RHI | APRIL 2026

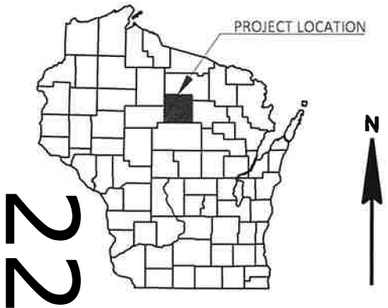
PROJECT ID: 9305-07-70

WITH: N/A

COUNTY: LINCOLN

ORDER OF SHEETS

TOTAL SHEETS = 120



22

DESIGN DESIGNATION

A.A.D.T.	2027	=	310
A.A.D.T.	2047	=	310
D.H.V.		=	90
D.D.		=	60/40
T.		=	8.1%
DESIGN SPEED		=	60 MPH
ESALS		=	40,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MERRILL - TOMAHAWK

WILDERNESS DRIVE TO CTH S

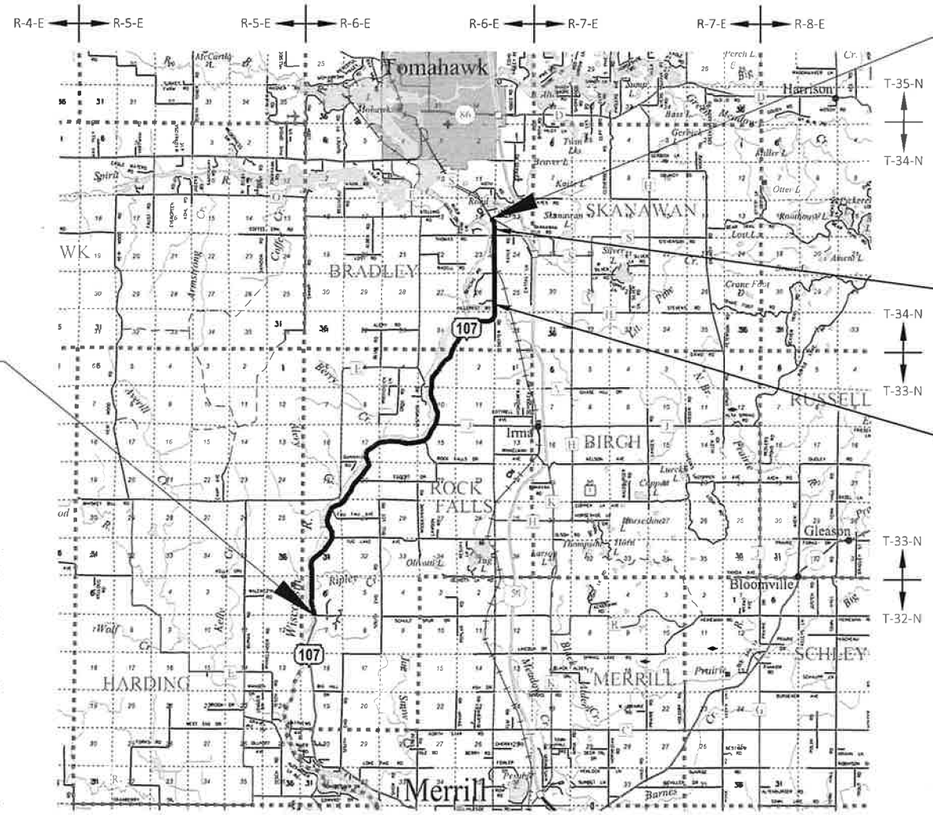
STH 107

LINCOLN COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9305-07-70		

STATE PROJECT NUMBER

9305-07-70



END PROJECT
STA 1235+19

NET EXCEPTION TO CL LENGTH
STA 1218+00 - STA 1223+80
STRUCTURE B-35-0054

NET EXCEPTION TO CL LENGTH
STA 1109+60 - STA 1111+96
STRUCTURE B-35-0053

BEGIN PROJECT
STA 517+00
X = 366473.699
Y = 158459.770

LAYOUT SCALE 0 — 4 MI

TOTAL NET LENGTH OF CENTERLINE = 13.448 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LINCOLN 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 18

ORIGINAL PLANS PREPARED BY

CORRE ENGINEERING

MADISON | EAU CLAIRE | WAUKESHA | APPLETON | TOMAH | WAUSAU

WISCONSIN KEVIN L. MEYER E-38888-006 ELK MOUND WI PROFESSIONAL ENGINEER

10/20/25

DATE _____ (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT / CORRE, INC
Designer	CORRE, INC.
Project Manager	ANDREW CASPER, P.E.
Regional Examiner	FRED SCHUNKE, P.E.
Regional Supervisor	KAI KILEN, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 10/21/2025 Andrew Casper (Signature)

E

GENERAL NOTES:

THE LOCATIONS 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.

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

THE SUPERELEVATION OF OVERLAY HMA SURFACE WILL MATCH THE EXISTING CONDITIONS

THE LOCATION OF EXISTING RIGHT-OF-WAY AS SHOWN ON THE PLANS IS APPROXIMATE. THE RIGHT-OF-WAY IS BASED ON AS-BUILTS AND GIS DATA

ORDER OF SECTION 2 SHEETS

UTILITIES

COMMUNICATION LINE

FRONTIER COMMUNICATIONS OF WISCONSIN LLC
CHRISTOPHER POLLACK
521 N 4TH ST
WAUSAU, WI 54403
TELEPHONE: 715-847-1240
E-MAIL: CHRISTOPHER.POLLACK@FTR.COM

ELECTRICITY - TRANSMISSION

ATC MANAGEMENT, INC.
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
TELEPHONE: 608-877-7650
E-MAIL: DVOSBERG@ATCLLC.COM

ELECTRICITY

WISCONSIN PUBLIC SERVICE CORPORATION
JESSE PATTEN
P.O. BOX 1166
WAUSAU, WI 54402-1166
TELEPHONE: 715-848-7405
E-MAIL: JESSE.PATTEN@WISCONSINPUBLICSERVICE.COM

	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 = 39.5 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.55 ACRES

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

WISDOT RAILROAD LIAISON

WISCONSIN RAPIDS OFFICE
1681 SECOND AVE. SOUTH
WISCONSIN RAPIDS, WI 54495

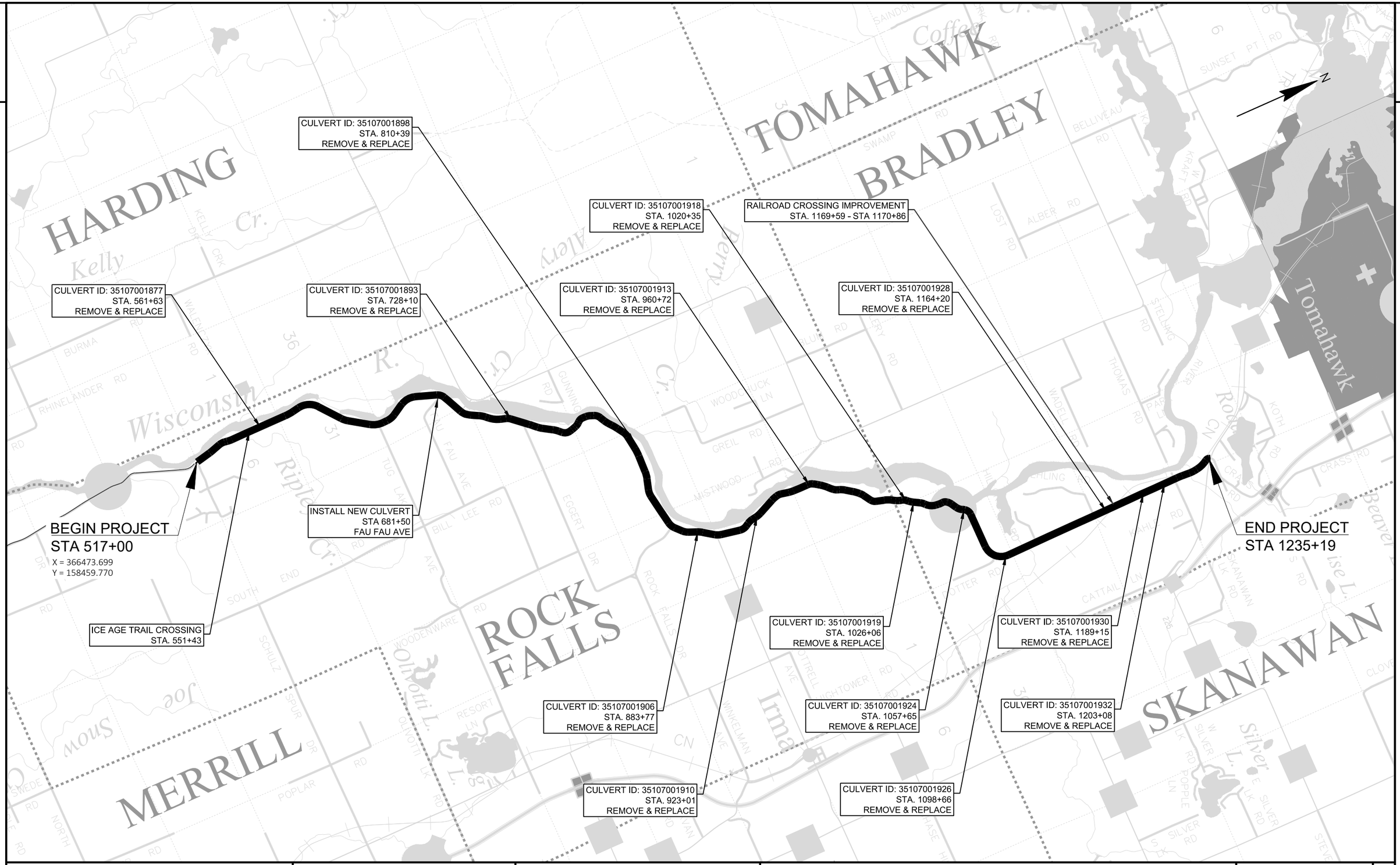
CALEB HERRIN
PHONE: (715) 712-8856
CALEB.HERRIN@DOT.WI.GOV

DNR CONTACT

DNR RHINELANDER SERVICE CENTER
107 SUTLIFF AVENUE
RHINELANDER, WI 54501

WENDY HENNIGES
PHONE: (715) 365-8916
WENDY.HENNIGES@WISCONSIN.GOV

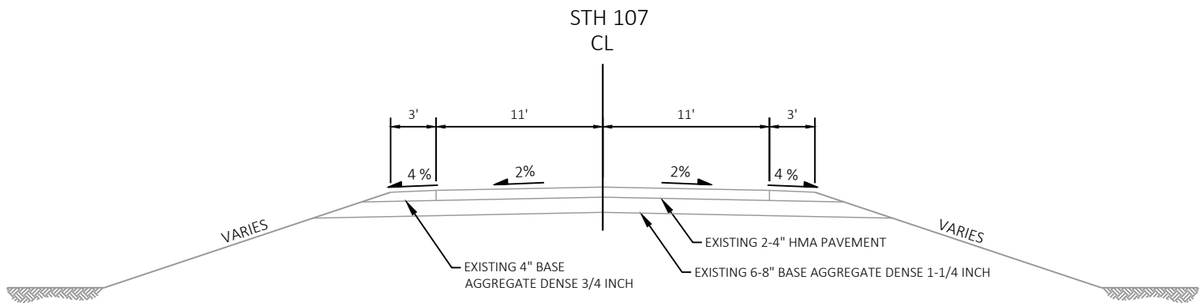
2



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PROJECT OVERVIEW	SHEET 3	E

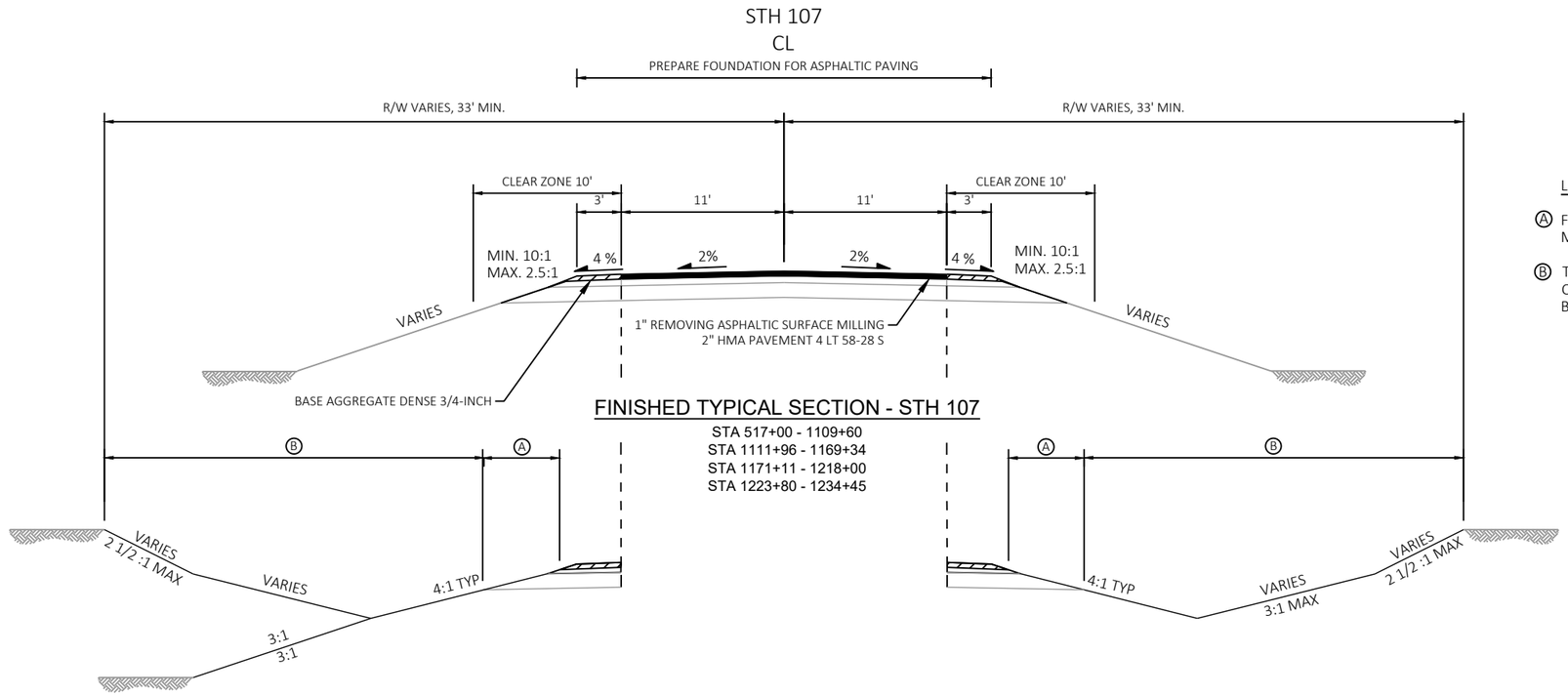
FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 10/30/2025 11:01 AM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION - STH 107

STA 517+00 - 1219+85
STA 1220+19 - 1235+19



LEGEND

Ⓐ FERTILIZER TYPE B; SEEDING MIXTURE NO. 20

Ⓑ TOPSOIL; EROSION MAT URBAN CLASS 1 TYPE B; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20

FINISHED TYPICAL SECTION - STH 107

STA 517+00 - 1109+60
STA 1111+96 - 1169+34
STA 1171+11 - 1218+00
STA 1223+80 - 1234+45

FINISHED PARTIAL TYPICAL CULVERT REPLACEMENT SECTION - STH 107

SEE PLAN SHEETS FOR LOCATIONS

FINISHED PARTIAL TYPICAL GRADING SECTION - STH 107

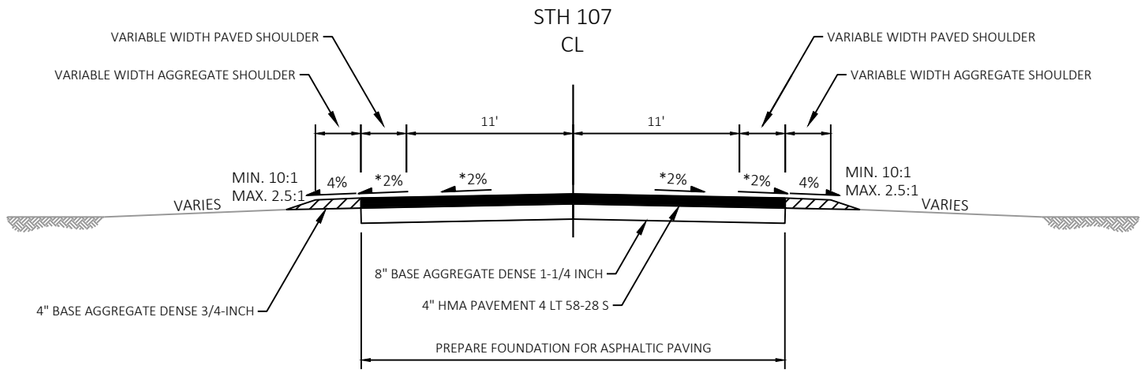
STA 518+13 - 523+00
STA 680+06 - 683+20
STA 734+25 - 735+30

THE SUPERELEVATION OF OVERLAY HMA SURFACE WILL MATCH THE EXISTING CONDITIONS

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 2/12/2026 12:23 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

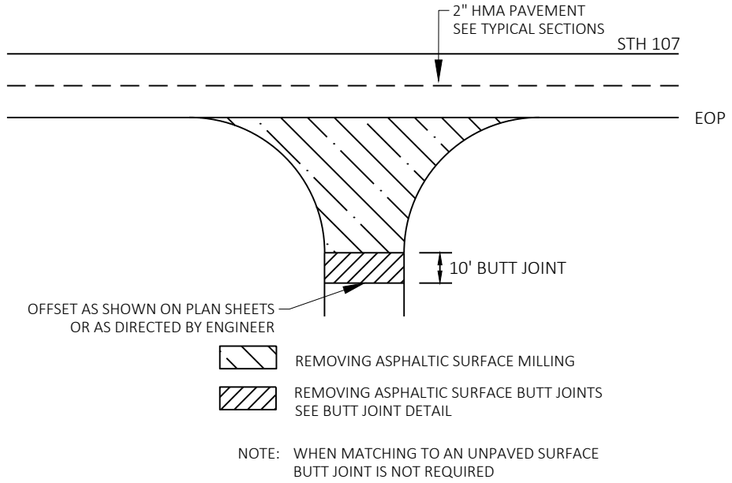
2



FINISHED TYPICAL SECTION - RAILROAD CROSSING

STA 1169+34 - STA 1171+11

*SLOPE WILL VARY BASED ON RAIL ADJUSTMENT

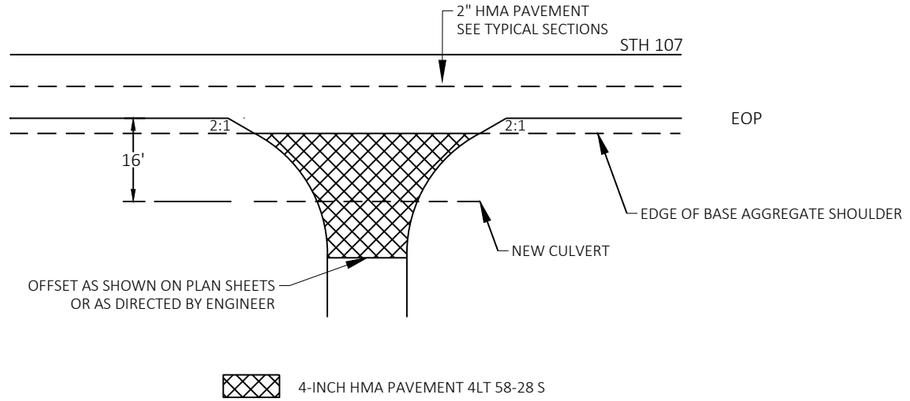


NOTE: WHEN MATCHING TO AN UNPAVED SURFACE BUTT JOINT IS NOT REQUIRED

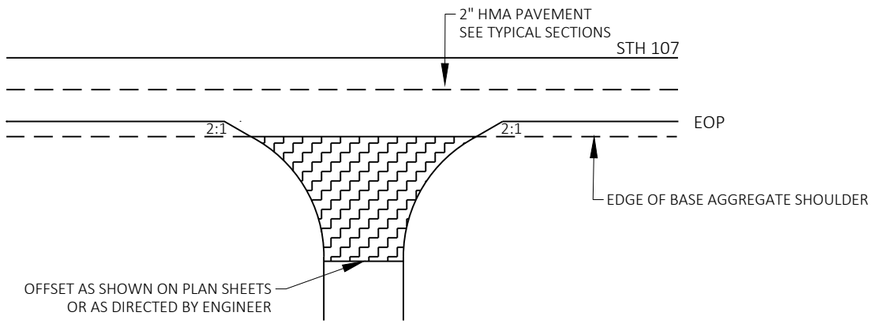
SIDEROADS

WITHOUT CURB AND GUTTER

WILDERNESS DR, TUG LAKE RD, CTH E, ROCK FALLS DR, CTH J
DOTTER RD, HILLCREST RD, BEHLING RD, E HERB MITCHELL RD,
W HERB MITCHELL RD

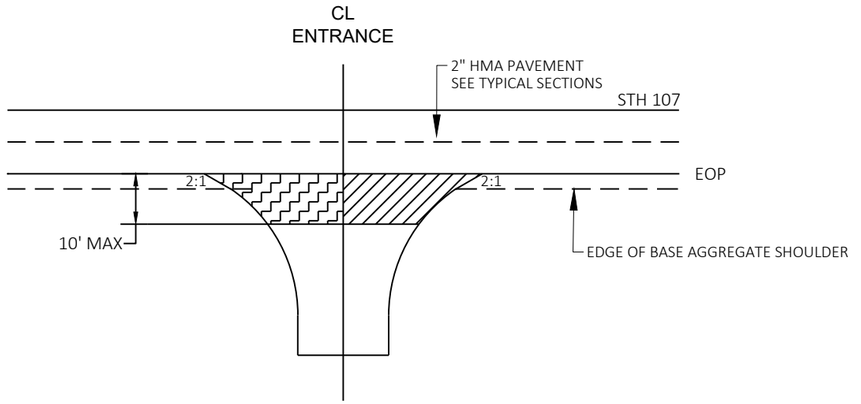


FAUFAU AVE



GRAVEL SIDEROADS

EGGERT DRIVE, SUGAR MAPLE LN



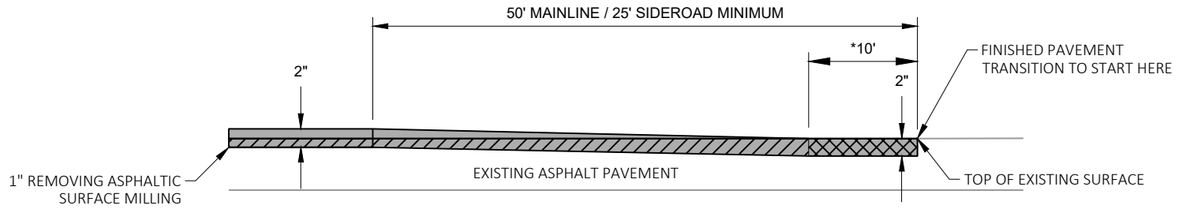
PLAN VIEW

DRIVEWAYS

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CONSTRUCTION DETAILS	SHEET 6	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 01
PLOT DATE : 2/12/2026 3:06 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



LEGEND

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

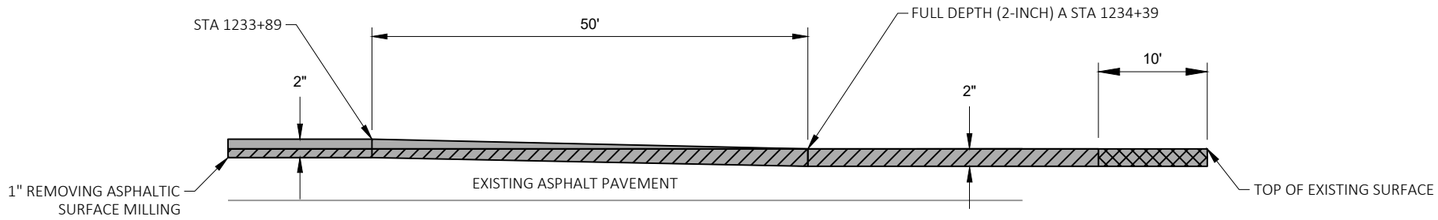
HMA PAVEMENT

PROFILE TRANSITION

AGGREGATE SIDE ROADS OR DRIVEWAYS DO NOT REQUIRE BUTT JOINTS.

TRANSITION CONSIDERED INCIDENTAL TO REMOVING ASPHALTIC SURFACE MILLING.

2



LEGEND

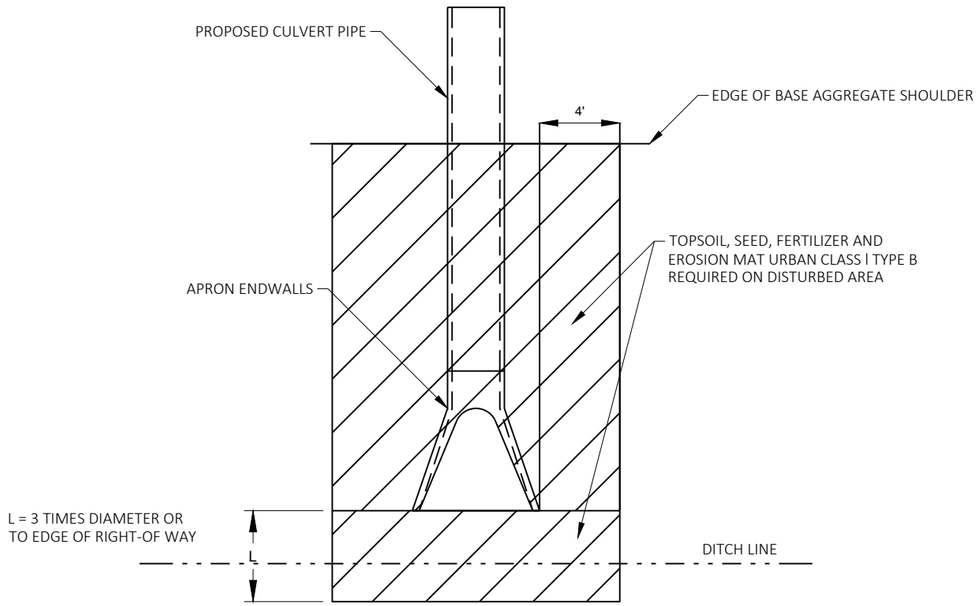
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

HMA PAVEMENT

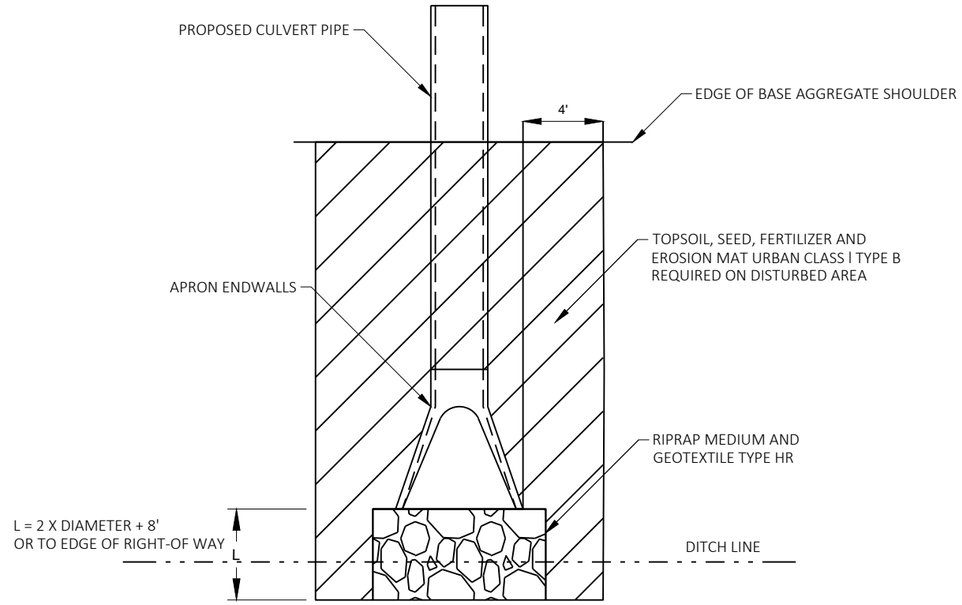
PROFILE TRANSITION

TRANSITION CONSIDERED INCIDENTAL TO REMOVING ASPHALTIC SURFACE MILLING.



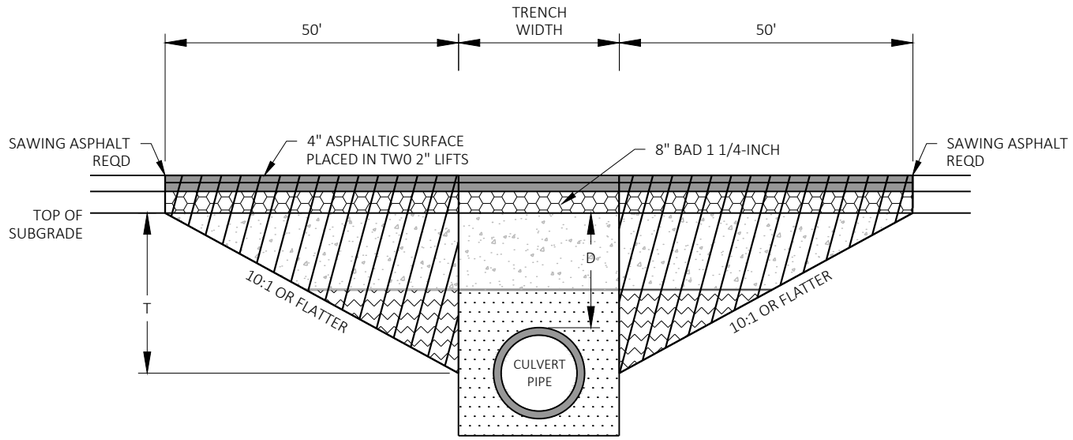
FINISHING ITEMS AT CULVERT PIPE TRANSITION

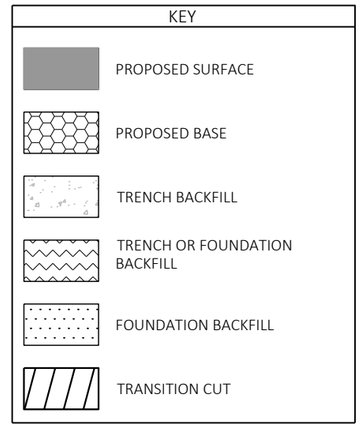
STA 561+56 TO 561+69
STA 728+01 TO 728+19
STA 810+32 TO 810+46
STA 883+70 TO 883+84
STA 922+94 TO 923+08
STA 960+64 TO 960+80
STA 1020+28 TO 1020+42
STA 1025+85 TO 1026+25
STA 1098+59 TO 1098+73
STA 1164+13 TO 1164+27
STA 1189+08 TO 1189+22
STA 1203+01 TO 1203+14



FINISHING ITEMS AT CULVERT PIPE TRANSITION WITH RIPRAP

STA 879+39 TO 879+54
STA 1057+58 TO 1057+72





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

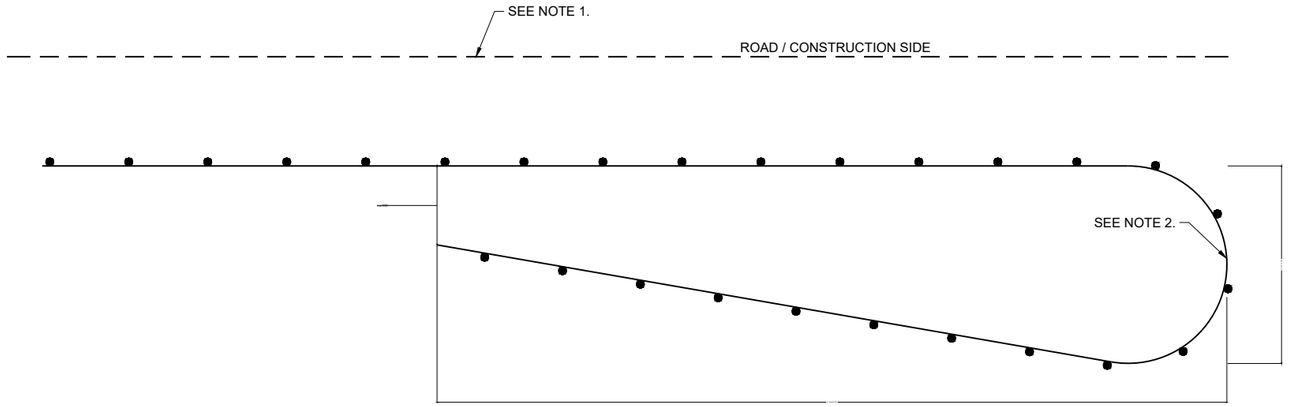
CULVERT PIPE TRANSITION

STA (CL)	DEPTH D	PIPE SIZE	REMARKS
STA 561+12 TO 562+14	D = 0.96'	24" CPRC	CP 36107001877
STA 681+25 TO 681+85	D = 0.50'	14X23" CPRC	FAU FAU AVE
STA 727+59 TO 728+61	D = 0.50'	34X53" CPRC	CP 36107001893
STA 809+88 TO 810+90	D = 1.00'	19X30" CPRC	CP 36107001898
STA 883+26 TO 884+28	D = 2.47'	24" NON-METAL	CP 36107001906
STA 922+50 TO 923+52	D = 0.67'	24" CPRC	CP 36107001910
STA 960+20 TO 961+22	D = 0.86'	24" CPRC	CP 36107001913
STA 1019+84 TO 1020+86	D = 0.87'	19X30" CPRC	CP 36107001918
STA 1025+55 TO 1026+57	D = 0.71'	19X30" CPRC	CP 36107001919
STA 1057+14 TO 1058+16	D = 0.91'	24" CPRC	CP 36107001924
STA 1098+15 TO 1099+17	D = 0.90'	24" CPRC	CP 36107001926
STA 1163+69 TO 1164+71	D = 0.45'	19X30" CPRC	CP 36107001928
STA 1188+64 TO 1189+66	D = 0.50'	19X30" CPRC	CP 36107001930
STA 1202+57 TO 1203+59	D = 0.96'	24" CPRC	CP 36107001932

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.
PLACE ASPHALTIC SURFACE AFTER CULVERT PIPE INSTALLATION AND PRIOR TO REMOVING ASPHALTIC SURFACE MILLING OPERATION.

2



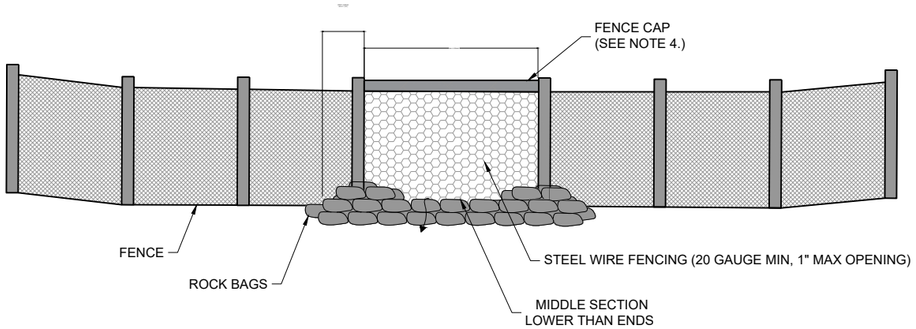
PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL

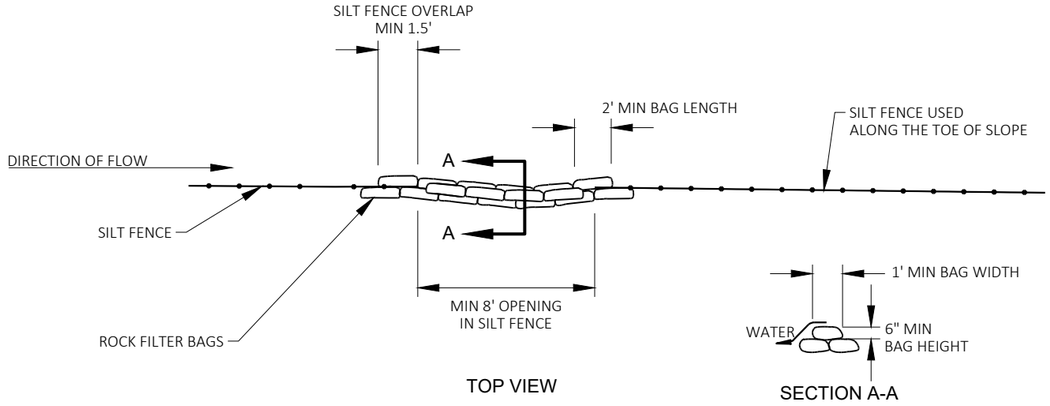
GENERAL NOTES:

1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

   SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.



FRONT VIEW



TOP VIEW

PLAN VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL

2

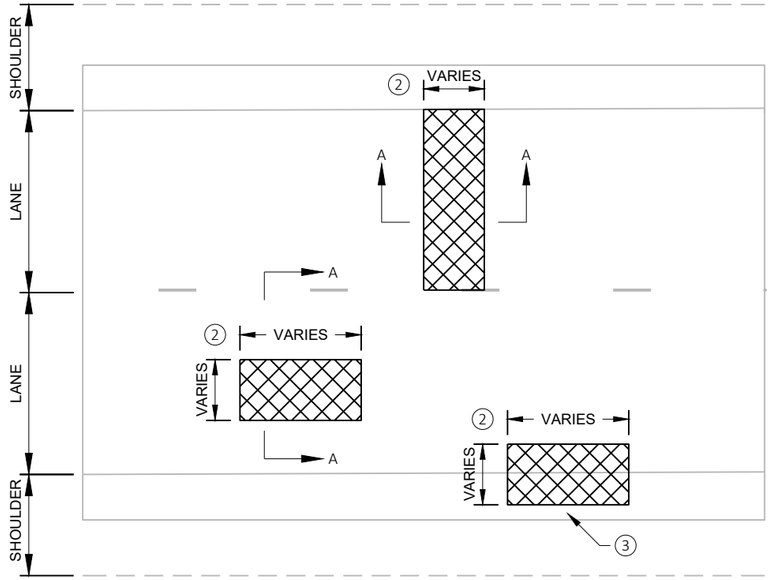
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

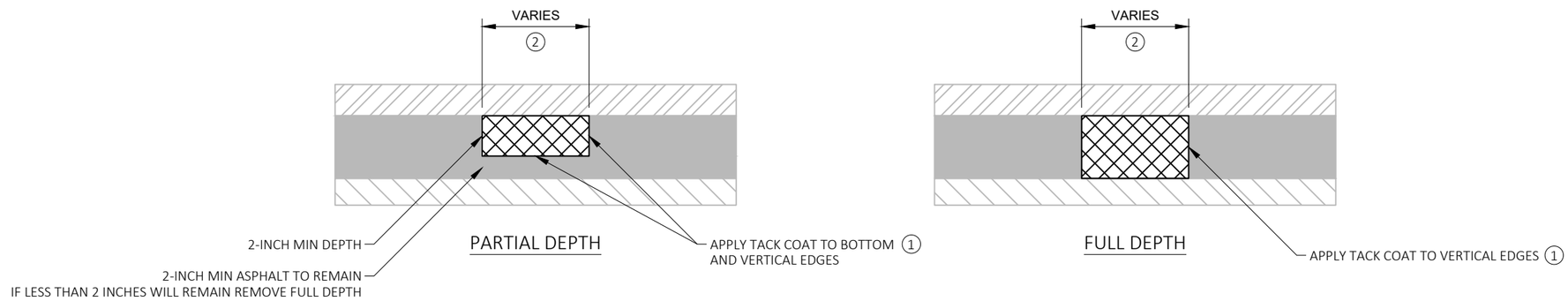
(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

(2) THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.

(3) WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

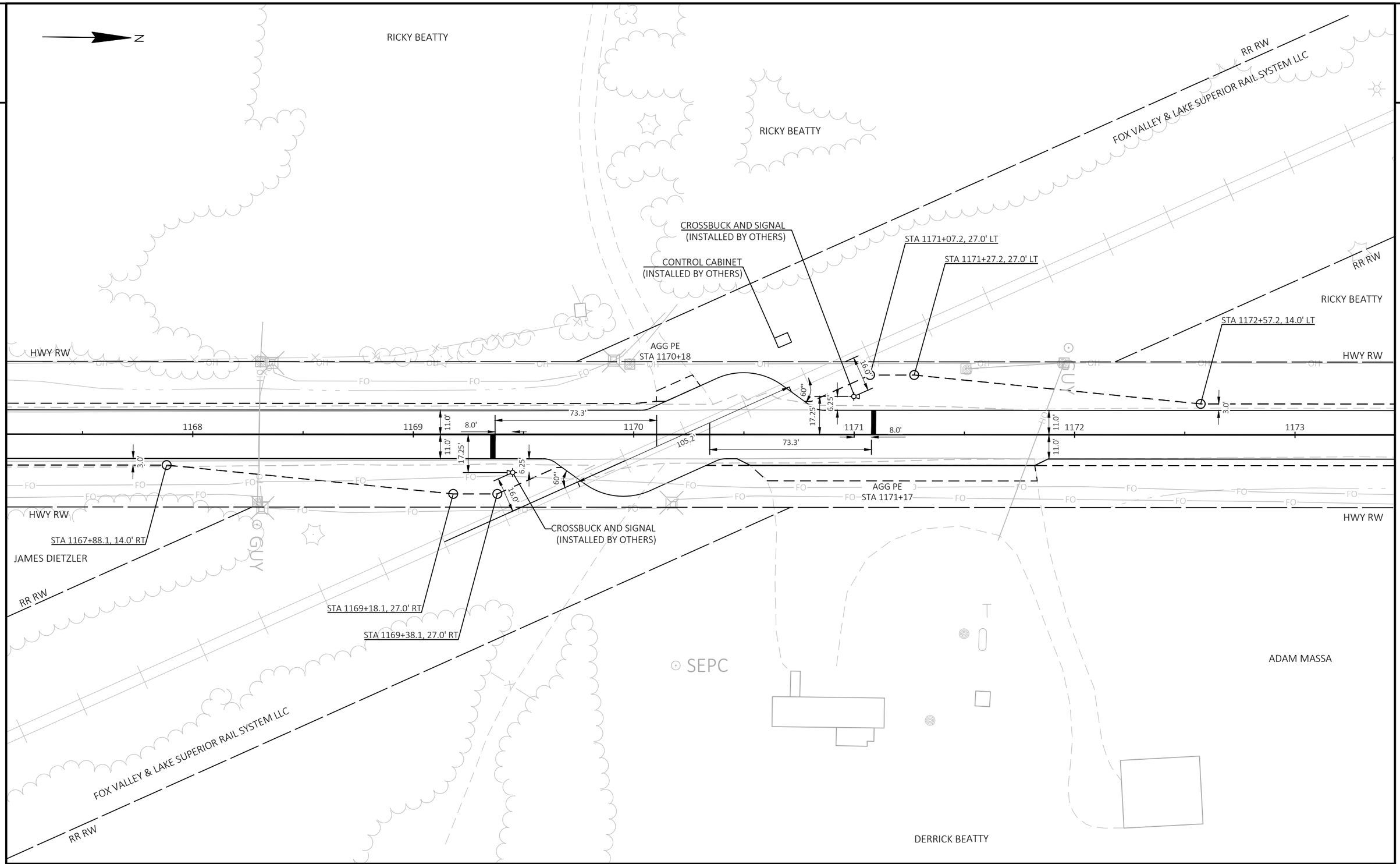
EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

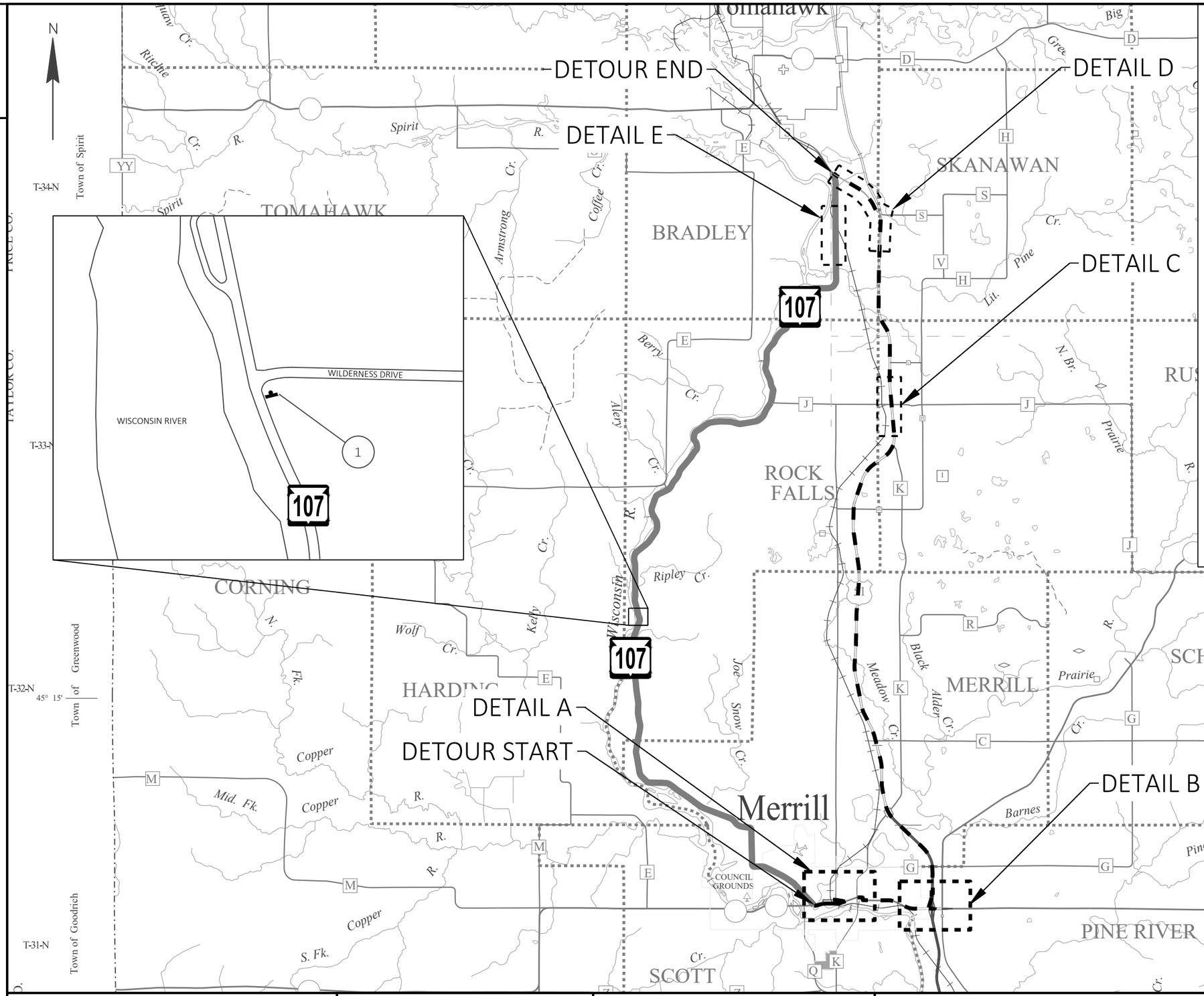
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CONSTRUCTION DETAILS	SHEET 12	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 07
PLOT DATE : 2/12/2026 3:06 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\021001-RRDETAIL-UPDATE.DWG
LAYOUT NAME - 01
PLOT DATE : 7/25/2025 2:14 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : ############
WISDOT/CADDS SHEET 44



DETOUR GENERAL NOTES

PLACE ALL SIGNS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FOLLOW STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETOUR SIGNING FOR MAINLINE CLOSURES, AND MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING".

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

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LOCAL ACCESS MUST BE MAINTAINED AT ALL TIMES. CULVERT REPLACEMENT DURING DETOUR MUST BE DONE WITHOUT RESTRICTING DRIVEWAY ACCESS AT ANY POINT.

LEGEND

- DETOUR ROUTE
- SIGN NUMBER
- SIGN ON PERMANENT SUPPORT

1

HWY 107
ROAD CLOSED
BEGINS XXX-XX

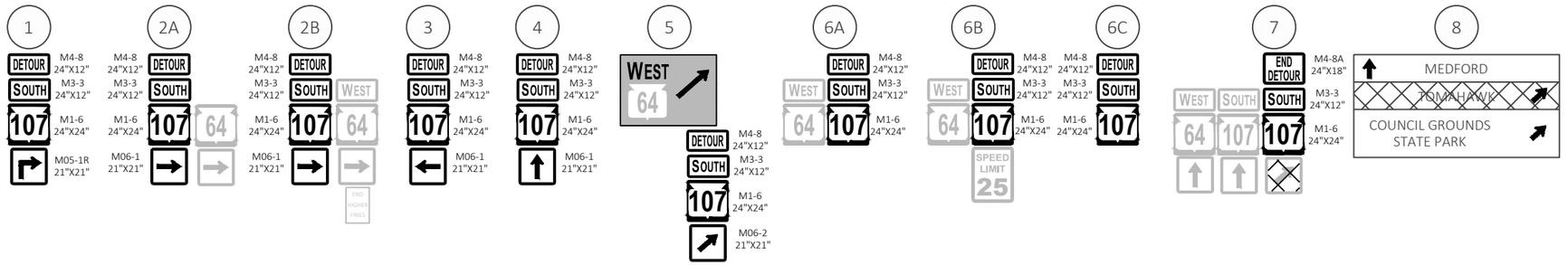
G20-57C
72"X36"

FOLLOW DETOUR

USE ONLY ONCE WHEN ROAD IS CLOSED

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	DETOUR	SHEET 14	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 01
PLOT DATE : 10/30/2025 11:14 AM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



DETOUR GENERAL NOTES

PLACE ALL SIGNS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FOLLOW STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETOUR SIGNING FOR MAINLINE CLOSURES, AND MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING".

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

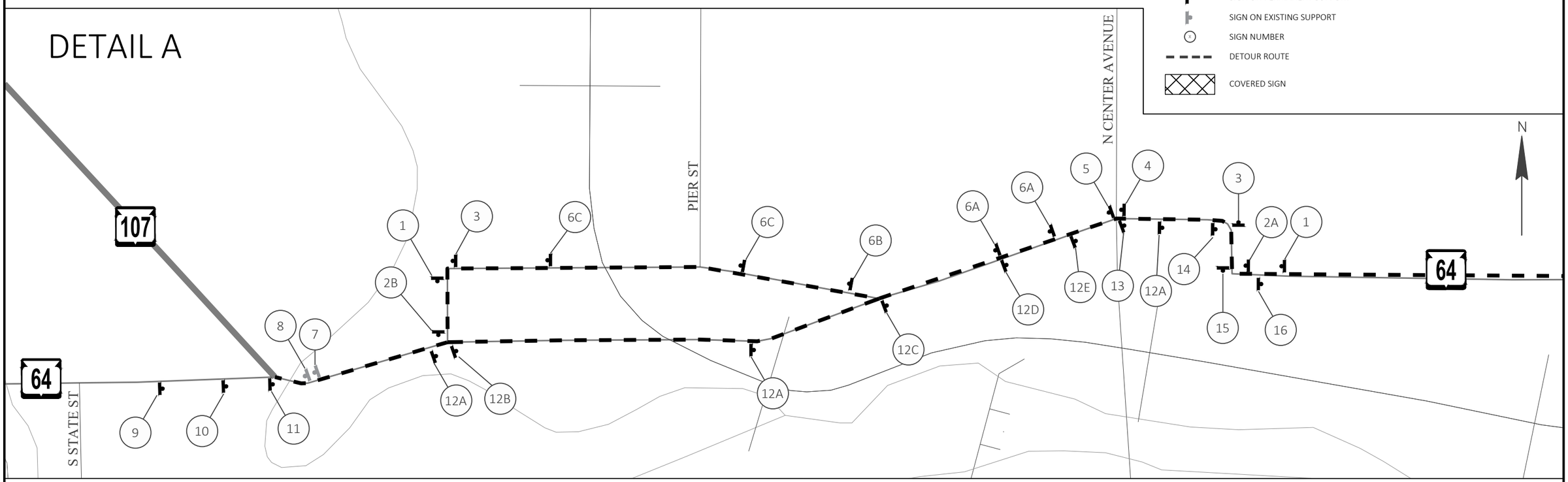
ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

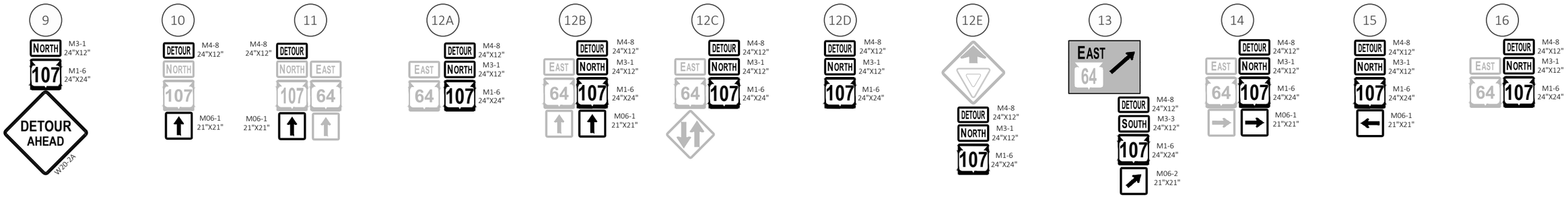
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON EXISTING SUPPORT
- SIGN NUMBER
- DETOUR ROUTE
- COVERED SIGN

DETAIL A

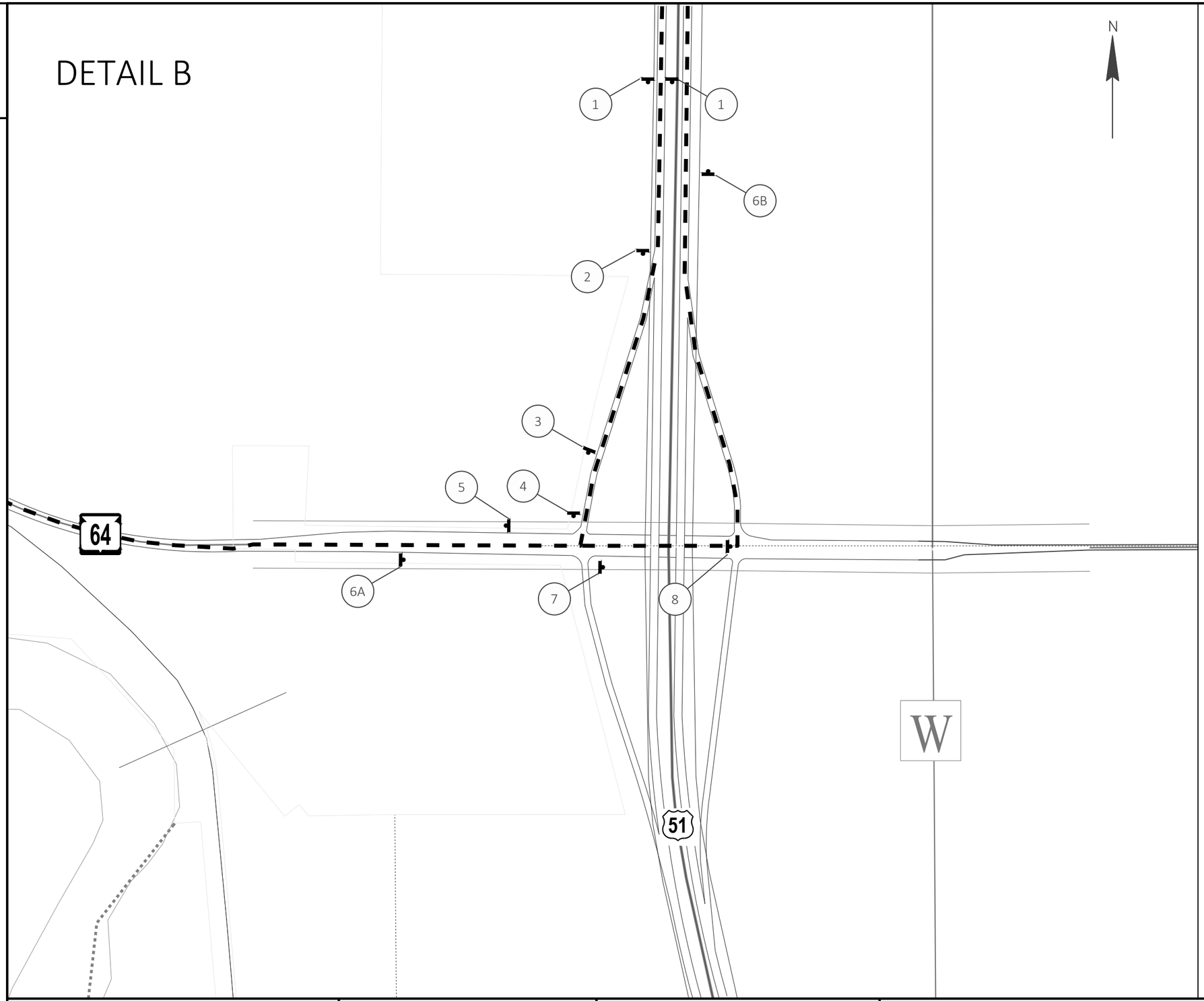




PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	DETOUR-DETAIL A	SHEET 15	E

2

DETAIL B



N

DETOUR GENERAL NOTES

PLACE ALL SIGNS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FOLLOW STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETOUR SIGNING FOR MAINLINE CLOSURES, AND MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING".

