GRE

Jan 11, 2022

PROJECT ID: 6498-06-71

WITH: N/A

COUNTY: OUTAGAMIE

ORDER OF SHEETS

TOTAL SHEETS = 134

23

N

DESIGN DESIGNATION

A.A.D.T.	(2022)	=	6,650
A.A.D.T.	(2042)	=	7,720
D.H.V.		=	930
D.D.		=	59/41
T.		=	9.0%
DESIGN SPEED		=	30 MPH
ESALS		=	1,558,304

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'FR)
- 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

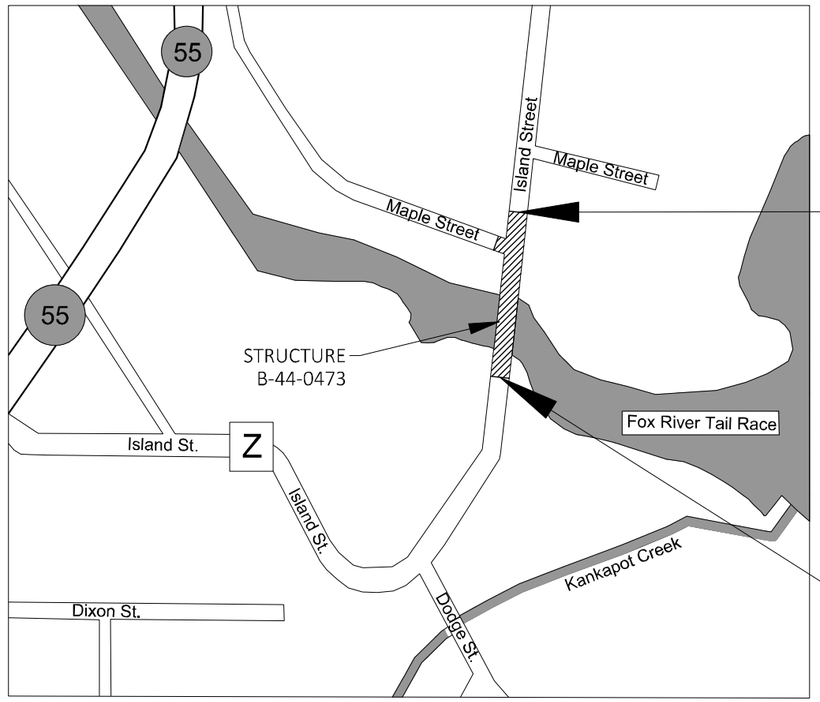
C KAUKAUNA, ISLAND STREET

(POWER CANAL TAIL RACE)

LOCAL STREET
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6498-06-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6498-06-71		



END PROJECT
STA 12+00.00
X=864,164.40
Y=568,034.92

BEGIN PROJECT
STA 8+86.00
X=864,113.31
Y=567,725.11

LAYOUT
SCALE 0 400 FT

TOTAL NET LENGTH OF CENTERLINE = 0.059 MILE

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE NAD83(2011) WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), OUTAGAMIE COUNTY, U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL DATUM IS SITE SPECIFIC, REFERENCED TO NAVD88(2012 ELLIPSOID HEIGHTS) GEOID 12B. CONTRACTOR TO USE VERTICAL CONTROL AS PROVIDED ON PLAN. FIELD WORK PERFORMED JULY 2019.

ACCEPTED FOR
CITY OF KAUKAUNA

July 8, 2021 (Date)

John W. Sundelius, P.E. Director of Public Works

ORIGINAL PLANS PREPARED BY

MSA
1702 Pankratz Street, Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664

DATE: 7/12/21 (Professional Engineer)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	JODI JAROSINSKI, P.E.
Regional Examiner	NE-L REGION
Regional Supervisor	BRIAN A. EDWARDS, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/8/2021 (Signature)

E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\010101-TI.DWG PLOT DATE : 5/18/2021 10:35 AM PLOT BY : JASON DOLENS PLOT NAME :

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 AREA THAT ARE NOT SHOWN.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FACE OF CURB.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER OR AT LOCATIONS SHOWN IN THE PLANS. SIDEWALK REPLACEMENT SHOULD BE TO THE NEAREST JOINT. LIMITS ARE APPROXIMATE AND ARE TO BE VERIFIED IN THE FIELD BY THE ENGINEER.

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE EROSION CONTROL FEATURES ARE SHOWN ON THE PLAN AND ARE AT SUGGESTED LOCATIONS. EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

OFFSETS FOR INLETS AND MANHOLES ARE GIVEN TO THE CENTER OF STRUCTURE. STORM SEWER PIPE LENGTHS ARE TO CENTER OF STRUCTURES.

ELEVATIONS SHOWN ON THE STORM SEWER SHEETS ARE AT THE FLANGE OF THE CASTING. A MINIMUM 6" OF ADJUSTMENT RINGS ARE REQUIRED UNLESS OTHERWISE NOTED.

INDEX OF TYPICAL SECTIONS AND DETAIL SHEETS

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0–2	2–6	6 & OVER	0–2	2–6	6 & OVER	0–2	2–6	6 & OVER	0–2	2–6	6 & OVER
MEDIAN STRIP TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25 0.32	0.30 0.40
SIDE SLOPE TURF			0.25			0.27			0.28			0.30 0.38
PAVEMENT:	0.40 – 0.60											
ASPHALT:	0.70 – 0.95											
CONCRETE:	0.80 – 0.95											
BRICK:	0.70 – 0.80											
DRIVES, WALKS:	0.75 – 0.85											
ROOFS:	0.75 – 0.95											
GRAVEL ROADS, SHOULDERS	0.40 – 0.60											

TOTAL PROJECT AREA = 0.480 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES – 0.470 ACRES

UTILITIES

**DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

CABLE TELEVISION:
CHARTER COMMUNICATIONS
ATTN: VINCE ALBIN
3520 E. DESTINATION DRIVE
APPLETON, WI 54915
PHONE: (920)–831–9249
E–MAIL: vince.albin@charter.com

ELECTRIC:
CITY OF KAUKAUNA
ATTN: BRIAN WILLMS
777 ISLAND STREET
P.O. BOX 1777
KAUKAUNA, WI 54130
PHONE: (920) 462–0222
E–MAIL: bwillms@ku–wi.org

GAS:
WE ENERGIES
ATTN: EDDIE A, HEDLUND
800 S. LYNNDALE DRIVE
APPLETON, WI 54912
PHONE: (920)–380–3240
E–MAIL: eddie.hedlund@we–energies.com

TELEPHONE:
AT&T WISCONSIN
ATTN: JOE KASSAB
205 S JEFFERSON STREET
GREEN BAY, WI 54301
PHONE: OFFICE (920) 433–4200
MOBILE (920) 202–4002
E–MAIL: jk572k@att.com

**WATERMAIN:
KAUKAUNA UTILITIES
ATTN: MIKE PEDERSEN
777 ISLAND STREET
P.O. BOX 1777
KAUKAUNA, WI 54130
PHONE: (920) 462–0220
E–MAIL: mpedersen@ku–wi.org

DESIGN CONTACTS

MSA PROFESSIONAL SERVICES
ATTN: CHASE KIELER, P.E.
1702 PANKRATZ STREET
MADISON, WI 53704
PHONE: (608) 242–6641
E–MAIL: ckieler@msa–ps.com

CITY OF KAUKAUNA:
ATTN: JOHN NEUMEIER
144 W. SECOND STREET
KAUKAUNA, WI 54310
PHONE: (920) 766–6305
E–MAIL: neumeier@kaukauna–wi.org

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: MATT SCHAEVE
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
PHONE: (920)–366–1544
E–MAIL: MATHEW.SCHAEVE@WISCONSIN.GOV

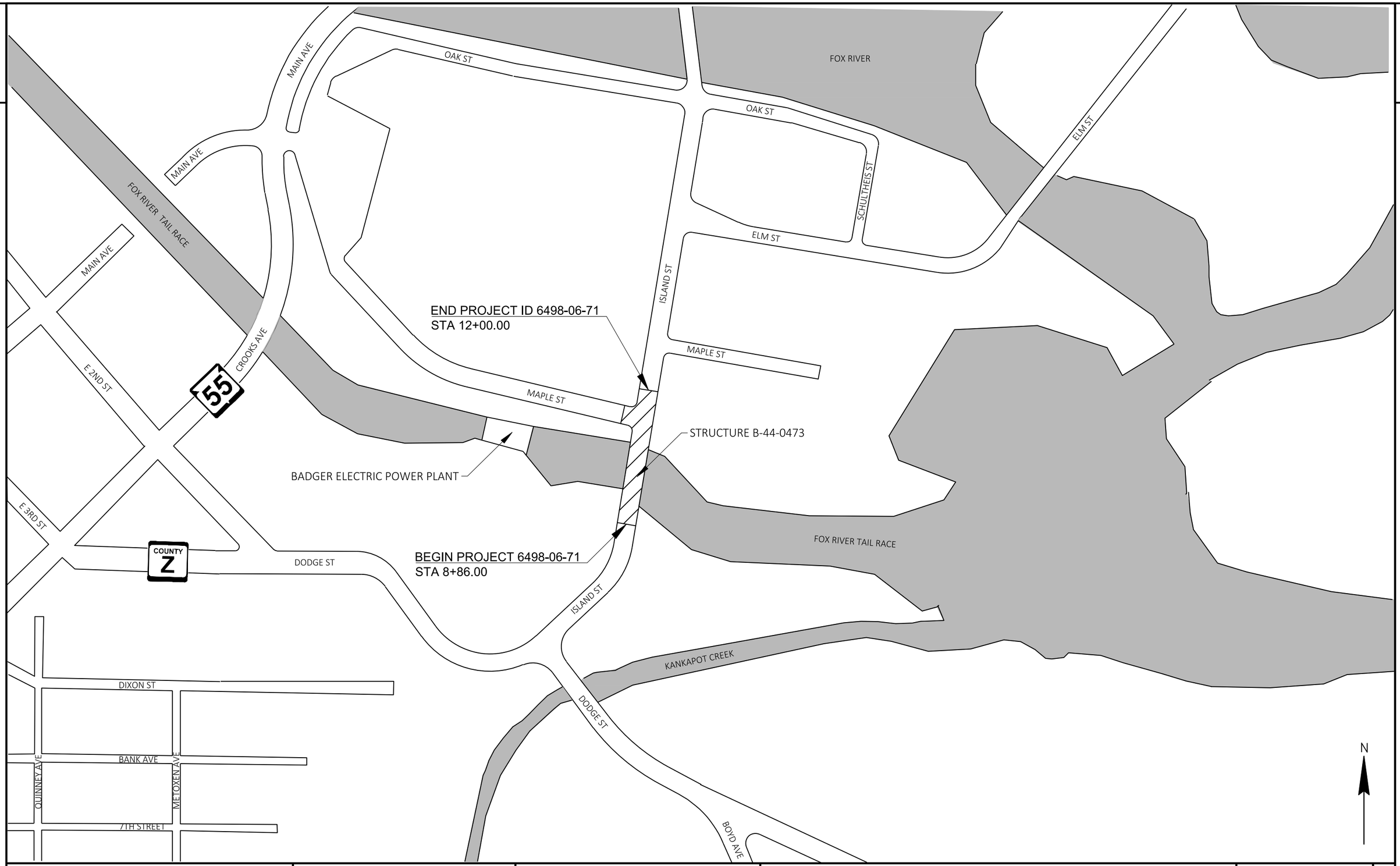
STANDARD ABBREVIATIONS

AC	ACRES
AH	AHEAD
ALUM.	ALUMINUM
A.P.	ACCESS POINT
ASPH	ASPHALT
AVE	AVENUE
BK	BACK
BLK	BLOCK
BM	BENCHMARK
CABC	CRUSHED AGGREGATE BASE COURSE
CL or ℄	CENTERLINE
Δ	CENTRAL ANGLE or DELTA
CONC	CONCRETE
CP	CONTROL POINT
CSM	CERTIFIED SURVEY MAP
D	DEGREE OF CURVE
DIA	DIAMETER
E	EAST
EB	EASTBOUND
ET AL	AND OTHERS
EW	ENDWALL
EXIST	EXISTING
FT	FOOT
FT2	SQUARE FEET
GN	GRID NORTH
HYD	HYDRANT
IN	INCH
INL	INLET
IP	IRON PIPE
L	LENGTH
L	LENGTH OF CURVE
LF	LINEAL FEET
LC	LONG CHORD
LCB	LONG CHORD BEARING
LP	LOW POINT
LT	LEFT
MH	MANHOLE
MI	MILE
MON	MONUMENT
N	NORTH
NB	NORTHBOUND
NO	NUMBER
PB	PULLBOX
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT
PT	POINT OF TANGENCY
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
POB	POINT OF BEGINNING
R	RADIUS
R	RANGE
RCP	REINFORCED CONCRETE PIPE
REQ'D	REQUIRED
RL or R/L	REFERENCE LINE
RP	RADIUS POINT
RT	RIGHT
R/W	RIGHT–OF–WAY
RD	ROAD
SAN	SANITARY SEWER
S	SOUTH
SB	SOUTHBOUND
SL	SPECIAL LOGO
SQ	SQUARE
STD	STANDARD
SEC	SECTION
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICA
ST	STREET
STA	STATION
STM	STORM SEWER
STR	STRUCTURE
T	TANGENT
TAN	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T or TN	TOWN
TYP	TYPICAL
UD	UNDERDRAIN
WM	WATERMAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

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

PROJECT NO:6498–06–71	HWY:ISLAND STREET	COUNTY:OUTAGAMIE	GENERAL NOTES	SHEET 2	E

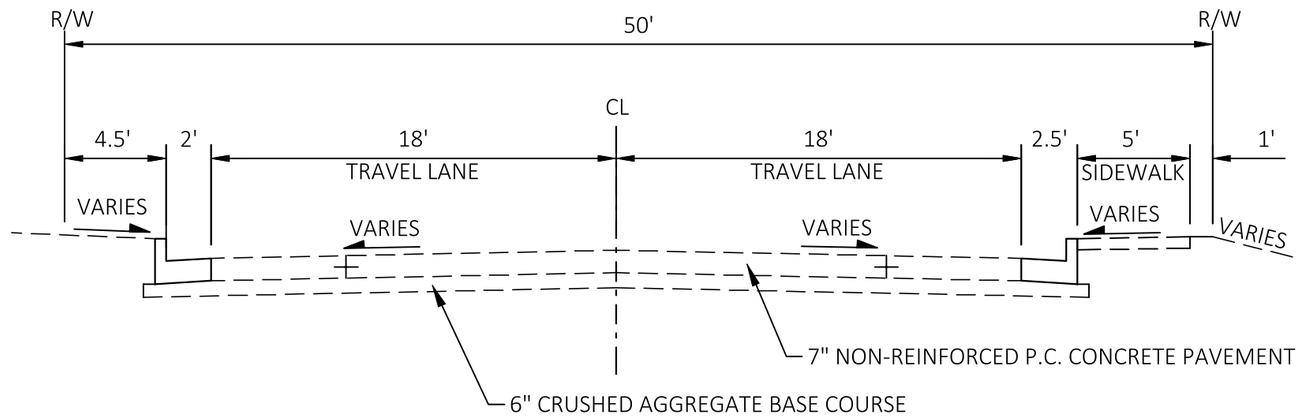
FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\020101–GN.DWG
LAYOUT NAME – 020201–po
PLOT DATE : 10/21/2021 9:34 AM PLOT BY : CHASE KIELER PLOT NAME : PLOT SCALE : ##########



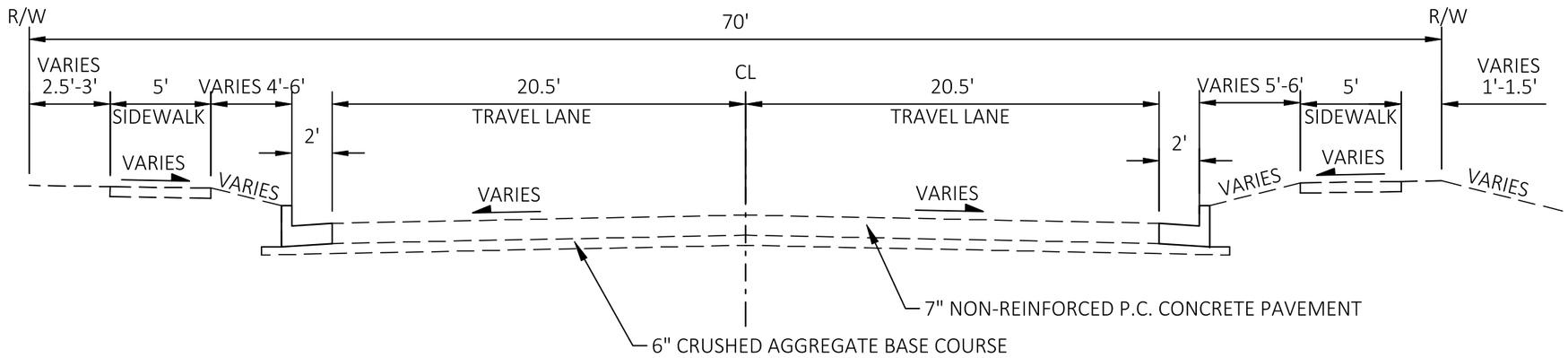
PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

PLOT DATE : 5/18/2021 10:55 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : Custom

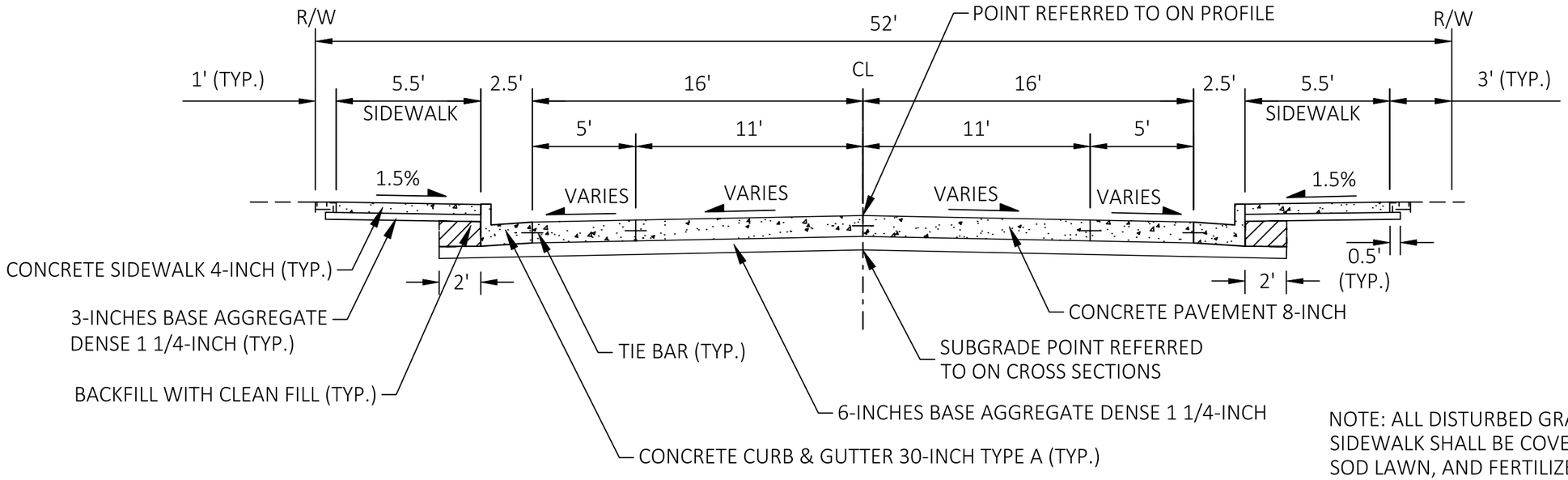


EXISTING TYPICAL SECTION - ISLAND STREET (SOUTH OF BRIDGE)
STA. 8+86 TO STA. 9+24



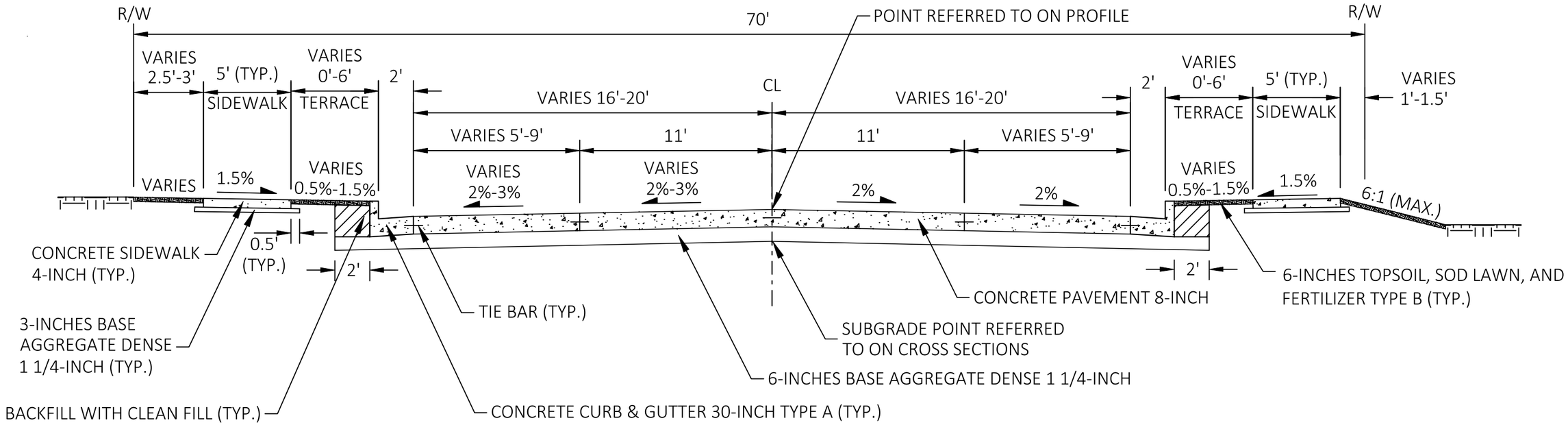
EXISTING TYPICAL SECTION - ISLAND STREET (NORTH OF BRIDGE)
STA. 10+76 TO STA. 12+00

PROJECT NO:6498-06-71	HWY:ISLAND STREET	COUNTY:OUTAGAMIE	TYPICAL SECTIONS	SHEET 4	E



NOTE: ALL DISTURBED GRASS AREAS BEHIND THE SIDEWALK SHALL BE COVERED WITH 6-INCHES TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B.

PROPOSED TYPICAL SECTION - ISLAND STREET (SOUTH OF BRIDGE)
STA. 8+86 TO STA. 9+05

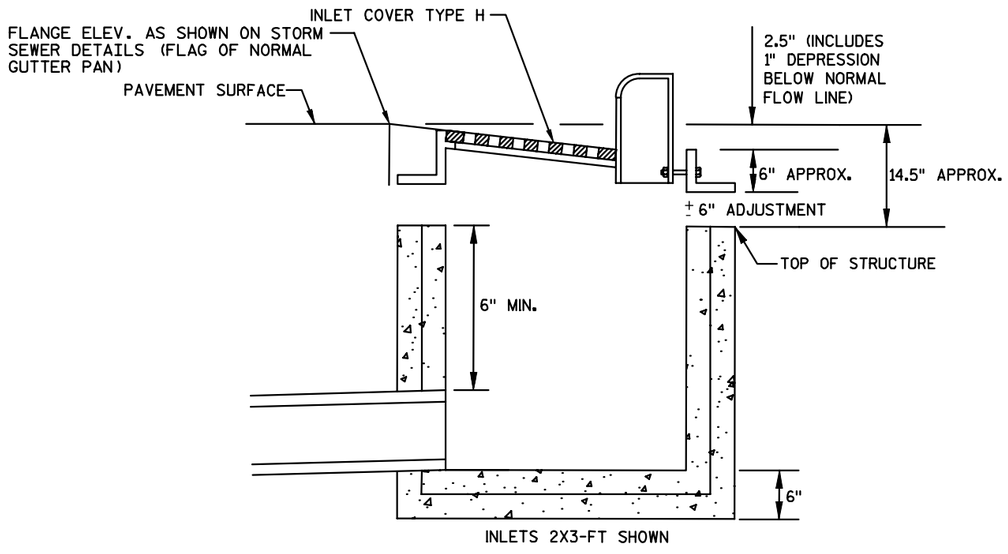


PROPOSED TYPICAL SECTION - ISLAND STREET (NORTH OF BRIDGE)
STA. 10+96 TO STA. 12+00

PROJECT NO:6498-06-71	HWY:ISLAND STREET	COUNTY:OUTAGAMIE	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - Finished Typical
PLOT DATE : 7/2/2021 10:56 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : **********

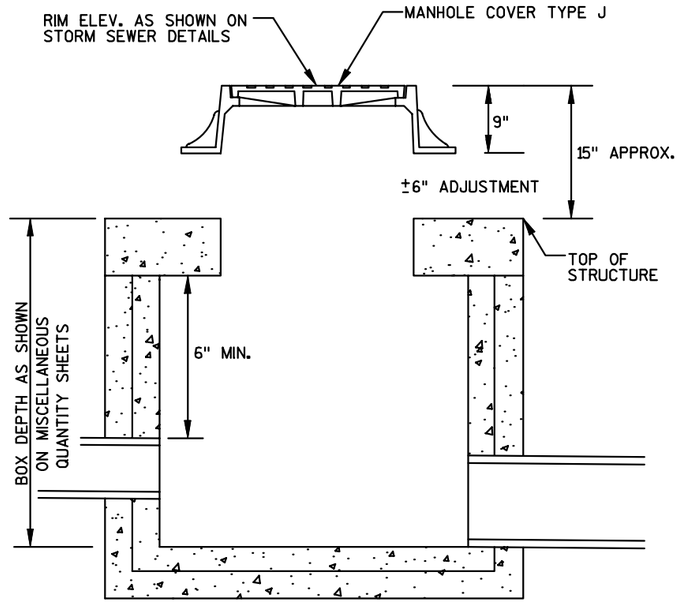
STATION, OFFSETS FOR INLETS
ARE TO CENTER OF STRUCTURE



DETAIL FOR COMPUTING INLET ELEVATIONS

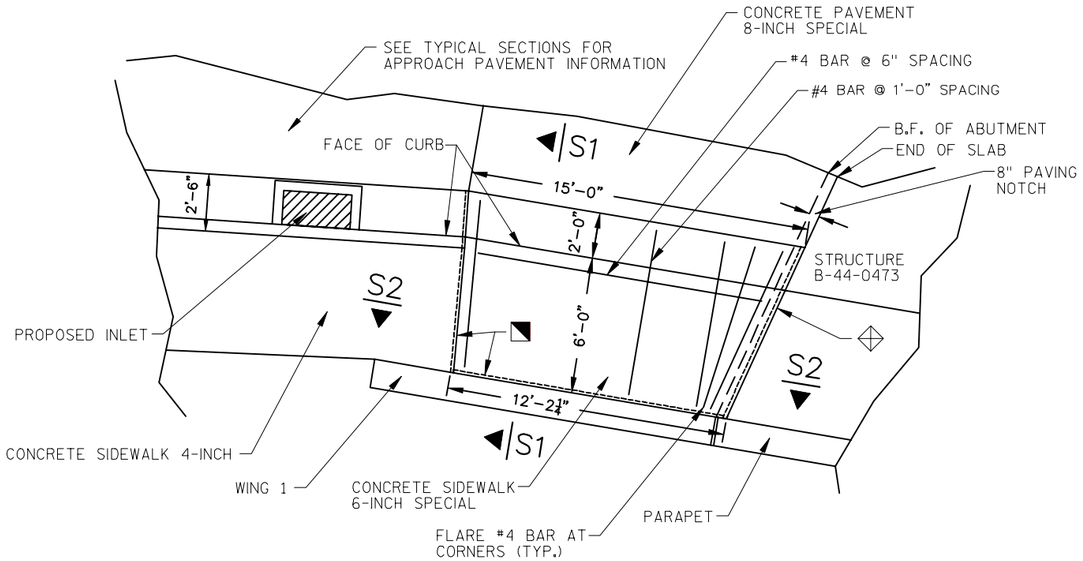
SCALE: NONE

STATION, OFFSETS FOR MANHOLES
ARE TO CENTER OF STRUCTURE

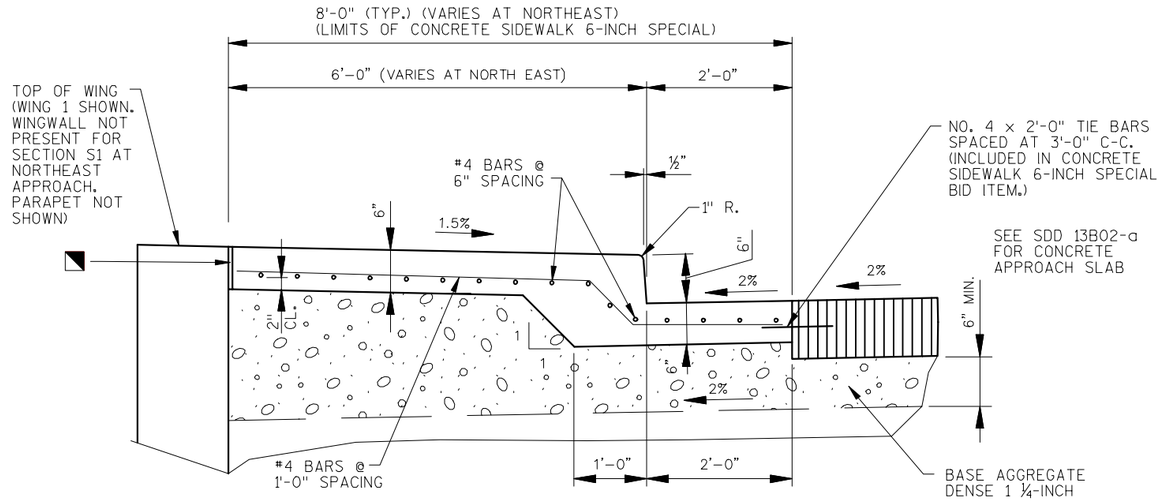


DETAIL FOR COMPUTING MANHOLE ELEVATIONS

SCALE: NONE

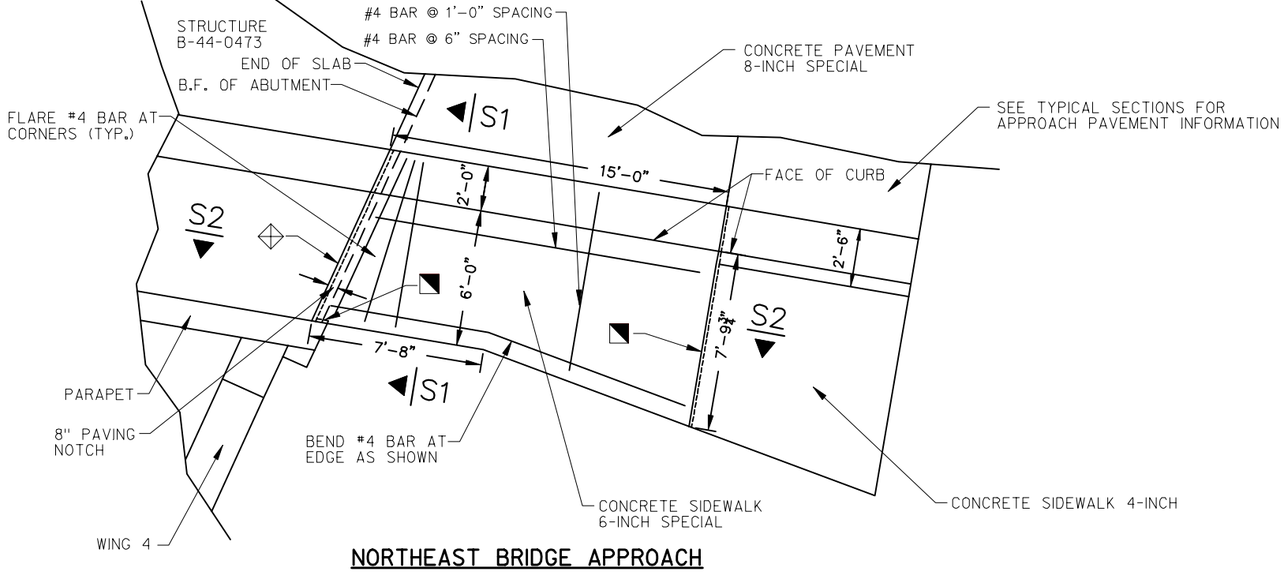


SOUTHEAST BRIDGE APPROACH

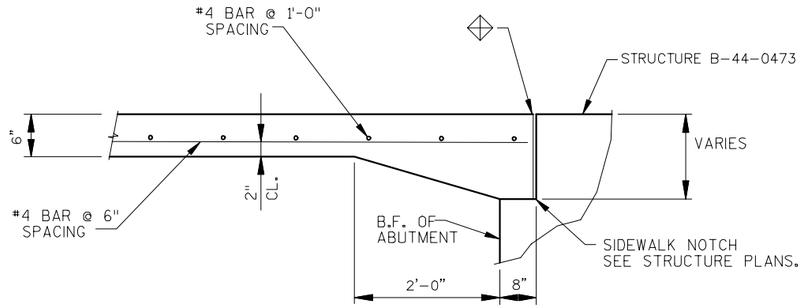


SECTION S1 THRU SIDEWALK

PAID FOR AS "CONCRETE SIDEWALK 6-INCH SPECIAL"



NORTHEAST BRIDGE APPROACH



SECTION S2 THRU SIDEWALK

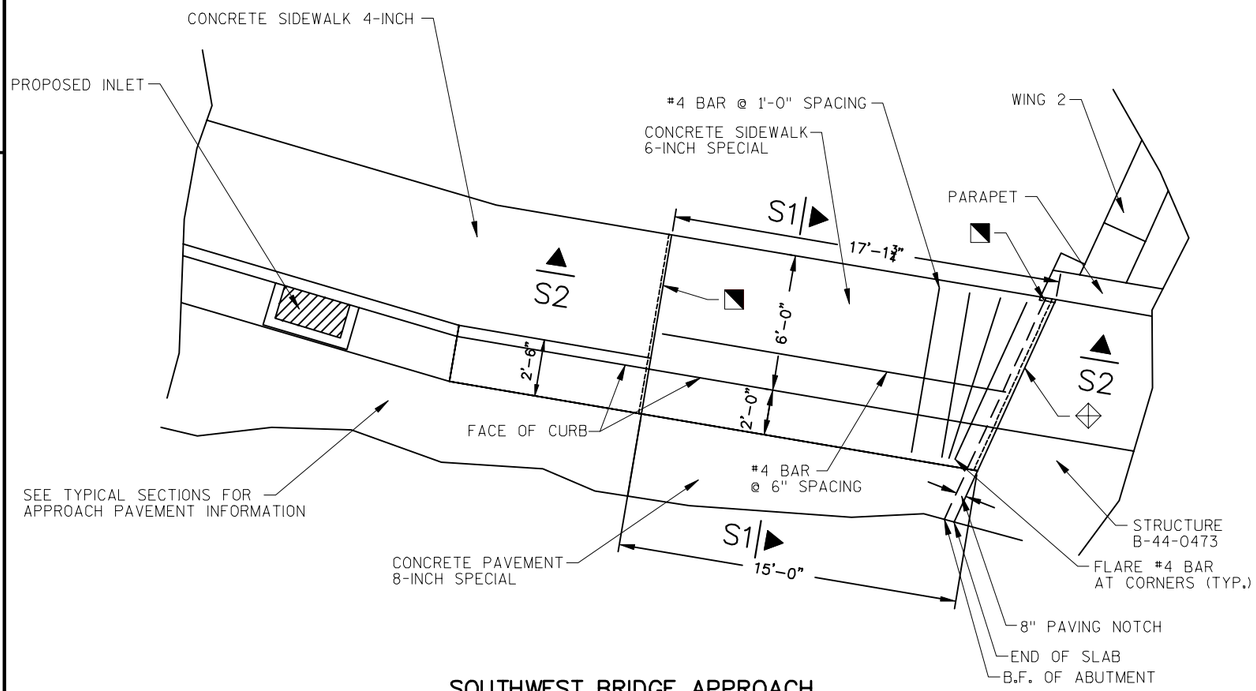
PAID FOR AS "CONCRETE SIDEWALK 6-INCH SPECIAL"

6-INCH CONCRETE SIDEWALK SPECIAL DETAIL

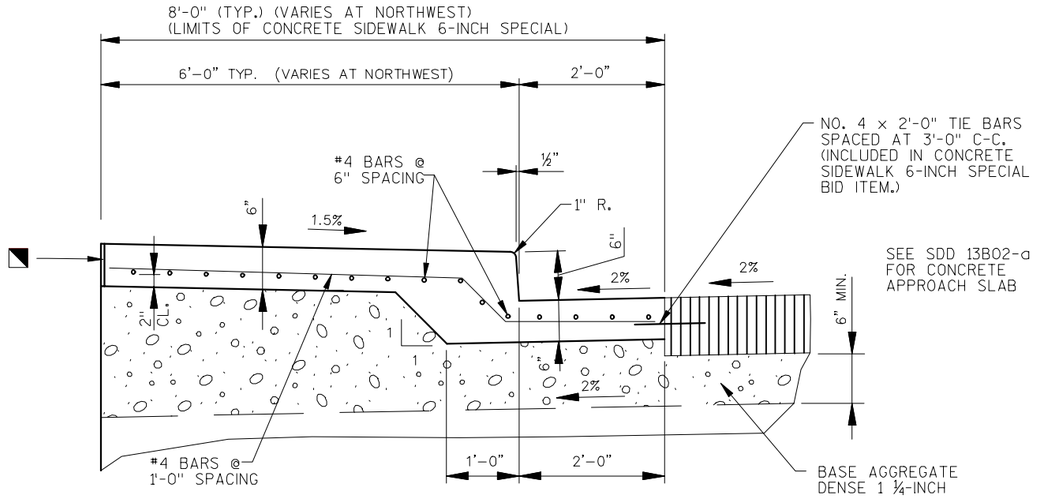
SCALE: NONE

LEGEND

- ◥ — ½ " FILLER. EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER, (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE), INCLUDED IN BID ITEM "CONCRETE SIDEWALK 6-INCH SPECIAL".
- ⊕ — ¾ " FILLER @ B.F. OF ABUTMENT. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER, (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE), INCLUDED IN BID ITEM "CONCRETE SIDEWALK 6-INCH SPECIAL".
- B.F. — BACK FACE

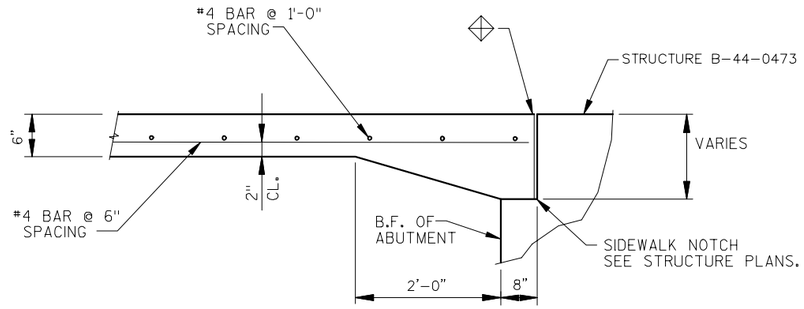


SOUTHWEST BRIDGE APPROACH



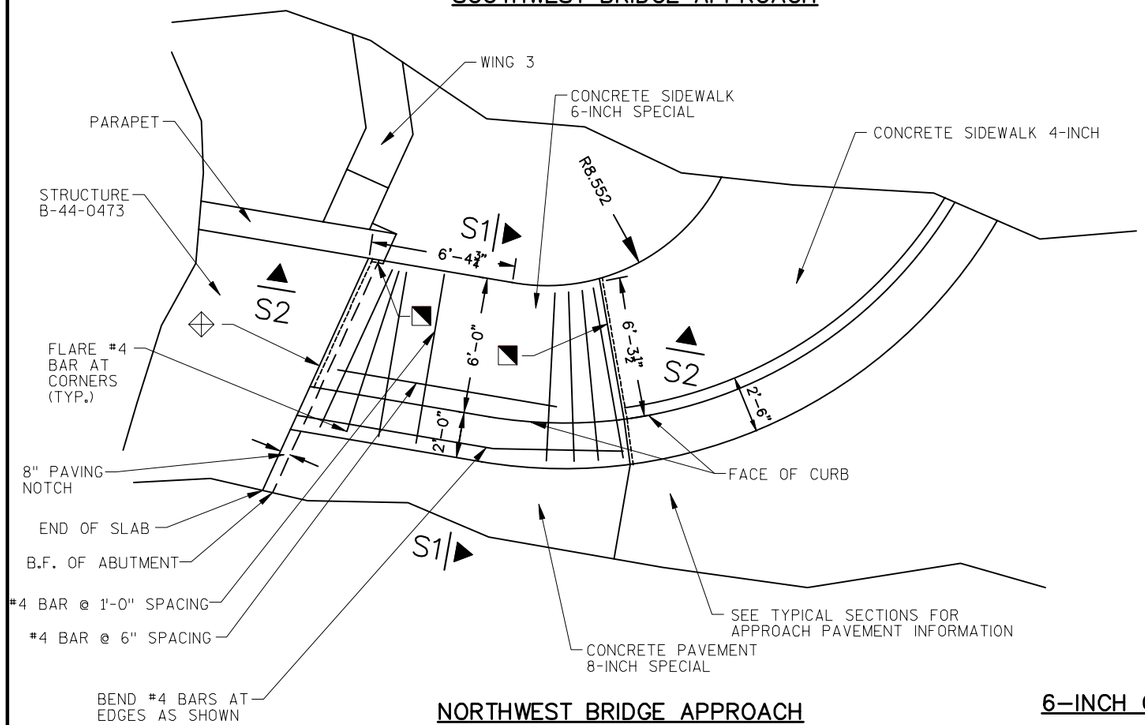
SECTION S1 THRU SIDEWALK

PAID FOR AS "CONCRETE SIDEWALK 6-INCH SPECIAL"



SECTION S2 THRU SIDEWALK

PAID FOR AS "CONCRETE SIDEWALK 6-INCH SPECIAL"



NORTHWEST BRIDGE APPROACH

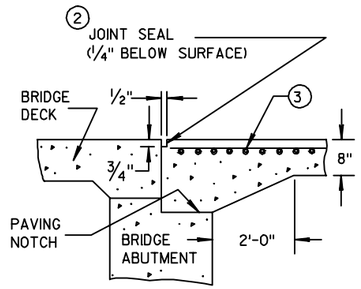
6-INCH CONCRETE SIDEWALK SPECIAL DETAIL

SCALE: NONE

LEGEND

- ◥ — ½ " FILLER. EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER, (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE), INCLUDED IN BID ITEM "CONCRETE SIDEWALK 6-INCH SPECIAL".
- ⊕ — ¾ " FILLER @ B.F. OF ABUTMENT. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER, (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE), INCLUDED IN BID ITEM "CONCRETE SIDEWALK 6-INCH SPECIAL".
- B.F. — BACK FACE

2



CONCRETE PAVEMENT 8-INCH SPECIAL

GENERAL NOTES

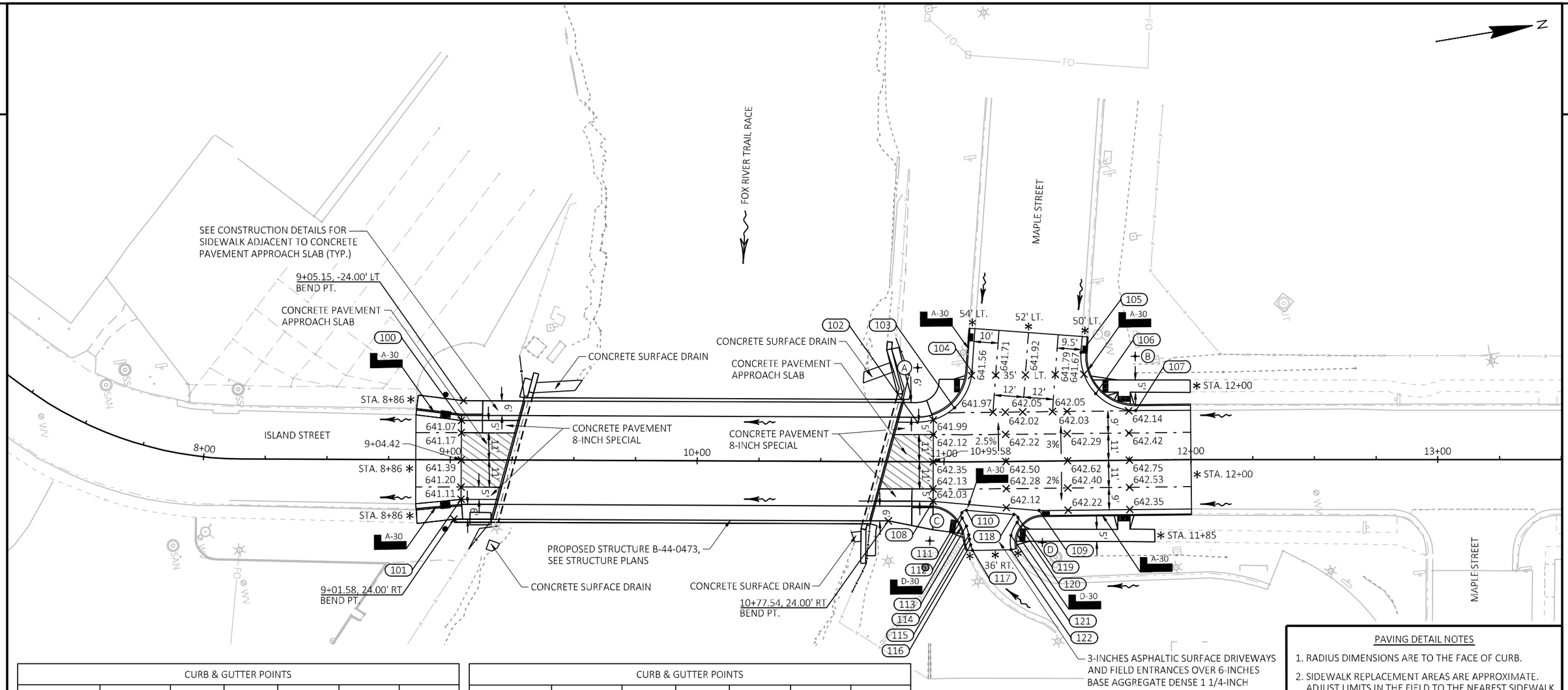
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

② HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED

③ MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 9	E



CURB & GUTTER POINTS						
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	BEND PT.	9+04.42	16.00' LT	641.07	567745.94	864100.61
101	BEND PT.	9+04.42	16.00' RT	641.11	567740.60	864132.16
102	PC	10+89.12	16.00' LT	642.00	567928.05	864131.46
103	MID PT.	11+04.14	21.92' LT	641.86	567943.84	864128.14
104	PT	11+11.62	36.45' LT	641.51	567953.12	864114.93
105	PC	11+55.93	43.74' LT	641.46	567998.02	864114.46
106	MID PT.	11+61.70	27.07' LT	641.88	568001.18	864131.81
107	PT	11+77.86	20.00' LT	642.17	568016.08	864141.26
108	BEND PT.	10+95.58	16.00' RT	642.03	567929.07	864164.09
109	BEND PT.	11+38.23	20.00' RT	642.17	567970.83	864174.77
110	PC	11+08.89	19.64' RT	642.09	567941.88	864169.95
111	MID PT.	11+07.28	20.63' RT	642.11	567939.84	864170.61

CURB & GUTTER POINTS						
POINT NUMBER	DESCRIPTION	STATION	OFFSET	ELEVATION	NORTHING	EASTING
112	PT/PC	11+07.38	22.78' RT	642.14	567939.58	864172.75
113	MID PT.	11+08.75	26.00' RT	642.17	567940.77	864176.21
114	PT	11+09.68	29.54' RT	642.23	567941.15	864179.85
115	PC	11+09.93	31.31' RT	642.28	567941.13	864181.64
116	MID PT.	11+10.39	33.62' RT	642.34	567941.24	864183.99
117	PT	11+11.13	35.85' RT	642.40	567941.63	864186.31
118	PC	11+27.98	21.51' RT	642.16	567960.46	864174.70
119	MID PT.	11+29.63	22.73' RT	642.29	567961.91	864176.16
120	PT/PC	11+29.33	24.77' RT	642.48	567961.30	864178.12
121	MID PT.	11+26.74	29.99' RT	642.60	567957.95	864182.89
122	PT	11+26.69	35.81' RT	642.73	567957.01	864188.64

CURB & GUTTER RADIUS POINTS					
POINT NUMBER	STATION	OFFSET	RADIUS	NORTHING	EASTING
A	10+89.12	38.00' LT	20.00'	567931.73	864109.77
B	11+77.86	42.00' LT	20.00'	568019.43	864119.52
C	10+94.32	32.00' RT	14.14'	567925.15	864179.66
D	11+39.39	33.00' RT	11.00'	567969.99	864187.79

PAVING DETAIL NOTES

1. RADIUS DIMENSIONS ARE TO THE FACE OF CURB.
2. SIDEWALK REPLACEMENT AREAS ARE APPROXIMATE. ADJUST LIMITS IN THE FIELD TO THE NEAREST SIDEWALK JOINT LINE AS DIRECTED BY THE ENGINEER.
3. GRADES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.
4. SEE WISCONSIN DOT STANDARD DETAIL DRAWING "CONCRETE PAVEMENT JOINTING" FOR JOINTING REQUIREMENTS. GRADES AND LINES SHOWN ON THIS PLAN DO NOT REPRESENT JOINT LOCATIONS.

PAVING DETAIL LEGEND

- X-XX — CONCRETE CURB & GUTTER XX-INCH TYPE X
- LONGITUDINAL JOINT
- MANHOLE COVER
- INLET COVER
- DRAINAGE DIRECTION
- SAWCUT REQUIRED

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	PAVING DETAILS	SHEET 10	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd
PLOT DATE : 7/7/2021 12:43 PM
PLOT BY : KEVIN KLOCKZIEM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

MAPLE ST

KAUKAUNA ELECTRIC
(OVERHEAD)

KAUKAUNA ELECTRIC
(OVERHEAD)

EXISTING R/W

641.62 (F)

641.72 (F)

100

101

102

103

104

105

106

107

108

109

110

-4.0%

1.7%

-4.0%

6.0%

0.3%

7.0%

1.5%

-0.3%

3.5%

5.3%

5.3%

-1.4%

WE ENERGIES
(GAS)

ADA LANDING
AREA

EXISTING R/W

SLOPE
INTERCEPTS
(TYP.)

T.L.E.

R/W

ISLAND ST

KAUKAUNA ELECTRIC
(OVERHEAD)

11+25

11+00

N

CURB RAMP DETAILS SHEET 1					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	11+09.10	33.41' LT	641.54	567950.16	864117.54
101	11+06.68	28.41' LT	641.63	567947.43	864122.16
102	11+08.08	33.42' LT	641.57	567949.65	864117.46
103	11+06.10	28.41' LT	641.67	567946.87	864122.06
104	11+02.76	33.41' LT	641.89	567944.41	864116.58
105	11+02.76	28.41' LT	641.90	567943.57	864121.51
106	10+97.76	33.40' LT	641.96	567939.47	864115.75
107	10+97.77	28.40' LT	641.98	567938.65	864120.68
108	10+96.73	28.40' LT	642.02	567937.62	864120.51
109	10+95.55	26.77' LT	642.12	567936.19	864121.92
110	10+89.12	24.00' LT	642.50	567929.39	864123.58

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	CURB RAMP	SHEET 11	E

2

N

PRIVATE ENTRANCE
STA 11+19 RT

KAUKAUNA ELECTRIC
(OVERHEAD)

642.15 (F)

642.24 (F)

-4.0%

1.9%

-4.0%

202

203

201

200

2.2%

4.5%

204

-1.5%

205

ADA LANDING AREA

KAUKAUNA ELECTRIC
(ELECTRIC)

11+00

KAUKAUNA WATER
(WATER)

1.5%

1.5%

207

206

-1.3%

2.1%

EXISTING R/W

T.L.E.

KAUKAUNA ELECTRIC
(OVERHEAD)

KAUKAUNA UTILITIES NEW POLE
APPROXIMATE LOCATION

GUY

ISLAND ST

-1.5%

208

SLOPE INTERCEPT (TYP.)

R/W

10+75

CURB RAMP DETAILS SHEET 2

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	11+08.02	29.16' RT	642.15	567939.14	864179.14
201	11+07.50	29.09' RT	642.17	567938.64	864178.99
202	11+05.64	23.78' RT	642.04	567937.69	864173.45
203	11+04.96	23.69' RT	642.07	567937.03	864173.24
204	11+01.21	23.17' RT	642.24	567933.42	864172.10
205	11+00.53	28.13' RT	642.32	567931.93	864176.88
206	10+95.58	27.45' RT	642.39	567927.16	864175.38
207	10+95.58	22.40' RT	642.33	567928.00	864170.40
208	10+89.12	26.21' RT	0.00	567921.00	864173.08

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	CURB RAMP	SHEET 12	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 7/7/2021 11:39 AM
PLOT BY : KEVIN KLOCKZIEM
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

N

ISLAND ST

11+50

11+47

11+25

KAUKAUNA WATER
(WATER)

KAUKAUNA ELECTRIC
(ELECTRIC)

KAUKAUNA ELECTRIC
(OVERHEAD)

SLOPE INTERCEPT (TYP.)

ADA LANDING AREA

T.L.E.

EXISTING R/W

PRIVATE ENTRANCE
STA 11+19

642.50 (F)

642.60 (F)

1.5%
0.5%
0.5%
1.5%
0.5%
0.5%
1.5%
1.5%
1.5%
-1.5%
4.4%
2.9%
-4.0%
1.9%
-4.0%

300
301
302
303
304
305
306
307
308
309

CURB RAMP DETAILS SHEET 3					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	11+28.41	32.29' RT	642.52	567959.25	864185.42
301	11+28.91	32.37' RT	642.53	567959.73	864185.57
302	11+29.93	27.38' RT	642.42	567961.50	864180.80
303	11+30.51	27.39' RT	642.44	567962.07	864180.89
304	11+34.32	32.44' RT	642.69	567965.07	864186.47
305	11+34.46	27.44' RT	642.62	567965.97	864181.55
306	11+39.39	27.51' RT	642.69	567970.83	864182.36
307	11+39.39	32.51' RT	642.76	567970.07	864187.31
308	11+45.00	27.59' RT	642.66	567976.36	864183.30
309	11+44.93	32.59' RT	642.74	567975.53	864188.23

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	CURB RAMP	SHEET 13	E

2

N

SLOPE INTERCEPT (TYP.)

EXISTING R/W

KAUKAUNA WATER
(WATER)

KAUKAUNA ELECTRIC
(ELECTRIC)

11+75

ISLAND ST

11+50

408
409
402
400
404
405
401
403
406
407
410
411

4.0%
4.1%
-4.0%
5.0%
1.5%
-0.4%
-0.5%
-4.0%
4.8%
-0.5%
1.5%
1.5%
1.5%
0.5%
0.5%

642.35 (F)

642.32 (F)

ADA LANDING AREA

T.L.E.

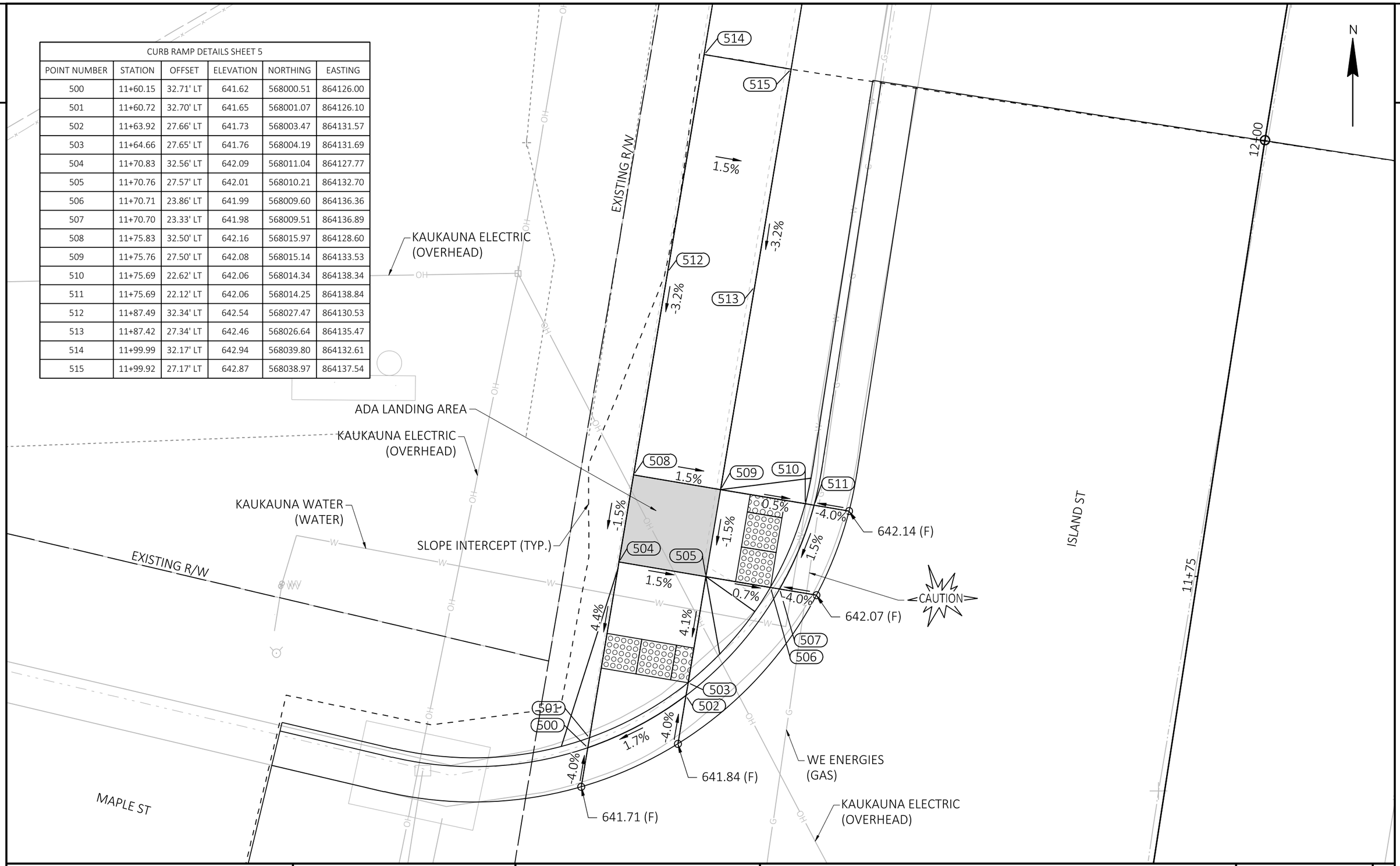
CURB RAMP DETAILS SHEET 4					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	11+75.08	22.00' RT	642.26	568006.94	864182.35
401	11+70.08	22.00' RT	642.24	568002.00	864181.59
402	11+75.07	22.50' RT	642.28	568006.86	864182.84
403	11+70.07	22.50' RT	642.27	568001.92	864182.08
404	11+75.00	27.89' RT	642.55	568005.97	864188.16
405	11+75.00	33.00' RT	642.63	568005.19	864193.21
406	11+70.00	27.93' RT	642.53	568001.02	864187.44
407	11+69.93	32.93' RT	642.60	568000.19	864192.37
408	11+85.00	28.15' RT	642.95	568015.81	864189.94
409	11+85.00	33.21' RT	643.04	568015.04	864194.93
410	11+65.00	27.86' RT	642.56	567996.09	864186.61
411	11+64.93	32.86' RT	642.63	567995.26	864191.54

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	CURB RAMP	SHEET 14	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021304-cr

PLOT DATE : 7/7/2021 11:39 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:5 FT

CURB RAMP DETAILS SHEET 5					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	11+60.15	32.71' LT	641.62	568000.51	864126.00
501	11+60.72	32.70' LT	641.65	568001.07	864126.10
502	11+63.92	27.66' LT	641.73	568003.47	864131.57
503	11+64.66	27.65' LT	641.76	568004.19	864131.69
504	11+70.83	32.56' LT	642.09	568011.04	864127.77
505	11+70.76	27.57' LT	642.01	568010.21	864132.70
506	11+70.71	23.86' LT	641.99	568009.60	864136.36
507	11+70.70	23.33' LT	641.98	568009.51	864136.89
508	11+75.83	32.50' LT	642.16	568015.97	864128.60
509	11+75.76	27.50' LT	642.08	568015.14	864133.53
510	11+75.69	22.62' LT	642.06	568014.34	864138.34
511	11+75.69	22.12' LT	642.06	568014.25	864138.84
512	11+87.49	32.34' LT	642.54	568027.47	864130.53
513	11+87.42	27.34' LT	642.46	568026.64	864135.47
514	11+99.99	32.17' LT	642.94	568039.80	864132.61
515	11+99.92	27.17' LT	642.87	568038.97	864137.54



PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	CURB RAMP	SHEET 15	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021305-cr
PLOT DATE : 7/7/2021 11:39 AM
PLOT BY : KEVIN KLOCKZIEM
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

2

N

7+00

8+00

9+00

10+00

11+00

12+00

13+00

ISLAND STREET

MAPLE STREET

PRIVATE ENTRANCE

FOX RIVER TRAIL RACE

EROSION CONTROL LEGEND

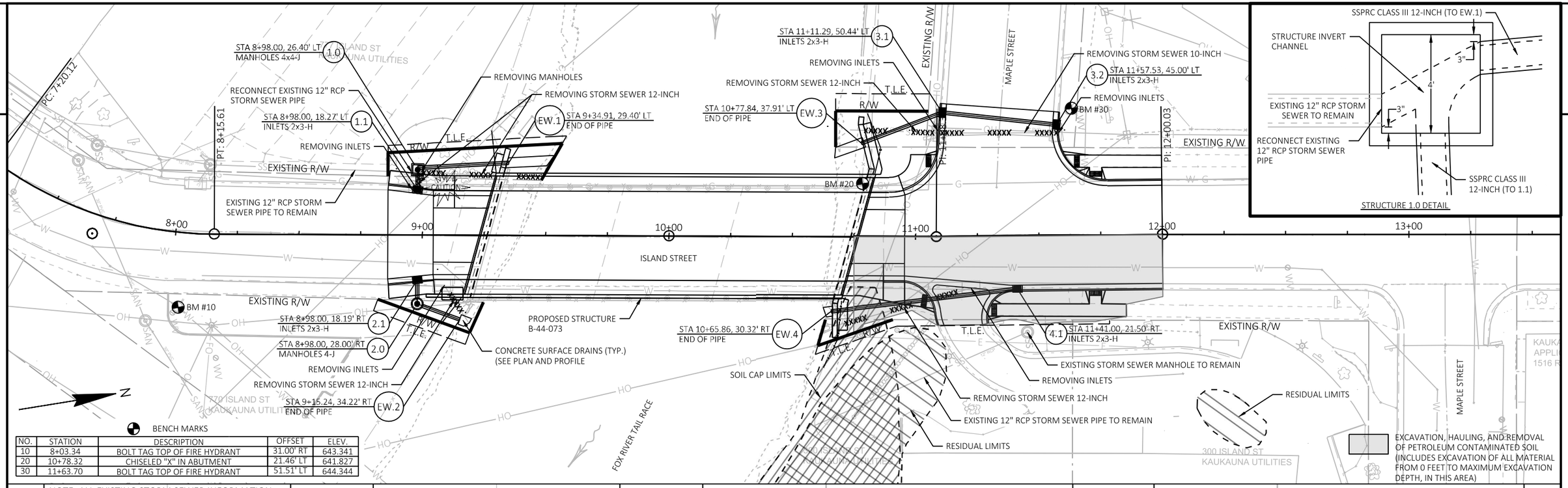
- INLET PROTECTION
- INLET PROTECTION FOR EXISTING INLET (TYPE)
- INLET PROTECTION FOR PROPOSED INLET (TYPE)
- SOD LAWN
- SHREDDED HARDWOOD BARK MULCH
- SILT FENCE
- REMOVE, SALVAGE AND REINSTALL ROCK LANDSCAPING
- SLOPE INTERCEPTS
- DRAINAGE FLOW ARROW

PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 16	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 7/29/2021 9:35 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT

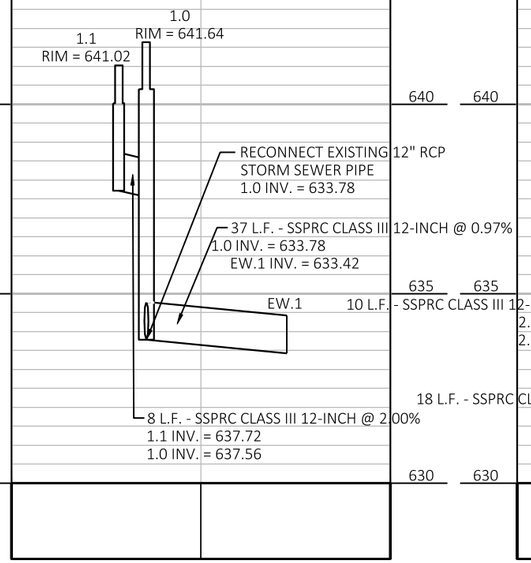
WISDOT/CADDS SHEET 42

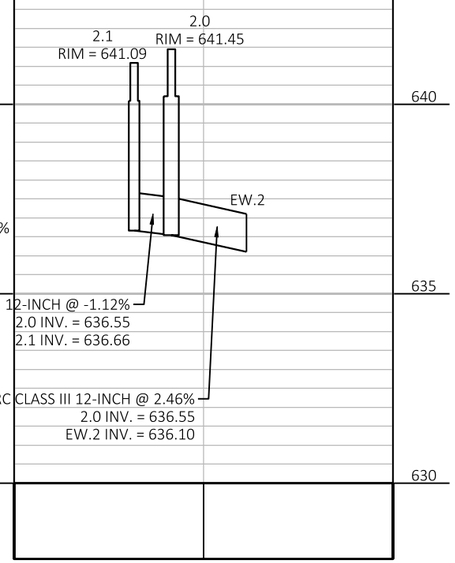


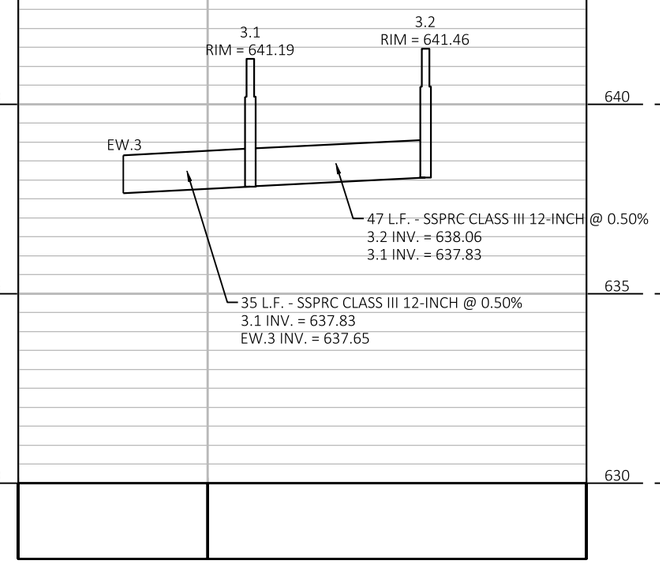
BENCH MARKS

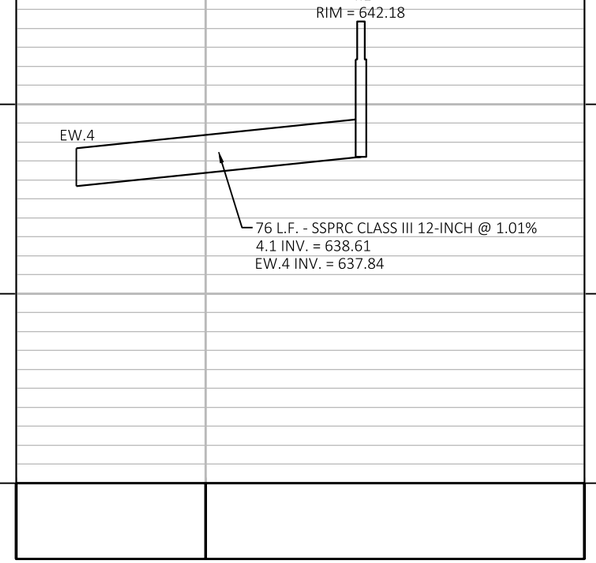
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
10	8+03.34	BOLT TAG TOP OF FIRE HYDRANT	31.00' RT	643.341
20	10+78.32	CHISELED "X" IN ABUTMENT	21.46' LT	641.827
30	11+63.70	BOLT TAG TOP OF FIRE HYDRANT	51.51' LT	644.344

NOTE: ALL EXISTING STORM SEWER INFORMATION IS APPROXIMATE. FIELD VERIFY INFORMATION PRIOR TO CONSTRUCTION.









PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 17	E

2

N

(TO REMAIN)

1.2 W11-2 30"X30"

1.3 AHEAD W16-9P 24"X12"

E.2 TRUCK CROSSING

(REMOVE)

(TO REMAIN)

E.3 (ON UTILITY POLE) STOP (REMOVE)

E.4 Maple St / Island St (TO BE MOVED BY OTHERS)

1.4 STOP R1-1 30"X30"

MAPLE STREET

TIE INTO EXISTING PAVEMENT MARKINGS

ARW2

TIE INTO EXISTING PAVEMENT MARKINGS

W8

DY4

W18

W6

MIDDLE SCHOOL SIGN TO REMAIN

(TO REMAIN)

(TO REMAIN)

(TO REMAIN)

W24

DY4

TIE INTO EXISTING PAVEMENT MARKINGS

12+00

13+00

11+00

10+00

9+00

8+00

7+00

ISLAND STREET

W6

6'

6'

DY4

TIE INTO EXISTING PAVEMENT MARKINGS

DY4

1.1 SCHOOL SPEED LIMIT 15 WHEN CHILDREN ARE PRESENT S4-51 24"X48"

E.1 (ON UTILITY POLE) (REMOVE)

(TO REMAIN)

KAUKAUNA UTILITIES SIGN TO REMAIN

PRIVATE ENTRANCE

(TO REMAIN)

FOX RIVER TRAIL RACE

LEGEND

PAVEMENT MARKINGS

ARW2	MARKING ARROW EPOXY, WHITE, TYPE 2
DY4	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
W6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
W8	MARKING LINE EPOXY 8-INCH, WHITE
W18	MARKING STOP LINE EPOY 18-INCH, WHITE
W24	MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH, WHITE

NOTES:

SEE S.D.D.'s FOR APPLICABLE PAVEMENT MARKINGS:

15C7	PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
15C8	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C33	STOP LINE AND CROSSWALK PAVEMENT MARKINGS

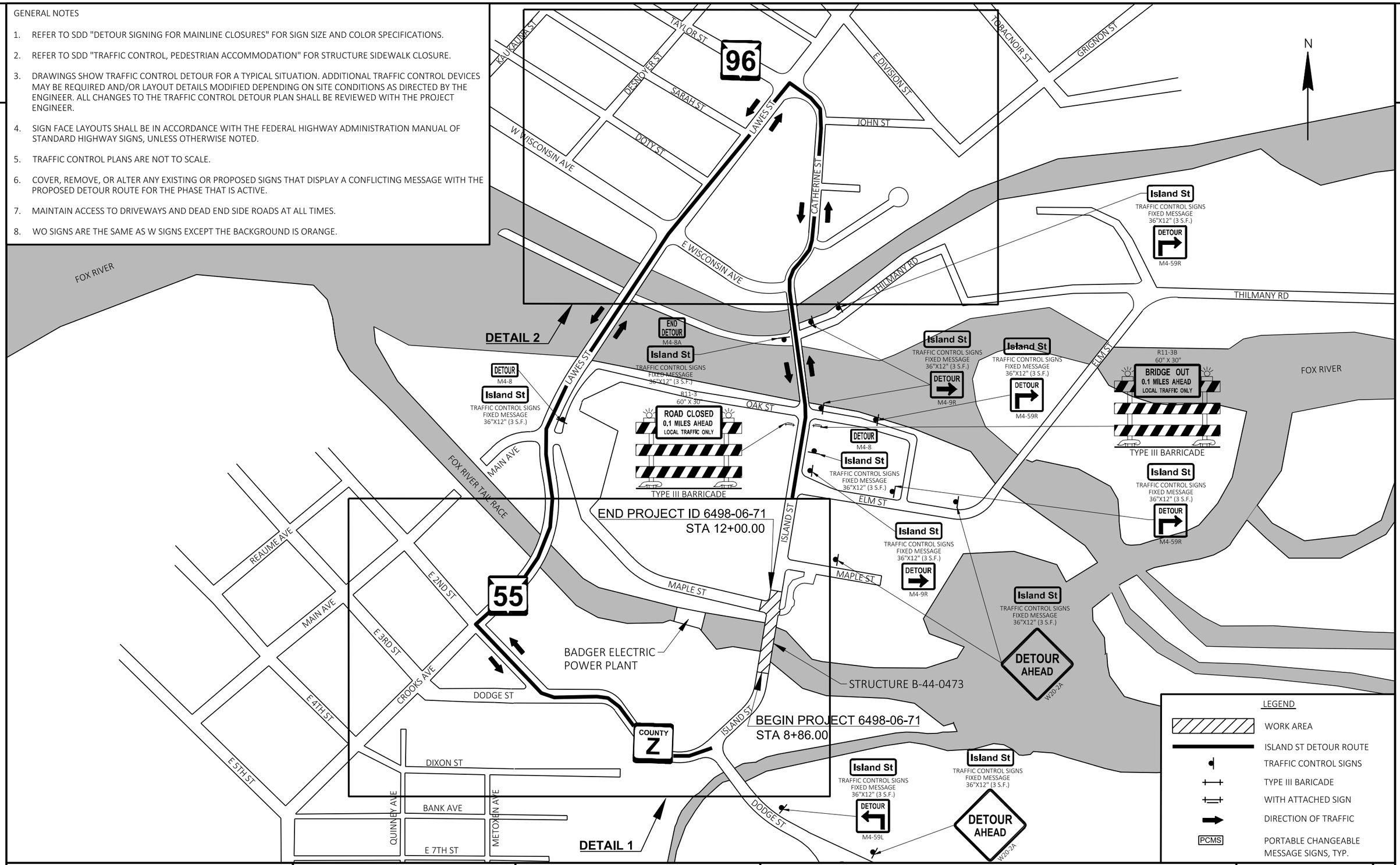
PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	PERMANENT SIGNING AND PAVEMENT MARKINGS	SHEET 18	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps
PLOT DATE : 5/18/2021 2:39 PM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

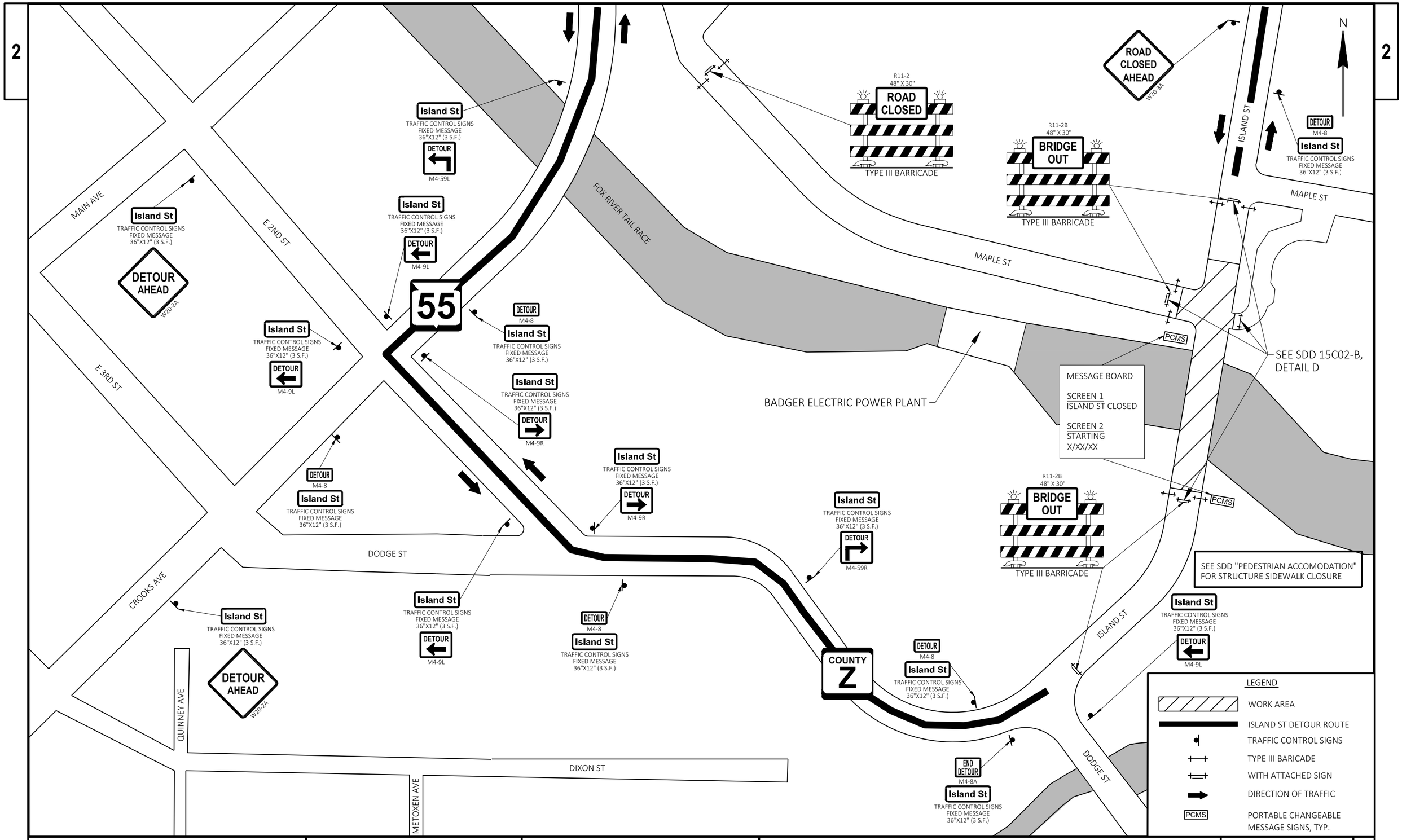
GENERAL NOTES

1. REFER TO SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR SIGN SIZE AND COLOR SPECIFICATIONS.
2. REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR STRUCTURE SIDEWALK CLOSURE.
3. DRAWINGS SHOW TRAFFIC CONTROL DETOUR FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON SITE CONDITIONS AS DIRECTED BY THE ENGINEER. ALL CHANGES TO THE TRAFFIC CONTROL DETOUR PLAN SHALL BE REVIEWED WITH THE PROJECT ENGINEER.
4. SIGN FACE LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE NOTED.
5. TRAFFIC CONTROL PLANS ARE NOT TO SCALE.
6. COVER, REMOVE, OR ALTER ANY EXISTING OR PROPOSED SIGNS THAT DISPLAY A CONFLICTING MESSAGE WITH THE PROPOSED DETOUR ROUTE FOR THE PHASE THAT IS ACTIVE.
7. MAINTAIN ACCESS TO DRIVEWAYS AND DEAD END SIDE ROADS AT ALL TIMES.
8. WO SIGNS ARE THE SAME AS W SIGNS EXCEPT THE BACKGROUND IS ORANGE.



PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	DETOUR	SHEET 19	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001-dt
PLOT DATE : 5/18/2021 4:52 PM
PLOT BY : JASON DOLENS
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

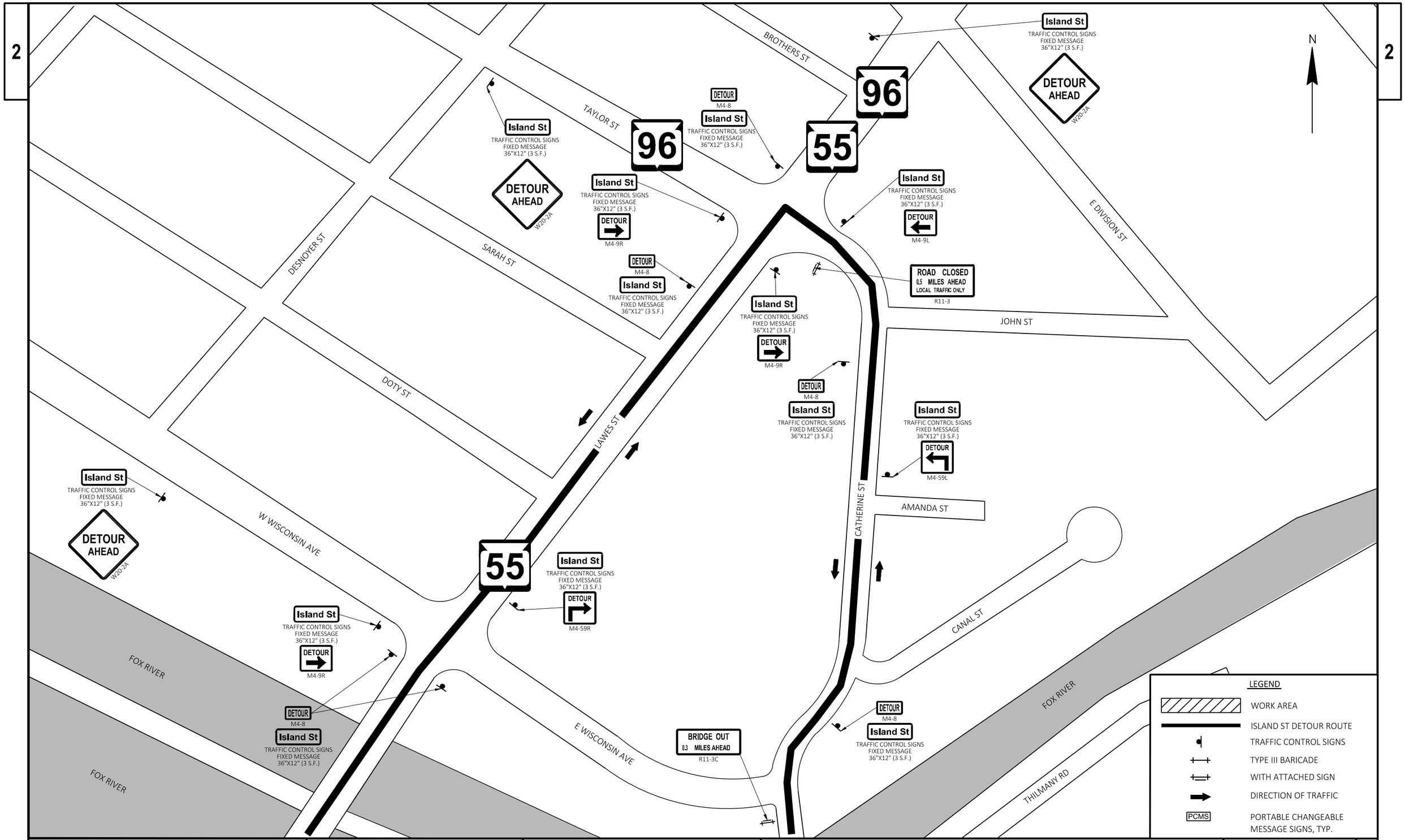


PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	DETOUR - DETAIL 1	SHEET 20	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027002-dt

PLOT DATE : 5/18/2021 4:52 PM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42



PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	DETOUR - DETAIL 2	SHEET 21	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027003-dt

PLOT DATE : 5/18/2021 4:52 PM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : Custom

6498-06-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. P-44-712	EACH	1.000	1.000
0004	204.0100	Removing Concrete Pavement	SY	987.000	987.000
0006	204.0150	Removing Curb & Gutter	LF	65.000	65.000
0008	204.0170	Removing Fence	LF	75.000	75.000
0010	204.0210	Removing Manholes	EACH	1.000	1.000
0012	204.0220	Removing Inlets	EACH	5.000	5.000
0014	204.0245	Removing Storm Sewer (size) 01. 10-Inch	LF	47.000	47.000
0016	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	171.000	171.000
0018	204.9060.S	Removing (item description) 01. Concrete Bollard	EACH	1.000	1.000
0020	205.0100	Excavation Common	CY	474.000	474.000
0022	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	519.000	519.000
0024	206.1000	Excavation for Structures Bridges (structure) 01. B-44-473	LS	1.000	1.000
0026	210.1500	Backfill Structure Type A	TON	345.000	345.000
0028	213.0100	Finishing Roadway (project) 01. 6498-06-71	EACH	1.000	1.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	400.000	400.000
0032	311.0110	Breaker Run	TON	60.000	60.000
0034	415.0080	Concrete Pavement 8-Inch	SY	706.000	706.000
0036	415.0410	Concrete Pavement Approach Slab	SY	94.000	94.000
0038	415.4100	Concrete Pavement Joint Filling	SY	706.000	706.000
0040	416.0620	Drilled Dowel Bars	EACH	61.000	61.000
0042	416.1010	Concrete Surface Drains	CY	2.900	2.900
0044	455.0605	Tack Coat	GAL	2.000	2.000
0046	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	5.000	5.000
0048	502.0100	Concrete Masonry Bridges	CY	471.000	471.000
0050	502.3200	Protective Surface Treatment	SY	915.000	915.000
0052	503.0172	Prestressed Girder Type I 72W-Inch	LF	1,208.000	1,208.000
0054	505.0400	Bar Steel Reinforcement HS Structures	LB	4,230.000	4,230.000
0056	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	59,010.000	59,010.000
0058	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	16.000	16.000
0060	506.4000	Steel Diaphragms (structure) 01. B-44-473	EACH	14.000	14.000
0062	513.7011	Railing Steel Type C2	LF	323.000	323.000
0064	516.0500	Rubberized Membrane Waterproofing	SY	27.000	27.000
0066	517.1010.S	Concrete Staining (structure) 01. B-44-473	SF	2,810.000	2,810.000
0068	517.1015.S	Concrete Staining Multi-Color (structure) 01. B-44-473	SF	640.000	640.000
0070	517.1050.S	Architectural Surface Treatment (structure) 01. B-44-473	SF	640.000	640.000
0072	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	265.000	265.000
0074	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	45.000	45.000
0076	602.0405	Concrete Sidewalk 4-Inch	SF	1,075.000	1,075.000
0078	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	60.000	60.000
0080	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	231.000	231.000
0082	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0084	611.0624	Inlet Covers Type H	EACH	5.000	5.000
0086	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0088	611.2044	Manholes 4x4-FT	EACH	1.000	1.000
0090	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0092	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	190.000	190.000
0094	614.0920	Salvaged Rail	LF	12.000	12.000
0096	616.0206	Fence Chain Link 6-FT	LF	26.000	26.000
0098	619.1000	Mobilization	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0100	624.0100	Water	MGAL	5.000	5.000
0102	625.0100	Topsoil	SY	190.000	190.000
0104	628.1504	Silt Fence	LF	30.000	30.000
0106	628.1520	Silt Fence Maintenance	LF	30.000	30.000
0108	628.1905	Mobilizations Erosion Control	EACH	8.000	8.000
0110	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0112	628.7020	Inlet Protection Type D	EACH	11.000	11.000
0114	628.7560	Tracking Pads	EACH	2.000	2.000
0116	629.0210	Fertilizer Type B	CWT	0.120	0.120
0118	631.0300	Sod Water	MGAL	10.000	10.000
0120	631.1000	Sod Lawn	SY	180.000	180.000
0122	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	2.000	2.000
0124	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	1.000	1.000
0126	637.2210	Signs Type II Reflective H	SF	5.180	5.180
0128	637.2220	Signs Type II Reflective SH	SF	6.630	6.630
0130	637.2230	Signs Type II Reflective F	SF	9.620	9.620
0132	638.2602	Removing Signs Type II	EACH	3.000	3.000
0134	638.3000	Removing Small Sign Supports	EACH	1.000	1.000
0136	642.5001	Field Office Type B	EACH	1.000	1.000
0138	643.0300	Traffic Control Drums	DAY	50.000	50.000
0140	643.0410	Traffic Control Barricades Type II	DAY	640.000	640.000
0142	643.0420	Traffic Control Barricades Type III	DAY	5,104.000	5,104.000
0144	643.0705	Traffic Control Warning Lights Type A	DAY	7,568.000	7,568.000
0146	643.0900	Traffic Control Signs	DAY	10,032.000	10,032.000
0148	643.1000	Traffic Control Signs Fixed Message	SF	132.000	132.000
0150	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0152	643.5000	Traffic Control	EACH	1.000	1.000
0154	645.0120	Geotextile Type HR	SY	20.000	20.000
0156	646.1020	Marking Line Epoxy 4-Inch	LF	565.000	565.000
0158	646.3020	Marking Line Epoxy 8-Inch	LF	25.000	25.000
0160	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0162	646.6120	Marking Stop Line Epoxy 18-Inch	LF	25.000	25.000
0164	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	140.000	140.000
0166	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	60.000	60.000
0168	650.4000	Construction Staking Storm Sewer	EACH	7.000	7.000
0170	650.5000	Construction Staking Base	LF	162.000	162.000
0172	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	45.000	45.000
0174	650.6500	Construction Staking Structure Layout (structure) 01. B-44-473	LS	1.000	1.000
0176	650.7000	Construction Staking Concrete Pavement	LF	162.000	162.000
0178	650.9000	Construction Staking Curb Ramps	EACH	6.000	6.000
0180	650.9910	Construction Staking Supplemental Control (project) 01. 6498-06-71	LS	1.000	1.000
0182	650.9920	Construction Staking Slope Stakes	LF	162.000	162.000
0184	690.0150	Sawing Asphalt	LF	59.000	59.000
0186	690.0250	Sawing Concrete	LF	97.000	97.000
0188	715.0502	Incentive Strength Concrete Structures	DOL	2,826.000	2,826.000
0190	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0192	999.1001.S	Seismograph	EACH	1.000	1.000
0194	999.1501.S	Crack and Damage Survey	EACH	1.000	1.000
0196	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 10+00	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0198	SPV.0090	Special 01. Remove, Salvage, and Reinstall Decorative Fence Panels	LF	29.000	29.000
0200	SPV.0090	Special 02. Remove, Salvage, and Reinstall Historical Stone Retaining Wall	LF	5.000	5.000
0202	SPV.0090	Special 03. Security Barbed Wire Fence	LF	33.000	33.000
0204	SPV.0165	Special 01. Concrete Sidewalk 6-Inch Special	SF	480.000	480.000
0206	SPV.0165	Special 02. Remove, Salvage, and Reinstall Rock Landscaping	SF	380.000	380.000
0208	SPV.0165	Special 03. Cut-Stone Boulders	SF	124.000	124.000
0210	SPV.0180	Special 01. Shredded Hardwood Bark Mulch	SY	37.000	37.000
0212	SPV.0180	Special 02. Concrete Pavement 8-Inch Special	SY	34.000	34.000

3

REMOVING CONCRETE PAVEMENT

(204.0100)

CATEGORY	STATION	TO STATION	LOCATION	SY
0010	8+86	9+27	LT & RT	189
	10+74	12+00	LT & RT	798
	PROJECT TOTAL			**987**

REMOVING CURB AND GUTTER

(204.0150)

CATEGORY	STATION	TO STATION	LOCATION	LF	NOTES
0010	11+12	11+56	LT	25	MAPLE ST
	10+97	11+36	RT	40	ADJACENT TO ASPHALT DRIVEWAY
	PROJECT TOTAL			**65**	

REMOVING FENCE

(204.0170)

CATEGORY	STATION	TO STATION	LOCATION	LF
0010	9+08	9+19	RT	22
	9+28	9+34	LT	23
	10+78	10+80	LT	30
	PROJECT TOTAL			**75**

REMOVING CONCRETE BOLLARD

(204.9060.S.01)

CATEGORY	STATION	LOCATION	EACH
0010	10+80	LT	1
	PROJECT TOTAL		**1**

REMOVING STORM SEWER STRUCTURES

CATEGORY	STATION	LOCATION	(204.0210) REMOVING MANHOLES EACH	(204.0220) REMOVING INLETS EACH
0010	8+98	18' LT	-	1
	8+98	26' LT	1	-
	9+08	20' RT	-	1
	11+09	43' LT	-	1
	11+22	20' RT	-	1
	11+57	41' LT	-	1
	PROJECT TOTALS		**1**	**5**

REMOVING STORM SEWER

CATEGORY	STATION	TO STATION	LOCATION	SIZE 01. (204.0245.01) 10-INCH LF	SIZE 02. (204.0245.02) 12-INCH LF
0010	8+98	8+99	LT	-	6
	8+99	9+47	LT	-	48
	9+08	9+19	RT	-	18
	10+62	11+22	RT	-	63
	10+73	11+10	LT	-	36
	11+10	11+58	LT	47	-
	PROJECT TOTALS			**47**	**171**

EXCAVATING, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

(205.0501.S)

CATEGORY	STATION	TO STATION	LOCATION	TON
0030	10+61	10+88	RT	519
	PROJECT TOTAL			**519**

BASE COURSE

CATEGORY	STATION	TO STATION	LOCATION	(305.0120) BASE AGGREGATE DENSE 1 1/4-INCH TON	(311.0110) BREAKER RUN TON	(624.0100) WATER MGAL
0010	8+86	9+24	LT & RT	80	-	1
	10+76	12+00	LT & RT	320	-	4
		UNDISTRIBUTED		-	60	-
	PROJECT TOTALS			**400**	**60**	**5**

CONCRETE PAVEMENT

CATEGORY	STATION	TO STATION	LOCATION	(415.0410) CONCRETE PAVEMENT APPROACH SLAB SY	(SPV.0180.02) CONCRETE PAVEMENT 8-INCH SPECIAL SY	(415.0080) CONCRETE PAVEMENT 8-INCH SY	(415.4100) CONCRETE PAVEMENT JOINT FILLING SY	(416.0620) DRILLED DOWEL BARS EACH
0010	8+86	9+24	LT & RT	47	17	74	74	29
	10+76	12+00	LT & RT	47	17	632	632	32
	PROJECT TOTALS			**94**	**34**	**706**	**706**	**61**

CONCRETE SURFACE DRAINS

CATEGORY	STATION	LOCATION	(416.1010) CONCRETE SURFACE DRAINS CY
0010	9+17	RT	0.3
	9+36	LT	1.3
	10+64	RT	0.2
	10+80	LT	1.1
	PROJECT TOTAL		**2.9**

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	LOCATION	(455.0605) TACK COAT GAL	(465.0120) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	11+19	RT	2	5
	PROJECT TOTALS		**2**	**5**

3

CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO STATION	LOCATION	(601.0409) CONCRETE CURB & GUTTER 30-INCH TYPE A LF	(601.0411) CONCRETE CURB & GUTTER 30-INCH TYPE D LF	(650.5500) CONSTRUCTION STAKING CURB GUTTTER AND CURB & GUTTER LF
0010	8+86	9+04	LT & RT	45	-	-
	10+96	12+00	LT & RT	220	45	45
		PROJECT TOTALS		**265**	**45**	**45**

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	FROM STRUCTURE ID	TO STRUCTURE ID	(608.0312) CLASS III 12-INCH LF
0010	1.1	1.0	8
	1.0	EW.1	37
	2.1	2.0	10
	2.0	EW.2	18
	3.2	3.1	47
	3.1	EW.3	35
	4.1	EW.4	76
	PROJECT TOTAL		**231**

STORM SEWER STRUCTURES

CATEGORY	STRUCTURE I.D.	STATION	LOCATION	(611.2004) MANHOLES 4-FT DIAMETER EACH	(611.2044) MANHOLES 4X4-FT EACH	(611.3230) INLETS 2x3-FT EACH	(611.0530) MANHOLE COVER TYPE J EACH	(611.0624) INLET COVER TYPE H EACH	(650.4000) CONSTRUCTION STAKING STORM SEWER EACH	TOP OF STRUCTURE ELEVATION	BOX DEPTH FEET	RIM ELEVATION	INVERT	NOTES
0010	1.0	8+98.00	26.40' LT	-	1	-	1	-	1	640.39	6.61	641.64	633.78	
	1.1	8+98.00	18.27' LT	-	-	1	-	1	1	639.81	2.25	641.02	637.56	
	2.0	8+98.00	28.00' RT	1	-	-	1	-	1	640.20	3.65	641.45	636.55	
	2.1	8+98.00	18.19' RT	-	-	1	-	1	1	639.88	3.22	641.09	636.66	
	3.1	11+11.29	50.44' LT	-	-	1	-	1	1	639.98	2.15	641.19	637.83	
	3.2	11+57.53	45.00' LT	-	-	1	-	1	1	640.25	2.19	641.46	638.06	
	4.1	11+41	21.50' RT	-	-	1	-	1	1	640.97	2.36	642.18	638.61	
	PROJECT TOTALS			**1**	**1**	**5**	**2**	**5**	**7**					

CONCRETE SIDEWALK

CATEGORY	STATION	TO STATION	LOCATION	(602.0405) CONCRETE SIDEWALK 4-INCH SF	(SPV.0165.01) CONCRETE SIDEWALK 6-INCH SPECIAL SF	(602.0515) CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	(650.9000) CONSTRUCTION STAKING CURB RAMPS EACH
0010	8+86	9+04	LT & RT	245	240	-	-
	10+96	12+00	LT & RT	830	240	60	6
		PROJECT TOTALS		**1,075**	**480**	**60**	**6**

INLET PROTECTION TYPE D

CATEGORY	STATION	LOCATION	(628.7020) EACH
0010	8+06	LT	1
	8+98	LT	1
	8+98	LT	1
	8+98	RT	1
	9+11	RT	1
	11+11	LT	1
	11+12	LT	1
	11+22	RT	1
	11+41	RT	1
	11+56	LT	1
	11+57	LT	1
	PROJECT TOTAL		**11**

3

SALVAGED RAIL

CATEGORY	STATION	TO STATION	LOCATION	(614.0920) LF
0010	10+81	10+82	LT	12
		PROJECT TOTAL		**12**

FENCE CHAIN LINK 6-FT

CATEGORY	STATION	TO STATION	LOCATION	(616.0206) LF
0010	10+80	10+83	LT	26
		PROJECT TOTAL		**26**

FINISHING ITEMS

CATEGORY	STATION	TO STATION	LOCATION	(625.0100) TOPSOIL SY	(629.0210) FERTILIZER TYPE B CWT	(631.1000) SOD LAWN SY	(631.0300) SOD WATER MGAL
0010	8+86	9+10	RT	12	0.01	12	1
	10+77	11+11	LT	70	0.04	70	4
	11+32	12+00	RT	45	0.03	45	2
	11+59	12+00	LT	20	0.01	20	1
		UNDISTRIBUTED		43	0.03	33	2
		PROJECT TOTALS		**190**	**0.12**	**180**	**10**

SILT FENCE

CATEGORY	STATION	TO STATION	LOCATION	(628.1504) SILT FENCE LF	(628.1520) SILT FENCE MAINTENANCE LF
0010	8+79	9+06	RT	30	30
		PROJECT TOTALS		**30**	**30**

REMOVING SIGNS

CATEGORY	SIGN NO	STATION	LOCATION	(638.2602) REMOVING SIGNS TYPE II EACH	(638.3000) REMOVING SMALL SIGN SUPPORTS EACH	NOTES
0010	E.1	9+19	RT	1	-	ON UTILITY POLE
	E.2	10+80	LT	1	1	
	E.3	11+08	LT	1	-	ON UTILITY POLE
		PROJECT TOTALS		**3**	**1**	

NOTE: MULTIPLES SIGNS AT ONE LOCATION IS PAID FOR AS ONE REMOVING SIGNS TYPE II

TRACKING PADS

CATEGORY	STATION	(628.7560) EACH
0010	8+86	1
	12+00	1
	PROJECT TOTAL	**2**

MOBILIZATIONS EROSION CONTROL

CATEGORY	DESCRIPTION	(628.1905) MOBILIZATIONS EROSION CONTROL EACH	(628.1910) MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT 6498-06-71	8	4
	PROJECT TOTALS	**8**	**4**

TRAFFIC CONTROL SIGNS PCMS

CATEGORY	LOCATION	DESCRIPTION	(643.1050) DAY
0010	ISLAND ST NB, SOUTH OF PROJECT LIMITS	ADVANCE PROJECT NOTIFICATION	7
	ISLAND ST SB, NORTH OF PROJECT LIMTS	ADVANCE PROJECT NOTIFICATION	7
		PROJECT TOTAL	**14**

PERMANENT SIGNING

CATEGORY	SIGN NO	STATION	LOCATION	SIGN CODE	SIZE IN X IN	(637.2210) SIGNS TYPE II REFLECTIVE H SF	(637.2220) SIGNS TYPE II REFLECTIVE SH SF	(637.2230) SIGNS TYPE II REFLECTIVE F SF	(634.0614) POSTS WOOD 4X6-INCH X 14-FT EACH	(634.0616) POSTS WOOD 4X6-INCH X 16-FT EACH	REMARKS
0010	1.1	8+95	RT	S4-51	24 X 48	-	6.63	1.37	-	1	SCHOOL SPEED LIMIT 15 MPH
	1.2	10+89	LT	W11-2	30 X 30	-	-	6.25	1	-	-
	1.3	10+89	LT	W16-9P	24 X 12	-	-	2.00	-	-	-
	1.4	11+05	LT	R1-1	30 X 30	5.18	-	-	1	-	-
			PROJECT TOTALS			**5.18**	**6.63**	**9.62**	**2**	**1**	

PAVEMENT MARKINGS

CATEGORY	STATION	TO STATION	(646.1020) MARKING LINE EPOXY 4-INCH (YELLOW) LF	(646.3020) MARKING LINE EPOXY 8-INCH LF	(646.5020) MARKING ARROW EPOXY (TYPE 2, WHITE) EACH	(646.6120) MARKING STOP LINE EPOXY 18-INCH LF	(646.7420) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	(646.7520) MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	NOTES
0010	8+86	12+00	565	25	2	25	140	60	INCLUDES MAPLE STREET
		PROJECT TOTALS	**565**	**25**	**2**	**25**	**140**	**60**	

DETOUR

CATEGORY	LOCATION	SHEET SHOWN IN PLAN SET	DURATION		SIGNS NO. DEVICES	* (643.0900) TRAFFIC CONTROL SIGNS DAY	SIGNS FIXED MESSAGE NO. DEVICES	(643.1000) TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
0010	DODGE ST WESTBOUND EAST OF ISLAND ST	DETOUR - OVERVIEW	160	DAYS	2	320	2	6.00
	MAPLE ST WESTBOUND AT ISLAND ST	DETOUR - OVERVIEW	160	DAYS	1	160	1	3.00
	ELM ST WESTBOUND AT OAK ST	DETOUR - OVERVIEW	160	DAYS	2	320	2	6.00
	ELM ST WESTBOUND AT ISLAND ST	DETOUR - OVERVIEW	160	DAYS	1	160	1	3.00
	OAK ST WESTBOUND AT ISLAND ST	DETOUR - OVERVIEW	160	DAYS	2	320	2	6.00
	ISLAND ST NORTHBOUND AT OAK ST	DETOUR - OVERVIEW	160	DAYS	1	160	1	3.00
	THILMANY RD WESTBOUND AT ISLAND ST	DETOUR - OVERVIEW	160	DAYS	2	320	2	6.00
	CATHERINE ST SOUTHBOUND AT THILMANY RD	DETOUR - OVERVIEW	160	DAYS	1	160	1	3.00
	STH 55 (LAWES ST) NORTHBOUND AT MAPLE ST	DETOUR - OVERVIEW	160	DAYS	1	160	1	3.00
	DODGE ST WESTBOUND AT ISLAND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	CTH Z (DODGE ST) EASTBOUND AT ISLAND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	CTH Z (DODGE ST) WESTBOUND AT ISLAND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	CTH Z (DODGE ST) WESTBOUND BETWEEN SECOND ST AND ISLAND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	CTH Z (DODGE ST) WESTBOUND AT E SECOND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	CTH Z (DODGE ST) EASTBOUND AT E SECOND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	E SECOND ST EASTBOUND AT DODGE ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	STH 55 (CROOKS AVE) NORTHBOUND AT DODGE ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	STH 55 (CROOKS AVE) SOUTHBOUND AT E SECOND ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	E SECOND ST EASTBOUND AT MAIN AVE	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	E SECOND ST EASTBOUND AT STH 55 (CROOKS AVE)	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	E SECOND ST WESTBOUND AT STH 55 (CROOKS AVE)	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	STH 55 (CROOKS AVE) NORTHBOUND AT E SECOND ST	DETOUR - DETAIL 1	160	DAYS	2	320	2	6.00
	STH 55 (CROOKS AVE) SOUTHBOUND AT FOX RIVER TRAIL RACE	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	ISLAND ST NORTHBOUND AT MAPLE ST	DETOUR - DETAIL 1	160	DAYS	1	160	1	3.00
	STH 55 (LAWES ST) NORTHBOUND AT E WISCONSIN AVE	DETOUR - DETAIL 2	160	DAYS	2	320	2	6.00
	STH 55 (LAWES ST) SOUTHBOUND AT W WISCONSIN AVE	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	W WISCONSIN AVE EASTBOUND AT STH 55 (LAWES ST)	DETOUR - DETAIL 2	160	DAYS	2	320	2	6.00
	STH 55 (LAWES ST) NORTHBOUND AT CATHERINE ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	STH 55 (LAWES ST) SOUTHBOUND AT SARAH ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	TAYLOR ST EASTBOUND AT STH 55 (LAWES ST)	DETOUR - DETAIL 2	160	DAYS	2	320	2	6.00
	STH 55 (LAWES ST) SOUTHBOUND AT BROTHER ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	STH 55 (LAWES ST) SOUTHBOUND AT TAYLOR ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	CATHERINE ST WESTBOUND AT STH 55 (LAWES ST)	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	CATHERINE ST WESTBOUND AT AMANDA ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	CATHERINE ST WESTBOUND AT CANAL ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	CATHERINE ST EASTBOUND AT JOHN ST	DETOUR - DETAIL 2	160	DAYS	1	160	1	3.00
	PROJECT OR PAGE TOTALS					**7,040**		**132.00**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

NOTE: BRIDGE CLOSURE TRAFFIC CONTROL DEVICES SHOWN ON DETOUR PLAN ARE INCLUDED IN THE TRAFFIC CONTROL MISCELLANEOUS QUANTITY TABLE.

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TRAFFIC CONTROL

CATEGORY	DESCRIPTION	(643.5000) TRAFFIC CONTROL EACH	DRUMS NO. DEVICES	(643.0300) TRAFFIC CONTROL DRUMS DAY	BARRICADES TYPE II NO. DEVICES	(643.0410) TRAFFIC CONTROL BARRICADES TYPE II DAY	BARRICADES TYPE III NO. DEVICES	(643.0420) TRAFFIC CONTROL BARRICADES TYPE III DAY	WARNING LIGHTS TYPE A NO. DEVICES	(643.0705) TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	SIGNS NO. DEVICES	* (643.0900) TRAFFIC CONTROL SIGNS DAY	DURATION	
0010	ADVANCE WARNING SIGNS (MAINLINE & SIDEROAD)	-	-	-	-	-	5	800	5	800	4	640	160	DAYS
	ROAD CLOSURE (STRUCTURE B-44-0473)	-	-	-	-	-	20	3,200	30	4,800	5	800	160	DAYS
	SIDEWALK CLOSURE (STRUCTURE B-44-0473)	-	-	-	4	640	4	640	8	1,280	8	1,280	160	DAYS
	UNDISTRIBUTED	-	-	50	-	-	-	464	-	688	-	272	-	-
	PROJECT 6498-06-71	1	-	-	-	-	-	-	-	-	-	-	-	-
	PROJECT OR PAGE TOTALS	**1**		**50**		**640**		**5,104**		**7,568**		**2,992**		

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

NOTES:
ADVANCE WARNING SIGNS (MAINLINE & SIDEROAD) - SEE S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
ROAD CLOSURE (STRUCTURE B-44-0473) - SEE S.D.D. "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
SIDEWALK CLOSURE (STRUCTURE B-44-0473) - SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION"

EARTHWORK PROJECT I.D. 6498-06-71

Division	From/To Station	Location	Common Excavation (1) (item # 205.0100) Cut (2)	EBS Excavation (3)	Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (6) Factor 1.25	Mass Ordinate +/- (7)	Waste	Comment:
Project ID 6498-06-71											
1	8+86 - 9+27	Island Street - South Approach	93	0	32	61	0	0	61	61	
2	10+76 - 12+00	Island - North Approach (w/ Maple)	321	0	148	173	3	4	169	169	
UNDISTRIBUTED EBS			0	60							
Grand Total			**414**	**60**	**180**	**234**	**3**	**4**	**230**	**230**	
			474								

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
2) Salvaged/Unusable Pavement Material is included in Cut.
3) EBS Excavation to be backfilled with Breaker Run material.
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusable Pavement Material
6) Expanded Fill. Factor = 1.25
7) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

SECURITY BARBED WIRE FENCE

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0090.03) LF
0010	9+01	9+06	RT	16
	9+28	9+30	LT	17
	PROJECT TOTAL			**33**

REMOVE, SALVAGE AND REINSTALL ROCK LANDSCAPING

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0165.02) SF
0010	10+64	11+09	RT	340
	11+29	11+55	RT	40
	PROJECT TOTAL			**380**

REMOVE, SALVAGE AND REINSTALL DECORATIVE FENCE PANELS

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0090.01) LF
0010	10+63	10+70	RT	29
	PROJECT TOTAL			**29**

SHREDDED HARDWOOD BARK MULCH

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0180.01) SY
0010	8+86	9+35	LT	37
	PROJECT TOTAL			**37**

REMOVE, SALVAGE, AND REINSTALL HISTORICAL STONE RETAINING WALL

CATEGORY	STATION	TO STATION	LOCATION	(SPV.0090.02) LF
0010	10+77	10+79	LT	5
	PROJECT TOTAL			**5**

CONSTRUCTION STAKING

CATEGORY	STATION	TO STATION	(650.9910.01) SUPPLEMENTAL CONTROL LS	(650.5000) BASE LF	(650.7000) CONCRETE PAVEMENT LF	(650.9920) SLOPE STAKES LF
0010	8+86	9+24	-	38	38	38
	10+76	12+00	-	124	124	124
	PROJECT 6498-06-71		1	-	-	-
	PROJECT TOTALS		**1**	**162**	**162**	**162**

SAWING

CATEGORY	STATION	TO STATION	LOCATION	(690.0150) ASPHALT LF	(690.0250) CONCRETE LF
0010	8+86	12+00	LT & RT	59	97
	PROJECT TOTALS			**59**	**97**

Document #: 2222699
Date: 02-03-2021 Time: 12:42 PM
Pages: 3 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
City of Kaukauna- Planning Department

TRANSPORTATION PROJECT PLAT TITLE SHEET

6498-06-00

C KAUKAUNA, ISLAND STREET

(POWER CANAL TAIL RACE)

BRIDGE B-44-0473

LOCAL STREET

OUTAGAMIE COUNTY

CONVENTIONAL SYMBOLS

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

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

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	▼	▽

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

CONVENTIONAL ABBREVIATIONS

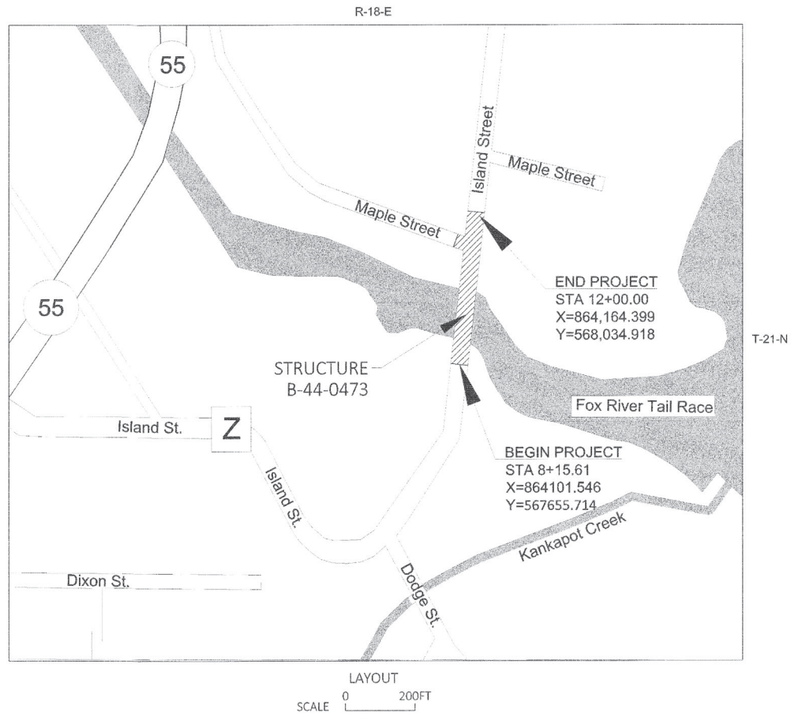
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6498-06-00

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

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

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

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF KAUAKAUNA.

A TPP CREATED FOR A LPA OR CONNECTING HIGHWAY PROJECT SHALL REPLACE REFERENCE TO THE DEPARTMENT OF TRANSPORTATION IN THE ABOVE NOTE WITH THE NAME OF THE LOCAL ENTITY DOING THE APPROVING..

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

PROJECT NUMBER 6498-06-00-4.01
SHEET 2 OF 3
AMENDMENT NO:

FILE NAME : G:\07\07937\07937005\C3D\RW\RW.DWG
LAYOUT NAME: TPP Title 34x22

PLOT DATE : 9/16/2015 3:04 PM PLOT BY : CHAD BESAW

APPRAISAL PLAT DATE : 12/30/2020

TRANSPORTATION PROJECT PLAT NO: 6498-06-00-4.01

THAT PART OF LOT 25, BLOCK 2, LEDYARD PLAT, LOCATED IN GOVERNMENT LOT 1, SECTION 22, TOWNSHIP 21 NORTH, RANGE 18 EAST,
AND THAT PART OF LOT 3, BLOCK 6, KAUKAUNA ISLAND PLAT ISLAND NO. 4,
AND THAT PART OF THE UNPLATTED PORTION OF BLOCK 6, KAUKAUNA ISLAND PLAT ISLAND NO. 4, ALSO KNOWN AS THAT PART OF LOT M, OF ISLAND NO 4 OF THE ASSESSORS PLAT OF THE CITY OF KAUKAUNA,
AND THAT PART OF LOT 4, CSM NO. 104,
AND THAT PART OF THE DISCONTINUED BANK AVENUE,
ALL LOCATED IN ISLAND NO. 4, SECTION 22, TOWNSHIP 21 NORTH, RANGE 18 EAST,
ALL LOCATED IN THE CITY OF KAUKAUNA, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER - LOCAL STREET - CITY OF KAUKAUNA ISLAND STREET, POWER CANAL TAIL RACE BRIDGE B-044-0473, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF KAUKAUNA DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22 AND 32.05, WISCONSIN STATUTES, THE CITY OF KAUKAUNA HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF KAUKAUNA, PURSUANT TO THE PROVISIONS OF SECTION 62.22 OR 32.05 WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET RECORDED AS SHEET 2 OF 3 AND ACCOMPANYING EXTENSION SHEET RECORDED AS DETAIL SHEET 3 OF 3.

NOTES:

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

-FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF KAUKAUNA.

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

-EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
- STATE PROJECT NUMBER 4679-1-71
- KAUKAUNA ISLAND PLAT ISLAND NO. 4
- ASSESSORS PLAT OF THE CITY OF KAUKAUNA
- CSM NUMBER 104
- RESOLUTION NUMBER 2227

SCHEDULE OF LANDS & INTEREST REQUIRED

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

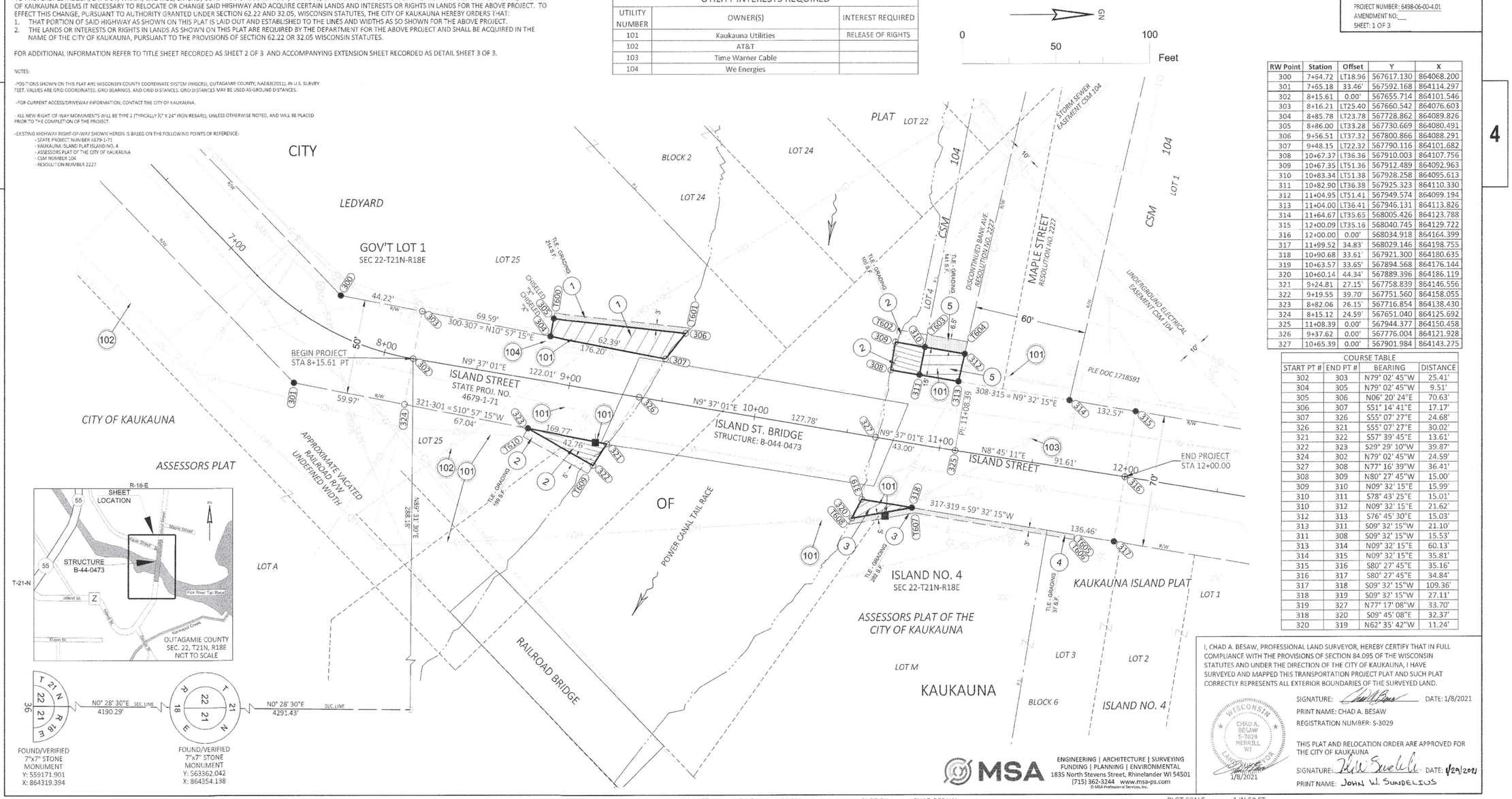
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W SQ FT REQUIRED SQ FT NEW	EXISTING	TOTAL	PLE SQ FT	TLE SQ FT
1	City of Kaukauna and Kaukauna Water Power Company	FEE, TLE	809	—	809	—	214
2	City of Kaukauna, a municipal corporation	FEE, TLE	507	—	507	—	304
3	City of Kaukauna	FEE, TLE	145	—	145	—	282
4	Kaukauna Utilties, an enterprise fund of the City of Kaukauna	TLE	—	—	—	—	37
5	Kaukauna Area School District	FEE, TLE	320	—	320	—	141

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
101	Kaukauna Utilities	RELEASE OF RIGHTS
102	AT&T	
103	Time Warner Cable	
104	We Energies	

TLE Point	Station	Offset	Y	X
T600	8+86.07	LT36.29	567731.241	864077.536
T601	9+58.24	40.42'	567803.090	864085.519
T602	10+67.34	LT57.86	567913.566	864086.553
T603	10+83.52	LT57.88	567929.529	864089.235
T604	11+05.36	LT57.91	567951.066	864092.854
T605	11+78.23	34.54'	568008.145	864195.226
T606	11+78.20	37.04'	568007.731	864197.692
T607	10+92.62	36.11'	567922.798	864183.422
T608	10+58.99	47.93'	567887.664	864189.460
T609	9+17.62	44.32'	567748.882	864162.284
T610	8+80.36	30.85'	567714.393	864142.782

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6498-06-00-4.01
AMENDMENT NO:___
SHEET: 1 OF 3



RW Point	Station	Offset	Y	X
300	7+64.72	LT18.96	567617.130	864068.200
301	7+65.18	33.46'	567592.168	864114.297
302	8+15.61	0.00'	567655.714	864101.546
303	8+16.21	LT25.40	567660.542	864076.603
304	8+85.78	LT23.78	567728.862	864089.826
305	8+86.00	LT33.28	567730.669	864080.491
306	9+56.51	LT37.32	567800.866	864088.291
307	9+48.15	LT22.32	567790.116	864101.682
308	10+67.37	LT36.36	567910.003	864107.756
309	10+67.35	LT51.36	567912.489	864092.963
310	10+83.34	LT51.38	567928.258	864095.613
311	10+82.90	LT36.38	567925.323	864110.330
312	11+04.95	LT51.41	567949.574	864099.194
313	11+04.00	LT36.41	567946.131	864113.826
314	11+64.67	LT35.65	568005.426	864123.788
315	12+00.09	LT35.16	568040.745	864129.722
316	12+00.00	0.00'	568034.918	864164.399
317	11+99.52	34.83'	568029.146	864198.755
318	10+90.68	33.61'	567921.300	864180.635
319	10+63.57	33.65'	567894.568	864176.144
320	10+60.14	44.34'	567889.396	864186.119
321	9+24.81	27.15'	567758.839	864146.556
322	9+19.55	39.70'	567751.560	864158.055
323	8+82.06	26.15'	567716.854	864138.430
324	8+15.12	24.59'	567651.040	864125.692
325	11+08.39	0.00'	567944.377	864150.458
326	9+37.62	0.00'	567776.004	864121.928
327	10+65.39	0.00'	567901.984	864143.275

COURSE TABLE			
START PT #	END PT #	BEARING	DISTANCE
302	303	N79° 02' 45"W	25.41'
304	305	N79° 02' 45"W	9.51'
305	306	N06° 20' 24"E	70.63'
306	307	S51° 14' 41"E	17.17'
307	326	S55° 07' 27"E	24.68'
326	321	S55° 07' 27"E	30.02'
321	322	S57° 39' 45"E	13.61'
322	323	S29° 29' 10"W	39.87'
324	302	N79° 02' 45"W	24.59'
327	308	N77° 16' 39"W	36.41'
308	309	N80° 27' 45"W	15.00'
309	310	N09° 32' 15"E	15.99'
310	311	S78° 43' 25"E	15.01'
310	312	N09° 32' 15"E	21.62'
312	313	S76° 45' 30"E	15.03'
313	311	S09° 32' 15"W	21.10'
311	308	S09° 32' 15"W	15.53'
313	314	N09° 32' 15"E	60.13'
314	315	N09° 32' 15"E	35.81'
315	316	S80° 27' 45"E	35.16'
316	317	S80° 27' 45"E	34.84'
317	318	S09° 32' 15"W	109.36'
318	319	S09° 32' 15"W	27.11'
319	327	N77° 17' 08"W	33.70'
318	320	S09° 45' 08"E	32.37'
320	319	N62° 35' 42"W	11.24'

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

SIGNATURE: _____ DATE: 1/8/2021
PRINT NAME: CHAD A. BESAW
REGISTRATION NUMBER: S-3029

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF KAUKAUNA

SIGNATURE: _____ DATE: 1/29/2021
PRINT NAME: JOHN W. SUNDELIUS

WISCONSIN CHAD A. BESAW S-3029 MERRILL WI SURVEYOR 1/8/2021

MSA ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
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(715) 362-3244 www.msa-ps.com
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FILE NAME : G:\07\07937\07937005\C3D\RW\RW.DWG
APPRAISAL PLAT DATE : 12/30/2020
PLOT DATE : 1/11/2021 12:31 PM
PLOT BY : CHAD BESAW
PLOT SCALE : 1 IN:50 FT

6498-06-00-4.01

TRANSPORTATION PROJECT PLAT NO: 6498-06-00-4.01
EXTENSION SHEET

RELOCATION ORDER - LOCAL STREET - CITY OF KAUKAUNA ISLAND STREET, POWER CANAL TAIL RACE BRIDGE B-044-0473, OUTAGAMIE COUNTY

FOR ADDITIONAL INFORMATION REFER TO DETAIL SHEET RECORDED AS DETAIL SHEET 1 OF 2 AND TITLE SHEET RECORDED AS SHEET 2 OF 2.

4

EASEMENT TABLE

UTILITY NUMBER	OWNERS	DOC. INFO.	NOTES	PARCEL LOCATED IN
	Northeastern Power Company, a Wisconsin Corporation	Doc. No. 258060	Electric Tansmission Line Easement - no width	1,2,3,4
	Northeastern Power Company, a Wisconsin Corporation	Doc. No. 258059	Use and occupy with exclusive possession of lands	1,5
	City of Kaukauna	V. 127 P.240	Easement for Highway Purposes along RR tracks (present day Island St.)	1,2
	City of Kaukauna	Doc. No. 821646	Redevopment Plan	1,5
	American Transmission Company LLC	Doc. No. 1439561, 1393772, 1433859, 1433860	Assignment of Lease for electrical transmission lines, and substation	1,2,3,4,5
	American Transmission Company LLC	Doc. No. 1433859	Substation	2
	City of Kaukauna	Doc. No. 343251, 343250	Flowage rights	2,5
	City of Kaukauna Electric and Water Departments, a municipal utility	V.657 P.130, V.698 P.583	Electrical Distribution Easmenet	2
	Wisconsin Gas LLC, a Wisconsin lilmited liabiity company doing business as We Energies	Doc. No. 1789472	Gas pipeline easenement	2
	Wisconsin Public Power Inc.	Doc. No. 1887555, 1887556	Utility and Access Lot "A" G.L. 1 Sec 22	SE of 2
	Wisconsin Gas LLC	Doc. No. 1897160	Natural gas pipelines	Island St. and Dodge St.
	WI DNR	Doc. No. 1697098, 1789473, 1878186	Deed Restrictions	3,4,5
	City of Kauakauna	Doc. No. 1718591	Electrical Easment	5
	Kaukauna Water Power Company	V.48 P.105, V.48 P.345, V.67 P.3, V.67 P.10, V.115 P.88	Flowage rights	4
	Wisconsin Michigan Power Company, a Wisconsin Corporation	Doc. No. 502066	Transfer of rights, title and interest	3,4
	Wisconsin Electric Power Company	Doc. No. 1097942	Electric Line Easement	2,3
	City of Kaukauna	Doc. No. 326260	Sewer Pipe easement	2

4

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

WISCONSIN CHAD A. BESAW S-3029 MERRILL WI LAND SURVEYOR

1/8/2021

SIGNATURE: _____ DATE: 1/8/2021

PRINT NAME: CHAD A. BESAW

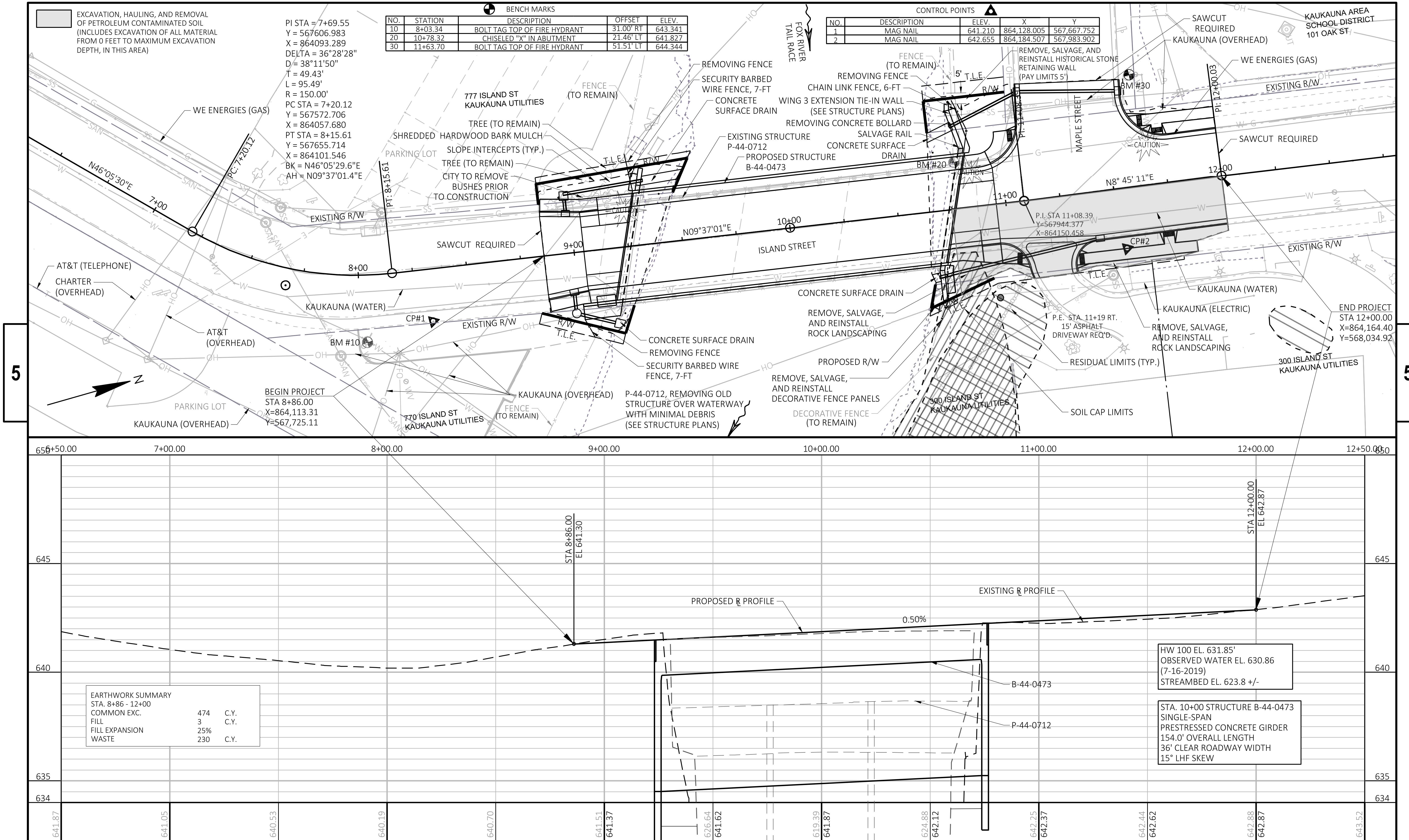
REGISTRATION NUMBER: S-3029

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF KAUKAUNA

SIGNATURE: _____ DATE: 1/29/2021

PRINT NAME: JOHN W. SUNDELIUS

MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1835 North Stevens Street, Rhinelander WI 54501
(715) 362-3244 www.msa-ps.com



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
10	8+03.34	BOLT TAG TOP OF FIRE HYDRANT	31.00' RT	643.341
20	10+78.32	CHISELED "X" IN ABUTMENT	21.46' LT	641.827
30	11+63.70	BOLT TAG TOP OF FIRE HYDRANT	51.51' LT	644.344

CONTROL POINTS

NO.	DESCRIPTION	ELEV.	X	Y
1	MAG NAIL	641.210	864,128.005	567,667.752
2	MAG NAIL	642.655	864,184.507	567,983.902

EARTHWORK SUMMARY
STA. 8+86 - 12+00

COMMON EXC.	474	C.Y.
FILL	3	C.Y.
FILL EXPANSION	25%	
WASTE	230	C.Y.

HW 100 EL. 631.85'
OBSERVED WATER EL. 630.86
(7-16-2019)
STREAMBED EL. 623.8 +/-

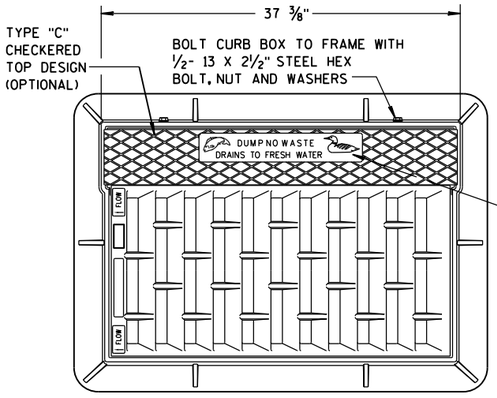
STA. 10+00 STRUCTURE B-44-0473
SINGLE-SPAN
PRESTRESSED CONCRETE GIRDER
154.0' OVERALL LENGTH
36' CLEAR ROADWAY WIDTH
15° LHF SKEW

PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	PLAN AND PROFILE: ISLAND STREET	SHEET 33	E

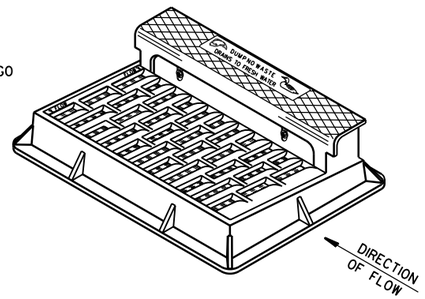
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08B10-02	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
12A03-10	NAME PLATE (STRUCTURES)
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING

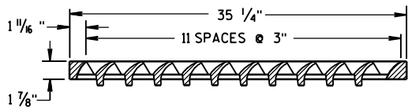
6

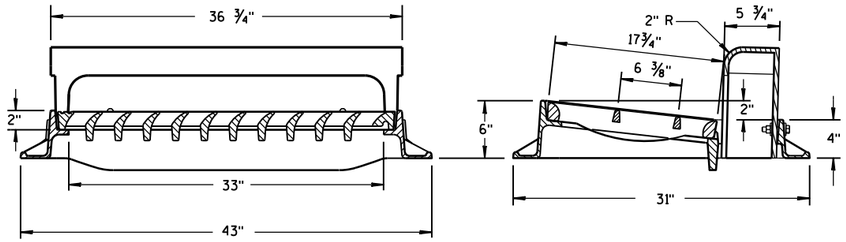


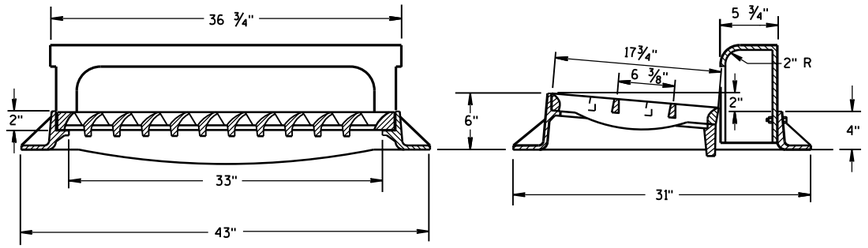
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

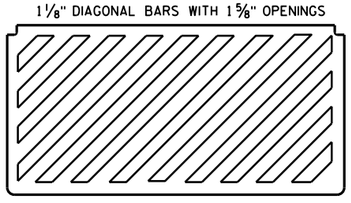






TYPE "H"

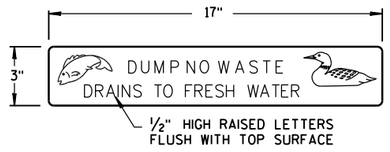
NOTE: EITHER CASTING IS ACCEPTABLE



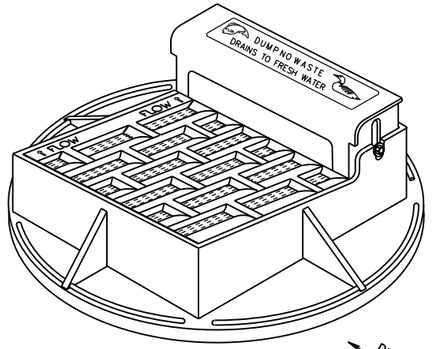
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

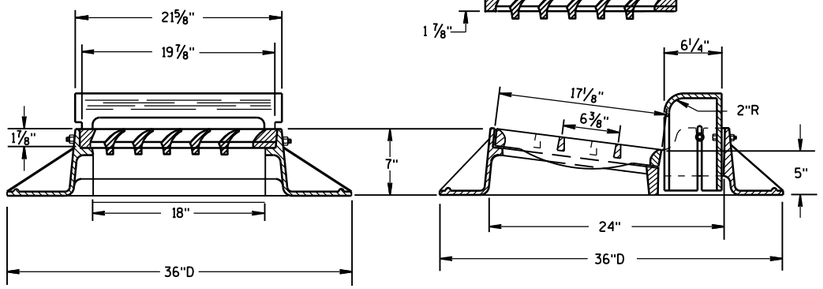


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



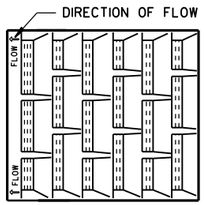
TYPE "A"

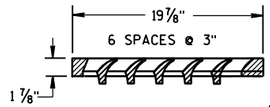
GENERAL NOTES

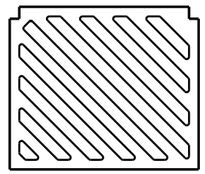
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



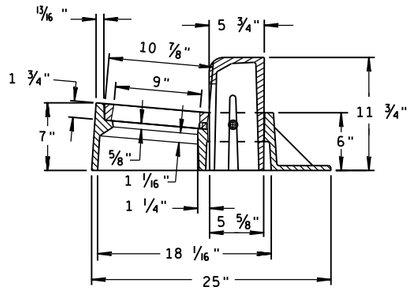


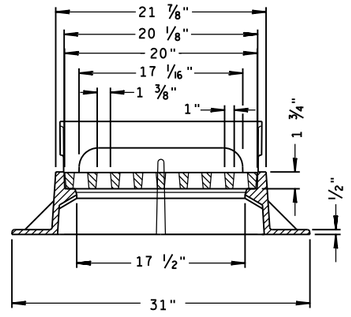


SPECIAL GRATE FOR TYPE "A" COVER

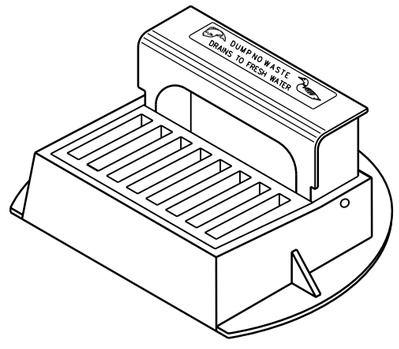
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS
TYPE A, H, A-S, H-S & Z

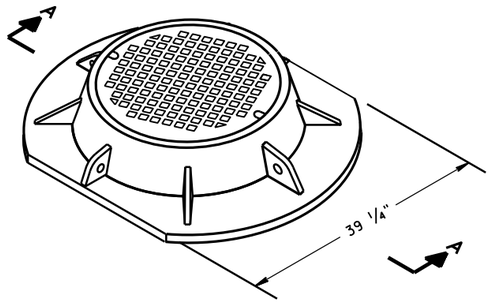
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

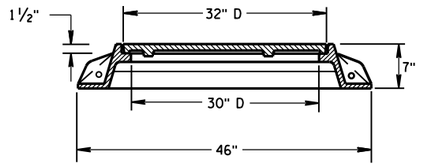
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

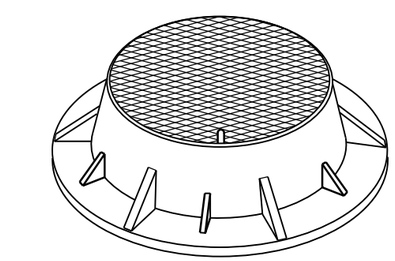
S.D.D. 8 A 5-19a

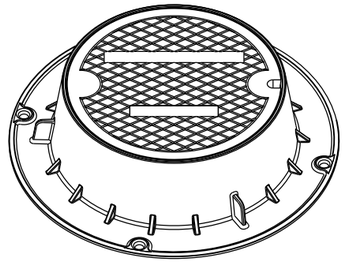
S.D.D. 8 A 5-19a

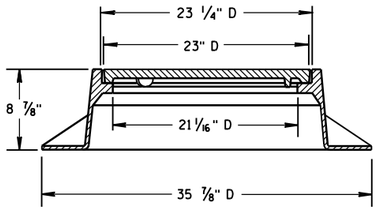


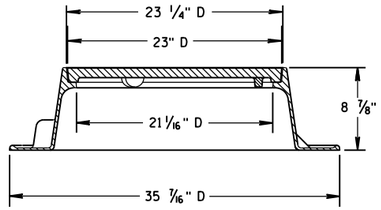


SECTION A-A
TYPE "K"









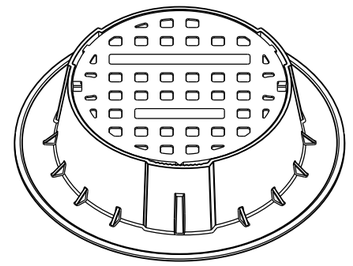
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

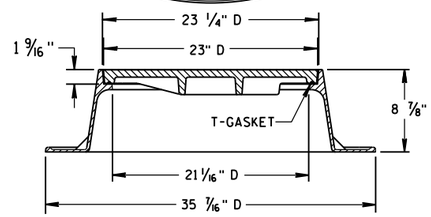
GENERAL NOTES

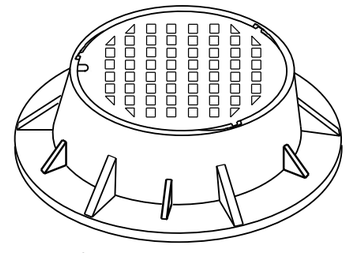
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

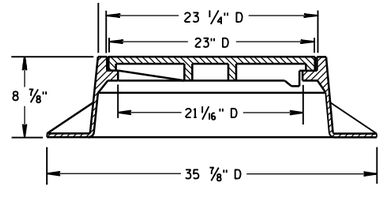
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

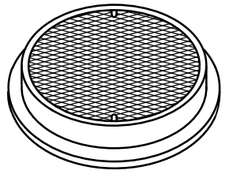


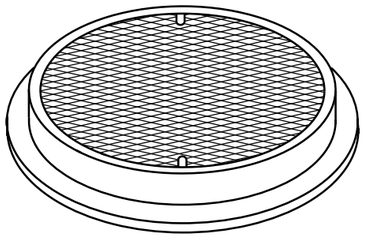


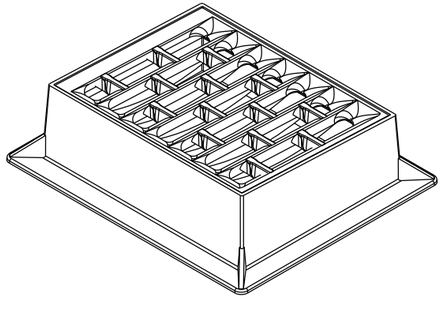


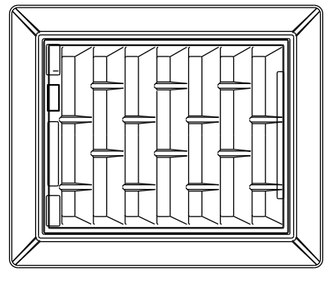


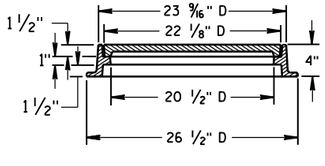
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



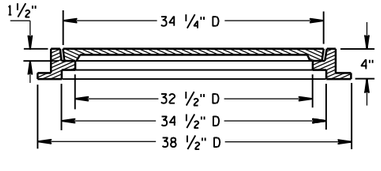




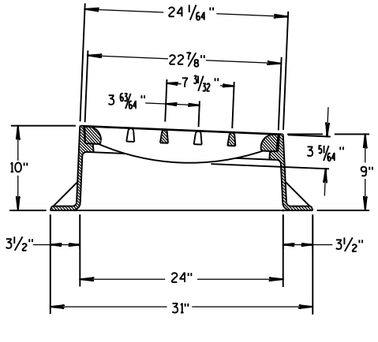


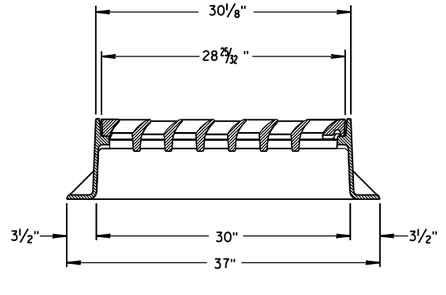


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

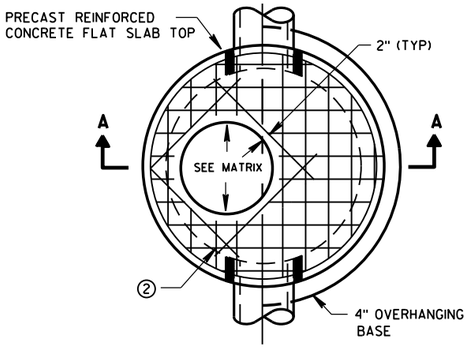
APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

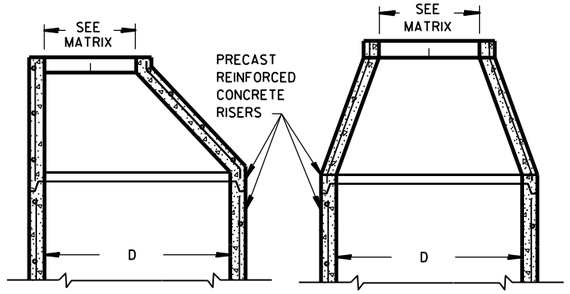
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

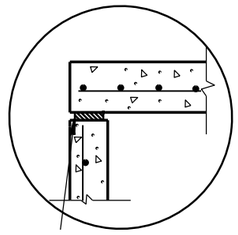


PLAN VIEW CIRCULAR OPENING

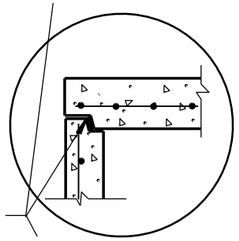


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

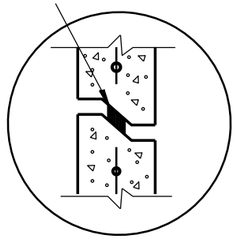


TOP WITH PLAIN END JOINT



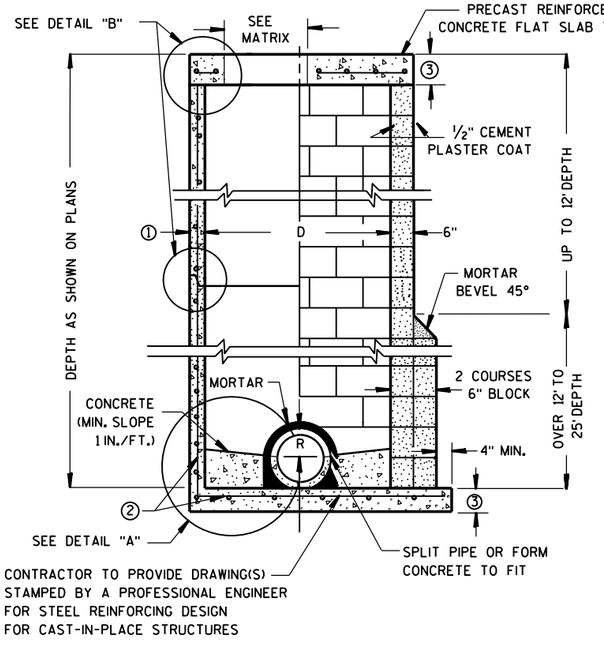
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



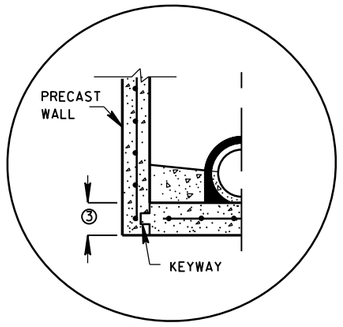
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

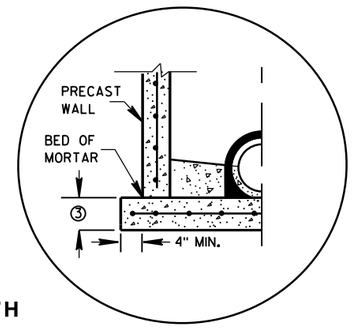


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

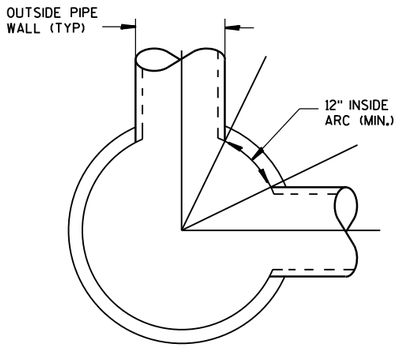


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

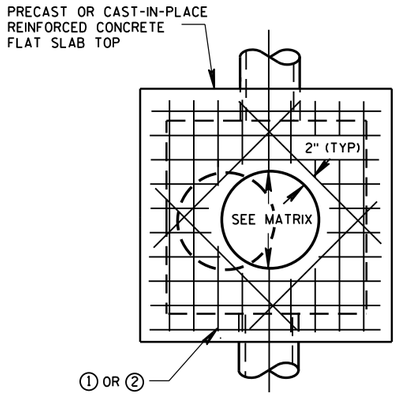
APPROVED

Sept., 2016
DATE

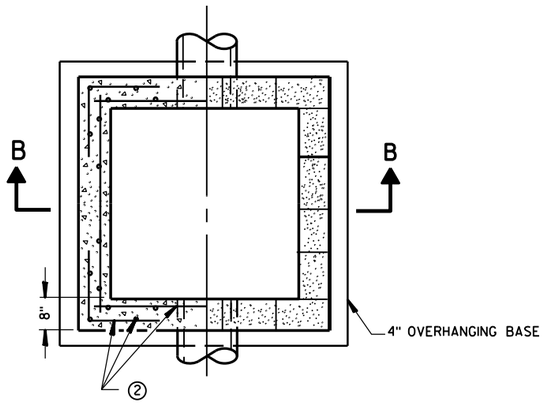
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

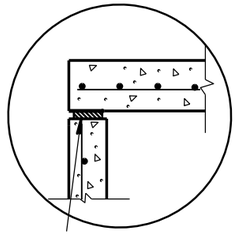
S.D.D. 8 B 9-2



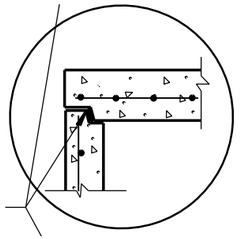
PLAN VIEW
CIRCULAR OPENING



SECTION A-A
PLAN VIEW

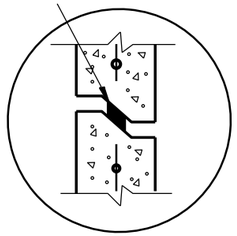


TOP WITH PLAIN END JOINT



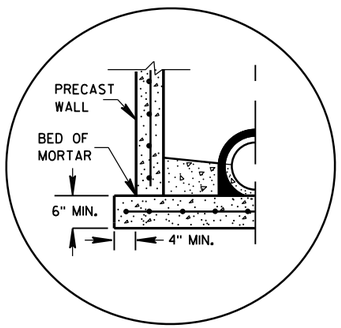
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



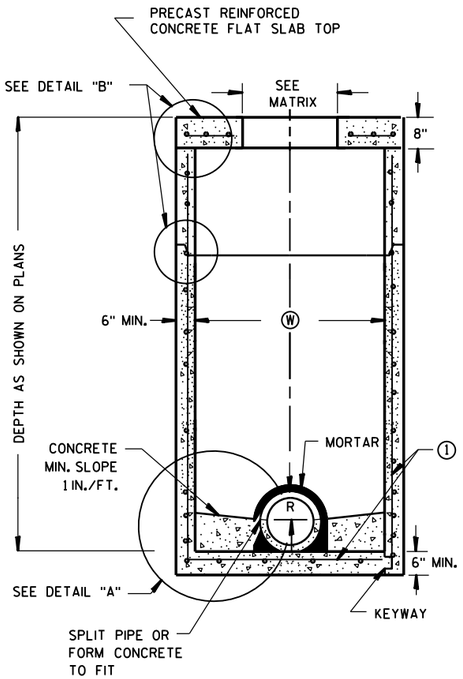
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

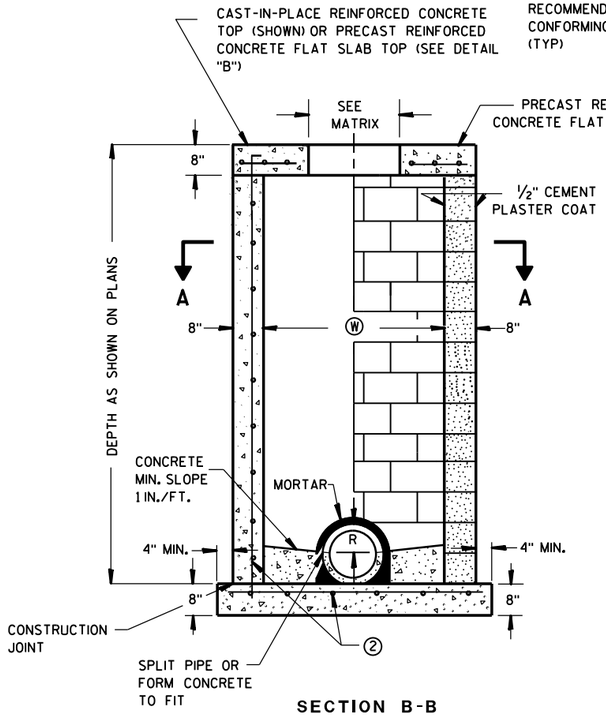


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE



SECTION B-B

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE

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.

