GRE MARCH 2022

PROJECT ID: 6560-08-71
WITH: 6570-09-71

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS = 332



26

N

DESIGN DESIGNATION

A.A.D.T.	2022	=	4400
A.A.D.T.	2042	=	6700
D.H.V.		=	550
D.D.		=	59-41
T.		=	16.1%
DESIGN SPEED		=	60 MPH
ESALS		=	2,400,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'E)
- 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

KAUKAUNA-SEYMOUR

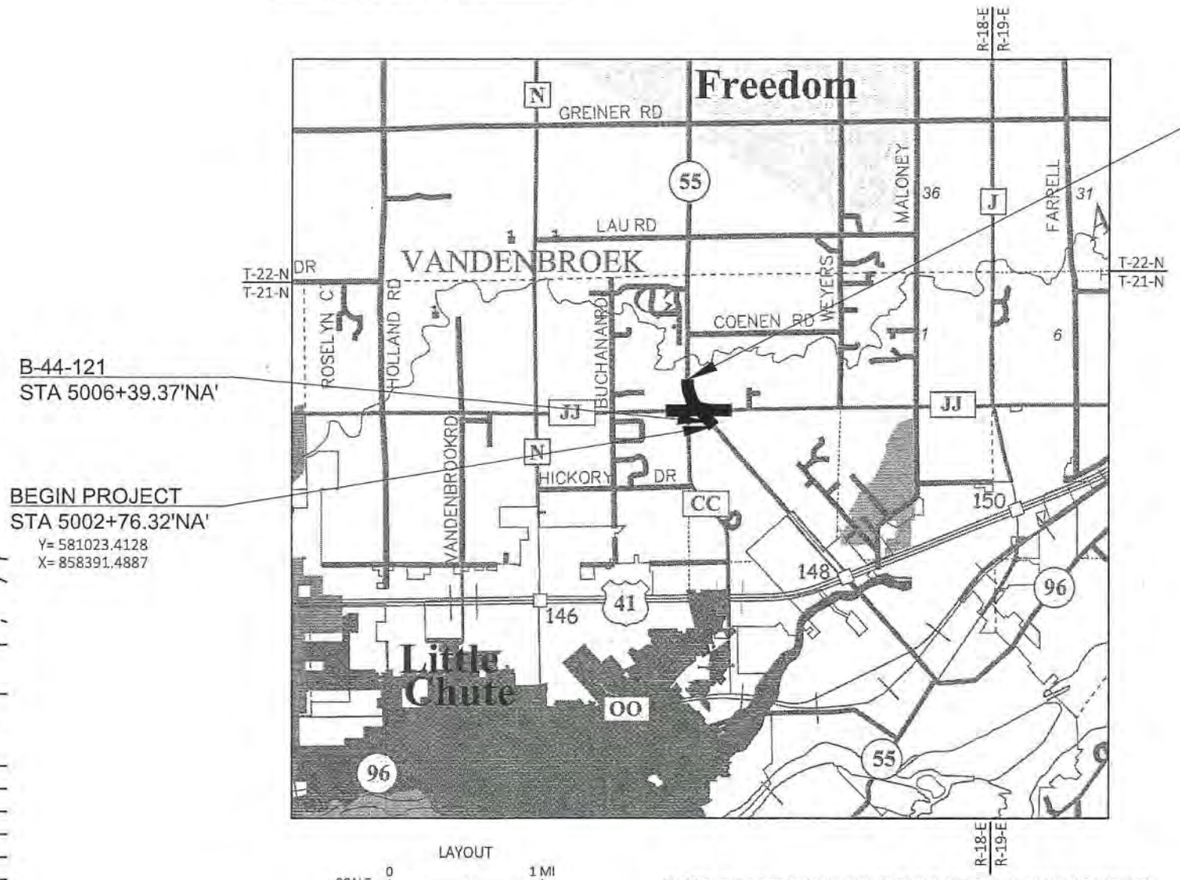
CTH JJ INTERSECTION

STH 55

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6560-08-71	WISC 2022250	1

STATE PROJECT NUMBER
6560-08-71



B-44-121
STA 5006+39.37'NA'

BEGIN PROJECT
STA 5002+76.32'NA'
Y= 581023.4128
X= 858391.4887

END PROJECT
STA 5114+02.37'NB'

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.493 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEMS (WISCRS), OUTAGAMIE COUNTY ZONE, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL POSITIONS SHOWN ON THIS PLAN ARE NAVD 88(2012) DATUM.

ORIGINAL PLANS PREPARED BY
raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
DOUGLAS M. SENSO
E-32746
KAUKAUNA
WI
PROFESSIONAL ENGINEER

10-22-21 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	raSmith
Project Manager	JESSE J. HANSEN
Regional Examiner	CYLE HAAG
Regional Supervisor	TAMMY A. RABE

APPROVED FOR THE DEPARTMENT
DATE: 10/28/21 (Signature)

E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\010101-TI-RAB.DWG
PLOT DATE : 6/11/2021 8:16 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :

GENERAL NOTES

1 THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

2 NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

3 CURB AND GUTTER GRADES ARE SHOWN AT THE FLANGE LINE UNLESS OTHERWISE NOTED.
CURB AND GUTTER STATIONS, OFFSETS, AND RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.

4 ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, SEEDED, FERTILIZED, AND SECURED WITH EROSION MAT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

5 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S "ECIP" AND BY THE ENGINEER. EROSION CONTROL DEVICE'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

6 STATIONS AND OFFSETS FOR STORM SEWER STRUCTURES ARE BASED ON THE RESPECTIVE REFERENCE LINE. RIM ELEVATIONS ARE SHOWN AT THE FLANGE.

7 KEEP ALL EQUIPMENT AND MATERIALS OUT OF ADJACENT WETLANDS AND WATERWAYS.

8 THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

UTILITY CONTACTS

AT&T WISCONSIN
JOSEPH KASSAB
205 S JEFFERSON ST
GREEN BAY, WI 54301
920-735-3206
JK572K@ATT.COM

SPECTRUM MID-AMERICA LLC
VINCE ALBIN
3520 E. DESTINATION DR
APPLETON, WI 54915
920-831-9249 CELL: 920-378-0444
VINCE.ALBIN@CHARTER.COM

US SIGNAL COMPANY LLC
RYAN MIEDEMA
201 IONIA AVE SW
GRAND RAPIDS, MI 49503
616-233-7144
RJMIEDEMA@USSIGNAL.COM

WE ENERGIES – ELECTRICITY
REIJO MURTO
800 S LYNNDALE DR
APPLETON, WI 54914
920-380-3369, (M)920-858-6254
REIJO.MURTO@WE-ENERGIES.COM

WE ENERGIES - GAS/PETROLEUM
EDDIE HEDLUND
800 S LYNNDALE DR
APPLETON, WI 54914
920-380-3240, (M)920-470-0418
EDDIE.HEDLUND@WE-ENERGIES.COM

DESIGNER

raSmith
100 WEST LAWRENCE STREET
SUITE 412
APPLETON, WI 54911
MR. DOUG SENSO, P.E.
PROJECT MANAGER
(920) 843-5731
DOUG.SENSO@RASMITH.COM

OUTAGAMIE COUNTY

OUTAGAMIE COUNTY HIGHWAY DEPARTMENT
1313 HOLLAND ROAD
APPLETON, WI 54911-8947
MR. DEAN STEINGRABER, HIGHWAY COMMISSIONER
(920) 832-5673
DEAN.STEINGRABER@OUTAGAMIE.ORG

TOWN OF VANDENBROEK

W2030 COUNTY ROAD JJ
KAUKAUNA, WI 54130
MR. JASON WEGAND, TOWN CHAIRMAN
(920) 419-4646
CHAIRMAN@TOWNOFVANDENBROEK.ORG

DNR LIAISON

WISCONSIN DEPT OF NATURAL RESOURCES
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE
GREEN BAY, WI 54313
MATT SCHAEVE
(920) 366-1544
MATTHEW.SCHAEVE@WISCONSIN.GOV

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVING DETAILS
SIDEWALK PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
PLANTING DETAILS
SIGNING
LIGHTING
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT

BORING LOG SUMMARY
(APPROXIMATE LOCATIONS)

BORING NUMBER	STATION	OFFSET
B-1	5008+86'NA'	37' LT
B-2	5007+54'NA'	32' LT
B-3	5101+73'NB'	11' LT
B-4	5102+62'NB'	16' LT
B-5	5103+60'NB'	17' LT
B-6	5105+59'NB'	4' LT

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

2

2

N

STH 55

5115'SB'

5115'NB'

END PROJECT 6560-08-71
STA 5114+02.37'NB'/'SB'

5110'NB'

5110'SB'

TOWN OF VANDENBROEK

PRIVATE POND

TOWN OF VANDENBROEK

TOWN OF VANDENBROEK PARK

END CONSTRUCTION
STA 8006+16.81'CC'

WETLAND AREA
(TYP)

5105'SB'

5105'NB'

STH 55

CROSE HILL ROAD

8005'CC'

SINGLE LANE
ROUNDABOUT

END CONSTRUCTION
STA 6106+20.87'EB'/'WB'

BEGIN CONSTRUCTION
STA 6005+00.00'EA'/'WA'

6005'WA'

6010'WA'

6105'WB'

6110'WB'

6005'EA'

6010'EA'

6105'EB'

CTH JJ

CTH JJ

TWO-WAY STOP
ON SIDE ROAD

STH 55

MOSES CREEK

ACCESS REMOVAL

5010'NA'

5010'SA'

BEGIN CONSTRUCTION
STA 8002+35.00'CC'

TOWN OF VANDENBROEK

CTH CC

EXISTING BOX CULVERT B-44-121
TO BE EXTENDED TO THE SOUTHWEST

TOWN OF VANDENBROEK

5005'NA'

BEGIN PROJECT 6560-08-71
STA 5002+76.32'NA'

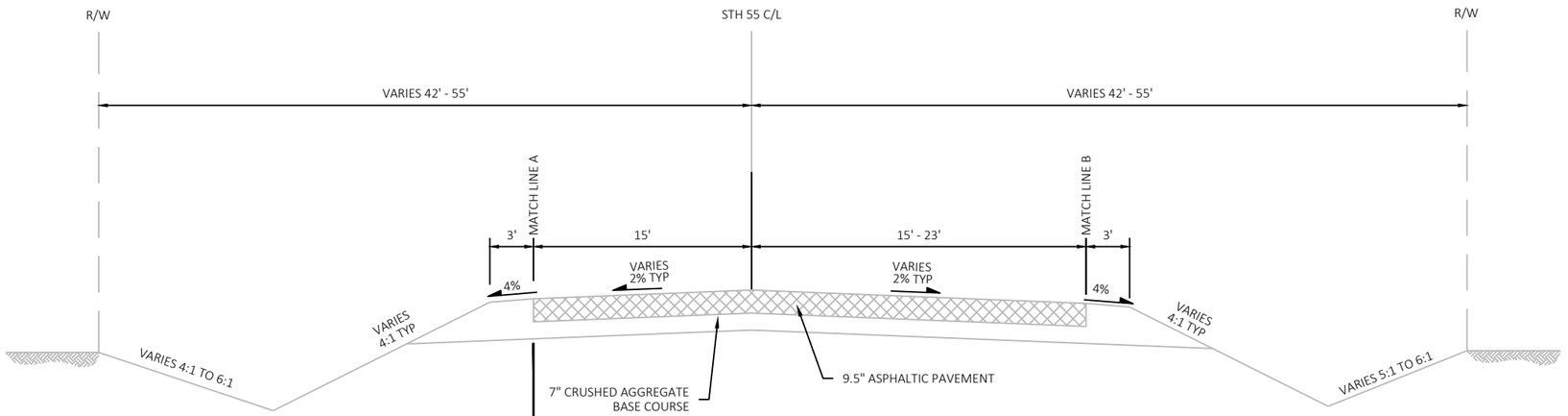
MOSES CREEK

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\020201-PO-RAB.DWG
LAYOUT NAME - 020201-po

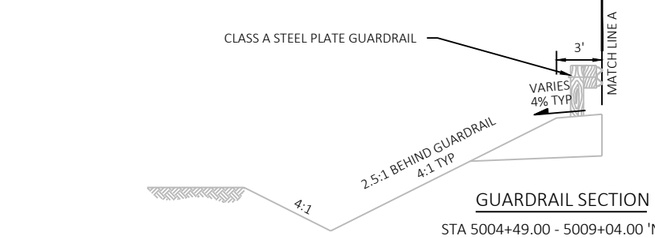
PLOT DATE : 6/11/2021 8:19 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42



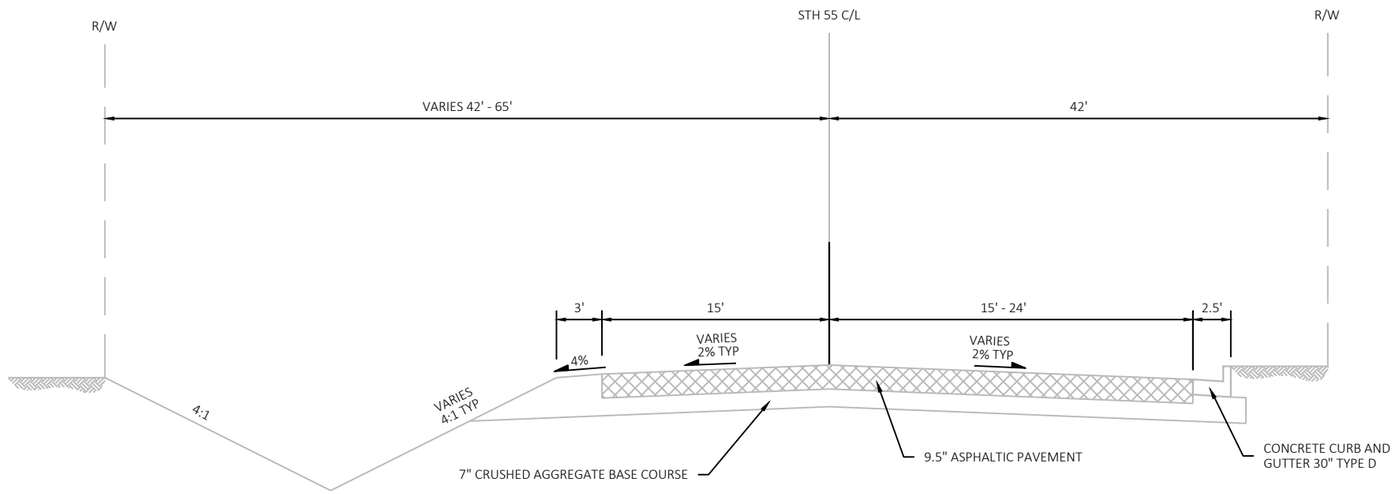
TYPICAL EXISTING SECTION
STH 55 SOUTH OF CTH JJ

STA 5002+76.32 - 5011+51.00'NA'



GUARDRAIL SECTION

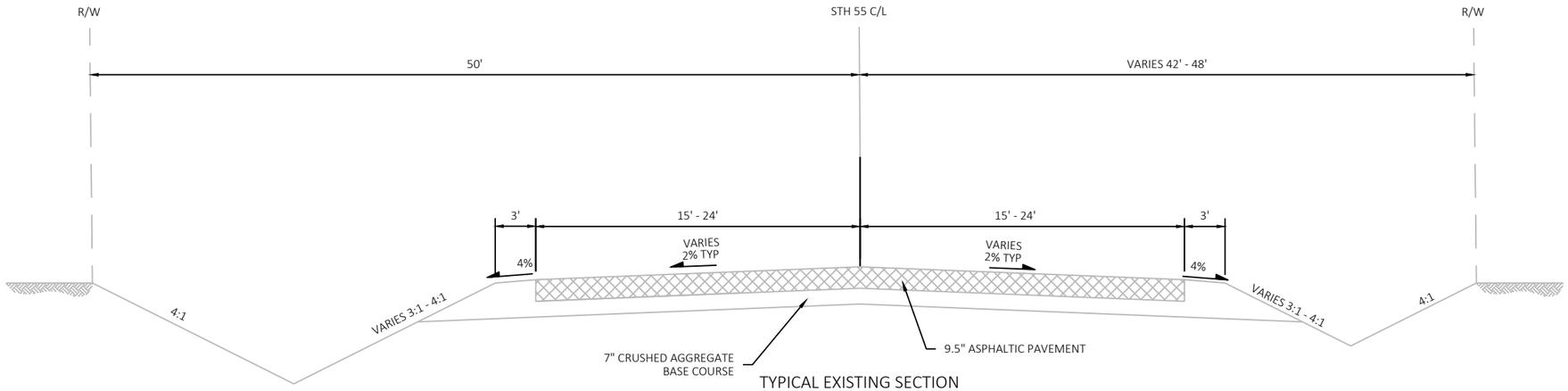
STA 5004+49.00 - 5009+04.00 'NA' LT
STA 5003+79.00 - 5008+43.00 'NA' RT
MATCHLINE B IS A MIRROR IMAGE



TYPICAL EXISTING SECTION
STH 55 SOUTH OF CTH JJ

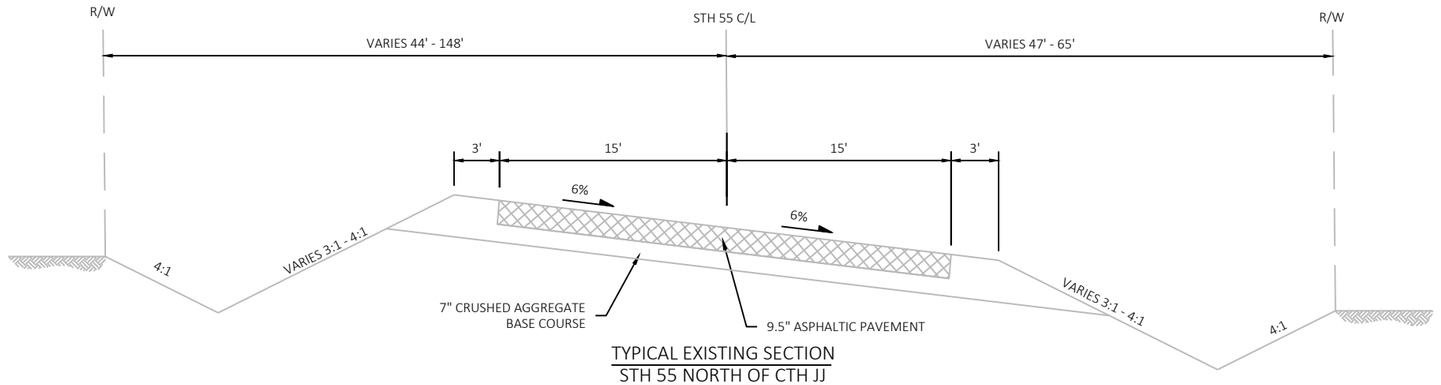
STA 5011+51.00 - 5014+89.00'NA'

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 4	E



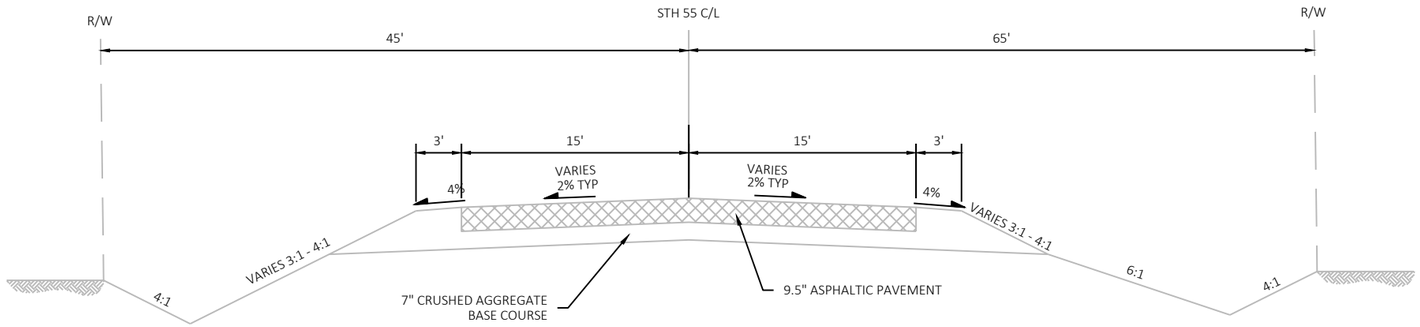
TYPICAL EXISTING SECTION
STH 55 NORTH OF CTH JJ

STA 5100+80.00 - 5104+22.00'NB'



TYPICAL EXISTING SECTION
STH 55 NORTH OF CTH JJ

STA 5104+22.00 - 5111+15.00'NB'



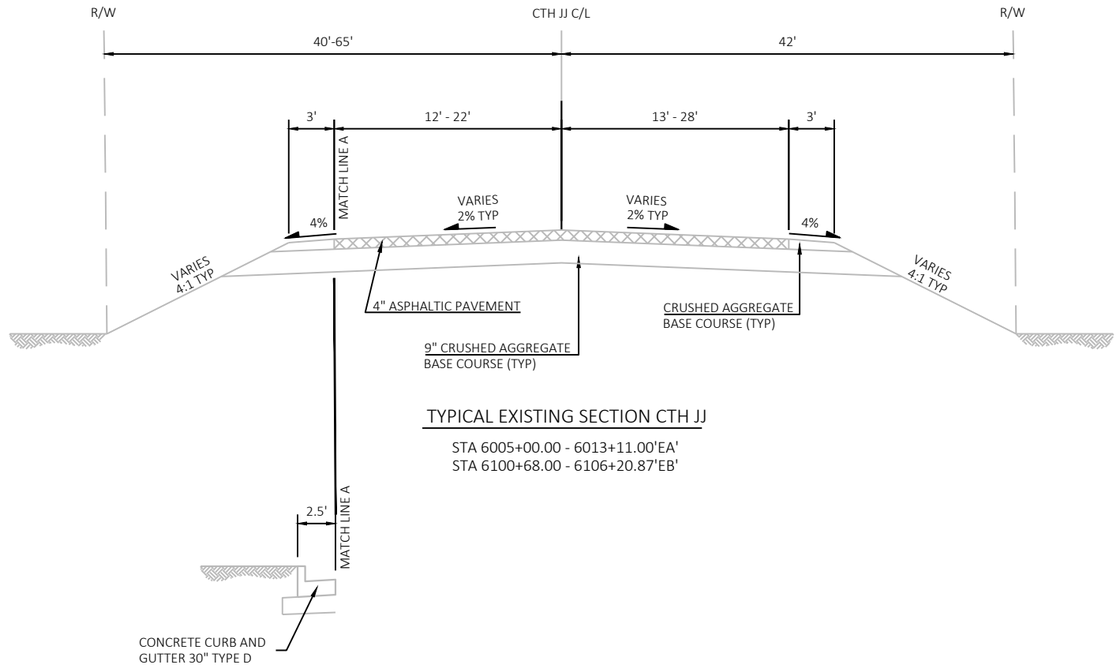
TYPICAL EXISTING SECTION
STH 55 NORTH OF CTH JJ

STA 5111+15.00 - 5114+02.37'NB'

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\020301-TS-RAB.DWG
LAYOUT NAME - 020302-ts

PLOT DATE : 8/31/2021 6:41 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1IN:10 FT

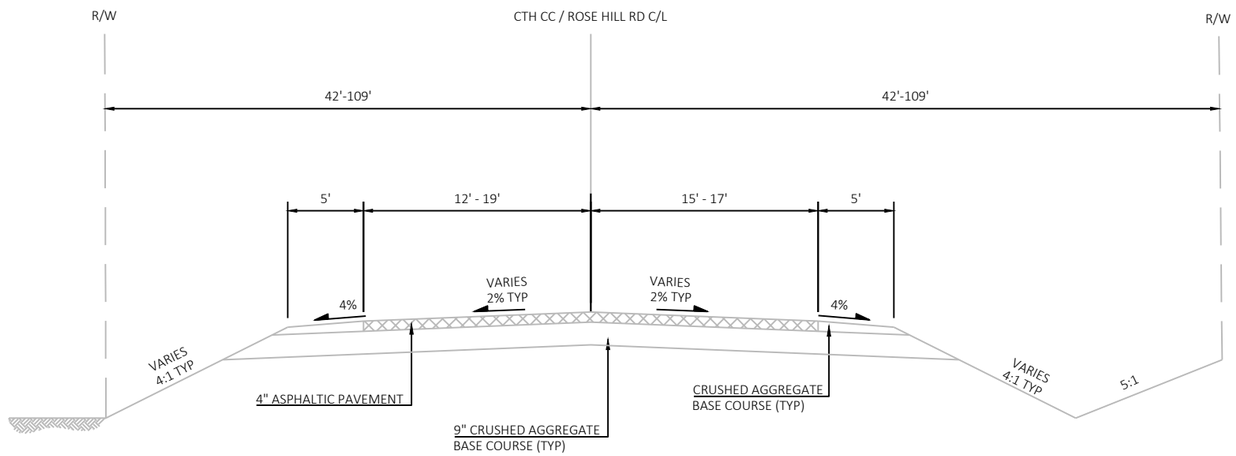


TYPICAL EXISTING SECTION CTH JJ

STA 6005+00.00 - 6013+11.00'EA'
STA 6100+68.00 - 6106+20.87'EB'

CURB AND GUTTER SECTION

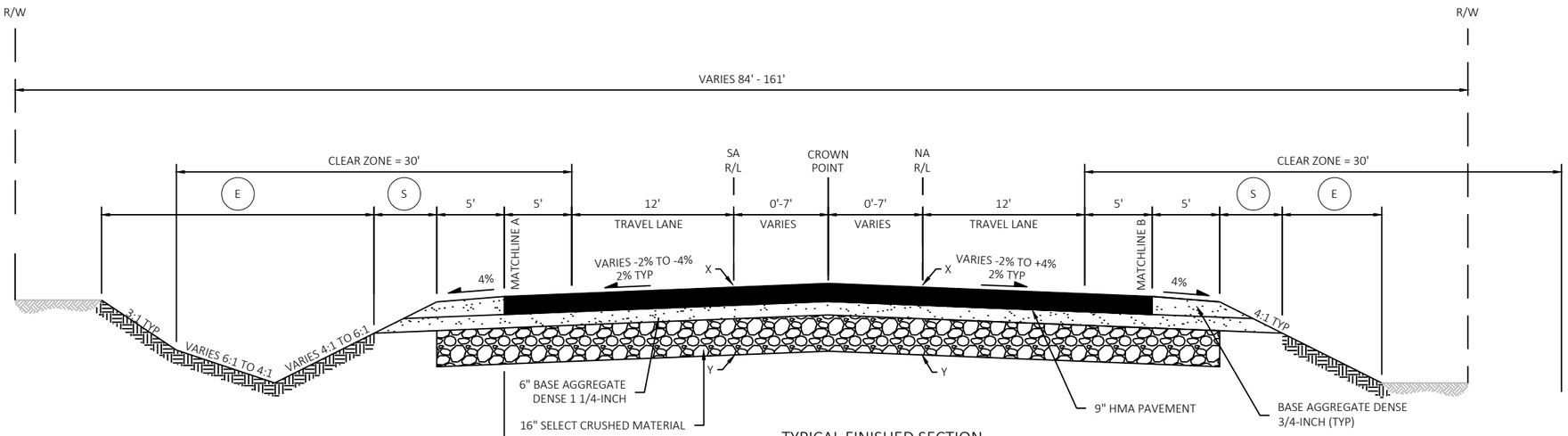
STA 6101+83.00 - 6106+21.00'WB'



TYPICAL EXISTING SECTION CTH CC/ROSEHILL ROAD

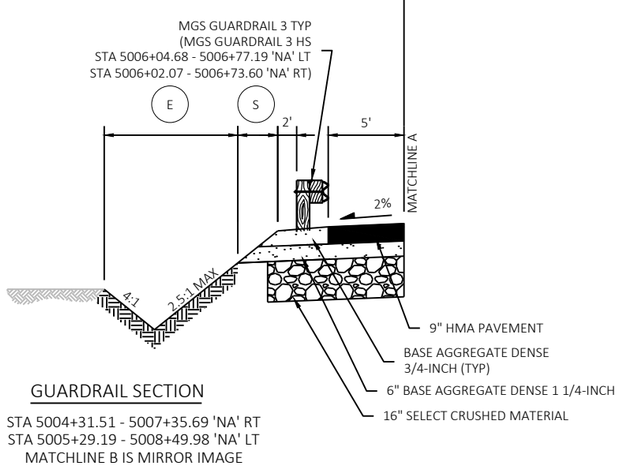
STA 8002+35.00 - 8003+85.00'CC'
STA 8004+29.00 - 8006+16.81'CC'

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 6	E



TYPICAL FINISHED SECTION
STH 55

STA 5002+76.32 - 5010+57.79'NA'
STA 5007+49.50 - 5010+57.79'SA'



GUARDRAIL SECTION

STA 5004+31.51 - 5007+35.69 'NA' RT
STA 5005+29.19 - 5008+49.98 'NA' LT
MATCHLINE B IS MIRROR IMAGE

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

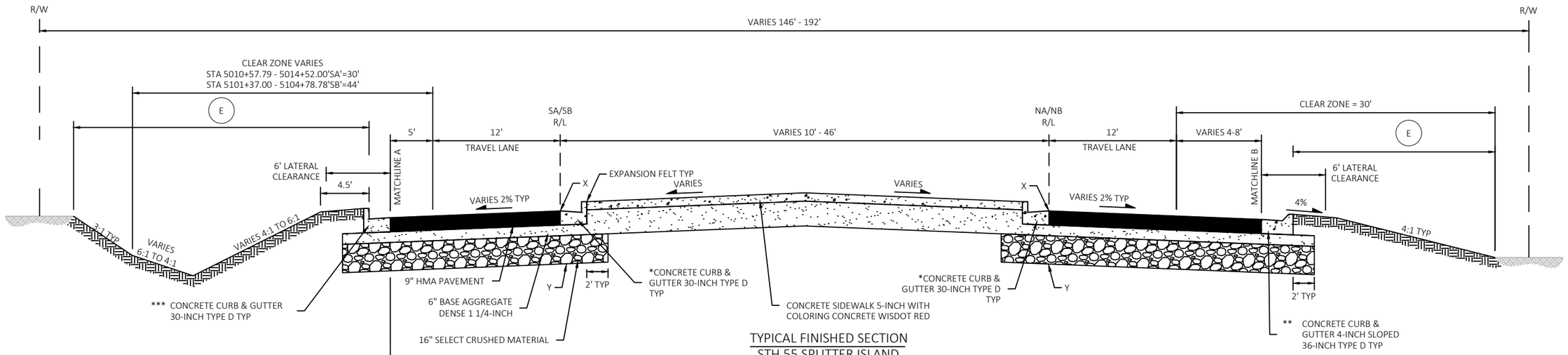
THICKNESS	LAYERS	MIX SPECIFICATIONS
9-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER ONE 4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S 3 HT 58-28 S

(S) SEED, FERTILIZER

(E) SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

'X' = POINT SHOWN ON PROFILE

'Y' = POINT SHOWN ON CROSS SECTIONS



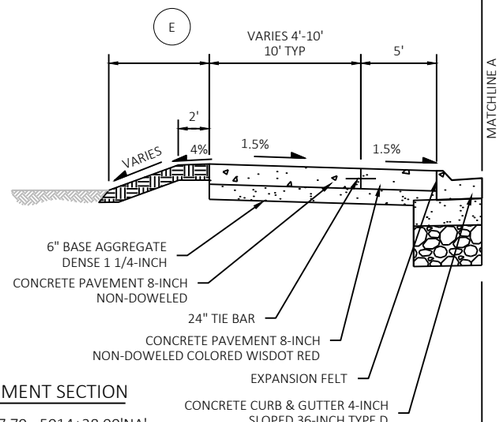
TYPICAL FINISHED SECTION
STH 55 SPLITTER ISLAND
SECTION A-A

STA 5101+28.00 - 5104+79.01'NB'
STA 5101+37.00 - 5104+78.78'SB'
STA 5010+57.79 - 5014+38.00'NA'
STA 5010+57.79 - 5014+52.00'SA'

*CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
STA 5102+38.39 - 5104+79.01'NB'
STA 5102+40.75 - 5104+78.78'SB'
STA 5010+57.79 - 5013+32.50'NA'
STA 5010+57.79 - 5013+41.38'SA'

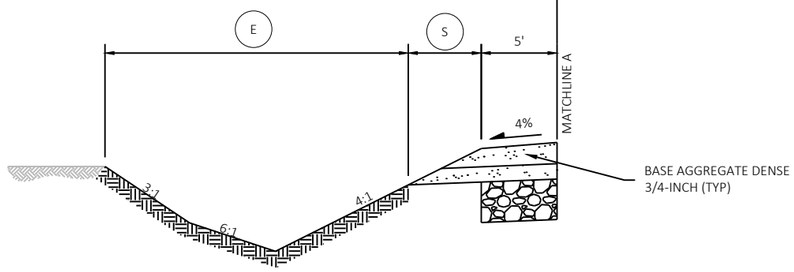
**CONCRETE CURB & GUTTER 30-INCH TYPE D
STA 5101+28.00 - 5104+79.01'NB'

***CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
STA 5101+37.00 - 5104+78.78 'SB'



PAVEMENT SECTION

STA 5010+57.79 - 5014+38.00'NA'
STA 5101+37.00 - 5104+78.78'SB'
MATCHLINE B IS A MIRROR IMAGE



RURAL SECTION

STA 5010+57.79 - 5013+97.63'SA'
STA 5102+38.89 - 5104+79.01'NB'
MATCHLINE B IS A MIRROR IMAGE

S SEED, FERTILIZER

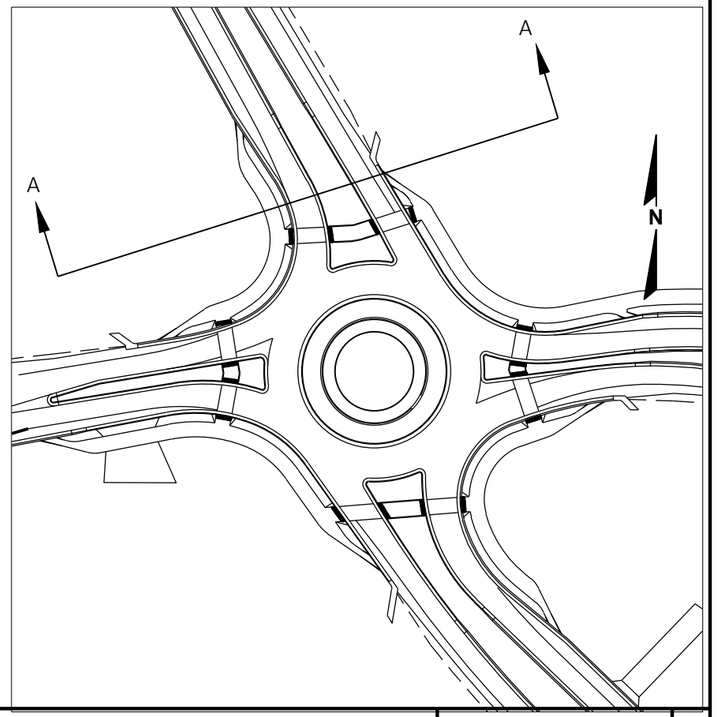
E SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

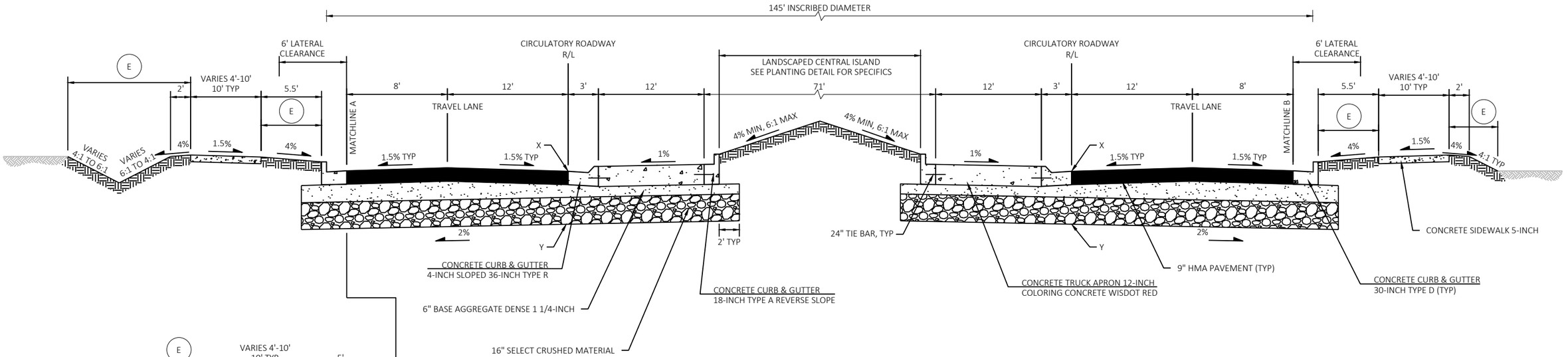
'X' = POINT SHOWN ON PROFILE

'Y' = POINT SHOWN ON CROSS SECTIONS

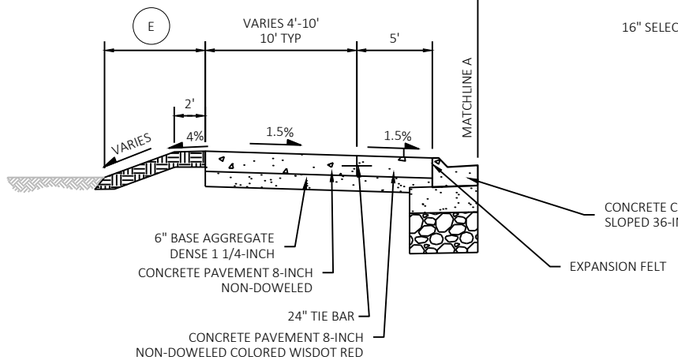
HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
9-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER ONE 4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S 3 HT 58-28 S





TYPICAL FINISHED SECTION FOR ROUNDABOUT
SECTION B-B



PAVEMENT SECTION

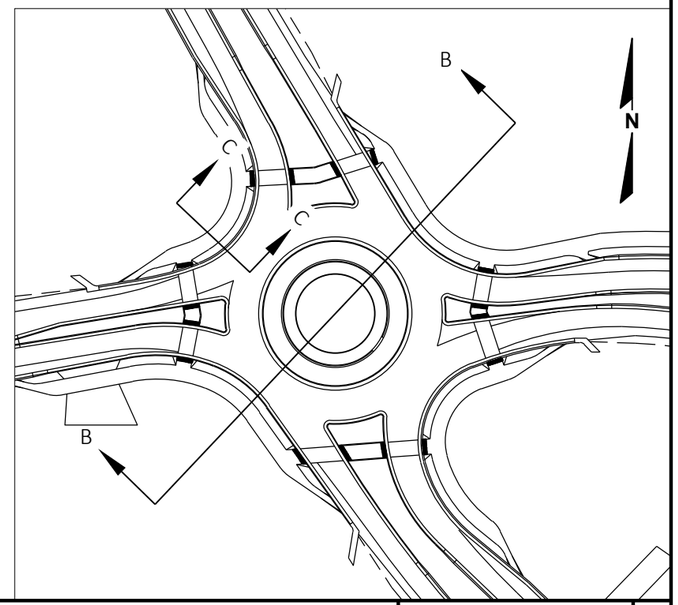
SECTION C-C
NORTHWEST QUADRANT, STA 6012+10.68'EA' LT - 5102+41.40'NB' LT
SOUTHEAST QUADRANT, STA 5013+05.94'NA' RT - 6101+56.18'EB' RT
MATCHLINE B IS A MIRROR IMAGE

(S) SEED, FERTILIZER

(E) SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

'X' = POINT SHOWN ON PROFILE

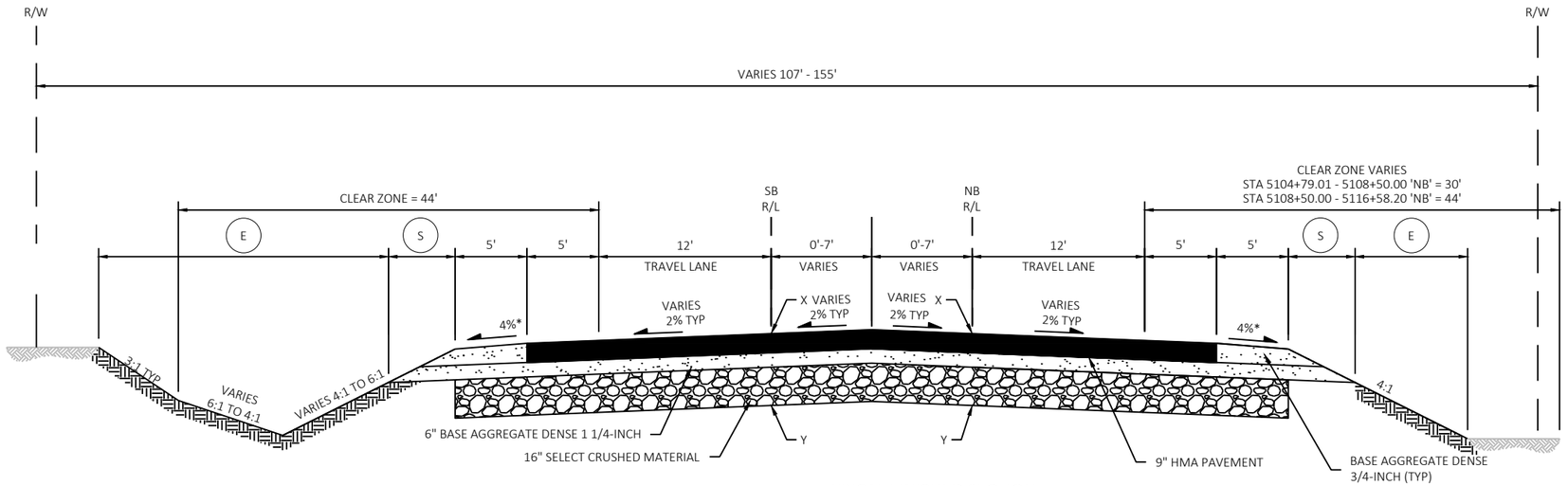
'Y' = POINT SHOWN ON CROSS SECTIONS



HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
9-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER ONE 4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S 3 HT 58-28 S

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 9	E



TYPICAL FINISHED SECTION
STH 55

STA 5104+79.01 - 5114+02.37'NB'
STA 5104+78.78 - 5114+02.37'SB'

*WHEN TRAVEL LANE CROSS SLOPE IS GREATER THAN 4%,
SHOULDER CROSS SLOPE SHALL MATCH TRAVEL LANE CROSS SLOPE

DITCH GRADING RT CONTINUES TO STA 5116+60.00'NB'

(S) SEED, FERTILIZER

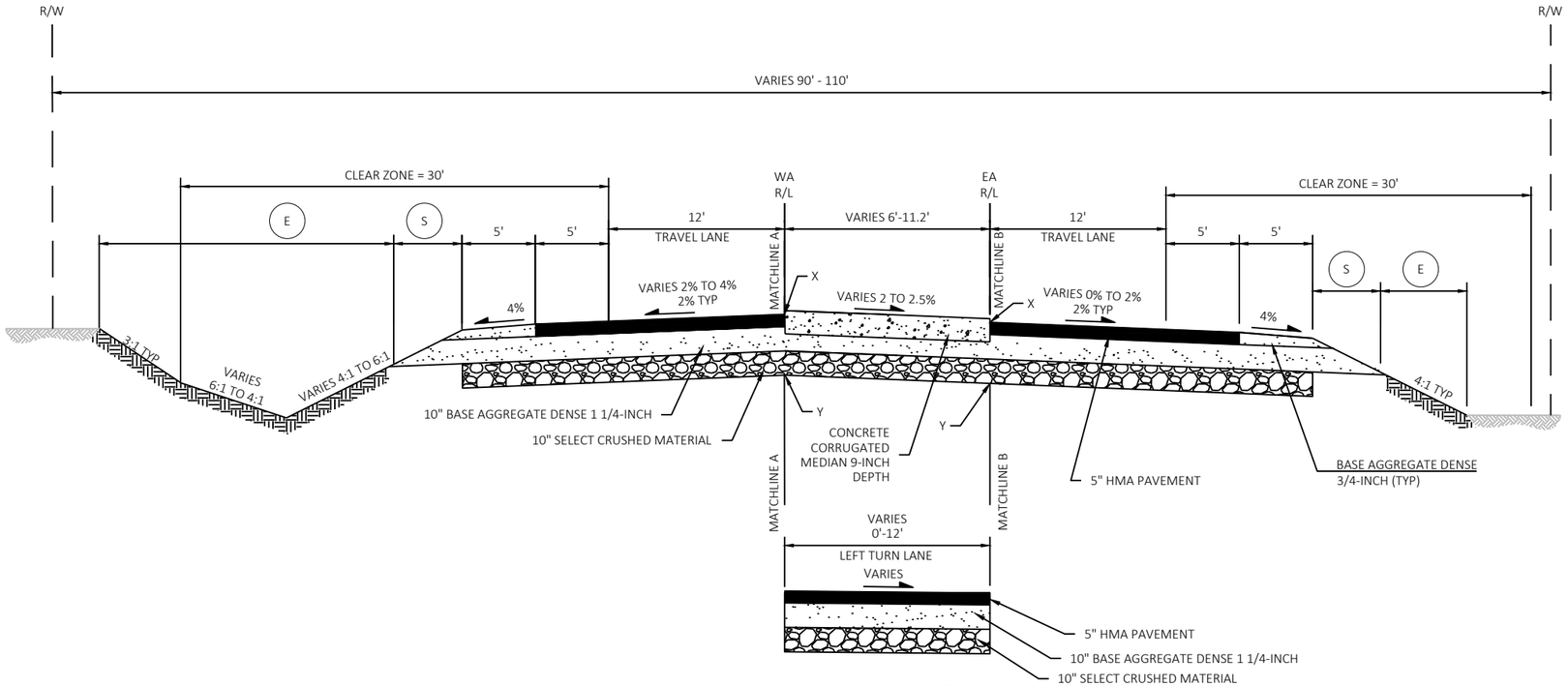
(E) SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

'X' = POINT SHOWN ON PROFILE

'Y' = POINT SHOWN ON CROSS SECTIONS

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
9-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER ONE 4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S 3 HT 58-28 S



LEFT TURN SECTION

STA 6009+89 - 6011+25.35'EA'
STA 6009+89 - 6011+23.32'WA'

TYPICAL FINISHED SECTION
CTH JJ

STA 6005+00.00 - 6011+25.35'EA'
STA 6005+00.00 - 6011+23.32'WA'