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

ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- (X) SIGN NUMBER
- DETOUR ROUTE

1
- DETOUR M4-8 36"X18"
- SOUTH M3-3 36"X18"
- 107 M1-6 36"X36"
- M05-2R 30"X30"

2
- DETOUR M4-8 36"X18"
- SOUTH M3-3 36"X18"
- 107 M1-6 36"X36"
- M06-2 30"X30"

3
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- 107 M1-6 24"X24"
- M05-1R 21"X21"

4
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- WEST 64 H 107 M1-6 24"X24"
- M06-1 21"X21"

5
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- WEST 64 107 M1-6 24"X24"

6A
- DETOUR M4-8 24"X12"
- JCT NORTH M3-1 24"X12"
- 51 107 M1-6 24"X24"

6B
- DETOUR M4-8 36"X18"
- NORTH M3-1 36"X18"
- 107 M1-6 36"X36"

7
- DETOUR M4-8 24"X12"
- NORTH NORTH M3-1 24"X12"
- 51 107 M1-6 24"X24"
- M05-1L 21"X21"

8
- DETOUR M4-8 24"X12"
- NORTH NORTH M3-1 24"X12"
- 51 107 M1-6 24"X24"
- M06-1 21"X21"

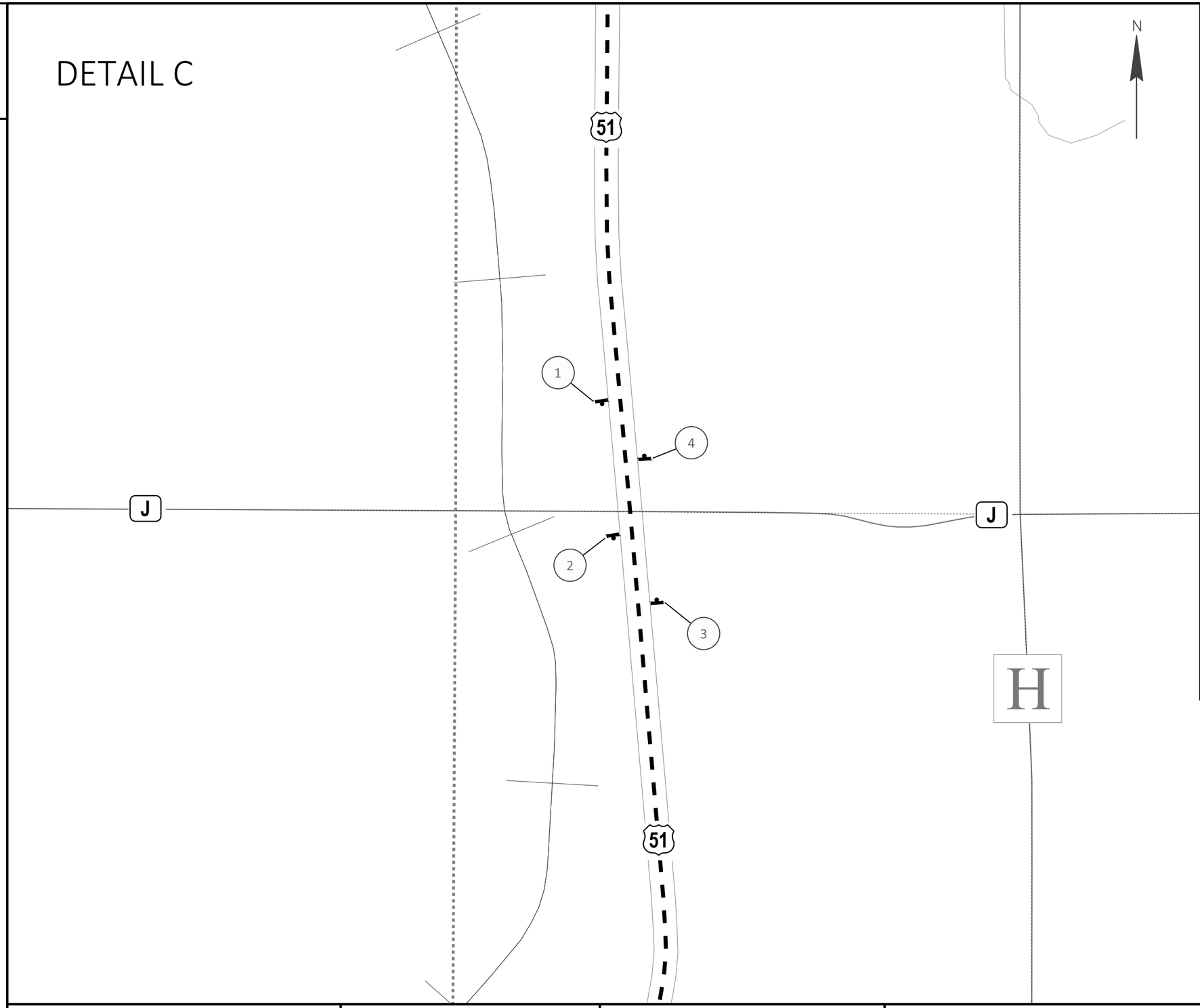
2

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	DETOUR-DETAIL B	SHEET 16	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 03
PLOT DATE : 10/30/2025 11:14 AM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2

DETAIL C



DETOUR GENERAL NOTES

PLACE ALL SIGNS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FOLLOW STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETOUR SIGNING FOR MAINLINE CLOSURES, AND MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING".

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

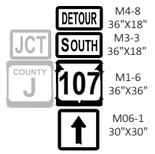
ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

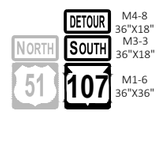
- SIGN ON PERMANENT SUPPORT
- (x) SIGN NUMBER
- DETOUR ROUTE

1



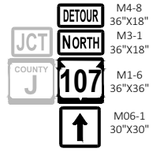
M4-8 36"X18"
M3-3 36"X18"
M1-6 36"X36"
M06-1 30"X30"

2



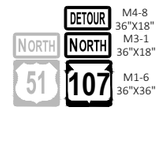
M4-8 36"X18"
M3-3 36"X18"
M1-6 36"X36"

3



M4-8 36"X18"
M3-1 36"X18"
M1-6 36"X36"
M06-1 30"X30"

4



M4-8 36"X18"
M3-1 36"X18"
M1-6 36"X36"

2

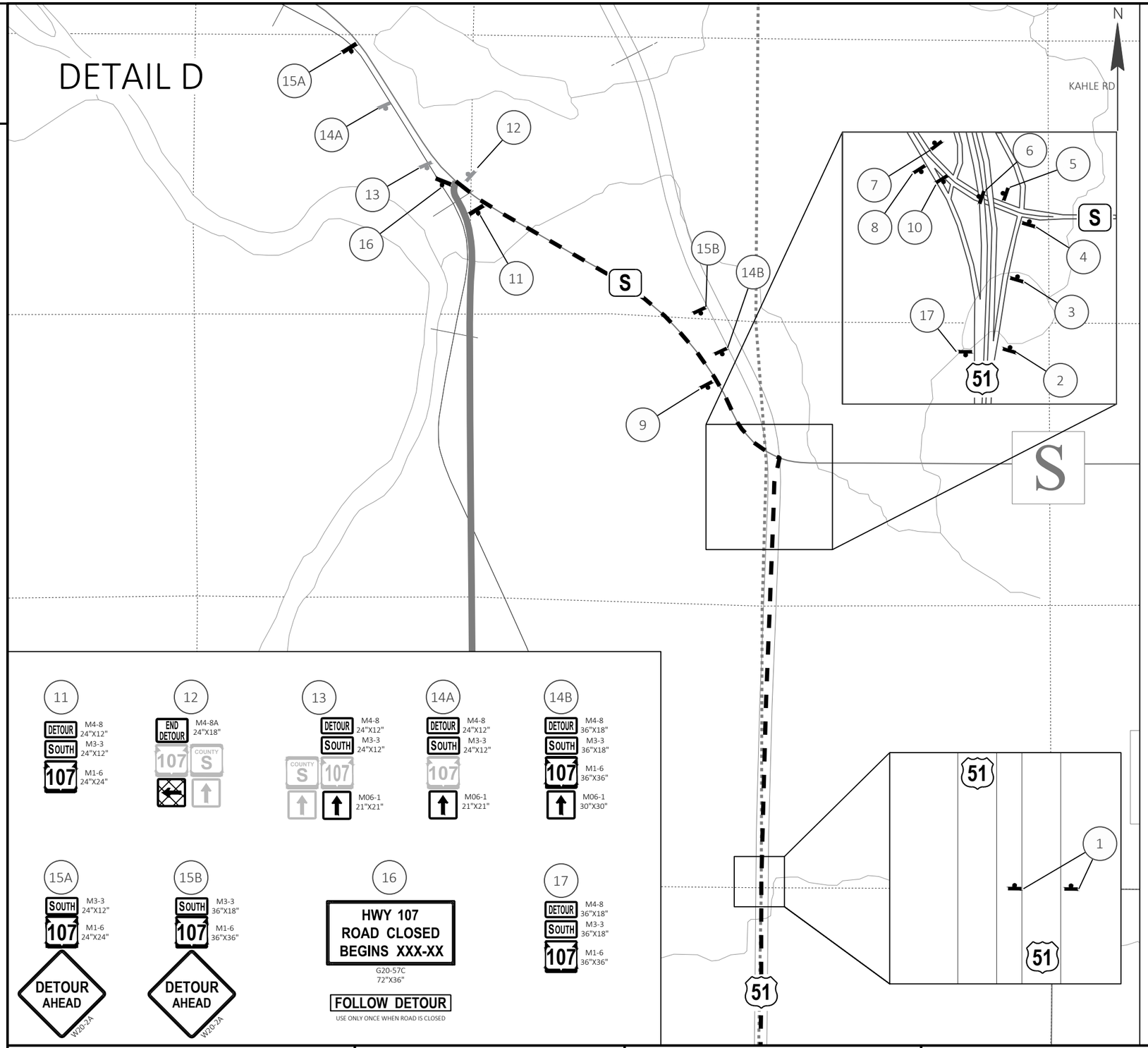
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	DETOUR-DETAIL C	SHEET 17	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2025 11:14 AM PLOT BY : ALEX BANDLI, PE PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

DETAIL D



DETOUR GENERAL NOTES

PLACE ALL SIGNS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON EXISTING SUPPORT
- SIGN NUMBER
- DETOUR ROUTE
- COVERED SIGN

1
- DETOUR M4-8 36"X18"
- NORTH M3-1 36"X18"
- 107 M1-6 36"X36"
- M05-2R 30"X30"

2
- DETOUR M4-8 36"X18"
- NORTH M3-1 36"X18"
- 107 M1-6 36"X36"
- M06-2 30"X30"

3
- DETOUR M4-8 24"X12"
- NORTH M3-1 24"X12"
- 107 M1-6 24"X24"
- M05-1L 21"X21"

4
- DETOUR M4-8 24"X12"
- NORTH M3-1 24"X12"
- COUNTY S / 107 M1-6 24"X24"
- M06-1 21"X21"

11
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- 107 M1-6 24"X24"

12
- END DETOUR M4-8A 24"X18"
- 107 / COUNTY S

13
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- COUNTY S / 107
- M06-1 21"X21"

14A
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- 107
- M06-1 21"X21"

14B
- DETOUR M4-8 36"X18"
- SOUTH M3-3 36"X18"
- 107 M1-6 36"X36"
- M06-1 30"X30"

15A
- SOUTH M3-3 24"X12"
- 107 M1-6 24"X24"
- DETOUR AHEAD W20-2A

15B
- SOUTH M3-3 36"X18"
- 107 M1-6 36"X36"
- DETOUR AHEAD W20-2A

16
- HWY 107 ROAD CLOSED BEGINS XXX-XX
- G20-57C 72"X36"
- FOLLOW DETOUR
- USE ONLY ONCE WHEN ROAD IS CLOSED

17
- DETOUR M4-8 36"X18"
- SOUTH M3-3 36"X18"
- 107 M1-6 36"X36"

5
- DETOUR M4-8 24"X12"
- NORTH M3-1 24"X12"
- SOUTH / 51 / COUNTY S / 107 M1-6 24"X24"
- M06-1 21"X21"

6
- DETOUR M4-8 24"X12"
- NORTH M3-1 24"X12"
- SOUTH / 51 / COUNTY S / 107 M1-6 24"X24"
- M06-1 21"X21"

7
- DETOUR M4-8 24"X12"
- NORTH M3-1 24"X12"
- COUNTY S / 107 M1-6 24"X24"

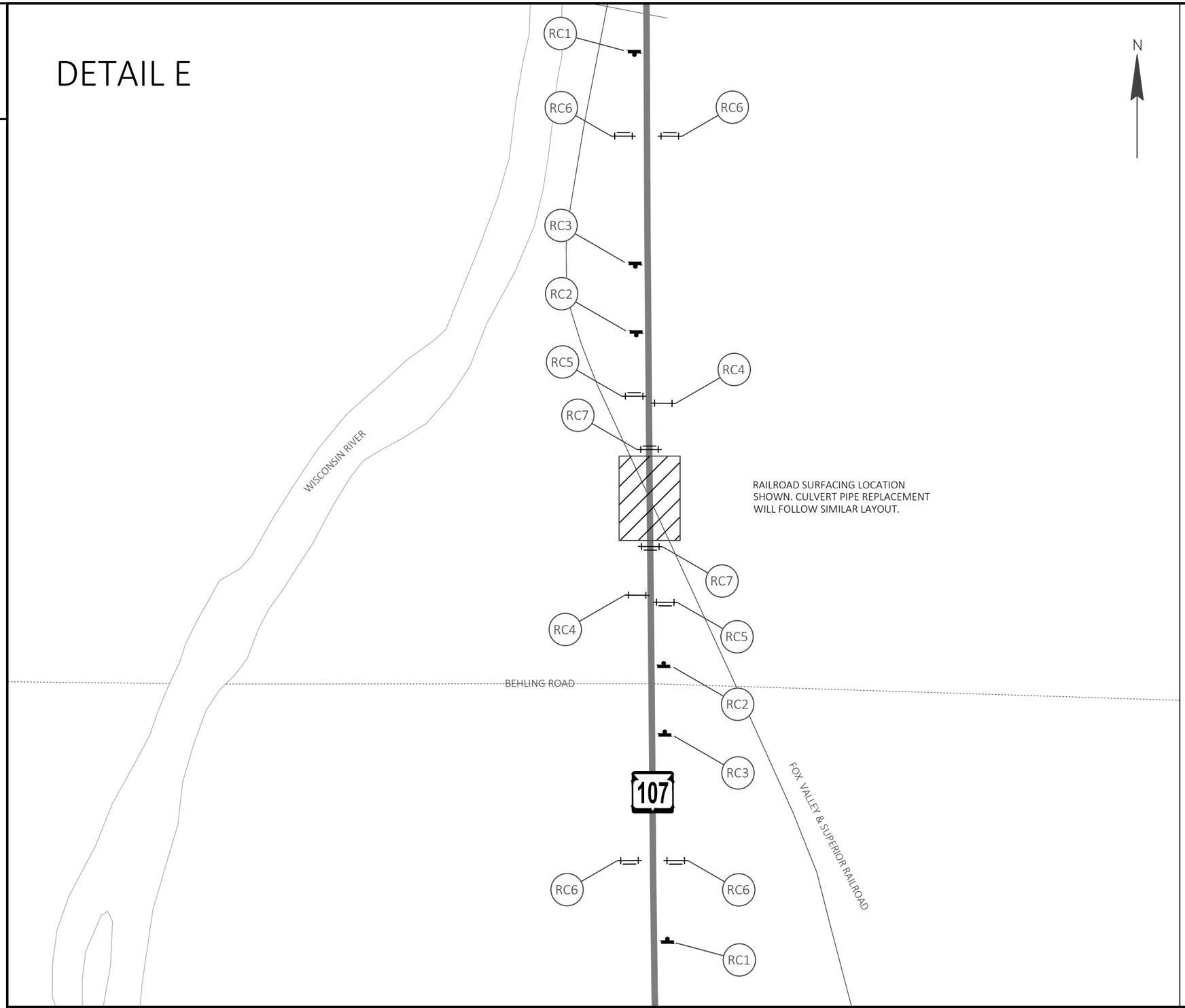
8
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- SOUTH / 51 / 107 M1-6 24"X24"
- M06-2 21"X21"

9
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- SOUTH / 51 / COUNTY S / 51 / 107 M1-6 24"X24"
- M05-2R 21"X21"

10
- DETOUR M4-8 24"X12"
- SOUTH M3-3 24"X12"
- SOUTH / 51 / COUNTY S / 51 / 107 M1-6 24"X24"
- M06-2 21"X21"

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	DETOUR-DETAIL D	SHEET 18	E

DETAIL E



RAILROAD SURFACING LOCATION SHOWN. CULVERT PIPE REPLACEMENT WILL FOLLOW SIMILAR LAYOUT.

N

DETOUR GENERAL NOTES

PLACE ALL SIGNS IN ACCORDANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

FOLLOW STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETOUR SIGNING FOR MAINLINE CLOSURES, AND MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING".

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LEGEND

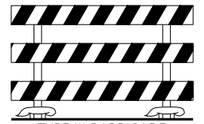
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN NUMBER
- WORK ZONE

RC1

RC2

RC3

RC4



TYPE III BARRICADE

RC5

R11-4
60" X 30"

TYPE III BARRICADE

RC6

R11-3
60" X 30"

TYPE III BARRICADE

RC7 REFER TO SDD "BARRICADES AND SIGNS FOR VARIOUS CLOSURES: DETAIL D" FOR BARRICADE AND LIGHTS LAYOUT

2

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	DETOUR-DETAIL E	SHEET 19	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 06
PLOT DATE : 10/30/2025 11:14 AM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN = 750 FT
WISDOT/CADDS SHEET 42

Estimate Of Quantities

9305-07-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	20.000	20.000
0004	203.0100	Removing Small Pipe Culverts	EACH	13.000	13.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	2,415.000	2,415.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	178,700.000	178,700.000
0010	205.0100	Excavation Common	CY	3,495.000	3,495.000
0012	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 9305-07-70	EACH	1.000	1.000
0014	213.0100	Finishing Roadway (project) 01. 9305-07-70	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	6,790.000	6,790.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,440.000	3,440.000
0020	455.0605	Tack Coat	GAL	12,850.000	12,850.000
0022	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0024	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0026	460.2005	Incentive Density PWL HMA Pavement	DOL	19,580.000	19,580.000
0028	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	28,600.000	28,600.000
0030	460.2010	Incentive Air Voids HMA Pavement	DOL	20,190.000	20,190.000
0032	460.5224	HMA Pavement 4 LT 58-28 S	TON	20,190.000	20,190.000
0034	465.0105	Asphaltic Surface	TON	770.000	770.000
0036	465.0110	Asphaltic Surface Patching	TON	2,100.000	2,100.000
0038	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	101.000	101.000
0040	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0042	520.3424	Culvert Pipe Class III-A Non-metal 24-Inch	LF	50.000	50.000
0044	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	212.000	212.000
0046	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	11.000	11.000
0048	522.2314	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	40.000	40.000
0050	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	226.000	226.000
0052	522.2434	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	38.000	38.000
0054	522.2614	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	2.000	2.000
0056	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	10.000	10.000
0058	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000
0060	606.0200	Riprap Medium	CY	4.000	4.000
0062	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	50.000	50.000
0064	611.0642	Inlet Covers Type MS	EACH	2.000	2.000
0066	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0068	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9305-07-70	EACH	1.000	1.000
0070	619.1000	Mobilization	EACH	1.000	1.000
0072	624.0100	Water	MGAL	68.000	68.000
0074	625.0100	Topsoil	SY	2,670.000	2,670.000
0076	628.1504	Silt Fence	LF	6,495.000	6,495.000
0078	628.1520	Silt Fence Maintenance	LF	1,650.000	1,650.000
0080	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0082	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0084	628.2008	Erosion Mat Urban Class I Type B	SY	2,670.000	2,670.000
0086	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0088	628.7504	Temporary Ditch Checks	LF	168.000	168.000
0090	628.7555	Culvert Pipe Checks	EACH	90.000	90.000
0092	628.7570	Rock Bags	EACH	200.000	200.000
0094	629.0210	Fertilizer Type B	CWT	3.300	3.300
0096	630.0120	Seeding Mixture No. 20	LB	86.000	86.000
0098	630.0500	Seed Water	MGAL	77.000	77.000

9305-07-70

Line	Item	Item Description	Unit	Total	Qty
0100	633.5200	Markers Culvert End	EACH	26.000	26.000
0102	642.5001	Field Office Type B	EACH	1.000	1.000
0104	643.0300	Traffic Control Drums	DAY	840.000	840.000
0106	643.0420	Traffic Control Barricades Type III	DAY	720.000	720.000
0108	643.0715	Traffic Control Warning Lights Type C	DAY	224.000	224.000
0110	643.0900	Traffic Control Signs	DAY	14,720.000	14,720.000
0112	643.0910	Traffic Control Covering Signs Type I	EACH	1.000	1.000
0114	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0116	643.5000	Traffic Control	EACH	1.000	1.000
0118	645.0120	Geotextile Type HR	SY	14.000	14.000
0120	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	275,950.000	275,950.000
0122	646.5320	Marking Railroad Crossing Epoxy	EACH	2.000	2.000
0124	646.6120	Marking Stop Line Epoxy 18-Inch	LF	200.000	200.000
0126	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0128	650.4500	Construction Staking Subgrade	LF	1,070.000	1,070.000
0130	650.5000	Construction Staking Base	LF	1,070.000	1,070.000
0132	650.6000	Construction Staking Pipe Culverts	EACH	13.000	13.000
0134	650.8000	Construction Staking Resurfacing Reference	LF	70,170.000	70,170.000
0136	650.9911	Construction Staking Supplemental Control (project) 01. 9305-07-70	EACH	1.000	1.000
0138	650.9920	Construction Staking Slope Stakes	LF	1,070.000	1,070.000
0140	690.0150	Sawing Asphalt	LF	616.000	616.000
0142	740.0440	Incentive IRI Ride	DOL	53,792.000	53,792.000
0144	999.2105.S	Maintaining Climbing Turtle Exclusion Fence	LF	7,235.000	7,235.000
0146	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	18,900.000	18,900.000

REMOVAL ITEMS

STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA
561+00	-	562+00	LT & RT	1
727+00	-	729+00	LT & RT	2
810+00	-	811+00	LT & RT	1
879+00	-	880+00	LT & RT	1
883+00	-	884+00	LT & RT	1
922+00	-	924+00	LT & RT	2
960+00	-	961+00	LT & RT	1
1020+00	-	1021+00	LT & RT	1
1025+00	-	1027+00	LT & RT	2
1057+00	-	1058+00	LT & RT	1
1098+00	-	1099+00	LT & RT	1
1164+00	-	1165+00	LT & RT	1
1189+00	-	1190+00	LT & RT	1
1191+00	-	1193+00	LT & RT	2
1202+00	-	1204+00	LT & RT	2
			TOTAL 0010	20

STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
561+62	STH 107	1	ID 35107001877, 40 LF, 24-INCH, CPCS
728+05	STH 107	1	ID 35107001893, 40 LF, 38 X 60-INCH, CPCS
810+55	STH 107	1	ID 35107001898, 35 LF, 19 X 30-INCH, CPCS
883+75	STH 107	1	ID 35107001906, 50 LF, 24-INCH, CPCA
923+00	STH 107	1	ID 35107001910, 45 LF, 36-INCH, CPCS
960+72	STH 107	1	ID 35107001913, 45 LF, 14 X 28-INCH, CPAC
1020+34	STH 107	1	ID 35107001918, 40 LF, 19 X 30-INCH, CPCA
1026+01	STH 107	1	ID 35107001919, 30 LF, 18 X 24-INCH, CPCA
1057+63	STH 107	1	ID 35107001924, 45 LF, 24-INCH, CPCS
1098+64	STH 107	1	ID 35107001926, 60 LF, 30-INCH, CPCS
1164+19	STH 107	1	ID 35107001928, 45 LF, 24-INCH, CPCS
1189+14	STH 107	1	ID 35107001930, 40 LF, 18 X 24-INCH, CPCS
1203+08	STH 107	1	ID 35107001932, 40 LF, 19 X 30-INCH, CPCS
	TOTAL 0010	13	

STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
517+84	WILDERNESS DR	35
548+34	DRIVEWAY	35
550+14	DRIVEWAY	30
560+75	DRIVEWAY	30
637+93	TUG LAKE RD	30
695+19	DRIVEWAY	30
696+99	CTH E	30
707+93	DRIVEWAY	25
709+61	DRIVEWAY	20
710+58	DRIVEWAY	25
713+40	DRIVEWAY	30
720+64	DRIVEWAY	20
734+37	DRIVEWAY	25
735+18	DRIVEWAY	30
738+59	DRIVEWAY	25
739+02	DRIVEWAY	30
739+80	DRIVEWAY	35
755+97	DRIVEWAY	20
794+16	DRIVEWAY	25
805+36	DRIVEWAY	50
806+58	DRIVEWAY	25
813+77	DRIVEWAY	25
814+77	DRIVEWAY	25
853+21	DRIVEWAY	35
866+79	DRIVEWAY	30
867+96	ROCK FALLS DR	30
895+85	CTH J	25
939+96	DRIVEWAY	45
1032+18	DRIVEWAY	20
1063+08	DRIVEWAY	25
1145+45	DRIVEWAY	35
1156+86	BEHLING RD	25
1169+58	RAILROAD	125
1092+34	DOTTER RD	25
1110+10	B-35-053 SOUTH	125
1110+96	B-35-053 NORTH	125
1119+03	HILLCREST RD	30
1183+49	DRIVEWAY	60
1200+19	DRIVEWAY	55
1209+70	W MITCHELL RD	25
1209+82	E MITCHELL RD	30
1218+85	B-35-054 SOUTH	125
1220+19	B-35-054 NORTH	125
1234+36	EOP	640
	TOTAL 0010	2,415

STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED ASPHALTIC SURFACE MILLING) SY
517+10	-	638+00	ML	29900	3000
517+83			WILDERNESS DR	200	100
637+89			TUG LAKE RD	200	100
638+00	-	697+00	ML	14700	1500
696+96			CTH E	400	100
697+00		868+00	ML	43000	4300
867+96			ROCK FALLS DR	200	100
868+00	-	895+50	ML	6900	700
895+56			CTH J	400	100
895+50	-	1092+25	ML	48600	4900
1092+33			DOTTER RD	200	100
1156+85			BEHLING RD	200	100
1092+26	-	1109+60	ML	4300	500
1111+96	-	1209+75	ML	24300	2500
1209+69			HERB MITCHELL ROAD LT	200	100
1209+82			HERB MITCHELL ROAD RT	200	100
1209+75	-	1218+00	ML	2100	300
1223+80	-	1234+45	ML	2700	300
			TOTAL 0010	178,700	18,900

DIVISION	FROM/TO STATION	205.0100 COMMON EXCAVATION (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5)	MASS ORDINATE +/- (6)	WASTE
		CUT (2)				FACTOR 1.25		
WILDERNESS DRIVE	518+30/523+00	196	0	196	0	0	196	196
CP: 35107001877	561+11/562+14	220	21	199	0	0	199	199
FAUFAU AVE	680+06/683+20	134	0	134	0	0	134	134
CP: 35107001893	727+52/728+58	260	21	239	0	0	239	239
EGGERT DRIVE	733+90/735+30	36	0	36	0	0	36	36
CP: 35107001898	810+03/811+07	190	21	169	0	0	169	169
CP: 35107001906	883+24/884+27	280	21	259	0	0	259	259
CP: 35107001910	922+48/923+52	250	21	229	0	0	229	229
SS 35107001913	960+17/961+24	219	0	219	23	29	190	190
CP: 35107001918	1019+82/1020+86	200	21	179	0	0	179	179
CP: 35107001919	1025+50/1026+53	170	21	149	0	0	149	149
CP: 35107001924	1057+12/1058+15	200	21	179	0	0	179	179
CP: 35107001926	1098+12/1099+16	240	21	219	0	0	219	219
CP: 35107001928	1163+68/1164+71	260	21	239	0	0	239	239
RAILROAD CROSSING	1169+34/1171+11	270	31	239	4	5	234	234
CP: 35107001930	1188+63/1189+66	170	21	149	0	0	149	149
CP: 35107001932	1202+56/1203+60	200	21	179	0	0	179	179
GRAND TOTAL		3,495	283	3,212	27	34	3,178	3,178
	TOTAL COMMON EXC	3,495						

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNSUABLE PAVEMENT MATERIAL
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(5) EXPANDED FILL FACTOR = 1.25
(6) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL
DEPENDING ON SELECTIONS:
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\030201-MQ.DWG
LAYOUT NAME - 02
PLOT DATE : 2/13/2026 11:30 AM PLOT BY : ALEX BANDLI, PE PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

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BASE AGGREGATE ITEMS

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	624.0100 WATER MGAL
517+10	-	518+00	RT	5	0.10
517+00	-	518+00	LT	5	0.10
518+00	-	638+00	RT	560	5.60
518+00	-	638+00	LT	560	5.60
638+00	-	697+00	RT	280	2.80
638+00	-	697+00	LT	280	2.80
681+17	-	681+75	RT	20	0.20
697+00	-	868+00	RT	800	8.00
697+00	-	868+00	LT	800	8.00
868+00	-	895+50	RT	130	1.30
868+00	-	895+50	LT	130	1.30
895+50	-	1092+25	RT	920	9.20
895+50	-	1092+25	LT	920	9.20
1092+25	-	1209+75	RT	550	5.50
1092+25	-	1209+75	LT	550	5.50
1168+36	-	1169+69	RT RR XING	20	0.20
1170+74	-	1172+06	LT RR XING	20	0.20
1209+75	-	1234+42	RT	120	1.20
1209+75	-	1234+42	LT	120	1.20
			TOTAL 0010	6,790	68

STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
561+62	CP: 35107001877	210
681+75	FAUFAU AVE	20
728+06	CP: 35107001893	220
810+55	CP: 35107001898	210
883+75	CP: 35107001906	210
923+00	CP: 35107001910	210
960+72	CP: 35107001913	210
1020+34	CP: 35107001918	210
1026+01	CP: 35107001919	210
1057+63	CP: 35107001924	210
1098+64	CP: 35107001926	210
1164+19	CP: 35107001928	210
1189+14	CP: 35107001930	210
1171+00	SOUTH RR XING	310
1189+15	NORTH RR XING	310
1175+00	BIKE BUMP OUTS	60
1203+08	CP: 35107001932	210
	TOTAL 0010	3,440

ASPHALT ITEMS

STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON
517+10	-	638+00	ML	2090	3340
517+83			WILDERNESS DR	10	20
637+89			TUG LAKE RD	15	30
638+00	-	697+00	ML	1030	1650
681+50			FAUFAU AVE	10	20
696+99			CTH E	35	50
697+00	-	868+00	ML	3010	4820
867+96			ROCK FALLS DR	15	30
868+00	-	895+50	ML	480	770
895+56	-		CTH J	35	60
895+50	-	1092+25	ML	3400	5440
1092+33			DOTTER RD	20	30
1092+25	-	1109+60	ML	300	480
1111+96	-	1209+75	ML	1710	2740
1169+34	-	1171+11	RAILROAD CROSSING	30	90
1119+07			HILLCREST RD	10	20
1156+85			BEHLING RD	10	20
1209+69			HERB MITCHELL RD LT	10	20
1209+82			HERB MITCHELL RD RT	15	30
1209+75	-	1218+00	ML	145	230
1223+80	-	1234+45	ML	185	300
VARIES			CULVERT PATCHES	285	
			TOTAL 0010	12,850	20,190

STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON
561+62	CP: 35107001877	30
728+05	CP: 35107001893	30
740+01	CP: 35107001894	30
810+55	CP: 35107001898	30
883+75	CP: 35107001906	30
923+00	CP: 35107001910	30
960+72	CP: 35107001913	30
1020+34	CP: 35107001918	30
1026+01	CP: 35107001919	30
1057+63	CP: 35107001924	30
1098+64	CP: 35107001926	30
1164+19	CP: 35107001928	30
1170+24	RR XING	350
1189+14	CP: 35107001930	30
1203+08	CP: 35107001932	30
	TOTAL 0010	770

LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH
PROJECT	1	1
TOTAL 0010	1	1

PWL MIXTURE USE TABLE								
THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE TO THIS PROJECT:								
LOCATION	STATION	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
11 FOOT DRIVING LANE	517+00 TO 1169+34 1171+11 TO 1234+47	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 LT 58-28 S	19020.00	2-INCH	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
11 FOOT DRIVING LANE	TEST STRIP	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 LT 58-28 S	750.00	2-INCH		
11 FOOT DRIVING LANE	1169+34 TO 1171+11	UPPER LAYER	HMA PAVEMENT 4 LT 58-28 S	HMA PAVEMENT 4 LT 58-28 S	45.00	2-INCH		
11 FOOT DRIVING LANE	1169+34 TO 1171+11	LOWER LAYER	BASE AGGREGATE	HMA PAVEMENT 4 LT 58-28 S	45.00	2-INCH		DEPARTMENT ACCEPTANCE (SS 460.3.3.2) NOT ELLIGIBLE FOR INCENTIVE
SIDE ROADS	VARIOUS	UPPER LAYER	MILLED EXISTING HMA SURFACE	HMA PAVEMENT 4 LT 58-28 S	330.00	2-INCH		
CULVERTS	VARIOUS	UPPER LAYER	ASPHALTIC SURFACE	ASPHALTIC SURFACE	450.00	2-INCH	SS 465	ORDINARY COMPACTION (SS 450.3.2.6.2)
CULVERTS	VARIOUS	LOWER LAYER	BASE AGGREGATE	ASPHALTIC SURFACE	450.00	2-INCH		
DRIVEWAYS/ FIELD ENTRANCES	VARIOUS	UPPER LAYER	MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	101.00	2-INCH		

LOCATION	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
PROJECT	2,100	REMOVING DISTRESSED ASPHALT SURFACE MILLING LOCATIONS TO BE DETERMINED BY ENGINEER
TOTAL 0010	2,100	

STATION	LOCATION	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
548+34	LT	4
550+14	LT	3
560+75	LT	4
695+19	RT	4
707+93	LT	4
709+61	LT	3
710+58	LT	3
713+40	LT	4
720+64	LT	3
734+37	LT	3
735+18	LT	3
738+59	LT	3
739+02	LT	4
739+80	LT	4
755+97	RT	3
794+17	RT	3
805+37	LT	5
806+59	LT	3
813+77	LT	3
814+78	LT	3
853+21	LT	3
866+79	RT	4
939+97	RT	4
1032+19	LT	3
1063+09	RT	2
1145+55	LT	4
1183+51	RT	5
1200+19	LT	7
TOTAL 0010		101

CULVERT ITEMS

STATION	LOCATION	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	520.3424 CULVERT PIPE CLASS III-A NON-METAL 24-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	* 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.2414 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	522.2434 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 34X53-INCH LF	522.2614 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14X23-INCH EACH	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	522.2634 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH EACH	633.5200 MARKERS CULVERT END EACH	REMARKS
561+63	ML	-	-	44	2	-	-	-	-	-	-	2	
681+66	RT	-	-	-	-	40	40	-	2	-	-	2	FAUFAU
728+10	ML	-	-	-	-	-	-	38	-	-	2	2	
810+39	ML	-	-	-	-	-	36	-	-	2	-	2	
883+77	ML	2	50	-	-	-	-	-	-	-	-	2	
923+01	ML	-	-	44	2	-	-	-	-	-	-	2	
1020+35	ML	-	-	-	-	-	40	-	-	2	-	2	
1026+06	ML	-	-	-	-	-	36	-	-	2	-	2	
1057+65	ML	-	-	40	2	-	-	-	-	-	-	2	
1098+66	ML	-	-	48	2	-	-	-	-	-	-	2	
1164+20	ML	-	-	-	-	-	42	-	-	2	-	2	
1189+15	ML	-	-	-	-	-	32	-	-	2	-	2	
1203+08	ML	-	-	36	2	-	-	-	-	-	-	2	
	TOTAL 0010	2	50	212	10	40	226	38	2	10	2	26	

STORM SEWER ITEMS

STATION	LOCATION	* 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	611.0642 INLET COVERS TYPE MS EACH	611.3902 INLETS MEDIAN 2 GRATE EACH
960+72	ML	1	50	2	1
	TOTAL 0010	1	50	2	1

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

RESTORATION ITEMS

STATION	TO	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	625.0100 TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0500 SEED WATER MGAL	645.0120 GEOTEXTILE TYPE HR SY	999.2105.S MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF	REMARKS
517+00	-	535+00	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	470	EXCLUSIONARY TURTLE FENCING
518+00			WILDERNESS ROAD	-	740	-	-	740	-	8	-	-	0.5	20	17	-	0	SIDE ROAD
549+37	-	556+50	LT & RT	-	-	-	-	-	-	-	-	-	-	-	-	-	365	EXCLUSIONARY TURTLE FENCING
561+63			35107001877	-	60	405	105	60	-	8	5	-	0.1	2	2	-	105	CULVERT REPLACEMENT
564+80	-	591+30	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	685	EXCLUSIONARY TURTLE FENCING
658+50	-	674+59	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	420	EXCLUSIONARY TURTLE FENCING
681+48			FAU FAU RD	-	425	-	-	425	-	8	5	-	0.3	12	10	-	0	SIDE ROAD
690+40	-	691+40	LT & RT	-	-	-	-	-	-	-	-	-	-	-	-	-	65	EXCLUSIONARY TURTLE FENCING
726+06			35107001893	-	80	415	105	80	-	8	-	-	0.1	3	2	-	100	CULVERT REPLACEMENT
726+44	-	739+65	LT & RT	-	-	-	-	-	-	-	-	-	-	-	-	-	510	EXCLUSIONARY TURTLE FENCING
735+50			EGGERT DR	-	240	-	-	240	-	8	5	-	0.2	7	6	-	0	SIDE ROAD
771+08	-	810+00	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	1050	EXCLUSIONARY TURTLE FENCING
810+59			35107001898	-	60	330	85	60	-	8	5	-	0.1	2	2	-	105	CULVERT REPLACEMENT
883+76			35107001906	-	60	345	90	60	-	8	5	-	0.1	2	2	-	100	CULVERT REPLACEMENT
923+01			35107001910	-	60	500	125	60	-	8	5	-	0.1	2	2	-	140	CULVERT REPLACEMENT
934+00	-	946+33	LT	-	-	-	-	-	-	-	-	-	-	-	-	6	325	EXCLUSIONARY TURTLE FENCING
951+61	-	964+00	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	230	EXCLUSIONARY TURTLE FENCING
960+72			35107001913	-	25	670	170	25	1	8	5	-	0.1	1	1	5	160	CULVERT REPLACEMENT
1020+35			35107001918	-	60	455	115	60	-	8	5	-	0.1	2	2	-	105	CULVERT REPLACEMENT
1026+01			35107001919	-	65	475	120	65	-	8	5	-	0.1	2	2	-	110	CULVERT REPLACEMENT
1057+65			35107001924	1	50	430	110	50	-	8	5	-	0.1	2	2	-	105	CULVERT REPLACEMENT
1047+00	-	1060+00	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	300	EXCLUSIONARY TURTLE FENCING
1098+66			35107001926	2	25	360	90	25	-	8	5	-	0.1	3	1	-	95	CULVERT REPLACEMENT
1164+21			35107001928	-	60	275	70	60	-	8	5	-	0.1	2	2	-	95	CULVERT REPLACEMENT
1189+15			35107001930	-	60	260	65	60	-	8	5	-	0.1	2	2	-	70	CULVERT REPLACEMENT
1203+09			35107001932	-	60	275	70	60	-	8	5	-	0.1	2	2	-	75	CULVERT REPLACEMENT
			UNDISTRIBUTED	1	540	1300	330	540	-	40	20	200	1	20	20	3	1450	
			TOTAL 0010	4	2,670	6,495	1,650	2,670	1	168	90	200	3.3	86	77	14	7,235	

MOBILIZATION ITEMS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	4	4
TOTAL 0010	4	4

3

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	DEVICES	DAY	643.0300 TRAFFIC CONTROL DRUMS DAY	DEVICES	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	DEVICES	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	DEVICES	DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	* 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	PROJECT	-	-	-	-	-	-	-	-	-	211	57	11,927	1	36
0010	PROJECT	40	21.00	840	6	57	342	-	-	-	111	21	1,995	-	-
0010	PROJECT	-	-	-	18	21	378	16	14	224	14	57	798	-	-
	TOTAL 0010			840			720			224			14,720	1	36

* 1 CYCLE

LINE MARKING ITEMS

STATION	TO	STATION	LOCATION	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.5320 MARKING RAILROAD CROSSING EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	REMARKS
517+00	-	1234+47	CL	133,200	-	-	UPPER LIFT YELLOW CL
517+00	-	1234+47	LT	71,550	-	-	UPPER LIFT EDGE LINES
517+00	-	1234+47	RT	71,200	-	-	UPPER LIFT EDGE LINES
517+83			WILDERNESS DR	-	-	12	
637+89			TUG LAKE RD	-	-	24	
681+50			FAU FAU AVE	-	-	20	
696+99			CTH E	-	-	36	
867+96			ROCK FALLS DR	-	-	24	
895+56			CTH J	-	-	60	
1092+33			DOTTER RD	-	-	24	
1165+85	-	1174+60	RR XING	-	2	-	RR XING MARKING
			TOTAL 0010	275,950	2	200	

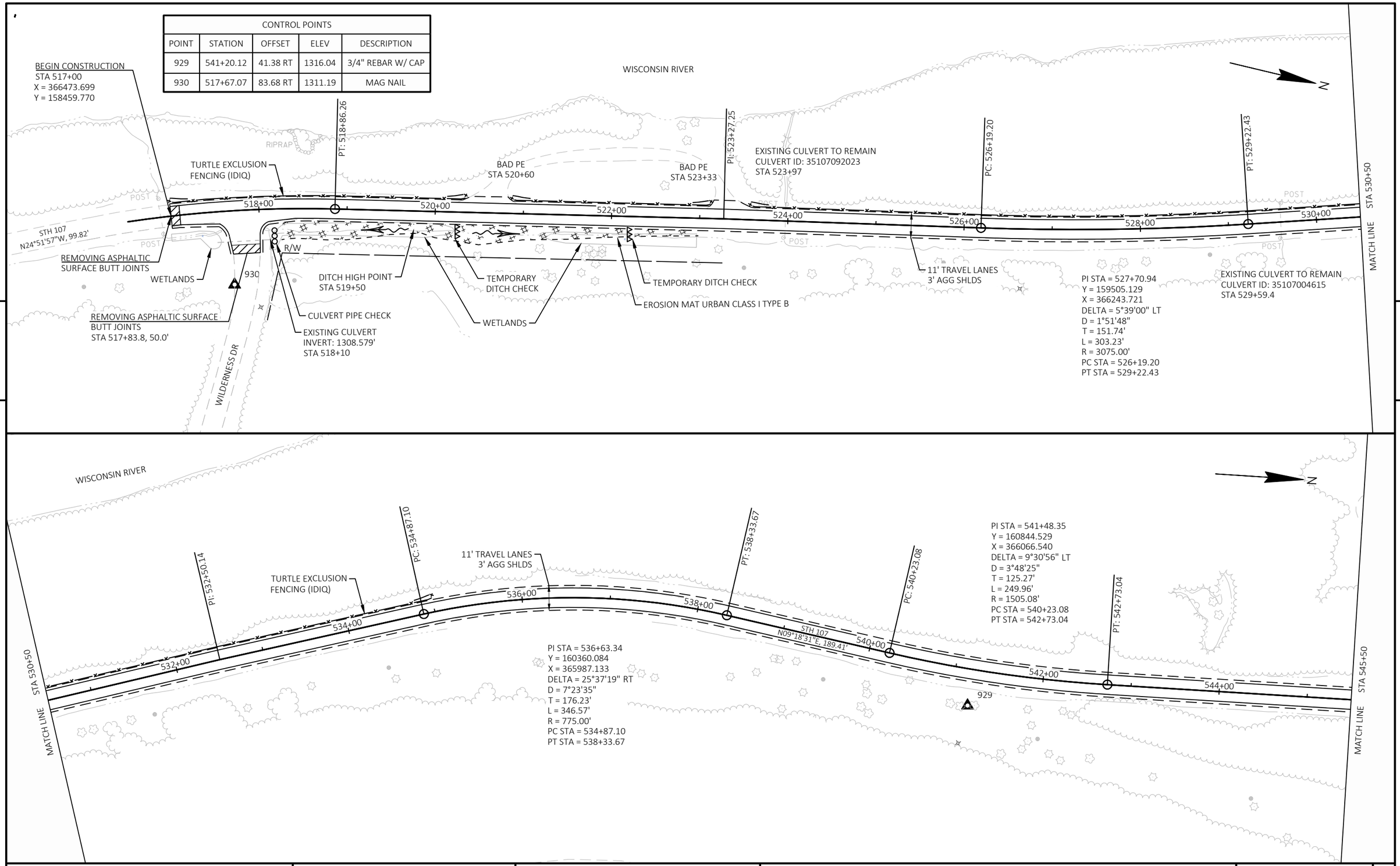
STAKING ITEMS

STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
	PROJECT	-	-	-	-	70,170	-
518+00	WILDERNESS DR	-	500	500	-	-	500
561+62	CP: 35107001877	-	-	-	1	-	-
681+50	FAUFAU AVE	-	250	250	1	-	250
728+05	CP: 35107001893	-	-	-	1	-	-
735+00	EGGERT DR	-	140	140	-	-	140
810+55	CP: 35107001898	-	-	-	1	-	-
883+75	CP: 35107001906	-	-	-	1	-	-
923+00	CP: 35107001910	-	-	-	1	-	-
960+71	CP: 35107001913	1	-	-	-	-	-
1020+34	CP: 35107001918	-	-	-	1	-	-
1026+01	CP: 35107001919	-	-	-	1	-	-
1057+63	CP: 35107001924	-	-	-	1	-	-
1098+64	CP: 35107001926	-	-	-	1	-	-
1164+19	CP: 35107001928	-	-	-	1	-	-
1169+34	RAILROAD CROSSING	-	180	180	-	-	180
1189+14	CP: 35107001930	-	-	-	1	-	-
1203+08	CP: 35107001932	-	-	-	1	-	-
	TOTAL 0010	1	1,070	1,070	13	70,170	1,070

SAWING ASPHALT

STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF
561+12	-	562+12	CP: 35107001877	44
727+56	-	728+56	CP: 35107001893	44
810+05	-	811+05	CP: 35107001898	44
883+25	-	884+25	CP: 35107001906	44
922+50	-	923+50	CP: 35107001910	44
960+21	-	961+21	CP: 35107001913	44
1019+84	-	1020+84	CP: 35107001918	44
1025+51	-	1026+51	CP: 35107001919	44
1057+13	-	1058+13	CP: 35107001924	44
1098+14	-	1099+14	CP: 35107001926	44
1163+69	-	1164+69	CP: 35107001928	44
1169+34	-	1171+11	RAILROAD CROSSING	44
1188+64	-	1189+64	CP: 35107001930	44
1202+58	-	1203+58	CP: 35107001932	44
			TOTAL 0010	616

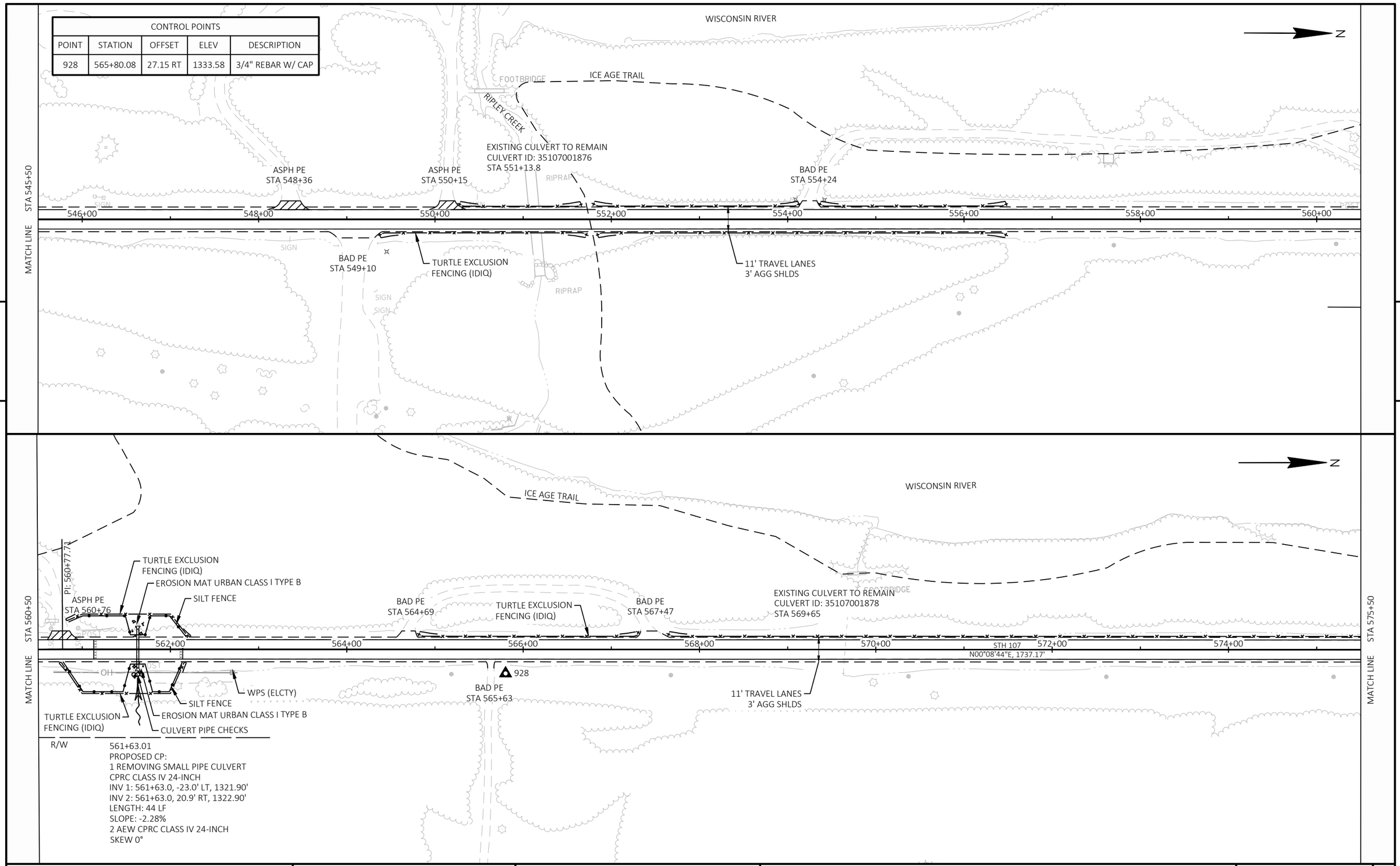
CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
929	541+20.12	41.38 RT	1316.04	3/4" REBAR W/ CAP
930	517+67.07	83.68 RT	1311.19	MAG NAIL



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 30	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 10/27/2025 4:51 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
928	565+80.08	27.15 RT	1333.58	3/4" REBAR W/ CAP



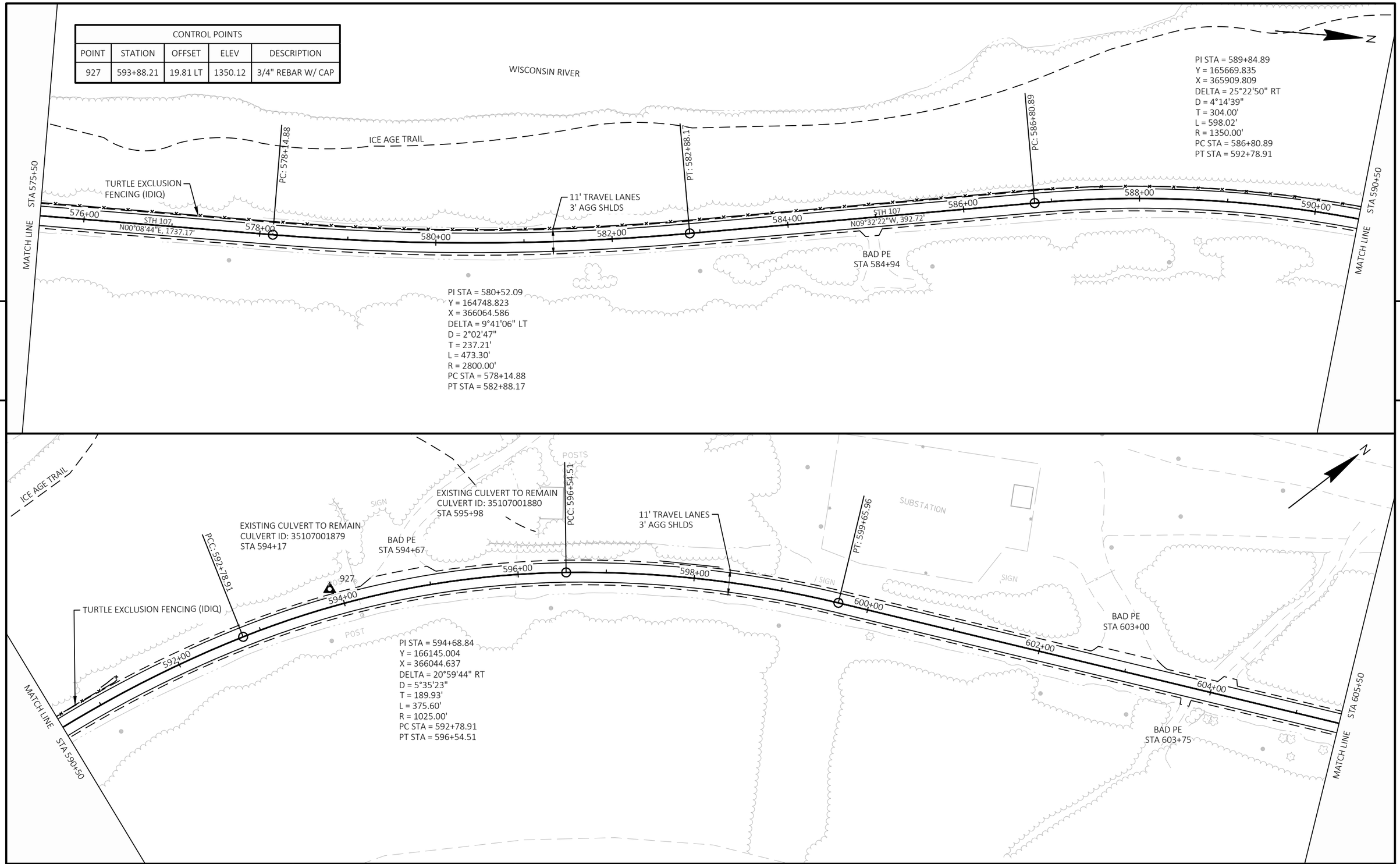
5

5

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 31	E

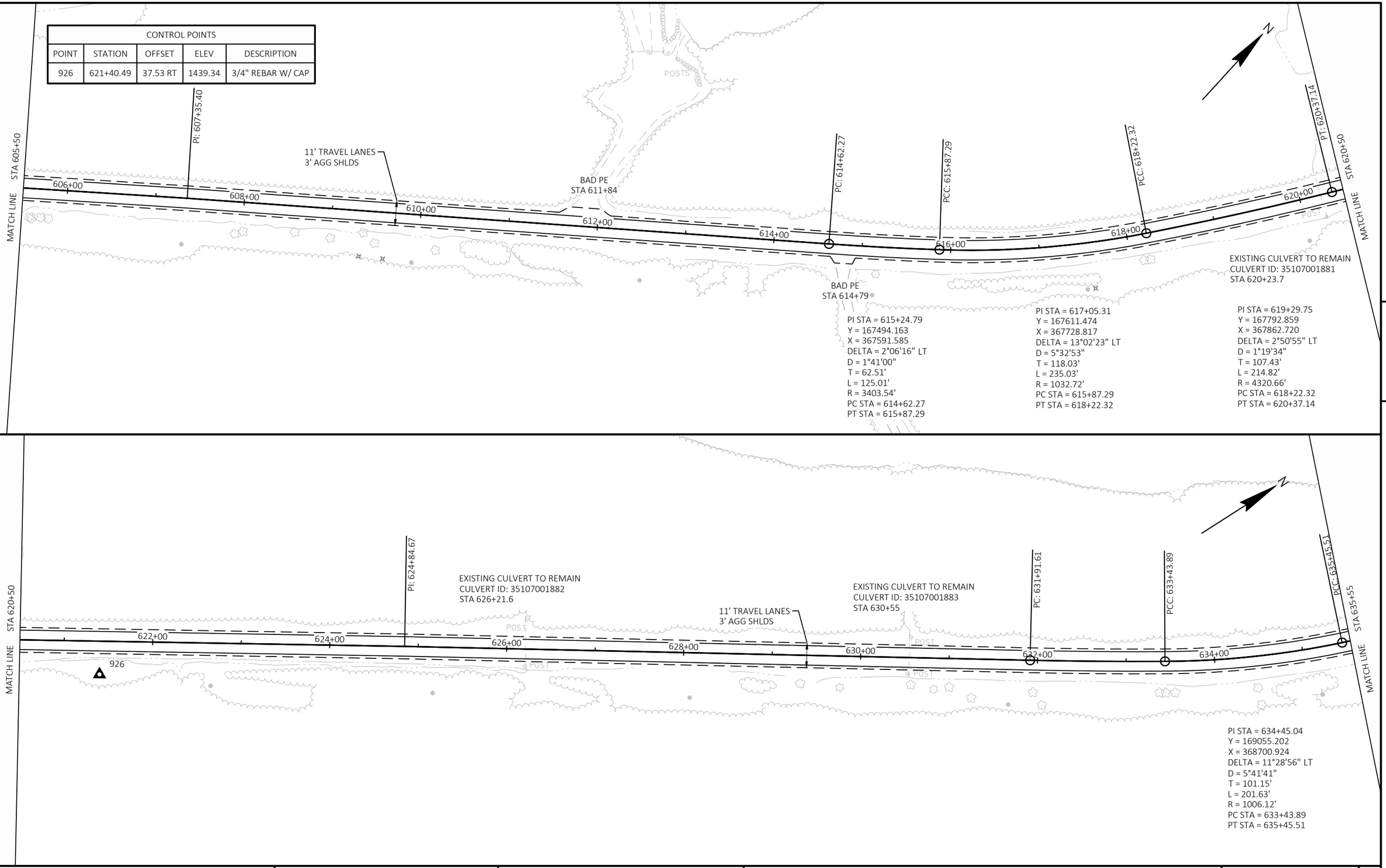
FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02
PLOT DATE : 10/27/2025 4:53 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
927	593+88.21	19.81 LT	1350.12	3/4" REBAR W/ CAP