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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

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

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

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

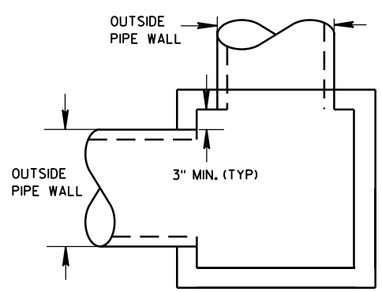
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (W) (IN)	LENGTH (L) (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



DETAIL "C"

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

MANHOLES 3X3-FT, 4X4-FT 5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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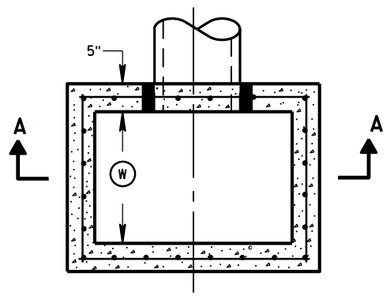
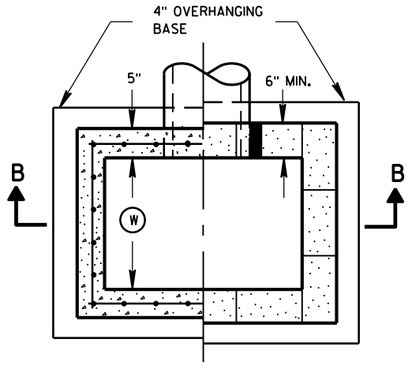
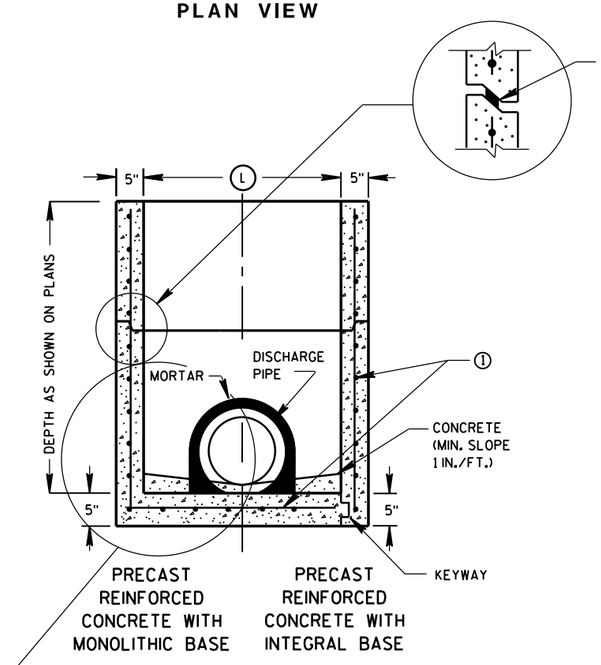


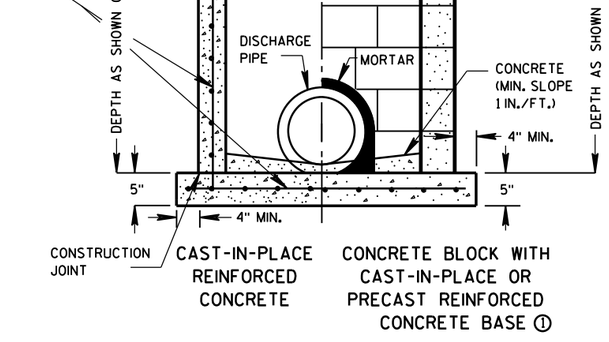
PLAN VIEW



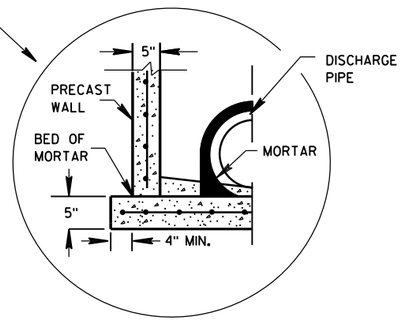
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

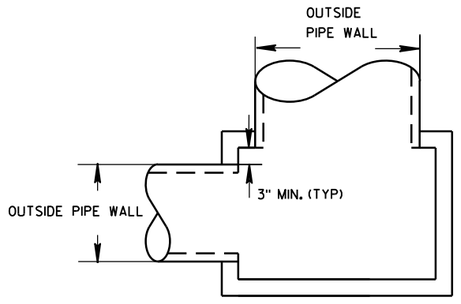
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



DETAIL "A"

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

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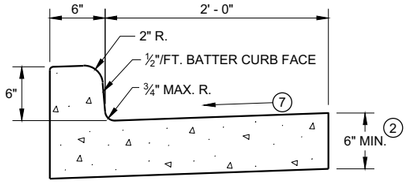
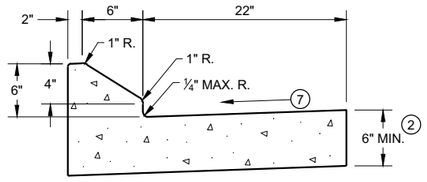
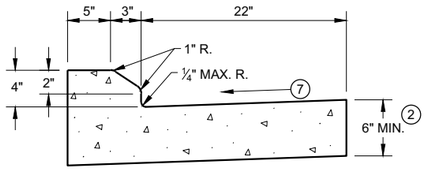
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



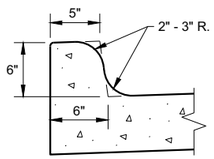
TYPES A[1] & D



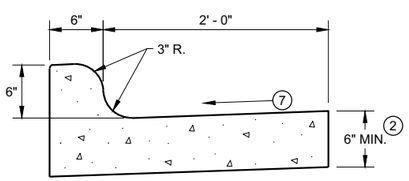
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

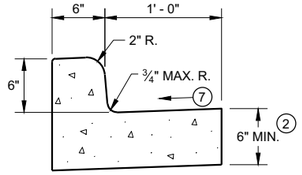


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



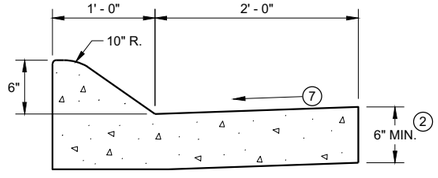
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"



TYPES A[1] & D

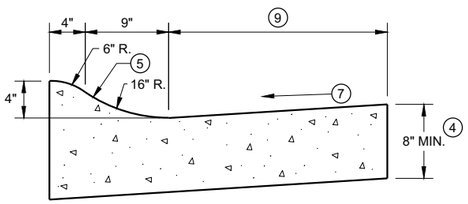
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D

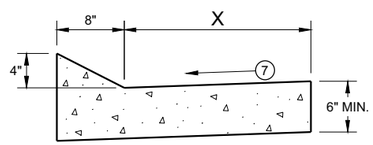
4" SLOPED CURB TYPES A[1] & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R[1] & T

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

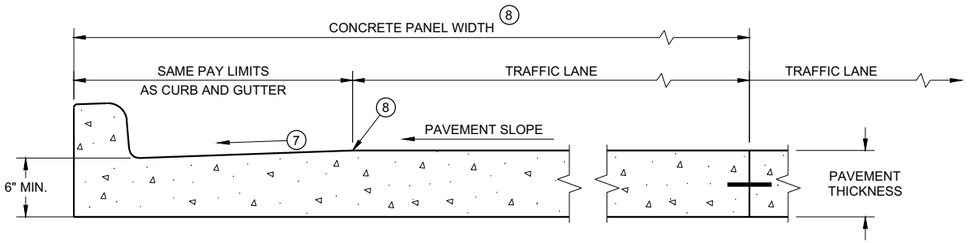


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

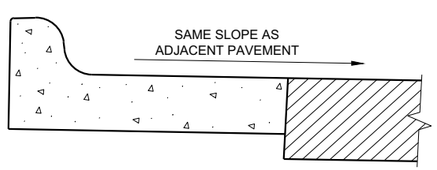
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

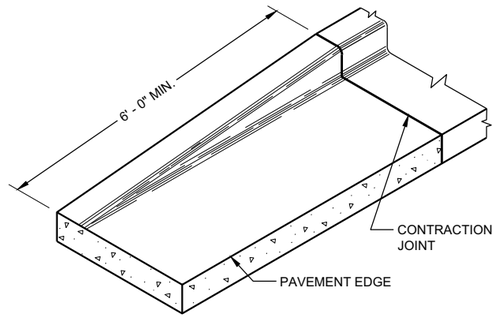
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

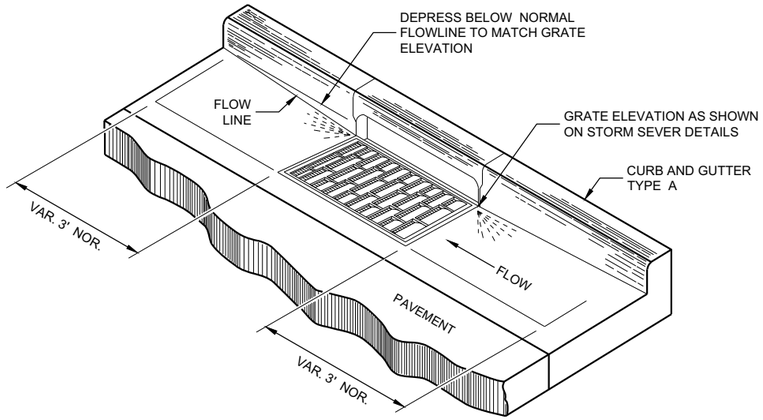
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH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

CONCRETE CURB AND GUTTER

SDD 08D01 - 22a
6



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

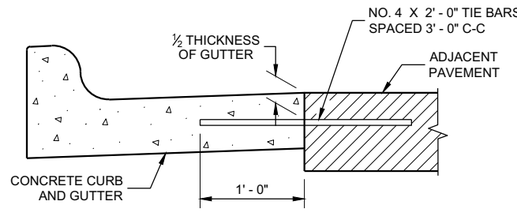
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

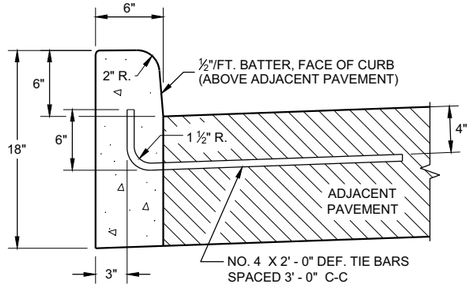
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

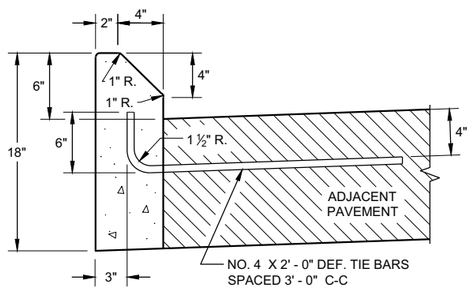
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

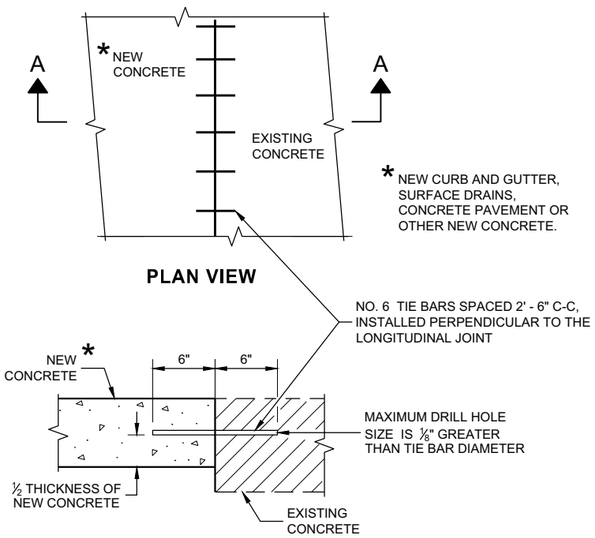


TYPES A (1) & D



TYPES G (1) & J

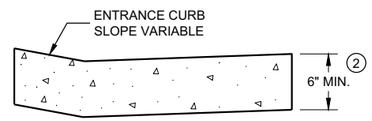
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD08D01 - 22b

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

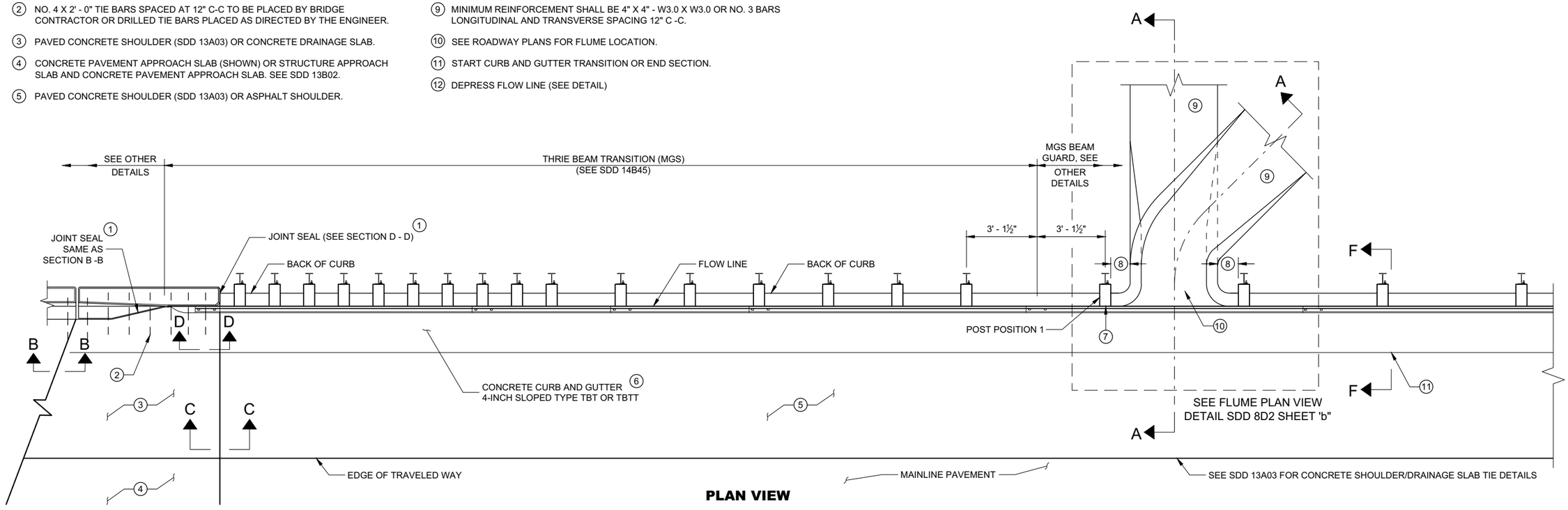
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

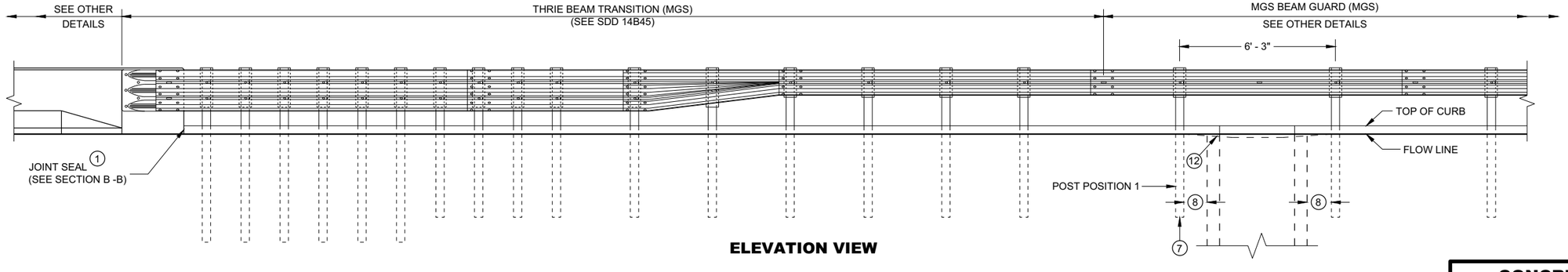
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



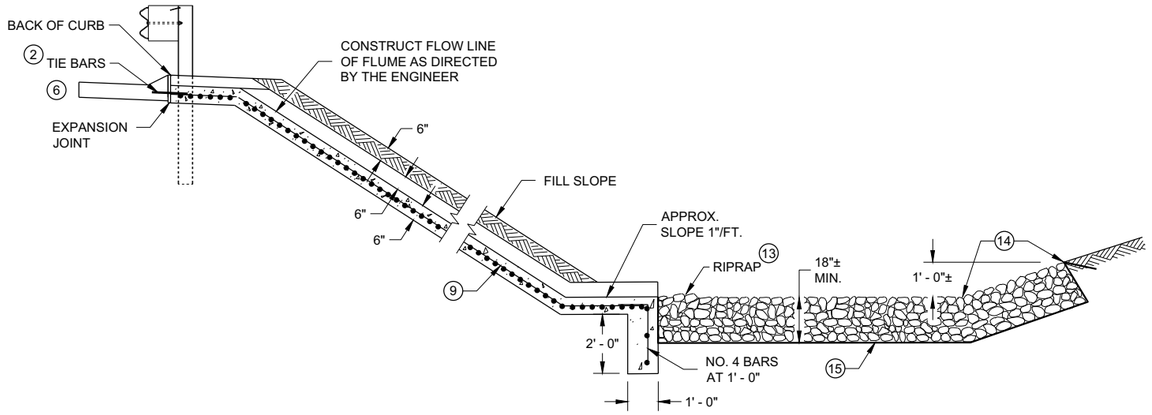
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

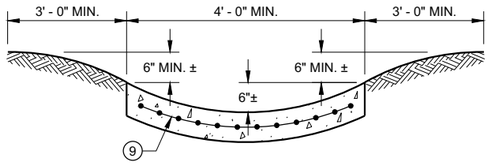
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

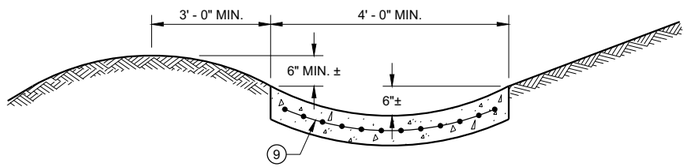
SDD 08D02 - 07a



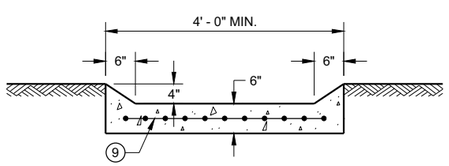
SECTION A - A



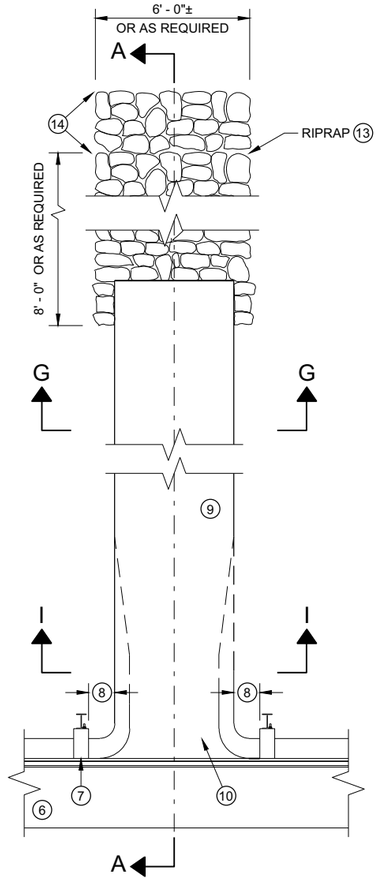
SECTION G - G



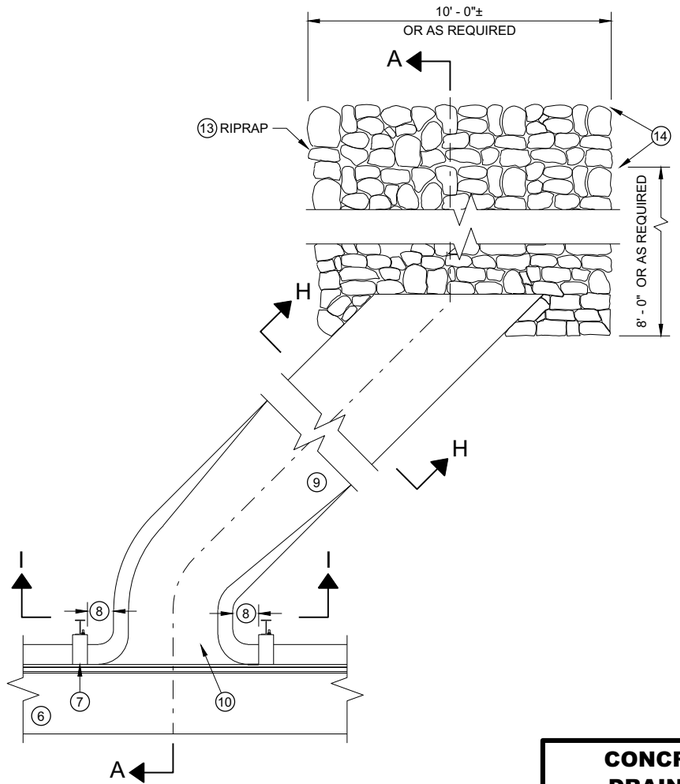
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

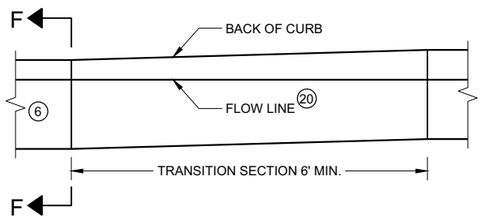
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

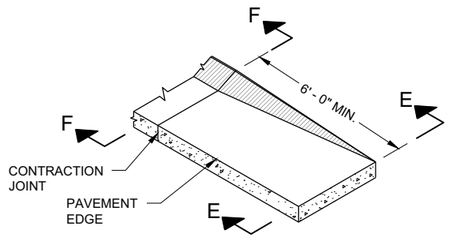
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

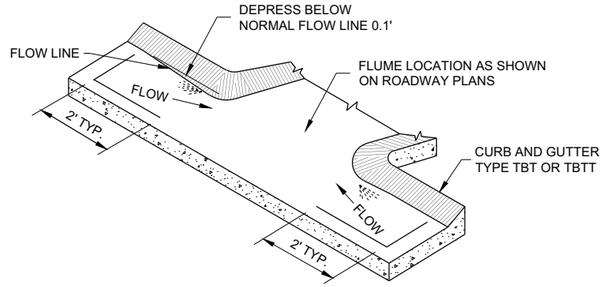
SDD 08D02 - 07b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

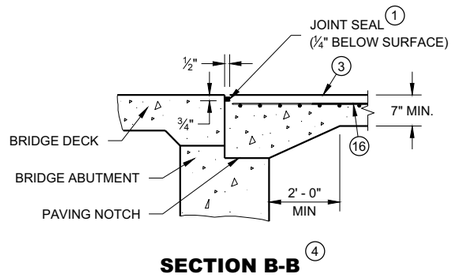
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

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

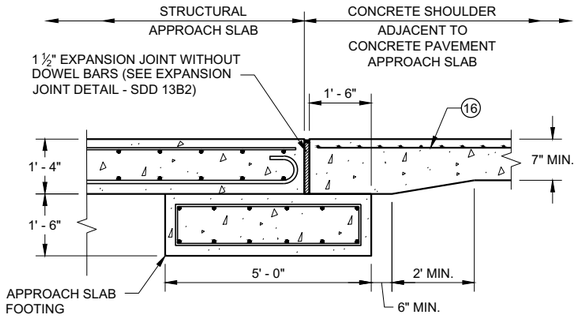
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

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

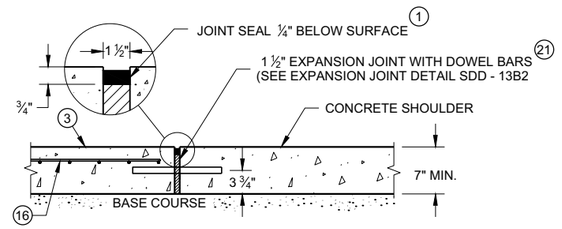
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



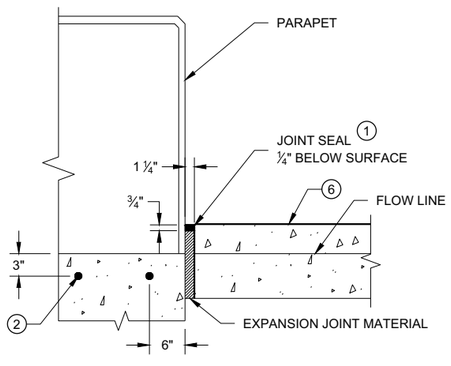
SECTION B-B (4)



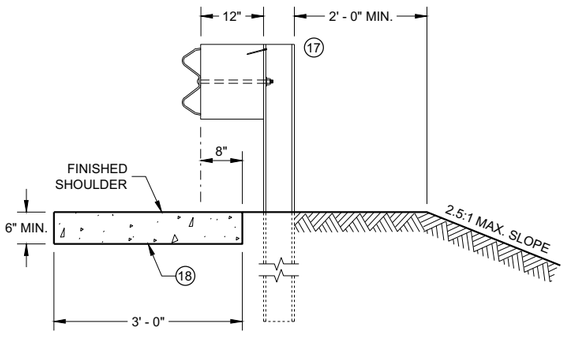
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



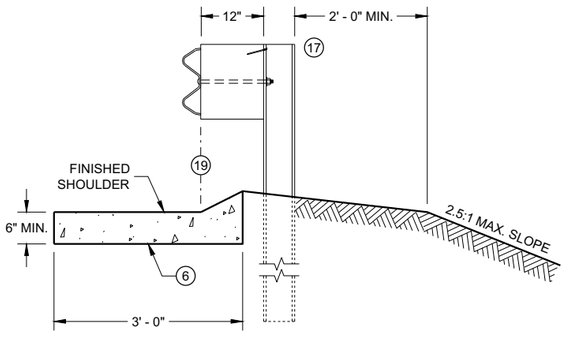
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D02 - 07c

SDD 08D02 - 07c

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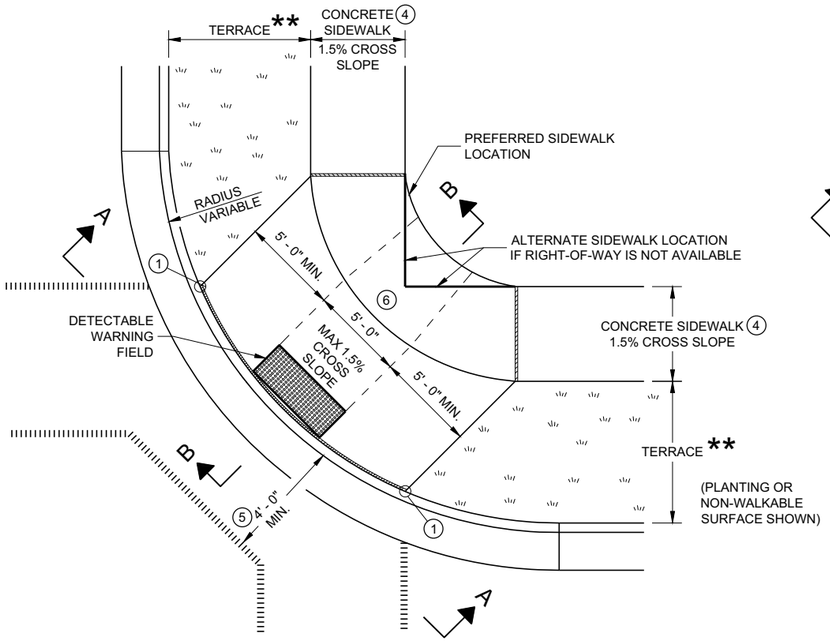
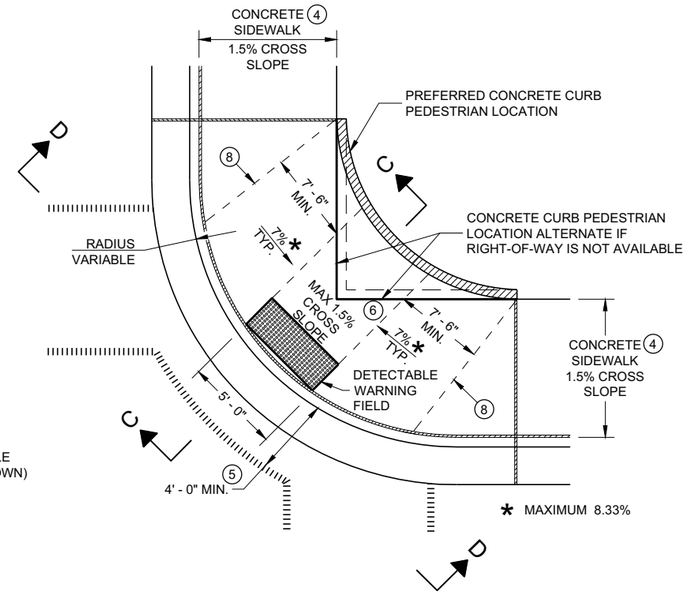


PLAN VIEW

CURB RAMP TYPE 1

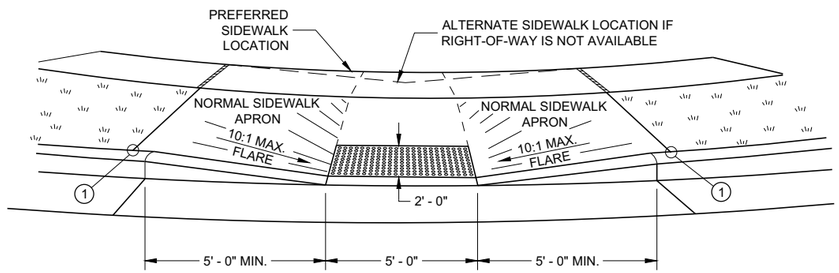
(CENTER OF CORNER RADIUS)



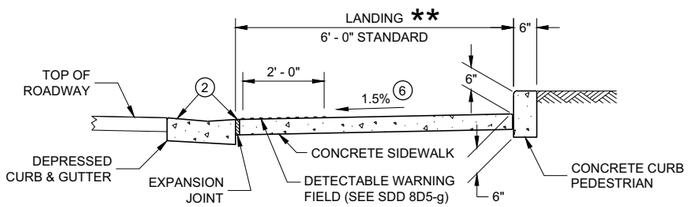
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

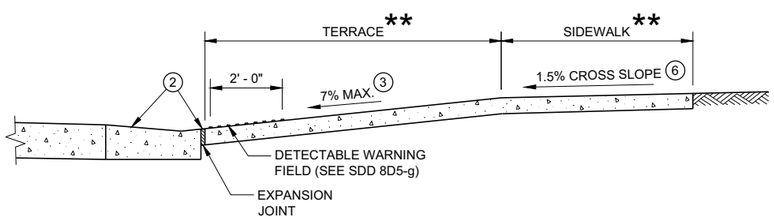


VIEW A - A FOR TYPE 1

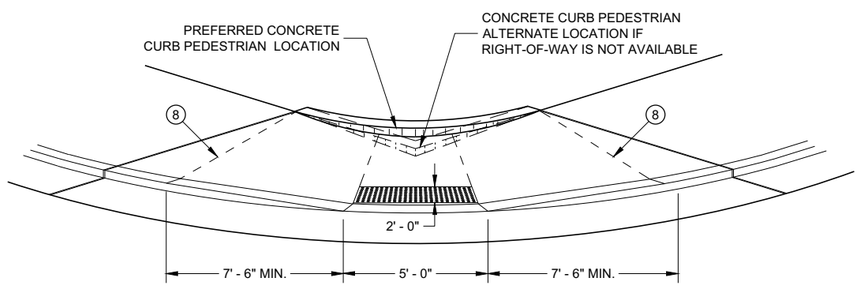


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

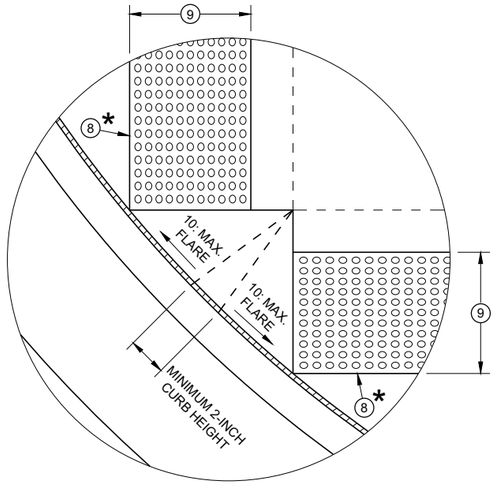
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

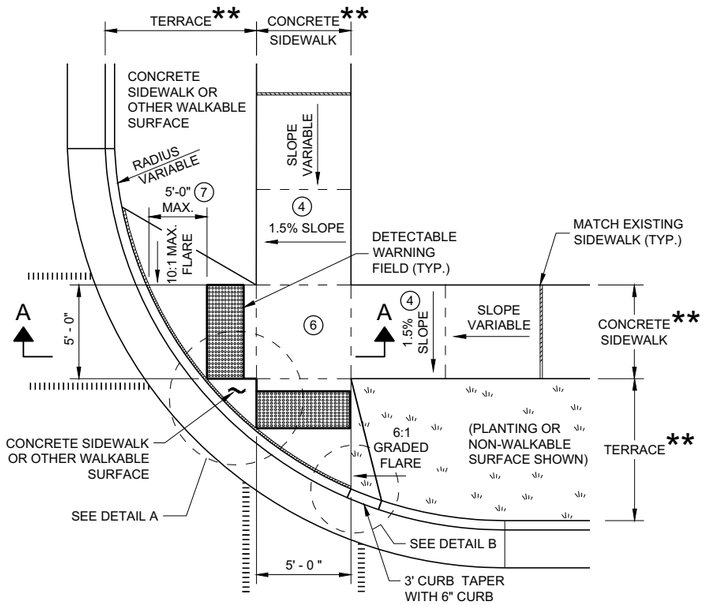
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a
SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

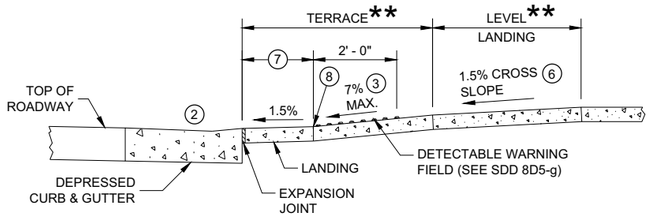
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

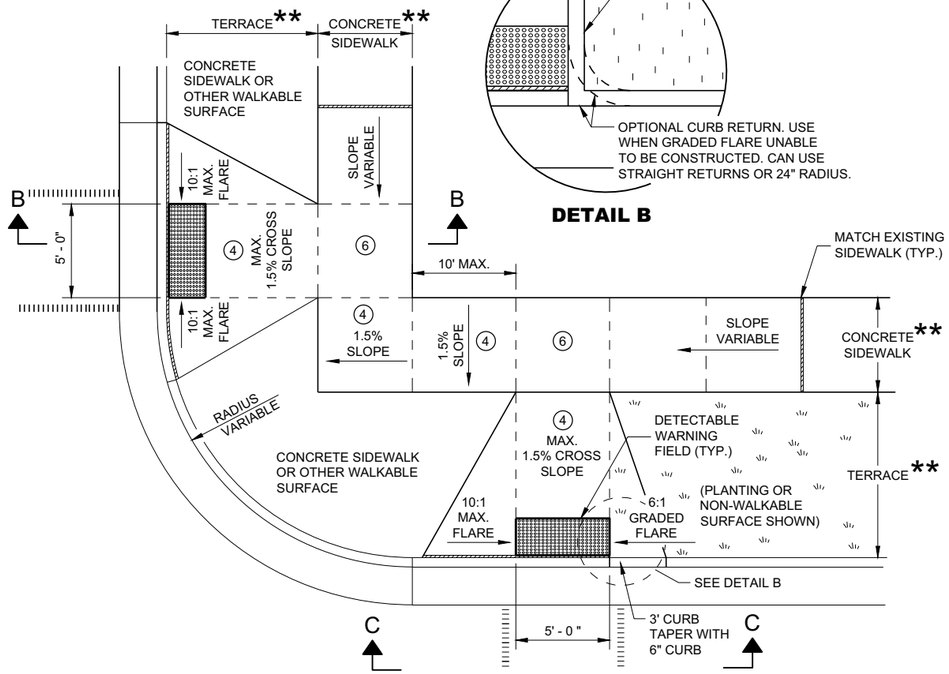
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

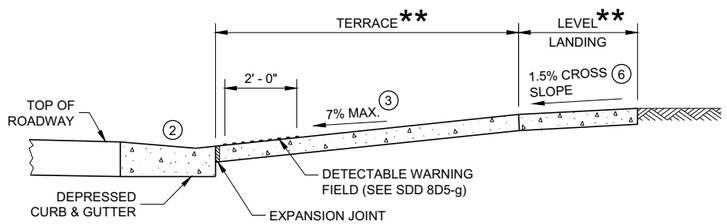
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

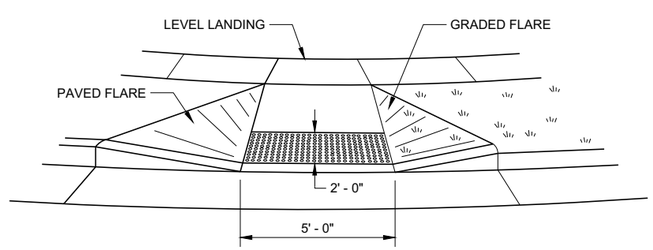
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



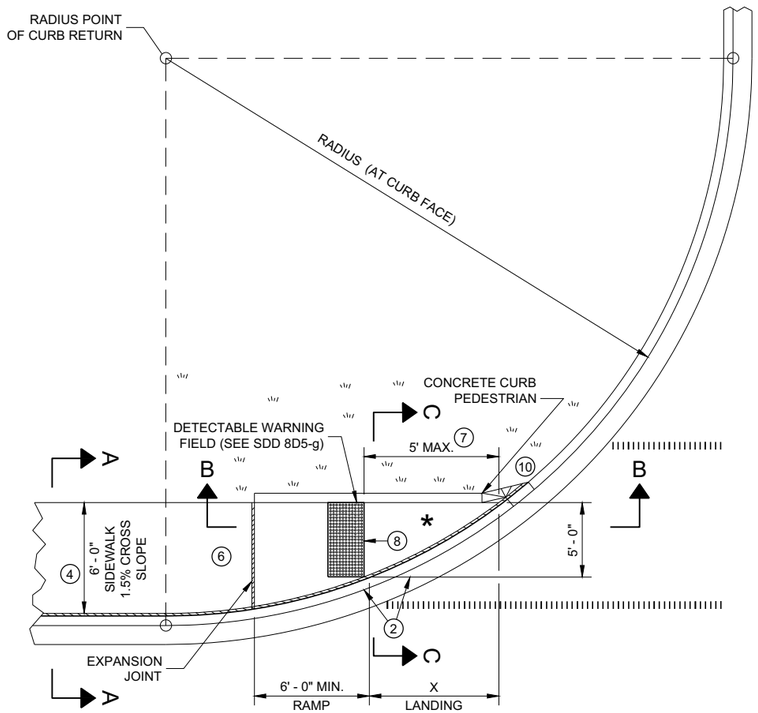
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

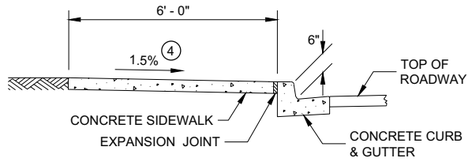


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

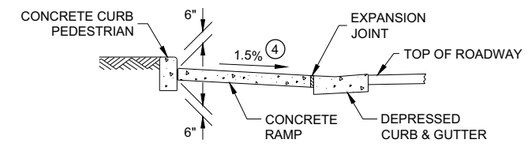
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

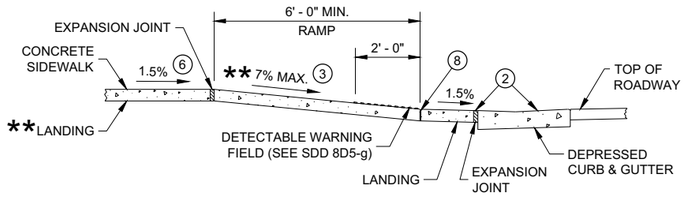
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



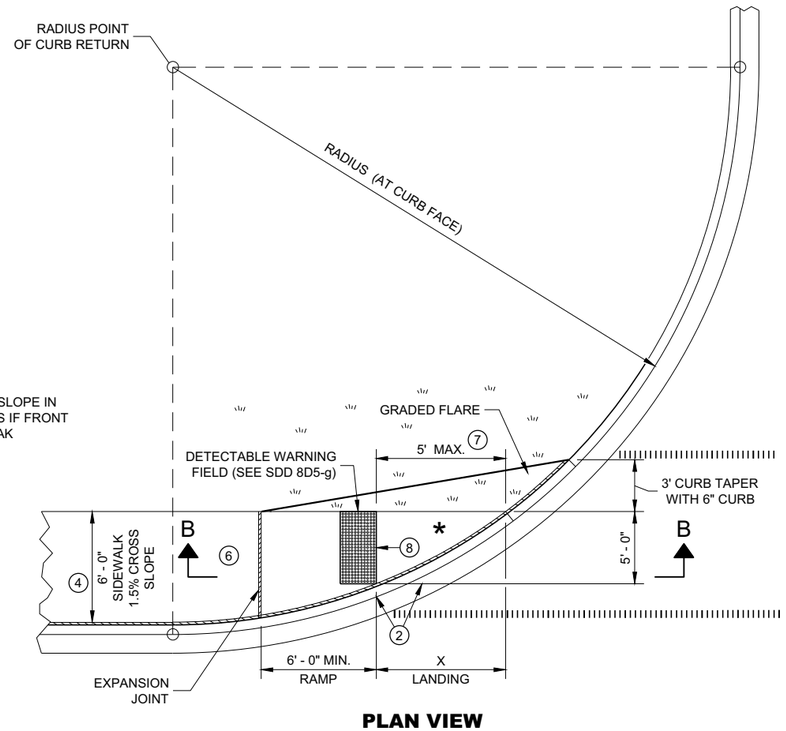
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

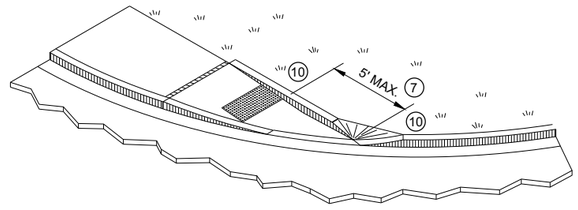
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

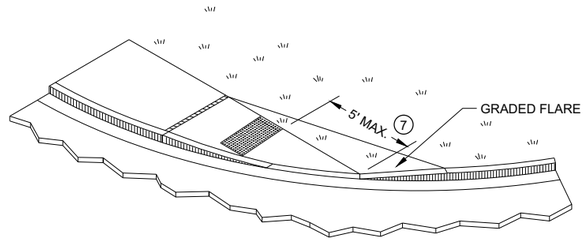


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



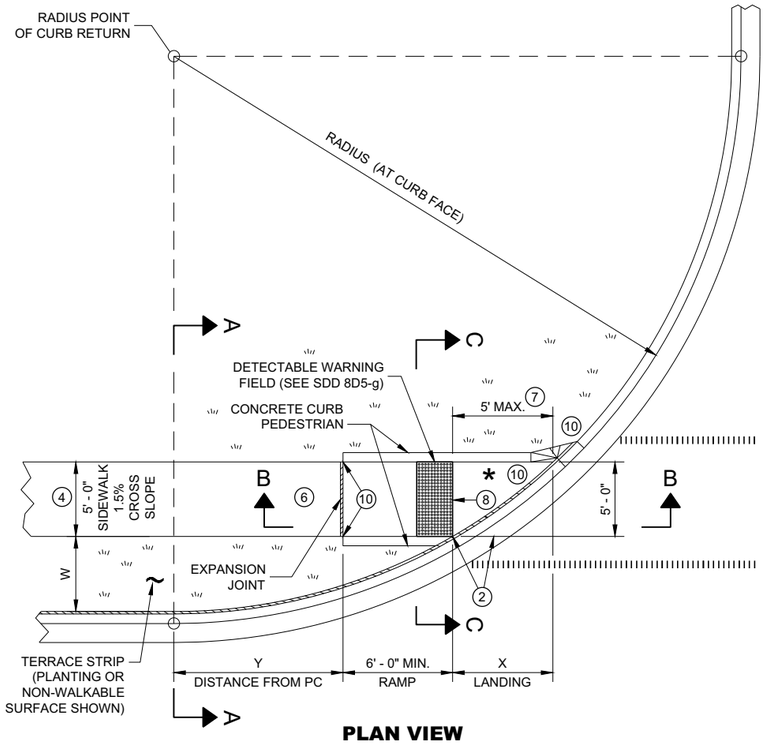
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

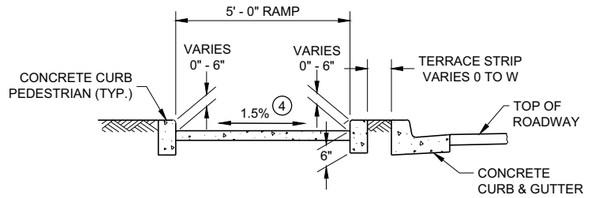
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

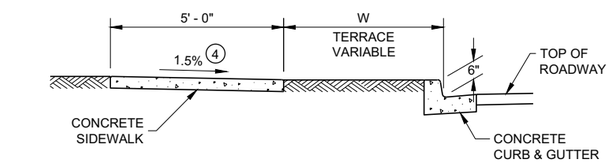
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

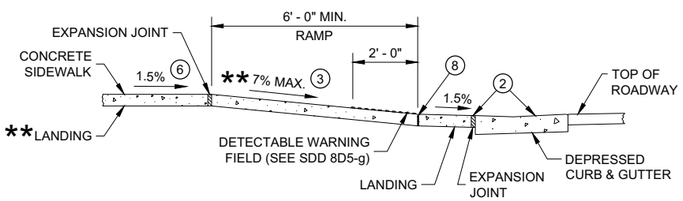
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



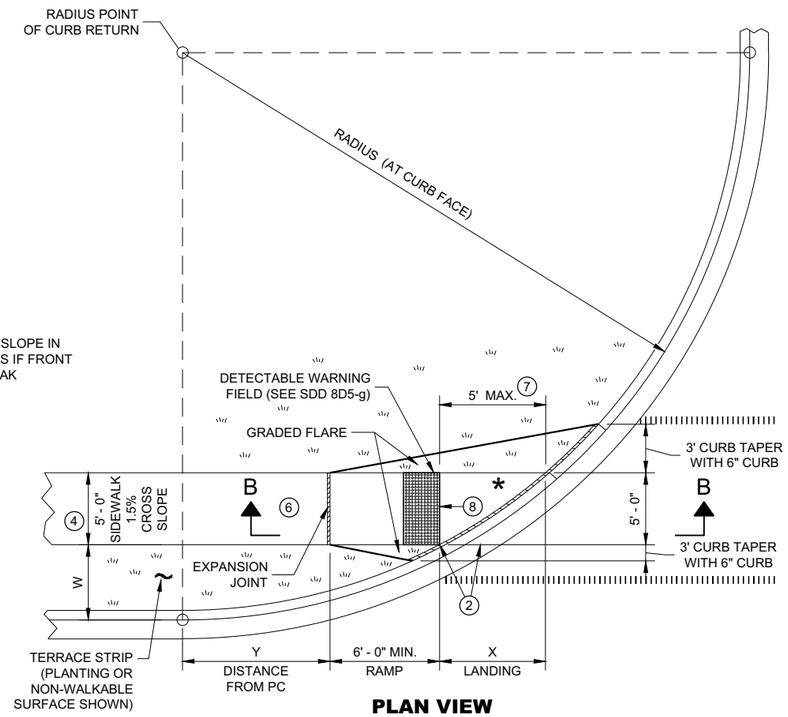
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

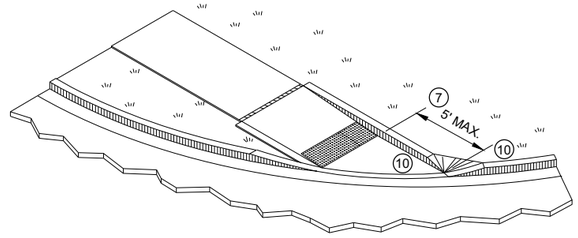
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

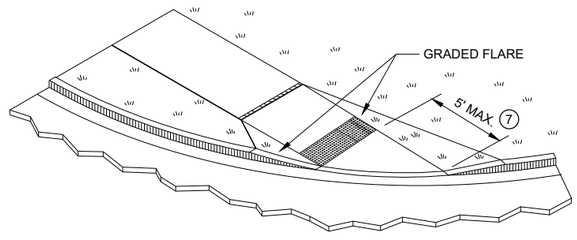


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



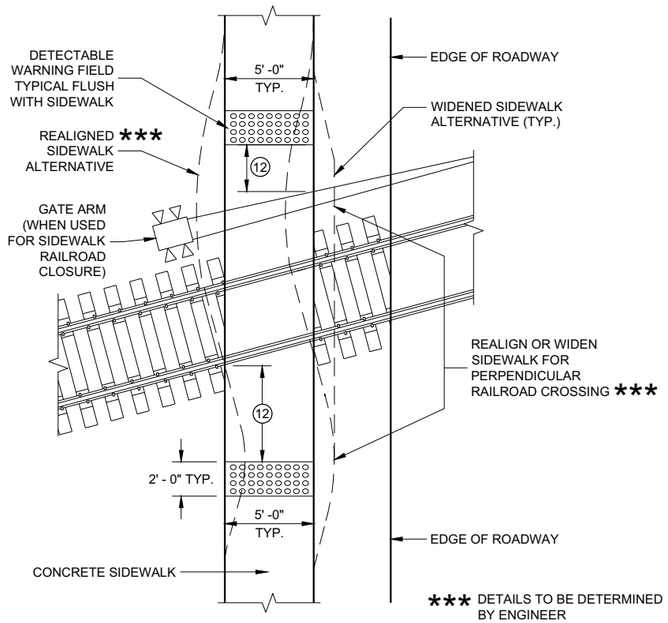
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

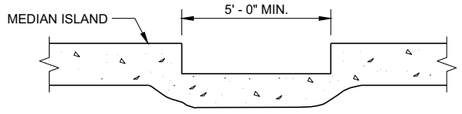
6

SDD 08D05 - 20d

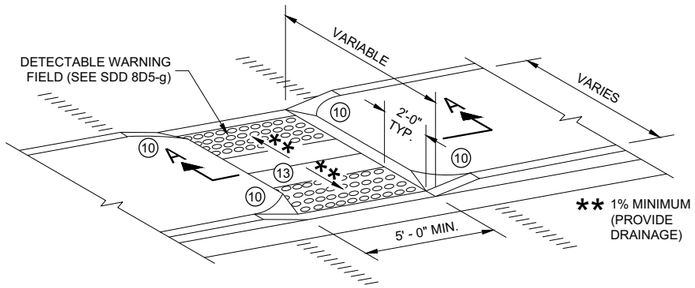


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

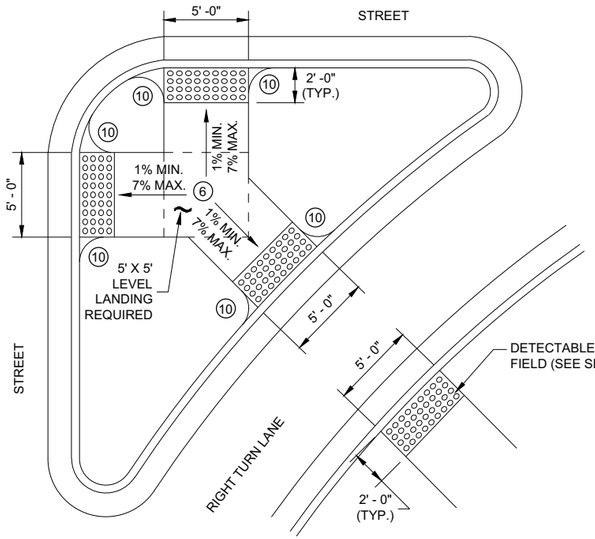
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

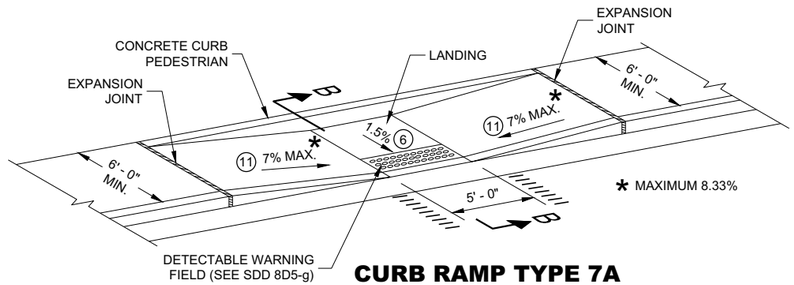
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

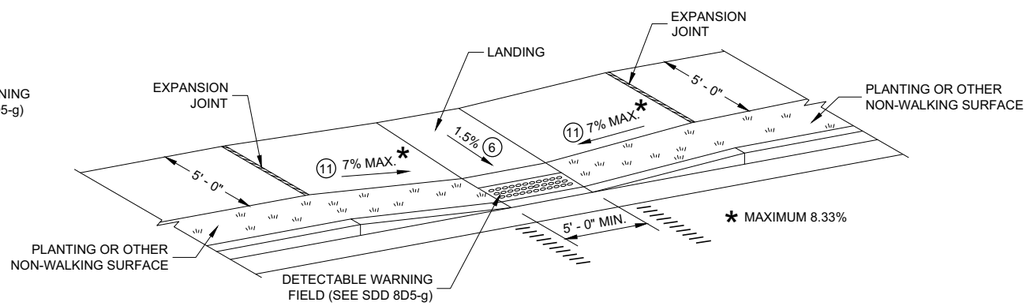
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

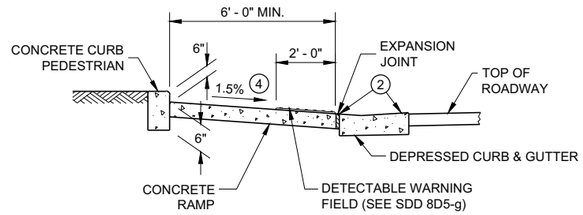
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

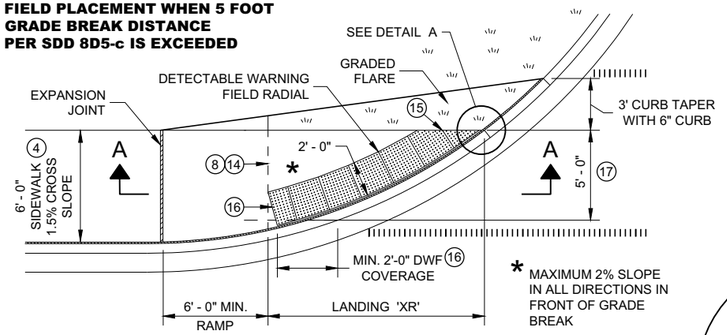
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

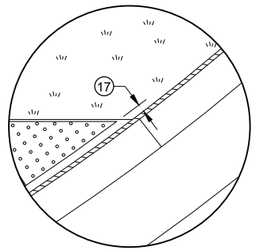
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



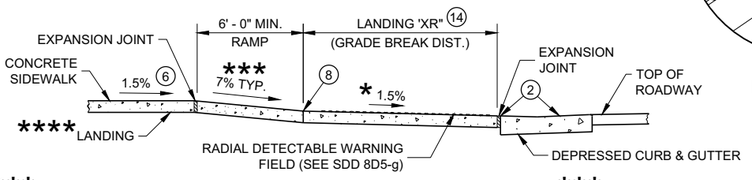
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

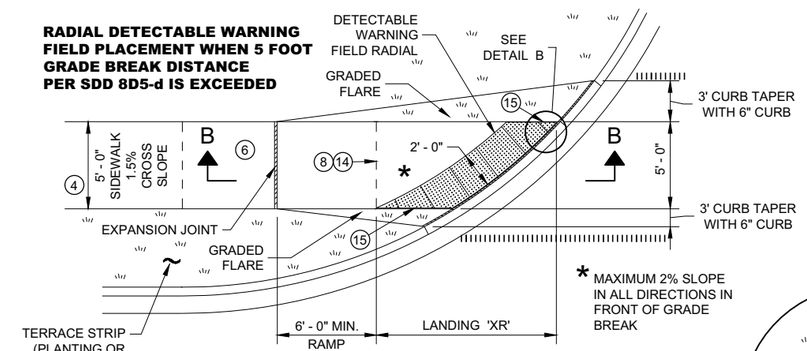


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

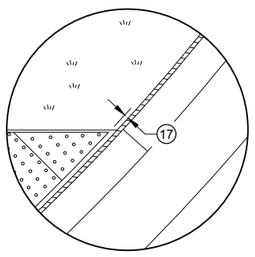
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



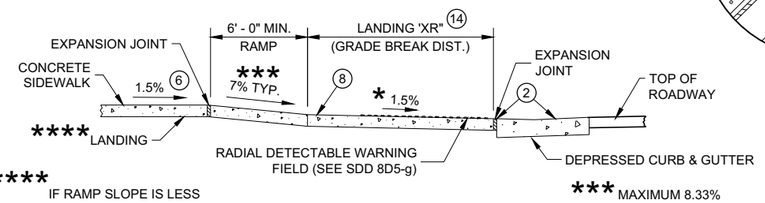
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

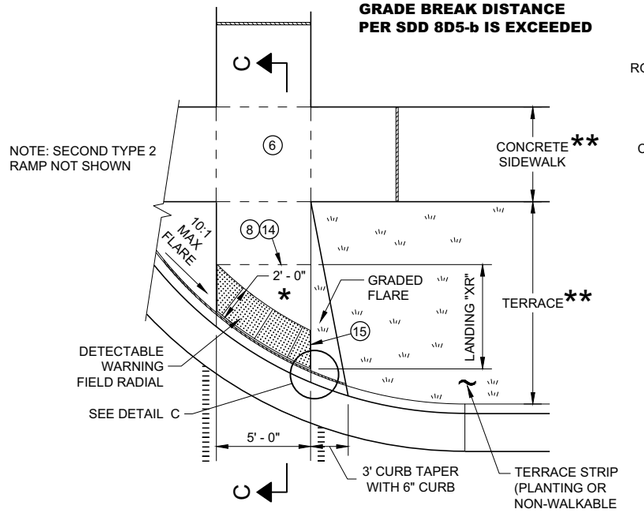
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

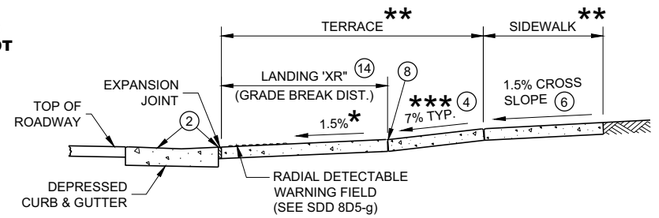


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

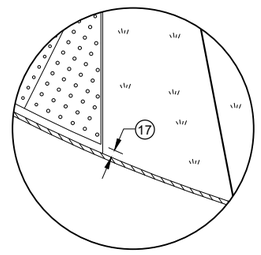


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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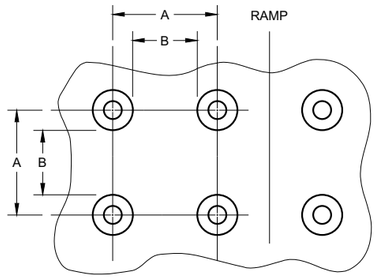
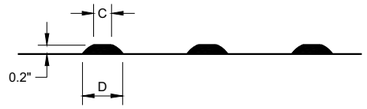
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

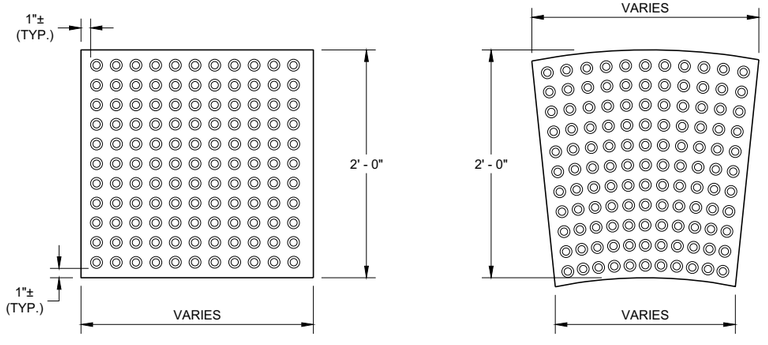


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

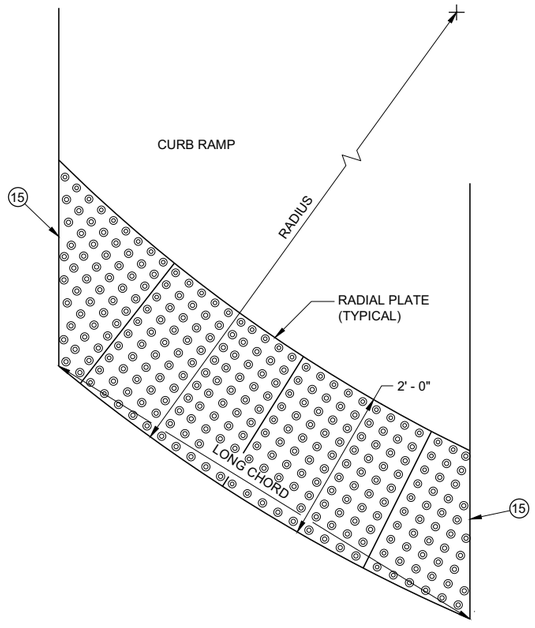
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

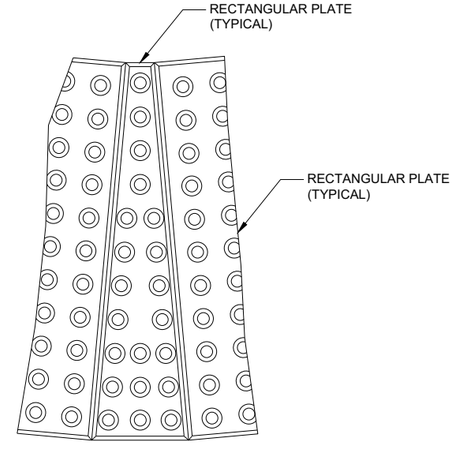
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 08D05 - 20g

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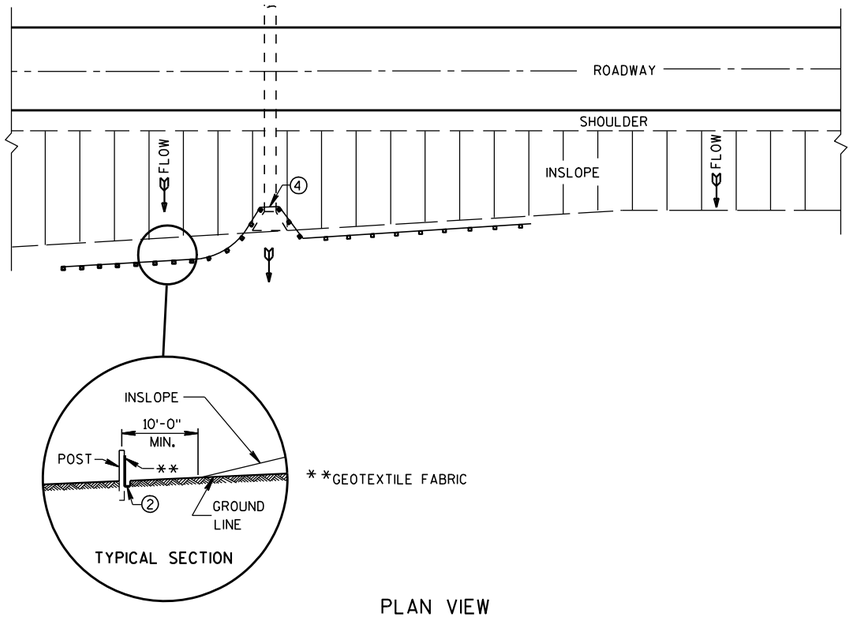
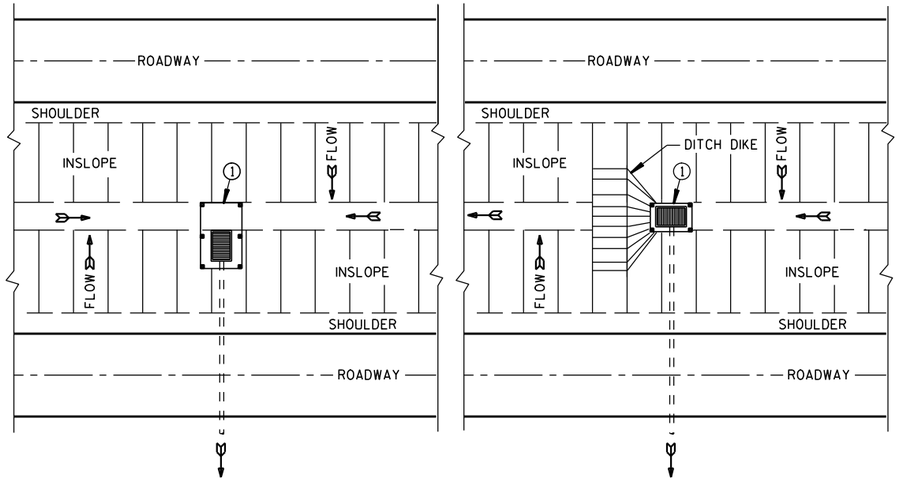
SDD 08D05 - 20g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



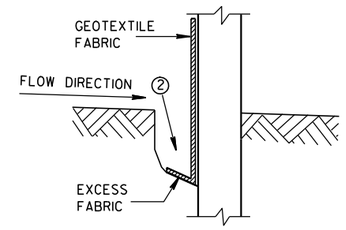
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

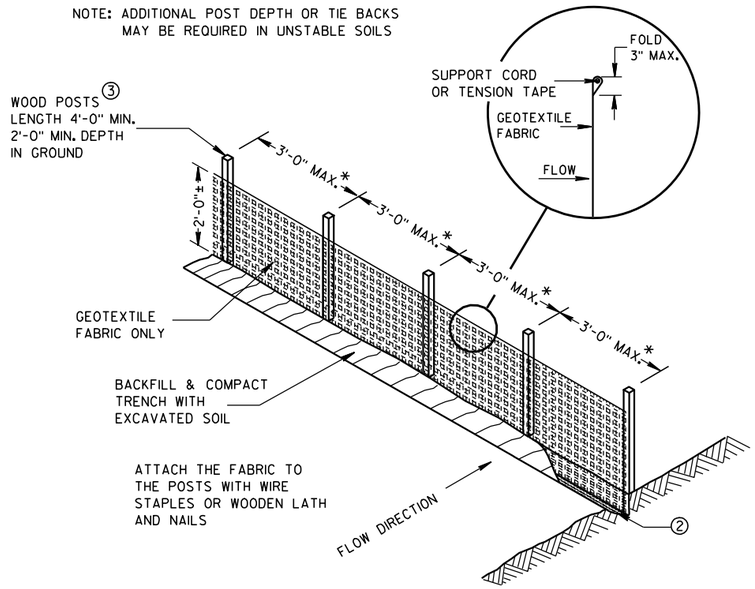
GENERAL NOTES

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

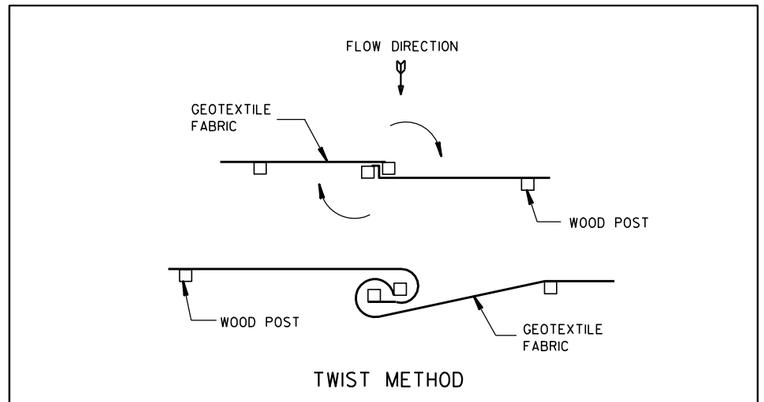
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



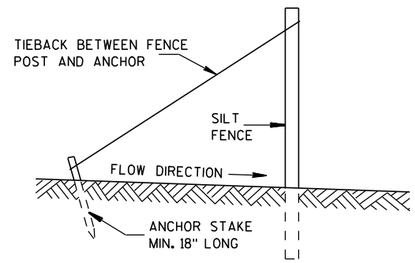
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 8 E 9-6

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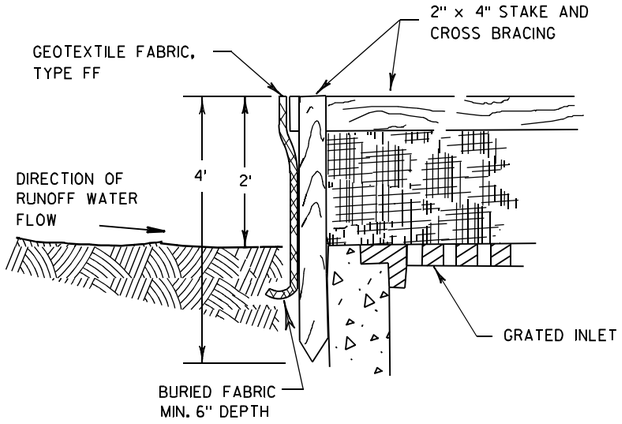
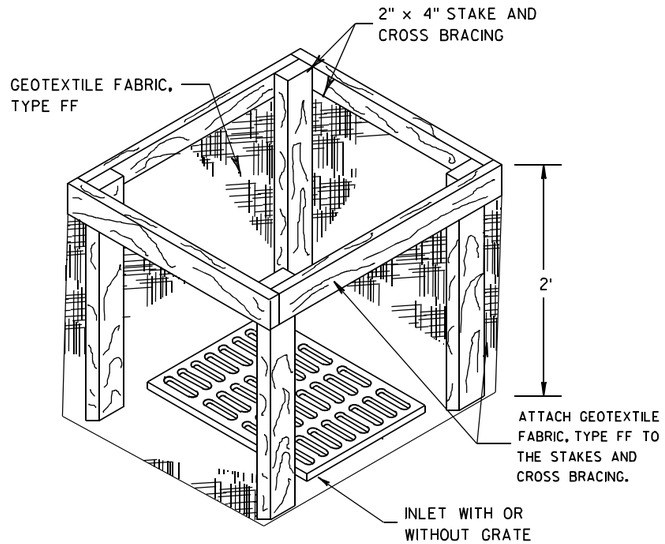
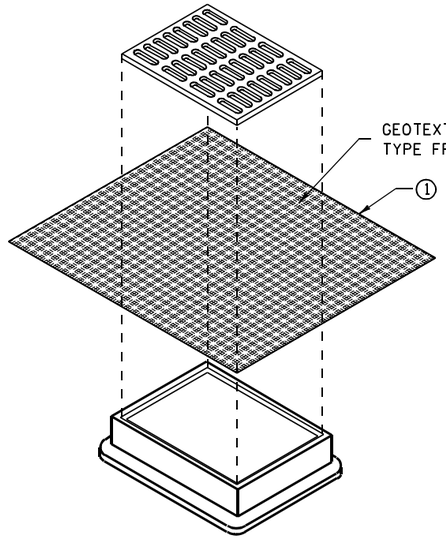
S.D.D. 8 E 9-6



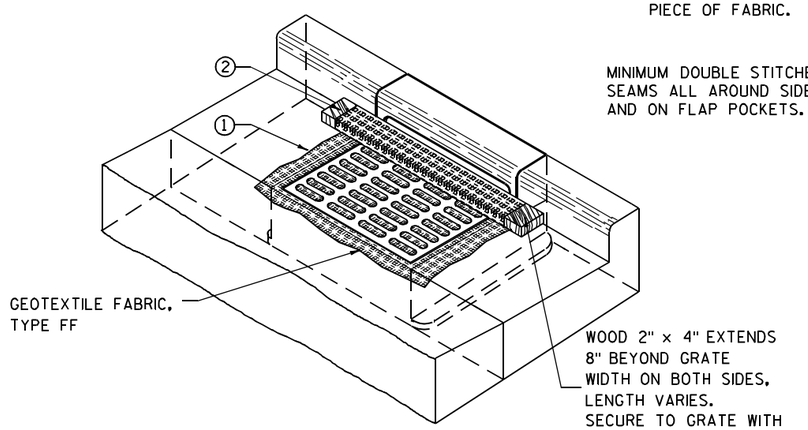


INLET PROTECTION, TYPE A

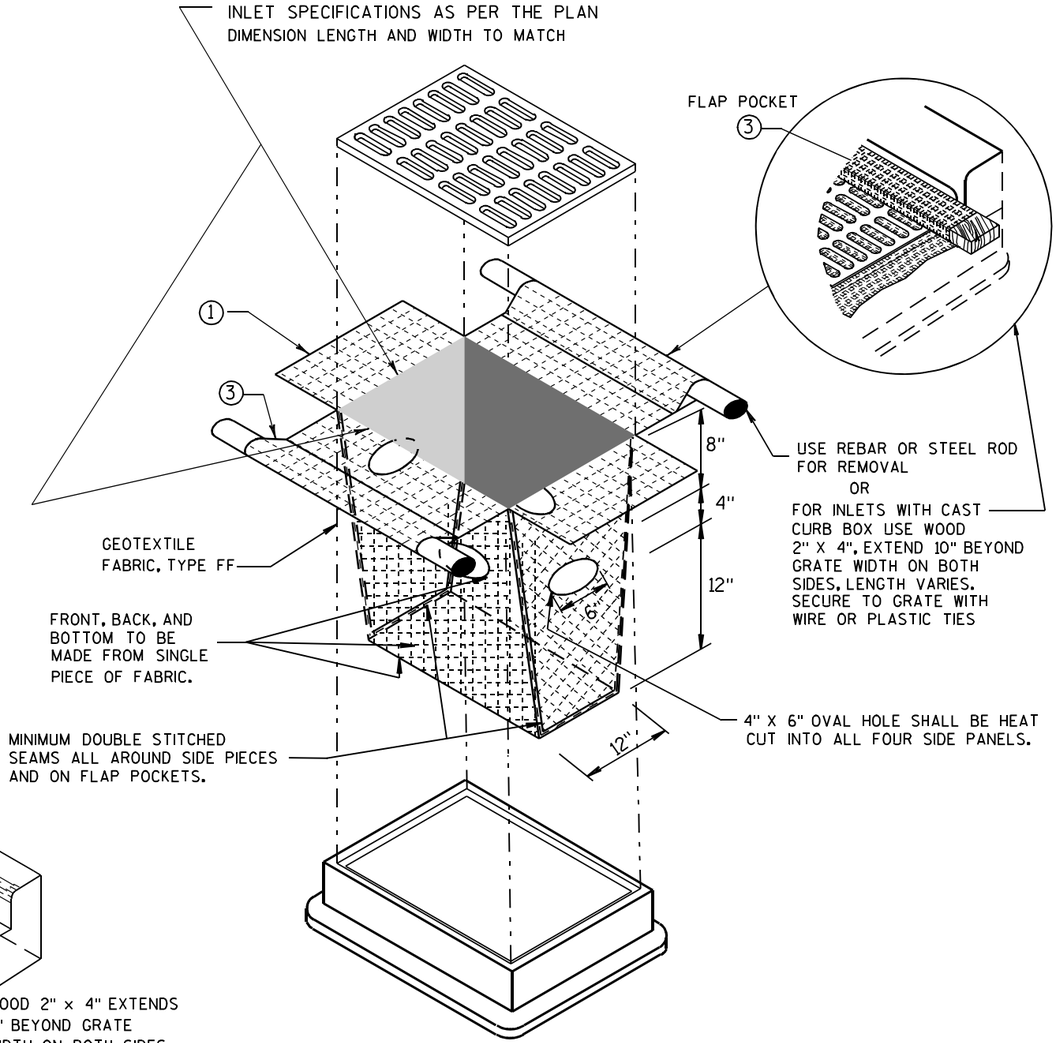


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

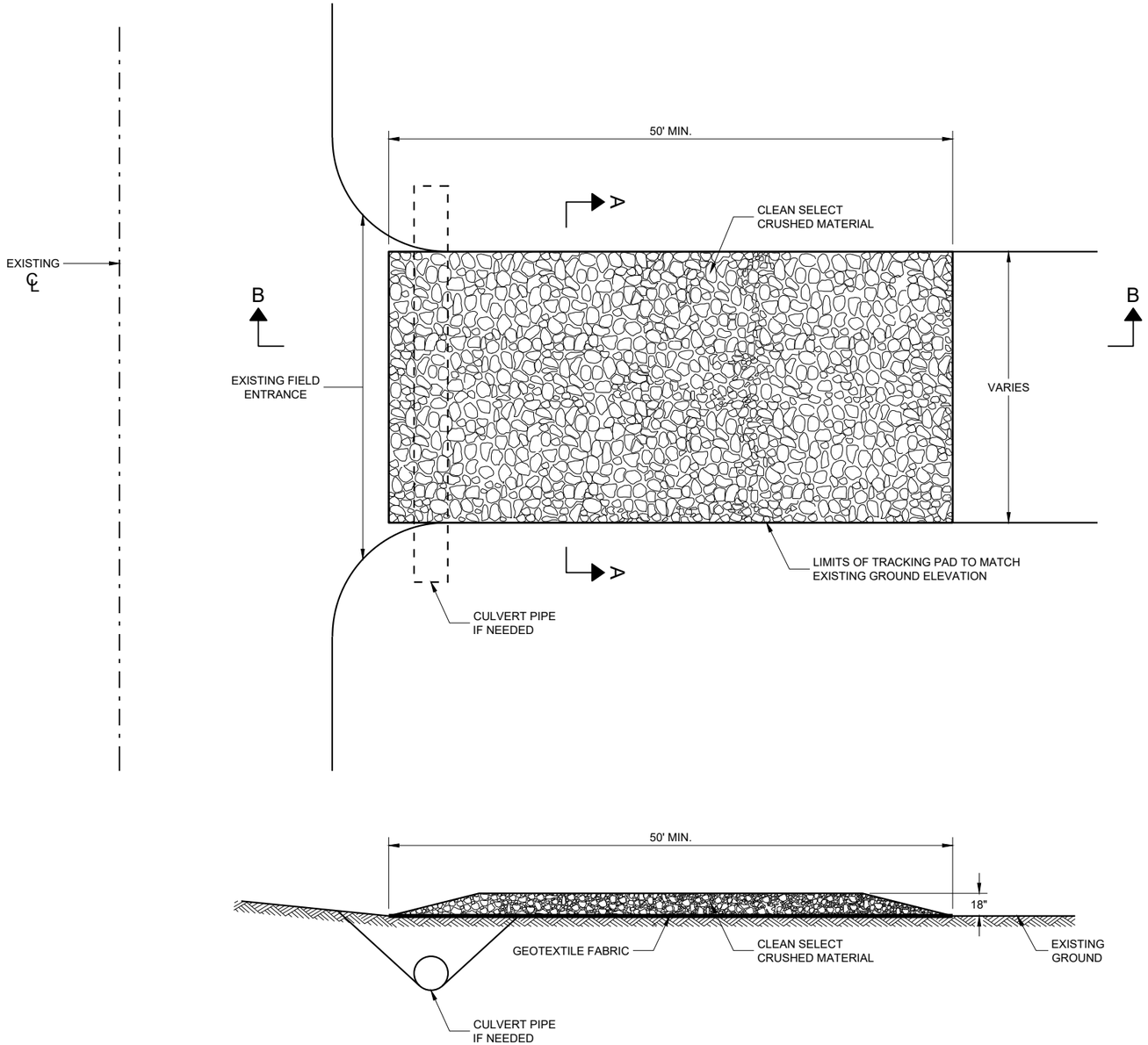
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

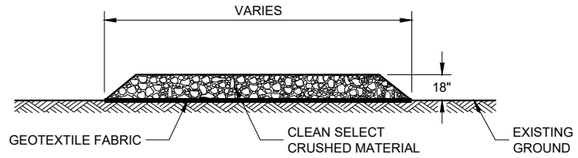
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

