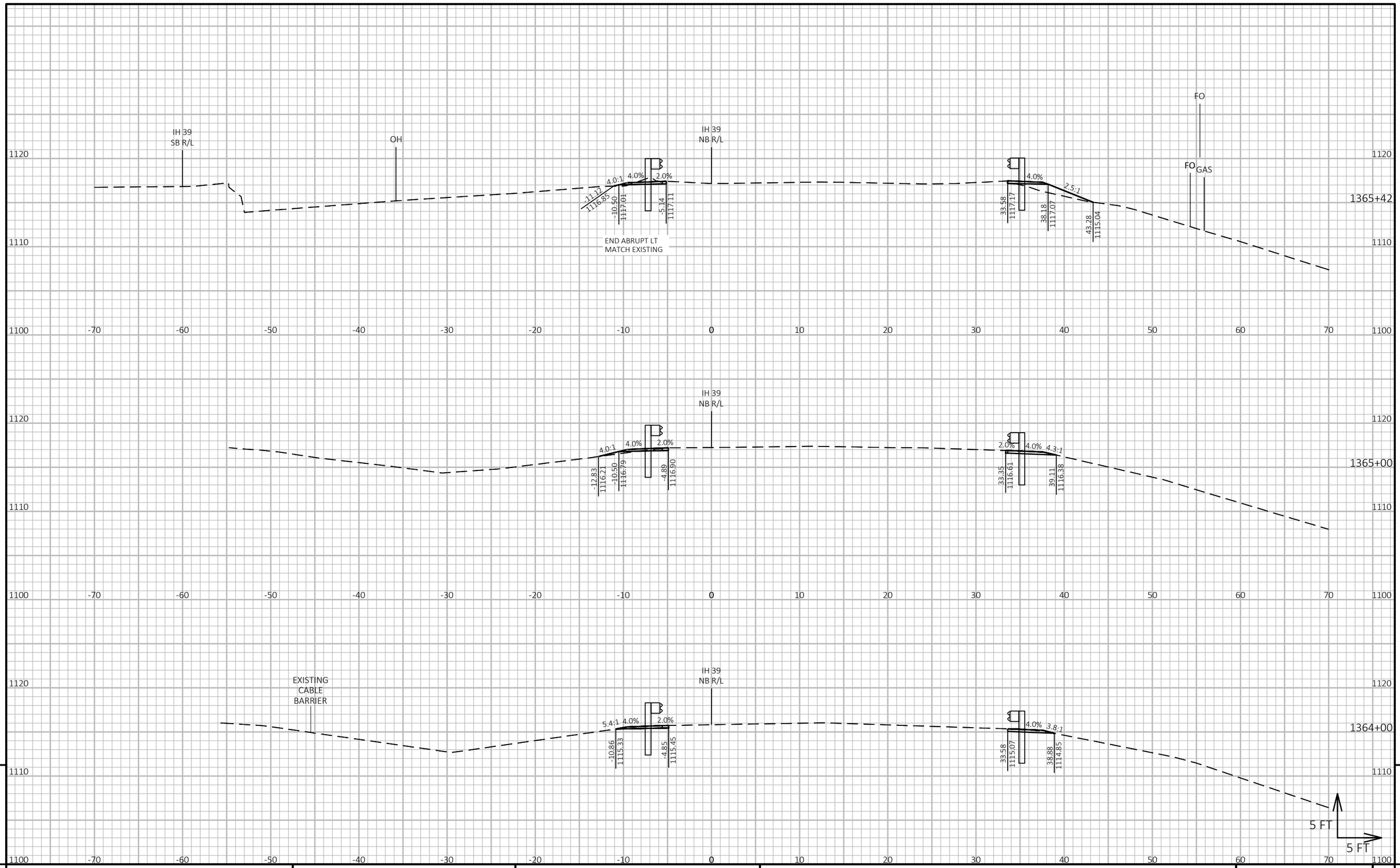
PLOT DATE : 2/18/2024 5:44 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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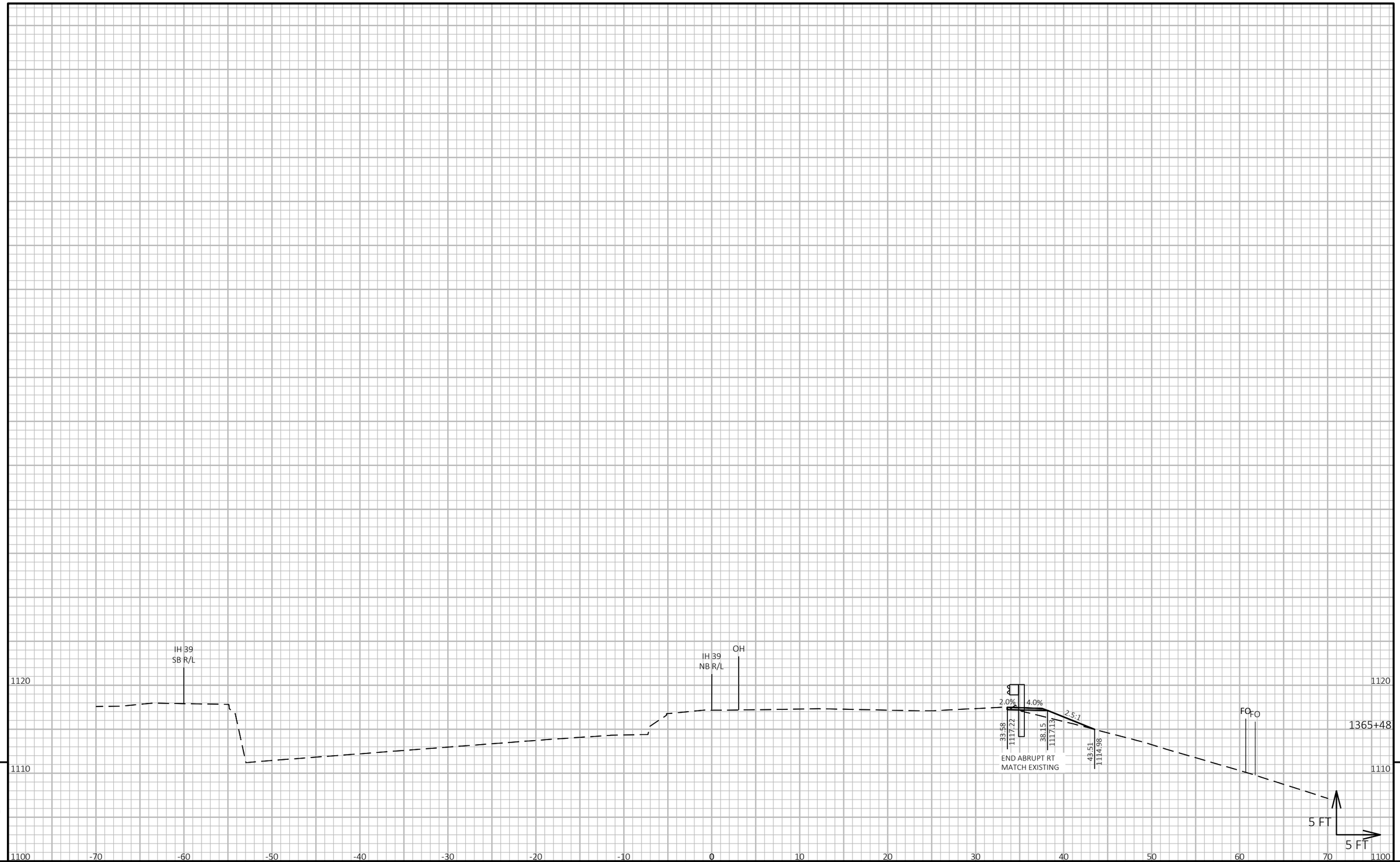
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - STH 66 EAST | SHEET 356 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:44 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - STH 66 EAST | SHEET 357 | E |
|---|---|---|---|---|---|

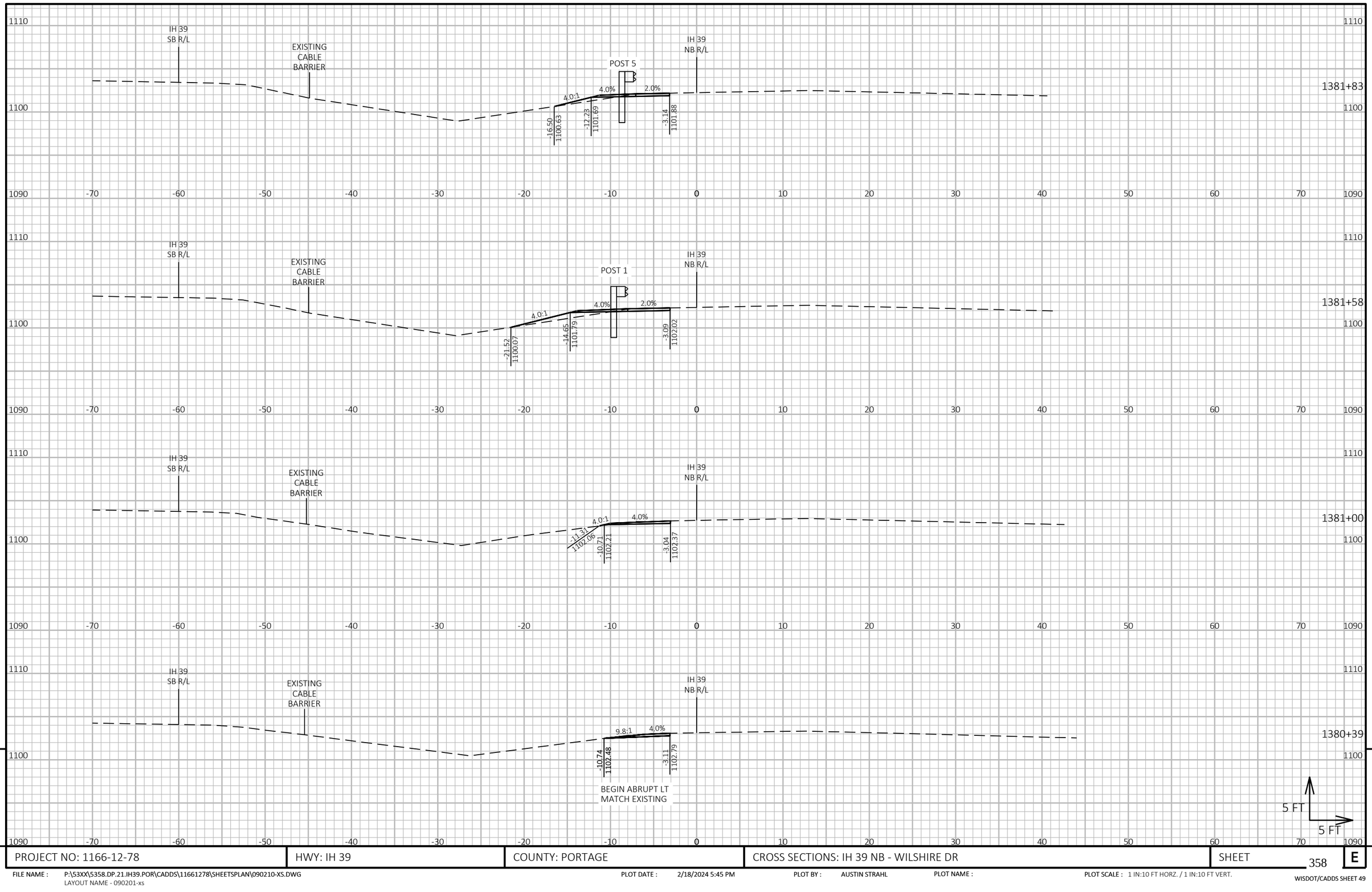
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:44 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - WILSHIRE DR | SHEET 358 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - 090201-xs

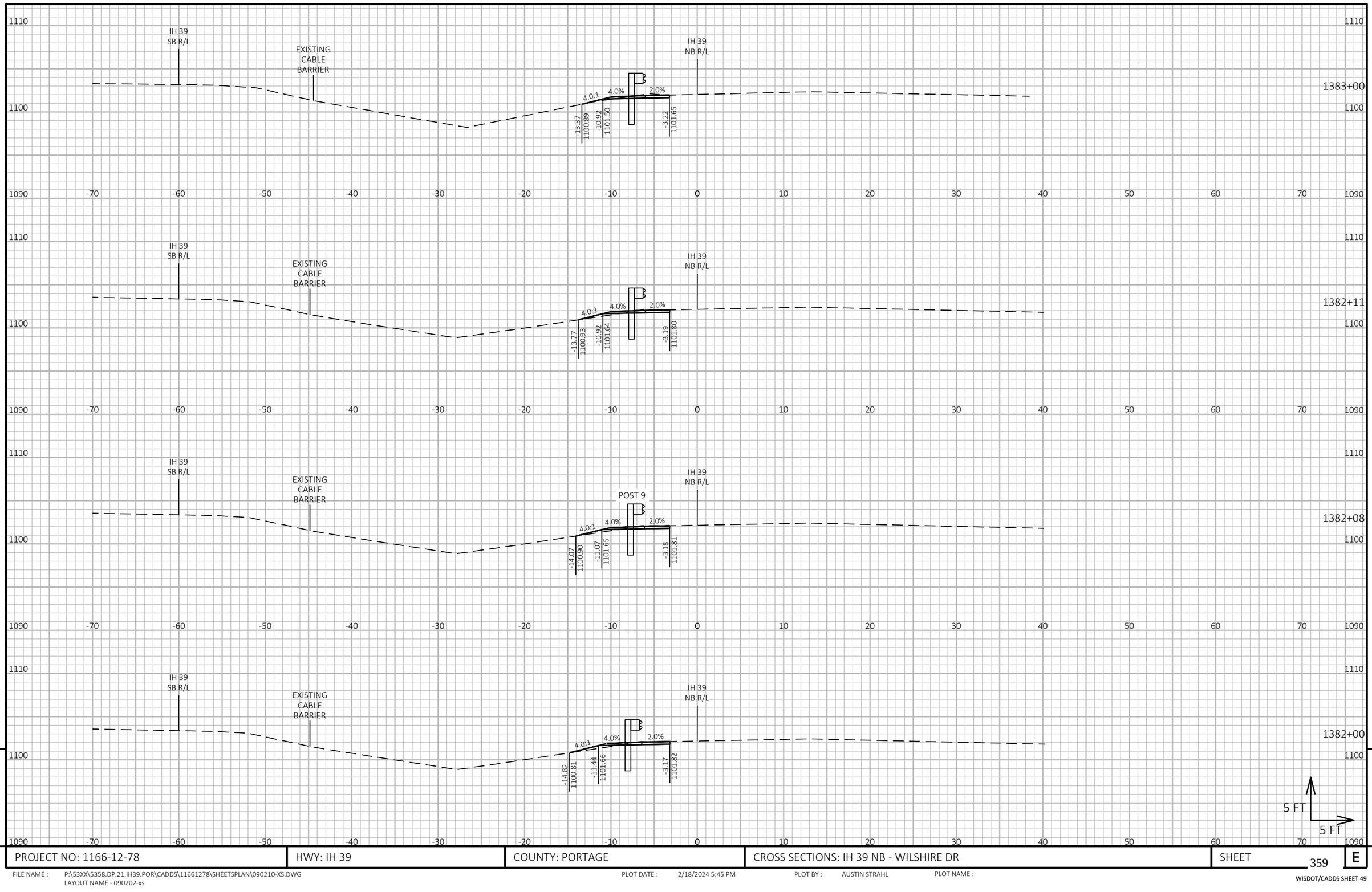
PLOT DATE : 2/18/2024 5:45 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - WILSHIRE DR | SHEET 359 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:45 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - WILSHIRE DR | SHEET 360 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:45 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

9

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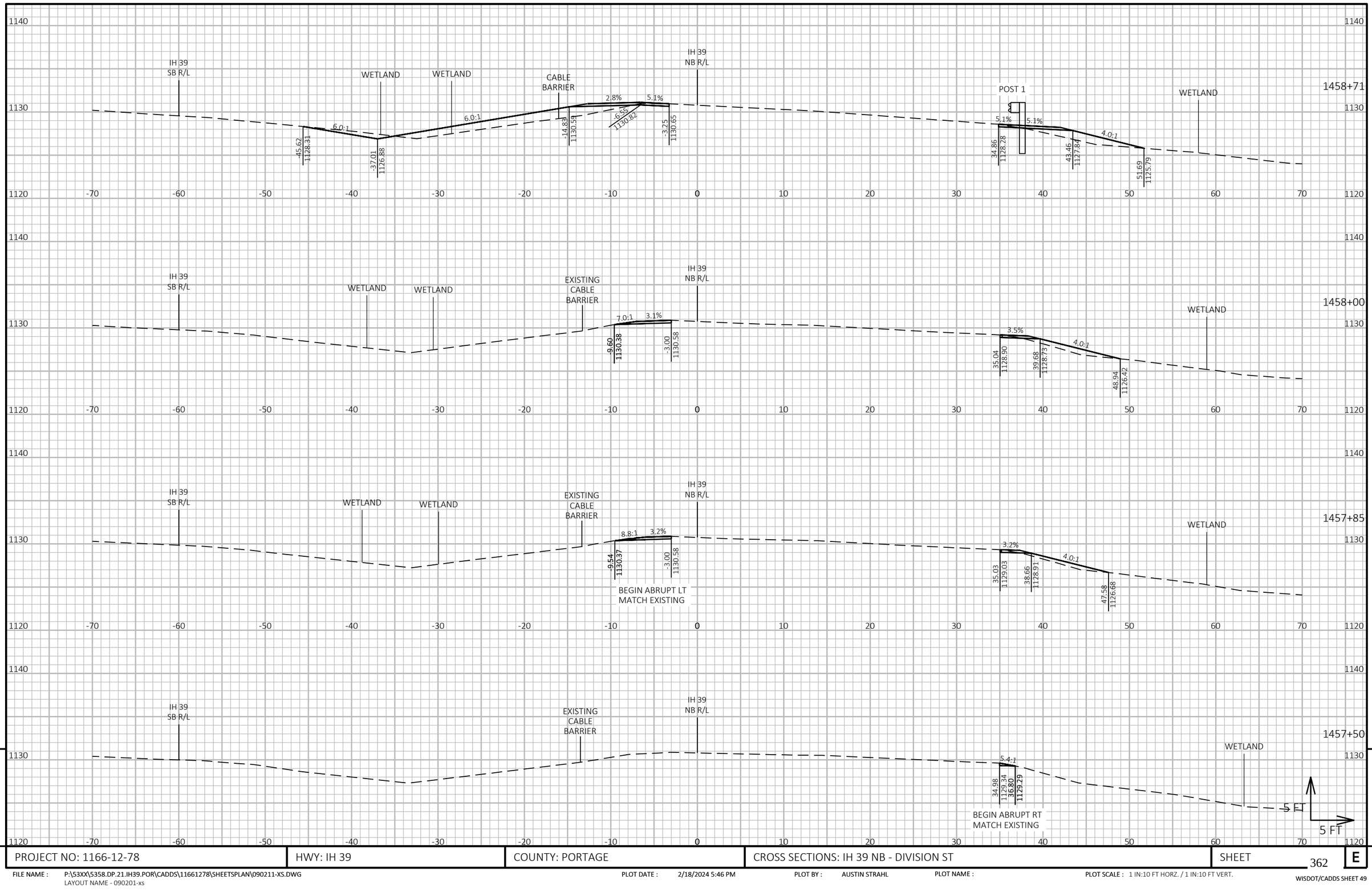
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - WILSHIRE DR | SHEET 361 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:45 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

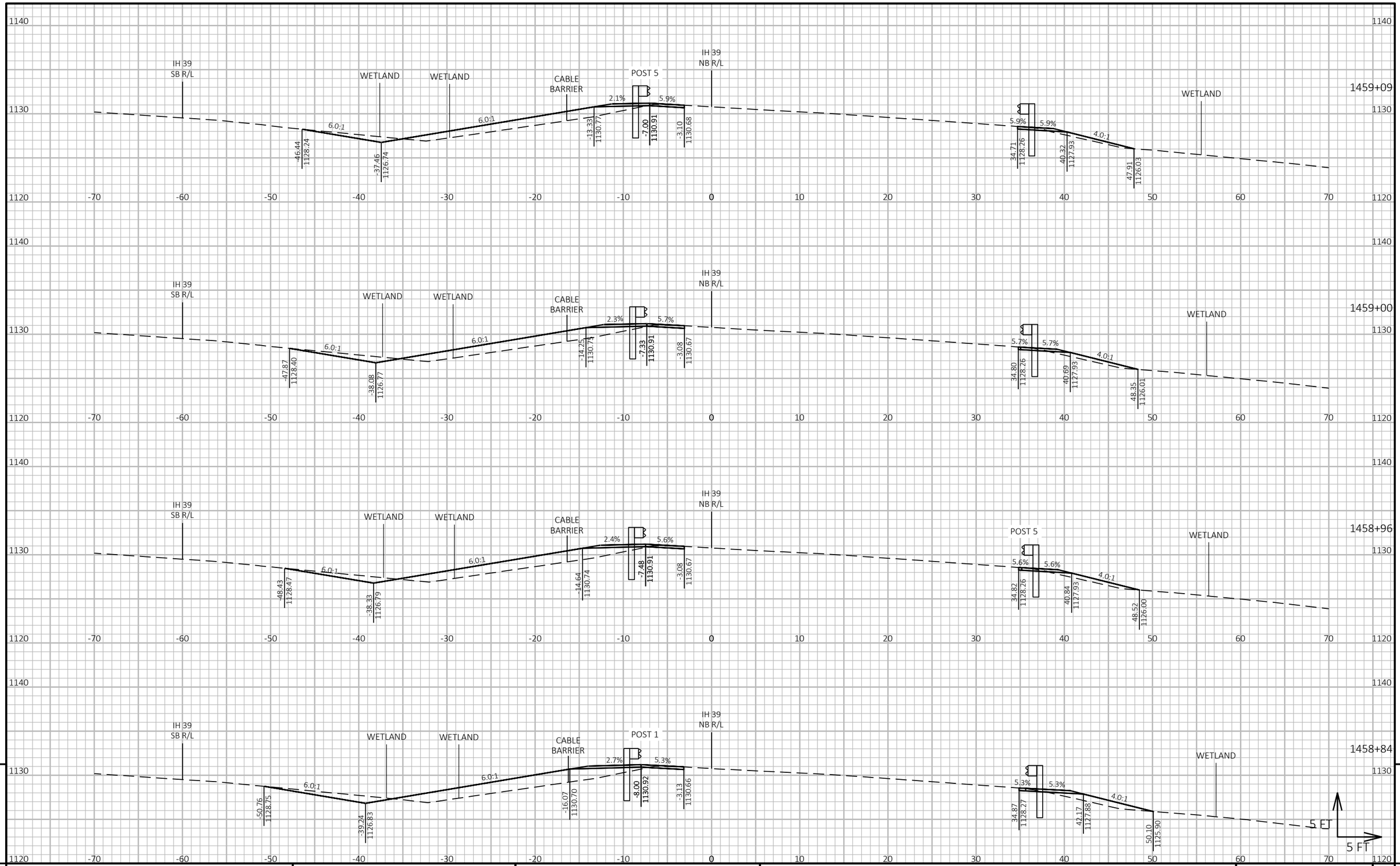



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 362 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:46 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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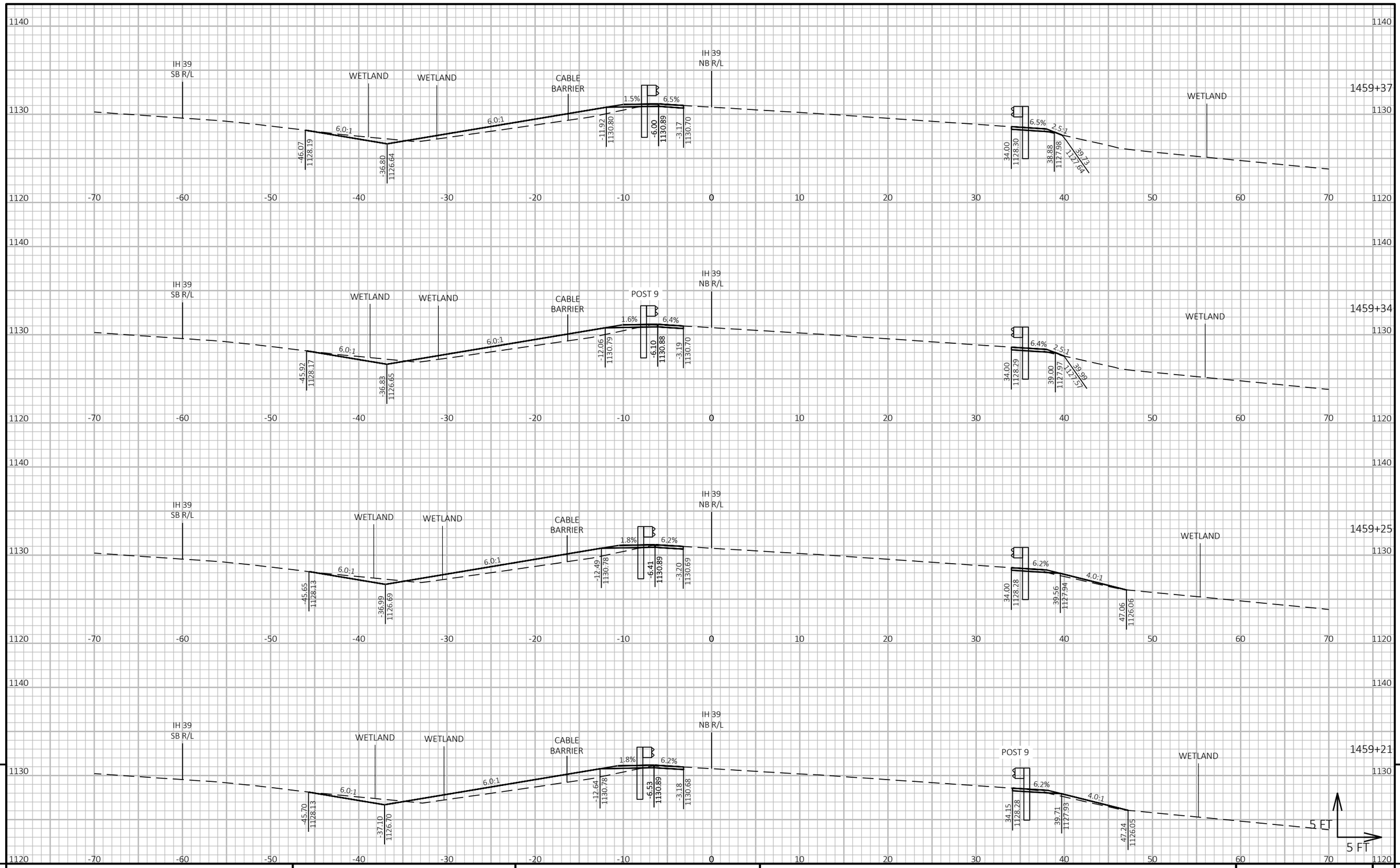
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 363 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:46 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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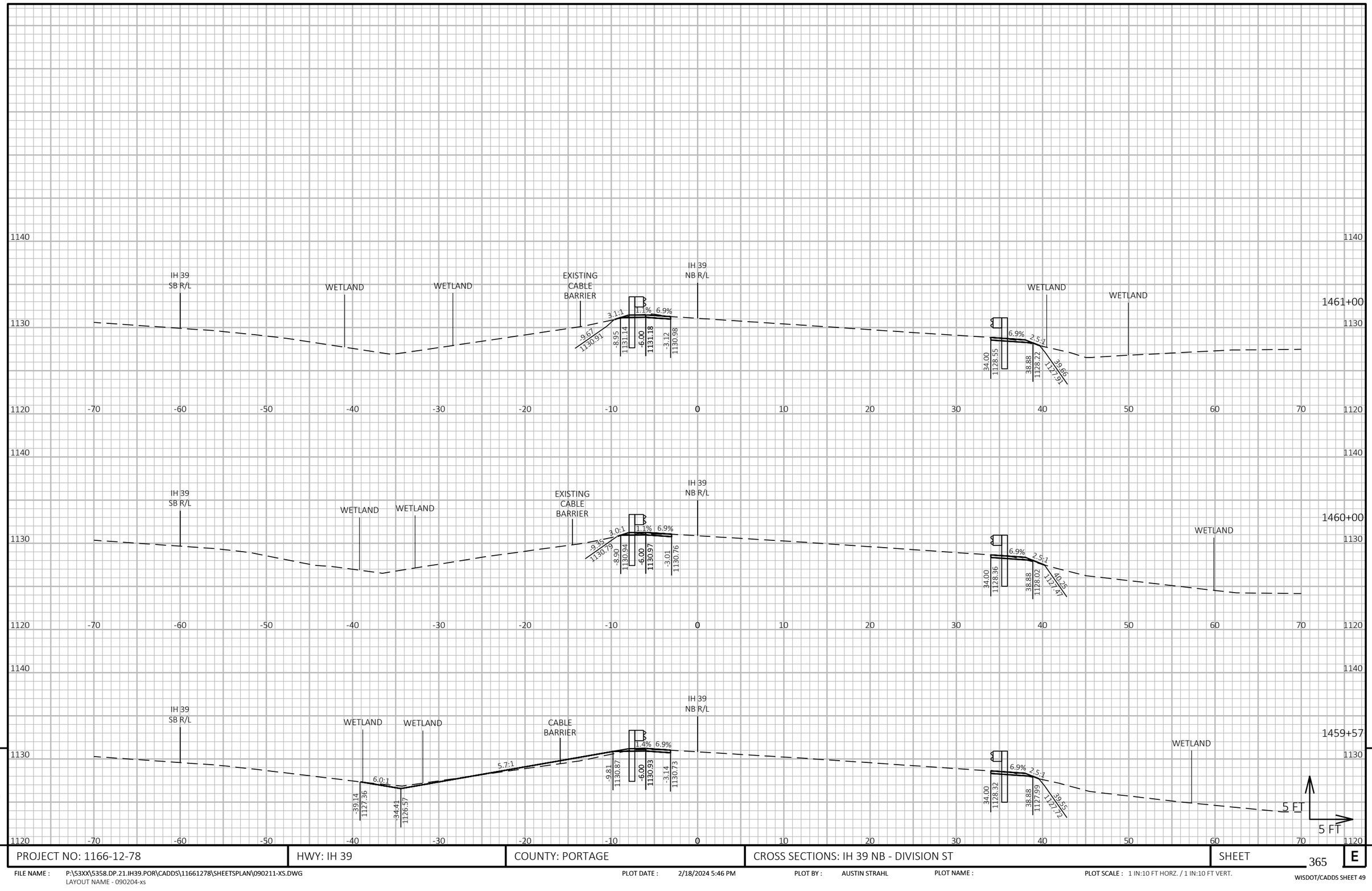
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 364 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:46 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 365 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090204-xs

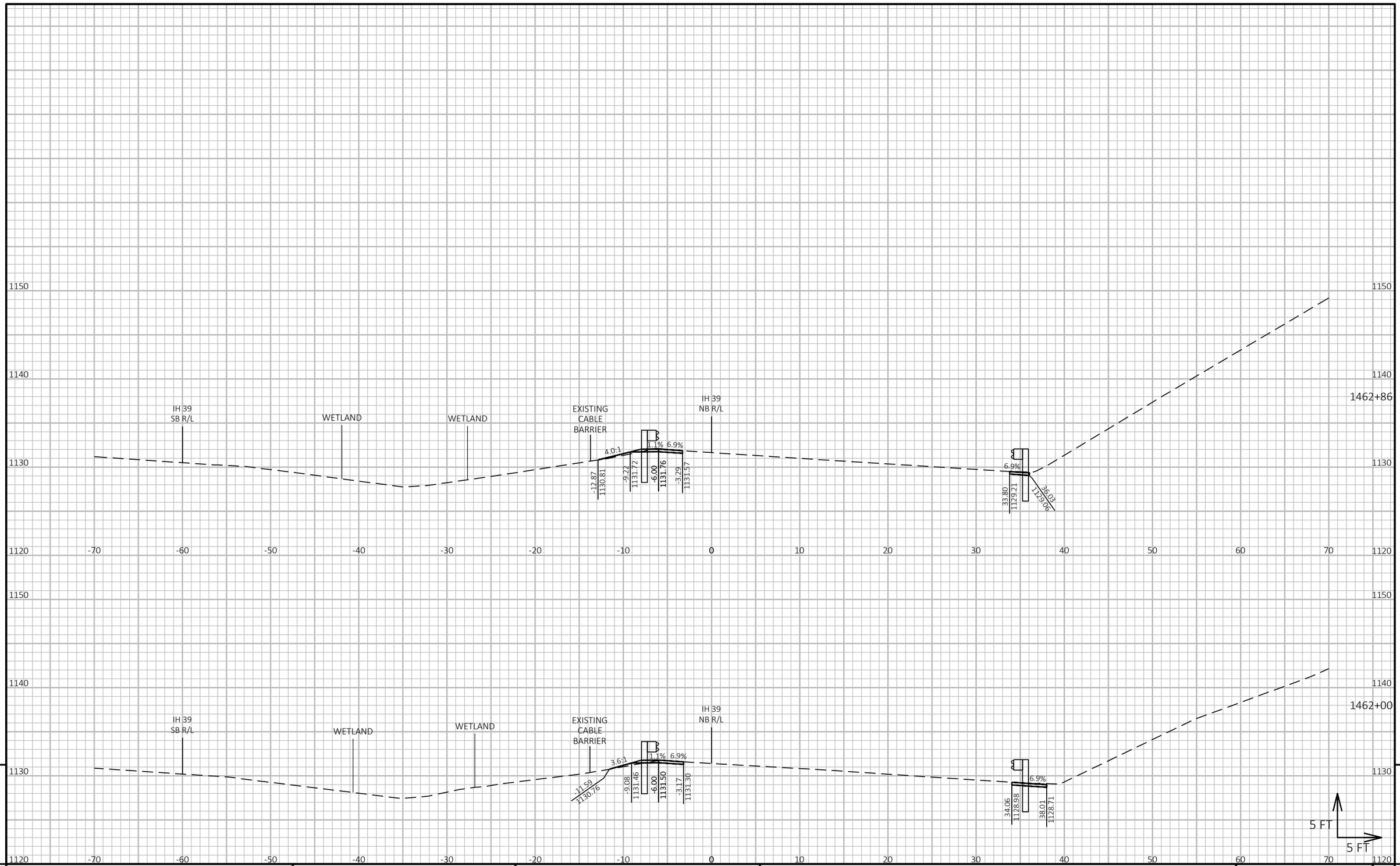
PLOT DATE : 2/18/2024 5:46 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 366 | E |
|---|---|---|---|---|---|

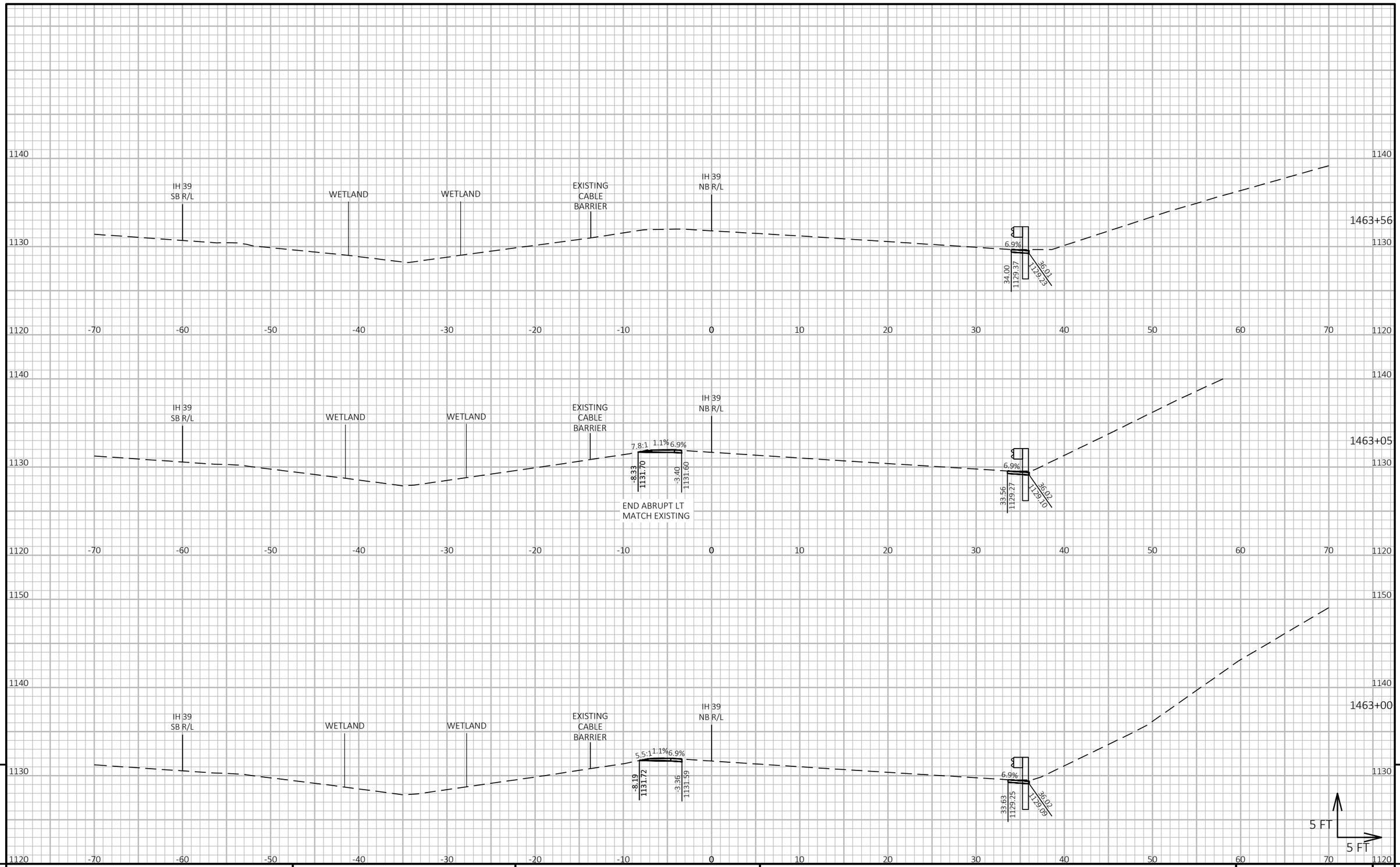
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:46 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 367 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090206-xs

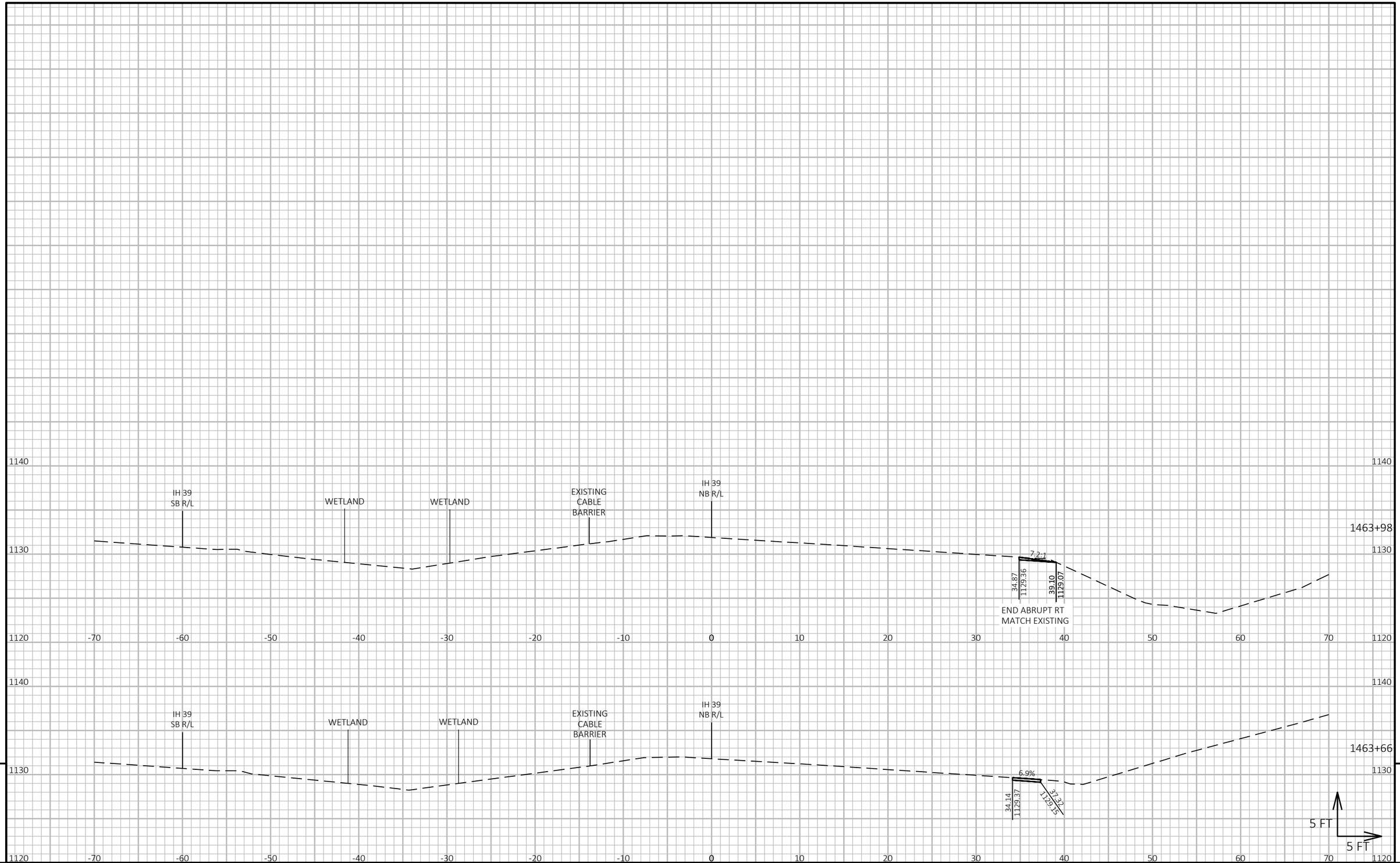
PLOT DATE : 2/18/2024 5:46 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - DIVISION ST | SHEET 368 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090211-XS.DWG
LAYOUT NAME - 090207-xs