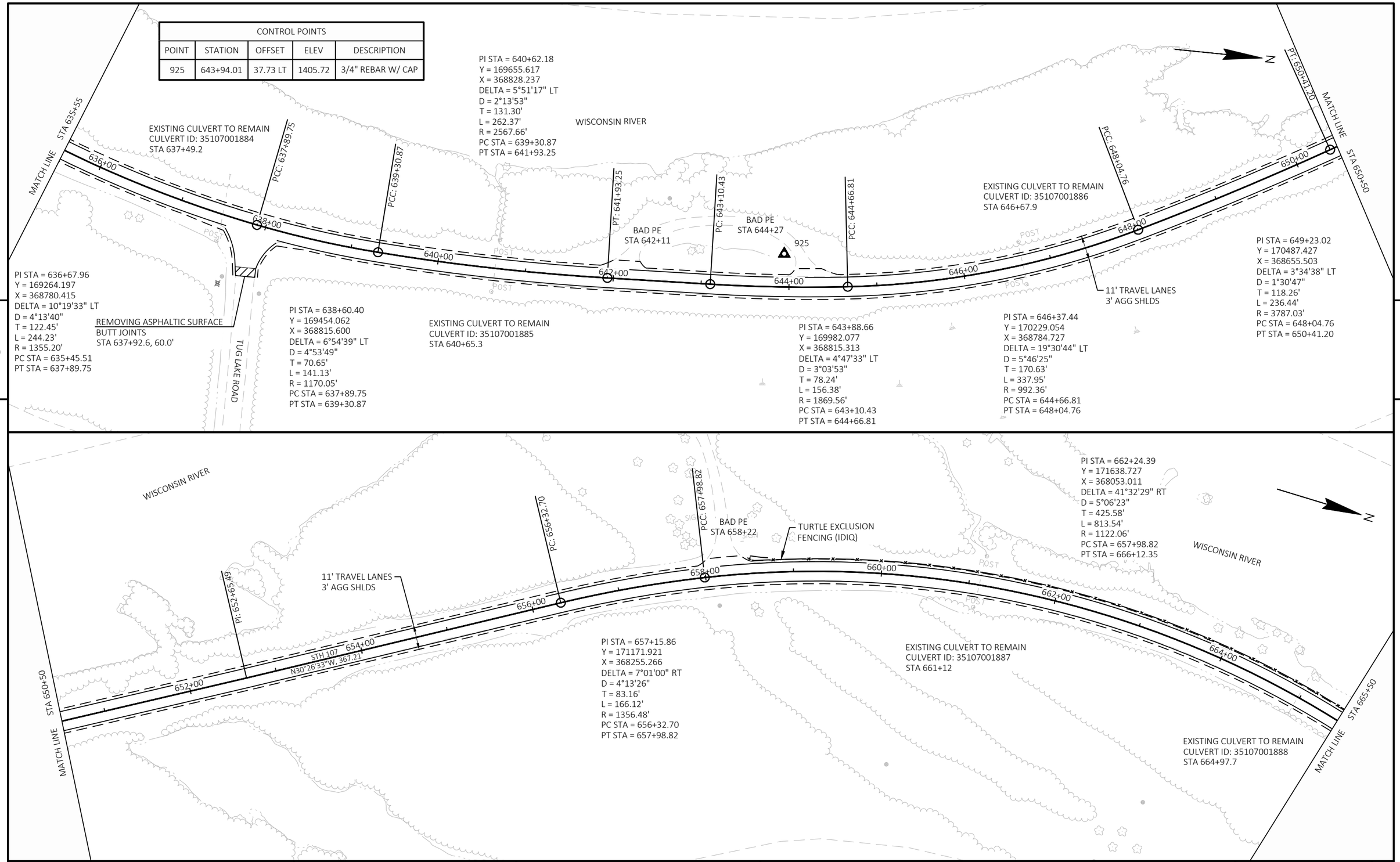
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 32	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
926	621+40.49	37.53 RT	1439.34	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 33	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
925	643+94.01	37.73 LT	1405.72	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 34	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05
PLOT DATE : 10/27/2025 5:00 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
924	671+18.38	24.08 LT	1399.74	3/4" REBAR W/ CAP

WISCONSIN RIVER

N

STA 665+50

MATCH LINE

PCC: 666+12.35

PT: 668+34.51

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001889
STA 668+87.6

924

TURTLE EXCLUSION FENCING (IDIQ)

PI: 673+86.11

PC: 678+29.60

PCC: 679+50.18

FOOTBRIDGE

STA 680+50

MATCH LINE

666+00 668+00 670+00 672+00 674+00 676+00 678+00 680+00

PI STA = 667+23.43
Y = 172148.783
X = 368219.877
DELTA = 1°15'20" RT
D = 0°33'55"
T = 111.08'
L = 222.15'
R = 10137.82'
PC STA = 666+12.35
PT STA = 668+34.51

11' TRAVEL LANES
3' AGG SHLDS

PI STA = 681+61.92
Y = 173503.533
X = 368703.452
DELTA = 40°28'42" RT
D = 9°58'38"
T = 211.73'
L = 405.70'
R = 574.26'
PC STA = 679+50.18
PT STA = 683+55.89

R/W

5

5

PI STA = 681+61.92
Y = 173503.533
X = 368703.452
DELTA = 40°28'42" RT
D = 9°58'38"
T = 211.73'
L = 405.70'
R = 574.26'
PC STA = 679+50.18
PT STA = 683+55.89

WISCONSIN RIVER

N

EXISTING CULVERTS TO REMAIN
CULVERT ID: 35107001890
CULVERT ID: 35107004591
STA 681+67

WPS (ELCTY)

BAD PE STA 682+09

BAD PE STA 682+95

PCC: 683+55.89

BAD PE STA 683+80

BAD PE STA 687+30

BAD PE STA 688+34

PT: 688+49.82

BAD PE STA 689+18

PI: 690+00.01

FOOTBRIDGE

TURTLE EXCLUSION FENCING (IDIQ)

BAD PE STA 694+38

TEMPORARY DITCH CHECK

MATCH LINE

STA 680+50

682+00 684+00 686+00 688+00 690+00 692+00 694+00

EROSION MAT URBAN CLASS I TYPE B

PIPE CHECK

TEMPORARY DITCH CHECK

WETLANDS

WETLANDS

R/W

681+65.64
PROPOSED CP:
CPRCHE CLASS HE-IV 14x23-INCH
INV 1: 681+65.6, 35.3' RT, 1398.30'
INV 2: 681+23.1, 33.2' RT, 1398.10'
LENGTH: 40 LF
SLOPE: 0.50%
2 AEW CPRCHE CLASS HE-IV 14x23-INCH

4-INCH HMA PAVEMENT
4 LT 58-28 S
STA 681+41.2, 50.0'

FAUFAU AVE

BAD PE STA 687+01

BAD PE STA 688+15

PI STA = 686+02.99
Y = 173727.752
X = 369103.774
DELTA = 4°42'36" RT
D = 0°57'13"
T = 247.10'
L = 493.93'
R = 6008.58'
PC STA = 683+55.89
PT STA = 688+49.82

EXISTING CULVERTS TO REMAIN
CULVERT ID: 35107004637
CULVERT ID: 35107001891
STA 690+87.3

11' TRAVEL LANES
3' AGG SHLDS

BAD PE STA 694+07

ASPH PE STA 695+22

STA 695+50

MATCH LINE

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 35	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06
PLOT DATE : 10/27/2025 5:02 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
923	697+24.41	102.59 LT	1420.36	3/4" REBAR W/ CAP

REMOVING ASPHALTIC SURFACE BUTT JOINTS
STA 696+98.5, 75.0' LT

MATCH LINE STA 695+50

PC: 695+65.01

CTH E

923

PCC: 697+67.70

PCC: 699+14.18

PCC: 700+42.19

PCC: 703+25.30

PT: 705+46.51

PC: 708+45.39

MATCH LINE STA 710+50

696+00

698+00

700+00

702+00

704+00

706+00

708+00

710+00

BAD PE STA 697+24

BAD PE STA 698+66

BAD PE STA 699+35

BAD PE STA 701+04

BAD PE STA 701+42

BAD PE STA 702+80

BAD PE STA 702+98

BAD PE STA 704+06

BAD PE STA 704+18

BAD PE STA 706+87

ASPH PE STA 707+95

ASPH PE STA 709+63

11' TRAVEL LANES
3' AGG SHLDS

PI STA = 698+41.23
Y = 174253.079
X = 370225.207
DELTA = 12°18'21" LT
D = 8°24'04"
T = 73.52'
L = 146.48'
R = 682.01'
PC STA = 697+67.70
PT STA = 699+14.18

PI STA = 699+78.33
Y = 174341.031
X = 370331.114
DELTA = 9°15'47" LT
D = 7°14'11"
T = 64.14'
L = 128.01'
R = 791.76'
PC STA = 699+14.18
PT STA = 700+42.19

PI STA = 701+84.26
Y = 174496.597
X = 370466.482
DELTA = 12°00'27" LT
D = 4°14'29"
T = 142.07'
L = 283.11'
R = 1350.90'
PC STA = 700+42.19
PT STA = 703+25.30

PI STA = 704+35.91
Y = 174717.554
X = 370589.066
DELTA = 1°00'18" LT
D = 0°27'16"
T = 110.61'
L = 221.21'
R = 12611.20'
PC STA = 703+25.30
PT STA = 705+46.51

PI STA = 710+47.56
Y = 175257.535
X = 370876.372
DELTA = 14°06'31" RT
D = 3°30'26"
T = 202.17'
L = 402.29'
R = 1633.71'
PC STA = 708+45.39
PT STA = 712+47.68

MATCH LINE STA 710+50

PT: 712+47.68

PC: 714+61.41

PT: 717+41.57

PC: 718+25.94

PT: 721+33.85

PC: 724+40.55

MATCH LINE STA 725+50

712+00

714+00

716+00

718+00

720+00

722+00

724+00

ASPH PE STA 710+60

BAD PE STA 711+51

BAD PE STA 711+89

ASPH PE STA 713+42

BAD PE STA 714+05

BAD PE STA 714+79

BAD PE STA 714+96

BAD PE STA 717+57

BAD PE STA 719+47

BAD PE STA 719+77

ASPH PE STA 720+66

BAD PE STA 721+73

BAD PE STA 723+75

BAD PE STA 725+49

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001892
STA 710+99.2

11' TRAVEL LANES
3' AGG SHLDS

PI STA = 716+01.88
Y = 175670.182
X = 371249.550
DELTA = 10°20'16" LT
D = 3°41'24"
T = 140.46'
L = 280.16'
R = 1552.75'
PC STA = 714+61.41
PT STA = 717+41.57

PI STA = 719+80.80
Y = 175992.919
X = 371449.553
DELTA = 15°07'54" LT
D = 4°54'52"
T = 154.85'
L = 307.91'
R = 1165.88'
PC STA = 718+25.94
PT STA = 721+33.85

PI STA = 724+97.18
Y = 176489.369
X = 371598.071
DELTA = 1°57'32" RT
D = 1°43'47"
T = 56.63'
L = 113.25'
R = 3312.54'
PC STA = 724+40.55
PT STA = 725+53.81

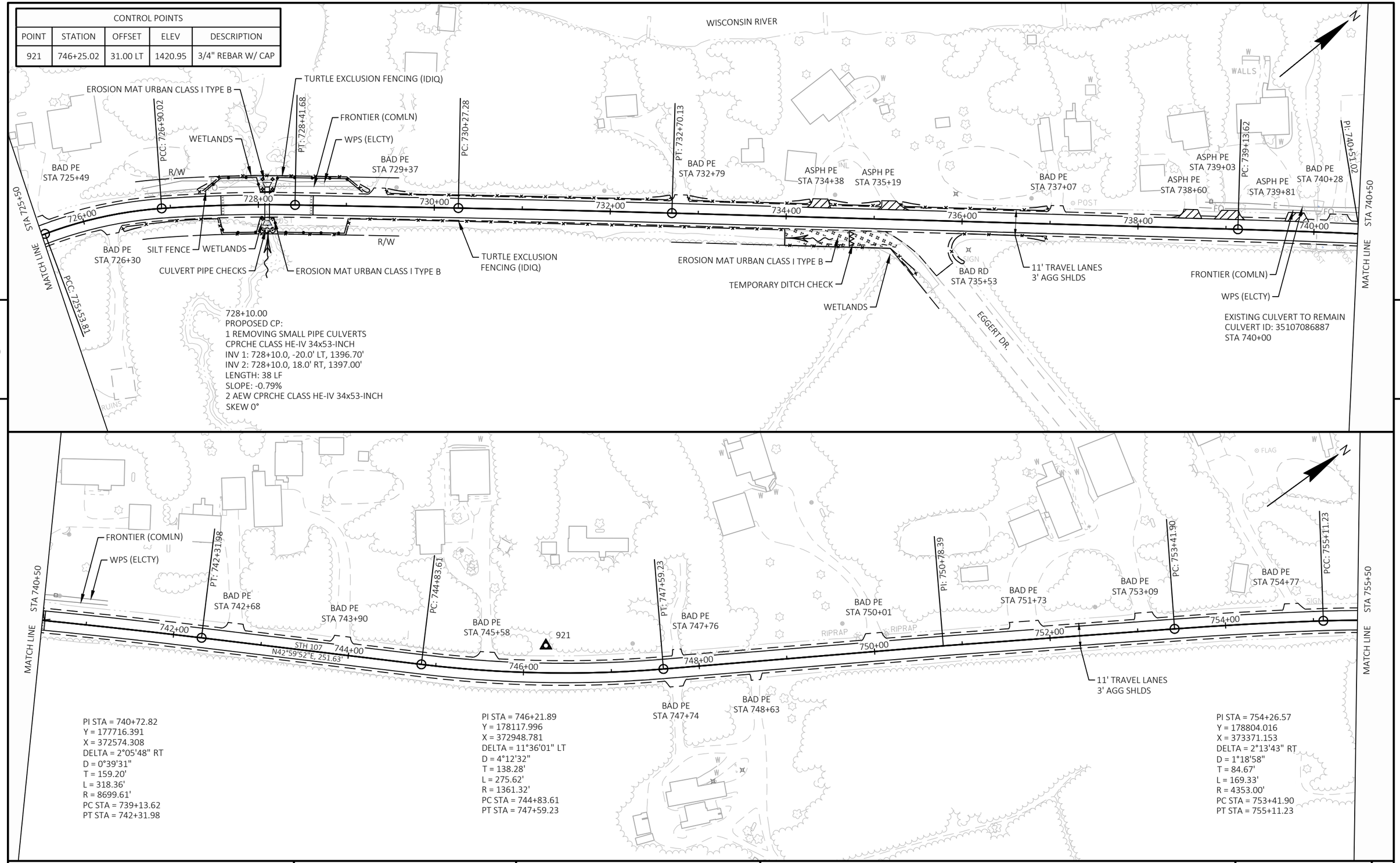
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 36	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 07

PLOT DATE : 10/27/2025 5:04 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT

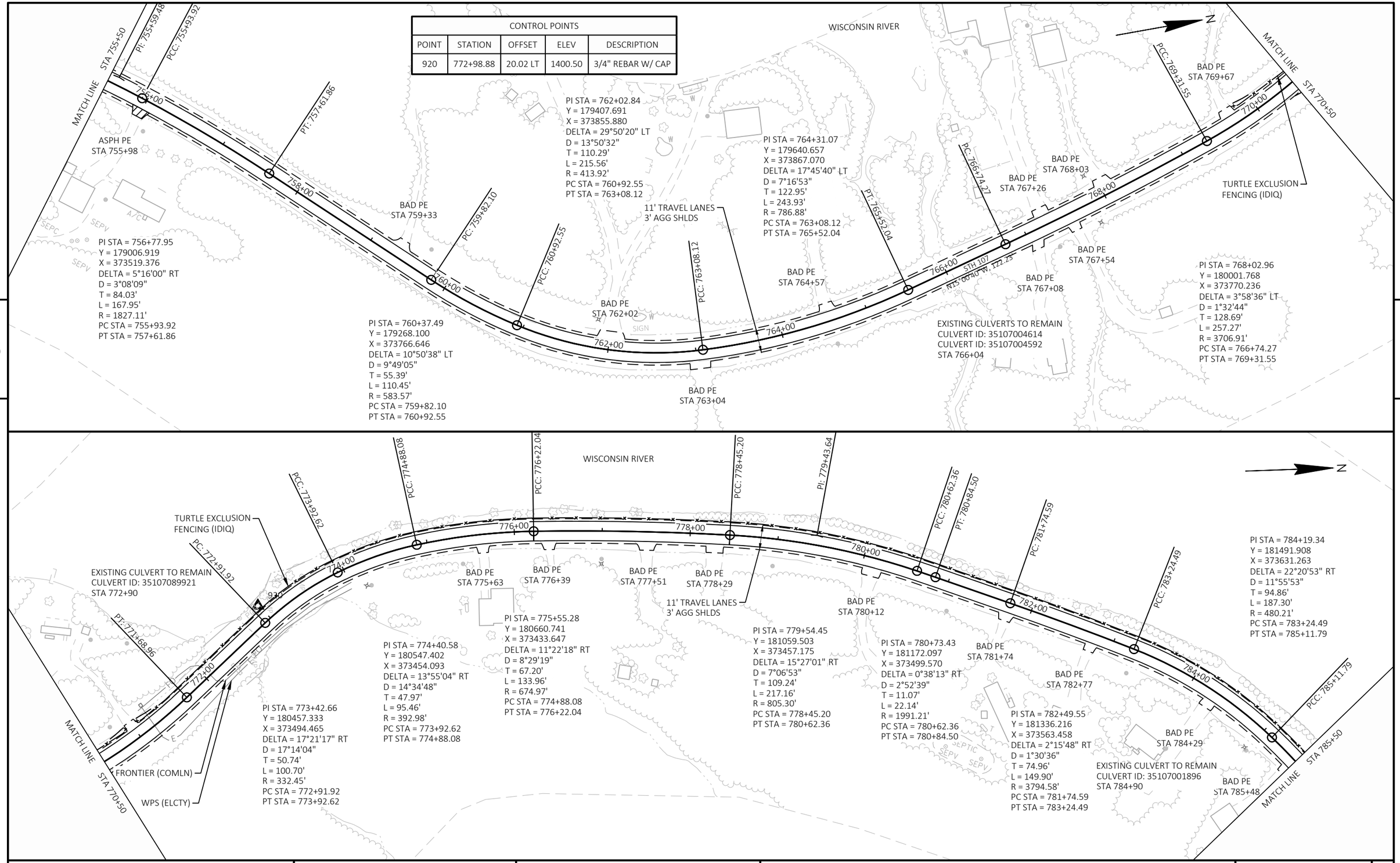
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
921	746+25.02	31.00 LT	1420.95	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 37	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
920	772+98.88	20.02 LT	1400.50	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 38	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
919	802+26.97	27.58 LT	1401.84	3/4" REBAR W/ CAP

WISCONSIN RIVER

STA 785+50

MATCH LINE

TURTLE EXCLUSION FENCING (IDIQ)

PT: 787+18.62

PC: 790+10.41

PT: 792+45.31

PC: 795+21.01

PT: 799+38.62

STA 800+50

786+00 788+00 790+00 792+00 794+00 796+00 798+00 800+00

STH 107

N62°42'21"E, 291.79'

11' TRAVEL LANES
3' AGG SHLDS

BAD PE STA 785+48

BAD PE STA 786+46

BAD PE STA 788+79

BAD PE STA 792+36

ASPH PE STA 794+17

BAD PE STA 796+67

BAD PE STA 798+69

BAD PE STA 799+69

BAD PE STA 800+29

BAD PE STA 798+51

BAD PE STA 799+68

POST

SEPV

SEPC

PI STA = 786+15.95
Y = 181630.456
X = 373774.141
DELTA = 16°49'28" RT
D = 8°08'04"
T = 104.16'
L = 206.83'
R = 704.36'
PC STA = 785+11.79
PT STA = 787+18.62

PI STA = 791+28.22
Y = 181866.048
X = 374230.706
DELTA = 11°01'01" LT
D = 4°41'24"
T = 117.81'
L = 234.90'
R = 1221.63'
PC STA = 790+10.41
PT STA = 792+45.31

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107096773
STA 795+62.3

PI STA = 797+29.95
Y = 182239.529
X = 374703.427
DELTA = 5°06'58" RT
D = 1°13'30"
T = 208.94'
L = 417.61'
R = 4676.81'
PC STA = 795+21.01
PT STA = 799+38.62

N

5

5

WISCONSIN RIVER

STA 800+50

MATCH LINE

TURTLE EXCLUSION FENCING (IDIQ)

919

PC: 802+98.75

PT: 807+29.81

PC: 808+46.78

PT: 814+15.52

PC: 814+43.58

STA 815+50

802+00 804+00 806+00 808+00 810+00 812+00 814+00

STH 107

N56°48'19"E, 360.13'

BAD PE STA 802+51

BAD PE STA 802+78

BAD PE STA 801+86

ASPH PE STA 805+37

ASPH PE STA 806+59

BAD PE STA 806+18

BAD PE STA 808+05

BAD PE STA 808+58

BAD PE STA 809+76

BAD PE STA 811+78

BAD PE STA 812+38

ASPH PE STA 813+77

ASPH PE STA 814+78

BAD PE STA 814+72

R/W

WETLANDS

EROSION MAT URBAN CLASS I TYPE B

TURTLE EXCLUSION FENCE (IDIQ)

FRONTIER (COMLN)

11' TRAVEL LANES
3' AGG SHLDS

SILT FENCE

EROSION MAT URBAN CLASS I TYPE B

CULVERT PIPE CHECKS

WPS (ELCTY)

PI STA = 805+17.68
Y = 182670.955
X = 375362.846
DELTA = 24°42'54" RT
D = 5°44'01"
T = 218.93'
L = 431.06'
R = 999.31'
PC STA = 802+98.75
PT STA = 807+29.81

PI STA = 811+31.16
Y = 182762.425
X = 375976.349
DELTA = 0°56'22" RT
D = 0°09'55"
T = 284.38'
L = 568.74'
R = 34681.99'
PC STA = 808+46.78
PT STA = 814+15.52

810+39.00
PROPOSED CP: 35107001898
1 REMOVING SMALL PIPE CULVERTS
CPRCHE CLASS HE-III 19x30-INCH
INV 1: 810+39.0, -19.0' LT, 1400.60'
INV 2: 810+39.0, 17.0' RT, 1401.00'
LENGTH: 36 LF
SLOPE: -1.11%
2 AEW CPRCHE CLASS HE-III 19x30-INCH
SKEW 0°

PI STA = 815+45.62
Y = 182816.814
X = 376387.236
DELTA = 1°19'01" RT
D = 0°38'43"
T = 102.04'
L = 204.07'
R = 8878.97'
PC STA = 814+43.58
PT STA = 816+47.65

N

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 39	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
918	823+84.73	26.13 LT	1406.38	3/4" REBAR W/ CAP

PI STA = 820+68.62
Y = 182840.487
X = 376909.132
DELTA = 1°30'03" RT
D = 0°31'56"
T = 140.98'
L = 281.94'
R = 10762.62'
PC STA = 819+27.64
PT STA = 822+09.58

PCC: 816+47.65
PCC: 819+27.64
PT: 822+09.58
PC: 829+55.63

BAD PE STA 817+53
BAD PE STA 820+20
BAD PE STA 822+06
BAD PE STA 829+37
BAD PE STA 830+43
BAD PE STA 817+20
BAD PE STA 818+04
BAD PE STA 821+10
BAD PE STA 822+08
BAD PE STA 825+02

11' TRAVEL LANES
3' AGG SHLDS

STA 815+50
MATCH LINE
816+00
818+00
820+00
822+00
824+00
826+00
828+00
830+00
STA 830+50
MATCH LINE

PI STA = 817+87.81
Y = 182843.070
X = 376628.009
DELTA = 6°45'00" RT
D = 2°24'39"
T = 140.16'
L = 279.99'
R = 2376.68'
PC STA = 816+47.65
PT STA = 819+27.64

EXISTING CULVERTS TO REMAIN
CULVERT ID: 35107001899
CULVERT ID: 35107004953
STA 829+71.5

5

5

PI STA = 833+02.28
Y = 182784.143
X = 378141.293
DELTA = 8°58'51" RT
D = 4°33'26"
T = 98.74'
L = 197.07'
R = 1257.25'
PC STA = 832+03.54
PT STA = 834+00.61

PCC: 832+03.54
PCC: 834+00.61
PT: 835+64.03
PC: 841+04.79
PCC: 842+81.18
PCC: 844+97.87

BAD PE STA 831+55
BAD PE STA 831+95
BAD PE STA 833+28
BAD PE STA 834+78
BAD PE STA 835+69
BAD PE STA 844+28
BAD PE STA 845+10
BAD PE STA 845+30

11' TRAVEL LANES
3' AGG SHLDS

STH 107
S73°39'17"E, 540.76'

STA 830+50
MATCH LINE
832+00
834+00
836+00
838+00
840+00
842+00
844+00
STA 845+50
MATCH LINE

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107004594
STA 830+76.6

PI STA = 830+79.62
Y = 182804.721
X = 377919.519
DELTA = 3°16'25" RT
D = 1°19'14"
T = 123.99'
L = 247.91'
R = 4338.87'
PC STA = 829+55.63
PT STA = 832+03.54

PI STA = 834+82.33
Y = 182739.626
X = 378316.168
DELTA = 2°03'48" RT
D = 1°15'46"
T = 81.72'
L = 163.41'
R = 4537.78'
PC STA = 834+00.61
PT STA = 835+64.03

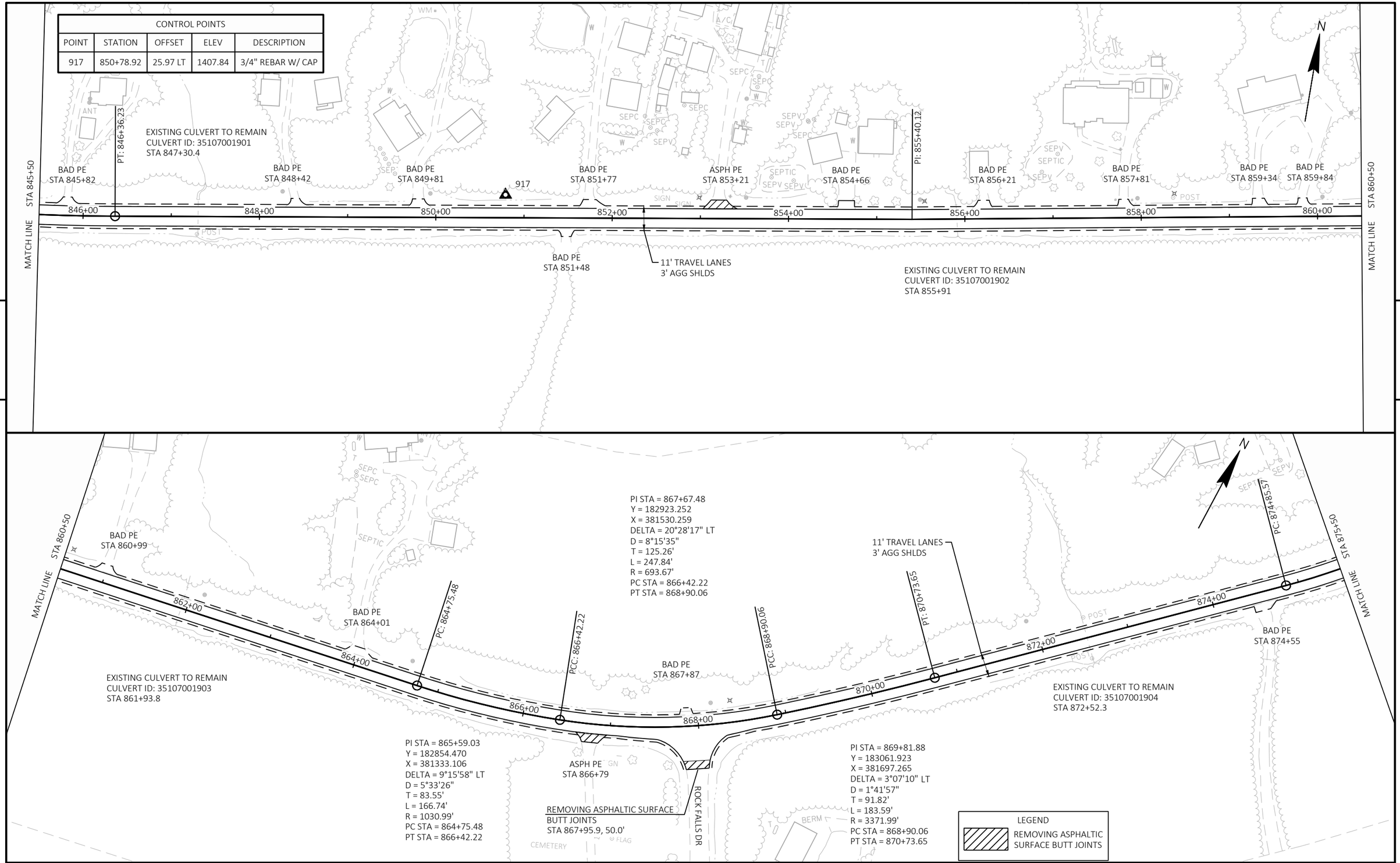
EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001900
STA 837+45

PI STA = 841+93.05
Y = 182539.608
X = 378998.177
DELTA = 5°20'51" LT
D = 3°01'54"
T = 88.26'
L = 176.39'
R = 1889.95'
PC STA = 841+04.79
PT STA = 842+81.18

PI STA = 843+90.32
Y = 182501.949
X = 379191.956
DELTA = 16°57'26" LT
D = 7°49'31"
T = 109.15'
L = 216.70'
R = 732.19'
PC STA = 842+81.18
PT STA = 844+97.87

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 40	E

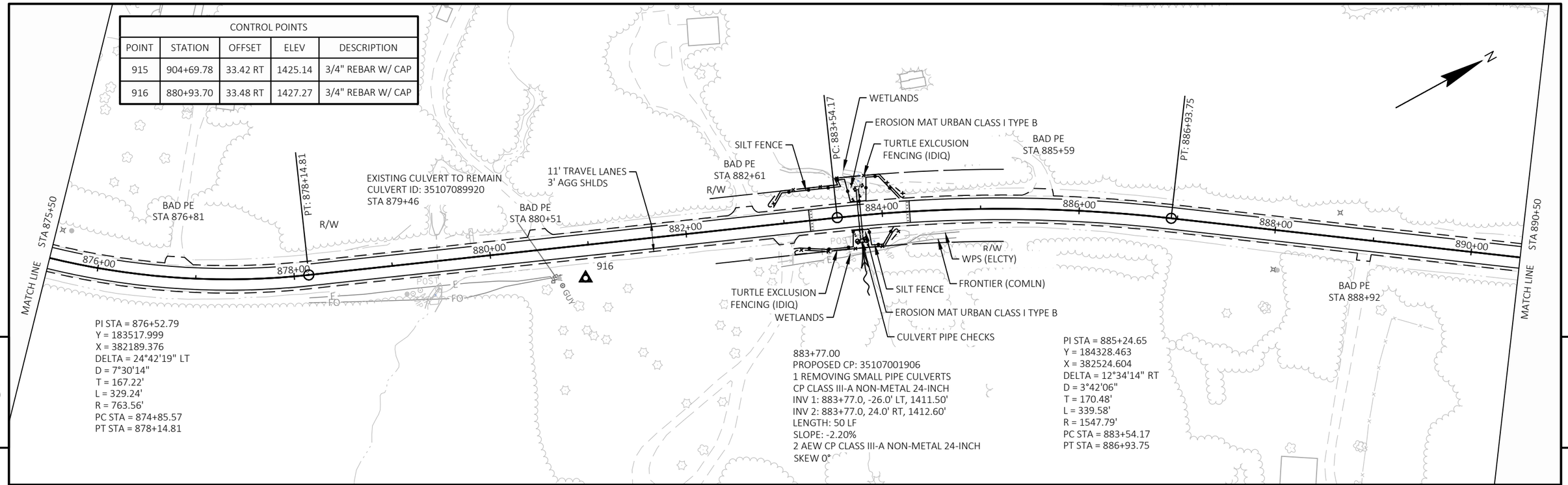
CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
917	850+78.92	25.97 LT	1407.84	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 41	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 12
PLOT DATE : 10/27/2025 5:16 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

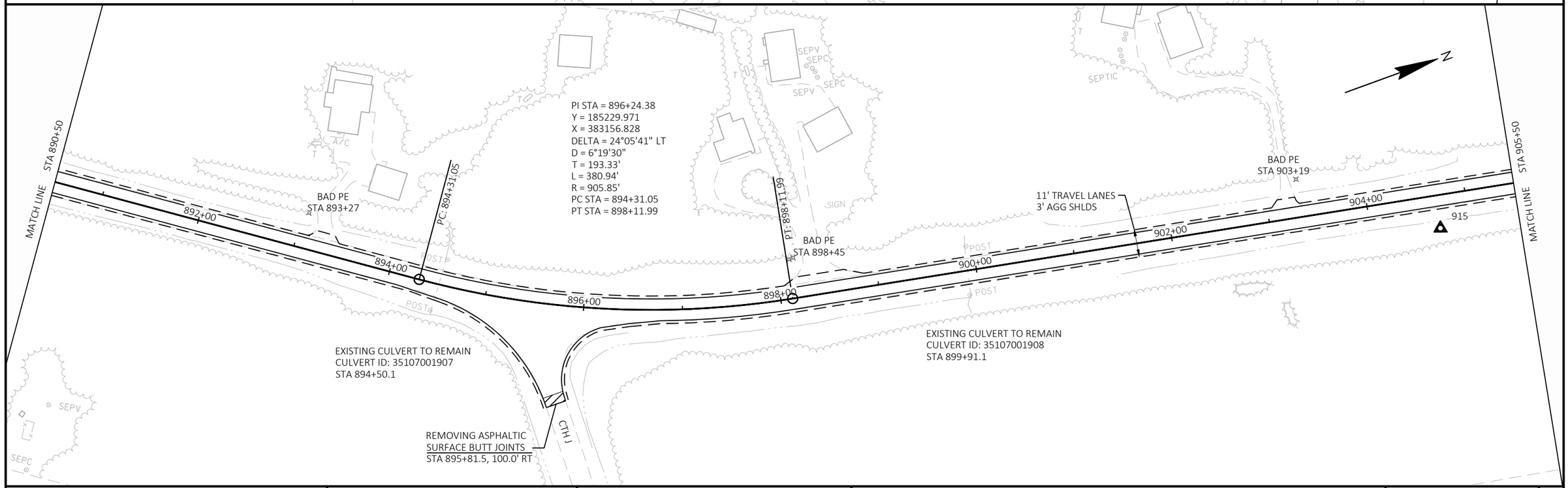
CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
915	904+69.78	33.42 RT	1425.14	3/4" REBAR W/ CAP
916	880+93.70	33.48 RT	1427.27	3/4" REBAR W/ CAP



PI STA = 876+52.79
Y = 183517.999
X = 382189.376
DELTA = 24°42'19" LT
D = 7°30'14"
T = 167.22'
L = 329.24'
R = 763.56'
PC STA = 874+85.57
PT STA = 878+14.81

883+77.00
PROPOSED CP: 35107001906
1 REMOVING SMALL PIPE CULVERTS
CP CLASS III-A NON-METAL 24-INCH
INV 1: 883+77.0, -26.0' LT, 1411.50'
INV 2: 883+77.0, 24.0' RT, 1412.60'
LENGTH: 50 LF
SLOPE: -2.20%
2 AEW CP CLASS III-A NON-METAL 24-INCH
SKEW 0°

PI STA = 885+24.65
Y = 184328.463
X = 382524.604
DELTA = 12°34'14" RT
D = 3°42'06"
T = 170.48'
L = 339.58'
R = 1547.79'
PC STA = 883+54.17
PT STA = 886+93.75



PI STA = 896+24.38
Y = 185229.971
X = 383156.828
DELTA = 24°05'41" LT
D = 6°19'30"
T = 193.33'
L = 380.94'
R = 905.85'
PC STA = 894+31.05
PT STA = 898+11.99

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
914	930+99.80	30.45 LT	1416.63	3/4" REBAR W/ CAP

MATCH LINE STA 905+50

906+00

908+00

910+00

912+00

914+00

916+00

918+00

920+00

MATCH LINE STA 920+50

PI STA = 912+04.75
Y = 186789.959
X = 383438.770
DELTA = 28°51'22" LT
D = 9°35'33"
T = 153.67'
L = 300.82'
R = 597.30'
PC STA = 910+51.07
PT STA = 913+51.89

PC: 909+80.66

PCC: 910+51.07

PCC: 913+51.89

PT: 915+07.57

PC: 916+31.18

PT: 919+78.95

BAD PE
STA 908+80

BAD PE
STA 916+76

BAD PE
STA 916+87

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001909
STA 908+25

11' TRAVEL LANES
3' AGG SHLDS

STH 107
N30°50'16"W, 123.61'

N

MATCH LINE STA 920+50

922+00

924+00

926+00

928+00

930+00

932+00

934+00

MATCH LINE STA 935+50

EXISTING CULVERT TO BE REPLACED
CULVERT ID: 35107001910
STA 923+01.3

PC: 922+40.82

PT: 925+75.10

PI: 927+95.93

BAD PE
STA 921+99

BAD PE
STA 927+12

BAD PE
STA 926+83

BAD PE
STA 934+64

R/W

R/W

SILT FENCE

EROSION MAT URBAN CLASS I TYPE B

WETLANDS

TURTLE EXCLUSION
FENCING (IDIQ)

FRONTIER (COMLN)

TURTLE EXCLUSION
FENCING (IDIQ)

TURTLE EXCLUSION
FENCING (IDIQ)

SILT FENCE

WETLANDS

EROSION MAT URBAN CLASS I TYPE B

CULVERT PIPE CHECKS

11' TRAVEL LANES
3' AGG SHLDS

914

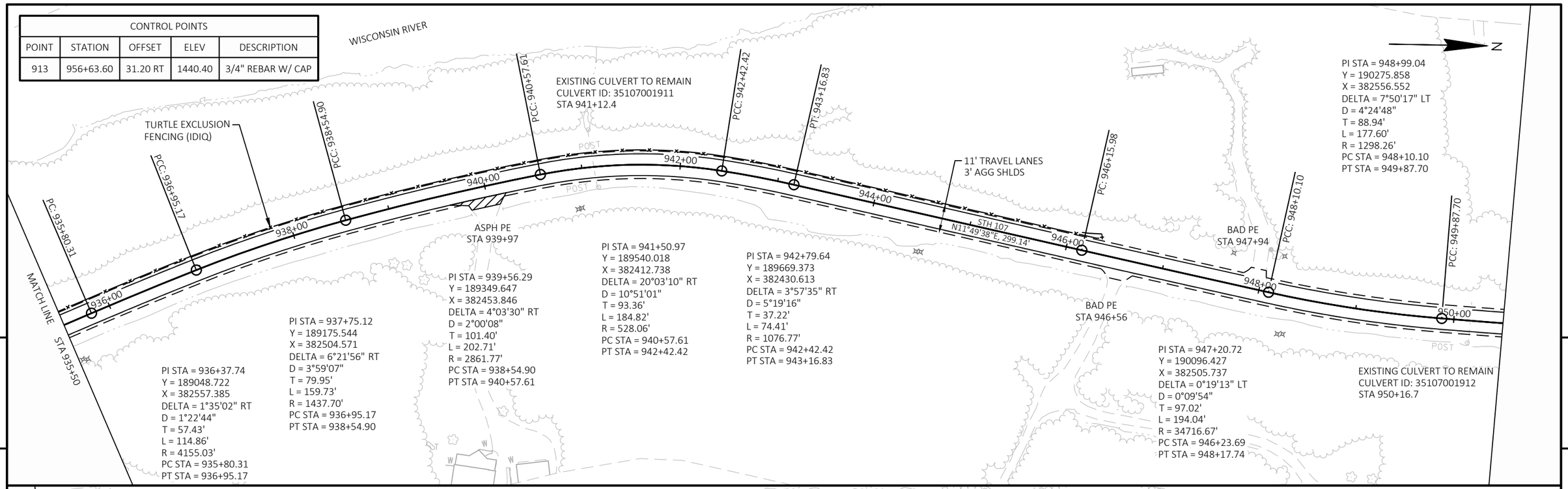
923+01.00
PROPOSED CP: 36107001910
1 REMOVING SMALL PIPE CULVERTS
CPRC CLASS IV 24-INCH
INV 1: 923+01.0, -21.0' LT, 1412.10'
INV 2: 923+01.0, 23.0' RT, 1413.14'
LENGTH: 44 LF
SLOPE: -2.37%
2 AEW CPRC CLASS IV 24-INCH
SKEW 0°

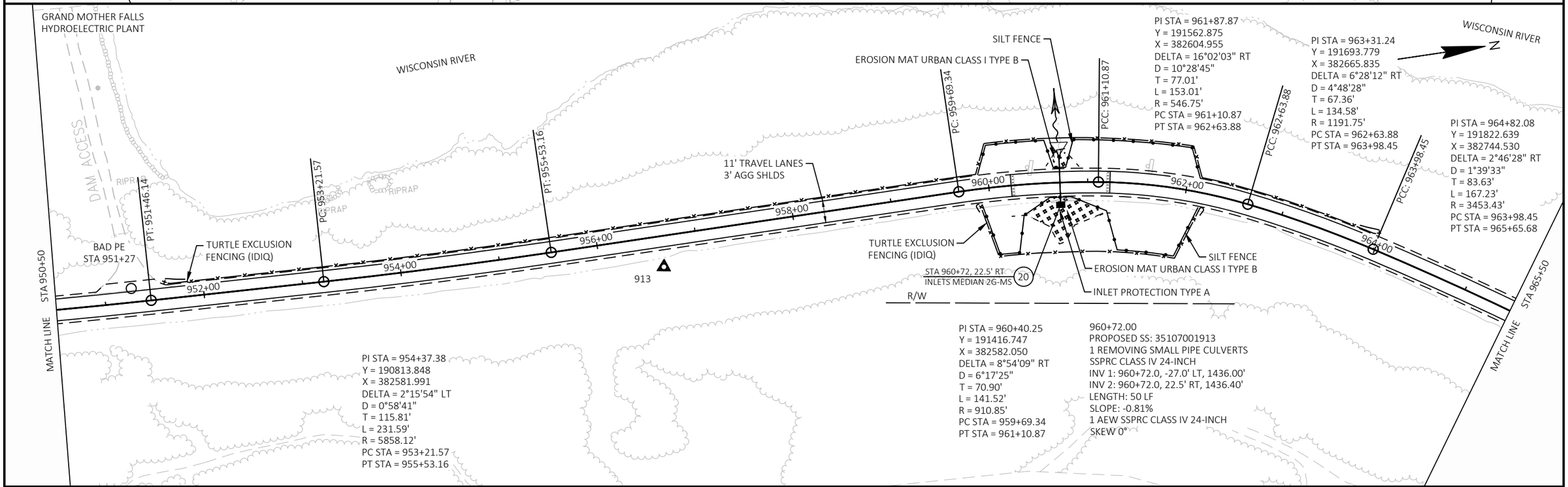
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 43	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 14

PLOT DATE : 10/27/2025 5:20 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : PLOT SCALE : 1 IN:100 FT

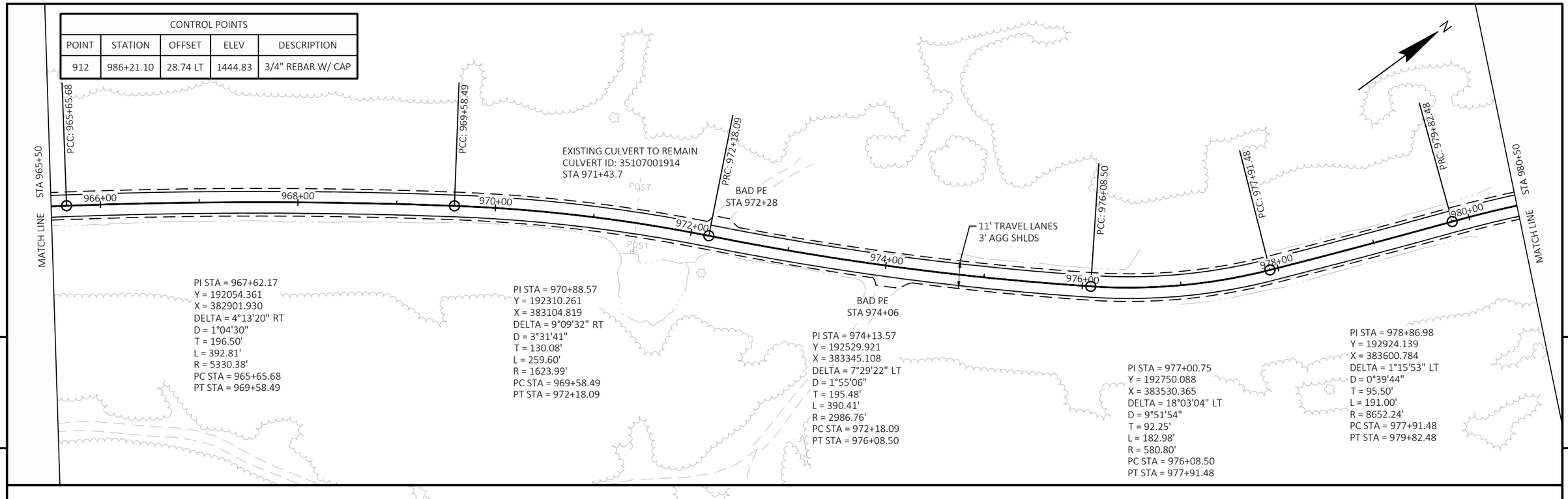
CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
913	956+63.60	31.20 RT	1440.40	3/4" REBAR W/ CAP

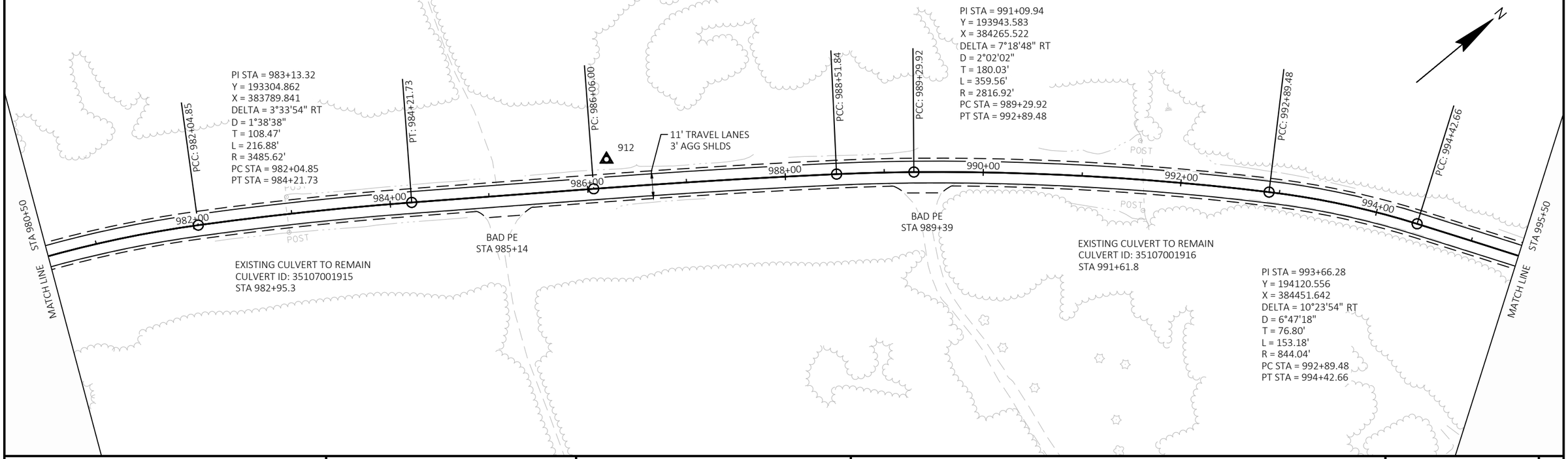




PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 44	E

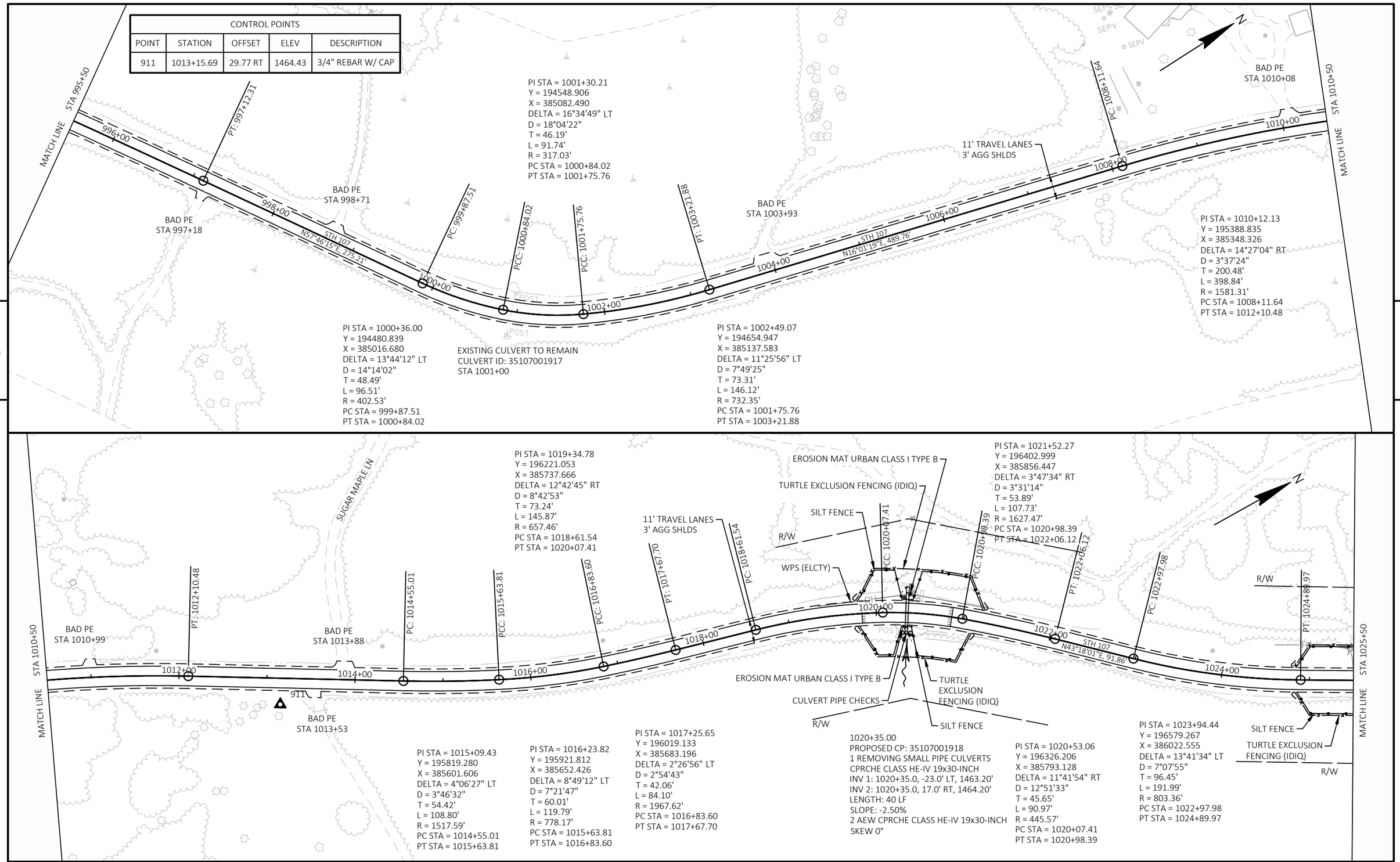
CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
912	986+21.10	28.74 LT	1444.83	3/4" REBAR W/ CAP