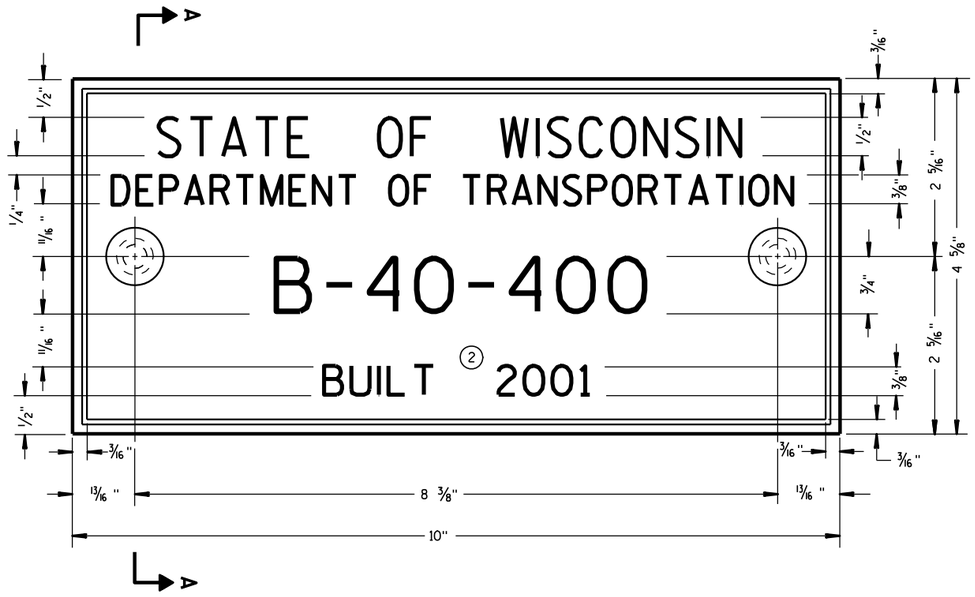
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 08E14 - 01



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

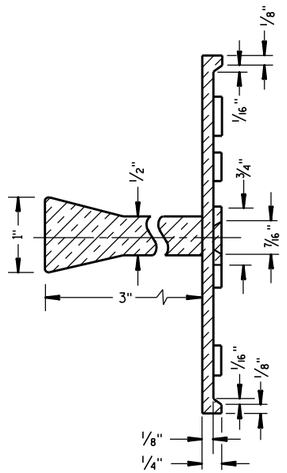
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

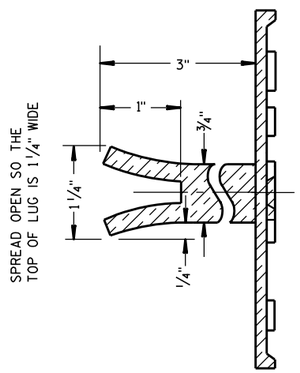
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

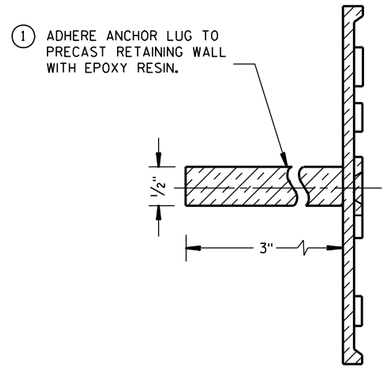
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

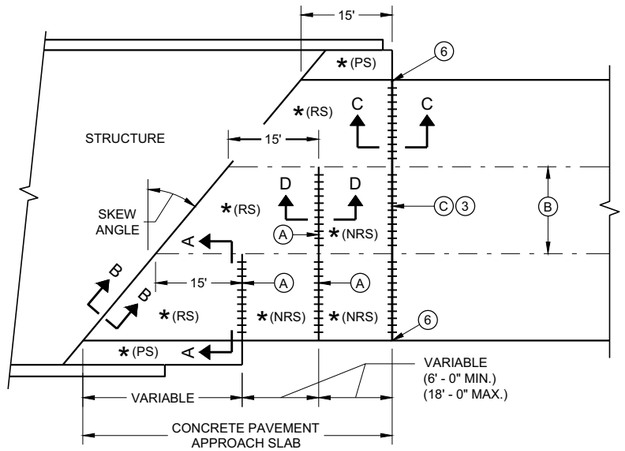
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 12 A 3-10



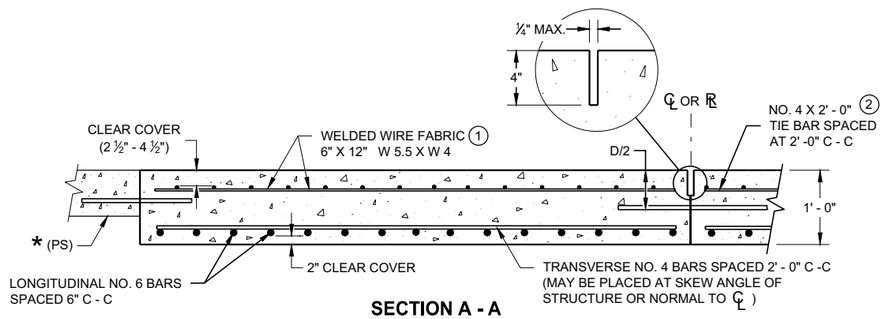
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

* (RS) = REINFORCED CONCRETE SLAB

* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

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

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

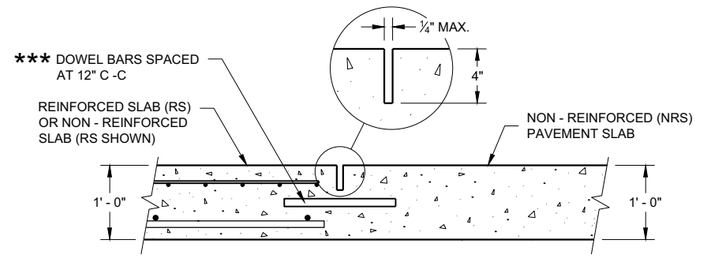
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

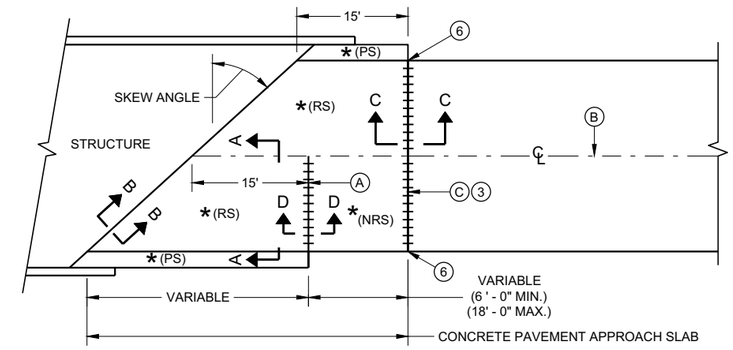
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

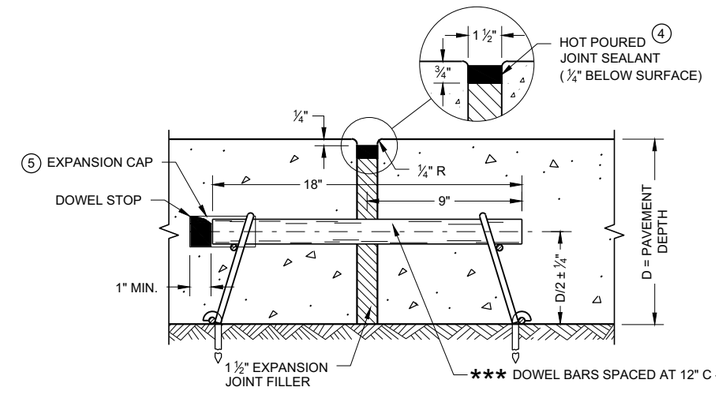


SECTION D - D
CONTRACTION JOINT

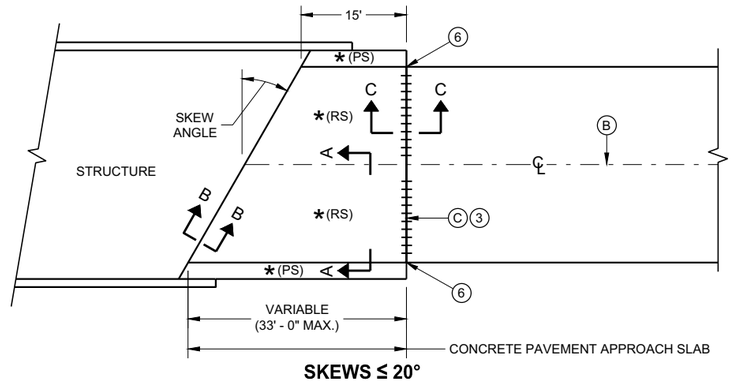


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

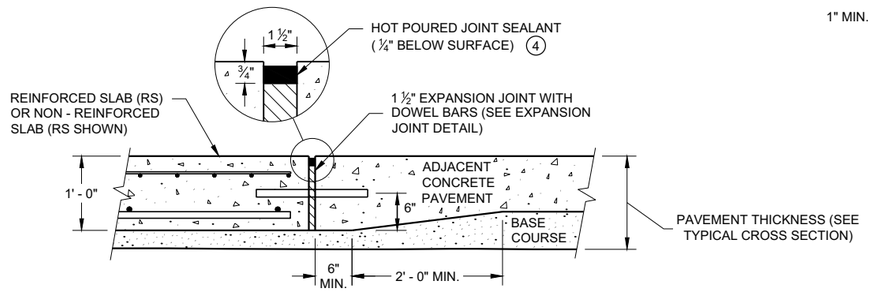


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

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

FHWA

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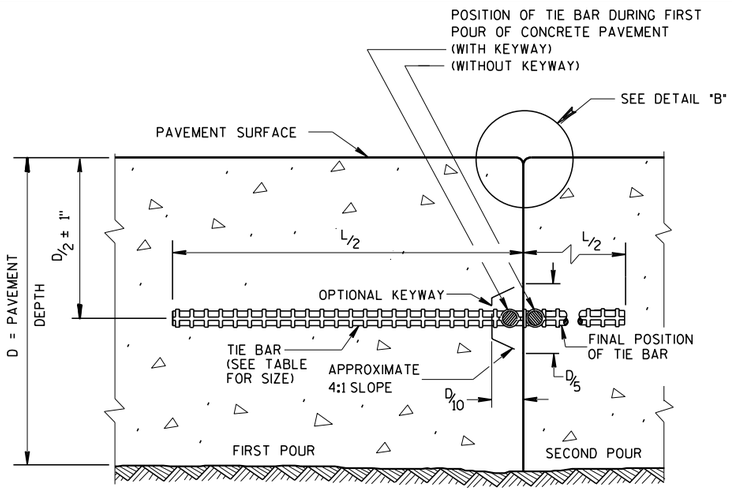
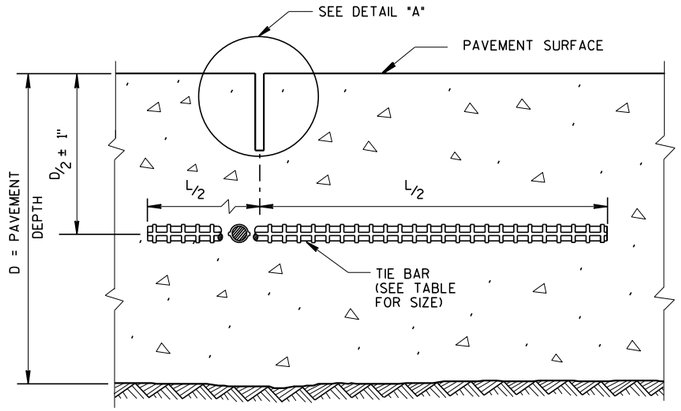
SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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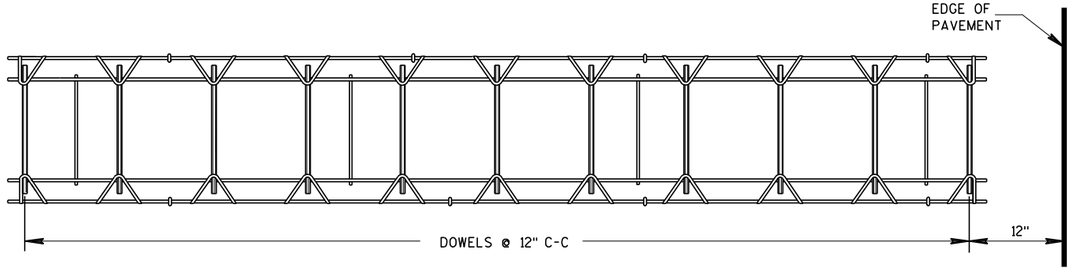
S.D.D. 13 C 1-19



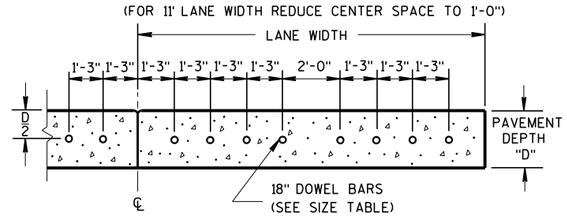
PLAN VIEW

SIDE VIEW

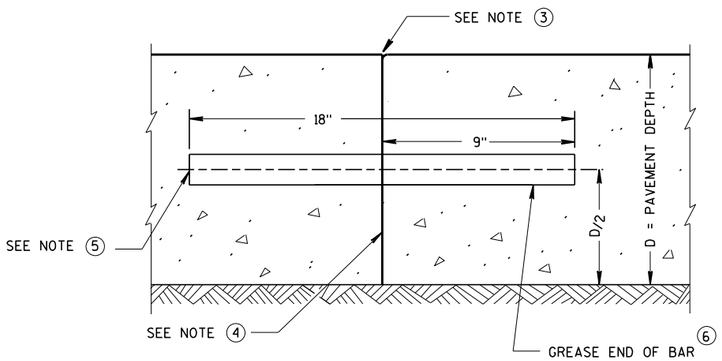
CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

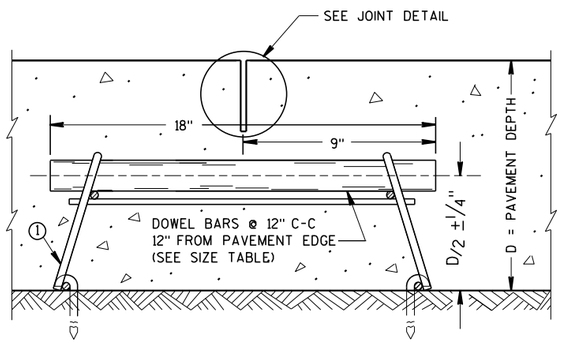
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



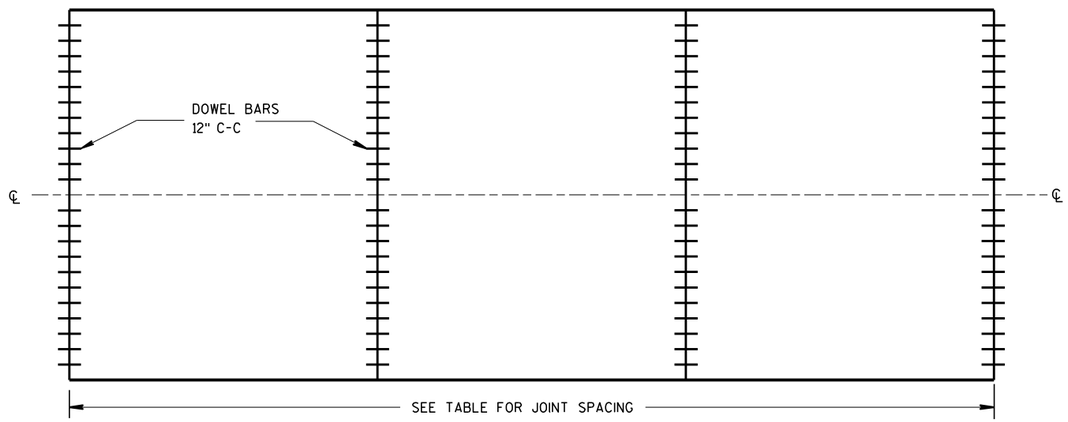
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



TRANSVERSE CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

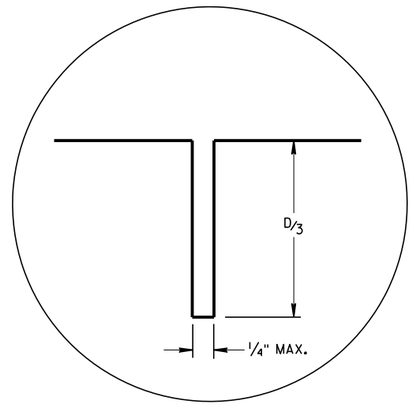
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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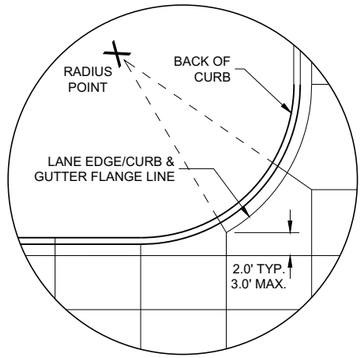
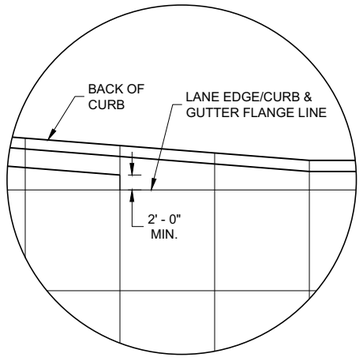
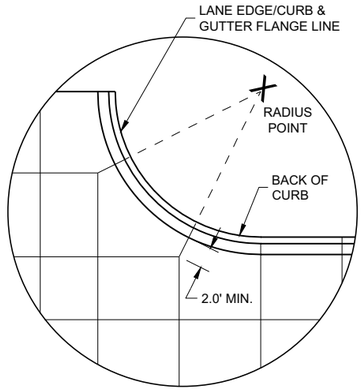
S.D.D. 13 C 13-9



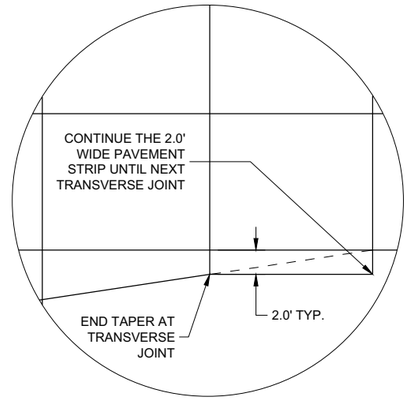
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

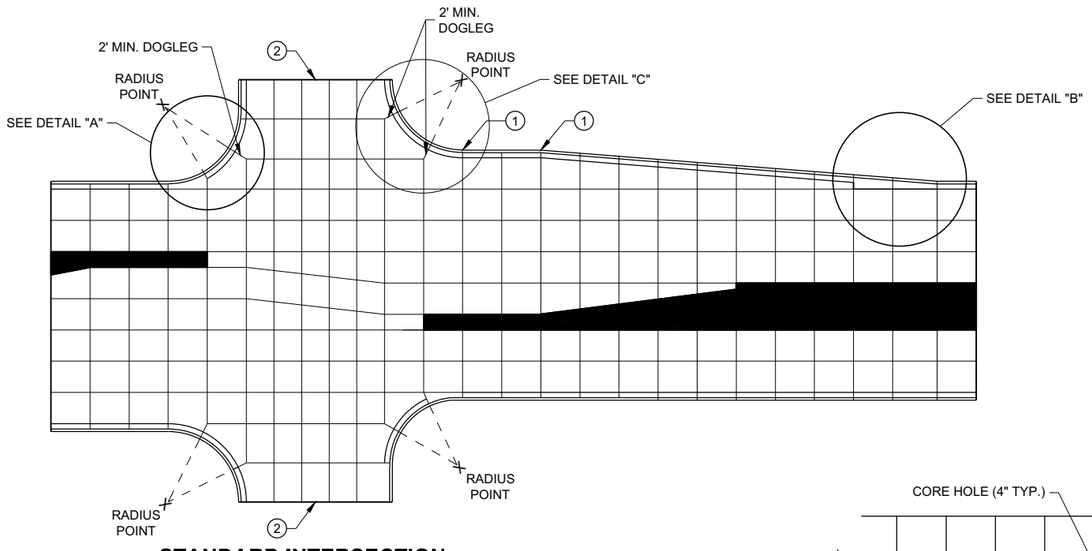
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.

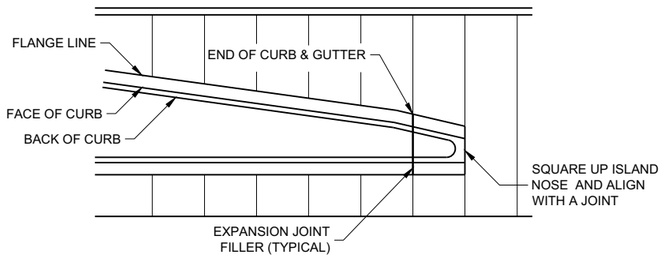


STANDARD INTERSECTION

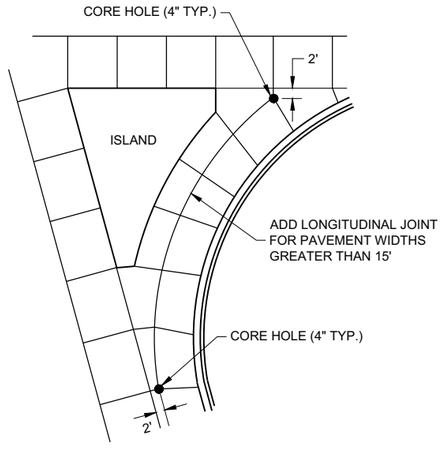
PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'

SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

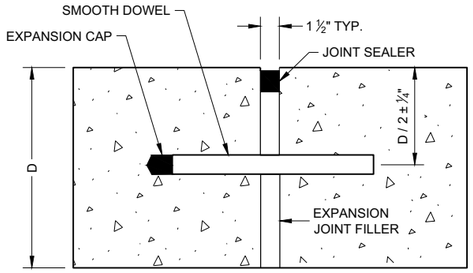
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

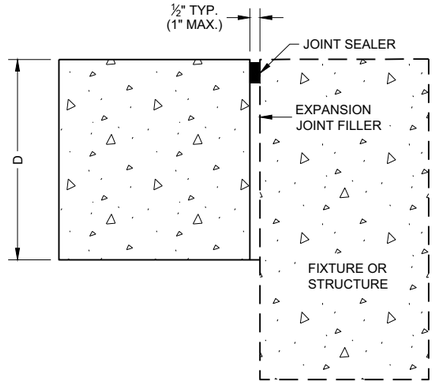
SDD 13C18 - 07a

6

SDD 13C18 - 07a



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

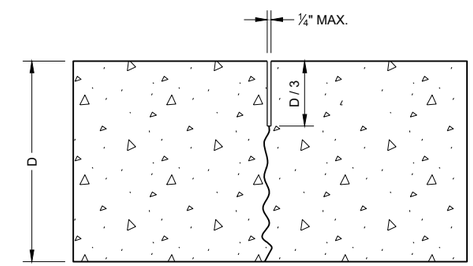
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

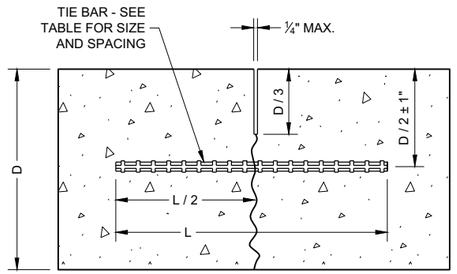
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

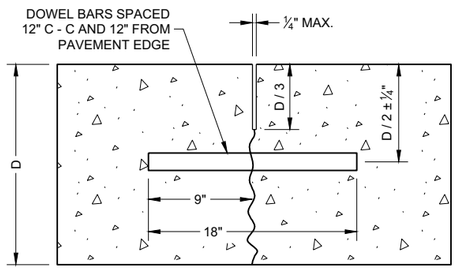
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

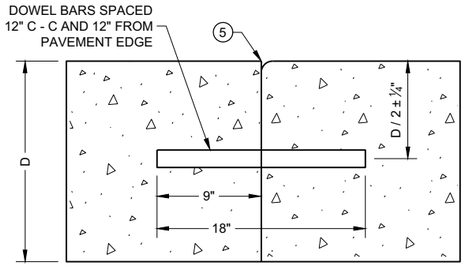


TIED LONGITUDINAL

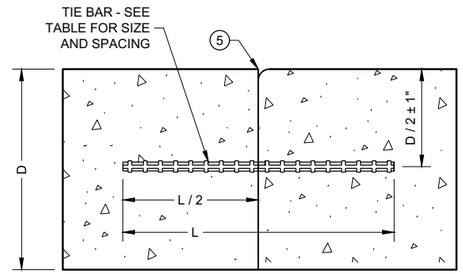


DOWELED TRANSVERSE

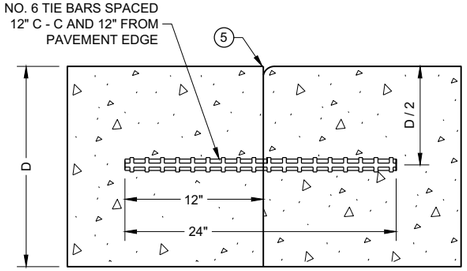
CONTRACTION JOINTS (2)



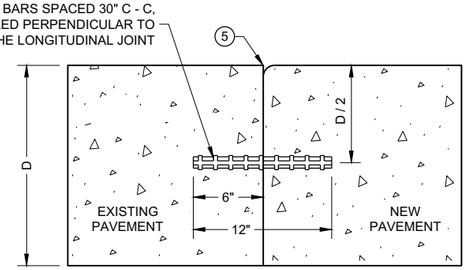
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

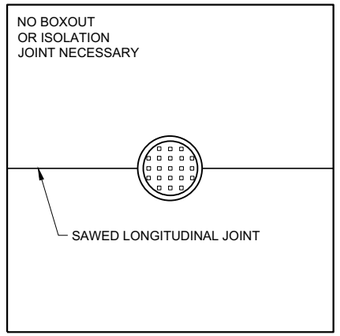
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

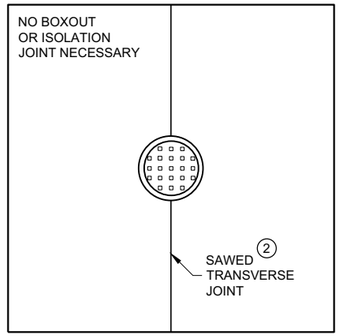
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

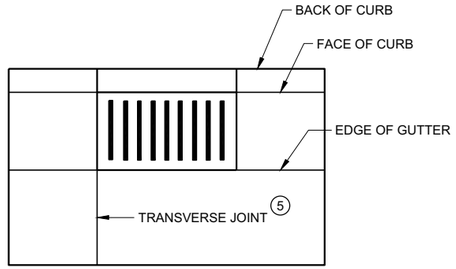
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



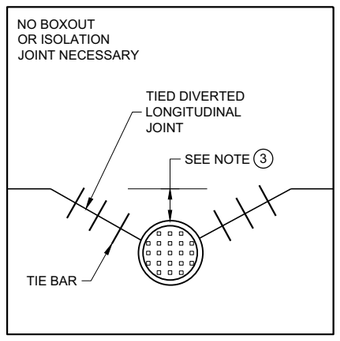
MANHOLE WITH TRANSVERSE JOINT



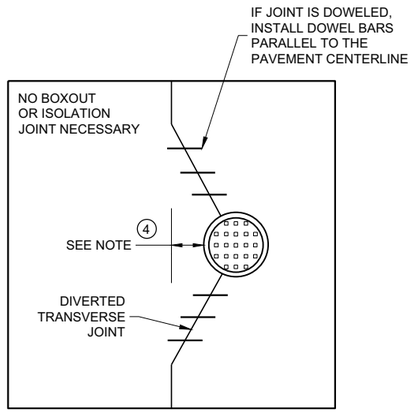
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

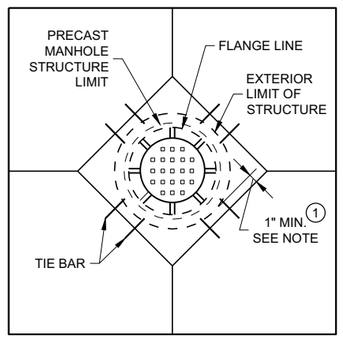
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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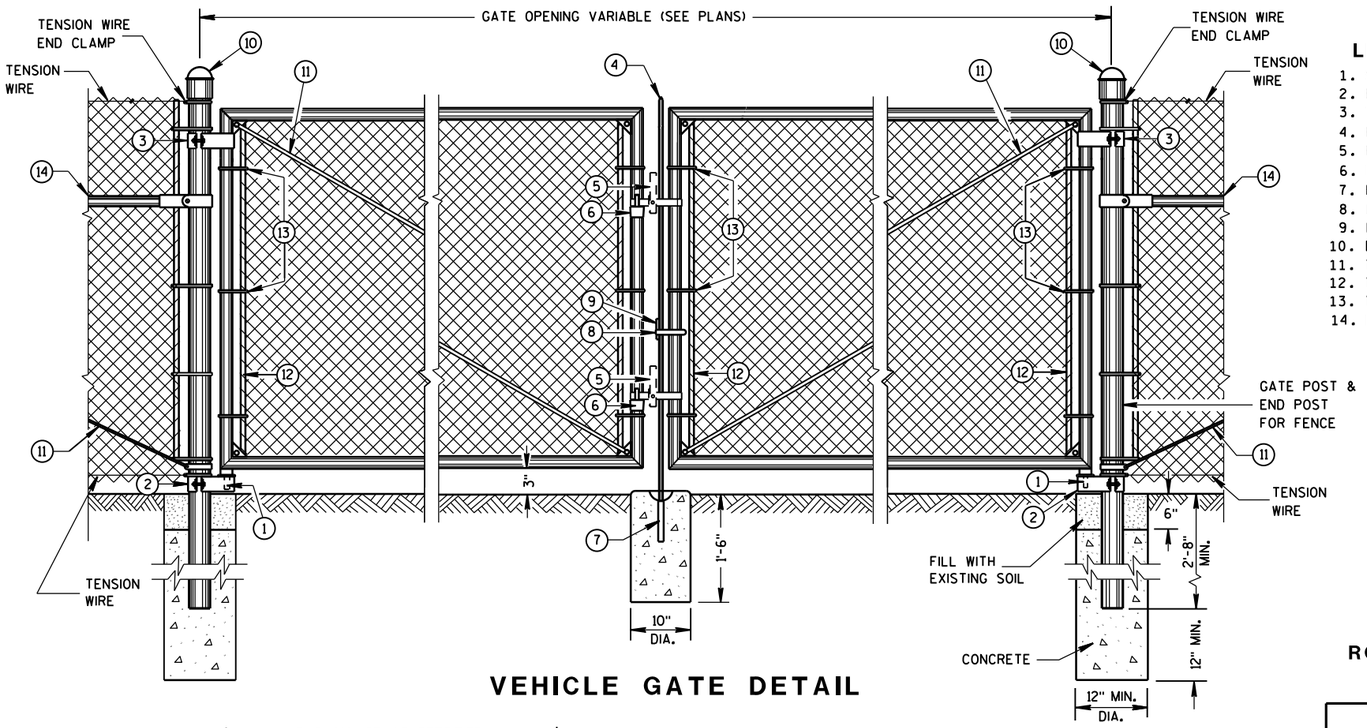
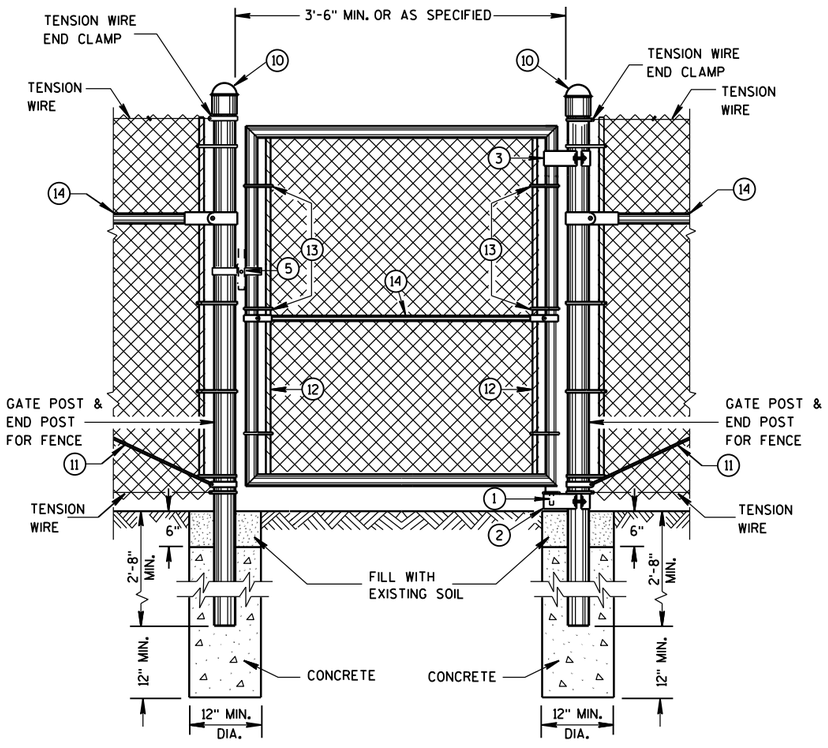
SDD 13C18 - 07d



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

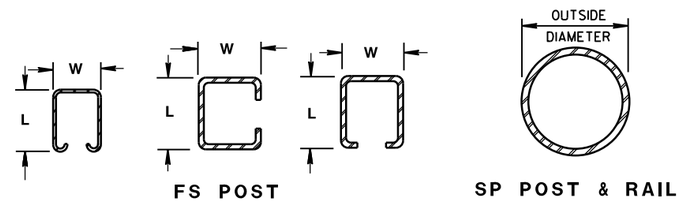
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

REQUIRED FENCE POST SIZES

USE	FABRIC HEIGHTS FEET	POST TYPE
TERMINAL POSTS **	LESS THAN OR EQUAL TO 6 FT.	SP3
	GREATER THAN OR EQUAL TO 6 FT.	SP4
LINE POSTS	LESS THAN OR EQUAL TO 6 FT.	SP2
	LESS THAN OR EQUAL TO 8 FT.	SP3
	GREATER THAN OR EQUAL TO 8 FT.	SP4
	LESS THAN OR EQUAL TO 8 FT.	FS2 OR FS2†
	GREATER THAN OR EQUAL TO 8 FT.	FS3

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

ROLLED-FORMED STEEL FENCE POST (2.0 OZ./SQ. FT. COATING)

POST TYPE	LENGTH (L) INCH	WIDTH (W) INCH	WEIGHT LBS/FT
FS1	1.625	1.25	1.35
FS2†	1.875	1.625	1.850
FS2	1.875	1.625	2.400
FS3	2.250	1.700	2.780

REQUIRED POST SIZE FOR GATES

USE	LEAF WIDTHS FEET	POST TYPE
GATES	LESS THAN OR EQUAL TO 6 FT.	SP4
	LESS THAN OR EQUAL TO 13 FT.	SP5
	LESS THAN OR EQUAL TO 18 FT.	SP6
	LESS THAN OR EQUAL TO 23 FT.	SP7

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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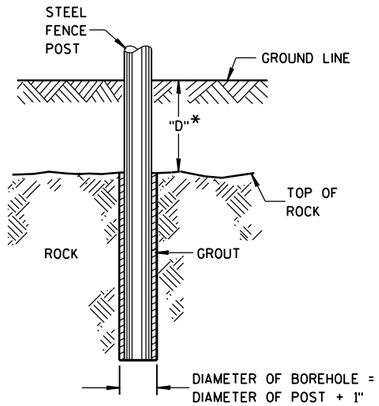
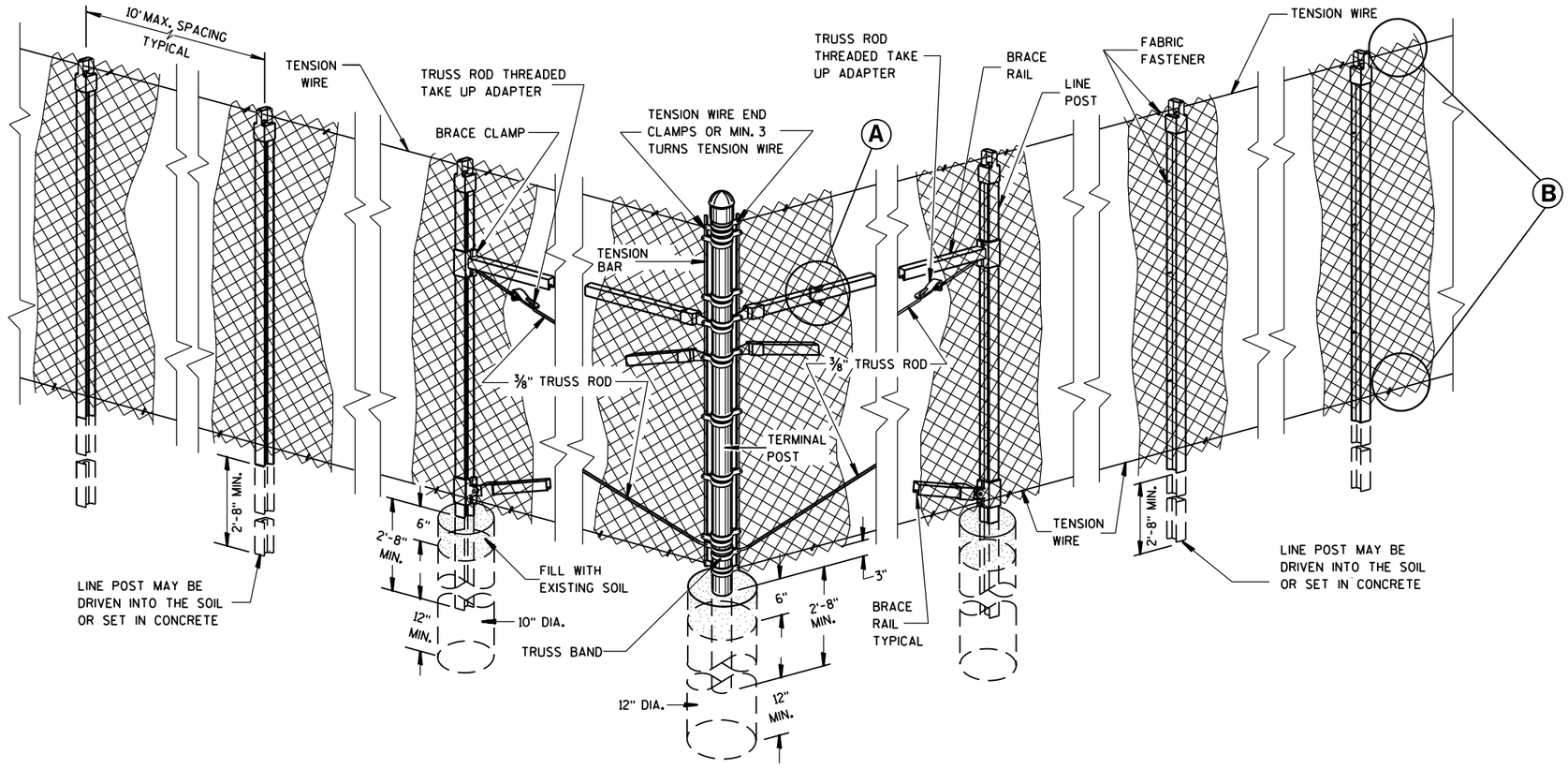
S.D.D. 15 B 3-15a

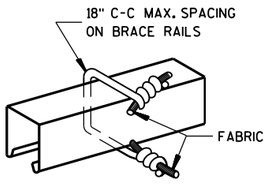


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



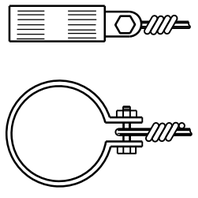
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



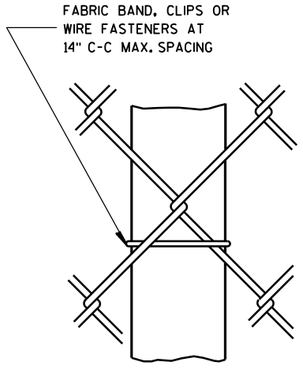
BRACE RAIL

FABRIC FASTENER

Ⓐ



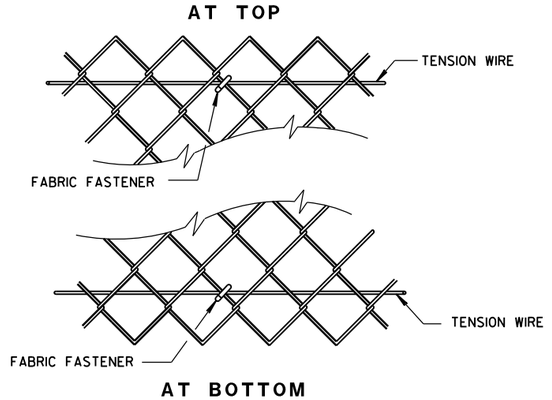
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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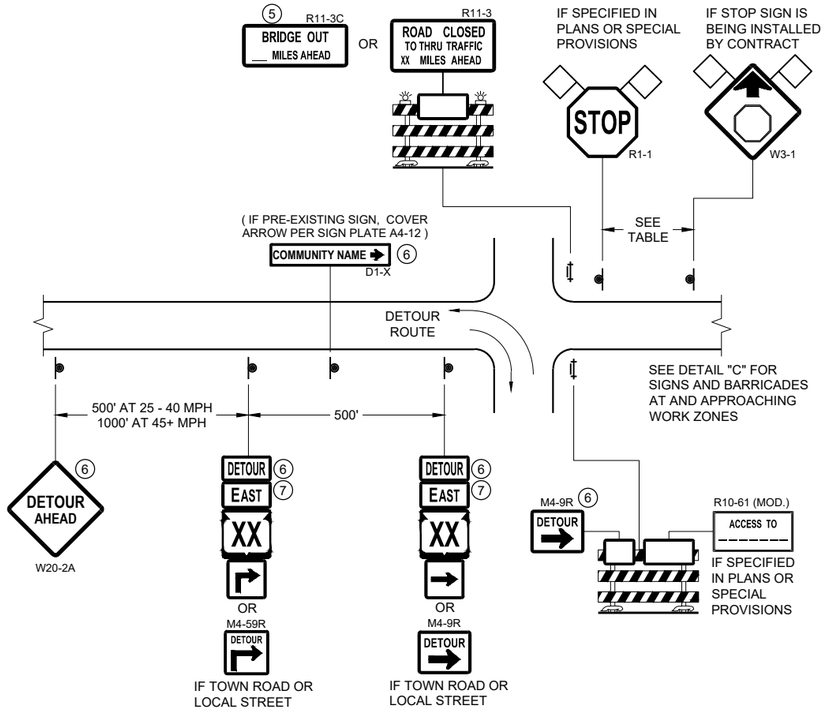
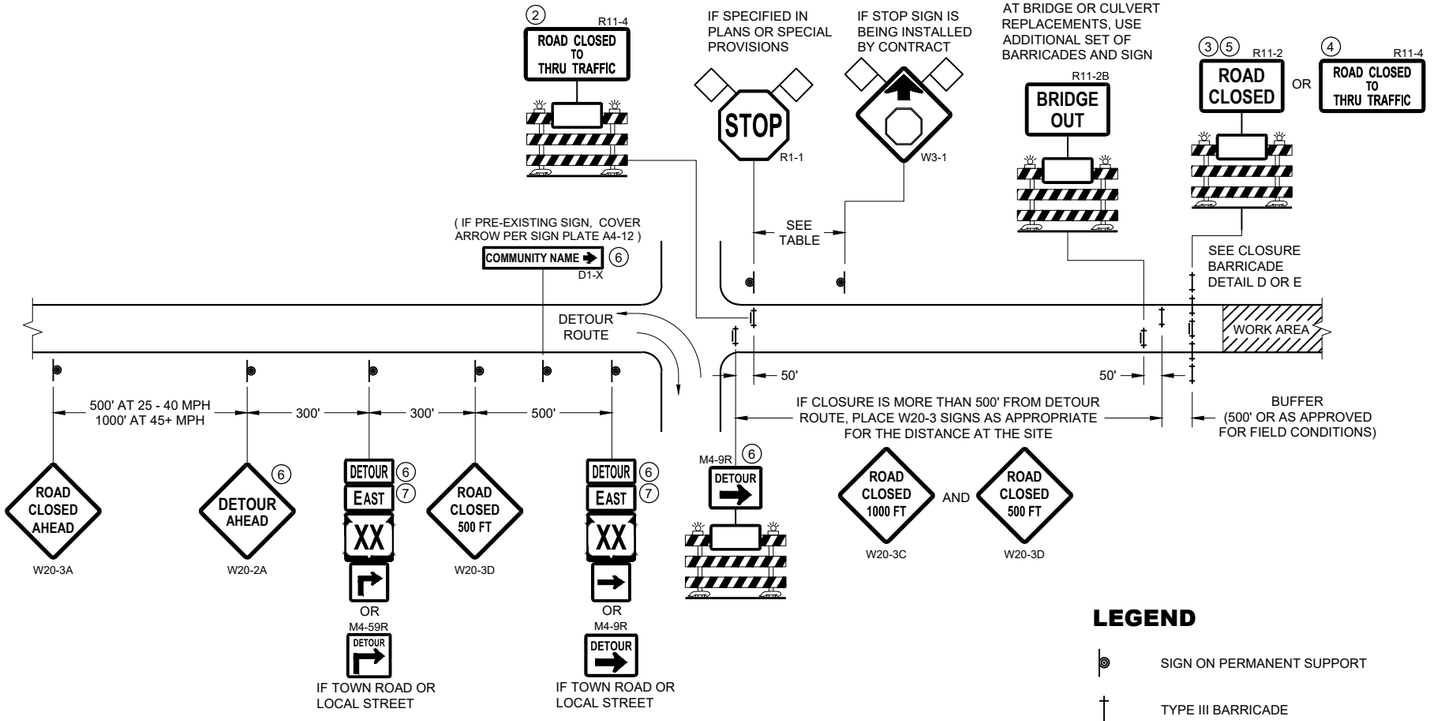
S.D.D. 15 B 3-15b



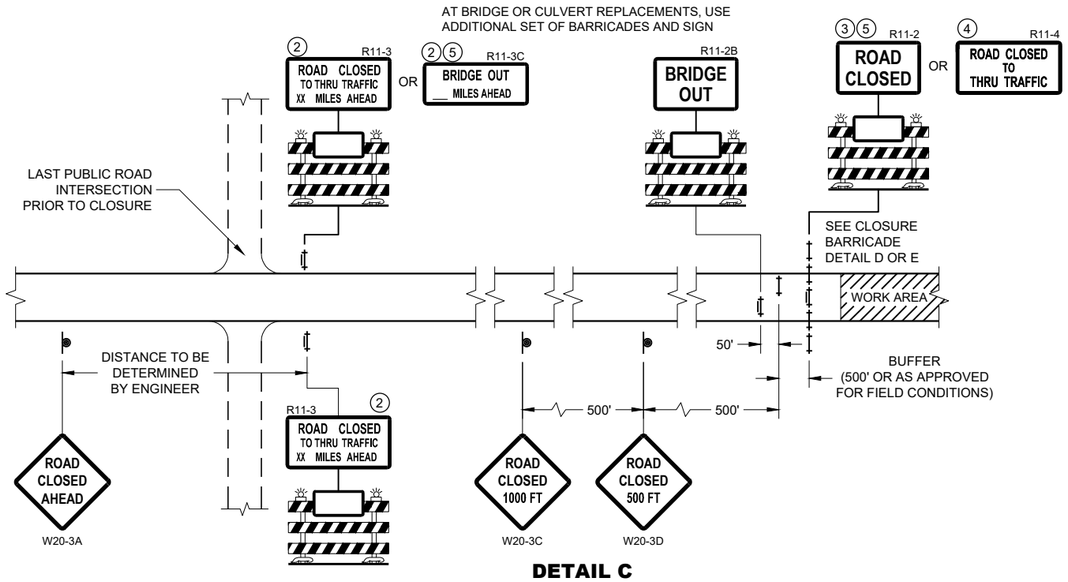
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

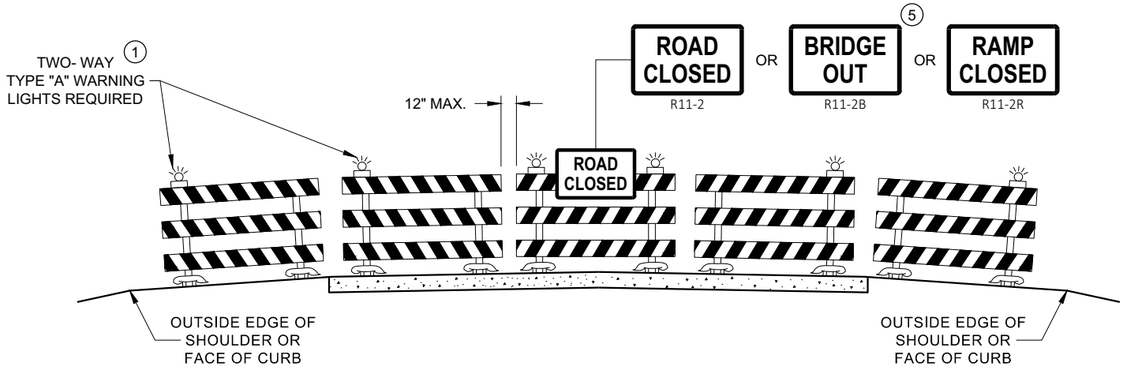
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

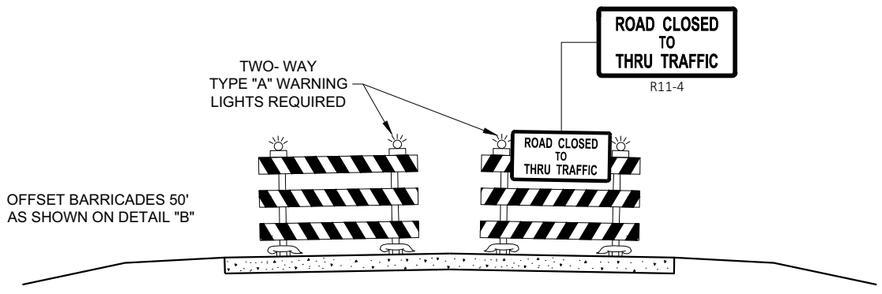
FHWA

6

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 08b

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SDD 15C02 - 08b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

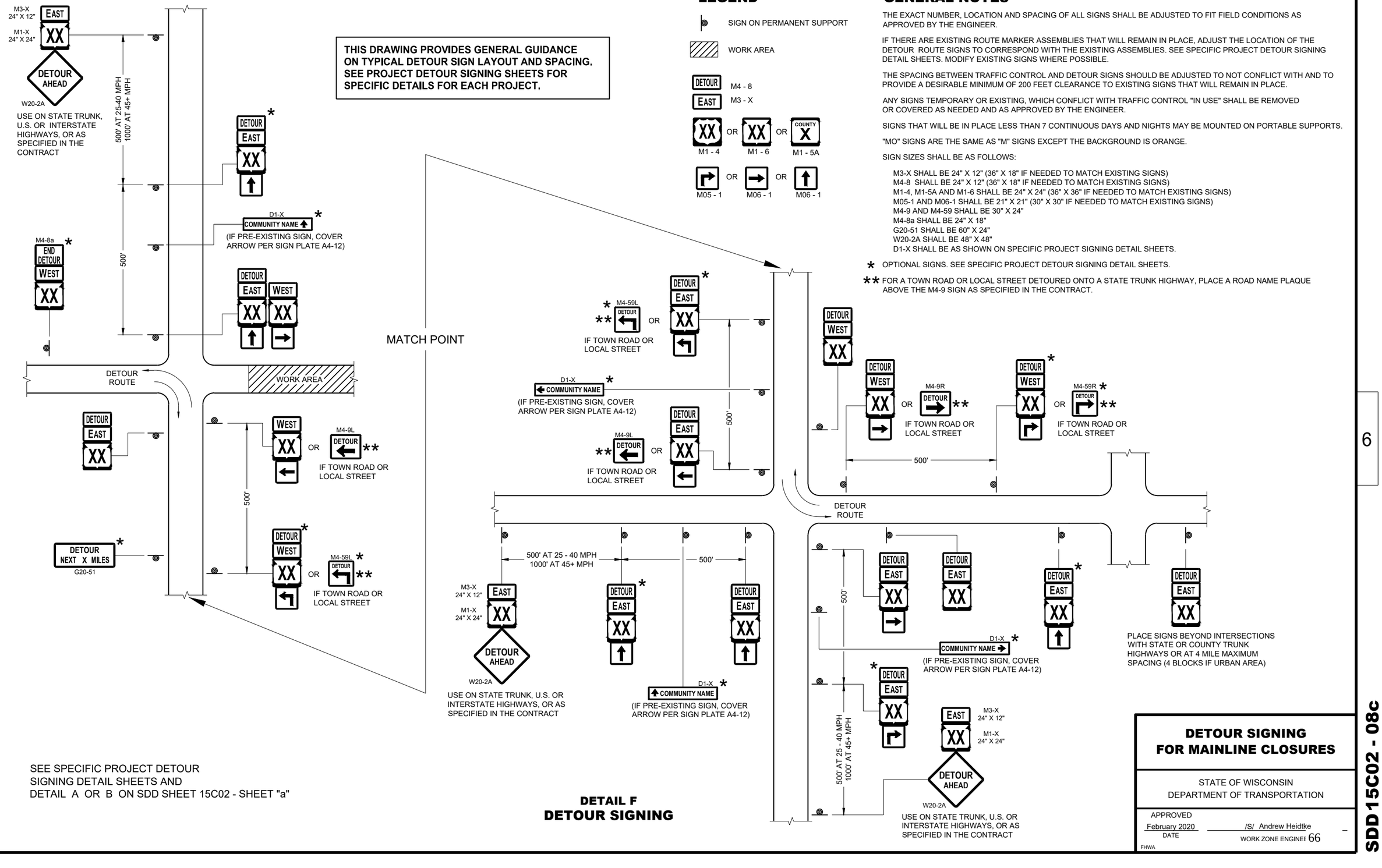
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c

SDD 15C02 - 08c

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GENERAL NOTES

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

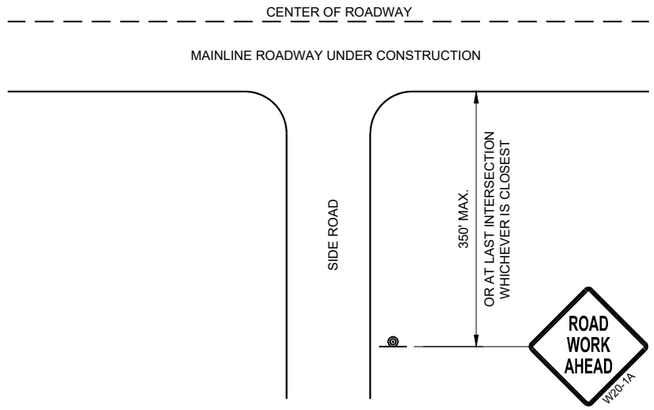
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



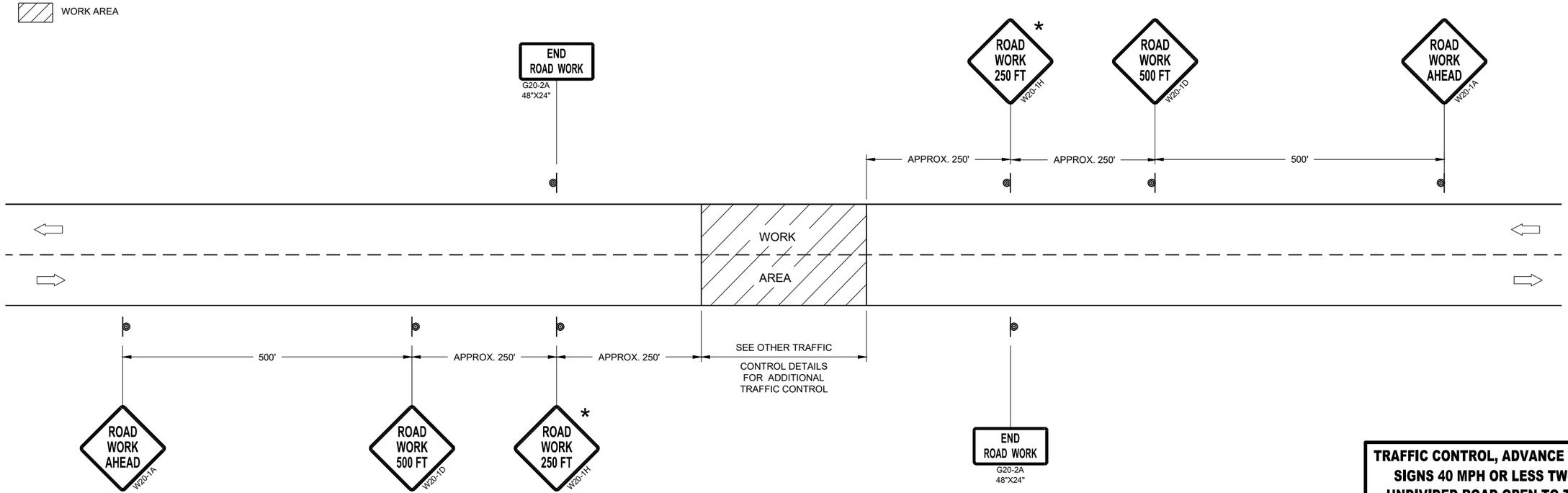
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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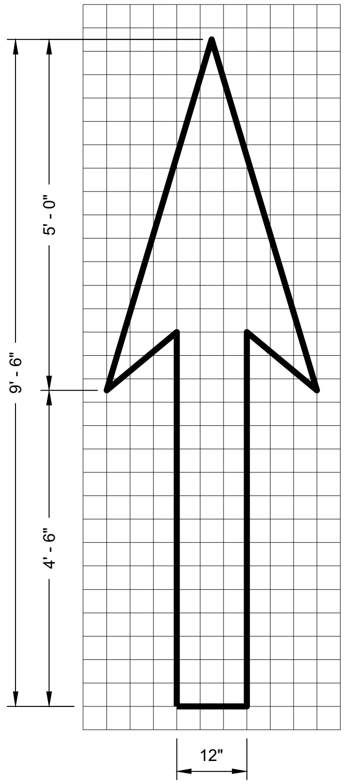
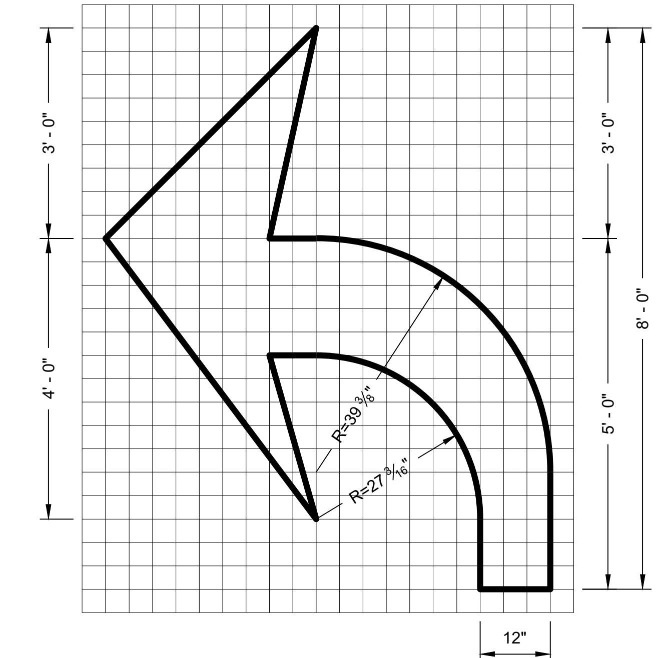
SDD 15C05 - 05

GENERAL NOTES

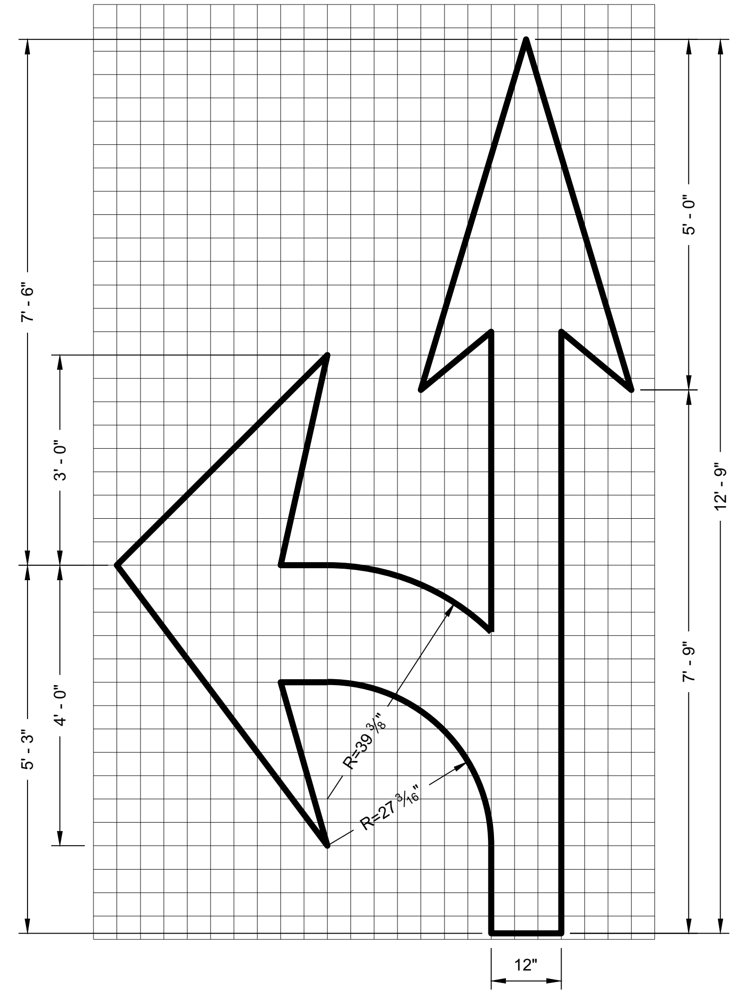
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 1



TYPE 2



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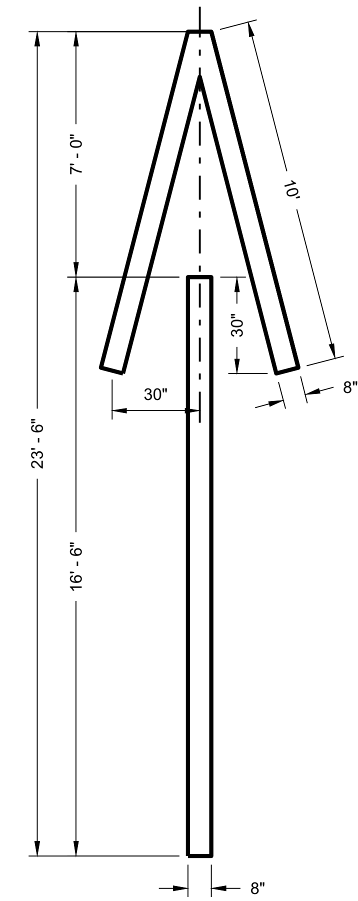
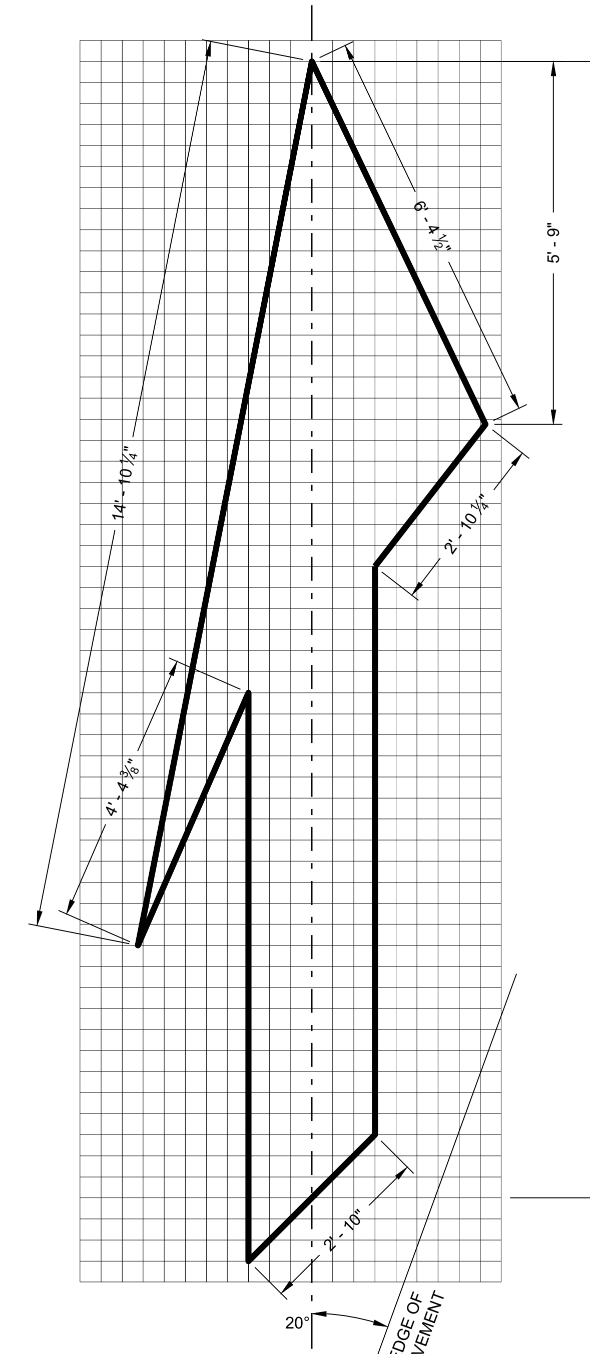
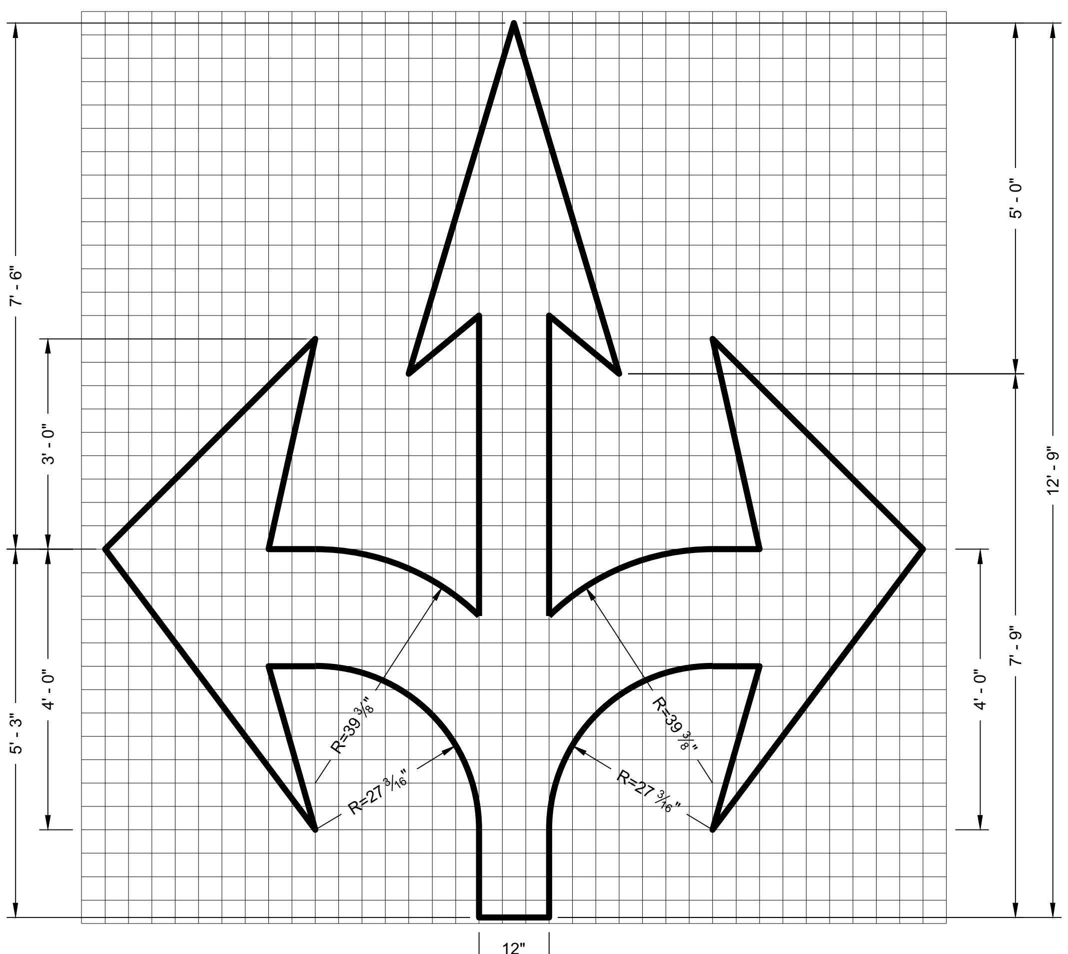


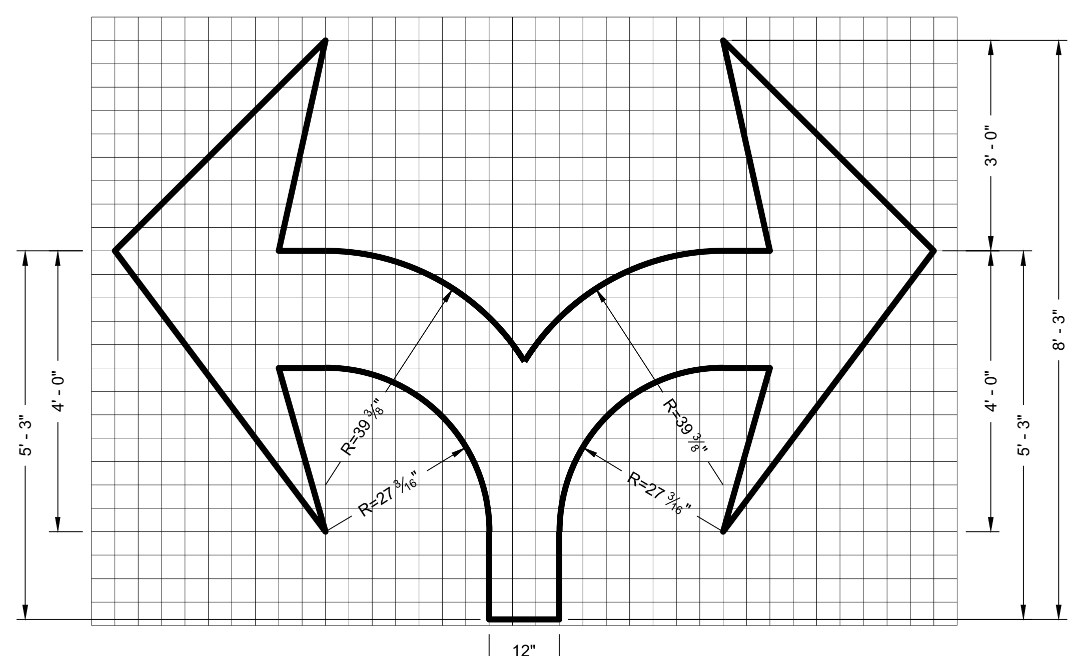
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

6

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

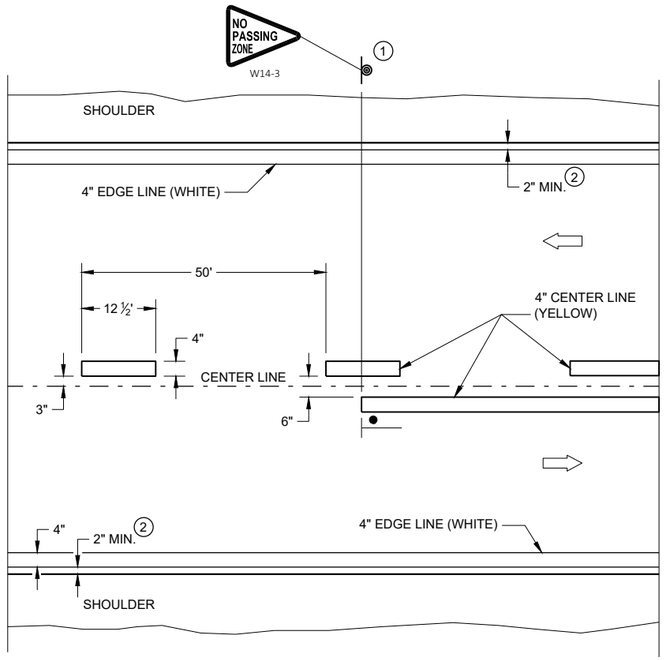
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

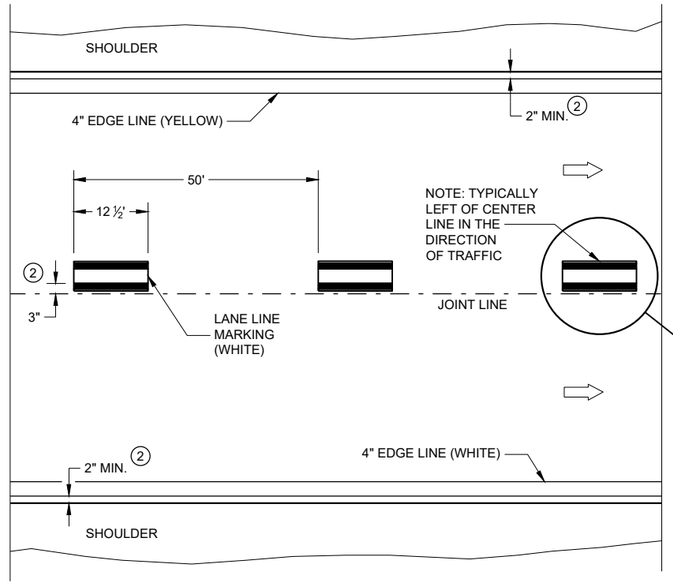
FHWA

SDD 15C07 - 15c

SDD 15C07 - 15c

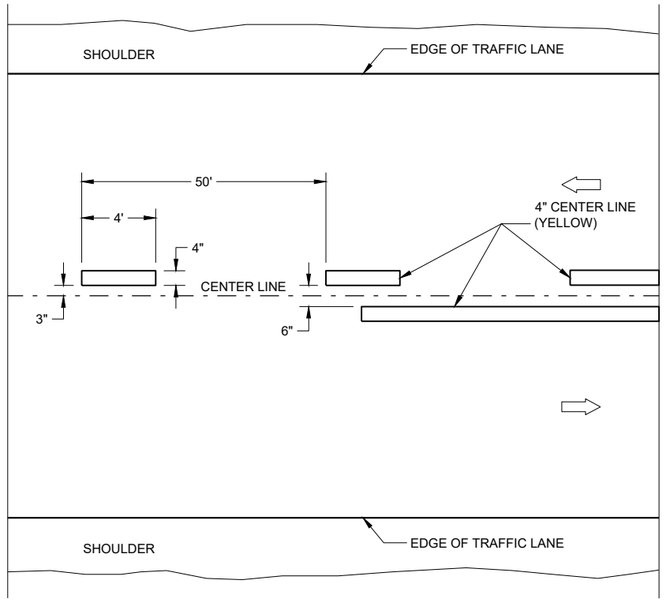


TWO WAY TRAFFIC

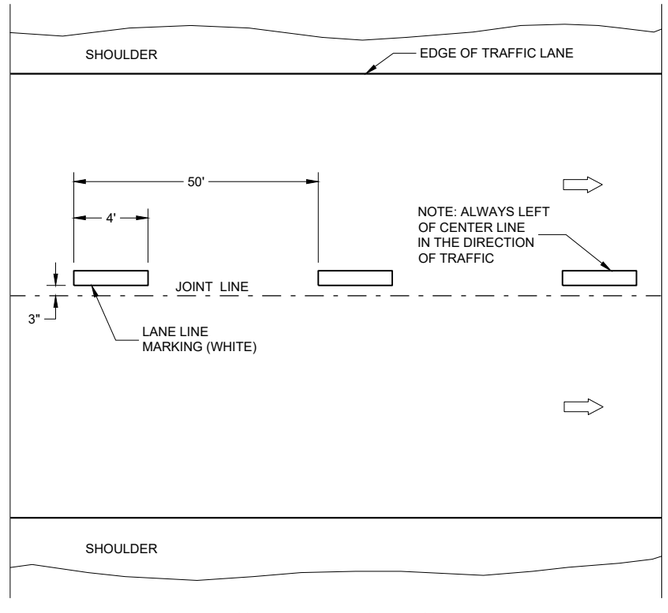


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

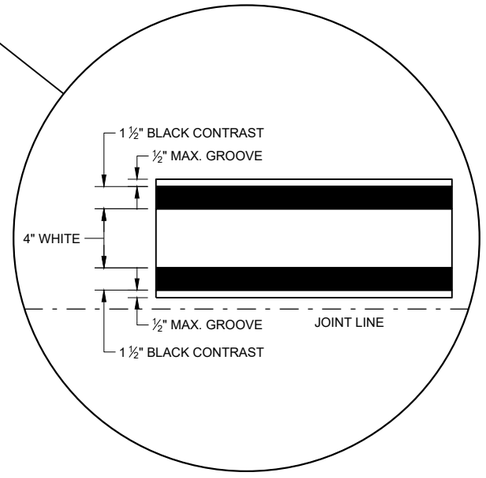
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

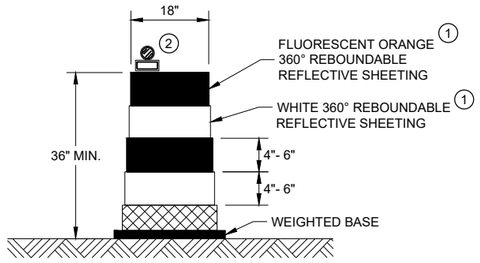
FHWA

SDD 15C08 - 20a

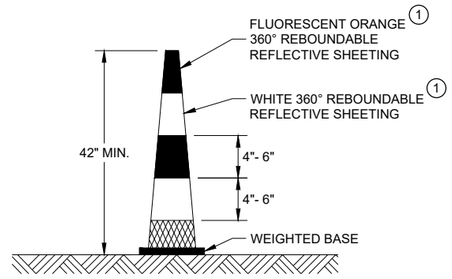
SDD 15C08 - 20a

GENERAL NOTES

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

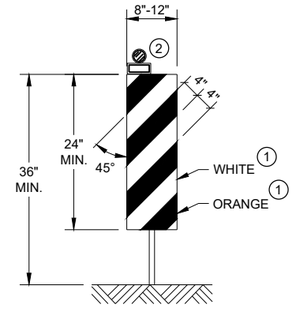


DRUM



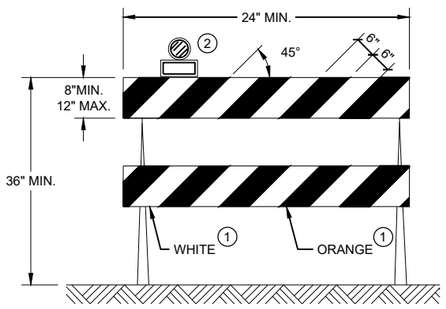
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



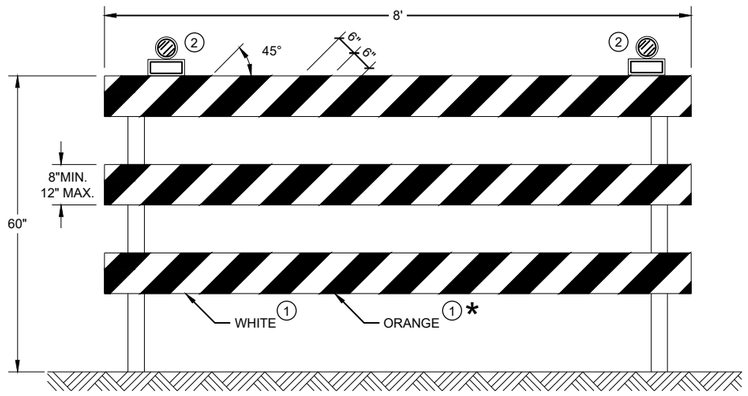
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
FHWA

6

SDD15C11 - 09b

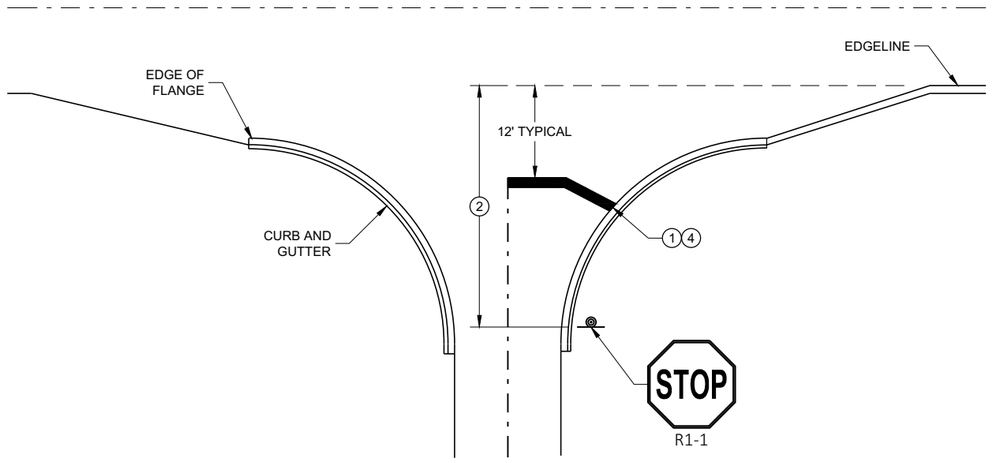
6

SDD15C11 - 09b

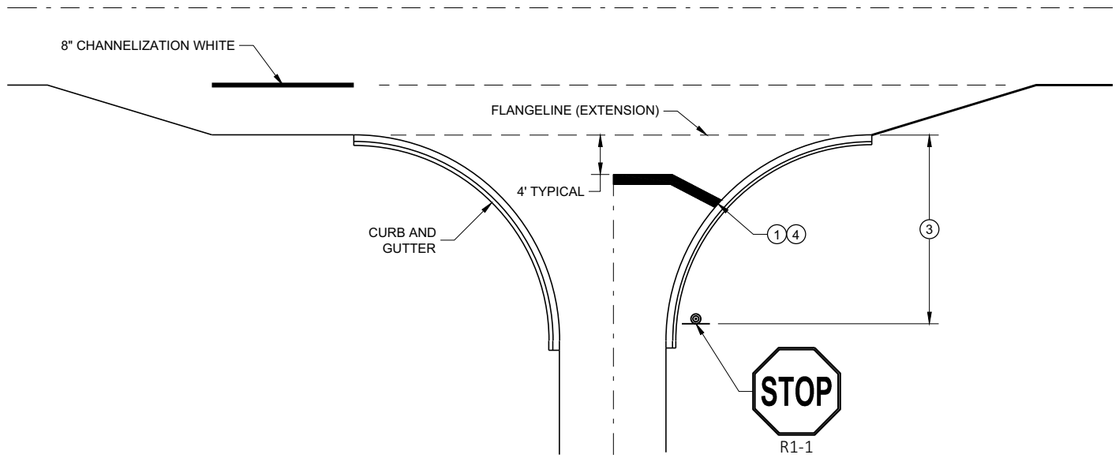
GENERAL NOTES

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

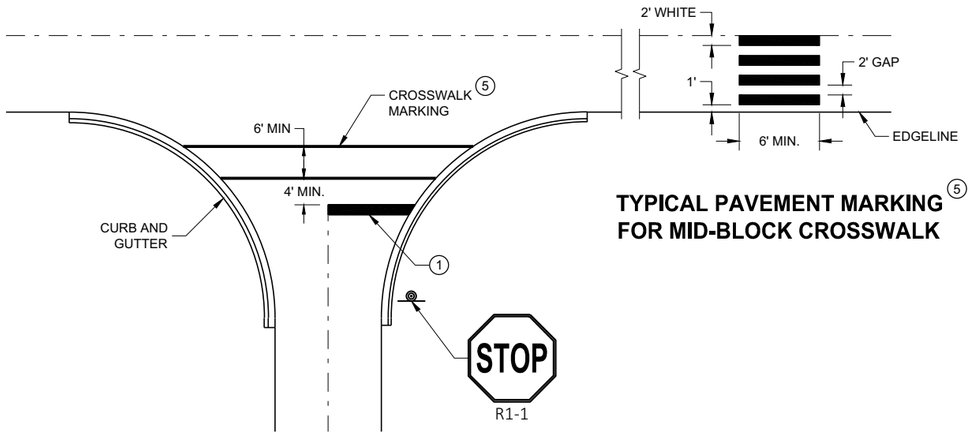
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

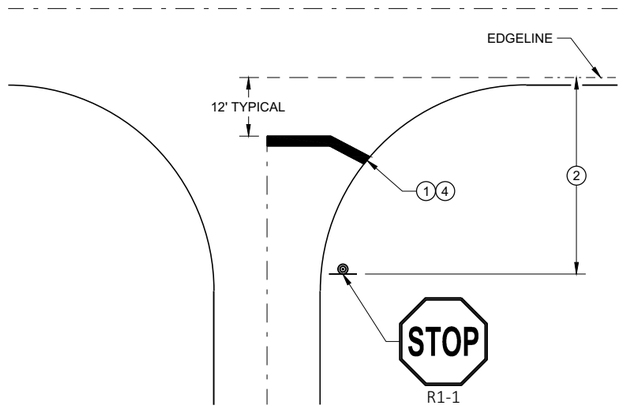


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

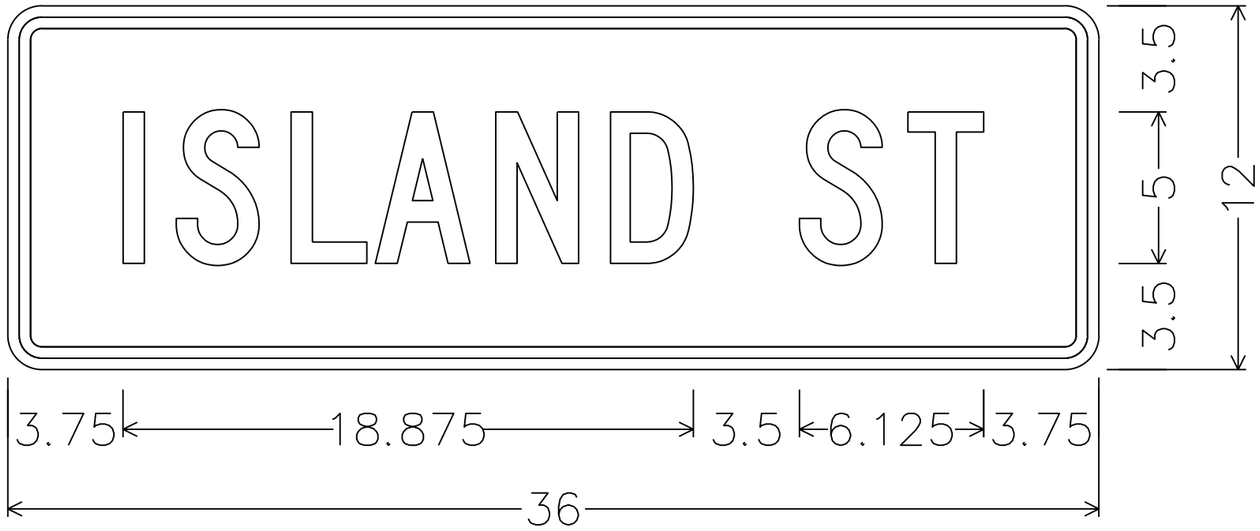
NOTES:

1. SIGN IS TYPE II - TYPE F REFLECTIVE - REFERENCE "WISDOT STANDARD SPECIFICATION FOR HIGHWAY AND STRUCTURE CONSTRUCTION" LATEST EDITION.