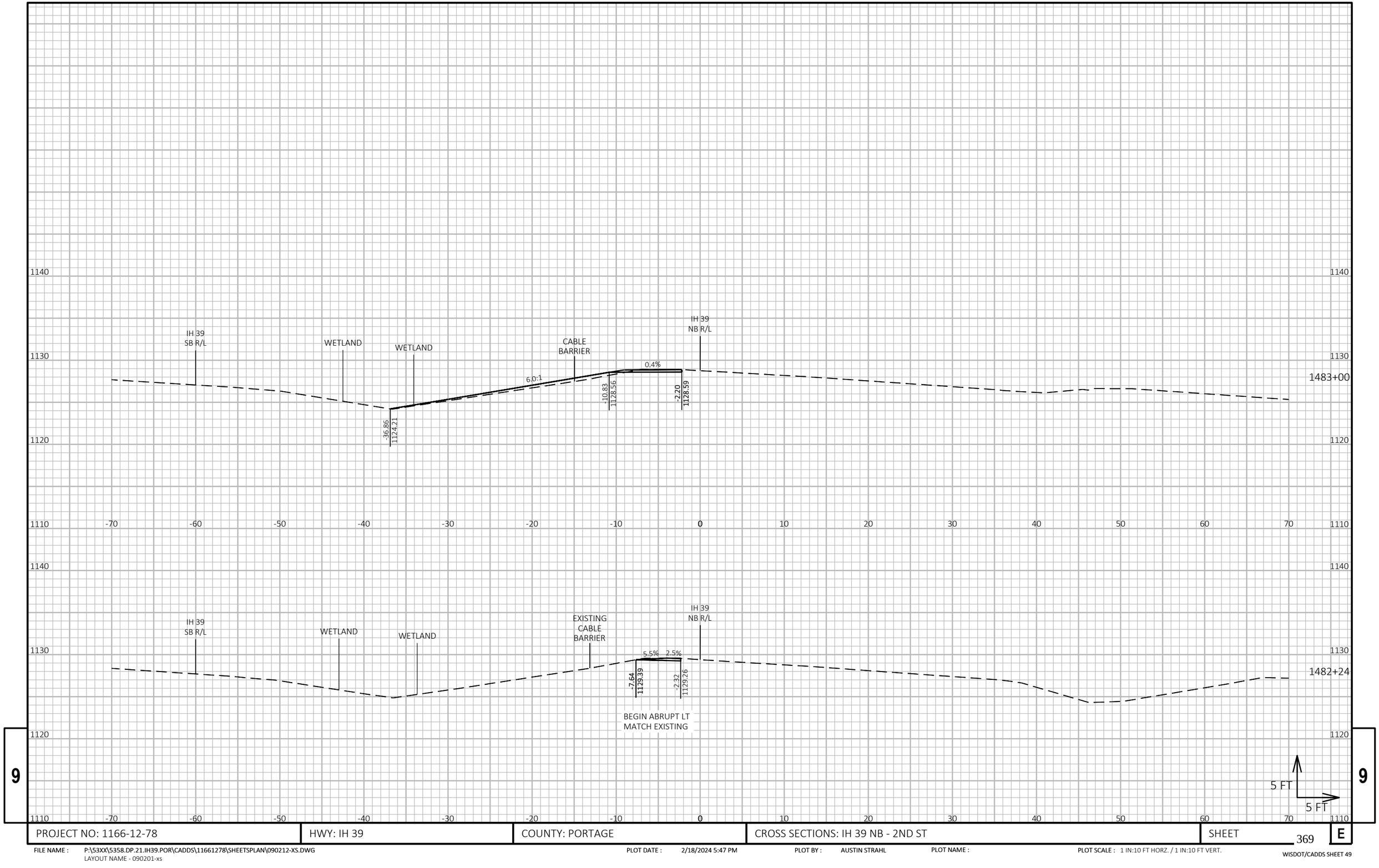
PLOT DATE : 2/18/2024 5:46 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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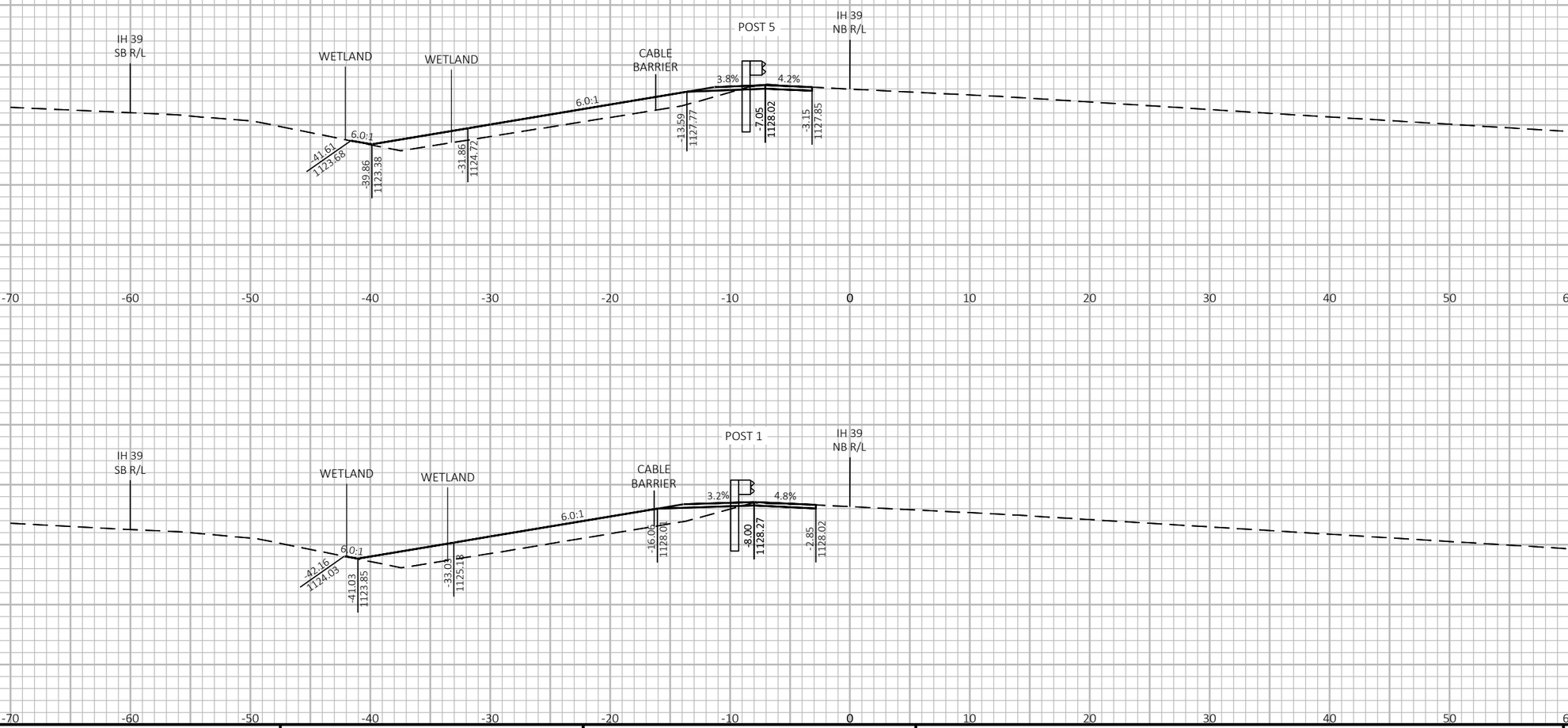
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - 2ND ST | SHEET 369 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090212-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

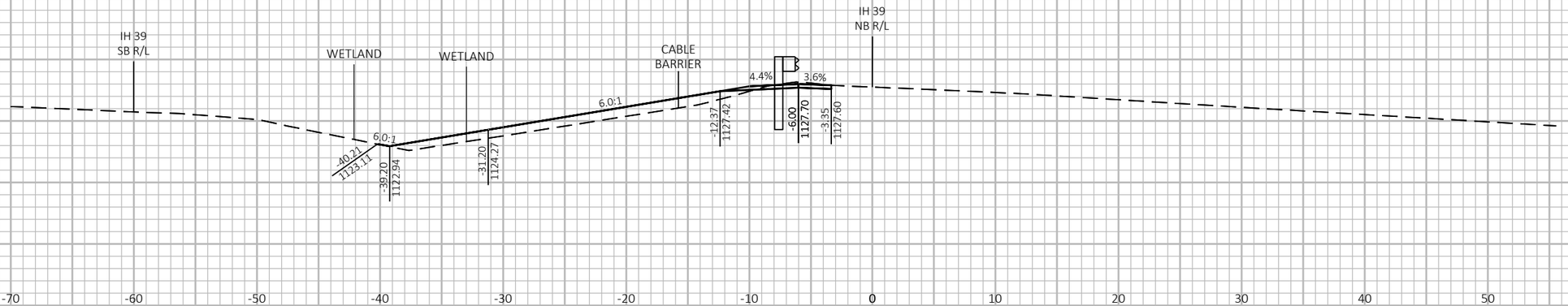


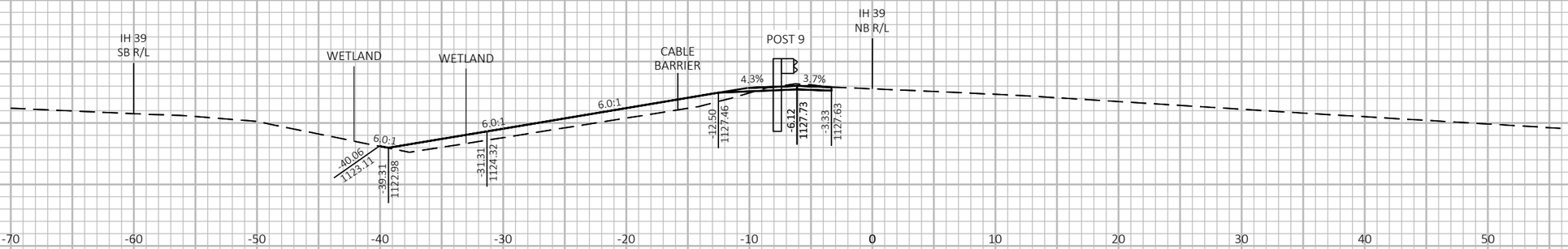

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - 2ND ST | SHEET 370 | E |
|---|---|---|---|---|---|

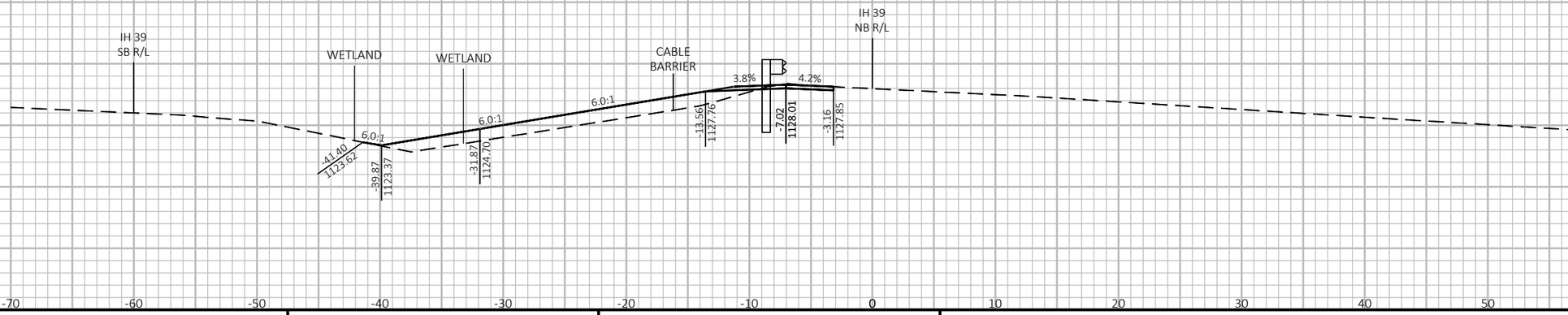
FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090212-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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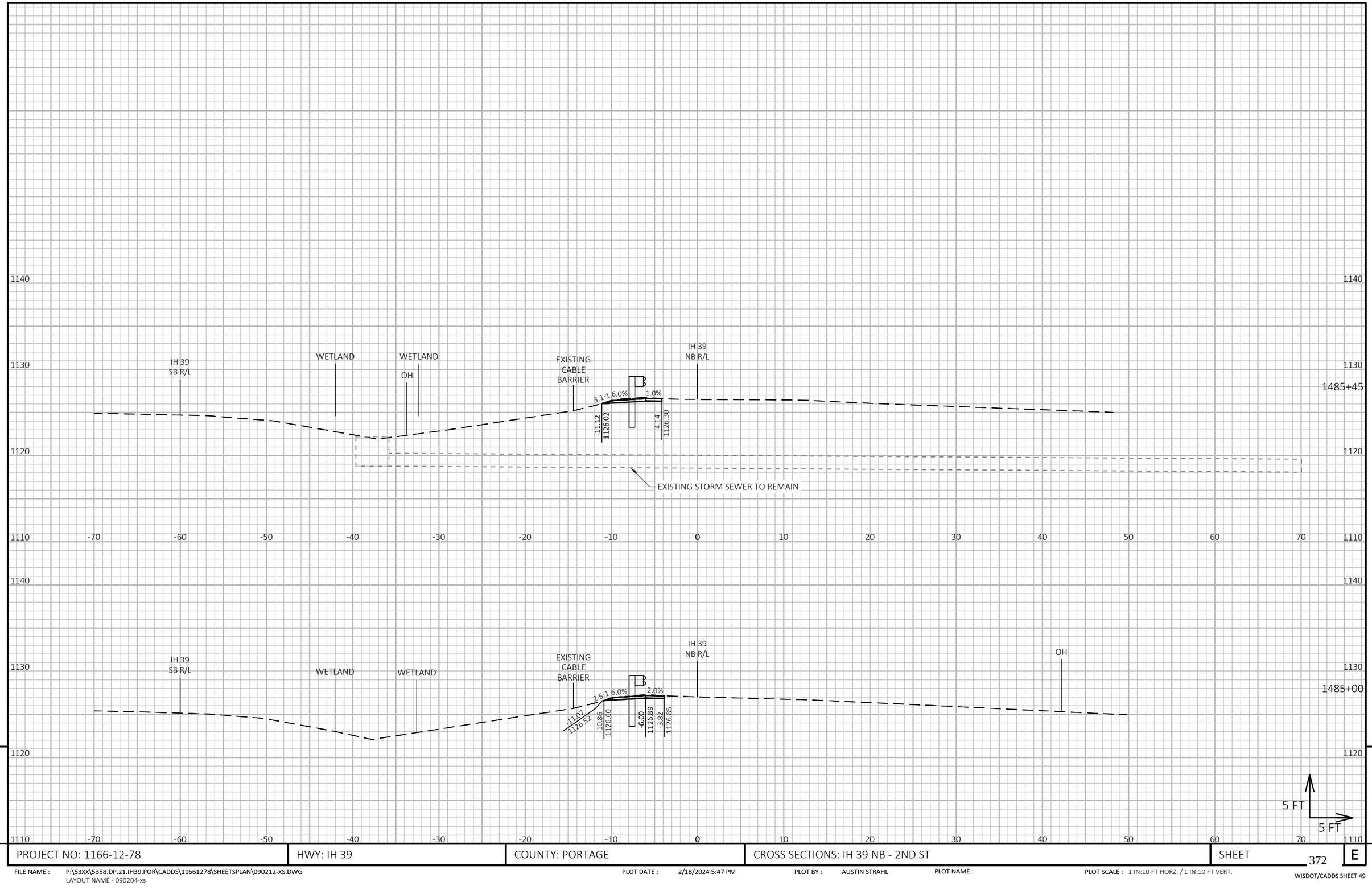
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - 2ND ST | SHEET 371 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090212-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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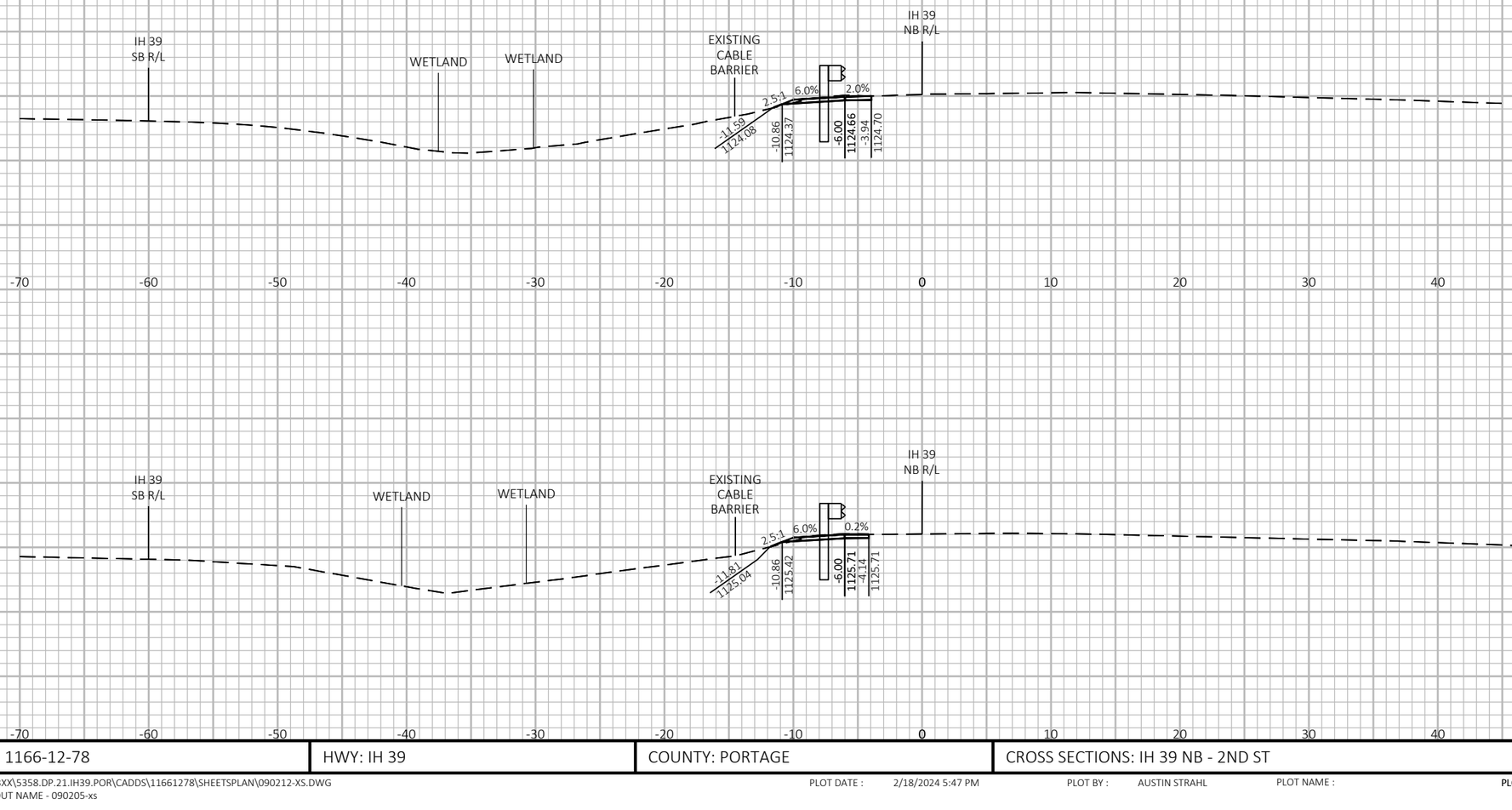
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - 2ND ST | SHEET 372 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090212-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

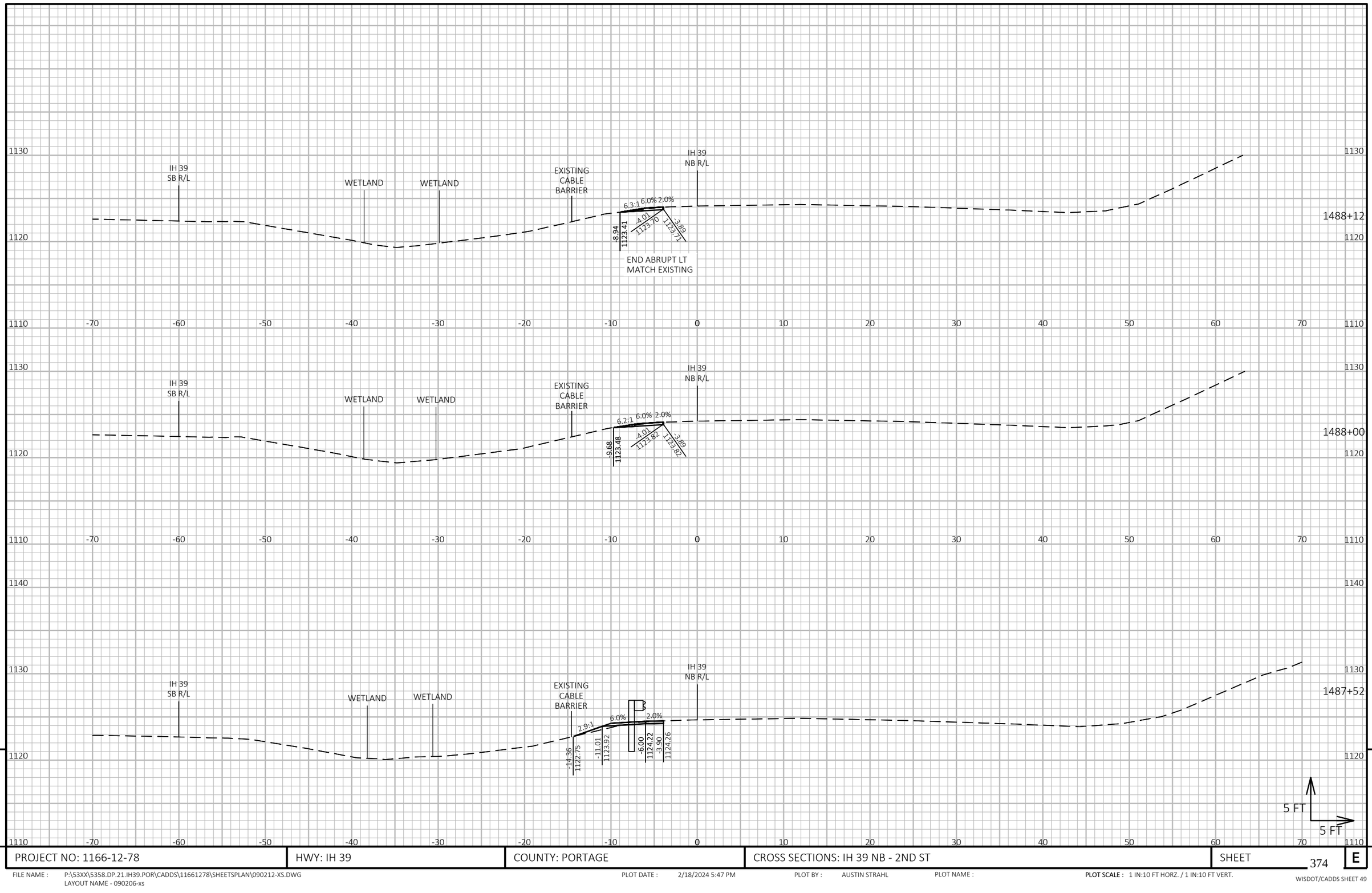



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - 2ND ST | SHEET 373 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090212-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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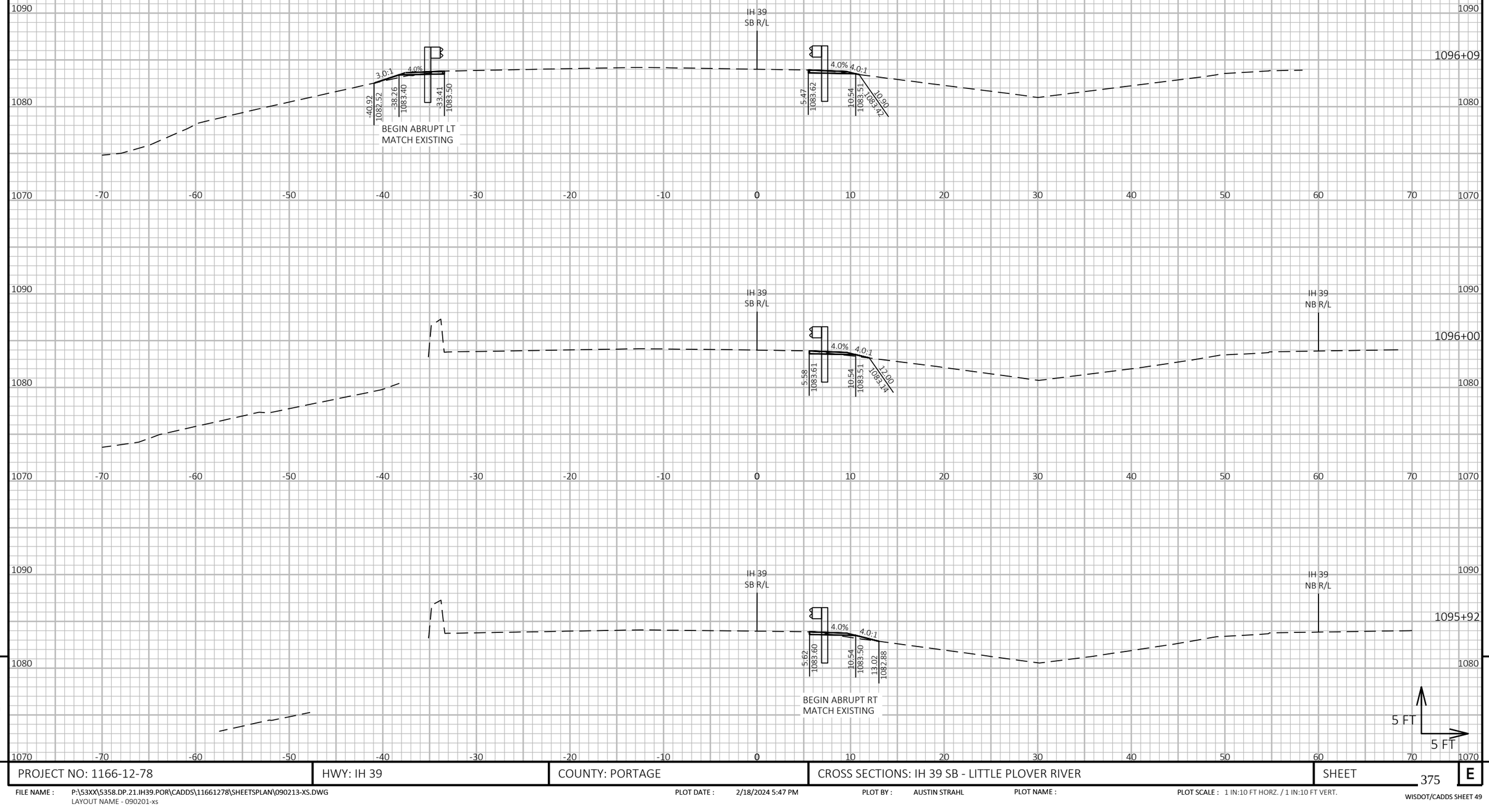
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB - 2ND ST | SHEET 374 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090212-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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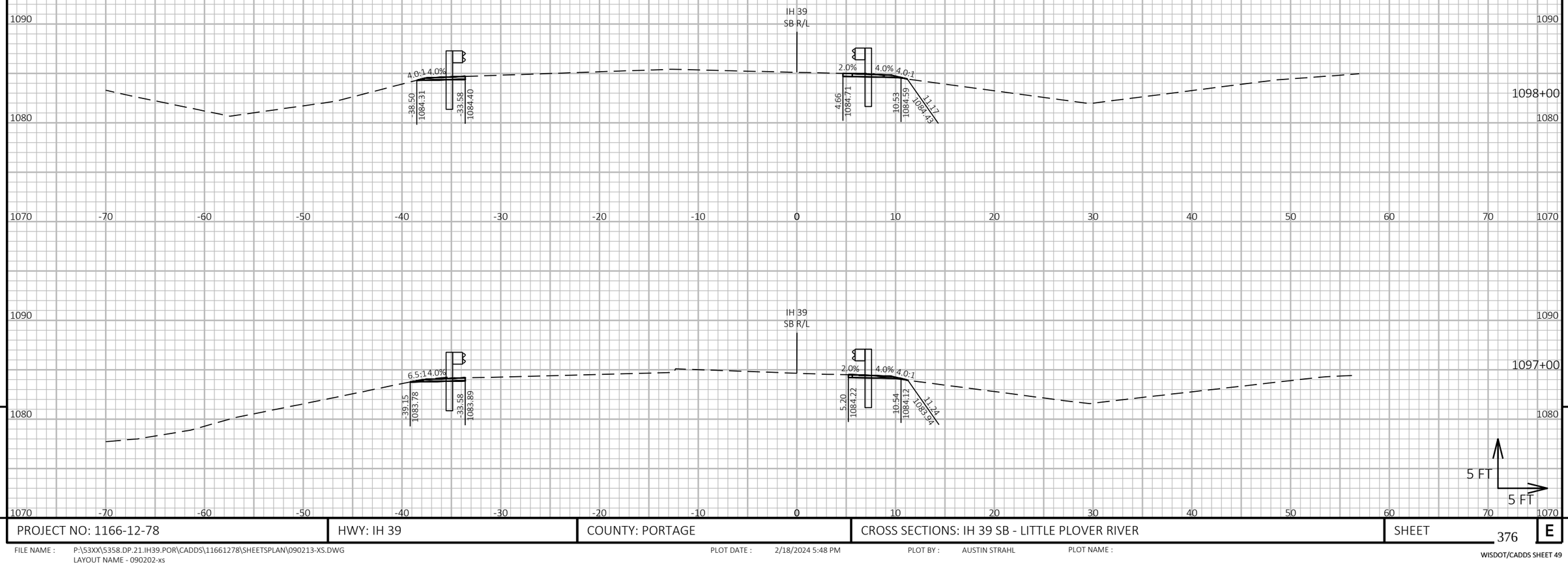
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - LITTLE PLOVER RIVER | SHEET 375 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090213-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:47 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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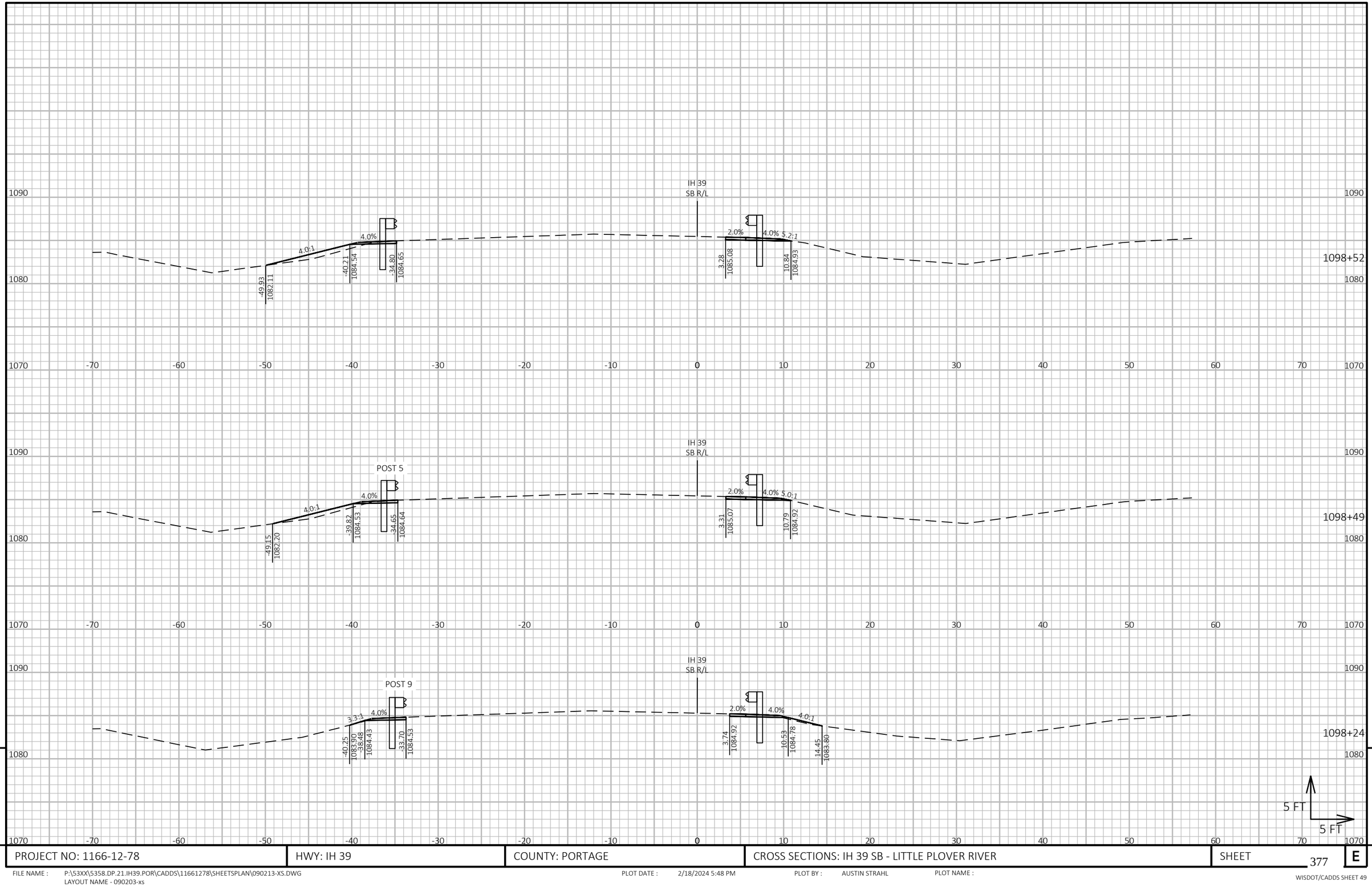
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - LITTLE PLOVER RIVER | SHEET 376 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090213-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:48 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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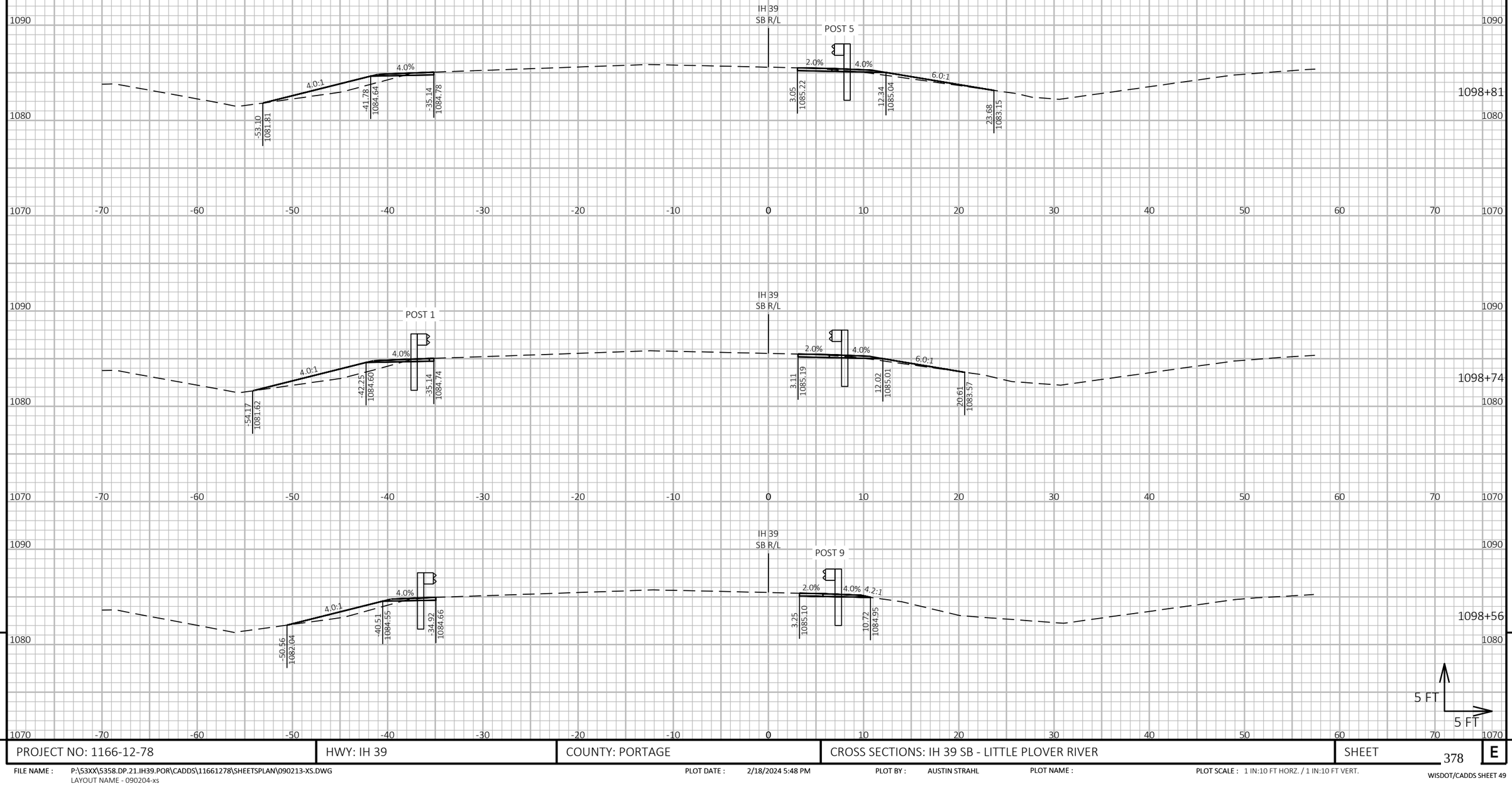
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - LITTLE PLOVER RIVER | SHEET 377 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090213-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:48 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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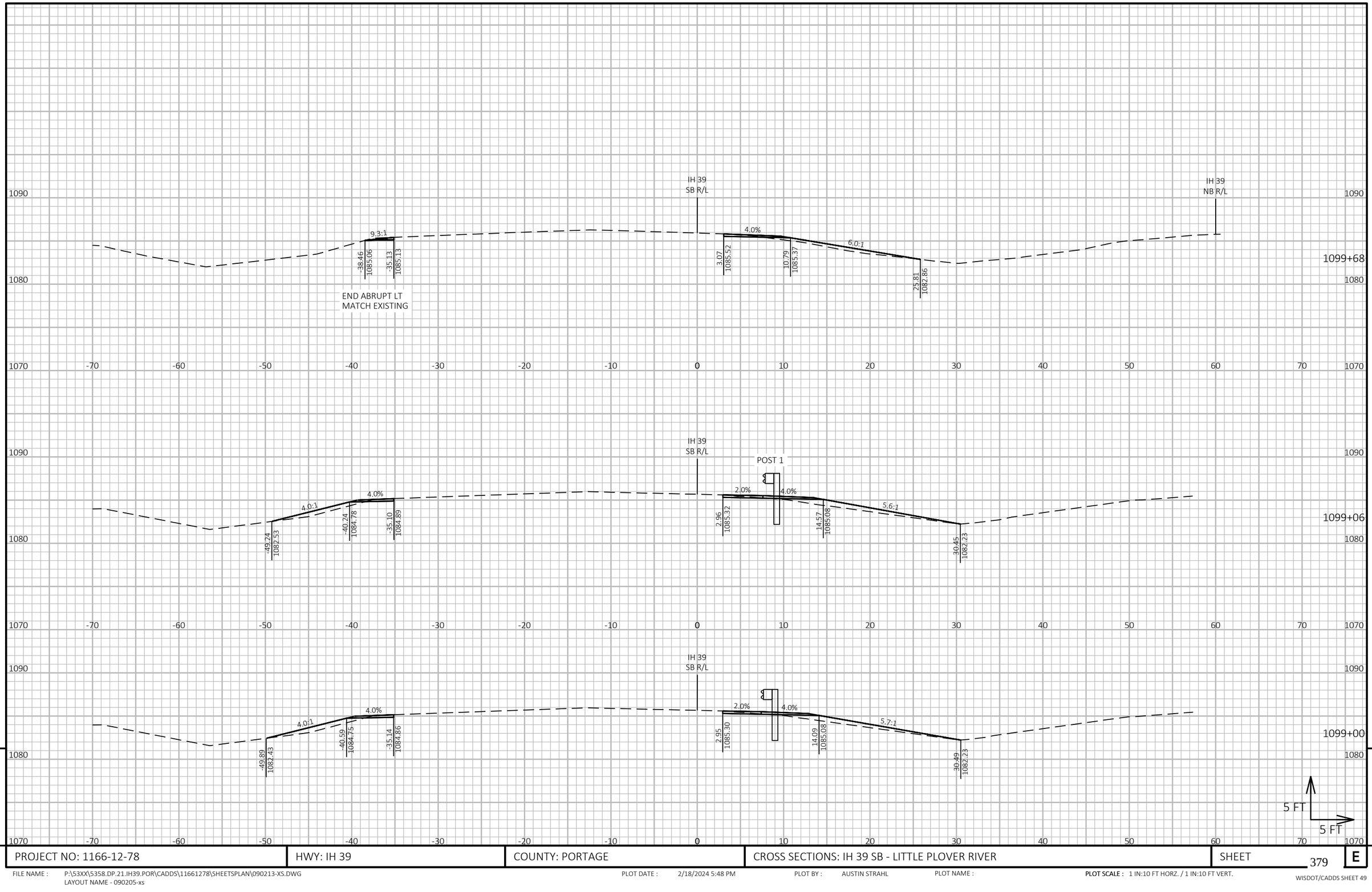
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - LITTLE PLOVER RIVER | SHEET 378 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090213-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:48 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - LITTLE PLOVER RIVER | SHEET 379 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090213-XS.DWG
LAYOUT NAME - 090205-xs

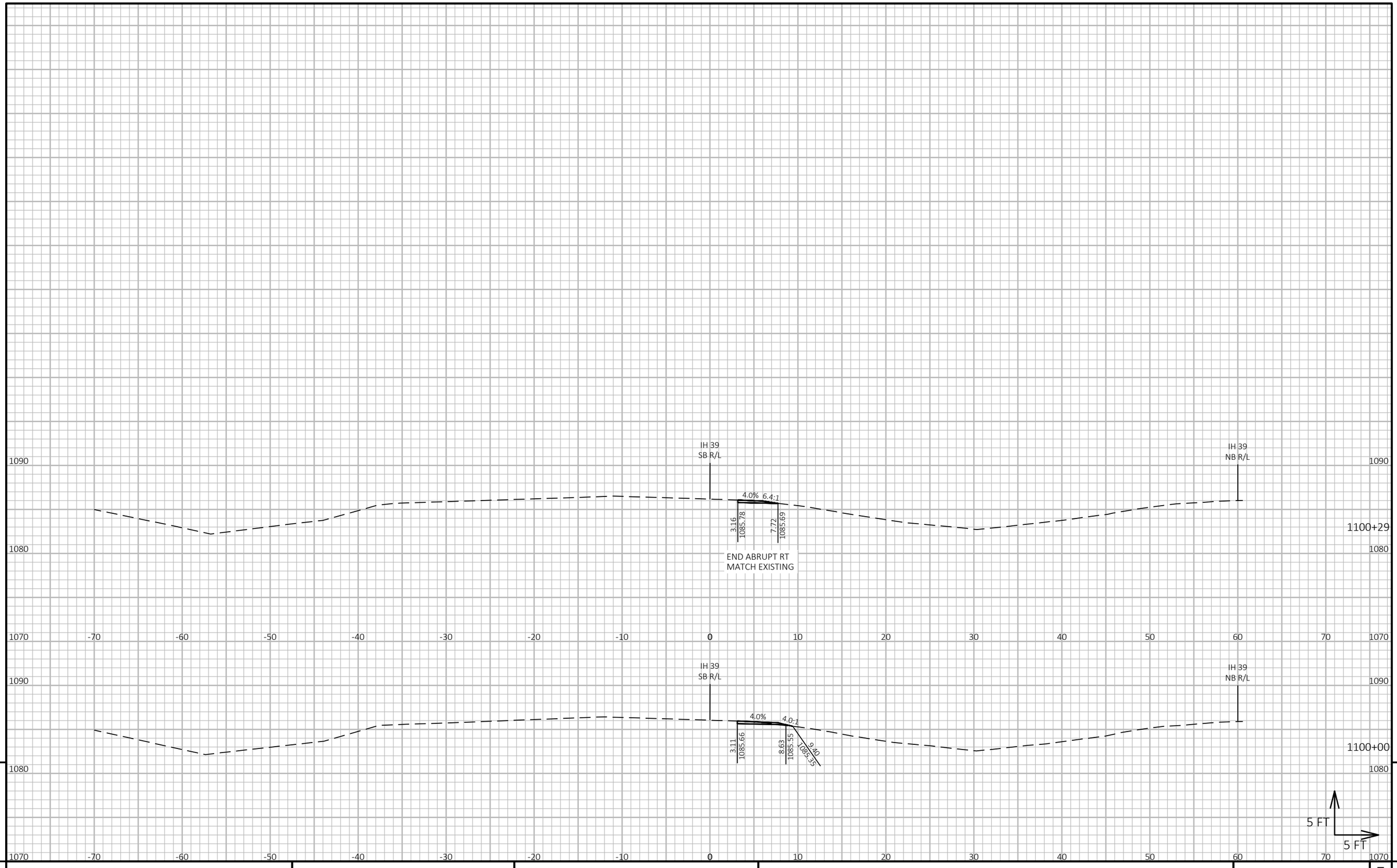
PLOT DATE : 2/18/2024 5:48 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

