EAU

PROJECT ID: 7050-00-72

WITH: 7050-00-73

COUNTY: CLARK

FEBRUARY 2025
ORDER OF SHEETS

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

TOTAL SHEETS = 196

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7050-00-72		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

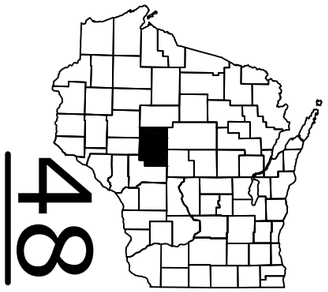
NEILLSVILLE - THORP

HUNT STREET TO STH 29 E

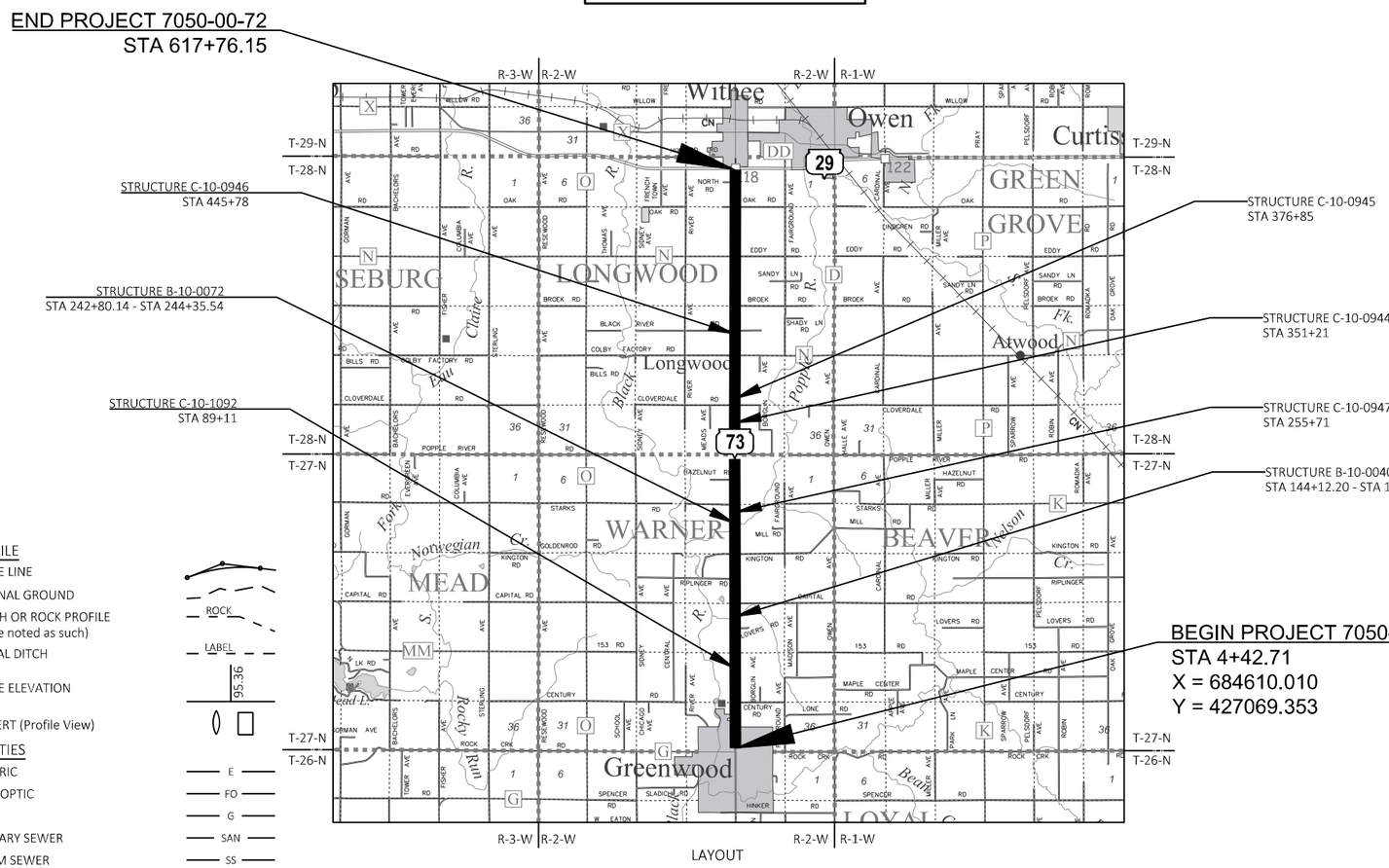
STH 73

CLARK

STATE PROJECT NUMBER
7050-00-72







LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 11.62 MI

DESIGN DESIGNATION : STH 73

A.A.D.T.	(2025)	=	2,775
A.A.D.T.	(2045)	=	3,245
D.H.V.	(2045)	=	195
D.D.	(%)	=	60/40
T.	(%)	=	32.0
DESIGN SPEED	(MPH)	=	25/55
ESALS		=	1,200,000

CONVENTIONAL SYMBOLS

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

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID WI-12A.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/SEH
Designer	KOU THAO, WISDOT; SEH
Project Manager	DANIEL RAMBO, P.E.
Regional Examiner	TOU YANG, P.E.
Regional Supervisor	NICOLE PASSUELLO, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 11/1/2024 (Signature)

E

GENERAL NOTES

1. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
2. PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.
3. CROSS DRAIN PIPE LOCATIONS AND ELEVATIONS AS SHOWN ON THE CROSS SECTION SHEETS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.
4. THE CONTRACTOR SHALL NOT OPERATE BEYOND THE SLOPE INTERCEPTS AS SHOWN IN THE PLANS WHEN ADJACENT TO WETLANDS OR ENVIRONMENTALLY SENSITIVE AREAS.
5. EROSION CONTROL ITEMS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE AT SUGGESTED LOCATIONS. THE ENGINEER MAY MODIFY LOCATIONS TO FIT FIELD CONDITIONS.
6. SEED, INSTALL EROSION MAT, MULCH AND FERTILIZE ALL SALVAGED TOPSOILED AREAS WITHIN 7 WORKING DAYS AFTER GRADING WORK IS COMPLETED.
7. SEED MIXTURE NO. 20 SHALL BE USED THROUGHOUT THE PROJECT.
8. DISTURBED AREAS SHALL BE FERTILIZED, SEEDED AND MULCHED OR FERTILIZED AND SODDED AS DIRECTED BY THE ENGINEER.
9. EXACT LOCATION OF ALL DRIVEWAY ENTRANCES TO BE REVIEWED AND APPROVED BY THE ENGINEER.
10. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
11. STATIONING, DISTANCES, AND OFFSETS FOR SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.
12. TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
13. TACK COAT HAS BEEN ESTIMATED AT AN APPLICATION OF 0.07 GAL./S.Y. AND SHALL BE PLACED BETWEEN THE LAYERS OF ASPHALTIC PAVEMENT.
14. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
15. THE BASE AGGREGATE DENSE (BAD) CALCULATIONS ARE BASED ON A UNIT WEIGHT OF 2.1 TONS/CY FOR 3/4-INCH BAD AND 2.0 TONS/CY FOR 1 1/4-INCH BAD.
16. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.

STANDARD ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BLDG.	BUILDING
CBTP	CONCRETE BARRIER TEMPORARY PRECAST
CTR	CENTER
C/L	CENTERLINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CSW	CONCRETE SIDEWALK
CMCP	CORRUGATED METAL CULVERT PIPE
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPT	CONSTRUCTION PERMIT
DMS	DYNAMIC MESSAGE SIGN
EAT	ENERGY ABSORBING TERMINAL
EB	EASTBOUND
ELEC	ELECTRIC
IE	INVERT ELEVATION
EX. OR EXIST	EXISTING
FO	FIBER OPTIC
F.E.	FIELD ENTRANCE
GAS	GAS
HMA	HOT MIX ASPHALT
HSE.	HOUSE
LHF	LEFT HAND FORWARD
MH	MANHOLE
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
NTS	NOT TO SCALE
PLE	PERMANENT LIMITED EASEMENT
P.E.	PRIVATE ENTRANCE
P.L.	PROPERTY LINE
PRW	PROPOSED RIGHT-OF-WAY
RAD OR R	RADIUS
R/L	REFERENCE LINE
REQ'D.	REQUIRED
RHF	RIGHT HAND FORWARD
RW	RIGHT-OF-WAY LINE
SAN	SANITARY SEWER
SHLD	SHOULDER
SW	SIDEWALK
SF	SQUARE FEET
SY	SQUARE YARD
S.D.D.	STANDARD DETAIL DRAWING
STA	STATION
SS	STORM SEWER
TEL	TELEPHONE
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
WAT	WATER
WB	WESTBOUND

DESIGN CONTACT

DEPARTMENT OF TRANSPORTATION
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718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
715-514-7255
DANIEL.RAMBO@DOT.WI.GOV

DNR CONTACT

DEPARTMENT OF NATURAL RESOURCES
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910 HWY 54 E
BLACK RIVER FALLS, WI 54615
715-213-9064
BRADLEY.BETTHAUSER@WISCONSIN.GOV

UTILITY CONTACTS

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262-506-6814
AMARCINIAK@ATCLLC.COM

CLARK ELECTRIC COOPERATIVE
JOSH BURNS
1209 WEST DAL-BERG ST
GREENVILLE, WI 54437
715-456-3364
JBURNSCECOOP.COM

GREENWOOD CITY OF WATER UTILITY - SEWR/WATR
TRENT JOHNSON
PO BOX D
GREENWOOD, WI 54437
715-267-7496
TJOHNSON@GREENWOODWI.COM

MAGELLAN PIPELINE - GAS/PETROLEUM
CYTHNIA PIERCE
100 WEST FIFTH STREET, 5TH FLOOR
TULSA, OK 74103
918-595-1748
CYTHNIA.PIERCE@ONEOK.COM

WE ENERGIES-GAS/PETROLEUM
KRISTEN RONGHOLT
500 S 116TH STREET
WEST ALLIS, WI 53214
414-221-2738
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

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MILWAUKEE, WI 53202
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JHINES@EVERSTREAM.NET

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19 W FOND DU LAC ST
RIPON, WI 54971
920-748-2752
THOMAS.DINEEN@LUMEN.COM

FRONTIER COMMUNICATIONS OF WI LLC-COMMUNICATION LINE
CHRIS POLLACK
521 4TH ST
WAUSAU, WI 54403
715-847-1240
CHRISTOPHERPOLLACK@FTR.COM

LEVEL 3 COMMUNICATIONS LLC
HEATHER BLACKBURN
TULSA, OK
HEATHER.BLACKBURN@LUMEN.COM

TDS TELECOM-COMMUNICATION LINE
JEFF OLSON
202 E OGDEN STREET
MEDFORD, WI 54451
608-444-6208
JEFFERY.OLSON@TDSTELECOM.COM

XCEL ENERGY-TRANSMISSION
PAM TAYLOR
1414 W HAMILTON AVE
PO BOX 8
EAU CLAIRE, WI 54702-0008
715-737-1306
PAMELA.L.TAYLOR@XCELENERGY.COM

XCEL ENERGY-ELECTRICITY
JOHN KELSER
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EAU CLAIRE, WI 54702
JOHN.KELSER@XCELENERGY.COM

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
EROSION CONTROL
PERMANENT SIGNING & PAVEMENT MARKING
TRAFFIC CONTROL

LOCATION	TOTAL DEPTH	LAYERS	GRADATION	TRAFFIC	BINDER	DESIGNATION	NOTE
7050-00-72	3.25-INCH	1.50" UPPER	5	MT	58-34	V	OVERLAY PAVEMENT
		1.75" LOWER	4	MT	58-34	V	

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

2

TOWN OF HENDREN

TOWN OF MEAD

TOWN OF RESEBURG

2

N

BEGIN PROJECT 7050-00-73
STA 91+19.22

TOWN OF EATON

TOWN OF WARNER

TOWN OF LONGWOOD

END PROJECT 7050-00-73
STA 137+59.31

CLEAR WATER DR

BOX CULVERT C-10-1092
EXTEND AND REPLACE WINGWALLS

BRIDGE STRUCTURE B-10-0040
NO WORK

BRIDGE STRUCTURE B-10-0072
REPLACE WINGWALL, CONCRETE SURFACE REPAIR, CONCRETE DECK OVERLAY

VILLAGE OF WITHEE

CITY OF GREENWOOD

CANNERY ST

SCHOOL ST

HUNT ST

CTH G

LONE RD

WARNER DR

LONE PINE RD

STARKS RD

HAZELNUT RD

COLBY FACTORY RD

BOX CULVERT C-10-0946
REMOVE STRUCTURE

CTH N

NORTH RD

90 100 110 120 130 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610 620 630 640 641

EQUATION
STA 137+59.31 BK=
STA 4+42.71 AHD

CENTURY RD

LOVERS RD

CAPITAL RD

BOX CULVERT C-10-0947
REMOVE STRUCTURE

POPLAR RIVER RD

BOX CULVERT C-10-0944
REMOVE STRUCTURE

BOX CULVERT C-10-0945
REMOVE STRUCTURE

CTH N

BLACK RIVER RD

BROEK RD

EDDY RD

OAK RD

BEGLEY ST

MILLER ST

DIVISION ST

CENTRAL AVE

SCHOFIELD AVE

DEPOT ST

BEGIN PROJECT 7050-00-72
STA 4+42.71

CLOVERDALE RD

END PROJECT 7050-00-72
STA 617+76.15

CITY OF OWEN

TOWN OF LOYAL

TOWN OF BEAVER

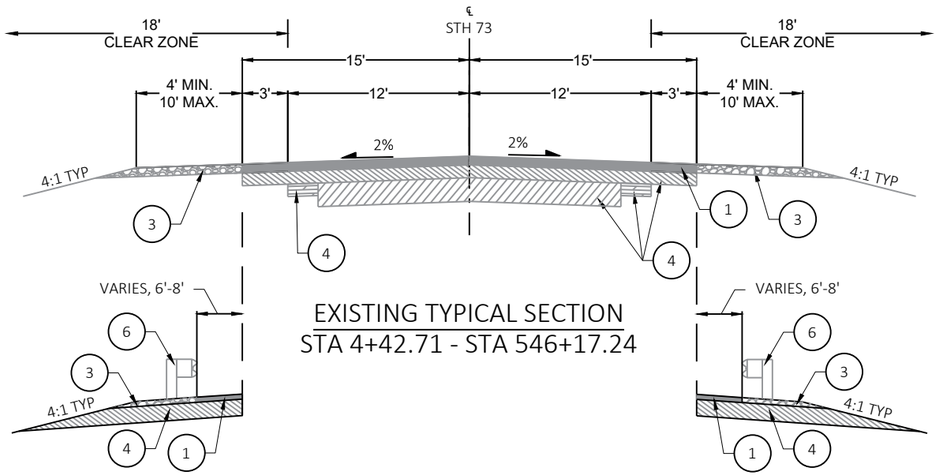
TOWN OF GREEN GROVE

PROJECT NO: 7050-00-72/73	HWY: STH 73	COUNTY: CLARK	PROJECT OVERVIEW	SHEET 3	E

2

LEGEND

1. 3 $\frac{1}{4}$" WARRANTED ASPHALT (E-3)
2. 1 $\frac{3}{4}$" WARRANTED ASPHALT (E-3)
3. BASE AGGREGATE DENSE 3/4 INCH
4. EXISTING PAVEMENT
5. EXISTING PAVEMENT & SUBBASE
6. BEAM GUARD
7. CURB & GUTTER AND ASPHALTIC MEDIAN



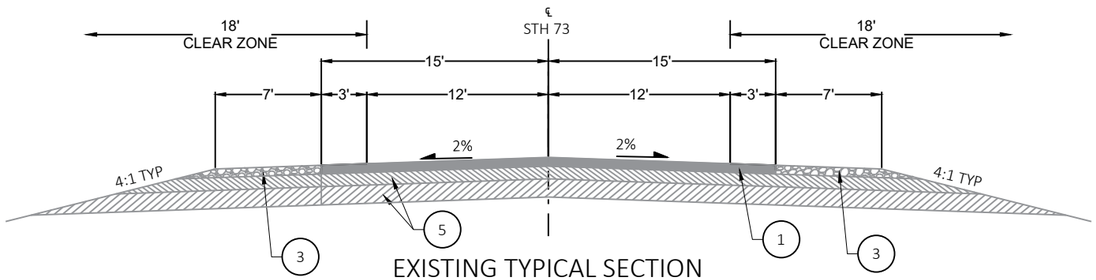
EXISTING TYPICAL SECTION
STA 4+42.71 - STA 546+17.24

PARTIAL EXISTING SECTION

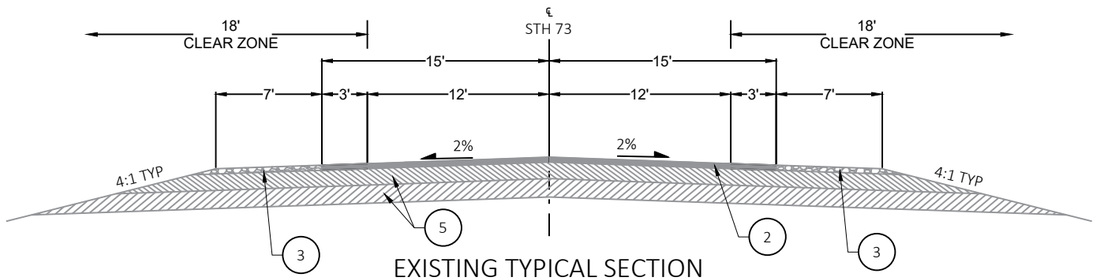
(C-10-1092) STA 87+89.70 - STA 90+29.39
(GILE CK B-10-0040) STA 142+64.03 - STA 144+04.17
(GILE CK B-10-0040) STA 144+69.39 - STA 146+57.30
(POPPLE RIVER B-10-0072) STA 242+02.72 - STA 242+69.84
(POPPLE RIVER B-10-0072) STA 244+25.43 - STA 245+44.04

PARTIAL EXISTING SECTION

(C-10-1092) STA 88+01.55 - STA 90+45.79
(GILE CK B-10-0040) STA 142+27.28 - STA 144+20.28
(GILE CK B-10-0040) STA 144+85.48 - STA 146+20.39
(WAYSIDE) STA 237+14.88 - STA 239+46.22
(POPPLE RIVER B-10-0072) STA 242+03.32 - STA 242+90.51
(POPPLE RIVER B-10-0072) STA 244+45.90 - STA 245+44.06



EXISTING TYPICAL SECTION
STA 546+17.24 - STA 613+90.57



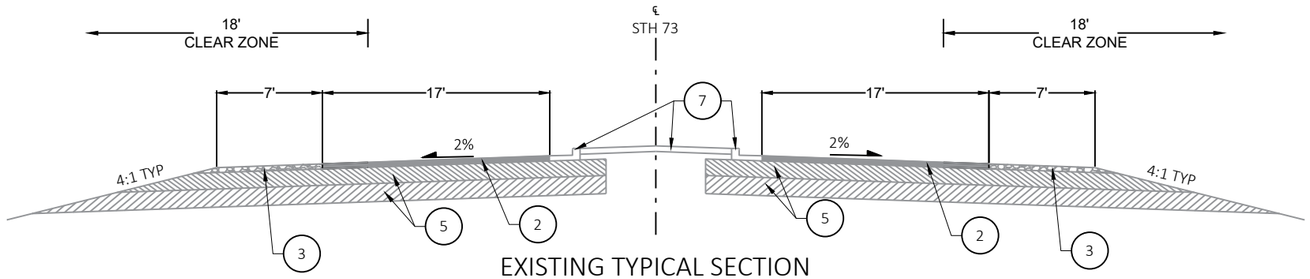
EXISTING TYPICAL SECTION
STA 613+90.57 - STA 616+10.57

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 4	E

2

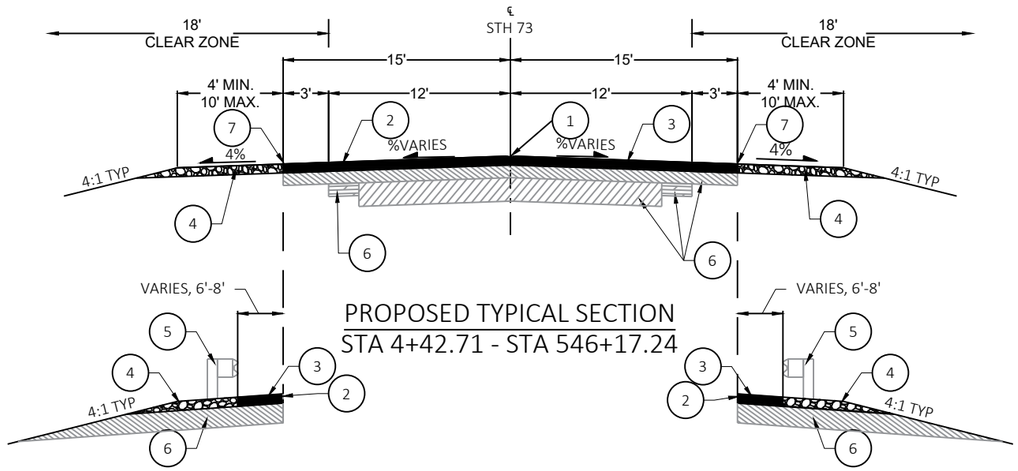
LEGEND

1. $3\frac{1}{4}$" WARRANTED ASPHALT (E-3)
2. $1\frac{3}{4}$" WARRANTED ASPHALT (E-3)
3. BASE AGGREGATE DENSE 3/4 INCH
4. EXISTING PAVEMENT
5. EXISTING PAVEMENT & SUBBASE
6. BEAM GUARD
7. CURB & GUTTER AND ASPHALTIC MEDIAN



EXISTING TYPICAL SECTION
STA 616+10.57 - STA 617+76.15

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 5	E



PROPOSED TYPICAL SECTION
STA 4+42.71 - STA 546+17.24

PARTIAL PROPOSED SECTION

(C-10-1092) STA 87+05.65 - STA 90+89.82
(GILE CK B-10-0040) STA 142+64.03 - STA 143+12.27
(GILE CK B-10-0040) STA 145+77.60 - STA 146+57.30
(POPPLE RIVER B-10-0072) STA 241+12.75 - STA 242+69.84
(POPPLE RIVER B-10-0072) STA 244+25.43 - STA 246+61.59

PARTIAL PROPOSED SECTION

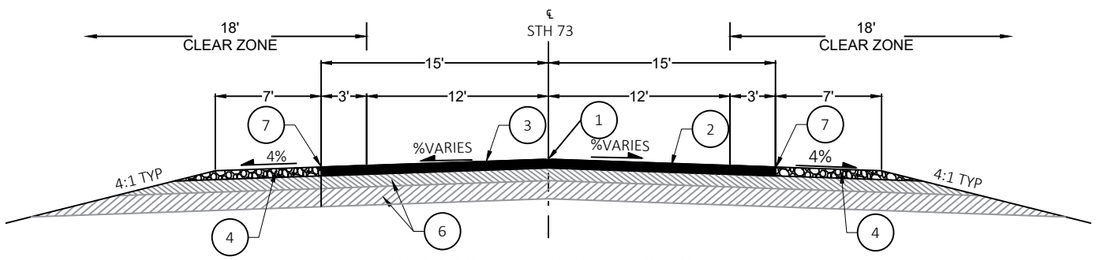
(C-10-1092) STA 87+29.09 - STA 91+25.10
(GILE CK B-10-0040) STA 142+27.28 - STA 143+12.27
(GILE CK B-10-0040) STA 145+77.60 - STA 146+20.39
(WAYSIDE) STA 237+14.88 - STA 239+46.22
(POPPLE RIVER B-10-0072) STA 240+55.85 - STA 242+90.51
(POPPLE RIVER B-10-0072) STA 244+45.90 - STA 246+29.50

LEGEND

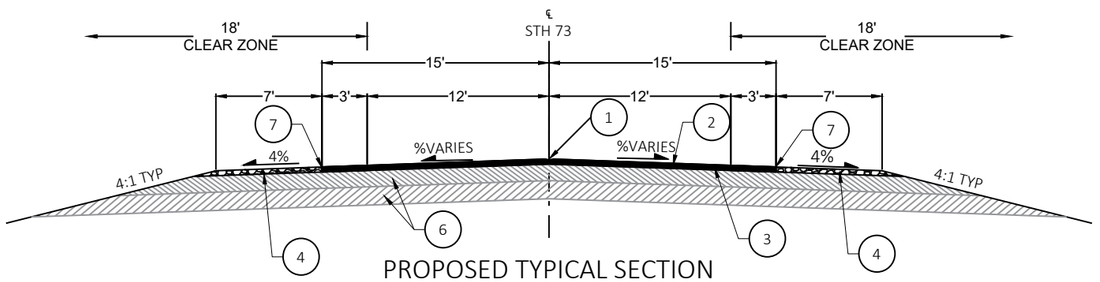
1. CENTERLINE RUMBLE STRIPS
2. $3\frac{1}{4}$ - INCH REMOVING ASPHALTIC SURFACE MILLING
3. $1\frac{1}{2}$ - INCH 5 MT 58-34V HMA UPPER LAYER, $1\frac{3}{4}$ - INCH 4 MT 58-34V HMA LOWER LAYER
4. BASE AGGREGATE DENSE, $\frac{3}{4}$ - INCH
5. EXISTING BEAM GUARD
6. EXISTING PAVEMENT
7. SAFETY EDGE

EXCLUDE CENTERLINE RUMBLE STRIPS IN THE FOLLOWING LOCATIONS

STA 37+95 - STA 41+95
STA 50+65 - STA 54+65
STA 131+38 - STA 135+38
STA 143+87 - STA 145+02
STA 156+37 - STA 160+37
STA 182+61 - STA 186+61
STA 209+10 - STA 213+10
STA 242+55 - STA 244+61
STA 261+72 - STA 265+72
STA 288+30 - STA 292+30
STA 315+17 - STA 319+17
STA 368+02 - STA 372+02
STA 420+85 - STA 424+85
STA 447+33 - STA 451+33
STA 473+83 - STA 477+83
STA 526+60 - STA 530+60
STA 579+31 - STA 583+31
STA 605+75 - STA 609+75
STA 614+46 - STA 618+46



PROPOSED TYPICAL SECTION
STA 546+17.24 - STA 613+90.57



PROPOSED TYPICAL SECTION
STA 613+90.57 - STA 616+10.57

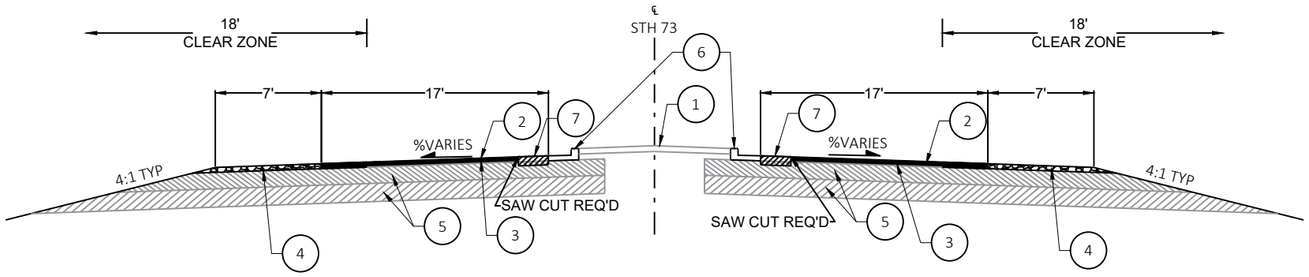
PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 04
PLOT DATE : 12/23/2024 8:15 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

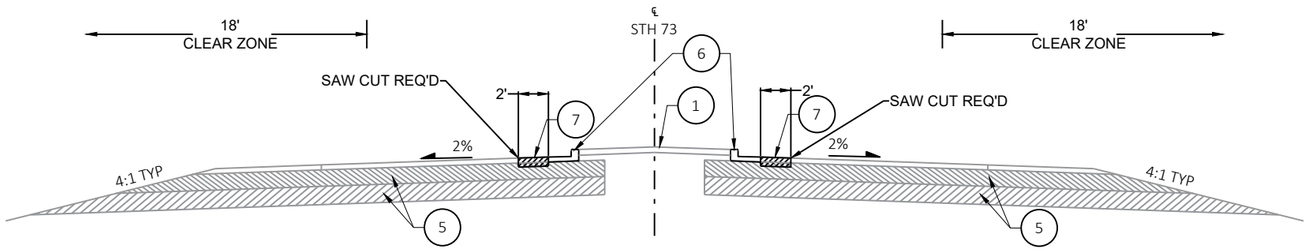
2

LEGEND

1. EXISTING ASPHALTIC MEDIAN
2. $3\frac{1}{4}$ - INCH REMOVING ASPHALTIC SURFACE MILLING
3. $1\frac{1}{2}$ - INCH 5 MT 58-34V HMA UPPER LAYER, $1\frac{3}{4}$ - INCH 4 MT 58-34V HMA LOWER LAYER
4. BASE AGGREGATE DENSE, $\frac{3}{4}$ - INCH
5. EXISTING PAVEMENT & SUBBASE
6. CONCRETE CURB & GUTTER 30-INCH TYPE D
7. 7 - INCH MINIMUM ASPHALTIC SURFACE PATCHING (MATCH EXISTING PAVEMENT DEPTH)



PROPOSED TYPICAL SECTION
STA 616+10.57 - STA 617+76.15

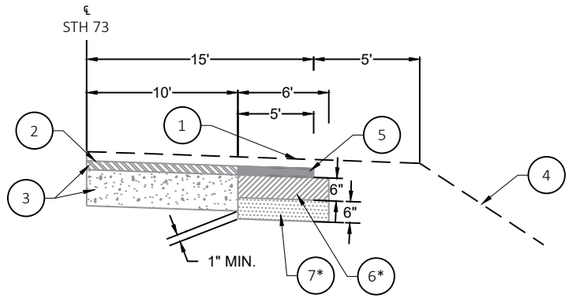


PROPOSED TYPICAL SECTION
STA 617+76.15 - 619+46

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/23/2024 8:15 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : Custom



EXISTING WIDENED SECTION
*LOCATIONS

STA	TO	STA	LT/RT
4+98	-	9+97	LT
6+73	-	8+22	RT
27+90	-	35+88	LT
62+97	-	65+96	LT
86+91	-	93+89	LT
153+82	-	156+80	LT
185+99	-	190+94	LT
206+55	-	209+77	LT
245+33	-	256+28	LT
299+40	-	301+87	LT
354+76	-	360+23	LT
446+59	-	447+58	LT
446+74	-	449+31	RT
501+35	-	510+79	LT
518+10	-	518+59	RT

* THE DEPTH OF MILLINGS AND BASE AGGREGATE OPEN GRADED MAY HAVE BEEN MODIFIED DURING CONSTRUCTION TO 4" MILLINGS AND 4" BASE COURSE OPEN GRADED AS LONG AS THE 1" MIN. DEPTH BELOW ADJACENT PCC WAS ACCOMPLISHED. STATIONING IS APPROXIMATE +/- 10'.

LEGEND

1. FINISHED PAVEMENT ELEVATION
2. MILLED SURFACE
3. EXISTING PAVEMENT
4. EXISTING SLOPE
5. 3" E-3 ASPHALT
6. SALVAGED ASPHALTIC PAVEMENT BASE
7. BASE AGGREGATE OPEN GRADED - DRAINED AT LOW POINTS OR 300' INCREMENTS (SEE DRAINOUT DETAIL)

NOTE: SEE CORE LOGS ON THE FOLLOWING SHEET

2

2

PAVEMENT CORES/BORINGS - OCTOBER 2022

CORE NO.	ODOMETER (MILE)	APPROX. STA.	OFFSET (FEET)	ASPH PAV'T THICKNESS (INCHES)	CONC. PAV'T THICKNESS (INCHES)	COMMENTS
1	0.0	4+42	15 RT	7 1/4	-	
2	0.3	20+30	9 LT	7	-	
3	0.6	36+10	6 RT	6 1/4	-	
4	0.9	51+90	7 LT	7 1/2	-	
5	1.2	67+80	5 RT	8 1/4	-	7" PCC
6	1.5	83+60	6 RT	6 3/4	-	
7	1.8	99+50	6 RT	6 1/2	-	3/4" BROKEN W/HOLE
8	2.1	115+30	7 LT	6	-	
9	2.4	131+10	6 RT	6	-	5" CORE 1" REMAINDER IN HOLE
10	2.7	147+00	7 LT	6 1/2	-	
11	3	162+80	6 RT	9	-	
12	3.3	178+70	6 LT	8 1/4	-	3 3/4 STUCK IN HOLE 12" TOTAL
13	3.6	194+50	6 RT	6 1/2	-	6" CORE 1/2" IN HOLE
14	3.9	210+30	7 LT	8 1/2	-	CORE COMPLETELY BROKEN
15	4.2	226+20	6 RT	6 1/2	-	6" CORE 1/2" IN HOLE
16	4.5	242+00	7 LT	7	-	6.5" CORE 1/2" IN HOLE
17	4.8	257+90	6 RT	7 1/2	-	
18	5.1	273+70	6 LT	8	-	5" CORE 3" BROKEN ASPHALT IN HOLE
19	5.4	289+50	5 RT	7 1/2	-	6 1/2" RECOVERY
20	5.7	305+40	7 LT	8	-	7 1/2" RECOVERY
21	6	321+20	6 RT	8 3/4	-	8 1/4" RECOVERY
22	6.3	337+10	7 LT	7 1/2	-	
23	6.6	352+90	6 RT	8 3/4	-	8 1/4" RECOVERY
24	6.9	368+70	6 LT	8	-	4" RECOVERY
25	7.2	384+60	6 RT	6 3/4	-	
26	7.5	400+40	7 LT	8	-	CORED TO 9" CORE TOO BROKEN UP TO RETRIEVE FROM HOLE
27	7.8	416+30	6 RT	8 1/2	-	
28	8.1	432+10	6 LT	8	-	4" RECOVERY
29	8.4	447+90	5 RT	9	-	
30	8.7	463+80	6 LT	9	-	7 1/2" RECOVERY
31	9.0	479+60	6 RT	9 1/4	-	8 1/2" RECOVERY
32	9.3	495+50	7 LT	9	-	8 1/2" RECOVERY
33	9.6	511+30	6 RT	8 1/2	-	
34	9.9	527+10	7 LT	7	-	5.5" RECOVERY
35	10.2	543+00	6 RT	8 1/2	-	4" RECOVERY
36	10.5	558+80	6 LT	8 1/2	-	6" RECOVERY
37	10.8	574+70	6 RT	8	-	
38	11.1	590+50	7 LT	8	-	
	STATION VALUES ARE APPROXIMATE					

GENERAL NOTES

CONSTRUCT DRAINOUT EVERY 300' AND AT LOW POINTS. SEE PLAN SHEETS FOR APPROXIMATE LOCATIONS. ADJUST AS DIRECTED TO MATCH FIELD CONDITIONS. DRAINOUTS MUST E CONSTRUCTED PRIOR TO OR THE SAME DAY AS ADJACENT WIDENING REPAIR.

(1) RE-ESTABLISHMENT OF THE EXISTING SHOULDER AT PROPOSED DRAINOUT LOCATIONS ALLOWED TO BE COMPLETED WITH 3/4-INCH DENSE GRADED BASE COURSE INSTEAD OF SEPARATE 1 1/4-INCH LAYER.

ANY LONGITUDINAL SAW CUTS ARE FOR CONTRACTOR CONVENIENCE AND ARE INCIDENTAL.

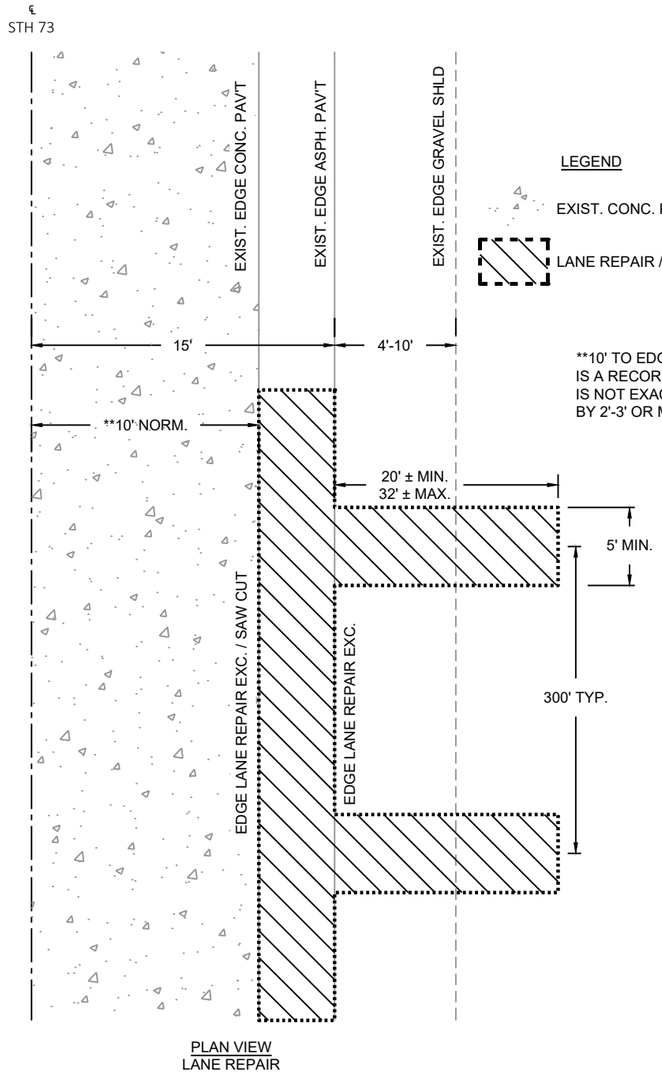
REMOVE EXISTING MATERIAL BY MILLING OR BACKHOE EXCAVATION.

MATERIAL REMOVED BY MILLING PAST THE 3.25" DEPTH, 30' WIDE MAINLINE REQUIREMENT IS NOT MEASURED FOR PAYMENT UNDER THE MILL AND REMOVE ITEM.

NO SUBSTITUTION OF THE BASE AGGREGATE SELECT CRUSHED IS ALLOWED.

WORK MUST BE COMPLETED WITHIN TIMEFRAME ALLOWED FOR THE MILLED ROADWAY TO REMAIN IN THAT CONDITION OR IT CAN BE COMPLETED BEFORE MAINLINE MILLING; HOWEVER, IF COMPLETED BEFORE, THEN EXTRA MILLINGS MUST BE PROVIDED TO RAISE THE OUTSIDE EDGE OF THE LANE AND SHOULDER TO MATCH THE EXISTING CROSS SECTION AT NO EXTRA COST. THE REMOVAL OF THOSE MILLINGS WILL BE PAID UNDER THE MAINLINE MILLING AT THE 30' WIDE, 3.25" NOMINAL DEPTH.

MAINLINE MILLINGS MAY BE WINDROWED ONTO THE SIDE OF THE ROADWAY FOR USE IN THIS WORK PROVIDED THAT DRAINAGE IS MAINTAINED. ADDITIONAL TRAFFIC CONTROL DRUMS NEEDED DURING THE STORAGE OF MILLINGS ARE INCIDENTAL TO THE WORK, AND THE STORAGE WILL NOT EXCEED 7 CALENDAR DAYS.



PLAN VIEW
LANE REPAIR

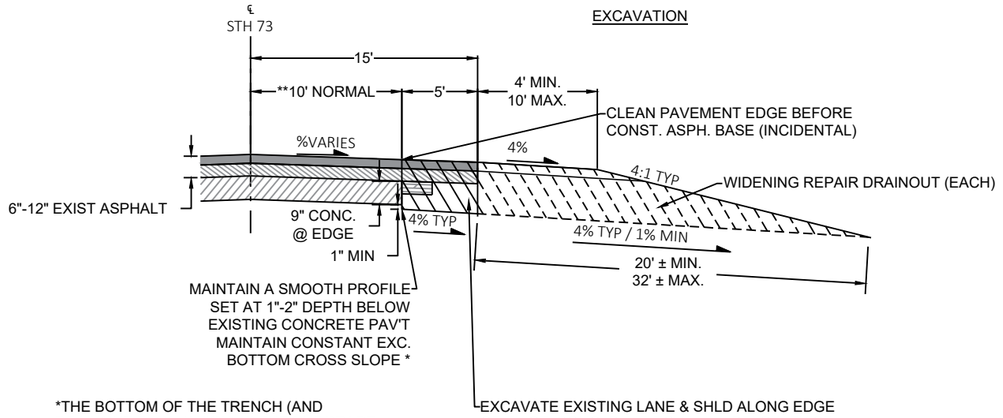
LEGEND

EXIST. CONC. PAV'T

LANE REPAIR / DRAINOUT LIMITS

**10' TO EDGE OF EXIST CONCRETE PAV'T IS A RECORD DRAWING DIMENSION AND IS NOT EXACT. EDGE OF CONC MAY VARY BY 2'-3' OR MORE FROM ℄ OF ASPH PAV'T.

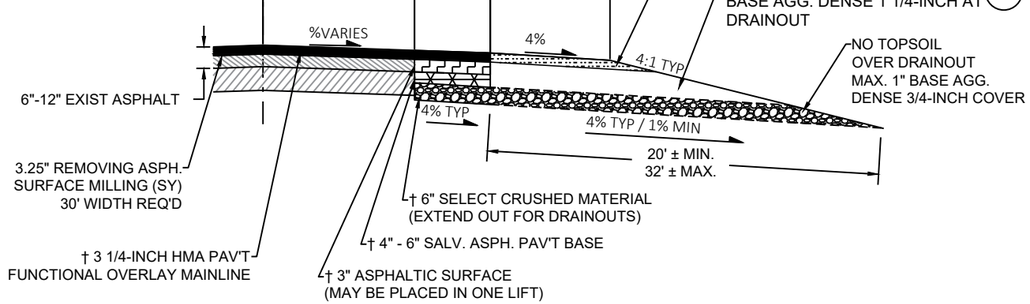
EXCAVATION



*THE BOTTOM OF THE TRENCH (AND DRAINOUT EXCAVATION) IS THE SUBGRADE SURFACE.

PROPERLY DISPOSE OF ALL SURPLUS AND UNSUITABLE MATERIAL IN ACCORDANCE WITH 205.3.12 OF THE STANDARD SPECIFICATIONS.

REPAIR



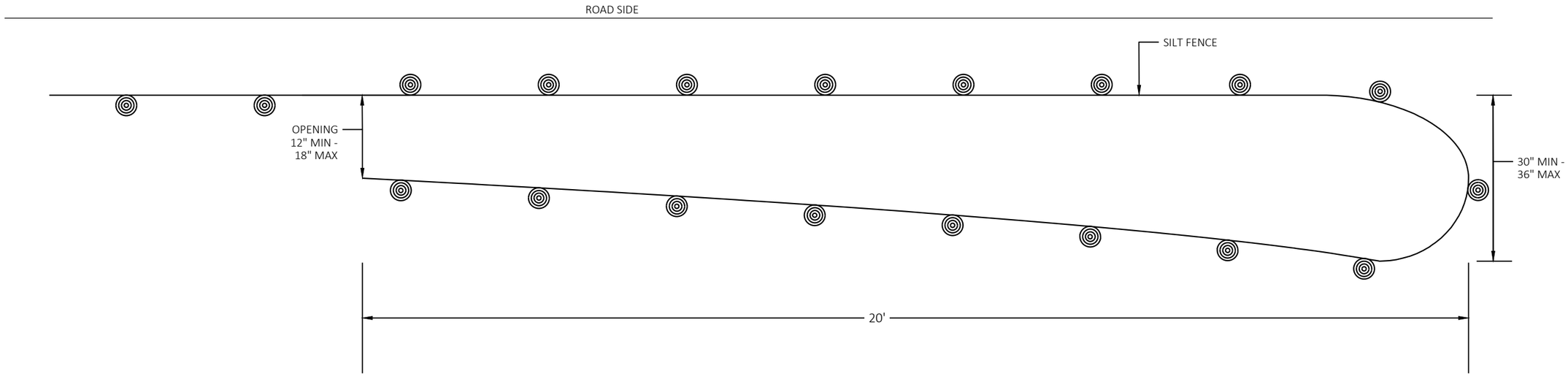
Ω NOTE: LANE REPAIR STATIONING

STA	TO	STA	LT/RT
72+25	-	73+25	LT
78+25	-	80+00	RT
81+40	-	84+40	RT
94+75	-	97+25	RT
119+85	-	121+10	RT
124+60	-	125+10	LT
283+50	-	284+50	LT
285+25	-	286+00	LT
285+50	-	287+25	RT
286+65	-	287+65	LT
324+20	-	324+80	RT
351+60	-	352+00	RT
352+25	-	353+00	RT
353+50	-	354+25	RT
478+60	-	480+60	LT
500+05	-	501+05	LT

TYPICAL FINISHED SECTIONS
LANE REPAIR Ω

† NOTE: THESE REPAIR ITEMS ARE PAID SEPARATELY. ALL OTHER WORK IS INCLUDED WITH LANE REPAIR EXC. (CY) AND/OR LANE REPAIR DRAINOUT (EACH)

2



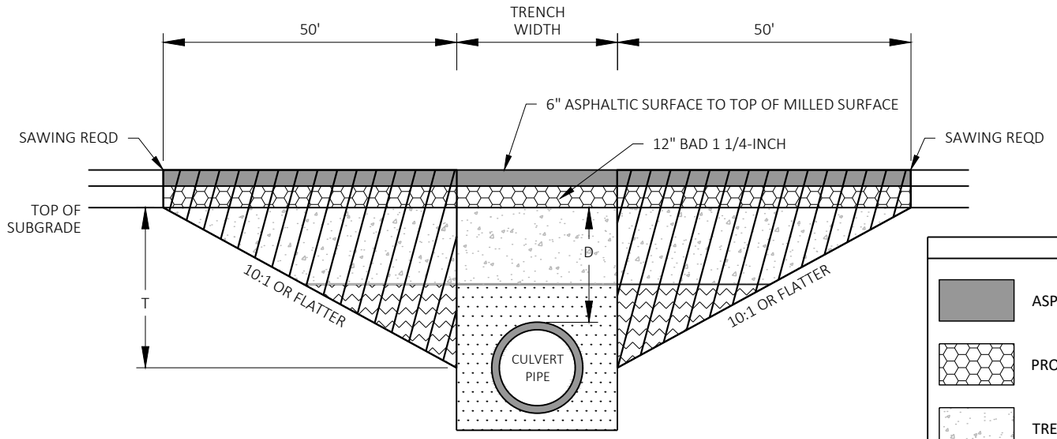
PLAN VIEW

TEMPORARY TURTLE TURN-AROUND DETAIL

NOTES:

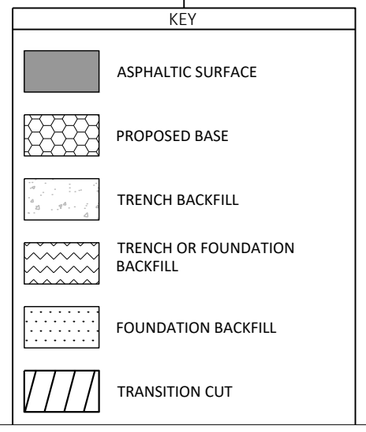
THE PURPOSE OF THE TURTLE TURN-AROUNDS ARE TO REDIRECT THE TURTLES AWAY FROM THE CONSTRUCTION ZONE.

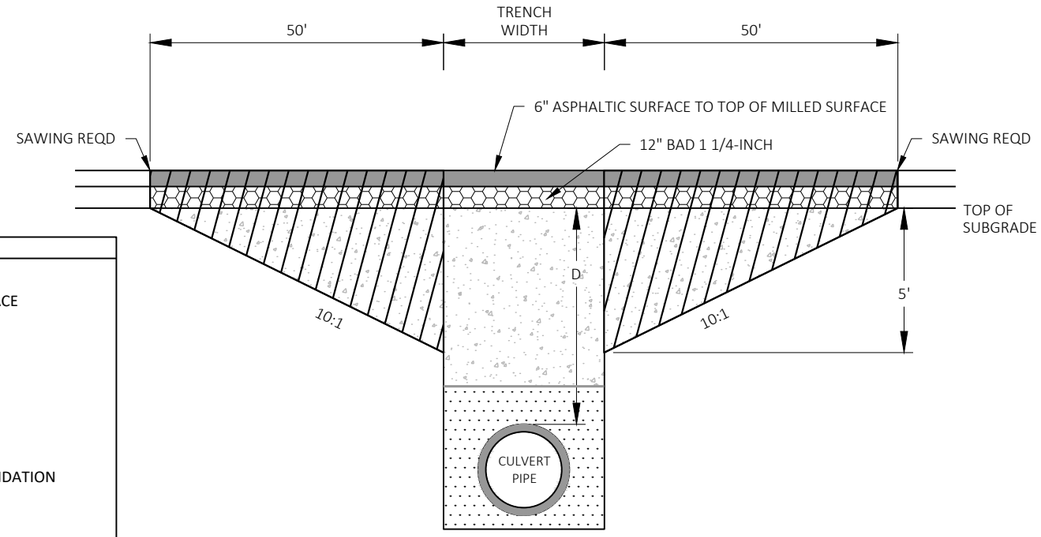
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND AND TRENCHED IN ACCORDING TO SILT FENCE REQIREMENTS.



DEPTH D < 6 FT

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





DEPTH D ≥ 6 FT

CULVERT EXCAVATION DETAIL

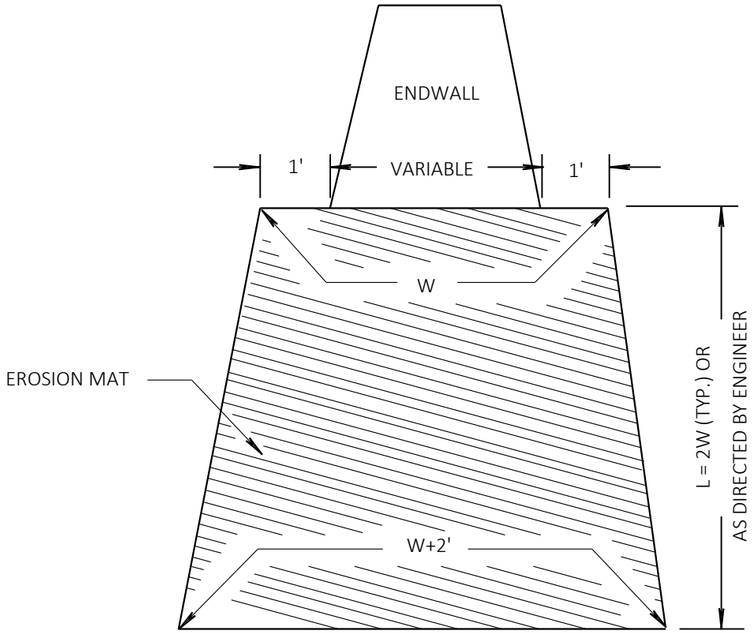
NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.

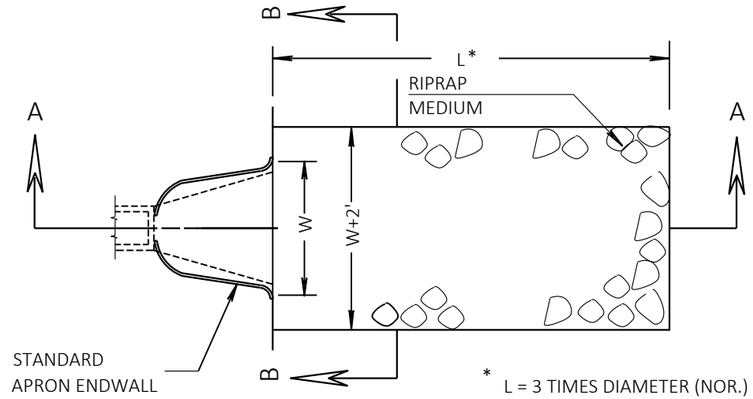
CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
STH 73	110+49	3.4	30	
STH 73	200+09	0.6	30	
STH 73	209+05	3.1	36	
STH 73	238+51	5.5	48	D @ EXTENSION
STH 73	238+58	5.3	48	D @ EXTENSION
STH 73	255+74	3.1	30	
STH 73	351+18	2.5	30	
STH 73	376+83	5.1	30	
STH 73	422+40	0.2	42	
STH 73	434+98	2.3	36	
STH 73	445+76	1.4	72	
STH 73	490+96	1.4	30	

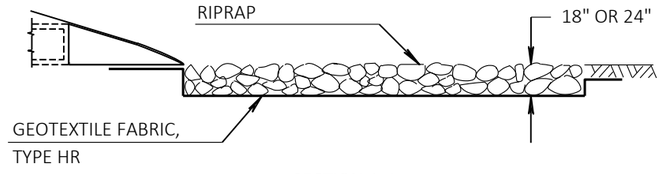
REVISED 01/2021



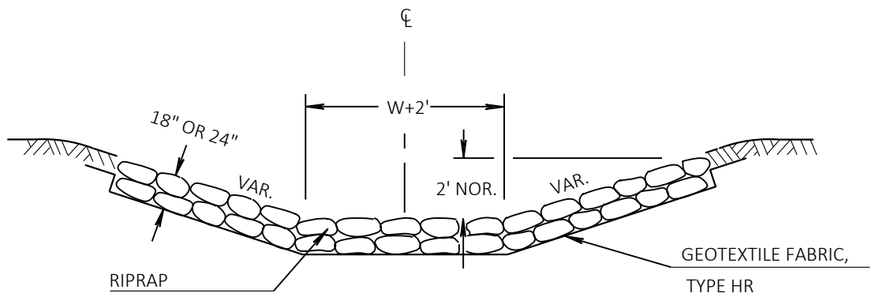
EROSION MAT TREATMENT AT CULVERTS



* L = 3 TIMES DIAMETER (NOR.) OR
10' MIN. OR AS DIRECTED BY THE
ENGINEER



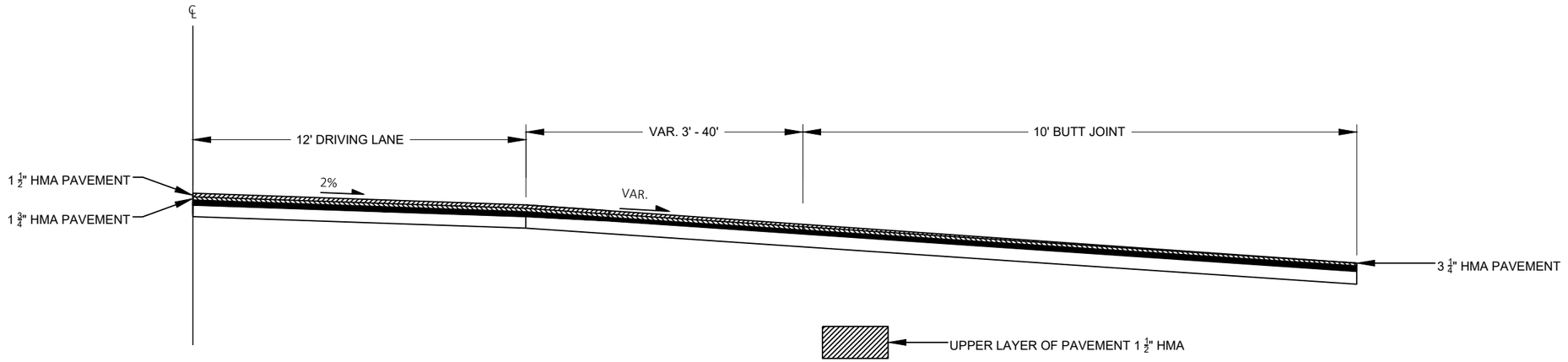
SECTION A-A

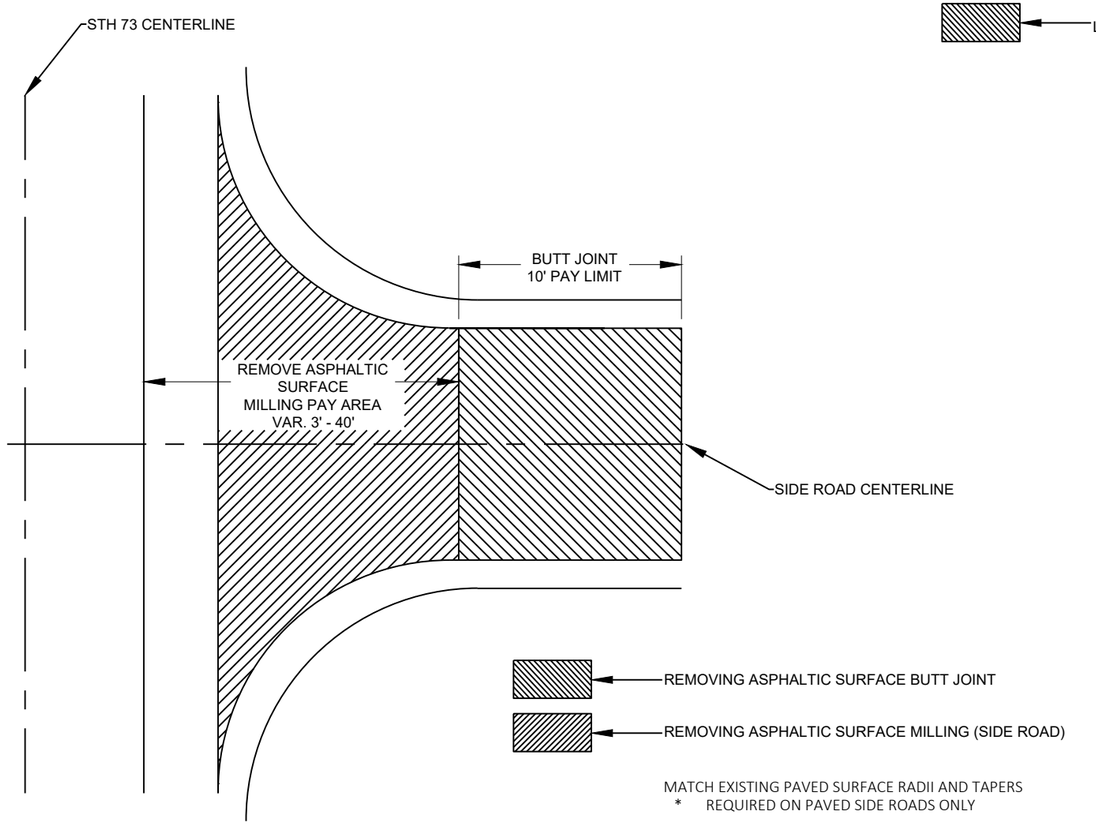


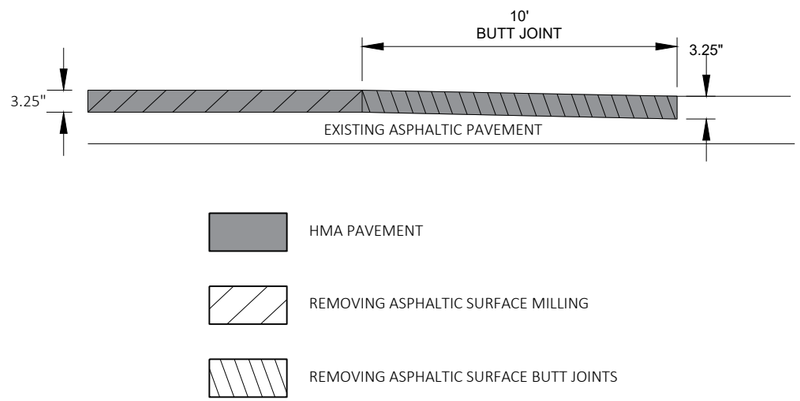
SECTION B-B

RIPRAP MEDIUM OR HEAVY AND GEOTEXTILE FABRIC DETAIL
AT ARPON ENDWALL

BUTT JOINT DETAILS

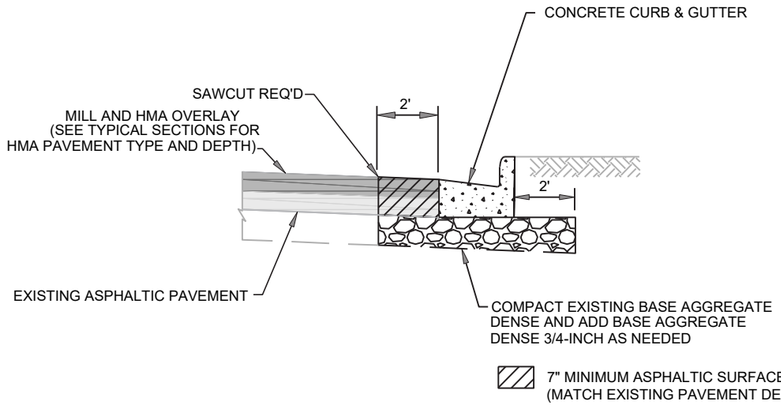






MAINLINE BUTT JOINT

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CONSTRUCTION DETAILS	SHEET 14	E

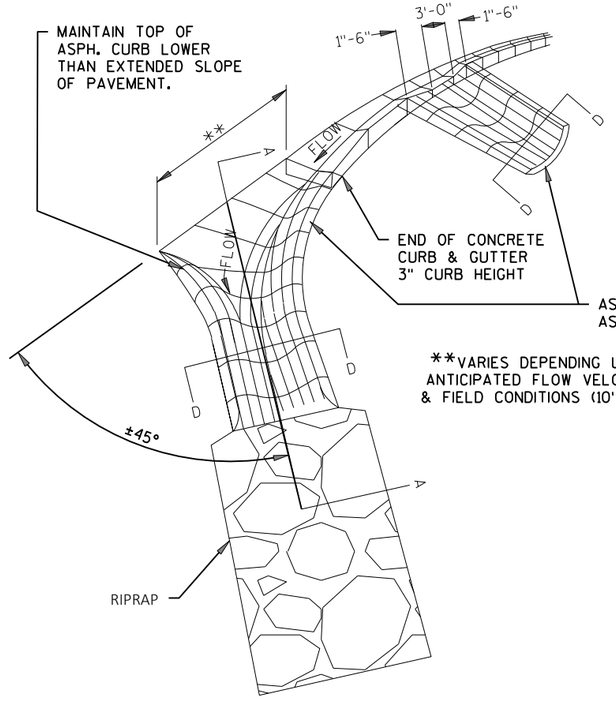


CONCRETE CURB & GUTTER REPLACEMENT DETAIL

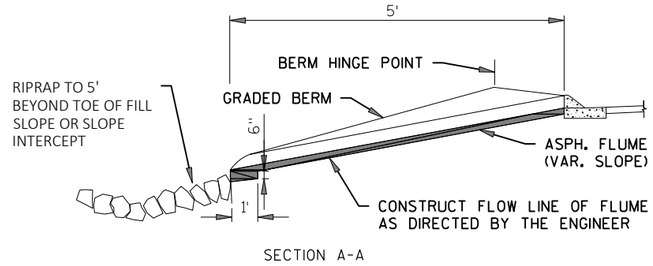
SEE PLAN FOR LOCATIONS

NOTES

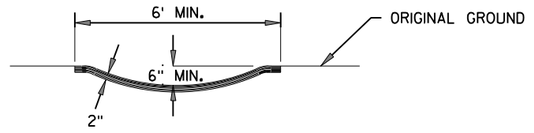
COMPLETE CURB & GUTTER REPLACEMENTS PRIOR TO PLACING THE HMA PAVEMENT ON STH 73



**VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)



SECTION A-A

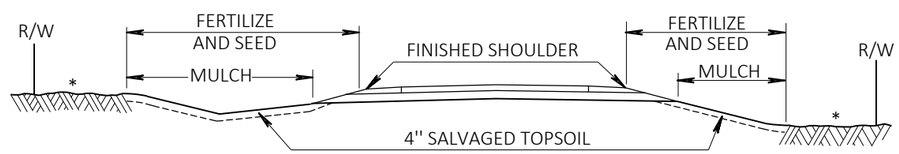


SECTION D-D

ASPHALTIC FLUME DETAIL

SEE MISCELLANEOUS QUANTITY SHEETS AND PLAN DETAIL SHEETS FOR LOCATIONS.

SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES" FOR DETAILS NOT SHOWN.



* DISTURBED AREAS TO BE FERTILIZED & SEEDED

DETAIL FOR FINISHING ITEMS

2

2

N

COUNTY G

TO GREENWOOD

BEGIN PROJECT
STA 4+42.71

LONE RD.

GILE CREEK

BRIDGE STRUCTURE
B-10-0040

WARNER DR.

LONE PINE RD.

TO STH 29

90 100 110 120 130 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260

73

BUTTERNUT DR.

LOVERS RD.

CAPITAL RD.

POPPLE RIVER

BRIDGE STRUCTURE
B-10-0072

STA BACK = 137+59.31
STA AHEAD = 4+42.71

E BEGLEY ST.

TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. ALL TYPE III BARRICADES SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) LIGHTS PER SDDS.
4. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CULVERT, CURB & GUTTER, MANHOLE ADJUSTMENT, INLET ADJUSTMENT / RECONSTRUCTION AND GUARDRAIL ADJUSTMENT WORK.
5. PLACE LOW SHOULDER AND UNEVEN LANES SIGNS DURING THE MILLING AND PAVING OPERATIONS. SEE SDD "TRAFFIC FOR DROP-OFF SIGNING" FOR ADDITIONAL INFORMATION.
6. PLACE GROOVED PAVEMENT AND BUMP SIGNS DURING THE MILLING AND PAVING OPERATIONS. SEE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR ADDITIONAL INFORMATION.
7. PLACE G20-57 SIGNS 7 DAYS PRIOR TO CONSTRUCTION AND REMOVE THEM WHEN CONSTRUCTION BEGINS.
8. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARDS OR THE WISCONSIN STANDARD SIGN PLATES.
9. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

LEGEND

(1) PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(2) PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(3)

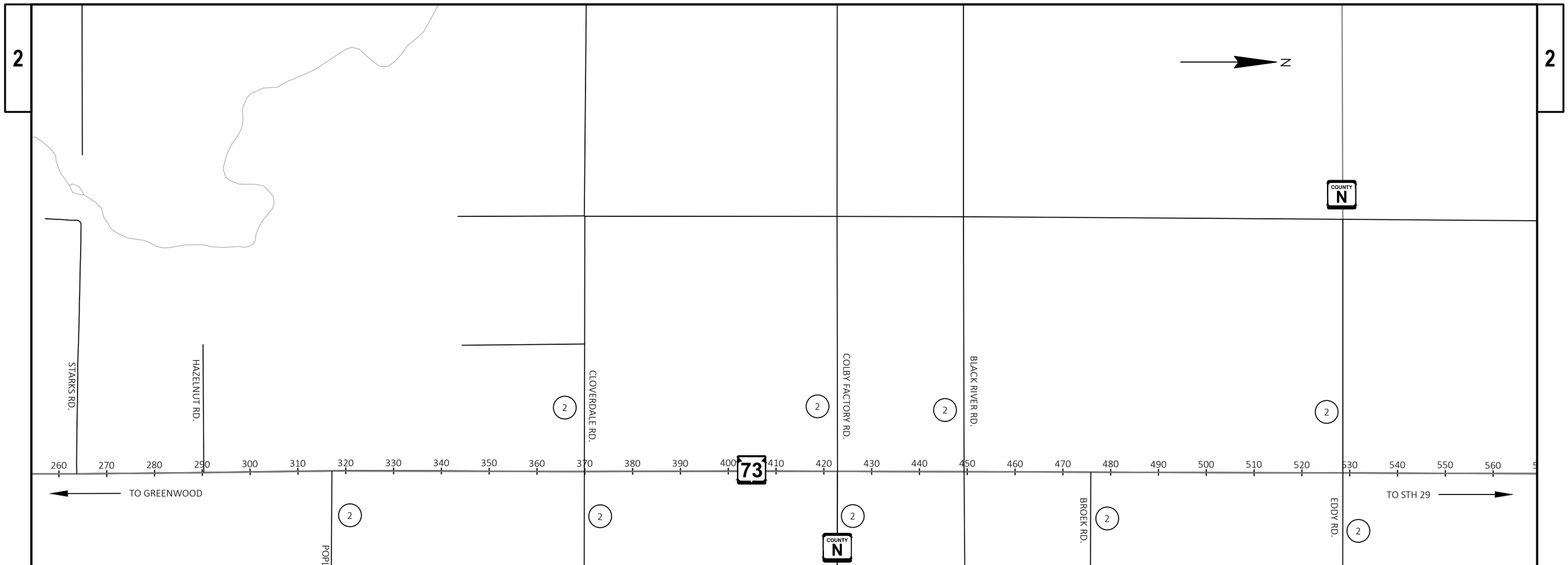
HWY 73
ROAD WORK
BEGINS XXX-XX

G20-57
96"X48"

(4) REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

1. TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
2. BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
3. CONCRETE BARRIER TEMPORARY PRECAST
4. CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL OVERVIEW	SHEET 16	E



TRAFFIC CONTROL GENERAL NOTES

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6. PLACE GROOVED PAVEMENT AND BUMP SIGNS DURING THE MILLING AND PAVING OPERATIONS. SEE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR ADDITIONAL INFORMATION.
7. PLACE G20-57 SIGNS 7 DAYS PRIOR TO CONSTRUCTION AND REMOVE THEM WHEN CONSTRUCTION BEGINS.
8. SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARDS OR THE WISCONSIN STANDARD SIGN PLATES.
9. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

LEGEND

(1) PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(2) PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(3) HWY 73
ROAD WORK
BEGINS XXX-XX

G20-57
96"X48"

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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL OVERVIEW	SHEET 17	E

2

N

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(1) PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(2) PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

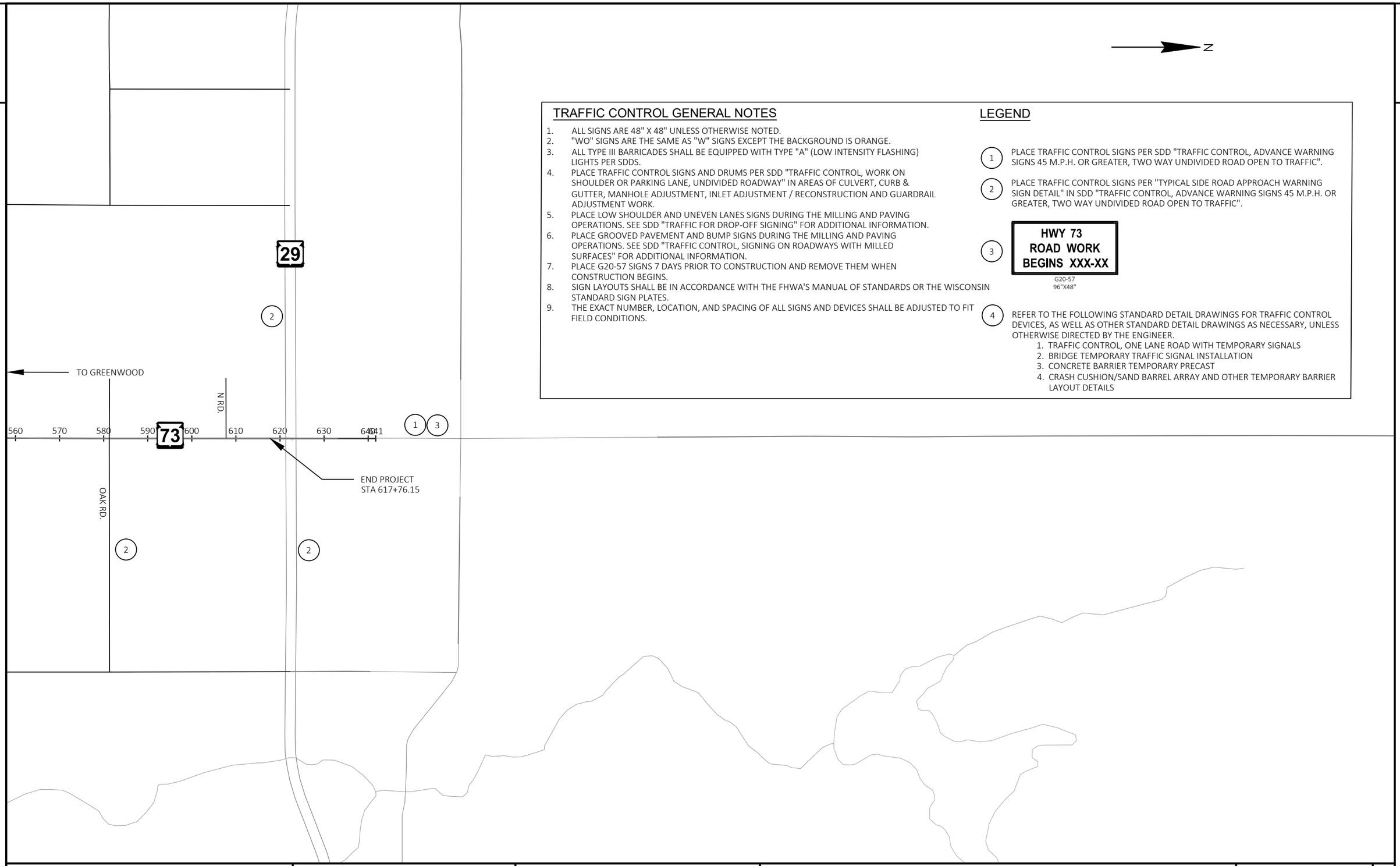
(3)

HWY 73
ROAD WORK
BEGINS XXX-XX

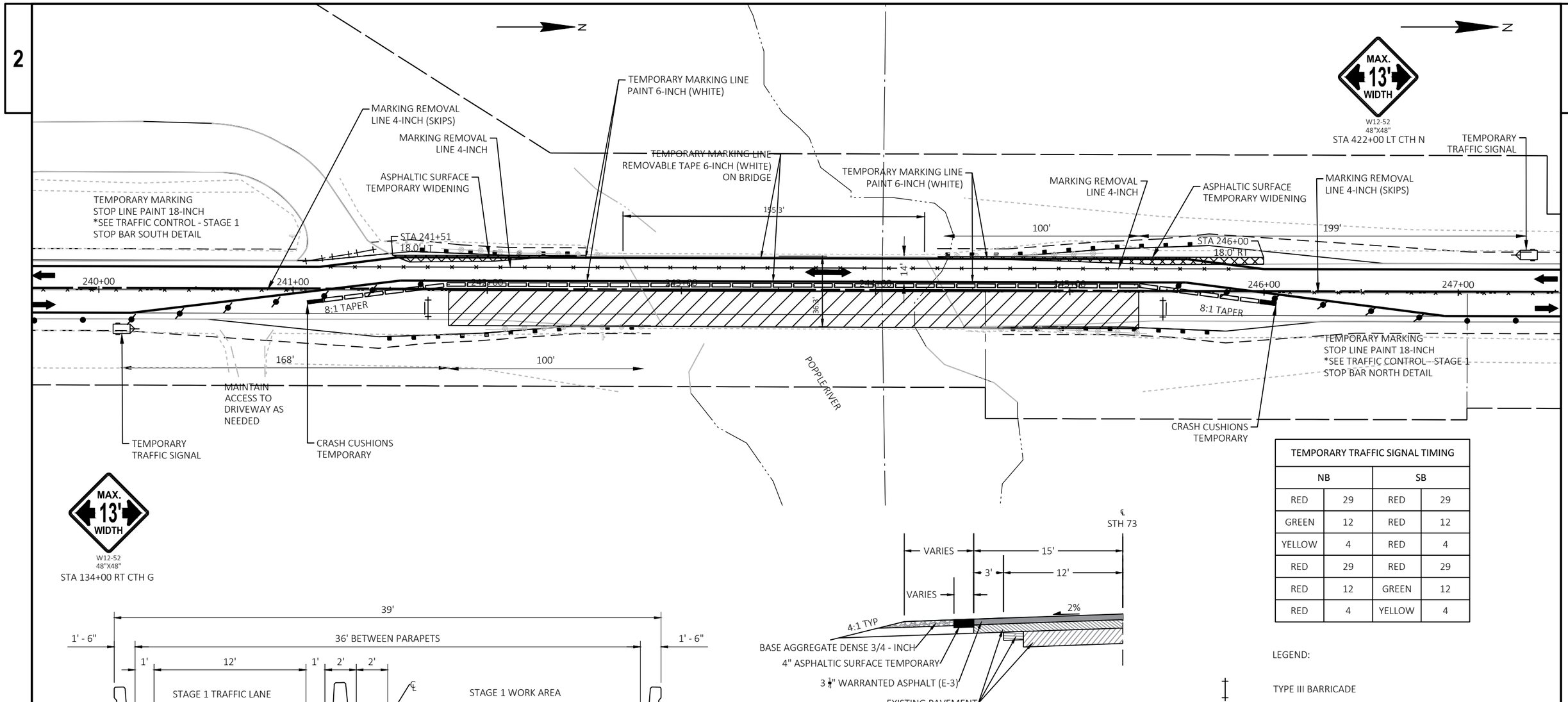
G20-57
96"X48"

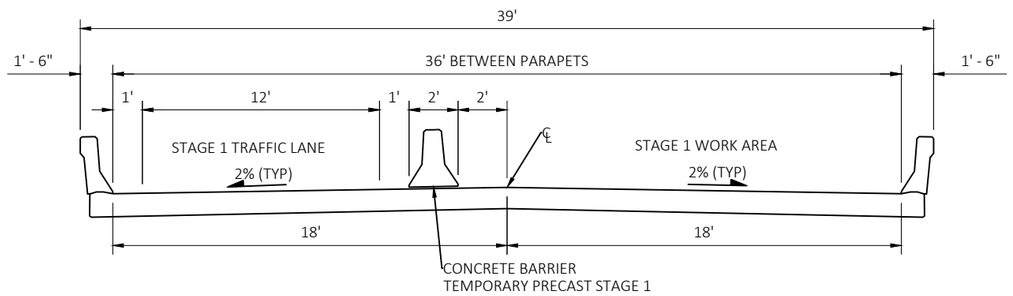
(4) REFER TO THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES, AS WELL AS OTHER STANDARD DETAIL DRAWINGS AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

1. TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
2. BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
3. CONCRETE BARRIER TEMPORARY PRECAST
4. CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS



PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL OVERVIEW	SHEET 18	E





CROSS SECTION THROUGH ROADWAY LOOKING NORTH
STAGE 1 TRAFFIC CONTROL - B-10-0072

TYPICAL TEMPORARY WIDENING SECTION - STH 73
STA 241+51 TO STA 242+46 LT
STA 244+32 TO STA 246+00 RT

NOTES:

-USE SDD, "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION," AND, "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS," AS MODIFIED ON THIS PLAN SHEET.

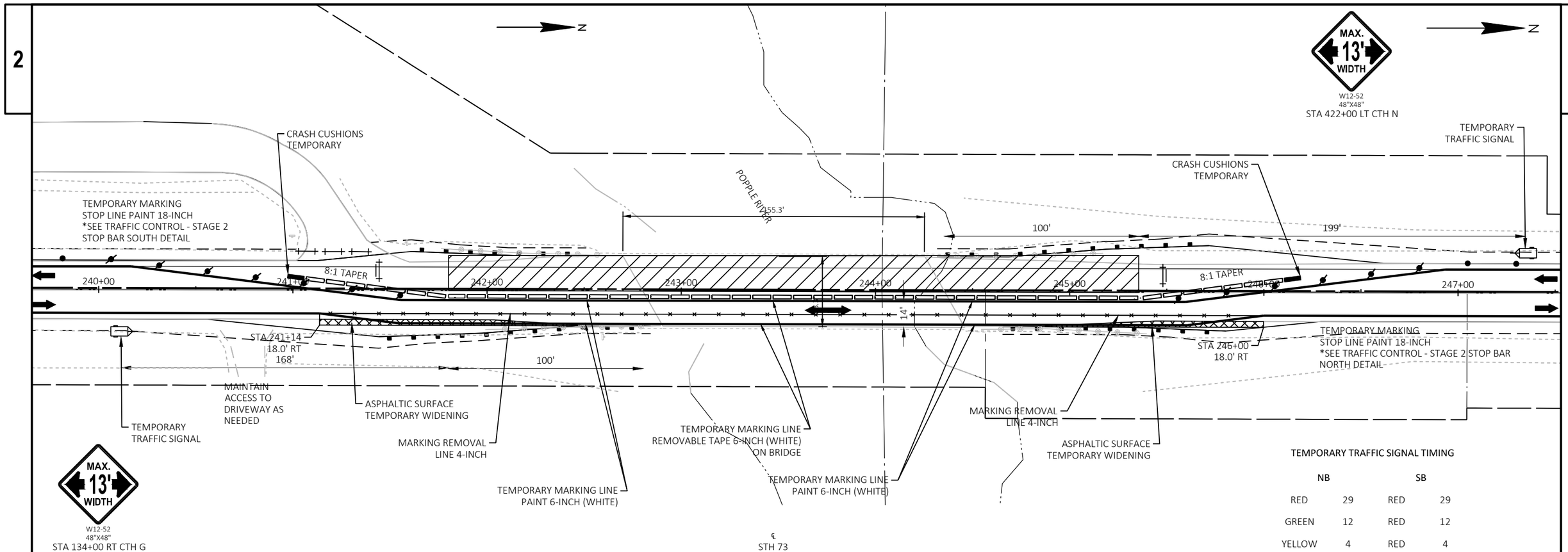
-NOT ALL TRAFFIC CONTROL SHOWN.

-ADJUST TEMPORARY SIGNAL TIMING AS NECESSARY TO ACCOMMODATE TRAFFIC.

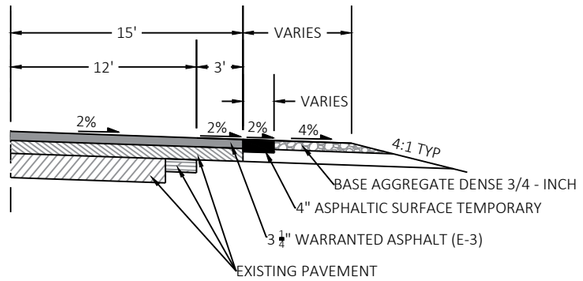
TEMPORARY TRAFFIC SIGNAL TIMING			
NB		SB	
RED	29	RED	29
GREEN	12	RED	12
YELLOW	4	RED	4
RED	29	RED	29
RED	12	GREEN	12
RED	4	YELLOW	4

LEGEND:

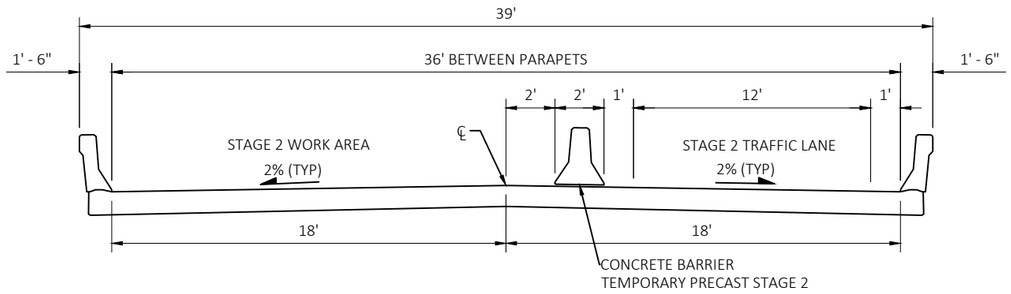
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- ASPHALT SURFACE TEMPORARY
- DIRECTION OF TRAFFIC



STH 73



TYPICAL TEMPORARY WIDENING SECTION - STH 73
STA 241+14 TO STA 242+47 RT
STA 244+87 TO STA 246+00 RT



CROSS SECTION THROUGH ROADWAY LOOKING NORTH
STAGE 2 TRAFFIC CONTROL - B-10-0072

TEMPORARY TRAFFIC SIGNAL TIMING

NB		SB	
RED	29	RED	29
GREEN	12	RED	12
YELLOW	4	RED	4
RED	29	RED	29
RED	12	GREEN	12
RED	4	YELLOW	4

LEGEND:

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- ASPHALT SURFACE TEMPORARY
- DIRECTION OF TRAFFIC

NOTES:

-USE SDD, "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION," AND, "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS," AS MODIFIED ON THIS PLAN SHEET.

-NOT ALL TRAFFIC CONTROL SHOWN.

-ADJUST TEMPORARY SIGNAL TIMING AS NECESSARY TO ACCOMMODATE TRAFFIC.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2	SHEET 20	E

2

2

N

PI: 133+16.60

130+00 131+00 132+00 133+00 134+00 135+00 136+00

BLDG

BLDG

BLDG

NORTH
M3-1
24"X12"

73
M1-4
24"X24"

MAX. 13' WIDTH
W12-52
48"X48"

MAX. 13' WIDTH
W12-52
48"X48"

2 MILES AHEAD
WO57-52
48"X36"

NOTES:

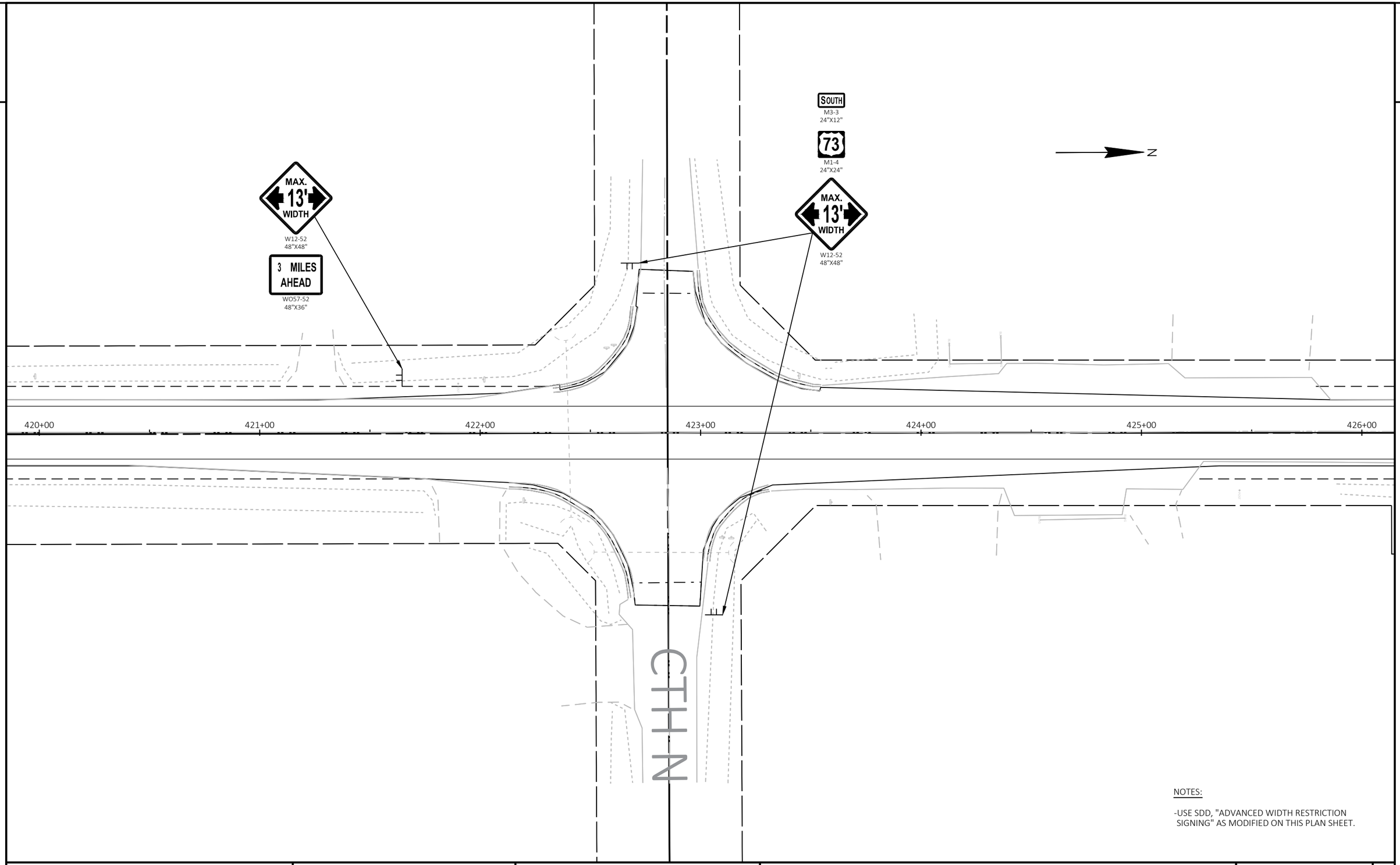
-USE SDD, "ADVANCED WIDTH RESTRICTION SIGNING" AS MODIFIED ON THIS PLAN SHEET.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1 & 2 CTH G	SHEET 21	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\SHEETSPLAN\025002-TC_STAGE 1-2.DWG
LAYOUT NAME - CTH G

PLOT DATE : 10/16/2024 10:06 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



NOTES:

-USE SDD, "ADVANCED WIDTH RESTRICTION SIGNING" AS MODIFIED ON THIS PLAN SHEET.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1 & 2 CTH N	SHEET 22	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\SHEETSPLAN\025002-TC_STAGE 1-2.DWG
LAYOUT NAME - CTH N

PLOT DATE : 10/16/2024 10:06 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

TEMPORARY MARKING LINE
PAINT 6-INCH (700 LF)
(DOUBLE YELLOW)

TEMPORARY MARKING
STOP LINE PAINT 18-INCH
PLACE AT STA 239+57

MARKING REMOVAL
LINE 4-INCH (SKIPS)

MARKING REMOVAL
LINE 4-INCH

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)
ON BRIDGE

ASPHALTIC SURFACE
TEMPORARY WIDENING

STA 241+51
18.0 LT

237+00 238+00 239+00 240+00 241+00 242+00 243+00

8:1 TAPER

50' MIN

CRASH CUSHIONS
TEMPORARY

TEMPORARY
TRAFFIC SIGNAL

MAINTAIN
ACCESS TO
DRIVEWAY AS
NEEDED

MAX.
13'
WIDTH

W12-52
48"X48"
STA 134+00 RT CTH G

LEGEND:

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- ASPHALT SURFACE TEMPORARY
- DIRECTION OF TRAFFIC

NOTES:

-USE SDD, "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION," AND, "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS," AS MODIFIED ON THIS PLAN SHEET.

-NOT ALL TRAFFIC CONTROL SHOWN.

-STAGE 1 SHOWN, STOP BAR IN SAME LOCATION FOR STAGE 2.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1 STOP BAR SOUTH	SHEET 23	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\SHEETSPLAN\025002-TC_STAGE 1-2.DWG
LAYOUT NAME - SB S
PLOT DATE : 10/16/2024 10:06 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MAX. 13' WIDTH

W12-52
48"X48"
STA 422+00 LT CTH N

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)
ON BRIDGE

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

MARKING REMOVAL
LINE 4-INCH

ASPHALTIC SURFACE
TEMPORARY WIDENING

STA 246+00
18.0' RT

TEMPORARY
TRAFFIC SIGNAL

MARKING REMOVAL
LINE 4-INCH (SKIPS)

50' MIN

14'

8:1 TAPER

244+00 245+00 246+00 247+00 248+00 249+00 250+00

CRASH CUSHIONS
TEMPORARY

TEMPORARY MARKING
STOP LINE PAINT 18-INCH
PLACE AT STA 247+89

TEMPORARY MARKING LINE
PAINT 6-INCH (700 LF)
(DOUBLE YELLOW)

LEGEND:

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- ASPHALT SURFACE TEMPORARY
- DIRECTION OF TRAFFIC

NOTES:

-USE SDD, "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION," AND, "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS," AS MODIFIED ON THIS PLAN SHEET.

-NOT ALL TRAFFIC CONTROL SHOWN.

-STAGE 1 SHOWN, STOP BAR IN SAME LOCATION FOR STAGE 2.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1 STOP BAR NORTH	SHEET 24	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\SHEETSPLAN\025002-TC_STAGE 1-2.DWG
LAYOUT NAME - SB N

PLOT DATE : 10/16/2024 10:06 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

TEMPORARY MARKING LINE
PAINT 6-INCH (700 LF)
(DOUBLE YELLOW)

TEMPORARY MARKING
STOP LINE PAINT 18-INCH
PLACE AT STA 239+57

MARKING REMOVAL
LINE 4-INCH (SKIPS)

CRASH CUSHIONS
TEMPORARY

8:1 TAPER

237+00 238+00 239+00 240+00 241+00 242+00 243+00

50' MIN

STA 241+14
18.0' RT

ASPHALTIC SURFACE
TEMPORARY WIDENING

TEMPORARY
TRAFFIC SIGNAL

MAINTAIN
ACCESS TO
DRIVEWAY AS
NEEDED

MARKING REMOVAL
LINE 4-INCH

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)
ON BRIDGE

TEMPORARY MARKING LINE
PAINT 6-INCH (WHITE)

MAX.
13'
WIDTH

W12-52
48"X48"
STA 134+00 RT CTH G

LEGEND:

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- ASPHALT SURFACE TEMPORARY
- DIRECTION OF TRAFFIC

NOTES:

-USE SDD, "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION," AND, "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS," AS MODIFIED ON THIS PLAN SHEET.

-NOT ALL TRAFFIC CONTROL SHOWN.

-STAGE 1 SHOWN, STOP BAR IN SAME LOCATION FOR STAGE 2.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 2 STOP BAR SOUTH	SHEET 25	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\SHEETSPLAN\025002-TC_STAGE 1-2.DWG
LAYOUT NAME - NB S
PLOT DATE : 10/16/2024 10:06 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MAX. 13' WIDTH

W12-52
48"X48"
STA 422+00 LT CTH N

TEMPORARY TRAFFIC SIGNAL

MARKING REMOVAL LINE 4-INCH (SKIPS)

CRASH CUSHIONS TEMPORARY

50' MIN

244+00 245+00 8:1 TAPER 246+00 247+00 248+00 249+00 250+00

14'

STA 246+00
18.0' RT

ASPHALTIC SURFACE TEMPORARY WIDENING

MARKING REMOVAL LINE 4-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) ON BRIDGE

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

TEMPORARY MARKING STOP LINE PAINT 18-INCH PLACE AT STA 247+89

TEMPORARY MARKING LINE PAINT 6-INCH (700 LF) (DOUBLE YELLOW)

LEGEND:

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- ASPHALT SURFACE TEMPORARY
- DIRECTION OF TRAFFIC

NOTES:

-USE SDD, "BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION," AND, "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS," AS MODIFIED ON THIS PLAN SHEET.

-NOT ALL TRAFFIC CONTROL SHOWN.

-STAGE 1 SHOWN, STOP BAR IN SAME LOCATION FOR STAGE 2.

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - STAGE 1 STOP BAR NORTH	SHEET 26	E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\SHEETSPLAN\025002-TC_STAGE 1-2.DWG
LAYOUT NAME - NB N
PLOT DATE : 10/16/2024 10:07 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

7050-00-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	9.000	9.000
0004	202.0110	Roadside Clearing	SY	92.000	92.000
0006	203.0100	Removing Small Pipe Culverts	EACH	8.000	8.000
0008	203.0211.S	Abatement of Asbestos Containing Material (structure) 01. B-10-0072	EACH	1.000	1.000
0010	203.0220	Removing Structure (structure) 01. C-10-0944	EACH	1.000	1.000
0012	203.0220	Removing Structure (structure) 02. C-10-0945	EACH	1.000	1.000
0014	203.0220	Removing Structure (structure) 03. C-10-0946	EACH	1.000	1.000
0016	203.0220	Removing Structure (structure) 04. C-10-0947	EACH	1.000	1.000
0018	203.0220	Removing Structure (structure) 05. C-10-1092	EACH	1.000	1.000
0020	203.0220	Removing Structure (structure) 06. B-10-0072	EACH	1.000	1.000
0022	204.0110	Removing Asphaltic Surface	SY	691.000	691.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	807.000	807.000
0026	204.0120	Removing Asphaltic Surface Milling	SY	209,290.000	209,290.000
0030	204.0150	Removing Curb & Gutter	LF	865.000	865.000
0034	204.0180	Removing Delineators and Markers	EACH	28.000	28.000
0036	204.0185	Removing Masonry	CY	7.000	7.000
0038	204.9060.S	Removing (item description) 01. Culvert Endwalls	EACH	4.000	4.000
0040	205.0100	Excavation Common	CY	4,516.000	4,516.000
0042	206.1001	Excavation for Structures Bridges (structure) 01. B-10-0072	EACH	1.000	1.000
0044	206.2001	Excavation for Structures Culverts (structure) 01. C-10-1092	EACH	1.000	1.000
0046	208.0100	Borrow	CY	4,080.000	4,080.000
0048	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	4.000	4.000
0050	209.0200.S	Backfill Controlled Low Strength	CY	5.000	5.000
0052	210.1500	Backfill Structure Type A	TON	498.000	498.000
0054	210.2500	Backfill Structure Type B	TON	642.000	642.000
0056	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 7050-00-72	EACH	1.000	1.000
0060	213.0100	Finishing Roadway (project) 01. 7050-00-72	EACH	1.000	1.000
0064	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,715.000	5,715.000
0066	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,835.000	1,835.000
0068	311.0110	Breaker Run	TON	67.000	67.000
0070	312.0110	Select Crushed Material	TON	165.000	165.000
0072	455.0605	Tack Coat	GAL	29,300.000	29,300.000
0074	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0076	460.6644	HMA Pavement 4 MT 58-34 V	TON	20,430.000	20,430.000
0078	460.6645	HMA Pavement 5 MT 58-34 V	TON	17,560.000	17,560.000
0080	460.9000.S	Material Transfer Vehicle 01. 7050-00-72	EACH	1.000	1.000
0084	465.0105	Asphaltic Surface	TON	1,260.000	1,260.000
0086	465.0110	Asphaltic Surface Patching	TON	250.000	250.000
0088	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	70.000	70.000
0090	465.0315	Asphaltic Flumes	SY	26.000	26.000
0092	465.0560	Asphaltic Rumble Strips, Centerline	LF	54,335.000	54,335.000
0094	502.0100	Concrete Masonry Bridges	CY	33.000	33.000
0096	502.3200	Protective Surface Treatment	SY	625.000	625.000
0098	502.3205	Pigmented Surface Sealer Reseal	SY	236.000	236.000
0100	502.3210	Pigmented Surface Sealer	SY	34.000	34.000
0102	502.4205	Adhesive Anchors No. 5 Bar	EACH	28.000	28.000
0104	504.0100	Concrete Masonry Culverts	CY	54.000	54.000
0106	505.0400	Bar Steel Reinforcement HS Structures	LB	8,930.000	8,930.000
0108	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	5,260.000	5,260.000

7050-00-72

Line	Item	Item Description	Unit	Total	Qty
0110	509.0301	Preparation Decks Type 1	SY	184.000	184.000
0112	509.0302	Preparation Decks Type 2	SY	3.000	3.000
0114	509.0505.S	Cleaning Decks to Reapply Concrete Masonry Overlay	SY	625.000	625.000
0116	509.1500	Concrete Surface Repair	SF	10.000	10.000
0118	509.2500	Concrete Masonry Overlay Decks	CY	34.000	34.000
0120	509.9005.S	Removing Concrete Masonry Deck Overlay (structure) 01. B-10-0072	SY	625.000	625.000
0122	511.1200	Temporary Shoring (structure) 01. B-10-0072	SF	470.000	470.000
0124	511.1200	Temporary Shoring (structure) 01. C-10-1092	SF	384.000	384.000
0126	516.0500	Rubberized Membrane Waterproofing	SY	15.000	15.000
0128	520.3630	Culvert Pipe Class III-B Non-metal 30-Inch	LF	305.000	305.000
0130	520.3636	Culvert Pipe Class III-B Non-metal 36-Inch	LF	161.000	161.000
0132	520.8700	Cleaning Culvert Pipes	EACH	2.000	2.000
0134	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	146.000	146.000
0136	522.0172	Culvert Pipe Reinforced Concrete Class III 72-Inch	LF	86.000	86.000
0138	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	75.000	75.000
0140	524.0130	Culvert Pipe Salvaged 30-Inch	LF	59.000	59.000
0142	524.0136	Culvert Pipe Salvaged 36-Inch	LF	18.000	18.000
0144	524.0148	Culvert Pipe Salvaged 48-Inch	LF	213.000	213.000
0146	524.0160	Culvert Pipe Salvaged 60-Inch	LF	82.000	82.000
0148	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	3.000	3.000
0150	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	2.000	2.000
0152	524.0648	Apron Endwalls for Culvert Pipe Salvaged 48-Inch	EACH	8.000	8.000
0154	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	595.000	595.000
0156	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	271.000	271.000
0158	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	116.000	116.000
0166	602.3010	Concrete Surface Drains	CY	5.000	5.000
0168	603.8000	Concrete Barrier Temporary Precast Delivered	LF	430.000	430.000
0170	603.8125	Concrete Barrier Temporary Precast Installed	LF	860.000	860.000
0172	606.0200	Riprap Medium	CY	129.000	129.000
0174	606.0300	Riprap Heavy	CY	66.000	66.000
0176	606.0700	Grouted Riprap Heavy	CY	165.000	165.000
0180	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	88.000	88.000
0184	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	2.000	2.000
0194	614.0905	Crash Cushions Temporary	EACH	4.000	4.000
0196	614.0920	Salvaged Rail	LF	880.000	880.000
0198	614.0925	Salvaged Guardrail End Treatments	EACH	10.000	10.000
0200	614.2300	MGS Guardrail 3	LF	250.000	250.000
0202	614.2500	MGS Thrie Beam Transition	LF	160.000	160.000
0204	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	8.000
0206	618.0100	Maintenance and Repair of Haul Roads (project) 01. 7050-00-72	EACH	1.000	1.000
0210	619.1000	Mobilization	EACH	0.750	0.750
0212	620.0300	Concrete Median Sloped Nose	SF	91.000	91.000
0214	624.0100	Water	MGAL	12.000	12.000
0216	625.0100	Topsoil	SY	90.000	90.000
0218	625.0500	Salvaged Topsoil	SY	7,850.000	7,850.000
0220	627.0200	Mulching	SY	6,410.000	6,410.000
0222	628.1504	Silt Fence	LF	6,180.000	6,180.000
0224	628.1520	Silt Fence Maintenance	LF	6,180.000	6,180.000
0226	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000

7050-00-72

Line	Item	Item Description	Unit	Total	Qty
0228	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0230	628.2008	Erosion Mat Urban Class I Type B	SY	1,530.000	1,530.000
0232	628.6005	Turbidity Barriers	SY	30.000	30.000
0238	628.7555	Culvert Pipe Checks	EACH	62.000	62.000
0240	629.0210	Fertilizer Type B	CWT	5.000	5.000
0242	630.0120	Seeding Mixture No. 20	LB	358.000	358.000
0246	630.0500	Seed Water	MGAL	44.000	44.000
0252	633.5200	Markers Culvert End	EACH	28.000	28.000
0258	642.5001	Field Office Type B	EACH	0.750	0.750
0260	643.0300	Traffic Control Drums	DAY	4,395.000	4,395.000
0262	643.0420	Traffic Control Barricades Type III	DAY	450.000	450.000
0264	643.0715	Traffic Control Warning Lights Type C	DAY	1,080.000	1,080.000
0266	643.0900	Traffic Control Signs	DAY	7,190.000	7,190.000
0270	643.3165	Temporary Marking Line Paint 6-Inch	LF	107,960.000	107,960.000
0272	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	310.000	310.000
0276	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	24.000	24.000
0280	643.5000	Traffic Control	EACH	0.750	0.750
0292	645.0105	Geotextile Type C	SY	111.000	111.000
0294	645.0111	Geotextile Type DF Schedule A	SY	40.000	40.000
0296	645.0120	Geotextile Type HR	SY	708.000	708.000
0300	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	184,510.000	184,510.000
0302	646.5520	Marking Outfall Epoxy	EACH	27.000	27.000
0306	646.7120	Marking Diagonal Epoxy 12-Inch	LF	45.000	45.000
0310	646.8120	Marking Curb Epoxy	LF	120.000	120.000
0312	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0316	646.9000	Marking Removal Line 4-Inch	LF	1,100.000	1,100.000
0318	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	982.000	982.000
0320	650.6000	Construction Staking Pipe Culverts	EACH	14.000	14.000
0322	650.6501	Construction Staking Structure Layout (structure) 01. B-10-0072	EACH	1.000	1.000
0324	650.6501	Construction Staking Structure Layout (structure) 02. C-10-1092	EACH	1.000	1.000
0326	650.8000	Construction Staking Resurfacing Reference	LF	61,400.000	61,400.000
0332	650.9911	Construction Staking Supplemental Control (project) 01. 7050-00-72	EACH	1.000	1.000
0336	650.9920	Construction Staking Slope Stakes	LF	1,580.000	1,580.000
0340	661.0101	Temporary Traffic Signals for Bridges (structure) 01. B-10-0072	EACH	2.000	2.000
0342	690.0150	Sawing Asphalt	LF	1,600.000	1,600.000
0346	740.0440	Incentive IRI Ride	DOL	46,158.000	46,158.000
0348	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 255+71	EACH	1.000	1.000
0350	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. 351+11	EACH	1.000	1.000
0352	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 03. 376+83	EACH	1.000	1.000
0354	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 04. 445+78	EACH	1.000	1.000
0356	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 05. 243+50	EACH	1.000	1.000
0358	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 06. 89+13	EACH	1.000	1.000
0360	SPV.0035	Special 01. Widening Repair Excavation	CY	635.000	635.000
0362	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	30,392.000	30,392.000
0364	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	37,990.000	37,990.000
0366	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	48,750.000	48,750.000
0368	SPV.0060	Special 01. Widening Repair Drainout	EACH	16.000	16.000
0370	SPV.0060	Special 02. Foam Void Filling B-10-72	EACH	1.000	1.000
0384	SPV.0180	Special 02. Ditch Cleaning	SY	46.000	46.000

					7050-00-72
0386	SPV.0195	Special 01. Salvaged Asphaltic Pavement Base	TON	115.000	115.000

CATEGORY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA	REMARKS
0010	31+33	-	32+39	STH 73, LT	1	
0010	31+61	-	32+05	STH 73, RT	0.5	
0010	80+80		90+80	STH 73, RT	1	
0010	208+81	-	209+34	STH 73, RT	0.5	
0010	236+29	-	240+53	STH 73, RT	4	
0010	241+18	-	243+06	STH 73, RT	2	
				TOTAL 0010	9	

CATEGORY	STATION	LOCATION	202.0110 ROADSIDE CLEARING SY	REMARKS
0010	53+17	STH 73, LT	23	
0010	53+17	STH 73, RT	23	
0010	67+66	STH 73, RT	23	
0010	401+82	STH 73, RT	23	
		TOTAL 0010	92	

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
0010	422+13	-	422+70	RT	19	CTH N SE QUADRANT
0010	422+33	-	422+72	LT	13	CTH N SW QUADRANT
0010	422+97	-	423+55	LT	17	CTH N NW QUADRANT
0010	423+01	-	423+31	RT	11	CTH N NE QUADRANT
0010	616+53	-	619+39	MEDIAN	631	INCLUDES REMOVING EXISTING MEDIAN NOSES
				TOTAL 0010	691	

CATEGORY	STATION	LOCATION	203.0220.02 REMOVING STRUCTURE (STRUCTURE) (01. C-10-0944) EACH	203.0220.03 REMOVING STRUCTURE (STRUCTURE) (02. C-10-0945) EACH	203.0220.04 REMOVING STRUCTURE (STRUCTURE) (03. C-10-0946) EACH	203.0220.05 REMOVING STRUCTURE (STRUCTURE) (04. C-10-0947) EACH	REMARKS
0010	351+11	STH 73	1				42"X72"X45' RC BOX CULVERT
0010	376+83	STH 73		1			42"x72"x56' RC BOX CULVERT
0010	445+78	STH 73			1		42"x72"x45' RC BOX CULVERT
0010	255+71	STH 73				1	42"x72"x45' RC BOX CULVERT
		TOTAL 0010	1	1	1	1	

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	110+56	STH 73	1	30"X80' CPCM
0010	200+09	STH 73	1	30"X60' CPRC
0010	209+18	STH 73	1	36"X90' CPRC
0010	255+71	STH 73, RT	1	24"X20' CPCM
0010	421+99	STH 73 ,RT	1	24"x30' PVC (LANDOWNER'S PROPERTY)
0010	422+40	STH 73	1	42"X74 CPCM
0010	434+98	STH 73	1	30"X82' CPRC
0010	490+96	STH 73	1	30"X60' CPRC
		TOTAL 0010	8	

CATEGORY	STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
0010	39+79	-	40+16	LONE RD, LT	37	
0010	52+47	-	52+81	CENTURY RD, RT	36	
0010	133+24	-	133+53	LOVERS RD, RT	28	
0010	143+02	-	143+12	GILE CK BRIDGE SOUTH END	31	
0010	145+78	-	145+88	GILE CK BRIDGE NORTH END	31	
0010	158+20	-	158+52	CAPITAL RD, RT	36	
0010	184+47	-	184+74	WARNER DR, LT	27	
0010	210+98	-	211+24	LONE PINE RD, LT	26	
0010	210+95	-	211+25	LONE PINE RD, RT	29	
0010	263+57	-	263+84	STARKS RD, LT	28	
0010	290+20	-	290+41	HAZELNUT RD, LT	19	
0010	316+98	-	317+30	POPLAR RIVER RD, RT	29	
0010	369+85	-	370+20	CLOVERDALE RD, LT	39	
0010	369+86	-	370+14	CLOVERDALE RD, RT	28	
0010	422+71	-	422+98	COLBY FACTORY RD, LT	29	
0010	422+69	-	423+00	CTH N, RT	35	
0010	449+07	-	449+58	BLACK RIVER RD, LT	47	
0010	449+15	-	449+52	BLACK RIVER RD, RT	30	
0010	475+69	-	476+00	BROEK RD, RT	31	
0010	528+44	-	528+83	CTH N, LT	70	
0010	528+44	-	528+75	EDDY RD, RT	32	
0010	581+23	-	581+44	OAK RD, LT	22	
0010	581+16	-	581+42	OAK RD, RT	29	
0010	607+64	-	607+84	NORTH RD, LT	23	
0010	617+66	-	617+76	NORTH PROJECT LIMITS	34	
				TOTAL 0010	807	

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CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	4+43	-	5+03	MAINLINE	232	VARIABLE SWATH
0010	5+03	-	87+06	MAINLINE	28,454	30' SWATH
0010	87+06	-	91+25	MAINLINE	1,904	VARIABLE SWATH
0010	91+25	-	143+02	MAINLINE	17,181	30' SWATH
0010	145+88	-	240+56	MAINLINE	31,608	30" SWATH
0010	240+56	-	246+62	MAINLINE	2,498	VARIABLE SWATH
0010	246+62	-	614+51	MAINLINE	121,805	30' SWATH
0010	614+51	-	617+66	MAINLINE	1,206	VARIABLE SWATH
0010	39+62	-	40+24	LONE RD, LT	131	INTERSECTION
0010	52+09	-	53+22	CENTURY RD, RT	190	INTERSECTION
0010	132+96	-	133+82	LOVERS RD, RT	138	INTERSECTION
0010	157+85	-	158+72	CAPITAL RD, RT	150	INTERSECTION
0010	184+01	-	185+16	WARNER DR, LT	231	INTERSECTION
0010	210+74	-	211+54	LONE PINE RD, LT	128	INTERSECTION
0010	210+66	-	211+59	LONE PINE RD, RT	146	INTERSECTION
0010	238+63	-	241+51	WAYSIDE	804	1.5 - INCH DEPTH
0010	263+30	-	264+05	STARKS RD, LT	112	INTERSECTION
0010	290+01	-	290+59	HAZELNUT RD, LT	65	INTERSECTION
0010	316+80	-	317+48	POPLAR RIVER RD, RT	75	INTERSECTION
0010	369+68	-	370+40	CLOVERDALE RD, LT	84	INTERSECTION
0010	369+54	-	370+45	CLOVERDALE RD, RT	123	INTERSECTION
0010	421+26	-	425+86	COLBY FACTORY RD, LT	403	INTERSECTION
0010	420+45	-	425+35	CTH N, RT	534	INTERSECTION
0010	448+94	-	449+74	BLACK RIVER RD, LT	59	INTERSECTION
0010	448+94	-	449+71	BLACK RIVER RD, RT	72	INTERSECTION
0010	475+32	-	476+37	BROEK RD, RT	114	INTERSECTION
0010	527+38	-	530+94	CTH N, LT	412	INTERSECTION
0010	528+18	-	529+83	EDDY RD, RT	120	INTERSECTION
0010	581+01	-	581+67	OAK RD, LT	99	INTERSECTION
0010	580+88	-	581+82	OAK RD, RT	128	INTERSECTION
0010	607+48	-	608+08	NORTH RD, LT	84	INTERSECTION
				TOTAL 0010	209,290	

CATEGORY	STATION	LOCATION	204.0185 REMOVING MASONRY CY	REMARKS
0010	255+71	STH 73	7	RUBBLE MORTAR DITCH CHECK
		TOTAL 0010	7	

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	422+13	-	422+70	RT	83	CTH N SE QUADRANT
0010	422+33	-	422+72	LT	57	CTH N SW QUADRANT
0010	422+97	-	423+55	LT	85	CTH N NW QUADRANT
0010	423+01	-	423+31	RT	46	CTH N NE QUADRANT
0010	616+53	-	619+39	MEDIAN	594	INCLUDES REMOVING EXISTING MEDIAN NOSES
				TOTAL 0010	865	

CATEGORY	STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH	REMARKS
0010	110+56	STH 73	2	
0010	200+09	STH 73	2	
0010	255+71	STH 73	2	
0010	376+83	STH 73	2	
0010	209+18	STH 73	2	
0010	434+98	STH 73	2	
0010	445+78	STH 73	2	
0010	422+40	STH 73	2	
0010	15+45	STH 73, LT & RT	2	
0010	313+17	STH 73, LT	2	
0010	275+83	STH 73, RT	2	
0010	31+42	STH 73	2	
0010	238+56	STH 73	2	
0010	76+00	STH 73	2	
		TOTAL 0010	28	

CATEGORY	STATION	LOCATION	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. CULVERT ENDWALLS) EACH	REMARKS
0010	250+43	LT, RT	2	
0010	609+87	LT, RT	2	
		TOTAL 0010	4	

CATEGORY	STATION	LOCATION	208.1500.S TEMPORARY LANE SHIFT DURING CULVERT WORK EACH	REMARKS
0010	110+49	STH 73	1	AS NEEDED FOR CULVERT INSTALLATION
0010	209+05	STH 73	1	AS NEEDED FOR CULVERT INSTALLATION
0010	255+74	STH 73	1	AS NEEDED FOR CULVERT INSTALLATION
0010	376+83	STH 73	1	AS NEEDED FOR CULVERT INSTALLATION
		TOTAL 0010	4	

CATEGORY	STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 7050-00-72) EACH	REMARKS
0010	4+43	-	617+66	STH 73	1	MILLED SURFACE
				TOTAL 0010	1	

CATEGORY	STATION	LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 7050-00-72) EACH	REMARKS
0010	PROJECT	STH 73	1	
		TOTAL 0010	1	

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL (1)	AVAILABLE MATERIAL (2)	UNEXPANDED FILL	EXPANDED FILL (3) FACTOR 1.25	MASS ORDINATE +/- (4)	208.0100 BORROW	COMMENT
C-10-1092	85+00.00/91+64.24	STH 73	180	177	3	714	893	-890	890	GRADING
WAYSIDE	236+05.42/240+39.33	STH 73	612	135	477	652	815	-338	338	GRADING
B-10-0072	240+78.90/247+05.74	STH 73	938	182	756	2,089	2,611	-1,855	1,855	GRADING
CULV #: 10073025864	110+49	STH 73	288	30	258	288	360	-102	102	CULVERT REPLACEMENT
CULV #: 10073025867	200+09	STH 73	153	30	123	153	191	-68	68	CULVERT REPLACEMENT
CULV #: 10073025868	209+05	STH 73	300	30	270	300	375	-105	105	CULVERT REPLACEMENT
CULV #: 10073083468	238+51	STH 73	34	0	34	34	43	-9	9	CULVERT EXTENSION
CULV #: 10073025869	238+58	STH 73	33	0	33	33	41	-8	8	CULVERT EXTENSION
CULV #: 10073025872	255+74	STH 73	274	30	244	274	343	-99	99	CULVERT REPLACEMENT
CULV #: 10073025877	351+18	STH 73	271	30	241	271	339	-98	98	CULVERT REPLACEMENT
CULV #: 10073025877	376+83	STH 73	392	30	362	392	490	-128	128	CULVERT REPLACEMENT
CULV #: 10073025881	422+40	STH 73	309	30	279	309	386	-107	107	CULVERT REPLACEMENT
CULV #: 10073025882	434+98	STH 73	254	30	224	254	318	-94	94	CULVERT REPLACEMENT
CULV #: 10073025883	445+76	STH 73	297	30	267	297	371	-104	104	CULVERT REPLACEMENT
CULV #: 10073025885	490+96	STH 73	181	30	151	181	226	-75	75	CULVERT REPLACEMENT
TOTAL			4,516	794	3,722	6,241	7,802	-4,080	4,080	
		TOTAL COMMON EXC	4,516					TOTAL BORROW	4,080	

NOTES:
(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(2) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(3) EXPANDED FILL FACTOR = 1.25
(4) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSH MATERIAL TON	REMARKS
0010	4+43	-	617+76	STH 73	4739			SHOULDERS (1.5-INCH DEPTH)
0010	7+22	-	616+22	STH 73	976			DRIVEWAYS
0010	72+25	-	501+05	STH 73		25	165	LANE REPAIR LOCATIONS
0010			110+49	STH 73		179		CULVERT REPLACEMENT
0010			200+09	STH 73		179		CULVERT REPLACEMENT
0010			209+05	STH 73		181		CULVERT REPLACEMENT
0010			255+74	STH 73		179		CULVERT REPLACEMENT
0010			351+18	STH 73		179		CULVERT REPLACEMENT
0010			376+83	STH 73		179		CULVERT REPLACEMENT
0010			422+40	STH 73		183		CULVERT REPLACEMENT
0010			434+98	STH 73		181		CULVERT REPLACEMENT
0010			445+76	STH 73		191		CULVERT REPLACEMENT
0010			490+96	STH 73		179		CULVERT REPLACEMENT
				TOTAL 0010	5,715	1,835	165	

CATEGORY	STATION	LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.9000.S MATERIAL TRANSFER VEHICLE EACH	REMARKS
0010	PROJECT	STH 73	2	1	
		TOTAL 0010	2	1	

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6644 HMA PAVEMENT 4 MT 58-34 V TON	460.6645 HMA PAVEMENT 5 MT 58-34 V TON	REMARKS
0010	4+43	-	5+03	MAINLINE	32	23	19	VARIABLE SWATH
0010	5+03	-	87+06	MAINLINE	3,984	2,788	2,390	30" SWATH
0010	87+06	-	91+25	MAINLINE	267	187	160	VARIABLE SWATH
0010	91+25	-	143+02	MAINLINE	2,405	1,684	1,443	30' SWATH
0010	145+88	-	240+56	MAINLINE	4,424	3,098	2,655	30" SWATH
0010	240+56	-	246+62	MAINLINE	350	245	210	VARIABLE SWATH
0010	246+62	-	614+51	MAINLINE	17,052	11,934	10,235	30' SWATH
0010	614+51	-	617+66	MAINLINE	169	118	101	VARIABLE SWATH
0010	39+62	-	40+24	LONE RD, LT	18	13	11	INTERSECTION
0010	52+09	-	53+22	CENTURY RD, RT	27	19	16	INTERSECTION
0010	132+96	-	133+82	LOVERS RD, RT	19	14	12	INTERSECTION
0010	157+85	-	158+72	CAPITAL RD, RT	21	15	13	INTERSECTION
0010	184+01	-	185+16	WARNER DR, LT	32	23	19	INTERSECTION
0010	210+74	-	211+54	LONE PINE RD, LT	18	13	11	INTERSECTION
0010	210+66	-	211+59	LONE PINE RD, RT	20	14	12	INTERSECTION
0010	238+63	-	241+51	WAYSIDE	113	-	45	1.5 - INCH DEPTH
0010	263+30	-	264+05	STARKS RD, LT	16	11	9	INTERSECTION
0010	290+01	-	290+59	HAZELNUT RD, LT	9	6	5	INTERSECTION
0010	316+80	-	317+48	POPLAR RIVER RD, RT	11	7	6	INTERSECTION
0010	369+68	-	370+40	CLOVERDALE RD, LT	12	8	7	INTERSECTION
0010	369+54	-	370+45	CLOVERDALE RD, RT	17	12	10	INTERSECTION
0010	421+26	-	425+86	COLBY FACTORY RD, LT	56	39	34	INTERSECTION
0010	420+45	-	425+35	CTH N, RT	75	52	45	INTERSECTION
0010	448+94	-	449+74	BLACK RIVER RD, LT	8	6	5	INTERSECTION
0010	448+94	-	449+71	BLACK RIVER RD, RT	10	7	6	INTERSECTION
0010	475+32	-	476+37	BROEK RD, RT	16	11	10	INTERSECTION
0010	527+38	-	530+94	CTH N, LT	58	40	35	INTERSECTION
0010	528+18	-	529+83	EDDY RD, RT	17	12	10	INTERSECTION
0010	581+01	-	581+67	OAK RD, LT	14	10	8	INTERSECTION
0010	580+88	-	581+82	OAK RD, RT	18	13	11	INTERSECTION
0010	607+48	-	608+08	NORTH RD, LT	12	8	7	INTERSECTION
				TOTAL 0010	29,300	20,430	17,560	

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	REMARKS
0010	422+53	STH 73, RT	13	CENTER OF CURB
0010	423+26	STH 73, RT	13	NORTH END OF CURB
		TOTAL 0010	26	

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
0010	72+25	-	501+05	STH 73	68			LANE REPAIR LOCATIONS
0010			110+49	STH 73	118			CULVERT REPLACEMENT
0010			200+09	STH 73	118			CULVERT REPLACEMENT
0010			209+05	STH 73	119			CULVERT REPLACEMENT
0010			255+74	STH 73	118			CULVERT REPLACEMENT
0010			351+18	STH 73	118			CULVERT REPLACEMENT
0010			376+83	STH 73	118			CULVERT REPLACEMENT
0010			422+40	STH 73	120			CULVERT REPLACEMENT
0010			434+98	STH 73	119			CULVERT REPLACEMENT
0010			445+76	STH 73	126			CULVERT REPLACEMENT
0010			490+96	STH 73	118			CULVERT REPLACEMENT
0010	4+42	-	617+76	STH 73		250	70	
				TOTAL 0010	1,260	250	70	

CATEGORY	STATION	TO	STATION	LOCATION	465.0560 ASPHALT RUMBLE STRIPS, CENTERLINE LF	REMARKS
0010	4+42	-	617+76	STH 73	54,335	
				TOTAL 0010	54,335	

CATEGORY	STATION	LOCATION	520.3630 CULVERT PIPE CLASS III-B NON-METAL 30-INCH LF	520.3636 CULVERT PIPE CLASS III-B NON-METAL 36-INCH LF	REMARKS
0010	110+56	STH 73	78		
0010	200+09	STH 73	58		
0010	255+71	STH 73	77		
0010	376+83	STH 73	92		
0010	209+18	STH 73		84	
0010	434+98	STH 73		77	
		TOTAL 0010	305	161	

CATEGORY	STATION	LOCATION	520.8700 CLEANING CULVERT PIPES EACH	REMARKS
0010	53+17	STH 73	1	24"x86' CPRC
0010	86+84	STH 73	1	24"x88' CPRC
		TOTAL 0010	2	

CATEGORY	STATION	LOCATION	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0172 CULVERT PIPE REINFORCED CONCRETE CLASS III 72-INCH LF	522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	REMARKS
0010	351+11	STH 73	86			
0010	490+96	STH 73	60			
0010	445+78	STH 73		86		
0010	422+40	STH 73			75	
		TOTAL 0010	146	86	75	

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CATEGORY	STATION	LOCATION	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	524.0148 CULVERT PIPE SALVAGED 48-INCH LF	524.0160 CULVERT PIPE SALVAGED 60-INCH LF	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	524.0648 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 48-INCH EACH	REMARKS
0010	15+45	STH 73, LT & RT	48				2			
0010	313+17	STH 73, LT	11				1			
0010	275+83	STH 73, RT		18				2		
0010	31+84	STH 73			165				6	3 PIPES - 29LF LT, 26LF RT
0010	238+56	STH 73			48				2	
0010	76+00	STH 73				82				
		TOTAL 0010	59	18	213	82	3	2	8	

CATEGORY	STATION	TO	STATION	LOCATION	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	REMARKS
0010	616+53	-	619+39	MEDIAN	595			
0010	422+13	-	422+70	RT		83		CTH N SE QUADRANT
0010	422+33	-	422+72	LT		57		CTH N SW QUADRANT
0010	422+97	-	423+55	LT		85		CTH N NW QUADRANT
0010	423+01	-	423+31	RT		46		CTH N NE QUADRANT
0010	242+01	-	242+59	LT, B-10-0072 SW QUAD			58	
0010	242+24	-	242+82	RT, B-10-0072 SE QUAD			58	
				TOTAL 0010	595	271	116	

CATEGORY	STATION	TO	STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	REMARKS
0010	241+85	-	246+15	STH 73	430	860	STAGE 1 & 2
				TOTAL 0010	430	860	

CATEGORY	STATION	LOCATION	602.3010 CONCRETE SURFACE DRAINS CY	REMARKS
0010	242+16	LT, B-10-0072 SW QUAD	3	
0010	242+39	RT, B-10-0072 SE QUAD	2	
		TOTAL 0010	5	

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0700 GROUTED RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	110+56	STH 73, LT	4		8	ENDWALL
0010	200+09	STH 73, RT	6		12	ENDWALL
0010	209+18	STH 73, RT	6		12	ENDWALL
0010	242+13	LT, B-10-0072 SW QUAD	3		6	SURFACE DRAIN
0010	242+36	RT, B-10-0072 SE QUAD	3		6	SURFACE DRAIN
0010	242+36	STH 73, LT		75	150	NON-STD SLOPES
0010	244+75	STH 73, RT		90	180	NON-STD SLOPES
0010	250+45	STH 73, RT	3		6	ENDWALL
0010	255+71	STH 73, RT	6		12	DITCH
0010	313+17	STH 73, LT	6		12	ENDWALL
0010	376+85	STH 73, RT	5		10	ENDWALL
0010	422+40	STH 73, LT	6		12	ENDWALL
0010	445+78	STH 73, LT	77		154	ENDWALL
0010	609+84	STH 73, LT	4		8	ENDWALL
		TOTAL 0010	129	165	588	

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CATEGORY	STATION	LOCATION	614.0905 CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
0010	241+85	STH 73 NB	1	2	OM-3R (WO-58R)	TL-3	UNIDIRECTIONAL	L	WORK ZONE
0010	246+15	STH 73 NB	1	2	OM-3L (WO-58L)	TL-3	UNIDIRECTIONAL	R	WORK ZONE
0010	241+85	STH 73 SB	1	2	OM-3R (WO-58R)	TL-3	UNIDIRECTIONAL	L	WORK ZONE
0010	246+15	STH 73 SB	1	2	OM-3L (WO-58L)	TL-3	UNIDIRECTIONAL	R	WORK ZONE
		TOTAL 0010	4						

CATEGORY	STATION	LOCATION	624.0100 WATER MGAL	REMARKS
0010	PROJECT	STH 73	12	BASE AGG & DUST CONTROL
		TOTAL 0010	12	

CATEGORY	STATION	TO	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	616+48	-	616+53	MEDIAN ISLAND	47	
0010	619+38	-	619+44	MEDIAN ISLAND	44	
				TOTAL 0010	91	

CATEGORY	STATION	TO	STATION	LOCATION	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	REMARKS
0010	88+19	-	89+99	LT	180	2	112.5		2	SEE X-SECTIONS FOR GRADING
0010	88+33	-	90+12	RT	180	2	112.5		2	SEE X-SECTIONS FOR GRADING
0010	237+47	-	239+26	RT	180	2				
0010	241+76	-	242+62	LT	85	1		40	1	SEE X-SECTIONS FOR GRADING
0010	241+99	-	242+84	RT	85	1		40	1	SEE X-SECTIONS FOR GRADING
0010	244+32	-	245+17	LT	85	1		40	1	SEE X-SECTIONS FOR GRADING
0010	244+54	-	245+40	RT	85	1	25	40	1	SEE X-SECTIONS FOR GRADING
				TOTAL 0010	880	10	250	160	8	

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0500 SEED WATER MGAL	REMARKS
0010	5+03			STH 73, LT		35		35	0.02	1.6	0.20	
0010	15+45			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	31+84			STH 73, LT & RT		80	20	60	0.05	3.6	0.50	
0010	76+00			STH 73, LT & RT		40	40		0.03	1.8	0.25	
0010	85+50	-	91+50	STH 73, LT & RT		1,350	1350		0.85	60.9	7.40	C-10-1092
0010	110+56			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	200+09			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	209+18			STH 73, LT & RT		30	30		0.02	1.4	0.20	
0010	236+00	-	240+30	STH 73, LT & RT		2,420	2420		1.53	109	13.40	WAYSIDE
0010	240+80	-	247+25	STH 73, LT & RT		2,975	1630	1345	1.88	134	16.40	B-10-0072
0010	250+43			STH 73, LT & RT		15	15		0.01	0.7	0.10	
0010	255+71			STH 73, LT & RT		30	30		0.02	1.4	0.20	
0010	313+17			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	351+11			STH 73, LT & RT		30	30		0.02	1.4	0.20	
0010	376+83			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	421+99			STH 73, RT	90		90		0.06	4.1	0.50	DWY REMOVAL
0010	422+40			STH 73, LT & RT		125	80	45	0.08	5.6	0.70	INCL C&G
0010	423+30			STH 73, LT & RT		115	70	45	0.07	5.2	0.65	INCL C&G
0010	434+98			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	445+78			STH 73, LT & RT		125	125		0.08	5.6	0.70	
0010	490+96			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	609+87			STH 73, LT & RT		20	20		0.01	0.9	0.10	
0010	618+00			STH 73		320	320		0.20	14.5	1.80	MEDIAN ISLAND
				TOTAL 0010	90	7,850	6,410	1,530	5	358	44	

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CATEGORY	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	REMARKS
0010	PROJECT	STH 73	8	2	
		TOTAL 0010	8	2	

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	633.5200 MARKERS CULVERT END EACH	REMARKS
0010	110+56	STH 73	3	2	30-INCH
0010	200+09	STH 73	3	2	30-INCH
0010	255+71	STH 73	3	2	30-INCH
0010	376+83	STH 73	3	2	30-INCH
0010	209+18	STH 73	4	2	36-INCH
0010	434+98	STH 73	4	2	36-INCH
0010	445+78	STH 73	8	2	72-INCH
0010	422+40	STH 73	5	2	42-INCH
0010	15+45	STH 73, LT & RT	3	2	30-INCH
0010	313+17	STH 73, LT	3	2	30-INCH
0010	275+83	STH 73, RT	4	2	36-INCH
0010	31+42	STH 73	6	2	48-INCH
0010	238+56	STH 73	6	2	48-INCH
0010	76+00	STH 73	7	2	60-INCH
		TOTAL 0010	62	28	

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
0010	15+45			STH 73	200	200	
0010	31+84			STH 73	200	200	
0010	76+00			STH 73	200	200	
0010	85+00	-	92+00	STH 73	1200	1200	
0010	110+56			STH 73	200	200	
0010	200+09			STH 73	200	200	
0010	209+18			STH 73	200	200	
0010	235+50	-	247+50	STH 73	2330	2330	
0010	255+71			STH 73	200	200	
0010	313+17			STH 73	100	100	
0010	351+11			STH 73	150	150	
0010	376+83			STH 73	200	200	
0010	422+40			STH 73	100	100	
0010	435+00			STH 73	100	100	
0010	445+78			STH 73	400	400	
0010	490+96			STH 73	200	200	
				TOTAL 0010	6,180	6,180	

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	REMARKS
0010	4+42	-	617+76	STH 73	105550			LEVELING & FINAL LAYER YL CL
0010	239+57	-	242+80	STH 73	490			WHITE EDGELINE
0010	244+35	-	247+90	STH 73	520			WHITE EDGELINE
0010	236+00	-	239+50	STH 73	700			DOUBLE YELLOW
0010	247+90	-	251+40	STH 73	700			DOUBLE YELLOW
0010	242+80	-	244+35	STH 73		310		AT B-10-0072
0010	239+57						12	
0010	247+89						12	
				TOTAL 0010	107,960	310	24	

STATION	TO	STATION	LOCATION	APPROXIMATE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	REMARKS
239+57	-	247+90	STH 73	45	2,160	450	1,080	1,800	B-10-0072
		PROJECT	STH 73	45	675			180	SHLD CLOSURE
		PROJECT	STH 73	160				2,560	SIDE ROADS
		PROJECT	STH 73	25				1,050	MILLED SURFACE
		PROJECT	STH 73	160				1,600	ADVANCE WARNING
		PROJECT	STH 73	15	780				LANE SHIFT FOR HIGH FILL CULVERT
		PROJECT	STH 73	15	780				CURB REPLACEMENT
			TOTAL 0010		4,395	450	1,080	7,190	

CATEGORY	STATION	LOCATION	628.1504 TURBIDITY BARRIERS SY
0010	244+50	STH 73	30
		TOTAL 0010	30

CATEGORY	STATION	TO	STATION	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.821 MARKING CURB EPOXY LF	646.822 MARKING ISLAND NOSE EPOXY EACH	REMARKS
0010	4+42	-	617+76	STH 73	122670				WHITE EDGELINE
0010	4+42	-	617+76	STH 73	61840				YELLOW CENTERLINE
0010	614+50	-	616+50	STH 73		45			YELLOW
0010	616+50	-	619+50	STH 73			120	2	YELLOW
				TOTAL 0010	184,510	45	120	2	

CATEGORY	STATION	TO	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	REMARKS
0010	240+00	-	247+00	STH 73	1,100	EDGELINE, CENTERLINE
				TOTAL 0010	1,100	

CATEGORY	STATION	LOCATION	646.5520 MARKING OUTFALL EPOXY EACH	REMARKS
0010	5+73	LT	1	LOCATION APPROXIMATE
0010	6+73	RT	1	LOCATION APPROXIMATE
0010	8+17	LT	1	LOCATION APPROXIMATE
0010	30+30	LT	1	LOCATION APPROXIMATE
0010	32+07	LT	1	LOCATION APPROXIMATE
0010	33+64	LT	1	LOCATION APPROXIMATE
0010	65+96	LT	1	LOCATION APPROXIMATE
0010	86+91	LT	1	LOCATION APPROXIMATE
0010	89+10	LT	1	LOCATION APPROXIMATE
0010	91+10	LT	1	LOCATION APPROXIMATE
0010	153+82	LT	1	LOCATION APPROXIMATE
0010	185+99	LT	1	LOCATION APPROXIMATE
0010	188+09	LT	1	LOCATION APPROXIMATE
0010	209+77	LT	1	LOCATION APPROXIMATE
0010	245+33	LT	1	LOCATION APPROXIMATE
0010	247+32	LT	1	LOCATION APPROXIMATE
0010	250+68	LT	1	LOCATION APPROXIMATE
0010	253+47	LT	1	LOCATION APPROXIMATE
0010	301+87	LT	1	LOCATION APPROXIMATE
0010	357+74	LT	1	LOCATION APPROXIMATE
0010	360+23	LT	1	LOCATION APPROXIMATE
0010	447+04	RT	1	LOCATION APPROXIMATE
0010	447+24	LT	1	LOCATION APPROXIMATE
0010	503+18	LT	1	LOCATION APPROXIMATE
0010	505+94	LT	1	LOCATION APPROXIMATE
0010	508+22	LT	1	LOCATION APPROXIMATE
0010	518+59	RT	1	LOCATION APPROXIMATE
		TOTAL 0010	27	

CATEGORY	STATION	TO	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	REMARKS
0010	616+53	-	619+39	MEDIAN	595	
0010	422+13	-	422+70	RT	83	CTH N SE QUADRANT
0010	422+33	-	422+72	LT	57	CTH N SW QUADRANT
0010	422+97	-	423+55	LT	85	CTH N NW QUADRANT
0010	423+01	-	423+31	RT	46	CTH N NE QUADRANT
0010	242+01	-	242+59	LT, B-10-0072 SW QUAD	58	
0010	242+24	-	242+82	RT, B-10-0072 SE QUAD	58	
				TOTAL 0010	982	

CATEGORY	STATION	LOCATION	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	REMARKS
0010	110+56	STH 73	1	30-INCH
0010	200+09	STH 73	1	30-INCH
0010	255+71	STH 73	1	30-INCH
0010	376+83	STH 73	1	30-INCH
0010	209+18	STH 73	1	36-INCH
0010	434+98	STH 73	1	36-INCH
0010	445+78	STH 73	1	72-INCH
0010	422+40	STH 73	1	42-INCH
0010	15+45	STH 73, LT & RT	1	30-INCH
0010	313+17	STH 73, LT	1	30-INCH
0010	275+83	STH 73, RT	1	36-INCH
0010	31+42	STH 73	1	48-INCH
0010	238+56	STH 73	1	48-INCH
0010	76+00	STH 73	1	60-INCH
		TOTAL 0010	14	

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CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 7050-00-72) EACH	REMARKS
0010	4+43	-	617+76	PROJECT LIMITS	61400	1	
				TOTAL 0010	61,400	1	

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	REMARKS
0010	56+08	-			60	CULVERT REPLACEMENT
0010	110+56	-			60	CULVERT REPLACEMENT
0010	200+09	-			60	CULVERT REPLACEMENT
0010	209+18	-			60	CULVERT REPLACEMENT
0010	255+71	-			60	CULVERT REPLACEMENT
0010	351+11	-			60	CULVERT REPLACEMENT
0010	376+85	-			60	CULVERT REPLACEMENT
0010	422+13	-	422+72	RT	88	CTH N
0010	422+28	-			90	CULVERT REPLACEMENT
0010	422+37	-	422+73	LT	59	CTH N
0010	422+95	-	423+54	LT	89	CTH N
0010	422+99	-	423+32	RT	48	CTH N
0010	435+03	-			60	CULVERT REPLACEMENT
0010	445+78	-			60	CULVERT REPLACEMENT
0010	538+72	-			60	CULVERT REPLACEMENT
0010	616+46	-	619+46		626	MEDIAN ISLAND
				TOTAL 0010	1,600	

CATEGORY	STATION	TO	STATION	LOCATION	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	85+00	-	91+64	STH 73	665	GRADING AT C-10-1092
0010	236+05	-	240+39	STH 73	435	GRADING AT WAYSIDE
0010	240+79	-	242+84	STH 73	205	GRADING AT B-10-0072
0010	244+32	-	247+06	STH 73	275	GRADING AT B-10-0072
				TOTAL 0010	1,580	

CATEGORY	STATION	LOCATION	661.0101 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES (B-10-0072) EACH	REMARKS
0010	240+10	STH 73, RT	1	STAGE 1 & 2
0010	247+30	STH 73, LT	1	STAGE 1 & 2
		TOTAL 0010	2	

CATEGORY	STATION	LOCATION	999.2000.S INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) 01. 255+71 EACH	999.2000.S INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) 02. 351+11 EACH	999.2000.S INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) 03. 376+83 EACH	999.2000.S INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM (STATION) 04. 445+78 EACH	REMARKS
0010	255+71	STH 73	1				C-10-0944
0010	351+11	STH 73		1			C-10-0945
0010	376+83	STH 73			1		C-10-0946
0010	445+78	STH 73				1	C-10-0947
		TOTAL 0010	1	1	1	1	

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0035.01 SPECIAL (01. WIDENING REPAIR EXCAVATION) CY	SPV.0060.01 SPECIAL (01. WIDENING REPAIR DRAINOUT) EACH	SPV.0195.01 SPECIAL (01. SALVAGED ASPHALTIC PAVEMENT BASE) TON	REMARKS
0010	72+25	-	73+25	LT	32	1	6	SEE LANE REPAIR DETAILS
0010	78+25	-	80+00	RT	55	1	10	SEE LANE REPAIR DETAILS
0010	81+40	-	84+40	RT	95	1	18	SEE LANE REPAIR DETAILS
0010	94+75	-	97+25	RT	79	1	14	SEE LANE REPAIR DETAILS
0010	119+85	-	121+10	RT	40	1	7	SEE LANE REPAIR DETAILS
0010	124+60	-	125+10	LT	16	1	3	SEE LANE REPAIR DETAILS
0010	283+50	-	284+50	LT	32	1	6	SEE LANE REPAIR DETAILS
0010	285+25	-	286+00	LT	24	1	4	SEE LANE REPAIR DETAILS
0010	285+50	-	287+25	RT	55	1	10	SEE LANE REPAIR DETAILS
0010	286+65	-	287+65	LT	32	1	6	SEE LANE REPAIR DETAILS
0010	324+20	-	324+80	RT	19	1	3	SEE LANE REPAIR DETAILS
0010	351+60	-	352+00	RT	13	1	3	SEE LANE REPAIR DETAILS
0010	352+25	-	353+00	RT	24	1	4	SEE LANE REPAIR DETAILS
0010	353+50	-	354+25	RT	24	1	4	SEE LANE REPAIR DETAILS
0010	478+60	-	480+60	LT	63	1	11	SEE LANE REPAIR DETAILS
0010	500+05	-	501+05	LT	32	1	6	SEE LANE REPAIR DETAILS
				TOTAL 0010	635	16	115	

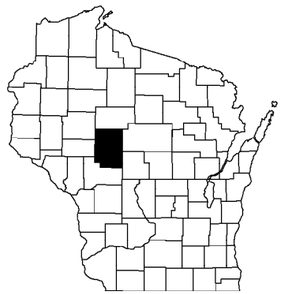
CATEGORY	STATION	TO	STATION	LOCATION	SPV.0180.02 SPECIAL (SPECIAL (02. DITCH CLEANING)) SY	REMARKS
0010	4+93	-	5+13	LT	23	
0010	422+18	-	422+38	RT	23	
				TOTAL 0010	46	

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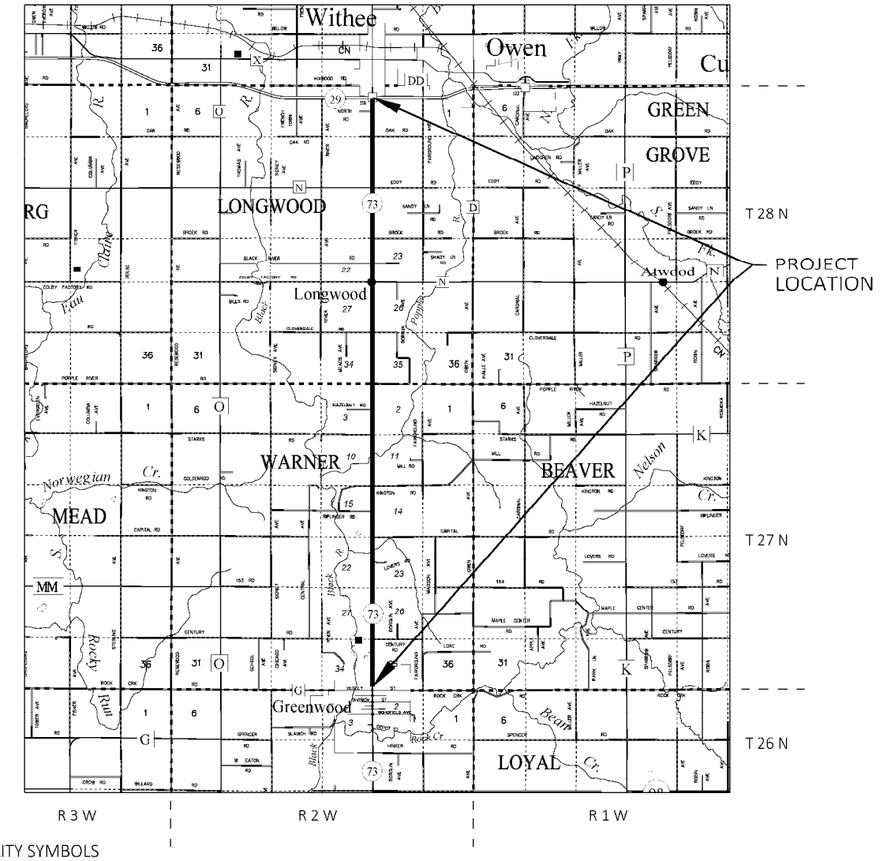
PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

DESCRIPTION	STATION/LOCATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO USE	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12-FT DRVING LANE	4+42 - 617+76 STH 73 NB	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-34V	8172	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 ACCEPTED BY CORES
12-FT DRVING LANE	4+42 - 617+76 STH 73 NB	UPPER LAYER	4 MT 58-34V	HMA PAVEMENT 5 MT 58-34V	7024	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 ACCEPTED BY CORES
SHOULDERS	4+42 - 617+76 STH 73 NB	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-34V	2043	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 NOT ELIGIBLE FOR INCENTIVE, ACCEPTED BY CORES
SHOULDERS	4+42 - 617+76 STH 73 NB	UPPER LAYER	4 MT 58-34V	HMA PAVEMENT 5 MT 58-34V	1756	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 NOT ELIGIBLE FOR INCENTIVE, ACCEPTED BY CORES
12-FT DRVING LANE	4+42 - 617+76 STH 73 SB	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-34V	8172	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 ACCEPTED BY CORES
12-FT DRVING LANE	4+42 - 617+76 STH 73 SB	UPPER LAYER	4 MT 58-34V	HMA PAVEMENT 5 MT 58-34V	7024	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 ACCEPTED BY CORES
SHOULDERS	4+42 - 617+76 STH 73 SB	LOWER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 MT 58-34V	2043	1.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 NOT ELIGIBLE FOR INCENTIVE, ACCEPTED BY CORES
SHOULDERS	4+42 - 617+76 STH 73 SB	UPPER LAYER	4 MT 58-34V	HMA PAVEMENT 5 MT 58-34V	1756	1.5"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTVIE DENSITY PWL HMA PAVEMENT SPV.0055.01 NOT ELIGIBLE FOR INCENTIVE, ACCEPTED BY CORES
CULVERT PATCHES	VARIOUS, STH 73	PATCH	BASE AGGREGATE	ASPHALTIC SURFACE	1192	6"	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)
LANE REPAIR	VARIOUS, STH 73	REPAIR	ASPHALT BASE	ASPHALTIC SURFACE	68	3"	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)
DRIVEWAYS	VARIOUS, STH 73	ENTRANCES	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	70	3"	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)
MILLING REPAIR	VARIOUS, STH 73	REPAIR	MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE PATCHING	250	VARIES	(SS 465)	ORDINARY COMPACTION (SS 450.3.2.6.2)



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
7050-00-22
NEILLSVILLE - THORP
HUNT STREET TO STH 29 E
STH 73
CLARK COUNTY



LAYOUT
SCALE 0 1.5 MI.

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	○
TELEPHONE POLE	◆	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✖	⌀

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER —W—
GAS —G—
TELEPHONE —T—
OVERHEAD TRANSMISSION LINES —OH—
ELECTRIC —E—
CABLE TELEVISION —TV—
FIBER OPTIC —FO—
SANITARY SEWER —SAN—
STORM SEWER —SS—
ELECTRIC TOWER ⊠

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 7050-00-22.

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

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

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

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER	7050-00-22-4.01
SHEET	2 OF 2
AMENDMENT NO:	43

4

TRANSPORTATION PROJECT PLAT NO: 7050-00-22-4.01

THAT PART OF THE GOVERNMENT LOT 3, AND PART OF GOVERNMENT LOT 2, SECTION 34, TOWNSHIP 27 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN, AND AND PART OF THE SW 1/4 OF THE NW 1/4, SECTION 35, TOWNSHIP 27 NORTH, RANGE 2 WEST, TOWN OF WARNER, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, HUNT STREET TO STH 29 E, CLARK COUNTY.

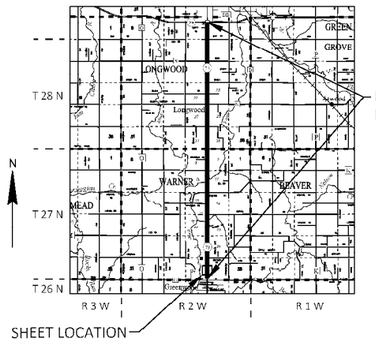
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

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

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

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

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / N MAIN ST	DIVISION JOB NO. 6367	1937

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
1	STIEGLITZ DAIRY, LLC	FEE / TLE	0.06	-	0.06	0.01
2	MARK D. & BEVERLY M. BREY	TLE	-	-	-	0.01

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	1	V. 602D, P. 732, DOC. 480260	TDS/BADGER TELECOM

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS / BADGER TELECOM	RELEASE OF RIGHTS

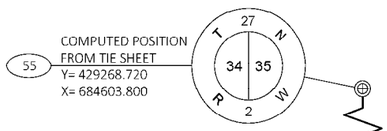
658563

RECORDED 12/12/2023 09:01 AM
Mary A. Denk
REGISTER OF DEEDS OFFICE
CLARK COUNTY, WI
Rec Fee: 25.00
PAGES: 2

The above recording information verifies this document has been electronically recorded and returned.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-22-4.01
SHEET 1 OF 2

4



CITY

50'

50'

PL

16

STH 73 / N MAIN ST

282

283

284

285

TLE - SLOPES
0.01 AC.

1

743

742

741

740

OF

R/L= N00°10'34"W

15

281

280

287

286

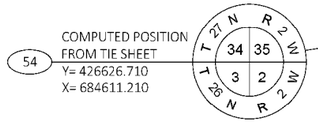
GOV LOT 3
SECTION 34

SECTION LINE

50'

50'

SECTION LINE IS NOT COINCIDENT WITH R/L



NW-SW
SECTION 35

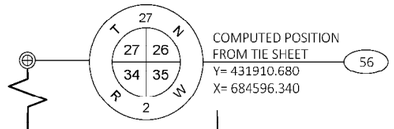
GREENWOOD

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
280	14+89.69	0.30' LT
281	14+89.69	50.30' LT
282	15+62.19	50.28' LT
283	15+62.19	0.28' LT
284	15+62.19	0.00'
285	15+62.19	49.72' RT
286	14+89.69	49.70' RT
287	14+89.69	0.00'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
740	15+15.11	50.30' LT
741	15+24.71	57.09' LT
742	15+27.21	57.08' LT
743	15+36.78	50.29' LT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
280 - 281	S 89° 49' 26" W	50.00'
281 - 282	N 00° 09' 39" W	72.50'
282 - 283	N 89° 49' 26" E	50.00'
283 - 284	N 89° 49' 26" E	0.28'
284 - 285	N 89° 49' 26" E	49.72'
285 - 286	S 00° 09' 39" E	72.50'
286 - 287	S 89° 49' 26" W	49.70'
287 - 280	S 89° 49' 26" W	0.30'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
54 - 280	N 00° 09' 39" W	1489.58'
280 - 283	N 00° 09' 39" W	72.50'
283 - 55	N 00° 09' 39" W	1079.94'
54 - 55	N 00° 09' 39" W	2642.02'



CITY

55'

50'

33

PL

GOV LOT 2
SECTION 34

305

307

308

306

304

1

303

302

OF

R/L= N00°10'34"W

32

STH 73

310

309

301

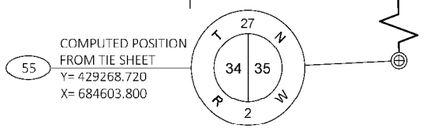
31

SECTION LINE

55'

50'

SECTION LINE IS NOT COINCIDENT WITH R/L



GREENWOOD

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
55 - 310	N 00° 09' 42" W	491.16'
310 - 307	N 00° 09' 42" W	105.89'
307 - 56	N 00° 09' 42" W	2044.92'
55 - 56	N 00° 09' 42" W	2641.97'

TOWN

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
301	31+33.28	0.00'
302	31+33.28	54.87' LT
303	31+70.09	93.91' LT
304	31+98.86	93.99' LT
305	32+39.17	54.85' LT
306	32+39.17	0.00'
307	32+39.17	0.15' RT
308	32+39.17	50.15' RT
309	31+33.28	50.13' RT
310	31+33.28	0.13' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
750	32+05.13	50.14' RT
751	31+97.84	57.39' RT
752	31+70.58	58.09' RT
753	31+61.62	50.13' RT

OF

750

751

2

TLE - SLOPES
0.01 AC.

752

753

SW-NW
SECTION 35

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
301 - 302	S 89° 49' 26" W	54.87'
302 - 303	N 46° 51' 54" W	53.65'
303 - 304	N 00° 20' 30" W	28.77'
304 - 305	N 43° 58' 56" E	56.20'
305 - 306	N 89° 49' 26" E	54.85'
306 - 307	N 89° 49' 26" E	0.15'
307 - 308	N 89° 49' 26" E	50.00'
308 - 309	S 00° 09' 42" E	105.89'
309 - 310	S 89° 49' 26" W	50.00'
310 - 301	S 89° 49' 26" W	0.13'

WARNER

N

SCALE, FEET
0 20 40

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN
JASON L. CANCE
S-2688
CHIPPEWA FALLS WI
LAND SURVEYOR

SIGNATURE: _____ DATE: 12-6-23

PRINT NAME: JASON L. CANCE

REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION

SIGNATURE: Aaron Gustafson DATE: 12-7-23

PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 12-6-23

PLOT DATE : 12/6/2023 3:01 PM PLOT BY : NICOLE STEINMETZ PLOT NAME :

7050-00-22-4.01

TRANSPORTATION PROJECT PLAT NO: 7050-00-22-4.02

THAT PART OF THE SE 1/4 OF THE SE 1/4, SECTION 22, AND PART OF THE NW 1/4 OF THE NW 1/4, SECTION 14, ALL IN TOWNSHIP 27 NORTH, RANGE 2 WEST, TOWN OF WARNER, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, HUNT STREET TO STH 29 E, CLARK COUNTY.

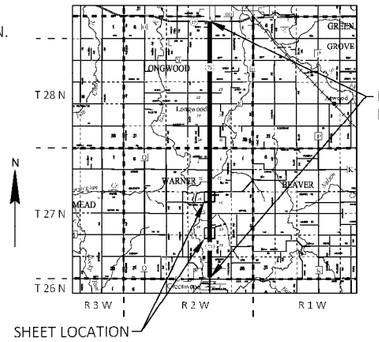
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658563.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ⅝" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73	DIVISION JOB NO. 6367	1937

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
3	TRUSTEE OF WILLIAM J. HERR REVOCABLE TRUST	FEE	0.01	0.13	0.14	-
4	STAMP IRREVOCABLE TRUST	FEE	0.01	0.02	0.03	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
81	CLARK ELECTRIC COOPERATIVE (ELECTRIC)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
81	3	V. 154, P. 256, DOC. 221197	CLARK ELECTRIC COOPERATIVE

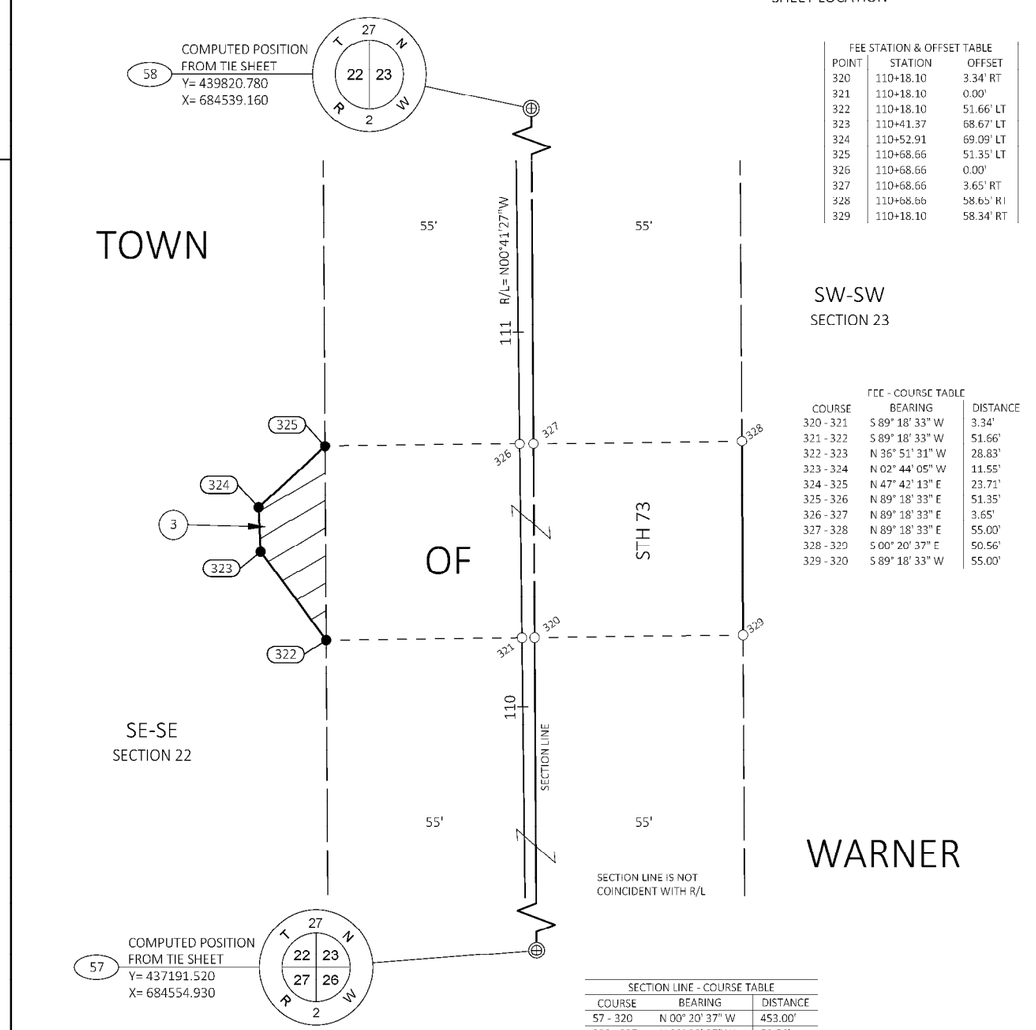
659019

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Mary A. Denk
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CLARK COUNTY, WI
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PROJECT NUMBER 7050-00-22-4.02

4



FEE STATION & OFFSET TABLE

POINT	STATION	OFFSET
320	110+18.10	3.34' RT
321	110+18.10	0.00'
322	110+18.10	51.66' LT
323	110+41.37	68.67' LT
324	110+52.91	69.09' LT
325	110+68.66	51.35' LT
326	110+68.66	0.00'
327	110+68.66	3.65' RT
328	110+68.66	58.65' RT
329	110+18.10	58.34' RT

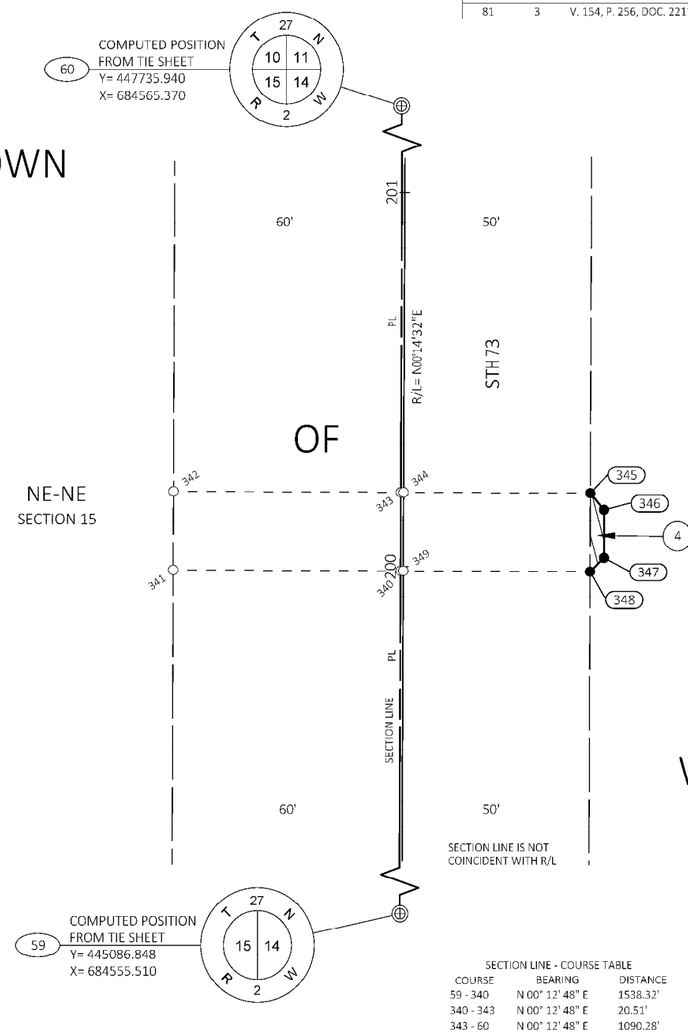
SW-SW
SECTION 23

FEE - COURSE TABLE

COURSE	BEARING	DISTANCE
320 - 321	S 89° 18' 33" W	3.34'
321 - 322	S 89° 18' 33" W	51.66'
322 - 323	N 36° 51' 31" W	28.83'
323 - 324	N 02° 44' 05" W	11.55'
324 - 325	N 47° 42' 13" E	23.71'
325 - 326	N 89° 18' 33" E	51.35'
326 - 327	N 89° 18' 33" E	3.65'
327 - 328	N 89° 18' 33" E	55.00'
328 - 329	S 00° 20' 37" E	50.56'
329 - 320	S 89° 18' 33" W	55.00'

SECTION LINE - COURSE TABLE

COURSE	BEARING	DISTANCE
57 - 320	N 00° 20' 37" W	453.00'
320 - 327	N 00° 20' 37" W	50.56'
327 - 58	N 00° 20' 37" W	2125.75'
57 - 58	N 00° 20' 37" W	2629.31'



FEE STATION & OFFSET TABLE

POINT	STATION	OFFSET
340	199+98.88	0.71' LT
341	199+98.88	60.71' LT
342	200+19.40	60.72' LT
343	200+19.40	0.72' LT
344	200+19.40	0.00'
345	200+19.40	49.28' RT
346	200+14.99	52.91' RT
347	200+02.53	52.96' RT
348	199+98.88	49.29' RT
349	199+98.88	0.00'

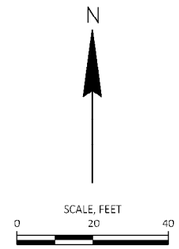
NW-NW
SECTION 14

FEE - COURSE TABLE

COURSE	BEARING	DISTANCE
340 - 341	N 89° 45' 28" W	60.00'
341 - 342	N 00° 12' 48" E	20.51'
342 - 343	S 89° 45' 28" E	60.00'
343 - 344	S 89° 45' 28" E	0.72'
344 - 345	S 89° 45' 28" E	49.28'
345 - 346	S 39° 14' 16" E	5.71'
346 - 347	S 00° 00' 00" E	12.46'
347 - 348	S 45° 25' 31" W	5.17'
348 - 349	N 89° 45' 28" W	49.29'
349 - 340	N 89° 45' 28" W	0.71'

SECTION LINE - COURSE TABLE

COURSE	BEARING	DISTANCE
59 - 340	N 00° 12' 48" E	1538.32'
340 - 343	N 00° 12' 48" E	20.51'
343 - 60	N 00° 12' 48" E	1090.28'
59 - 60	N 00° 12' 48" E	2649.11'



SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN
JASON L. CANCE
S-2688
CHIPPEWA FALLS WI
LAND SURVEYOR

SIGNATURE: _____ DATE: 1-10-24

PRINT NAME: JASON L. CANCE

REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION

SIGNATURE: Aaron Gustafson DATE: 1-10-24

PRINT NAME: AARON GUSTAFSON

45

TRANSPORTATION PROJECT PLAT NO: 7050-00-22-4.03

THAT PART OF THE NW 1/4 OF THE NW 1/4, SECTION 14, TOWNSHIP 27 NORTH, RANGE 2 WEST, TOWN OF WARNER, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, HUNT STREET TO STH 29 E, CLARK COUNTY.

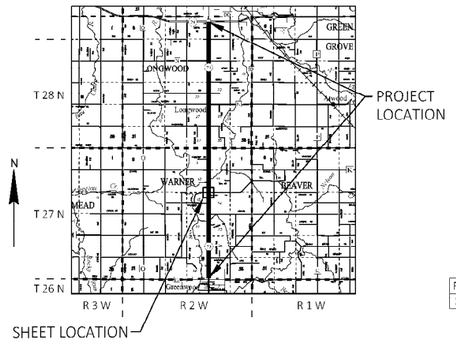
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658563.

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

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

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

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73	DIVISION JOB NO. 6367	1937

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
4	STAMP IRREVOCABLE TRUST	FEE	0.01	0.06	0.07	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
81	CLARK ELECTRIC COOPERATIVE (ELECTRIC)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
81	4	NO RECORD OF EASEMENT	CLARK ELECTRIC COOPERATIVE

658895

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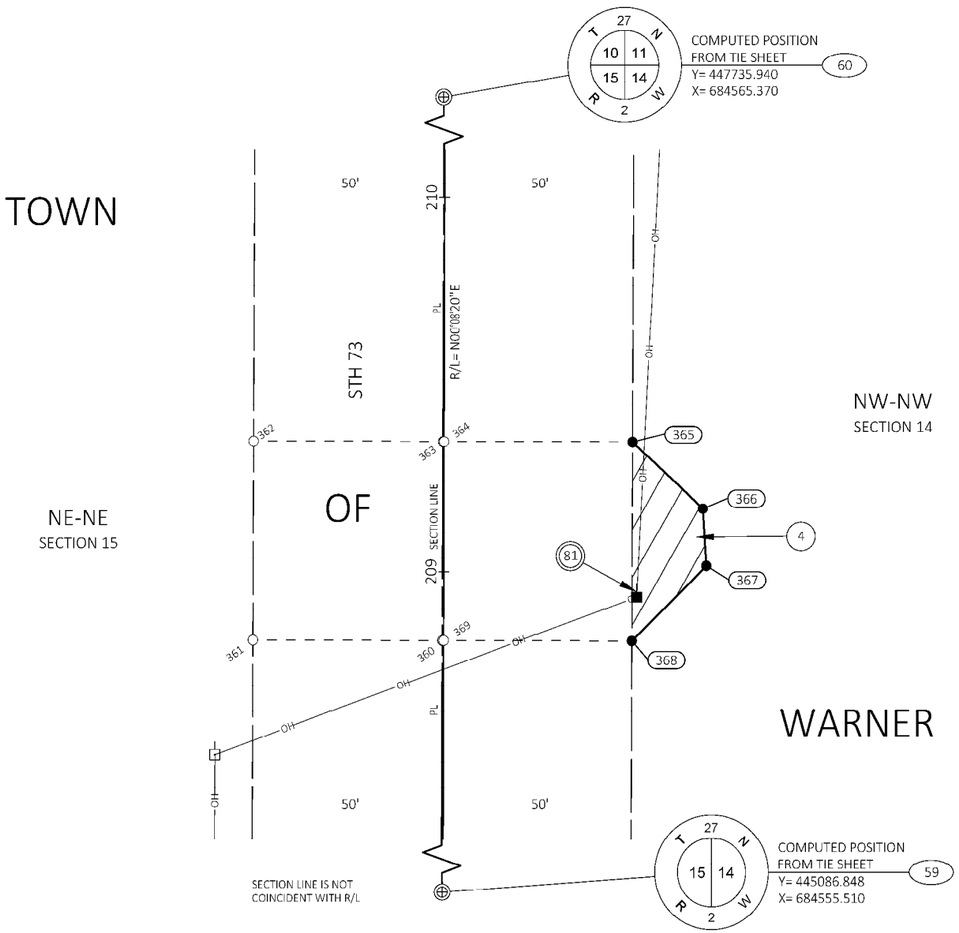
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-22-4.03

4

4

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
360	208+81.97	0.33' LT
361	208+81.97	50.33' LT
362	209+33.99	50.26' LT
363	209+33.99	0.26' LT
364	209+33.99	0.00'
365	209+33.99	49.74' RT
366	209+16.66	68.33' RT
367	209+01.65	69.27' RT
368	208+81.97	49.67' RT
369	208+81.97	0.00'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
360 - 361	N 89° 51' 40" W	50.00'
361 - 362	N 00° 12' 48" E	52.02'
362 - 363	S 89° 51' 40" E	50.00'
363 - 364	S 89° 51' 40" E	0.26'
364 - 365	S 89° 51' 40" E	49.74'
365 - 366	S 46° 53' 07" E	25.42'
366 - 367	S 03° 27' 03" E	15.04'
367 - 368	S 45° 01' 40" W	27.78'
368 - 369	N 89° 51' 40" W	49.67'
369 - 360	N 89° 51' 40" W	0.33'



SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
59 - 360	N 00° 12' 48" E	2421.41'
360 - 363	N 00° 12' 48" E	52.02'
363 - 60	N 00° 12' 48" E	175.68'
59 - 60	N 00° 12' 48" E	2649.11'

N

SCALE, FEET
0 20 40

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

SIGNATURE: _____ DATE: 12-13-23

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

PRINT NAME: JASON L. CANCE

REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION

SIGNATURE: Aaron Gustafson DATE: 1-4-24

PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG PLOT DATE : 12/13/2023 2:15 PM PLOT BY : NICOLE STEINMETZ PLOT NAME : 7050-00-22-4.03
APPRAISAL PLAT DATE : 12-13-23

TRANSPORTATION PROJECT PLAT NO: 7050-00-22-4.04

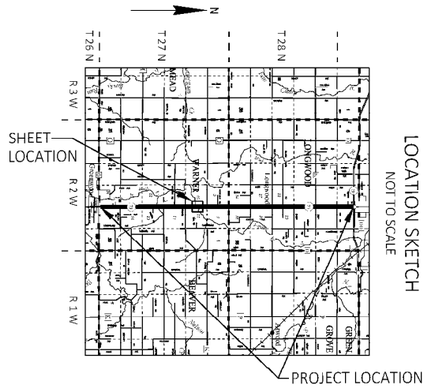
THAT PART OF THE NW 1/4 OF THE SW 1/4, AND PART OF THE SW 1/4 OF THE NW 1/4, SECTION 11, TOWNSHIP 27 NORTH, RANGE 2 WEST, TOWN OF WARNER, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, HUNT STREET TO STH 29 E, CLARK COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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



LOCATION SKETCH
NOT TO SCALE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658563.

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

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

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
6	KENNETH M. & SUSAN R. MARTINI	FEE	0.02	-	0.02	-
7	EUGENE STEFFEN	FEE	0.17	0.75	0.92	-
8	JEREMY D. & HANNAH M. OLSON	FEE	0.07	0.06	0.13	-

659020
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PROJECT NUMBER 7050-00-22-4.04

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73	R/W PLAT 7051-00-21	1989
STH 73	R/W PLAT T 0348(8) (7050-2-21)	1968
STH 73	R/W PLAT T 0348(5) AUX. 3.1	1957
STH 73	DIVISION JOB NO. 6367	1937
STH 73	WARRANTY DEED TO CLARK COUNTY, V. 133, P. 372, DOC. 184211	1927

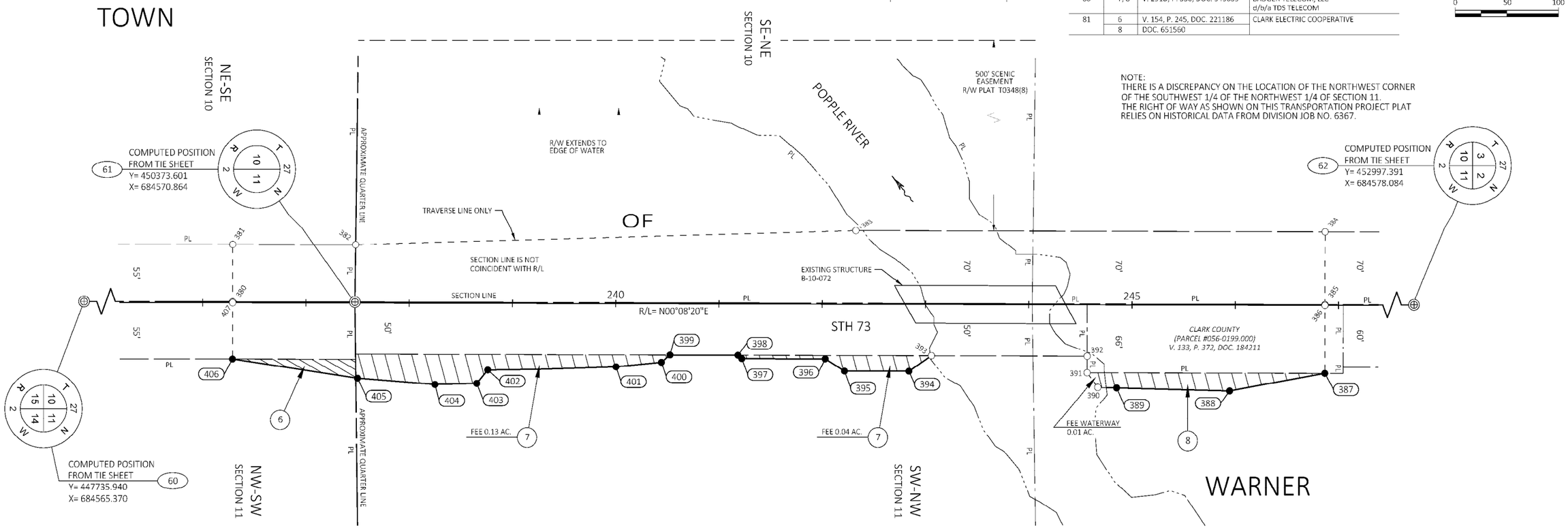
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	CLARK ELECTRIC COOPERATIVE (ELECTRIC)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	7, 8	V. 291D, P. 336, DOC. 343659	BADGER TELECOM, LLC d/b/a TDS TELECOM
81	6	V. 154, P. 245, DOC. 221186	CLARK ELECTRIC COOPERATIVE
	8	DOC. 651560	

N

SCALE, FEET
0 50 100

4



NOTE:
THERE IS A DISCREPANCY ON THE LOCATION OF THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 11. THE RIGHT OF WAY AS SHOWN ON THIS TRANSPORTATION PROJECT PLAT RELIES ON HISTORICAL DATA FROM DIVISION JOB NO. 6367.

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
60 - 380	N 00° 07' 10" E	2519.20'
380 - 61	N 00° 07' 10" E	118.47'
60 - 61	N 00° 07' 10" E	2637.67'
61 - 385	N 00° 09' 28" E	939.54'
385 - 62	N 00° 09' 28" E	1684.26'
61 - 62	N 00° 09' 28" E	2623.80'

FEE STATION & OFFSET TABLE					
POINT	STATION	OFFSET	POINT	STATION	OFFSET
380	236+28.87	0.89' LT	394	242+84.05	64.25' RT
381	236+28.87	55.89' LT	395	242+21.64	64.24' RT
382	237+47.91	55.93' LT	396	242+02.98	52.58' RT
383	242+32.37	70.78' LT	397	241+22.21	52.58' RT
384	246+86.88	70.63' LT	398	241+18.42	49.19' RT
385	246+86.88	0.63' LT	399	240+52.62	49.17' RT
386	246+86.88	0.00'	400	240+44.33	56.28' RT
387	246+86.88	65.37' RT	401	240+00.33	60.71' RT
388	245+94.74	82.37' RT	402	238+76.20	64.04' RT
389	244+85.25	79.83' RT	403	238+65.50	77.04' RT
390	244+67.00	79.41' RT	404	238+25.00	78.12' RT
391	244+56.66	65.30' RT	405	237+50.00	72.31' RT
392	244+56.66	49.30' RT	406	236+28.87	54.11' RT
393	243+05.84	49.25' RT	407	236+28.87	0.00'

FEE - COURSE TABLE					
COURSE	BEARING	DISTANCE	COURSE	BEARING	DISTANCE
380 - 381	N 89° 51' 40" W	55.00'	394 - 395	S 00° 09' 00" W	62.42'
381 - 382	N 00° 07' 10" E	119.04'	395 - 396	S 32° 08' 13" W	21.99'
382 - 383	N 01° 36' 57" W	484.68'	396 - 397	S 00° 08' 20" W	80.77'
383 - 384	N 00° 09' 28" E	454.51'	397 - 398	S 41° 56' 44" W	5.09'
384 - 385	S 89° 51' 40" E	70.00'	398 - 399	S 00° 09' 28" W	65.80'
385 - 386	S 89° 51' 40" E	0.63'	399 - 400	S 40° 31' 14" E	10.92'
386 - 387	S 89° 51' 40" E	65.37'	400 - 401	S 05° 36' 43" E	44.23'
387 - 388	S 10° 18' 54" E	93.70'	401 - 402	S 01° 23' 40" E	124.17'
388 - 389	S 01° 28' 13" W	109.51'	402 - 403	S 50° 23' 24" E	16.84'
389 - 390	S 01° 28' 13" W	18.26'	403 - 404	S 01° 23' 27" E	40.51'
390 - 391	S 53° 53' 26" W	17.49'	404 - 405	S 04° 34' 01" W	75.23'
391 - 392	N 89° 50' 32" W	16.00'	405 - 406	S 08° 41' 08" W	122.49'
392 - 393	S 00° 09' 28" W	150.82'	406 - 407	N 89° 51' 40" W	54.11'
393 - 394	S 34° 24' 17" E	26.45'	407 - 380	N 89° 51' 40" W	0.89'

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 1-10-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: Aaron Gustafson DATE: 1-10-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 1-10-24
PLOT DATE : 1/10/2024 9:14 AM
PLOT BY : NICOLE STEINMETZ
PLOT NAME :
7050-00-22-4.04

TRANSPORTATION PROJECT PLAT NO: 7050-00-22-4.05

THAT PART OF THE NE 1/4 OF THE NE 1/4, SECTION 10, TOWNSHIP 27 NORTH, RANGE 2 WEST, TOWN OF WARNER, AND PART OF THE SW 1/4 OF THE SW 1/4, SECTION 26, TOWNSHIP 28 NORTH, RANGE 2 WEST, TOWN OF LONGWOOD, ALL IN CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, HUNT STREET TO STH 29 E, CLARK COUNTY.

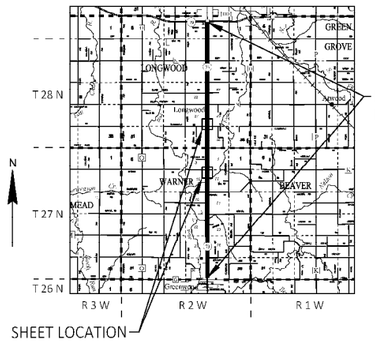
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658563.

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

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

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

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

ALL AREAS ARE SHOWN IN ACRES UNLESS OTHERWISE NOTED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
9	GARY L. & TAMMY S. COOK	TLE	-	-	-	20
11	ENOS H. & VERA Z. MARTIN	FEE	0.02	-	0.02	-

659021

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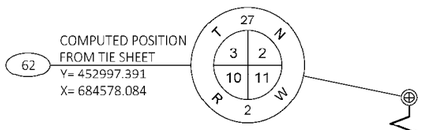
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-22-4.05

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73	R/W PLAT 7051-00-21	1989

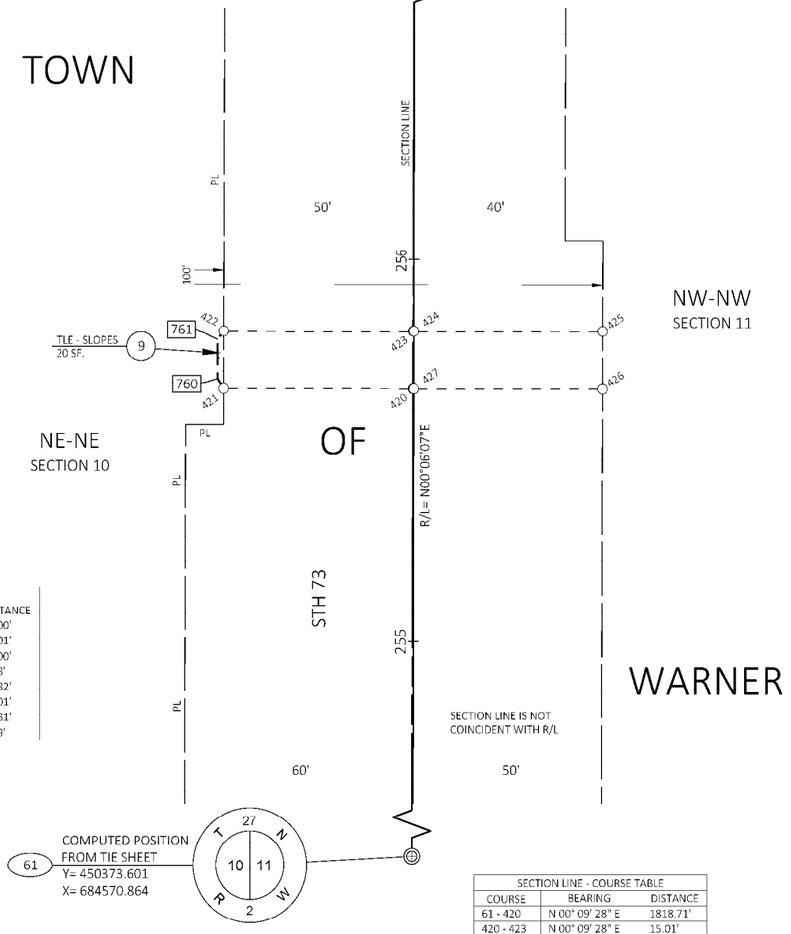
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
81	CLARK ELECTRIC COOPERATIVE (ELECTRIC)	RELEASE OF RIGHTS
84	DAIRYLAND POWER COOPERATIVE	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
81	9	V. 154, P. 199, DOC. 221117	CLARK ELECTRIC COOPERATIVE
		V. 420D, P. 625, DOC. 400903	
	11	V. 154, P. 192, DOC. 221110	
		V. 420D, P. 542, DOC. 400843	
84	11	V. 155, P. 501, DOC. 222930	DAIRYLAND POWER COOPERATIVE



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
420	255+66.04	0.19' LT
423	255+81.06	0.18' LT
424	255+81.06	0.00'
425	255+81.06	49.82' RT
426	255+66.04	49.81' RT
427	255+66.04	0.00'

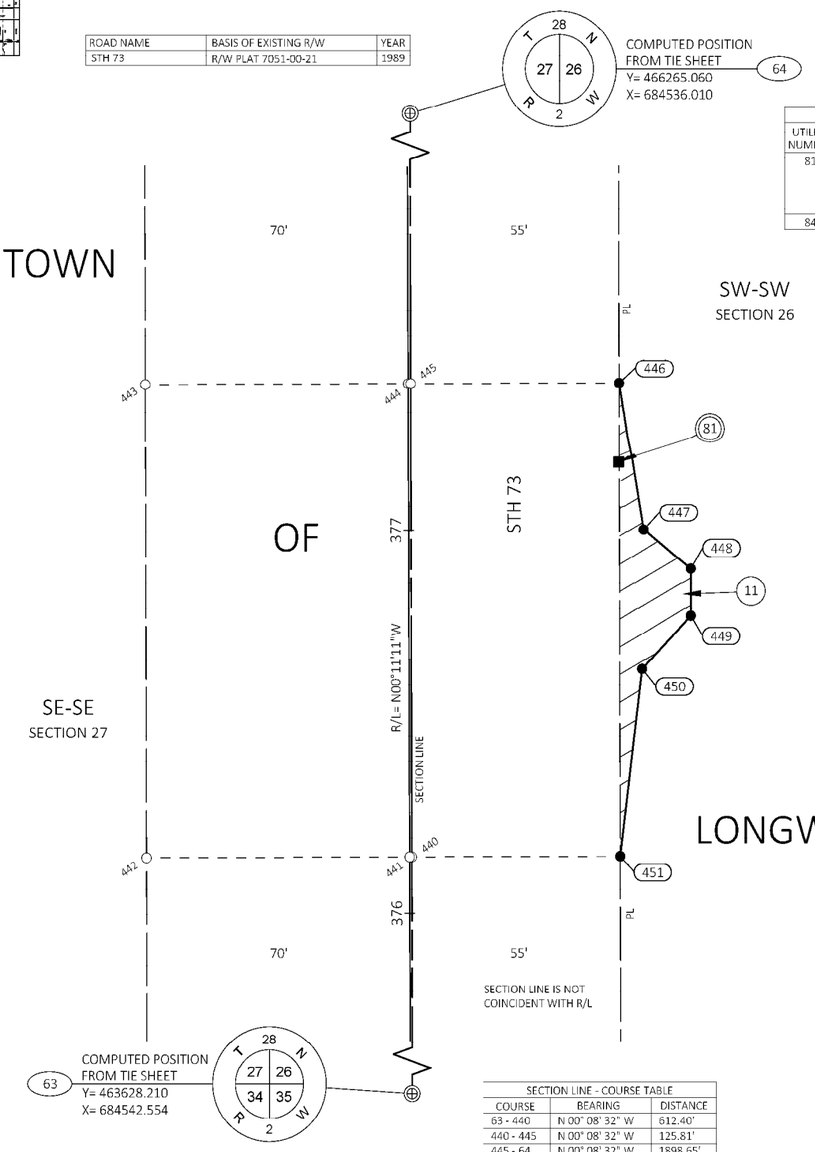
TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
421	255+66.04	50.19' LT
422	255+81.06	50.18' LT
760	255+68.67	51.75' LT
761	255+78.89	51.81' LT



FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
420 - 421	N 89° 53' 53" W	50.00'
421 - 422	N 00° 09' 28" E	15.01'
422 - 423	S 89° 53' 53" E	50.00'
423 - 424	S 89° 53' 53" E	0.18'
424 - 425	S 89° 53' 53" E	49.82'
425 - 426	S 00° 09' 28" W	15.01'
426 - 427	N 89° 53' 53" W	49.81'
427 - 420	N 89° 53' 53" W	0.19'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
61 - 420	N 00° 09' 28" E	1818.71'
420 - 423	N 00° 09' 28" E	15.01'
423 - 62	N 00° 09' 28" E	790.08'
61 - 62	N 00° 09' 28" E	2623.80'

NOTE:
THERE IS A DISCREPANCY ON THE LOCATION OF THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 11. THE RIGHT OF WAY AS SHOWN ON THIS TRANSPORTATION PROJECT PLAT RELIES ON HISTORICAL DATA FROM DIVISION JOB NO. 6367.



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
440	376+14.72	0.56' RT
441	376+14.72	0.00'
442	376+14.72	69.44' LT
443	377+40.53	69.34' LT
444	377+40.53	0.00'
445	377+40.53	0.66' RT
446	377+40.53	55.66' RT
447	376+99.94	62.01' RT
448	376+89.87	74.43' RT
449	376+77.44	74.39' RT
450	376+63.64	61.49' RT
451	376+14.72	55.56' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
440 - 441	S 89° 48' 49" W	0.56'
441 - 442	S 89° 48' 49" W	69.44'
442 - 443	N 00° 08' 32" W	125.81'
443 - 444	N 89° 48' 49" E	69.34'
444 - 445	N 89° 48' 49" E	0.66'
445 - 446	N 89° 48' 49" E	55.00'
446 - 447	S 09° 04' 54" E	41.09'
447 - 448	S 51° 08' 27" E	15.99'
448 - 449	S 00° 00' 00" E	12.43'
449 - 450	S 42° 52' 55" W	18.89'
450 - 451	S 06° 43' 12" W	49.27'
451 - 440	S 89° 48' 49" W	55.00'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
63 - 440	N 00° 08' 32" W	612.40'
440 - 445	N 00° 08' 32" W	125.81'
445 - 64	N 00° 08' 32" W	1898.65'
63 - 64	N 00° 08' 32" W	2636.86'

N

SCALE, FEET
0 20 40

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 1-10-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: Aaron Gustafson DATE:1-10-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 1-10-24
PLOT DATE : 1/10/2024 9:14 AM PLOT BY : NICOLE STEINMETZ PLOT NAME :
7050-00-22-4.05

TRANSPORTATION PROJECT PLAT NO: 7050-00-22-4.06

THAT PART OF THE NE 1/4 OF THE NE 1/4, SECTION 27, AND PART OF THE NE 1/4 OF THE SE 1/4, ALL IN SECTION 22, TOWNSHIP 28 NORTH, RANGE 2 WEST, TOWN OF LONGWOOD, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, HUNT STREET TO STH 29 E, CLARK COUNTY.

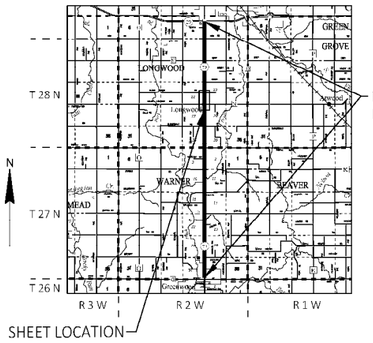
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658563.

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

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

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73, CTH N, COLBY FACTORY RD,	R/W PLAT 7051-00-21	1989

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
12	DONALD E. ARNDT	FEE	0.01	-	0.01	-
13	JEFFREY J. & JANET D. GRESCHNER	FEE	0.06	0.08	0.14	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
85	CENTURYLINK COMMUNICATIONS, LLC	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
85	12	V. 268D, P. 558, DOC. 334038	CENTURYLINK COMMUNICATIONS, LLC
		V. 477D, P. 649, DOC. 426695	

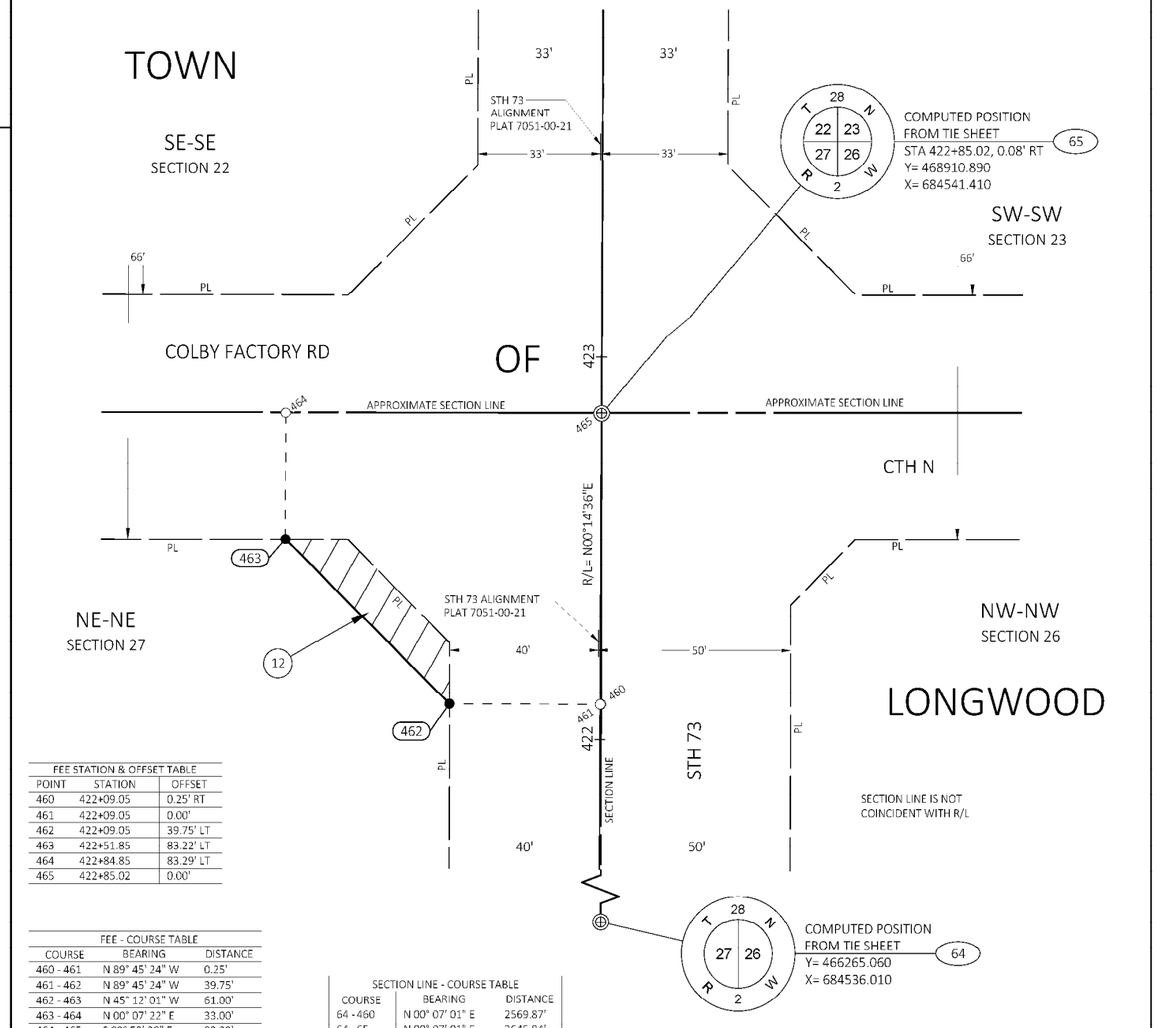
659022

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PROJECT NUMBER 7050-00-22-4.06

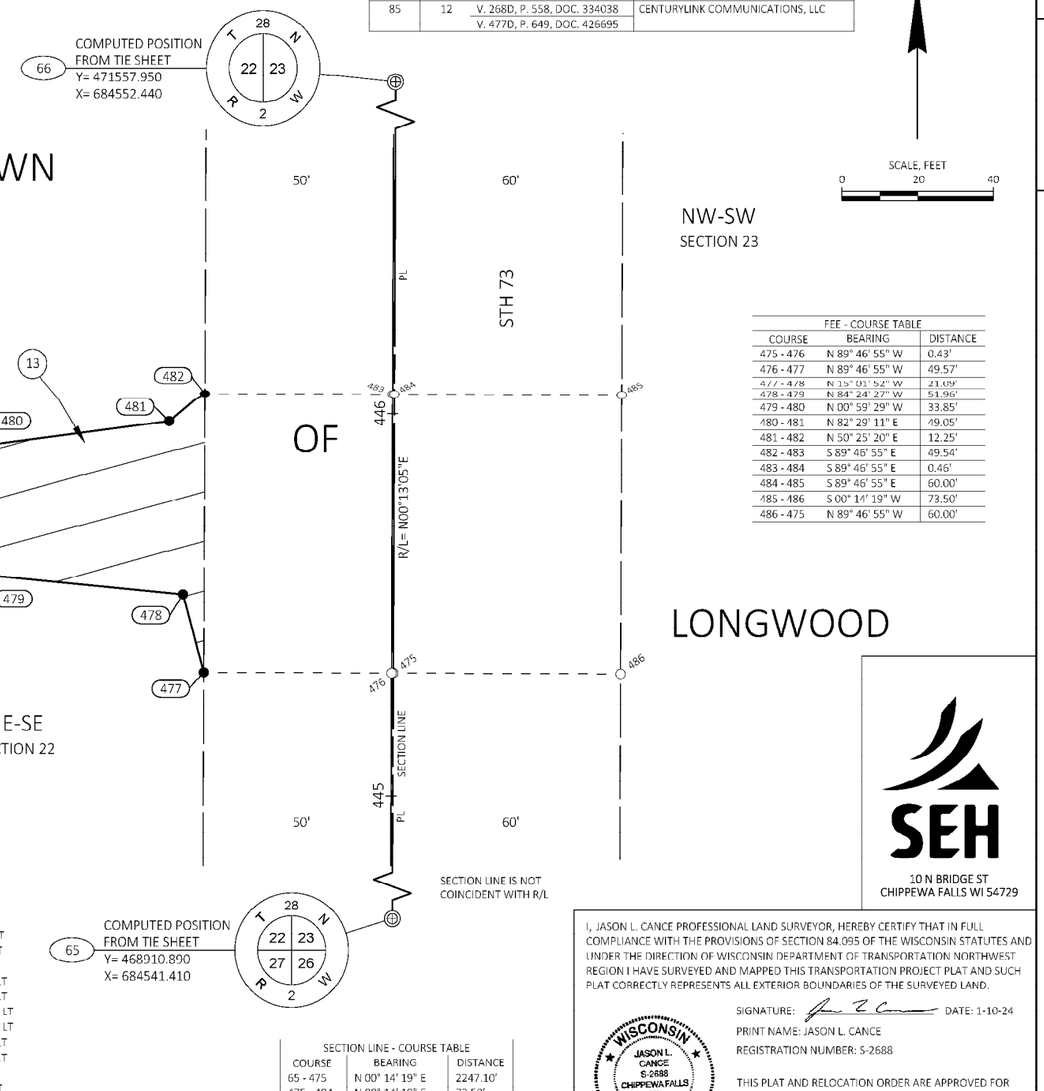
4



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
460	422+09.05	0.25' RT
461	422+09.05	0.00'
462	422+09.05	39.75' LT
463	422+51.85	83.22' LT
464	422+84.85	83.29' LT
465	422+85.02	0.00'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
460 - 461	N 89° 45' 24" W	0.25'
461 - 462	N 89° 45' 24" W	39.75'
462 - 463	N 45° 12' 01" W	61.00'
463 - 464	N 00° 07' 22" E	33.00'
464 - 465	S 89° 52' 38" E	83.29'
465 - 65	S 89° 52' 38" E	0.08'
65 - 460	S 00° 07' 01" W	75.97'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
64 - 460	N 00° 07' 01" E	2569.87'
64 - 65	N 00° 07' 01" E	2645.84'



FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
475 - 476	N 89° 46' 55" W	0.43'
476 - 477	N 89° 46' 55" W	49.57'
477 - 478	N 15° 01' 52" W	21.09'
478 - 479	N 84° 24' 27" W	51.96'
479 - 480	N 00° 59' 29" W	33.85'
480 - 481	N 82° 29' 11" E	49.05'
481 - 482	N 50° 25' 20" E	12.25'
482 - 483	S 89° 46' 55" E	49.54'
483 - 484	S 89° 46' 55" E	0.46'
484 - 485	S 89° 46' 55" E	60.00'
485 - 486	S 00° 14' 19" W	73.50'
486 - 475	N 89° 46' 55" W	60.00'

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
475	445+32.13	0.43' RT
476	445+32.13	0.00'
477	445+32.13	49.57' LT
478	445+52.47	55.11' LT
479	445+57.34	106.84' LT
480	445+91.18	107.55' LT
481	445+97.78	58.95' LT
482	446+05.62	49.54' LT
483	446+05.62	0.00'
484	446+05.62	0.46' RT
485	446+05.62	60.46' RT
486	445+32.13	60.43' RT

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
65 - 475	N 00° 14' 19" E	2247.10'
475 - 484	N 00° 14' 19" E	73.50'
484 - 66	N 00° 14' 19" E	326.48'
65 - 66	N 00° 14' 19" E	2647.08'

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 1-10-24

PRINT NAME: JASON L. CANCE

REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION

SIGNATURE: _____ DATE: 1-10-24

PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 1-10-24

PLOT DATE : 1/10/2024 9:14 AM PLOT BY : NICOLE STEINMETZ PLOT NAME :

7050-00-22-4.06

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.01 AMENDMENT NO: 1

REMOVES UTILITY NUMBER 82 AND ADDS UTILITY NUMBER 83 TO TRANSPORTATION PROJECT PLAT 7050-00-23-4.01 RECORDED AS DOCUMENT NO. 658564.

THAT PART OF LOT 22, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE SE 1/4 OF THE SE 1/4, AND PART OF LOTS 17 & 18, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE NE 1/4 OF THE SE 1/4, ALL IN SECTION 3, AND PART OF LOT 1, DEPOT STREET ADDITION, AND PART OF LOT 13, GREENWOOD ASSESSOR'S PLAT NO. 4, LOCATED IN PART OF THE SW 1/4 OF THE SW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658564.