2. COLOR
   BACKGROUND - ORANGE
   MESSAGE - BLACK

3. MESSAGE SERIES - C

4. CORNERS MAY BE SQUARE OR ROUNDED WHEN BASE MATERIAL IS PLYWOOD BUT BORDERS SHALL BE ROUNDED AS SHOWN. WHEN BASE MATERIAL IS METAL, THE CORNERS SHALL BE ROUNDED.



1.125" Radius, 0.375" Border, 0.375" Indent

7

7

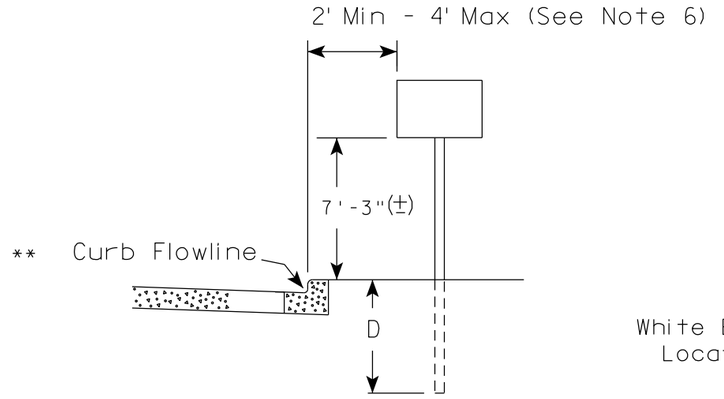
PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	FIXED MESSAGE SIGNS	SHEET 72	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\070101_SD.DWG
LAYOUT NAME - 01

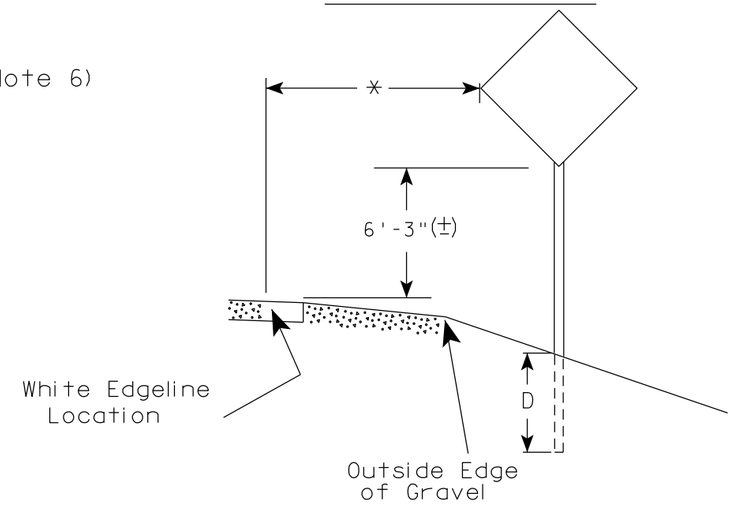
PLOT DATE : 5/18/2021 10:19 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : Custom

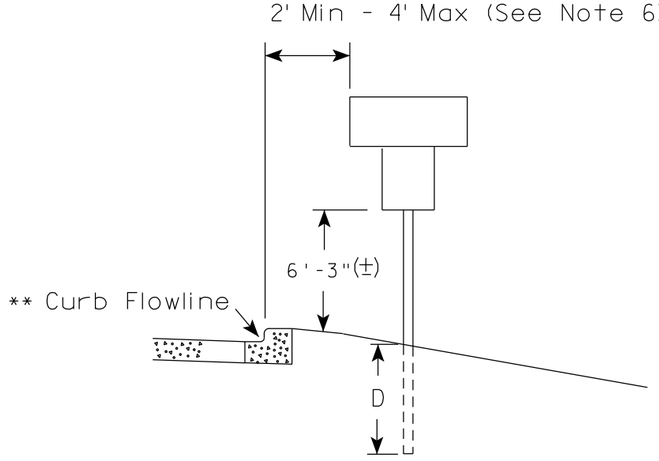
WISDOT/CADDS SHEET

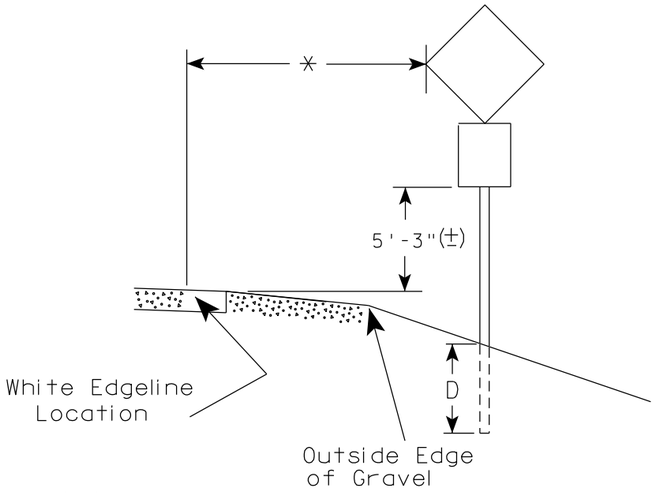
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

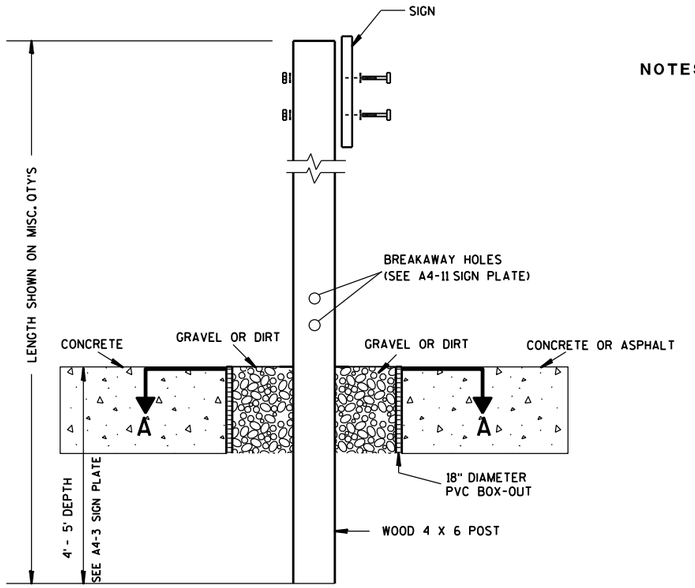
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

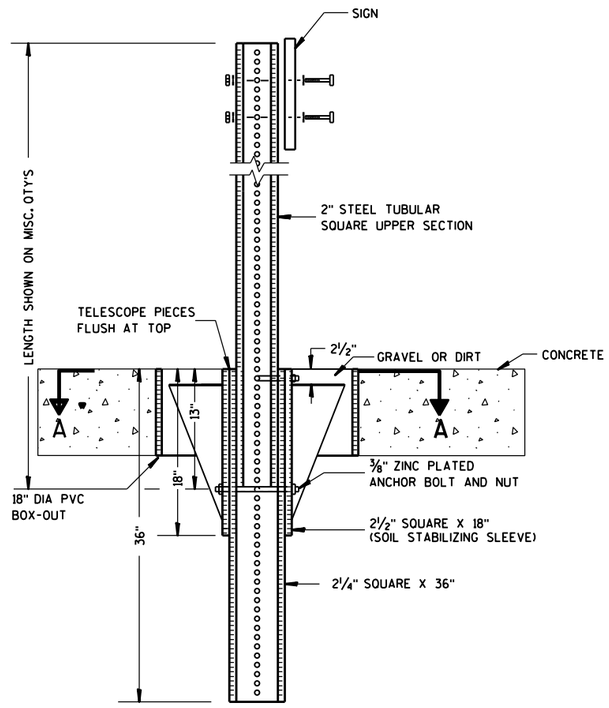
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 73	E



ELEVATION VIEW

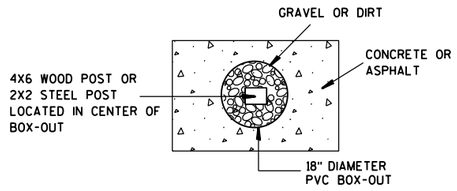
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

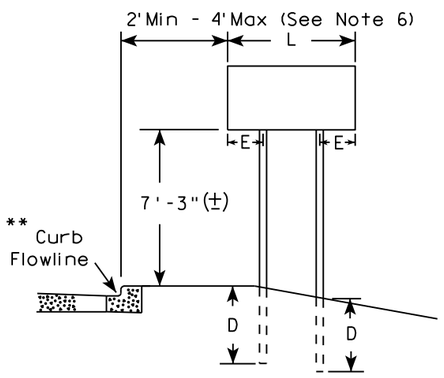
APPROVED Matthew R Rauch
for State Traffic Engineer

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

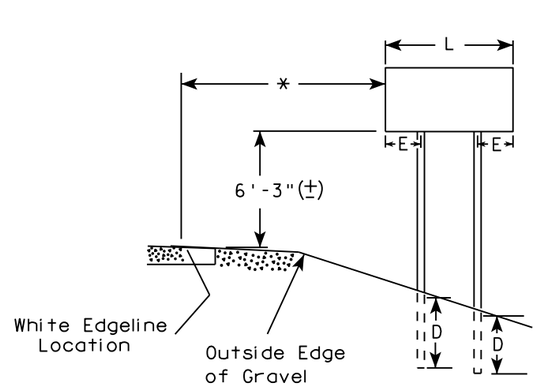
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

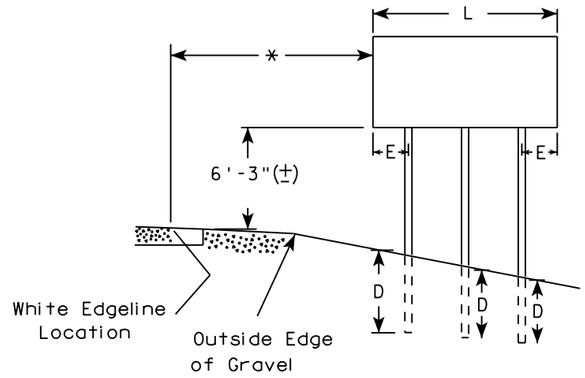
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

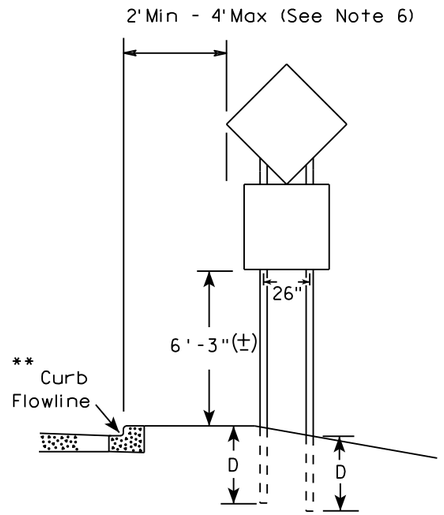
URBAN AREA



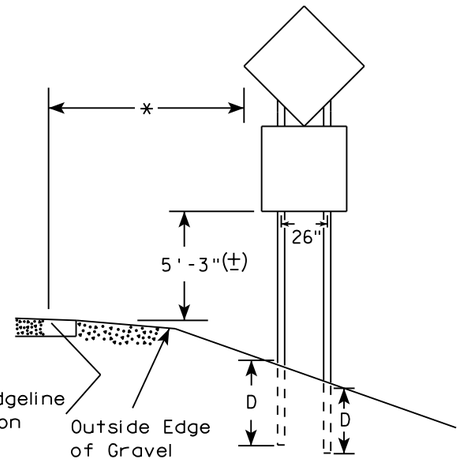
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

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

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

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

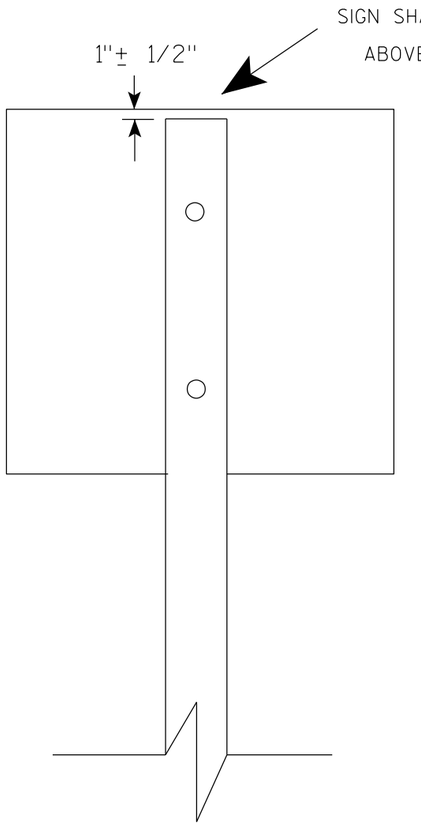
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

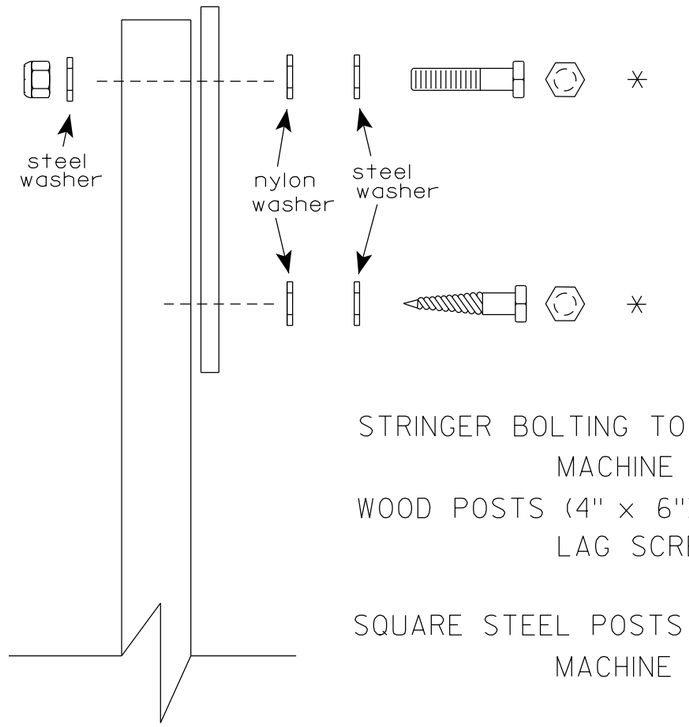
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 75	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

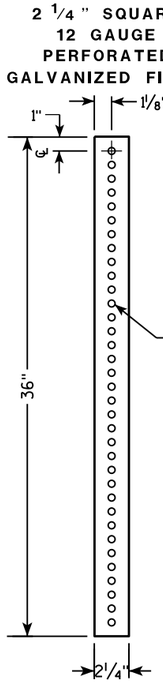
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

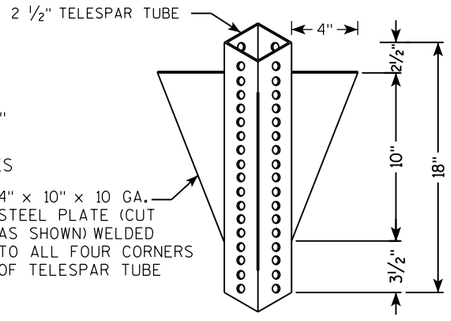
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

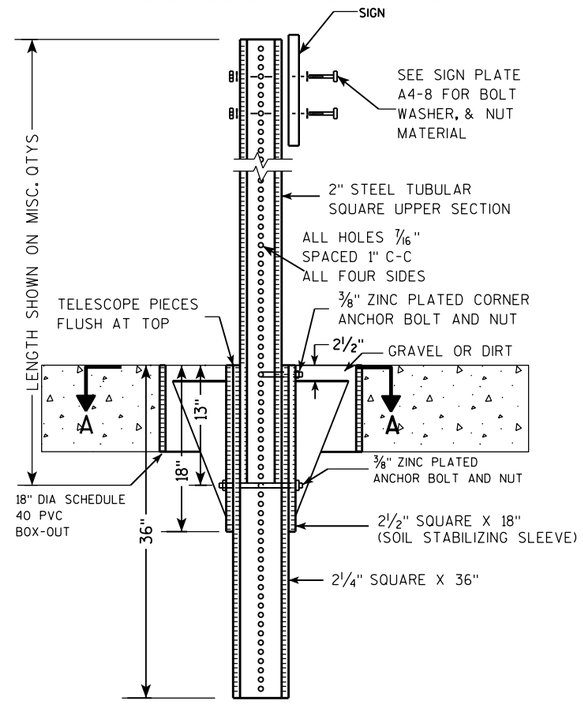
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



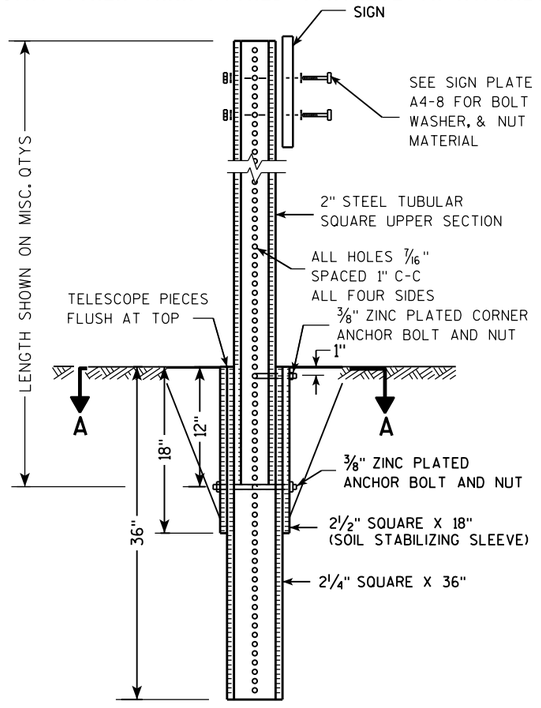
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

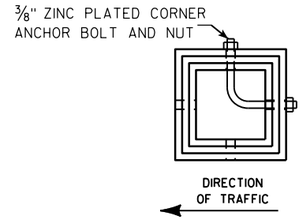


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

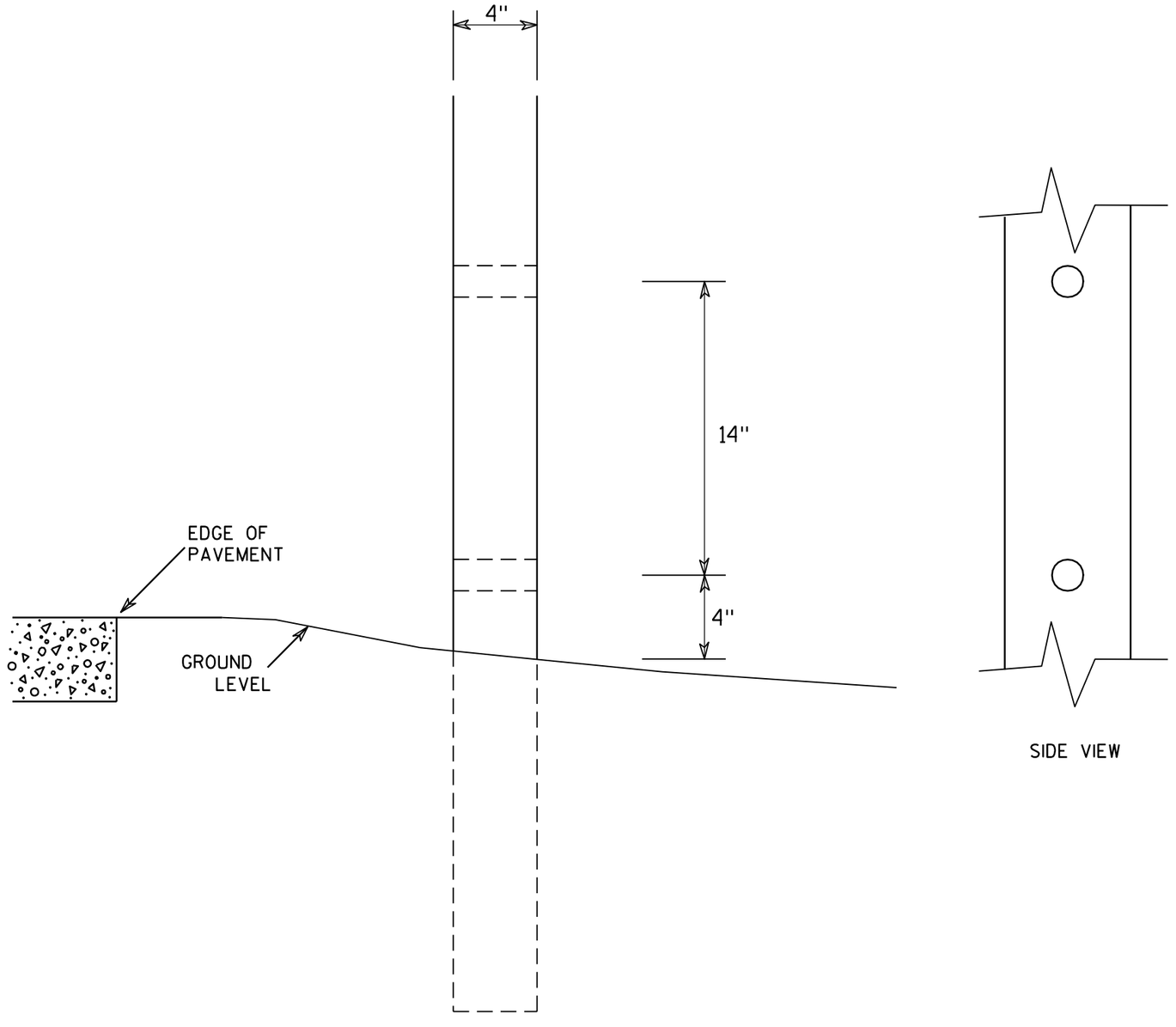
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 77 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000



SIDE VIEW

GENERAL NOTES

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

7

7

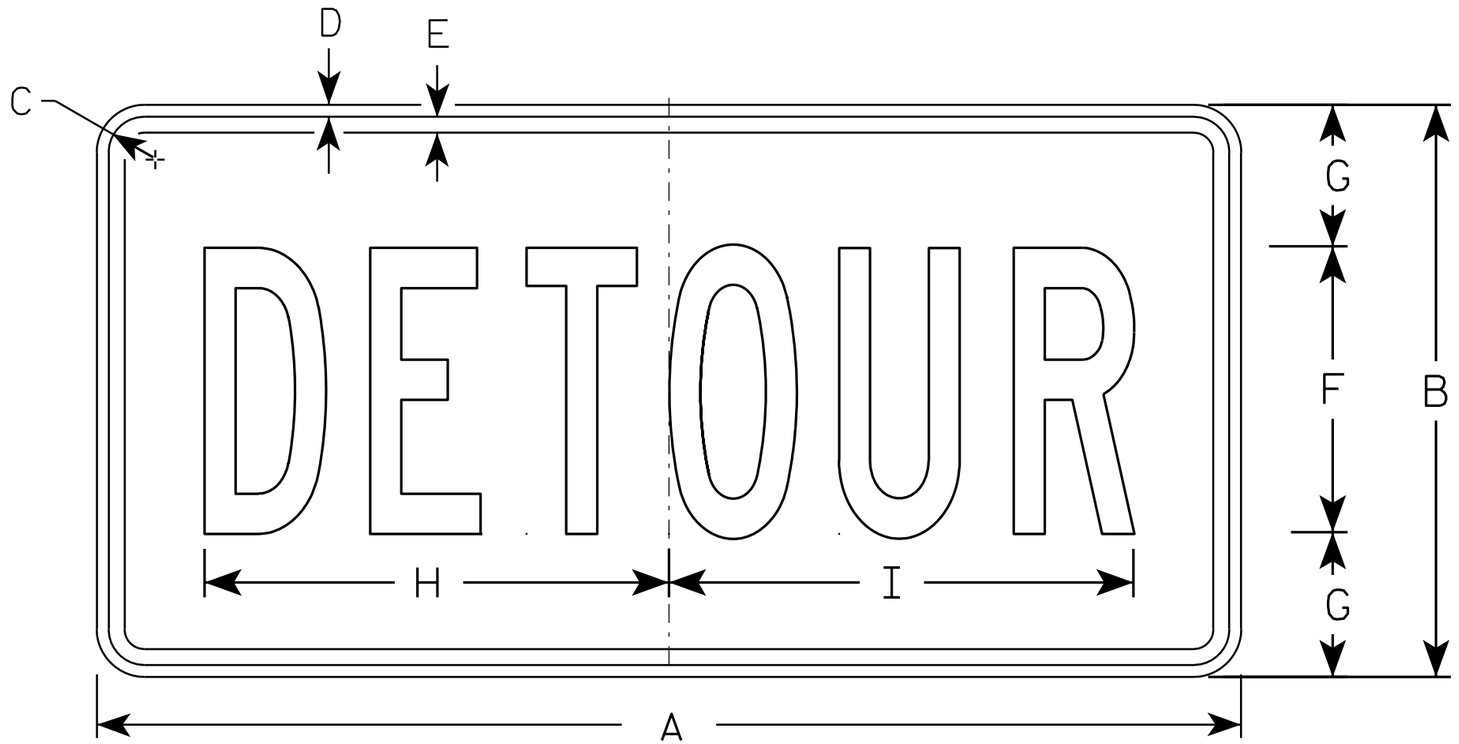
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 78	E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

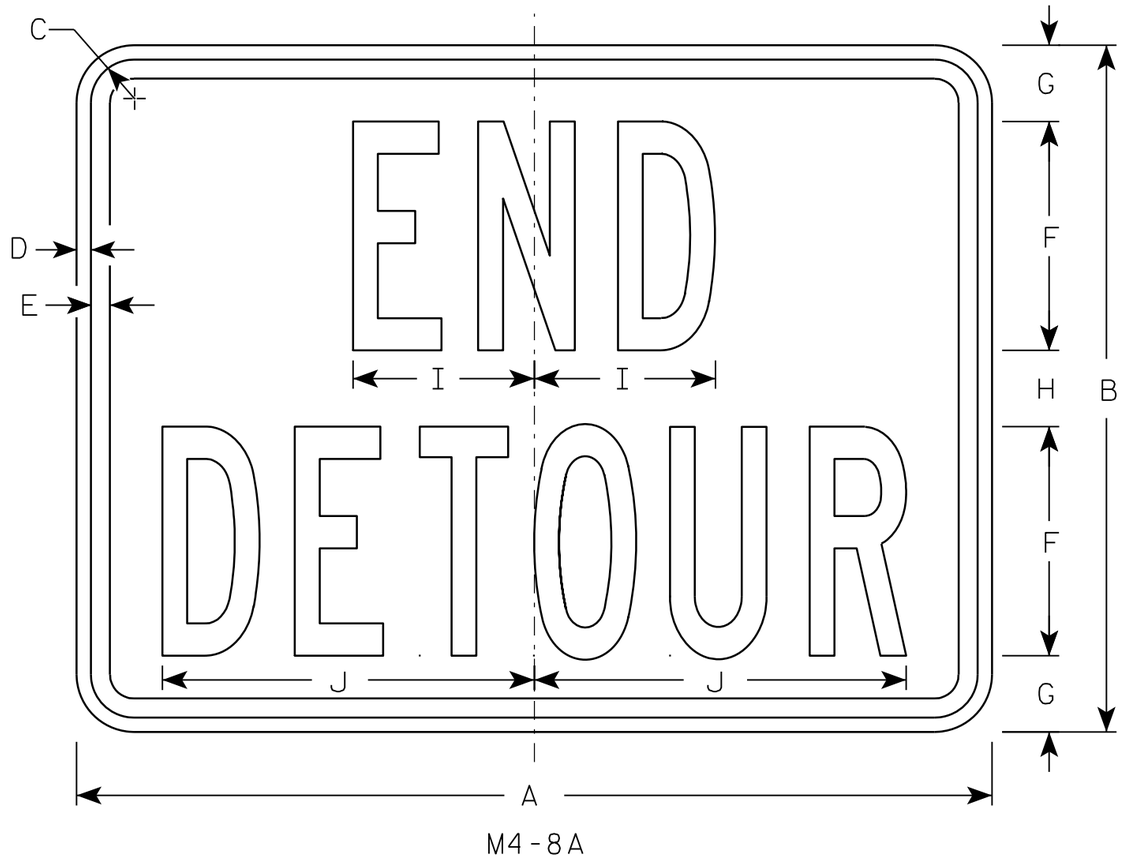
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 79	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

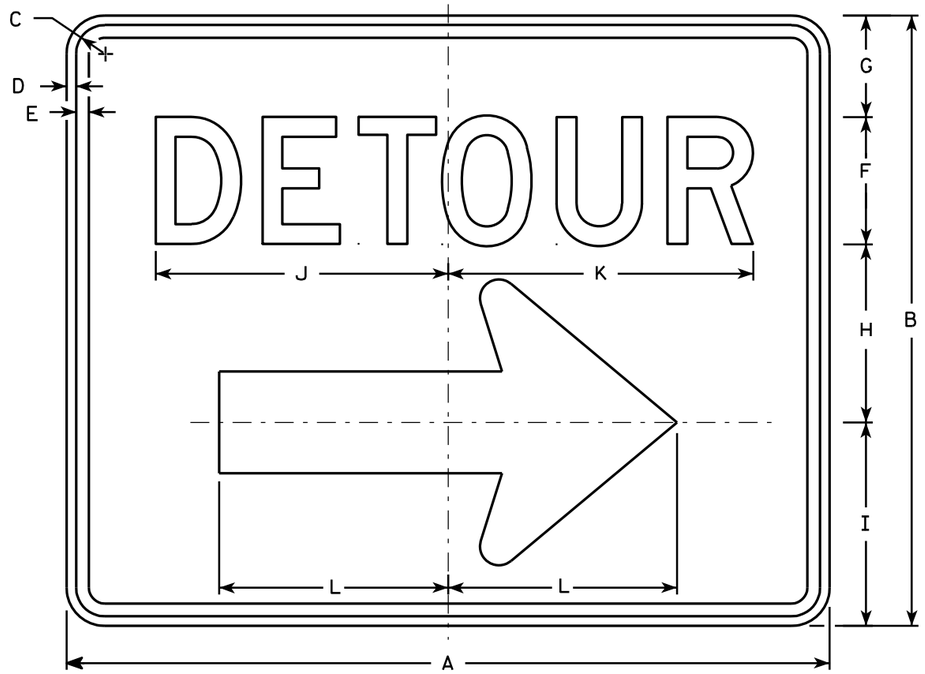
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

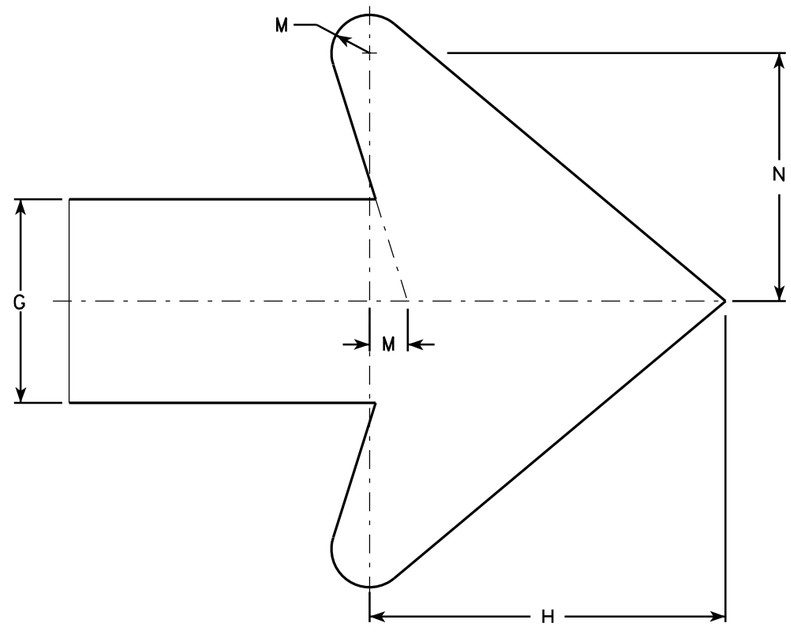
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 80	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



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																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

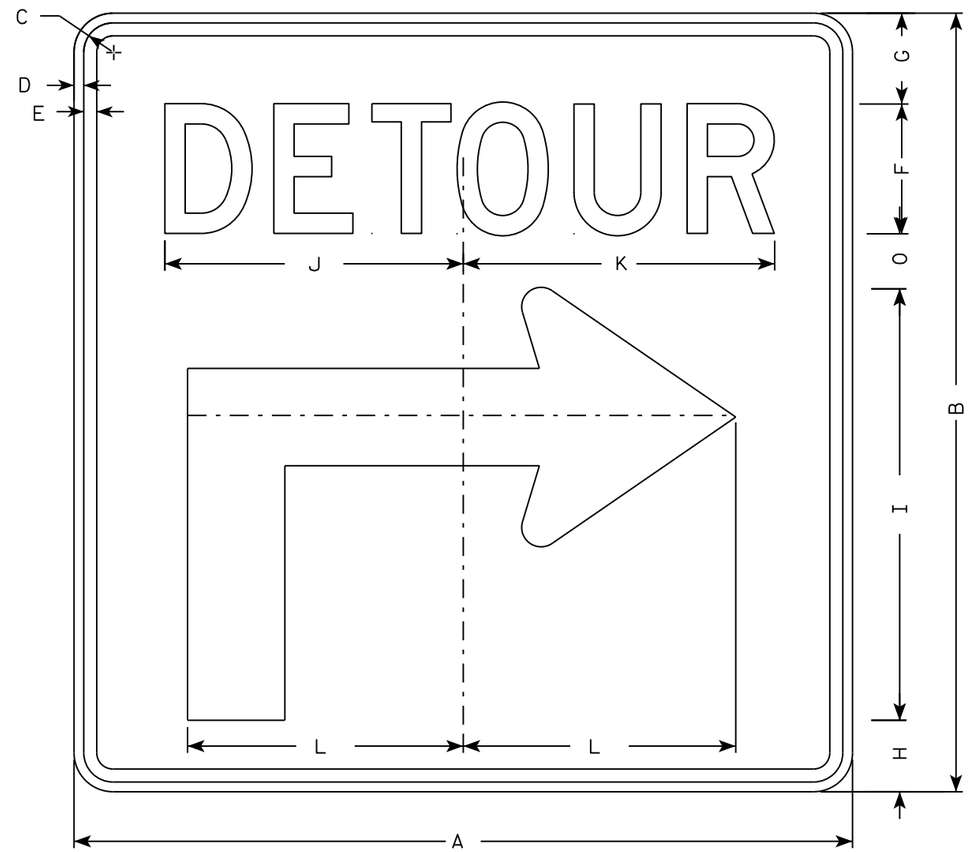
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

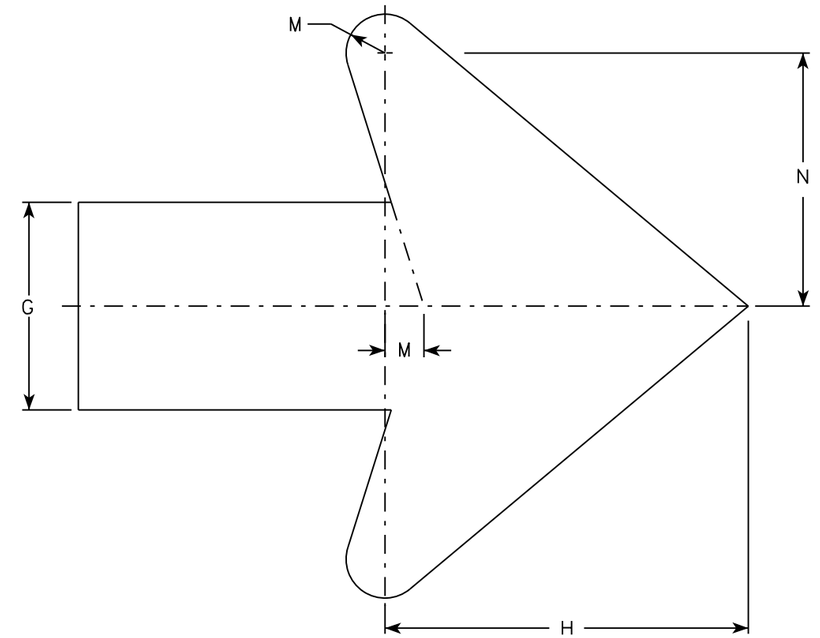
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 81	E



M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.



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																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

STANDARD SIGN
M4-59 L&R

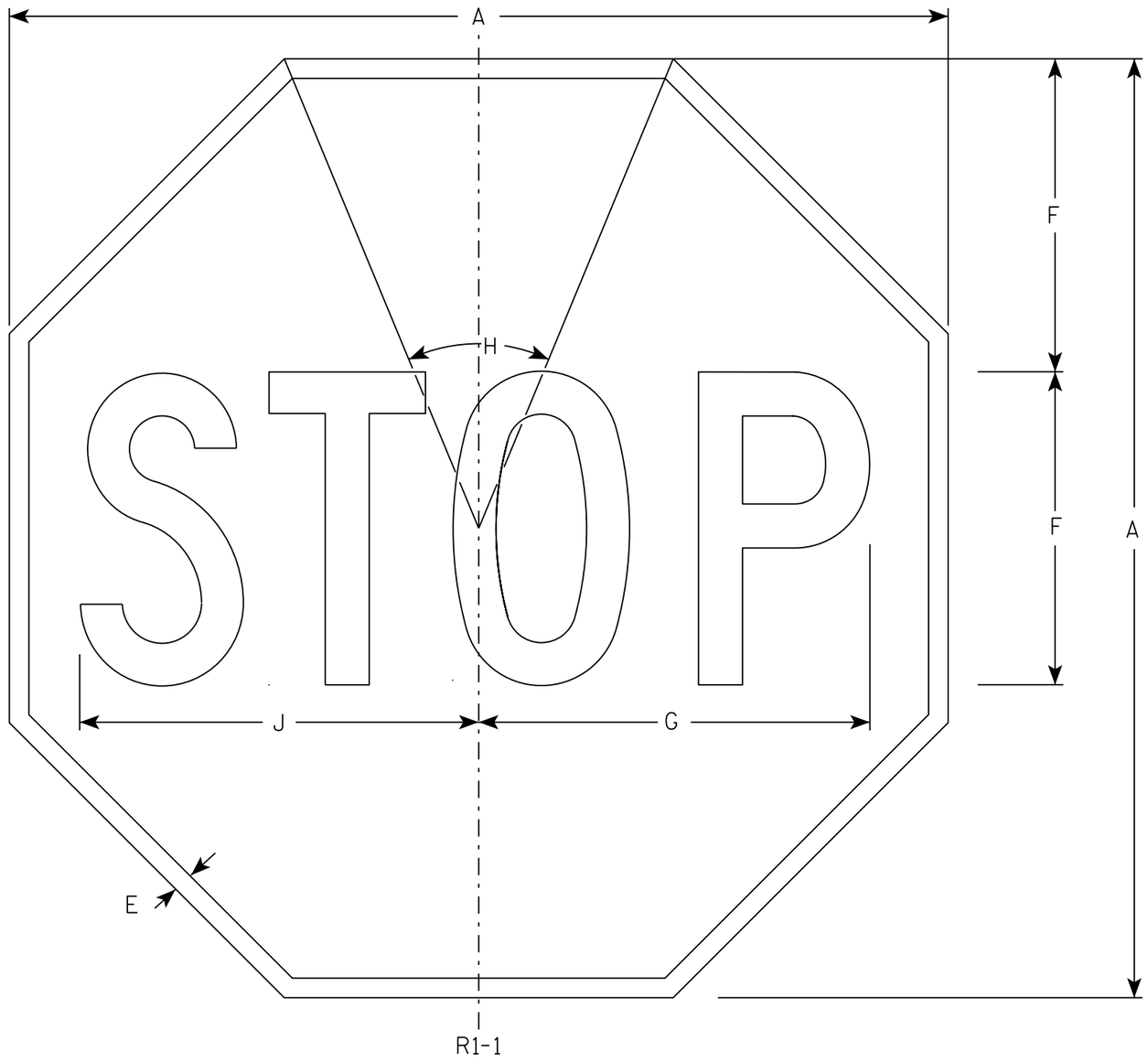
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE M4-59.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M459.DGN PLOT DATE : 01-DEC-2015 18:05 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message 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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

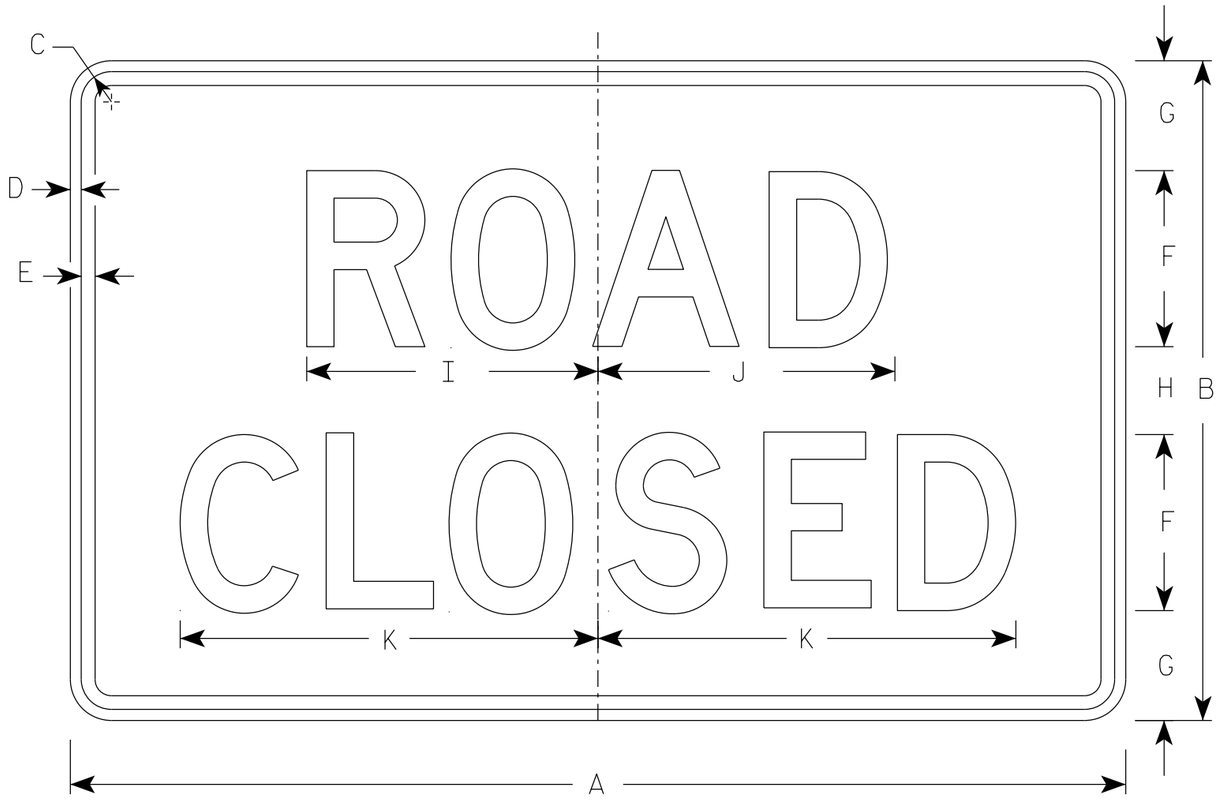
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

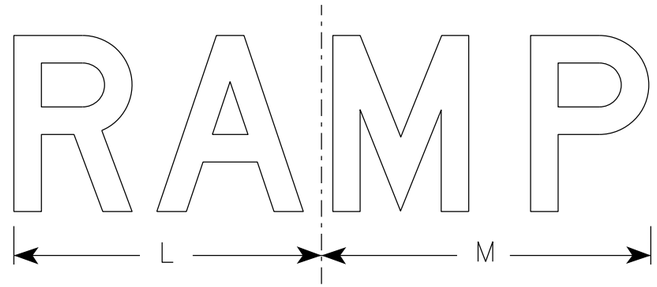
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 83	E



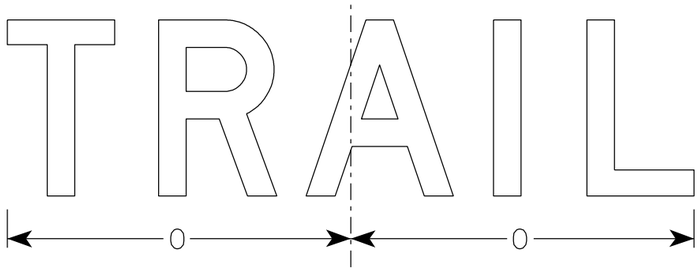
R11-2

NOTES

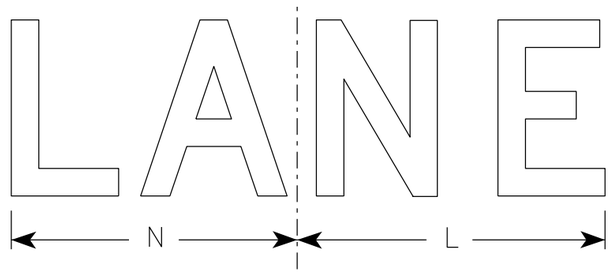
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

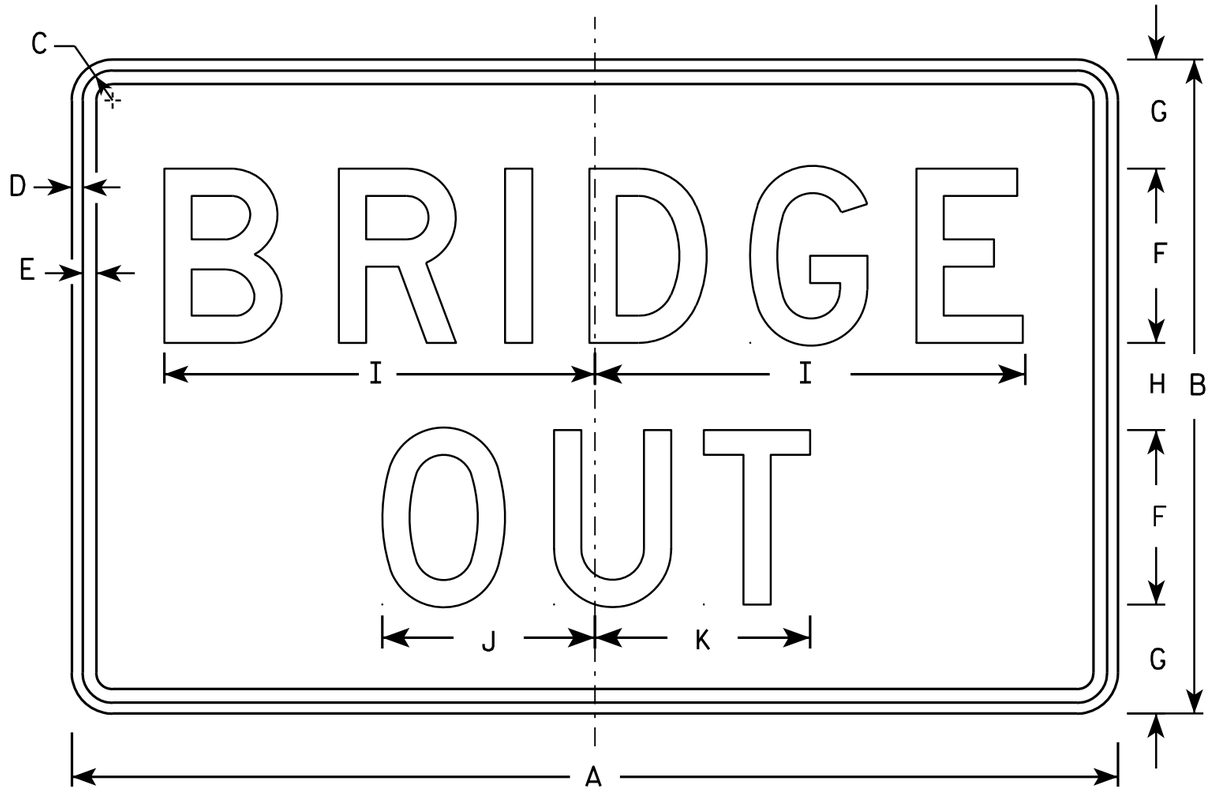
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 84	E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

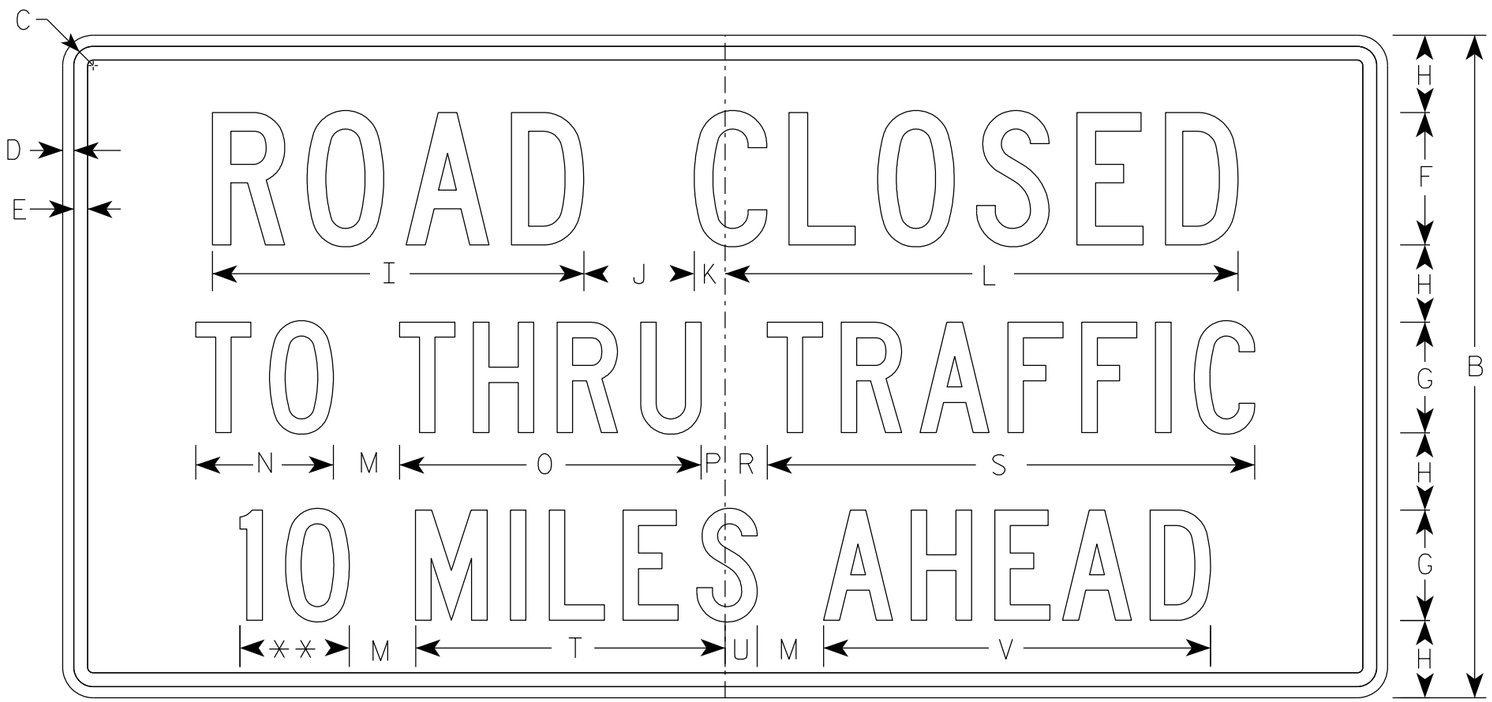
DATE 4/1/11 PLATE NO. R11-2B.2

PROJECT NO:

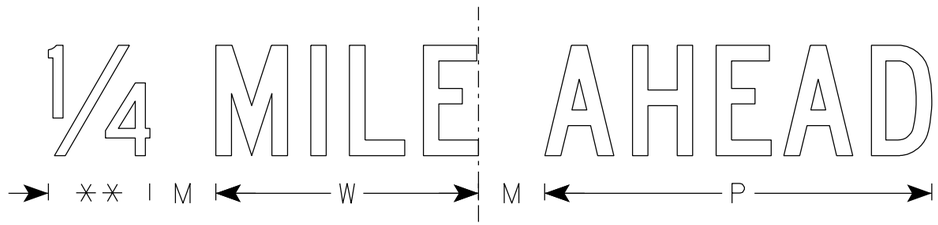
SHEET NO: 85 E

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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3



** See Note 5

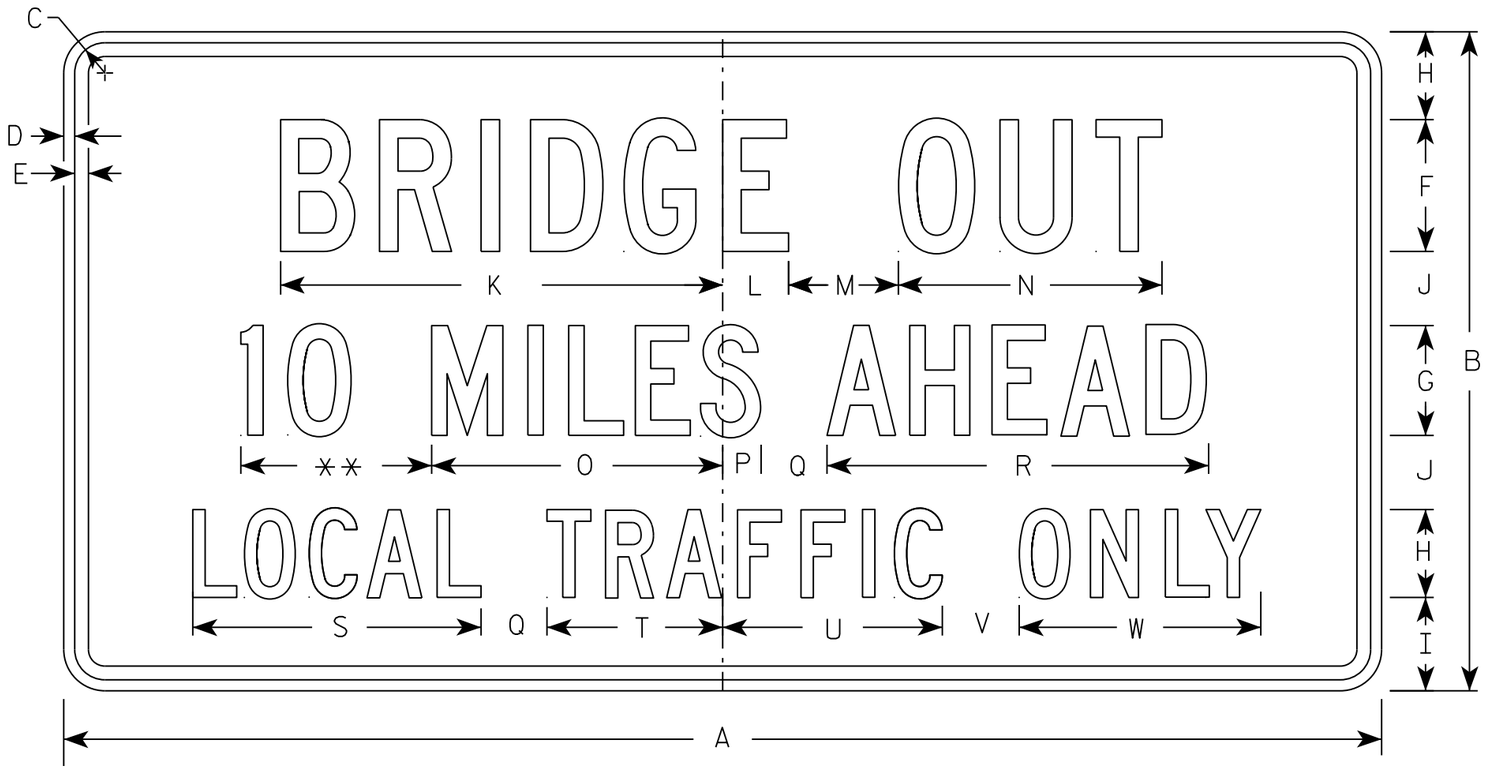
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

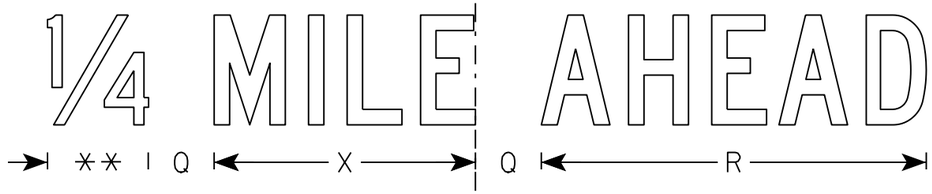
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 86	E



R11-3B

** See Note 5



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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3B

WISCONSIN DEPT OF TRANSPORTATION

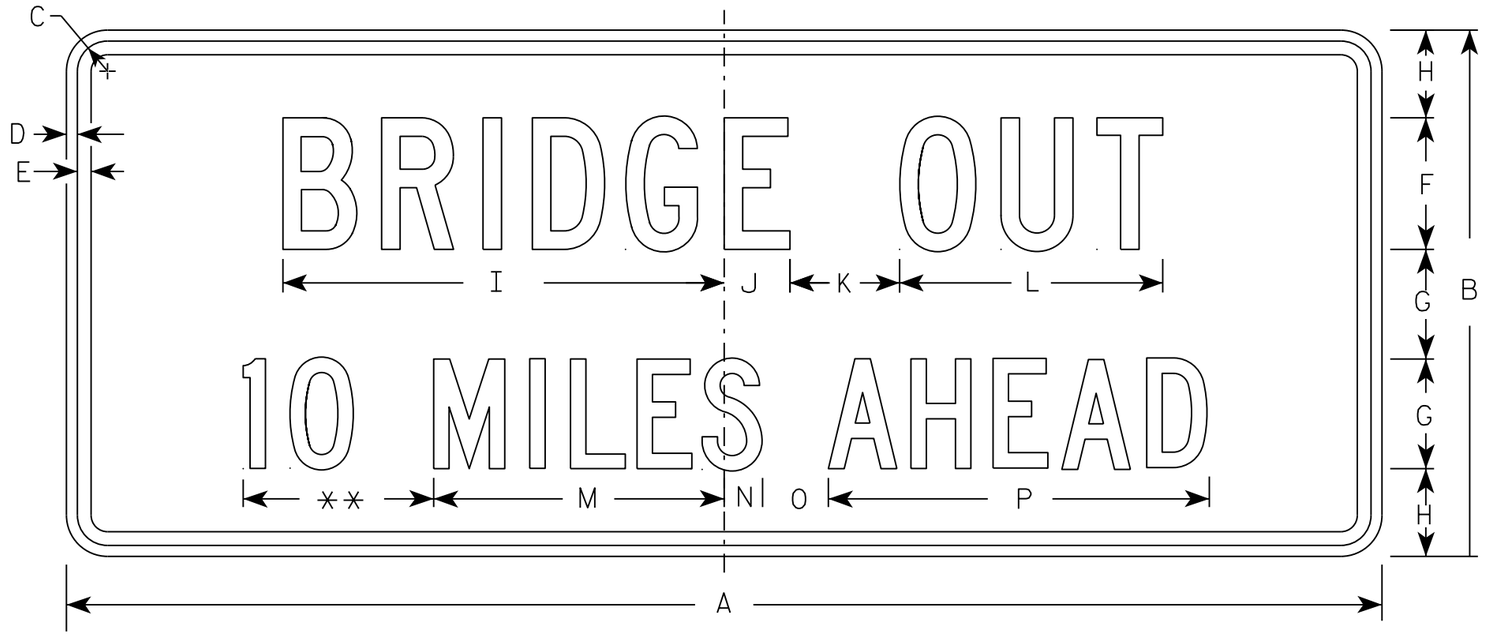
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. R11-3B.3

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

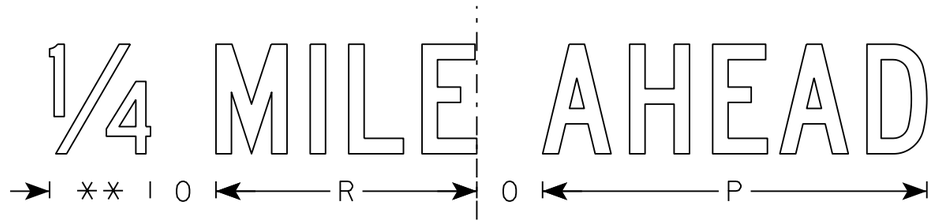
NOTES

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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 3/8	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

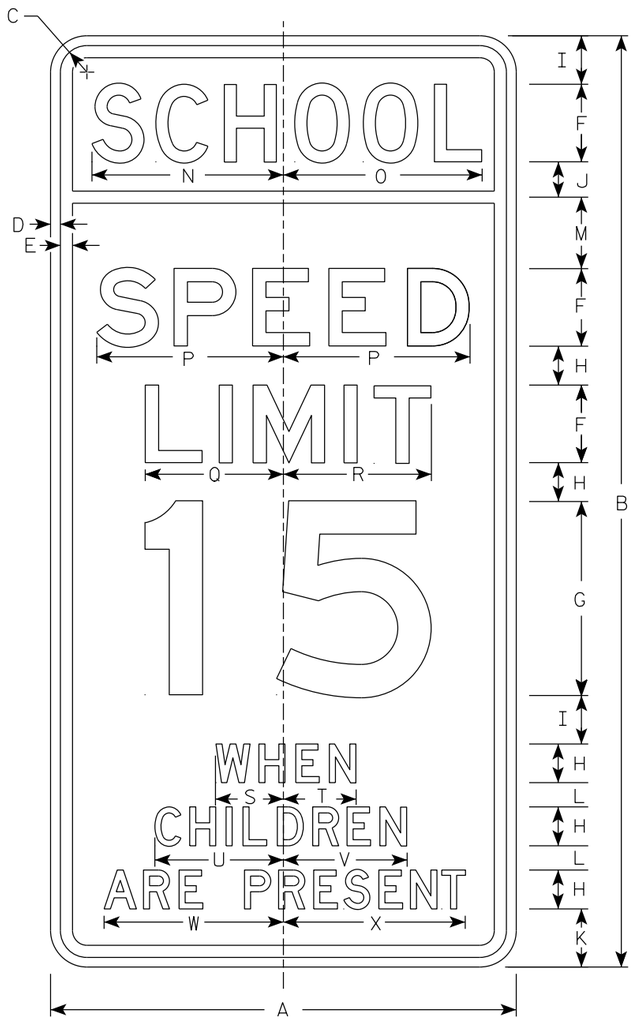
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3C.3

PROJECT NO:

SHEET NO: 88 E



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
   Lower panel background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals 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	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

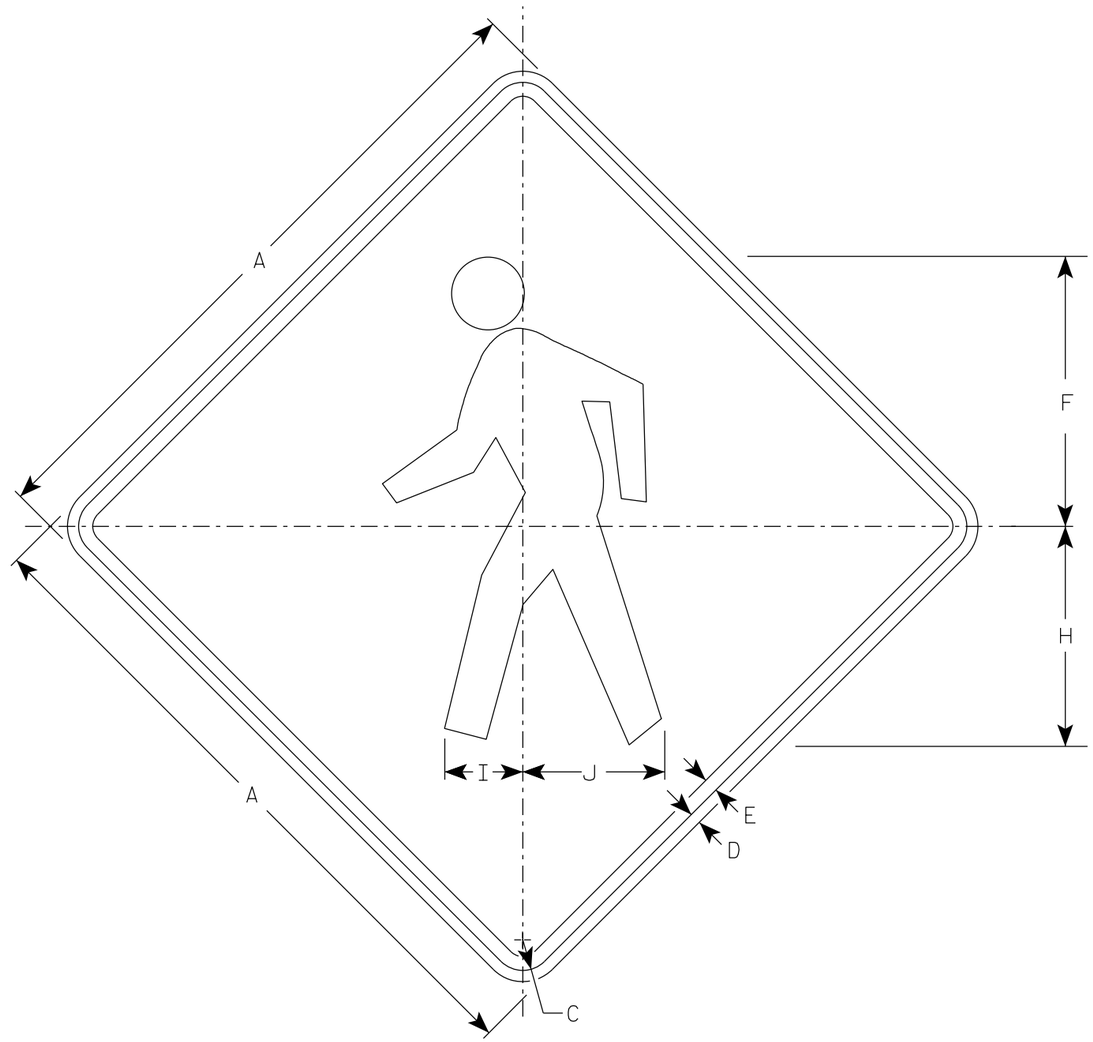
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. S4-51.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 89 E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

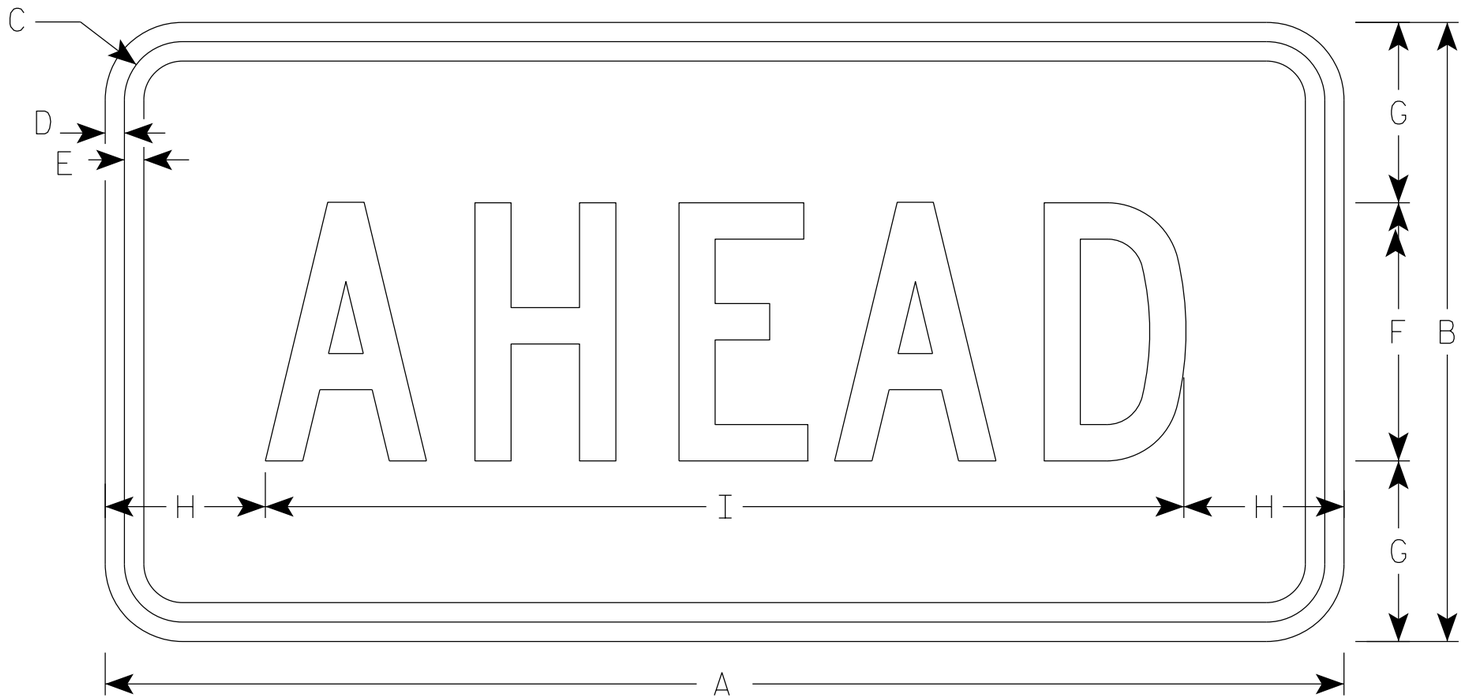
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

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

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

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 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