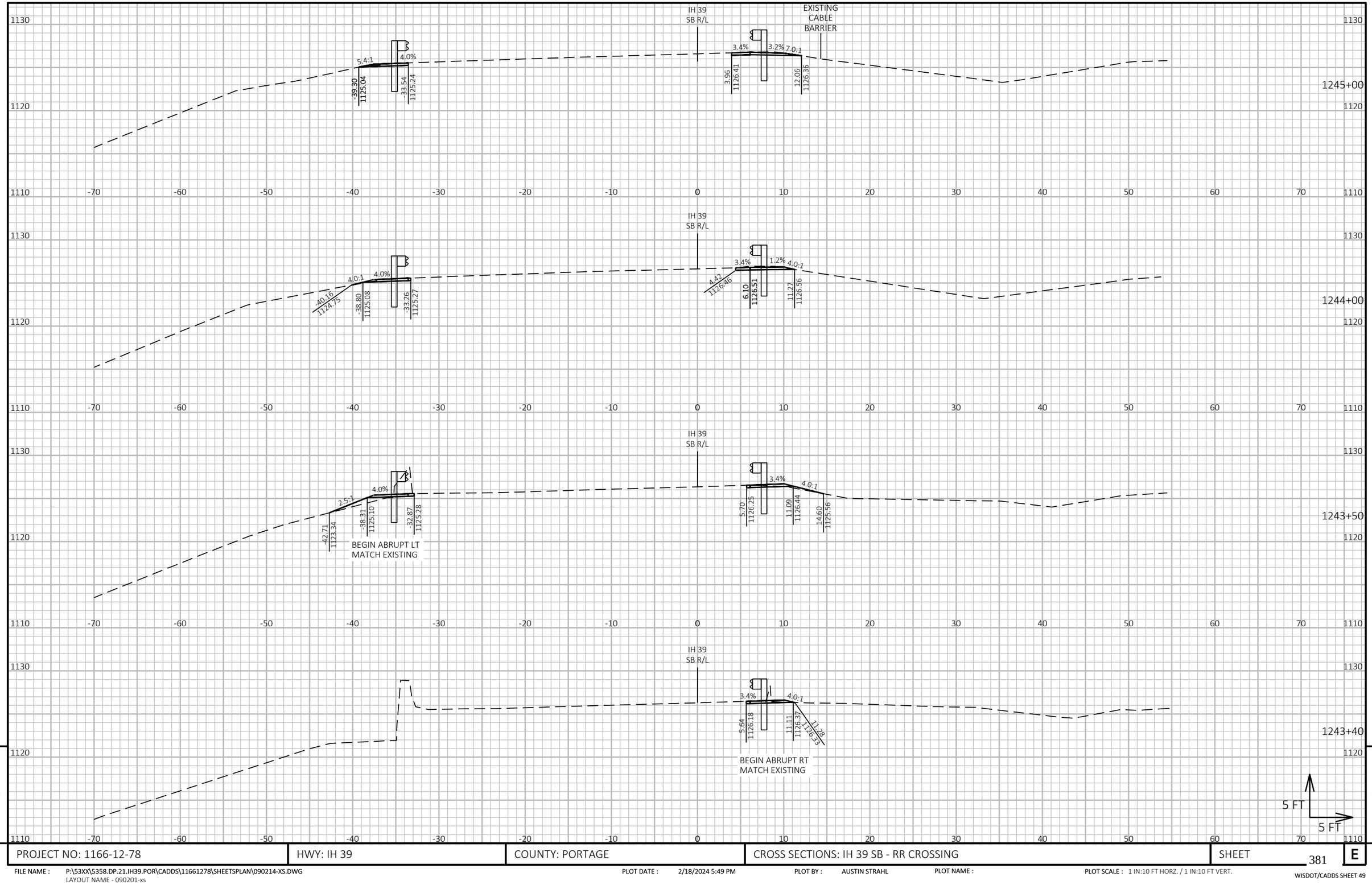



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - LITTLE PLOVER RIVER | SHEET 380 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090213-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:48 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

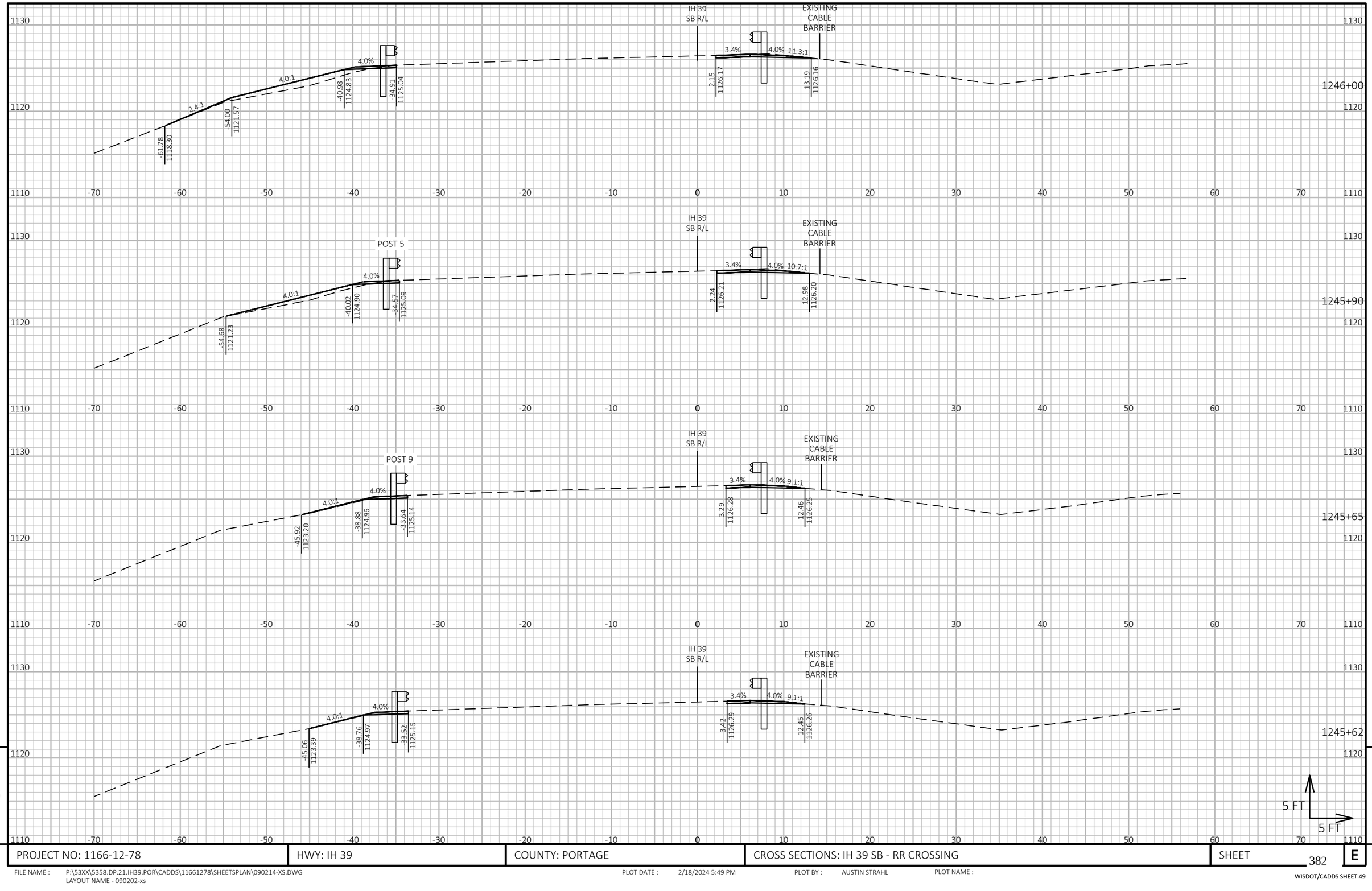



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - RR CROSSING | SHEET 381 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090214-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:49 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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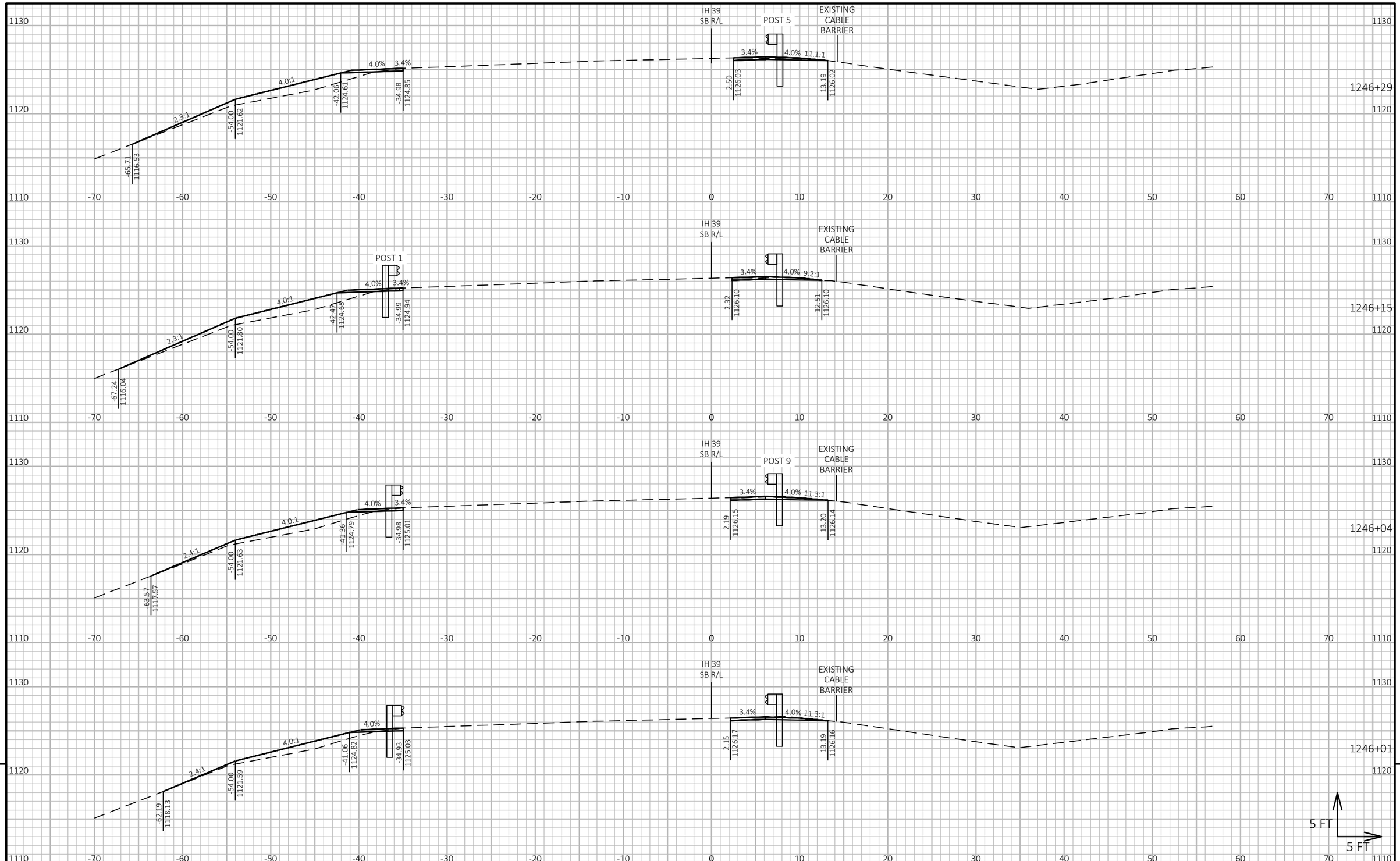
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - RR CROSSING | SHEET 382 E |
|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090214-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:49 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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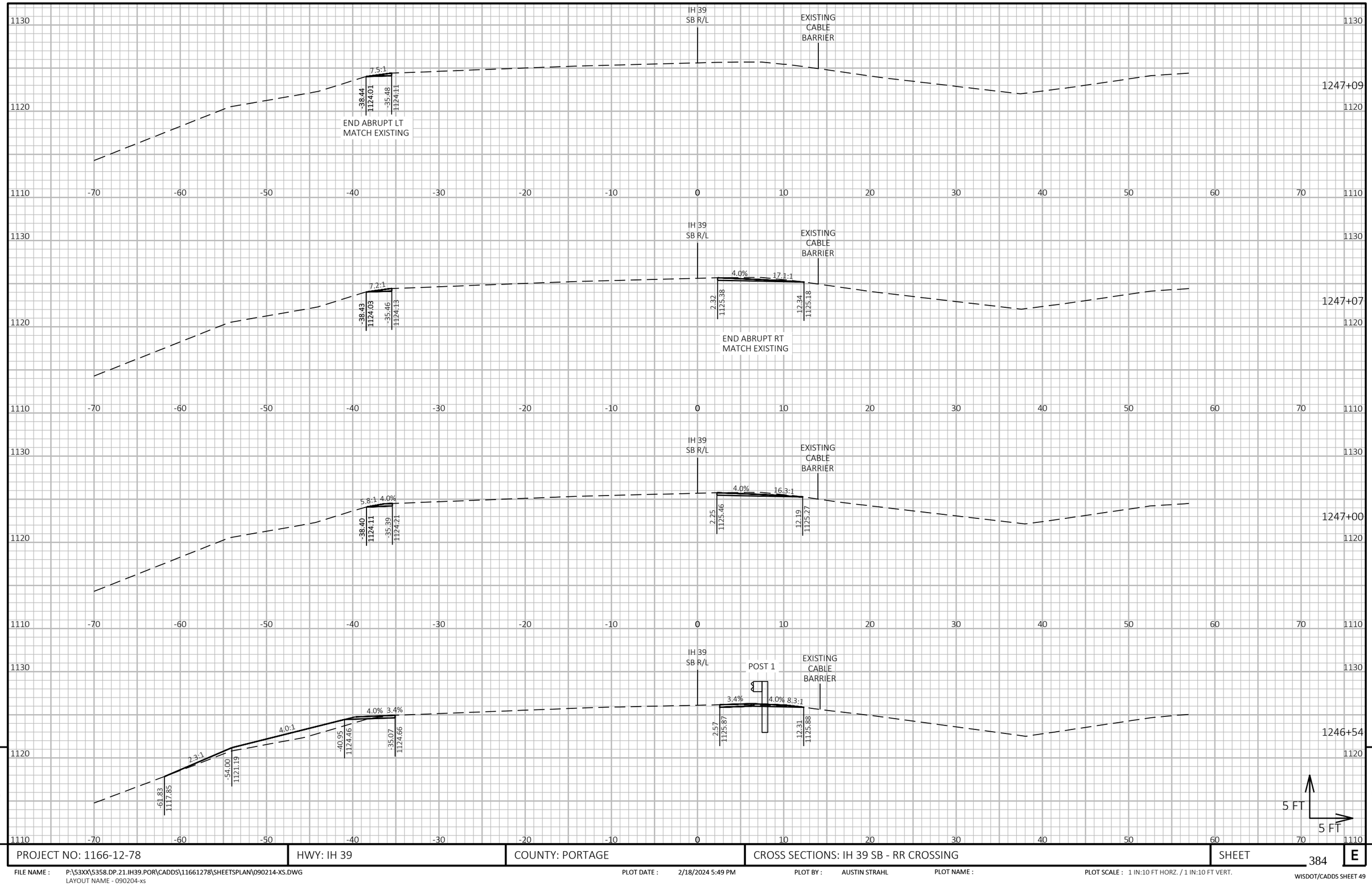
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - RR CROSSING | SHEET 383 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090214-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:49 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - RR CROSSING | SHEET 384 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090214-XS.DWG
LAYOUT NAME - 090204-xs

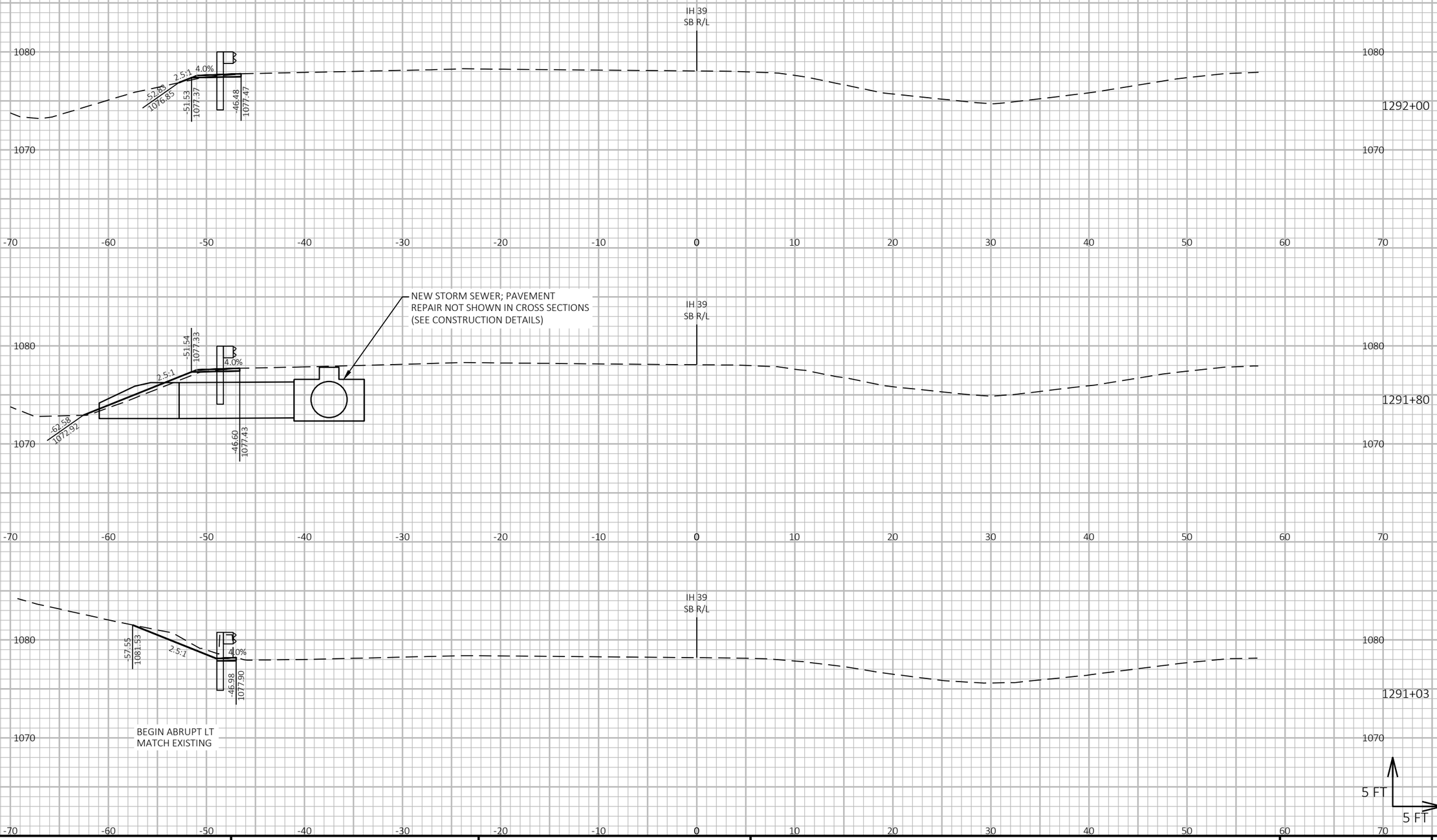
PLOT DATE : 2/18/2024 5:49 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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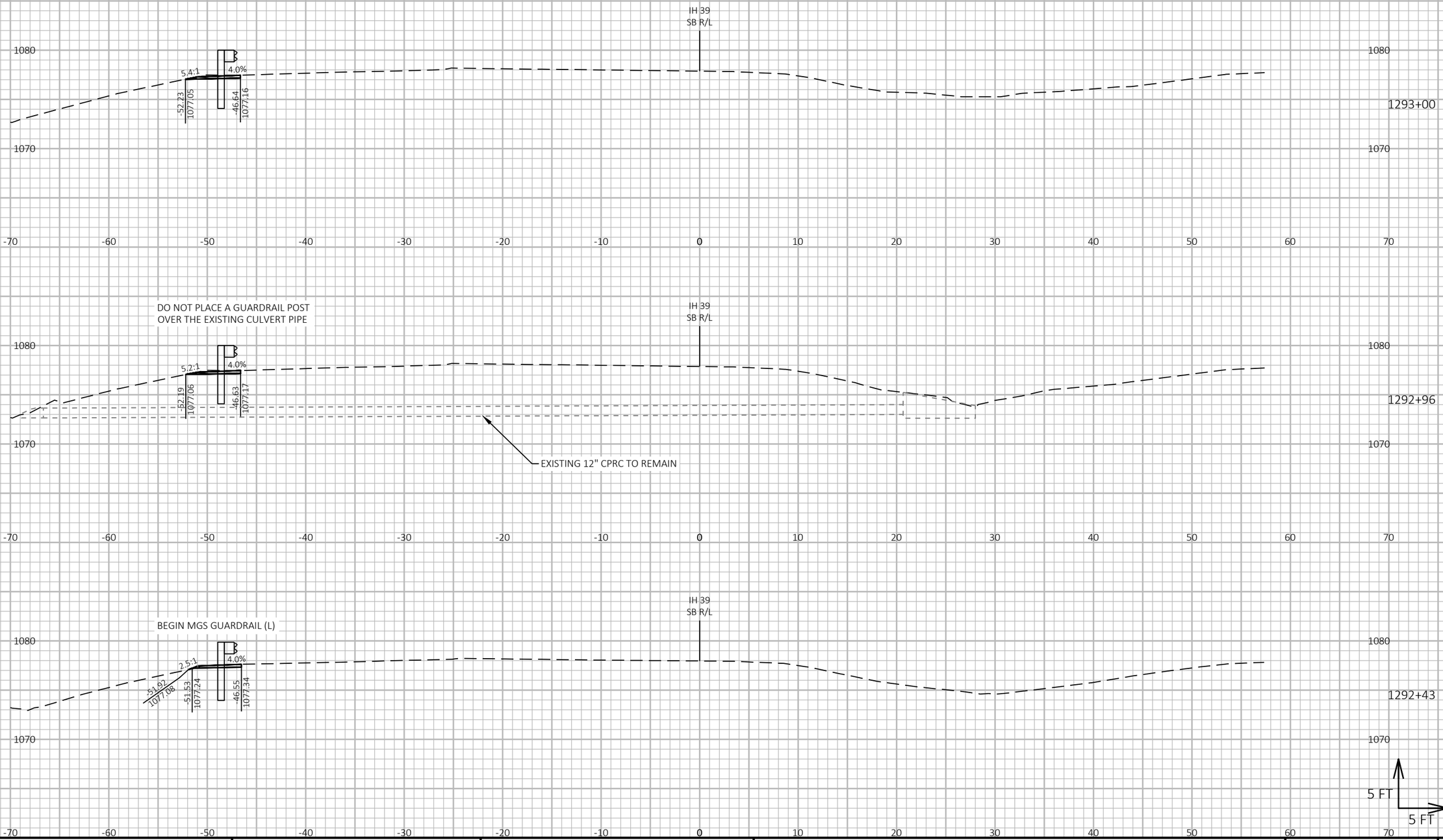
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - USH 10 | SHEET 385 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - USH 10 | SHEET 386 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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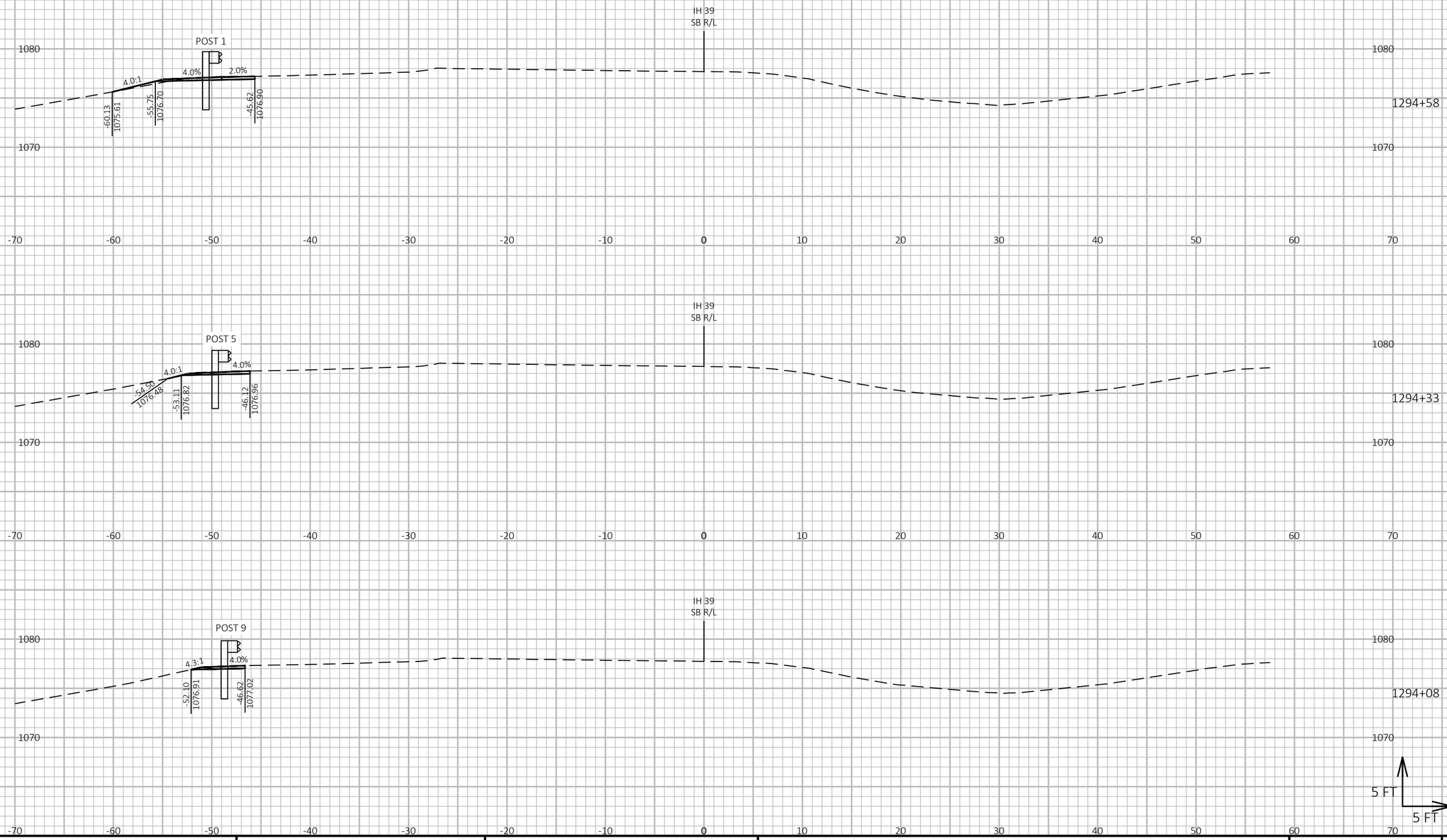
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - USH 10 | SHEET 387 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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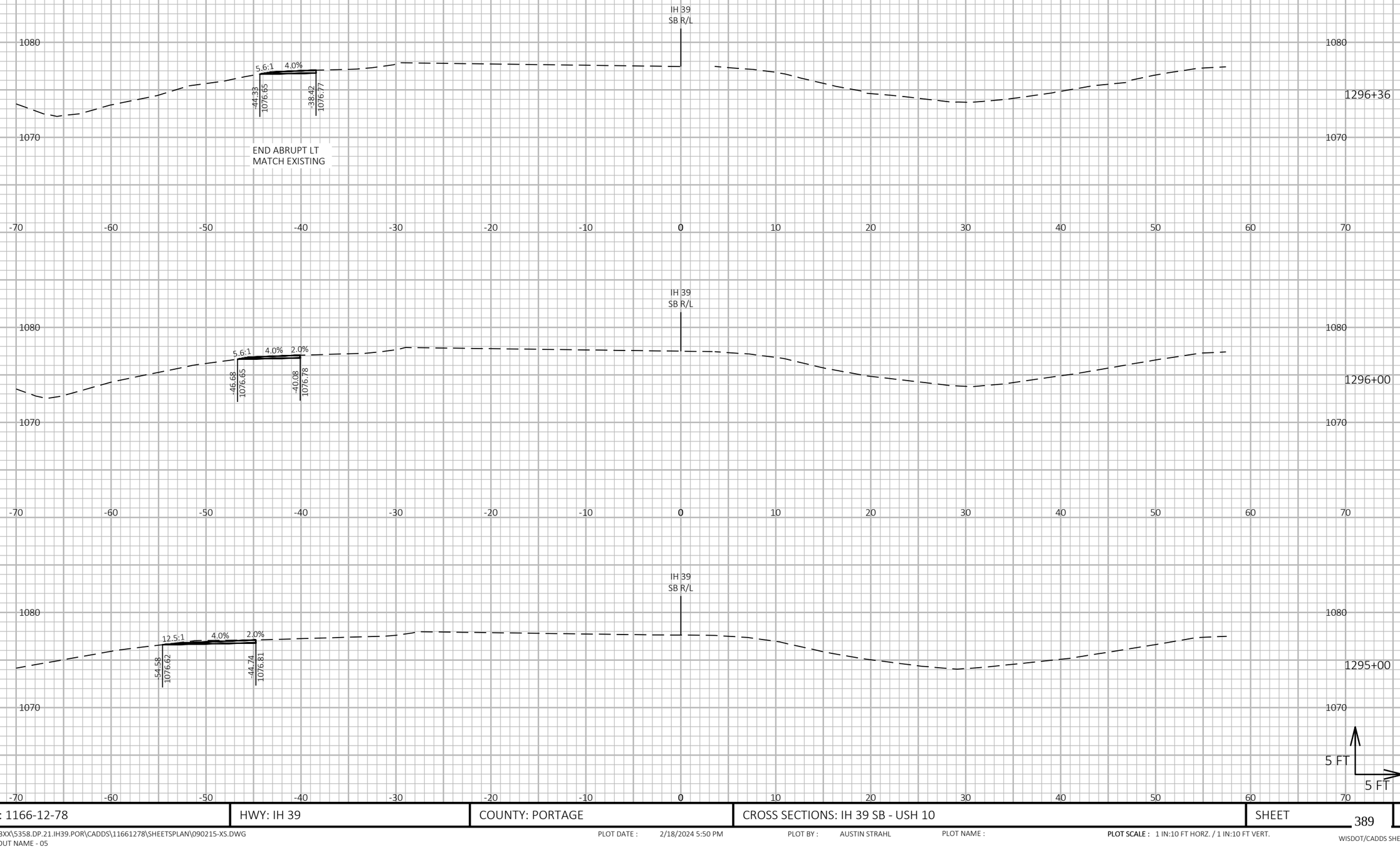
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - USH 10 | SHEET 388 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - USH 10 | SHEET 389 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 05

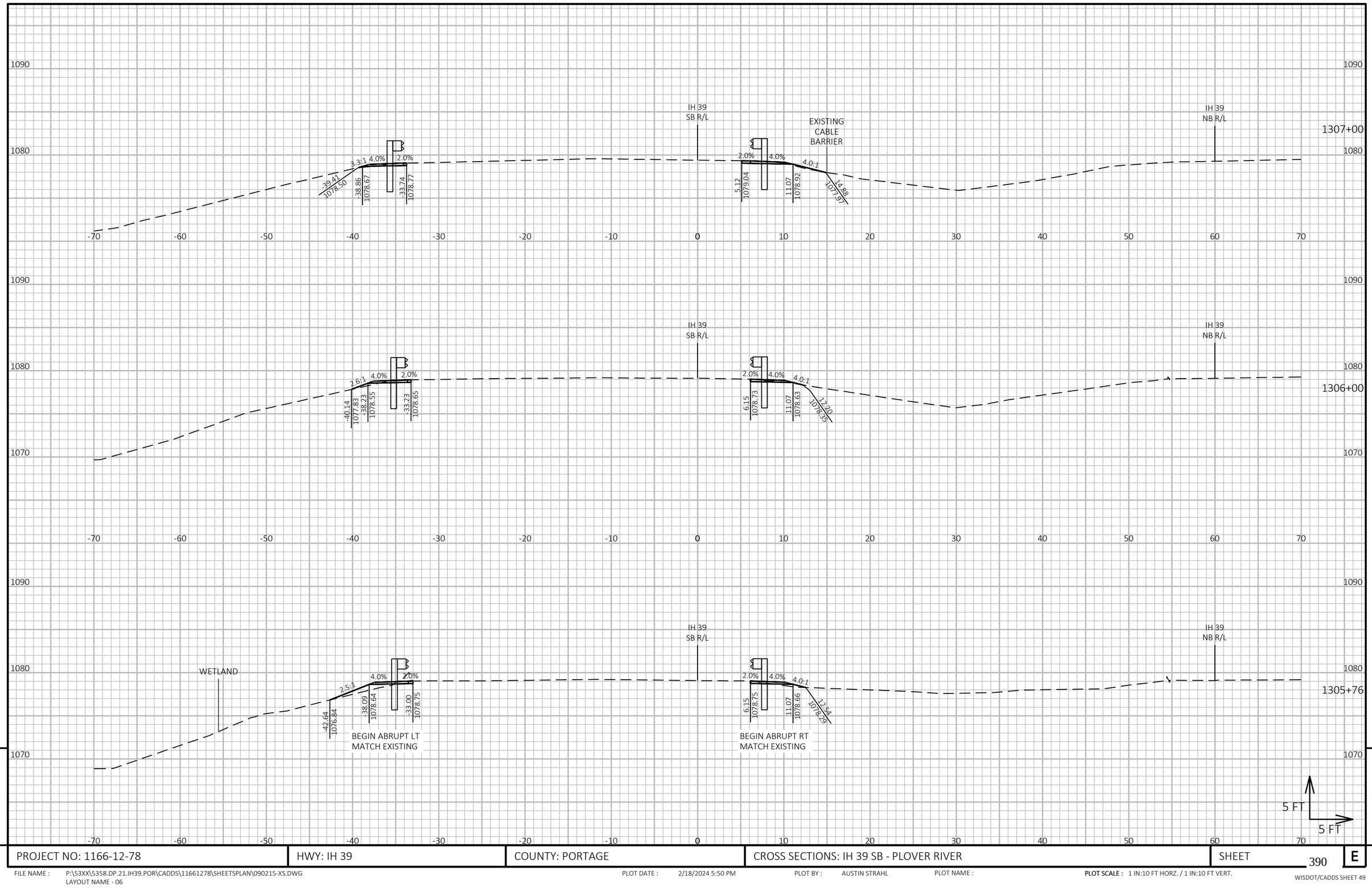
PLOT DATE : 2/18/2024 5:50 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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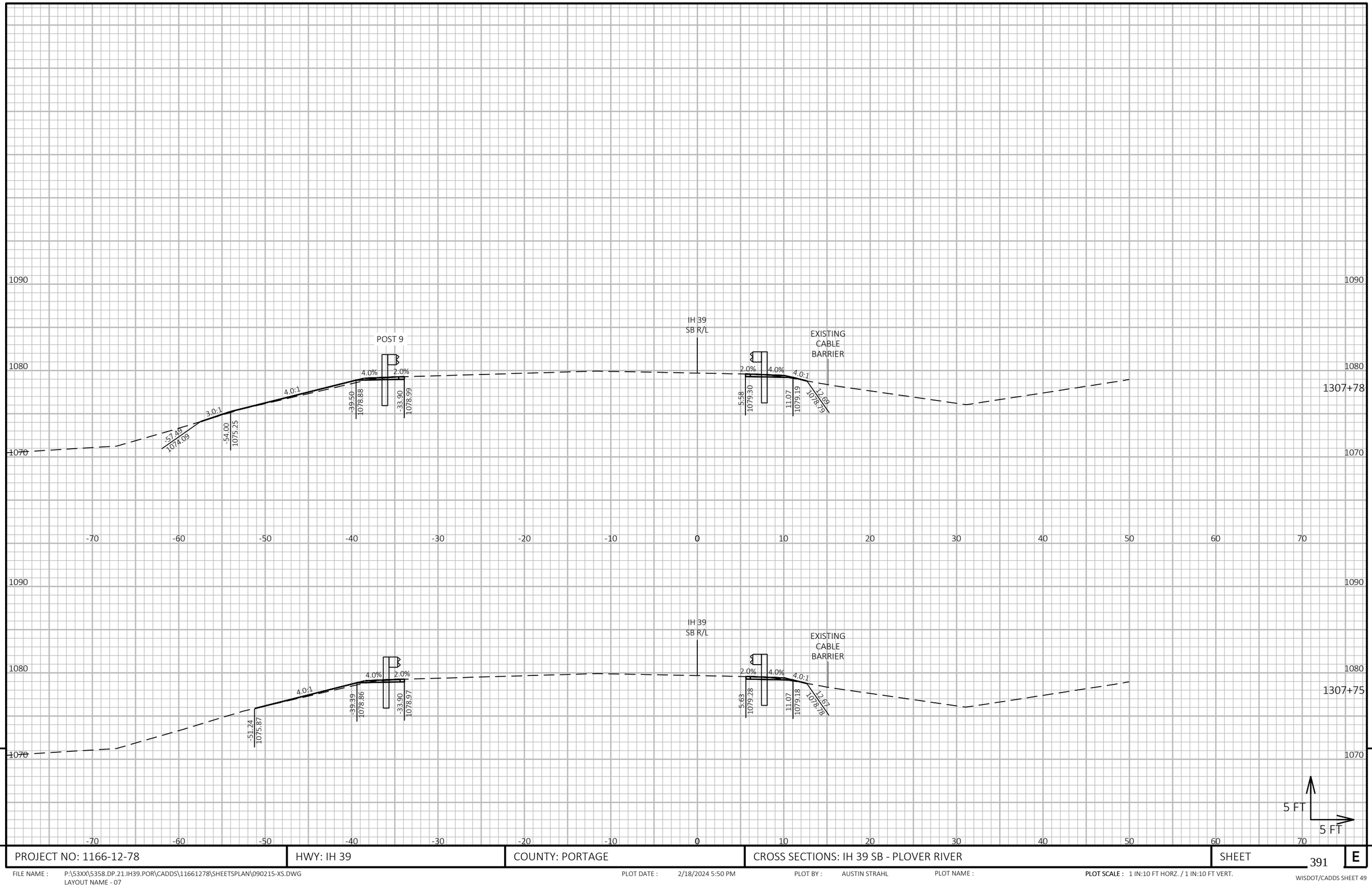
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 390 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 391 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 07

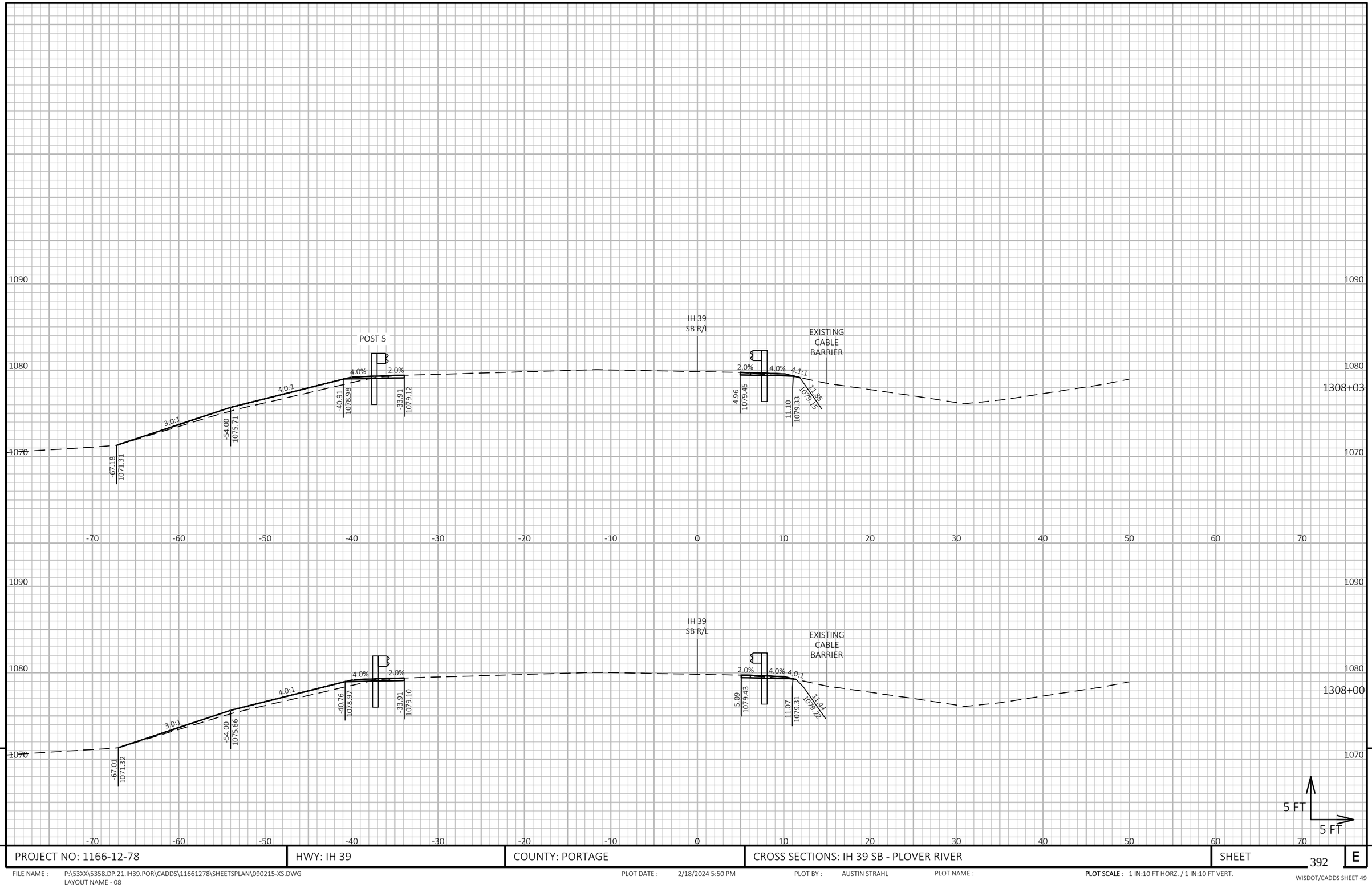
PLOT DATE : 2/18/2024 5:50 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

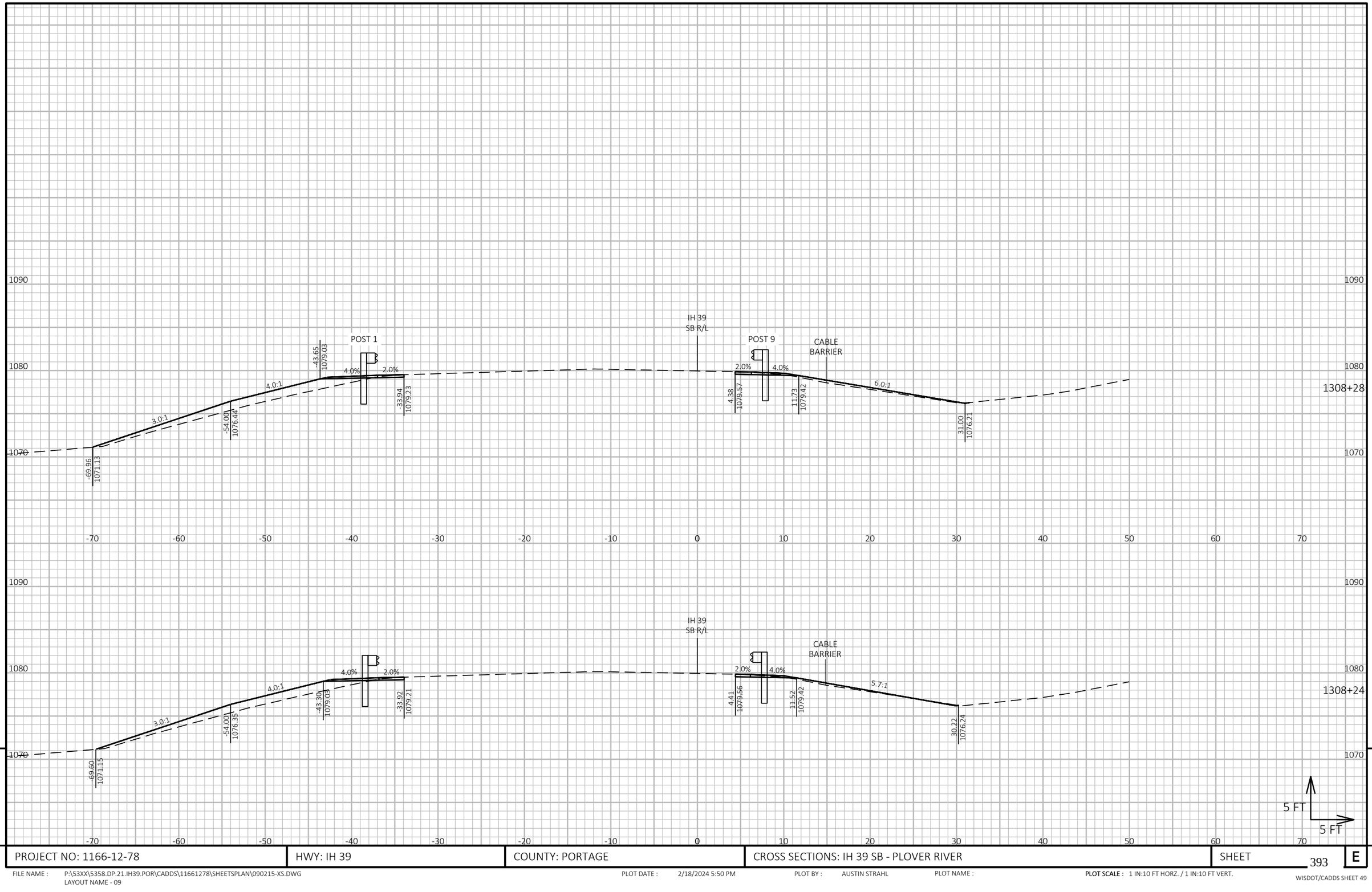



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 392 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 393 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 09