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

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

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / S MAIN ST CANNERY ST	GREENWOOD ASSESSOR'S PLAT NO. 6	2002
STH 73 / S MAIN ST DEPOT ST	DEPOT STREET ADDITION	1995
STH 73 / S MAIN ST DEPOT ST	GREENWOOD ASSESSOR'S PLAT NO. 4	1981

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
1	CITY OF GREENWOOD	FEE / TLE	200	-	200	200
2	MELVIN H. BORNTREGER	TLE	-	-	-	89
3	TRAVIS M. OBERHOLTZER	TLE	-	-	-	257
4	SYTH - OPELT REVOCABLE TRUST	TLE	-	-	-	164
6	L.N. REAL ESTATE LLC	TLE	-	-	-	133

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS
83	ASTREA	RELEASE OF RIGHTS
84	CITY OF GREENWOOD	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	4	V. 0775, P. 910, DOC. 537924	BADGER TELECOM, LLC d/b/a TDS TELECOM
	6	V. 0777, P. 003, DOC. 538248	
	1, 4	V. 293D, P. 68, DOC. 344457	
81	4	NO RECORD OF EASEMENT	XCEL ENERGY
83	4	NO RECORD OF EASEMENT	ASTREA
84	1	V. 386D, P. 277, DOC. 385557	CITY OF GREENWOOD

659510

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PROJECT NUMBER 7050-00-23-4.01
AMENDMENT NO: 1

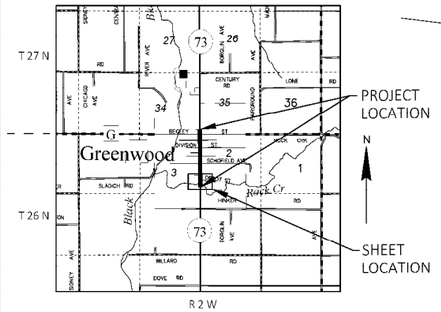
FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
67	93+24.71	0.00'
68	93+81.19	0.01' LT
69	93+81.19	0.00'
100	91+30.03	3.15' RT
101	91+29.97	0.00'
102	91+29.30	41.88' LT
103	91+47.33	42.17' LT
104	91+43.58	60.87' LT
105	91+53.38	62.84' LT
106	91+57.50	42.33' LT
115	93+81.19	32.98' RT
116	93+21.00	33.04' RT
117	91+30.56	36.11' RT
118	93+81.19	45.01' LT

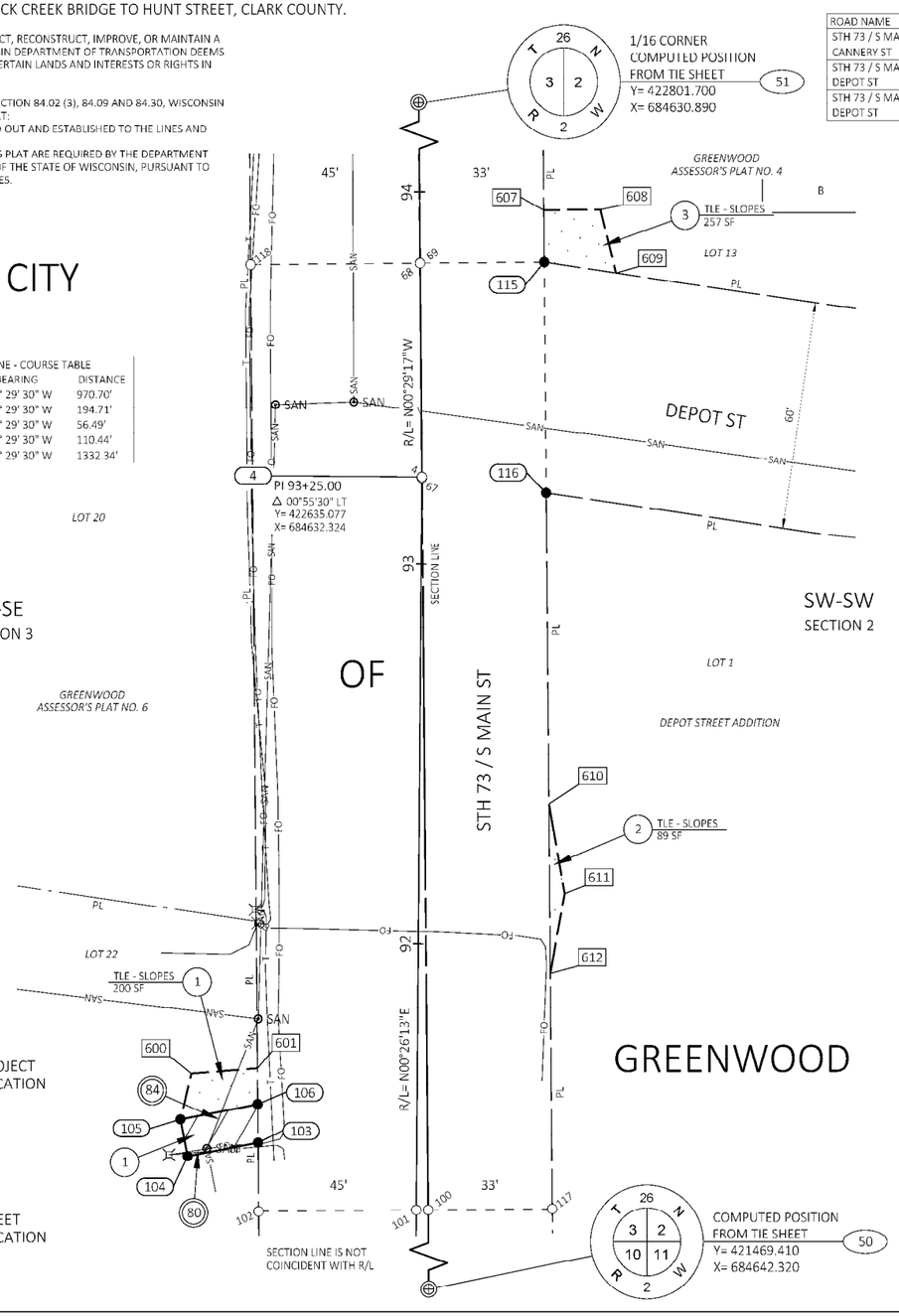
SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
50 - 100	N 00° 29' 30" W	970.70'
100 - 67	N 00° 29' 30" W	194.71'
67 - 68	N 00° 29' 30" W	56.49'
68 - 51	N 00° 29' 30" W	110.44'
50 - 51	N 00° 29' 30" W	1332.34'

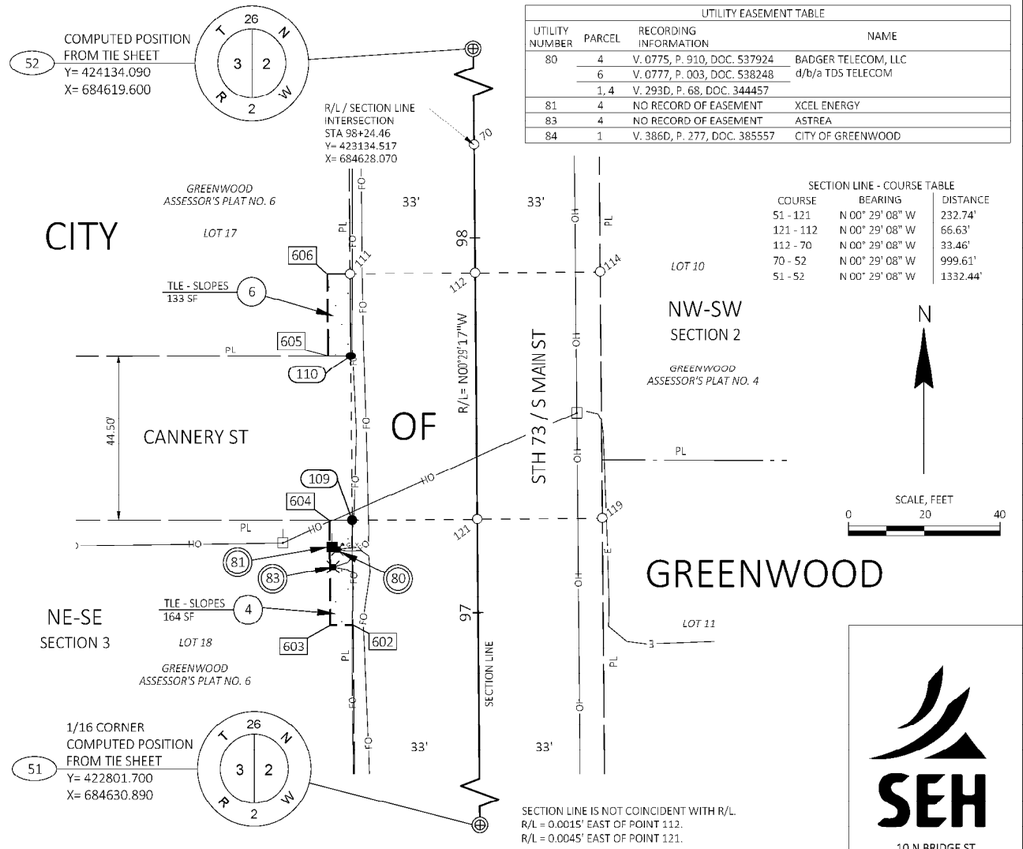
TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
600	91+65.38	60.03' LT
601	91+66.92	42.49' LT
607	93+95.00	32.98' RT
608	93+95.00	48.00' RT
609	93+78.23	52.00' RT
610	92+37.17	34.39' RT
611	92+13.53	38.76' RT
612	91+92.53	35.11' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
100 - 101	S 89° 30' 43" W	3.16'
101 - 102	S 89° 30' 43" W	41.88'
102 - 103	N 00° 29' 08" W	18.03'
103 - 104	S 79° 04' 47" W	19.07'
104 - 105	N 10° 55' 13" W	10.00'
105 - 106	N 79° 04' 47" E	20.91'
106 - 118	N 00° 29' 08" W	222.99'
118 - 68	N 89° 30' 52" E	45.01'
68 - 69	N 89° 30' 52" E	0.01'
69 - 115	N 89° 30' 52" E	32.98'
115 - 116	S 00° 29' 08" E	60.72'
116 - 117	S 00° 29' 08" E	190.47'
117 - 100	S 89° 30' 43" W	32.96'

LOCATION SKETCH
NOT TO SCALE







TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
602	96+97.00	33.01' LT
603	96+97.00	39.00' LT
604	97+24.41	39.00' LT
605	97+68.91	39.00' LT
606	97+91.00	39.00' LT

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
109	97+24.37	33.01' LT
110	97+68.87	33.00' LT
111	97+91.00	33.00' LT
112	97+91.00	0.00'
114	97+91.00	33.00' RT
119	97+24.37	32.99' RT
121	97+24.37	0.00'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
121 - 109	S 89° 30' 52" W	33.00'
109 - 110	N 00° 29' 08" W	44.50'
110 - 111	N 00° 29' 08" W	22.13'
111 - 112	N 89° 30' 43" E	33.00'
112 - 114	N 89° 30' 43" E	33.00'
114 - 119	S 00° 29' 08" E	66.63'
119 - 121	S 89° 30' 52" W	33.00'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
51 - 121	N 00° 29' 08" W	232.74'
121 - 112	N 00° 29' 08" W	66.63'
112 - 70	N 00° 29' 08" W	33.46'
70 - 52	N 00° 29' 08" W	999.61'
51 - 52	N 00° 29' 08" W	1332.44'

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: DATE: 2-20-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: DATE: 2-20-24
PRINT NAME: AARON GUSTAFSON

50

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.03 AMENDMENT NO: 1

AMENDS UTILITY NUMBER 80 OF TRANSPORTATION PROJECT PLAT 7050-00-23-4.03 RECORDED AS DOCUMENT NO: 658988.

THAT PART OF LOT 1, CSM 685, V. 602, P. 733, DOC. 480261, AND PART OF LOTS 1 & 11, BLOCK 5, GREENWOOD ASSESSOR'S PLAT NO. 5, LOCATED IN PART OF THE SE 1/4 OF THE NE 1/4, AND PART OF LOT 3, BLOCK 8, GREENWOOD ASSESSOR'S PLAT NO. 5, LOCATED IN PART OF GOVERNMENT LOT 1, SECTION 3, AND PART OF LOTS 1 & 7 THRU 9, BLOCK 6, GREENWOOD ASSESSOR'S PLAT NO. 3, LOCATED IN PART OF THE SW 1/4 OF THE NW 1/4, AND PART OF LOT 6, BLOCK 7, GREENWOOD ASSESSOR'S PLAT NO. 1, LOCATED IN PART OF THE NW 1/4 OF THE NW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

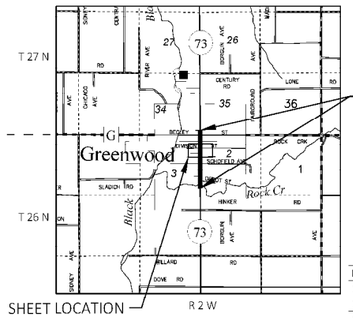
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET. RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658564.

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

EXCLUDED FROM THESE EASEMENTS ARE ANY LAND CURRENTLY OCCUPIED BY BUILDINGS.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / S MAIN ST SCHOOL ST	CSM 685, V. 602, P. 733 DOC. 480261	1999
STH 73 / S MAIN ST SCHOOL ST, DIVISION ST	GREENWOOD ASSESSOR'S PLAT NO. 5	1981
STH 73 / S MAIN ST SCHOOL ST, DIVISION ST	GREENWOOD ASSESSOR'S PLAT NO. 3	1979
STH 73 / S MAIN ST DIVISION ST	GREENWOOD ASSESSOR'S PLAT NO. 1	1976

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
17	CITY OF GREENWOOD	FEE / TLE	32	-	32	89
18	KORANDA ENTERPRISES LLC	FEE / TLE	9	-	9	44
19	ZRH, LLC	TLE	-	-	-	36
21	BEV KELLEY, SARAH KELLEY & JAMIE DEGENHARDT	TLE	-	-	-	215
22	EUGENE D. MARTIN	TLE	-	-	-	38
23	JOSEPH A. & MARY J. DOMANICO	FEE / TLE	3	-	3	51
24	RONALD D. CUDDIE	FEE / TLE	27	-	27	354
26	CITY OF GREENWOOD	FEE / TLE	15	-	15	156
27	DL & BG PROPERTIES, LLC	TLE	-	-	-	18

662033

RECORDED 08/12/2024 11:57 AM
Mary A. Donk
REGISTER OF DEEDS OFFICE
CLARK COUNTY, WI
Rec Fee: 25.00
PAGES: 1

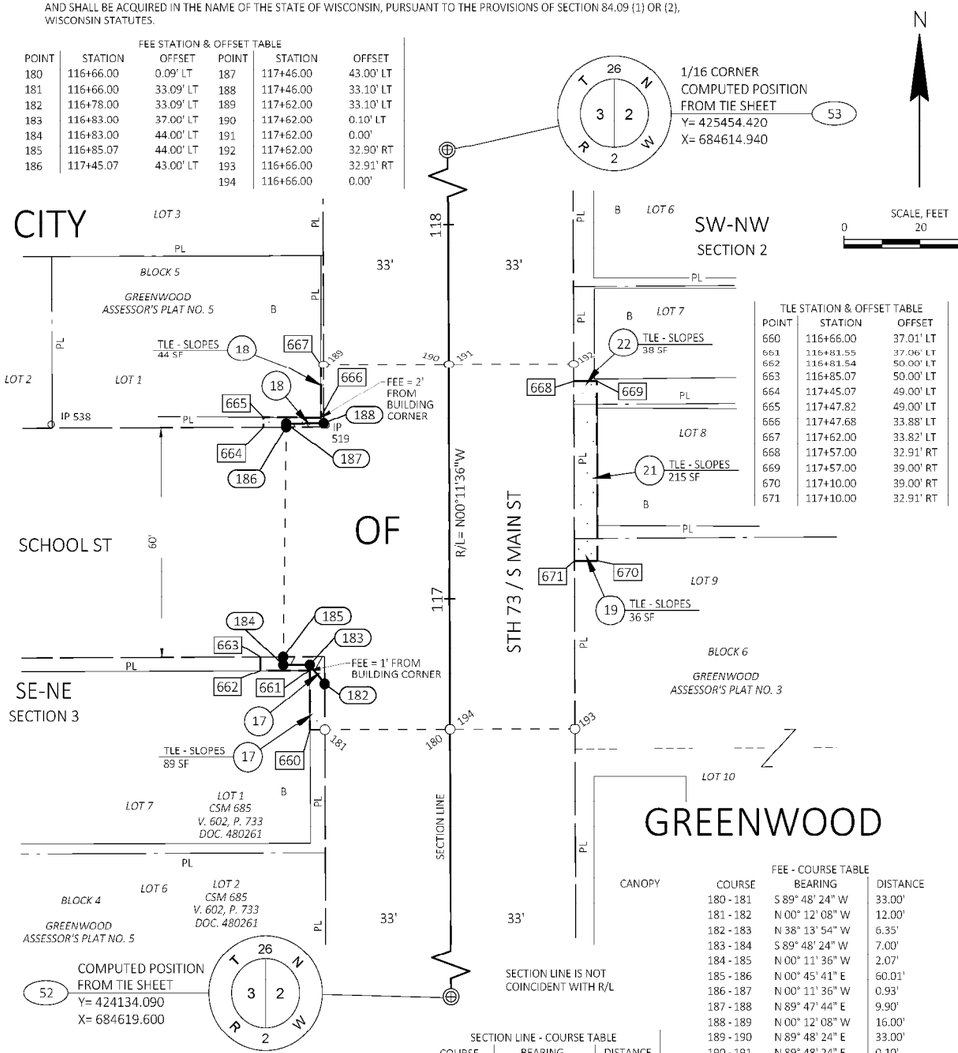
The above recording information verifies this document has been electronically recorded and returned.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-23-4.03
AMENDMENT NO: 1

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	24	V. 291D, P. 554, DOC. 343840	BADGER TELECOM, LLC d/b/a TDS TELECOM
81	24	V. 107, P. 249, DOC. 182128	XCEL ENERGY
82	24	V. 214D, P. 647, DOC. 319655	WISCONSIN GAS, LLC d/b/a WE ENERGIES

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS
82	WISCONSIN GAS, LLC d/b/a WE ENERGIES	RELEASE OF RIGHTS

FEE STATION & OFFSET TABLE					
POINT	STATION	OFFSET	POINT	STATION	OFFSET
180	116+66.00	0.09' LT	187	117+46.00	43.00' LT
181	116+66.00	33.09' LT	188	117+46.00	33.10' LT
182	116+78.00	33.09' LT	189	117+62.00	33.10' LT
183	116+83.00	37.00' LT	190	117+62.00	0.10' LT
184	116+83.00	44.00' LT	191	117+62.00	0.00'
185	116+85.07	44.00' LT	192	117+62.00	32.90' RT
186	117+45.07	43.00' LT	193	116+66.00	32.91' RT
			194	116+66.00	0.00'

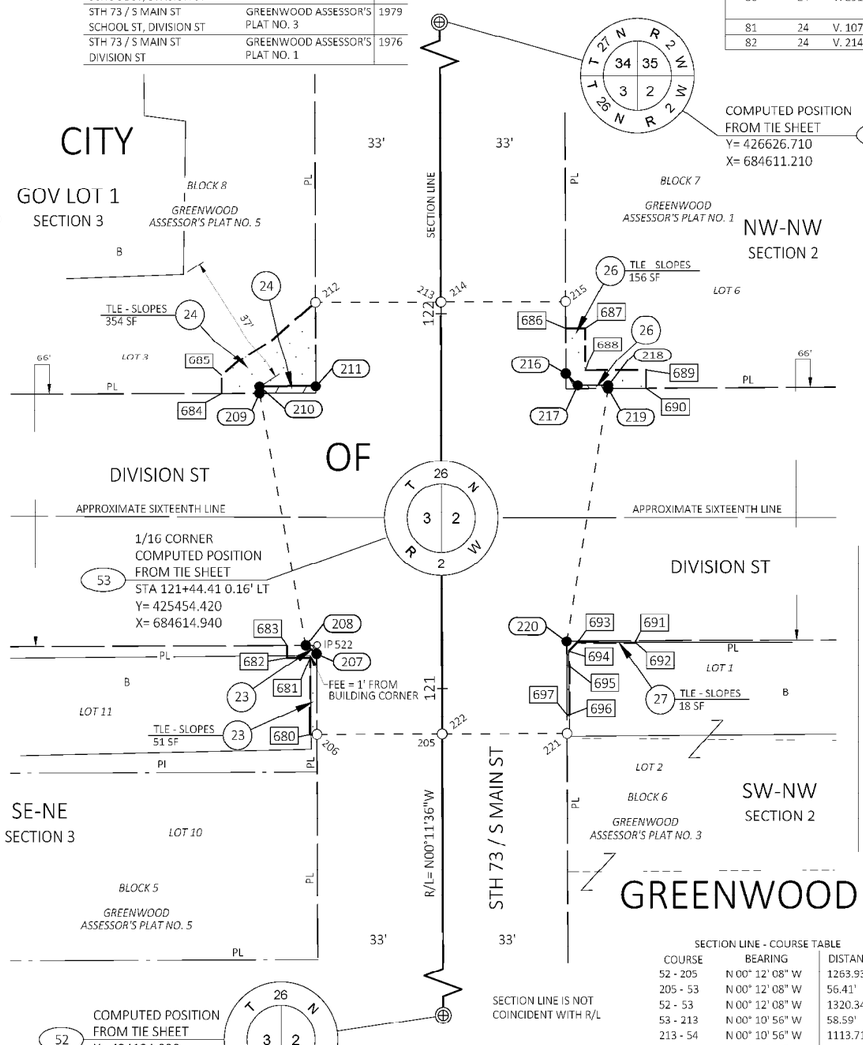


TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
660	116+66.00	37.01' LT
661	116+81.55	37.06' LT
662	116+81.54	50.00' LT
663	116+85.07	50.00' LT
664	117+45.07	49.00' LT
665	117+47.82	49.00' LT
666	117+47.68	33.88' LT
667	117+62.00	33.82' LT
668	117+57.00	32.91' RT
669	117+57.00	39.00' RT
670	117+10.00	39.00' RT
671	117+10.00	32.91' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
180 - 181	S 89° 48' 24" W	33.00'
181 - 182	N 00° 12' 08" W	12.00'
182 - 183	N 38° 13' 54" W	6.35'
183 - 184	S 89° 48' 24" W	7.00'
184 - 185	N 00° 11' 36" W	2.07'
185 - 186	N 00° 45' 41" E	60.01'
186 - 187	N 00° 11' 36" W	0.93'
187 - 188	N 89° 47' 44" E	9.90'
188 - 189	N 00° 12' 08" W	16.00'
189 - 190	N 89° 48' 24" E	33.00'
190 - 191	N 89° 48' 24" E	0.10'
191 - 192	N 89° 48' 24" E	32.90'
192 - 193	S 00° 12' 08" E	96.00'
193 - 194	S 89° 48' 24" W	32.91'
194 - 180	S 89° 48' 24" W	0.09'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
52 - 180	N 00° 12' 08" W	841.93'
180 - 190	N 00° 12' 08" W	96.00'
190 - 53	N 00° 12' 08" W	382.41'
52 - 53	N 00° 12' 08" W	1320.34'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
519	425055.493	684584.016	1" REBAR	117+45.58	32.43' LT
538	425055.628	684511.416	1" IRON PIPE	117+45.97	105.03' LT



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
205	120+88.00	0.15' LT
206	120+88.00	33.15' LT
207	121+09.00	33.15' LT
208	121+11.18	36.00' LT
209	121+77.17	48.00' LT
210	121+79.00	48.00' LT
211	121+79.00	33.15' LT
212	122+03.00	33.15' LT
213	122+03.00	0.15' LT
214	122+03.00	0.00'
215	122+03.00	32.85' RT
216	121+82.16	32.85' RT
217	121+79.00	36.00' RT
218	121+79.00	44.00' RT
219	121+78.08	44.00' RT
220	121+12.05	32.84' RT
221	120+88.00	32.85' RT
222	120+88.00	0.00'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
680	120+88.00	35.00' LT
681	121+08.00	34.85' LT
682	121+08.00	41.00' LT
683	121+11.17	41.00' LT
684	121+77.16	58.00' LT
685	121+82.00	58.00' LT
686	121+96.00	32.85' RT
687	121+96.00	38.00' RT
688	121+83.00	38.00' RT
689	121+83.00	54.00' RT
690	121+78.11	54.00' RT
691	121+12.10	51.00' RT
692	121+11.59	51.00' RT
693	121+11.71	35.54' RT
694	121+09.48	33.34' RT
695	121+05.50	33.51' RT
696	120+93.00	33.51' RT
697	120+93.00	32.85' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
205 - 206	S 89° 48' 26" W	33.00'
206 - 207	N 00° 12' 08" W	21.00'
207 - 208	N 52° 50' 38" W	3.58'
208 - 209	N 10° 29' 57" W	67.08'
209 - 210	N 00° 11' 36" W	1.83'
210 - 211	N 89° 48' 28" E	14.85'
211 - 212	N 00° 10' 56" W	24.00'
212 - 213	N 89° 48' 25" E	33.00'
213 - 214	N 89° 48' 25" E	0.15'
214 - 215	N 89° 48' 25" E	32.85'
215 - 216	S 00° 10' 56" E	20.83'
216 - 217	S 45° 09' 10" E	4.46'
217 - 218	N 89° 48' 24" E	8.00'
218 - 219	S 00° 11' 36" E	0.92'
219 - 220	S 09° 23' 44" W	66.97'
220 - 221	S 00° 12' 08" E	24.04'
221 - 222	S 89° 48' 26" W	32.85'
222 - 205	S 89° 48' 26" W	0.15'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
52 - 205	N 00° 12' 08" W	1263.93'
205 - 53	N 00° 12' 08" W	56.41'
52 - 53	N 00° 12' 08" W	1320.34'
53 - 213	N 00° 10' 56" W	58.59'
213 - 54	N 00° 10' 56" W	1113.71'
53 - 54	N 00° 10' 56" W	1172.30'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
522	425421.190	684582.200	BRASS CAP	121+11.29	33.01' LT

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

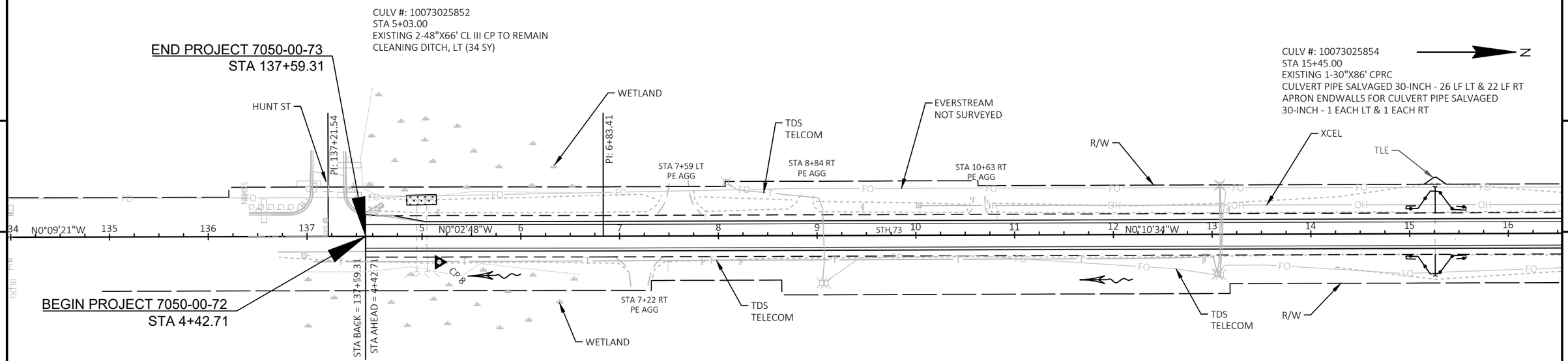
SIGNATURE: DATE: 8-6-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: DATE: 8-6-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2021\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 1-9-24
PLOT DATE : 8/6/2024 10:20 AM
PLOT BY : NICOLE STEINMETZ
PLOT NAME :
7050-00-23-4.03A1

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 8	5+17.17	26.13 RT	427143.800	684636.084	1147.70



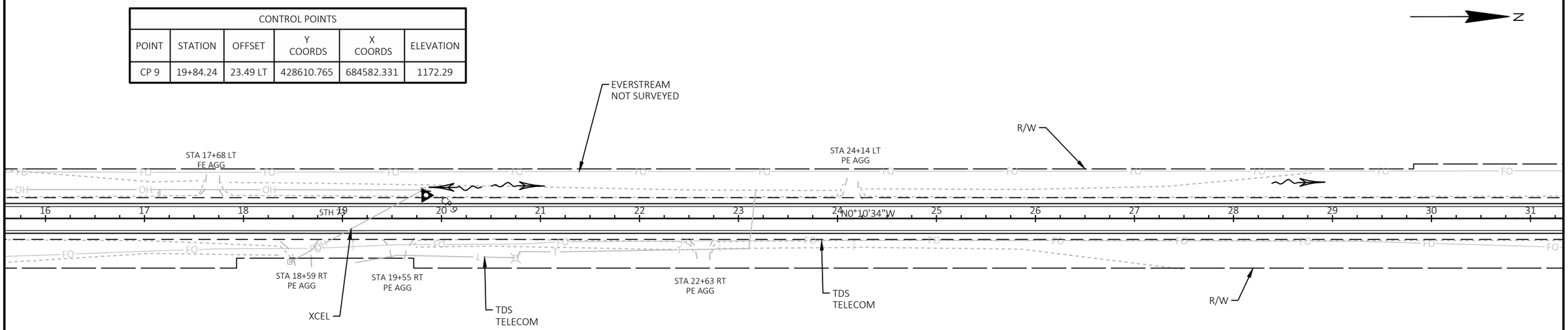
PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 52	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\SHEETSPLAN\021201-PD-8-15-24.DWG
LAYOUT NAME - 2

PLOT DATE : 12/18/2024 1:43 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

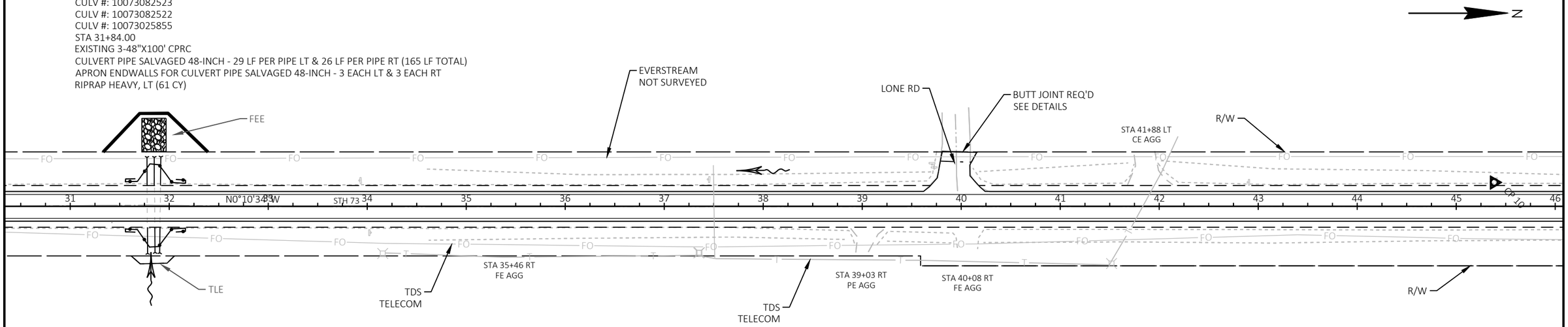
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 9	19+84.24	23.49 LT	428610.765	684582.331	1172.29



5

5

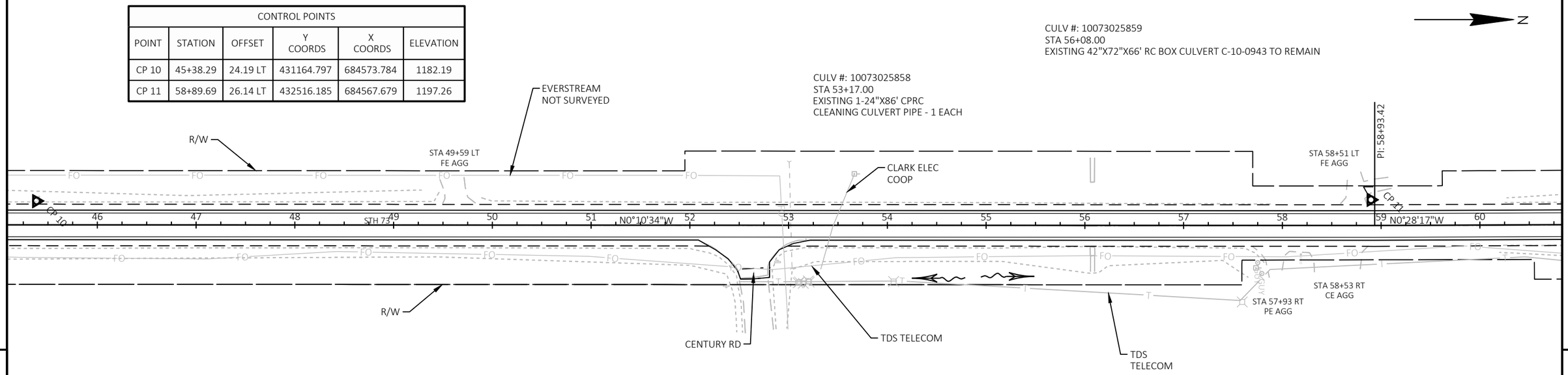
CULV #: 10073082523
CULV #: 10073082522
CULV #: 10073025855
STA 31+84.00
EXISTING 3-48"X100' CPRC
CULVERT PIPE SALVAGED 48-INCH - 29 LF PER PIPE LT & 26 LF PER PIPE RT (165 LF TOTAL)
APRON ENDWALLS FOR CULVERT PIPE SALVAGED 48-INCH - 3 EACH LT & 3 EACH RT
RIPRAP HEAVY, LT (61 CY)

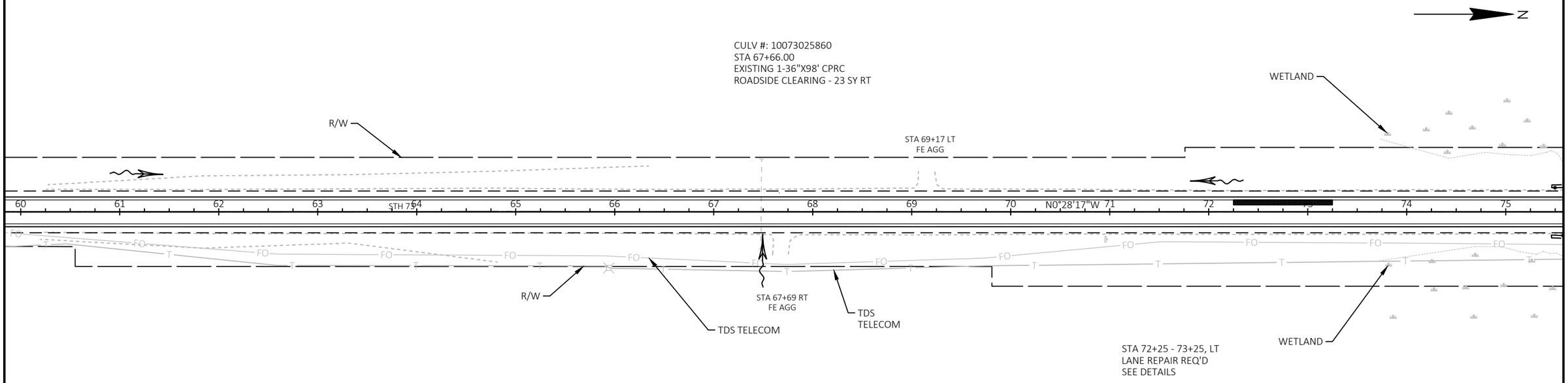


CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 10	45+38.29	24.19 LT	431164.797	684573.784	1182.19

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 53	E

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 10	45+38.29	24.19 LT	431164.797	684573.784	1182.19
CP 11	58+89.69	26.14 LT	432516.185	684567.679	1197.26





PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 54	E

CULV #: 10073025861
STA 76+00.00
EXISTING 1-60"X86' CPRC
86' - CULVERT PIPE SALVAGED 60-INCH
TIE ENTIRE LENGTH OF PIPE

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 12	83+48.84	23.89 LT	434975.138	684549.719	1166.11

CULV #: 10073025862
STA 86+84.00
EXISTING 1-24"X88' CPRC
CLEANING CULVERT PIPES - 1 EACH

CULV #: 10073025863
STA 89+11.00
EXISTING 108"X60"X65' RC BOX CULVERT C-10-1092
TO BE EXTENDED
WINGWALLS TO BE REPLACED
SEE STRUCTURE DETAIL

N

WETLAND

STA 78+93 LT
FE AGG

R/W

STA 81+80 LT
PE HMA

WETLAND

STA 87+85.67 - STA 90+08.79
1 - SALVAGED RAIL
2 - SALVAGED GUARDRAIL END TREATMENTS
1 - MGS THRIE BEAM TRANSITION
112.5 LT - MGS 3
2 - MGS EAT

SLOPE
INTERCEPT

75 76 77 STH 73 78 79 80 81 82 83 N0°28'17"W 84 85 86 87 88 89 90

STA 84+29 RT
CE AGG

WETLAND

STA 78+25 - 80+00, RT
LANE REPAIR REQ'D
SEE DETAILS

TDS TELECOM

R/W

STA 81+40 - 84+40, RT
LANE REPAIR REQ'D
SEE DETAILS

TDS
TELECOM

SLOPE
INTERCEPT

WETLAND

STA 88+19.40 - STA 90+41.88
1 - SALVAGED RAIL
2 - SALVAGED GUARDRAIL END TREATMENTS
112.5 LF - MGS 3
2 - MGS EAT

5

5

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 13	90+23.30	24.50 LT	435649.569	684543.553	1172.46
CP 14	101+39.97	25.08 LT	436766.160	684534.046	1201.61

N

WETLAND

PI: 90+26.12

STA 91+25 LT
FE AGG

STA 95+19 LT
CE AGG

PI: 96+64.68

R/W

PI: 102+95.69

90 91 92 STH 73 93 N0°22'37"W 94 95 96 97 98 99 N0°34'02"W 100 101 102 103 N0°41'27"W 104 105

STA 103+99 RT
PE AGG

TDS TELECOM

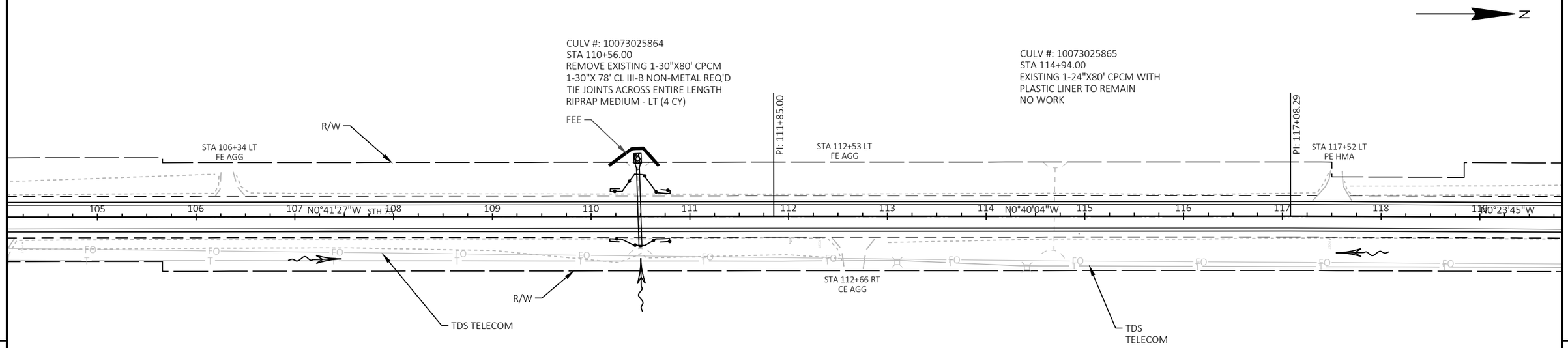
TDS
TELECOM

R/W

STA 94+75 - 97+25, RT
LANE REPAIR REQ'D
SEE DETAILS

WETLAND

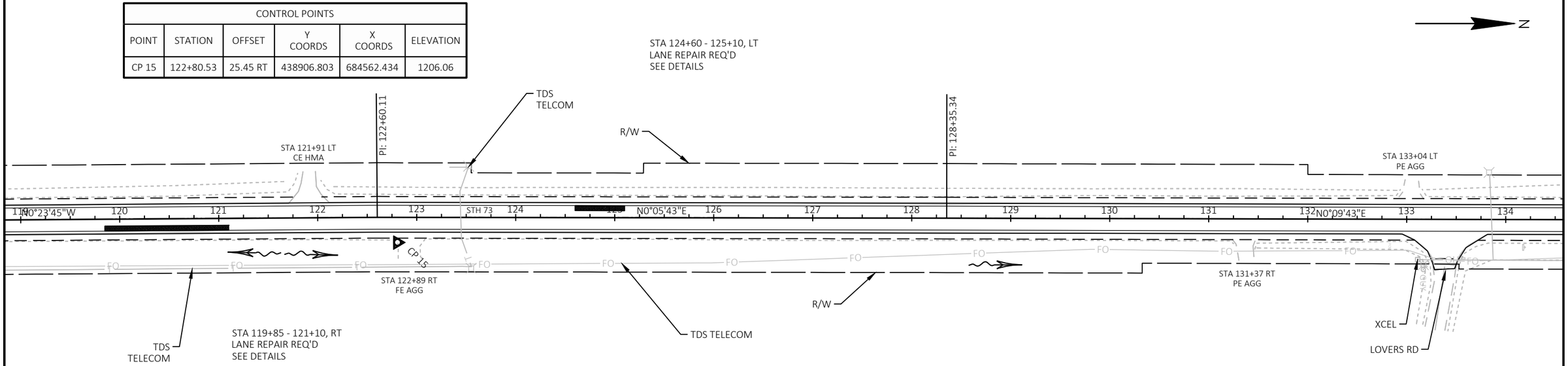
PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 55	E



5

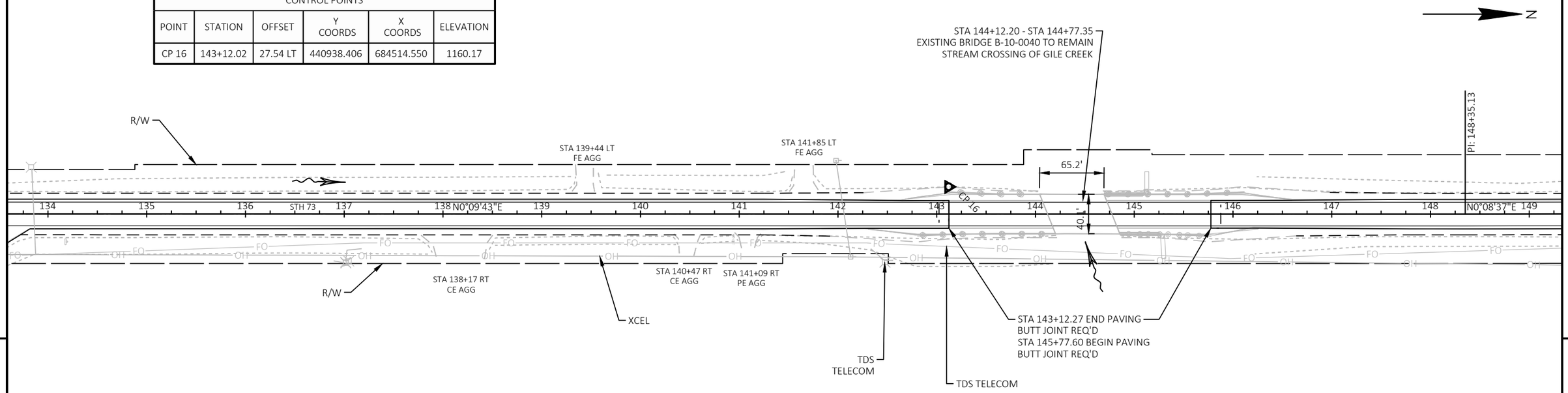
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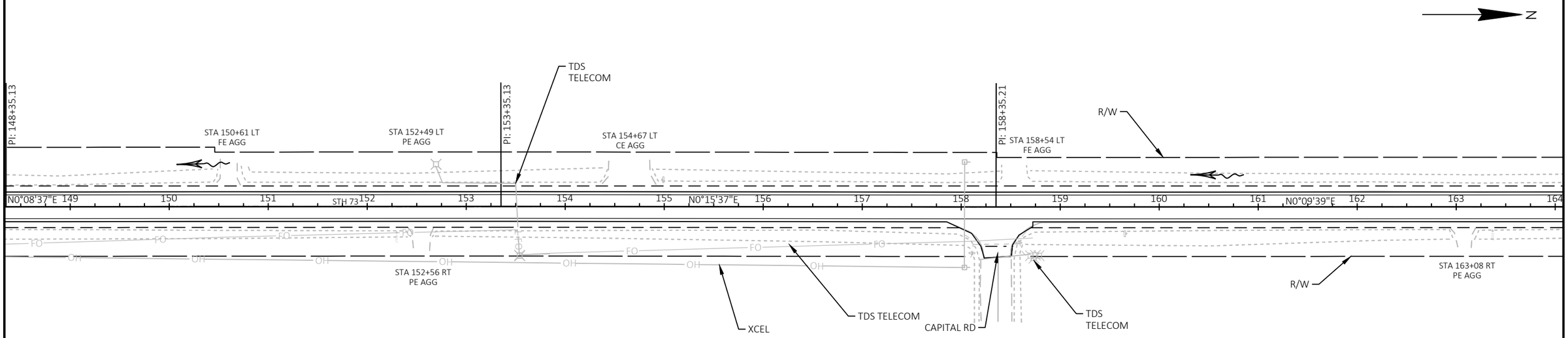
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 15	122+80.53	25.45 RT	438906.803	684562.434	1206.06



PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 56	E

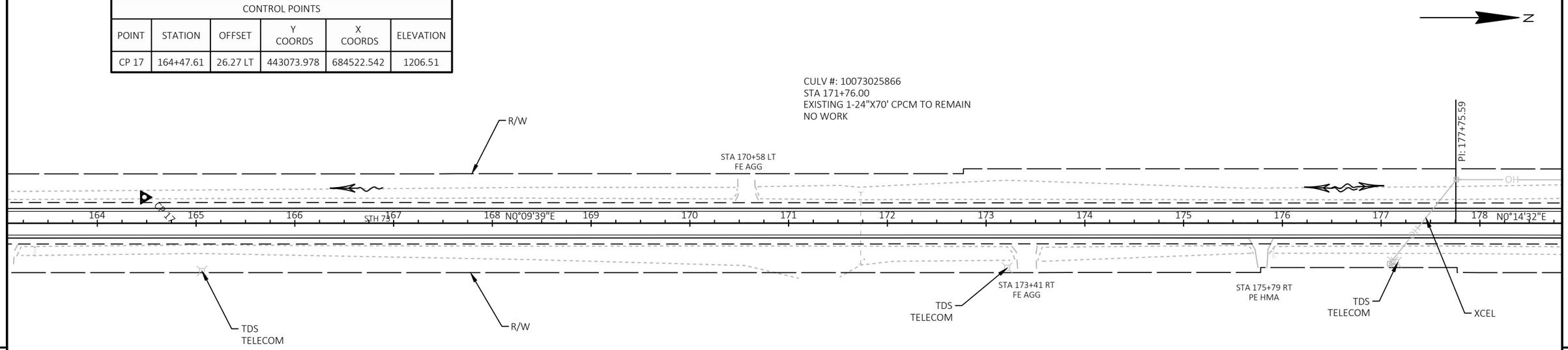
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 16	143+12.02	27.54 LT	440938.406	684514.550	1160.17

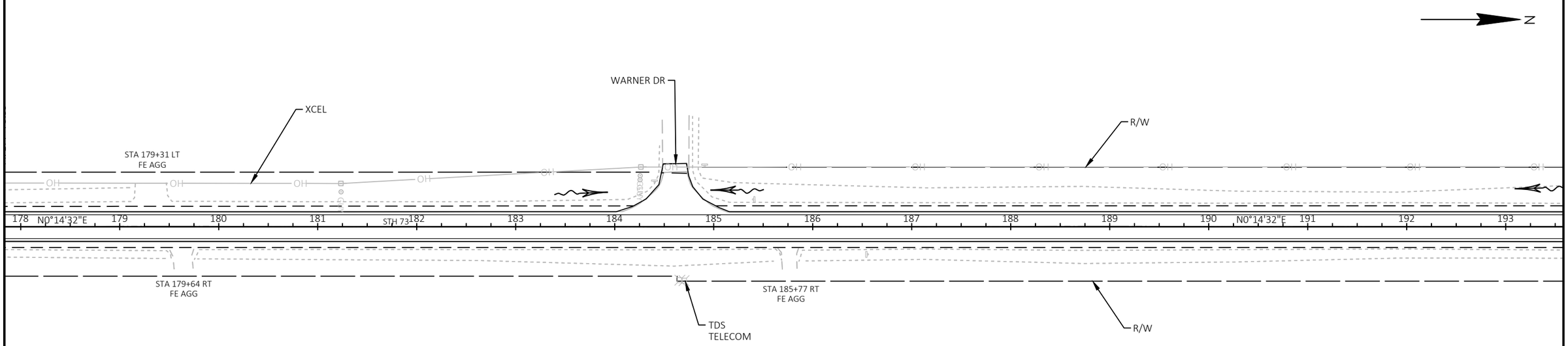




PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 57	E

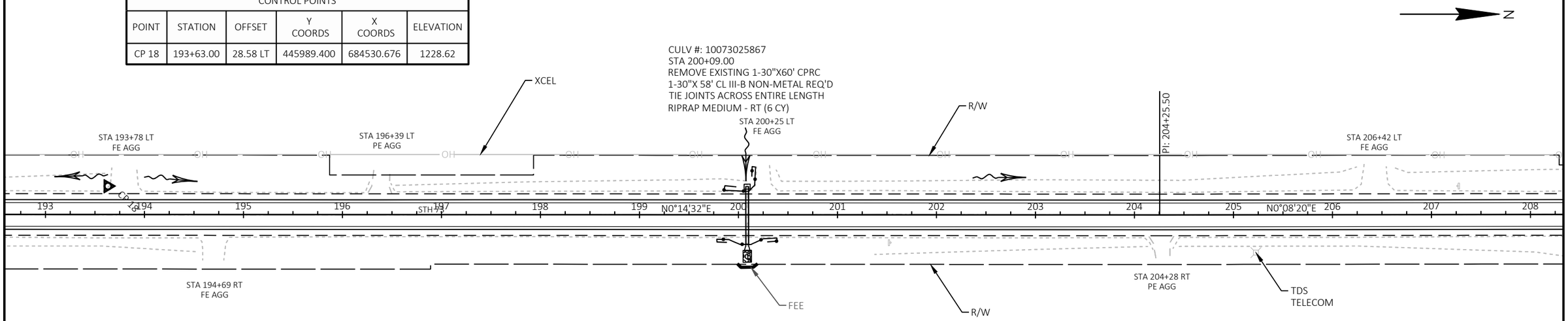
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 17	164+47.61	26.27 LT	443073.978	684522.542	1206.51

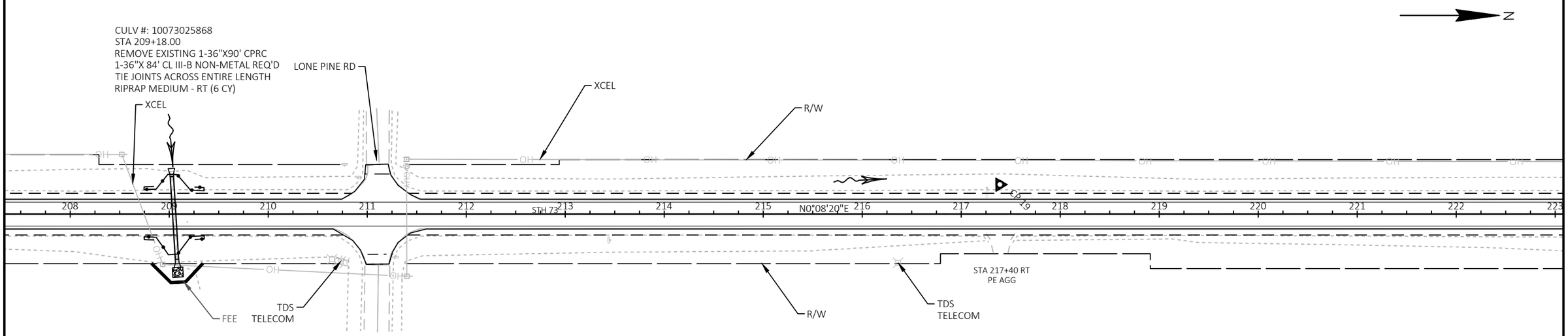




PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 58	E

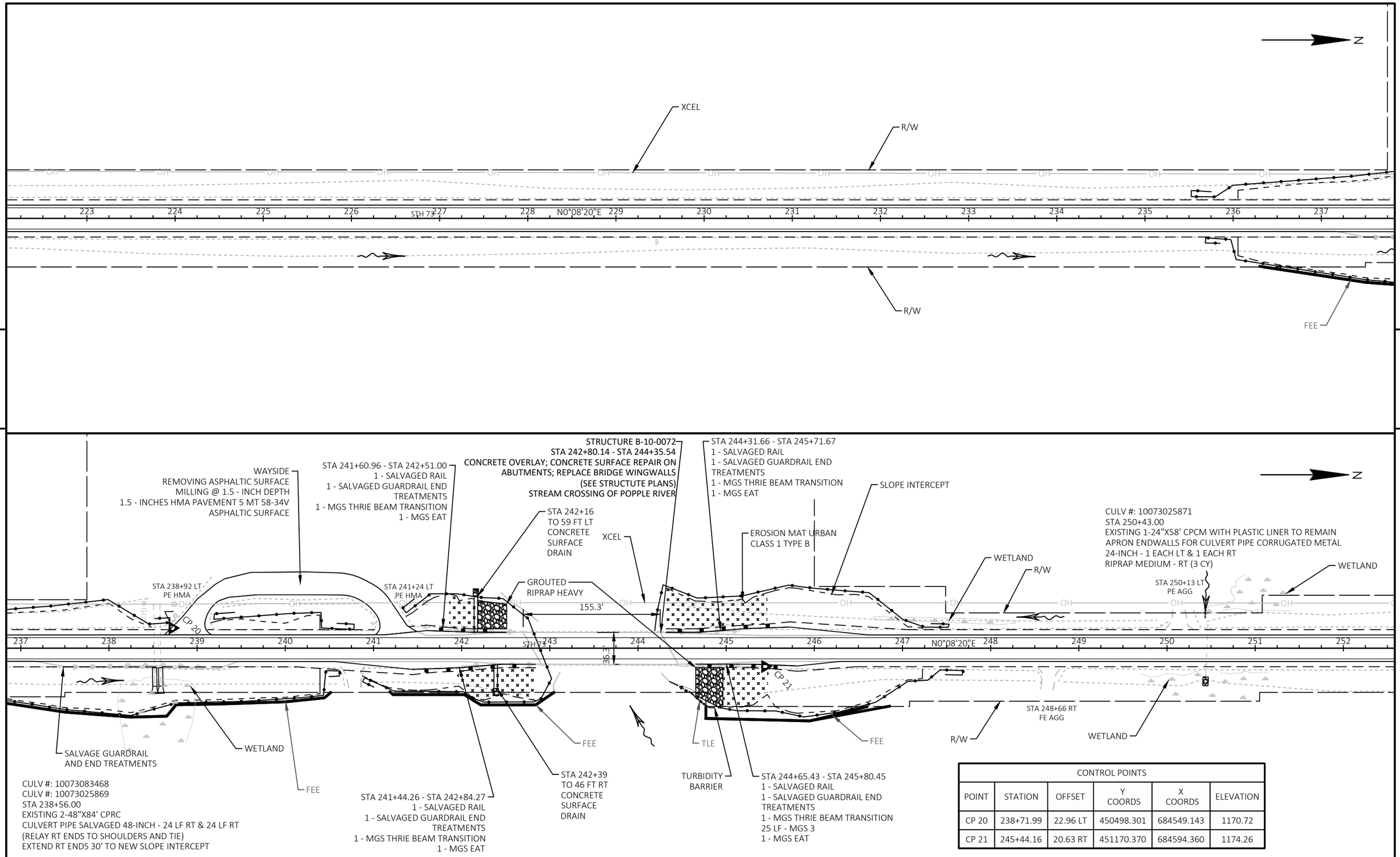
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 18	193+63.00	28.58 LT	445989.400	684530.676	1228.62





CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 19	217+38.92	29.88 LT	448365.256	684537.052	1216.04

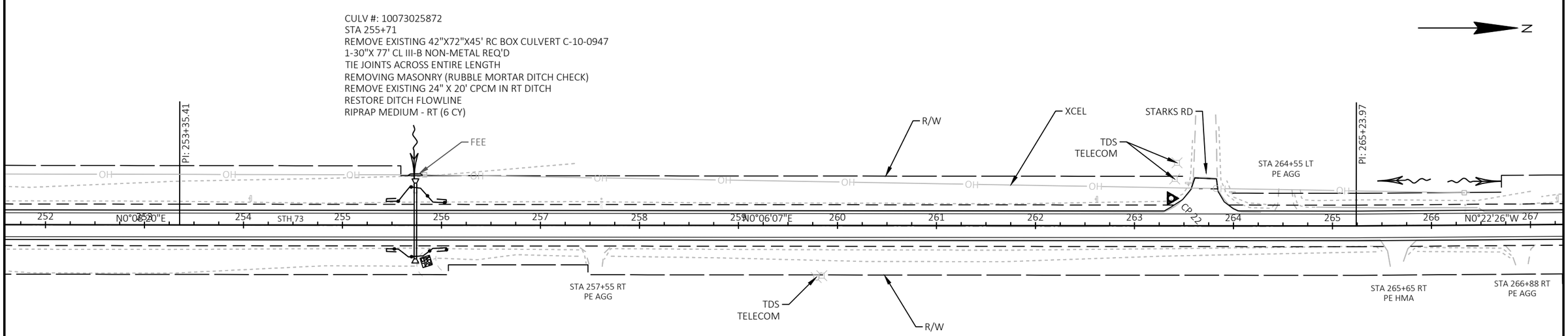
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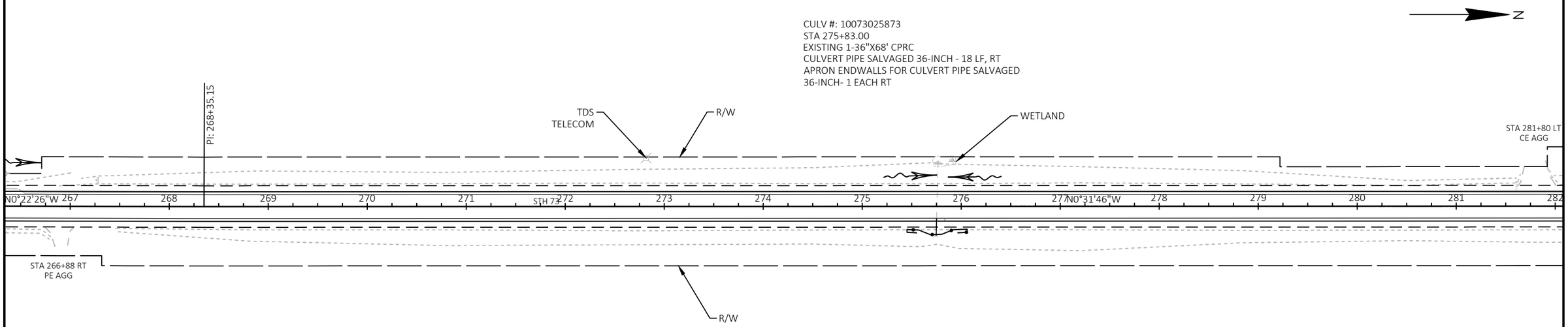
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 20	238+71.99	22.96 LT	450498.301	684549.143	1170.72
CP 21	245+44.16	20.63 RT	451170.370	684594.360	1174.26

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 60	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\SHEETSPLAN\021201-PD-8-15-24.DWG
LAYOUT NAME - 10_b72
PLOT DATE : 12/18/2024 1:49 PM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 22	263+36.98	27.74 LT	452963.280	684549.686	1229.76



PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 61	E

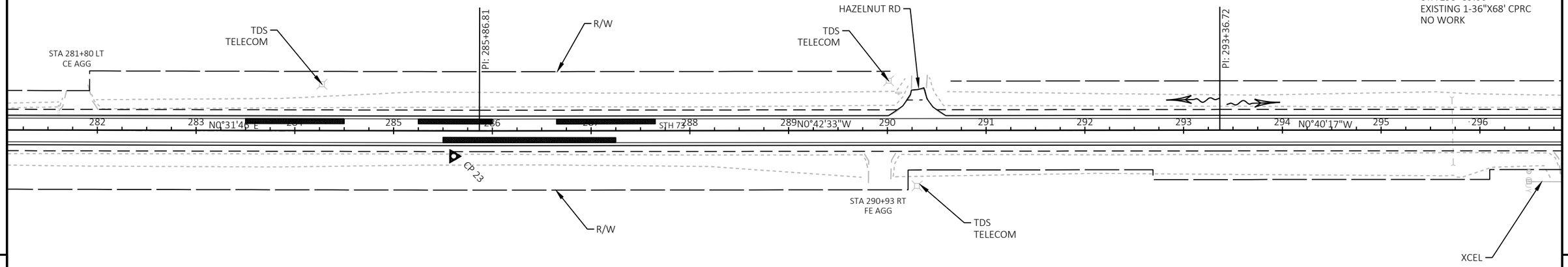
STA 283+50 - 284+50, LT
LANE REPAIR REQ'D
SEE DETAILS

STA 285+25 - 286+00, LT
LANE REPAIR REQ'D
SEE DETAILS

STA 286+65 - 287+65, LT
LANE REPAIR REQ'D
SEE DETAILS

N

CULV #: 10073025874
STA 295+89.00
EXISTING 1-36"X68' CPRC
NO WORK

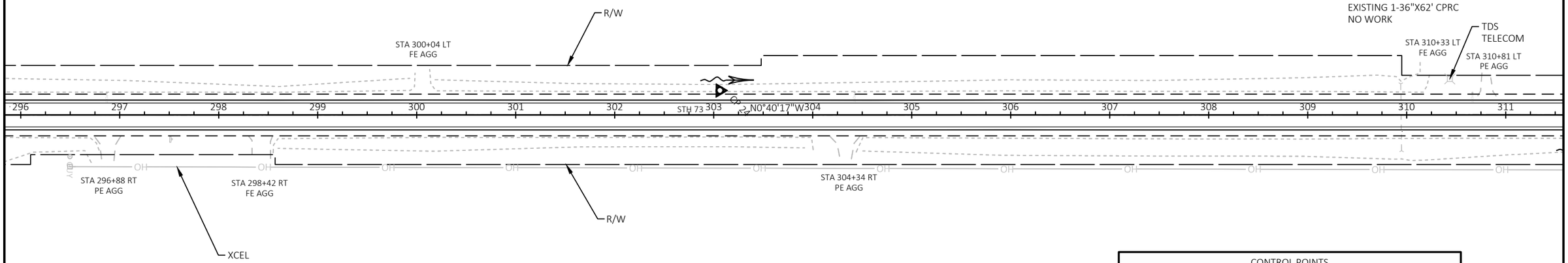


CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 23	285+60.80	25.63 RT	455187.207	684585.412	1257.62

STA 285+50 - 287+25, RT
LANE REPAIR REQ'D
SEE DETAILS

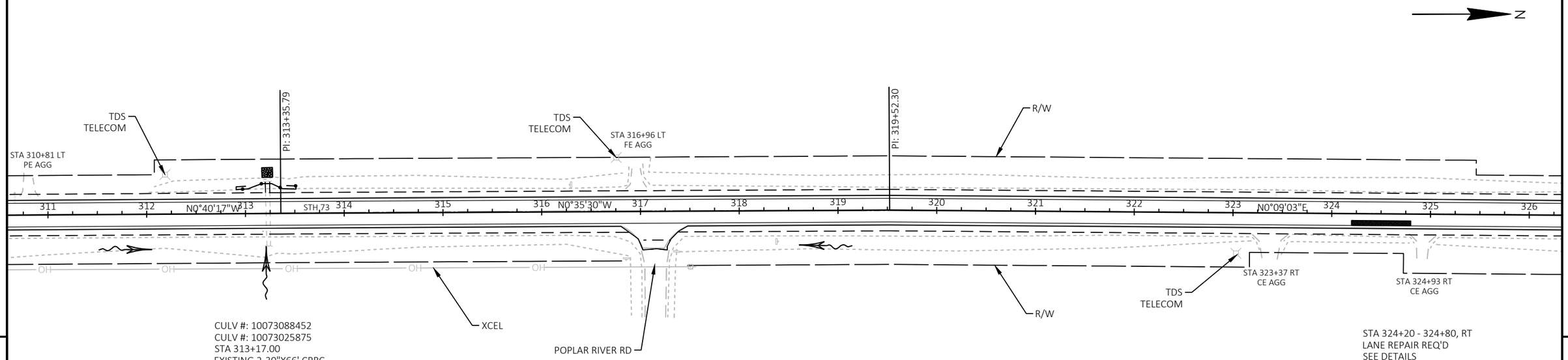
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CULV #: NO #
STA 309+95.00
EXISTING 1-36"X62' CPRC
NO WORK



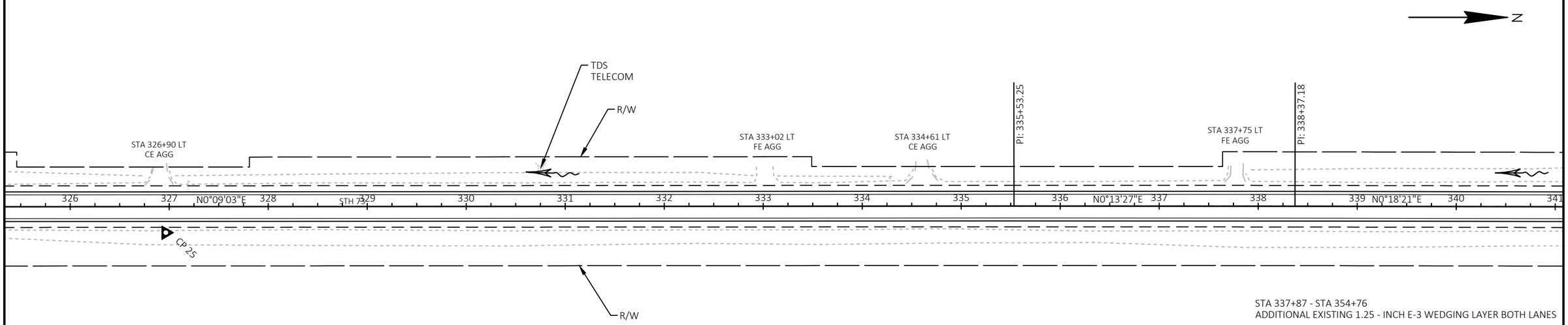
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 24	303+06.19	24.76 LT	456931.942	684514.144	1230.64

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 62	E



CULV #: 10073088452
CULV #: 10073025875
STA 313+17.00
EXISTING 2-30"X66' CPRC
CULVERT PIPE SALVAGED 30-INCH - 11 LF, LT
APRON ENDWALL FOR CULVERT PIPE SALVAGED 30-INCH - 1 EACH LT
MEDIUM RIPRAP - LT (6 CY)

STA 324+20 - 324+80, RT
LANE REPAIR REQ'D
SEE DETAILS

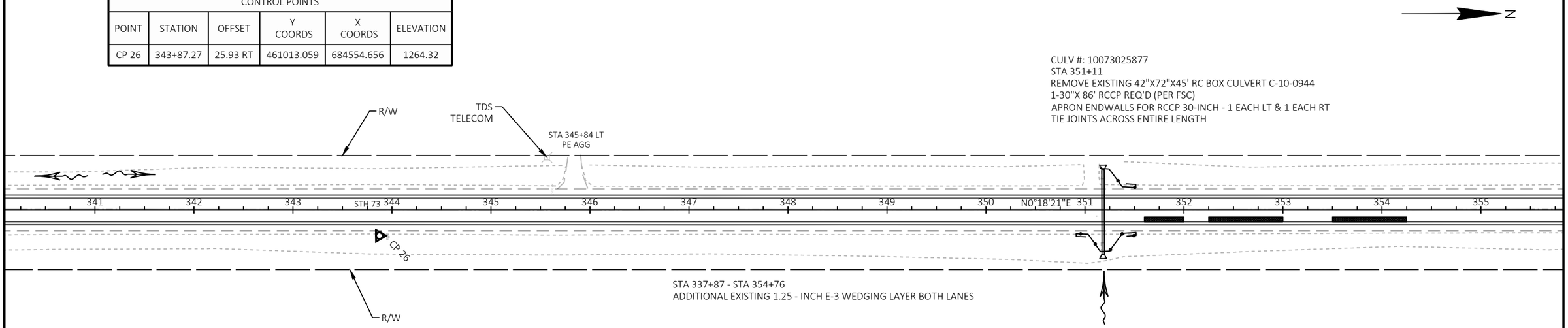


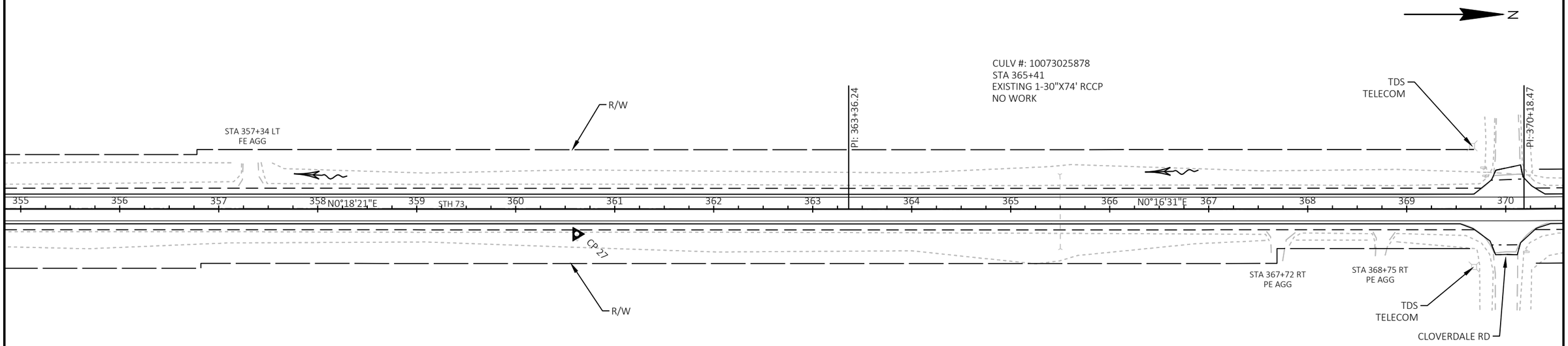
STA 337+87 - STA 354+76
ADDITIONAL EXISTING 1.25 - INCH E-3 WEDGING LAYER BOTH LANES

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 25	326+96.50	26.33 RT	459322.376	684548.757	1261.35

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 63	E

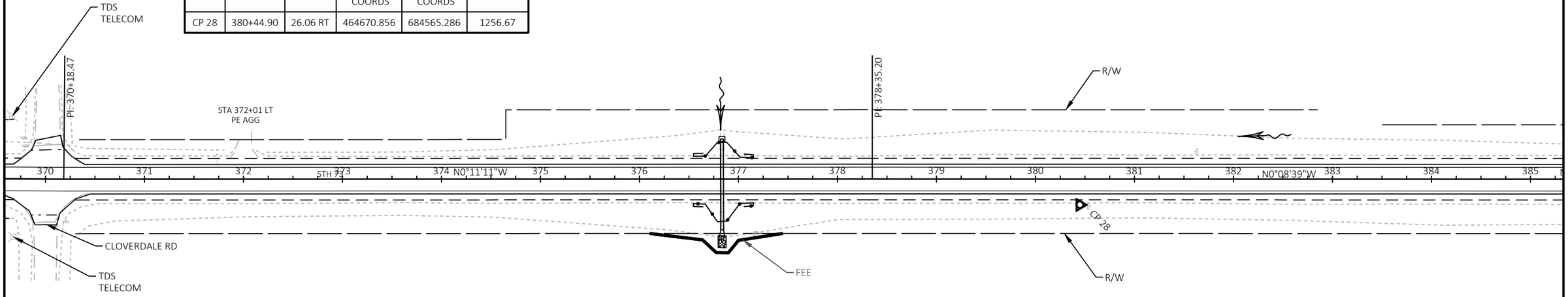
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 26	343+87.27	25.93 RT	461013.059	684554.656	1264.32



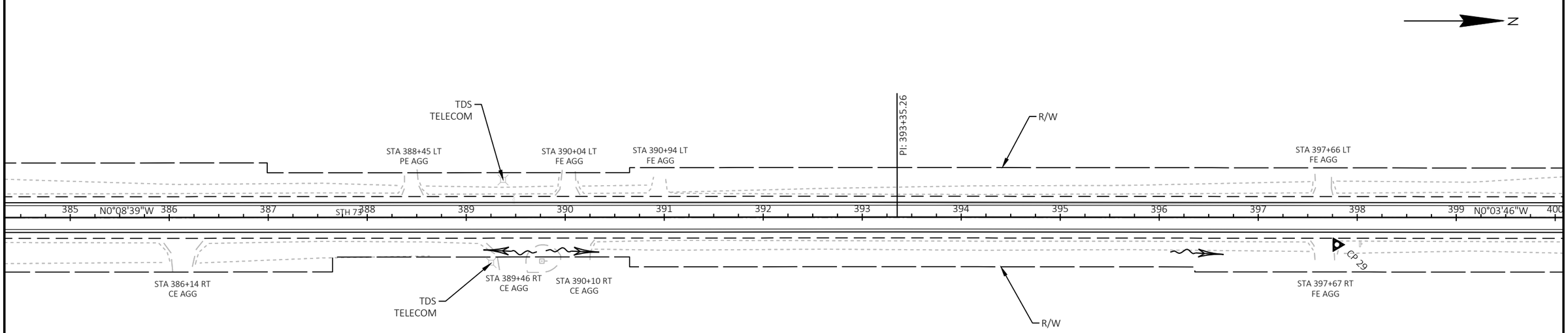


CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 27	360+61.67	25.20 RT	462687.437	684562.872	1249.05

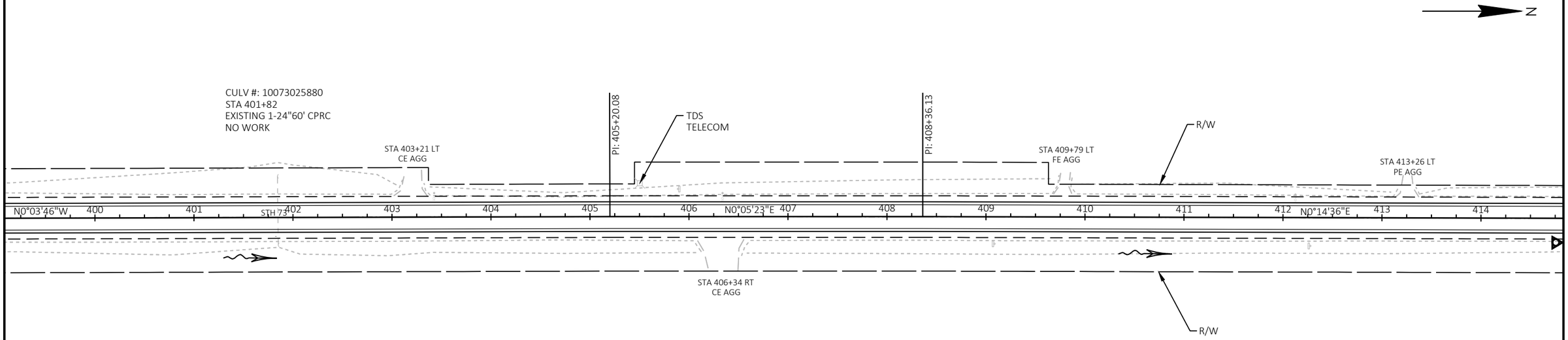
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 28	380+44.90	26.06 RT	464670.856	684565.286	1256.67



CULV #: 10073025879
STA 376+83
REMOVE EXISTING 42"X72"X56' RC BOX CULVERT C-10-0945
1-30"X 92' CLASS III-B NON-METAL RCCP REQ'D (PER FSC)
TIE JOINTS ACROSS ENTIRE LENGTH
RIPRAP MEDIUM - RT (5 CY)

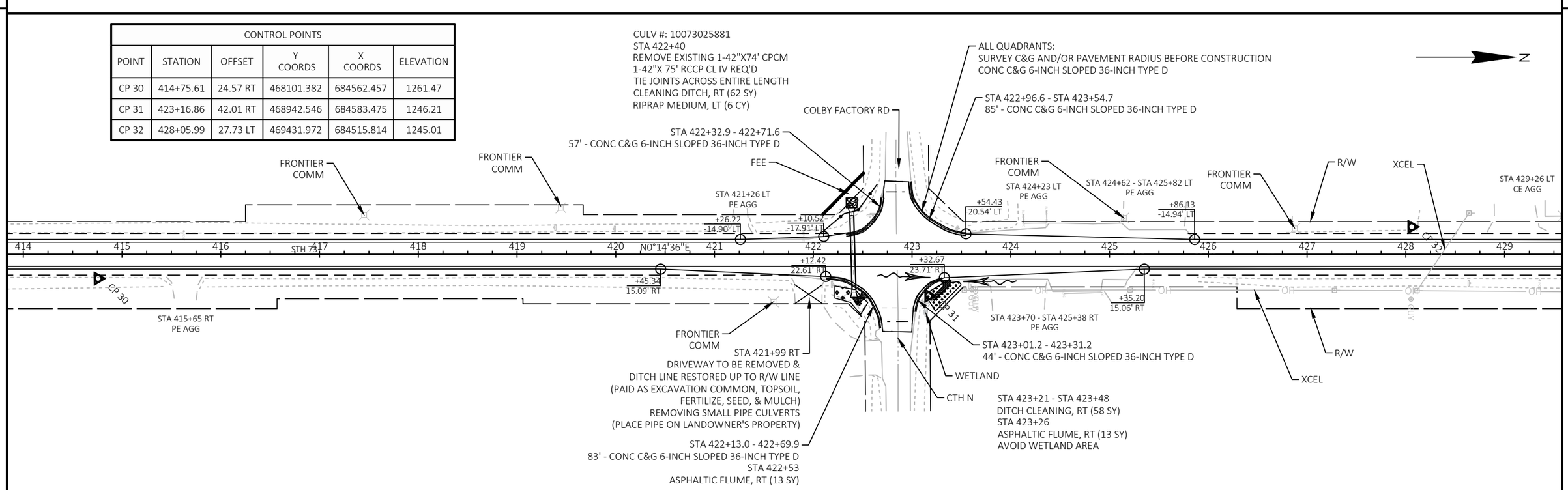


CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 29	397+79.48	27.42 RT	466405.391	684562.916	1270.67

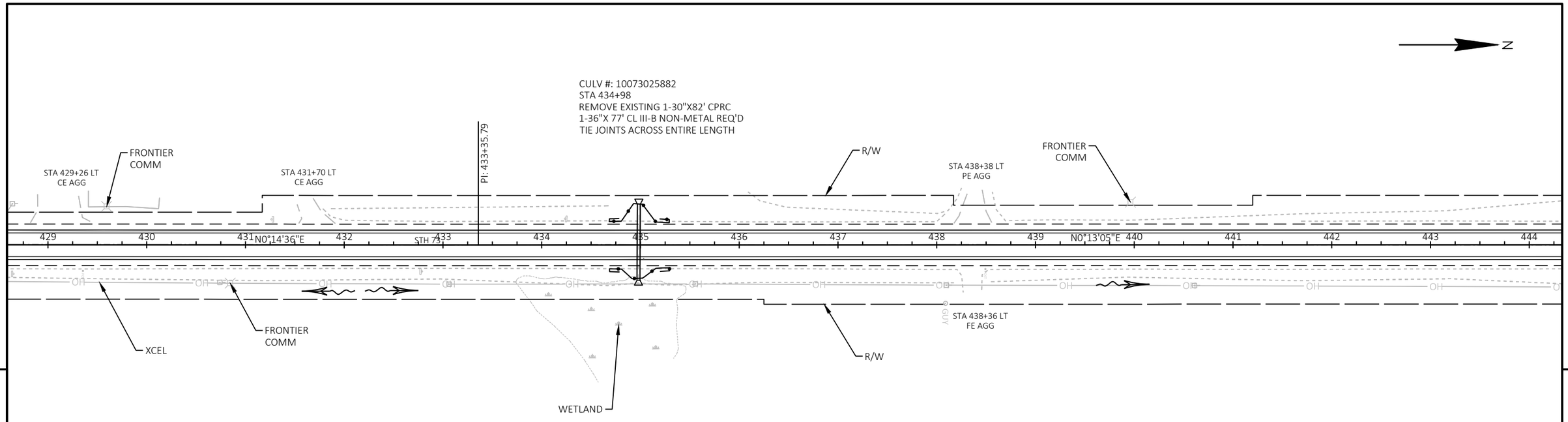


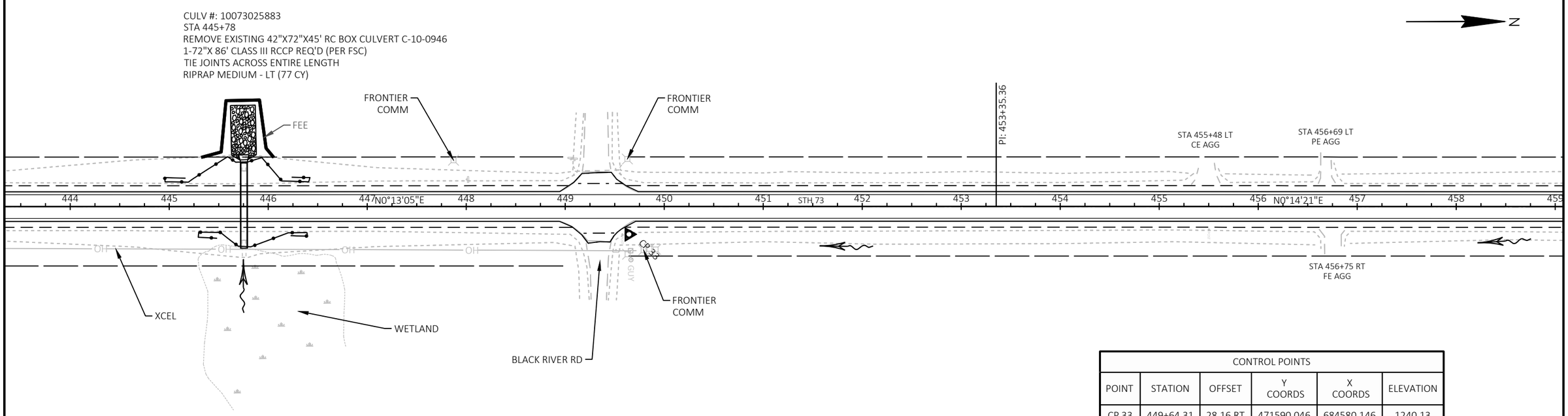
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CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 30	414+75.61	24.57 RT	468101.382	684562.457	1261.47
CP 31	423+16.86	42.01 RT	468942.546	684583.475	1246.21
CP 32	428+05.99	27.73 LT	469431.972	684515.814	1245.01



PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 66	E

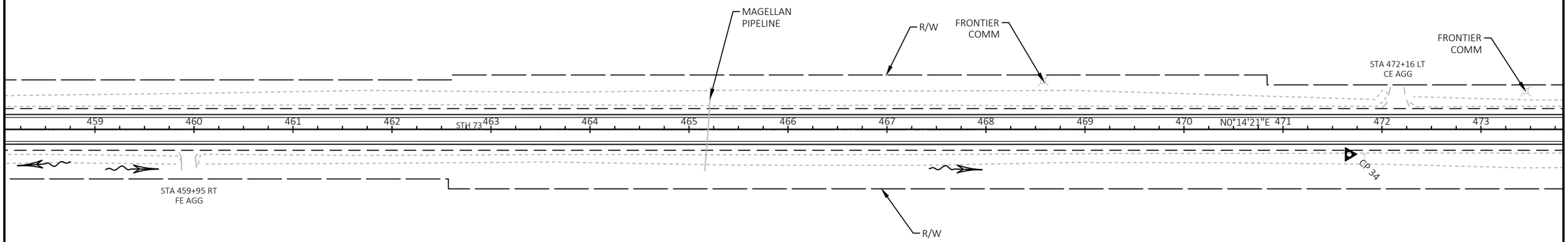




CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 33	449+64.31	28.16 RT	471590.046	684580.146	1240.13

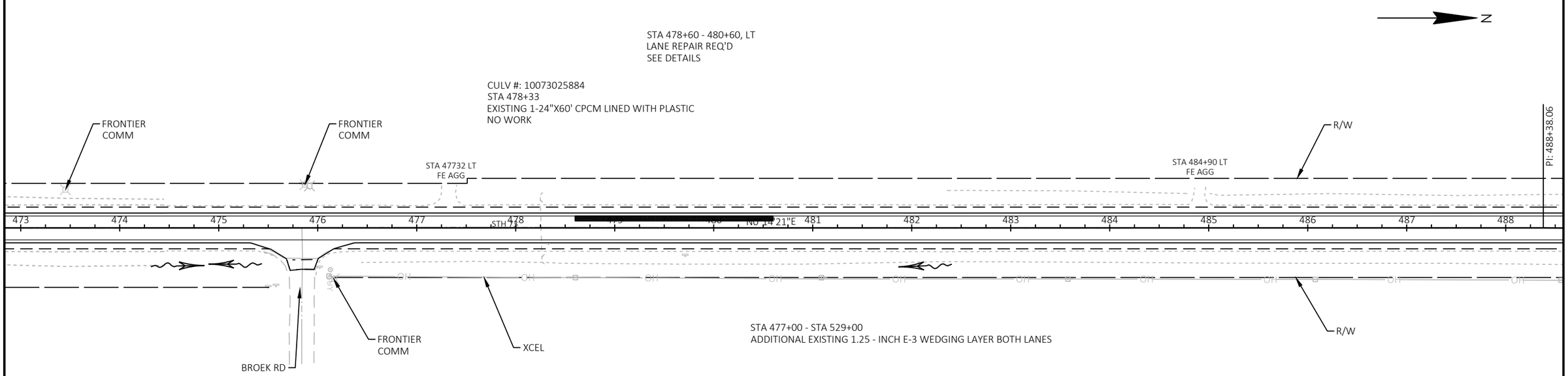
PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 67	E

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 34	471+66.84	25.18 RT	473792.564	684586.228	1267.39



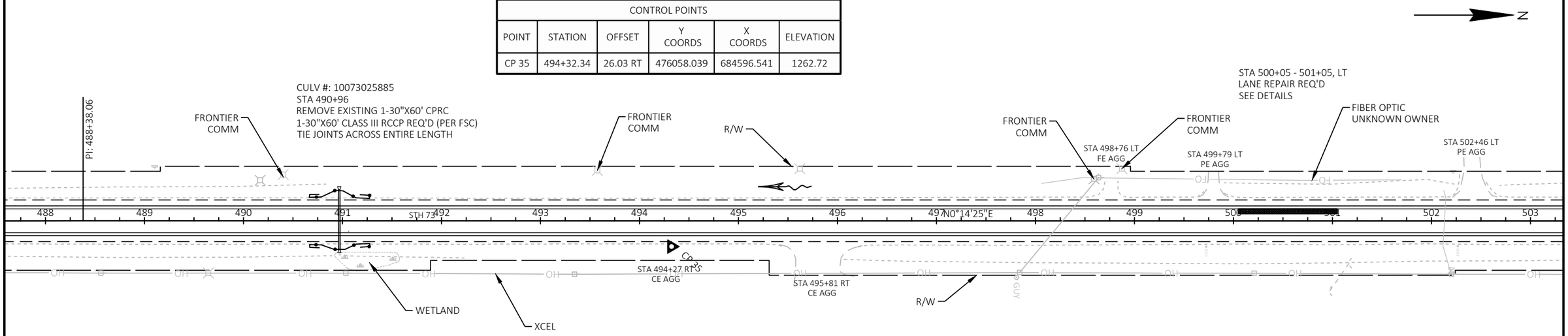
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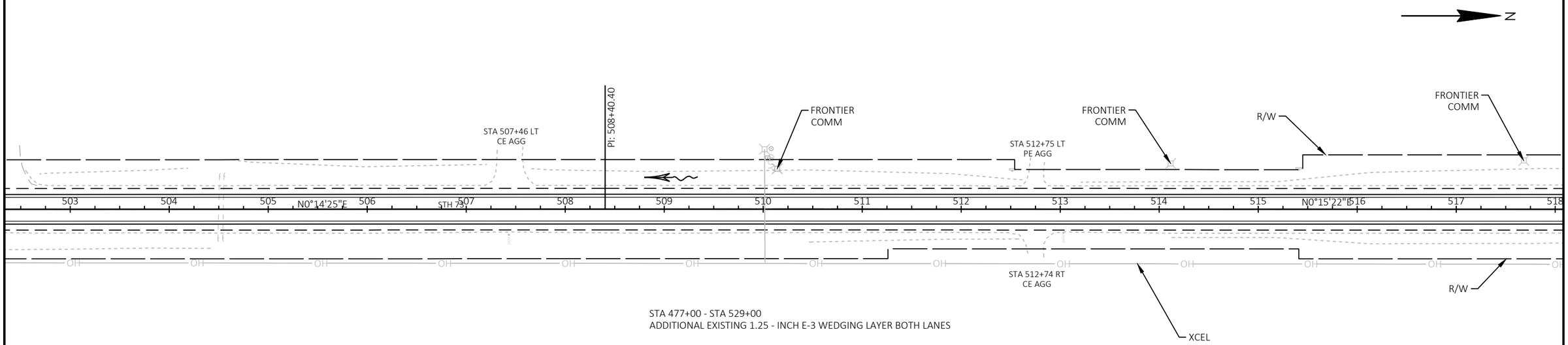


PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 68	E

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 35	494+32.34	26.03 RT	476058.039	684596.541	1262.72



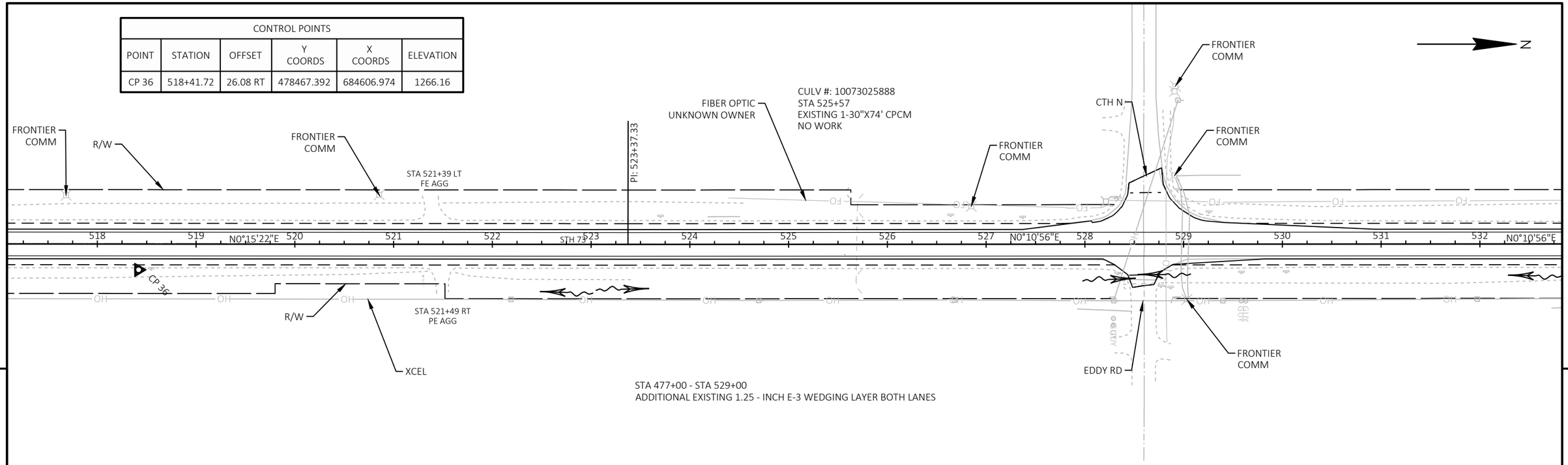
STA 477+00 - STA 529+00
ADDITIONAL EXISTING 1.25 - INCH E-3 WEDGING LAYER BOTH LANES



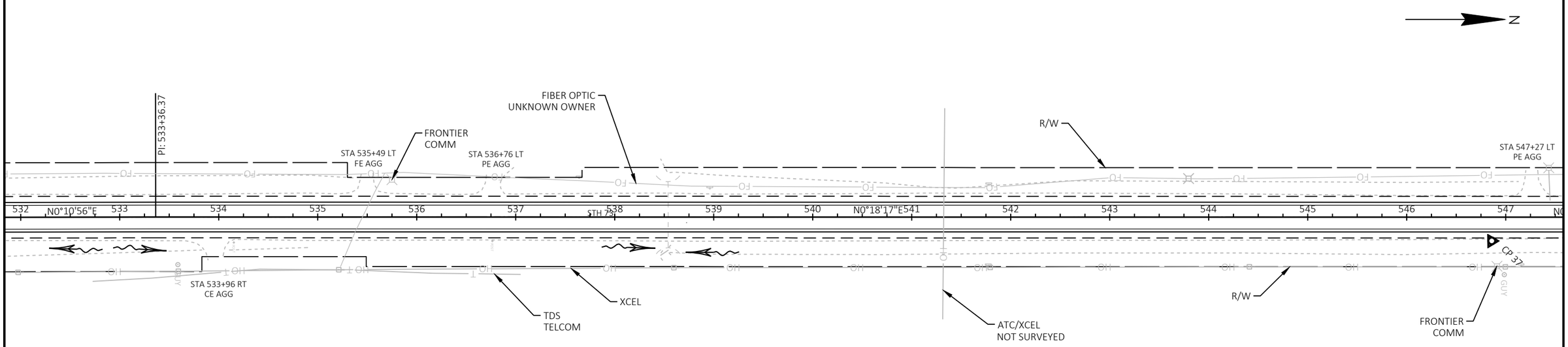
STA 477+00 - STA 529+00
ADDITIONAL EXISTING 1.25 - INCH E-3 WEDGING LAYER BOTH LANES

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 69	E

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 36	518+41.72	26.08 RT	478467.392	684606.974	1266.16

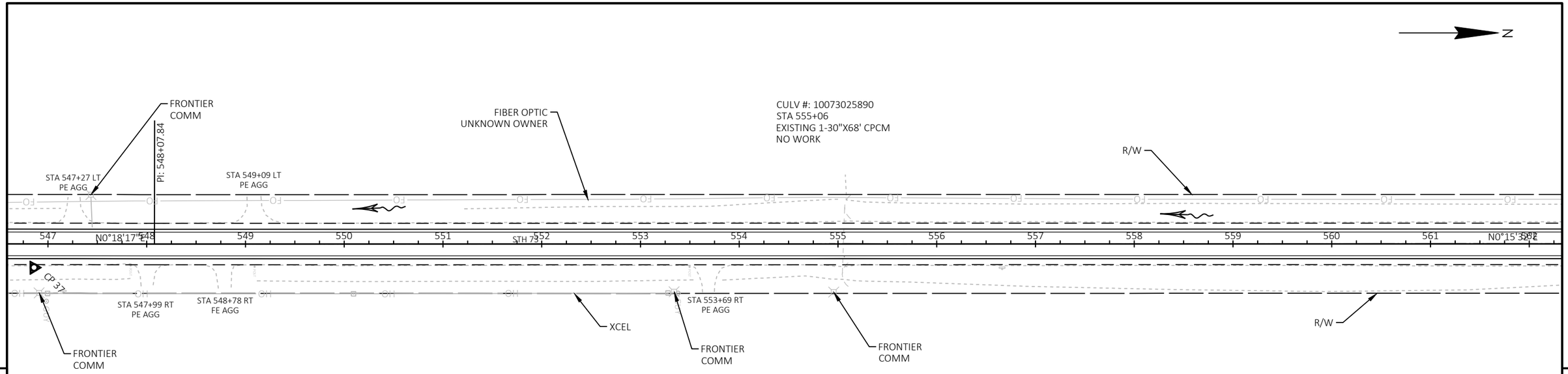


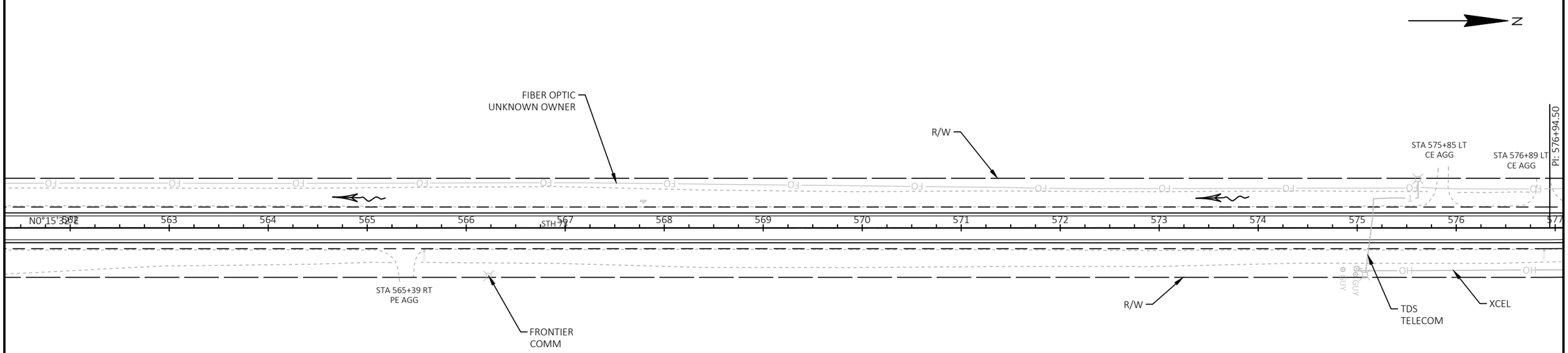
STA 477+00 - STA 529+00
ADDITIONAL EXISTING 1.25 - INCH E-3 WEDGING LAYER BOTH LANES



CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 37	546+85.76	24.02 RT	481311.385	684617.474	1273.47

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 70	E





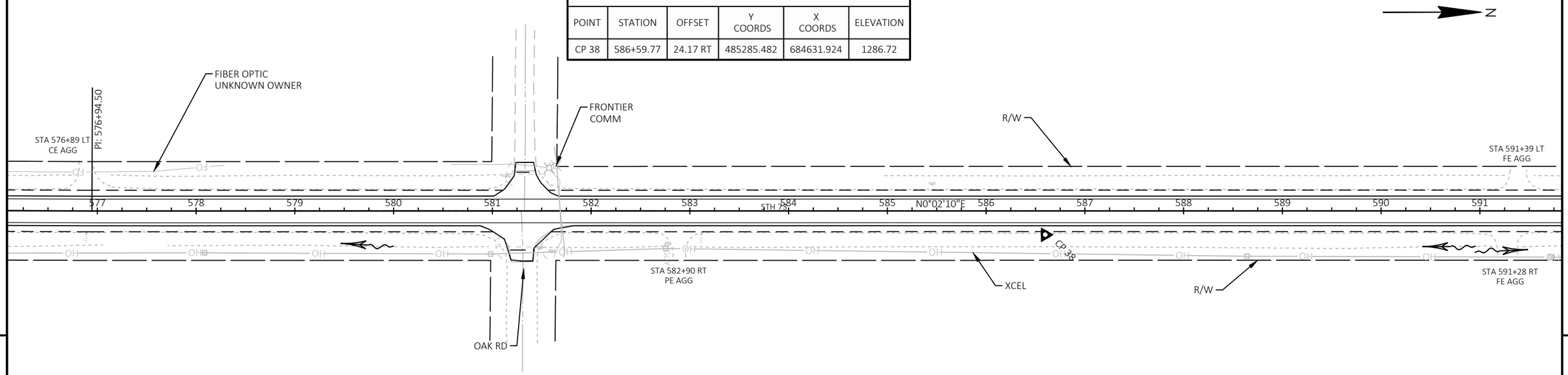
PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 71	E

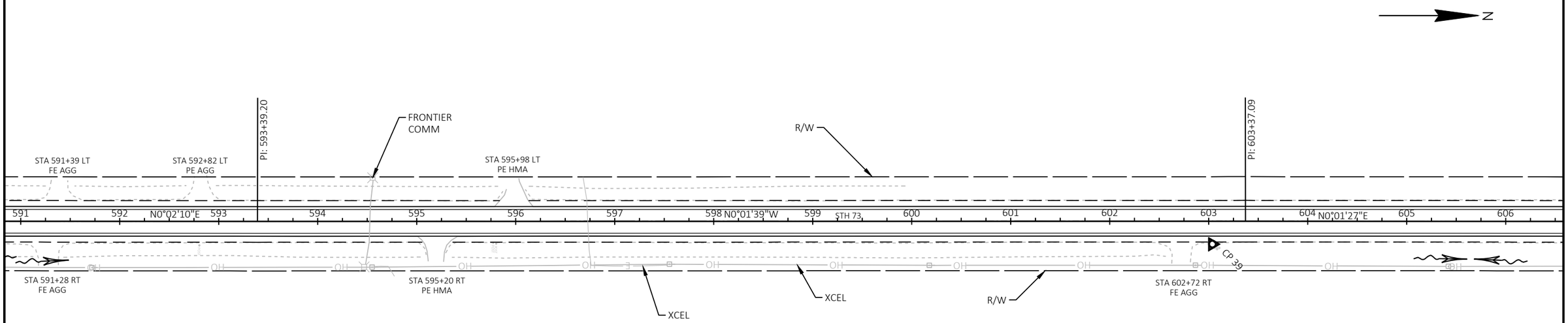
FILE NAME : C:\CIVIL 3D PROJECTS\70500002\SHEETSPLAN\021201-PD-8-15-24.DWG
LAYOUT NAME - 21

PLOT DATE : 12/18/2024 1:57 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

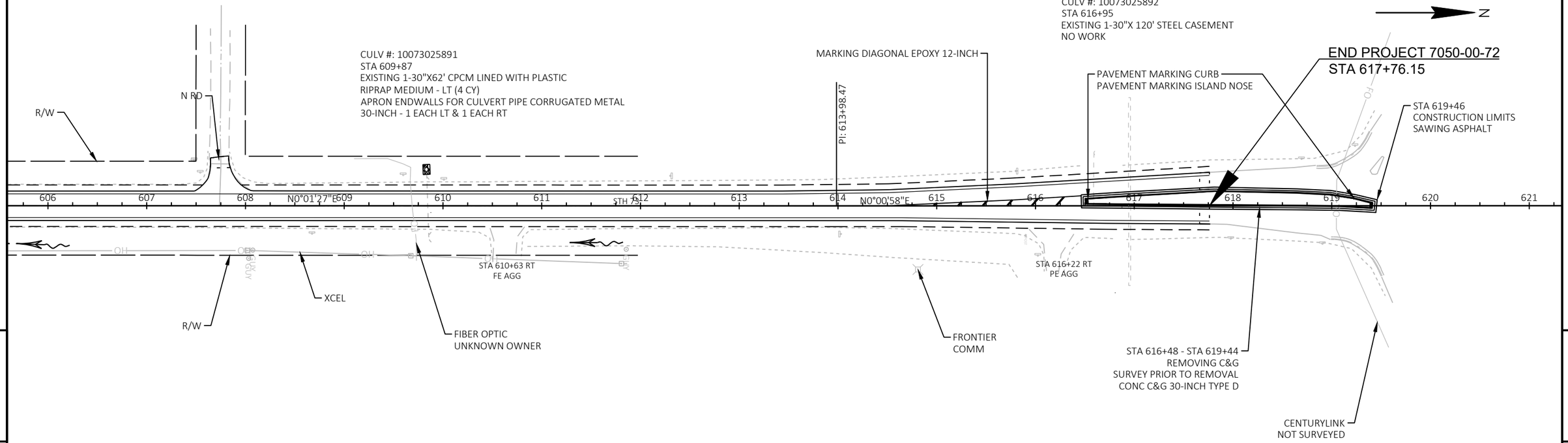
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 38	586+59.77	24.17 RT	485285.482	684631.924	1286.72





CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CP 39	603+03.60	23.23 RT	486929.340	684630.948	1268.54

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 72	E



5

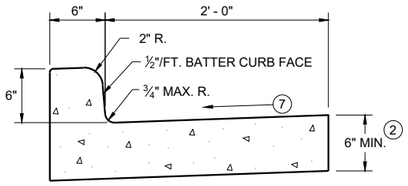
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	PLAN DETAILS	SHEET 73	E

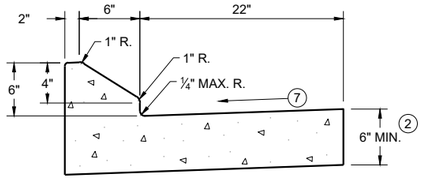
Standard Detail Drawing List

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
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-02	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
11B02-02	CONCRETE MEDIAN NOSE
13A11-04C	CENTERLINE RUMBLE STRIPS - ASPHALT SINUSOIDAL
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
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)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-08A	FLEXIBLE DELINEATOR POST
15A04-08B	BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING
15A04-08C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-08D	CHANNELIZING DEVICES, PERMANENT FLEXIBLE TUBULAR MARKER POST
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
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
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION

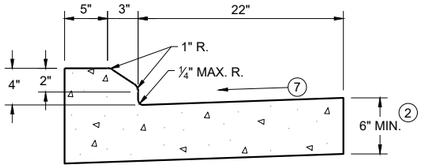
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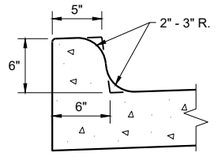
TYPES A (1) & D



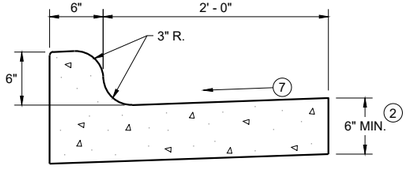
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

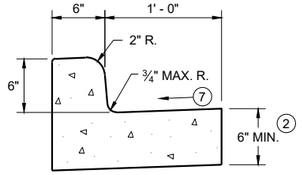


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



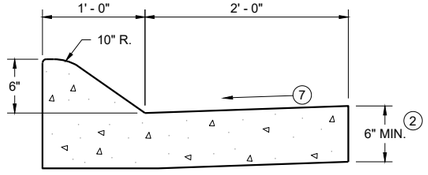
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

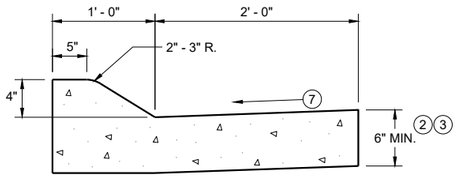


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

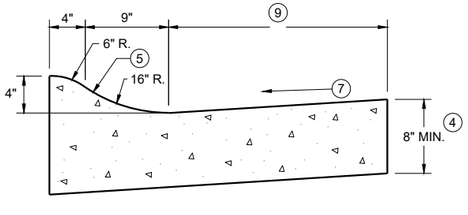


6" SLOPED CURB TYPES A (1) & D



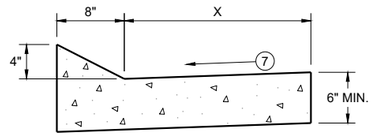
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

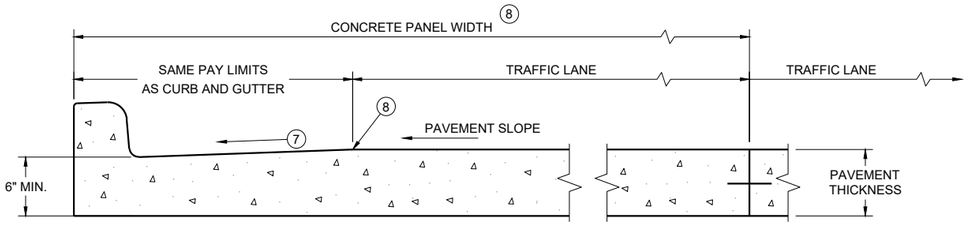


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

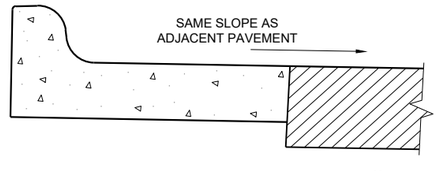
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

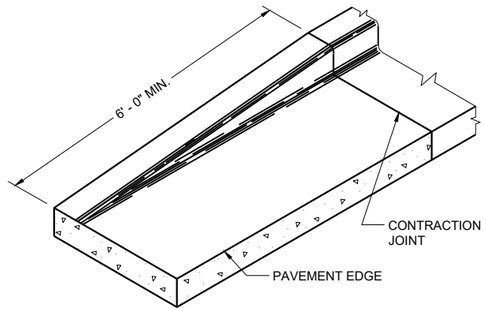
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

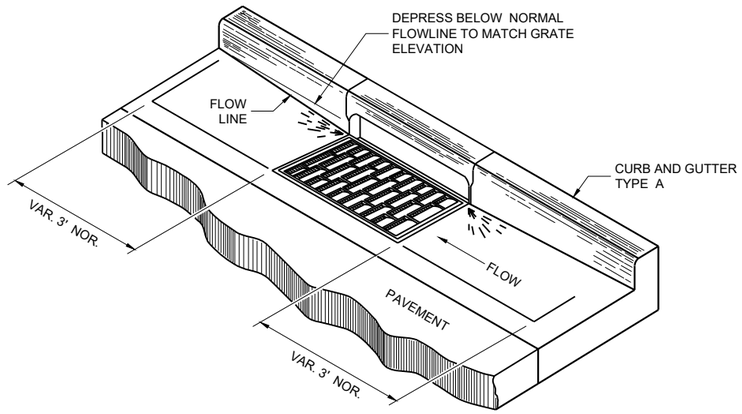
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



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.

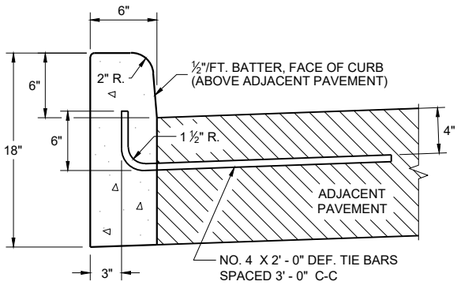
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

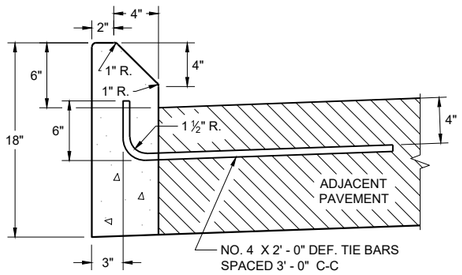
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

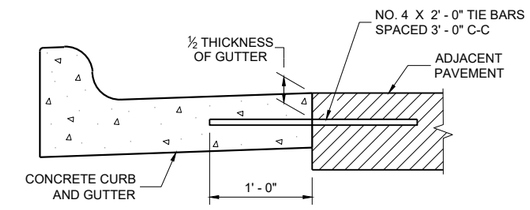


TYPES A (1) & D

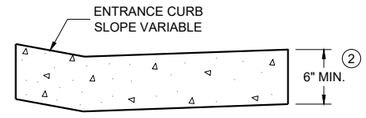


TYPES G (1) & J

CONCRETE CURB

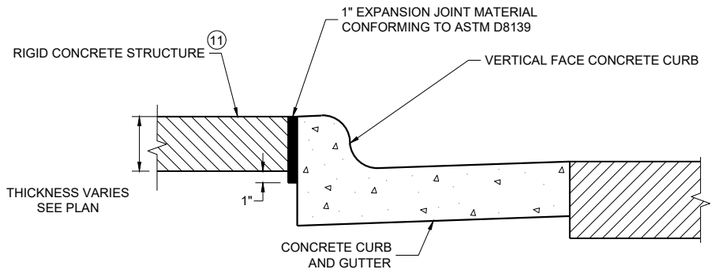


TYPICAL TIE BAR LOCATION (1)

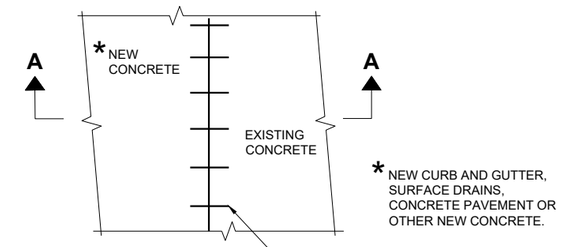


DRIVEWAY ENTRANCE CURB (10)

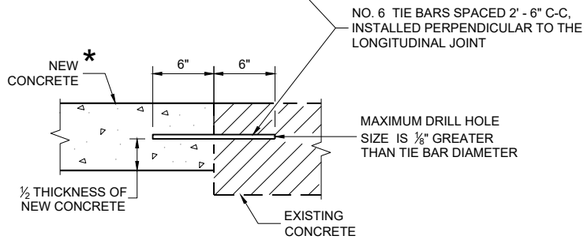
(WHEN DIRECTED BY THE ENGINEER)



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

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)

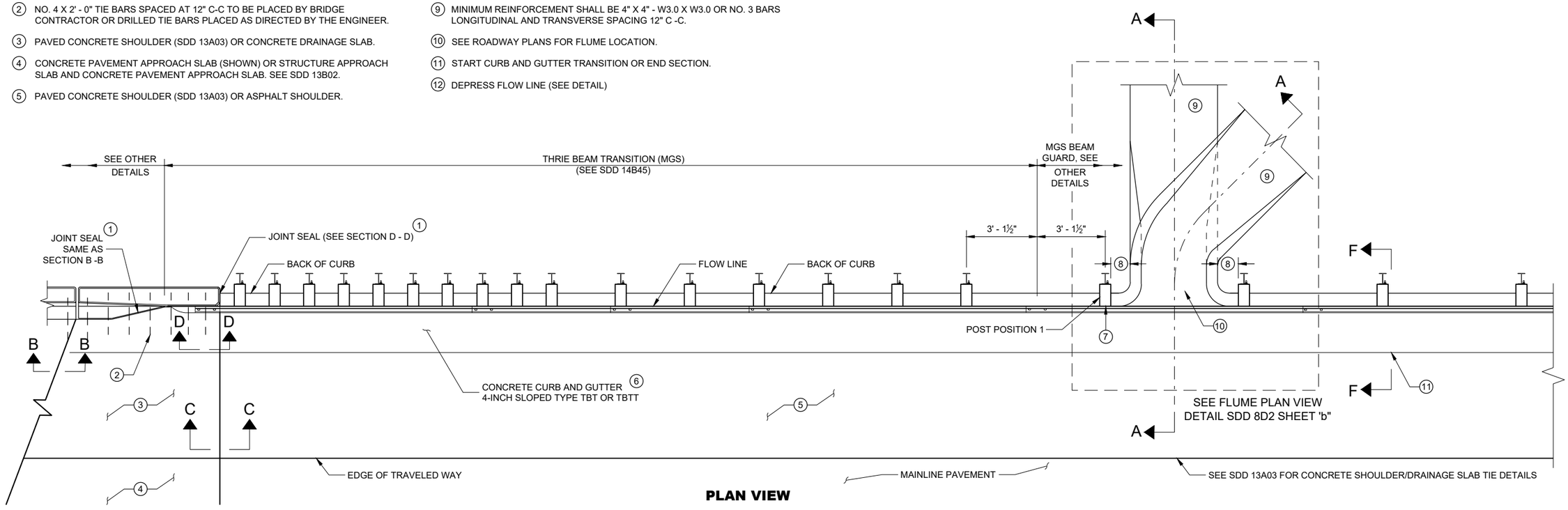
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

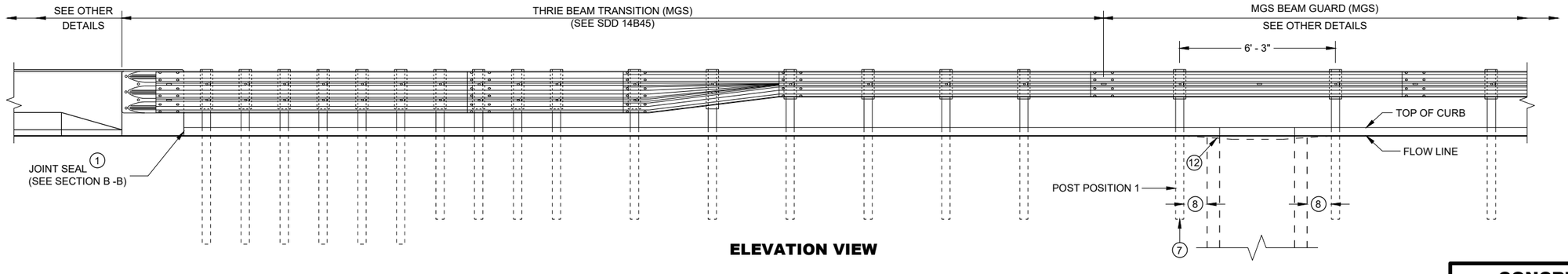
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



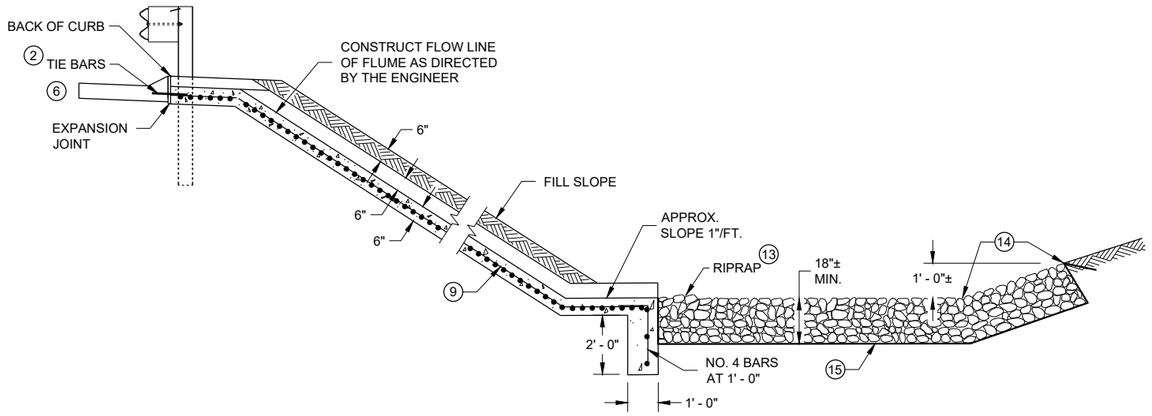
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

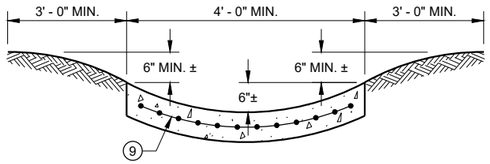
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

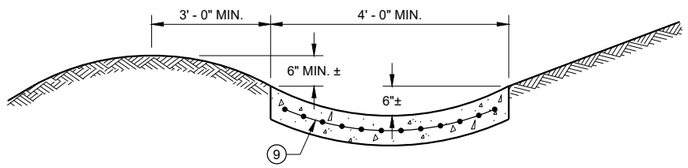
SDD 08D02 - 08a



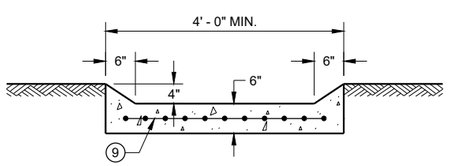
SECTION A - A



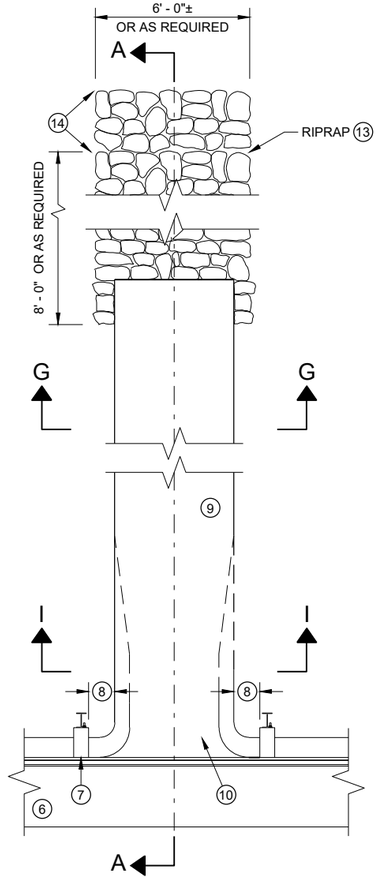
SECTION G - G



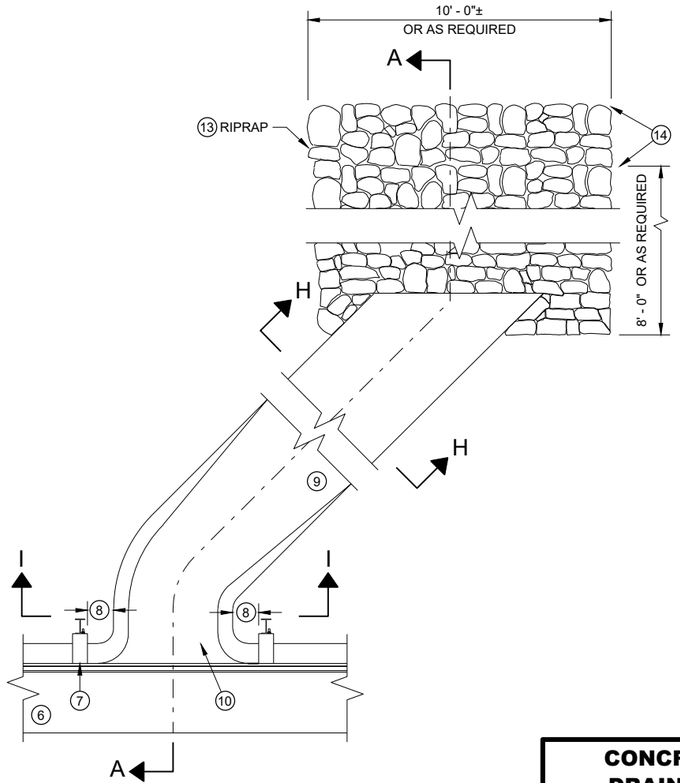
SECTION H - H



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.

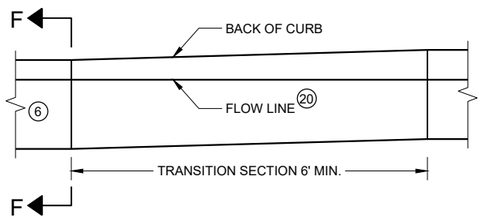
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH 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

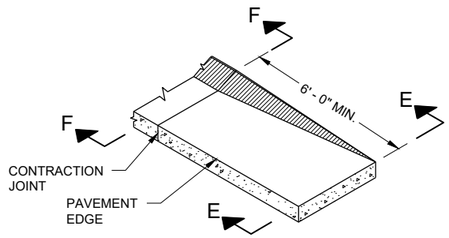
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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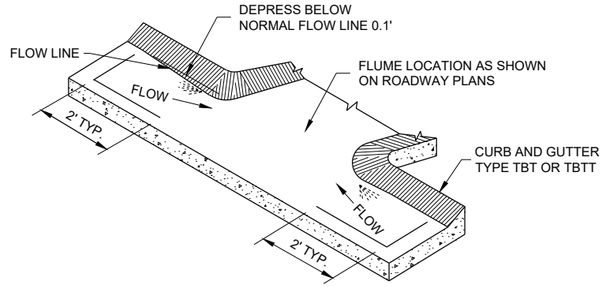
SDD 08D02 - 08b



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.

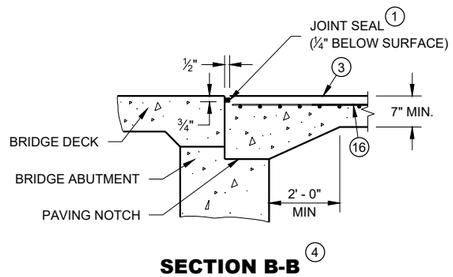
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

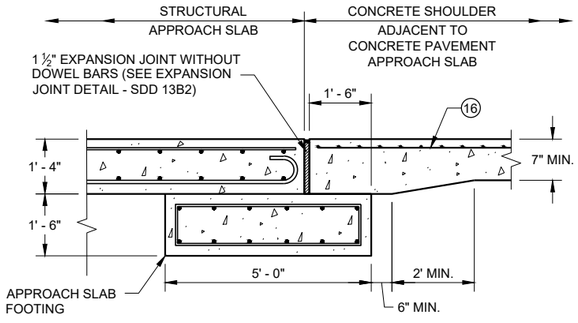
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

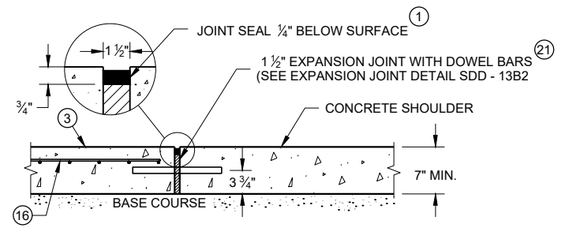
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



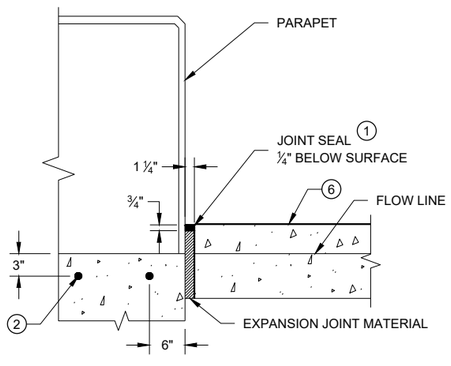
SECTION B-B (4)



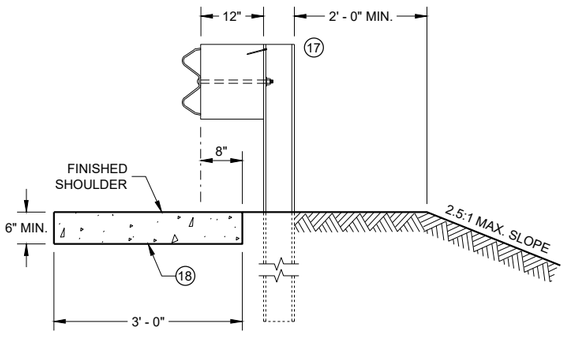
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



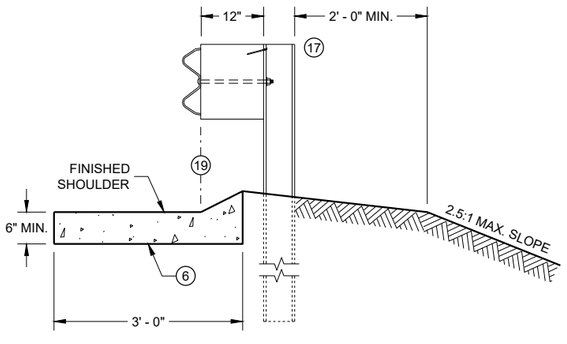
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

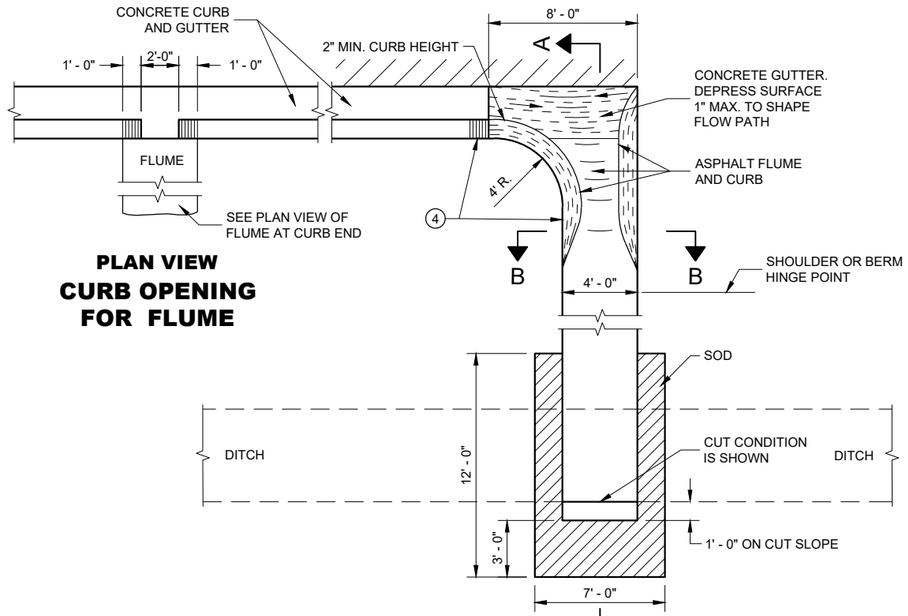
APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D02 - 08c

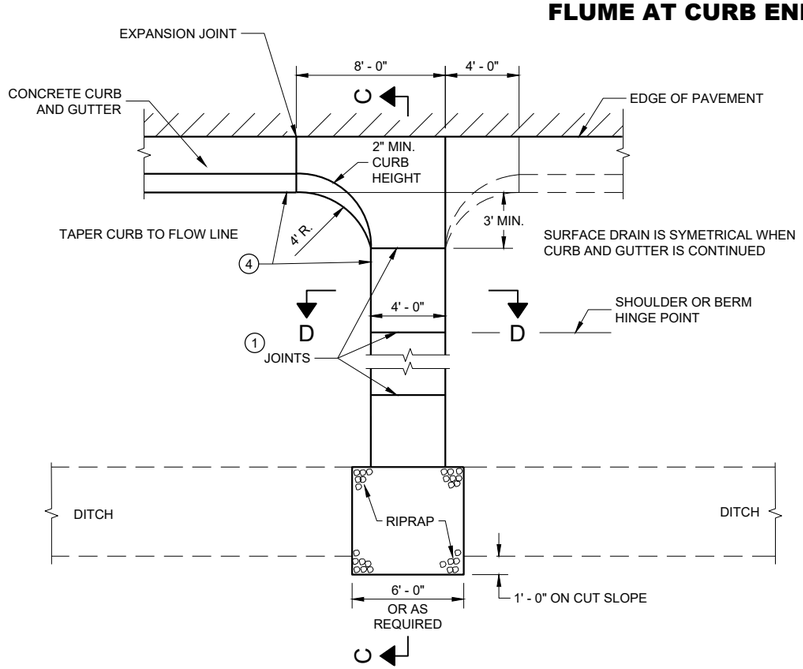
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



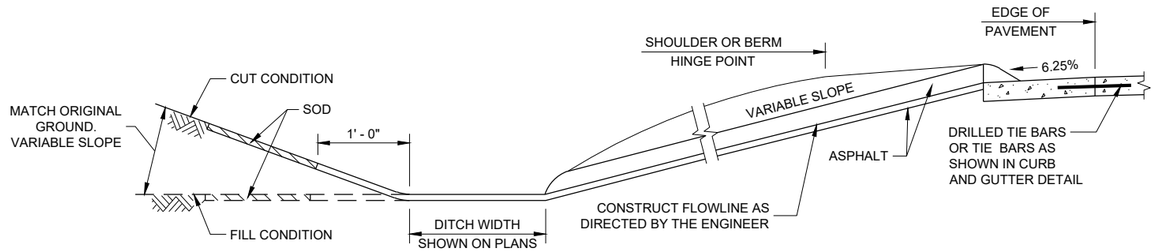
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

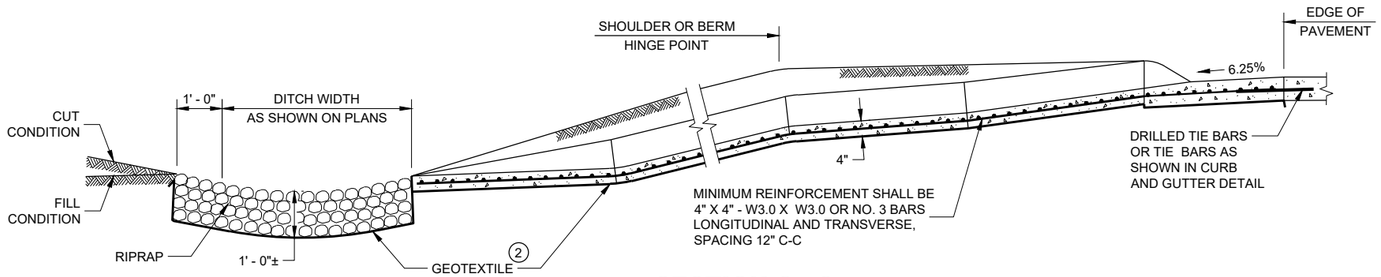
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

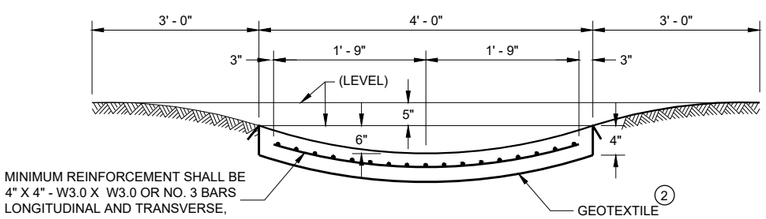


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

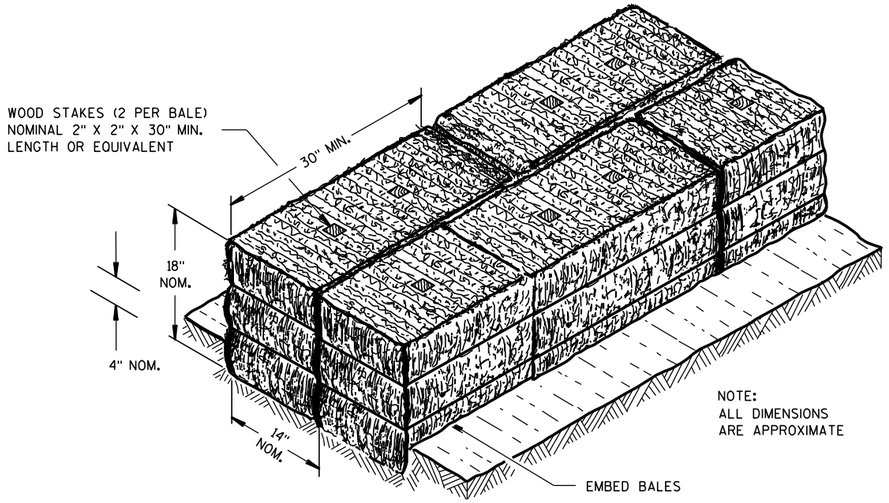
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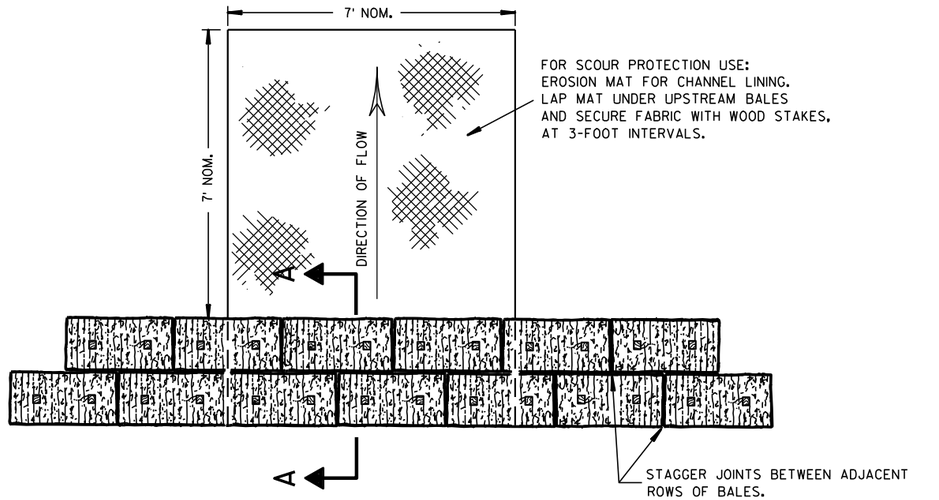
SDD 08D04 - 07

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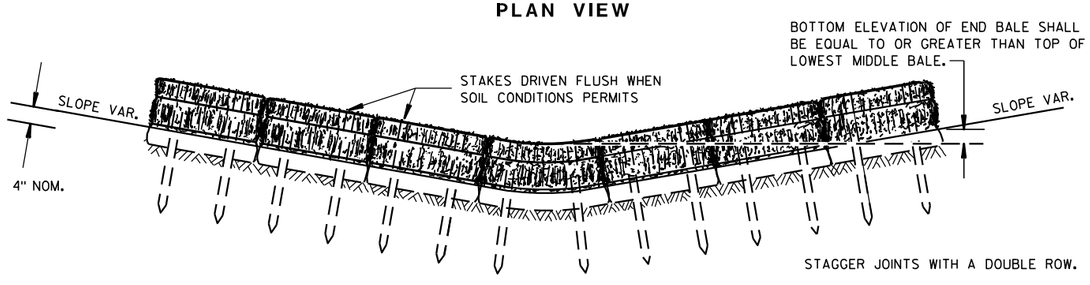
SDD 08D04 - 07



SECTION A-A



PLAN VIEW



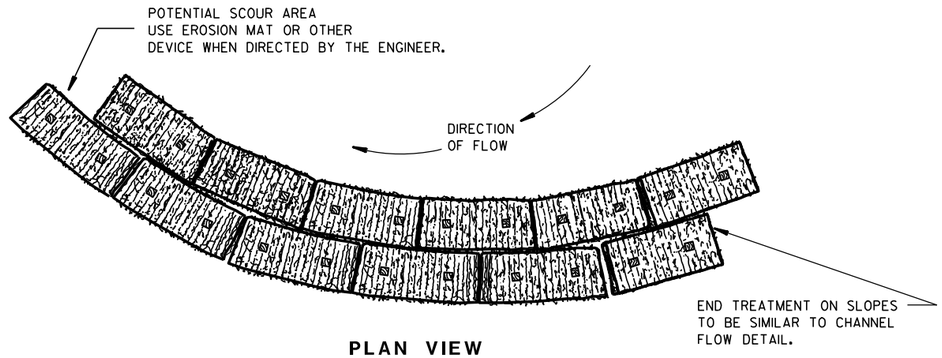
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

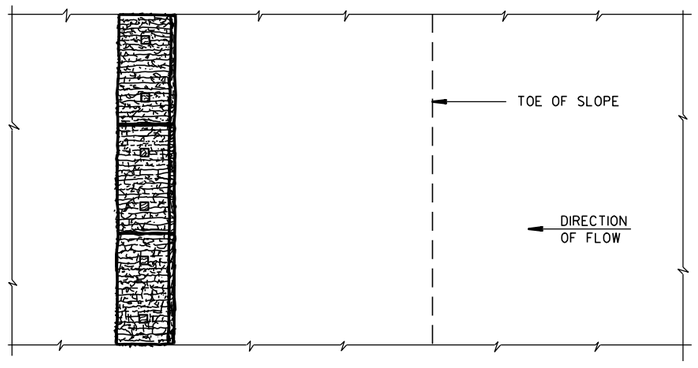
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

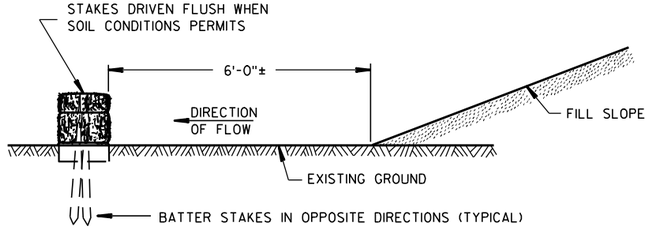


PLAN VIEW

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

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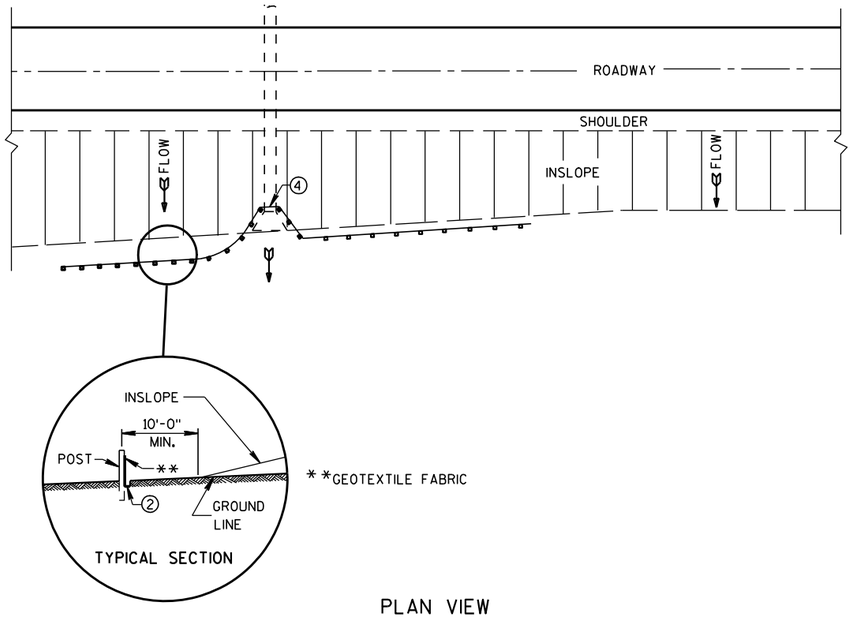
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

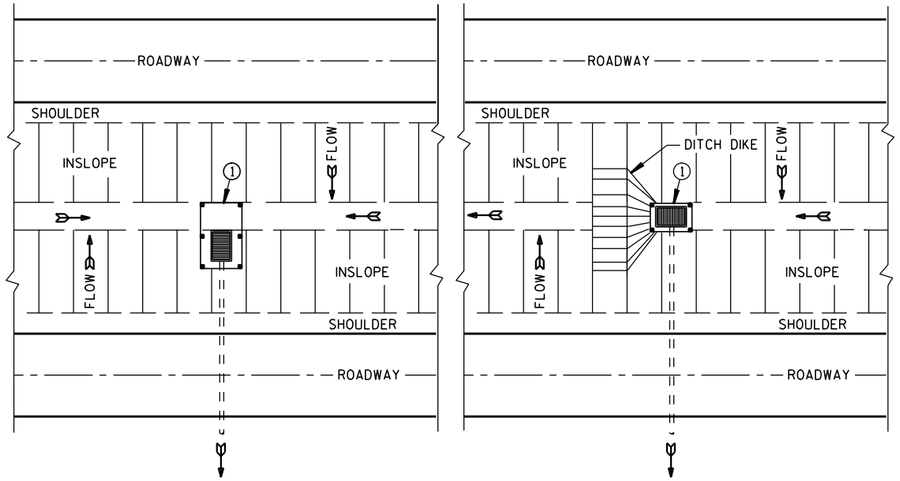
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

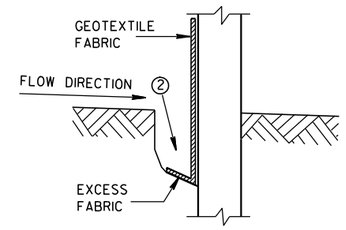
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

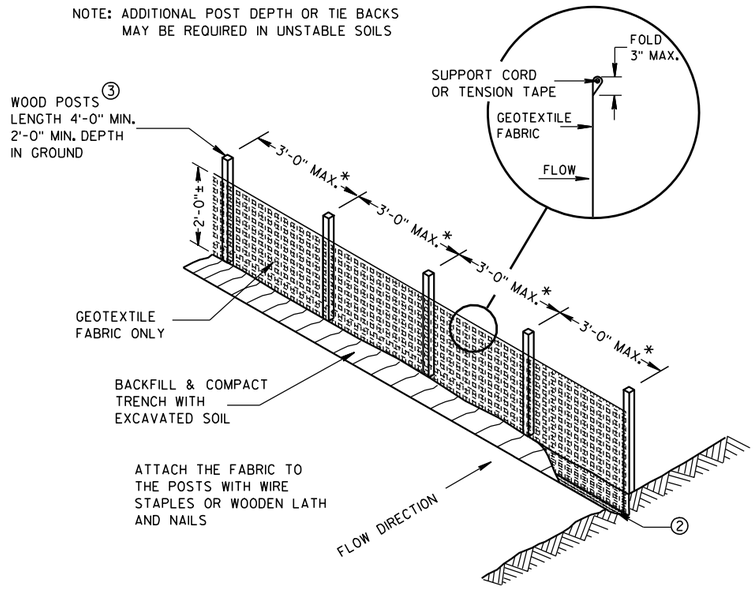
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

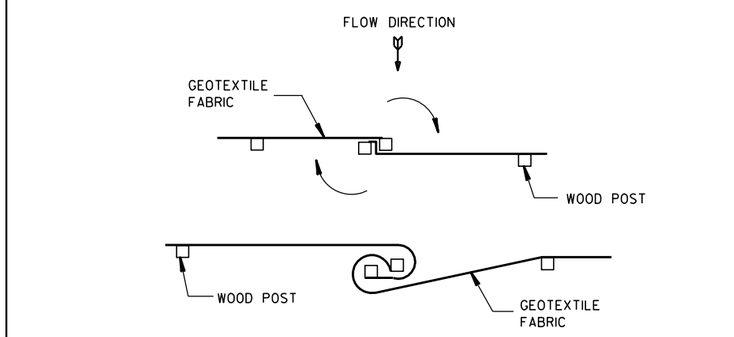
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



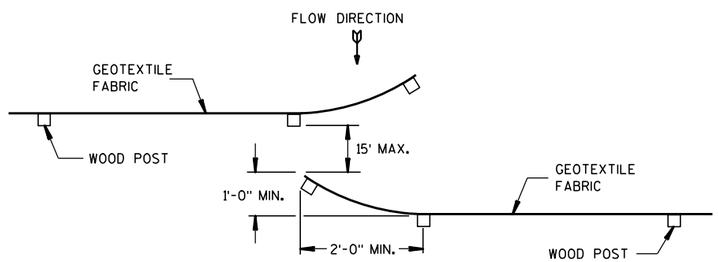
TRENCH DETAIL



SILT FENCE

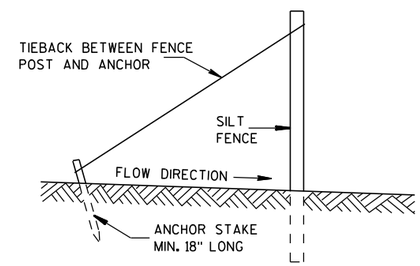


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

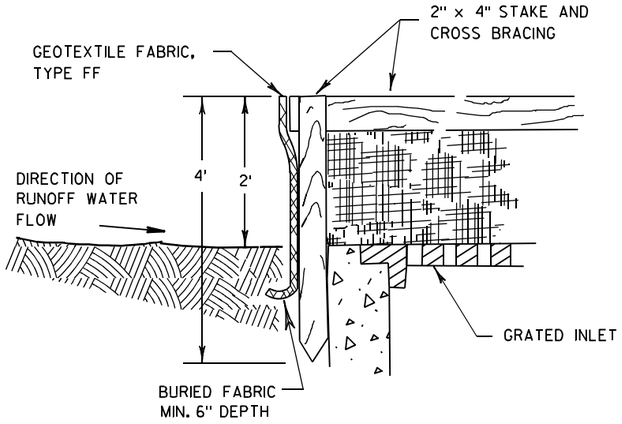
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

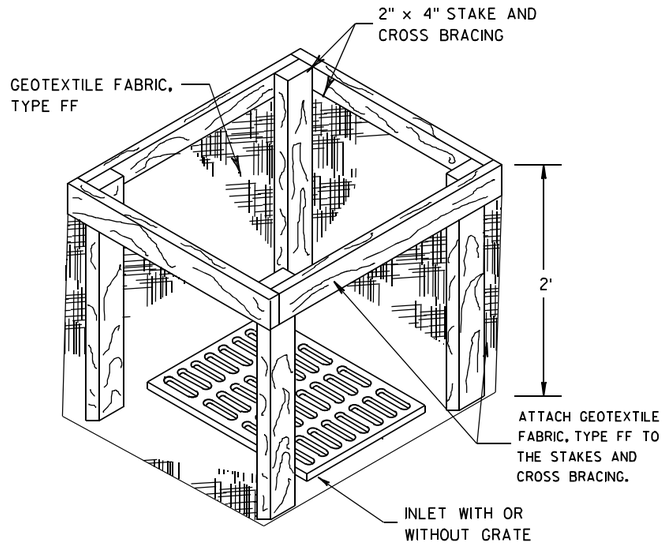
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S.D.D. 8 E 9-6

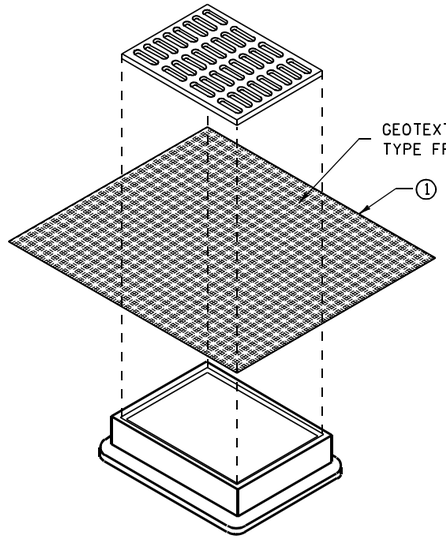
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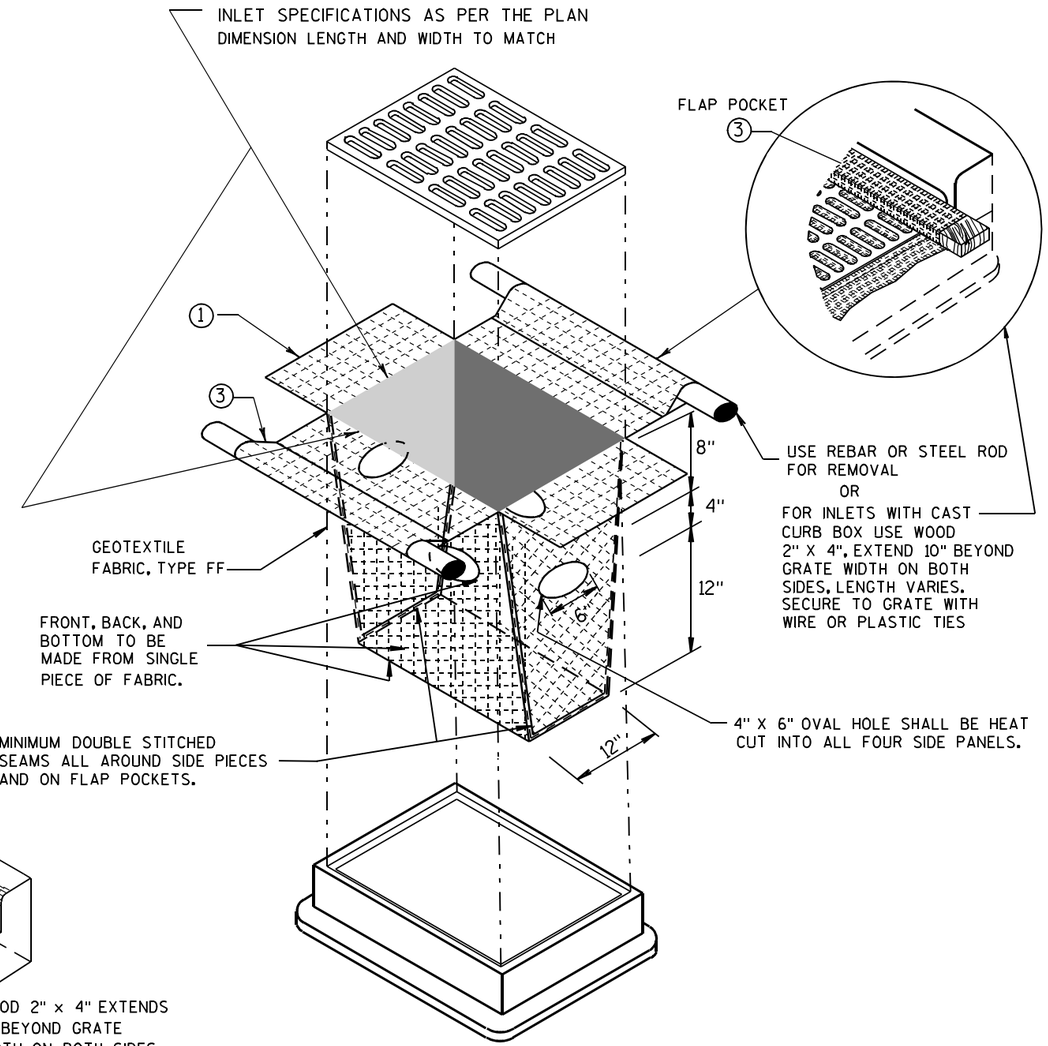


INLET PROTECTION, TYPE A



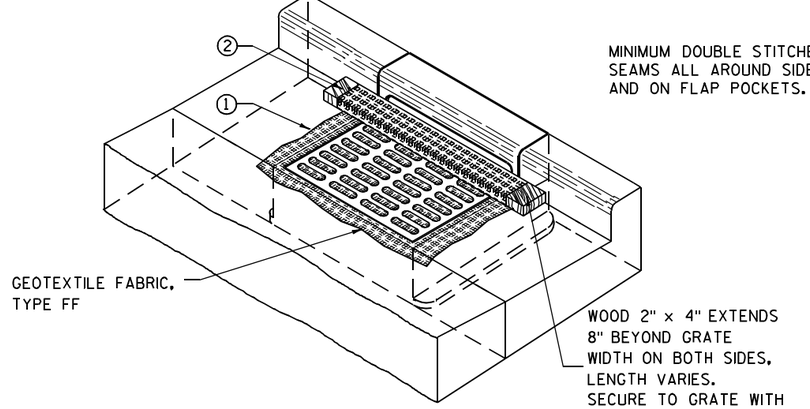
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

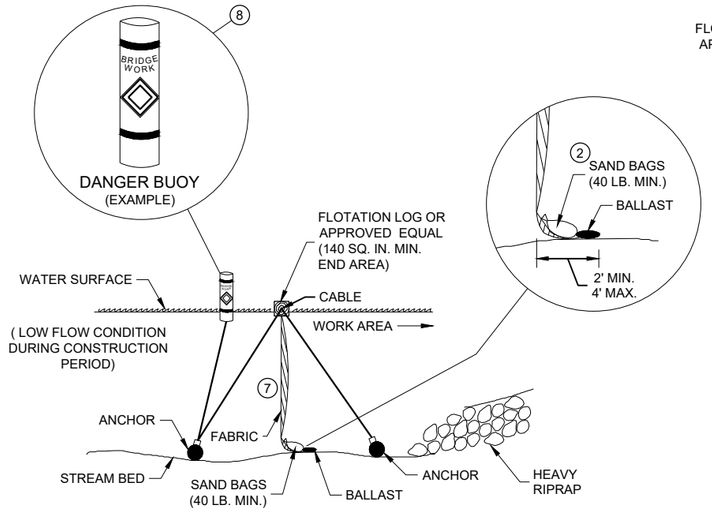
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

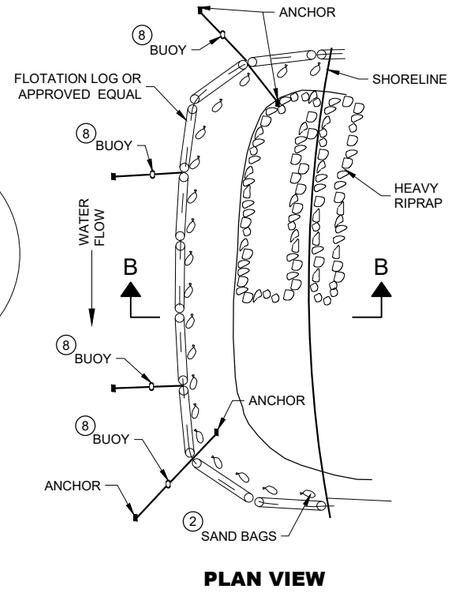
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

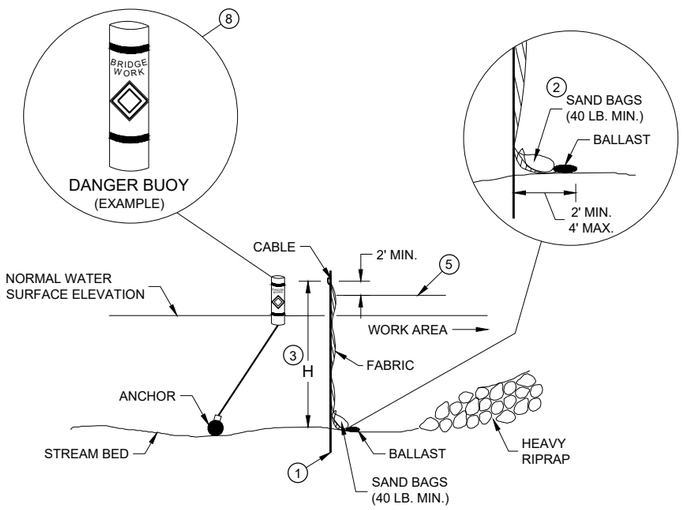


SECTION B - B

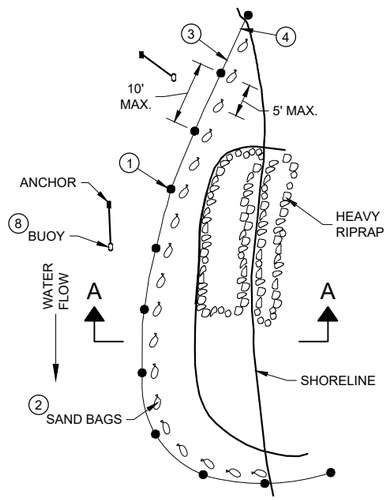


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

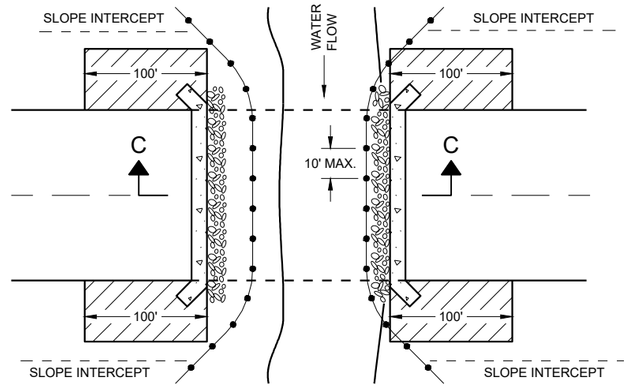
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

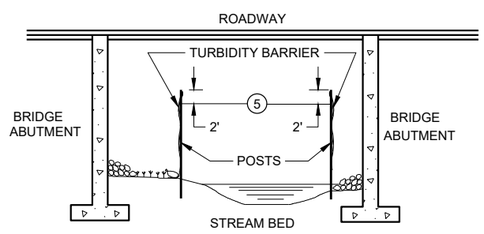
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

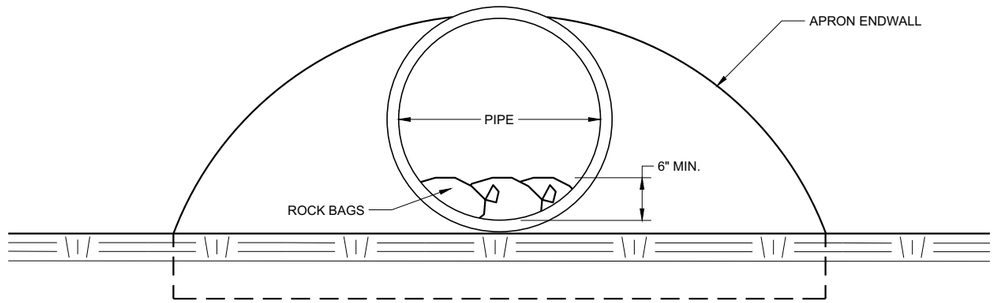
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

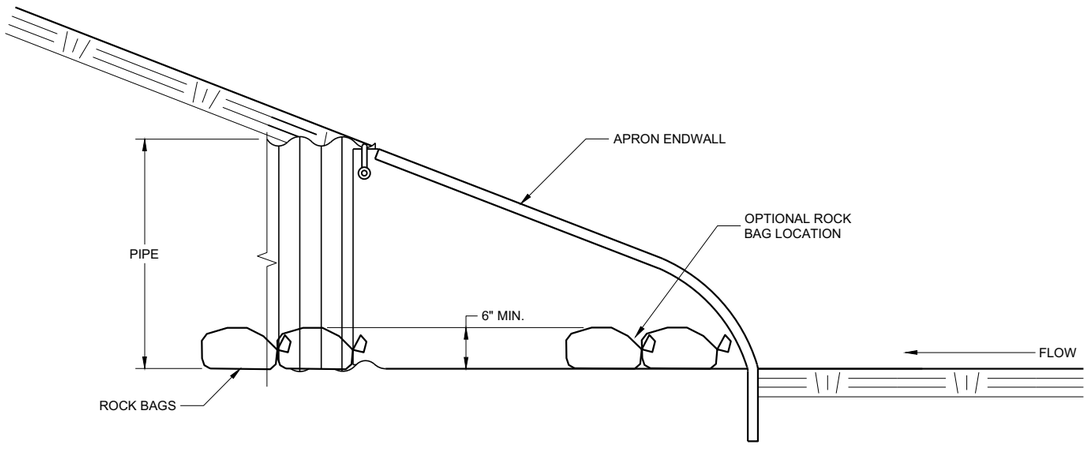
FHWA

6

SDD 08E11 - 02
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

METAL APRON ENDWALLS

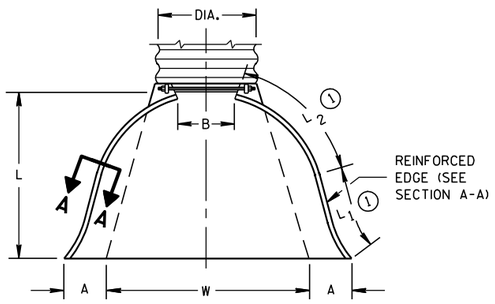
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

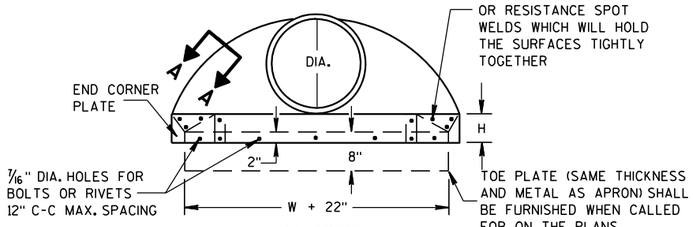
REINFORCED CONCRETE APRON ENDWALLS

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

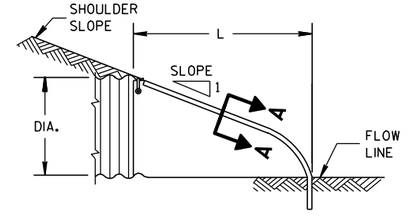
*MINIMUM
**MAXIMUM



PLAN VIEW

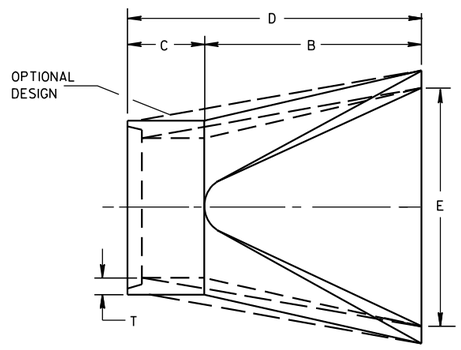


END VIEW

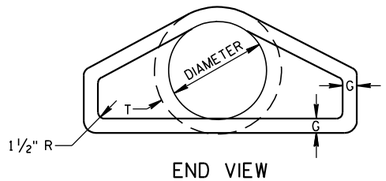


SIDE ELEVATION

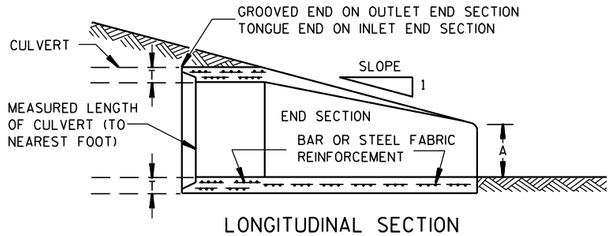
METAL ENDWALLS



PLAN

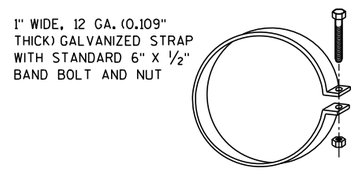


END VIEW



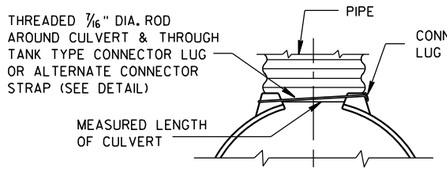
LONGITUDINAL SECTION

CONCRETE ENDWALLS

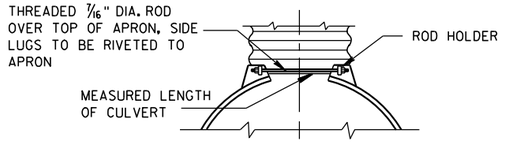


ALTERNATE FOR TYPE 1 CONNECTION

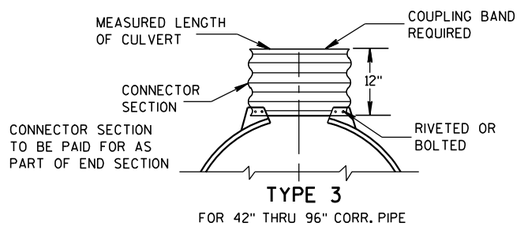
END SECTION CONNECTOR STRAP



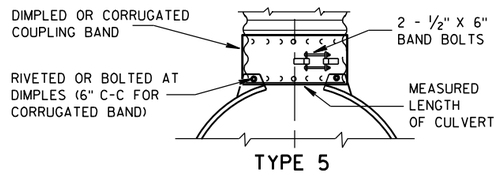
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

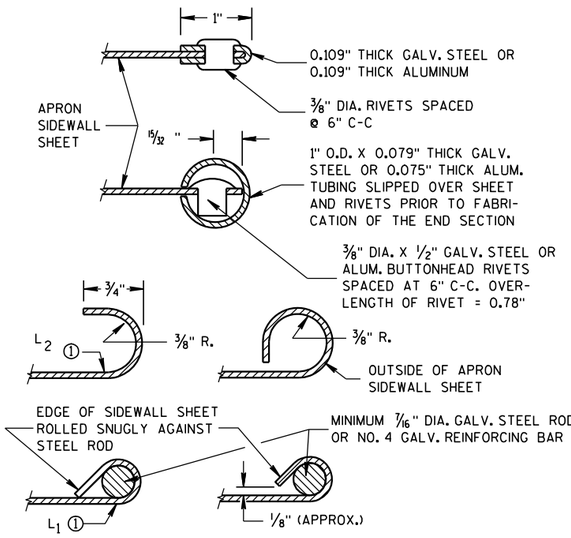
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

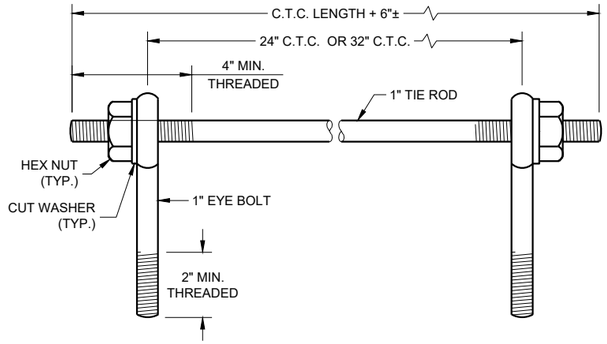
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

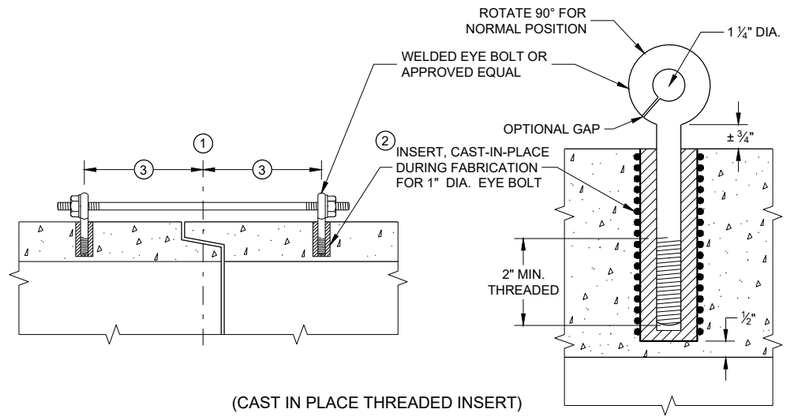
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

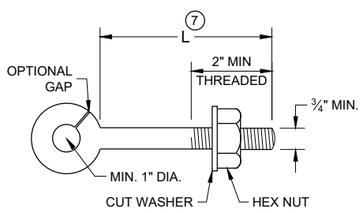
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

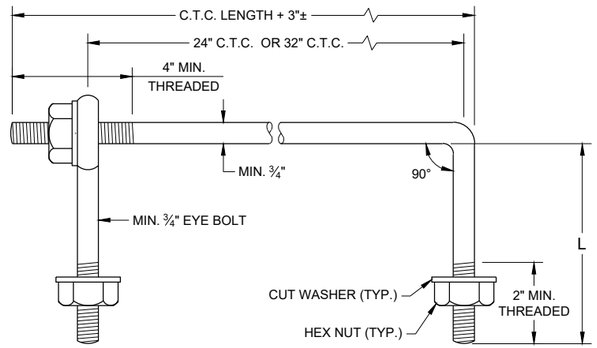
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

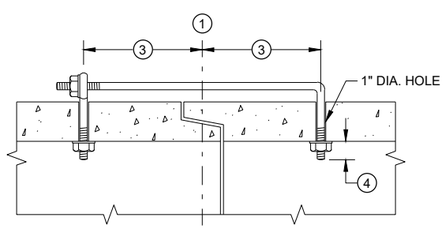


EYE BOLT (7)

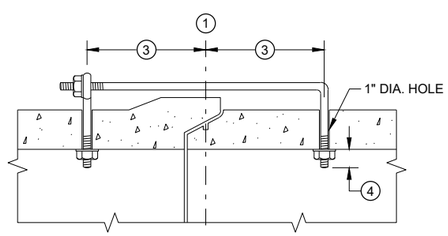
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

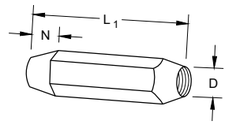
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

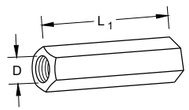
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



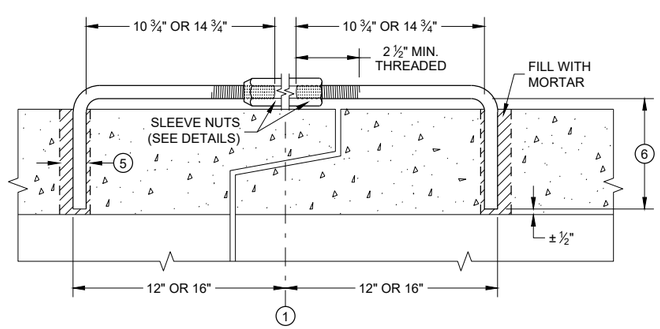
TAPERED



PLAIN

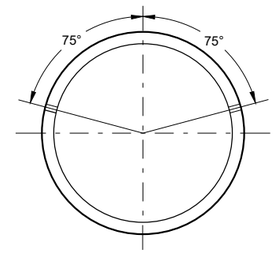
RIGHT AND LEFT THREADS

SLEEVE NUTS



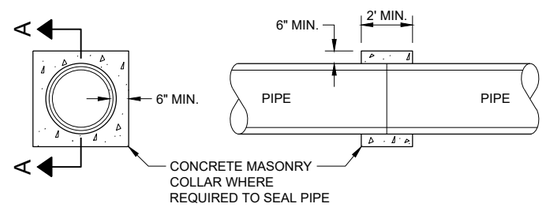
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 08F04 - 08

SDD 08F04 - 08

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.

FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2' - 0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3' - 0"

(3) LIMITS OF TRENCH BACKFILL

(4) LIMITS OF FOUNDATION BACKFILL

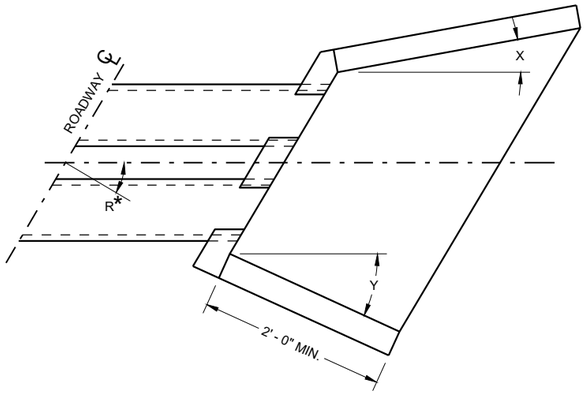
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(6) DO NOT PLACE FOUNDATION BACK FILL OR ANY OTHER GRANULAR BACKFILL AROUND OR BELOW CUT OFF WALL. POUR CUT OFF WALL AGAINST NATIVE SOIL

(7) MINIMUM HEIGHT SHALL BE THE GREATER OF 1'- 0" OR ¼ HEIGHT OF CULVERT PIPE.

TRENCH BACKFILL

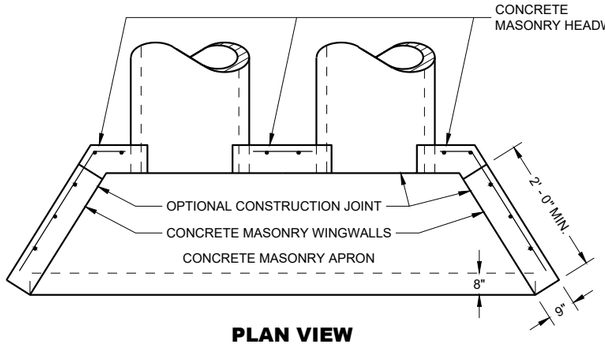
FOUNDATION BACKFILL



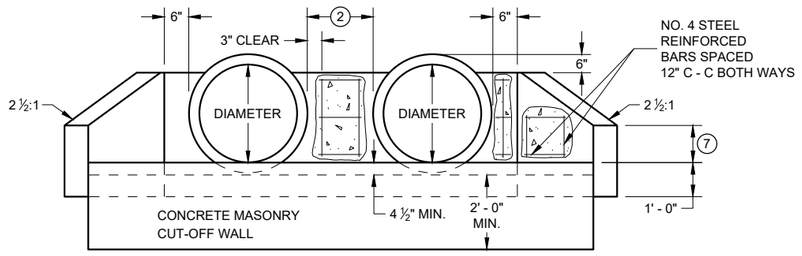
WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	30°	16 - 45°	10°	15°
23 - 37°	20°	30°	46 - 75°	5°	15°
38 - 52°	15°	30°	OVER 75°	0°	15°
53 - 67°	10°	30°			
68 - 82°	5°	30°			
OVER 82°	0°	30°			

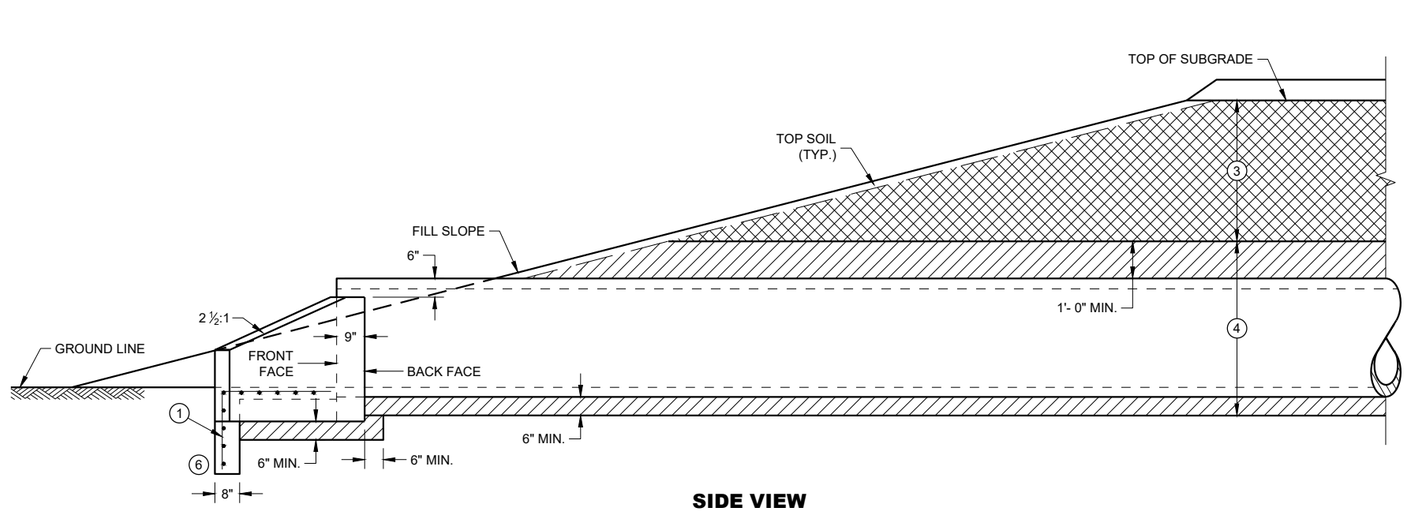
R* = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD



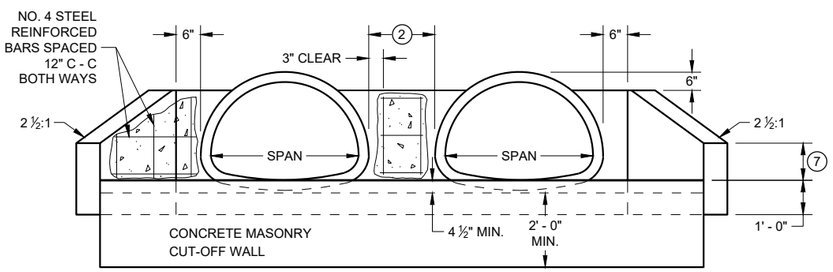
PLAN VIEW



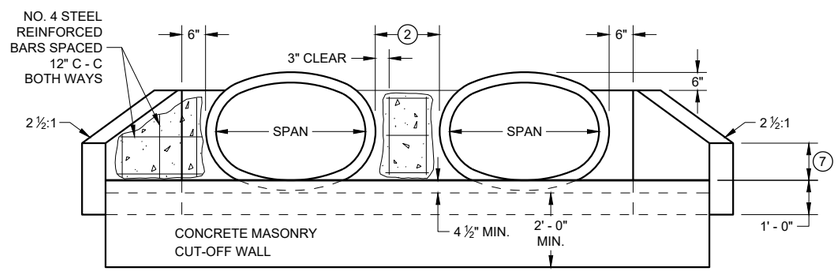
END VIEW
CIRCULAR PIPE



SIDE VIEW
CIRCULAR PIPE, PIPE ARCH OR HORIZONTAL ELLIPSE



END VIEW
PIPE ARCH



END VIEW
HORIZONTAL ELLIPSE

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

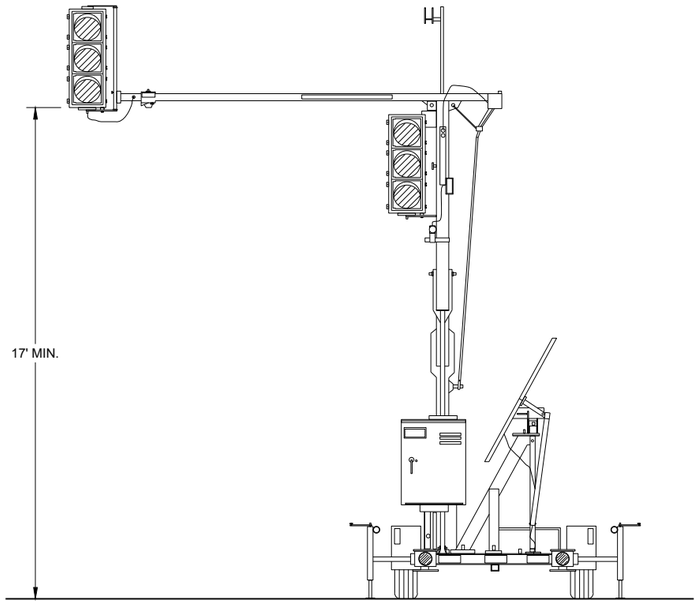
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08F10 - 02
SDD 08F10 - 02

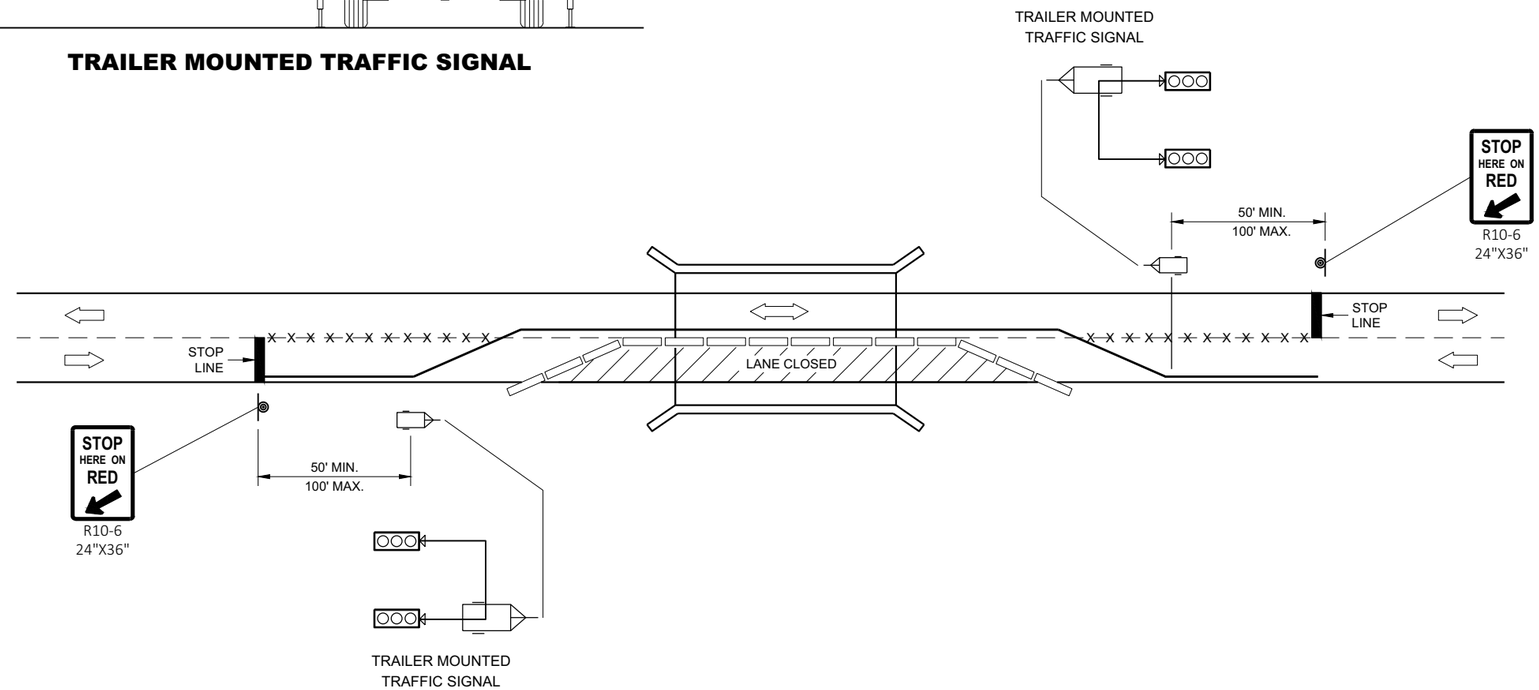


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

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



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

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

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

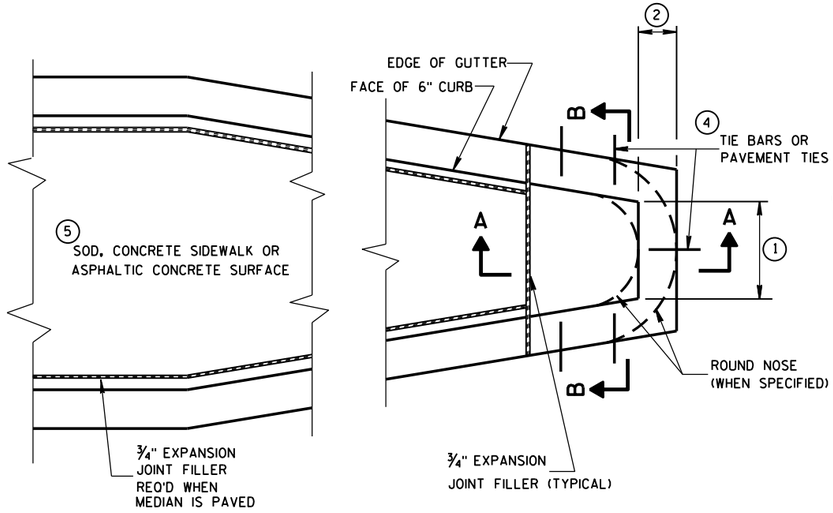
June 2015
DATE

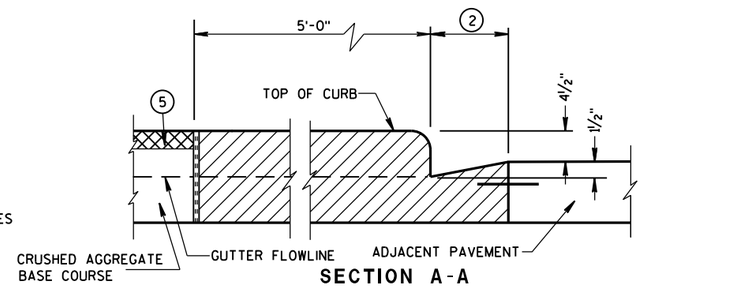
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

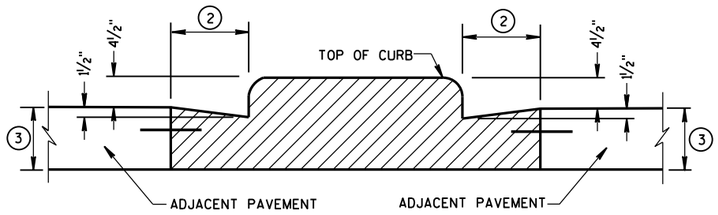
FHWA

SDD09G02 - 05c

SDD09G02 - 05c







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

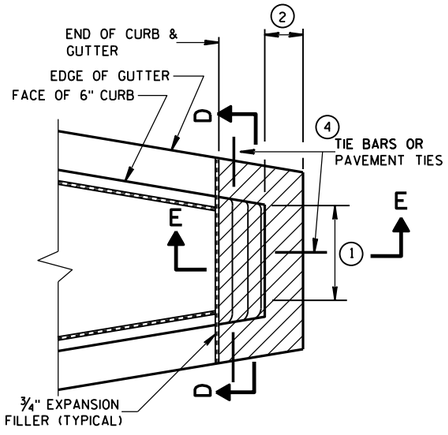
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

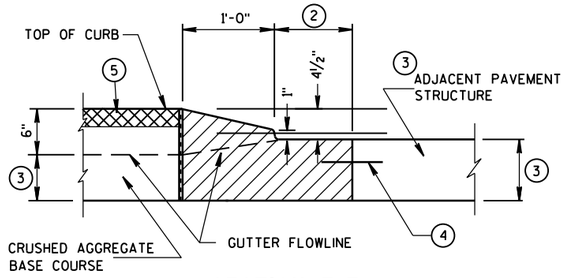
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

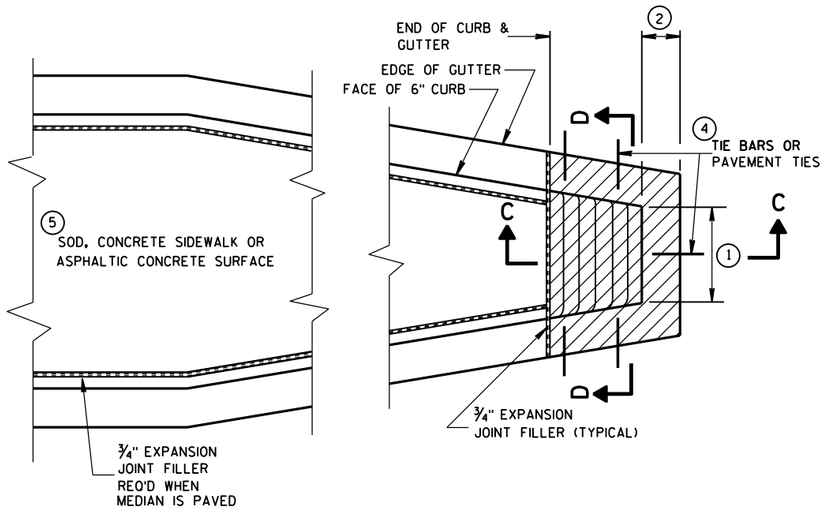
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

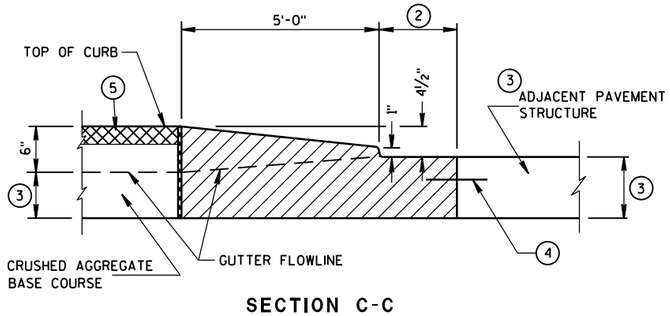
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



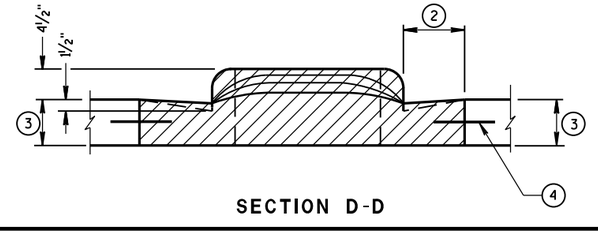


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

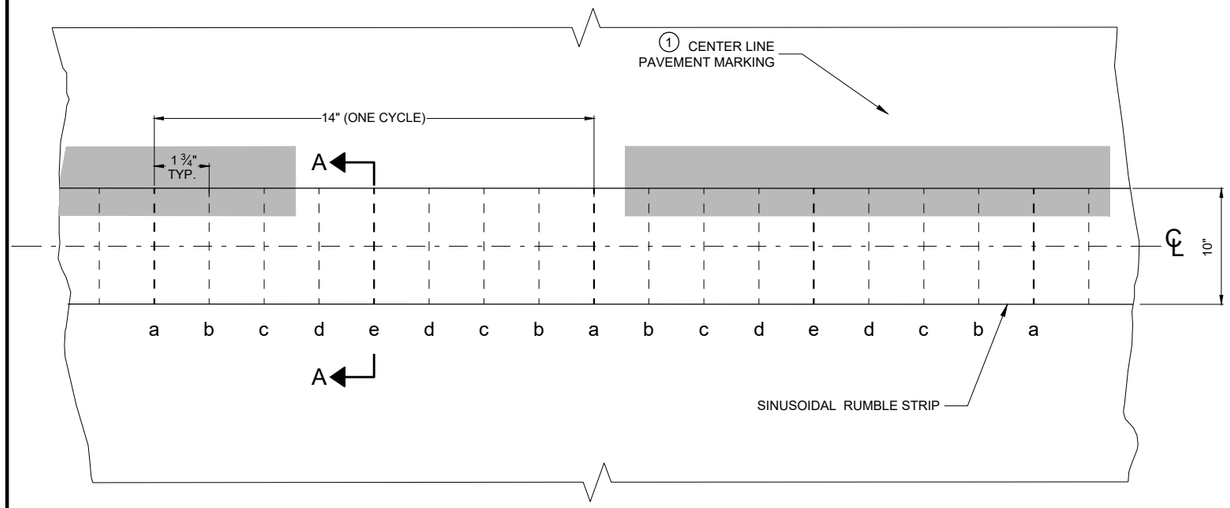
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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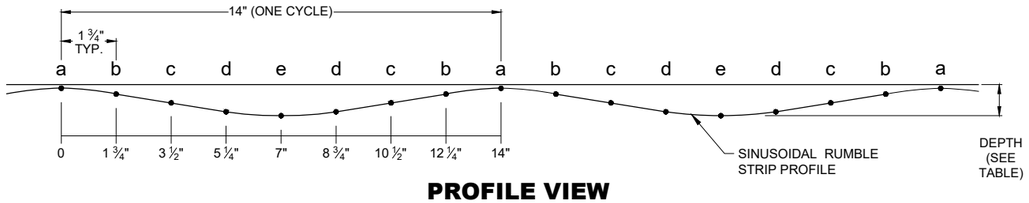
S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



PLAN DETAIL VIEW



PROFILE VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

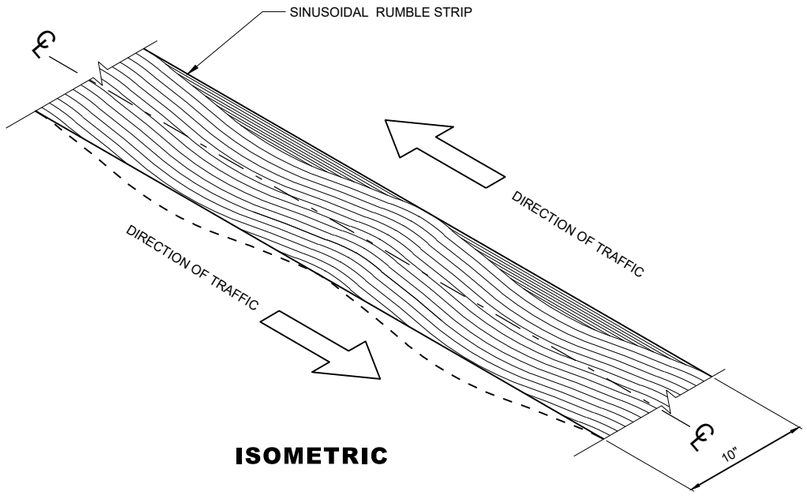
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"

GENERAL NOTES

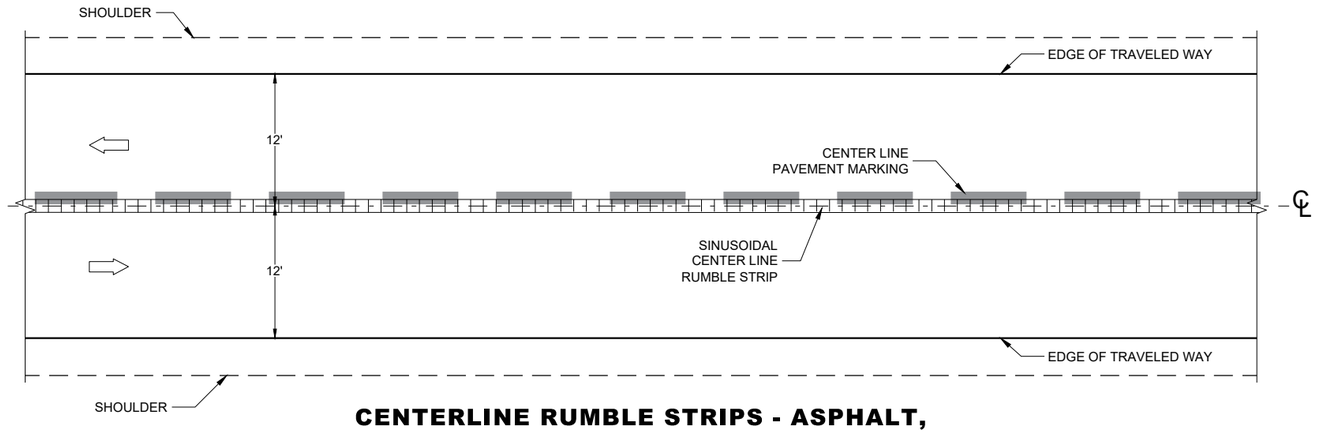
SDD 13A11, SHEET "d" SHOWS THE LOCATIONS OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

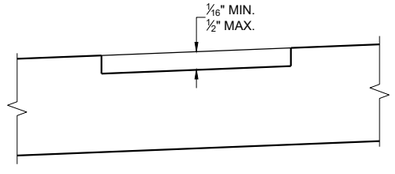
1 CENTERLINE PAVEMENT MARKINGS SHALL BE PLACED PARTIALLY IN RUMBLE STRIP GROOVE AND PARTIALLY OUT OF THE RUMBLE STRIP GROOVE.