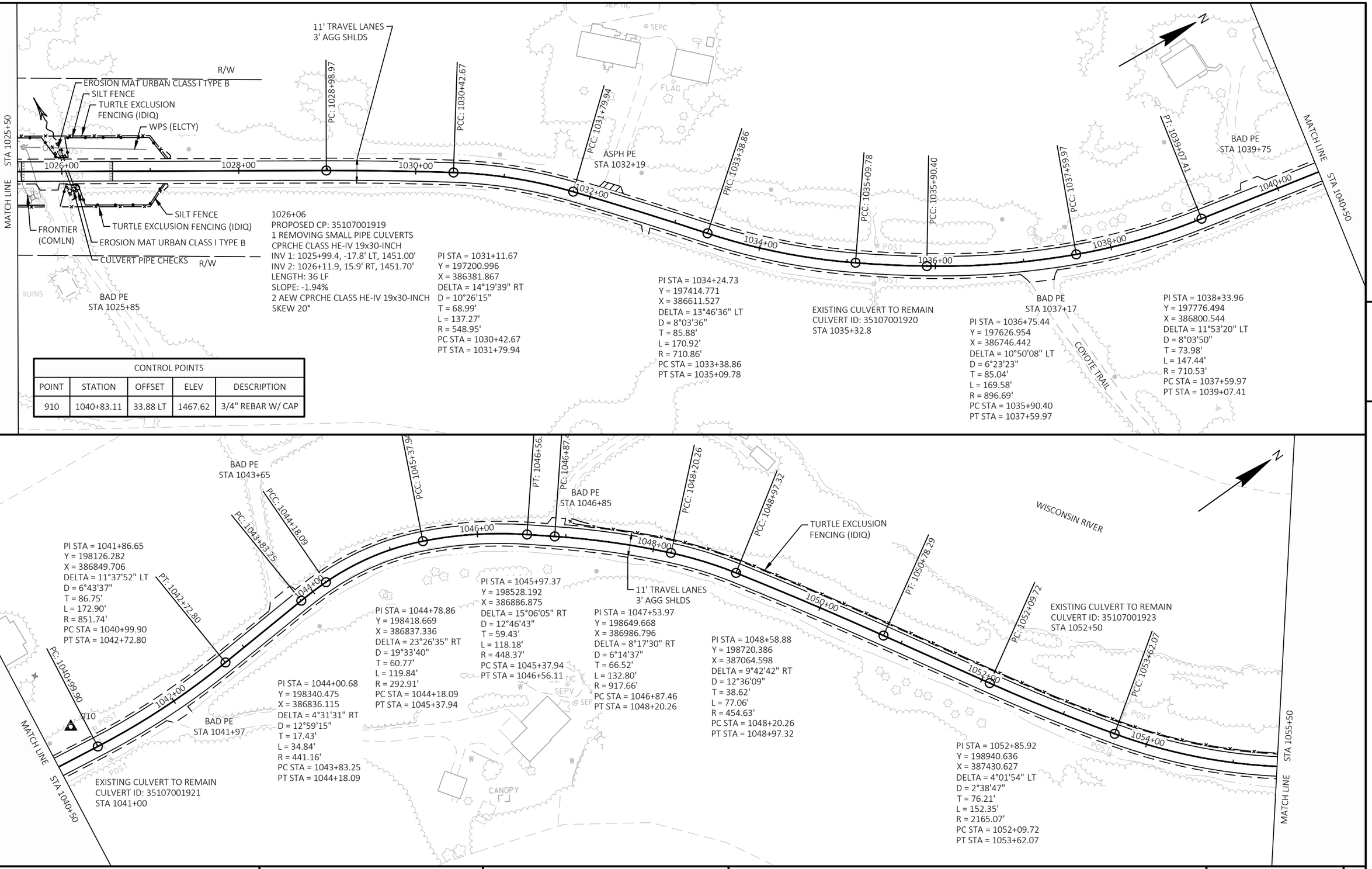


PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 45	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
911	1013+15.69	29.77 RT	1464.43	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 46	E



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 47	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
909	1073+98.65	29.11 LT	1473.94	3/4" REBAR W/ CAP

WISCONSIN RIVER

EROSION MAT URBAN CLASS I TYPE B

TURTLE EXCLUSION FENCING (IDIQ)

RIPRAP MEDIUM GEOTEXTILE TYPE HR

PC: 1057+63.44

SILT FENCE

FRONTIER (COMLN)

PT: 1056+92.09

PCC: 1056+14.39

R/W

MATCH LINE STA 1055+50

PI STA = 1056+53.25
Y = 199197.149
X = 387687.938
DELTA = 3°04'44" LT
D = 3°57'44"
T = 38.86'
L = 77.70'
R = 1446.02'
PC STA = 1056+14.39
PT STA = 1056+92.09

1057+65.00
PROPOSED CP: 36107001924
1 REMOVING SMALL PIPE CULVERTS
CPRC CLASS IV 24-INCH
INV 1: 1057+65.0, -23.0' LT, 1431.30'
INV 2: 1057+65.0, 17.0' RT, 1433.20'
LENGTH: 40 LF
SLOPE: -4.75%
2 AEW CPRC CLASS IV 24-INCH
SKEW 0°

TURTLE EXCLUSION FENCING (IDIQ)

SILT FENCE

EROSION MAT URBAN CLASS I TYPE B

CULVERT PIPE CHECKS

PI STA = 1059+00.79
Y = 199413.415
X = 387808.414
DELTA = 25°37'39" RT
D = 9°29'16"
T = 137.35'
L = 270.11'
R = 603.89'
PC STA = 1057+63.44
PT STA = 1060+33.55

PCC: 1060+33.55

PI STA = 1061+24.47
Y = 199545.170
X = 387994.833
DELTA = 25°34'54" RT
D = 14°18'20"
T = 90.93'
L = 178.82'
R = 400.51'
PC STA = 1060+33.55
PT STA = 1062+12.37

BAD PE
STA 1061+97

PCC: 1062+12.37

ASPH PE
STA 1063+09

PI STA = 1062+86.51
Y = 199572.897
X = 388157.561
DELTA = 9°27'12" RT
D = 6°23'21"
T = 74.15'
L = 147.96'
R = 896.76'
PC STA = 1062+12.37
PT STA = 1063+60.32

PT: 1063+60.32

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001925
STA 1065+74.7

11' TRAVEL LANES
3' AGG SHLDS

BAD PE
STA 1067+36

1062+00 1064+00 1066+00 1068+00 1070+00

MATCH LINE STA 1070+50

N

PI: 1072+40.49

PI: 1076+78.29

PC: 1084+10.63

909

11' TRAVEL LANES
3' AGG SHLDS

BAD PE
STA 1082+16

BAD PE
STA 1076+30

1072+00 1074+00 1076+00 1078+00 1080+00 1082+00 1084+00

MATCH LINE STA 1070+50

STA 1085+50

SEPC

SEPV

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 48	E

5

MATCH LINE STA 1085+50

1086+00

1088+00

1090+00

1092+00

1094+00

1096+00

1098+00

1100+00

MATCH LINE STA 1100+50

PI STA = 1094+55.47
Y = 199588.711
X = 391326.814
DELTA = 90°18'38" LT
D = 5°30'48"
T = 1044.85'
L = 1638.00'
R = 1039.20'
PC STA = 1084+10.63
PT STA = 1100+48.63

BAD PE
STA 1088+09

STH 107

BAD PE
STA 1095+51

REMOVING ASPHALTIC SURFACE
BUTT JOINTS
STA 1092+34.0, 60.0'

DOTTER RD

N

EROSION MAT URBAN CLASS I TYPE B
RIPRAP MEDIUM
TURTLE EXCLUSION FENCING (IDIQ)
SILT FENCE
WPS (ELCTY)
R/W
11' TRAVEL LANES
3' AGG SHLDS
SILT FENCE
CULVERT PIPE CHECKS
EROSION MAT URBAN CLASS I TYPE B
TURTLE EXCLUSION FENCING (IDIQ)
R/W
FRONTIER (COMLN)

1098+66.00
PROPOSED CP: 36107001926
1 REMOVING SMALL PIPE CULVERTS
CPRC CLASS IV 24-INCH
INV 1: 1098+66.0, -24.0' LT, 1430.72'
INV 2: 1098+66.0, 24.0' RT, 1433.60'
LENGTH: 48 LF
SLOPE: -6.00%
2 AEW CPRC CLASS IV 24-INCH
SKEW 0°

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
908	1103+22.05	32.11 LT	1426.46	3/4" REBAR W/ CAP

5

WISCONSIN RIVER

LITTLE PINE CREEK

N

MATCH LINE STA 1100+50

PT: 1100+48.63

908

1102+00

1104+00

1106+00

1108+00

1110+00

1112+00

1114+00

MATCH LINE STA 1115+50

BAD PE
STA 1103+45

BAD PE
STA 1106+33

11' TRAVEL LANES
3' AGG SHLDS

REMOVING ASPHALTIC
SURFACE BUTT JOINTS

GUARDRAIL TO REMAIN

RIPRAP

BAD PE
STA 1110+10

STRUCTURE B-35-053
NET EXCEPTION TO CL LENGTH
STA 1109+60 - STA 1111+96

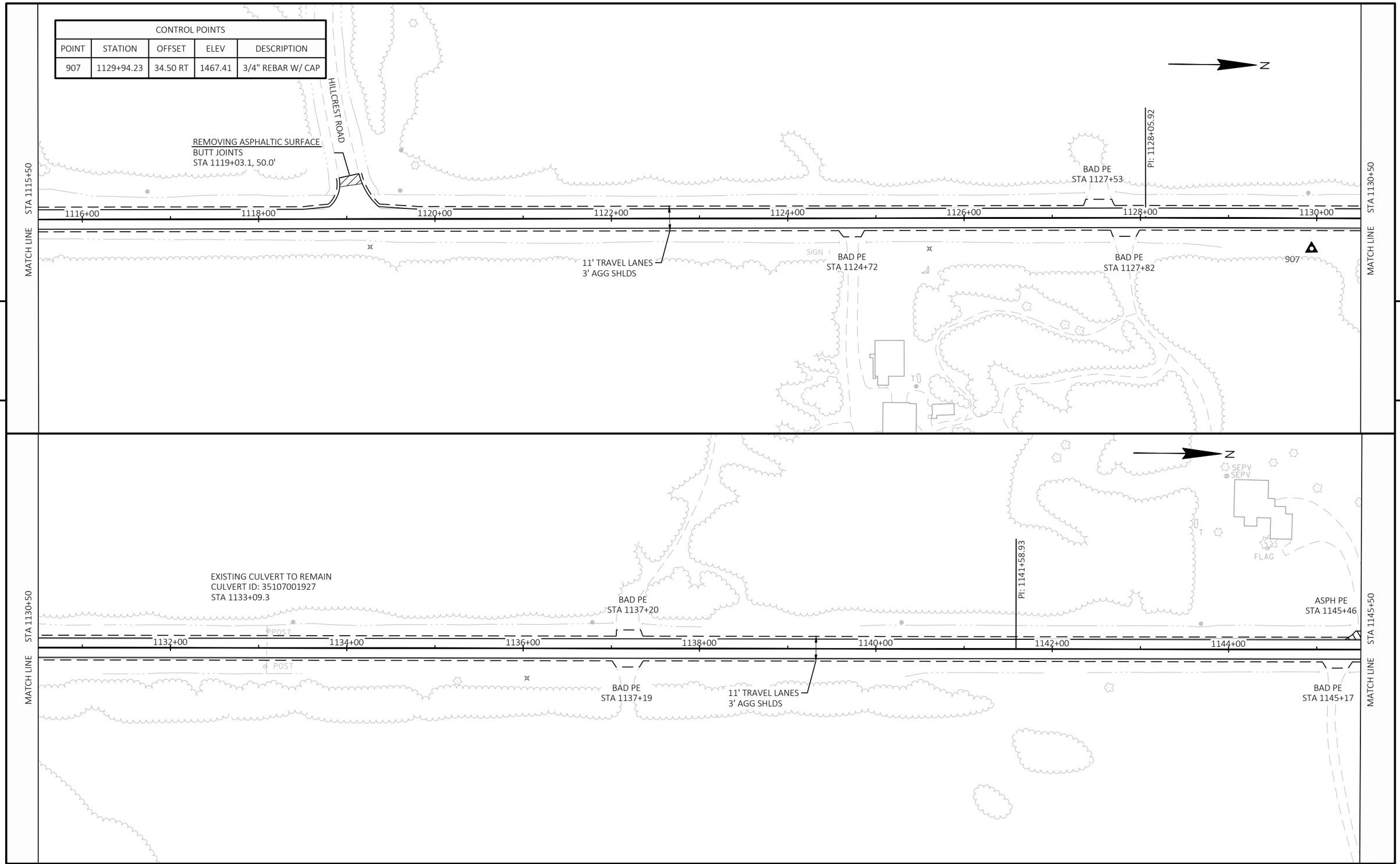
GUARDRAIL TO REMAIN

REMOVING ASPHALTIC
SURFACE BUTT JOINTS

LITTLE PINE CREEK

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 49	E

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
907	1129+94.23	34.50 RT	1467.41	3/4" REBAR W/ CAP



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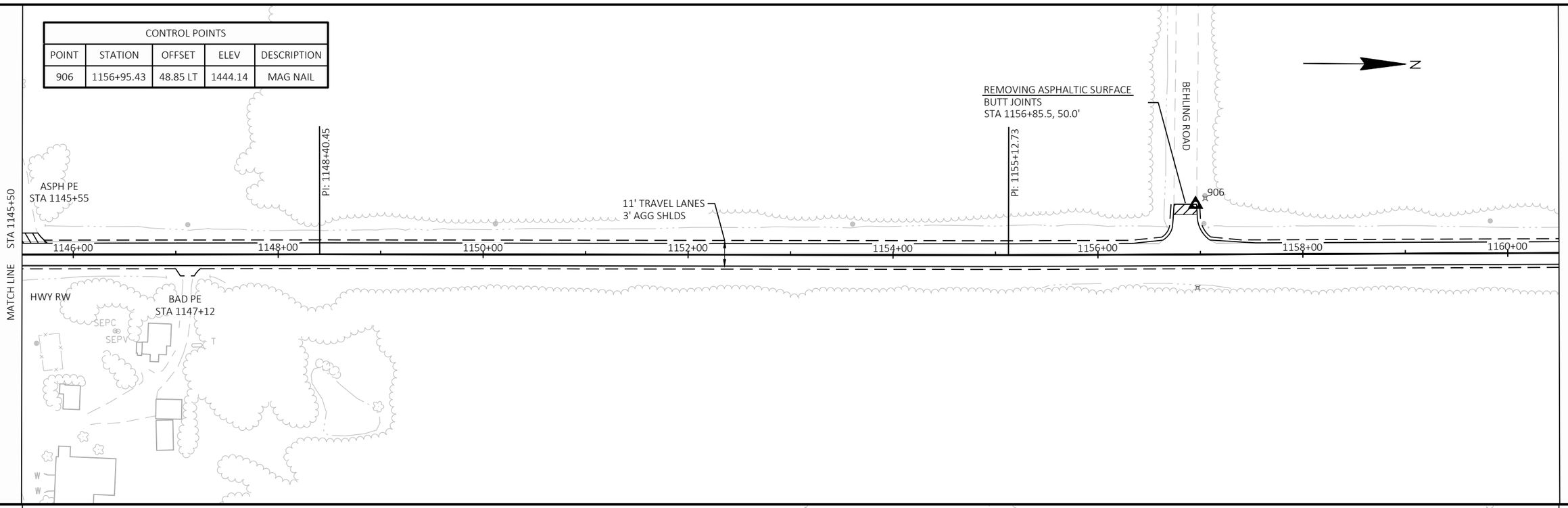
5

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 50	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 21
PLOT DATE : 10/27/2025 5:37 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

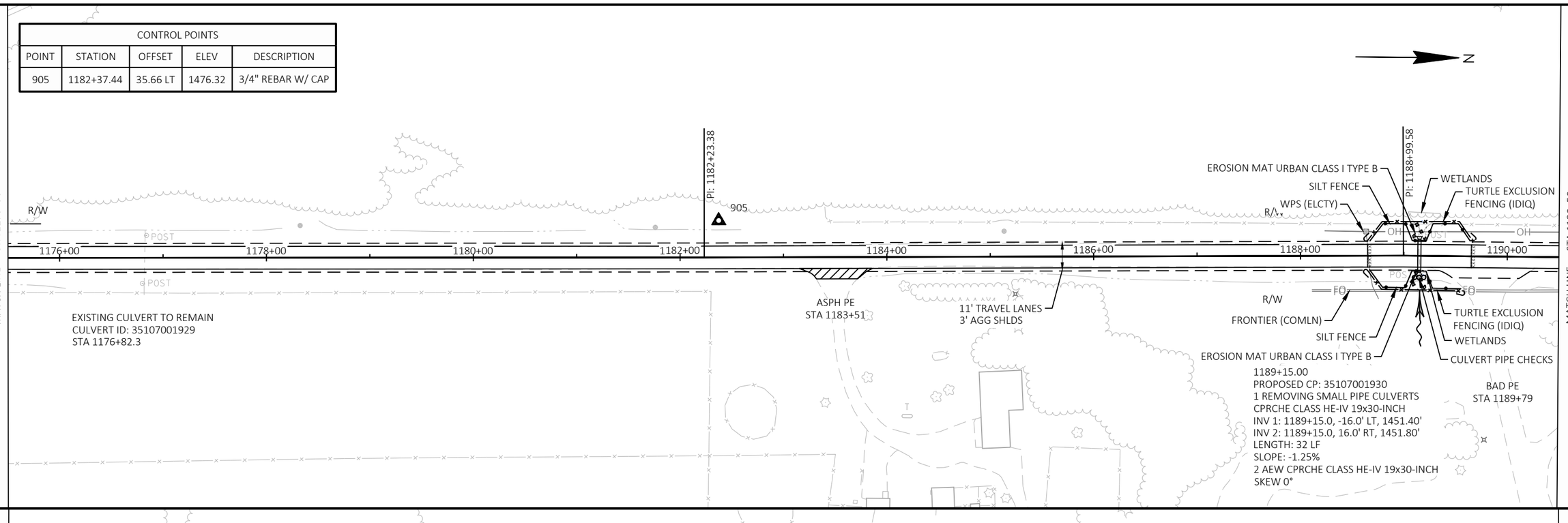
CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
906	1156+95.43	48.85 LT	1444.14	MAG NAIL



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 51	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 22
PLOT DATE : 10/27/2025 5:39 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
905	1182+37.44	35.66 LT	1476.32	3/4" REBAR W/ CAP



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 52	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 23
PLOT DATE : 10/27/2025 5:41 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CONTROL POINTS				
POINT	STATION	OFFSET	ELEV	DESCRIPTION
903	1235+32.29	155.70 RT	1441.48	MAG NAIL
904	1209+73.28	80.38 RT	1447.58	MAG NAIL

FOX VALLEY AND LAKE SUPERIOR RAILROAD

HERB MITCHELL ROAD

SKANAWAN CREEK

N

MATCH LINE STA 1205+50

MATCH LINE STA 1220+50

PI: 1209+24.46

REMOVING ASPHALTIC SURFACE
BUTT JOINTS
STA 1209+70.3, 50.0'

PC: 1212+95.29

PCC: 1214+85.20

11' TRAVEL LANES
3' AGG SHLDS

REMOVING ASPHALTIC
SURFACE BUTT JOINTS

PRC: 1219+58.34

BAD PE
STA 1206+10

BAD PE
STA 1207+35

1206+00

1208+00

1210+00

1212+00

1214+00

1216+00

1218+00

1220+00

BAD PE
STA 1207+31

REMOVING ASPHALTIC SURFACE
BUTT JOINTS
STA 1209+82.4, 60.0'

904

PI STA = 1213+90.26
Y = 211974.615
X = 391216.186
DELTA = 2°39'12" RT
D = 1°23'50"
T = 94.98'
L = 189.92'
R = 4100.86'
PC STA = 1212+95.29
PT STA = 1214+85.20

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001933
STA 1215+23.1

BAD PE
STA 1217+31

BAD PE
STA 1217+92

STRUCTURE B-35-054
NET EXCEPTION TO CL LENGTH
STA 1218+00 - STA 1223+80

SEPTIC

5

5

PI STA = 1222+51.50
Y = 212833.986
X = 391250.985
DELTA = 2°32'21" LT
D = 1°45'42"
T = 72.08'
L = 144.14'
R = 3252.59'
PC STA = 1221+79.42
PT STA = 1223+23.57

PI STA = 1227+79.39
Y = 213357.863
X = 391185.880
DELTA = 22°48'56" LT
D = 3°40'49"
T = 314.12'
L = 619.92'
R = 1556.78'
PC STA = 1224+65.27
PT STA = 1230+85.19

PC: 1232+42.97

PT: 1230+85.19

PROFILE TRANSITION
STA 1233+89 TO STA 1234+39
SEE CONSTRUCTION DETAIL

PT: 1234+41.76

STA 1235+40.38, -86.61' LT

1232+00

1234+00

PC: 1221+79.42

PT: 1223+23.57

PC: 1224+65.27

1222+00

1224+00

1226+00

1228+00

1230+00

STH 107
N07°05'03"W, 141.70'

11' TRAVEL LANES
3' AGG SHLDS

EXISTING CULVERT TO REMAIN
CULVERT ID: 35107001934
STA 1229+46.1

EXISTING CURB AND GUTTER
TO REMAIN (BOTH SIDES)

STA 1234+78.57, 74.84' RT

STA 1234+88.07, 78.50' RT

903

REMOVING ASPHALTIC
SURFACE BUTT JOINTS

BAD PE
STA 1224+16

BAD PE
STA 1224+82

PI STA = 1233+49.18
Y = 213859.034
X = 390897.698
DELTA = 49°57'57" RT
D = 25°08'05"
T = 106.21'
L = 198.79'
R = 227.96'
PC STA = 1232+42.97
PT STA = 1234+41.76

END PROJECT
STA 1235+19.0

STA 1235+53.53, -80.66' LT

LEGEND

TENNIS COURT

PLAYGROUND

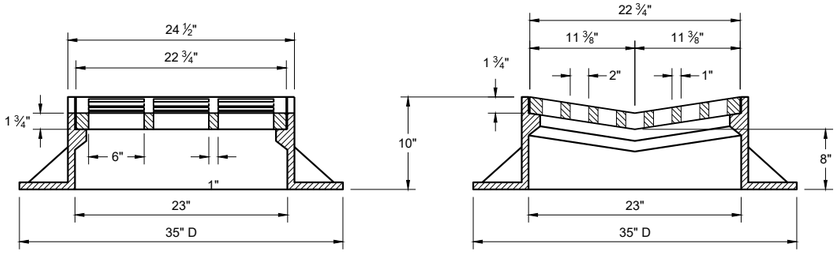
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	PLAN SHEETS	SHEET 53	E

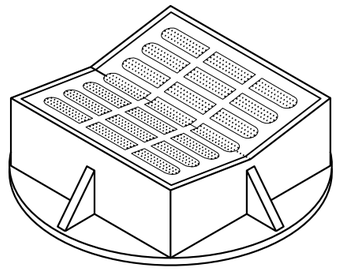
FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 24
PLOT DATE : 10/27/2025 5:44 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

Standard Detail Drawing List

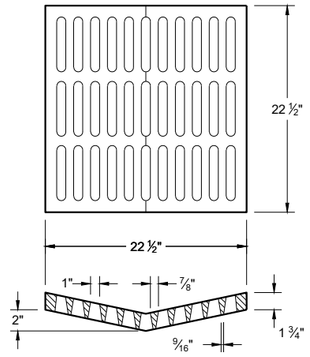
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C19-03	HMA LONGITUDINAL JOINTS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

6





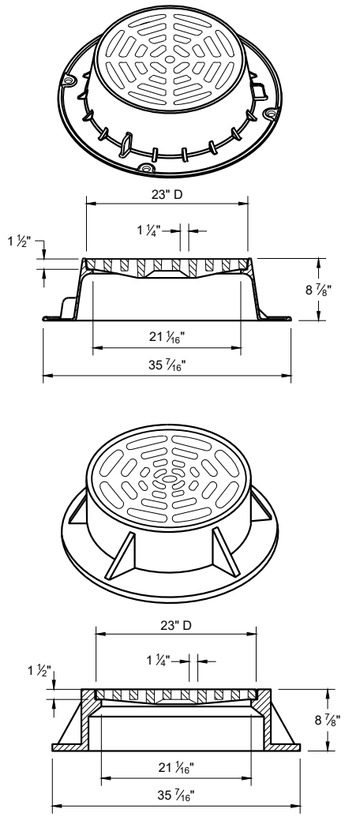
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

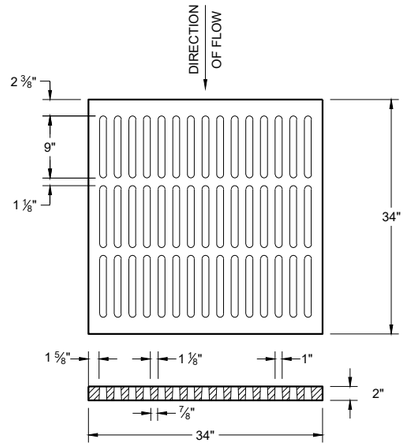
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

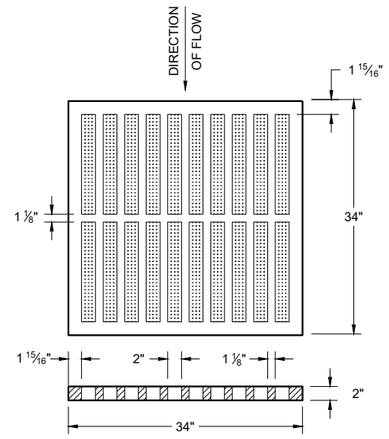
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

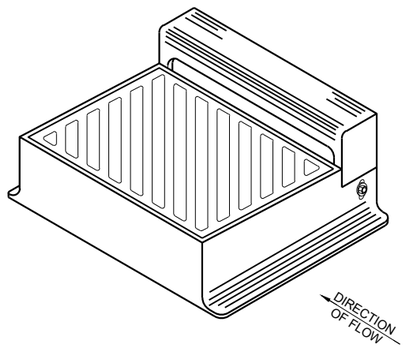
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



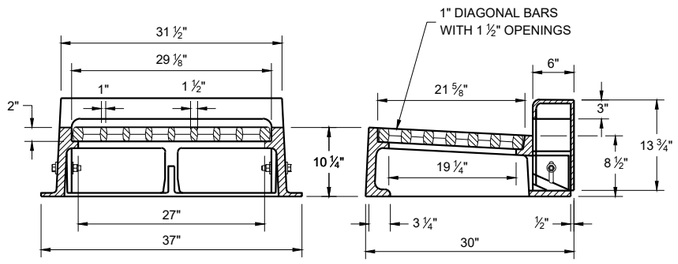
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE

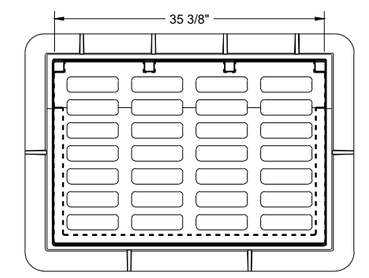


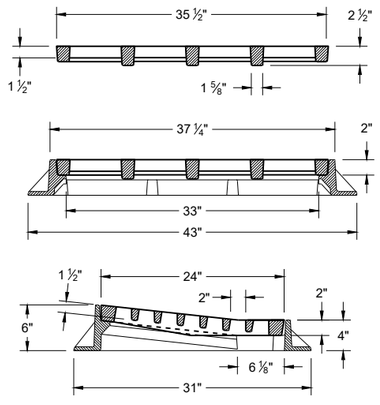
DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

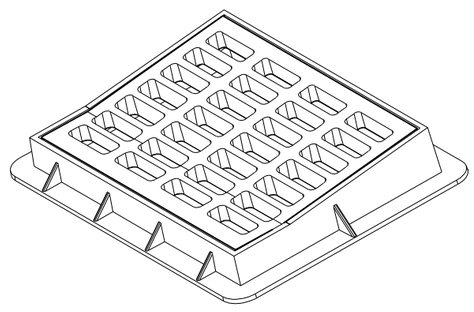


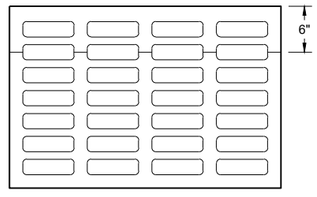
TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"









TYPE "DW"

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

INLET COVERS
TYPES B, B-A, C,
MS, MS-A ,DW AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

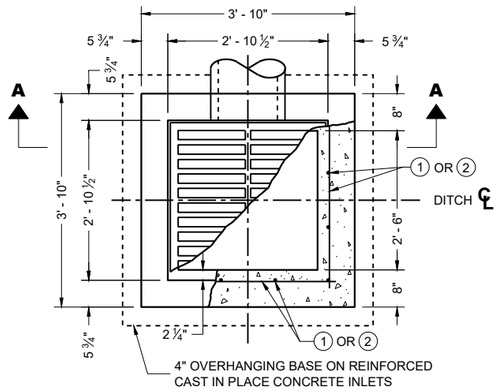
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

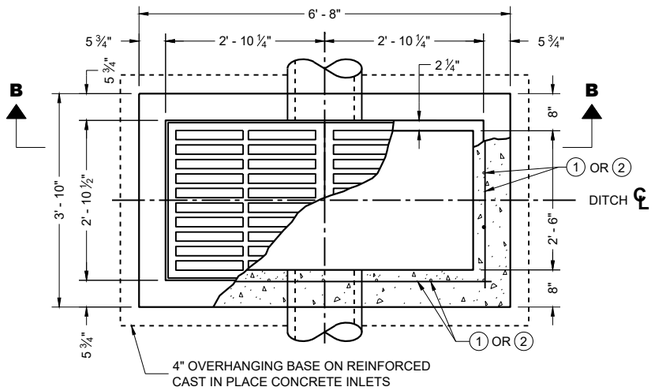
6

SDD 08A05-22b

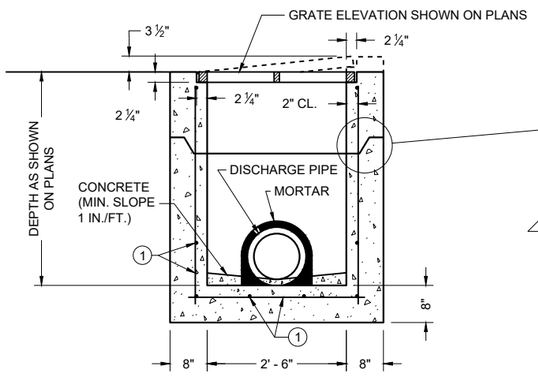
SDD 08A05-22b



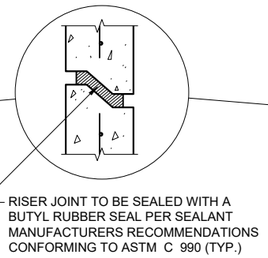
PLAN VIEW

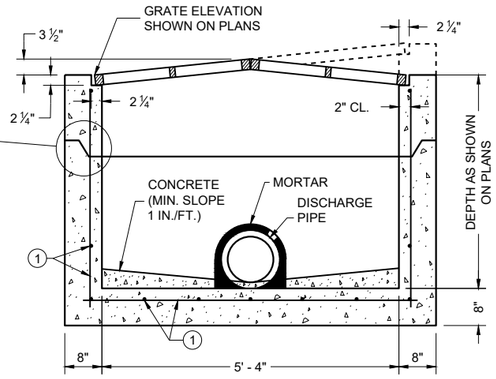


PLAN VIEW

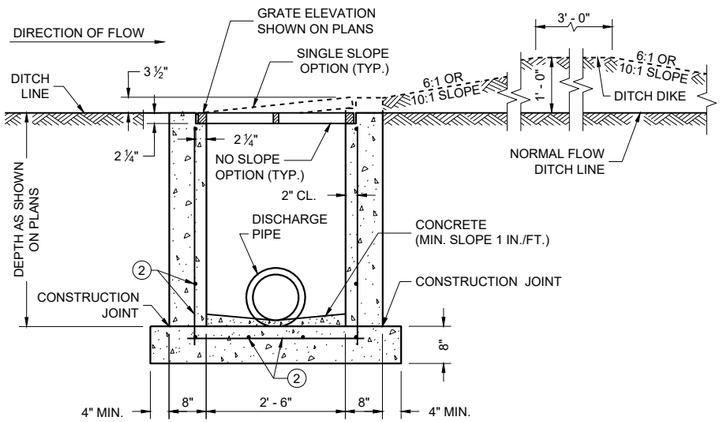


PRECAST REINFORCED CONCRETE SECTION A - A



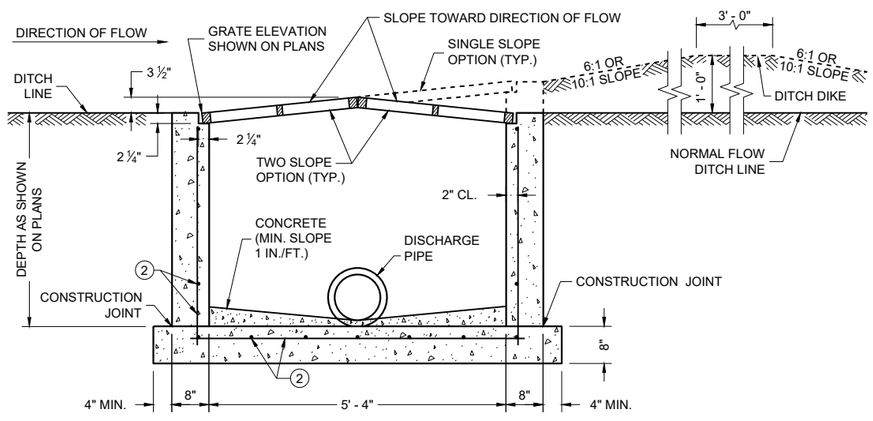


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

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

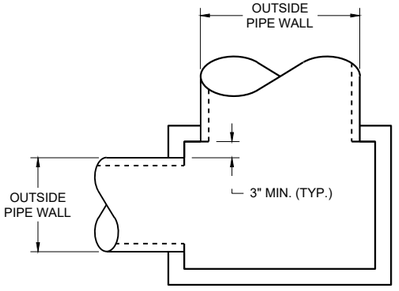
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

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

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

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



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

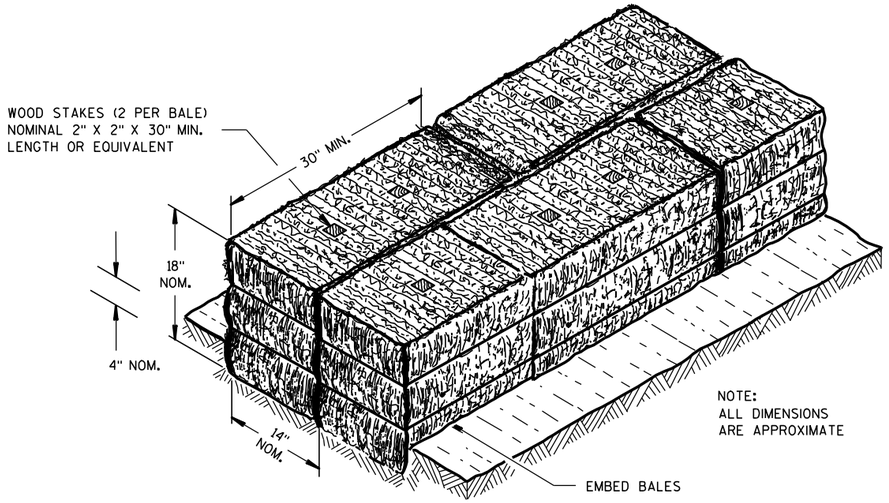
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

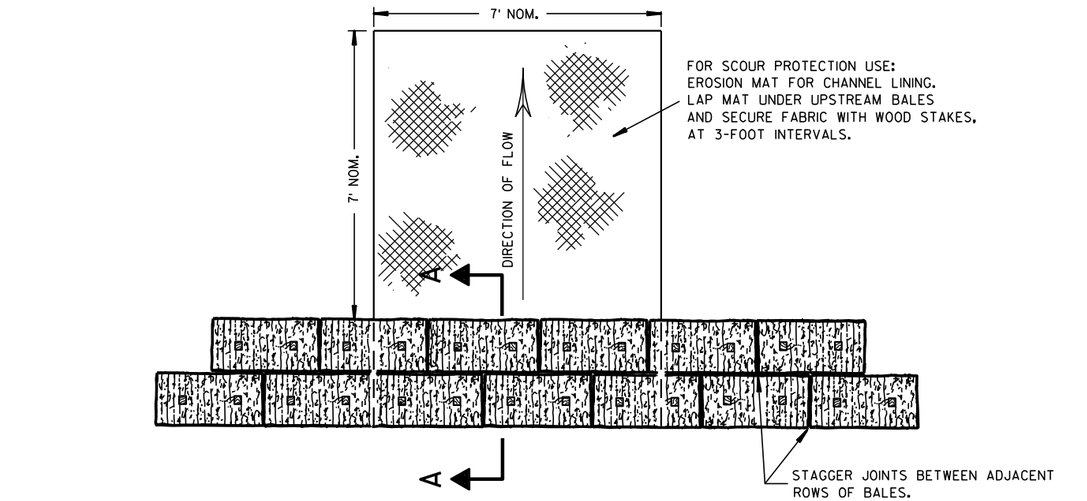
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

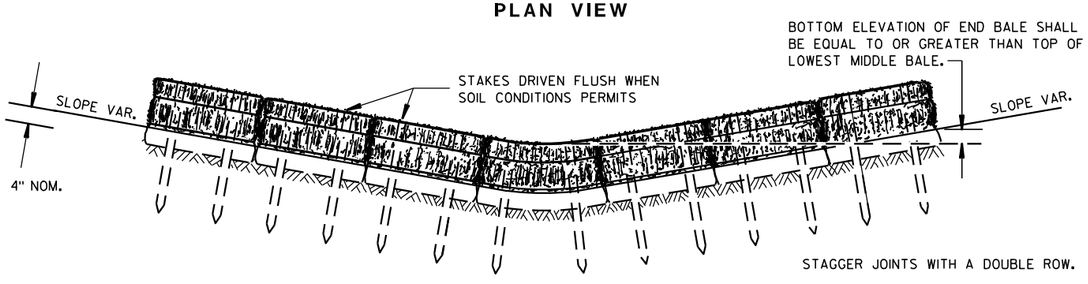
6
SDD 08C08-03



SECTION A-A



PLAN VIEW



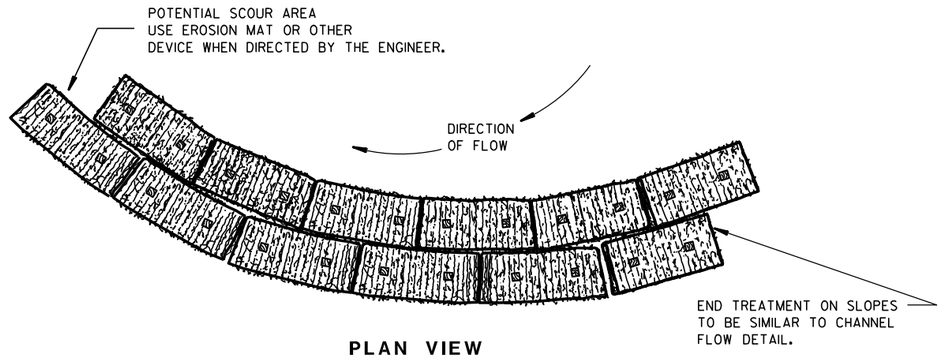
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

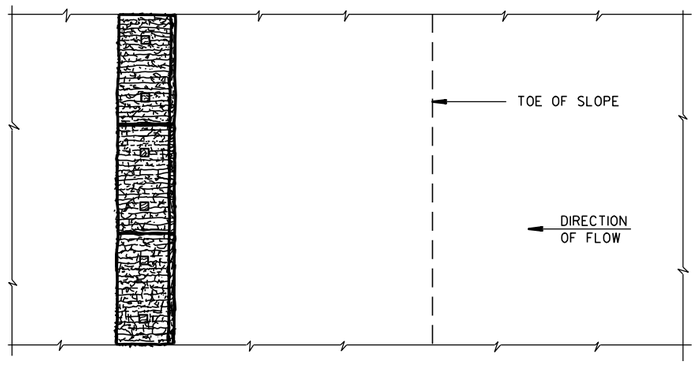
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

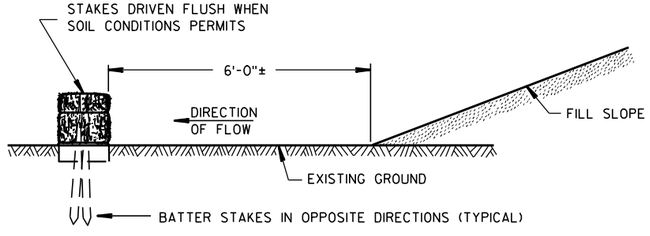


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

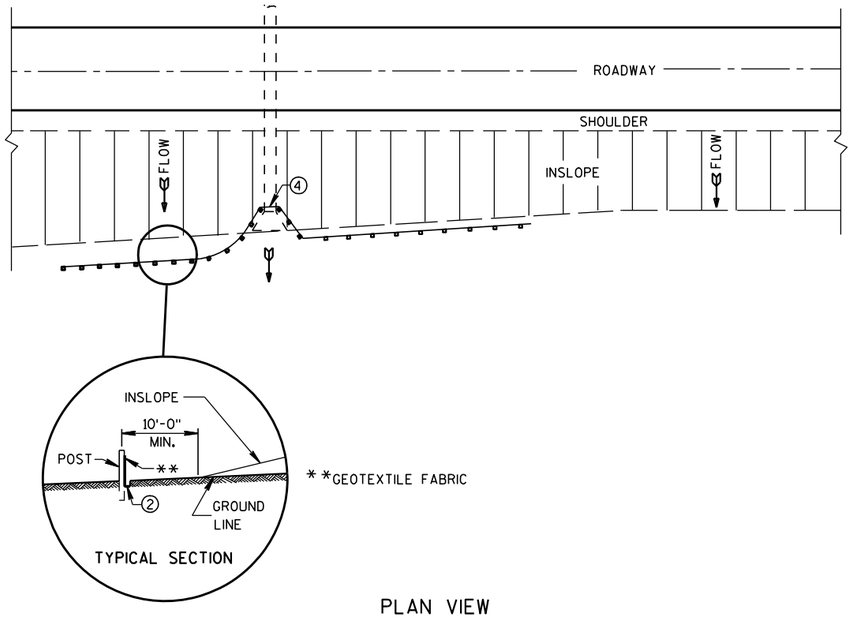
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

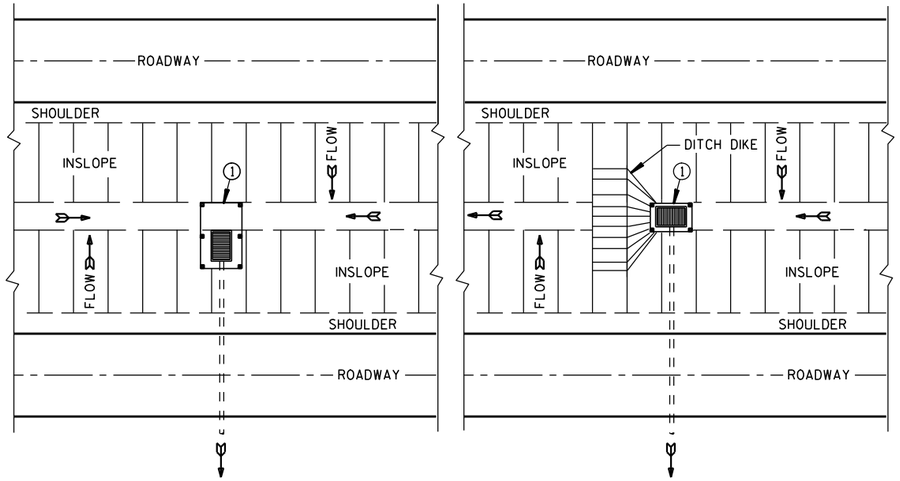
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



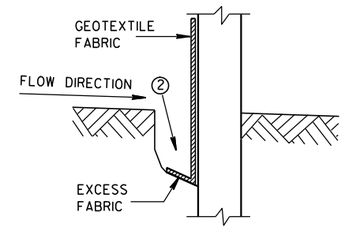
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

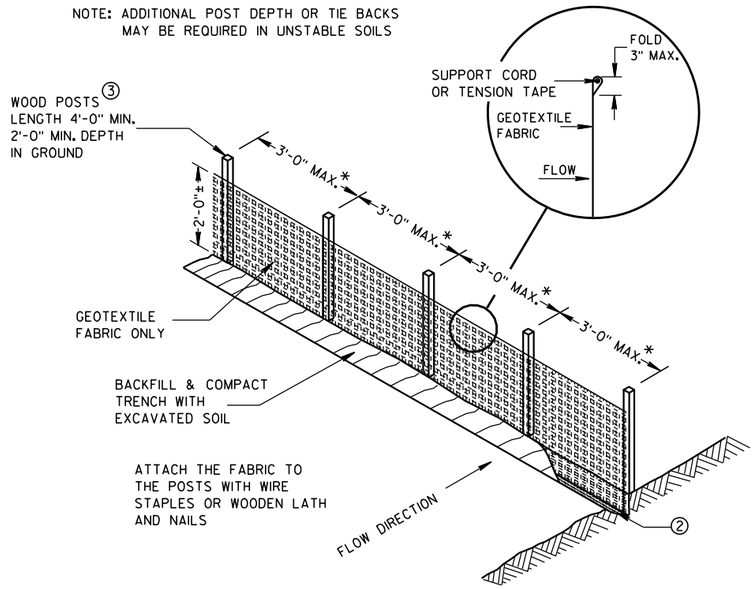
GENERAL NOTES

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

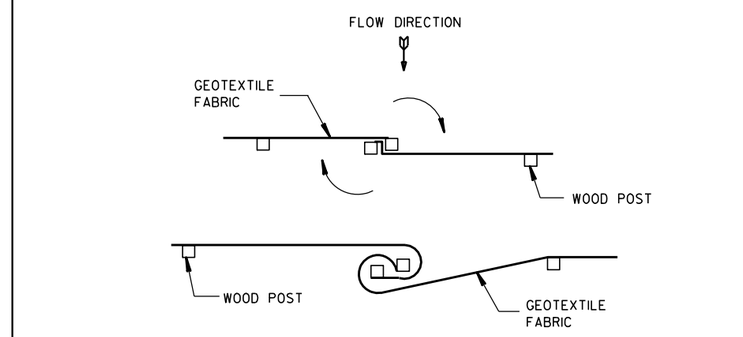
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



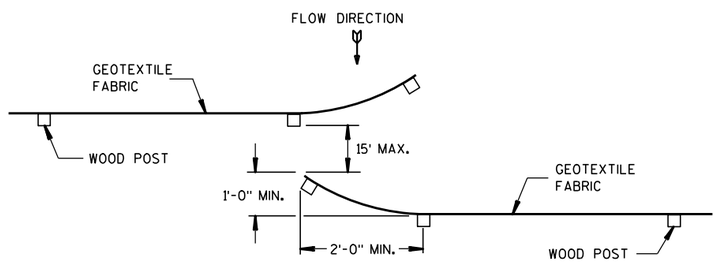
TRENCH DETAIL



SILT FENCE

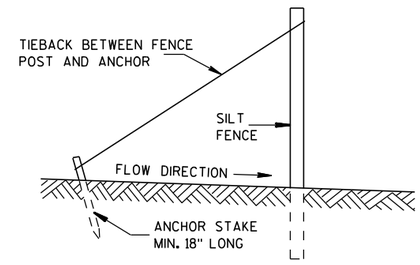


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

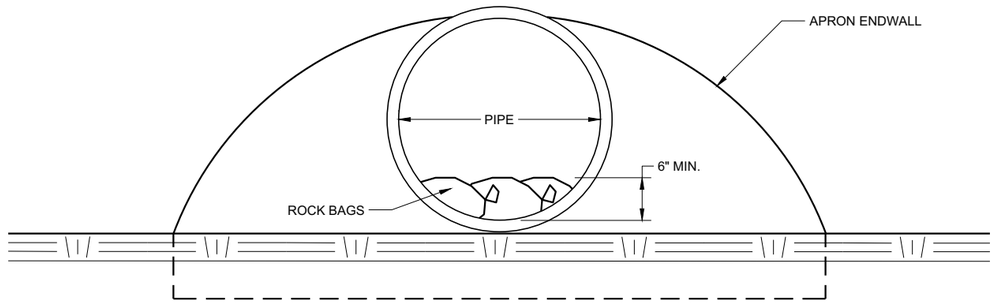
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

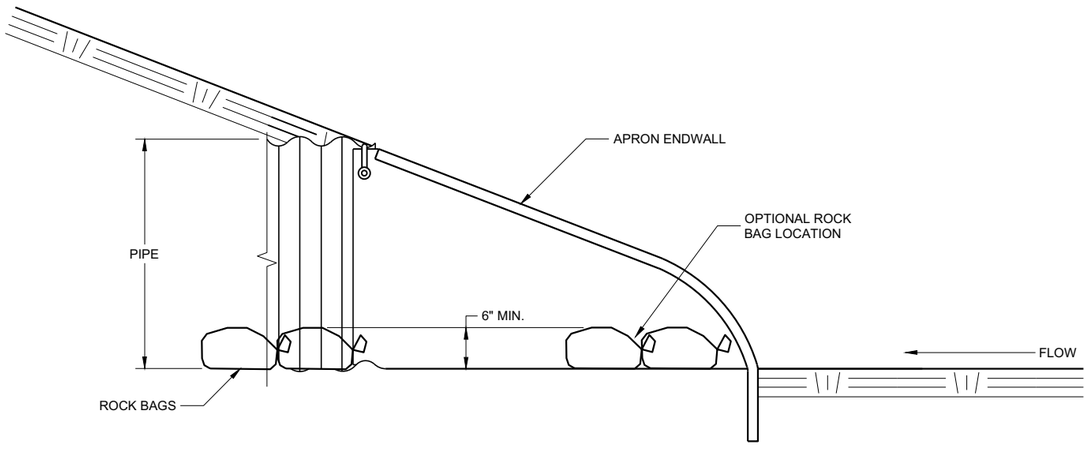
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

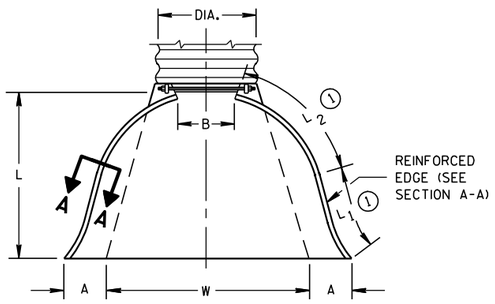
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

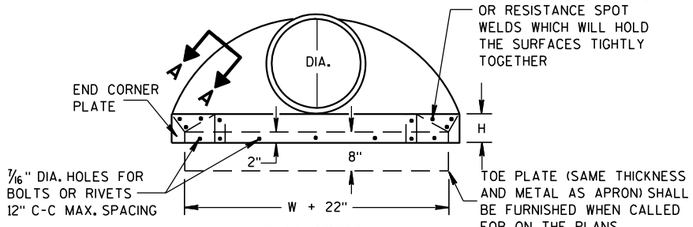
REINFORCED CONCRETE APRON ENDWALLS

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

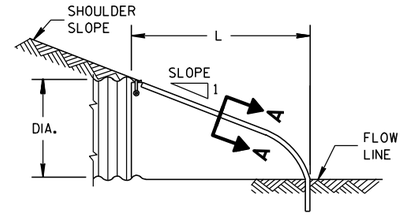
*MINIMUM
**MAXIMUM



PLAN VIEW

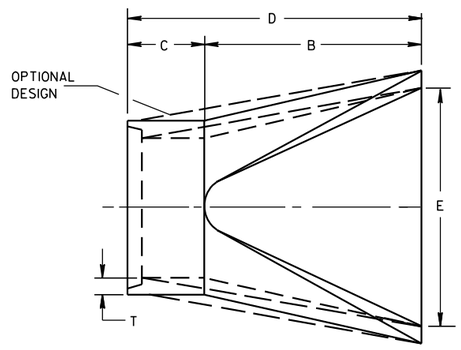


END VIEW

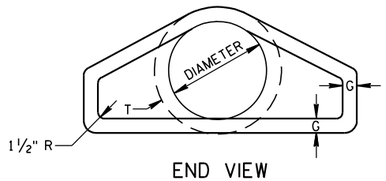


SIDE ELEVATION

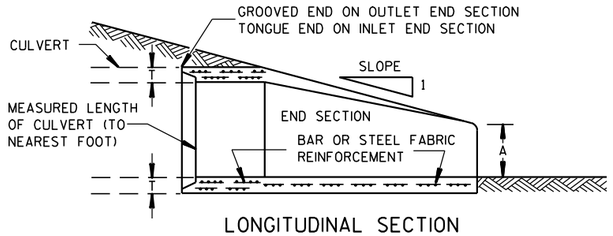
METAL ENDWALLS



PLAN

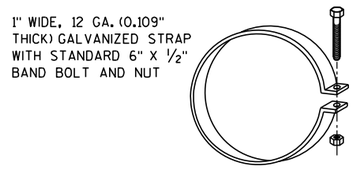


END VIEW



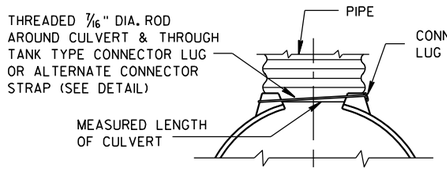
LONGITUDINAL SECTION

CONCRETE ENDWALLS

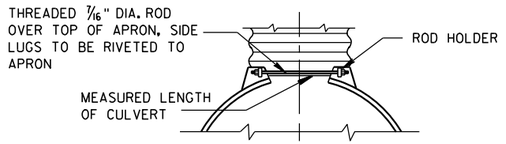


ALTERNATE FOR TYPE 1 CONNECTION

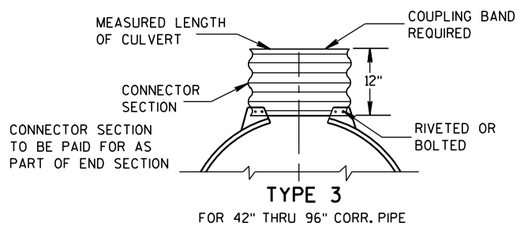
END SECTION CONNECTOR STRAP



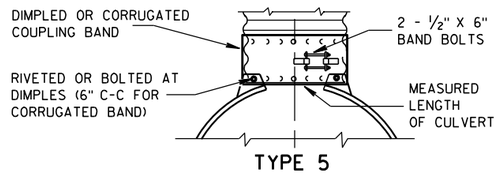
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

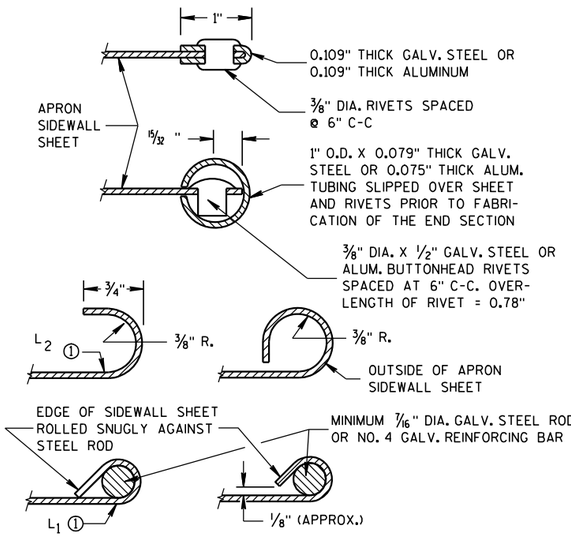
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

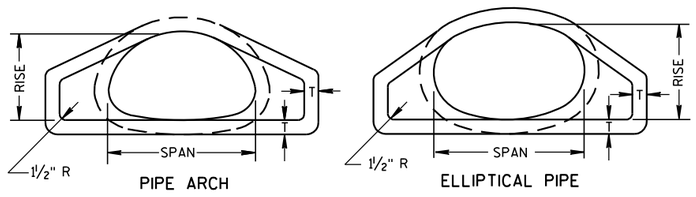
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

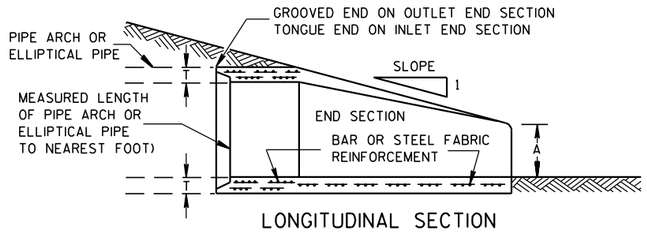
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

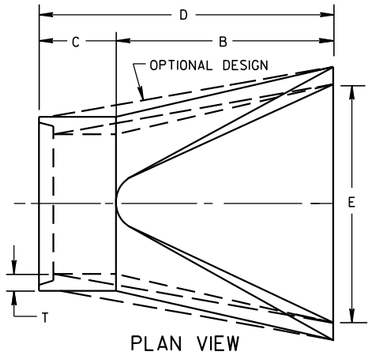
6
S.D.D. 8 F 1-11



END VIEW

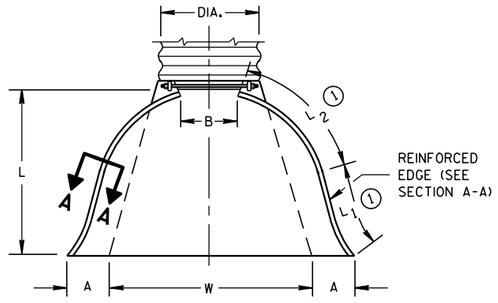


LONGITUDINAL SECTION

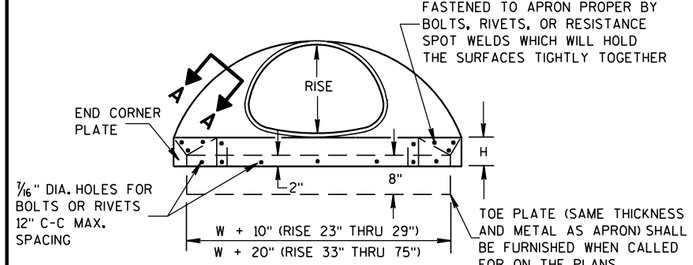


PLAN VIEW

CONCRETE ENDWALLS

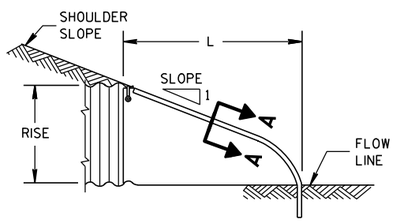


PLAN VIEW



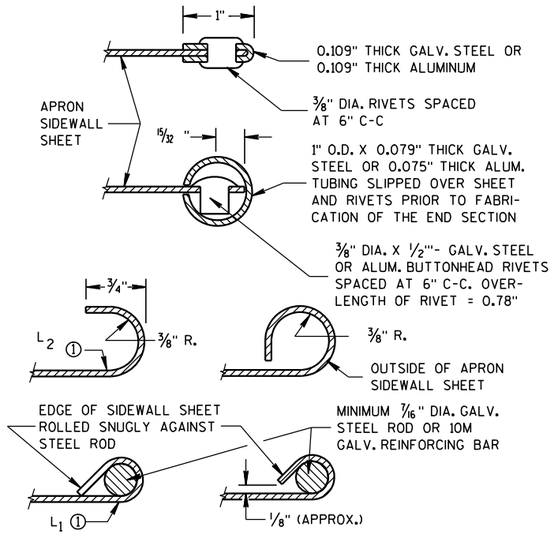
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