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

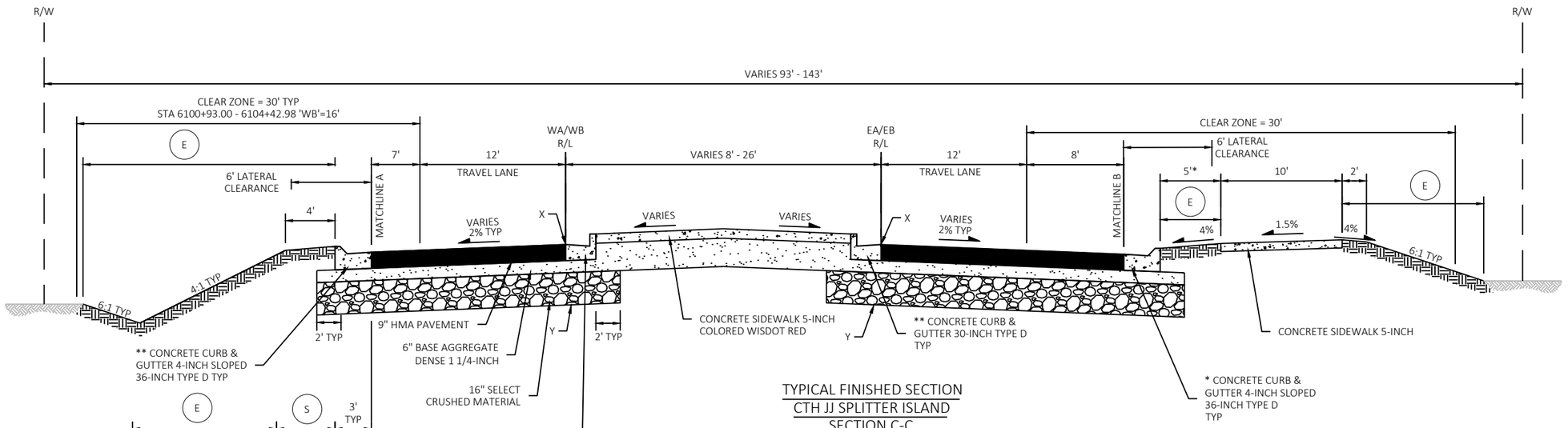
THICKNESS	LAYERS	MIX SPECIFICATIONS
5-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S

(S) SEED, FERTILIZER

(E) SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

'X' = POINT SHOWN ON PROFILE

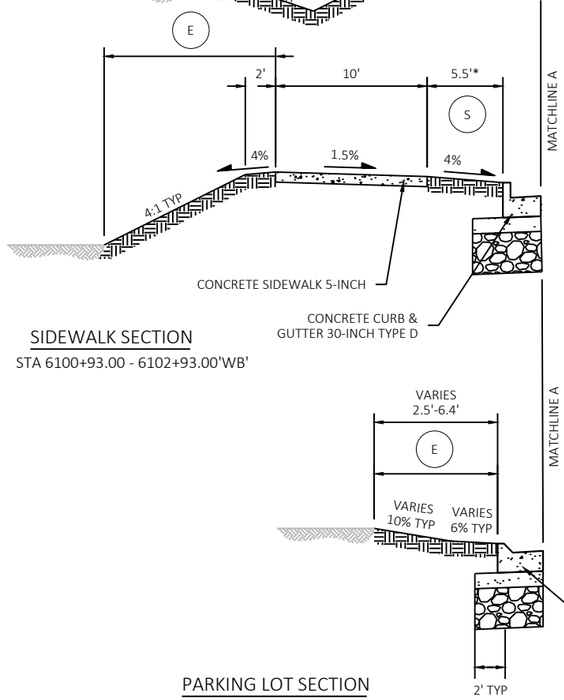
'Y' = POINT SHOWN ON CROSS SECTIONS



TYPICAL FINISHED SECTION
CTH JJ SPLITTER ISLAND
SECTION C-C

STA 6011+25.35 - 6012+60.00'EA'
STA 6011+23.32 - 6012+63.00'WA'
STA 6100+93.00 - 6104+43.98'EB'
STA 6100+93.00 - 6104+42.98'WB'

* CONCRETE CURB & GUTTER 30-INCH TYPE D, INSIDE TERRACE 5.5'
STA 6011+43.84 - 6012+60.00'EA'
**CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
STA 6101+99.83 - 6104+42.98'WB' MEDIAN
STA 6102+01.37 - 6104+43.98'EB' MEDIAN



RURAL SECTION

STA 6011+23.32 - 6011+84.34'WA'
STA 6100+93.00 - 6104+42.98'EB'
MATCHLINE B IS A MIRROR IMAGE

SIDEWALK SECTION

STA 6100+93.00 - 6102+93.00'WB'

PARKING LOT SECTION

STA 6102+93.00 - 6104+42.98'WB'

(S) SEED, FERTILIZER

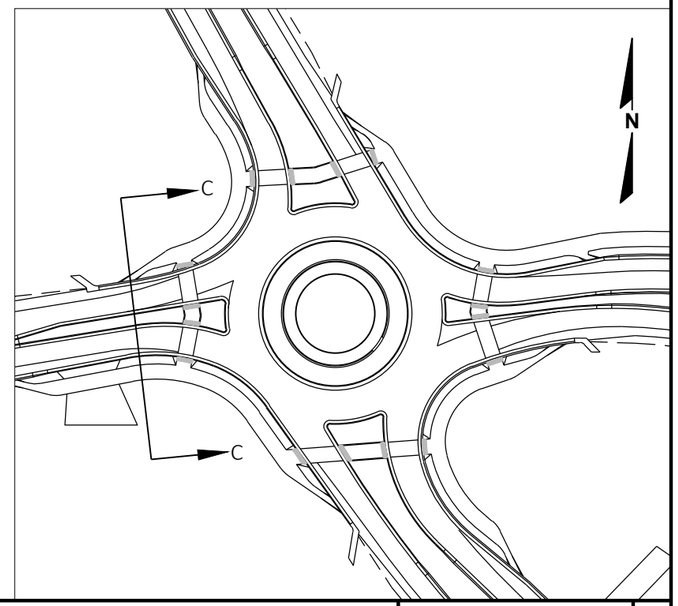
(E) SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

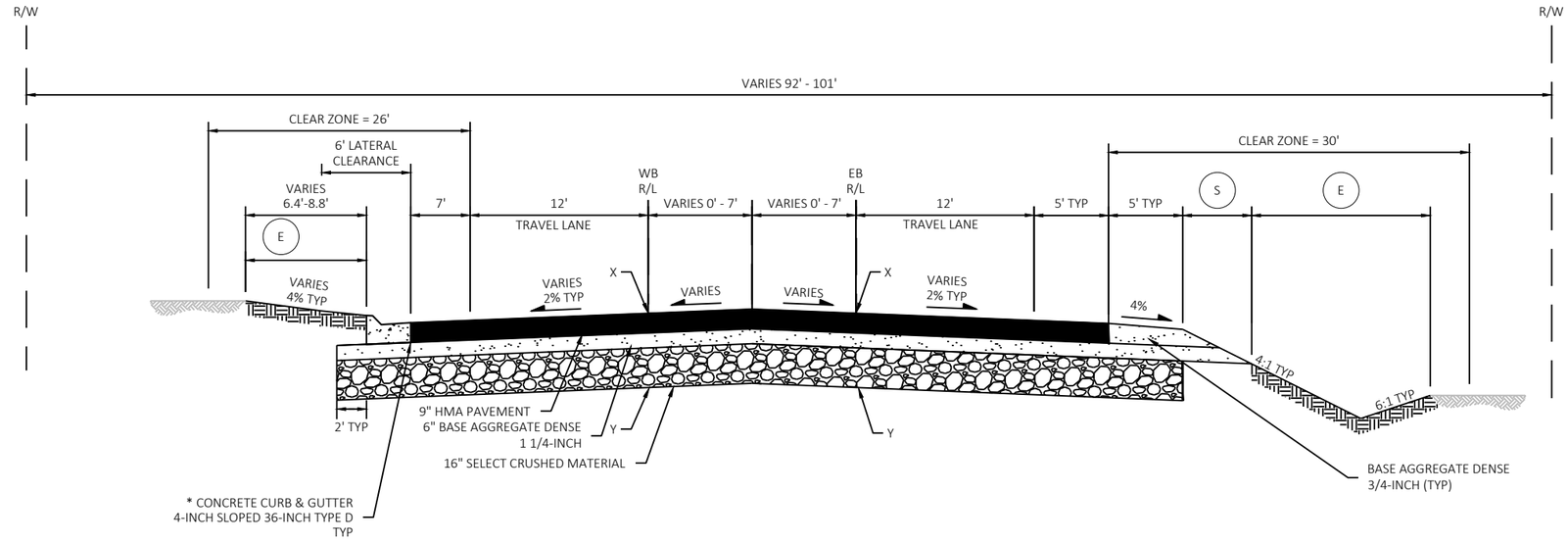
'X' = POINT SHOWN ON PROFILE

'Y' = POINT SHOWN ON CROSS SECTIONS

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
9-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER ONE 4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S 3 HT 58-28 S





TYPICAL FINISHED SECTION
CTH JJ

STA 6104+42.98 - 6106+20.89'EB'
STA 6104+42.98 - 6106+20.88'WB'

*CONCRETE CURB & GUTTER 30-INCH TYPE D
STA 6105+71.56 - 6106+20.88'WB'

S SEED, FERTILIZER

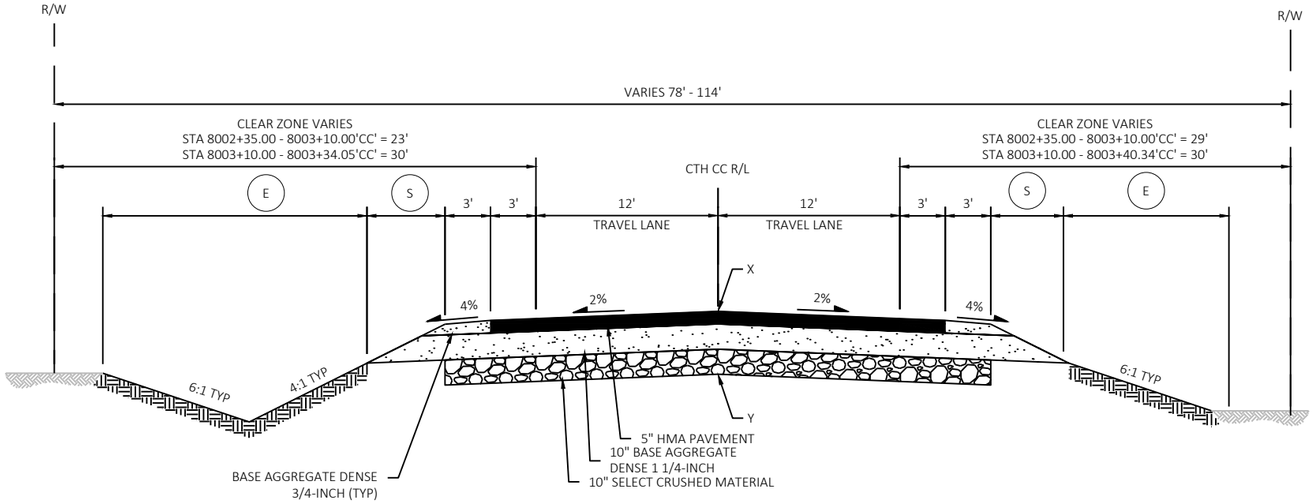
E SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

'X' = POINT SHOWN ON PROFILE

'Y' = POINT SHOWN ON CROSS SECTIONS

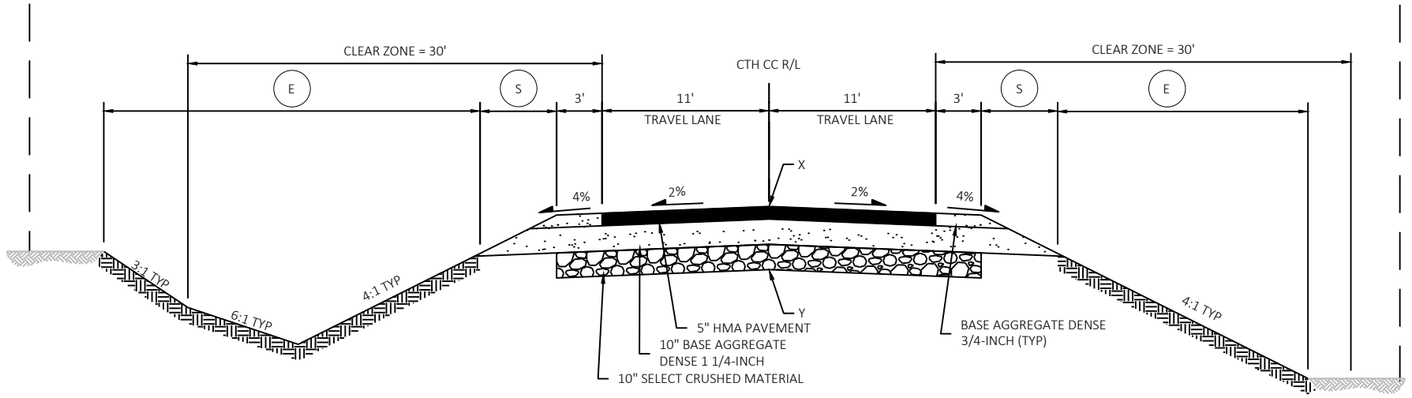
HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
9-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER ONE 4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S 3 HT 58-28 S



TYPICAL FINISHED SECTION
CTH CC

STA 8002+35.00 - 8003+34.05'CC' LT
STA 8002+35.00 - 8003+40.34'CC' RT'



TYPICAL FINISHED SECTION
ROSE HILL ROAD / CTH CC

STA 8004+82.84 - 8006+16.81'CC' LT
STA 8005+10.08 - 8006+16.81'CC' RT'

DITCH GRADING RT CONTINUES TO STA 8008+88.00'CC' RT

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

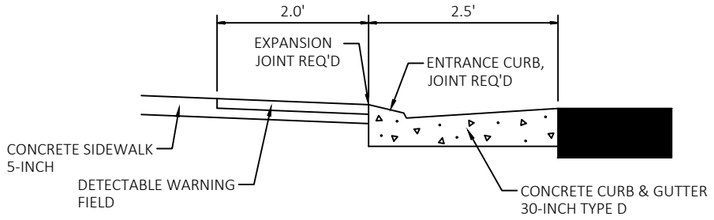
THICKNESS	LAYERS	MIX SPECIFICATIONS
5-INCH	ONE 1 3/4" UPPER LAYER ONE 3 1/4" LOWER LAYER	4 HT 58-28 H 3 HT 58-28 S

(S) SEED, FERTILIZER

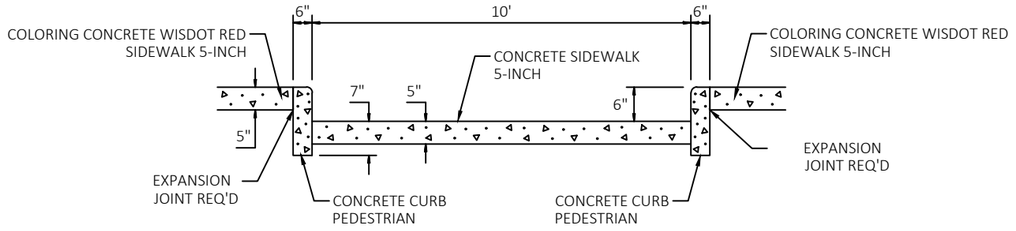
(E) SEED, FERTILIZER, EROSION MAT AND/OR MULCH, SALVAGED TOPSOIL

'X' = POINT SHOWN ON PROFILE

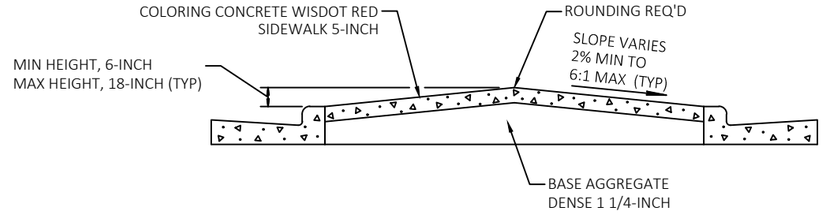
'Y' = POINT SHOWN ON CROSS SECTIONS



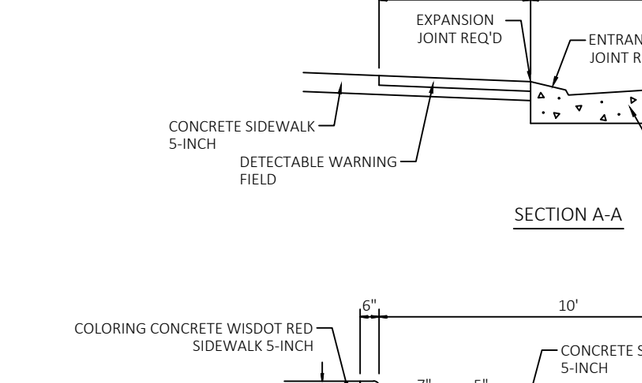
SECTION A-A



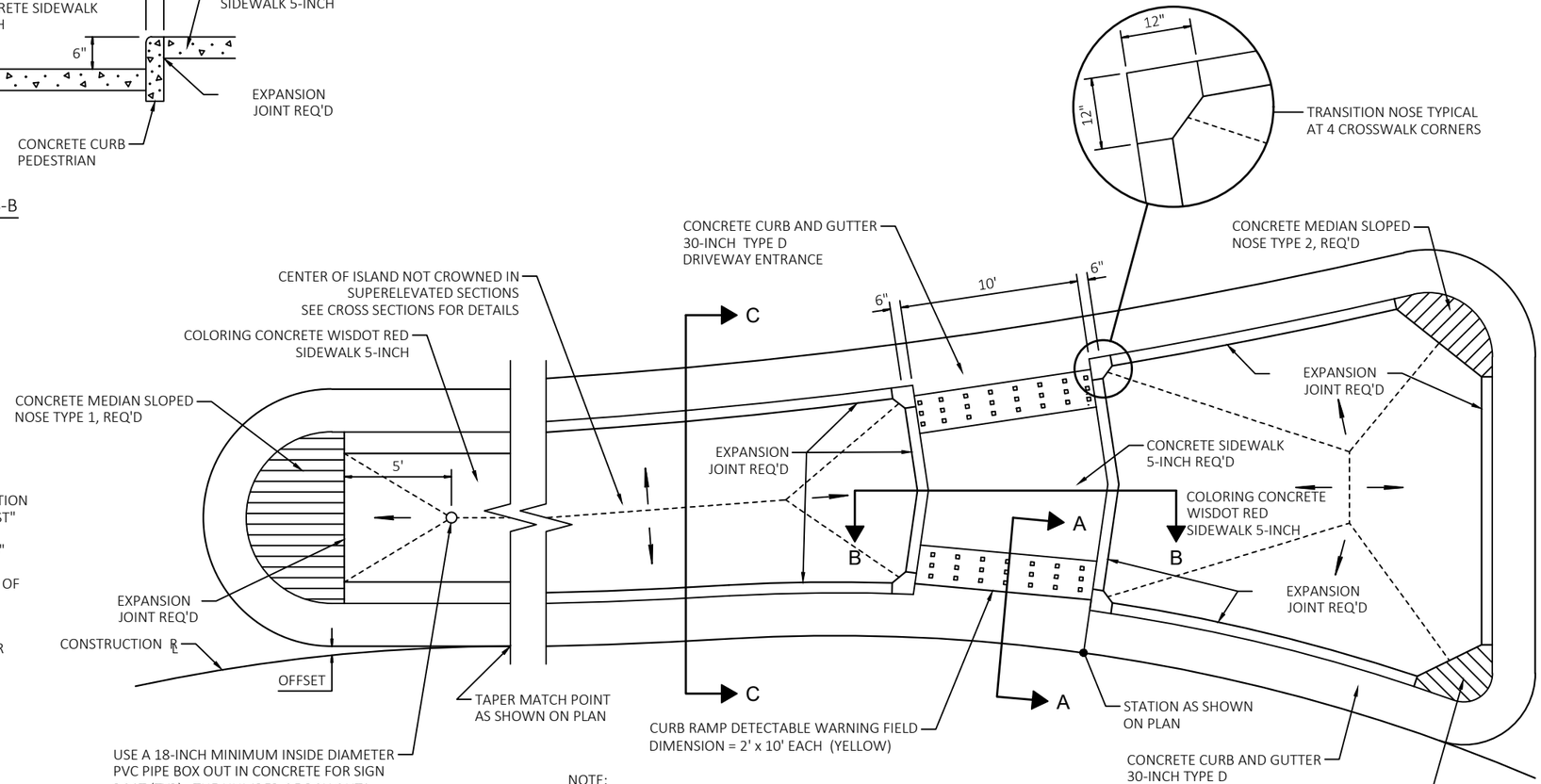
SECTION B-B



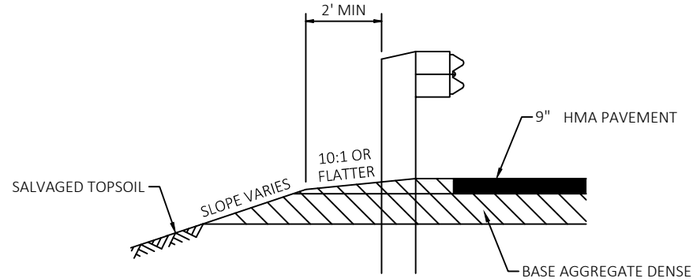
SECTION C-C



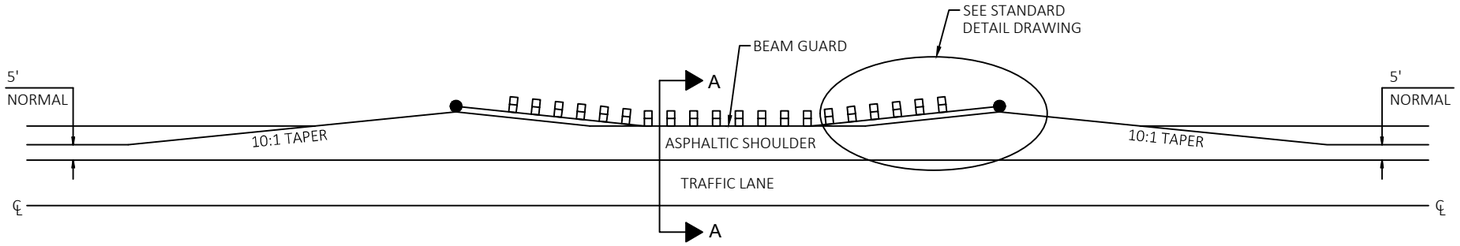
ISLAND SIGN LOCATION DETAIL (TYP)



CONCRETE SPLITTER ISLAND DETAIL WITH CROSSWALK

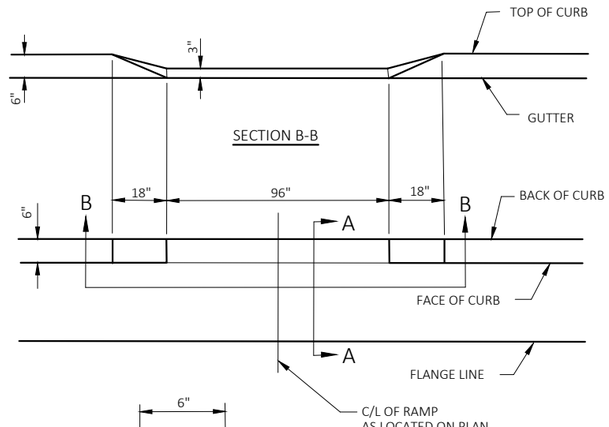


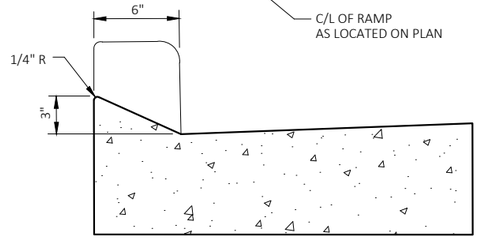
SECTION A-A



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

STA 5003+11.19 - 5004+87.30'NA' RT
STA 5004+39.16 - 5005+79.51'NA' LT
STA 5006+73.60 - 5008+46.99'NA' RT
STA 5007+93.11 - 5009+53.84'NA' LT





SECTION A-A

MAINTENANCE RAMP

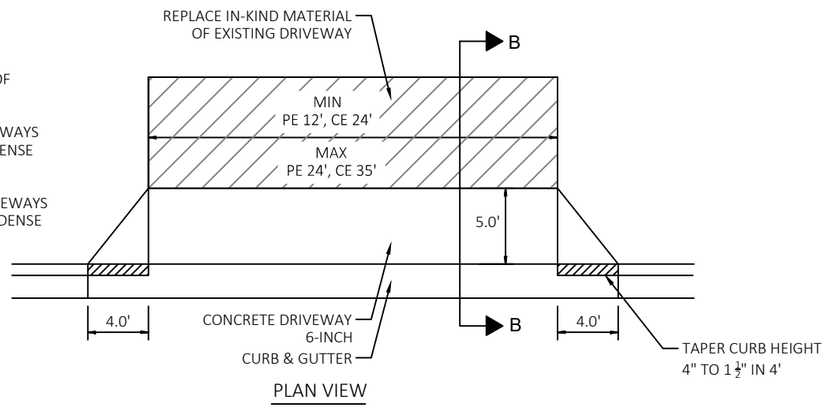
STA 11+25 LT, CENTRAL ISLAND

NOTES:
NON-PAVED DRIVEWAYS SHALL CONSIST OF 6" OF BASE AGGREGATE DENSE.

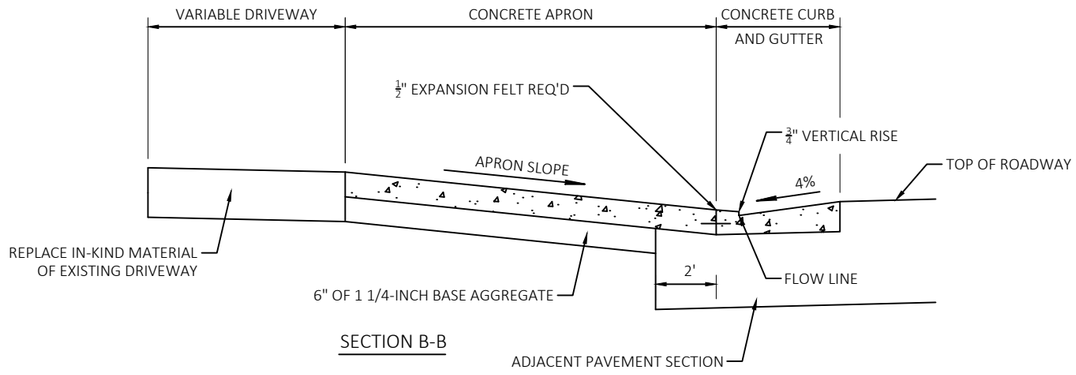
RESIDENTIAL ENTRANCE ASPHALTIC DRIVEWAYS SHALL CONSIST OF 6" BASE AGGREGATE DENSE AND 3" OF ASPHALTIC PAVEMENT.

COMMERCIAL ENTRANCE ASPHALTIC DRIVEWAYS SHALL CONSIST OF 12" BASE AGGREGATE DENSE AND 4" OF ASPHALTIC PAVEMENT.

SEE PLAN FOR MORE DETAILS.

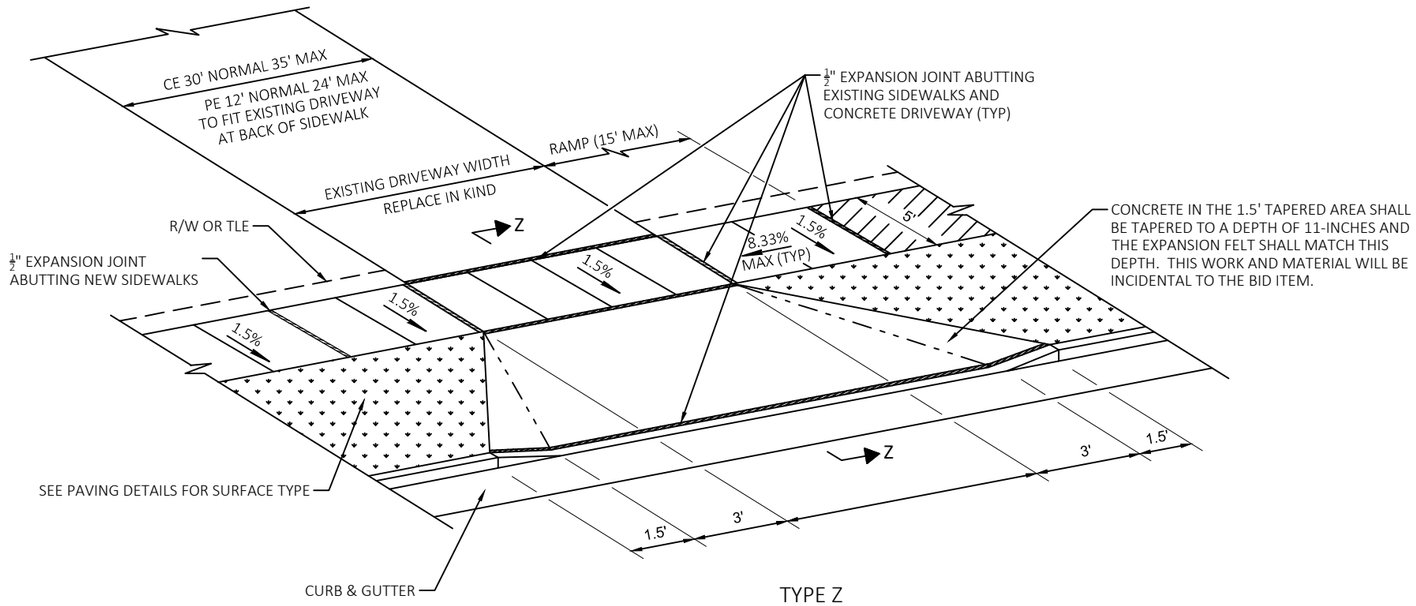


PLAN VIEW

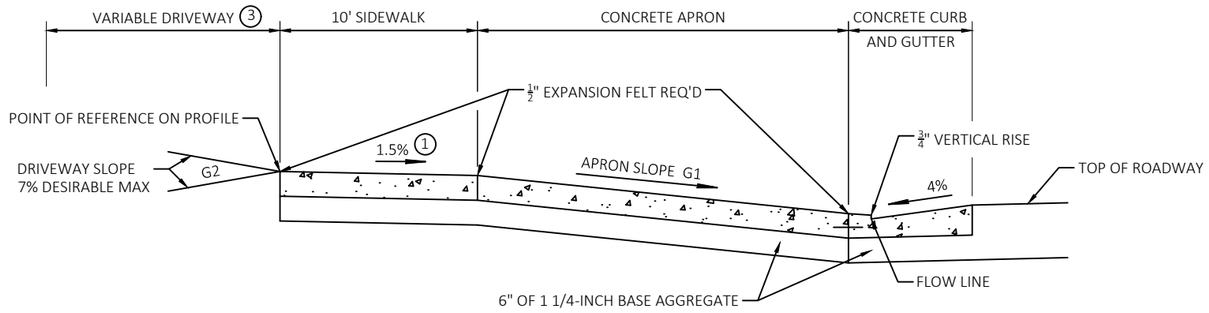


SECTION B-B

RURAL DRIVEWAYS WITH CURB & GUTTER



TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 3 TO 8 FEET



SECTION Z-Z

SEE PLAN FOR ADDITIONAL INFORMATION

GENERAL NOTES

CONSTRUCTION TOLERANCE OF +/- 0.5% FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

12' MAXIMUM SPACING FOR CONTRACTION JOINTS IN DRIVEWAY APPROACHES.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN IN THE PLAN.

SIDEWALK AND APRON WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY, 6-INCH.

USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN PLANS.

DRIVEWAY TYPES

- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
- 3-INCH ASPHALTIC SURFACE OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH.
- 6-INCH BASE AGGREGATE DENSE 3/4-INCH.

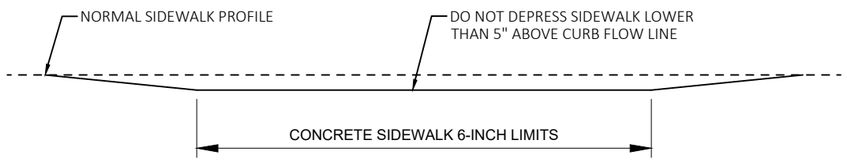
TERRACE WIDTH	APRON SLOPE G1		
	MIN %	DESIRABLE %	MAXIMUM %
3 FT	7.0	8.5	10.0
4 FT	5.0	7.0	10.0
5 FT	4.0	7.0	10.0
6 FT	4.0	7.0	10.0
7 FT	3.5	7.0	10.0
8 FT	3.0	7.0	10.0

NOTE:

ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 NOT TO EXCEED 10% DESIRABLE MAXIMUM.

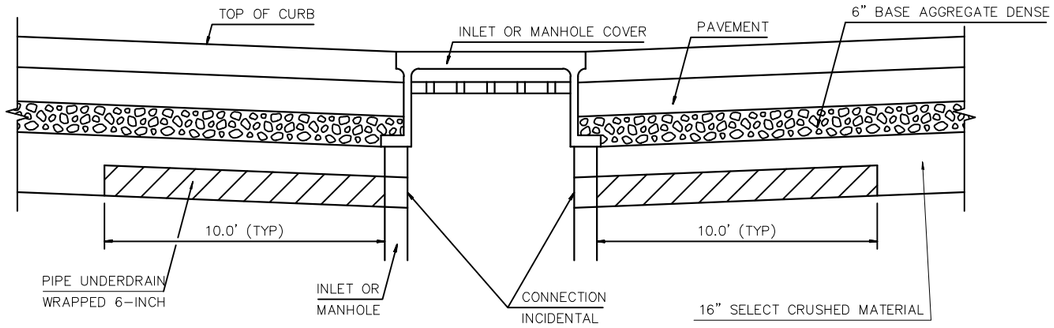
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAXIMUM SLOPE.

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.



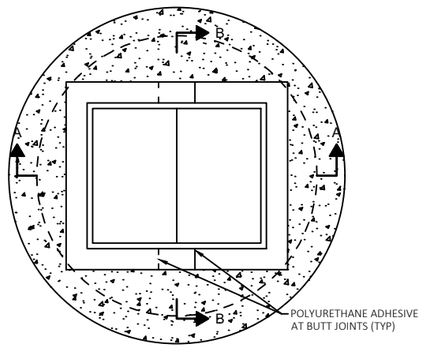
DEPRESSED SIDEWALK PROFILE DETAIL

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



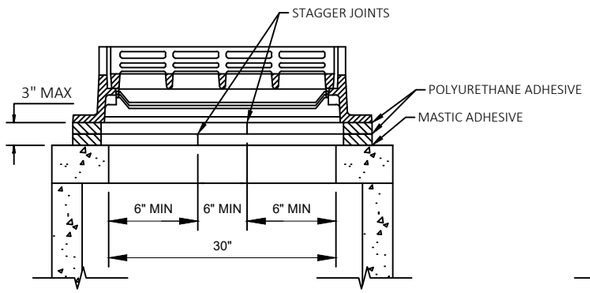
PIPE UNDERDRAIN DETAIL

STORM STRUCTURES 31, 32, 33, 34, 35, 42, 43, 44, 45

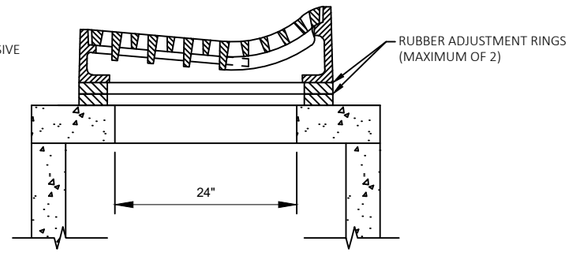


PLAN VIEW

NOTE:
ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS SHALL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.



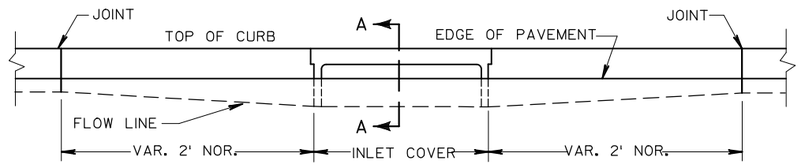
SECTION A-A



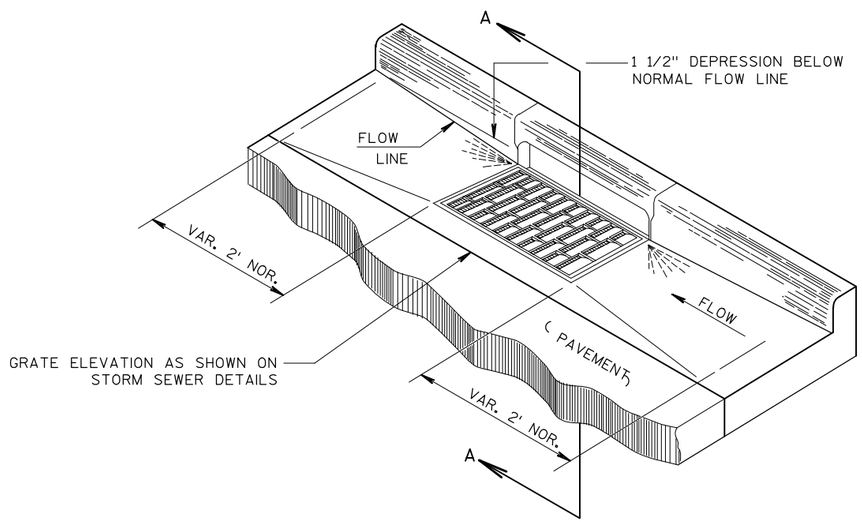
SECTION B-B

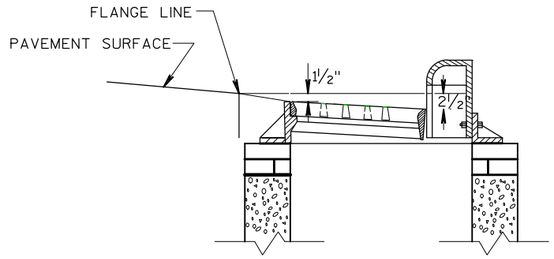
RUBBER RING CUTTING DETAIL FOR INLETS 4-FT SPECIAL

SEE STORM SEWER PLAN FOR LOCATIONS



ELEVATION





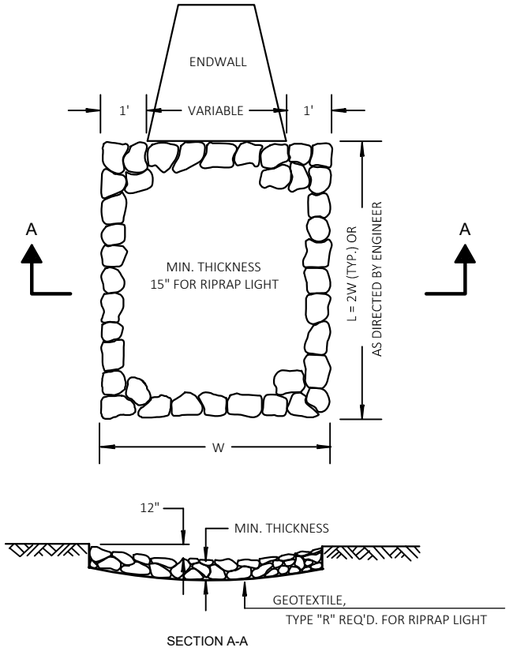
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

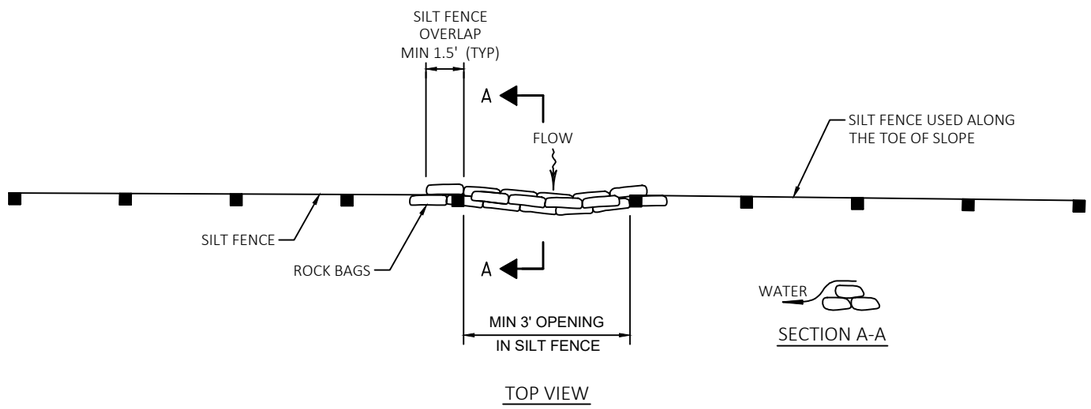
RUNOFF COEFFICIENT TABLE

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

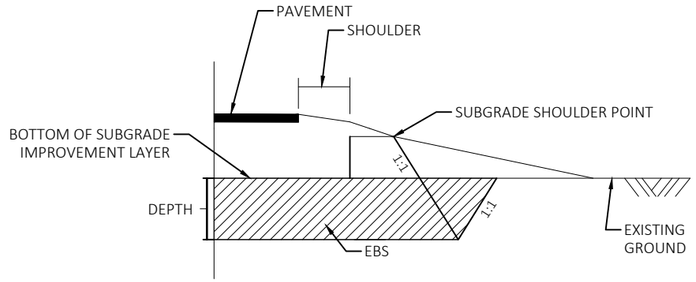
TOTAL PROJECT AREA = 13.65 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 12.11 ACRES



RIPRAP LIGHT TREATMENT AT CULVERTS AND POND OUTLET PIPE



ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

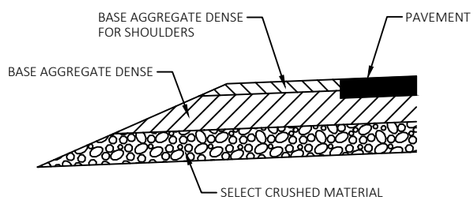


NOTES:

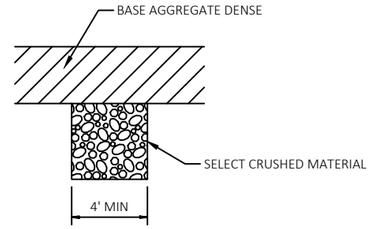
1. EBS SHALL BE PAID FOR AS EXCAVATION COMMON.
2. LIMITS AS DIRECTED BY THE ENGINEER.
3. FILL VOID WITH SELECT CRUSHED MATERIAL.
4. LONGITUDINALLY TAPER FROM LIMIT OF UNDERCUT TO BOTTOM OF SUBGRADE IMPROVEMENT LAYER AT 20:1.

EXCAVATION BELOW SUBGRADE (EBS) - RURAL

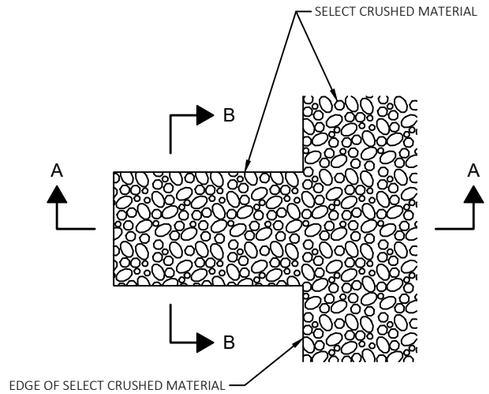
2



SECTION A-A



SECTION B-B

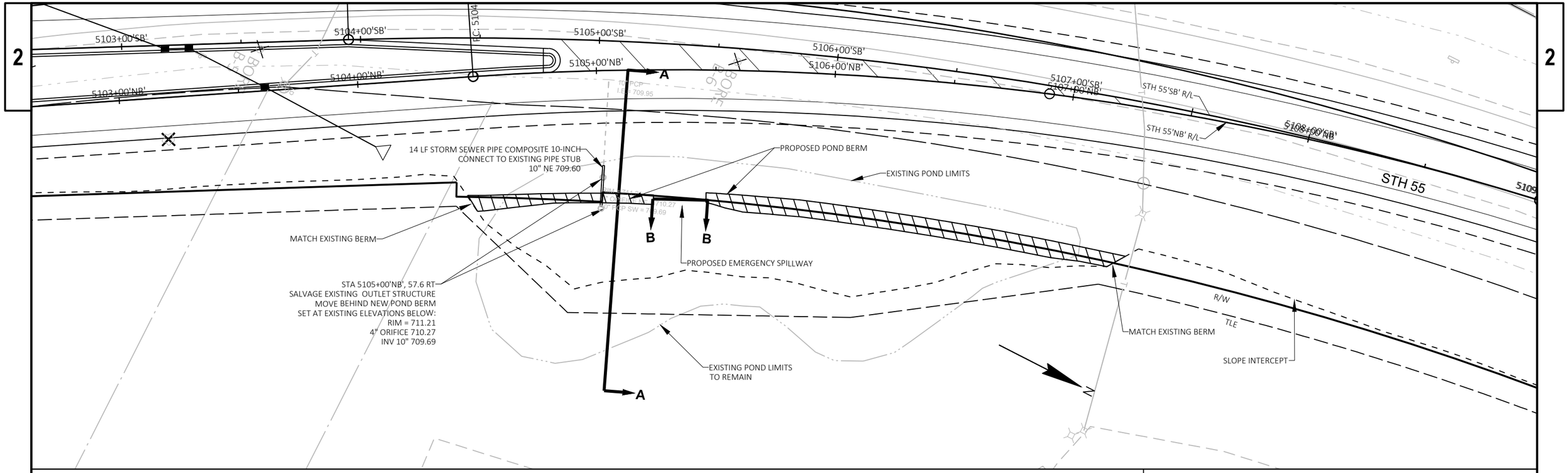


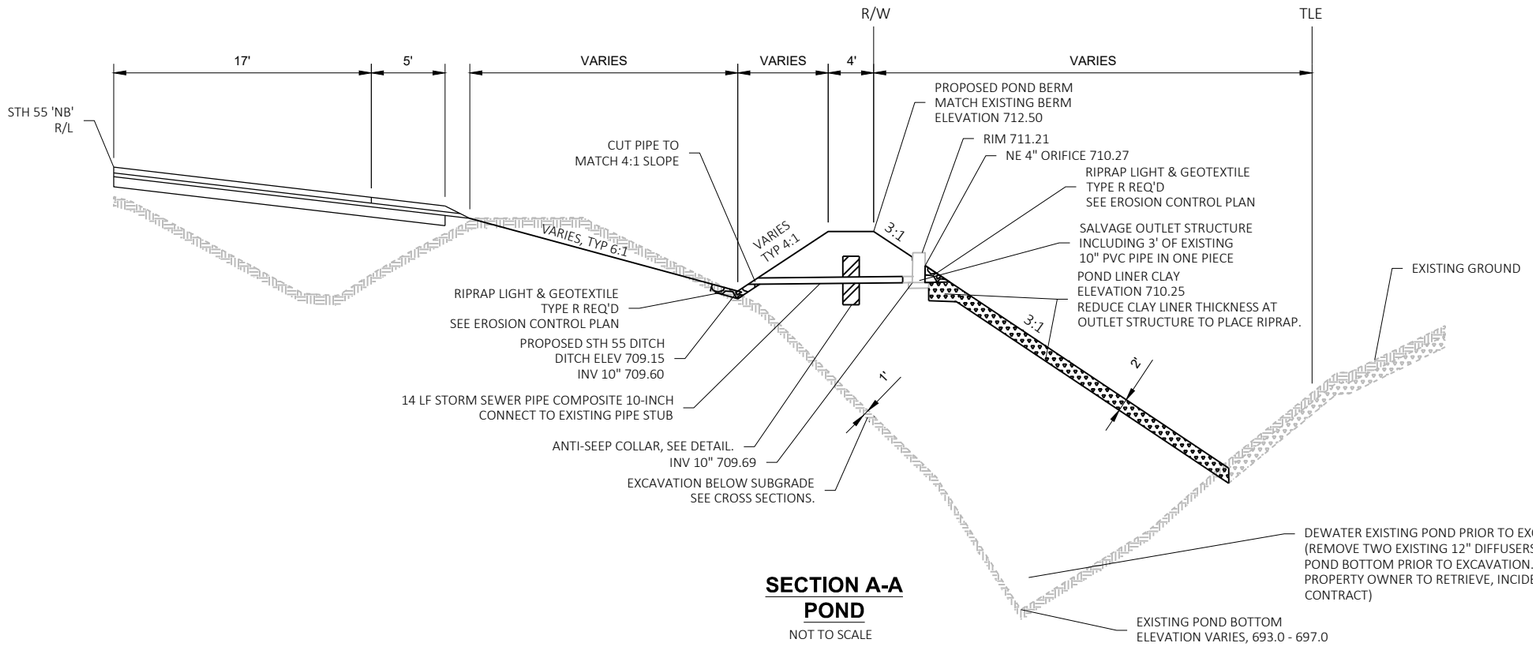
DETAIL FOR FRENCH DRAINS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

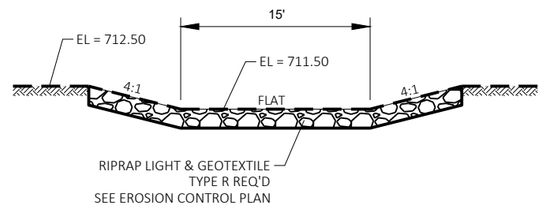
LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.