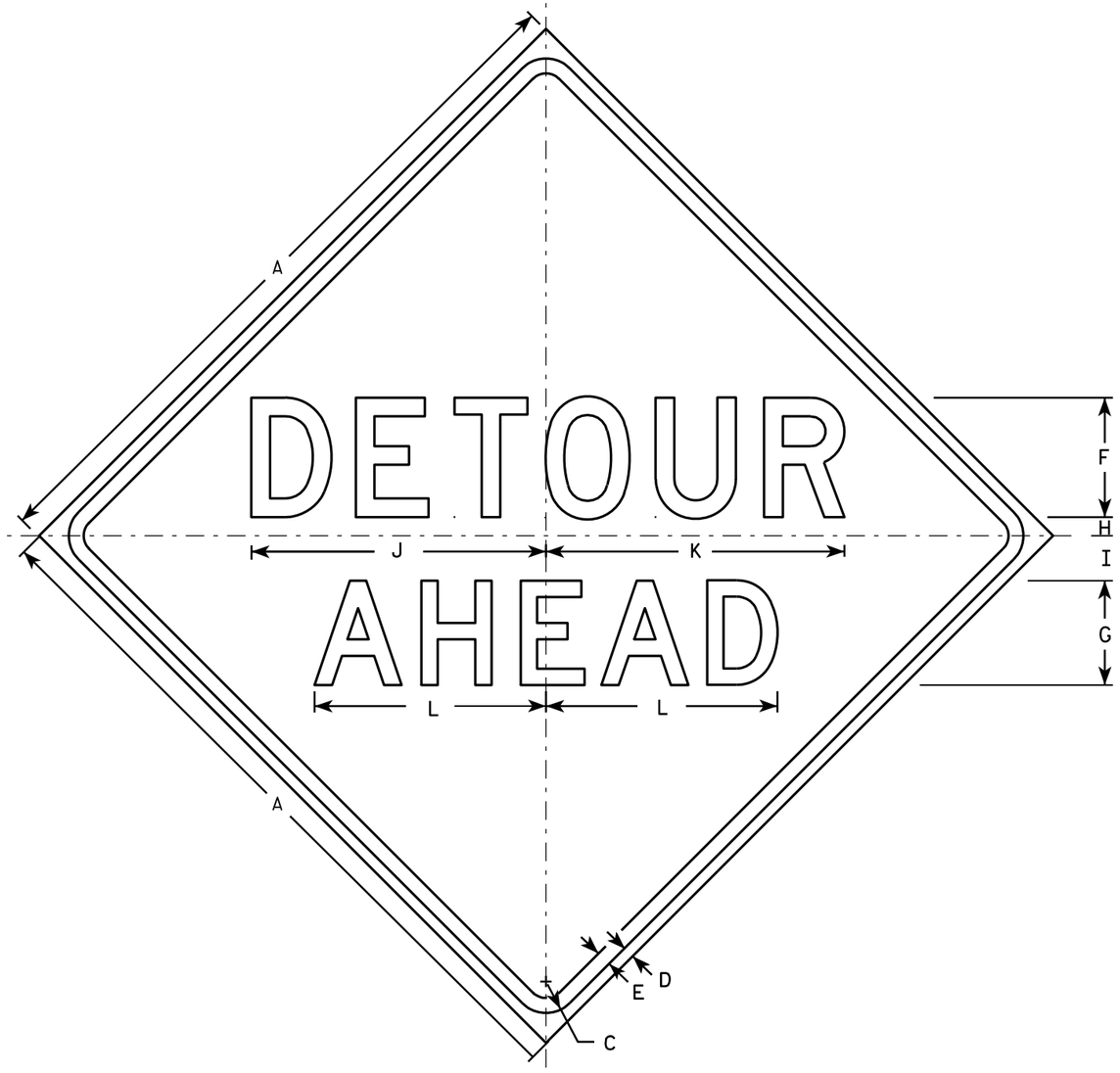
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

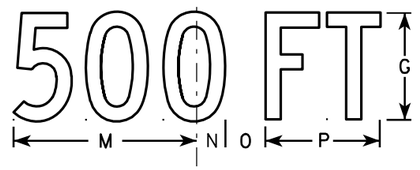
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/7/19 PLATE NO. W16-9P.7

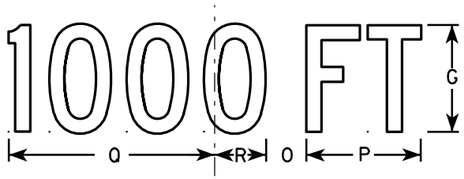
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 91 E



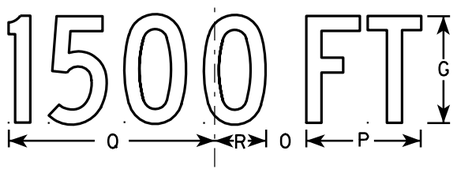
W20-2A



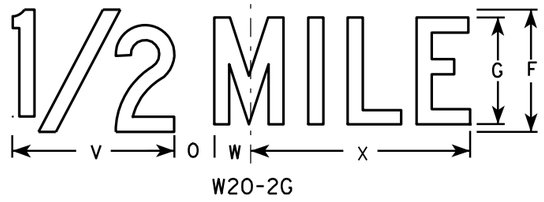
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

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

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

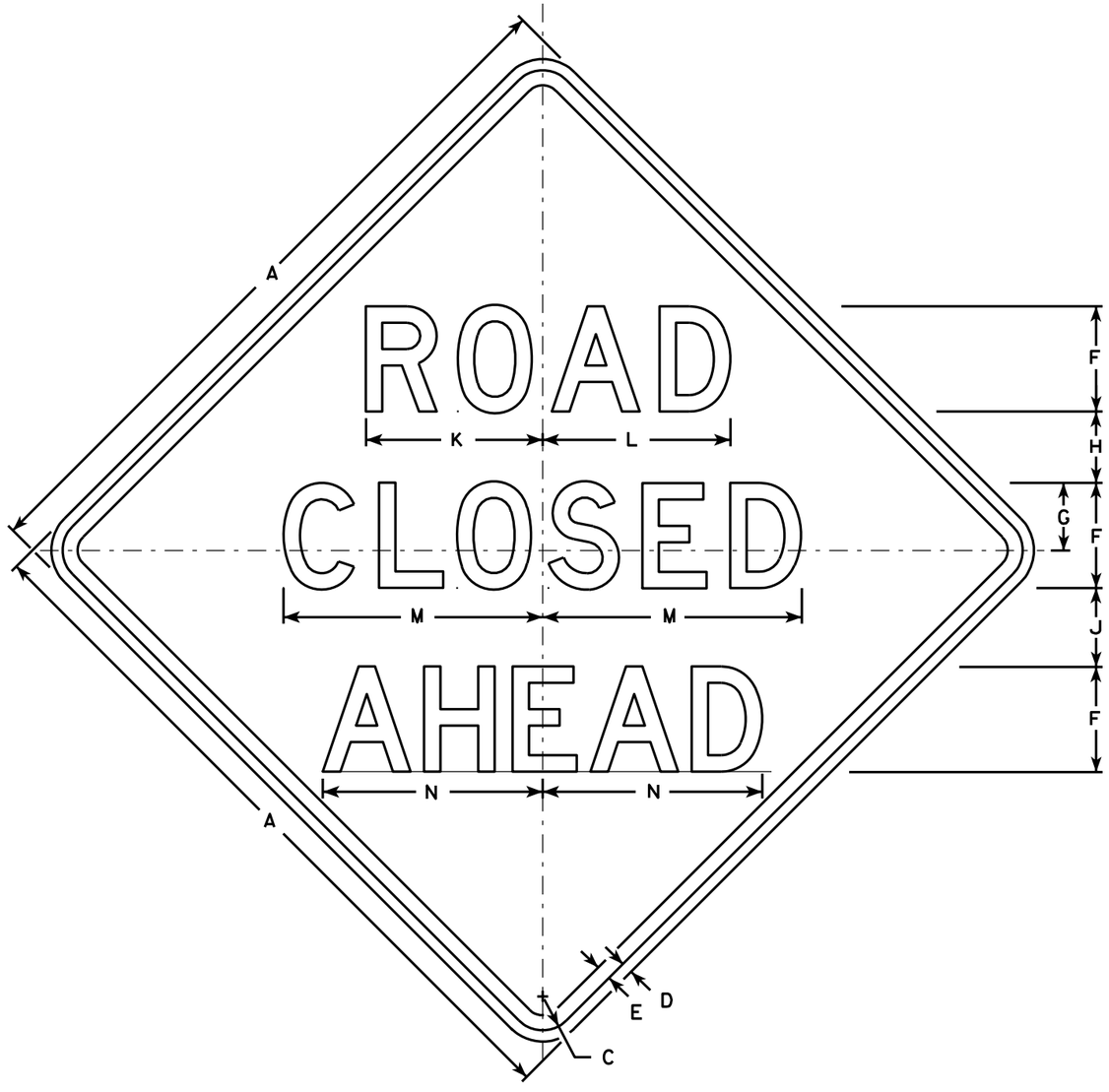
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

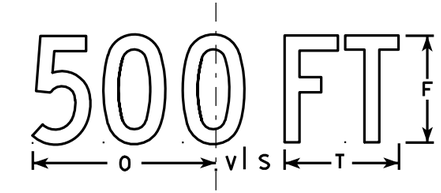
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

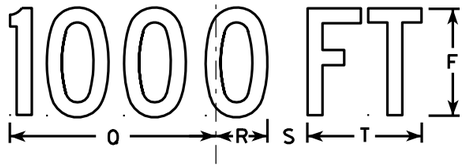
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 92	E



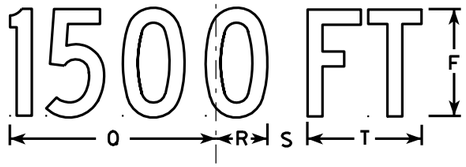
W20-3A



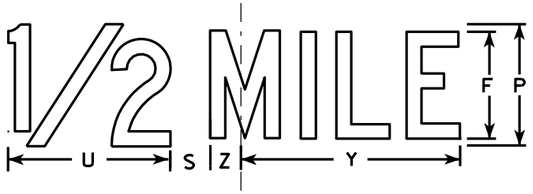
W20-3D



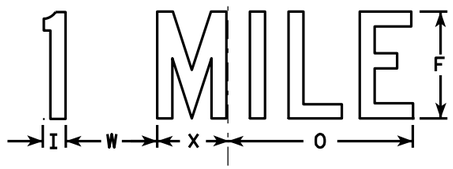
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

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

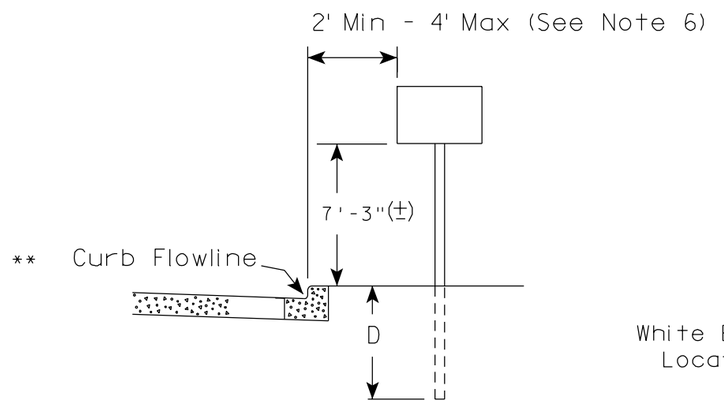
STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

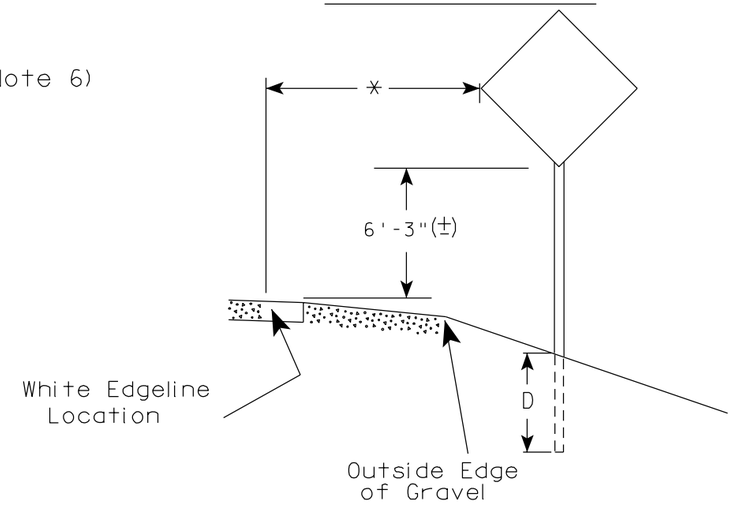
APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

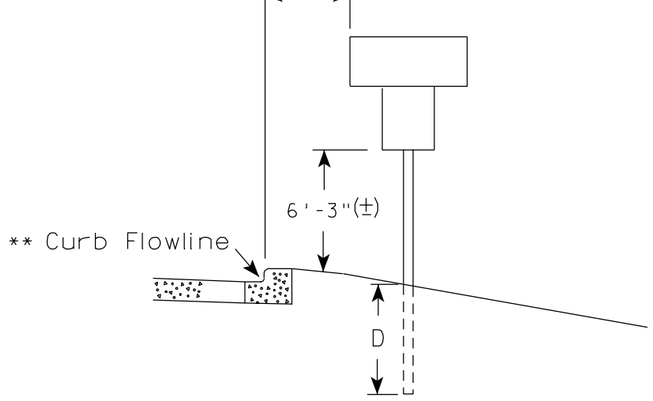
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 93 | E

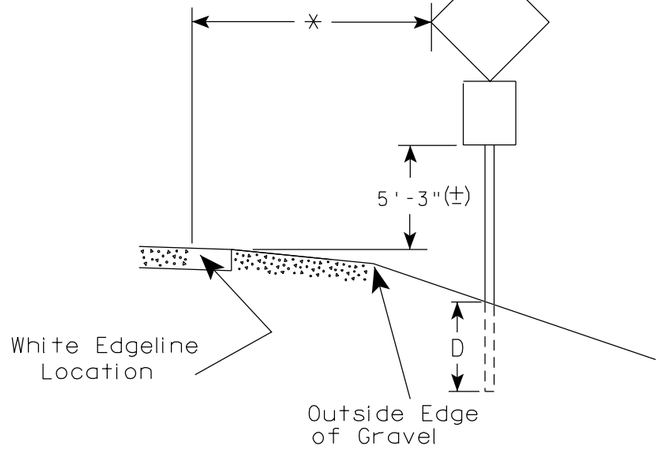
URBAN AREA



RURAL AREA (See Note 2)







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

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

POST EMBEDMENT DEPTH

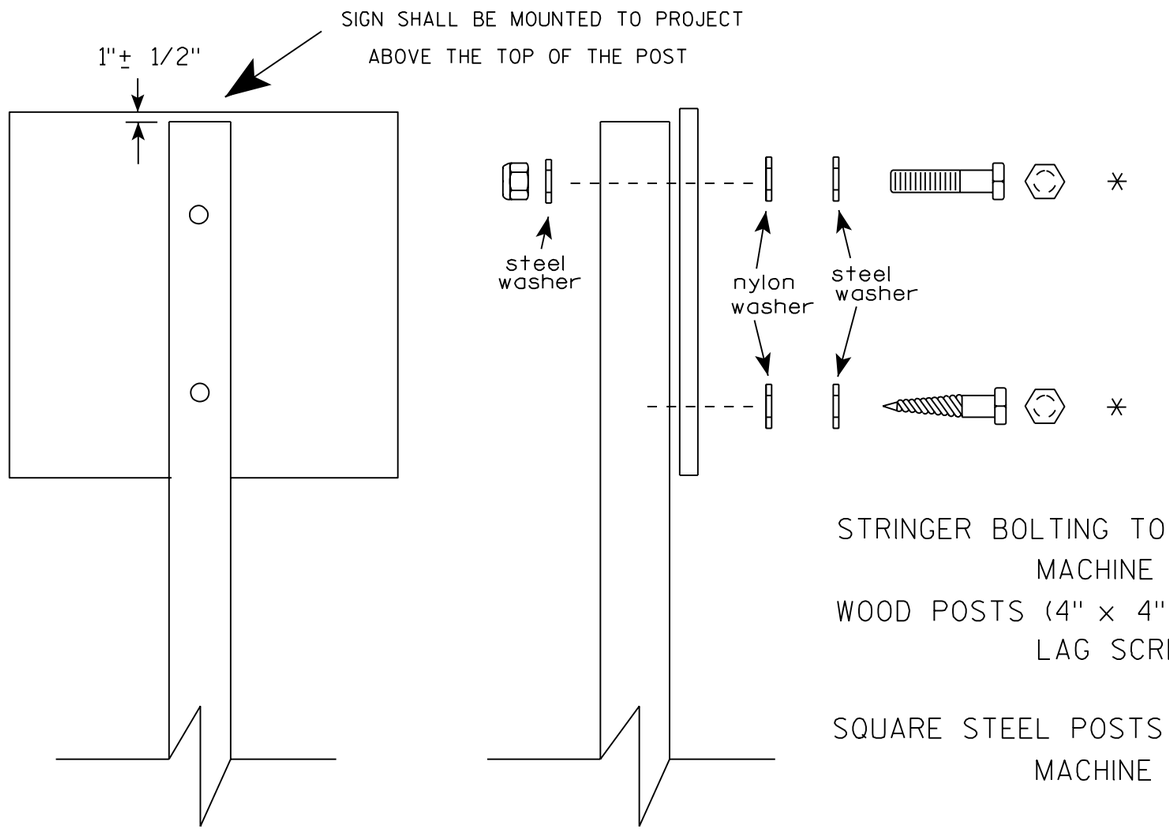
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22



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 4" or 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.

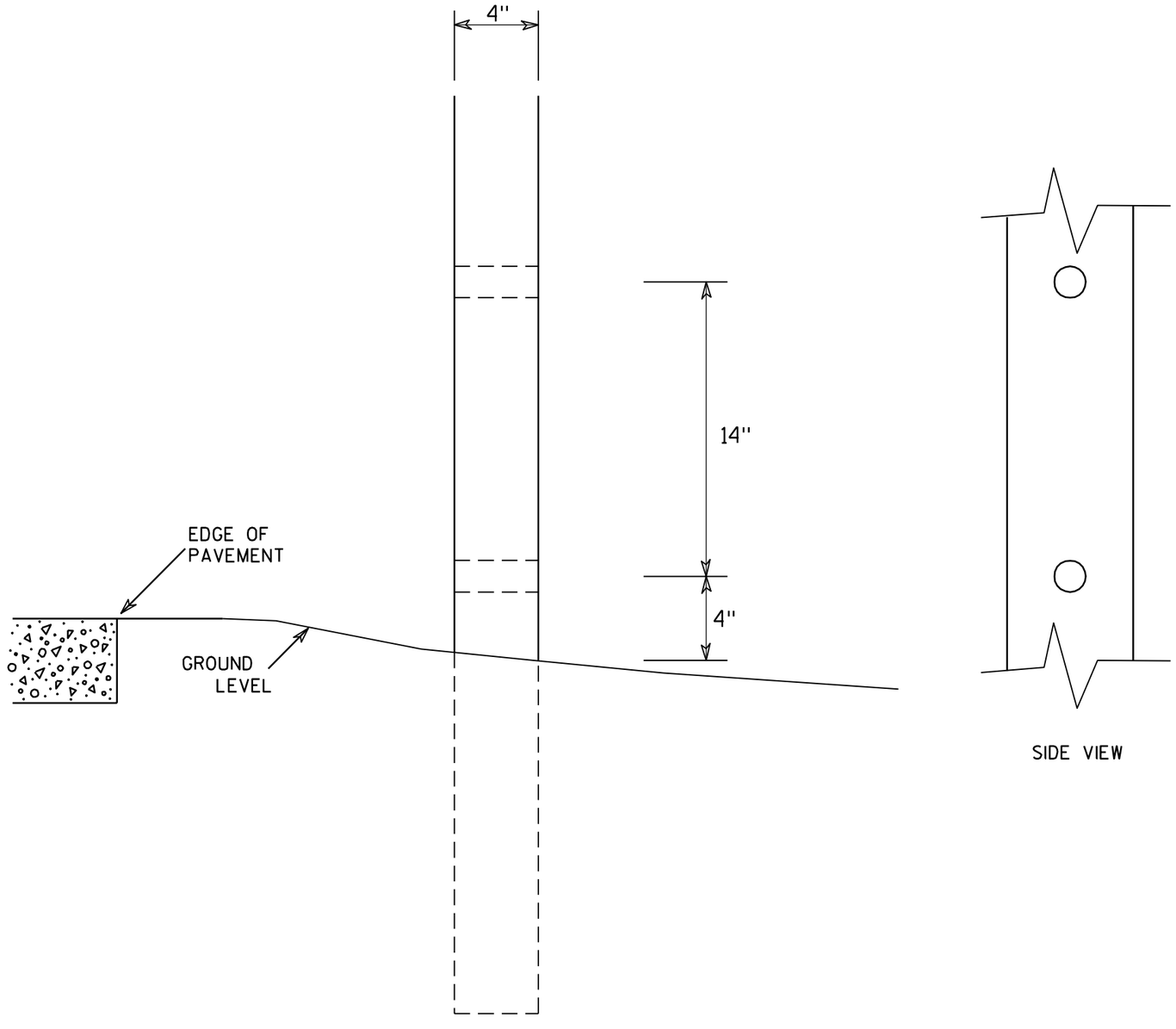
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	SIGN PLATE DETAILS	SHEET NO: E



SIDE VIEW

GENERAL NOTES

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

7

7

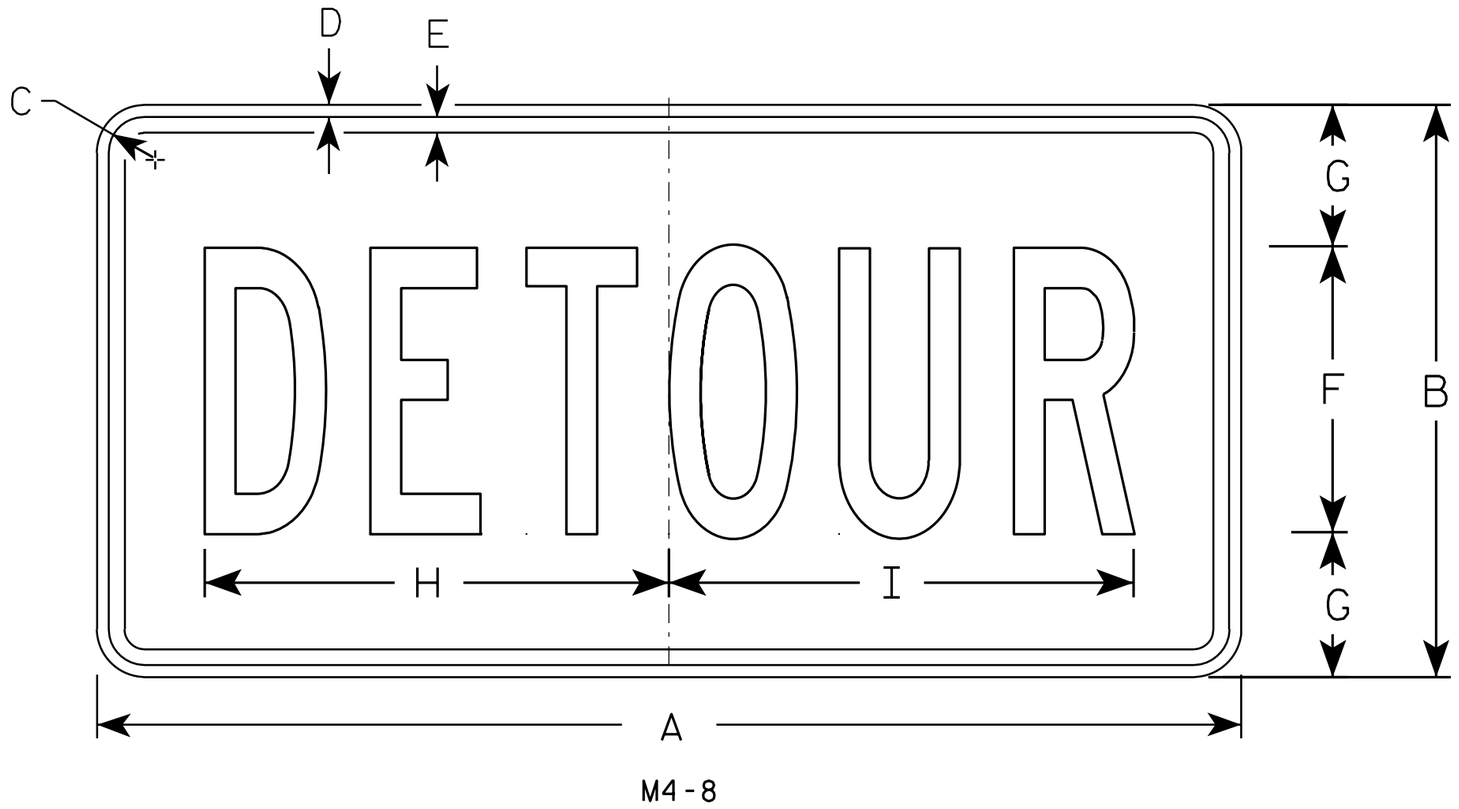
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

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

PROJECT NO: 6498-06-71 | HWY: ISLAND STREET | COUNTY: OUTAGAMIE | SIGN PLATE DETAILS | SHEET NO: 96 | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

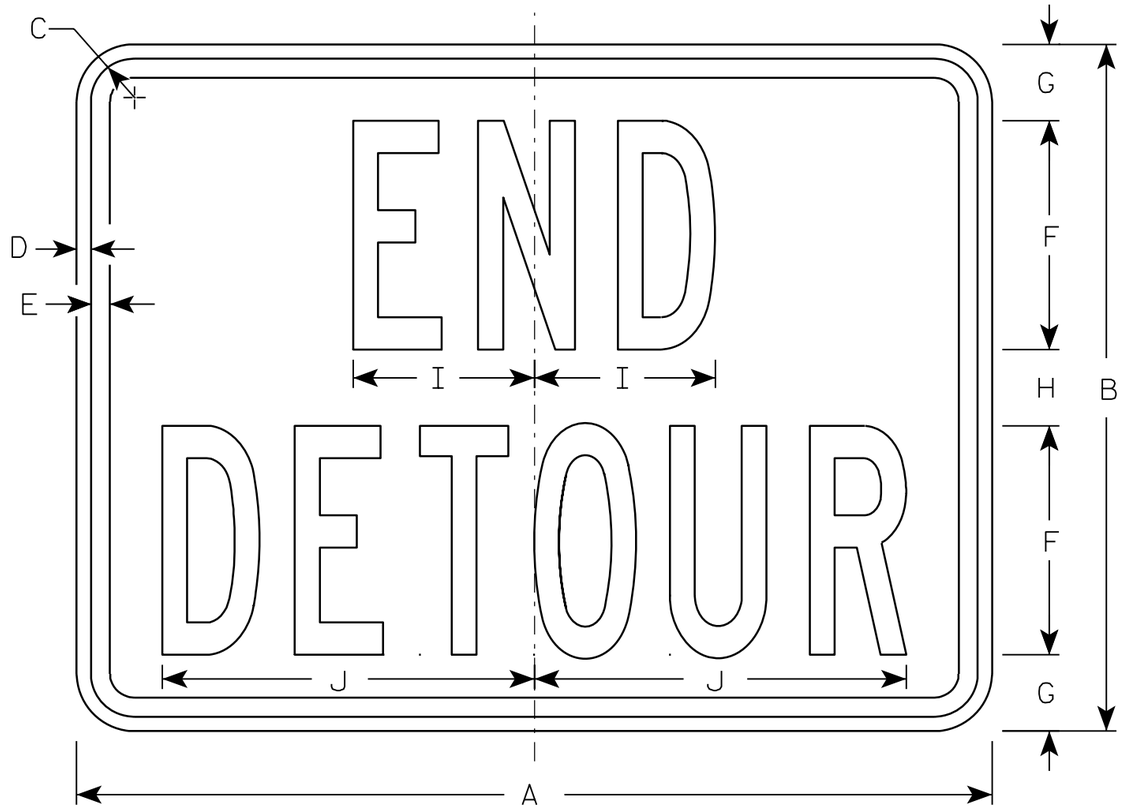
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

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



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

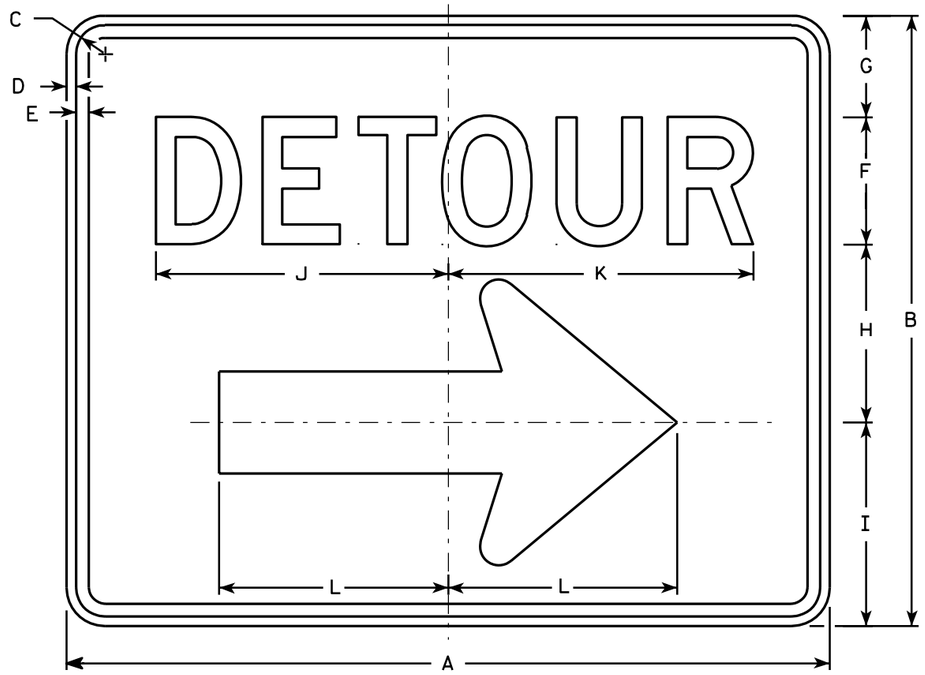
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

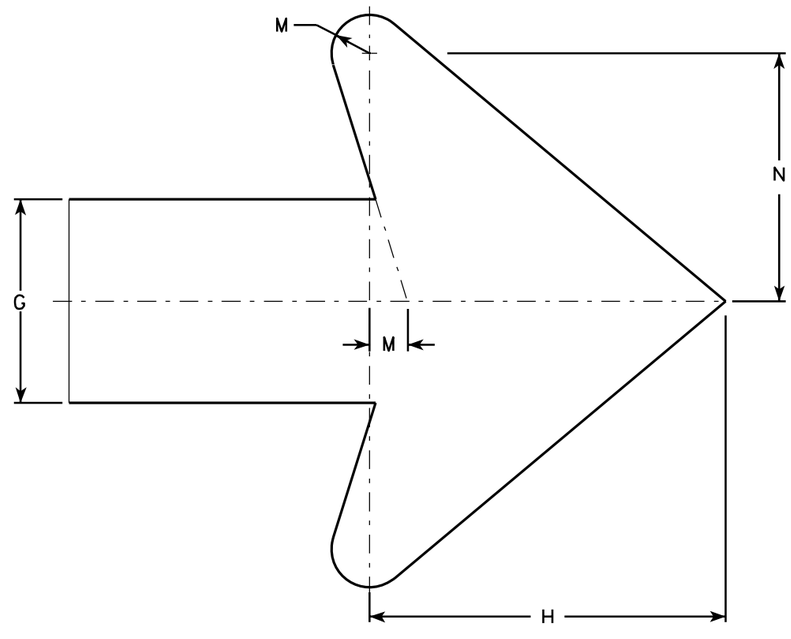
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 98	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



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																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

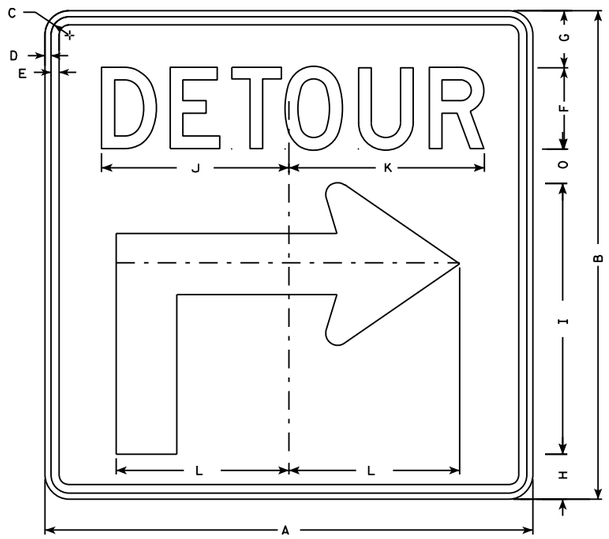
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 99 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M49R.DGN PLOT DATE : 09-MAR-2011 11:17 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

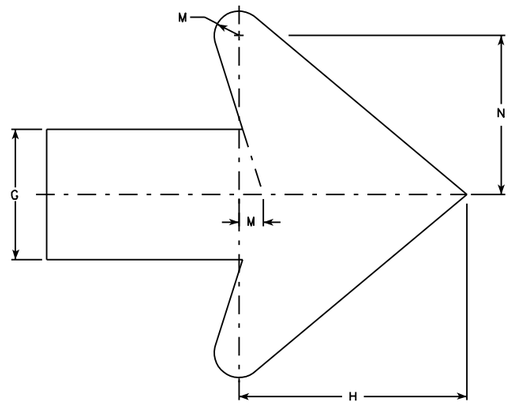
WISDOT/CADDS SHEET 42



M4-59R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown when base material is metal.
5. M4-59L is the same as M4-59R except the arrow is reversed.



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																											
2	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
3	30	30	1 1/8	3/8	1/2	5	3 1/2	2 3/4	16 5/8	11 1/2	12	10 1/2	3/4	4 7/8	2 1/8												6.25
4	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0
5	48	48	1 3/8	1/2	5/8	8	5 5/8	4 3/8	26 5/8	20 5/8	20 1/2	17	1 1/8	6 7/8	3 3/8												16.0

STANDARD SIGN
M4-59 L&R

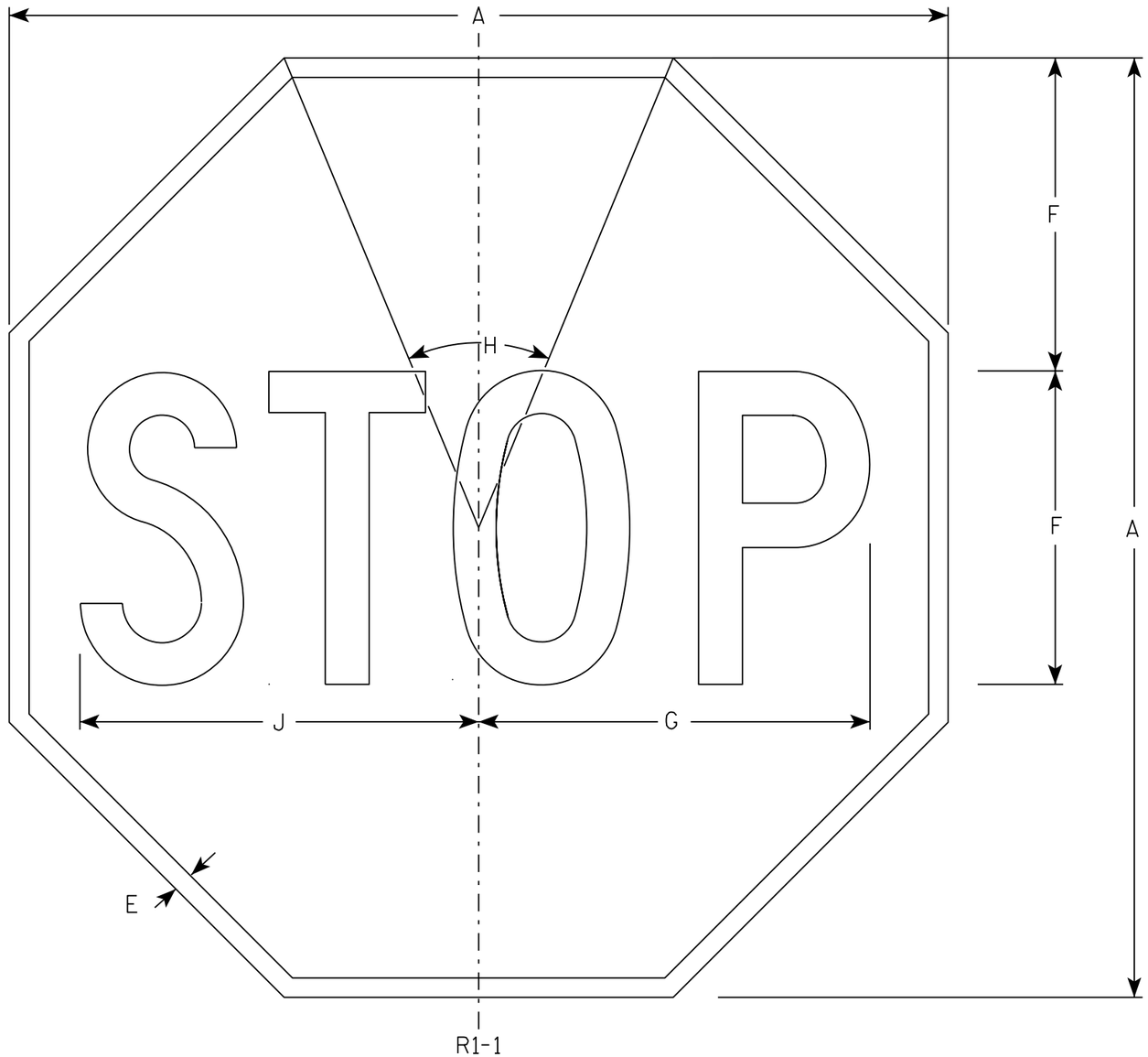
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO. M4-59.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M459.DGN PLOT DATE : 10-NOV-2015 17:46 PLOT BY : ##...plotuser...## PLOT NAME : PLOT SCALE : 9.303557:1.000000 WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message 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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

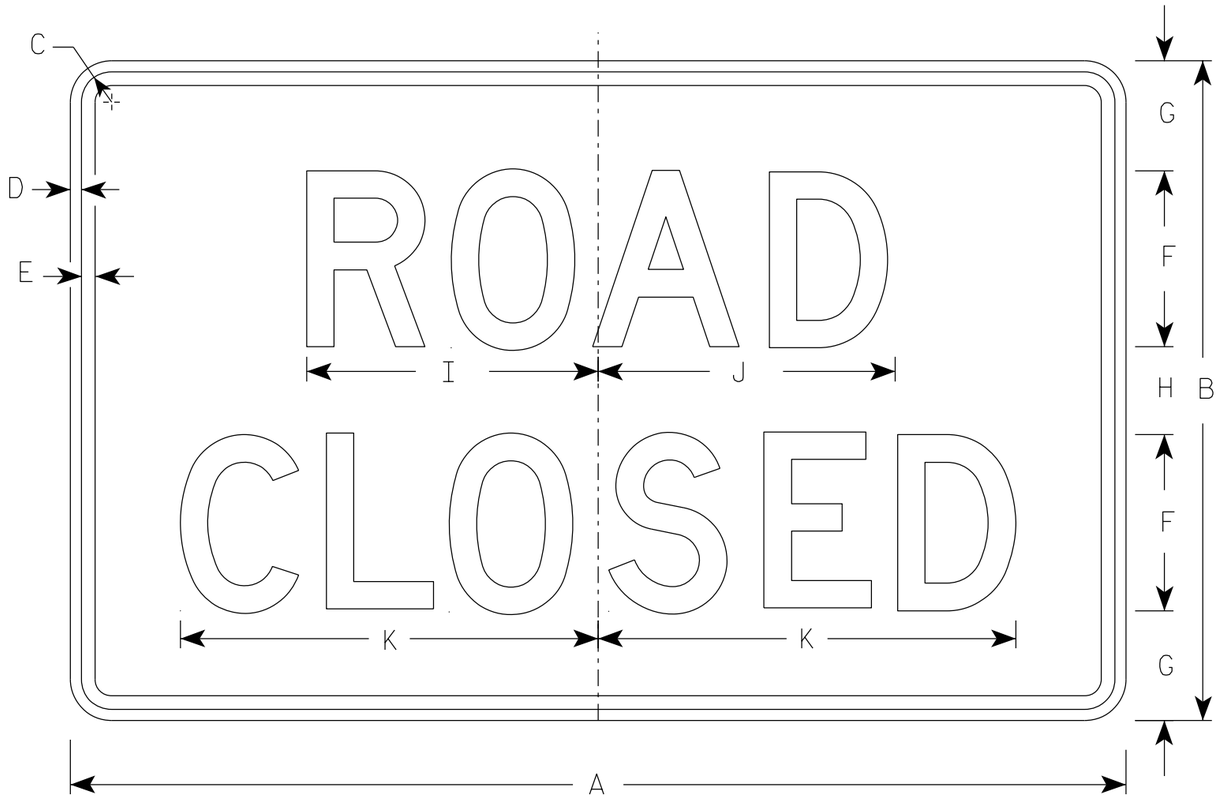
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO: 6498-06-71 | HWY: ISLAND STREET | COUNTY: OUTAGAMIE | SHEET NO: 101 | E

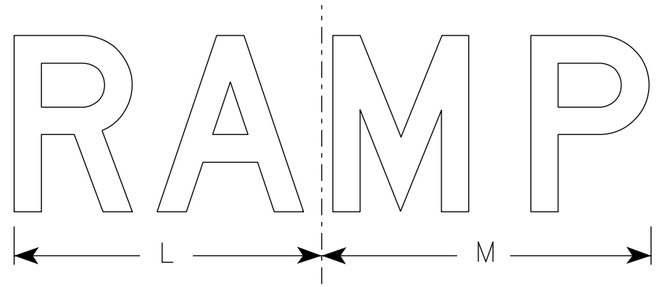
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 22-AUG-2017 07:19 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 4.427909:1.000000
WISDOT/CADDS SHEET 42



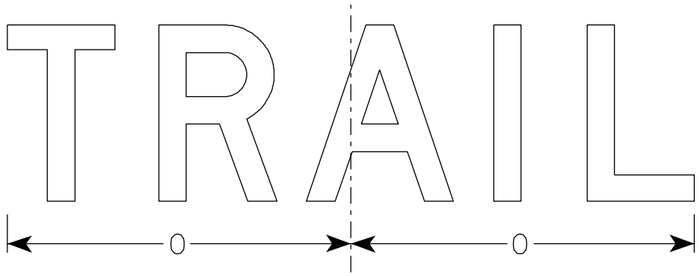
R11-2

NOTES

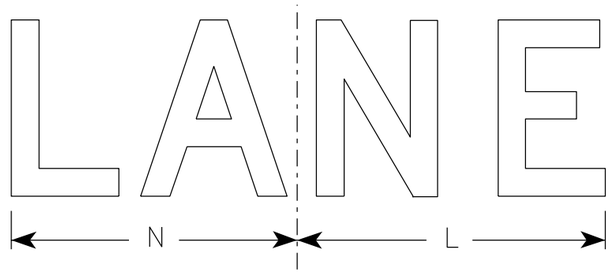
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

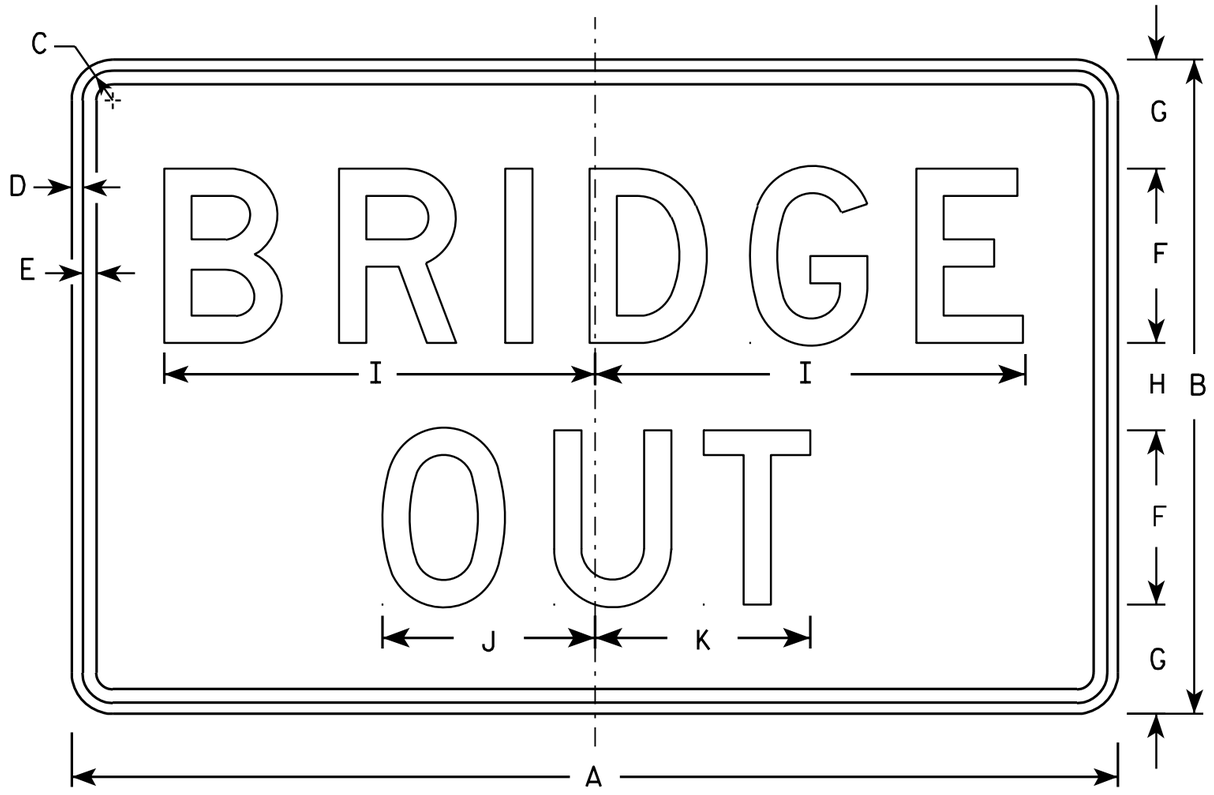
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

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

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 29-MAR 2021 8:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



R11-2B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

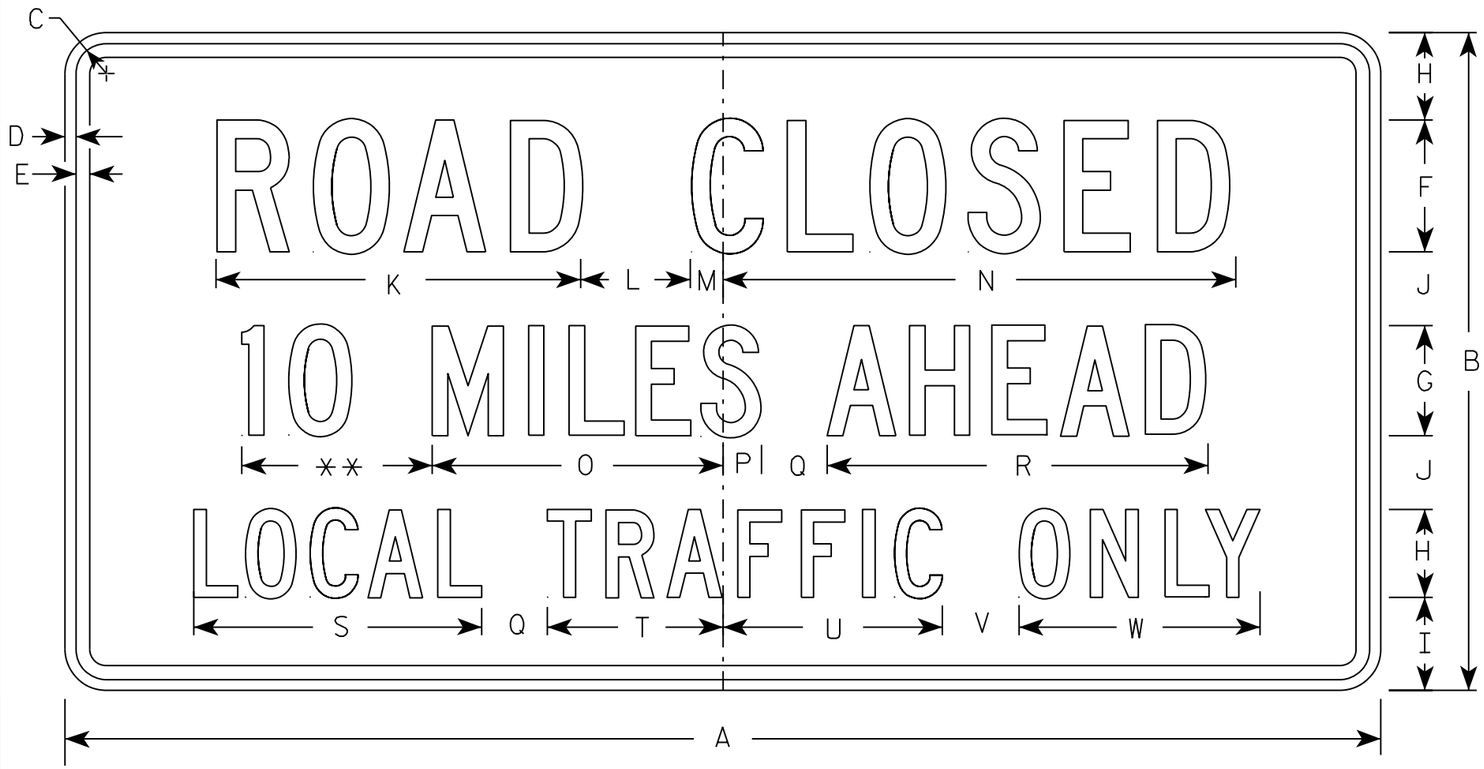
DATE 4/1/11 PLATE NO. R11-2B.2

PROJECT NO:

SHEET NO: 103 E

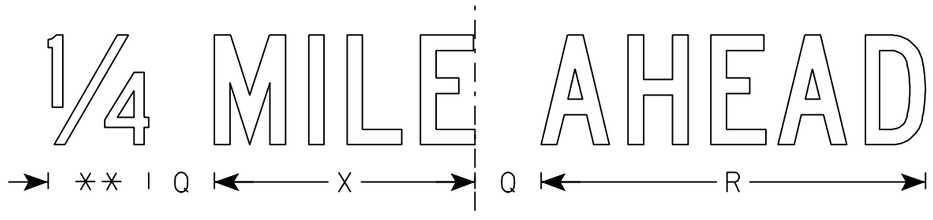
NOTES

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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

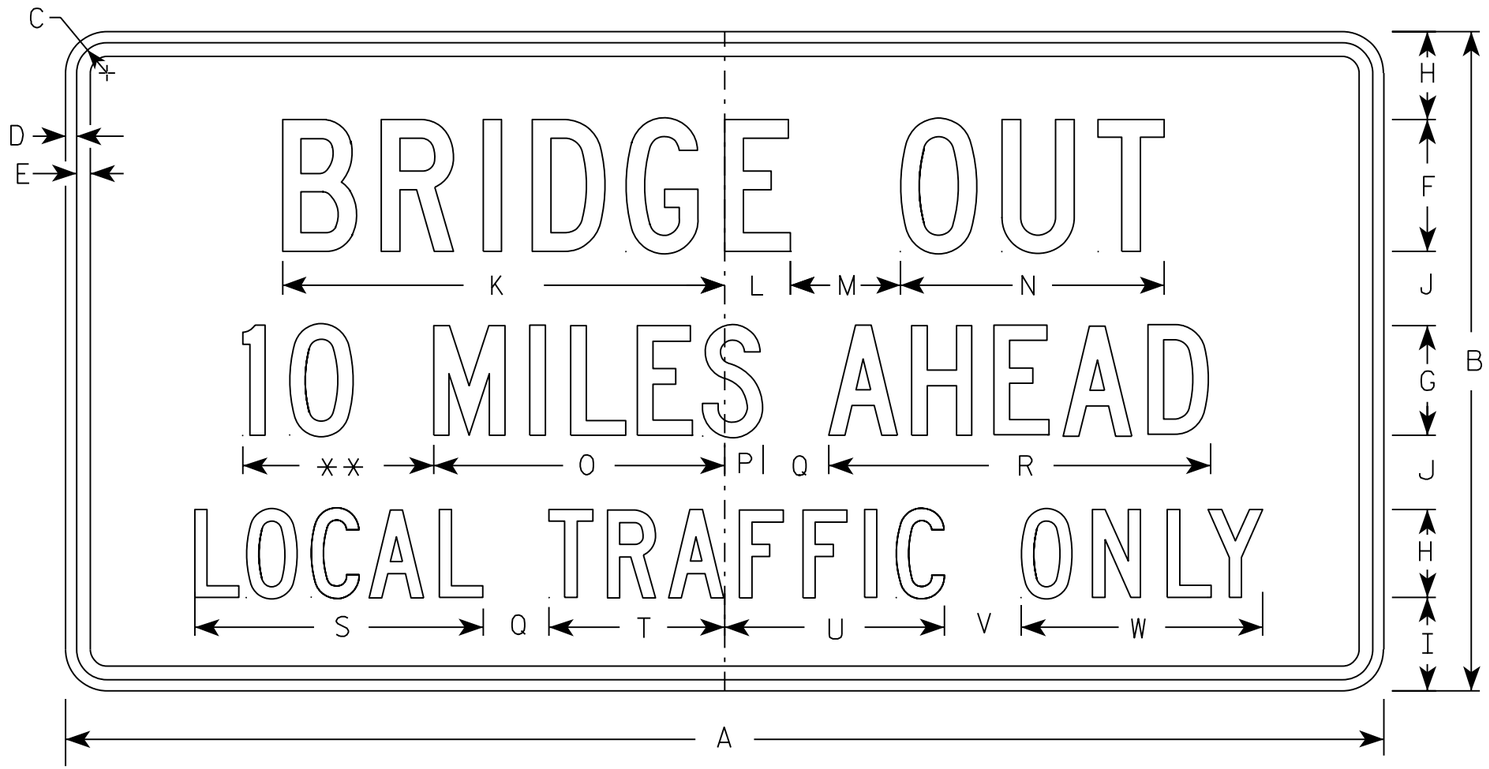
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

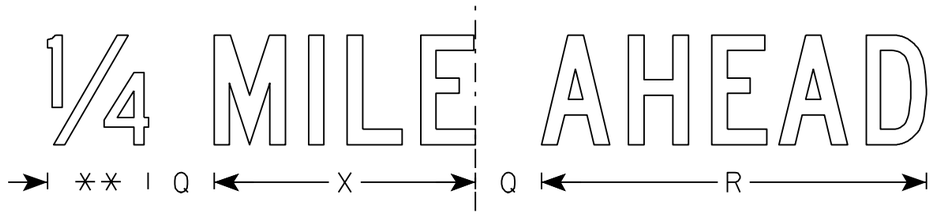
DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 104 | E



R11-3B

** See Note 5



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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. R11-3B.3

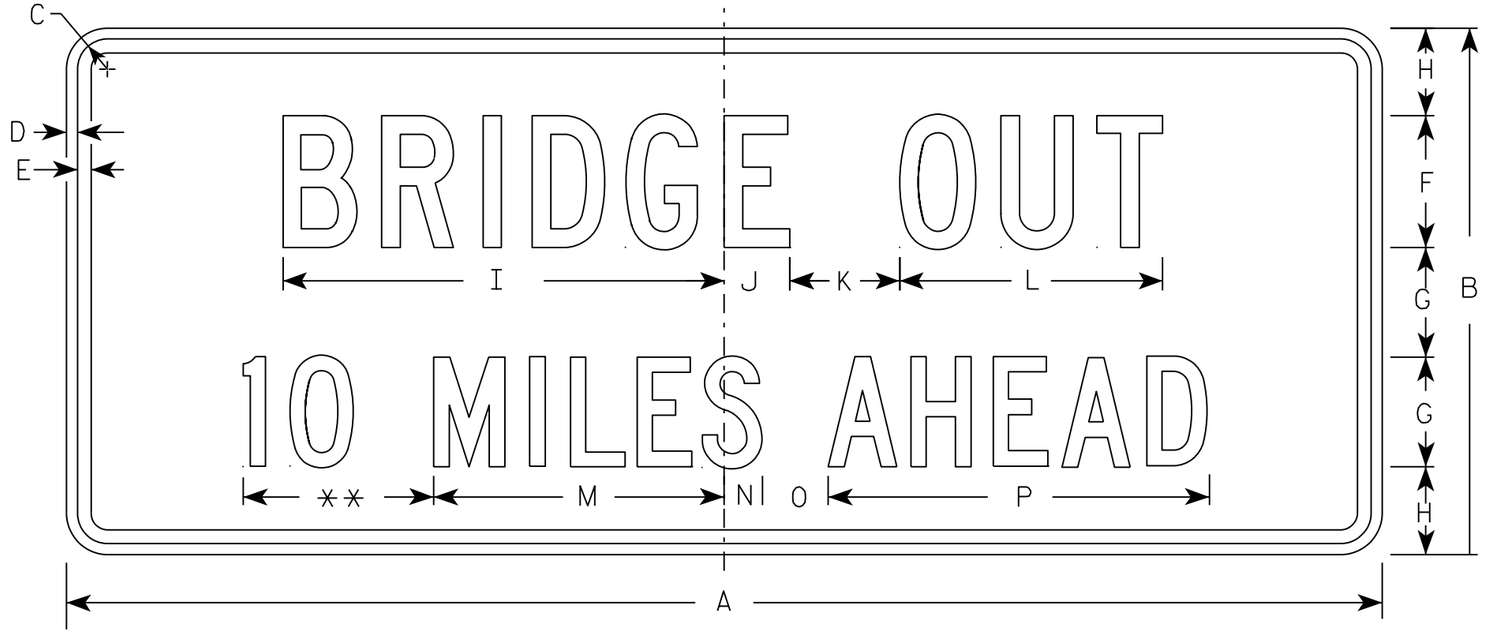
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 105 | E

7

7

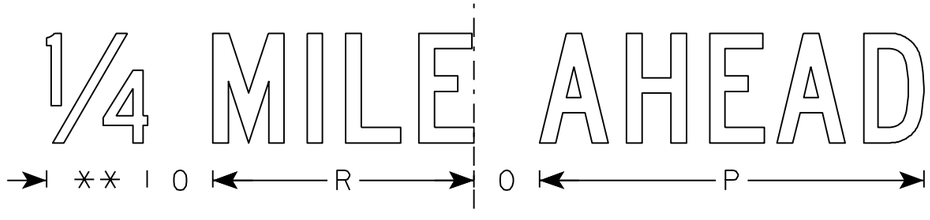
NOTES

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.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 3/8	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3C.3

PROJECT NO:

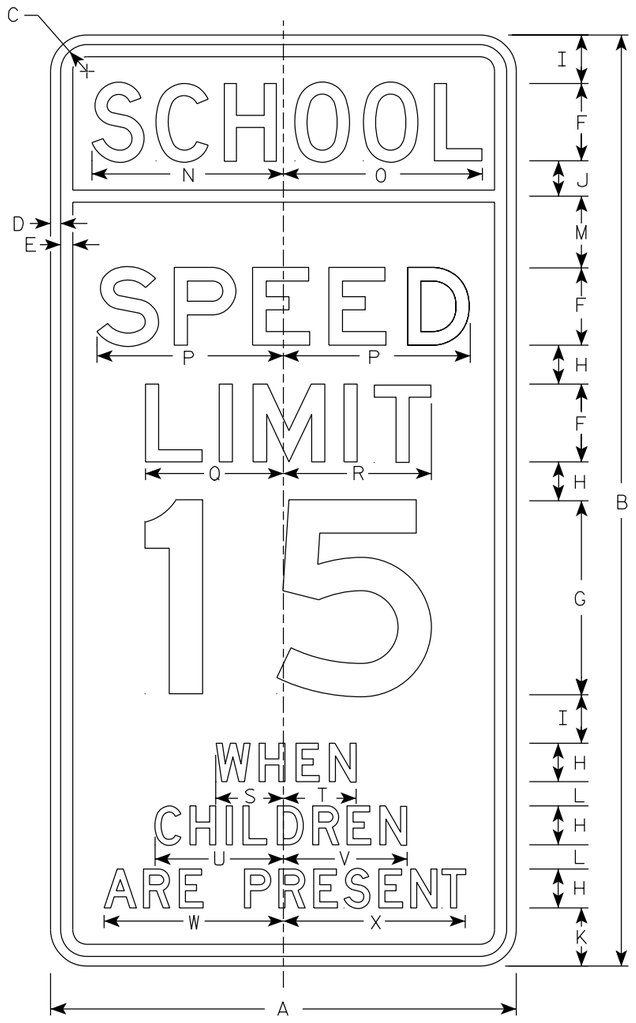
SHEET NO: 106 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113C.DGN PLOT DATE : 15-MAR-2017 15:33 PLOT BY : $$...plotuser...$$

WISDOT/CADDS SHEET 42

7

7



S4-51

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   Background - See Note 4
   Message - Black
3. Message Series - See Note 5
4. Top panel (SCHOOL) background - Yellow Green - Type F Reflective
   Lower panel background - White - Type SH Reflective
5. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
6. Line 4 substitute appropriate numerals 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	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00
4																											
5																											

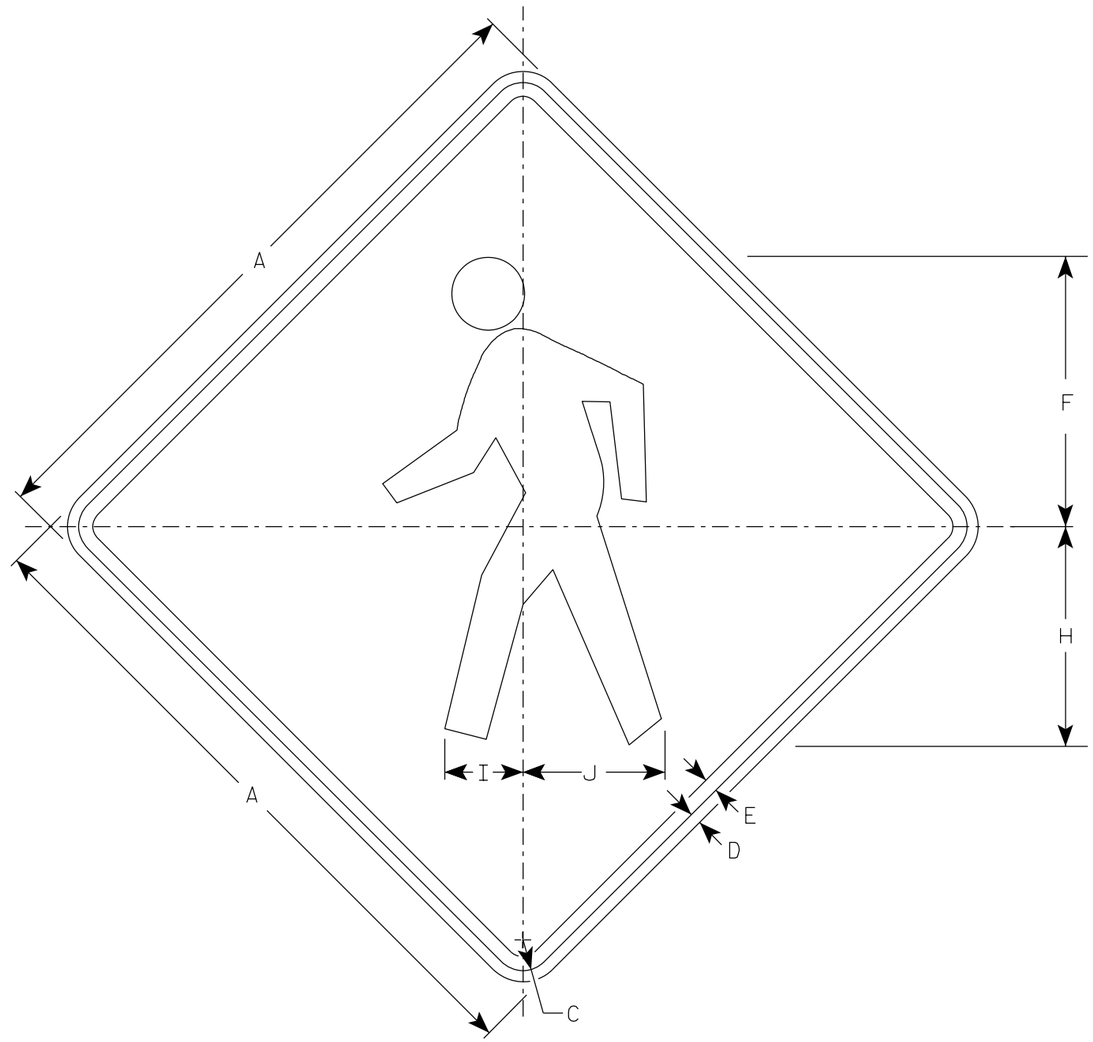
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/27/2020 PLATE NO. S4-51.10

PROJECT NO: 6498-06-71 | HWY: ISLAND STREET | COUNTY: OUTAGAMIE | SHEET NO: 107 E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W11-2.8

PROJECT NO: 6498-06-71 | HWY: ISLAND STREET | COUNTY: OUTAGAMIE | SHEET NO: 108 | E

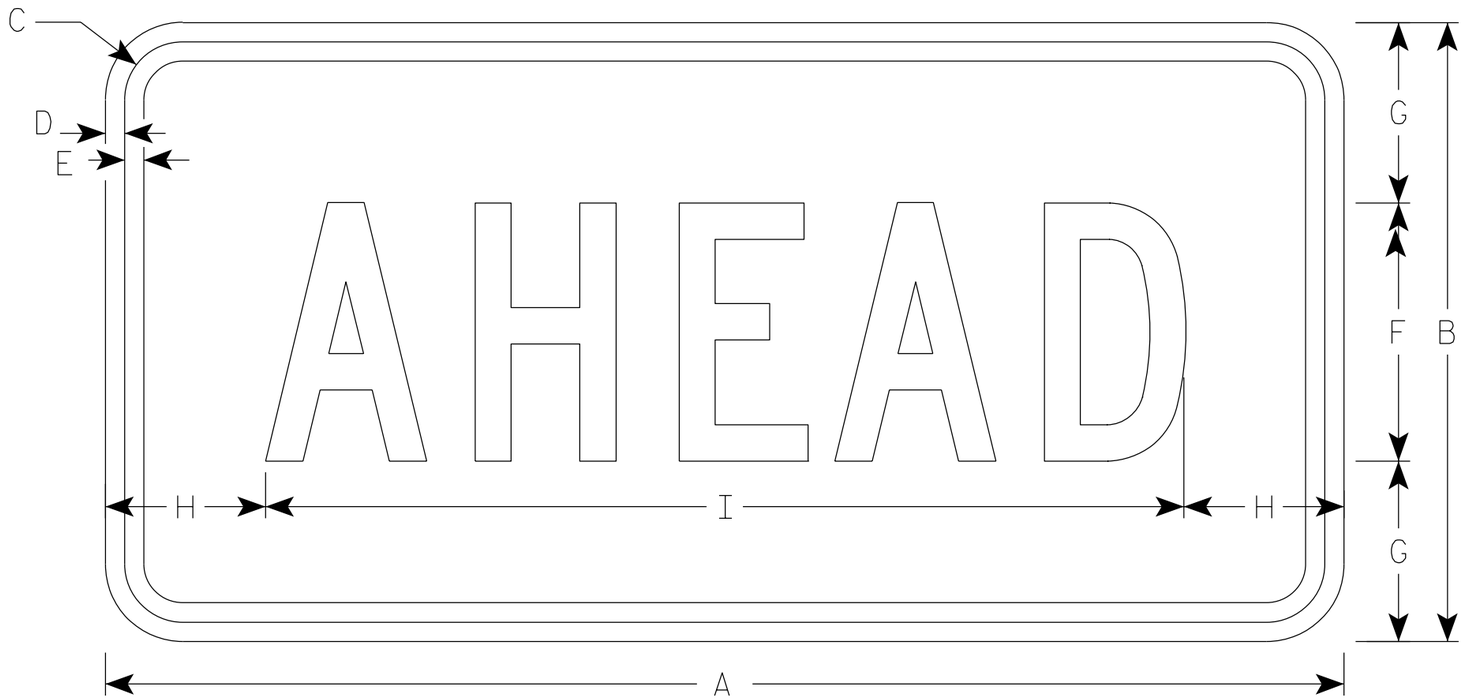
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W112.DGN PLOT DATE : 08-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

7 7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

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 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

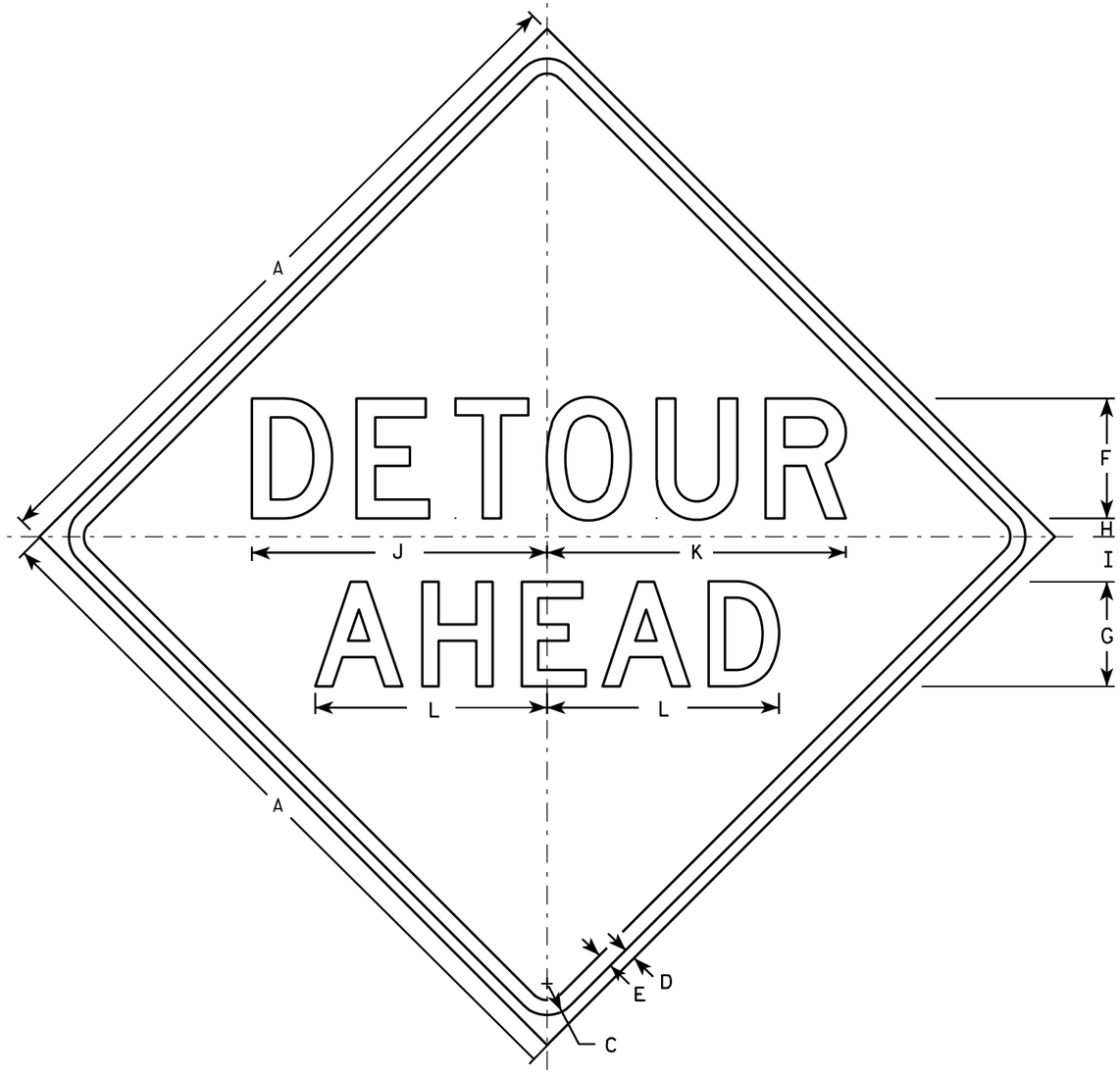
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

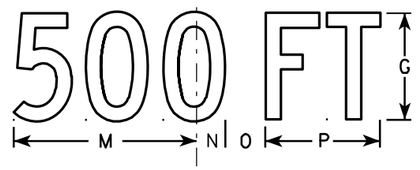
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/7/19 PLATE NO. W16-9P.7

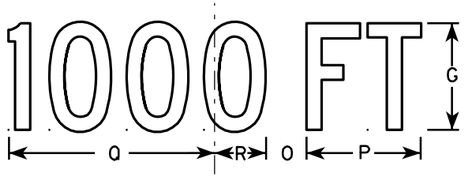
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 109 | E



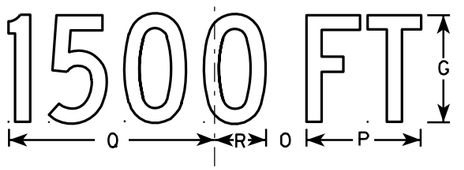
W20-2A



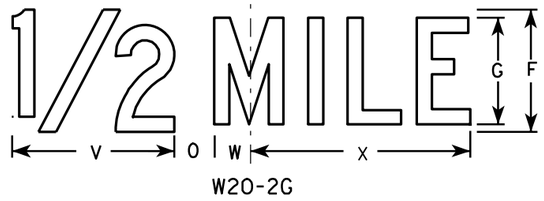
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

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

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

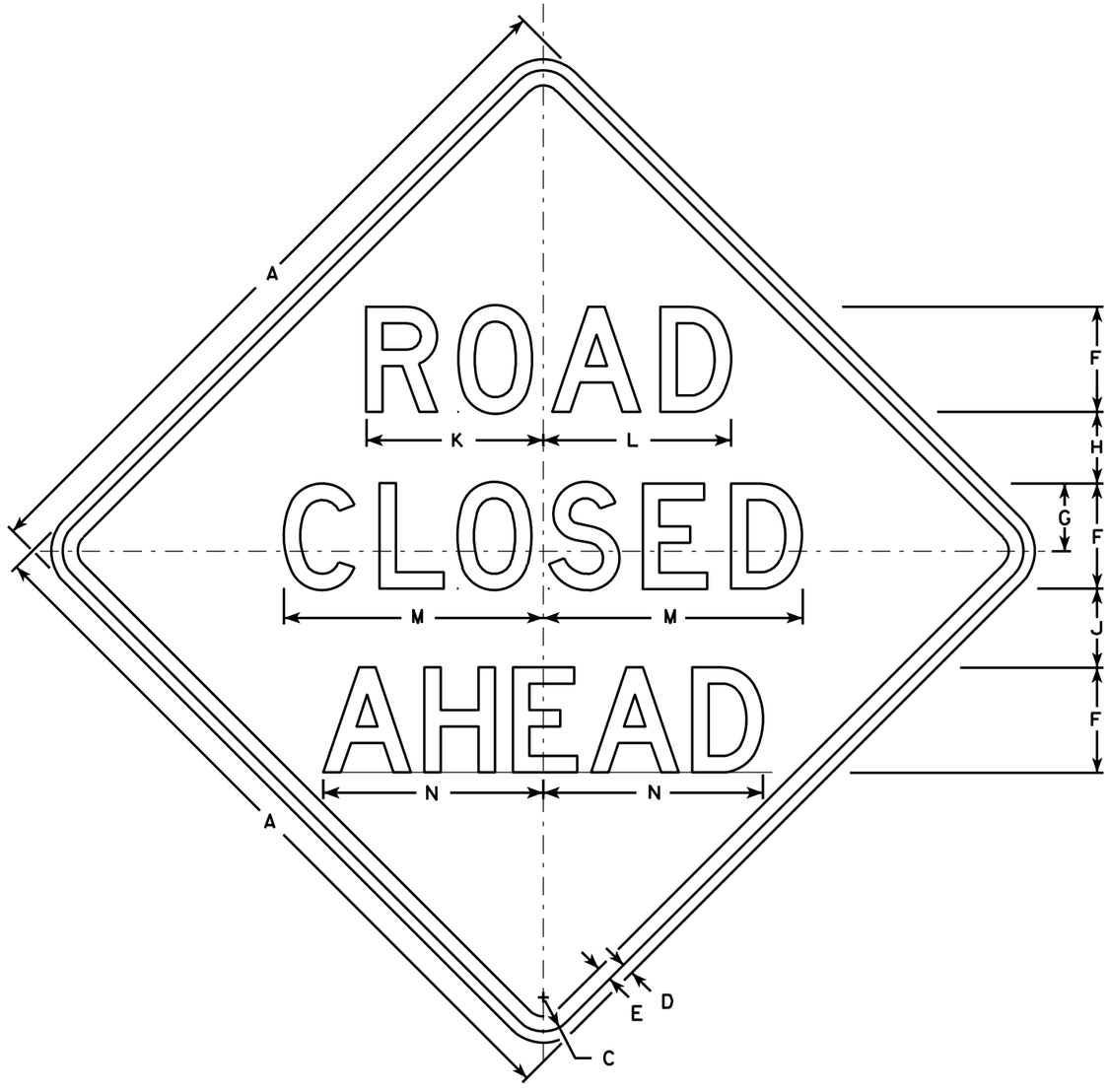
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

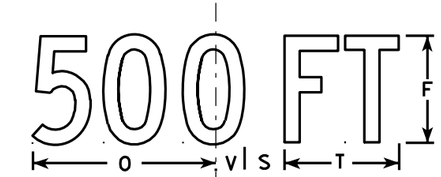
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

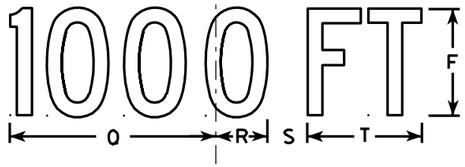
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 110	E



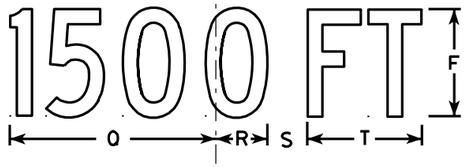
W20-3A



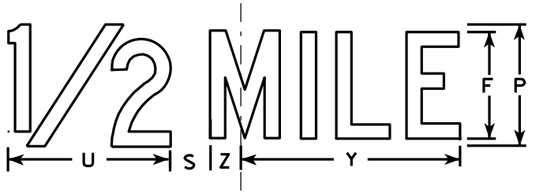
W20-3D



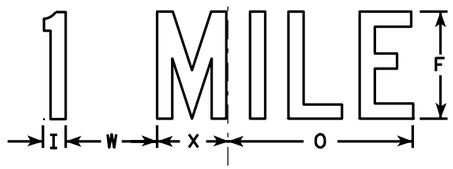
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
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5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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 3/18/11 PLATE NO. W20-3.7

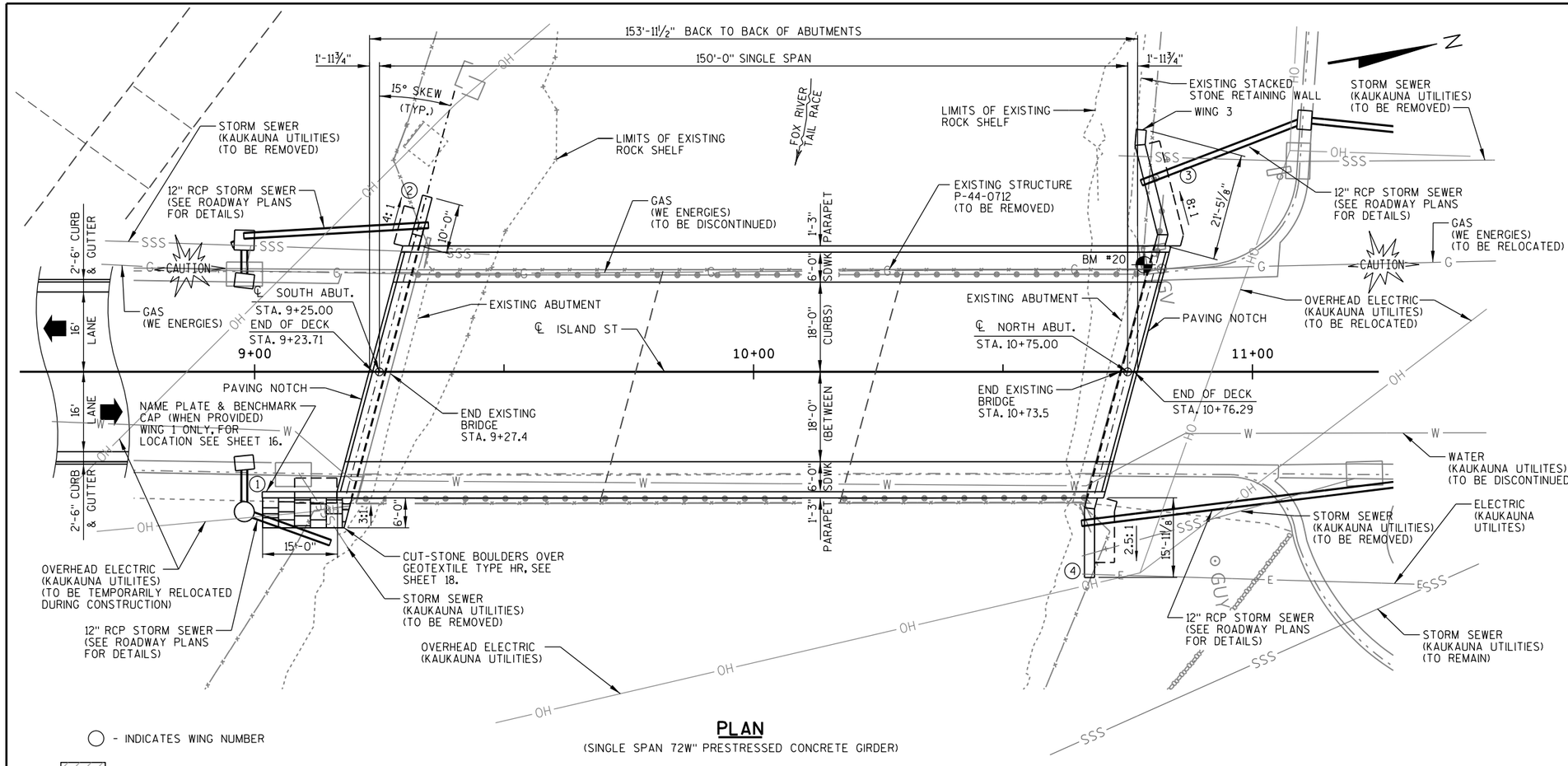
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 111 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

6498-06-71



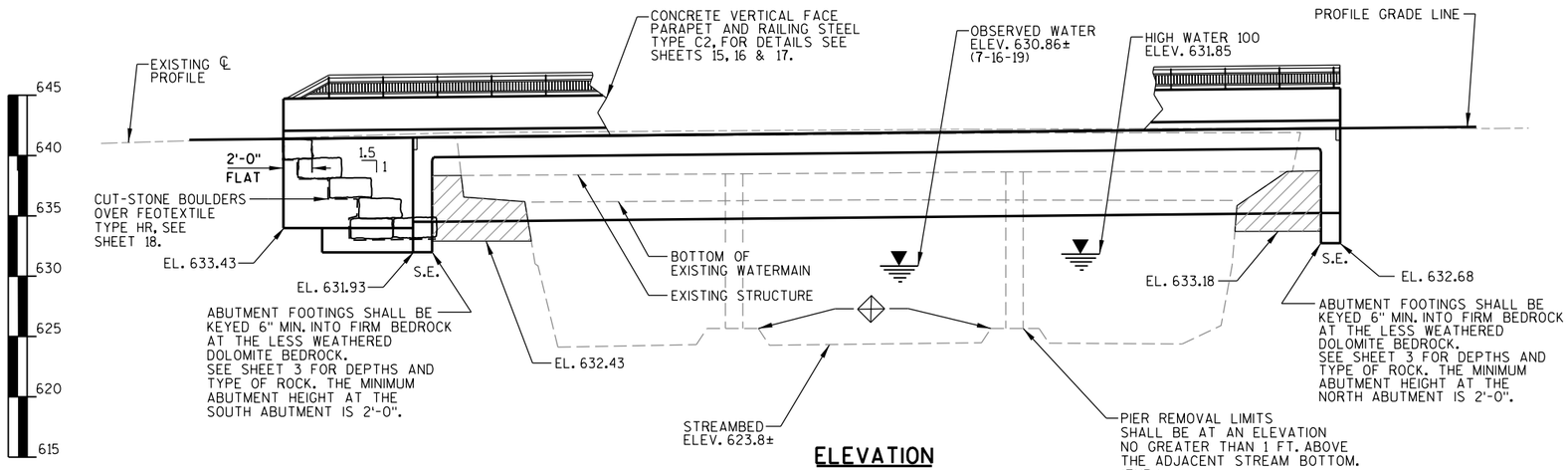
PLAN

(SINGLE SPAN 72W" PRESTRESSED CONCRETE GIRDER)

○ - INDICATES WING NUMBER

▨ - REMOVAL OF THIS MATERIAL IS INCLUDED IN THE BID ITEM "EXCAVATION FOR STRUCTURES BRIDGES B-44-473".