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

3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

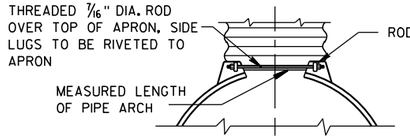
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

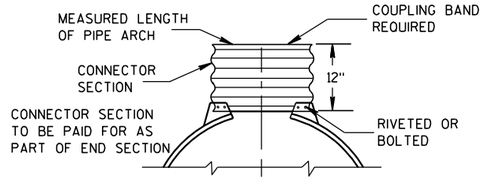
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



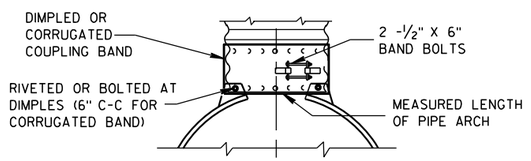
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

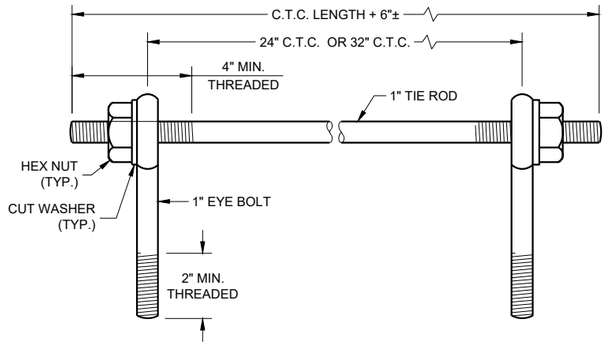
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

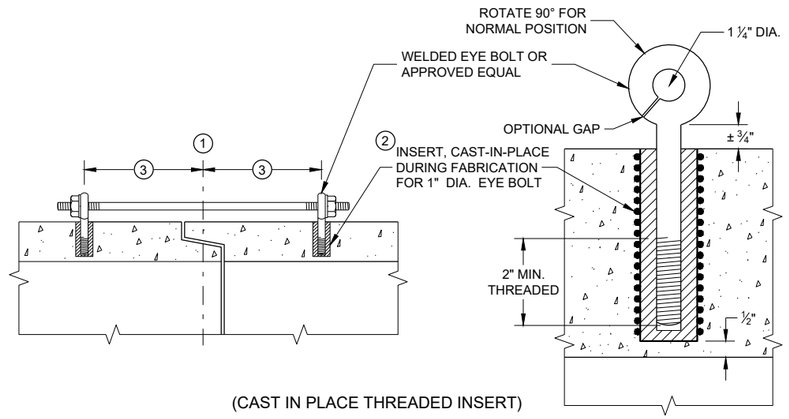
11/30/94 — DATE

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

FHWA



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

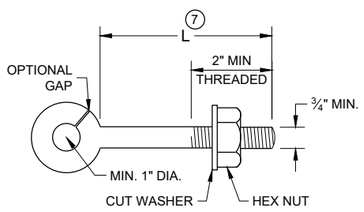
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

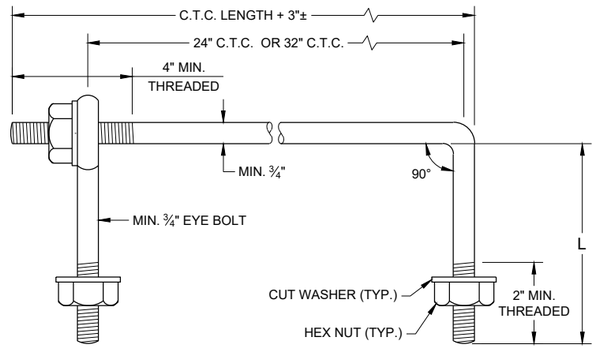
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

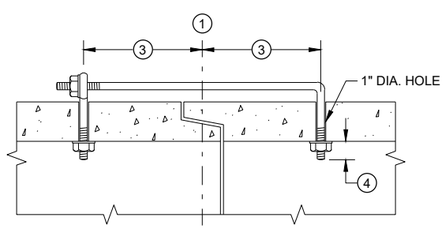


EYE BOLT (7)

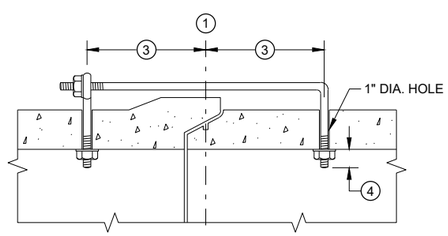
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

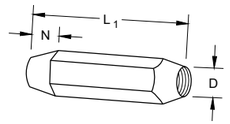
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

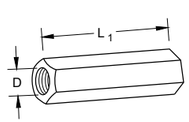
EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

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

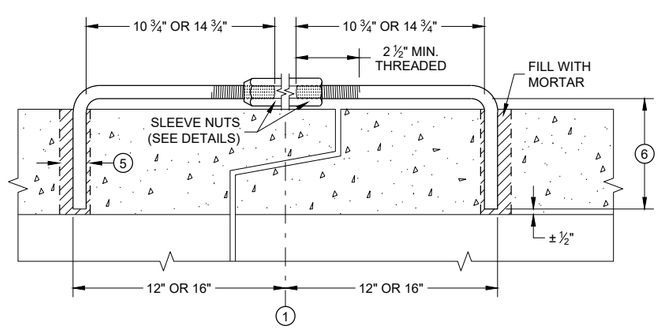
DIMENSIONS SHOWN ARE IN INCHES





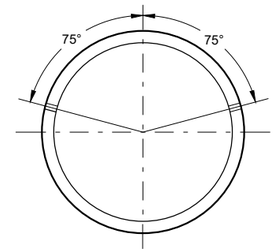
RIGHT AND LEFT THREADS

SLEEVE NUTS



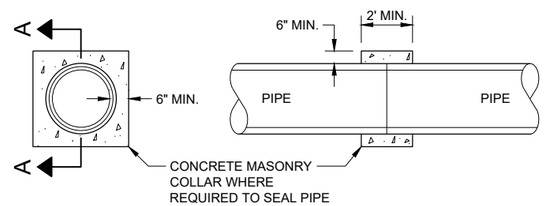
LONGITUDINAL SECTION

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

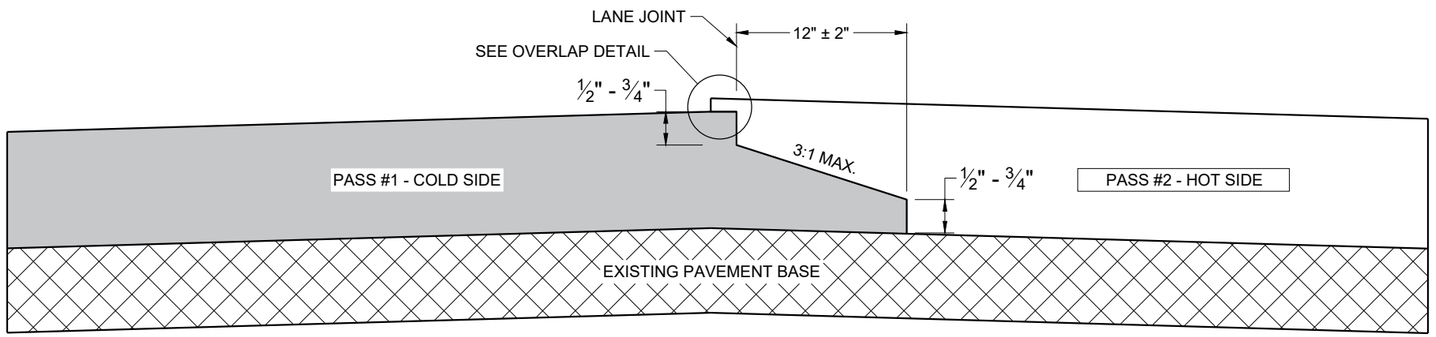
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

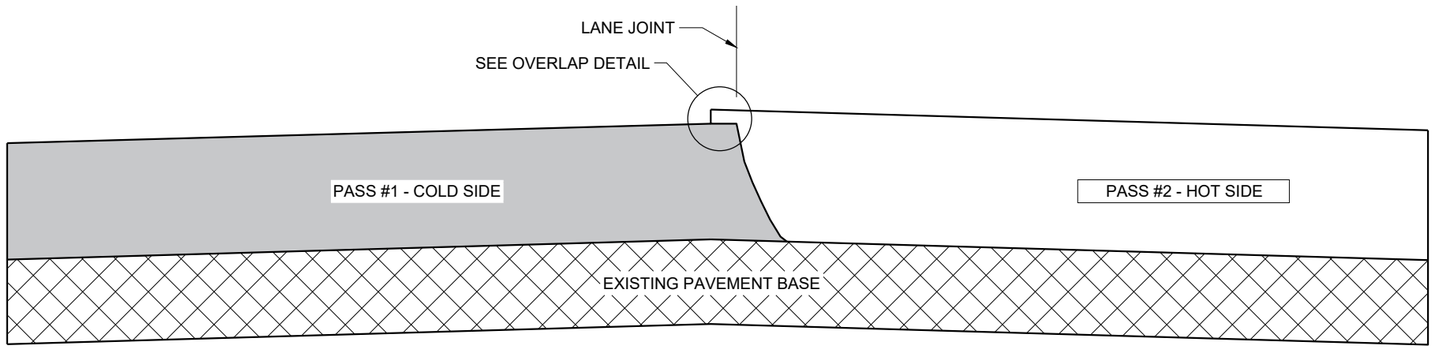
FHWA

SDD 08F04 - 08

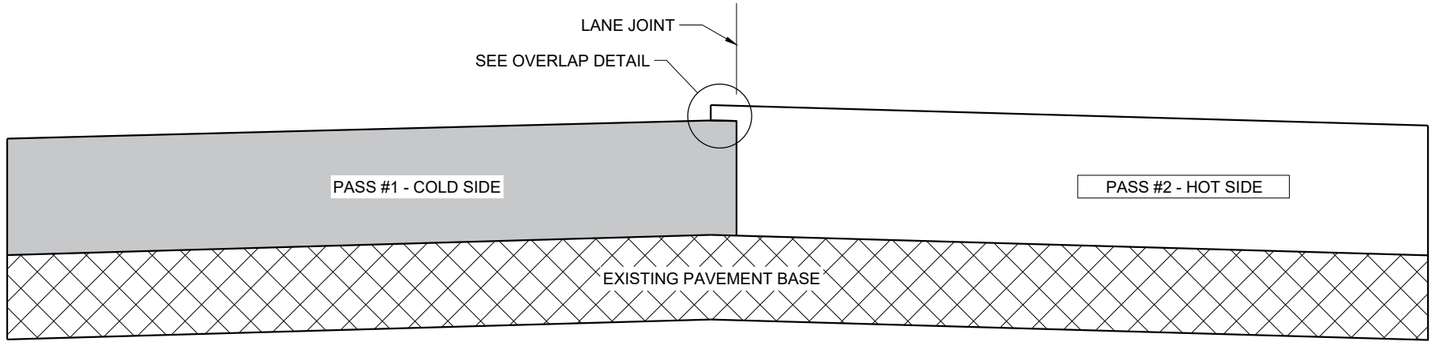
SDD 08F04 - 08



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

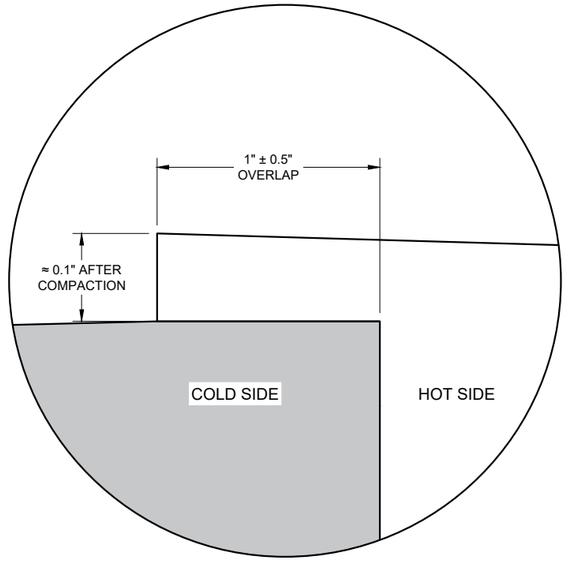
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

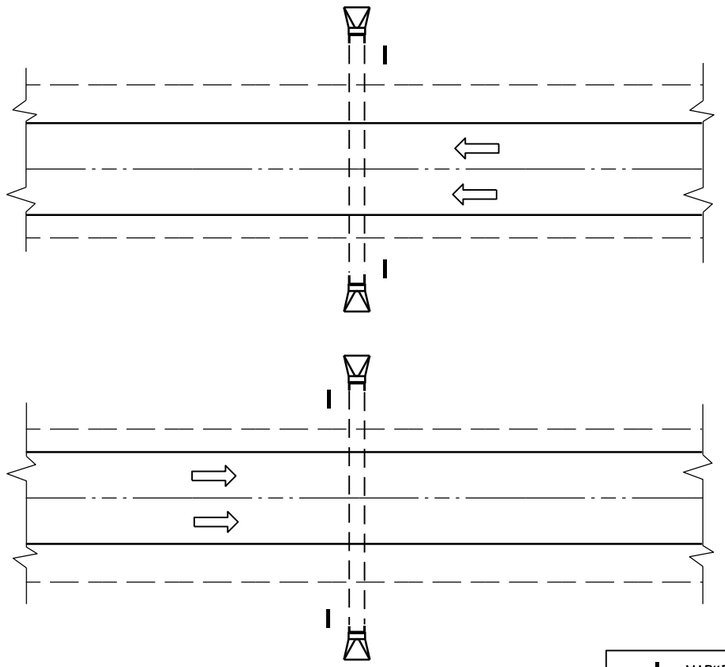
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

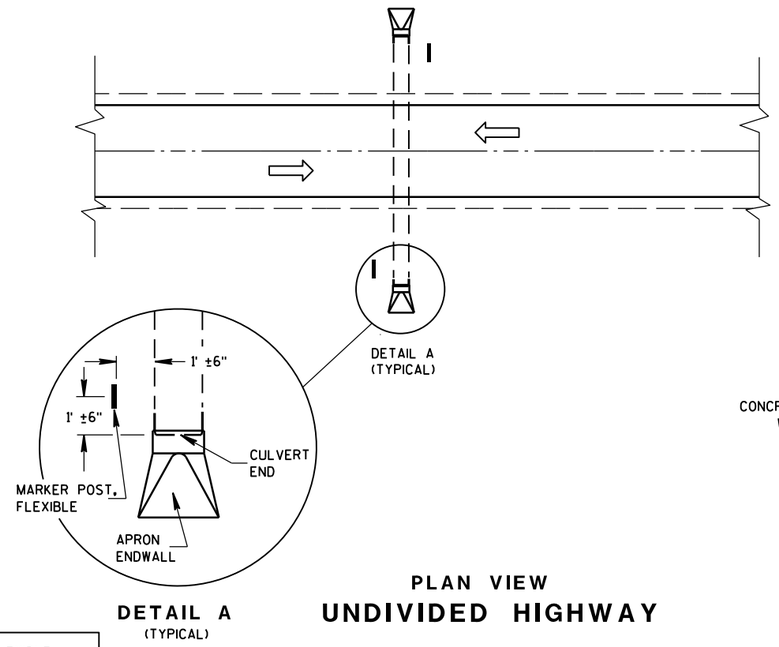
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

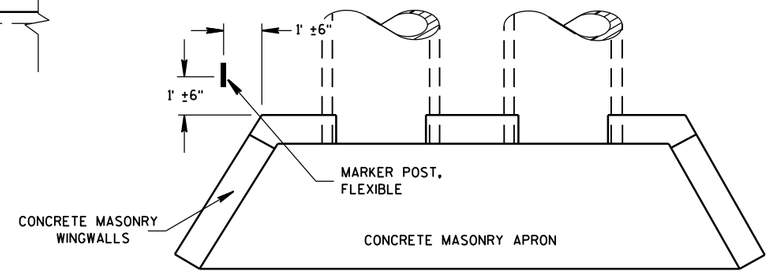
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

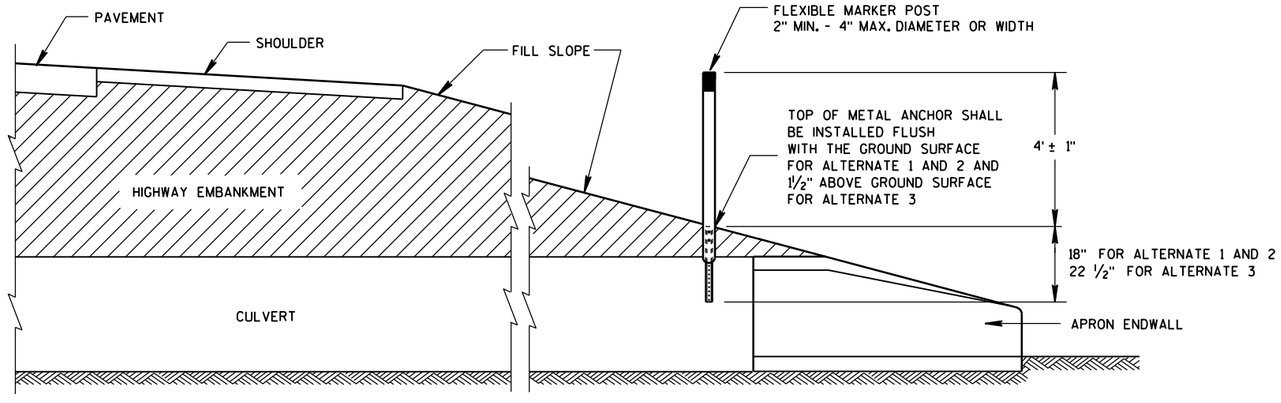
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

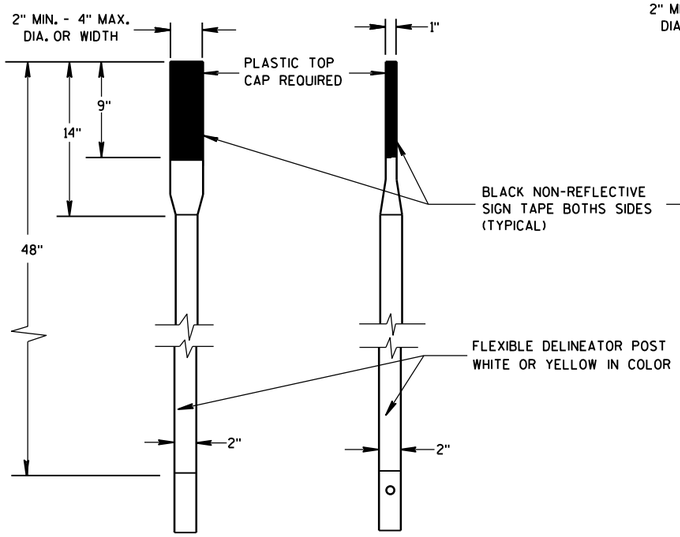
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

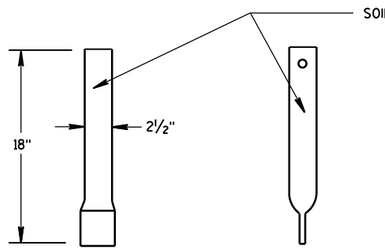
6

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

6

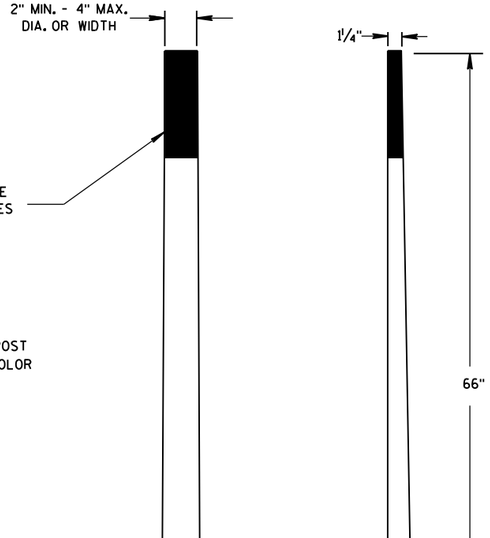
S.D.D. 15 A 3-2a





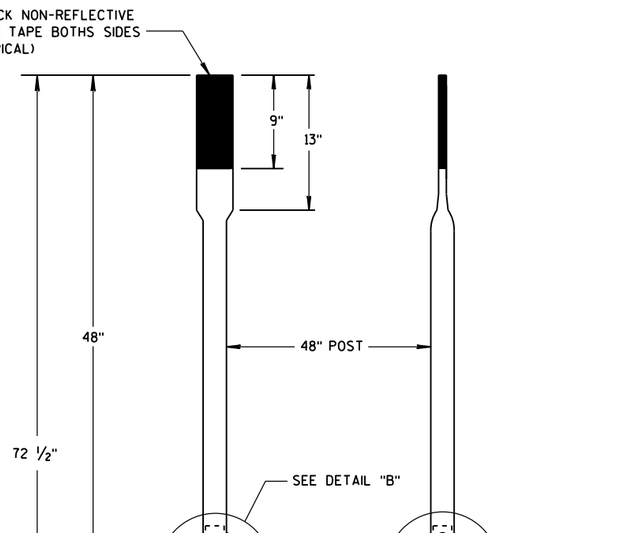
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

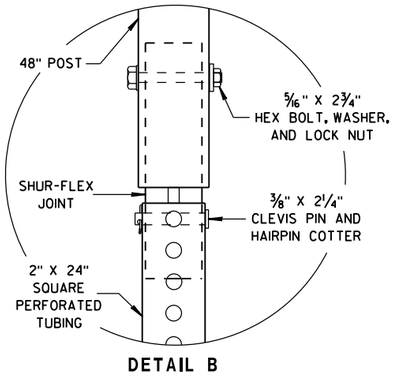
ALTERNATE 2



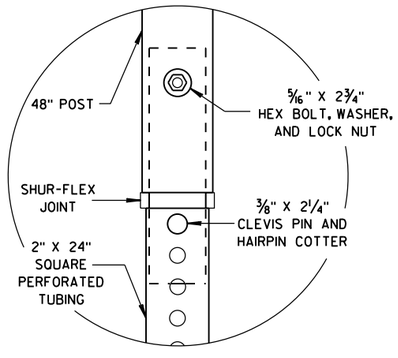
FRONT VIEW SIDE VIEW

ALTERNATE 3

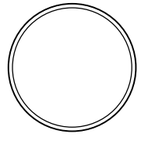
FLEXIBLE MARKER POSTS



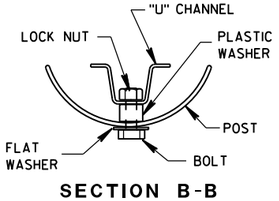
DETAIL B



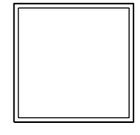
DETAIL C



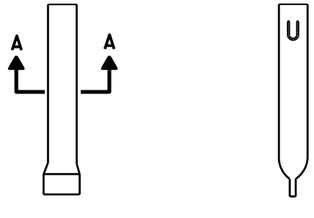
SECTION A-A



SECTION B-B

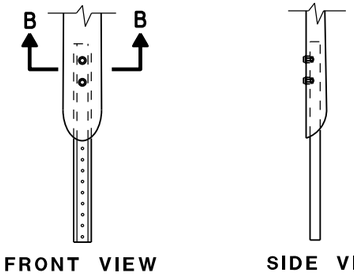


SECTION C-C



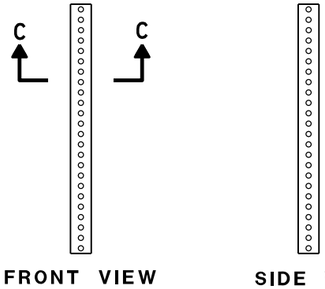
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

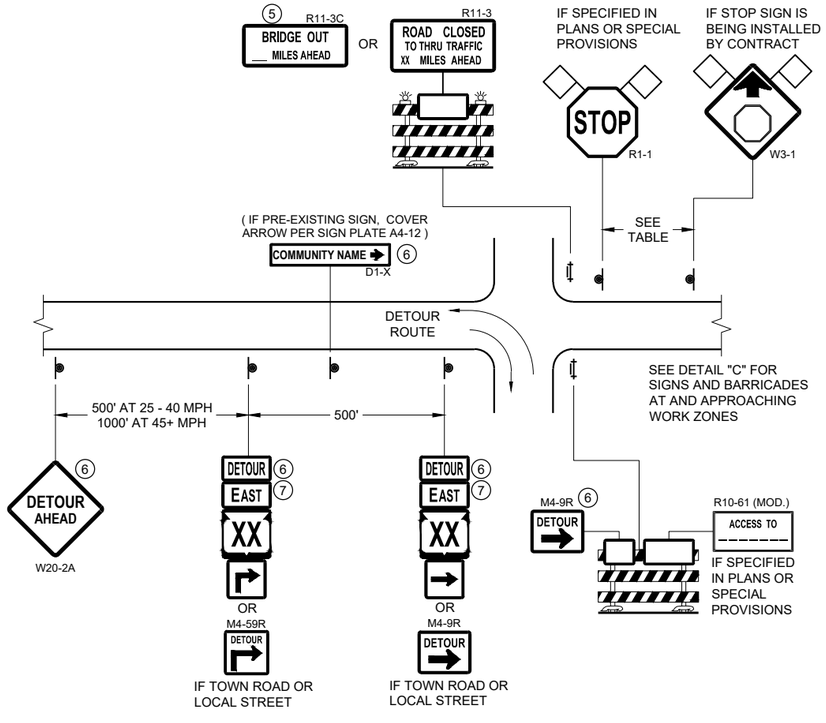
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

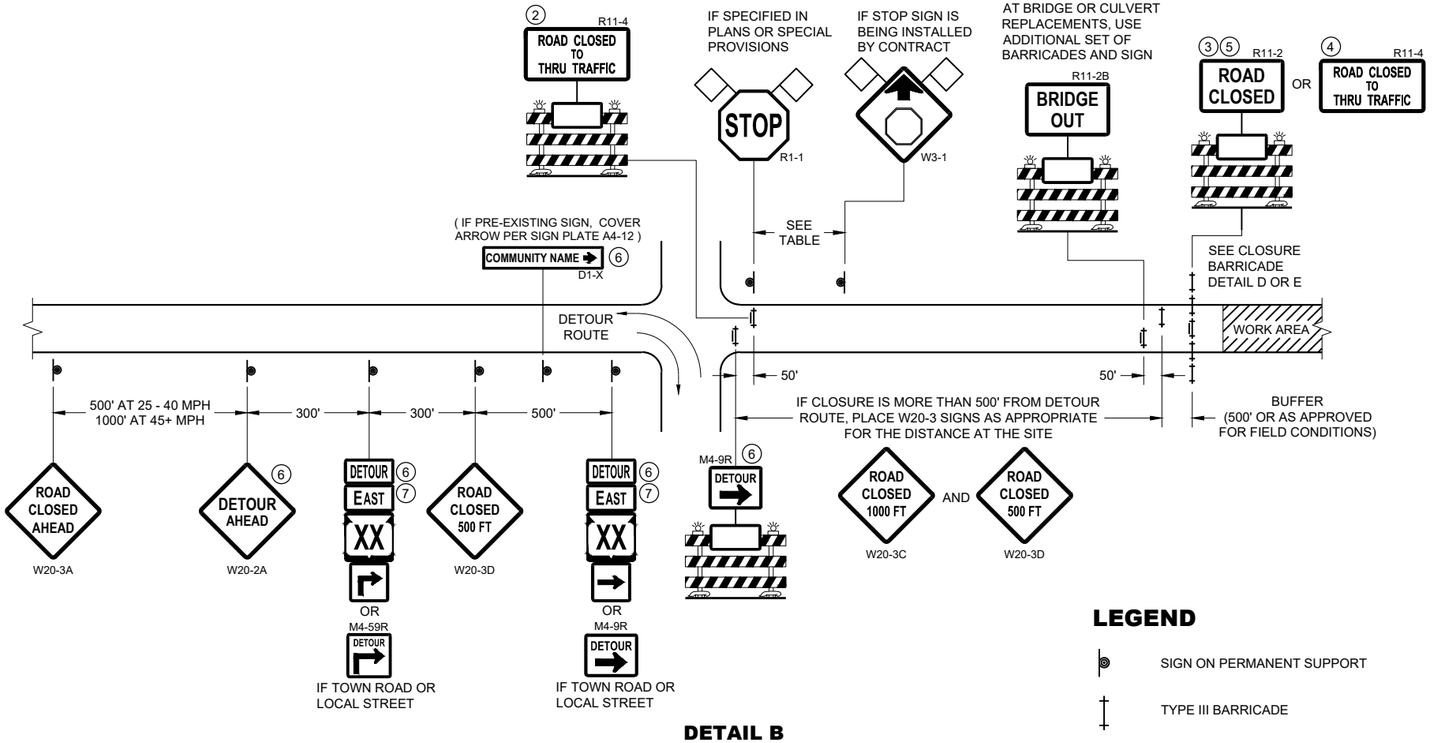
6

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



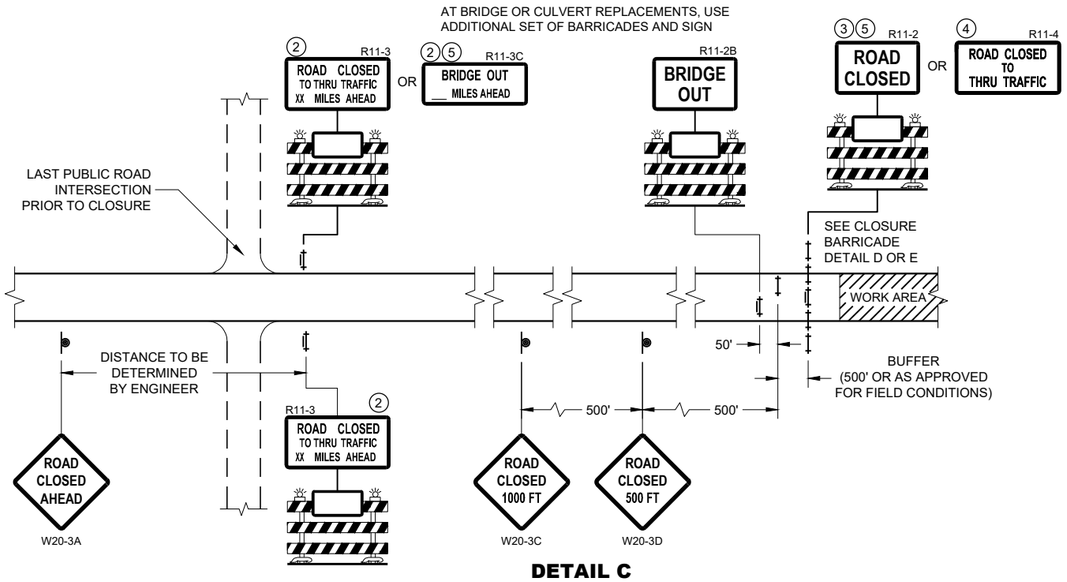
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

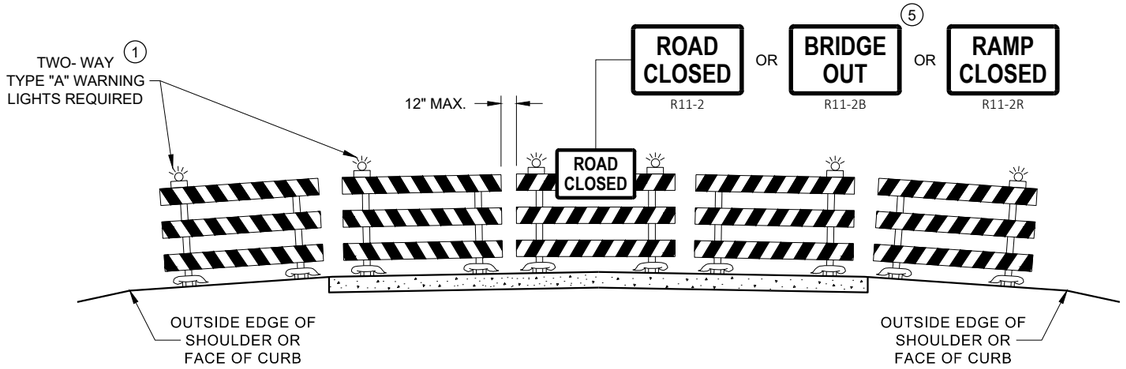
FHWA

6

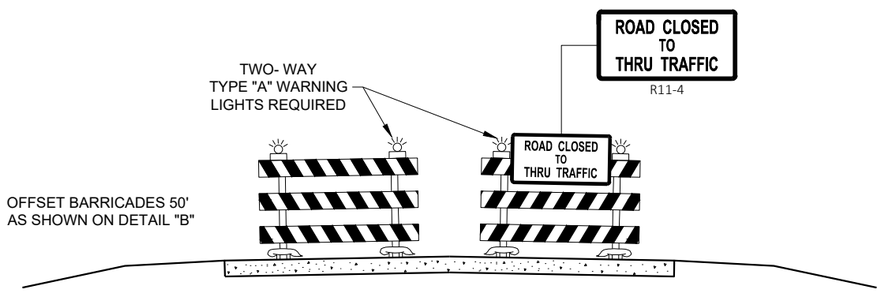
SDD 15C02 - 09a

6

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

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SDD 15C02 - 09b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

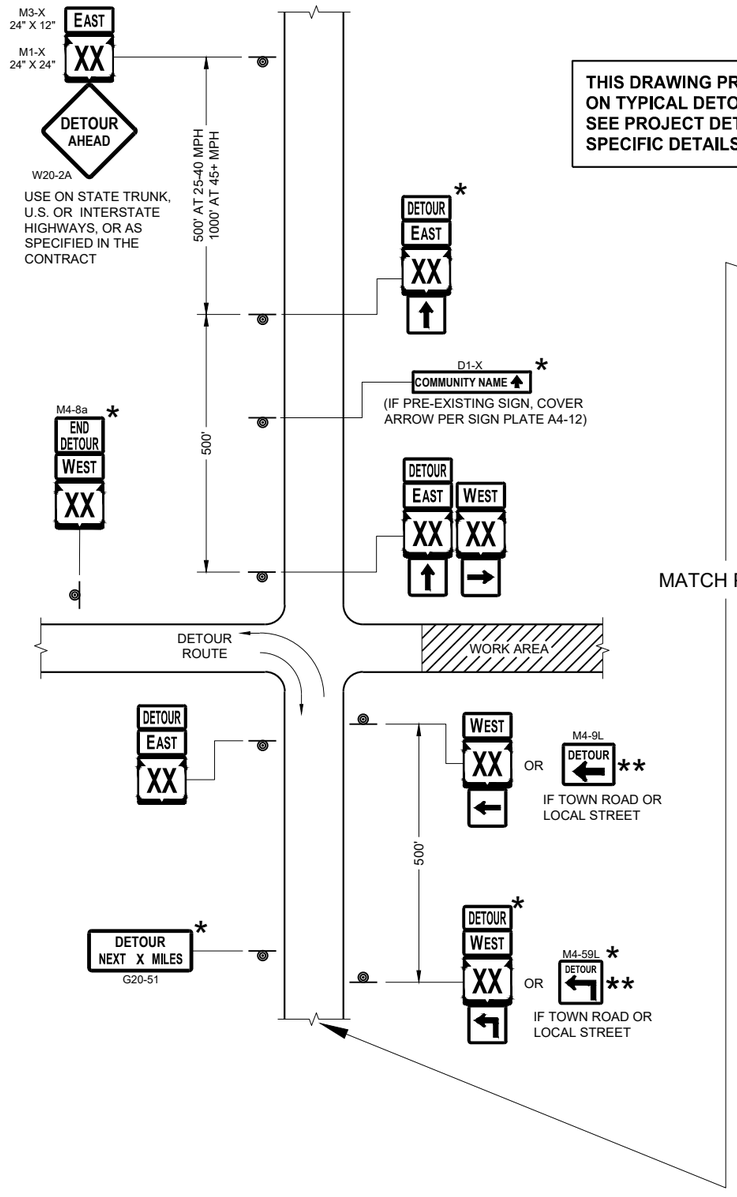
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

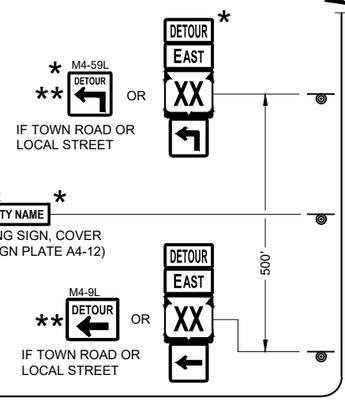
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

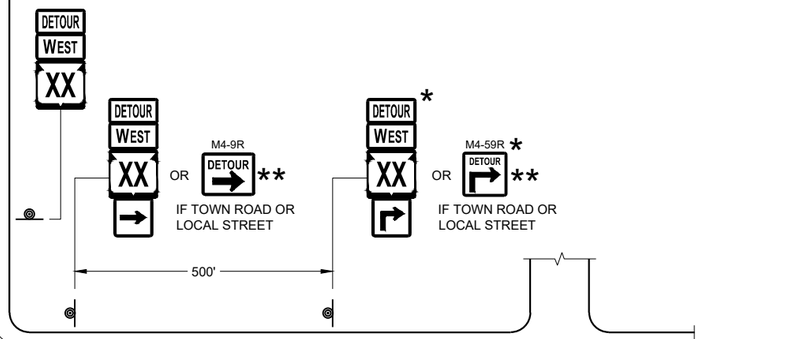
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

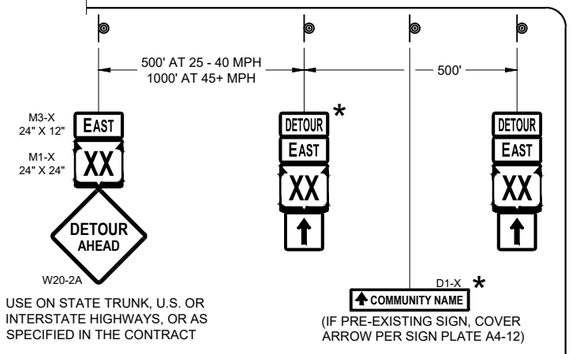
** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT

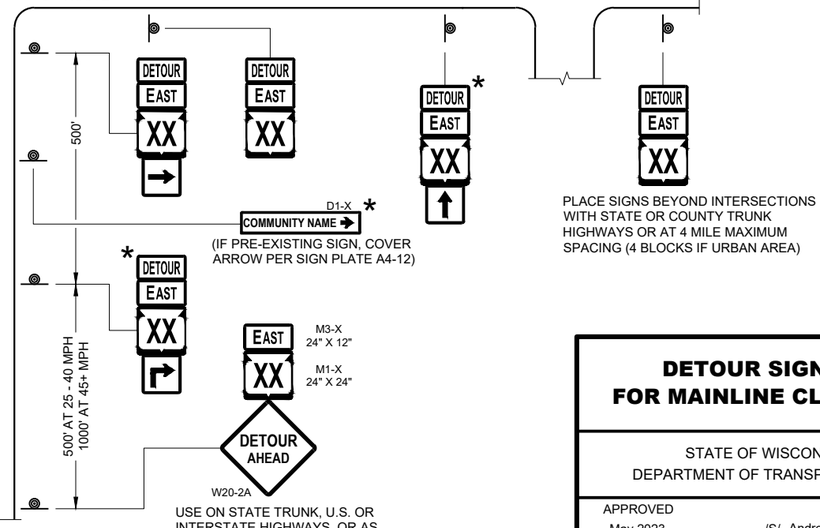


MATCH POINT









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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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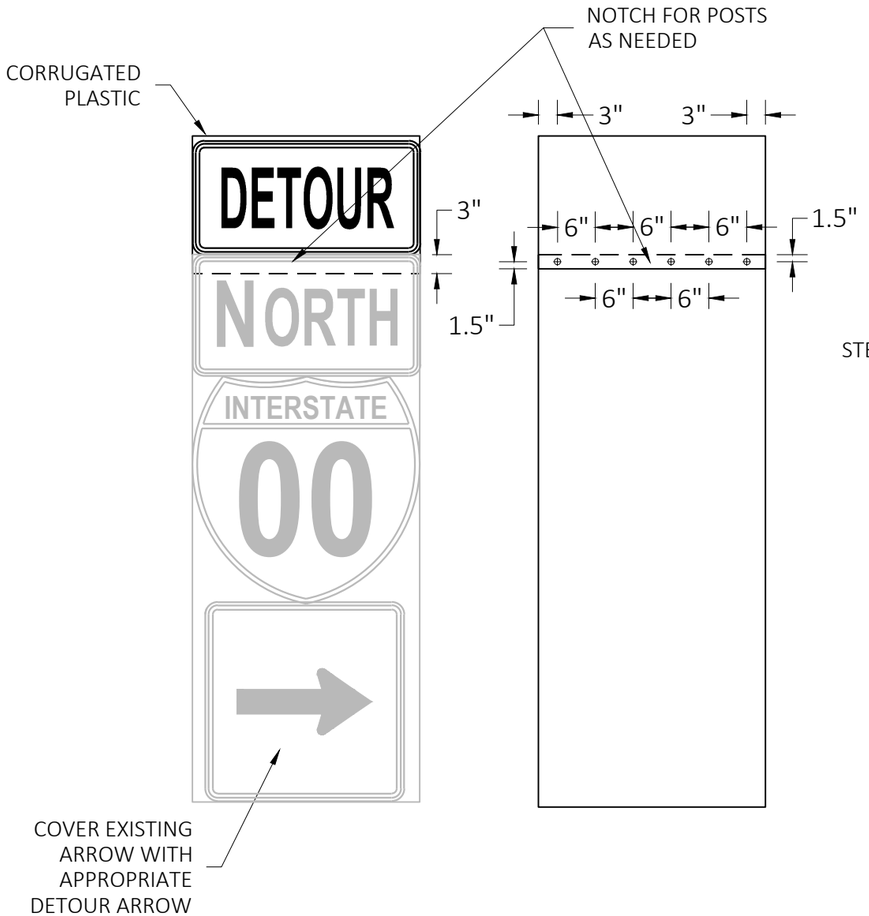
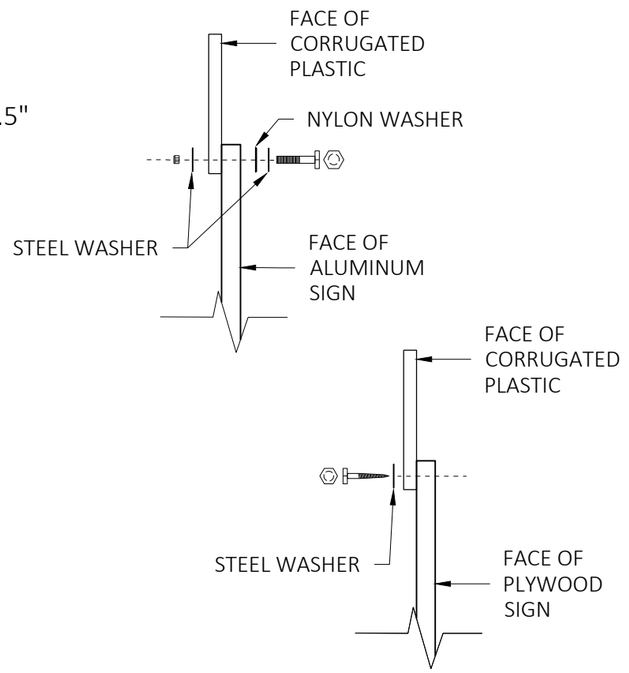
SDD 15C02 - 09c

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

6
SDD 15C02-09h

GENERAL NOTES

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

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

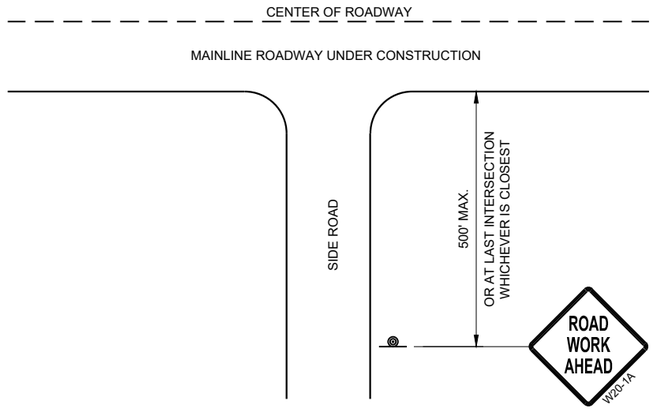
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

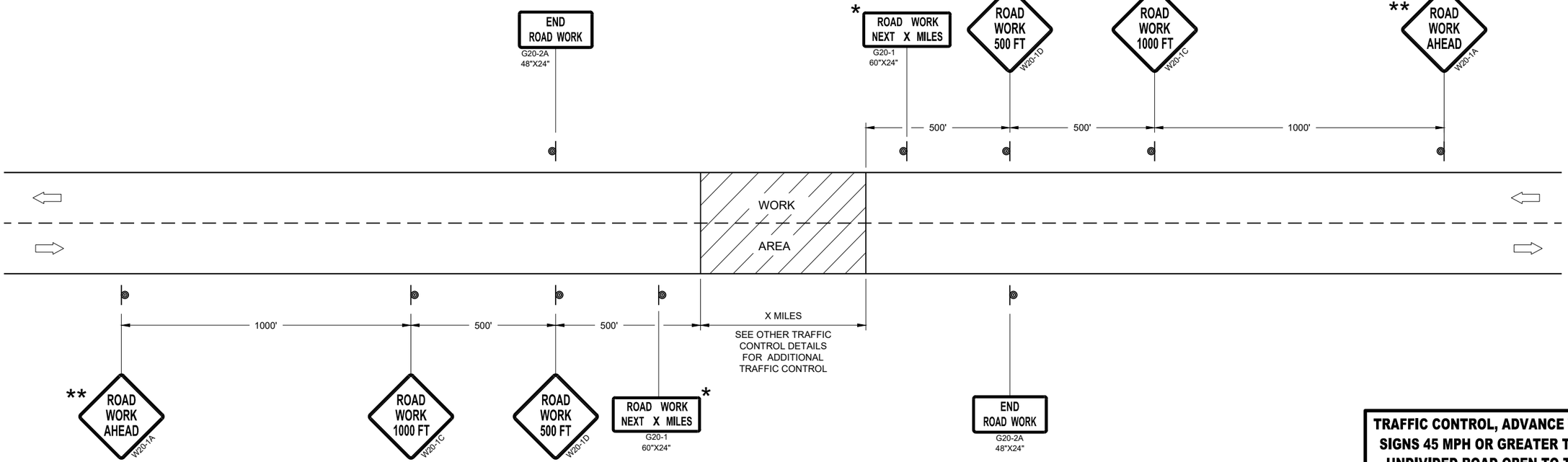
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C04 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

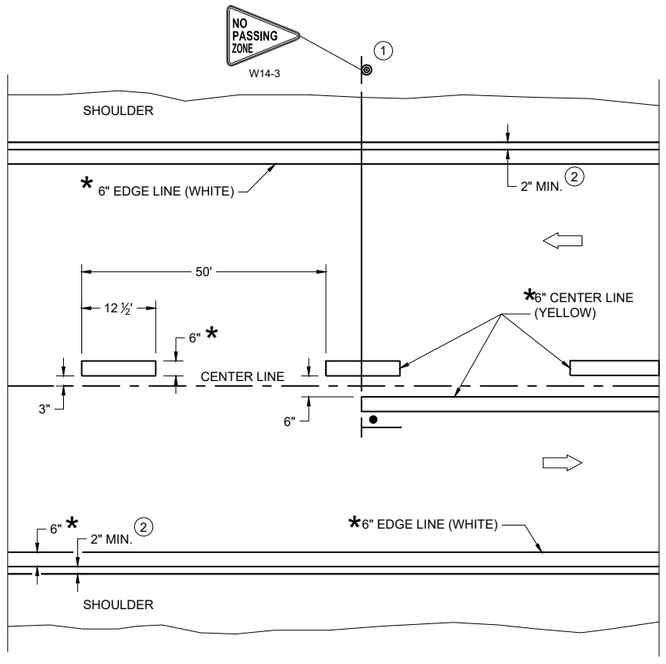
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

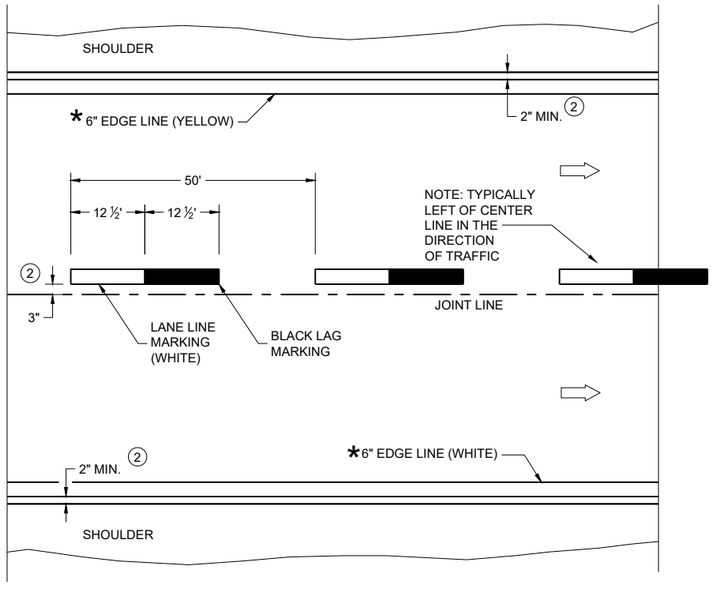
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

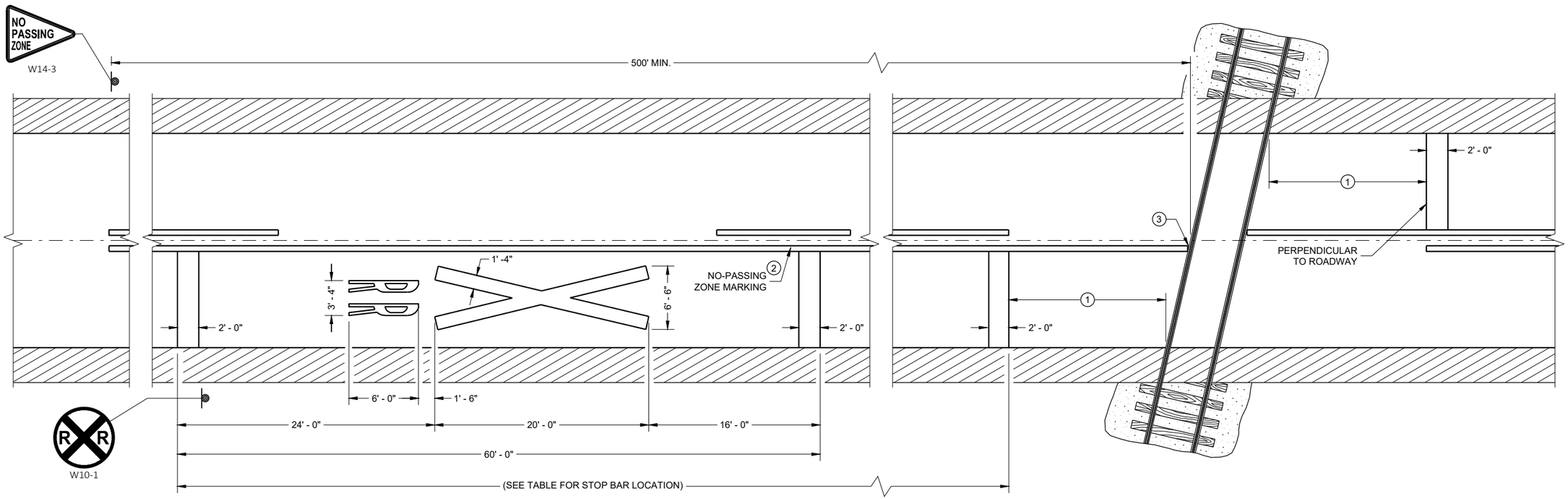
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

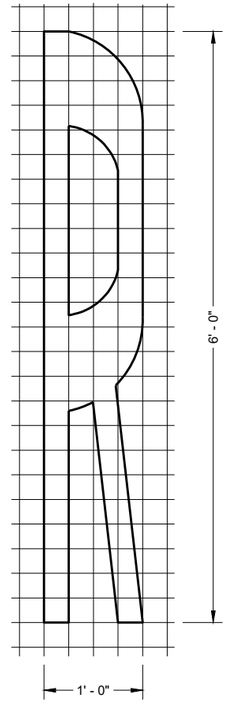
FHWA

SDD 15C08-24a

SDD 15C08-24a



PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

FHWA

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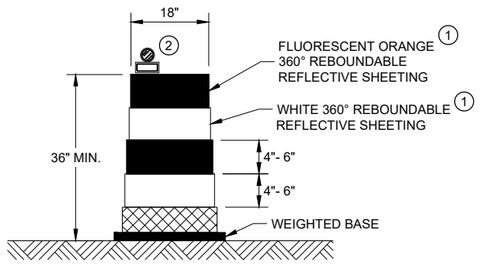
SDD 15C09-13a

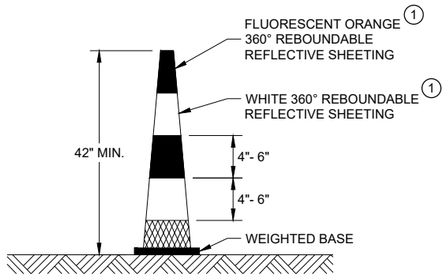
GENERAL NOTES

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

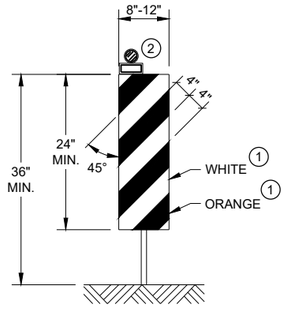
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

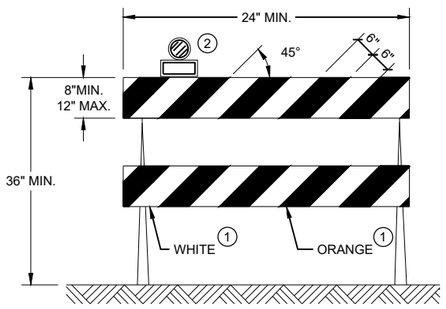
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



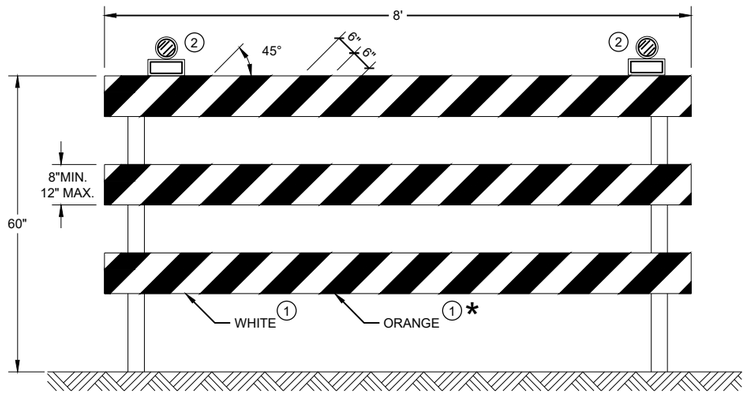
VERTICAL PANEL

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

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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.