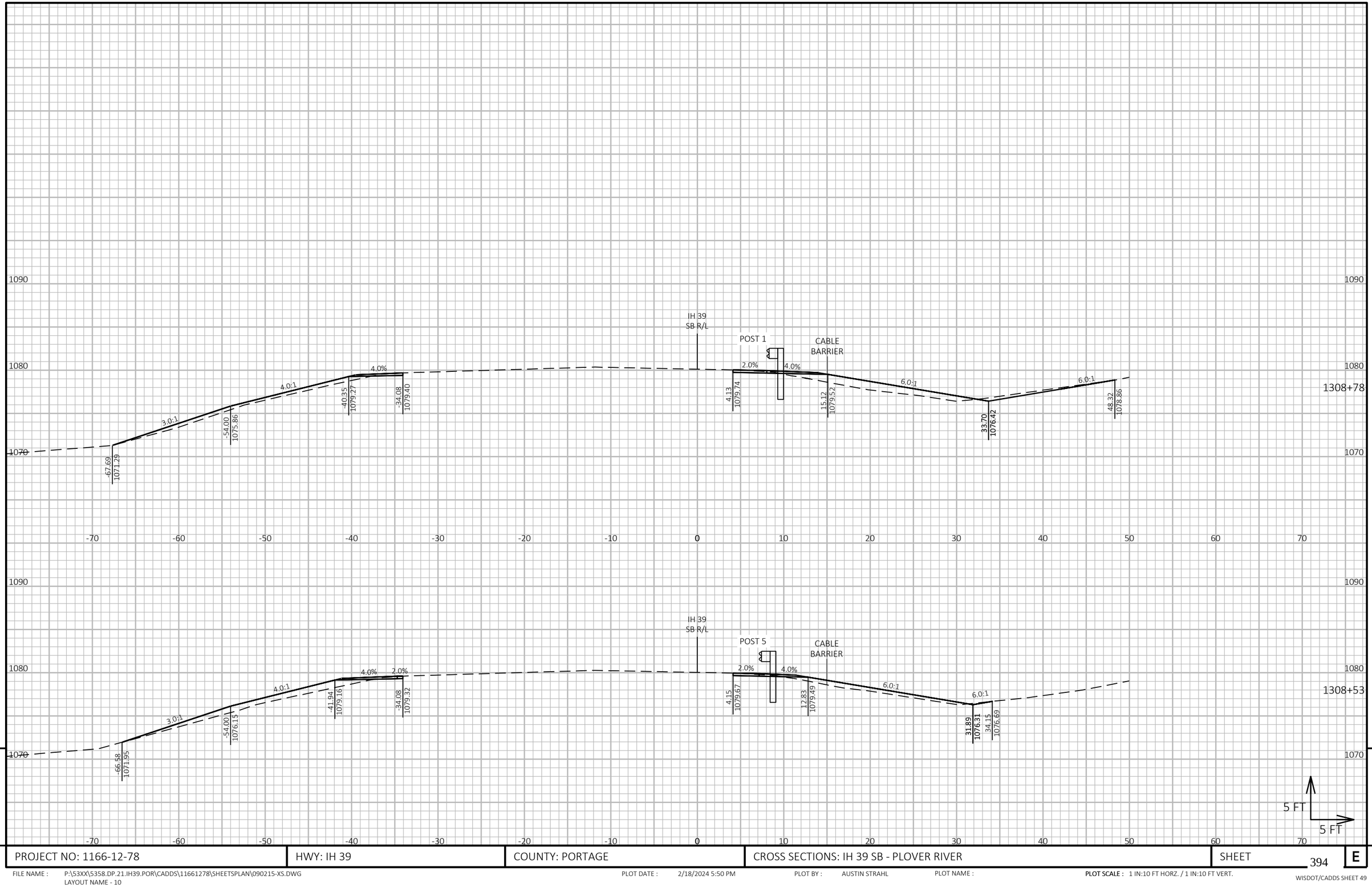
PLOT DATE : 2/18/2024 5:50 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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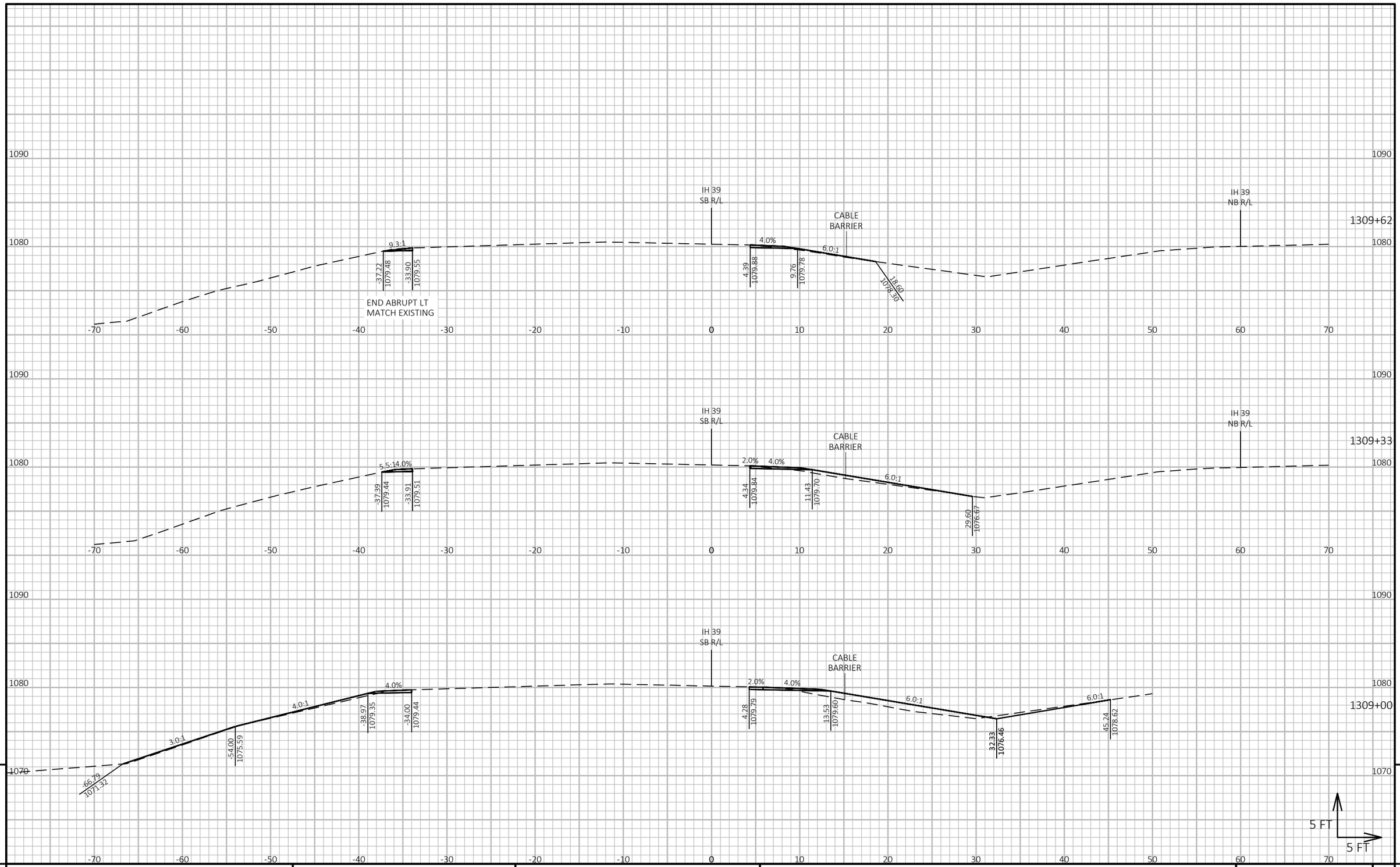
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 394 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

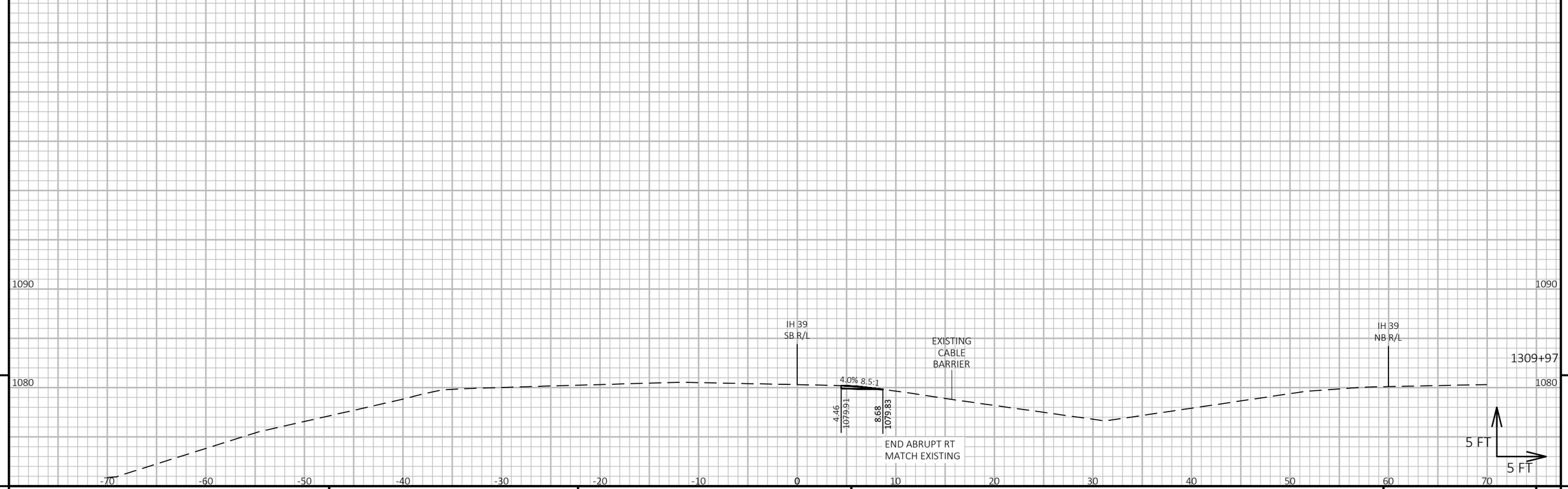



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 395 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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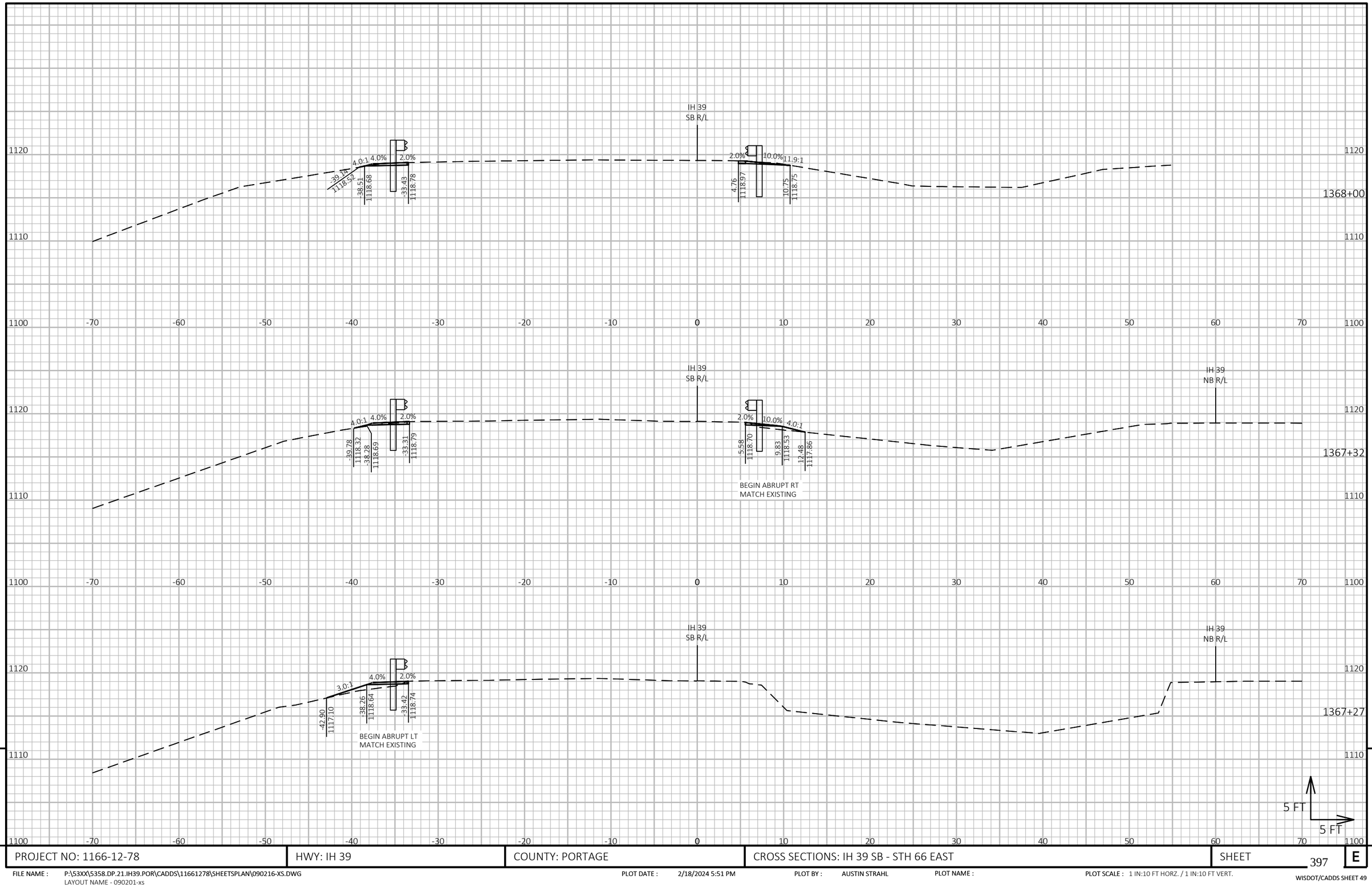
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - PLOVER RIVER | SHEET 396 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090215-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 2/18/2024 5:50 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - STH 66 EAST | SHEET 397 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090216-XS.DWG
LAYOUT NAME - 090201-xs

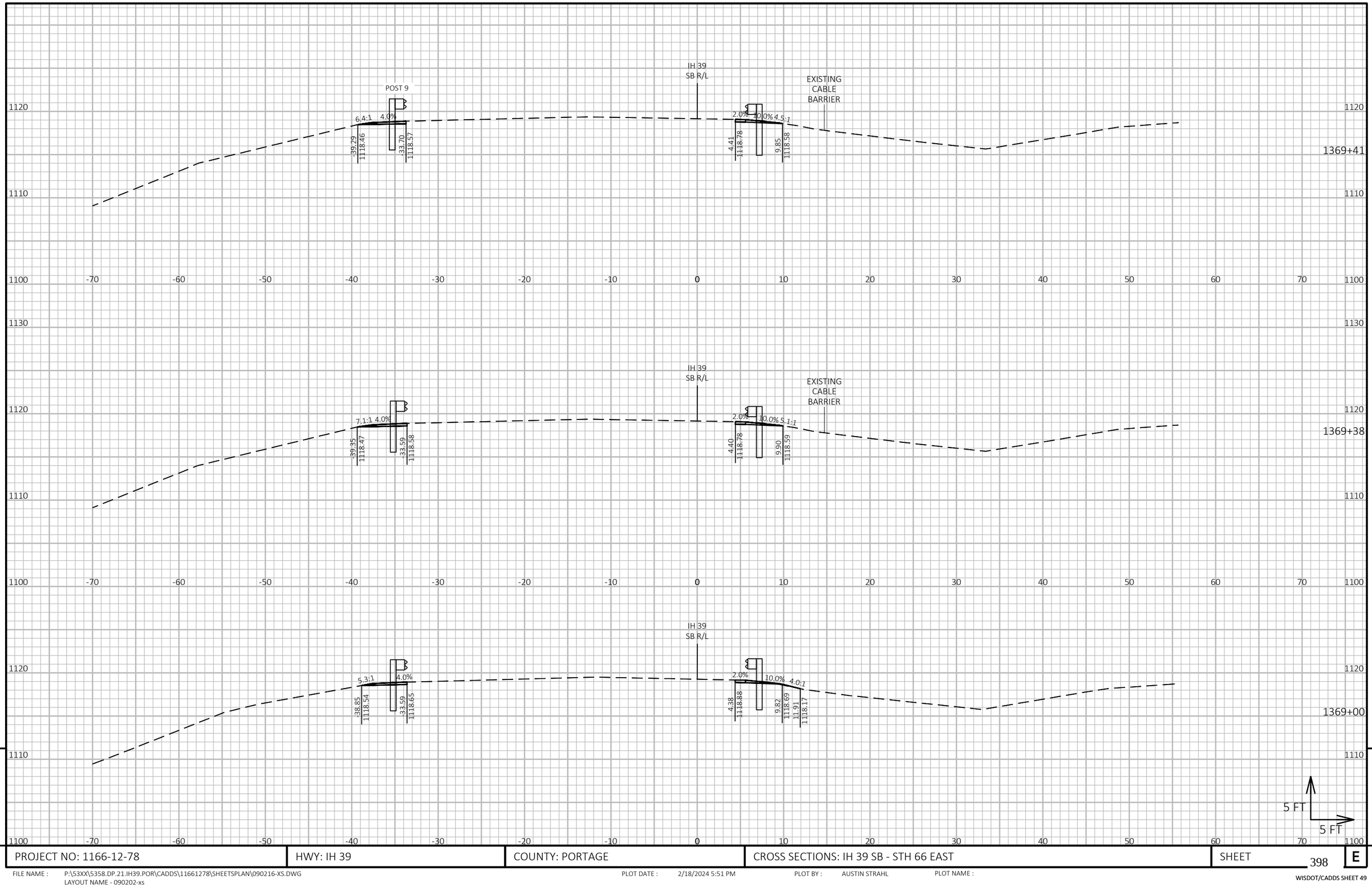
PLOT DATE : 2/18/2024 5:51 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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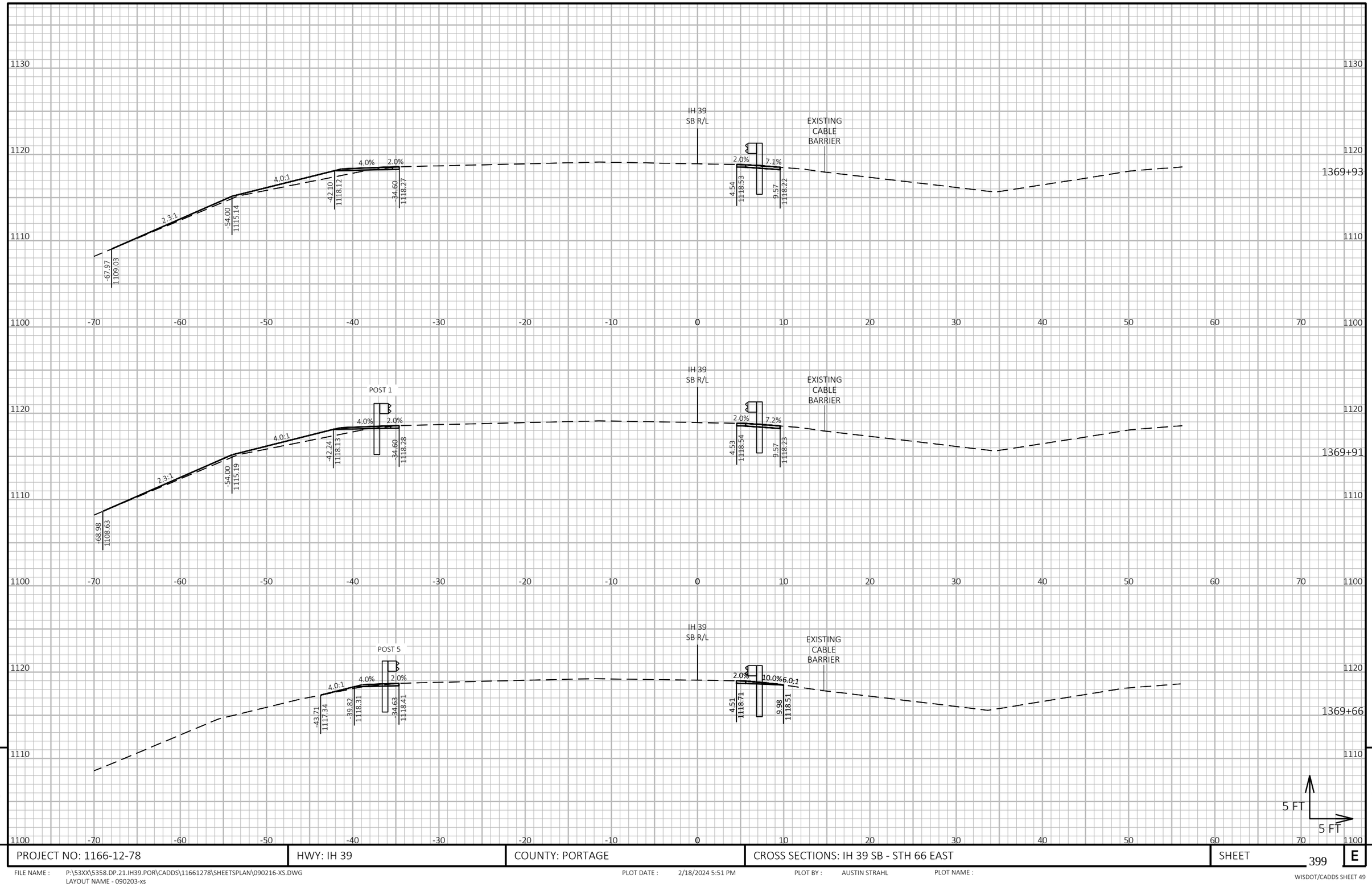
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - STH 66 EAST | SHEET 398 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090216-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:51 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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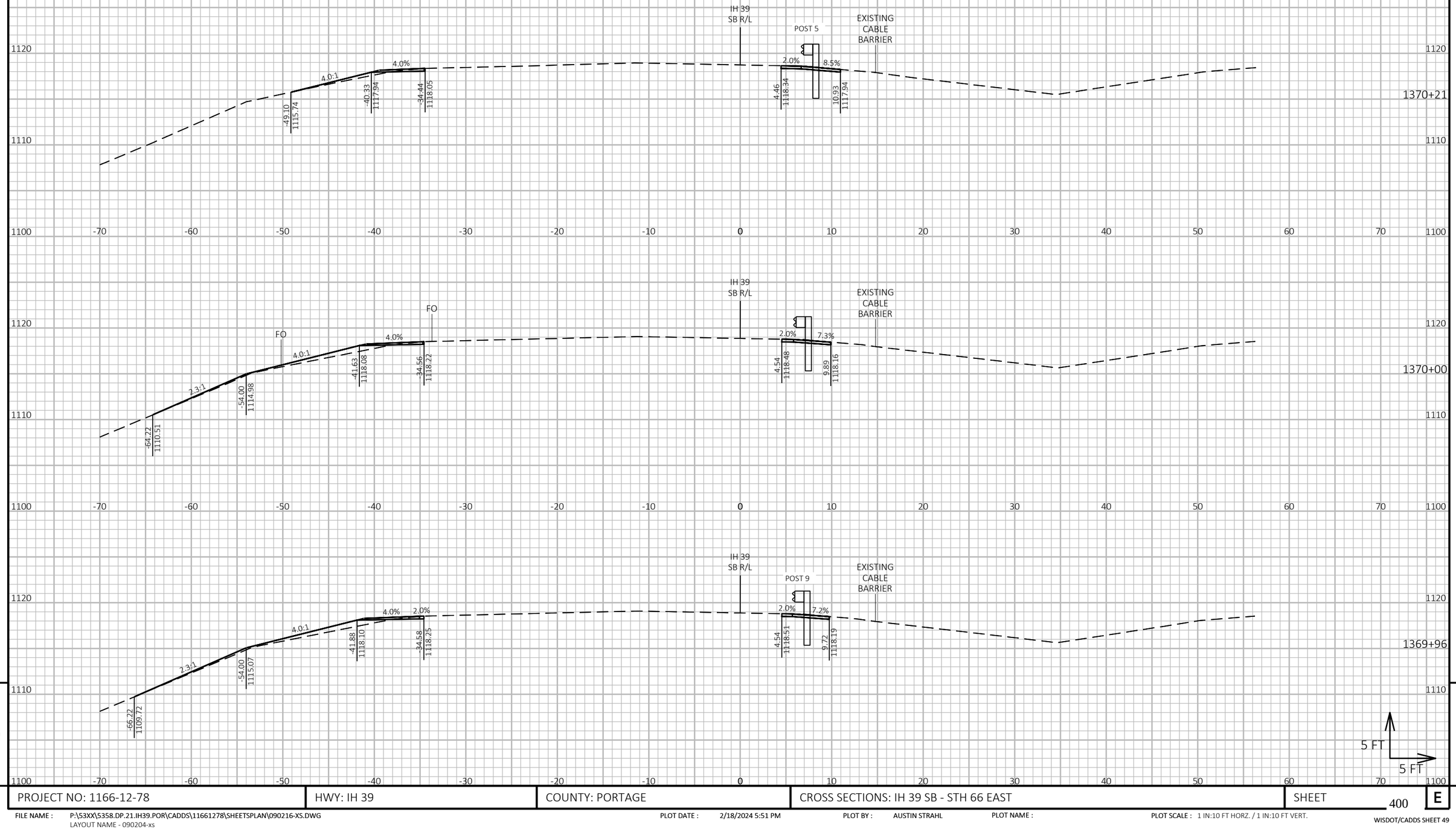
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - STH 66 EAST | SHEET 399 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090216-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:51 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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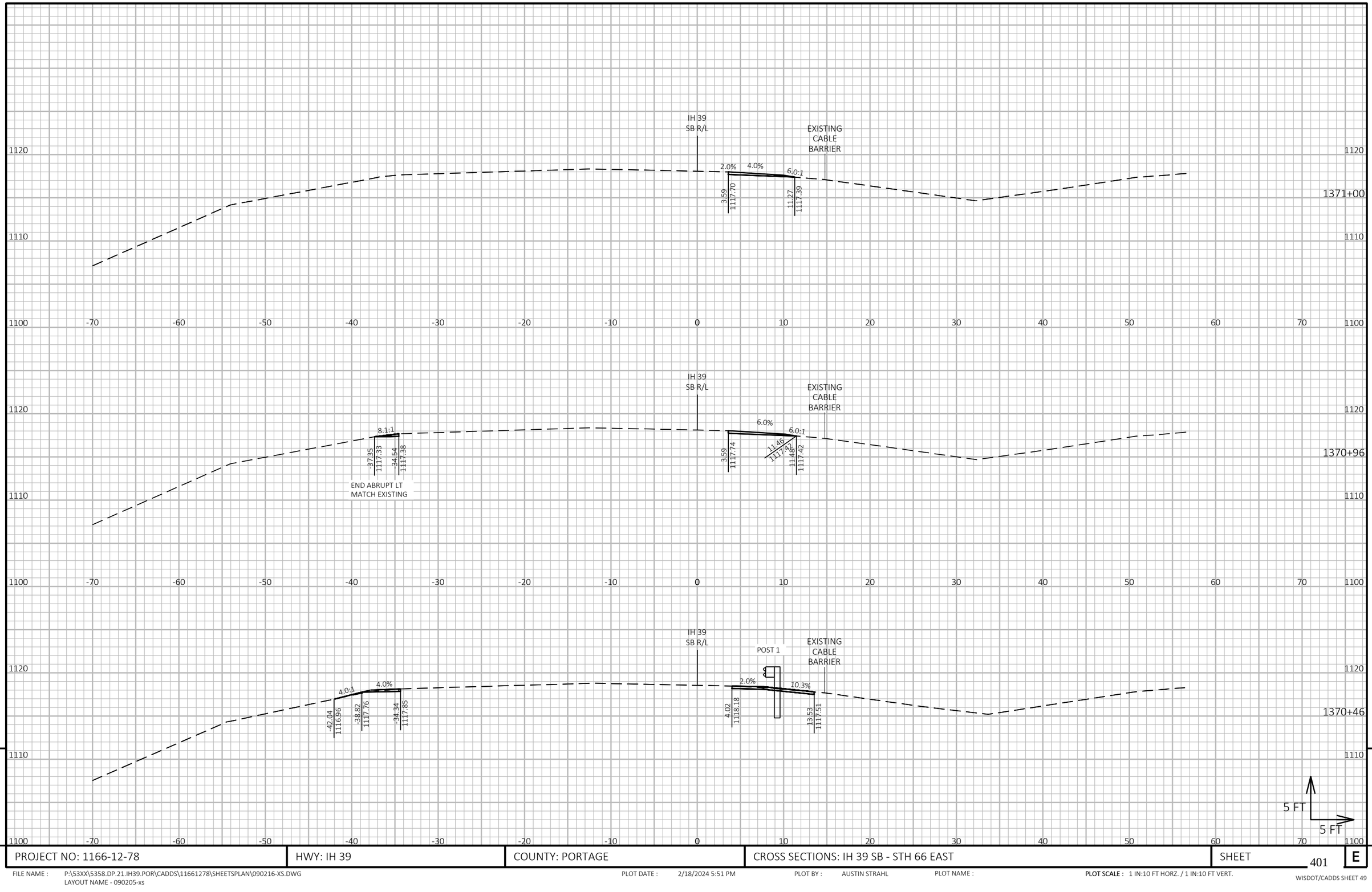
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - STH 66 EAST | SHEET 400 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090216-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:51 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

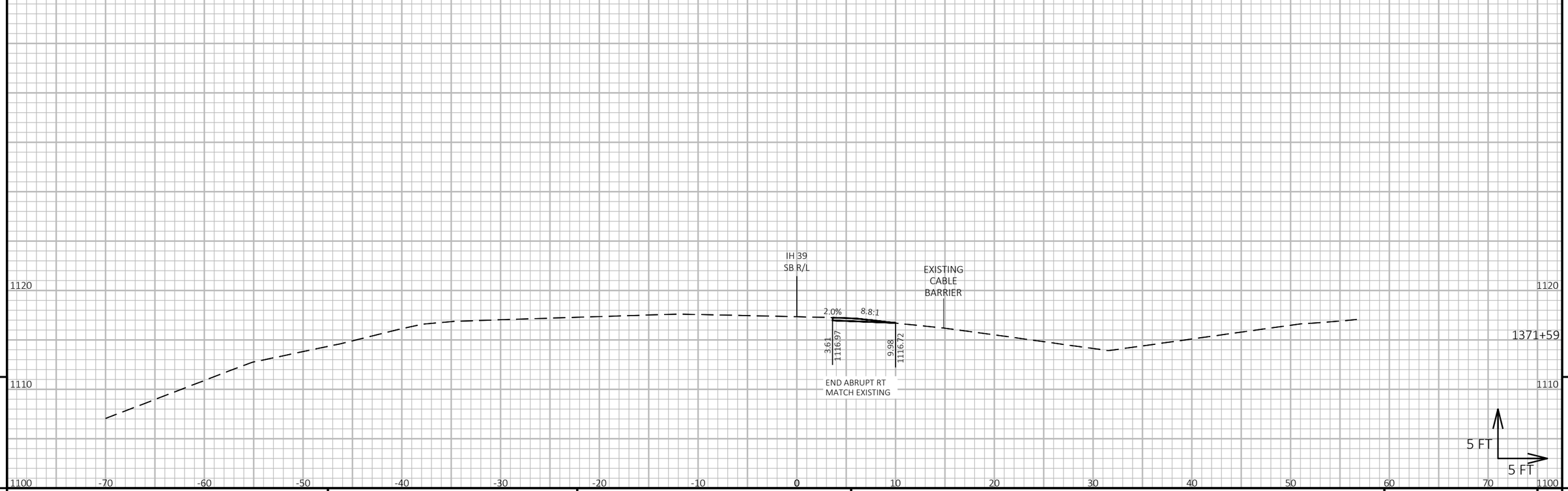



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - STH 66 EAST | SHEET 401 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090216-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:51 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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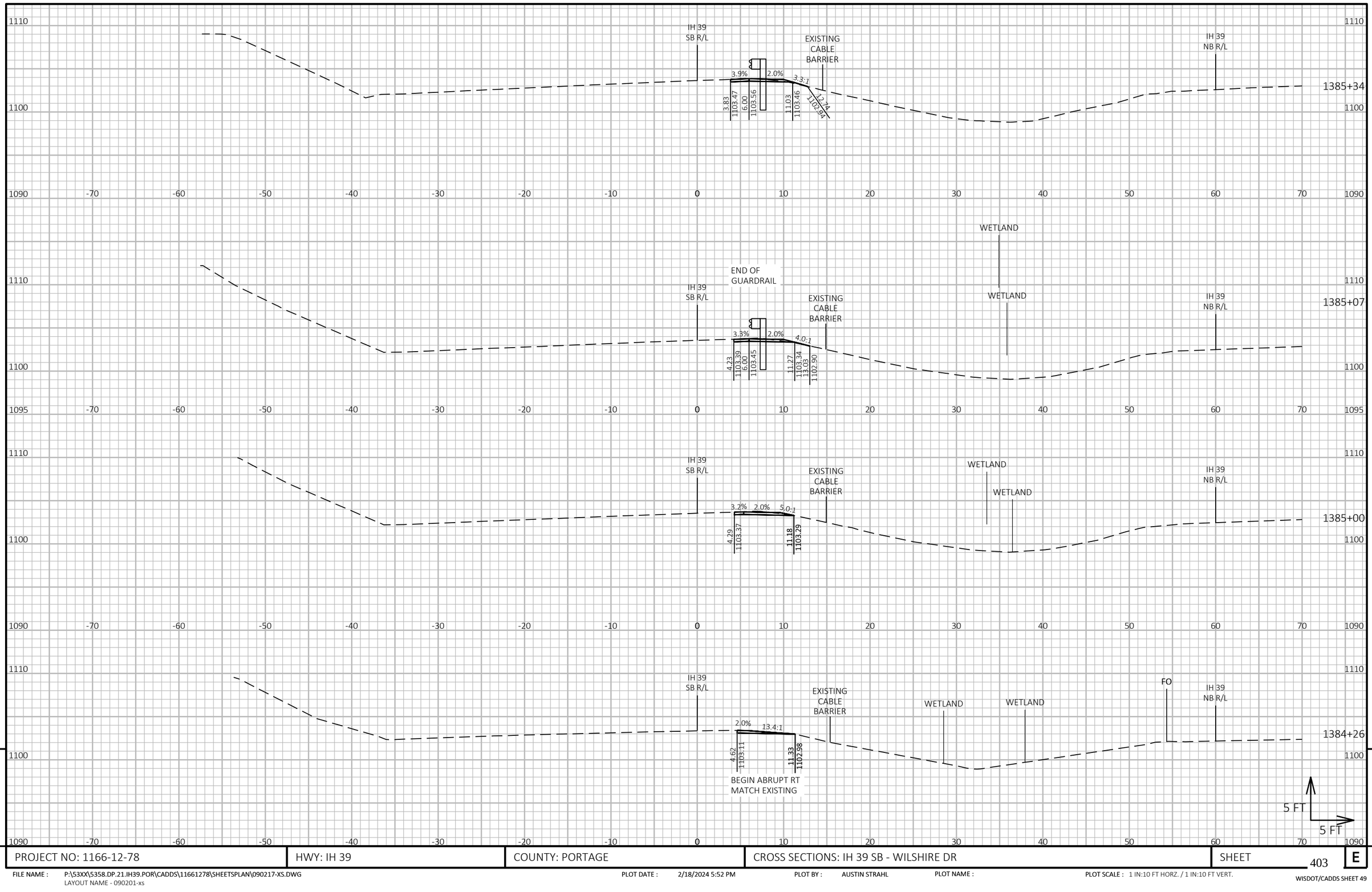
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - STH 66 EAST | SHEET 402 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090216-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:51 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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

WISDOT/CADDS SHEET 49

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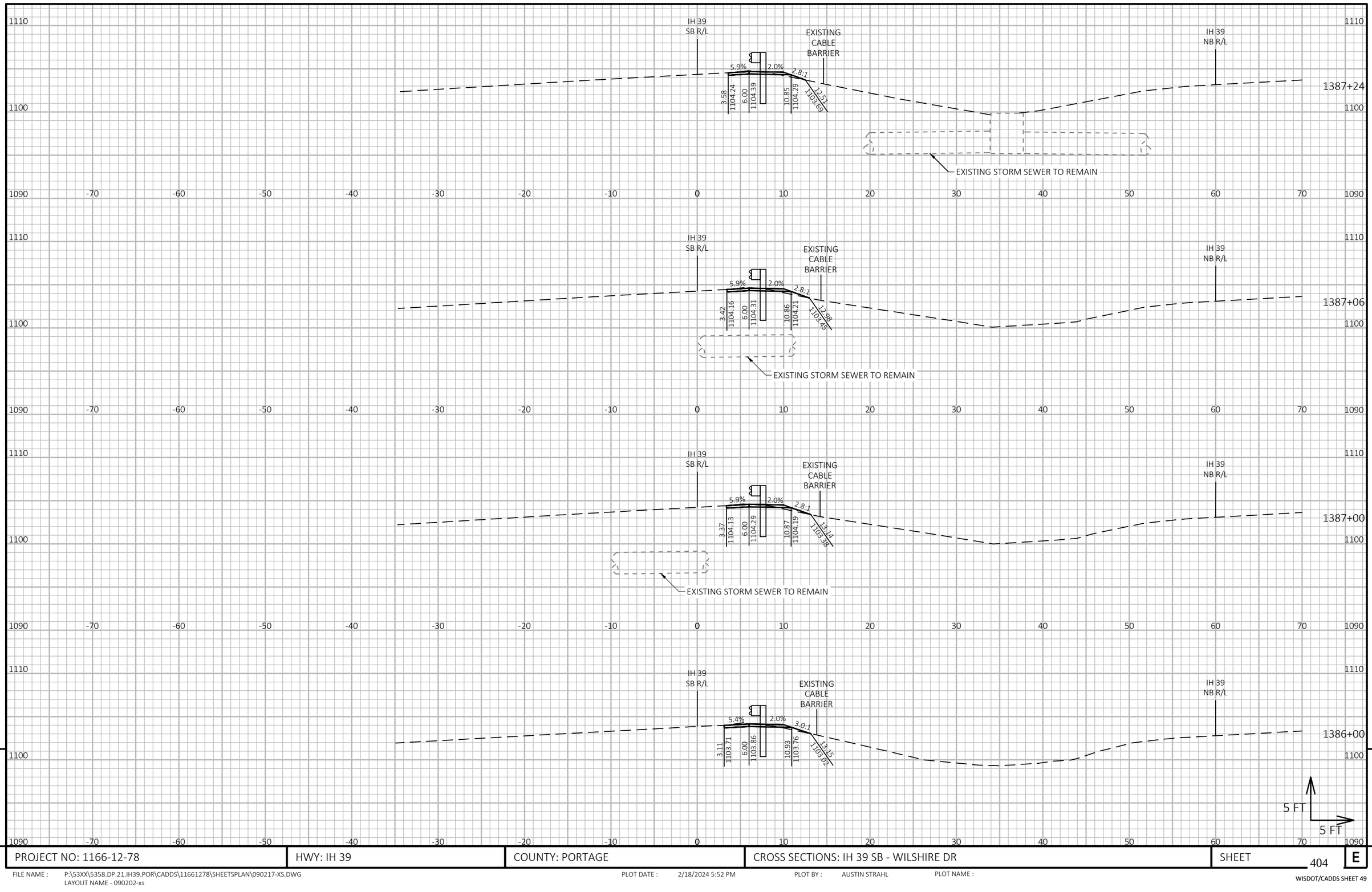
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - WILSHIRE DR | SHEET 403 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090217-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:52 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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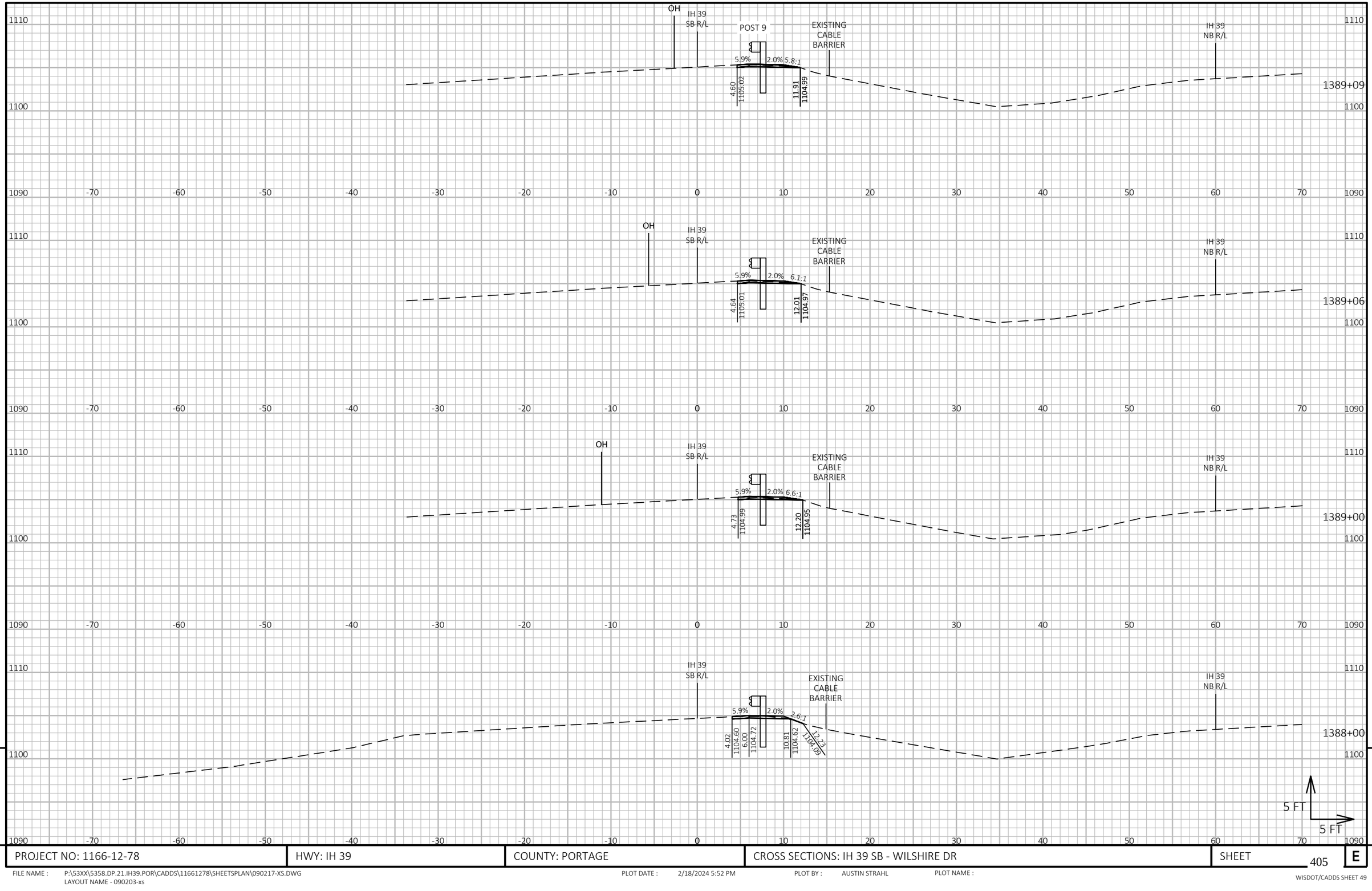
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - WILSHIRE DR | SHEET 404 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090217-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:52 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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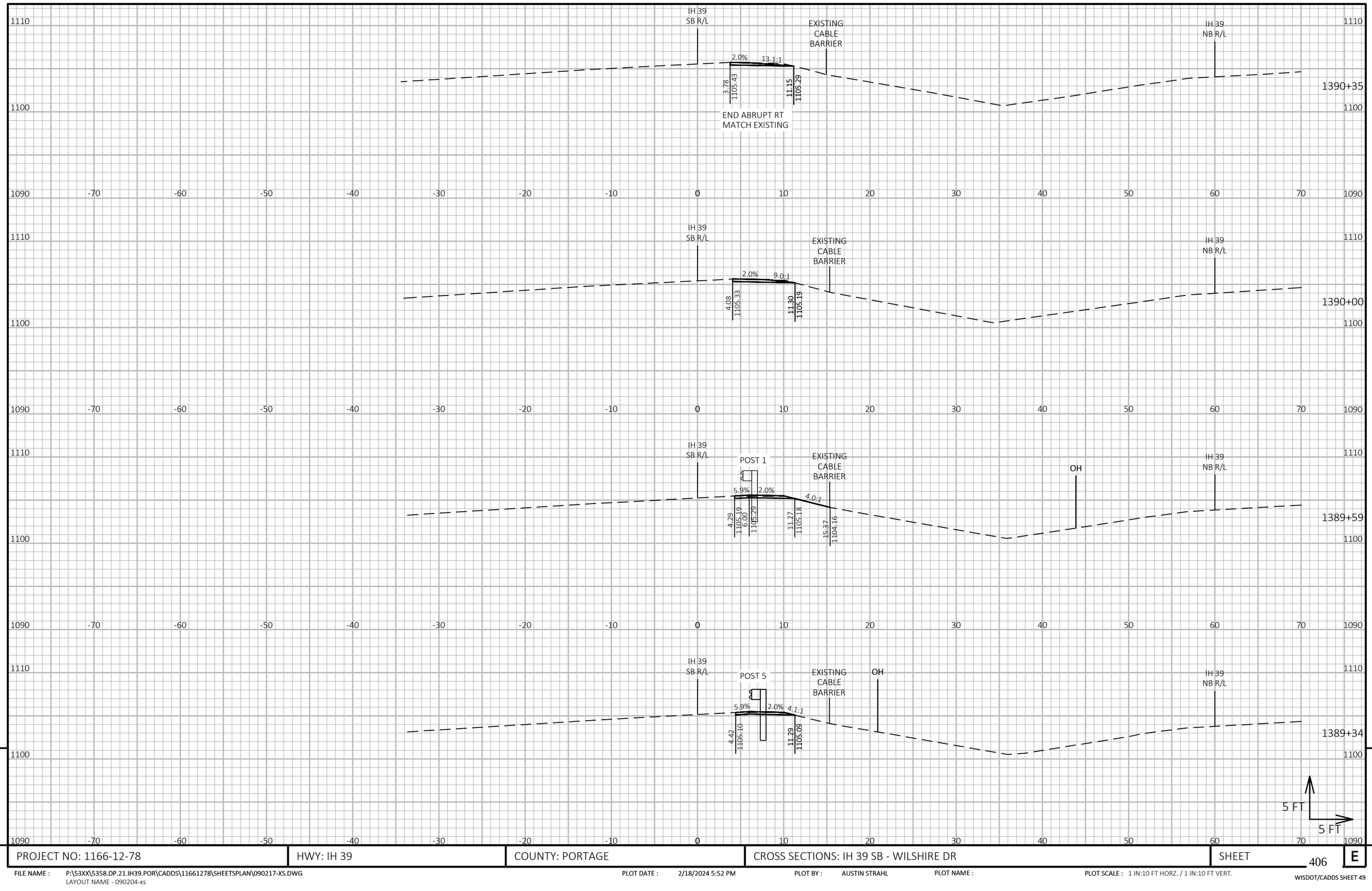
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - WILSHIRE DR | SHEET 405 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090217-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:52 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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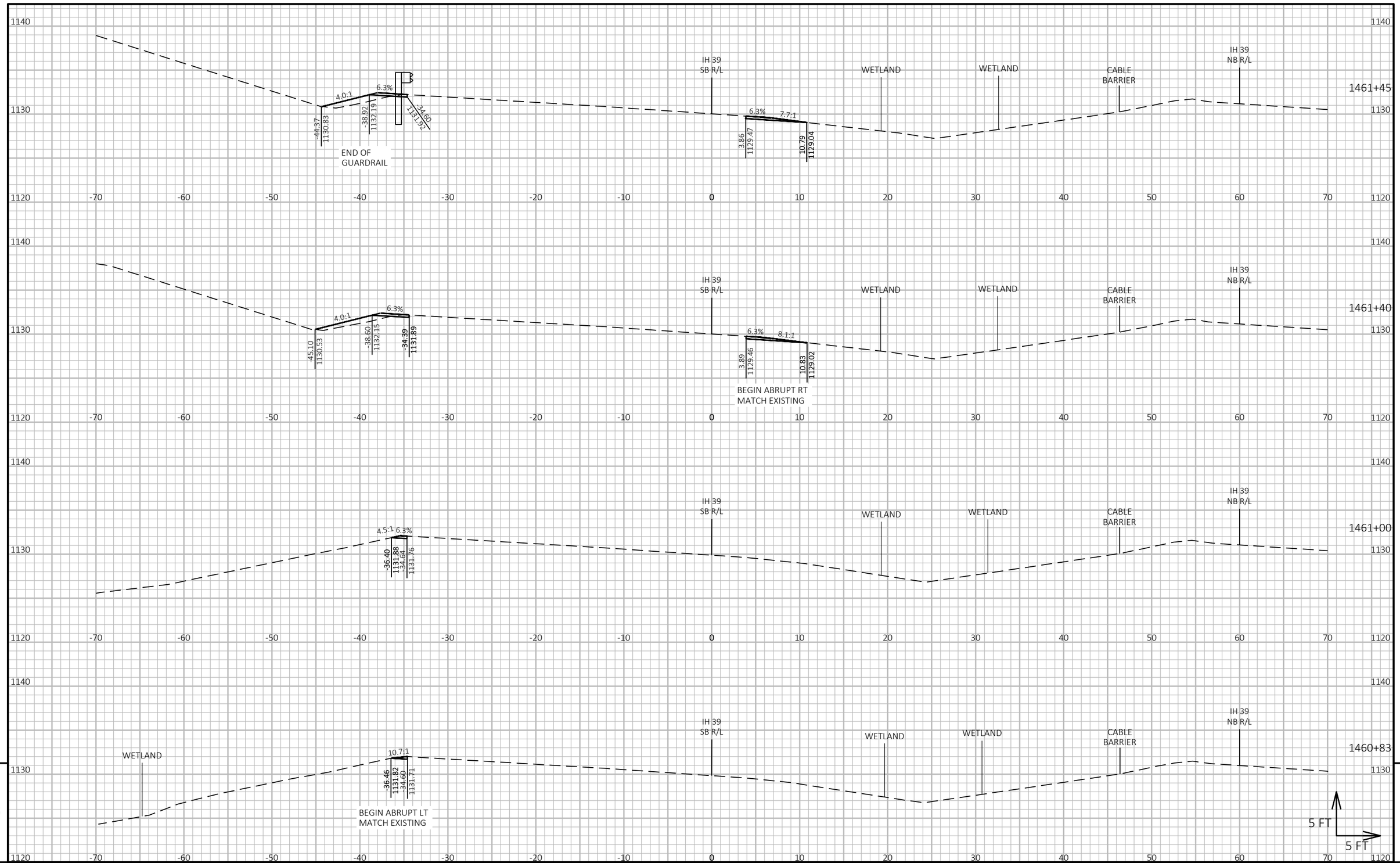
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - WILSHIRE DR | SHEET 406 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090217-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:52 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH S9 SB - DIVISION ST | SHEET 407 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090218-XS.DWG
LAYOUT NAME - 1