⊕ - ROCK CUT DURING PRIOR 2012± STREAM PROJECT, EXCEPT AT PIERS. ROCK REMAINS SLIGHLTY HIGHER AT PIERS.



ELEVATION

(LOOKING WEST)

DESIGN DATA

LIVE LOAD

DESIGN LOADING : HL-93

INVENTORY RATING FACTOR : 1.48

OPERATIONAL RATING FACTOR : 2.04

WISCONSIN STD. PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

TRAFFIC DATA:

A.A.D.T. (2022) = 6650

A.A.D.T. (2042) = 7720

MATERIAL PROPERTIES:

CONCRETE MASONRY - SUPERSTRUCTURE, PARAPET & SIDEWALK —— $f'c$ = 4,000 P.S.I.

- ALL OTHER —— $f'c$ = 3,500 P.S.I.

BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 P.S.I.

72W-INCH PRESTRESSED GIRDERS CONCRETE MASONRY —— $f'c$ = 8,000 P.S.I.

STRANDS - 0.60" ϕ WITH AN ULTIMATE TENSILE STRENGTH OF —— fy = 270,000 P.S.I.

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON FOOTINGS BEARING ON FIRM BEDROCK WITH A FACTORED BEARING RESISTANCE OF 30,000 PSF.

HYDRAULIC DATA:

DRAINAGE AREA	N/A
Q_{100}	5,000 C.F.S.
VELOCITY	5.41 F.P.S.
WATERWAY AREA	941 SQ. FT.
HIGH WATER$_{100}$ ELEVATION	631.85
ROADWAY OVERFLOW DESIGN FREQUENCY	N/A
SCOUR CRITICAL CODE	8
Q_2 HIGH WATER ELEVATION (5,000 C.F.S.)	631.06
VELOCITY$_2$	6.31 F.P.S.

ROADWAY OVERFLOW DESIGN FREQUENCY

OVERTOPPING FREQUANCY —— > 100 YEARS

BRIDGE OFFICE CONTACT:
AARON BONK
(608) 261-0261

DESIGN CONTACT:
KYLE BUSCH
(608) 216-2063

LIST OF DRAWINGS

NO.	DATE	REVISION	BY

MSA — ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 PANKRATZ ST., MADISON WI 53704
(608) 242-7779 www.msa-ps.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 11/04/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-44-473

ISLAND STREET OVER FOX RIVER TAIL RACE

COUNTY	TOWN/CITY/VILLAGE
OUTAGAMIE	KAUKAUNA

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPEC.

DESIGNED BY	JFM	DESIGN CK'D.	KHB	DRAWN BY	RLR	PLANS CK'D.	KHB

GENERAL PLAN

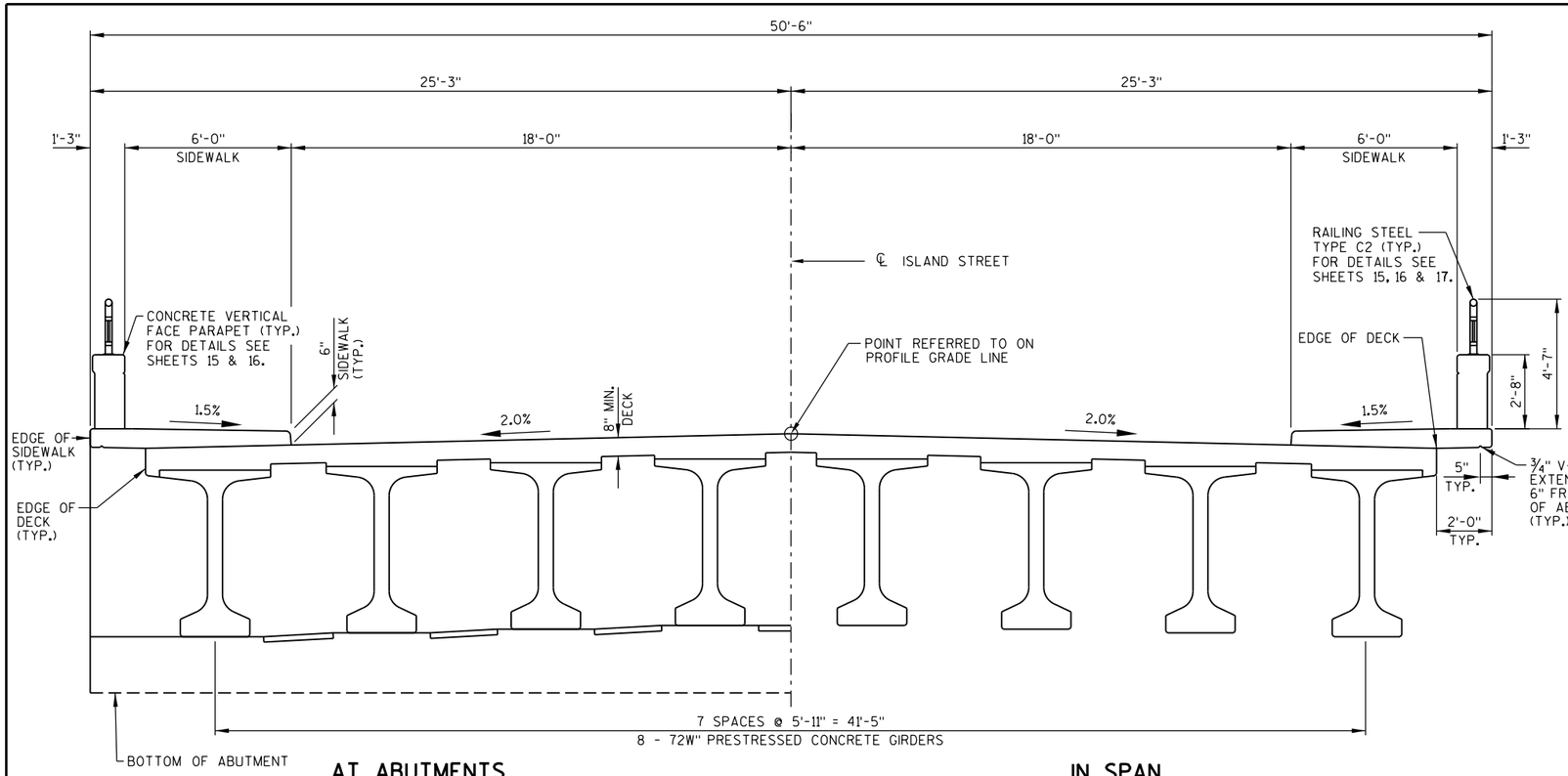
SHEET 1 OF 18

112

FILE= 7937005_01.DGN
DATE= 7/28/2021

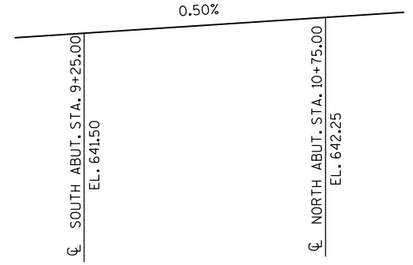
7937005_01.dgn 7/28/2021 3:05:05 PM frabska

STATE PROJECT NUMBER
6498-06-71

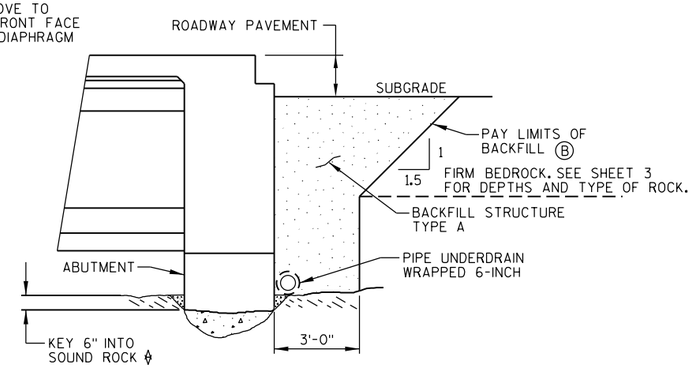


CROSS SECTION THRU BRIDGE

(LOOKING NORTH)



PROFILE GRADE LINE - ISLAND STREET



STRUCTURE BACKFILL DETAIL

Ⓑ SEE SHEET 18 FOR BACKFILL DIAGRAMS

TOTAL ESTIMATED QUANTITIES

	ITEM NUMBER	BID ITEM	UNIT	SOUTH ABUT.	NORTH ABUT.	SUPER	TOTAL
⊗	203.0260.01	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS P-44-712	EACH	-	-	-	1
	206.1000.01	EXCAVATION FOR STRUCTURES BRIDGES B-44-473	LS	-	-	-	1
	210.1500	BACKFILL STRUCTURE TYPE A	TON	185	160	-	345
	502.0100	CONCRETE MASONRY BRIDGES	CY	29	44	398	471
	502.3200	PROTECTIVE SURFACE TREATMENT	SY	23	43	849	915
	503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	-	-	1208	1208
	505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	2000	2230	-	4230
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1300	2020	55690	59010
	506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	-	-	16	16
	506.4000.01	STEEL DIAPHRAGMS B-44-473	EACH	-	-	14	14
	513.7011	RAILING STEEL TYPE C2	LF	-	-	323	323
	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	12	13	2	27
*	517.1010.S	CONCRETE STAINING B-44-473	SF	-	-	2810	2810
*	517.1015.S	CONCRETE STAINING MULTICOLOR B-44-473	SF	-	-	640	640
*	517.1050.S	ARCHITECTURAL SURFACE TREATMENT B-44-473	SF	-	-	640	640
	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	96	94	-	190
	645.0120	GEOTEXTILE TYPE HR	SY	20	-	-	20
	SPV.0165.03	CUT-STONE BOULDERS	SF	124	-	-	124
		NON-BID ITEMS					
		CORK FILLER	SIZE				¾"
		PREFORMED FILLER	SIZE				½" & ¾"

* CATEGORY 0030 NON-PARTICIPATING BID ITEMS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE FIRST DIGIT OF A THREE DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

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

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" FOR THE ABUTMENTS.

THIS STRUCTURE WILL REPLACE EXISTING BRIDGE P-44-712, A 47.0 FT. WIDE, 146.4 FT. LONG THREE-SPAN STEEL DECK GIRDER BRIDGE ON SILL CONCRETE ABUTMENTS AND SOLID SHAFT CONCRETE PIERS.

⊗ - EXCAVATION OF ALL MATERIAL, INCLUDING ROCK, SHALL BE PAID FOR UNDER THE "EXCAVATION FOR STRUCTURES BRIDGES" BID ITEM. BLASTING OF ROCK SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. ALL EXCAVATIONS SHALL BE CLEANED BY HAND AND INSPECTED TO VERIFY THE SURFACE IS FREE OF LOOSE RUBBLE AND SOIL PRIOR TO CONCRETE PLACEMENT.

Ⓑ - BACKFILL PAY LIMITS, SEE SHEET 18 FOR ADDITIONAL DETAILS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

ϕ - AT THE ABUTMENTS ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE UP TO 6" ABOVE THE BOTTOM OF THE ABUTMENT SHALL BE BACKFILLED WITH "CONCRETE MASONRY BRIDGES" INCIDENTAL TO "EXCAVATION FOR STRUCTURES BRIDGES B-44-473" BID ITEM. THE REMAINING EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH "BACKFILL STRUCTURE TYPE A".

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF DECK, TO THE INSIDE FACE AND TOP OF SIDEWALKS, TO THE PAVING NOTCH, TO THE TOP AND EXTERIOR EXPOSED FACES OF WINGS, AND TO THE END 2'-0" OF THE FRONT FACE OF ABUTMENTS AND FRONT FACE OF ABUTMENT DIAPHRAGMS.

AS DETAILED ON SHEET 18, APPLY ARCHITECTURAL SURFACE TREATMENT AND CONCRETE STAINING MULTI-COLOR TO THE OUTSIDE FACE OF THE PARAPETS. SEE SPECIAL PROVISIONS FOR FORMLINER PATTERN AND CONCRETE STAINING DETAILS.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE NAD83 (2011) WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), OUTAGAMIE COUNTY, U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL DATUM IS SITE SPECIFIC, REFERENCED TO NAVD88 (2012 ELLIPSOID HEIGHTS) GEOID 12B. CONTRACTOR TO USE VERTICAL CONTROL AS PROVIDED ON PLAN. FIELD WORK PERFORMED JULY 2019. BENCHMARK REFERENCES AT THE PROJECT SITE WERE SET BY THE CONSULTANT USING GPS TECHNOLOGY.

THE HAUNCH CONCRETE QUANTITIY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE GIRDER AND DECK FORMING DETAILS SHEET.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

CROSS SECTION, QUANTITIES, & NOTES

SHEET 2 OF 18
113

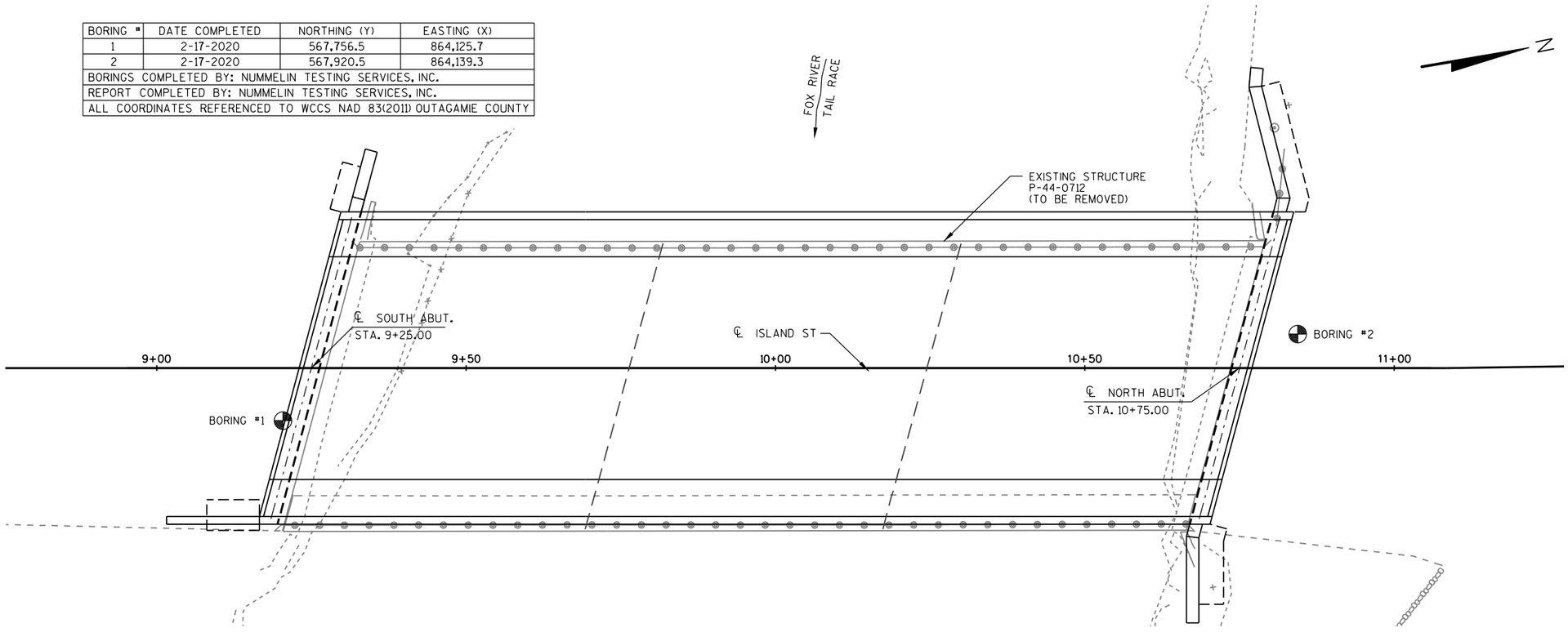
8

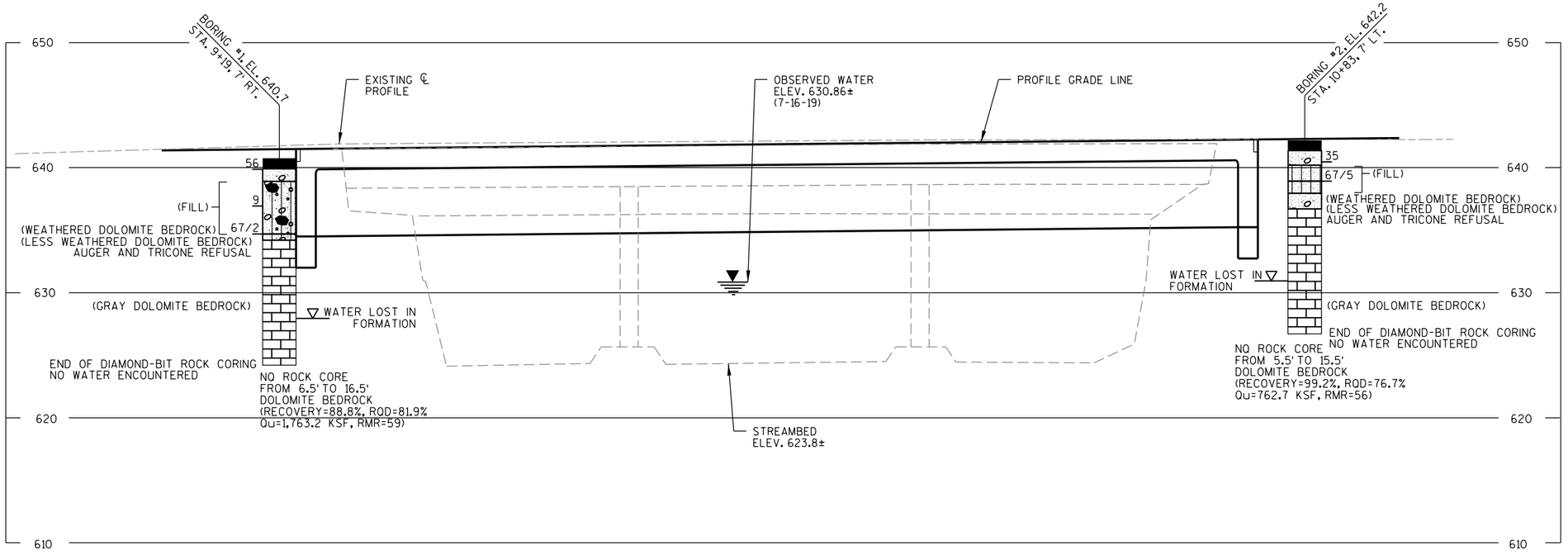
8

FILE= 7937005_02.DGN
DATE= 11/3/2021

7937005_02.dgn 11/3/2021 6:52:58 AM jmartzke

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	2-17-2020	567,756.5	864,125.7
2	2-17-2020	567,920.5	864,139.3
BORINGS COMPLETED BY: NUMMELIN TESTING SERVICES, INC.			
REPORT COMPLETED BY: NUMMELIN TESTING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(2011) OUTAGAMIE COUNTY			





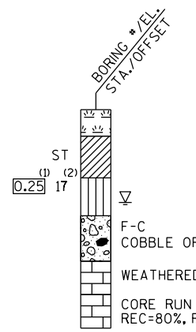
STATE PROJECT NUMBER

6498-06-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

SUBSURFACE EXPLORATION

SHEET 3 OF 18
114

8

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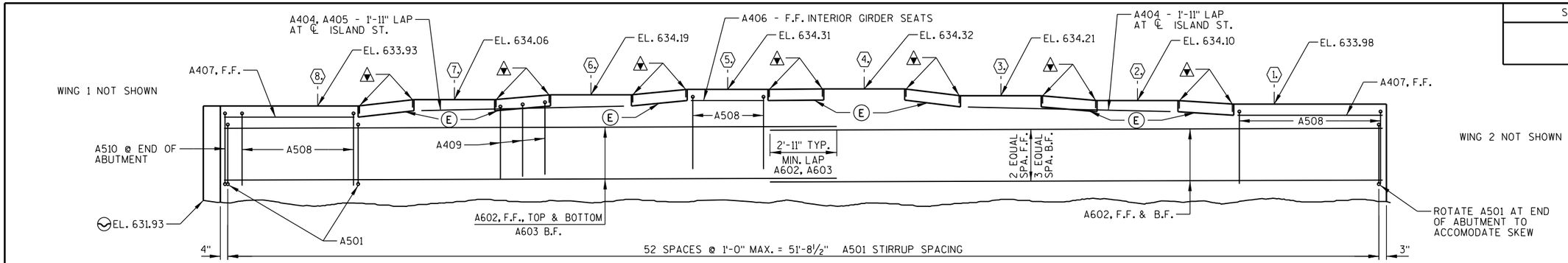
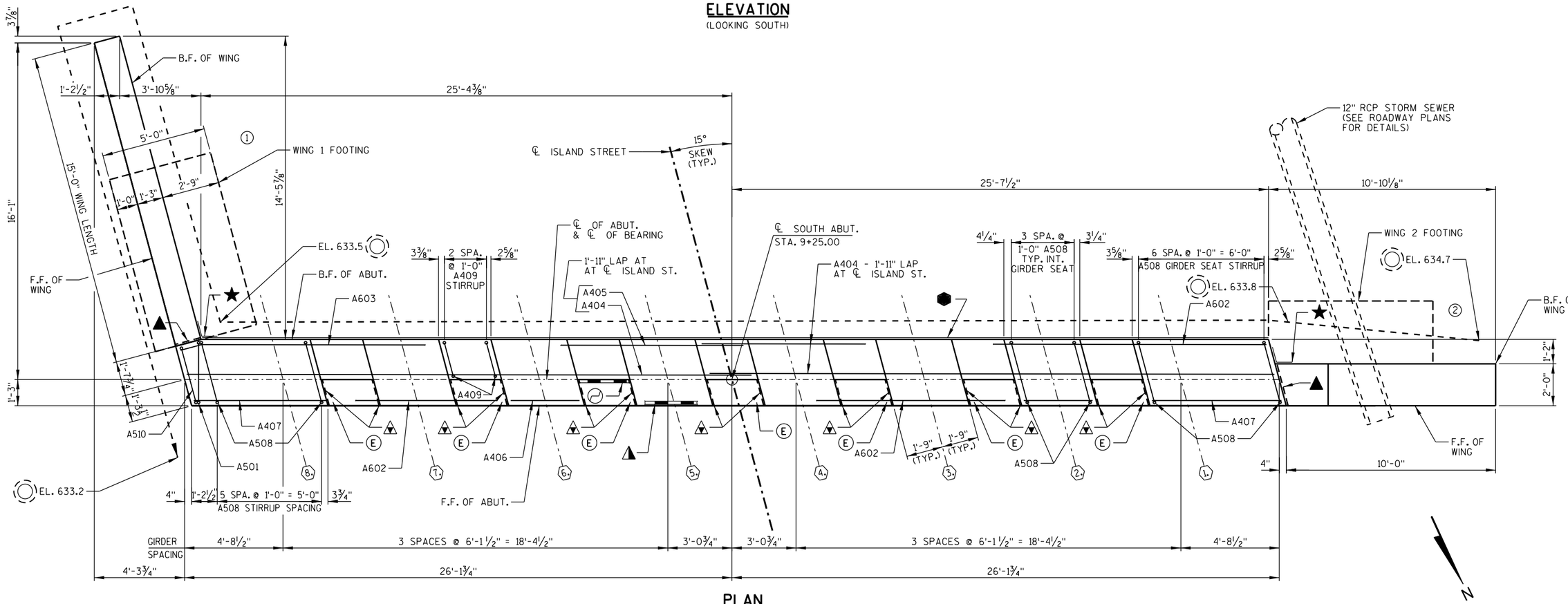
STATE PROJECT NUMBER

6498-06-71



ELEVATION

(LOOKING SOUTH)

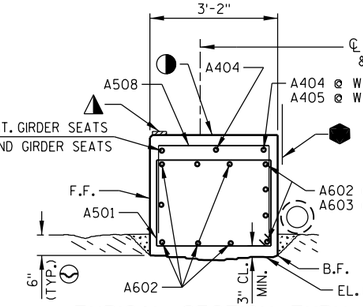


PLAN

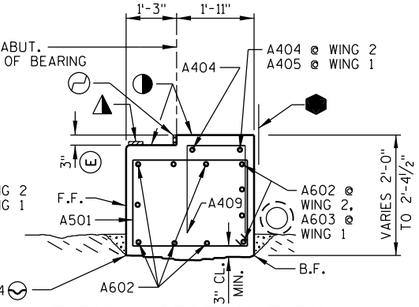
LEGEND

- ◑ — STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03 INCHES.
- ▲ — ¾" FILLER EXTEND AS SHOWN. SEAL ALL EXPOSED HORIZONTAL & VERTICAL SURFACES OF FILLER WITH NON-STAINING GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP & HOLD ⅛" BELOW SURFACE OF CONCRETE).
- ◭ — 4"x ½" FILLER, EXTEND FULL LENGTH OF ABUTMENT BETWEEN EDGES OF DECK.
- ⧋ — ¾" CORK FILLER AT SIDES OF EXPANSION POCKETS (SIDE VERTICAL FACES ONLY).
- ⌓ — KEY BOTTOM OF CONCRETE 6" MIN. INTO FIRM BEDROCK.
- ⬡ — INDICATES GIRDER NUMBER
- ◯ — INDICATES WING NUMBER
- ⌒ — 3" x ½" COMPRESSIBLE FILLER, EXTEND ALONG FRONT FACE OF NOTCH AT ALL EXPANSION POCKETS.
- ★ — VERTICAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM BRIDGE SEAT TO TOP OF WINGS.
- ⬢ — HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND ACROSS B.F. BETWEEN WINGS.
- (E) — SEMI-EXPANSION STEP, CONSTRUCT 3" DEEPER THAN ABUTMENT BACKWALL AND BEAM SEATS.
- ◯ — PIPE UNDERDRAIN WRAPPED 6-INCH. CAP END BEHIND WING 2. OUTLET END AT WING 1. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT OUTLET END OF PIPE. FOR RODENT SHIELD DETAILS, SEE SHEET 5.

F.F.— FRONT FACE B.F.— BACK FACE CL.— CLEAR



TYPICAL SECTION THRU ABUTMENT AT BEARING SEAT



TYPICAL SECTION THRU ABUTMENT AT BACKWALL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

SOUTH ABUTMENT

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FILE= 7937005_04.DGN
DATE= 7/28/2021

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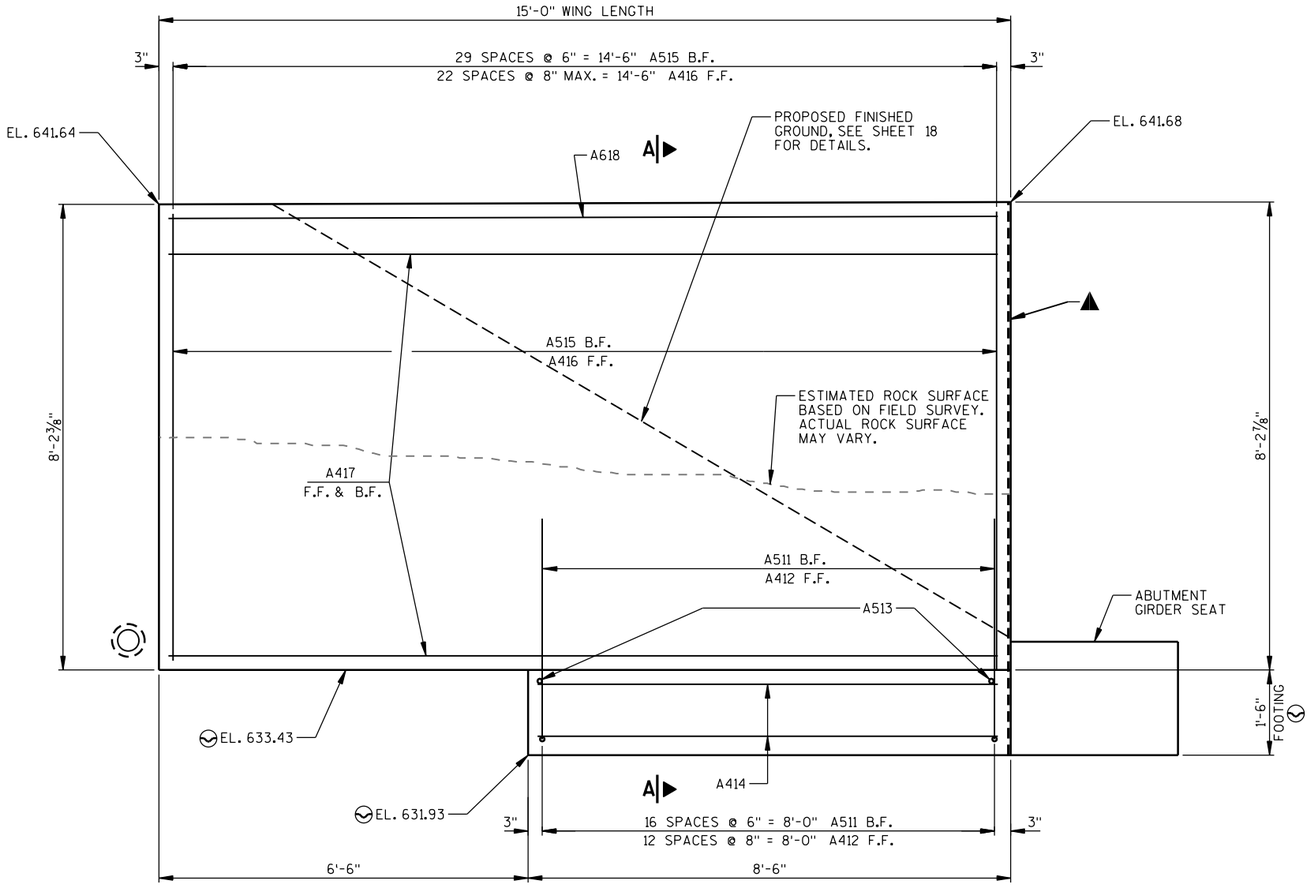
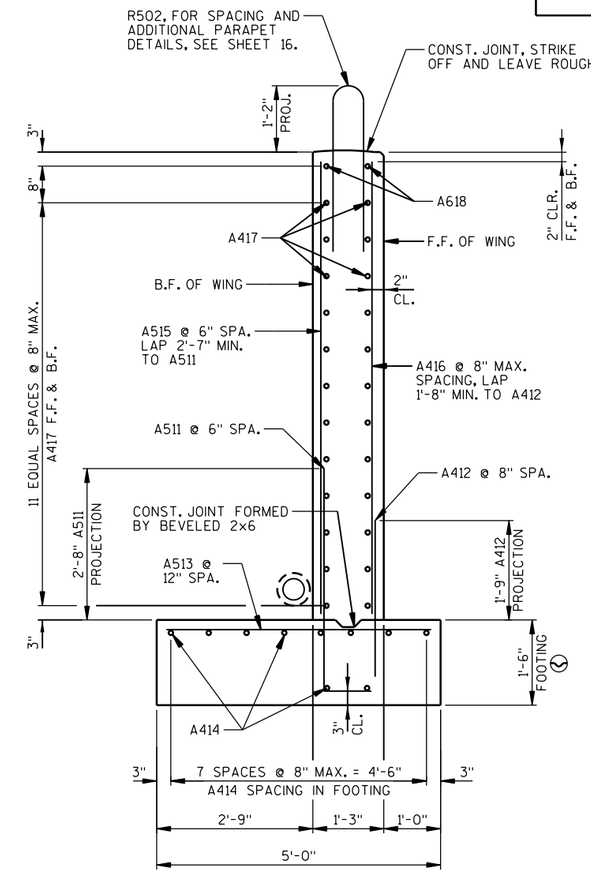
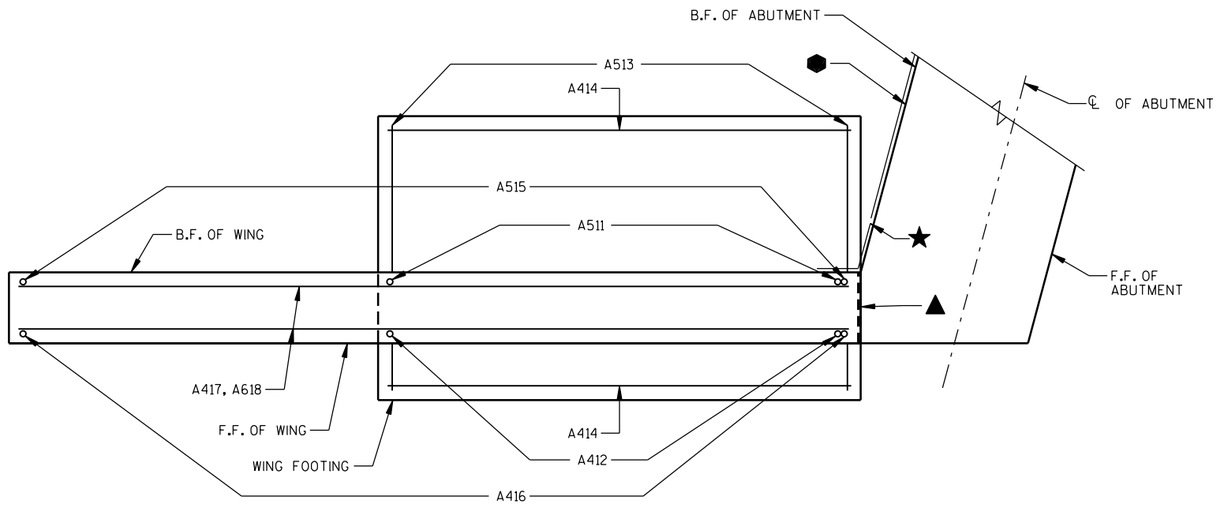
6498-06-71



ELEVATION - WING 1



SECTION A-A THRU WING 1

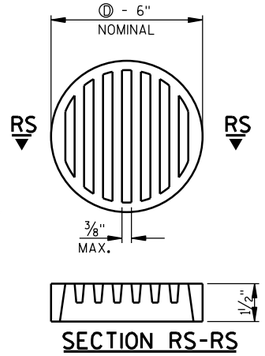


PLAN - WING 1

RODENT SHIELD NOTES:

ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS. THE RODENT SHIELD, PIPE COUPLING AND SCREWS, SHALL BE INCLUDED IN THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".



SECTION RS-RS

RODENT SHIELD

Ⓓ - DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

SEE SHEET 4 LEGEND FOR DESCRIPTION OF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

WING 1 & ABUTMENT DETAILS

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116

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DATE= 7/28/2021

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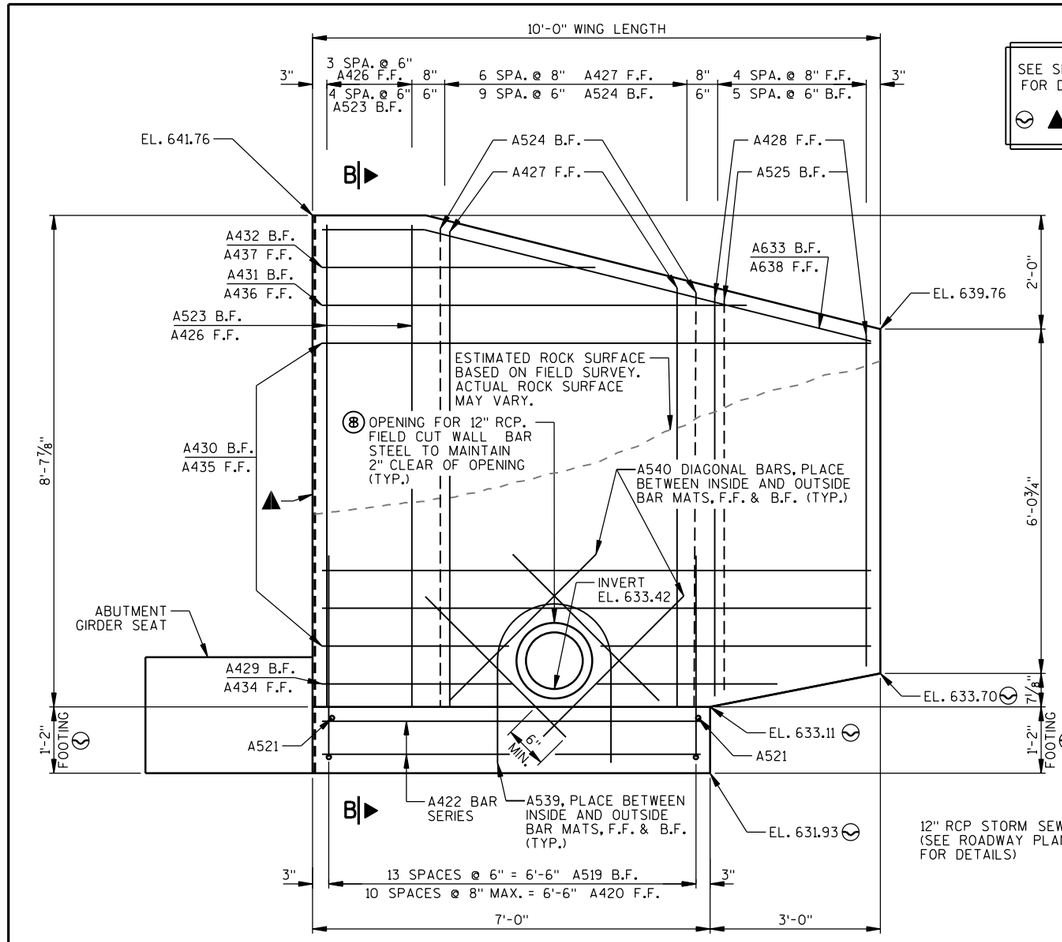
STATE PROJECT NUMBER

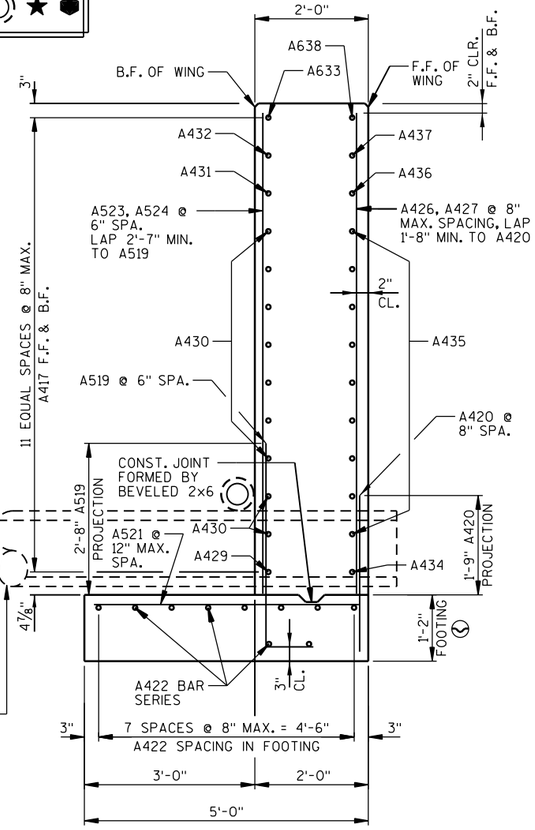
6498-06-71



ELEVATION - WING 2

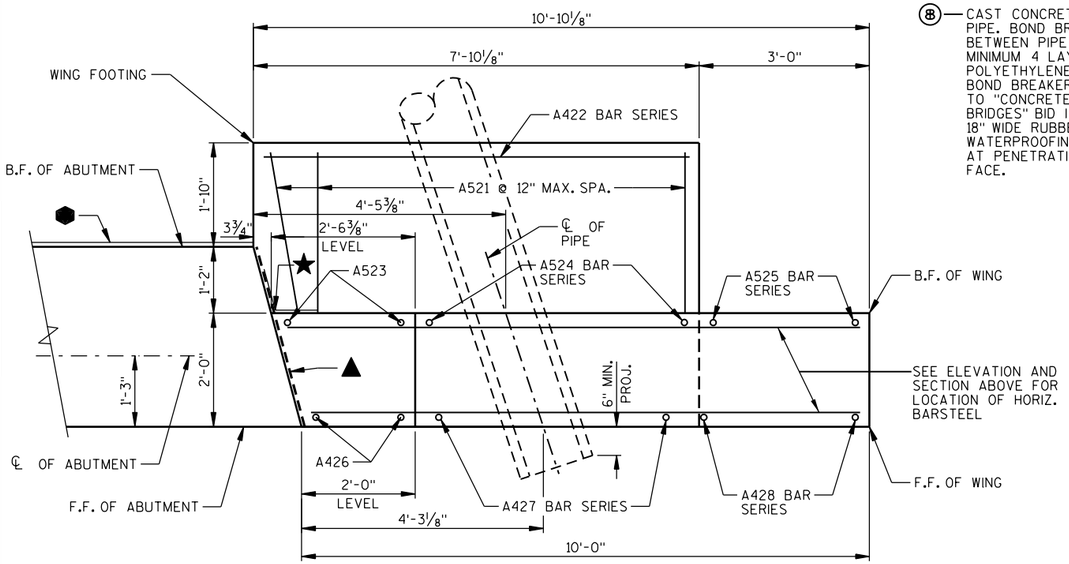
SEE SHEET 4 LEGEND FOR DESCRIPTION OF

12" RCP STORM SEWER (SEE ROADWAY PLANS FOR DETAILS)



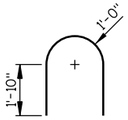
SECTION B-B THRU WING 2

Ⓑ — CAST CONCRETE AROUND PIPE. BOND BREAKER REQUIRED BETWEEN PIPE AND CONCRETE, MINIMUM 4 LAYERS OF POLYETHYLENE SHEETING. BOND BREAKER IS INCIDENTAL TO "CONCRETE MASONRY BRIDGES" BID ITEM. APPLY 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING AROUND PIPE AT PENETRATION AT BACK FACE.

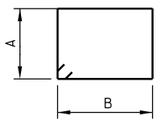


PLAN - WING 2

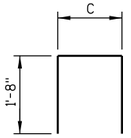
A511, A519
STD. 90° HOOK



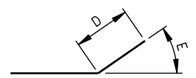
A539



MARK	A	B
A501	1'-4"	2'-10"
A510	1'-7"	2'-7"



MARK	C
A508	2'-11"
A409	1'-7"



MARK	D	E
A603	1'-0"	15°
A405		
A633	2'-2"	14°
A638	1'-9"	14°

BILL OF BARS

(COATED) 1300 LBS.
(UNCOATED) 2000 LBS.

MARK	NUMBER REQUIRED COATED	NUMBER REQUIRED UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION
A501	-	53	9'-0"	X		ABUT. BODY - STIRRUP - VERT.
A602	-	18	27'-6"			ABUT. BODY - HORIZ.
A603	-	4	27'-5"	X		ABUT. BODY - B.F. @ WING 1 - HORIZ.
A404	-	3	27'-0"			ABUT. BODY - TOP - HORIZ.
A405	-	1	26'-11"	X		ABUT. BODY - TOP - HORIZ.
A406	-	6	3'-3"			ABUT. BODY - F.F. - INT. GIRDER SEATS - HORIZ.
A407	-	2	6'-2"			ABUT. BODY - F.F. - END GIRDER SEATS - HORIZ.
A508	-	37	6'-0"	X		ABUT. BODY - GIRDER SEAT STIRRUPS - VERT.
A409	-	21	4'-9"	X		ABUT. BODY - BACKWALL STIRRUPS - VERT.
A510	-	1	9'-0"	X		ABUT. BODY - END @ WING 1 - STIRRUP - VERT.
A511	17	-	4'-8"	X		WING 1 - FOOTING & WALL DOWEL - B.F. - VERT.
A412	13	-	2'-9"			WING 1 - FOOTING & WALL DOWEL - F.F. - VERT.
A513	-	9	4'-8"			WING 1 - FOOTING - TOP - TRANS.
A414	-	10	8'-1"			WING 1 - FOOTING - LONGIT.
A515	30	-	7'-10"			WING 1 - WALL - B.F. - VERT.
A416	23	-	7'-10"			WING 1 - WALL - F.F. - VERT.
A417	24	-	14'-7"			WING 1 - WALL - F.F. & B.F. - LONGIT.
A618	2	-	14'-7"			WING 1 - WALL - TOP - F.F. & B.F. - LONGIT.
A519	14	-	4'-4"	X		WING 2 - FOOTING & WALL DOWEL - B.F. - VERT.
A420	11	-	2'-9"			WING 2 - FOOTING & WALL DOWEL - F.F. - VERT.
A521	-	9	4'-8"			WING 2 - FOOTING - TOP - TRANS.
A422	-	10	7'-1"		Ⓢ	WING 2 - FOOTING - LONGIT.
A523	5	-	8'-5"			WING 2 - WALL - B.F. - VERT.
A524	10	-	7'-10"		Ⓢ	WING 2 - WALL - B.F. - VERT.
A525	6	-	6'-5"		Ⓢ	WING 2 - WALL - B.F. - VERT.
A426	4	-	8'-5"			WING 2 - WALL - F.F. - VERT.
A427	7	-	7'-10"		Ⓢ	WING 2 - WALL - F.F. - VERT.
A428	5	-	6'-5"		Ⓢ	WING 2 - WALL - F.F. - VERT.
A429	1	-	8'-5"			WING 2 - WALL - B.F. - LONGIT.
A430	9	-	10'-1"			WING 2 - WALL - B.F. - LONGIT.
A431	1	-	7'-10"			WING 2 - WALL - B.F. - LONGIT.
A432	1	-	5'-2"			WING 2 - WALL - B.F. - LONGIT.
A633	1	-	10'-3"	X		WING 2 - WALL - TOP - B.F. - LONGIT.
A434	1	-	8'-0"			WING 2 - WALL - F.F. - LONGIT.
A435	9	-	9'-8"			WING 2 - WALL - F.F. - LONGIT.
A436	1	-	7'-5"			WING 2 - WALL - F.F. - LONGIT.
A437	1	-	4'-9"			WING 2 - WALL - F.F. - LONGIT.
A638	1	-	9'-10"	X		WING 2 - WALL - TOP - F.F. - LONGIT.
A539	2	-	6'-9"	X		WING 2 - WALL - F.F. & B.F. - PIPE OPENING
A540	8	-	3'-6"			WING 2 - WALL - F.F. & B.F. - PIPE OPENING

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

Ⓢ - LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR MARK	NO. REQ'D.	LENGTH
A422	1 SERIES OF 10	6'-8" TO 7'-6"
A524	1 SERIES OF 10	7'-3" TO 8'-5"
A525	1 SERIES OF 6	5'-10" TO 6'-11"
A427	1 SERIES OF 7	7'-4" TO 8'-4"
A428	1 SERIES OF 5	5'-10" TO 7'-0"

BAR SERIES TABLE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

WING 2 & SOUTH ABUTMENT DETAILS

SHEET 6 OF 18
117

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DATE= 7/22/2021

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STATE PROJECT NUMBER
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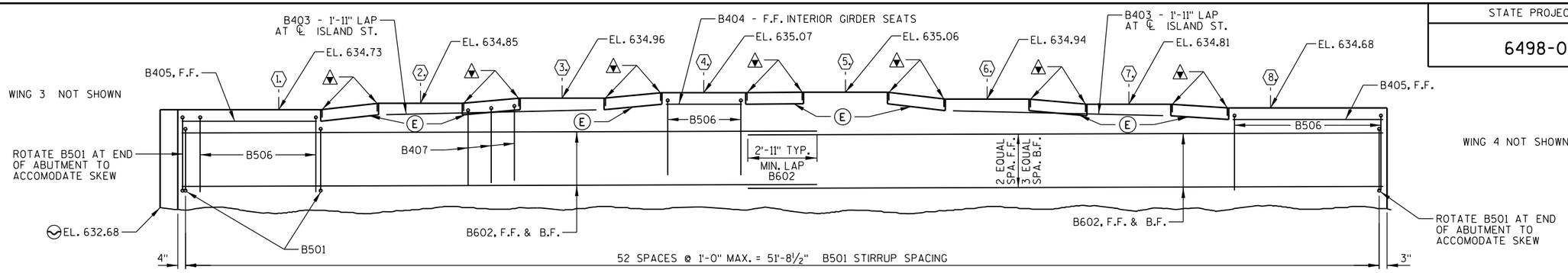
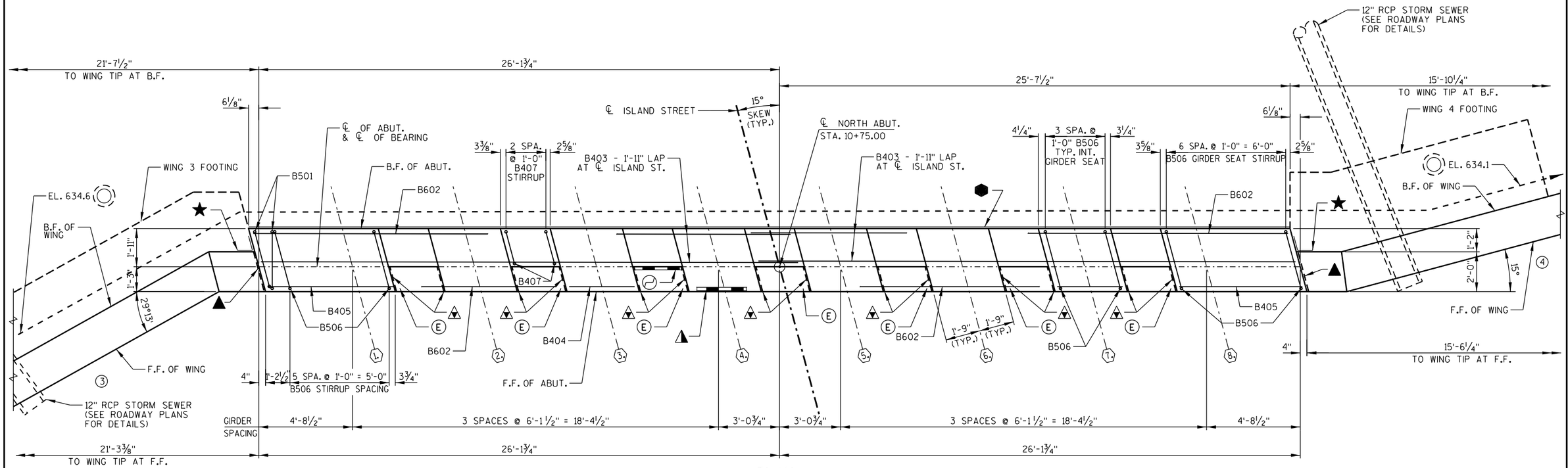


ELEVATION
(LOOKING NORTH)



PLAN

LEGEND

- ◑ — STEEL TROWEL TOP SURFACE OF ABUTMENT. PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS AND/OR SUPERSTRUCTURE. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03 INCHES.
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- ◭ — 4"x ½" FILLER, EXTEND FULL LENGTH OF ABUTMENT BETWEEN EDGES OF DECK.
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- ◯ — INDICATES WING NUMBER
- ⌒ — 3" x ½" COMPRESSIBLE FILLER, EXTEND ALONG FRONT FACE OF NOTCH AT ALL EXPANSION POCKETS.
- ★ — VERTICAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM BRIDGE SEAT TO TOP OF WINGS.
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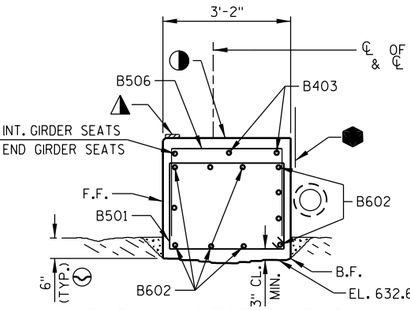
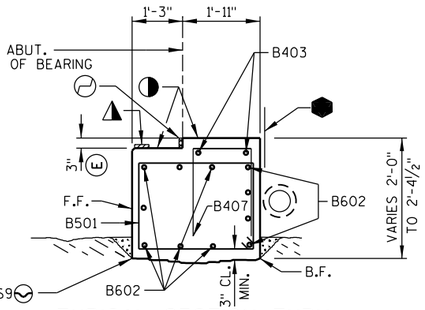
- (E) — SEMI-EXPANSION STEP, CONSTRUCT 3" DEEPER THAN ABUTMENT BACKWALL AND BEAM SEATS.
- ◎ — PIPE UNDERDRAIN WRAPPED 6-INCH. CAP END BEHIND WING 2. OUTLET END AT WING 1. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT OUTLET END OF PIPE. FOR RODENT SHIELD DETAILS, SEE SHEET 5.

F.F.— FRONT FACE B.F.— BACK FACE CL.— CLEAR



TYPICAL SECTION THRU ABUTMENT AT BEARING SEAT



TYPICAL SECTION THRU ABUTMENT AT BACKWALL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

NORTH ABUTMENT

SHEET 7 OF 18
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DATE= 7/28/2021

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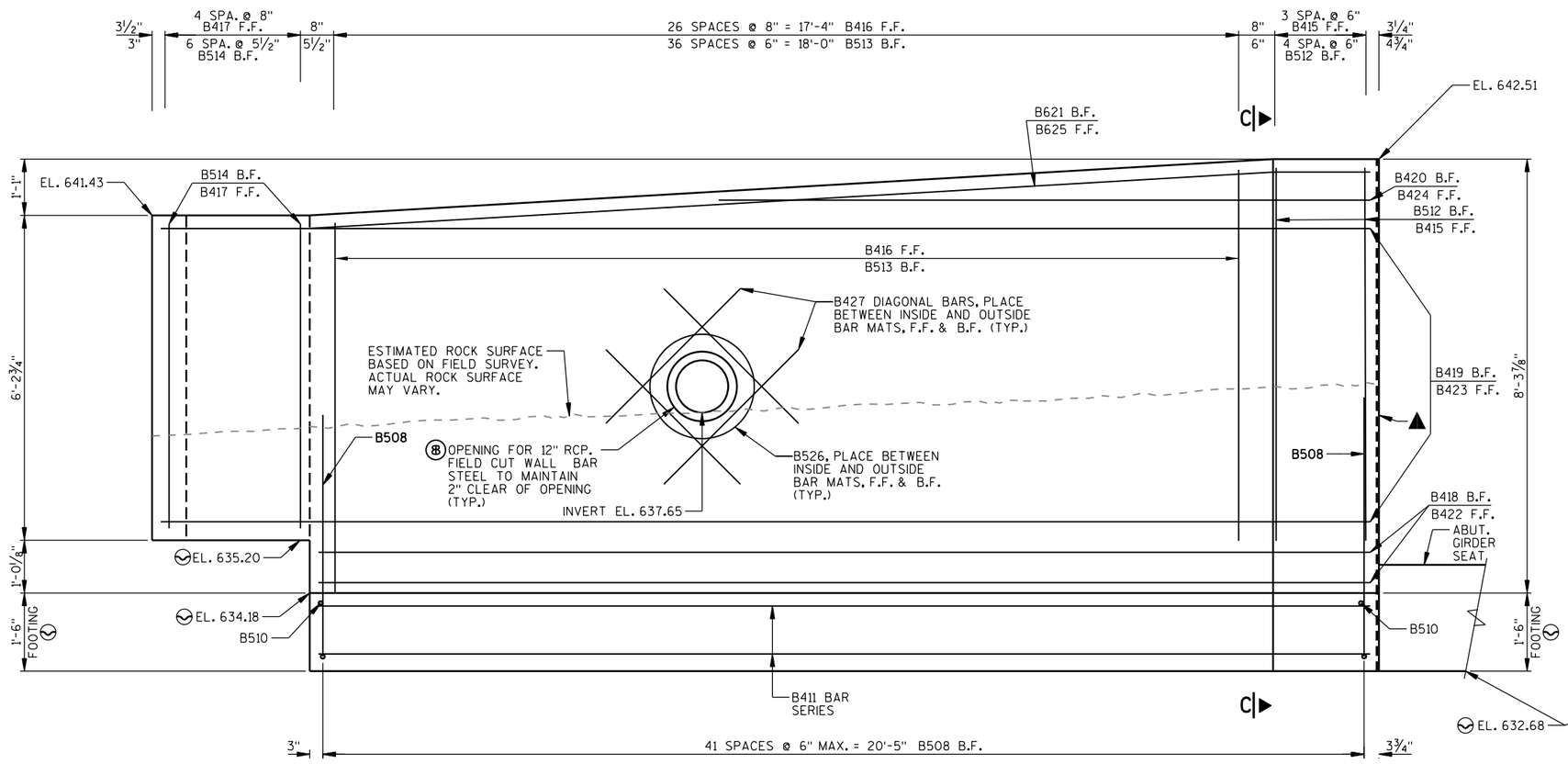
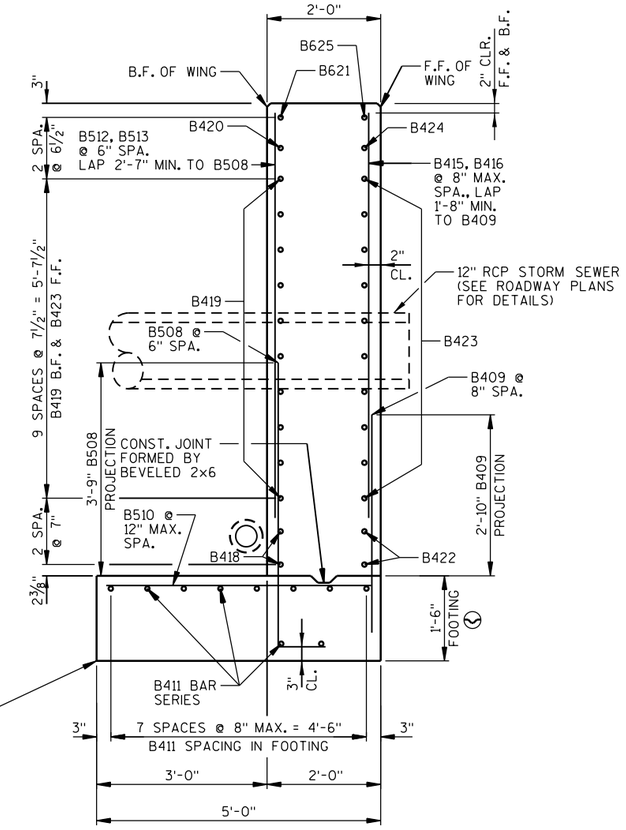
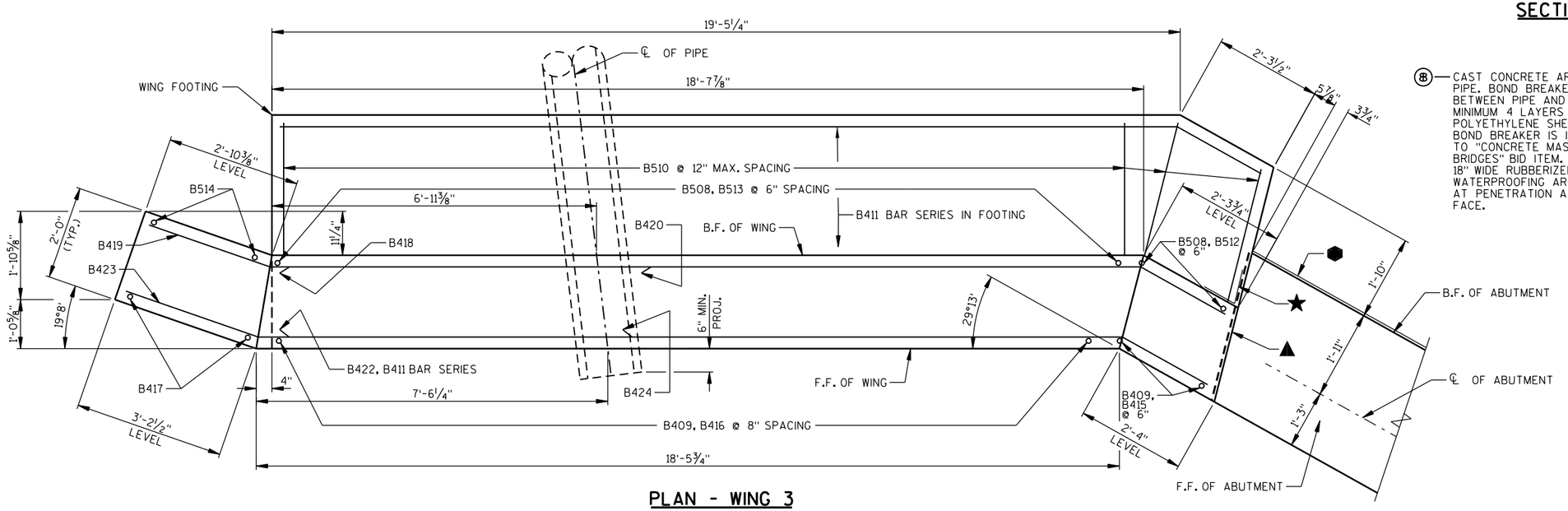


ELEVATION - WING 3



SECTION C-C THRU WING 3



PLAN - WING 3

Ⓢ CAST CONCRETE AROUND PIPE. BOND BREAKER REQUIRED BETWEEN PIPE AND CONCRETE, MINIMUM 4 LAYERS OF POLYETHYLENE SHEETING. BOND BREAKER IS INCIDENTAL TO "CONCRETE MASONRY BRIDGES" BID ITEM. APPLY 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING AROUND PIPE AT PENETRATION AT BACK FACE.

SEE SHEET 7 LEGEND FOR DESCRIPTION OF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY	RLR	PLANS CK'D.	KHB

WING 3 DETAILS

SHEET R OF 18
119

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DATE= 7/22/2021

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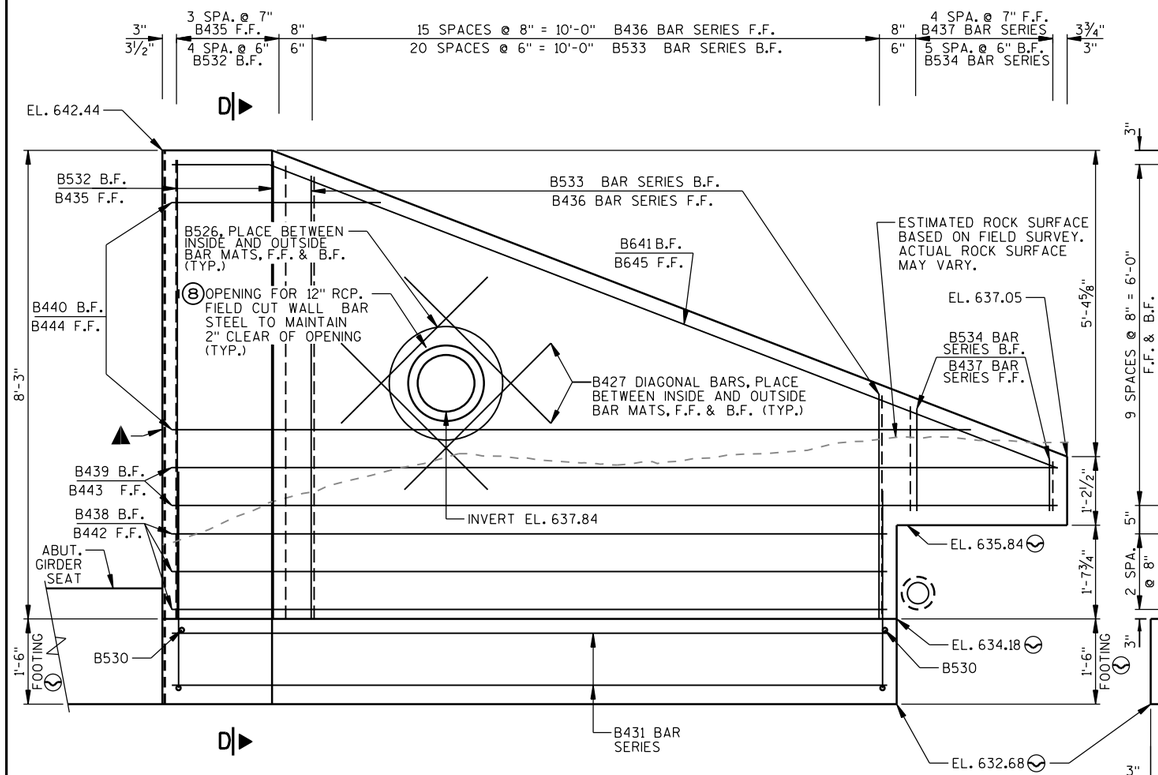
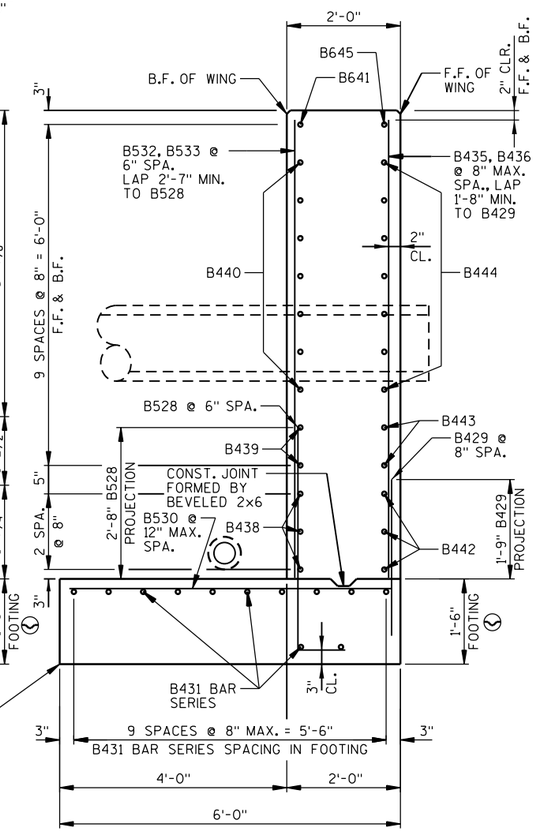
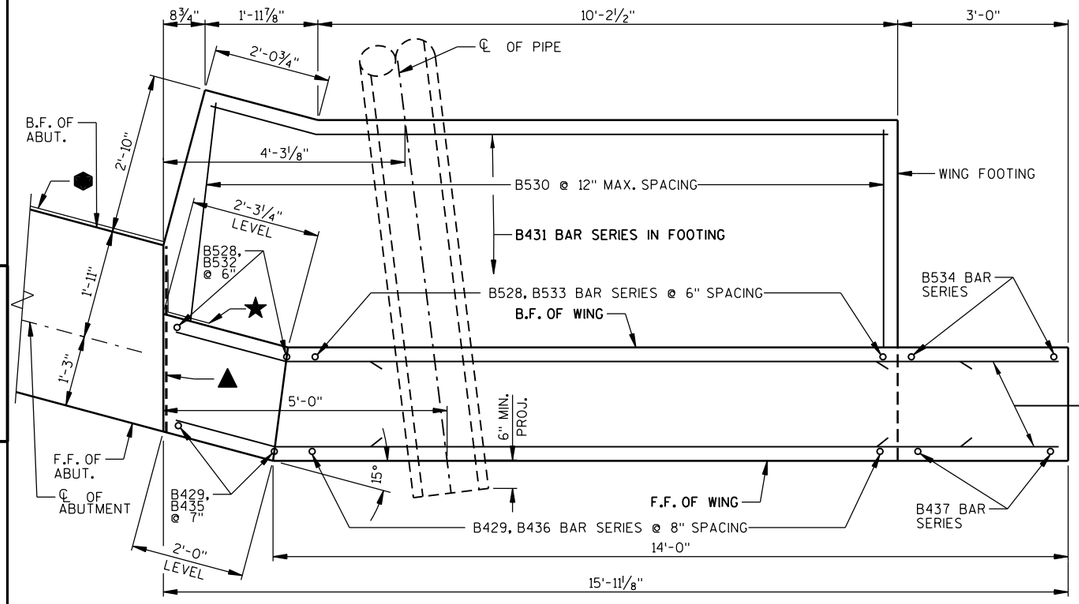


ELEVATION - WING 4



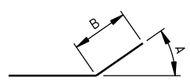
SECTION D-D THRU WING 4



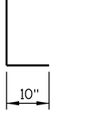
PLAN - WING 4

Ⓑ — CAST CONCRETE AROUND PIPE. BOND BREAKER REQUIRED BETWEEN PIPE AND CONCRETE, MINIMUM 4 LAYERS OF POLYETHYLENE SHEETING. BOND BREAKER IS INCIDENTAL TO "CONCRETE MASONRY BRIDGES" BID ITEM. APPLY 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING AROUND PIPE AT PENETRATION AT BACK FACE.

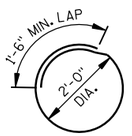
SEE SHEET 7 LEGEND FOR DESCRIPTION OF



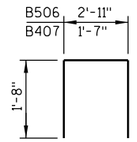
MARK	B	A
B411 B418 B420 B422 B424	2'-1"	29°
B621 B625	2'-1"	29°
B431	1'-10"	15°
B438 B439 B440	2'-0"	15°
B641	2'-0"	34°
B442 B443 B444	1'-10"	15°
B645	1'-10"	34°



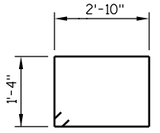
B508, B528
STD. 90° HOOK



B526



B506, B407



B501

BILL OF BARS

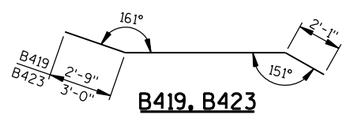
(COATED) 2020 LBS.
(UNCOATED) 2230 LBS.

MARK	NUMBER REQUIRED COATED	NUMBER REQUIRED UNCOATED	LENGTH	BENT	BAR SERIES	LOCATION
B501	-	54	9'-0"	X		ABUT. BODY - STIRRUP - VERT.
B602	-	22	27'-6"			ABUT. BODY - HORIZ.
B403	-	4	27'-0"			ABUT. BODY - TOP - HORIZ.
B404	-	6	3'-3"			ABUT. BODY - F.F. - INT. GIRDER SEATS - HORIZ.
B405	-	2	6'-2"			ABUT. BODY - F.F. - END GIRDER SEATS - HORIZ.
B506	-	37	6'-0"	X		ABUT. BODY - GIRDER SEAT STIRRUPS - VERT.
B407	-	21	4'-9"	X		ABUT. BODY - BACKWALL STIRRUPS - VERT.
B508	42	-	5'-9"	X		WING 3 - FOOTING & WALL DOWEL - B.F. - VERT.
B409	31	-	3'-10"			WING 3 - FOOTING & WALL DOWEL - F.F. - VERT.
B510	-	21	4'-8"			WING 3 - FOOTING - TOP - TRANS.
B411	-	10	20'-8"	X	Ⓢ	WING 3 - FOOTING - LONGIT.
B512	5	-	7'-3"			WING 3 - WALL - B.F. - VERT.
B513	37	-	7'-1"			WING 3 - WALL - B.F. - VERT.
B514	7	-	5'-10"			WING 3 - WALL - B.F. - VERT.
B415	4	-	7'-3"			WING 3 - WALL - F.F. - VERT.
B416	27	-	7'-1"			WING 3 - WALL - F.F. - VERT.
B417	5	-	5'-10"			WING 3 - WALL - F.F. - VERT.
B418	2	-	20'-6"	X		WING 3 - WALL - B.F. - LONGIT.
B419	10	-	23'-5"	X		WING 3 - WALL - B.F. - LONGIT.
B420	1	-	12'-9"	X		WING 3 - WALL - B.F. - LONGIT.
B621	1	-	21'-0"	X		WING 3 - WALL - TOP - B.F. - LONGIT.
B422	2	-	20'-1"	X		WING 3 - WALL - F.F. - LONGIT.
B423	10	-	23'-6"	X		WING 3 - WALL - F.F. - LONGIT.
B424	1	-	12'-9"	X		WING 3 - WALL - F.F. - LONGIT.
B625	1	-	20'-7"	X		WING 3 - WALL - TOP - F.F. - LONGIT.
B526	4	-	8'-2"	X		WINGS - WALL - F.F. & B.F. - PIPE OPENING
B427	16	-	3'-6"			WINGS - WALL - F.F. & B.F. - PIPE OPENING
B528	26	-	4'-8"	X		WING 4 - FOOTING & WALL DOWEL - B.F. - VERT.
B429	20	-	2'-9"			WING 4 - FOOTING & WALL DOWEL - F.F. - VERT.
B530	-	14	5'-8"			WING 4 - FOOTING - TOP - TRANS.
B431	-	12	12'-4"	X	Ⓢ	WING 4 - FOOTING - LONGIT.
B532	5	-	8'-1"			WING 4 - WALL - B.F. - VERT.
B533	21	-	5'-10"		Ⓢ	WING 4 - WALL - B.F. - VERT.
B534	6	-	1'-4"		Ⓢ	WING 4 - WALL - B.F. - VERT.
B435	4	-	8'-1"			WING 4 - WALL - F.F. - VERT.
B436	16	-	5'-10"		Ⓢ	WING 4 - WALL - F.F. - VERT.
B437	5	-	1'-4"		Ⓢ	WING 4 - WALL - F.F. - VERT.
B438	3	-	12'-7"	X		WING 4 - WALL - B.F. - LONGIT.
B439	2	-	15'-7"	X		WING 4 - WALL - B.F. - LONGIT.
B440	7	-	8'-10"	X	Ⓢ	WING 4 - WALL - B.F. - LONGIT.
B641	1	-	16'-7"	X		WING 4 - WALL - TOP - B.F. - LONGIT.
B442	3	-	12'-6"	X		WING 4 - WALL - F.F. - LONGIT.
B443	2	-	15'-6"	X		WING 4 - WALL - F.F. - LONGIT.
B444	7	-	8'-10"	X	Ⓢ	WING 4 - WALL - F.F. - LONGIT.
B645	1	-	16'-7"	X		WING 4 - WALL - TOP - F.F. - LONGIT.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

BENT BARS, IF USED IN BAR SERIES, SHALL BE BENT AFTER CUTTING.