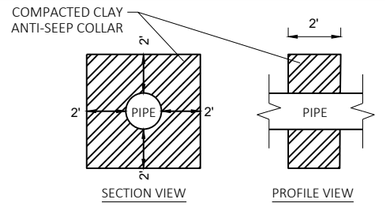




SECTION A-A
POND
NOT TO SCALE



SECTION B-B
EMERGENCY SPILLWAY
STA 5105+24'NB' TO STA 5105+47'NB', RT
NOT TO SCALE

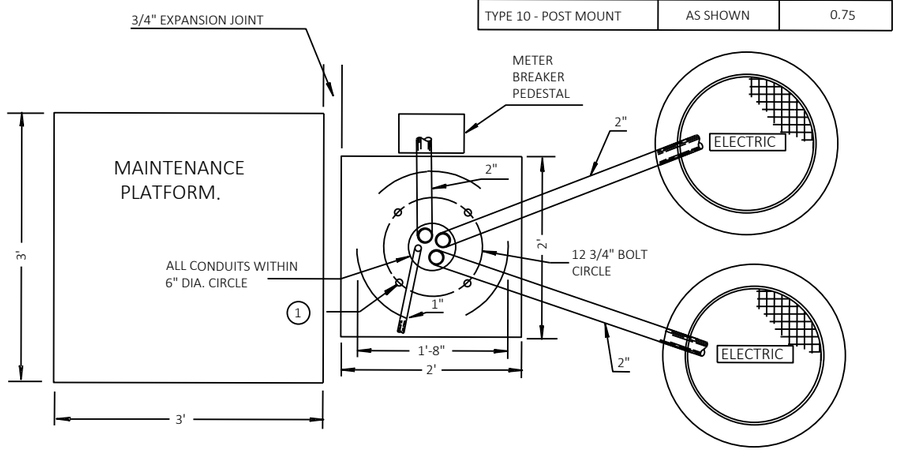


NOTES:
CENTER COLLAR IN MIDDLE OF EMBANKMENT.
MINIMUM 2' FROM PIPE JOINT.

ANTI-SEEP COLLAR DETAIL
NOT TO SCALE

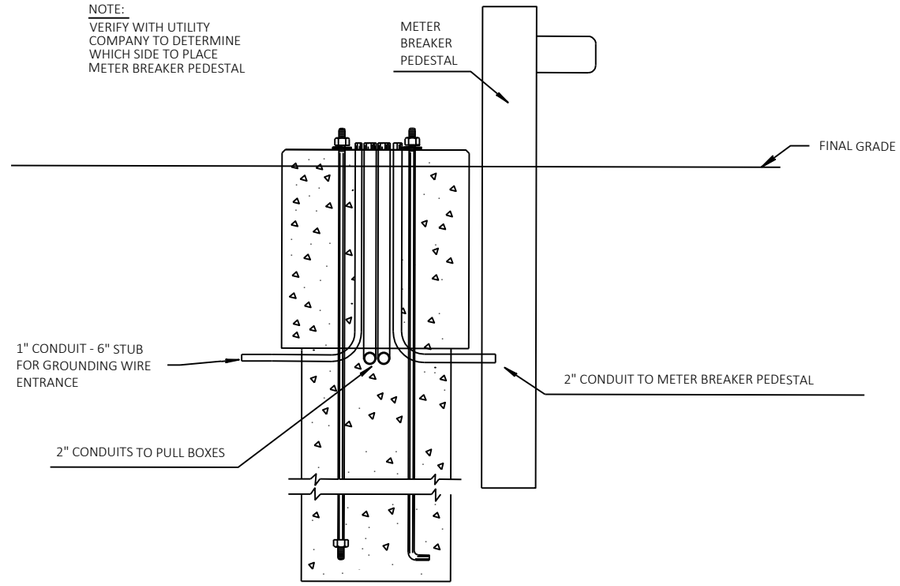
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 21	E

CONTROL CABINET BASE TYPE	DIMENSIONS	C.Y. CONCRETE (APPROX.)
TYPE 10 - POST MOUNT	AS SHOWN	0.75

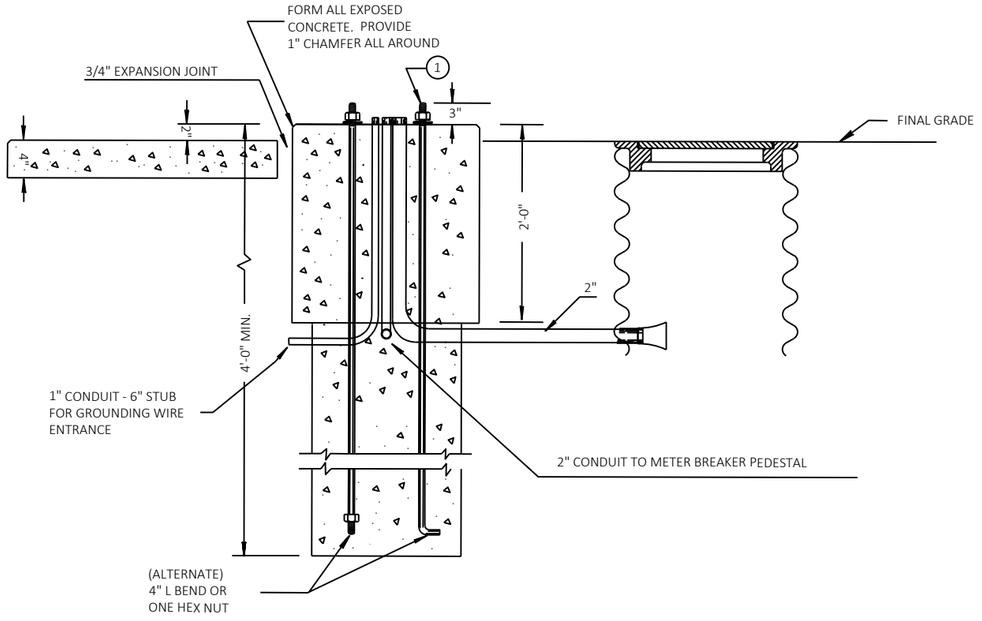


PLAN VIEW

NOTE:
VERIFY WITH UTILITY COMPANY TO DETERMINE WHICH SIDE TO PLACE METER BREAKER PEDESTAL



FRONT VIEW



PROFILE VIEW

GENERAL NOTES

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

ALL CONDUIT ENDS AT THE TOP OF THE CONCRETE BASE SHALL PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A-449, OR ASTM.

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	LIGHTING CABINET BASE - TYPE 10 NER	SHEET 22	E

2

LEGEND 1

AG1	BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4-INCH
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BC	BOX CULVERT EXTENSION
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
CCP	CONCRETE CURB PEDESTRIAN
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE
CG30	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED
CR X	CURB RAMP (TYPE AS NOTED)
CTA12	CONCRETE TRUCK APRON 12-INCH
DWY 6	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
FLUME	ASPHALTIC FLUME
HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
MGS 3	MGS GUARDRAIL 3
MGS HS	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
RED	COLORING CONCRETE WISDOT RED
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
SW 5	CONCRETE SIDEWALK 5-INCH
TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
WW	WINGWALL

LEGEND 2

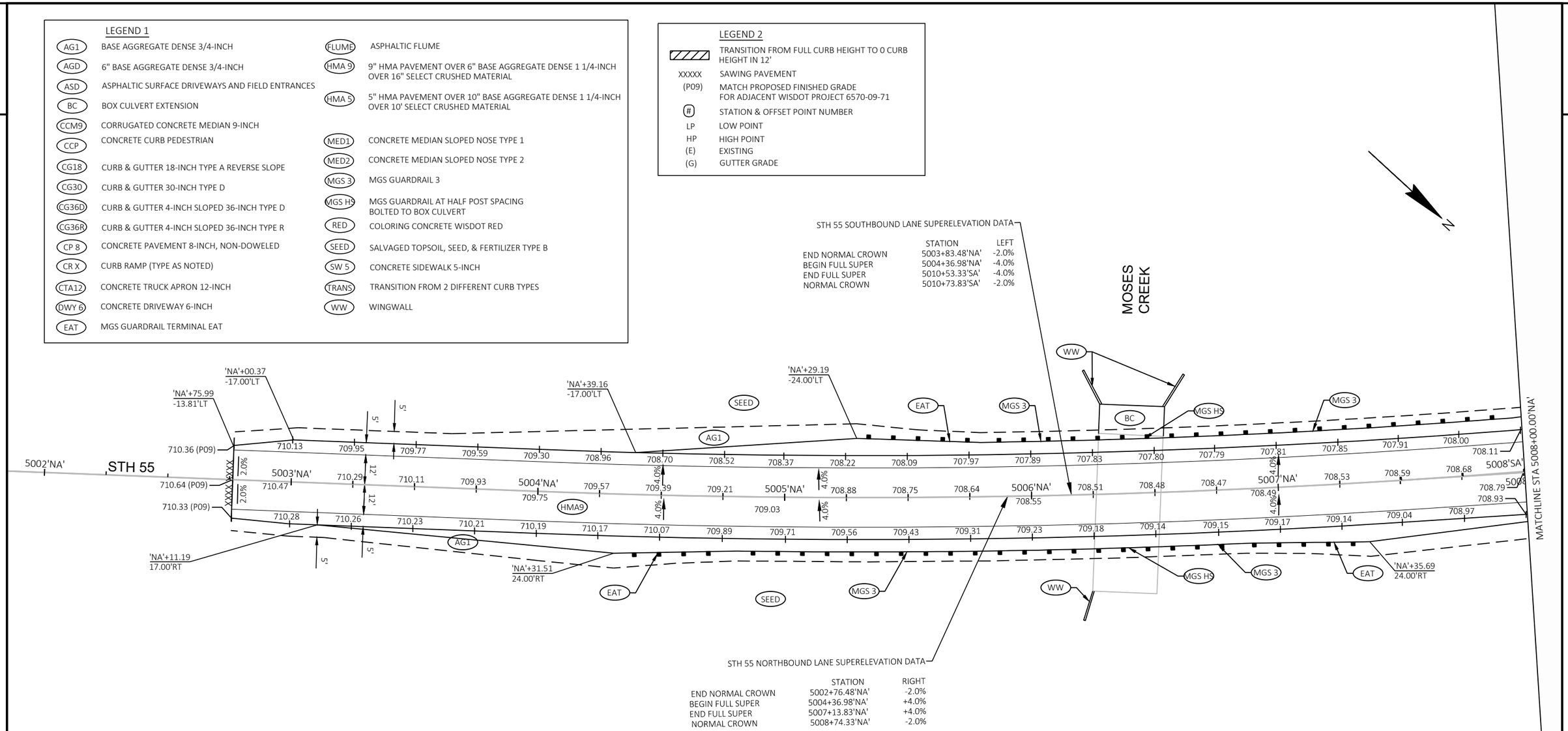
	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
#	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

STH 55 SOUTHBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
END NORMAL CROWN	5003+83.48'NA'	-2.0%
BEGIN FULL SUPER	5004+36.98'NA'	-4.0%
END FULL SUPER	5010+53.33'SA'	-4.0%
NORMAL CROWN	5010+73.83'SA'	-2.0%

STH 55 NORTHBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
END NORMAL CROWN	5002+76.48'NA'	-2.0%
BEGIN FULL SUPER	5004+36.98'NA'	+4.0%
END FULL SUPER	5007+13.83'NA'	+4.0%
NORMAL CROWN	5008+74.33'NA'	-2.0%



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVING DETAILS	SHEET 23	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\021201-PD-RAB.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 9/1/2021 8:35 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND 1

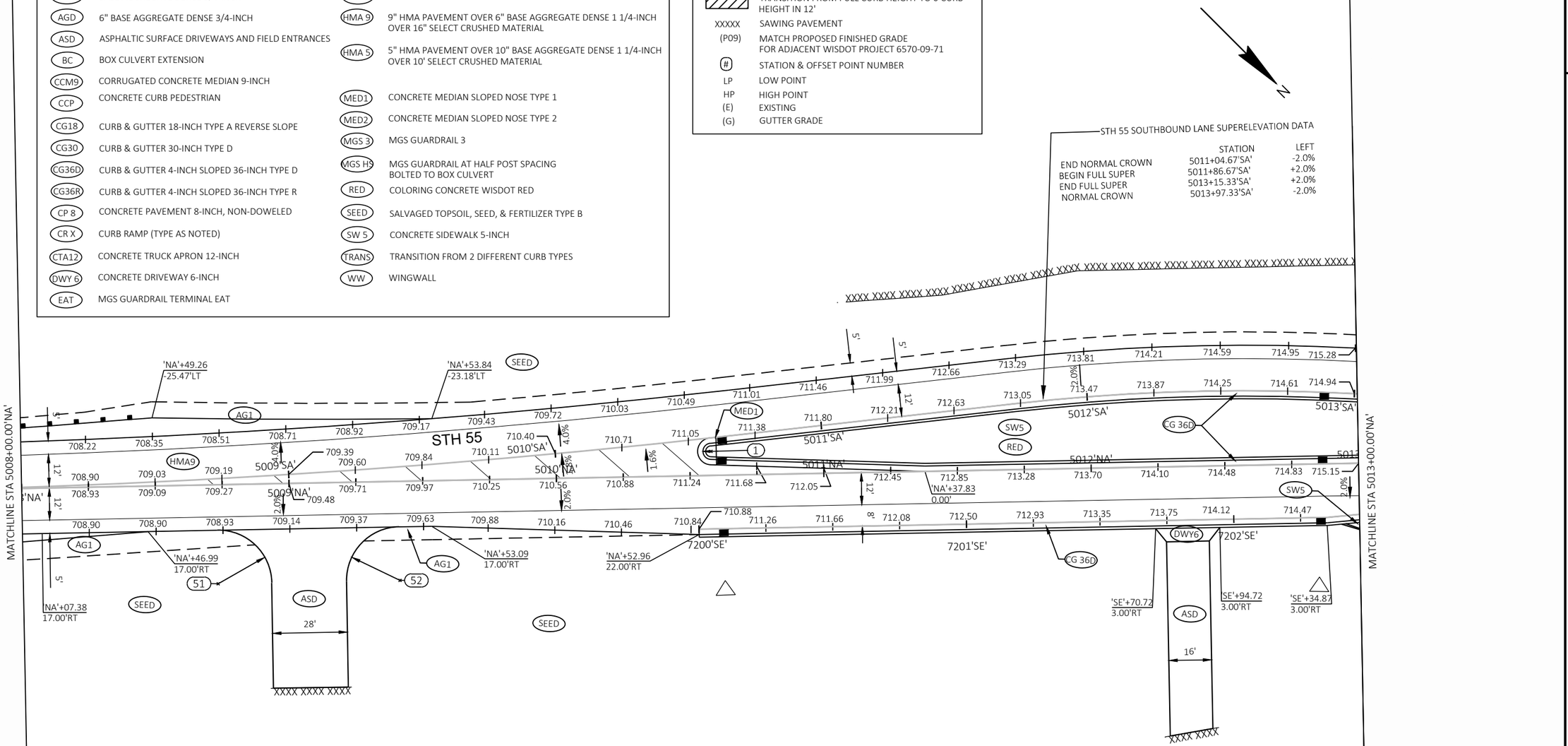
AG1	BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4-INCH
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BC	BOX CULVERT EXTENSION
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
CCP	CONCRETE CURB PEDESTRIAN
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE
CG30	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED
CR X	CURB RAMP (TYPE AS NOTED)
CTA12	CONCRETE TRUCK APRON 12-INCH
DWY 6	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
FLUME	ASPHALTIC FLUME
HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
MGS 3	MGS GUARDRAIL 3
MGS HS	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
RED	COLORING CONCRETE WISDOT RED
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
SW 5	CONCRETE SIDEWALK 5-INCH
TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
WW	WINGWALL

LEGEND 2

	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
#	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

STH 55 SOUTHBOUND LANE SUPERELEVATION DATA

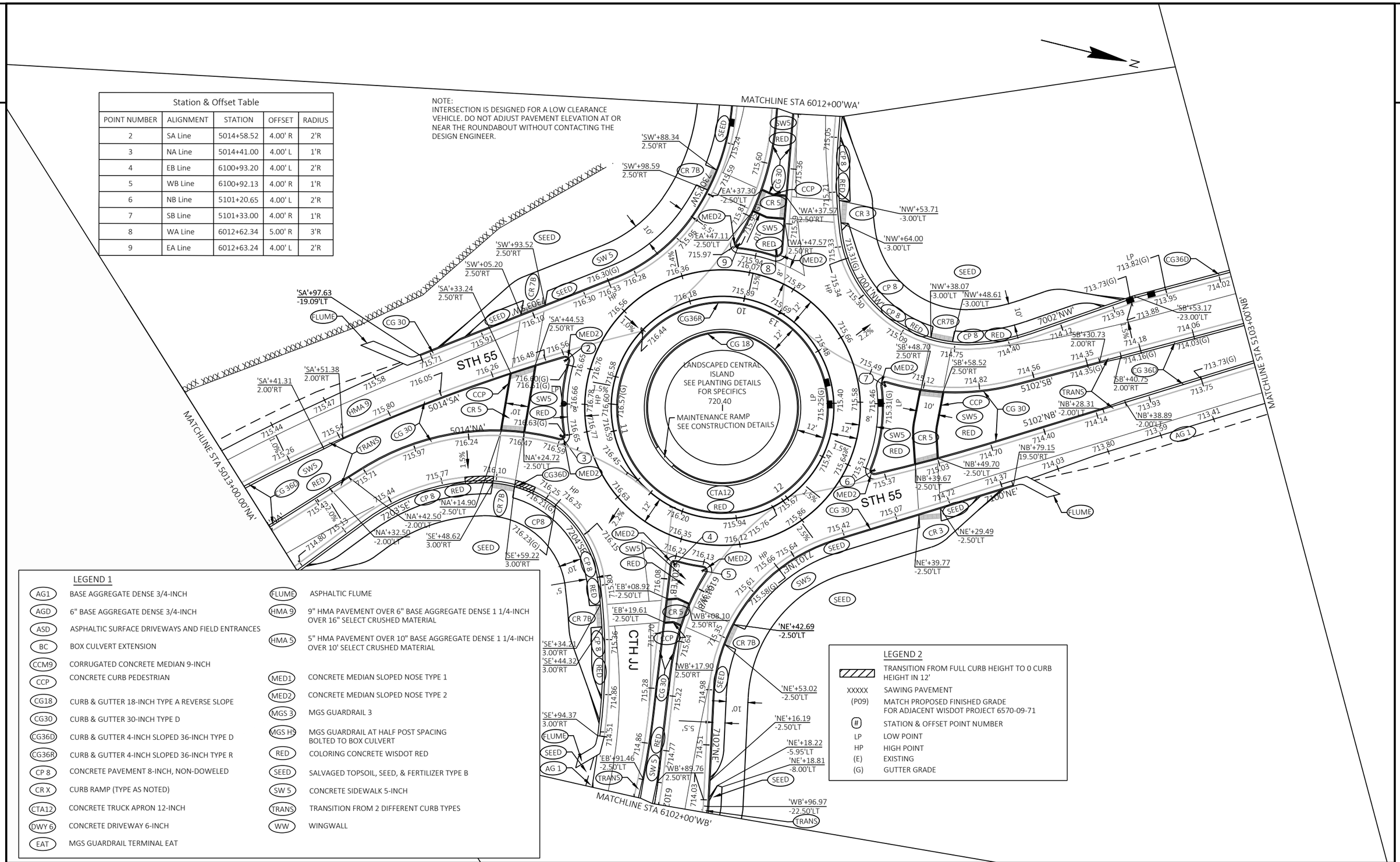
	STATION	LEFT
END NORMAL CROWN	5011+04.67'SA'	-2.0%
BEGIN FULL SUPER	5011+86.67'SA'	+2.0%
END FULL SUPER	5013+15.33'SA'	+2.0%
NORMAL CROWN	5013+97.33'SA'	-2.0%


STH 55
MATCHLINE STA 5008+00.00'NA'
MATCHLINE STA 5013+00.00'NA'
'NA'+49.26
-25.47'LT
'NA'+53.84
-23.18'LT
5009'SA'
5009'NA'
5010'SA'
5010'NA'
5011'SA'
5011'NA'
5012'SA'
5012'NA'
5013'SA'
'NA'+37.83
0.00'
7200'SE'
7201'SE'
7202'SE'
'NA'+46.99
17.00'RT
'NA'+53.09
17.00'RT
'NA'+52.96
22.00'RT
'NA'+07.38
17.00'RT
'SE'+70.72
3.00'RT
'SE'+94.72
3.00'RT
'SE'+34.87
3.00'RT
28'
16'
XXXX XXXX XXXX

2

Station & Offset Table				
POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
2	SA Line	5014+58.52	4.00' R	2'R
3	NA Line	5014+41.00	4.00' L	1'R
4	EB Line	6100+93.20	4.00' L	2'R
5	WB Line	6100+92.13	4.00' R	1'R
6	NB Line	5101+20.65	4.00' L	2'R
7	SB Line	5101+33.00	4.00' R	1'R
8	WA Line	6012+62.34	5.00' R	3'R
9	EA Line	6012+63.24	4.00' L	2'R

NOTE:
INTERSECTION IS DESIGNED FOR A LOW CLEARANCE VEHICLE. DO NOT ADJUST PAVEMENT ELEVATION AT OR NEAR THE ROUNDABOUT WITHOUT CONTACTING THE DESIGN ENGINEER.



LEGEND 1

AG1	BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4-INCH
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BC	BOX CULVERT EXTENSION
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
CCP	CONCRETE CURB PEDESTRIAN
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE
CG30	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED
CR X	CURB RAMP (TYPE AS NOTED)
CTA12	CONCRETE TRUCK APRON 12-INCH
DWY 6	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
FLUME	ASPHALTIC FLUME
HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
MGS 3	MGS GUARDRAIL 3
MGS HS	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
RED	COLORING CONCRETE WISDOT RED
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
SW 5	CONCRETE SIDEWALK 5-INCH
TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
WW	WINGWALL

LEGEND 2

	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
#	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVING DETAILS	SHEET 25	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\021201-PD-RAB.DWG
LAYOUT NAME - 021203-pd
PLOT DATE : 9/1/2021 8:35 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

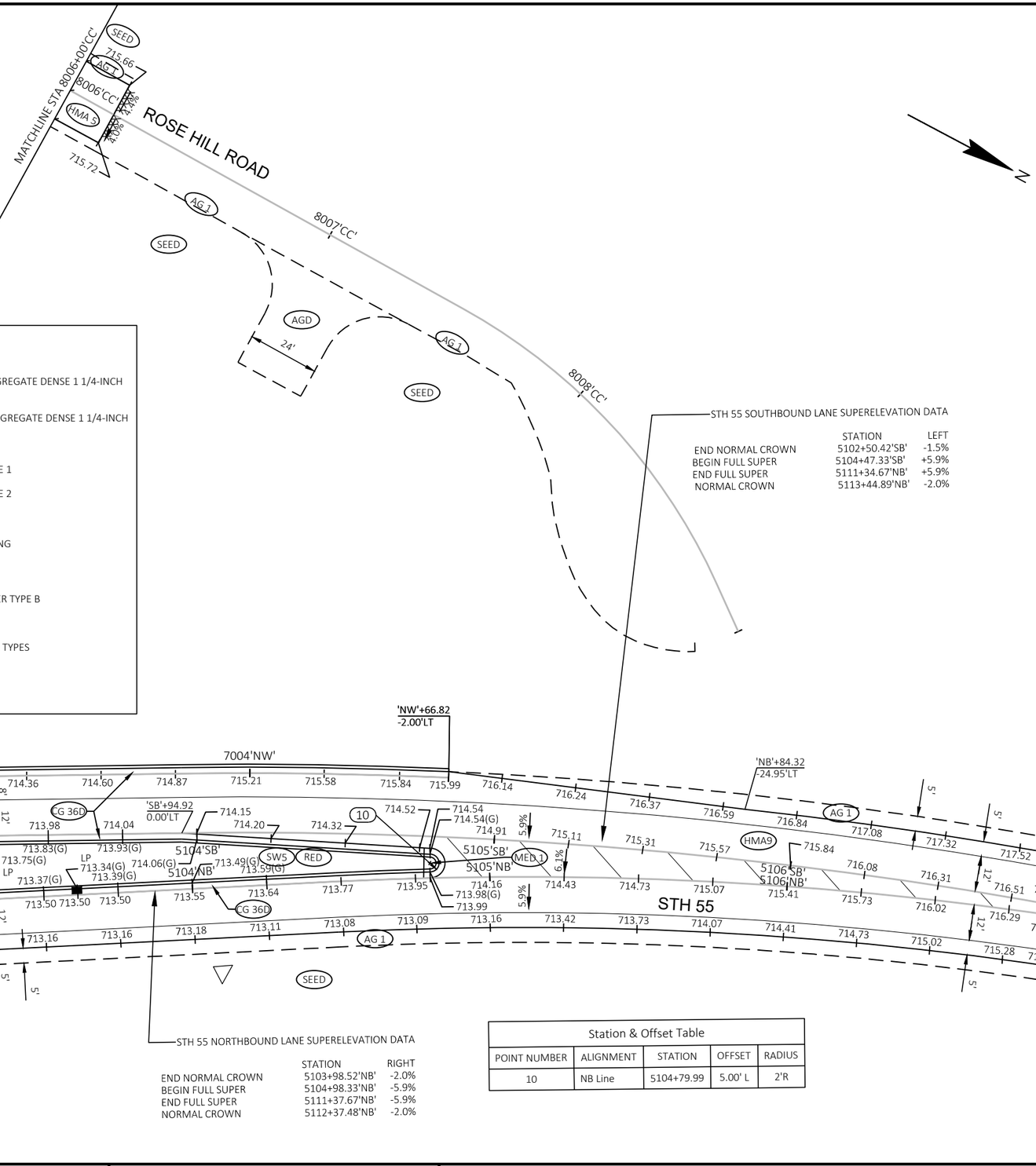
2

LEGEND 1

AG1	BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4-INCH
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BC	BOX CULVERT EXTENSION
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
CCP	CONCRETE CURB PEDESTRIAN
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE
CG30	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED
CR X	CURB RAMP (TYPE AS NOTED)
CTA12	CONCRETE TRUCK APRON 12-INCH
DWY 6	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
FLUME	ASPHALTIC FLUME
HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
MGS 3	MGS GUARDRAIL 3
MGS H9	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
RED	COLORING CONCRETE WISDOT RED
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
SW 5	CONCRETE SIDEWALK 5-INCH
TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
WW	WINGWALL

LEGEND 2

	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
(#)	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



STH 55 SOUTHBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
END NORMAL CROWN	5102+50.42'SB'	-1.5%
BEGIN FULL SUPER	5104+47.33'SB'	+5.9%
END FULL SUPER	5111+34.67'NB'	+5.9%
NORMAL CROWN	5113+44.89'NB'	-2.0%

STH 55 NORTHBOUND LANE SUPERELEVATION DATA

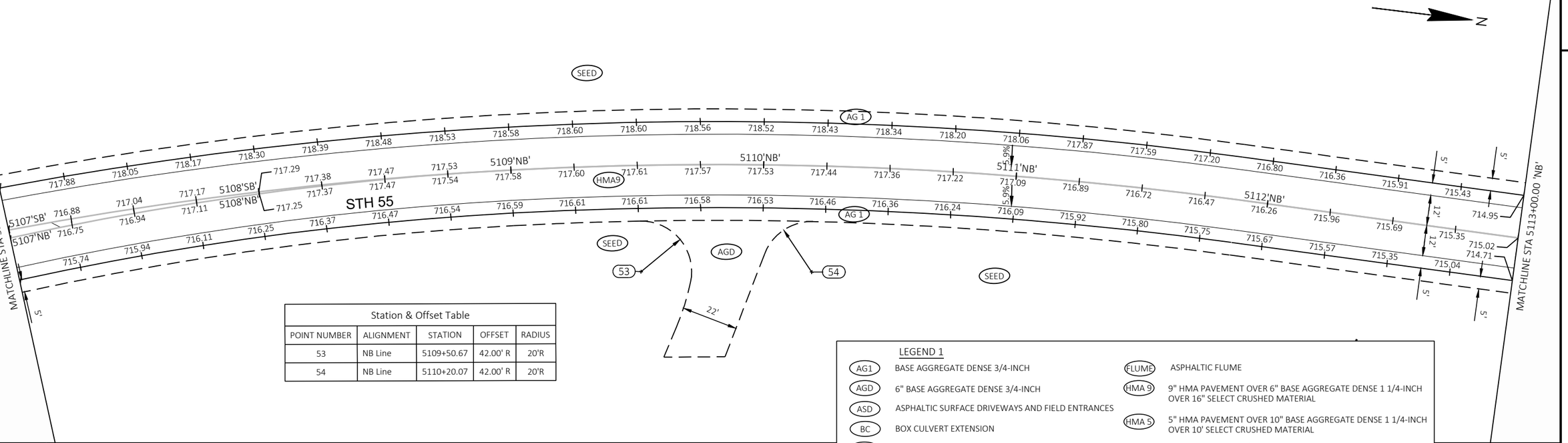
	STATION	RIGHT
END NORMAL CROWN	5103+98.52'NB'	-2.0%
BEGIN FULL SUPER	5104+98.33'NB'	-5.9%
END FULL SUPER	5111+37.67'NB'	-5.9%
NORMAL CROWN	5112+37.48'NB'	-2.0%

Station & Offset Table

POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
10	NB Line	5104+79.99	5.00' L	2'R

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVING DETAILS	SHEET 26	E

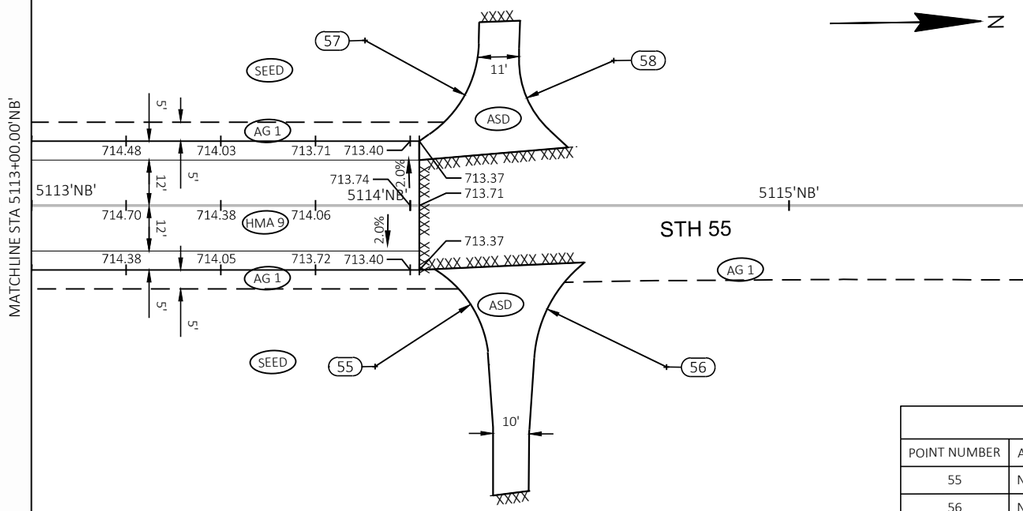
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\021201-PD-RAB.DWG
LAYOUT NAME - 021204-pd
PLOT DATE : 9/1/2021 8:35 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



Station & Offset Table				
POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
53	NB Line	5109+50.67	42.00' R	20'R
54	NB Line	5110+20.07	42.00' R	20'R

LEGEND 1

AG1	BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4-INCH
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BC	BOX CULVERT EXTENSION
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
CCP	CONCRETE CURB PEDESTRIAN
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE
CG30	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED
CR X	CURB RAMP (TYPE AS NOTED)
CTA12	CONCRETE TRUCK APRON 12-INCH
DWY 6	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
FLUME	ASPHALTIC FLUME
HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
MGS 3	MGS GUARDRAIL 3
MGS HS	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
RED	COLORING CONCRETE WISDOT RED
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
SW 5	CONCRETE SIDEWALK 5-INCH
TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
WW	WINGWALL



Station & Offset Table				
POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
55	NB Line	5113+90.73	42.49' R	30'R
56	NB Line	5114+67.64	42.63' R	35'R
57	NB Line	5113+88.05	43.55' L	30'R
58	NB Line	5114+53.72	38.24' L	25'R

LEGEND 2

	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
#	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

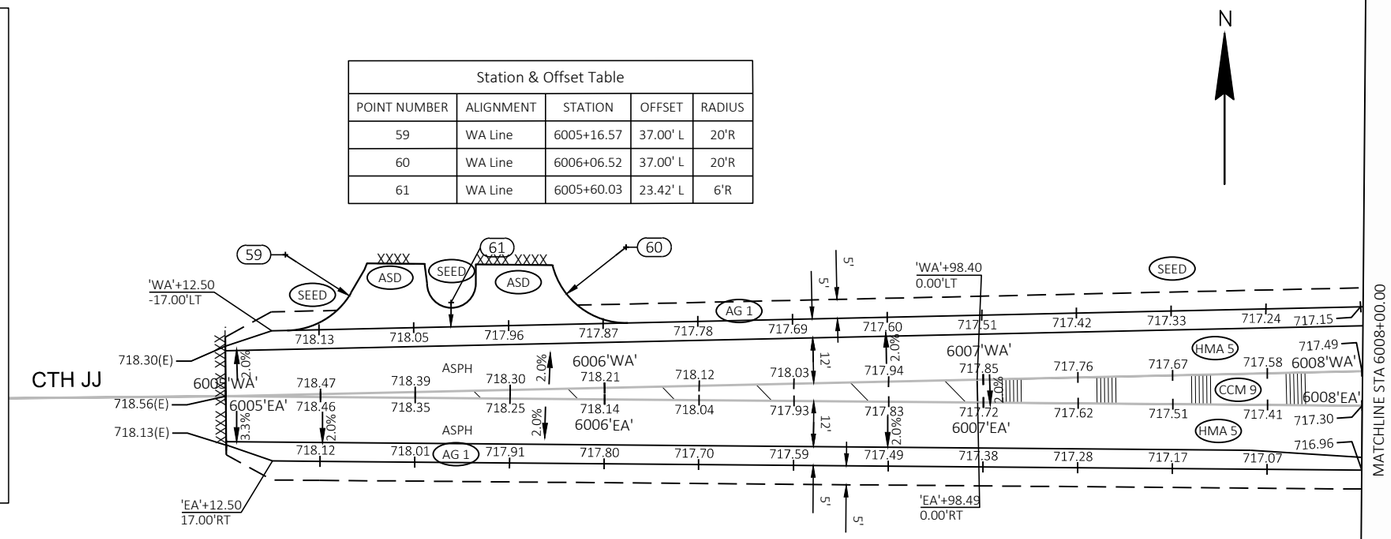
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVING DETAILS	SHEET 27	E

LEGEND 1

AG1	BASE AGGREGATE DENSE 3/4-INCH	FLUME	ASPHALTIC FLUME
AGD	6" BASE AGGREGATE DENSE 3/4-INCH	HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
BC	BOX CULVERT EXTENSION		
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH		
CCP	CONCRETE CURB PEDESTRIAN	MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE	MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
CG30	CURB & GUTTER 30-INCH TYPE D	MGS 3	MGS GUARDRAIL 3
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	MGS HS	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	RED	COLORING CONCRETE WISDOT RED
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED	SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
CR X	CURB RAMP (TYPE AS NOTED)	SW 5	CONCRETE SIDEWALK 5-INCH
CTA12	CONCRETE TRUCK APRON 12-INCH	TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
DWY 6	CONCRETE DRIVEWAY 6-INCH	WW	WINGWALL
EAT	MGS GUARDRAIL TERMINAL EAT		

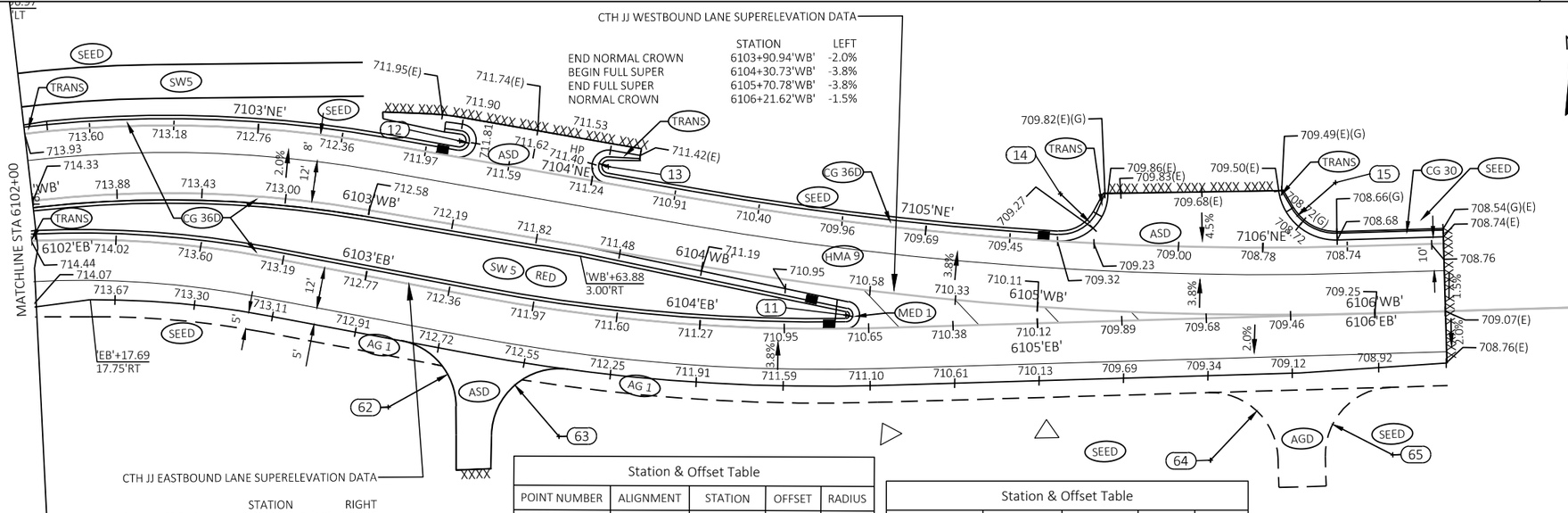
LEGEND 2

	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
#	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



Station & Offset Table

POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
59	WA Line	6005+16.57	37.00' L	20'R
60	WA Line	6006+06.52	37.00' L	20'R
61	WA Line	6005+60.03	23.42' L	6'R



Station & Offset Table

POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
11	WB Line	6104+43.99	8.00' R	1'R
12	WB Line	6103+22.96	24.65' L	2'R
13	WB Line	6103+67.65	24.46' L	2'R
14	WB Line	6105+04.61	33.76' L	11'R
15	WB Line	6105+89.07	38.95' L	15'R

Station & Offset Table

POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
62	EB Line	6103+13.68	37.00' R	20'R
63	EB Line	6103+63.00	37.00' R	20'R
64	EB Line	6105+50.06	42.00' R	20'R
65	EB Line	6106+04.06	42.00' R	20'R

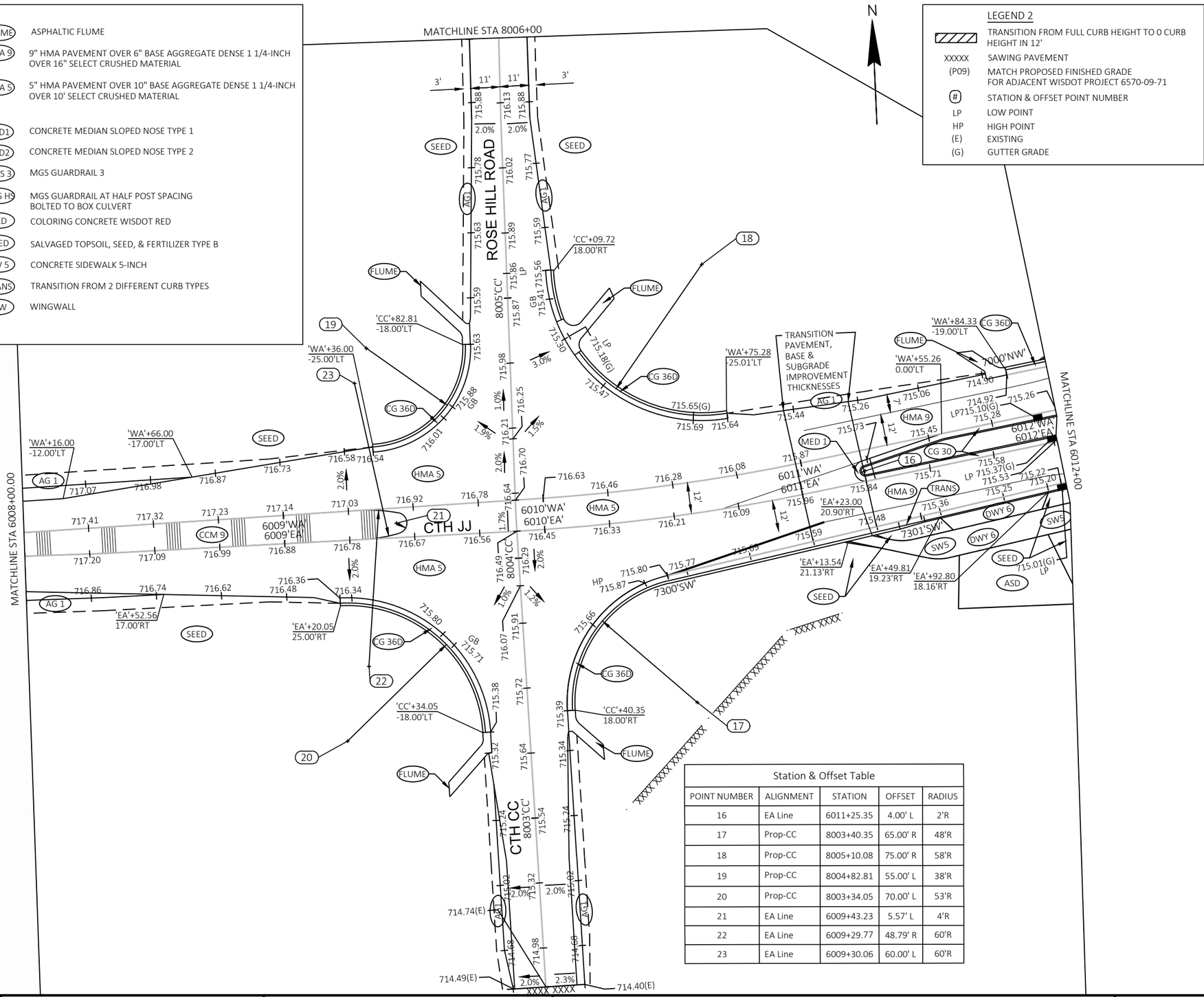
2

LEGEND 1

AG1	BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4-INCH
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BC	BOX CULVERT EXTENSION
CCM9	CORRUGATED CONCRETE MEDIAN 9-INCH
CCP	CONCRETE CURB PEDESTRIAN
CG18	CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE
CG30	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CP 8	CONCRETE PAVEMENT 8-INCH, NON-DOWELED
CR X	CURB RAMP (TYPE AS NOTED)
CTA12	CONCRETE TRUCK APRON 12-INCH
DWY 6	CONCRETE DRIVEWAY 6-INCH
EAT	MGS GUARDRAIL TERMINAL EAT
FLUME	ASPHALTIC FLUME
HMA 9	9" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 5	5" HMA PAVEMENT OVER 10" BASE AGGREGATE DENSE 1 1/4-INCH OVER 10' SELECT CRUSHED MATERIAL
MED1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
MGS 3	MGS GUARDRAIL 3
MGS HS	MGS GUARDRAIL AT HALF POST SPACING BOLTED TO BOX CULVERT
RED	COLORING CONCRETE WISDOT RED
SEED	SALVAGED TOPSOIL, SEED, & FERTILIZER TYPE B
SW 5	CONCRETE SIDEWALK 5-INCH
TRANS	TRANSITION FROM 2 DIFFERENT CURB TYPES
WW	WINGWALL

LEGEND 2

	TRANSITION FROM FULL CURB HEIGHT TO 0 CURB HEIGHT IN 12'
XXXXX	SAWING PAVEMENT
(P09)	MATCH PROPOSED FINISHED GRADE FOR ADJACENT WISDOT PROJECT 6570-09-71
#	STATION & OFFSET POINT NUMBER
LP	LOW POINT
HP	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



Station & Offset Table

POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
16	EA Line	6011+25.35	4.00' L	2'R
17	Prop-CC	8003+40.35	65.00' R	48'R
18	Prop-CC	8005+10.08	75.00' R	58'R
19	Prop-CC	8004+82.81	55.00' L	38'R
20	Prop-CC	8003+34.05	70.00' L	53'R
21	EA Line	6009+43.23	5.57' L	4'R
22	EA Line	6009+29.77	48.79' R	60'R
23	EA Line	6009+30.06	60.00' L	60'R