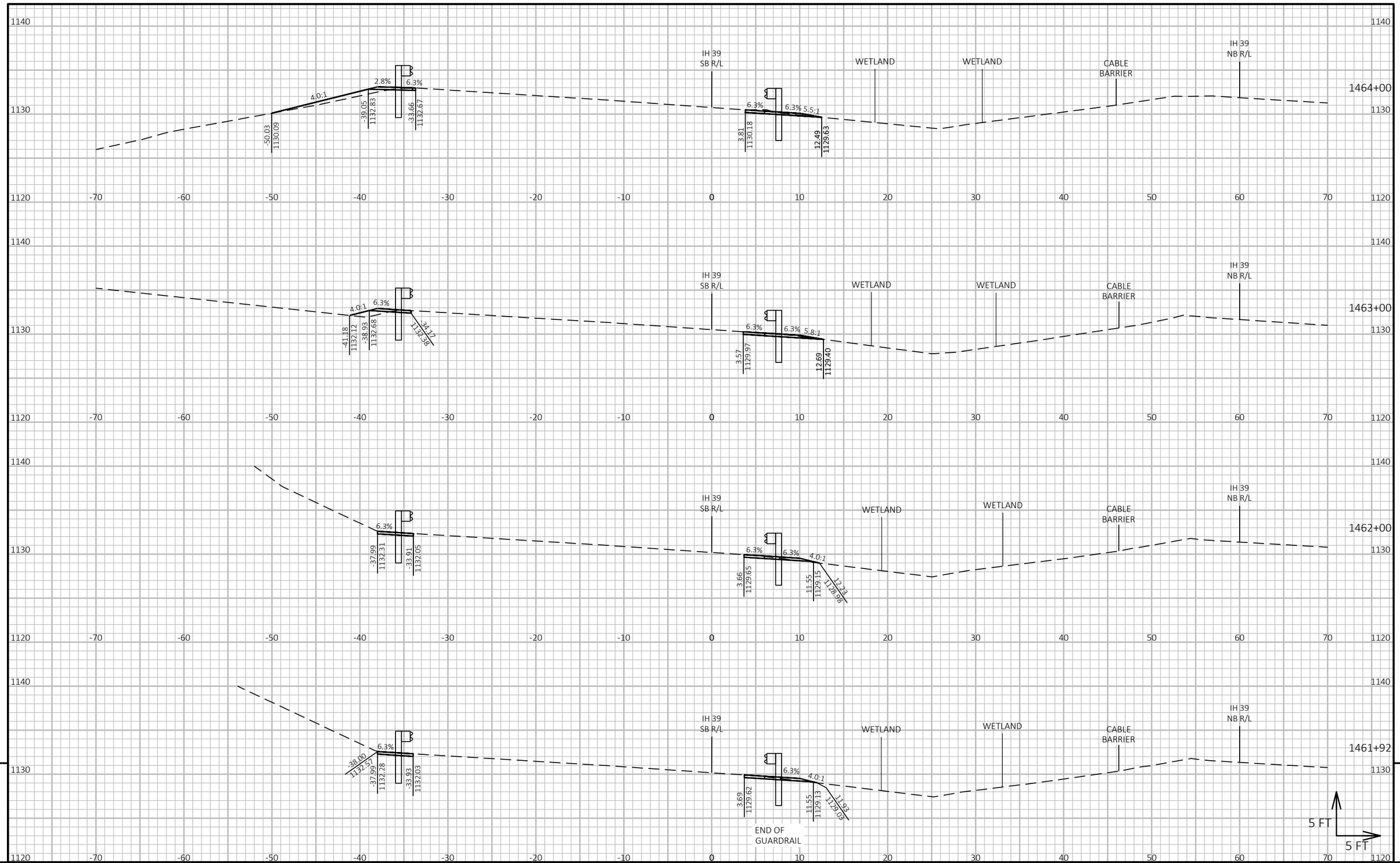
PLOT DATE : 2/18/2024 5:53 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH S9 SB - DIVISION ST | SHEET 408 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090218-XS.DWG
LAYOUT NAME - 2

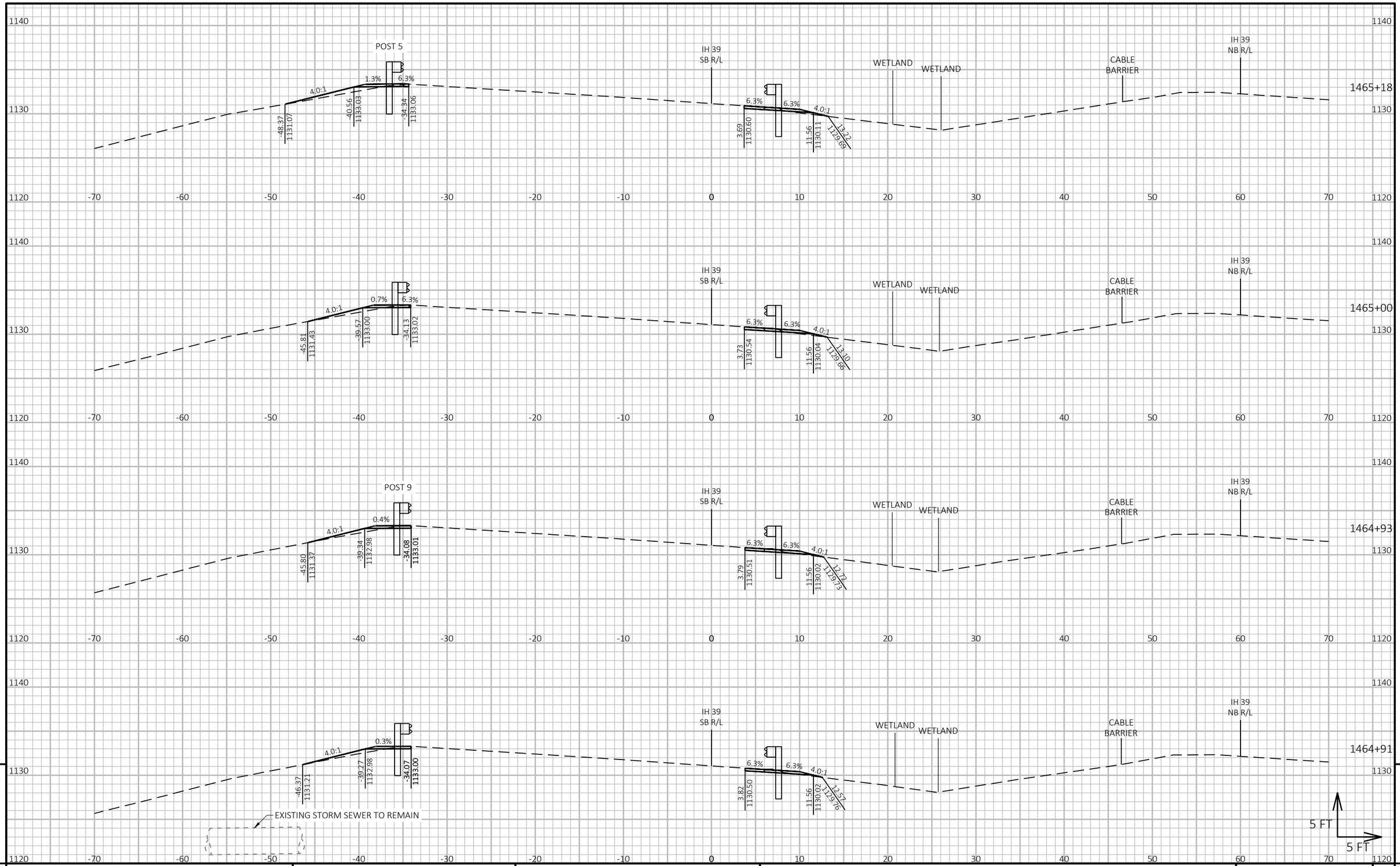
PLOT DATE : 2/18/2024 5:53 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49







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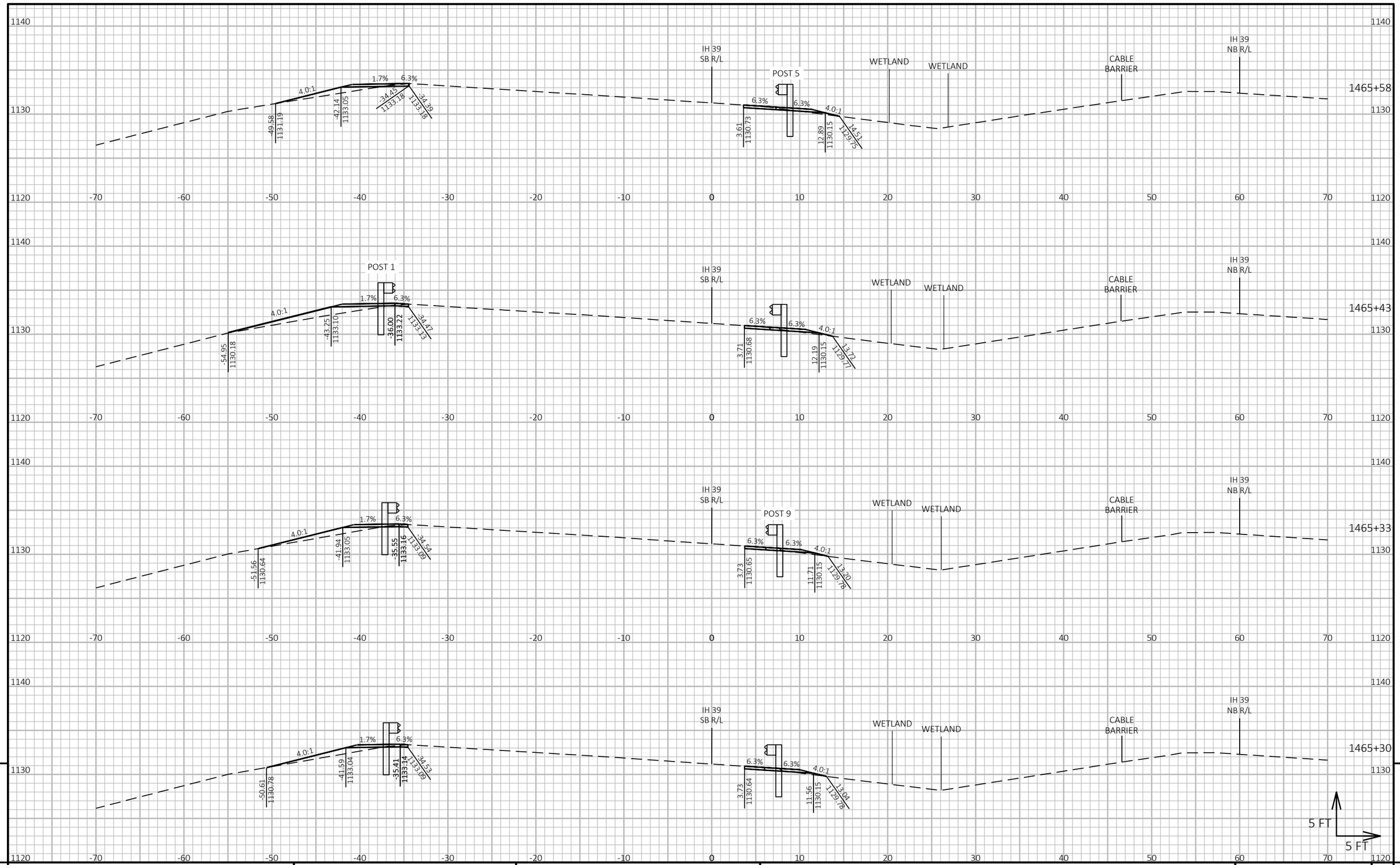
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH S9 SB - DIVISION ST | SHEET 409 | E |
|---|---|---|---|---|---|


FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090218-XS.DWG
LAYOUT NAME - 3

PLOT DATE : 2/18/2024 5:53 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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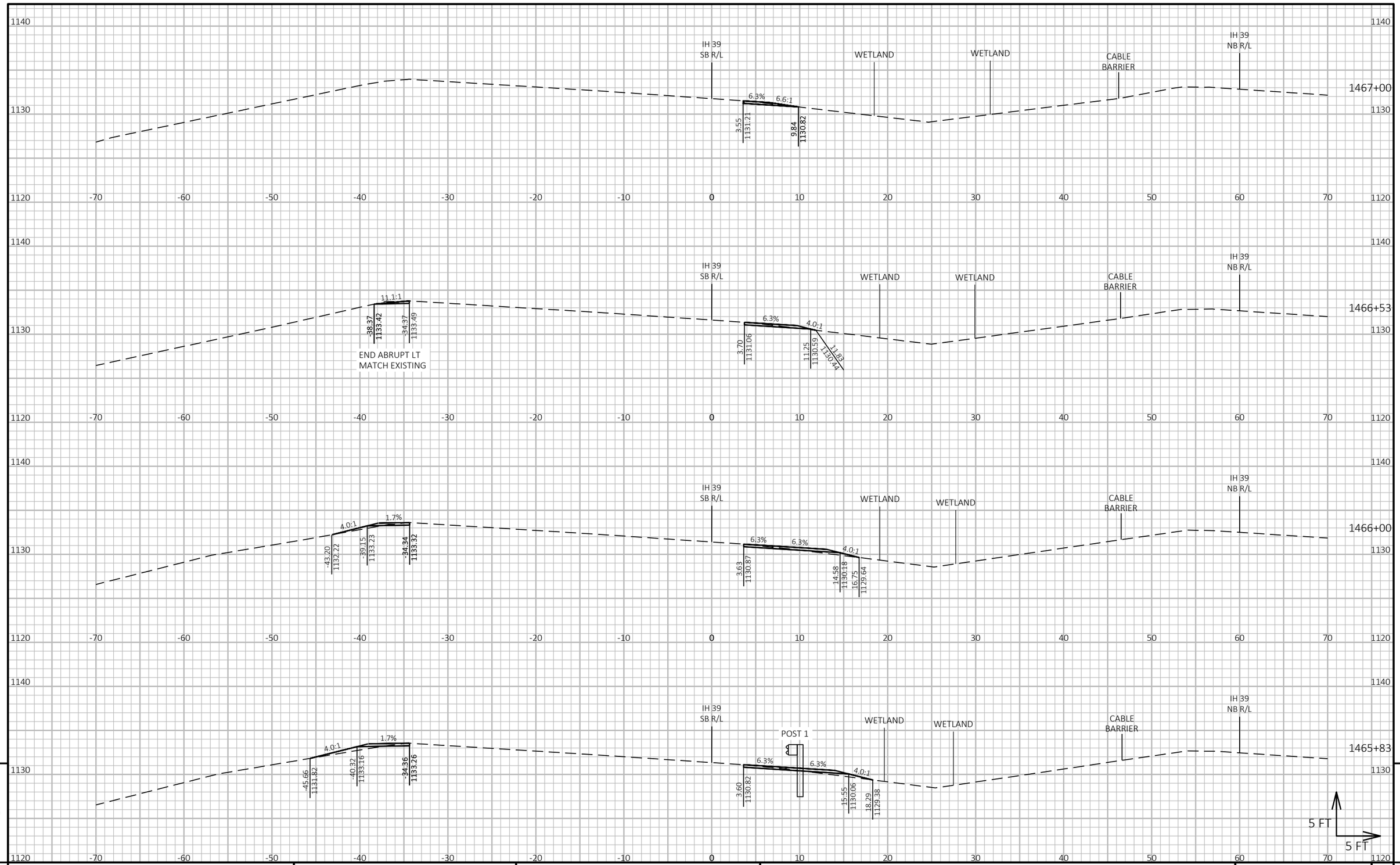
|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH S9 SB - DIVISION ST | SHEET 410 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090218-XS.DWG
LAYOUT NAME - 4

PLOT DATE : 2/18/2024 5:53 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

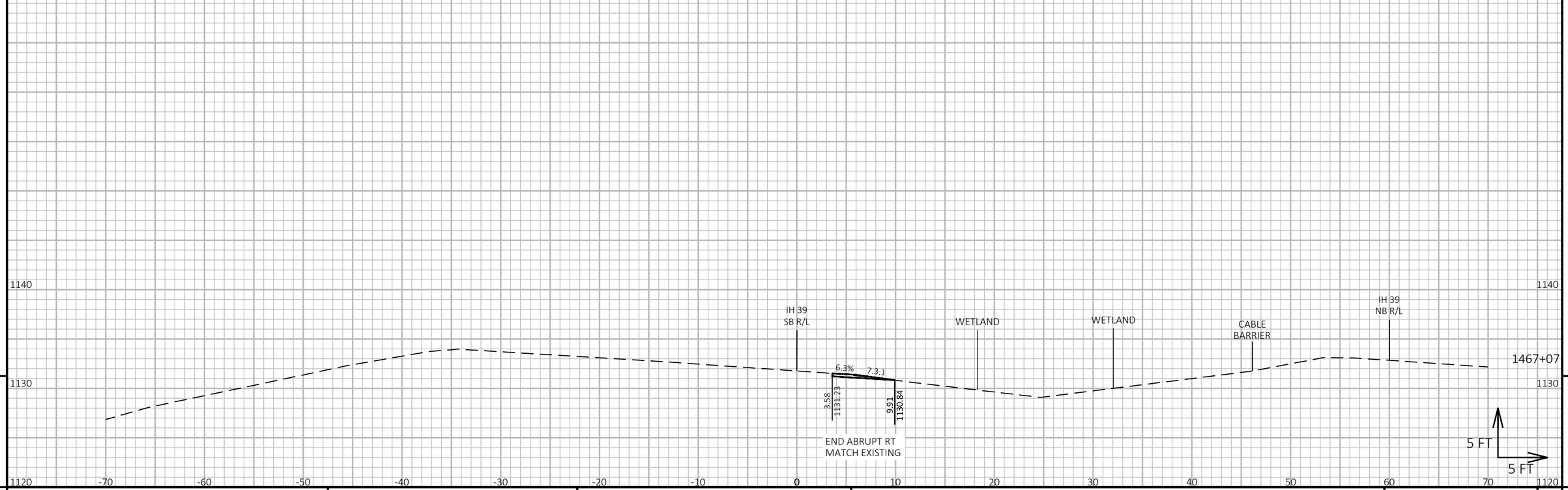



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH S9 SB - DIVISION ST | SHEET 411 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090218-XS.DWG
LAYOUT NAME - 5

PLOT DATE : 2/18/2024 5:53 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH S9 SB - DIVISION ST | SHEET 412 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090218-XS.DWG
LAYOUT NAME - 6

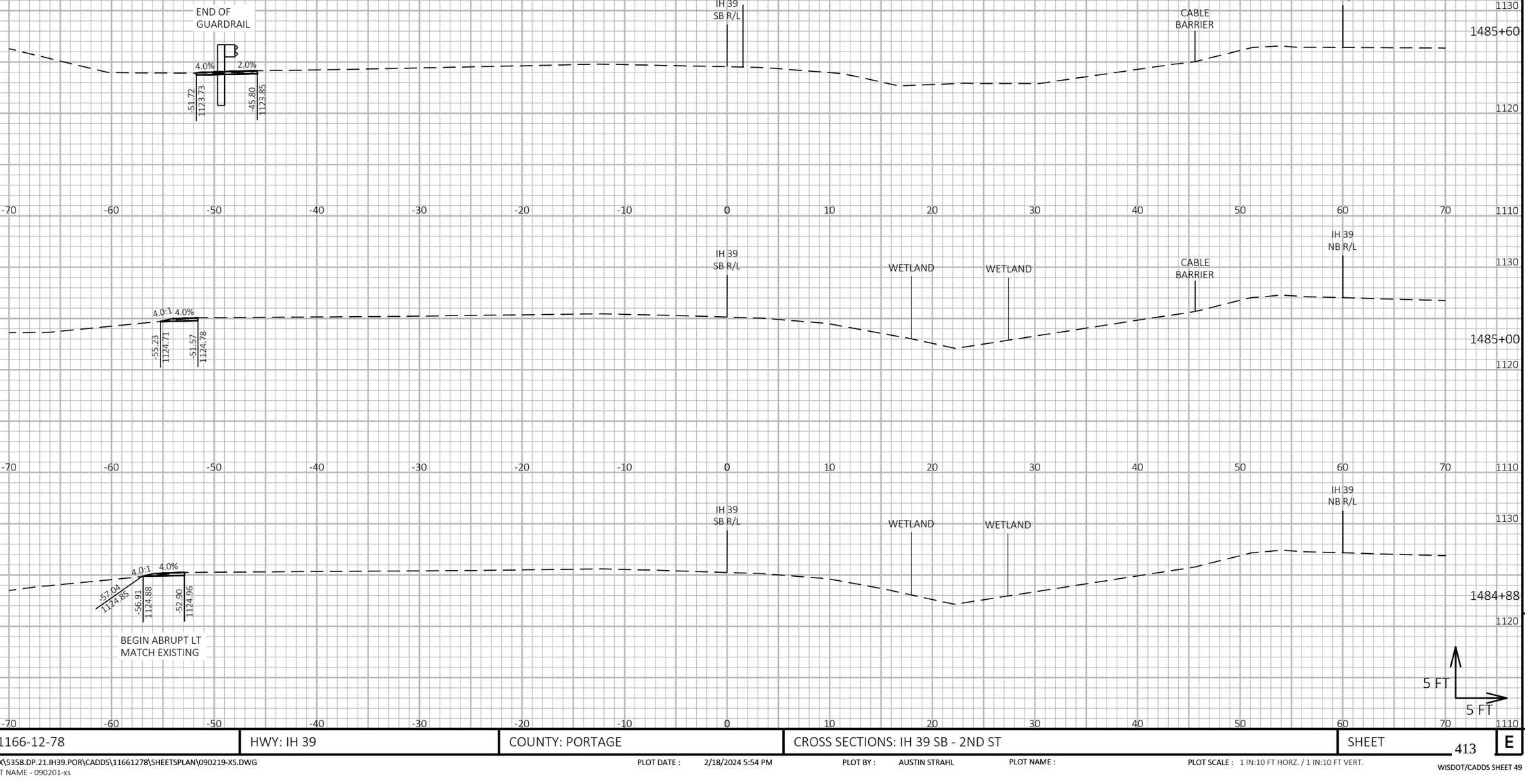
PLOT DATE : 2/18/2024 5:53 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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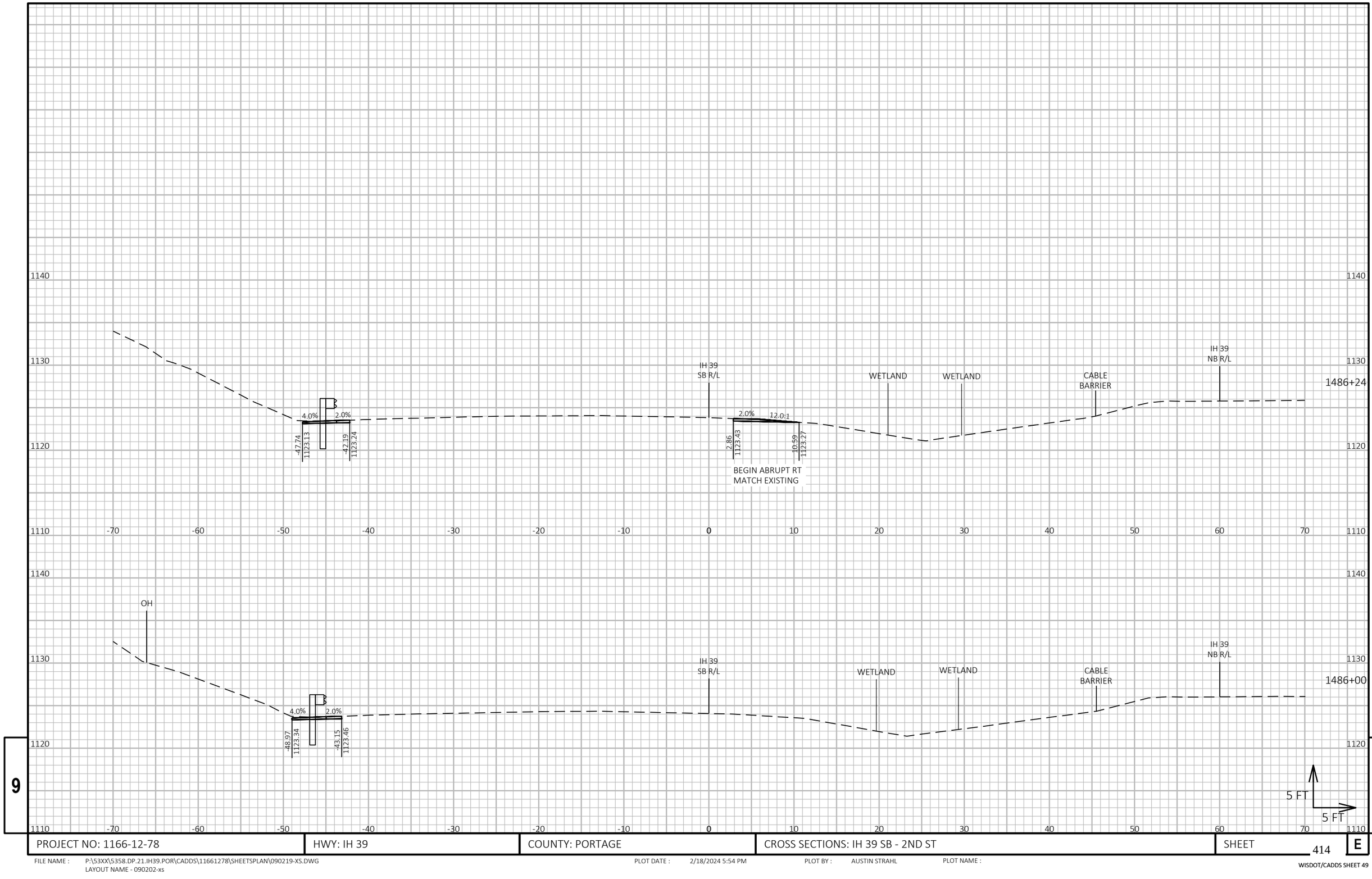
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - 2ND ST | SHEET 413 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090219-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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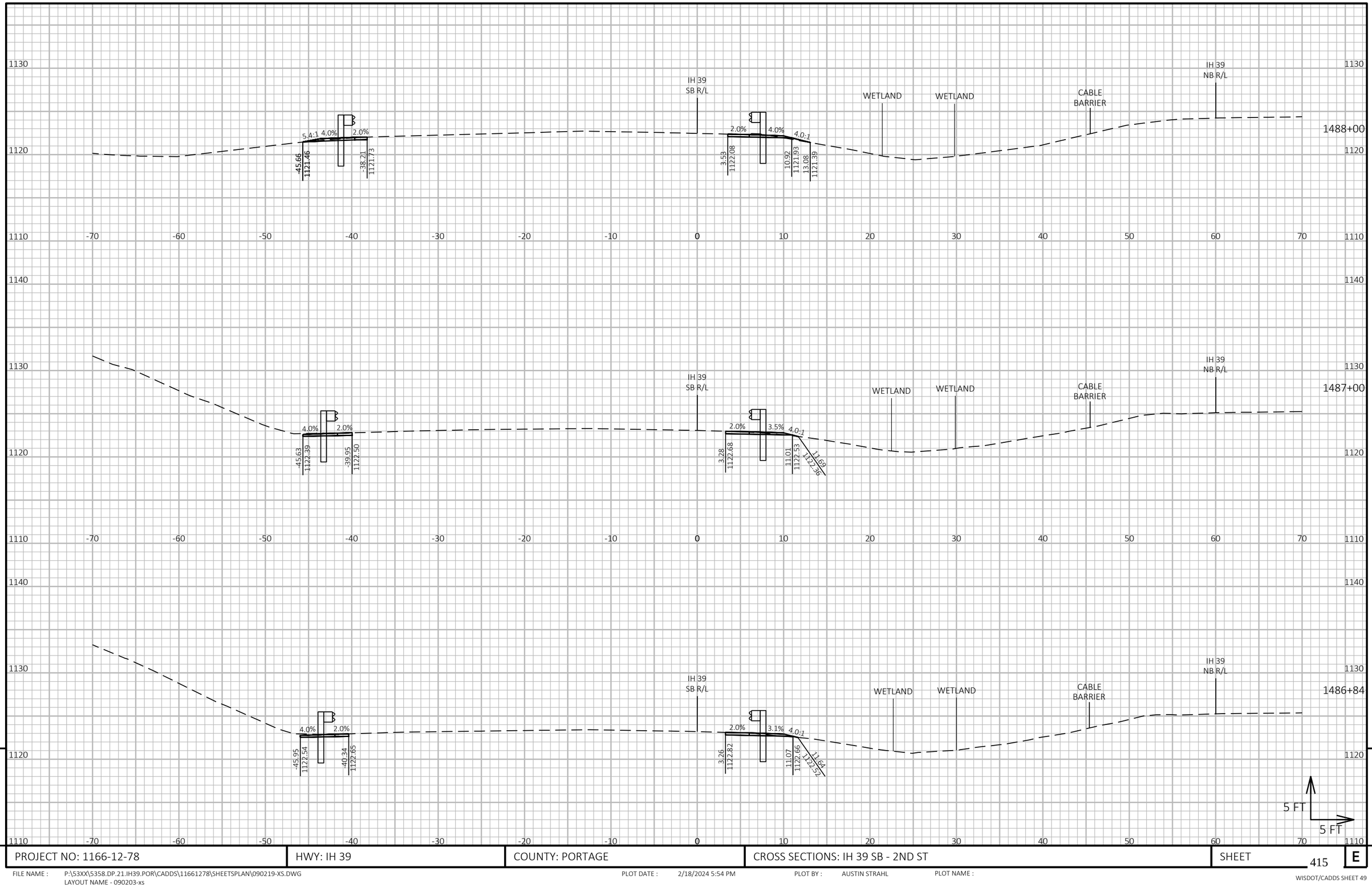
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - 2ND ST | SHEET 414 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090219-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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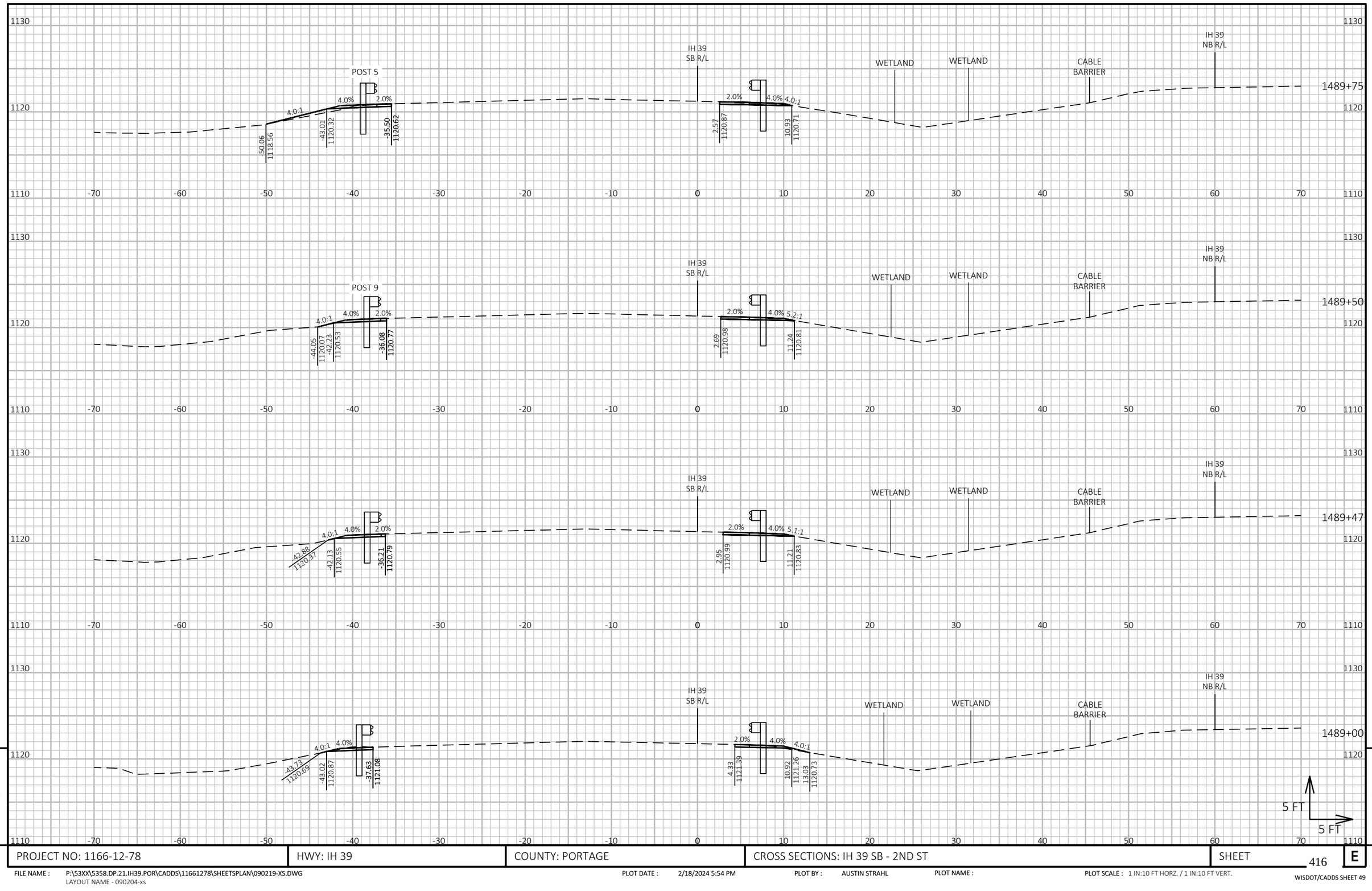
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - 2ND ST | SHEET 415 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090219-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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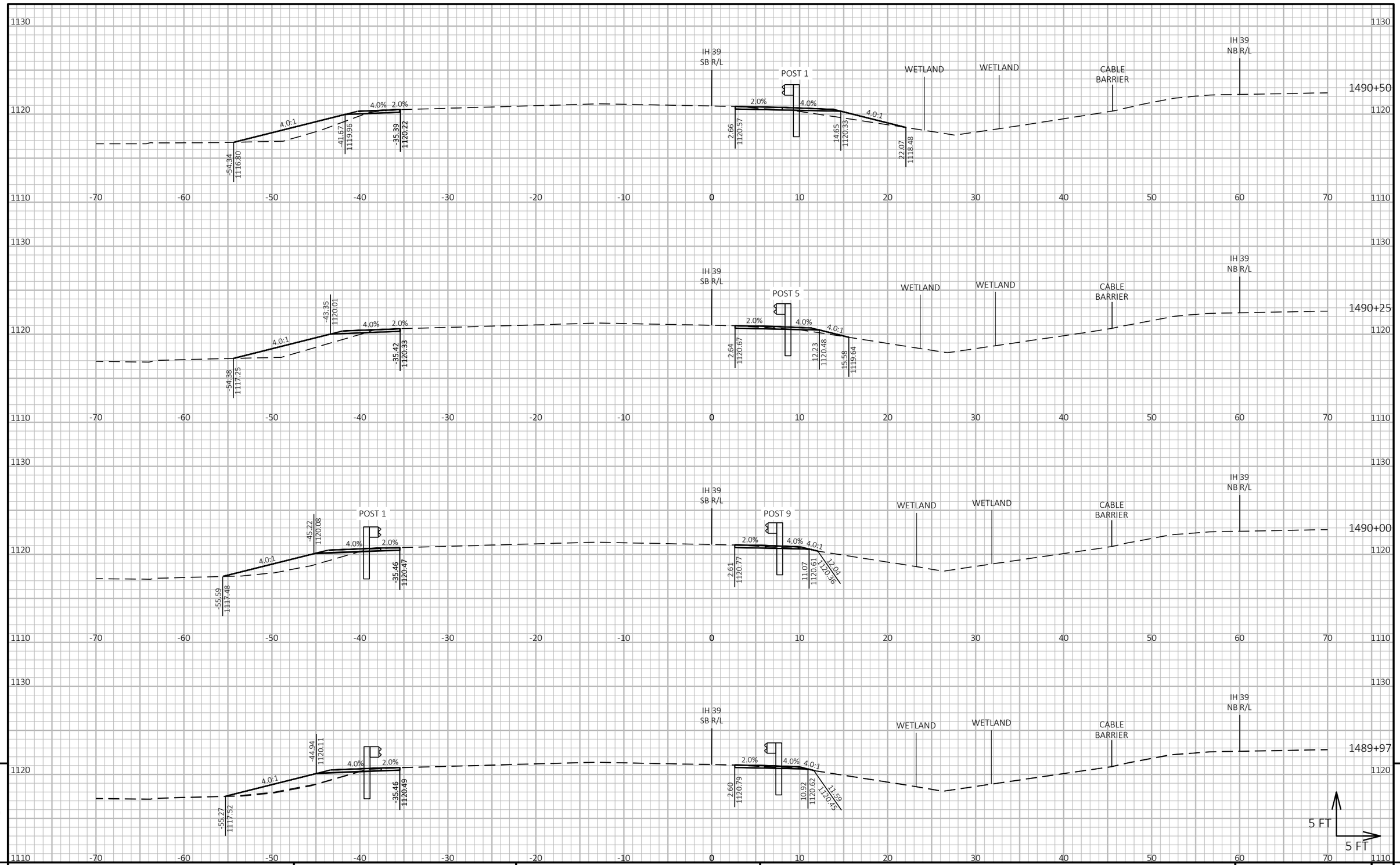
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - 2ND ST | SHEET 416 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090219-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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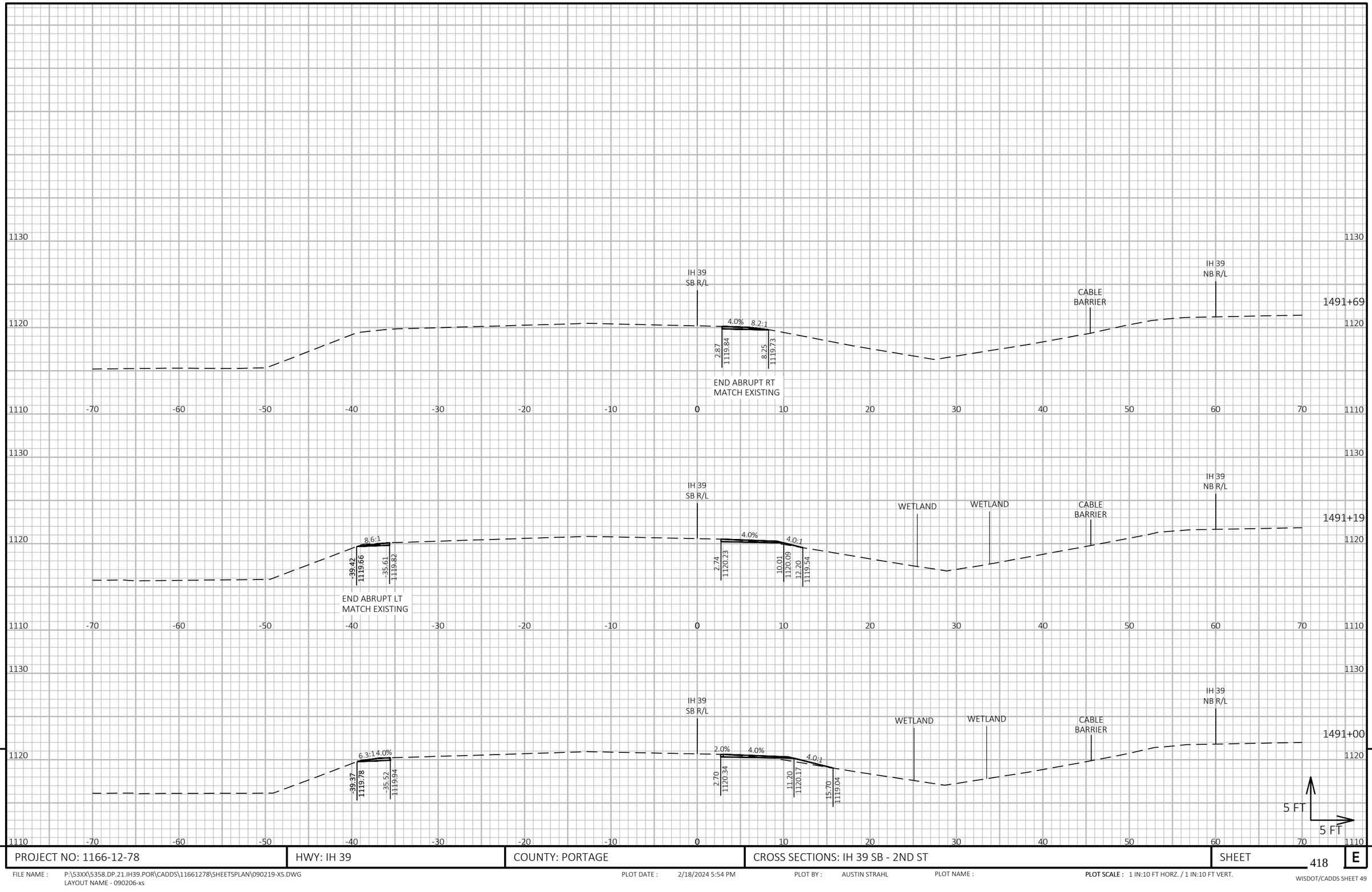
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - 2ND ST | SHEET 417 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090219-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