Ⓢ - LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



B419, B423

BAR MARK	NO. REQ'D.	LENGTH
B411	1 SERIES OF 10	20'-1" TO 21'-3"
B431	1 SERIES OF 12	12'-0" TO 12'-7"
B533	1 SERIES OF 21	3'-11" TO 7'-9"
B534	1 SERIES OF 6	10" TO 1'-10"
B436	1 SERIES OF 16	3'-11" TO 7'-9"
B437	1 SERIES OF 5	10" TO 1'-10"
B440	1 SERIES OF 7	3'-8" TO 14'-1"
B444	1 SERIES OF 7	3'-8" TO 14'-0"

BAR SERIES TABLE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE PROJECT NUMBER
6498-06-71

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

WING 4 & NORTH ABUTMENT DETAILS

SHEET 9 OF 18
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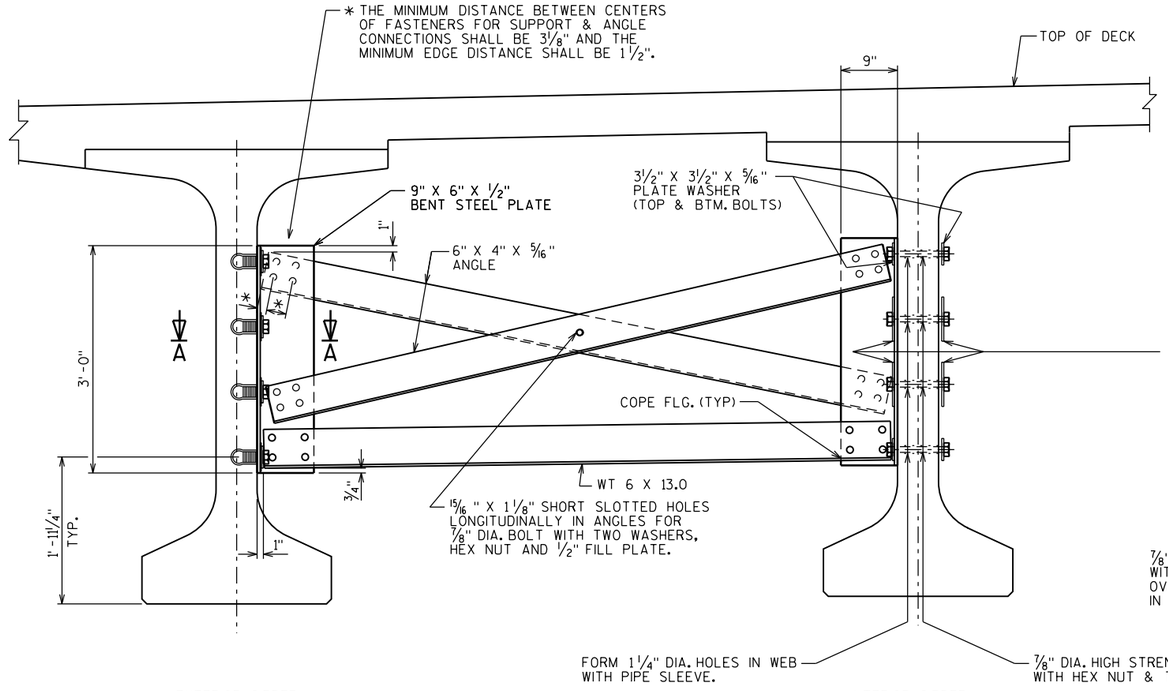
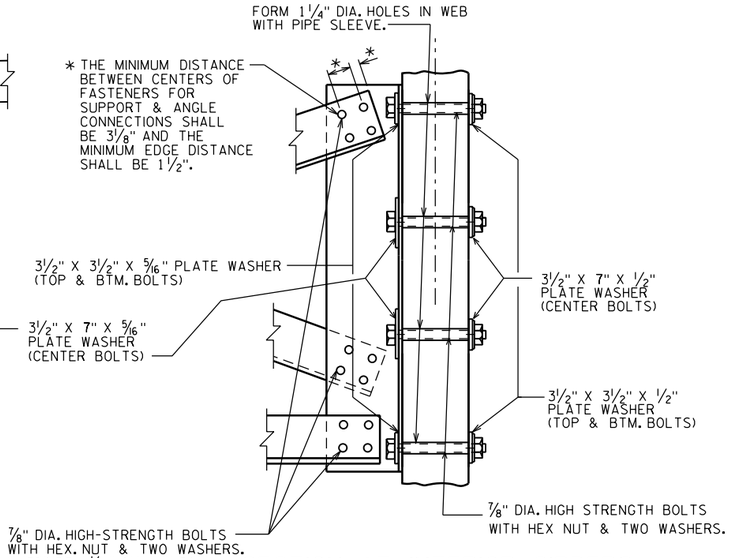
STATE PROJECT NUMBER

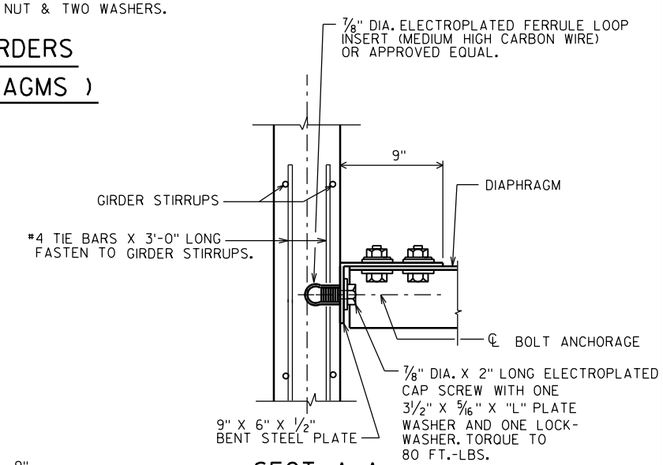
6498-06-71



PART TRANSVERSE SECTION AT DIAPHRAGM



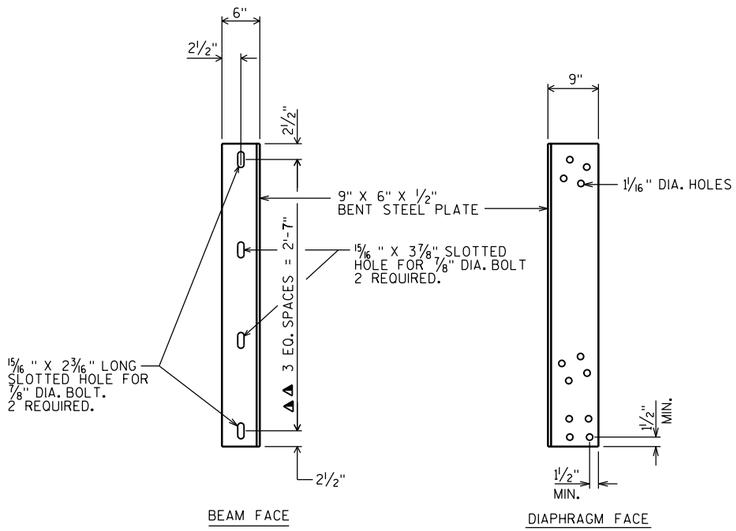
SECTION AT INTERIOR GIRDERS (FOR STAGGERED DIAPHRAGMS)



SECT. A-A

(FOR EXTERIOR ATTACHMENT)

"L" = 3½": TOP AND BOTTOM BOLTS
"L" = 7": CENTER BOLTS



DIAPHRAGM SUPPORT

▲▲ BOLT HOLES SHALL BE SPACED TO MISS PRESTRESSED STRANDS IN CONCRETE BEAMS.

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-44-473", EACH.

EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS ¼ TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

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STEEL DIAPHRAGM

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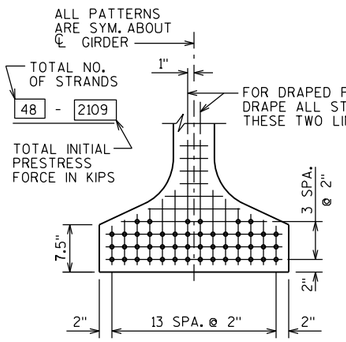
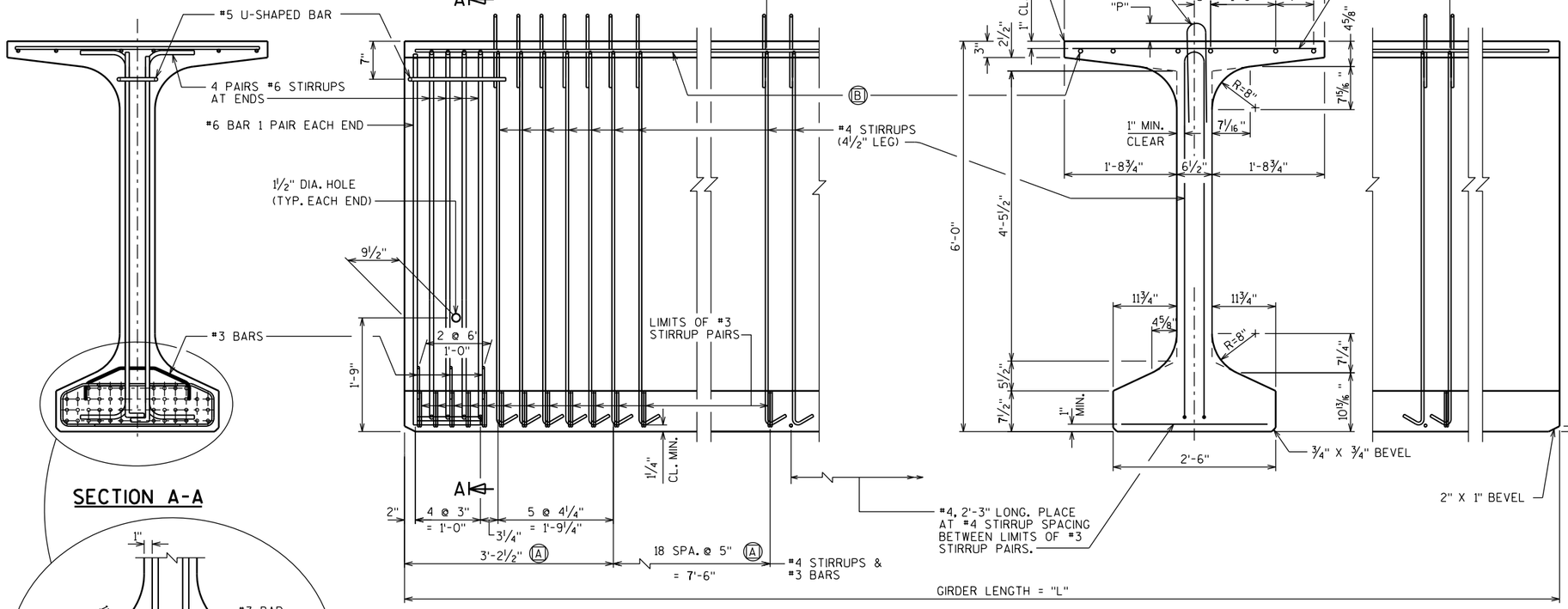
* MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L" (FEET)	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" (IN.) 1ST 1/3 OF GIRDER	MID 1/3 OF GIRDER	END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) *
1	1&8	151'-0"	0.7	1.4	2.0	2.3	2.4	2.3	2.0	1.4	0.7	8000	9.0	6.75	9.0	0.6	48	6800	65.0	20.0	23.0	5.0	-	-
1	2-7	151'-0"	0.8	1.5	2.0	2.4	2.5	2.4	2.0	1.5	0.8	8000	9.0	6.75	9.0	0.6	48	6800	65.0	20.0	23.0	5.0	-	-



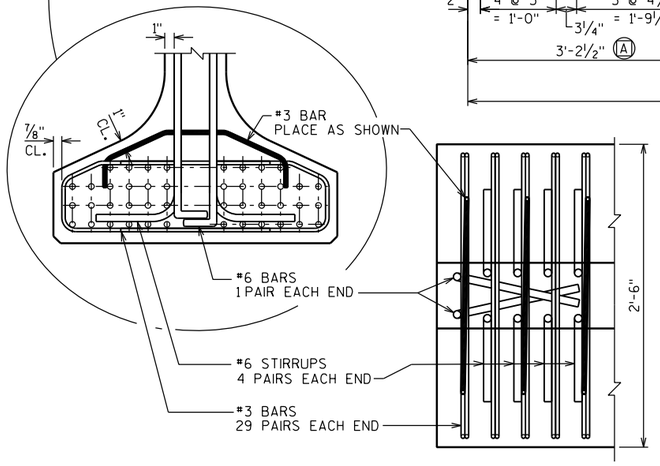
TYP. STRAND PATTERN



SIDE VIEW & TYP. SECTION IN SPAN

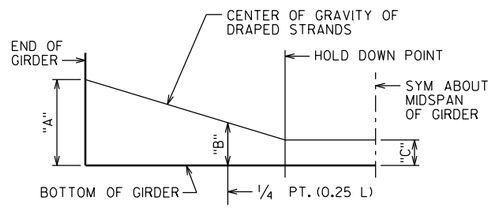
(A) DETAIL TYP. AT EACH END

(B) 6 #5 BARS, FULL LENGTH, MIN. LAP = 2'-5"

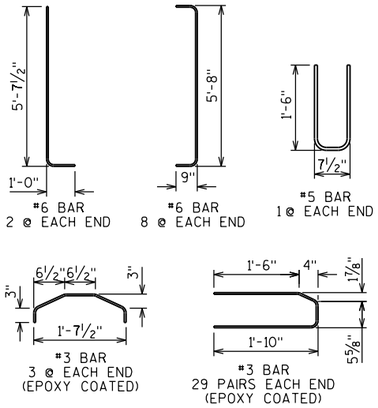


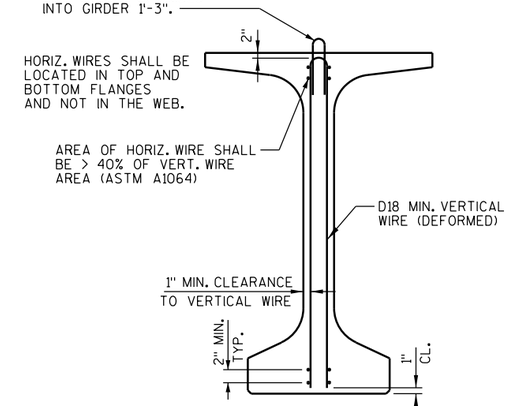
BOTTOM FLANGE

SECTION A-A



DRAPED STRAND PROFILE





SECTION THRU GIRDER

SHOWING WELDED WIRE FABRIC (WWF) STIRRUPS ASTM A497 (Fy = 70 Ksi)

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS. FOR STORAGE, HANDLING, AND TRANSPORTING, THIS GIRDER IS REINFORCED TO ALLOW A MAXIMUM OVERHANG FROM THE LIFTING LOCATION OR POINT OF SUPPORT OF UP TO 10 FEET FROM THE END OF THE GIRDER. THE CONTRACTOR IS RESPONSIBLE FOR LATERAL STABILITY OF THE GIRDER UNTIL THE DECK IS CURED.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

AN EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON ACCEPTANCE OF THE STRUCTURES MAINTENANCE SECTION. IF USED, WWF SUBSTITUTION DETAILS SHALL BE SUBMITTED ELECTRONICALLY TO THE WISDOT FABRICATION LIBRARY AND ACCEPTED PRIOR TO SHOP DRAWING SUBMITTAL.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.) - 7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS SEE "STEEL DIAPHRAGM" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

72W" PRESTRESSED GIRDER DETAILS

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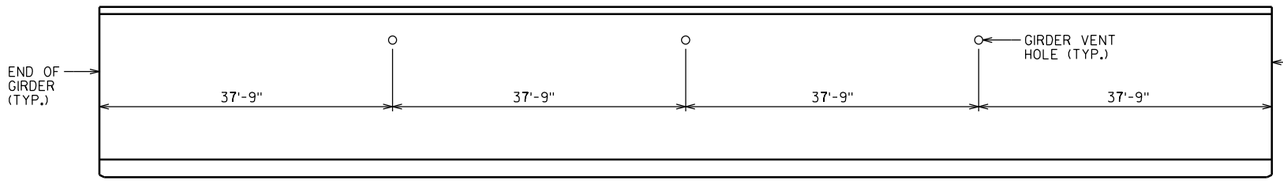


GIRDER VENT LOCATIONS

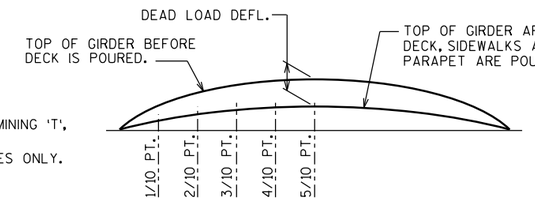
(TYPICAL ALL GIRDERS)

*THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1	4 7/8"

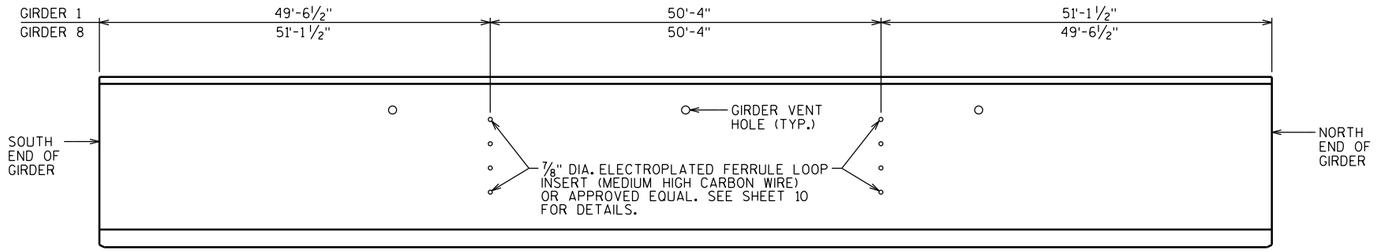
THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



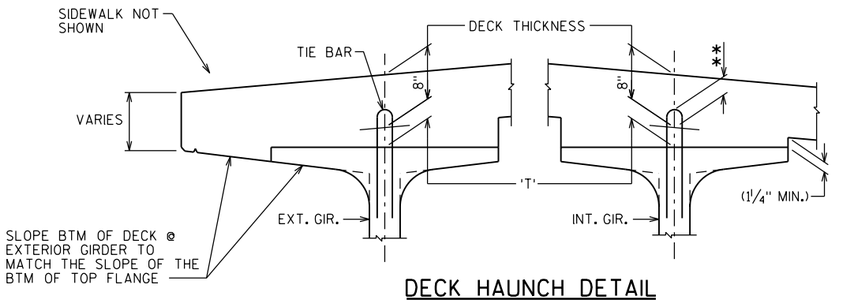
DEAD LOAD DEFLECTION DIAGRAM

(SEE GIRDER DATA TABLE ON SHEET 11)



DIAPHRAGM INSERT LOCATIONS FOR EXTERIOR GIRDERS 1 & 8

(FERRULE LOOP INSERTS ON INSIDE FACE OF GIRDERS)



DECK HAUNCH DETAIL

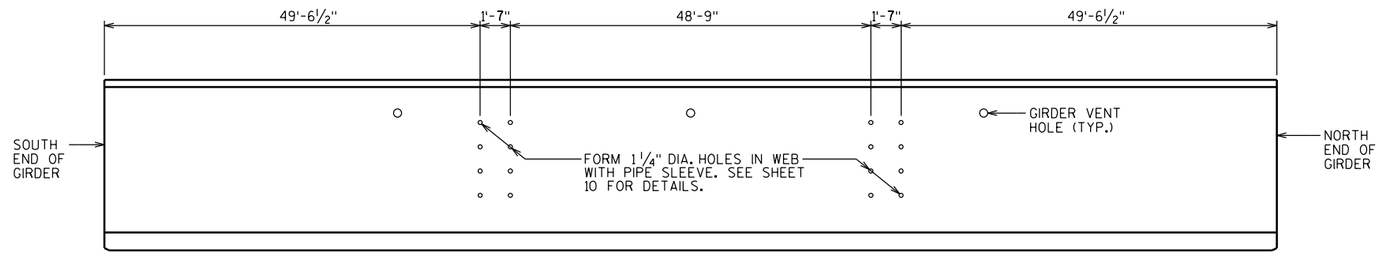
IF 1 1/4" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN 1/2" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
- TOP OF GIRDER ELEVATION
+ DEAD LOAD DEFLECTION
- DECK THICKNESS
= HAUNCH HEIGHT 'T'

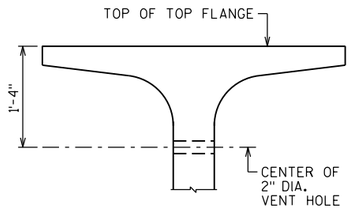
NOTE: AN AVERAGE HAUNCH ('T') OF 4 1/4" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DIAPHRAGM INSERT LOCATIONS FOR INTERIOR GIRDERS 2-7

TOP OF DECK ELEVATIONS

LOCATION	SPAN POINT	EAST EDGE OF DECK	GIRDER 8	GIRDER 7	GIRDER 6	GIRDER 5	CL ISLAND STREET	GIRDER 4	GIRDER 3	GIRDER 2	GIRDER 1	WEST EDGE OF DECK
S. ABUT.	1	641.00	641.05	641.18	641.31	641.43	641.50	641.44	641.33	641.22	641.11	641.06
	1.1	641.07	641.13	641.25	641.38	641.51	641.57	641.51	641.40	641.29	641.18	641.14
	1.2	641.15	641.20	641.33	641.46	641.58	641.65	641.59	641.48	641.37	641.26	641.21
	1.3	641.22	641.28	641.40	641.53	641.66	641.72	641.66	641.55	641.44	641.33	641.29
	1.4	641.30	641.35	641.48	641.61	641.73	641.80	641.74	641.63	641.52	641.41	641.36
	1.5	641.37	641.43	641.55	641.68	641.81	641.87	641.81	641.70	641.59	641.48	641.44
	1.6	641.45	641.50	641.63	641.76	641.88	641.95	641.89	641.78	641.67	641.56	641.51
	1.7	641.52	641.58	641.70	641.83	641.96	642.02	641.96	641.85	641.74	641.63	641.59
	1.8	641.60	641.65	641.78	641.91	642.03	642.10	642.04	641.93	641.82	641.71	641.66
	1.9	641.67	641.73	641.85	641.98	642.11	642.17	642.11	642.00	641.89	641.78	641.74
N. ABUT.	2	641.75	641.80	641.93	642.06	642.18	642.25	642.19	642.08	641.97	641.86	641.81



GIRDER VENT HOLE DETAIL

NOTE: 2" DIA. VENT HOLE MAY BE PRODUCED WITH A REMOVABLE OR NON-REMOVABLE FORM. THEY MAY BE SHIFTED SLIGHTLY TO AVOID CONFLICTS WITH GIRDER REINFORCING.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

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GIRDER AND DECK FORMING DETAILS

SHEET 12 OF 18

123

8

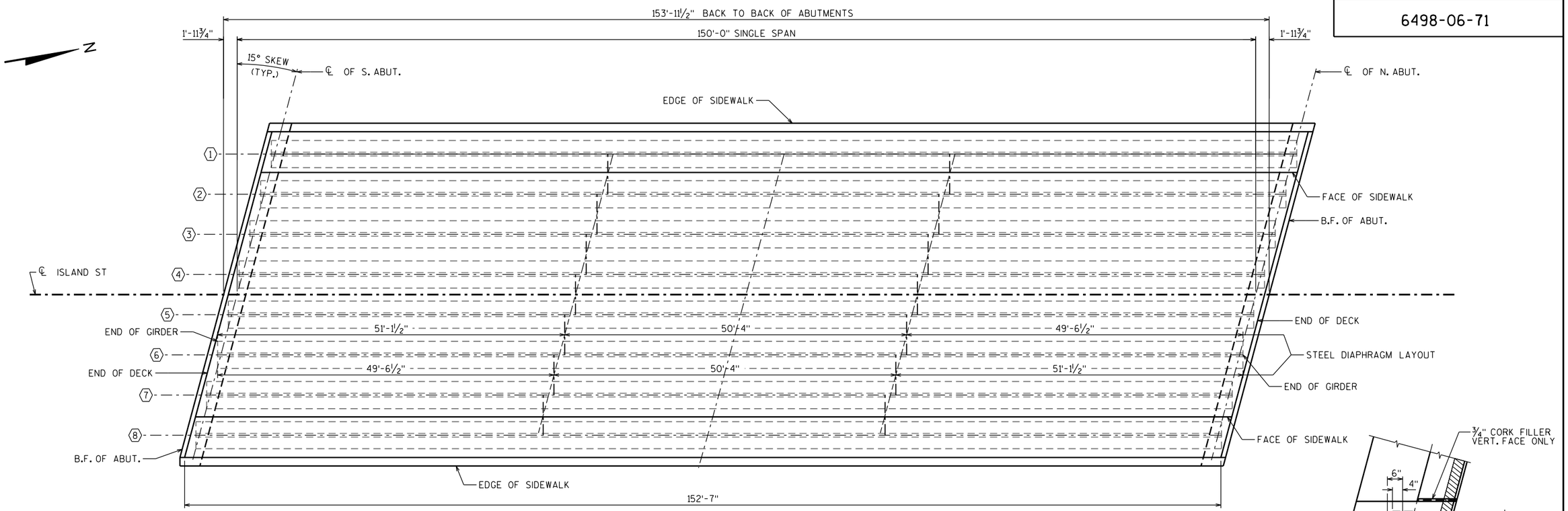
8

FILE= 7937005_12.DGN
DATE= 7/22/2021

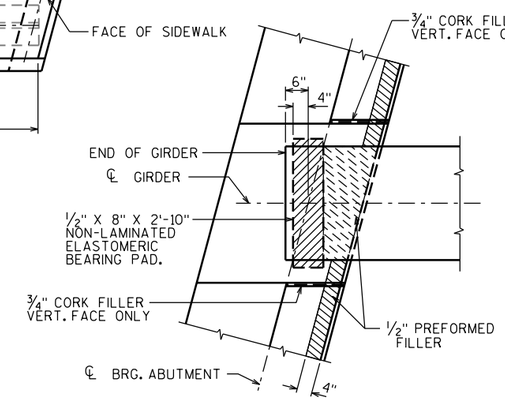
7937005_12.dgn 7/22/2021 8:00:08 AM rrabska

STATE PROJECT NUMBER

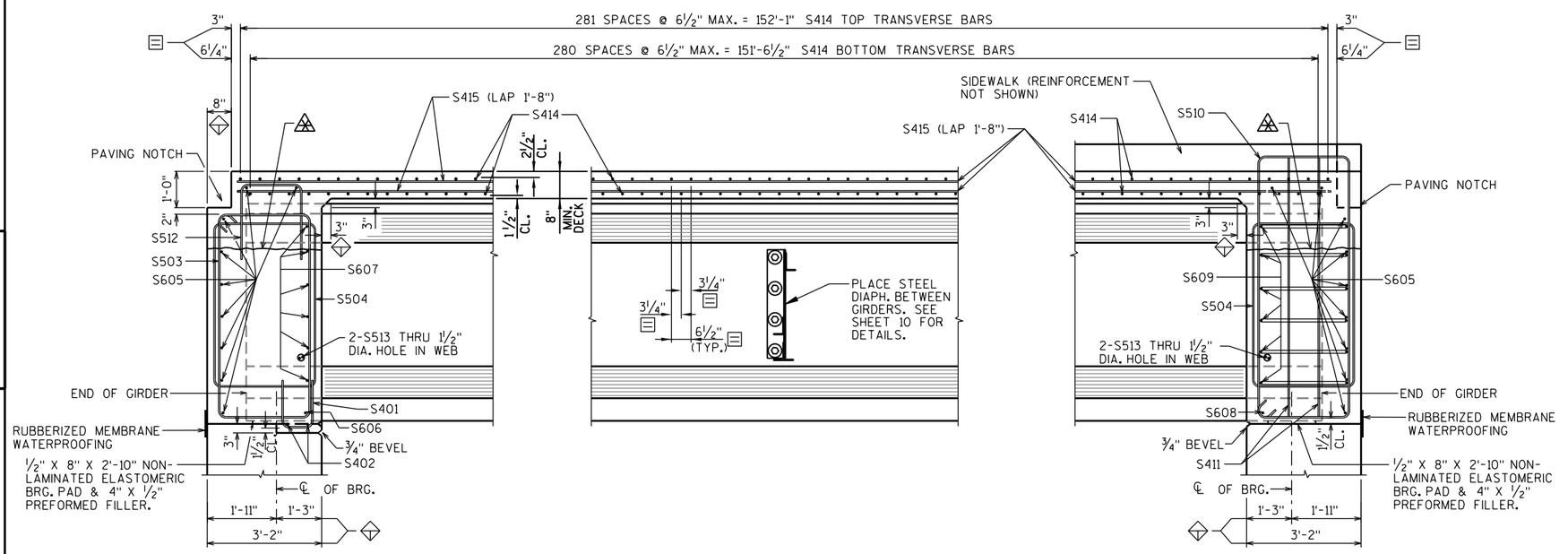
6498-06-71



PLAN



BEARING PAD DETAIL



TYP. INTERIOR BAY

PART LONGITUDINAL SECTION

TYP. END BAY

GENERAL NOTES

SEE SHEET 12 FOR DECK HAUNCH DETAIL AND HAUNCH HEIGHTS FOR GIRDER STIRRUP PROJECTION.

SEE CROSS SECTION THRU BRIDGE, SHEET 14 FOR TYPICAL LONGITUDINAL BAR SPACING.

PLACE ALL TRANSVERSE BARSTEEL ON THE SKEW.

△ - OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDER. IF USED, DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR. HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING SHALL BE PLACED ALONG JOINT AT BACK FACE IF CONTRUCTION JOINT IS USED (COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES").

⬡ - INDICATES GIRDER NUMBER

◈ - DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

▤ - DIMENSIONS ARE PARALLEL TO THE ℄ OF ISLAND STREET.

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STRUCTURE B-44-473

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SUPERSTRUCTURE

SHEET 13 OF 18
124

FILE= 0340500I_10.DGN
DATE= 7/22/2021

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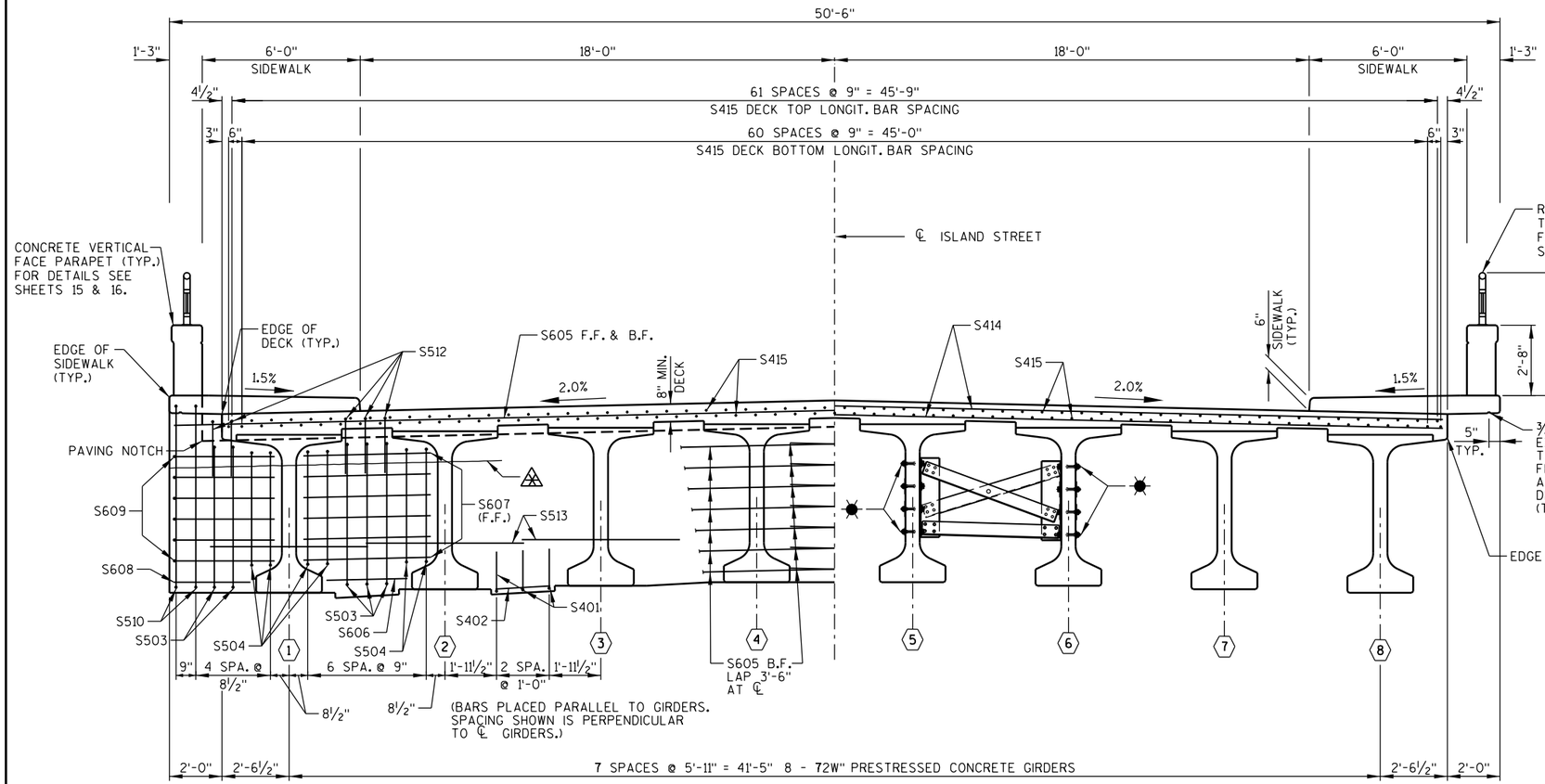
7937005_13.dgn 7/22/2021 11:47:05 AM rrabska

STATE PROJECT NUMBER
6498-06-71

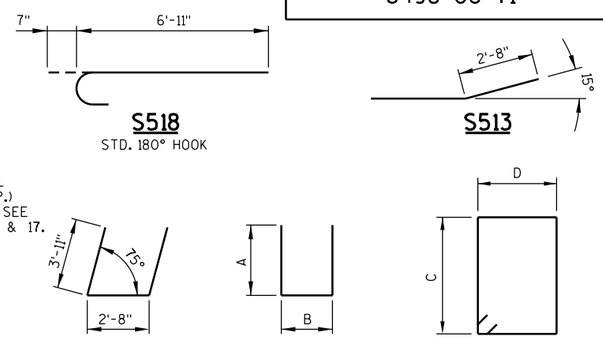


AT ABUTMENTS

IN SPAN

CROSS SECTION THRU BRIDGE

(LOOKING NORTH)



MARK	A	B
S401	1'-6"	11"
S512	2'-6"	1'-11"
S416	1'-0"	10"

MARK	C	D
S503	5'-7"	2'-11"
S504	4'-3"	2'-11"
S510	7'-0"	2'-8"

BILL OF BARS (COATED) 48,980 LBS.

MARK	NUMBER REQ'D.	LENGTH	BENT	DESCRIPTION
S401	42	3'-9"	X	DIAPH. @ ABUT. - S.E. POCKET - STIRRUP - VERT.
S402	28	2'-2"		DIAPH. @ ABUT. - S.E. POCKET - HORIZ.
S503	50	17'-8"	X	DIAPH. @ ABUT. - STIRRUP - VERT.
S504	64	15'-0"	X	DIAPH. @ ABUT. - STIRRUP - VERT.
S605	36	27'-9"		DIAPH. @ ABUT. - B.F. & TOP - HORIZ.
S606	14	3'-2"		DIAPH. @ ABUT. - F.F. - INTERIOR BAYS - HORIZ.
S607	84	5'-0"		DIAPH. @ ABUT. - F.F. - INTERIOR BAYS - HORIZ.
S608	4	3'-0"		DIAPH. @ ABUT. - F.F. @ ENDS - HORIZ.
S609	24	10'-2"	X	DIAPH. @ ABUT. - F.F. @ ENDS - HORIZ.
S510	8	20'-0"	X	DIAPH. @ ABUT. - END - STIRRUP - VERT.
S411	8	7'-0"		DIAPH. @ ABUT. - END - VERT.
S512	50	6'-8"	X	DIAPH. @ ABUT. - TOP - STIRRUP - VERT.
S513	32	6'-0"	X	DIAPH. @ ABUT. - THRU GIRDER WEB - HORIZ.
S414	563	47'-9"		DECK - TOP & BOTTOM - TRANS.
S415	604	39'-4"		DECK & SIDEWALK - TOP & BOTTOM - LONGIT.
S416	1220	2'-8"	X	DECK & SIDEWALK - TIE - VERT.
S417	206	3'-0"		SIDEWALK - BOTTOM - TRANS.
S518	916	7'-6"	X	SIDEWALK - TOP - TRANS.

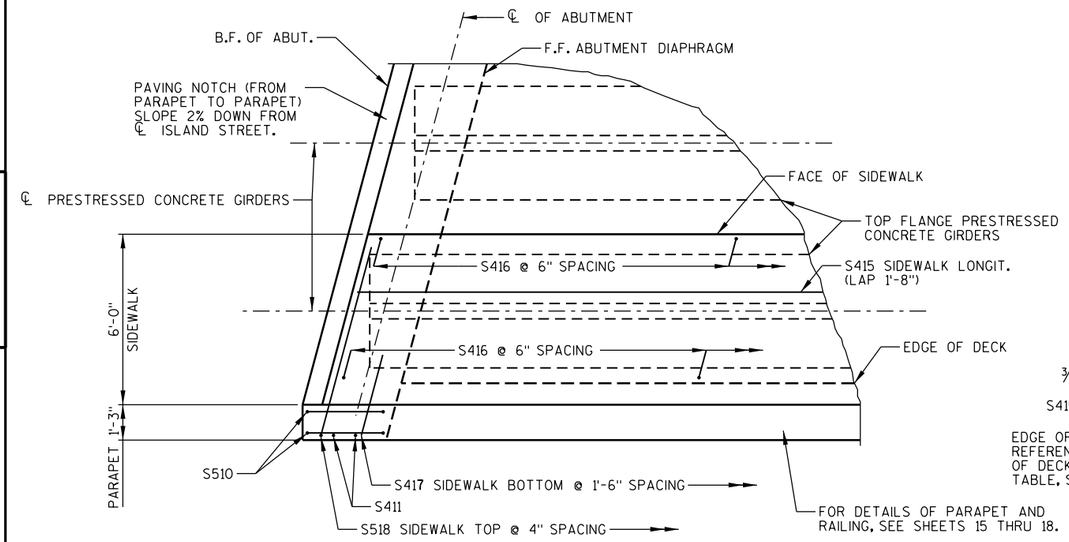
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
EPOXY COAT ALL SUPERSTRUCTURE BAR REINFORCEMENT.

LEGEND

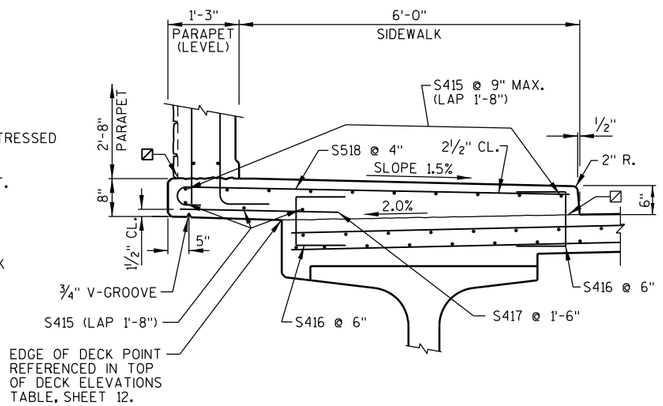
- ▨ - CONSTRUCTION JOINT. STRIKE OFF AND LEAVE ROUGH.
- ⚠ - OPTIONAL CONSTRUCTION JOINT 1'-2" BELOW TOP OF GIRDERS. IF USED DECK POUR MUST BE WITHIN 2 WEEKS FROM THE TIME OF THE DIAPHRAGM POUR. HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING SHALL BE PLACED ALONG JOINT AT BACK FACE IF CONSTRUCTION JOINT IS USED (COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES").
- ✸ - FOR DETAILS OF STEEL DIAPHRAGMS AND DIAPHRAGM INSERTS, SEE SHEET 10. FOR LAYOUT OF STEEL DIAPHRAGMS, SEE PLAN SHEET 13.
- ⬡ - INDICATES GIRDER NUMBER

F.F. - FRONT FACE

B.F. - BACK FACE



PART PLAN OF SIDEWALK



TYPICAL SECTION THRU SIDEWALK

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

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SUPERSTRUCTURE SECTIONS & DETAILS

SHEET 14 OF 18
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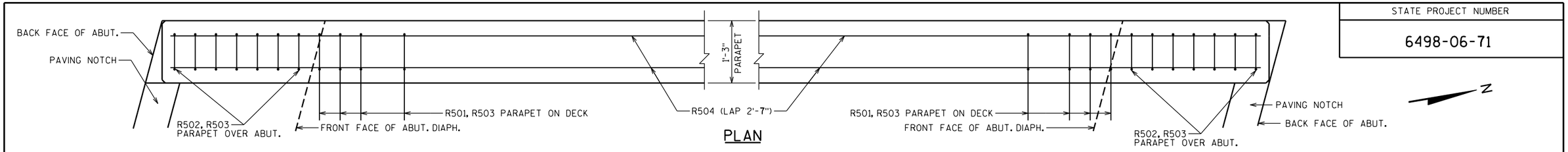
FILE= 7937005_14.DGN
DATE= 7/28/2021

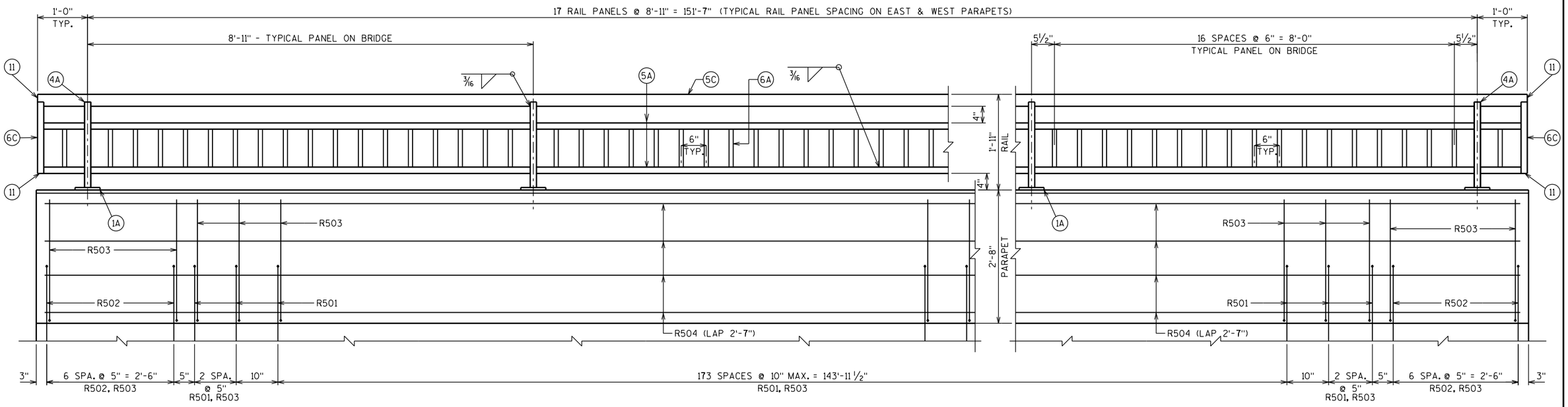
7937005_14.dgn 7/28/2021 7:01:21 AM trabska

STATE PROJECT NUMBER

6498-06-71



PLAN

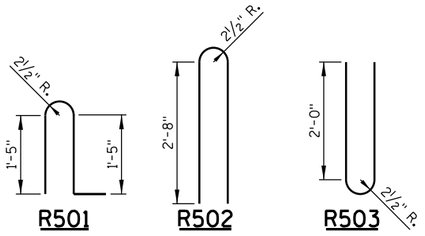


ELEVATION OF PARAPET

BILL OF BARS (COATED) 6,710 LBS.

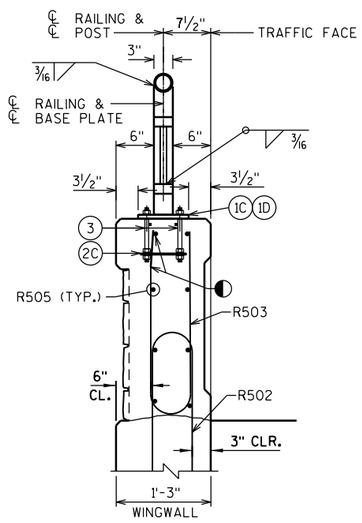
MARK	NUMBER REQUIRED	LENGTH	BENT	DESCRIPTION
R501	359	4'-4"	X	PARAPET - INTO SIDEWALK - STIRRUP - VERT.
R502	48	6'-1"	X	PARAPET - ON WING & OVER ABUT. - STIRRUP - VERT.
R503	407	4'-9"	X	PARAPET - STIRRUP - TOP - VERT.
R504	48	52'-10"		PARAPET - ON BRIDGE - LONGIT.
R505	8	14'-7"		PARAPET - ON WING 1 - LONGIT.

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
EPOXY COAT ALL PARAPET BAR REINFORCEMENT.

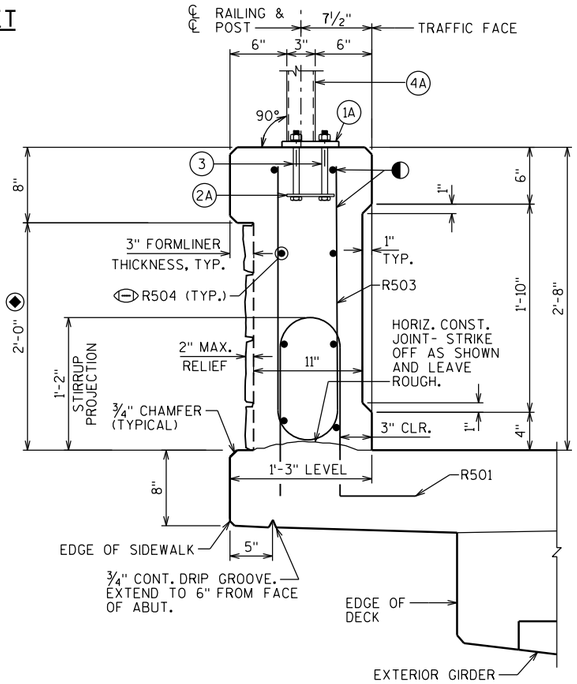


R501 R502 R503

STIRRUP RADII SHOWN ARE MEASURED TO THE INSIDE OF THE BAR BEND.



TYPICAL SECTION THRU PARAPET ON WING 1 AND OVER ABUTMENTS



TYPICAL SECTION THRU PARAPET ON BRIDGE DECK

◐ — IF ADHESIVE ANCHORS ARE USED AS AN ALTERNATIVE ANCHORAGE FOR RAIL POSTS, MAKE ADJUSTMENTS TO BAR STEEL POSITIONS PRIOR TO CASTING CONCRETE TO AVOID CONFLICTS WITH THE DRILLING OF ADHESIVE ANCHORS. IF ADHESIVE ANCHORS ARE NOT USED, ADJUST LOCATION OF BARS TO ALLOW PLACEMENT OF ANCHOR ASSEMBLIES FOR RAILING.

◈ — ARCHITECTURAL SURFACE TREATMENT AND CONCRETE STAINING MULTI-COLOR. FOR LIMITS AND DETAILS SEE SHEET 18.

⊖ — OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT, LAP LONGIT. BARS A MIN. OF 2'-7". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" V-GROOVE

SEE SHEET 17 LEGEND FOR DESCRIPTION OF
1D 1C 1A 2A 2C 3 4A 5A 5C 6A 6C 11

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

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WEST PARAPET, RAILING & DETAILS

SHEET 15 OF 18
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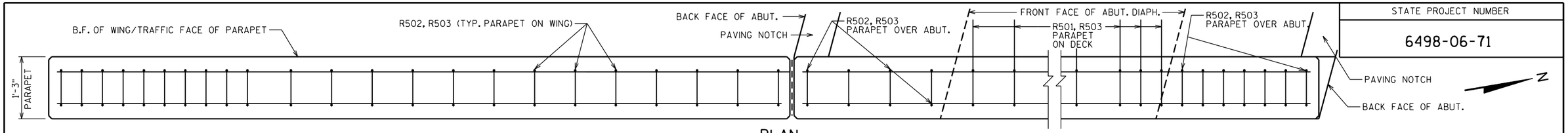
FILE= 7937005_15.DGN
DATE= 7/22/2021

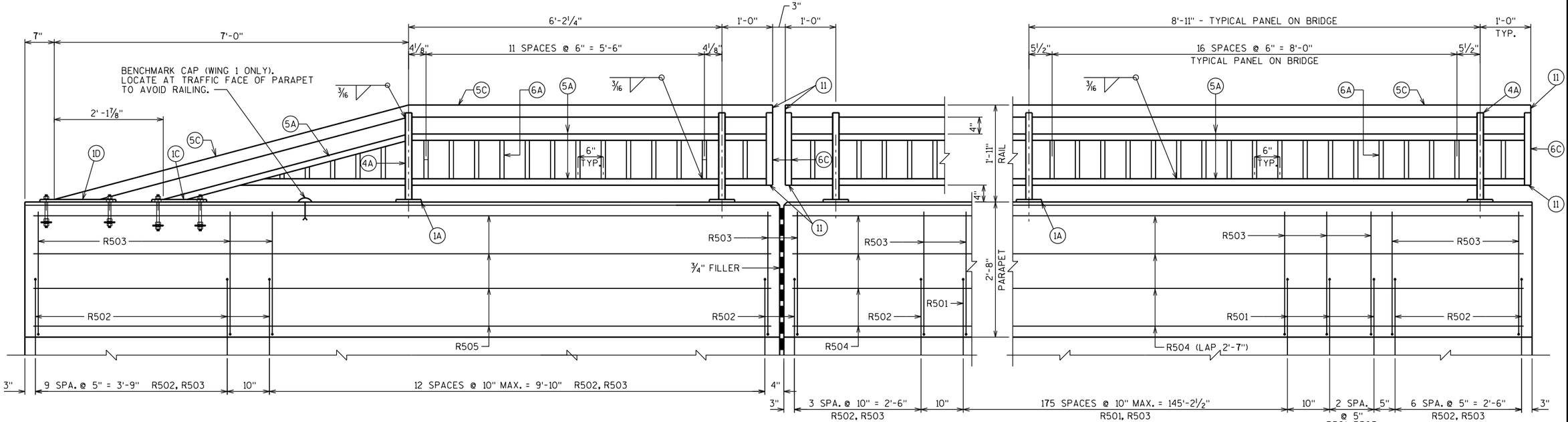
7937005_15.dgn 7/22/2021 11:48:18 AM rrabska

STATE PROJECT NUMBER

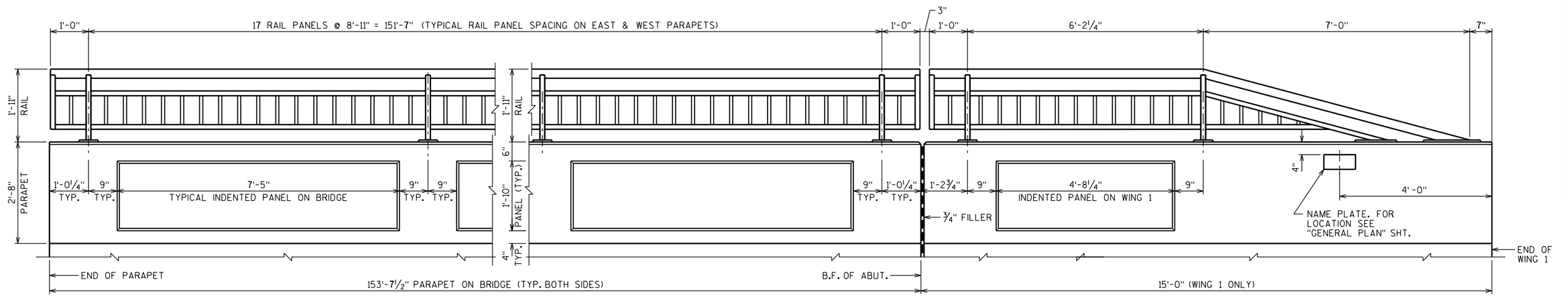
6498-06-71



PLAN



ELEVATION OF PARAPET



INSIDE ELEVATION OF PARAPET

SHOWING INDENTED PANEL LAYOUT

SEE SHEET 17 LEGEND FOR DESCRIPTION OF
1D 1C 1A 4A
5A 5C 6A 6C 11

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

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EAST PARAPET, RAILING & DETAILS

SHEET 16 OF 18
127

FILE= 7937005_16.DGN
DATE= 7/22/2021

7937005_16.dgn 7/22/2021 12:56:45 PM rrabska

STATE PROJECT NUMBER

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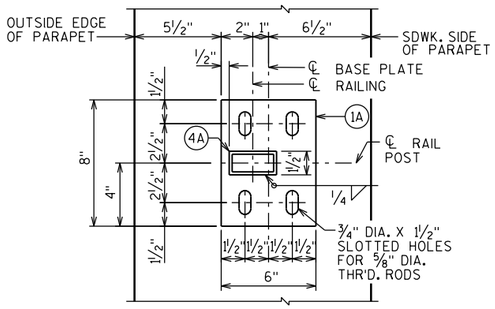
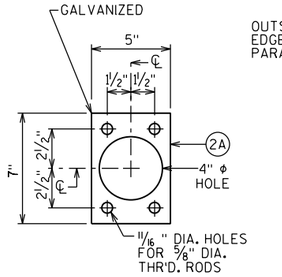
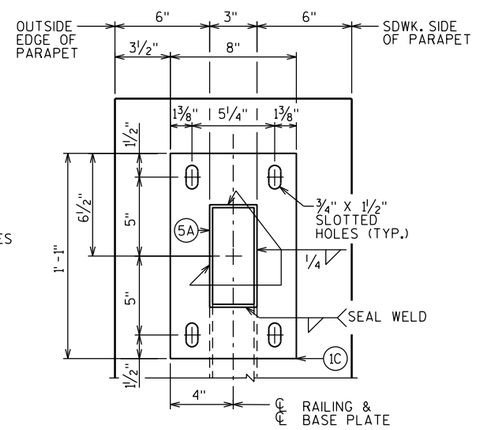


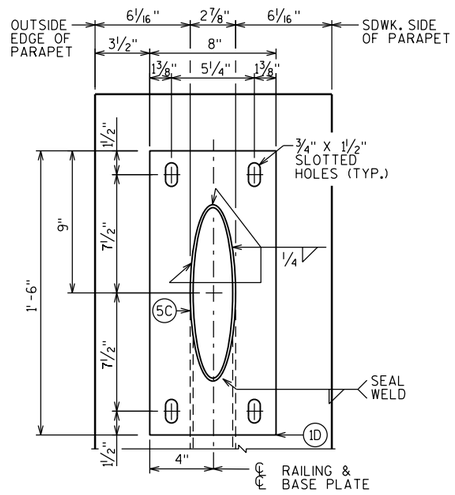
TYPICAL RAIL POST BASE PLATE



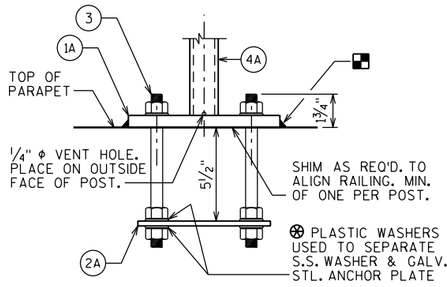
ANCHOR PLATE



END RAIL BASE PLATE ON WING 1

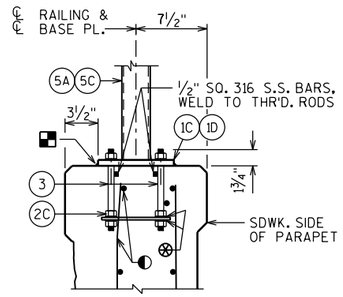


END RAIL BASE PLATE ON WING 1



ANCHORAGE FOR RAIL POSTS

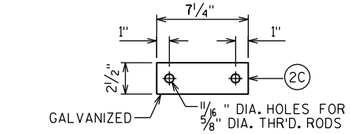
NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



ANCHORAGE FOR END RAIL ON WING 1

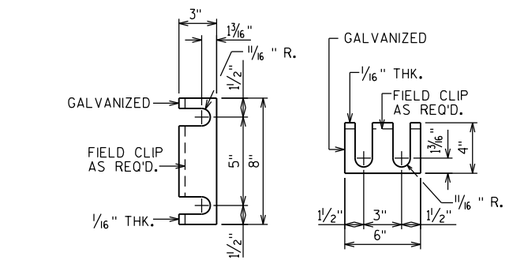
NOTE: ANCHOR PLATES NOT REQ'D. WHEN ADHESIVE ANCHORS ARE USED.

◐ WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.



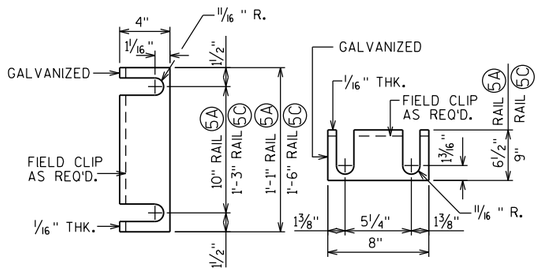
END RAIL ANCHOR PLATE ON WING 1

2 REQ'D. PER END RAIL BASE PLATE



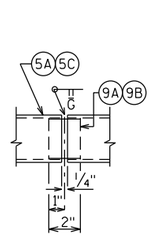
RAIL POST SHIM DETAIL

(2 SETS PER POST)



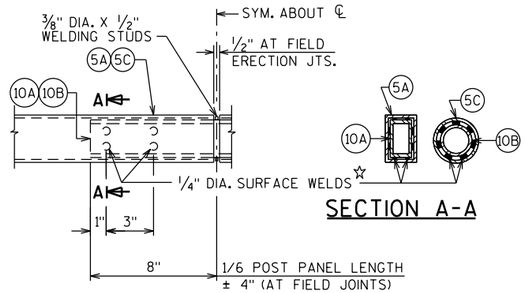
END RAIL SHIM DETAIL

(2 SETS PER POST)



SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

SECTION A-A

LEGEND

(1A) PLATE ⅝" X 6" X 8" WITH ¾" X 1½" SLOTTED HOLES.

(1C) PLATE ⅝" X 8" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.

(1D) PLATE ⅝" X 8" X 1'-6" WITH ¾" X 1½" SLOTTED HOLES.

(2A) ¼" X 5" X 7" ANCHOR PLATE WITH 11/16 " DIA. HOLES FOR THR'D. RODS NO. 3.

(2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16 " DIA. HOLES FOR THR'D. RODS NO. 3.

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(5C) STRUCTURAL TUBING 2½" DIA. (STANDARD SIZE) (2.875" O.D.). WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. PLACE VERTICAL.

(6C) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 5A & 5C.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(9B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" DIA. (STANDARD SIZE) (2.375" O.D.)

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

(10B) CIRCULAR SLEEVE FABRICATED FROM STRUCTURAL TUBING 2" DIA. (STANDARD SIZE) (2.375" O.D.) (1'-4" @ FIELD ERECTION JTS.)

(11) 3/16" CLOSURE PLATE, WELD & GRIND SMOOTH.

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C2", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

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

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

◪ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED AMS STD. COLOR NO. 27038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY	RLR	PLANS CK'D.	KHB

RAILING STEEL TYPE C2 DETAILS

SHEET 17 OF 18

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FILE= 7937005_17.DGN
DATE= 7/22/2021

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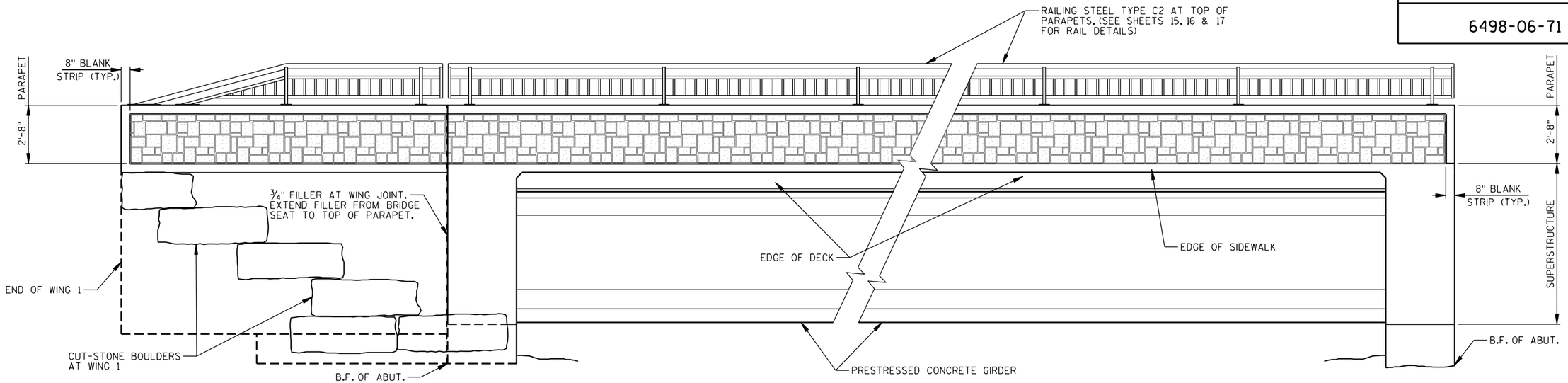
7937005_17.dgn 7/22/2021 12:58:09 PM rrabska

STATE PROJECT NUMBER

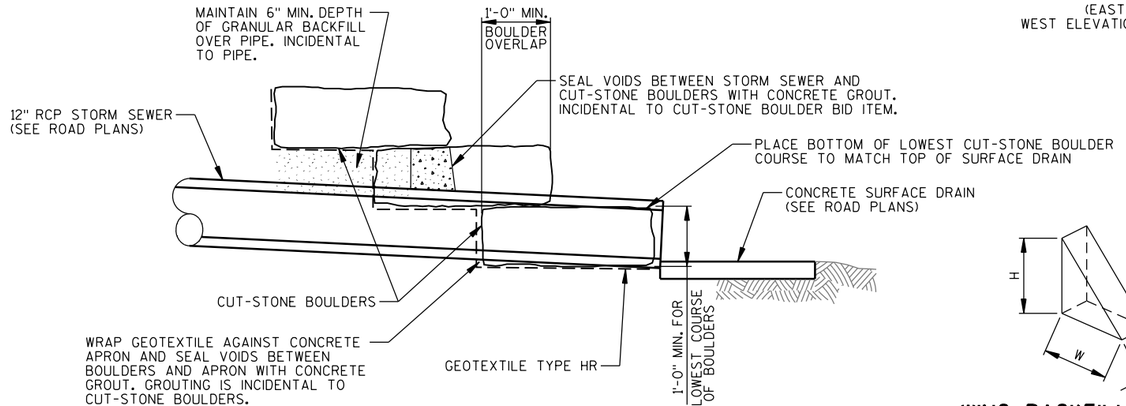
6498-06-71



ELEVATION OF BRIDGE

A.S.T./C.S.M./C.S. PAY LIMITS

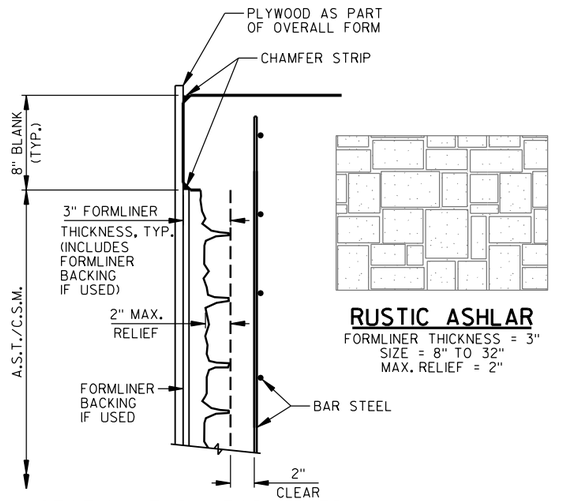
(EAST ELEVATION SHOWN. WEST ELEVATION SIMILAR ON BRIDGE DECK)



CUT-STONE BOULDER DETAIL AT STORM SEWER OUTFALL

WING BACKFILL DIAGRAM FOR WINGS 2, 3 & 4

H = AVERAGE ABUTMENT FILL HEIGHT (FT)
W = WING LENGTH (FT)
$V_{CF} = (3.0')(0.5)(W)(H)$
$V_{TON} = V_{CF}(2.0)/27$



SECTION THRU FORMLINER

RUSTIC ASHLAR

FORMLINER THICKNESS = 3"
SIZE = 8" TO 32"
MAX. RELIEF = 2"

NOTES:

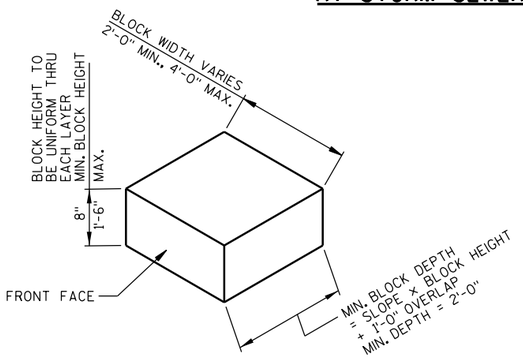
PATTERN SHOWN FOR A.S.T. IS REPRESENTATIVE ONLY AND DOES NOT MATCH PATTERN TO BE UTILIZED. SEE SPECIAL PROVISION FOR PATTERN.

C.S.M. COLOR SHALL MATCH SCHEME USED FOR STRUCTURE P-44-713.

THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

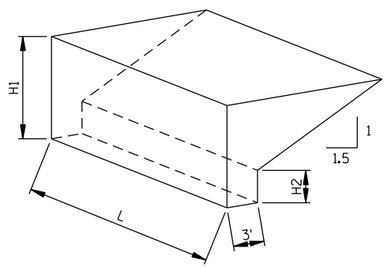
THE FORMLINER COURSING ON PARAPETS SHALL BE PARALLEL TO THE TOP OF THE PARAPET.

C.S. SHALL BE APPLIED TO END FACES OF PARAPETS.



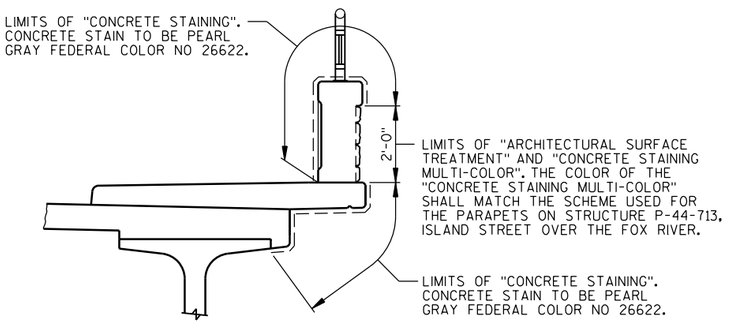
CUT-STONE BOULDER DETAIL

UNDERLAY CUT-STONE BOULDERS AT WING 1 WITH GEOTEXTILE TYPE HR. FOLD GEOTEXTILE SHEET ALONG BOTTOM & BACK OF WALL STEPS. EXTEND GEOTEXTILE TO OVERLAP 2'-0" MIN. TO FRONT FACES OF BRIDGE WING 1.



ABUTMENT BACKFILL DIAGRAM

L = OUT-TO-OUT OF ABUTMENT (FT)
H1 = AVERAGE ABUTMENT FILL HEIGHT (FT)
H2 = FILL HEIGHT TO FIRM BEDROCK ELEVATION (FT)
$V_{CF} = (L)(3.0')(H1)+(L)(0.5)(1.5)(H1-H2)(H1-H2)$
$V_{TON} = V_{CF}(2.0)/27$



LIMITS OF A.S.T./C.S.M./C.S.

LEGEND

A.S.T. - ARCHITECTURAL SURFACE TREATMENT

C.S.M. - CONCRETE STAINING MULTI-COLOR

C.S. - CONCRETE STAINING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-473

DRAWN BY RLR | PLANS CK'D. KHB

AESTHETIC DETAILS, BACKFILL DIAGRAMS, & BOULDER DETAILS

SHEET 18 OF 18
129

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FILE= 7937005_18.DGN
DATE= 7/28/2021

7937005_18.dgn 7/28/2021 7:20:54 AM rrabska

EARTHWORK PROJECT I.D. 6498-06-71 - ISLAND STREET SOUTH APPROACH - DIVISION 1

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
8+86		59	21	0.4		0	0	0	0	0
9+00	14	62	21	0.0	31	11	0	31	0	20
9+27	27	62	21	0.0	62	21	0	93	0	61
B-44-0473										
					93	32	0			

EARTHWORK PROJECT I.D. 6498-06-71 - ISLAND STREET NORTH APPROACH - DIVISION 2

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)		Mass Ordinate
		Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Cut 1.00	Expanded Fill 1.25	
B-44-0473										
10+76.		51	21	0.0	0	0	0	0	0	0
11+00	24	51	23	1.0	45	20	0	45	1	25
11+25	25	93	52	0.0	67	35	0	112	1	57
11+50	25	85	41	1.5	82	43	1	194	2	95
11+75	25	62	23	0.8	68	30	1	262	3	132
12+00	25	64	23	0.3	58	21	1	321	4	169
					321	148	3			

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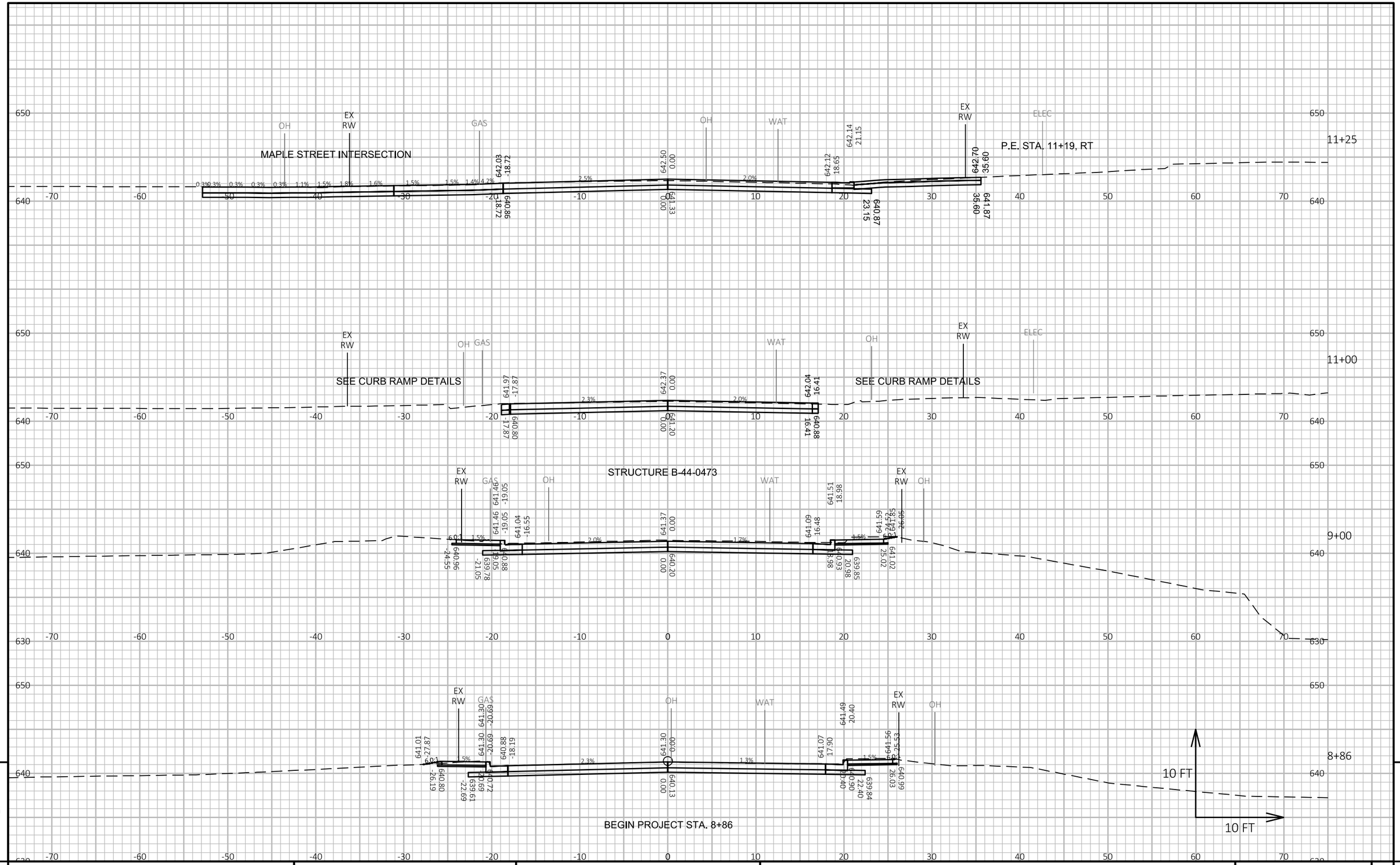
PROJECT NO: 6498-06-71	HWY: ISLAND ST	COUNTY: OUTAGAMIE	EARTHWORK	SHEET 130	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\090101-EW BORDER.DWG
LAYOUT NAME - 090101-ew

PLOT DATE : 4/7/2021 8:25 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME :



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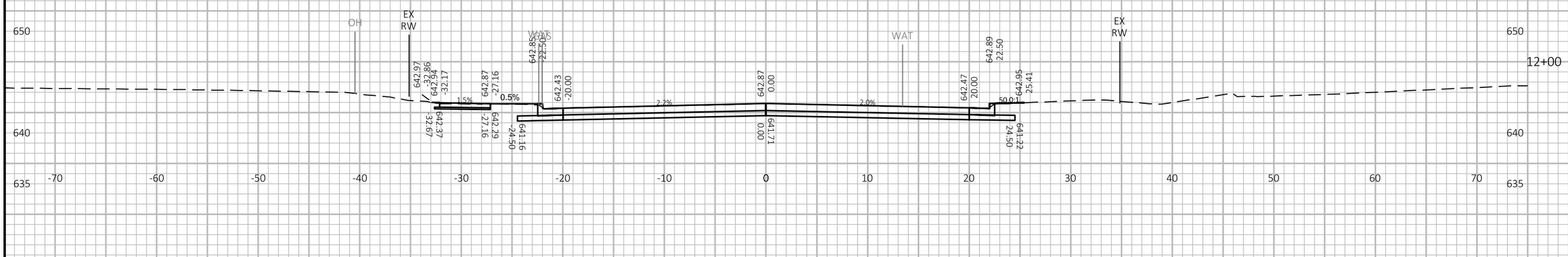
PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	CROSS SECTIONS: ISLAND STREET	SHEET 131	E

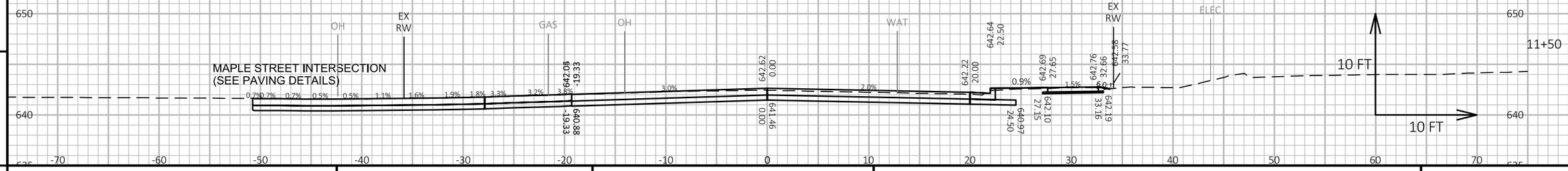
FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 4/27/2021 8:58 AM PLOT BY : CHASE KIELER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT STA. 12+00





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PROJECT NO: 6498-06-71	HWY: ISLAND STREET	COUNTY: OUTAGAMIE	CROSS SECTIONS: ISLAND STREET	SHEET 132	E

FILE NAME : G:\07\07937\07937005\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 4/27/2021 8:58 AM

PLOT BY : CHASE KIELER

PLOT NAME :

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

Notes

Wisconsin Department of Transportation

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