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVING DETAILS	SHEET 29 E

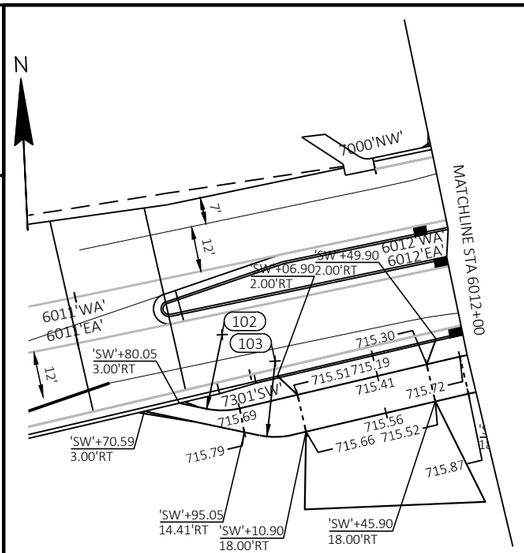
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\021201-PD-RAB.DWG
LAYOUT NAME - 021208-pd

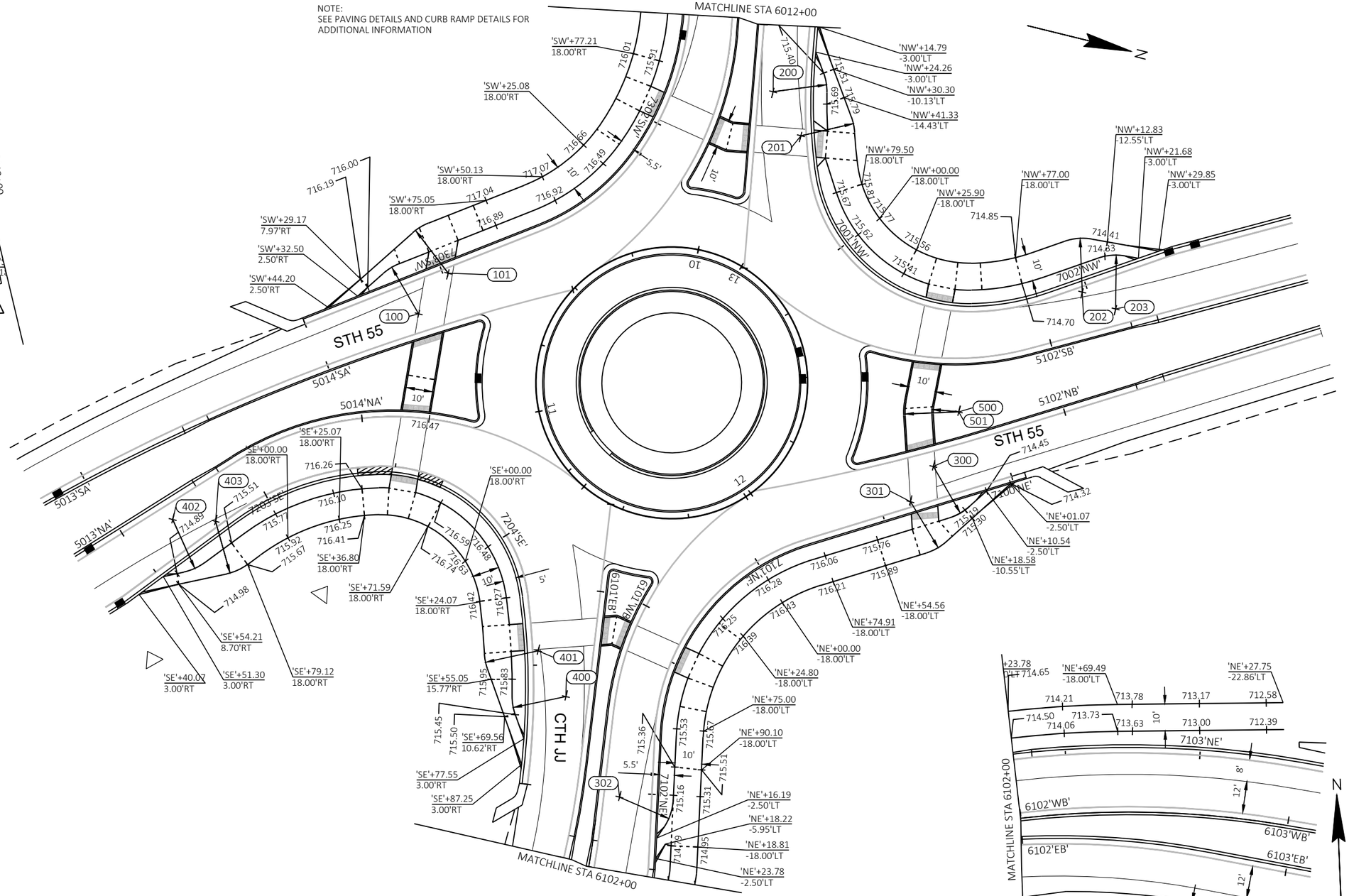
PLOT DATE : 9/1/2021 8:36 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTE:
SEE PAVING DETAILS AND CURB RAMP DETAILS FOR ADDITIONAL INFORMATION





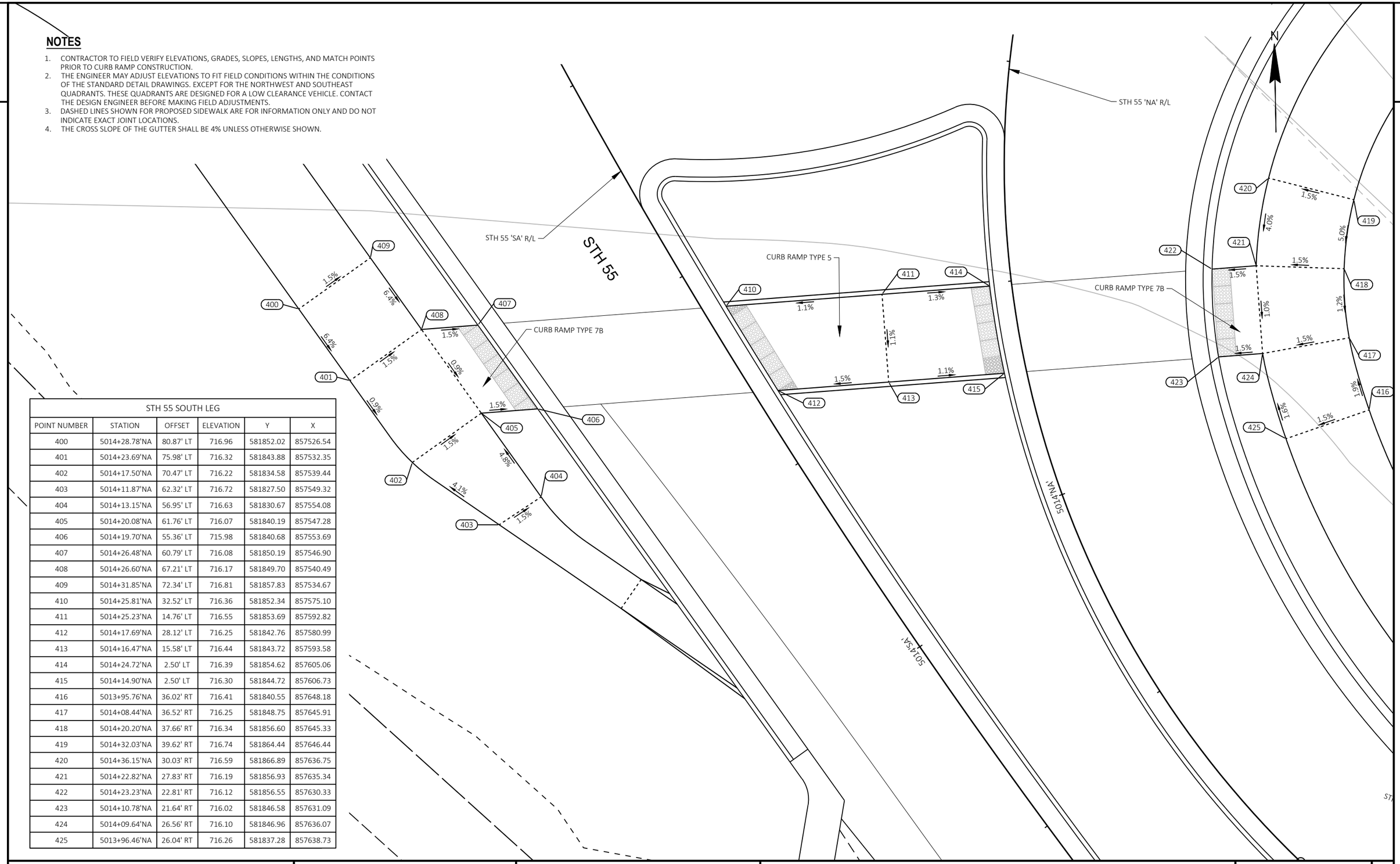
Sidewalk Radius Points				
POINT NUMBER	ALIGNMENT	STATION	OFFSET	RADIUS
100	SW Line	7303+13.87	12.00' L	20'R
101	SW Line	7302+98.09	2.00' L	20'R
102	SW Line	7300+95.21	12.00' L	20'R
103	SW Line	7301+07.19	2.00' L	20'R
200	NW Line	7000+39.55	12.00' R	20'R
201	NW Line	7000+55.55	2.00' R	20'R
202	NW Line	7001+97.89	2.00' R	20'R
203	NW Line	7002+07.54	12.00' R	20'R
300	NE Line	7100+26.77	12.00' R	20'R
301	NE Line	7100+38.75	2.00' R	20'R
302	NE Line	7102+01.62	12.00' R	20'R
400	SE Line	7204+61.52	12.00' L	20'R
401	SE Line	7204+44.73	2.00' L	20'R
402	SE Line	7202+66.68	12.00' L	20'R
403	SE Line	7202+79.12	2.00' L	20'R
500	NB Line	5101+62.16	11.57' L	10'R
501	NB Line	5101+62.16	11.57' L	20'R

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	SIDEWALK PLAN DETAILS	SHEET 30	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\021251-SD-RAB.DWG
LAYOUT NAME - 021251-sd
PLOT DATE : 9/1/2021 8:36 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS. EXCEPT FOR THE NORTHWEST AND SOUTHEAST QUADRANTS. THESE QUADRANTS ARE DESIGNED FOR A LOW CLEARANCE VEHICLE. CONTACT THE DESIGN ENGINEER BEFORE MAKING FIELD ADJUSTMENTS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.

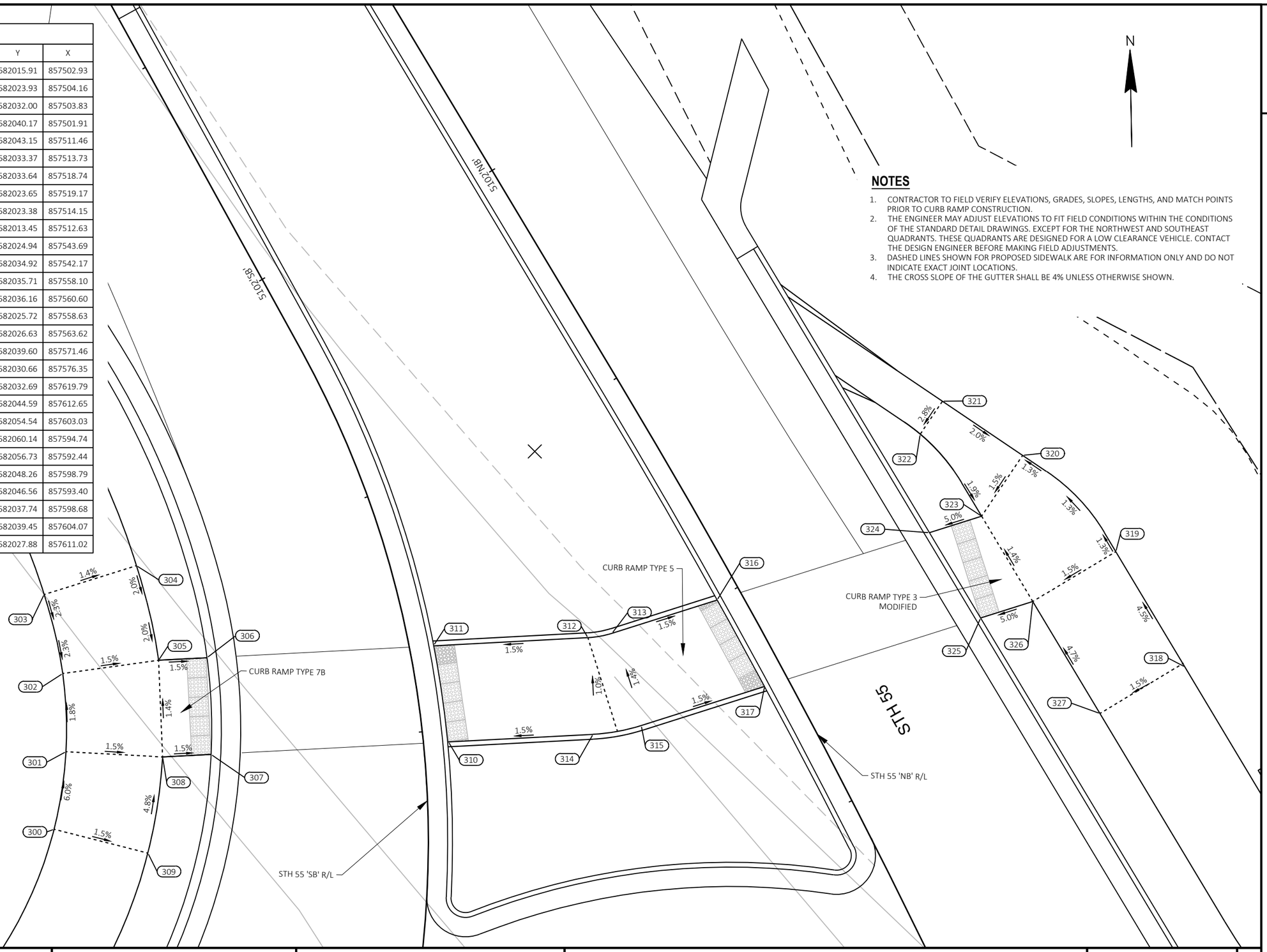


STH 55 SOUTH LEG					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
400	5014+28.78'NA	80.87' LT	716.96	581852.02	857526.54
401	5014+23.69'NA	75.98' LT	716.32	581843.88	857532.35
402	5014+17.50'NA	70.47' LT	716.22	581834.58	857539.44
403	5014+11.87'NA	62.32' LT	716.72	581827.50	857549.32
404	5014+13.15'NA	56.95' LT	716.63	581830.67	857554.08
405	5014+20.08'NA	61.76' LT	716.07	581840.19	857547.28
406	5014+19.70'NA	55.36' LT	715.98	581840.68	857553.69
407	5014+26.48'NA	60.79' LT	716.08	581850.19	857546.90
408	5014+26.60'NA	67.21' LT	716.17	581849.70	857540.49
409	5014+31.85'NA	72.34' LT	716.81	581857.83	857534.67
410	5014+25.81'NA	32.52' LT	716.36	581852.34	857575.10
411	5014+25.23'NA	14.76' LT	716.55	581853.69	857592.82
412	5014+17.69'NA	28.12' LT	716.25	581842.76	857580.99
413	5014+16.47'NA	15.58' LT	716.44	581843.72	857593.58
414	5014+24.72'NA	2.50' LT	716.39	581854.62	857605.06
415	5014+14.90'NA	2.50' LT	716.30	581844.72	857606.73
416	5013+95.76'NA	36.02' RT	716.41	581840.55	857648.18
417	5014+08.44'NA	36.52' RT	716.25	581848.75	857645.91
418	5014+20.20'NA	37.66' RT	716.34	581856.60	857645.33
419	5014+32.03'NA	39.62' RT	716.74	581864.44	857646.44
420	5014+36.15'NA	30.03' RT	716.59	581866.89	857636.75
421	5014+22.82'NA	27.83' RT	716.19	581856.93	857635.34
422	5014+23.23'NA	22.81' RT	716.12	581856.55	857630.33
423	5014+10.78'NA	21.64' RT	716.02	581846.58	857631.09
424	5014+09.64'NA	26.56' RT	716.10	581846.96	857636.07
425	5013+96.46'NA	26.04' RT	716.26	581837.28	857638.73

STH 55 NORTH LEG					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
300	5101+63.90'NB	73.78' LT	715.56	582015.91	857502.93
301	5101+70.86'NB	68.66' LT	715.07	582023.93	857504.16
302	5101+78.25'NB	64.80' LT	714.93	582032.00	857503.83
303	5101+86.24'NB	62.24' LT	715.12	582040.17	857501.91
304	5101+83.89'NB	52.52' LT	714.98	582043.15	857511.46
305	5101+74.33'NB	55.60' LT	714.78	582033.37	857513.73
306	5101+71.82'NB	51.16' LT	714.70	582033.64	857518.74
307	5101+62.31'NB	55.86' LT	714.85	582023.65	857519.17
308	5101+64.80'NB	60.33' LT	714.92	582023.38	857514.15
309	5101+56.22'NB	66.60' LT	715.41	582013.45	857512.63
310	5101+50.62'NB	33.89' LT	715.07	582024.94	857543.69
311	5101+60.47'NB	30.29' LT	714.94	582034.92	857542.17
312	5101+53.06'NB	16.06' LT	715.18	582035.71	857558.10
313	5101+52.21'NB	13.66' LT	715.15	582036.16	857560.60
314	5101+43.84'NB	20.44' LT	715.29	582025.72	857558.63
315	5101+42.21'NB	15.62' LT	715.29	582026.63	857563.62
316	5101+49.90'NB	2.50' LT	714.98	582039.60	857571.46
317	5101+39.67'NB	2.50' LT	715.09	582030.66	857576.35
318	5101+21.73'NB	36.92' RT	715.91	582032.69	857619.79
319	5101+34.94'NB	36.07' RT	715.28	582044.59	857612.65
320	5101+47.69'NB	32.35' RT	715.10	582054.54	857603.03
321	5101+56.28'NB	27.86' RT	715.30	582060.14	857594.74
322	5101+54.51'NB	24.18' RT	715.19	582056.73	857592.44
323	5101+44.36'NB	25.61' RT	714.99	582048.26	857598.79
324	5101+45.42'NB	20.06' RT	714.70	582046.56	857593.40
325	5101+35.42'NB	20.53' RT	714.85	582037.74	857598.68
326	5101+34.43'NB	26.09' RT	715.13	582039.45	857604.07
327	5101+21.42'NB	26.92' RT	715.76	582027.88	857611.02

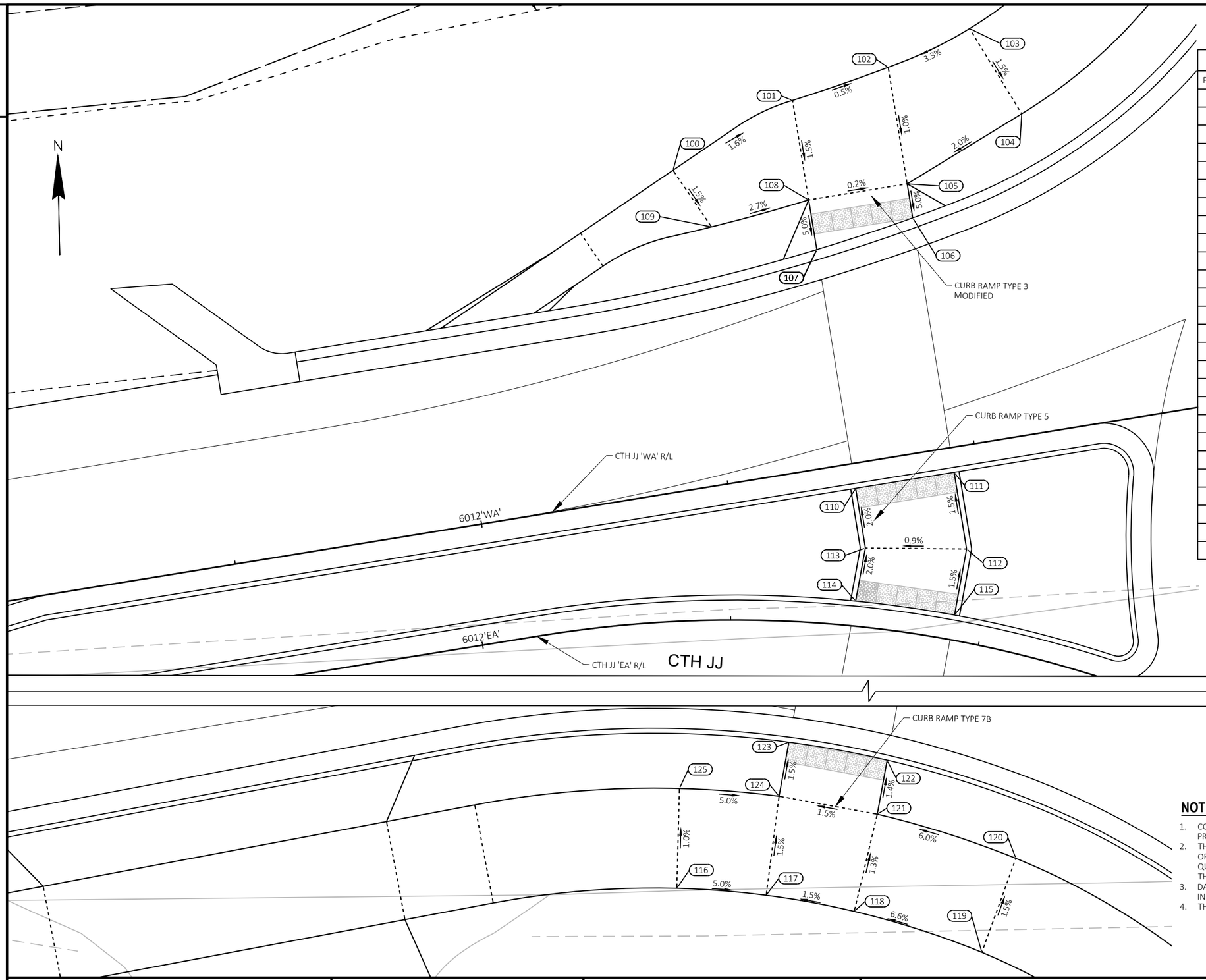
NOTES

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2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS. EXCEPT FOR THE NORTHWEST AND SOUTHEAST QUADRANTS. THESE QUADRANTS ARE DESIGNED FOR A LOW CLEARANCE VEHICLE. CONTACT THE DESIGN ENGINEER BEFORE MAKING FIELD ADJUSTMENTS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 55	SHEET 32	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\021301-CR-RAB.DWG
LAYOUT NAME - 023001-n
PLOT DATE : 9/15/2021 8:50 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



CTH JJ WEST LEG					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
100	6012+24.63'NA	31.89' LT	715.79	581976.23	857454.42
101	6012+37.57'NA	36.87' LT	715.57	581983.22	857466.40
102	6012+47.57'NA	38.61' LT	715.51	581986.54	857475.99
103	6012+56.24'NA	41.12' LT	715.81	581990.41	857484.14
104	6012+60.02'NA	31.86' LT	715.67	581981.88	857489.36
105	6012+47.57'NA	26.77' LT	715.39	581974.86	857477.89
106	6012+47.57'NA	23.33' LT	715.22	581971.46	857478.44
107	6012+37.57'NA	21.73' LT	715.16	581968.28	857468.83
108	6012+37.57'NA	26.77' LT	715.42	581973.26	857468.02
109	6012+27.53'NA	25.67' LT	715.69	581970.55	857458.29
110	6012+37.57'NA	2.50' RT	715.38	581944.36	857472.72
111	6012+47.57'NA	2.50' RT	715.48	581945.97	857482.59
112	6012+47.57'NA	10.29' RT	715.60	581938.28	857483.84
113	6012+37.57'NA	8.56' RT	715.50	581938.38	857473.69
114	6012+35.75'NA	13.65' RT	715.61	581933.07	857472.72
115	6012+45.31'NA	16.62' RT	715.70	581931.67	857482.63
116	6012+14.74'NA	47.53' RT	716.01	581896.25	857457.43
117	6012+23.47'NA	49.65' RT	715.56	581895.56	857466.38
118	6012+31.92'NA	52.66' RT	715.69	581893.94	857475.20
119	6012+43.88'NA	58.76' RT	716.58	581889.84	857487.99
120	6012+48.75'NA	50.02' RT	716.43	581899.25	857491.39
121	6012+35.75'NA	43.43' RT	715.56	581903.67	857477.51
122	6012+37.59'NA	38.28' RT	715.48	581909.05	857478.49
123	6012+28.18'NA	34.89' RT	715.33	581910.89	857468.66
124	6012+26.34'NA	40.07' RT	715.41	581905.47	857467.67
125	6012+16.61'NA	37.70' RT	715.91	581906.25	857457.69

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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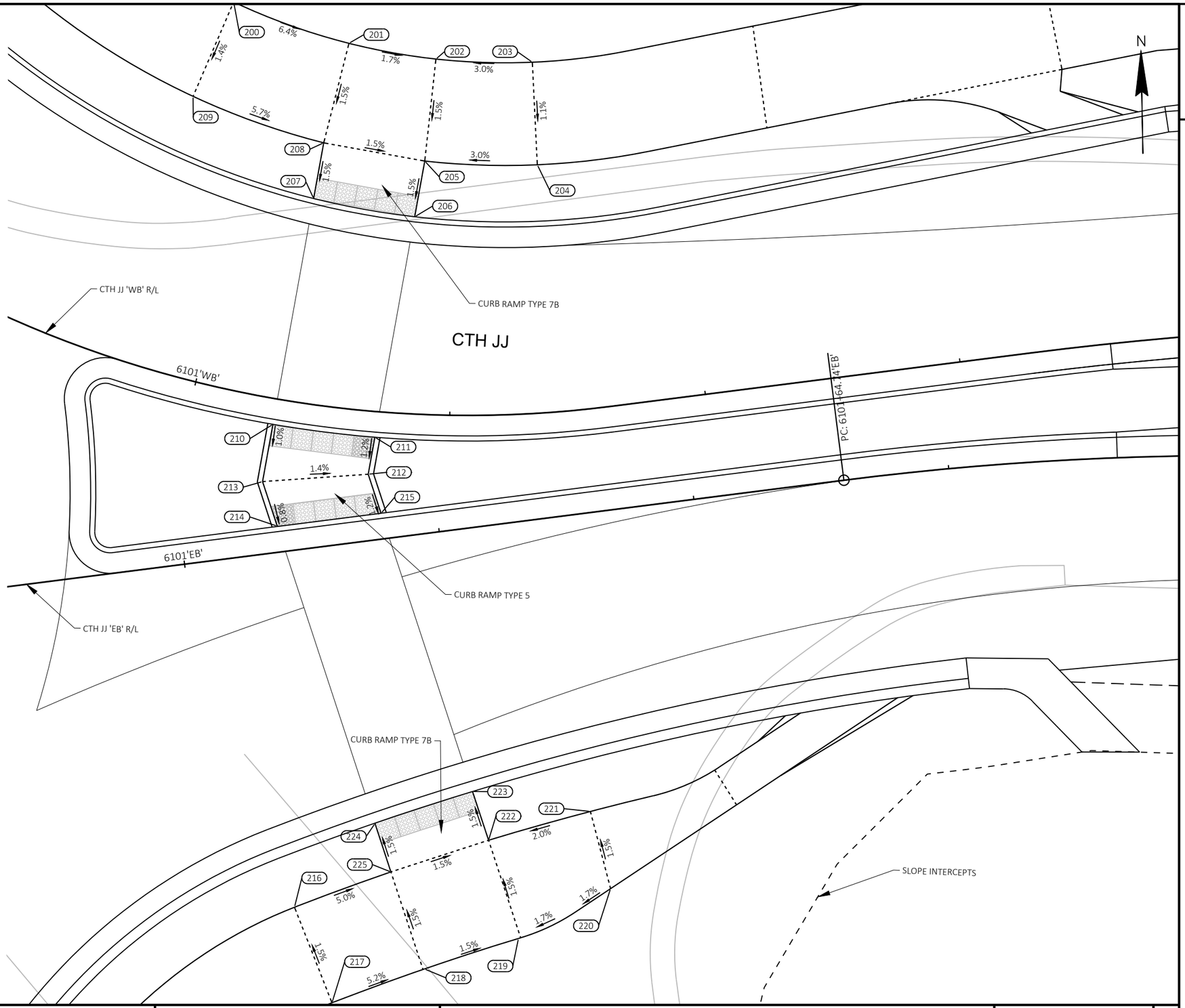
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 55	SHEET 33	E

2

NOTES

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3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
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CTH JJ EAST LEG					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
200	6100+91.95'WB	36.61' LT	716.38	581987.29	857659.23
201	6101+09.59'WB	35.32' LT	715.61	581983.26	857670.46
202	6101+22.19'WB	34.64' LT	715.46	581981.73	857678.94
203	6101+35.84'WB	34.14' LT	715.74	581981.42	857688.32
204	6101+35.41'WB	24.15' LT	715.64	581971.44	857688.81
205	6101+21.32'WB	24.66' LT	715.31	581971.79	857677.85
206	6101+20.47'WB	19.19' LT	715.23	581966.37	857676.87
207	6101+08.33'WB	19.85' LT	715.38	581968.15	857667.03
208	6101+08.41'WB	25.36' LT	715.46	581973.57	857668.01
209	6100+90.78'WB	26.64' LT	716.24	581978.10	857655.28
210	6101+08.10'WB	2.50' RT	715.95	581946.15	857663.06
211	6101+17.90'WB	2.50' RT	715.80	581944.89	857672.99
212	6101+17.56'WB	6.14' RT	715.76	581941.29	857672.34
213	6101+08.06'WB	8.16' RT	715.90	581940.58	857662.05
214	6101+10.00'WB	12.22' RT	715.86	581936.23	857663.49
215	6101+19.00'WB	9.84' RT	715.71	581937.49	857673.59
216	6101+15.06'WB	48.81' RT	716.27	581899.12	857665.16
217	6101+18.10'WB	57.74' RT	716.42	581889.81	857668.81
218	6101+23.94'WB	53.97' RT	715.92	581893.11	857677.81
219	6101+30.15'WB	51.02' RT	715.77	581896.07	857686.97
220	6101+36.55'WB	46.71' RT	715.95	581900.93	857695.95
221	6101+35.59'WB	39.05' RT	715.83	581908.44	857693.98
222	6101+28.25'WB	41.39' RT	715.62	581905.64	857684.06
223	6101+27.12'WB	36.63' RT	715.55	581910.39	857682.50
224	6101+20.15'WB	40.03' RT	715.69	581907.27	857673.00
225	6101+21.45'WB	44.65' RT	715.77	581902.56	857674.55



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 55	SHEET 34	E

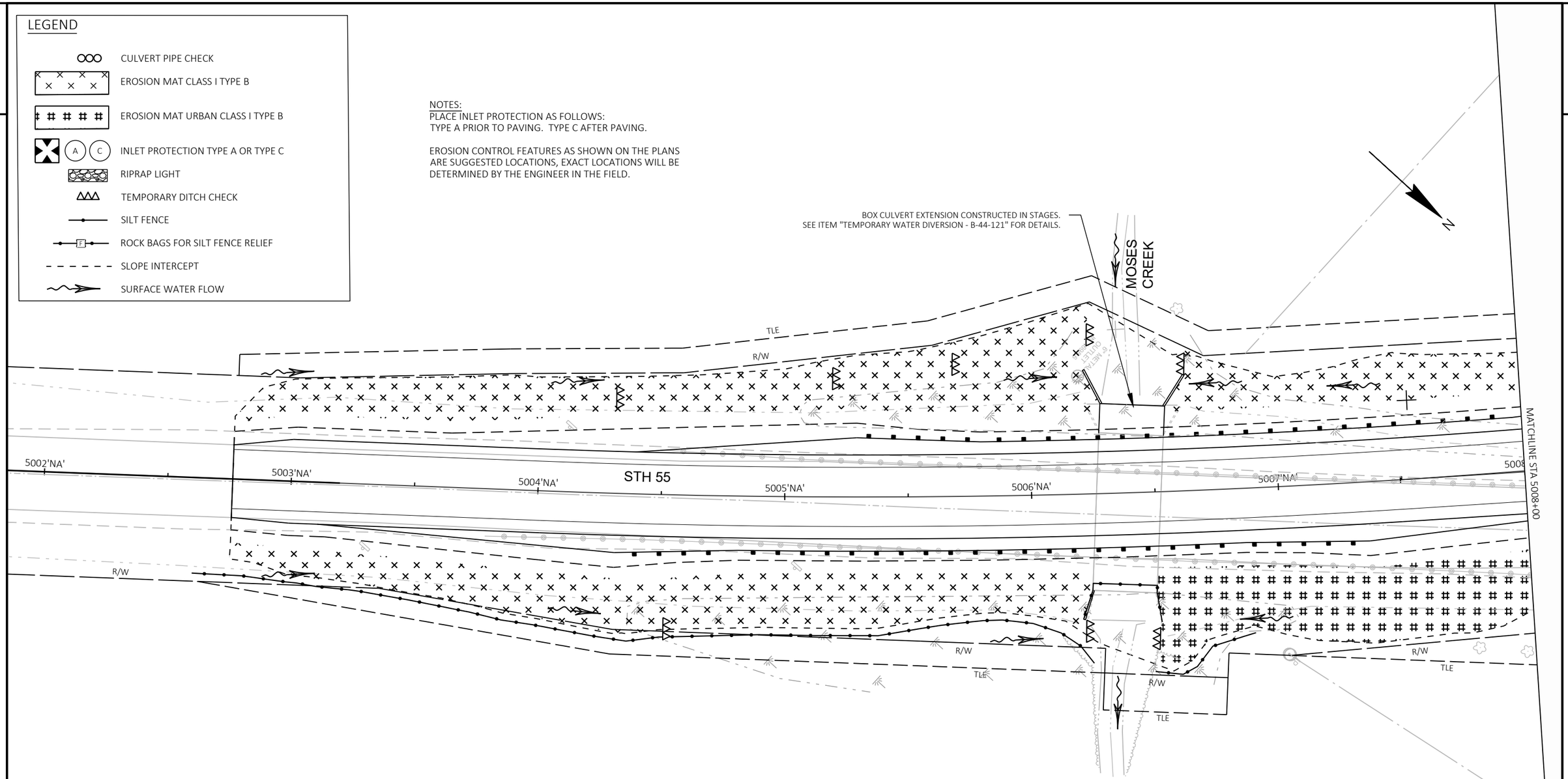
2

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C — INLET PROTECTION TYPE A OR TYPE C
- RIPRAP LIGHT
- TEMPORARY DITCH CHECK
- SILT FENCE
- F — ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE C AFTER PAVING.

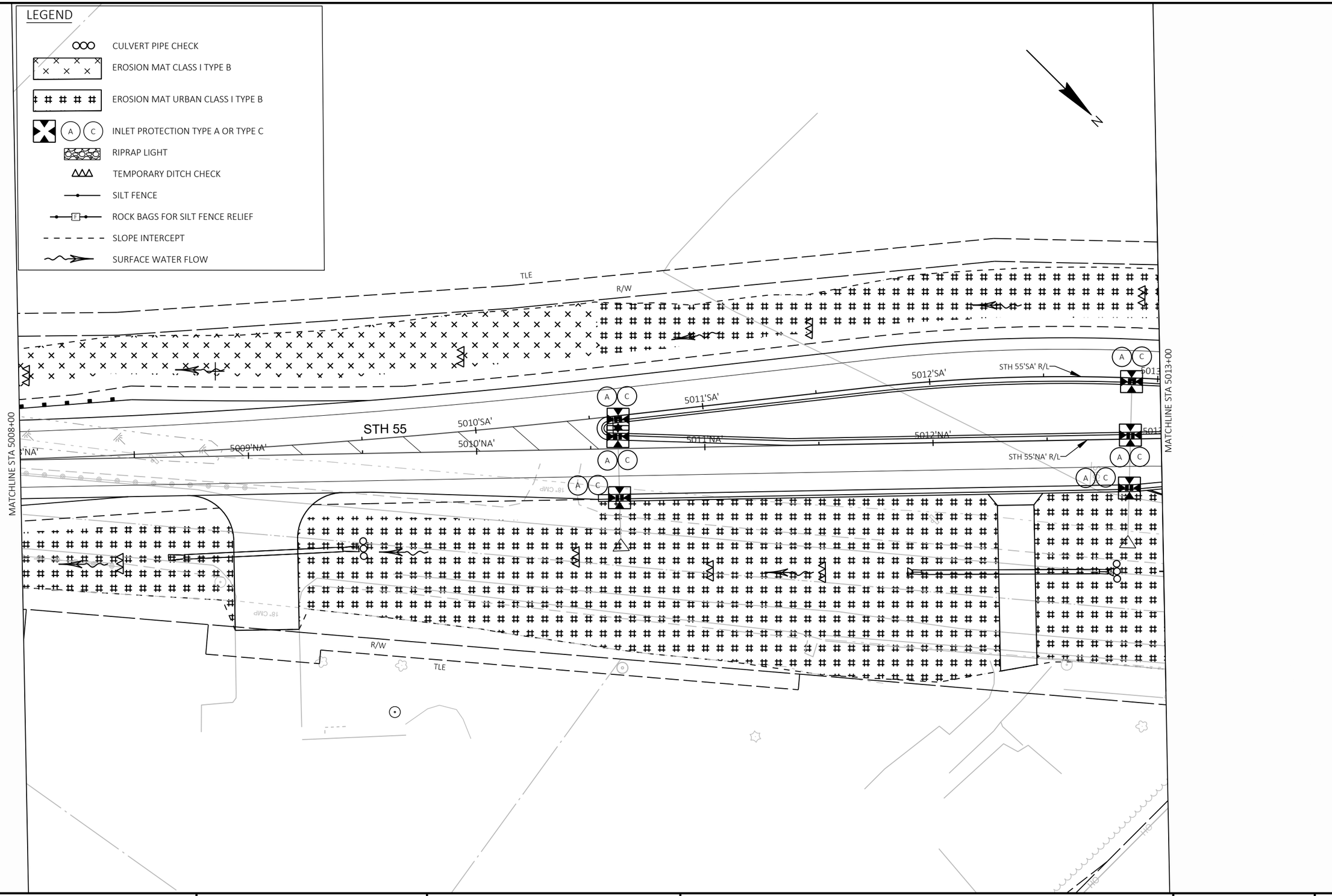
EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 35	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022001-EC-RAB.DWG
LAYOUT NAME - 01-ec
PLOT DATE : 1/3/2022 11:46 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 36	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022001-EC-RAB.DWG
LAYOUT NAME - 02-ec

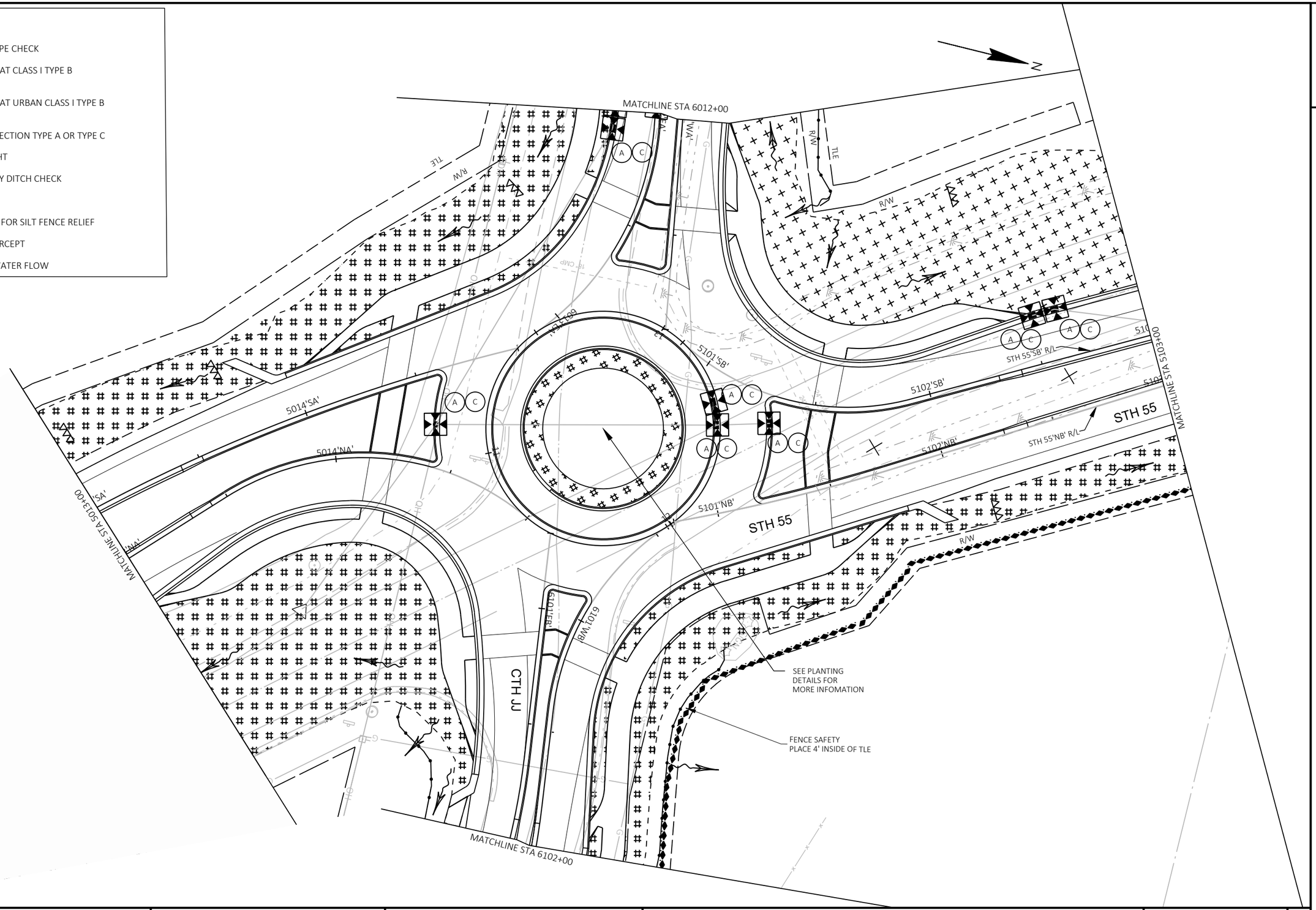
PLOT DATE : 1/3/2022 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- A C — INLET PROTECTION TYPE A OR TYPE C
- RIPRAP LIGHT
- TEMPORARY DITCH CHECK
- SILT FENCE
- F — ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 37	E

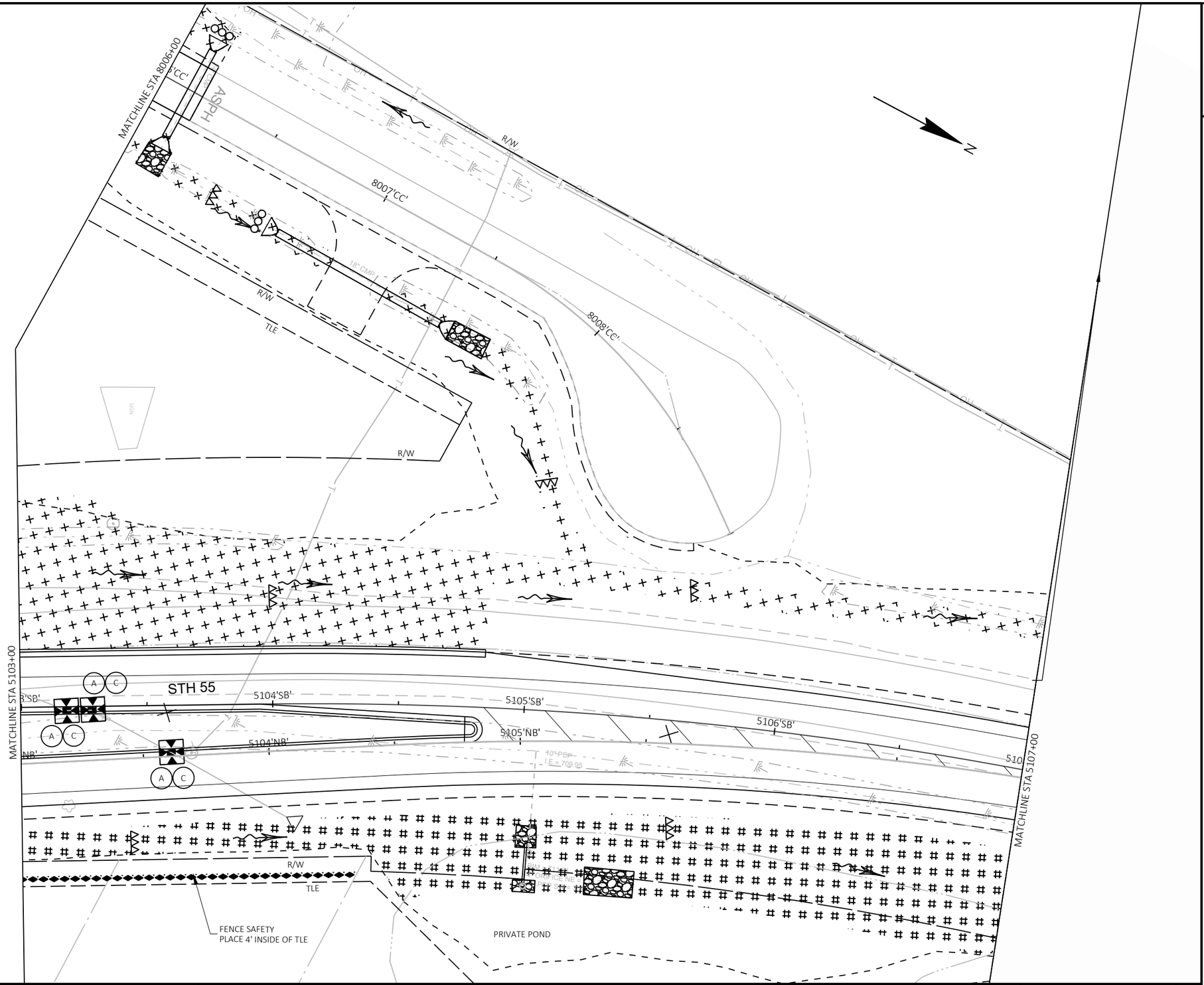
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022001-EC-RAB.DWG
LAYOUT NAME - 03-ec

PLOT DATE : 1/3/2022 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- INLET PROTECTION TYPE A OR TYPE C
- RIPRAP LIGHT
- TEMPORARY DITCH CHECK
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW