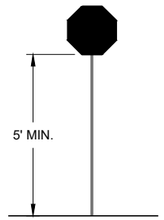
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



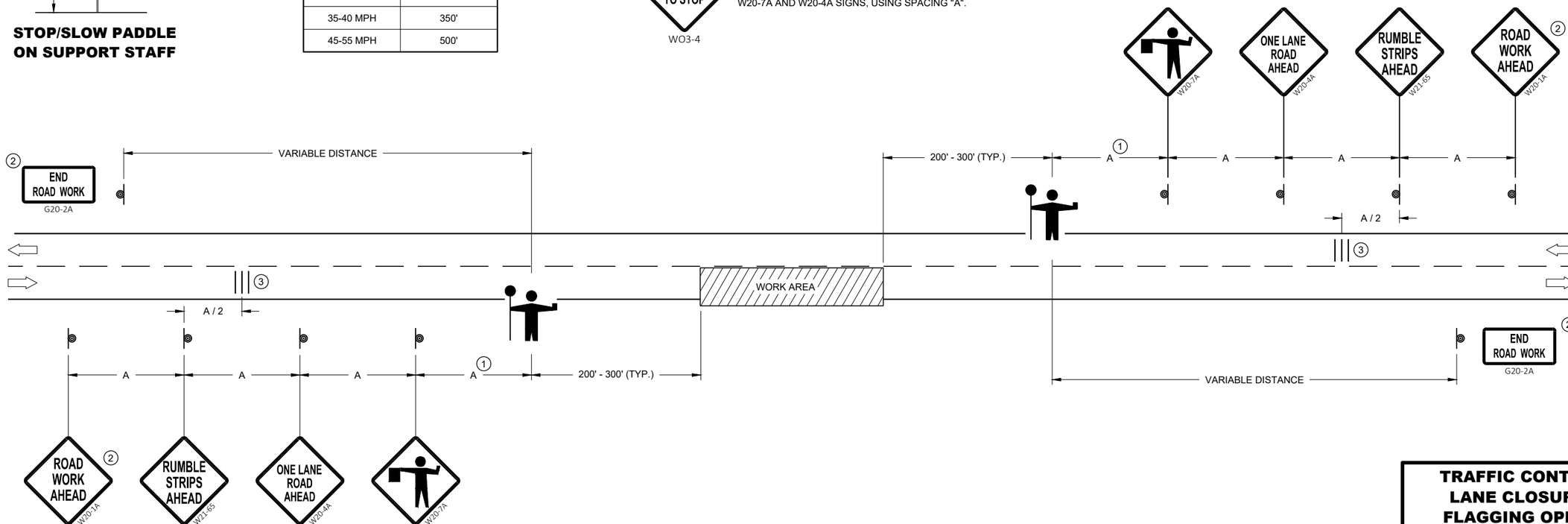
STOP/SLOW PADDLE ON SUPPORT STAFF

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

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SDD 15C12 - 09a

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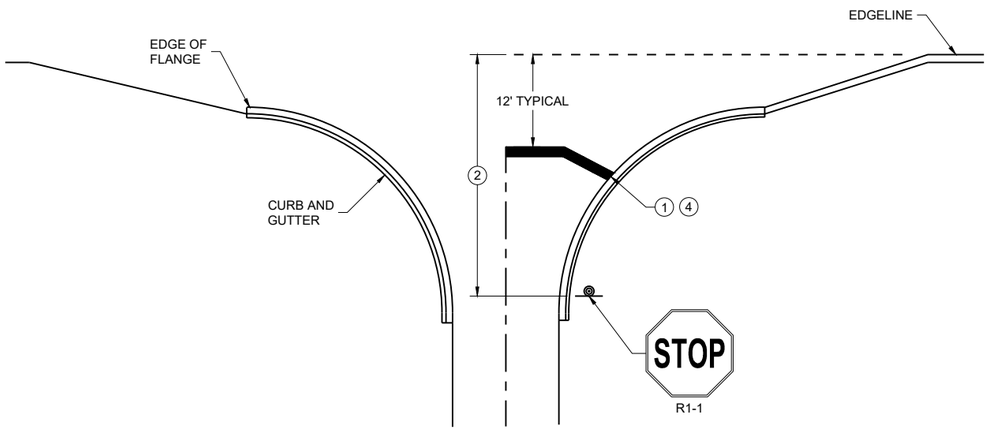
SDD 15C12 - 09a

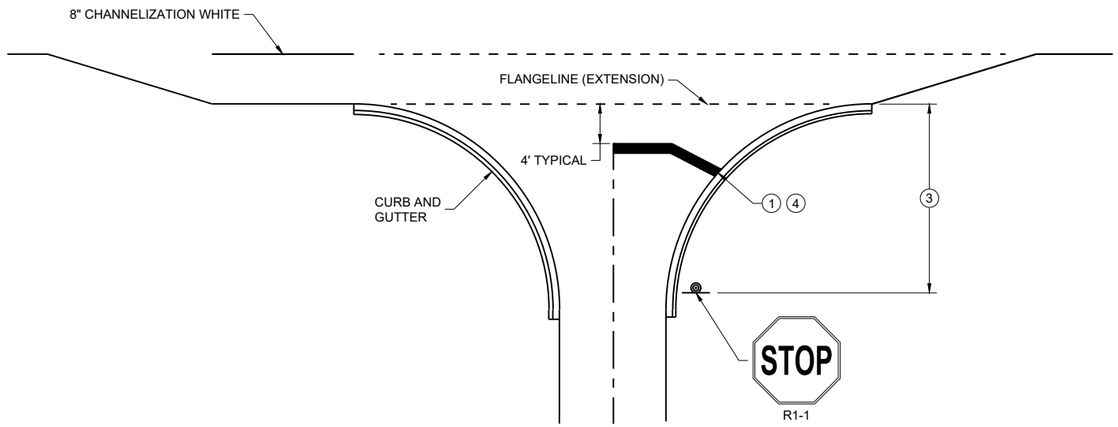
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

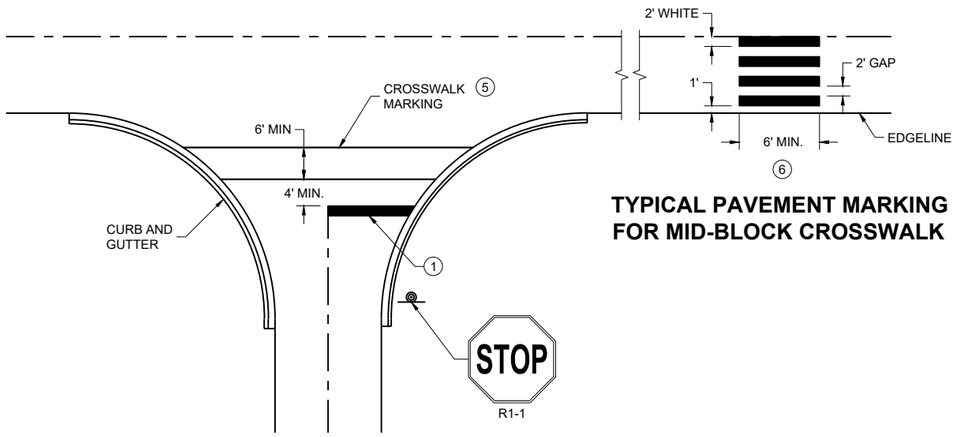
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

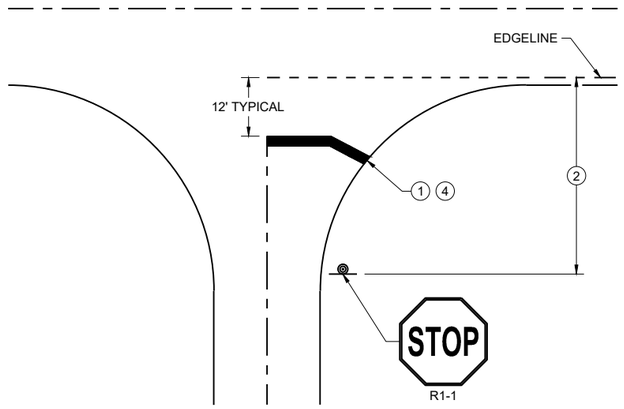


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

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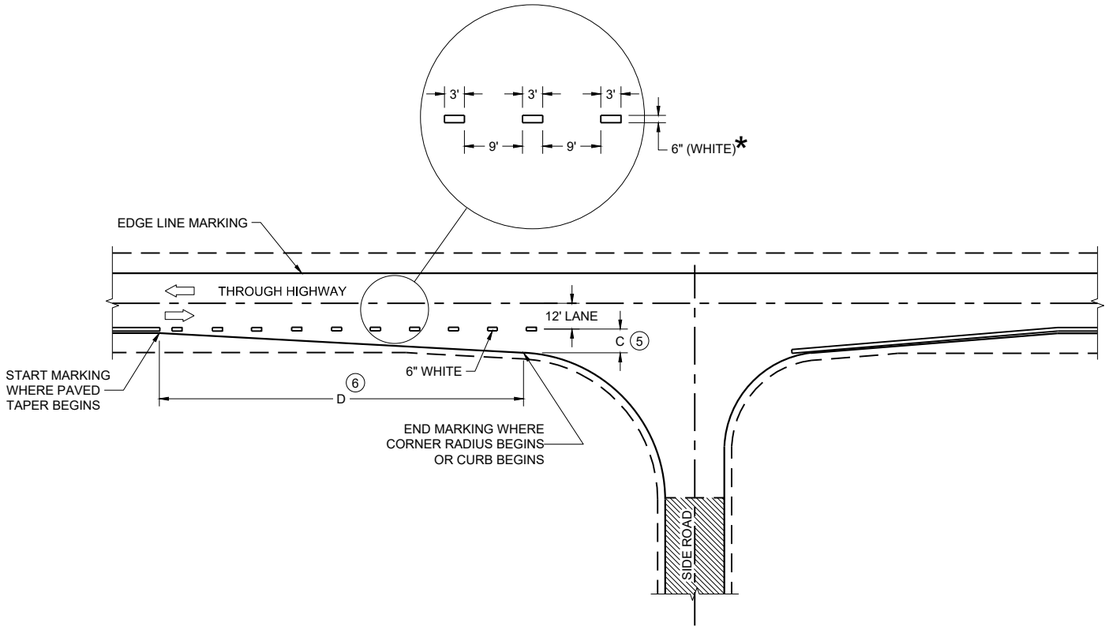
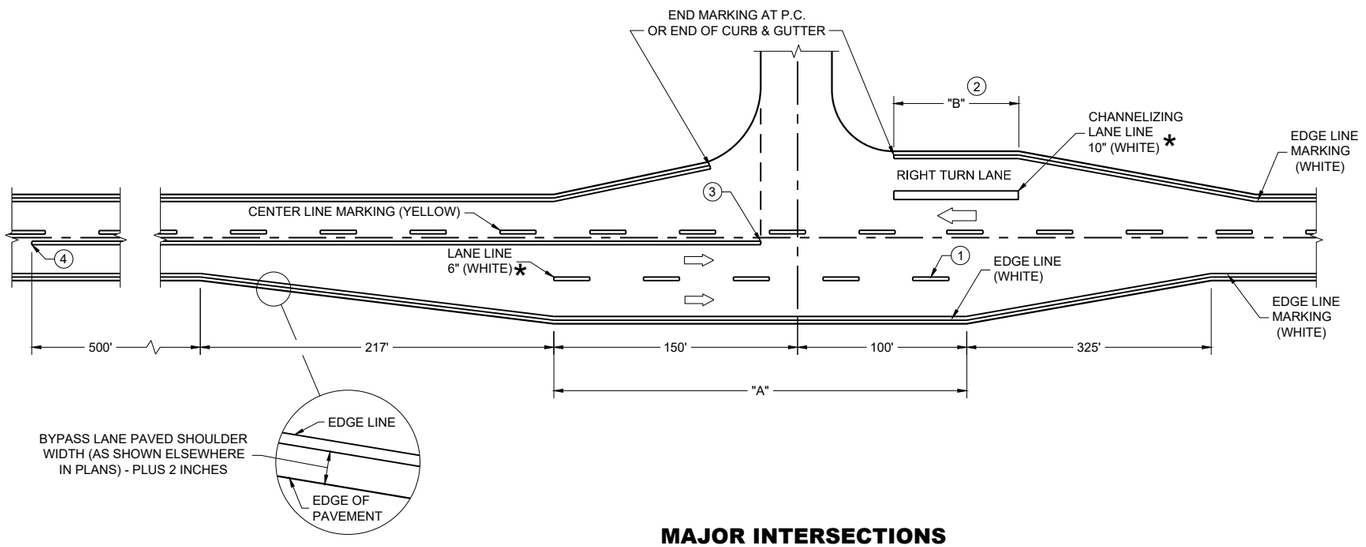
SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

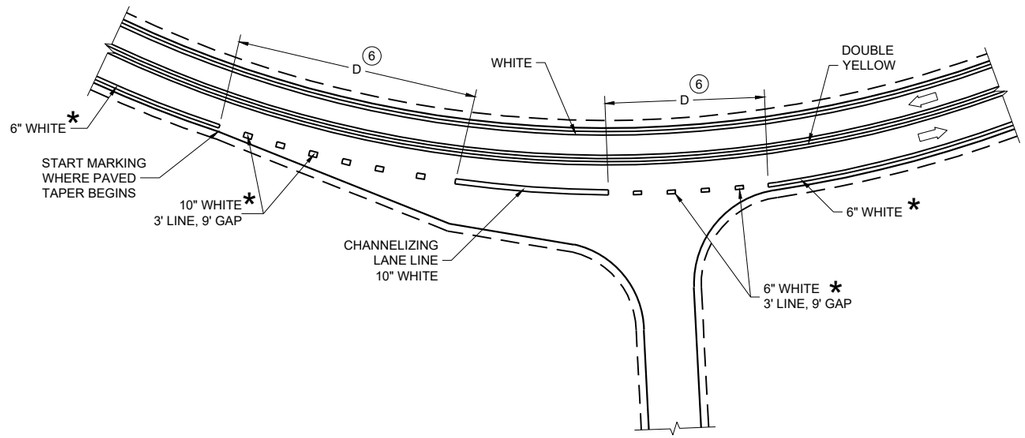
GENERAL NOTES

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

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

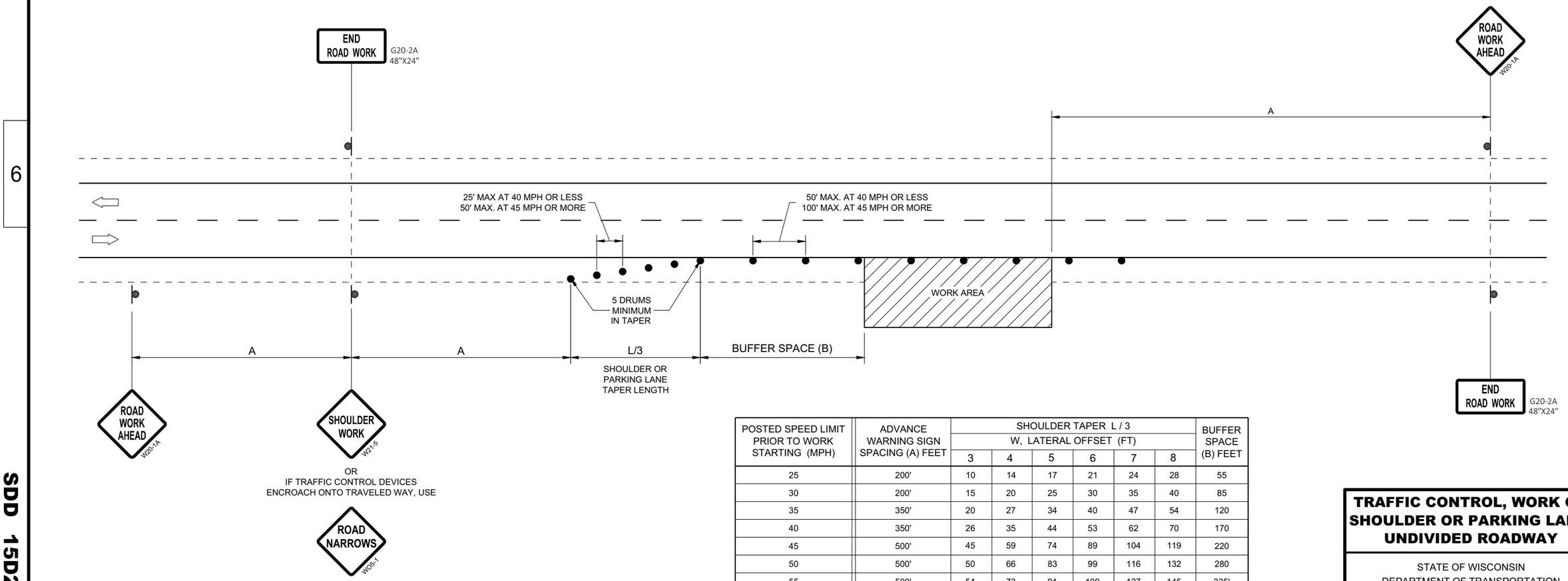
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

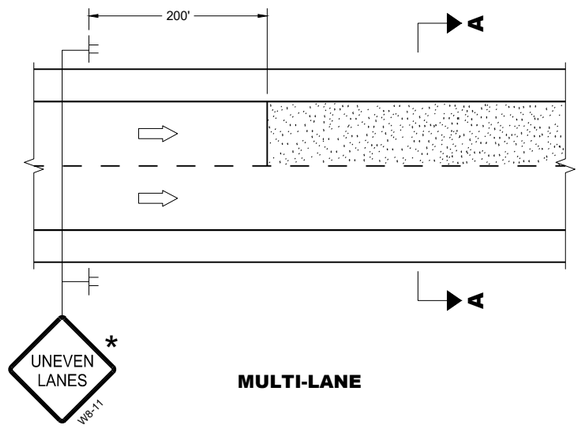
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

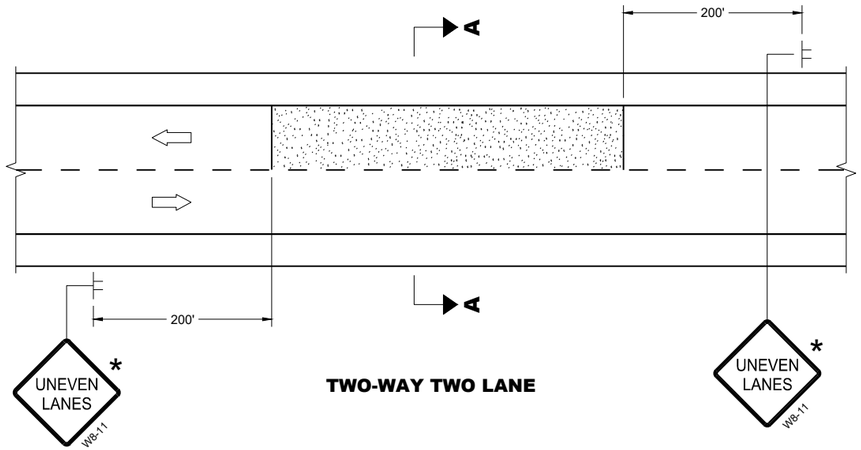
FHWA

SDD 15D28 - 04

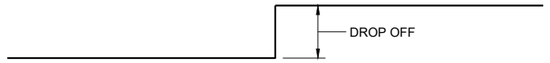
SDD 15D28 - 04



MULTI-LANE

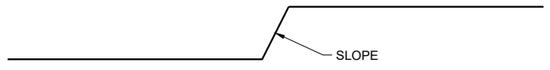


TWO-WAY TWO LANE

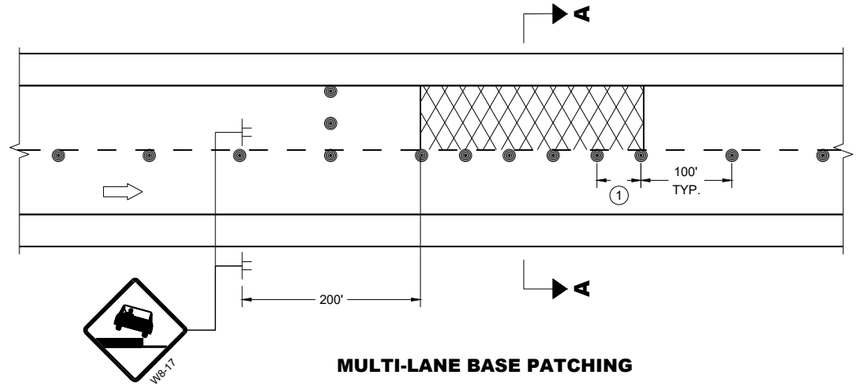


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

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.

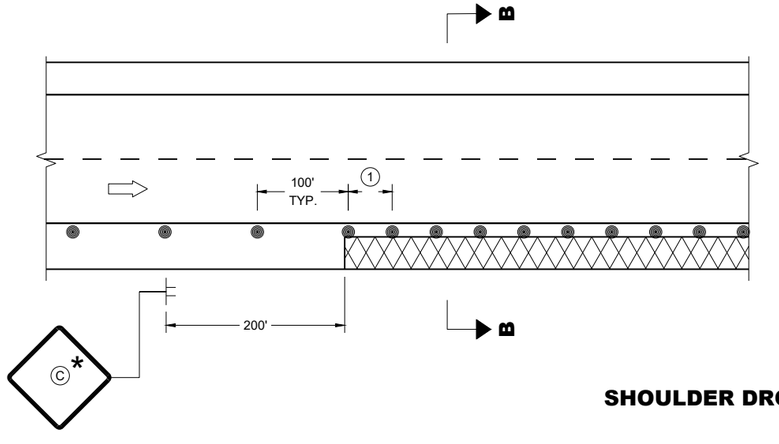
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

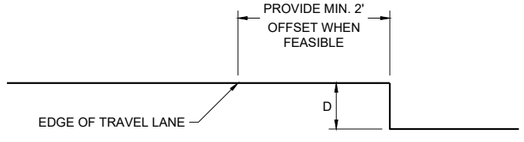
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

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



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
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D39-03

6

SDD 15D39-03

GENERAL NOTES

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

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

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

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

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

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

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

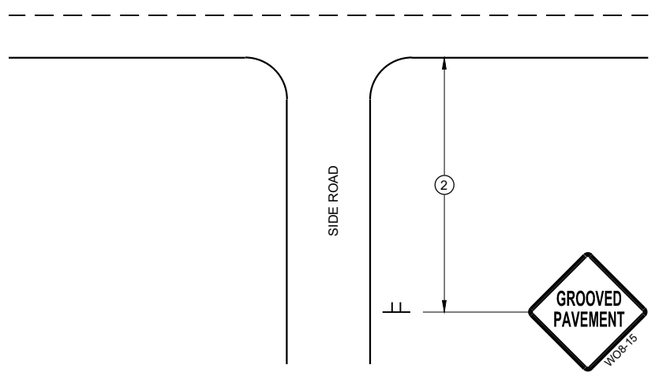
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

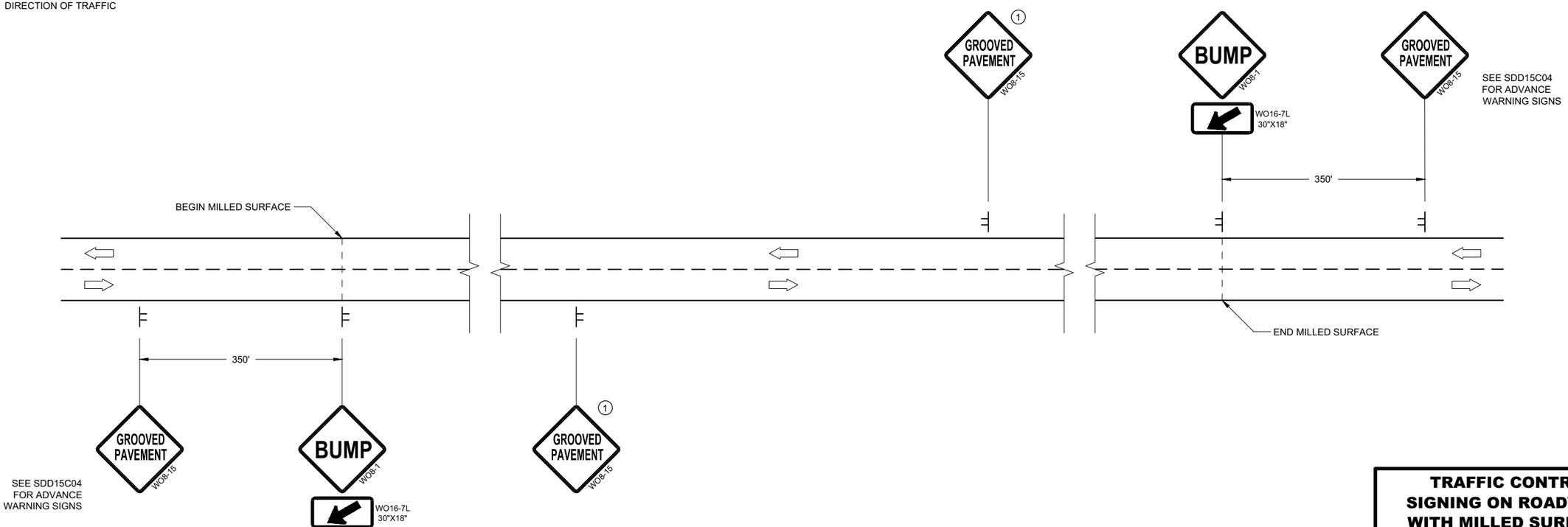
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

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

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

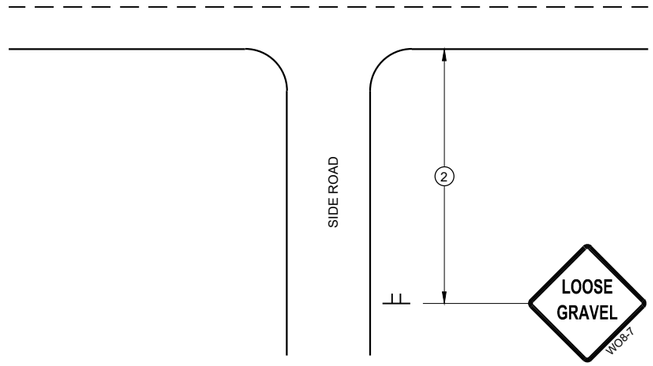
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

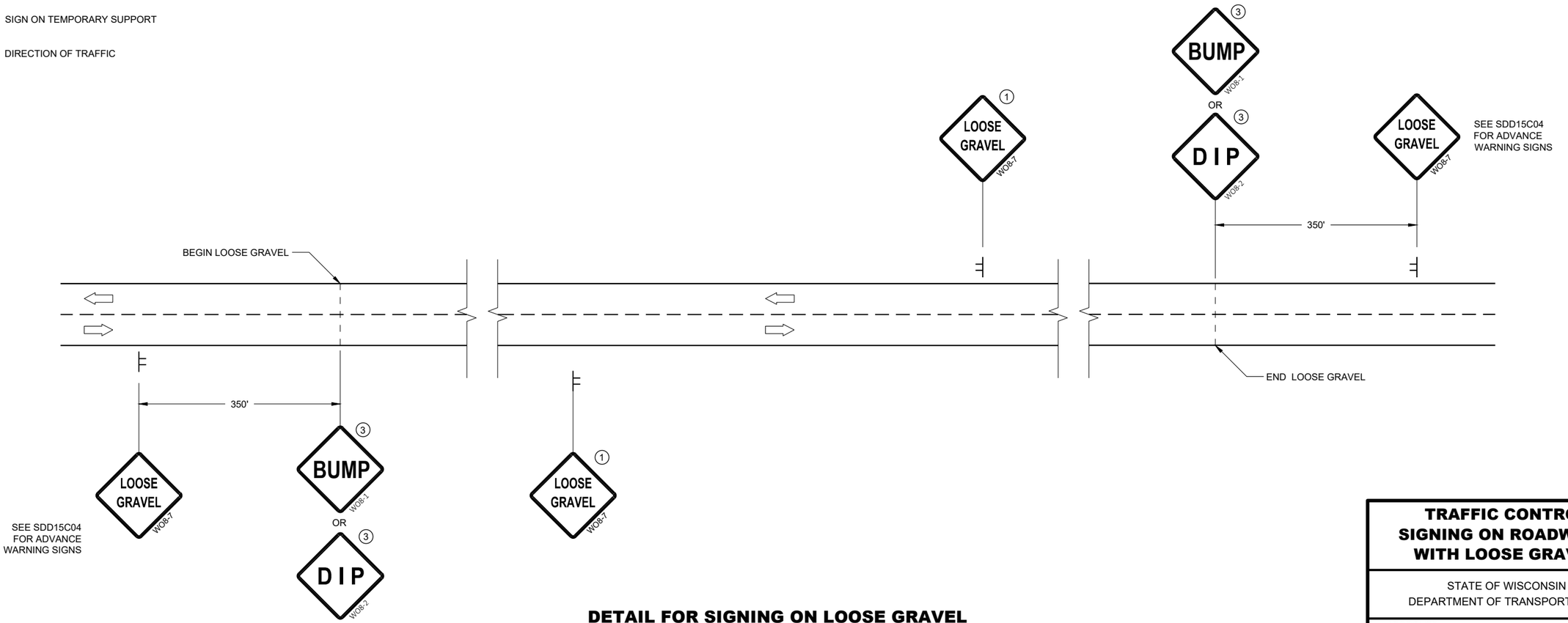
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15D45 - 03

6

SDD 15D45 - 03

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

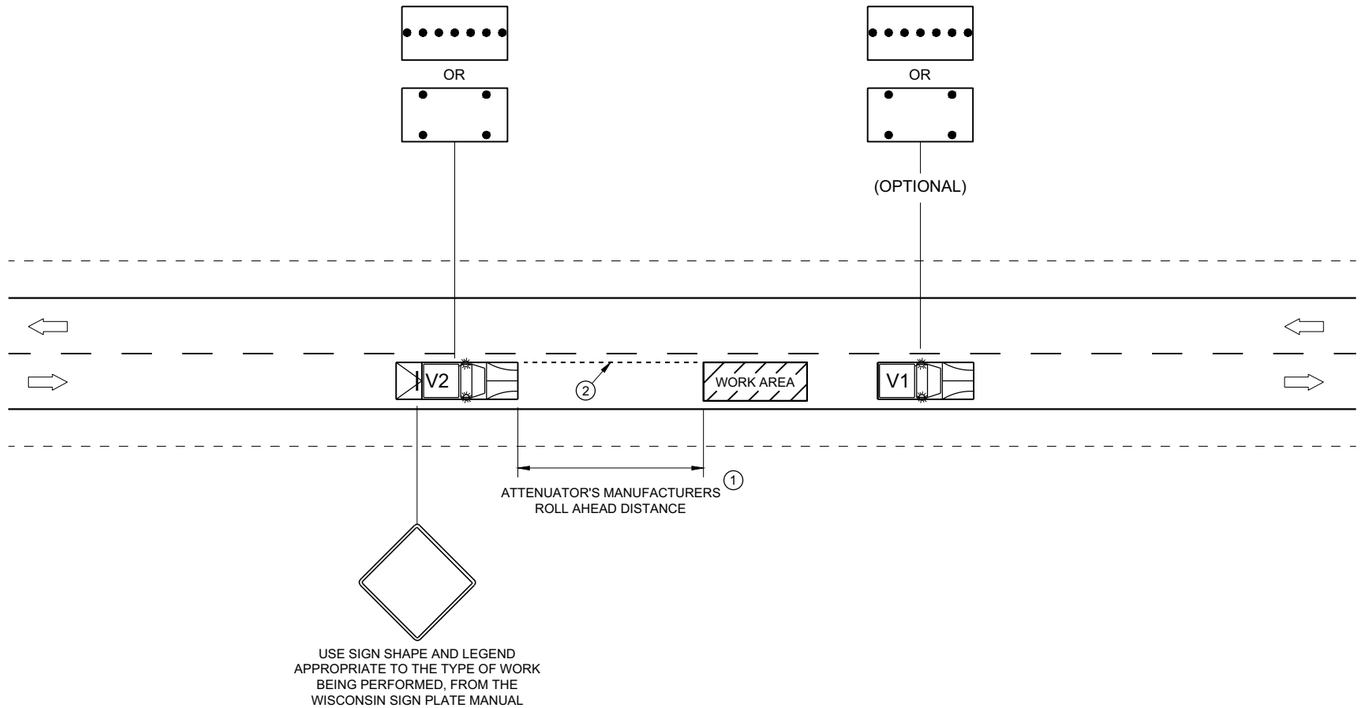
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



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SDD 15D51 - 01

TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

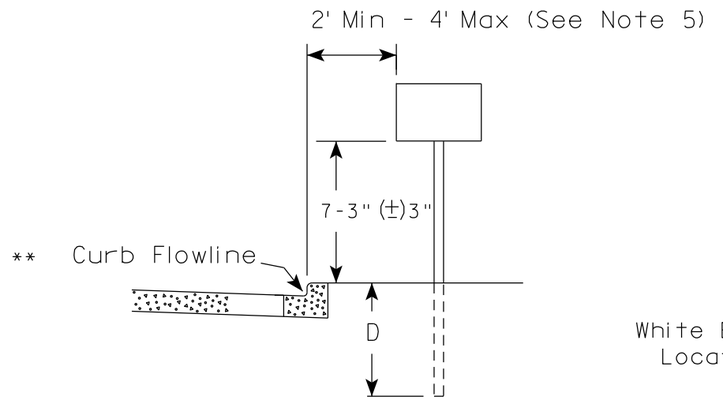
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

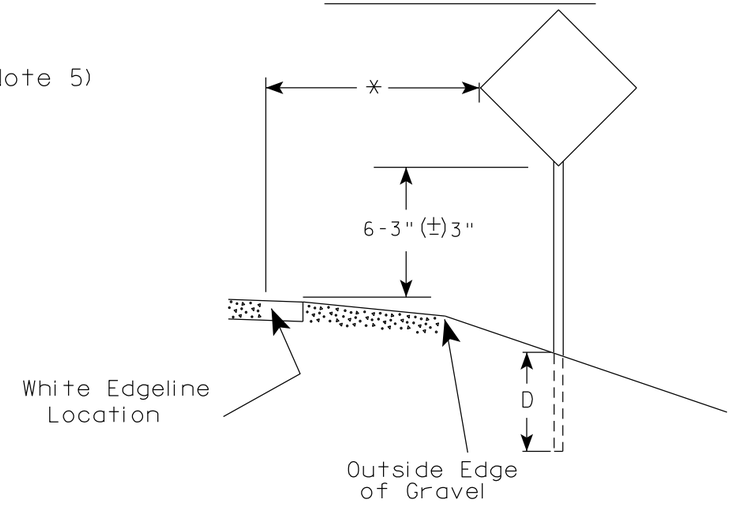
6

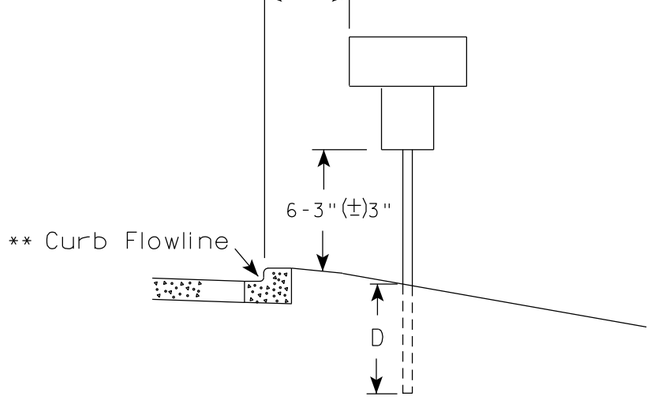
SDD 15D51 - 01

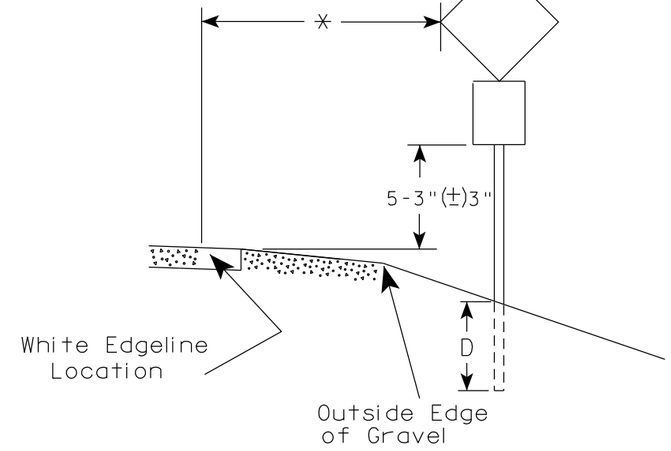
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

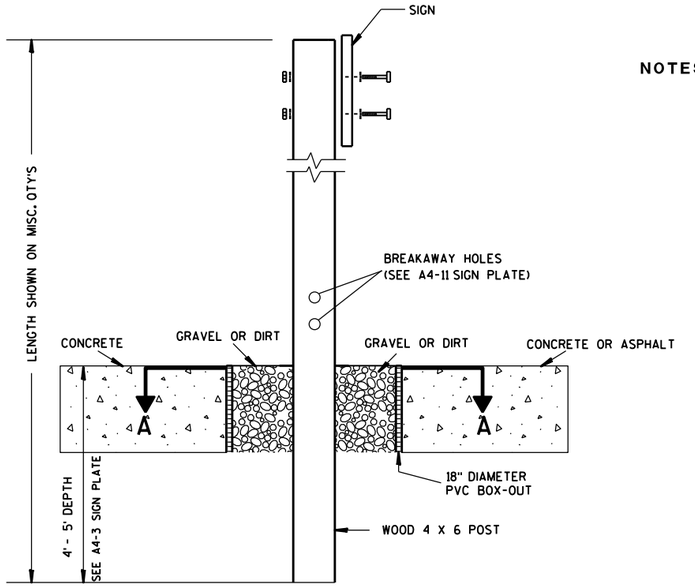
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

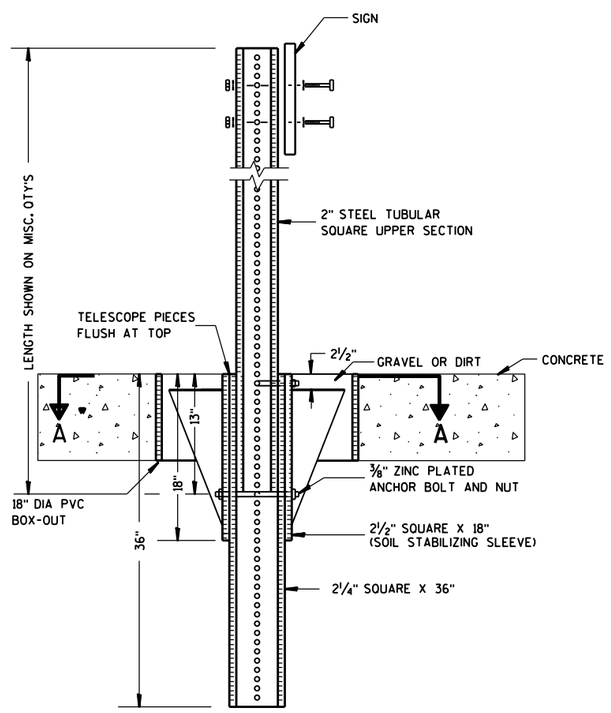
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 82	E



ELEVATION VIEW

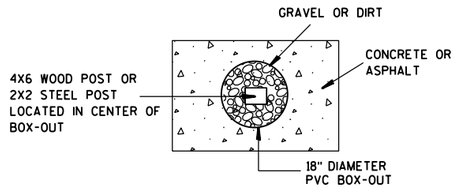
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

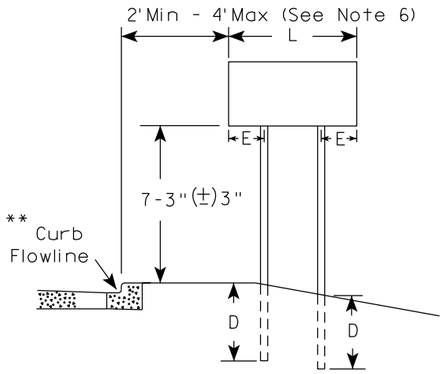
APPROVED Matthew R Rauch
for State Traffic Engineer

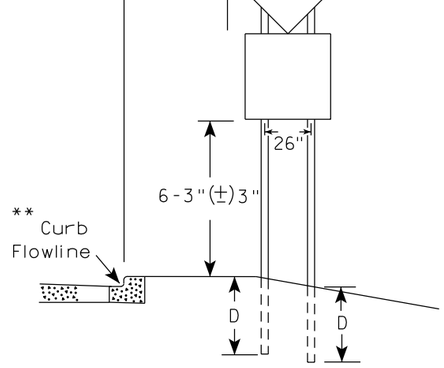
DATE 1/27/14 PLATE NO. A4-3B.1

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

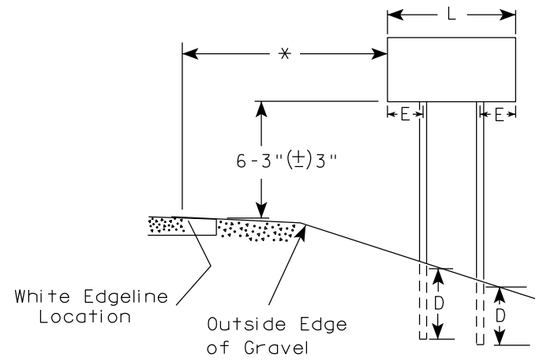
URBAN AREA

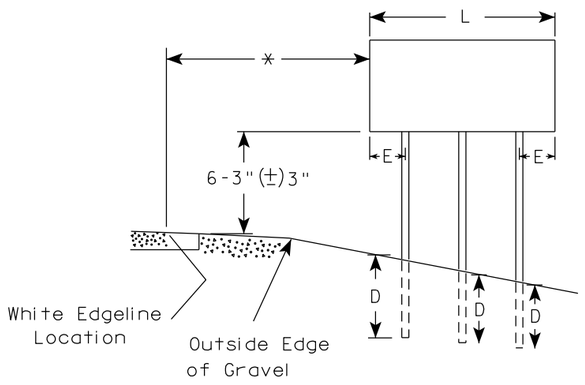


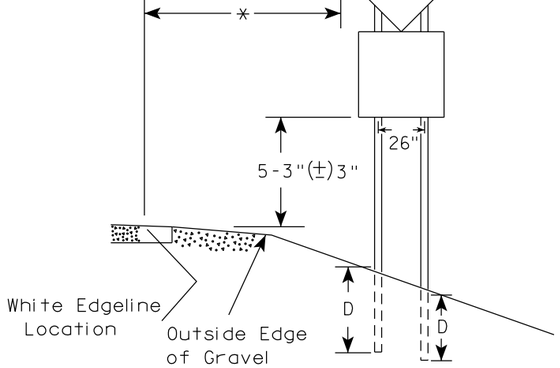


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







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'

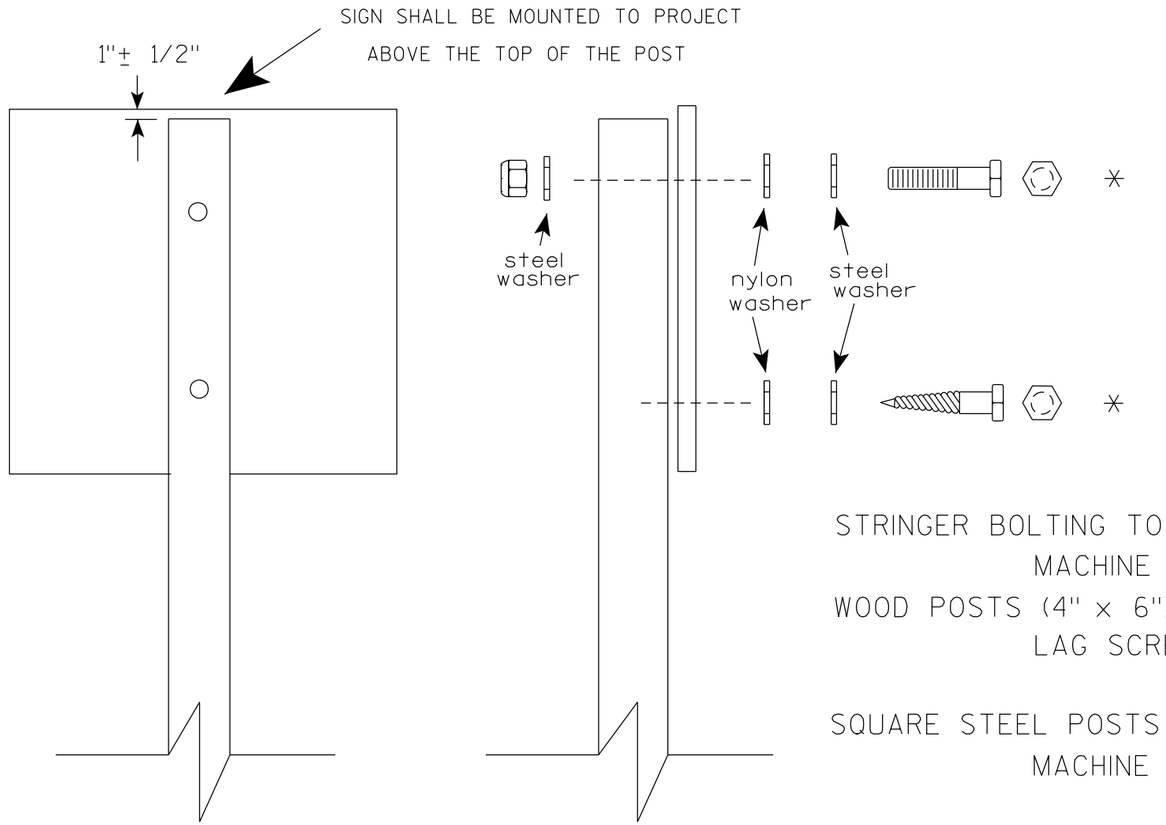
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 84	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

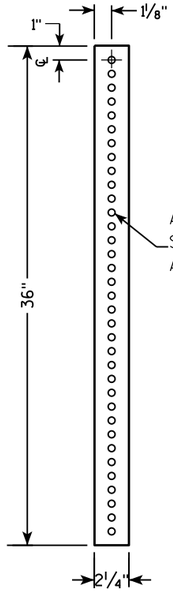
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

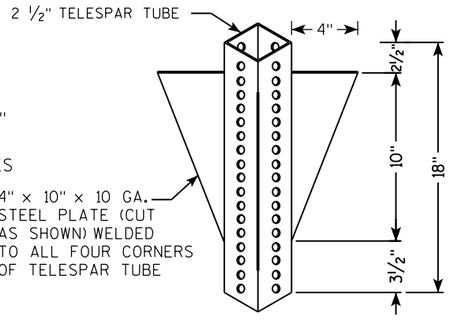
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

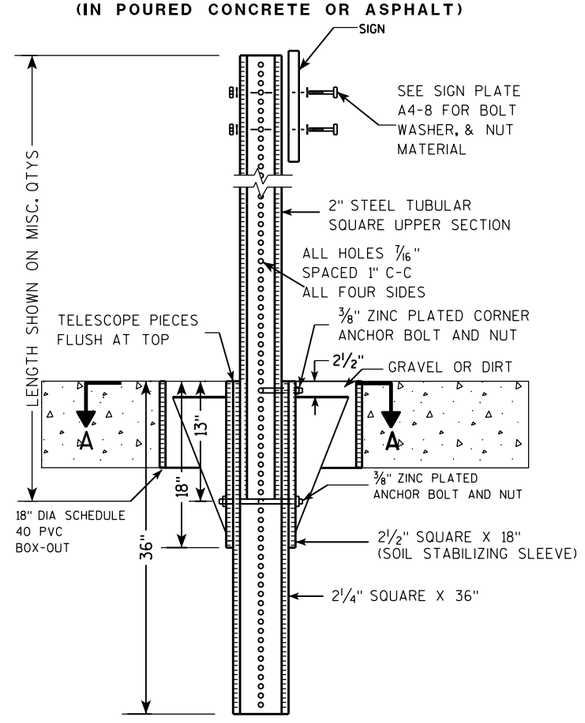
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



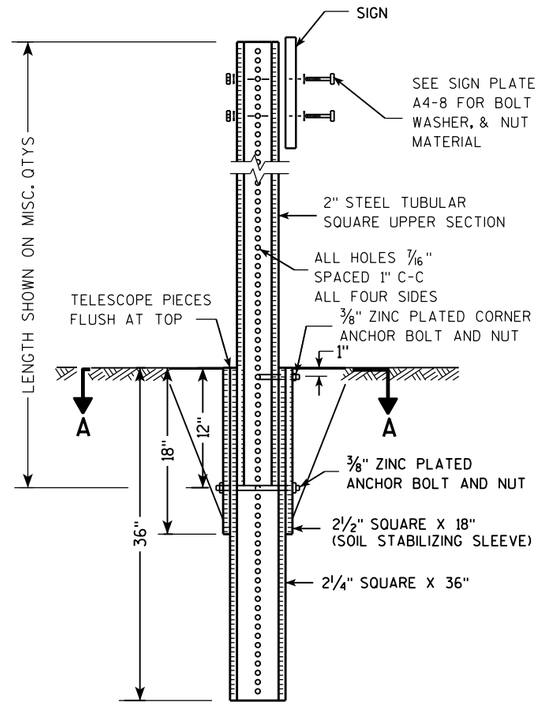
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

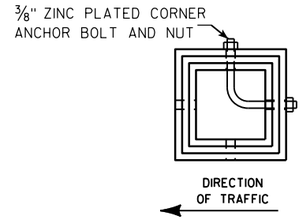


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

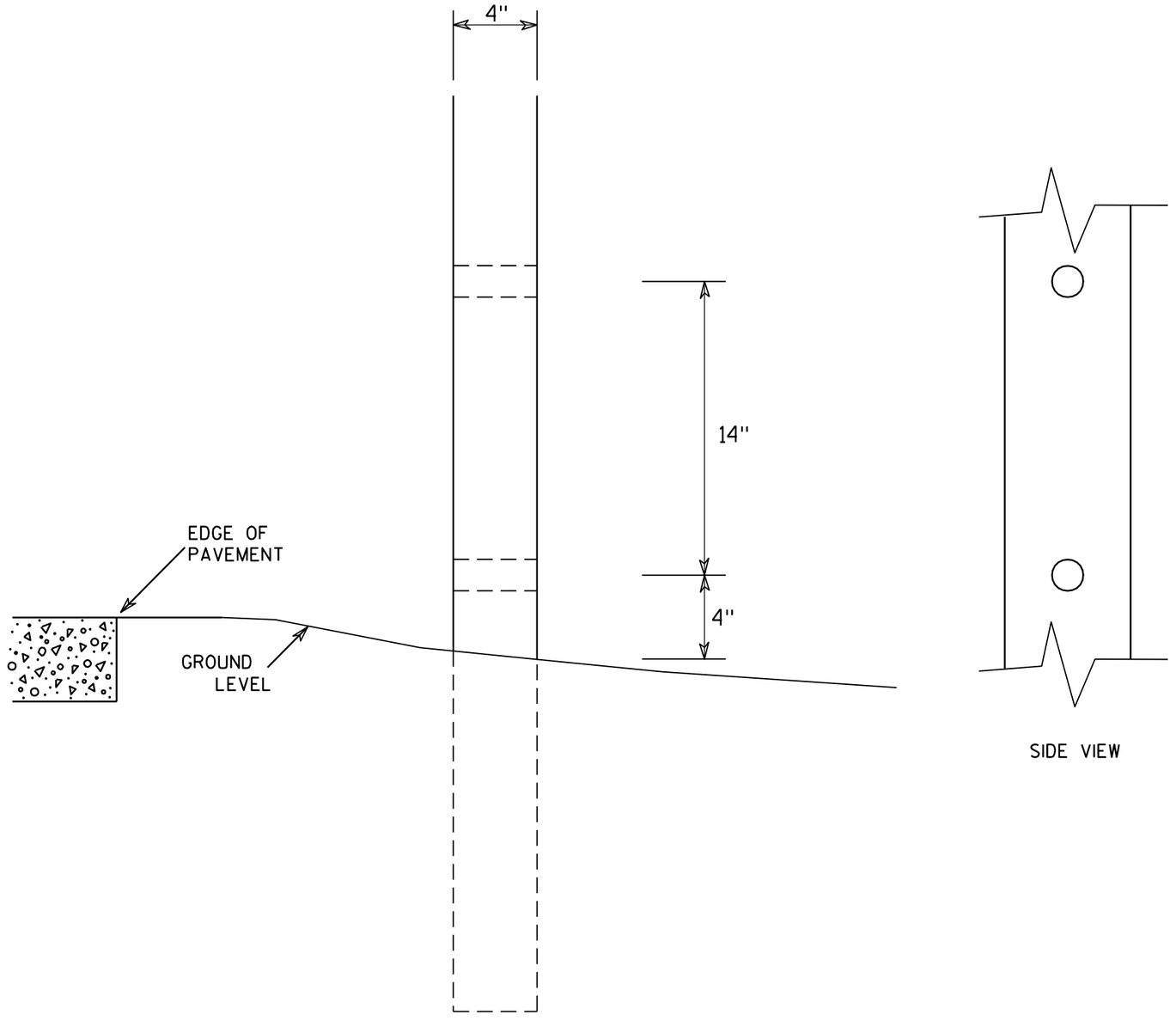
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 86 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

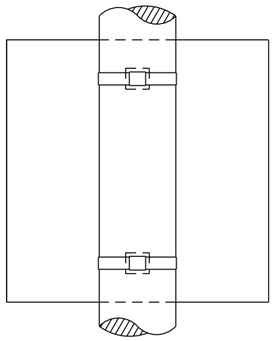
APPROVED Chester J Spang for State Traffic Engineer

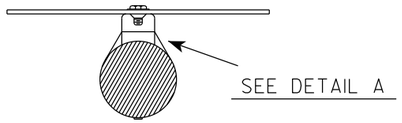
DATE 3/27/97 PLATE NO. A4-11.2

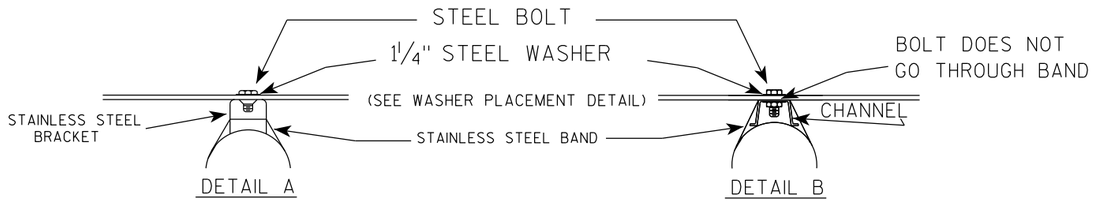
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 87	E

BANDING

SINGLE SIGN



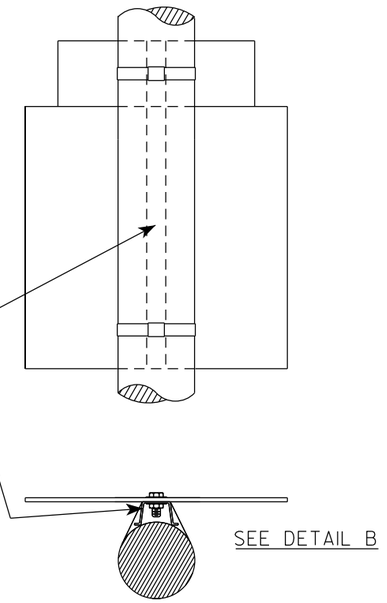




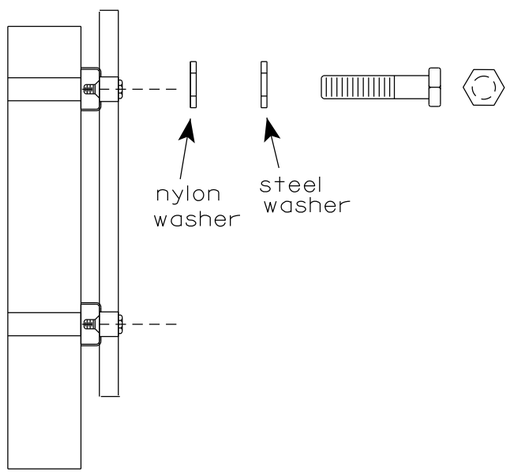
GENERAL NOTES

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: 88	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

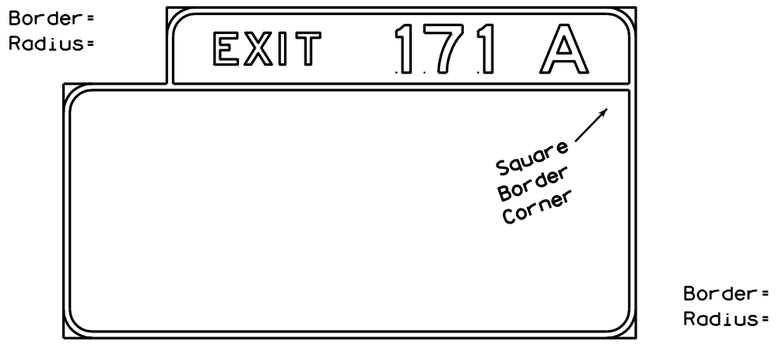
7

7

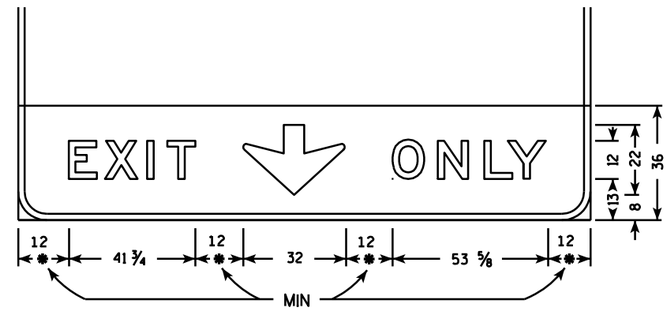
GENERAL RULES

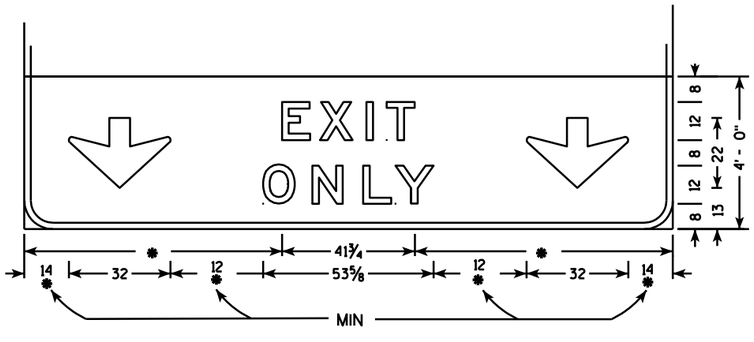
1. The border and radius for each sign shall be determined from the table parameters.
2. Every sign detail sheet shall have notes. Refer to the sample for examples.
3. Every sign shall have a radius and border size designation. Signs with an exit number will require two as shown in the example.
4. Exit number panel shall go on right side or left side of sign depending upon a right or left exit situation.
5. Overall length of signs is in one foot increments.
6. Overall height of signs is in 6 inch increments.