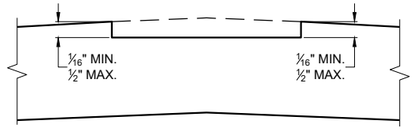
ISOMETRIC



CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL



SECTION A - A
SUPERELEVATED ROADWAY



SECTION A - A
CROWNED ROADWAY

CENTERLINE RUMBLE STRIPS - ASPHALT, SINUSOIDAL

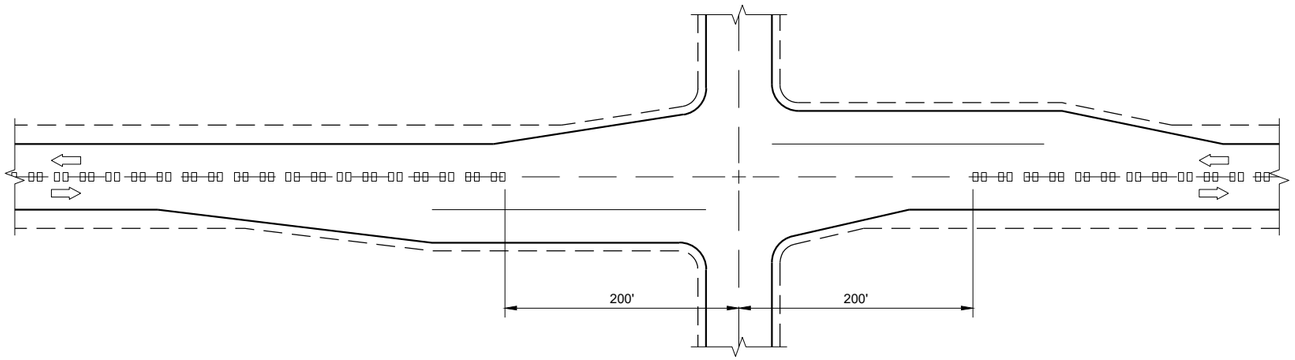
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13A11 - 04c

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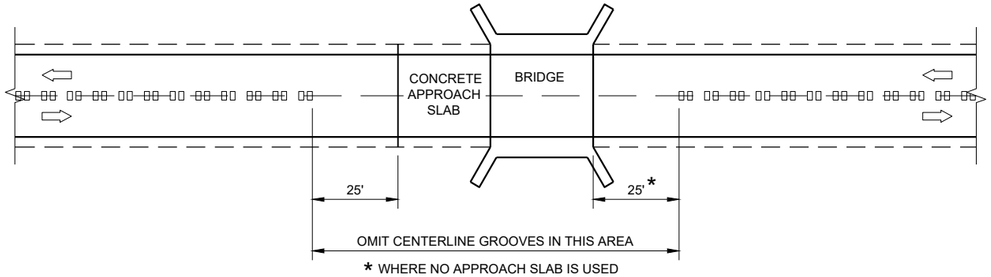
SDD 13A11 - 04c



CENTERLINE GROOVES AT INTERSECTIONS

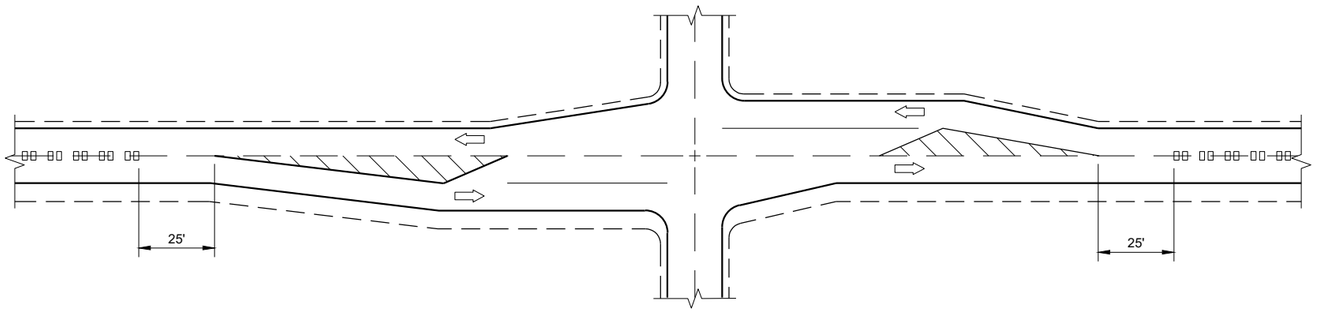
GENERAL NOTES

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

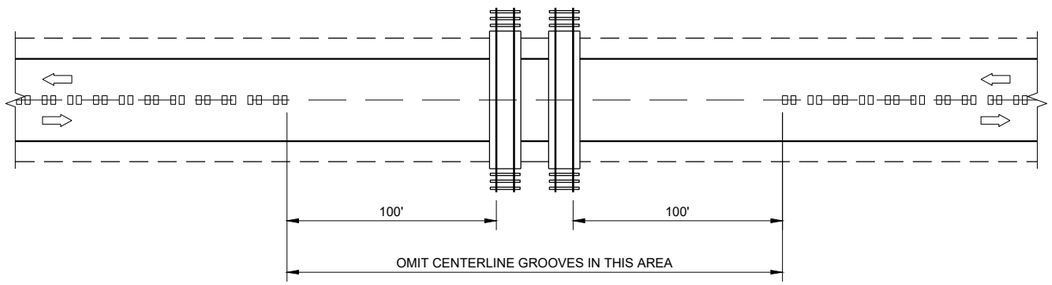


* WHERE NO APPROACH SLAB IS USED

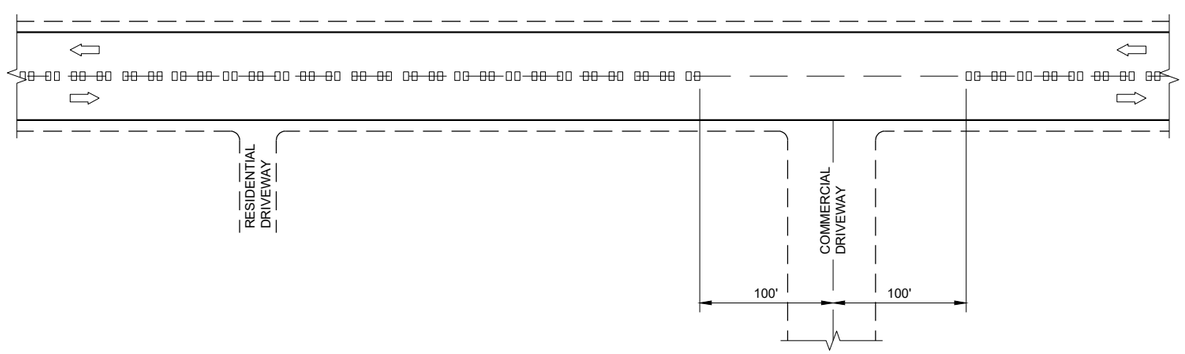
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

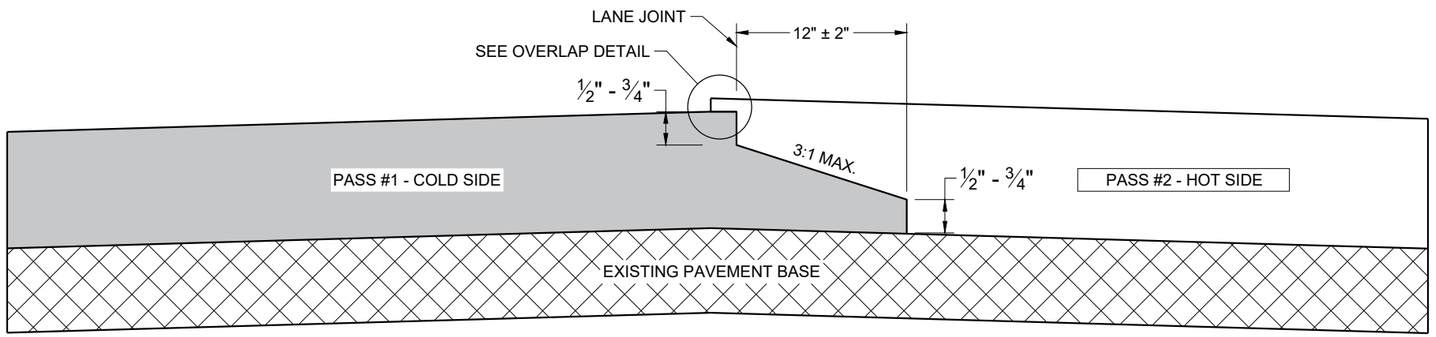
APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

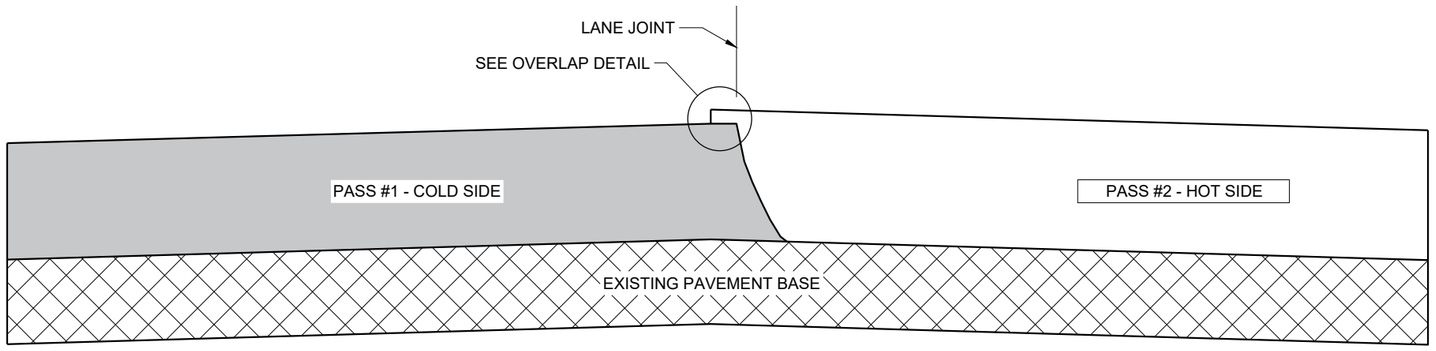
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SDD 13A11 - 04d

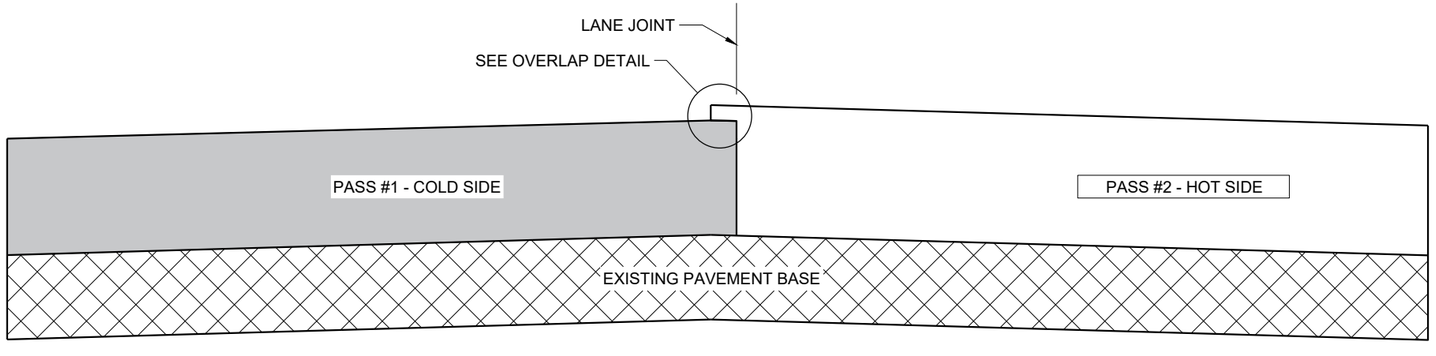
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

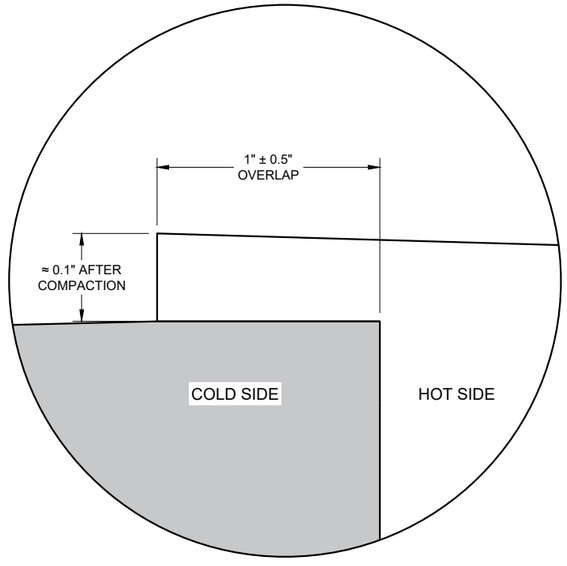
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

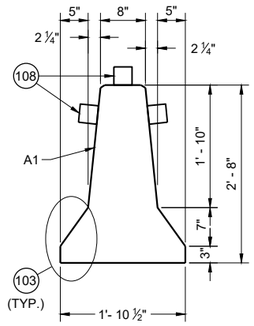
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

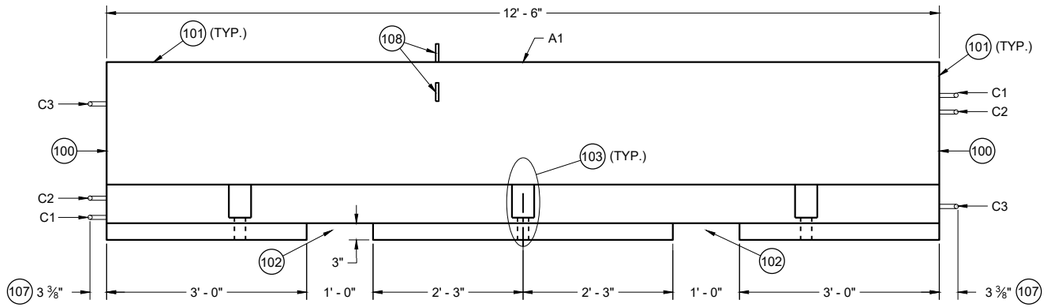
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

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

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

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

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

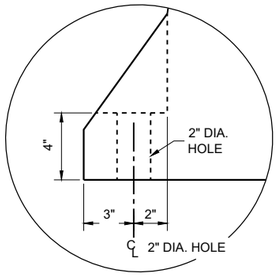
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

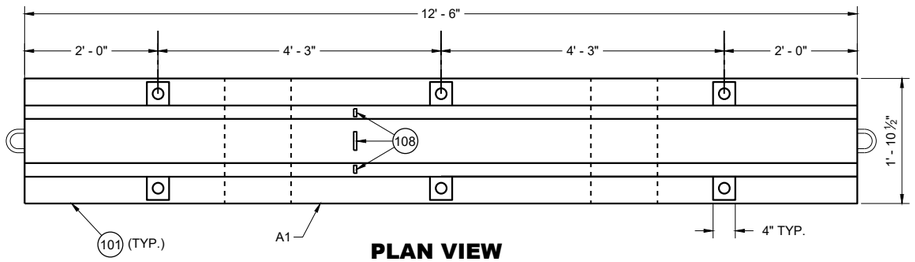
(106) 1" MIN. CLEAR COVER

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

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

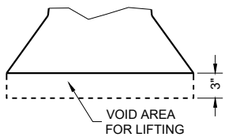


ANCHOR BLOCK DETAIL

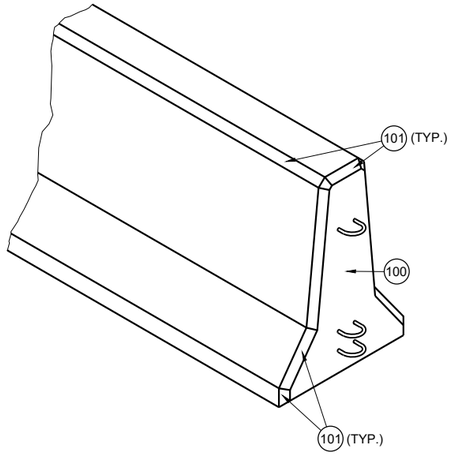


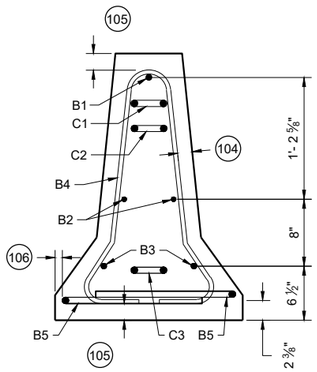
PLAN VIEW

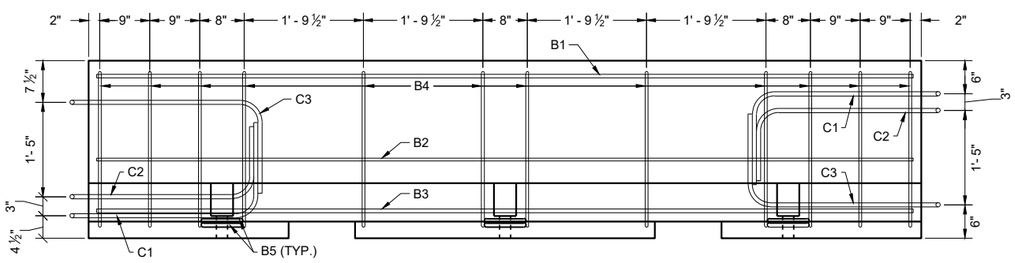
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







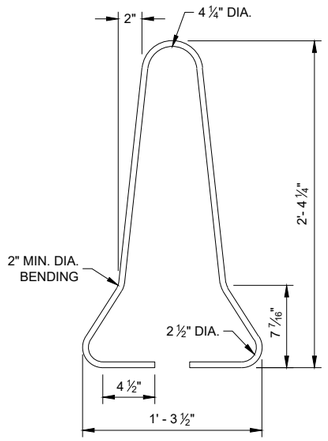
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

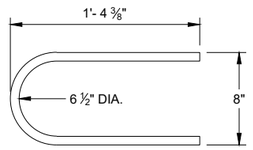
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

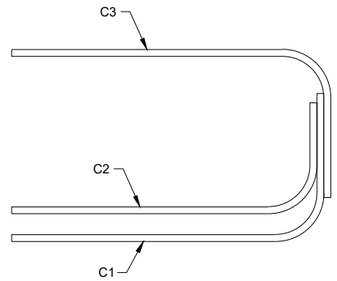
6
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B4 BAR DETAIL

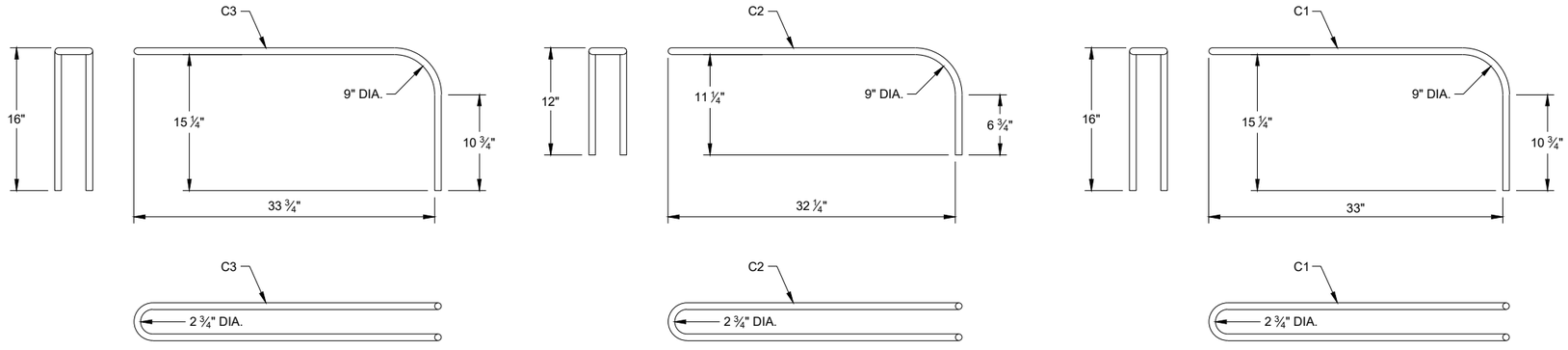


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



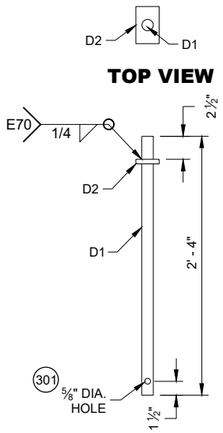
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

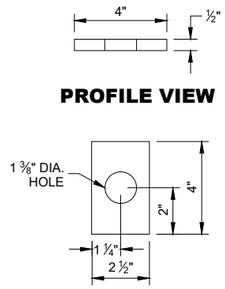
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SDD 14B07-16b

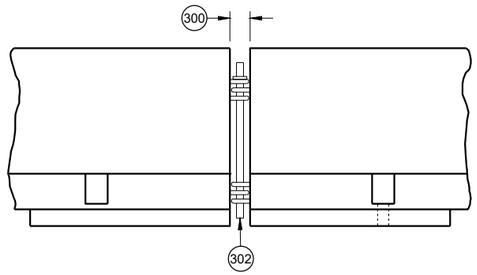


PROFILE VIEW

CONNECTOR PIN ASSEMBLY



TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

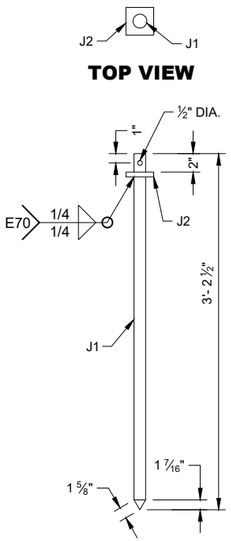
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

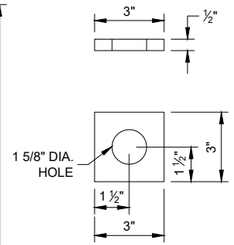
308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.

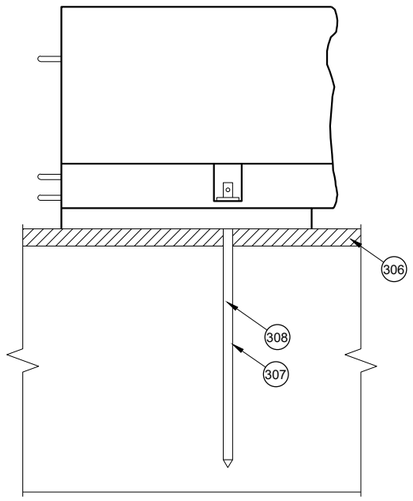


PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

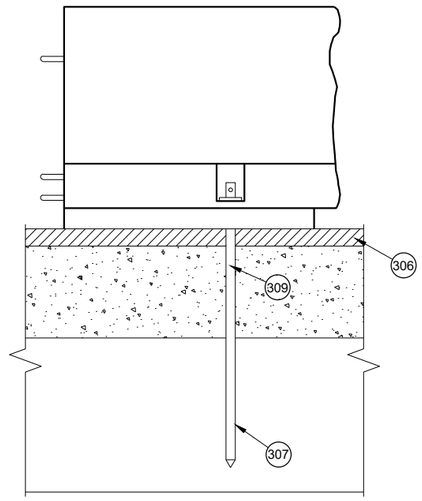


TOP VIEW J2



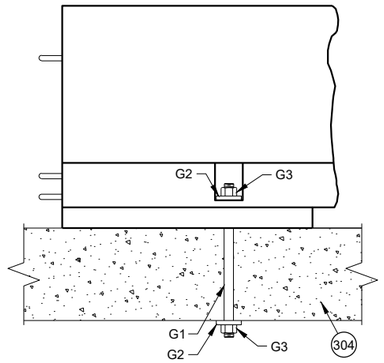
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



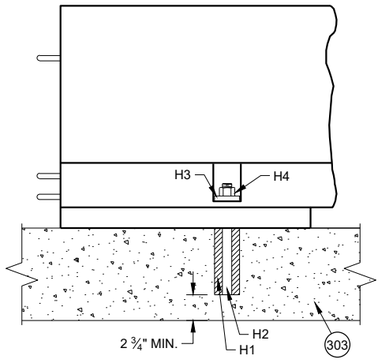
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION 305



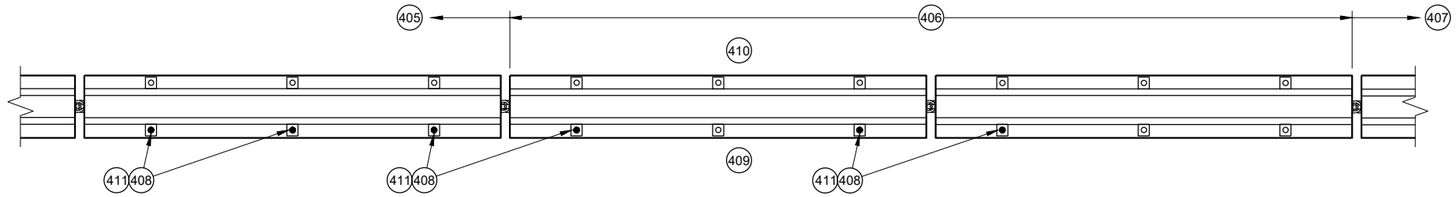
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION 305

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

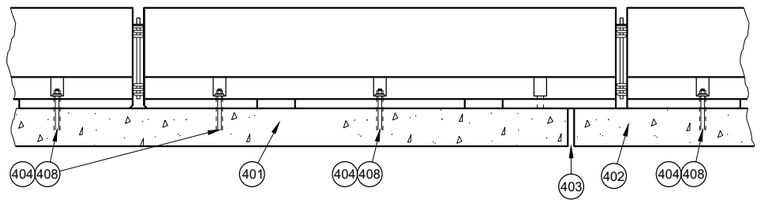
6

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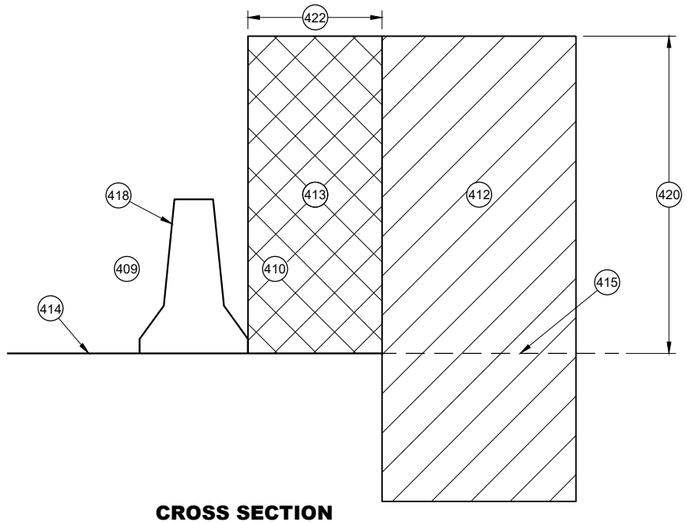
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



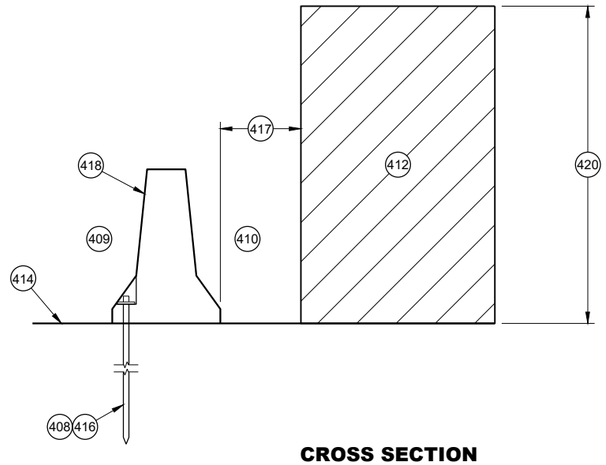
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



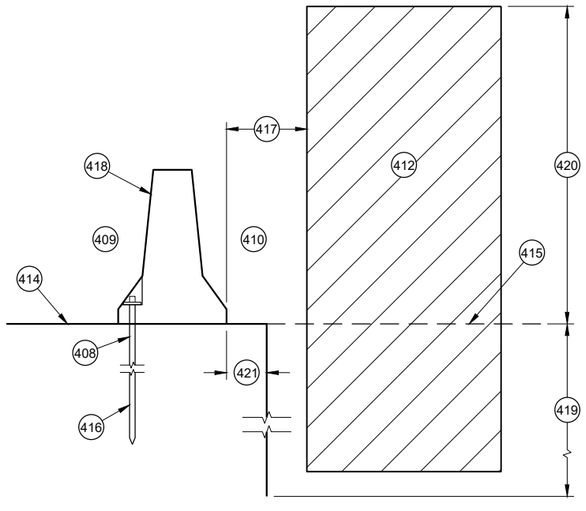
CROSS SECTION

FREE STANDING BARRIER



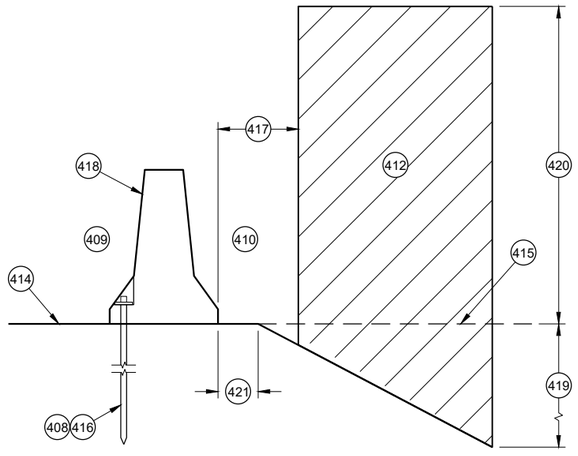
CROSS SECTION

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



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

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

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

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

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

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

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

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

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16d

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

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

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

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

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

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SDD 14B07-16n

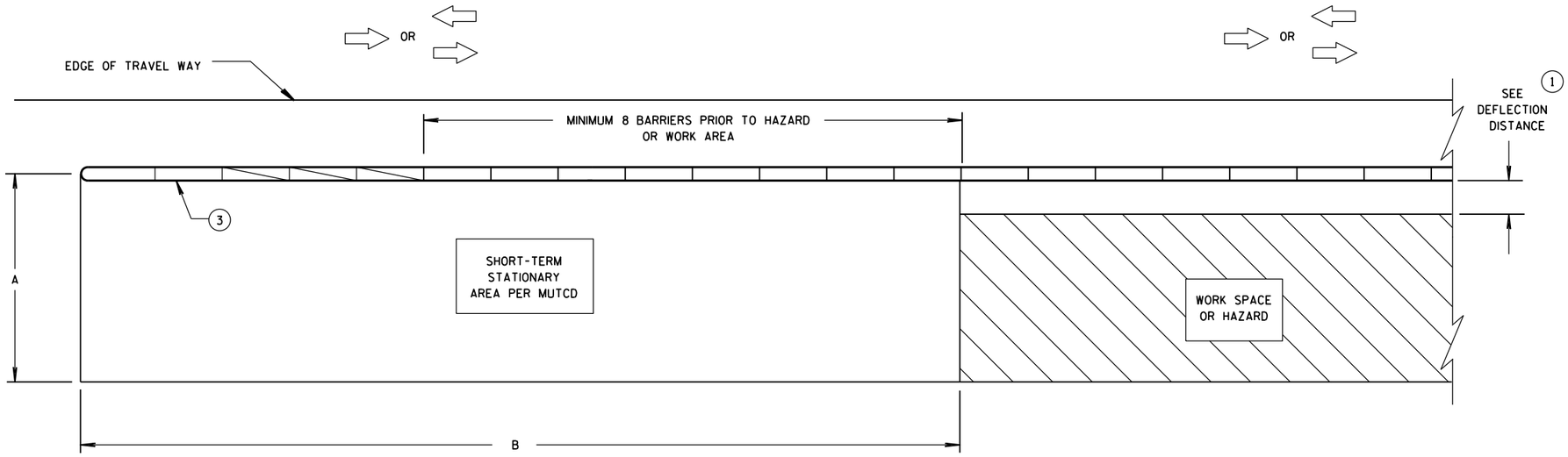
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B07-16n



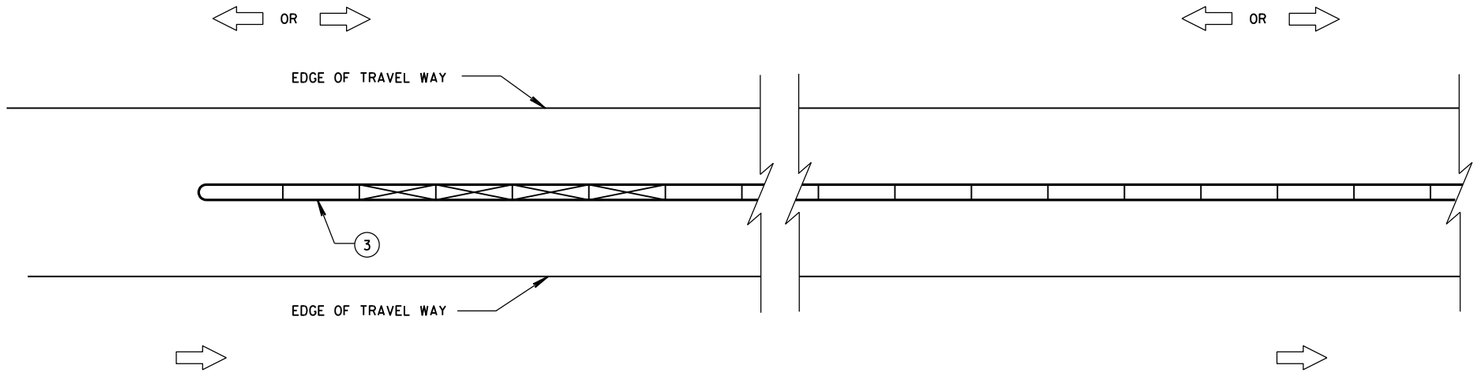
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

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

DIMENSION B TABLE (2)

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



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

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

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

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

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

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

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

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

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

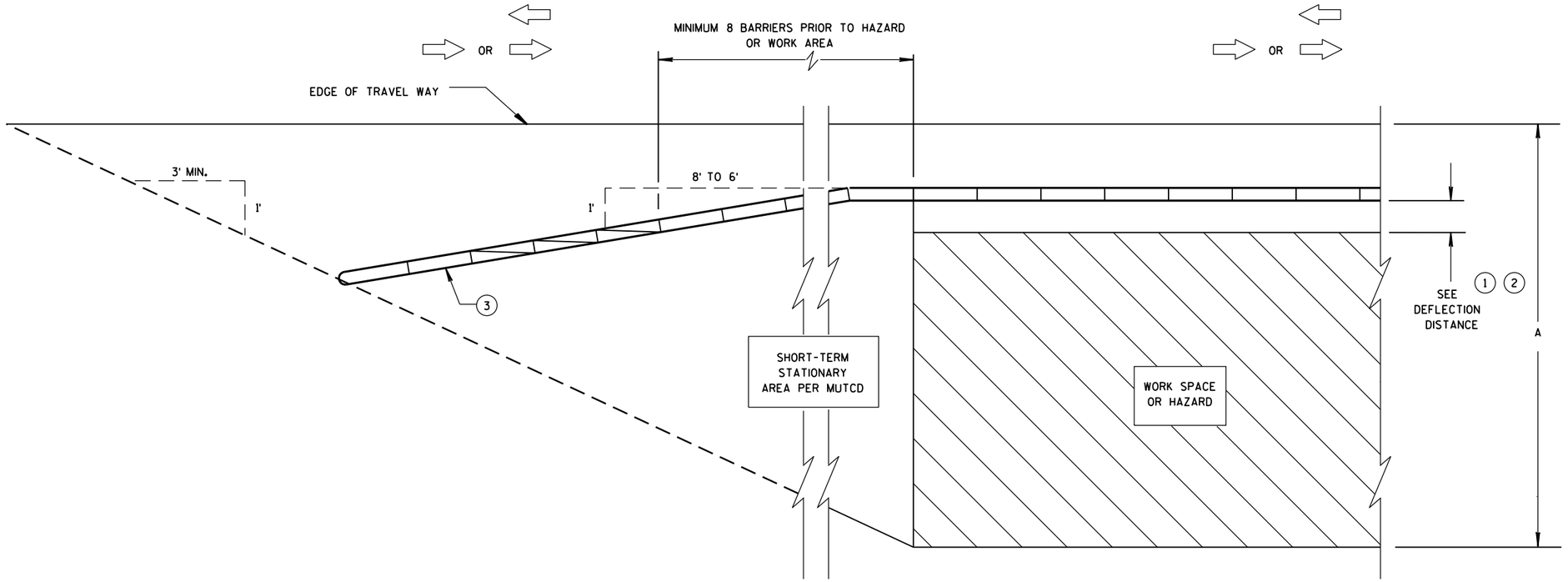
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

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

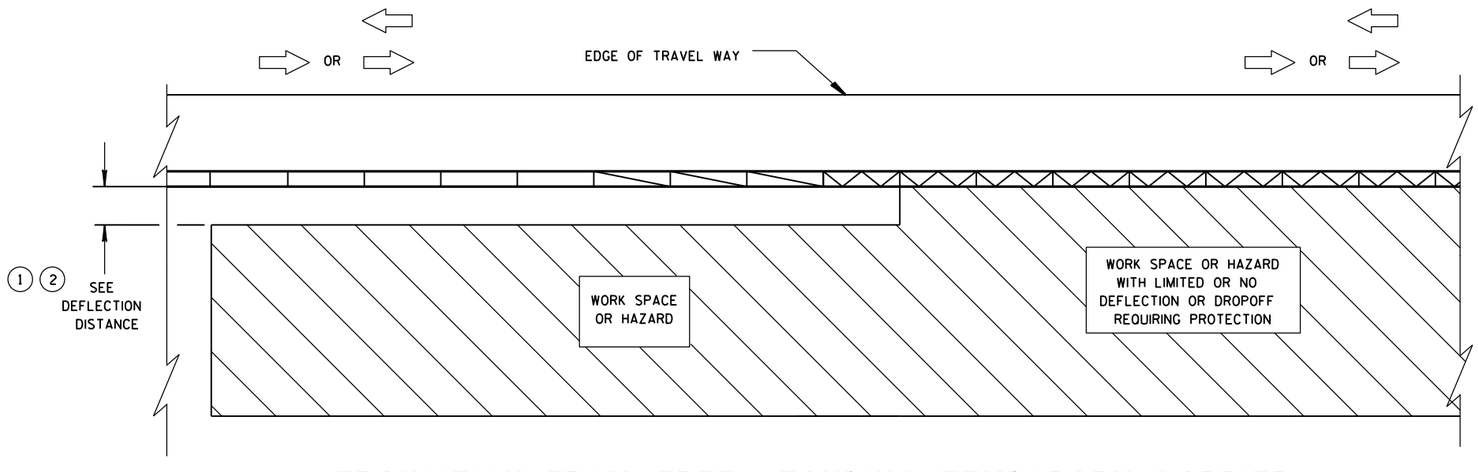
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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



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



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

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

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

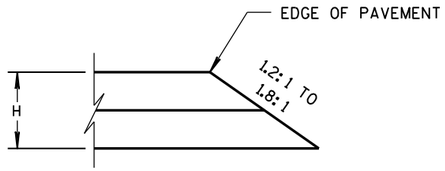
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

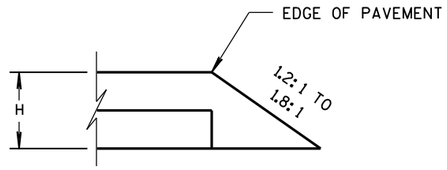
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S.D.D. 14 B 8-2b



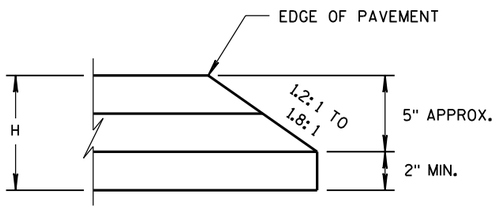
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



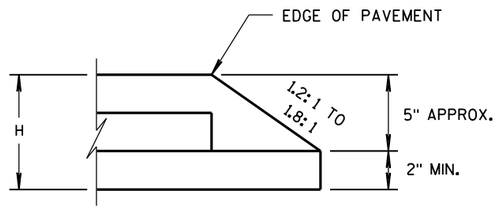
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

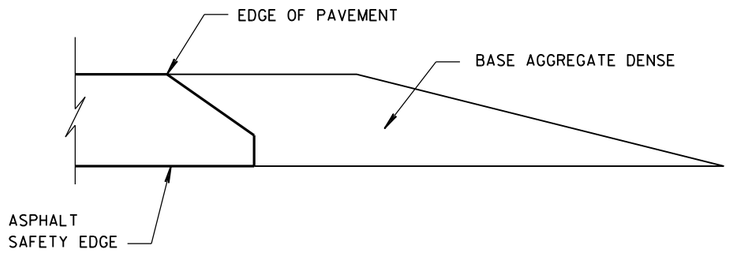
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

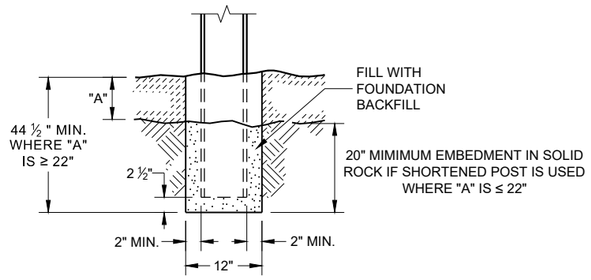
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

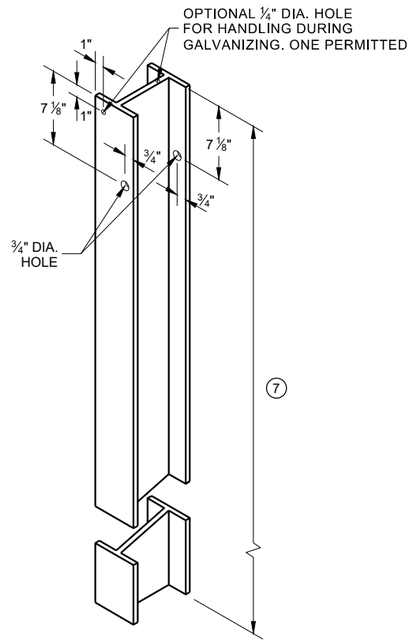
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

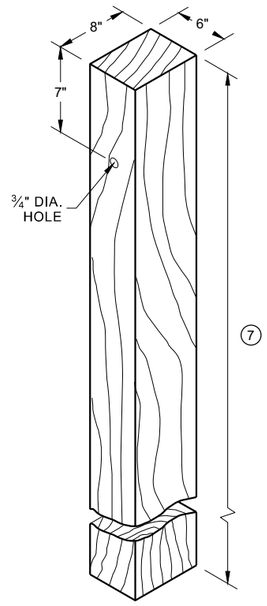
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



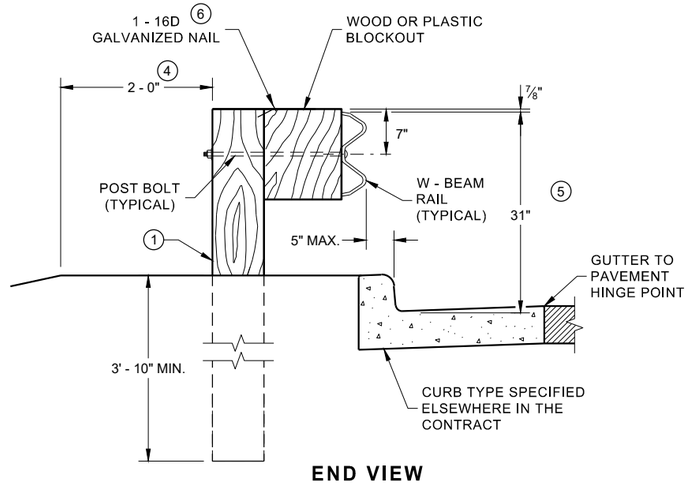
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



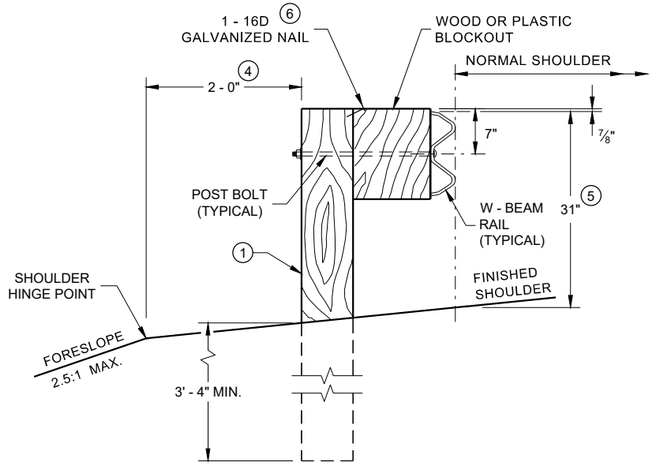
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



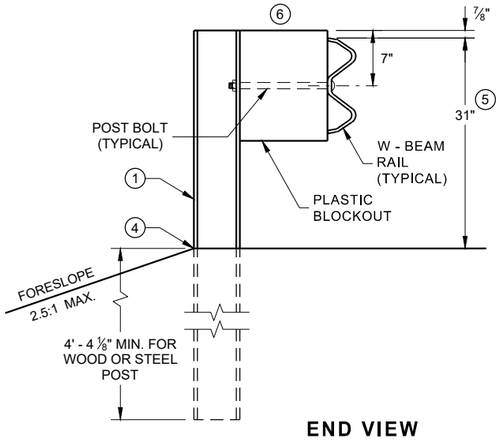
WOOD POST (6" X 8") NOMINAL (1)



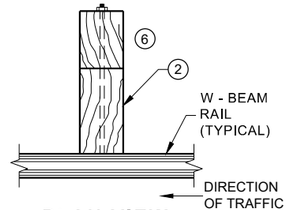
END VIEW
LOCATED ALONG A CURBED ROADWAY



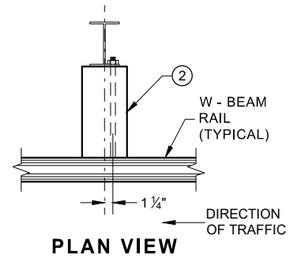
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



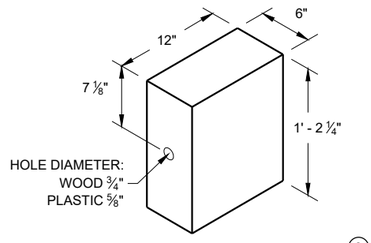
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



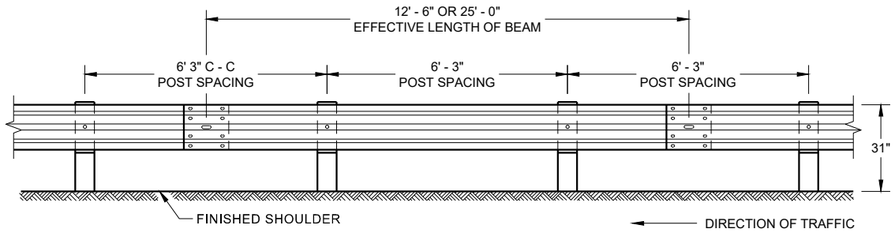
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

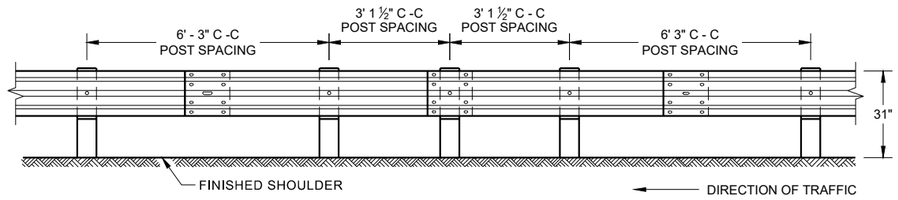
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

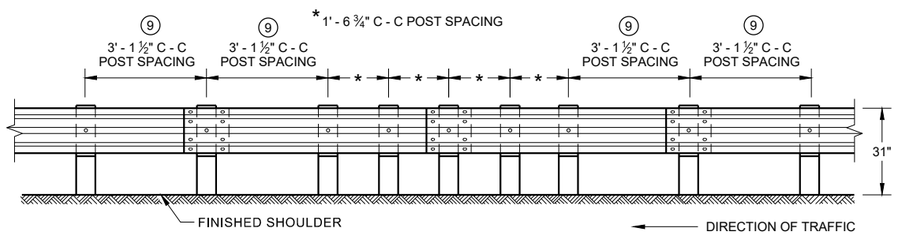
SDD 14B42 - 07a



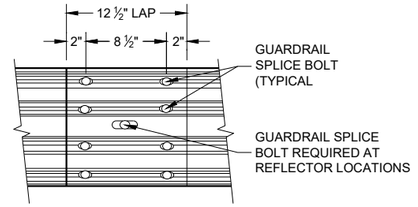
FRONT VIEW
POST SPACING STANDARD INSTALLATION



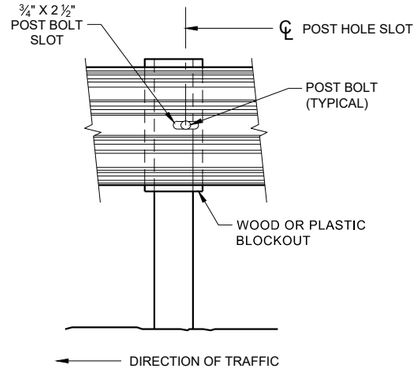
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



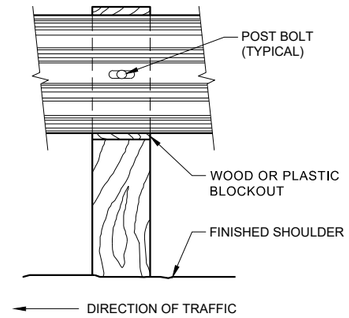
FRONT VIEW
QUARTER POST SPACING (QS)



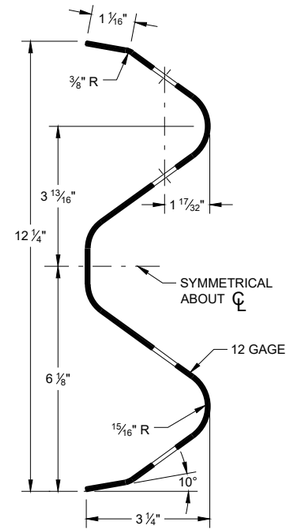
FRONT VIEW
MID-SPAN BEAM SPLICE



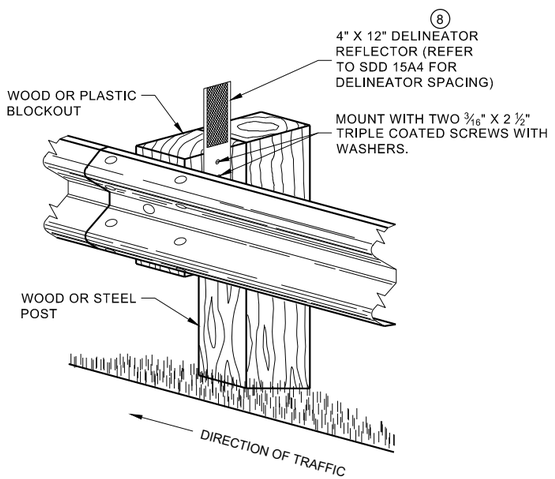
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

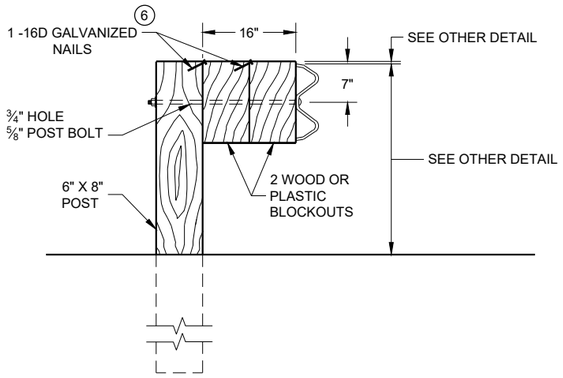
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B42 - 07b

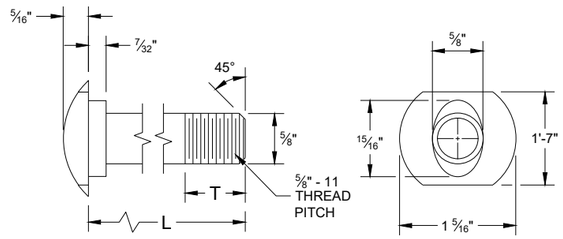


DETAIL FOR 16" BLOCKOUT DEPTH

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

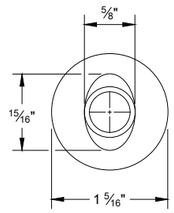
NOTE:

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

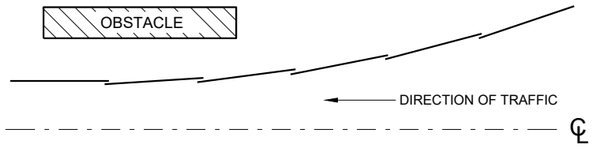


POST BOLT TABLE

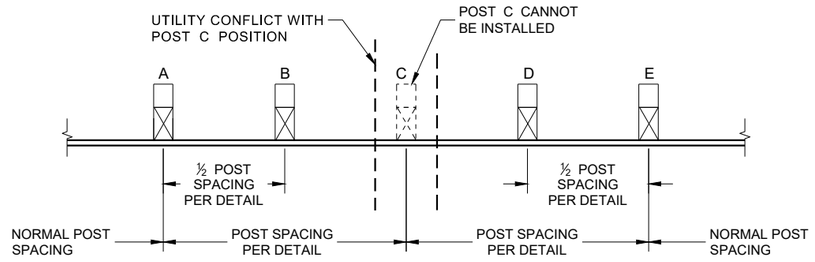
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



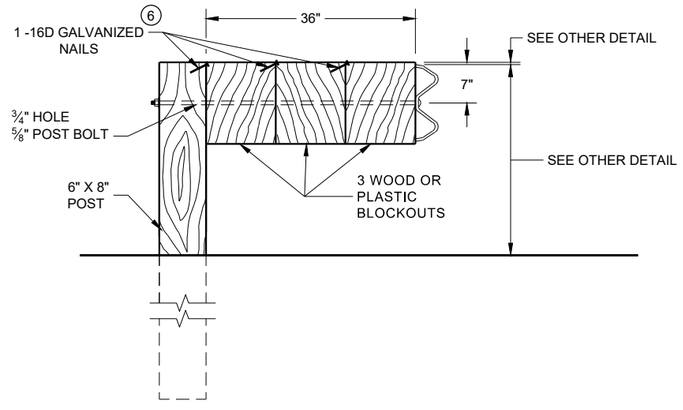
ALTERNATE BOLT HEAD



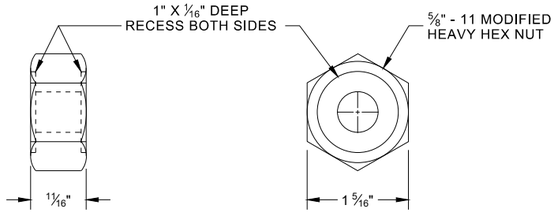
PLAN VIEW
BEAM LAPPING DETAIL



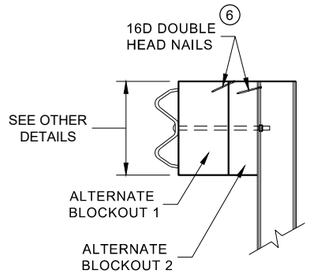
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



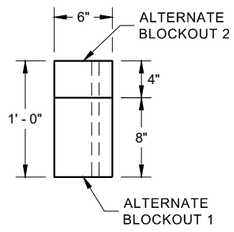
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

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

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

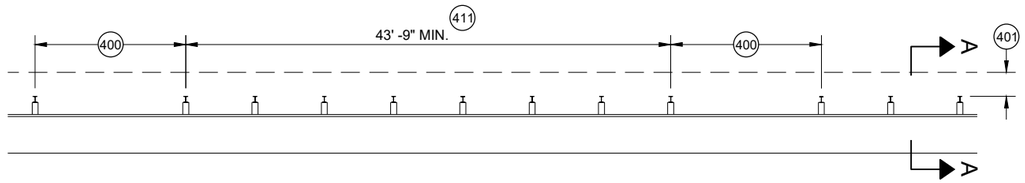
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

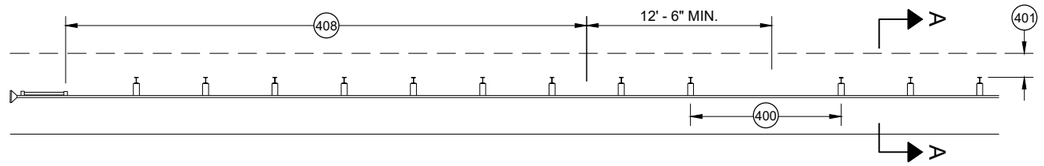
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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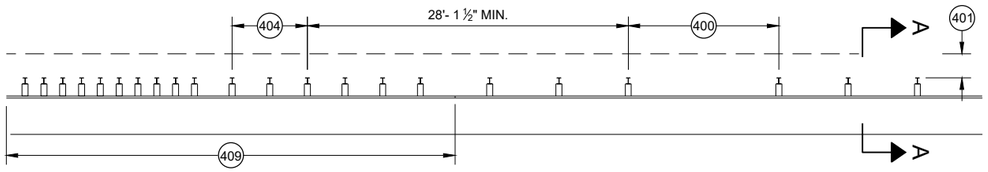
SDD 14B42 - 07c



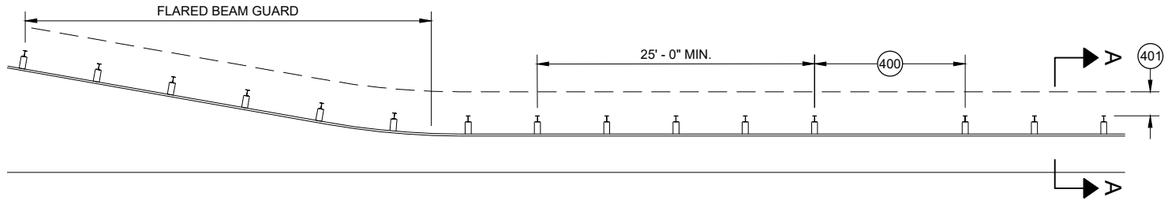
MISSING POST IN MGS GUARDRAIL



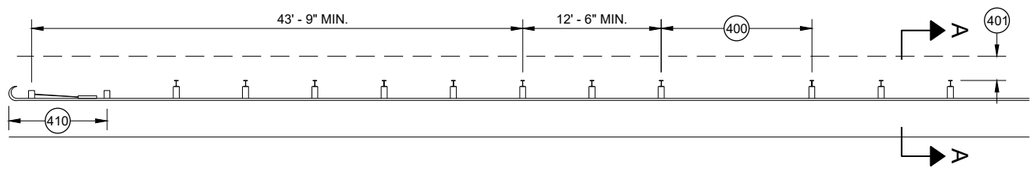
MISSING POST IN MGS GUARDRAIL NEAR EAT



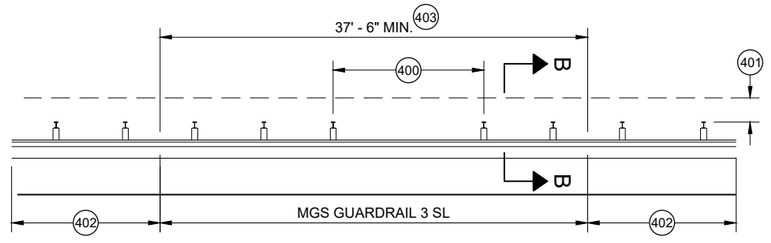
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

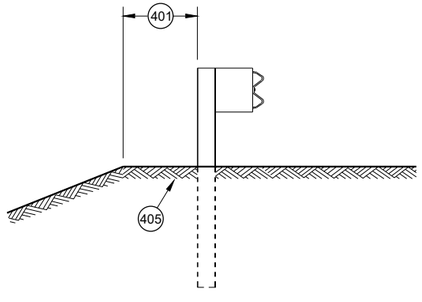


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

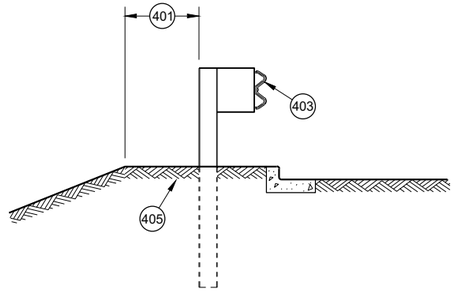


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

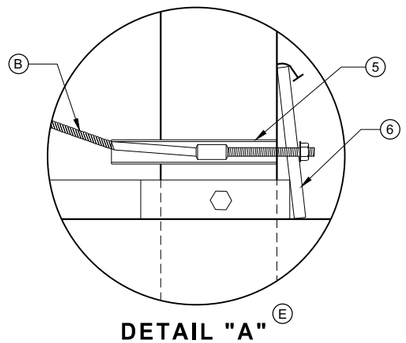
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

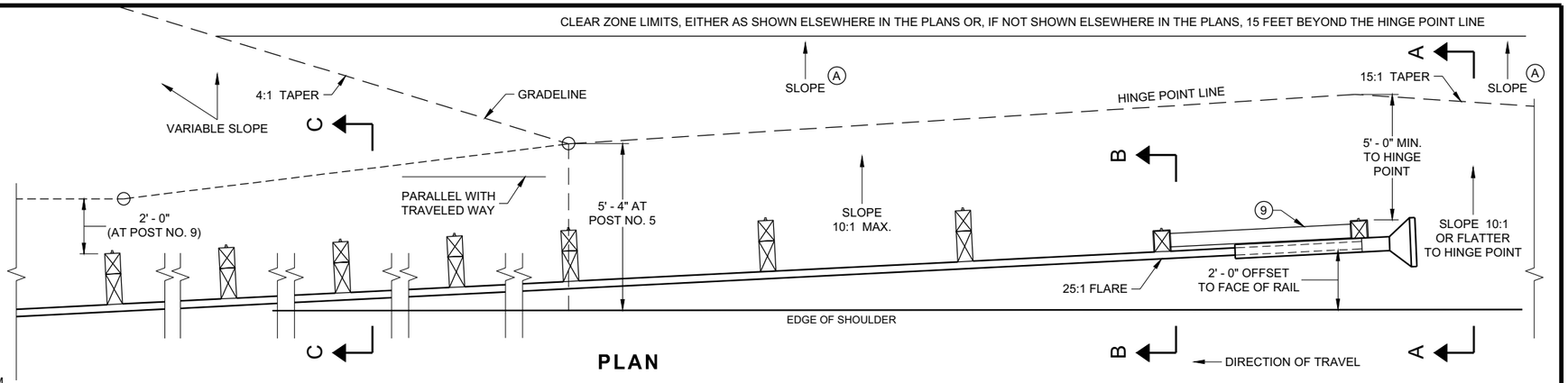
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

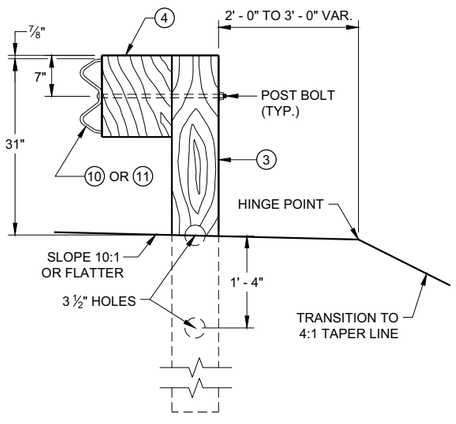
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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

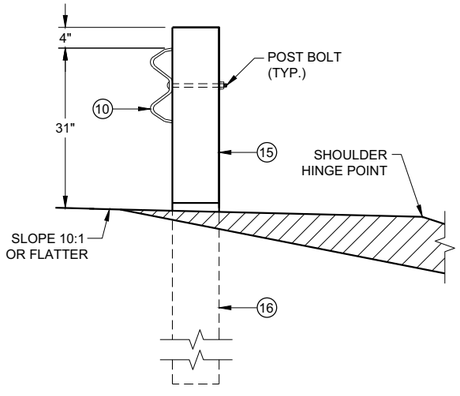


DETAIL "A" (E)

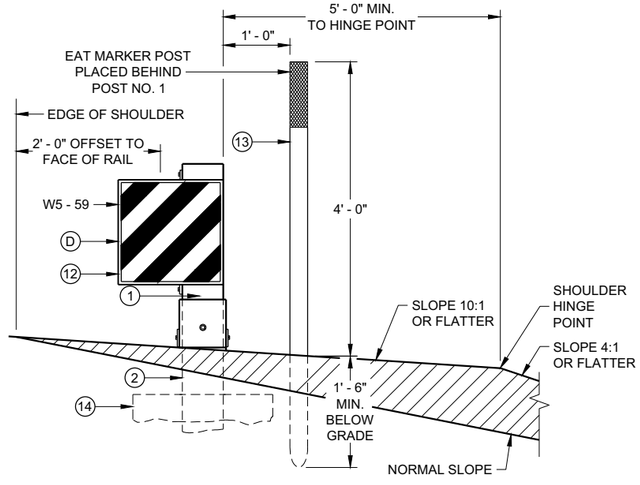




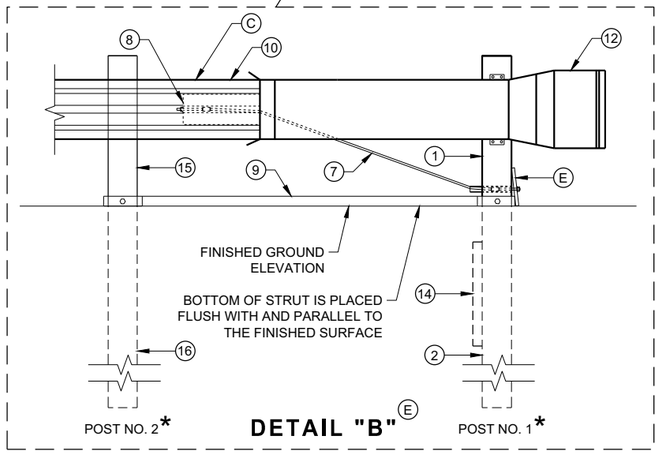
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



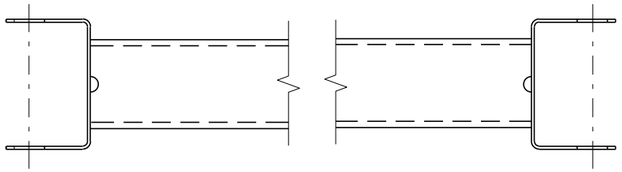
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

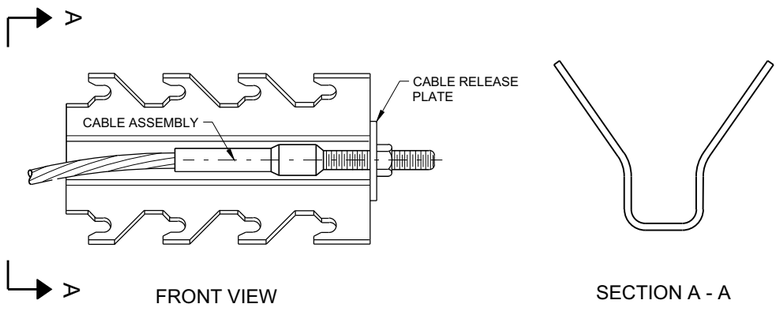
SDD 14B44 - 04a



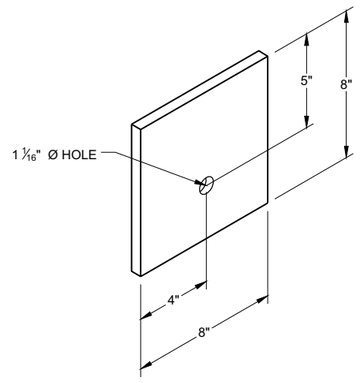
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

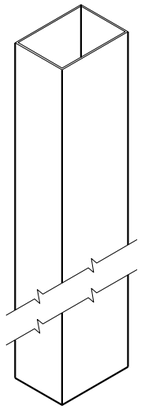
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SDD 14B44 - 04b

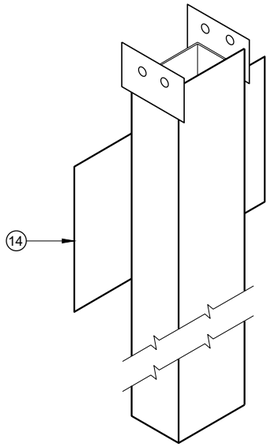
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

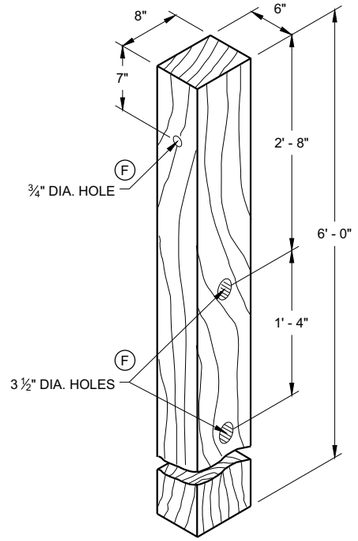
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



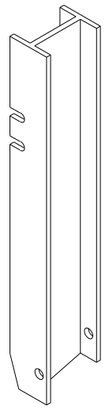
UPPER POST NO. 1 (1) (E)



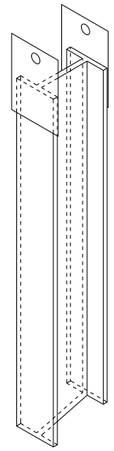
LOWER POST NO. 1 (2) (E)



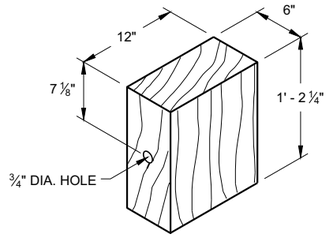
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



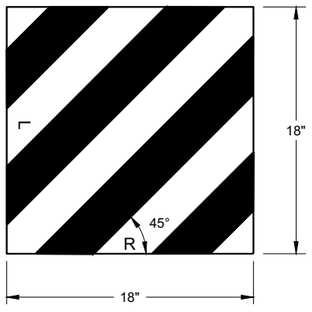
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

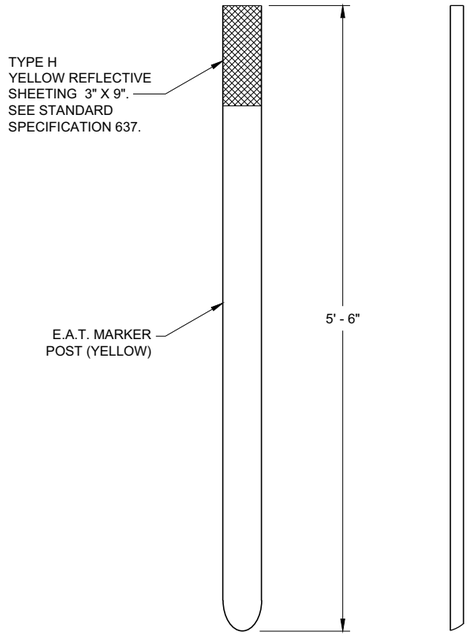


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



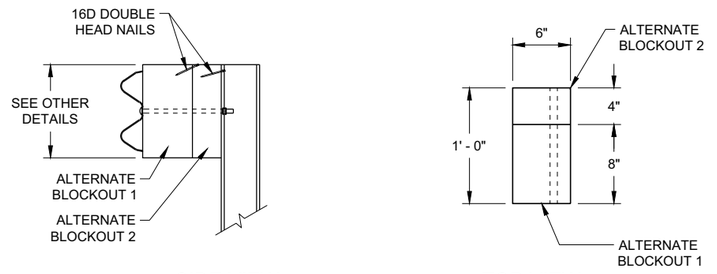
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

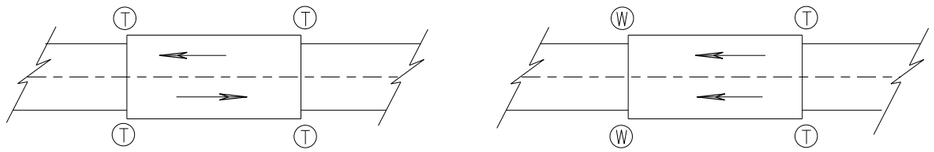
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



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.

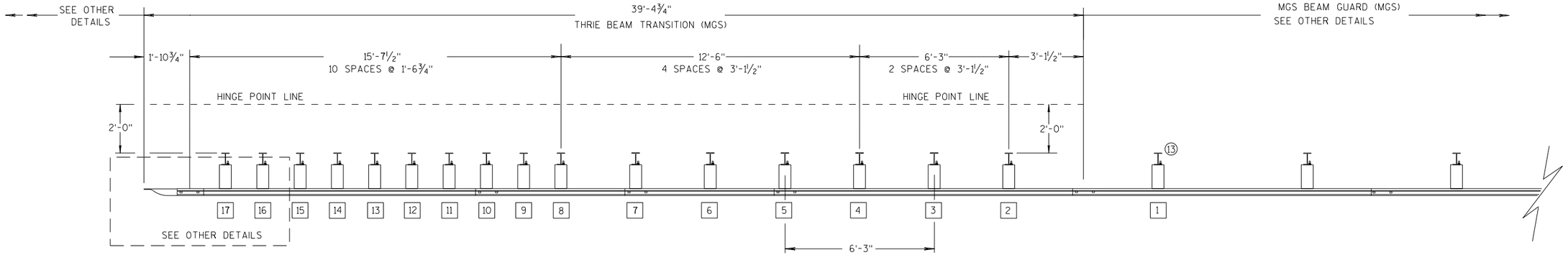
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

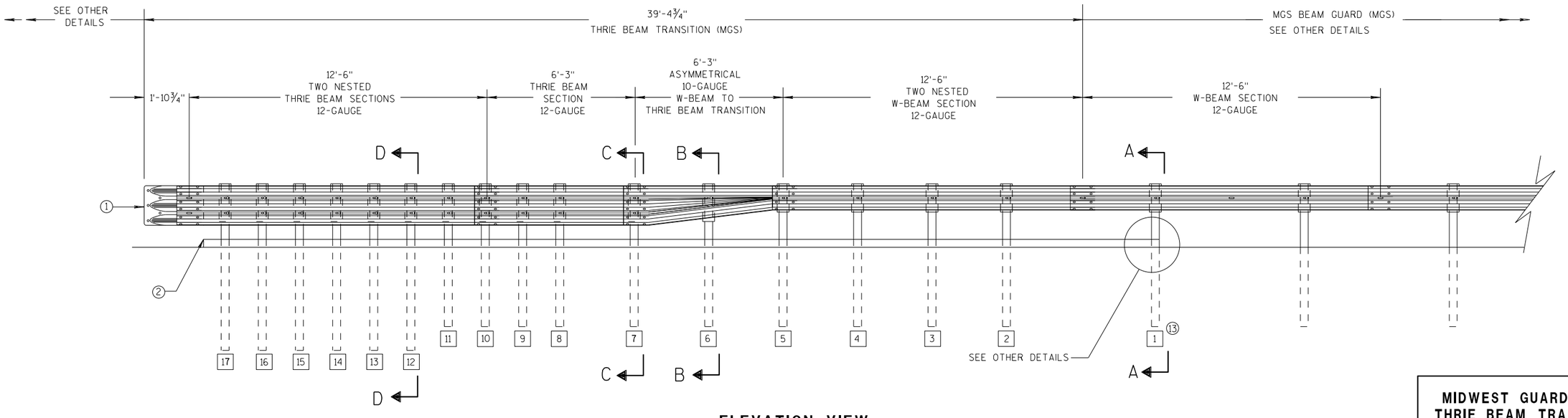
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

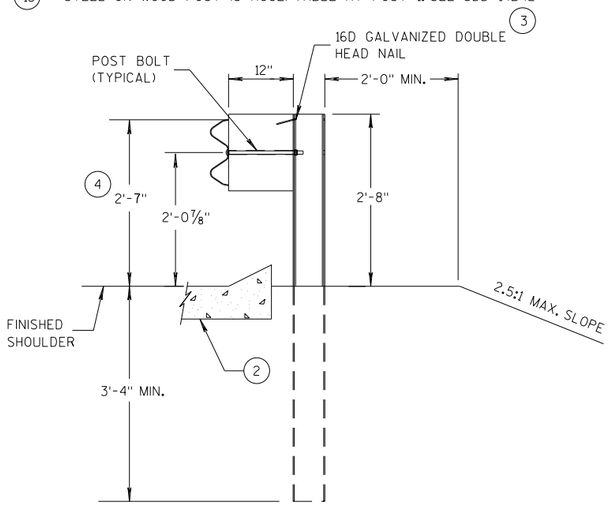
GENERAL NOTES

(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.

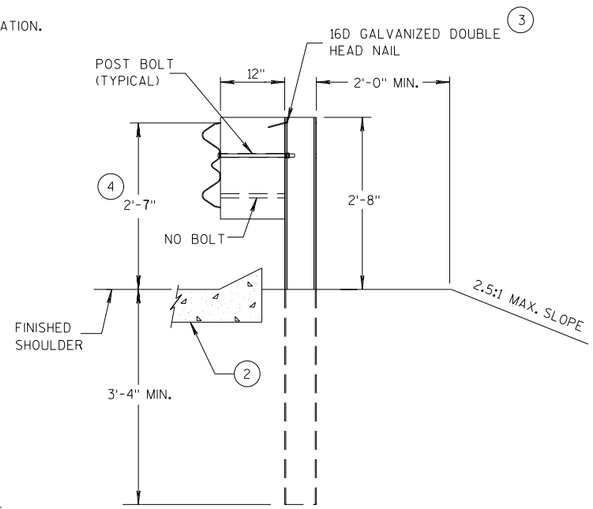
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



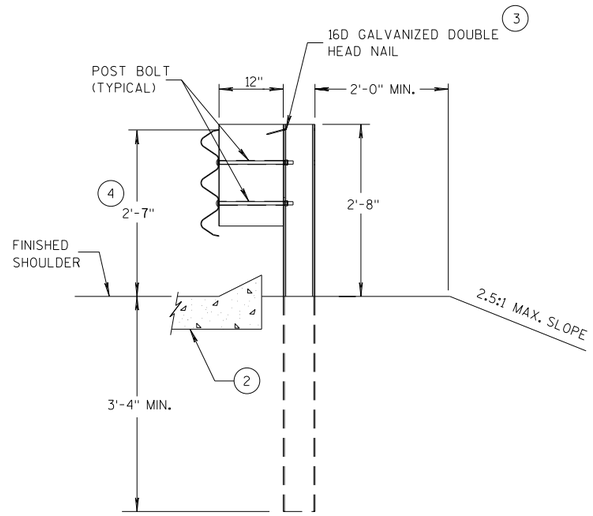
SECTION A-A (13)

POSTS 1-5



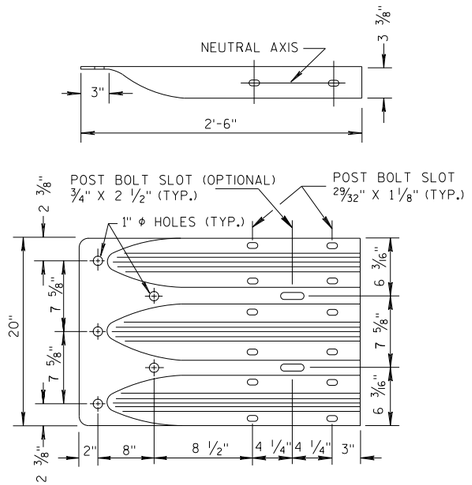
SECTION B-B

POST 6

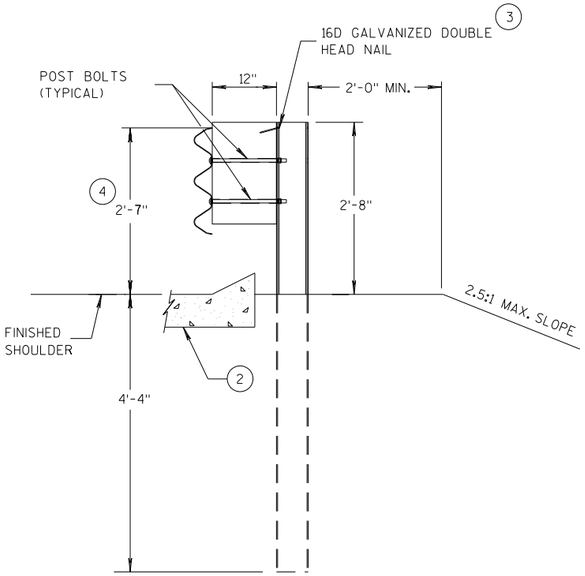


SECTION C-C

POSTS 7-11

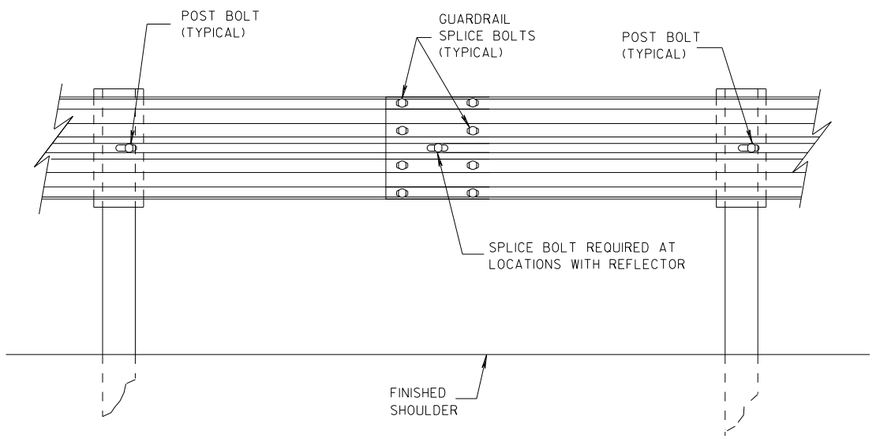


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

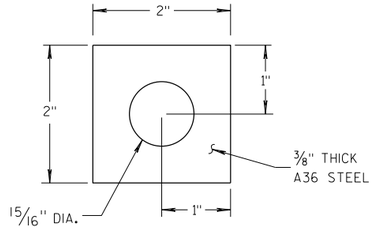
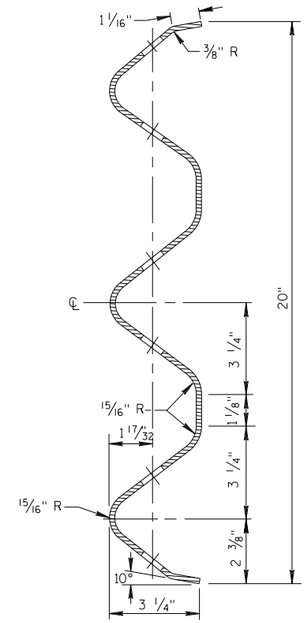


PLATE WASHER DETAIL



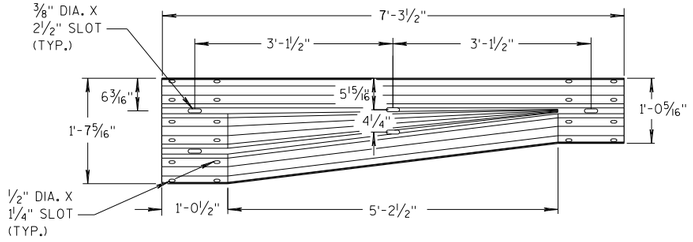
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

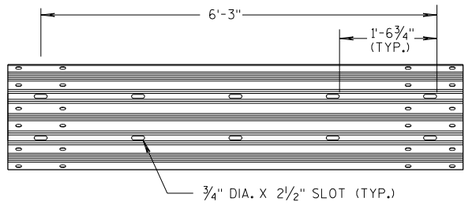
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

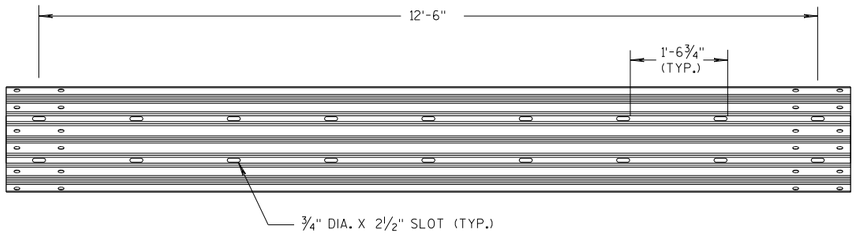
S.D.D. 14 B 45-5b



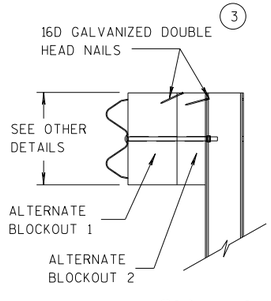
W-BEAM TO THRIE BEAM TRANSITION SECTION



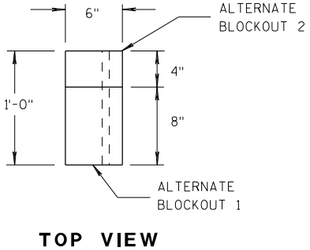
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

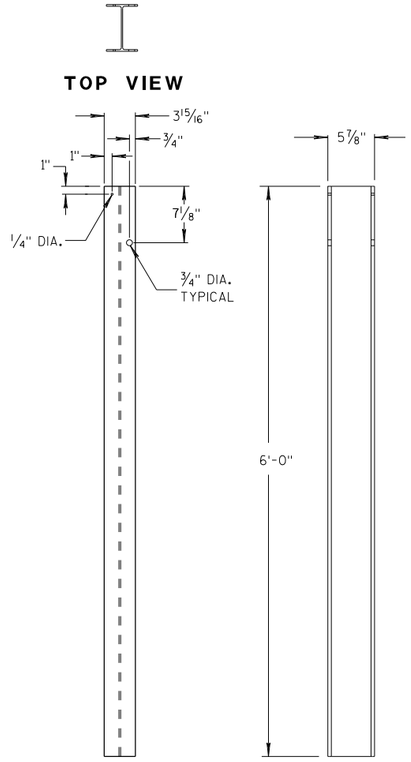


SIDE VIEW



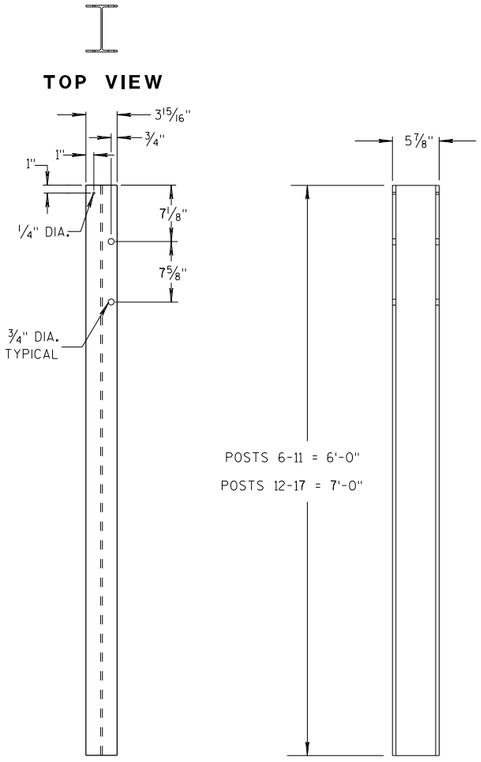
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



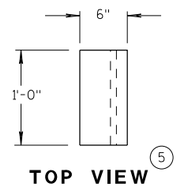
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

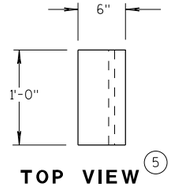


FRONT VIEW SIDE VIEW

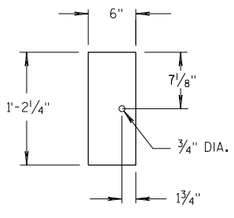
STEEL POSTS 6-17



TOP VIEW (5)

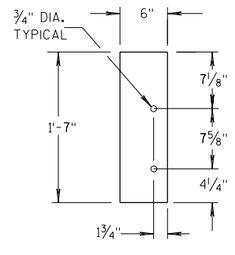


TOP VIEW (5)



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.

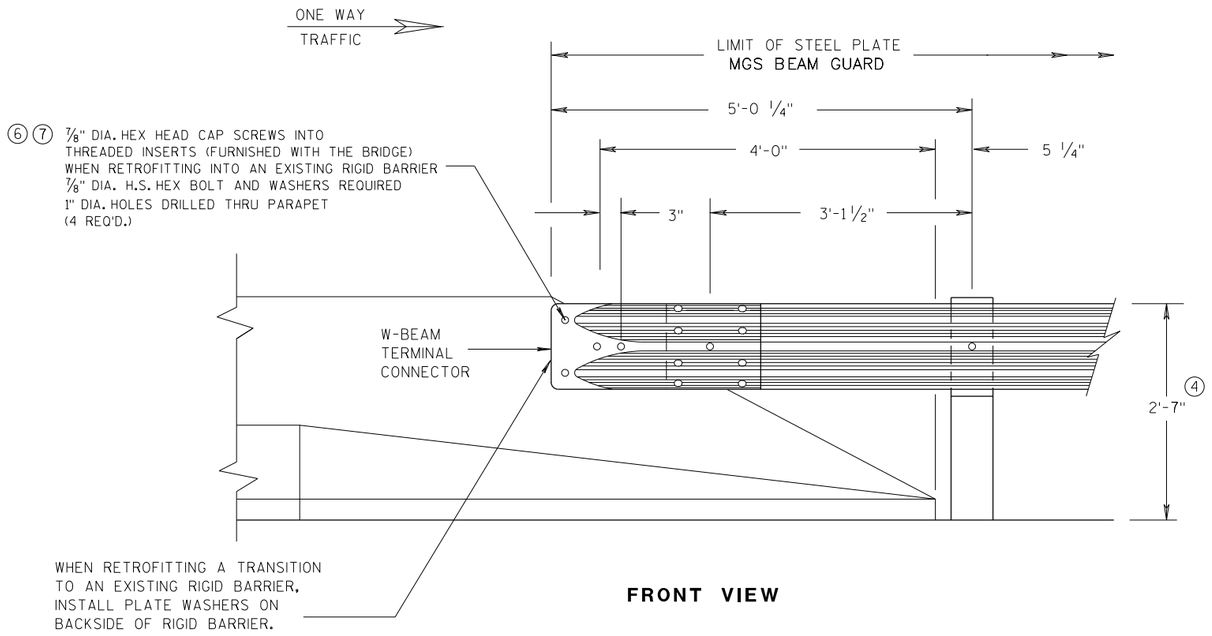
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5c



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

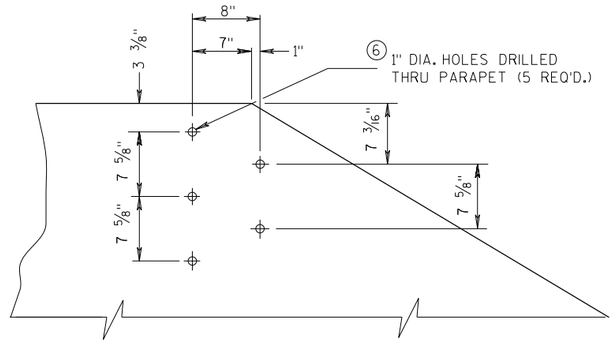
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

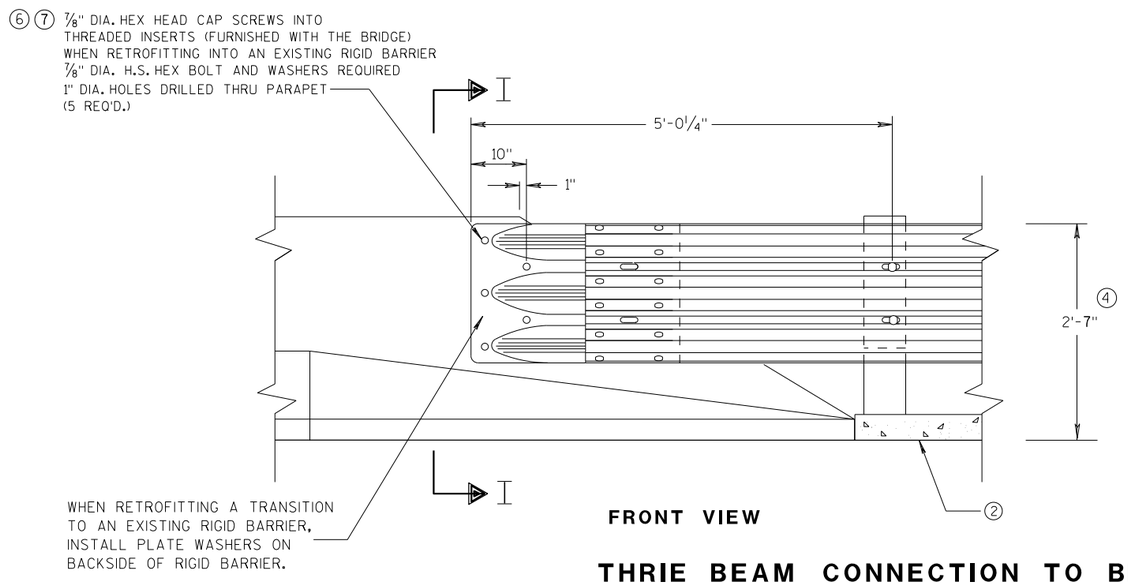
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

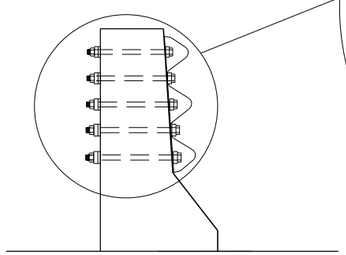
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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.



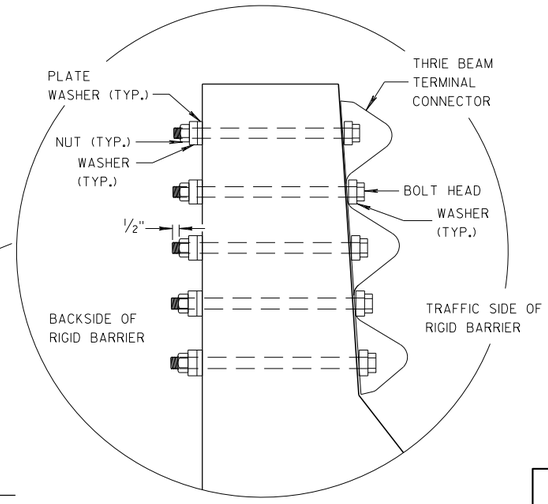
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

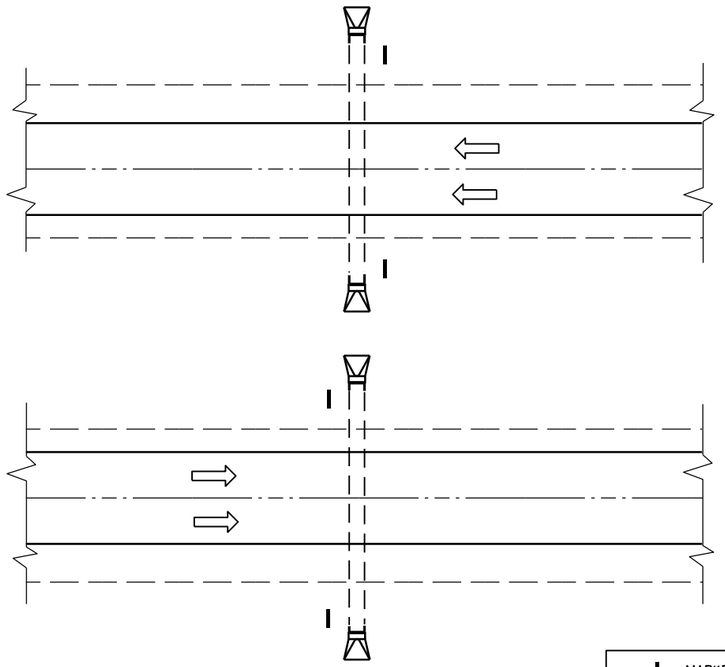
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI
ENT
FHWA

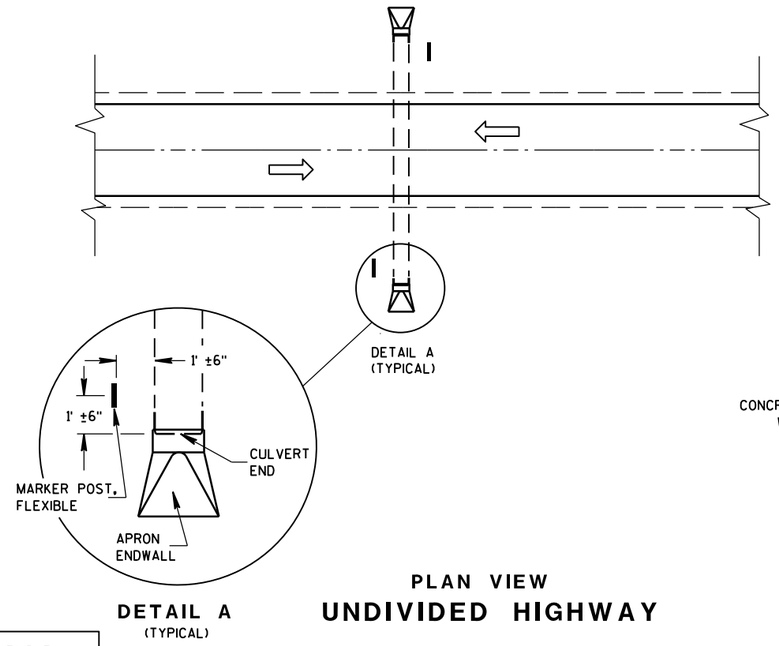
6

S.D.D. 14 B 45-5f



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

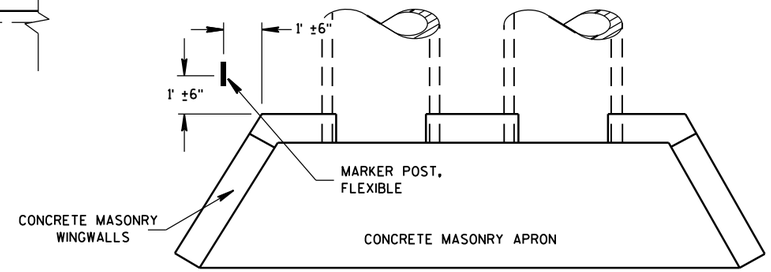
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

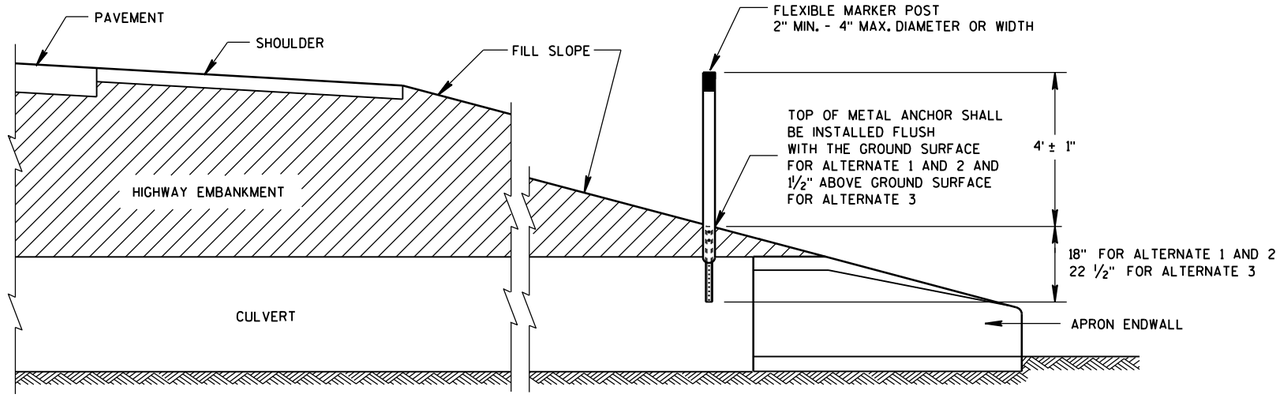
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

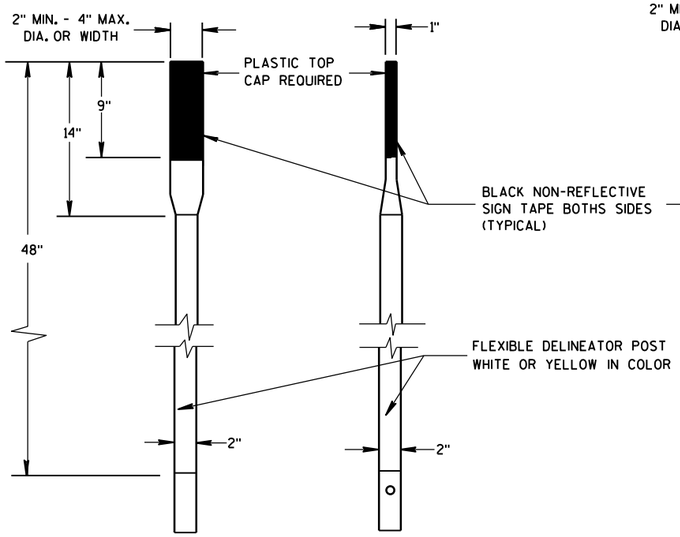
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

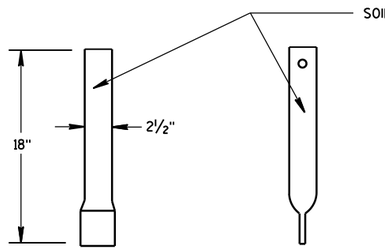
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S.D.D. 15 A 3-2a

6

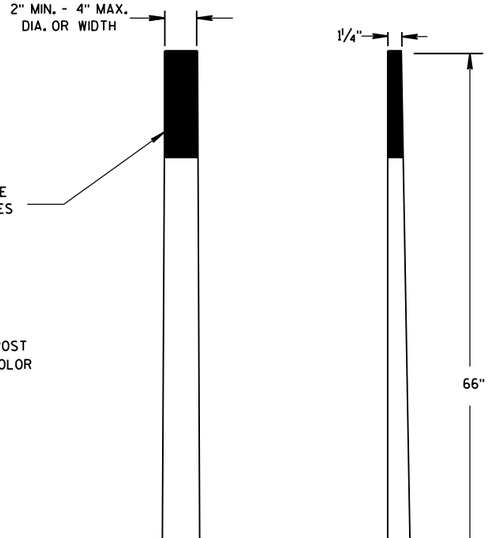
S.D.D. 15 A 3-2a





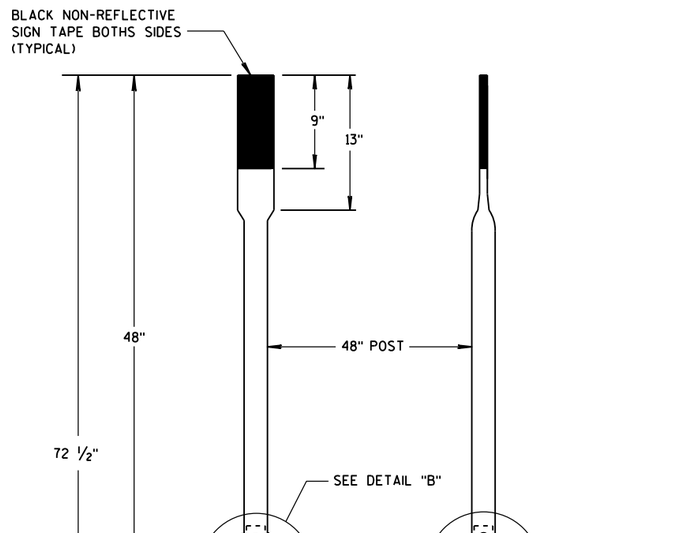
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

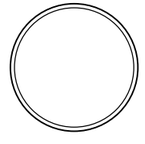
ALTERNATE 2



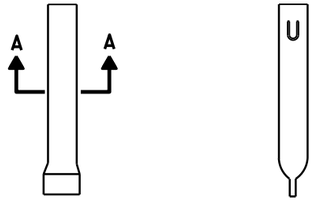
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

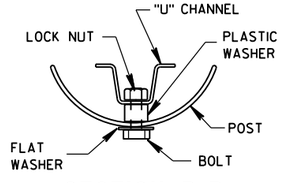


SECTION A-A

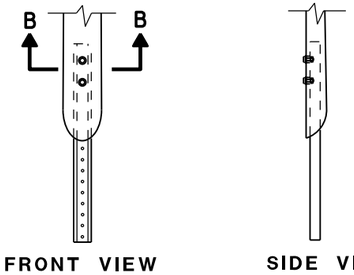


FRONT VIEW SIDE VIEW

ALTERNATE 1

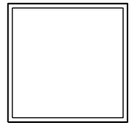


SECTION B-B

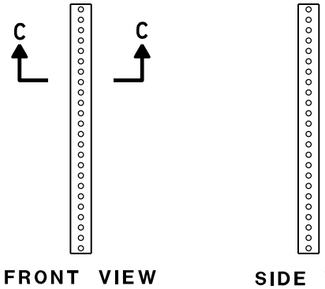


FRONT VIEW SIDE VIEW

ALTERNATE 2



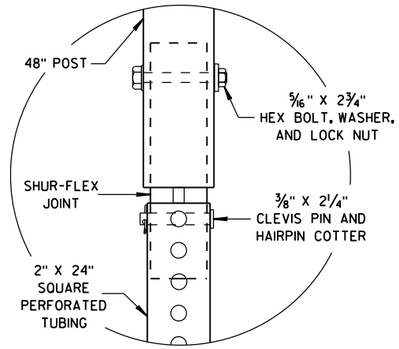
SECTION C-C



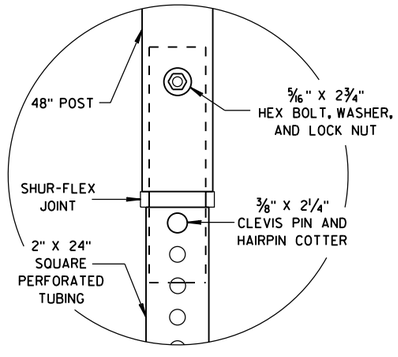
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

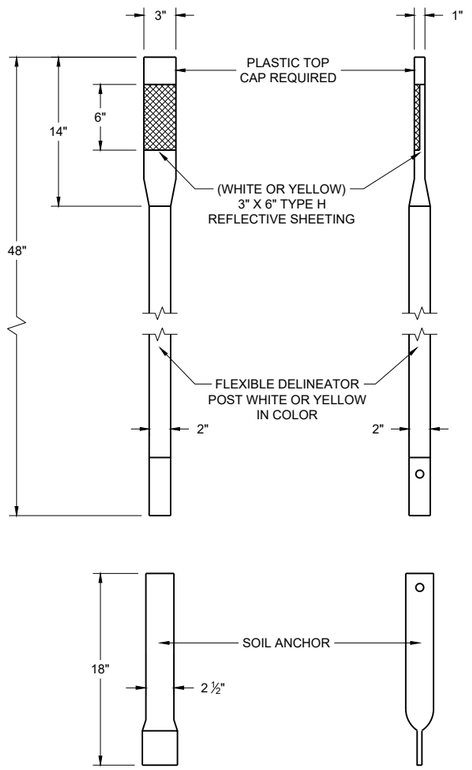
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

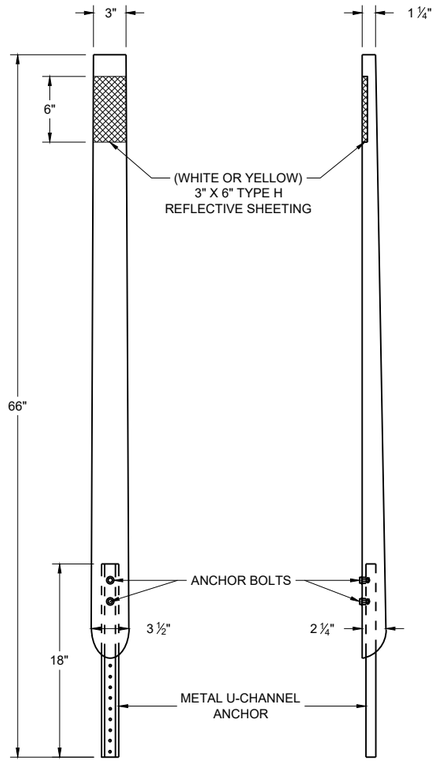
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S.D.D. 15 A 3-2b



FRONT VIEW SIDE VIEW

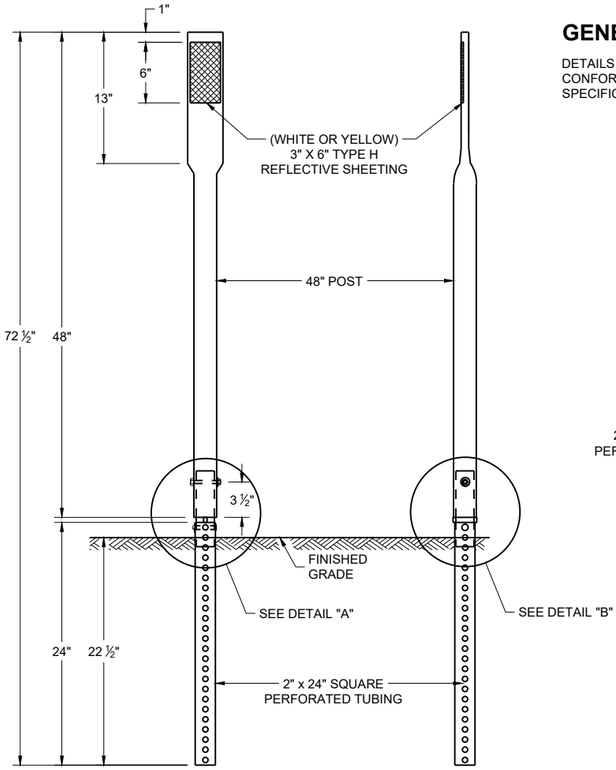
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

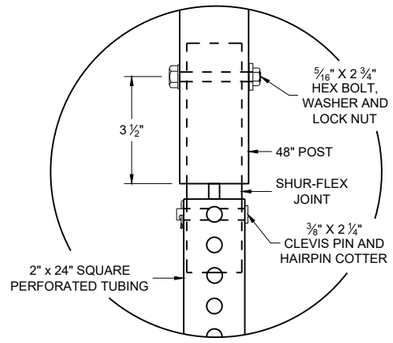


FRONT VIEW SIDE VIEW

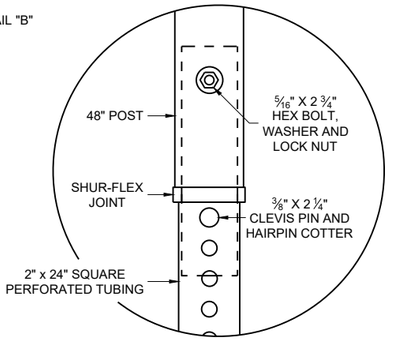
ALTERNATE 3

GENERAL NOTES

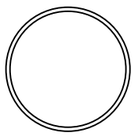
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



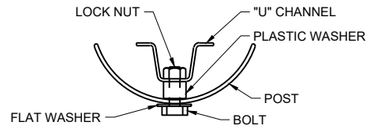
DETAIL A



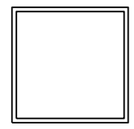
DETAIL B



SECTION A - A



SECTION B - B

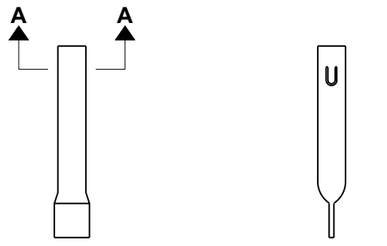


SECTION C - C

REFLECTOR SPACING TABLE

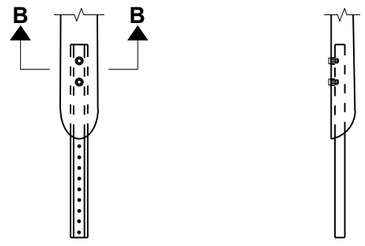
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



FRONT VIEW SIDE VIEW

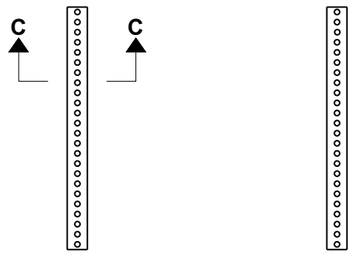
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

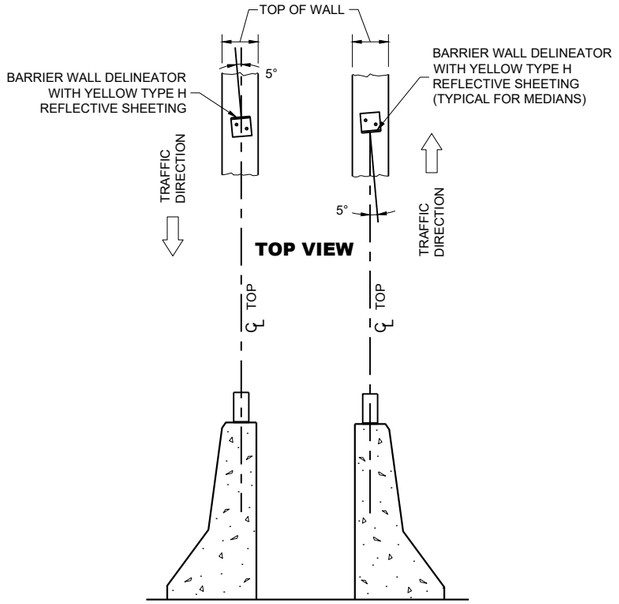
APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

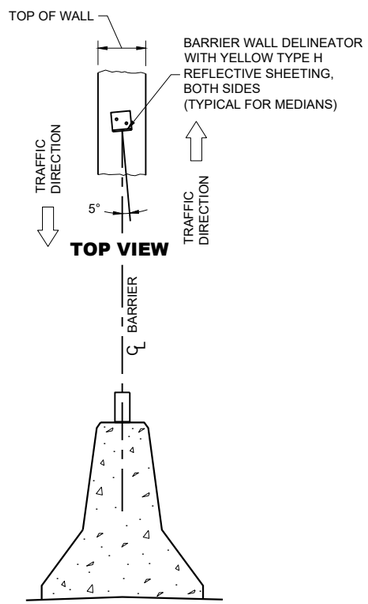
FHWA

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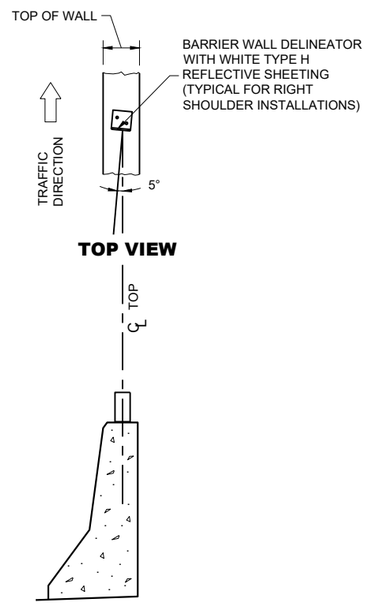
SDD 15A04-08a



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

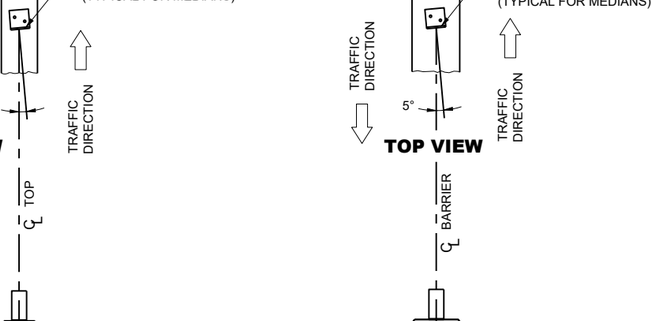


SIDE VIEW
MEDIAN BARRIER

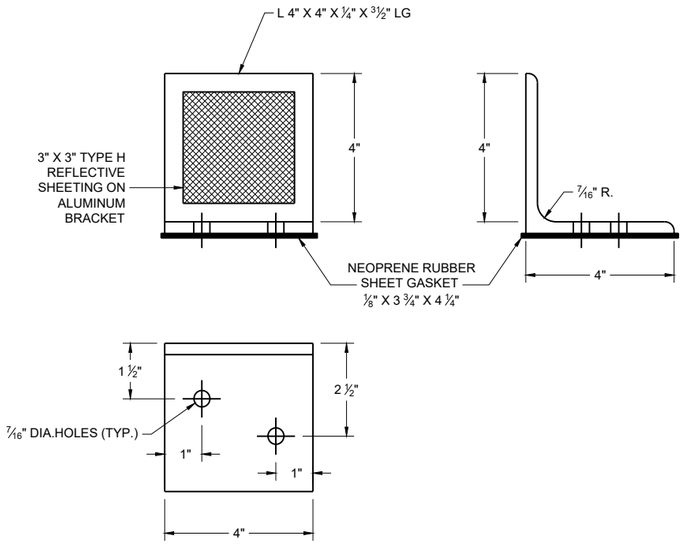


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR
MOUNTING DETAIL



BARRIER WALL DELINEATOR

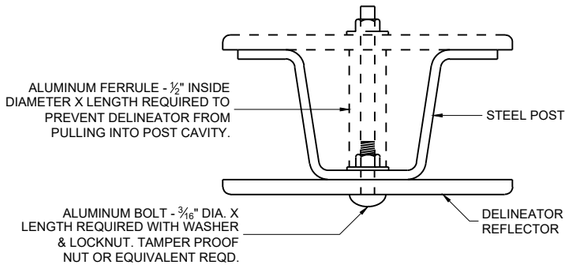
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

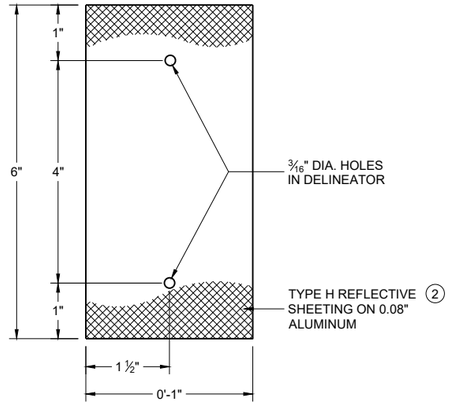
BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

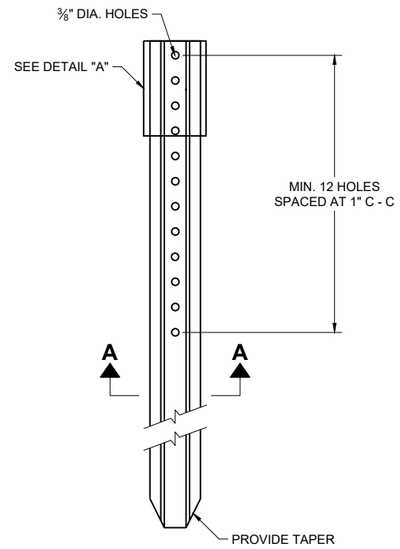
APPROVED
March 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA



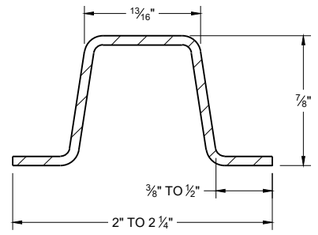
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



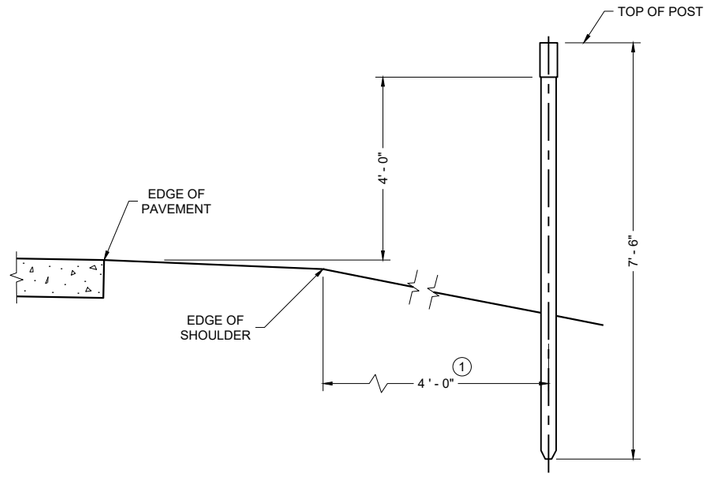
SECTION A - A

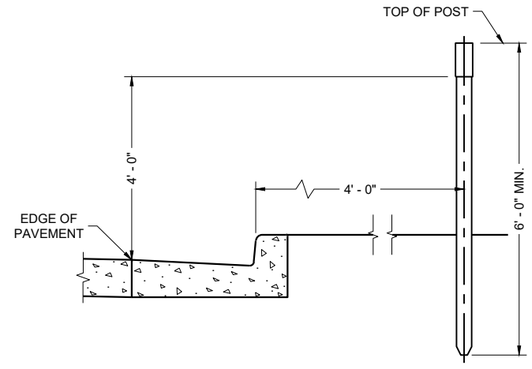
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

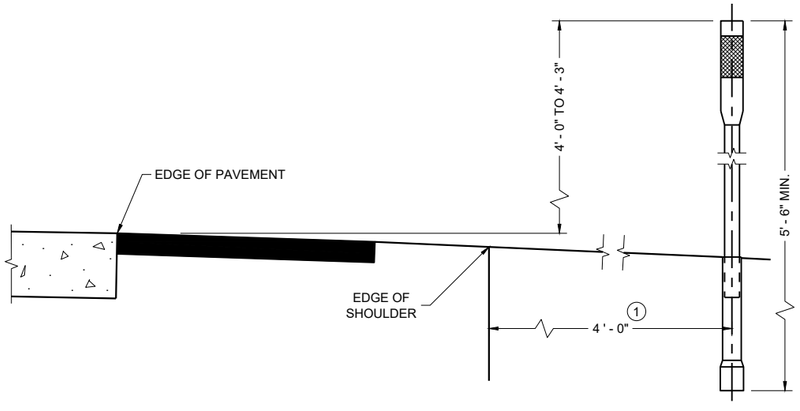
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

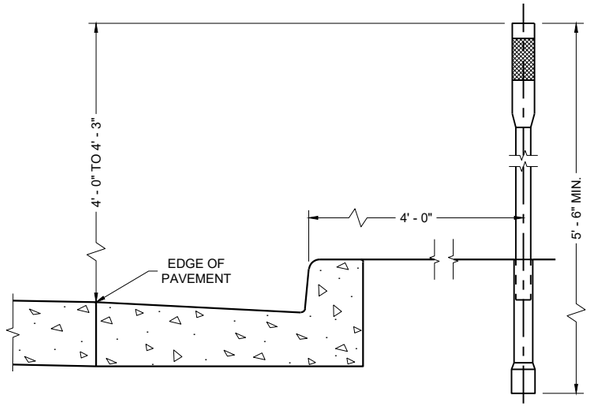
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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.

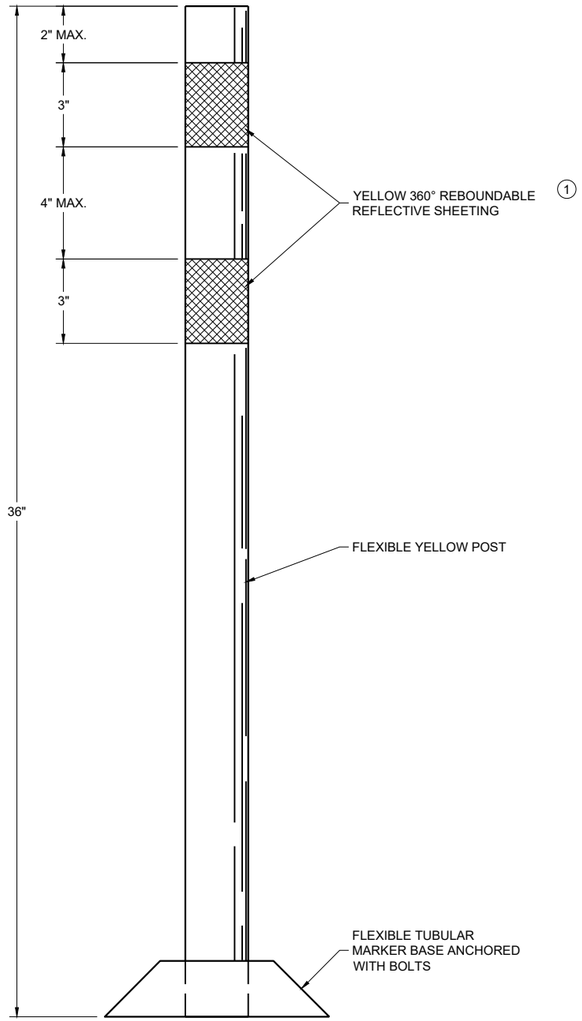
DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6
SDD 15A04-08c



PERMANENT FLEXIBLE TUBULAR MARKER POST

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15A04-08d

CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

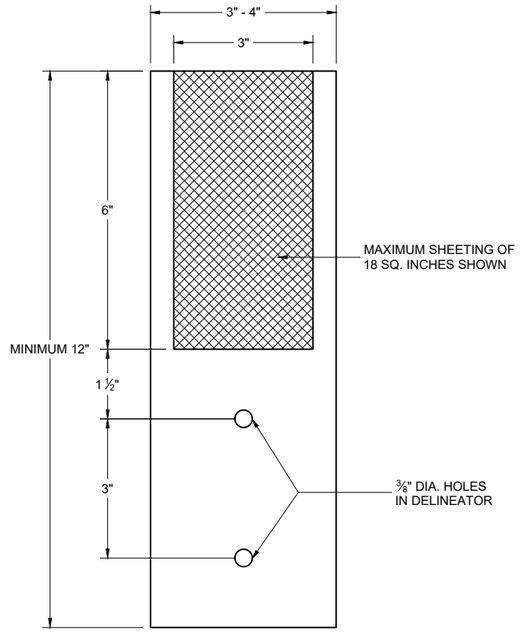
APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15A04-08d



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

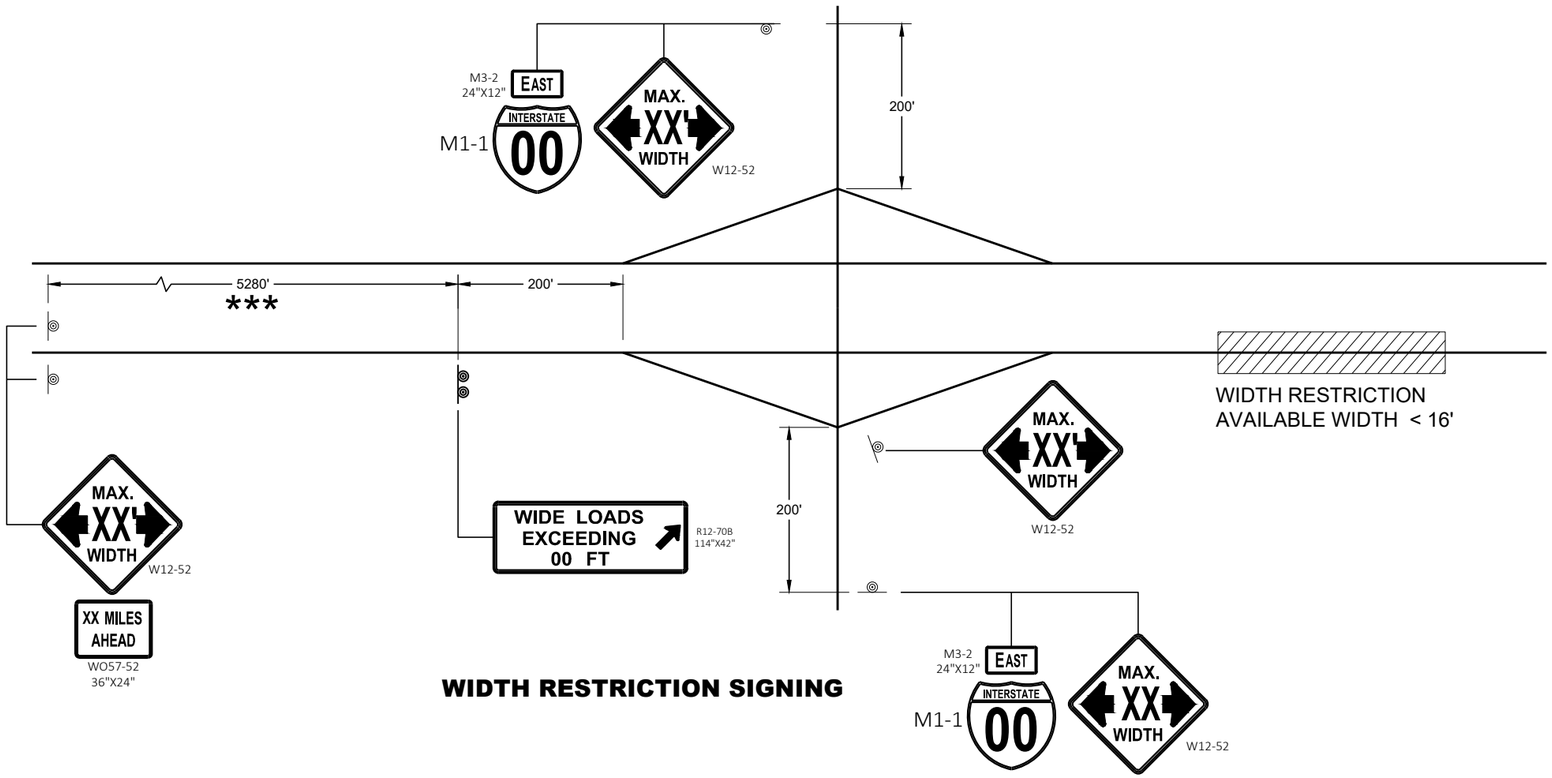
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

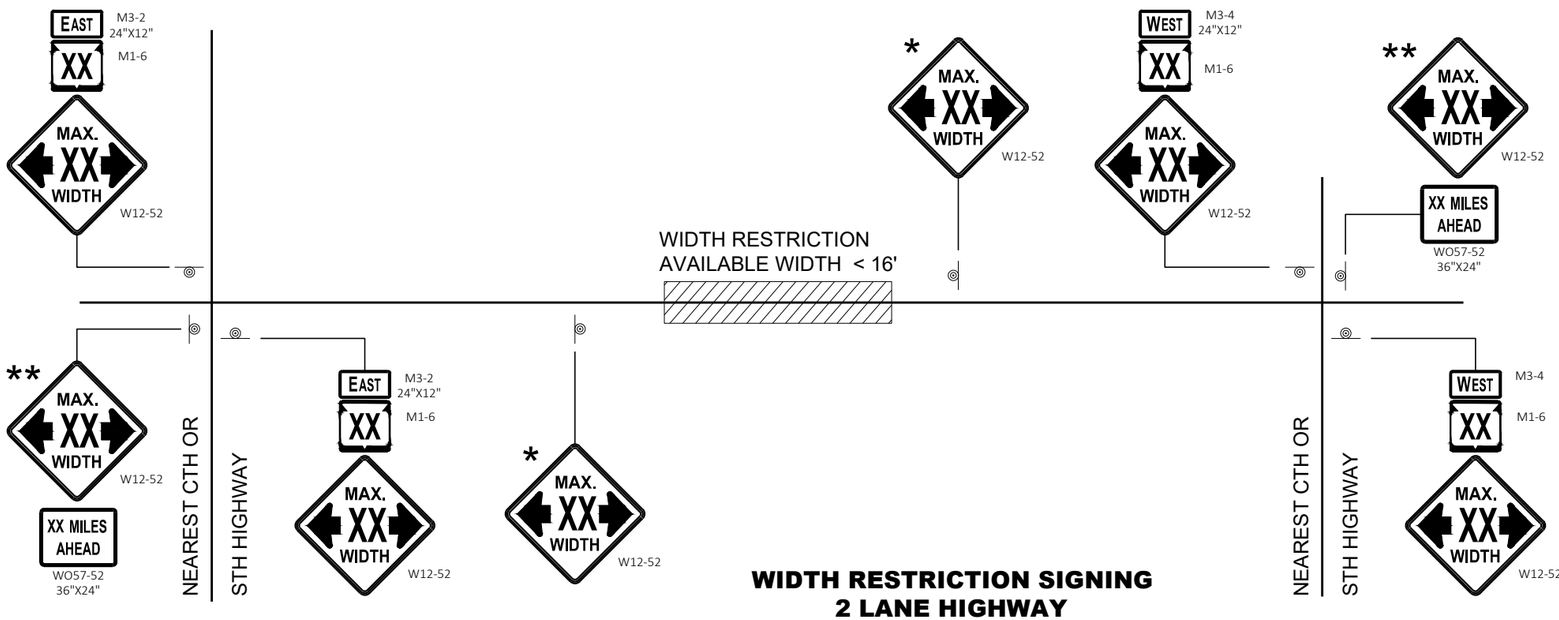
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SDD 15A04-08e

SDD 15A04-08e



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

6

SDD 15C02 - 09f

6

SDD 15C02 - 09f

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.

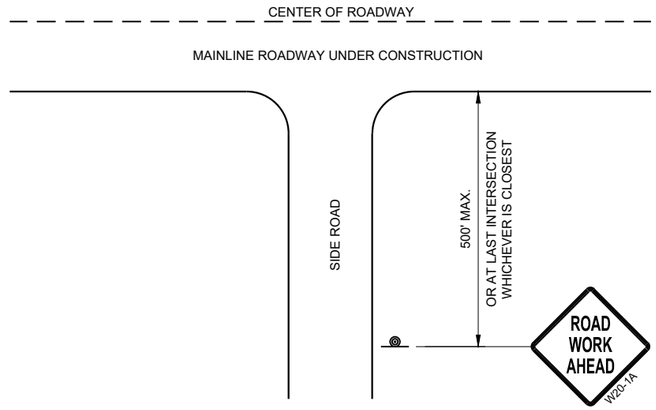
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



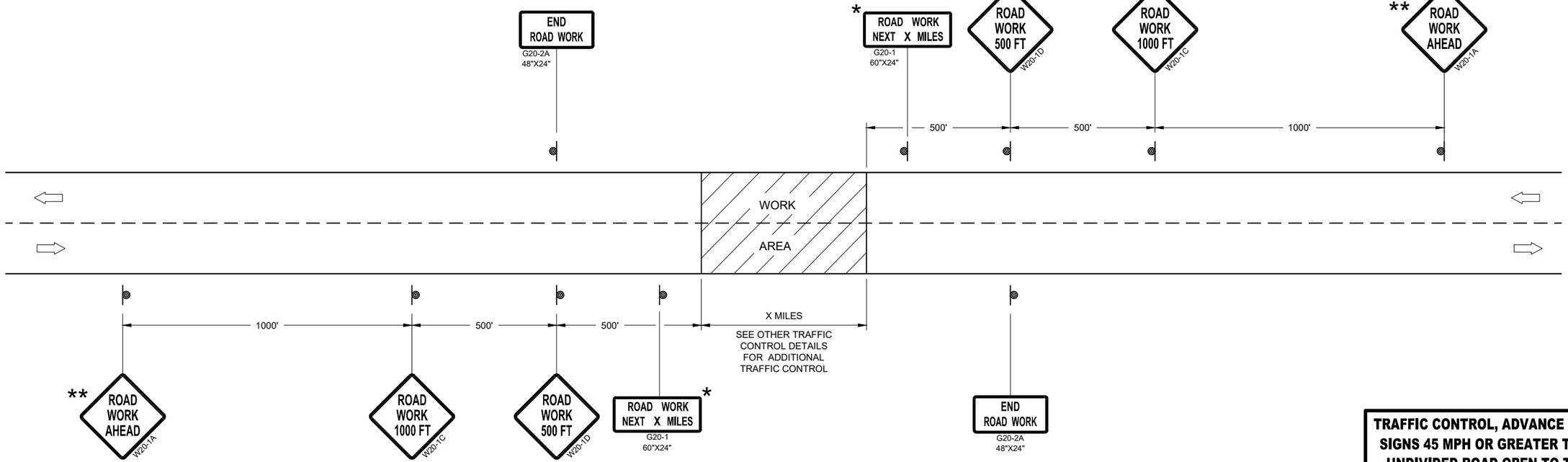
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

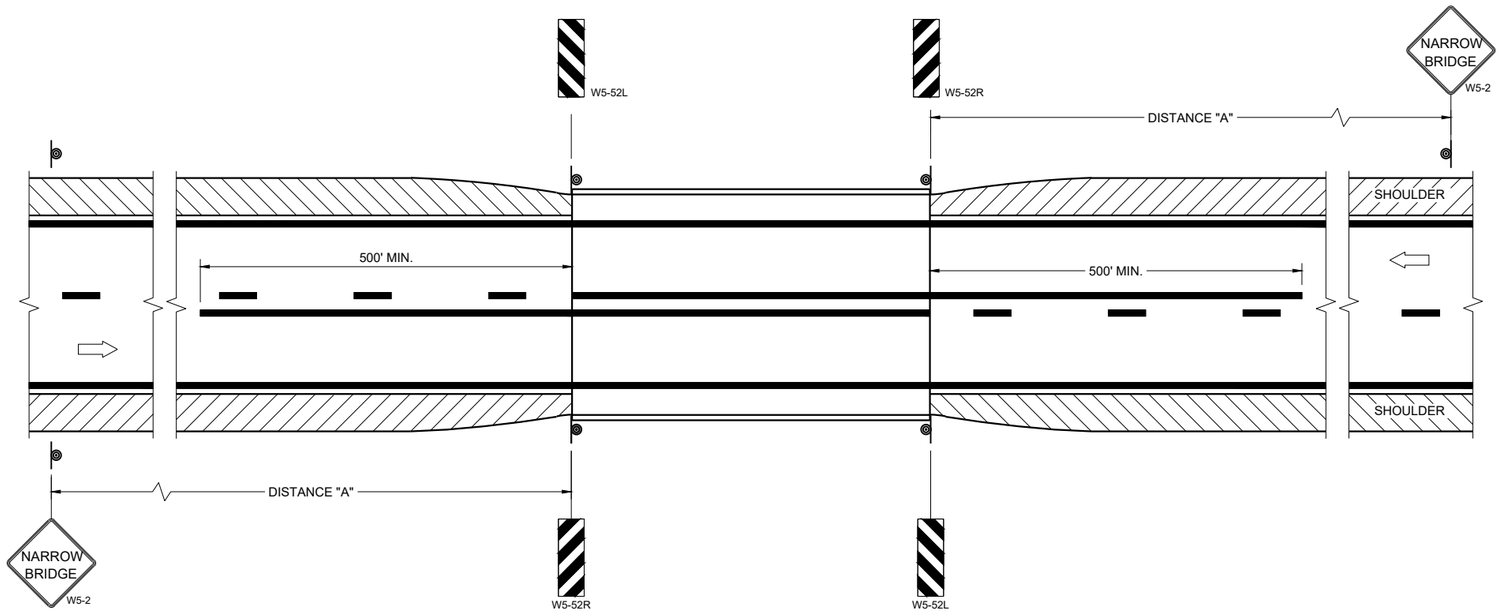
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

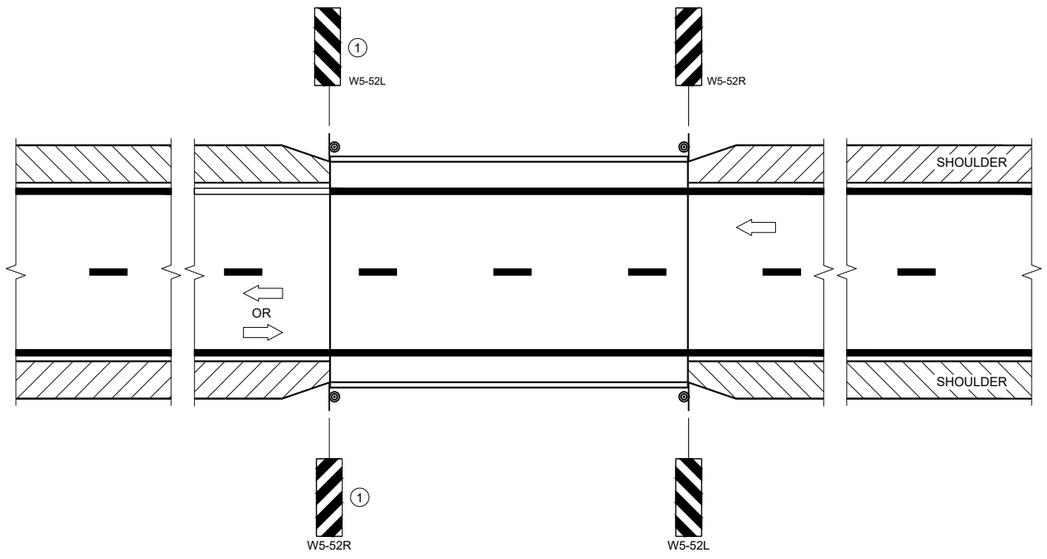
6

SDD 15C04 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

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.

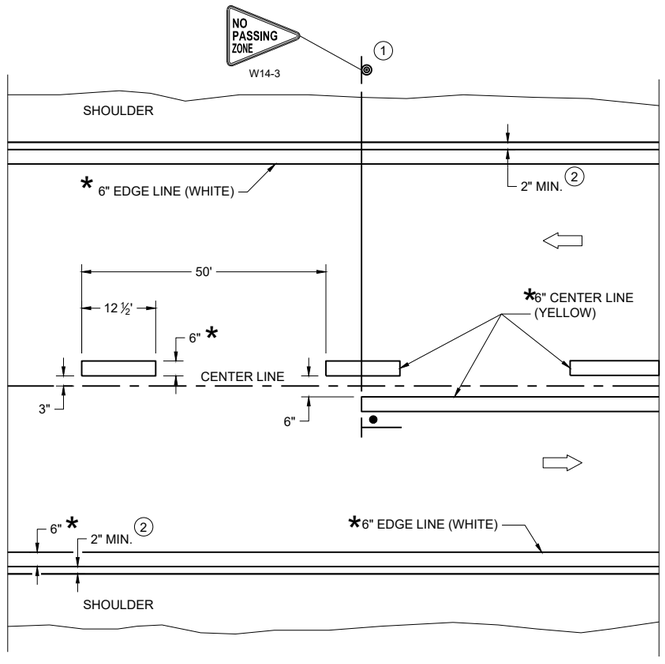
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

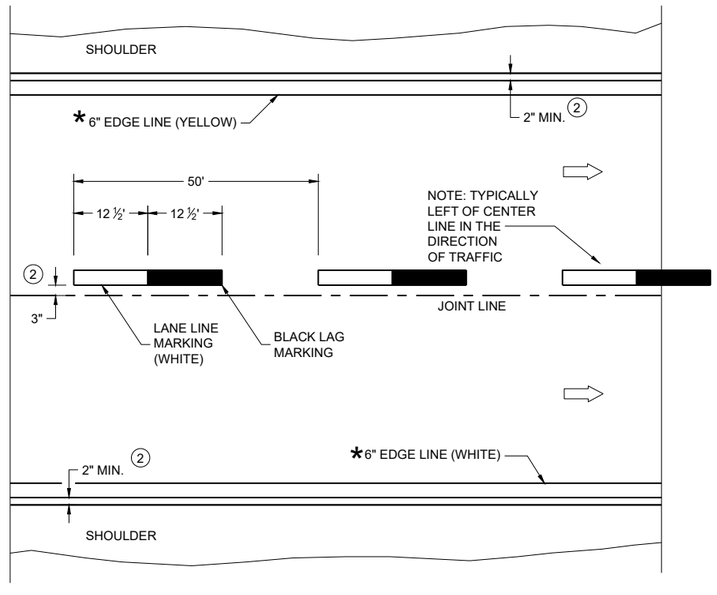
"T" MARKING

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

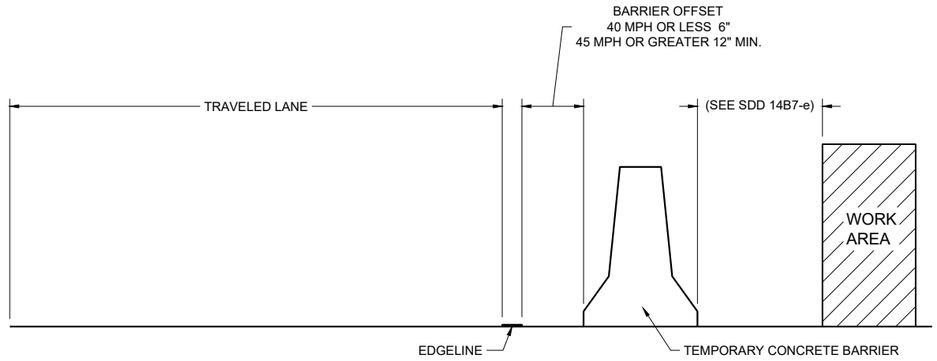
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23a

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

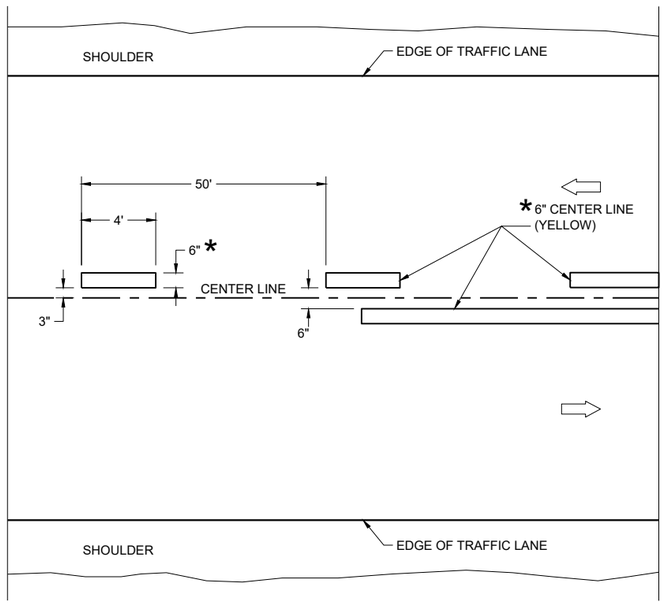
GENERAL NOTES

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

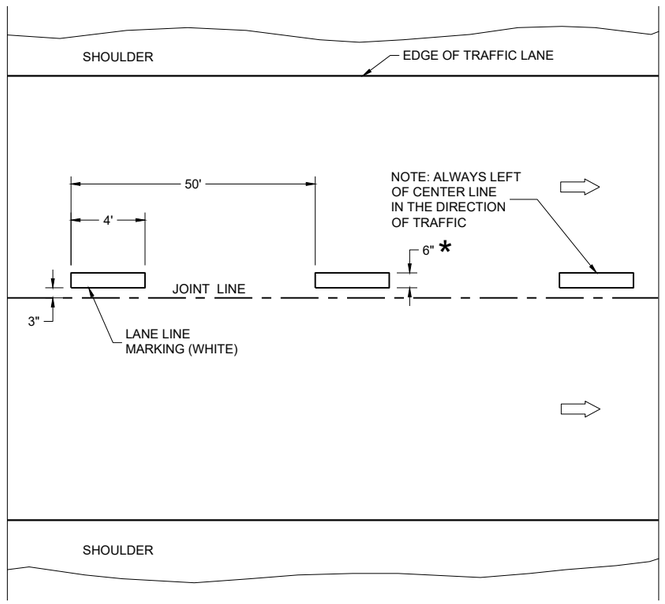
LEGEND

DIRECTION OF TRAFFIC

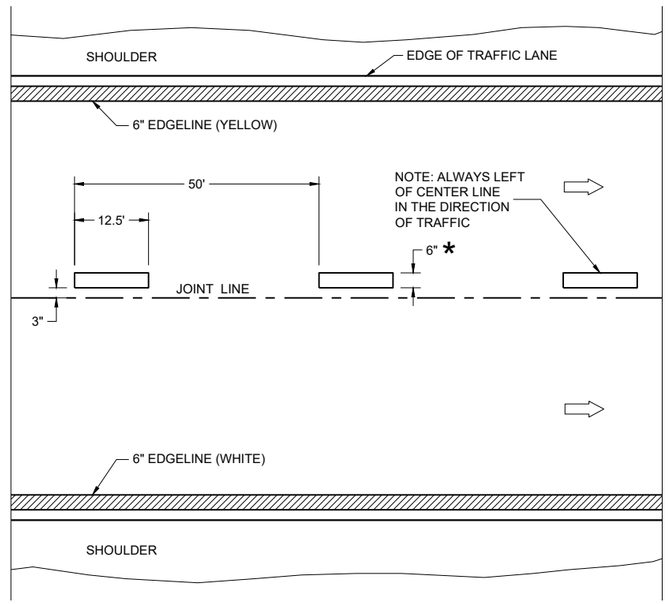
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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 Pavement Marking Engineer
FHWA

6

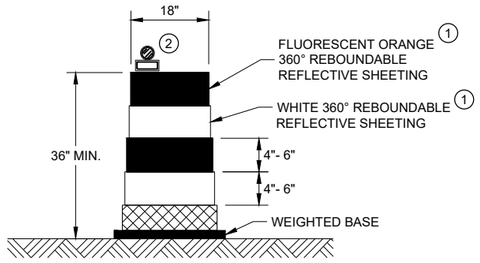
SDD 15C08-23b

6

SDD 15C08-23b

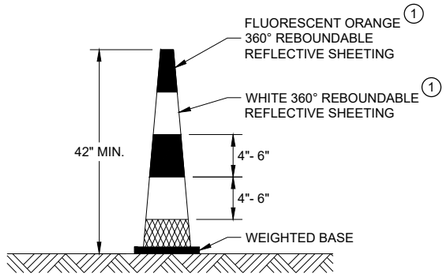
GENERAL NOTES

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

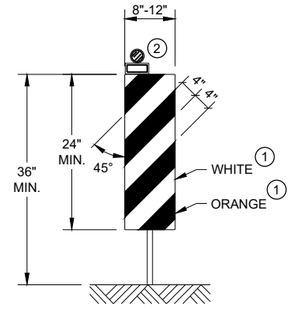
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

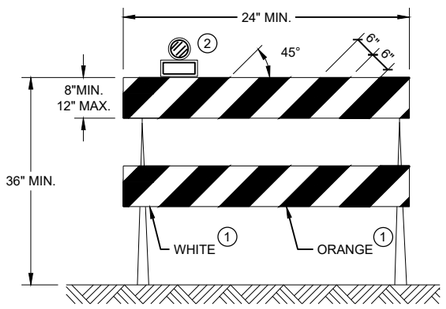
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



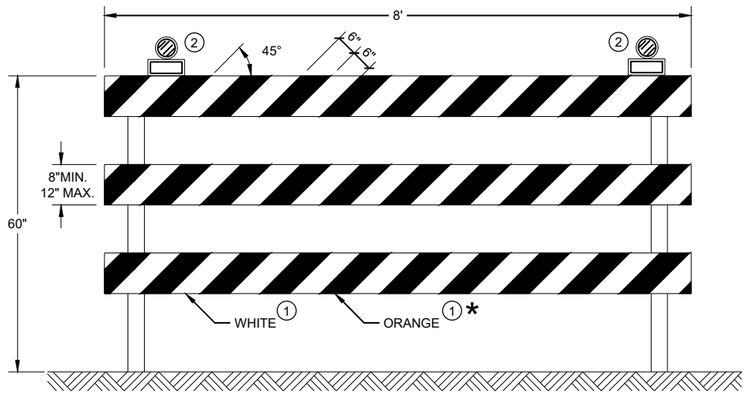
VERTICAL PANEL

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
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.

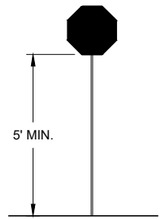
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

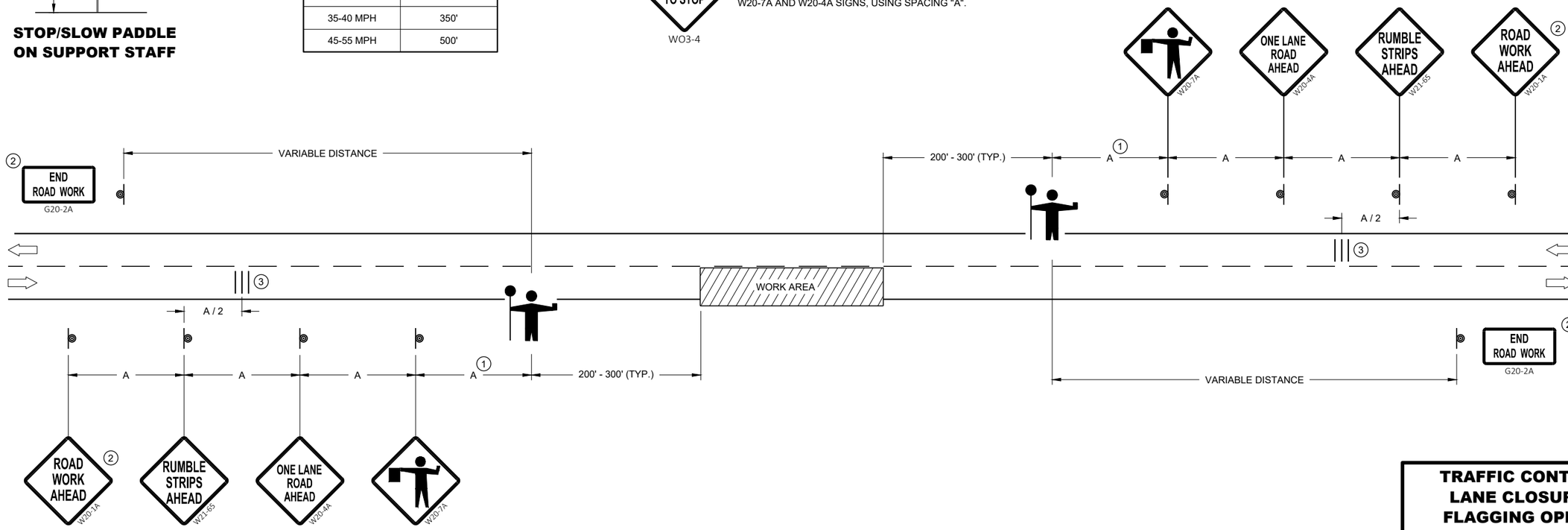
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

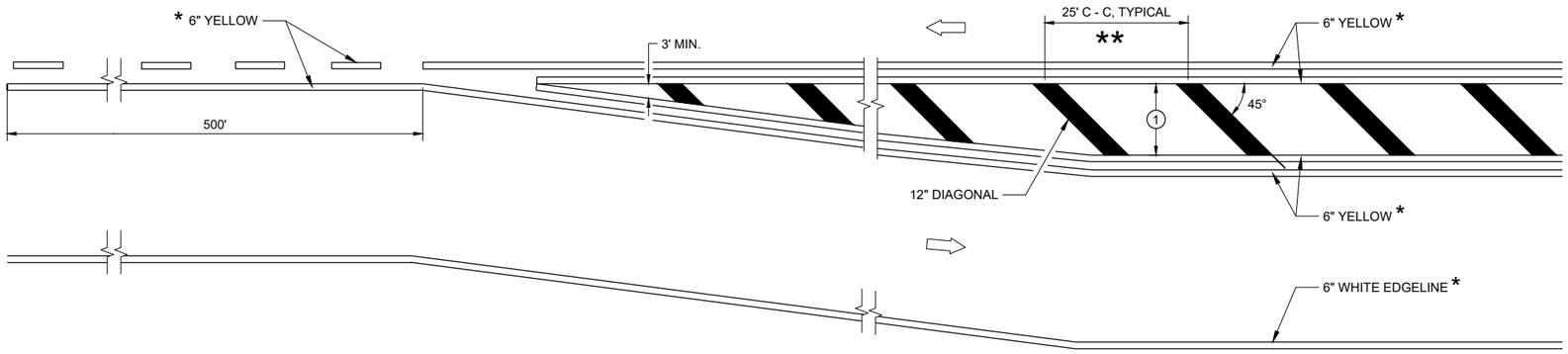
6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

** WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10'.



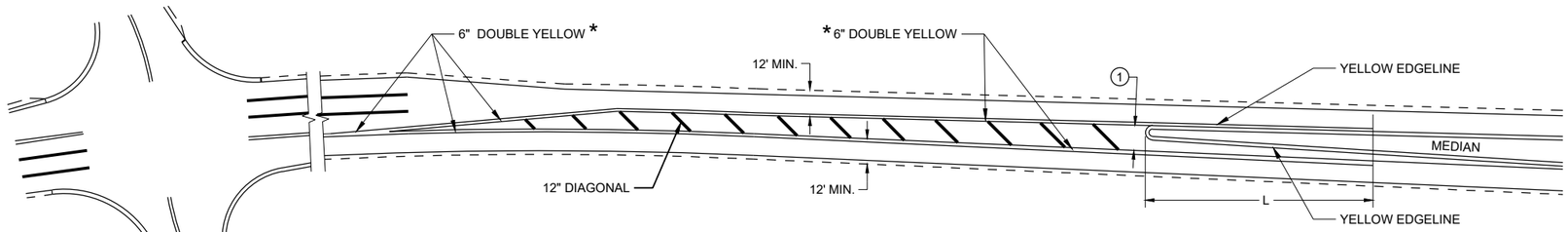
MEDIAN ISLAND DETAIL

GENERAL NOTES

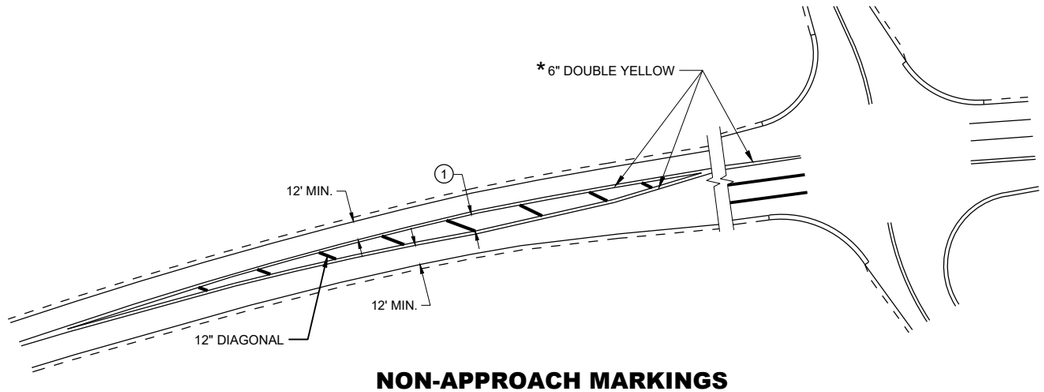
1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

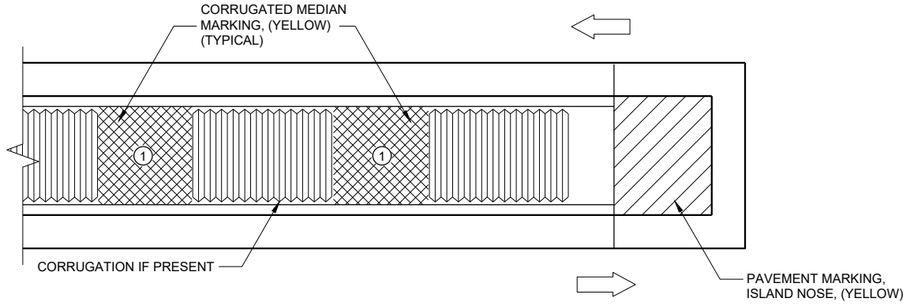
MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

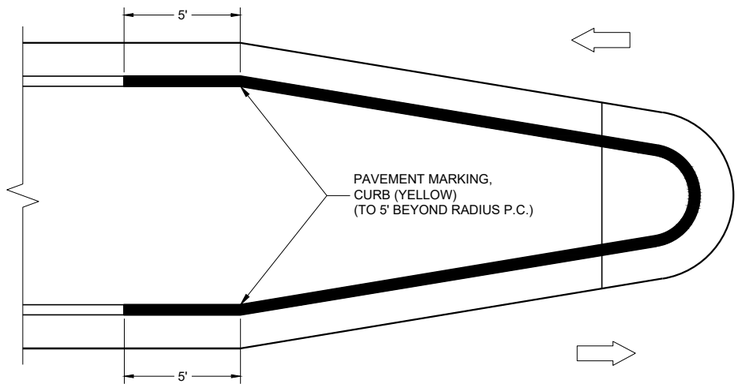
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

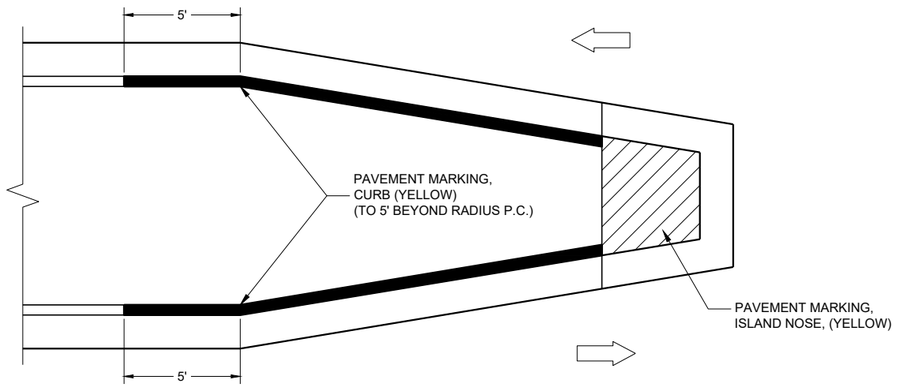
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SDD 15C18-08a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 15C18-08b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

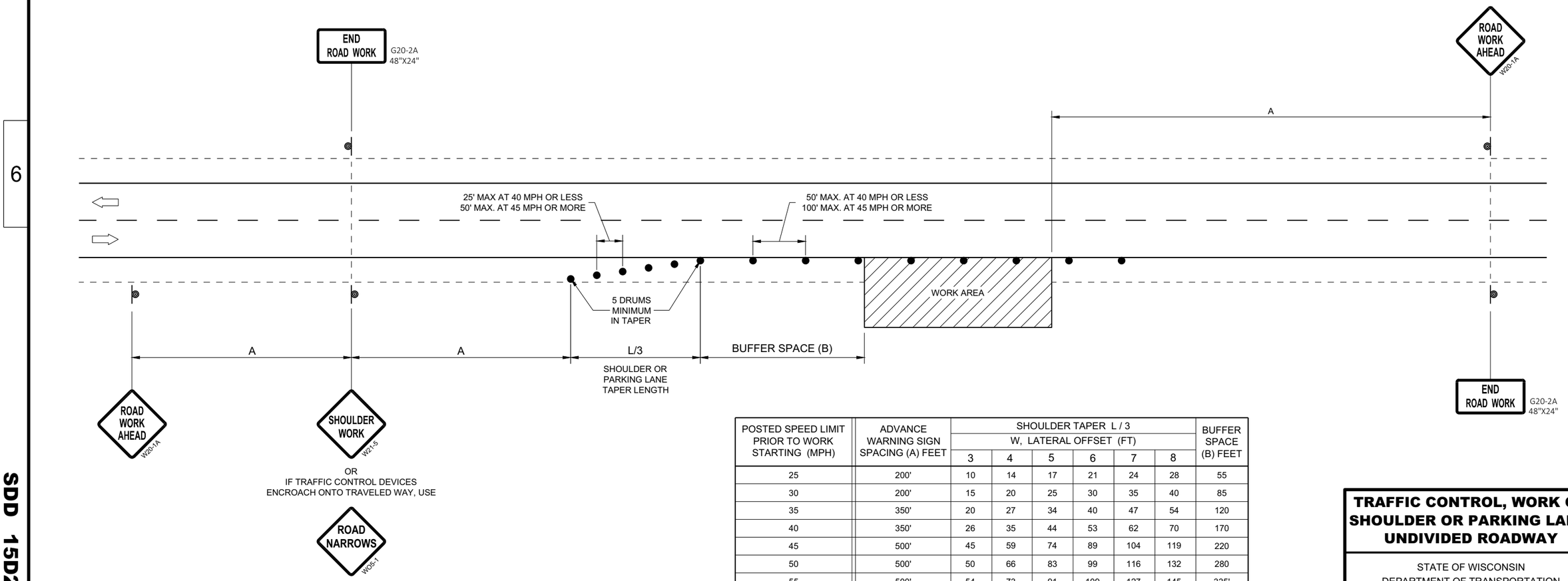
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

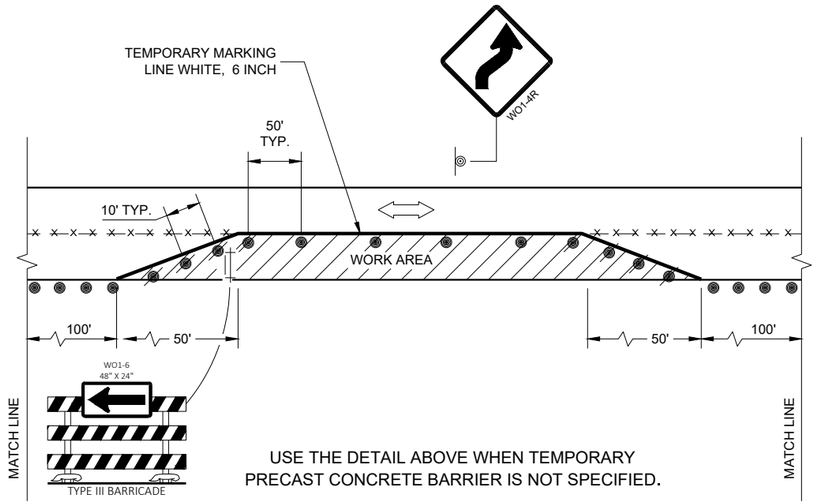
FHWA

SDD 15D28 - 04

SDD 15D28 - 04

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

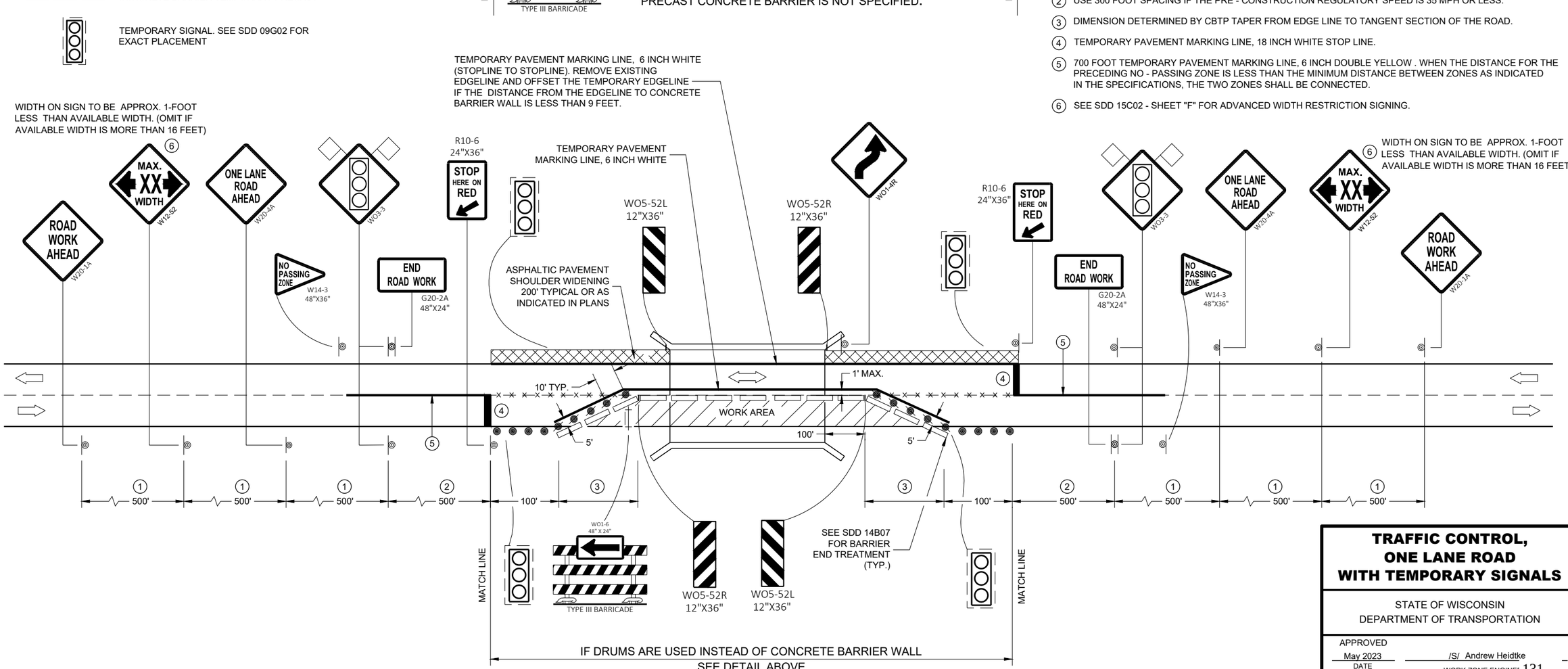
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

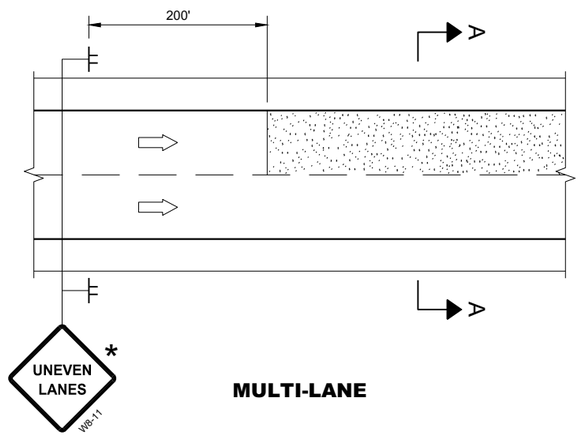
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

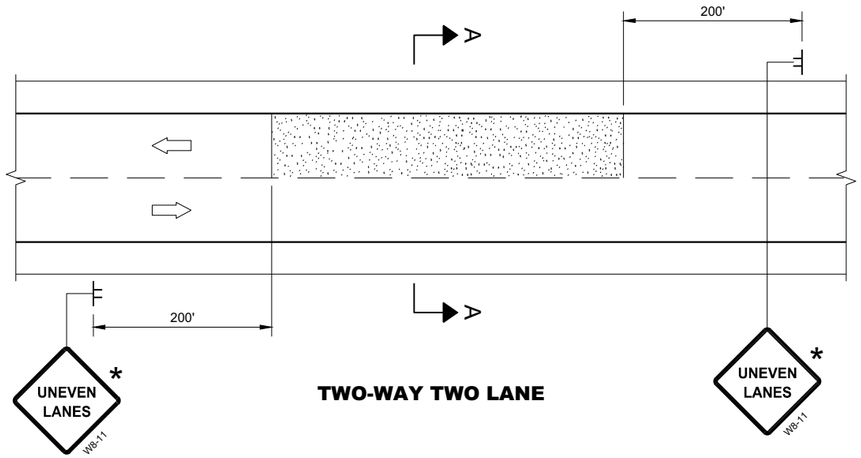
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D33-09



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

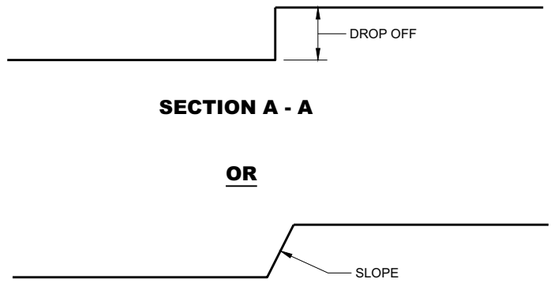
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

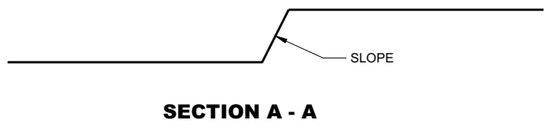
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

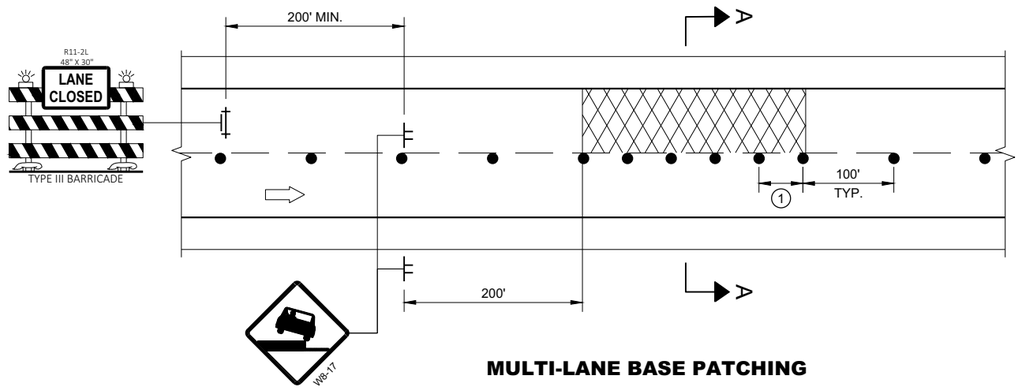


SECTION A - A

OR

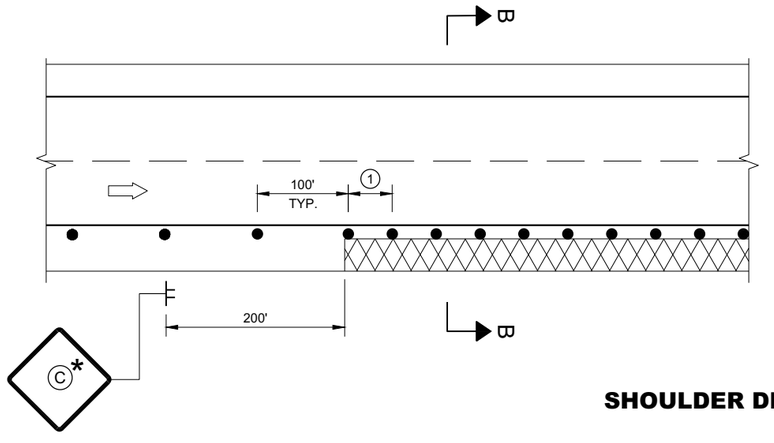


SECTION A - A

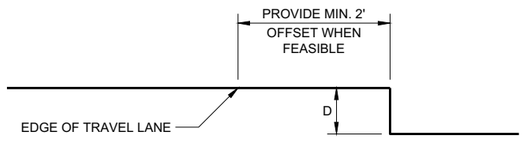


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

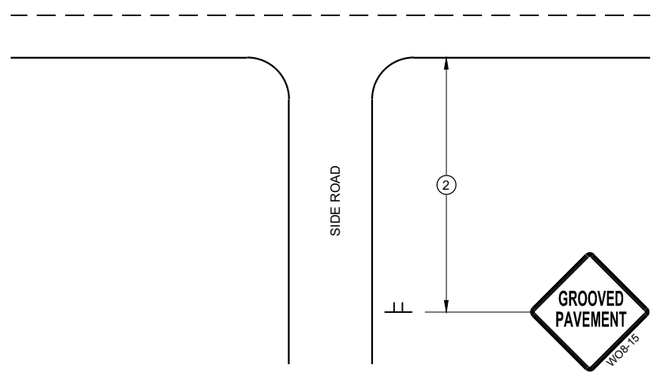
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

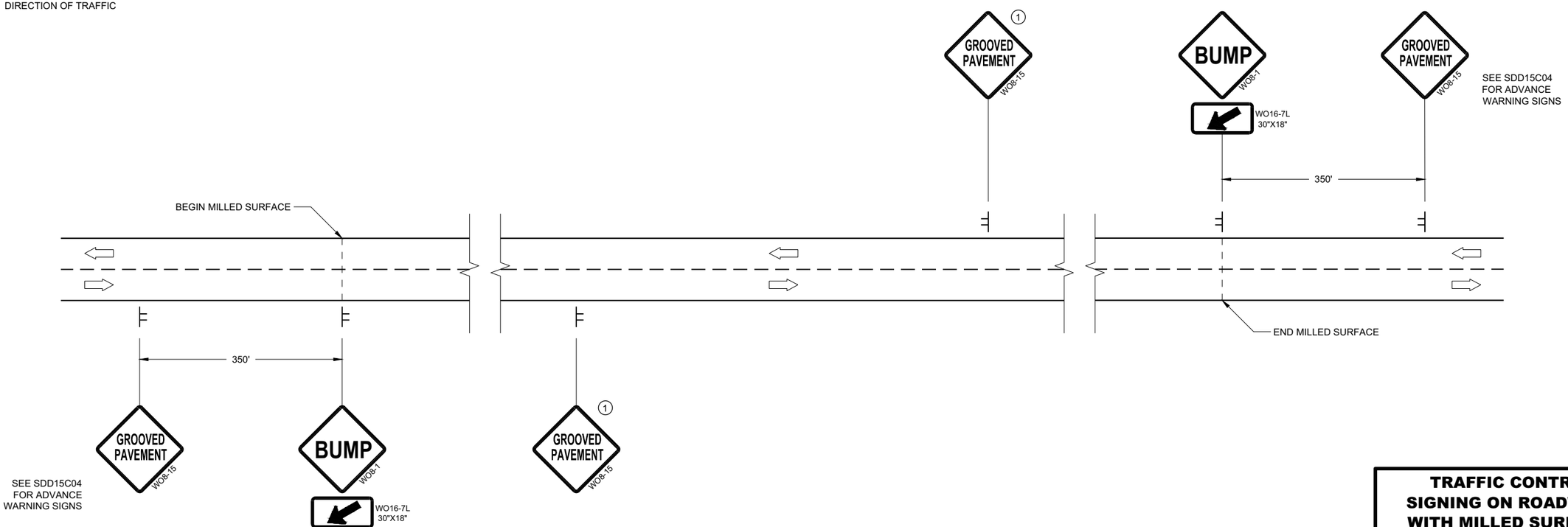
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

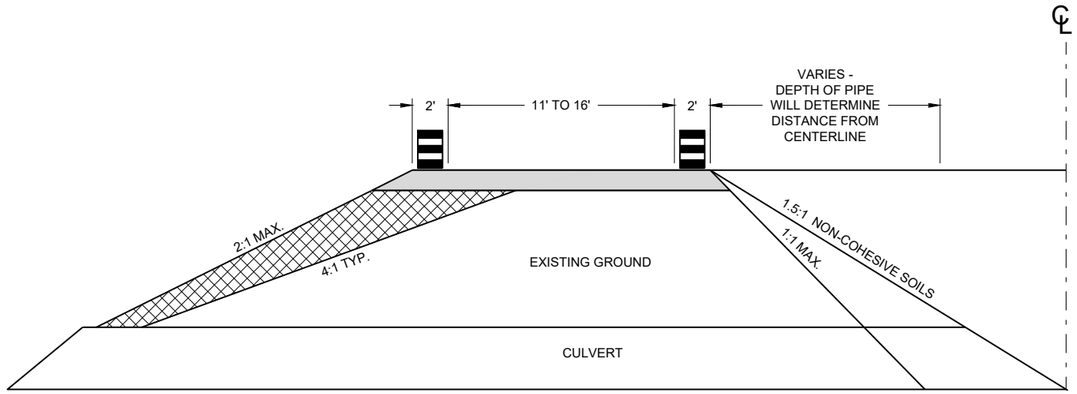
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

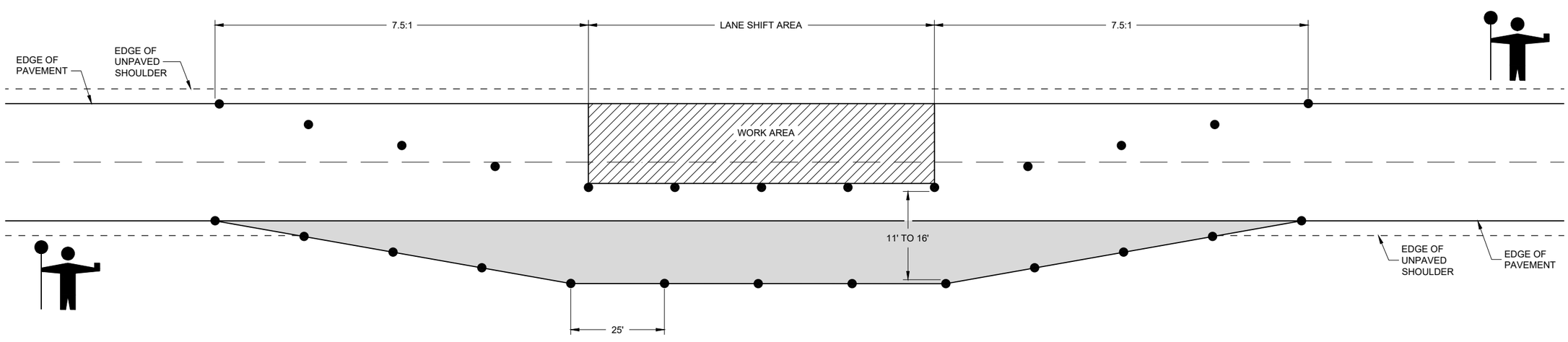
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



LANE SHIFT IN FLAGGING OPERATION

6

6

SDD 15D48 - 01

SDD 15D48 - 01

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

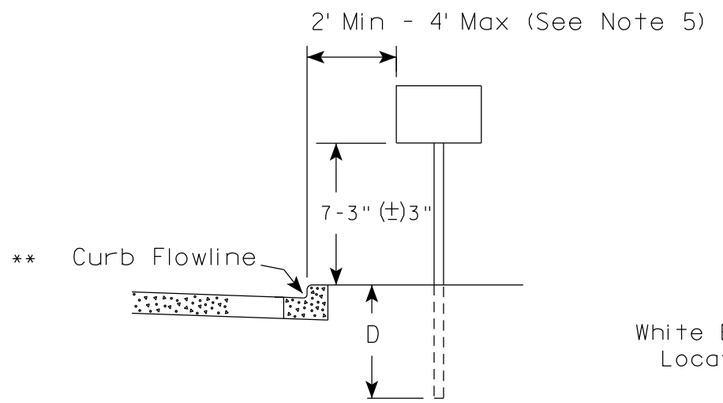
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

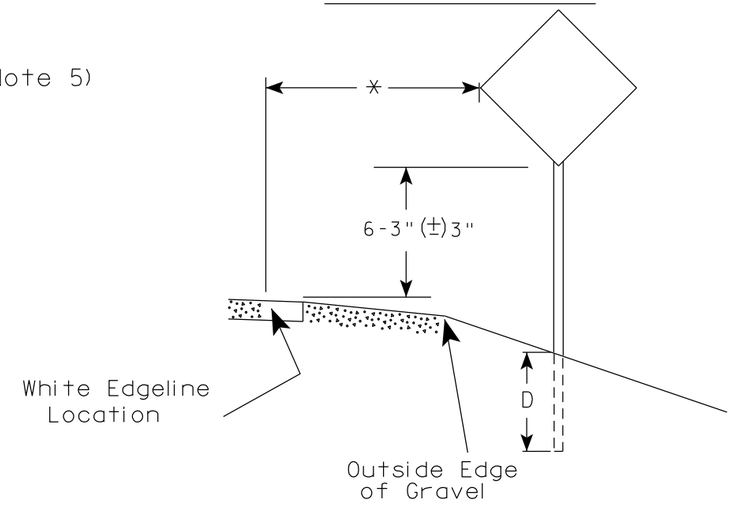
/S/ Andrew Heidtke
WORK ZONE ENGINEE

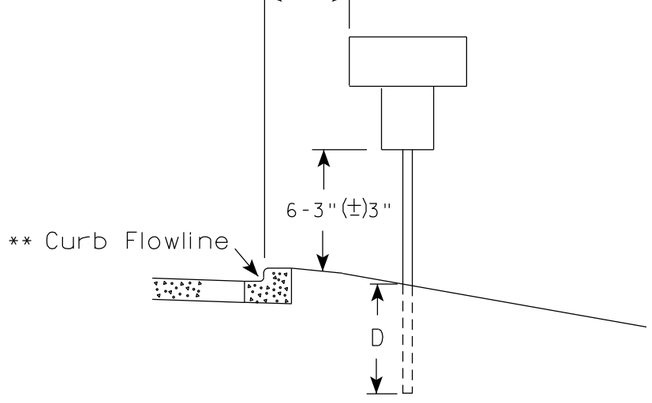
FHWA

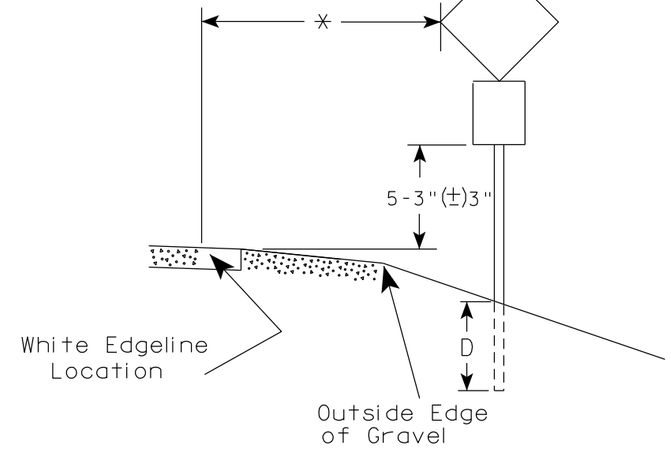
URBAN AREA



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.