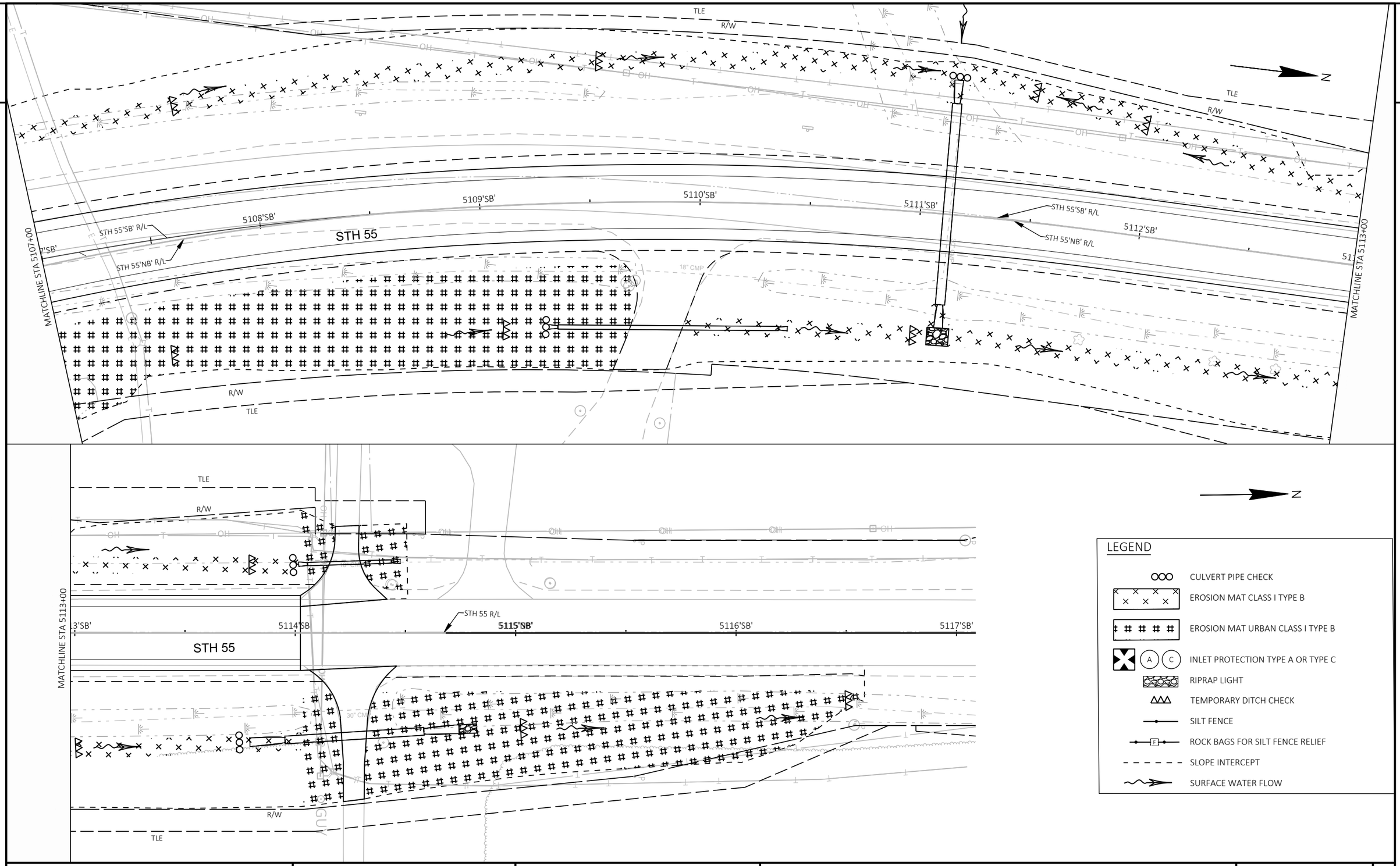
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 38	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022001-EC-RAB.DWG
LAYOUT NAME - 04-ec

PLOT DATE : 1/3/2022 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- INLET PROTECTION TYPE A OR TYPE C
- RIPRAP LIGHT
- TEMPORARY DITCH CHECK
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 39	E

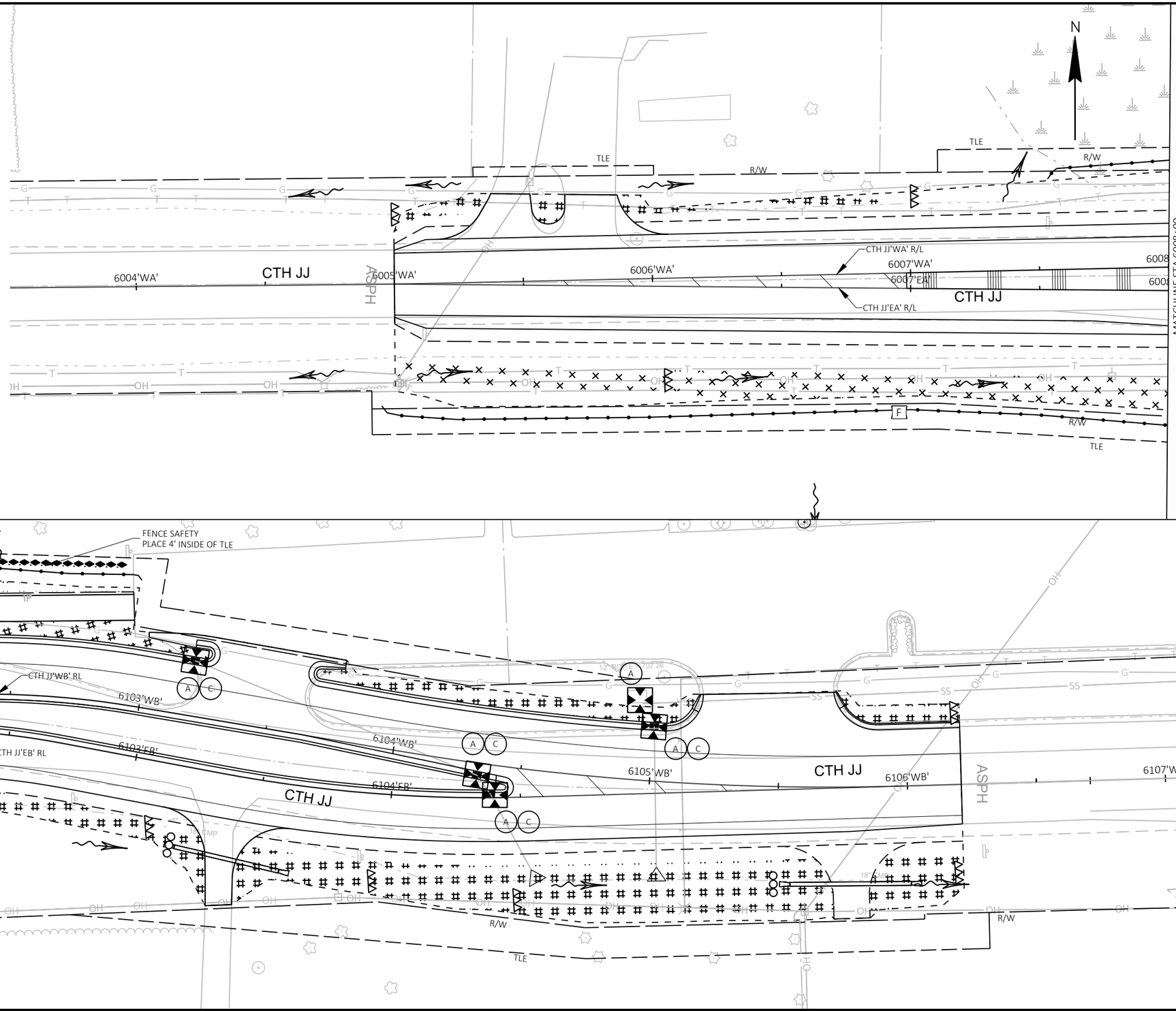
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LAYOUT NAME - 05-ec

PLOT DATE : 1/3/2022 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

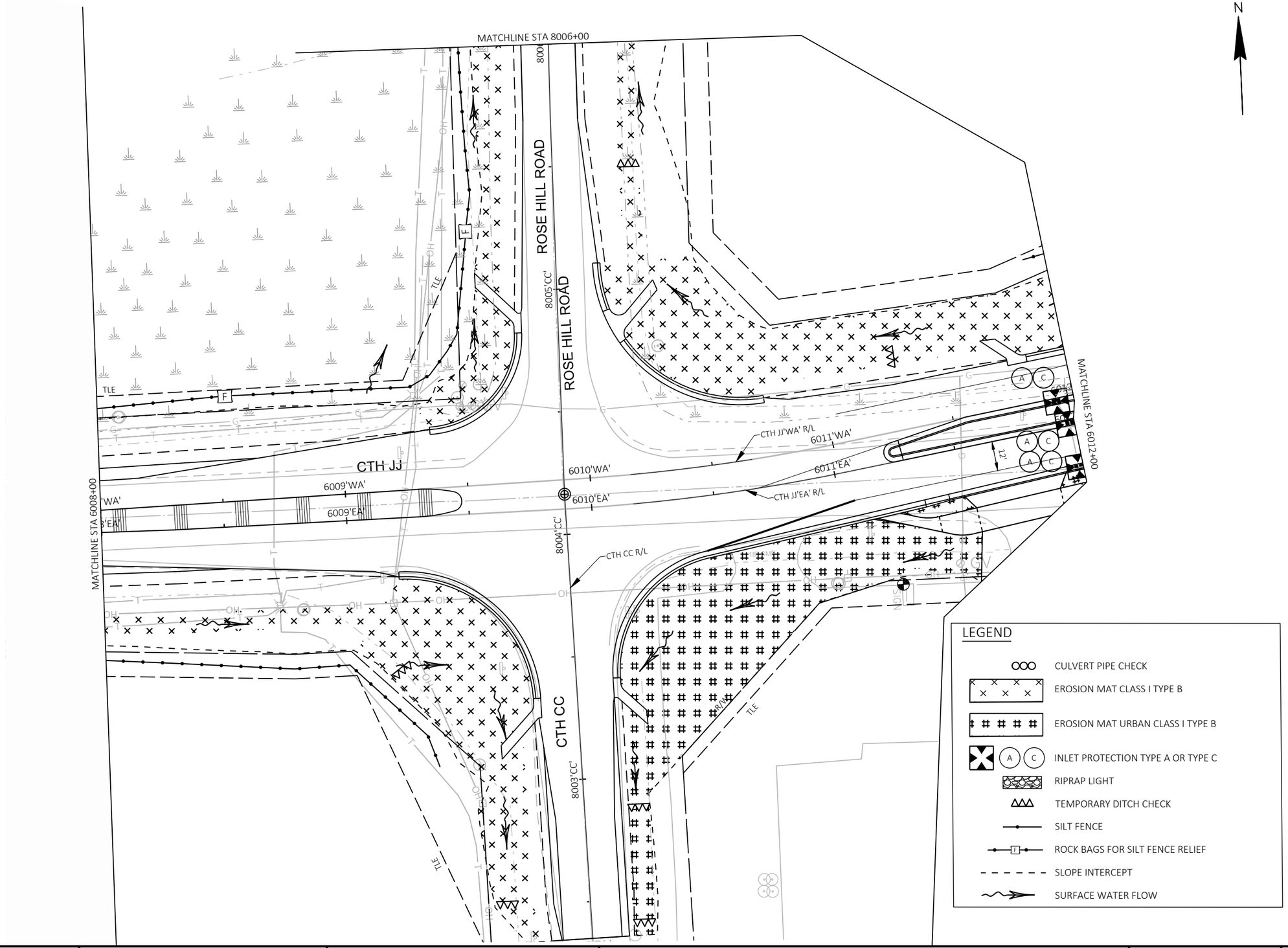
- CULVERT PIPE CHECK
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- INLET PROTECTION TYPE A OR TYPE C
- RIPRAP LIGHT
- TEMPORARY DITCH CHECK
- SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 40	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022001-EC-RAB.DWG
LAYOUT NAME - 06-ec

PLOT DATE : 1/3/2022 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

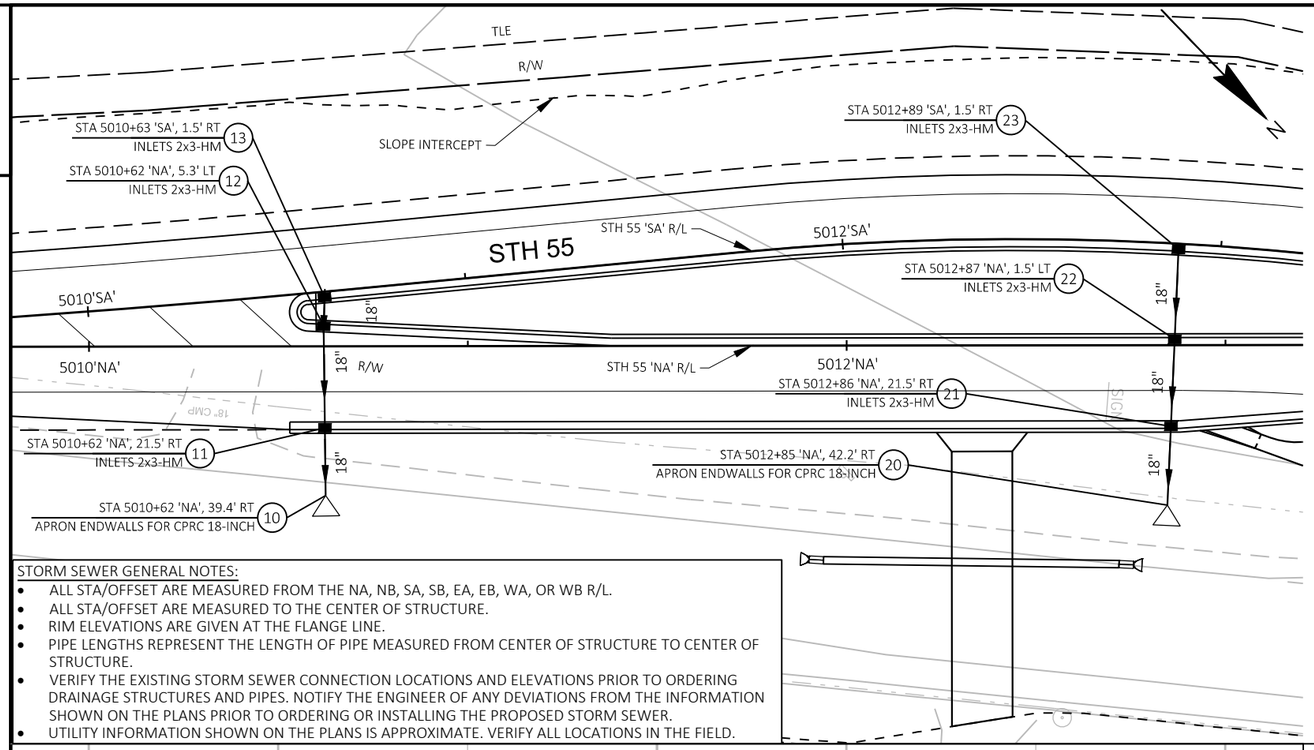


N

2

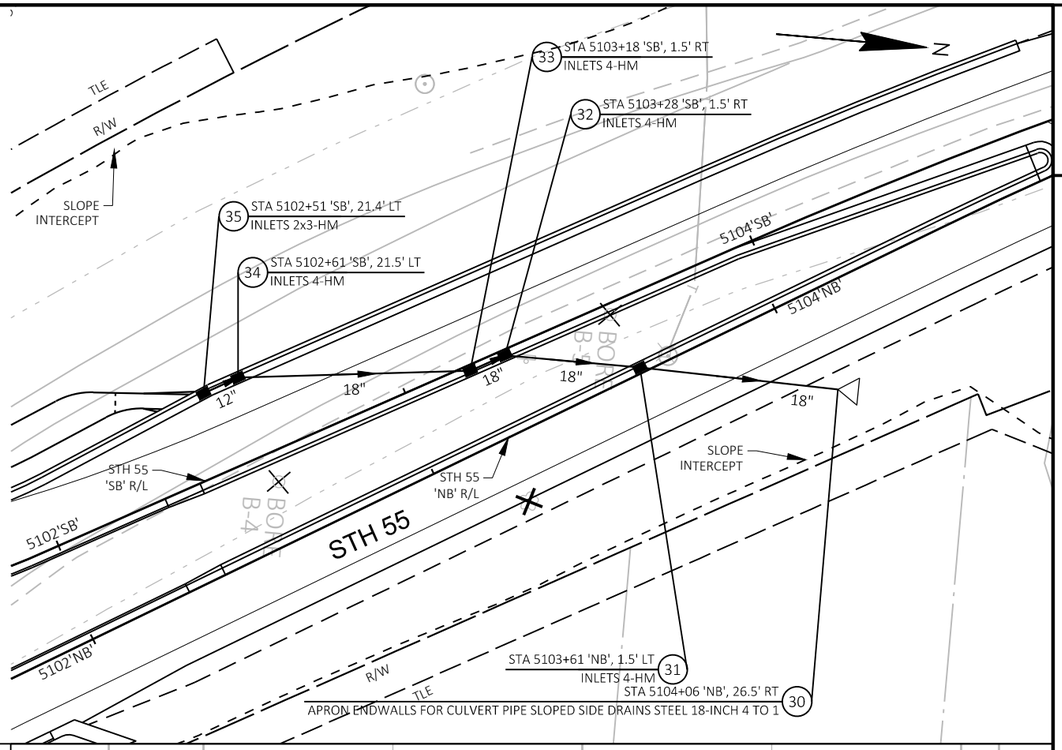
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 41	E

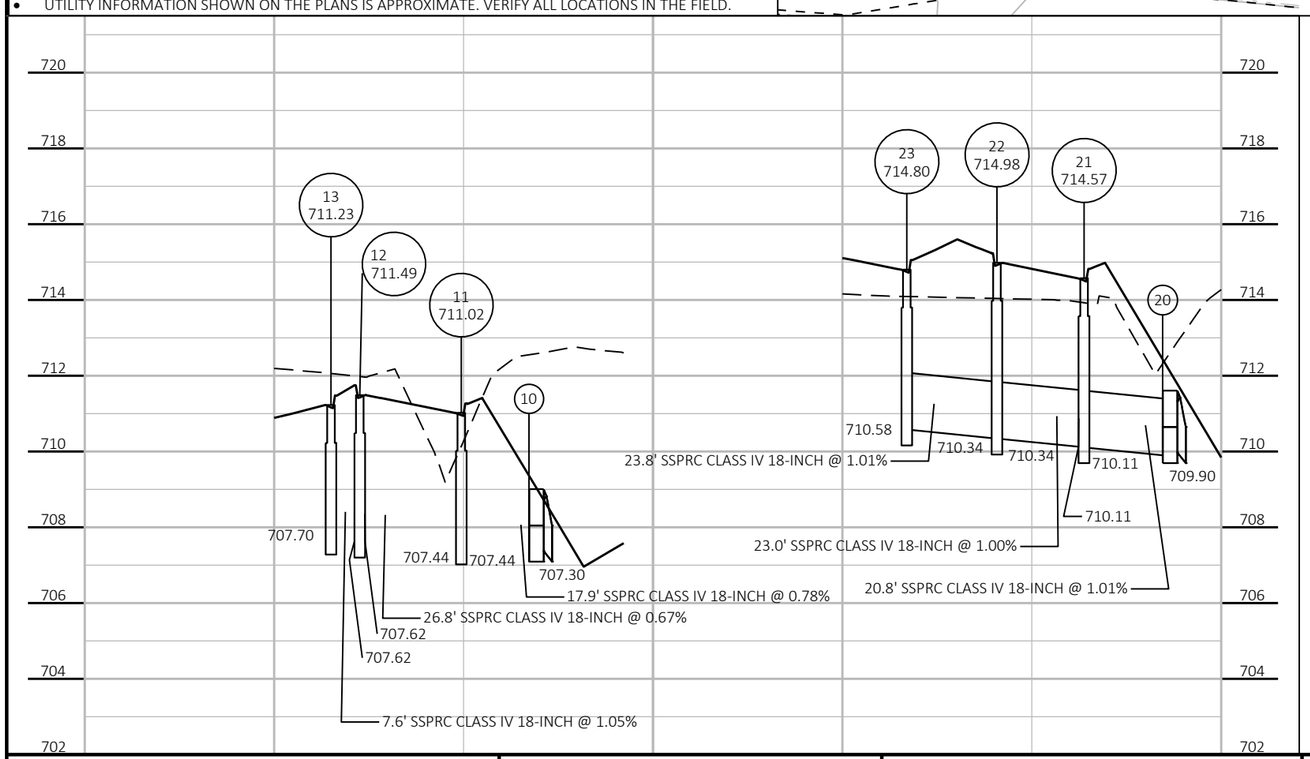
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022001-EC-RAB.DWG
LAYOUT NAME - 07-ec
PLOT DATE : 1/3/2022 11:47 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

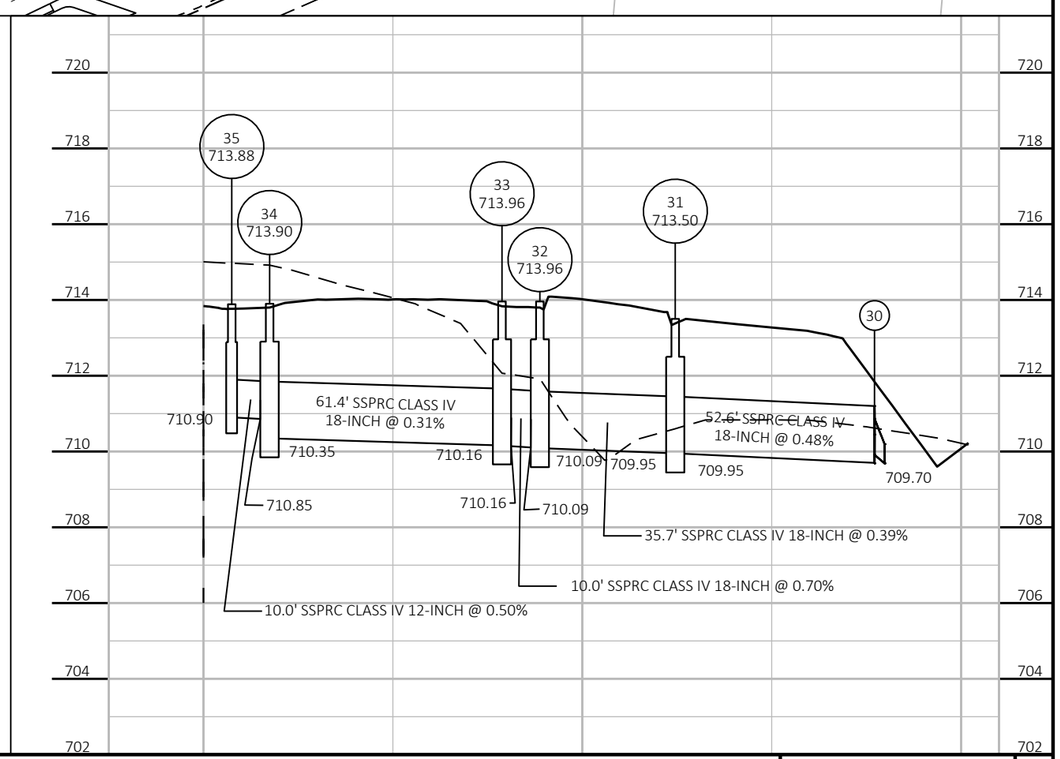


STORM SEWER GENERAL NOTES:

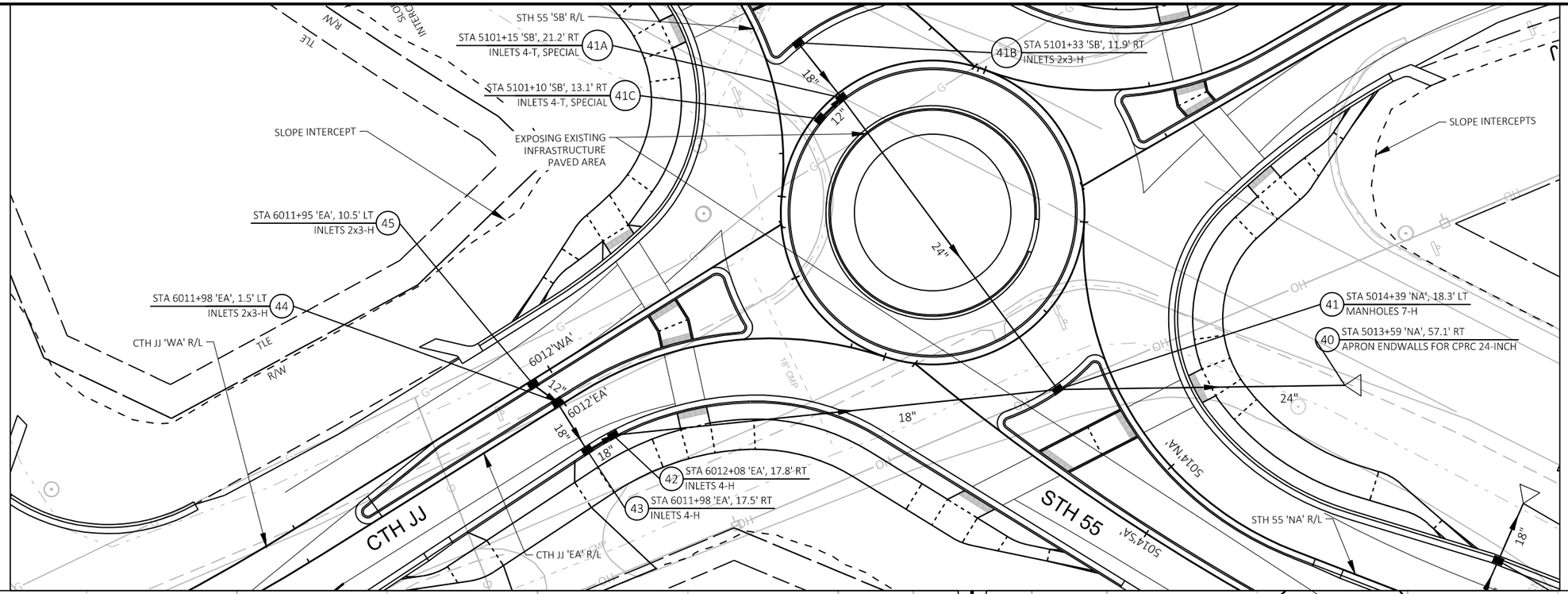
- ALL STA/OFFSET ARE MEASURED FROM THE NA, NB, SA, SB, EA, EB, WA, OR WB R/L.
- ALL STA/OFFSET ARE MEASURED TO THE CENTER OF STRUCTURE.
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE.
- PIPE LENGTHS REPRESENT THE LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE.
- VERIFY THE EXISTING STORM SEWER CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO ORDERING OR INSTALLING THE PROPOSED STORM SEWER.
- UTILITY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE. VERIFY ALL LOCATIONS IN THE FIELD.

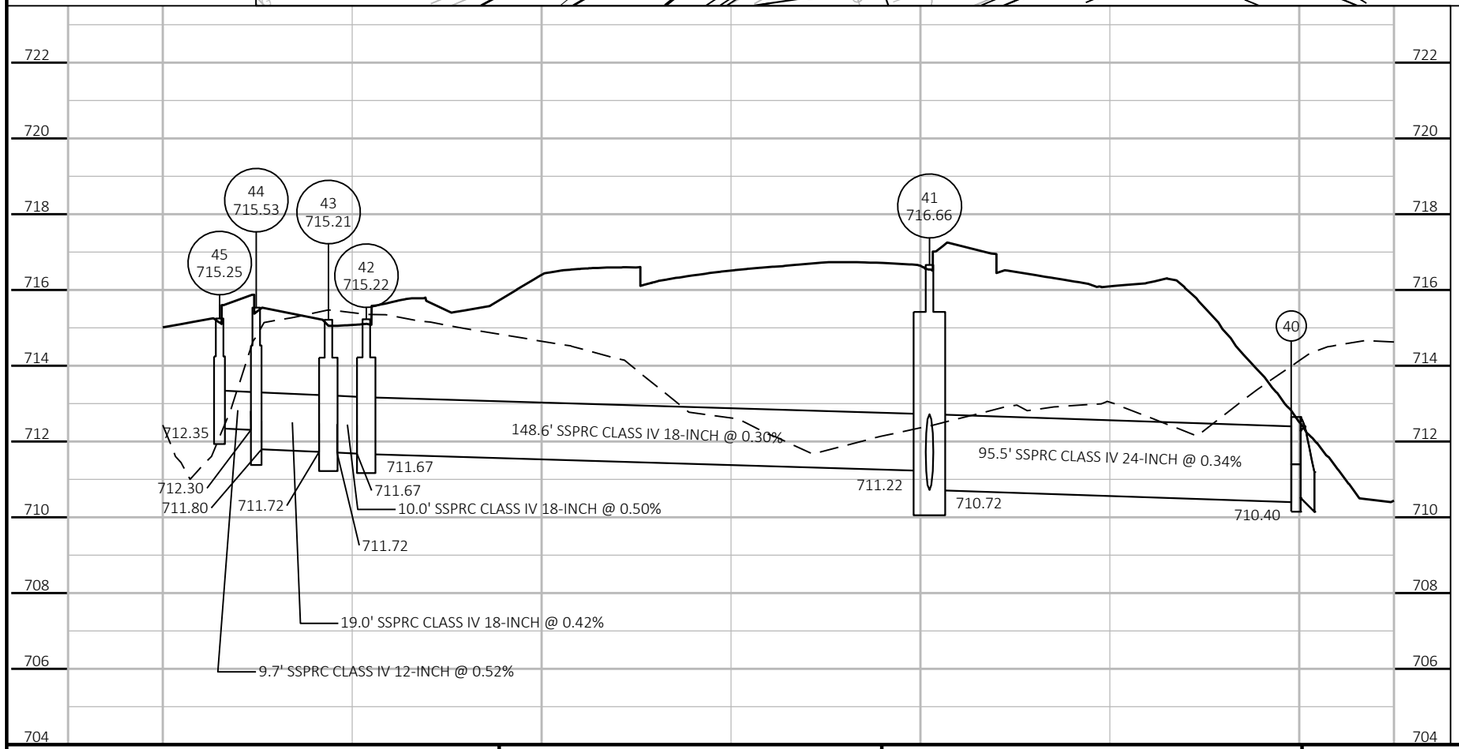


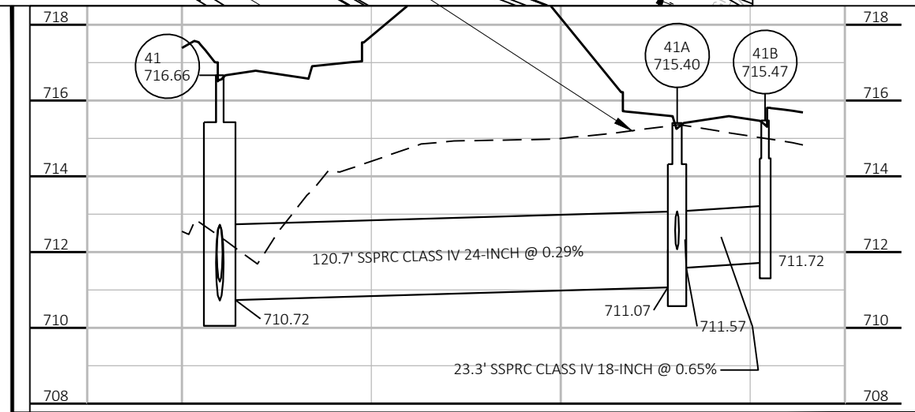


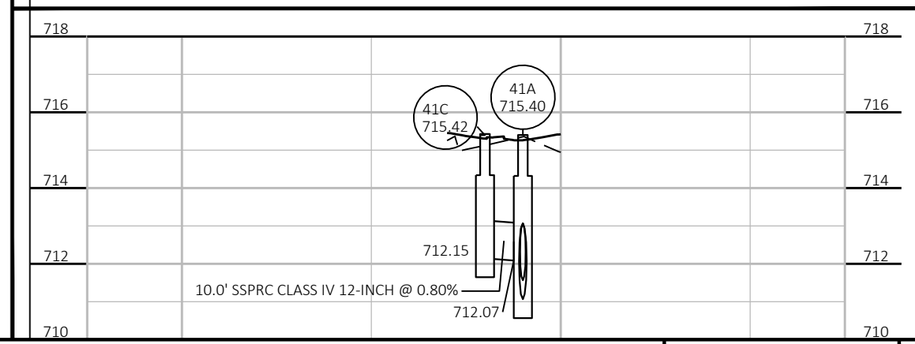


PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 42	E







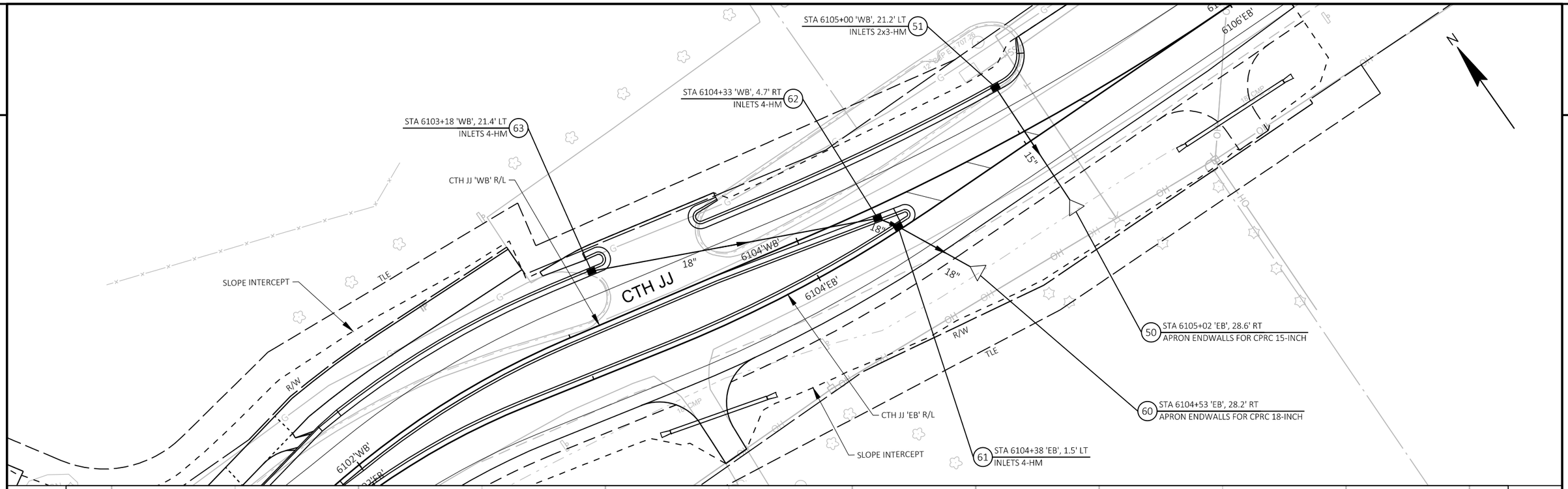


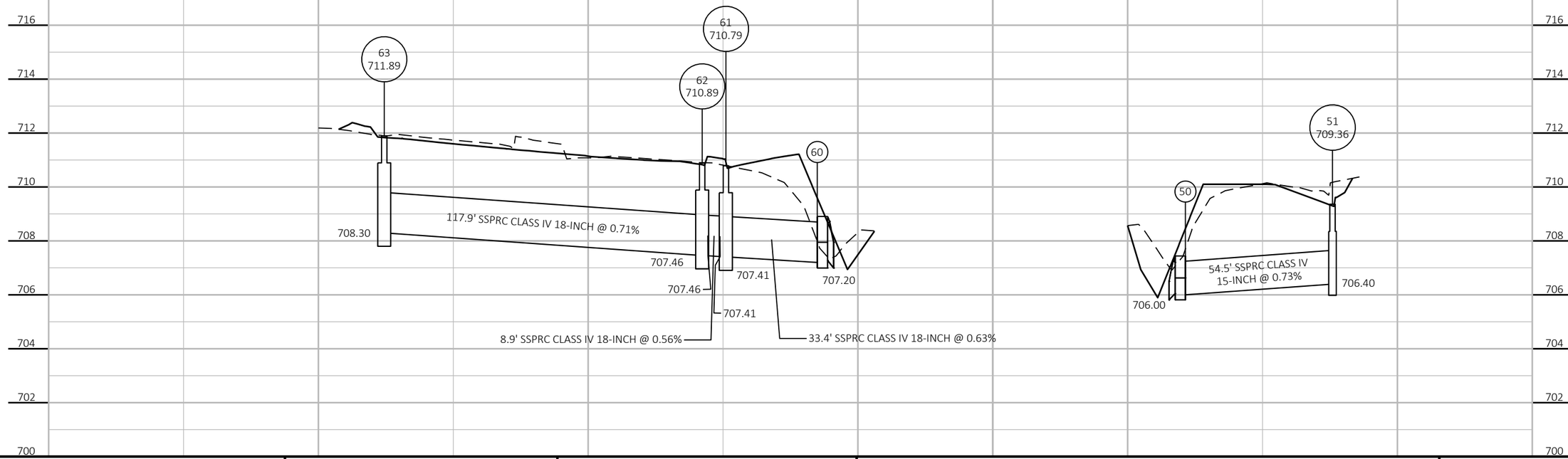
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 43	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022501-SS-RAB.DWG
LAYOUT NAME - 02

PLOT DATE : 7/22/2020 10:06 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41



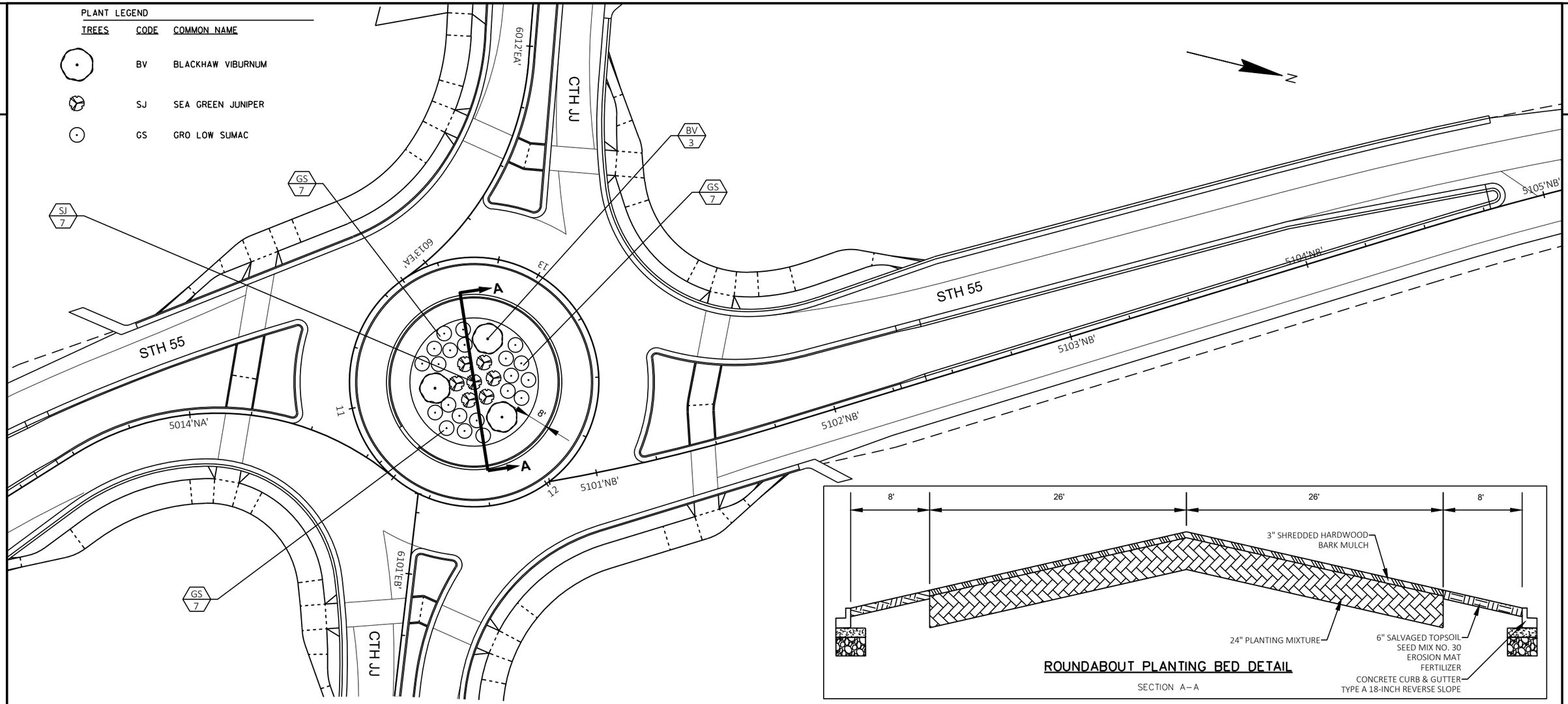


PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 44	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\022501-SS-RAB.DWG
LAYOUT NAME - 03
PLOT DATE : 6/11/2021 8:42 AM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

PLANT LEGEND

TREES	CODE	COMMON NAME
	BV	BLACKHAW VIBURNUM
	SJ	SEA GREEN JUNIPER
	GS	GRO LOW SUMAC



ROUNDABOUT PLANTING BED DETAIL

SECTION A–A

Plant Data Chart

Plant Code	Common Name	Scientific Name	Ave. Mature Height	Size When Planted	Root Zone Mode	Minimum Size				Guy or Brace	Fert. Pack Required	Rodent Protection Required	Mulch Ring Dia.
						Min. Ball or Pot Size		Min. Hole Size					
						Min. Cont. size	Min. Cont. Depth	Min. Hole Dia.	Min. Hole Depth				
BV	Blackhaw Viburnum	Viburnum prunifolium	12'	18-24"	Container	3 Gallon	9"	2'	9"	No	2	No	Bed
SJ	Sea Green Juniper	Juniperus x pfitzeriana 'Sea Green'	6'	18-24"	Container	3 Gallon	9"	2'	9"	No	2	No	Bed
GS	Gro Low Sumac	Rhus aromatica ' Gro-Low'	3'	18-24"	Container	3 Gallon	9"	2'	9"	No	2	No	Bed

2

SIGNING NOTES

MULTIPLE SIGNS MOUNTED ON THE SAME POST WILL BE PAID AS ONE SIGN REMOVAL.
CONTACT COUNTY HIGHWAY DEPARTMENT FOR REMOVAL OF SIGNS NOT SHOWN ON THE PLAN.

2

N

CTH JJ

CTH CC

STH 55

22 JCT / COUNTY JJ — J1-1 REMOVE

23 W1-6 REMOVE

4 SPEED LIMIT 55 — R2-1 REMOVE

5 WEST / COUNTY JJ — J4-1 REMOVE

6 STOP — R1-1 REMOVE

10 COUNTY CC — J13-1 REMOVE

COUNTY ADOPT A HIGHWAY TO BE REMOVED BY COUNTY

24 SOUTH 55 — J4-1 REMOVE

25 COUNTY JJ — J13-1 REMOVE

14 55 / COUNTY JJ — J13-2 REMOVE

15 STOP — R1-1 REMOVE

16 W11-8 REMOVE

17 W1-6 REMOVE

COUNTY ADOPT A HIGHWAY TO BE REMOVED BY COUNTY

18 SPEED LIMIT 55 — R2-1 REMOVE

19 JCT 55 — J1-1 REMOVE

20 W3-1 REMOVE

21 W11-8 REMOVE

1 JCT / JCT / COUNTY CC / COUNTY JJ — J1-2 REMOVE

2 W3-1 REMOVE

3 COUNTY CC — J13-1 REMOVE

7 SOUTH / COUNTY CC — J4-1 REMOVE

8 STOP — R1-1 REMOVE

9 COUNTY JJ — J13-1 REMOVE

11 ← Freedom / Kaukauna → — D1-2 REMOVE

12 STOP — R1-1 REMOVE

13 55 / COUNTY JJ — J13-2 REMOVE

26 COUNTY JJ — J13-1 REMOVE

27 SOUTH 55 — J4-1 REMOVE

28 NO PASSING ZONE — W14-3 REMOVE

29 NO PASSING ZONE — W14-3 REMOVE

30 JCT / COUNTY JJ — J1-1 REMOVE

PROJECT NO:6560-08-71	HWY:STH 55	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

ALL YIELD SIGNS SHALL HAVE A MOUNTING HEIGHT OF 7' -3" TO THE BOTTOM OF THE YIELD SIGN.

N

2

2

6001+00'EA' 6002+00'EA' 6003+00'EA' 6004+00'EA' 6005+00'EA' 6006+00'WA' 6007+00'WA' 6008+00'WA' 6009+00'WA' 6010+00'WA' 6011+00'WA' 6012+00'WA'

CTH JJ

CTH CC

STH 55

85+00+50'S 85+00+00'NB 85+00+50'S 85+00+00'NB 85+00+50'S 85+00+00'NB 85+00+50'S 85+00+00'NB

SOUTHBOUND

NORTHBOUND

200'

W14-3 48":X_36": (35)

R2-1 24":X_30": (36)

J4-1 24":X_36": (37)

R1-1 30":X_30": (39)

W14-2 30":X_30": (40)

D1-1 42" X 30" (49)

J13-1 24":X_45": (44)

R6-1B 54":X_18": (57) (59)

R6-4B 60":X_24": (58) (60)

J1-2 48":X_39": (31)

W2-6 30":X_30": (32)

W13-1 18":X_18": (33)

J13-1 24":X_45": (38)

J4-1 24":X_36": (41)

R1-1 30":X_30": (42)

J13-1 24":X_45": (43)

D1-2 66":X_24": (45)

J13-1 24":X_45": (48)

R4-7 24":X_30": (46)

W5-54 18":X_18": (47)

R1-2 36":X_31": (50) (51)

R6-1B 54":X_18": (53) (55)

R6-4B 60":X_24": (54) (56)

PROJECT NO:6560-08-71	HWY:STH 55	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

STH 55

CTH JJ

R1-2
36" X 31"
62

R1-2
36" X 31"
64

R4-7
24" X 30"
65

W5-54
18" X 18"
66

D1-2
66" X 24"
71

J13-1
24" X 45"
73

W2-6
30" X 30"
74

W13-1
18" X 18"
75

J1-1
24" X 39"
76

W11-8
30" X 30"
77

200'

200'

200'

6102+00'WB'

6103+00'WB'

6104+00'WB'

6105+00'WB'

6106+00'EB'

6107+00'WB'

6108+00'WB'

6109+00'WB'

6110+00'WB'

6111+00'WB'

H

61

D1-1
42" X 30"

67

W11-8
30" X 30"

68

J4-1
24" X 36"

69

R2-1
24" X 30"

70

W14-3
48" X 36"

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

ALL YIELD SIGNS SHALL HAVE A MOUNTING HEIGHT OF 7' -3" TO THE BOTTOM OF THE YIELD SIGN.

PROJECT NO:6560-08-71	HWY:STH 55	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

2

N

JCT
COUNTY JJ
J1-1
24" X 39"
78

W2-6
30" X 30"
79

15 M.P.H.
W13-1
18" X 18"
80

NO PASSING ZONE
W14-3
48" X 36"
82

SPEED LIMIT 55
R2-1
24" X 30"
83

55 SOUTH
COUNTY JJ
COUNTY JJ
D1-62
102" X 66"
81

NORTH 55
J4-1
24" X 36"
85

NORTH 55
D1-1
42" X 30"
88

89

90

YIELD
R1-2
36" X 31"

86

R4-7
24" X 30"
87

W5-54
18" X 18"

H

STH 55

CTH JJ

CTH CC

5116+00'NB
5115+00'NB
5114+00'NB
5113+00'NB
5112+00'NB
5111+00'NB
5110+00'NB
5109+00'NB
5108+00'NB
5107+00'SB
5106+00'SB
5105+00'SB
5104+00'NB
5104+00'SB
5103+00'NB
5103+00'SB
5102+00'NB
5102+00'SB
6012+00'WA'
6010+00'WA'
6009+00'WA'

200'
200'

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

ALL YIELD SIGNS SHALL HAVE A MOUNTING HEIGHT OF 7' -3" TO THE BOTTOM OF THE YIELD SIGN.