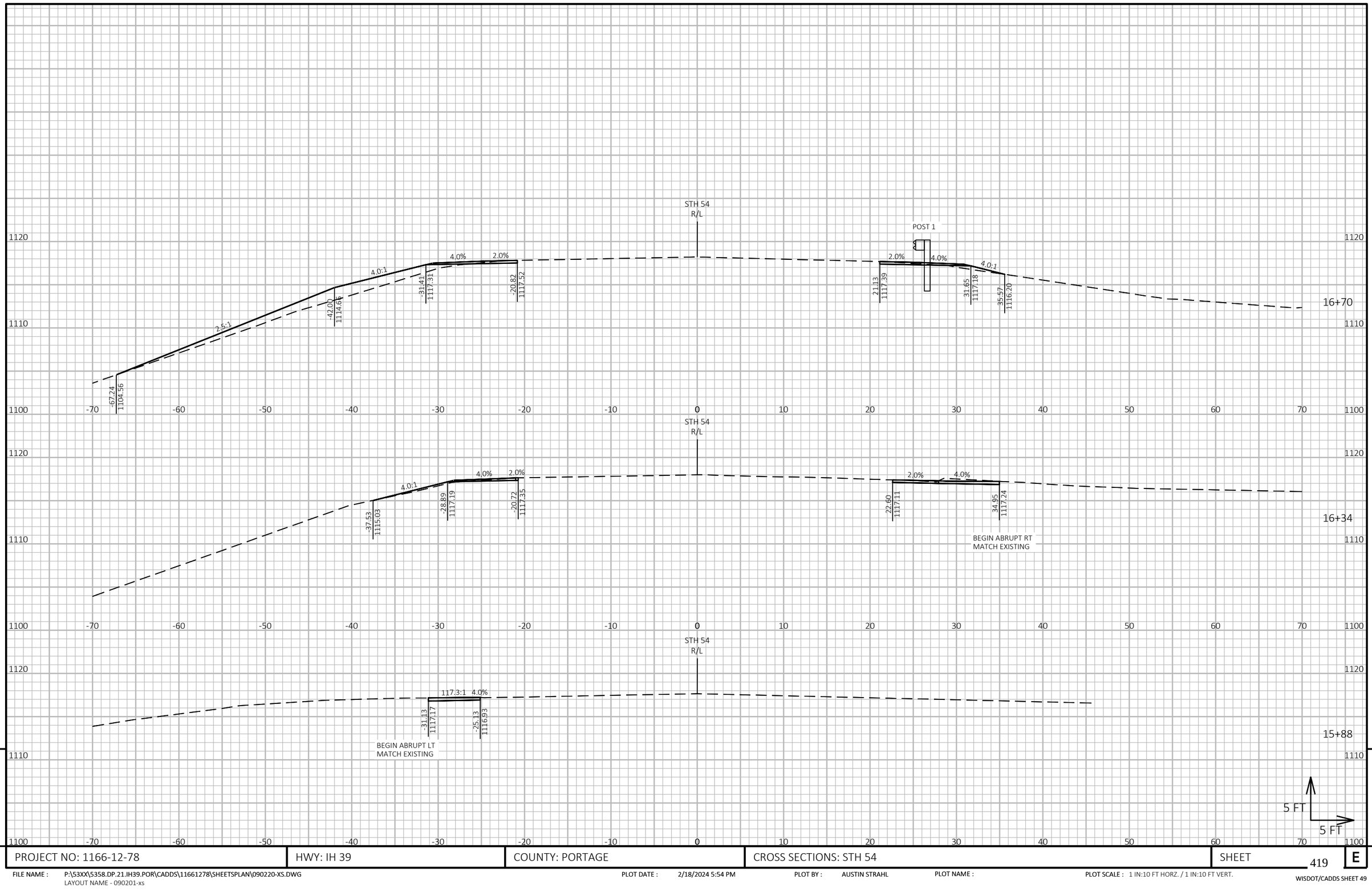



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 SB - 2ND ST | SHEET 418 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090219-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

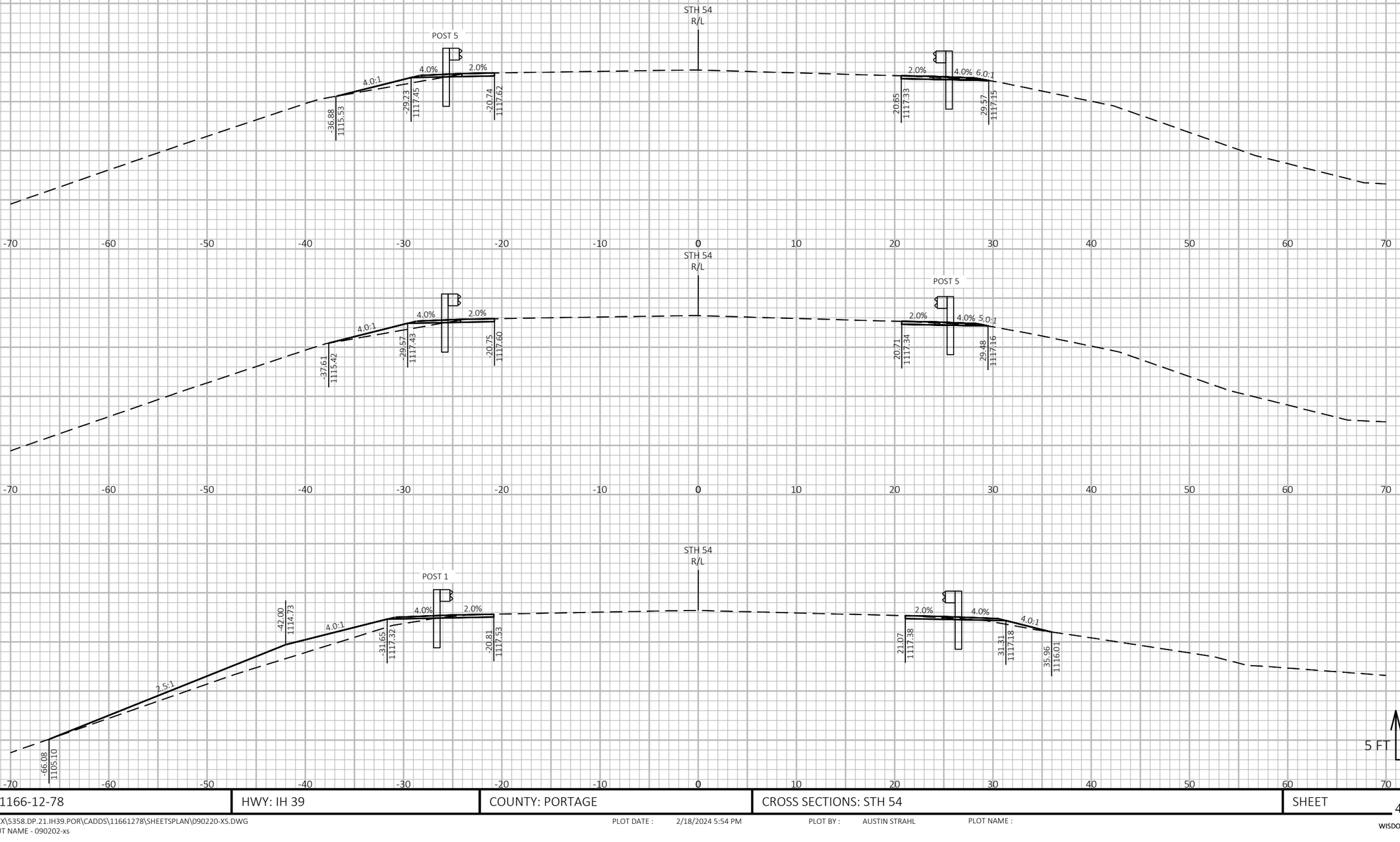



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 419 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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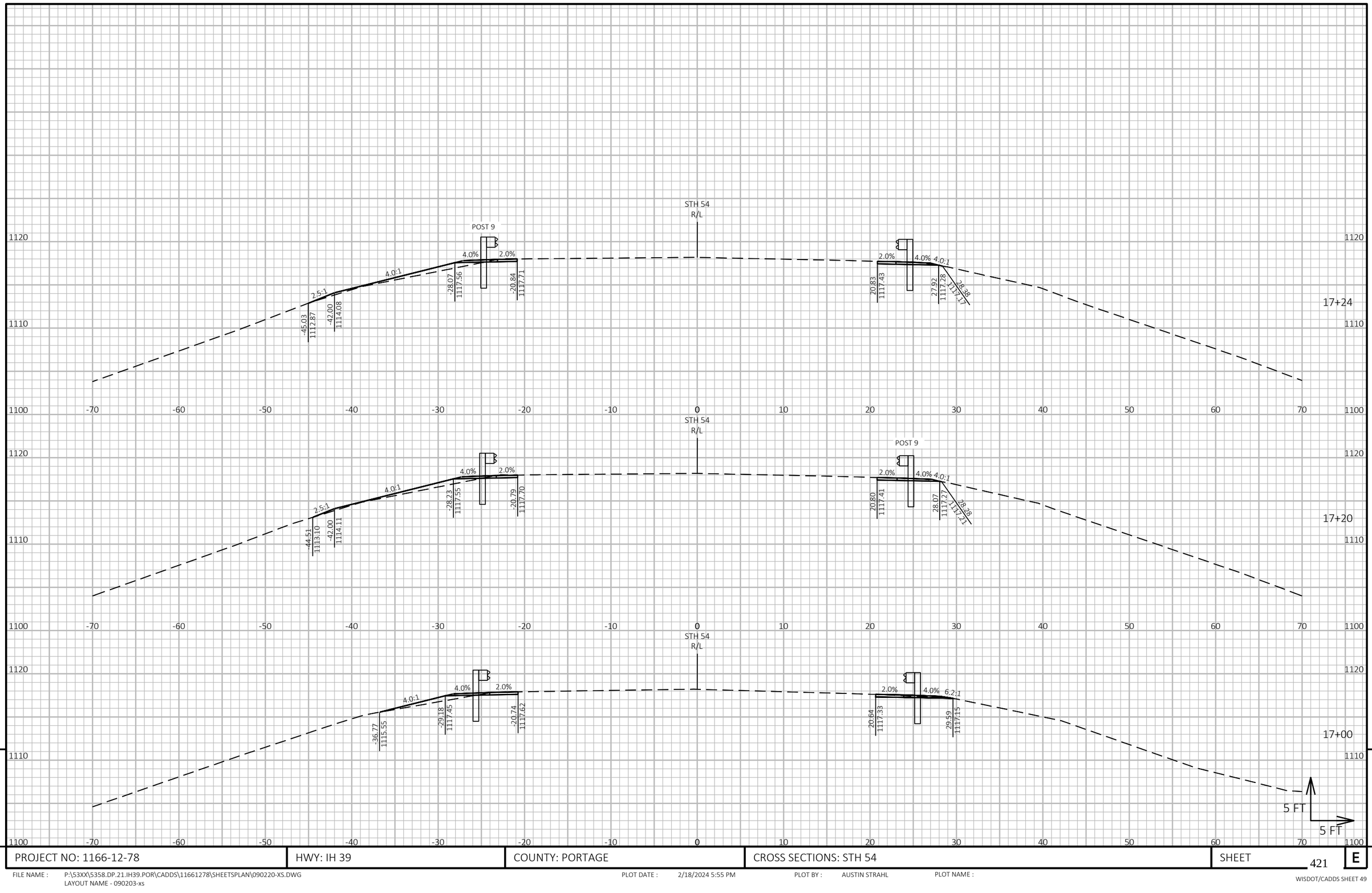
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 420 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:54 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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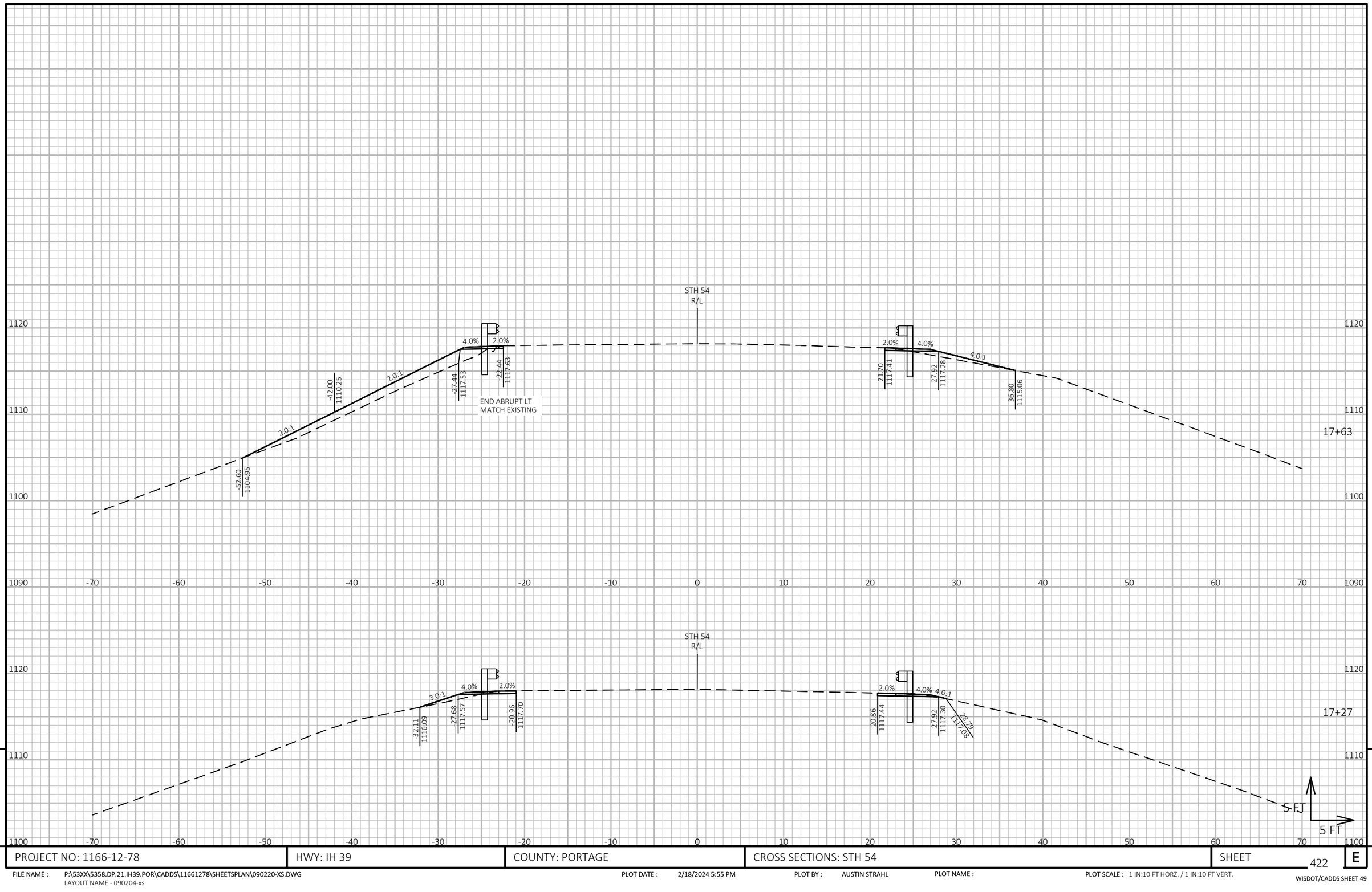
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 421 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:55 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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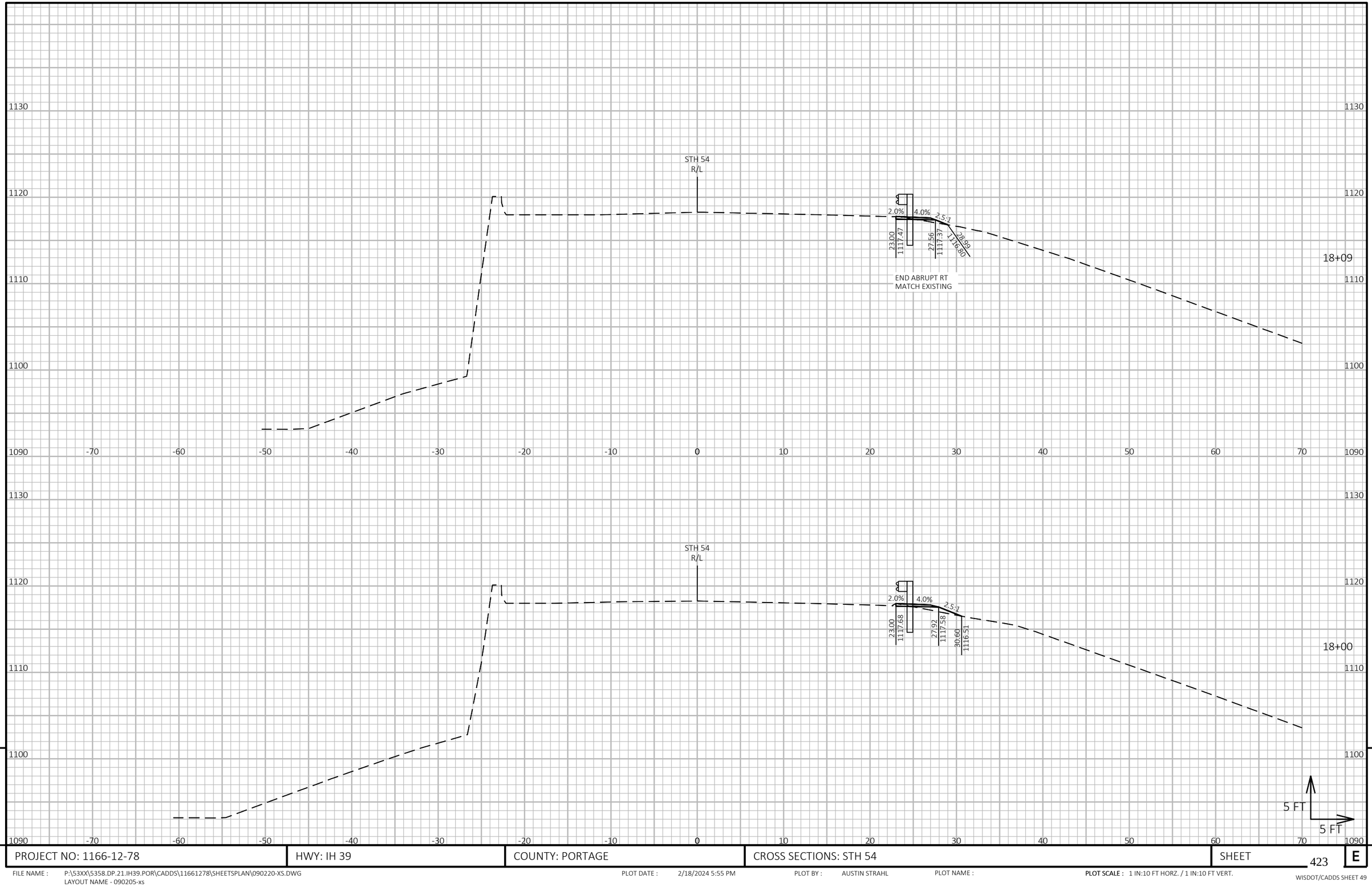
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 422 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:55 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 423 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090220-XS.DWG
LAYOUT NAME - 090205-xs

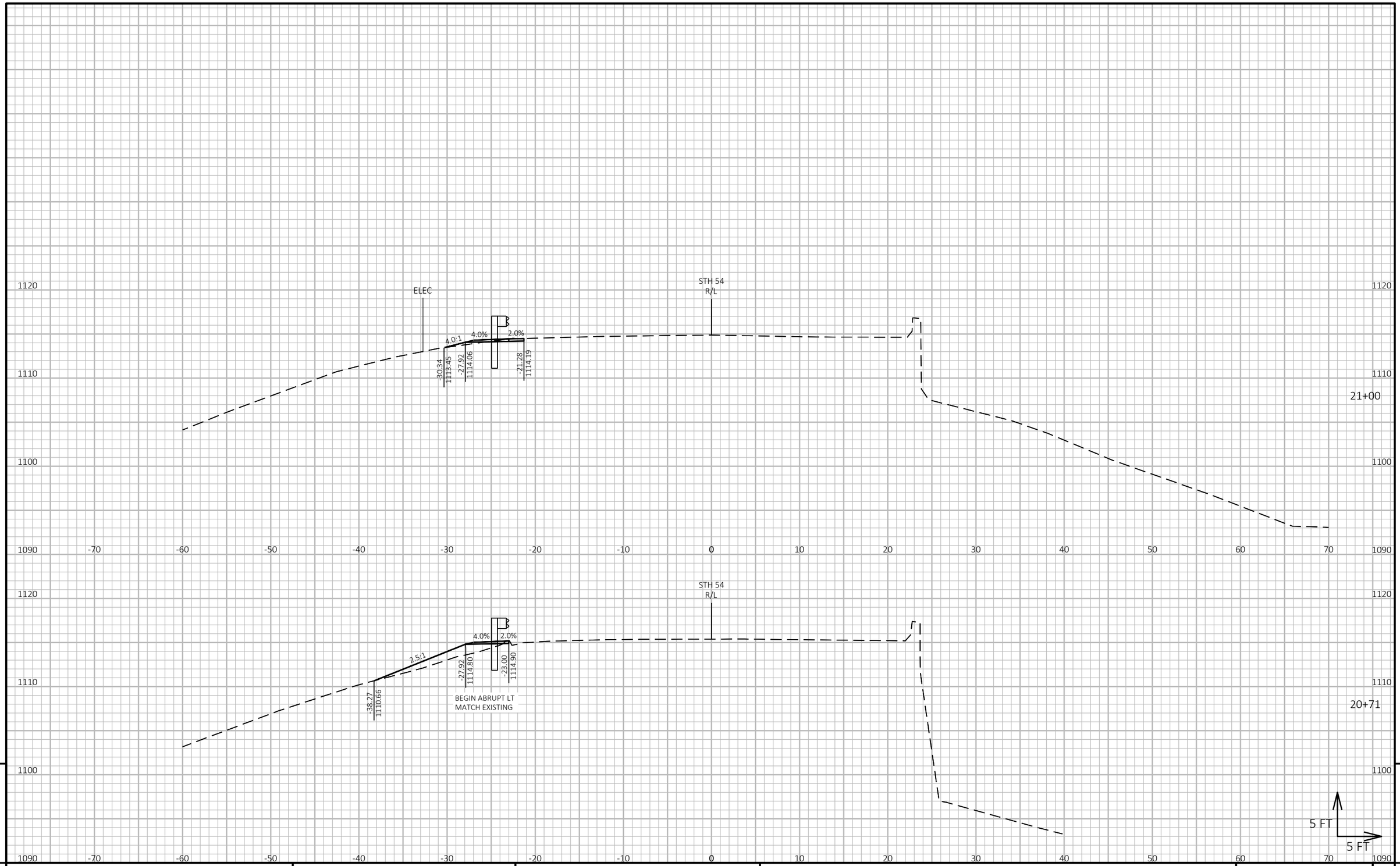
PLOT DATE : 2/18/2024 5:55 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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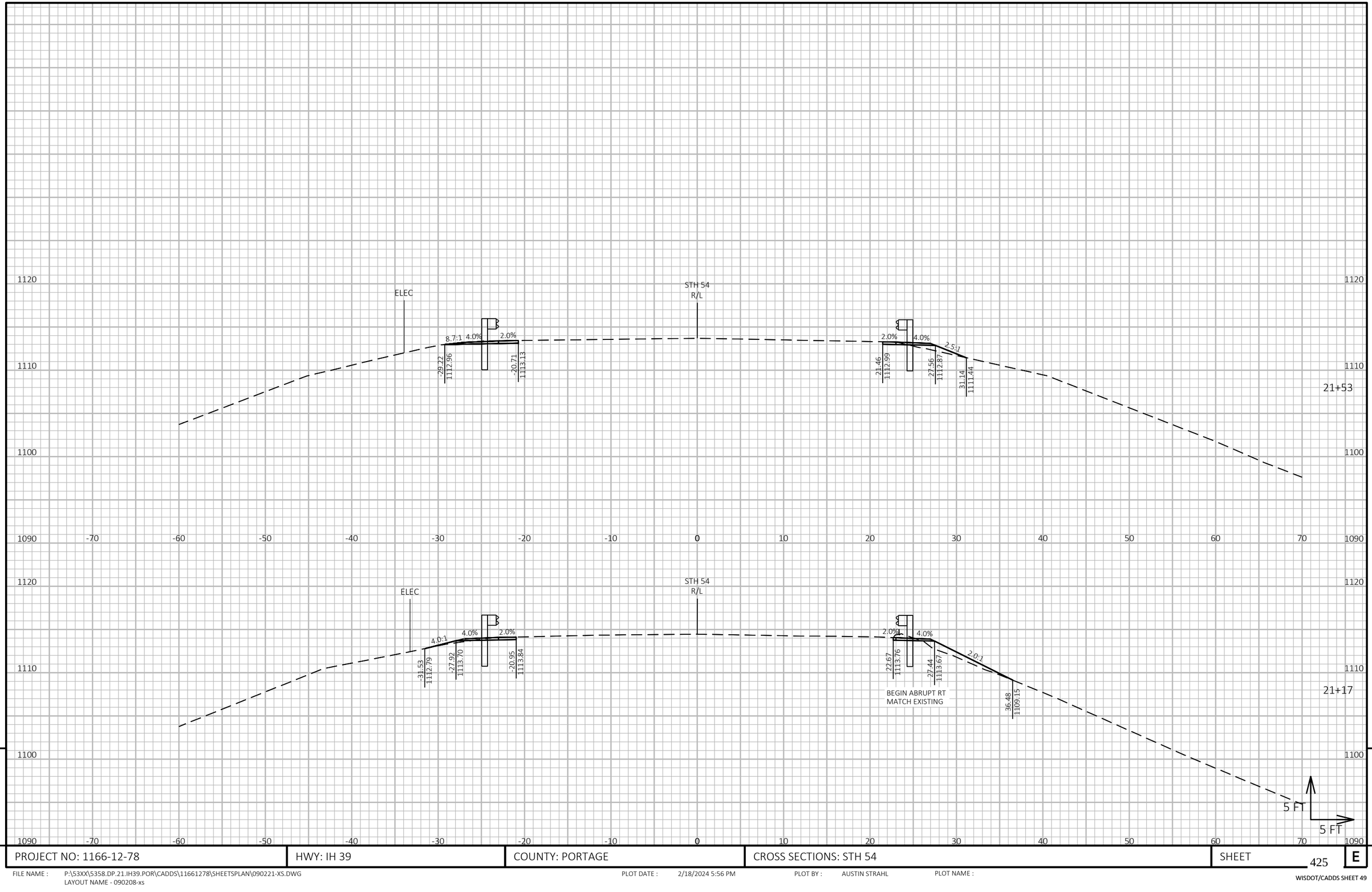
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 424 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 2/18/2024 5:56 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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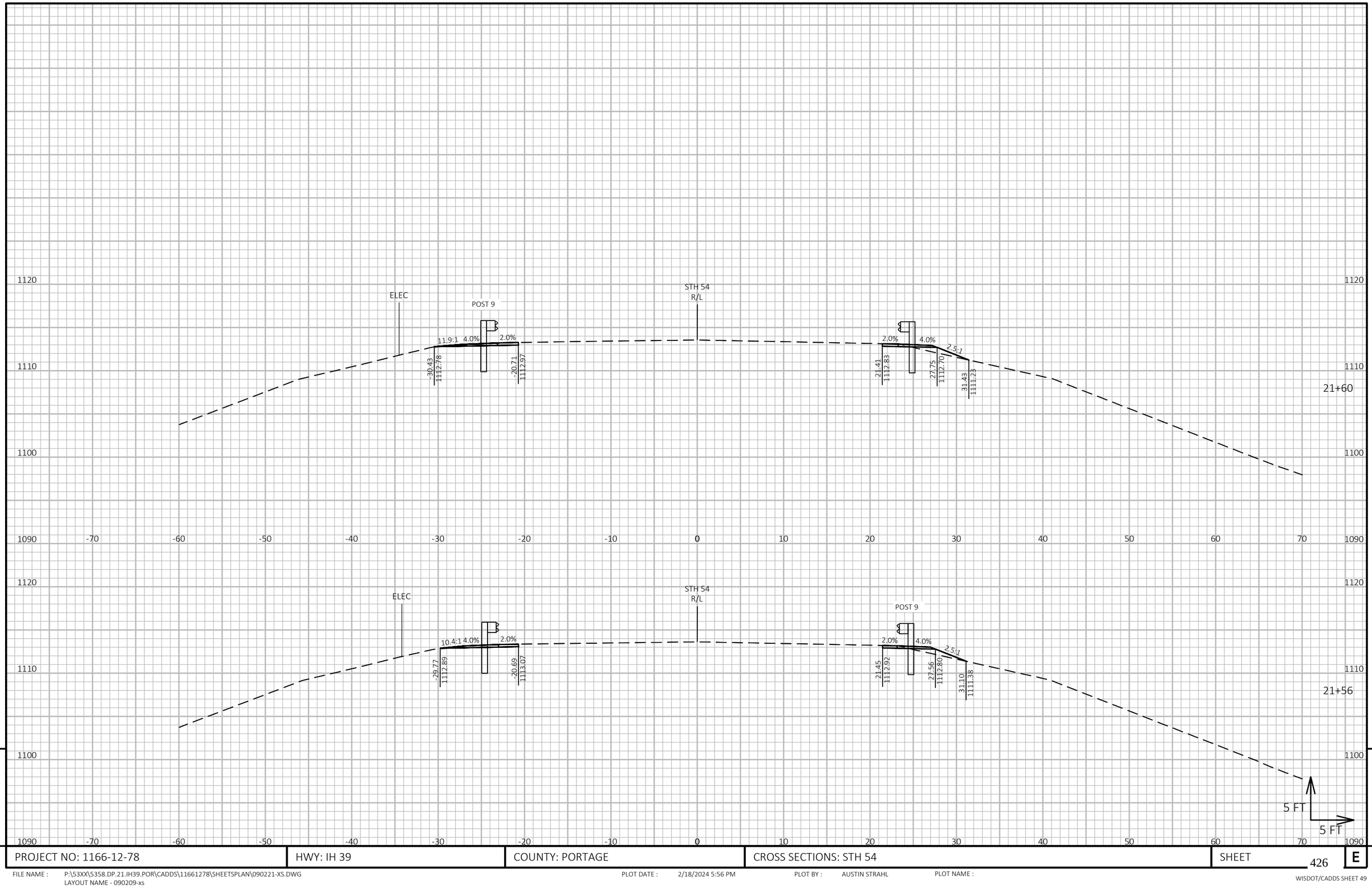
|---|---|---|---|---|---|
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 425 | E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 2/18/2024 5:56 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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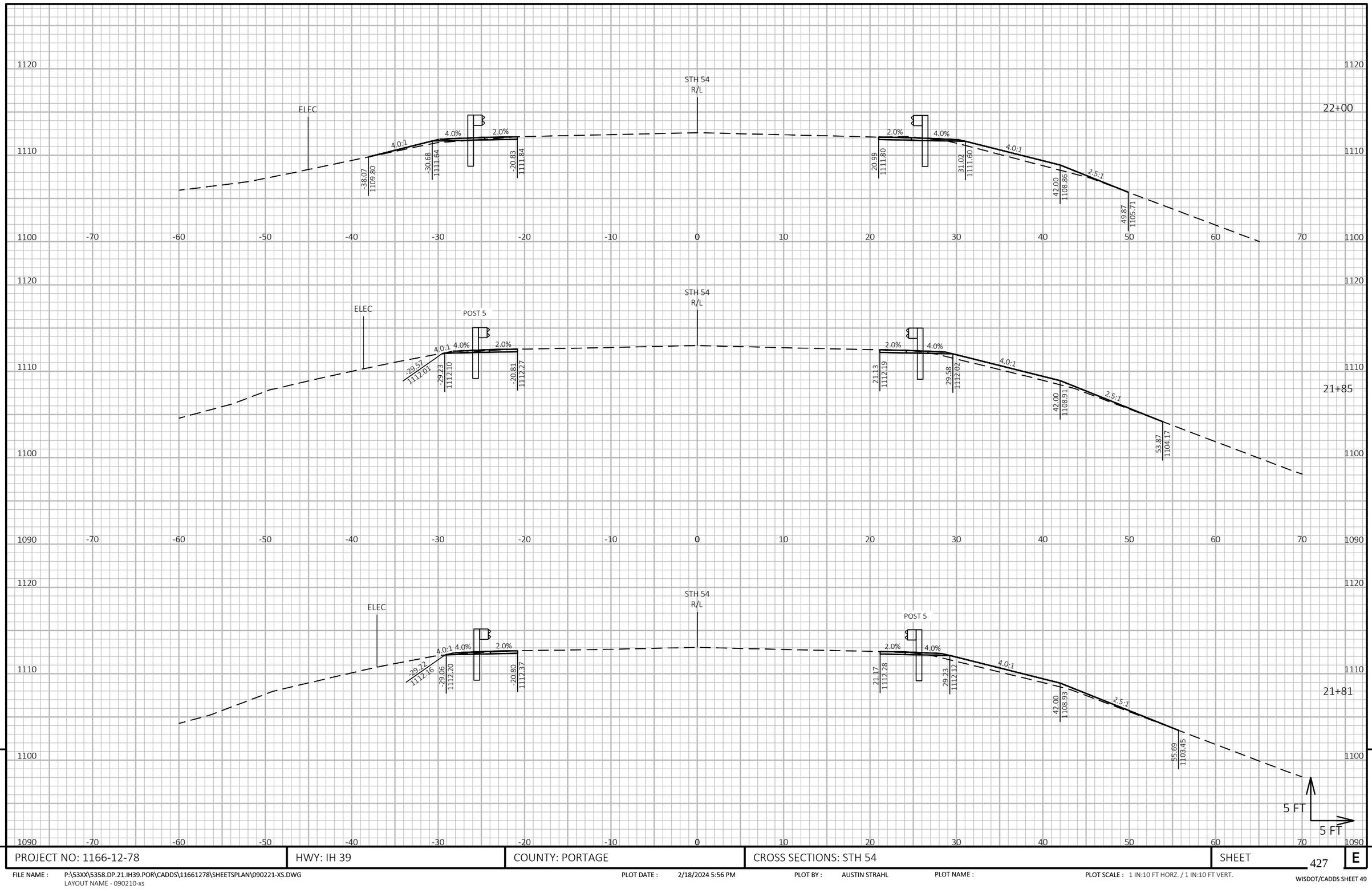
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 426 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 2/18/2024 5:56 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49




| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 427 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 2/18/2024 5:56 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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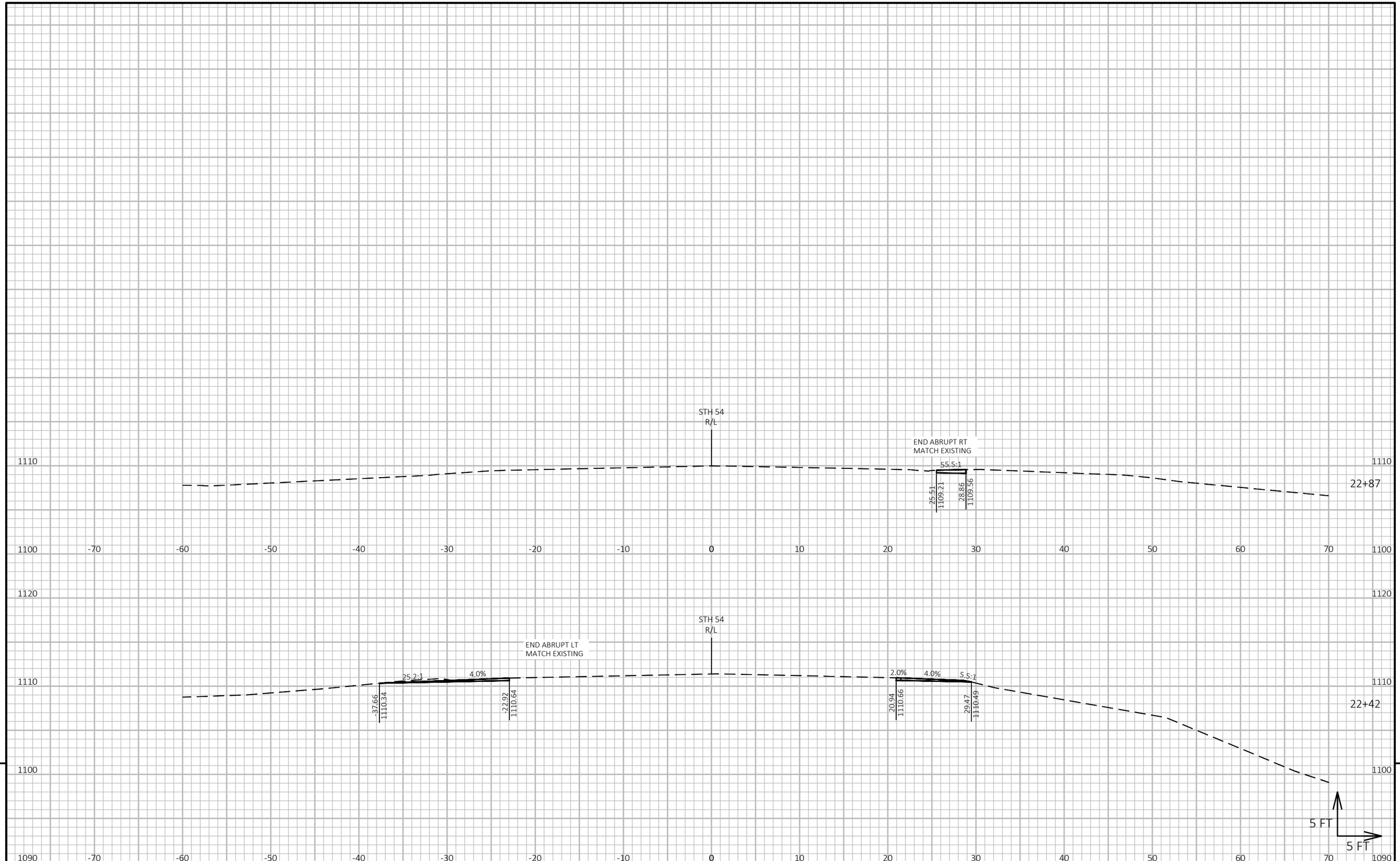
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 428 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 2/18/2024 5:56 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: STH 54 | SHEET 429 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090221-XS.DWG
LAYOUT NAME - 090212-xs

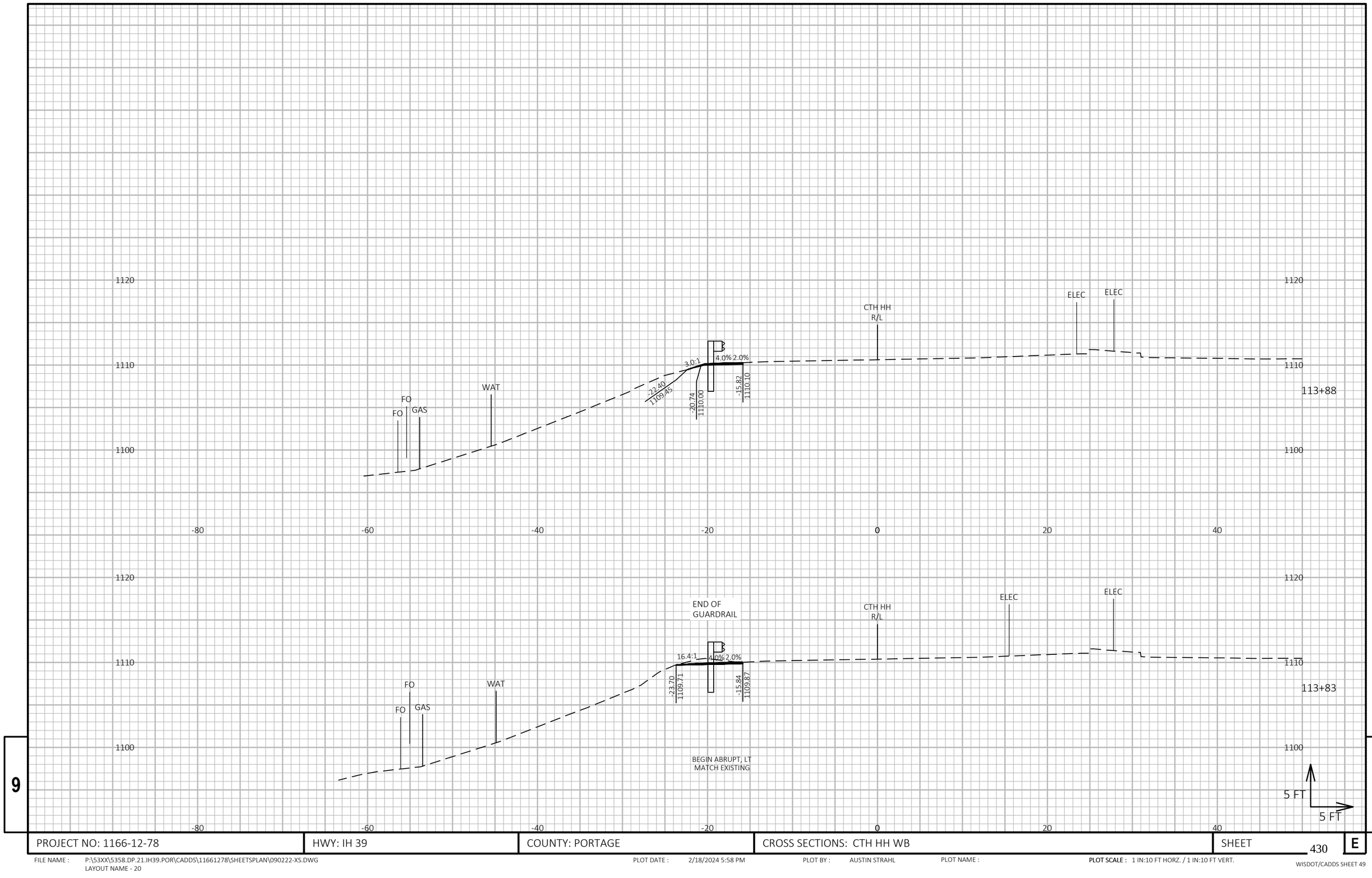
PLOT DATE : 2/18/2024 5:56 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