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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

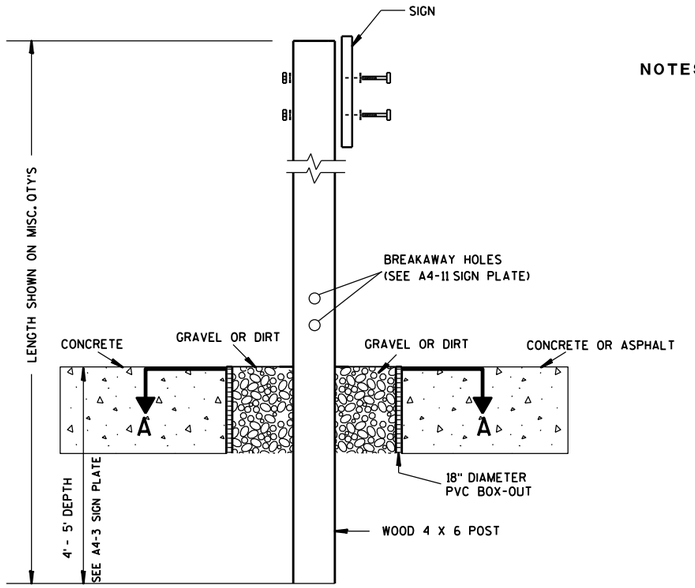
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

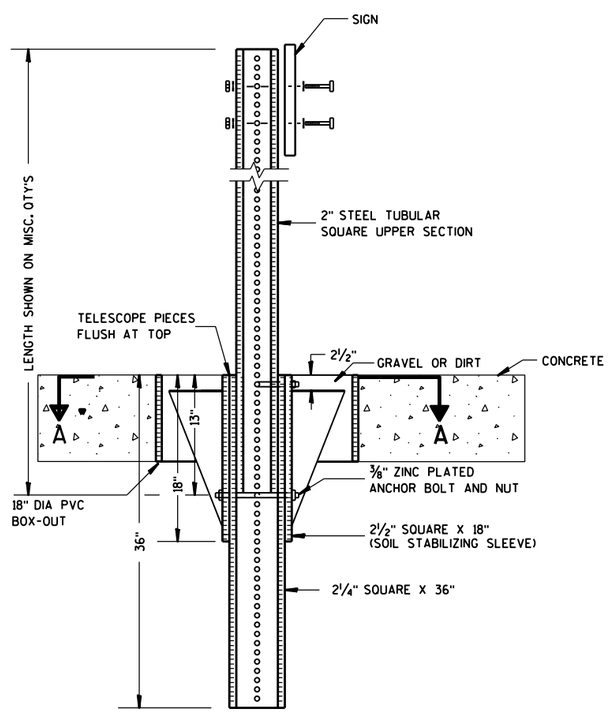
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 135	E



ELEVATION VIEW

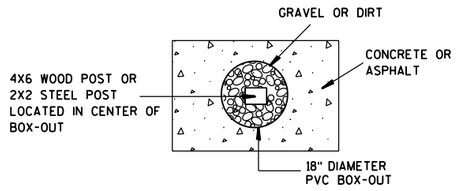
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

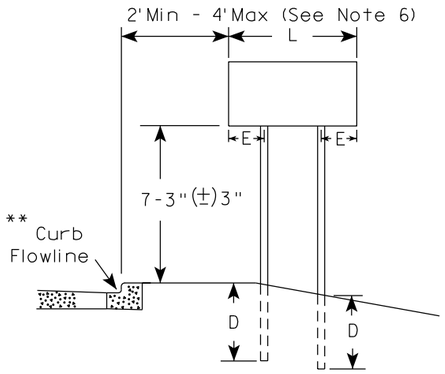
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

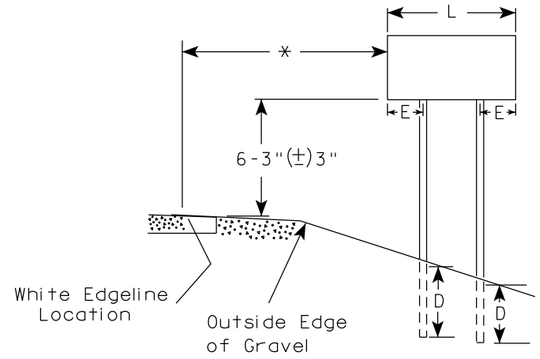
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

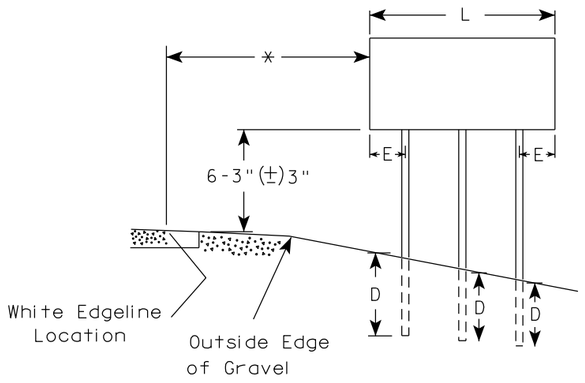
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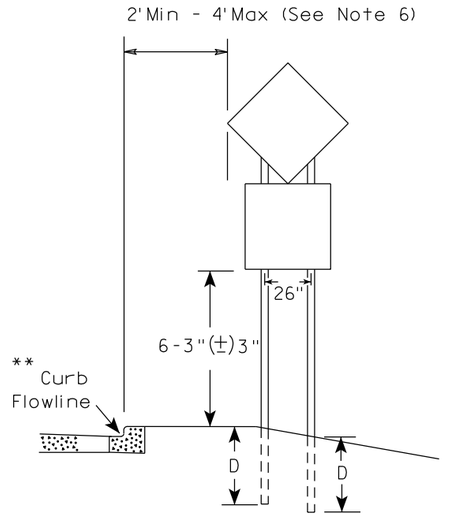
URBAN AREA



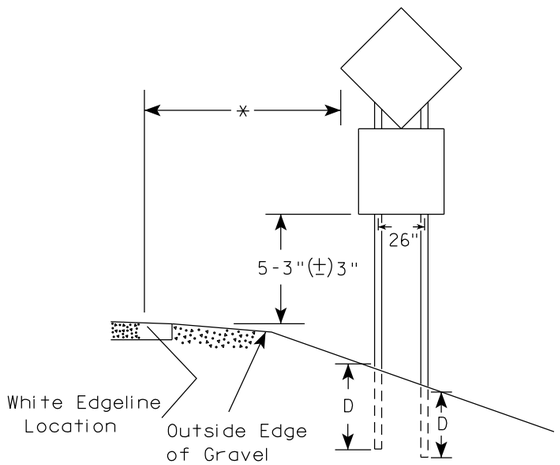
RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

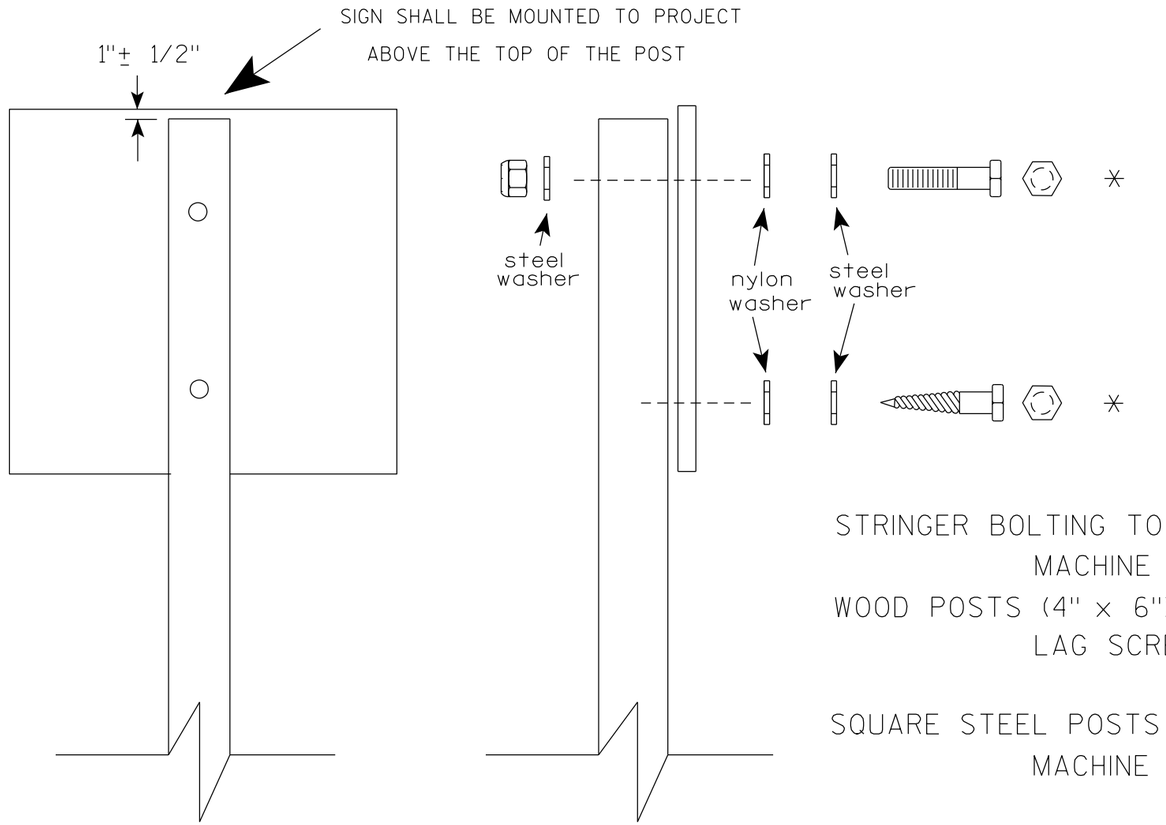
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 137	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

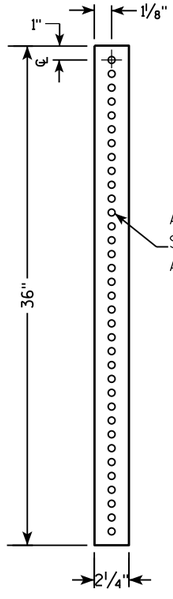
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

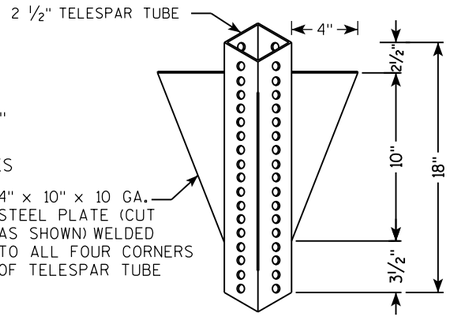
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

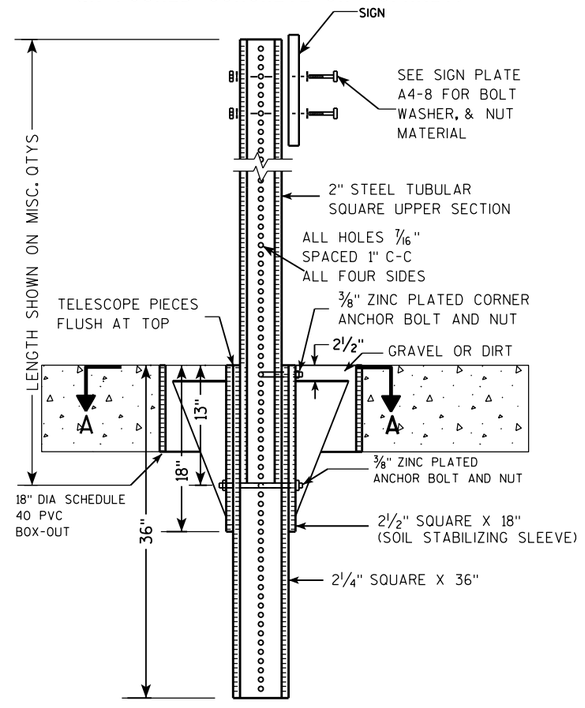
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



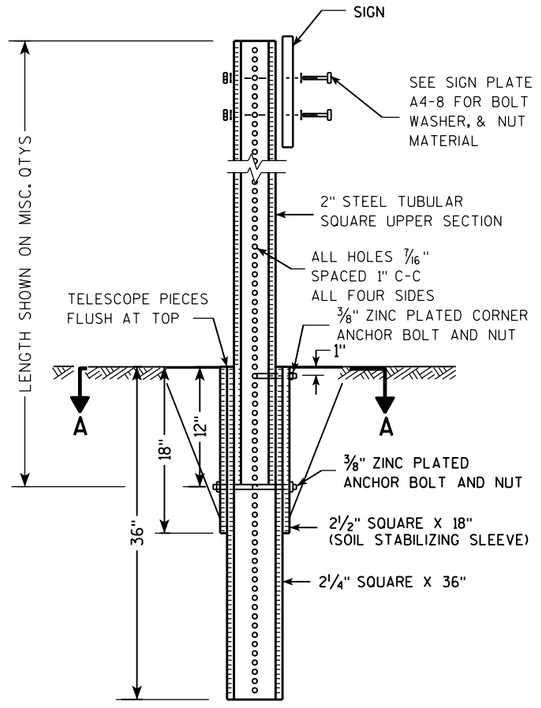
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

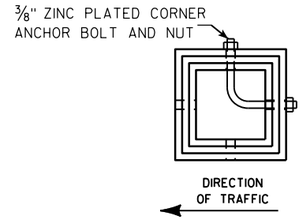


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

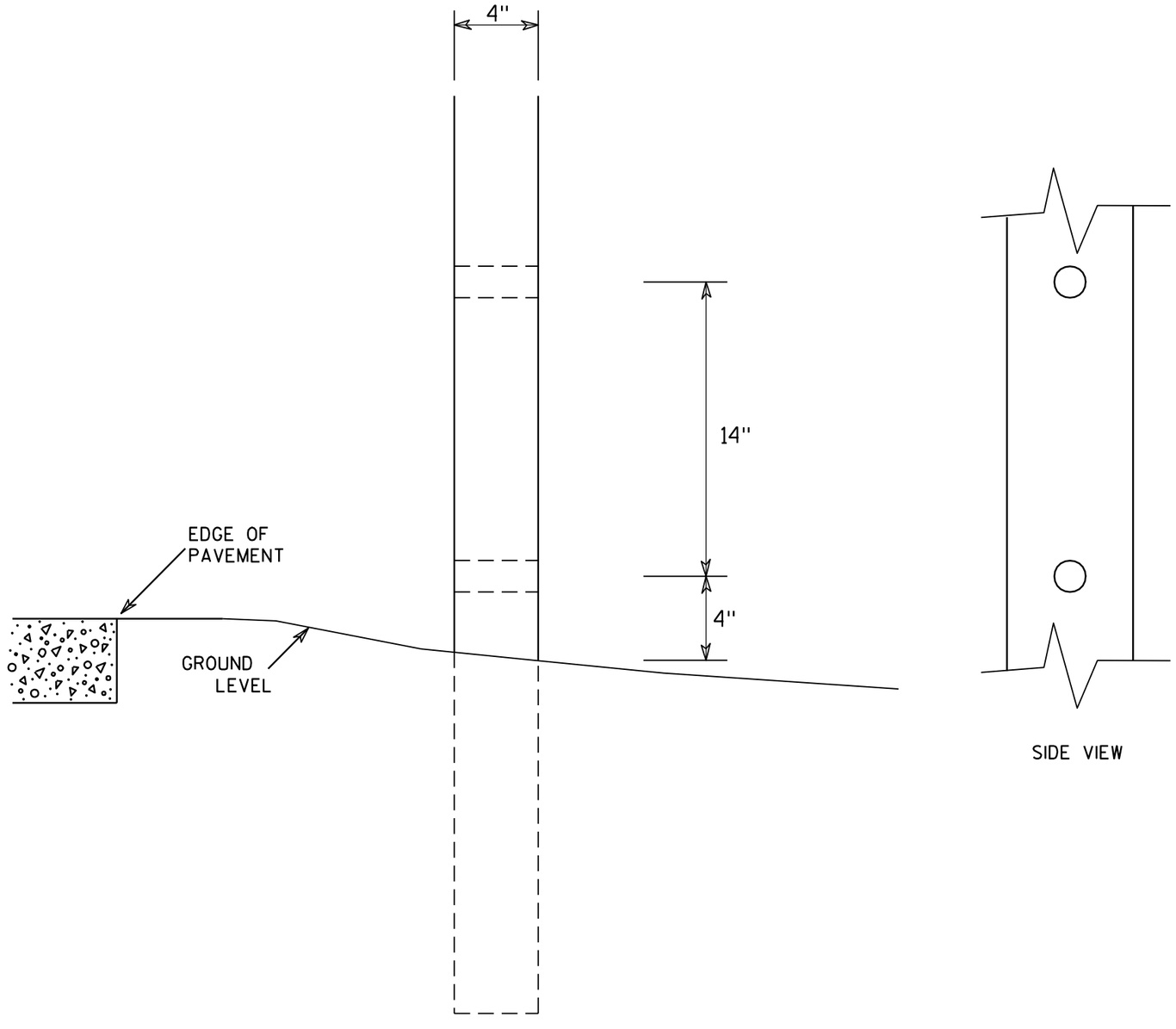
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

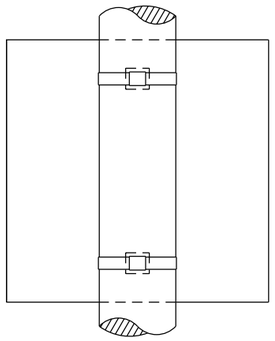
APPROVED Chester J Spang for State Traffic Engineer

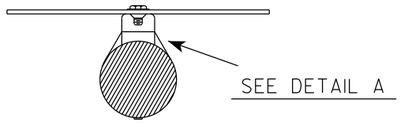
DATE 3/27/97 PLATE NO. A4-11.2

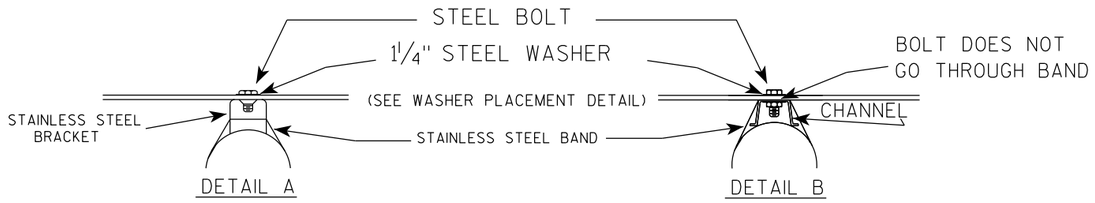
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 140	E

BANDING

SINGLE SIGN



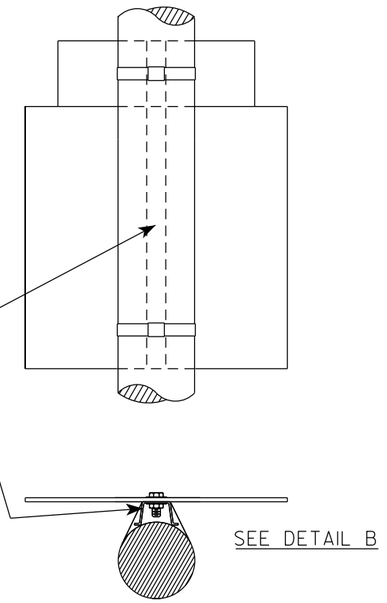




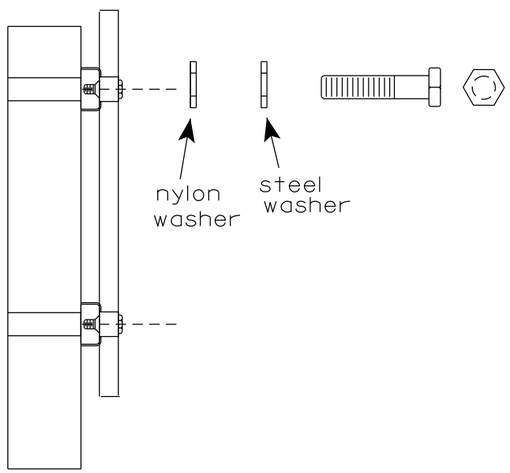
GENERAL NOTES

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

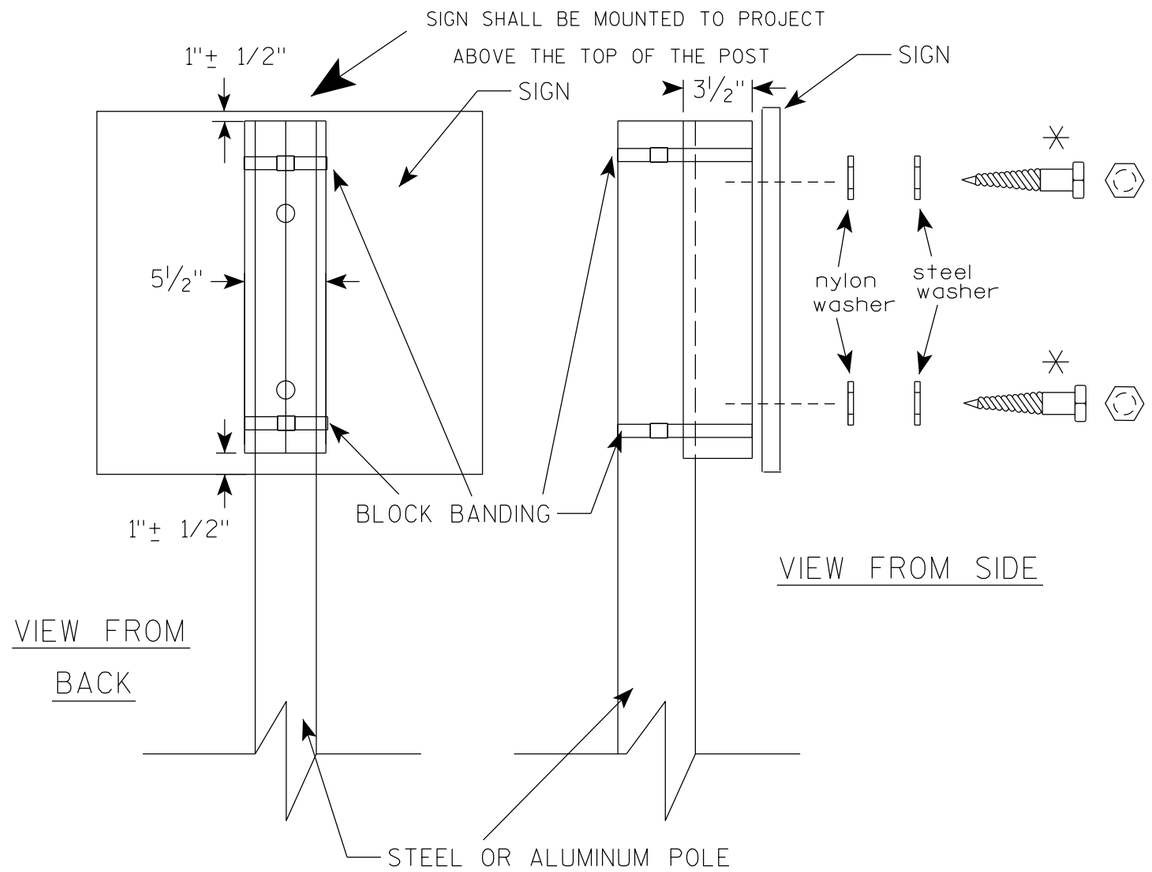
DATE 6/10/19 PLATE NO. A5-9.4

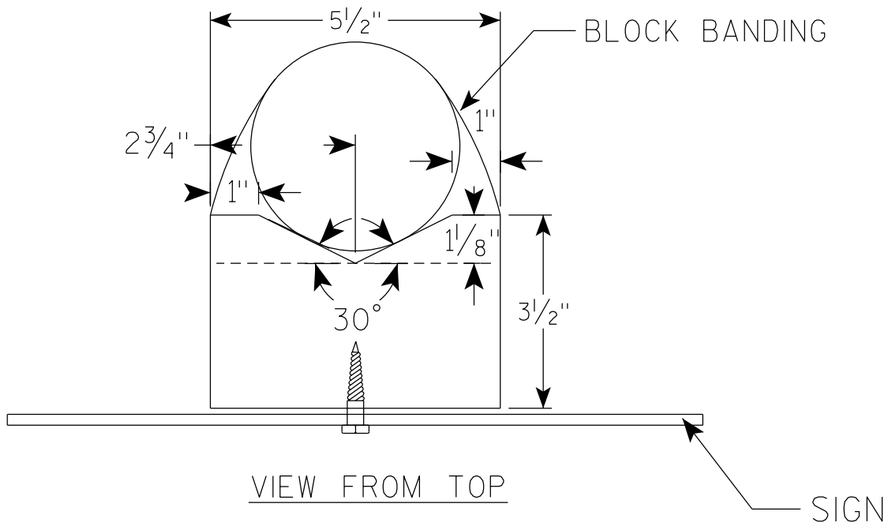
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 141	E

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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

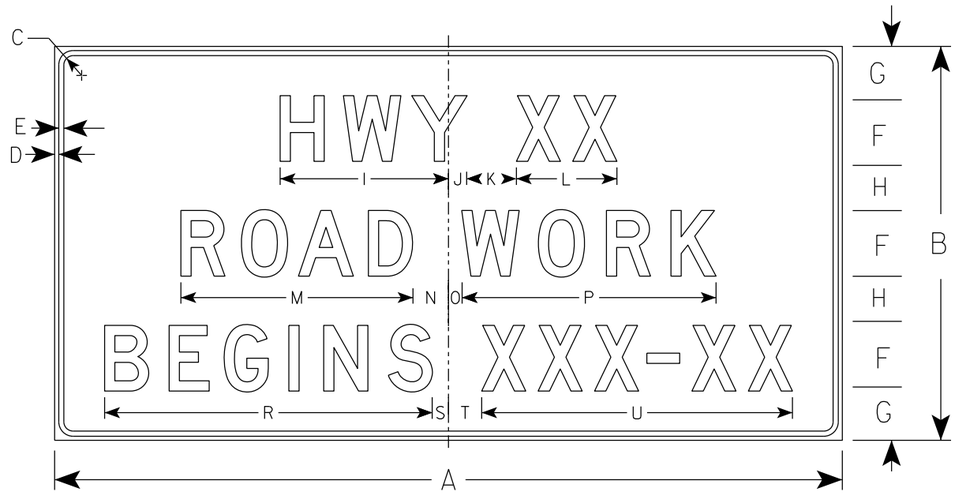
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 142 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

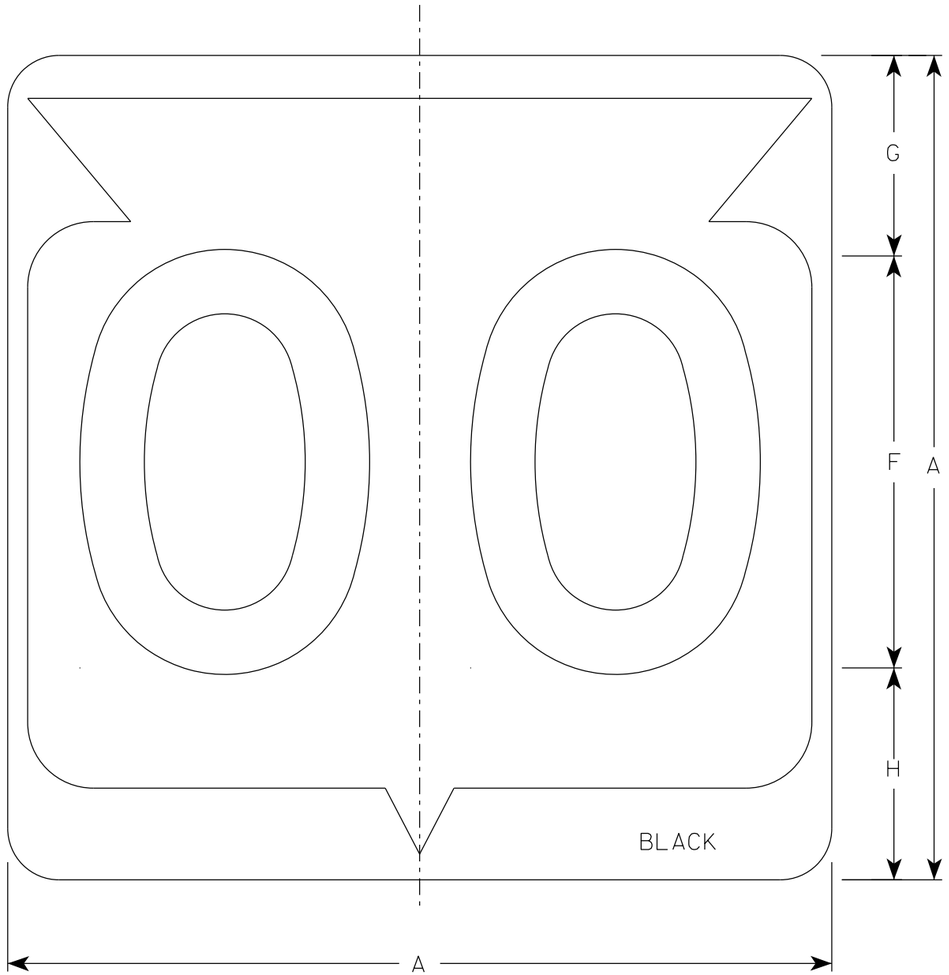
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

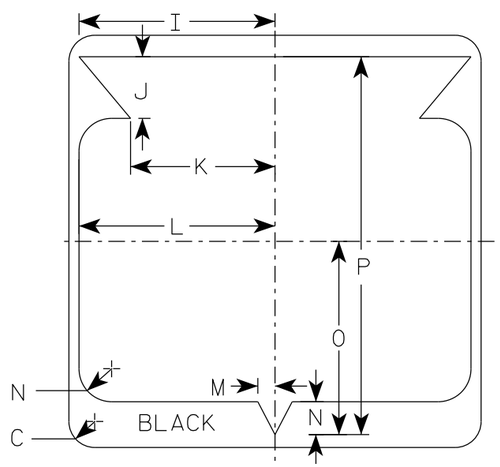
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 143	E



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



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
2M	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

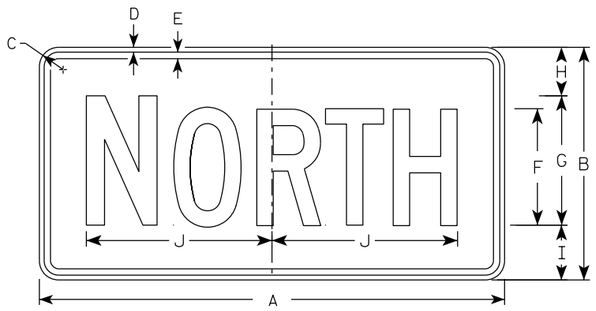
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

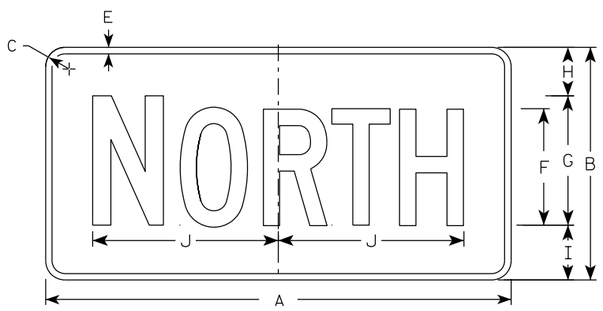
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

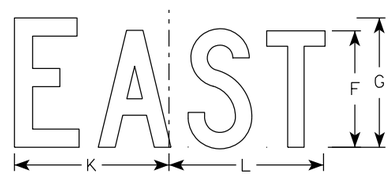
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 144	E



M3-1
MM3-1
MP3-1



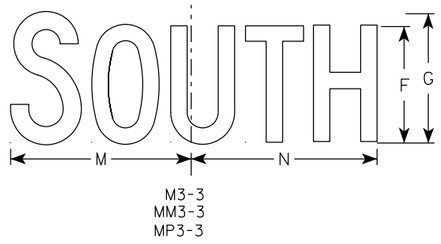
MB3-1
MK3-1
MN3-1



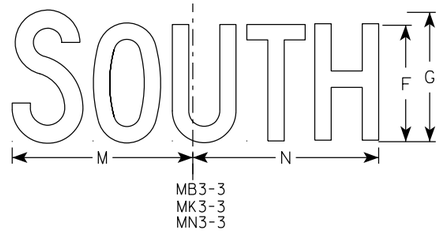
M3-2
MM3-2
MP3-2



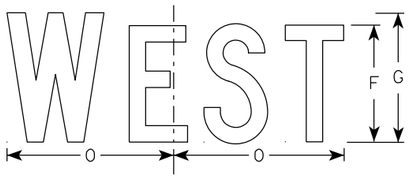
MB3-2
MK3-2
MN3-2



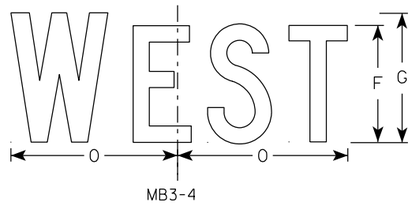
M3-3
MM3-3
MP3-3



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 Reflective
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																											
2S	24	12	1 1/2	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												2.00
2M	24	12	1 1/2	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												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

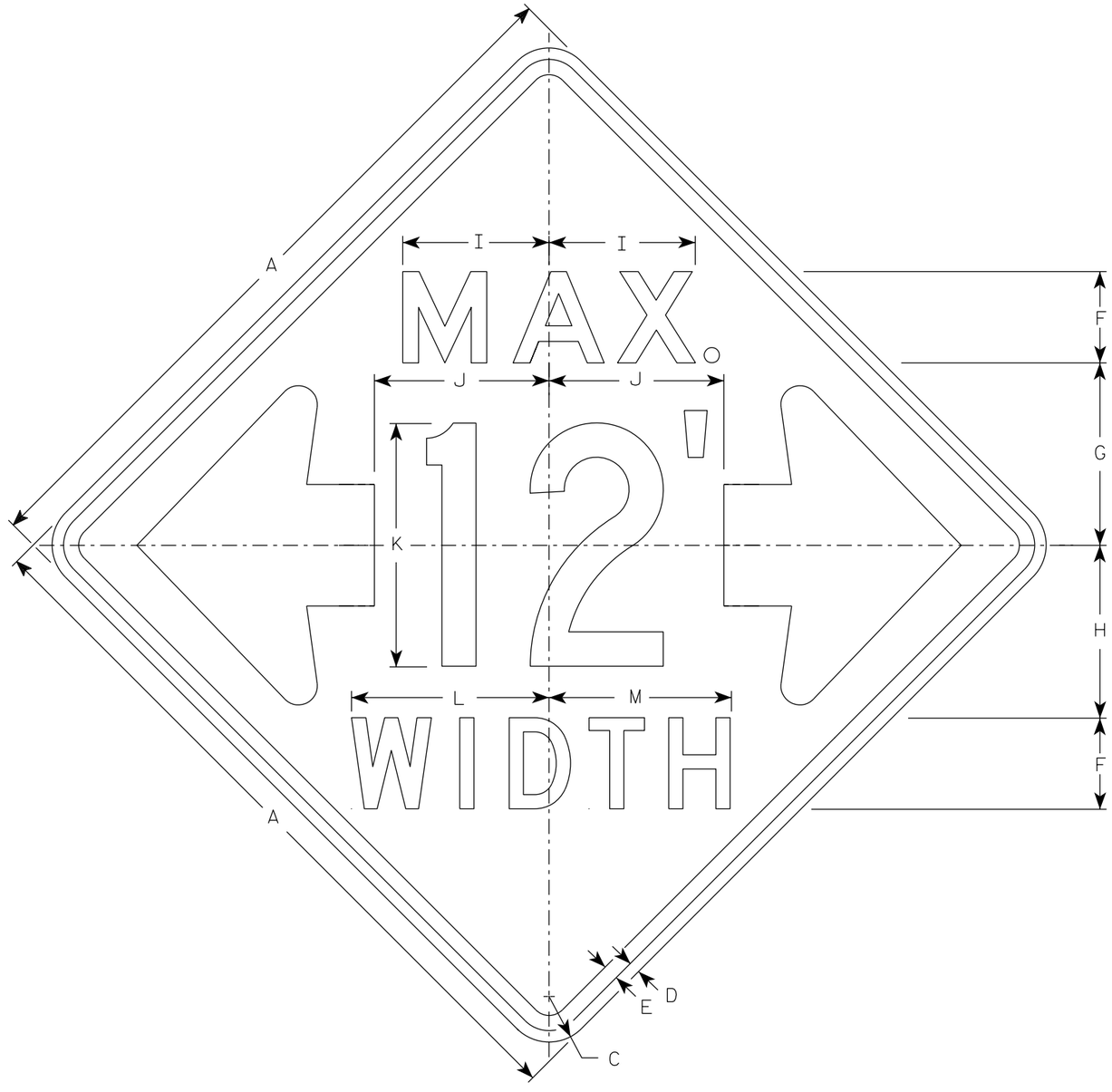
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

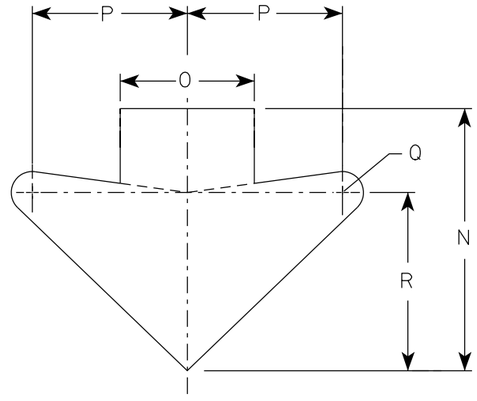
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 145 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. 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		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

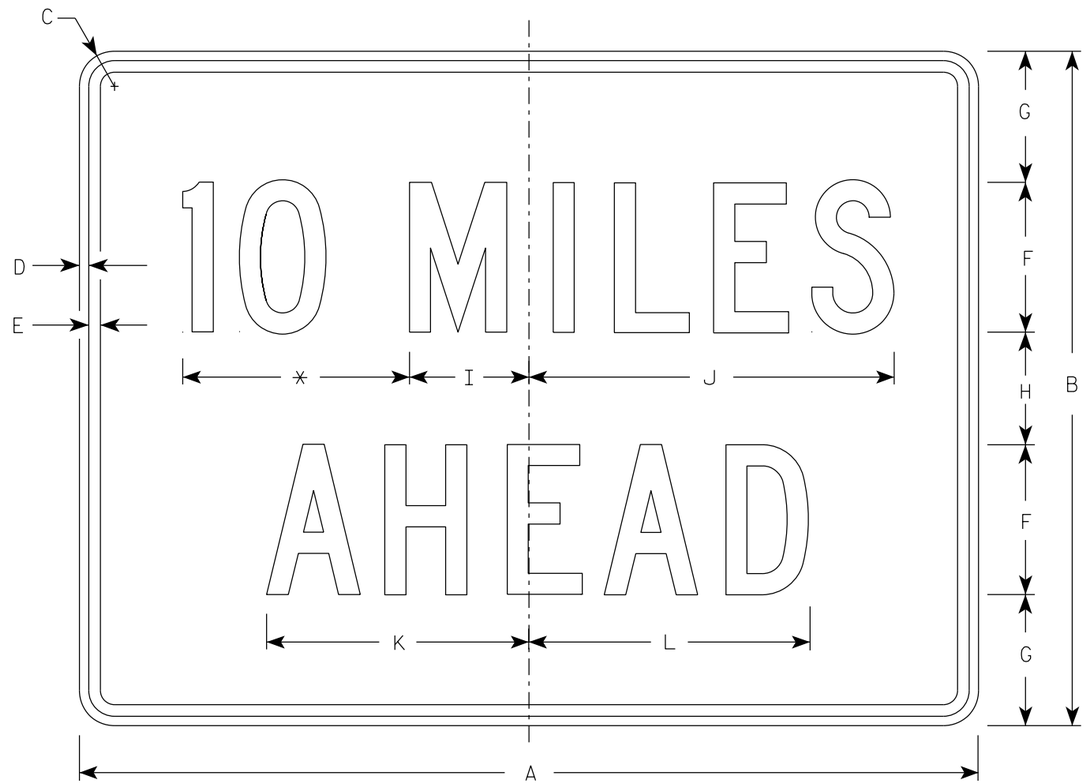
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

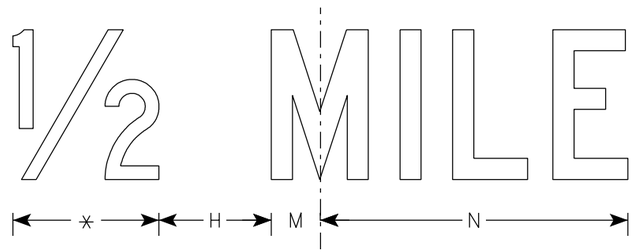
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 146 E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

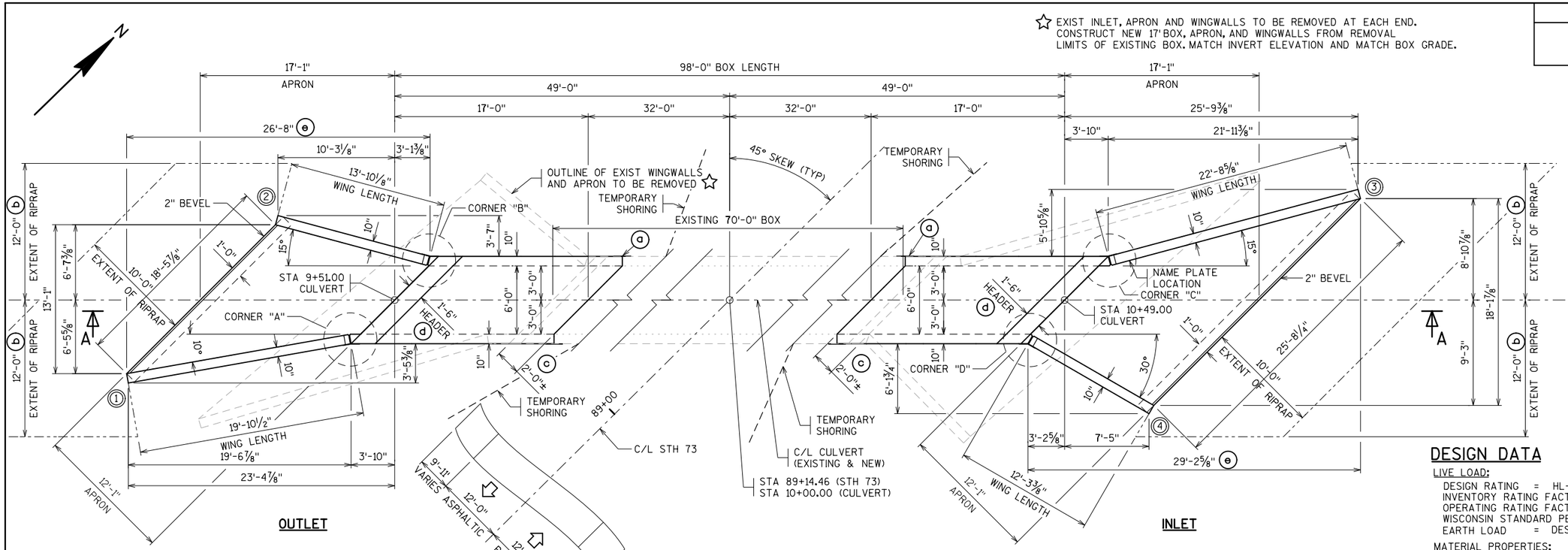
DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 147 E

STATE PROJECT NUMBER

7050-00-72

☆ EXIST INLET, APRON AND WINGWALLS TO BE REMOVED AT EACH END. CONSTRUCT NEW 17' BOX, APRON, AND WINGWALLS FROM REMOVAL LIMITS OF EXISTING BOX. MATCH INVERT ELEVATION AND MATCH BOX GRADE.



◎ INDICATES WING

NOTE:
EXISTING SINGLE CELL CONCRETE BOX CULVERT C-10-1092 AT STA 89+14.46 OF STH 73, 6'WIDE BY 6'HIGH BY APPROX 70'LONG. REMOVE APPROX 2'OF EXISTING BOX ON EACH END AND EXTEND 17' ON EACH END, REPLACE WINGWALLS AND APRON AS DETAILED IN THESE PLANS.

PLAN

EXTENSION - SINGLE CELL BOX CULVERT

(a) 18" MIN WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP OF SLAB.

(b) OUTLINE OF LIMITS OF RIPRAP 2'-0" THICK WITH TYPE HR GEOTEXTILE FABRIC

(c) EXISTING BOX REMOVAL

(d) AT TOP AND BOTTOM SLAB

(e) BUILD APRON AND END OF BOX LEVEL

TRAFFIC DATA

ADT (2026)	=	2,020
ADT (2046)	=	2,350
DHV	=	165
DD	=	60/40
T	=	29.0%
DESIGN SPEED	=	55 MPH

DESIGN DATA

LIVE LOAD:
DESIGN RATING = HL-93
INVENTORY RATING FACTOR: RF=1.0
OPERATING RATING FACTOR: RF=1.67
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 190 KIPS
EARTH LOAD = DESIGNED FOR 2' FEET OF FILL

MATERIAL PROPERTIES:
CONCRETE MASONRY _____ f'c = 3.5 ksi

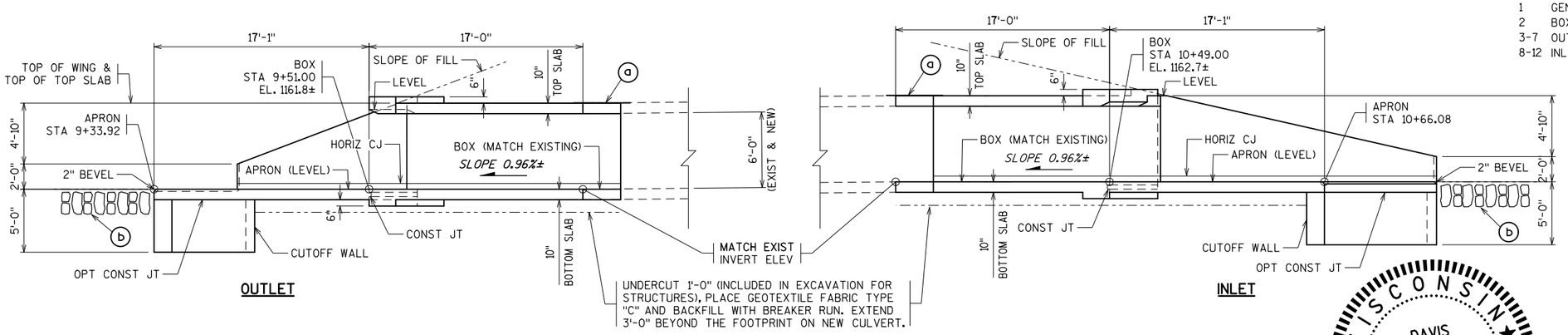
HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 _____ fy = 60 ksi

BENCH MARK (DATUM)

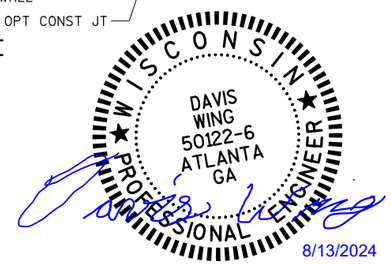
SEE ROADWAY DRAWINGS

LIST OF DRAWINGS

1 GENERAL PLAN
2 BOX SECTION, QUANTITIES, AND NOTES
3-7 OUTLET DETAILS
8-12 INLET DETAILS



SECTION A-A



SEH CONTACT: DAVIS WING, PE, 715.720.6252
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 11/07/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-10-1092

STH 73 OVER DRAINAGE WAY

COUNTY	TOWN ~~/CITY/VILLAGE~~
CLARK	WARNER

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
DKW	NCK	RAD	DKW

GENERAL PLAN

SHEET 1 OF 12
148

PLOT DATE: 8/13/2024 PLOT TIME: 2:18:35 PM
FILE NAME : X:\UZ\W\WITNW\163633\5-final-dsgn\5i-drawings\20-Struct\C-10-1092\Sheet\c010092gl.dgn

8

8

STATE PROJECT NUMBER

7050-00-72

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON SURVEY DATA AND INSPECTION REPORTS. NO EXISTING CULVERT PLANS ARE AVAILABLE.

MATCH EXISTING DIMENSIONS AND ELEVATIONS EXCEPT AS OTHERWISE SHOWN OR NOTED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED. PROTECT REBAR STEEL IN THE AREA OF EXTENSION DURING REMOVAL OF CONCRETE.

¾" CHAMFER ON ALL EXPOSED CONCRETE EDGES UNLESS SHOWN OTHERWISE.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ¾" FILLER WITH NON-STAINING GRAY NON-ASPHALTIC JOINT SEALER (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.

FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION: M153 TYPE 1, 2, OR 3 OR AASHTO DESIGNATION : M213.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES. SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR, 1937.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAWCUT.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE "ALTERNATE CUT OFF WALL" DETAIL SHOWN ON THIS SHEET MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

UNDER CUT 1'-0", EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

☆ IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

TEMPORARY WATER DIVERSION BID ITEM INCLUDED IN ROADWAY PLANS.

TOTAL ESTIMATED QUANTITIES - C-10-1092

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
(4)	203.0220	REMOVING STRUCTURE C-10-1092	EACH	1
(5)	206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-10-1092	EACH	1
(1)	210.2500	BACKFILL STRUCTURE TYPE B	TON	642
(3)	311.0110	BREAKER RUN	TON	67
	502.4205	ADHESIVE ANCHORS NO.5	EACH	16
	504.0100	CONCRETE MASONRY CULVERTS	CY	54
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	8930
	511.1200	TEMPORARY SHORING C-10-1092	SF	384
(2)	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	7
	606.0300	RIPRAP HEAVY	CY	52
	645.0105	GEOTEXTILE TYPE C	SY	111
	645.0120	GEOTEXTILE TYPE HR	SY	120
		NON-BID ITEMS		
		FILLER	SIZE	
		NAMEPLATE	EA	1

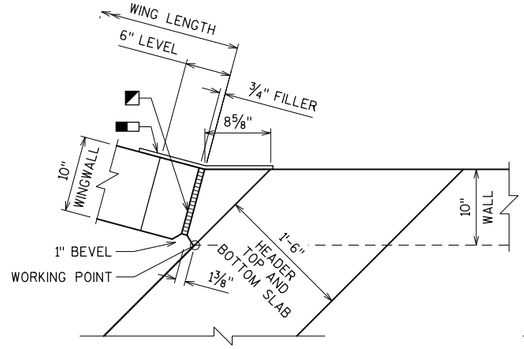
(1) A FACTOR OF 2.0 WAS USED TO CONVERT CUBIC YARDS TO TONS.

(2) DOES NOT INCLUDE RUBBERIZED MEMBRANE WATERPROOFING REQUIRED AT OPTIONAL CONSTRUCTION JOINT.

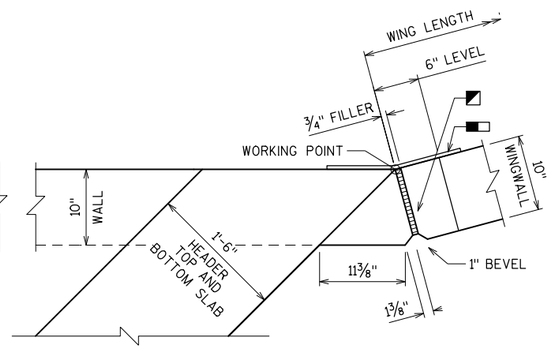
(3) A FACTOR OF 1.8 WAS USED TO CONVERT CUBIC YARDS TO TONS.

(4) REMOVAL ONLY CONSISTS OF A PORTION OF THE BOX AT EACH END AND FOR REMOVAL OF THE WINGS AND APRON. PROTECT ITEMS TO REMAIN DURING REMOVAL.

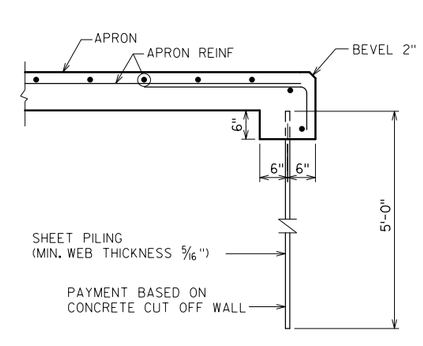
(5) EXCAVATION CONSISTS OF REQUIRED WORK AT EACH END TO EXTEND THE EXISTING BOX.



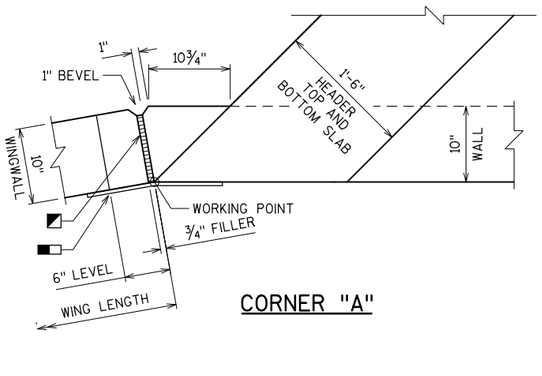
CORNER "B"



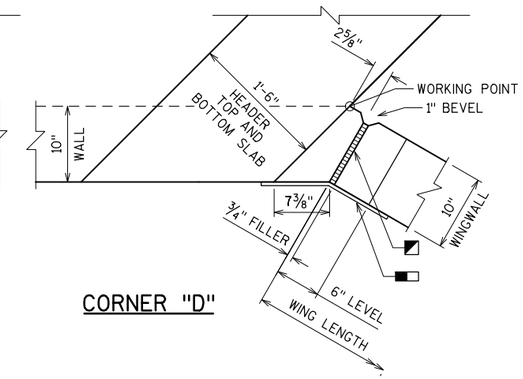
CORNER "C"



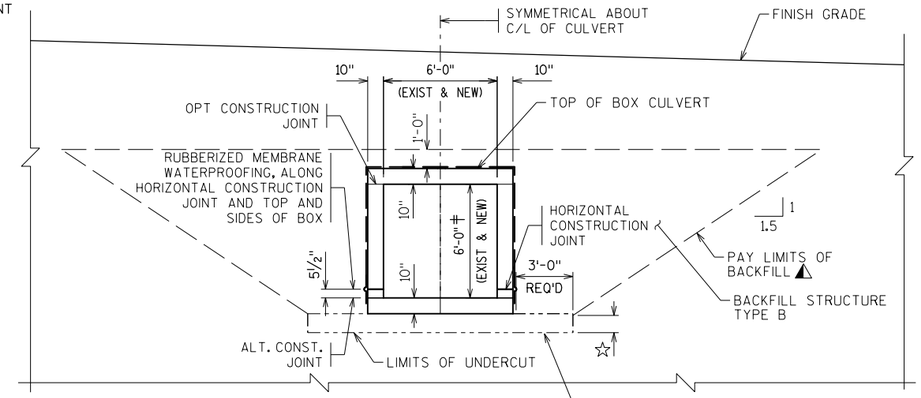
ALTERNATE CUTOFF WALL



CORNER "A"



CORNER "D"



TYPICAL SECTION THRU BOX CULVERT

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◪ ¾" FILLER AND SEALER TO EXTEND FROM HORIZONTAL CONSTRUCTION JOINT TO TOP OF WING, FILLER INCLUDED IN WING LENGTH

▬ 18" MIN WIDTH RUBBERIZED MEMBRANE WATERPROOFING, EXTEND FROM HORIZONTAL CONSTRUCTION JOINT TO TOP OF WALL (FLUSH WITH FACE OF CONCRETE)

± VERIFY MINIMUM LAP LENGTHS ARE MET IF EXISTING CULVERT DIMENSION DIFFERS FROM 6'-0" HEIGHT SHOWN IN PLANS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

BOX SECTION, QUANTITIES, AND NOTES

SHEET 2 OF 12

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8

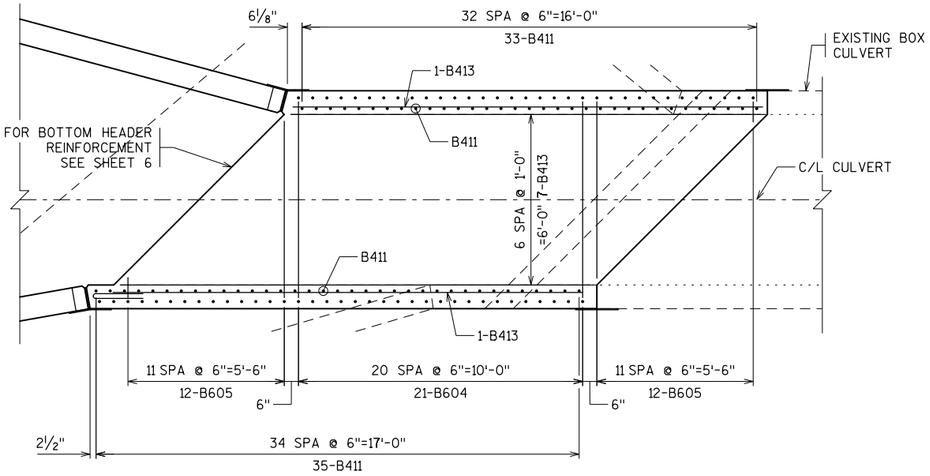
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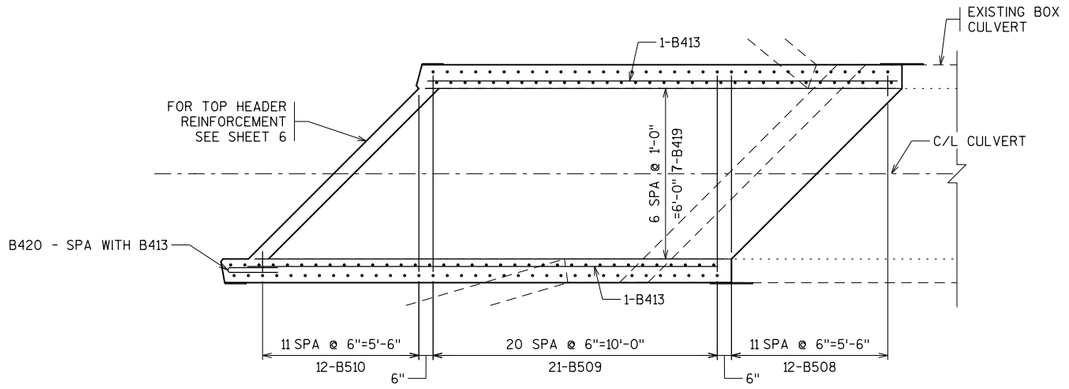
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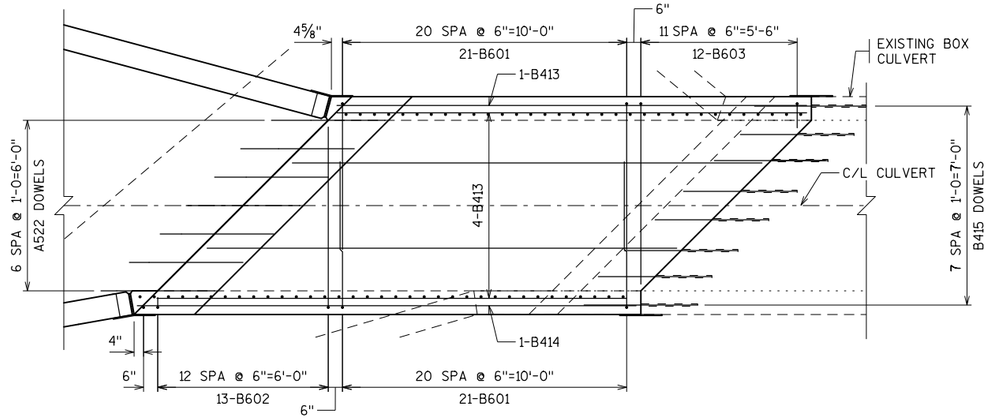
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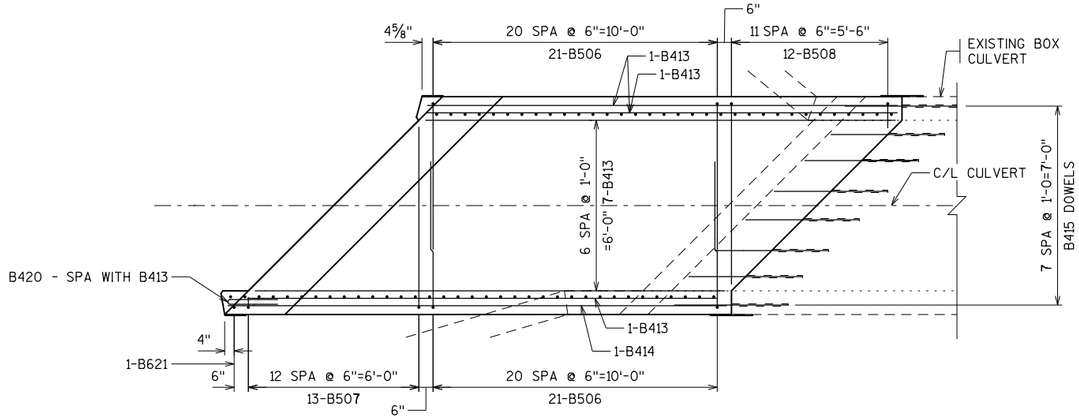
BOTTOM SLAB INSIDE FACE - REINFORCEMENT



TOP SLAB INSIDE FACE - REINFORCEMENT



BOTTOM SLAB OUTSIDE FACE - REINFORCEMENT



TOP SLAB OUTSIDE FACE - REINFORCEMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

OUTLET DETAILS

SHEET 3 OF 12

150

8

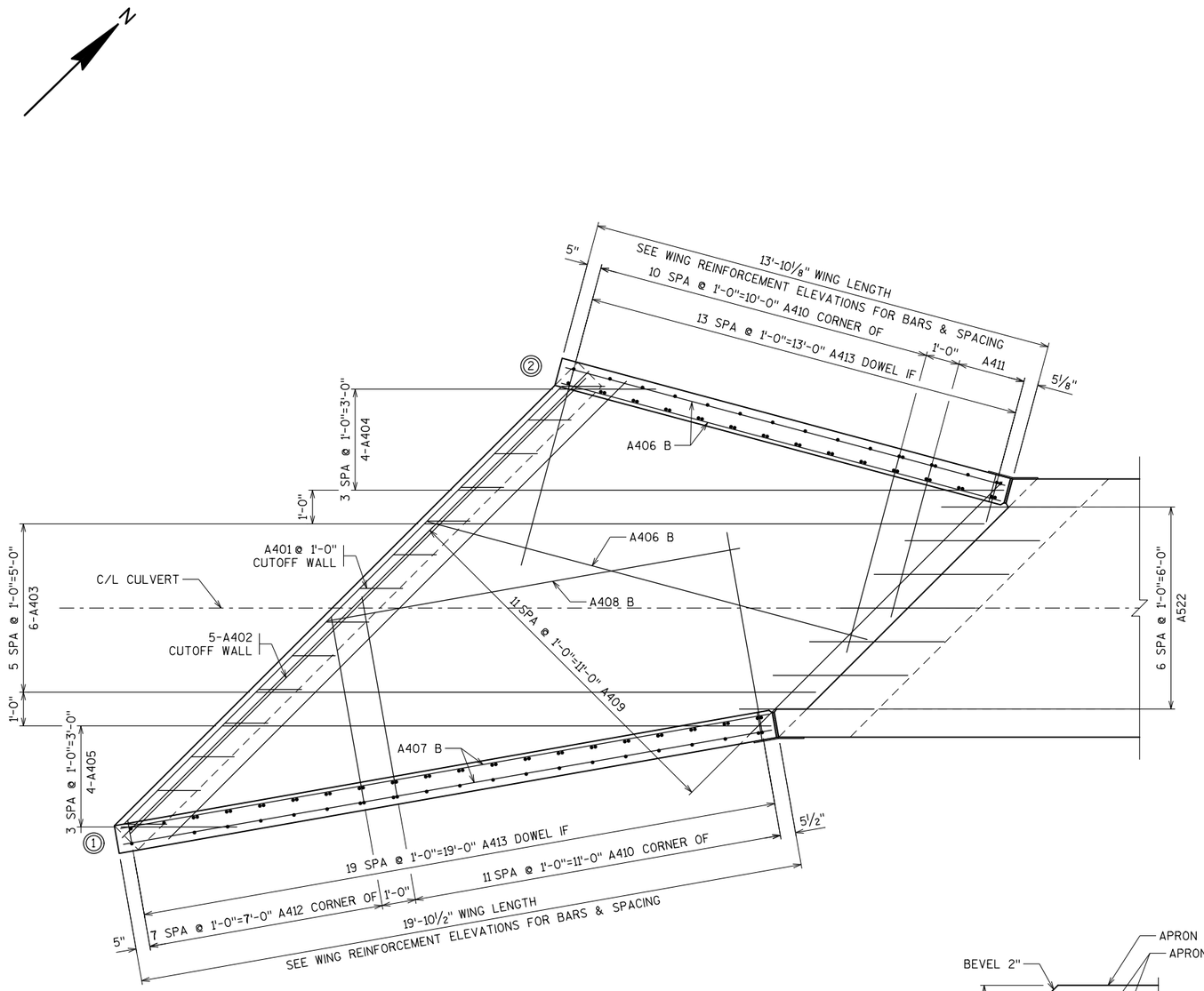
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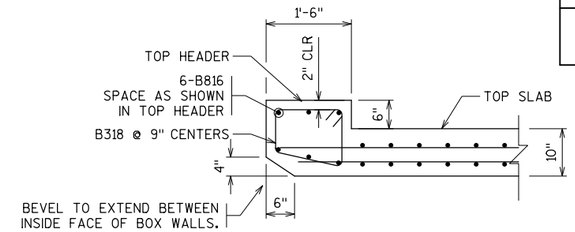
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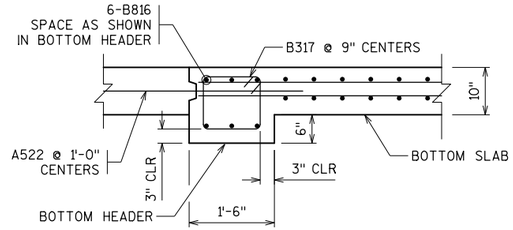
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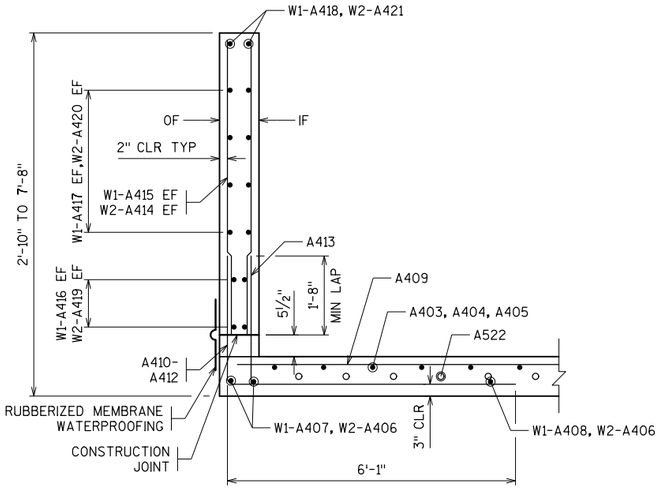


APRON PLAN DETAIL - REINFORCEMENT

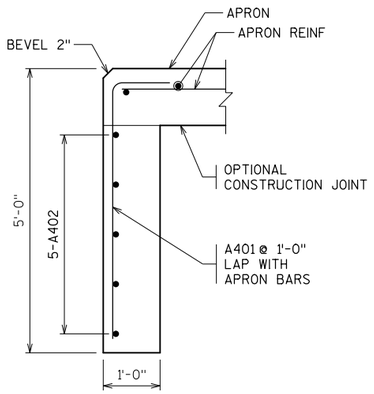




HEADER SECTION - REINFORCEMENT



TYPICAL WINGWALL SECTION



CUTOFF WALL

IF = INSIDE FACE
OF = OUTSIDE FACE

T = TOP
B = BOTTOM

EF = EACH FACE
FF = FRONT FACE
BF = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

OUTLET DETAILS

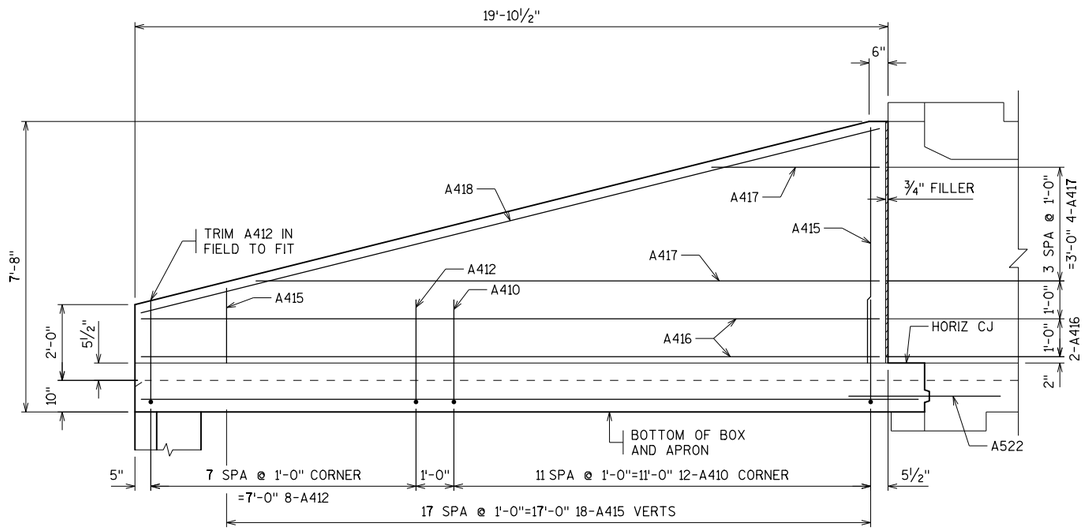
SHEET 4 OF 12

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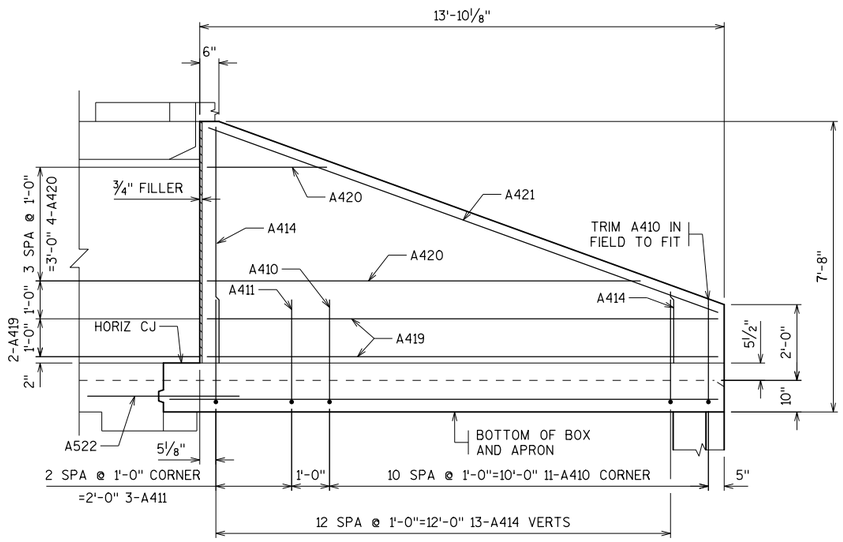
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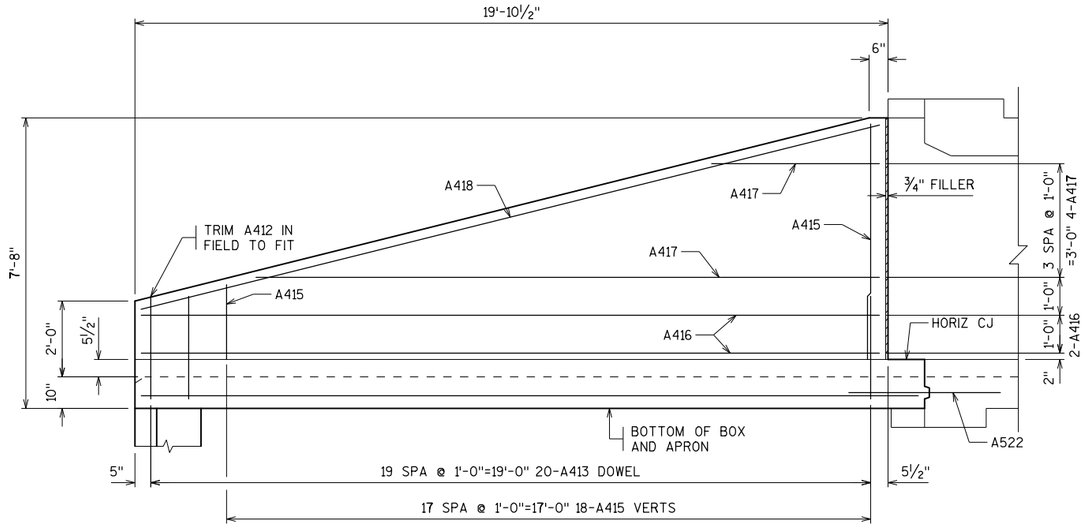
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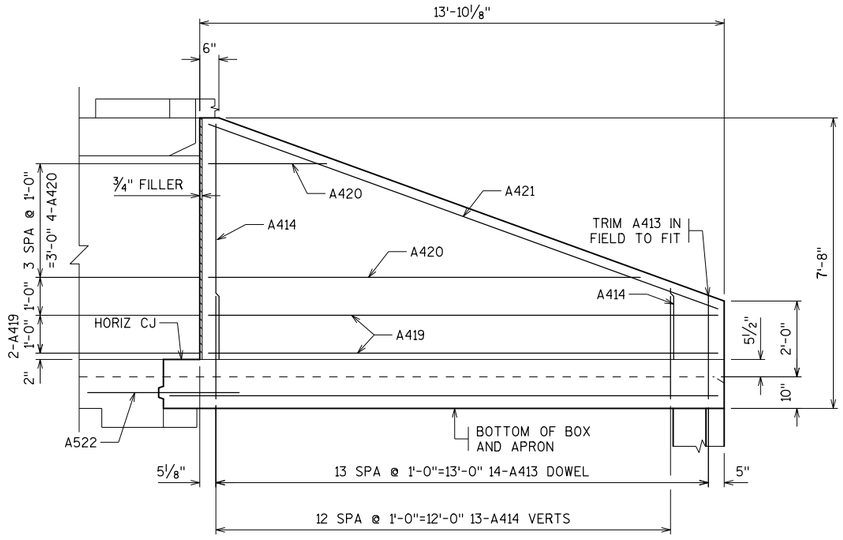
OUTSIDE FACE REINFORCEMENT - WING 1



OUTSIDE FACE REINFORCEMENT - WING 2



INSIDE FACE REINFORCEMENT - WING 1



INSIDE FACE REINFORCEMENT - WING 2

IF = INSIDE FACE
OF = OUTSIDE FACE

T = TOP
B = BOTTOM

EF = EACH FACE
FF = FRONT FACE
BF = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

OUTLET DETAILS

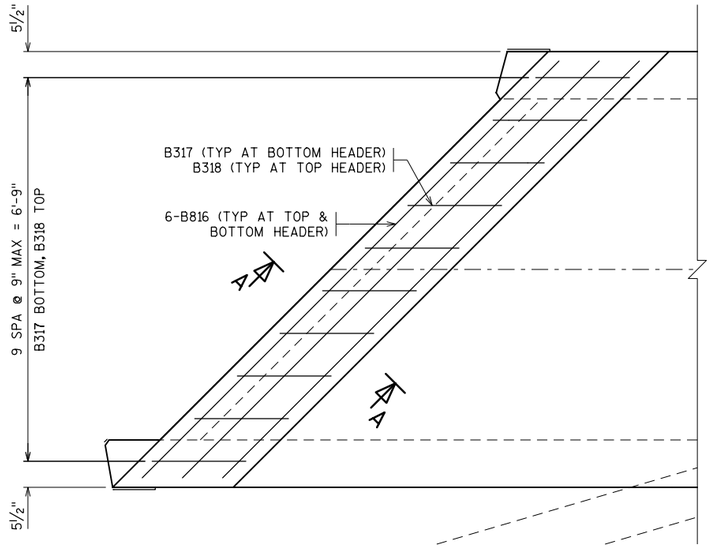
SHEET 5 OF 12

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8

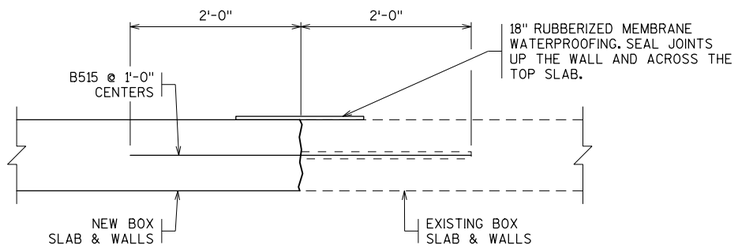
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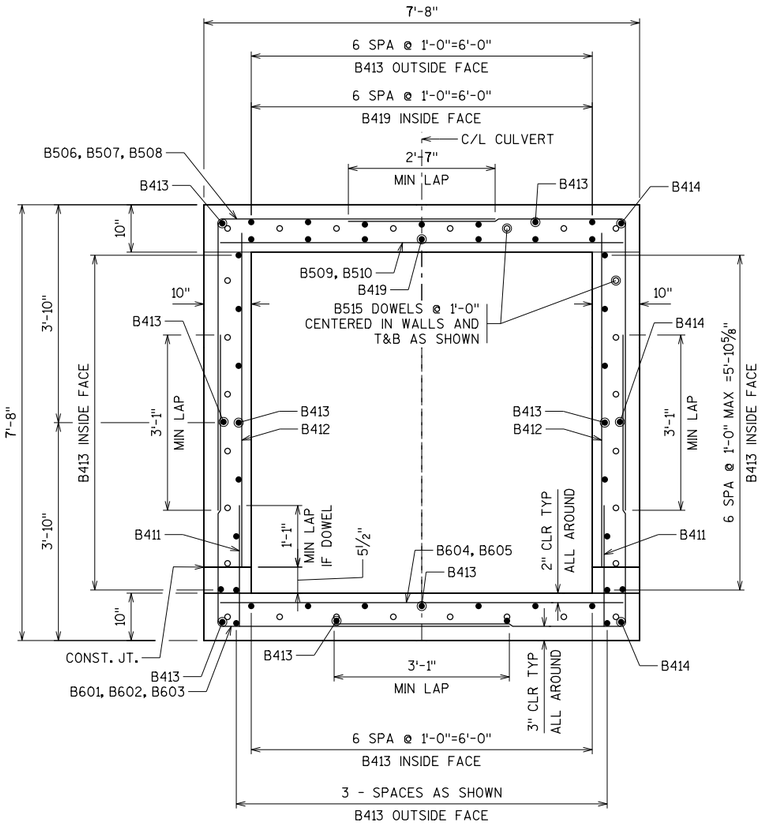
HEADER PLAN - REINFORCEMENT

REINFORCEMENT SIMILAR AT TOP AND BOTTOM HEADER.



CONSTRUCTION JOINT DETAIL

(ALL WALLS AND TOP & BOTTOM SLAB)



CROSS SECTION THRU BOX - REINFORCEMENT

(LOOKING NORTHEAST)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

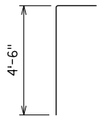
OUTLET DETAILS

SHEET 6 OF 12

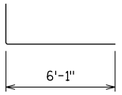
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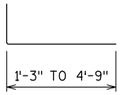
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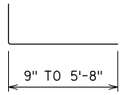
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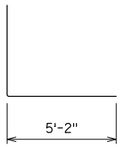
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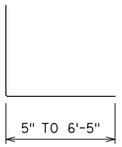
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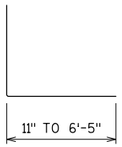
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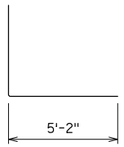
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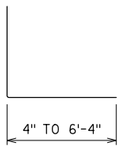
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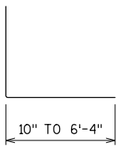
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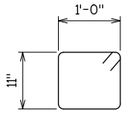
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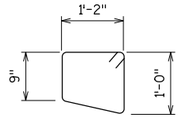
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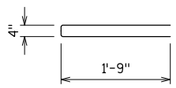
B508



B317



B318



B420

BILL OF BARS — OUTLET - APRON

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
A401		14	5 - 8		X	CUTOFF WALL VERT
A402		5	19 - 1			CUTOFF WALL HORIZONTAL
A403		12	16 - 7			BOT SLAB LONGITUDINAL TOP
A404		4	9 - 6	X		BOT SLAB LONGITUDINAL TOP
A405		4	9 - 10	X		BOT SLAB LONGITUDINAL TOP
A406		3	13 - 6			BOT SLAB LONGIT BOT WINGWALL 2
A407		2	19 - 6			BOT SLAB LONGIT BOT WINGWALL 1
A408		1	12 - 5			BOT SLAB LONGIT BOT WINGWALL 1
A409		12	15 - 2	X		BOT SLAB TRANSVERSE TOP
A410		23	8 - 9		X	OUTSIDE FACE CORNER
A411		3	5 - 8	X	X	OUTSIDE FACE CORNER
A412		8	5 - 11	X	X	OUTSIDE FACE CORNER
A413		34	2 - 11			INSIDE FACE DOWEL
A414		36	4 - 0	X		WINGWALL 2 VERT
A415		26	4 - 0	X		WINGWALL 1 VERT
A416		4	19 - 6			WINGWALL 1 HORIZONTAL
A417		8	10 - 5	X		WINGWALL 2 HORIZONTAL
A418		2	20 - 0			WINGWALL 1 TOP HORIZONTAL
A419		4	13 - 5			WINGWALL 1 HORIZONTAL
A420		8	7 - 3	X		WINGWALL 2 HORIZONTAL
A421		2	14 - 3			WINGWALL 2 TOP HORIZONTAL
A522		7	4 - 0			HORIZONTAL DOWEL TO BOX

BILL OF BARS — OUTLET - BOX

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
B601		42	10 - 1		X	OUTSIDE FACE CORNERS BOTTOM
B602		13	8 - 5	X	X	OUTSIDE FACE CORNERS BOTTOM
B603		12	8 - 8	X	X	OUTSIDE FACE CORNERS BOTTOM
B604		21	7 - 2			INSIDE FACE BOTTOM SLAB
B605		24	3 - 8	X		INSIDE FACE BOTTOM SLAB
B506		42	9 - 11		X	OUTSIDE FACE CORNERS TOP
B507		13	8 - 4	X	X	OUTSIDE FACE CORNERS TOP
B508		12	8 - 7	X	X	OUTSIDE FACE CORNERS TOP
B509		21	7 - 2			INSIDE FACE TOP SLAB TRANS
B510		12	3 - 7	X		INSIDE FACE TOP SLAB TRANS
B411		68	2 - 2			INSIDE FACE DOWELS
B412		68	5 - 11			INSIDE FACE VERTS
B413		26	16 - 6			OF LONGIT TOP & BOT, IF LONGIT BOT
B414		3	17 - 6			OUTSIDE FACE HORIZONTAL WALLS
B515		8	4 - 0			HORIZONTAL DOWEL TO EXISTING
B816		12	10 - 4			HEADER LONGITUDINAL
B317		10	4 - 2		X	HEADER BOTTOM
B318		10	4 - 4		X	HEADER TOP
B419		7	16 - 0			INSIDE FACE TOP SLAB LONGIT
B420		7	3 - 8		X	WALL CORNER HAIRPIN
B621		1	5 - 11			WALL CORNER VERTICAL

BAR SERIES TABLE - OUTLET

MARK	NO. REQ'D.	LENGTH (FT-IN)
A404	1 SERIES OF 4	2-10 TO 16-3
A405	1 SERIES OF 4	3-5 TO 16-3
A409	1 SERIES OF 12	10-9 TO 19-3
A411	1 SERIES OF 3	3-11 TO 7-5
A412	1 SERIES OF 8	3-5 TO 8-4
A414	2 SERIES OF 18	1-11 TO 6-2
A415	2 SERIES OF 13	1-11 TO 6-2
A417	2 SERIES OF 4	4-5 TO 16-5
A420	2 SERIES OF 4	3-2 TO 11-5

BAR SERIES TABLE - OUTLET

MARK	NO. REQ'D.	LENGTH (FT-IN)
B602	1 SERIES OF 13	5-5 TO 11-5
B603	1 SERIES OF 12	5-11 TO 11-5
B605	2 SERIES OF 12	0-11 TO 6-5
B507	1 SERIES OF 13	5-4 TO 11-4
B508	1 SERIES OF 12	5-10 TO 11-4
B510	1 SERIES OF 12	0-10 TO 6-4

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

LENGTH SHOWN FOR BAR SERIES BARS IS AN AVERAGE LENGTH AND ARE USED FOR BAR WEIGHT CALCULATIONS ONLY. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

OUTLET
BILL OF BARS

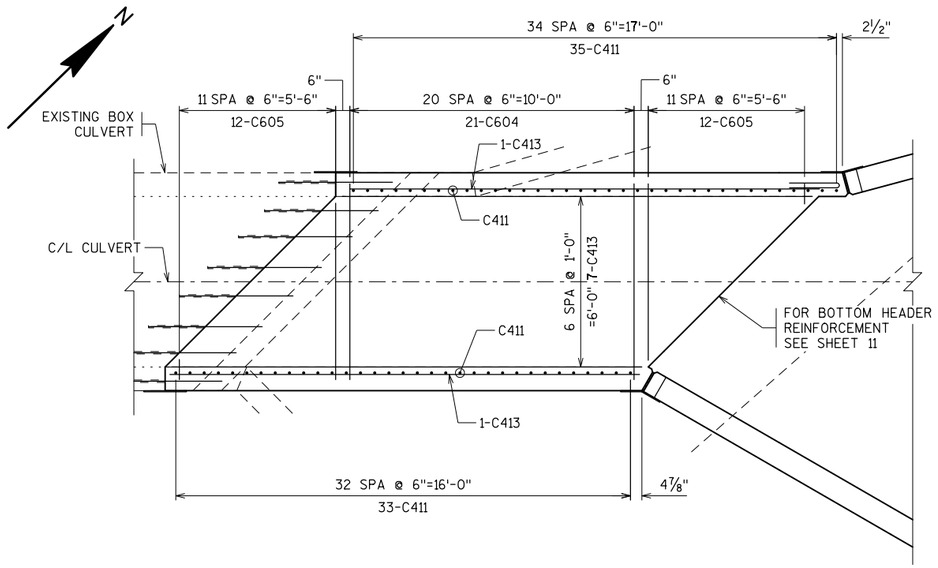
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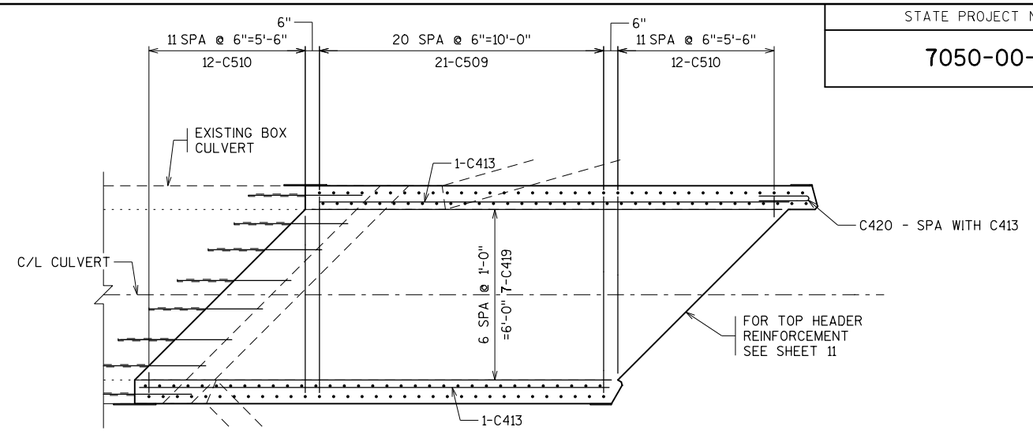
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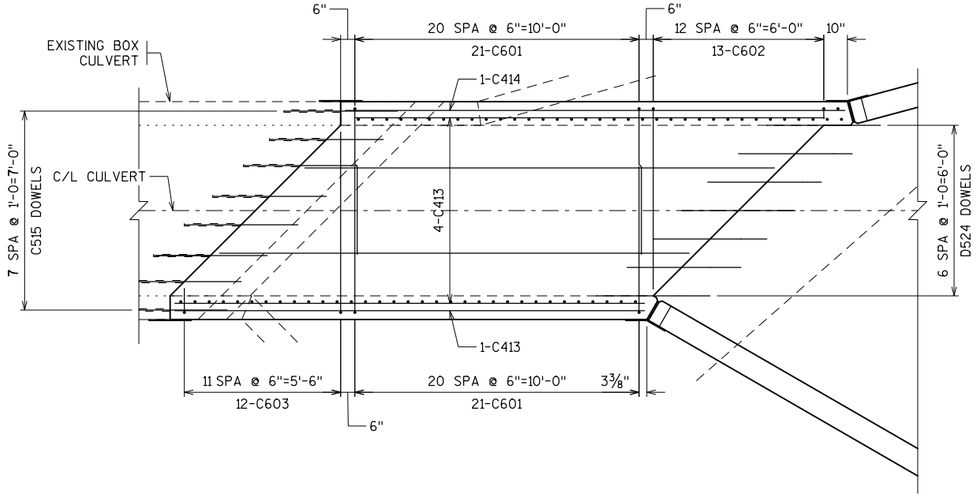
7050-00-72



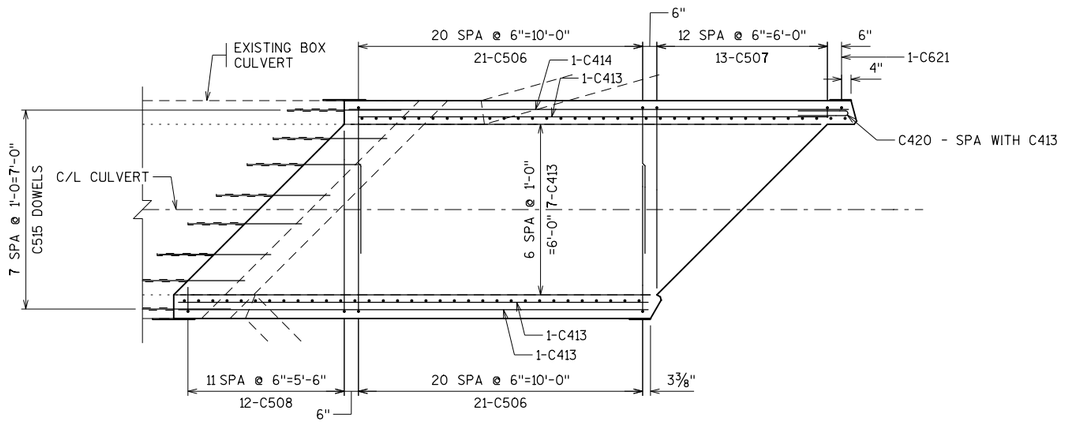
BOTTOM SLAB INSIDE FACE - REINFORCEMENT



TOP SLAB INSIDE FACE - REINFORCEMENT



BOTTOM SLAB OUTSIDE FACE - REINFORCEMENT



TOP SLAB OUTSIDE FACE - REINFORCEMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

INLET DETAILS

SHEET 8 OF 12

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8

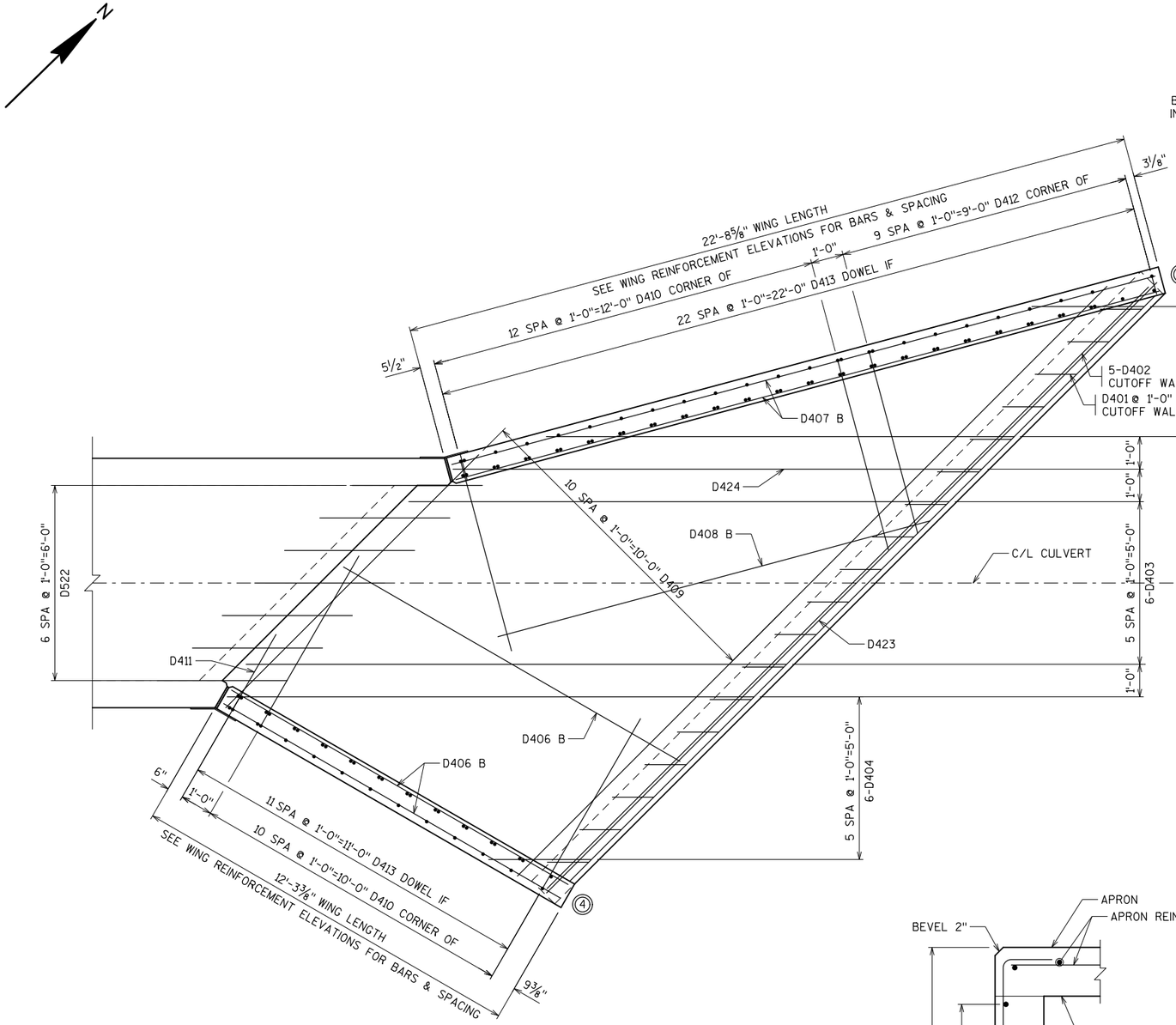
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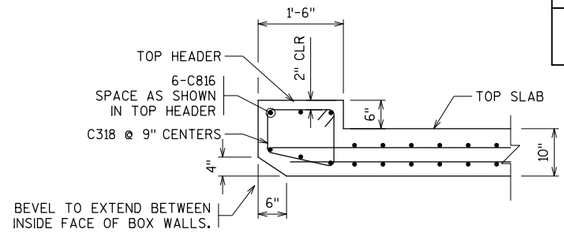
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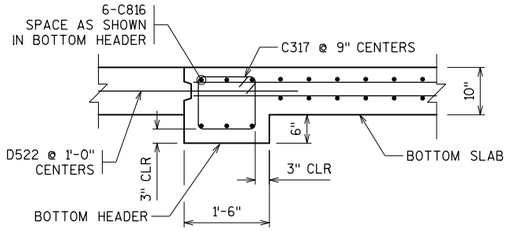
STATE PROJECT NUMBER

7050-00-72

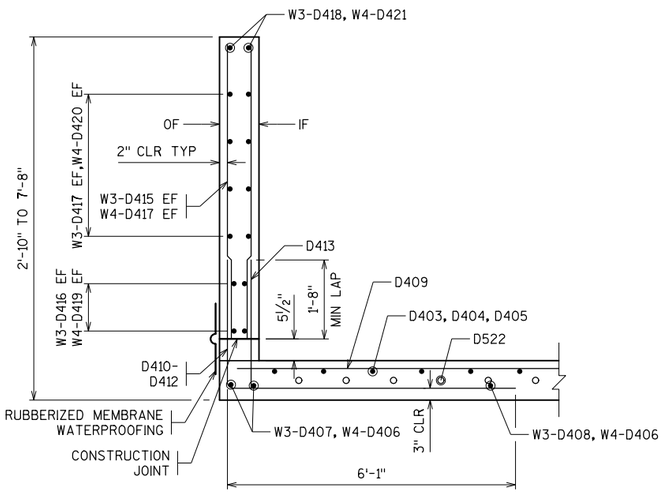


APRON PLAN DETAIL - REINFORCEMENT

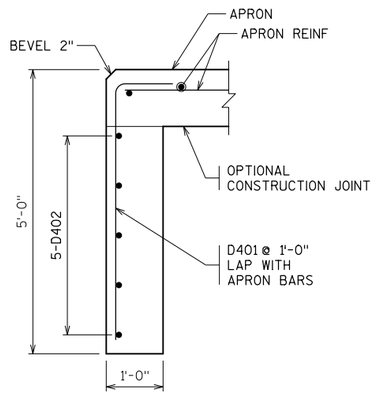




HEADER SECTION - REINFORCEMENT



TYPICAL WINGWALL SECTION



CUTOFF WALL

IF = INSIDE FACE
OF = OUTSIDE FACE

T = TOP
B = BOTTOM

EF = EACH FACE
FF = FRONT FACE
BF = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

INLET DETAILS

SHEET 9 OF 12

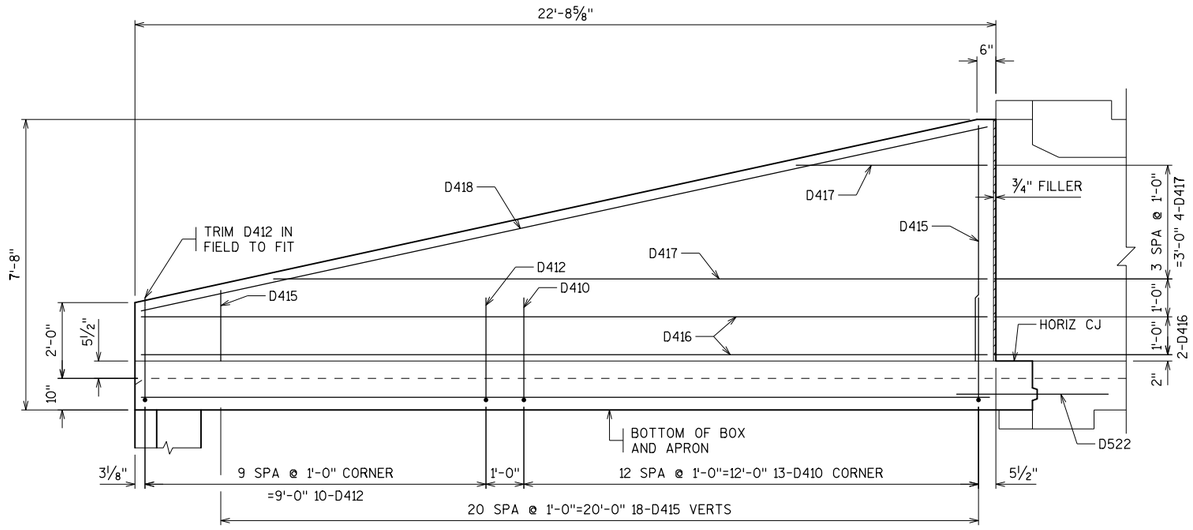
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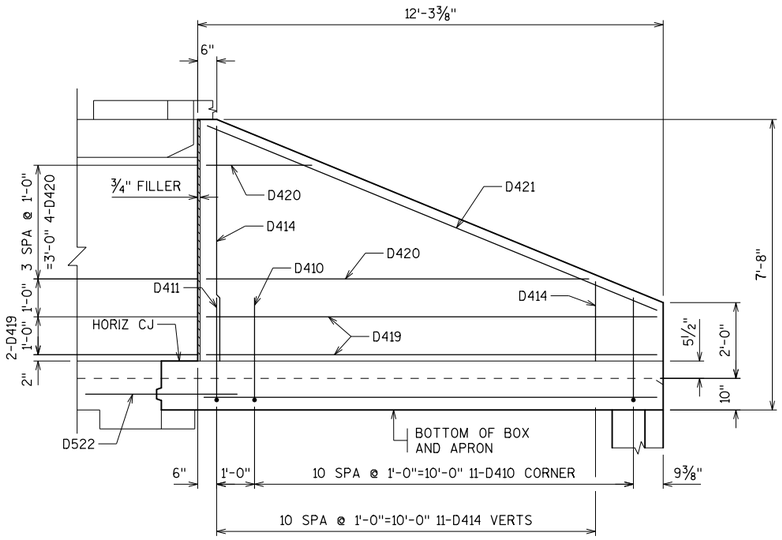
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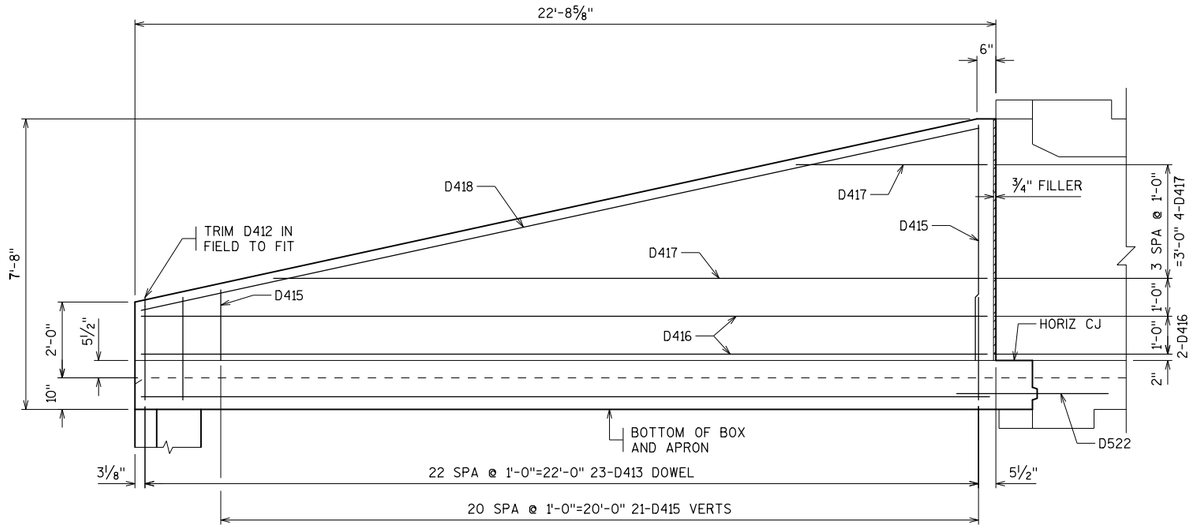
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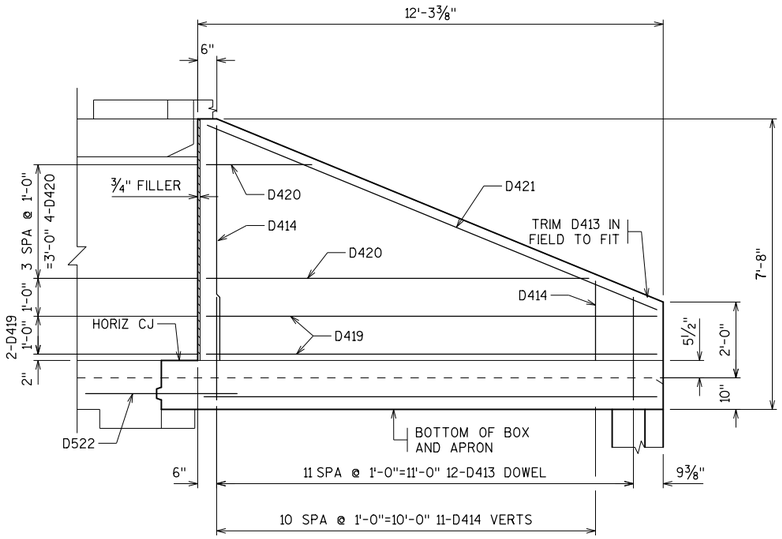
OUTSIDE FACE REINFORCEMENT - WING 3



OUTSIDE FACE REINFORCEMENT - WING 4



INSIDE FACE REINFORCEMENT - WING 3



INSIDE FACE REINFORCEMENT - WING 4

IF = INSIDE FACE
OF = OUTSIDE FACE

T = TOP
B = BOTTOM

EF = EACH FACE
FF = FRONT FACE
BF = BACK FACE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

INLET DETAILS

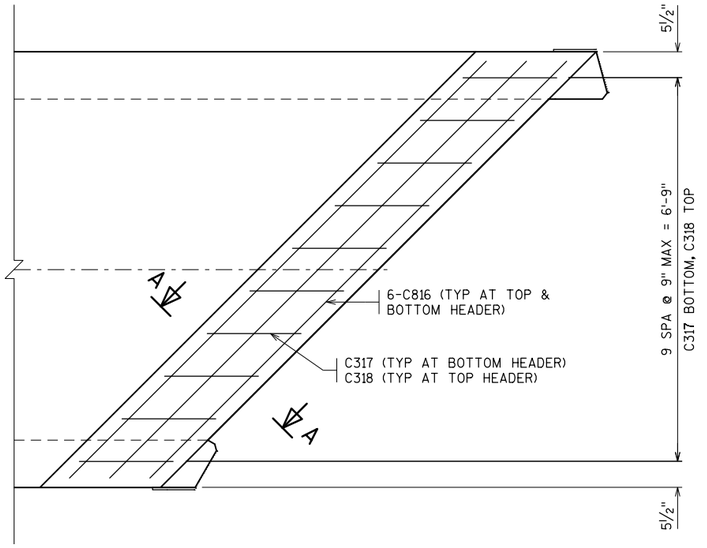
SHEET 10 OF 12

157

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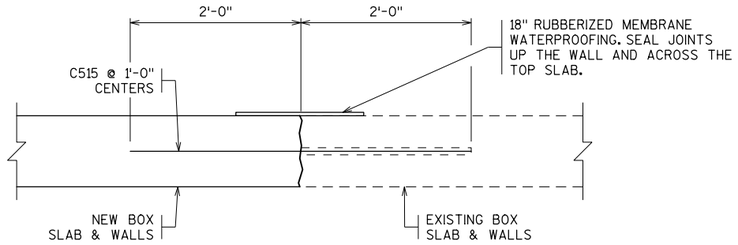
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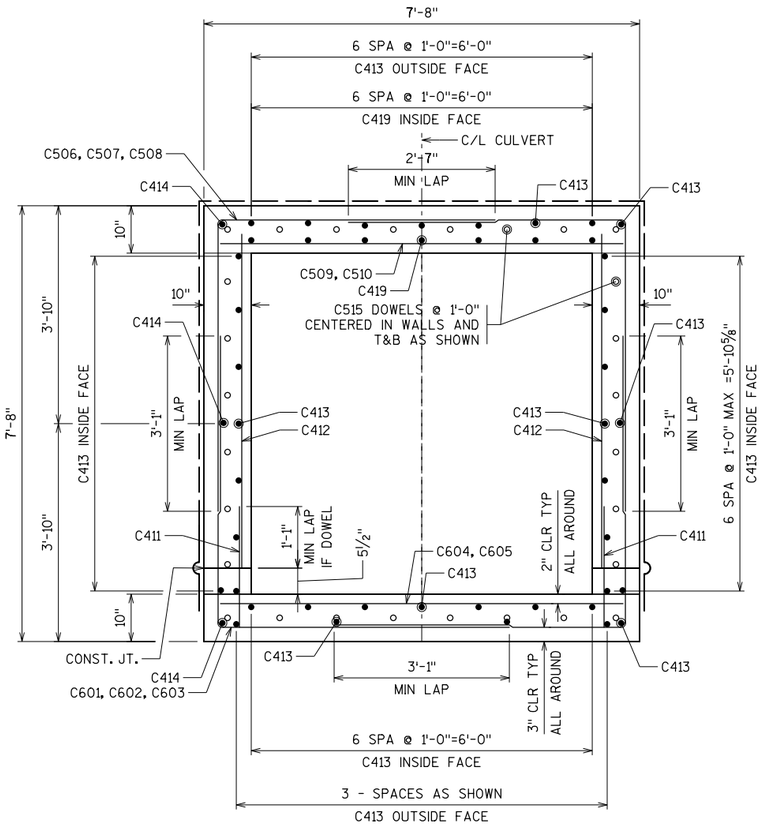
HEADER PLAN - REINFORCEMENT

REINFORCEMENT SIMILAR AT TOP AND BOTTOM HEADER.



CONSTRUCTION JOINT DETAIL

(ALL WALLS AND TOP & BOTTOM SLAB)



CROSS SECTION THRU BOX - REINFORCEMENT

(LOOKING NORTHEAST)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

INLET DETAILS

SHEET 11 OF 12
158

8

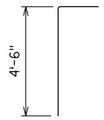
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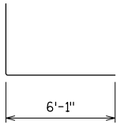
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STATE PROJECT NUMBER

7050-00-72



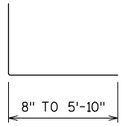
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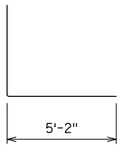
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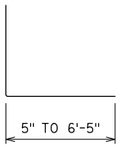
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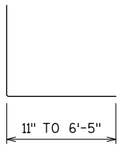
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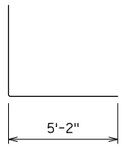
C601



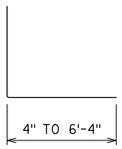
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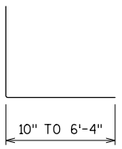
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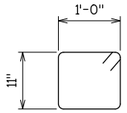
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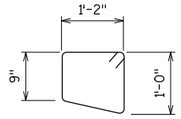
C507



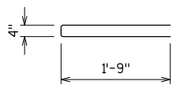
C508



C317



C318



C420

BILL OF BARS — INTLET - APRON

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
D401		18	5 - 8		X	CUTOFF WALL VERT
D402		5	26 - 1			CUTOFF WALL HORIZONTAL
D403		8	16 - 7			BOT SLAB LONGITUDINAL TOP
D404		6	9 - 8	X		BOT SLAB LONGITUDINAL TOP
D405		5	10 - 5	X		BOT SLAB LONGITUDINAL TOP
D406		3	11 - 11			BOT SLAB LONGIT BOT WINGWALL 4
D407		2	22 - 4			BOT SLAB LONGIT BOT WINGWALL 3
D408		1	13 - 9			BOT SLAB LONGIT BOT WINGWALL 3
D409		11	18 - 4	X		BOT SLAB TRANSVERSE TOP
D410		24	8 - 9		X	OUTSIDE FACE CORNER
D411		1	5 - 5		X	OUTSIDE FACE CORNER
D412		10	5 - 11	X	X	OUTSIDE FACE CORNER
D413		25	2 - 9		X	INSIDE FACE DOWEL
D414		22	4 - 2	X		WINGWALL 4 VERT
D415		42	4 - 0	X		WINGWALL 3 VERT
D416		4	22 - 4			WINGWALL 3 HORIZONTAL
D417		8	11 - 11	X		WINGWALL 3 HORIZONTAL
D418		4	22 - 10			WINGWALL 3 TOP HORIZONTAL
D419		4	11 - 10			WINGWALL 4 HORIZONTAL
D420		8	6 - 5	X		WINGWALL 4 HORIZONTAL
D421		2	12 - 10			WINGWALL 4 TOP HORIZONTAL
D522		7	4 - 0			HORIZONTAL DOWEL TO BOX
D423		1	26 - 6			BOT SLAB TRANSVERSE TOP
D424		1	16 - 3			BOT SLAB LONGITUDINAL TOP

BILL OF BARS — INLET - BOX

BAR MARK	COAT	NO. REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
C601		21	10 - 1			OUTSIDE FACE CORNERS BOTTOM
C602		13	8 - 5	X		OUTSIDE FACE CORNERS BOTTOM
C603		12	8 - 6	X		OUTSIDE FACE CORNERS BOTTOM
C604		21	7 - 2			INSIDE FACE BOTTOM SLAB
C605		24	8 - 3	X		INSIDE FACE BOTTOM SLAB
C506		42	9 - 11		X	OUTSIDE FACE CORNERS TOP
C507		13	8 - 4	X	X	OUTSIDE FACE CORNERS TOP
C508		12	8 - 6	X	X	OUTSIDE FACE CORNERS TOP
C509		21	7 - 2			INSIDE FACE TOP SLAB TRANS
C510		12	3 - 7	X	X	INSIDE FACE TOP SLAB TRANS
C411		68	2 - 2			INSIDE FACE DOWELS
C412		68	5 - 10			INSIDE FACE VERTS
C413		24	16 - 6			OF LONGIT TOP & BOT, IF LONGIT BOT
C414		3	17 - 6			OUTSIDE FACE HORIZONTAL WALLS
C515		8	4 - 0			HORIZONTAL DOWEL TO EXISTING
C816		12	10 - 4			HEADER LONGITUDINAL
C317		10	4 - 2		X	HEADER BOTTOM
C318		10	4 - 4		X	HEADER TOP
C419		7	16 - 0			INSIDE FACE TOP SLAB LONGIT
C420		7	3 - 8		X	WALL CORNER HAIRPIN
C621		1	5 - 11			WALL CORNER VERTICAL

BAR SERIES TABLE - INLET

MARK	NO. REQ'D.	LENGTH (FT-IN)
D404	1 SERIES OF 6	3-2 TO 16-2
D405	1 SERIES OF 5	6-6 TO 14-4
D409	1 SERIES OF 11	11-0 TO 25-8
D412	1 SERIES OF 10	3-4 TO 8-6
D414	2 SERIES OF 11	2-1 TO 6-2
D415	2 SERIES OF 21	1-10 TO 6-2
D417	2 SERIES OF 4	5-0 TO 18-10
D420	2 SERIES OF 4	2-9 TO 10-1

BAR SERIES TABLE - INLET

MARK	NO. REQ'D.	LENGTH (FT-IN)
C602	1 SERIES OF 13	5-5 TO 11-5
C603	1 SERIES OF 12	5-11 TO 11-4
C605	2 SERIES OF 12	0-9 TO 6-3
C507	1 SERIES OF 13	5-4 TO 11-4
C508	1 SERIES OF 12	5-10 TO 11-4
C510	1 SERIES OF 12	0-10 TO 6-4

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

LENGTH SHOWN FOR BAR SERIES BARS IS AN AVERAGE LENGTH AND ARE USED FOR BAR WEIGHT CALCULATIONS ONLY. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-10-1092

DRAWN BY RAD | PLANS CK'D. DKW

INLET
BILL OF BARS

SHEET 12 OF 12

159

8

8

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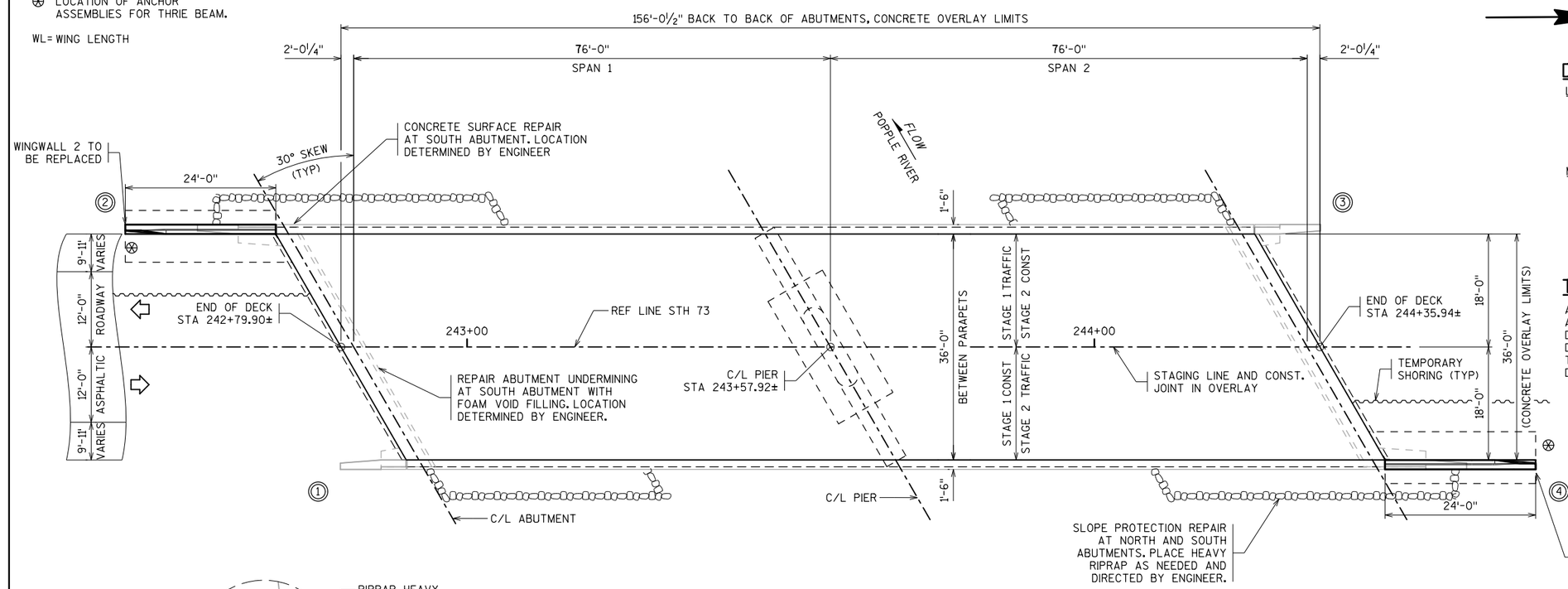
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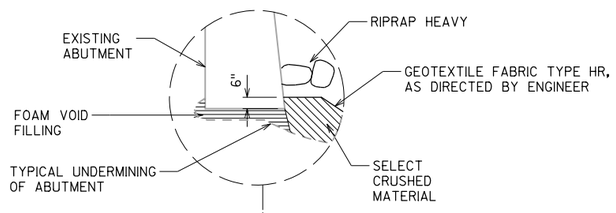
STATE PROJECT NUMBER
7050-00-72

◎ INDICATES WING NUMBER.

⊛ LOCATION OF ANCHOR ASSEMBLIES FOR THRIE BEAM.

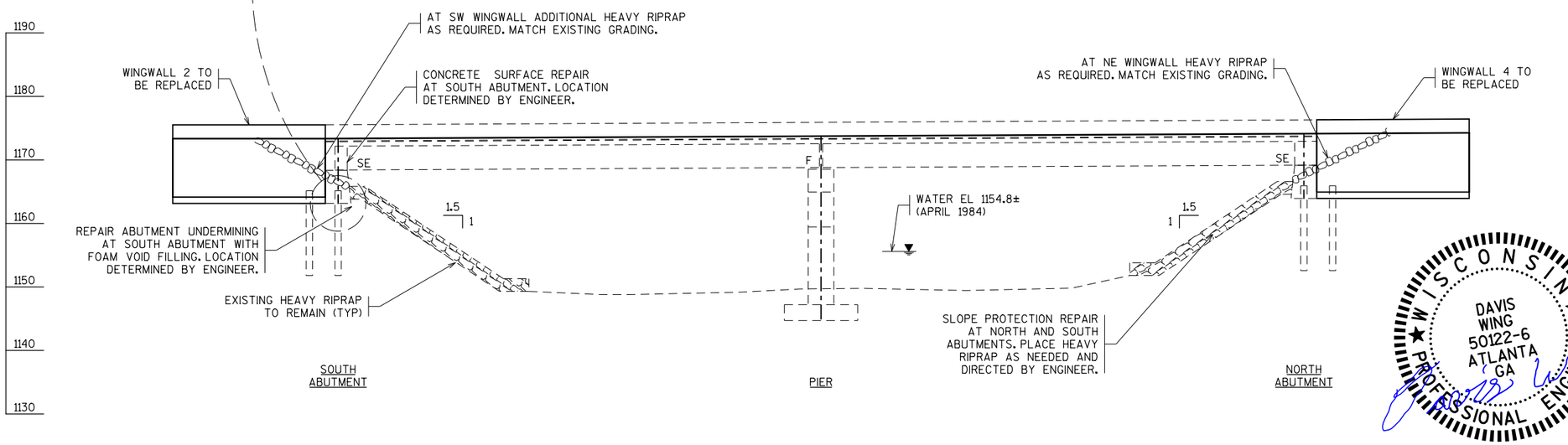
WL= WING LENGTH





PLAN

(REHABILITATION - 2 SPAN 45" PRESTRESSED GIRDERS)



ELEVATION

DESIGN DATA

LIVE LOAD:

DESIGN LOADING	=	HS20
INVENTORY RATING	=	HS23
OPERATING RATING	=	HS38
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV)	=	210 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY - OVERLAY DECKS & PARAPET ____ f'c = 4,000 PSI
- ALL OTHER ____ f'c = 3,500 PSI

HIGH STRENGTH BAR STEEL REINFORCEMENT
AASHTO GRADE 60 ____ fy = 60,000 PSI

ALL BAR STEEL SHALL BE EPOXY COATED

TRAFFIC DATA

ADT (2026)	=	2,020
ADT (2046)	=	2,350
DHV	=	165
DD	=	60/40
T	=	29.0%
DESIGN SPEED	=	55 MPH

LIST OF DRAWINGS

1 BRIDGE REHABILITATION & CONCRETE OVERLAY
2 CROSS SECTION, NOTES AND QUANTITIES
3 REMOVAL DETAILS
4 WING 2 & WING 4 REPLACEMENT
5 SLOPED FACE PARAPET "B"
6 INFRARED THERMOGRAPHIC SURVEY RESULTS

NO.	DATE	REVISION	BY

SEH
SHORT ELLIOTT HENDRICKSON INC.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 12/20/24
CHIEF STRUCTURES DESIGN ENGINEER DATE

WISCONSIN PROFESSIONAL ENGINEER
DAVIS WING
50122-6
ATLANTA GA
12/19/2024

SEH CONTACT: DAVIS WING, PE, 715.720.6252
WISDOT BRIDGE OFFICE CONTACT: AARON BONK, PE, 608.261.0261

STRUCTURE B-10-72

STH 73 OVER POPPLE RIVER

COUNTY	TOWN/~~CITY/VILLAGE~~
CLARK	WARNER

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
DKW	JGM	RAD	DKW

BRIDGE REHABILITATION & CONCRETE OVERLAY

SHEET 1 OF 6
160

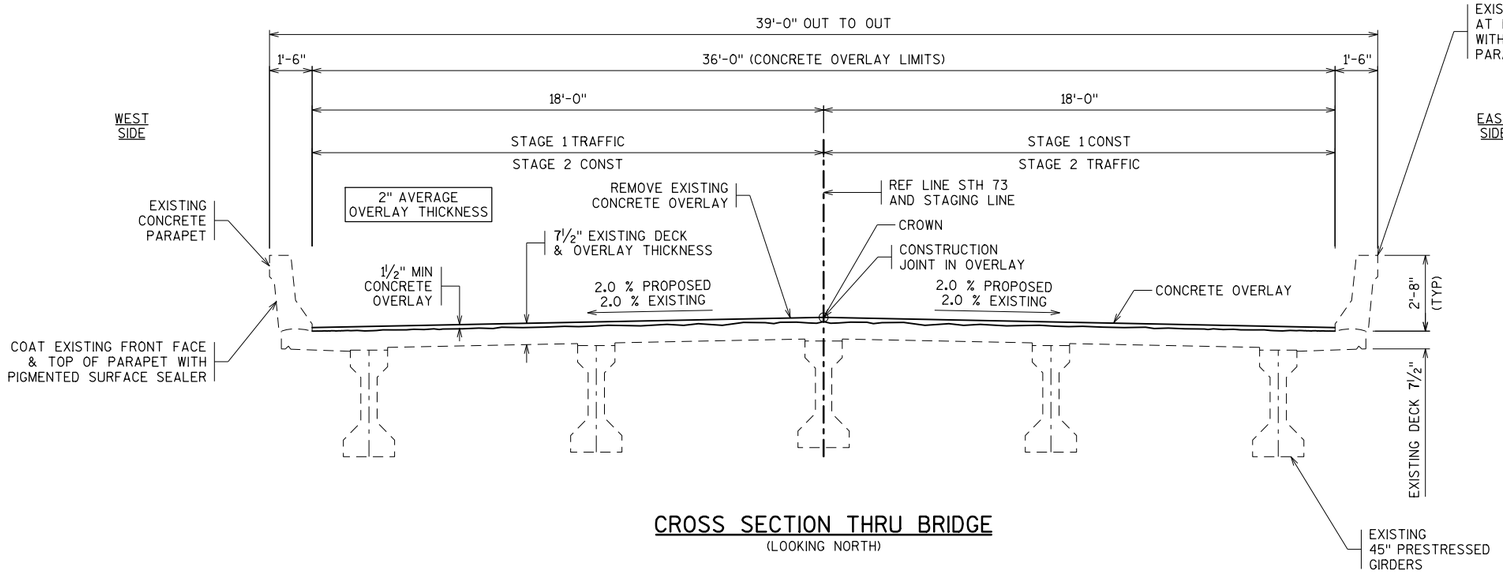
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STATE PROJECT NUMBER

7050-00-72



CROSS SECTION THRU BRIDGE

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES - B-10-72

	BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
(1)	203.0220	REMOVING STRUCTURE B-10-72	EACH	1
(1)	206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-10-72	EACH	1
(2)	210.1500	BACKFILL STRUCTURE TYPE A	TON	498
(3)	502.0100	CONCRETE MASONRY BRIDGES	CY	33
(4)	502.3200	PROTECTIVE SURFACE TREATMENT	SY	625
(5)	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	236
	502.3210	PIGMENTED SURFACE SEALER	SY	34
	502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	12
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	5260
	509.0301	PREPARATION DECKS TYPE 1	SY	184
	509.0302	PREPARATION DECKS TYPE 2	SY	3
	509.0505.S	CLEANING DECKS TO REAPPLY CONCRETE MASONRY OVERLAY	SY	625
(6)	509.1500	CONCRETE SURFACE REPAIR	SF	10
(7)	509.2500	CONCRETE MASONRY OVERLAY DECKS	CY	34
(8)	509.9005.S	REMOVING CONCRETE MASONRY DECK OVERLAY B-10-72	SY	625
	511.1200	TEMPORARY SHORING B-10-72	SF	470
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	8
(9)	606.0300	RIPRAP HEAVY	CY	14
	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	88
	614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	2
	645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	40
(10)	SPV.0060.02	FOAM VOID FILLING B-10-72	EACH	1

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND INSPECTION REPORTS. EXISTING BRIDGE PLANS AVAILABLE AT WISDOT.

STATIONING MAY VARY BASED ON EXACT LOCATION OF BRIDGE TO PROPOSED ALIGNMENT.

CONTRACTOR TO VERIFY EXISTING UTILITY LOCATIONS.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE ENTIRE TOP SURFACE OF THE NEW CONCRETE OVERLAY.

PREPARATION DECKS TYPE 1, PREPARATION DECKS TYPE 2, CONCRETE SURFACE REPAIR ARE BASED ON INFORMATION SUPPLIED BY WISDOT AND AS DETERMINED, LOCATED, MARKED AND MEASURED BY THE ENGINEER. DECK PREPARATION SHALL BE FILLED WITH "CONCRETE MASONRY OVERLAY DECKS".

BOTTOM OF THE EXISTING DECK IS TO BE INSPECTED FOR AREAS OF DISTRESS AFTER COMPLETION OF THE DECK PREPARATION AND PRIOR TO OVERLAYING THE BRIDGE.

SEAL OVERLAY CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY OVERLAY DECKS".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT.

THESE STRUCTURE PLANS ARE ONLY THE STRUCTURE REPAIR WORK. ANY ADDITIONAL REMOVAL REQUIRED, OUTSIDE OF THE LIMITS SHOWN IN THESE PLANS MUST BE COORDINATED WITH THE ENGINEER. ENGINEER SHOULD BE CONTACTED FOR APPROVAL OF ADDITIONAL REMOVAL.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD BASED ON A MINIMUM CONCRETE OVERLAY THICKNESS OF 1½" PLACED ABOVE THE DECK SURFACE AFTER SURFACE PREPARATION. EXPECTED AVERAGE THICKNESS IS 2" IF EXPECTED AVERAGE OVERLAY THICKNESS IS EXCEEDED BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

THE AVERAGE OVERLAY THICKNESS IS BASED ON THE MINIMUM OVERLAY THICKNESS PLUS ½"-INCH TO ACCOUNT FOR VARIATIONS IN THE DECK SURFACE.

CLEAN ALL LOOSE MATERIAL ON THE DECK AFTER CLEANING OPERATIONS USING HIGH PRESSURE AIR OR WATER, ENSURING ALL FREE-STANDING WATER IS REMOVED PRIOR TO PLACEMENT OF THE CONCRETE OVERLAY AND PIGMENTED SURFACE SEALER.

APPLY "PIGMENTED SURFACE RESEAL" TO THE EXISTING CONCRETE PARAPETS PER THE STANDARD SPECIFICATIONS AND AS SHOWN IN THIS PLAN SET.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

EXISTING CONCRETE OVERLAY SHALL BE REMOVED FROM THE DECK SURFACE. EXISTING CONCRETE COVER (1" MIN.) SHALL BE MAINTAINED AND CONSIDERED WHEN DETERMINING CONCRETE REMOVALS.

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

THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-ASPHALTIC JOINT SEALER (1" DEEP & HOLD 1/8" BELOW SURFACE OF CONCRETE)

SEE ROADWAY PLAN FOR LANE STAGING AND TRAFFIC SHIFT. COORDINATE THESE STRUCTURE PLANS WITH THE ROADWAY STAGING.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-10-72" SHALL BE THE EXISTING GROUNDLINE.

THE QUANTITY FOR BACKFILL STRUCTURE TYPE A IS CALCULATED BASED ON THE BACKFILL STRUCTURE LIMITS REQUIRED TO PERFORM REPAIR WORK.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153 TYPE 1, 2 OR 3 OR AASHTO DESIGNATION M213.

(1) PERTAINS TO REMOVAL PORTIONS OF THE NE & SW WINGWALL AND ANY OTHER REMOVAL REQUIRED TO COMPLETE THE WORK AS DIRECTED BY ENGINEER.

(2) A FACTOR OF 2.0 WAS USED TO CONVERT CUBIC YARDS TO TONS.

(3) CONCRETE FOR NE & SW WINGWALL AND PARAPET.

(4) PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO DECK OVERLAY.

(5) FURNISH AND APPLY PIGMENTED SURFACE SEALER RESEAL TO FRONT FACE, TOP, AND ENDS OF CONCRETE PARAPETS PER STANDARD SPECIFICATIONS. INCLUDES EXISITING PARAPETS ON WINGWALLS AND DECK.

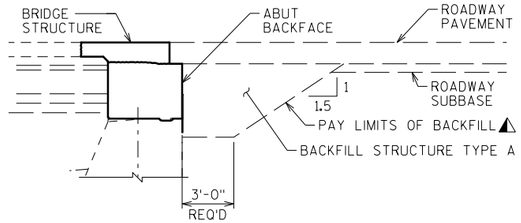
(6) PERTAINS TO SOUTH ABUTMENT AT THE SW OUTSIDE FACE OR AS DIRECTED BY ENGINEER.

(7) ALSO INCLUDES CONCRETE FOR: PREPARATION DECKS TYPE 1 & 2 DECK REPAIR.

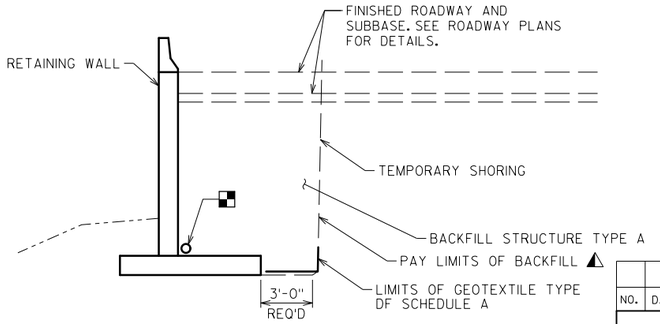
(8) EXISTING 1 1/2" CONCRETE OVERLAY SHALL BE REMOVED.

(9) HEAVY RIPRAP TO BE USED TO FILL IN VOIDS IN EXISTING SLOPE PROTECTION AT BOTH ABUTMENTS AS DIRECTED BY ENGINEER.

(10) TO BE USED AT SOUTH ABUTMENT UNDERMINING AS DIRECTED BY ENGINEER.



TYPICAL SECTION AT ABUTMENT BACKWALL



TYPICAL SECTION AT RETAINING WALL

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

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STRUCTURE B-10-72

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CROSS SECTION, NOTES AND QUANTITIES

SHEET 2 OF 6

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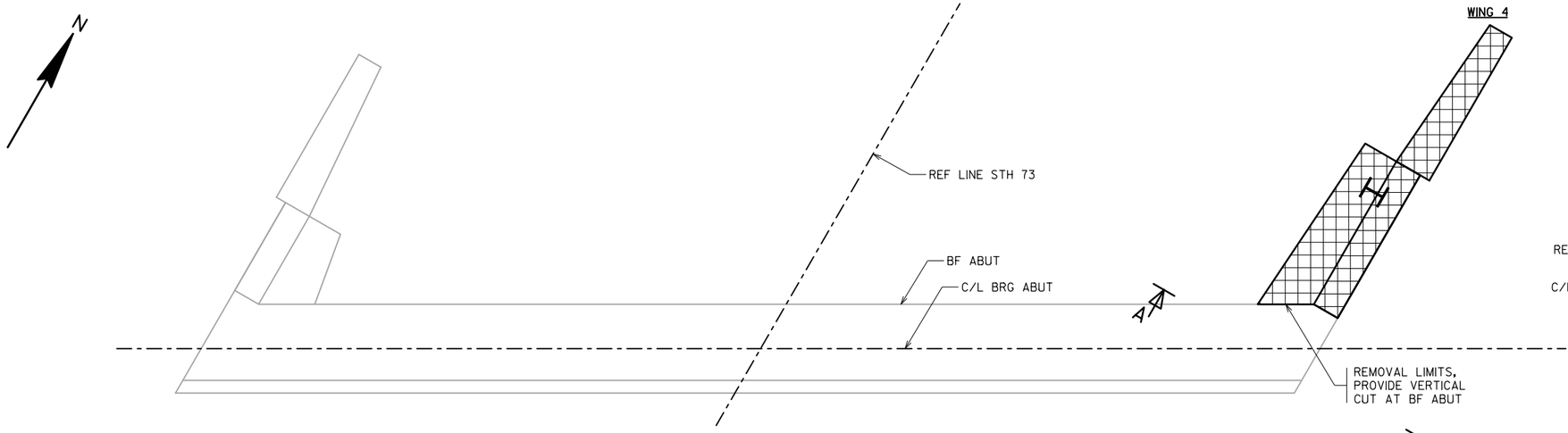
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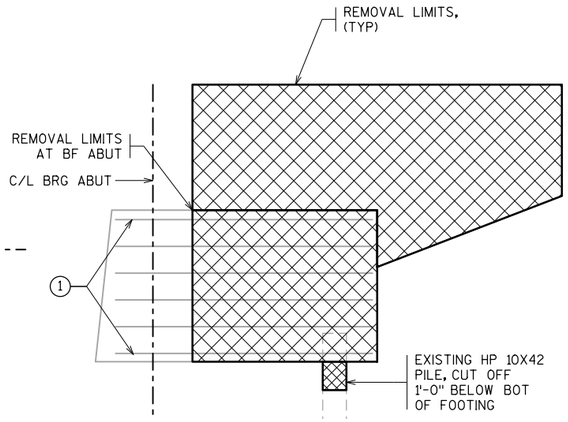
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STATE PROJECT NUMBER
7050-00-72

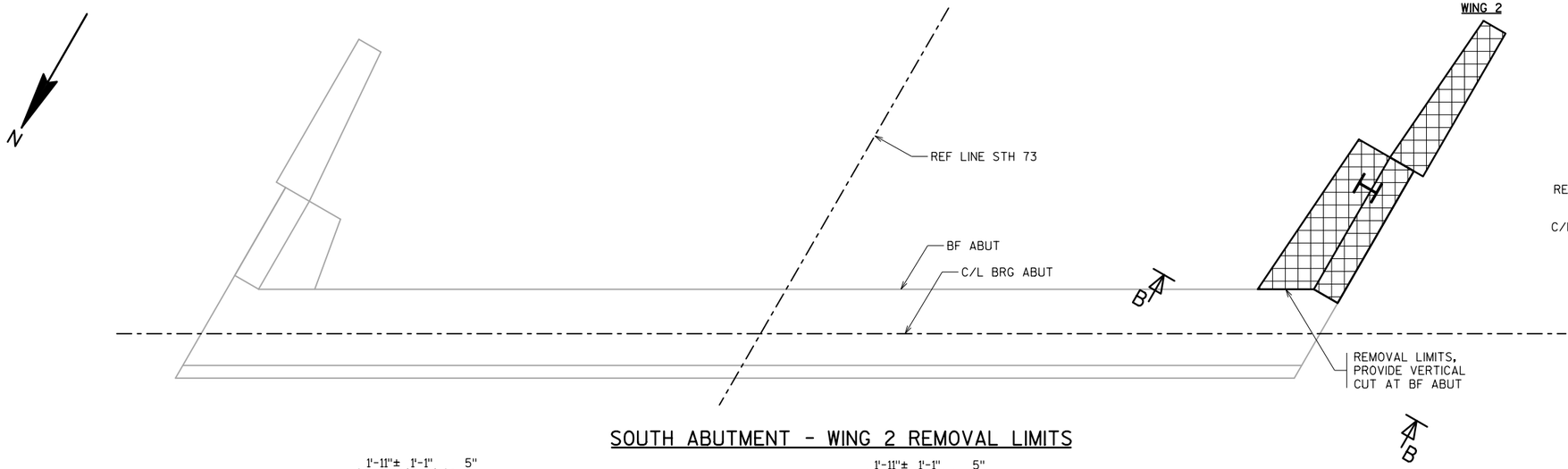


NORTH ABUTMENT - WING 4 REMOVAL LIMITS

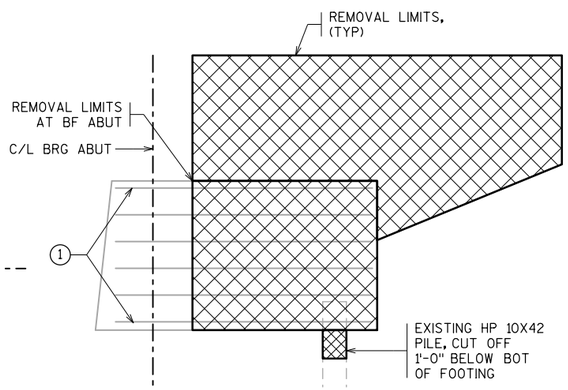


WING 4 ELEVATION - REMOVAL LIMITS

FRONT FACE SHOWN

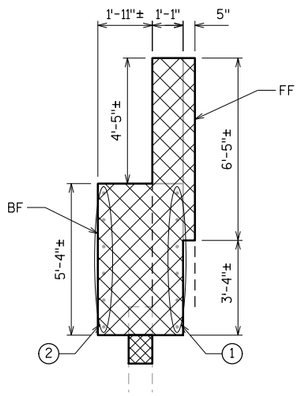


SOUTH ABUTMENT - WING 2 REMOVAL LIMITS

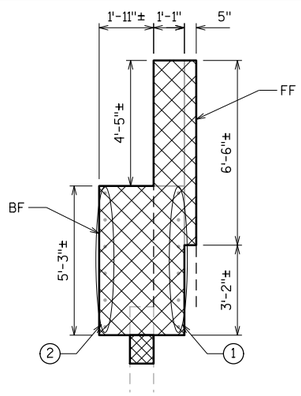


WING 2 ELEVATION - REMOVAL LIMITS

FRONT FACE SHOWN



SECTION A-A THRU WING 4



SECTION B-B THRU WING 2

NOTES

(1) EXISTING NO. 5 BARS AS SHOWN. PRESERVE FF BARS AND INCORPORATE INTO NEW WORK.

(2) EXISTING NO. 5 BARS AS SHOWN. CUT BACK FLUSH TO CONCRETE AT ABUTMENT. CUT ONLY BACK FACE BARS. COAT EXPOSED AREAS NOT INCORPORATED INTO NEW WORK WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. INCIDENTAL TO 'CONCRETE MASONRY BRIDGES' BID ITEM.

ALL LINES OF REMOVAL SHALL BE DEFINED BY A SAWCUT.

FF = FRONT FACE
BF = BACK FACE

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REMOVAL DETAILS

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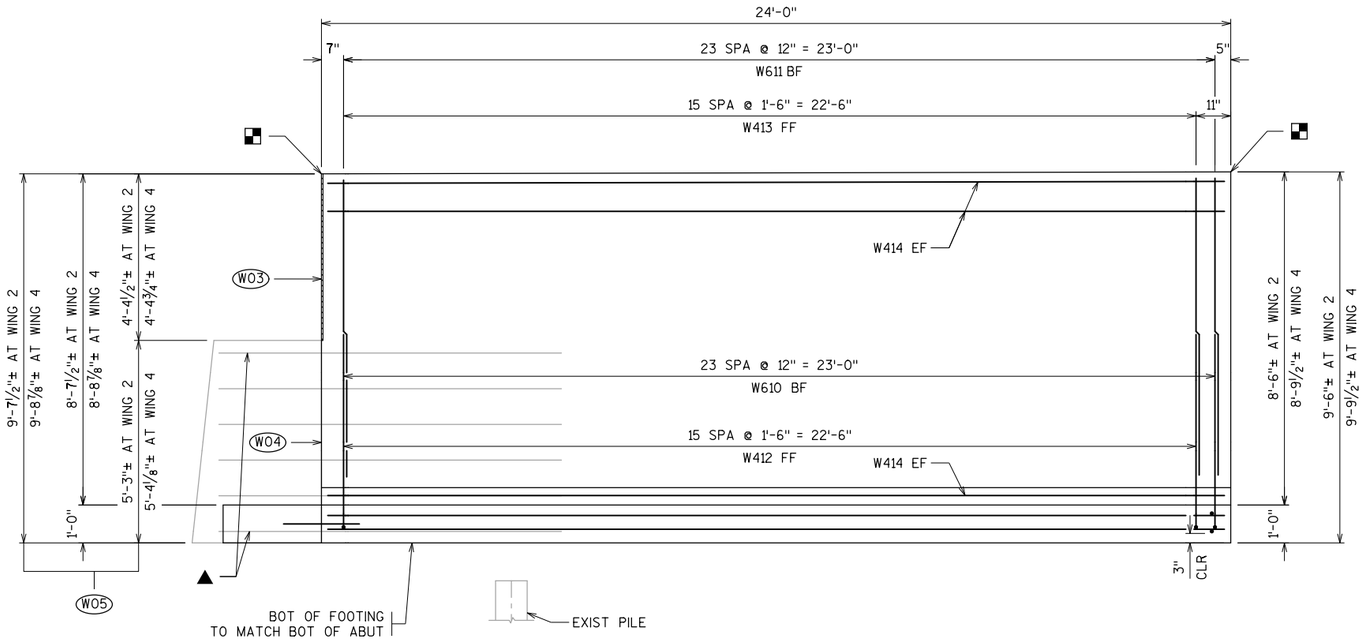
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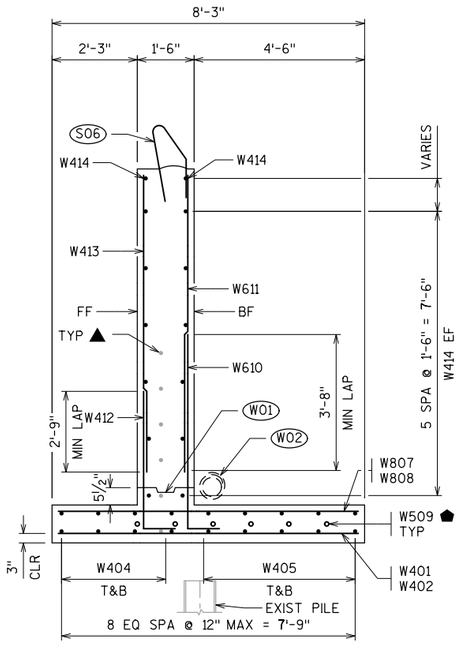
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RETAINING WALL ELEVATION ②④



SECTION A-A THRU WALL

LEGEND

- ◎ INDICATES WING NUMBER.
- ⬟ W509 ADHESIVE ANCHORS. EMBED 9" INTO SOUND CONCRETE AND SPACE 1'-0" MAX, CENTERED IN BOTTOM OF NEW RETAINING WALL FOOTING
- ◪ MATCH EXISTING ELEVATION WITH ADJACENT PAVEMENT. MAX WALL HEIGHT FROM TOP OF FOOTING IS 10'-0".
- ▲ EXISTING NO. 5 BARS. PRESERVE FRONT FACE BARS ONLY. CUT BACK FACE BARS FLUSH WITH CONCRETE ABUTMENT.

NOTES

(W01) KEYWAY FORMED BY BEVELED 2 x 6.

(W02) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

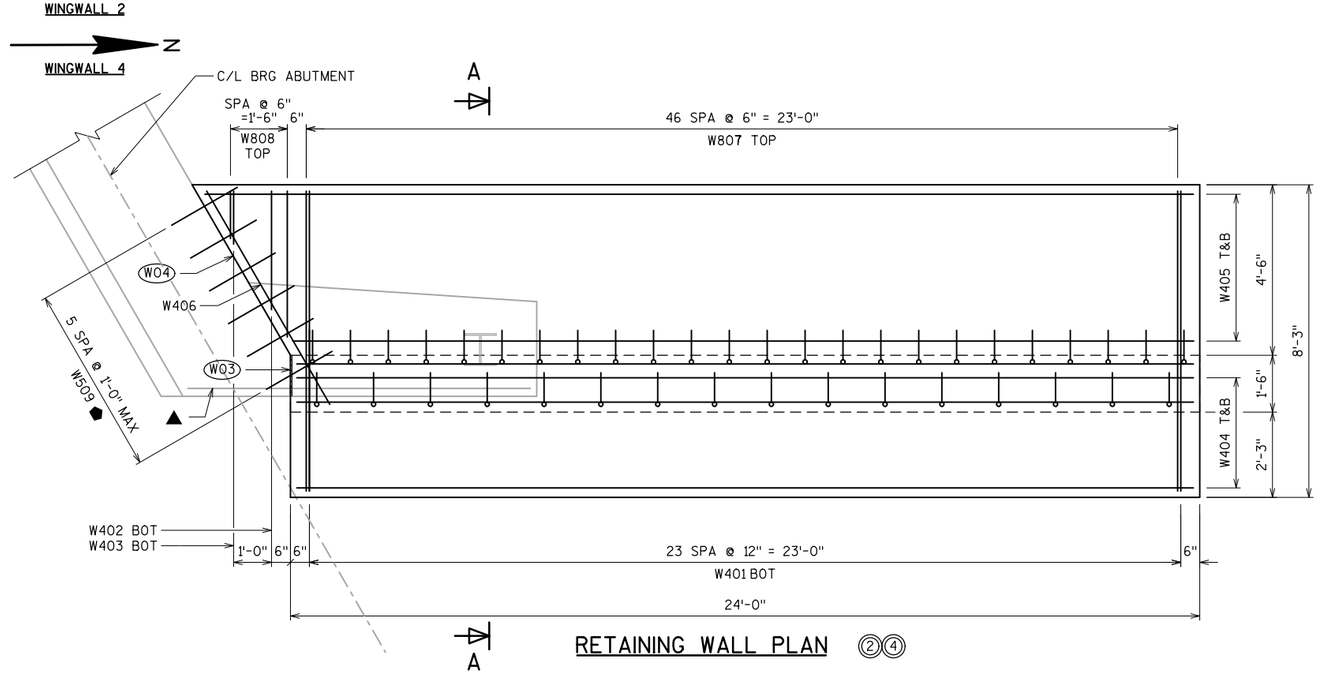
(W03) ½" FILLER (INCLUDEDED IN RETAINING WALL LENGTH): SEAL ALL EXPOSED HORIZ & VERT SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(W04) ROUGHEN SURFACE OF CONCRETE ¼" DEEP MINIMUM AT ALL AREAS WHERE NEW CONCRETE CONTACTS EXISTING CONCRETE, EXCEPT IN AREAS WHERE ½" JOINT FILLER IS PLACED.

(W05) FIELD VERIFY

(S06) SEE PARAPET SHEET FOR DETAILS.

EF = EACH FACE
FF = FRONT FACE
BF = BACK FACE
T = TOP
B = BOTTOM



RETAINING WALL PLAN ②④

NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.

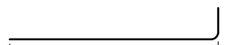
⚠ LENGTH SHOWN IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE AND BENDING DETAILS FOR ACTUAL LENGTHS.

BILL OF BARS — WING 2 & WING 4

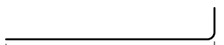
BAR MARK	COAT	WING 2 REQ'D	WING 4 REQ'D	TOTAL REQ'D	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
W401	X	24	24	48	7 - 11			FOOTING TRANS BOT
W402	X	1	1	2	1 - 4			FOOTING TRANS BOT
W403	X	1	1	2	3 - 1			FOOTING TRANS BOT
W404	X	8	8	16	23 - 8			FOOTING LONG BOT
W405	X	10	10	20	24 - 11	⚠		FOOTING LONG BOT
W406	X	2	2	4	6 - 6			FOOTING WEDGE
W807	X	47	47	94	7 - 11			FOOTING TRANS TOP
W808	X	3	3	6	2 - 7	⚠		FOOTING TRANS TOP
W509	X	6	6	12	2 - 0			DRILLED ADHESIVE ANCH
W610	X	24	24	48	5 - 10		X	FOOTING DOWEL BF
W611	X	24	24	48	7 - 10			VERT BF
W412	X	16	16	32	4 - 5		X	FOOTING DOWEL FF
W413	X	16	16	32	7 - 10			VERT FF
W414	X	14	14	28	23 - 8			LONGIT EF

BAR SERIES TABLE - WING 2 & WING 4

MARK	NO. REQ'D.	LENGTH (FT-IN)
W405	2 SERIES OF 5	23'-10" TO 26'-1"
W808	1 SERIES OF 3	1'-4" TO 3'-10"



W610



W412

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STRUCTURE B-10-72

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WING 2 & WING 4 REPLACEMENT

SHEET 4 OF 6

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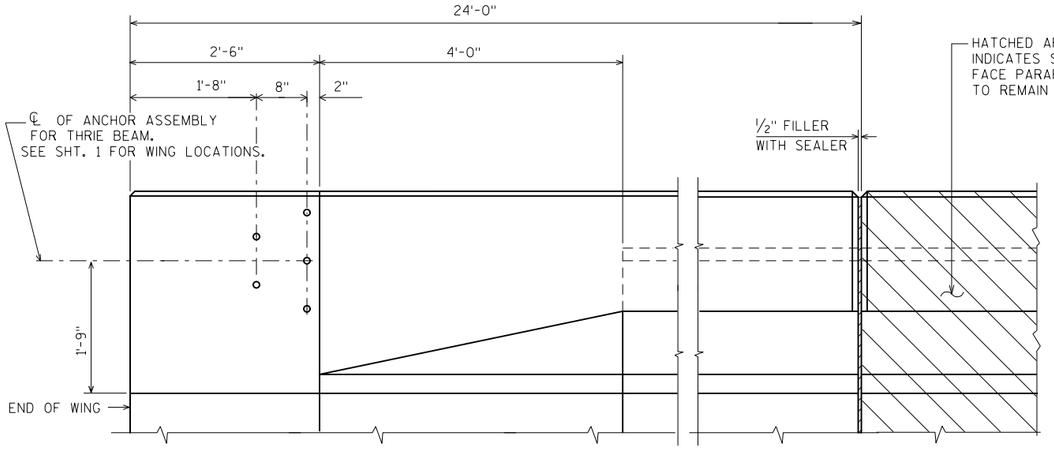
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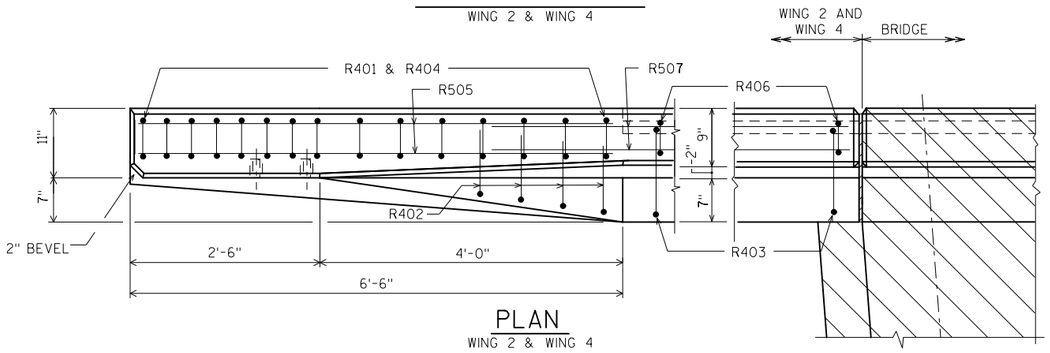
NOTE: THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE ENGLISH BAR DIAMETER SIZE.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT.



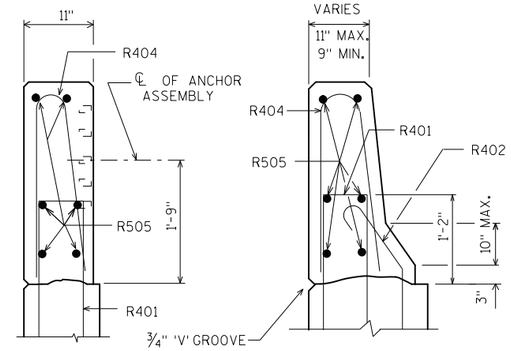
INSIDE ELEVATION

WING 2 & WING 4



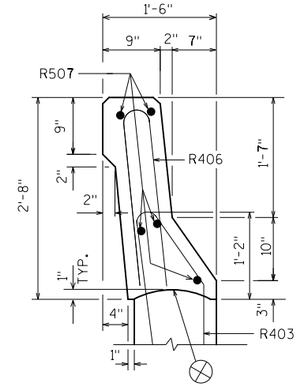
PLAN

WING 2 & WING 4

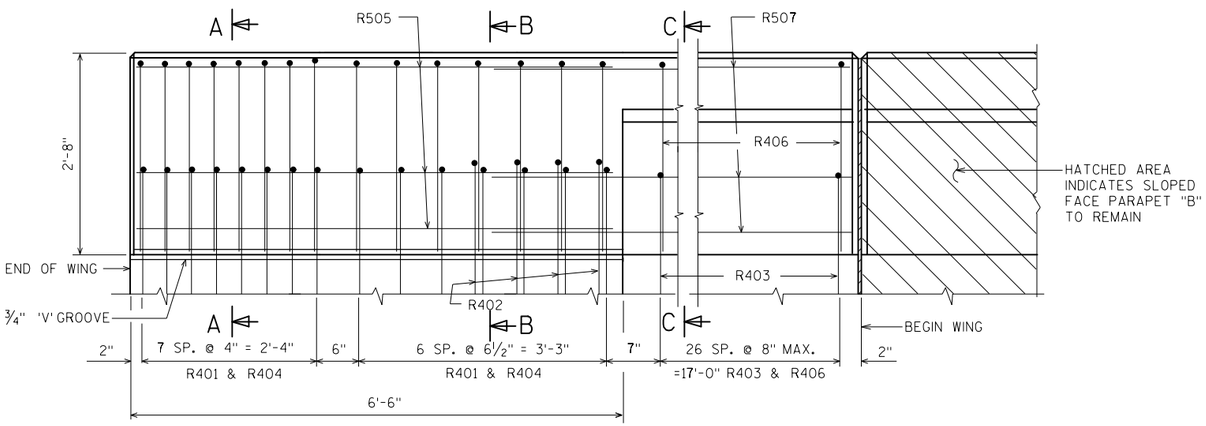


SECTION A

SECTION B



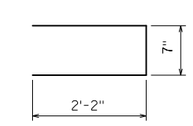
SECTION C



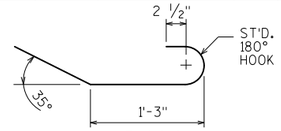
OUTSIDE ELEVATION

WING 2 & WING 4

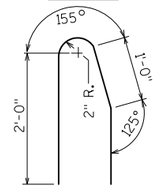
BILL OF BARS								PARAPET
BAR MARK	COAT	WING 2 REQ'D	WING 4 REQ'D.	TOTAL REQ'D.	LENGTH (FT-IN)	BAR SERIES	BENT	LOCATION
R401	X	15	15	30	4 - 9		X	WINGS STIRRUP
R402	X	4	4	8	3 - 1		X	WINGS
R403	X	27	27	54	4 - 9		X	WINGS STIRRUP
R404	X	15	15	30	4 - 9		X	WINGS
R505	X	6	6	12	6 - 2			WINGS
R406	X	27	27	54	4 - 10		X	WINGS
R507	X	5	5	10	19 - 5			WINGS



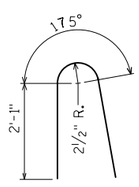
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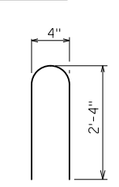
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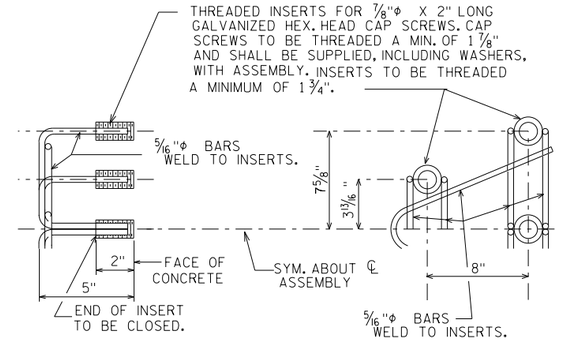
R403



R404



R406



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX. HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

⊗ CONST. JOINT - STRIKE OFF AS SHOWN.

NOTE:

THIS SHEET IS DERIVED FROM WISCONSIN STANDARD DETAIL INSERT SHEET FOR SLOPED FACE PARAPET "B" AND EDITED TO FOR USE IN THIS PLAN SET AND BRIDGE B-10-72. SEE SHEET 1 FOR ORIENTATION AND LOCATION OF WING 2 & WING 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-10-72

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SLOPED FACE PARAPET "B"

SHEET 5 OF 6

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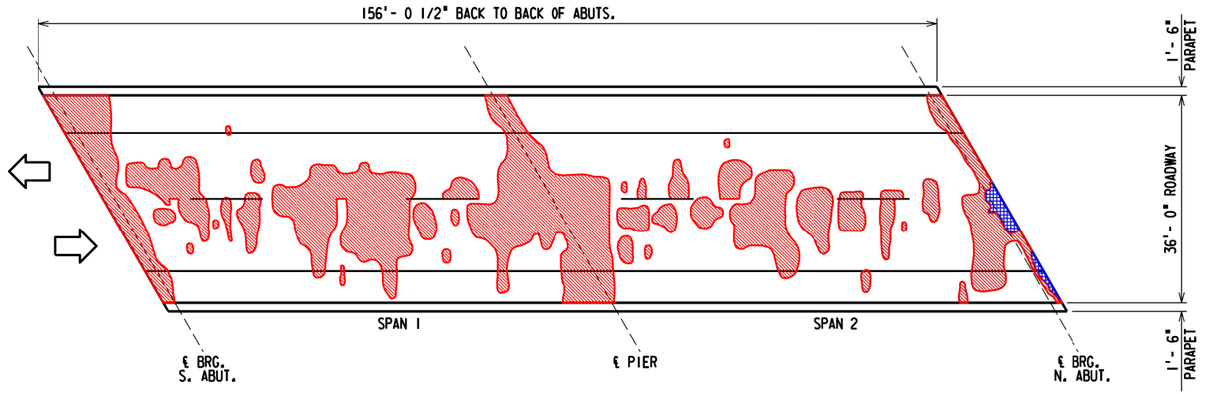
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STATE PROJECT NUMBER

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PLAN

INFRARED THERMOGRAPHIC SURVEY RESULTS

FIELD OBSERVATIONS SUMMARY		STRUCTURE NO. B-10-72	
ITEM	UNIT	QUANT.	%
TOTAL AREA	ft^2	5616	
SHADE/DEBRIS	ft^2	0	
DELAMINATION	ft^2	1656	29.5
SPALL	ft^2	0	0
DEBOND	ft^2	0	0
ASPHALT PATCH	ft^2	26	0.5
PCC PATCH	ft^2	0	0

LEGEND: DELAMINATION, SPALL, DEBOND, ASPHALT PATCH, PCC PATCH, SHADE/DEBRIS

N

SCALE 0' 5' 10' 20'

SURFACE TYPE: CONCRETE OVERLAY
INFRARED INSPECTION DATE: 8/5/22

DATA COL DO/TG
ANALYSIS TC
CADD TG
CHECKED BS
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NO	REVISIONS	DRN	CHK	DATE

AECOM

INFRARED THERMOGRAPHIC INVESTIGATION OF STH 73 OVER POPPLE RIVER STRUCTURE NO. B-10-72

PREPARED FOR WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF STRUCTURES

DATE 3/2/23
PROJECT NO 60685190
FILENAME B-10-72-IR.DGN
SHEET NO 1 OF 1
DRAWING NO

FOR REFERENCE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-10-72

DRAWN BY RAD | PLANS CK'D. DKW

INFRARED THERMOGRAPHIC SURVEY RESULTS

SHEET 6 OF 6

165

8

8

PLOT DATE: 11/22/2024 PLOT TIME: 9:03:07 AM

FILE NAME : X:\LIZ\W\WITNW\163633\5-final-dsgn\5i-drawings\20-Struct\B-10-072\Sheet\bl0072_ir.dgn

C-10-1092

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
85+00.00	8500.00	0	10	8	0	0	0	0	0	0	0
86+00.00	8600.00	100	7	7	2	32	29	4	32	5	-2
86+66.60	8666.60	67	7	7	2	17	17	4	49	10	-7
87+00.00	8700.00	33	7	7	24	8	8	16	57	30	-27
87+05.65	8705.65	6	7	7	25	1	1	5	58	36	-33
87+29.09	8729.09	23	7	7	30	6	6	24	64	66	-63
87+85.67	8785.67	57	7	7	47	14	14	80	78	166	-163
88+10.66	8810.66	25	7	7	43	7	7	42	85	219	-216
88+19.40	8819.40	9	8	8	40	2	2	14	87	236	-233
88+35.64	8835.64	16	8	8	24	5	5	19	92	260	-257
88+44.38	8844.38	9	8	8	23	3	3	8	95	270	-267
88+69.36	8869.36	25	8	8	16	7	7	18	102	293	-290
88+89.87	8889.87	21	6	6	54	5	5	27	107	326	-323
89+14.63	8914.63	25	9	9	133	7	7	86	114	434	-431
89+39.58	8939.58	25	7	7	91	7	7	104	121	564	-561
89+58.83	8958.83	19	8	8	35	5	5	45	126	620	-617
89+83.81	8983.81	25	8	8	31	7	7	31	133	659	-656
89+91.87	8991.87	8	8	8	28	2	2	9	135	670	-667
90+08.79	9008.79	17	8	8	41	5	5	22	140	698	-695
90+16.86	9016.86	8	8	8	48	2	2	13	142	714	-711
90+41.88	9041.88	25	7	7	60	7	7	50	149	776	-773
90+89.82	9089.82	48	7	7	20	12	12	71	161	865	-862
91+25.10	9125.10	35	7	7	7	9	9	17	170	886	-883
91+64.24	9164.24	39	7	7	0	10	10	5	180	893	-890

WAYSIDE

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
236+05.42	23605.42	0	6	6	6	0	0	0	0	0	0
236+25.00	23625.00	20	8	8	10	5	5	6	5	8	-8
236+50.00	23650.00	25	15	8	17	11	7	12	16	23	-19
236+75.00	23675.00	25	24	8	25	18	8	20	34	48	-34
237+00.00	23700.00	25	36	8	34	28	8	28	62	83	-49
237+25.00	23725.00	25	52	8	46	41	8	37	103	129	-62
237+50.00	23750.00	25	67	8	66	55	8	52	158	194	-80
237+75.00	23775.00	25	74	8	77	65	8	66	223	276	-105
238+00.00	23800.00	25	79	8	83	71	8	74	294	369	-135
238+25.00	23825.00	25	79	8	77	73	8	74	367	461	-162
238+50.00	23850.00	25	32	8	82	52	8	74	419	554	-211
238+51.40	23851.40	1	31	8	83	2	0	4	421	559	-214
238+58.43	23858.43	7	24	8	79	7	2	21	428	585	-235
238+75.00	23875.00	17	16	8	58	12	5	42	440	638	-281
239+00.00	23900.00	25	29	8	36	21	8	44	461	693	-323
239+25.00	23925.00	25	33	8	19	29	8	26	490	725	-334
239+50.00	23950.00	25	30	8	23	29	8	19	519	749	-337
239+75.00	23975.00	25	34	8	17	30	8	18	549	771	-337
240+00.00	24000.00	25	29	8	13	29	8	14	578	789	-334
240+25.00	24025.00	25	21	8	16	23	8	13	601	805	-335
240+39.33	24039.33	14	21	8	15	11	4	8	612	815	-338

B-10-0072

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
240+78.90	24078.90	0	6	6	13	0	0	0	0	0	0
241+16.00	24116.00	37	8	8	35	10	10	33	10	41	-41
241+44.26	24144.26	28	7	7	55	8	8	47	18	100	-100
241+61.00	24161.00	17	6	6	73	4	4	40	22	150	-150
241+69.24	24169.24	8	6	6	85	2	2	24	24	180	-180
241+85.98	24185.98	17	6	6	77	4	4	50	28	243	-243
241+94.22	24194.22	8	6	6	49	2	2	19	30	266	-266
241+97.34	24197.34	3	6	6	44	1	1	5	31	273	-273
242+10.96	24210.96	14	20	8	50	7	4	24	38	303	-300
242+14.08	24214.08	3	23	8	58	2	1	6	40	310	-306
242+47.37	24247.37	33	7	7	76	18	9	83	58	414	-401
242+51.00	24251.00	4	7	7	82	1	1	11	59	428	-415
242+84.27	24284.27	33	13	8	153	13	9	145	72	609	-592
244+31.66	24431.66	147	37	8	150	136	44	828	208	1644	-1535
244+65.43	24465.43	34	14	8	103	32	10	158	240	1841	-1710
244+68.56	24468.56	3	16	8	103	2	1	12	242	1856	-1724
245+18.58	24518.58	50	11	8	109	24	15	196	266	2101	-1960
245+21.70	24521.70	3	9	8	103	1	1	12	267	2116	-1975
245+27.36	24527.36	6	7	7	103	2	2	22	269	2144	-2003
245+30.48	24530.48	3	8	8	104	1	1	12	270	2159	-2018
245+46.69	24546.69	16	18	8	103	8	5	62	278	2236	-2092
245+55.47	24555.47	9	82	8	105	16	3	34	294	2279	-2122
245+71.67	24571.67	16	166	8	104	74	5	63	368	2358	-2132
245+80.45	24580.45	9	186	8	99	57	3	33	425	2399	-2119
246+25.43	24625.43	45	151	8	42	280	14	117	705	2545	-1999
246+47.23	24647.23	22	114	8	23	107	7	26	812	2578	-1932
246+61.59	24661.59	14	83	8	17	52	4	11	864	2591	-1897
247+05.74	24705.74	44	6	6	3	74	12	16	938	2611	-1855

9

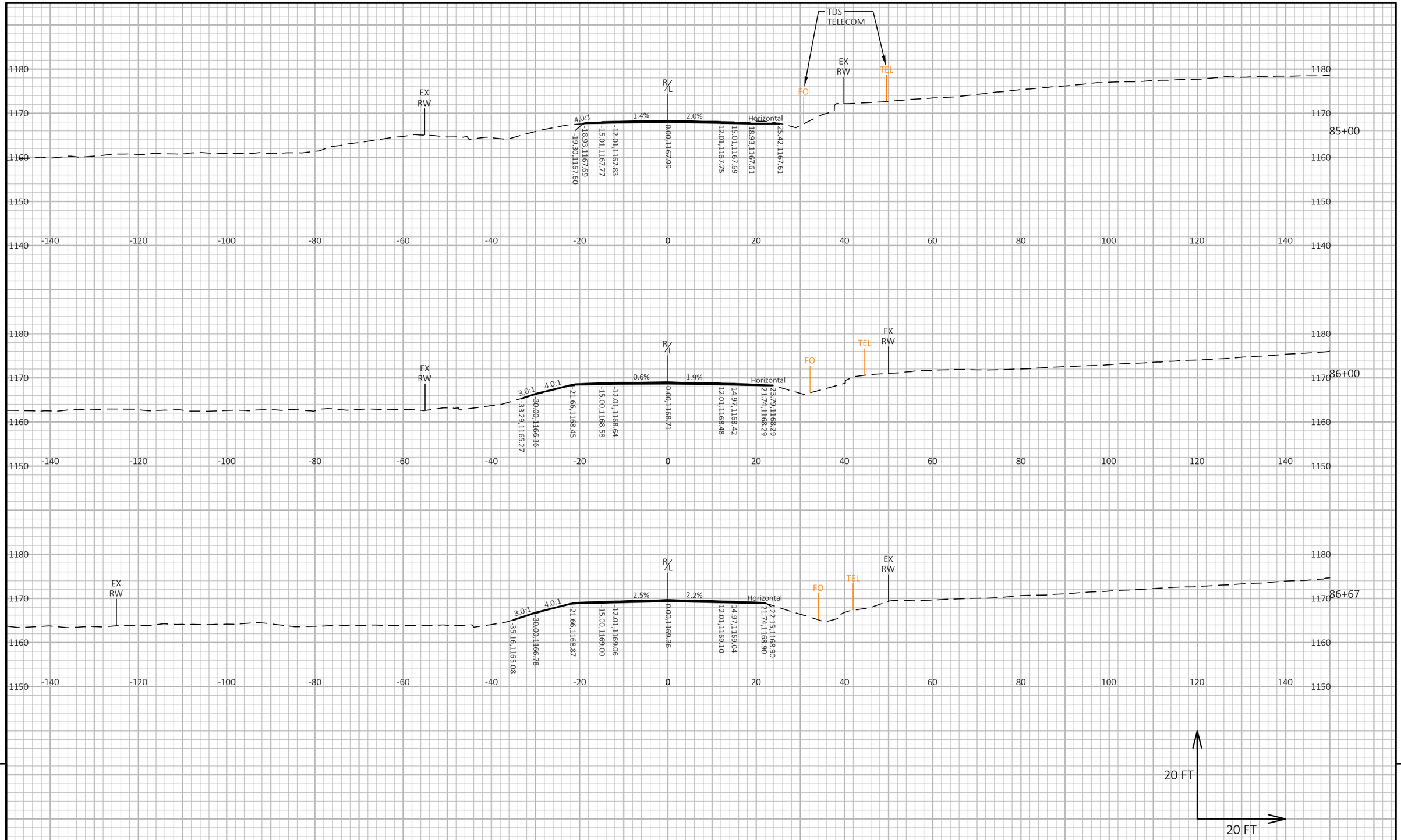
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PROJECT NO: 7050-00-72 | HWY: STH 73 | COUNTY: CLARK | EARTHWORK DATA | SHEET 167 | E

FILE NAME : \\EAURTOPFLPPI01\N3PUBLIC\PDS\C3D\70500002\DESIGN\QUANTITIES\EW_DATA.DWG
LAYOUT NAME - 02

PLOT DATE : 9/19/2024 6:37 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49



9

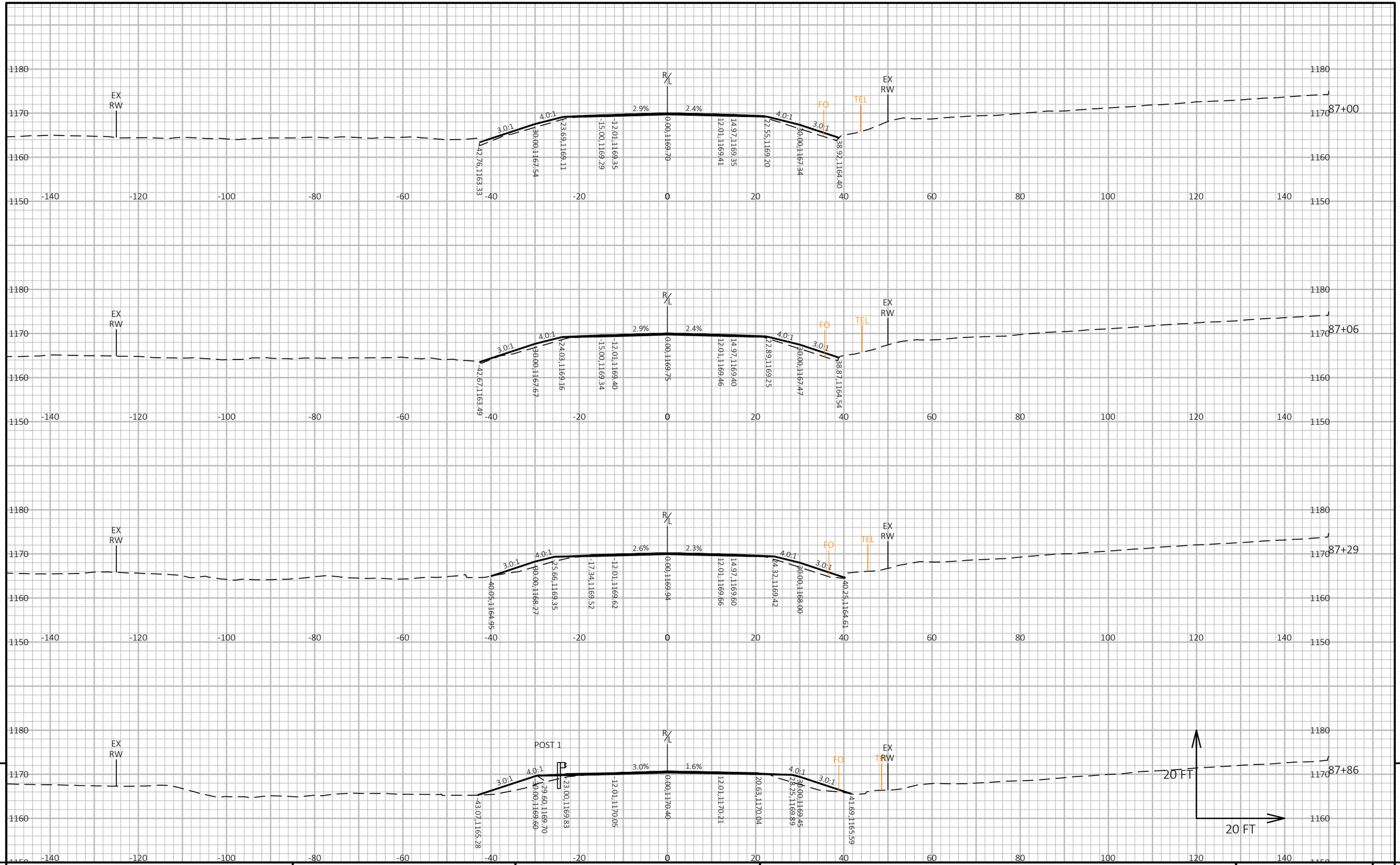
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 168	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092._1078DWG.DWG
LAYOUT NAME - 1

PLOT DATE : 12/19/2024 12:15 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

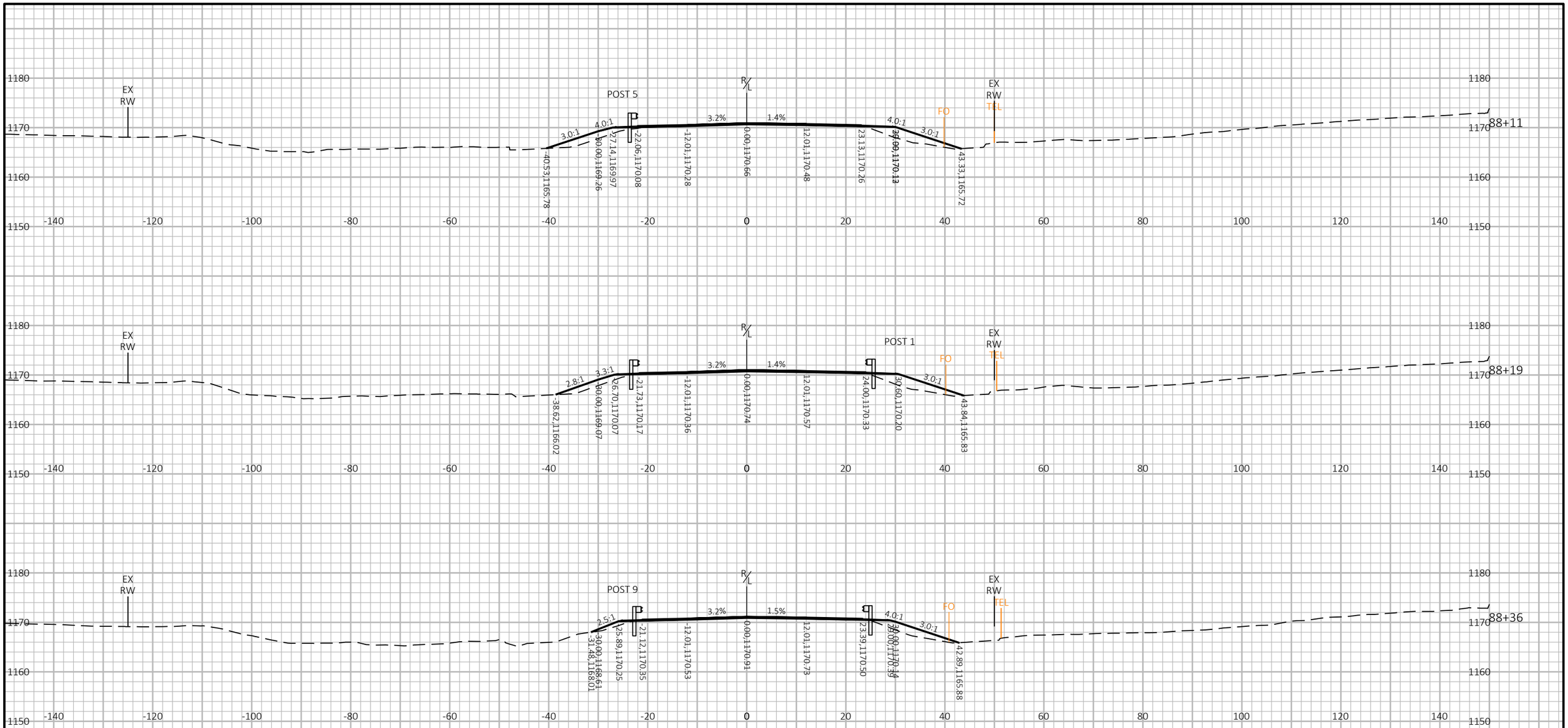
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 169	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092._1078DWG.DWG
LAYOUT NAME - 2

PLOT DATE : 12/19/2024 12:15 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

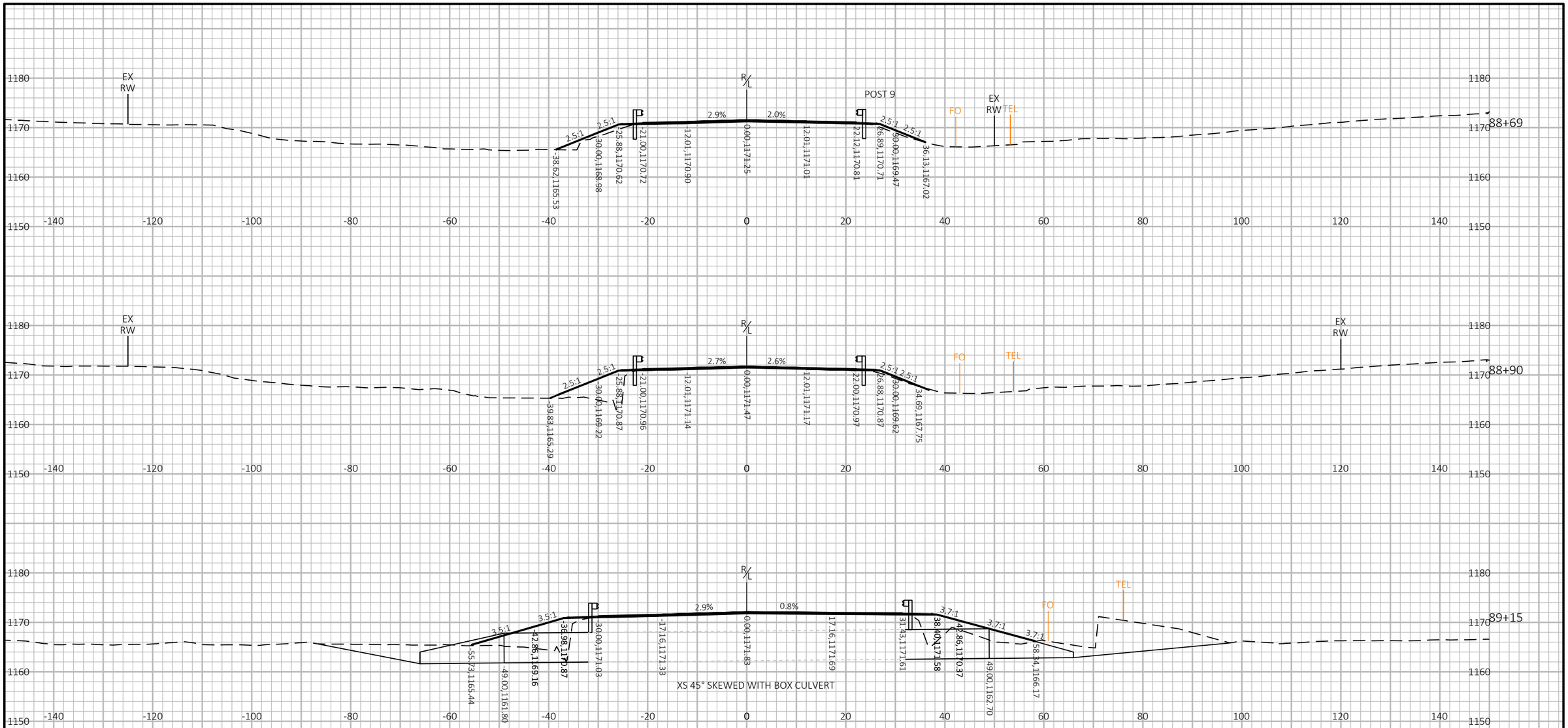
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 170	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092_1078DWG.DWG
LAYOUT NAME - 3

PLOT DATE : 12/19/2024 12:15 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 171	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092._1078DWG.DWG
LAYOUT NAME - 4

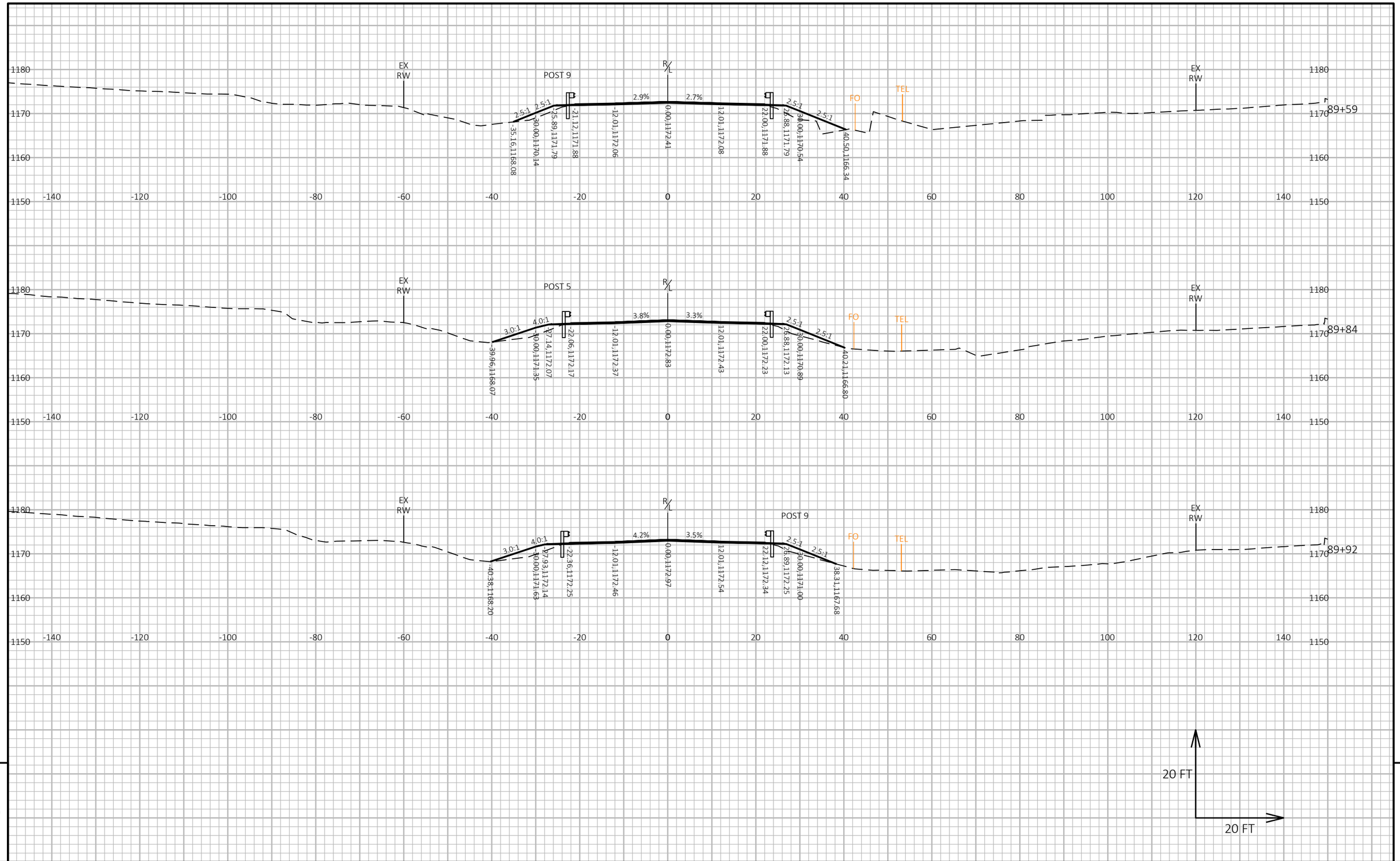
PLOT DATE : 12/19/2024 12:15 PM

PLOT BY : THAO, KOU

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



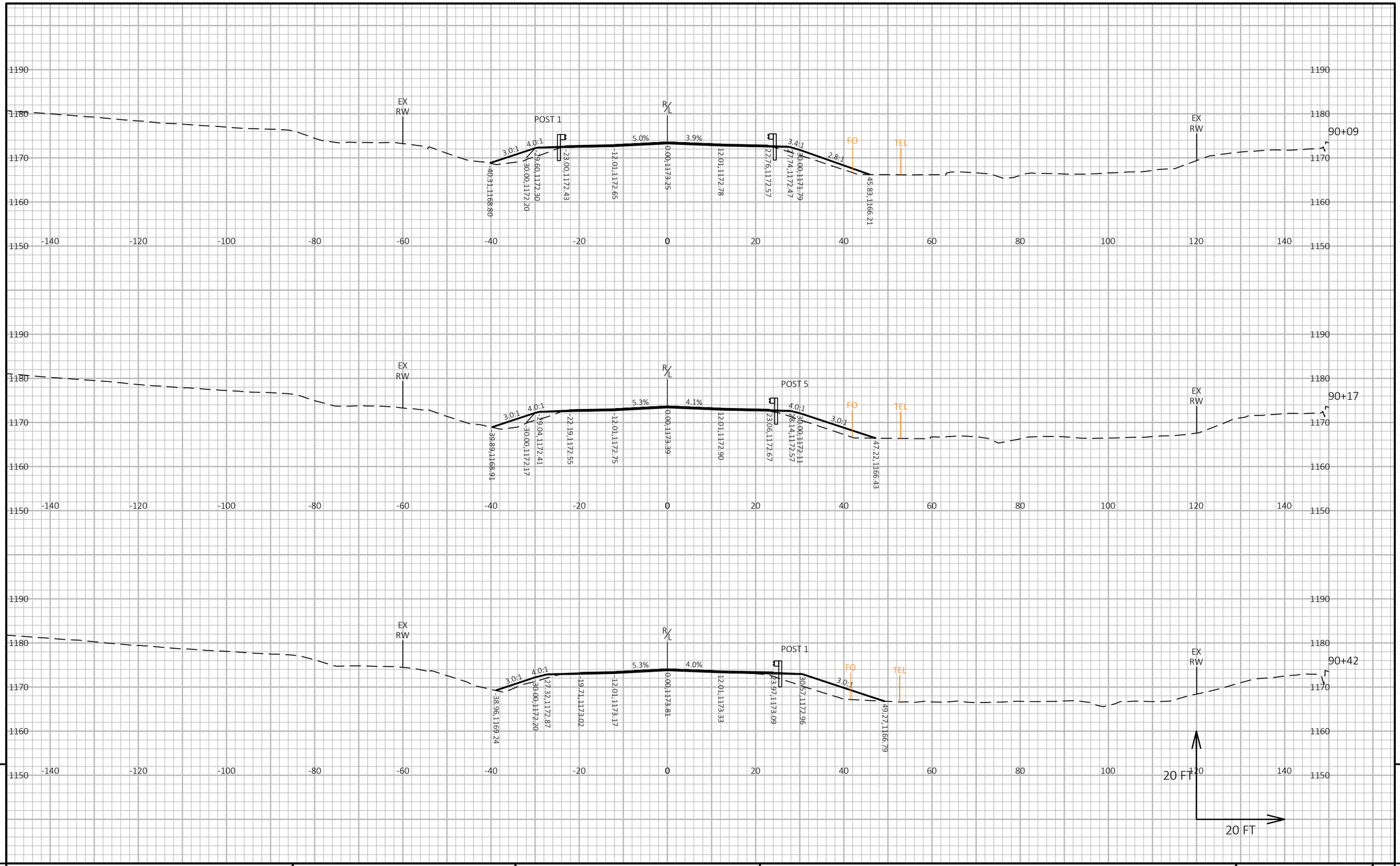
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9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 172	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092_1078DWG.DWG
LAYOUT NAME - 5

PLOT DATE : 12/19/2024 12:15 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

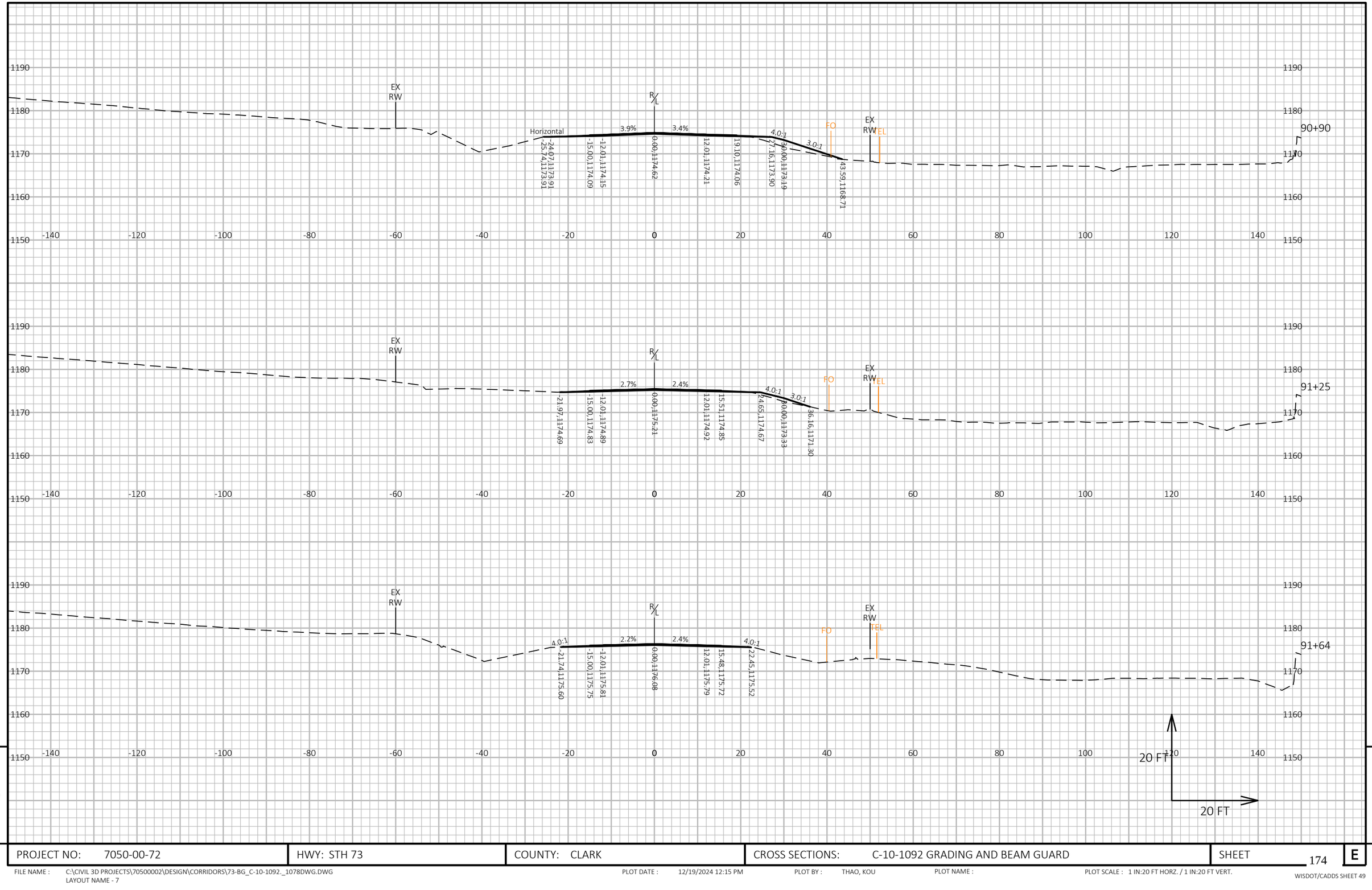


PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 173	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092._1078DWG.DWG
LAYOUT NAME - 6

PLOT DATE : 12/19/2024 12:15 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

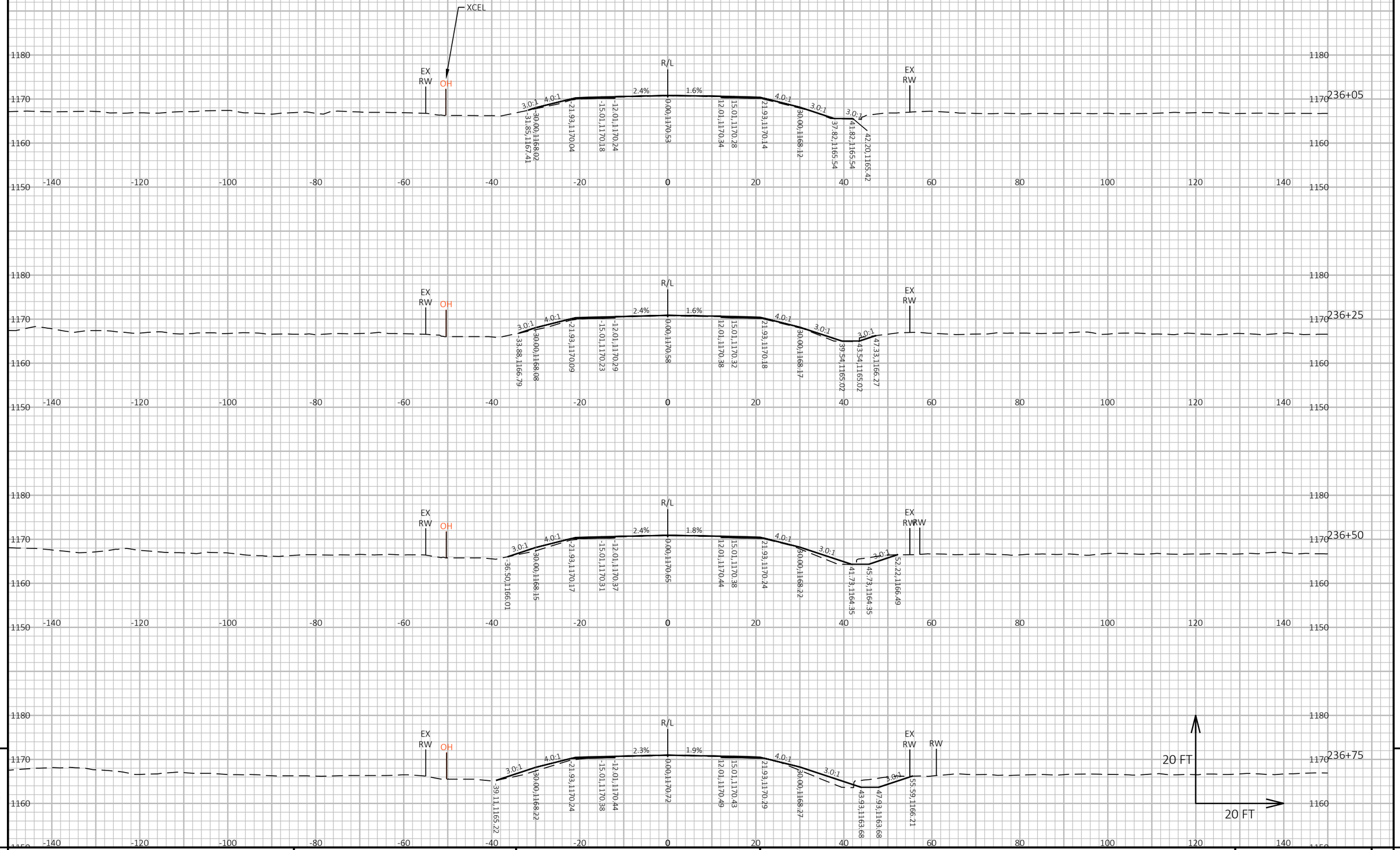
WISDOT/CADDS SHEET 49



PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: C-10-1092 GRADING AND BEAM GUARD	SHEET 174	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\CORRIDORS\73-BG_C-10-1092._1078DWG.DWG
LAYOUT NAME - 7

PLOT DATE : 12/19/2024 12:15 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 175	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG1

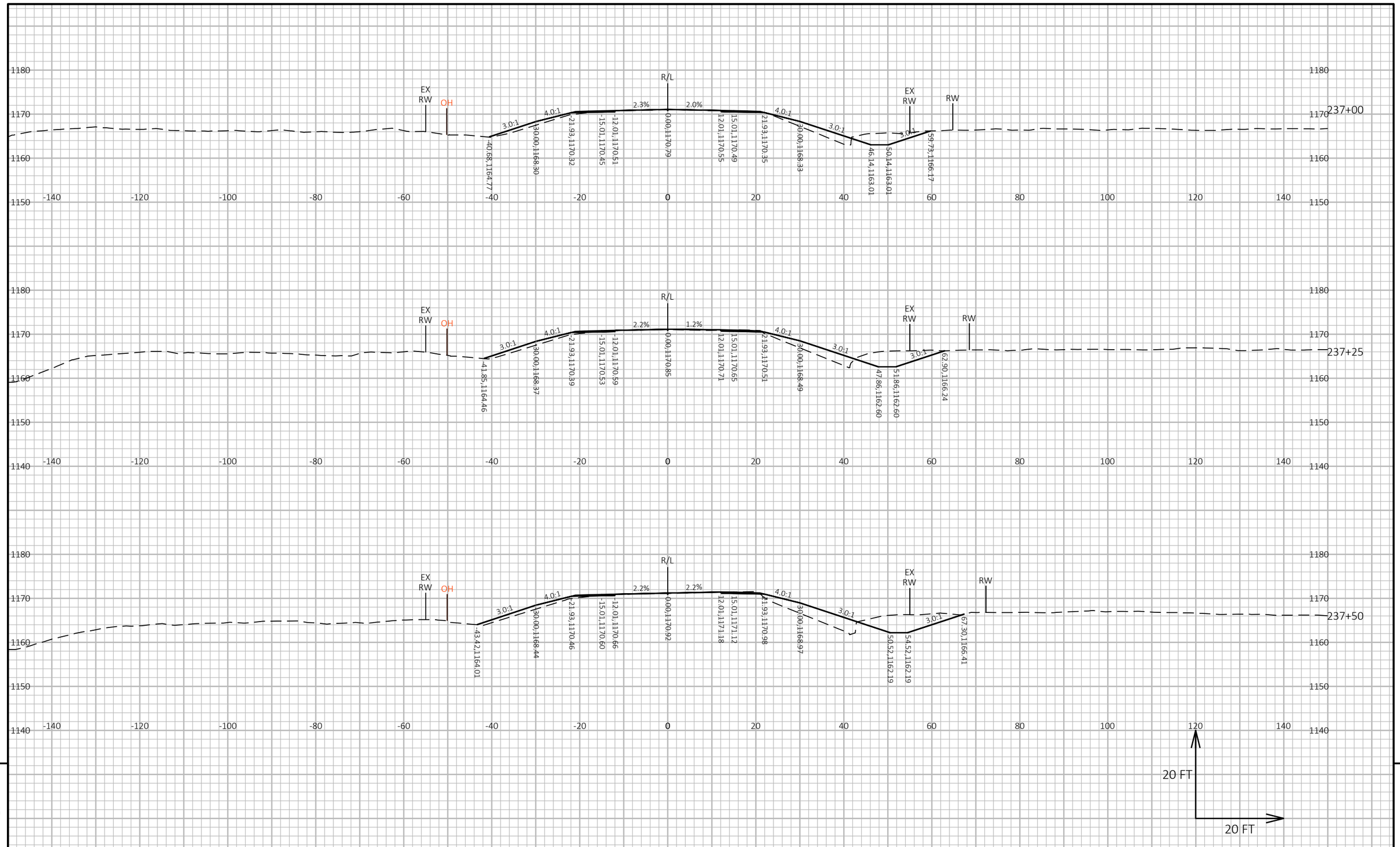
PLOT DATE : 1/4/2024 9:17 AM

PLOT BY : THAO, KOU

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 176	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG2

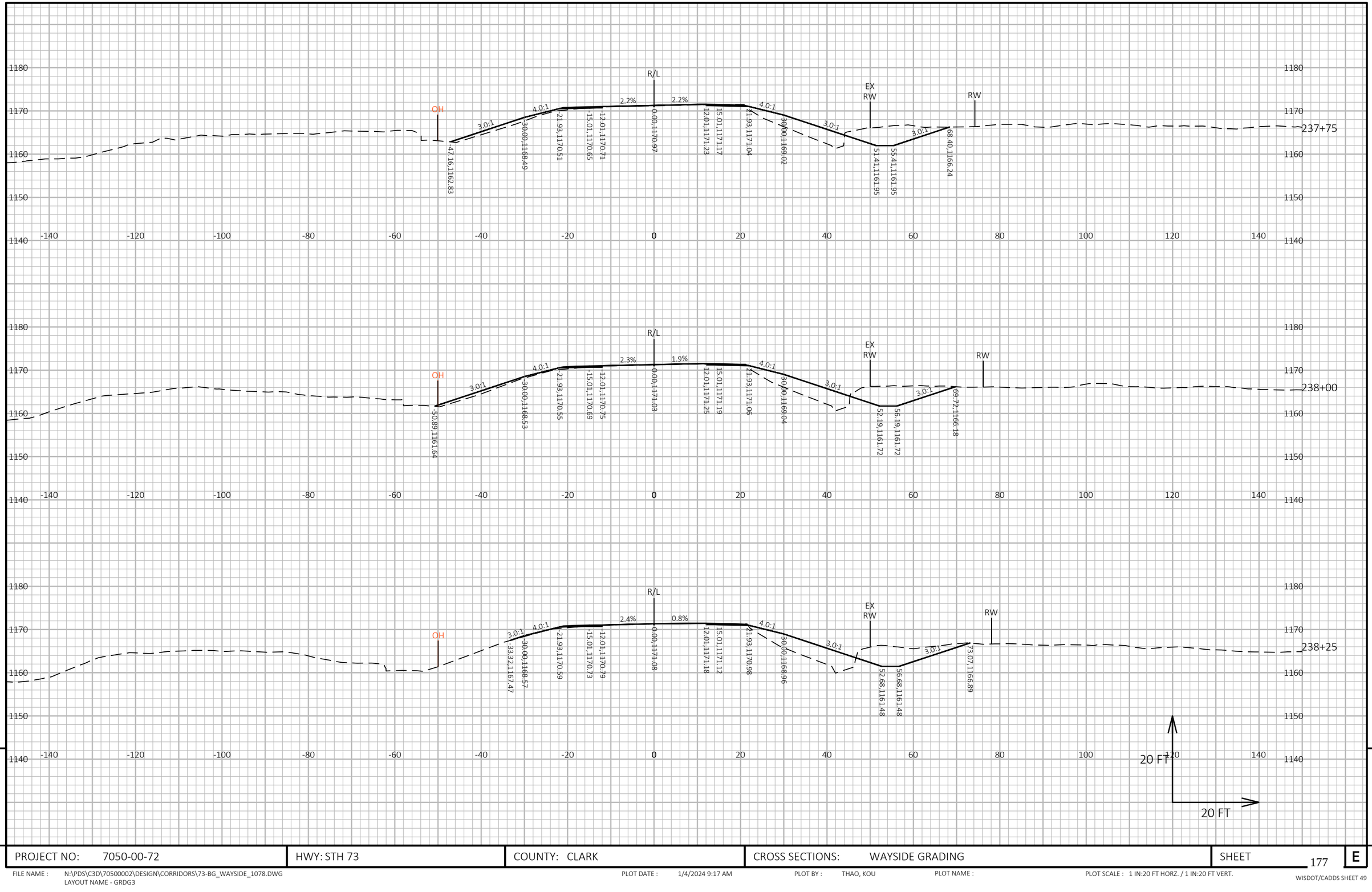
PLOT DATE : 1/4/2024 9:17 AM

PLOT BY : THAO, KOU

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

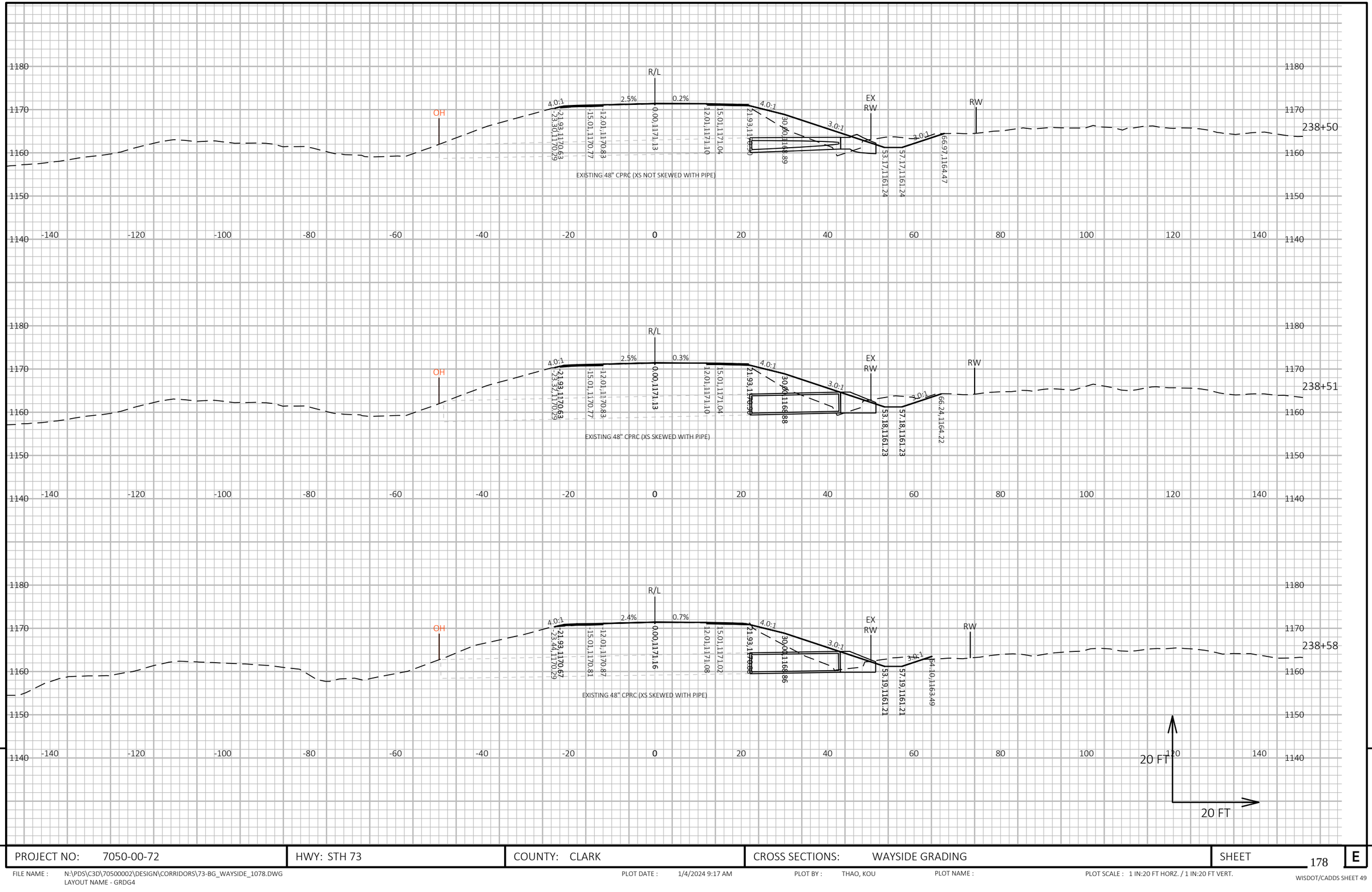


PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 177	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG3

PLOT DATE : 1/4/2024 9:17 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

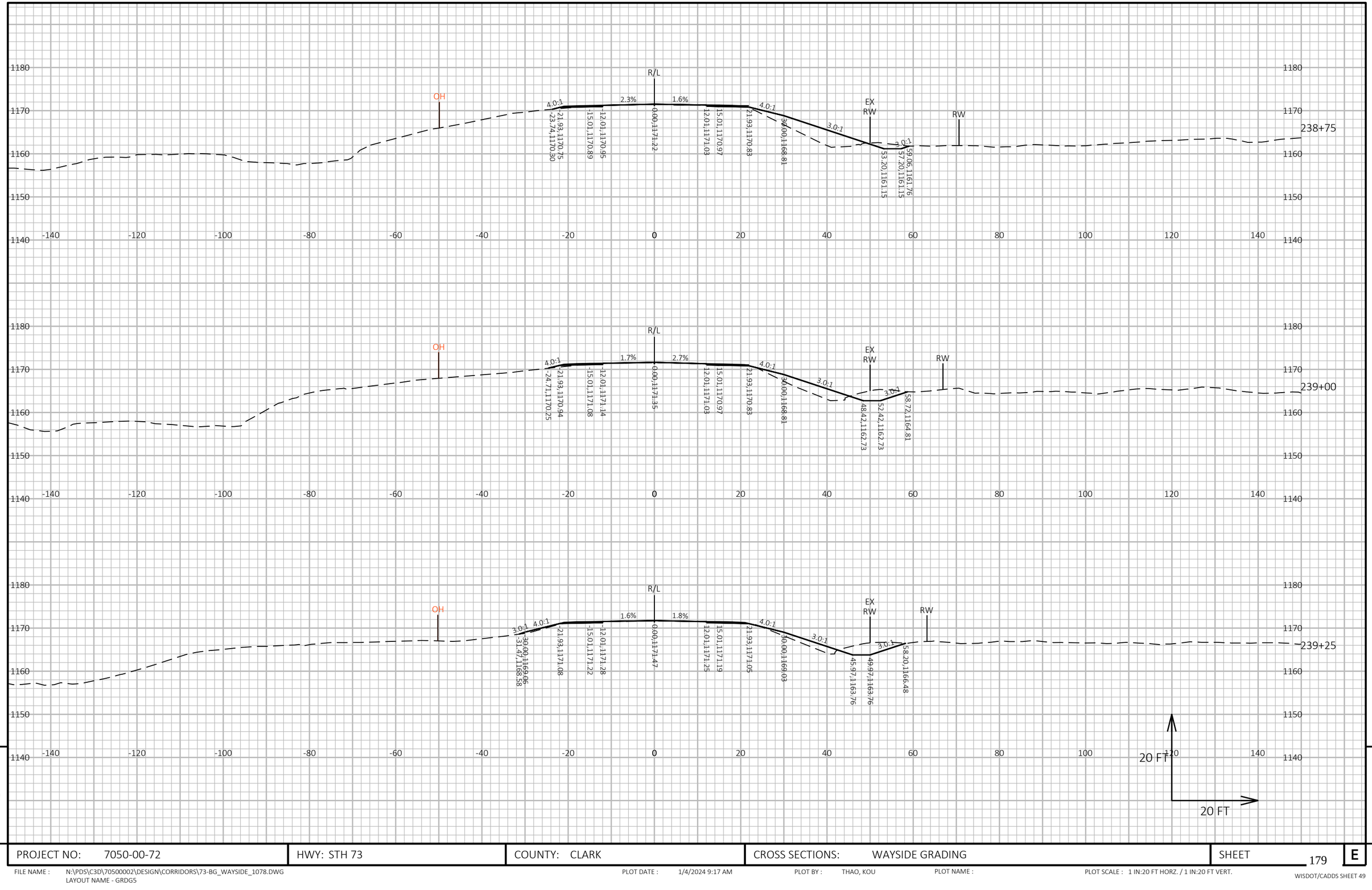
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 178	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG4

PLOT DATE : 1/4/2024 9:17 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

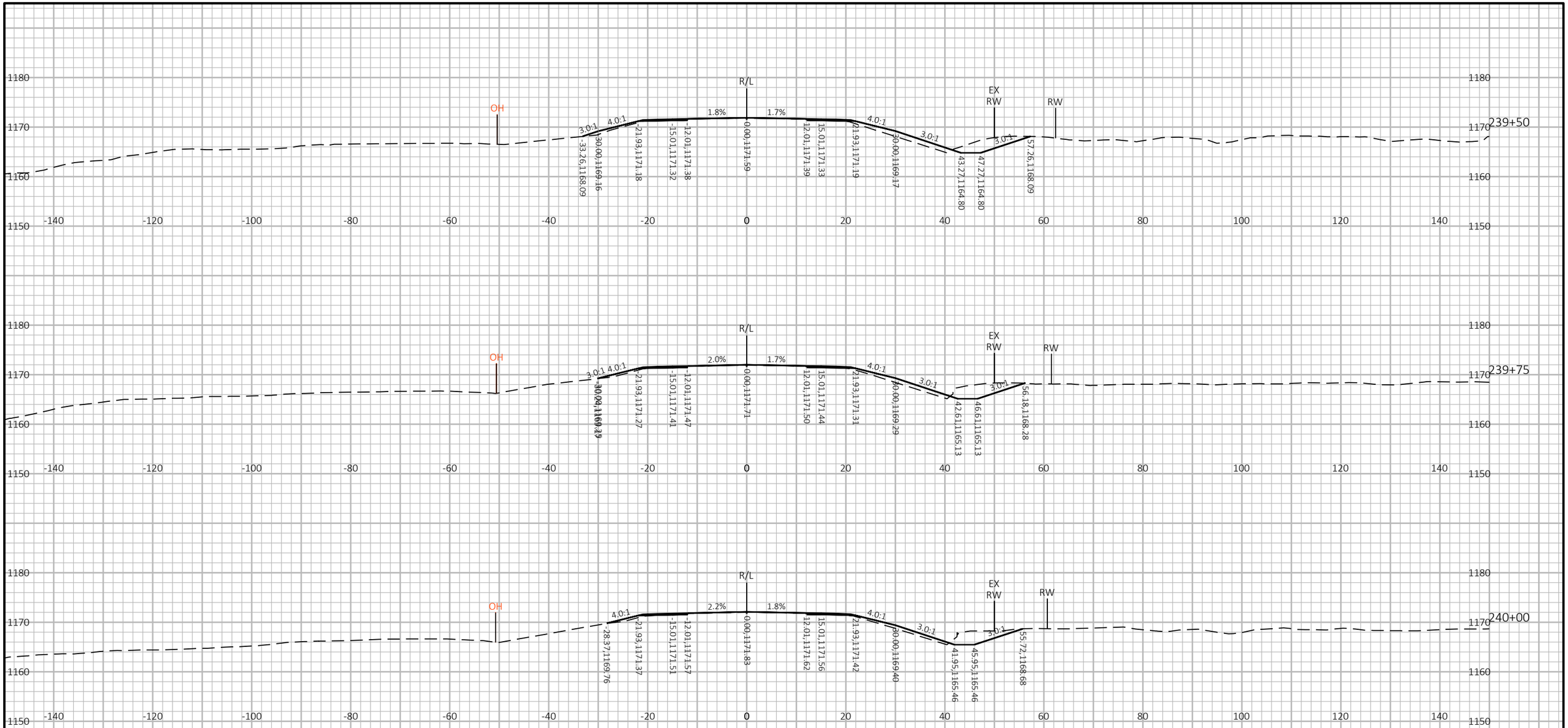
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 179	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG5