PROJECT NO:6560-08-71	HWY:STH 55	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

6106+00'WB'

6105+00'WB'

6104+00'WB'

6103+00'WB'

6102+00'WB'

CTH JJ

STH 55

5001+00'NA'

5002+00'NA'

5003+00'NA'

5004+00'NA'

5005+00'NA'

5006+00'NA'

5007+00'NA'

5008+00'NA'

5009+00'SA'

5010+00'SA'

5011+00'SA'

5012+00'NA'

5013+00'SA'

5014+00'NA'

5014+00'SA'

5013+00'NA'

5012+00'SA'

H

I

55 NORTH

COUNTY JJ

COUNTY JJ

D1-62
102" X 66"
102

200'

200'

JCT
COUNTY JJ
J1-1
24" X 39"
105

R4-7
24" X 30"
96

YIELD
R1-2
36" X 31"
93

YIELD
R1-2
36" X 31"
95

W5-54
18" X 18"
97

92
SOUTH 55
D1-1
42" X 30"

98
SOUTH 55
J4-1
24" X 36"

99
SPEED LIMIT 55
R2-1
24" X 30"

100
NO PASSING ZONE
W14-3
48" X 36"

103
W2-6
30" X 30"

104
15 M.P.H.
W13-1
18" X 18"

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

ALL YIELD SIGNS SHALL HAVE A MOUNTING HEIGHT OF 7' -3" TO THE BOTTOM OF THE YIELD SIGN.

PROJECT NO:6560-08-71	HWY:STH 55	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET	E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

2

NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-4749

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

N

A

A

PB3

LB3

LB4

PB4

III-LED A-12-5-B-2

III-LED A-12-5-C-1

III-LED A-12-5-B-1

III-LED A-12-5-C-2

PB5

LB5

PB2

LB2

5102+00'SB

5101+00'SB

5101+00'NB

6012+00'WA'

6012+00'EA'

6011+00'WA'

6011+00'EA'

6101+00'WB'

6102+00'WB'

6103+00'WB'

6102+00'EB'

6101+00'EB'

6103+00'EB'

LB6

PB6

III-LED A-12-5-D-1

LB7

PB7

III-LED A-12-5-D-2

LB1

PB1

CB1

III-LED A-12-5-A-2

PB8

LB8

III-LED A-12-5-A-1

5014+00'NA'

5014+00'SA'

B

B

CONDUCTOR COLOR SCHEME

Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT
- PULL BOX 24" X 42"
- UTILITY POLE
- ELECTRIC, UNDERGROUND — E —
- ELECTRIC, OVERHEAD — OH —

EXAMPLE (see individual label on each lighting unit)

III-LED A-12-5-A-4

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT ID
- BASE TYPE
- MAST ARM LENGTH (in feet)
- LAMP WATTAGE
- DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE

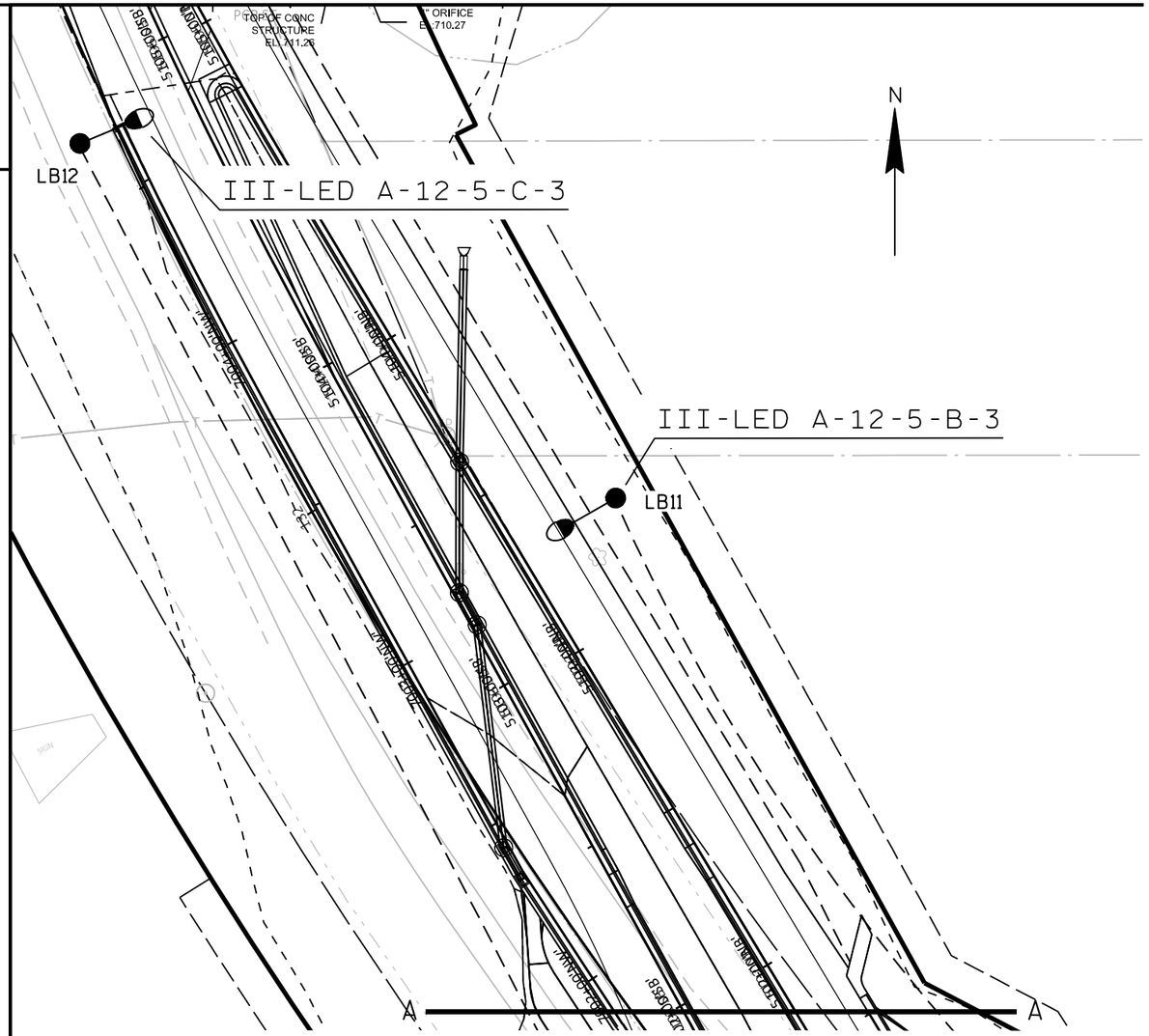
STH 55 & CTH JJ
TOWN OF VANDENBROEK
OUTAGAMIE COUNTY

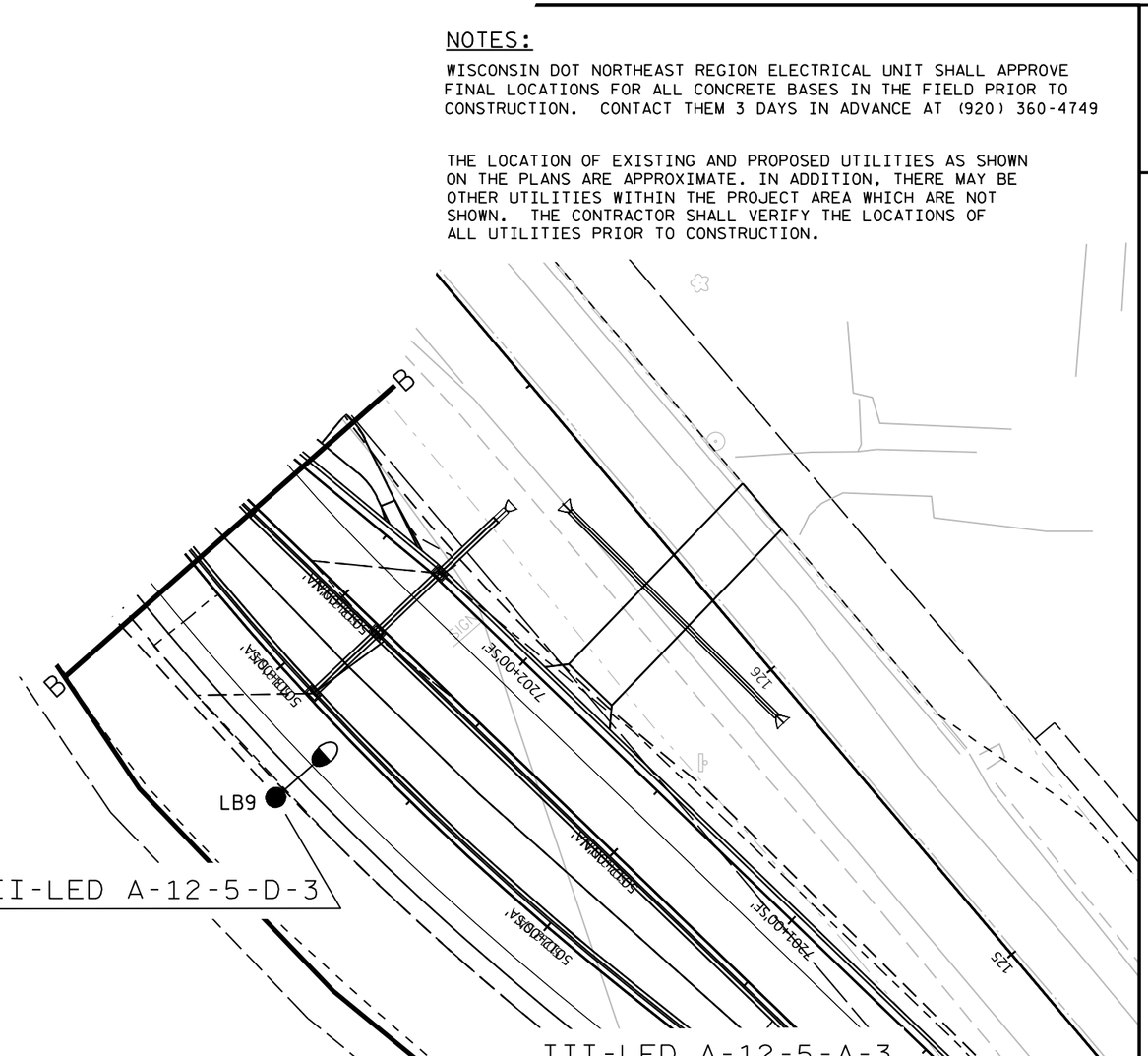
LIGHTING NO. L44-2046

DESIGNER: WISDOT NE REGION TRAFFIC UNIT

DATE: 1/10/2020 SHEET NO. 1 OF 1

PROJECT NO: 6560-08-00	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DEATIL - ROUNDABOUT LIGHTING	SHEET 51	E





NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-4749

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT
- PULL BOX 24" X 42"
- UTILITY POLE
- ELECTRIC, UNDERGROUND — E —
- ELECTRIC, OVERHEAD — OH —

EXAMPLE (see individual label on each lighting unit)

III-LED A-12-5-A-4

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT ID
- BASE TYPE
- MAST ARM LENGTH (in feet)
- LAMP WATTAGE
- DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE

CONDUCTOR COLOR SCHEME

Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

STH 55 & CTH JJ
TOWN OF VANDENBROEK
OUTAGAMIE COUNTY

LIGHTING NO. L44-2046

DESIGNER: WISDOT NE REGION TRAFFIC UNIT

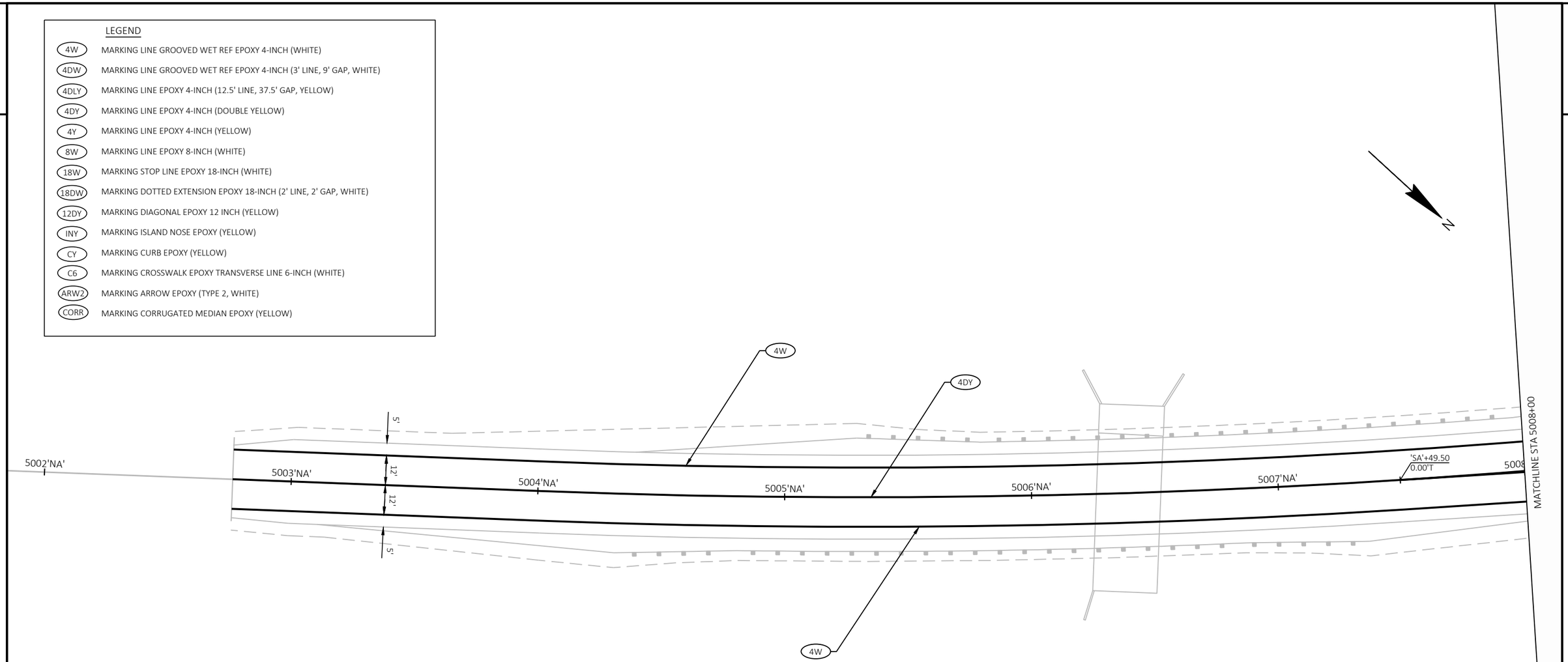
DATE: 1/10/2020 SHEET NO. 1 OF 1

PROJECT NO: 6560-08-00	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DEATIL - ROUNDABOUT LIGHTING	SHEET 52	E

2

LEGEND

4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

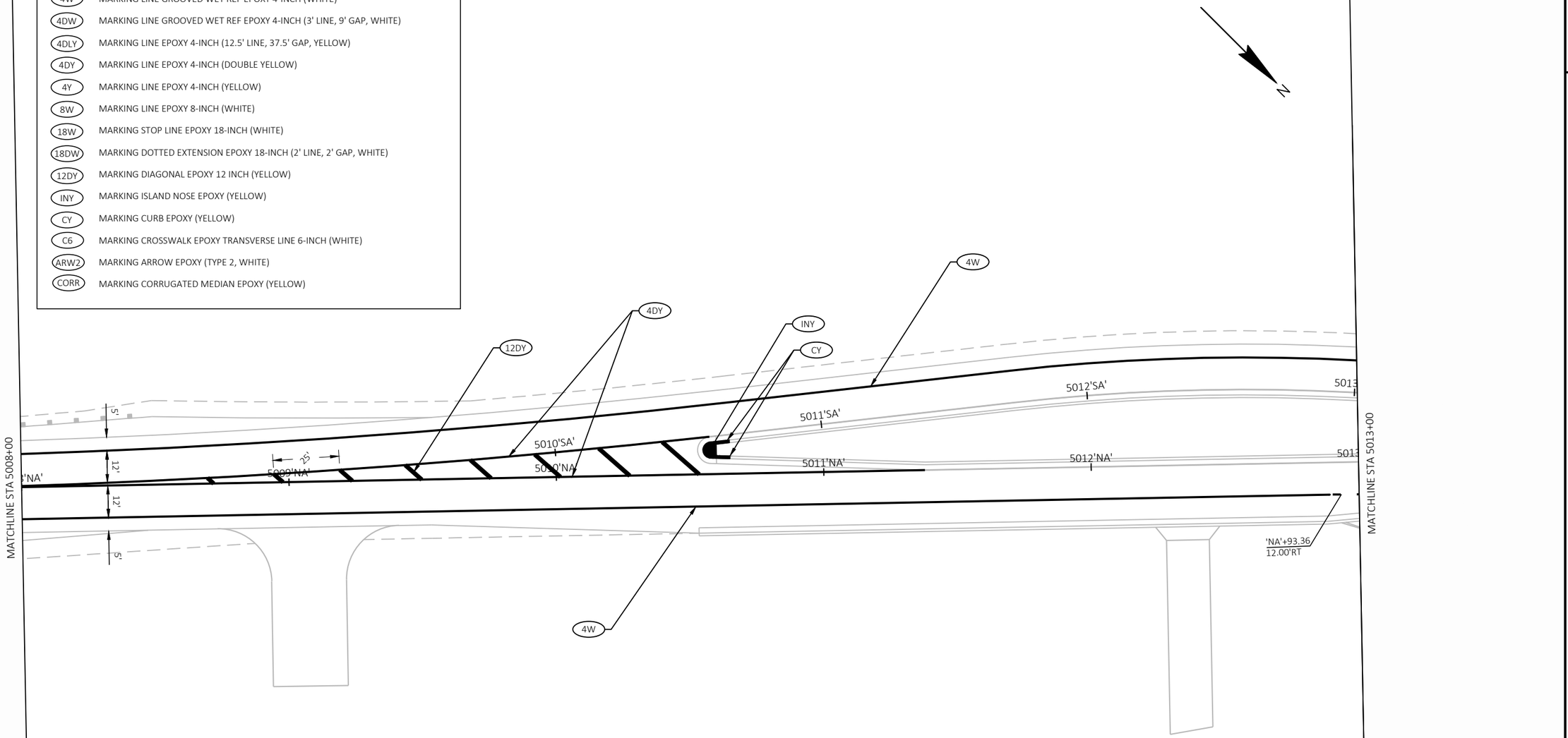


PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 53 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\024501-PM-RAB.DWG
LAYOUT NAME - 02451-pm
PLOT DATE : 8/31/2021 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

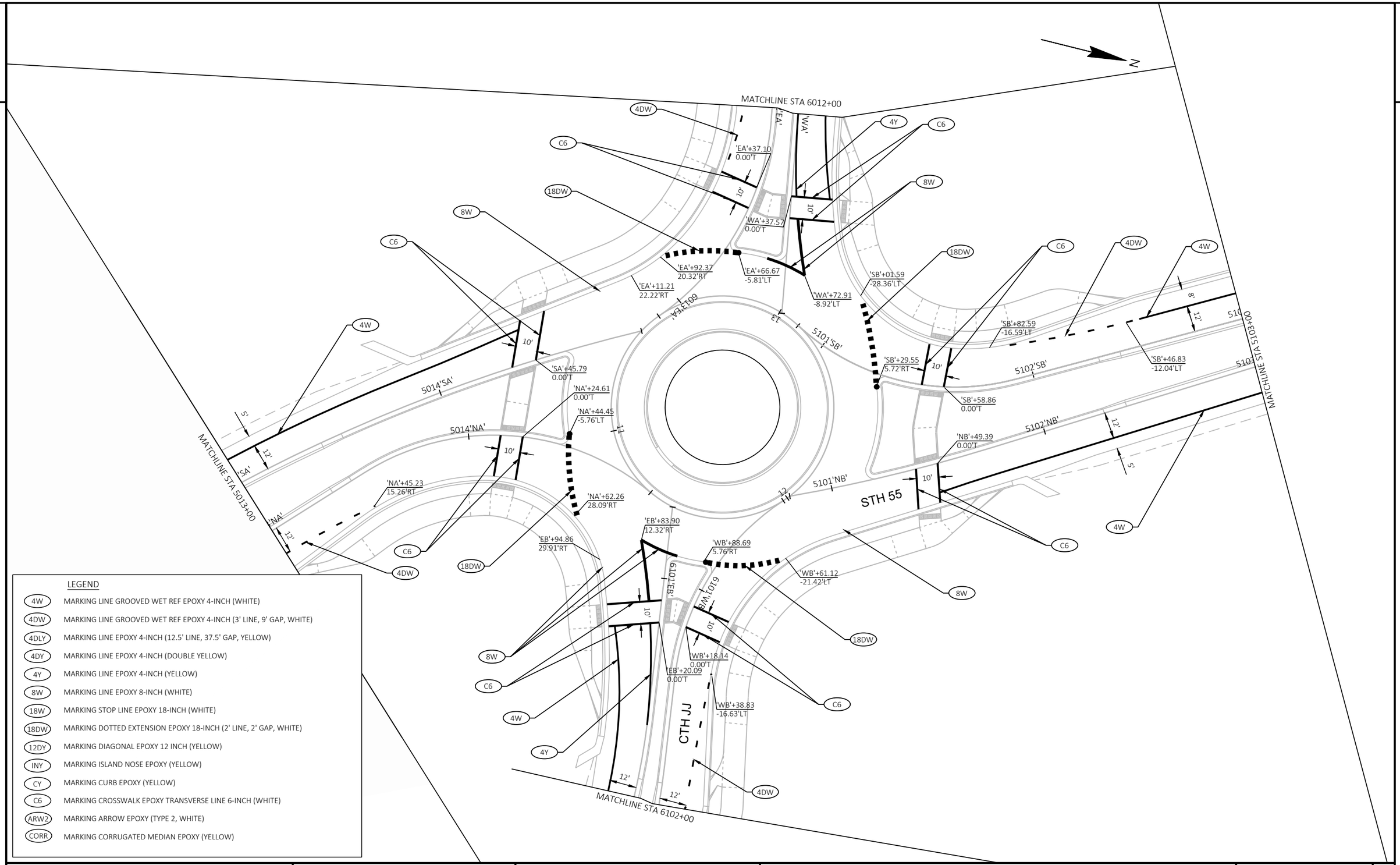
4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 54	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\024501-PM-RAB.DWG
LAYOUT NAME - 024502-pm
PLOT DATE : 8/31/2021 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 55	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\024501-PM-RAB.DWG
LAYOUT NAME - 024503-pm
PLOT DATE : 9/1/2021 12:10 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA 8006+00

8006'CC'

ROSE HILL ROAD

8007'CC'

8008'CC'

N

LEGEND

4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
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CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

4W

INY

4DY

12DY

MATCHLINE STA 5103+00

8'

12'

3'SB'

5104'SB'

5105'SB'

5106'SB'

5105'NB'

5104'NB'

NB'

'NB'+86.86
0.00'T

CY

25'

12'

5'

4W

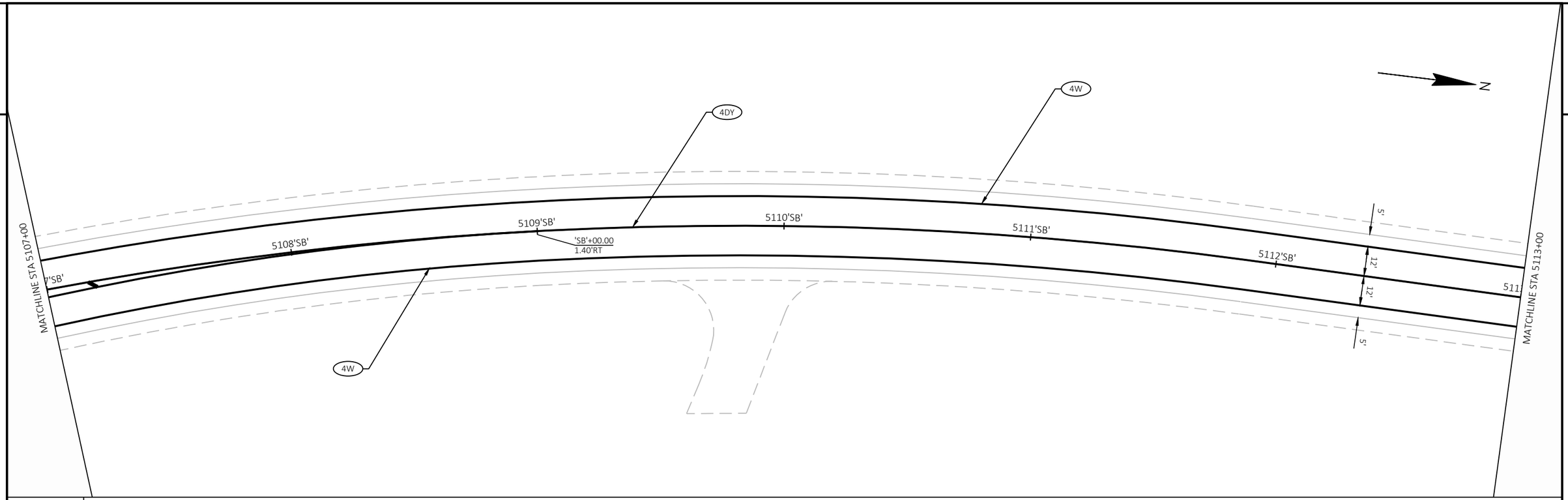
MATCHLINE STA 5107+00

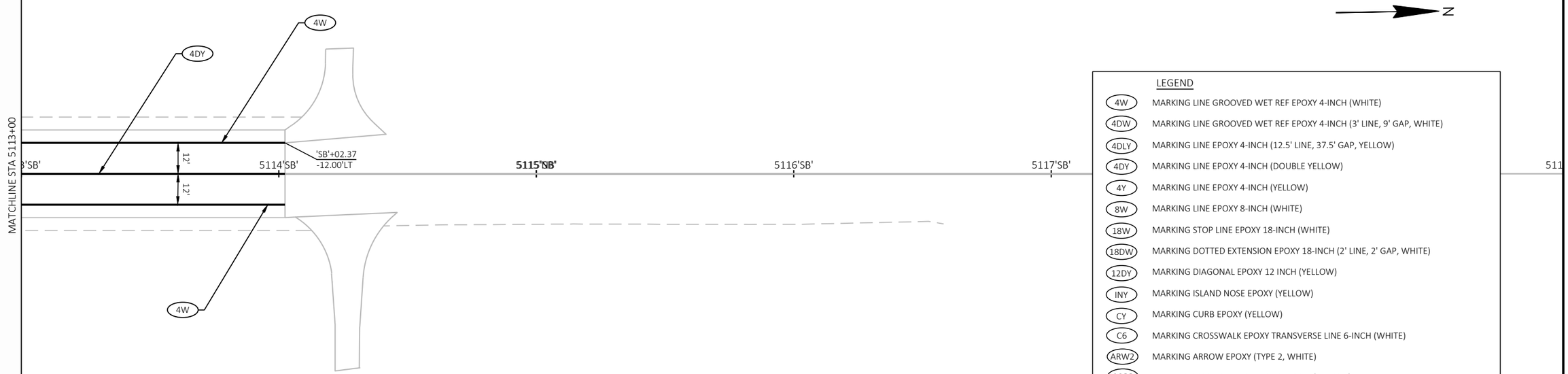
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 56	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\024501-PM-RAB.DWG
LAYOUT NAME - 024504-pm

PLOT DATE : 8/31/2021 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





LEGEND

4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)

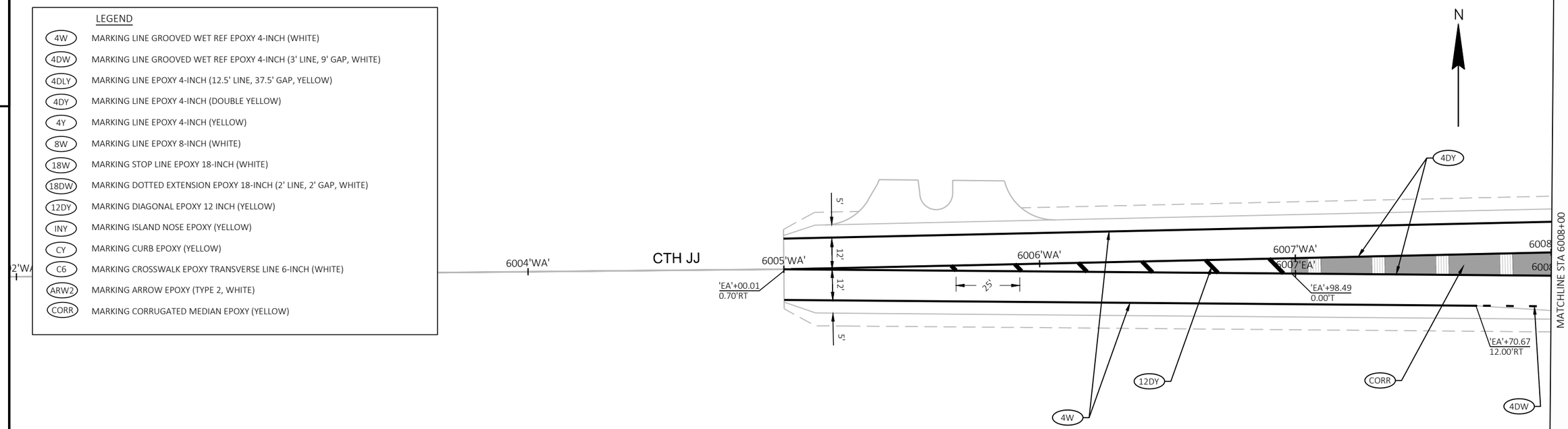
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 57	E

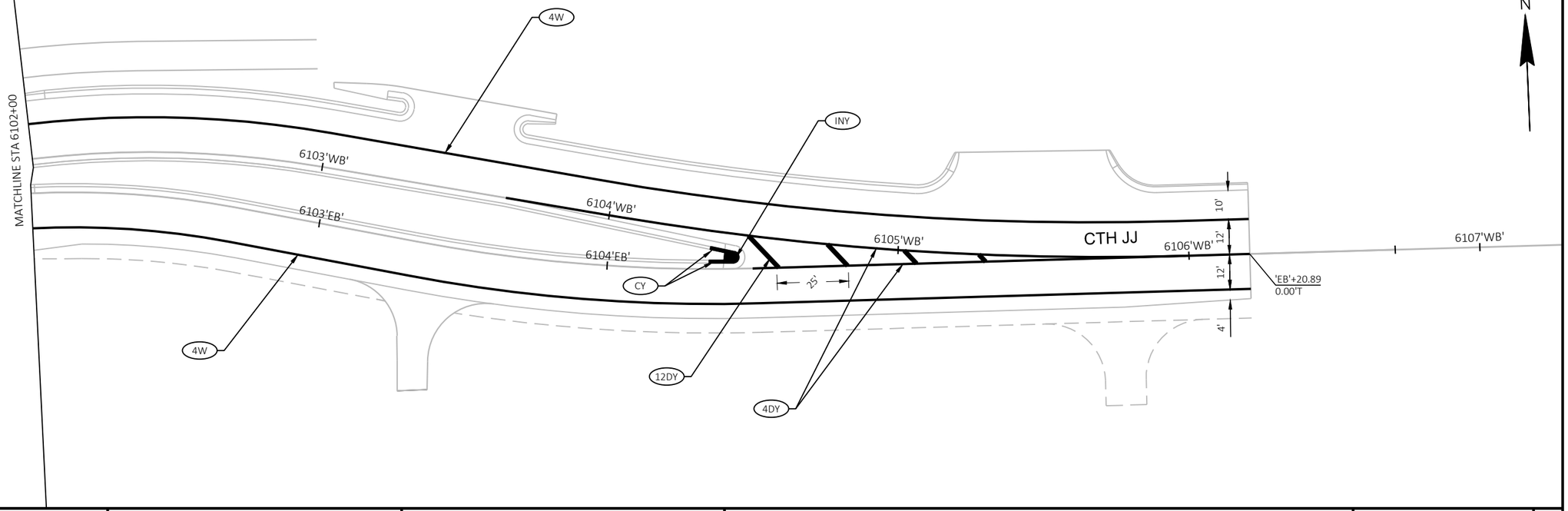
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LAYOUT NAME - 024505-pm
PLOT DATE : 9/1/2021 12:11 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
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8W	MARKING LINE EPOXY 8-INCH (WHITE)
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18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
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CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)





PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 58	E

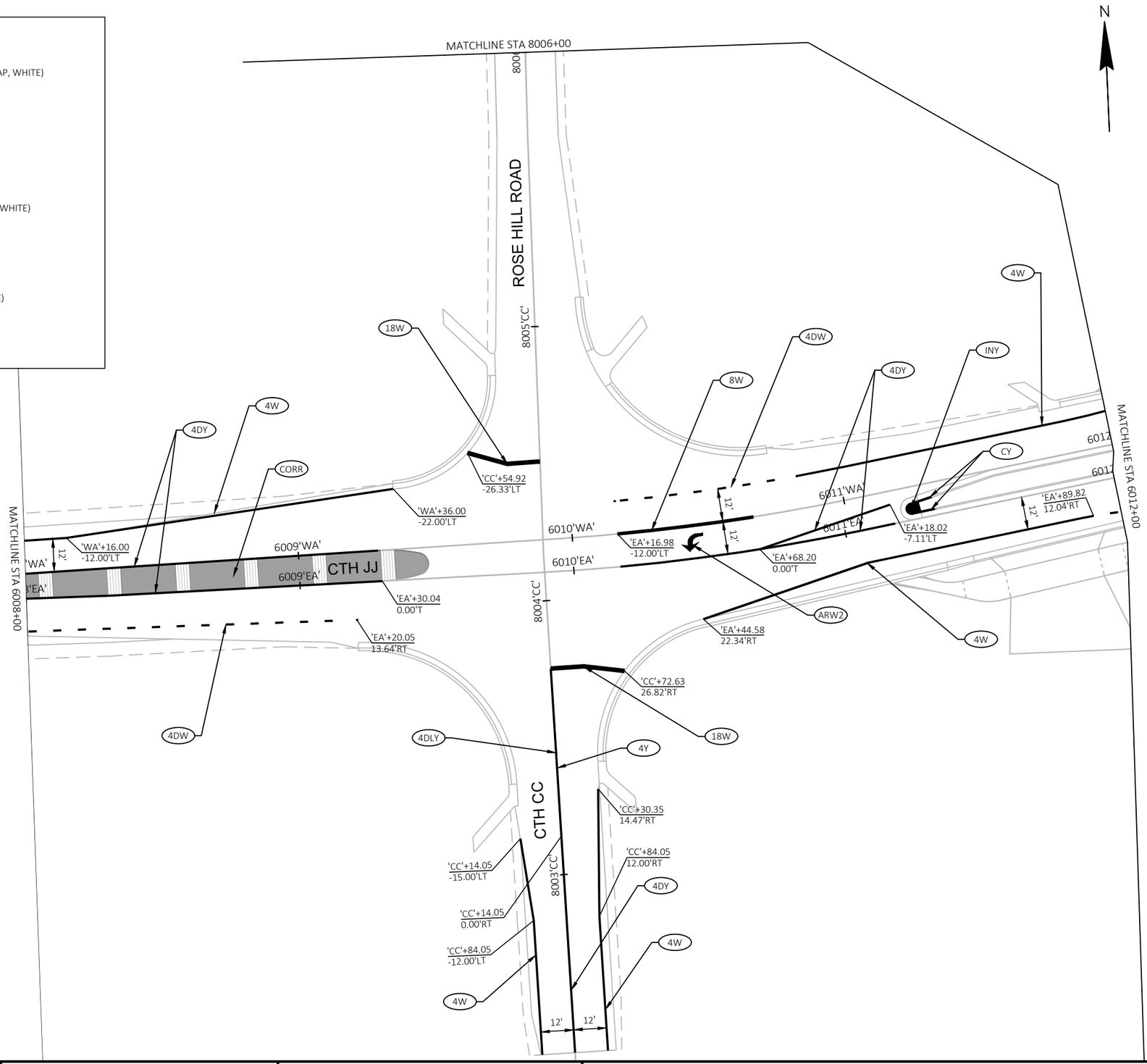
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\024501-PM-RAB.DWG
LAYOUT NAME - 024506-pm

PLOT DATE : 8/31/2021 6:53 PM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

4W	MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE)
4DW	MARKING LINE GROOVED WET REF EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DLY	MARKING LINE EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
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CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
CORR	MARKING CORRUGATED MEDIAN EPOXY (YELLOW)



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 59	E

2

ROAD CLOSED 1 MILE W20-3F
ROAD CLOSED 1000 FT W20-3C
ROAD CLOSED 500 FT W20-3D
4280' TYP
500' TYP
500' TYP

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

SEE SDD BARRICADES AND SIGNS FOR MAIN LINE CLOSURE, DETAIL E

STH 55

TOWN OF VANDENBROEK

LEGEND

WORK AREA

NOTES:
1. STH 55/CTH JJ INTERSECTION CLOSED TO THROUGH TRAFFIC. MAINTAIN EMERGENCY AND LOCAL RESIDENTIAL TRAFFIC AT ALL TIMES. SEE DETOUR PLAN.

N

2

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

SEE SDD BARRICADES AND SIGNS FOR MAIN LINE CLOSURE, DETAIL E

TOWN OF VANDENBROEK

FENCE SAFETY
PLACE 4' INSIDE OF TLE

ROAD CLOSED 500 FT W20-3D
ROAD CLOSED 1000 FT W20-3C
ROAD CLOSED 1 MILE W20-3F
500' TYP
500' TYP
4280' TYP

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

COORDINATE TRAFFIC CONTROL WITH ADJACENT OUTAGAMIE COUNTY PROJECT 589700

CLOSE TLE ROAD

STH 55

CTH JJ

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD CLOSED 1 MILE W20-3F
ROAD CLOSED 1000 FT W20-3C
ROAD CLOSED 500 FT W20-3D
4280' TYP
500' TYP
500' TYP

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

CTH CC

TOWN OF VANDENBROEK

PLACE ON THE NORTH LEG OF THE STH 55 / HYLAND AVENUE ROUNDABOUT FACING NORTHBOUND TRAFFIC

ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY
R11-3
60"X30"

ROAD CLOSED 500 FT W20-3D
ROAD CLOSED 1000 FT W20-3C
ROAD CLOSED 1 MILE W20-3F
500' TYP
500' TYP
4280' TYP

MOSES CREEK

STH 55

CTH JJ

MOSES CREEK

SEE SDD BARRICADES AND SIGNS FOR MAIN LINE CLOSURE, DETAIL E

TOWN OF VANDENBROEK

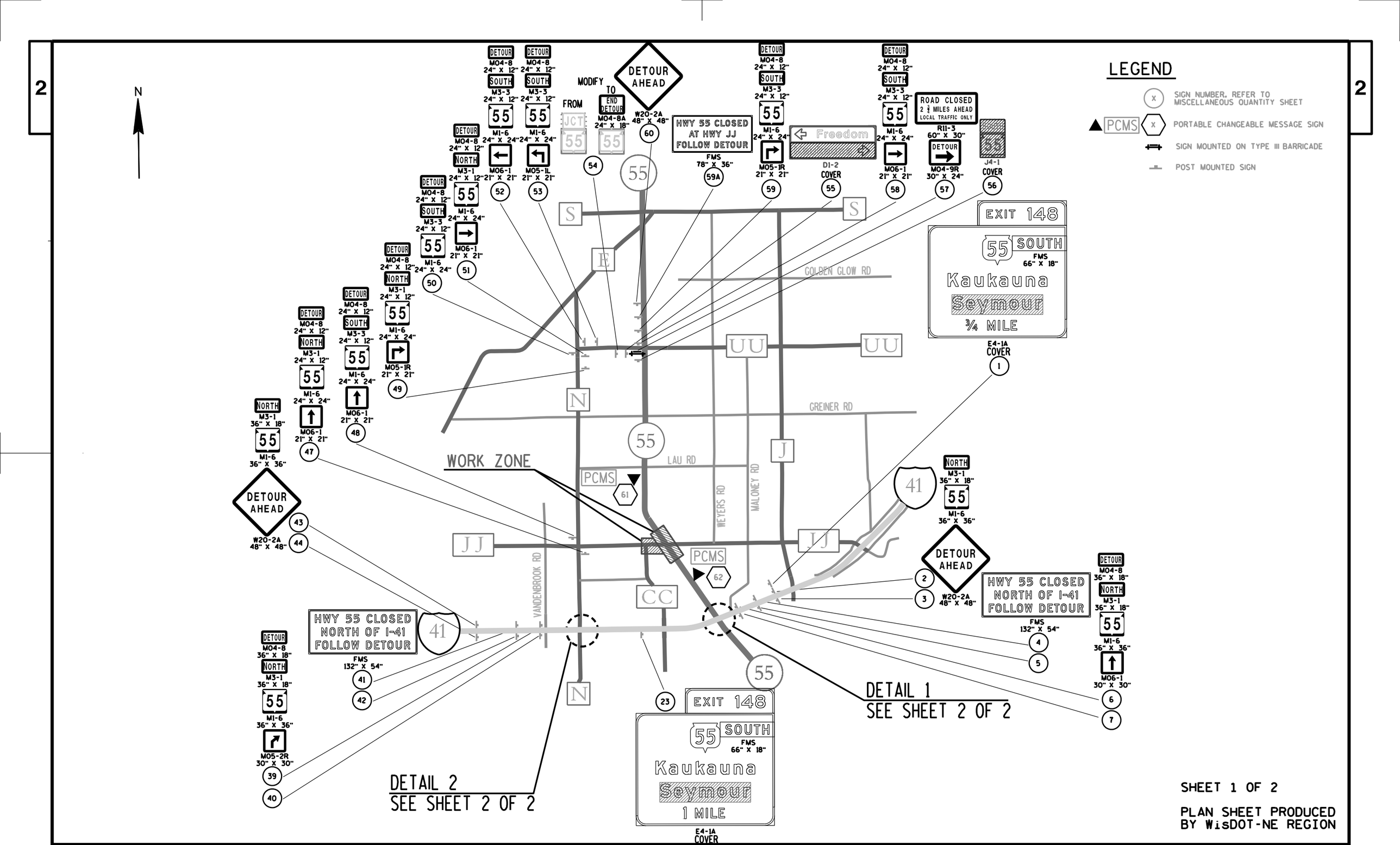
ROAD CLOSED 500 FT W20-3D
ROAD CLOSED 1000 FT W20-3C
ROAD CLOSED 1 MILE W20-3F
500' TYP
500' TYP
4280' TYP

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL PLAN	SHEET 60	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\025100-TC-RAB.DWG
LAYOUT NAME - 025100-TC

PLOT DATE : 6/11/2021 8:46 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : Custom

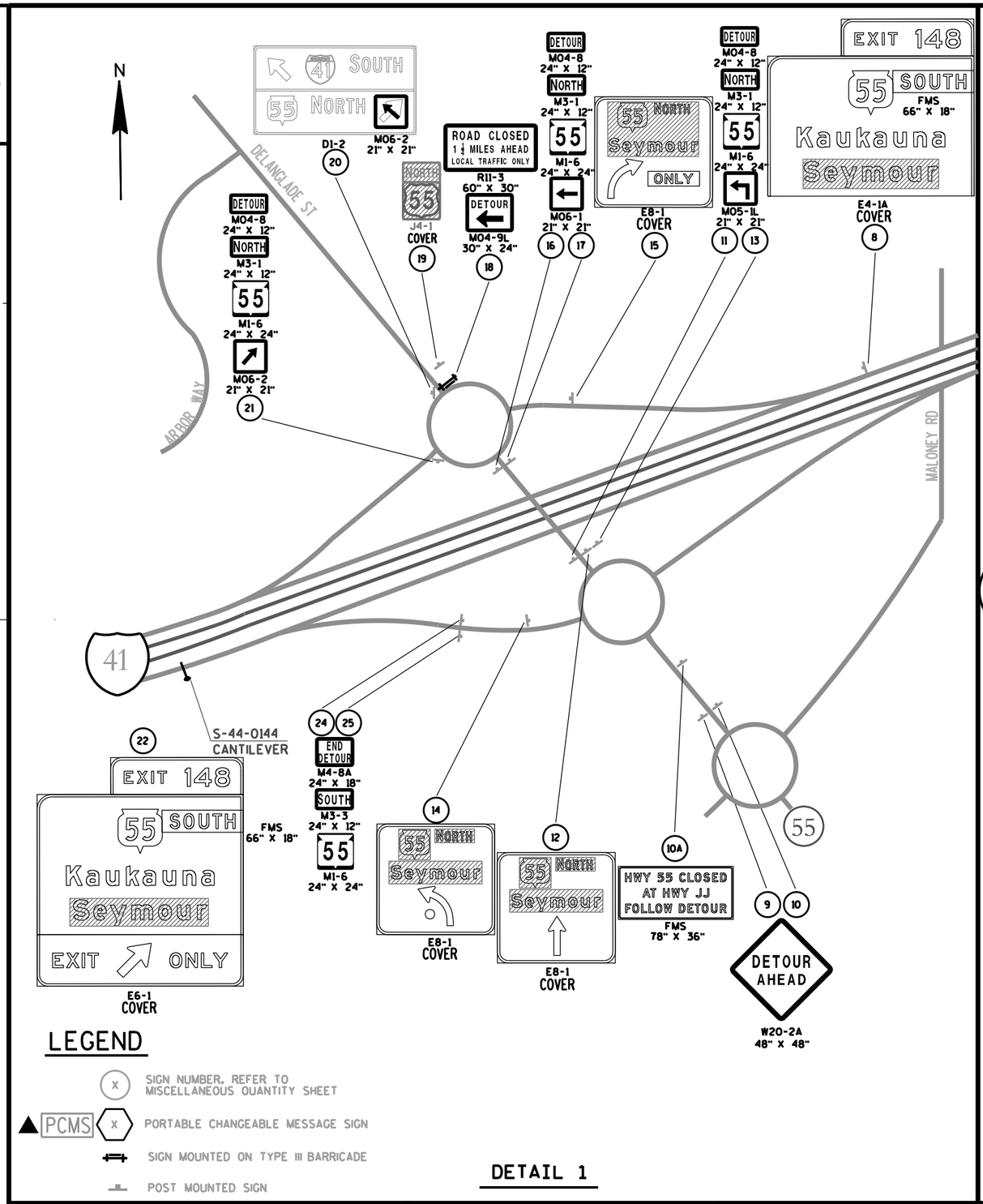


SHEET 1 OF 2

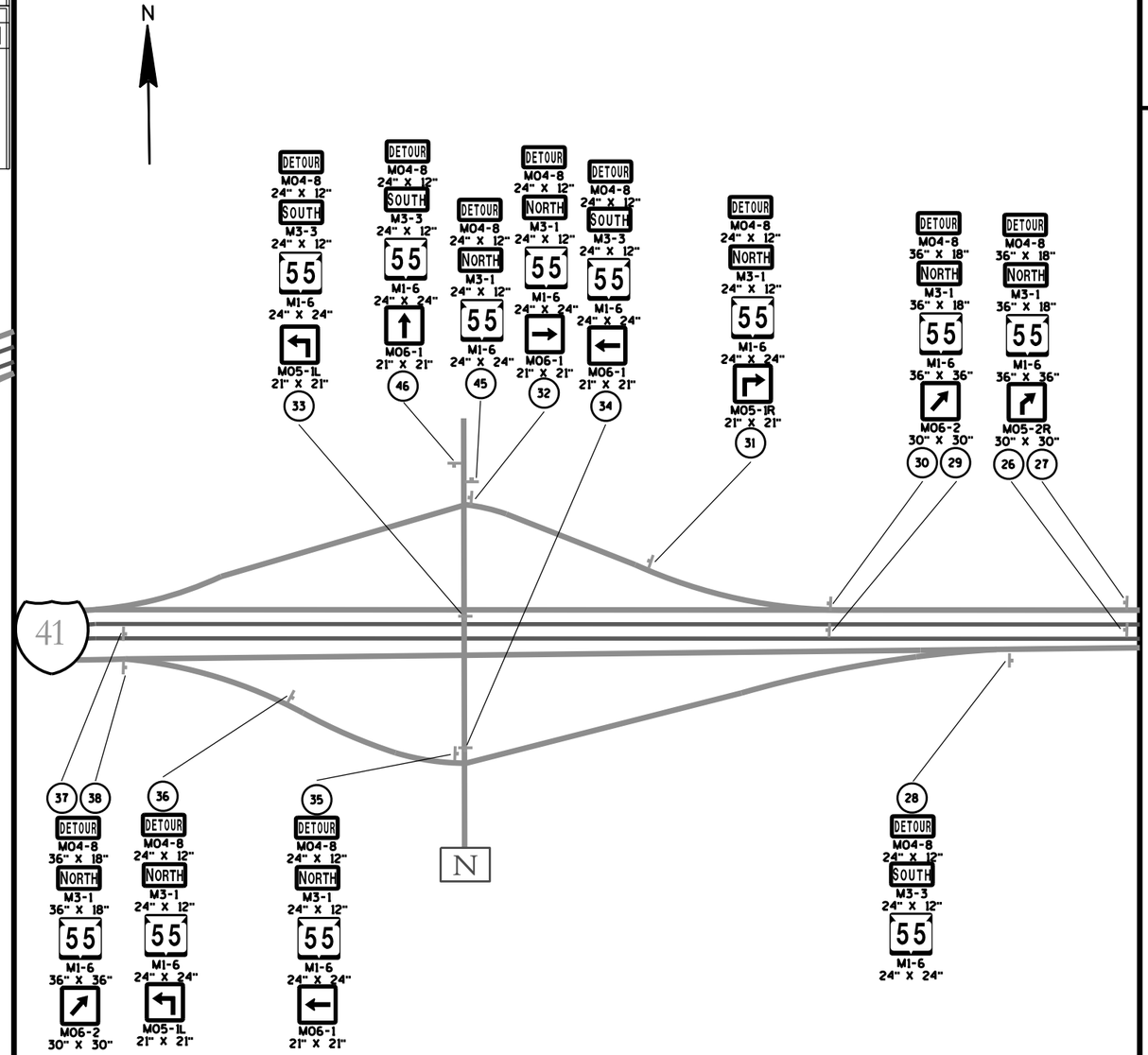
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