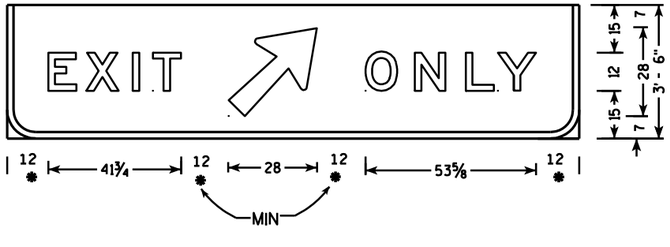
SIGNS WITH EXIT NUMBERS & BORDER - RADIUS NOTES



SIGNS WITH EXIT ONLY PANELS







* Adjust spacing to achieve proper balance

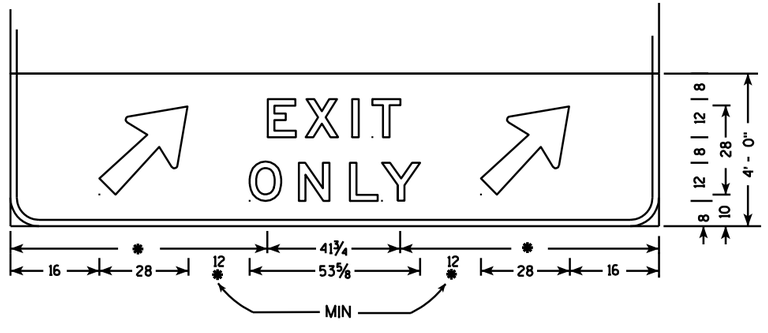
BORDER-RADIUS TABLE

BORDER	
60 - 150 sq. ft.	= 2" Border
Over 150 sq. ft.	= 3" Border

CORNER RADIUS	
6' - 8' High	= 9" Radius
Over 8' High	= 12" Radius

NOTES

1. All Signs are Type I - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Exit Only panel is Black non-reflective message on a Type F Yellow reflective background.



GENERAL GUIDANCE AND INFORMATION SHEET

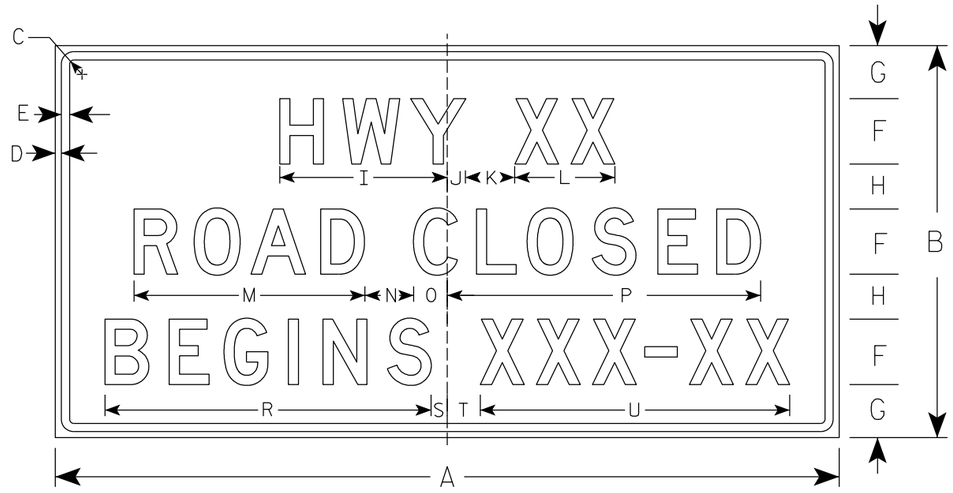
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/23/10 PLATE NO. A11-1.7

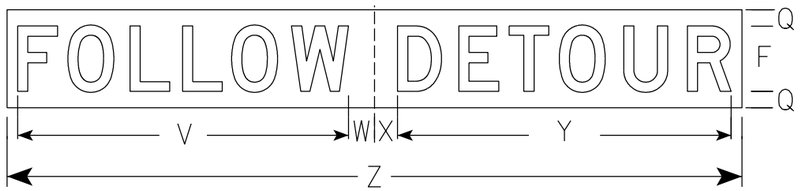
PROJECT NO:

SHEET NO: 89 E



G20-57C

PLAQUE ON .040" ALUMINUM



USE ONLY ONCE WHEN ROAD IS CLOSED

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.

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 1/8	5	2 7/8	29	2	30	1 3/4	3 1/4	28 3/8	40 1/2	2	2	29 3/4	66	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	6	4 1/8	38 3/8	2	39 7/8	2	4	37 7/8	29 3/4	3 1/8	2 7/8	40 7/8	90	32.0
5																											

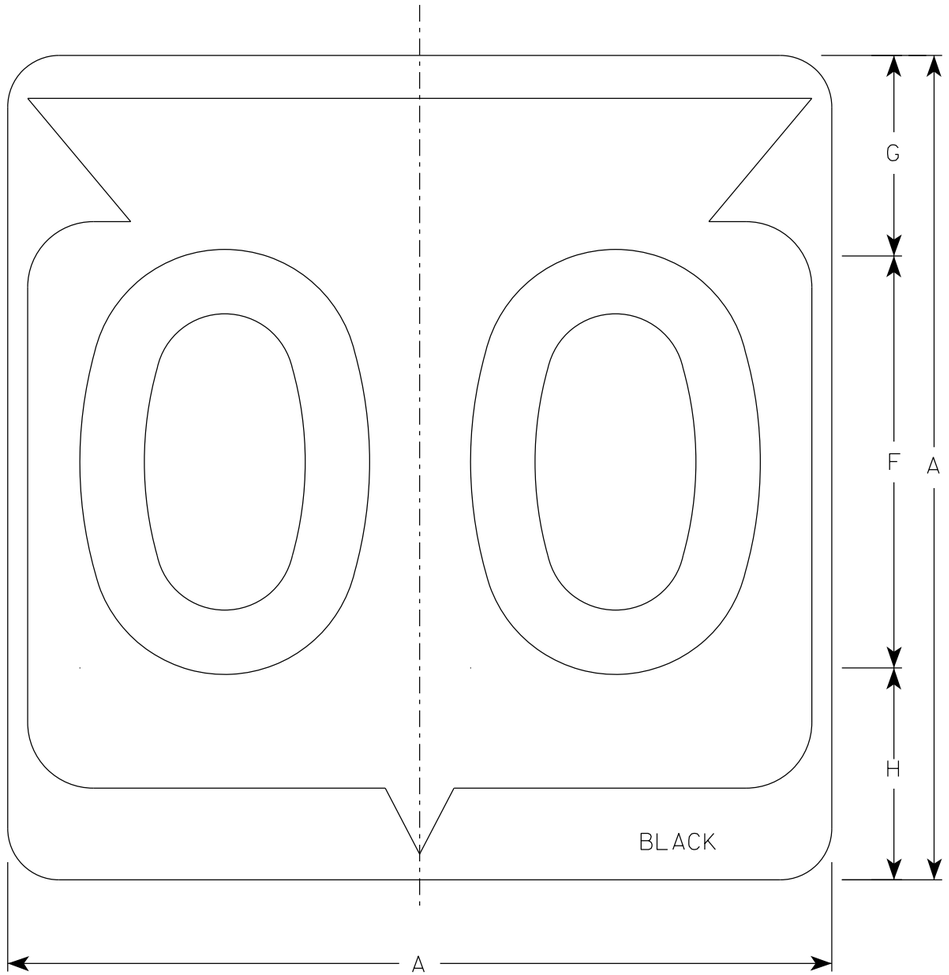
STANDARD SIGN
G20-57C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/25/19 PLATE NO. G20-57C.1

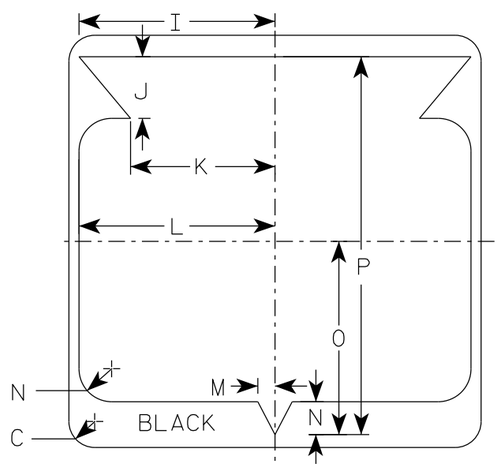
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 90 E



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

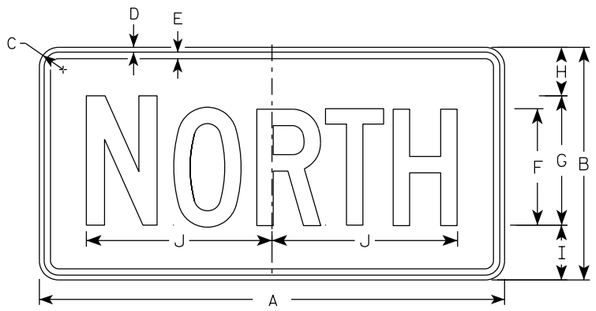
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

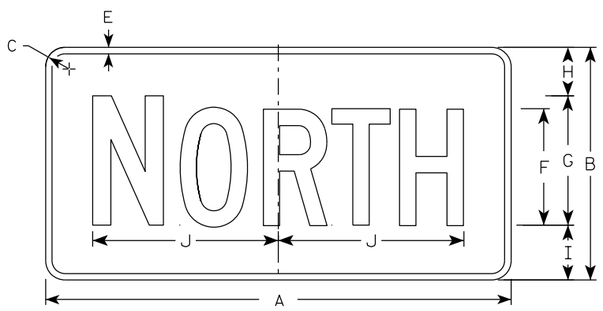
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

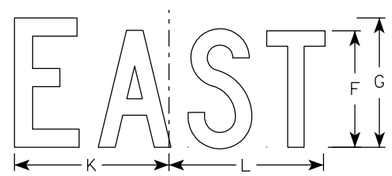
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 91	E



M3-1
MM3-1
MP3-1

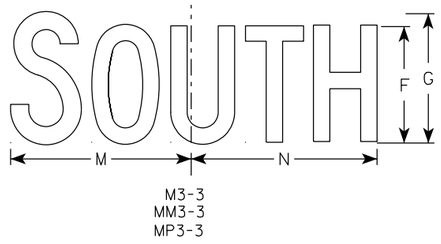


MB3-1
MK3-1
MN3-1

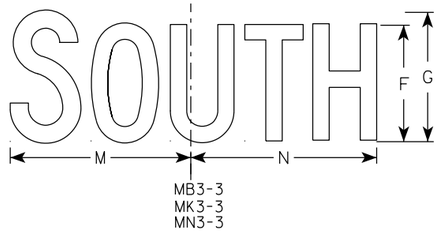


M3-2
MM3-2
MP3-2

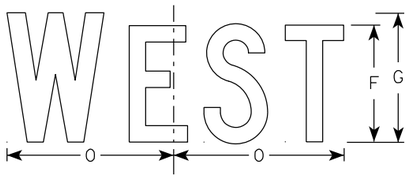
MB3-2
MK3-2
MN3-2



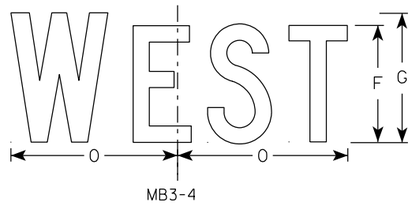
M3-3
MM3-3
MP3-3



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

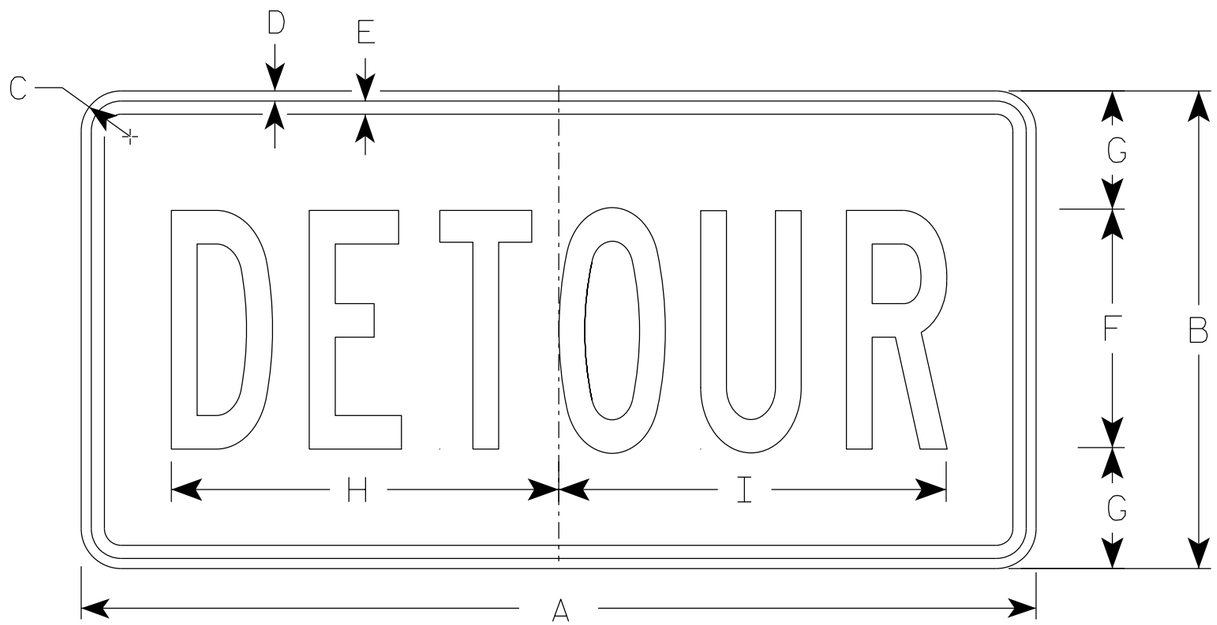
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 92 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

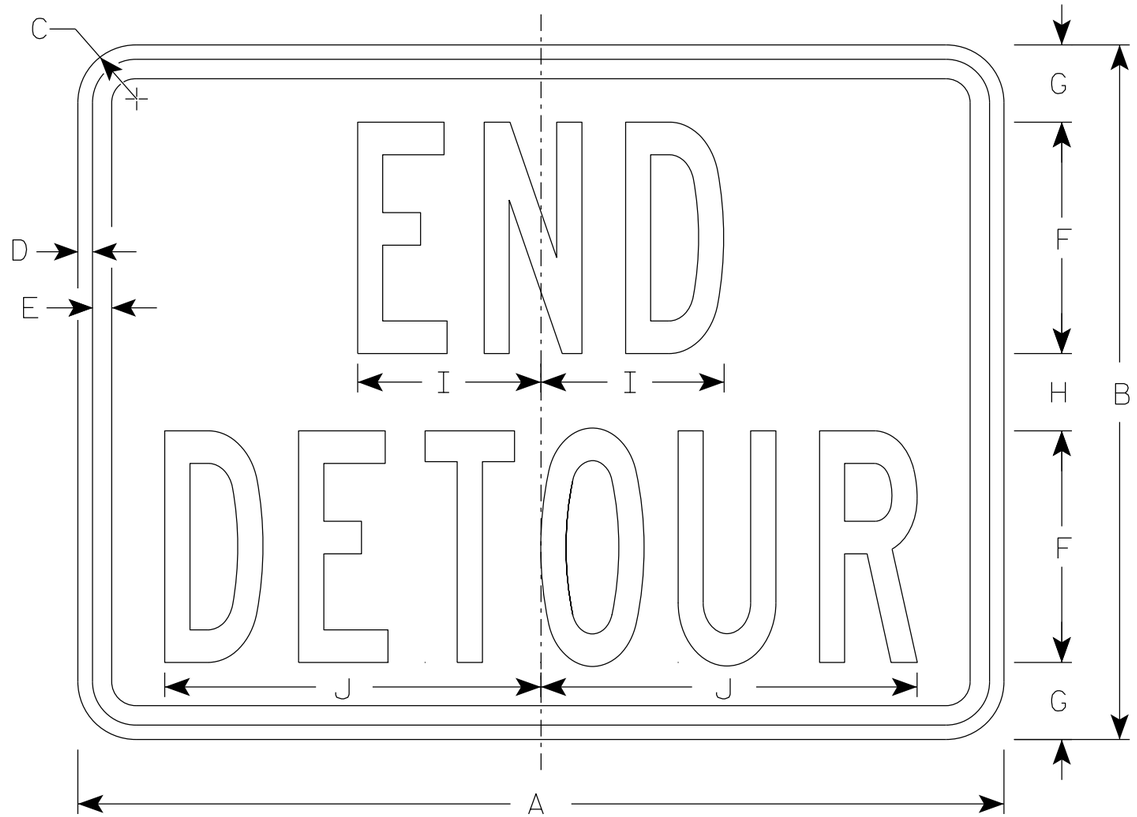
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 93	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

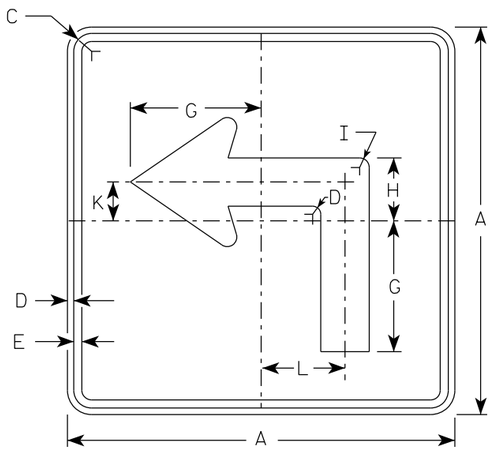
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

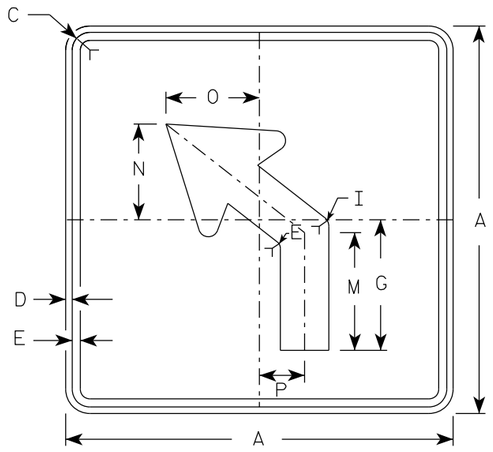
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

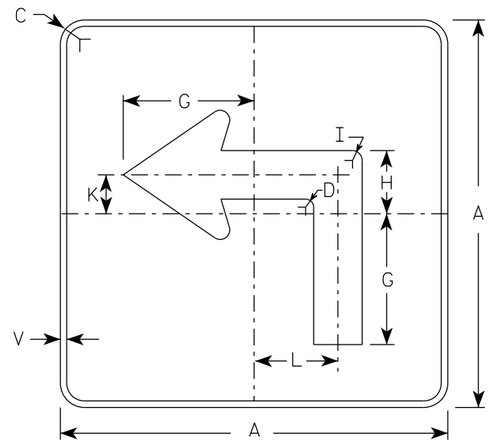
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 94 | E



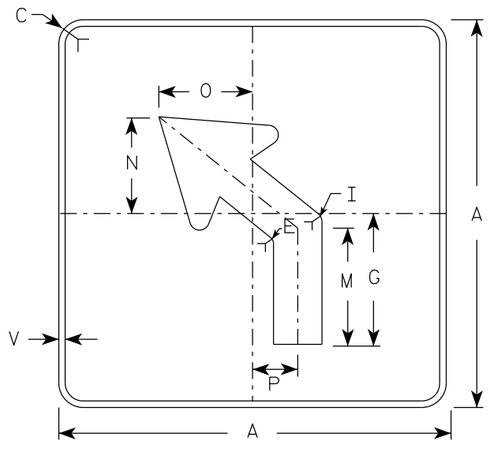
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

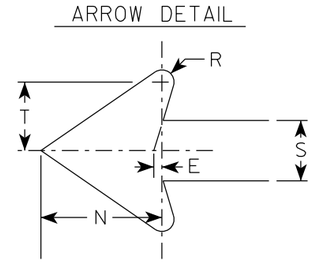


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

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	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

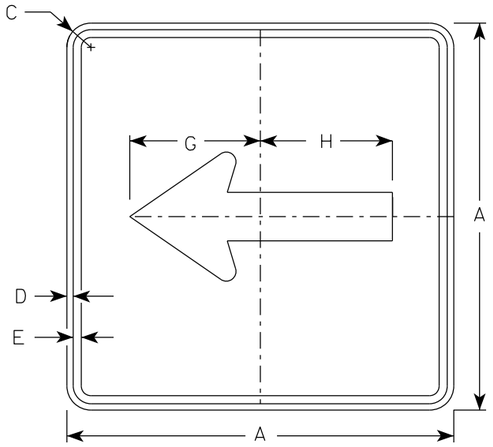
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

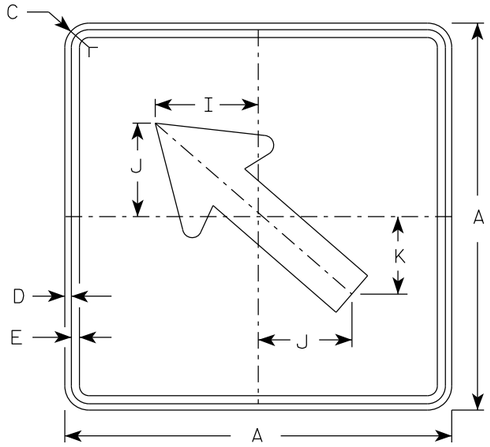
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

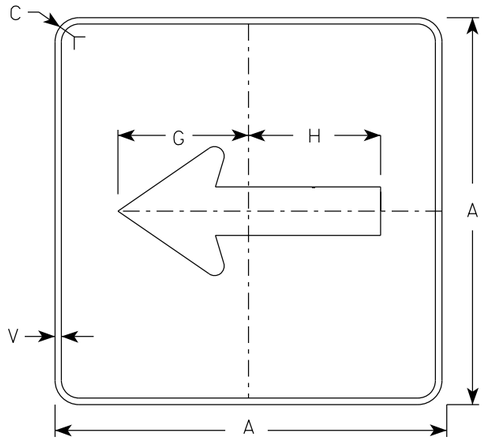
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 95 | E



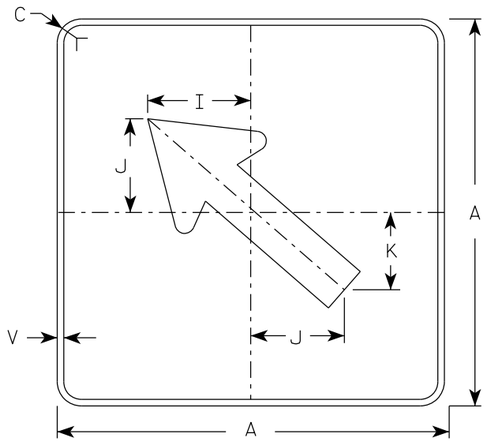
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

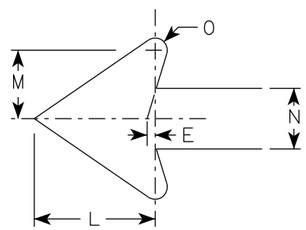


MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

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	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

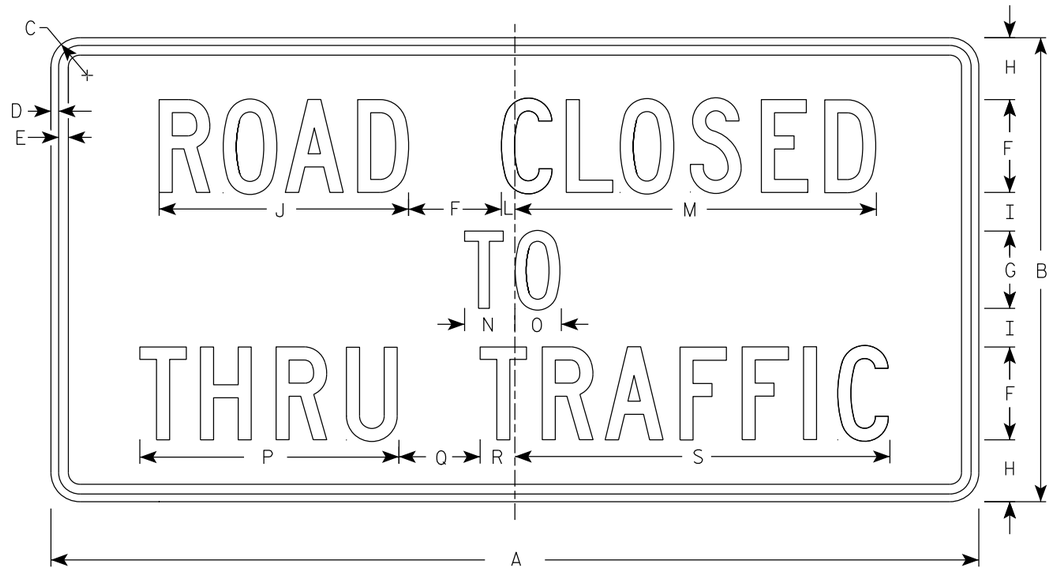
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 96 | E

7

7



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   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.

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	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

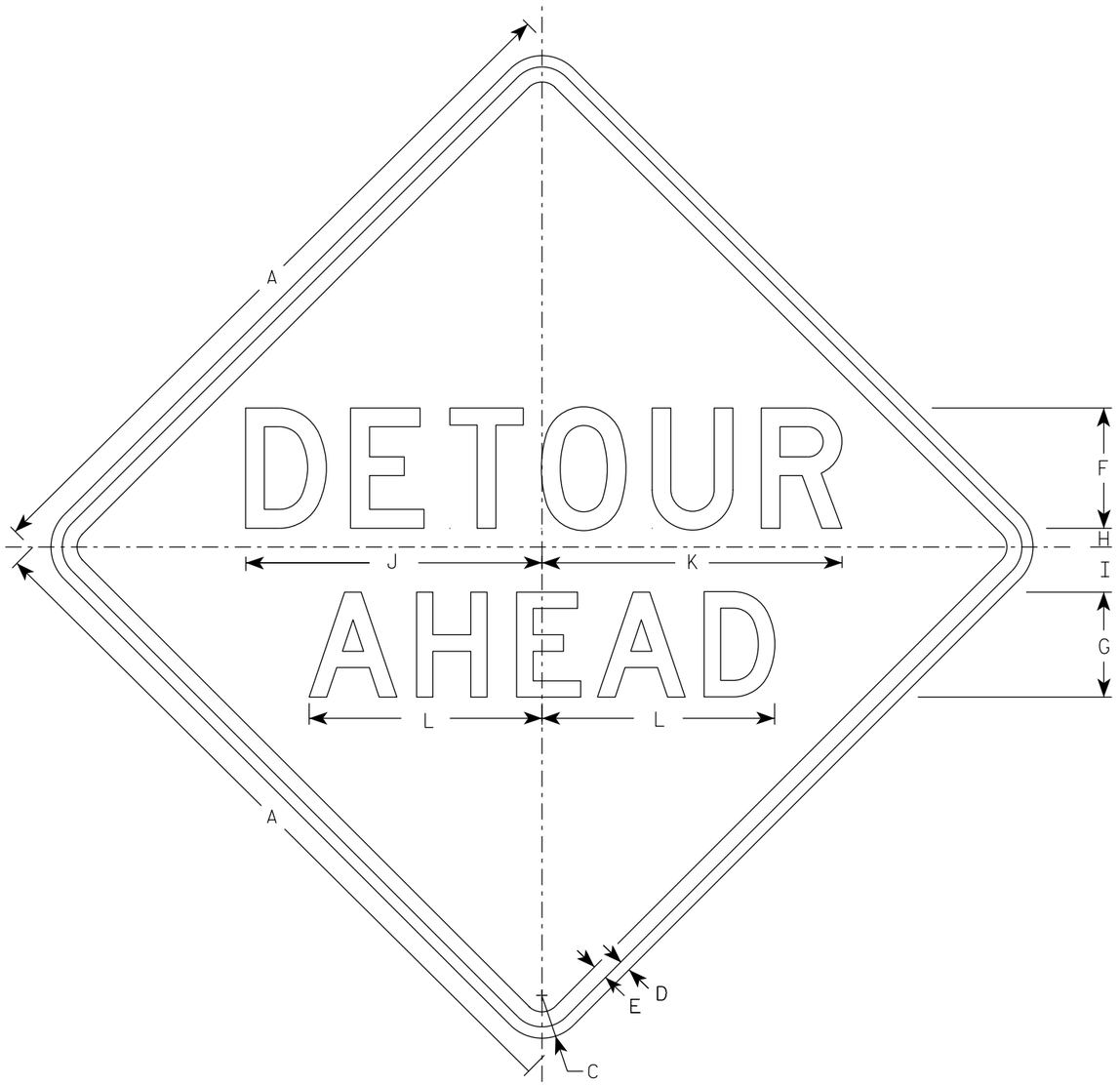
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

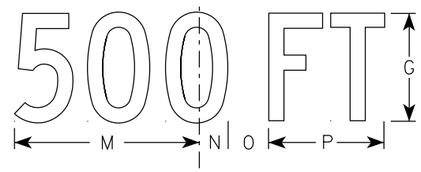
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

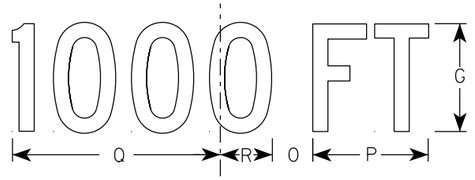
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 97 | E



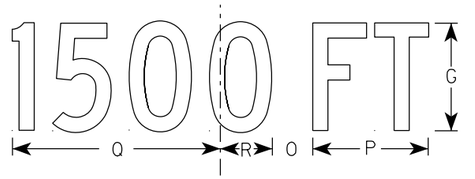
W20-2A



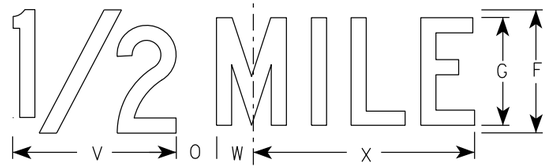
W20-2D



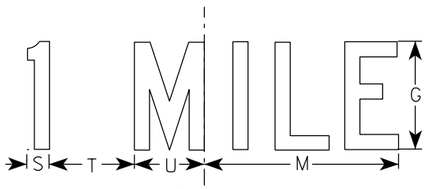
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

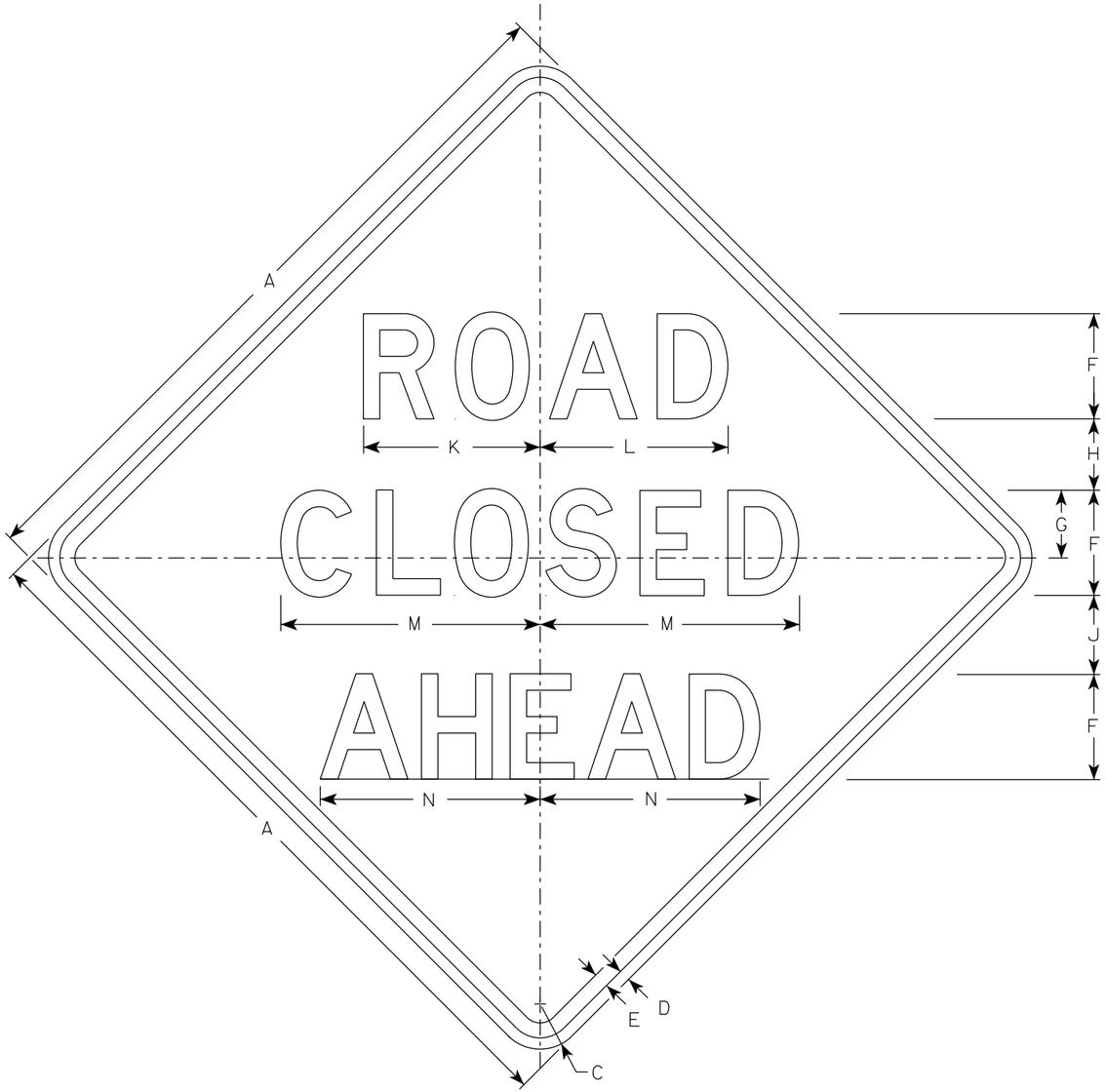
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

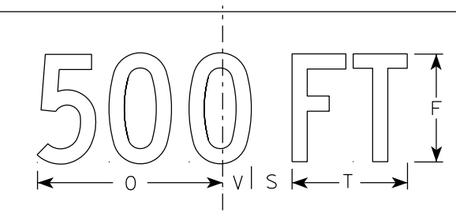
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

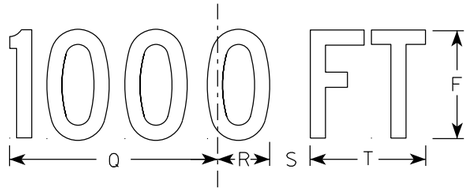
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



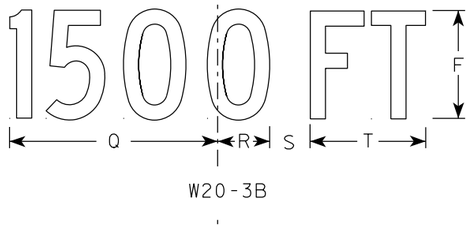
W20-3A



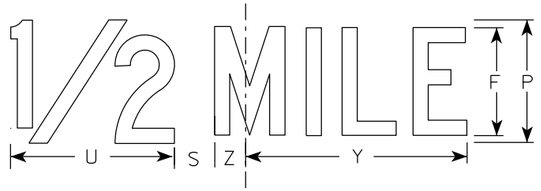
W20-3D



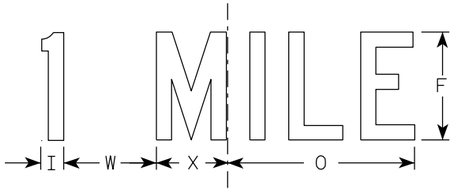
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

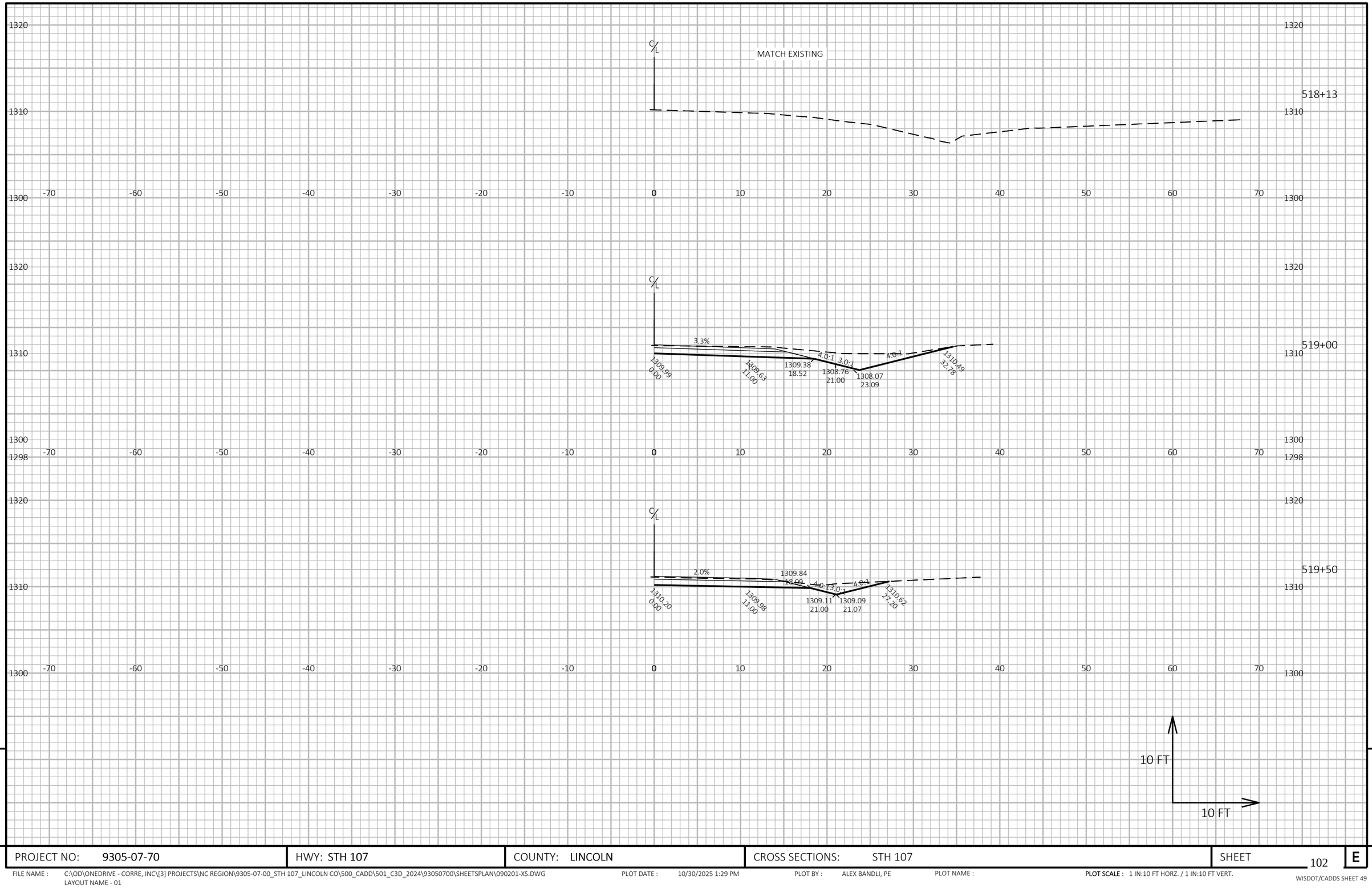
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 8
518+13.00	51813.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
519+00.00	51900.00	87.00	23.09	0.00	0.00	0.00	0.00	0.00	37	0	0	0	0	0	37	0	37
519+50.00	51950.00	50.00	10.34	0.00	0.00	0.00	0.00	0.00	31	0	0	0	0	0	68	0	68
520+00.00	52000.00	50.00	10.92	0.00	0.02	0.00	0.00	0.00	20	0	0	0	0	0	88	0	88
520+50.00	52050.00	50.00	21.11	0.00	0.00	0.00	0.00	0.00	30	0	0	0	0	0	118	0	118
521+00.00	52100.00	50.00	10.70	0.00	0.00	0.00	0.00	0.00	29	0	0	0	0	0	147	0	147
521+50.00	52150.00	50.00	7.97	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	164	0	164
522+00.00	52200.00	50.00	7.14	0.00	0.00	0.00	0.00	0.00	14	0	0	0	0	0	178	0	178
522+50.00	52250.00	50.00	6.18	0.00	0.00	0.00	0.00	0.00	12	0	0	0	0	0	190	0	190
523+00.00	52300.00	50.00	0.00	0.00	0.00	0.00	0.00	0.00	6	0	0	0	0	0	196	0	196
													TOTAL		196	0	196
680+06.00	68006.00	15706.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
680+25.00	68025.00	19.00	7.34	0.00	0.00	0.00	0.00	0.00	3	0	0	0	0	0	3	0	3
680+50.00	68050.00	25.00	6.14	0.00	0.00	0.00	0.00	0.00	6	0	0	0	0	0	9	0	9
680+75.00	68075.00	25.00	9.21	0.00	0.00	0.00	0.00	0.00	7	0	0	0	0	0	16	0	16
681+00.00	68100.00	25.00	10.48	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	25	0	25
682+00.00	68200.00	100.00	19.40	0.00	0.00	0.00	0.00	0.00	55	0	0	0	0	0	80	0	80
682+25.00	68225.00	25.00	17.96	0.00	0.00	0.00	0.00	0.00	17	0	0	0	0	0	97	0	97
682+50.00	68250.00	25.00	15.26	0.00	0.00	0.00	0.00	0.00	15	0	0	0	0	0	112	0	112
682+75.00	68275.00	25.00	10.47	0.00	0.00	0.00	0.00	0.00	12	0	0	0	0	0	124	0	124
683+00.00	68300.00	25.00	5.99	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	132	0	132
683+20.00	68320.00	20.00	0.00	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	134	0	134
													TOTAL		134	0	134
733+90.00	73390.00	5070.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
734+25.00	73425.00	35.00	8.52	0.00	0.00	0.00	0.00	0.00	6	0	0	0	0	0	6	0	6
734+50.00	73450.00	25.00	8.39	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	14	0	14
734+75.00	73475.00	25.00	9.58	0.00	0.00	0.00	0.00	0.00	8	0	0	0	0	0	22	0	22
735+00.00	73500.00	25.00	9.38	0.00	0.00	0.00	0.00	0.00	9	0	0	0	0	0	31	0	31
735+29.58	73529.58	29.58	0.00	0.00	0.00	0.00	0.00	0.00	5	0	0	0	0	0	36	0	36
													TOTAL		36	0	366
960+17.50	96017.50	22487.92	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
960+72.00	96072.00	54.50	110.74	0.00	11.58	0.00	0.00	0.00	112	0	12	0	0	0	112	15	97
961+24.01	96124.01	52.01	0.00	0.00	0.00	0.00	0.00	0.00	107	0	11	0	0	0	219	29	190
													TOTAL		219	29	190

STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
									NOTE 1	NOTE 2	NOTE 3				NOTE 1		NOTE 8
1167+88.13	116788.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0
1168+00.00	116800.00	11.87	3.94	0.00	0.65	0.00	0.00	0.00	1	0	0	0	0	0	1	0	1
1169+00.00	116900.00	100.00	4.25	0.00	0.43	0.00	0.00	0.00	15	0	2	0	0	0	16	3	14
1169+18.13	116918.13	18.13	6.04	0.00	0.78	0.00	0.00	0.00	3	0	0	0	0	0	19	3	17
1169+38.13	116938.13	20.00	30.22	7.33	0.00	0.00	0.00	0.00	13	3	0	0	0	0	32	3	27
1169+52.97	116952.97	14.84	27.53	7.33	0.00	0.00	0.00	0.00	16	4	0	0	0	0	48	3	39
1169+64.85	116964.85	11.88	26.09	7.33	0.00	0.00	0.00	0.00	12	3	0	0	0	0	60	3	48
1170+00.00	117000.00	35.15	41.78	7.33	0.00	0.00	0.00	0.00	44	10	0	0	0	0	104	3	82
1170+02.31	117002.31	2.31	41.90	7.33	0.00	0.00	0.00	0.00	4	1	0	0	0	0	108	3	85
1170+10.31	117010.31	8.00	41.97	7.33	0.00	0.00	0.00	0.00	12	2	0	0	0	0	120	3	95
1170+80.48	117080.48	70.17	27.17	7.33	0.00	0.00	0.00	0.00	90	19	0	0	0	0	210	3	166
1170+92.48	117092.48	12.00	27.94	7.33	0.00	0.00	0.00	0.00	12	3	0	0	0	0	222	3	175
1171+00.00	117100.00	7.52	29.51	7.33	0.00	0.00	0.00	0.00	8	2	0	0	0	0	230	3	181
1171+07.20	117107.20	7.20	31.31	7.33	0.00	0.00	0.00	0.00	8	2	0	0	0	0	238	3	187
1171+27.20	117127.20	20.00	6.85	0.00	0.00	0.00	0.00	0.00	14	3	0	0	0	0	252	3	198
1172+00.00	117200.00	72.80	4.07	0.00	1.00	0.00	0.00	0.00	15	0	1	0	0	0	267	4	211
1172+57.20	117257.20	57.20	0.00	0.00	0.00	0.00	0.00	0.00	4	0	1	0	0	0	271	5	214

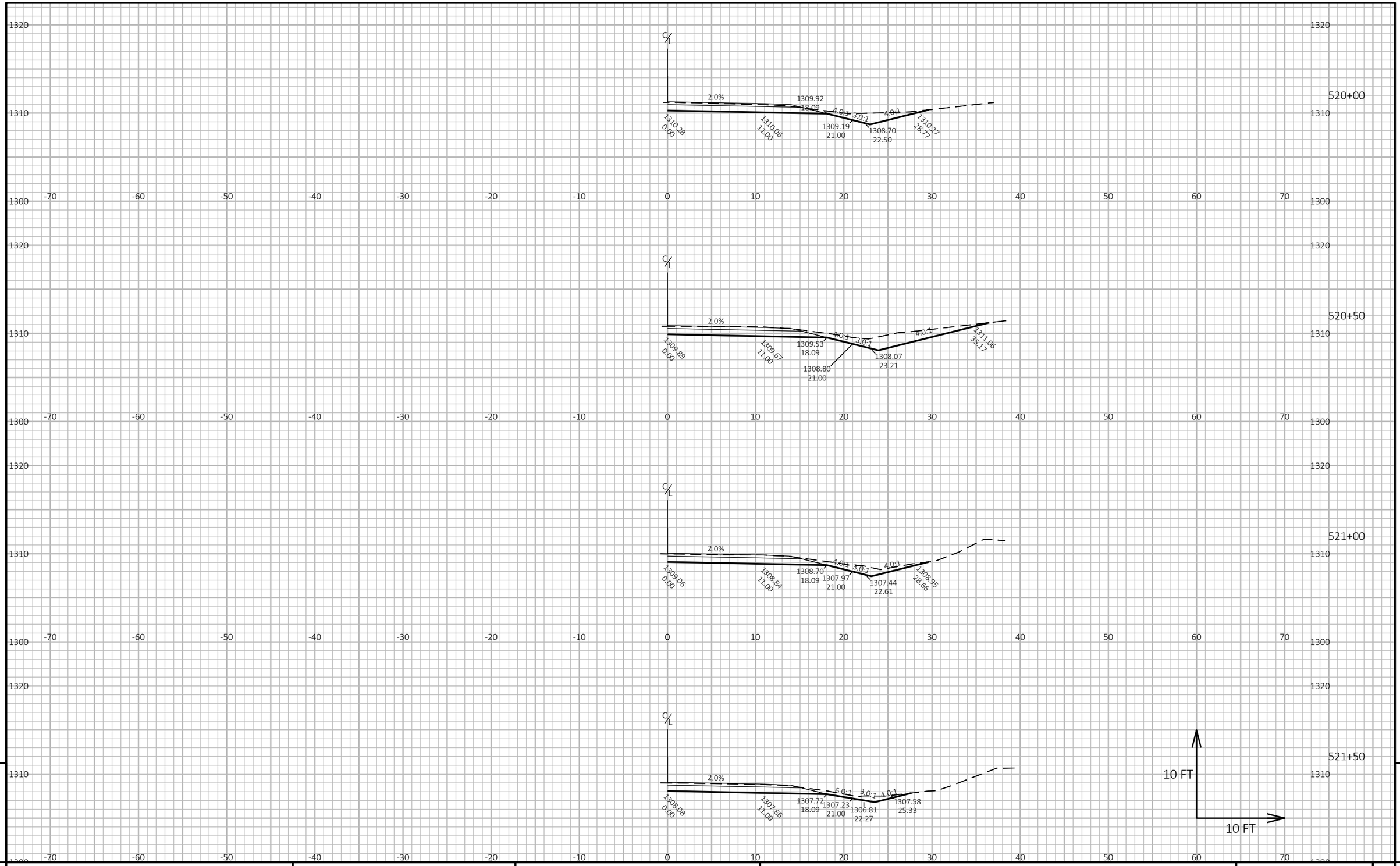


PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 102	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

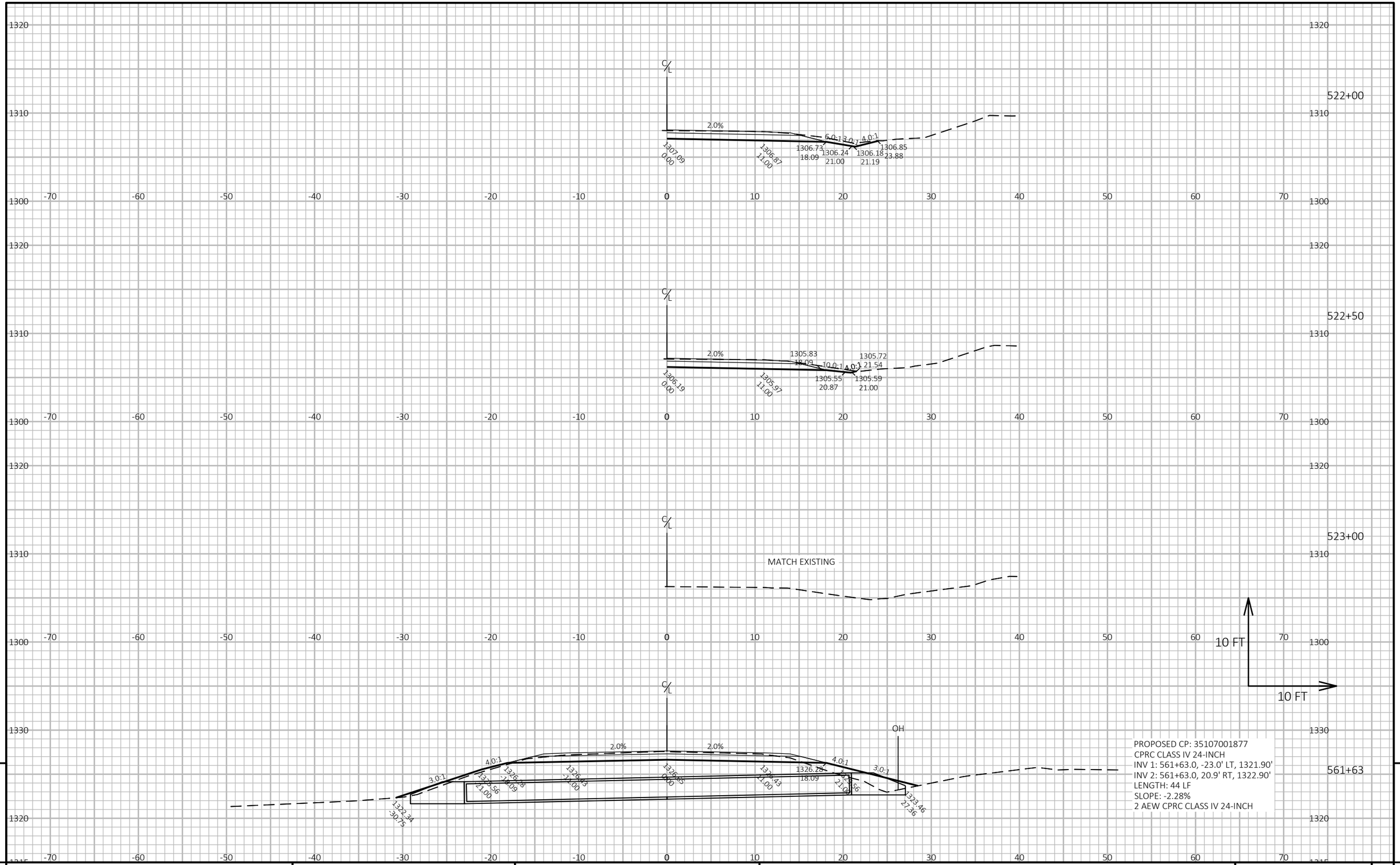
9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 103	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