PLOT DATE : 1/4/2024 9:17 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



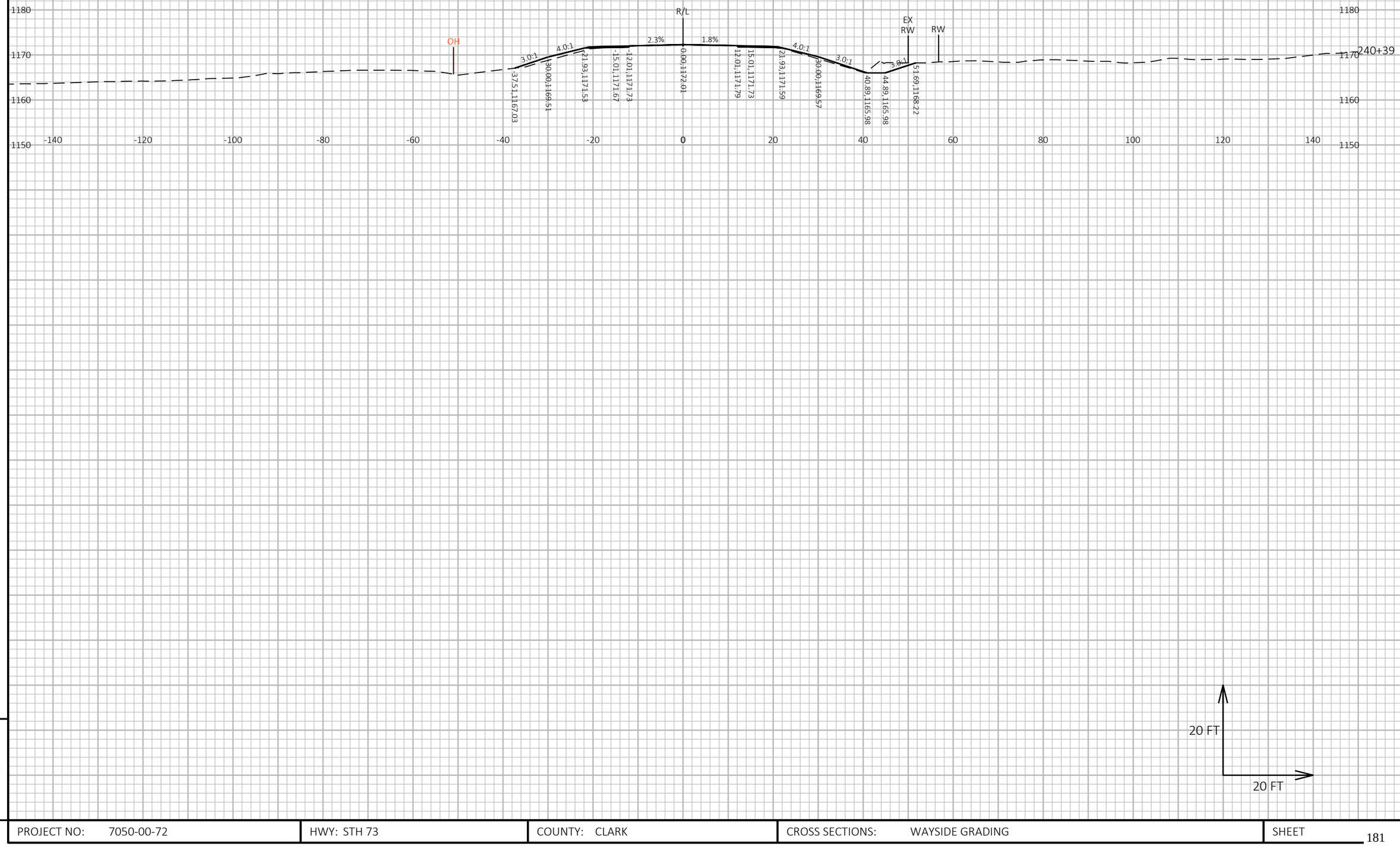
9 9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 180	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG6

PLOT DATE : 1/4/2024 9:17 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

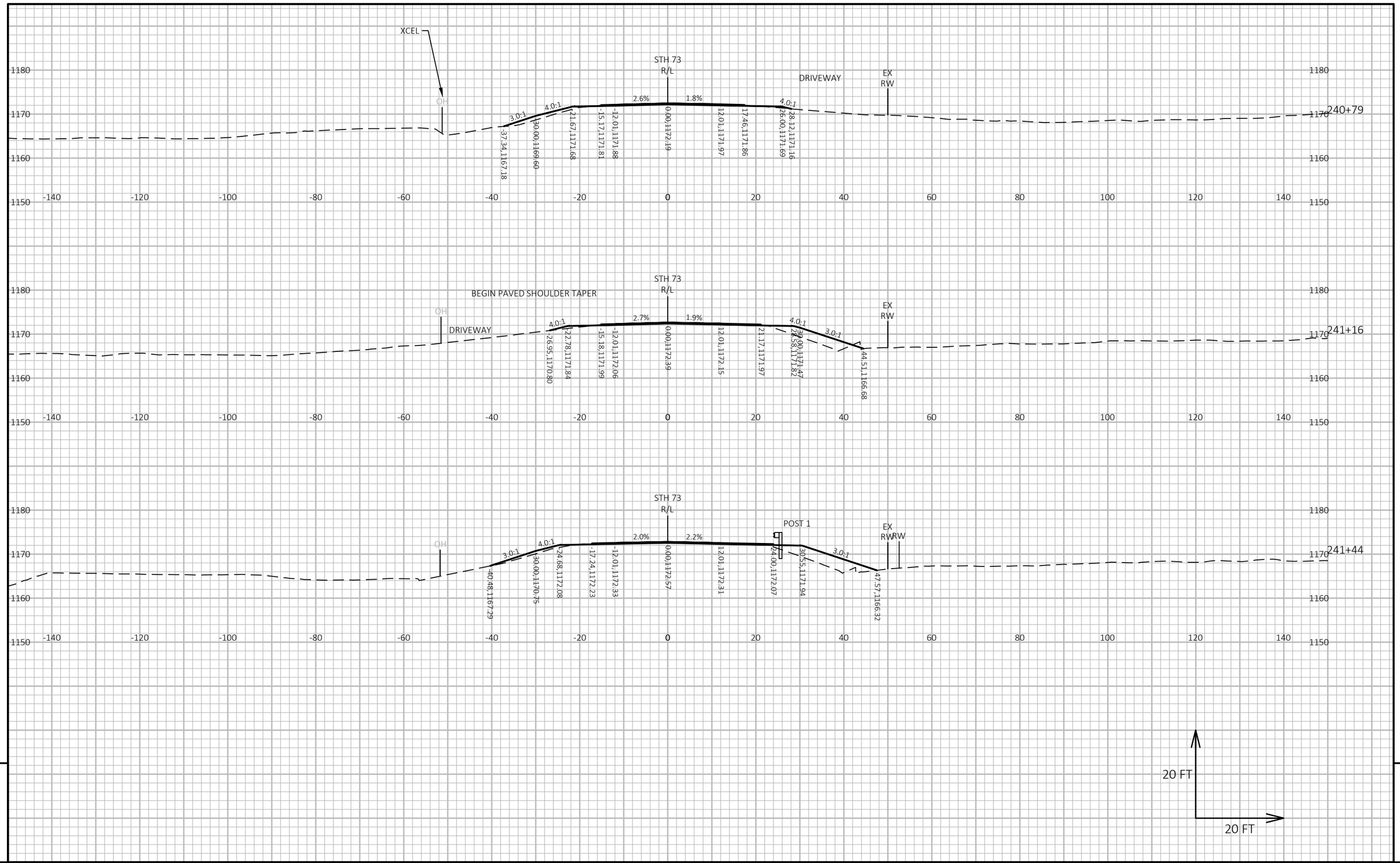


PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: WAYSIDE GRADING	SHEET 181	E

FILE NAME : N:\PDS\C3D\70500002\DESIGN\CORRIDORS\73-BG_WAYSIDE_1078.DWG
LAYOUT NAME - GRDG7

PLOT DATE : 1/4/2024 9:17 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



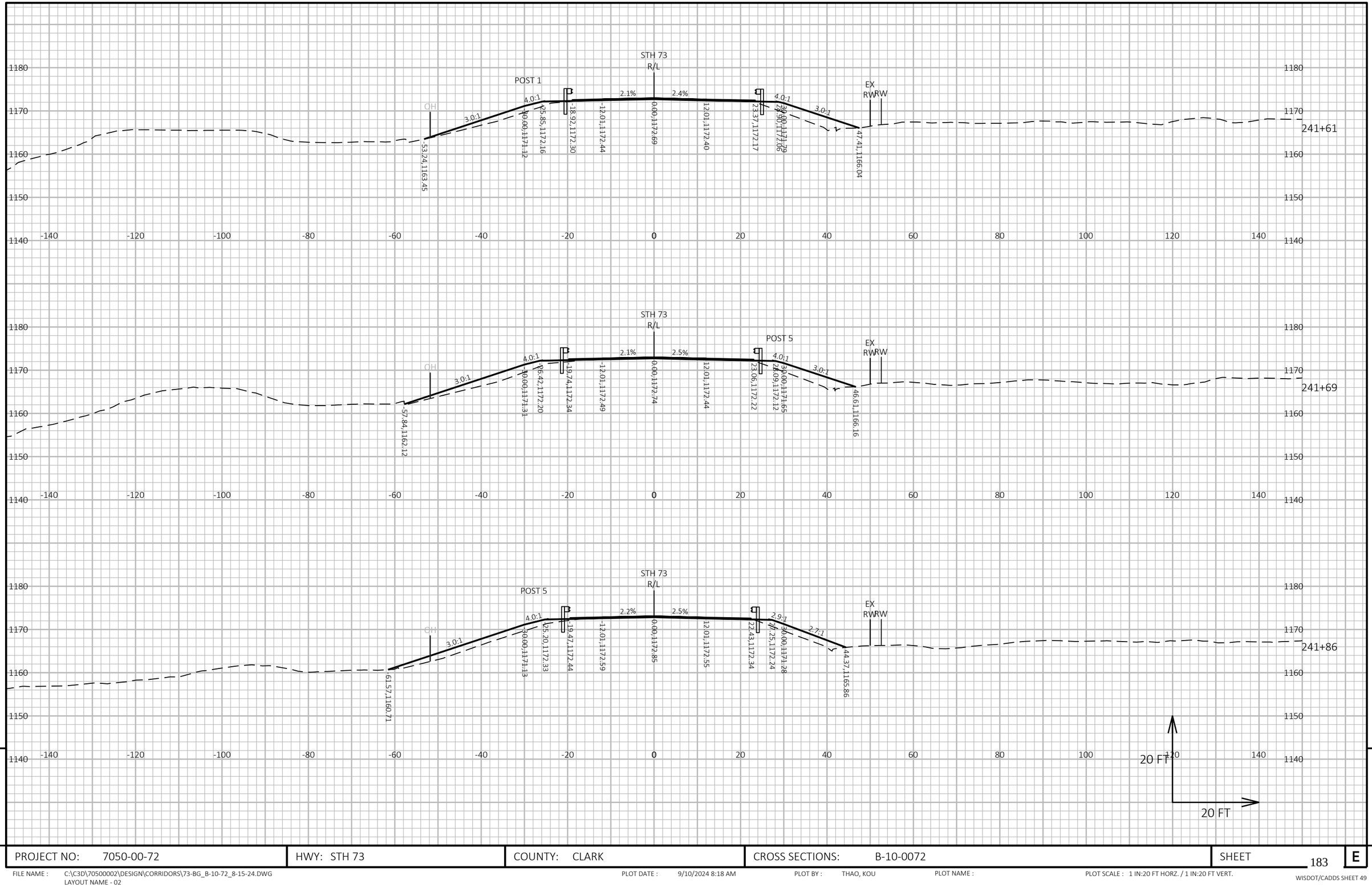
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9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 182	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 01

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

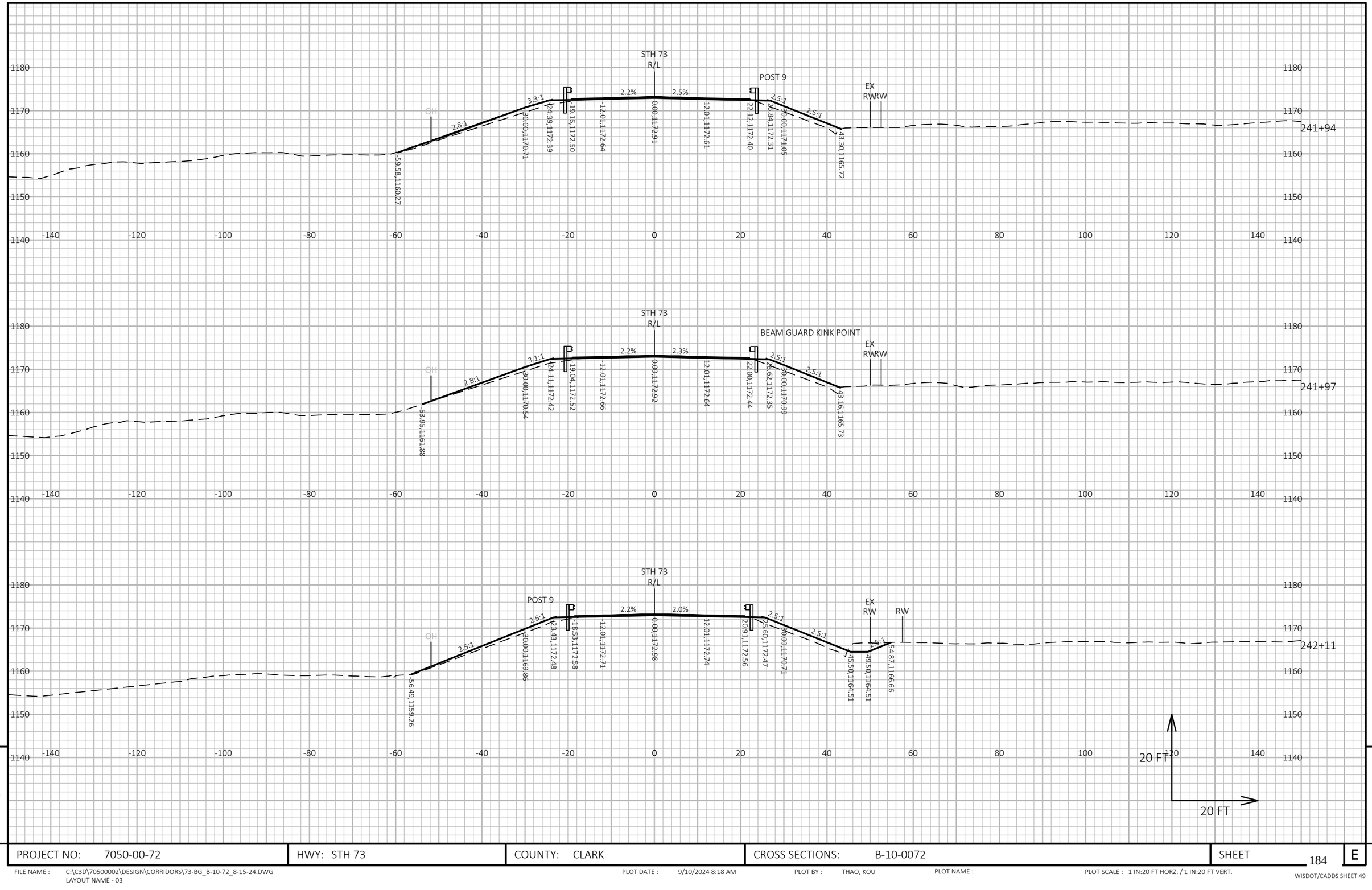
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 183	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 02

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

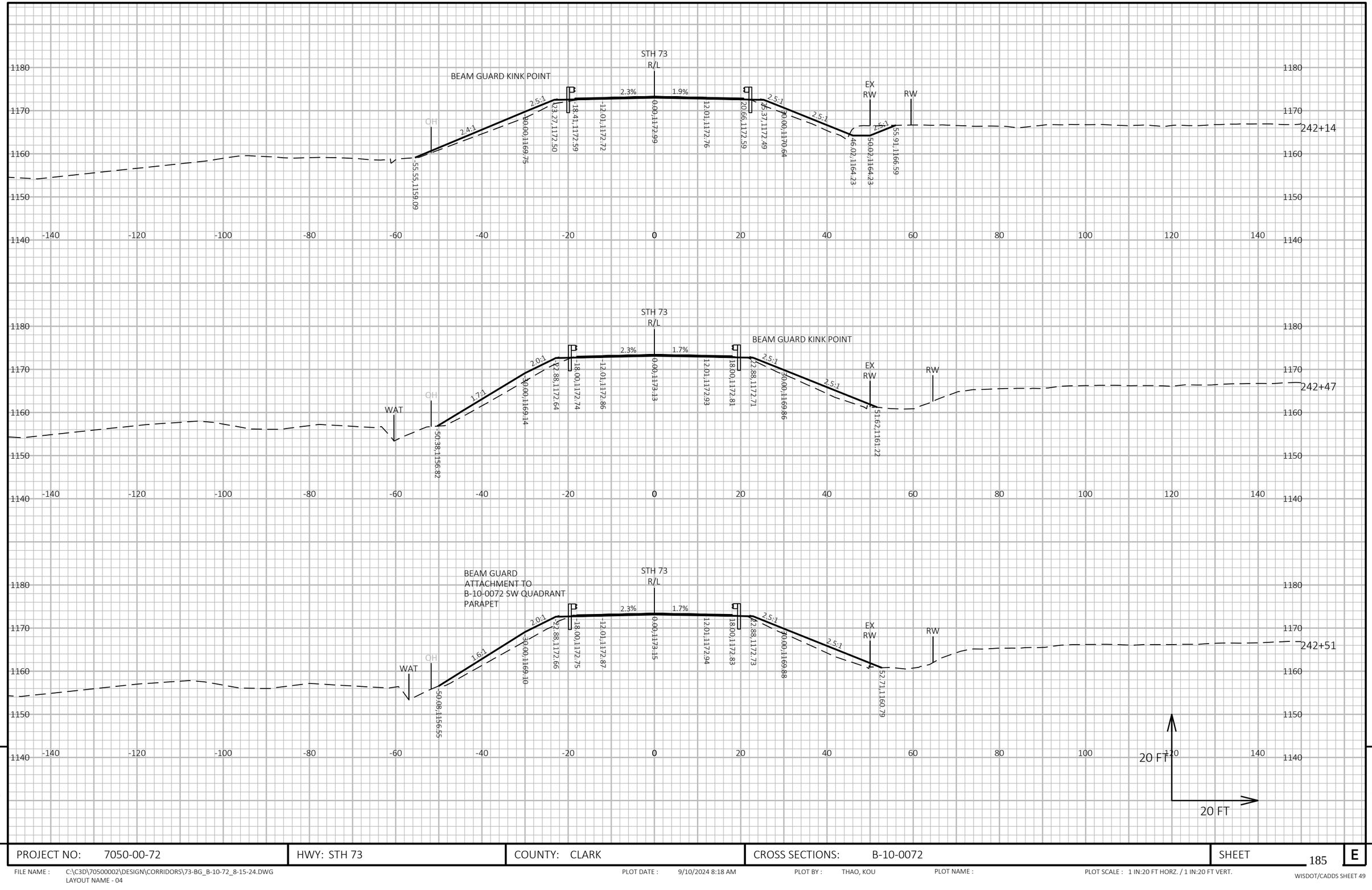
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 184	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 03

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



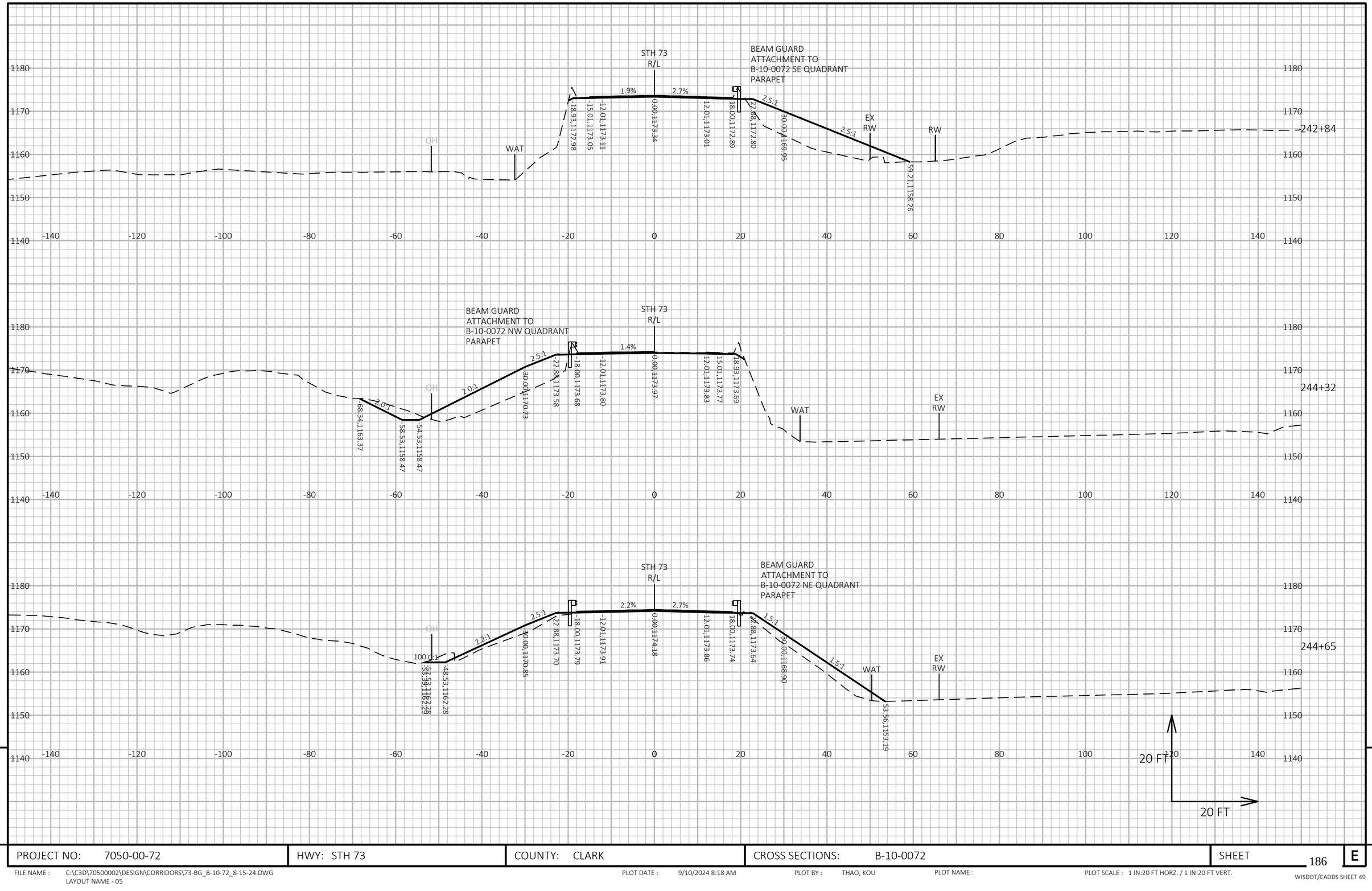
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 185	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 04

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 186	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
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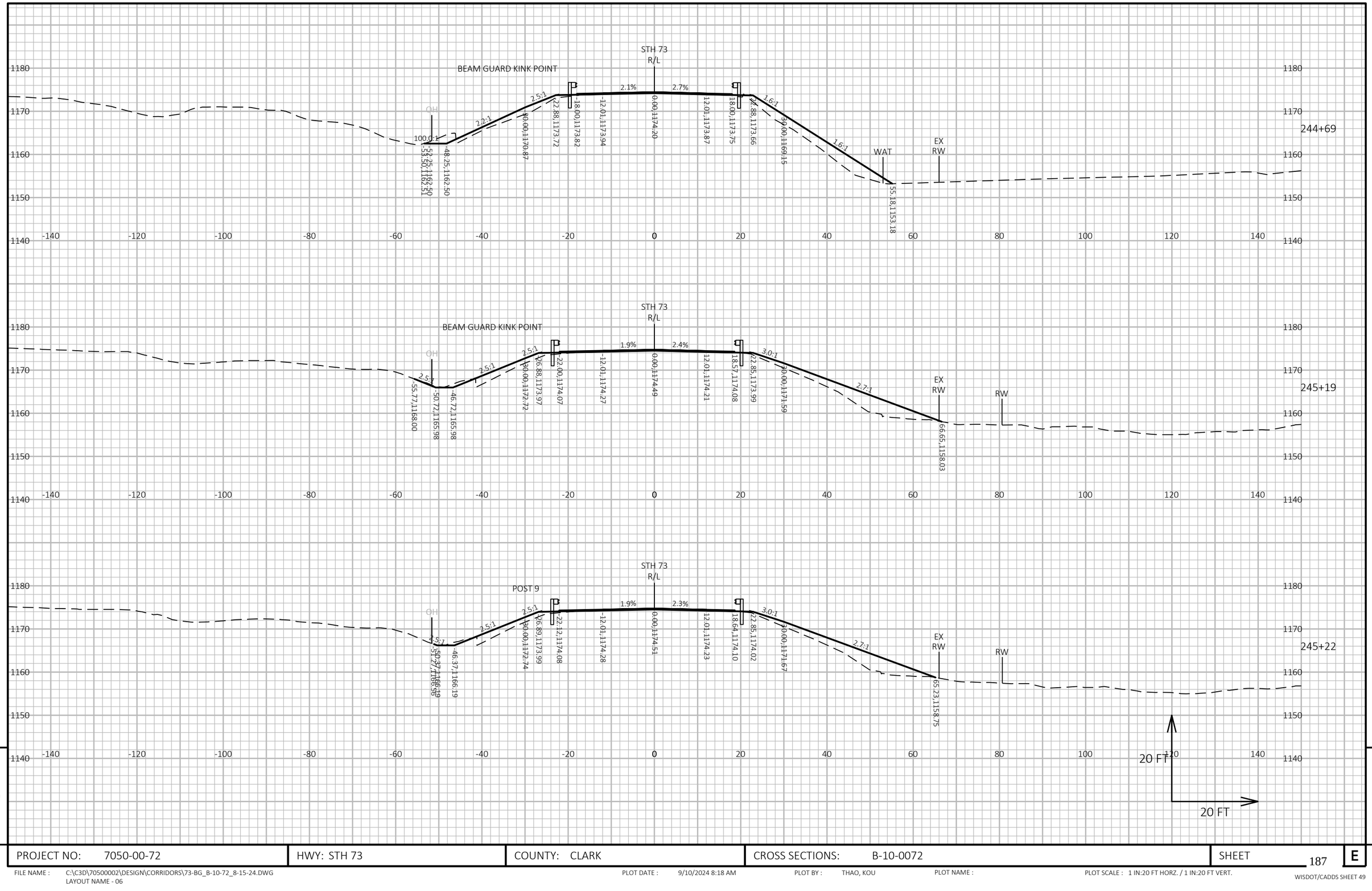
PLOT DATE : 9/10/2024 8:18 AM

PLOT BY : THAO, KOU

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



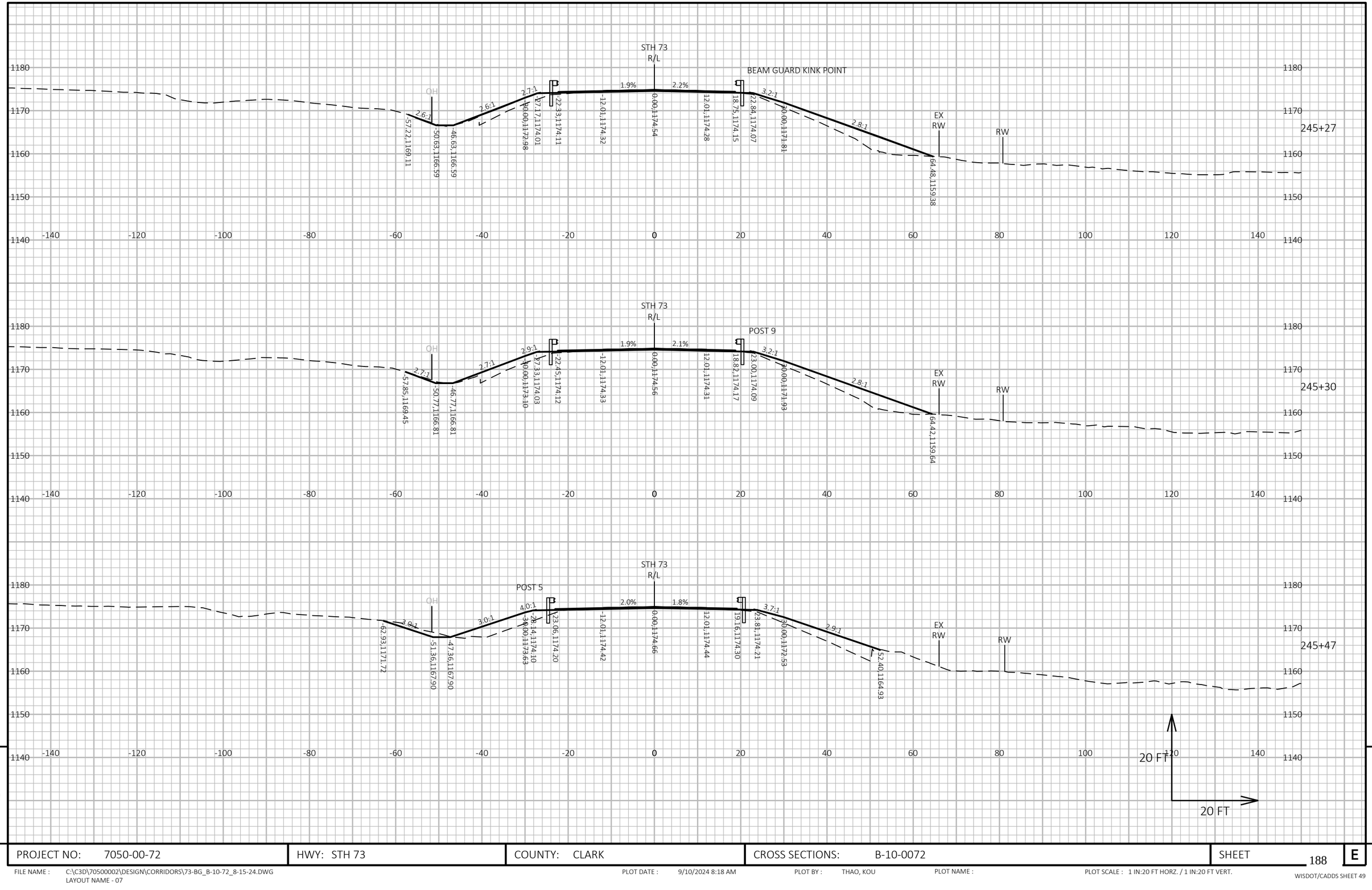
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 187 E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 06

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 188	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 07

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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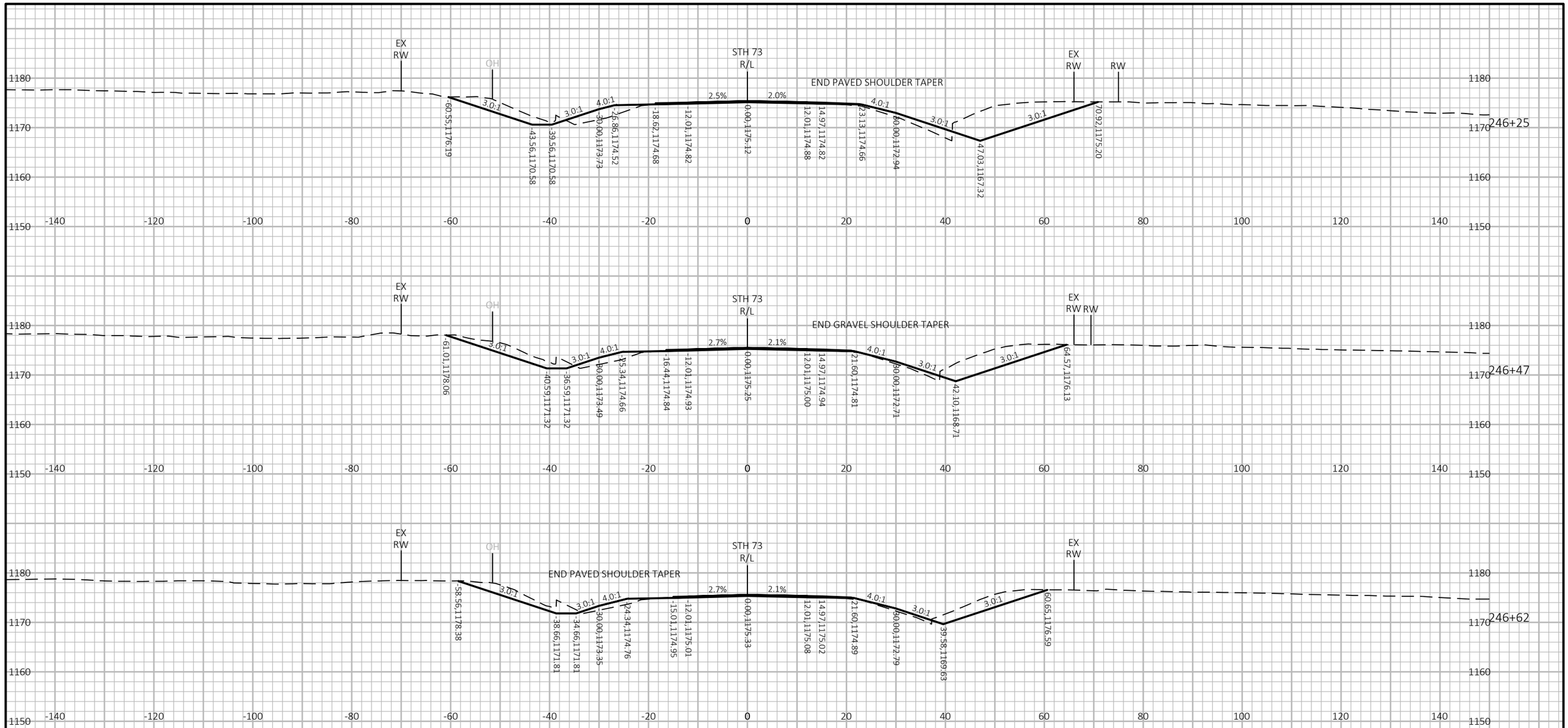
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 189	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 08

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

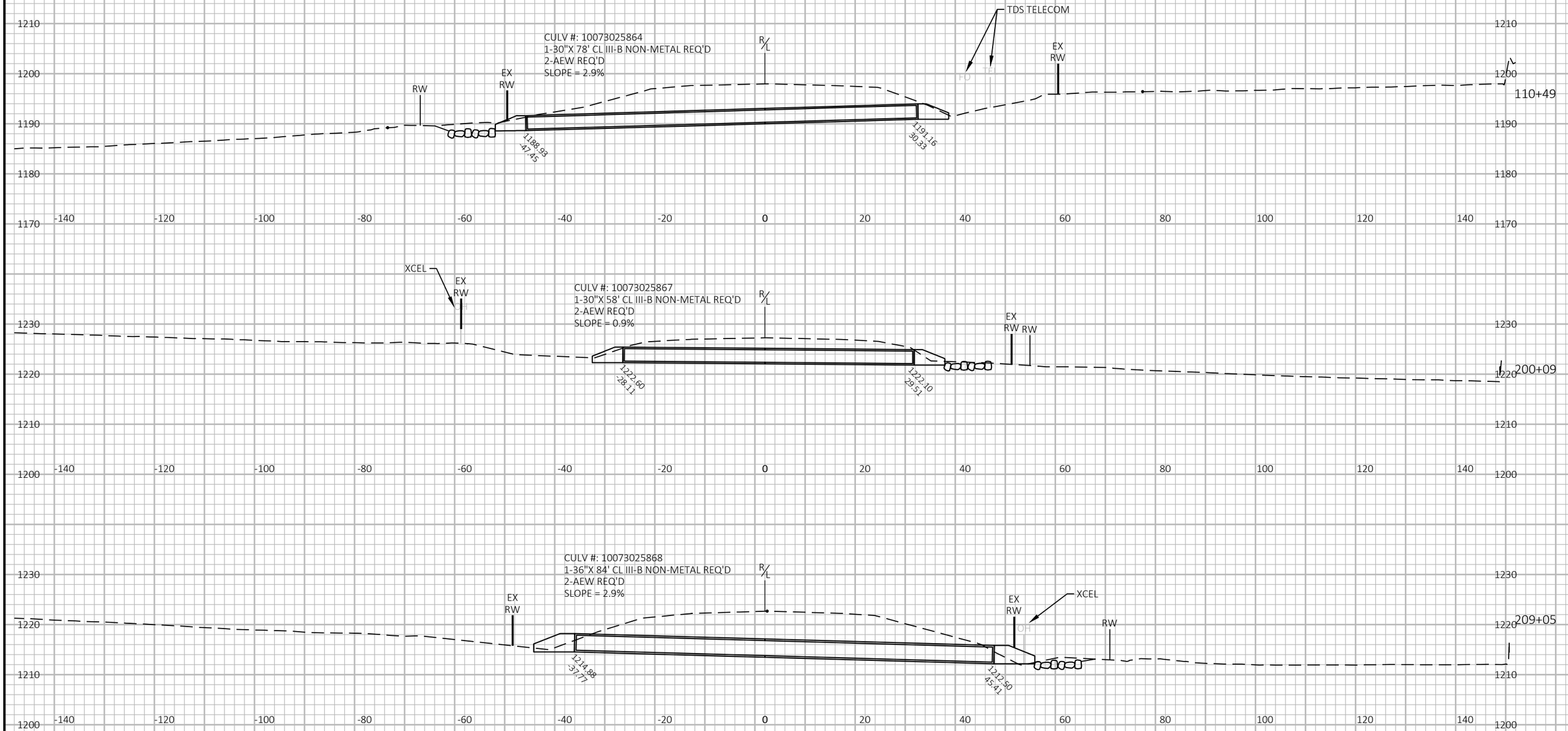
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PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: B-10-0072	SHEET 190	E

FILE NAME : C:\C3D\70500002\DESIGN\CORRIDORS\73-BG_B-10-72_8-15-24.DWG
LAYOUT NAME - 09

PLOT DATE : 9/10/2024 8:18 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

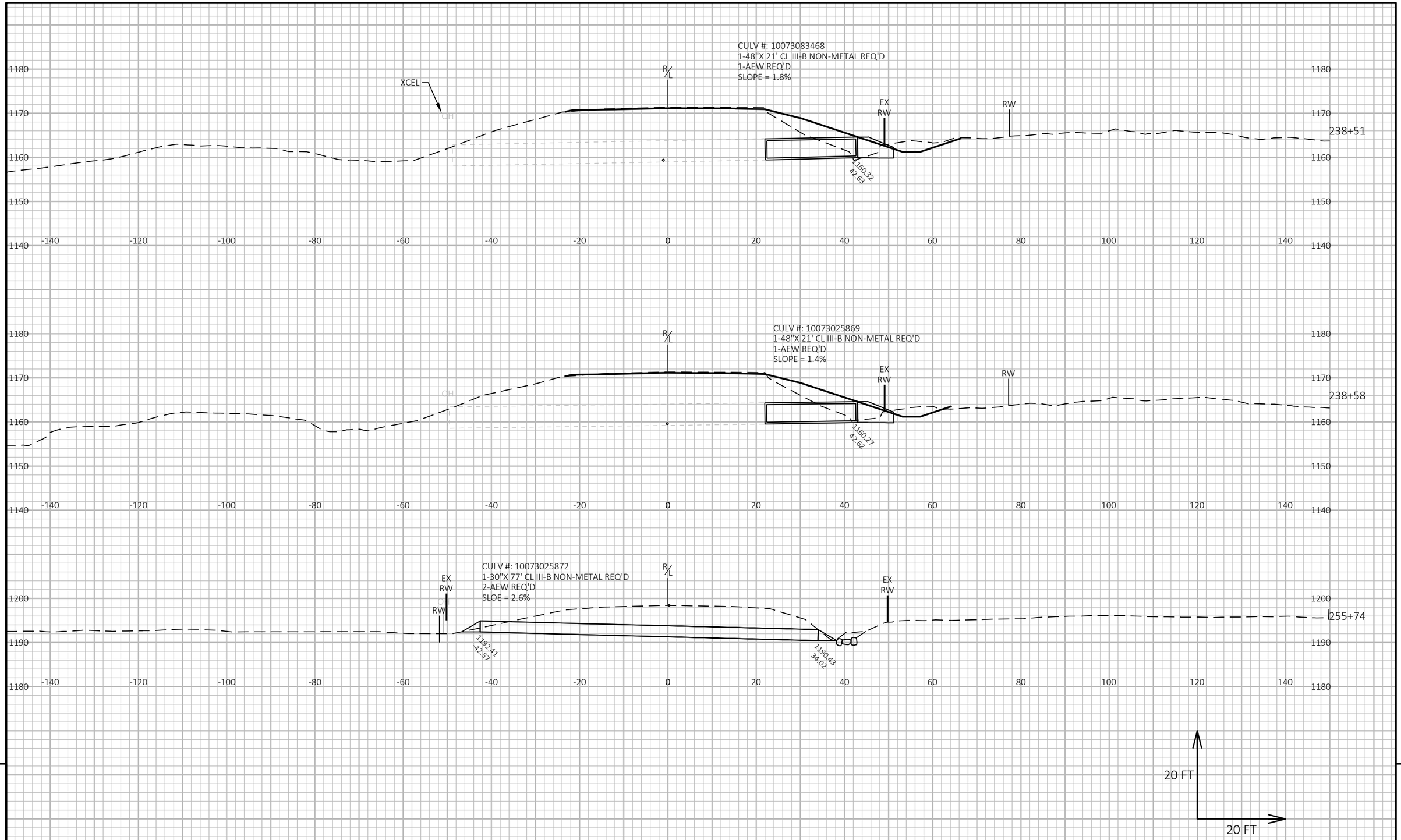


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9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: CULVERT PIPES	SHEET 191	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\PIPENETWORKS\PIPE-CULVERTS-1078.DWG
LAYOUT NAME - 02
PLOT DATE : 12/18/2024 4:42 PM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

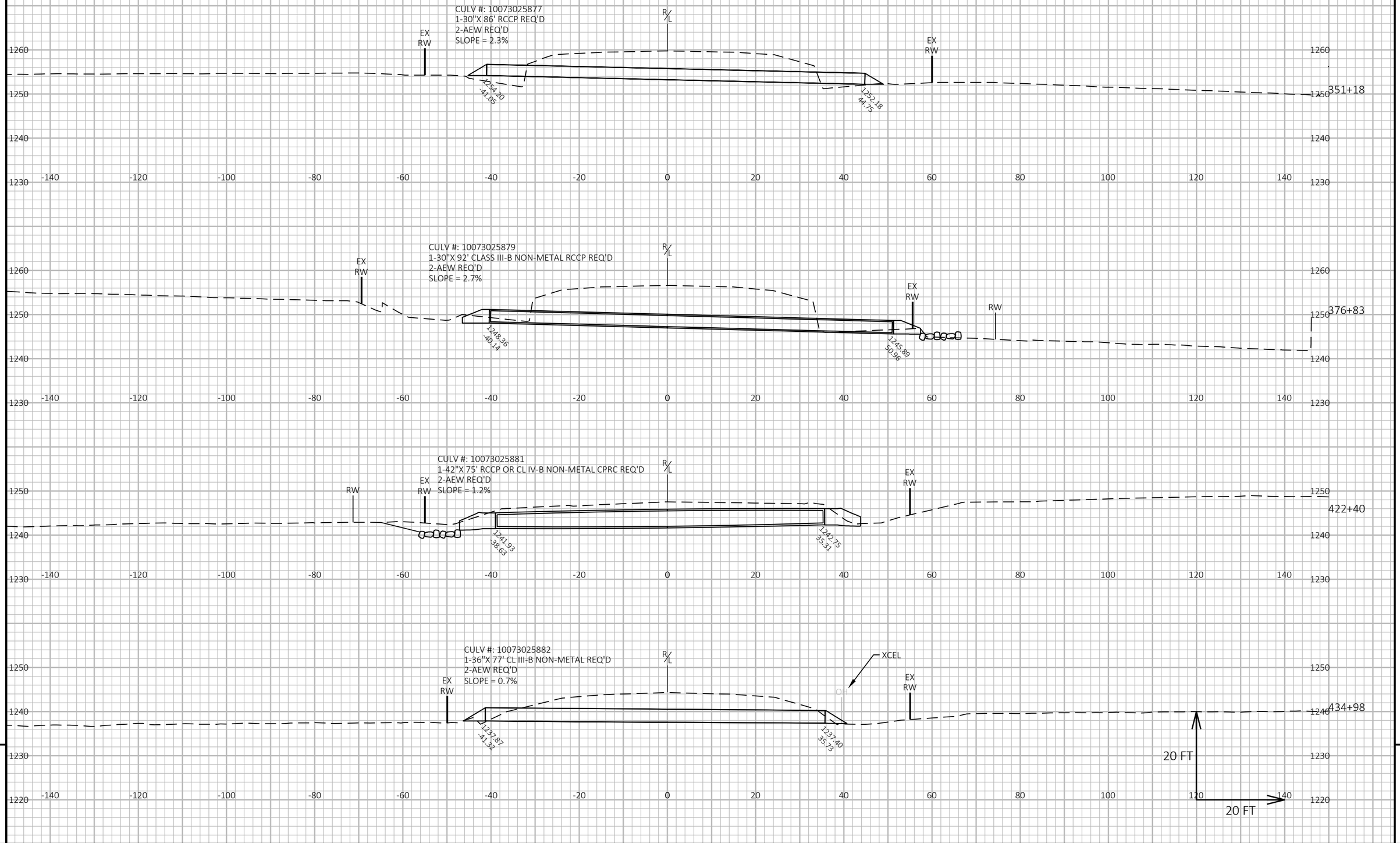


PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: CULVERT PIPES	SHEET 192	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\PIPENETWORKS\PIPE-CULVERTS-1078.DWG
LAYOUT NAME - 03

PLOT DATE : 12/18/2024 4:42 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

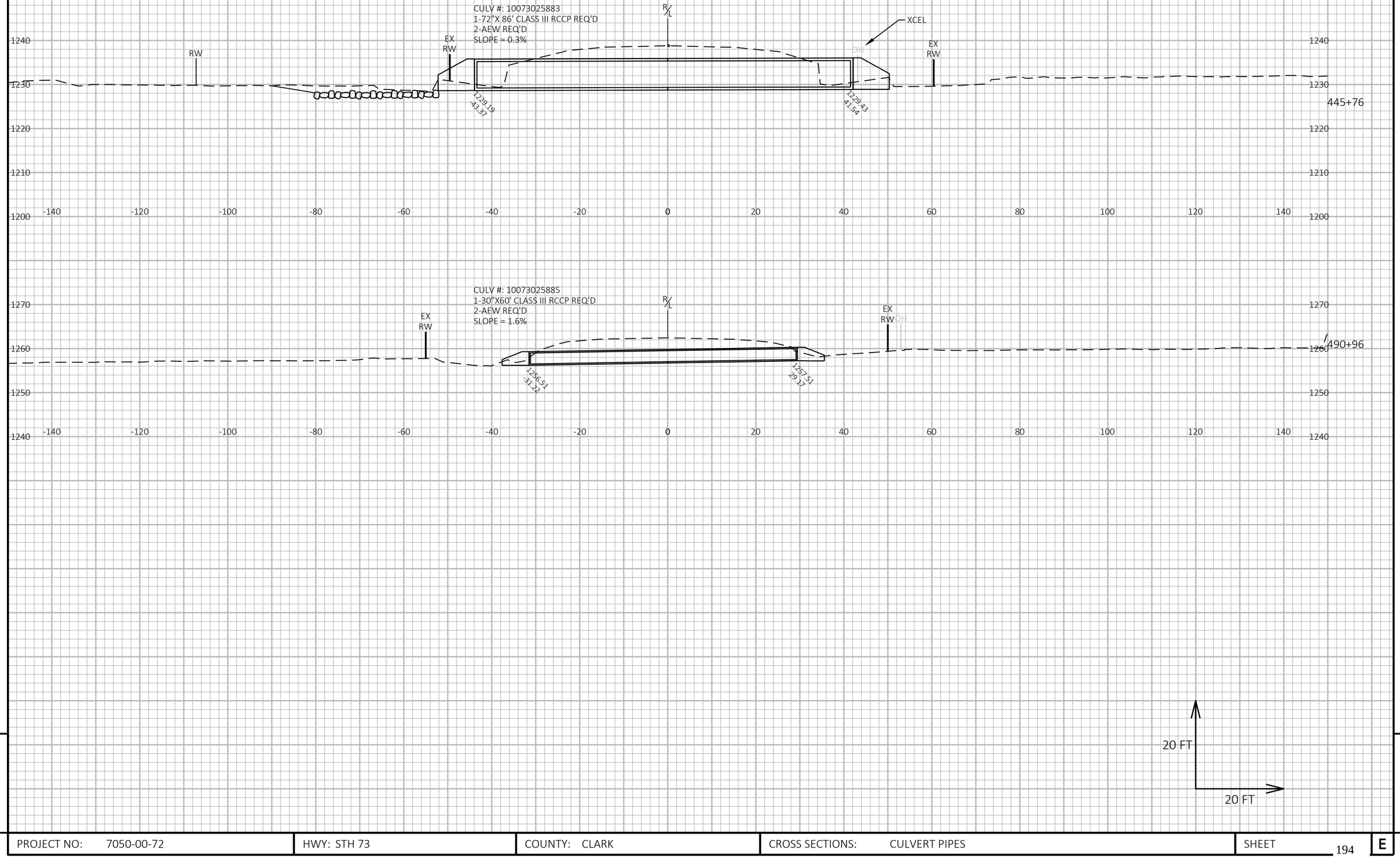


PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: CULVERT PIPES	SHEET 193 E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\PIPENETWORKS\PIPE-CULVERTS-1078.DWG
LAYOUT NAME - 04

PLOT DATE : 12/18/2024 4:42 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7050-00-72	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: CULVERT PIPES	SHEET 194	E

FILE NAME : C:\CIVIL 3D PROJECTS\70500002\DESIGN\PIPENETWORKS\PIPE-CULVERTS-1078.DWG
LAYOUT NAME - 05

PLOT DATE : 12/18/2024 4:42 PM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

EAU

PROJECT ID: 7050-00-73

WITH: 7050-00-72

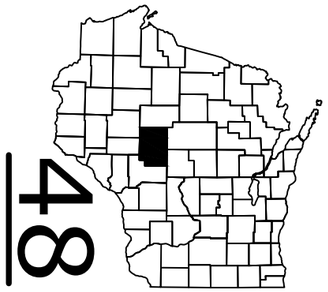
COUNTY: CLARK

FEBRUARY 2025

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 = 166





DESIGN DESIGNATION

A.A.D.T.	2025	=	4,090
A.A.D.T.	2045	=	4,090
D.H.V.		=	470
D.D.		=	60/40
T.		=	29.0%
DESIGN SPEED		=	25 MPH - 30 MPH
ESALS		=	1,200,000

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'ER')
- 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

NEILLSVILLE - THORP

ROCK CREEK BRIDGE TO HUNT STREET

STH 73

CLARK COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7050-00-73		

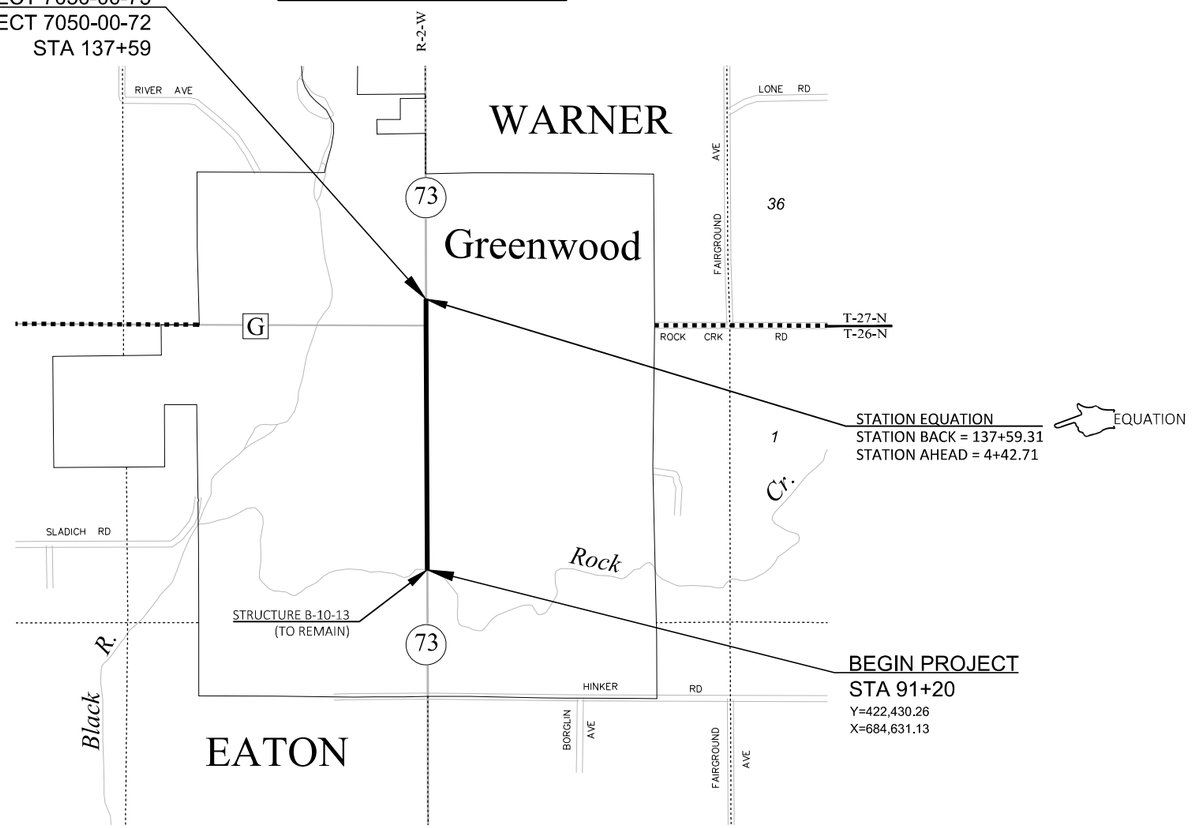
STATE PROJECT NUMBER

7050-00-73

END PROJECT 7050-00-73

BEGIN PROJECT 7050-00-72

STA 137+59



LAYOUT

SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 0.879 MI

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

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

emcs

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

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

10/15/2024 (Date)

Scott Kaiser (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT/EMCS, INC.
Designer	EMCS, INC.
Project Manager	DAN RAMBO
Regional Examiner	WISDOT NW REGION
Regional Supervisor	NICOLE PASSUELLO

APPROVED FOR THE DEPARTMENT

DATE: 10/15/2024 (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.

ORDER OF SECTION 2 SHEETS

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PERMANENT SIGNING AND MARKING
TRAFFIC CONTROL

UTILITIES

COMMUNICATIONS

ASTREA COMMUNICATIONS
ANDREW HEIGL
105 KENT STREET
IRON MOUNTAIN, MI 49801
PHONE: (906) 221-7536
ANDY.HEIGL@ASTREACONNECT.COM

EVERSTREAM
ABIGAIL STEIN
324 E WISCONSIN AVENUE, SUITE 730
MILWAUKEE, WI 53202
PHONE: (262) 442-9427
ASTEIN@EVERSTREAM.NET

TDS TELECOM
RODNEY LINDEMANN
9508 S WASHINGTON AVENUE
MARSHFIELD, WI 54449
OFFICE PHONE: (715) 743-5933
MOBILE PHONE: (715) 383-9217
RODNEY.LINDEMANN@TDSTELECOM.COM

ELECTRIC TRANSMISSION

XCEL ENERGY
MITCHELL DIEGER
414 NICOLET MALL
MINNEAPOLIS, MN 55401
PHONE: (612) 321-3109
MITCHELL.A.DIENGER@XCELENERGY.COM

ELECTRIC DISTRIBUTION

XCEL ENERGY
KELLI GAGO
310 HICKORY HILLS LANE
PHILLIPS, WI 54555
PHONE: (715) 737-1150
KELLI.K.GAGO@XCELENERGY.COM

GAS/PETROLEUM

WE ENERGIES
DONALD DIESTSCH
104 W. SOUTH STREET
RICE LAKE, WI 54868
OFFICE PHONE: (715) 234-9604
MOBILE PHONE: (414) 522-0112

SANITARY SEWER

CITY OF GREENWOOD
TRENT JOHNSON
420 CLEARWATER DRIVE
GREENWOOD, WI 54437
PHONE: (715) 937-3784
TJOHNSON@GREENWOODWI.COM

WATER

CITY OF GREENWOOD
TRENT JOHNSON
420 CLEARWATER DRIVE
GREENWOOD, WI 54437
PHONE: (715) 937-3784
TJOHNSON@GREENWOODWI.COM

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 8 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.28 ACRES

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

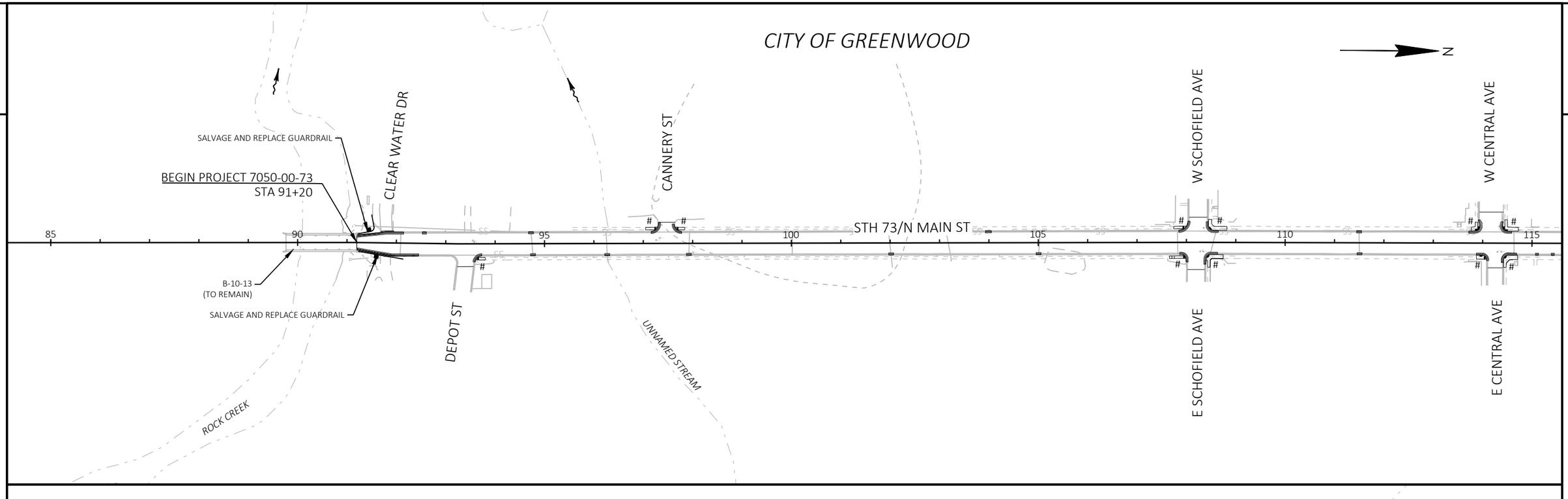
OTHER CONTACTS

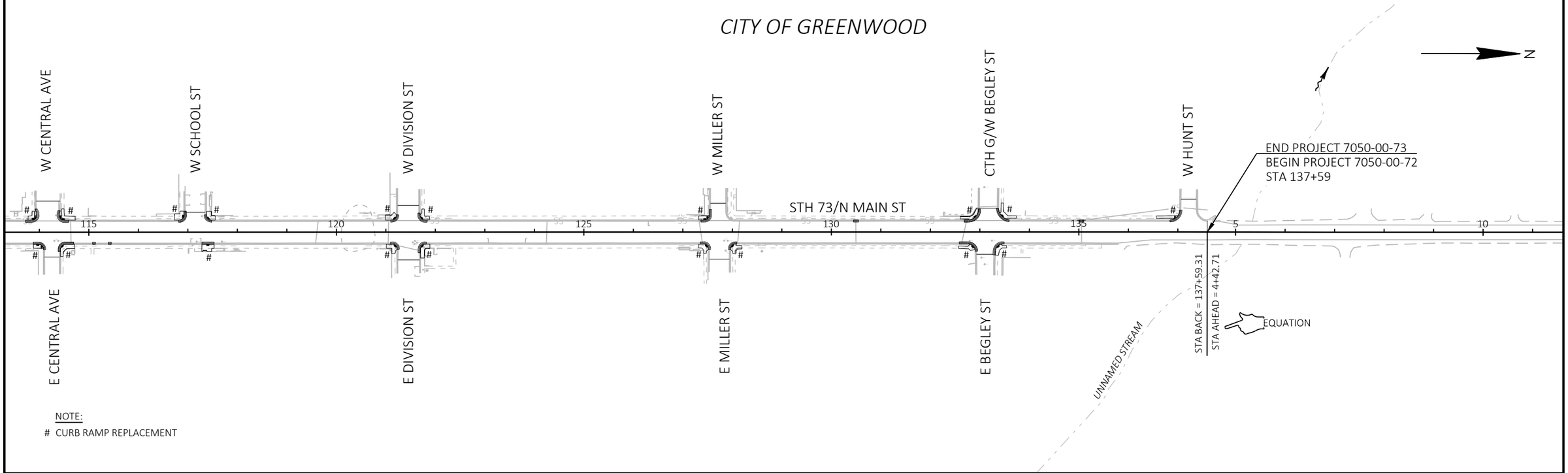
DNR LIAISON

BRAD BETTHAUSER
DNR WISCONSIN RAPIDS SERVICE CENTER
473 GRIFFITH DRIVE
WISCONSIN RAPIDS, WI 54494
PHONE: (715) 213-9064
BRADLEY.BETTHAUSER@WISCONSIN.GOV

LIGHTING CONTACT

CITY OF GREENWOOD
EDDIE HERRICK
P. O. BOX D
GREENWOOD, WI 54437
PHONE: (715) 937-6081
EHERRICK@GREENWOODWI.COM





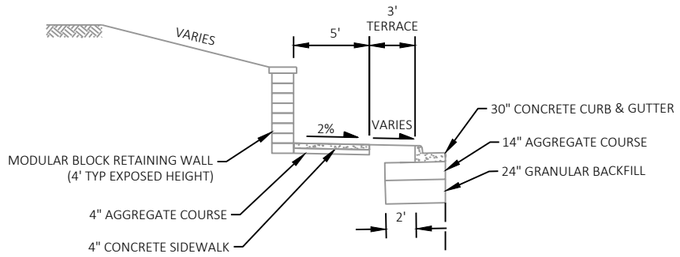
NOTE:
CURB RAMP REPLACEMENT

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PROJECT OVERVIEW	SHEET 3	E

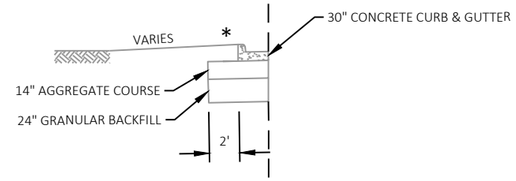
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LAYOUT NAME - 01
PLOT DATE : 6/4/2024 6:49 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

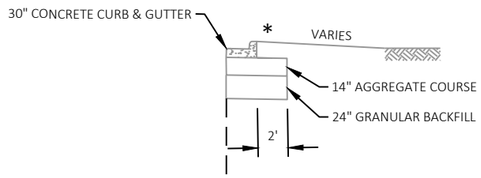
STA 129+50 - STA 132+93

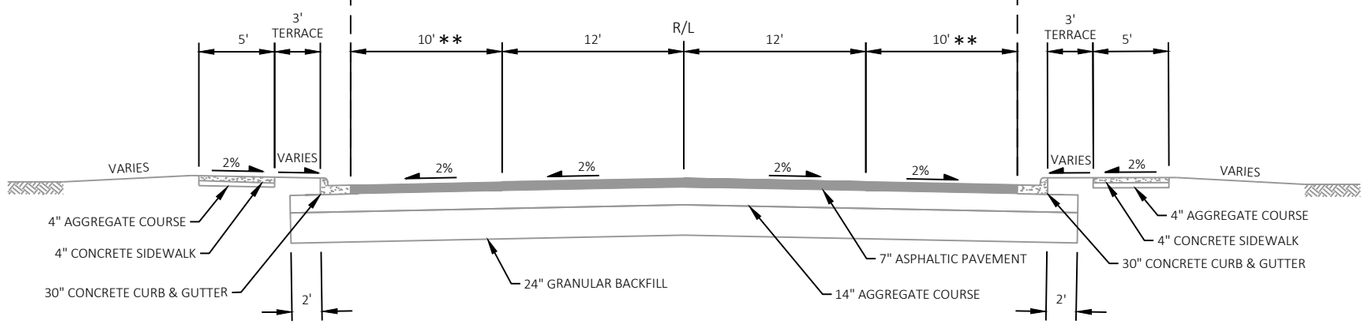


STA 91+20 - STA 95+54



STA 91+20 - STA 93+50





EXISTING TYPICAL SECTION
STH 73

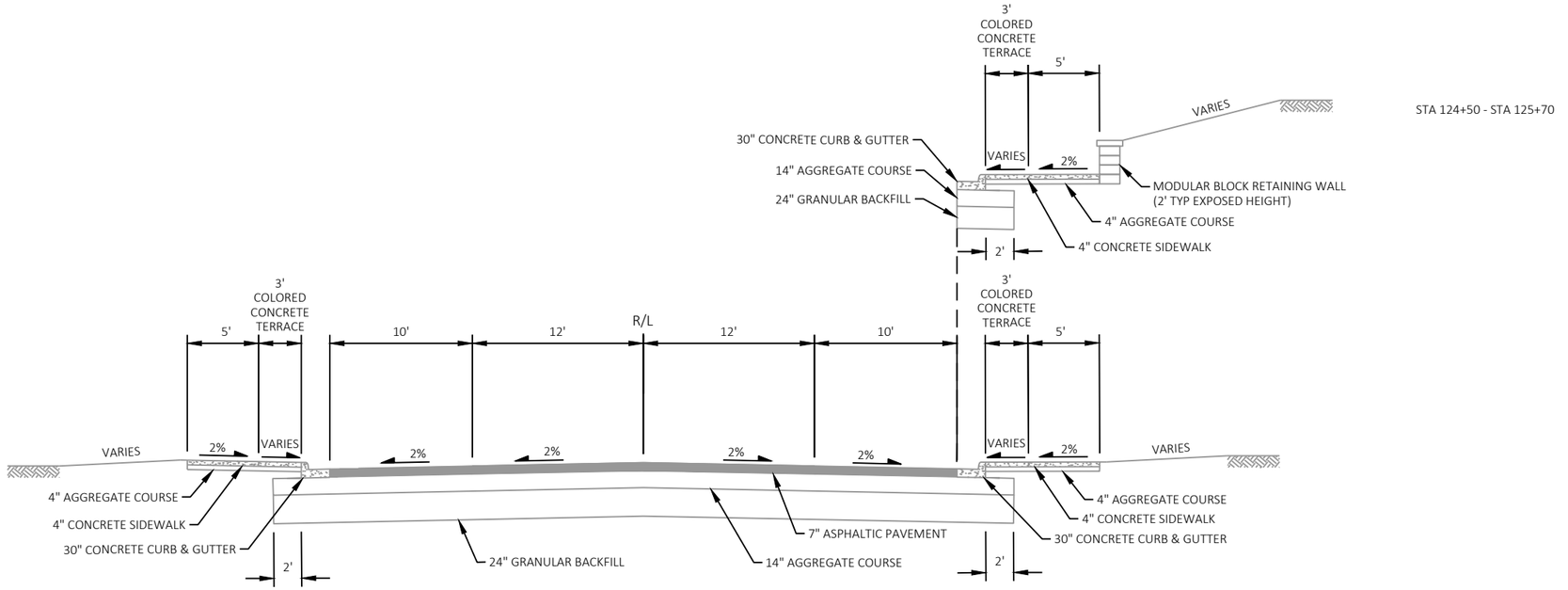
STA 91+20 (B-10-13) - STA 108+25
STA 127+75 - STA 135+80

NOTES

* EXISTING GUARDRAIL IS LOCATED FROM STA 91+20 TO STA 91+62, LT AND FROM STA 91+20 TO STA 91+63, RT

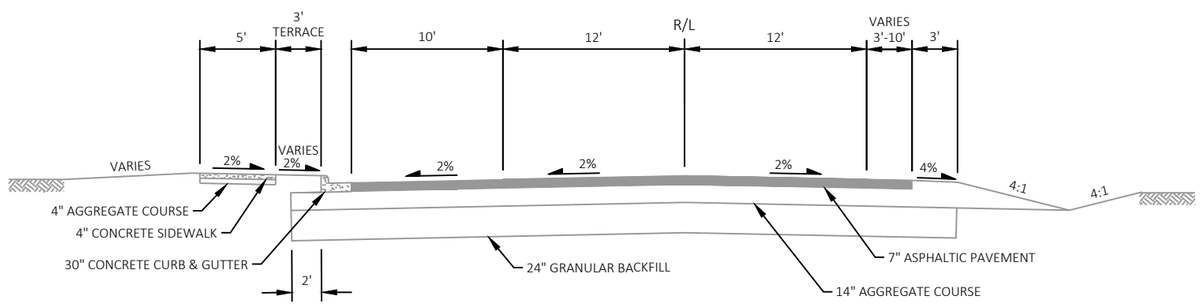
** SHOULDER WIDTH VARIES BETWEEN 1' AND 10' FROM STA 91+20 - STA 91+91

2



STA 124+50 - STA 125+70

EXISTING TYPICAL SECTION
STH 73
STA 108+25 - STA 127+75



EXISTING TYPICAL SECTION
STH 73
STA 135+80 - STA 137+59

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 5	E

2

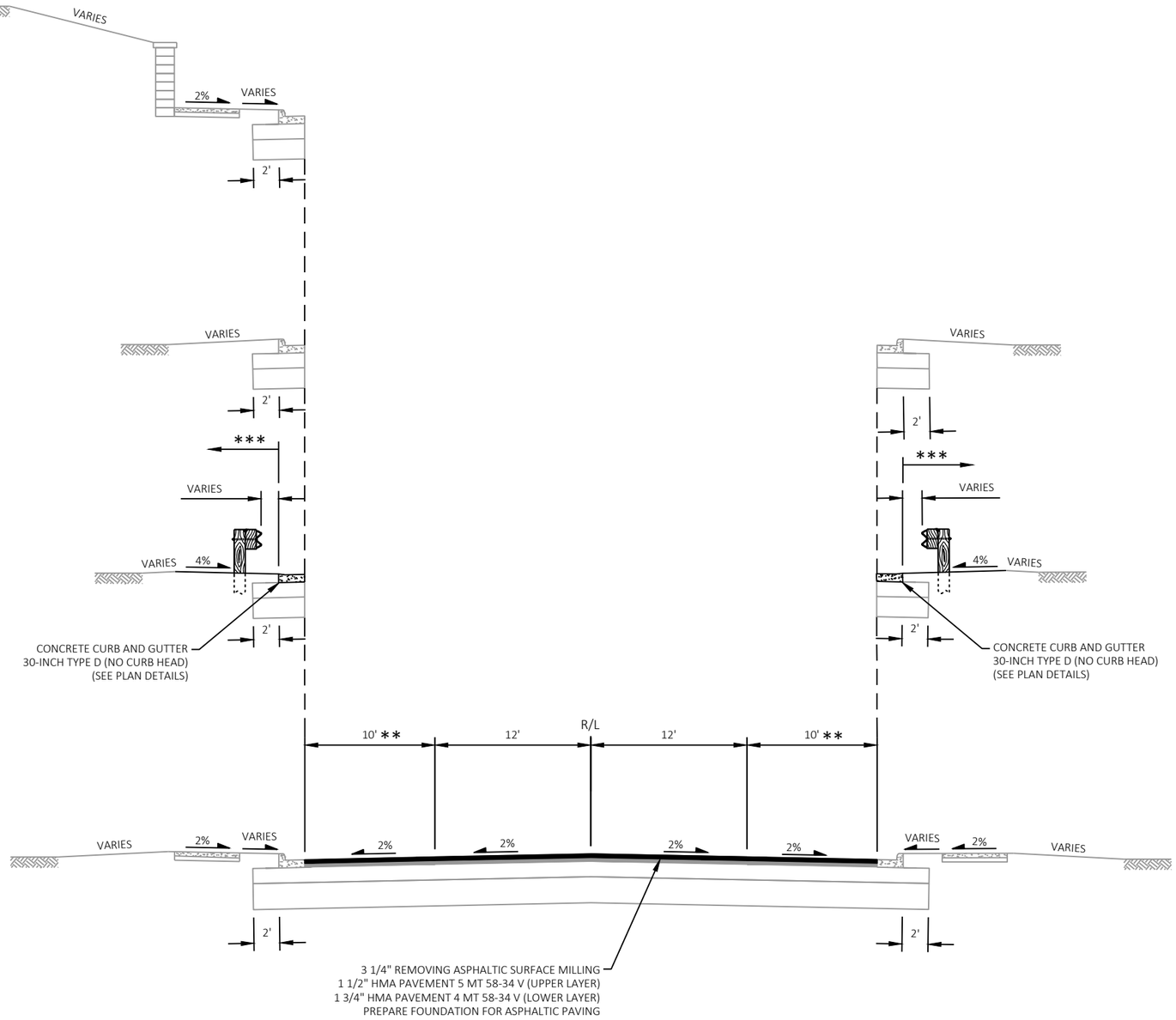
STA 129+50 - STA 132+93

STA 91+55 - STA 95+54

STA 91+20 - STA 91+55

STA 92+15 - STA 93+50

STA 91+20 - STA 92+15



NOTES

** SHOULDER WIDTH VARIES BETWEEN 1' AND 10' FROM STA 91+20 - STA 91+91

*** TOPSOIL, SEED, FERTILIZER, AND EROSION MAT

PROPOSED TYPICAL SECTION
STH 73

STA 91+20 (B-10-13) - STA 108+25
STA 127+75 - STA 135+80

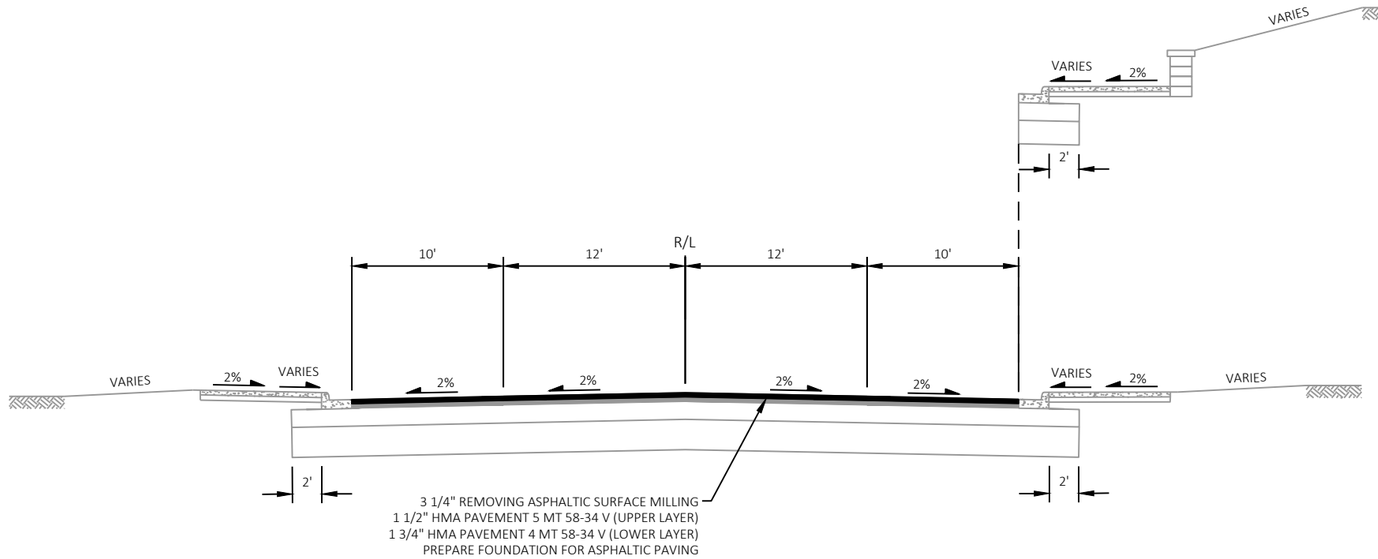
PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 6	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 03

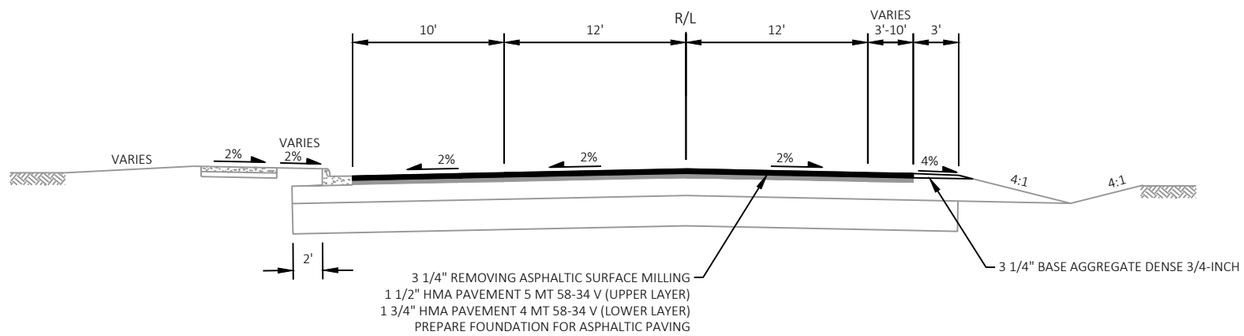
PLOT DATE : 6/4/2024 6:50 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

STA 124+50 - STA 125+70

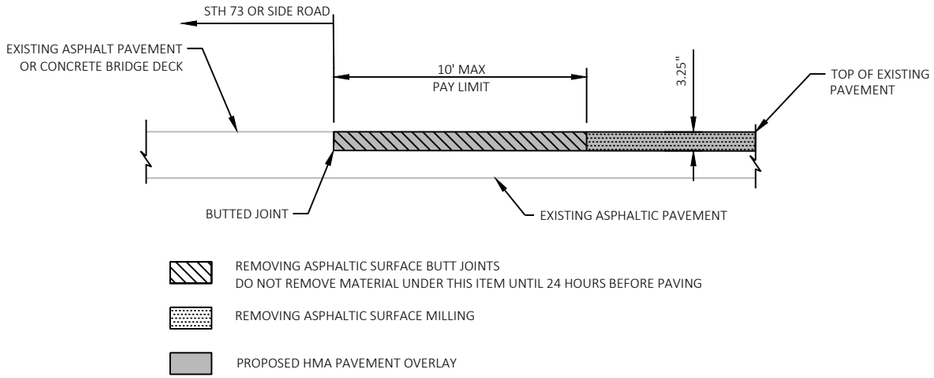


PROPOSED TYPICAL SECTION
STH 73
STA 108+25 - STA 127+75



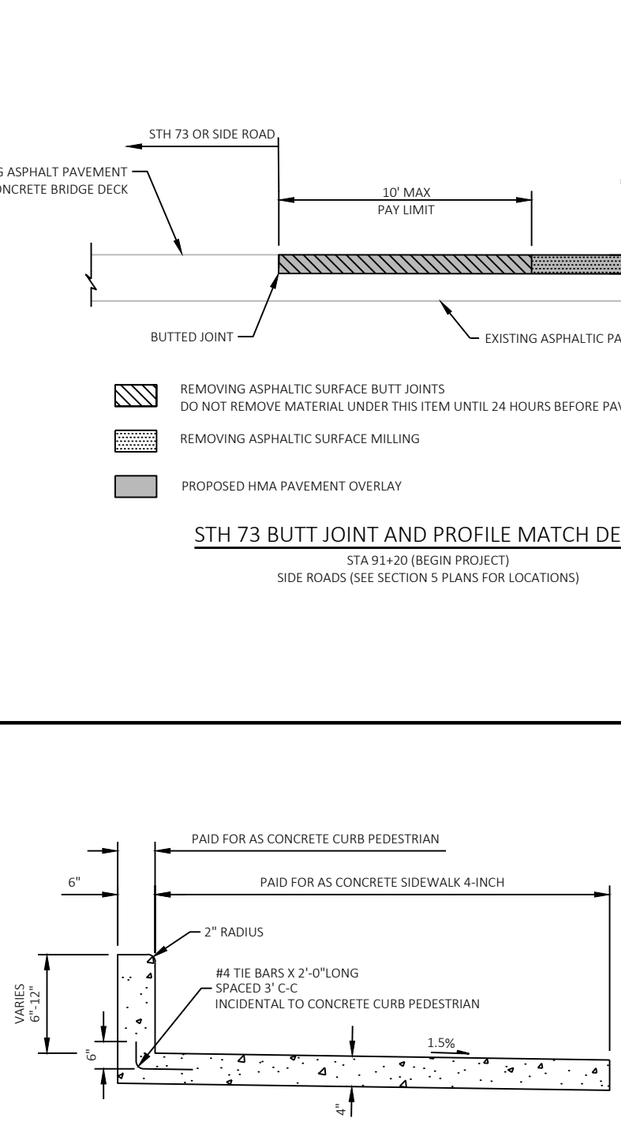
PROPOSED TYPICAL SECTION
STH 73
STA 135+80 - STA 137+59

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TYPICAL SECTIONS	SHEET 7	E



STH 73 BUTT JOINT AND PROFILE MATCH DETAIL

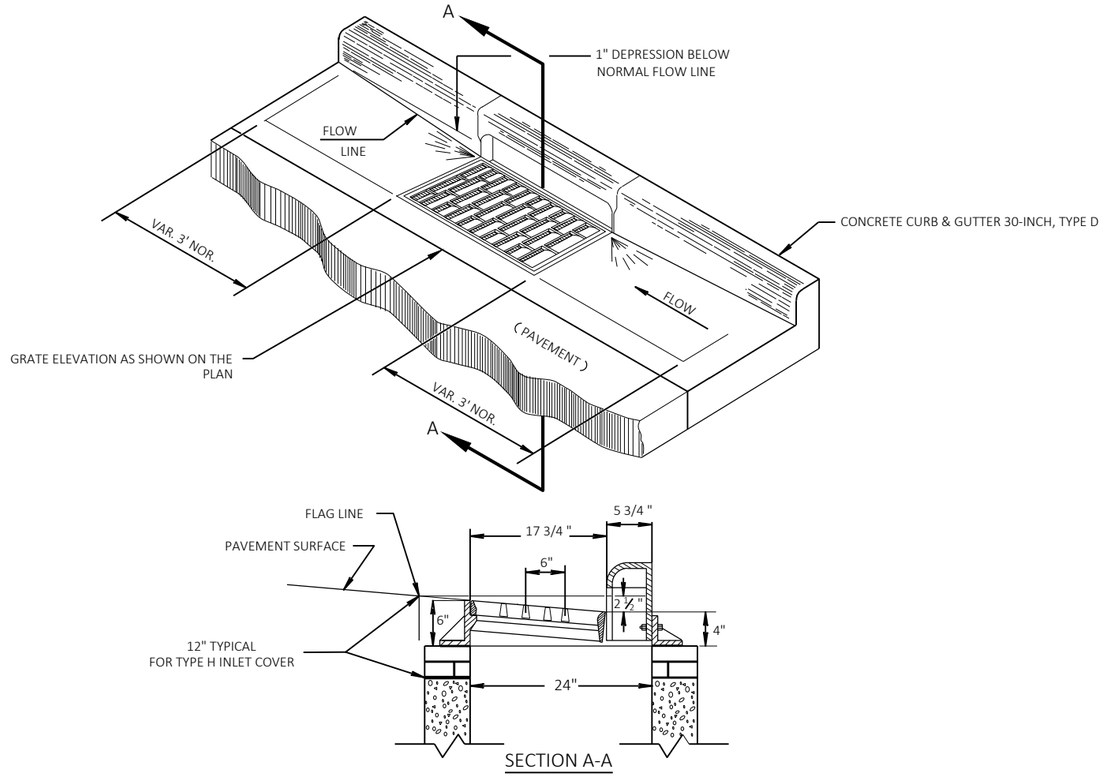
STA 91+20 (BEGIN PROJECT)
SIDE ROADS (SEE SECTION 5 PLANS FOR LOCATIONS)



6-INCH TO 12-INCH CONCRETE CURB PEDESTRIAN DETAIL

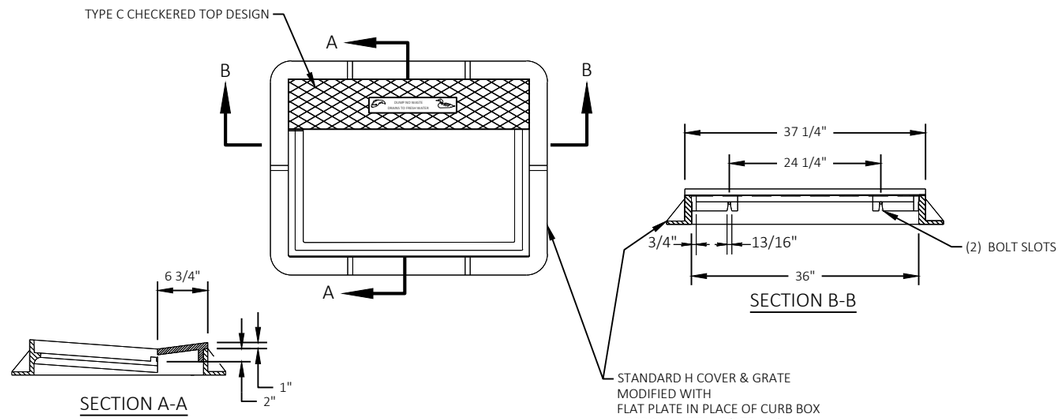
STA 108+48 - STA 108+70, RT
STA 120+99 - STA 121+09, LT

NOTE
CONCRETE CURB PEDESTRIAN THAT IS 6-INCHES OR LESS IN HEIGHT DOES NOT NEED TO BE INSTALLED MONOLITHICALLY WITH THE SIDEWALK



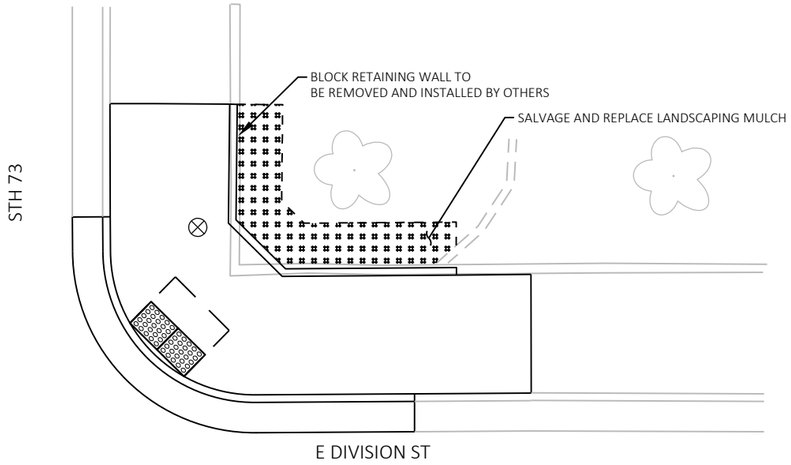
CONCRETE CURB & GUTTER AT INLETS DETAIL

(TYPE 2X3-FT / H INLET SHOWN)



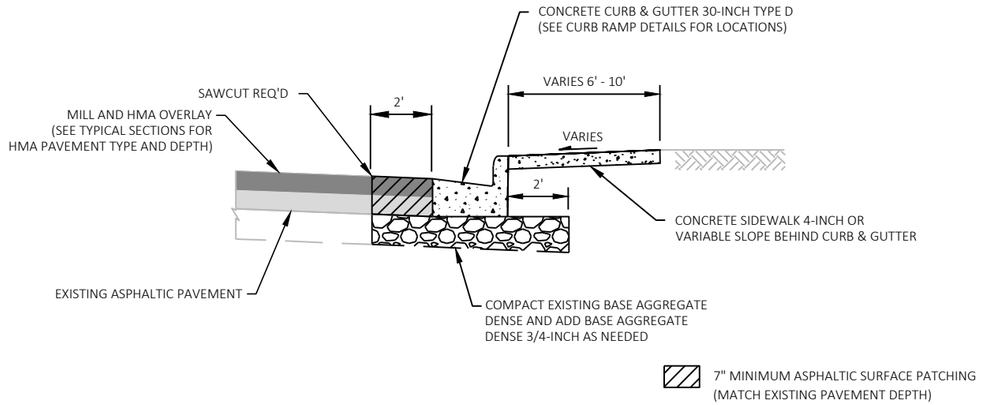
INLET COVER TYPE H-D

(WITH MOUNTABLE CURB PLATE)
STA 92+08, RT
STA 92+10, LT
STA 108+49, RT



SALVAGE AND REPLACE LANDSCAPING MULCH DETAIL

STA 121+77 - STA 212+89, RT



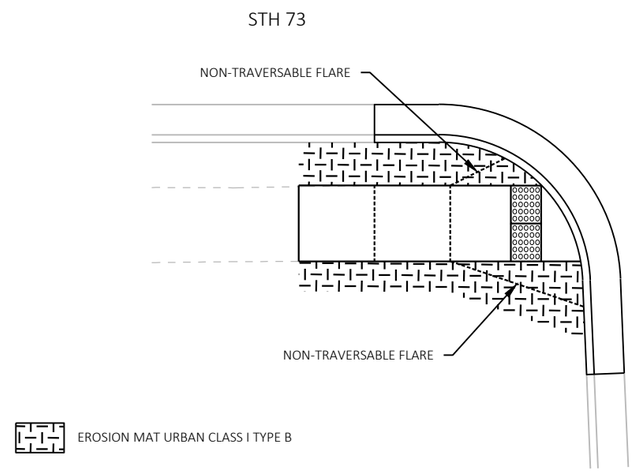
CONCRETE CURB & GUTTER REPLACEMENT DETAIL

AT CURB RAMP REPLACEMENT LOCATIONS

NOTES

COMPLETE CURB & GUTTER REPLACEMENTS PRIOR TO PLACING THE HMA PAVEMENT ON STH 73

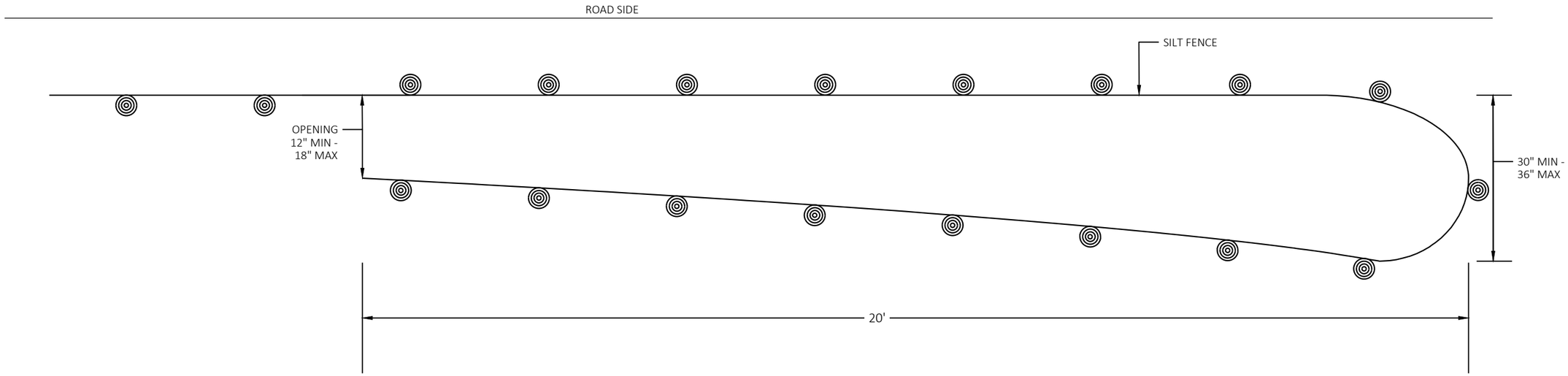
FOR DETAILS NOT SHOWN, SEE SDD "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES"



EROSION CONTROL DETAIL

AT CURB RAMP REPLACEMENT LOCATIONS

2



PLAN VIEW

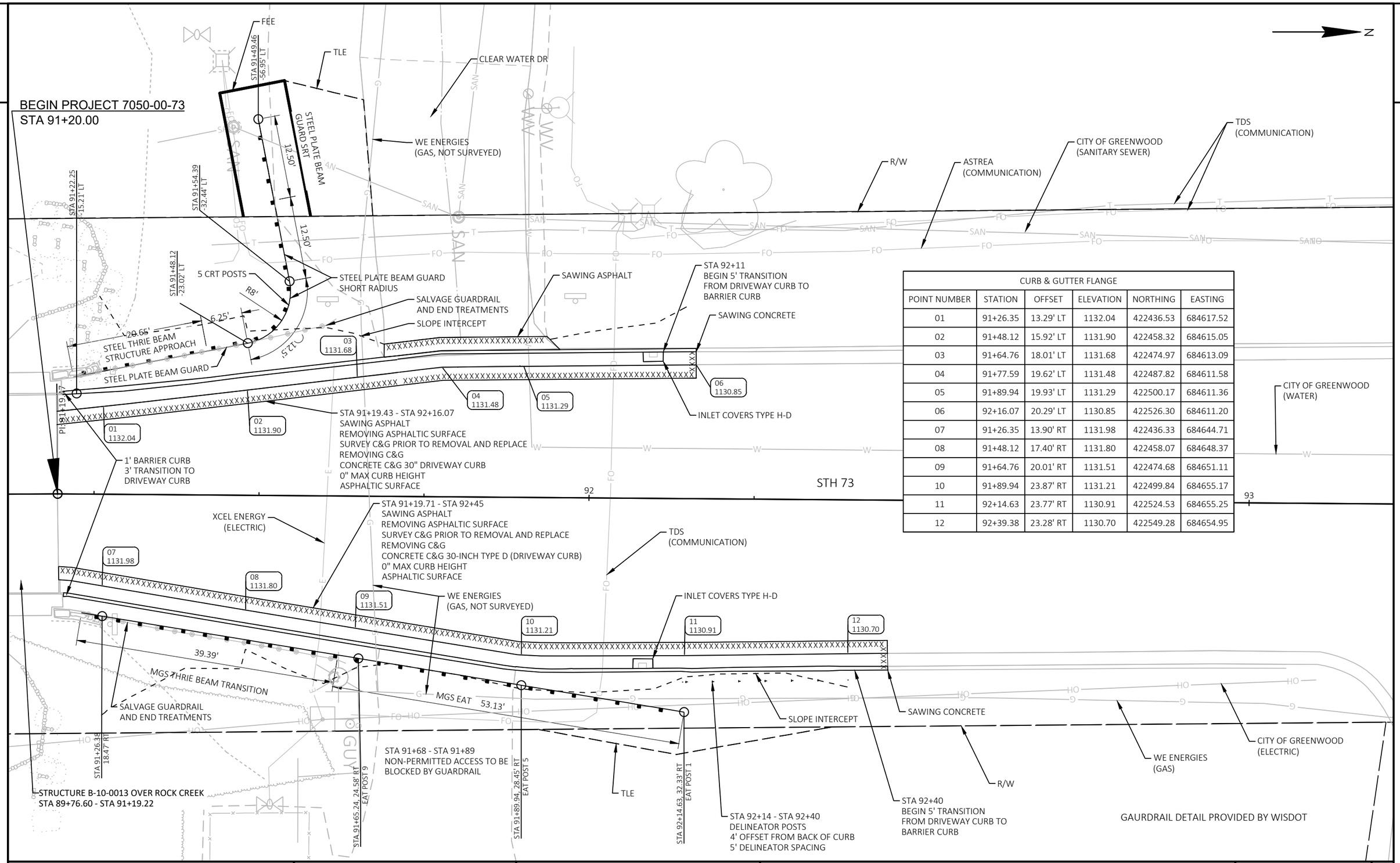
TEMPORARY TURTLE TURN-AROUND DETAIL

NOTES:

THE PURPOSE OF THE TURTLE TURN-AROUNDS ARE TO REDIRECT THE TURTLES AWAY FROM THE CONSTRUCTION ZONE.

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

DETAIL PROVIDED BY WISDOT.



CURB & GUTTER FLANGE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	91+26.35	13.29' LT	1132.04	422436.53	684617.52
02	91+48.12	15.92' LT	1131.90	422458.32	684615.05
03	91+64.76	18.01' LT	1131.68	422474.97	684613.09
04	91+77.59	19.62' LT	1131.48	422487.82	684611.58
05	91+89.94	19.93' LT	1131.29	422500.17	684611.36
06	92+16.07	20.29' LT	1130.85	422526.30	684611.20
07	91+26.35	13.90' RT	1131.98	422436.33	684644.71
08	91+48.12	17.40' RT	1131.80	422458.07	684648.37
09	91+64.76	20.01' RT	1131.51	422474.68	684651.11
10	91+89.94	23.87' RT	1131.21	422499.84	684655.17
11	92+14.63	23.77' RT	1130.91	422524.53	684655.25
12	92+39.38	23.28' RT	1130.70	422549.28	684654.95

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	ROCK CREEK BRIDGE APPROACH DETAIL	SHEET 11	E

FILE NAME : C:\C3D\70500002\SHEETSPLAN\021201-PD-ROCK CK BG_UPDATED 3-14-2024.DWG
LAYOUT NAME - 1
PLOT DATE : 6/14/2024 9:44 AM
PLOT BY : THAO, KOU
PLOT NAME :
PLOT SCALE : 0.075
WISDOT/CADDS SHEET 42

93+00 93+50 94+00

STH 73/N MAIN ST

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.

DEPOT ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 1-01	93+57.06	36.41' RT	1127.90	422667.45	684668.45
1-02	93+57.10	36.10' RT	1127.91	422667.48	684668.15
1-03	93+57.95	32.56' RT	1127.95	422668.30	684664.60
1-04	93+60.87	27.56' RT	1128.03	422671.18	684659.58
1-05	93+62.36	26.03' RT	1128.06	422672.66	684658.04
1-06	93+67.31	23.05' RT	1128.12	422677.58	684655.01
* 1-07	93+72.98	22.00' RT	1128.16	422683.25	684653.91
* 1-08	93+59.54	36.70' RT	1128.32	422669.93	684668.73
1-09	93+59.58	36.39' RT	1128.33	422669.97	684668.42
1-10	93+59.73	35.43' RT	1128.34	422670.11	684667.45
1-11	93+60.63	32.56' RT	1127.89	422670.98	684664.58
1-12	93+64.42	27.56' RT	1127.99	422674.73	684659.55
1-13	93+67.04	25.88' RT	1128.53	422677.33	684657.84
* 1-14	93+72.98	24.50' RT	1128.58	422683.27	684656.41
1-15	93+64.42	32.56' RT	1127.94	422674.77	684664.55
1-16	93+70.42	32.57' RT	1128.36	422680.77	684664.50
1-17	93+75.42	32.58' RT	1128.44	422685.77	684664.47
* 1-18	93+80.14	32.59' RT	1128.50	422690.49	684664.44
1-19	93+66.42	27.56' RT	1128.13	422676.73	684659.53
1-20	93+70.42	27.57' RT	1128.33	422680.73	684659.51
1-21	93+75.42	27.58' RT	1128.36	422685.73	684659.47
* 1-22	93+80.14	27.58' RT	1128.37	422690.45	684659.44

TYPE 4B1 CURB RAMP
2 - 2'X2.5' CURB RAMP DETECTABLE WARNING FIELDS REQ'D

NON-TRAVERSABLE FLARE

NON-TRAVERSABLE FLARE

R16'

STA 93+72.98
O/S 38.00' RT

TLE

CAUTION

DEPOT ST

EX R/W

EX R/W

EX R/W

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 12	E

2

LEGEND

- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 CONCRETE CURB PEDESTRIAN
- S1 CONCRETE SIDEWALK 4-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL LEVEL LANDING
- # MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- XXXXXXX SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

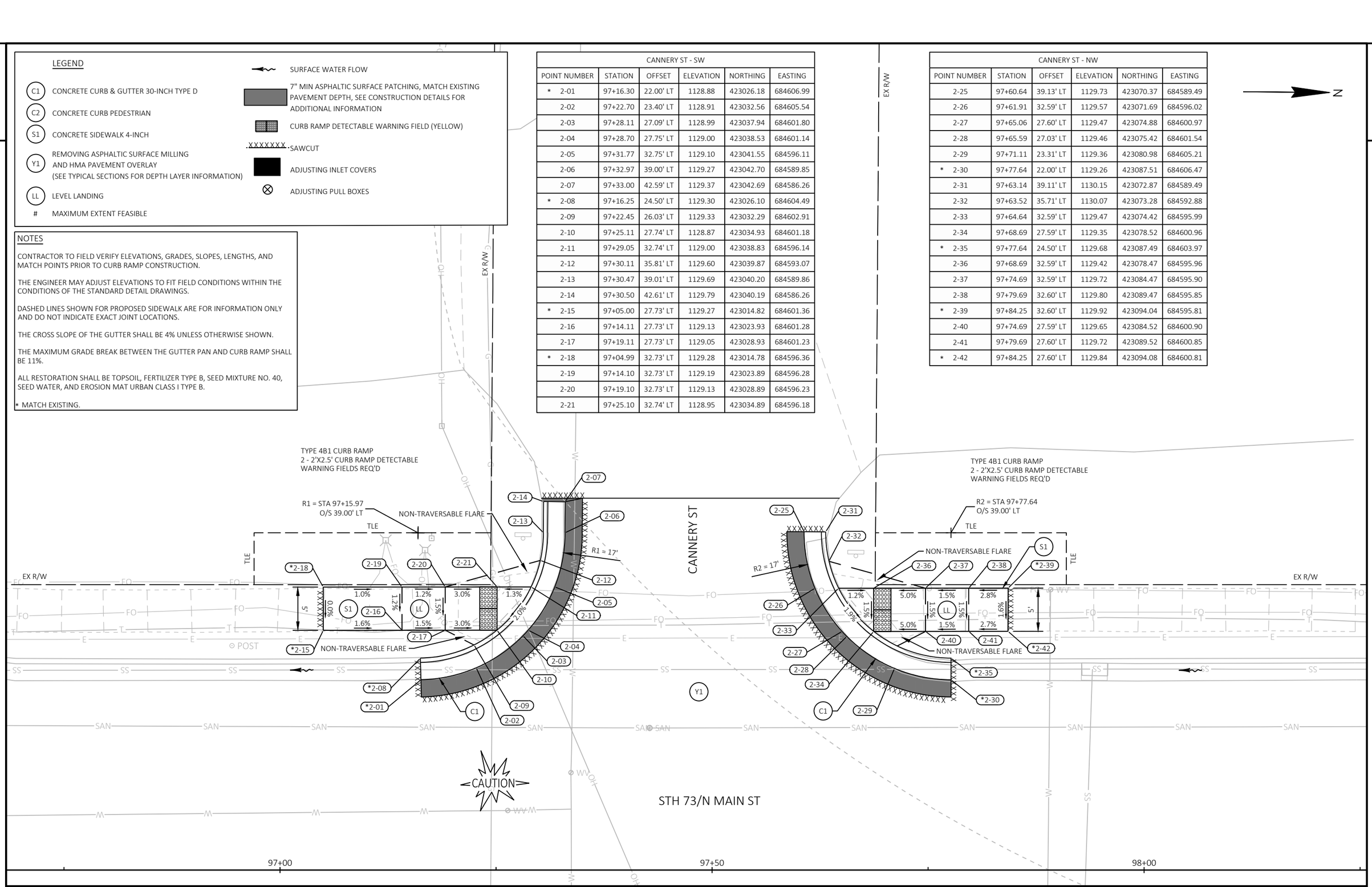
* MATCH EXISTING.

CANNERY ST - SW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 2-01	97+16.30	22.00' LT	1128.88	423026.18	684606.99
2-02	97+22.70	23.40' LT	1128.91	423032.56	684605.54
2-03	97+28.11	27.09' LT	1128.99	423037.94	684601.80
2-04	97+28.70	27.75' LT	1129.00	423038.53	684601.14
2-05	97+31.77	32.75' LT	1129.10	423041.55	684596.11
2-06	97+32.97	39.00' LT	1129.27	423042.70	684589.85
2-07	97+33.00	42.59' LT	1129.37	423042.69	684586.26
* 2-08	97+16.25	24.50' LT	1129.30	423026.10	684604.49
2-09	97+22.45	26.03' LT	1129.33	423032.29	684602.91
2-10	97+25.11	27.74' LT	1128.87	423034.93	684601.18
2-11	97+29.05	32.74' LT	1129.00	423038.83	684596.14
2-12	97+30.11	35.81' LT	1129.60	423039.87	684593.07
2-13	97+30.47	39.01' LT	1129.69	423040.20	684589.86
2-14	97+30.50	42.61' LT	1129.79	423040.19	684586.26
* 2-15	97+05.00	27.73' LT	1129.27	423014.82	684601.36
2-16	97+14.11	27.73' LT	1129.13	423023.93	684601.28
2-17	97+19.11	27.73' LT	1129.05	423028.93	684601.23
* 2-18	97+04.99	32.73' LT	1129.28	423014.78	684596.36
2-19	97+14.10	32.73' LT	1129.19	423023.89	684596.28
2-20	97+19.10	32.73' LT	1129.13	423028.89	684596.23
2-21	97+25.10	32.74' LT	1128.95	423034.89	684596.18

CANNERY ST - NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2-25	97+60.64	39.13' LT	1129.73	423070.37	684589.49
2-26	97+61.91	32.59' LT	1129.57	423071.69	684596.02
2-27	97+65.06	27.60' LT	1129.47	423074.88	684600.97
2-28	97+65.59	27.03' LT	1129.46	423075.42	684601.54
2-29	97+71.11	23.31' LT	1129.36	423080.98	684605.21
* 2-30	97+77.64	22.00' LT	1129.26	423087.51	684606.47
2-31	97+63.14	39.11' LT	1130.15	423072.87	684589.49
2-32	97+63.52	35.71' LT	1130.07	423073.28	684592.88
2-33	97+64.64	32.59' LT	1129.47	423074.42	684595.99
2-34	97+68.69	27.59' LT	1129.35	423078.52	684600.96
* 2-35	97+77.64	24.50' LT	1129.68	423087.49	684603.97
2-36	97+68.69	32.59' LT	1129.42	423078.47	684595.96
2-37	97+74.69	32.59' LT	1129.72	423084.47	684595.90
2-38	97+79.69	32.60' LT	1129.80	423089.47	684595.85
* 2-39	97+84.25	32.60' LT	1129.92	423094.04	684595.81
2-40	97+74.69	27.59' LT	1129.65	423084.52	684600.90
2-41	97+79.69	27.60' LT	1129.72	423089.52	684600.85
* 2-42	97+84.25	27.60' LT	1129.84	423094.08	684600.81



PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 13	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 02

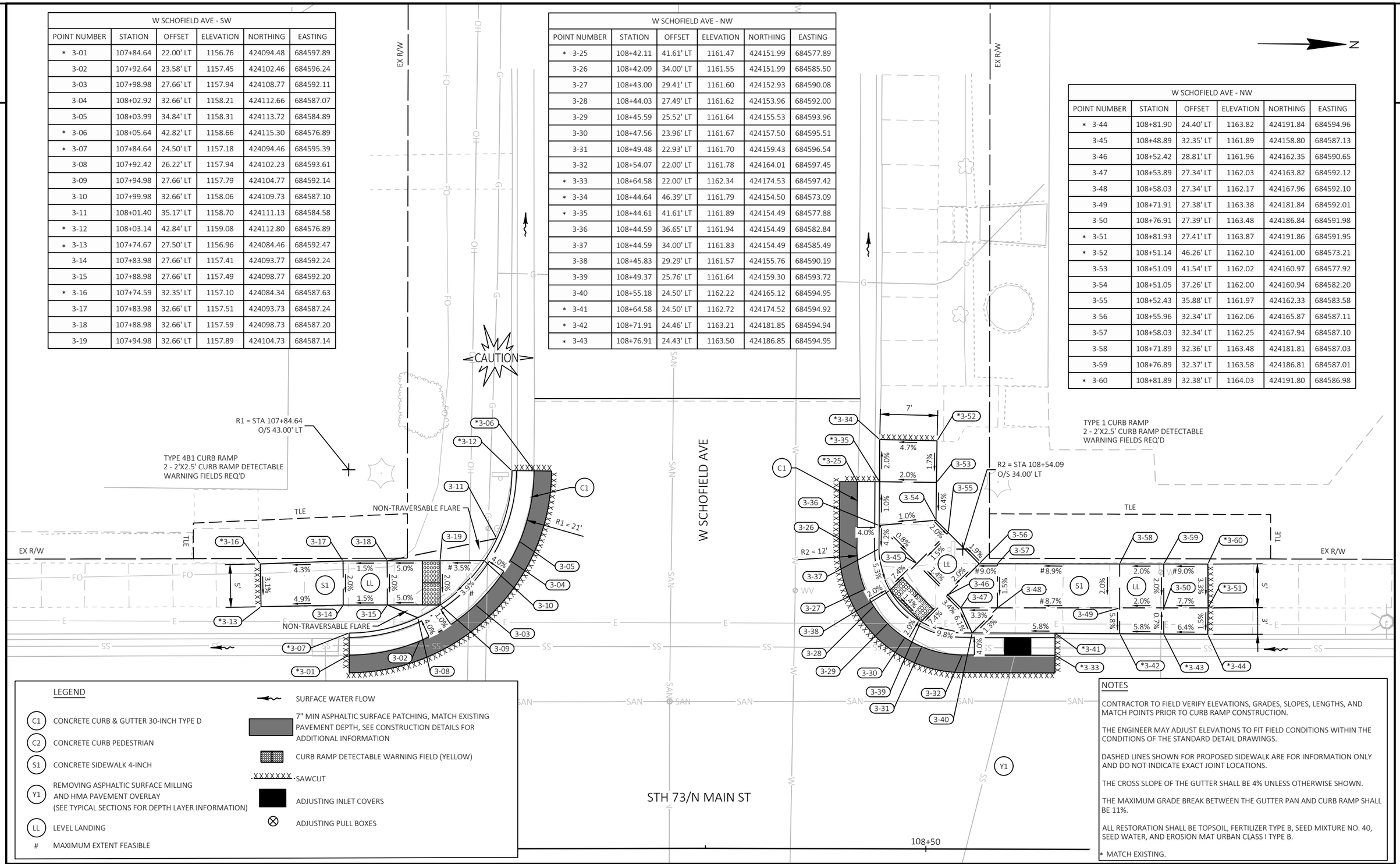
PLOT DATE : 6/4/2024 6:50 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

W SCHOFIELD AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 3-01	107+84.64	22.00' LT	1156.76	424094.48	684597.89
3-02	107+92.64	23.58' LT	1157.45	424102.46	684596.24
3-03	107+98.98	27.66' LT	1157.94	424108.77	684592.11
3-04	108+02.92	32.66' LT	1158.21	424112.66	684587.07
3-05	108+03.99	34.84' LT	1158.31	424113.72	684584.89
* 3-06	108+05.64	42.82' LT	1158.66	424115.30	684576.89
* 3-07	107+84.64	24.50' LT	1157.18	424094.46	684595.39
3-08	107+92.42	26.22' LT	1157.94	424102.23	684593.61
3-09	107+94.98	27.66' LT	1157.79	424104.77	684592.14
3-10	107+99.98	32.66' LT	1158.06	424109.73	684587.10
3-11	108+01.40	35.17' LT	1158.70	424111.13	684584.58
* 3-12	108+03.14	42.84' LT	1159.08	424112.80	684576.89
* 3-13	107+74.67	27.50' LT	1156.96	424084.46	684592.47
3-14	107+83.98	27.66' LT	1157.41	424093.77	684592.24
3-15	107+88.98	27.66' LT	1157.49	424098.77	684592.20
* 3-16	107+74.59	32.35' LT	1157.10	424084.34	684587.63
3-17	107+83.98	32.66' LT	1157.51	424093.73	684587.24
3-18	107+88.98	32.66' LT	1157.59	424098.73	684587.20
3-19	107+94.98	32.66' LT	1157.89	424104.73	684587.14

W SCHOFIELD AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 3-25	108+42.11	41.61' LT	1161.47	424151.99	684577.89
3-26	108+42.09	34.00' LT	1161.55	424151.99	684585.50
3-27	108+43.00	29.41' LT	1161.60	424152.93	684590.08
3-28	108+44.03	27.49' LT	1161.62	424153.96	684592.00
3-29	108+45.59	25.52' LT	1161.64	424155.53	684593.96
3-30	108+47.56	23.96' LT	1161.67	424157.50	684595.51
3-31	108+49.48	22.93' LT	1161.70	424159.43	684596.54
3-32	108+54.07	22.00' LT	1161.78	424164.01	684597.45
* 3-33	108+64.58	22.00' LT	1162.34	424174.53	684597.42
* 3-34	108+44.64	46.39' LT	1161.79	424154.50	684573.09
* 3-35	108+44.61	41.61' LT	1161.89	424154.49	684577.88
3-36	108+44.59	36.65' LT	1161.94	424154.49	684582.84
3-37	108+44.59	34.00' LT	1161.83	424154.49	684585.49
3-38	108+45.83	29.29' LT	1161.57	424155.76	684590.19
3-39	108+49.37	25.76' LT	1161.64	424159.30	684593.72
3-40	108+55.18	24.50' LT	1162.22	424165.12	684594.95
* 3-41	108+64.58	24.50' LT	1162.72	424174.52	684594.92
* 3-42	108+71.91	24.46' LT	1163.21	424181.85	684594.94
* 3-43	108+76.91	24.43' LT	1163.50	424186.85	684594.95

W SCHOFIELD AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 3-44	108+81.90	24.40' LT	1163.82	424191.84	684594.96
3-45	108+48.89	32.35' LT	1161.89	424158.80	684587.13
3-46	108+52.42	28.81' LT	1161.96	424162.35	684590.65
3-47	108+53.89	27.34' LT	1162.03	424163.82	684592.12
3-48	108+58.03	27.34' LT	1162.17	424167.96	684592.10
3-49	108+71.91	27.38' LT	1163.38	424181.84	684592.01
3-50	108+76.91	27.39' LT	1163.48	424186.84	684591.98
* 3-51	108+81.93	27.41' LT	1163.87	424191.86	684591.95
* 3-52	108+51.14	46.26' LT	1162.10	424161.00	684573.21
3-53	108+51.09	41.54' LT	1162.02	424160.97	684577.92
3-54	108+51.05	37.26' LT	1162.00	424160.94	684582.20
3-55	108+52.43	35.88' LT	1161.97	424162.33	684583.58
3-56	108+55.96	32.34' LT	1162.06	424165.87	684587.11
3-57	108+58.03	32.34' LT	1162.25	424167.94	684587.10
3-58	108+71.89	32.36' LT	1163.48	424181.81	684587.03
3-59	108+76.89	32.37' LT	1163.58	424186.81	684587.01
* 3-60	108+81.89	32.38' LT	1164.03	424191.80	684586.98



NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

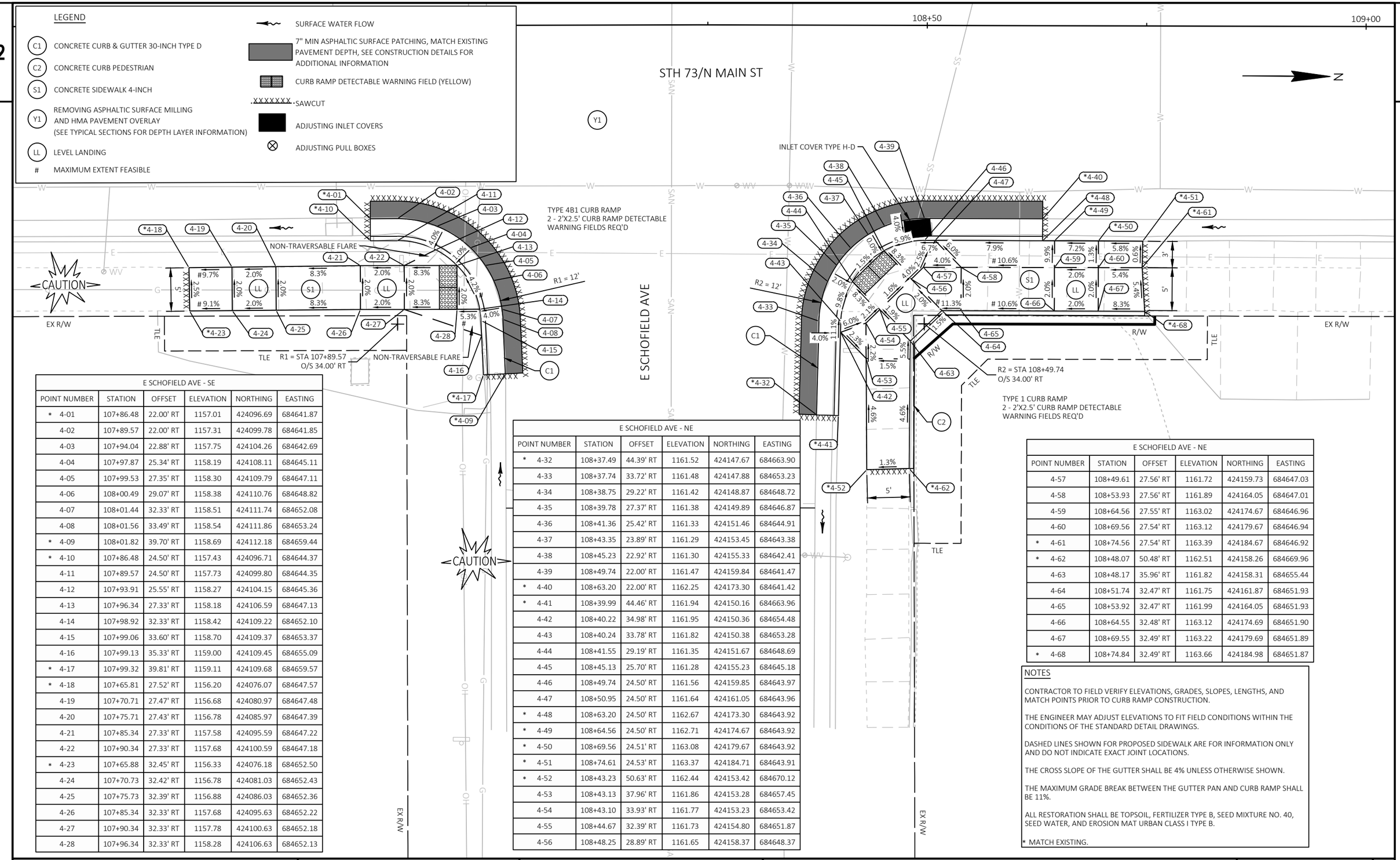
* MATCH EXISTING.

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 14	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03
PLOT DATE : 6/4/2024 6:50 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES



E SCHOFIELD AVE - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 4-01	107+86.48	22.00' RT	1157.01	424096.69	684641.87
4-02	107+89.57	22.00' RT	1157.31	424099.78	684641.85
4-03	107+94.04	22.88' RT	1157.75	424104.26	684642.69
4-04	107+97.87	25.34' RT	1158.19	424108.11	684645.11
4-05	107+99.53	27.35' RT	1158.30	424109.79	684647.11
4-06	108+00.49	29.07' RT	1158.38	424110.76	684648.82
4-07	108+01.44	32.33' RT	1158.51	424111.74	684652.08
4-08	108+01.56	33.49' RT	1158.54	424111.86	684653.24
* 4-09	108+01.82	39.70' RT	1158.69	424112.18	684659.44
* 4-10	107+86.48	24.50' RT	1157.43	424096.71	684644.37
4-11	107+89.57	24.50' RT	1157.73	424099.80	684644.35
4-12	107+93.91	25.55' RT	1158.27	424104.15	684645.36
4-13	107+96.34	27.33' RT	1158.18	424106.59	684647.13
4-14	107+98.92	32.33' RT	1158.42	424109.22	684652.10
4-15	107+99.06	33.60' RT	1158.70	424109.37	684653.37
4-16	107+99.13	35.33' RT	1159.00	424109.45	684655.09
* 4-17	107+99.32	39.81' RT	1159.11	424109.68	684659.57
* 4-18	107+65.81	27.52' RT	1156.20	424076.07	684647.57
4-19	107+70.71	27.47' RT	1156.68	424080.97	684647.48
4-20	107+75.71	27.43' RT	1156.78	424085.97	684647.39
4-21	107+85.34	27.33' RT	1157.58	424095.59	684647.22
4-22	107+90.34	27.33' RT	1157.68	424100.59	684647.18
* 4-23	107+65.88	32.45' RT	1156.33	424076.18	684652.50
4-24	107+70.73	32.42' RT	1156.78	424081.03	684652.43
4-25	107+75.73	32.39' RT	1156.88	424086.03	684652.36
4-26	107+85.34	32.33' RT	1157.68	424095.63	684652.22
4-27	107+90.34	32.33' RT	1157.78	424100.63	684652.18
4-28	107+96.34	32.33' RT	1158.28	424106.63	684652.13

E SCHOFIELD AVE - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 4-32	108+37.49	44.39' RT	1161.52	424147.67	684663.90
4-33	108+37.74	33.72' RT	1161.48	424147.88	684653.23
4-34	108+38.75	29.22' RT	1161.42	424148.87	684648.72
4-35	108+39.78	27.37' RT	1161.38	424149.89	684646.87
4-36	108+41.36	25.42' RT	1161.33	424151.46	684644.91
4-37	108+43.35	23.89' RT	1161.29	424153.45	684643.38
4-38	108+45.23	22.92' RT	1161.30	424155.33	684642.41
4-39	108+49.74	22.00' RT	1161.47	424159.84	684641.47
* 4-40	108+63.20	22.00' RT	1162.25	424173.30	684641.42
* 4-41	108+39.99	44.46' RT	1161.94	424150.16	684663.96
4-42	108+40.22	34.98' RT	1161.95	424150.36	684654.48
4-43	108+40.24	33.78' RT	1161.82	424150.38	684653.28
4-44	108+41.55	29.19' RT	1161.35	424151.67	684648.69
4-45	108+45.13	25.70' RT	1161.28	424155.23	684645.18
4-46	108+49.74	24.50' RT	1161.56	424159.85	684643.97
4-47	108+50.95	24.50' RT	1161.64	424161.05	684643.96
* 4-48	108+63.20	24.50' RT	1162.67	424173.30	684643.92
* 4-49	108+64.56	24.50' RT	1162.71	424174.67	684643.92
* 4-50	108+69.56	24.51' RT	1163.08	424179.67	684643.92
* 4-51	108+74.61	24.53' RT	1163.37	424184.71	684643.91
* 4-52	108+43.23	50.63' RT	1162.44	424153.42	684670.12
4-53	108+43.13	37.96' RT	1161.86	424153.28	684657.45
4-54	108+43.10	33.93' RT	1161.77	424153.23	684653.42
4-55	108+44.67	32.39' RT	1161.73	424154.80	684651.87
4-56	108+48.25	28.89' RT	1161.65	424158.37	684648.37

E SCHOFIELD AVE - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
4-57	108+49.61	27.56' RT	1161.72	424159.73	684647.03
4-58	108+53.93	27.56' RT	1161.89	424164.05	684647.01
4-59	108+64.56	27.55' RT	1163.02	424174.67	684646.96
4-60	108+69.56	27.54' RT	1163.12	424179.67	684646.94
* 4-61	108+74.56	27.54' RT	1163.39	424184.67	684646.92
* 4-62	108+48.07	50.48' RT	1162.51	424158.26	684669.96
4-63	108+48.17	35.96' RT	1161.82	424158.31	684655.44
4-64	108+51.74	32.47' RT	1161.75	424161.87	684651.93
4-65	108+53.92	32.47' RT	1161.99	424164.05	684651.93
4-66	108+64.55	32.48' RT	1163.12	424174.69	684651.90
4-67	108+69.55	32.49' RT	1163.22	424179.69	684651.89
* 4-68	108+74.84	32.49' RT	1163.66	424184.98	684651.87

NOTES

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THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

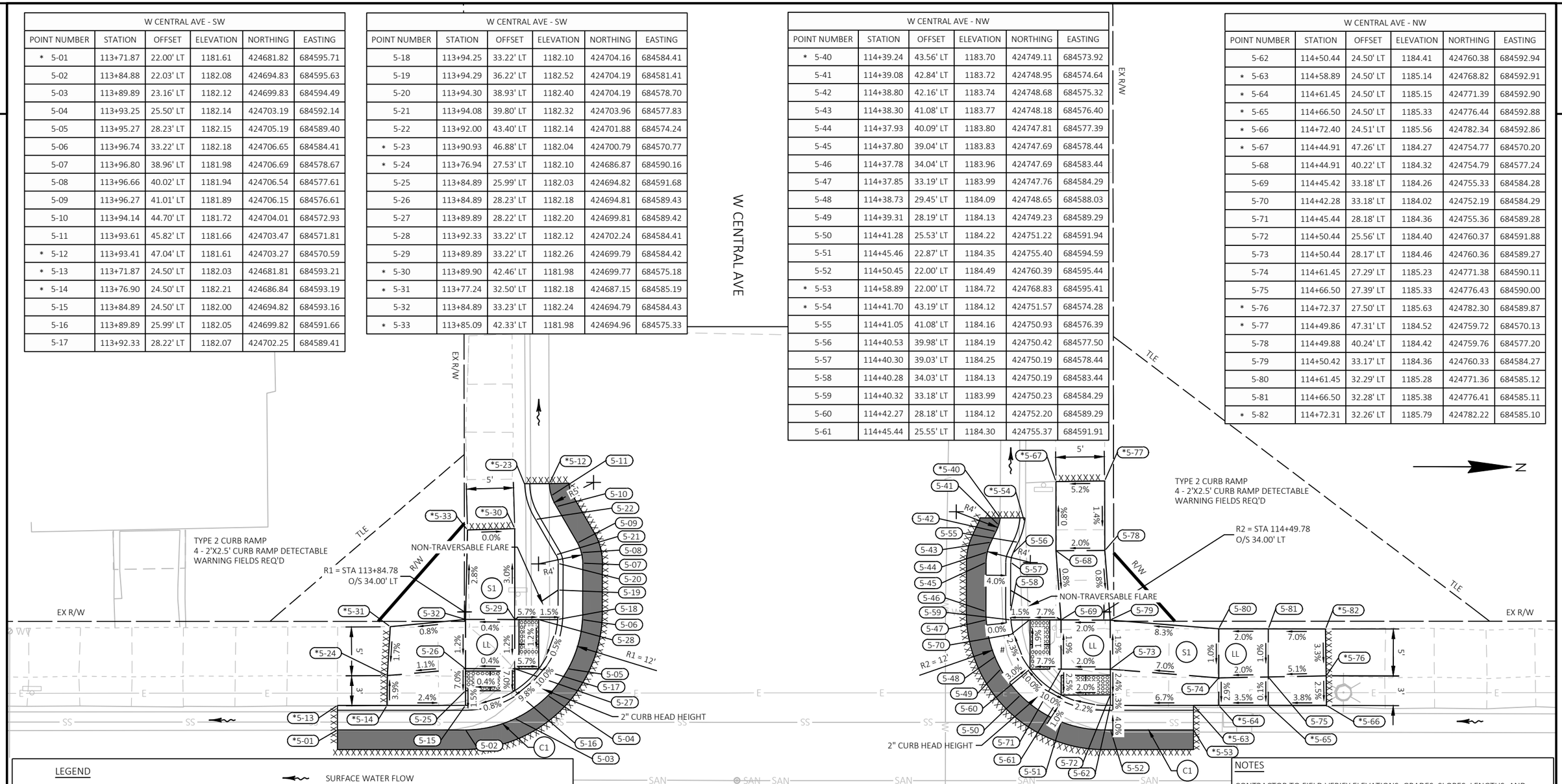
* MATCH EXISTING.

W CENTRAL AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 5-01	113+71.87	22.00' LT	1181.61	424681.82	684595.71
5-02	113+84.88	22.03' LT	1182.08	424694.83	684595.63
5-03	113+89.89	23.16' LT	1182.12	424699.83	684594.49
5-04	113+93.25	25.50' LT	1182.14	424703.19	684592.14
5-05	113+95.27	28.23' LT	1182.15	424705.19	684589.40
5-06	113+96.74	33.22' LT	1182.18	424706.65	684584.41
5-07	113+96.80	38.96' LT	1181.98	424706.69	684578.67
5-08	113+96.66	40.02' LT	1181.94	424706.54	684577.61
5-09	113+96.27	41.01' LT	1181.89	424706.15	684576.61
5-10	113+94.14	44.70' LT	1181.72	424704.01	684572.93
5-11	113+93.61	45.82' LT	1181.66	424703.47	684571.81
* 5-12	113+93.41	47.04' LT	1181.61	424703.27	684570.59
* 5-13	113+71.87	24.50' LT	1182.03	424681.81	684593.21
* 5-14	113+76.90	24.50' LT	1182.21	424686.84	684593.19
5-15	113+84.89	24.50' LT	1182.00	424694.82	684593.16
5-16	113+89.89	25.99' LT	1182.05	424699.82	684591.66
5-17	113+92.33	28.22' LT	1182.07	424702.25	684589.41

W CENTRAL AVE - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-18	113+94.25	33.22' LT	1182.10	424704.16	684584.41
5-19	113+94.29	36.22' LT	1182.52	424704.19	684581.41
5-20	113+94.30	38.93' LT	1182.40	424704.19	684578.70
5-21	113+94.08	39.80' LT	1182.32	424703.96	684577.83
5-22	113+92.00	43.40' LT	1182.14	424701.88	684574.24
* 5-23	113+90.93	46.88' LT	1182.04	424700.79	684570.77
* 5-24	113+76.94	27.53' LT	1182.10	424686.87	684590.16
5-25	113+84.89	25.99' LT	1182.03	424694.82	684591.68
5-26	113+84.89	28.23' LT	1182.18	424694.81	684589.43
5-27	113+89.89	28.22' LT	1182.20	424699.81	684589.42
5-28	113+92.33	33.22' LT	1182.12	424702.24	684584.41
5-29	113+89.89	33.22' LT	1182.26	424699.79	684584.42
* 5-30	113+89.90	42.46' LT	1181.98	424699.77	684575.18
* 5-31	113+77.24	32.50' LT	1182.18	424687.15	684585.19
5-32	113+84.89	33.23' LT	1182.24	424694.79	684584.43
* 5-33	113+85.09	42.33' LT	1181.98	424694.96	684575.33

W CENTRAL AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 5-40	114+39.24	43.56' LT	1183.70	424749.11	684573.92
5-41	114+39.08	42.84' LT	1183.72	424748.95	684574.64
5-42	114+38.80	42.16' LT	1183.74	424748.68	684575.32
5-43	114+38.30	41.08' LT	1183.77	424748.18	684576.40
5-44	114+37.93	40.09' LT	1183.80	424747.81	684577.39
5-45	114+37.80	39.04' LT	1183.83	424747.69	684578.44
5-46	114+37.78	34.04' LT	1183.96	424747.69	684583.44
5-47	114+37.85	33.19' LT	1183.99	424747.76	684584.29
5-48	114+38.73	29.45' LT	1184.09	424748.65	684588.03
5-49	114+39.31	28.19' LT	1184.13	424749.23	684589.29
5-50	114+41.28	25.53' LT	1184.22	424751.22	684591.94
5-51	114+45.46	22.87' LT	1184.35	424755.40	684594.59
5-52	114+50.45	22.00' LT	1184.49	424760.39	684595.44
* 5-53	114+58.89	22.00' LT	1184.72	424768.83	684595.41
* 5-54	114+41.70	43.19' LT	1184.12	424751.57	684574.28
5-55	114+41.05	41.08' LT	1184.16	424750.93	684576.39
5-56	114+40.53	39.98' LT	1184.19	424750.42	684577.50
5-57	114+40.30	39.03' LT	1184.25	424750.19	684578.44
5-58	114+40.28	34.03' LT	1184.13	424750.19	684583.44
5-59	114+40.32	33.18' LT	1183.99	424750.23	684584.29
5-60	114+42.27	28.18' LT	1184.12	424752.20	684589.29
5-61	114+45.44	25.55' LT	1184.30	424755.37	684591.91

W CENTRAL AVE - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
5-62	114+50.44	24.50' LT	1184.41	424760.38	684592.94
* 5-63	114+58.89	24.50' LT	1185.14	424768.82	684592.91
* 5-64	114+61.45	24.50' LT	1185.15	424771.39	684592.90
* 5-65	114+66.50	24.50' LT	1185.33	424776.44	684592.88
* 5-66	114+72.40	24.51' LT	1185.56	424782.34	684592.86
* 5-67	114+44.91	47.26' LT	1184.27	424754.77	684570.20
5-68	114+44.91	40.22' LT	1184.32	424754.79	684577.24
5-69	114+45.42	33.18' LT	1184.26	424755.33	684584.28
5-70	114+42.28	33.18' LT	1184.02	424752.19	684584.29
5-71	114+45.44	28.18' LT	1184.36	424755.36	684589.28
5-72	114+50.44	25.56' LT	1184.40	424760.37	684591.88
5-73	114+50.44	28.17' LT	1184.46	424760.36	684589.27
5-74	114+61.45	27.29' LT	1185.23	424771.38	684590.11
5-75	114+66.50	27.39' LT	1185.33	424776.43	684590.00
* 5-76	114+72.37	27.50' LT	1185.63	424782.30	684589.87
* 5-77	114+49.86	47.31' LT	1184.52	424759.72	684570.13
5-78	114+49.88	40.24' LT	1184.42	424759.76	684577.20
5-79	114+50.42	33.17' LT	1184.36	424760.33	684584.27
5-80	114+61.45	32.29' LT	1185.28	424771.36	684585.12
5-81	114+66.50	32.28' LT	1185.38	424776.41	684585.11
* 5-82	114+72.31	32.26' LT	1185.79	424782.22	684585.10



LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

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THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 16	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 05

PLOT DATE : 12/17/2024 11:36 AM PLOT BY : SCOTT KAISER PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

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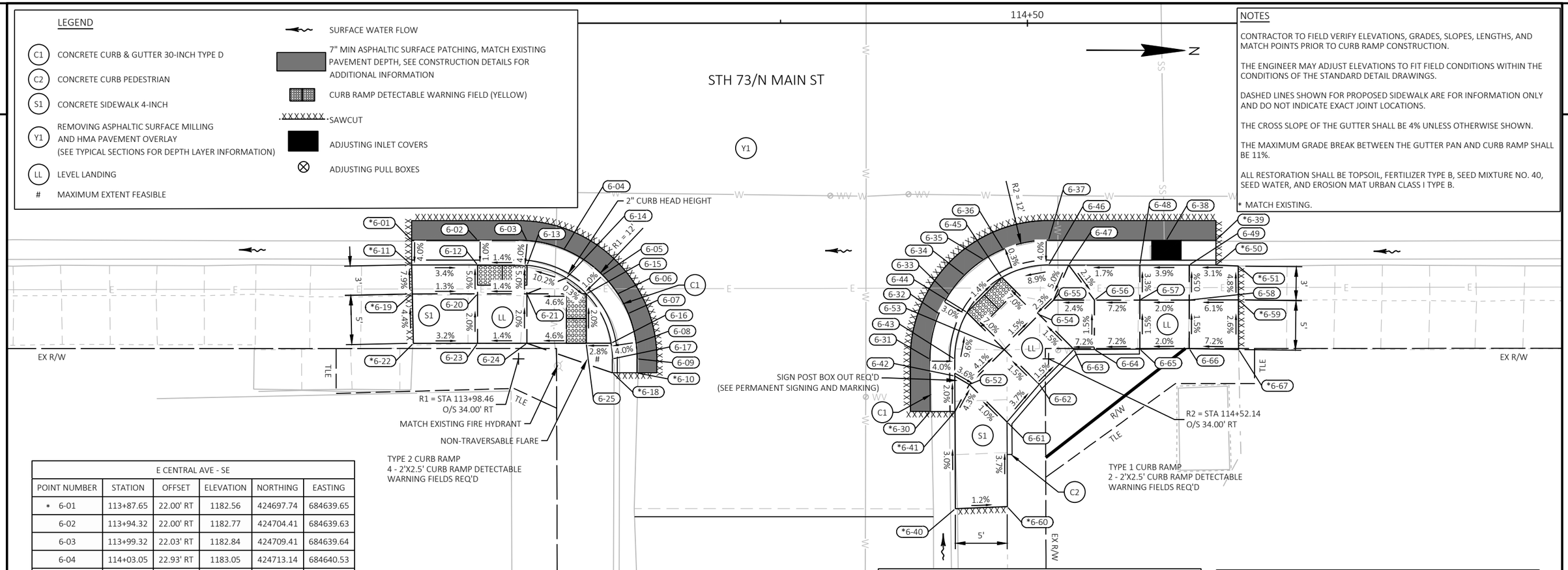
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* MATCH EXISTING.



E CENTRAL AVE - SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 6-01	113+87.65	22.00' RT	1182.56	424697.74	684639.65
6-02	113+94.32	22.00' RT	1182.77	424704.41	684639.63
6-03	113+99.32	22.03' RT	1182.84	424709.41	684639.64
6-04	114+03.05	22.93' RT	1183.05	424713.14	684640.53
6-05	114+06.95	25.51' RT	1183.25	424717.05	684643.10
6-06	114+08.47	27.43' RT	1183.33	424718.58	684645.01
6-07	114+09.54	29.41' RT	1183.40	424719.66	684646.99
6-08	114+10.34	32.42' RT	1183.50	424720.47	684650.00
6-09	114+10.46	34.00' RT	1183.56	424720.60	684651.58
* 6-10	114+10.46	35.42' RT	1183.60	424720.60	684653.00
* 6-11	113+87.65	24.50' RT	1182.98	424697.75	684642.15
6-12	113+94.32	24.50' RT	1182.75	424704.42	684642.13
6-13	113+99.32	24.54' RT	1182.82	424709.42	684642.15
6-14	114+03.29	25.82' RT	1183.25	424713.40	684643.42
6-15	114+05.32	27.42' RT	1183.24	424715.43	684645.01
6-16	114+07.83	32.42' RT	1183.41	424717.96	684650.01
6-17	114+07.96	34.00' RT	1183.77	424718.10	684651.58
* 6-18	114+07.96	35.42' RT	1184.02	424718.10	684653.00
* 6-19	113+87.71	27.43' RT	1182.98	424697.82	684645.08
6-20	113+94.32	27.42' RT	1182.90	424704.43	684645.05
6-21	113+99.32	27.42' RT	1182.97	424709.43	684645.04
* 6-22	113+87.82	32.43' RT	1183.20	424697.94	684650.08
6-23	113+94.32	32.42' RT	1183.00	424704.45	684650.05
6-24	113+99.32	32.42' RT	1183.07	424709.45	684650.04
6-25	114+05.32	32.42' RT	1183.34	424715.45	684650.01

E CENTRAL AVE - NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 6-30	114+40.15	39.34' RT	1185.11	424750.31	684656.81
6-31	114+40.14	34.04' RT	1185.00	424750.27	684651.52
6-32	114+41.07	29.45' RT	1184.91	424751.19	684646.92
6-33	114+42.09	27.51' RT	1184.86	424752.20	684644.98
6-34	114+43.63	25.53' RT	1184.81	424753.74	684642.99
6-35	114+45.59	23.96' RT	1184.76	424755.69	684641.42
6-36	114+47.54	22.93' RT	1184.73	424757.64	684640.38
6-37	114+52.14	22.00' RT	1184.87	424762.23	684639.44
6-38	114+64.04	22.01' RT	1185.27	424774.14	684639.41
* 6-39	114+69.06	22.00' RT	1185.45	424779.15	684639.38
* 6-40	114+42.69	49.18' RT	1185.83	424752.87	684666.65
* 6-41	114+42.65	39.34' RT	1185.53	424752.81	684656.81
6-42	114+42.64	35.75' RT	1185.46	424752.78	684653.21
6-43	114+42.64	34.03' RT	1185.35	424752.77	684651.50
6-44	114+43.88	29.30' RT	1184.82	424754.00	684646.76
6-45	114+47.41	25.76' RT	1184.75	424757.51	684643.21
6-46	114+52.14	24.50' RT	1185.22	424762.24	684641.94
6-47	114+54.18	24.50' RT	1185.36	424764.28	684641.93
6-48	114+61.37	24.50' RT	1185.48	424771.47	684641.90

E CENTRAL AVE - NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
6-49	114+66.37	24.50' RT	1185.67	424776.47	684641.89
* 6-50	114+69.08	24.50' RT	1185.76	424779.18	684641.88
* 6-51	114+71.35	24.61' RT	1185.83	424781.45	684641.98
6-52	114+44.12	36.60' RT	1185.40	424754.26	684654.06
6-53	114+47.65	33.06' RT	1185.19	424757.78	684650.51
6-54	114+51.18	29.51' RT	1185.12	424761.29	684646.95
6-55	114+52.64	28.04' RT	1185.16	424762.75	684645.48
6-56	114+56.78	28.04' RT	1185.26	424766.90	684645.46
6-57	114+61.37	28.04' RT	1185.59	424771.48	684645.45
6-58	114+66.37	28.04' RT	1185.69	424776.48	684645.43
* 6-59	114+71.36	28.03' RT	1186.00	424781.47	684645.40
* 6-60	114+47.95	48.97' RT	1185.77	424758.13	684666.42
6-61	114+47.93	40.40' RT	1185.45	424758.09	684657.85
6-62	114+51.19	36.59' RT	1185.26	424761.33	684654.02
6-63	114+54.72	33.04' RT	1185.19	424764.85	684650.47
6-64	114+56.76	33.04' RT	1185.34	424766.90	684650.46
6-65	114+61.37	33.01' RT	1185.67	424771.50	684650.41
6-66	114+66.37	32.97' RT	1185.77	424776.50	684650.35
* 6-67	114+71.37	33.04' RT	1186.13	424781.50	684650.41

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 17	E

2

W SCHOOL ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 7-01	116+81.48	22.00' LT	1190.65	424991.42	684594.66
7-02	116+82.69	22.00' LT	1190.67	424992.63	684594.66
7-03	116+87.21	23.00' LT	1190.75	424997.15	684593.65
7-04	116+91.04	25.59' LT	1190.82	425000.97	684591.04
7-05	116+93.68	29.78' LT	1190.87	425003.60	684586.84
7-06	116+94.47	34.78' LT	1190.92	425004.37	684581.84
* 7-07	116+94.47	42.42' LT	1190.87	425004.34	684574.20
* 7-08	116+72.70	24.50' LT	1190.91	424982.63	684592.19
* 7-09	116+79.82	24.50' LT	1190.99	424989.76	684592.17
* 7-10	116+81.54	24.50' LT	1191.01	424991.47	684592.16
7-11	116+83.98	24.62' LT	1191.12	424993.91	684592.03
7-12	116+88.98	27.08' LT	1191.02	424998.90	684589.55
7-13	116+90.98	29.78' LT	1190.78	425000.90	684586.85
7-14	116+91.97	34.78' LT	1190.84	425001.87	684581.85
7-15	116+91.97	39.16' LT	1191.05	425001.85	684577.47
* 7-16	116+91.97	42.46' LT	1191.10	425001.84	684574.17

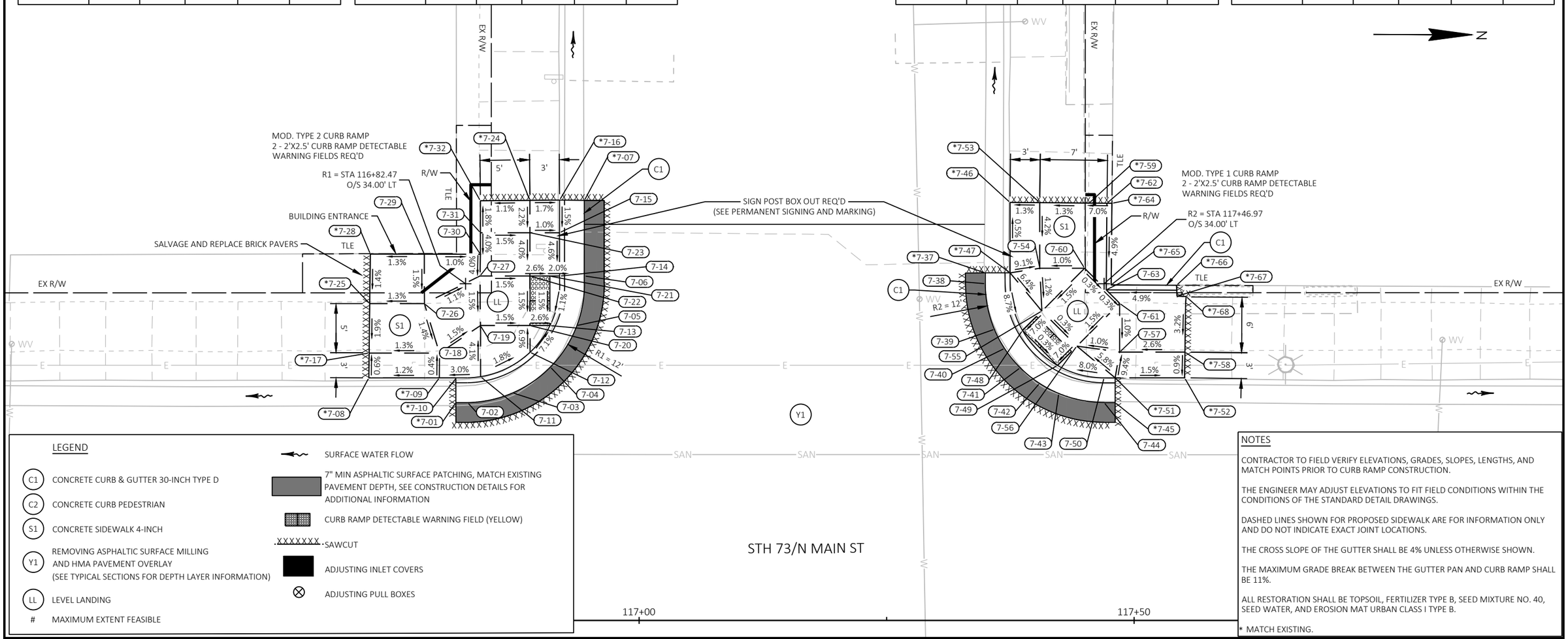
W SCHOOL ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 7-17	116+72.73	27.00' LT	1190.89	424982.65	684589.69
7-18	116+79.83	27.00' LT	1190.98	424989.76	684589.67
7-19	116+83.98	29.78' LT	1190.91	424993.89	684586.88
7-20	116+88.98	29.78' LT	1190.83	424998.89	684586.86
7-21	116+90.98	34.78' LT	1190.86	425000.88	684581.85
7-22	116+88.98	34.78' LT	1190.91	424998.88	684581.86
7-23	116+88.97	39.15' LT	1191.08	424998.85	684577.48
* 7-24	116+88.97	42.43' LT	1191.15	424998.84	684574.21
* 7-25	116+72.79	32.00' LT	1190.99	424982.70	684584.69
7-26	116+78.31	32.00' LT	1191.06	424988.22	684584.67
7-27	116+83.92	34.78' LT	1190.98	424993.82	684581.88
* 7-28	116+72.85	37.01' LT	1191.06	424982.74	684579.68
7-29	116+78.30	36.99' LT	1191.13	424988.19	684579.68
7-30	116+83.97	36.98' LT	1191.07	424993.86	684579.68
7-31	116+83.97	39.15' LT	1191.16	424993.85	684577.50
* 7-32	116+83.97	42.38' LT	1191.10	424993.84	684574.28

W SCHOOL ST

W SCHOOL ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 7-37	117+34.97	35.09' LT	1191.46	425044.87	684581.39
7-38	117+34.97	34.00' LT	1191.46	425044.87	684582.48
7-39	117+35.90	29.41' LT	1191.45	425045.82	684587.06
7-40	117+36.91	27.48' LT	1191.44	425046.84	684589.00
7-41	117+38.49	25.51' LT	1191.44	425048.42	684590.95
7-42	117+40.45	23.94' LT	1191.43	425050.38	684592.52
7-43	117+42.38	22.92' LT	1191.43	425052.32	684593.53
7-44	117+46.97	22.00' LT	1191.42	425056.91	684594.44
* 7-45	117+48.08	22.00' LT	1191.42	425058.02	684594.44
* 7-46	117+37.47	42.22' LT	1191.84	425047.34	684574.25
* 7-47	117+37.47	35.11' LT	1191.88	425047.37	684581.37
7-48	117+38.72	29.29' LT	1191.36	425048.64	684587.18
7-49	117+42.26	25.75' LT	1191.35	425052.19	684590.70
7-50	117+46.97	24.50' LT	1191.76	425056.91	684591.94
* 7-51	117+48.08	24.50' LT	1191.84	425058.01	684591.94
* 7-52	117+55.10	24.50' LT	1191.73	425065.03	684591.91

W SCHOOL ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 7-53	117+40.47	42.19' LT	1191.88	425050.34	684574.27
7-54	117+40.47	35.56' LT	1191.60	425050.37	684580.90
7-55	117+40.68	31.24' LT	1191.56	425050.59	684585.22
7-56	117+44.21	27.71' LT	1191.54	425054.14	684588.74
7-57	117+48.54	27.10' LT	1191.59	425058.46	684589.33
* 7-58	117+55.13	27.10' LT	1191.76	425065.06	684589.31
* 7-59	117+45.47	42.15' LT	1191.94	425055.34	684574.30
7-60	117+45.00	35.56' LT	1191.65	425054.90	684580.88
7-61	117+48.54	32.03' LT	1191.64	425058.44	684584.41
* 7-62	117+47.26	42.13' LT	1192.07	425057.13	684574.31
7-63	117+47.18	33.39' LT	1191.64	425057.08	684583.05
* 7-64	117+47.76	42.13' LT	1192.11	425057.63	684574.31
* 7-65	117+47.68	33.88' LT	1192.06	425057.58	684582.55
* 7-66	117+54.29	33.85' LT	1192.09	425064.19	684582.56
* 7-67	117+54.33	32.75' LT	1191.97	425064.24	684583.66
* 7-68	117+55.25	32.72' LT	1191.94	425065.15	684583.69

2



LEGEND

- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 CONCRETE CURB PEDESTRIAN
- S1 CONCRETE SIDEWALK 4-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL LEVEL LANDING
- # MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- XXXXXXX SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

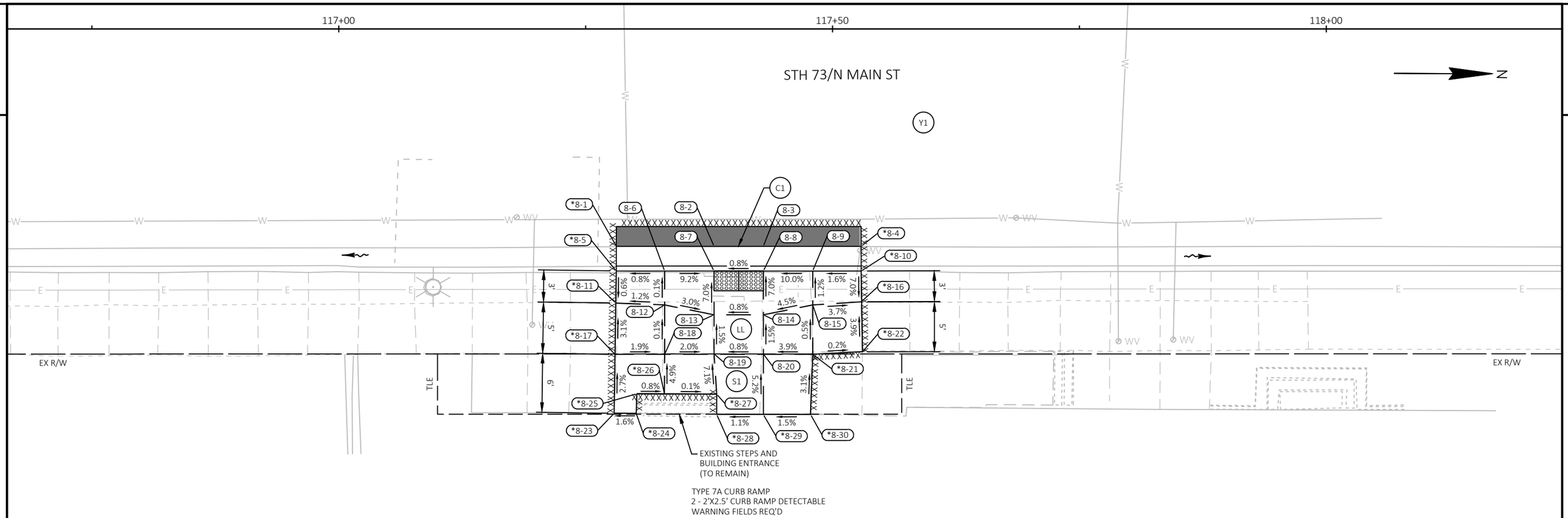
THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 18	E



LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- XXXXXXX SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.

W SCHOOL ST MID-BLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 8-1	117+28.10	22.00' RT	1191.06	425038.20	684638.50
8-2	117+37.99	22.00' RT	1191.14	425048.08	684638.47
8-3	117+42.99	22.00' RT	1191.18	425053.08	684638.45
* 8-4	117+52.89	22.00' RT	1191.26	425062.99	684638.42
* 8-5	117+28.09	24.50' RT	1191.48	425038.19	684641.00
8-6	117+32.99	24.50' RT	1191.52	425043.09	684640.99
8-7	117+37.99	24.50' RT	1191.06	425048.09	684640.97
8-8	117+42.99	24.50' RT	1191.10	425053.09	684640.95
8-9	117+47.99	24.50' RT	1191.60	425058.09	684640.94
* 8-10	117+52.89	24.50' RT	1191.68	425062.99	684640.92
* 8-11	117+28.05	27.76' RT	1191.46	425038.16	684644.26
8-12	117+32.99	27.94' RT	1191.52	425043.10	684644.42
8-13	117+37.99	28.94' RT	1191.37	425048.11	684645.41
8-14	117+42.99	28.94' RT	1191.41	425053.11	684645.39
8-15	117+47.99	27.94' RT	1191.64	425058.10	684644.37

W SCHOOL ST MID-BLOCK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 8-16	117+52.91	27.62' RT	1191.46	425063.02	684644.04
* 8-17	117+27.97	32.94' RT	1191.63	425038.10	684649.44
8-18	117+32.99	32.94' RT	1191.53	425043.12	684649.42
8-19	117+37.99	32.89' RT	1191.43	425048.12	684649.36
8-20	117+42.99	32.90' RT	1191.47	425053.12	684649.36
* 8-21	117+47.99	32.94' RT	1191.67	425058.12	684649.37
* 8-22	117+53.02	32.68' RT	1191.65	425063.15	684649.10
* 8-23	117+27.89	38.91' RT	1191.79	425038.04	684655.41
* 8-24	117+30.11	38.89' RT	1191.82	425040.26	684655.39
* 8-25	117+30.17	36.93' RT	1191.75	425040.32	684653.43
* 8-26	117+32.97	36.95' RT	1191.73	425043.11	684653.43
* 8-27	117+38.27	36.98' RT	1191.72	425048.41	684653.45
* 8-28	117+38.26	39.03' RT	1191.73	425048.41	684655.50
* 8-29	117+42.99	39.03' RT	1191.78	425053.14	684655.48
* 8-30	117+47.77	39.03' RT	1191.85	425057.91	684655.46

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 19	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 08
PLOT DATE : 6/4/2024 6:51 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

W DIVISION ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-01	121+09.97	22.00' LT	1187.90	425419.91	684593.22
9-02	121+11.69	22.00' LT	1187.86	425421.63	684593.21
9-03	121+16.29	22.93' LT	1187.73	425426.23	684592.27
9-04	121+18.24	23.94' LT	1187.46	425428.18	684591.25
9-05	121+20.19	25.52' LT	1187.60	425430.12	684589.66
9-06	121+21.77	27.48' LT	1187.26	425431.70	684587.69
9-07	121+22.78	29.43' LT	1187.48	425432.70	684585.74
* 9-08	121+23.70	35.12' LT	1187.32	425433.59	684580.05
* 9-09	120+98.73	24.39' LT	1188.33	425408.67	684590.86
* 9-10	121+07.91	24.47' LT	1188.30	425417.85	684590.75
* 9-11	121+09.96	24.49' LT	1188.27	425419.90	684590.73
9-12	121+15.00	27.17' LT	1187.75	425424.93	684588.03
9-13	121+16.42	25.76' LT	1187.61	425426.35	684589.44
9-14	121+19.95	29.29' LT	1187.51	425429.87	684585.89

W DIVISION ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-15	121+21.20	35.12' LT	1187.74	425431.09	684580.06
* 9-16	120+98.76	27.66' LT	1188.27	425408.68	684587.60
9-17	121+07.89	27.66' LT	1187.99	425417.81	684587.57
9-18	121+11.65	27.66' LT	1187.96	425421.57	684587.55
9-19	121+13.05	29.13' LT	1187.93	425422.96	684586.08
9-20	121+16.49	32.75' LT	1187.85	425426.40	684582.44
9-21	121+19.94	36.37' LT	1187.87	425429.83	684578.81
* 9-22	120+98.80	32.68' LT	1188.26	425408.70	684582.57
9-23	121+07.96	32.66' LT	1188.01	425417.87	684582.56
9-24	121+09.51	32.66' LT	1187.98	425419.41	684582.56
9-25	121+12.95	36.28' LT	1187.90	425422.85	684578.93
9-26	121+16.40	39.90' LT	1187.94	425426.28	684575.29
* 9-27	120+98.80	34.27' LT	1188.45	425408.70	684580.98
9-28	121+08.57	34.34' LT	1188.09	425418.47	684580.88

W DIVISION ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-31	121+66.55	38.64' LT	1186.85	425476.44	684576.39
9-32	121+66.56	34.00' LT	1187.08	425476.46	684581.02
9-33	121+67.48	29.41' LT	1187.25	425477.39	684585.61
9-34	121+68.50	27.48' LT	1187.30	425478.42	684587.54
9-35	121+70.07	25.51' LT	1187.31	425480.00	684589.50
9-36	121+72.03	23.94' LT	1187.32	425481.97	684591.06
9-37	121+73.97	22.93' LT	1187.32	425483.91	684592.07
9-38	121+78.56	22.00' LT	1187.31	425488.50	684592.98
* 9-39	121+83.19	22.00' LT	1187.29	425493.13	684592.97
* 9-40	121+69.05	38.64' LT	1187.27	425478.94	684576.38
9-41	121+69.06	35.11' LT	1187.44	425478.95	684579.91
9-42	121+69.06	34.00' LT	1187.42	425478.96	684581.02
9-43	121+70.31	29.29' LT	1187.21	425480.23	684585.72
9-44	121+73.85	25.75' LT	1187.25	425483.77	684589.25
9-45	121+78.56	24.50' LT	1187.65	425488.49	684590.48
9-46	121+79.67	24.50' LT	1187.72	425489.60	684590.48

W DIVISION ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 9-47	121+83.20	24.50' LT	1187.70	425493.13	684590.47
* 9-48	121+87.89	24.48' LT	1187.71	425497.82	684590.47
* 9-49	121+72.55	46.57' LT	1187.15	425482.41	684568.44
9-50	121+72.63	38.67' LT	1187.41	425482.51	684576.33
9-51	121+72.70	31.68' LT	1187.41	425482.61	684583.32
9-52	121+76.24	28.15' LT	1187.48	425486.16	684586.85
9-53	121+77.00	27.39' LT	1187.49	425486.92	684587.60
9-54	121+82.82	27.42' LT	1187.57	425492.74	684587.55
* 9-55	121+87.83	27.45' LT	1187.70	425497.75	684587.50
* 9-56	121+77.55	46.56' LT	1187.26	425487.41	684568.43
9-57	121+77.59	38.75' LT	1187.46	425487.47	684576.23
9-58	121+77.61	36.59' LT	1187.51	425487.50	684578.40
9-59	121+77.66	32.39' LT	1187.56	425487.56	684582.60
9-60	121+80.50	32.41' LT	1187.57	425490.41	684582.57
9-61	121+82.81	32.42' LT	1187.64	425492.72	684582.55
* 9-62	121+87.65	32.45' LT	1187.78	425497.56	684582.50

W DIVISION ST

EX R/W

TLE

TYPE 1 CURB RAMP
2 - 2'X2.5' CURB RAMP DETECTABLE
WARNING FIELDS REQ'D

R1 = STA 121+11.70
O/S 34.00' LT

R/W

MOD. TYPE 1 CURB RAMP
2 - 2'X2.5' CURB RAMP DETECTABLE
WARNING FIELDS REQ'D

R2 = STA 121+78.56
O/S 34.00' LT

PLACE CONCRETE SIDEWALK AROUND EXISTING LIGHT POLE

STH 73/N MAIN ST

121+50

CAUTION

N

LEGEND

- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 CONCRETE CURB PEDESTRIAN
- S1 CONCRETE SIDEWALK 4-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL LEVEL LANDING
- # MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- .XXXXXXX. SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 20	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 09

PLOT DATE : 6/4/2024 6:51 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

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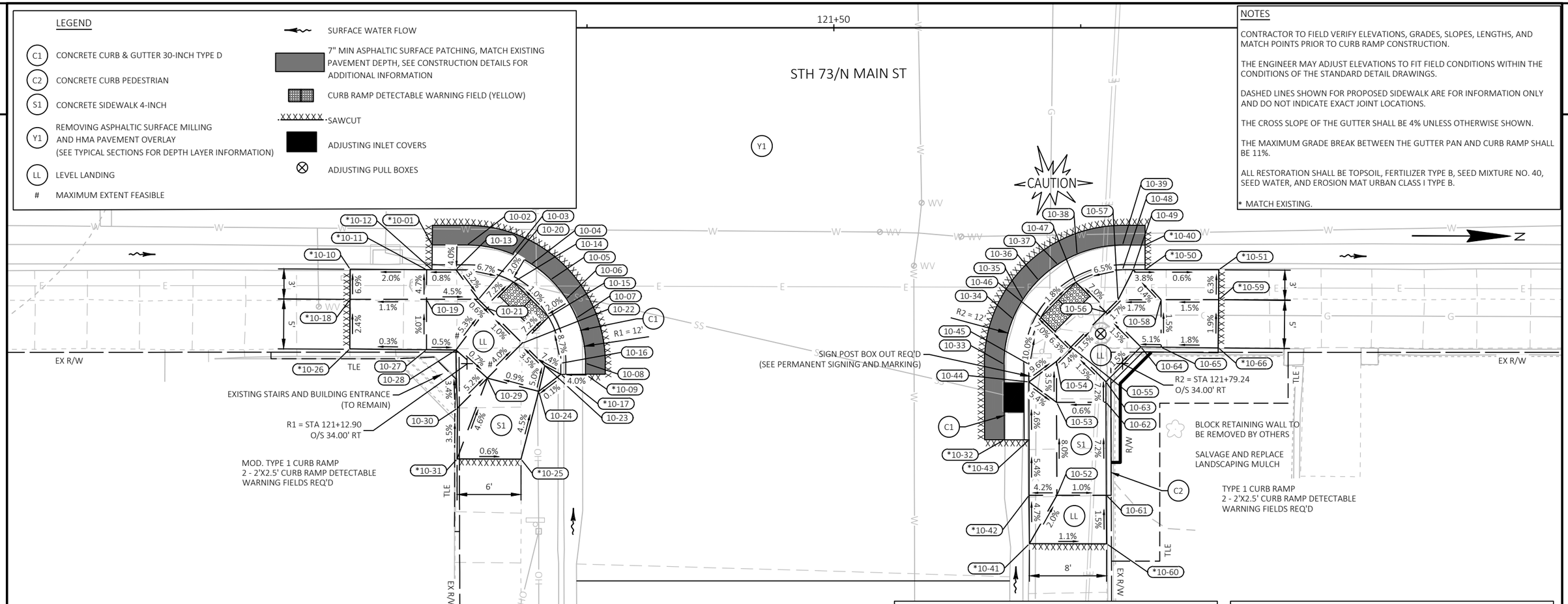
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* MATCH EXISTING.



E DIVISION ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 10-01	121+09.33	22.00' RT	1188.39	425419.42	684637.22
10-02	121+12.85	22.00' RT	1188.41	425422.94	684637.21
10-03	121+17.43	22.92' RT	1188.45	425427.52	684638.11
10-04	121+19.36	23.94' RT	1188.47	425429.45	684639.12
10-05	121+21.32	25.50' RT	1188.49	425431.43	684640.68
10-06	121+22.90	27.47' RT	1188.51	425433.01	684642.64
10-07	121+23.91	29.39' RT	1188.53	425434.03	684644.56
10-08	121+24.85	33.96' RT	1188.57	425434.98	684649.13
* 10-09	121+24.86	35.08' RT	1188.58	425434.99	684650.25
* 10-10	121+01.02	24.45' RT	1188.64	425411.12	684639.69
* 10-11	121+08.76	24.50' RT	1188.80	425418.86	684639.72
* 10-12	121+09.30	24.50' RT	1188.81	425419.40	684639.72
10-13	121+11.73	24.50' RT	1188.83	425421.83	684639.71
10-14	121+17.55	25.74' RT	1188.43	425427.65	684640.93
10-15	121+21.09	29.27' RT	1188.48	425431.21	684644.45
10-16	121+22.35	33.97' RT	1188.92	425432.48	684649.14

E DIVISION ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 10-17	121+22.36	35.09' RT	1189.00	425432.49	684650.26
* 10-18	121+01.01	27.50' RT	1188.86	425411.12	684642.75
10-19	121+08.74	27.50' RT	1188.94	425418.85	684642.72
10-20	121+14.00	27.50' RT	1188.71	425424.11	684642.70
10-21	121+14.90	28.40' RT	1188.70	425425.01	684643.60
10-22	121+18.44	31.93' RT	1188.75	425428.57	684647.12
10-23	121+20.73	34.21' RT	1188.86	425430.86	684649.39
10-24	121+20.11	36.81' RT	1189.00	425430.25	684652.00
* 10-25	121+18.32	43.67' RT	1189.32	425428.48	684658.86
* 10-26	121+00.98	32.50' RT	1188.97	425411.11	684647.75
10-27	121+08.74	32.60' RT	1188.99	425418.87	684647.82
10-28	121+11.74	32.62' RT	1188.98	425421.86	684647.83
10-29	121+14.91	35.47' RT	1188.95	425425.05	684650.67
10-30	121+11.88	38.51' RT	1189.17	425422.03	684653.72
* 10-31	121+11.84	43.65' RT	1189.35	425422.00	684658.86

E DIVISION ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 10-32	121+67.26	41.71' RT	1188.40	425477.42	684656.73
10-33	121+67.24	34.08' RT	1188.16	425477.37	684649.10
10-34	121+68.14	29.47' RT	1188.02	425478.26	684644.49
10-35	121+69.16	27.52' RT	1187.95	425479.27	684642.54
10-36	121+70.72	25.55' RT	1187.92	425480.82	684640.56
10-37	121+72.67	23.96' RT	1187.89	425482.76	684638.96
10-38	121+74.63	22.95' RT	1187.86	425484.72	684637.94
10-39	121+79.22	22.00' RT	1187.79	425489.31	684636.98
* 10-40	121+81.51	22.00' RT	1187.76	425491.60	684636.97
* 10-41	121+69.80	52.24' RT	1189.24	425479.99	684667.26
* 10-42	121+69.77	47.34' RT	1189.01	425479.94	684662.36
* 10-43	121+69.76	41.73' RT	1188.70	425479.92	684656.74
10-44	121+69.75	35.85' RT	1188.56	425479.88	684650.87
10-45	121+69.74	34.06' RT	1188.44	425479.87	684649.08
10-46	121+70.97	29.32' RT	1187.89	425481.09	684644.33
10-47	121+74.49	25.77' RT	1187.80	425484.59	684640.77
10-48	121+79.22	24.50' RT	1188.13	425489.32	684639.48
10-49	121+80.31	24.50' RT	1188.19	425490.41	684639.48

E DIVISION ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 10-50	121+81.51	24.50' RT	1188.14	425491.61	684639.47
* 10-51	121+88.98	24.50' RT	1188.10	425499.08	684639.45
10-52	121+72.58	47.34' RT	1189.12	425482.76	684662.35
10-53	121+72.55	37.93' RT	1188.37	425482.70	684652.93
10-54	121+72.54	33.78' RT	1188.23	425482.67	684648.78
10-55	121+74.00	32.32' RT	1188.18	425484.12	684647.32
10-56	121+77.53	28.78' RT	1188.10	425487.64	684643.77
10-57	121+78.77	27.53' RT	1188.13	425488.88	684642.52
10-58	121+83.14	27.53' RT	1188.21	425493.24	684642.50
* 10-59	121+88.97	27.52' RT	1188.29	425499.08	684642.47
* 10-60	121+77.62	52.26' RT	1189.15	425487.81	684667.24
10-61	121+77.59	47.34' RT	1189.07	425487.76	684662.33
10-62	121+77.55	37.92' RT	1188.40	425487.70	684652.90
10-63	121+77.55	35.84' RT	1188.25	425487.68	684650.83
10-64	121+81.08	32.30' RT	1188.18	425491.20	684647.28
10-65	121+83.14	32.33' RT	1188.28	425493.27	684647.30
* 10-66	121+88.92	32.40' RT	1188.38	425499.04	684647.35

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 21	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 10
PLOT DATE : 6/6/2024 10:04 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE

- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- XXXXXXX SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

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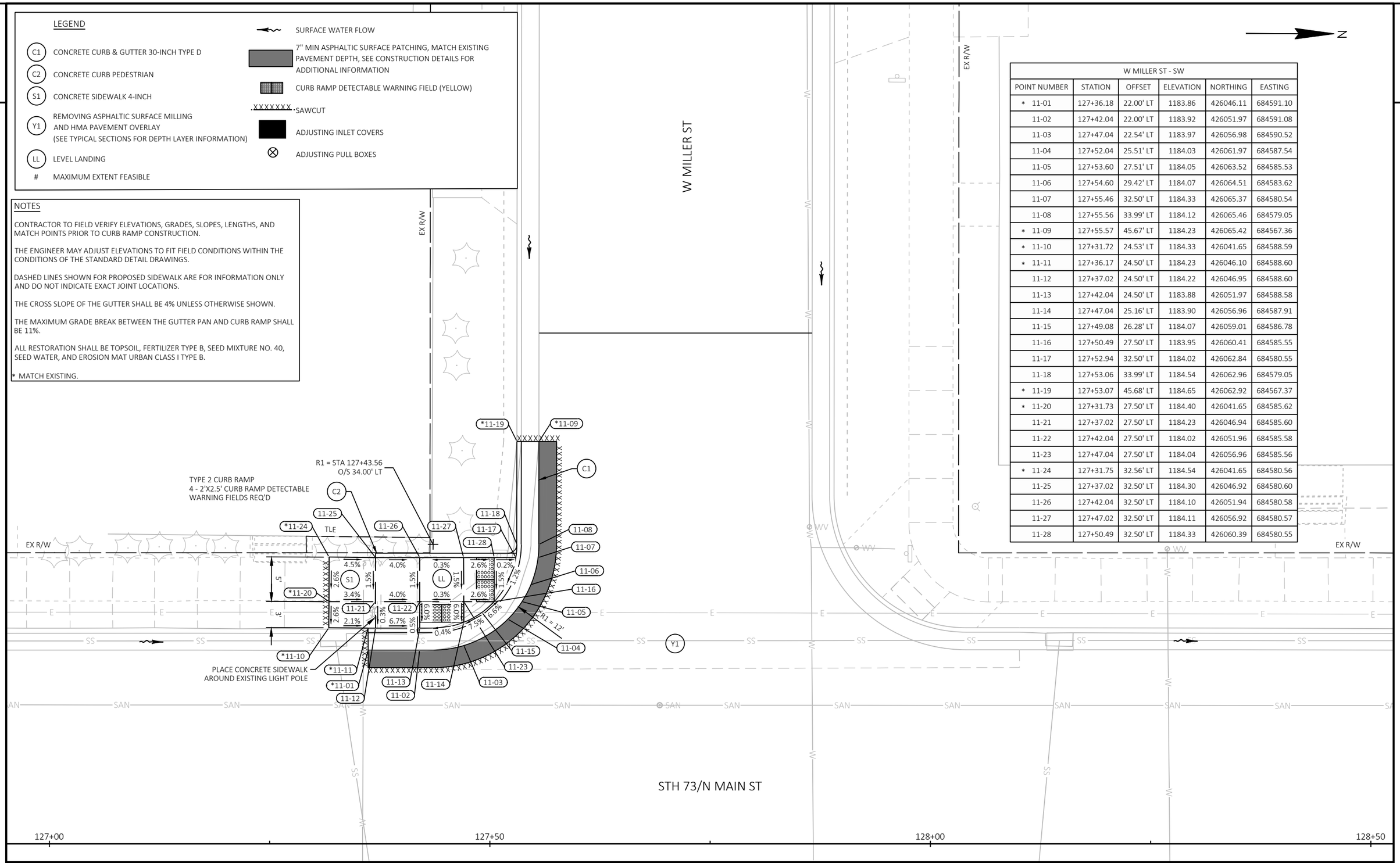
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* MATCH EXISTING.



W MILLER ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 11-01	127+36.18	22.00' LT	1183.86	426046.11	684591.10
11-02	127+42.04	22.00' LT	1183.92	426051.97	684591.08
11-03	127+47.04	22.54' LT	1183.97	426056.98	684590.52
11-04	127+52.04	25.51' LT	1184.03	426061.97	684587.54
11-05	127+53.60	27.51' LT	1184.05	426063.52	684585.53
11-06	127+54.60	29.42' LT	1184.07	426064.51	684583.62
11-07	127+55.46	32.50' LT	1184.33	426065.37	684580.54
11-08	127+55.56	33.99' LT	1184.12	426065.46	684579.05
* 11-09	127+55.57	45.67' LT	1184.23	426065.42	684567.36
* 11-10	127+31.72	24.53' LT	1184.33	426041.65	684588.59
* 11-11	127+36.17	24.50' LT	1184.23	426046.10	684588.60
11-12	127+37.02	24.50' LT	1184.22	426046.95	684588.60
11-13	127+42.04	24.50' LT	1183.88	426051.97	684588.58
11-14	127+47.04	25.16' LT	1183.90	426056.96	684587.91
11-15	127+49.08	26.28' LT	1184.07	426059.01	684586.78
11-16	127+50.49	27.50' LT	1183.95	426060.41	684585.55
11-17	127+52.94	32.50' LT	1184.02	426062.84	684580.55
11-18	127+53.06	33.99' LT	1184.54	426062.96	684579.05
* 11-19	127+53.07	45.68' LT	1184.65	426062.92	684567.37
* 11-20	127+31.73	27.50' LT	1184.40	426041.65	684585.62
11-21	127+37.02	27.50' LT	1184.23	426046.94	684585.60
11-22	127+42.04	27.50' LT	1184.02	426051.96	684585.58
11-23	127+47.04	27.50' LT	1184.04	426056.96	684585.56
* 11-24	127+31.75	32.56' LT	1184.54	426041.65	684580.56
11-25	127+37.02	32.50' LT	1184.30	426046.92	684580.60
11-26	127+42.04	32.50' LT	1184.10	426051.94	684580.58
11-27	127+47.02	32.50' LT	1184.11	426056.92	684580.57
11-28	127+50.49	32.50' LT	1184.33	426060.39	684580.55

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 22	E

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

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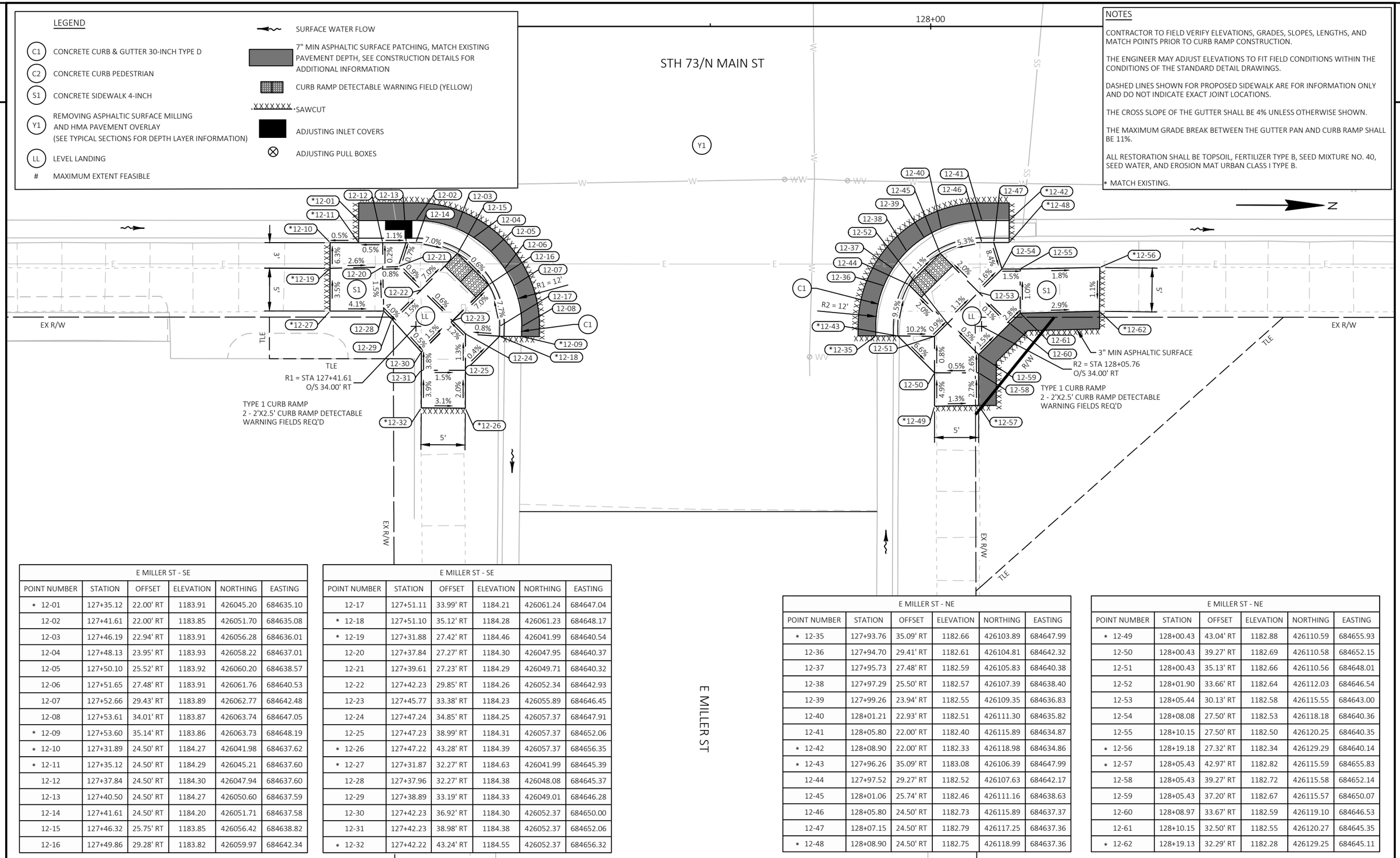
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* MATCH EXISTING.



E MILLER ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 12-01	127+35.12	22.00' RT	1183.91	426045.20	684635.10
12-02	127+41.61	22.00' RT	1183.85	426051.70	684635.08
12-03	127+46.19	22.94' RT	1183.91	426056.28	684636.01
12-04	127+48.13	23.95' RT	1183.93	426058.22	684637.01
12-05	127+50.10	25.52' RT	1183.92	426060.20	684638.57
12-06	127+51.65	27.48' RT	1183.91	426061.76	684640.53
12-07	127+52.66	29.43' RT	1183.89	426062.77	684642.48
12-08	127+53.61	34.01' RT	1183.87	426063.74	684647.05
* 12-09	127+53.60	35.14' RT	1183.86	426063.73	684648.19
* 12-10	127+31.89	24.50' RT	1184.27	426041.98	684637.62
* 12-11	127+35.12	24.50' RT	1184.29	426045.21	684637.60
12-12	127+37.84	24.50' RT	1184.30	426047.94	684637.60
12-13	127+40.50	24.50' RT	1184.27	426050.60	684637.59
12-14	127+41.61	24.50' RT	1184.20	426051.71	684637.58
12-15	127+46.32	25.75' RT	1183.85	426056.42	684638.82
12-16	127+49.86	29.28' RT	1183.82	426059.97	684642.34

E MILLER ST - SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
12-17	127+51.11	33.99' RT	1184.21	426061.24	684647.04
* 12-18	127+51.10	35.12' RT	1184.28	426061.23	684648.17
* 12-19	127+31.88	27.42' RT	1184.46	426041.99	684640.54
12-20	127+37.84	27.27' RT	1184.30	426047.95	684640.37
12-21	127+39.61	27.23' RT	1184.29	426049.71	684640.32
12-22	127+42.23	29.85' RT	1184.26	426052.34	684642.93
12-23	127+45.77	33.38' RT	1184.23	426055.89	684646.45
12-24	127+47.24	34.85' RT	1184.25	426057.37	684647.91
12-25	127+47.23	38.99' RT	1184.31	426057.37	684652.06
* 12-26	127+47.22	43.28' RT	1184.39	426057.37	684656.35
* 12-27	127+31.87	32.27' RT	1184.63	426041.99	684645.39
12-28	127+37.96	32.27' RT	1184.38	426048.08	684645.37
12-29	127+38.89	33.19' RT	1184.33	426049.01	684646.28
12-30	127+42.23	36.92' RT	1184.30	426052.37	684650.00
12-31	127+42.23	38.98' RT	1184.38	426052.37	684652.06
* 12-32	127+42.22	43.24' RT	1184.55	426052.37	684656.32

E MILLER ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 12-35	127+93.76	35.09' RT	1182.66	426103.89	684647.99
12-36	127+94.70	29.41' RT	1182.61	426104.81	684642.32
12-37	127+95.73	27.48' RT	1182.59	426105.83	684640.38
12-38	127+97.29	25.50' RT	1182.57	426107.39	684638.40
12-39	127+99.26	23.94' RT	1182.55	426109.35	684636.83
12-40	128+01.21	22.93' RT	1182.51	426111.30	684635.82
12-41	128+05.80	22.00' RT	1182.40	426115.89	684634.87
* 12-42	128+08.90	22.00' RT	1182.33	426118.98	684634.86
* 12-43	127+96.26	35.09' RT	1183.08	426106.39	684647.99
12-44	127+97.52	29.27' RT	1182.52	426107.63	684642.17
12-45	128+01.06	25.74' RT	1182.46	426111.16	684638.63
12-46	128+05.80	24.50' RT	1182.73	426115.89	684637.37
12-47	128+07.15	24.50' RT	1182.79	426117.25	684637.36
* 12-48	128+08.90	24.50' RT	1182.75	426118.99	684637.36

E MILLER ST - NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 12-49	128+00.43	43.04' RT	1182.88	426110.59	684655.93
12-50	128+00.43	39.27' RT	1182.69	426110.58	684652.15
12-51	128+00.43	35.13' RT	1182.66	426110.56	684648.01
12-52	128+01.90	33.66' RT	1182.64	426112.03	684646.54
12-53	128+05.44	30.13' RT	1182.58	426115.55	684643.00
12-54	128+08.08	27.50' RT	1182.53	426118.18	684640.36
12-55	128+10.15	27.50' RT	1182.50	426120.25	684640.35
* 12-56	128+19.18	27.32' RT	1182.34	426129.29	684640.14
* 12-57	128+05.43	42.97' RT	1182.82	426115.59	684655.83
12-58	128+05.43	39.27' RT	1182.72	426115.58	684652.14
12-59	128+05.43	37.20' RT	1182.67	426115.57	684650.07
12-60	128+08.97	33.67' RT	1182.59	426119.10	684646.53
12-61	128+10.15	32.50' RT	1182.55	426120.27	684645.35
* 12-62	128+19.13	32.29' RT	1182.28	426129.25	684645.11

W BEGLEY ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 13-01	132+68.23	22.00' LT	1170.25	426578.16	684589.31
13-02	132+77.03	22.00' LT	1169.96	426586.96	684589.28
13-03	132+85.40	23.73' LT	1169.76	426595.32	684587.52
13-04	132+90.63	26.83' LT	1169.64	426600.54	684584.40
13-05	132+92.49	28.49' LT	1169.63	426602.40	684582.73
13-06	132+94.15	30.38' LT	1169.62	426604.05	684580.84
13-07	132+97.21	35.63' LT	1169.59	426607.09	684575.58
13-08	132+98.89	44.00' LT	1169.55	426608.75	684567.20
* 13-09	132+98.90	46.23' LT	1169.54	426608.75	684564.97
* 13-10	132+68.23	24.50' LT	1170.67	426578.15	684586.81
13-11	132+77.03	24.50' LT	1170.38	426586.95	684586.78
13-12	132+78.18	24.54' LT	1170.30	426588.10	684586.73
13-13	132+88.85	28.60' LT	1169.56	426598.76	684582.64
13-14	132+92.37	32.15' LT	1169.54	426602.27	684579.08
13-15	132+95.81	39.30' LT	1169.99	426605.69	684571.91
13-16	132+96.39	44.00' LT	1169.97	426606.25	684567.21
13-17	132+96.40	46.24' LT	1169.96	426606.25	684564.97
* 13-18	132+96.43	48.06' LT	1169.93	426606.28	684563.15
* 13-19	132+60.37	26.41' LT	1170.94	426570.29	684584.92
13-20	132+65.37	26.35' LT	1170.70	426575.29	684584.96
13-21	132+70.37	26.30' LT	1170.60	426580.29	684585.00
13-22	132+76.47	26.23' LT	1170.27	426586.39	684585.04
* 13-23	132+60.35	31.00' LT	1171.12	426570.26	684580.33
13-24	132+65.37	31.00' LT	1170.80	426575.27	684580.32
13-25	132+70.37	31.00' LT	1170.70	426580.27	684580.30
13-26	132+76.47	31.00' LT	1170.27	426586.38	684580.28
13-27	132+84.18	33.24' LT	1169.66	426594.07	684578.02
13-28	132+87.70	36.78' LT	1169.63	426597.58	684574.46
13-29	132+91.45	43.63' LT	1170.04	426601.31	684567.59
* 13-30	132+93.44	48.12' LT	1170.18	426603.28	684563.10

W BEGLEY ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 13-35	133+34.96	47.52' LT	1169.00	426644.84	684563.58
13-36	133+37.10	38.31' LT	1168.43	426647.01	684572.77
13-37	133+41.12	31.77' LT	1167.95	426651.04	684579.30
13-38	133+42.32	30.42' LT	1167.81	426652.25	684580.65
13-39	133+44.65	28.24' LT	1167.55	426654.58	684582.83
13-40	133+49.93	24.80' LT	1167.09	426659.87	684586.25
* 13-41	133+59.01	22.16' LT	1166.50	426668.95	684588.86
* 13-42	133+37.42	47.66' LT	1169.38	426647.30	684563.43
13-43	133+40.09	37.81' LT	1168.41	426650.00	684573.27
13-44	133+42.88	33.54' LT	1167.93	426652.80	684577.54
13-45	133+46.42	30.00' LT	1167.53	426656.34	684581.06
13-46	133+50.70	27.21' LT	1167.54	426660.63	684583.84
13-47	133+53.84	25.86' LT	1167.31	426663.78	684585.18
* 13-48	133+59.28	24.64' LT	1166.92	426669.22	684586.39
* 13-49	133+42.73	58.46' LT	1169.87	426652.58	684552.61
13-50	133+42.66	53.87' LT	1169.78	426652.52	684557.20
13-51	133+42.47	41.76' LT	1168.36	426652.36	684569.31
13-52	133+42.44	39.64' LT	1168.26	426652.34	684571.43

W BEGLEY ST - NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
13-53	133+45.71	36.36' LT	1168.12	426655.62	684574.70
13-54	133+44.30	34.95' LT	1168.10	426654.21	684576.12
13-55	133+49.25	32.83' LT	1167.86	426659.17	684578.23
13-56	133+52.78	29.29' LT	1167.29	426662.71	684581.75
13-57	133+54.45	27.62' LT	1167.12	426664.39	684583.42
13-58	133+63.93	27.57' LT	1166.42	426673.87	684583.44
13-59	133+68.91	27.54' LT	1166.32	426678.85	684583.46
* 13-60	133+73.91	27.52' LT	1165.96	426683.85	684583.47
* 13-61	133+47.74	58.36' LT	1169.91	426657.58	684552.70
13-62	133+47.66	53.79' LT	1169.81	426657.52	684557.27
13-63	133+47.47	41.68' LT	1168.43	426657.36	684569.38
13-64	133+49.25	39.90' LT	1168.19	426659.15	684571.16
13-65	133+52.78	36.36' LT	1167.94	426662.69	684574.68
13-66	133+56.54	32.61' LT	1167.34	426666.46	684578.43
13-67	133+63.94	32.60' LT	1166.52	426673.86	684578.41
13-68	133+68.91	32.59' LT	1166.43	426678.83	684578.41
* 13-69	133+73.91	32.59' LT	1166.08	426683.83	684578.40

2

MOD. TYPE 1A CURB RAMP
2 - 2'X2.5' CURB RAMP DETECTABLE WARNING FIELDS REQ'D

R1 = STA 132+76.89
O/S 44.00' LT

R2 = STA 133+61.89
O/S 49.00' LT

CTH G/W BEGLEY ST

EX R/W

TLE

TYPE 1 CURB RAMP
2 - 2'X2.5' CURB RAMP DETECTABLE WARNING FIELDS REQ'D

SIGN POST BOX OUT REQ'D
(SEE PERMANENT SIGNING AND MARKING)

EXISTING RETAINING WALL
(NO IMPACTS)

STH 73/N MAIN ST

133+00

133+50

CAUTION

N

LEGEND

- C1 CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 CONCRETE CURB PEDESTRIAN
- S1 CONCRETE SIDEWALK 4-INCH
- Y1 REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL LEVEL LANDING
- # MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- XXXXXXX SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 24	E

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

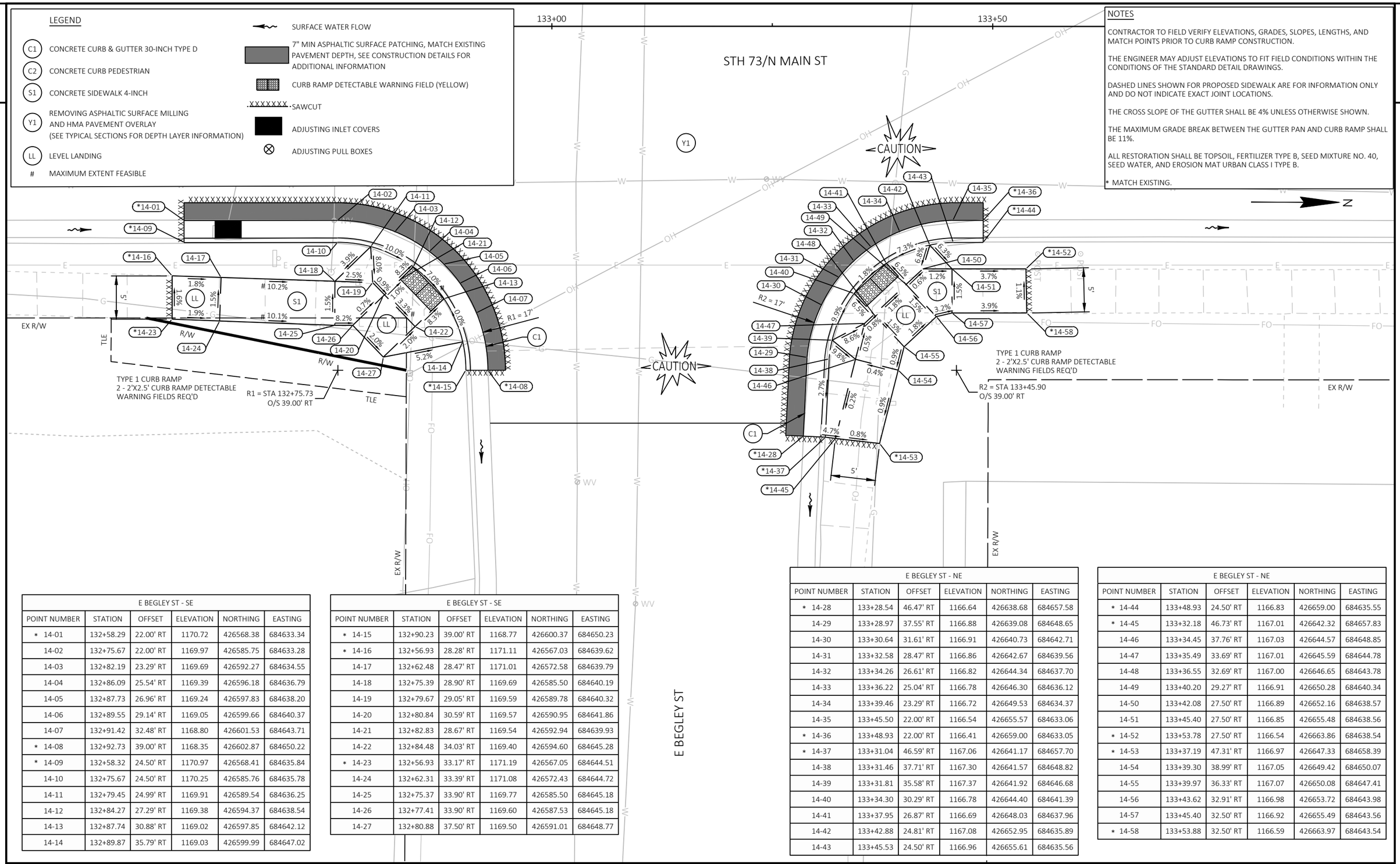
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THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.



E BEGLEY ST - SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 14-01	132+58.29	22.00' RT	1170.72	426568.38	684633.34
14-02	132+75.67	22.00' RT	1169.97	426585.75	684633.28
14-03	132+82.19	23.29' RT	1169.69	426592.27	684634.55
14-04	132+86.09	25.54' RT	1169.39	426596.18	684636.79
14-05	132+87.73	26.96' RT	1169.24	426597.83	684638.20
14-06	132+89.55	29.14' RT	1169.05	426599.66	684640.37
14-07	132+91.42	32.48' RT	1168.80	426601.53	684643.71
* 14-08	132+92.73	39.00' RT	1168.35	426602.87	684650.22
* 14-09	132+58.32	24.50' RT	1170.97	426568.41	684635.84
14-10	132+75.67	24.50' RT	1170.25	426585.76	684635.78
14-11	132+79.45	24.99' RT	1169.91	426589.54	684636.25
14-12	132+84.27	27.29' RT	1169.38	426594.37	684638.54
14-13	132+87.74	30.88' RT	1169.02	426597.85	684642.12
14-14	132+89.87	35.79' RT	1169.03	426599.99	684647.02

E BEGLEY ST - SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 14-15	132+90.23	39.00' RT	1168.77	426600.37	684650.23
* 14-16	132+56.93	28.28' RT	1171.11	426567.03	684639.62
14-17	132+62.48	28.47' RT	1171.01	426572.58	684639.79
14-18	132+75.39	28.90' RT	1169.69	426585.50	684640.19
14-19	132+79.67	29.05' RT	1169.59	426589.78	684640.32
14-20	132+80.84	30.59' RT	1169.57	426590.95	684641.86
14-21	132+82.83	28.67' RT	1169.54	426592.94	684639.93
14-22	132+84.48	34.03' RT	1169.40	426594.60	684645.28
* 14-23	132+56.93	33.17' RT	1171.19	426567.05	684644.51
14-24	132+62.31	33.39' RT	1171.08	426572.43	684644.72
14-25	132+75.37	33.90' RT	1169.77	426585.50	684645.18
14-26	132+77.41	33.90' RT	1169.60	426587.53	684645.18
14-27	132+80.88	37.50' RT	1169.50	426591.01	684648.77

E BEGLEY ST - NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 14-28	133+28.54	46.47' RT	1166.64	426638.68	684657.58
14-29	133+28.97	37.55' RT	1166.88	426639.08	684648.65
14-30	133+30.64	31.61' RT	1166.91	426640.73	684642.71
14-31	133+32.58	28.47' RT	1166.86	426642.67	684639.56
14-32	133+34.26	26.61' RT	1166.82	426644.34	684637.70
14-33	133+36.22	25.04' RT	1166.78	426646.30	684636.12
14-34	133+39.46	23.29' RT	1166.72	426649.53	684634.37
14-35	133+45.50	22.00' RT	1166.54	426655.57	684633.06
* 14-36	133+48.93	22.00' RT	1166.41	426659.00	684633.05
* 14-37	133+31.04	46.59' RT	1167.06	426641.17	684657.70
14-38	133+31.46	37.71' RT	1167.30	426641.57	684648.82
14-39	133+31.81	35.58' RT	1167.37	426641.92	684646.68
14-40	133+34.30	30.29' RT	1166.78	426644.40	684641.39
14-41	133+37.95	26.87' RT	1166.69	426648.03	684637.96
14-42	133+42.88	24.81' RT	1167.08	426652.95	684635.89
14-43	133+45.53	24.50' RT	1166.96	426655.61	684635.56

E BEGLEY ST - NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 14-44	133+48.93	24.50' RT	1166.83	426659.00	684635.55
* 14-45	133+32.18	46.73' RT	1167.01	426642.32	684657.83
14-46	133+34.45	37.76' RT	1167.03	426644.57	684648.85
14-47	133+35.49	33.69' RT	1167.01	426645.59	684644.78
14-48	133+36.55	32.69' RT	1167.00	426646.65	684643.78
14-49	133+40.20	29.27' RT	1166.91	426650.28	684640.34
14-50	133+42.08	27.50' RT	1166.89	426652.16	684638.57
14-51	133+45.40	27.50' RT	1166.85	426655.48	684638.56
* 14-52	133+53.78	27.50' RT	1166.54	426663.86	684638.54
* 14-53	133+37.19	47.31' RT	1166.97	426647.33	684658.39
14-54	133+39.30	38.99' RT	1167.05	426649.42	684650.07
14-55	133+39.97	36.33' RT	1167.07	426650.08	684647.41
14-56	133+43.62	32.91' RT	1166.98	426653.72	684643.98
14-57	133+45.40	32.50' RT	1166.92	426655.49	684643.56
* 14-58	133+53.88	32.50' RT	1166.59	426663.97	684643.54

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CURB RAMP DETAILS	SHEET 25	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 14
PLOT DATE : 6/4/2024 6:51 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

LEGEND

- C1 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- C2 — CONCRETE CURB PEDESTRIAN
- S1 — CONCRETE SIDEWALK 4-INCH
- Y1 — REMOVING ASPHALTIC SURFACE MILLING AND HMA PAVEMENT OVERLAY (SEE TYPICAL SECTIONS FOR DEPTH LAYER INFORMATION)
- LL — LEVEL LANDING
- # — MAXIMUM EXTENT FEASIBLE
- SURFACE WATER FLOW
- 7" MIN ASPHALTIC SURFACE PATCHING, MATCH EXISTING PAVEMENT DEPTH, SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION
- CURB RAMP DETECTABLE WARNING FIELD (YELLOW)
- XXXXXXX SAWCUT
- ADJUSTING INLET COVERS
- ADJUSTING PULL BOXES

NOTES

CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.

THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.