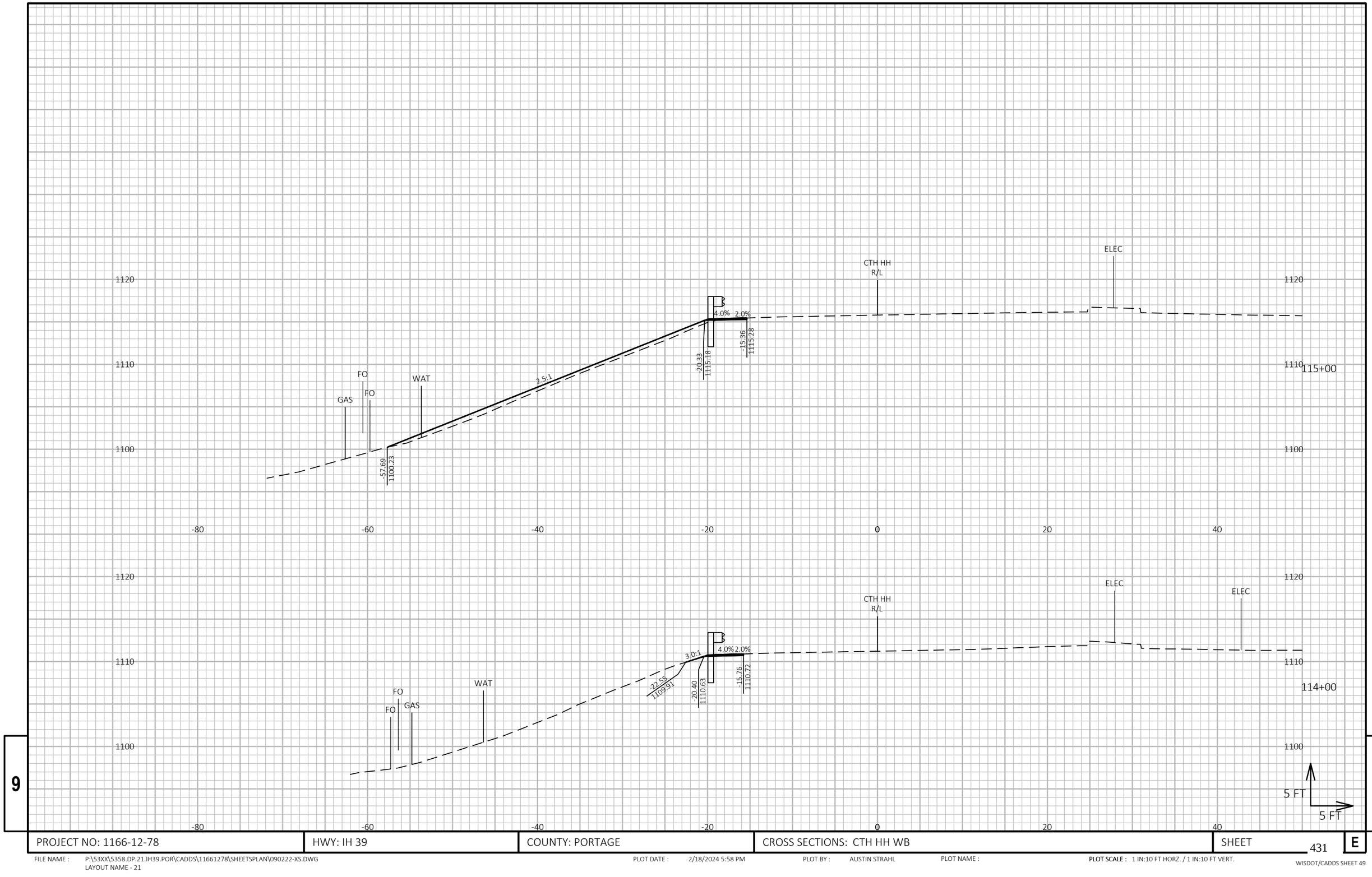



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 430 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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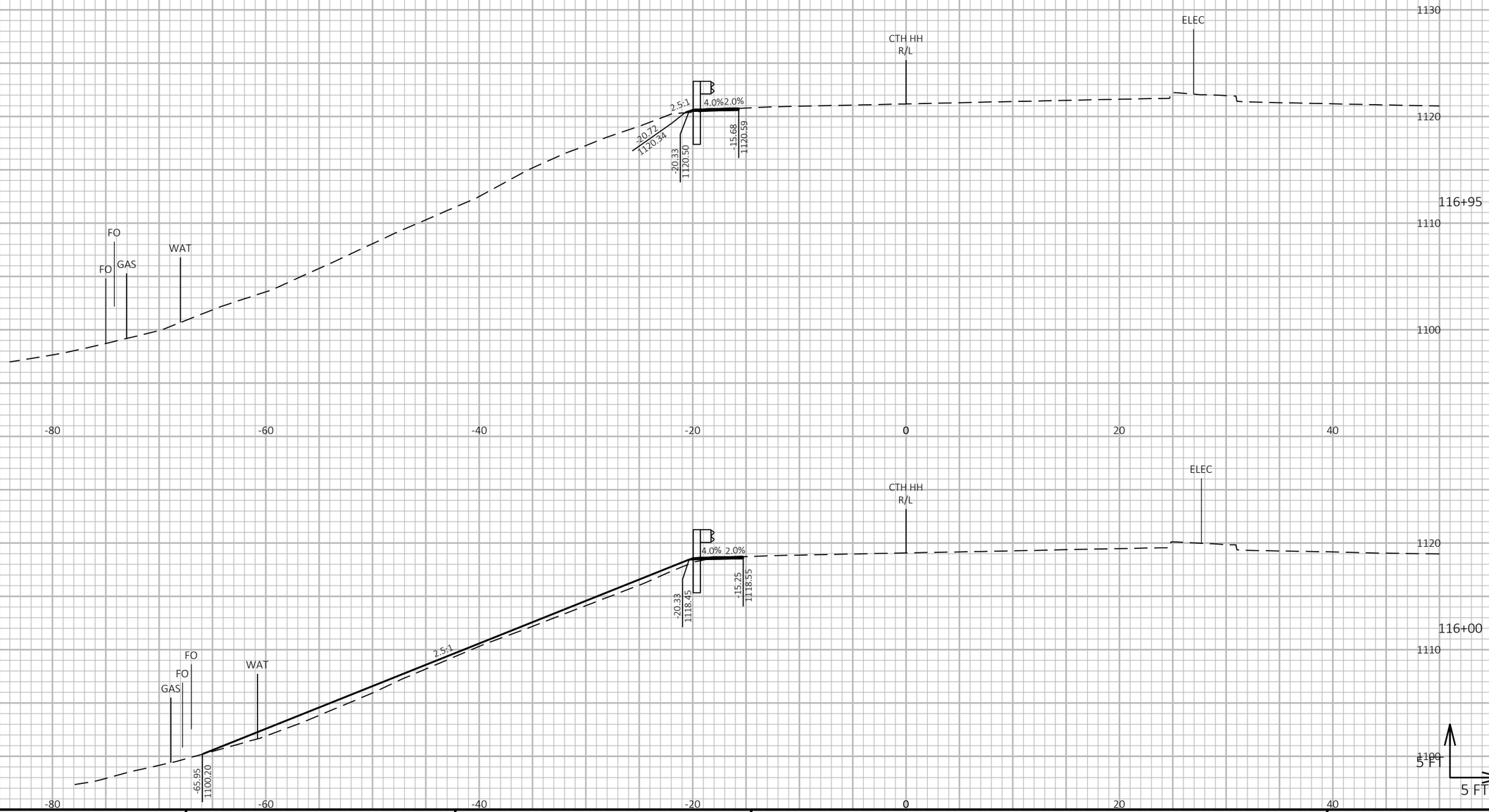
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 431 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

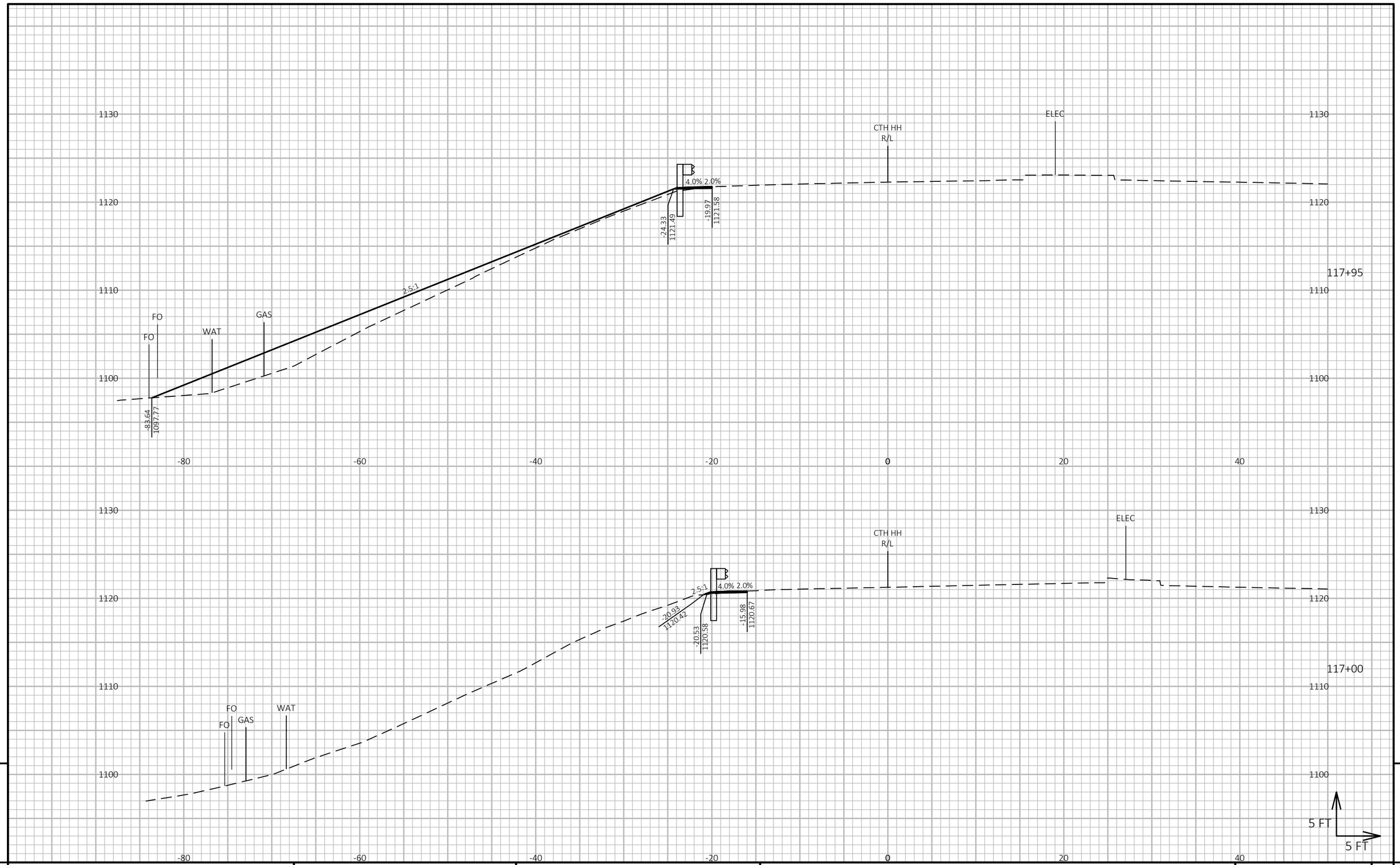



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 432 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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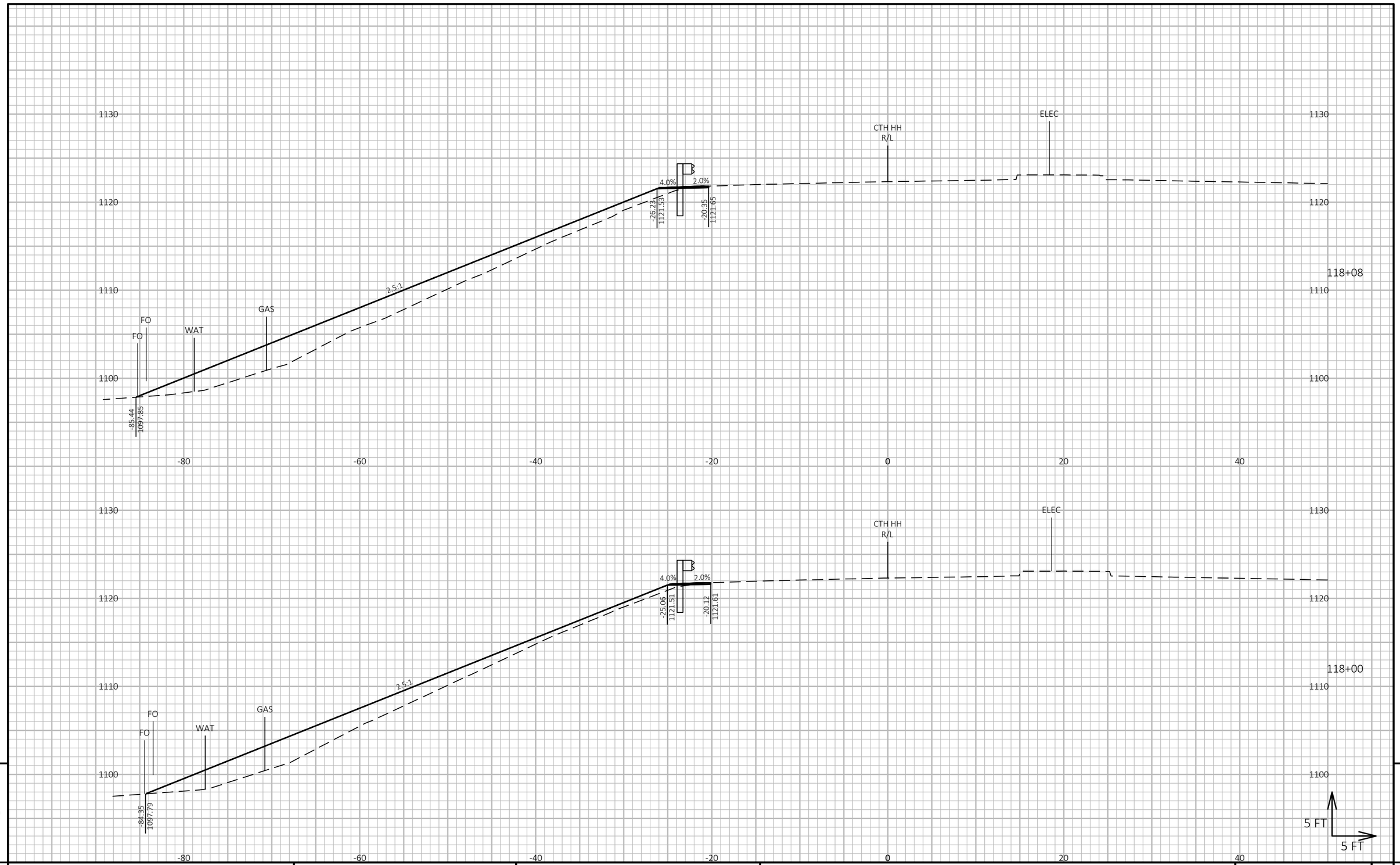
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 433 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 434 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 24

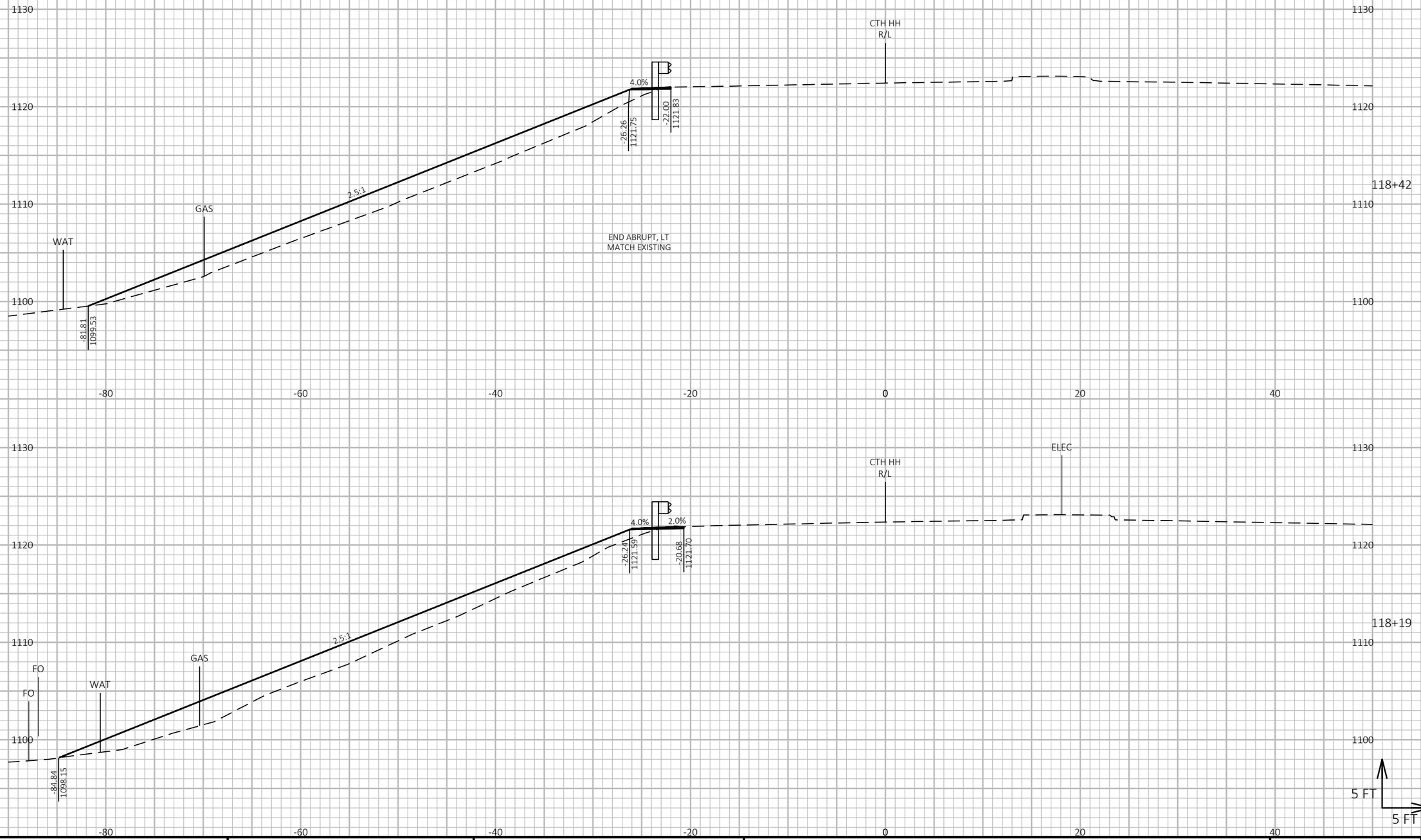
PLOT DATE : 2/18/2024 5:58 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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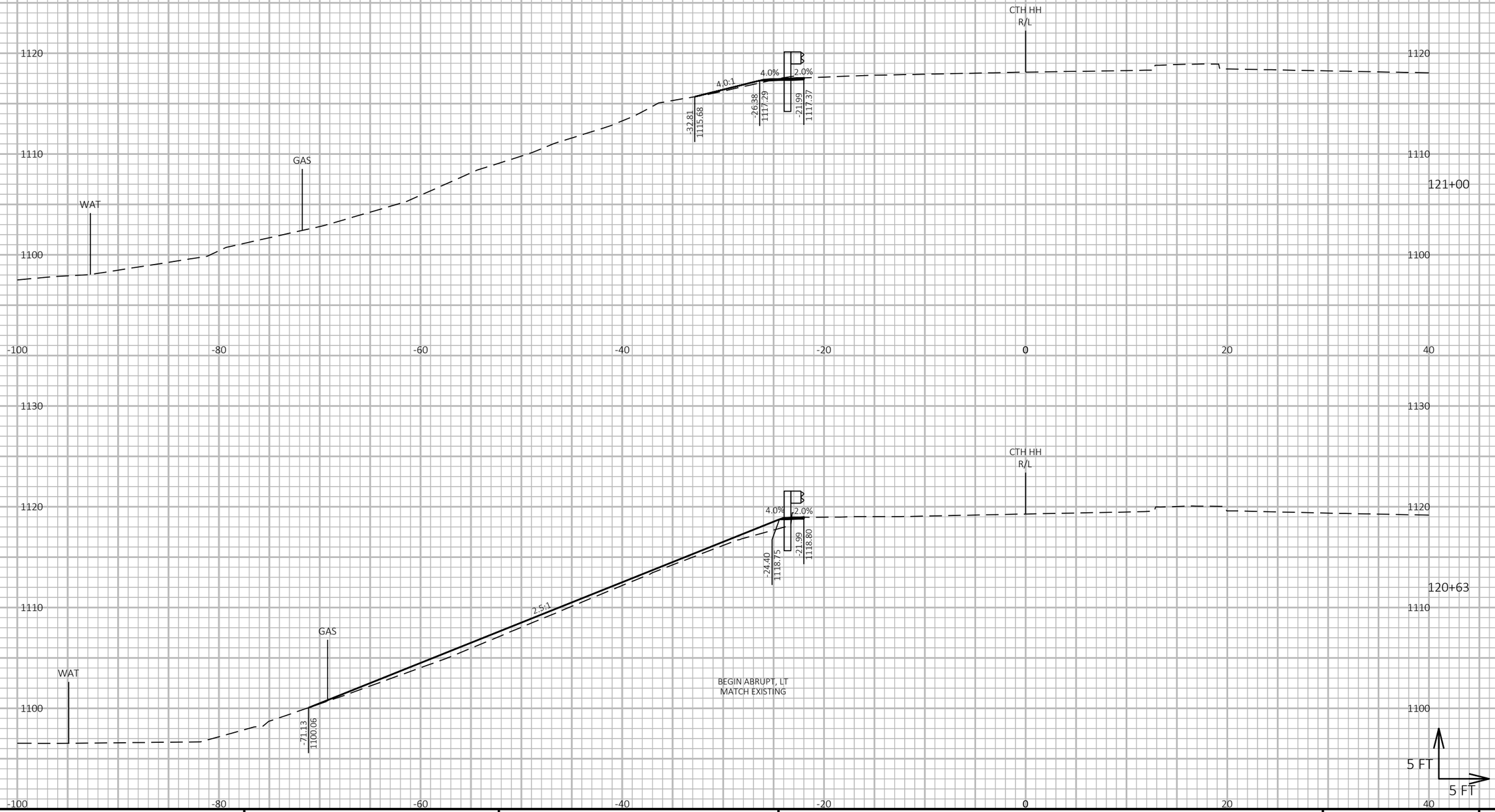
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 435 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

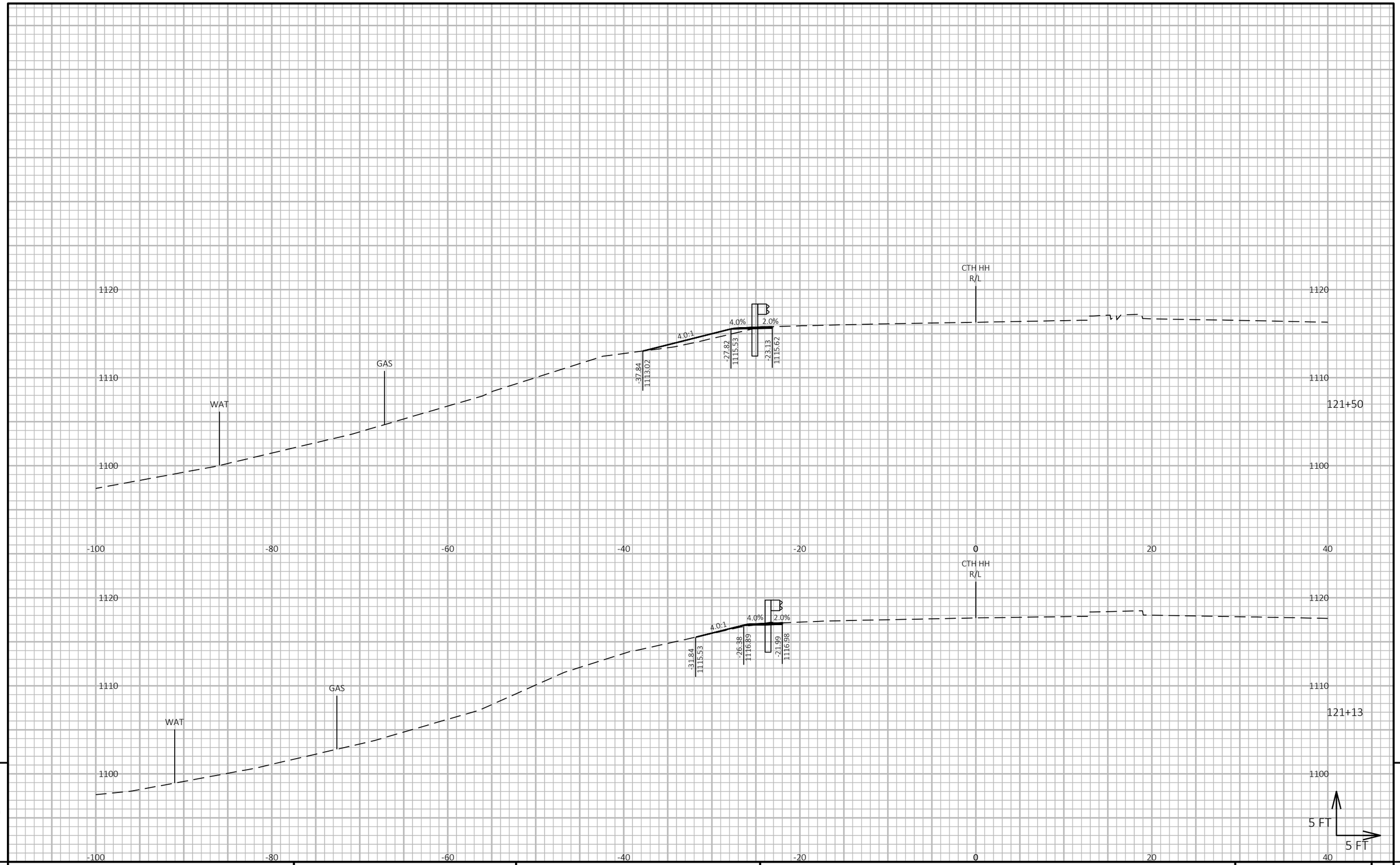



| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 436 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 26

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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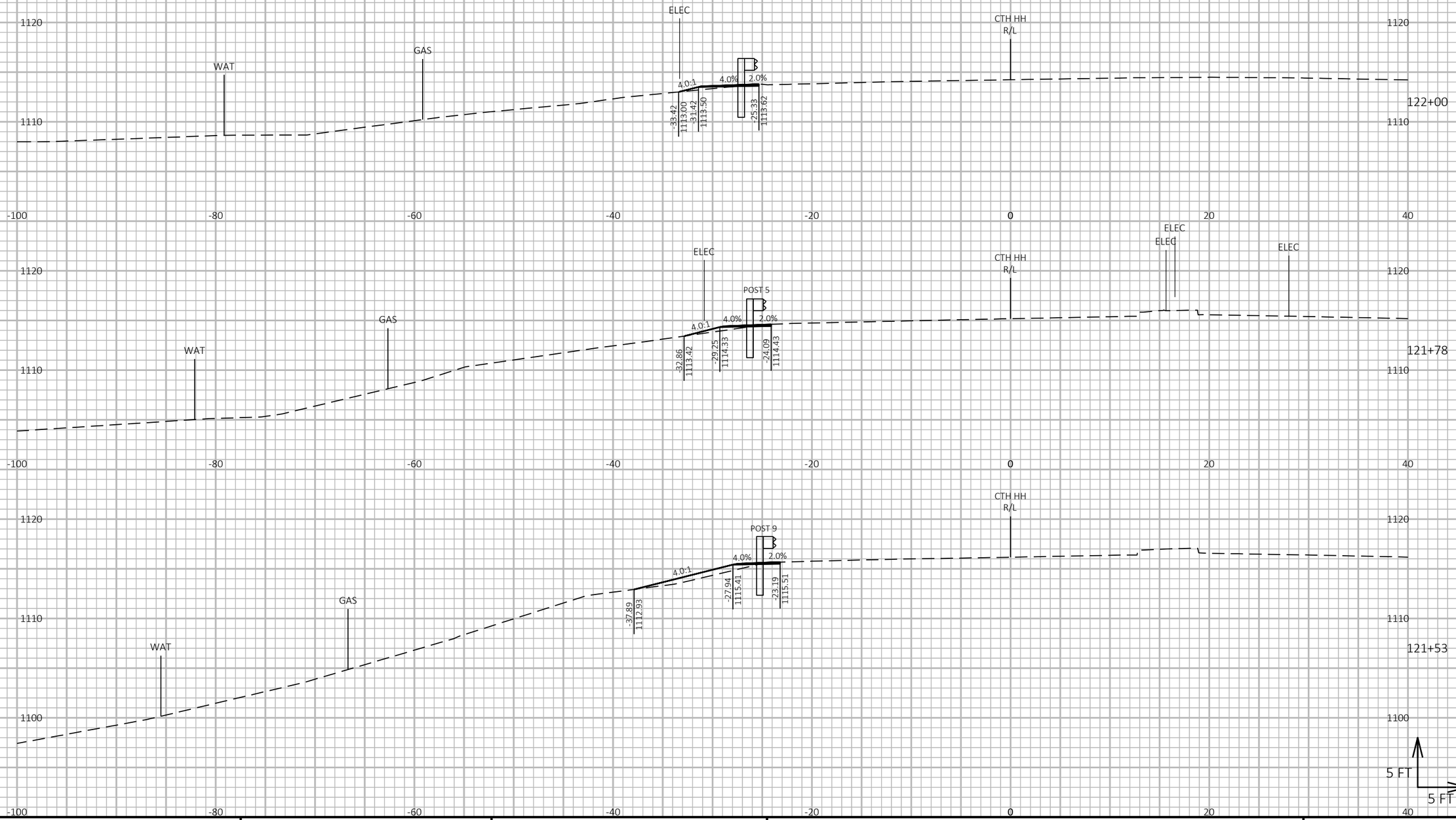
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 437 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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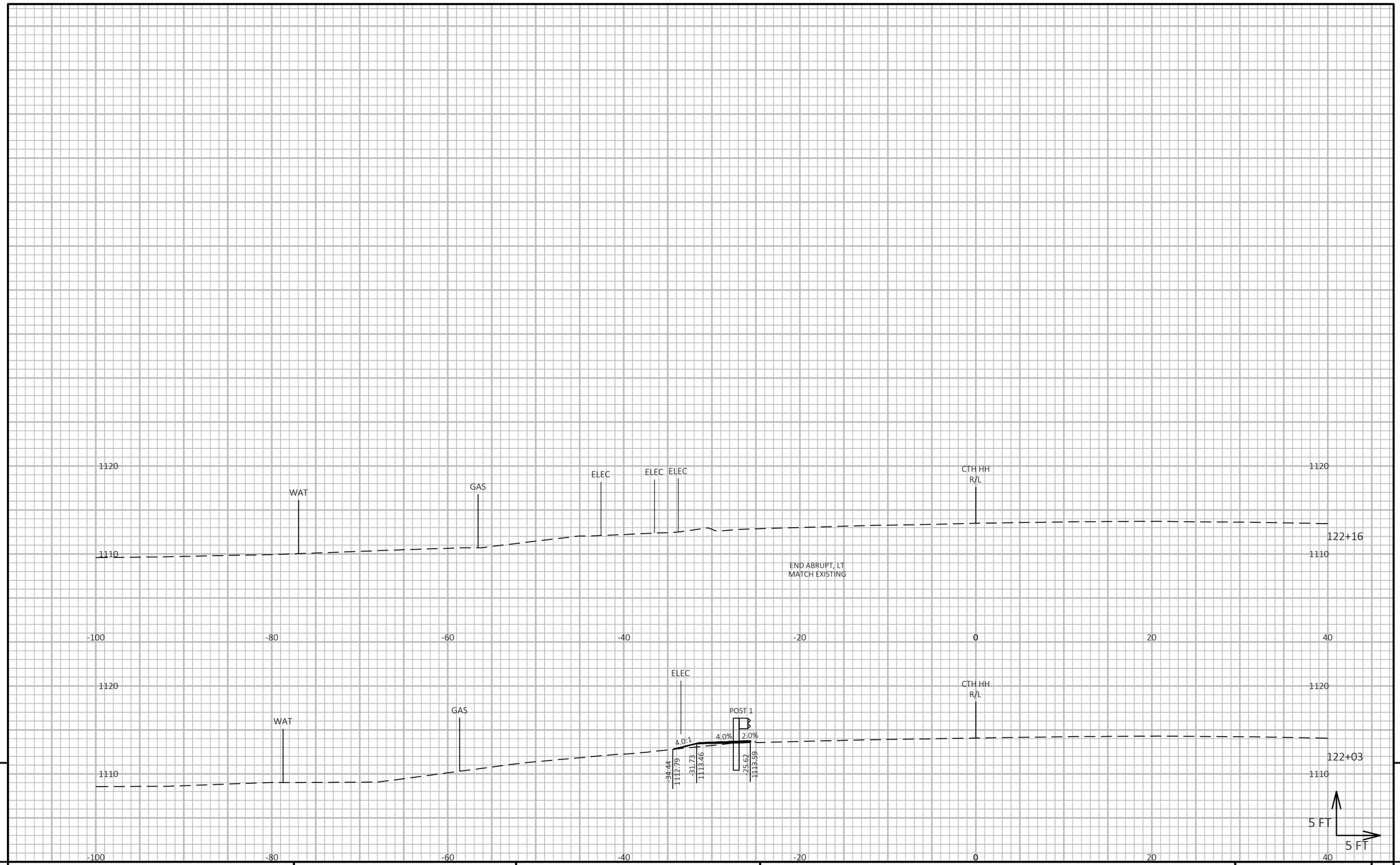
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 438 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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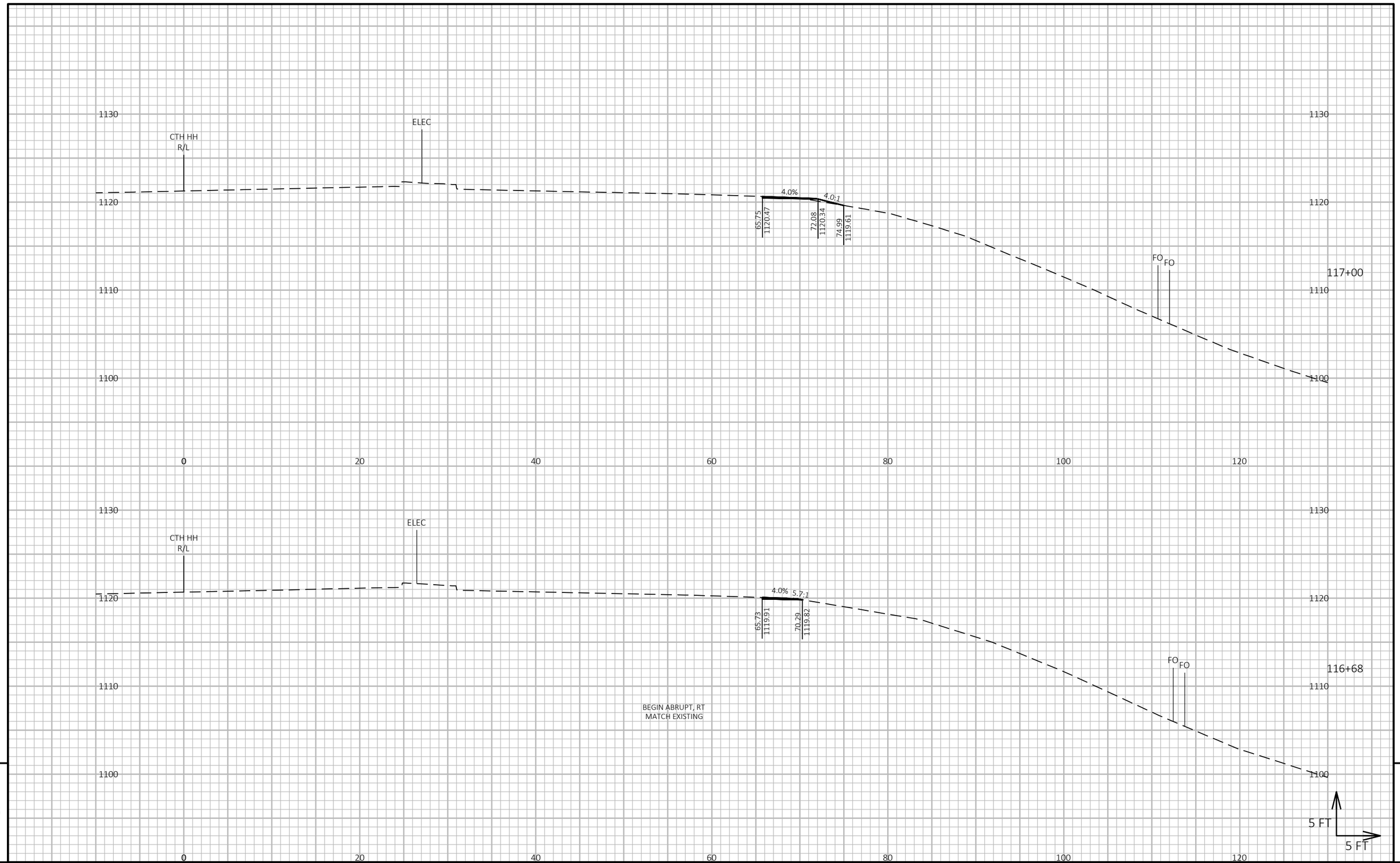
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH WB | SHEET 439 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH EB | SHEET 440 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 30

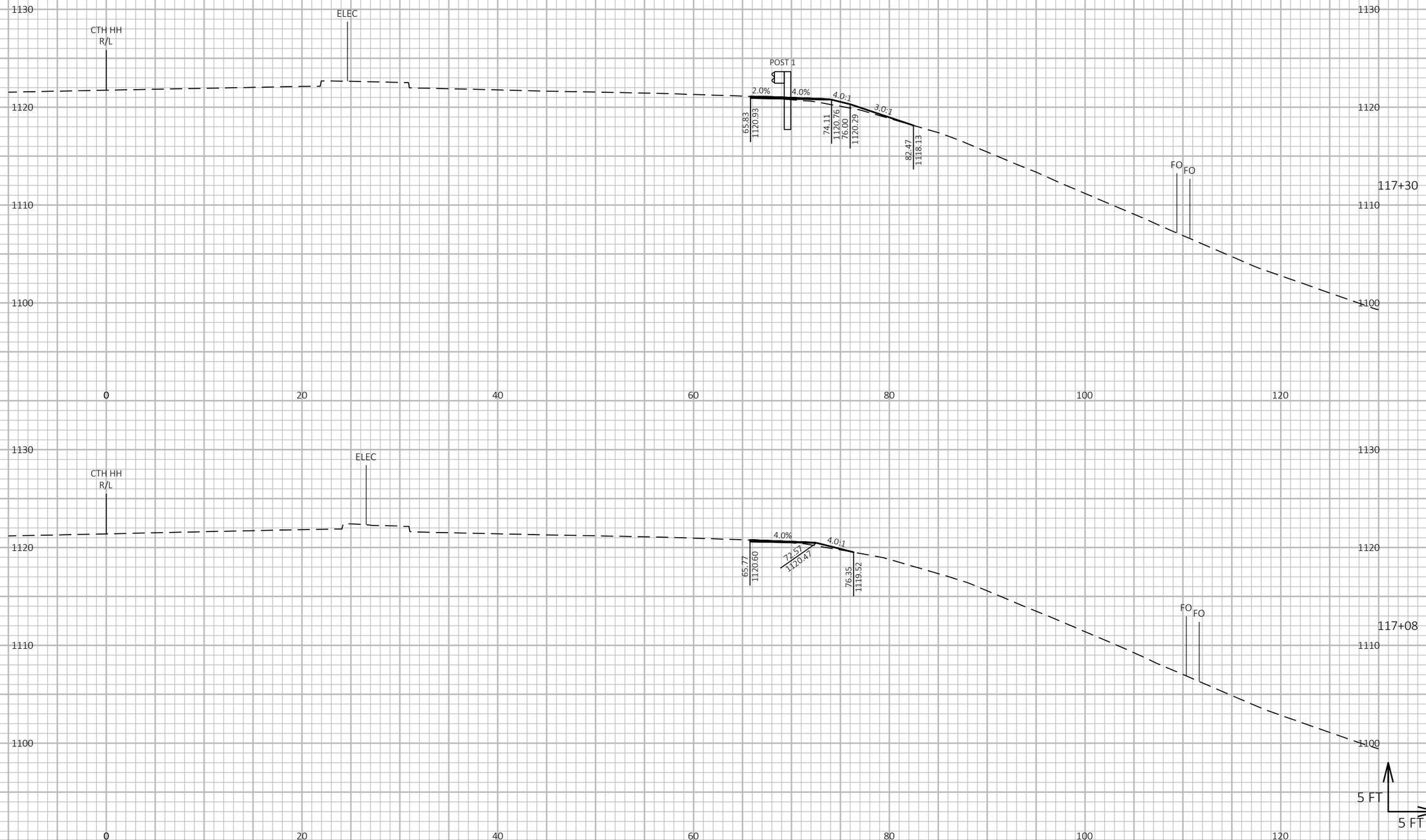
PLOT DATE : 2/18/2024 5:58 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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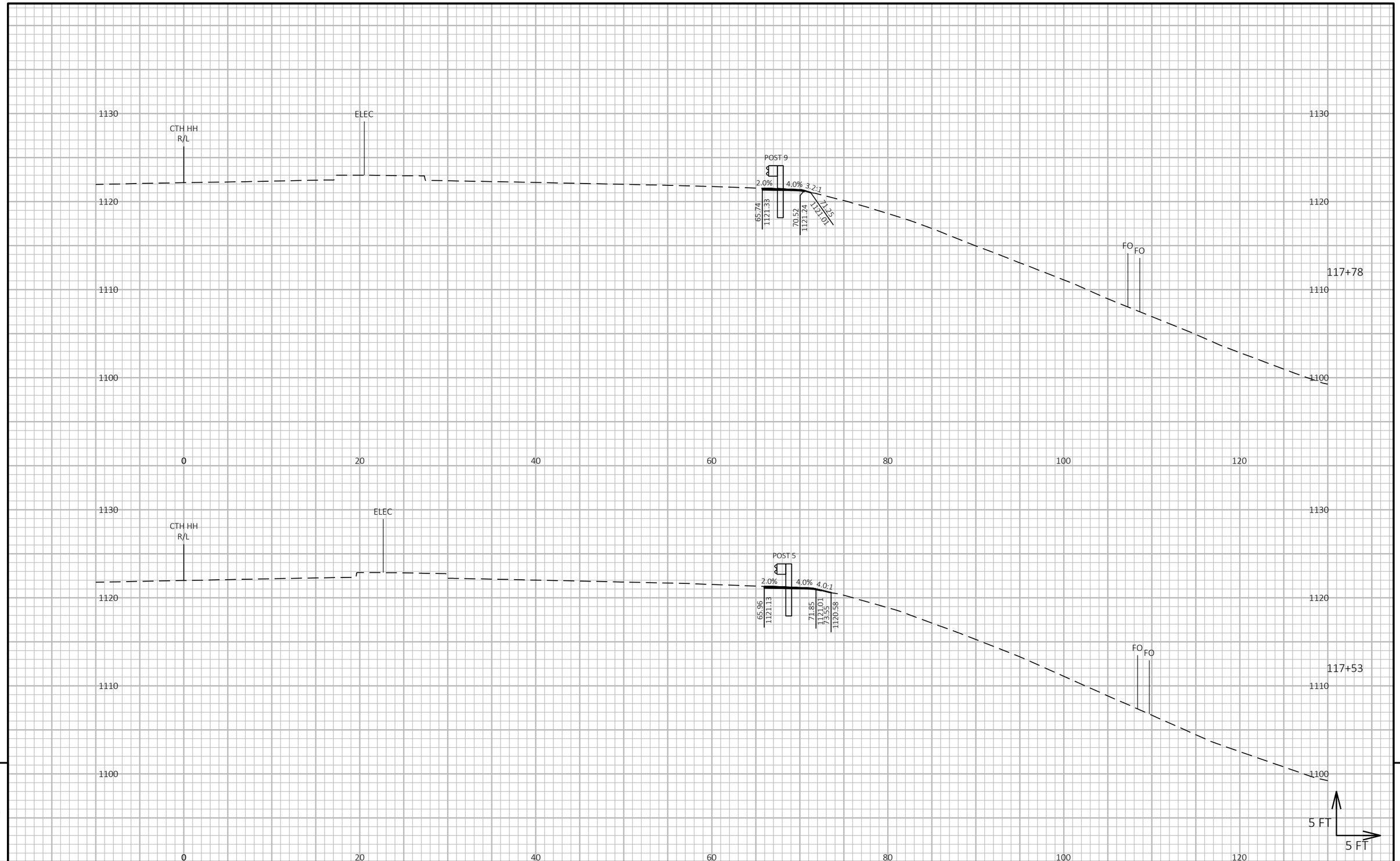
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH EB | SHEET 441 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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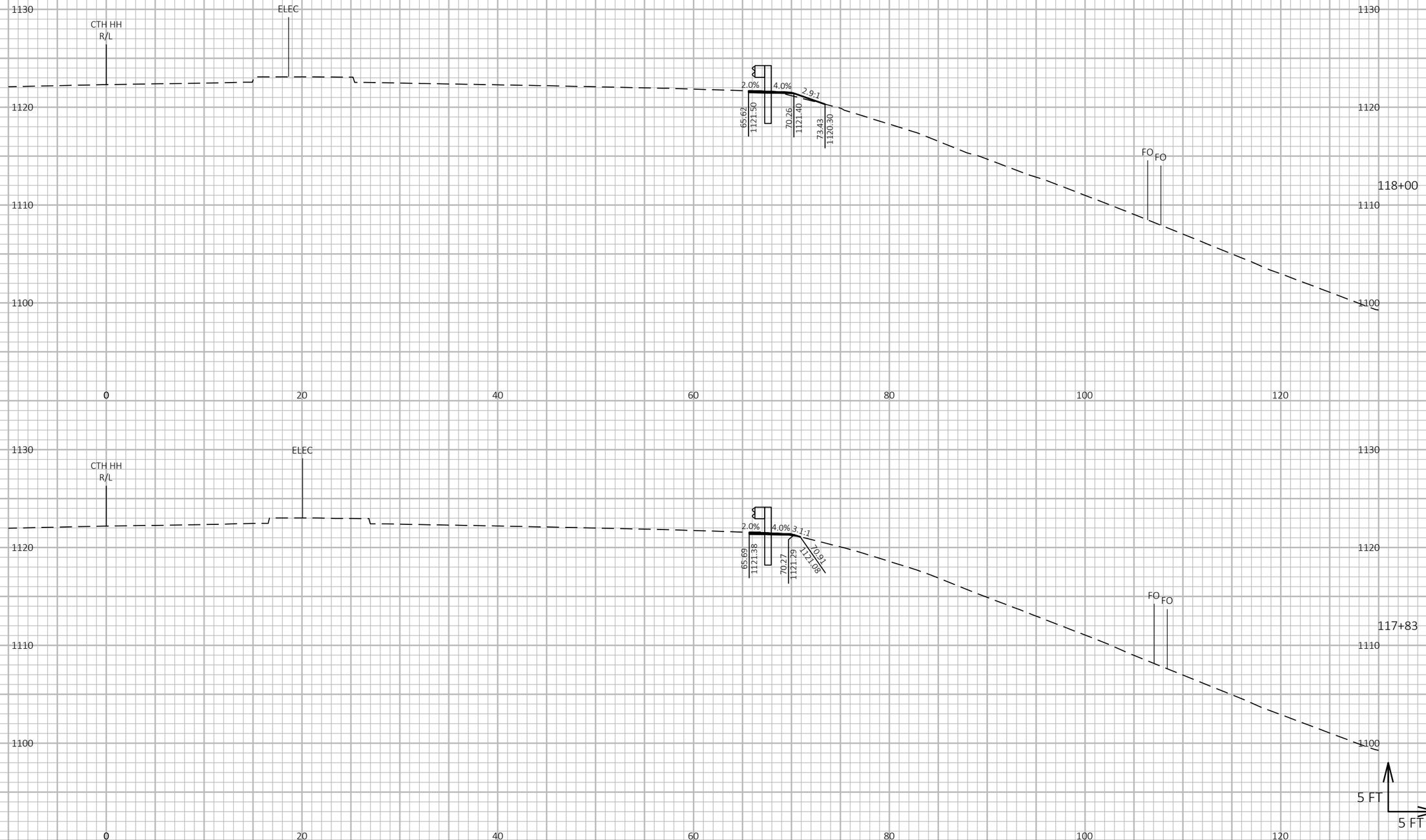
|---|---|---|---|---|---|
| 9 | PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH EB | SHEET 442 E |