DETAIL 1



DETAIL 2

SHEET 2 OF 2

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

NOTE:
ALIGNMENTS FOLLOW GUTTER FLANGE LINES
WHERE THERE IS CURB & GUTTER

N

T 21 N
3 3
10 10
R 18 E
PK NAIL
WITH DISK
Y=581885.23
X=854612.45

CTH JJ
L5
6002'EA'
L1
6004'EA'
6006'EA'
MATCHLINE STA 6006+00

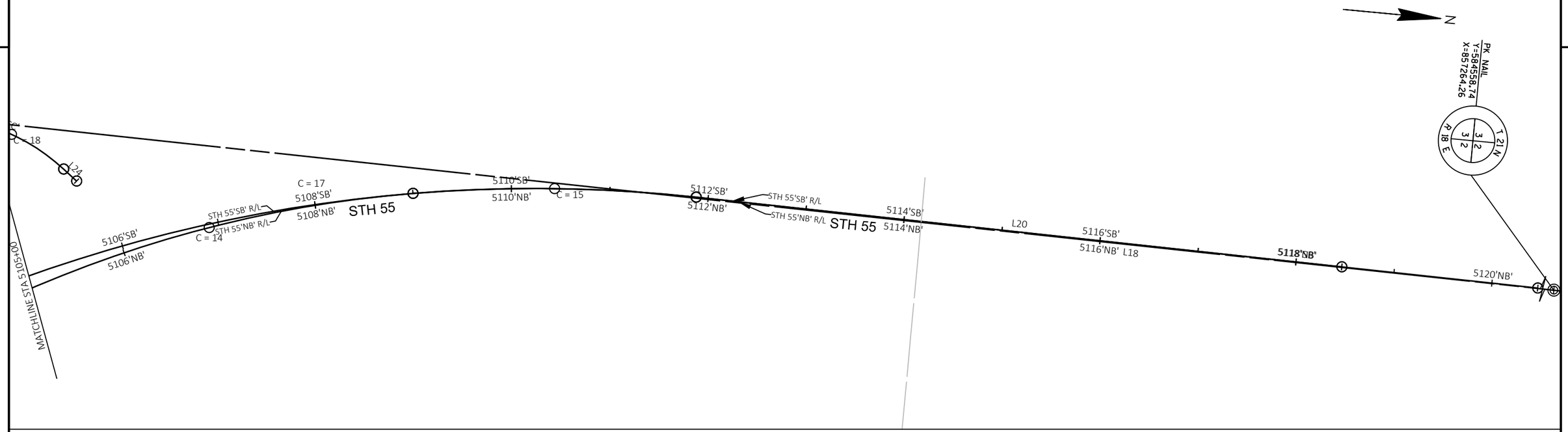
T 21 N
3 2
10 11
R 18 E
PK NAIL
WITH DISK
Y=581909.39
X=857226.29

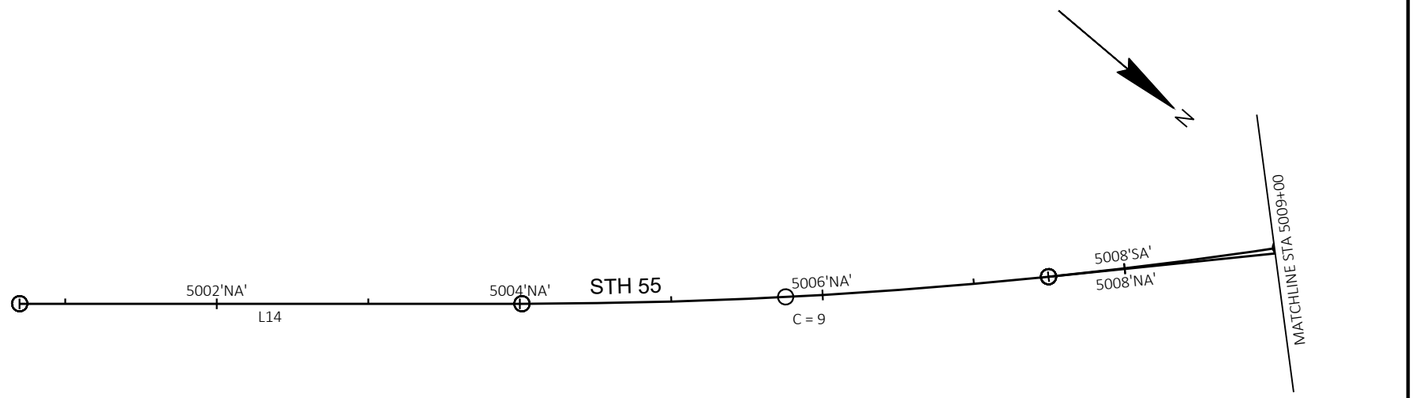
MATCHLINE STA 5105+00
MATCHLINE STA 6006+00
MATCHLINE STA 6107+00
ROSE HILL ROAD
8006'CC'
8004'CC'
8002'CC'
CTH CC
CTH CC R/L
CTH JJ
CTH JJ'WA' R/L
CTH JJ'EA' R/L
CTH JJ'WB' R/L
CTH JJ'EB' RL
STH 55
STH 55'NA' R/L
STH 55'SA' R/L
NW LINE
SW LINE
NE LINE
SE LINE
CENTRAL ISLAND
L1 L2 L3 L4 L5 L6 L7 L8 L9 L10 L11 L12 L13 L15 L16 L17 L19 L20 L21 L22 L23 L24 L25 L26 L27 L28 L29 L30 L31 L32 L33 L34 L35
C = 1 C = 2 C = 3 C = 4 C = 5 C = 6 C = 7 C = 8 C = 10 C = 11 C = 12 C = 13 C = 16 C = 18 C = 19 C = 20 C = 21 C = 22 C = 23 C = 24 C = 25 C = 26 C = 27 C = 29 C = 30 C = 31
6008'EA'
6010'EA'
6012'EA'
6102'WB'
6102'EB'
6104'WB'
6104'EB'
6106'WB'
6106'EB'
6108'WB'
6110'WB'
7102'NE'
7104'NE'
7106'NE'
7202'SE'
7204'SE'
7302'SW'
7004'NW'
5102'NB'
5104'NB'
5104'SB'
5102'SB'
5012'NA'
5012'SA'
5010'NA'
5010'SA'
5044'NA'
5044'SA'
6107+00

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	ALIGNMENT PLAN	SHEET 63	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\027201-AD-RAB.DWG
LAYOUT NAME - Sheet - (1)
PLOT DATE : 8/31/2021 6:54 PM
PLOT BY : AXT, ANDREW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2





PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	ALIGNMENT PLAN	SHEET 64	E

2

EA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	6000+00.00	6005+00.00	581900.25 856237.16	581904.87 856737.14						500.00'						N89°28'13.8"E
L2	6005+00.00	6008+30.05	581904.87 856737.14	581901.92 857067.18						330.05'						S89°29'16.3"E
L3	6008+30.05	6009+86.81	581901.92 857067.18	581903.37 857223.94						156.76'						N89°28'13.8"E
C = 1					6010+46.25	581903.92 857283.37	8°42'54"	7°20'44"	59.44'	118.64'	2.26'	780.00'	6009+86.81	6011+05.46	N89°28'13.8"E	N80°45'19.4"E
L4	6011+05.46	6012+05.99	581913.47 857342.04	581929.62 857441.27						100.54'						N80°45'19.4"E
C = 2					6012+62.49	581938.69 857497.03	50°25'32"	47°44'47"	56.50'	105.61'	12.64'	120.00'	6012+05.99	6013+11.61	N80°45'19.4"E	S48°49'08.4"E

WA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L5	6000+00.00	6005+02.80	581900.25 856237.16	581904.90 856739.94						502.80'						N89°28'13.8"E
L7	6005+02.80	6009+96.00	581904.90 856739.94	581915.48 857233.03						493.21'						N88°46'12.2"E
C = 3					6010+49.80	581916.64 857286.82	8°00'53"	7°27'37"	53.80'	107.43'	1.88'	768.00'	6009+96.00	6011+03.43	N88°46'12.2"E	N80°45'19.4"E
L6	6011+03.43	6012+90.81	581925.28 857339.93	581955.38 857524.87						187.38'						N80°45'19.4"E

EB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L8	6100+67.36	6101+64.74	581928.41 857622.08	581940.71 857718.67						97.38'						N82°44'42.0"E
C = 4					6102+18.19	581947.46 857771.70	20°12'15"	19°05'55"	53.45'	105.79'	4.72'	300.00'	6101+64.74	6102+70.53	N82°44'42.0"E	S77°03'03.1"E
L9	6102+70.53	6103+33.60	581935.48 857823.79	581921.35 857885.26						63.08'						S77°03'03.1"E
C = 5					6103+93.05	581908.02 857943.19	12°20'15"	10°25'03"	59.45'	118.43'	3.20'	550.00'	6103+33.60	6104+52.04	S77°03'03.1"E	S89°23'17.8"E
L10	6104+52.04	6106+70.89	581907.39 858002.64	581905.05 858221.48						218.85'						S89°23'17.8"E

WB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 6					6100+95.93	581941.40 857644.92	50°10'52"	52°05'13"	51.51'	96.34'	11.46'	110.00'	6100+44.42	6101+40.76	S47°04'26.1"E	N82°44'42.0"E
L11	6101+40.76	6101+81.96	581947.90 857696.01	581953.11 857736.88						41.20'						N82°44'42.0"E
C = 7					6102+40.86	581960.54 857795.31	19°06'21"	16°22'13"	58.90'	116.71'	4.92'	350.00'	6101+81.96	6102+98.67	N82°44'42.0"E	S78°08'57.2"E
L12	6102+98.67	6104+02.73	581948.45 857852.96	581927.08 857954.79						104.05'						S78°08'57.2"E
C = 8					6105+01.07	581906.88 858051.04	11°13'58"	5°43'46"	98.34'	196.05'	4.82'	1000.00'	6104+02.73	6105+98.78	S78°08'57.2"E	S89°22'55.4"E
L13	6105+98.78	6111+12.41	581905.82 858149.37	581900.28 858662.98						513.63'						S89°22'55.4"E

Prop-CC																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L21	8000+00.00	8004+16.36	581493.11 857234.29	581909.39 857226.29						416.36'						N1°06'03.9"W
L22	8004+16.36	8005+68.80	581909.39 857226.29	582061.83 857227.25						152.44'						N0°21'31.1"E
L23	8005+68.80	8007+51.23	582061.83 857227.25	582244.23 857230.45						182.44'						N1°00'16.2"E
C = 18					8008+17.28	582310.27 857231.60	36°33'06"	28°38'52"	66.05'	127.59'	10.62'	200.00'	8007+51.23	8008+78.82	N1°00'16.2"E	N37°33'22.1"E
L24	8008+78.82	8008+96.61	582362.64 857271.86	582376.73 857282.70						17.78'						N37°33'22.1"E

2

NA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L14	5000+69.85	5004+01.31	580865.74 858524.79	581118.86 858310.80						331.46'						N40°12'43.3"W
C = 9					5005+75.56	581251.93 858198.30	5°52'04"	1°41'07"	174.25'	348.20'	4.46'	3400.00'	5004+01.31	5007+49.50	N40°12'43.3"W	N46°04'47.1"W
L15	5007+49.50	5013+49.77	581372.80 858072.78	581789.18 857640.41						600.27'						N46°04'47.1"W
C = 10					5014+30.23	581844.99 857582.45	72°22'11"	52°05'13"	80.46'	138.94'	26.29'	110.00'	5013+49.77	5014+88.71	N46°04'47.1"W	N26°17'23.5"E

SA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 11					5009+08.40	581483.02 857958.33	5°21'05"	1°41'07"	158.90'	317.56'	3.71'	3400.00'	5007+49.50	5010+67.06	N46°04'47.1"W	N51°25'52.2"W
L16	5010+67.06	5011+72.70	581582.08 857834.09	581647.95 857751.50						105.64'						N51°25'52.2"W
C = 12					5013+36.53	581750.08 857623.41	24°01'20"	7°26'28"	163.82'	322.84'	17.23'	770.00'	5011+72.70	5014+95.54	N51°25'52.2"W	N27°24'32.2"W

NB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 13					5101+27.44	582021.66 857585.59	7°08'42"	7°38'22"	46.82'	93.53'	1.46'	750.00'	5100+80.62	5101+74.15	N23°48'40.5"W	N30°57'22.7"W
L17	5101+74.15	5104+48.35	582061.82 857561.50	582296.96 857420.46						274.20'						N30°57'22.7"W
C = 14					5106+76.75	582492.82 857302.98	21°02'20"	4°39'29"	228.40'	451.65'	21.03'	1230.00'	5104+48.35	5109+00.00	N30°57'22.7"W	N9°55'02.7"W
C = 15					5110+44.31	582859.97 857238.78	10°46'36"	3°44'41"	144.31'	287.78'	6.79'	1530.00'	5109+00.00	5111+87.78	N9°55'02.7"W	N0°51'33.3"E
L18	5111+87.78	5120+46.78	583004.26 857240.95	583863.17 857253.83						859.00'						N0°51'33.3"E

SB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 16					5101+43.49	582014.52 857556.48	57°41'07"	54°34'03"	57.83'	105.71'	14.87'	105.00'	5100+85.66	5101+91.37	N28°51'12.3"E	N28°49'54.6"W
L19	5101+91.37	5103+94.92	582065.17 857528.60	582243.49 857430.44						203.55'						N28°49'54.6"W
C = 17					5108+00.47	582598.76 857234.87	29°41'28"	3°44'41"	405.54'	792.86'	52.83'	1530.00'	5103+94.92	5111+87.78	N28°49'54.6"W	N0°51'33.3"E
L20	5111+87.78	5118+46.78	583004.26 857240.95	583663.19 857250.83						659.00'						N0°51'33.3"E

Central Island																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 19					9+99.99	581937.22 857522.36	359°59'18"	113°27'25"	0.01'	317.29'	101.00'	50.50'	10+00.00	13+17.29	S2°35'38.5"E	S2°34'56.6"E

2

NE Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L25	7100+00.00	7100+79.70	582070.56 857576.08	582002.21 857617.08						79.70'						S30°57'22.7"E
C = 20					7101+35.99	581953.94 857646.04	70°16'03"	71°37'11"	56.30'	98.11'	17.82'	80.00'	7100+79.70	7101+77.81	S30°57'22.7"E	N78°46'34.1"E
L26	7101+77.81	7102+27.81	581964.89 857701.26	581974.63 857750.30						50.00'						N78°46'34.1"E
C = 21					7102+83.07	581979.22 857805.37	16°59'19"	15°29'07"	55.26'	109.71'	4.10'	370.00'	7102+27.81	7103+37.52	N85°13'41.4"E	S77°47'00.1"E
L27	7103+37.52	7104+29.85	581967.53 857859.37	581947.99 857949.61						92.33'						S77°47'00.1"E
C = 22					7105+29.44	581926.92 858046.95	11°36'18"	5°50'47"	99.59'	198.49'	5.05'	980.00'	7104+29.85	7106+28.34	S77°47'00.1"E	S89°23'17.8"E
L28	7106+28.34	7106+53.51	581925.85 858146.53	581925.59 858171.69						25.17'						S89°23'17.8"E

SE Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L29	7200+00.00	7202+34.92	581597.70 857868.07	581760.66 857698.85						234.92'						N46°04'47.1"W
L30	7202+34.92	7202+84.92	581760.66 857698.85	581792.55 857660.35						50.00'						N50°21'47.9"W
C = 23					7203+15.21	581811.87 857637.02	35°22'16"	60°19'14"	30.29'	58.64'	4.71'	94.99'	7202+84.92	7203+43.56	N50°21'58.0"W	N14°59'42.3"W
C = 24					7203+93.53	581889.39 857616.26	84°30'03"	104°09'51"	49.96'	81.12'	19.30'	55.01'	7203+43.56	7204+24.69	N14°59'44.8"W	N69°30'18.1"E
C = 25					7204+59.71	581919.44 857695.76	14°31'06"	20°50'05"	35.03'	69.68'	2.22'	275.00'	7204+24.69	7204+94.37	N68°59'52.3"E	N83°30'58.6"E

SW Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L31	7300+00.00	7301+54.90	581883.78 857283.48	581912.47 857435.70						154.90'						N79°19'37.9"E
C = 26					7301+85.00	581918.04 857465.28	31°59'24"	54°34'03"	30.10'	58.62'	4.23'	105.00'	7301+54.90	7302+13.52	N79°19'37.9"E	S68°40'57.9"E
C = 27					7302+37.33	581898.45 857515.49	33°08'33"	71°37'11"	23.81'	46.28'	3.47'	80.00'	7302+13.52	7302+59.80	S68°40'57.9"E	S35°32'25.3"E
L32	7302+59.80	7303+54.52	581879.08 857529.33	581802.00 857584.39						94.72'						S35°32'25.3"E

NW Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L33	7000+00.00	7000+27.19	581955.06 857417.04	581959.42 857443.88						27.19'						N80°45'19.4"E
C = 28					7000+48.02	581962.77 857464.43	11°53'16"	28°38'52"	20.82'	41.50'	1.08'	200.00'	7000+27.19	7000+68.69	N80°45'19.4"E	N68°52'03.6"E
C = 29					7001+22.22	581989.58 857533.79	83°28'48"	95°29'35"	53.53'	87.42'	20.41'	60.00'	7000+68.69	7001+56.11	N68°52'03.6"E	N14°36'44.3"W
C = 30					7001+70.78	582055.57 857516.58	18°31'02"	63°39'43"	14.67'	29.09'	1.19'	90.00'	7001+56.11	7001+85.20	N14°36'44.3"W	N33°07'46.3"W
L34	7001+85.20	7002+35.20	582067.86 857508.56	582109.73 857481.24						50.00'						N33°07'46.3"W
L35	7002+35.20	7003+76.87	582109.73 857481.24	582233.85 857412.92						141.68'						N28°49'54.6"W
C = 31					7004+21.86	582273.25 857391.22	3°19'29"	3°41'47"	44.98'	89.94'	0.65'	1550.00'	7003+76.87	7004+66.82	N28°49'54.6"W	N25°30'25.5"W

6560-08-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	6.000	6.000
0004	201.0205	Grubbing	STA	6.000	6.000
0006	203.0100	Removing Small Pipe Culverts	EACH	15.000	15.000
0008	203.0220	Removing Structure (structure) 01. B-44-121	EACH	1.000	1.000
0018	204.0150	Removing Curb & Gutter	LF	1,103.000	1,103.000
0026	204.9060.S	Removing (item description) 02. Sign Structure	EACH	1.000	1.000
0028	205.0100	Excavation Common	CY	29,997.000	29,997.000
0030	206.2000	Excavation for Structures Culverts (structure) 01. B-44-121	LS	1.000	1.000
0032	210.2500	Backfill Structure Type B	TON	350.000	350.000
0042	213.0100	Finishing Roadway (project) 01. 6560-08-71	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,630.000	2,630.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	14,620.000	14,620.000
0050	312.0110	Select Crushed Material	TON	28,610.000	28,610.000
0052	312.0115	Select Crushed Material	CY	44.000	44.000
0056	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	14.000	14.000
0058	405.0100	Coloring Concrete WisDOT Red	CY	417.000	417.000
0060	415.0080	Concrete Pavement 8-Inch	SY	590.000	590.000
0062	416.0160	Concrete Driveway 6-Inch	SY	75.000	75.000
0064	416.0512	Concrete Truck Apron 12-Inch	SY	348.000	348.000
0068	455.0605	Tack Coat	GAL	1,766.000	1,766.000
0076	460.2000	Incentive Density HMA Pavement	DOL	6,060.000	6,060.000
0086	460.7223	HMA Pavement 3 HT 58-28 S	TON	7,490.000	7,490.000
0088	460.7424	HMA Pavement 4 HT 58-28 H	TON	2,080.000	2,080.000
0092	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	164.000	164.000
0096	465.0315	Asphaltic Flumes	SY	83.000	83.000
0102	502.4205	Adhesive Anchors No. 5 Bar	EACH	72.000	72.000
0104	504.0100	Concrete Masonry Culverts	CY	51.000	51.000
0106	505.0400	Bar Steel Reinforcement HS Structures	LB	8,090.000	8,090.000
0108	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	1,040.000	1,040.000
0110	511.1200	Temporary Shoring (structure) 01. B-44-121	SF	495.000	495.000
0112	516.0500	Rubberized Membrane Waterproofing	SY	21.000	21.000
0114	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	2.000	2.000
0118	520.3318	Culvert Pipe Class III-A 18-Inch	LF	178.000	178.000
0124	521.0342	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 42-Inch 4 to 1	EACH	2.000	2.000
0126	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0132	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	4.000	4.000
0136	521.1503	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 4 to 1	EACH	1.000	1.000
0138	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	8.000	8.000
0140	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000
0142	521.1542	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 42-Inch 6 to 1	EACH	2.000	2.000
0144	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	128.000	128.000
0146	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	70.000	70.000
0150	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	114.000	114.000
0152	521.3142	Culvert Pipe Corrugated Steel 42-Inch	LF	64.000	64.000
0156	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	92.000	92.000
0166	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0168	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	3.000	3.000
0170	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0190	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	217.000	217.000

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Line	Item	Item Description	Unit	Total	Qty
0194	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,553.000	1,553.000
0196	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	3,246.000	3,246.000
0200	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	302.000	302.000
0202	601.0600	Concrete Curb Pedestrian	LF	164.000	164.000
0204	602.0410	Concrete Sidewalk 5-Inch	SF	21,850.000	21,850.000
0206	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	326.000	326.000
0210	606.0100	Riprap Light	CY	34.000	34.000
0212	606.0300	Riprap Heavy	CY	25.000	25.000
0216	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	30.000	30.000
0218	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	54.000	54.000
0220	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	642.000	642.000
0222	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	216.000	216.000
0224	608.6010	Storm Sewer Pipe Composite 10-Inch	LF	14.000	14.000
0226	611.0624	Inlet Covers Type H	EACH	6.000	6.000
0228	611.0627	Inlet Covers Type HM	EACH	15.000	15.000
0230	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0232	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0234	611.3004	Inlets 4-FT Diameter	EACH	9.000	9.000
0236	611.3230	Inlets 2x3-FT	EACH	11.000	11.000
0240	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	205.000	205.000
0242	612.0700	Drain Tile Exploration	LF	50.000	50.000
0244	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	1.000	1.000
0248	614.0920	Salvaged Rail	LF	923.000	923.000
0250	614.2300	MGS Guardrail 3	LF	268.500	268.500
0252	614.2310	MGS Guardrail 3 HS	LF	144.000	144.000
0262	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0266	614.8010	Anchor Post Assembly Top Mount	EACH	16.000	16.000
0268	616.0700.S	Fence Safety	LF	550.000	550.000
0270	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6560-08-71	EACH	1.000	1.000
0274	619.1000	Mobilization	EACH	0.250	0.250
0276	620.0100	Concrete Corrugated Median	SF	2,154.000	2,154.000
0278	620.0300	Concrete Median Sloped Nose	SF	362.000	362.000
0280	624.0100	Water	MGAL	1,107.000	1,107.000
0282	625.0500	Salvaged Topsoil	SY	27,430.000	27,430.000
0284	627.0200	Mulching	SY	8,240.000	8,240.000
0286	628.1504	Silt Fence	LF	1,497.000	1,497.000
0288	628.1520	Silt Fence Maintenance	LF	2,235.000	2,235.000
0290	628.1905	Mobilizations Erosion Control	EACH	13.000	13.000
0292	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
0294	628.2004	Erosion Mat Class I Type B	SY	9,490.000	9,490.000
0296	628.2008	Erosion Mat Urban Class I Type B	SY	14,540.000	14,540.000
0298	628.7005	Inlet Protection Type A	EACH	29.000	29.000
0300	628.7015	Inlet Protection Type C	EACH	28.000	28.000
0302	628.7504	Temporary Ditch Checks	LF	927.000	927.000
0304	628.7555	Culvert Pipe Checks	EACH	53.000	53.000
0306	628.7560	Tracking Pads	EACH	4.000	4.000
0308	628.7570	Rock Bags	EACH	48.000	48.000
0310	629.0210	Fertilizer Type B	CWT	29.700	29.700
0312	630.0130	Seeding Mixture No. 30	LB	531.000	531.000

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Line	Item	Item Description	Unit	Total	Qty
0314	630.0200	Seeding Temporary	LB	794.000	794.000
0316	630.0300	Seeding Borrow Pit	LB	180.000	180.000
0318	630.0500	Seed Water	MGAL	663.000	663.000
0320	632.0201	Shrubs (species) (size) (root) 01. Blackhaw Viburnum, 18-24” HT, CG3	EACH	3.000	3.000
0322	632.0201	Shrubs (species) (size) (root) 02. Sea Green Juniper, 18-24” HT, CG3	EACH	7.000	7.000
0324	632.0201	Shrubs (species) (size) (root) 03. Gro Low Sumac, 18-24” HT, CG3	EACH	21.000	21.000
0326	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	8.000	8.000
0328	633.5200	Markers Culvert End	EACH	10.000	10.000
0330	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	13.000	13.000
0332	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	17.000	17.000
0334	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	31.000	31.000
0336	637.2210	Signs Type II Reflective H	SF	398.900	398.900
0338	637.2230	Signs Type II Reflective F	SF	83.990	83.990
0342	638.2602	Removing Signs Type II	EACH	30.000	30.000
0344	638.3000	Removing Small Sign Supports	EACH	30.000	30.000
0348	640.1303.S	Pond Liner Clay	CY	340.000	340.000
0350	642.5201	Field Office Type C	EACH	0.250	0.250
0356	643.0420	Traffic Control Barricades Type III	DAY	4,620.000	4,620.000
0358	643.0705	Traffic Control Warning Lights Type A	DAY	6,490.000	6,490.000
0362	643.0900	Traffic Control Signs	DAY	20,990.000	20,990.000
0364	643.0910	Traffic Control Covering Signs Type I	EACH	7.000	7.000
0366	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0368	643.1000	Traffic Control Signs Fixed Message	SF	261.750	261.750
0370	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0372	643.5000	Traffic Control	EACH	0.250	0.250
0374	645.0105	Geotextile Type C	SY	115.000	115.000
0376	645.0120	Geotextile Type HR	SY	57.000	57.000
0378	645.0130	Geotextile Type R	SY	116.000	116.000
0380	646.1020	Marking Line Epoxy 4-Inch	LF	8,340.000	8,340.000
0382	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	6,802.000	6,802.000
0384	646.3020	Marking Line Epoxy 8-Inch	LF	160.000	160.000
0390	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0394	646.6120	Marking Stop Line Epoxy 18-Inch	LF	55.000	55.000
0396	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	149.000	149.000
0398	646.7120	Marking Diagonal Epoxy 12-Inch	LF	258.000	258.000
0400	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	314.000	314.000
0402	646.8020	Marking Corrugated Median Epoxy	SF	1,812.000	1,812.000
0404	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0406	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0408	648.0100	Locating No-Passing Zones	MI	0.190	0.190
0414	650.4000	Construction Staking Storm Sewer	EACH	30.000	30.000
0416	650.4500	Construction Staking Subgrade	LF	5,573.000	5,573.000
0418	650.5000	Construction Staking Base	LF	5,573.000	5,573.000
0420	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,117.000	5,117.000
0422	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0424	650.6500	Construction Staking Structure Layout (structure) 01. B-44-121	LS	1.000	1.000
0428	650.8500	Construction Staking Electrical Installations (project) 01. 6560-08-71	LS	1.000	1.000
0432	650.9000	Construction Staking Curb Ramps	EACH	16.000	16.000
0434	650.9910	Construction Staking Supplemental Control (project) 01. 6560-08-71	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0438	650.9920	Construction Staking Slope Stakes	LF	5,573.000	5,573.000
0440	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,840.000	1,840.000
0446	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	8.000	8.000
0448	654.0105	Concrete Bases Type 5	EACH	12.000	12.000
0450	654.0220	Concrete Control Cabinet Bases Type 10	EACH	1.000	1.000
0452	655.0610	Electrical Wire Lighting 12 AWG	LF	1,800.000	1,800.000
0454	655.0615	Electrical Wire Lighting 10 AWG	LF	7,350.000	7,350.000
0456	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. L44-2046 (55 & JJ)	LS	1.000	1.000
0464	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	12.000	12.000
0466	657.0322	Poles Type 5-Aluminum	EACH	12.000	12.000
0468	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	12.000	12.000
0470	659.1115	Luminaires Utility LED A	EACH	12.000	12.000
0472	690.0150	Sawing Asphalt	LF	1,030.000	1,030.000
0474	690.0250	Sawing Concrete	LF	8.000	8.000
0476	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000
0478	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0480	740.0440	Incentive IRI Ride	DOL	3,950.000	3,950.000
0482	999.2005.S	Maintaining Bird Deterrent System (station) 01. 5006+39'NB'	EACH	1.000	1.000
0484	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0486	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,400.000	4,400.000
0488	SPV.0035	Special 01. Planting Mixture	CY	160.000	160.000
0492	SPV.0060	Special 01. Inlets 4-FT Diameter, Special	EACH	2.000	2.000
0494	SPV.0060	Special 02. Salvage & Reinstall Pond Outlet Structure	EACH	1.000	1.000
0496	SPV.0060	Special 03. Clay Anti-Seep Collar	EACH	1.000	1.000
0498	SPV.0060	Special 04. Temporary Water Diversion - B-44-121	EACH	1.000	1.000
0500	SPV.0060	Special 05. Exposing Existing Infrastructure Paved Area	EACH	1.000	1.000
0502	SPV.0180	Special 01. Shredded Hardwood Bark Mulch	SY	240.000	240.000

ALL ITEMS CATEGORY 0010

CLEARING & GRUBBING

ROADWAY	STATION	TO	STATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
STH 55					
	5005+00'NA'	-	5006+00'NA'	1	1
	5103+00'NB'	-	5104+00'NB'	1	1
	5113+00'NB'	-	5116+58.20'NB'	4	4
			TOTAL 0010	6	6

REMOVING SMALL PIPE CULVERTS

ROADWAY	STATION, OFFSET	DESCRIPTION	203.0100 REMOVING SMALL PIPE CULVERTS EACH
STH 55			
	5009+07'NA', 65'RT	18-INCH CMP, 33 LF	1
	5010+32'NA' 14'RT	18-INCH CMP, 35 LF	1
	5101+45'NB', 36'LT	24-INCH CMP, 61 LF	1
	5101+52'NB', 37'LT	24-INCH CMP, 61 LF	1
	5109+96'NB', 33'RT	18-INCH CMP, 58 LF	1
	5111+13'NB',5'LT	30-INCH CMP, 65 LF	1
	5114+23'NB', 32'LT	18-INCH CMP, 39 LF	1
	5114+26'NB', 36'RT	30-INCH CMP, 47 LF	1
CTH JJ			
	6010+67'EA',31'RT	18-INCH CMP, 33 LF	1
	6011+75'EA'. 47'RT	18-INCH CMP, 33 LF	1
	6012+92'EA', 7'RT	18-INCH CMP, 61 LF	1
	6103+34'EB', 20'RT	18-INCH CMP, 32 LF	1
	6105+78'EB' 67'RT	18-INCH CMP, 33 LF	1
CTH CC/ROSE HILL RD			
	8006+11'CC', 1'RT	24-INCH CMP, 53 LF	1
	8007+06'CC'33' RT	18-INCH CMP, 34 LF	1
		TOTAL 0010	15

REMOVING CURB & GUTTER

ROADWAY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
STH 55					
	5011+51'NA'	-	5014+88'NA'	RT	292
	5014+58'NA'	-	5014+62'NA'	LT & RT	54
CTH JJ					
	6009+13'EA'	-	6009+72'EA'	RT	92
	6010+05'EA'	-	6010+42'EA'	RT	59
	6012+73'EA'	-	6013+11'EA'	LT	82
	6100+68'EB'	-	6103+19'EB'	LT	281
	6103+63'EB'	-	6105+21'EB'	LT	188
	6105+73'EB'	-	6106+21'EB'	LT	55
				TOTAL 0010	1,103

REMOVING SIGN STRUCTURE

CATEGORY	STATION	LOCATION	204.9060.S.02 REMOVING SIGN STRUCTURE EACH
0010	5012+65'NA'	RT	1
		TOTAL 0010	1

FILE NAME : "\\rasmith.com\appleton\Transportation\1192702\Civil3D\65700900\Design\Quantities\08 RAB\030201-mq-RAB.pptx" PLOT DATE : 10/26/2021 8:04 AM PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

ALL ITEMS CATEGORY 0010

DIVISION	ALIGNMENT NAME	STATION-STATION	LOCATION	205.0100 EXCAVATION COMMON (CY) (1)			* SALVAGED/ UNUSABLE PAVEMENT MATERIAL (CY) (4)	* AVAILABLE MATERIAL (CY) (5)	** 312.0110 SELECT CRUSHED MATERIAL (TON)	* EXPANDED EBS BACKFILL (CY) (6)	* UNEXPANDED FILL (CY)	* EXPANDED FILL (CY)	* MASS ORDINATE +/- (CY) (7)	* WASTE (CY) (8)
				CUT (2)	EBS EXCAVATION (3)	PLANNED EBS (3a)			CONVERISON FACTOR (TON/CY) 1.75	EXPANSION FACTOR 1.00		EXPANSION FACTOR 1.33		
PROJECT	NA LINE	5002+76.32'NA - 5007+50'NA'	STH 55 LT+RT - SOUTH LEG	2,626	0	0	450	2,176	0	0	1,055	1,403	773	773
	NA LINE	5007+50'NA' - 5014+00'NA'	STH 55 RT - SOUTH LEG	5,645	0	0	883	4,762	0	0	420	559	4,203	4,203
	SA LINE	5007+50'SA' - 5014+50'SA'	STH 55 LT - SOUTH LEG	2,746	0	0	204	2,542	0	0	155	206	2,336	2,336
	NB LINE	5101+50'NB'- 5116+58.20'NB'	STH 55 RT - NORTH LEG	3,725	0	314	188	3,537	0	0	4,443	5,909	-2,372	314
	SB LINE	5101+50'SB' - 5114+50'SB'	STH 55 LT - SOUTH LEG	3,965	0	0	1,023	2,942	0	0	1,340	1,782	1,160	1,160
	EA LINE	6005+00'EA' - 6012+50'EA'	CTH JJ RT - WEST LEG	2,524	0	0	320	2,204	0	0	532	708	1,496	1,496
	WA LINE	6005+00'WA' - 6012+50'WA'	CTH JJ LT - WEST LEG	1,498	0	0	113	1,385	0	0	496	660	725	725
	EB LINE	6101+00'EB' - 6106+20.89'EB'	CTH JJ RT - EAST LEG	1,104	0	0	182	922	0	0	163	217	705	705
	WB LINE	6101+00'WB' - 6106+20.89'WB'	CTH JJ LT - EAST LEG	1,319	0	0	130	1,189	0	0	155	206	983	983
	CIRCULATORY ROADWAY	10+00 - 13+17.28	ROUNDABOUT	588	0	0	330	258	0	0	1,999	2,659	-2,401	0
	CC	8002+35'CC' - 8003+34.04'CC'	CTH CC - SOUTH OF CTH JJ	397	0	0	39	358	0	0	7	9	349	349
	CC	8005+10'CC' - 8008+62.37'CC'	ROSE HILL ROAD - NORTH OF CTH JJ	846	0	0	30	816	0	0	94	125	691	691
			DIVISION SUBTOTAL	26,983	0	314	3,892	23,091	0	0	10,859	14,442	8,649	13,735
			UNDISTRIBUTED EBS	0	2,700	0	0	0	4,730	2,700	0	0	0	2,700
SUMMARY			SUBTOTALS	26,983	2,700	314	3,892	23,091	4,730	2,700	10,859	14,442	8,649	16,435
			TOTALS	29,997			3,892	23,091	4,730	2,700	10,859	14,442	8,649	16,435

NOTES:

* NOT A BID ITEM. FOR INFORMATION ONLY.

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

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

(3) EBS EXCAVATION IS UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER. ALL EBS MATERIAL IS TO BE WASTED OFFSITE. EBS EXCAVATION IS TO BE BACKFILLED WITH ITEM 312.0110 SELECT CRUSHED MATERIAL.

(3a) PLANNED EBS OF SEDIMENT IN EXISTING STORMWATER POND STA 5104+50'NB' - 5107+00'NB'. ALL EBS MATERIAL TO BE WASTED OFFSITE.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN THE (2) CUT. THIS ASSUMES THAT THE EXISTING PAVEMENT IS SALVAGED OR WASTED BY THE CONTRACTOR.

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

(6) EXPANDED EBS BACKFILL WILL BE FILLED WITH ITEM 312.0110 SELECT CRUSHED MATERIAL.

(7) THE MASS ORDINATE + OR - QUANTITY CALCULATED FOR THE ROADWAY SEGMENT. "PLUS" INDICATES AN EXCESS OF MATERIAL WITHIN THE ROADWAY SEGEMENT. "MINUS" INDICATES A SHORTAGE OF MATERIAL WITHIN THE ROADWAY SEGMENT BUT MATERIAL IS AVAILABLE FROM OTHER ROADWAY SEGMENTS.

(8) WASTE = MASS ORDINATE (IF POSITIVE VALUE) +EBS EXCAVATION + PLANNED EBS

ALL ITEMS CATEGORY 0010

BASE COURSE

ROADWAY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON	** 624.0100 WATER MGAL
STH 55							
	5002+76.32'NA	-	5010+57.79'NA'	790	2,200	4,690	206
	5010+57.79'NA'	-	5014+48.00'NA'	170	1,630	2,540	117
	5101+28.00'NB'	-	5104+79.01'NB'	150	1,440	2,220	103
	5104+79.01'NB'		5114+02.37'NB'	1,000	2,260	4,870	216
	5114+02.37'NB'		5116+58.20'NB'				
CTH JJ							
	6005+00.00'EA'	-	6011+25.35'EA'	160	2,750	2,440	156
	6011+25.35'EA'	-	6012+60.00'EA'	20	500	860	40
	6100+93.00'EB'		6106+20.89'EB'	180	1,680	3,340	133
CIRCULATORY ROADWAY							
	10+00.00	-	13+17.29	--	960	1,920	63
CTH CC							
	8002+35.00'CC'	-	8003+34.04'CC'	30	540	470	32
ROSE HILL ROAD							
	8005+10.08'CC'	-	8006+16.81'CC'	40	550	470	32
	8006+16.81'CC'	-	8008+78.00'CC'	90	110	60	9
			TOTAL 0010	2,630	14,620	23,880	1,107

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.
**QUANTITIES FOR BOTH BASE COMPACTION AND DUST CONTROL INCLUDED.

QMP BASE AGGREGATE COMPACTION

LOCATION	371.2000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION EACH
PROJECT ID 6560-08-71	14
TOTAL 0010	14

CONCRETE ITEMS

ROADWAY	STATION	TO	STATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0080 CONCRETE PAVEMENT 8-INCH SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	620.0100 CONCRETE CORRUGATED MEDIAN SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
STH 55																
	5002+76.32'NA	-	5010+57.79'NA'	--	--	--	--	--	--	--	--	--	--	--	--	60
	5010+57.79'NA'	-	5014+48.00'NA'	118	215	12	--	--	315	964	--	56	7,110	86	--	--
	5101+28.00'NB'	-	5104+79.01'NB'	98	158	--	--	--	310	843	--	64	6,130	80	--	--
	5104+79.01'NB'		5114+02.37'NB'	--	--	--	--	--	--	--	--	--	--	--	--	60
CTH JJ																
	6005+00.00'EA'	-	6011+25.35'EA'	--	--	--	--	--	--	390	--	--	--	--	2,154	50
	6011+25.35'EA'	-	6012+60.00'EA'	27	117	63	--	--	416	102	--	26	2,110	80	--	--
	6100+93.00'EB'		6106+20.89'EB'	58	100	--	--	--	383	897	--	18	5,550	80	--	50
CIRCULATORY ROADWAY																
	10+00.00	-	13+17.29	116	--	--	348	217	129	50	302	--	950	--	--	142
CTH CC																
	8002+35.00'CC'	-	8003+34.04'CC'	--	--	--	--	--	--	--	--	--	--	--	--	--
ROSE HILL ROAD																
	8005+10.08'CC'	-	8006+16.81'CC'	--	--	--	--	--	--	--	--	--	--	--	--	--
	8006+16.81'CC'	-	8008+78.00'CC'	--	--	--	--	--	--	--	--	--	--	--	--	--
			TOTAL 0010	417	590	75	348	217	1,553	3,246	302	164	21,850	326	2,154	362

ALL ITEMS CATEGORY 0010

					HMA PAVEMENT			
				455.0605	460.7223	460.7424	465.0120 ASPHALTIC SURFACE	465.0315
ROADWAY	STATION	TO	STATION	TACK COAT GAL	HMA PAVEMENT 3 HT 58-28 S TON	HMA PAVEMENT 4 HT 58-28 H TON	DRIVEWAYS AND FIELD ENTRANCES TON	ASPHALTIC FLUMES SY
STH 55								
	5002+76.32'NA	-	5010+57.79'NA'	361	1,550	380	37	11
	5010+57.79'NA'	-	5014+48.00'NA'	163	700	170	23	--
	5101+28.00'NB'	-	5104+79.01'NB'	143	620	150	--	9
	5104+79.01'NB'		5114+02.37'NB'	374	1,600	390	29	--
	5114+02.37'NB'		5116+58.20'NB'	--	--	--	--	--
CTH JJ								
	6005+00.00'EA'	-	6011+25.35'EA'	150	580	310	17	--
	6011+25.35'EA'	-	6012+60.00'EA'	70	300	80	20	7
	6100+93.00'EB'		6106+20.89'EB'	231	990	240	38	7
CIRCULATORY ROADWAY								
	10+00.00	-	13+17.29	208	890	220	--	--
CTH CC								
	8002+35.00'CC'	-	8003+34.04'CC'	33	130	70	--	20
ROSE HILL ROAD								
	8005+10.08'CC'	-	8006+16.81'CC'	33	130	70	--	29
	8006+16.81'CC'	-	8008+78.00'CC'	--	--	--	--	--
			TOTAL 0010	1,766	7,490	2,080	164	83

ALL ITEMS CATEGORY 0010

CULVERT PIPE ITEMS

INLET STATION	INLET OFFSET	INLET ELEV	DISCHARGE STATION	DISCHARGE OFFSET	DISCHARGE ELEV	SLOPE FT/FT	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.3318 CULVERT PIPE CLASS III-A 18-INCH LF	521.0342 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 4 TO 1 EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1 EACH	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	521.1542 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 42-INCH 6 TO 1 EACH
STH 55														
5009+40.54'NA'	41.83' RT	705.94	5008+71.14'NA'	43.84' RT	704.98	0.0137	---	---	---	---	---	---	2	---
5012+71.81'NA'	57.78' RT	709.69	5011+93.82'NA'	56.64' RT	708.61	0.0138	2	78	---	---	---	---	---	---
5109+33.74'NB'	56.03' RT	707.82	5110+37.54'NB'	56.45' RT	707.49	0.0033	---	100	---	2	---	2	---	---
5111+12.50'NB'	50.37' LT	707.66	5111+12.50'NB'	41.21' RT	707.33	0.0036	---	---	2	---	---	---	---	---
5113+95.37'NB'	48.55' RT	706.36	5114+58.35'NB'	44.62' RT	706.13	0.0036	---	---	---	---	---	---		2
5114+05.62'NB'	31.27' LT	710.90	5114+43.58'NB'	32.45' LT	709.87	0.0271	---	---	---	---	---	2	---	---
CTH JJ														
6103+20.83'EB'	31.38' RT	710.60	6103+60.50'EB'	34.46' RT	709.74	0.0205	---	---	---	---	---	2	---	---
6105+53.38'EB'	36.77' RT	705.65	6106+00.37'EB'	38.88' RT	704.78	0.0181	---	---	---	---	---	2	---	---
ROSE HILL ROAD														
8006+11.49'CC'	18.04' LT	711.30	8006+11.82'CC'	20.94' RT	711.03	0.0067	---	---	---	---	2	---	---	---
8006+69.01'CC'	32.72' RT	710.84	8007+43.06'CC'	33.15' RT	710.59	0.0034	---	---	---	---	2	---	---	---
						TOTAL 0010	2	178	2	2	4	8	2	2

INLET STATION	INLET OFFSET	INLET ELEV	DISCHARGE STATION	DISCHARGE OFFSET	DISCHARGE ELEV	SLOPE FT/FT	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	521.3142 CULVERT PIPE CORRUGATED STEEL 42-INCH LF	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	* 633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	MINIMUM METAL PIPE THICKNESS IN
STH 55														
5009+40.54'NA'	41.83' RT	705.94	5008+71.14'NA'	43.84' RT	704.98	0.0137	---	70	---	---	---	---	---	0.064
5012+71.81'NA'	57.78' RT	709.69	5011+93.82'NA'	56.64' RT	708.61	0.0138	---	---	---	---	---	---	---	0.064
5109+33.74'NB'	56.03' RT	707.82	5110+37.54'NB'	56.45' RT	707.49	0.0033	---	---	---	---	---	---	---	0.064
5111+12.50'NB'	50.37' LT	707.66	5111+12.50'NB'	41.21' RT	707.33	0.0036	---	---	---	---	92	2	1	N/A
5113+95.37'NB'	48.55' RT	706.36	5114+58.35'NB'	44.62' RT	706.13	0.0036	---	---	---	64	---	---	---	0.189
5114+05.62'NB'	31.27' LT	710.90	5114+43.58'NB'	32.45' LT	709.87	0.0271	38	---	---	---	---	---	1	0.064
CTH JJ														
6103+20.83'EB'	31.38' RT	710.60	6103+60.50'EB'	34.46' RT	709.74	0.0205	42	---	---	---	---	---	---	0.064
6105+53.38'EB'	36.77' RT	705.65	6106+00.37'EB'	38.88' RT	704.78	0.0181	48	---	---	---	---	---	---	0.064
ROSE HILL ROAD														
8006+11.49'CC'	18.04' LT	711.30	8006+11.82'CC'	20.94' RT	711.03	0.0067	---	---	40	---	---	2	1	0.079
8006+69.01'CC'	32.72' RT	710.84	8007+43.06'CC'	33.15' RT	710.59	0.0034	---	---	74	---	---	---	---	0.079
						TOTAL 0010	128	70	114	64	92	4	3	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

3

STORM SEWER PIPES

FROM STR		TO STR	INLET ELEV	DISCHARGE ELEV	SLOPE FT/FT	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF
11	-	10	707.44	707.30	0.0078	--	--	18	--
12	-	11	707.62	707.44	0.0067	--	--	27	--
13	-	12	707.70	707.62	0.0100	--	--	8	--
21	-	20	710.11	709.90	0.0100	--	--	21	--
22	-	21	710.34	710.11	0.0100	--	--	23	--
23	-	22	710.58	710.34	0.0100	--	--	24	--
31	-	30	709.95	709.70	0.0047	--	--	53	--
32	-	31	710.09	709.95	0.0039	--	--	36	--
33	-	32	710.16	710.09	0.0070	--	--	10	--
34	-	33	710.35	710.16	0.0031	--	--	61	--
35	-	34	710.90	710.85	0.0050	10	--	--	
41	-	40	710.72	710.40	0.0034	--	--	--	95
41A	-	41	711.07	710.72	0.0029	--	--	--	121
41B	-	41A	711.72	711.57	0.0065	--	--	23	
41C	-	41A	712.15	712.07	0.0080	10	--		
42	-	41	711.67	711.22	0.0030	--	--	149	--
43	-	42	711.72	711.67	0.0050	--	--	10	--
44	-	43	711.80	711.72	0.0042	--	--	19	--
45	-	44	712.35	712.30	0.0050	10	--	--	--
51	-	50	706.40	706.00	0.0075	--	54	--	--
61	-	60	707.41	707.20	0.0064	--	--	33	--
62	-	61	707.46	707.41	0.0050	--	--	9	--
63	-	62	708.30	707.46	0.0071	--	--	118	--
					TOTAL 0010	**30**	**54**	**642**	**216**

PIPE LENGTHS ARE FROM CENTER TO CENTER OF STRUCTURES.