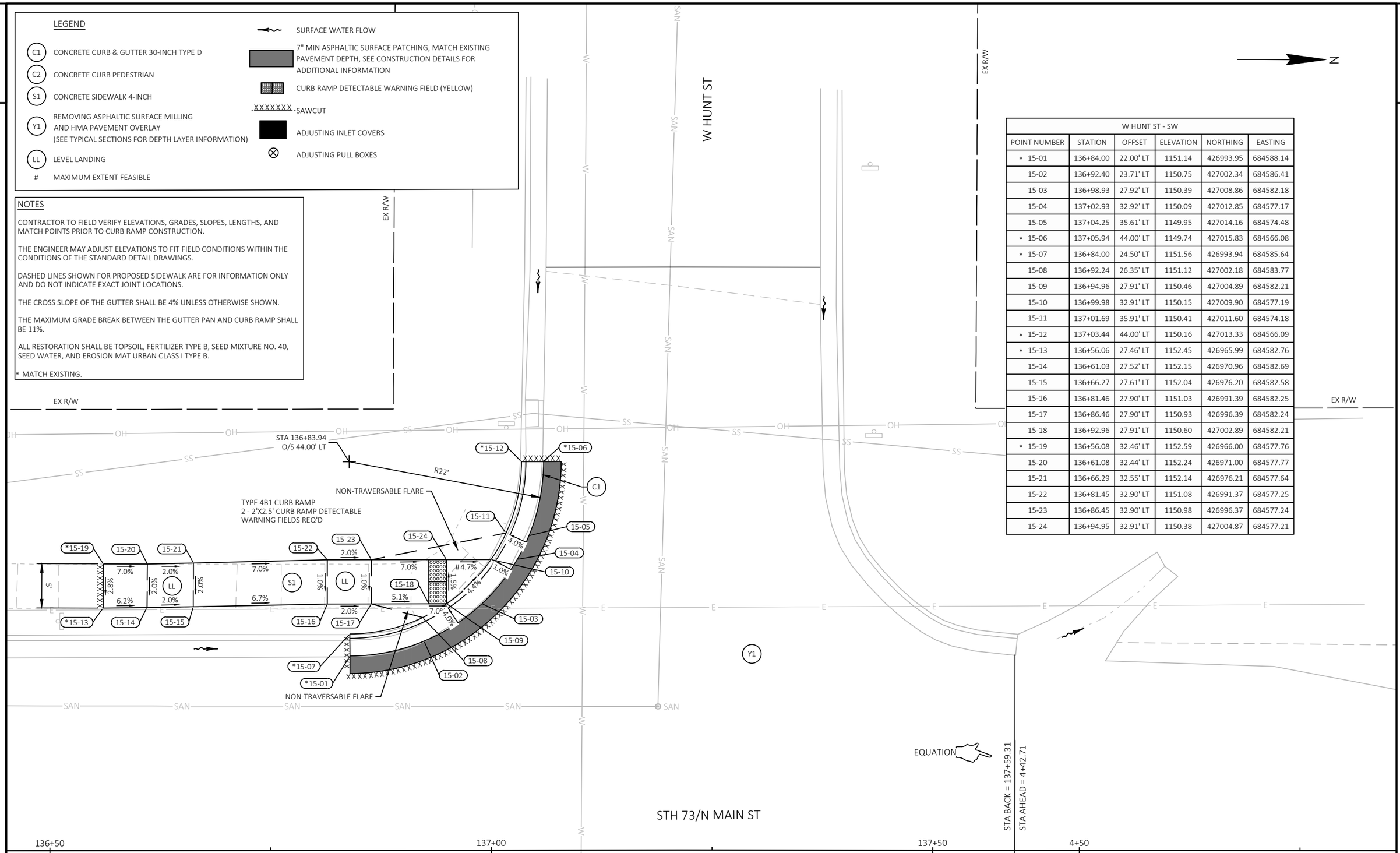
DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.

THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%.

ALL RESTORATION SHALL BE TOPSOIL, FERTILIZER TYPE B, SEED MIXTURE NO. 40, SEED WATER, AND EROSION MAT URBAN CLASS I TYPE B.

* MATCH EXISTING.



W HUNT ST - SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
* 15-01	136+84.00	22.00' LT	1151.14	426993.95	684588.14
15-02	136+92.40	23.71' LT	1150.75	427002.34	684586.41
15-03	136+98.93	27.92' LT	1150.39	427008.86	684582.18
15-04	137+02.93	32.92' LT	1150.09	427012.85	684577.17
15-05	137+04.25	35.61' LT	1149.95	427014.16	684574.48
* 15-06	137+05.94	44.00' LT	1149.74	427015.83	684566.08
* 15-07	136+84.00	24.50' LT	1151.56	426993.94	684585.64
15-08	136+92.24	26.35' LT	1151.12	427002.18	684583.77
15-09	136+94.96	27.91' LT	1150.46	427004.89	684582.21
15-10	136+99.98	32.91' LT	1150.15	427009.90	684577.19
15-11	137+01.69	35.91' LT	1150.41	427011.60	684574.18
* 15-12	137+03.44	44.00' LT	1150.16	427013.33	684566.09
* 15-13	136+56.06	27.46' LT	1152.45	426965.99	684582.76
15-14	136+61.03	27.52' LT	1152.15	426970.96	684582.69
15-15	136+66.27	27.61' LT	1152.04	426976.20	684582.58
15-16	136+81.46	27.90' LT	1151.03	426991.39	684582.25
15-17	136+86.46	27.90' LT	1150.93	426996.39	684582.24
15-18	136+92.96	27.91' LT	1150.60	427002.89	684582.21
* 15-19	136+56.08	32.46' LT	1152.59	426966.00	684577.76
15-20	136+61.08	32.44' LT	1152.24	426971.00	684577.77
15-21	136+66.29	32.55' LT	1152.14	426976.21	684577.64
15-22	136+81.45	32.90' LT	1151.08	426991.37	684577.25
15-23	136+86.45	32.90' LT	1150.98	426996.37	684577.24
15-24	136+94.95	32.91' LT	1150.38	427004.87	684577.21

LEGEND

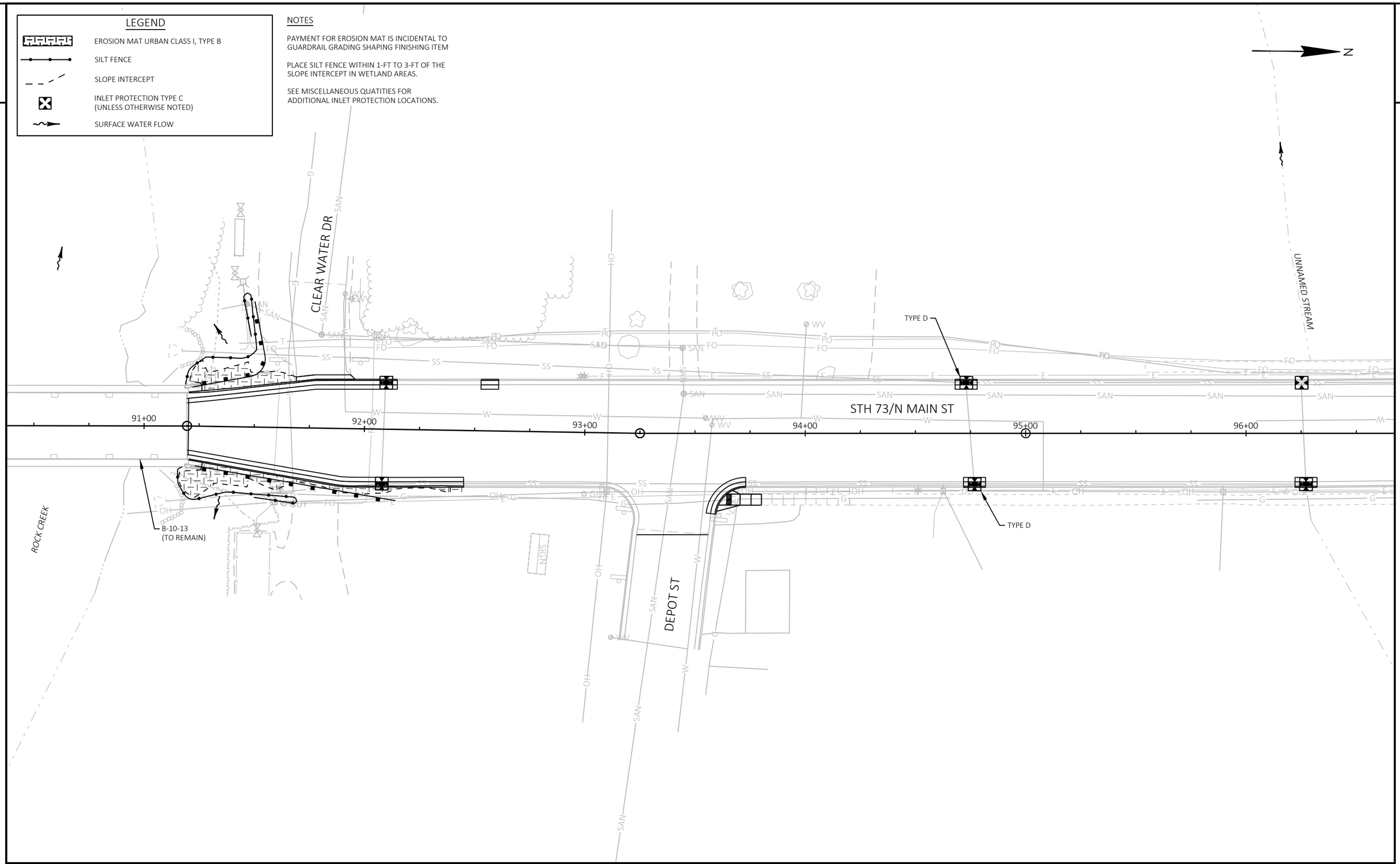
- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C (UNLESS OTHERWISE NOTED)
- SURFACE WATER FLOW

NOTES

PAYMENT FOR EROSION MAT IS INCIDENTAL TO GUARDRAIL GRADING SHAPING FINISHING ITEM

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

SEE MISCELLANEOUS QUATITIES FOR ADDITIONAL INLET PROTECTION LOCATIONS.



2

N

1-1
MOVE

1-3
Rock Creek
MOVE

1-4
STOP
MOVE

CLEAR WATER DR

Clear Water Dr
S Main St
TO REMAIN

UNNAMED STREAM

SAN
WV
SS
GUY

+20
91+00
92+00
93+00
94+00
95+00
96+00

STH 73/N MAIN ST

22'
22'

ROCK CREEK

B-10-13
(TO REMAIN)

MLYS6
GWRE

SIGN

SLW18
EPOXY

STOP
TO REMAIN

DEPOT ST

MOVE
1-2

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

NOTES

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING",

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FRO ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PERMANENT SIGNING AND MARKING	SHEET 28	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 10/14/2024 4:07 PM
PLOT BY : SCOTT KAISER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

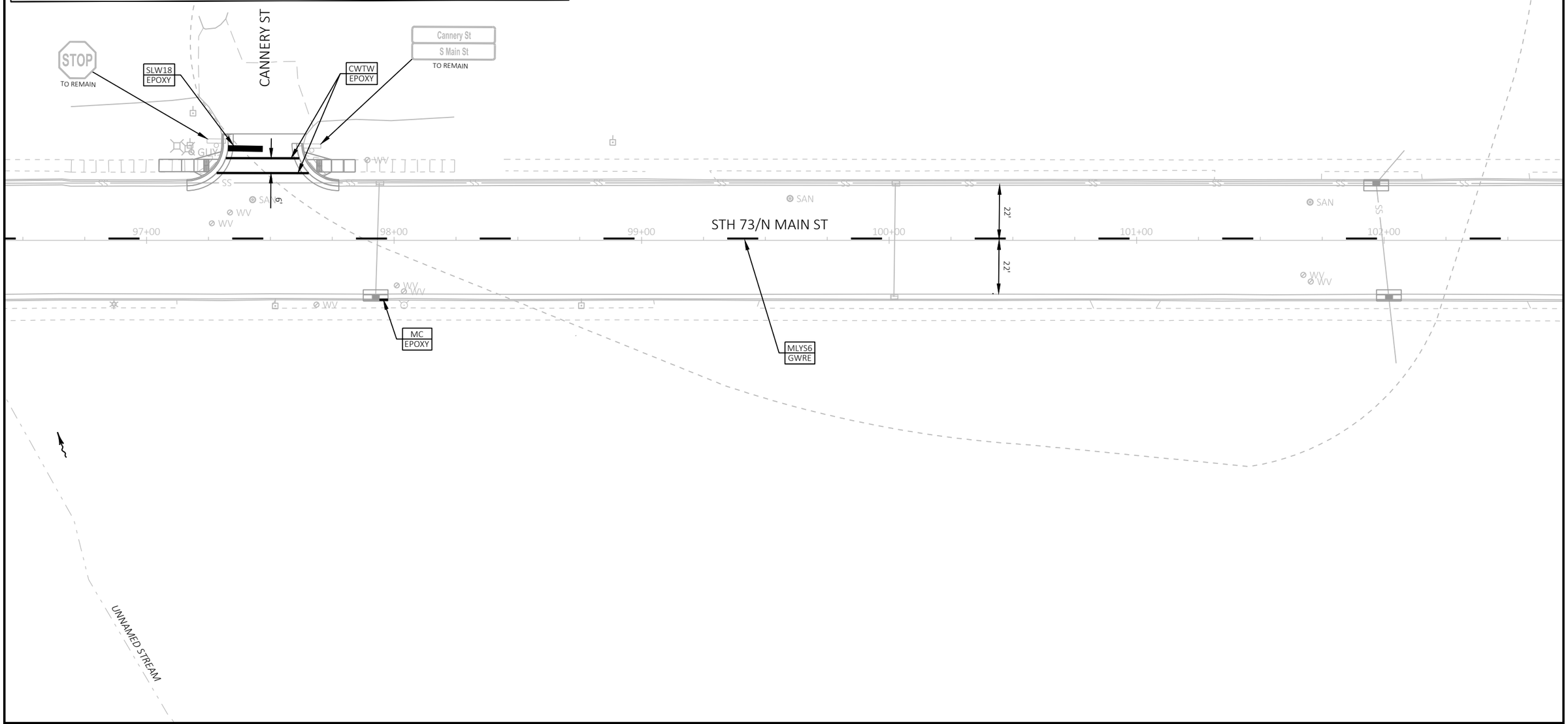
NOTES

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING",

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FRO ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

N



2

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

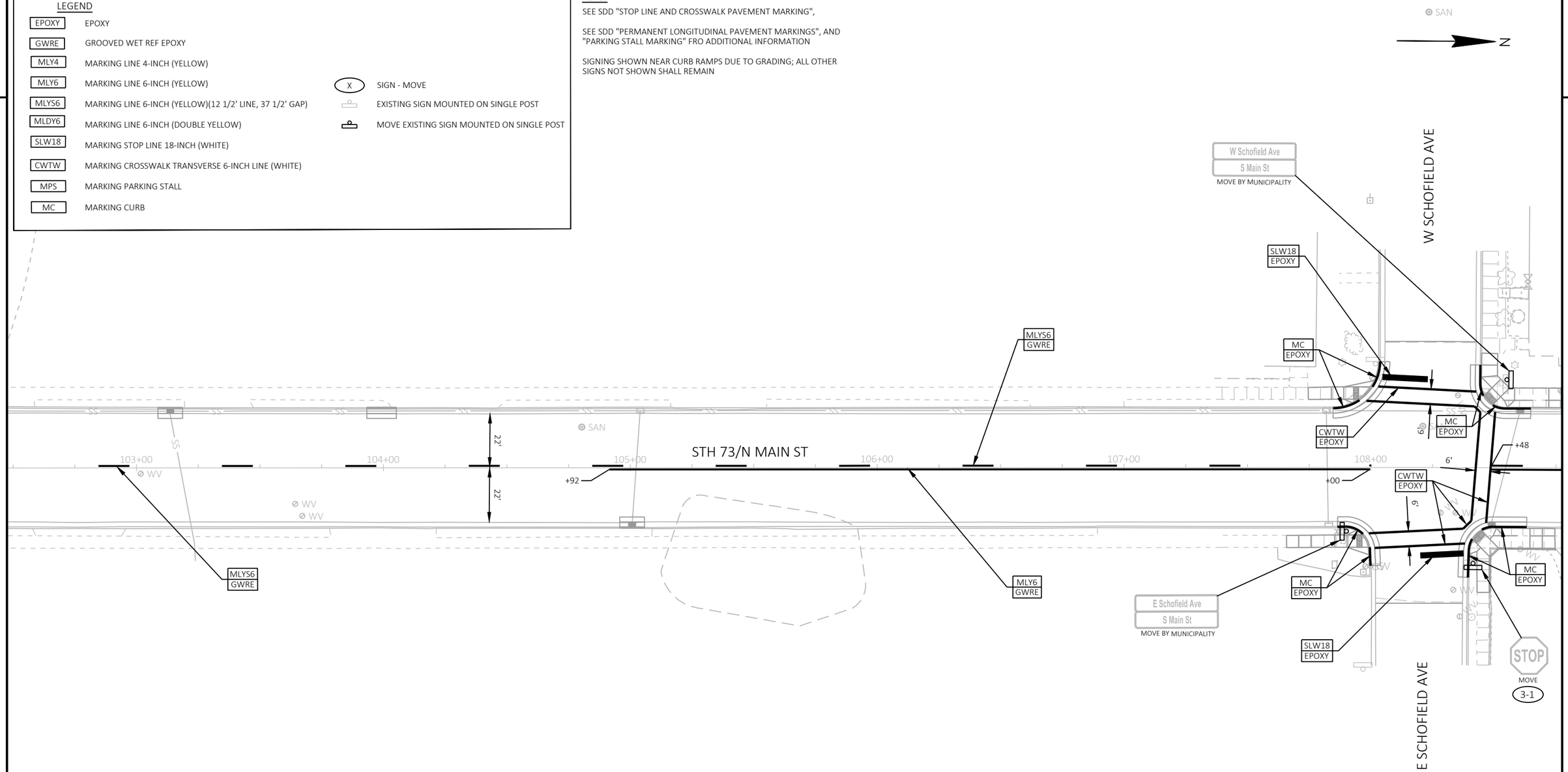
X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

NOTES

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING",

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FRO ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN



PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PERMANENT SIGNING AND MARKING	SHEET 30	E

2

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

NOTES

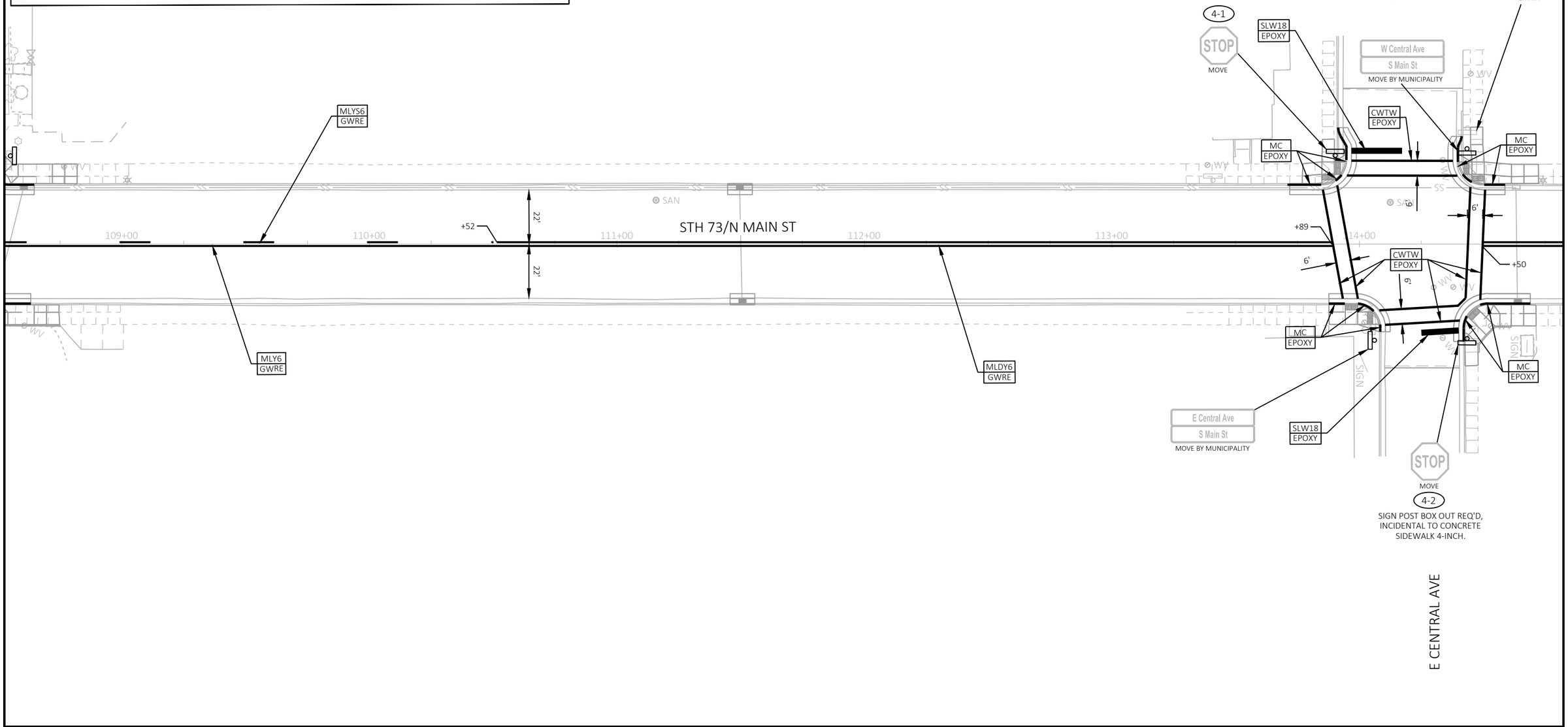
SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING",

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FRO ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

N

2



PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PERMANENT SIGNING AND MARKING	SHEET 31 E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 10/14/2024 4:08 PM PLOT BY : SCOTT KAISER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

NOTES

ALL PARKING STALL LENGTHS ARE 22' UNLESS OTHERWISE DIMENSIONED

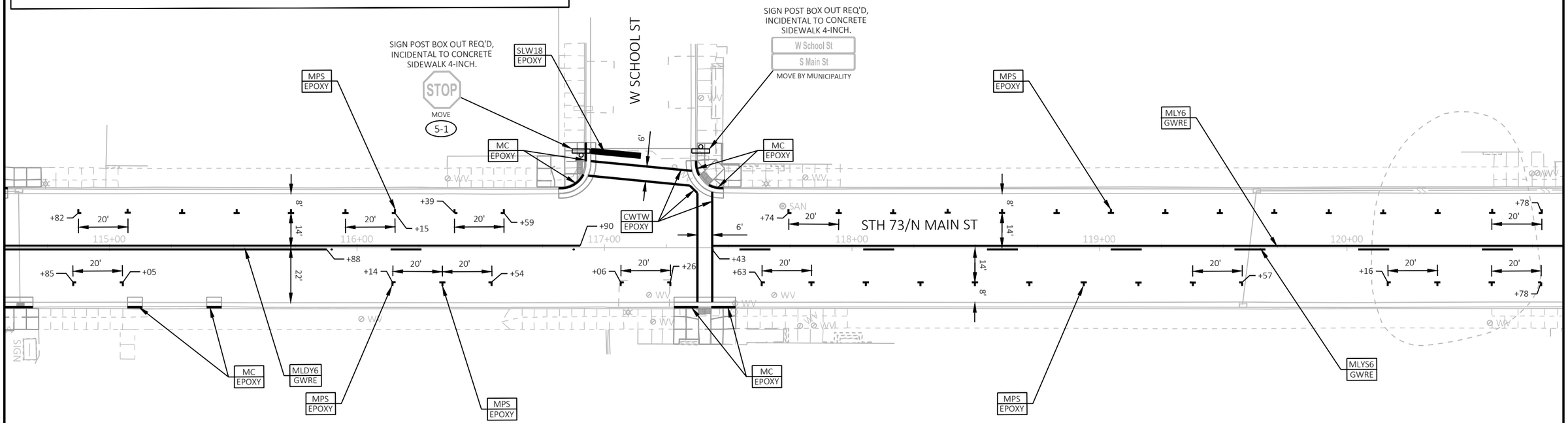
SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING",

SEE SDD "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

N



PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PERMANENT SIGNING AND MARKING	SHEET 32 E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 05

PLOT DATE : 10/14/2024 4:08 PM PLOT BY : SCOTT KAISER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

W DIVISION ST

STH 73/N MAIN ST

E DIVISION ST

STOP
MOVE
6-1

STOP
MOVE
6-2

W Division St
S Main St
TO REMAIN

E Division St
S Main St
MOVE BY MUNICIPALITY

SIGN POST BOX OUT REQ'D, INCIDENTAL TO CONCRETE SIDEWALK 4-INCH.

SLW18 EPOXY
MPS EPOXY
MC EPOXY
CWTW EPOXY
MLYS6 GWRE
MLY6 GWRE

+78 +75 +02 +30 +59 +99 +28 +36 +50 +32
+78 +16 +23 +07 +84 +24 +78

121+00 122+00 123+00 124+00 125+00 126+00

20' 6' 14' 8' 6'

SAN WV GUY

NOTES

ALL PARKING STALL LENGTHS ARE 22' UNLESS OTHERWISE DIMENSIONED

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING"

SEE SDD "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

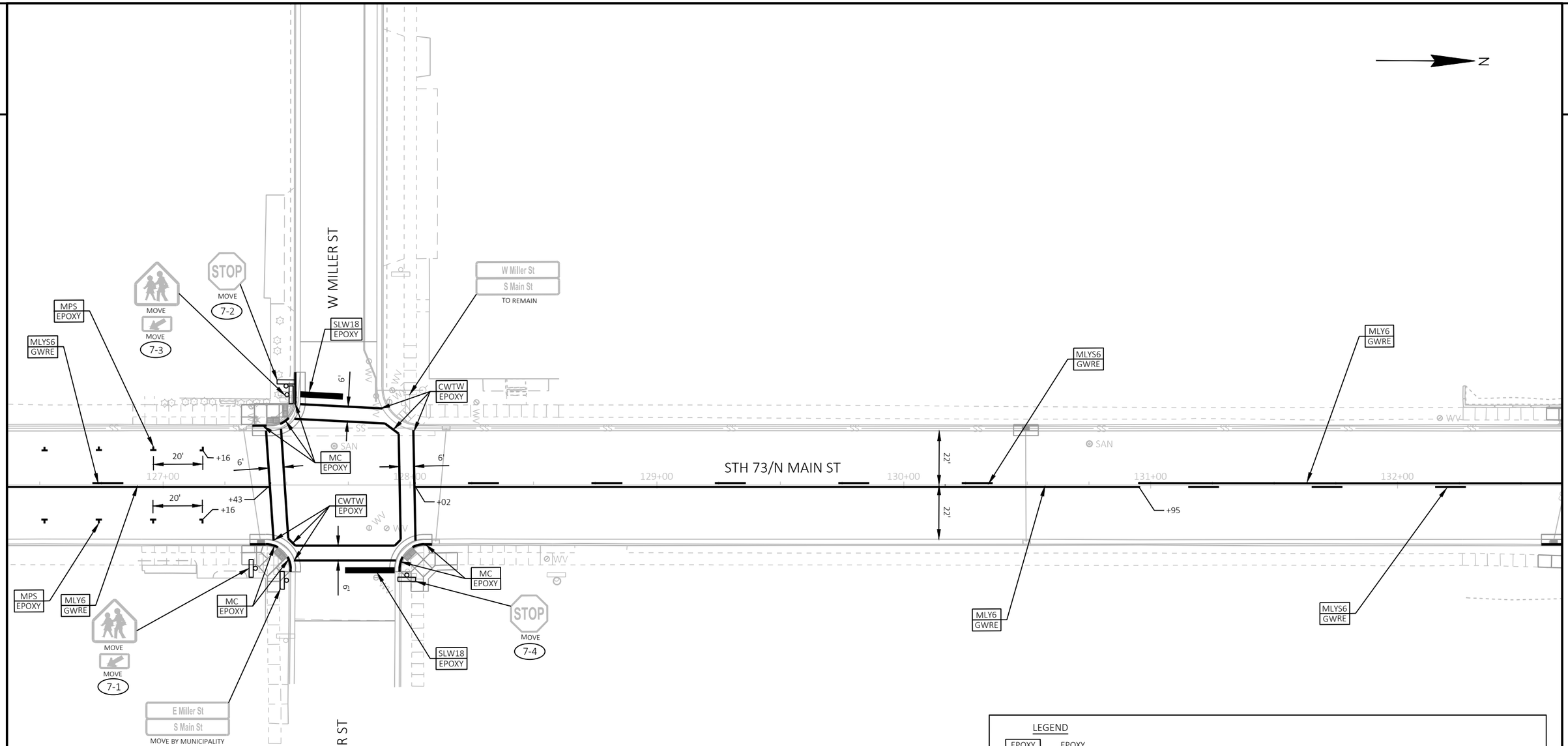
X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PERMANENT SIGNING AND MARKING	SHEET 33	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 10/14/2024 4:08 PM PLOT BY : SCOTT KAISER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

EPOXY	EPOXY	X	SIGN - MOVE
GWRE	GROOVED WET REF EPOXY		EXISTING SIGN MOUNTED ON SINGLE POST
MLY4	MARKING LINE 4-INCH (YELLOW)		MOVE EXISTING SIGN MOUNTED ON SINGLE POST
MLY6	MARKING LINE 6-INCH (YELLOW)		
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)		
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)		
SLW18	MARKING STOP LINE 18-INCH (WHITE)		
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)		
MPS	MARKING PARKING STALL		
MC	MARKING CURB		

NOTES

ALL PARKING STALL LENGTHS ARE 22' UNLESS OTHERWISE DIMENSIONED

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING"

SEE SDD "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

2

LEGEND

EPOXY	EPOXY
GWRE	GROOVED WET REF EPOXY
MLY4	MARKING LINE 4-INCH (YELLOW)
MLY6	MARKING LINE 6-INCH (YELLOW)
MLYS6	MARKING LINE 6-INCH (YELLOW)(12 1/2' LINE, 37 1/2' GAP)
MLDY6	MARKING LINE 6-INCH (DOUBLE YELLOW)
SLW18	MARKING STOP LINE 18-INCH (WHITE)
CWTW	MARKING CROSSWALK TRANSVERSE 6-INCH LINE (WHITE)
MPS	MARKING PARKING STALL
MC	MARKING CURB

X	SIGN - MOVE
	EXISTING SIGN MOUNTED ON SINGLE POST
	MOVE EXISTING SIGN MOUNTED ON SINGLE POST

NOTES

SEE SDD "STOP LINE AND CROSSWALK PAVEMENT MARKING",

SEE SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS", AND "PARKING STALL MARKING" FOR ADDITIONAL INFORMATION

SIGNING SHOWN NEAR CURB RAMPS DUE TO GRADING; ALL OTHER SIGNS NOT SHOWN SHALL REMAIN

SIGN POST BOX OUT REQ'D, INCIDENTAL TO CONCRETE SIDEWALK 4-INCH.

8-1 73 MOVE

8-2 STOP MOVE

MOVE

SLW18 EPOXY

MLY4 EPOXY

CTH G/W BEGLEY ST

W Begley St
S Main St
TO REMAIN

COUNTY G
TO REMAIN

TO REMAIN

MC EPOXY

MC EPOXY

CWTW EPOXY

6'

+43

+85

CWTW EPOXY

6'

22'

6'

MLY6 GWRE

MLYS6 GWRE

STH 73/N MAIN ST

134+00

135+00

136+00

137+00

5+00

+59

16'

W HUNT ST

SLW18 EPOXY

MC EPOXY

SEE PROJECT 7050-00-72 FOR ADDITIONAL MARKING INFORMATION

STA BACK = 137+59.31

STA AHEAD = 4+42.71

EQUATION

MC EPOXY

MC EPOXY

E Begley St
S Main St
MOVE BY MUNICIPALITY

MC EPOXY

STOP MOVE 8-3

SLW18 EPOXY

E BEGLEY ST

UNNAMED STREAM

N

SAN

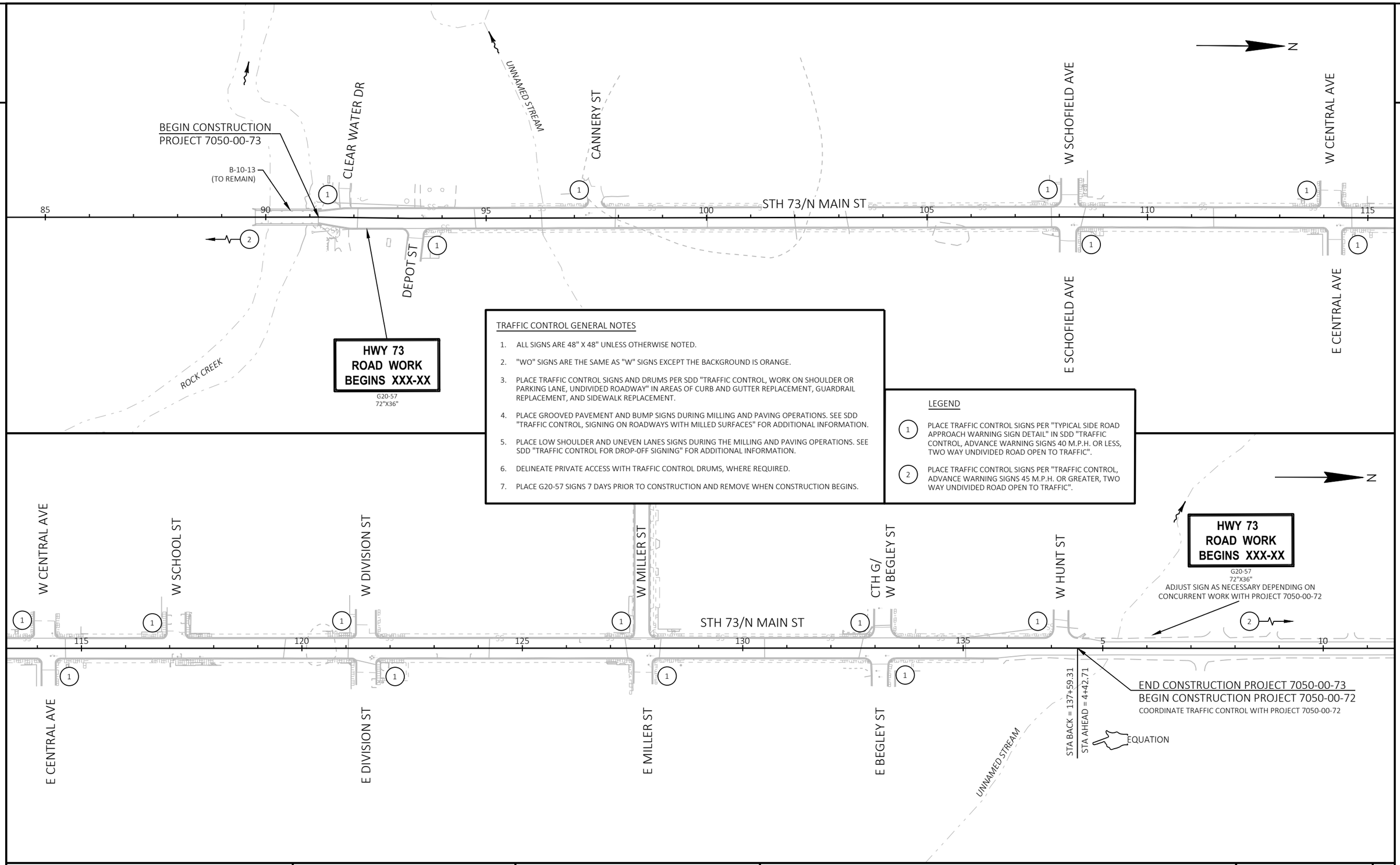
WV

GUY

SS

SIGN

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PERMANENT SIGNING AND MARKING	SHEET 35	E



TRAFFIC CONTROL GENERAL NOTES

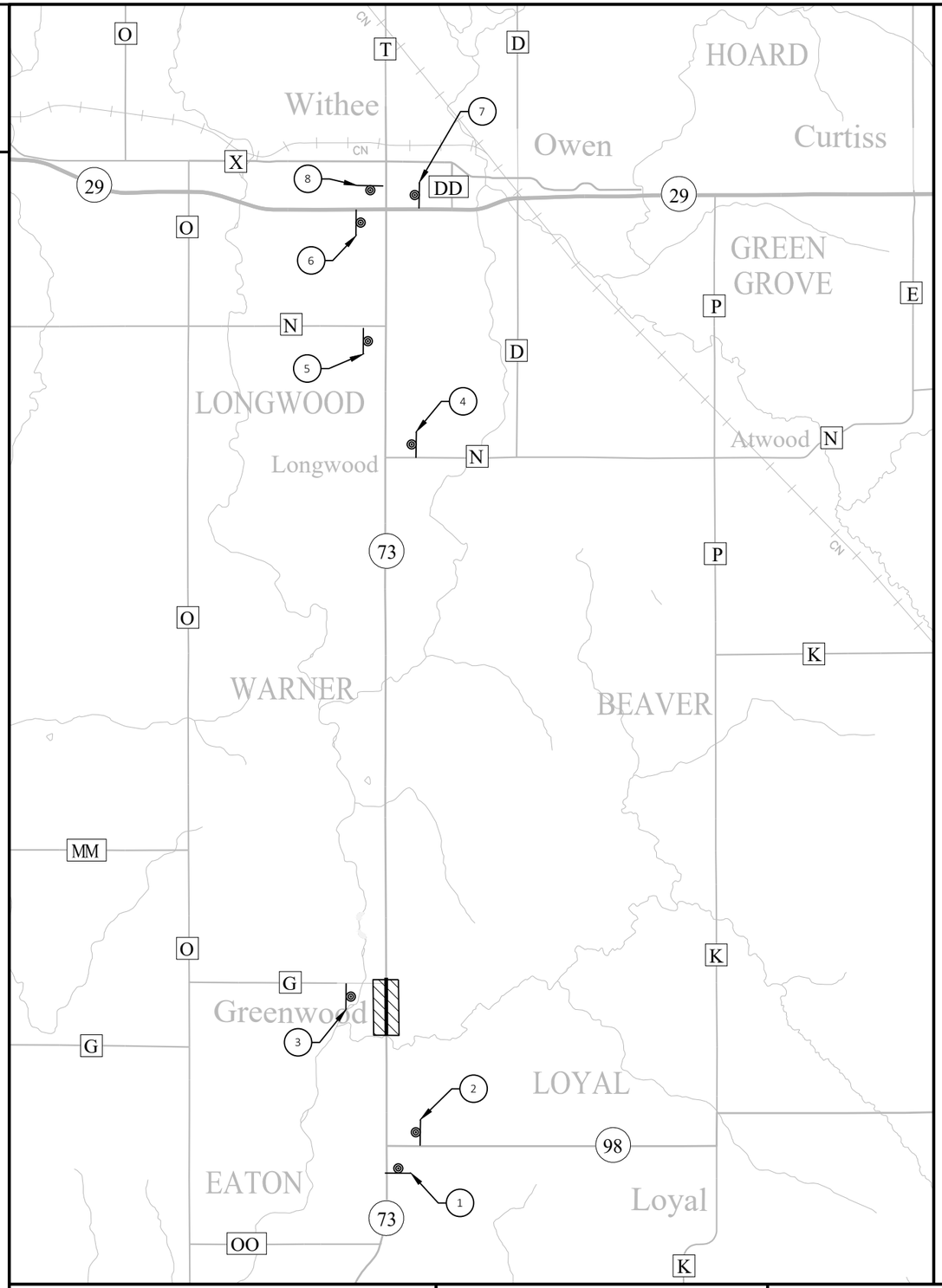
1. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" IN AREAS OF CURB AND GUTTER REPLACEMENT, GUARDRAIL REPLACEMENT, AND SIDEWALK REPLACEMENT.
4. PLACE GROOVED PAVEMENT AND BUMP SIGNS DURING MILLING AND PAVING OPERATIONS. SEE SDD "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" FOR ADDITIONAL INFORMATION.
5. PLACE LOW SHOULDER AND UNEVEN LANES SIGNS DURING THE MILLING AND PAVING OPERATIONS. SEE SDD "TRAFFIC CONTROL FOR DROP-OFF SIGNING" FOR ADDITIONAL INFORMATION.
6. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED.
7. PLACE G20-57 SIGNS 7 DAYS PRIOR TO CONSTRUCTION AND REMOVE WHEN CONSTRUCTION BEGINS.

LEGEND

(1) PLACE TRAFFIC CONTROL SIGNS PER "TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

(2) PLACE TRAFFIC CONTROL SIGNS PER "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - OVERVIEW	SHEET 36	E



N

LEGEND

- SIGN SUPPORT
- PROJECT AREA
- WIDTH RESTRICTED WORK ZONE

NOTES FOR WIDTH RESTRICTION SIGNING

WIDTH RESTRICTIONS ARE REQUIRED WHEN TEMPORARY CURB RAMPS ARE IN PLACE WITHIN THE PARKING LANE.

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

* PLACE SIGN M1-6 AND M3-1 OR M3-3 WHEN ASSEMBLY IS MOUNTED ON ALL ROADWAYS OTHER THAN STH 73.

** PLACE SIGN M3-1 ON THE FOLLOWING ASSEMBLIES. (2)

*** PLACE SIGN M3-3 ON THE FOLLOWING ASSEMBLIES. (3) (4) (5) (6) (7) (8)

1. STH 73 / STH 98 INTERSECTION - 2 MILES AHEAD
2. STH 98 / STH 73 INTERSECTION - 2 MILES AHEAD
3. CTH G BRIDGE OVER BLACK RIVER - 1/2 MILES AHEAD
4. CTH N / STH 73 INTERSECTION - 8 MILES AHEAD
5. CTH N / STH 73 INTERSECTION - 10 MILES AHEAD
6. STH 29 EB EXIT RAMP AT STH 73 - 12 MILES AHEAD
7. STH 29 WB EXIT RAMP AT STH 73 - 12 MILES AHEAD
8. CTH T AT STH 73 - 12 MILES AHEAD

CENTER M1-6 AND M3-1 OR M3-3 OVER MAX WIDTH SIGN

** NORTH
M3-1
24"X12"

*** SOUTH
M3-3
24"X12"
OR
SOUTH
M3-3
36"X18"

USE LARGER SIGN SIZE WHEN MOUNTED ON STH 29

* 73
M1-6
24"X24"
OR
73
M1-6
36"X36"

MAX. 11' WIDTH
W12-52
48"X48"

XX MILES AHEAD
WO57-52
48"X36"

PLACE ABOVE SIGNS AT ALL LOCATIONS DURING CURB RAMP REPLACEMENTS

2

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - WIDTH RESTRICTIONS	SHEET 37	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 6/4/2024 6:52 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:2 MI
WISDOT/CADDS SHEET 42

2

2

LEGEND

1A	STAGE 1A WORK	PDW	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
1B	STAGE 1B WORK		TEMPORARY PEDESTRIAN BARRICADE
2A	STAGE 2A WORK		TEMPORARY PEDESTRIAN ROUTE
2B	STAGE 2B WORK		SIGN ON TEMPORARY/PERMANENT SUPPORT
	TEMPORARY PEDESTRIAN SURFACE (SEE MISCELLANEOUS QUANTITIES FOR TYPE)	1	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
	TEMPORARY PEDESTRIAN CURB RAMP	2	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
	TRAFFIC CONTROL DRUMS		

NOTES

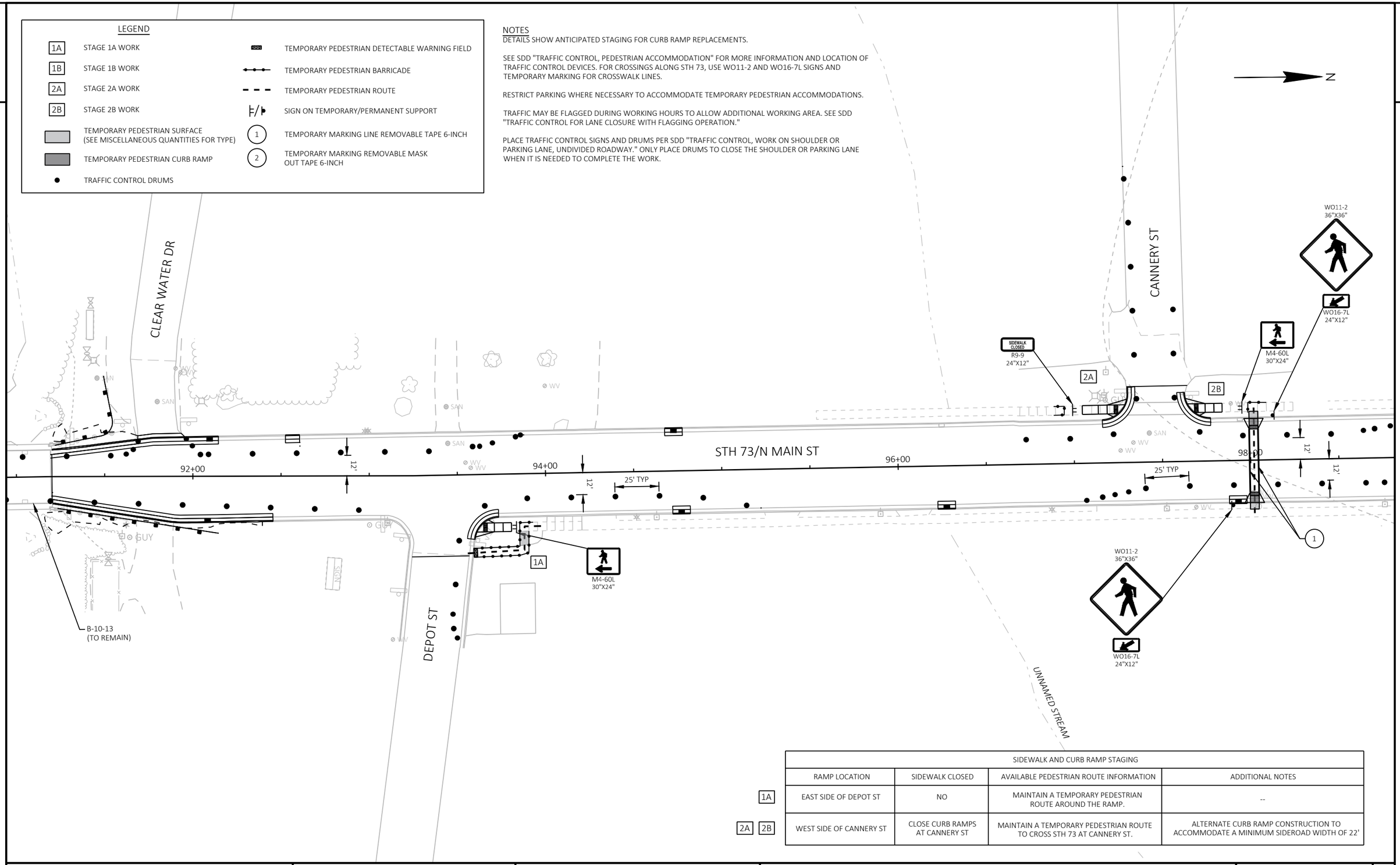
DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE INFORMATION AND LOCATION OF TRAFFIC CONTROL DEVICES. FOR CROSSINGS ALONG STH 73, USE WO11-2 AND WO16-7L SIGNS AND TEMPORARY MARKING FOR CROSSWALK LINES.

RESTRICT PARKING WHERE NECESSARY TO ACCOMMODATE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ONLY PLACE DRUMS TO CLOSE THE SHOULDER OR PARKING LANE WHEN IT IS NEEDED TO COMPLETE THE WORK.



SIDEWALK AND CURB RAMP STAGING			
RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION	ADDITIONAL NOTES
1A EAST SIDE OF DEPOT ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMP.	--
2A 2B WEST SIDE OF CANNERY ST	CLOSE CURB RAMPS AT CANNERY ST	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE TO CROSS STH 73 AT CANNERY ST.	ALTERNATE CURB RAMP CONSTRUCTION TO ACCOMMODATE A MINIMUM SIDEROAD WIDTH OF 22'

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - PEDESTRIAN STAGING	SHEET 38	E

2

LEGEND

1A	STAGE 1A WORK		TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
1B	STAGE 1B WORK		TEMPORARY PEDESTRIAN BARRICADE
2A	STAGE 2A WORK		TEMPORARY PEDESTRIAN ROUTE
2B	STAGE 2B WORK		SIGN ON TEMPORARY/PERMANENT SUPPORT
	TEMPORARY PEDESTRIAN SURFACE (SEE MISCELLANEOUS QUANTITIES FOR TYPE)	1	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
	TEMPORARY PEDESTRIAN CURB RAMP	2	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
	TRAFFIC CONTROL DRUMS		

NOTES

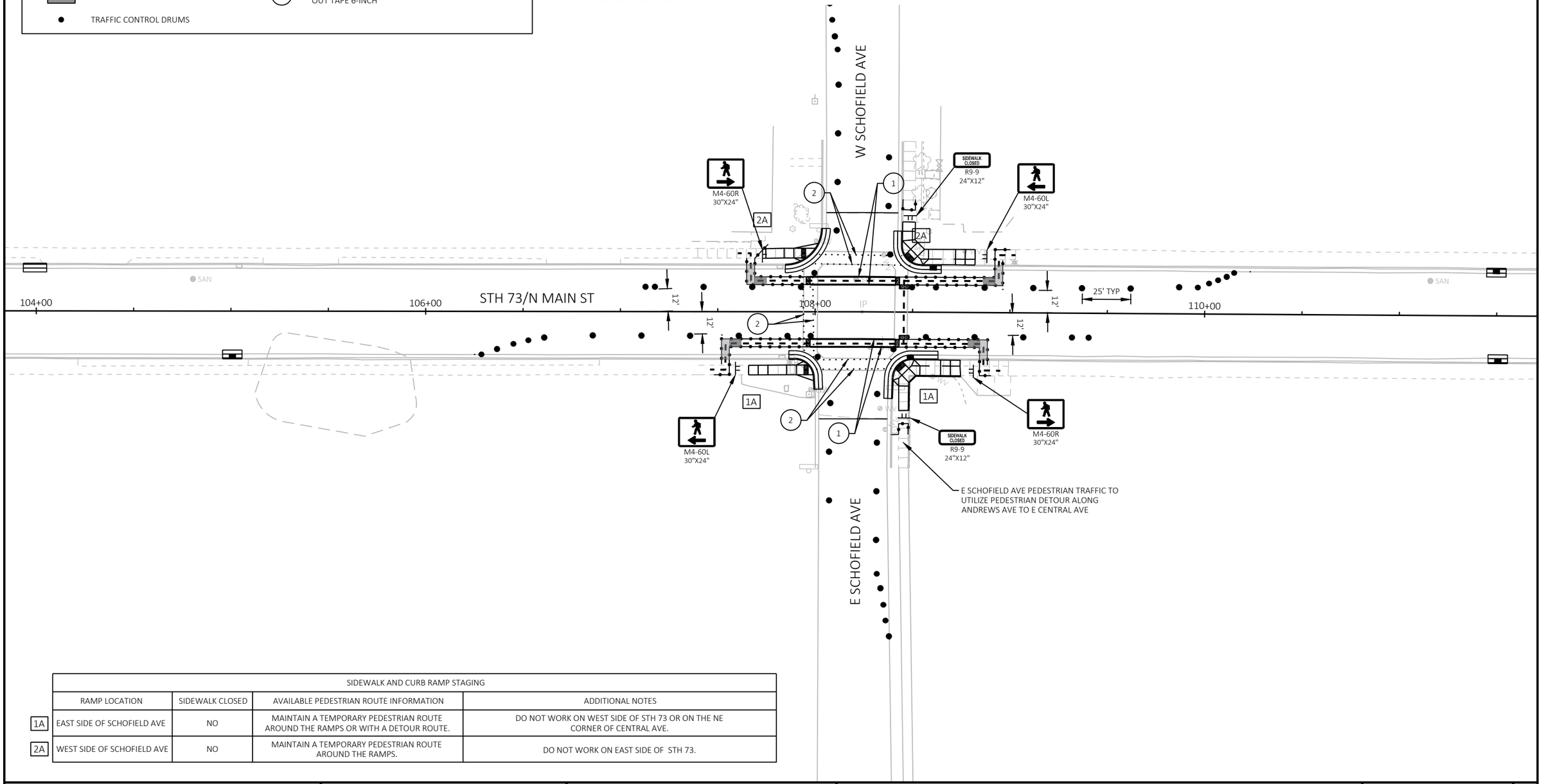
DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE INFORMATION AND LOCATION OF TRAFFIC CONTROL DEVICES. FOR CROSSINGS ALONG STH 73, USE WO11-2 AND WO16-7L SIGNS AND TEMPORARY MARKING FOR CROSSWALK LINES.

RESTRICT PARKING WHERE NECESSARY TO ACCOMMODATE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ONLY PLACE DRUMS TO CLOSE THE SHOULDER OR PARKING LANE WHEN IT IS NEEDED TO COMPLETE THE WORK.



SIDEWALK AND CURB RAMP STAGING				
	RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION	ADDITIONAL NOTES
1A	EAST SIDE OF SCHOFIELD AVE	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMPS OR WITH A DETOUR ROUTE.	DO NOT WORK ON WEST SIDE OF STH 73 OR ON THE NE CORNER OF CENTRAL AVE.
2A	WEST SIDE OF SCHOFIELD AVE	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMPS.	DO NOT WORK ON EAST SIDE OF STH 73.

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	TRAFFIC CONTROL - PEDESTRIAN STAGING	SHEET 39	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\025104-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 6/13/2024 3:07 PM
PLOT BY : SCOTT KAISER
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

LEGEND

- 1A — STAGE 1A WORK
- 1B — STAGE 1B WORK
- 2A — STAGE 2A WORK
- 2B — STAGE 2B WORK
- TEMPORARY PEDESTRIAN SURFACE (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- TEMPORARY PEDESTRIAN CURB RAMP
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN ROUTE
- SIGN ON TEMPORARY/PERMANENT SUPPORT
- 1 — TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 — TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

NOTES

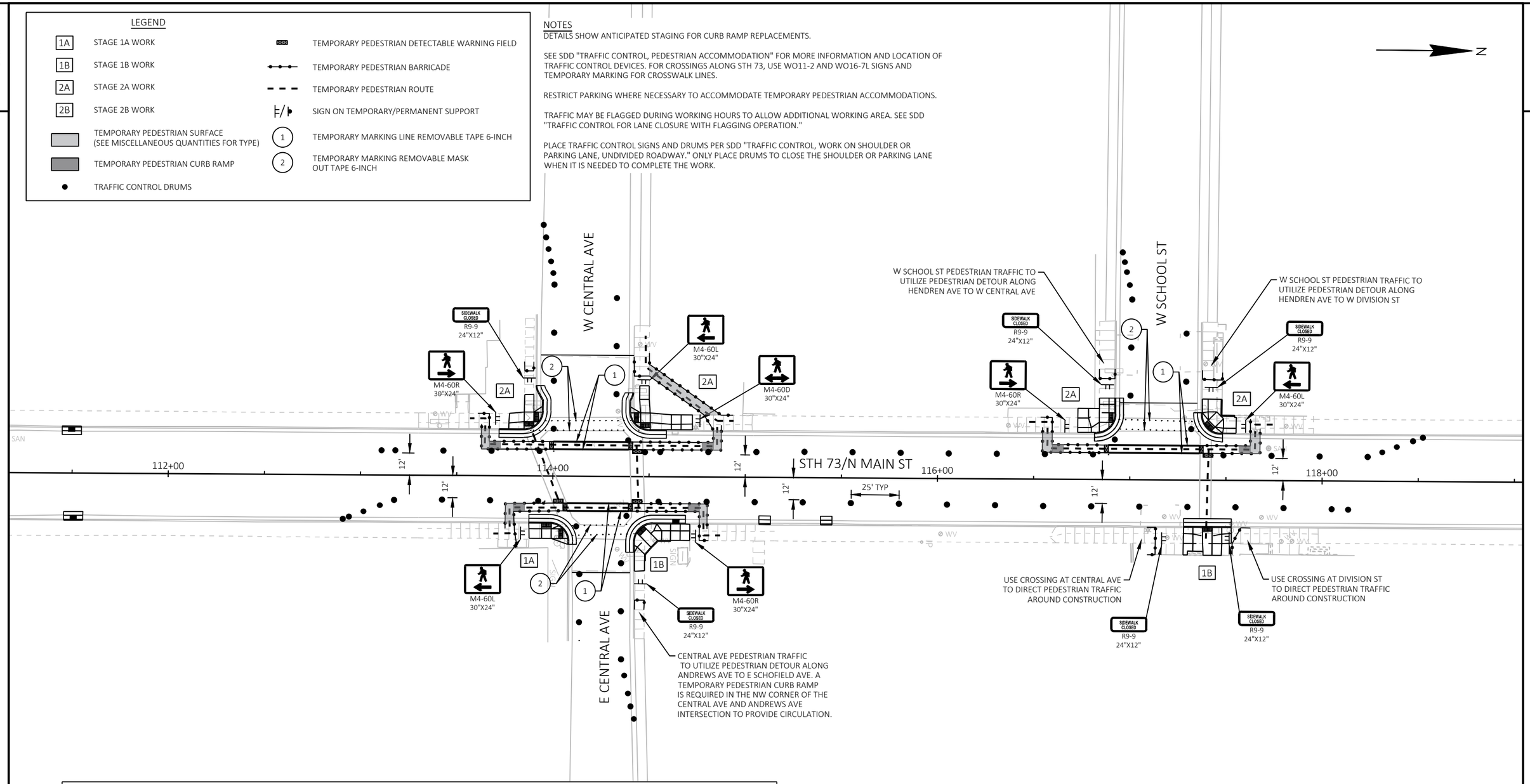
DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE INFORMATION AND LOCATION OF TRAFFIC CONTROL DEVICES. FOR CROSSINGS ALONG STH 73, USE WO11-2 AND WO16-7L SIGNS AND TEMPORARY MARKING FOR CROSSWALK LINES.

RESTRICT PARKING WHERE NECESSARY TO ACCOMMODATE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ONLY PLACE DRUMS TO CLOSE THE SHOULDER OR PARKING LANE WHEN IT IS NEEDED TO COMPLETE THE WORK.



SIDEWALK AND CURB RAMP STAGING

	RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION	ADDITIONAL NOTES
1A 1B	EAST SIDE OF CENTRAL AVE	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMP OR WITH A DETOUR ROUTE.	DO NOT WORK ON WEST SIDE OF STH 73 OR AT SCHOFIELD AVE DURING STAGE 1B. ALTERNATE CURB RAMP CONSTRUCTION TO ACCOMODATE A MINIMUM SIDEROAD WIDTH OF 22'
2A	WEST SIDE OF CENTRAL AVE	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMPS.	DO NOT WORK ON EAST SIDE OF STH 73.
1B	EAST SIDE OF SCHOOL ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE WITH A DETOUR ROUTE.	DO NOT WORK ON WEST SIDE OF STH 73.
2A	WEST SIDE OF SCHOOL ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMPS OR WITH A DETOUR ROUTE.	DO NOT WORK ON EAST SIDE OF STH 73.

2

LEGEND

- 1A STAGE 1A WORK
- 1B STAGE 1B WORK
- 2A STAGE 2A WORK
- 2B STAGE 2B WORK
- TEMPORARY PEDESTRIAN SURFACE (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- TEMPORARY PEDESTRIAN CURB RAMP
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY PEDESTRIAN ROUTE
- SIGN ON TEMPORARY/PERMANENT SUPPORT
- 1 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
- 2 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

NOTES

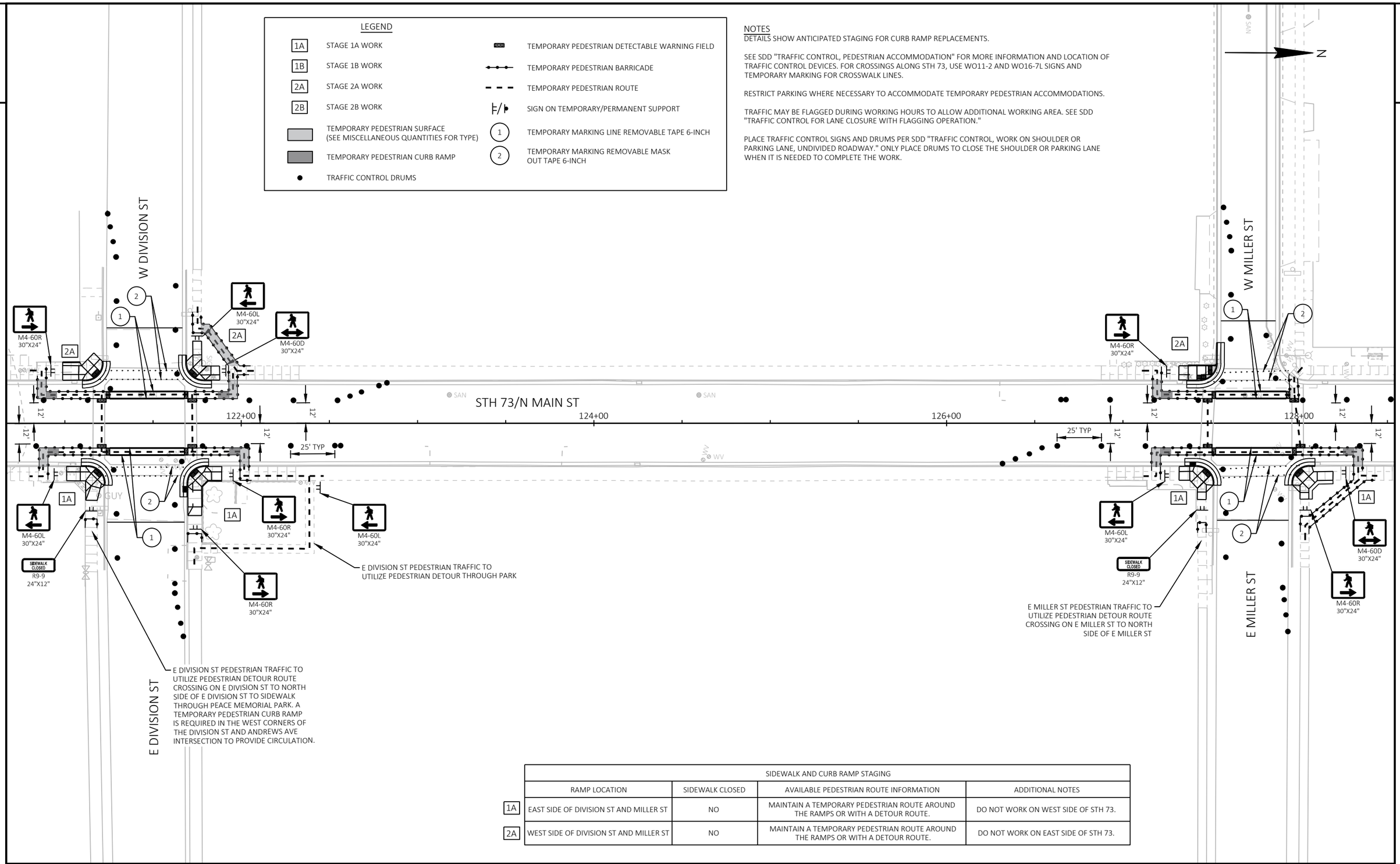
DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE INFORMATION AND LOCATION OF TRAFFIC CONTROL DEVICES. FOR CROSSINGS ALONG STH 73, USE WO11-2 AND WO16-7L SIGNS AND TEMPORARY MARKING FOR CROSSWALK LINES.

RESTRICT PARKING WHERE NECESSARY TO ACCOMMODATE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ONLY PLACE DRUMS TO CLOSE THE SHOULDER OR PARKING LANE WHEN IT IS NEEDED TO COMPLETE THE WORK.



SIDEWALK AND CURB RAMP STAGING

	RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION	ADDITIONAL NOTES
1A	EAST SIDE OF DIVISION ST AND MILLER ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMPS OR WITH A DETOUR ROUTE.	DO NOT WORK ON WEST SIDE OF STH 73.
2A	WEST SIDE OF DIVISION ST AND MILLER ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMPS OR WITH A DETOUR ROUTE.	DO NOT WORK ON EAST SIDE OF STH 73.

LEGEND

1A	STAGE 1A WORK		TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
1B	STAGE 1B WORK		TEMPORARY PEDESTRIAN BARRICADE
2A	STAGE 2A WORK		TEMPORARY PEDESTRIAN ROUTE
2B	STAGE 2B WORK		SIGN ON TEMPORARY/PERMANENT SUPPORT
	TEMPORARY PEDESTRIAN SURFACE (SEE MISCELLANEOUS QUANTITIES FOR TYPE)	1	TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH
	TEMPORARY PEDESTRIAN CURB RAMP	2	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH
	TRAFFIC CONTROL DRUMS		

NOTES

DETAILS SHOW ANTICIPATED STAGING FOR CURB RAMP REPLACEMENTS.

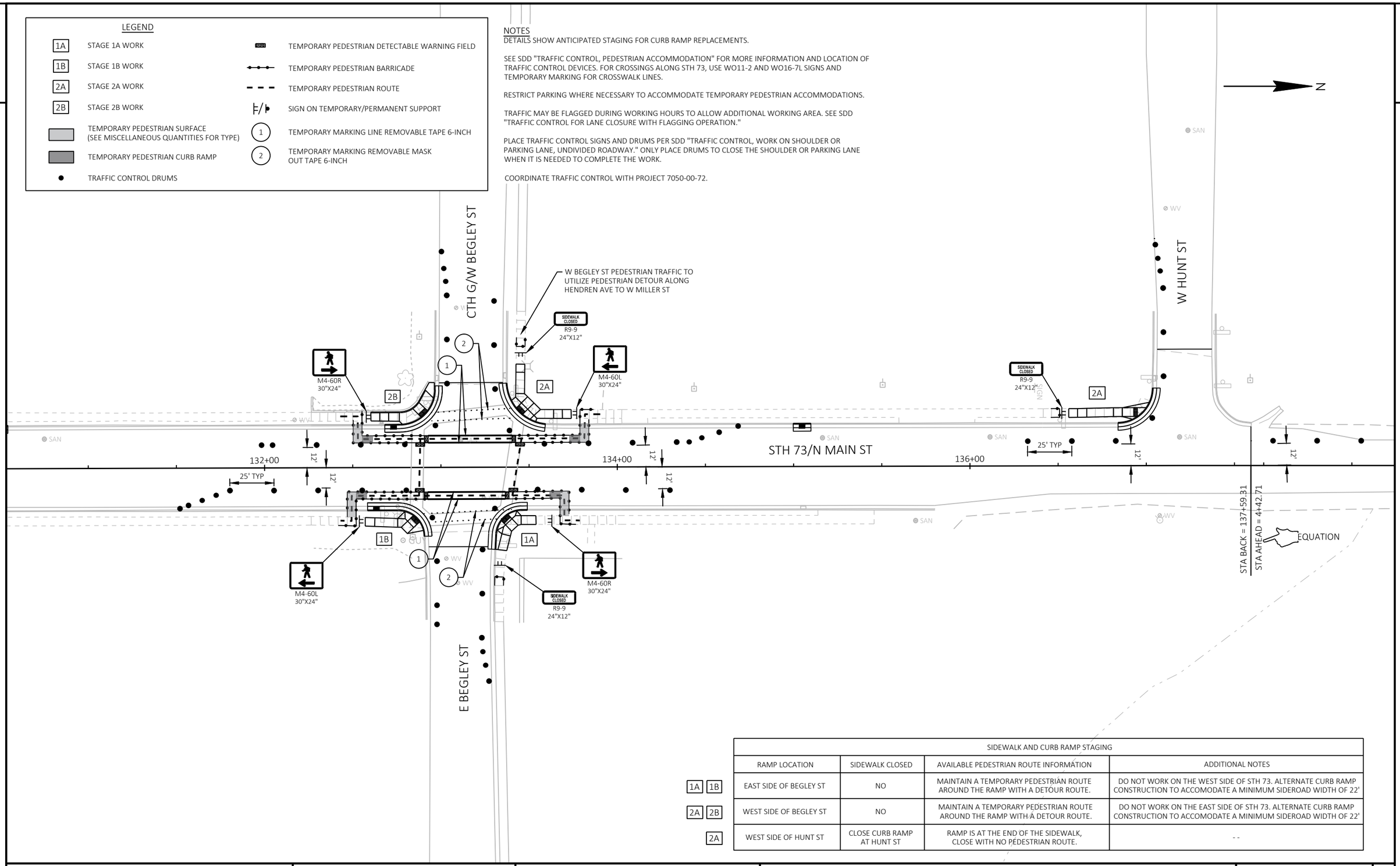
SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR MORE INFORMATION AND LOCATION OF TRAFFIC CONTROL DEVICES. FOR CROSSINGS ALONG STH 73, USE WO11-2 AND WO16-7L SIGNS AND TEMPORARY MARKING FOR CROSSWALK LINES.

RESTRICT PARKING WHERE NECESSARY TO ACCOMMODATE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TRAFFIC MAY BE FLAGGED DURING WORKING HOURS TO ALLOW ADDITIONAL WORKING AREA. SEE SDD "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION."

PLACE TRAFFIC CONTROL SIGNS AND DRUMS PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." ONLY PLACE DRUMS TO CLOSE THE SHOULDER OR PARKING LANE WHEN IT IS NEEDED TO COMPLETE THE WORK.

COORDINATE TRAFFIC CONTROL WITH PROJECT 7050-00-72.



SIDEWALK AND CURB RAMP STAGING

RAMP LOCATION	SIDEWALK CLOSED	AVAILABLE PEDESTRIAN ROUTE INFORMATION	ADDITIONAL NOTES
1A 1B EAST SIDE OF BEGLEY ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMP WITH A DETOUR ROUTE.	DO NOT WORK ON THE WEST SIDE OF STH 73. ALTERNATE CURB RAMP CONSTRUCTION TO ACCOMODATE A MINIMUM SIDEROAD WIDTH OF 22'
2A 2B WEST SIDE OF BEGLEY ST	NO	MAINTAIN A TEMPORARY PEDESTRIAN ROUTE AROUND THE RAMP WITH A DETOUR ROUTE.	DO NOT WORK ON THE EAST SIDE OF STH 73. ALTERNATE CURB RAMP CONSTRUCTION TO ACCOMODATE A MINIMUM SIDEROAD WIDTH OF 22'
2A WEST SIDE OF HUNT ST	CLOSE CURB RAMP AT HUNT ST	RAMP IS AT THE END OF THE SIDEWALK, CLOSE WITH NO PEDESTRIAN ROUTE.	- -

7050-00-73

Line	Item	Item Description	Unit	Total	Qty
0022	204.0110	Removing Asphaltic Surface	SY	300.000	300.000
0024	204.0115	Removing Asphaltic Surface Butt Joints	SY	610.000	610.000
0026	204.0120	Removing Asphaltic Surface Milling	SY	23,850.000	23,850.000
0028	204.0130	Removing Curb	LF	45.000	45.000
0030	204.0150	Removing Curb & Gutter	LF	1,130.000	1,130.000
0032	204.0155	Removing Concrete Sidewalk	SY	620.000	620.000
0058	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 7050-00-73	EACH	1.000	1.000
0062	213.0100	Finishing Roadway (project) 02. 7050-00-73	EACH	1.000	1.000
0064	305.0110	Base Aggregate Dense 3/4-Inch	TON	100.000	100.000
0066	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	50.000	50.000
0072	455.0605	Tack Coat	GAL	3,425.000	3,425.000
0076	460.6644	HMA Pavement 4 MT 58-34 V	TON	2,400.000	2,400.000
0078	460.6645	HMA Pavement 5 MT 58-34 V	TON	2,060.000	2,060.000
0082	460.9000.S	Material Transfer Vehicle 02. 7050-00-73	EACH	1.000	1.000
0084	465.0105	Asphaltic Surface	TON	50.000	50.000
0086	465.0110	Asphaltic Surface Patching	TON	220.000	220.000
0088	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	5.000	5.000
0154	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,140.000	1,140.000
0160	601.0600	Concrete Curb Pedestrian	LF	150.000	150.000
0162	602.0405	Concrete Sidewalk 4-Inch	SF	5,860.000	5,860.000
0164	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	300.000	300.000
0178	611.8115	Adjusting Inlet Covers	EACH	18.000	18.000
0182	614.0010	Barrier System Grading Shaping Finishing	EACH	2.000	2.000
0186	614.0200	Steel Thrie Beam Structure Approach	LF	21.000	21.000
0188	614.0305	Steel Plate Beam Guard Class A	LF	6.000	6.000
0190	614.0345	Steel Plate Beam Guard Short Radius	LF	25.000	25.000
0192	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	1.000	1.000
0196	614.0920	Salvaged Rail	LF	82.000	82.000
0198	614.0925	Salvaged Guardrail End Treatments	EACH	2.000	2.000
0202	614.2500	MGS Thrie Beam Transition	LF	40.000	40.000
0204	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0208	618.0100	Maintenance and Repair of Haul Roads (project) 02. 7050-00-73	EACH	1.000	1.000
0210	619.1000	Mobilization	EACH	0.250	0.250
0214	624.0100	Water	MGAL	10.000	10.000
0216	625.0100	Topsoil	SY	440.000	440.000
0222	628.1504	Silt Fence	LF	200.000	200.000
0224	628.1520	Silt Fence Maintenance	LF	200.000	200.000
0226	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0228	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0230	628.2008	Erosion Mat Urban Class I Type B	SY	440.000	440.000
0234	628.7015	Inlet Protection Type C	EACH	43.000	43.000
0236	628.7020	Inlet Protection Type D	EACH	4.000	4.000
0240	629.0210	Fertilizer Type B	CWT	0.300	0.300
0244	630.0140	Seeding Mixture No. 40	LB	20.000	20.000
0246	630.0500	Seed Water	MGAL	10.000	10.000
0248	633.0100	Delineator Posts Steel	EACH	5.000	5.000
0250	633.0500	Delineator Reflectors	EACH	5.000	5.000
0254	638.2102	Moving Signs Type II	EACH	17.000	17.000
0256	638.4000	Moving Small Sign Supports	EACH	17.000	17.000

7050-00-73

Line	Item	Item Description	Unit	Total	Qty
0258	642.5001	Field Office Type B	EACH	0.250	0.250
0260	643.0300	Traffic Control Drums	DAY	2,780.000	2,780.000
0266	643.0900	Traffic Control Signs	DAY	3,405.000	3,405.000
0268	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0270	643.3165	Temporary Marking Line Paint 6-Inch	LF	10,025.000	10,025.000
0274	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,010.000	1,010.000
0278	643.3980	Temporary Marking Removable Mask Out Tape 8-Inch	LF	1,085.000	1,085.000
0280	643.5000	Traffic Control	EACH	0.250	0.250
0282	644.1430	Temporary Pedestrian Surface Plate	SF	1,300.000	1,300.000
0284	644.1440	Temporary Pedestrian Surface Matting	SF	180.000	180.000
0286	644.1601	Temporary Pedestrian Curb Ramp	DAY	305.000	305.000
0288	644.1605	Temporary Pedestrian Detectable Warning Field	SF	460.000	460.000
0290	644.1810	Temporary Pedestrian Barricade	LF	2,770.000	2,770.000
0298	646.1020	Marking Line Epoxy 4-Inch	LF	10.000	10.000
0300	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	4,000.000	4,000.000
0304	646.6120	Marking Stop Line Epoxy 18-Inch	LF	256.000	256.000
0308	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,920.000	1,920.000
0310	646.8120	Marking Curb Epoxy	LF	550.000	550.000
0314	646.8320	Marking Parking Stall Epoxy	LF	370.000	370.000
0318	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,140.000	1,140.000
0326	650.8000	Construction Staking Resurfacing Reference	LF	4,639.000	4,639.000
0328	650.9000	Construction Staking Curb Ramps	EACH	30.000	30.000
0330	650.9500	Construction Staking Sidewalk (project) 01. 7050-00-73	EACH	1.000	1.000
0334	650.9911	Construction Staking Supplemental Control (project) 02. 7050-00-73	EACH	1.000	1.000
0338	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0342	690.0150	Sawing Asphalt	LF	1,520.000	1,520.000
0344	690.0250	Sawing Concrete	LF	540.000	540.000
0346	740.0440	Incentive IRI Ride	DOL	3,515.000	3,515.000
0362	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	2,250.000	2,250.000
0364	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	4,460.000	4,460.000
0366	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	9,278.000	9,278.000
0372	SPV.0060	Special 03. Inlet Covers Type H-D	EACH	3.000	3.000
0374	SPV.0060	Special 04. Grading Shaping and Finishing Pedestrian Route	EACH	6.000	6.000
0376	SPV.0090	Special 01. Concrete Cub & Gutter Cure and Seal Treatment	LF	1,140.000	1,140.000
0378	SPV.0165	Special 01. Concrete Sidewalk Cure and Seal Treatment	SF	5,860.000	5,860.000
0380	SPV.0165	Special 02. Salvage and Replace Brick Pavers	SF	10.000	10.000
0382	SPV.0180	Special 01. Salvage and Replace Landscaping Mulch	SY	8.000	8.000

REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
0010										
	91+20	-	137+59	LT & RT	--	610	18,550	--	--	--
	91+20	-	92+61	LT & RT	56	--	--	--	229	--
	93+55	-	93+80	RT	6	--	--	--	21	15
	94+68	-	96+32	LT & RT	7	--	--	--	30	--
	97+05	-	97+35	LT	7	--	--	--	27	14
	97+59	-	97+84	LT	6	--	--	--	23	11
	97+88	-	105+06	LT & RT	14	--	--	--	62	--
	107+66	-	108+04	RT	6	--	--	--	25	19
	107+75	-	108+08	LT	8	--	--	--	30	13
	108+35	-	108+75	RT	10	--	--	45	40	39
	108+40	-	108+82	LT	9	--	--	--	34	42
	111+45	-	111+56	LT & RT	4	--	--	--	20	--
	113+72	-	113+99	LT	17	--	--	--	39	16
	113+88	-	114+12	RT	7	--	--	--	28	16
	114+36	-	114+72	LT	12	--	--	--	33	33
	114+38	-	114+71	RT	9	--	--	--	38	34
	115+07	-	115+45	RT	3	--	--	--	12	--
	116+73	-	116+96	LT	7	--	--	--	25	30
	117+28	-	117+53	RT	6	--	--	--	25	35
	117+33	-	117+55	LT	5	--	--	--	18	26
	120+99	-	121+26	LT	5	--	--	--	19	22
	121+01	-	121+27	RT	6	--	--	--	20	25
	121+65	-	121+88	LT	7	--	--	--	25	22
	121+65	-	121+89	RT	7	--	--	--	26	32
	127+32	-	127+58	LT	10	--	--	--	34	16
	127+32	-	127+56	RT	6	--	--	--	23	20
	127+92	-	128+19	RT	10	--	--	--	20	19
	130+44	-	130+54	LT	2	--	--	--	10	--
	132+57	-	132+95	RT	10	--	--	--	41	19
	132+60	-	133+01	LT	10	--	--	--	42	21
	133+27	-	133+54	RT	9	--	--	--	34	23
	133+33	-	133+74	LT	9	--	--	--	35	32
	135+00	-	135+10	LT	2	--	--	--	10	--
	136+56	-	137+08	LT	8	--	--	--	32	26
CATEGORY 0010 TOTALS					300	610	18,550	45	1,130	620
0020										
	91+87	-	136+84	LT & RT	--	--	5,300	--	--	--
CATEGORY 0020 TOTALS					--	--	5,300	--	--	--
TOTALS					300	610	23,850	45	1,130	620

BASE AGGREGATE ITEMS

CATEGORY	STATION	OFFSET	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON
0010						
	91+20 -		92+61	LT & RT	10	9
	93+55 -		135+10	LT & RT	75	35
	135+80 -		137+59	LT & RT	15	1
CATEGORY 0010 TOTALS					100	45
TOTALS					100	45

NOTES:
THE BASE AGGREGATE DENSE 1 1/4-INCH IS USED AS A LEVELING BASE UNDER THE TEMPORARY PEDESTRIAN SURFACE MATTING

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	455.0605 TACK COAT GAL	460.6644 HMA PAVEMENT 4 MT 58-34 V TON	460.6645 HMA PAVEMENT 5 MT 58-34 V TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010										
	91+20	-	137+59	LT & RT	2,685	1,880	1,610	--	120	5
	UNDISTRIBUTED				--	--	--	40	75	--
CATEGORY 0010 TOTALS					2,685	1,880	1,610	40	195	5
0020										
	91+87	-	136+84	LT & RT	740	520	450	--	--	--
	UNDISTRUIBUTED				--	--	--	10	25	--
CATEGORY 0020 TOTALS					740	520	450	10	25	--
TOTALS					3,425	2,400	2,060	50	220	5

NOTES: UNDISTRIBUTED ASPHALT SURFACE QUANTITY IS USED FOR ANY REPAIRS REQUIRED AFTER MILLING IS COMPLETE.
UNDISTRIBUTED ASPHALT SURFACE PATCHING QUANTITY IS USED FOR MINOR REPAIRS REQUIRED TO MAINTAIN TRAFFIC.

PWL MIXTURE USE TABLE

LOCATION	STA	TO	STA	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	91+20	-	137+59	UPPER LAYER	4 MT 58-34 V	5 MT 58-34 V	1,040	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01 ACCEPTED BY CORES
12 FOOT DRIVING LANE	91+20	-	137+59	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34 V	1,210	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01 ACCEPTED BY CORES
SHOULDERS, SIDEROADS, BEAMGUARD WIDENINGS, BYPASS LANES, TURN LANES, PARKING LANE	VARIOUS			UPPER LAYER	4 MT 58-34 V	5 MT 58-34 V	1,020	1 1/2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE, ACCEPTED BY CORES
SHOULDERS, SIDEROADS, BEAMGUARD WIDENINGS, BYPASS LANES, TURN LANES, PARKING LANE	VARIOUS			LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-34 V	1,190	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE, ACCEPTED BY CORES
CURB & GUTTER REPLACEMENTS	VARIOUS			PATCHING AFTER REPLACEMENTS	BASE AGGREGATE	ASPHALTIC SURFACE PATCHING	120	7"	(SS 465)	ACCEPTANCE BY ORDINARY COMPACTION (SS 450.3.2.6.2)
VARIOUS	VARIOUS			REPAIRS AFTER MILLING	MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE PATCHING	100	VARIES	(SS 465)	ACCEPTANCE BY ORDINARY COMPACTION (SS 450.3.2.6.2)
ASPHALT DRIVEWAYS	VARIOUS			REPAIRS AFTER CURB & GUTTER AND SIDEWALK REPLACEMENT	BASE AGGREGATE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	5	3"	(SS 465)	ACCEPTANCE BY ORDINARY COMPACTION (SS 450.3.2.6.2)
SURFACE REPAIRS TO MAINTAIN TRAFFIC	VARIOUS			REPAIRS AFTER MILLING	MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE	50	VARIES	(SS 465)	ACCEPTANCE BY ORDINARY COMPACTION (SS 450.3.2.6.2)

ADJUSTING ITEMS & INLET COVERS

CATEGORY	STATION	OFFSET	611.8115 ADJUSTING INLET COVERS EACH	653.0900 ADJUSTING PULL BOXES EACH	SPV.0060.03 INLET COVERS TYPE H-D EACH
0010					
	92+08	RT	--	--	1
	92+10	LT	--	--	1
	94+73	LT	1	--	--
	94+77	RT	1	--	--
	96+27	RT	1	--	--
	97+93	RT	1	--	--
	101+97	LT	1	--	--
	102+02	RT	1	--	--
	103+14	LT	1	--	--
	105+01	RT	1	--	--
	108+49	RT	--	--	1
	108+60	LT	1	--	--
	111+50	LT	1	--	--
	111+51	RT	1	--	--
	114+64	RT	1	--	--
	121+67	RT	1	--	--
	121+77	RT	--	1	--
	121+80	LT	--	1	--
	127+40	RT	1	--	--
	130+49	LT	1	--	--
	132+63	RT	1	--	--
	132+73	LT	1	--	--
	135+05	LT	1	--	--
CATEGORY 0010 TOTALS			18	2	3
TOTALS			18	2	3

CONCRETE CURB & GUTTER AND SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	SPV.0090.01 CONCRETE CURB & GUTTER CURE AND SEAL TREATMENT LF	SPV.0165.01 CONCRETE SIDEWALK CURE AND SEAL TREATMENT SF	SPV.0165.02 SALVAGE AND REPLACE BRICK PAVERS SF
0010													
	91+20	-	92+61	LT & RT	230	--	--	--	265	10	230	--	--
	93+55	-	93+80	RT	21	--	90	10	30	10	21	90	--
	94+68	-	96+32	LT & RT	30	--	--	--	42	15	30	--	--
	97+05	-	97+35	LT	27	--	112	10	37	10	27	112	--
	97+59	-	97+84	LT	24	--	89	10	34	10	24	89	--
	97+88	-	105+06	LT & RT	64	--	--	--	88	30	64	--	--
	107+66	-	108+04	RT	25	--	160	10	35	10	25	160	--
	107+75	-	108+08	LT	30	--	115	10	40	10	30	115	--
	108+35	-	108+75	RT	40	43	363	10	50	18	40	363	--
	108+40	-	108+82	LT	34	--	377	10	44	20	34	377	--
	111+45	-	111+56	LT & RT	20	--	--	--	28	10	20	--	--
	113+72	-	113+99	LT	42	--	179	20	55	18	42	179	--
	113+88	-	114+12	RT	28	--	141	20	38	13	28	141	--
	114+36	-	114+72	LT	35	--	315	20	45	18	35	315	--
	114+38	-	114+71	RT	38	20	334	10	48	20	38	334	--
	115+07	-	115+45	RT	12	--	--	--	20	10	12	--	--
	116+71	-	116+96	LT	25	--	264	10	35	26	25	264	10
	117+28	-	117+53	RT	25	--	314	10	29	64	25	314	--
	117+33	-	117+55	LT	18	--	230	10	28	26	18	230	--
	120+99	-	121+26	LT	19	10	229	10	30	15	19	229	--
	121+01	-	121+27	RT	20	--	247	10	31	20	20	247	--
	121+65	-	121+88	LT	25	--	216	10	35	18	25	216	--
	121+65	-	121+89	RT	26	24	293	10	36	22	26	293	--
	127+32	-	127+58	LT	35	16	152	20	45	13	35	152	--
	127+32	-	127+56	RT	23	--	213	10	34	18	23	213	--
	127+92	-	128+19	RT	20	--	213	10	55	15	20	213	--
	130+44	-	130+54	LT	10	--	--	--	14	5	10	--	--
	132+57	-	132+95	RT	42	--	208	10	51	10	42	208	--
	132+60	-	133+01	LT	42	37	256	10	53	10	42	256	--
	133+27	-	133+54	RT	34	--	224	10	44	16	34	224	--
	133+33	-	133+74	LT	35	--	317	10	45	15	35	317	--
	135+00	-	135+10	LT	10	--	--	--	14	5	10	--	--
	136+56	-	137+08	LT	31	--	209	10	42	10	31	209	--
CATEGORY 0010 TOTALS					1,140	150	5,860	300	1,520	540	1,140	5,860	10
TOTALS					1,140	150	5,860	300	1,520	540	1,140	5,860	10

BARRIER SYSTEM GRADING SHAPING FINISHING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	** EXCAVATION COMMON CY	** FILL CY	** BORROW CY	** TOPSOIL SY	** EROSION MAT URBAN CLASS I TYPE B SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO. 40 LB
0010												
	91+20	-	91+55	LT	1	1	--	--	144	144	0.1	7
	91+20	-	92+15	RT	1	--	4	4	56	56	0.1	3
TOTALS					2	1	4	4	200	200	0.2	10

**NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. ITEMS INCIDENTAL TO BARRIER SYSTEM GRADING SHAPING FINISHING.

GUARDRAIL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0920 SALVAGED RAIL LF	614.0925 SALVAGED GUARDRAIL END TREATMENTS EACH	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
0010												
	91+20	-	91+62	LT	21	6	25	1	41	1	--	--
	91+20	-	92+15	RT	--	--	--	--	41	1	40	1
CATEGORY 0010 TOTALS					21	6	25	1	82	2	40	1
TOTALS					21	6	25	1	82	2	40	1

WATER

CATEGORY	LOCATION	624.0100 MGAL
0010		
	PROJECT-BASE COMPACTION	10
TOTAL		10

3

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010									
	91+20	-	96+32	LT & RT	31	31	0.02	1.5	0.7
	97+05	-	105+06	LT & RT	54	54	0.03	2.5	1.2
	107+66	-	108+77	LT & RT	75	75	0.05	3.5	1.7
	113+72	-	114+72	LT & RT	38	38	0.02	1.7	0.8
	120+99	-	121+89	LT & RT	23	23	0.01	1.0	0.5
	127+32	-	130+54	LT & RT	16	16	0.01	0.7	0.4
	132+57	-	135+10	LT & RT	76	76	0.05	3.5	1.7
	136+61	-	137+08	LT	35	35	0.02	1.6	0.8
	UNDISTRIBUTED				92	92	0.08	4.0	2.2
CATEGORY 0010 TOTALS					440	440	0.30	20.0	10.0
TOTALS					440	440	0.30	20.0	10.0

EROSION CONTROL ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010								
	91+20	-	93+40	LT & RT	180	180	2	--
	93+40	-	97+47	LT & RT	--	--	2	2
	97+47	-	108+19	LT & RT	--	--	11	--
	108+19	-	114+25	LT & RT	--	--	4	--
	114+25	-	117+15	LT & RT	--	--	2	--
	117+15	-	121+46	LT & RT	--	--	4	--
	121+46	-	127+71	LT & RT	--	--	5	--
	127+71	-	133+17	LT & RT	--	--	7	--
	133+17	-	137+59	LT & RT	--	--	4	--
	UNDISTRIBUTED				20	20	2	2
CATEGORY 0010 TOTALS					200	200	43	4
TOTALS					200	200	43	4

3

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010			
	PROJECT	3	1
CATEGORY 0010 TOTALS		3	1
TOTALS		3	1

DELINEATOR ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS (WHITE) EACH
0010						
	92+14	-	92+40	LT & RT	5	5
CATEGORY 0010 TOTALS					5	5
TOTALS					5	5

MOVING SIGNS

CATEGORY	STATION	OFFSET	SIGN NUMBER	SIGN MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
0010						
	91+28	LT	1-1	CLEARANCE STRIPER	1	1
	91+28	RT	1-2	CLEARANCE STRIPER	1	1
	91+31	LT	1-3	ROCK CREEK	1	1
	91+60	LT	1-4	STOP	1	1
	108+41	RT	3-1	STOP	1	1
	113+90	LT	4-1	STOP	1	1
	114+43	RT	4-2	STOP	1	1
	116+91	LT	5-1	STOP	1	1
	121+20	LT	6-1	STOP	1	1
	121+71	RT	6-2	STOP	1	1
	127+41	RT	7-1	PED CROSSING	1	1
	127+50	LT	7-2	STOP	1	1
	127+51	LT	7-3	PED CROSSING	1	1
	127+99	RT	7-4	STOP	1	1
	132+91	LT	8-1	STH 73	1	1
	132+94	LT	8-2	STOP	1	1
	133+38	RT	8-3	STOP	1	1
CATEGORY 0010 TOTALS					17	17
TOTALS					17	17

TRAFFIC CONTROL ITEMS

CATEGORY	STAGE	LOCATION	STAGE DURATION DAYS	305.0120* BASE AGGREGATE DENSE 1 1/4-INCH TON	643.0300 TRAFFIC CONTROL DRUMS NO.	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0900 TRAFFIC CONTROL SIGNS NO.	643.0900 TRAFFIC CONTROL SIGNS DAY	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	643.3980 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 8-INCH LF	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	1A	DEPOT ST	10	1	9	90	1	10	--	--	--	40	10	10	90
		E SCHOFIELD AVE	10	1	21	210	6	60	88	177	41	45	20	30	240
		E CENTRAL AVE	10	--	15	150	2	20	64	70	82	--	20	40	186
		E DIVISION ST	10	1	16	160	8	80	86	96	105	15	40	60	228
		E MILLER ST	10	--	15	150	6	60	92	91	104	--	20	40	294
		E BEGLEY ST	10	--	17	170	3	30	90	91	124	--	20	40	244
STAGE 1A SUBTOTALS				3		930		260	420	525	456	100	130	220	1,282
	1B	E CENTRAL AVE	5	--	15	75	8	40	--	--	--	--	15	10	12
		SCHOOL ST, RT	5	--	8	40	2	10	--	--	--	--	--	--	48
		E BEGLEY ST	5	--	17	85	--	--	--	--	--	--	10	--	--
STAGE 1B SUBTOTALS				--		200		50	--	--	--	--	25	10	60
	2A	CANNERY ST	10	1	17	170	6	60	72	--	--	38	20	20	12
		W SCHOFIELD AVE	10	1	20	200	3	30	89	93	42	42	20	30	240
		W CENTRAL AVE	10	--	17	170	5	50	78	104	285	--	20	30	330
		W SCHOOL ST	10	--	15	150	12	120	95	89	105	--	20	30	216
		W DIVISION ST	10	--	15	150	4	40	85	96	255	--	20	40	270
		W MILLER ST	10	--	13	130	2	20	76	88	52	--	10	40	114
		W BEGLEY ST	10	--	17	170	6	60	95	90	105	--	20	40	228
		W HUNT ST	10	--	8	80	1	10	--	--	--	--	--	--	18
STAGE 2A SUBTOTALS				2		1,220		390	590	560	844	80	130	230	1,428
	2B	CANNERY ST	5	--	17	85	6	30	--	--	--	--	10	--	--
		W BEGLEY ST	5	--	17	85	6	30	--	--	--	--	10	--	--
STAGE 2B SUBTOTALS				--		170		60	--	--	--	--	20	--	--
	GENERAL PROJECT	ADVANCED WARNING	75	--	--	--	23	1,725	--	--	--	--	--	--	--
		WIDTH RESTRICTION	30	--	--	--	30	900	--	--	--	--	--	--	--
		GUARDRAIL, LT	10	--	13	130	1	10	--	--	--	--	--	--	--
		GUARDRAIL, RT	10	--	13	130	1	10	--	--	--	--	--	--	--
GENERAL PROJECT SUBTOTALS				--		260		2,645	--	--	--	--	--	--	--
CATEGORY 0010 TOTALS				5		2,780		3,405	1,010	1,085	1,300	180	305	460	2,770
TOTALS				5		2,780		3,405	1,010	1,085	1,300	180	305	460	2,770

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	LOCATION	SIGN SIZE W X H FT X FT	643.1000 SF	SIGN MESSAGE
0010				
	SOUTH PROJECT LIMIT	72" X 36"	18.00	HWY 73 / ROAD WORK / BEGINS XXX-XX
	NORTH PROJECT LIMIT	72" X 36"	18.00	HWY 73 / ROAD WORK / BEGINS XXX-XX
CATEGORY 0010 TOTAL			36.00	
TOTAL			36.00	

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH 4' LINE 46' SKIP YELLOW LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH SOLID YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH 12.5' LINE 37.5' SKIP YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH SOLID YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH SOLID YELLOW LF
0010								
	91+20	-	137+59	925	9,100	963	3,037	--
NOTE:	BEGLEY ST			--	--	--	--	10
CATEGORY 0010 TOTALS					10,025		4,000	10
TOTALS					10,025		4,000	10

TEMP MARKING TO BE APPLIED ALONG THE CENTERLINE ON THE MILLED SURFACE, LOWER HMA LAYER AND UPPER HMA LAYER PRIOR TO PLACING THE GROOVED WET REFLECTIVE MARKING

MISCELLANEOUS PAVEMENT MARKING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8320 MARKING PARKING STALL EPOXY LF
0010								
	93+41	-	93+57	RT	16	--	--	--
	97+28	-	97+66	LT	14	67	--	--
	97+94	-	97+98	RT	--	--	4	--
	107+85	-	108+65	LT & RT	36	256	103	--
	113+71	-	114+69	LT & RT	36	335	101	--
	115+07	-	115+45	RT	--	--	12	--
	116+81	-	117+53	LT & RT	20	175	52	--
	121+09	-	121+83	LT & RT	43	365	67	--
	127+35	-	128+09	LT & RT	37	345	55	--
	132+58	-	133+59	LT & RT	38	377	132	--
	136+84	-	137+04	LT	16	--	24	--
CATEGORY 0010 TOTALS					256	1,920	550	--
0020								
	114+85	-	117+27	LT & RT	--	--	--	52
	117+64	-	120+79	LT & RT	--	--	--	110
	122+02	-	127+16	LT & RT	--	--	--	208
CATEGORY 0020 TOTALS					--	--	--	370
TOTALS					256	1,920	550	370

SALVAGE AND REPLACE LANDSCAPING MULCH

CATEGORY	STATION	TO	STATION	OFFSET	SPV.0180.01 SY
0010					
	121+77	-	121+89	RT	8
CATEGORY 0010 TOTALS					8
TOTALS					8

STAKING ITEMS

CATEGORY	STATION	TO	STATION	OFFSET	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500 CONSTRUCTION STAKING SIDEWALK (7050-00-73) EACH	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (7050-00-73) EACH
0010									
	91+20	-	137+59	LT & RT	1,140	4,639	30	--	--
	PROJECT				--	--	--	1	1
CATEGORY 0010 TOTALS					1,140	4,639	30	1	1
TOTALS					1,140	4,639	30	1	1

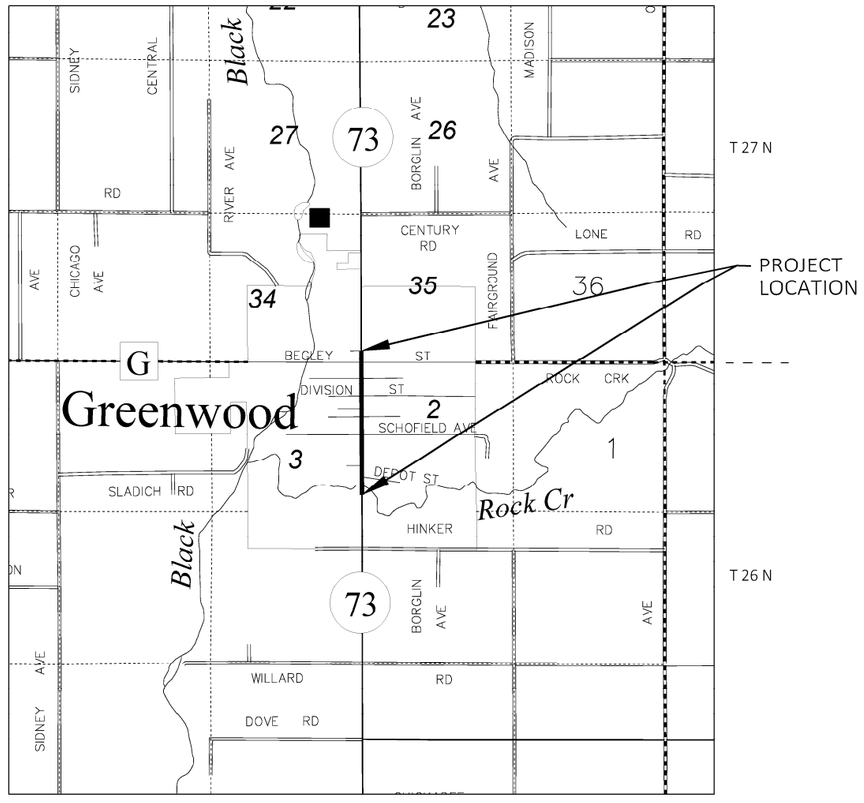
GRADING SHAPING AND FINISHING PEDESTRIAN ROUTE

CATEGORY	STATION	TO	STATION	OFFSET	SPV.0060.04 GRADING SHAPING AND FINISHING PEDESTRIAN ROUTE EACH	** EXCAVATION COMMON CY	** TOPSOIL SY	** EROSION MAT URBAN CLASS I TYPE B SY	** FERTILIZER TYPE B CWT	** SEEDING MIXTURE NO. 40 LB	** SEED WATER MGAL	** CONSTRUCTION STAKING SLOPE STAKES LF
0010												
	93+85	-	93+90	RT	1	1	4	4	0.01	0.2	0.1	8
	97+97	-	98+07	LT & RT	1	1	4	4	0.01	0.2	0.1	6
	107+50	-	107+57	RT	1	1	1	1	0.01	0.2	0.1	3
	107+64	-	107+70	LT	1	1	1	1	0.01	0.1	0.1	3
	132+46	-	133+73	RT	1	1	3	3	0.01	0.2	0.1	6
	132+50	-	133+84	LT	1	1	2	2	0.01	0.1	0.1	4
TOTALS					6	6	15	15	0.06	1.0	0.6	30

**NON-BID ITEM, ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY. ITEMS ARE INCIDENTAL TO GRADING SHAPING FINISHING PEDESTRIAN ROUTE.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
7050-00-23
NEILLSVILLE - THORP
ROCK CREEK BRIDGE TO HUNT STREET
STH 73
CLARK COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE
CULVERT

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✱	✱

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER — W
GAS — G
TELEPHONE — T
OVERHEAD TRANSMISSION LINES — OH
ELECTRIC — E
CABLE TELEVISION — TV
FIBER OPTIC — FO
SANITARY SEWER — SAN
STORM SEWER — SS
ELECTRIC TOWER

LAYOUT
SCALE 0 0.5 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 7050-00-23.

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

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

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

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER	7050-00-23-4.01
SHEET	2 OF 2
AMENDMENT NO:	

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
LAYOUT NAME: Title_7050-00-23
PLOT DATE : 12/6/2023 2:57 PM PLOT BY : SEH
7050-00-23-4.01

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.01

THAT PART OF LOT 22, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE SE 1/4 OF THE SE 1/4, AND PART OF LOTS 17 & 18, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE NE 1/4 OF THE SE 1/4, ALL IN SECTION 3, AND PART OF LOT 1, DEPOT STREET ADDITION, AND PART OF LOT 13, GREENWOOD ASSESSOR'S PLAT NO. 4, LOCATED IN PART OF THE SW 1/4 OF THE SW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

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

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

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
1	CITY OF GREENWOOD	FEE / TLE	200	-	200	200
2	MELVIN H. BORNTREGER	TLE	-	-	-	89
3	TRAVIS M. OBERHOLTZER	TLE	-	-	-	257
4	SYTH - OPELT REVOCABLE TRUST	TLE	-	-	-	164
6	L.N. REAL ESTATE LLC	TLE	-	-	-	133

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS
82	ASTREA	RELEASE OF RIGHTS
84	CITY OF GREENWOOD	RELEASE OF RIGHTS

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / S MAIN ST	GREENWOOD ASSESSOR'S PLAT NO. 6	2002
CANNERY ST		
STH 73 / S MAIN ST	DEPOT STREET ADDITION	1995
DEPOT ST		
STH 73 / S MAIN ST	GREENWOOD ASSESSOR'S PLAT NO. 4	1981
DEPOT ST		

658564

RECORDED 12/12/2023 09:04 AM
Mary A. Denk
REGISTER OF DEEDS OFFICE
CLARK COUNTY, WI
Rec Fee: 25.00
PAGES: 2

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-23-4.01
SHEET 1 OF 2

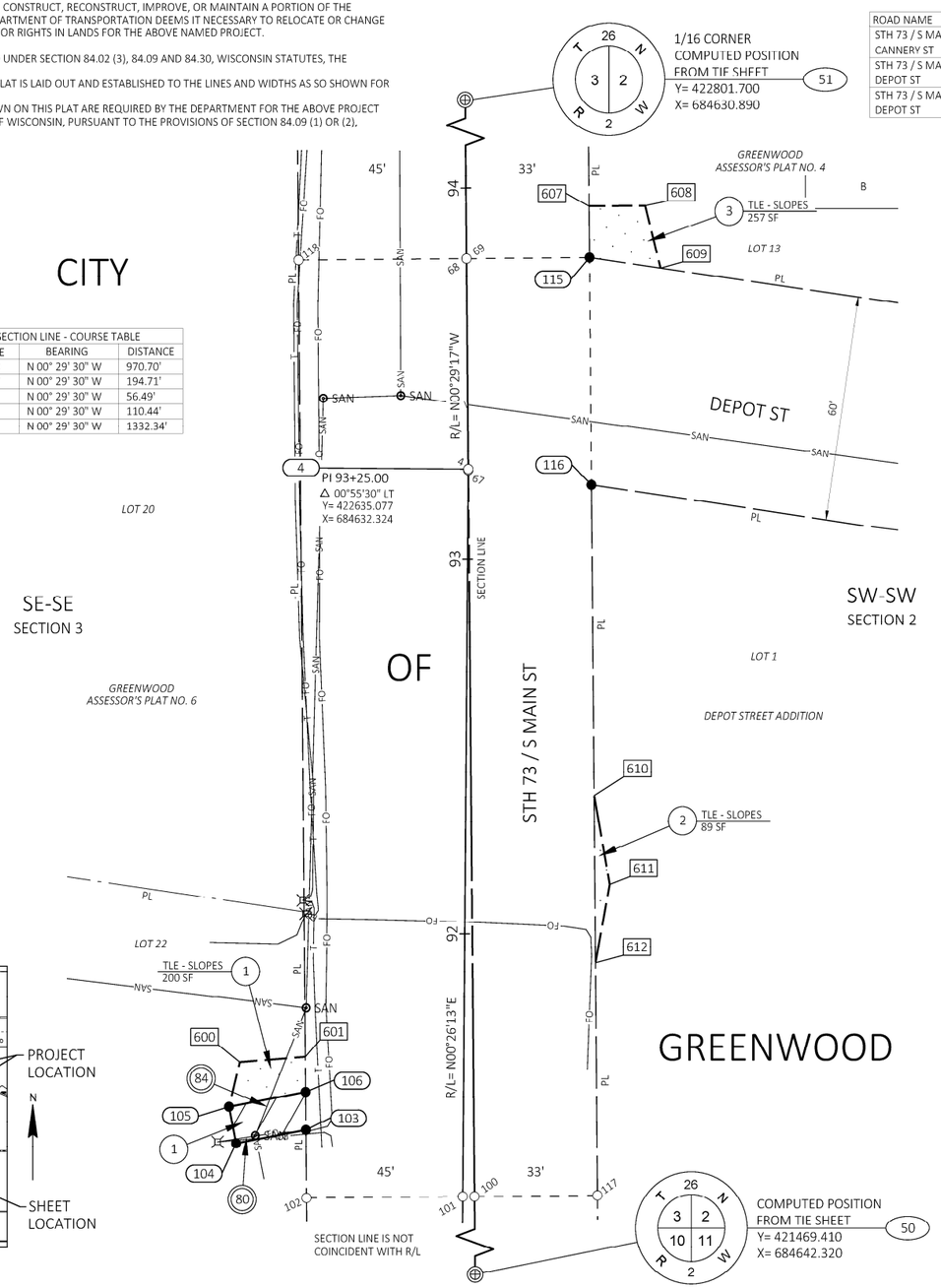
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FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
67	93+24.71	0.00'
68	93+81.19	0.01' LT
69	93+81.19	0.00'
100	91+30.03	3.15' RT
101	91+29.97	0.00'
102	91+29.30	41.88' LT
103	91+47.33	42.17' LT
104	91+43.58	60.87' LT
105	91+53.38	62.84' LT
106	91+57.50	42.33' LT
115	93+81.19	32.98' RT
116	93+21.00	33.04' RT
117	91+30.56	36.11' RT
118	93+81.19	45.01' LT

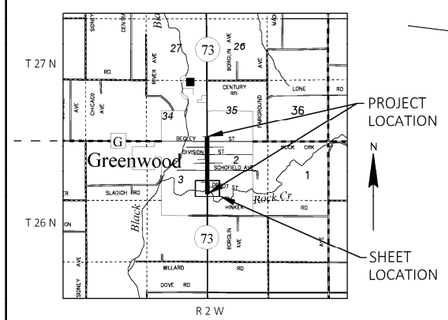
TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
600	91+65.38	60.02' LT
601	91+66.92	42.49' LT
607	93+95.00	32.98' RT
608	93+95.00	48.00' RT
609	93+78.23	52.00' RT
610	92+37.17	34.39' RT
611	92+13.53	38.76' RT
612	91+92.53	35.11' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
100 - 101	S 89° 30' 43" W	3.16'
101 - 102	S 89° 30' 43" W	41.88'
102 - 103	N 00° 29' 08" W	18.03'
103 - 104	S 79° 04' 47" W	19.07'
104 - 105	N 10° 55' 13" W	10.00'
105 - 106	N 79° 04' 47" E	20.91'
106 - 118	N 00° 29' 08" W	222.99'
118 - 68	N 89° 30' 52" E	45.01'
68 - 69	N 89° 30' 52" E	0.01'
69 - 115	N 89° 30' 52" E	32.98'
115 - 116	S 00° 29' 08" E	60.72'
116 - 117	S 00° 29' 08" E	190.47'
117 - 100	S 89° 30' 43" W	32.96'

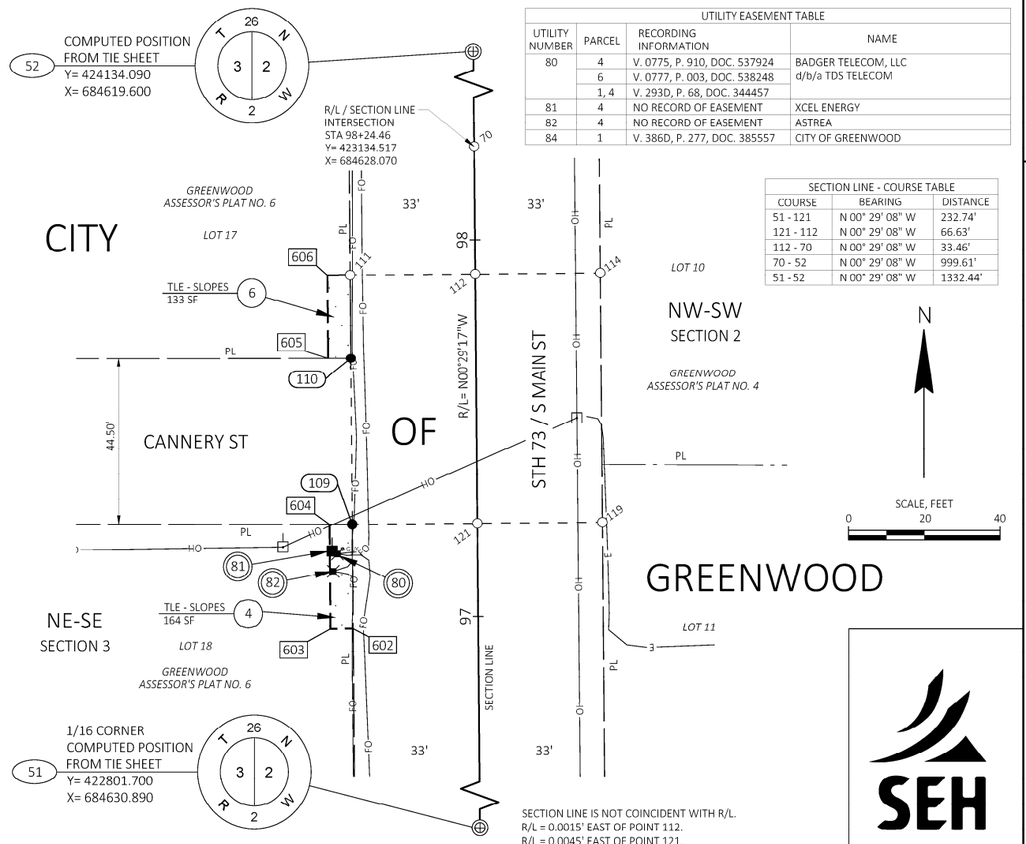
SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
50 - 100	N 00° 29' 30" W	970.70'
100 - 67	N 00° 29' 30" W	194.71'
67 - 68	N 00° 29' 30" W	56.49'
68 - 51	N 00° 29' 30" W	110.44'
50 - 51	N 00° 29' 30" W	1332.34'



LOCATION SKETCH
NOT TO SCALE



UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	4	V. 0775, P. 910, DOC. 537924	BADGER TELECOM, LLC d/b/a TDS TELECOM
	6	V. 0777, P. 003, DOC. 538248	
	1, 4	V. 293D, P. 68, DOC. 344457	
81	4	NO RECORD OF EASEMENT	XCEL ENERGY
82	4	NO RECORD OF EASEMENT	ASTREA
84	1	V. 386D, P. 277, DOC. 385557	CITY OF GREENWOOD



SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
51 - 121	N 00° 29' 08" W	232.74'
121 - 112	N 00° 29' 08" W	66.63'
112 - 70	N 00° 29' 08" W	33.46'
70 - 52	N 00° 29' 08" W	999.61'
51 - 52	N 00° 29' 08" W	1332.44'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
602	96+97.00	33.01' LT
603	96+97.00	39.00' LT
604	97+24.41	39.00' LT
605	97+68.91	39.00' LT
606	97+91.00	39.00' LT

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
109	97+24.37	33.01' LT
110	97+68.87	33.00' LT
111	97+91.00	33.00' LT
112	97+91.00	0.00'
114	97+91.00	33.00' RT
119	97+24.37	32.99' RT
121	97+24.37	0.00'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
121 - 109	S 89° 30' 52" W	33.00'
109 - 110	N 00° 29' 08" W	44.50'
110 - 111	N 00° 29' 08" W	22.13'
111 - 112	N 89° 30' 43" E	33.00'
112 - 114	N 89° 30' 43" E	33.00'
114 - 119	S 00° 29' 08" E	66.63'
119 - 121	S 89° 30' 52" W	33.00'

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 12-6-23
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: _____ DATE: 12-7-23
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 12-6-23
PLOT DATE : 12/6/2023 2:58 PM
PLOT BY : NICOLE STEINMETZ
PLOT NAME :
7050-00-23-4.01

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.01 AMENDMENT NO: 1

REMOVES UTILITY NUMBER 82 AND ADDS UTILITY NUMBER 83 TO TRANSPORTATION PROJECT PLAT 7050-00-23-4.01 RECORDED AS DOCUMENT NO. 658564.

THAT PART OF LOT 22, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE SE 1/4 OF THE SE 1/4, AND PART OF LOTS 17 & 18, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE NE 1/4 OF THE SE 1/4, ALL IN SECTION 3, AND PART OF LOT 1, DEPOT STREET ADDITION, AND PART OF LOT 13, GREENWOOD ASSESSOR'S PLAT NO. 4, LOCATED IN PART OF THE SW 1/4 OF THE SW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658564.

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ⅜" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
1	CITY OF GREENWOOD	FEE / TLE	200	-	200	200
2	MELVIN H. BORNTREGER	TLE	-	-	-	89
3	TRAVIS M. OBERHOLTZER	TLE	-	-	-	257
4	SYTH - OPELT REVOCABLE TRUST	TLE	-	-	-	164
6	L.N. REAL ESTATE LLC	TLE	-	-	-	133

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS
83	ASTREA	RELEASE OF RIGHTS
84	CITY OF GREENWOOD	RELEASE OF RIGHTS

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / S MAIN ST CANNERY ST	GREENWOOD ASSESSOR'S PLAT NO. 6	2002
STH 73 / S MAIN ST DEPOT ST	DEPOT STREET ADDITION	1995
STH 73 / S MAIN ST DEPOT ST	GREENWOOD ASSESSOR'S PLAT NO. 4	1981

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-23-4.01
AMENDMENT NO: 1

659510
RECORDED 02/26/2024 03:23 PM
Mary A. Denk
REGISTER OF DEEDS OFFICE
CLARK COUNTY, WI
Rec Fee: 25.00
PAGES: 1
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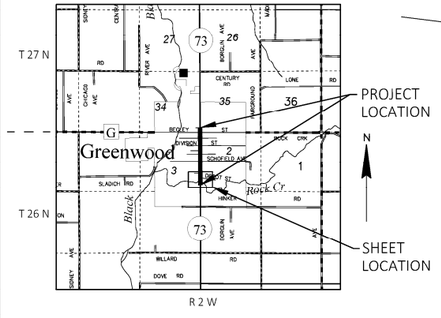
FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
67	93+24.71	0.00'
68	93+81.19	0.01' LT
69	93+81.19	0.00'
100	91+30.03	3.15' RT
101	91+29.97	0.00'
102	91+29.30	41.88' LT
103	91+47.33	42.17' LT
104	91+43.58	60.87' LT
105	91+53.38	62.84' LT
106	91+57.50	42.33' LT
115	93+81.19	32.98' RT
116	93+21.00	33.04' RT
117	91+30.56	36.11' RT
118	93+81.19	45.01' LT

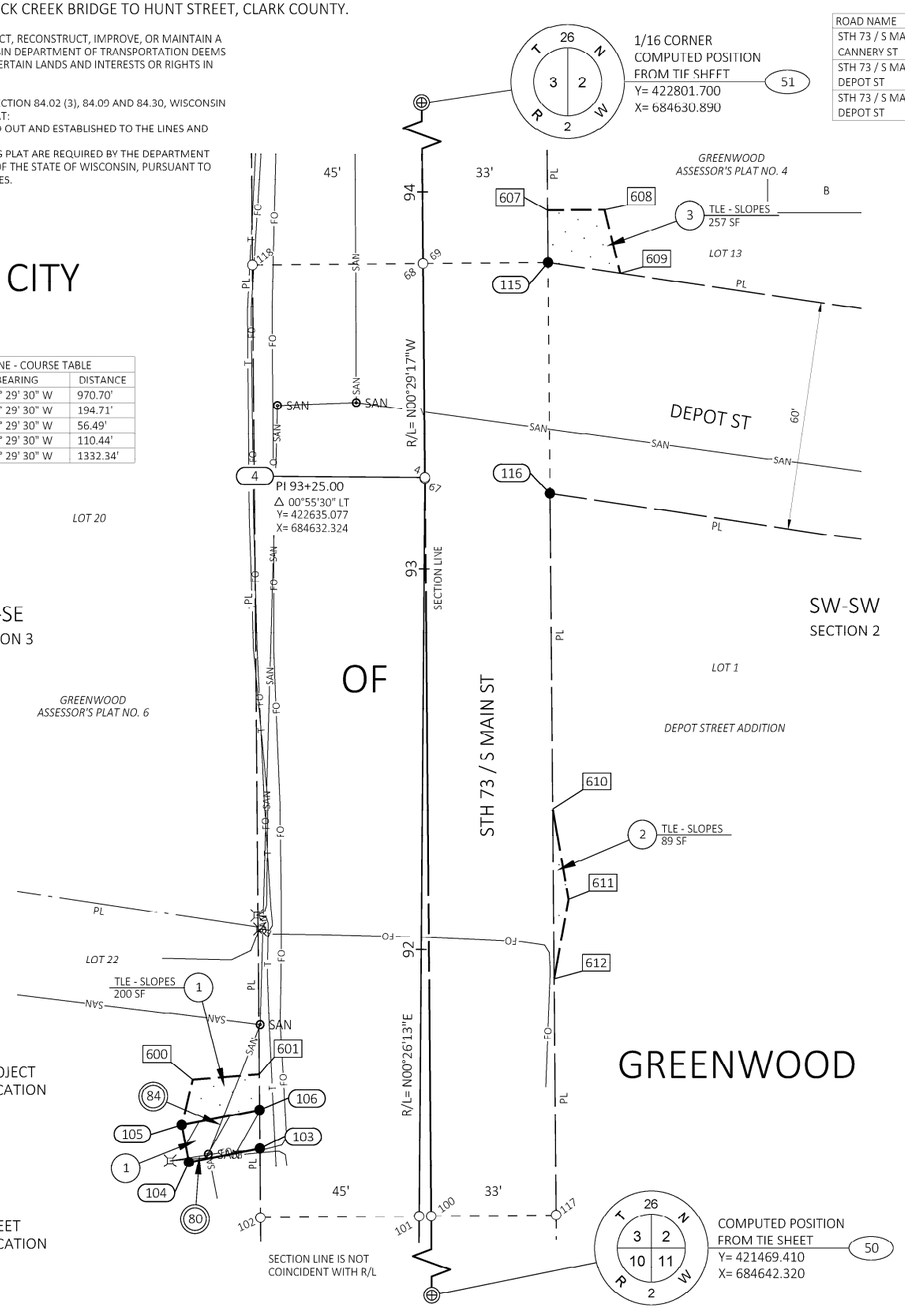
SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
50 - 100	N 00° 29' 30" W	970.70'
100 - 67	N 00° 29' 30" W	194.71'
67 - 68	N 00° 29' 30" W	56.49'
68 - 51	N 00° 29' 30" W	110.44'
50 - 51	N 00° 29' 30" W	1332.34'

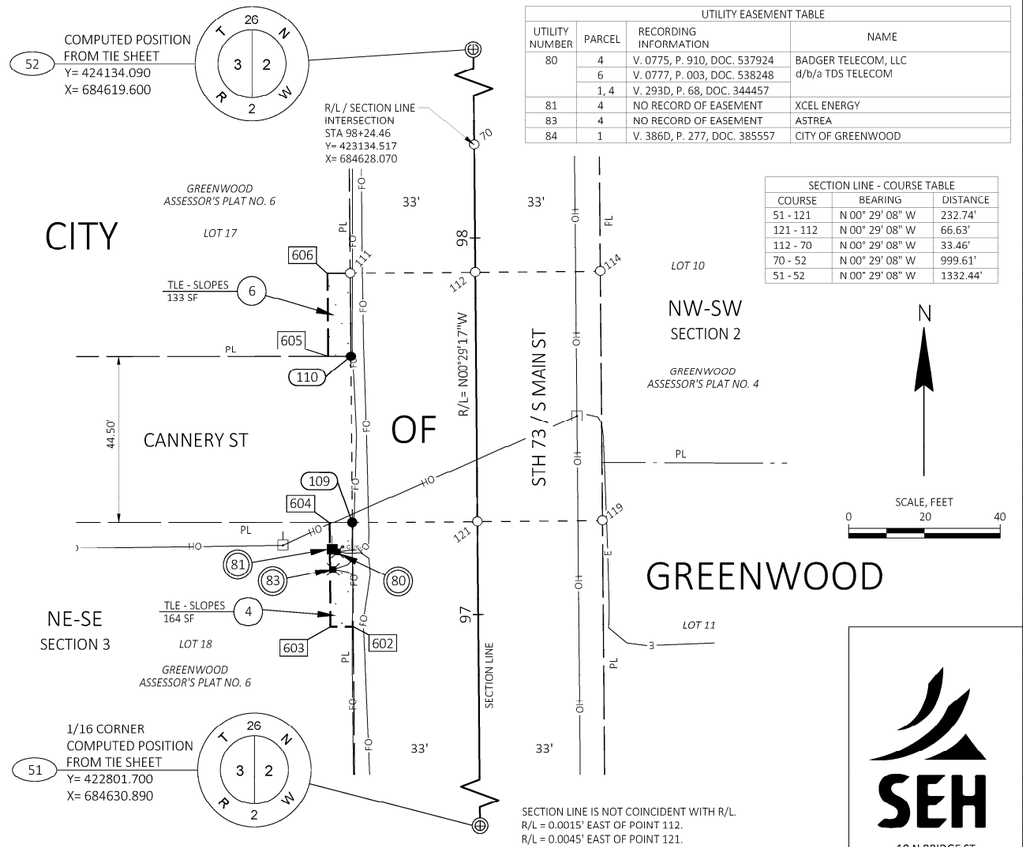
TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
600	91+65.38	60.02' LT
601	91+66.92	42.49' LT
607	93+95.00	32.98' RT
608	93+95.00	48.00' RT
609	93+78.23	52.00' RT
610	92+37.17	34.39' RT
611	92+13.53	38.76' RT
612	91+92.53	35.11' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
100 - 101	S 89° 30' 43" W	3.16'
101 - 102	S 89° 30' 43" W	41.88'
102 - 103	N 00° 29' 08" W	18.03'
103 - 104	S 79° 04' 47" W	19.07'
104 - 105	N 10° 55' 13" W	10.00'
105 - 106	N 79° 04' 47" E	20.91'
106 - 118	N 00° 29' 08" W	222.99'
118 - 68	N 89° 30' 52" E	45.01'
68 - 69	N 89° 30' 52" E	0.01'
69 - 115	N 89° 30' 52" E	32.98'
115 - 116	S 00° 29' 08" E	60.72'
116 - 117	S 00° 29' 08" E	190.47'
117 - 100	S 89° 30' 43" W	32.96'

LOCATION SKETCH
NOT TO SCALE







UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	4	V. 0775, P. 910, DOC. 537924	BADGER TELECOM, LLC d/b/a TDS TELECOM
	6	V. 0777, P. 003, DOC. 538248	
	1, 4	V. 293D, P. 68, DOC. 344457	
81	4	NO RECORD OF EASEMENT	XCEL ENERGY
83	4	NO RECORD OF EASEMENT	ASTREA
84	1	V. 386D, P. 277, DOC. 385557	CITY OF GREENWOOD

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
51 - 121	N 00° 29' 08" W	232.74'
121 - 112	N 00° 29' 08" W	66.63'
112 - 70	N 00° 29' 08" W	33.46'
70 - 52	N 00° 29' 08" W	999.61'
51 - 52	N 00° 29' 08" W	1332.44'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
602	96+97.00	33.01' LT
603	96+97.00	39.00' LT
604	97+24.41	39.00' LT
605	97+68.91	39.00' LT
606	97+91.00	39.00' LT

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
109	97+24.37	33.01' LT
110	97+68.87	33.00' LT
111	97+91.00	33.00' LT
112	97+91.00	0.00'
114	97+91.00	33.00' RT
119	97+24.37	32.99' RT
121	97+24.37	0.00'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
121 - 109	S 89° 30' 52" W	33.00'
109 - 110	N 00° 29' 08" W	44.50'
110 - 111	N 00° 29' 08" W	22.13'
111 - 112	N 89° 30' 43" E	33.00'
112 - 114	N 89° 30' 43" E	33.00'
114 - 119	S 00° 29' 08" E	66.63'
119 - 121	S 89° 30' 52" W	33.00'

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 2-20-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: _____ DATE: 2-20-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 2-20-24
PLOT DATE : 2/19/2024 10:28 AM
PLOT BY : NICOLE STEINMETZ
PLOT NAME :
7050-00-23-4.01A1

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.02

THAT PART OF LOT 12, GREENWOOD ASSESSOR'S PLAT NO. 6, LOCATED IN PART OF THE NE 1/4 OF THE SE 1/4, AND PART OF LOTS 1 & 7, BLOCK 3, AND PART OF LOT 1, BLOCK 4, GREENWOOD ASSESSOR'S PLAT NO. 5, LOCATED IN PART OF THE SE 1/4 OF THE NE 1/4, SECTION 3, AND PART OF LOT 1, GREENWOOD ASSESSOR'S PLAT NO. 4, LOCATED IN PART OF THE NW 1/4 OF THE SW 1/4, AND PART OF LOTS 6 & 1, BLOCK 7, AND PART OF LOT 12, BLOCK 6, GREENWOOD ASSESSOR'S PLAT NO. 3, LOCATED IN PART OF THE SW 1/4 OF THE NW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

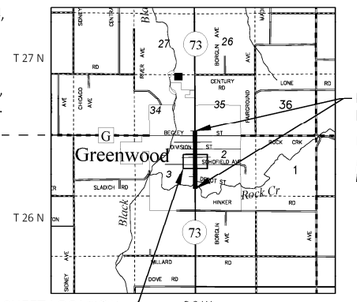
RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH
NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658564.

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / S MAIN ST SCHOFIELD AVE	GREENWOOD ASSESSOR'S PLAT NO. 6	2002
STH 73 / S MAIN ST	CSM 302, V. 469, P. 312 DOC. 422869	1989
STH 73 / S MAIN ST SCHOFIELD AVE, CENTRAL AVE	GREENWOOD ASSESSOR'S PLAT NO. 5	1981
STH 73 / S MAIN ST SCHOFIELD AVE	GREENWOOD ASSESSOR'S PLAT NO. 4	1981
STH 73 / S MAIN ST SCHOFIELD AVE, CENTRAL AVE	GREENWOOD ASSESSOR'S PLAT NO. 3	1979

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

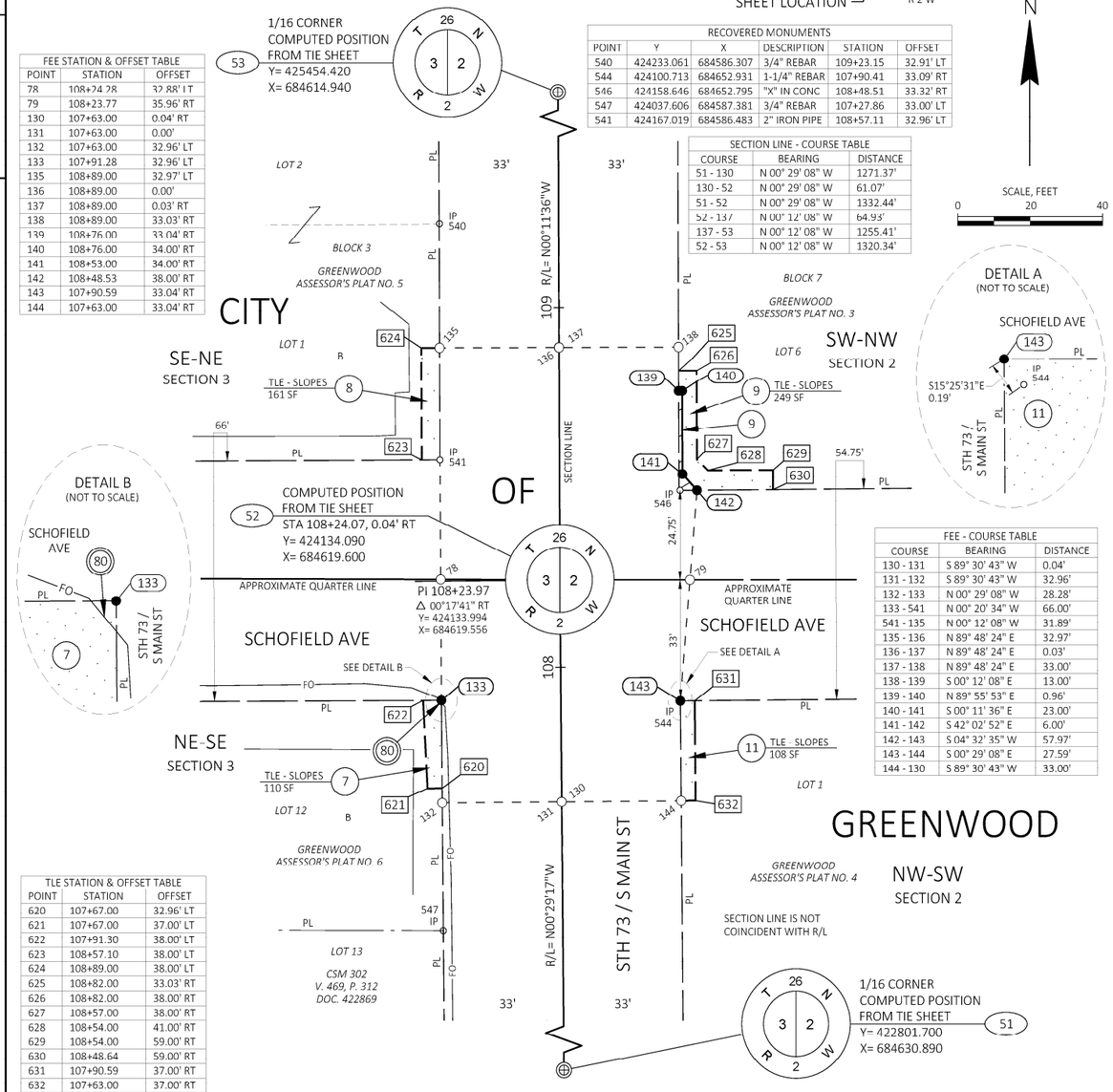
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
7	JON E. JAMES KRASSELT	TLE	-	-	-	110
8	CHARLES LUDWIG	TLE	-	-	-	161
9	DJUBENSKI PROPERTY LLC	FEE / TLE	35	-	35	249
11	Z & B REAL ESTATE, LLC	TLE	-	-	-	108
12	WILLIAM C. & SABRINA M. KUESTER	FEE / TLE	44	-	44	124
13	LAWRENCE J. ARTAC, FRANCES BAILEN, BERNARD ARTAC & MARY URRAN	FEE / TLE	22	-	22	532
14	MARSHFIELD SAVINGS BANK	FEE / TLE	78	-	78	60
16	MARIE A. BRECHT d/b/a RIA'S STUDIO 3	TLE	-	-	-	99

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Mary A. Denk
REGISTER OF DEEDS OFFICE
CLARK COUNTY, WI
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-23-4.02

4



RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
540	424233.061	684586.307	3/4" REBAR	109+23.15	32.91' LT
544	424100.713	684652.931	1-1/4" REBAR	107+90.41	33.09' RT
546	424158.646	684652.795	"X" IN CONC	108+48.51	33.32' RT
547	424037.606	684587.381	3/4" REBAR	107+27.86	33.00' LT
541	424167.019	684586.483	2" IRON PIPE	108+57.11	32.96' LT

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
51 - 130	N 00° 29' 08" W	1271.37'
130 - 52	N 00° 29' 08" W	61.07'
51 - 52	N 00° 29' 08" W	1332.44'
52 - 137	N 00° 12' 08" W	64.95'
137 - 53	N 00° 12' 08" W	1255.41'
52 - 53	N 00° 12' 08" W	1320.34'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
130 - 131	S 89° 30' 43" W	0.04'
131 - 132	S 89° 30' 43" W	32.96'
132 - 133	N 00° 29' 08" W	28.28'
133 - 541	N 00° 20' 34" W	66.00'
541 - 135	N 00° 12' 08" W	31.89'
135 - 136	N 89° 48' 24" E	32.97'
136 - 137	N 89° 48' 24" E	0.03'
137 - 138	N 89° 48' 24" E	33.00'
138 - 139	S 00° 12' 08" E	13.00'
139 - 140	N 89° 55' 53" E	0.96'
140 - 141	S 00° 11' 36" E	23.00'
141 - 142	S 42° 02' 52" E	6.00'
142 - 143	S 04° 32' 35" W	57.97'
143 - 144	S 00° 29' 08" E	27.59'
144 - 130	S 89° 30' 43" W	33.00'

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
78	108+24.28	32.88' LT
79	108+23.77	35.96' RT
130	107+63.00	0.04' RT
131	107+63.00	0.00'
132	107+63.00	32.96' LT
133	107+91.28	32.96' LT
135	108+89.00	32.97' LT
136	108+89.00	0.00'
137	108+89.00	0.03' RT
138	108+89.00	33.03' RT
139	108+76.00	33.04' RT
140	108+76.00	34.00' RT
141	108+53.00	34.00' RT
142	108+48.53	38.00' RT
143	107+90.59	33.04' RT
144	107+63.00	33.04' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
620	107+67.00	32.96' LT
621	107+67.00	37.00' LT
622	107+91.30	38.00' LT
623	108+57.10	38.00' LT
624	108+89.00	38.00' LT
625	108+82.00	33.03' RT
626	108+82.00	38.00' RT
627	108+57.00	38.00' RT
628	108+54.00	41.00' RT
629	108+54.00	59.00' RT
630	108+48.64	59.00' RT
631	107+90.59	37.00' RT
632	107+63.00	37.00' RT

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	7	NO RECORD OF EASEMENT	BADGER TELECOM, LLC d/b/a TDS TELECOM
	11	V. 568D, P. 212, DOC. 466312	
		V. 568D, P. 218, DOC. 466318	
		V. 568D, P. 220, DOC. 466319	
	12	V. 568D, P. 216, DOC. 466316	
	13	V. 292D, P. 79, DOC. 343965	
81	13	V. 107, P. 255, DOC. 182134	XCEL ENERGY

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
155 - 156	S 89° 48' 24" W	33.00'
156 - 157	N 00° 12' 08" W	11.00'
157 - 158	N 48° 49' 44" W	13.27'
158 - 159	N 02° 24' 32" E	66.07'
159 - 160	N 47° 57' 27" E	9.32'
160 - 161	N 00° 12' 08" W	32.00'
161 - 162	N 89° 48' 24" E	33.00'
162 - 163	N 89° 48' 24" E	0.06'
163 - 164	N 89° 48' 24" E	32.94'
164 - 165	S 00° 12' 08" E	23.00'
165 - 166	S 38° 10' 36" E	17.96'
166 - 167	S 12° 22' 39" W	50.75'
167 - 168	S 00° 12' 08" E	37.30'
168 - 169	S 89° 48' 24" W	32.96'
169 - 155	S 89° 48' 24" W	0.04'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
640	113+84.76	50.00' LT
641	114+50.74	62.00' LT
642	114+73.00	32.94' RT
643	114+73.00	36.50' RT
644	114+65.00	36.50' RT
645	114+51.85	46.00' RT
646	114+02.33	39.00' RT
647	113+98.00	37.00' RT
648	113+80.00	37.50' RT
649	113+80.00	32.96' RT

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
155	113+65.00	0.04' LT
156	113+65.00	33.04' LT
157	113+76.00	33.04' LT
158	113+84.77	43.00' LT
159	114+50.78	40.00' LT
160	114+57.00	33.05' LT
161	114+89.00	33.06' LT
162	114+89.00	0.06' LT
163	114+89.00	0.00'
164	114+89.00	32.94' RT
165	114+66.00	32.94' RT
166	114+51.84	44.00' RT
167	114+02.31	32.95' RT
168	113+65.00	32.96' RT
169	113+65.00	0.00'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
530	424800.664	684583.813	1" IRON PIPE	114+90.76	33.49' LT

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
52 - 155	N 00° 12' 08" W	540.94'
155 - 162	N 00° 12' 08" W	124.00'
162 - 53	N 00° 12' 08" W	655.40'
52 - 53	N 00° 12' 08" W	1320.34'

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: DATE: 1-9-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: DATE: 1-9-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
PLOT DATE : 1/9/2024 10:50 AM
PLOT BY : NICOLE STEINMETZ
PLOT NAME :
7050-00-23-4.02
APPRAISAL PLAT DATE : 1-9-24

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.03

THAT PART OF LOT 1, CSM 685, V. 602, P. 733, DOC. 480261, AND PART OF LOTS 1 & 11, BLOCK 5, GREENWOOD ASSESSOR'S PLAT NO. 5, LOCATED IN PART OF THE SE 1/4 OF THE NE 1/4, AND PART OF LOT 3, BLOCK 8, GREENWOOD ASSESSOR'S PLAT NO. 5, LOCATED IN PART OF GOVERNMENT LOT 1, SECTION 3, AND PART OF LOTS 1 & 7 THRU 9, BLOCK 6, GREENWOOD ASSESSOR'S PLAT NO. 3, LOCATED IN PART OF THE SW 1/4 OF THE NW 1/4, AND PART OF LOT 6, BLOCK 7, GREENWOOD ASSESSOR'S PLAT NO. 1, LOCATED IN PART OF THE NW 1/4 OF THE NW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

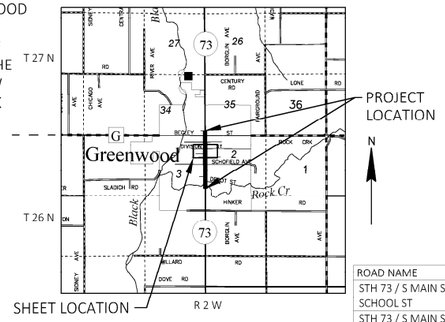
RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH
NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658564.

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

EXCLUDED FROM THESE EASEMENTS ARE ANY LAND CURRENTLY OCCUPIED BY BUILDINGS.

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W SQUARE FEET REQUIRED			TLE SQUARE FEET
			NEW	EXISTING	TOTAL	
17	CITY OF GREENWOOD	FEE / TLE	32	-	32	89
18	KORANDA ENTERPRISES LLC	FEE / TLE	9	-	9	44
19	ZRH, LLC	TLE	-	-	-	36
21	BEV KELLEY, SARAH KELLEY & JAMIE DEGENHARDT	TLE	-	-	-	215
22	EUGENE D. MARTIN	TLE	-	-	-	38
23	JOSEPH A. & MARY J. DOMANICO	FEE / TLE	3	-	3	51
24	RONALD D. CUDDIE	FEE / TLE	27	-	27	354
26	CITY OF GREENWOOD	FEE / TLE	15	-	15	156
27	DL & BG PROPERTIES, LLC	TLE	-	-	-	18

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CLARK COUNTY, WI
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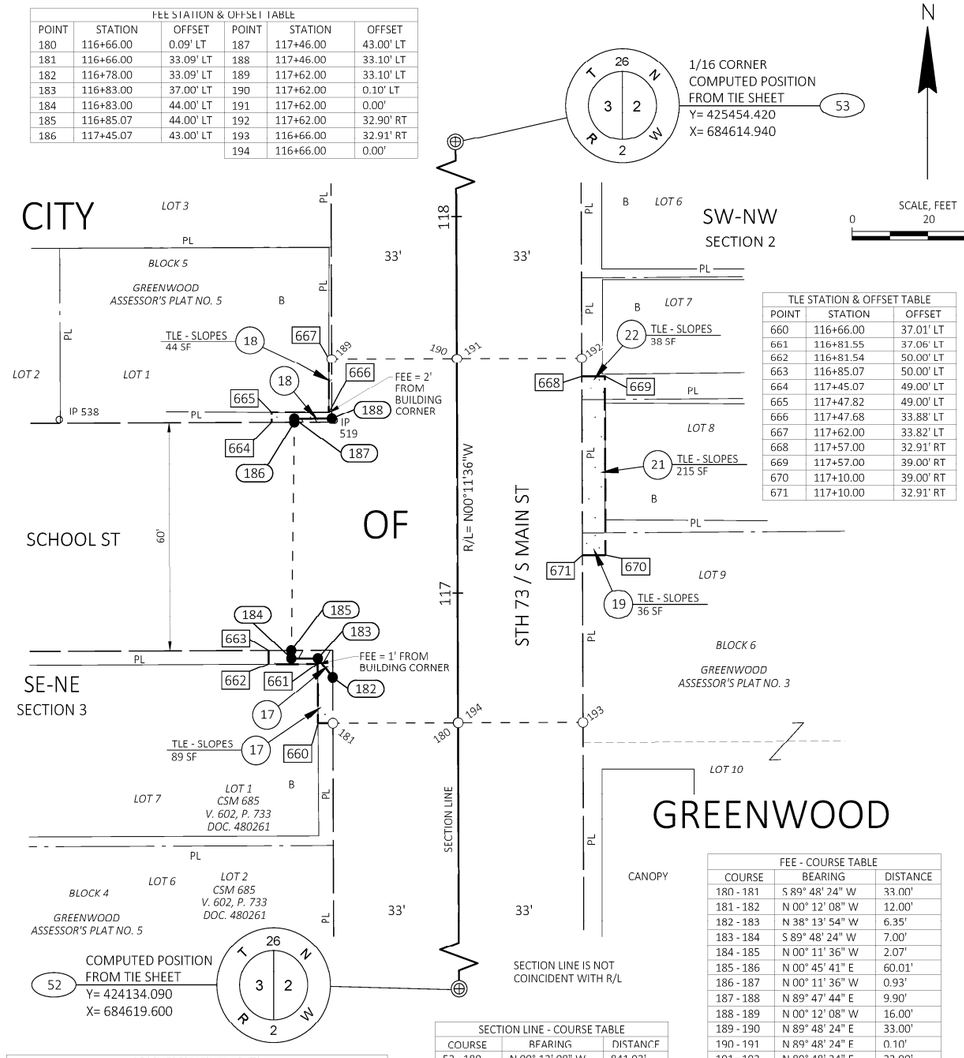
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-23-4.03

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / S MAIN ST SCHOOL ST	CSM 685, V. 602, P. 733 DOC. 480261	1999
STH 73 / S MAIN ST SCHOOL ST, DIVISION ST	GREENWOOD ASSESSOR'S PLAT NO. 5	1981
STH 73 / S MAIN ST SCHOOL ST, DIVISION ST	GREENWOOD ASSESSOR'S PLAT NO. 3	1979
STH 73 / S MAIN ST DIVISION ST	GREENWOOD ASSESSOR'S PLAT NO. 1	1976

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
80	24	V. 291D, P. 554, DOC. 343840	BADGER TELECOM, LLC d/b/a TDS TELECOM
	26	V. 582D, P. 533, DOC. 472235	
	24	V. 291D, P. 554, DOC. 343840	
81	24	V. 107, P. 249, DOC. 182128	XCEL ENERGY
82	24	V. 214D, P. 647, DOC. 319655	WISCONSIN GAS, LLC d/b/a WE ENERGIES

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
80	TDS TELECOM	RELEASE OF RIGHTS
81	XCEL ENERGY	RELEASE OF RIGHTS
82	WISCONSIN GAS, LLC d/b/a WE ENERGIES	RELEASE OF RIGHTS

FEE STATION & OFFSET TABLE					
POINT	STATION	OFFSET	POINT	STATION	OFFSET
180	116+66.00	0.09' LT	187	117+46.00	43.00' LT
181	116+66.00	33.09' LT	188	117+46.00	33.10' LT
182	116+78.00	33.09' LT	189	117+62.00	33.10' LT
183	116+83.00	37.00' LT	190	117+62.00	0.10' LT
184	116+83.00	44.00' LT	191	117+62.00	0.00'
185	116+85.07	44.00' LT	192	117+62.00	32.90' RT
186	117+45.07	43.00' LT	193	116+66.00	32.91' RT
			194	116+66.00	0.00'

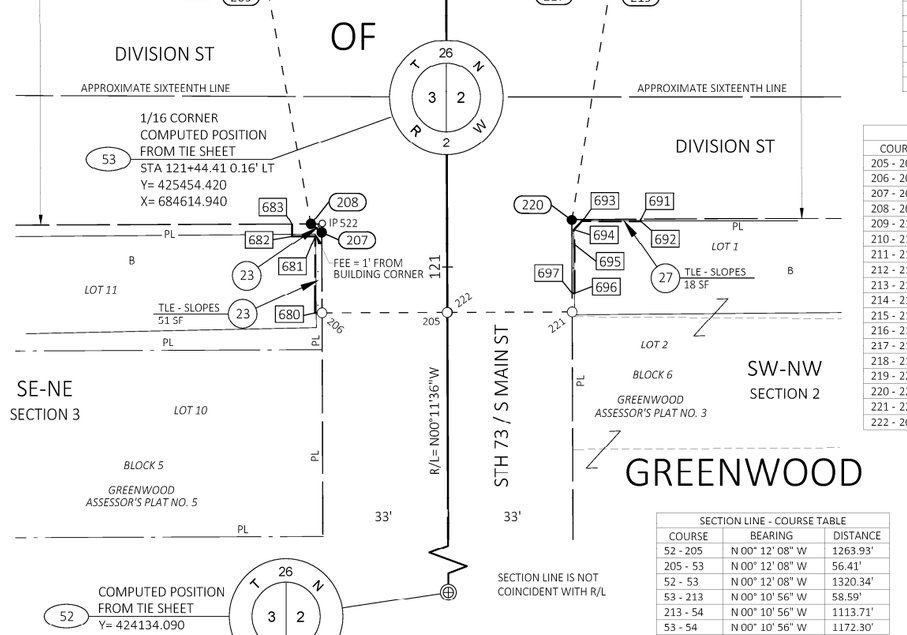


TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
660	116+66.00	37.01' LT
661	116+81.55	37.06' LT
662	116+81.54	50.00' LT
663	116+85.07	50.00' LT
664	117+45.07	49.00' LT
665	117+47.82	49.00' LT
666	117+47.68	33.88' LT
667	117+62.00	33.82' LT
668	117+57.00	32.91' RT
669	117+57.00	39.00' RT
670	117+10.00	39.00' RT
671	117+10.00	32.91' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
180 - 181	S 89° 48' 24" W	33.00'
181 - 182	N 00° 12' 08" W	12.00'
182 - 183	N 38° 13' 54" W	6.35'
183 - 184	S 89° 48' 24" W	7.00'
184 - 185	N 00° 11' 36" W	2.07'
185 - 186	N 00° 45' 41" E	60.01'
186 - 187	N 00° 11' 36" W	0.93'
187 - 188	N 89° 47' 44" E	9.90'
188 - 189	N 00° 12' 08" W	16.00'
189 - 190	N 89° 48' 24" E	33.00'
190 - 191	N 89° 48' 24" E	0.10'
191 - 192	N 89° 48' 24" E	32.90'
192 - 193	S 00° 12' 08" E	96.00'
193 - 194	S 89° 48' 24" W	32.91'
194 - 180	S 89° 48' 24" W	0.09'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
52 - 180	N 00° 12' 08" W	841.93'
180 - 190	N 00° 12' 08" W	96.00'
190 - 53	N 00° 12' 08" W	382.41'
52 - 53	N 00° 12' 08" W	1320.34'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
519	425055.493	684584.016	1" REBAR	117+45.58	32.43' LT
538	425055.628	684511.416	1" IRON PIPE	117+45.97	105.03' LT



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
205	120+88.00	0.15' LT
206	120+88.00	33.15' LT
207	121+09.00	33.15' LT
208	121+11.18	36.00' LT
209	121+77.17	48.00' LT
210	121+79.00	48.00' LT
211	121+79.00	33.15' LT
212	122+03.00	33.15' LT
213	122+03.00	0.15' LT
214	122+03.00	0.00'
215	122+03.00	32.85' RT
216	121+82.16	32.85' RT
217	121+79.00	36.00' RT
218	121+79.00	44.00' RT
219	121+78.08	44.00' RT
220	121+12.05	32.84' RT
221	120+88.00	32.85' RT
222	120+88.00	0.00'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
680	120+88.00	35.00' LT
681	121+08.00	34.85' LT
682	121+08.00	41.00' LT
683	121+11.17	41.00' LT
684	121+77.16	58.00' LT
685	121+82.00	58.00' LT
686	121+96.00	32.85' RT
687	121+96.00	38.00' RT
688	121+83.00	38.00' RT
689	121+83.00	54.00' RT
690	121+78.11	54.00' RT
691	121+12.10	51.00' RT
692	121+11.59	51.00' RT
693	121+11.71	35.54' RT
694	121+09.48	33.34' RT
695	121+05.50	33.51' RT
696	120+93.00	33.51' RT
697	120+93.00	32.85' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
205 - 206	S 89° 48' 26" W	33.00'
206 - 207	N 00° 12' 08" W	21.00'
207 - 208	N 52° 50' 38" W	3.58'
208 - 209	N 10° 29' 57" W	67.08'
209 - 210	N 00° 11' 36" W	1.83'
210 - 211	N 89° 48' 28" E	14.85'
211 - 212	N 00° 10' 56" W	24.00'
212 - 213	N 89° 48' 25" E	33.00'
213 - 214	N 89° 48' 25" E	0.15'
214 - 215	N 89° 48' 25" E	32.85'
215 - 216	S 00° 10' 56" E	20.83'
216 - 217	S 45° 09' 10" E	4.46'
217 - 218	N 89° 48' 24" E	8.00'
218 - 219	S 00° 11' 36" E	0.92'
219 - 220	S 09° 23' 44" W	66.97'
220 - 221	S 00° 12' 08" E	24.04'
221 - 222	S 89° 48' 26" W	32.85'
222 - 205	S 89° 48' 26" W	0.15'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
52 - 205	N 00° 12' 08" W	1263.93'
205 - 53	N 00° 12' 08" W	56.41'
52 - 53	N 00° 12' 08" W	1320.34'
53 - 213	N 00° 10' 56" W	58.59'
213 - 54	N 00° 10' 56" W	1113.71'
53 - 54	N 00° 10' 56" W	1172.30'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
522	425421.190	684582.200	BRASS CAP	121+11.29	33.01' LT

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: DATE: 1-9-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: DATE: 1-9-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 1-9-24
PLOT DATE : 1/9/2024 10:51 AM PLOT BY : NICOLE STEINMETZ PLOT NAME :
7050-00-23-4.03

TRANSPORTATION PROJECT PLAT NO: 7050-00-23-4.04

THAT PART OF LOT 7, BLOCK 8, AND PART OF LOTS 1 & 6, BLOCK 9, GREENWOOD ASSESSOR'S PLAT NO. 5, LOCATED IN PART OF GOVERNMENT LOT 1, SECTION 3, AND PART OF LOT 1, BLOCK 7, AND PART OF LOTS 5 & 1, BLOCK 1, GREENWOOD ASSESSOR'S PLAT NO. 1, LOCATED IN PART OF THE NW 1/4 OF THE NW 1/4, SECTION 2, ALL IN TOWNSHIP 26 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN, AND PART OF LOT 1, GREENWOOD ASSESSOR'S PLAT NO. 2, LOCATED IN PART OF GOVERNMENT LOT 4, SECTION 34, TOWNSHIP 27 NORTH, RANGE 2 WEST, CITY OF GREENWOOD, CLARK COUNTY, WISCONSIN.

RELOCATION ORDER STH 73 NEILLSVILLE - THORP, ROCK CREEK BRIDGE TO HUNT STREET, CLARK COUNTY.

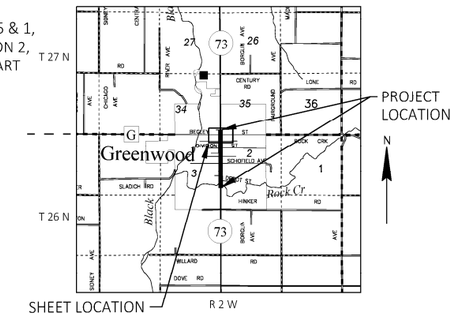
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION SKETCH

NOT TO SCALE



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CLARK COUNTY AS SHEET 2 OF 2 DOCUMENT NUMBER 658564.

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

EXCLUDED FROM THESE EASEMENTS ARE ANY LAND CURRENTLY OCCUPIED BY BUILDINGS.

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTERESTS REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
28	NORMAN & RITA MAVENSCHIEN	TLE	-	-		25
29	CLARK ELECTRIC COOP	FEE / TLE	31	-	31	159
31	K & S STORAGE, LLC	FEE / TLE	49	-	49	559
32	CHAD A. LANGOWSKI	FEE	23	-	23	-
33	GREGORY J. MULLALLY	TLE	-	-	-	93
34	BERNARD W. & JENNIFER L. BOCK	FEE / TLE	88	-	88	145

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
81	XCEL ENERGY	RELEASE OF RIGHTS
82	WISCONSIN GAS, LLC d/b/a WE ENERGIES	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
81	34	V. 205D, P. 460, DOC. 306391	XCEL ENERGY
82	34	NO RECORD OF EASEMENT	WISCONSIN GAS, LLC d/b/a WE ENERGIES

ROAD NAME	BASIS OF EXISTING R/W	YEAR
STH 73 / N MAIN ST MILLER ST, BEGLEY ST	GREENWOOD ASSESSOR'S PLAT NO. 5	1981
STH 73 / N MAIN ST BEGLEY ST	GREENWOOD ASSESSOR'S PLAT NO. 2	1978
STH 73 / N MAIN ST MILLER ST, BEGLEY ST	GREENWOOD ASSESSOR'S PLAT NO. 1	1976
STH 73 / N MAIN ST	DIVISION JOB NO. 6367	1937

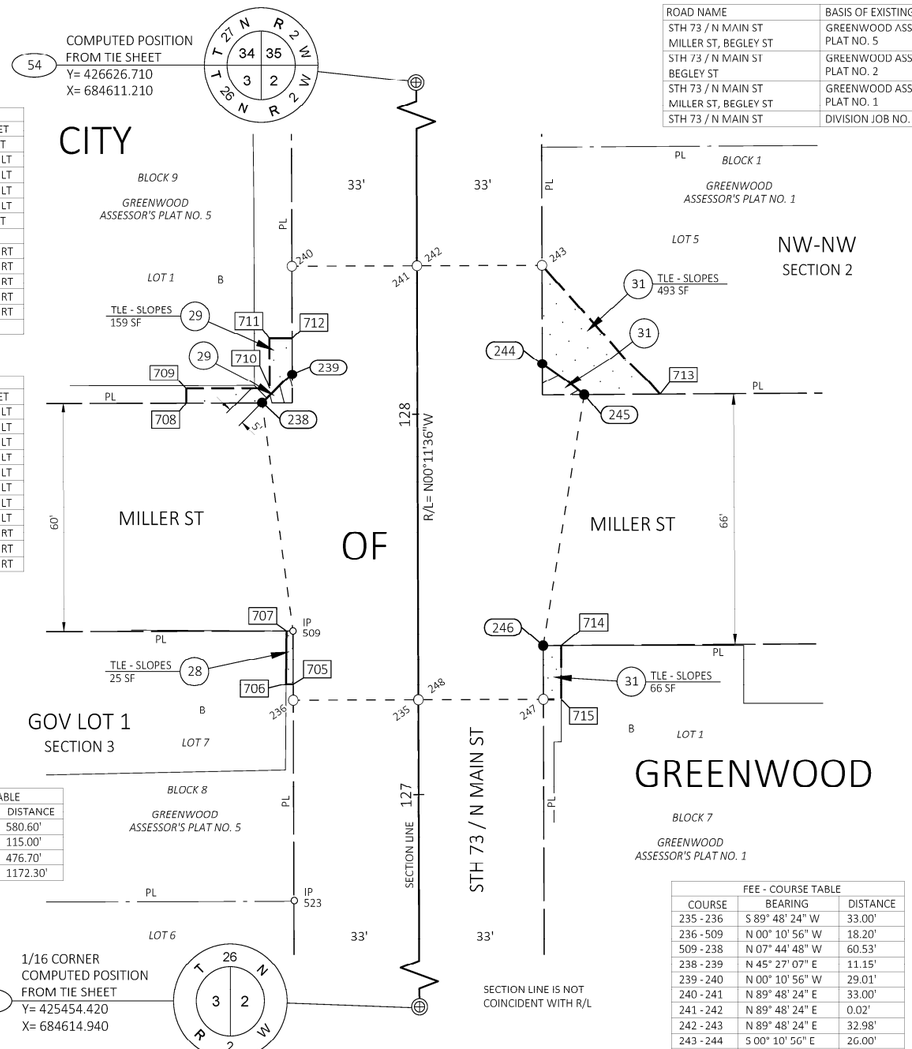
658966

RECORDED 01/10/2024 01:09 PM
Mary A. Denk
REGISTER OF DEEDS OFFICE
CLARK COUNTY, WI
Rec Fee: 25.00
PAGES: 1

The above recording information verifies this document has been electronically recorded and returned.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 7050-00-23-4.04

4



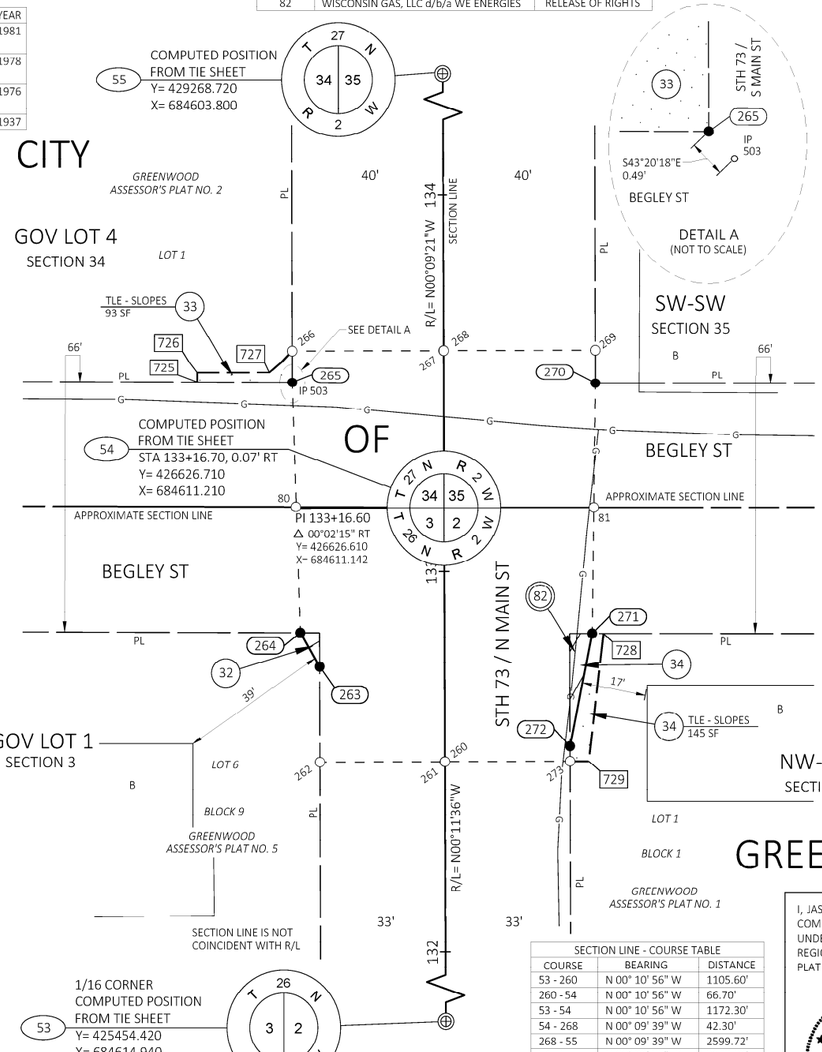
FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
235	127+25.00	0.05' LT
236	127+25.00	33.05' LT
238	128+03.20	41.00' LT
239	128+11.00	33.03' LT
240	128+40.00	33.02' LT
241	128+40.00	0.02' LT
242	128+40.00	0.00'
243	128+40.00	32.98' RT
244	128+14.00	32.97' RT
245	128+05.08	44.00' RT
246	127+39.05	32.96' RT
247	127+25.00	32.95' RT
248	127+25.00	0.00'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
705	127+29.16	33.05' LT
706	127+29.15	34.93' LT
707	127+43.20	34.77' LT
708	128+03.22	61.00' LT
709	128+07.00	61.00' LT
710	128+07.00	39.00' LT
711	128+21.00	39.00' LT
712	128+21.00	33.03' LT
713	128+05.13	64.00' RT
714	127+39.06	37.67' RT
715	127+25.00	37.66' RT

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
53 - 235	N 00° 10' 56" W	580.60'
235 - 241	N 00° 10' 56" W	115.00'
241 - 54	N 00° 10' 56" W	476.70'
53 - 54	N 00° 10' 56" W	1172.30'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
235 - 236	S 89° 48' 24" W	33.00'
236 - 509	N 00° 10' 56" W	18.20'
509 - 238	N 07° 44' 48" W	60.53'
238 - 239	N 45° 27' 07" E	11.15'
239 - 240	N 00° 10' 56" W	29.01'
240 - 241	N 89° 48' 24" E	33.00'
241 - 242	N 89° 48' 24" E	0.02'
242 - 243	N 89° 48' 24" E	32.98'
243 - 244	S 00° 10' 56" E	26.00'
244 - 245	S 51° 13' 18" E	14.19'
245 - 246	S 09° 18' 07" W	66.95'
246 - 247	S 00° 10' 56" E	14.05'
247 - 248	S 89° 48' 24" W	32.95'
248 - 235	S 89° 48' 24" W	0.05'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
509	426053.098	684580.035	2" IRON PIPE	127+43.20	33.04' LT
523	425982.279	684580.377	3/4" REBAR	126+72.38	32.94' LT



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
80	133+16.93	38.96' LT
81	133+16.57	39.54' RT
260	132+50.00	0.06' RT
261	132+50.00	0.00'
262	132+50.00	32.95' LT
263	132+75.00	32.94' LT
264	132+83.95	38.00' LT
265	133+49.94	39.93' LT
266	133+59.00	39.94' LT
267	133+59.00	0.00'
268	133+59.00	0.06' RT
269	133+59.00	40.06' RT
270	133+49.51	40.07' RT
271	132+83.49	39.00' RT
272	132+54.00	33.06' RT
273	132+50.00	33.05' RT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
725	133+50.08	65.00' LT
726	133+53.00	65.00' LT
727	133+53.00	46.00' LT
728	132+83.48	42.00' RT
729	132+50.00	38.00' RT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
260 - 261	S 89° 48' 24" W	0.05'
261 - 262	S 89° 48' 24" W	32.95'
262 - 263	N 00° 10' 56" W	25.00'
263 - 264	N 29° 41' 04" W	10.28'
264 - 265	N 01° 51' 12" W	66.04'
265 - 266	N 00° 09' 39" W	9.07'
266 - 267	N 89° 50' 39" E	39.94'
267 - 268	N 89° 50' 39" E	0.06'
268 - 269	N 89° 50' 39" E	40.00'
269 - 270	S 00° 09' 39" E	9.49'
270 - 271	S 00° 45' 00" W	66.01'
271 - 272	S 11° 12' 06" W	30.09'
272 - 273	S 00° 10' 56" E	3.99'
273 - 260	S 89° 48' 24" W	33.00'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
53 - 260	N 00° 10' 56" W	1105.60'
260 - 54	N 00° 10' 56" W	66.70'
53 - 54	N 00° 10' 56" W	1172.30'
54 - 268	N 00° 09' 39" W	42.30'
268 - 55	N 00° 09' 39" W	2599.72'
54 - 55	N 00° 09' 39" W	2642.02'

RECOVERED MONUMENTS					
POINT	Y	X	DESCRIPTION	STATION	OFFSET
503	426659.479	684571.456	1-1/4" REBAR	133+49.58	39.60' LT

N

SCALE, FEET
0 20 40

4

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN
JASON L. CANCE
S-2688
CHIPPEWA FALLS WI
LAND SURVEYOR

SIGNATURE: _____ DATE: 1-9-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGION
SIGNATURE: _____ DATE: 1-9-24
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163633\STH 73 GREENWOOD\C3D2022-STH 73 11-1-2022\C3D2022-STH 73\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 1-9-24
PLOT DATE : 1/9/2024 10:51 AM PLOT BY : NICOLE STEINMETZ PLOT NAME :
7050-00-23-4.04

LEGEND

SLOPE INTERCEPT

ADJUSTING PULL BOXES

ADJUSTING INLETS

XXXXXXX SAWCUT

N

5

5

CITY OF GREENWOOD

CHRISTOPHER L SCHMITZ
JANA L SCHMITZ

GREENWOOD AREA FIRE ASSOCIATION

SYTH-OPELT REVOCABLE TRUST

CLEAR WATER DR

UNNAMED STREAM

WE ENERGIES (GAS) (NOT SURVEYED)

CITY OF GREENWOOD (SANITARY SEWER)

CITY OF GREENWOOD (ELECTRIC)

ASTREA (COMMUNICATION)

TDS (COMMUNICATION)

ASTREA (COMMUNICATION)

STA 91+20 - STA 91+62, LT
SALVAGE GUARDRAIL

STA 91+20 - STA 91+65, LT
PLACE GUARDRAIL (SEE PLAN DETAILS)

EX R/W

PI: 91+19.47

TLE

R/W

BASE AGG PE

TDS (COMMUNICATION)

REMOVING CURB & GUTTER

CITY OF GREENWOOD (WATER)

PI: 93+25.00

BASE AGG PE

EX R/W

+16

+53

+61

+68

+78

MONUMENTED 40 CORNER
LANDMARK REFERENCE MONUMENTS
(BY OTHERS)

N0°23'14"W

91+00

92+00

N0°26'13"E

93+00

94+00

STH 73/N MAIN ST

95+00

N0°29'17"W

96+00

Y = 422,429.56
X = 684,630.76

REMOVING CURB & GUTTER

+45

Y = 422,635.08
X = 684,632.32

REMOVING CURB & GUTTER

REMOVING CONCRETE SIDEWALK

+72

REMOVING CURB & GUTTER

+82

REMOVING CURB & GUTTER

+22

+32

EX R/W

B-10-13
(TO REMAIN)

BASE AGG CE

XCEL ENERGY (ELECTRIC)

WE ENERGIES (GAS)

CAUTION

ASPH CE

BASE AGG PE

BASE AGG PE

EX R/W

XCEL ENERGY (ELECTRIC)

CITY OF GREENWOOD (ELECTRIC)

ROCK CREEK

WISCONSIN GAS LLC

BEGIN PROJECT 7050-00-73
STA 91+20
Y=422,430.26
X=684,631.13
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

BM/CP #504
Y = 422,624.12
X = 684,677.14
ELEV = 1128.17'
FENO 1000 W/ALUMINUM CAP SET

END CONSTRUCTION
93+40, 46' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

STA 91+20 - STA 91+63, RT
SALVAGE GUARDRAIL

STA 91+20 - STA 92+14, RT
PLACE GUARDRAIL (SEE PLAN DETAILS)

DEPOT ST

EX R/W

EX R/W

MELVIN H BORNTREGER

TRAVIS M OBERHOLTZER

JOSEPH A DOMANICO
MARY J DOMANICO

DANIEL T BOUSHON

CITY OF GREENWOOD

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 57	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01

PLOT DATE : 6/17/2024 9:51 AM PLOT BY : SCOTT KAISER PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND
SLOPE INTERCEPT
ADJUSTING PULL BOXES
ADJUSTING INLETS
XXXXXXX SAWCUT

EX R/W
CANNERY ST
SYTH-OPELT REVOCABLE TRUST
LN REAL ESTATE LLC
GEOFFREY W SMITH
PAMELA SMITH
GREENWOOD, ACRES LLC
N

END CONSTRUCTION
97+47 , 43' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

XCEL ENERGY
(ELECTRIC)

TDS
(COMMUNICATION)

ASTREA
(COMMUNICATION)

TLE
TLE

ASPH
CE

CITY OF GREENWOOD
(SANITARY SEWER)

RESIDUAL SOIL CONTAMINATION

CITY OF GREENWOOD
(ELECTRIC)

BASE AGG
CE

ASPH
CE

EX R/W
EX R/W

REMOVING CONCRETE SIDEWALK
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
+92
+02
REMOVING CURB & GUTTER

97+00
98+00
99+00
STH 73/N MAIN ST
100+00
N0°29'17"W
101+00
102+00

CAUTION

+88
REMOVING CURB & GUTTER
+98

REMOVING CURB & GUTTER
+97
+07

EX R/W
BASE AGG
CE
ASPH
CE
GRASS
FE
EX R/W

CITY OF GREENWOOD
(WATER)
WE ENERGIES
(GAS)

CITY OF GREENWOOD
(ELECTRIC)

RESIDUAL SOIL CONTAMINATION

XCEL ENERGY
(ELECTRIC)

RESIDUAL GROUNDWATER CONTAMINATION

CITY OF GREENWOOD

CITY OF GREENWOOD
CITY OF GREENWOOD
BROADSTONE FD PORTFOLIO II LLC
COOPERATIVE SERVICES

UNNAMED STREAM

5
5

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 58	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02
PLOT DATE : 6/4/2024 6:54 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

- SLOPE INTERCEPT
- ADJUSTING PULL BOXES
- ADJUSTING INLETS
- XXXXXXX : SAWCUT

WUETHRICH BROTHERS NEBRASKA LLC

Z&B REAL ESTATE LLC

KATHLEEN LANDINI

CHARLES LUDWIG

GREENWOOD, ACRES LLC

W SCHOFIELD AVE

WE ENERGIES (GAS)

REMOVING CONCRETE SIDEWALK

END CONSTRUCTION 108+24, 51' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)

CITY OF GREENWOOD (ELECTRIC)

CITY OF GREENWOOD (SANITARY SEWER)

ASTREA (COMMUNICATION)

EX R/W

ASPH CE

CONC CE

BASE AGG CE

TLE

PI: 108+23.97

+09

+19

REMOVING CURB & GUTTER

+93

+05

CAUTION

REMOVING CONCRETE SIDEWALK

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

103+00

104+00

105+00

STH 73/N MAIN ST

106+00

N0°29'17"W

107+00

108+00

N0°11'36"W

RESIDUAL SOIL CONTAMINATION

+96

+06

Y = 424,133.99
X = 684,619.56

REMOVING CURB & GUTTER

EX R/W

TLE

PROPOSED R/W

REMOVING CURB

REMOVING CONCRETE SIDEWALK

CITY OF GREENWOOD (ELECTRIC)

RESIDUAL GROUNDWATER CONTAMINATION

CITY OF GREENWOOD (WATER)

LANDMARK REFERENCE MONUMENTS (BY OTHERS)

REMOVING CONCRETE SIDEWALK

END CONSTRUCTION 108+21, 55' RT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)

REMOVING CURB

RIVER COUNTRY COOP

Z&B REAL ESTATE LLC

JOSEPH A DOMANICO
MARY J DOMANICO

COOPERATIVE SERVICES

XCEL ENERGY (ELECTRIC)

E SCHOFIELD AVE

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 59	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 6/4/2024 6:54 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- SLOPE INTERCEPT
- ADJUSTING PULL BOXES
- ADJUSTING INLETS
- XXXXXXX : SAWCUT

N

EX R/W

W CENTRAL AVE

CHARLES LUDWIG

KAREN M RONDORF
LARRY A RONDORF

PRISCILLA L FELIX
DOUGLAS J FELIX

WOLF BROTHERS STORAGE LLC

WOLF BROTHERS STORAGE LLC

RICHARD T LARSON
CORRINE J LARSON

WILLIAM C KUESTER
SABRINA M KUESTER

LAWRENCE J
ARTAC

EX R/W

TLE

CITY OF GREENWOOD
(SANITARY SEWER)

BASE AGG
PE

CONC
PE

ASPH
CE

CITY OF GREENWOOD
(ELECTRIC)

ASPH
CE

END CONSTRUCTION
114+18, 63' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

R/W

REMOVING CONCRETE SIDEWALK

RESIDUAL SOIL
CONTAMINATION

TLE

EX R/W

+45

+55

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

5

5

STH 73/N MAIN ST

109+00

110+00

111+00

112+00

N0°11'36"W

113+00

114+00

REMOVING CONCRETE SIDEWALK

REMOVING CURB & GUTTER

+46

REMOVING CURB & GUTTER
+56

EX R/W

TLE

CONC
CE

CONC
CE

BASE AGG
PE

GRASS
FE

CITY OF GREENWOOD
(WATER)

CITY OF GREENWOOD
(ELECTRIC)

CITY OF GREENWOOD
(WATER)

TLE

EX R/W

R/W

END CONSTRUCTION
114+25, 50' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

REMOVING
CONCRETE SIDEWALK

R/W

JOSEPH A DOMANICO
MARY J DOMANICO

SANDRA R LARSEN
DENNIS W LARSEN

RINTIN INVESTMENTS LLC

MICHAEL R YAEGER

BRIAN L ALGER
DELORES J ALGER

MARIE A BRECHT
DBA RIA'S STUDIO 3

MARSHFIELD
SAVINGS BANK

E CENTRAL AVE

EX R/W

EX R/W

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 60	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04

PLOT DATE : 6/4/2024 6:54 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
ADJUSTING PULL BOXES
ADJUSTING INLETS
XXXXXXX SAWCUT

N

EX R/W
W SCHOOL ST
EX R/W

LINDA MCALEY
JAMES M FUNTE
DENICE A LANGRECK
JAMES C CONN
CITY OF GREENWOOD
ALLOU LLC
ALLOU LLC
MARY J DOMANICO
JOSEPH A DOMANICO
YUKON'S PLACE LLC
MARY ANN TYTOR
MARY ANN TYTOR
DA NEIL A ARTAC
BRANDI L ARTAC
WISCONSIN ESTATES AND HOLDINGS LLC
LAWRENCE J ARTAC
DEAN HINKER

WE ENERGIES (GAS)
CITY OF GREENWOOD (ELECTRIC)
CITY OF GREENWOOD (SANITARY SEWER)
END CONSTRUCTION 117+15, 40' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)
SALVAGE AND REPLACE BRICK PAVERS
RESIDUAL SOIL CONTAMINATION
BASE AGG CE
R/W
TLE
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK

5

115+00 116+00 117+00 STH 73/N MAIN ST 118+00 N0°11'36"W 119+00 120+00

+07 +13 +39 +45
REMOVING CURB & GUTTER
REMOVING CURB & GUTTER
ASPH CE
ASPH CE
ASPH CE
CITY OF GREENWOOD (WATER)
REMOVING CONCRETE SIDEWALK
RESIDUAL SOIL CONTAMINATION
CITY OF GREENWOOD (ELECTRIC)
RESIDUAL SOIL CONTAMINATION
RESIDUAL GROUNDWATER CONTAMINATION

MARSHFIELD SAVINGS BANK
MARSHFIELD SAVINGS BANK
ZRH LLC
ZRH LLC
ZRH LLC
BEV KELLEY
SARAH KELLEY
EUGENE D MARTIN
JERELD F BLOCK
CARROLE B BLOCK
WALLIS HINKER AM.LEGION POST 238
FIRST STATE BANK
FIRST STATE BANK

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 61	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05
PLOT DATE : 6/4/2024 6:54 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

LEGEND
SLOPE INTERCEPT
ADJUSTING PULL BOXES
ADJUSTING INLETS
XXXXXXX SAWCUT

N

EX R/W
W DIVISION ST
EX R/W

MARY J DOMANICO
JOSEPH A DOMANICO
RONALD D CUDDIE
CENTURIES ON MAIN LLC
JAMIE L STURZ
HELP OF CHRISTIANS PARISH ST MARY

END CONSTRUCTION
121+45, 54' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

CITY OF GREENWOOD (ELECTRIC)
CITY OF GREENWOOD (SANITARY SEWER)

R/W
REMOVING CONCRETE SIDEWALK
R/W
EX R/W
TLE
BASE AGG CE
ASPH PE
CONC CE
EX R/W
REMOVING CURB & GUTTER

MONUMENTED 40 CORNER LANDMARK REFERENCE MONUMENTS (BY OTHERS)

121+00 122+00 123+00 STH 73/N MAIN ST 124+00 N0°11'36"W 125+00 126+00

REMOVING CURB & GUTTER
CAUTION
REMOVING CURB & GUTTER
EX R/W
TLE
TLE
CITY OF GREENWOOD (WATER)
TLE
R/W
REMOVING CONCRETE SIDEWALK
SALVAGE AND REPLACE LANDSCAPING MULCH
BLOCK RETAINING WALL TO BE REMOVED BY OTHERS
WE ENERGIES (GAS)
ASPH CE
ASPH CE
ASPH PE
CITY OF GREENWOOD (ELECTRIC)
EX R/W

END CONSTRUCTION
121+46, 56' RT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)

TIEMAN REALTY INC

FIRST STATE BANK
DL&BG PROPERTIES LLC
BM/CP #505
Y = 425,490.07
X = 684,708.68
ELEV = 1189.58'
FENO 1000 W/ALUMINUM CAP SET
BADGER TELECOM LLC
SKIPP SWANSON
IRENE L SUSA
K & S STORAGE LLC
EX R/W
XCEL ENERGY (ELECTRIC)
CITY OF GREENWOOD
EX R/W
E DIVISION ST
EX R/W
EX R/W

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 62	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 6/6/2024 10:55 AM PLOT BY : NICK MENNINGA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
ADJUSTING PULL BOXES
ADJUSTING INLETS
XXXXXXX SAWCUT

EX R/W
W MILLER ST
CITY OF GREENWOOD (WATER)
NORMAN MAYENSCHIEN
RITA MAYENSCHIEN
HELP OF CHRISTIANS PARISH ST MARY
END CONSTRUCTION
127+74, 58' LT
BUTT JOINT REQ'D
(SEE CONSTRUCTION DETAILS)
CLARK ELECTRIC COOP
STACEY E HANSEN
JANET L MEACHAM
HUGH A CHRISTIE ETAL
CHRISTOPHER J POWELL
CHAD A LANGOWSKI
CITY OF GREENWOOD (ELECTRIC)
CITY OF GREENWOOD (SANITARY SEWER)
TLE
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
+44
+54
STH 73/N MAIN ST
127+00
128+00
129+00
130+00
N0°11'36"W
131+00
132+00
5
5
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
RESIDUAL SOIL CONTAMINATION
ASPH
CE
R/W
E MILLER ST
K & S STORAGE LLC
DANIEL L WOLF
VERTEX RENTAL PROPERTIES LLC
JASON W MCLAUGHLIN
MELINDA MCLAUGHLIN
BERNARD W BOCK
JENNIFER L BOCK
WE ENERGIES (GAS)

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 63	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07
PLOT DATE : 6/4/2024 6:54 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND
SLOPE INTERCEPT
ADJUSTING PULL BOXES
ADJUSTING INLETS
XXXXXXX SAWCUT

ASTREA (COMMUNICATION)
CHT G/W BEGLEY ST
EX R/W
CHAD A LANGOWSKI
END CONSTRUCTION 133+12, 48' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)
JAMES E MILDBRAND
SHARON M ROGERS
KOW KICKIN KAFE LLC
END CONSTRUCTION 137+20, 66' LT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)
W HUNT ST
HAROLD R HORN TRUST
REMOVING CONCRETE SIDEWALK
CITY OF GREENWOOD (ELECTRIC)
XCEL ENERGY (ELECTRIC)
CITY OF GREENWOOD (SANITARY SEWER)
WE ENERGIES (GAS)
REMOVING CONCRETE SIDEWALK
REMOVING CONCRETE SIDEWALK
R/W
EX R/W
BASE AGG PE
BASE AGG CE
PI: 133+16.60
PI: 137+21.54
END PROJECT 7050-00-73
BEGIN PROJECT 7050-00-72
STA 137+59
REMOVING CURB & GUTTER
RESIDUAL SOIL CONTAMINATION
REMOVING CURB & GUTTER
REMOVING CURB & GUTTER
Y = 426,626.61
X = 684,611.14
N0°11'36"W
133+00
134+00
N0°09'21"W
135+00
STH 73/N MAIN ST
136+00
137+00
5+00
N0°02'48"W
Y = 427,031.55
X = 684,610.04
STA BACK = 137+59.31
STA AHEAD = 4+42.71
EQUATION
REMOVING CONCRETE SIDEWALK
REMOVING CURB & GUTTER
CAUTION
REMOVING CURB & GUTTER
REMOVING CURB & GUTTER
CITY OF GREENWOOD (WATER)
BASE AGG CE
CITY OF GREENWOOD (ELECTRIC)
TDS TELECOM (COMMUNICATION)
REMOVING CONCRETE SIDEWALK
END CONSTRUCTION 133+10, 45' RT BUTT JOINT REQ'D (SEE CONSTRUCTION DETAILS)
BM/CP #506
Y = 426,913.47
X = 684,650.19
ELEV = 1151.62'
FENO 1000 W/ALUMINUM CAP SET
WE ENERGIES (GAS)
BERNARD W BOCK
JENNIFER L BOCK
E BEGLEY ST
MISSION BAPTIST CHURCH
UNNAMED STREAM
MISSIONARY BAPTIST CHURCH
TDS TELECOM (COMMUNICATION)
LANDMARK REFERENCE MONUMENTS (BY OTHERS)
T 27 N R 2 W
34 35
3 2
T 26 N R 2 W

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	PLAN	SHEET 64	E

FILE NAME : P:\54XX\5425.DP.21.STH73.CLK\CADDS\70500073\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 08
PLOT DATE : 6/4/2024 6:54 AM
PLOT BY : NICK MENNINGA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

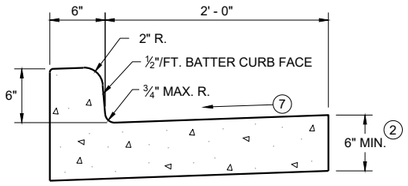
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B04-12	PULL BOX
09B16-02	PULL BOX NON-CONDUCTIVE
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B18-06A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-12A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-12B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-12D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-12H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
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)
15A04-08A	FLEXIBLE DELINEATOR POST
15A04-08B	BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING
15A04-08C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
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
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-09B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-09C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

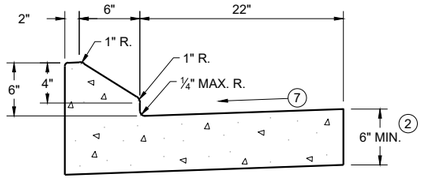
6

Standard Detail Drawing List

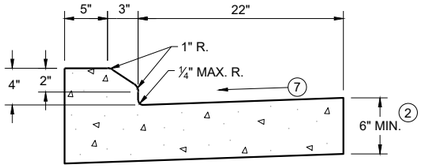
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



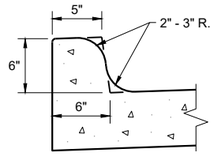
TYPES A (1) & D



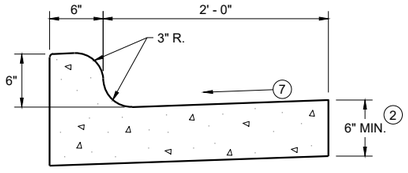
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

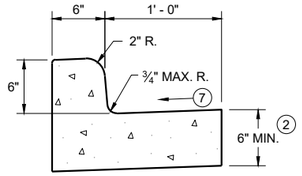


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



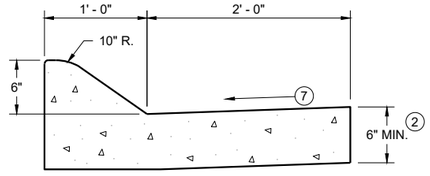
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

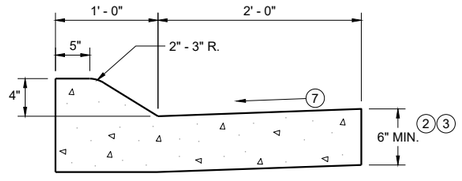


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

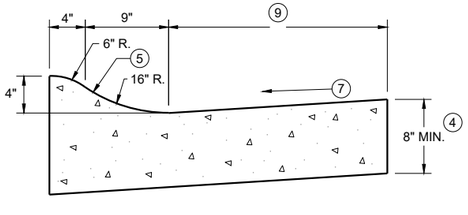


6" SLOPED CURB TYPES A (1) & D



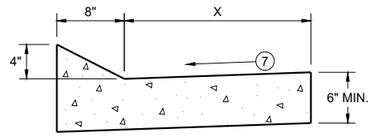
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

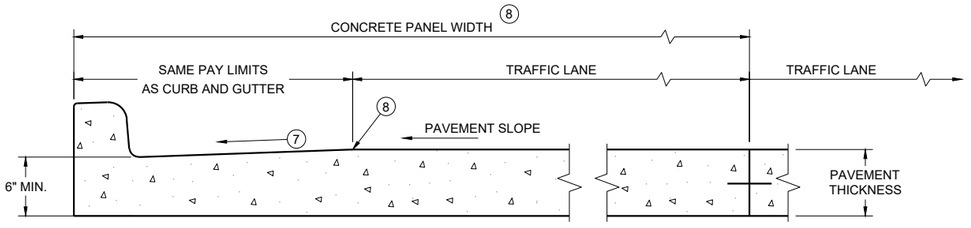


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

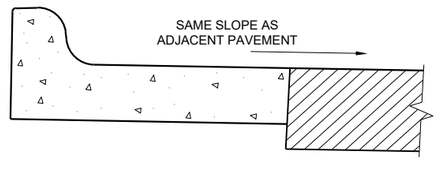
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

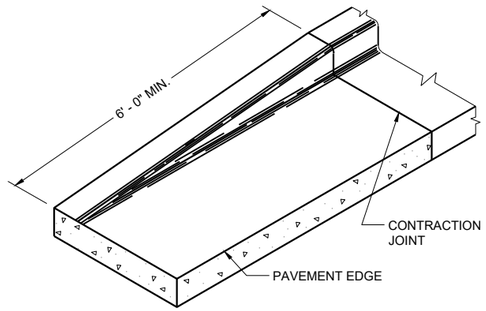
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

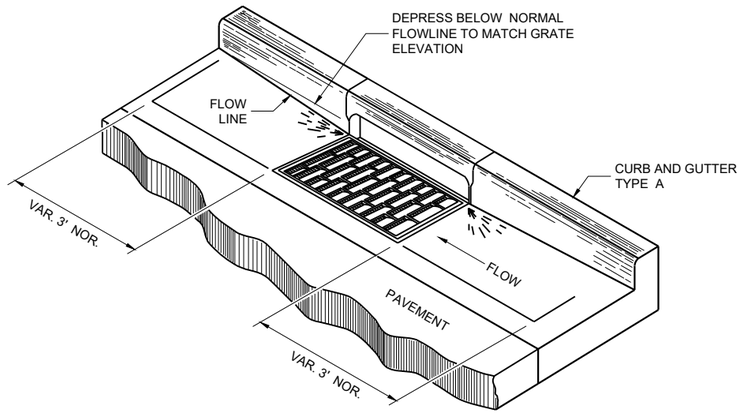
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



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.