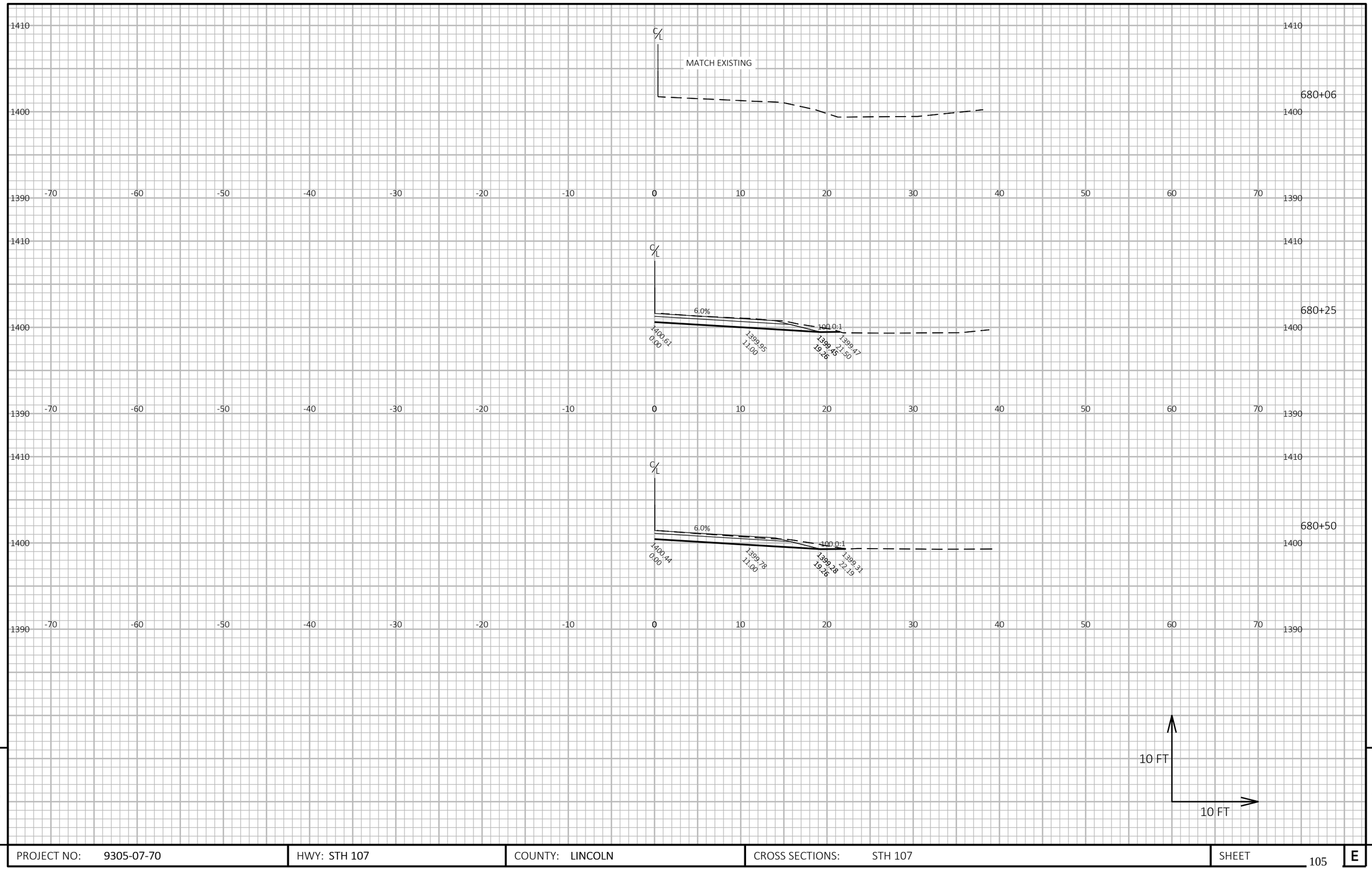
9

9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 104	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

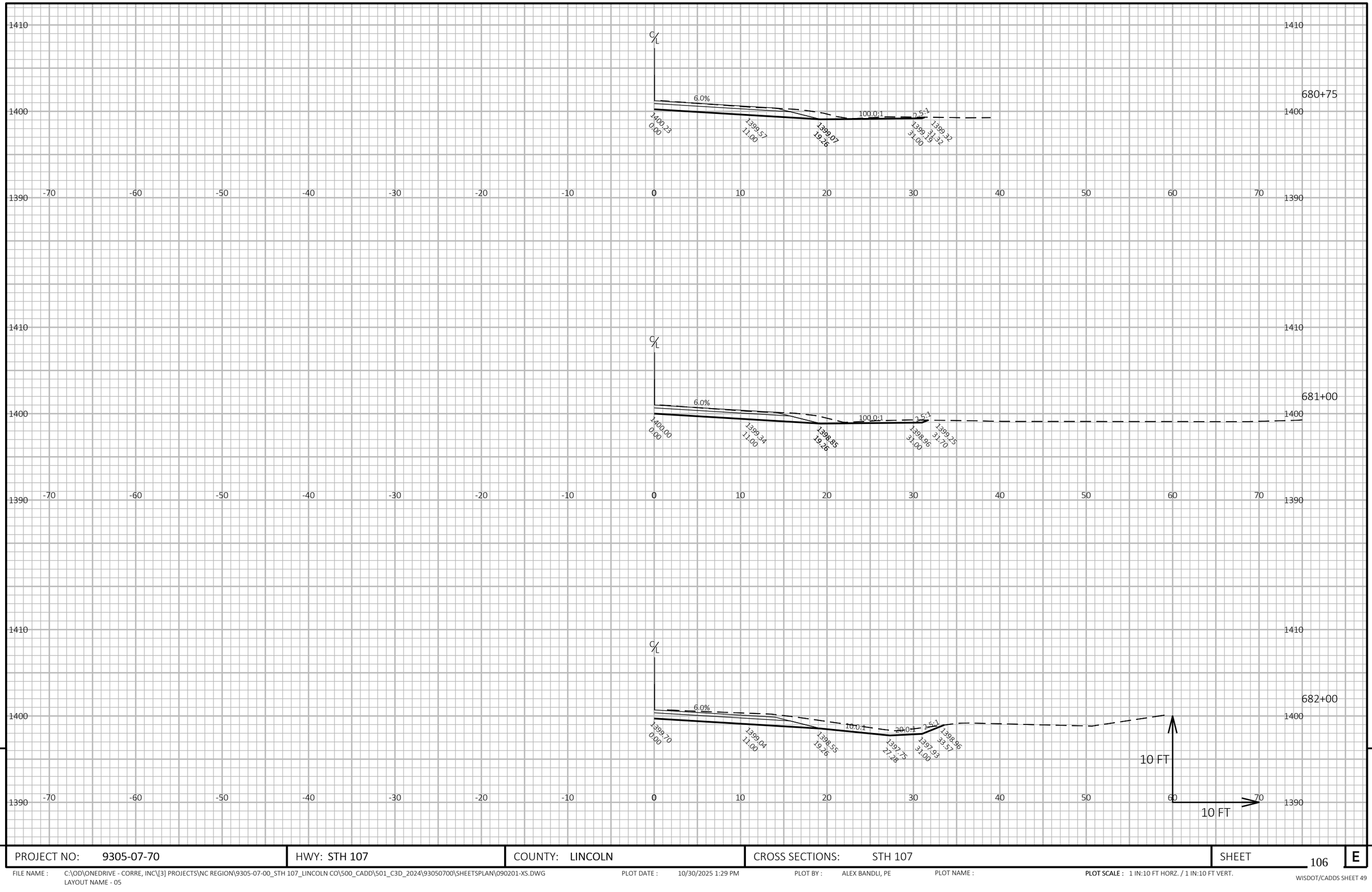
9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 105	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

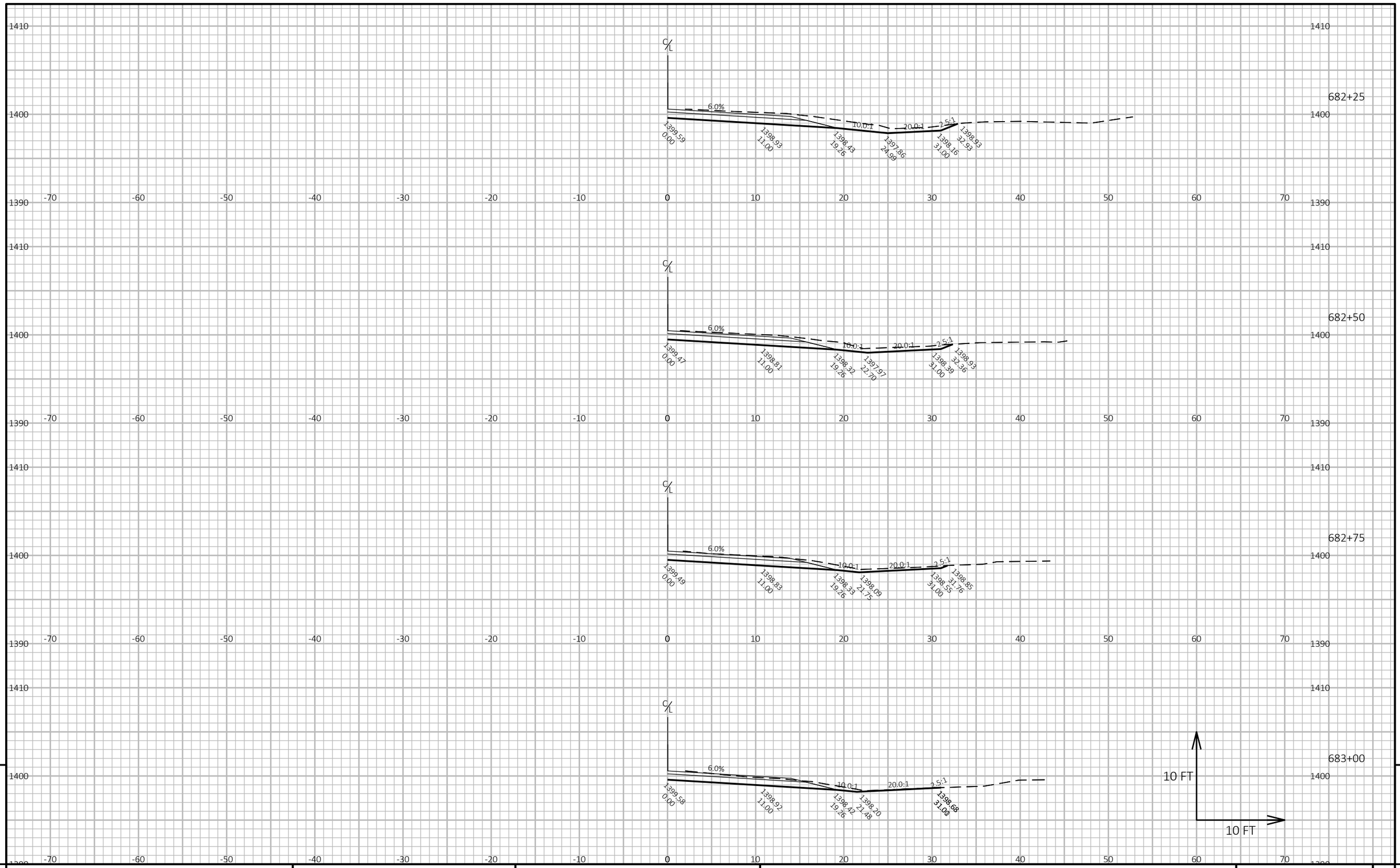


9

9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 106	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05
PLOT DATE : 10/30/2025 1:29 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

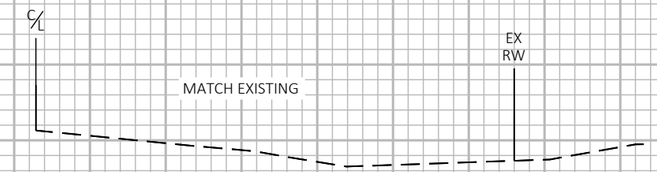
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 107	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

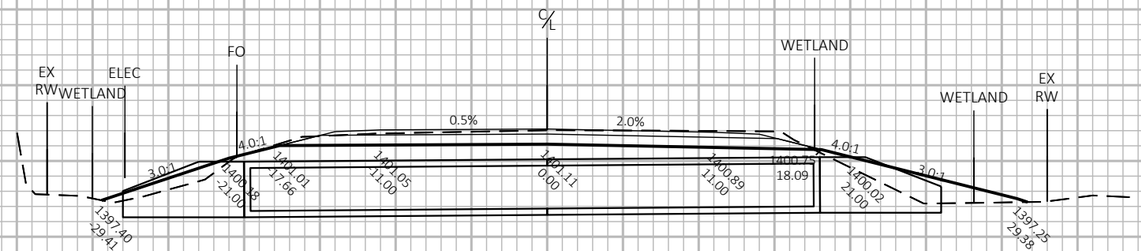
PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

683+20

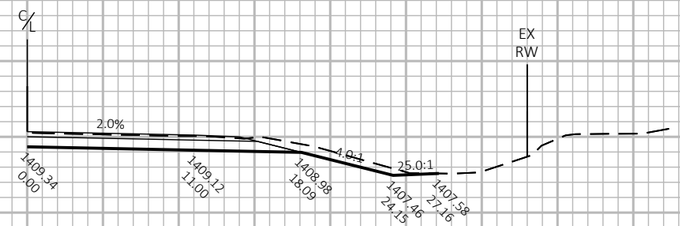


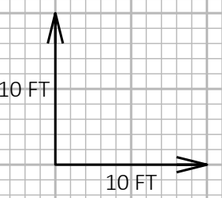
728+10



PROPOSED CP: 35107001893
CPRCHE CLASS HE-IV 34x53-INCH
INV 1: 728+10.0, -20.0' LT, 1396.70'
INV 2: 728+10.0, 18.0' RT, 1397.00'
LENGTH: 38 LF
SLOPE: -0.79%
2 AEW CPRCHE CLASS HE-IV 34x53-INCH

734+25





9

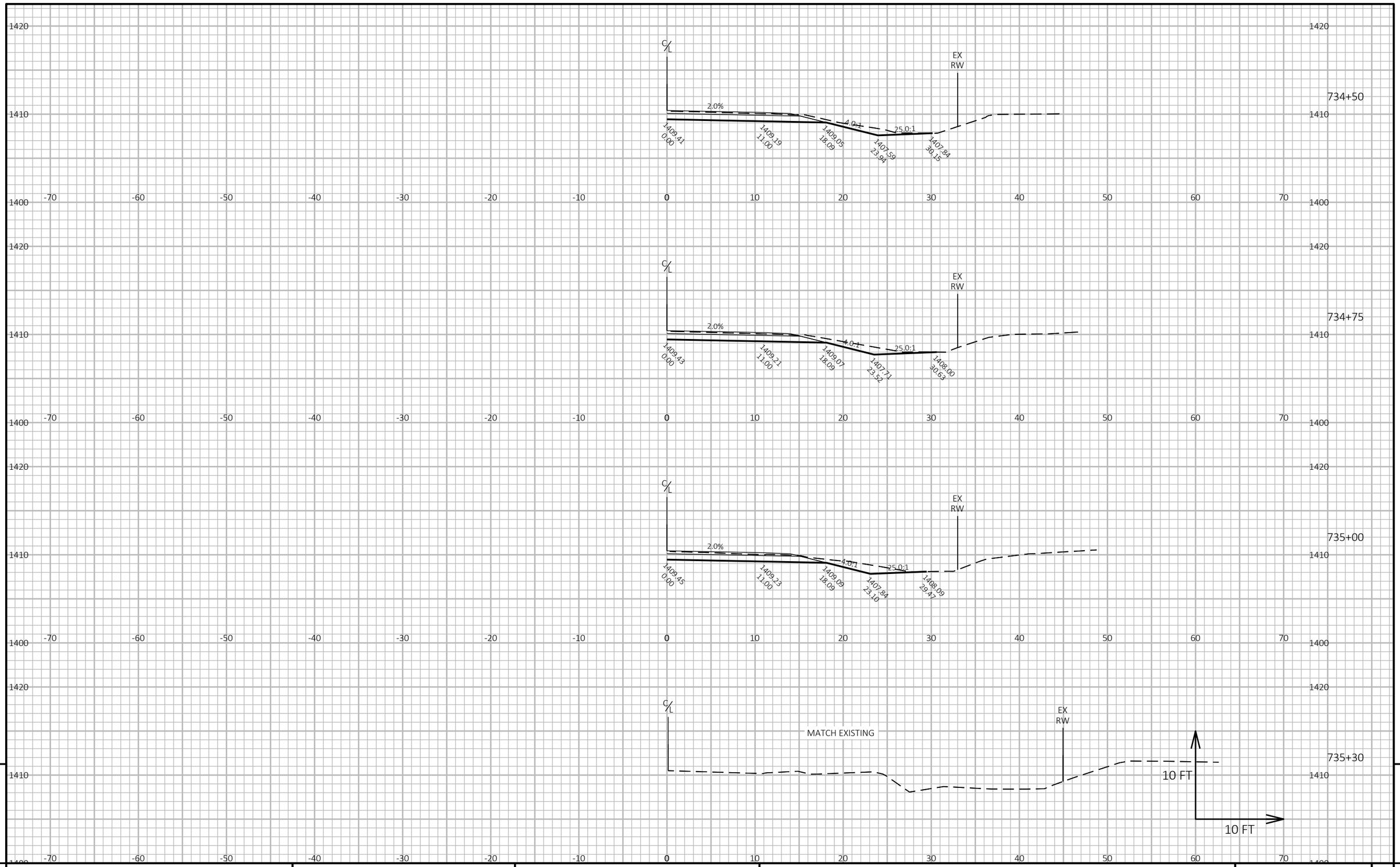
9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 108	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

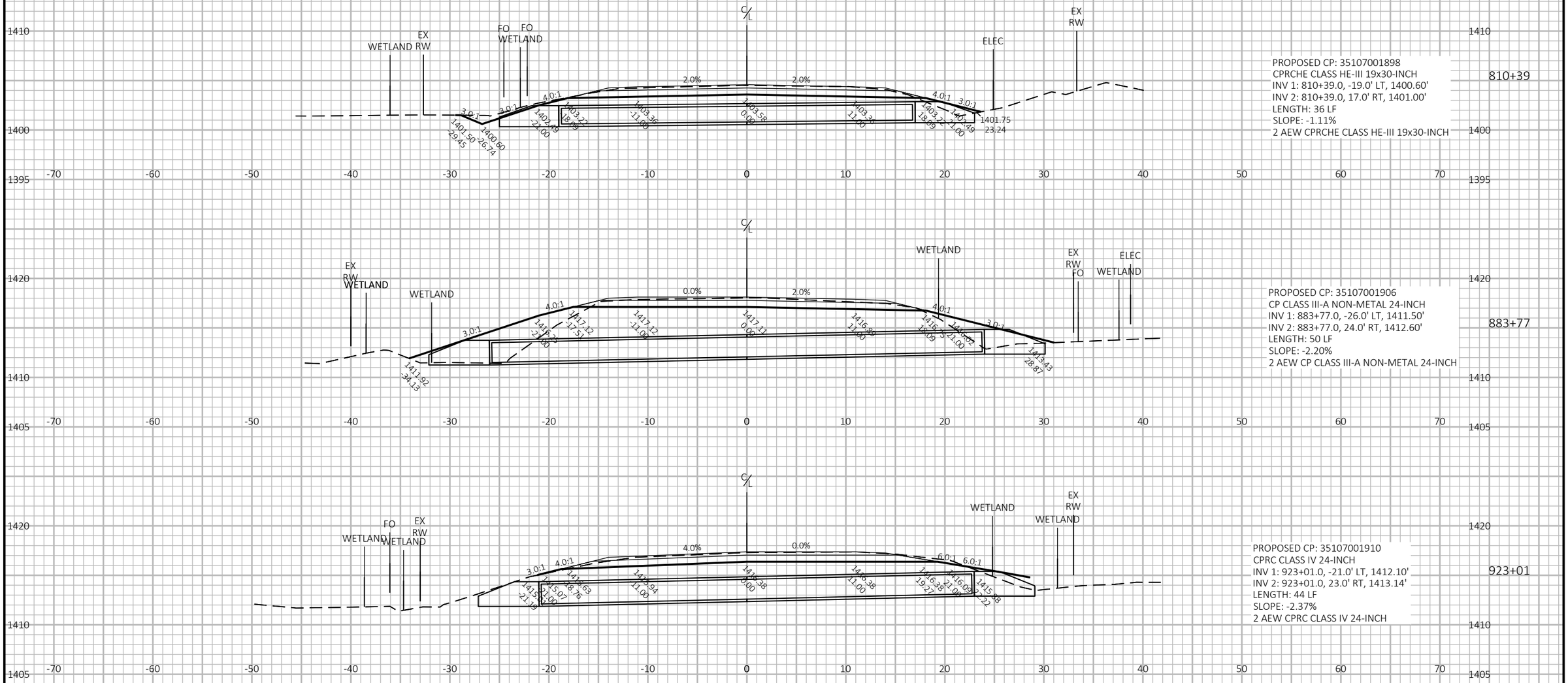
9

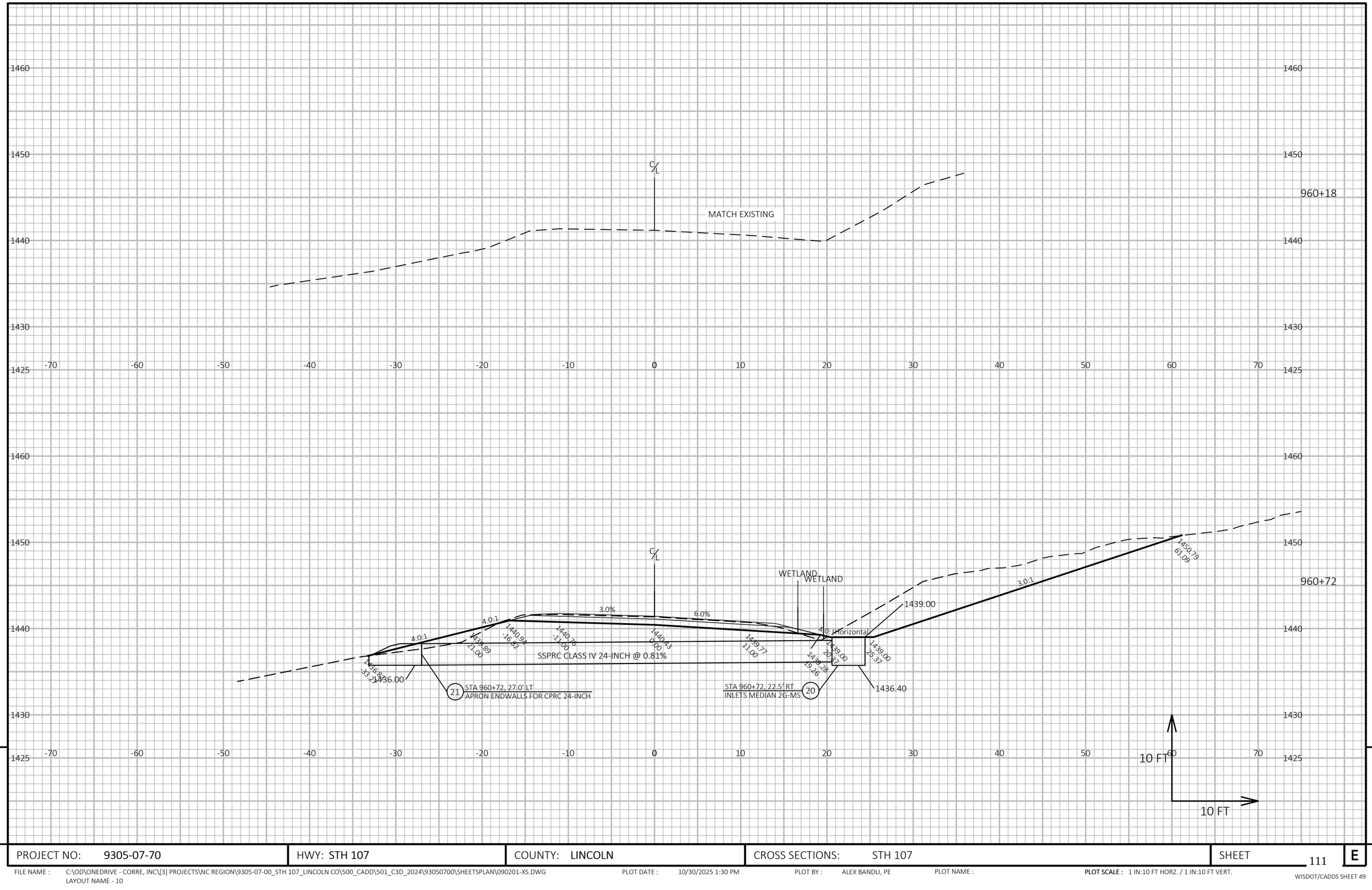
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 109	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/30/2025 1:29 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


C/L
EX RW
WETLAND
EX RW
FO
FO
WETLAND
ELEC
2.0%
2.0%
4.0:1
3.0:1
3.0:1
4.0:1
3.0:1
1403.22
18.09
1403.36
-11.00
1403.58
0.00
1403.36
11.00
1403.22
18.09
1402.49
-21.00
1403.49
-21.00
1401.50
-29.45
1400.60
-26.74
1401.75
23.24
1410
1400
1395
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
PROPOSED CP: 35107001898
CPRCHE CLASS HE-III 19x30-INCH
INV 1: 810+39.0, -19.0' LT, 1400.60'
INV 2: 810+39.0, 17.0' RT, 1401.00'
LENGTH: 36 LF
SLOPE: -1.11%
2 AEW CPRCHE CLASS HE-III 19x30-INCH
810+39
C/L
WETLAND
EX RW
ELEC
EX RW
WETLAND
WETLAND
FO
WETLAND
0.0%
2.0%
4.0:1
3.0:1
4.0:1
3.0:1
1417.12
-17.57
1417.12
-11.00
1417.11
0.00
1416.89
11.00
1416.75
18.09
1416.22
-21.00
1416.57
-21.00
1411.92
-30.13
1413.43
28.87
1420
1410
1405
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
PROPOSED CP: 35107001906
CP CLASS III-A NON-METAL 24-INCH
INV 1: 883+77.0, -26.0' LT, 1411.50'
INV 2: 883+77.0, 24.0' RT, 1412.60'
LENGTH: 50 LF
SLOPE: -2.20%
2 AEW CP CLASS III-A NON-METAL 24-INCH
883+77
C/L
WETLAND
EX RW
WETLAND
FO
EX RW
WETLAND
4.0%
0.0%
6.0:1
6.0:1
3.0:1
4.0:1
1415.07
-28.76
1414.63
-11.00
1414.94
0.00
1414.38
11.00
1414.38
19.27
1416.08
21.00
1415.22
28.58
1411.19
-21.00
1420
1410
1405
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
PROPOSED CP: 35107001910
CPRC CLASS IV 24-INCH
INV 1: 923+01.0, -21.0' LT, 1412.10'
INV 2: 923+01.0, 23.0' RT, 1413.14'
LENGTH: 44 LF
SLOPE: -2.37%
2 AEW CPRC CLASS IV 24-INCH
923+01
10 FT
10 FT
9
9
PROJECT NO: 9305-07-70
HWY: STH 107
COUNTY: LINCOLN
CROSS SECTIONS: STH 107
SHEET 110
E
FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09
PLOT DATE : 10/30/2025 1:30 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 111	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/30/2025 1:30 PM

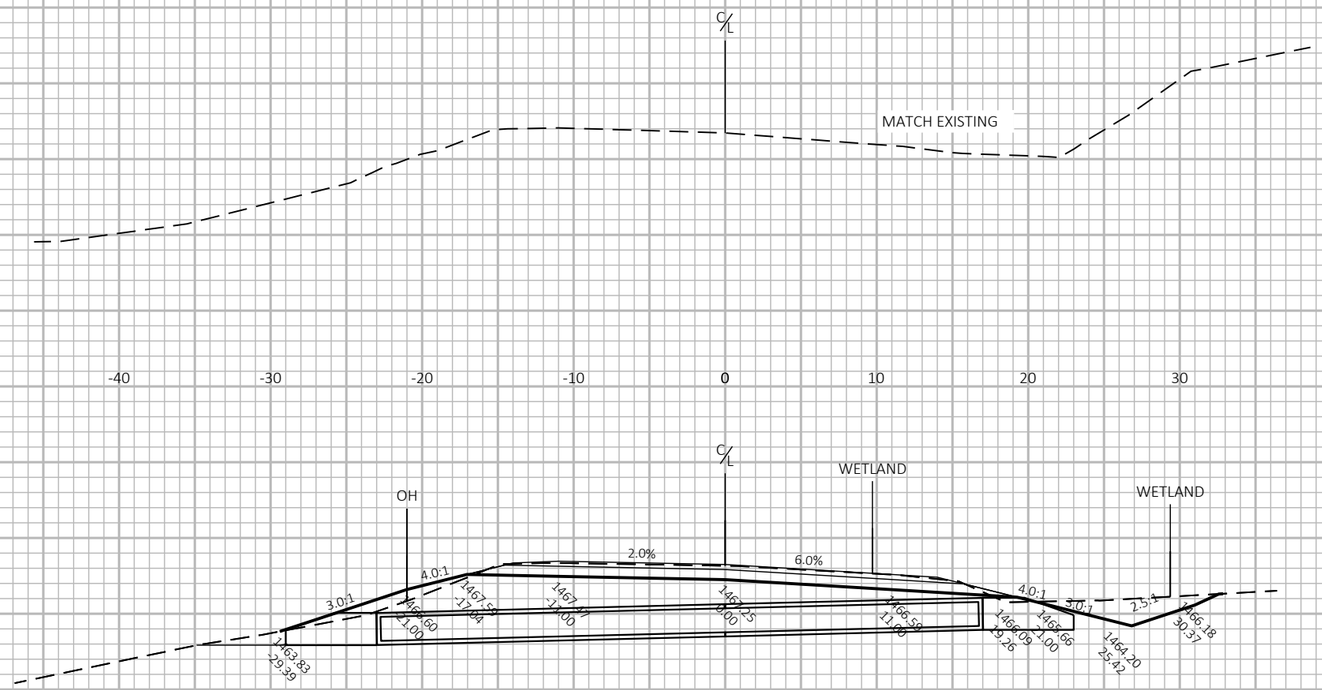
PLOT BY : ALEX BANDLI, PE

PLOT NAME :

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

WISDOT/CADDS SHEET 49

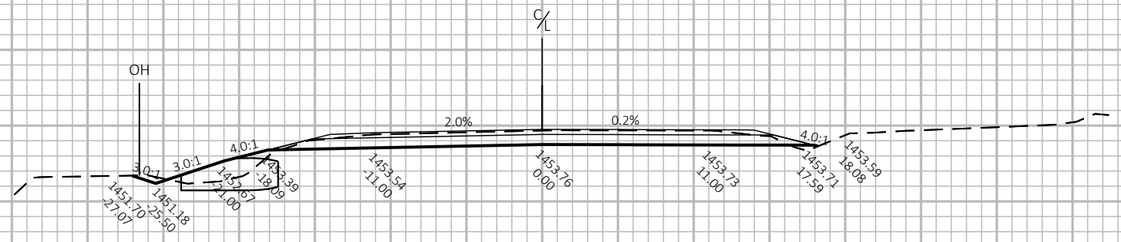
961+24

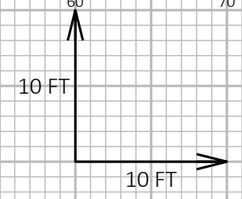


1020+35

PROPOSED CP: 35107001918
CPRCHE CLASS HE-IV 19x30-INCH
INV 1: 1020+35.0, -23.0' LT, 1463.20'
INV 2: 1020+35.0, 17.0' RT, 1464.20'
LENGTH: 40 LF
SLOPE: -2.50%
2 AEW CPRCHE CLASS HE-IV 19x30-INCH

1025+98





9

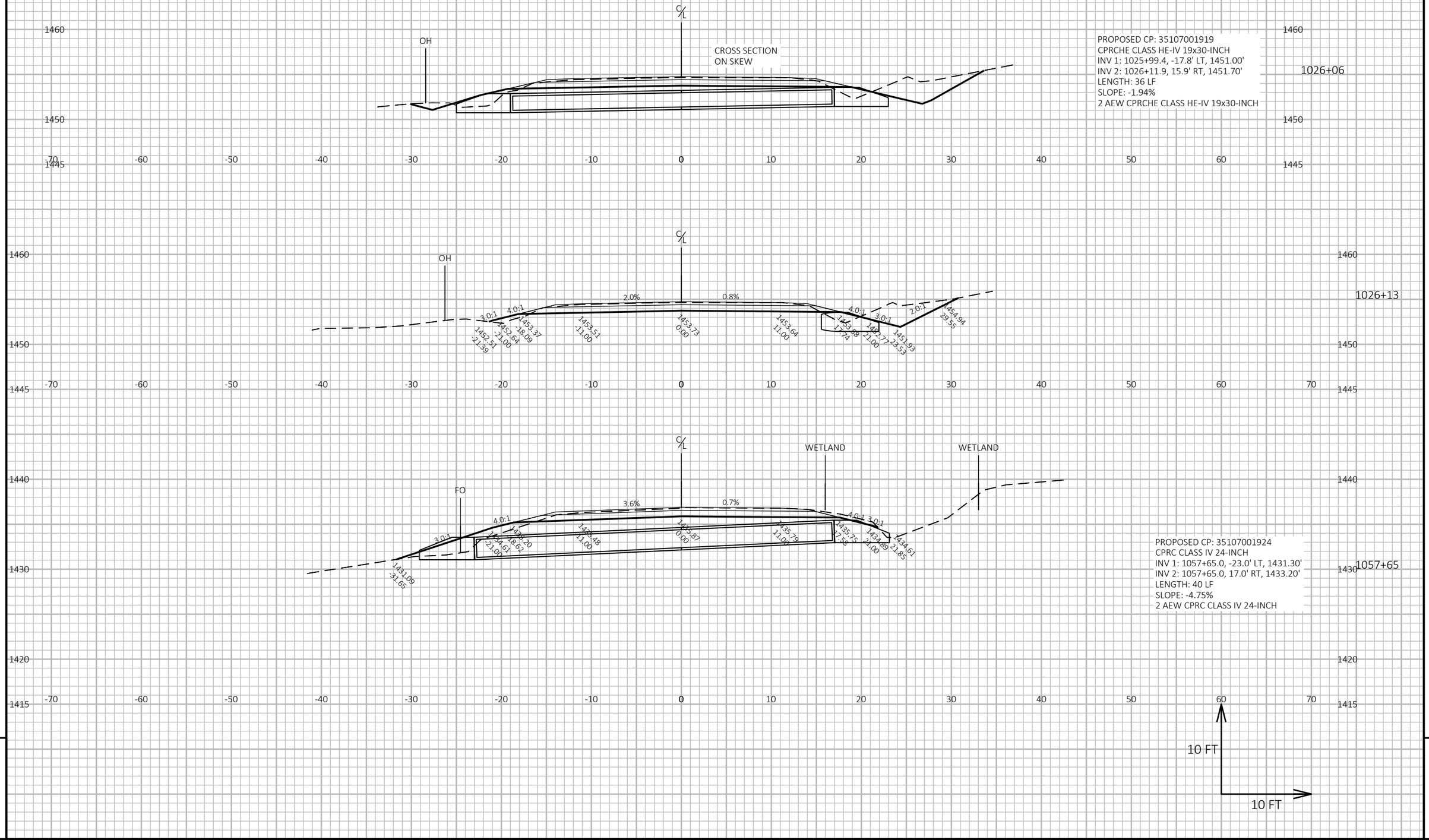
9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 112	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

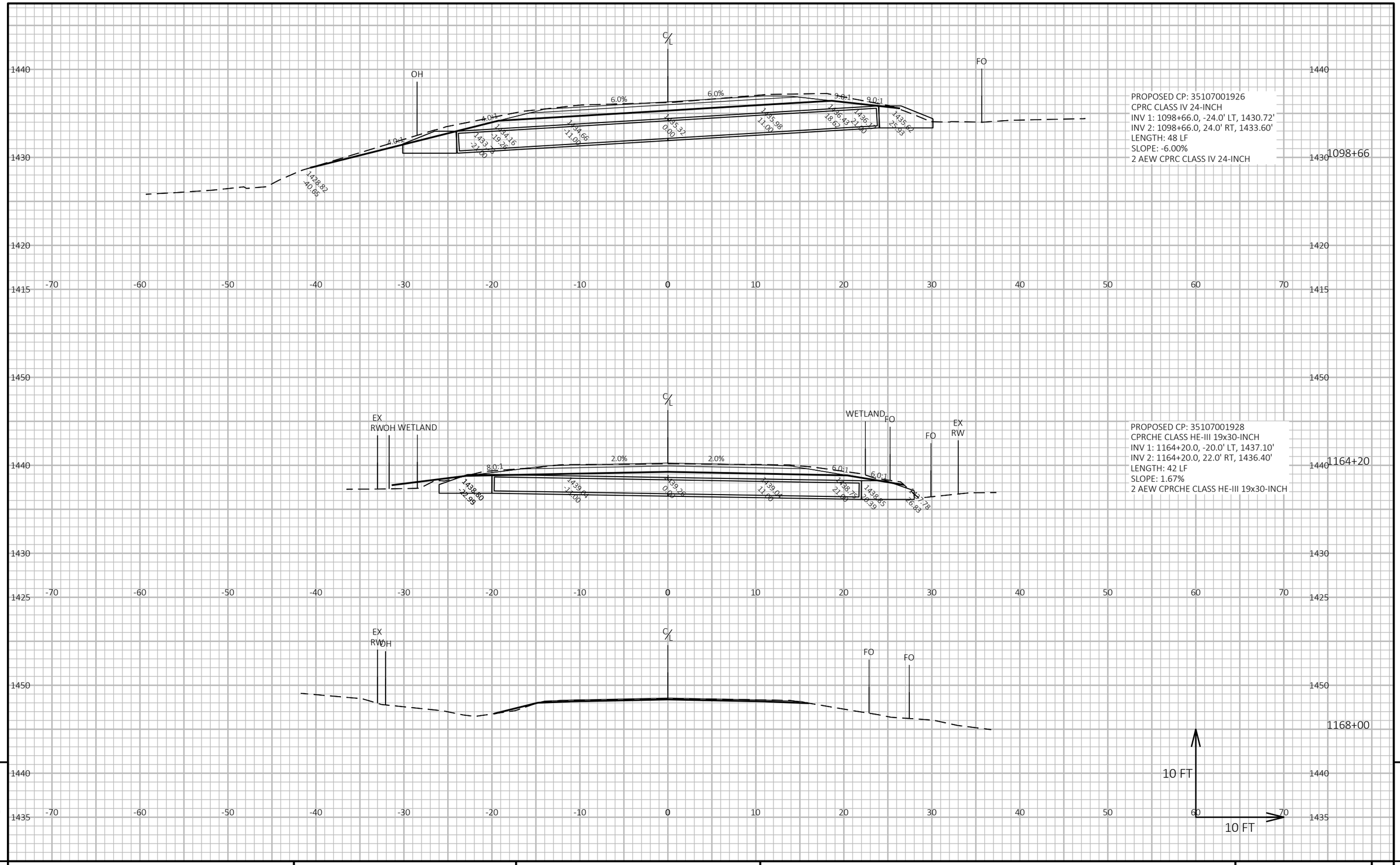
PLOT DATE : 10/30/2025 1:30 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



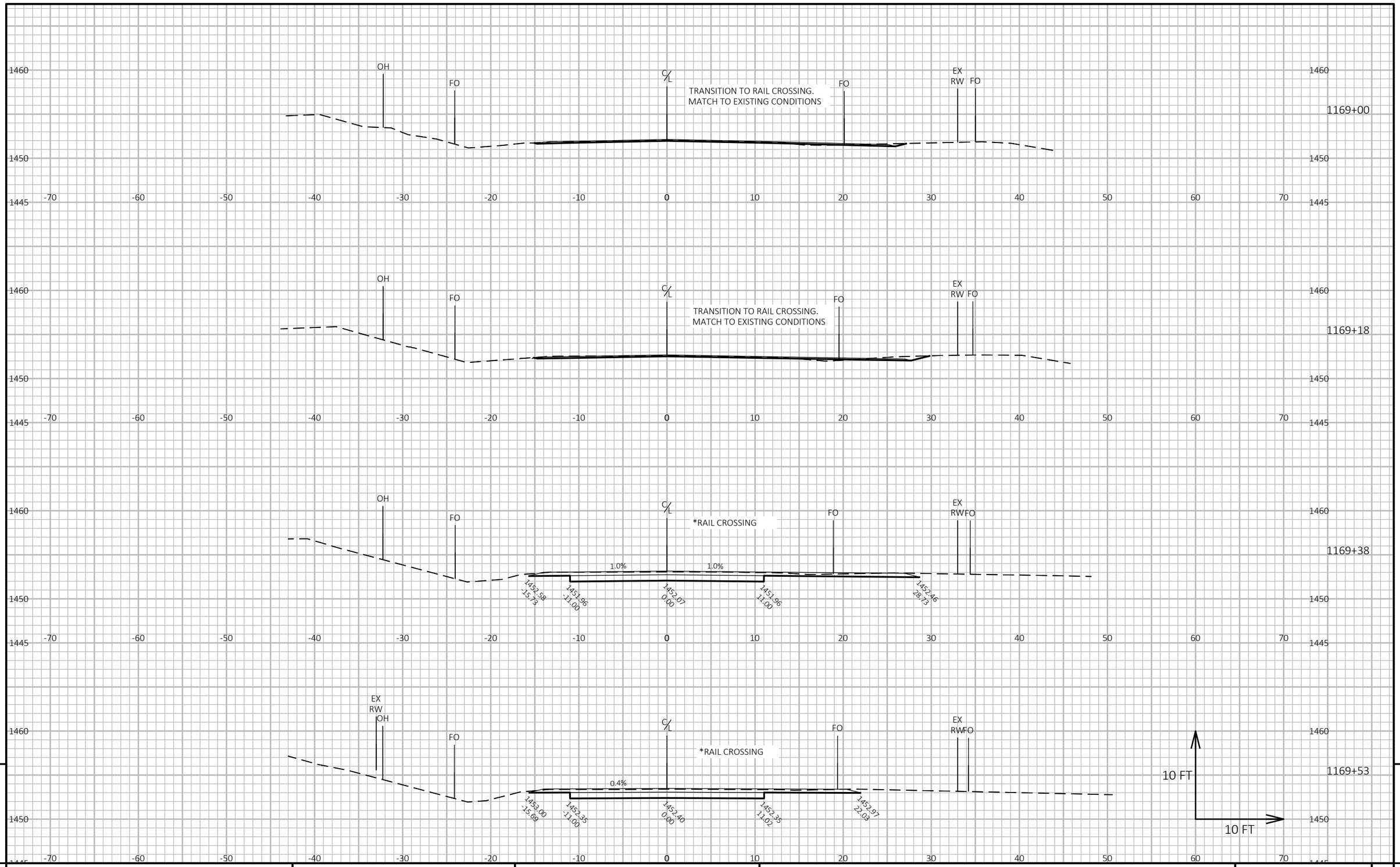
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 113	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12
PLOT DATE : 10/30/2025 1:30 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 114 E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13
PLOT DATE : 10/30/2025 1:30 PM
PLOT BY : ALEX BANDLI, PE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

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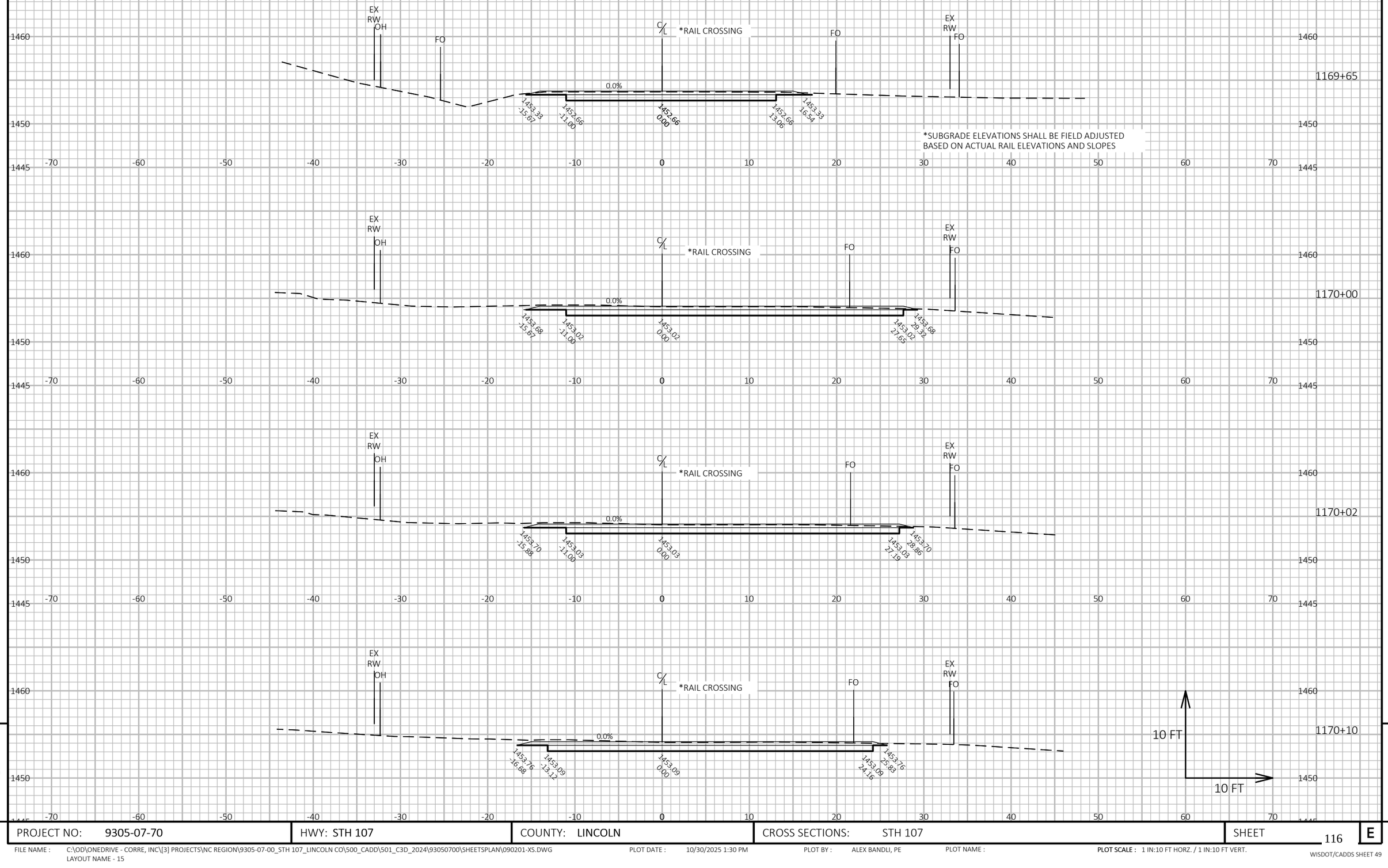
PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 115	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/30/2025 1:30 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 116	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

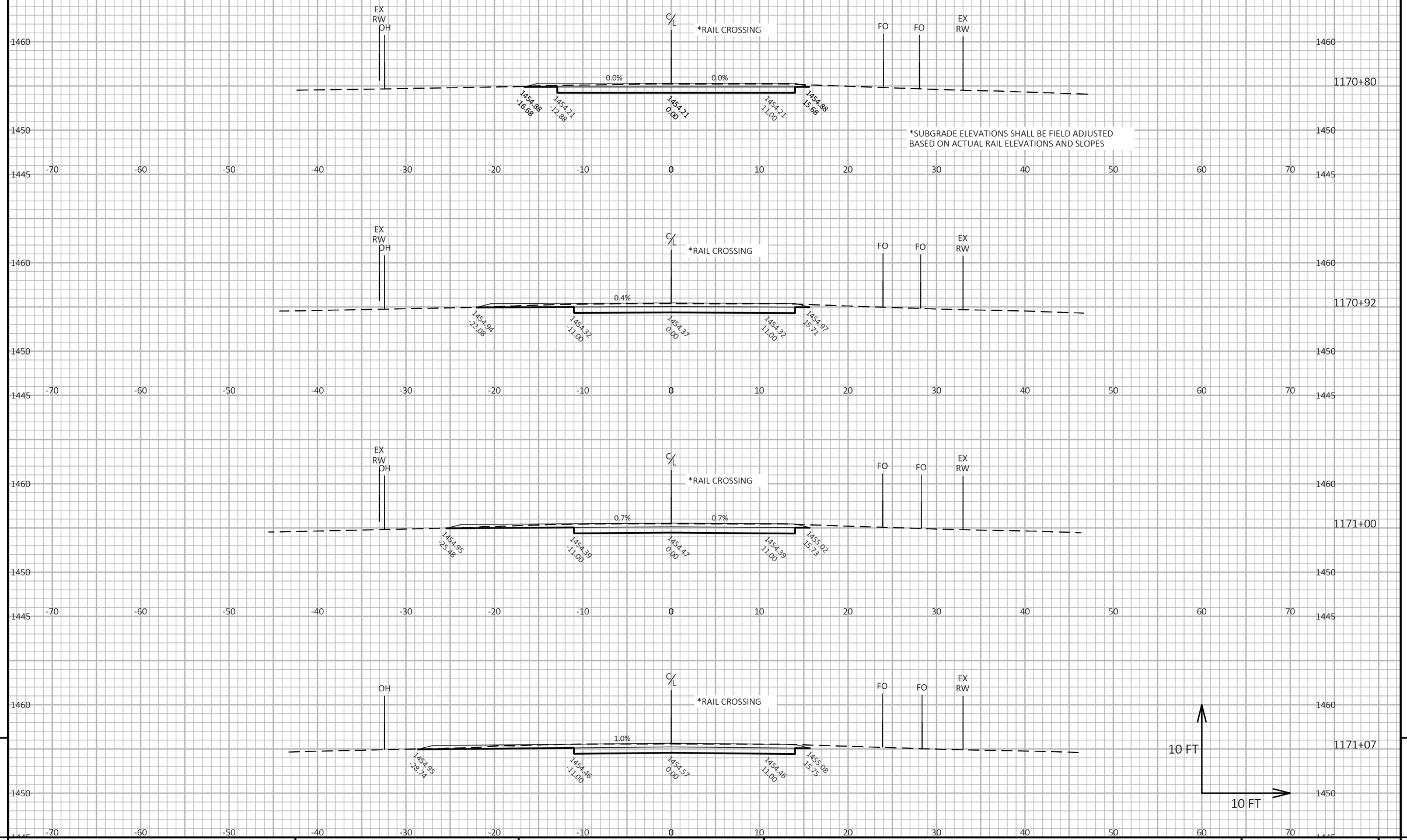
PLOT DATE : 10/30/2025 1:30 PM

PLOT BY : ALEX BANDLI, PE

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

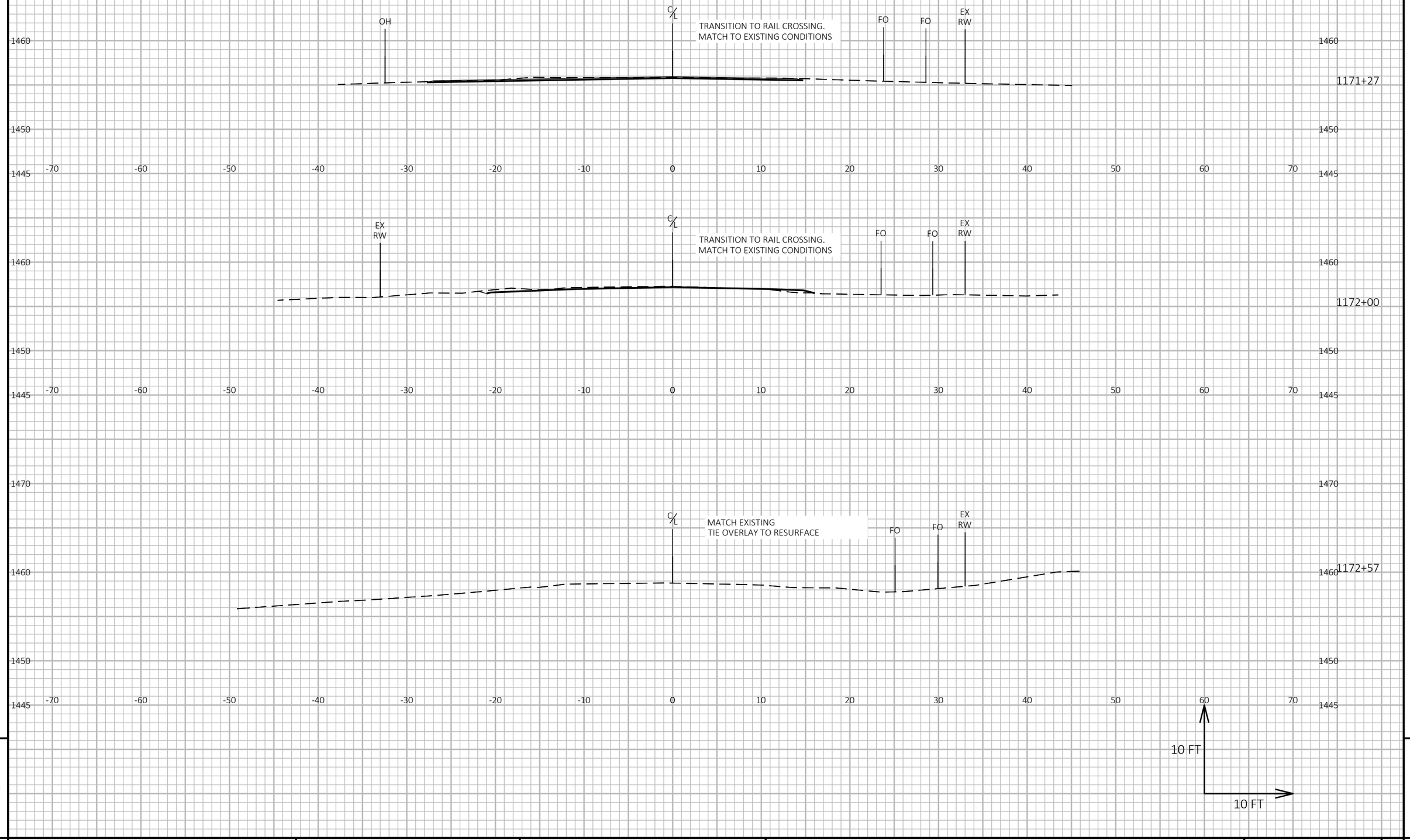
9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 117	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/30/2025 1:30 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

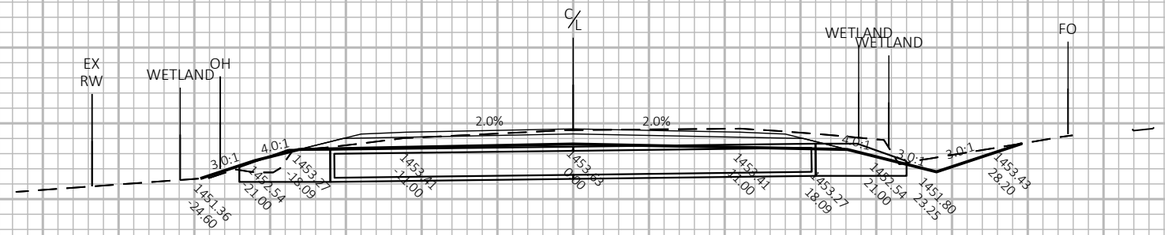
9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 118	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

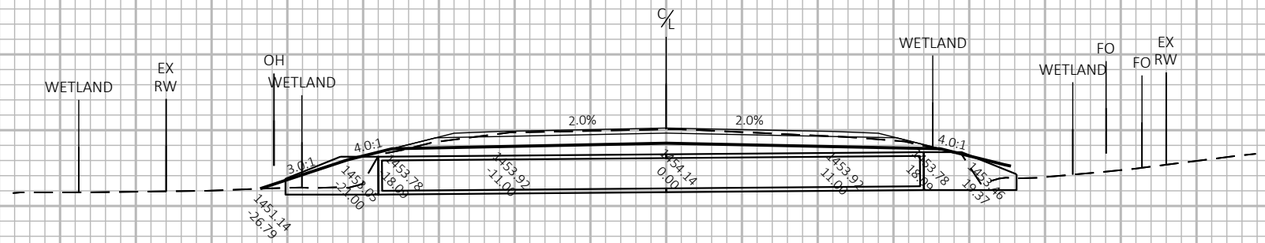
PLOT DATE : 10/30/2025 1:30 PM PLOT BY : ALEX BANDLI, PE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



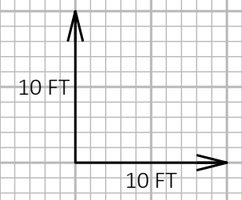
PROPOSED CP: 35107001930
CPRCHE CLASS HE-IV 19x30-INCH
INV 1: 1189+15.0, -16.0' LT, 1451.40'
INV 2: 1189+15.0, 16.0' RT, 1451.80'
LENGTH: 32 LF
SLOPE: -1.25%
2 AEW CPRCHE CLASS HE-IV 19x30-INCH

1189+15



PROPOSED CP: 35107001932
CPRC CLASS IV 24-INCH
INV 1: 1203+08.0, -19.0' LT, 1451.00'
INV 2: 1203+08.0, 17.0' RT, 1451.30'
LENGTH: 36 LF
SLOPE: -0.83%
2 AEW CPRC CLASS IV 24-INCH

1203+08



9

9

PROJECT NO: 9305-07-70	HWY: STH 107	COUNTY: LINCOLN	CROSS SECTIONS: STH 107	SHEET 119	E

FILE NAME : C:\OD\ONEDRIVE - CORRE, INC\[3] PROJECTS\NC REGION\9305-07-00_STH 107_LINCOLN CO\500_CADD\501_C3D_2024\93050700\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/30/2025 1:31 PM PLOT BY : ALEX BANDLI, PE 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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