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 32

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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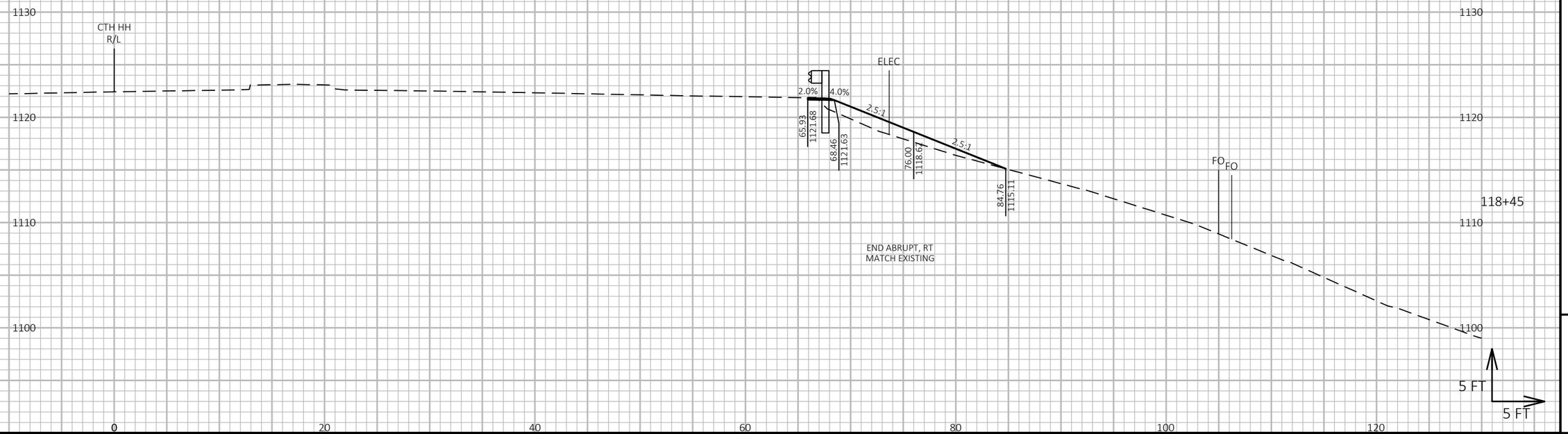
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH EB | SHEET 443 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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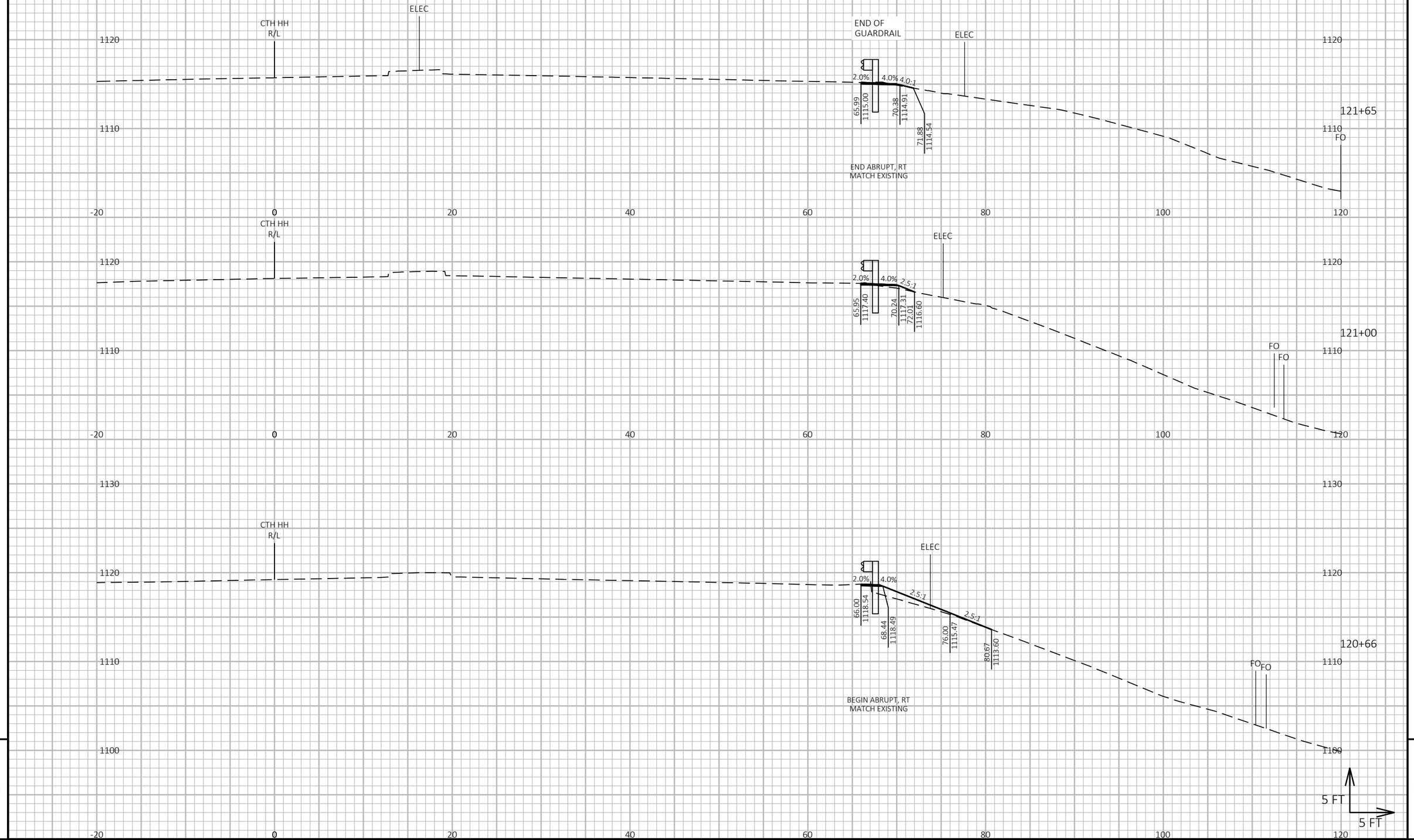
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH EB | SHEET 444 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 34

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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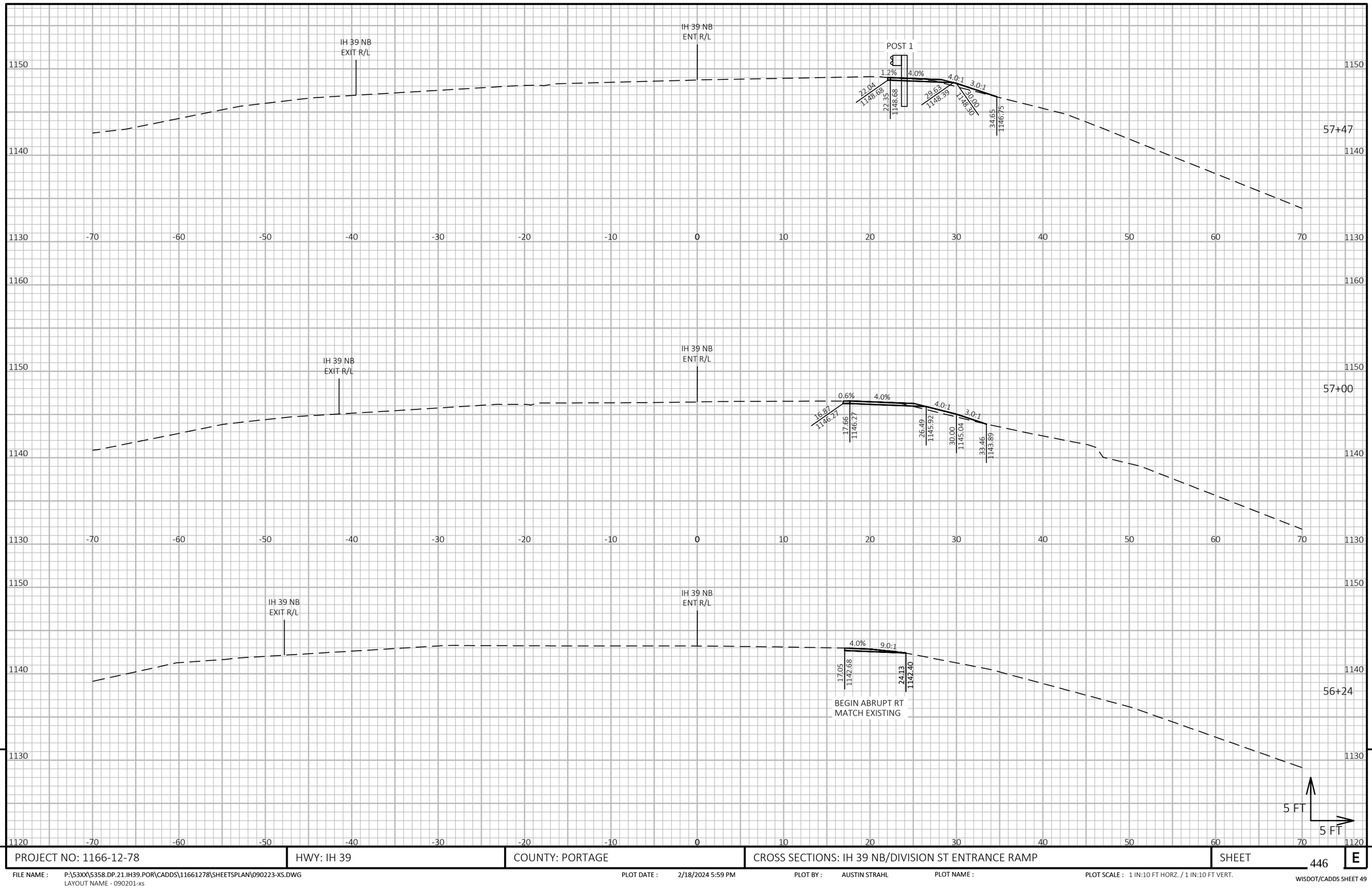
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: CTH HH EB | SHEET 445 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090222-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 2/18/2024 5:58 PM PLOT BY : AUSTIN STRAHL PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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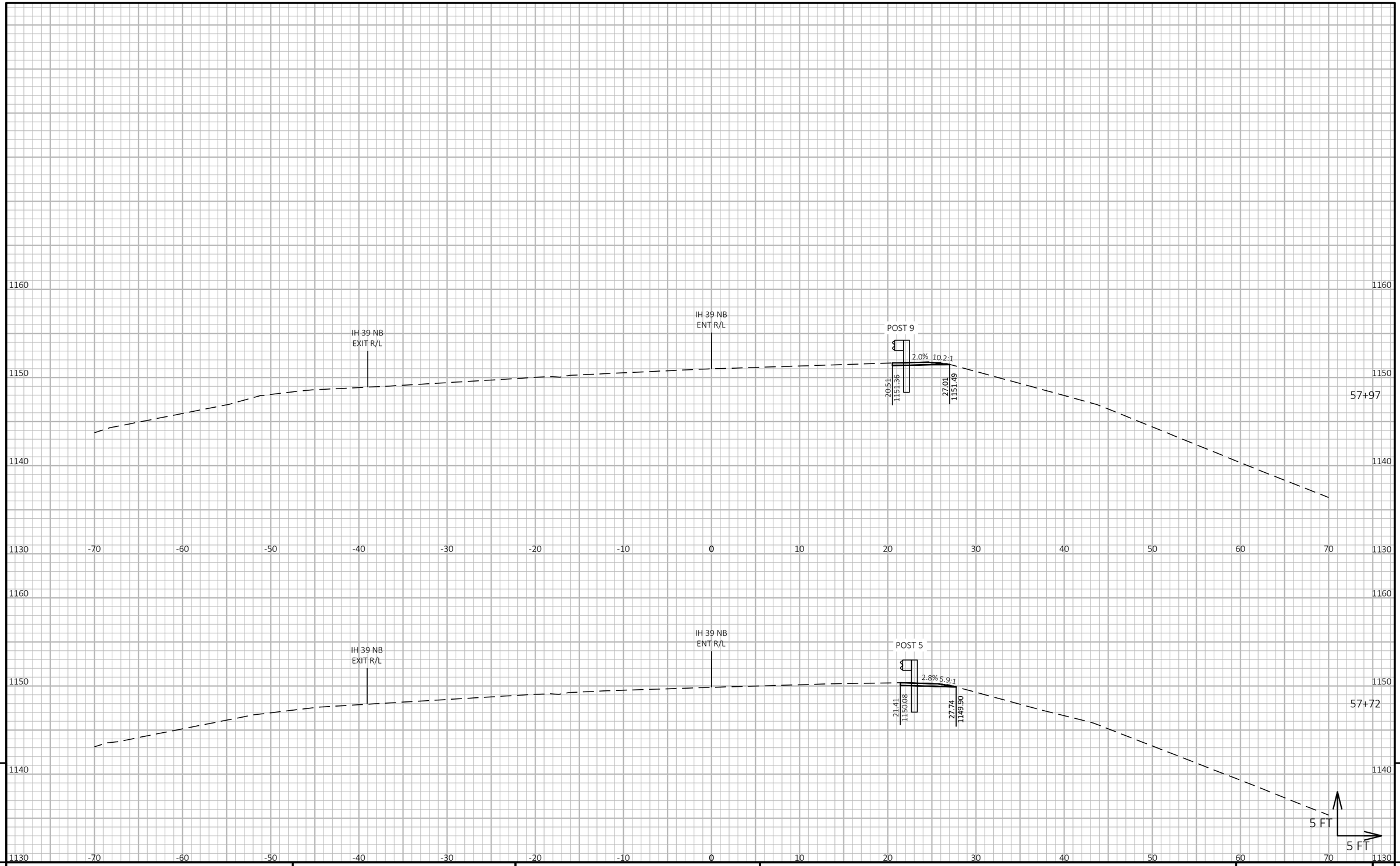
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST ENTRANCE RAMP | SHEET 446 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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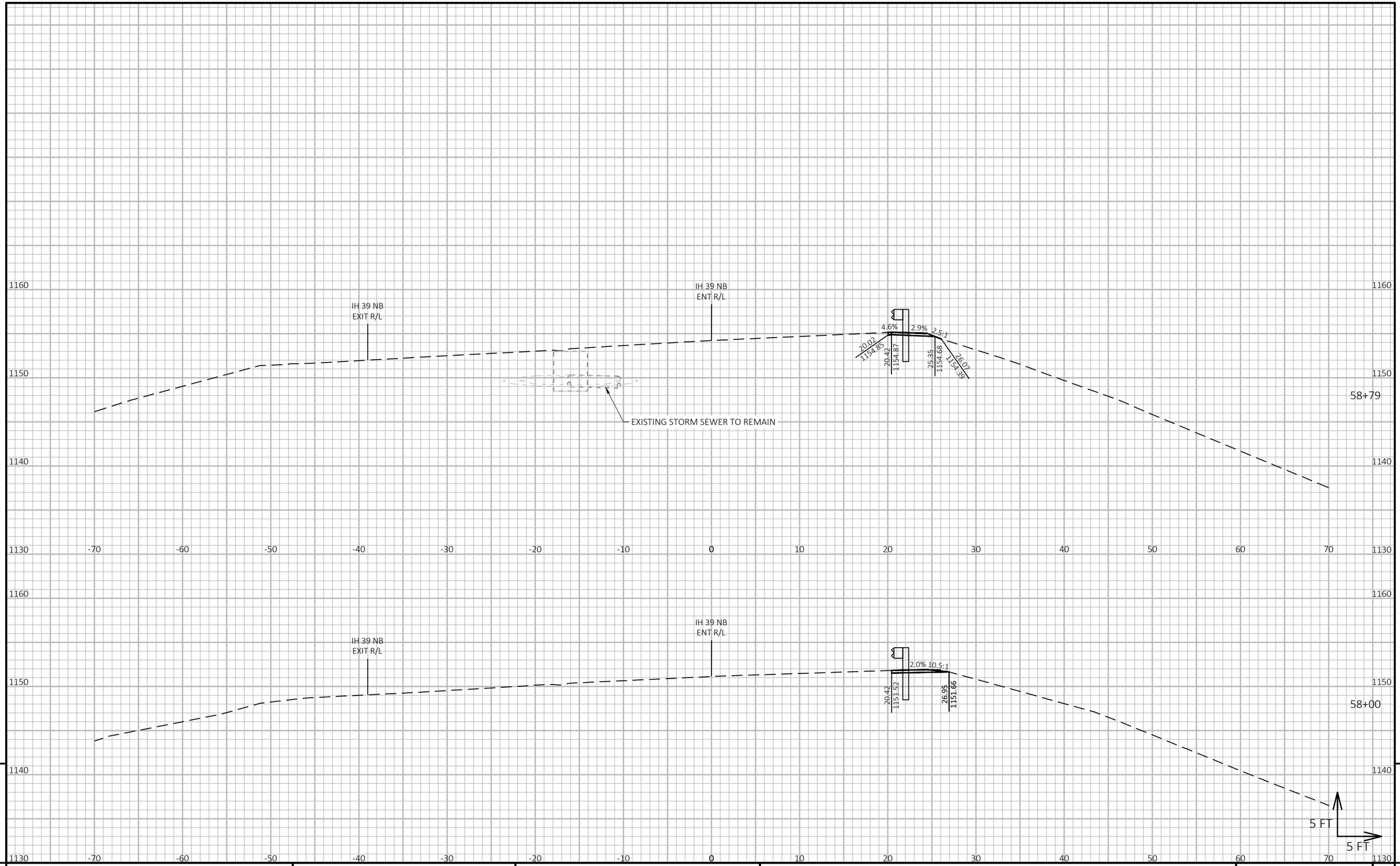
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST ENTRANCE RAMP | SHEET 447 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST ENTRANCE RAMP | SHEET 448 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - 090203-xs

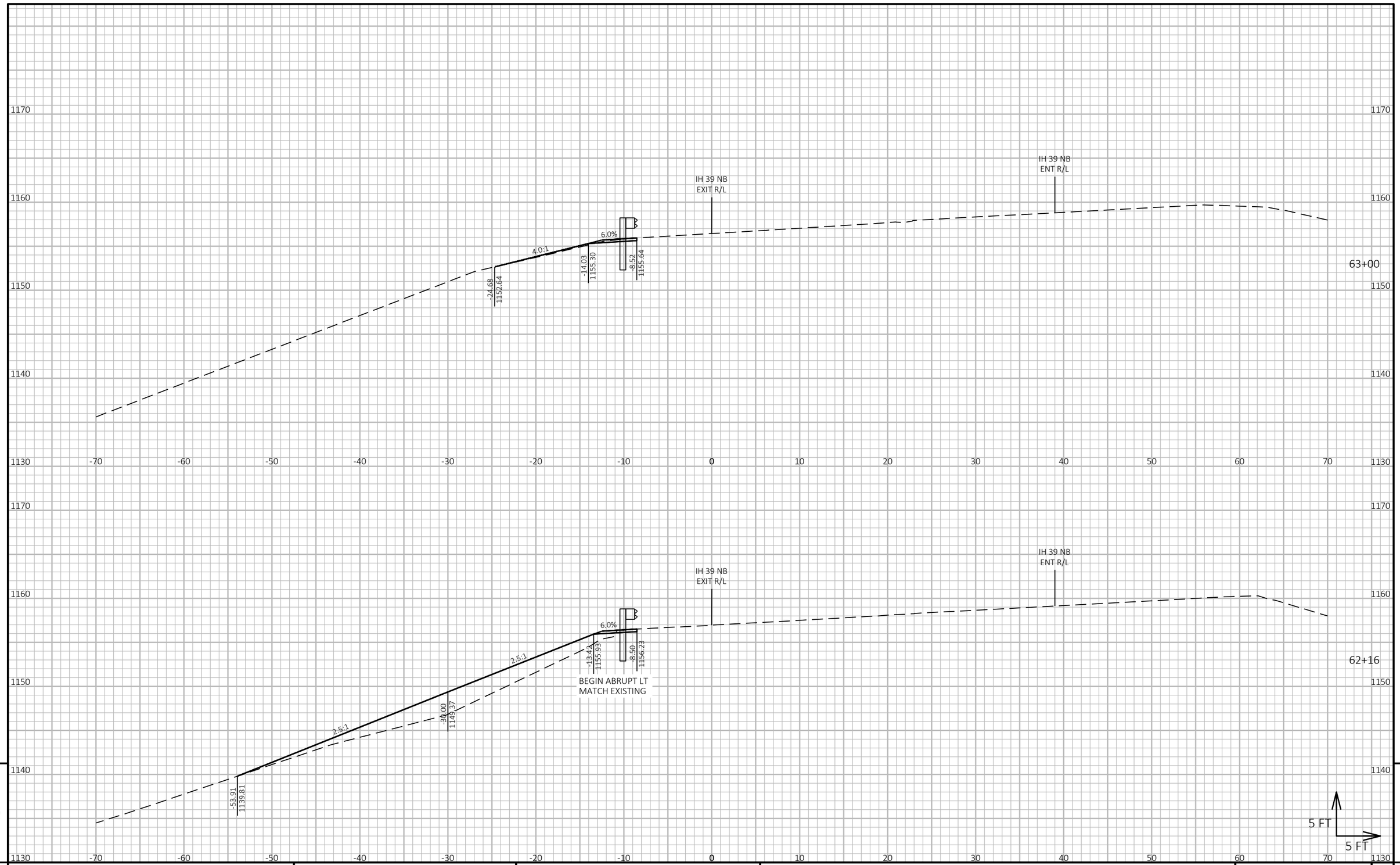
PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

9 9

| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST ENTRANCE RAMP | SHEET 449 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090223-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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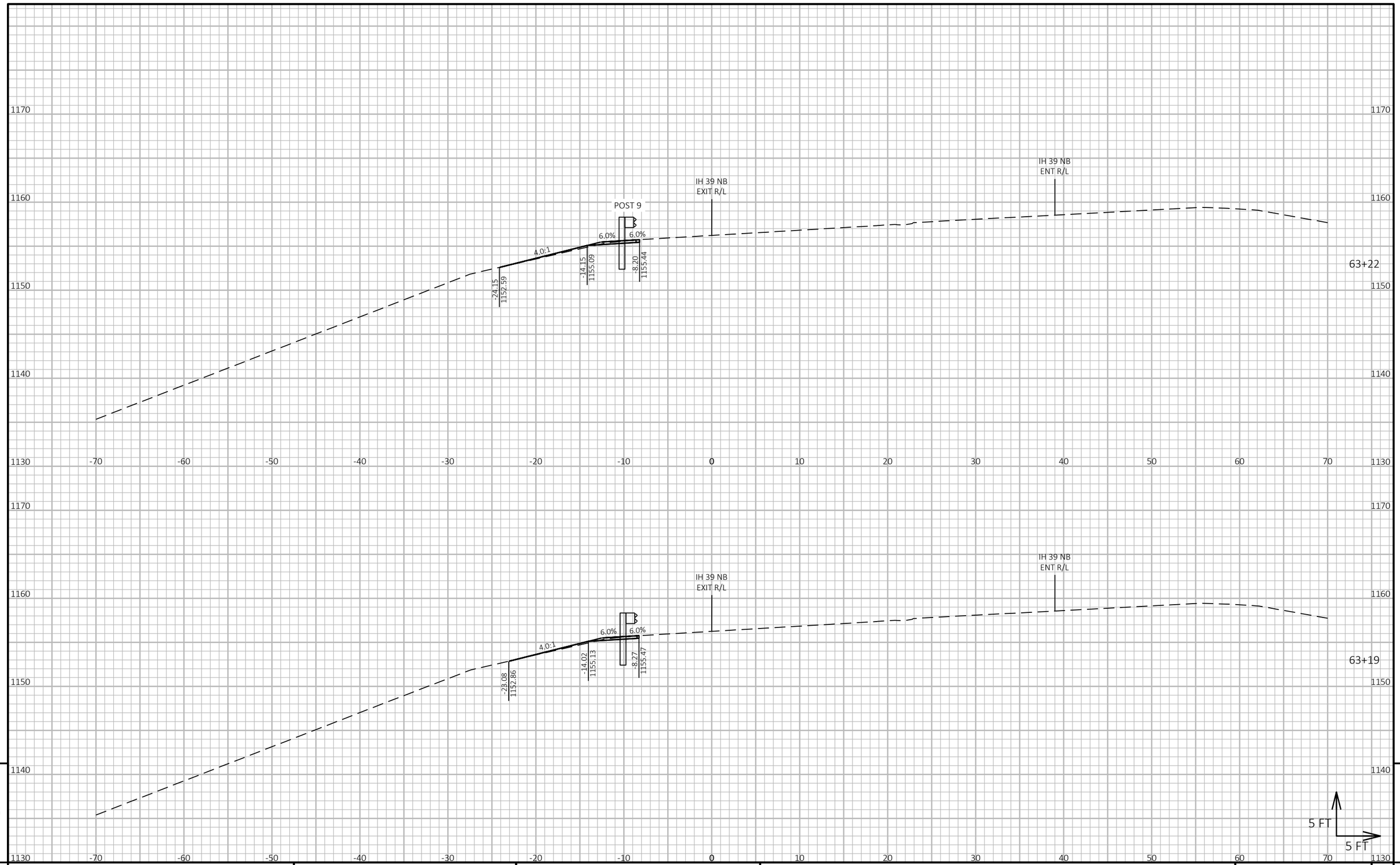
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST EXIT RAMP | SHEET 450 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090224-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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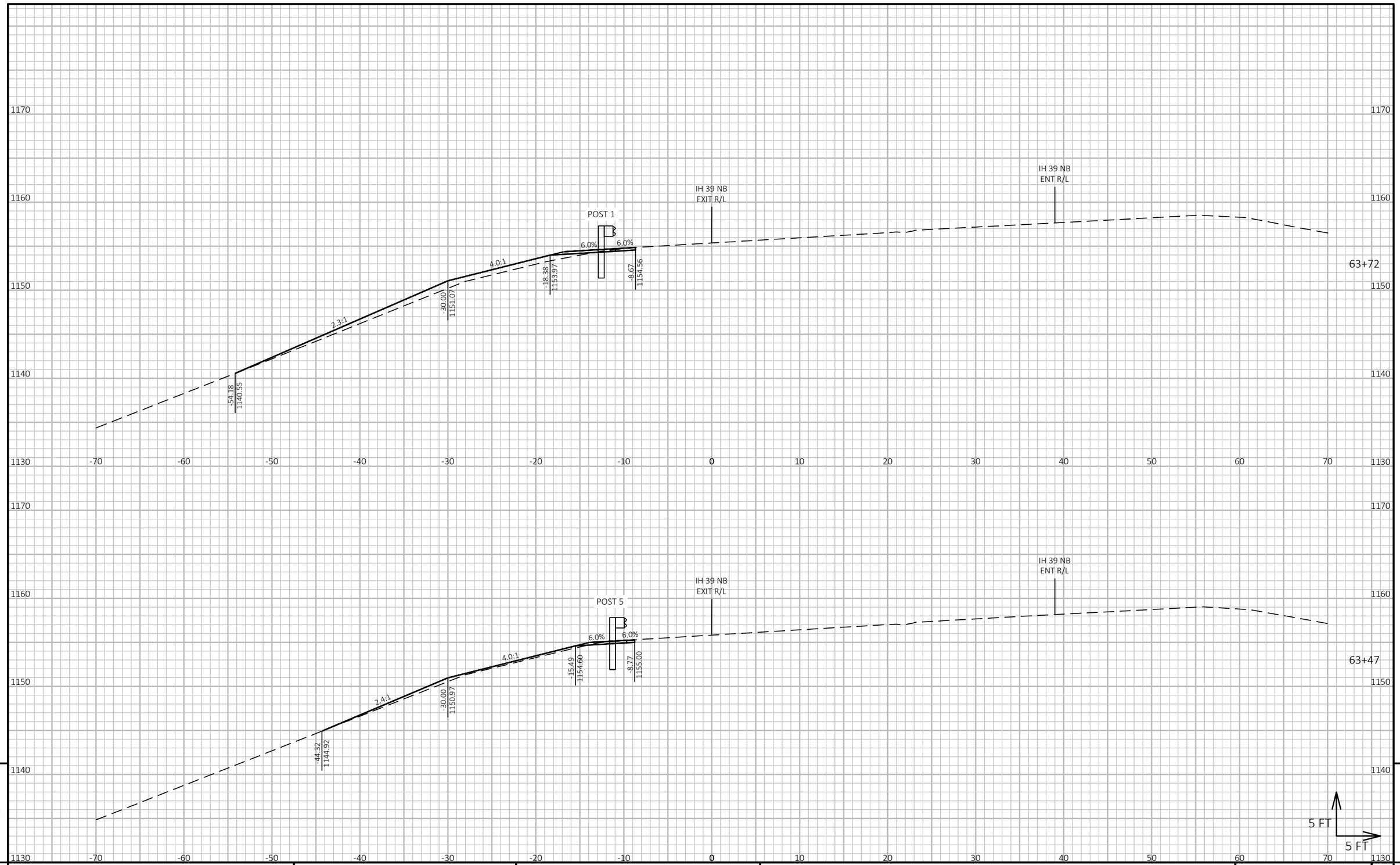
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST EXIT RAMP | SHEET 451 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090224-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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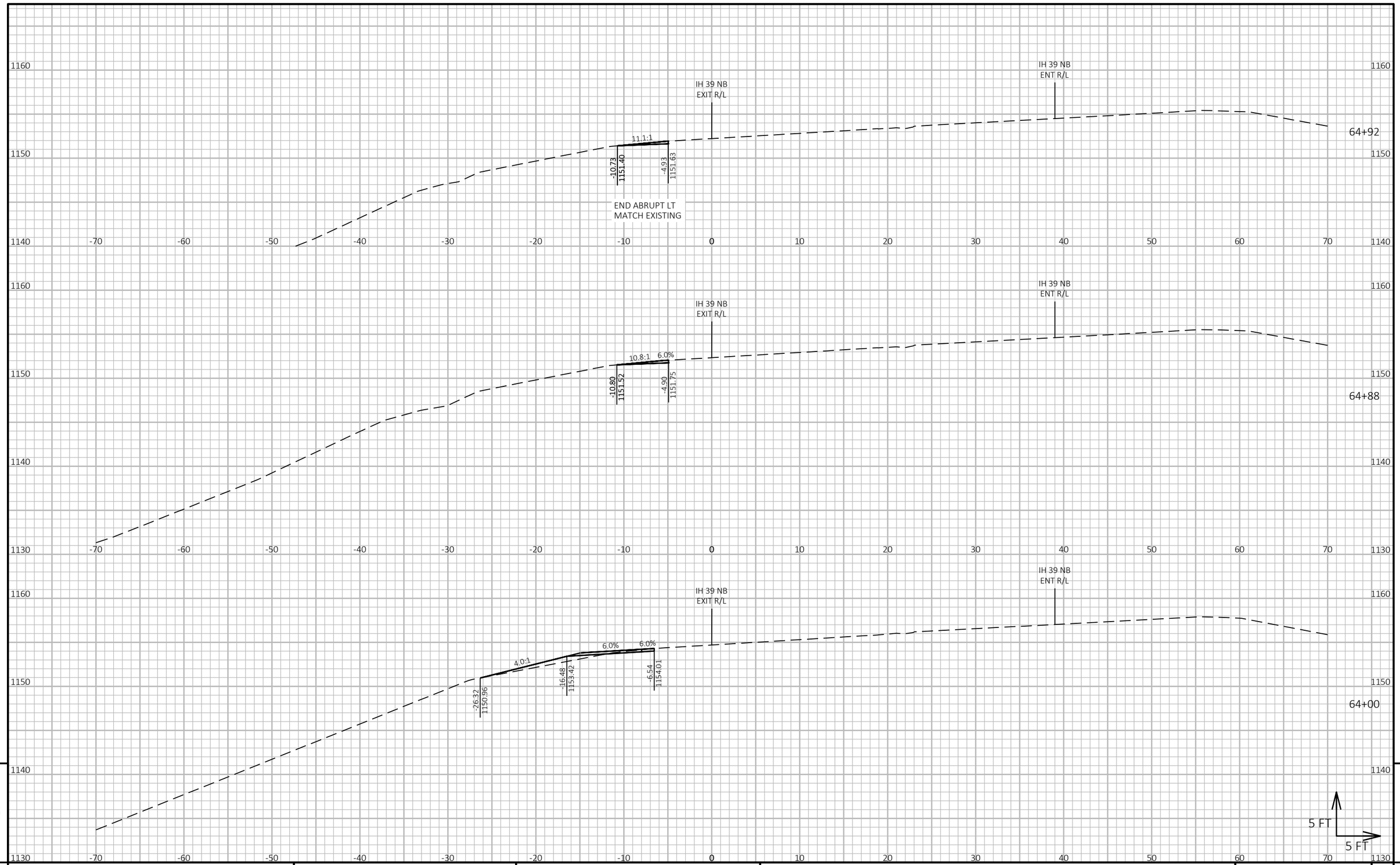
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST EXIT RAMP | SHEET 452 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090224-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME :

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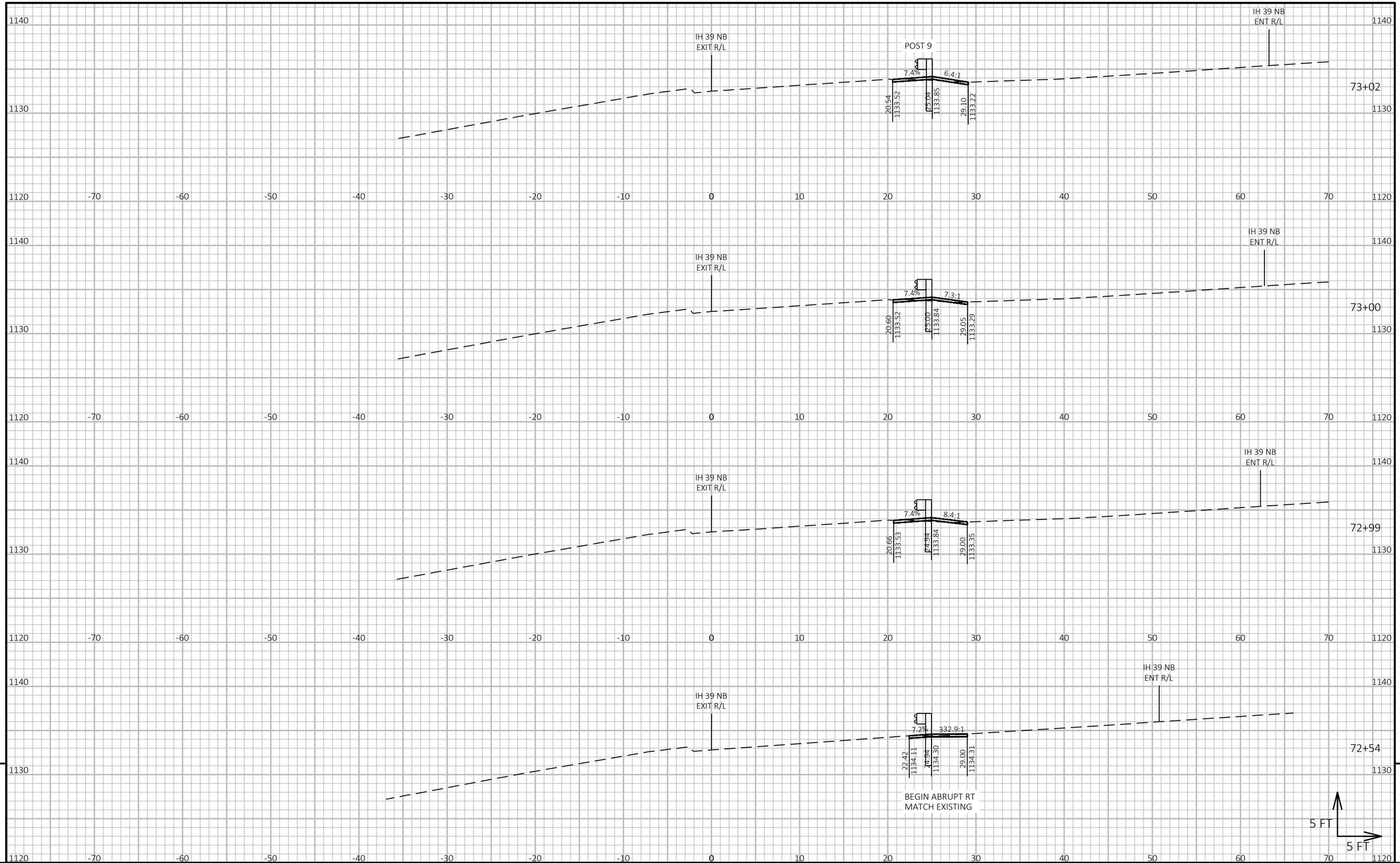
| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST EXIT RAMP | SHEET 453 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090224-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 2/18/2024 5:59 PM PLOT BY : AUSTIN STRAHL PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST EXIT RAMP | SHEET 454 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090224-XS.DWG
LAYOUT NAME - 090205-xs

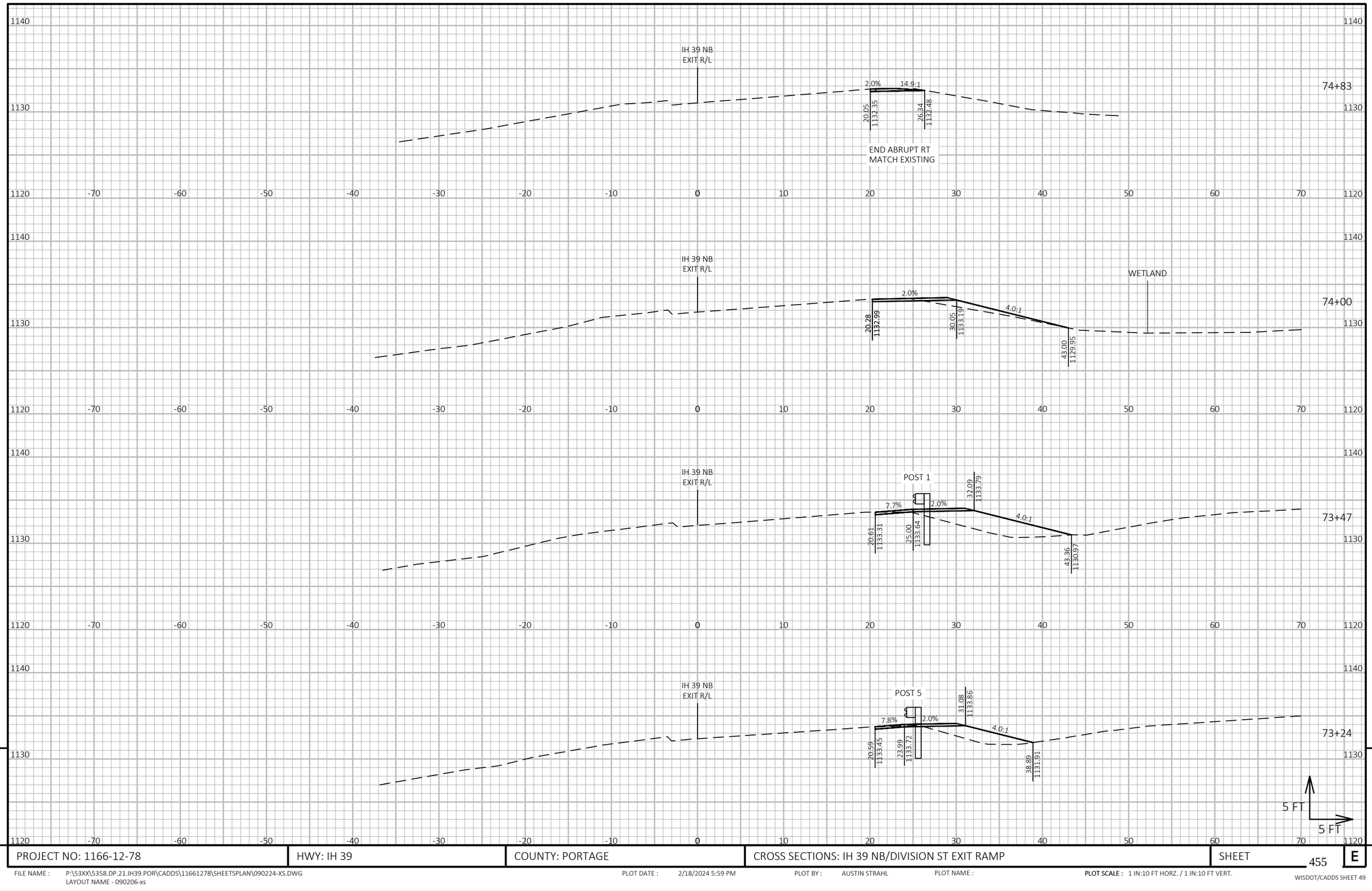
PLOT DATE : 2/18/2024 5:59 PM

PLOT BY : AUSTIN STRAHL

PLOT NAME :

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

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1166-12-78 | HWY: IH 39 | COUNTY: PORTAGE | CROSS SECTIONS: IH 39 NB/DIVISION ST EXIT RAMP | SHEET 455 | E |
|---|---|---|---|---|---|

FILE NAME : P:\53XX\5358.DP.21.IH39.POR\CADDS\11661278\SHEETSPLAN\090224-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 2/18/2024 5:59 PM

PLOT BY : AUSTIN STRAHL

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.

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