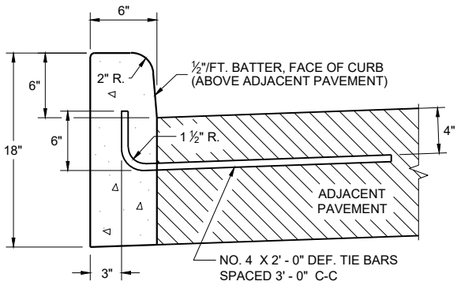
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

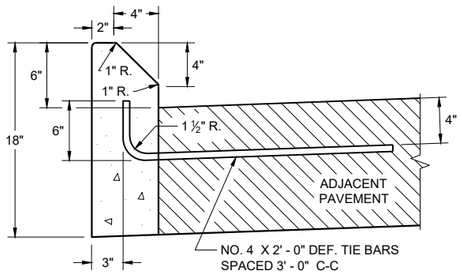
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

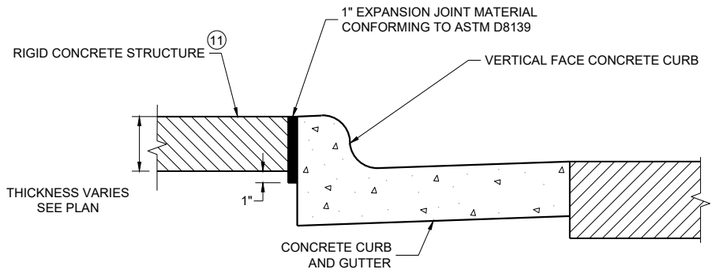


TYPES A (1) & D

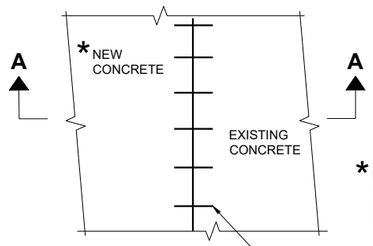


TYPES G (1) & J

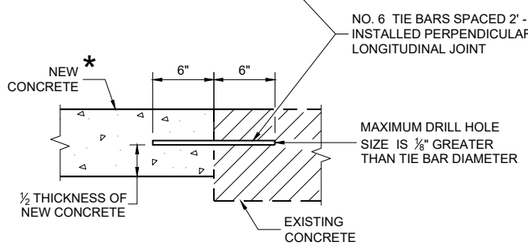
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

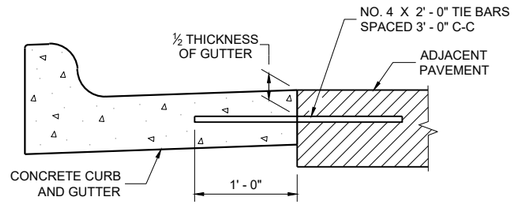


PLAN VIEW

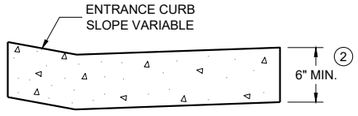


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

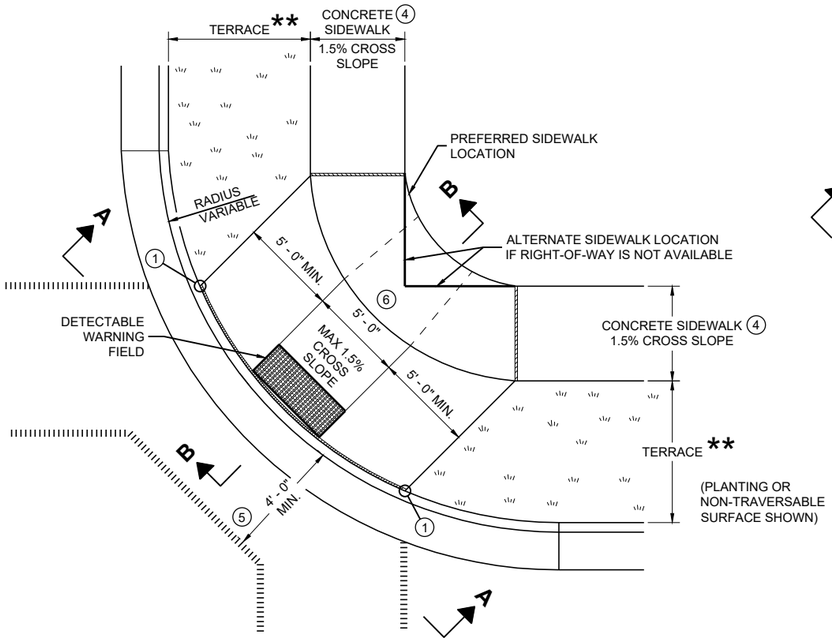
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

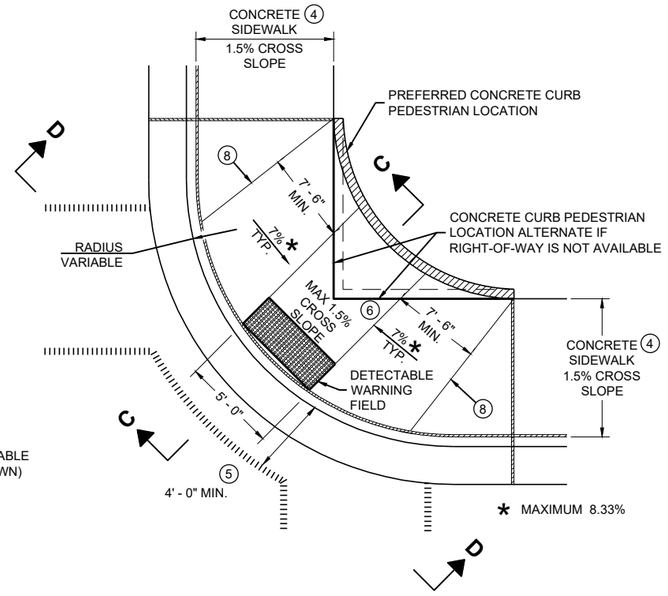
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

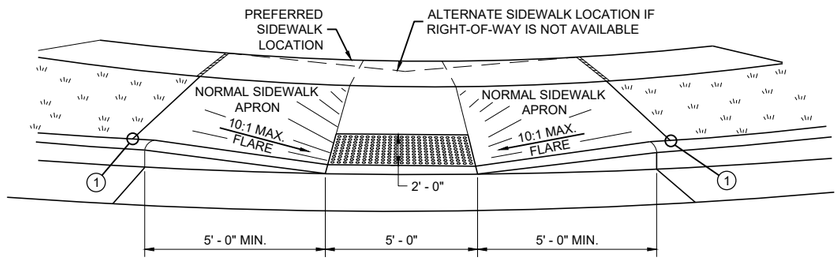
(CENTER OF CORNER RADIUS)



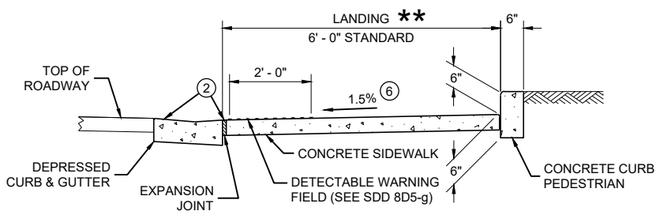
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

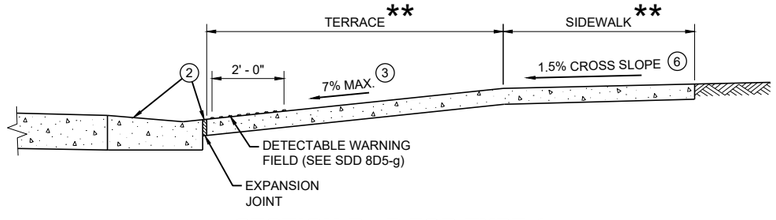


VIEW A - A FOR TYPE 1

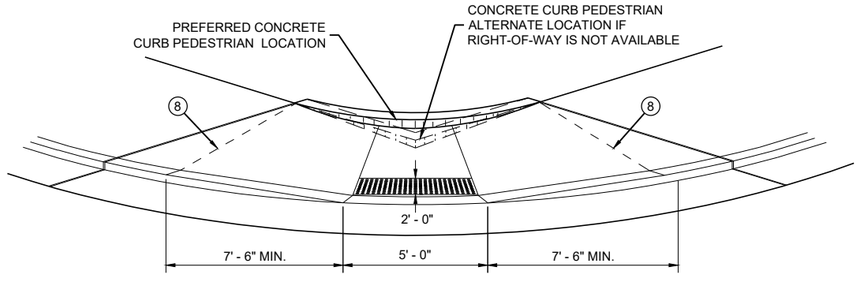


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

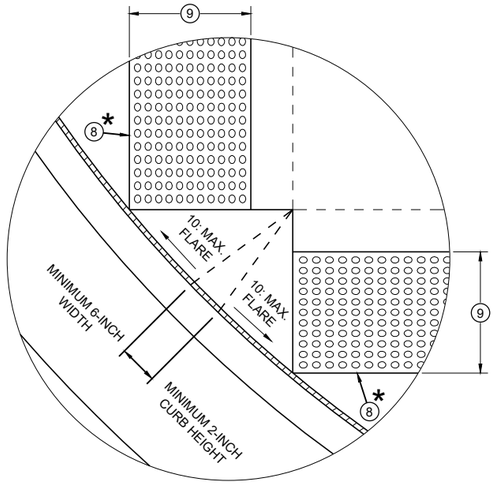
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

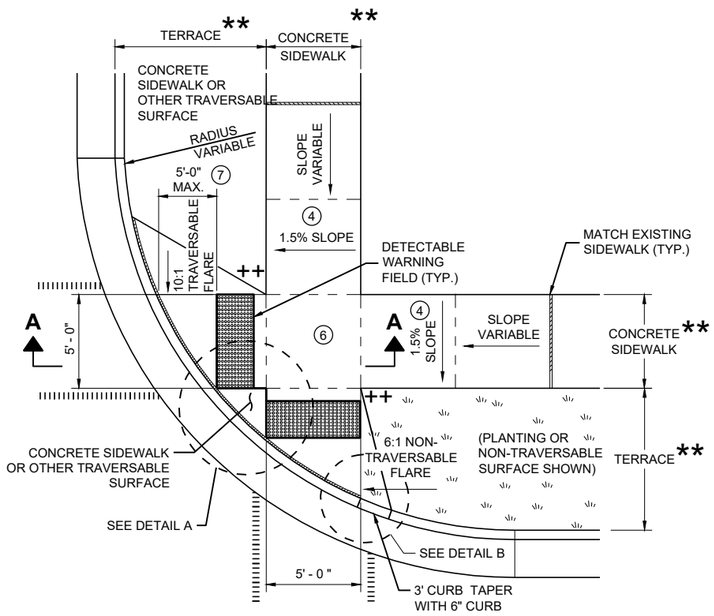
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05-21a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

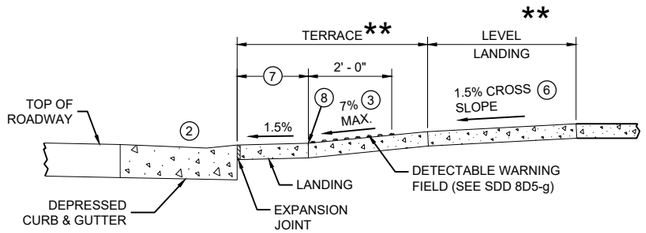
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

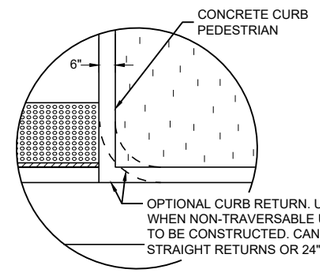


SECTION A - A FOR TYPE 2

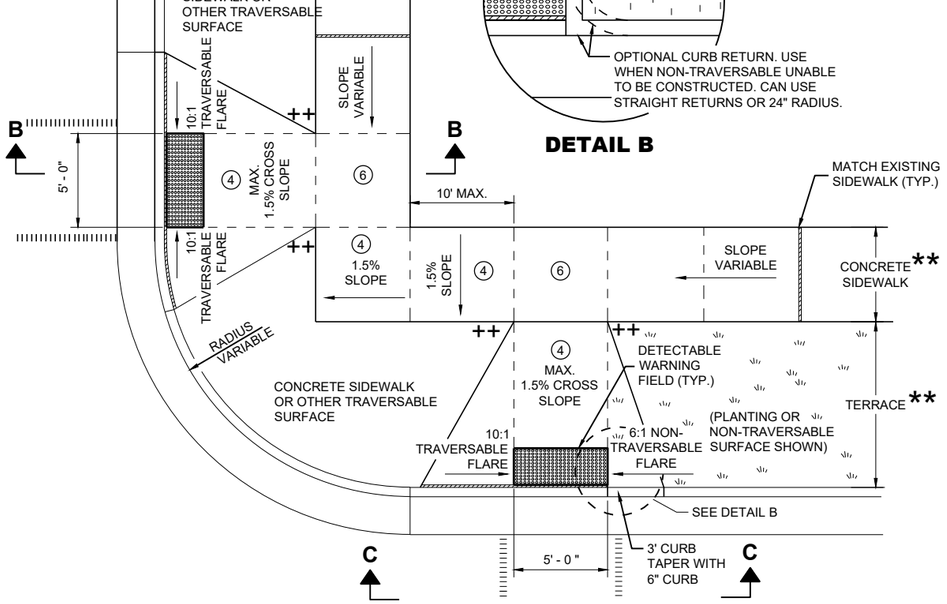
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

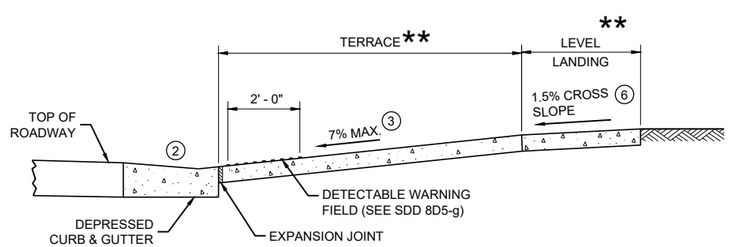
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL B



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



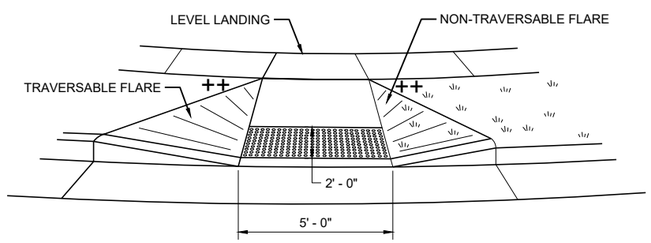
SECTION B - B FOR TYPE 3

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

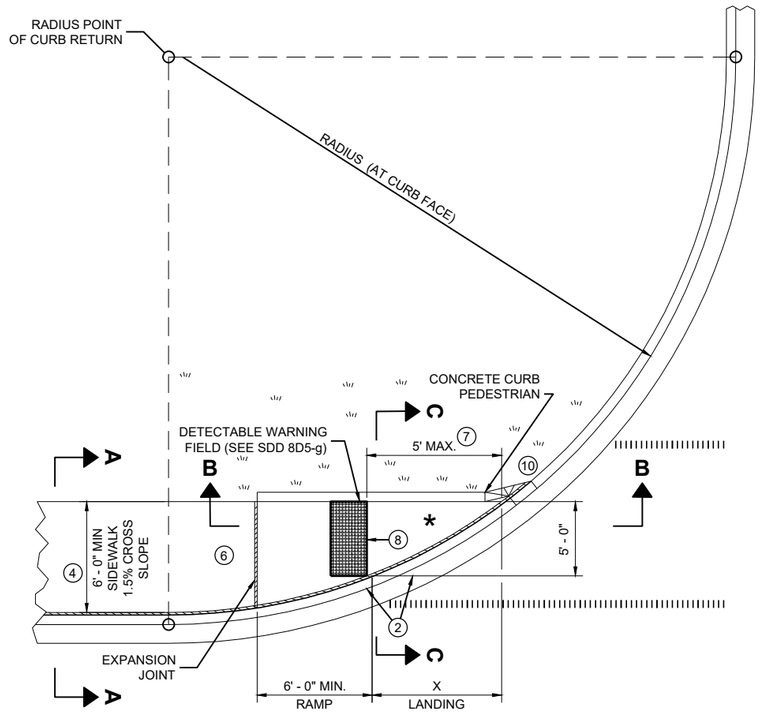
PAVEMENT MARKING CROSSWALK (WHITE)



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

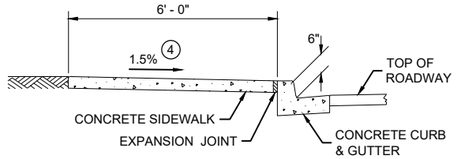


PLAN VIEW

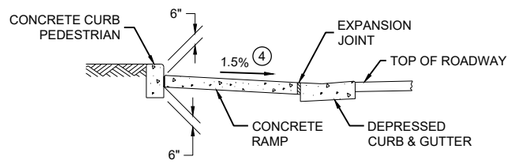
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

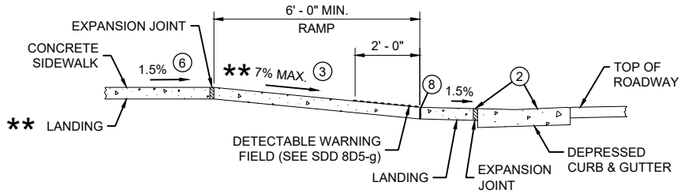
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

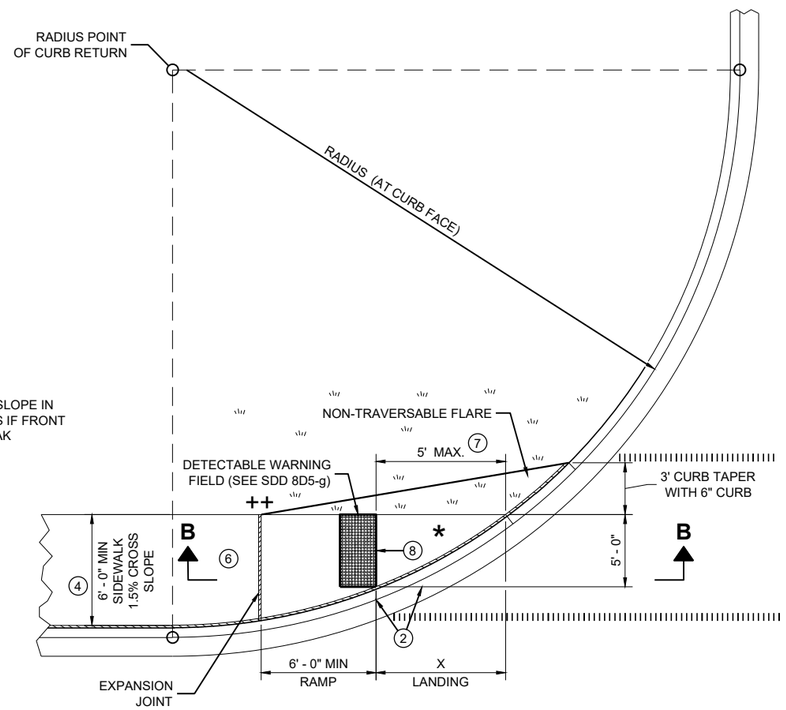


SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

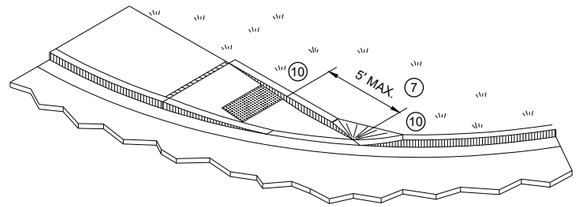


PLAN VIEW

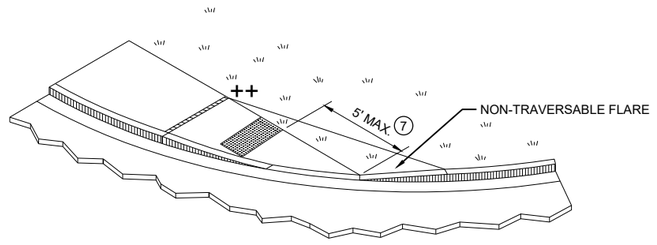
CURB RAMP TYPE 4A1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

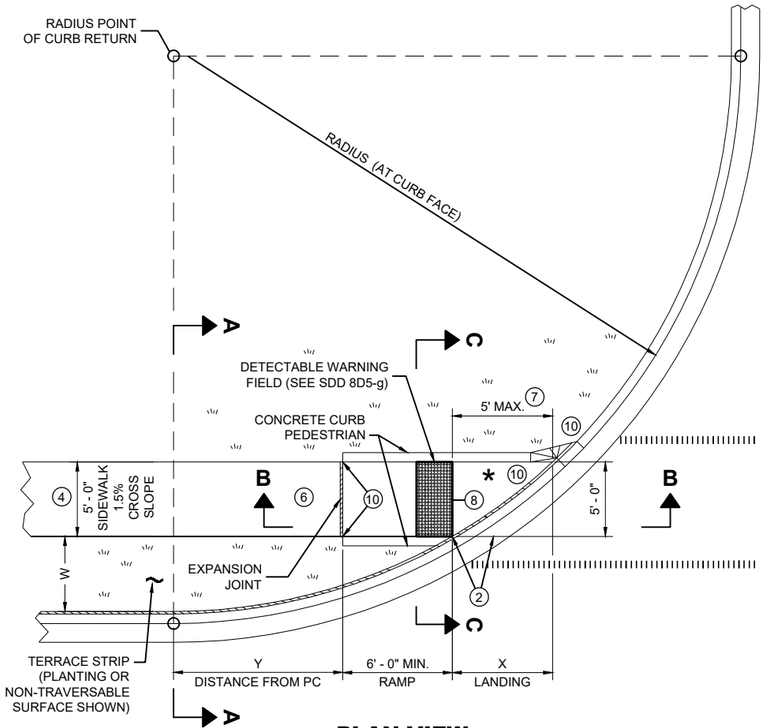
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05-21c



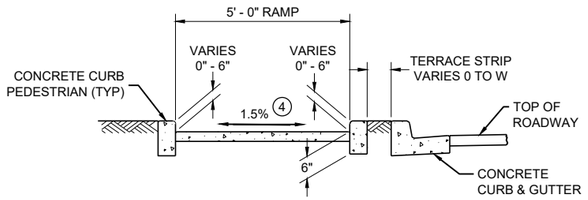
PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C - C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

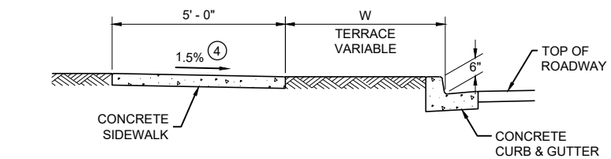
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

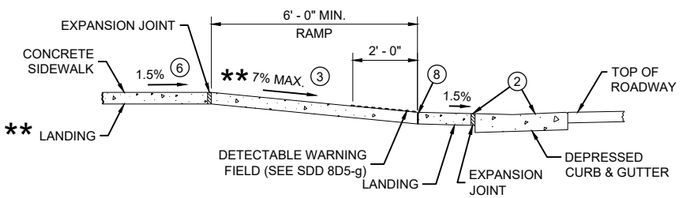
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

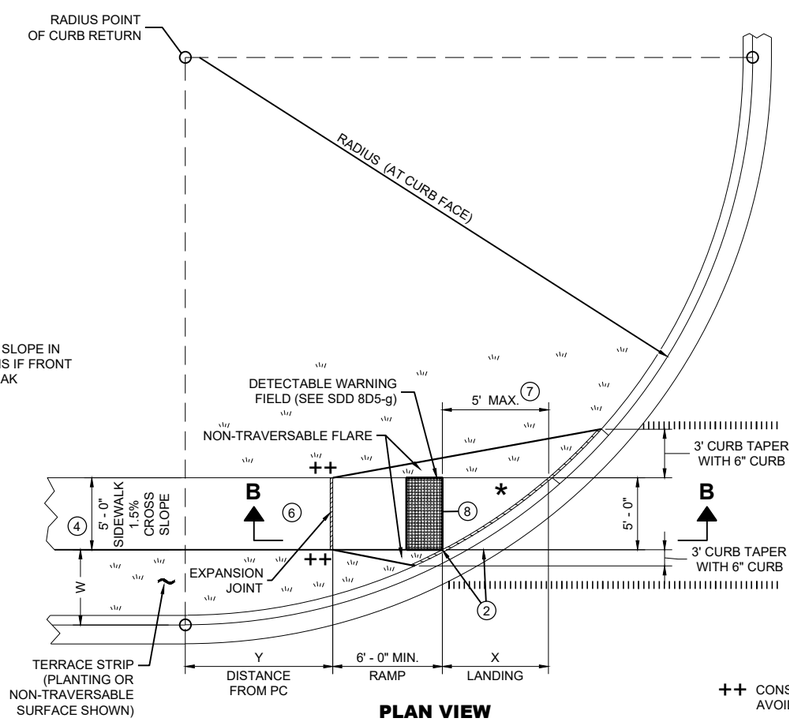


SECTION A - A FOR TYPE 4B



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

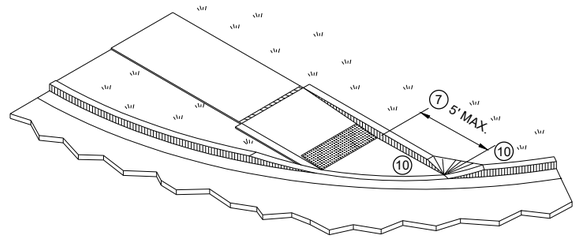
SECTION B - B FOR TYPE 4B AND TYPE 4B1



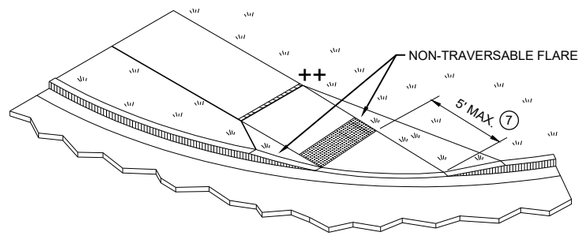
PLAN VIEW
CURB RAMP TYPE 4B1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



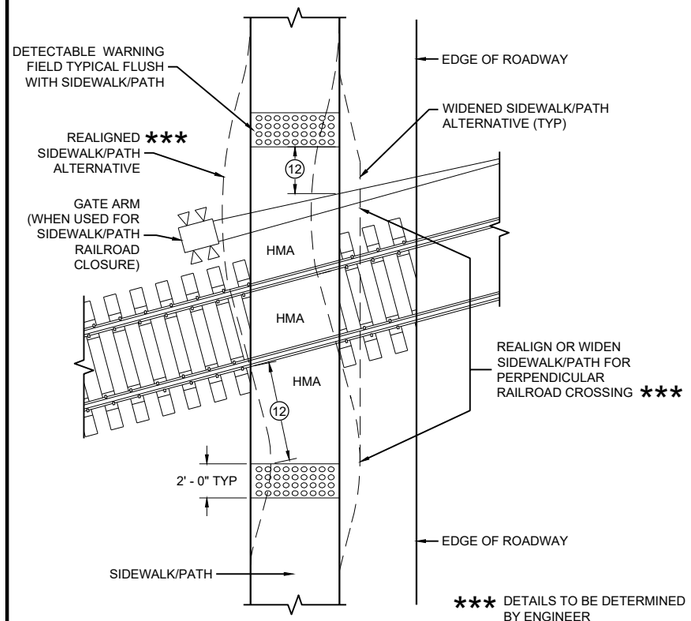
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

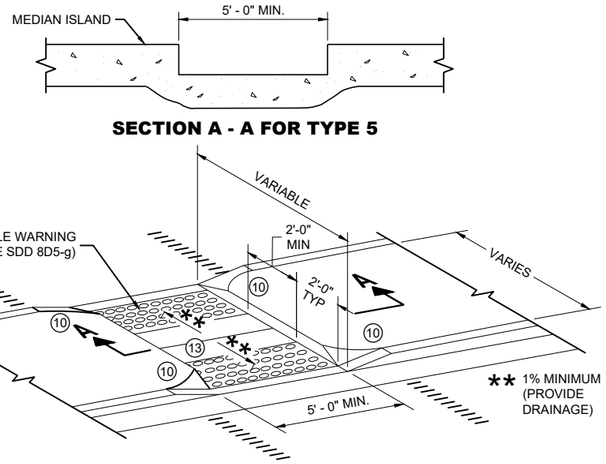
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

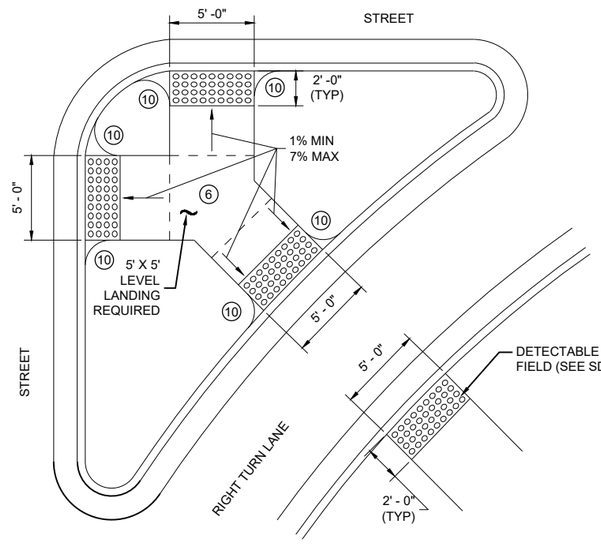
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

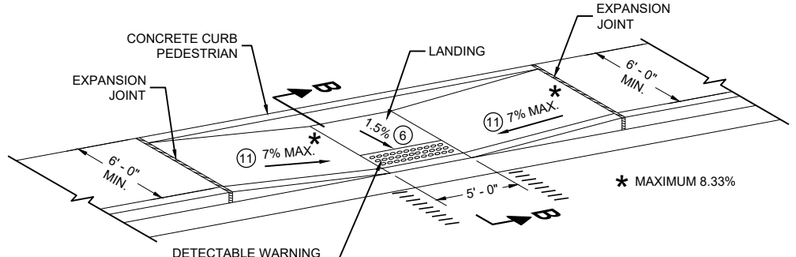
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

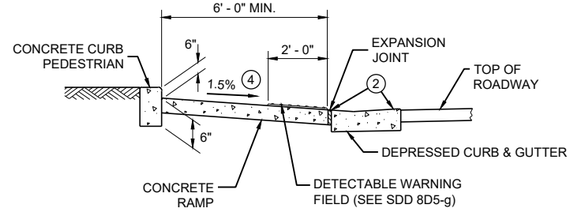
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS

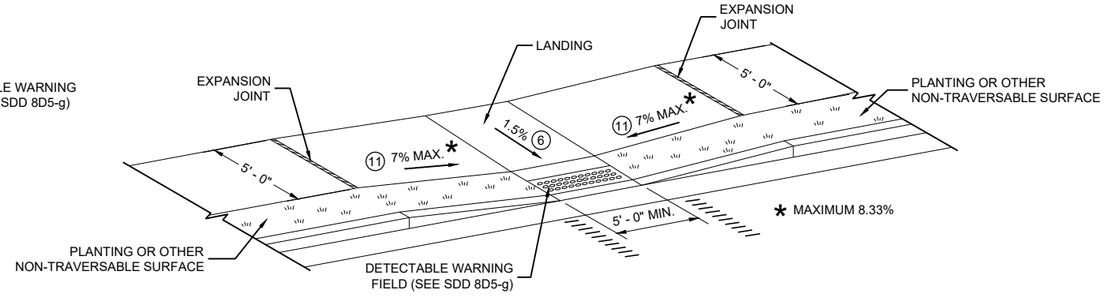


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



SECTION B - B FOR TYPE 7A



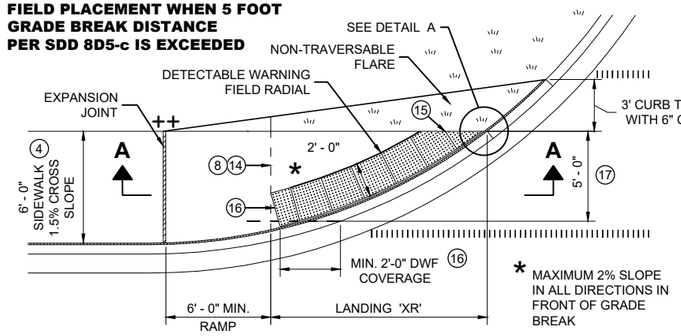
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

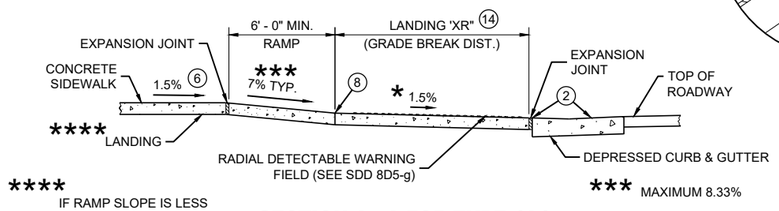
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

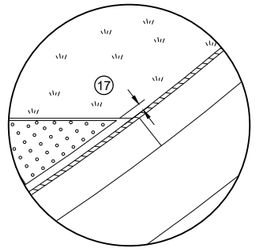


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

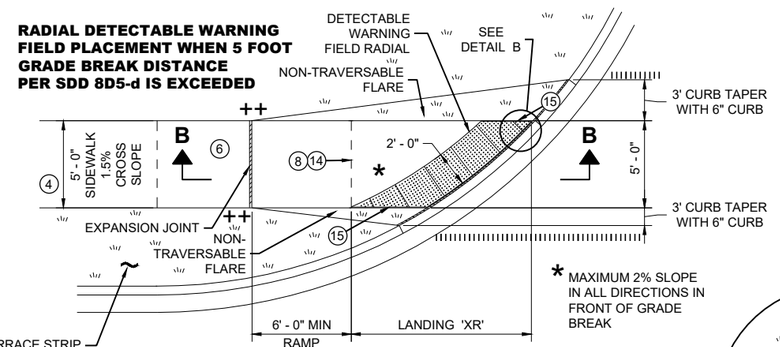
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

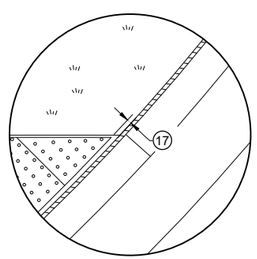
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

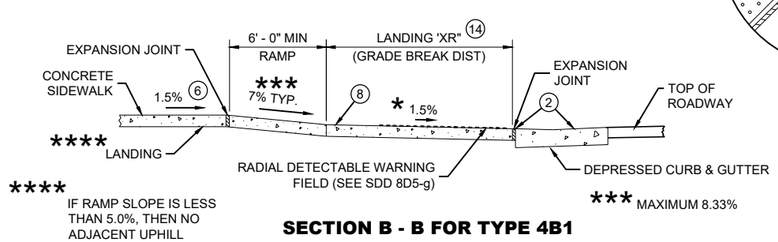


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

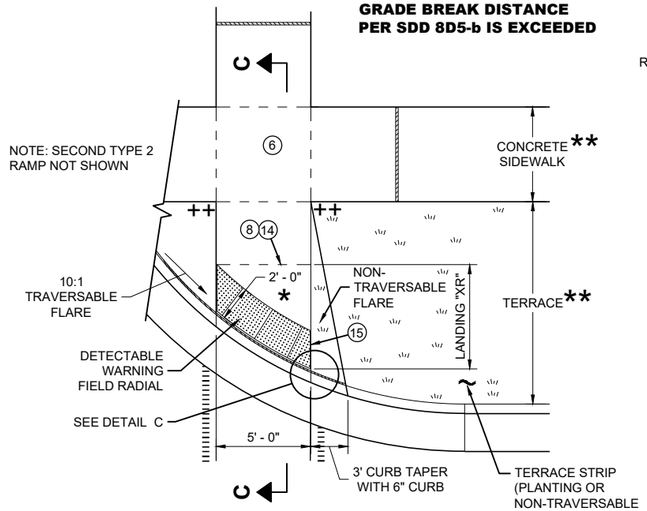


DETAIL B



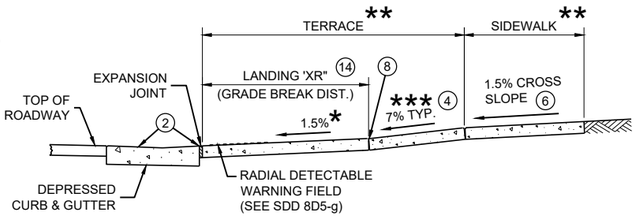
SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

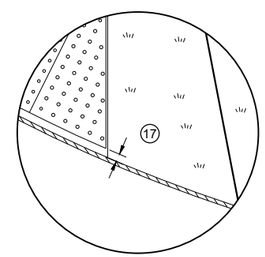


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

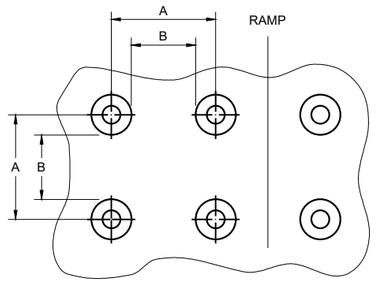
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

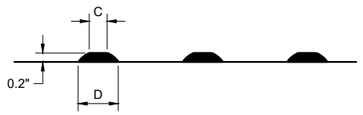
6 SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

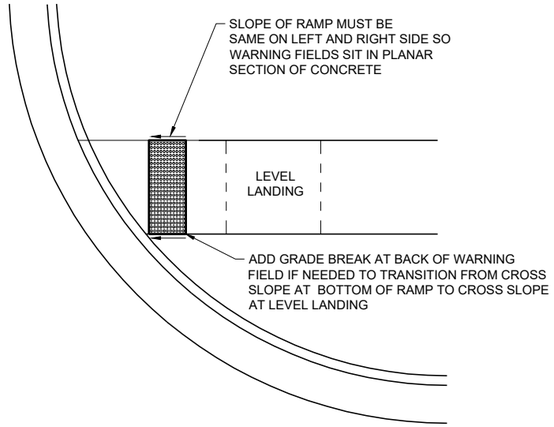
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

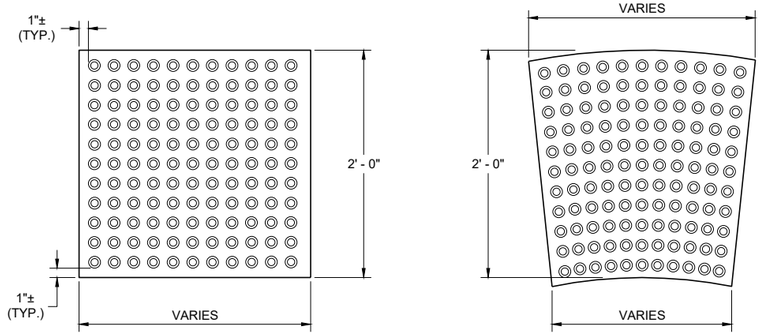
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

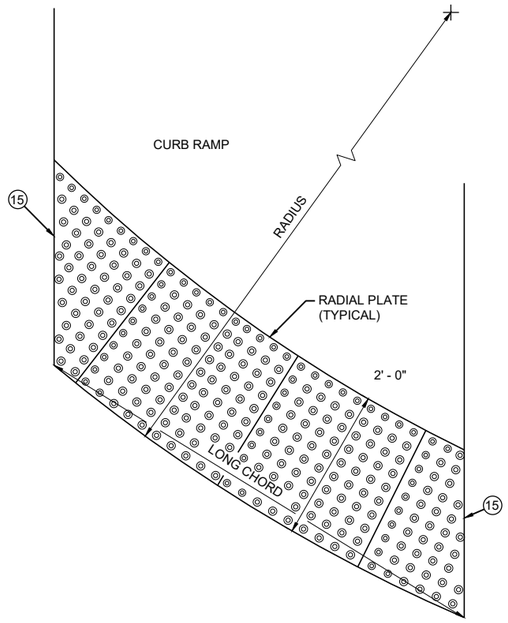
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



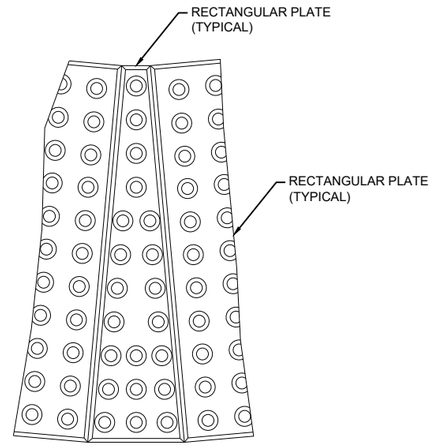
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

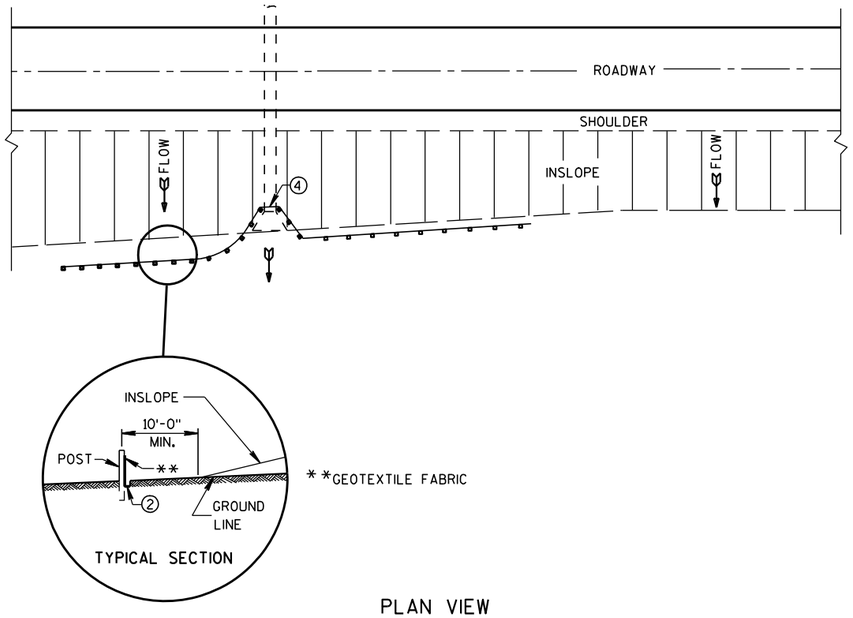
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

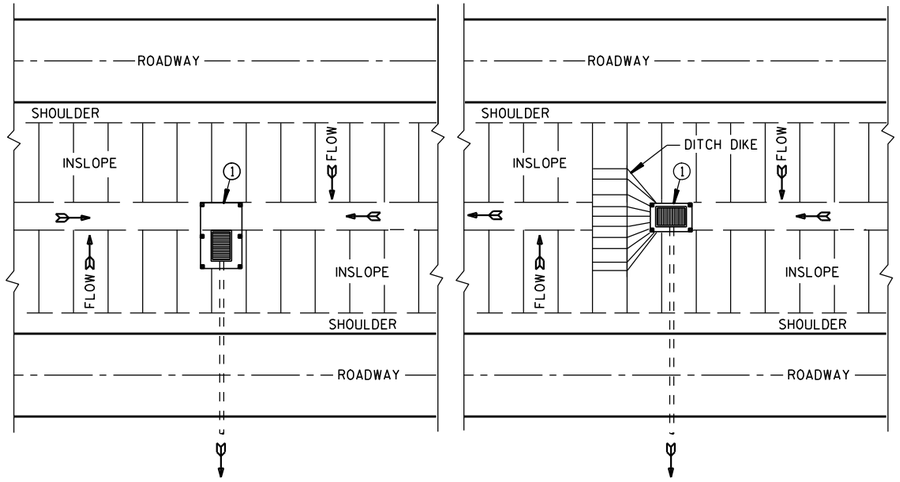
FHWA

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SDD 08D05-21g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

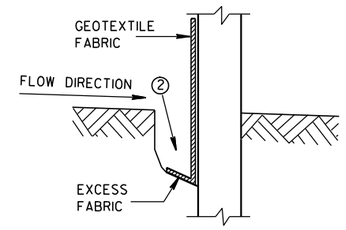
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

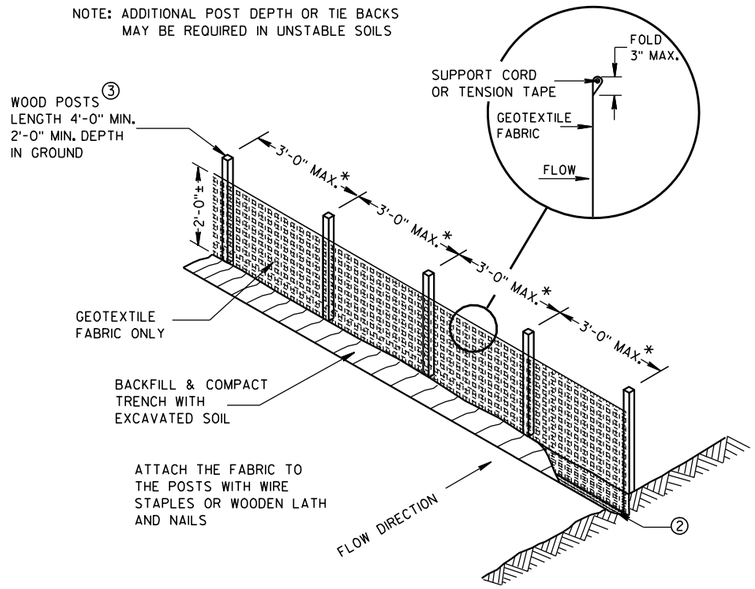
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

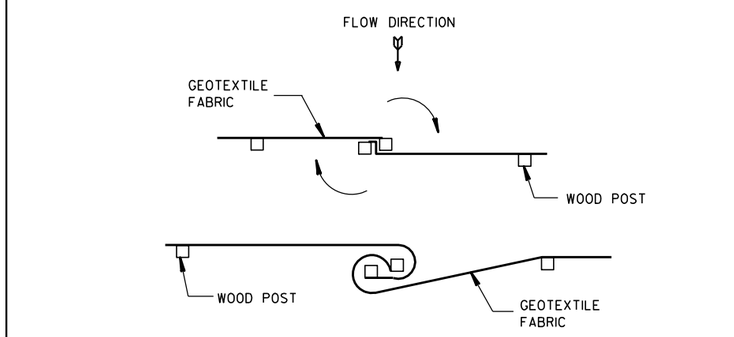
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



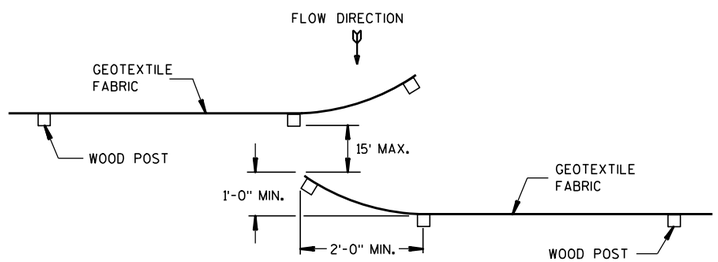
TRENCH DETAIL



SILT FENCE

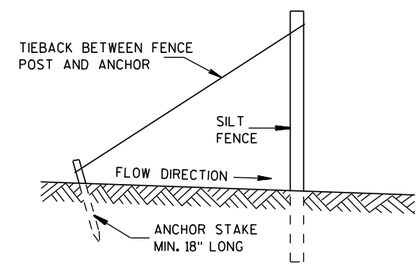


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

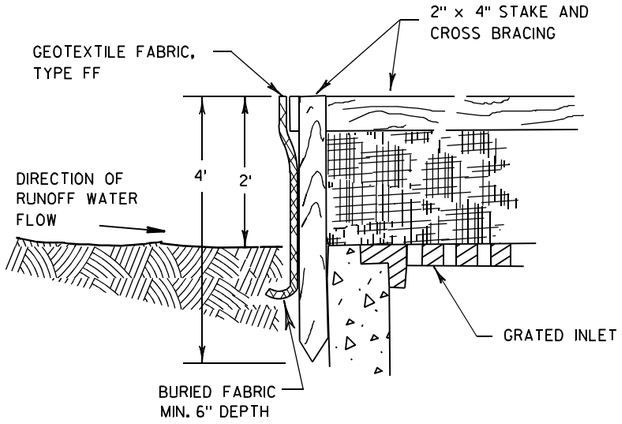
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

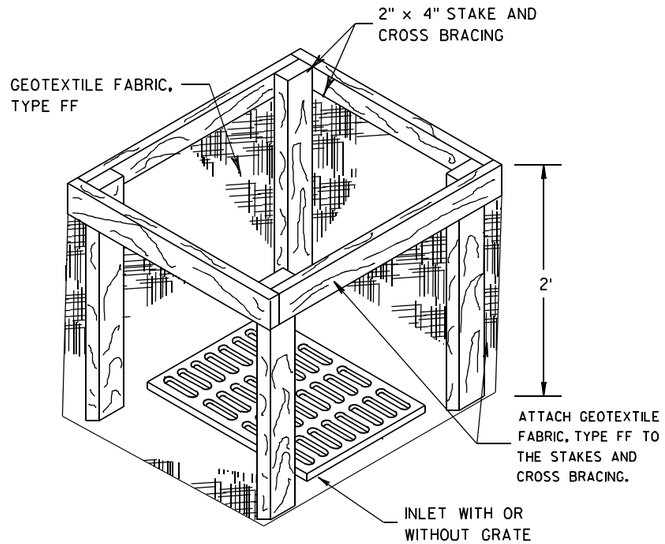
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S.D.D. 8 E 9-6

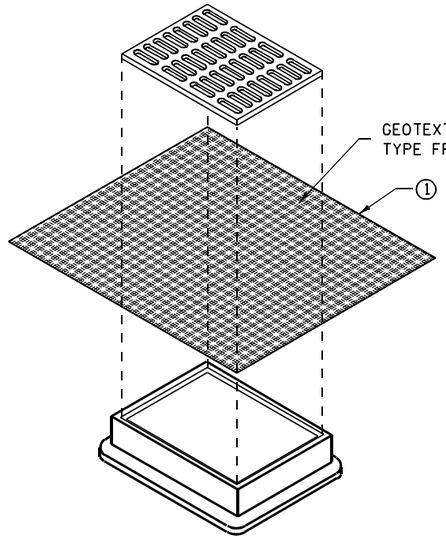
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S.D.D. 8 E 9-6



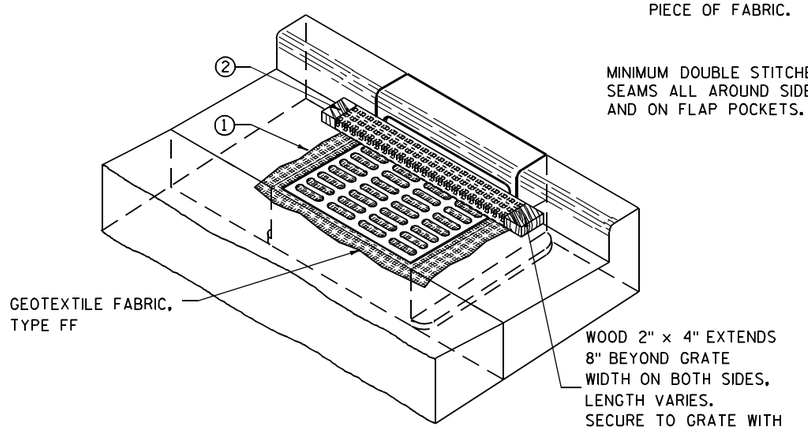


INLET PROTECTION, TYPE A

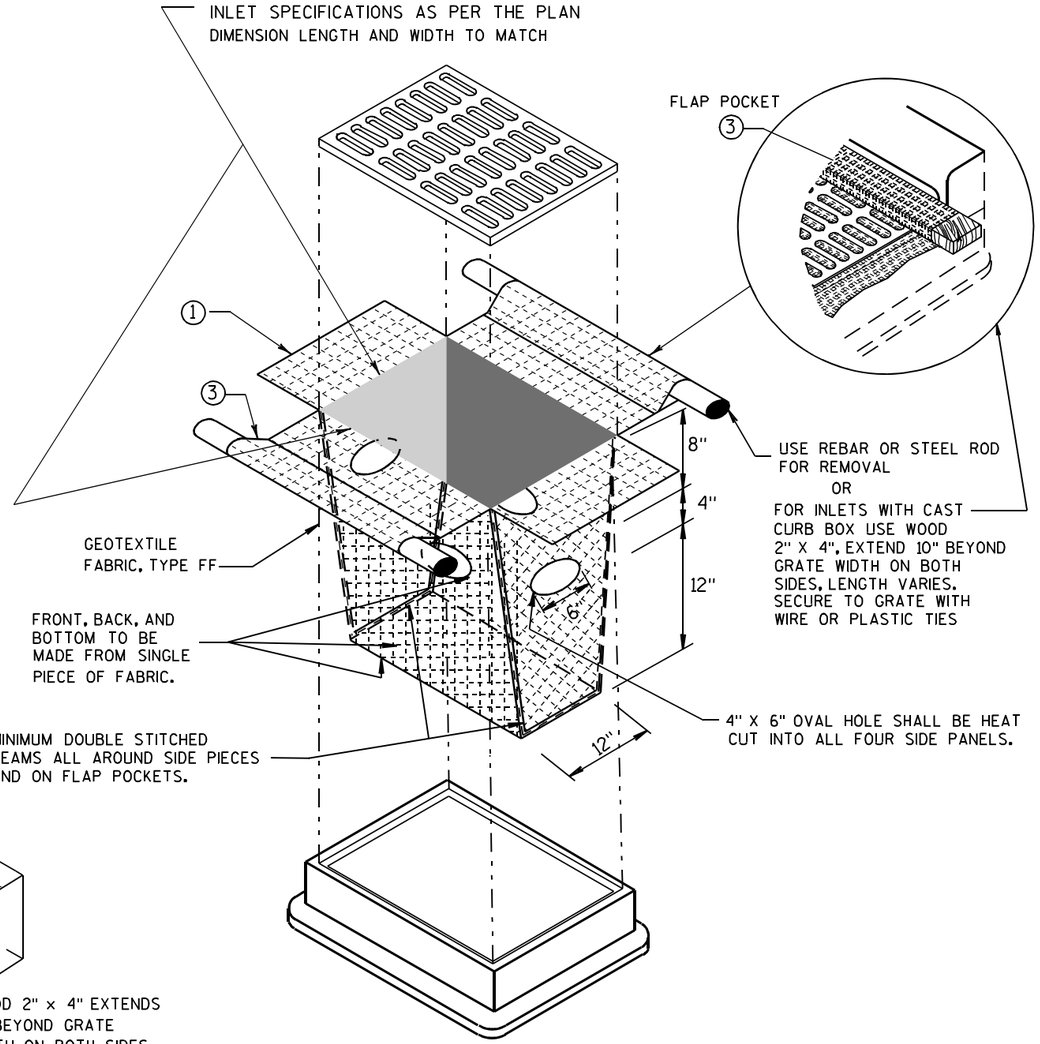


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

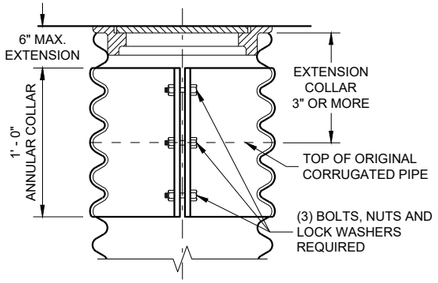
FHWA

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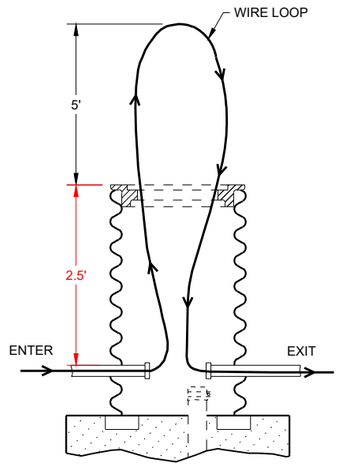
S.D.D. 8 E 10-2

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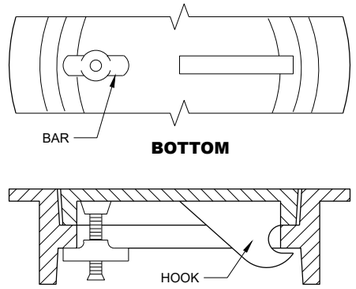
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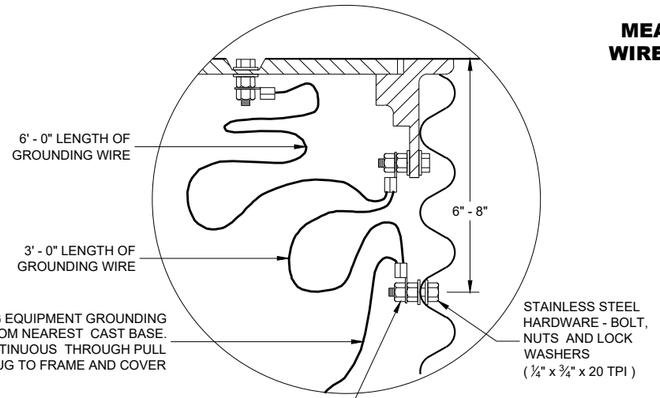
CORRUGATED PIPE EXTENDER



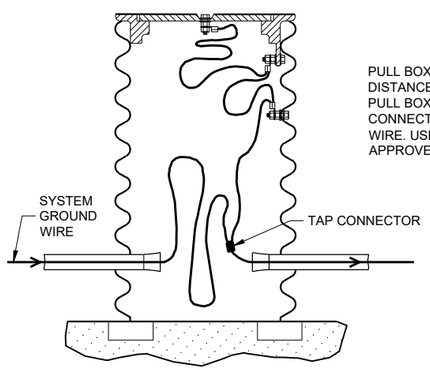
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE

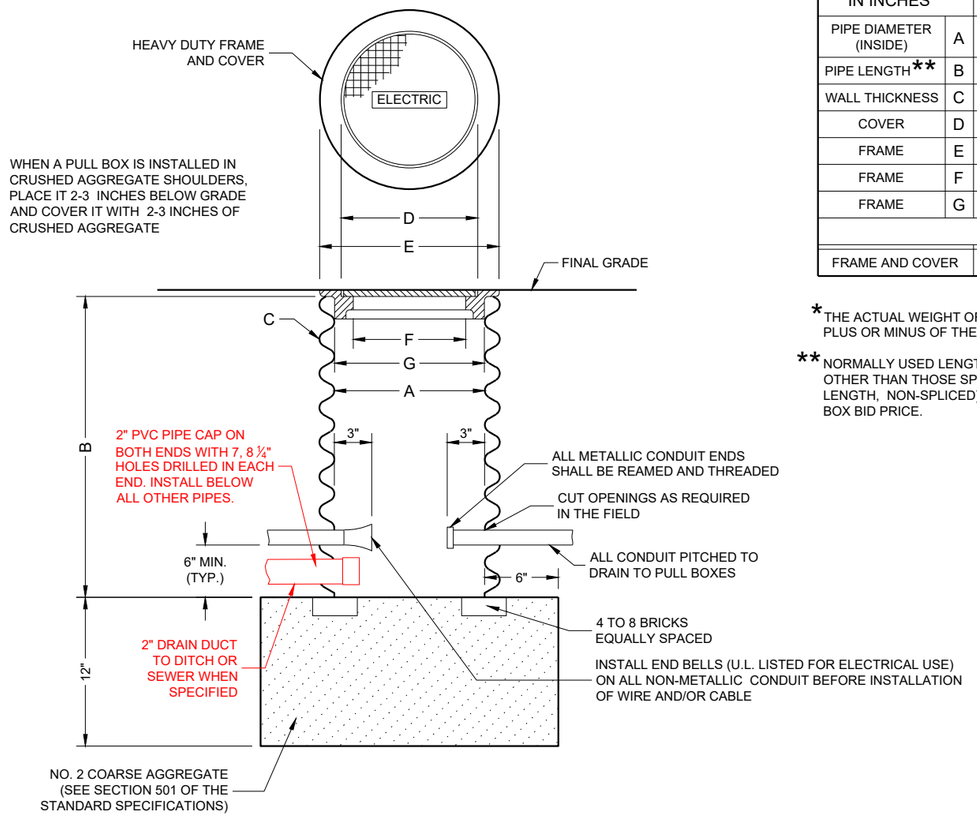


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

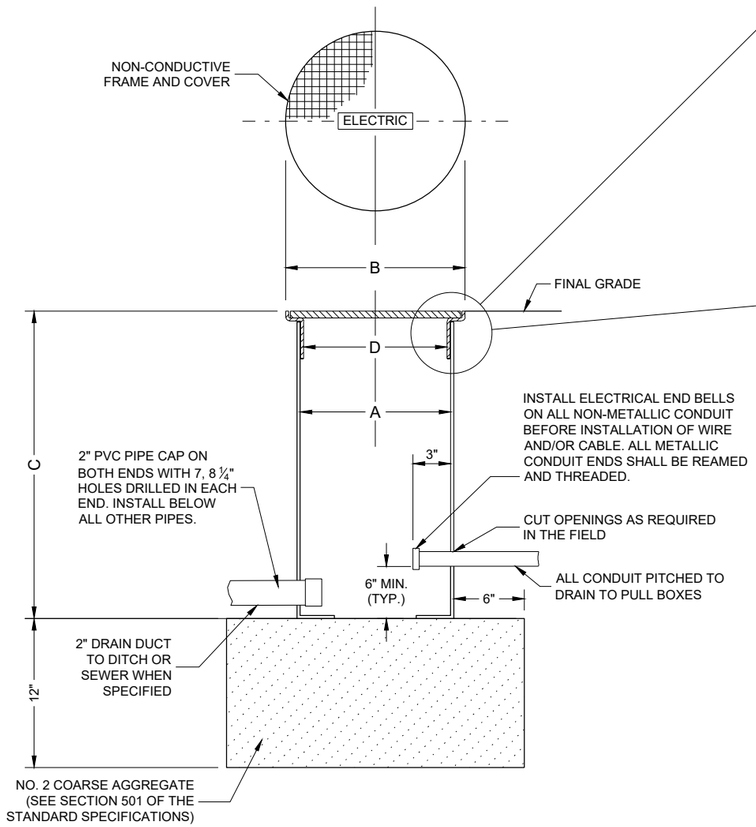
FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

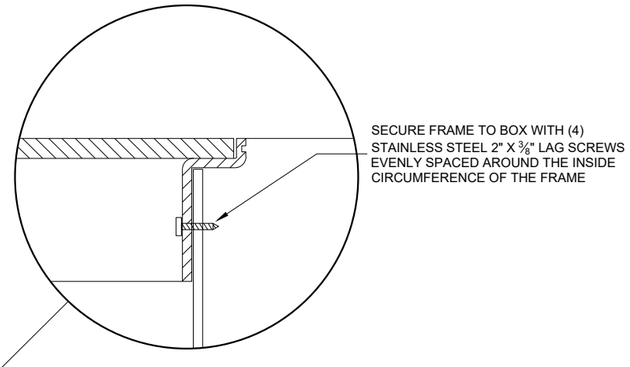
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

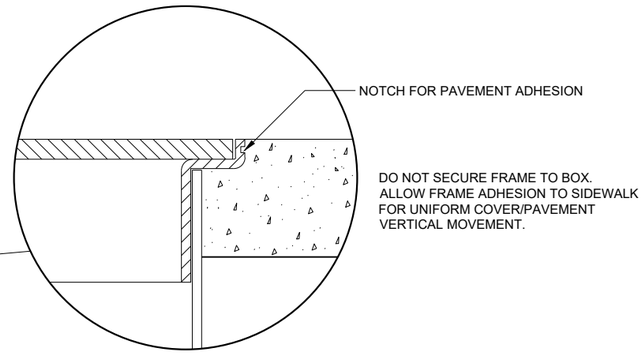
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



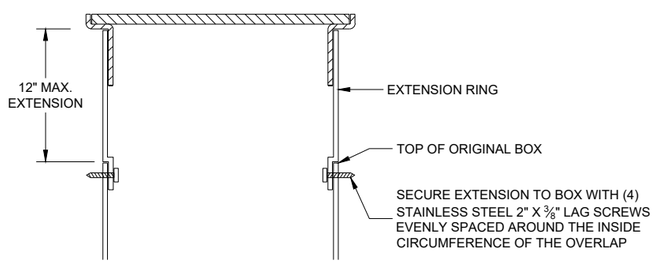
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

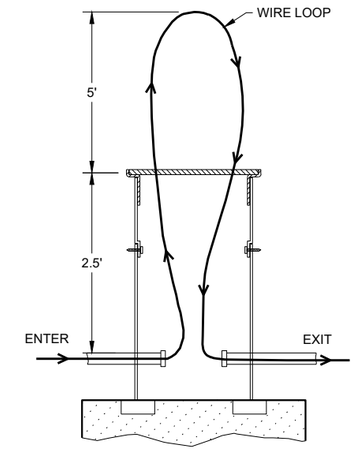
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

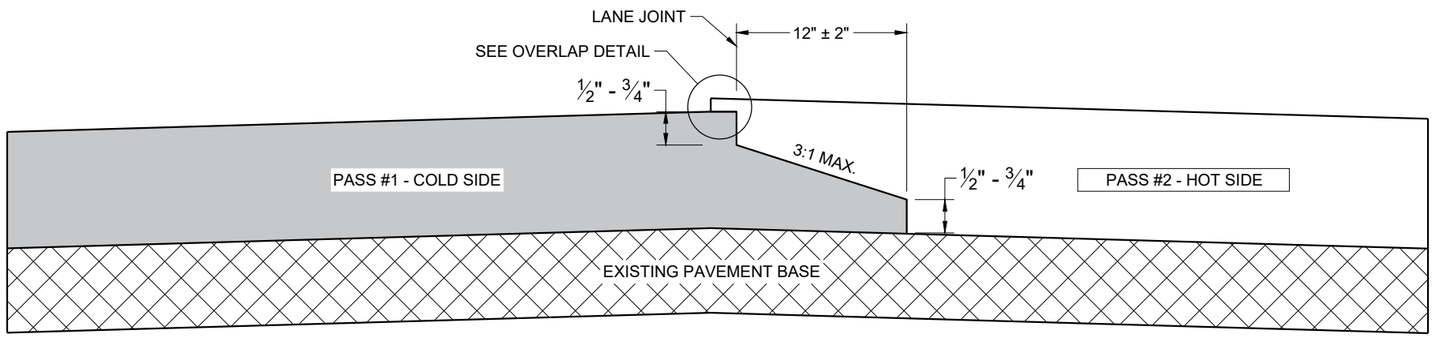
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

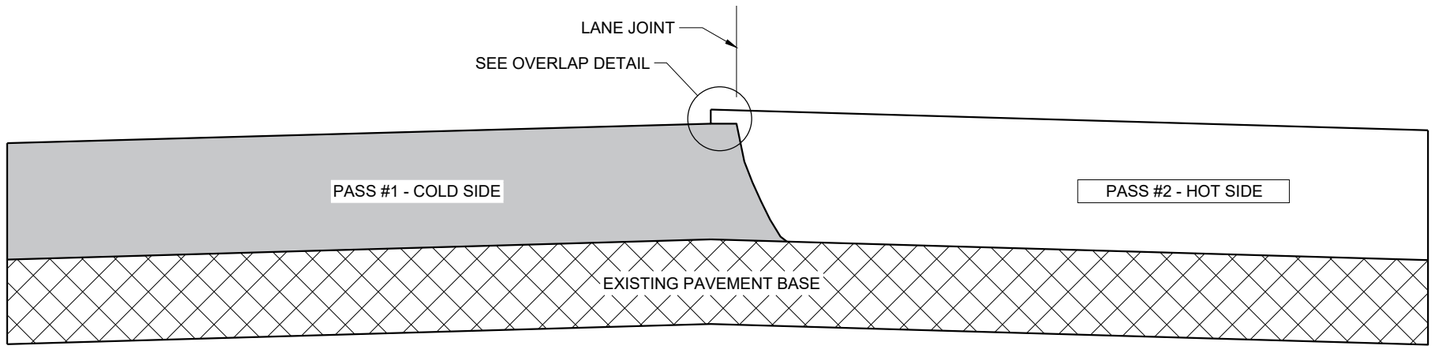
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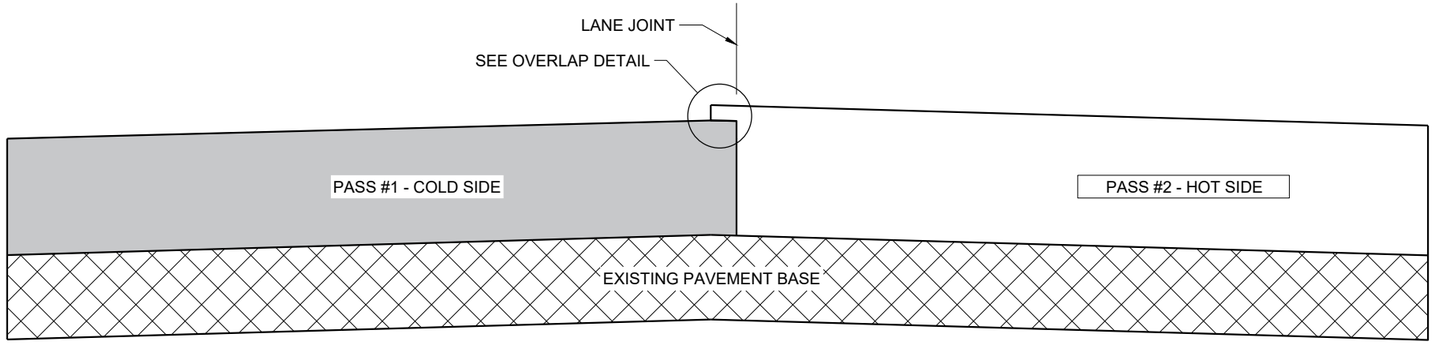
SDD 09B16 - 02
SDD 09B16 - 02



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

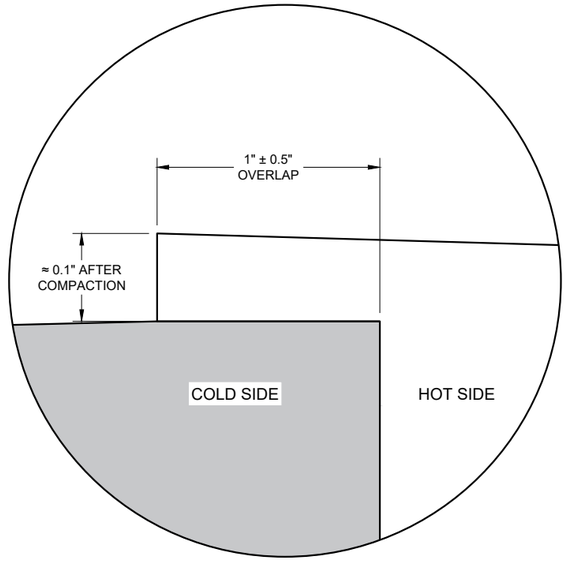
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

SDD 14B15a Steel Plate Beam Guard, Class "A", Installation and Elements

GENERAL NOTES

1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6"X8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS. DO NOT MIX STEEL AND WOOD POSTS IN A SINGLE INSTALLATION.

2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGE SPELTER COATING ON GALVANIZED POSTS.

3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

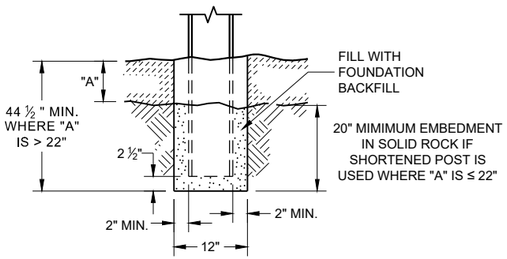
5. IF THE DISTACE FROM BACK OF POST TO SHOULDER HIGHE POINT IS LESS THAN 2 FEET, INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCHES IN DIAMETER POST HOLE 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 ADEQUATELY.

7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS, INSTALL FOUR 16d GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

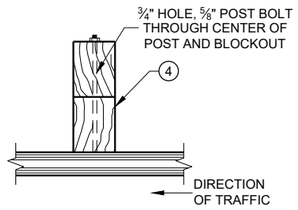
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



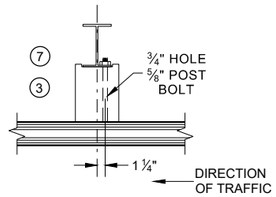
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (6)



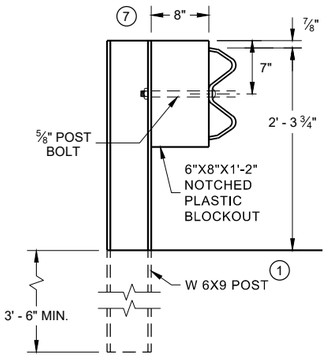
PLAN VIEW

WOOD POST, BLOCKOUT AND BEAM



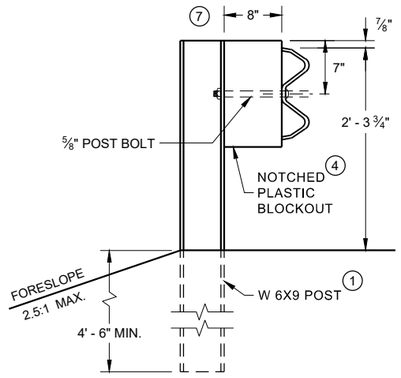
PLAN VIEW

WOOD POST, BLOCKOUT AND BEAM



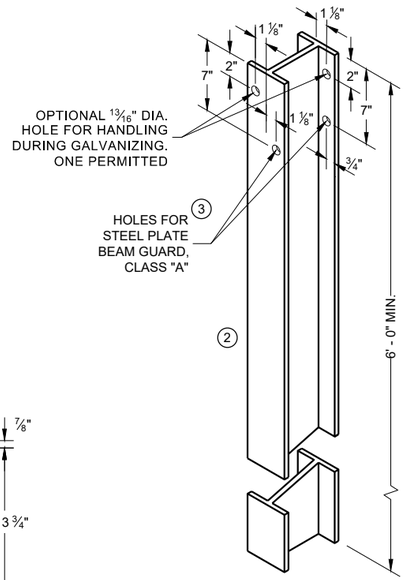
END VIEW

STEEL POST AND NOTCHED PLASTIC BLOCKOUT ALTERNATIVE STANDARD INSTALLATION



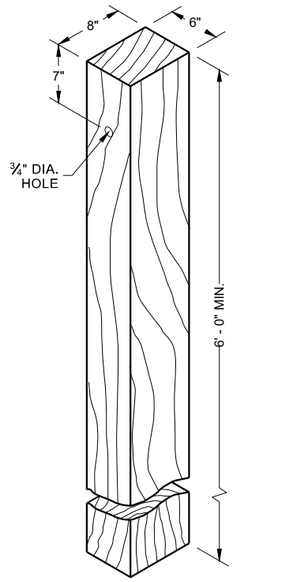
END VIEW

LONGER POST AT HALF POST SPACING W BEAM (LHW)

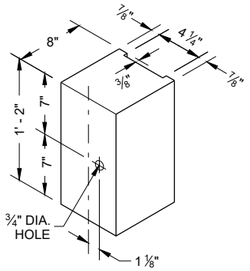


STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)

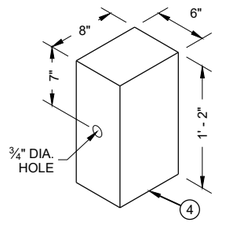
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



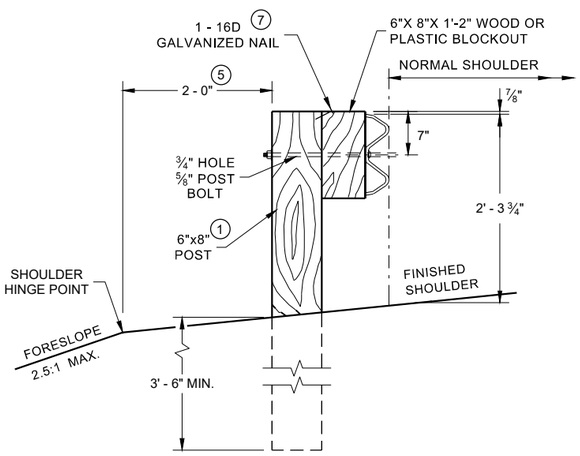
WOOD POST (6" X 8") NOMINAL (1)



TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS

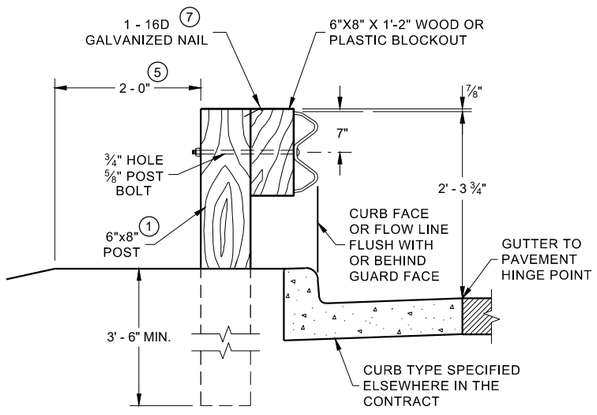


WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



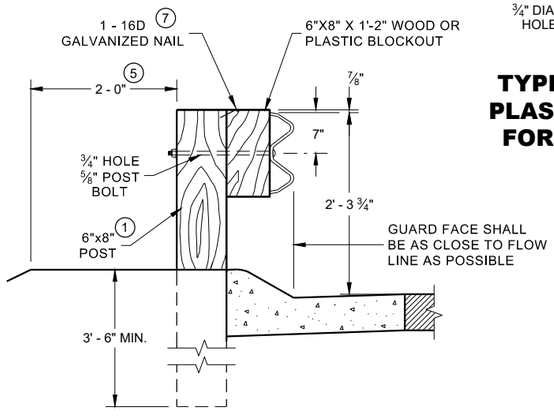
END VIEW

LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



END VIEW

LOCATED ALONG A CURBED ROADWAY

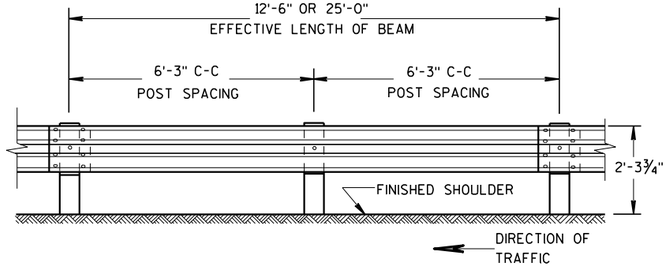


END VIEW

LOCATED ALONG A MOUNTABLE CURBED ROADWAY

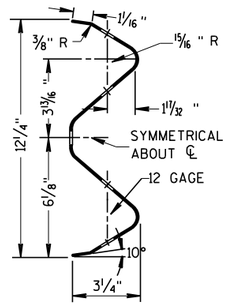
STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION AND ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

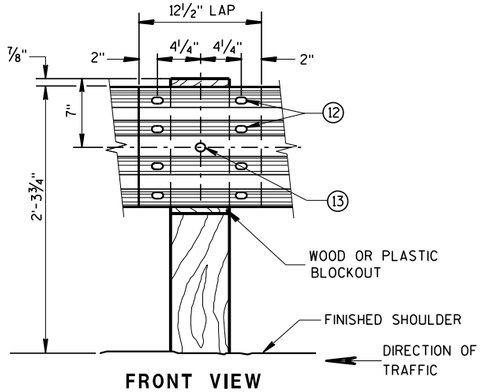


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

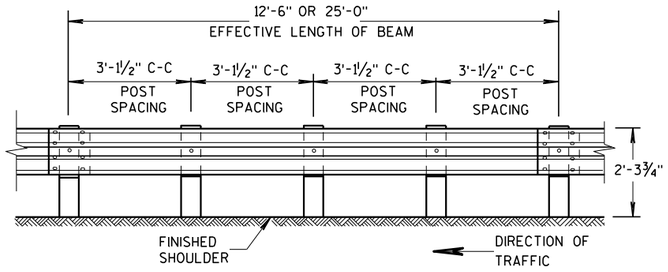
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

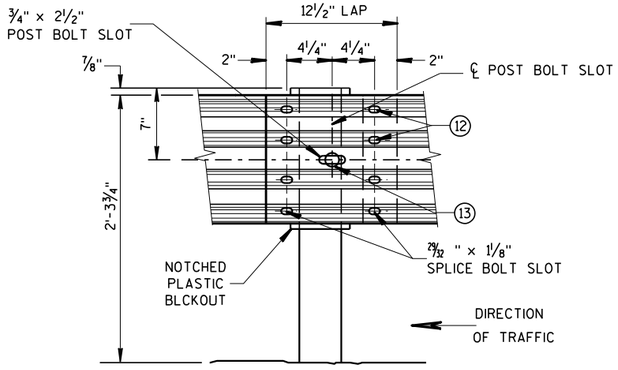
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



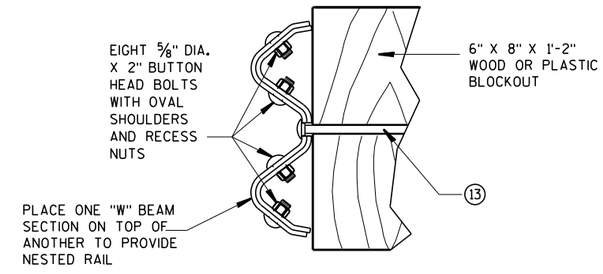
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

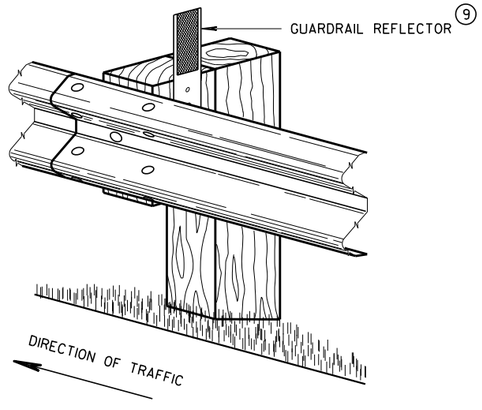


NESTED W BEAM (NW)

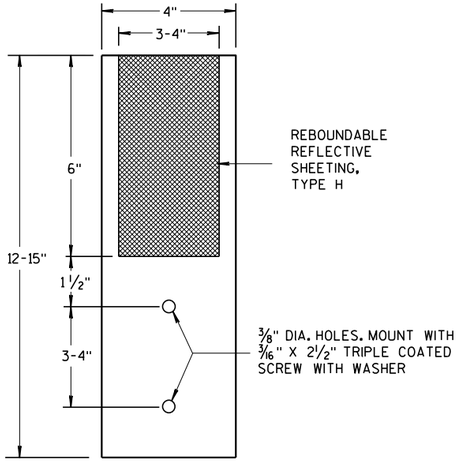
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

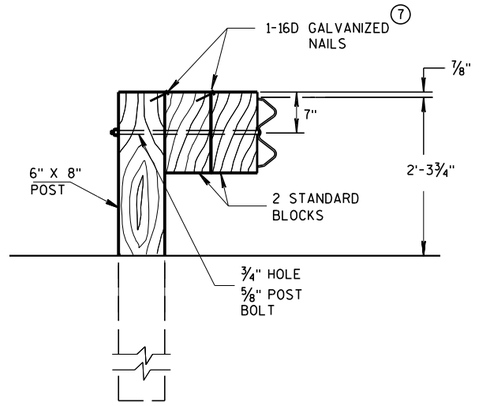
STATE OF WISCO 82
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-11b

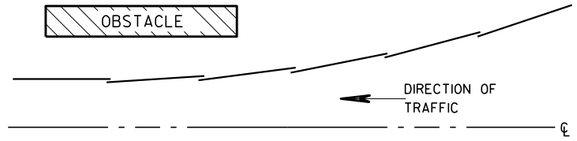
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S.D.D. 14 B 15-11b

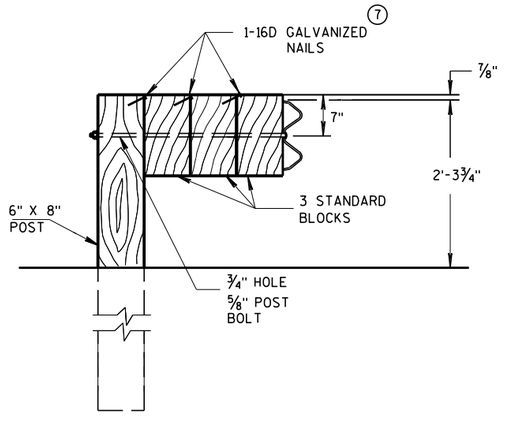


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

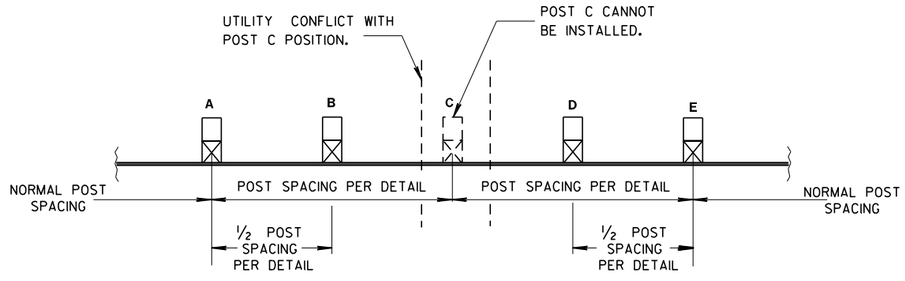


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

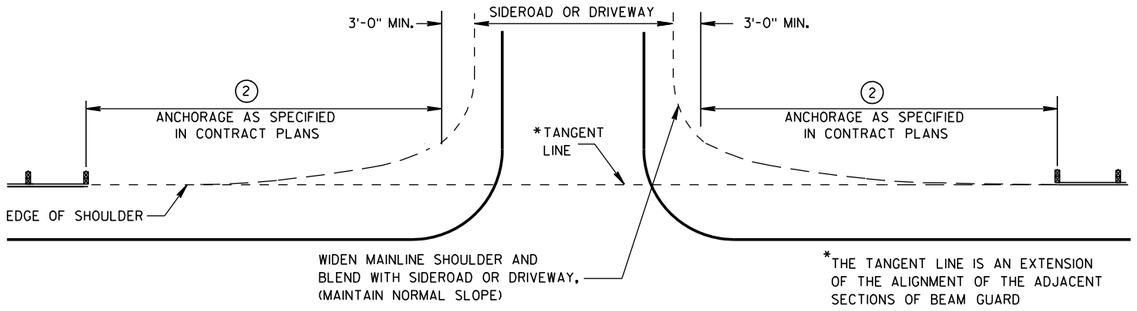
DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

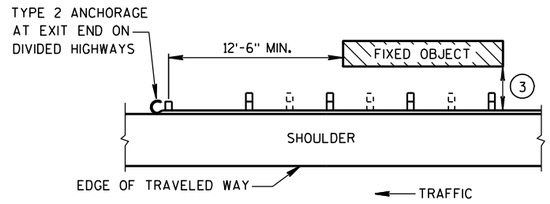
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 83 UNIT SUPERVISOR
FHWA

6
S.D.D. 14 B 15-11c



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

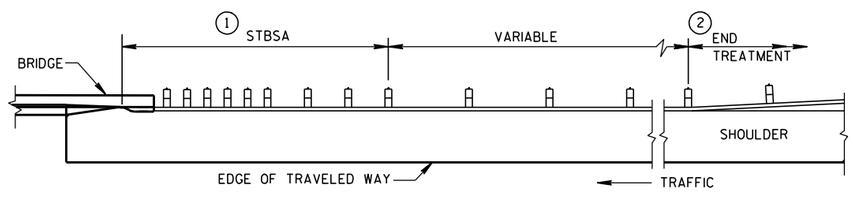
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

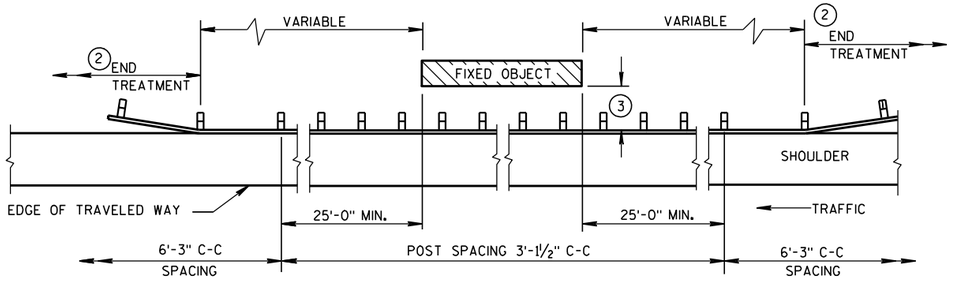
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

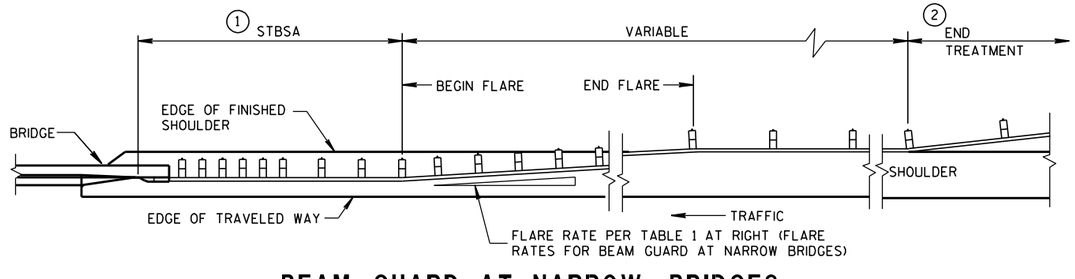


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD CLASS "A" AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS

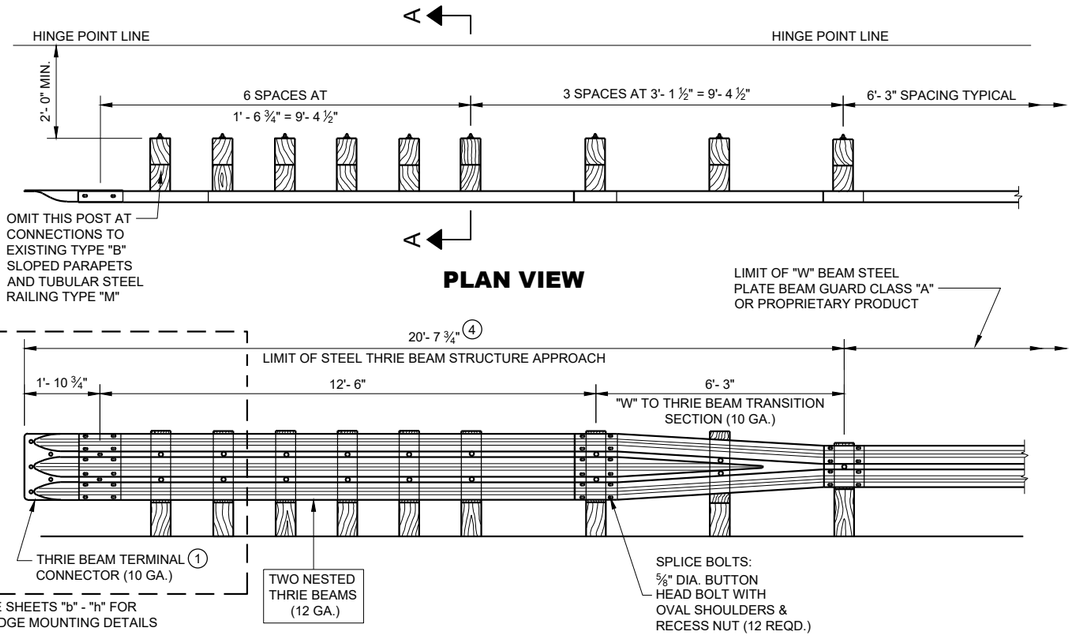
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8-21-07 DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



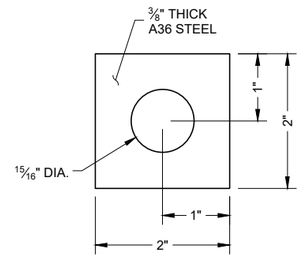


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

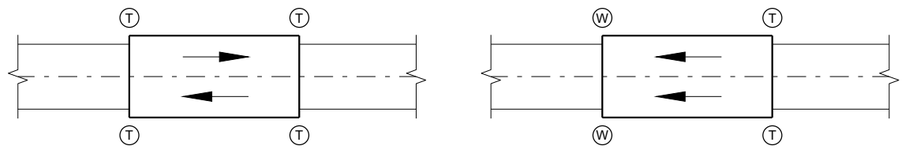
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) MINIMUM EMBEDMENT SHALL BE 4'- 0".

(3) POST BOLTS ARE ⅝" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A ⅝" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

(4) ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



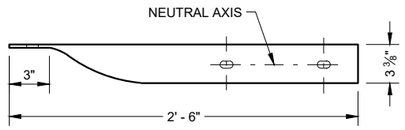
TWO WAY TRAFFIC

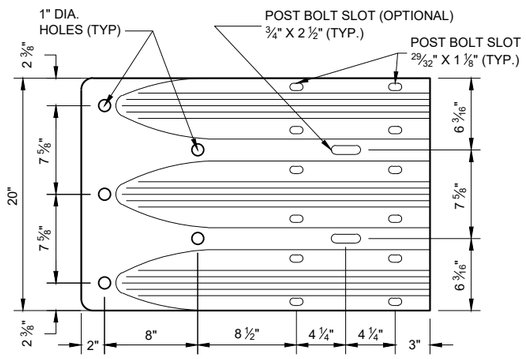
ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

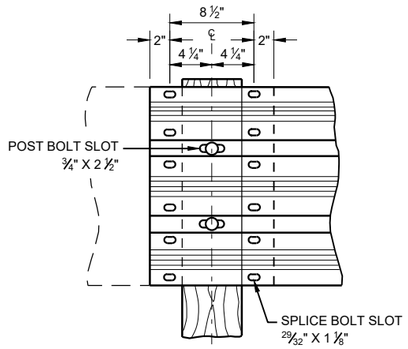
(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

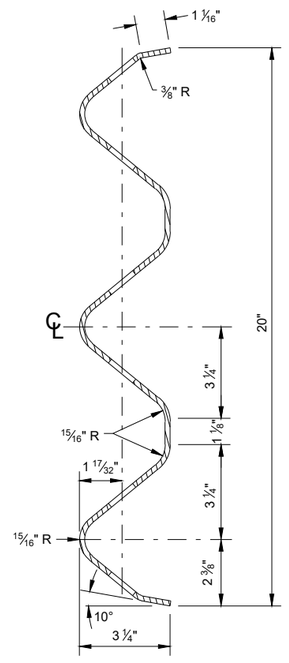




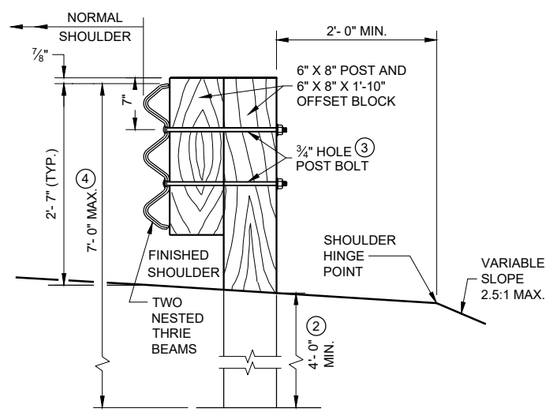
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

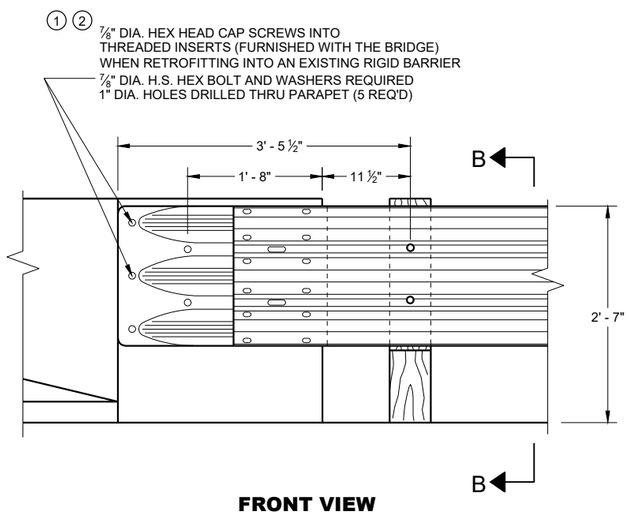
APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

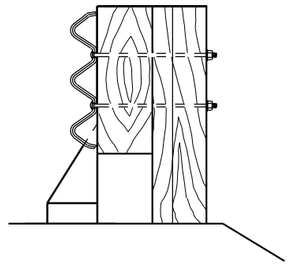
6

SDD 14B20 - 12a

SDD 14B20 - 12a



FRONT VIEW



SECTION B - B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

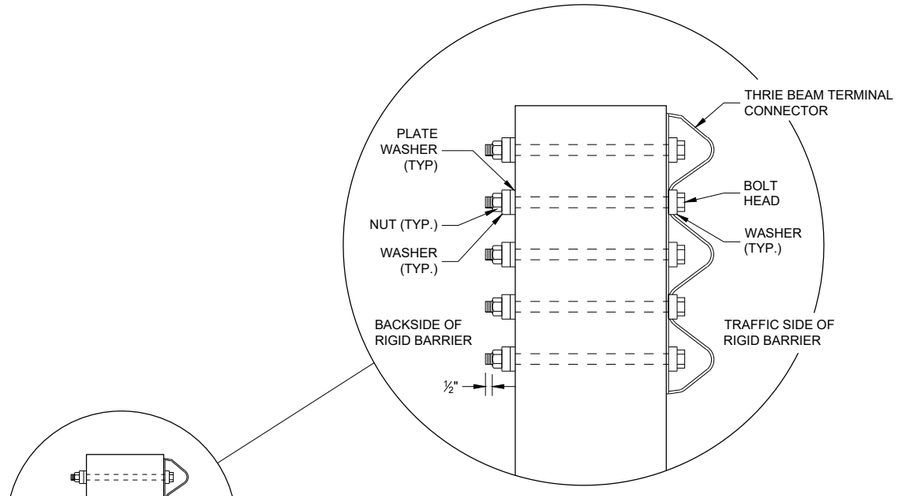
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

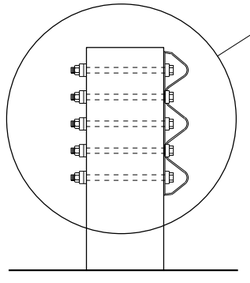
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ 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".

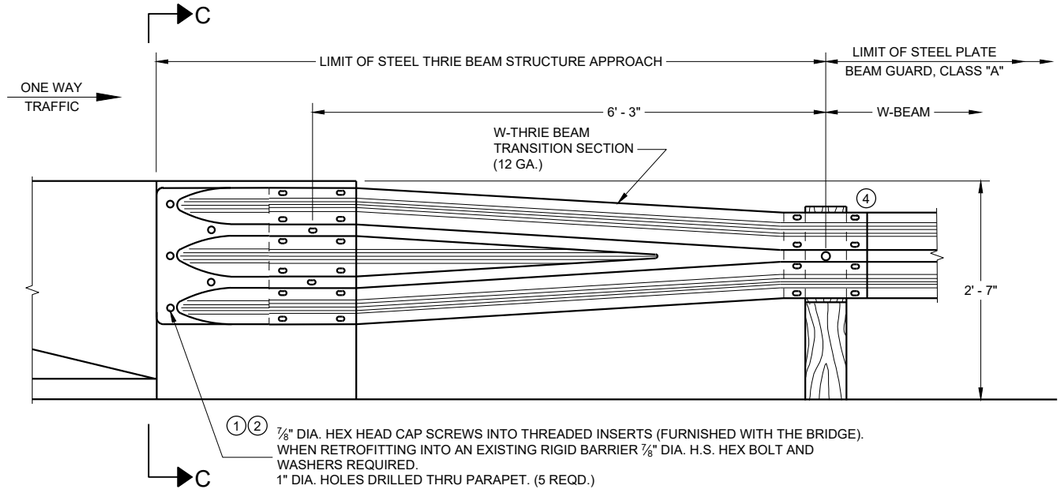
④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C - C



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE). WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED.
1" DIA. HOLES DRILLED THRU PARAPET. (5 REQD.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGE)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

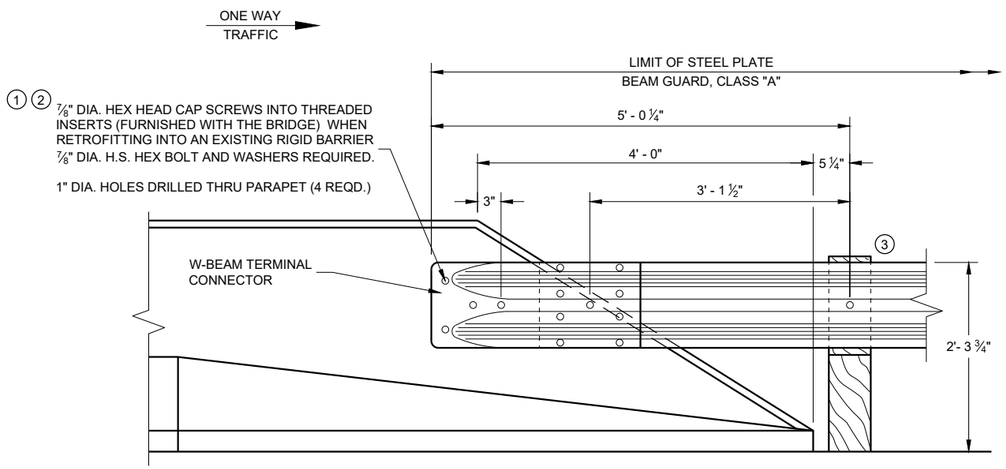
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B20 - 12b

SDD 14B20 - 12b



FRONT VIEW

W BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

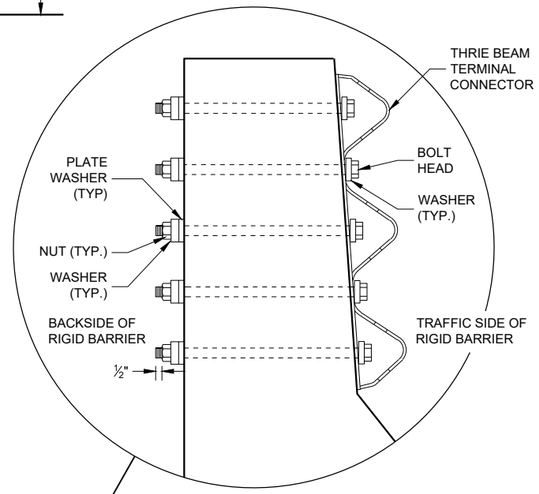
BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

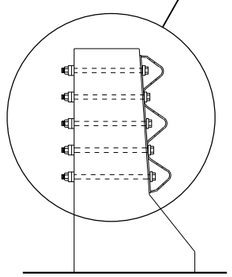
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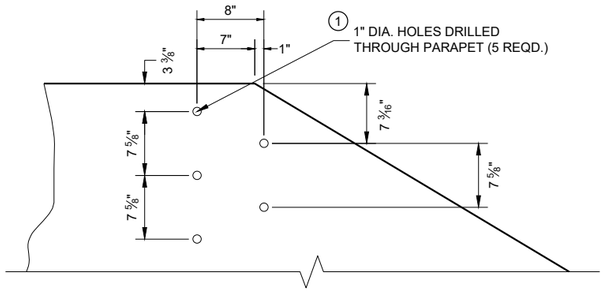
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   DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

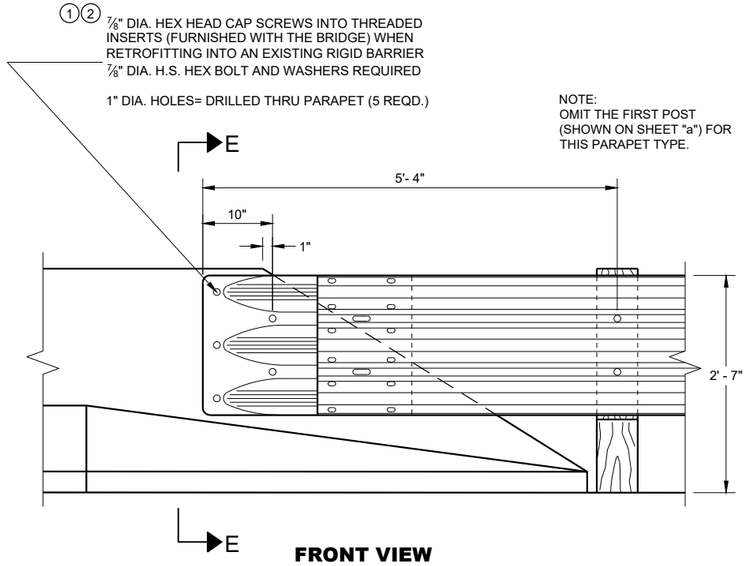




SECTION E - E



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

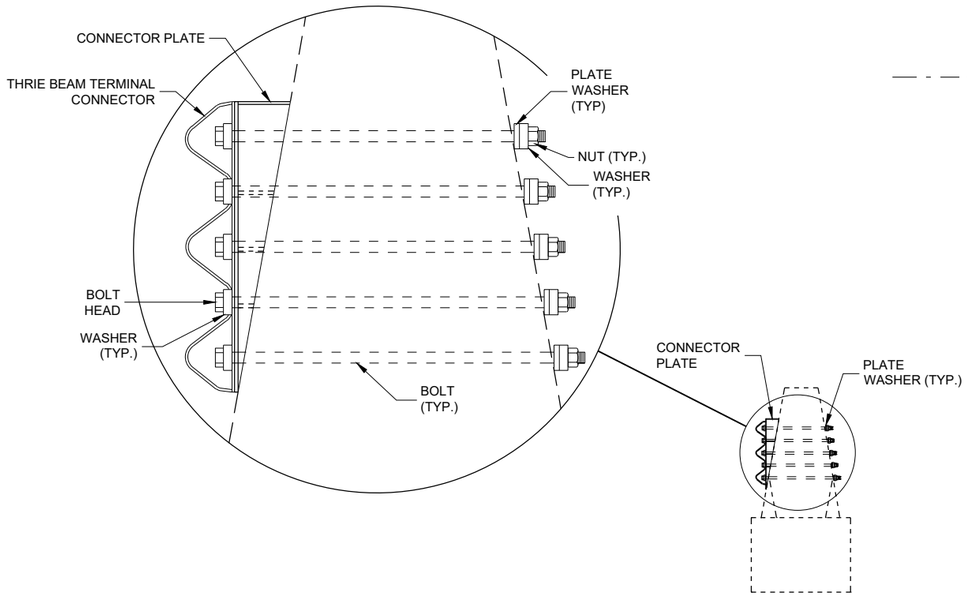
STATE OF WISCONSIN
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APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

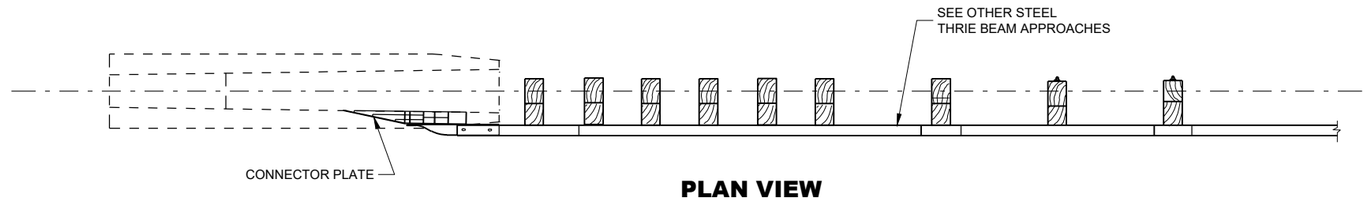
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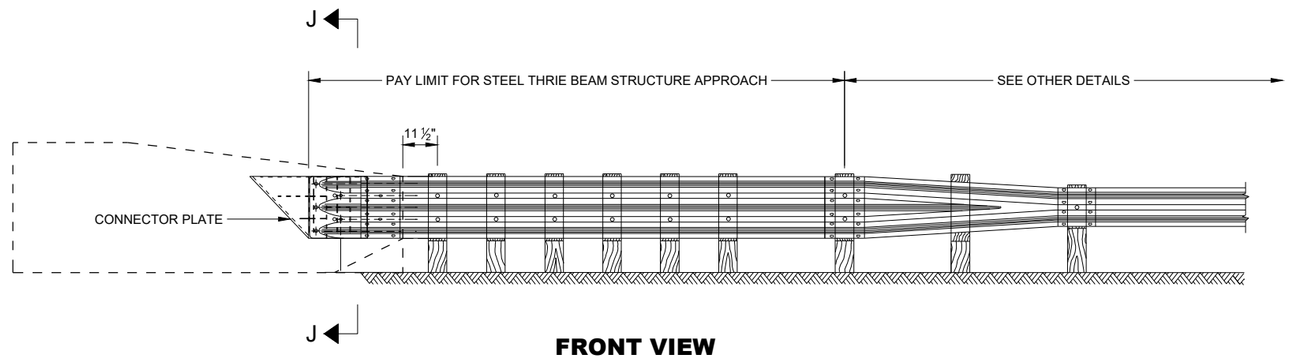
SDD 14B20 - 12d
SDD 14B20 - 12d



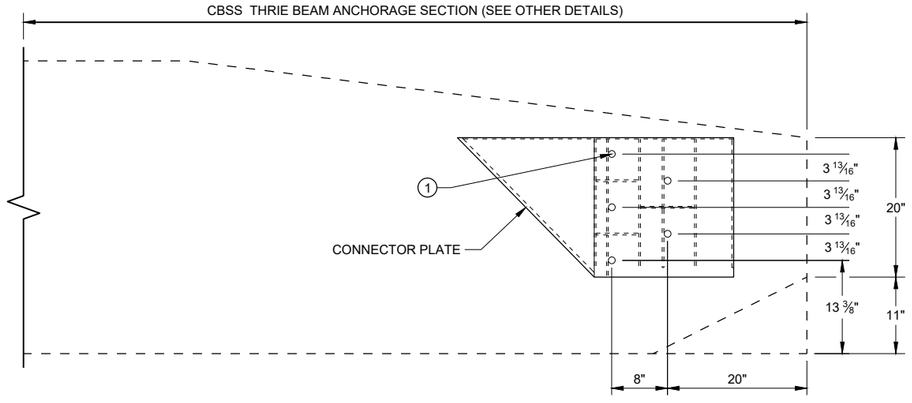
SECTION J - J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE PLACEMENT

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) 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 TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION

STATE OF WISCONSIN
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APPROVED
November 2022 — DATE
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FHWA

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SDD 14B20 - 12h

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SDD 14B20 - 12h

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

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

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

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

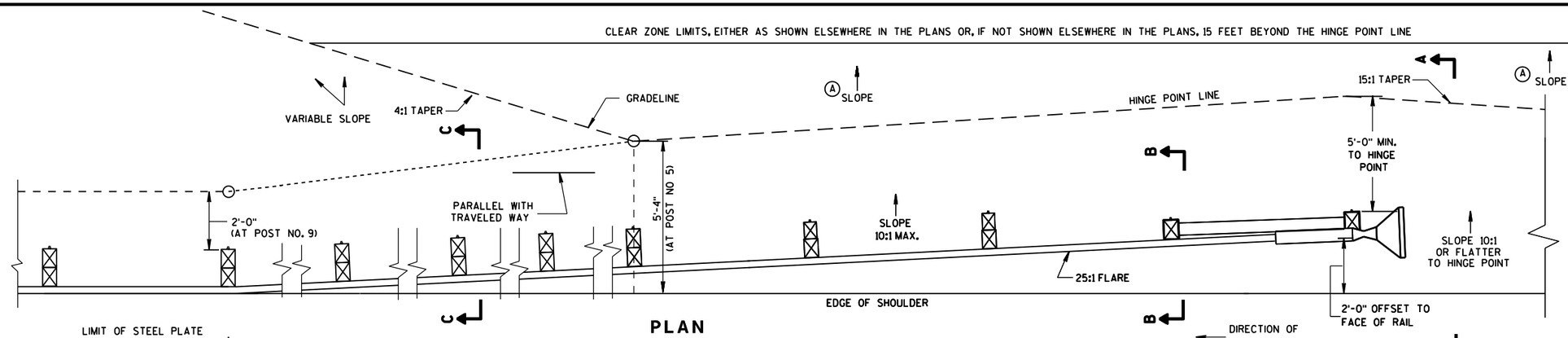
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

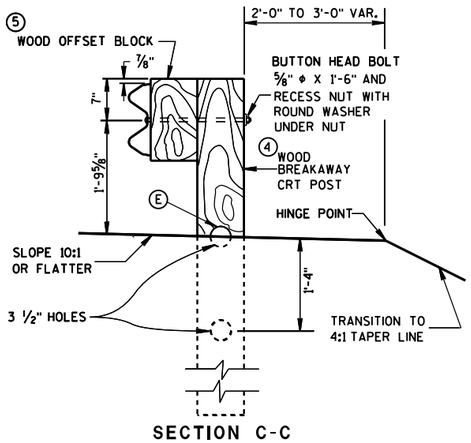
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

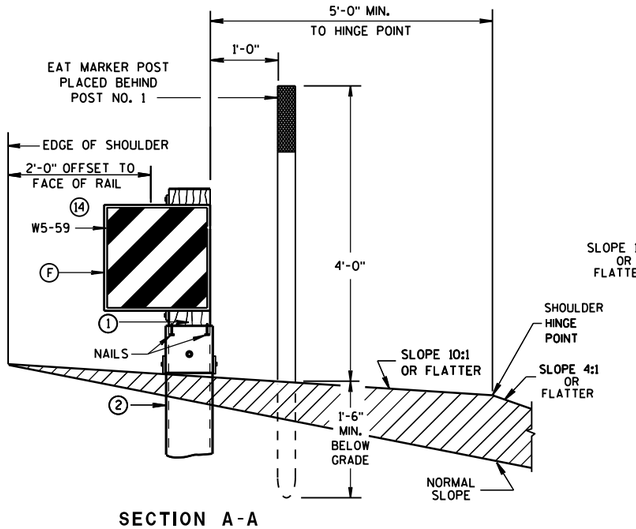
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

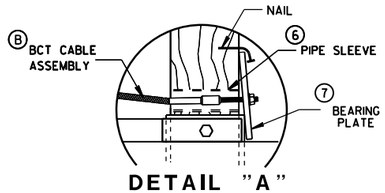
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

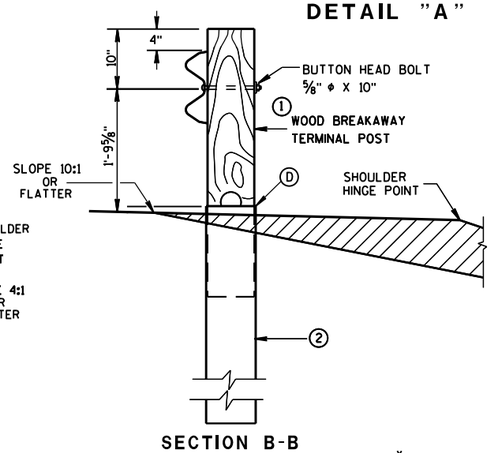
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

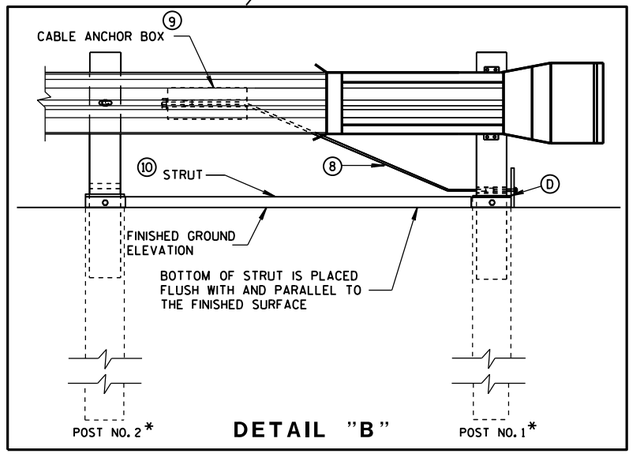










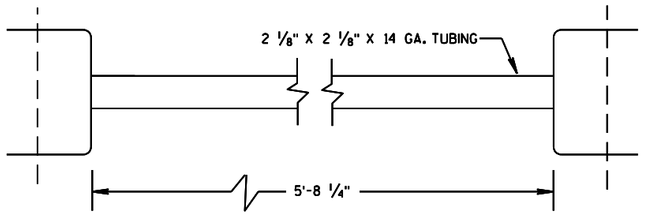


STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

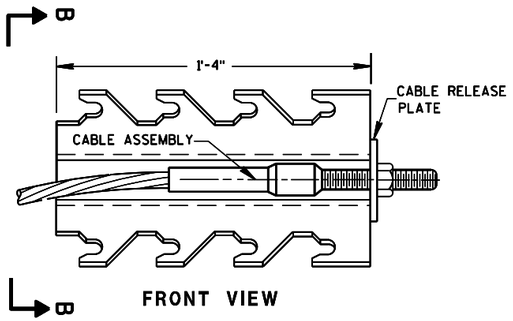
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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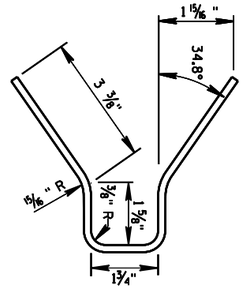
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

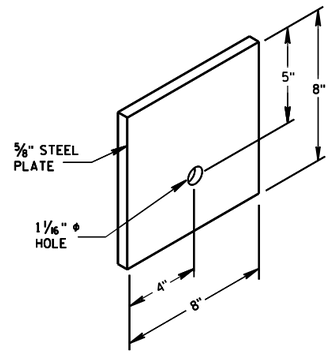


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

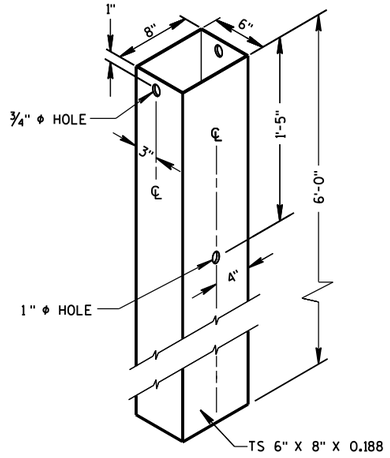
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S.D.D. 14 B 24-9b

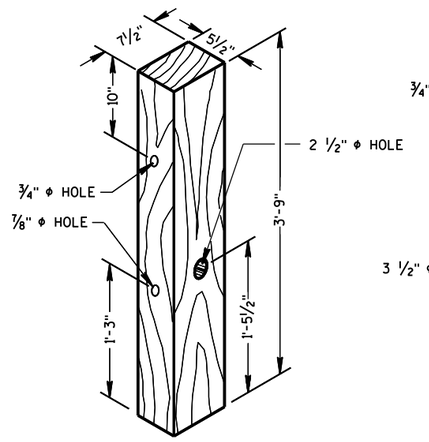
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

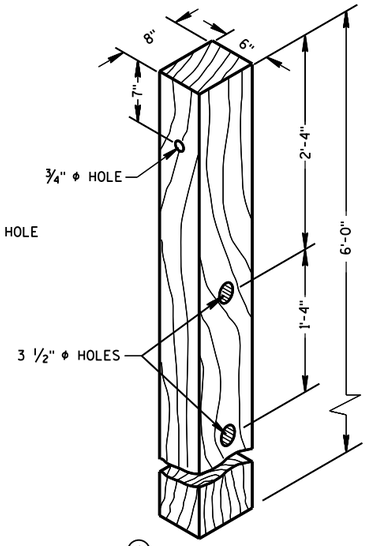
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

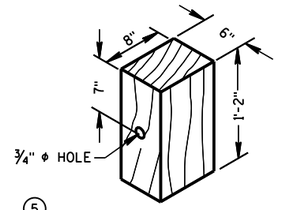


④ CRT POST
(POSTS NO'S 5-8

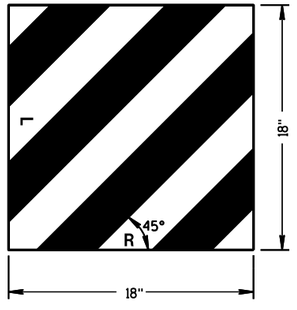
WOOD BREAKAWAY POSTS

GENERAL NOTES

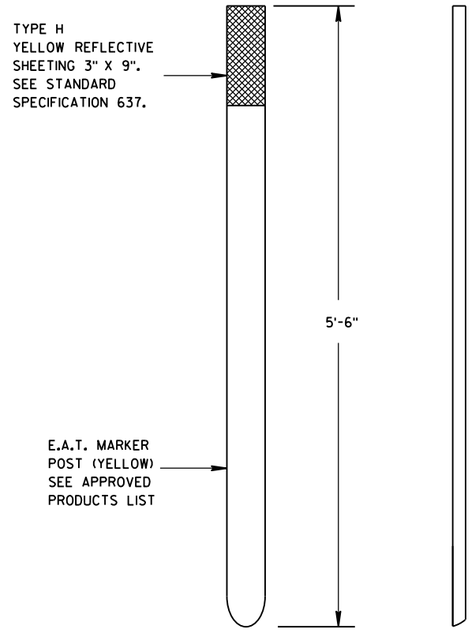
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS
UNIT SUPERV.

91

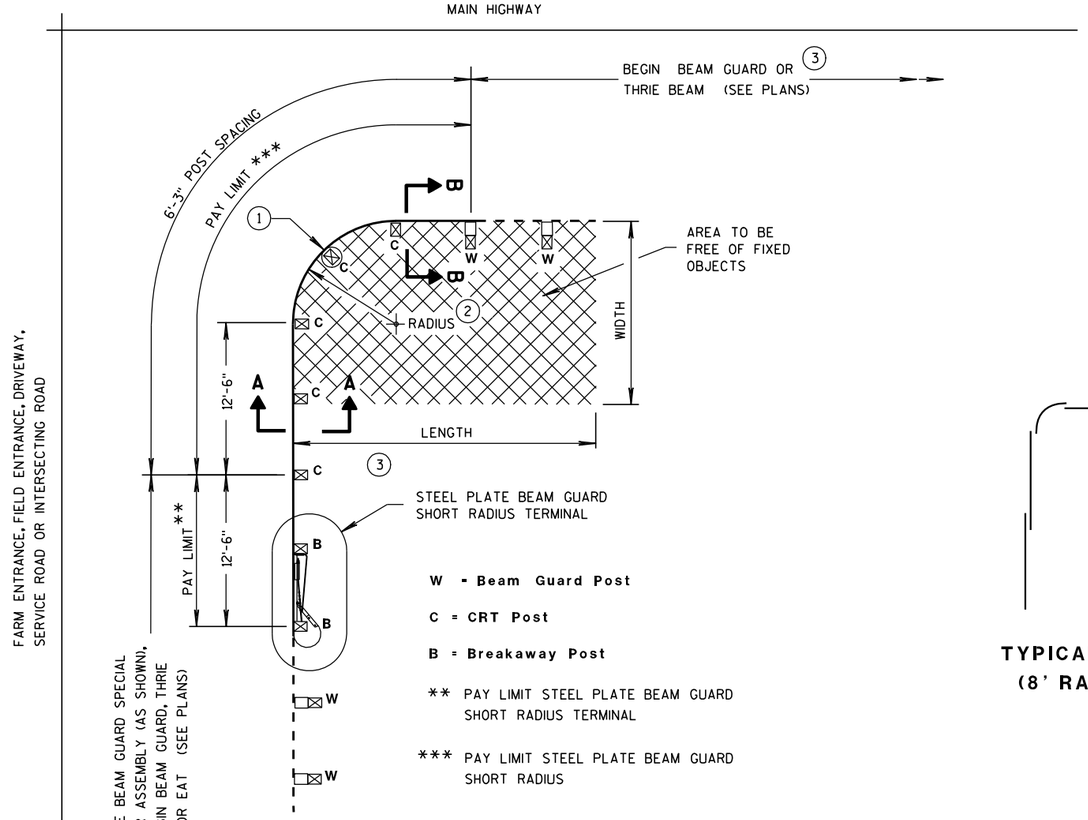
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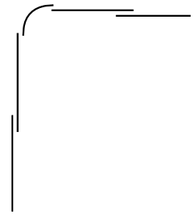
S.D.D. 14 B 24-9c

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S.D.D. 14 B 24-9c



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

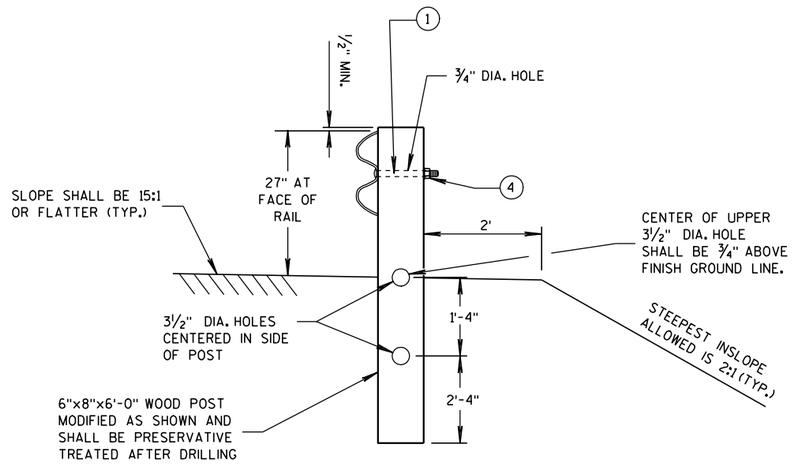
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

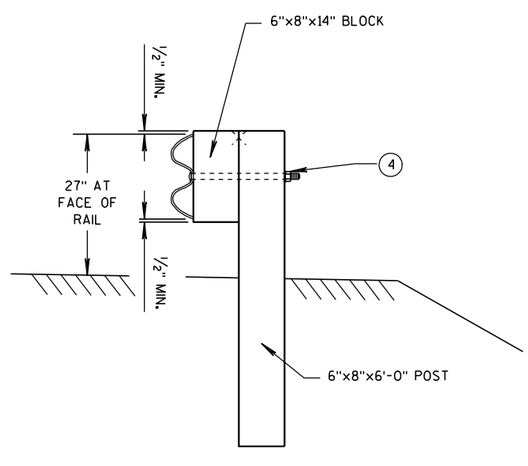
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

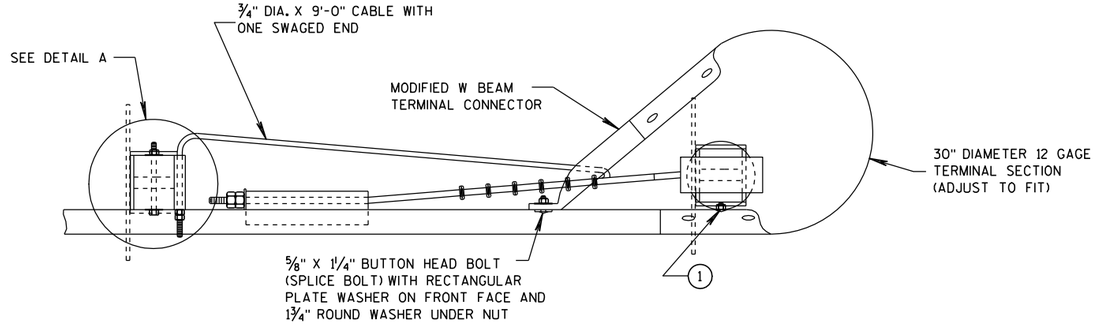
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	

6

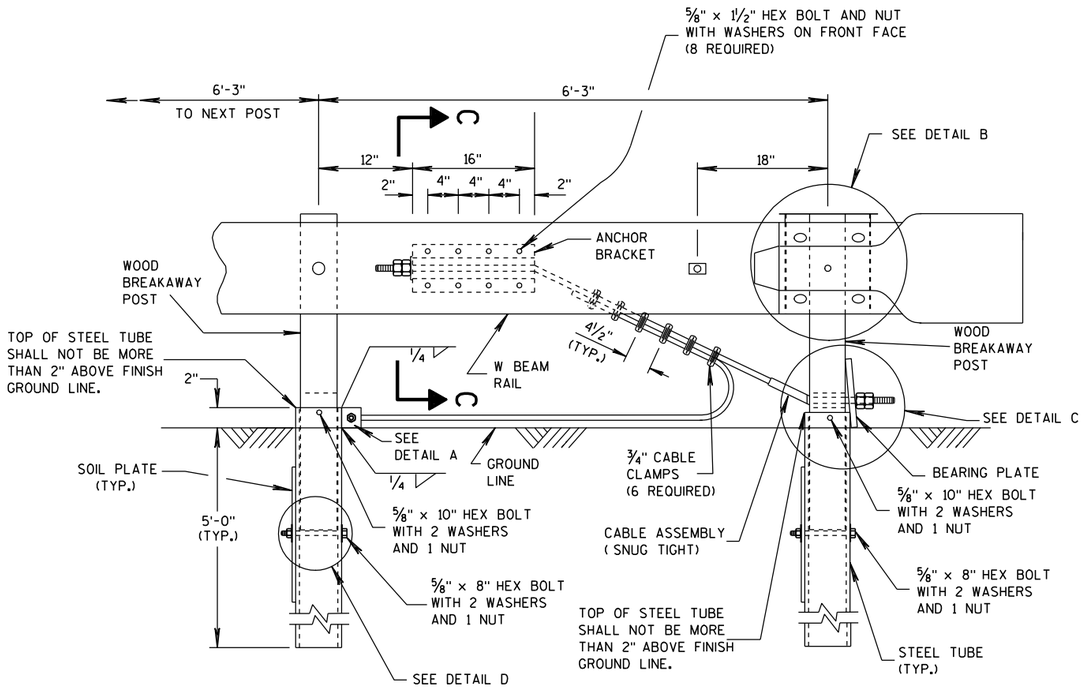
S.D.D. 14 B 27-1a

6

S.D.D. 14 B 27-1a



PLAN VIEW



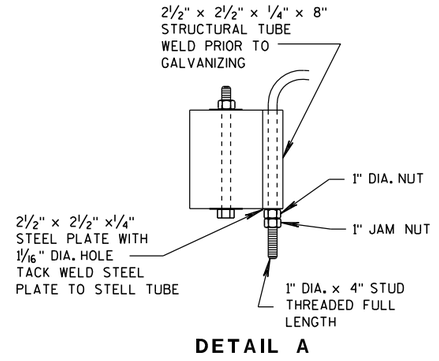
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

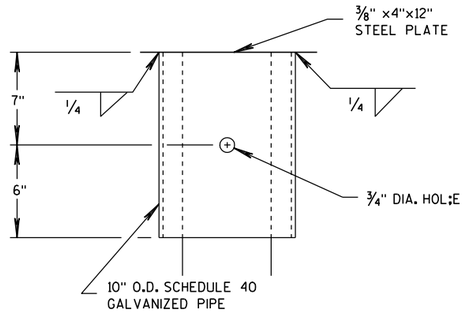
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

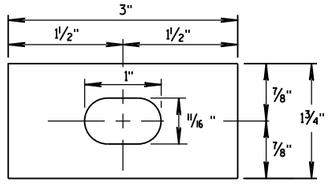
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

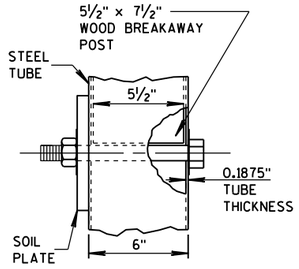
S.D.D. 14 B 27-1b

6

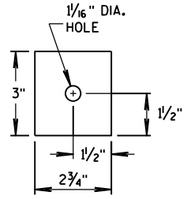
S.D.D. 14 B 27-1b



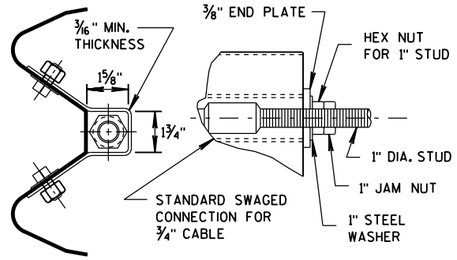
RECTANGULAR PLATE WASHER



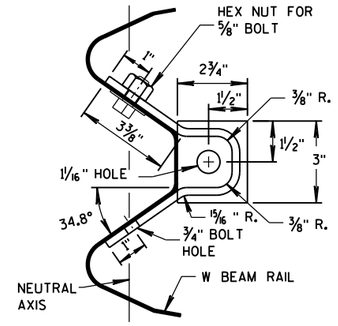
DETAIL D



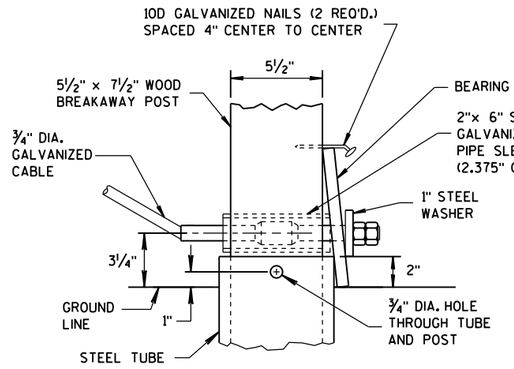
END PLATE



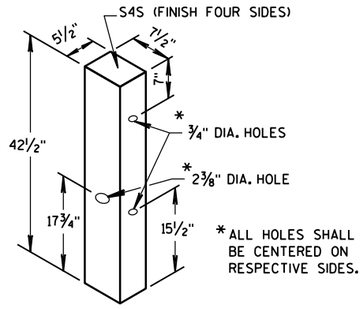
SECTION C-C
(END PLATE REMOVED)



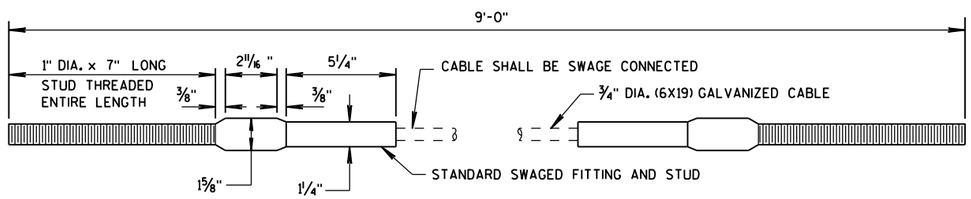
ANCHOR BRACKET



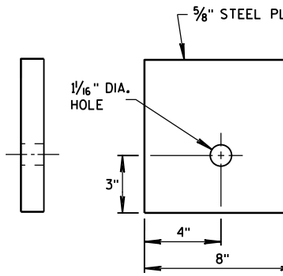
DETAIL C



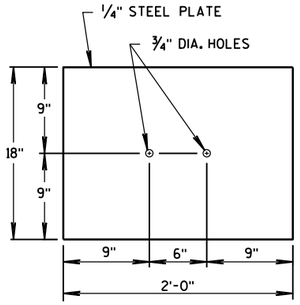
WOOD BREAKAWAY POST



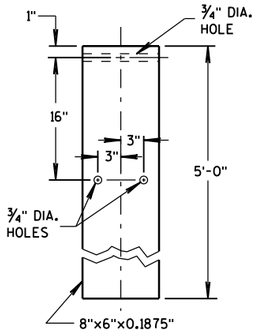
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 14 B 27-1c

6

S.D.D. 14 B 27-1c

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

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

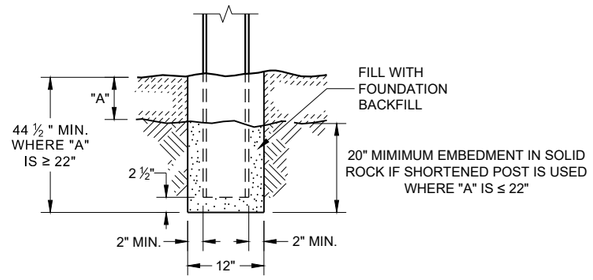
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

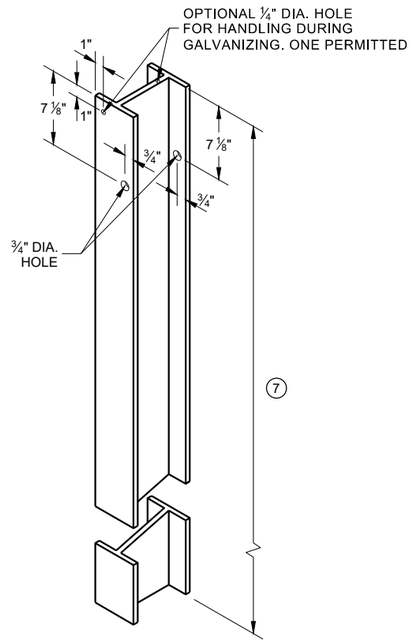
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

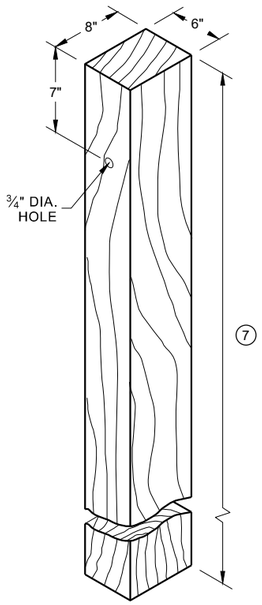
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



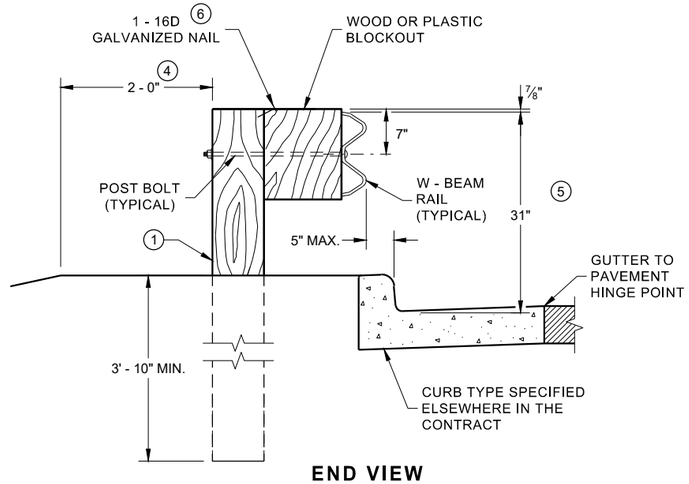
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



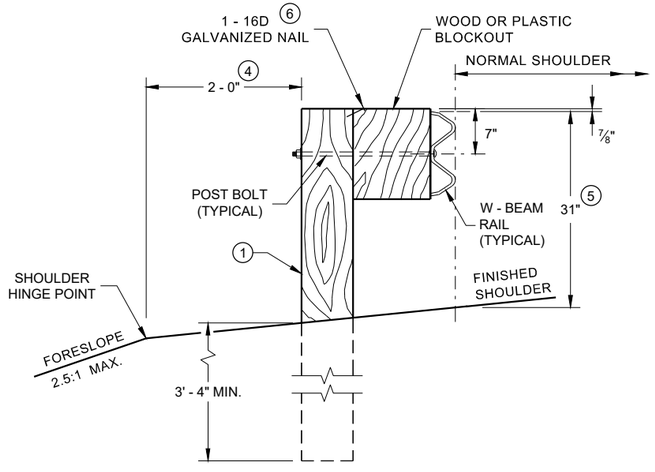
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



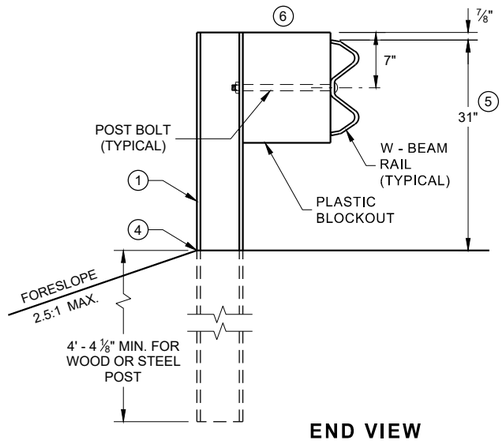
WOOD POST (6" X 8") NOMINAL (1)



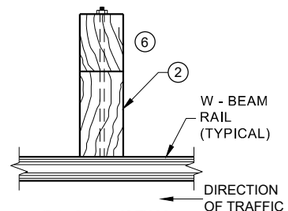
END VIEW
LOCATED ALONG A CURBED ROADWAY



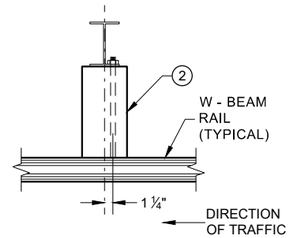
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



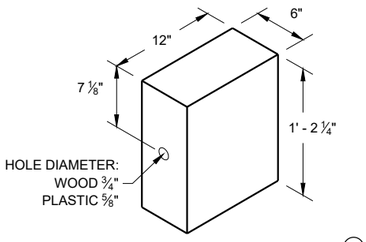
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

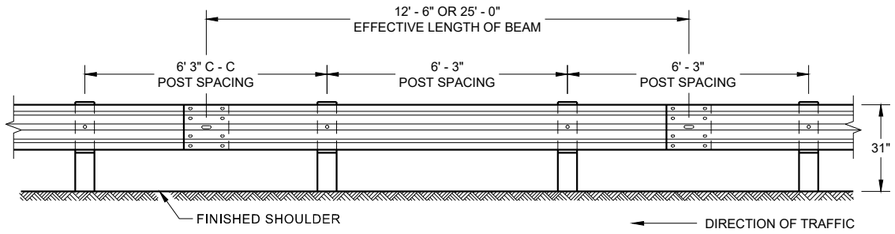
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

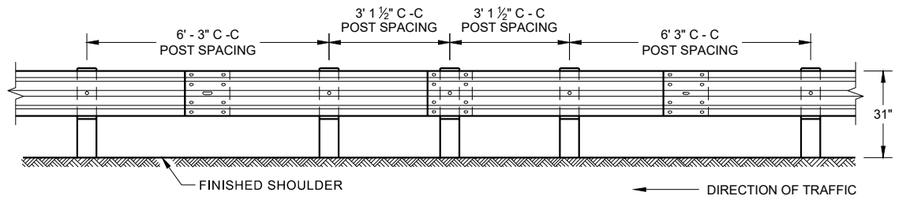
SDD 14B42 - 07a

6

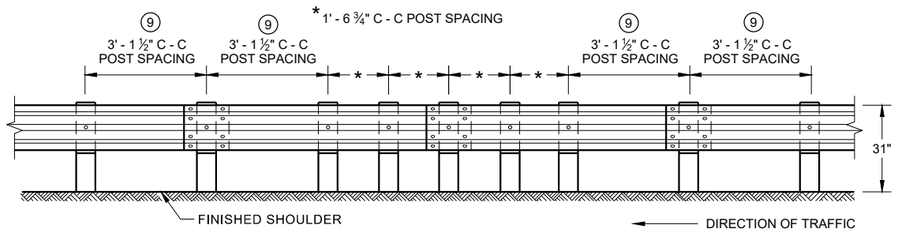
SDD 14B42 - 07a



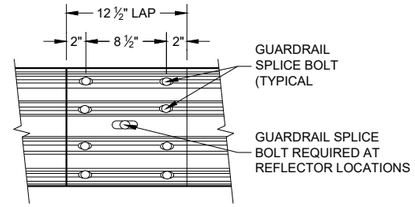
FRONT VIEW
POST SPACING STANDARD INSTALLATION



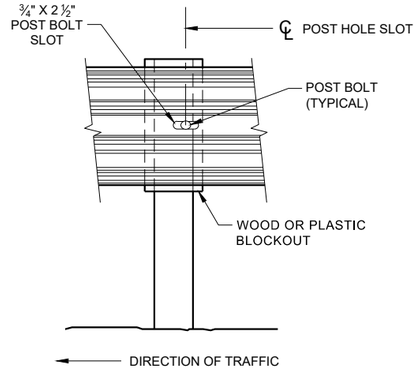
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



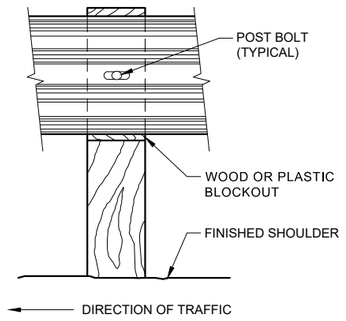
FRONT VIEW
QUARTER POST SPACING (QS)



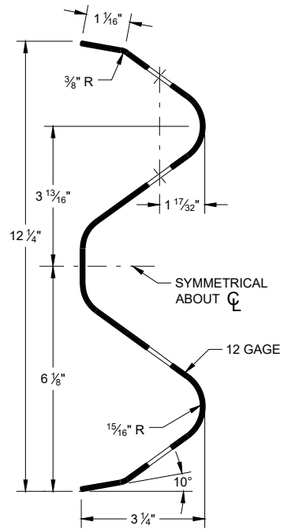
FRONT VIEW
MID-SPAN BEAM SPLICE



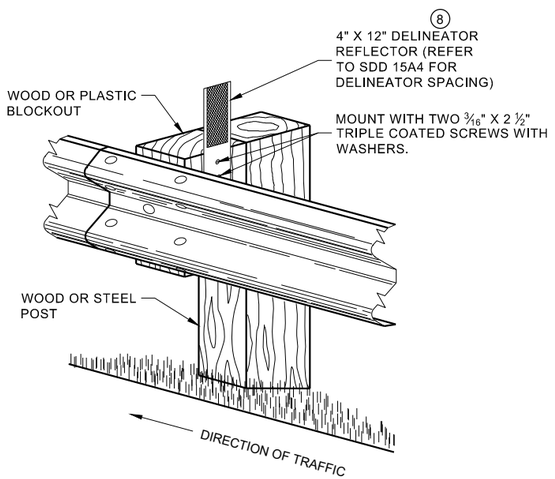
FRONT VIEW AT STEEL POST



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.

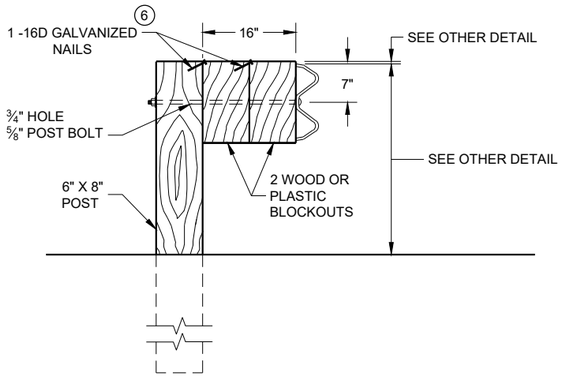
POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

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

6
SDD 14B42 - 07b

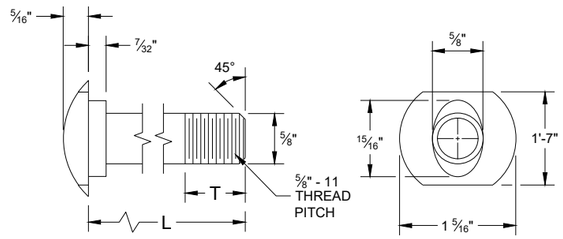


DETAIL FOR 16" BLOCKOUT DEPTH

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

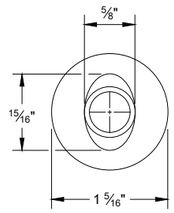
NOTE:

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

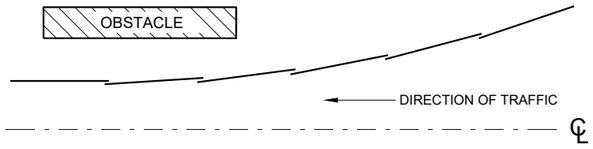


POST BOLT TABLE

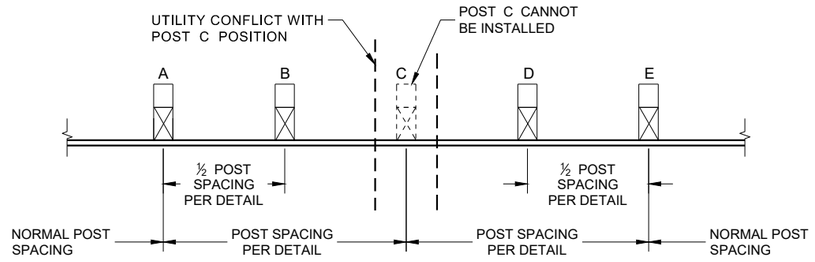
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



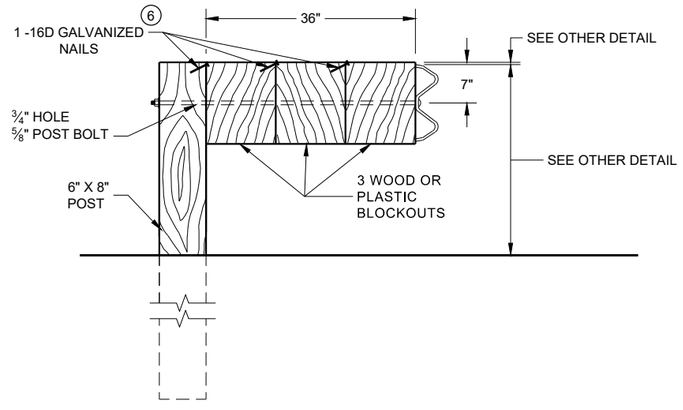
ALTERNATE BOLT HEAD



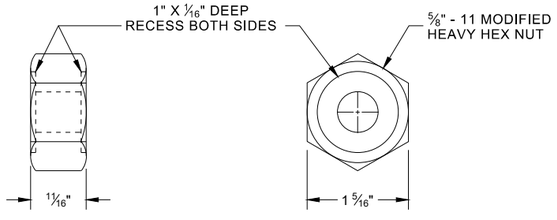
PLAN VIEW
BEAM LAPPING DETAIL



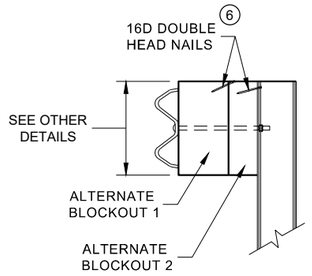
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



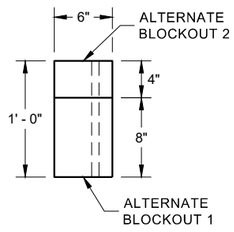
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

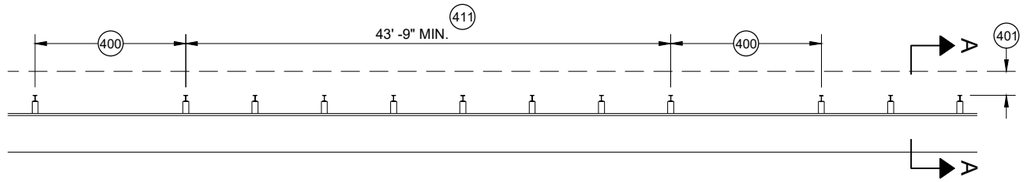
ALTERNATE WOOD BLOCKOUT DETAIL

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

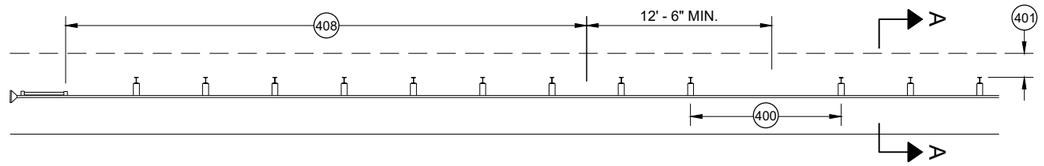
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

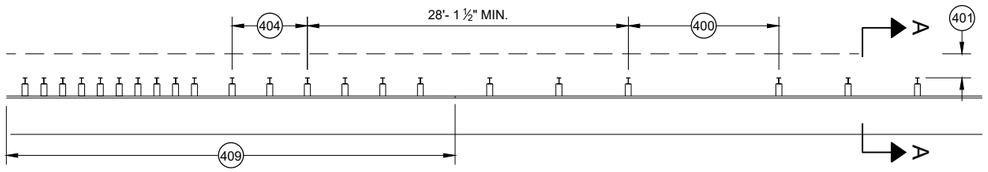
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



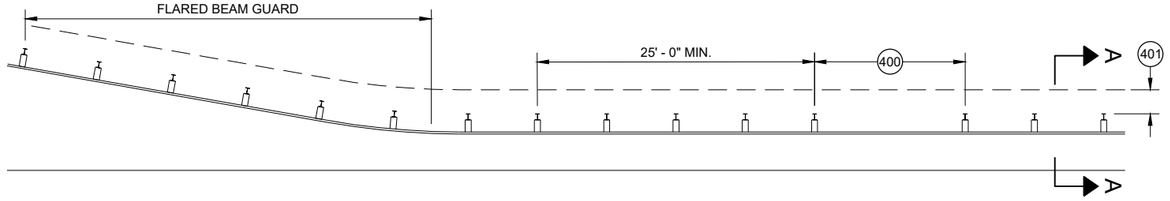
MISSING POST IN MGS GUARDRAIL



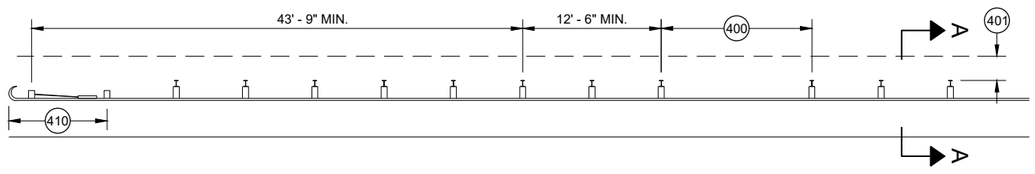
MISSING POST IN MGS GUARDRAIL NEAR EAT



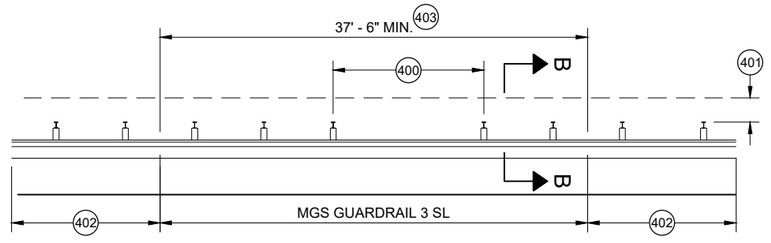
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

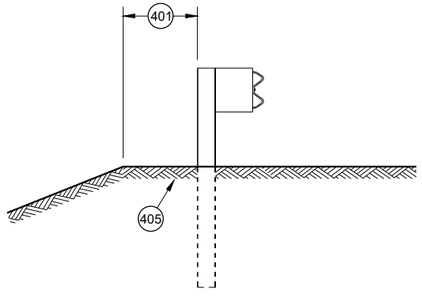


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

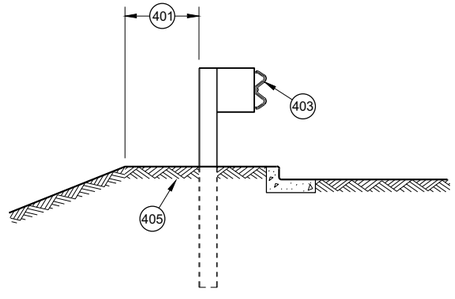


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

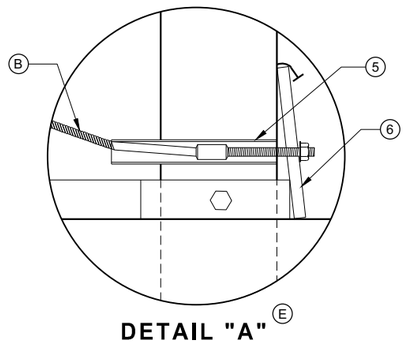
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

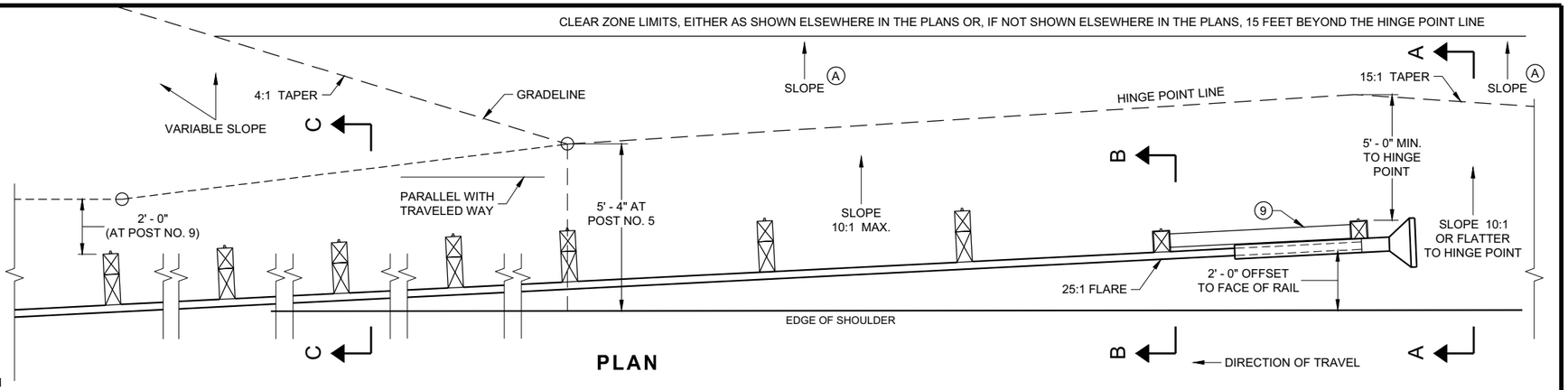
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

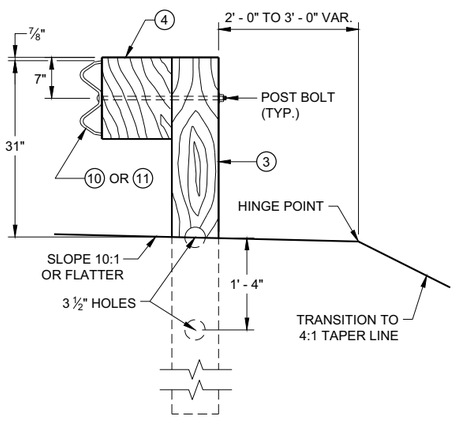
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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

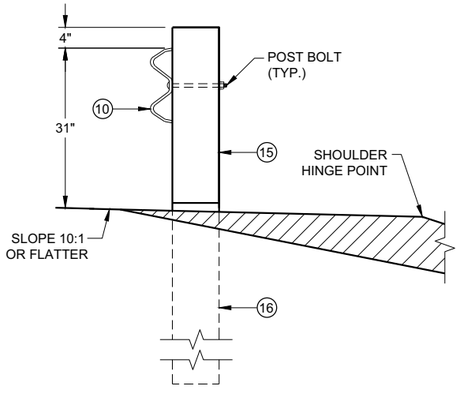


DETAIL "A" (E)

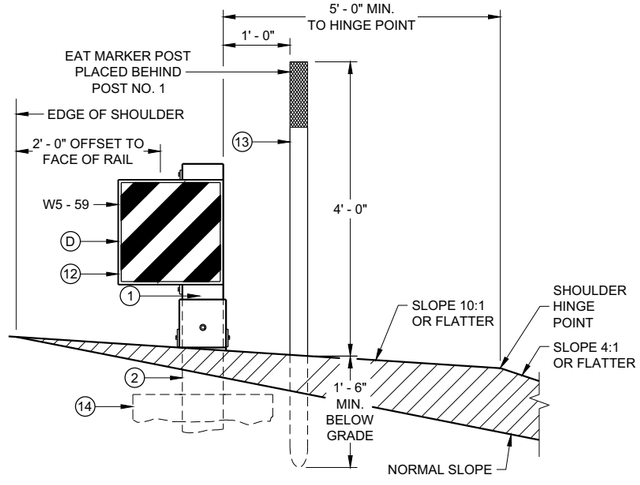




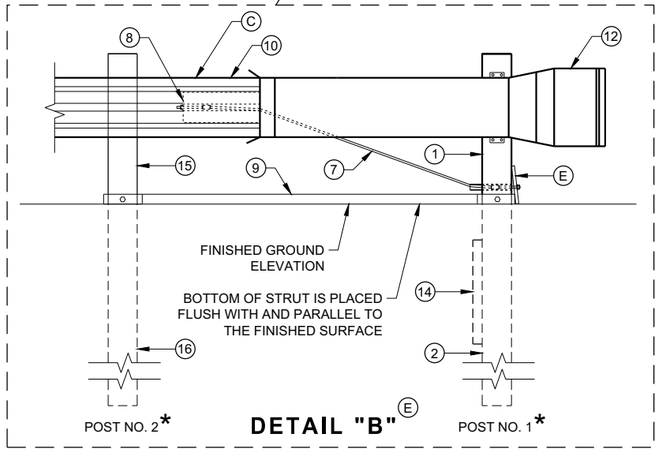
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



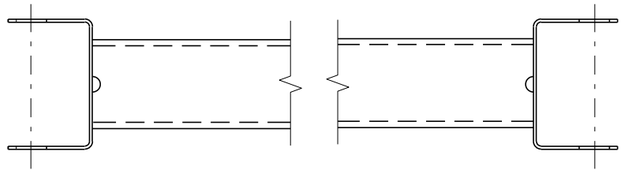
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

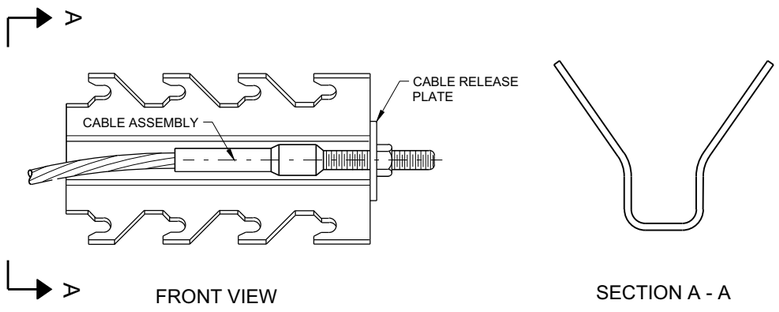
SDD 14B44 - 04a



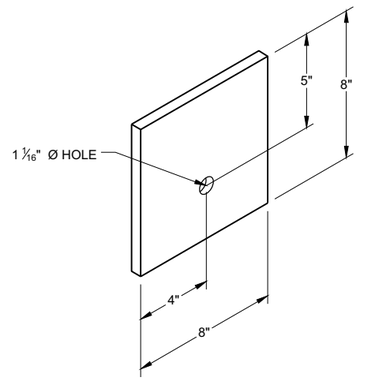
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

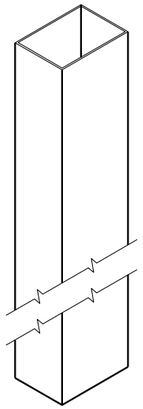
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SDD 14B44 - 04b

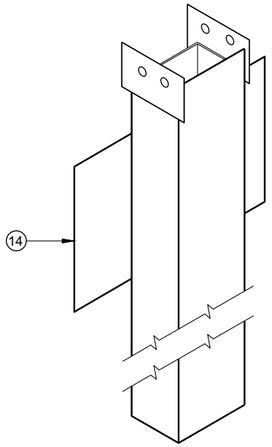
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

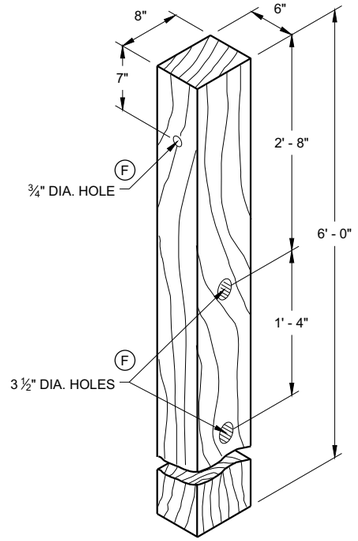
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



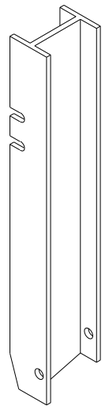
UPPER POST NO. 1 (1) (E)



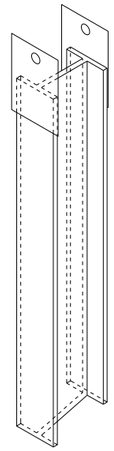
LOWER POST NO. 1 (2) (E)



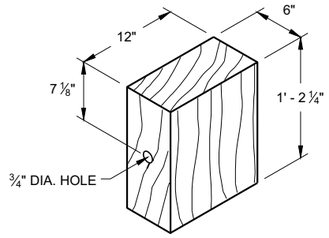
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



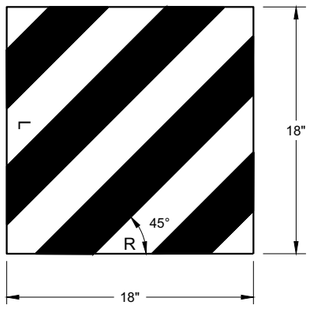
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

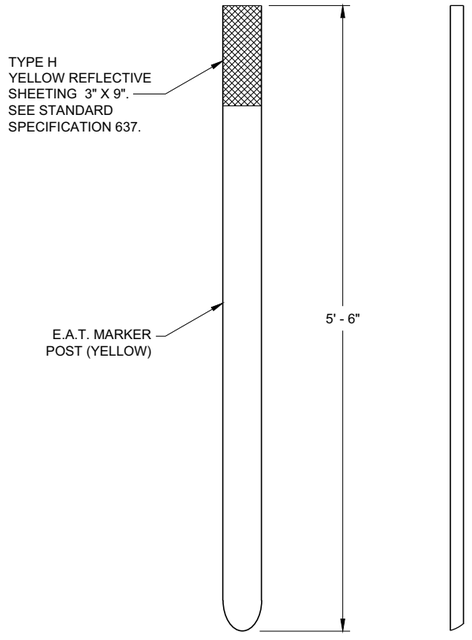


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



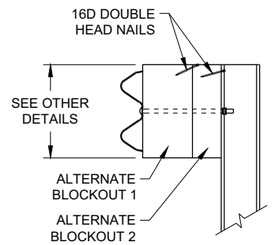
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

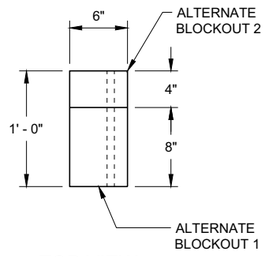


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

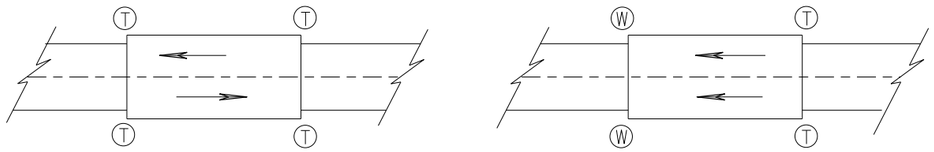
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



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.

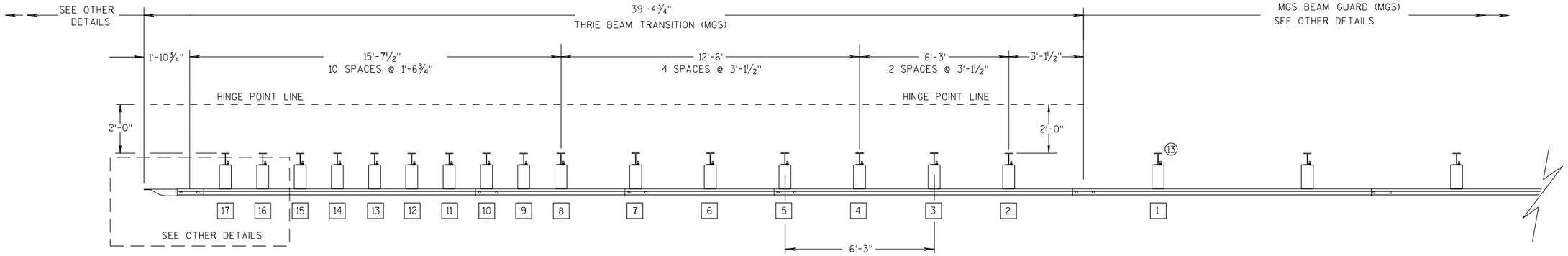
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

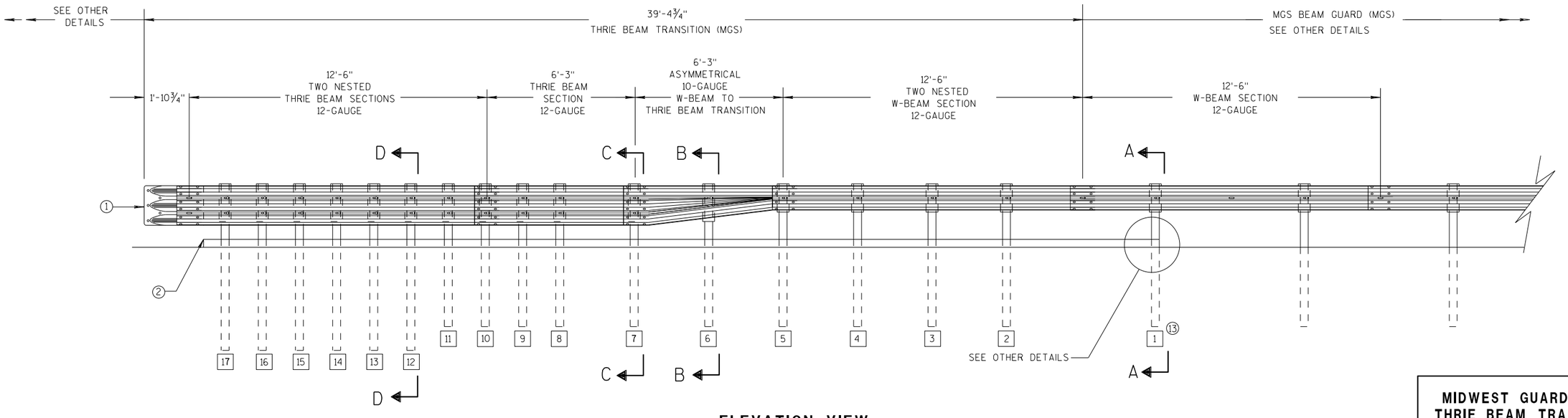
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

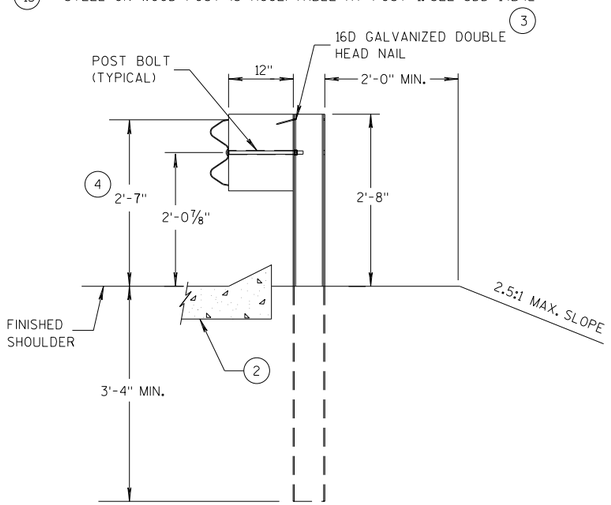
GENERAL NOTES

(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.

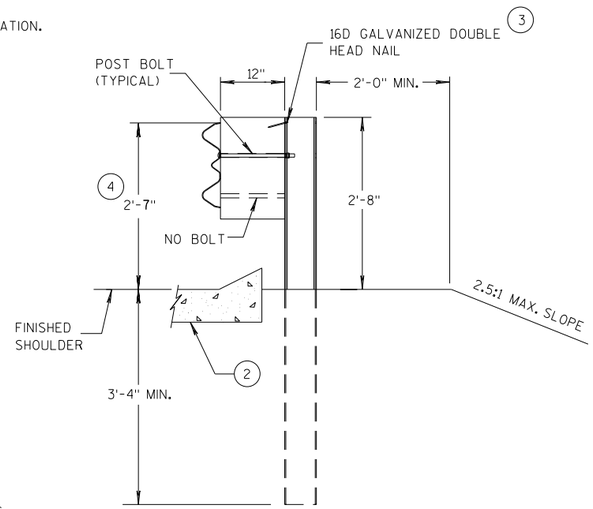
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



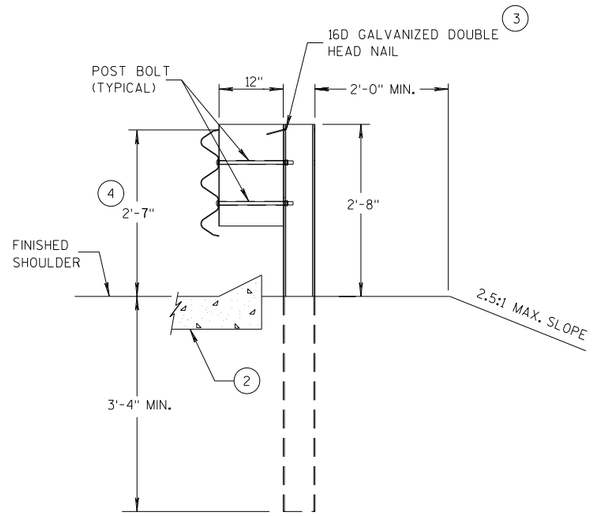
SECTION A-A (13)

POSTS 1-5



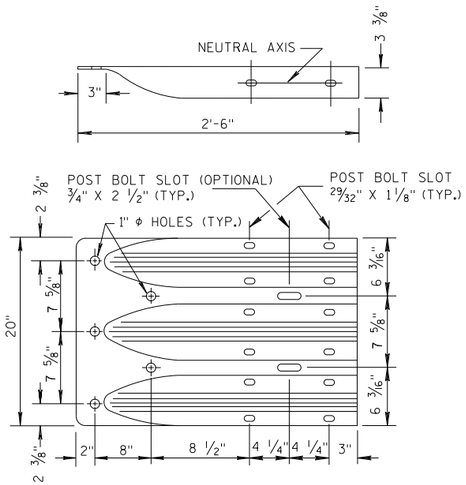
SECTION B-B

POST 6

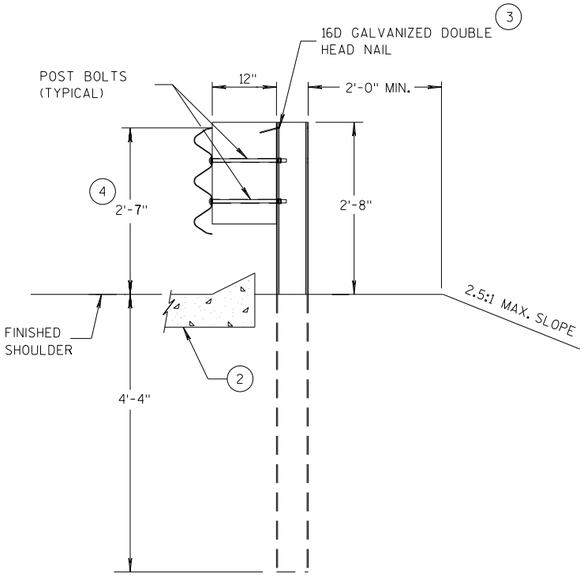


SECTION C-C

POSTS 7-11

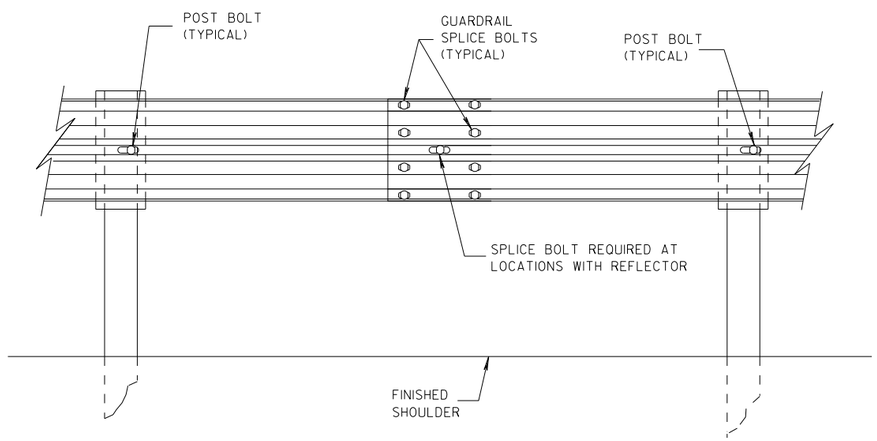


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

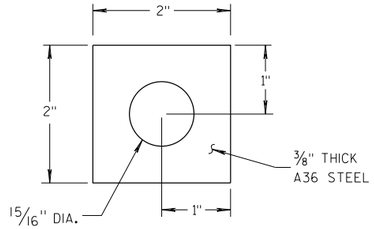
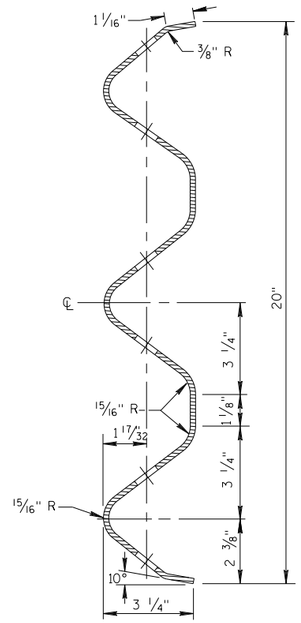


PLATE WASHER DETAIL



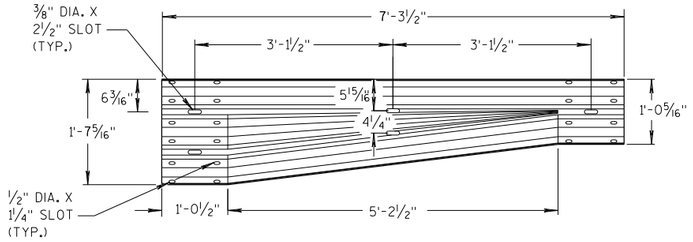
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

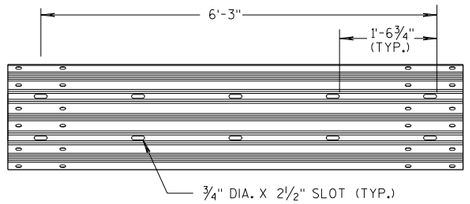
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

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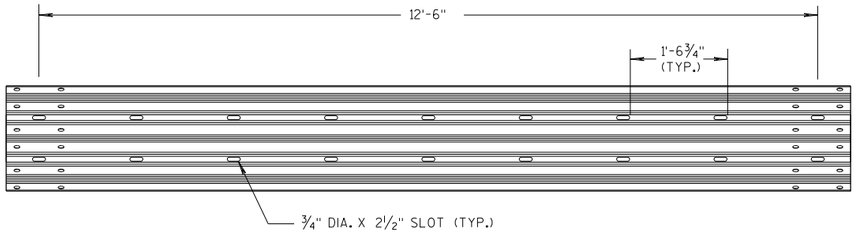
S.D.D. 14 B 45-5b



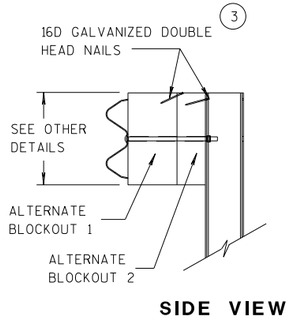
W-BEAM TO THRIE BEAM TRANSITION SECTION



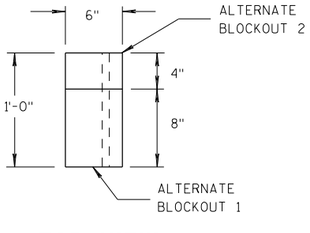
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

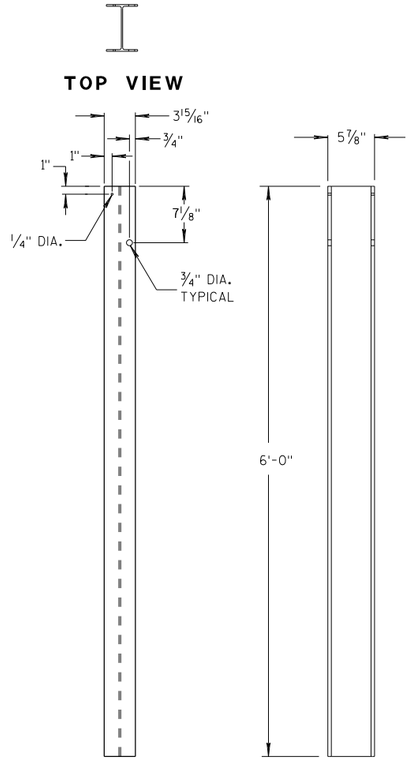


SIDE VIEW



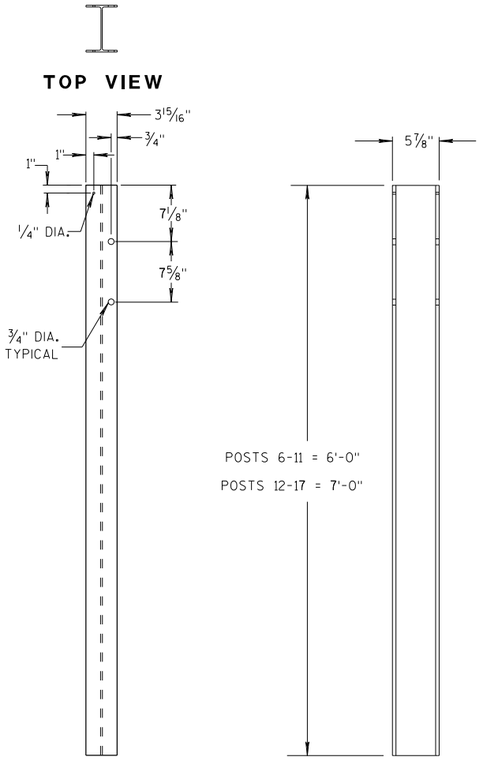
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



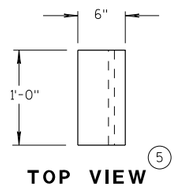
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

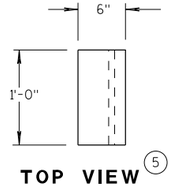


FRONT VIEW SIDE VIEW

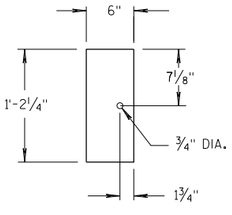
STEEL POSTS 6-17



TOP VIEW (5)

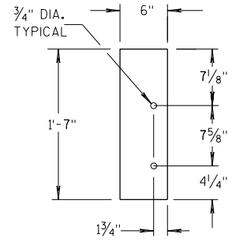


TOP VIEW (5)



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.

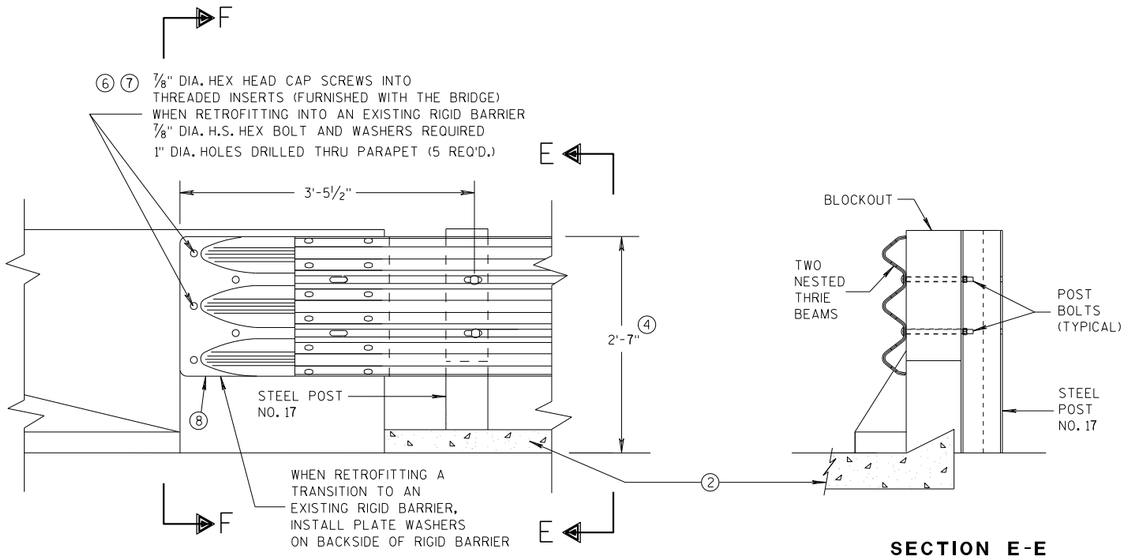
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(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

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.

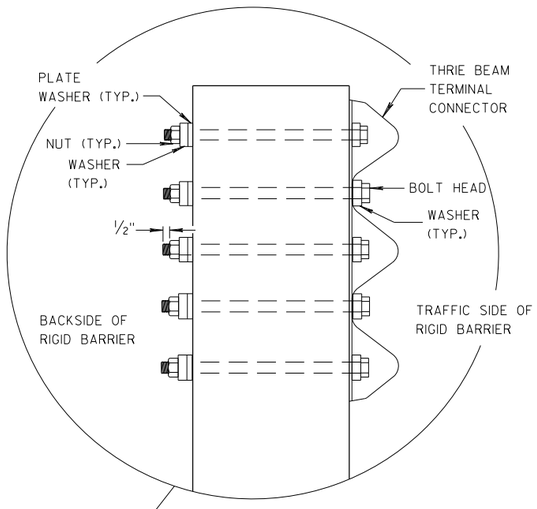
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

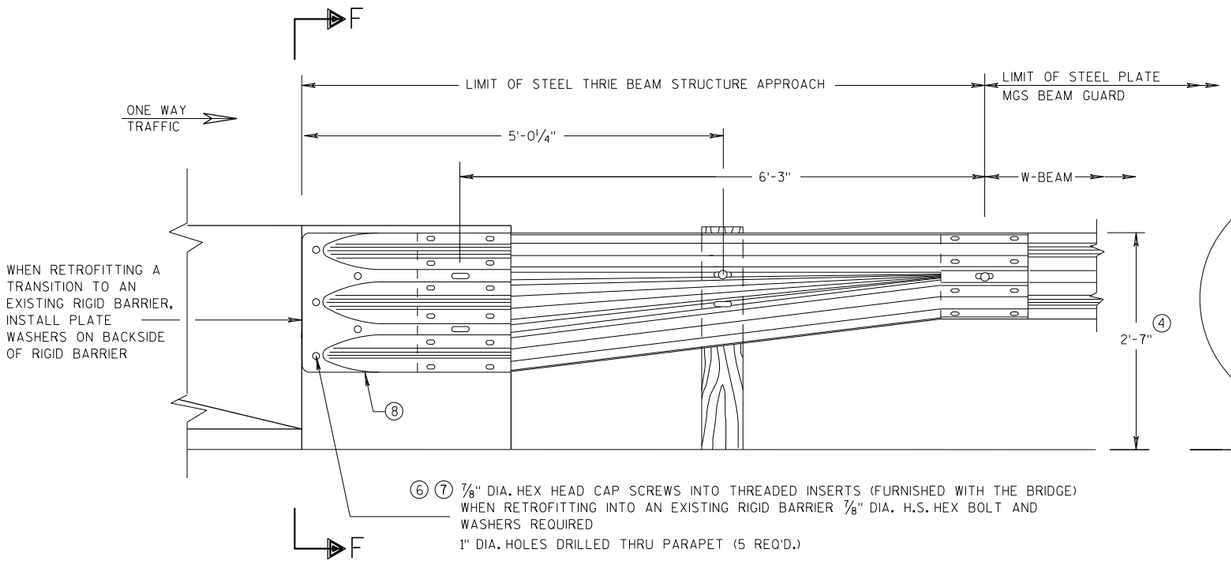
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

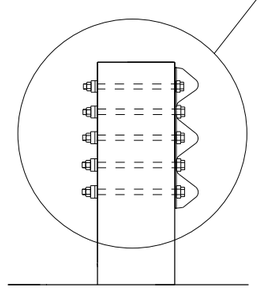
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

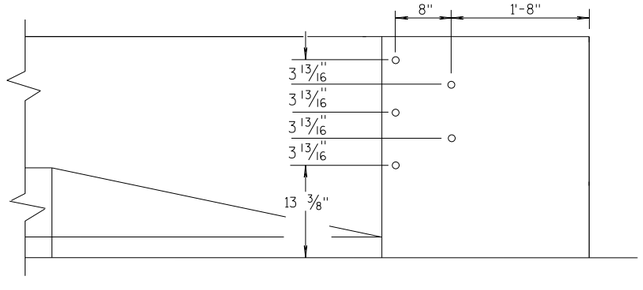




FRONT VIEW



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 UNIT SUPERVIS NT
FHWA

6
S.D.D. 14 B 45-5d

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.

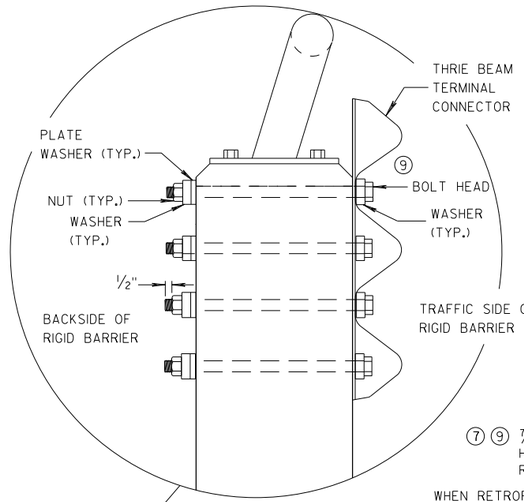
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

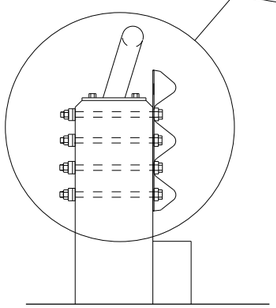
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.

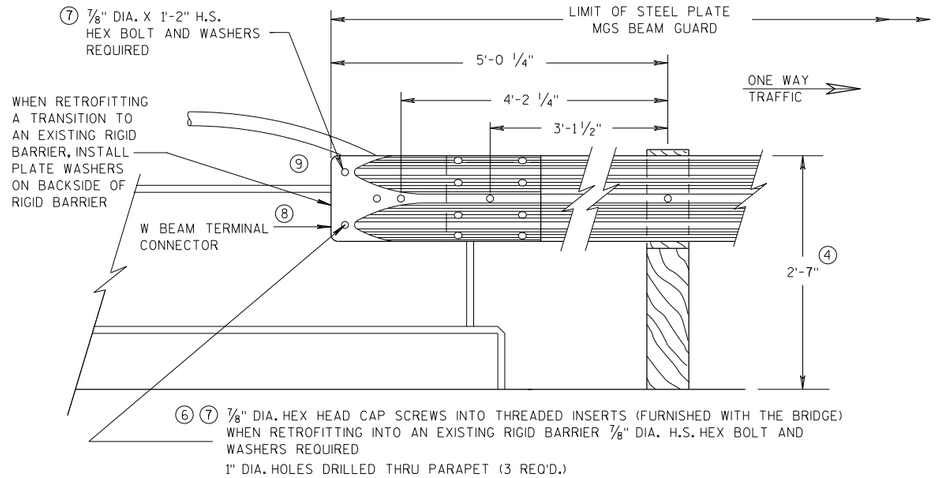
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(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.





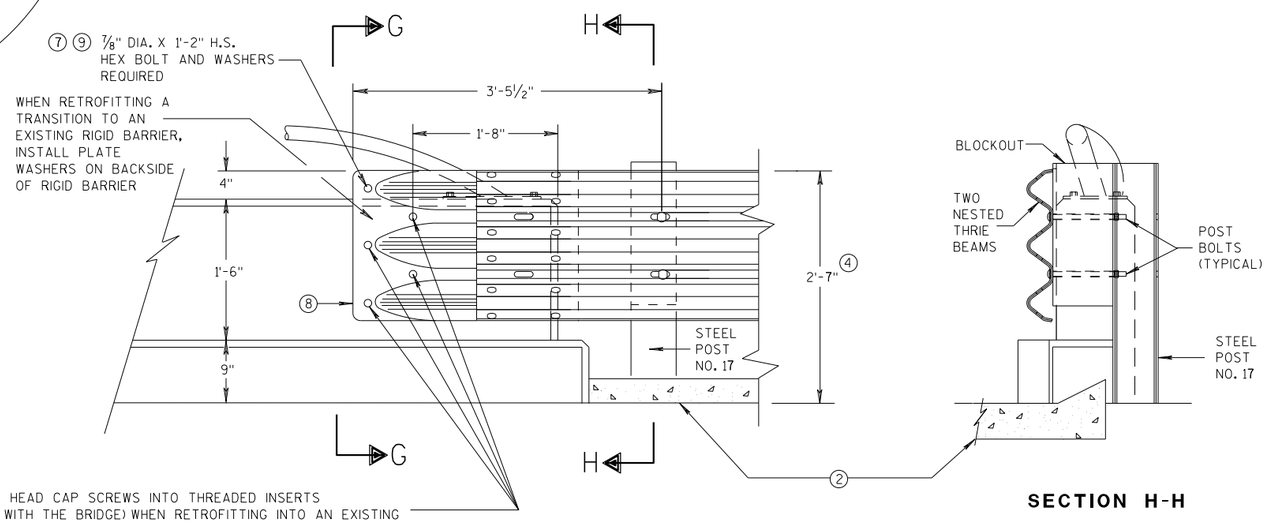
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

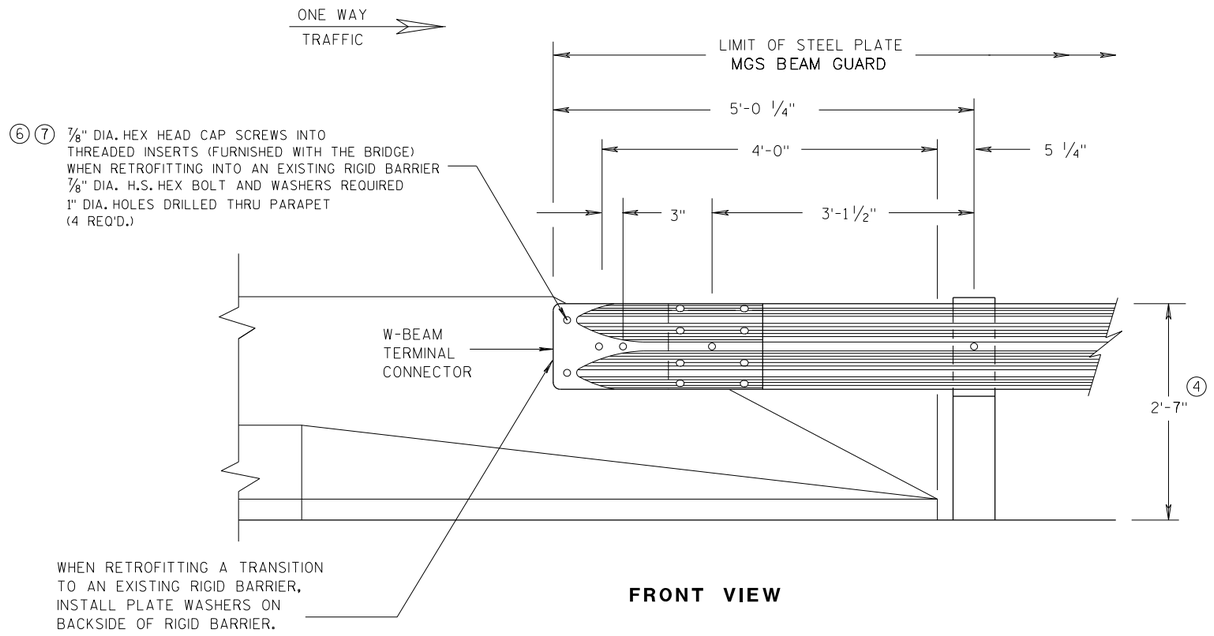
APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

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S.D.D. 14 B 45-5e

6

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)

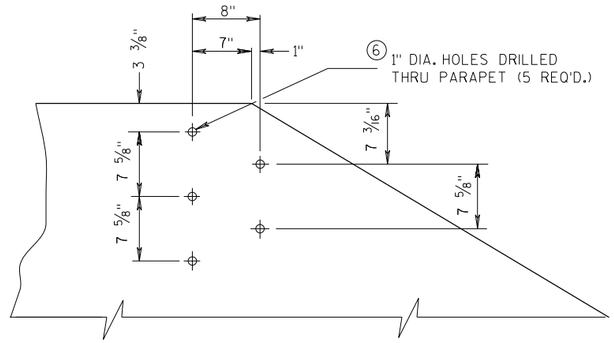
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

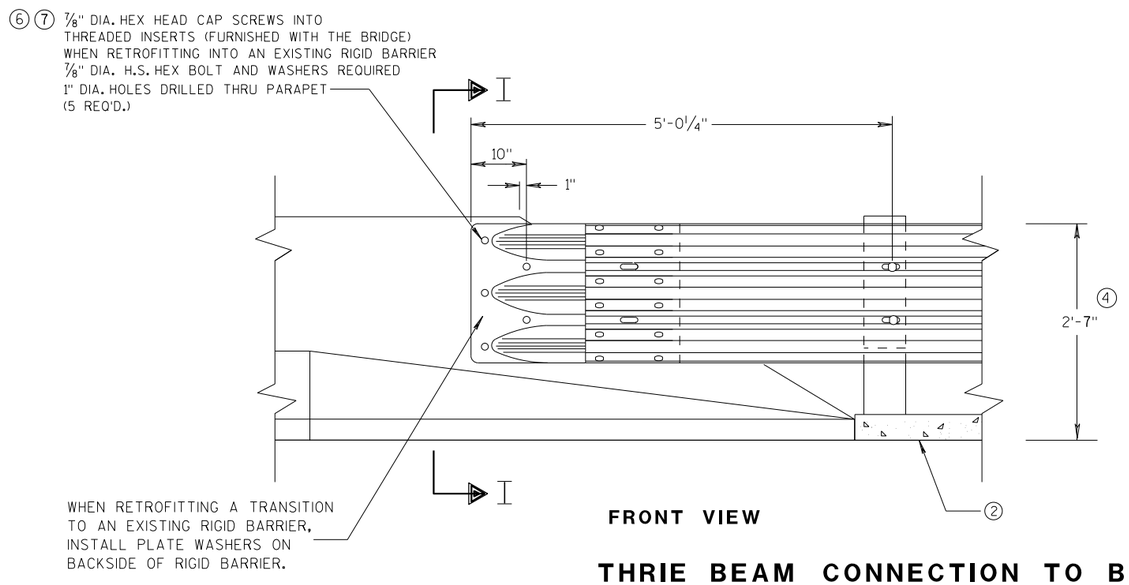
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

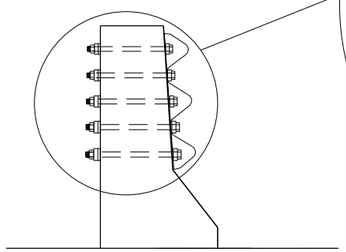
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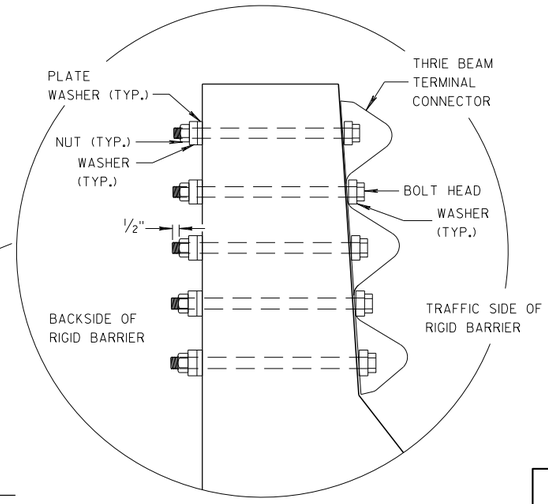
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



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

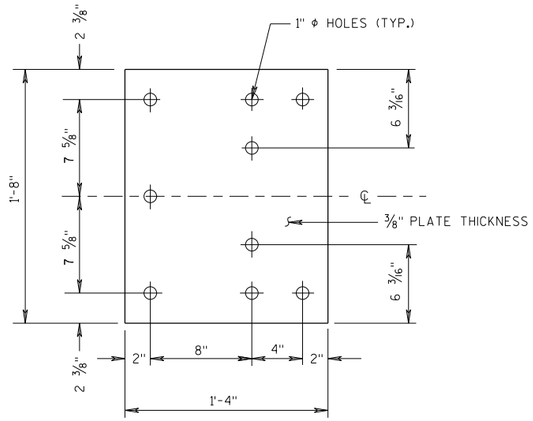
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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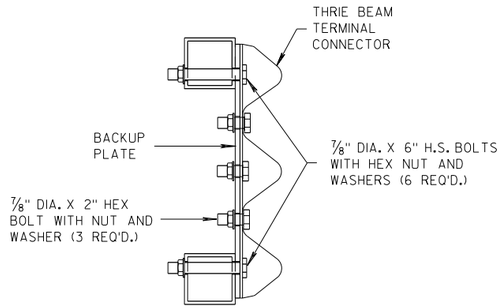
S.D.D. 14 B 45-5f

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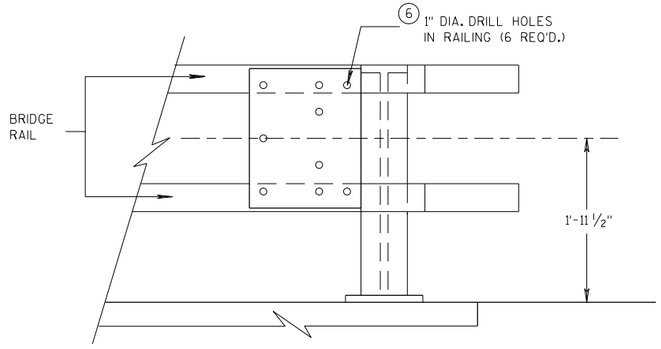
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

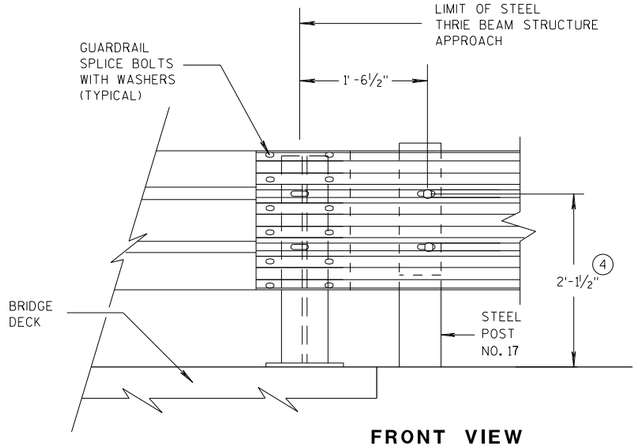


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

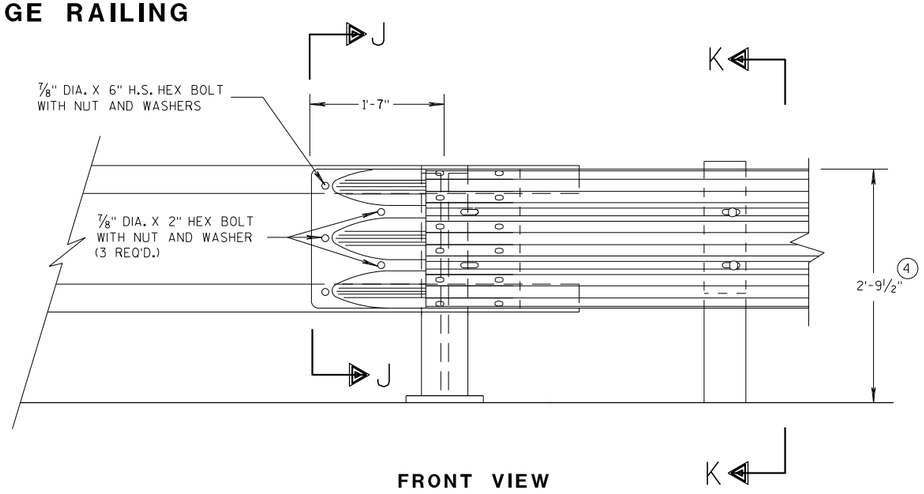
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

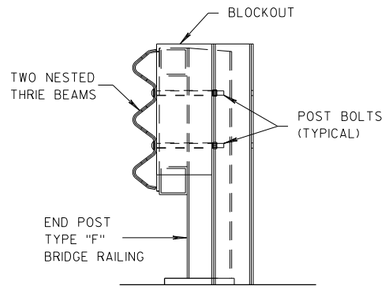


FRONT VIEW

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

108

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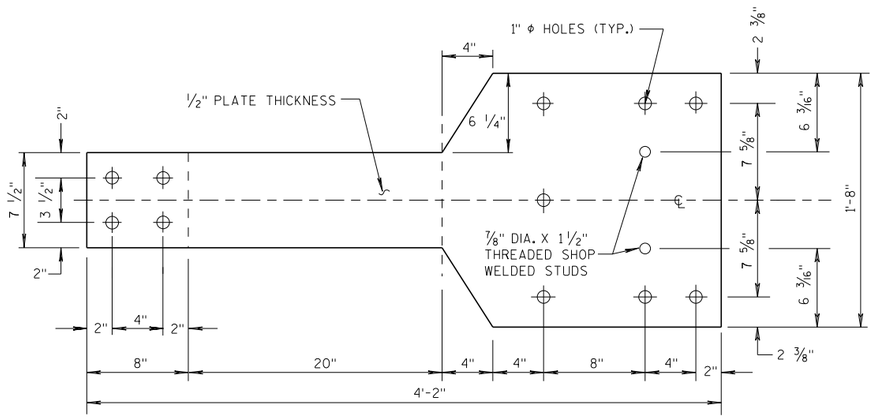
S.D.D. 14 B 45-5g

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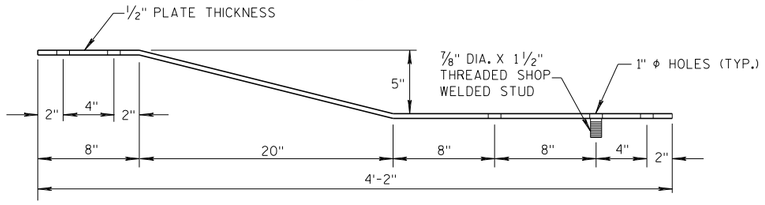
S.D.D. 14 B 45-5g

GENERAL NOTES

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

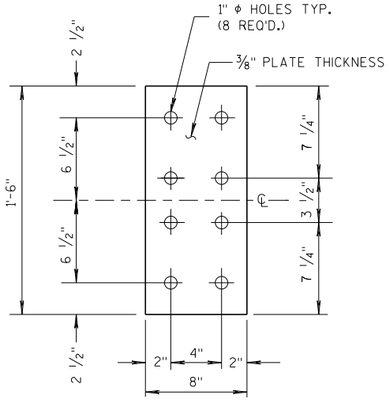


FRONT VIEW



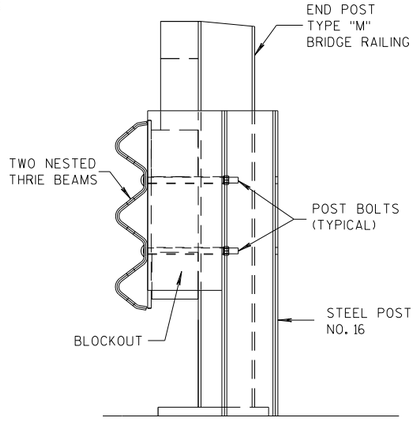
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

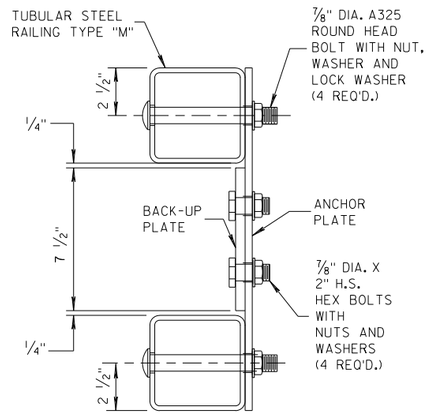


FRONT VIEW

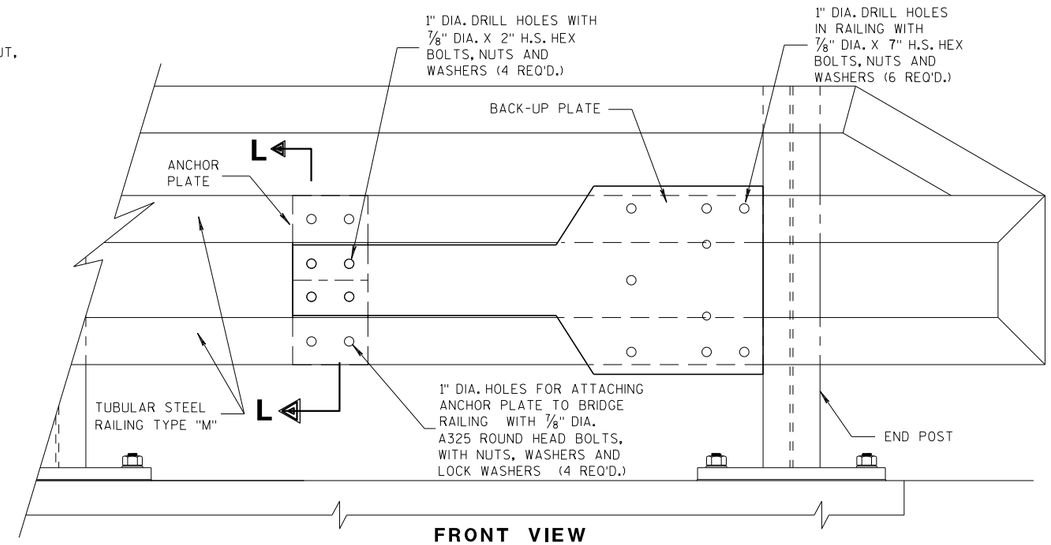
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

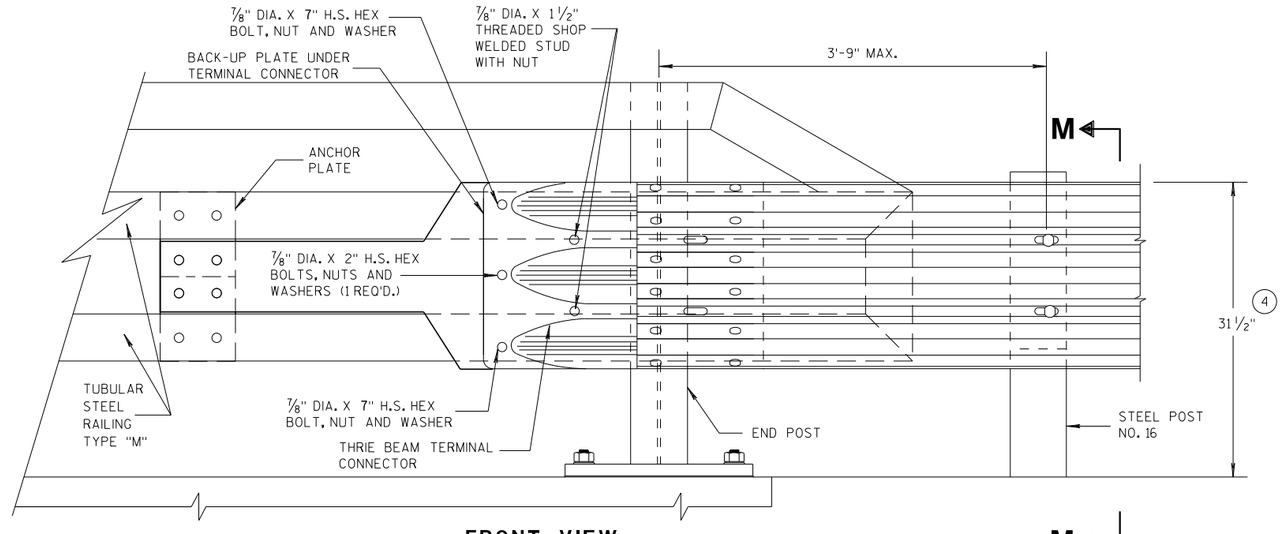


SECTION L-L

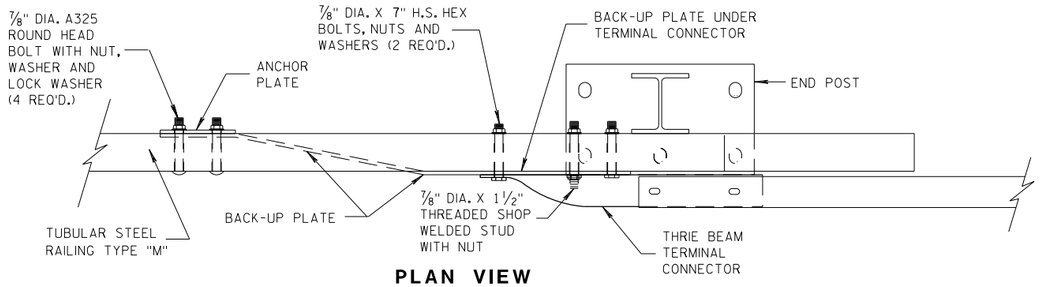


FRONT VIEW

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

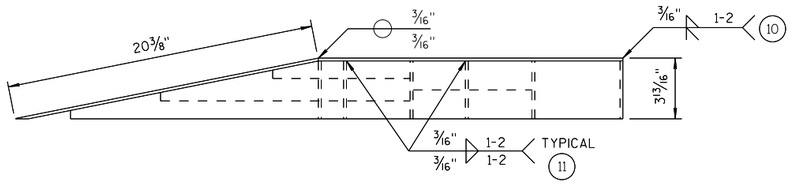
APPROVED
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/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

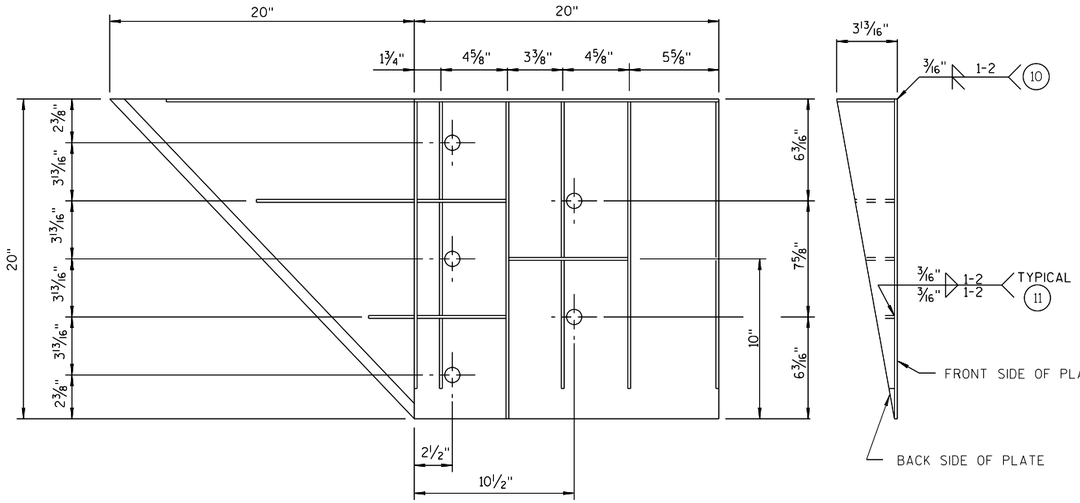
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S.D.D. 14 B 45-5h

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S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

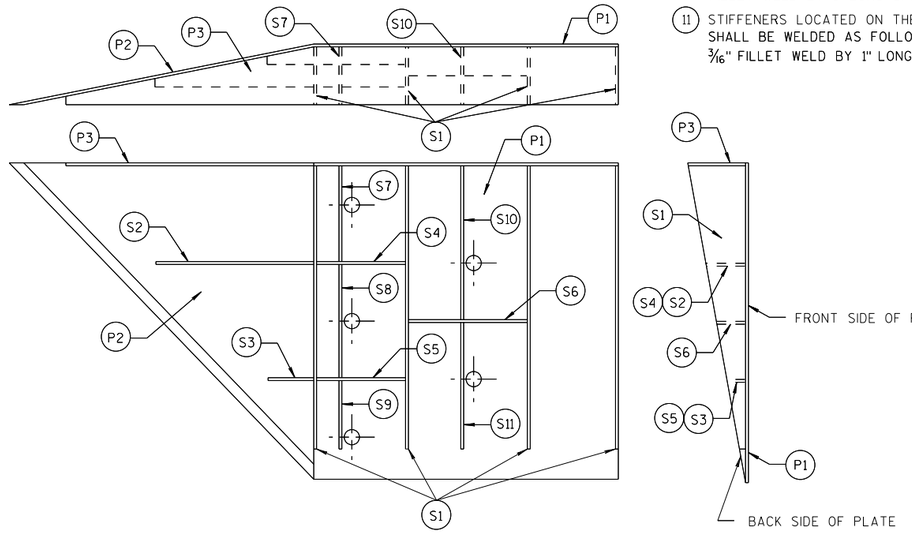


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

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".

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

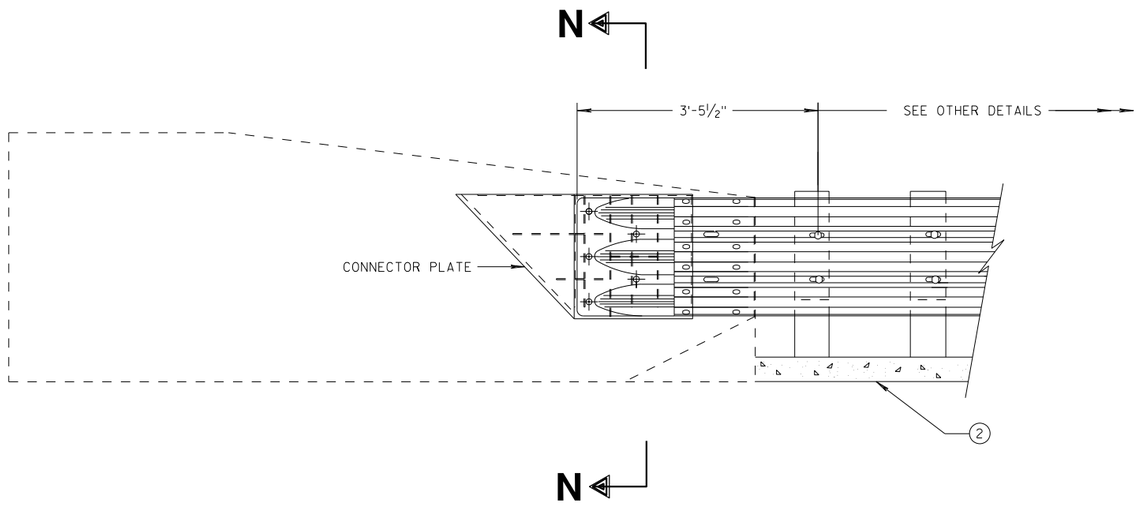
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

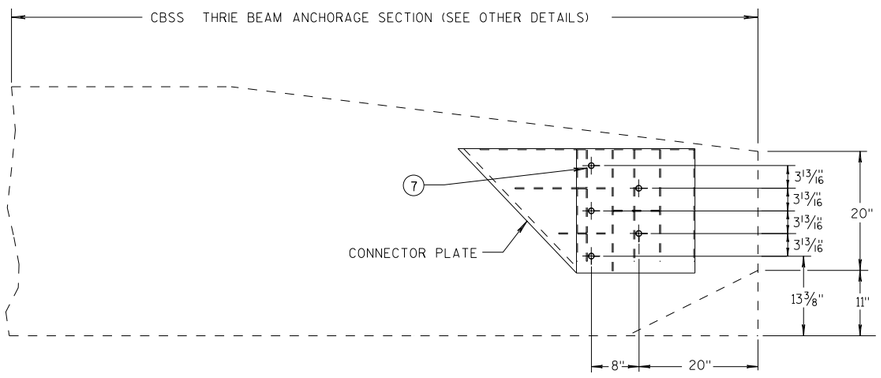
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7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI

6
S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



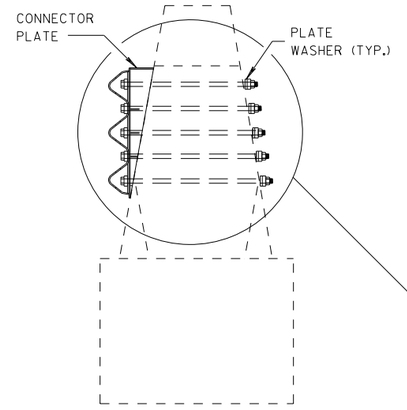
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

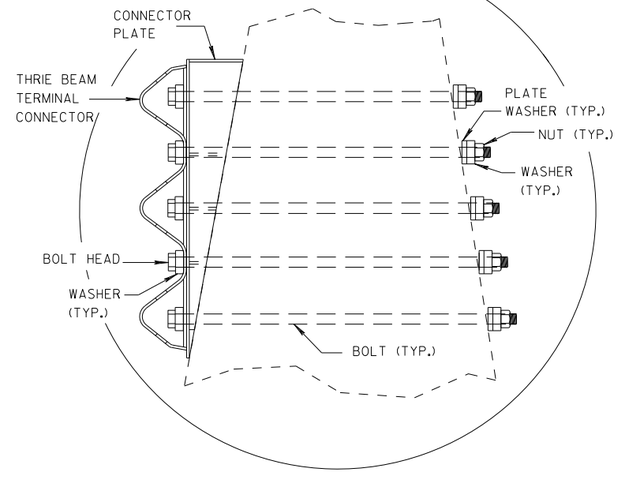
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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

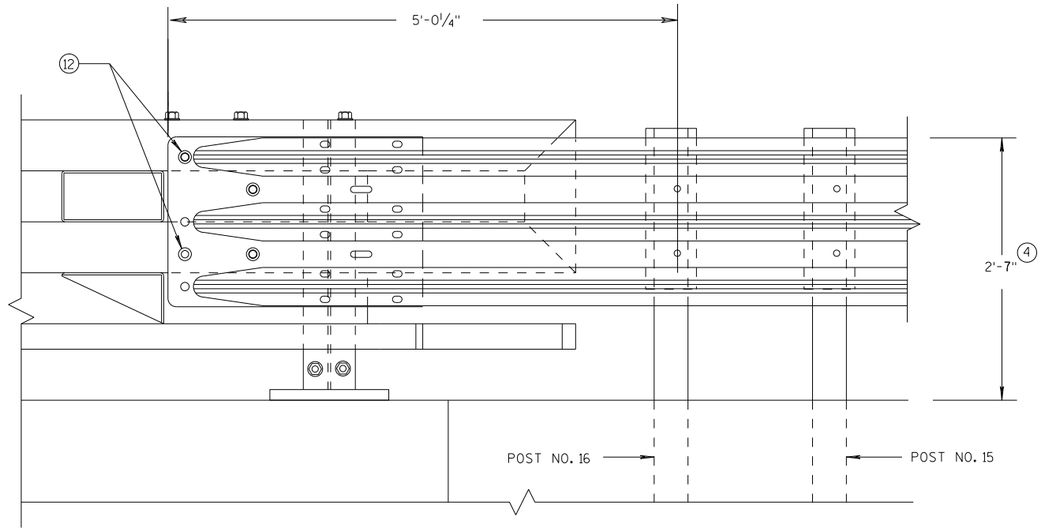
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FHWA

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S.D.D. 14 B 45-5j

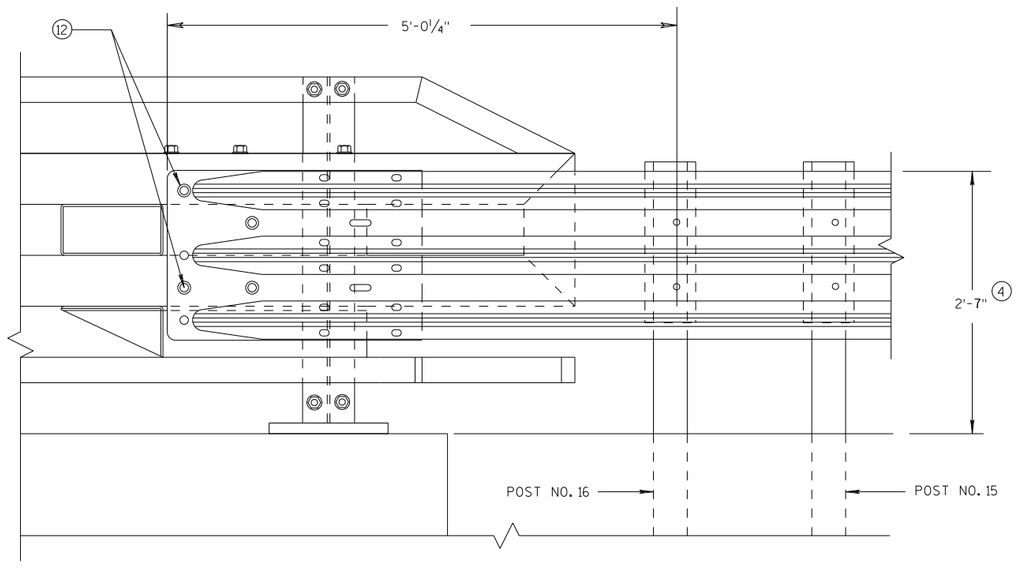
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S.D.D. 14 B 45-5j



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
DEPARTMENT OF TRANSPORTATION

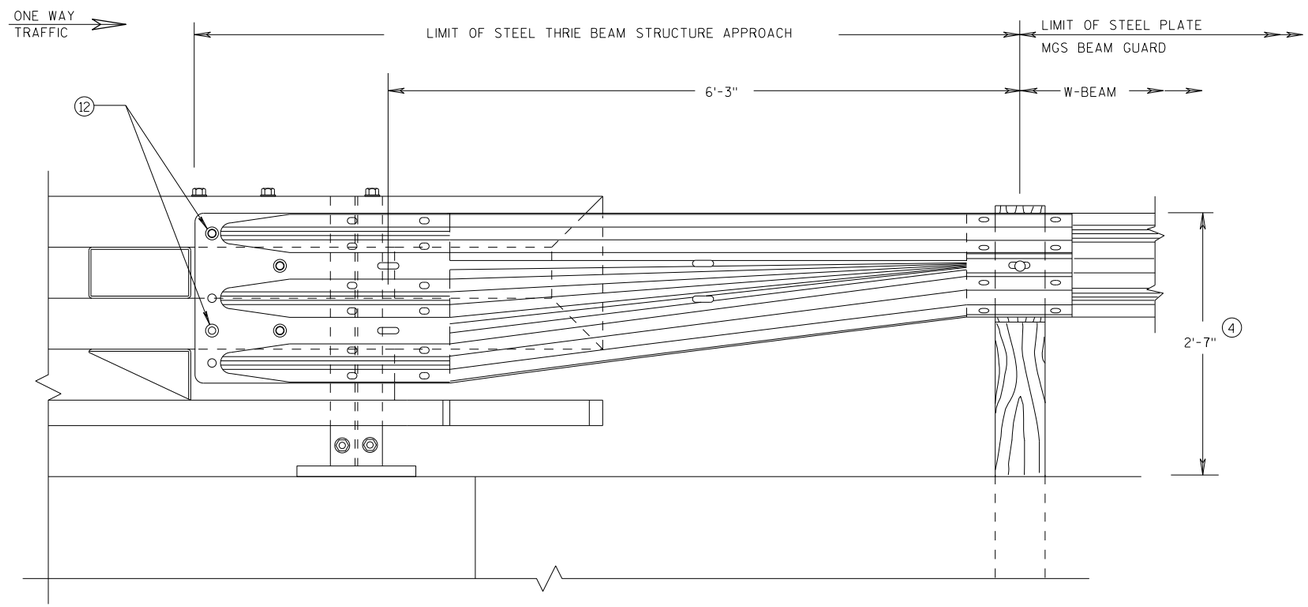
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S.D.D. 14 B 45-5k

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S.D.D. 14 B 45-5k



FRONT VIEW

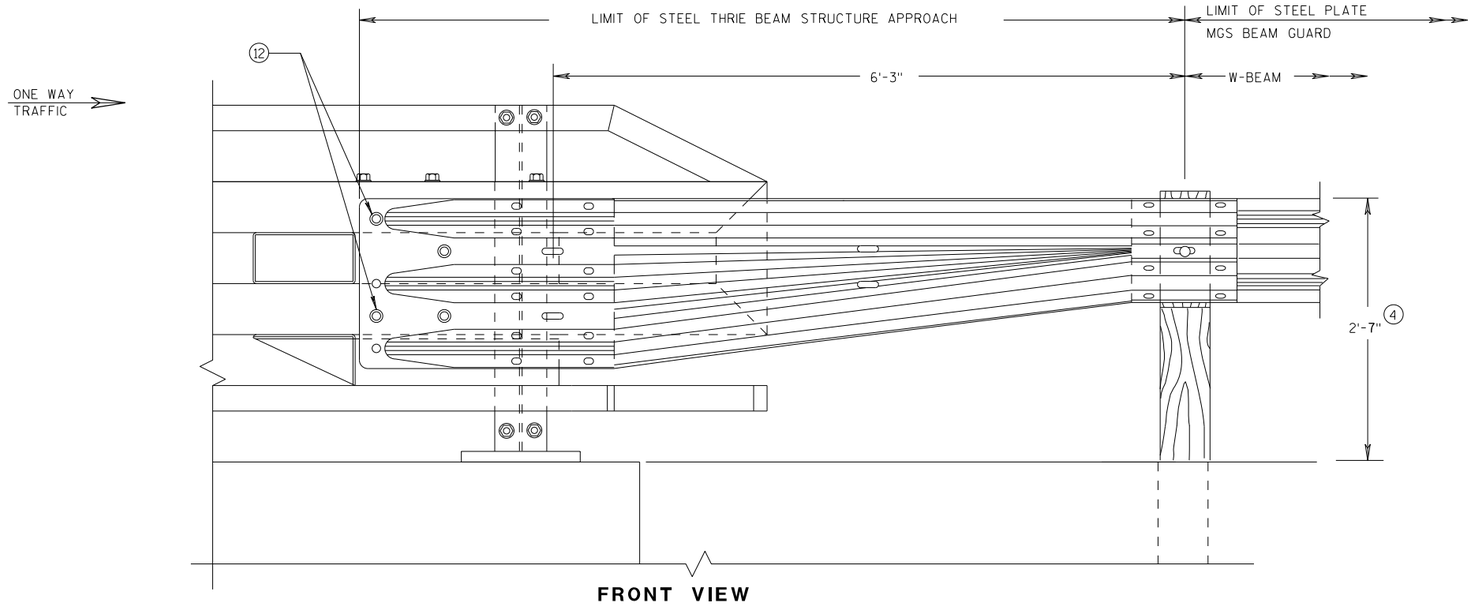
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(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
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

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UNIT SUPERVIS

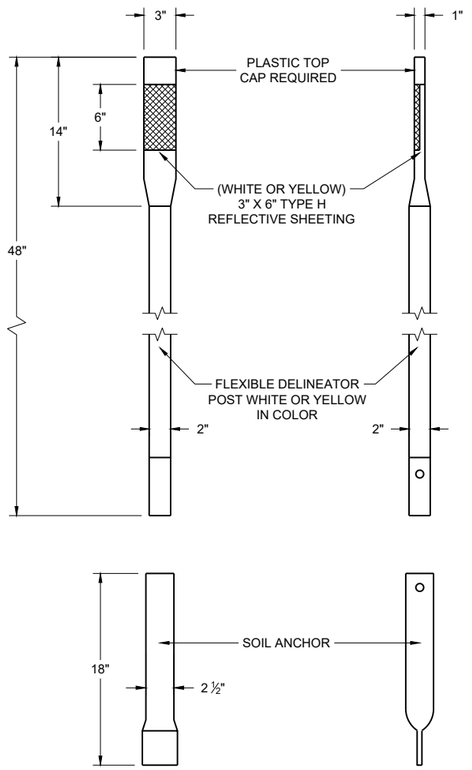
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S.D.D. 14 B 45-5L

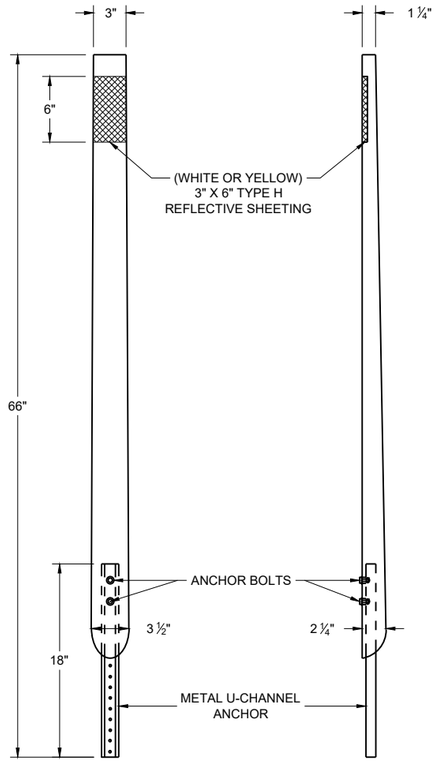
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S.D.D. 14 B 45-5L



FRONT VIEW SIDE VIEW

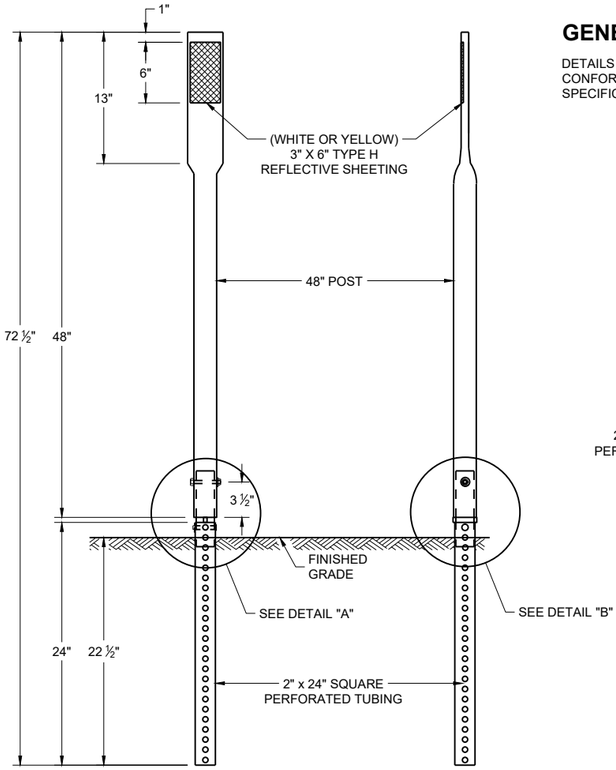
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

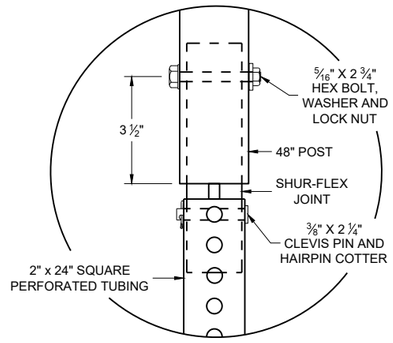


FRONT VIEW SIDE VIEW

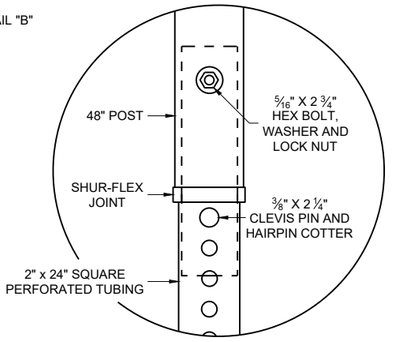
ALTERNATE 3

GENERAL NOTES

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



DETAIL A

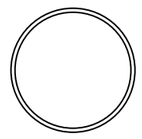


DETAIL B

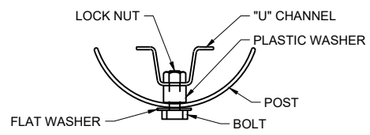
REFLECTOR SPACING TABLE

REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

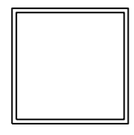
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



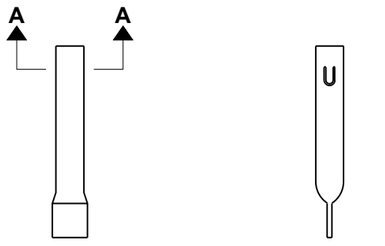
SECTION A - A



SECTION B - B

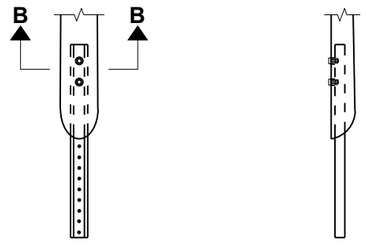


SECTION C - C



FRONT VIEW SIDE VIEW

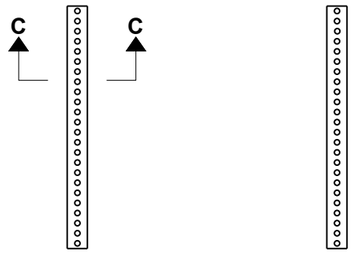
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

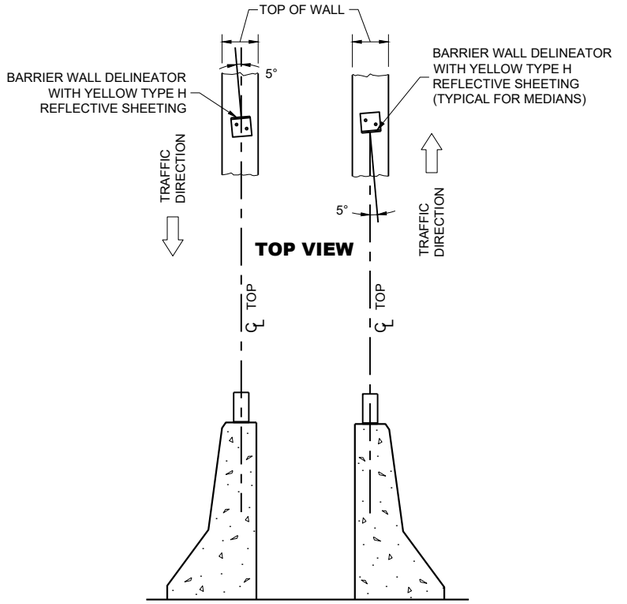
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

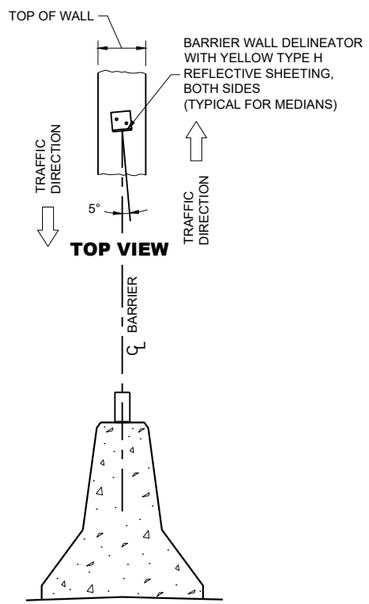
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SDD 15A04-08a

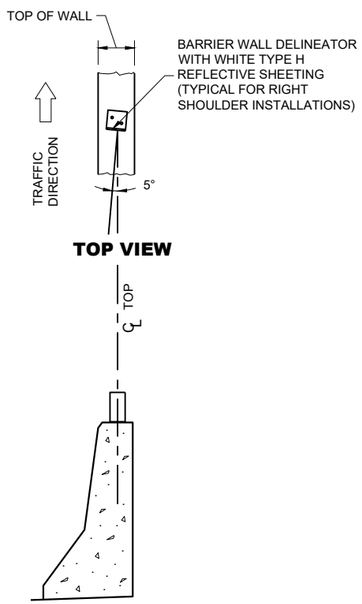
SDD 15A04-08a



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

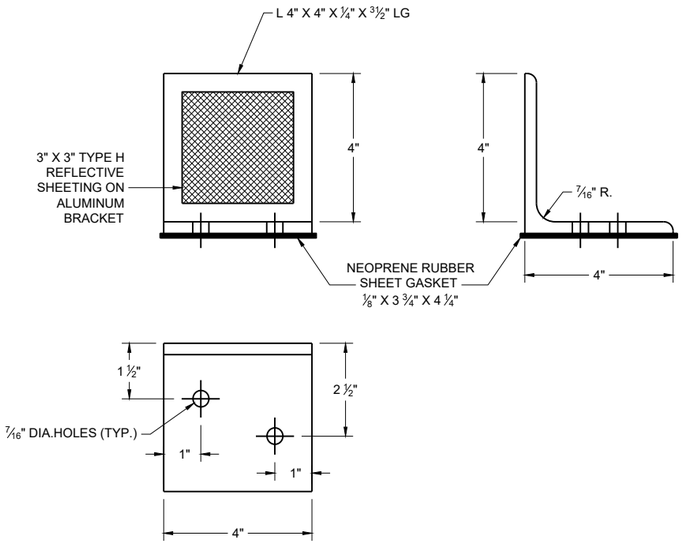


SIDE VIEW
MEDIAN BARRIER

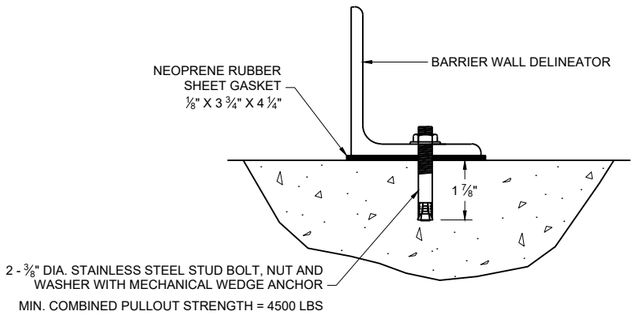


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR



BARRIER WALL DELINEATOR MOUNTING DETAIL

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

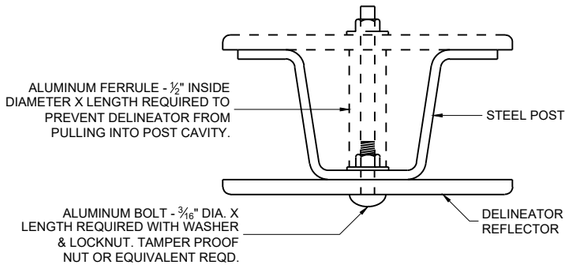
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

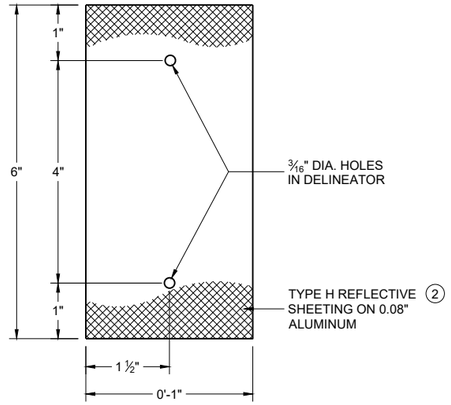
FHWA

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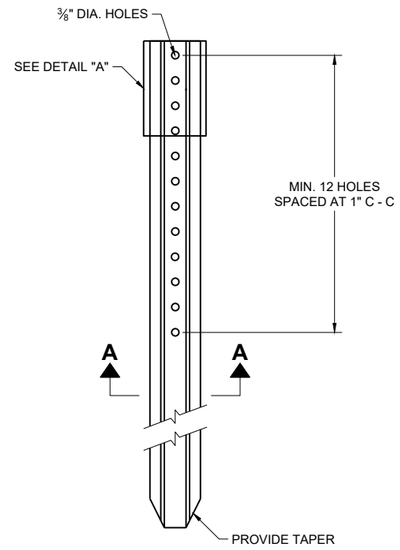
SDD 15A04-08b



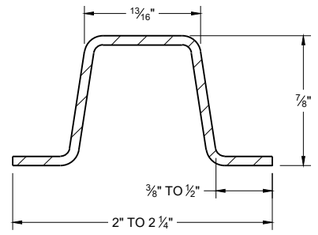
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



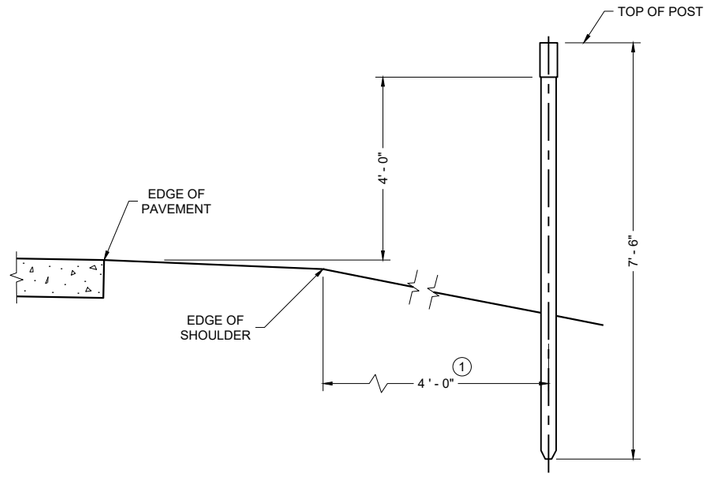
SECTION A - A

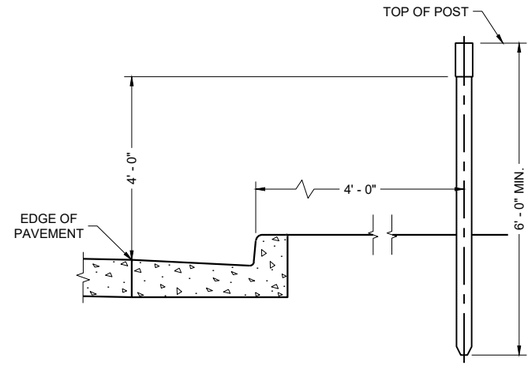
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

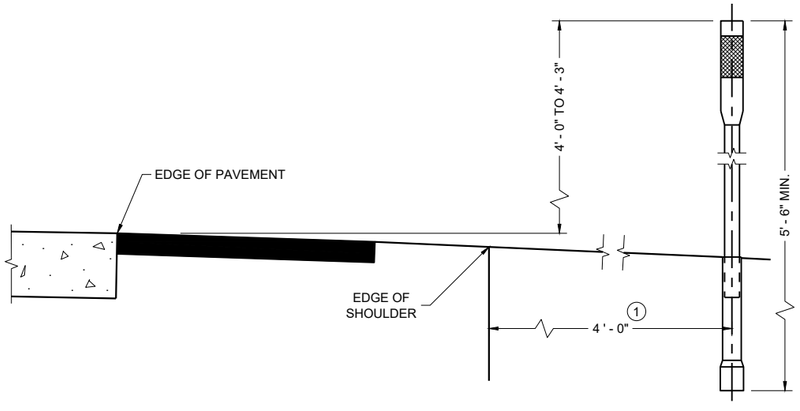
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

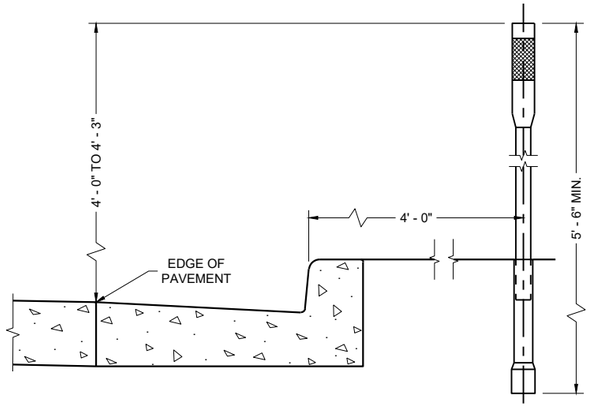
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





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

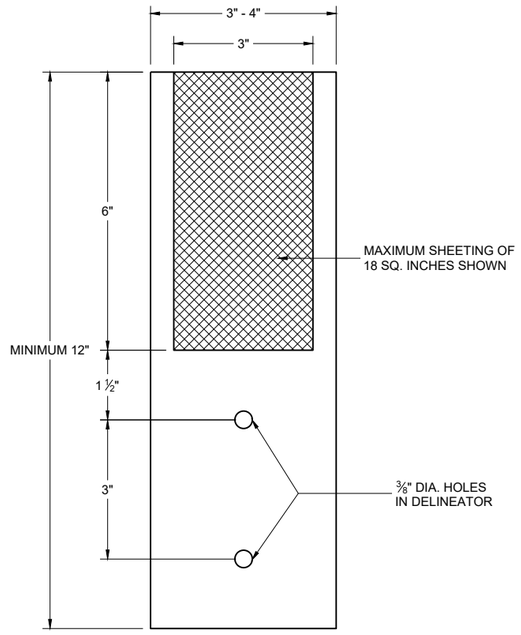
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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SDD 15A04-08c



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15A04-08e

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.

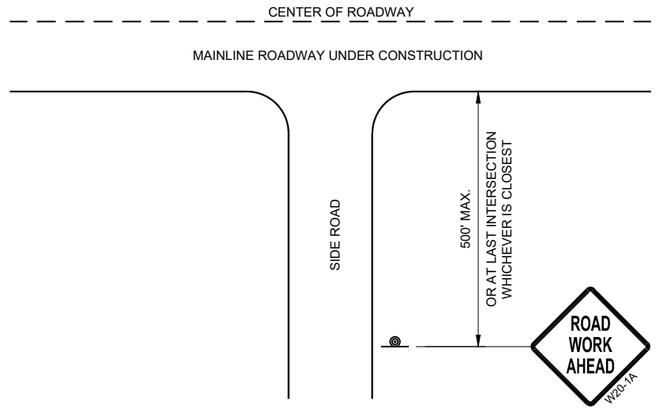
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

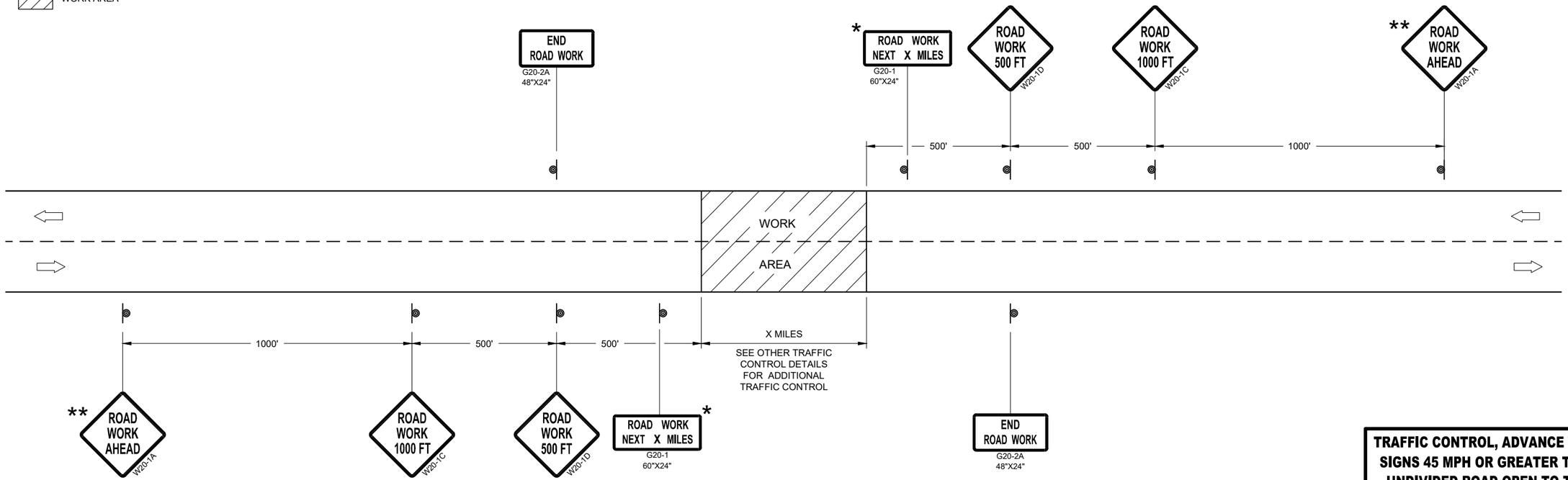
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



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.

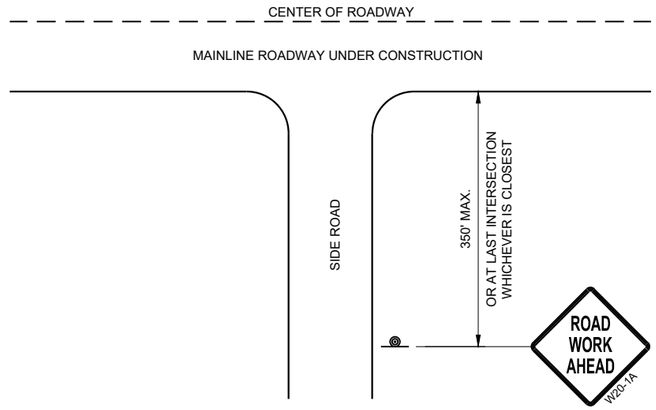
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



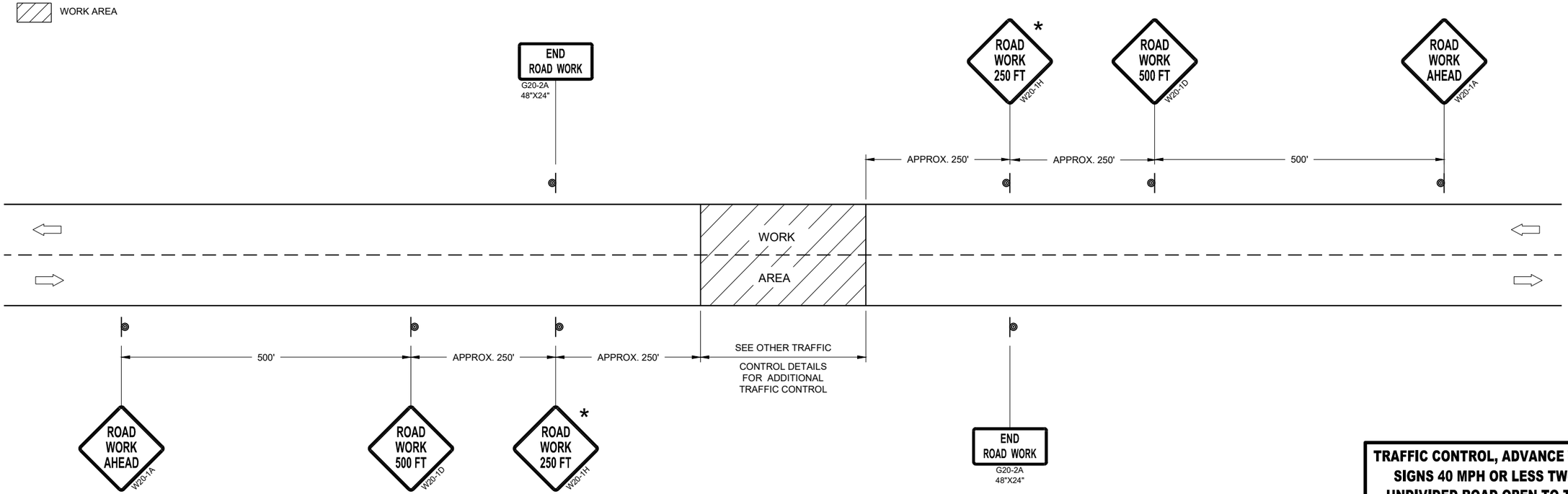
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

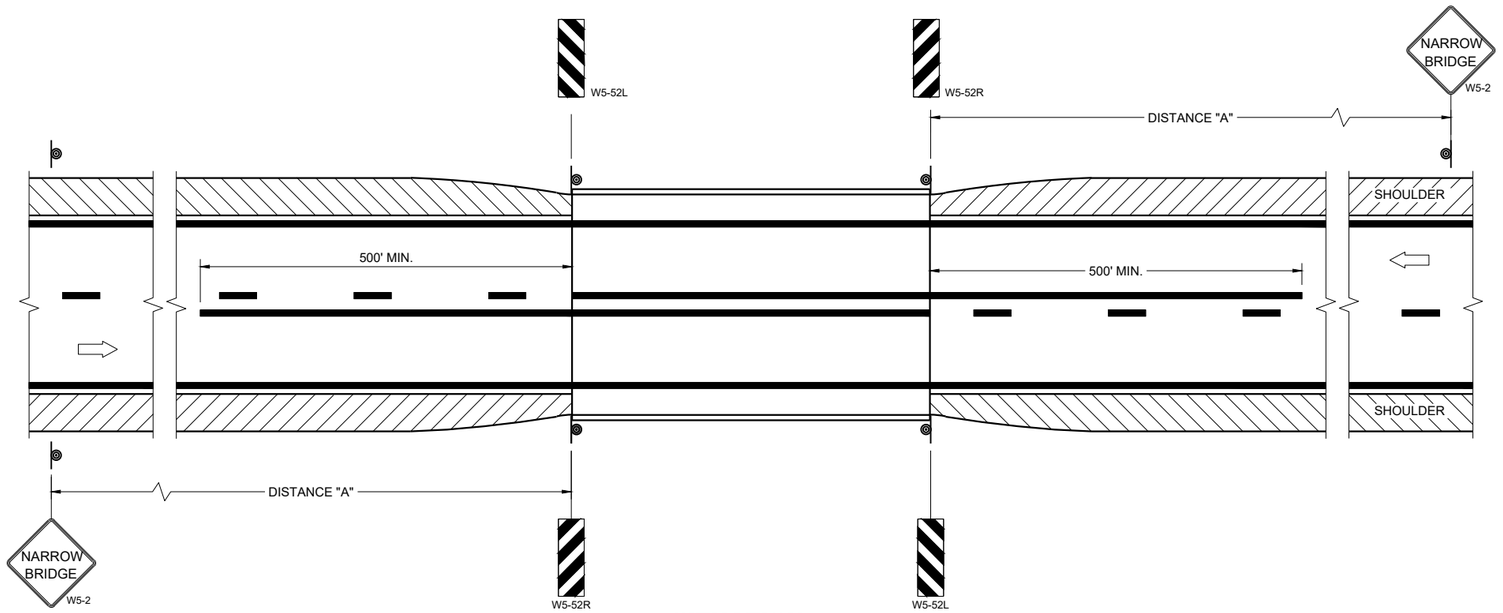
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

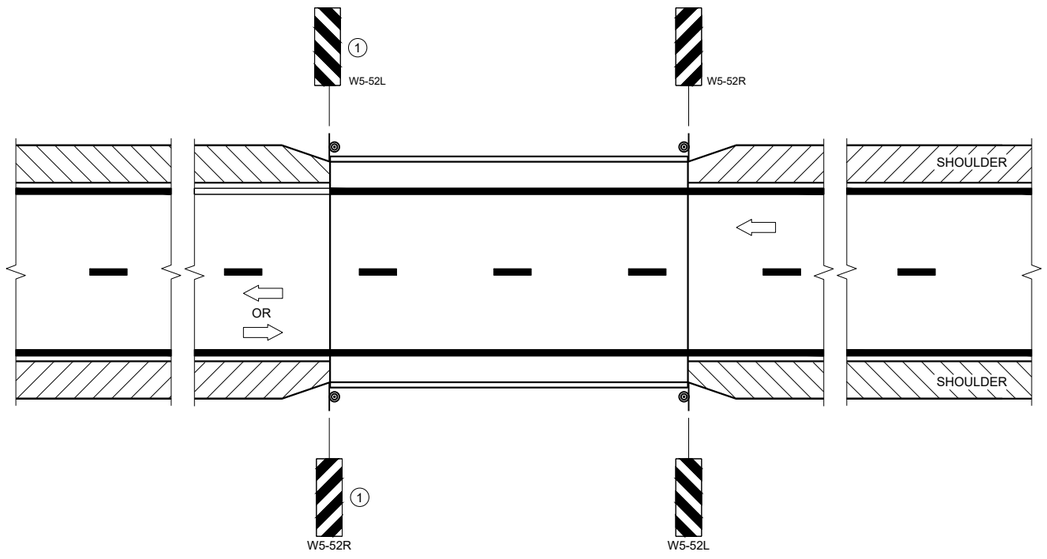
6

SDD 15C05 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6
SDD 15C06-12

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.

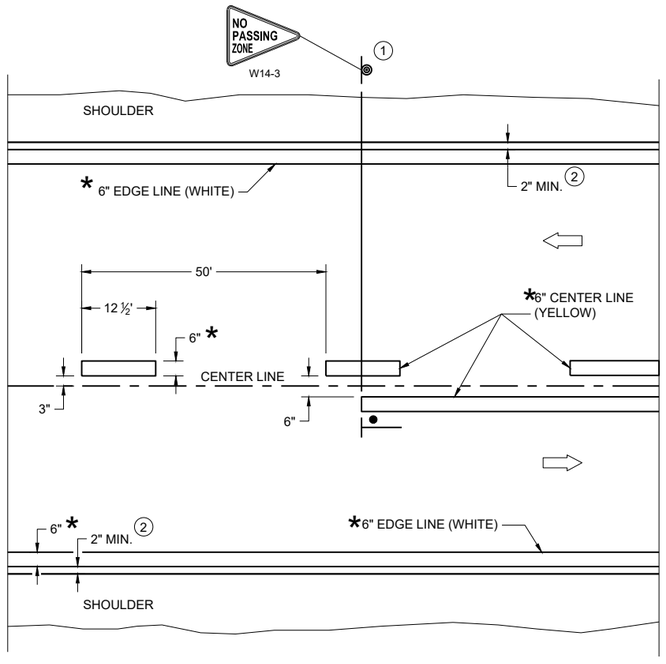
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

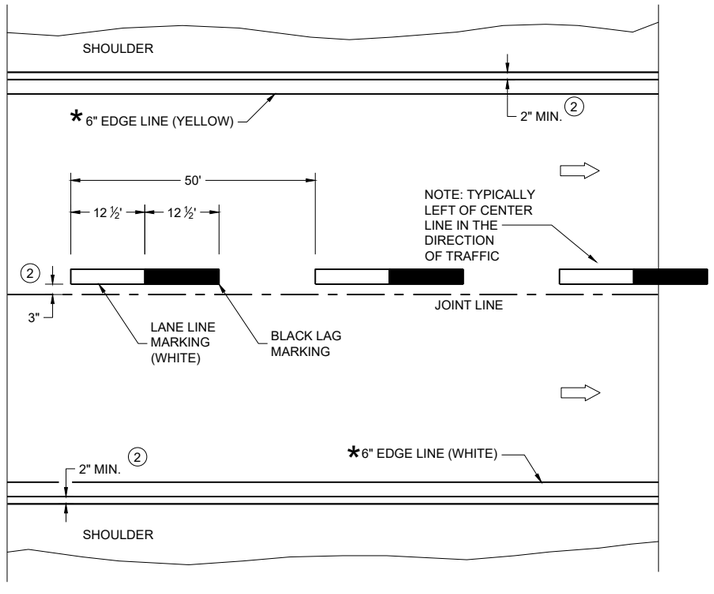
"T" MARKING

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

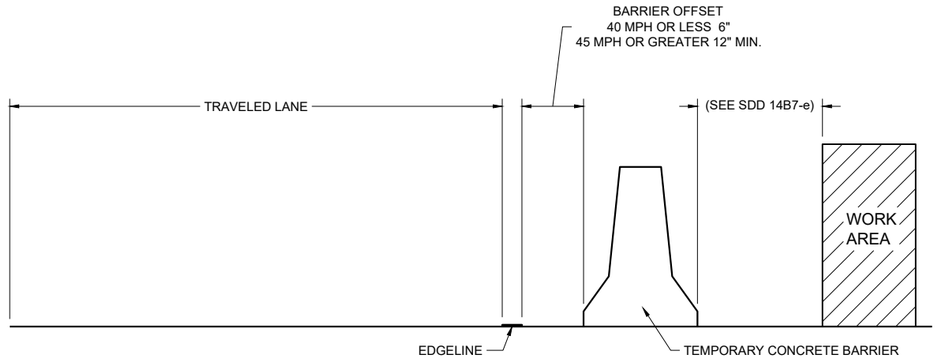
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C08-23a

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

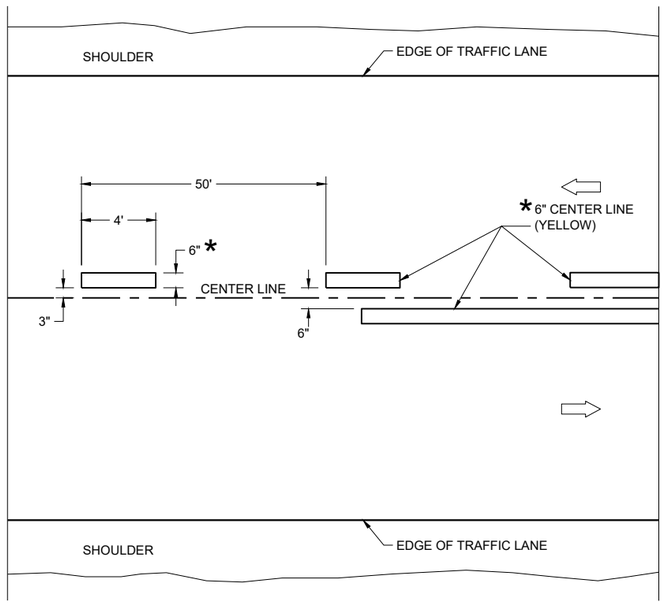
GENERAL NOTES

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

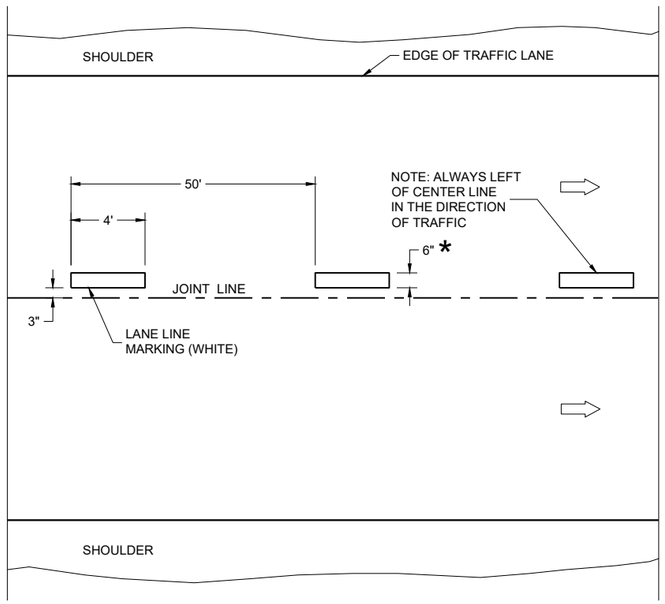
LEGEND

DIRECTION OF TRAFFIC

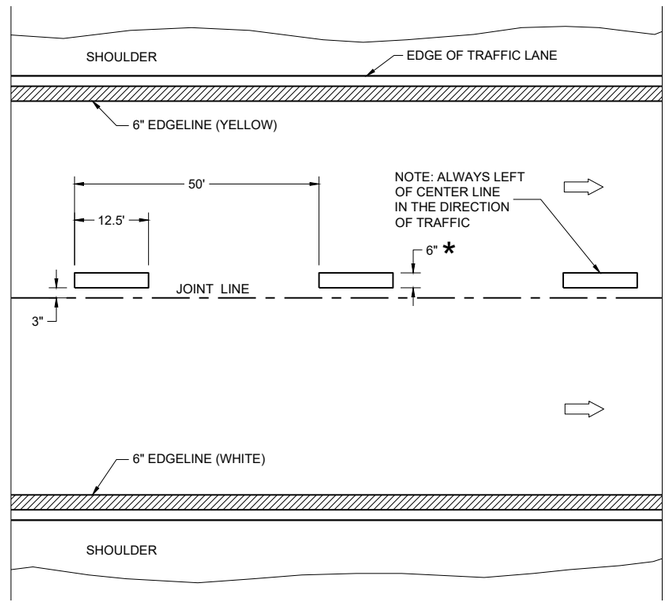
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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 Pavement Marking Engineer

FHWA

6

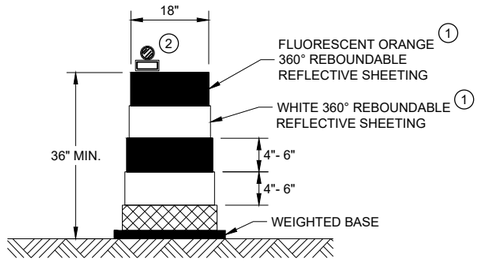
SDD 15C08-23b

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SDD 15C08-23b

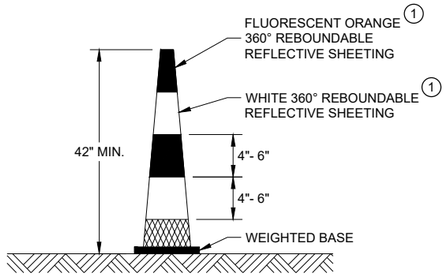
GENERAL NOTES

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

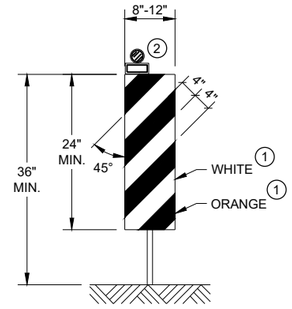
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

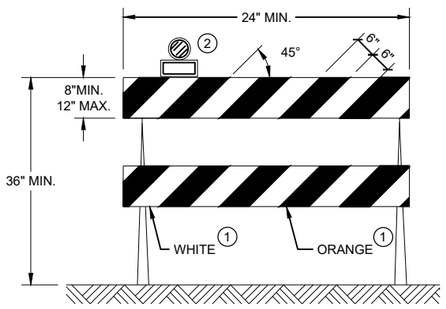
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



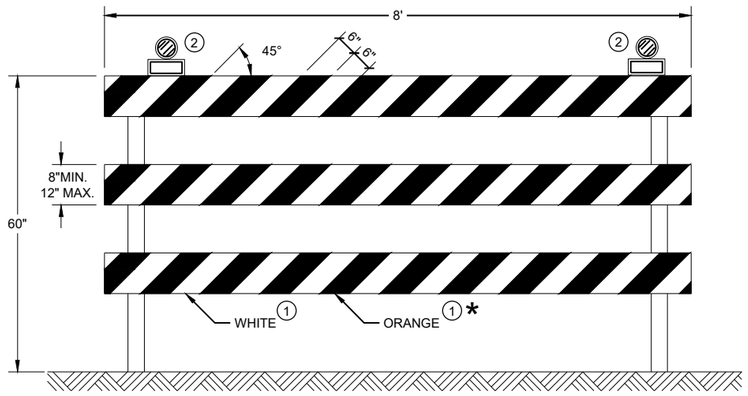
VERTICAL PANEL

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 ENGINEER
FHWA

6

SDD 15C11 - 10b

6

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.

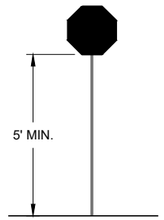
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

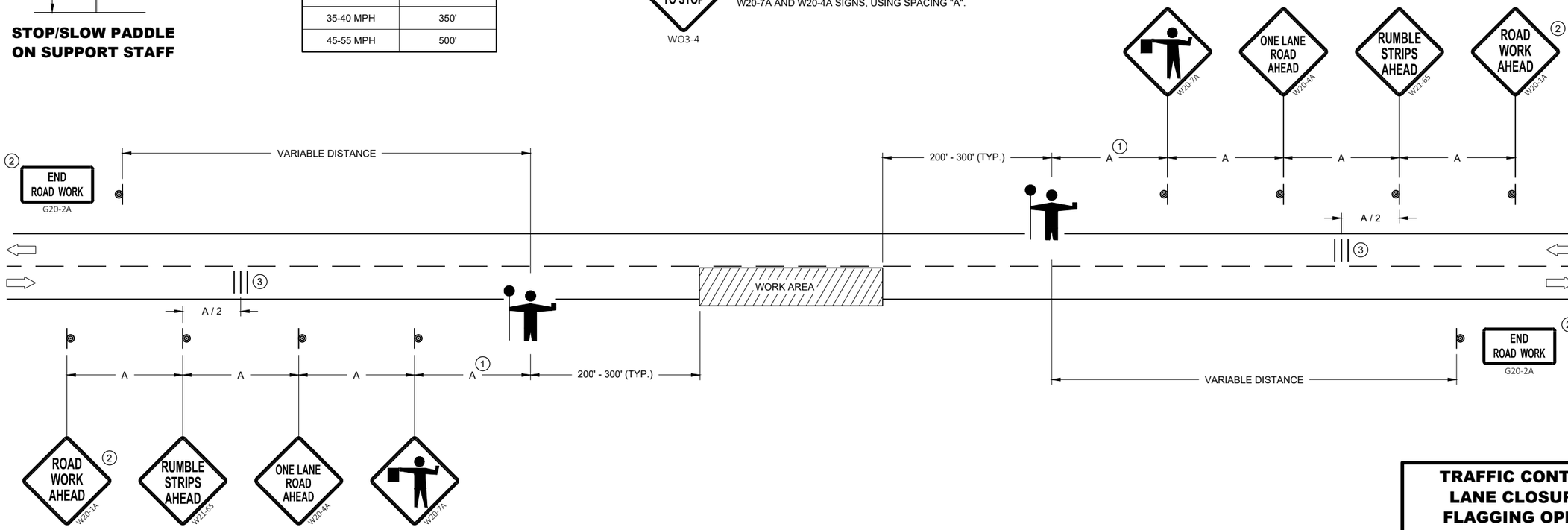
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

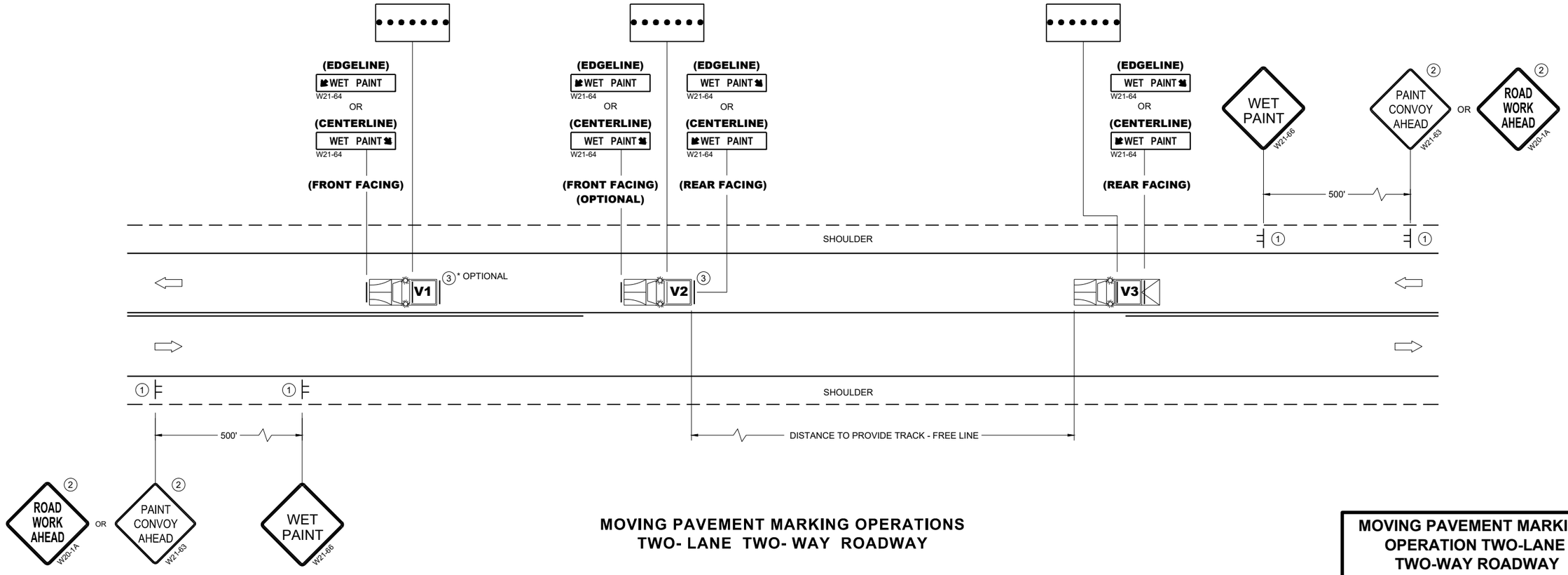
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

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

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6
SDD 15C19-9a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

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.

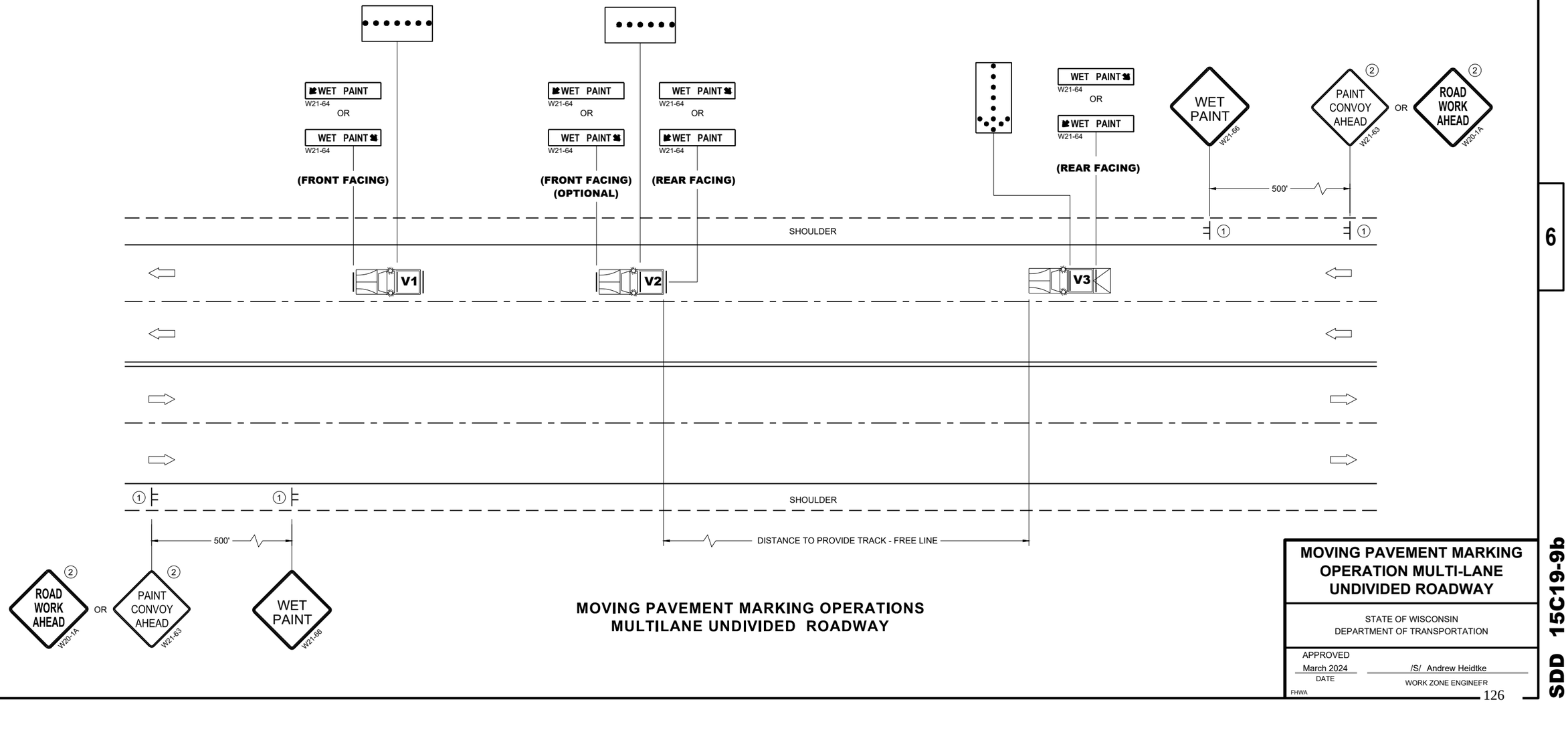
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES 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 HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

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



MOVING PAVEMENT MARKING OPERATIONS MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEFR

FHWA

6

SDD 15C19-9b

6

SDD 15C19-9b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

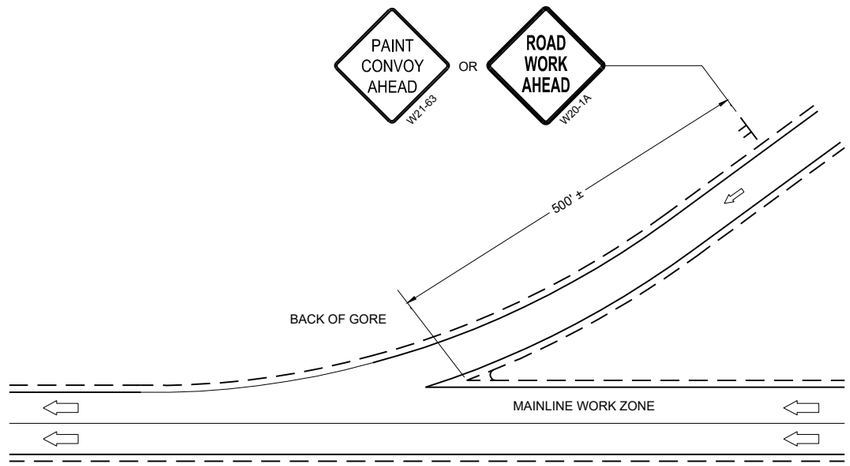
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)



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.

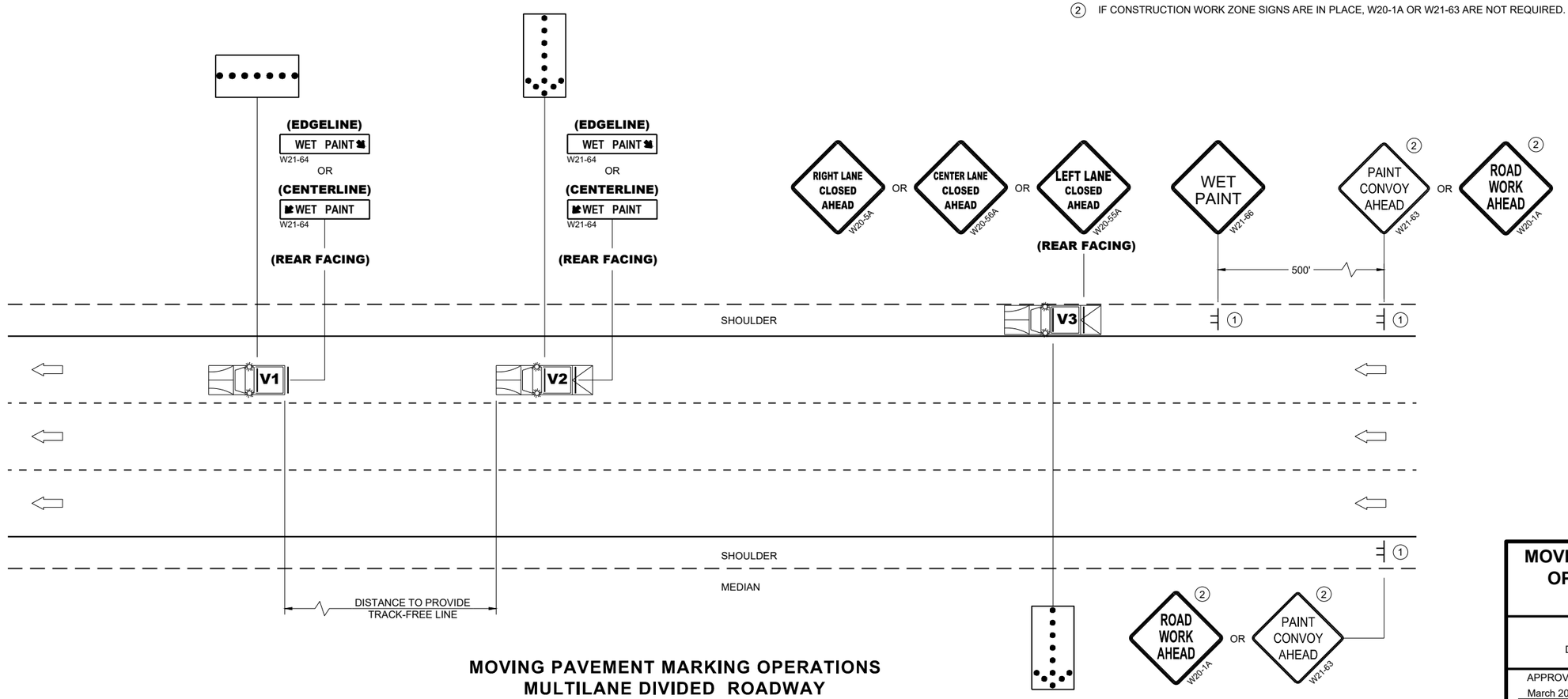
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

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
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C19-9c

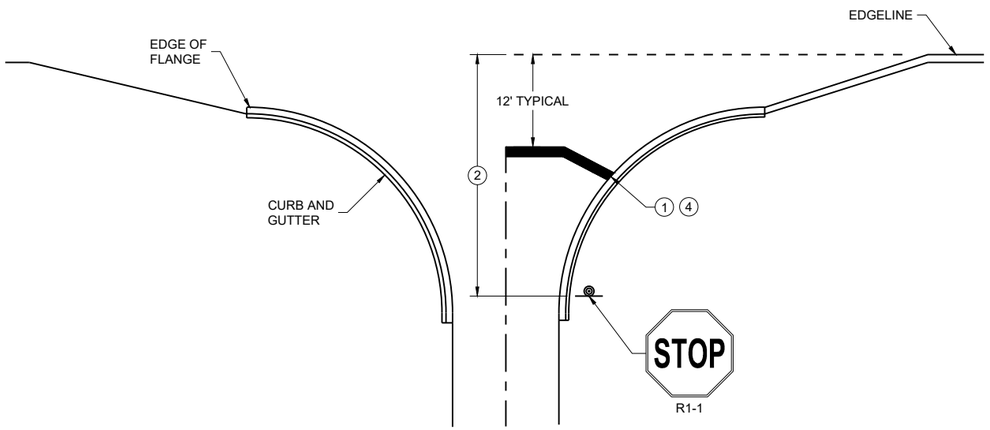
6

SDD 15C19-9c

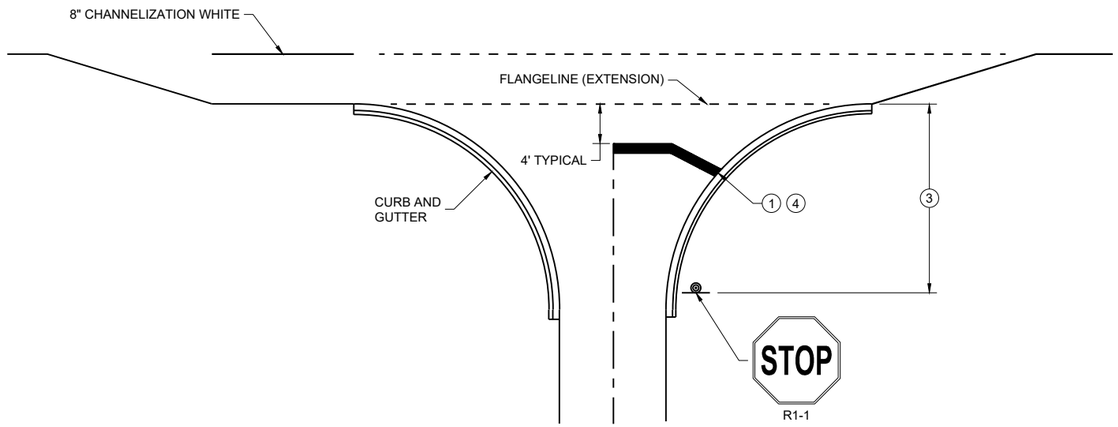
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

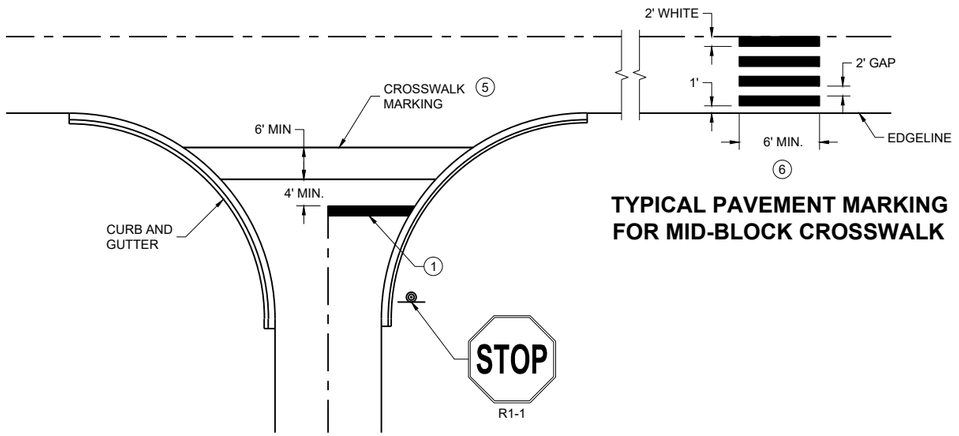
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

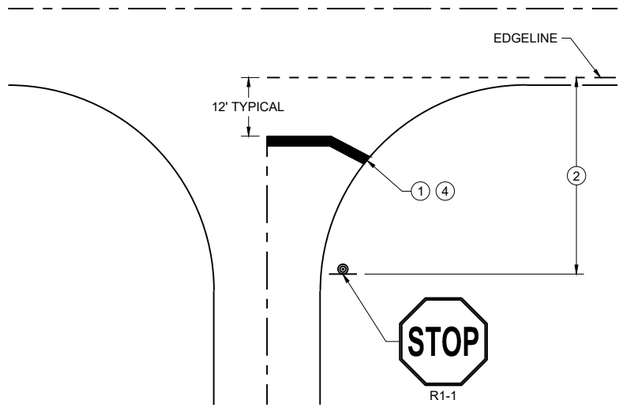


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

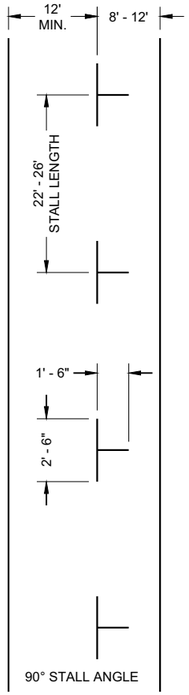
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

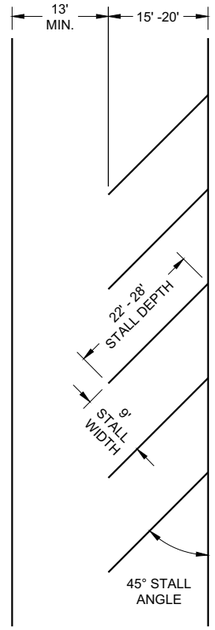
March 2024 — DATE

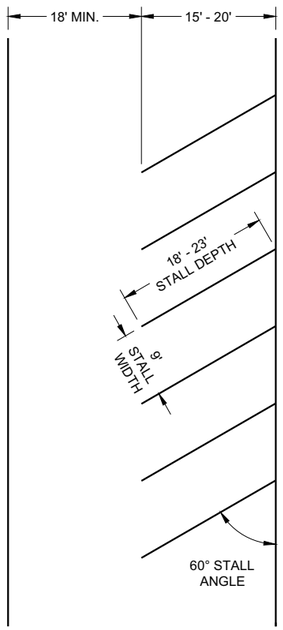
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA



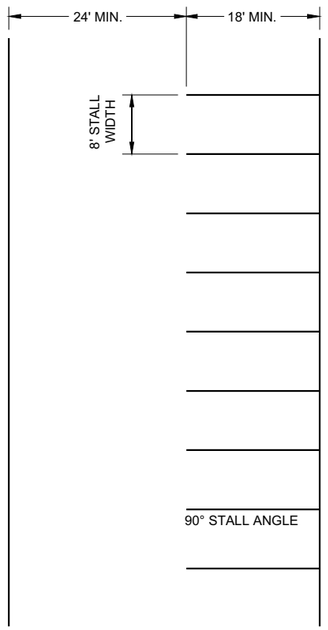
PARALLEL PARKING





ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

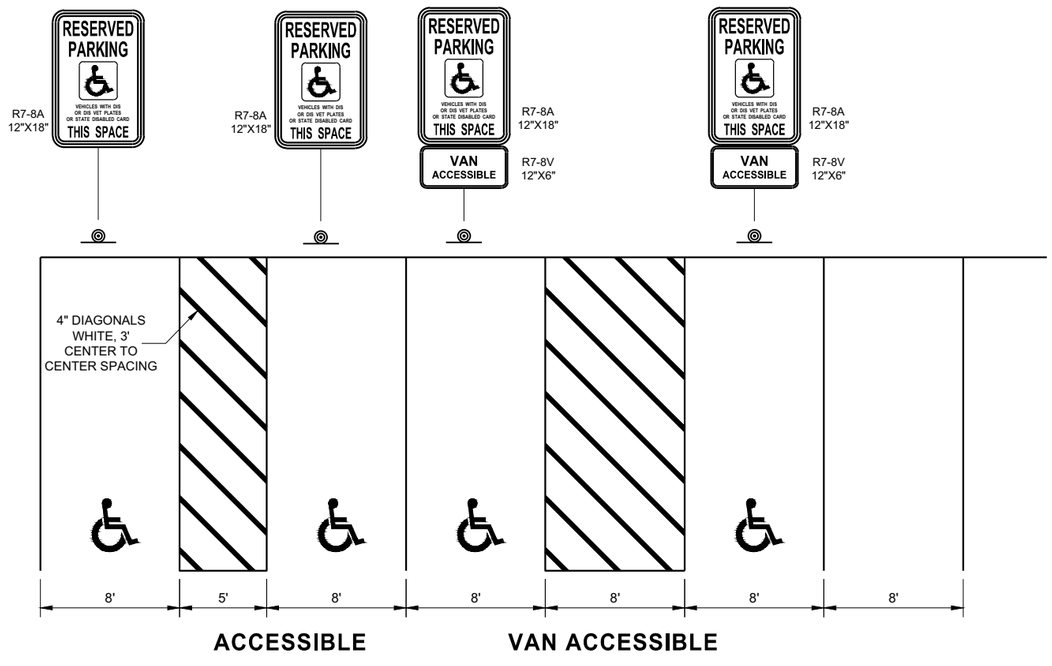
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE VAN ACCESSIBLE

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

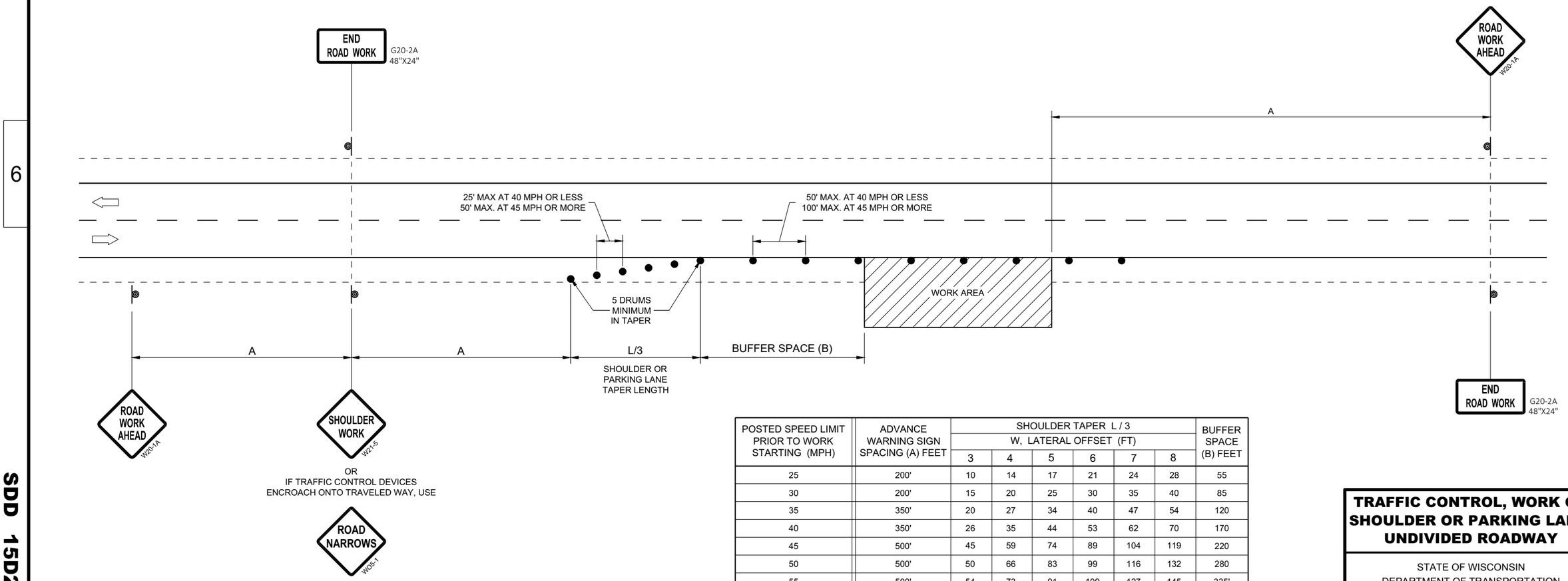
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

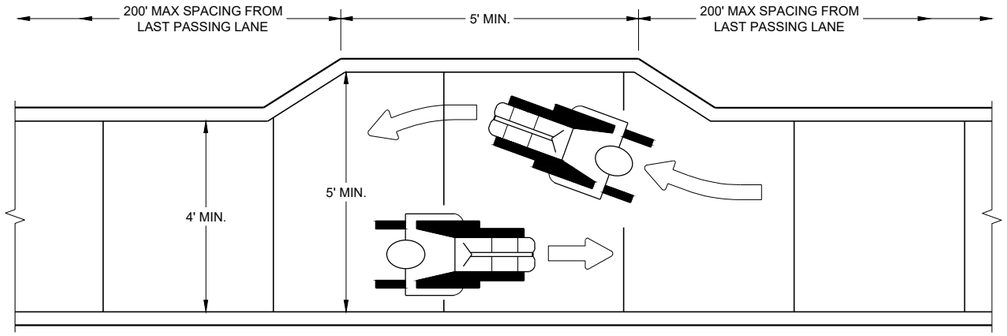
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

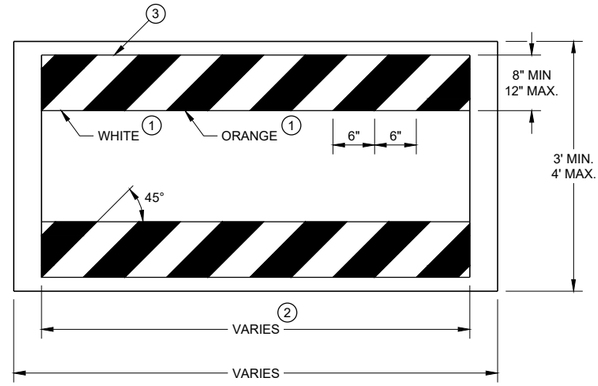
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

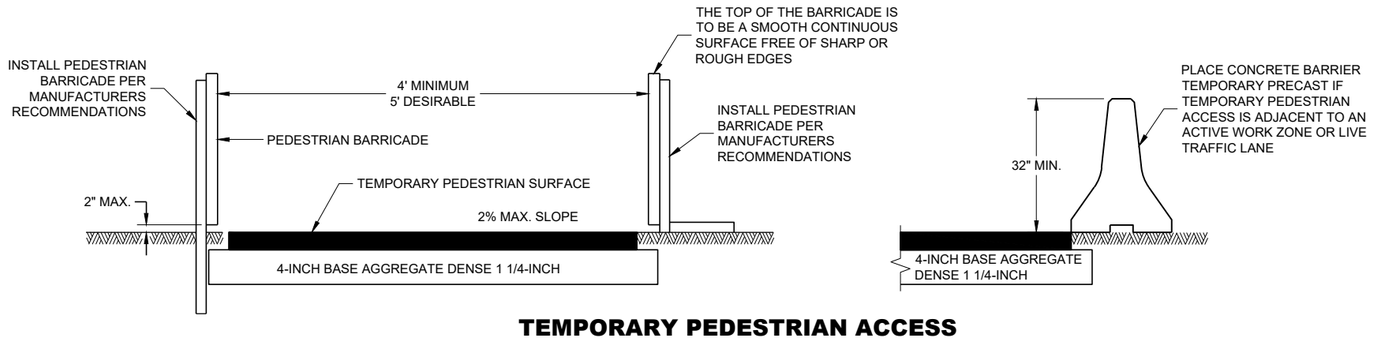
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

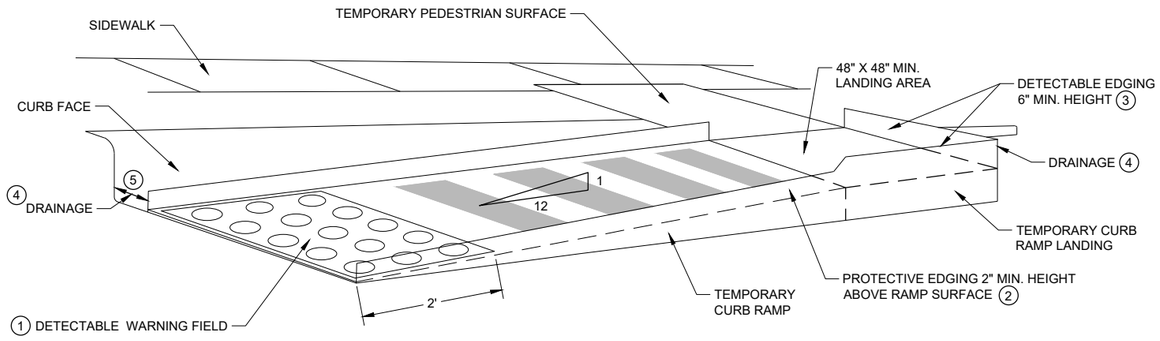


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

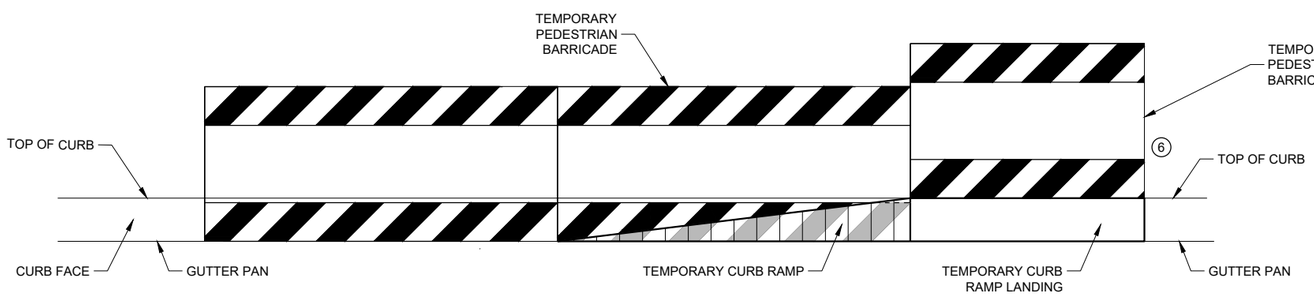
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

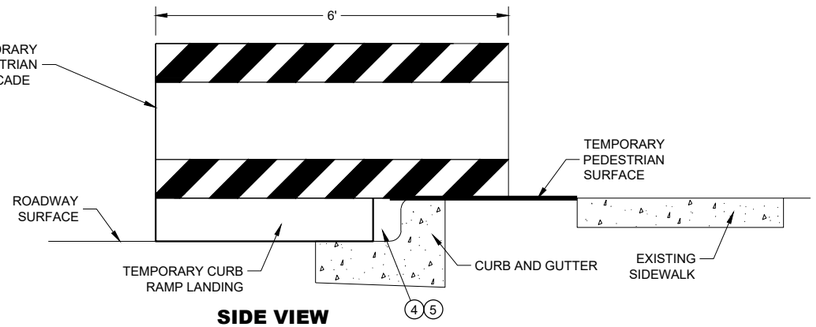
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

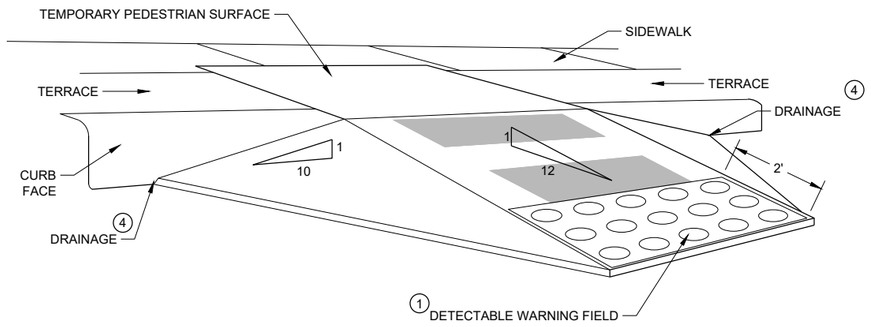
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

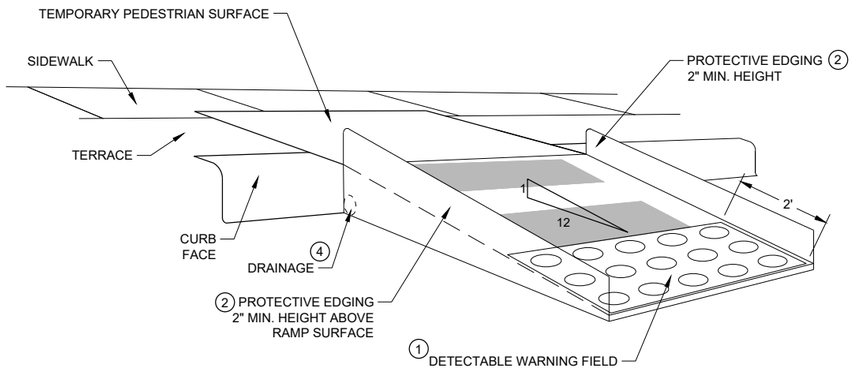
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

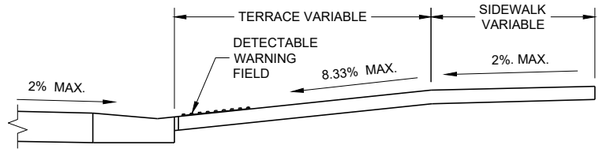
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

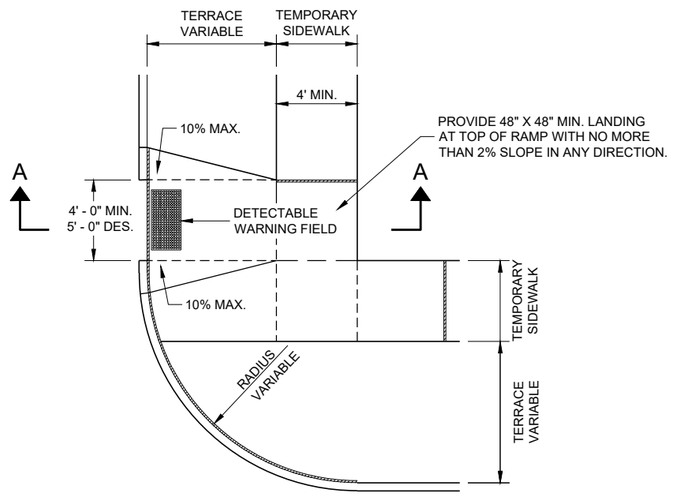
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

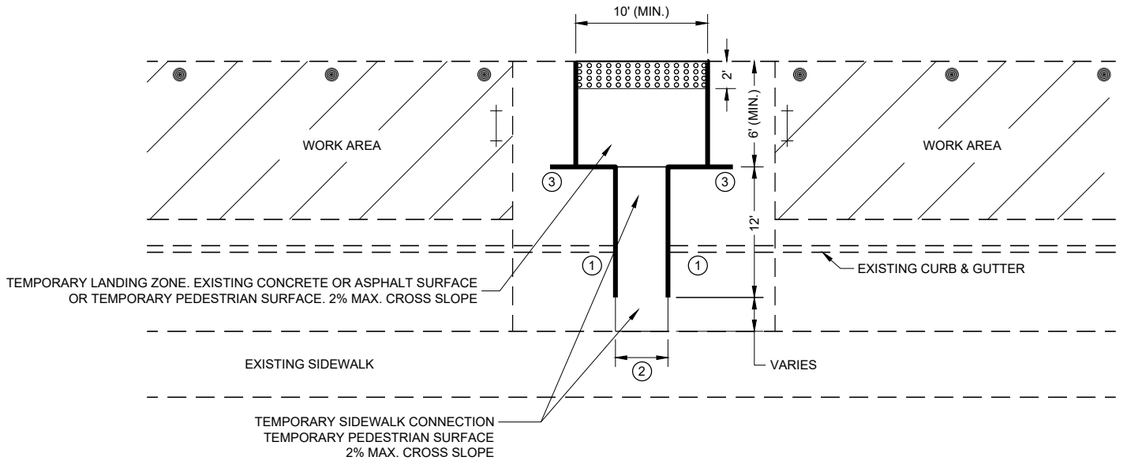
(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

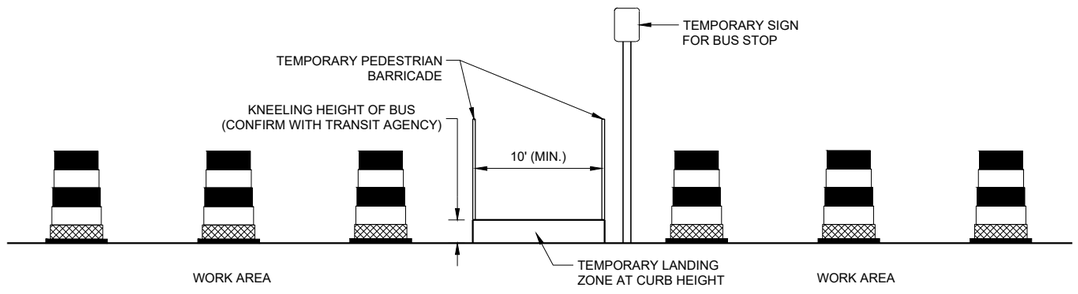
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6
SDD 15D30-09d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

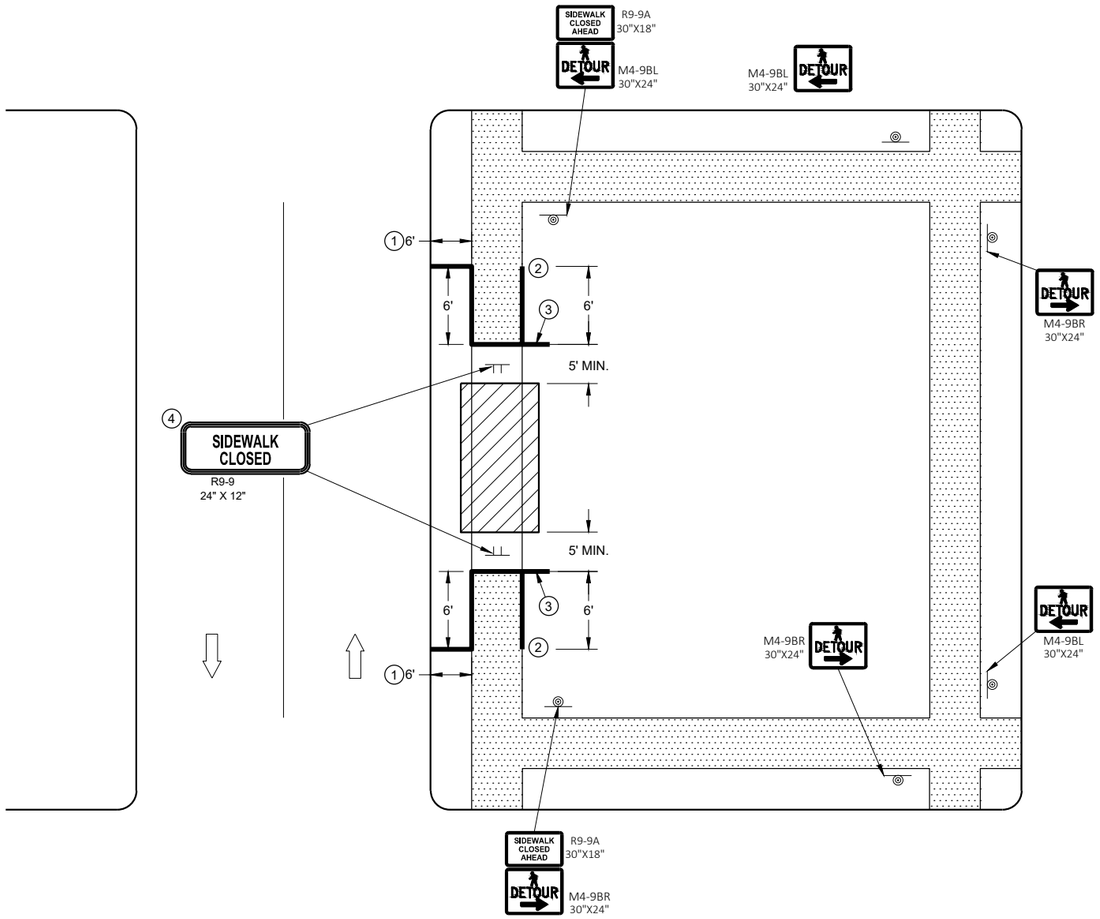
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SDD 15D30 - 09e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09f

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

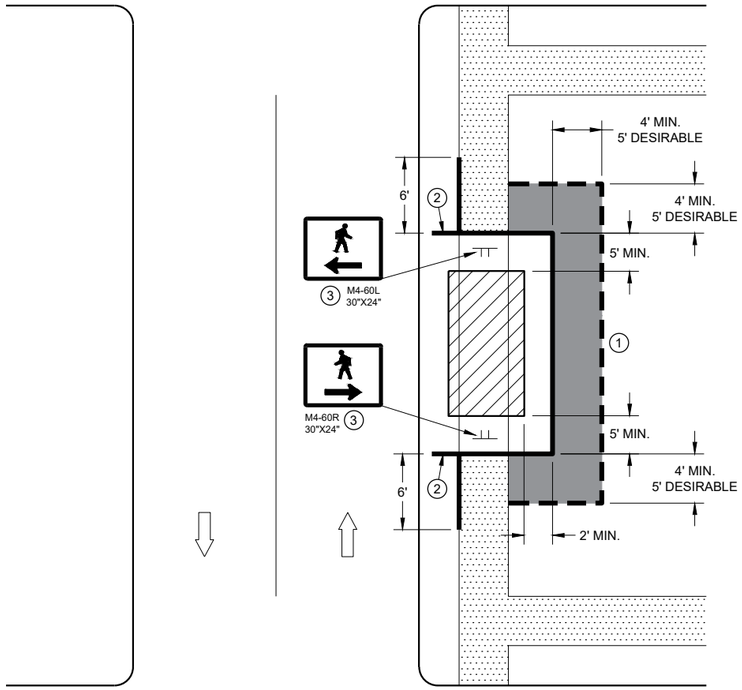
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

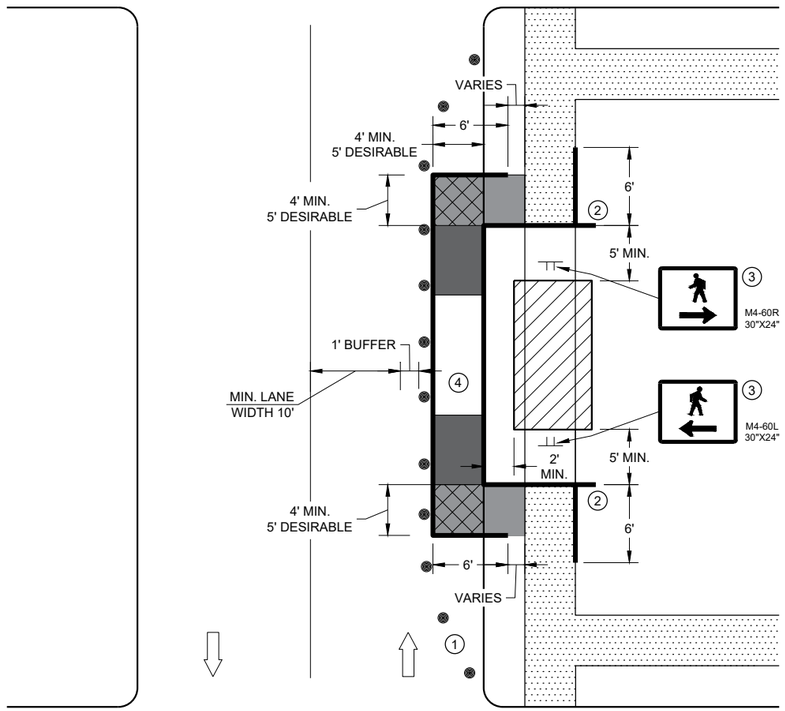
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

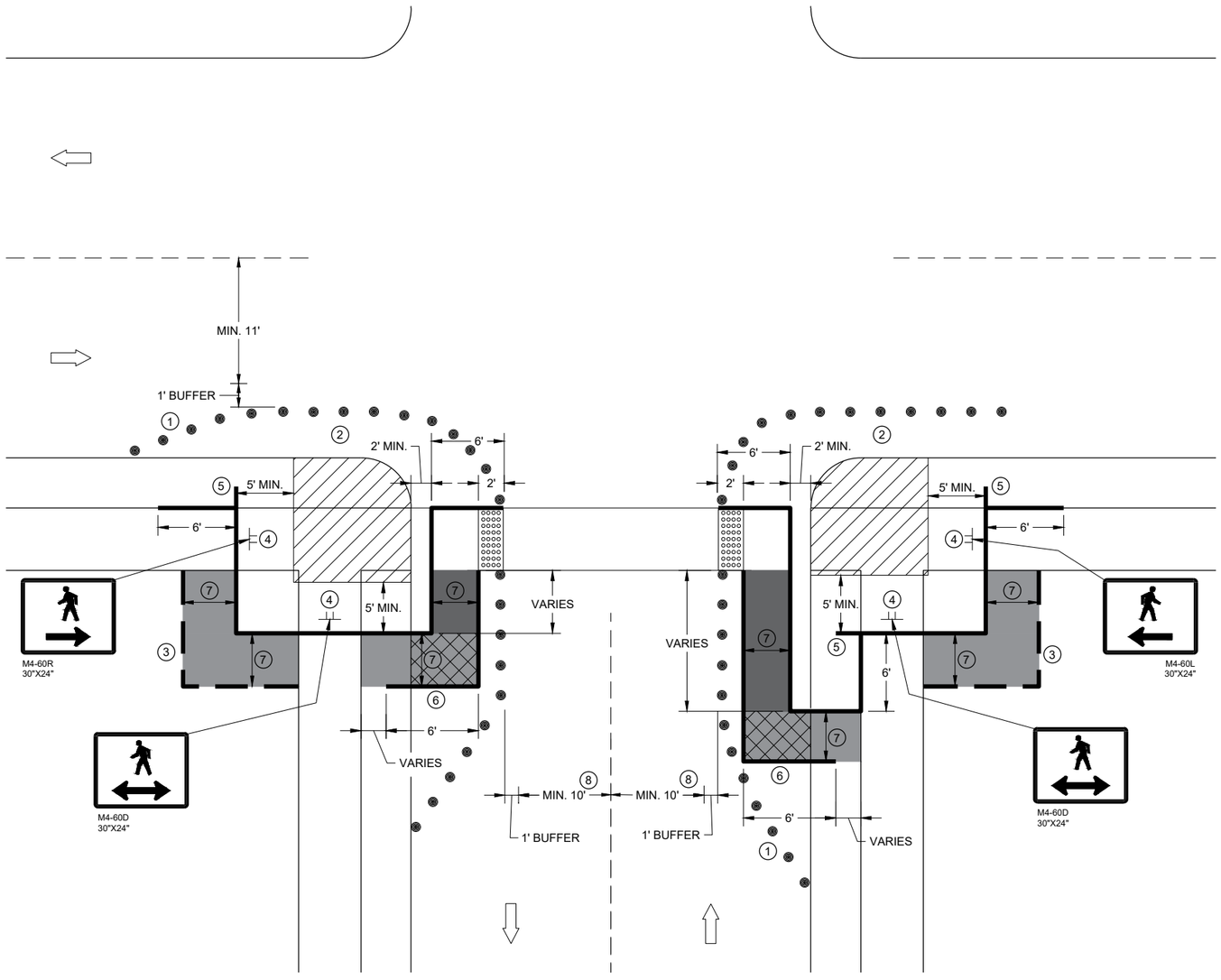
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

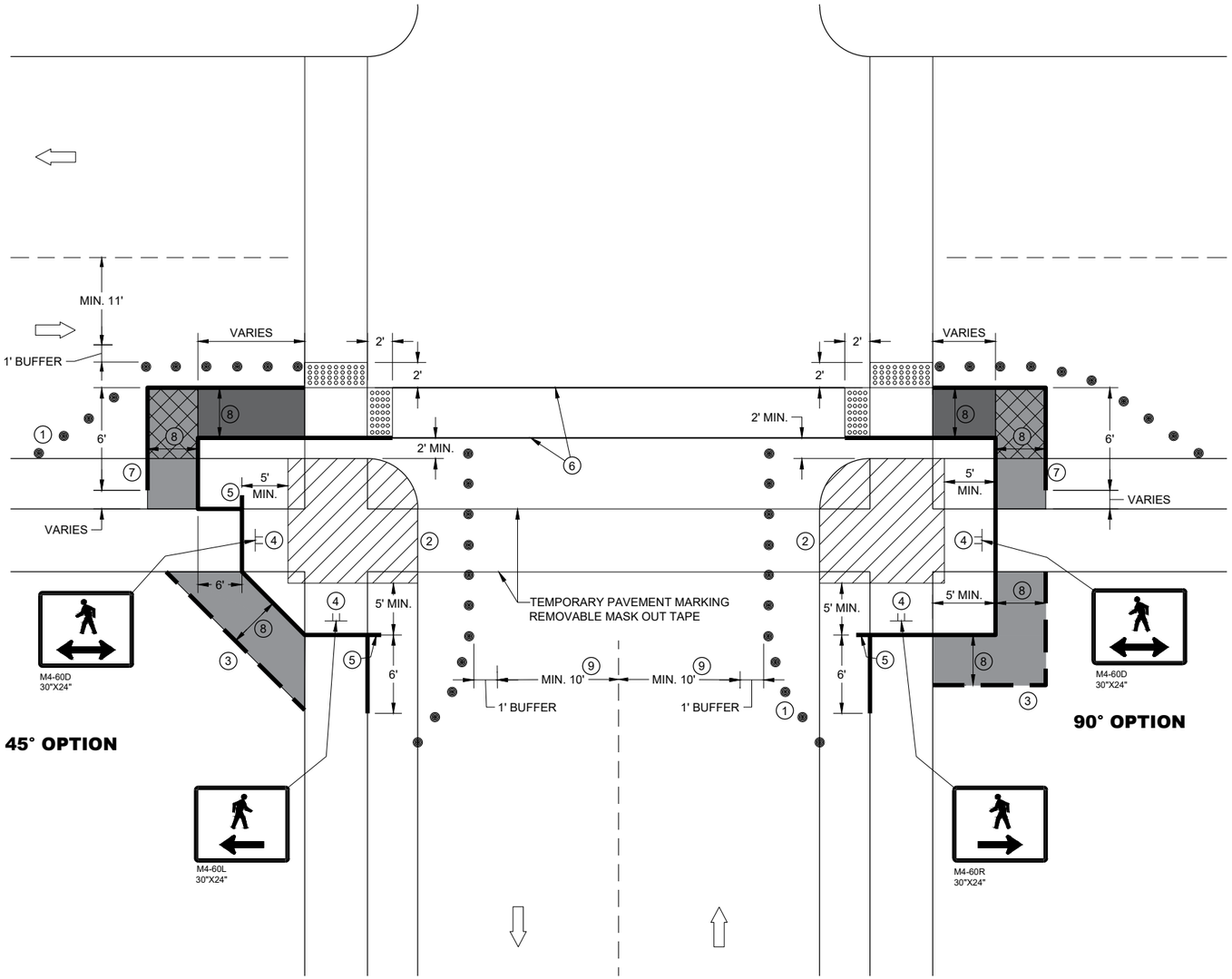
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

SIGN ON PERMANENT SUPPORT

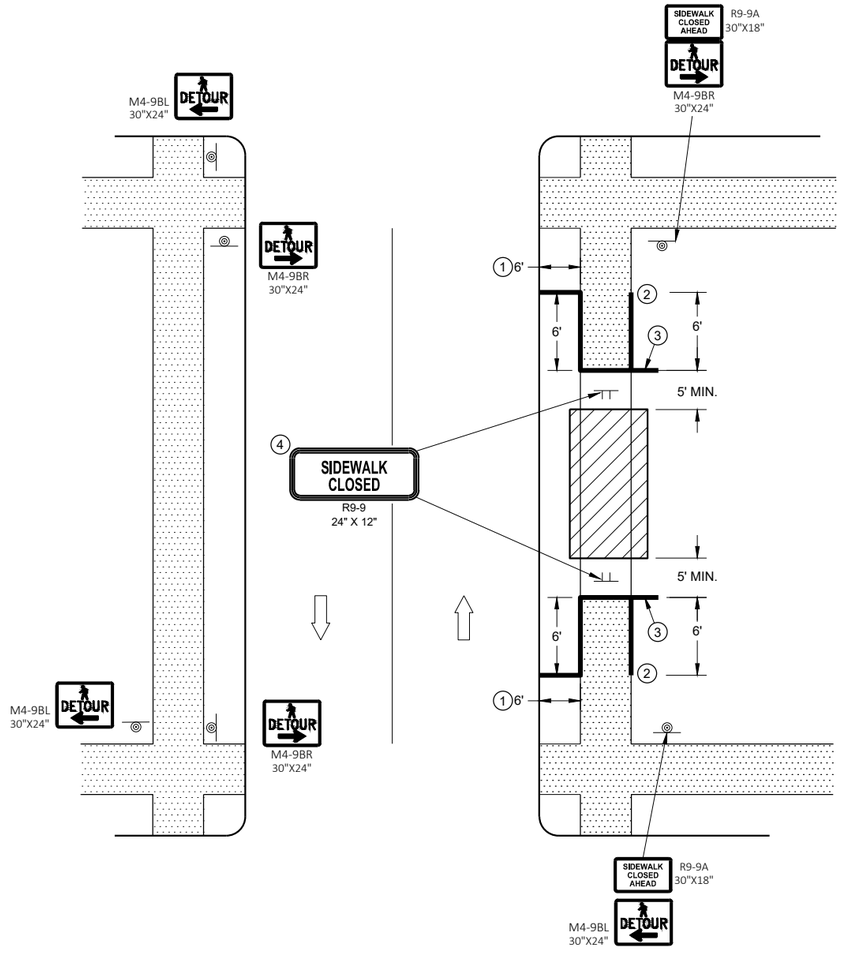
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

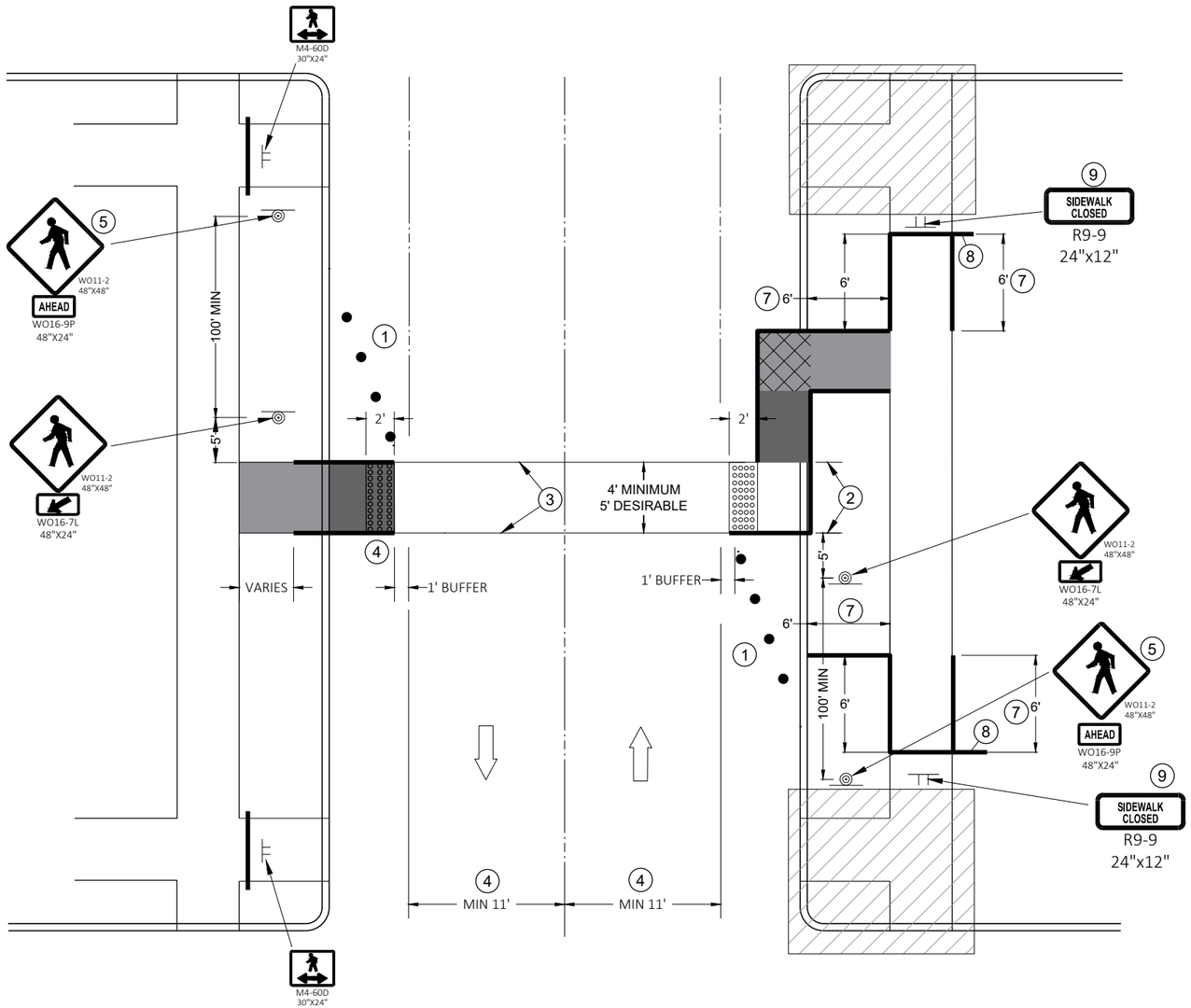
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

(1) SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) 4 FEET MINIMUM, 5 FEET DESIRABLE.

(3) WHITE 6" TEMPORARY PAVEMENT MARKING.

(4) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.

(5) IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.

(6) IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.

(7) PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.

(8) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(9) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

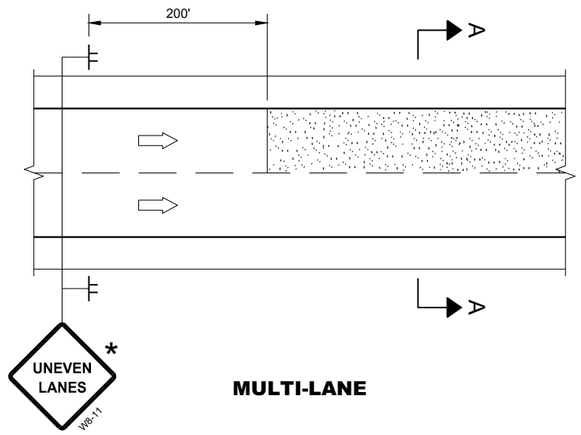
LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

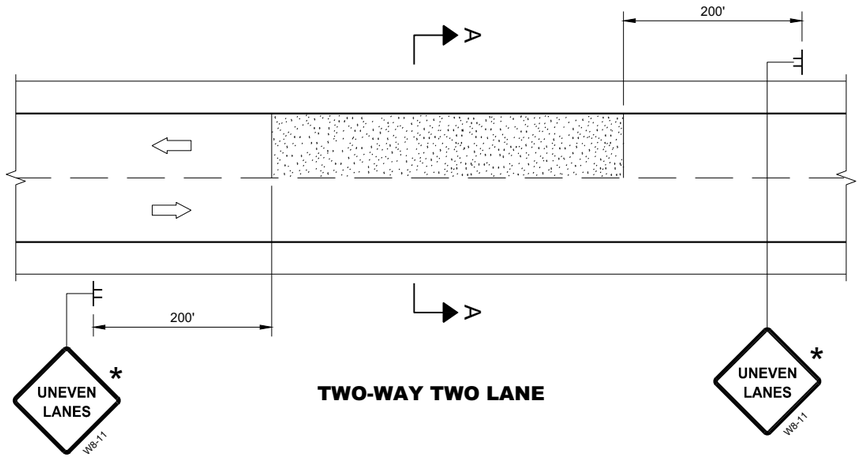
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TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

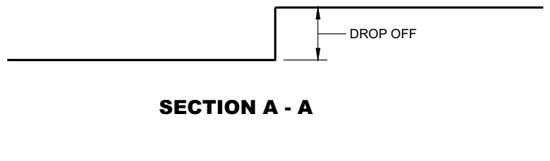
SDD 15D30 - 09L



MULTI-LANE

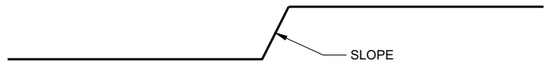


TWO-WAY TWO LANE

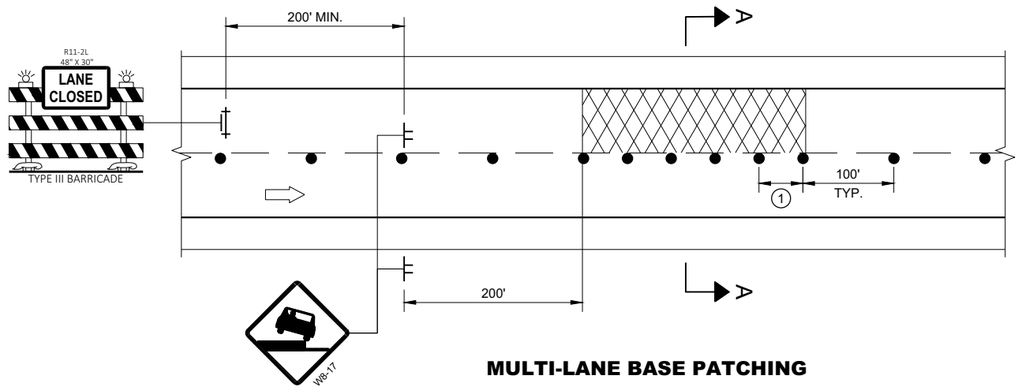


SECTION A - A

OR

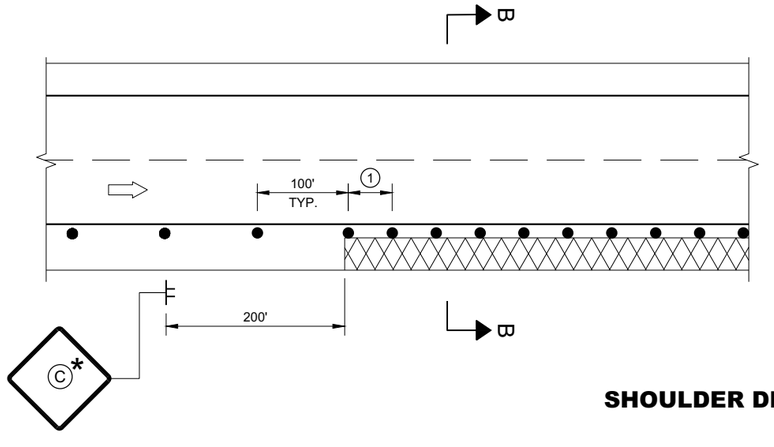


SECTION A - A

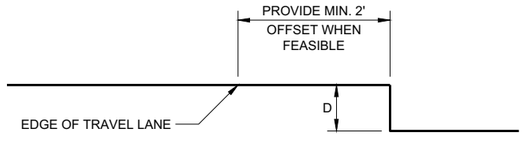


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

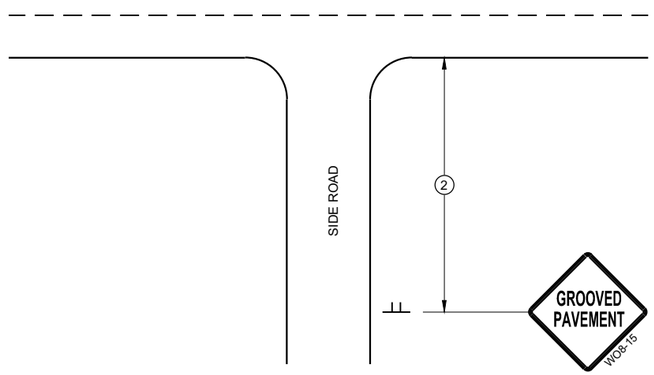
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

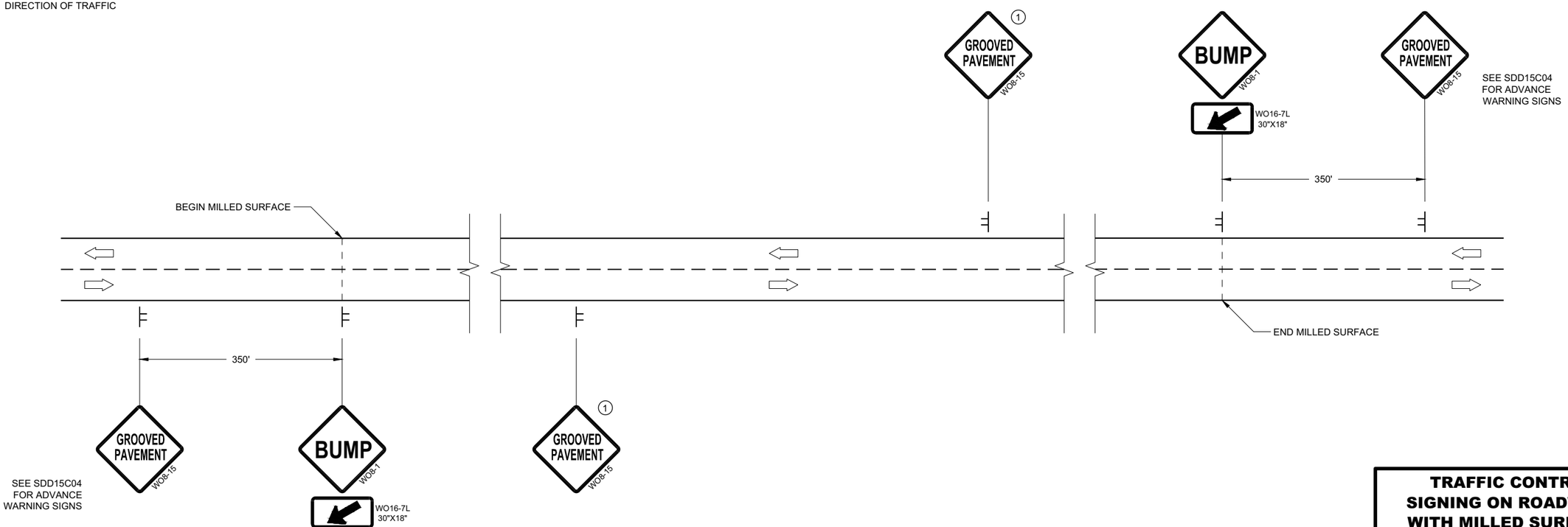
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

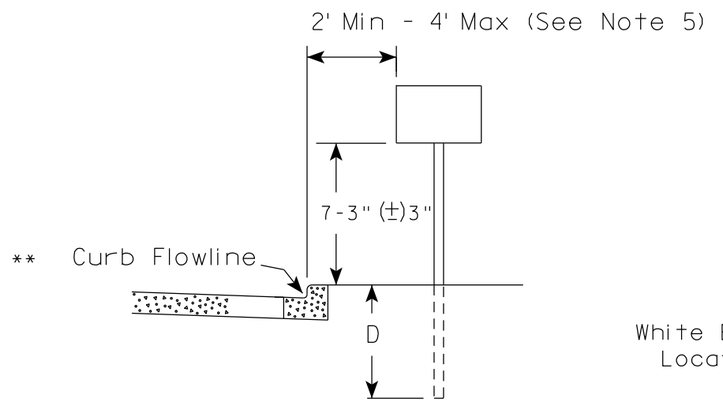
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

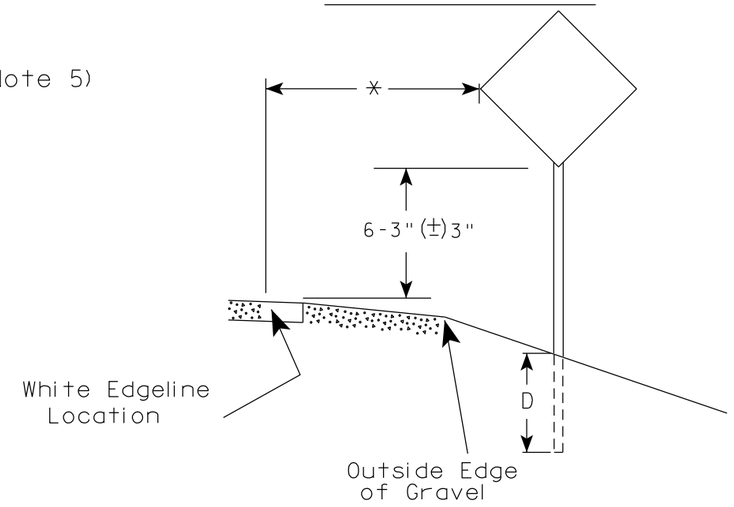
SDD 15D44 - 02

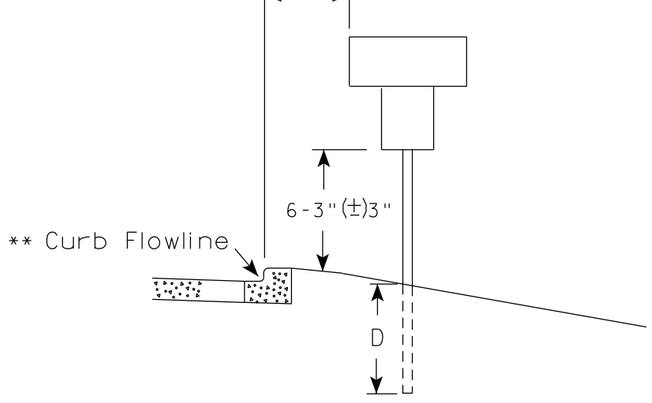
SDD 15D44 - 02

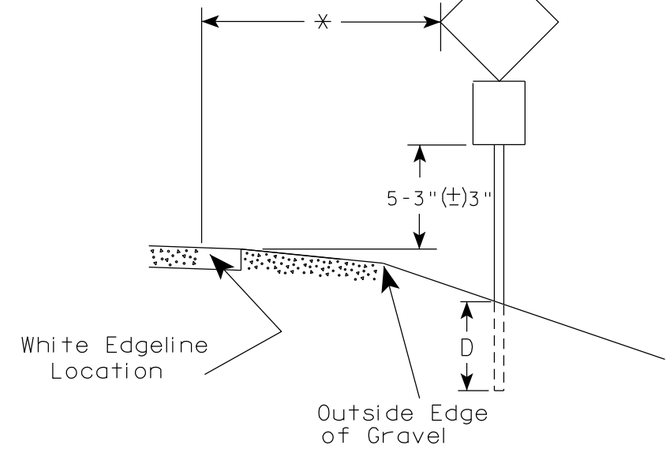
URBAN AREA



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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

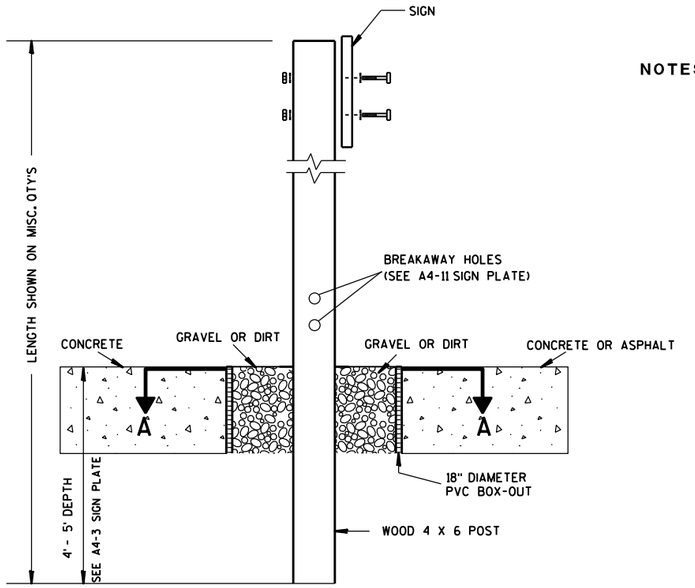
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

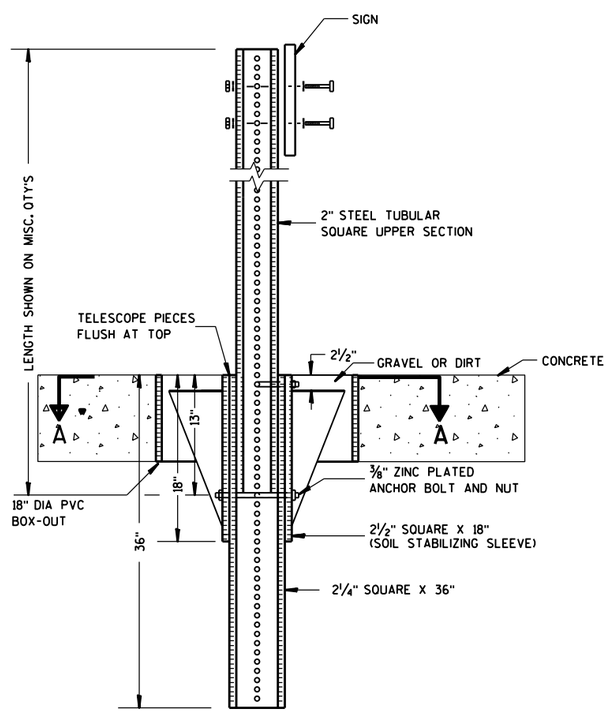
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 145	E



ELEVATION VIEW

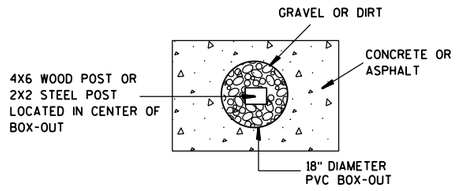
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

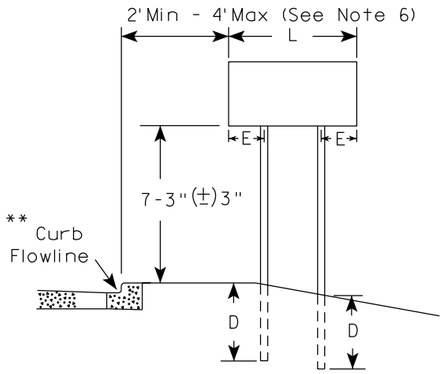
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

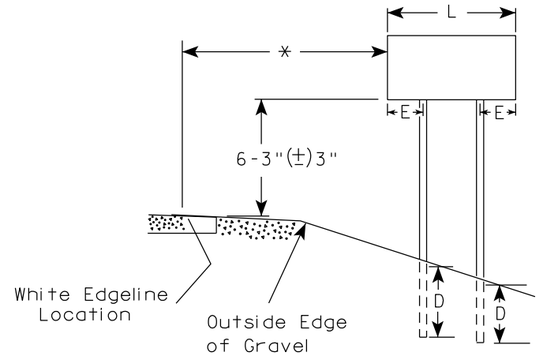
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

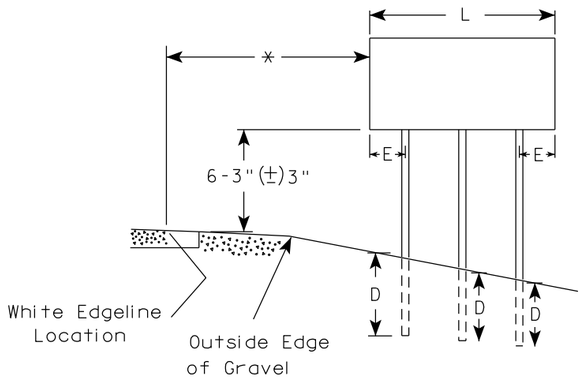
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

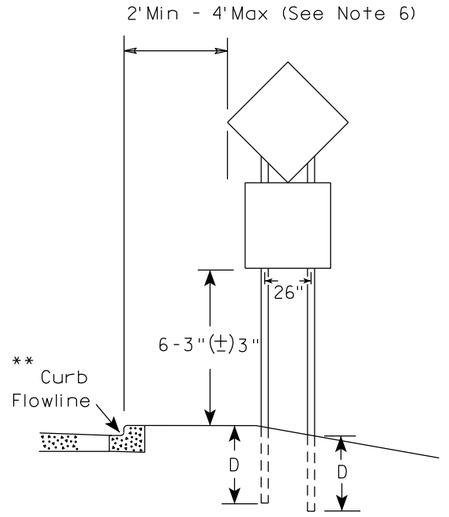
URBAN AREA



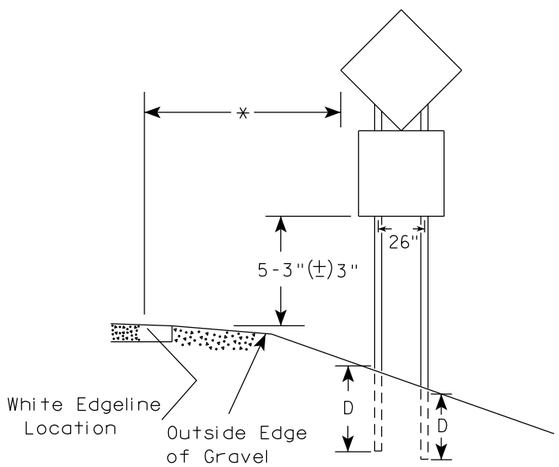
RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

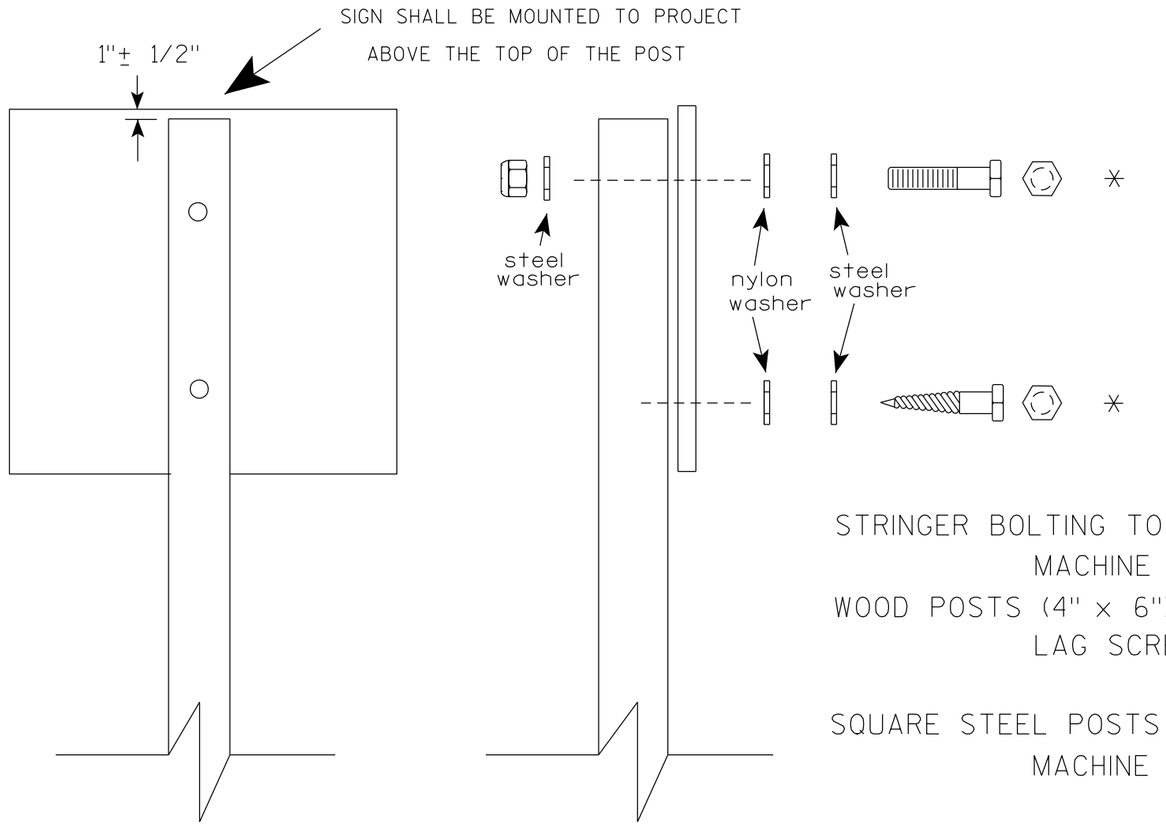
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 147	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

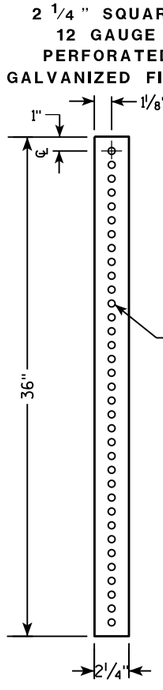
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

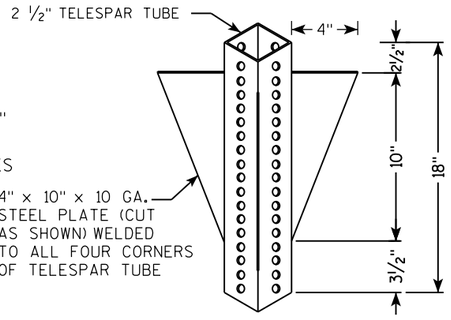
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

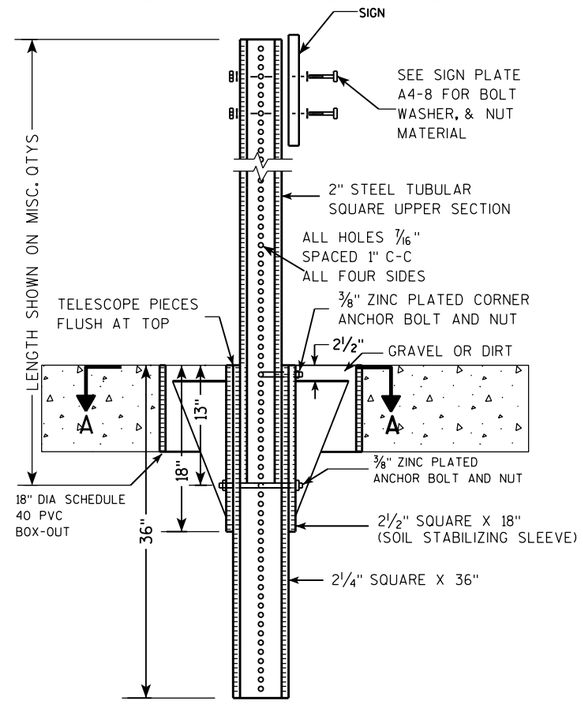
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



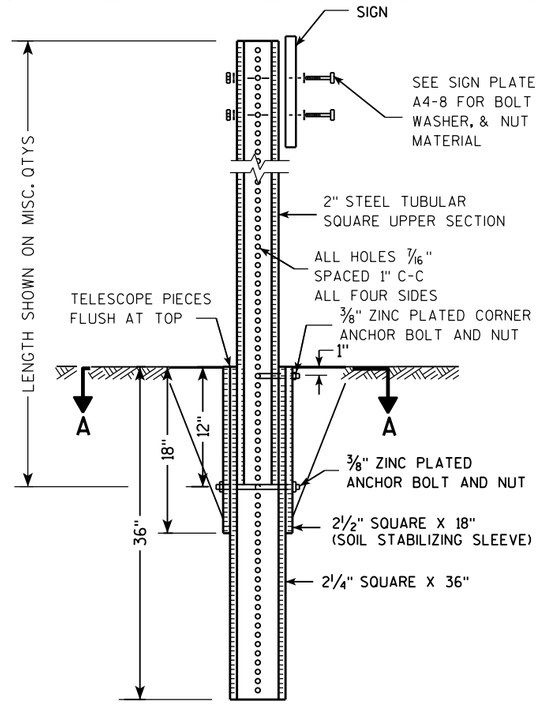
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

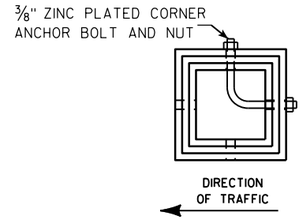


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

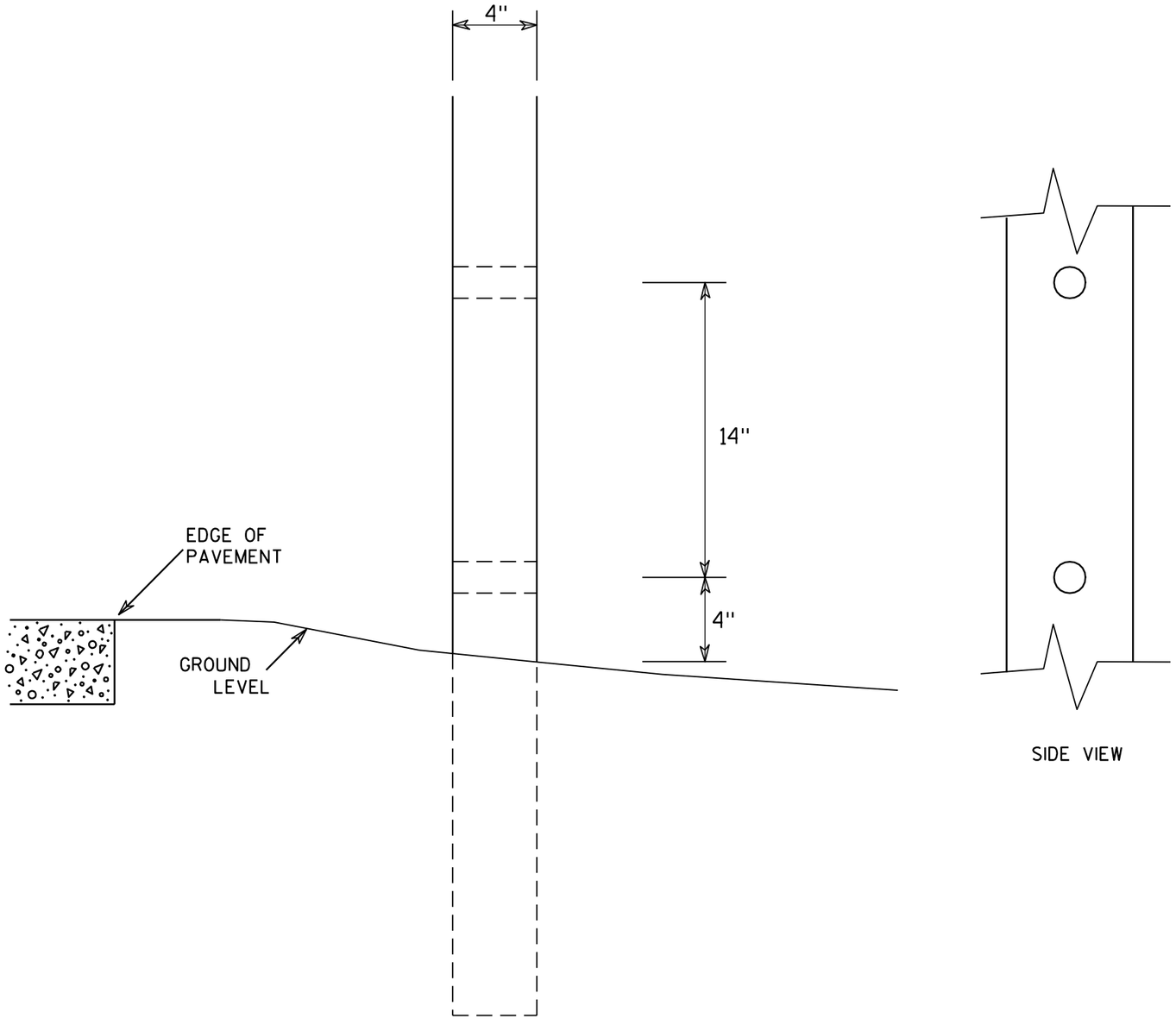
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

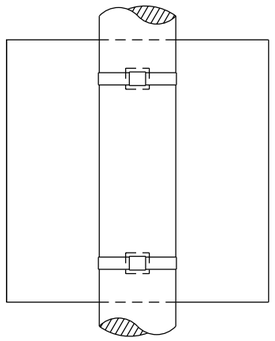
APPROVED Chester J Spang for State Traffic Engineer

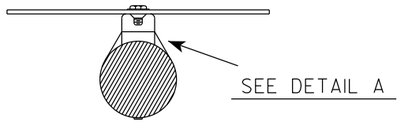
DATE 3/27/97 PLATE NO. A4-11.2

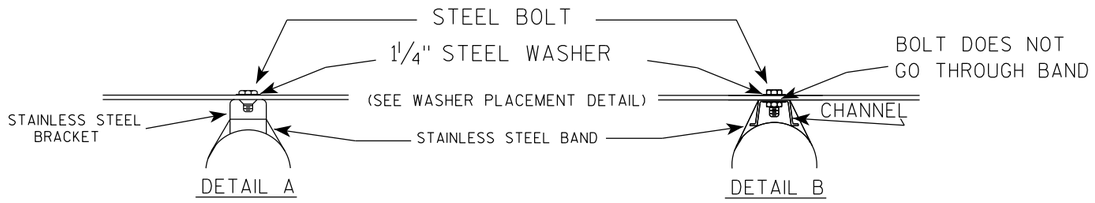
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 150	E

BANDING

SINGLE SIGN



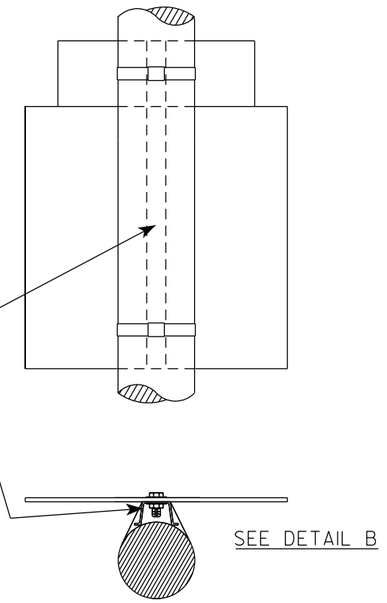




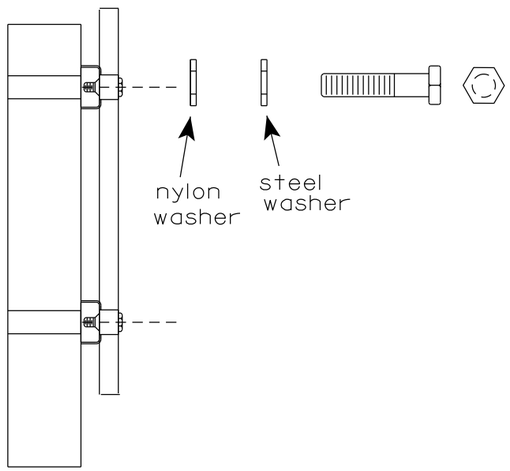
GENERAL NOTES

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



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

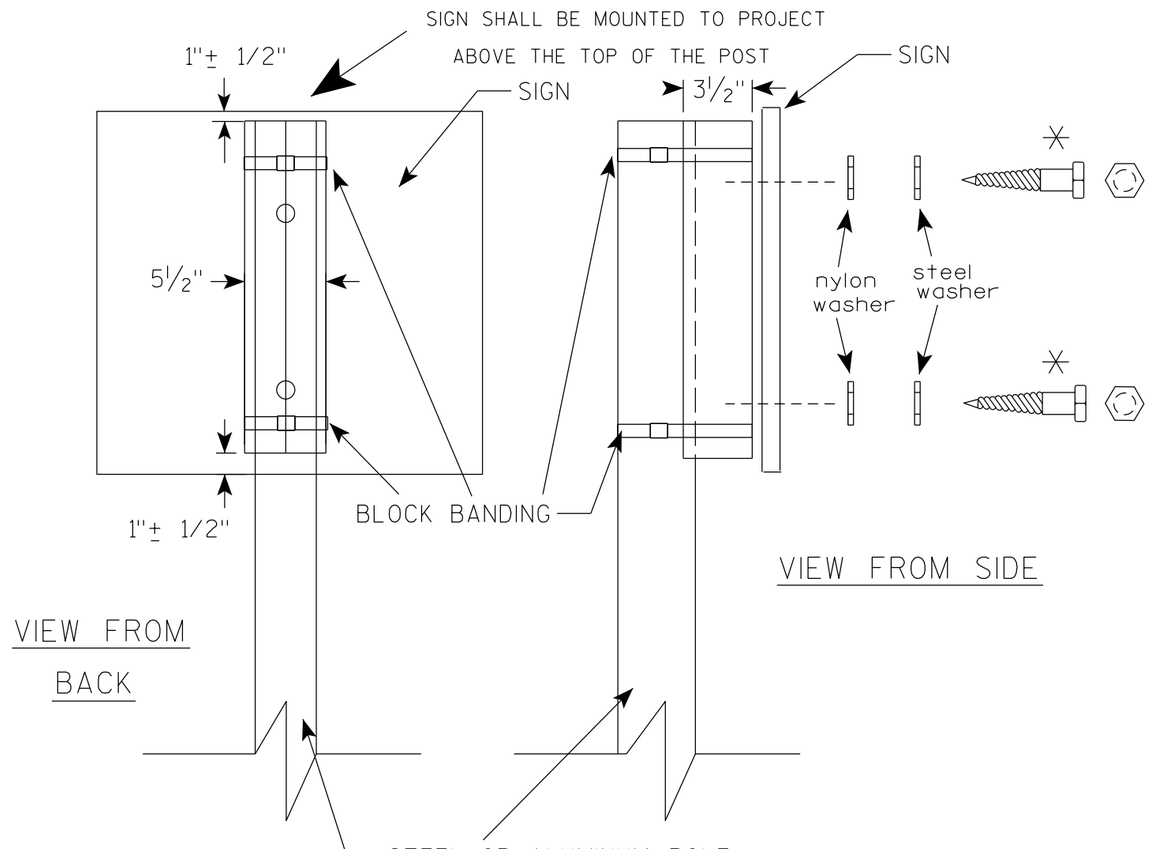
WISCONSIN DEPT OF TRANSPORTATION

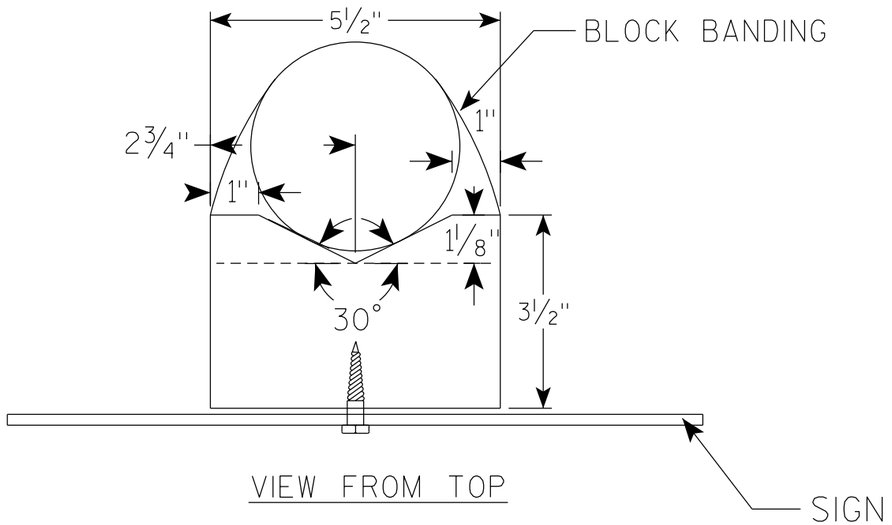
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 151	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





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

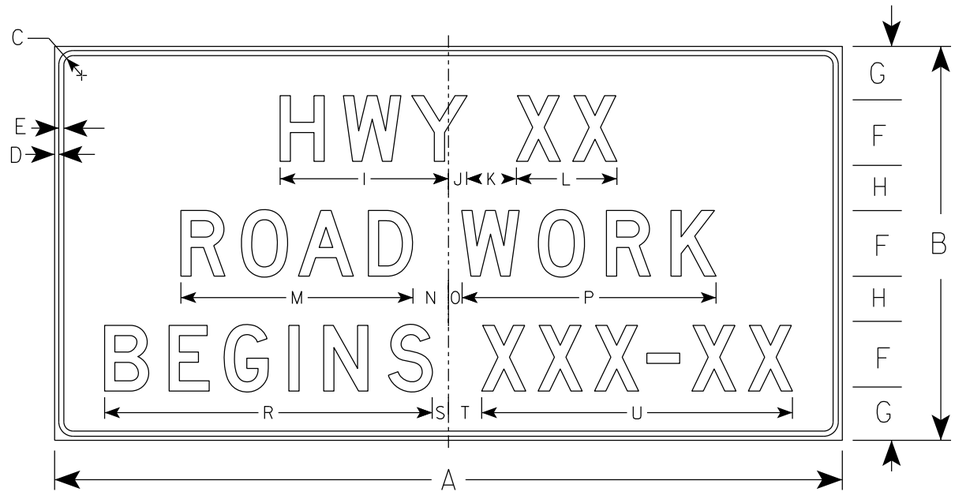
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 152 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

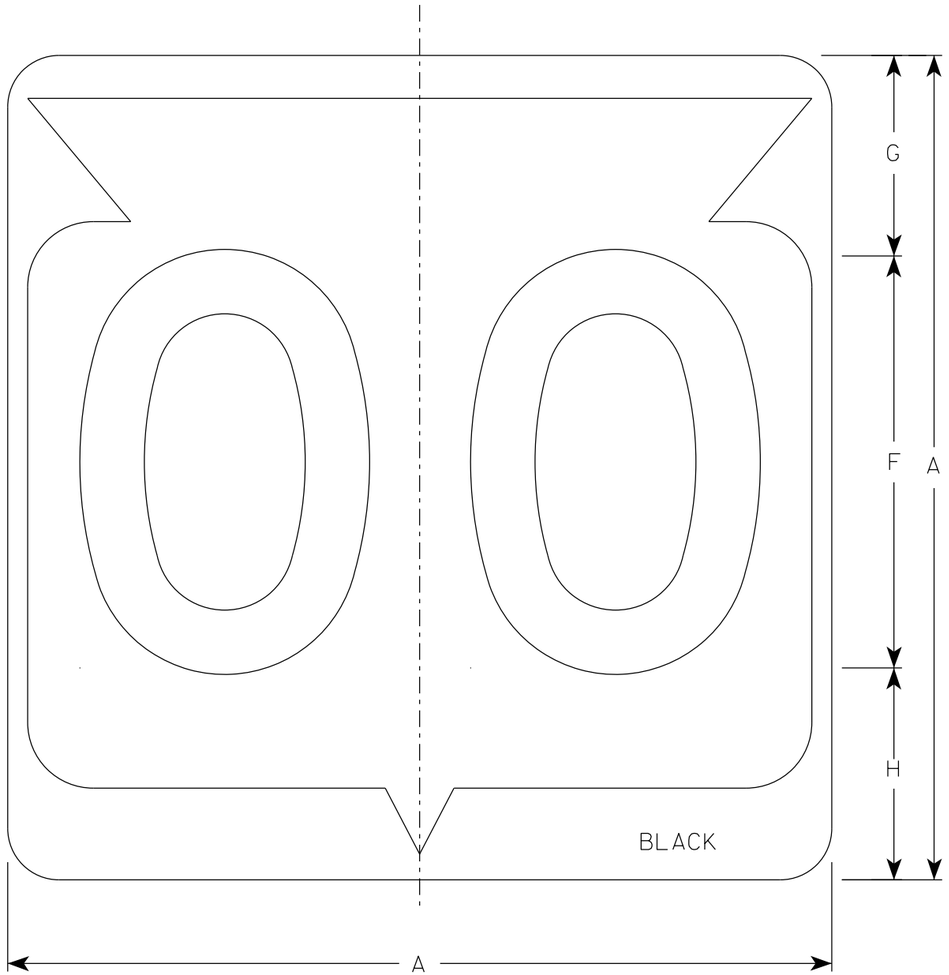
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

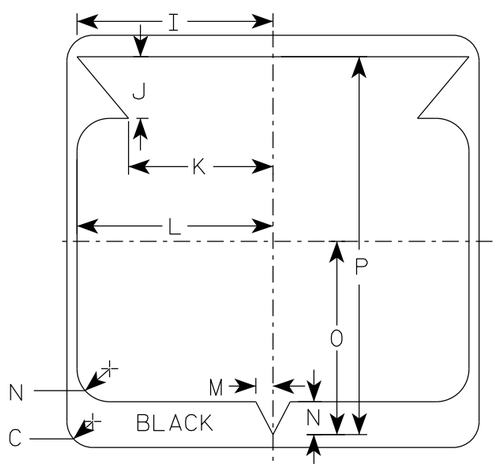
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 153	E



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



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
2M	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

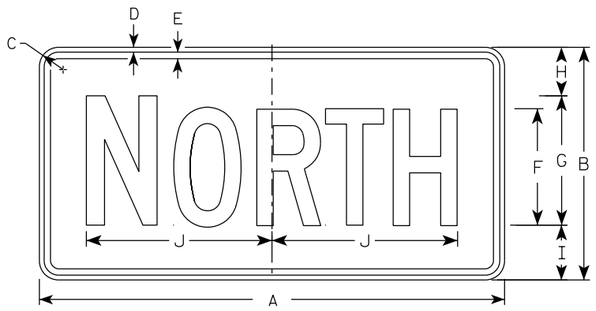
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

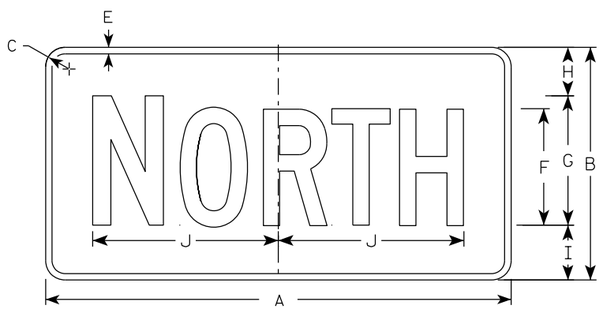
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

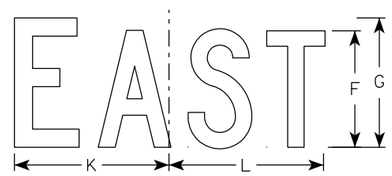
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 154	E



M3-1
MM3-1
MP3-1



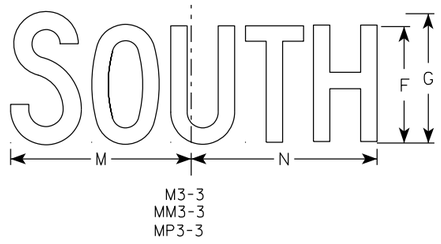
MB3-1
MK3-1
MN3-1



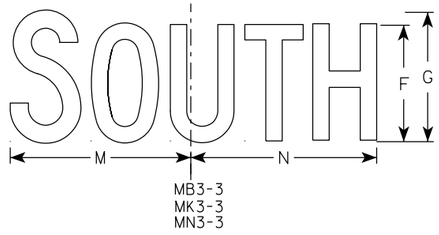
M3-2
MM3-2
MP3-2



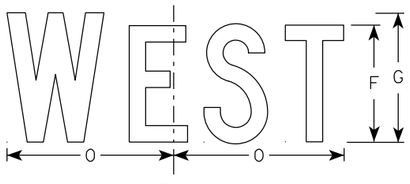
MB3-2
MK3-2
MN3-2



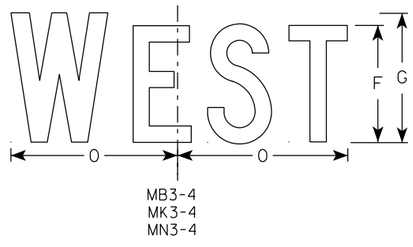
M3-3
MM3-3
MP3-3



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 Reflective
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																											
2S	24	12	1 1/2	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												2.00
2M	24	12	1 1/2	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												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

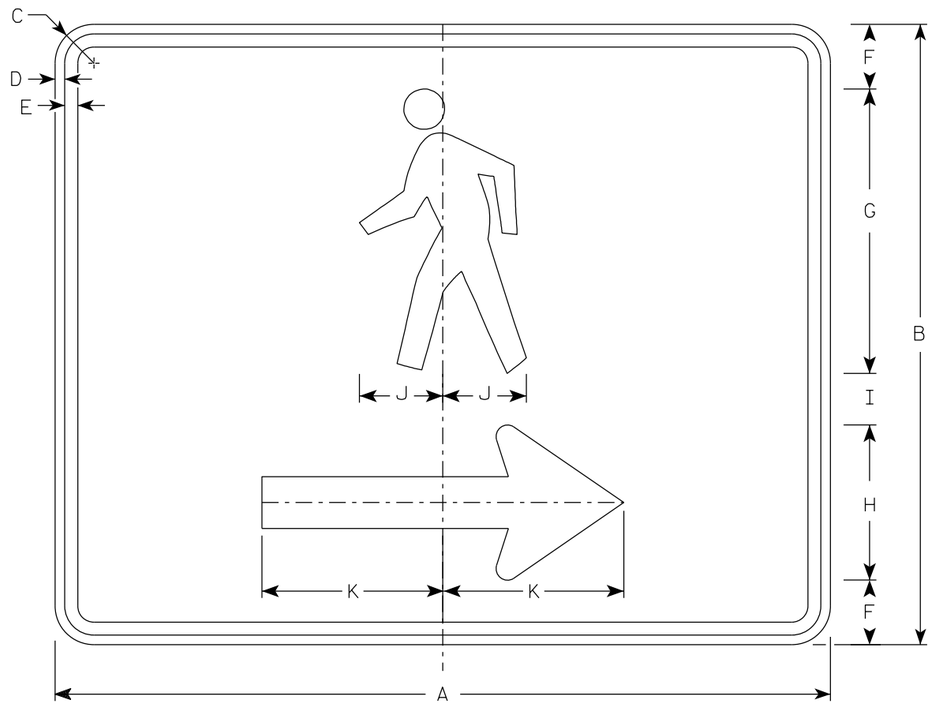
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

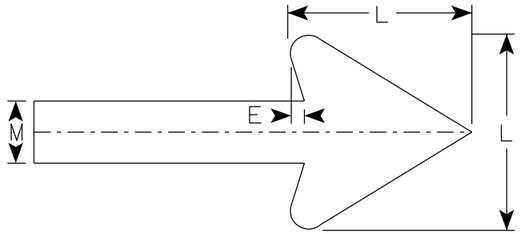
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 155 | E

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.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

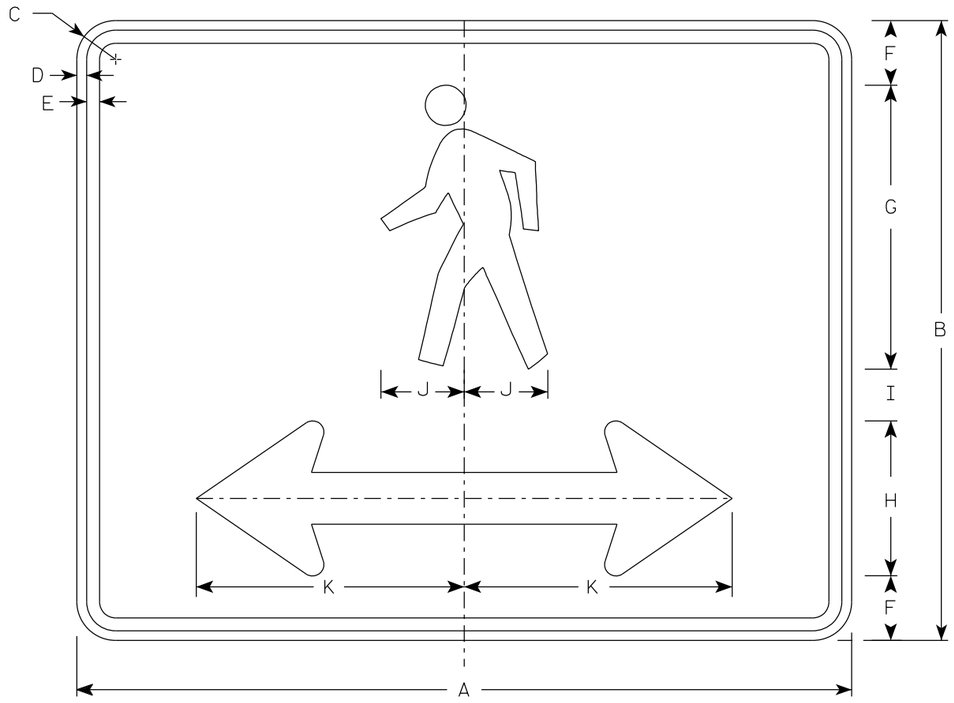
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

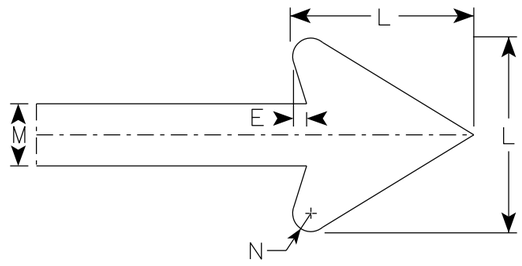
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 156 | E



M4-60D

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																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

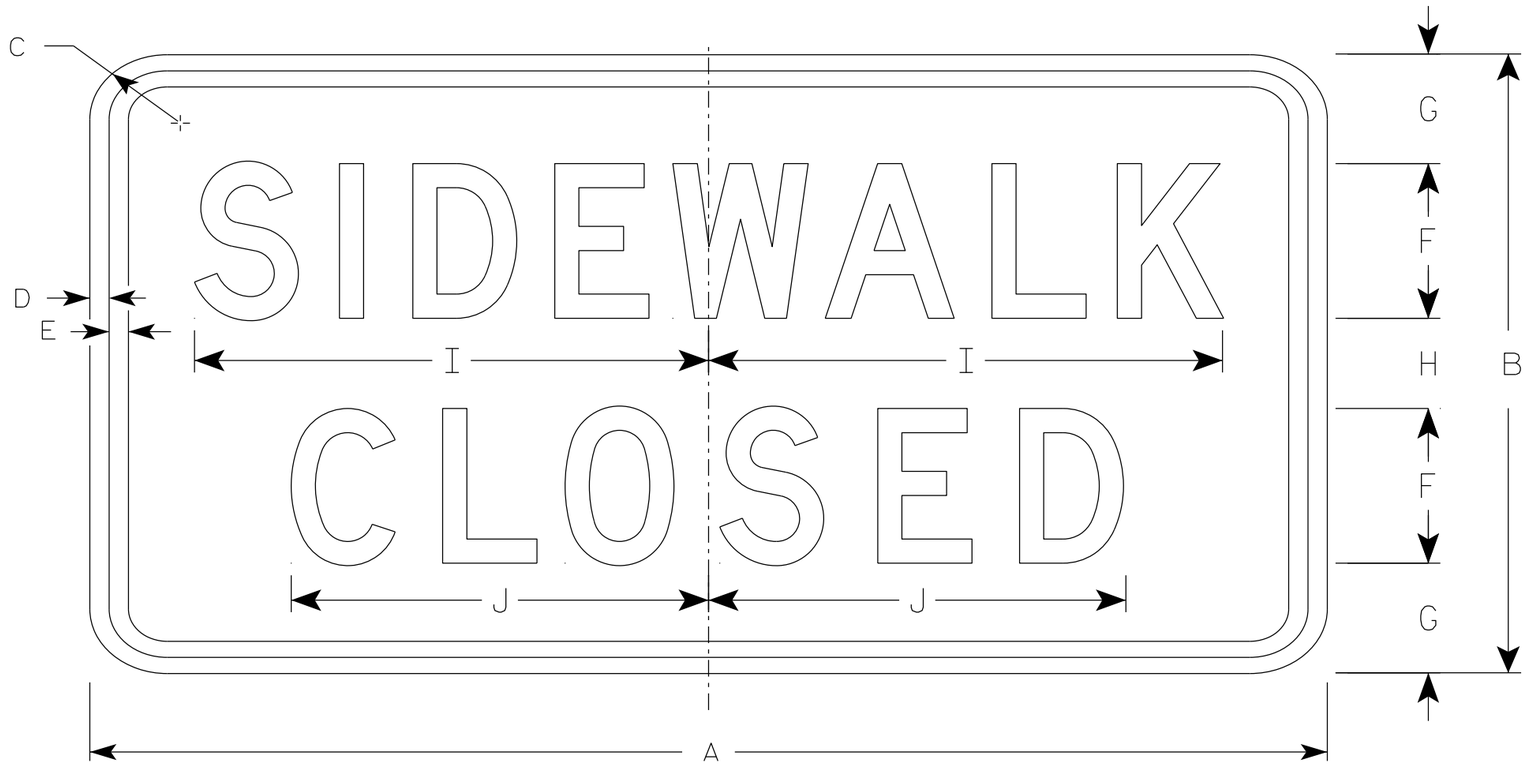
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 157 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

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	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

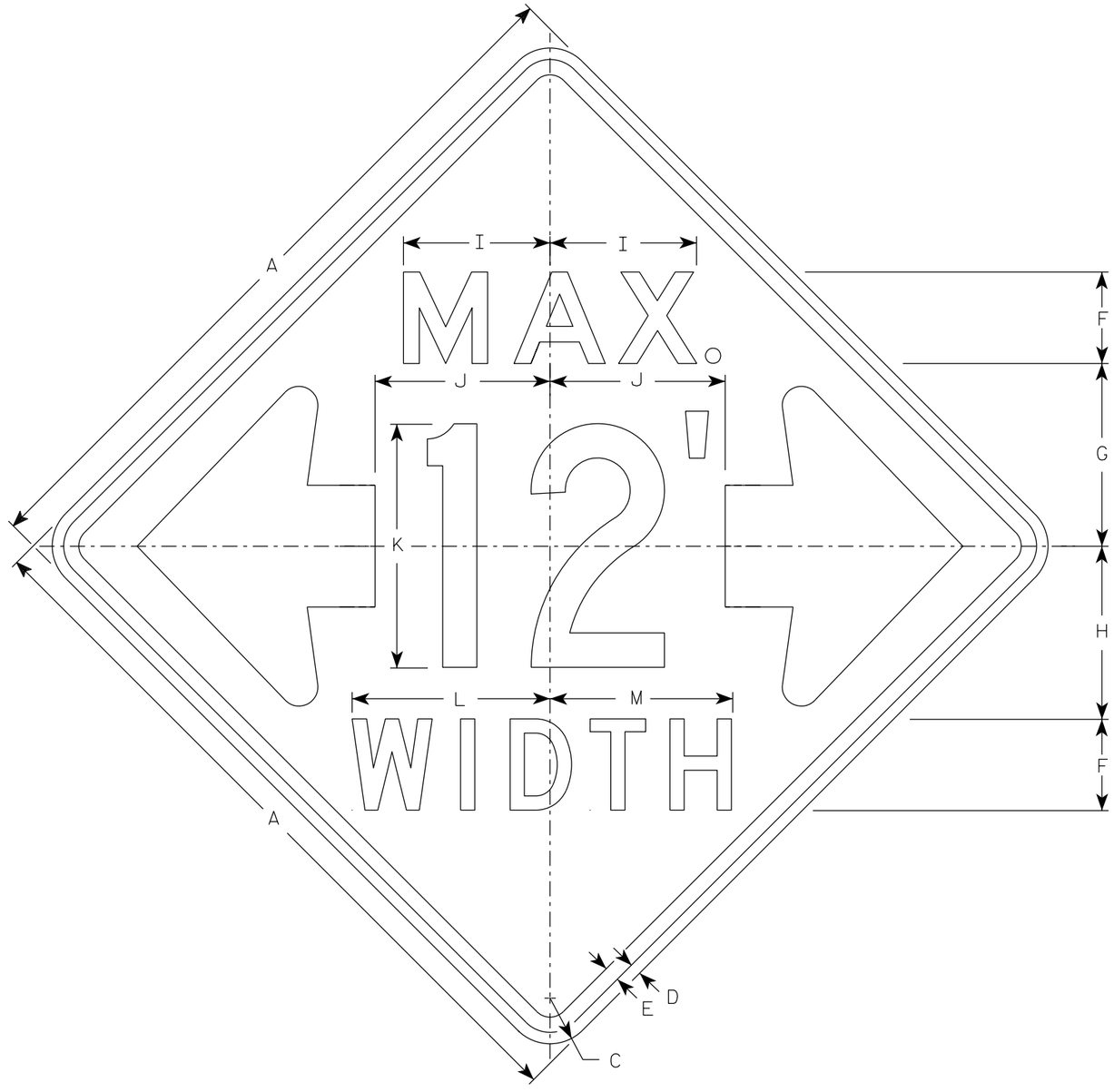
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

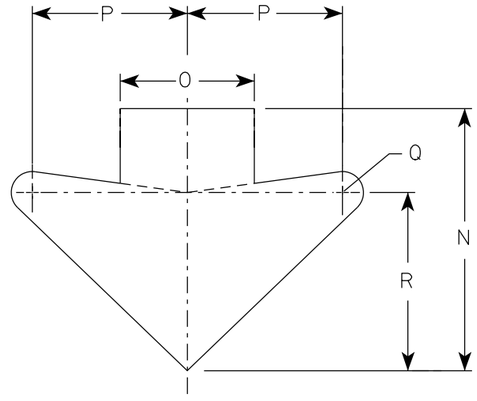
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 158 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. 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		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

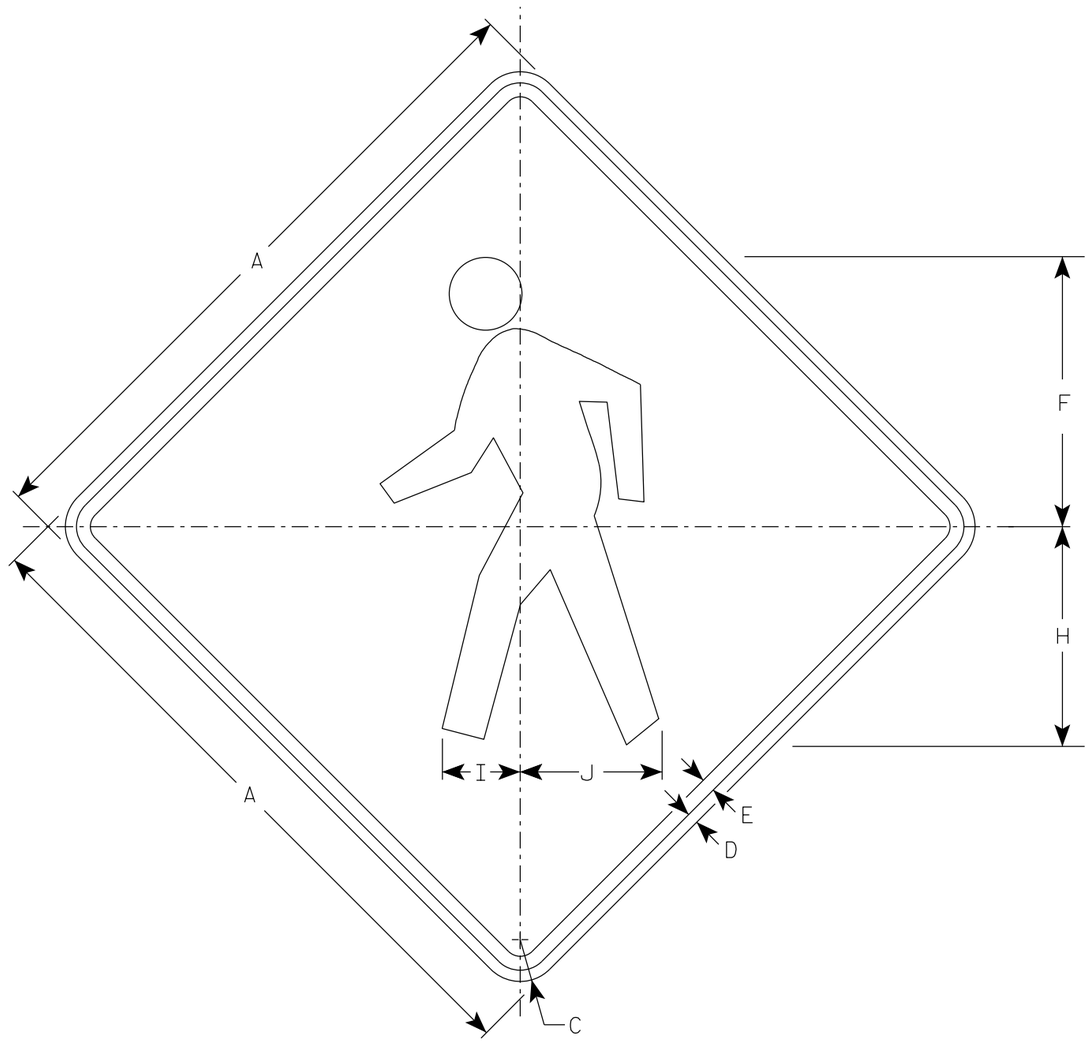
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 159 | E



WO11-2

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.

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		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

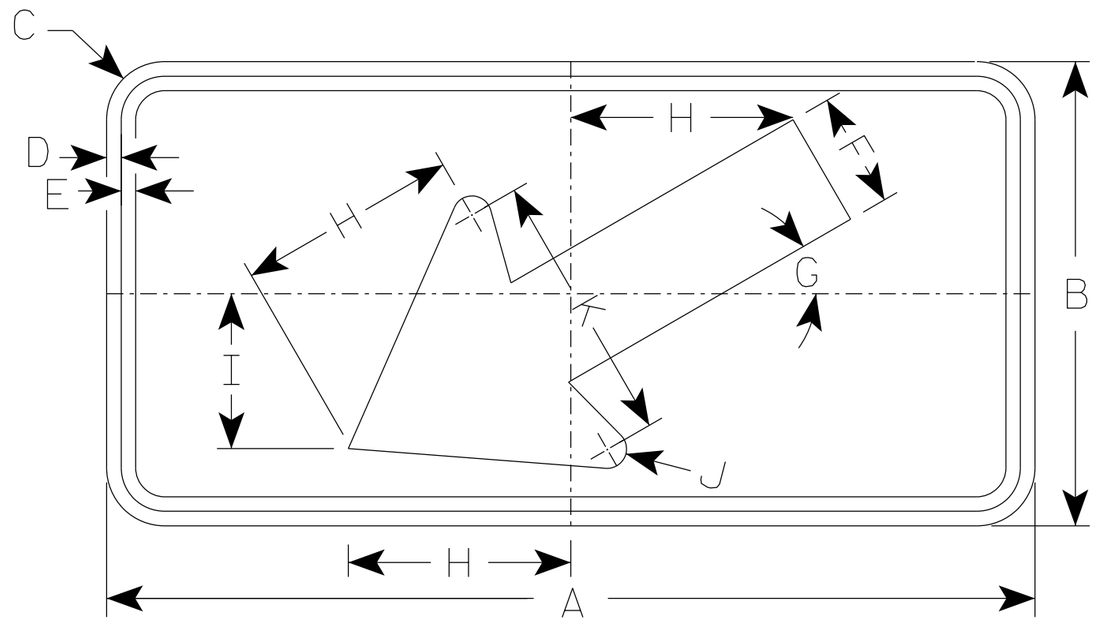
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 160 | E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L 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	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

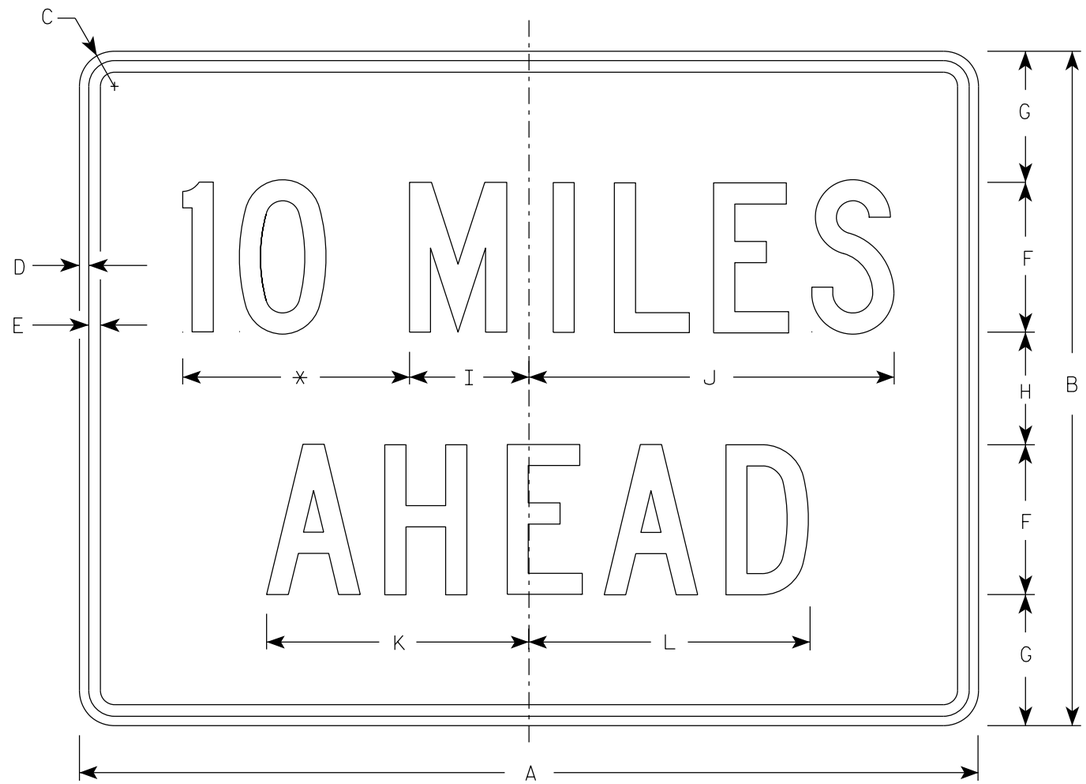
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

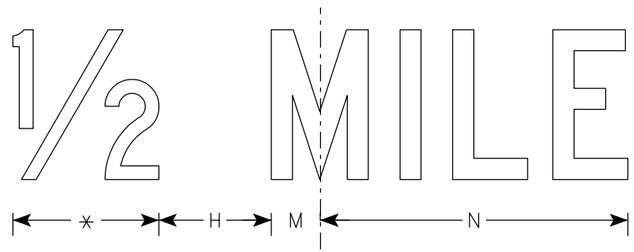
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 161	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

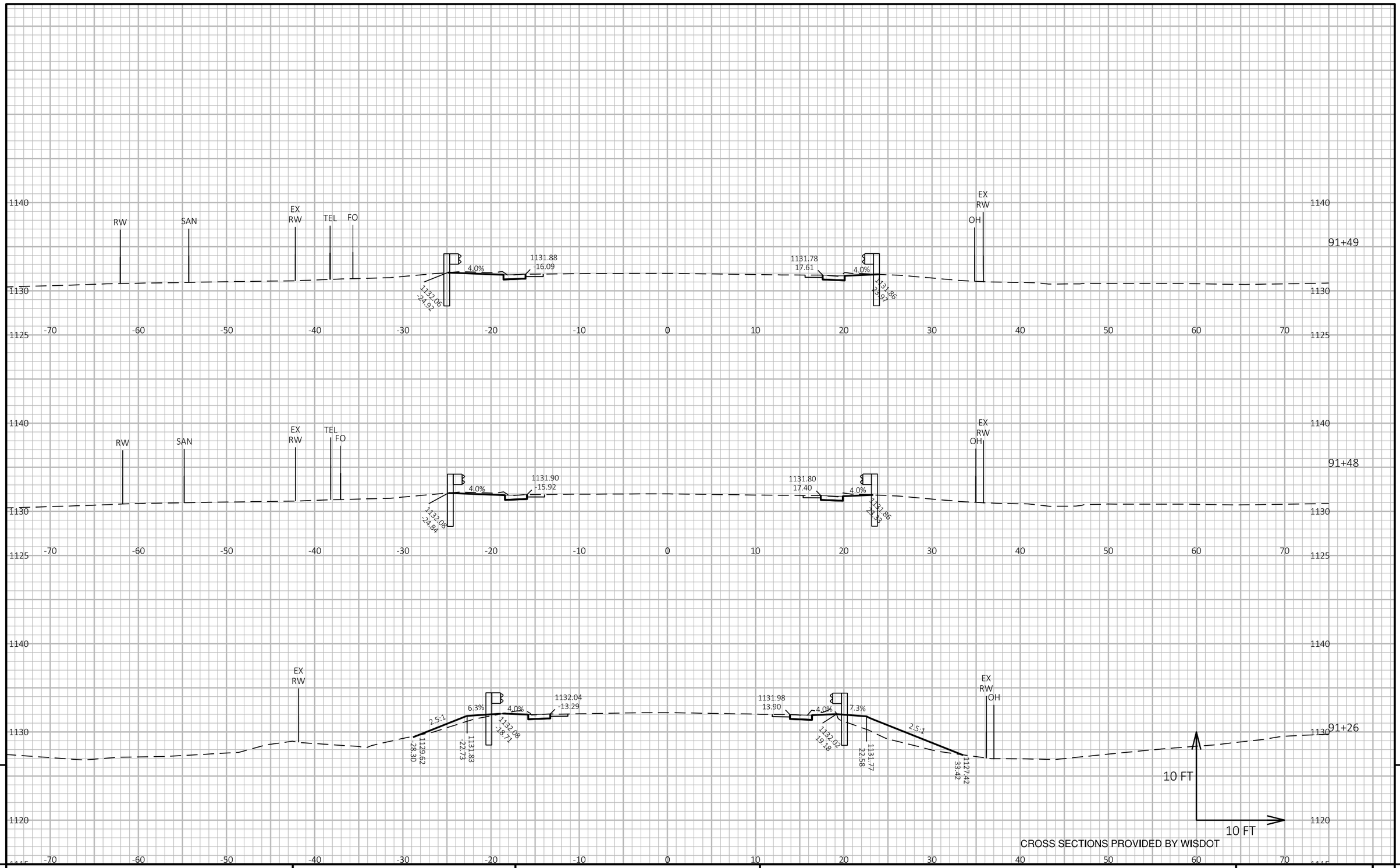
STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 162 E



CROSS SECTIONS PROVIDED BY WISDOT

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: ROCK CREEK BRIDGE	SHEET 163	E

FILE NAME : C:\C3D\70500002\SHEETSPLAN\XS_ROCKCK.DWG
LAYOUT NAME - 01

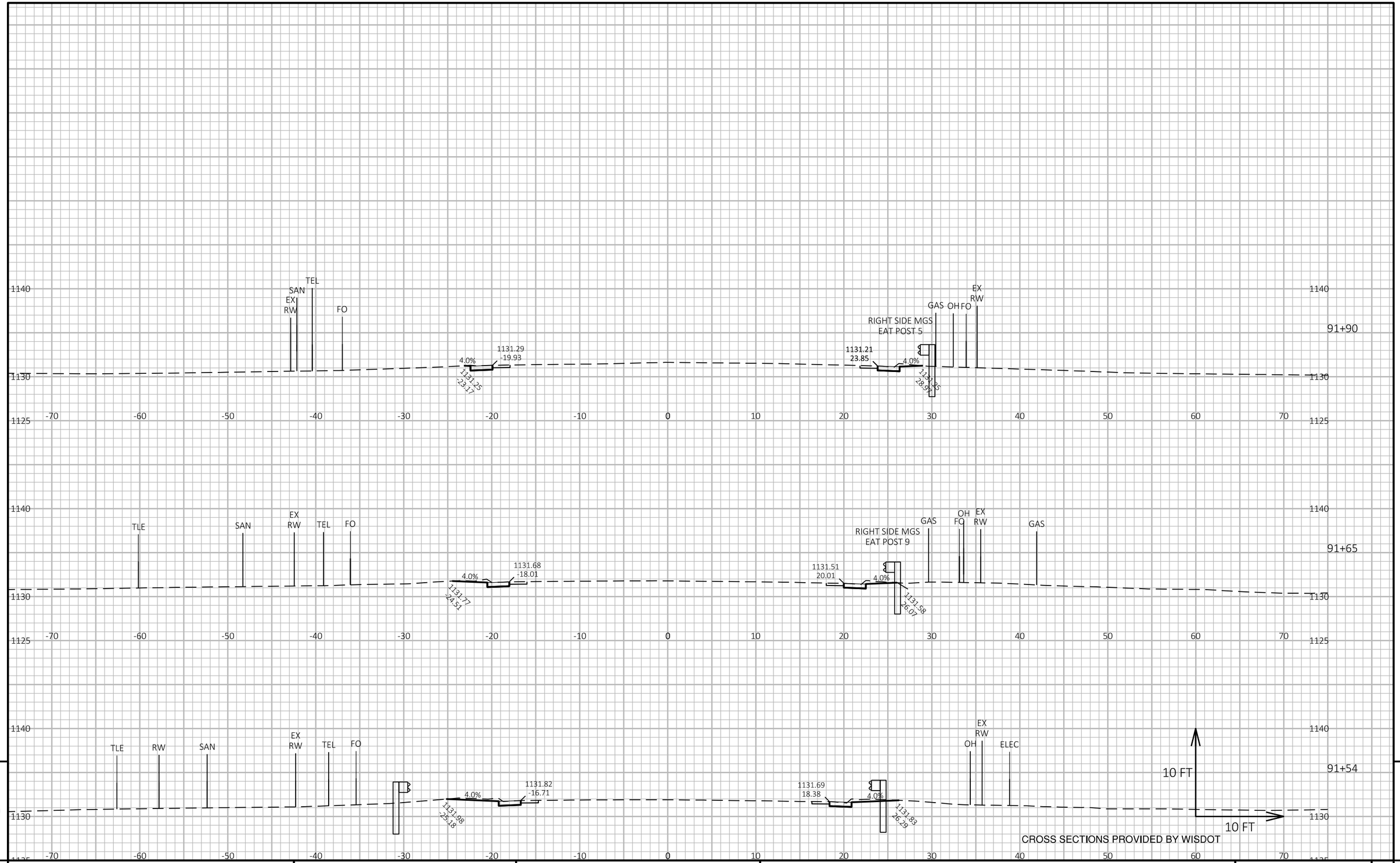
PLOT DATE : 3/28/2024 10:58 AM

PLOT BY : THAO, KOU

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: ROCK CREEK BRIDGE	SHEET 164	E

FILE NAME : C:\C3D\70500002\SHEETSPLAN\XS_ROCKCK.DWG
LAYOUT NAME - 02

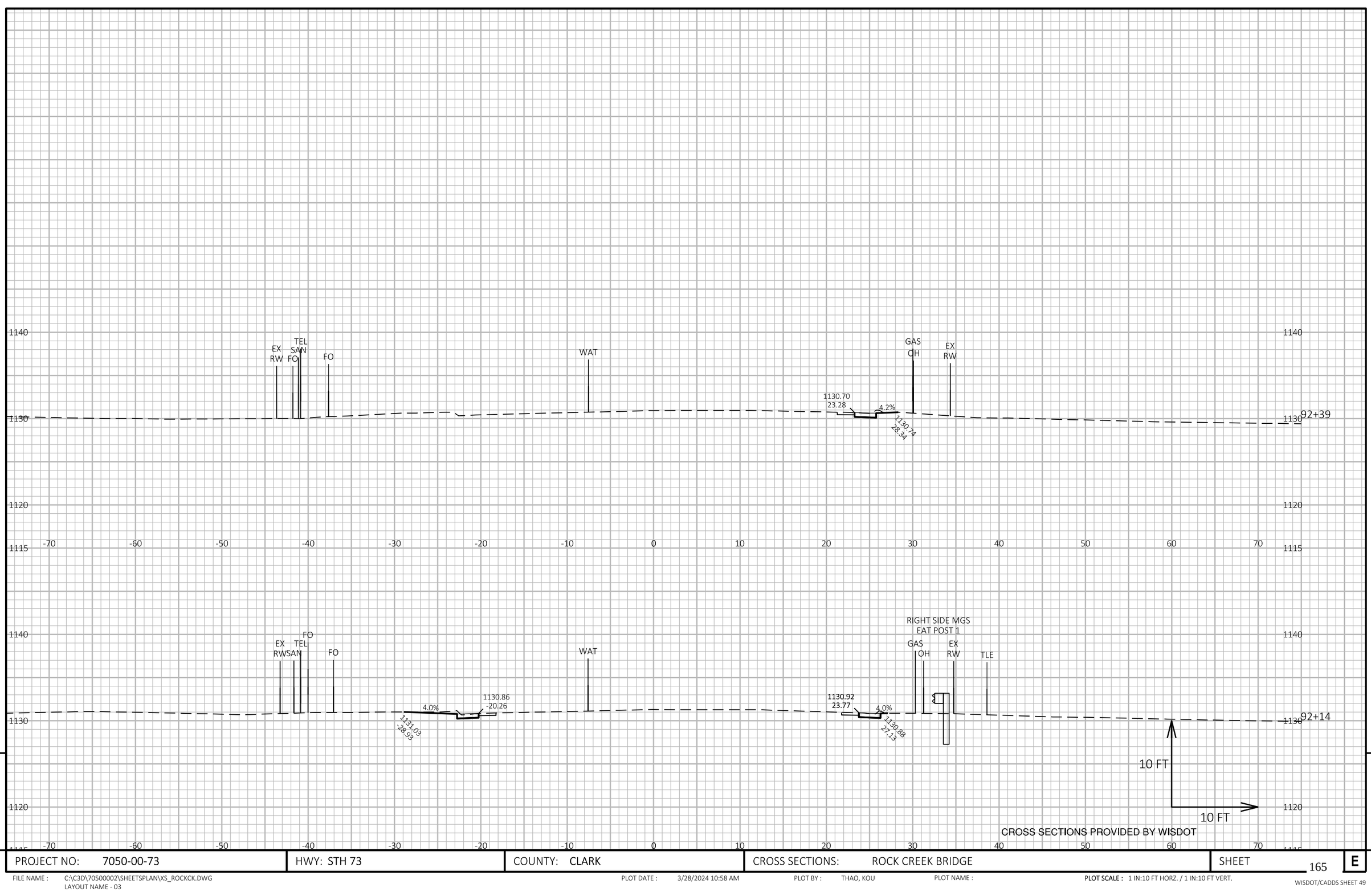
PLOT DATE : 3/28/2024 10:58 AM

PLOT BY : THAO, KOU

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 7050-00-73	HWY: STH 73	COUNTY: CLARK	CROSS SECTIONS: ROCK CREEK BRIDGE	SHEET 165	E

FILE NAME : C:\C3D\70500002\SHEETSPLAN\XS_ROCKCK.DWG
LAYOUT NAME - 03

PLOT DATE : 3/28/2024 10:58 AM PLOT BY : THAO, KOU PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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