ALL ITEMS CATEGORY 0010

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET	RIM ELEV	INVERT ELEV	STR DEPTH (FT)	521.1503 APRON ENDWALLS FOR CP SLOPED SIDE DRAINS STEEL 18-INCH 4 TO 1 EACH	522.1015 APRON ENDWALLS FOR CPRC 15-INCH EACH	522.1018 APRON ENDWALLS FOR CPRC 18-INCH EACH	522.1024 APRON ENDWALLS FOR CPRC 24-INCH EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0652 INLET COVERS TYPE T EACH	611.2007 MH 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	* 612.0406 PIPE UNDERDRAIN WRAPPED 6- EACH	* 633.5200 MARKERS CULVERT END EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH EACH	SPV.0060.01 INLETS 4-FT DIAMETER, EACH	NOTES
10	5010+62.42'NA'	39.38' RT	-	707.30	-	---	---	1	---	---	---	---	---	---	---	---	1	1	---	
11	5010+62.25'NA'	21.50' RT	711.02	707.44	2.79	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
12	5010+61.99'NA'	5.32' LT	711.49	707.62	3.08	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
13	5010+62.53'SA'	1.50' RT	711.23	707.70	2.74	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
20	5012+84.62'NA'	42.21' RT	-	709.90	-	---	---	1	---	---	---	---	---	---	---	---	1	1	---	
21	5012+85.55'NA'	21.46' RT	714.57	710.11	3.67	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
22	5012+86.59'NA'	1.50' LT	714.98	710.34	3.85	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
23	5012+88.79'SA'	1.50' RT	714.80	710.58	3.43	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
30	5104+05.68'NB'	26.47' RT	-	709.70	-	1	---	---	---	---	---	---	---	---	---	---	1	1	---	
31	5103+61.15'NB'	1.50' LT	713.50	709.95	2.76		---	---	---	---	1	---	---	1	---	20	---	1	---	
32	5103+28.09'SB'	1.50' RT	713.96	710.09	3.08	---	---	---	---	---	1	---	---	1	---	20	---	1	---	
33	5103+18.09'SB'	1.50' RT	713.96	710.16	3.01	---	---	---	---	---	1	---	---	1	---	20	---	1	---	
34	5102+61.21'SB'	21.50' LT	713.90	710.35	2.76	---	---	---	---	---	1	---	---	1	---	20	---	1	---	
35	5102+51.21'SB'	21.35' LT	713.88	710.90	2.15	---	---	---	---	---	1	---	---	---	1	20	---	1	---	
40	5013+58.95'NA'	57.15' RT	-	710.40	-	---	---	---	1	---	---	---	---	---	---	---	1	1	---	
41	5014+52.27'SA'	22.63' RT	716.66	710.72	5.19	---	---	---	---	1	---	---	1	---	---	---	---	1	---	SEE NOTE 1
41A	5101+14.95'SB'	21.19' RT	715.40	711.07	3.50	---	---	---	---	---	---	1	---	---	---	---	---	1	1	
41B	5101+33.40'SB'	11.88' RT	715.46	711.72	2.95	---	---	---	---	1	---	---	---	---	1	---	---	1	---	
41C	5101+09.92'SB'	13.08' RT	715.42	712.15	2.36	---	---	---	---	---	---	1	---	---	---	---	---	1	1	
42	6012+08.48'EA'	17.77' RT	715.22	711.67	2.76	---	---	---	---	1	---	---	---	1	---	20	---	1	---	
43	6011+98.11'EA'	17.52' RT	715.21	711.72	2.70	---	---	---	---	1	---	---	---	1	---	20	---	1	---	
44	6011+98.11'EA'	1.50' LT	715.53	711.80	2.94	---	---	---	---	1	---	---	---	---	1	20	---	1	---	
45	6011+92.66'WA'	1.50' RT	715.25	712.35	2.07	---	---	---	---	1	---	---	---	---	1	20	---	1	---	
50	6105+01.88'EB'	27.38' RT	-	706.00	-	---	1	---	---	---	---	---	---	---	---	---	1	1	---	
51	6105+00.36'WB'	21.18' LT	709.36	706.40	2.14	---	---	---	---	---	1	---	---	---	1	---	---	1	---	
60	6104+53.32'EB'	28.21' RT	-	707.20	-	---	---	1	---	---	---	---	---	---	---	---	1	1	---	
61	6104+40.07'EB'	1.50' LT	710.79	707.41	2.59	---	---	---	---	---	1	---	---	1	---	---	---	1	---	
62	6104+33.40'WB'	4.69' RT	710.89	707.46	2.64	---	---	---	---	---	1	---	---	1	---	---	---	1	---	
63	6103+18.47'WB'	21.38' LT	711.89	708.30	2.80	---	---	---	---	---	1	---	---	1	---	---	---	1	---	
		TOTAL 0010				**1**	**1**	**3**	**1**	**6**	**15**	**2**	**1**	**9**	**11**	**180**	**6**	**29**	**2**	

STR DEPTH = RIM ELEV - INVERT ELEV - CASTING HEIGHT - ADJUSTMENT RING HEIGHT + LOWEST PIPE THICKNESS
CASTING HEIGHT = 6" FOR TYPE H, HM COVERS, 7" FOR TYPE T COVERS
ADJUSTMENT RING HEIGHT = 6" TYPICAL
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.
NOTE 1 - FLAT SLAB TOP WITH 2' X 3' RECT OPENING REQ'D FOR TYPE H INLET COVER

PIPE UNDERDRAIN

ROADWAY	STATION	TO	STATION	SIDE	* 612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	612.0700 DRAIN TILE EXPLORATION LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH
STH 55							
	5005+35'NA'	-	5006+35'NA'	LT	25	50	1
				TOTAL 0010	25	50	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

ALL ITEMS CATEGORY 0010

GUARDRAIL

ROADWAY	STATION	TO	STATION	LOCATION	614.0920 SALVAGED RAIL LF	614.2300 MGS GUARDRAIL 3 LF	# 614.2310 MGS GUARDRAIL 3 HS LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.8010 ANCHOR POST ASSEMBLY TOP MOUNT EACH
STH 55									
	5003+79'NA'	-	5008+43'NA'	RT	468	-	-	-	-
	5004+31.51'NA'	-	5007+35.69'NA'	RT	-	128.00	72.00	2	8
	5004+49'NA'	-	5009+04'NA'	LT	455	-	-	-	-
	5005+29.19'NA'	-	5008+49.98'NA'	LT	-	140.50	72.00	2	8
				TOTAL 0010	923	268.50	144.00	4	16

HALF POST SPACING LIMITS
STATION 5006+02.07'NA' - 5006+73.60'NA' RT
STATION 5006+04.63'NA' - 5006+77.14'NA' LT

SAFETY FENCE

ROADWAY	STATION	TO	STATION	SIDE	616.0700.S FENCE SAFETY LF
STH 55					
	5101+30'NB'	-	5104+33'NB'	RT	384
CTH JJ					
	6101+40'EB'	-	6102+79'EB'	LT	166
				TOTAL 0010	550

EROSION CONTROL

ROADWAY	STATION	TO	STATION	627.0200 MULCHING SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH
STH 55																
	5002+76.32'NA	-	5010+57.79'NA'	--	--	--	--	--	2,310	1,550	--	--	156	4	--	--
	5010+57.79'NA'	-	5014+48.00'NA'	--	--	--	--	--	--	3,750	7	7	78	2	--	--
	5101+28.00'NB'	-	5104+79.01'NB'	--	--	--	--	--	1,830	630	5	5	52	--	--	--
	5104+79.01'NB'		5114+02.37'NB'	5,040	--	--	--	--	1,260	2,020	--	--	143	20	--	--
	5114+02.37'NB'		5116+58.20'NB'	--	--	--	--	--	--	1,060	--	--	26	--	--	--
CTH JJ																
	6005+00.00'EA'	-	6011+25.35'EA'	700	670	1,000	--	--	1,180	630	--	--	52	--	--	12
	6011+25.35'EA'	-	6012+60.00'EA'	--	45	68	--	--	340	260	4	4	52	--	--	--
	6100+93.00'EB'		6106+20.89'EB'	--	270	400	--	--	--	1,180	5	4	78	4	--	--
CIRCULATORY ROADWAY																
	10+00.00	-	13+17.29	--	--	--	--	--	--	350	2	2	26	--	--	--
CTH CC																
	8002+35.00'CC'	-	8003+34.04'CC'	--	31	47	--	--	230	200	--	--	39	--	--	--
ROSE HILL ROAD																
	8005+10.08'CC'	-	8006+16.81'CC'	200	91	140	--	--	240	--	--	--	13	6	--	12
	8006+16.81'CC'	-	8008+78.00'CC'	650	--	--	--	--	200	--	--	--	26	6	--	--
UNDISTRIBUTED																
				1,650	390	580	13	8	1,900	2,910	6	6	186	11	4	24
			TOTAL 0010	8,240	1,497	2,235	13	8	9,490	14,540	29	28	927	53	4	48

ALL ITEMS CATEGORY 0010

RESTORATION

ROADWAY	STATION	TO	STATION	606.0100 RIPRAP LIGHT CY	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL	645.0130 GEOTEXTILE TYPE R SY
STH 55											
	5002+76.32'NA	-	5010+57.79'NA'	--	4,530	3.2	90	135	--	113	--
	5010+57.79'NA'	-	5014+48.00'NA'	--	3,790	2.5	70	105	--	88	--
	5101+28.00'NB'	-	5104+79.01'NB'	--	2,440	1.6	46	69	--	57	--
	5104+79.01'NB'	-	5114+02.37'NB'	25	8,850	6.0	171	256	--	213	88
	5114+02.37'NB'	-	5116+58.20'NB'	3	920	0.7	20	30	--	25	10
CTH JJ											
	6005+00.00'EA'	-	6011+25.35'EA'	--	2,820	1.9	52	78	--	65	--
	6011+25.35'EA'	-	6012+60.00'EA'	--	810	0.6	15	22	--	19	--
	6100+93.00'EB'	-	6106+20.89'EB'	--	1,360	0.9	26	38	--	32	--
CIRCULATORY ROADWAY											
	10+00.00	-	13+17.29	--	170	0.2	4	5	--	4	--
											--
CTH CC											--
	8002+35.00'CC'	-	8003+34.04'CC'	--	390	0.3	9	13	--	11	
				--							
ROSE HILL ROAD											
	8005+10.08'CC'	-	8006+16.81'CC'	6	500	0.4	11	17	--	14	18
	8006+16.81'CC'	-	8008+78.00'CC'	--	850	0.6	17	26	--	22	--
UNDISTRIBUTED											
				--	--	10.8	--	--	180	--	--
TOTAL 0010				34	27,430	29.7	531	794	180	663	116

LANDSCAPE SHRUBS

LOCATION	632.0201.01 SHRUBS (SPECIES) (SIZE) (ROOT) (BLACKHAW VIBURNUM, 18-24" HT, CG3) EACH	632.0201.02 SHRUBS (SPECIES) (SIZE) (ROOT) (SEA GREEN JUNIPER, 18-24" HT, CG3) EACH	632.0201.03 SHRUBS (SPECIES) (SIZE) (ROOT) (GRO LOW SUMAC, 18-24" HT, CG3) EACH	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES EACH	SPV.0035.01 PLANTING MIXTURE CY	SPV.0180.01 SHREDDED HARDWOOD BARK MULCH SY
STH 55 - CENTRAL ISLAND						
	3	7	21	8	160	240
TOTAL 0010	3	7	21	8	160	240

NOTES
CG3 = CONTAINER GROWN, 3 GALLON

FILE NAME : "\\rasmith.com\appleton\Transportation\1192702\Civil3D\65700900\Design\Quantities\08 RAB\030201-mq-RAB.pptx" PLOT DATE : 10/26/2021 8:50 AM PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

3

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
1	CTH JJ, W. OF CTH CC	J1-2	1	1
2	"	W3-1	1	1
3	"	J13-1	1	1
4	"	R2-1	1	1
5	"	J4-1	1	1
6	CTH CC	R1-1	1	1
7	"	J4-1	1	1
8	"	R1-1	1	1
9	"	J13-1	1	1
10	"	J13-1	1	1
11	CTH JJ, E. OF CTH CC	D1-2	1	1
12	"	R1-1	1	1
13	"	J13-2	1	1
14	CTH JJ, E. OF STH 55	J13-2	1	1
15	"	R1-1	1	1
16	"	W11-8	1	1
17	"	W1-6	1	1
18	"	R2-1	1	1
19	"	J1-1	1	1
20	"	W3-1	1	1
21	"	W11-8	1	1
22	STH 55, N. OF CTH JJ	J1-1	1	1
23	"	W1-6	1	1
24	"	J4-1	1	1
25	"	J13-1	1	1
26	"	J13-1	1	1
27	STH 55, S. OF CTH JJ	J4-1	1	1
28	"	W14-3	1	1
29	"	W14-3	1	1
30	"	J1-1	1	1
	TOTALS		**30**	**30**

FILE NAME : "\\rasmith.com\appleton\Transportation\1192702\Civil3D\65700900\Design\Quantities\08 RAB\030201-mq-RAB.pptx" PLOT DATE : 10/26/2021 8:50 AM PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
31	CTH JJ, W. OF CTH CC	J1-2	48" X 39"	13.00	---	---	1	---	SEE PLAN SHEET
32	"	W2-6	30" X 30"	---	6.25	---	---	1	
33	"	W13-1	18" X 18"	---	2.25	---	---	---	15 MPH, MOUNT BELOW SIGN 32
34	VACANT	---	---	---	---	---	---	---	
35	CTH JJ, W. OF CTH CC	W14-3	48" X 36"	---	5.56	---	1	---	
36	"	R2-1	24" X 30"	5.00	---	---	---	---	55 MPH, MOUNT TO BACK OF SIGN 35
37	"	J4-1	24" X 36"	6.00	---	---	1	---	SEE PLAN SHEET
38	"	J13-1	24" X 45"	7.50	---	---	---	1	SEE PLAN SHEET
39	CTH CC	R1-1	30" X 30"	5.18	---	1	---	---	
40	"	W14-2	30" X 30"	---	6.25	1	---	---	
41	"	J4-1	24" X 36"	6.00	---	---	1	---	SEE PLAN SHEET
42	"	R1-1	30" X 30"	5.18	---	1	---	---	
43	"	J13-1	24" X 45"	7.50	---	---	---	1	SEE PLAN SHEET
44	CTH JJ, E. OF CTH CC	J13-1	24" X 45"	7.50	---	---	---	1	SEE PLAN SHEET
45	"	D1-2	66" X 24"	11.00	---	2	---	---	SEE SIGN DETAILS
46	"	R4-7	24" X 30"	5.00	---	1	---	---	
47	"	W5-54	18" X 18"	---	2.25	---	---		
48	"	J13-1	24" X 45"	7.50	---	---	---	1	SEE PLAN SHEET
49	"	D1-1	42" X 30"	8.75	---	---	1	---	SEE SIGN DETAILS
50	"	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
51	"	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
52	VACANT	---	---	---	---	---	---	---	
53	CTH JJ, E. OF CTH CC	R6-1R	54" X 18"	6.75	---	---	---	2	
54	"	R6-4B	60" X 24"	10.00	---	---	---	---	MOUNT BELOW SIGN 53
55	"	R6-1R	54" X 18"	6.75	---	---	---	2	
56	"	R6-4B	60" X 24"	10.00	---	---	---	---	MOUNT BELOW SIGN 55
57	"	R6-1R	54" X 18"	6.75	---	---	---	2	
58	"	R6-4B	60" X 24"	10.00	---	---	---	---	MOUNT BELOW SIGN 57
59	"	R6-1R	54" X 18"	6.75	---	---	---	2	
60	"	R6-4B	60" X 24"	10.00	---	---	---	---	MOUNT BELOW SIGN 59
61	CTH JJ, E. OF STH 55	D1-1	42" X 30"	8.75	---	---	1	---	SEE SIGN DETAILS
62	"	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
63	VACANT	---	---	---	---	---	---	---	
64	CTH JJ, E. OF STH 55	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
65	"	R4-7	24" X 30"	5.00	---	1	---	---	
	PAGE SUBTOTALS			191.38	22.56	7	6	17	

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
66	CTH JJ, E. OF STH 55	W5-54	18" X 18"	---	2.25	---	---		
67	"	W11-8	30" X 30"	---	6.25	1	---	---	
68	"	J4-1	24" X 36"	6.00	---	---	1	---	SEE PLAN SHEET
69	"	R2-1	24" X 30"	5.00	---	---	---	---	55 MPH, MOUNT TO BACK OF SIGN 70
70	"	W14-3	48" X 36"	---	5.56	---	1	---	
71	"	D1-2	66" X 24"	11.00	---	2	---	---	SEE SIGN DETAILS
72	VACANT	---	---	---	---	---	---	---	
73	"	J13-1	24" X 45"	7.50	---	---	---	1	SEE PLAN SHEET
74	"	W2-6	30" X 30"	---	6.25	---	---	1	
75	"	W13-1	18" X 18"	---	2.25	---	---	---	15 MPH, MOUNT BELOW SIGN 74
76	"	J1-1	24" X 39"	6.50	---	---	1	---	SEE PLAN SHEET
77	"	W11-8	30" X 30"	---	6.25	1	---	---	
78	STH 55, N. OF CTH JJ	J1-1	24" X 39"	6.50	---	---	1	---	SEE PLAN SHEET
79	"	W2-6	30" X 30"	---	6.25	---	---	1	
80	"	W13-1	18" X 18"	---	2.25	---	---	---	15 MPH, MOUNT BELOW SIGN 79
81	"	D1-62	102" X 66"	46.75	---	---	---	3	SEE SIGN DETAILS
82	"	W14-3	48" X 36"	---	5.56	---	1	---	
83	"	R2-1	24" X 30"	5.00	---	---	---	---	55 MPH, MOUNT TO BACK OF SIGN 82
84	VACANT	---	---	---	---	---	---	---	
85	STH 55, N. OF CTH JJ	J4-1	24" X 36"	6.00	---	---	1	---	SEE PLAN SHEET
86	"	R4-7	24" X 30"	5.00	---	1	---	---	
87	"	W5-54	18" X 18"	---	2.25	---	---		
88	"	D1-1	42" X 30"	8.75	---	---	1	---	SEE SIGN DETAILS
89	"	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
90	"	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
91	VACANT	---	---	---	---	---	---	---	
92	STH 55, S. OF CTH JJ	D1-1	42" X 30"	8.75	---	---	1	---	SEE SIGN DETAILS
93	"	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
94	VACANT	---	---	---	---	---	---	---	
95	STH 55, S. OF CTH JJ	R1-2	36" X 31"	3.88	---	---	---	1	7'-3" MOUNT HEIGHT TO BOTTOM OF SIGN
96	"	R4-7	24" X 30"	5.00	---	1	---	---	
97	"	W5-54	18" X 18"	---	2.25	---	---		
98	"	J4-1	24" X 36"	6.00	---	---	1	---	SEE PLAN SHEET
99	"	R2-1	24" X 30"	5.00	---	---	---	---	55 MPH, MOUNT TO BACK OF SIGN 99
100	"	W14-3	48" X 36"	---	5.56	---	1	---	
101	VACANT	---	---	---	---	---	---	---	
102	STH 55, S. OF CTH JJ	D1-62	102" X 66"	46.75	---	---	---	3	SEE SIGN DETAILS
103	"	W2-6	30" X 30"	---	6.25	---	---	1	
104	"	W13-1	18" X 18"	---	2.25	---	---	---	15 MPH, MOUNT BELOW SIGN 103
105	"	J1-1	24" X 39"	6.50	---	---	1	---	SEE PLAN SHEET
	PAGE SUBTOTALS			207.52	61.43	6	11	14	
	PROJECT TOTALS			**398.90**	**83.99**	**13**	**17**	**31**	

TRAFFIC CONTROL

ALL ITEMS CATEGORY 0010

OPERATION	* ESTIMATED DURATION (CALENDAR DAYS)	* EACH	** 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	* EACH	** 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	* EACH	** 643.0900 TRAFFIC CONTROL SIGNS DAY	643.5000 TRAFFIC CONTROL EACH
FULL CLOSURE	110	32	3,520	44	4,840	27	2,970	---
UNDISTRIBUTED			880		1,210		750	0.25
TOTAL 0010			4,400		6,050		3,720	0.25

*FOR INFORMATION ONLY
**ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

LOCATING NO-PASSING ZONES

ROADWAY	STATION	TO	STATION	648.0100 LOCATING NO-PASSING ZONES MI
STH 55				
	5002+76.32'NA	-	5007+59.50'NA'	0.09
	5109+00.00'NB	-	5114+02.37'NB'	0.10
TOTAL 0010				0.19

3

PAVEMENT MARKING

ROADWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY TYPE 2 (WHITE) EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8020 MARKING CORRUGATED MEDIAN EPOXY YELLOW SF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH
STH 55														
	5002+76.32'NA	-	5010+57.79'NA'	2,180	1,564	--	--	--	--	80	--	--	--	1
	5010+57.79'NA'	-	5014+48.00'NA'	160	633	--	--	--	19	--	84	--	10	--
	5101+28.00'NB'	-	5104+79.01'NB'	165	574	--	--	--	--	--	73	--	10	--
	5104+79.01'NB'		5114+02.37'NB'	2,680	1,849	--	--	--	--	110	--	--	--	1
CTH JJ														
	6005+00.00'EA'	-	6011+25.35'EA'	2,020	884	50	1	55	--	33	--	1,812	10	1
	6011+25.35'EA'	-	6012+60.00'EA'	38	188	--	--	--	--	--	75	--	--	
	6100+93.00'EB'		6106+20.89'EB'	860	934	--	--	--	--	35	82	--	10	1
CIRCULATORY ROADWAY														
	10+00.00	-	13+17.29	--		110	--	--	130	--	--	--	--	--
CTH CC														
	8002+35.00'CC'	-	8003+34.04'CC'	237	176	--	--	--	--	--	--	--	--	--
			SUBTOTALS	8,340	6,802	160	1	55	149	258	314	1,812	40	4
			TOTAL 0010	8,340	6,802	160	1	55	149	258	314	1,812	40	4

ALL ITEMS CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 110 DAYS	* 643.0900 SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	I-41, N. OF STH 55, COVER/MODIFY EXISTING TYPE I SIGN AS SHOWN	FMS	66"x18"	1					8.25		1	1		SEE SIGN DETAIL
2	I-41, N. OF STH 55, PLACE 3/4 MILE N. OF STH 55 INTERCHANGE ON RIGHT SHOULDER	M 3-1	36"x18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	W 20-2A	48"x48"	1	110	110								
3	I-41, N. OF STH 55, PLACE 3/4 MILE N. OF STH 55 INTERCHANGE IN MEDIAN	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	W 20-2A	48"X48"	1	110	110								
4	I-41, N. OF STH 55, PLACE 1/2 MILE N. OF STH 55 INTERCHANGE ON RIGHT SHOULDER	FMS	132"X54"	1					49.5					SEE SIGN DETAIL
5	I-41, N. OF STH 55, PLACE 1/2 MILE N. OF STH 55 INTERCHANGE IN MEDIAN	FMS	132"X54"	1					49.5					SEE SIGN DETAIL
6	I-41, N. OF STH 55, PLACE 1/4 MILE N. OF STH 55 INTERCHANGE ON RIGHT SHOULDER	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 6-1	30"X30"	1	110	110								AHEAD
7	I-41, N. OF STH 55, PLACE 1/4 MILE N. OF STH 55 INTERCHANGE IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 6-1	30"X30"	1	110	110								AHEAD
8	I-41, N. OF STH 55, COVER/MODIFY EXISTING TYPE I SIGN AS SHOWN	FMS	78"X36"	1							1	1		SEE SIGN DETAIL
9	STH 55, S. OF I-41, PLACE 500' S. OF I-41 NB RAMP INTERSECTION IN MEDIAN	W 20-2A	48"X48"	1	110	110								
10	STH 55, S. OF I-41, PLACE 500' S. OF I-41 NB RAMP INTERSECTION ON RIGHT SHOULDER	W 20-2A	48"X48"	1	110	110								
10A	STH 55, S. OF I-41, PLACE 200' S. OF I-41 NB RAMP INTERSECTION ON RIGHT SHOULDER	FMS	78"X36"	1		110			19.5					SEE SIGN DETAIL
11	STH 55, BETWEEN I-41 RAMPS, PLACE NEXT TO SIGN BRIDGE IN MEDIAN	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1L	21"X21"	1	110	110								
12	STH 55, BETWEEN I-41 RAMPS, COVER EXISTING OVERHEAD TYPE I SIGN ON SIGN BRIDGE AS SHOWN										1	1		
13	STH 55, BETWEEN I-41 RAMPS, PLACE NEXT TO SIGN BRIDGE ON RIGHT SHOULDER	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1L	21"X21"	1	110	110								
14	I-41 OFF-RAMP TO STH 55, COVER EXISTING OVERHEAD TYPE I SIGN ON SIGN BRIDGE AS SHOWN										1	1		
15	I-41 OFF-RAMP TO STH 55, COVER EXISTING OVERHEAD TYPE I SIGN ON SIGN BRIDGE AS SHOWN										1	1		
16	STH 55, BETWEEN I-41 RAMPS, PLACE LEFT OF YIELD SIGN AT RAB INTERSECTION APPROACH IN MEDIAN	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								LEFT
17	STH 55, BETWEEN I-41 RAMPS, PLACE LEFT OF YIELD SIGN AT RAB INTERSECTION APPROACH ON RIGHT SIDE	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								LEFT
18	STH 55, AT I-41 SB RAB INTERSECTION, PLACE ON RIGHT SHOULDER AT NORTH LEG EXIT	R 11-3	60"X30"	1	110	110	110	220						1 1/4 MILES AHEAD
	"	MO 4-9L	30"X24"	1	110	110								
19	STH 55, N. OF I-41 SB RAMP INTERSECTION, COVER EXISTING J4-1 SIGN AS SHOWN										1		1	COVER ENTIRE SIGN
20	STH 55, AT I-41 SB RAMP INTERSECTION, MODIFY EXISTING D1-2 SPLITTER ISLAND SIGNAGE AS SHOWN	MO 6-2	21"X21"	1	110	110								TILT LEFT
21	STH 55, AT I-41 SB RAMP INTERSECTION, PLACE NEXT TO EXISTING SPLITTER ISLAND SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-2	21"X21"	1	110	110								TILT RIGHT
	PAGE SUBTOTALS			44		4,400	110	220	126.75	0		5	1	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

ALL ITEMS CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 110 DAYS	* 643.0900 SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
22	I-41, W. OF STH 55, COVER/MODIFY EXISTING OVERHEAD TYPE I SIGN AS SHOWN	FMS	66"X18"	1					8.25		1	1		SEE SIGN DETAIL SHEET
23	I-41, W. OF CTH CC, COVER/MODIFY EXISTING TYPE I SIGN AS SHOWN	FMS	66"X18"	1					8.25		1	1		SEE SIGN DETAIL SHEET
24	I-41 OFF-RAMP TO STH 55, PLACE 750' PRIOR TO RAB INTERSECTION ON LEFT SHOULDER	M 4-8A	30"X24"	1	110	110								
	"	M 3-3	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
25	I-41 OFF-RAMP TO STH 55, PLACE 750' PRIOR TO RAB INTERSECTION ON RIGHT SHOULDER	M 4-8A	30"X24"	1	110	110								
	"	M 3-3	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
26	I-41, E. OF CTH N, PLACE 1/3 MILE E. OF CTH N INTERCHANGE IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 5-2R	30"X30"	1	110	110								
27	I-41, E. OF CTH N, PLACE 1/3 MILE E. OF CTH N INTERCHANGE ON RIGHT SHOULDER	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 5-2R	30"X30"	1	110	110								
28	I-41, E. OF CTH N, PLACE 250' E. OF CTH N INTERCHANGE	MO 4-8	36"X18"	1	110	110								
	"	M 3-3	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
29	I-41, E. OF CTH N, PLACE ACROSS FROM EXISTING TYPE I GROUND MOUNT SIGN IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 6-2	30"X30"	1	110	110								TILT RIGHT
30	I-41, E. OF CTH N, PLACE ACROSS FROM EXISTING TYPE I GROUND MOUNT SIGN IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 6-2	30"X30"	1	110	110								TILT RIGHT
31	I-41 OFF-RAMP TO CTH N, PLACE 650' PRIOR TO RAMP INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1R	21"X21"	1	110	110								
32	I-41 OFF-RAMP TO CTH N, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								RIGHT
33	CTH N, BETWEEN I-41 RAMPS, PLACE NEXT TO D1-2 DIRECTIONAL SIGN ON NORTH SIDE OF BRIDGE	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1L	21"X21"	1	110	110								
34	CTH N, BETWEEN I-41 RAMPS, PLACE NEXT TO D1-2 DIRECTIONAL SIGN ON SOUTH SIDE OF BRIDGE	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								LEFT
35	I-41 OFF-RAMP TO CTH N, PLACE 150' PRIOR TO RAMP INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								LEFT
	PAGE SUBTOTALS			47		4,950	0	0	16.5	0		2	0	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 110 DAYS	* 643.0900 SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
36	I-41 OFF-RAMP TO CTH N, PLACE RIGHT OF EXISTING SIS SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1L	21"X21"	1	110	110								
37	I-41, AT CTH N OFF-RAMP, PLACE ACROSS FROM EXISTING TYPE I SIGN IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 6-2	30"X30"	1	110	110								TILT RIGHT
38	I-41, AT CTH N OFF-RAMP, PLACE ACROSS FROM EXISTING TYPE I SIGN IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	MO 6-2	30"X30"	1	110	110								TILT RIGHT
39	I-41, W. OF VANDENBROEK RD, PLACE JUST WEST OF VANDENBROEK RD OVERPASS IN MEDIAN	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								
	"	MO 5-2R	30"X30"	1	110	110								
40	I-41, W. OF VANDENBROEK RD, PLACE JUST WEST OF VANDENBROEK RD OVERPASS ON RIGHT SHOULDER	MO 4-8	36"X18"	1	110	110								
	"	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								
	"	MO 5-2R	30"X30"	1	110	110								
41	I-41, W. OF VANDENBROEK RD, PLACE 1/4 MILE W. OF VANDENBROEK RD OVERPASS IN MEDIAN	FMS	132"X54"	1					49.5					SEE SIGN DETAIL
42	I-41, W. OF VANDENBROEK RD, PLACE 1/4 MILE W. OF VANDENBROEK RD OVERPASS ON RIGHT SHOULDER	FMS	132"X54"	1					49.5					SEE SIGN DETAIL
43	I-41, W. OF VANDENBROEK RD, PLACE 1/2 MILE W. OF VANDENBROEK RD OVERPASS IN MEDIAN	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	W 20-2A	48"X48"	1	110	110								
44	I-41, W. OF VANDENBROEK RD, PLACE 1/2 MILE W. OF VANDENBROEK RD OVERPASS ON RIGHT SHOULDER	M 3-1	36"X18"	1	110	110								
	"	M 1-6	36"X36"	1	110	110								55
	"	W 20-2A	48"X48"	1	110	110								
45	CTH N, N. OF I-41, PLACE 50' N. OF I-41 SB RAMP INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
46	CTH N, N. OF I-41, PLACE 150' N. OF I-41 SB RAMP INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								AHEAD
47	CTH N, S. OF CTH JJ, PLACE 150' S. OF CTH JJ INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								AHEAD
48	CTH N, N. OF CTH JJ, PLACE 150' N. OF CTH JJ INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								AHEAD
49	CTH N, S. OF CTH UU, PLACE 750' S. OF CTH UU INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1R	21"X21"	1	110	110								
	PAGE SUBTOTALS			47		4,950	0	0	99	0		0	0	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 110 DAYS	* 643.0900 SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 COVERING SIGNS TYPE I EACH	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
50	CTH N, S. OF CTH UU, PLACE 150' S. OF CTH UU INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
51	CTH N, S. OF CTH UU, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-1	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								RIGHT
52	CTH UU, E. OF CTH N, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								LEFT
53	CTH UU, E. OF CTH N, PLACE 750' E. OF CTH UU INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1L	21"X21"	1	110	110								
54	CTH UU, W. OF STH 55, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	110	110								
55	CTH UU, W. OF STH 55, COVER EXISTING D1-2 DIRECTIONAL SIGN AS SHOWN										1		1	COVER ENTIRE SIGN
56	STH 55, S. OF CTH UU, COVER EXISTING J4-1 SIGN AS SHOWN										1		1	COVER ENTIRE SIGN
57	STH 55, AT CTH UU, PLACE ON RIGHT SHOULDER JUST SOUTH OF CTH UU	R 11-3	60"X30"	1	110	110	110	220						2 3/4 MILES AHEAD
	"	MO 4-9R	30"X24"	1	110	110								
58	STH 55, N. OF CTH UU, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 6-1	21"X21"	1	110	110								RIGHT
59	STH 55, N. OF CTH UU, PLACE 1000' N. OF CTH UU INTERSECTION	MO 4-8	24"X12"	1	110	110								
	"	M 3-3	24"X12"	1	110	110								
	"	M 1-6	24"X24"	1	110	110								55
	"	MO 5-1R	21"X21"	1	110	110								
59A	STH 55, N. OF CTH UU, PLACE 1/4 MILE N. OF CTH UU INTERSECTION	FMS	78"X36"	1					19.5					SEE SIGN DETAIL SHEET
60	STH 55, N. OF CTH UU, PLACE 1/3 MILE N. OF CTH UU INTERSECTION	W 20-2A	48"X48"	1	110	110								
61	STH 55, PLACE S. OF LAU RD, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7				PLACE IN ADVANCE OF CLOSURE
62	STH 55, PLACE S. OF CTH JJ, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7				PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			30		2,970	110	220	20	14		0	2	
	PROJECT TOTALS			**168**		**17,270**	**220**	**440**	**261.75**	**14**		**7**	**3**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

FILE NAME : "\\rasmith.com\appleton\Transportation\1192702\Civil3D\65700900\Design\Quantities\08 RAB\030201-mq-RAB.pptx" PLOT DATE : 10/26/2021 8:50 AM PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

ALL ITEMS CATEGORY 0010

					CONSTRUCTION STAKING						
				650.4500	650.5000	650.5500	650.6500.01	650.8500.01	650.9000	650.9910.01	650.9920
				CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	CONSTRUCTION STAKING STRUCTURE LAYOUT (STRUCTURE) (B-44-121)	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (6560-08-71)	CONSTRUCTION STAKING CURB RAMPS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (6560-08-71)	CONSTRUCTION STAKING SLOPE STAKES
ROADWAY	STATION	TO	STATION	LF	LF	LF	LS	LS	EACH	LS	LF
STH 55											
	5002+76.32'NA	-	5010+57.79'NA'	782	782	---	---	---	---	---	782
	5010+57.79'NA'	-	5014+48.00'NA'	391	391	1,279	---	---	4	---	391
	5010+57.79'SA'	-	5014+66.00'SA'	409	409	---	---	---	---	---	409
	5101+28.00'NB'	-	5104+79.01'NB'	352	352	1,157	---	---	4	---	352
	5104+79.01'NB'	-	5114+02.37'NB'	924	924	---	---	---	---	---	924
	5114+02.37'NB'	-	5116+58.20'NB'	---	---	---	---	---	---	---	---
	5101+26.34'SB'	-	5104+79.01'SB'	353	353	---	---	---	---	---	353
CTH JJ											
	6005+00.00'EA'	-	6011+25.35'EA'	626	626	390	---	---	---	---	626
	6011+25.35'EA'	-	6012+60.00'EA'	135	135	524	---	---	4	---	135
	6011+25.35'WA'	-	6012+69.06'WA'	134	134	---	---	---	---	---	134
	6100+93.00'EB'	-	6106+20.89'EB'	528	528	1,286	---	---	4	---	528
	6100+85.38'WB'	-	6104+42.98'WB'	414	414	---	---	---	---	---	414
CIRCULATORY ROADWAY											
	10+00.00	-	13+17.29	318	318	481	---	---	---	---	318
CTH CC											
	8002+35.00'CC'	-	8003+34.04'CC'	100	100	---	---	---	---	---	100
ROSE HILL ROAD											
	8005+10.08'CC'	-	8006+16.81'CC'	107	107	---	---	---	---	---	107
	8006+16.81'CC'	-	8008+78.00'CC'	---	---	---	---	---	---	---	---
UNDISTRIBUTED											
				---	---	---	1	1	---	1	---
TOTAL 0010				5,573	5,573	5,117	1	1	16	1	5,573

ALL ITEMS CATEGORY 0010

Conduit Rigid Nonmetallic Schedule 40		
LOCATION		652.0225
L44-2046 (55 & JJ)		2-Inch
FROM	TO	LF
CB1	PB1	30
PB1	LB1	20
PB1	PB2	90
PB2	LB2	30
PB2	PB3	80
PB3	LB3	20
PB3	PB4	120
PB4	LB4	20
PB4	PB5	50
PB5	LB5	10
PB5	PB6	100
PB6	LB6	20
PB6	PB7	70
PB7	LB7	10
PB7	PB8	120
PB8	LB8	20
PB8	CB1	10
PB3	LB11	200
LB4	LB12	300
PB7	LB9	190
LB8	LB10	330
	TOTAL	1,840

Electric Service	
	656.0200.01
	Meter Breaker Pedestal
LOCATION	LS
L44-2046 (55 & JJ)	1

Pull Boxes, Non-Conductive	
	653.0164
	24x42-Inch
LOCATION	EACH
L44-2046 (55 & JJ)	8

Concrete Bases		
		654.0220
	654.0105	Control
	Type 5	Cabinet
		NER Type 10
LOCATION	EACH	EACH
L44-2046 (55 & JJ)	12	1

Electrical Wire Lighting 10AWG		
		*
LOCATION		655.0615
L44-2046 (55 & JJ)		Equipment
		Grounding
(240 VOLT SYSTEM)		Conductor
		(Green)
FROM	TO	LF
CB1	LB1	80
LB1	LB2	180
LB2	LB3	160
LB3	LB11	250
LB3	LB4	200
LB4	LB12	320
LB4	LB5	120
LB5	LB6	170
LB6	LB7	140
LB7	LB9	230
LB7	LB8	190
LB8	LB9	350
LB8	CB1	60
	TOTAL	2,450

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

ALL ITEMS CATEGORY 0010

3

Electrical Wire Lighting

			*		
			10AWG	12AWG	
LOCATION					655.0610
L44-2046 (55 & JJ)			655.0615	655.0610	Equipment
			Ungrounded	Ungrounded	Grounding
(240 VOLT SYSTEM)			Conductor	Conductor	Conductor
			(see Circuit Color)	(Black)/(Red)	(Green)
Circuit	FROM	TO	LF	LF	LF
A	CB1	LB1	160		
(Black)	LB1	Luminaires		100	50
	CB1	LB8	120		
	LB8	Luminaires		100	50
	LB8	LB10	700		
	LB10	Luminaires		100	50
B	CB1	LB2	380		
(Red)	LB2	Luminaires		100	50
	LB2	LB3	320		
	LB3	Luminaires		100	50
	LB3	LB11	500		
	LB11	Luminaires		100	50
C	CB1	LB5	740		
(Blue)	LB5	Luminaires		100	50
	LB5	LB4	240		
	LB4	Luminaires		100	50
	LB4	LB12	640		
	LB12	Luminaires		100	50
D	CB1	LB7	360		
(Brown)	LB7	Luminaires		100	50
	LB7	LB6	280		
	LB6	Luminaires		100	50
	LB7	LB9	460		
	LB9	Luminaires		100	50
		SUB-TOTALS	4,900	1,200	600
		TOTAL	4,900	1,800	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

Lighting Summary

	657.0255	657.0322	657.0710	659.1115
	Transformer Bases	Poles	Luminaire Arms	Luminaires
	Breakaway	Type 5	Truss Type	Utility
	11 1/2-Inch	(Aluminum)	4 1/2-Inch Clamp	LED-A
	Bolt Circle		12-FT	
LOCATION	EACH	EACH	EACH	EACH
L44-2046 (55 & JJ)	12	12	12	12

ALL ITEMS CATEGORY 0010

SAWING PAVEMENT

ROADWAY	STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STH 55					
	5002+76.32'NA	-	5010+57.79'NA'	58	---
	5010+57.79'NA'	-	5014+48.00'NA'	433	---
	5114+02.37'NB'	-	5116+58.20'NB'	134	---
CTH JJ					
	6005+00.00'EA'	-	6011+25.35'EA'	129	---
	6100+93.00'EB'		6106+20.89'EB'	179	8
CTH CC					
	8002+35.00'CC'	-	8003+34.04'CC'	75	---
ROSE HILL ROAD					
	8005+10.08'CC'	-	8006+16.81'CC'	22	---
			TOTAL 0010	1,030	8

EXPOSING EXISTING INFRASTRUCTURE PAVED AREA

ROADWAY	LOCATION	SPV.0060.05 EXPOSING EXISTING INFRASTRUCTURE PAVED AREA EACH
STH 55		
	5101+04.64'SB', 28.6' RT	1
	TOTAL 0010	1

3

MAINTAINING BIRD DETERRENT SYSTEM

ROADWAY	STATION	999.2005.S MAINTAINING BIRD DETERRENT SYSTEM EACH	REMARKS
STH 55			
	5006+40'NA'	1	STRUCTURE B-44-121
	TOTAL 0010	1	

POND ITEMS

ROADWAY	STATION	TO	STATION	SIDE	608.6010 STORM SEWER PIPE COMPOSITE 10-INCH LF	640.1303.S POND LINER CLAY CY	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.02 SALVAGE & REINSTALL POND OUTLET STRUCTURE EACH	SPV.0060.03 CLAY ANTI-SEEP COLLAR EACH
STH 55									
	5104+50'NB'	-	5106+97'NB'	RT	14	340	1	1	1
				TOTAL 0010	14	340	1	1	1

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

CONVENTIONAL SYMBOLS

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

PARCEL NUMBER (25)
SECTION CORNER (18, 13, 24, 19, 30, 25, 36, 31, 1, 6, 12, 7)
NOTATION FOR COMBUSTABLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)

UTILITY NUMBER (40)
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND ¾" IRON ROD (IR)
FOUND 1" IRON PIPE (IP)
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN (SIGN)
OFF-PREMISE SIGN (#1-25) (SIGN)

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

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

	NON-COMPENSABLE	COMPENSABLE
POWER POLE	·	■
TELEPHONE POLE	·	●
TELEPHONE PEDESTAL	·	■

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL ABBREVIATIONS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT NO. 6560-08-21

TOWN OF VANDENBROEK

CTH JJ INTERSECTION

STH 55

OUTAGAMIE COUNTY



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6560-08-21.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

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

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

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 LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

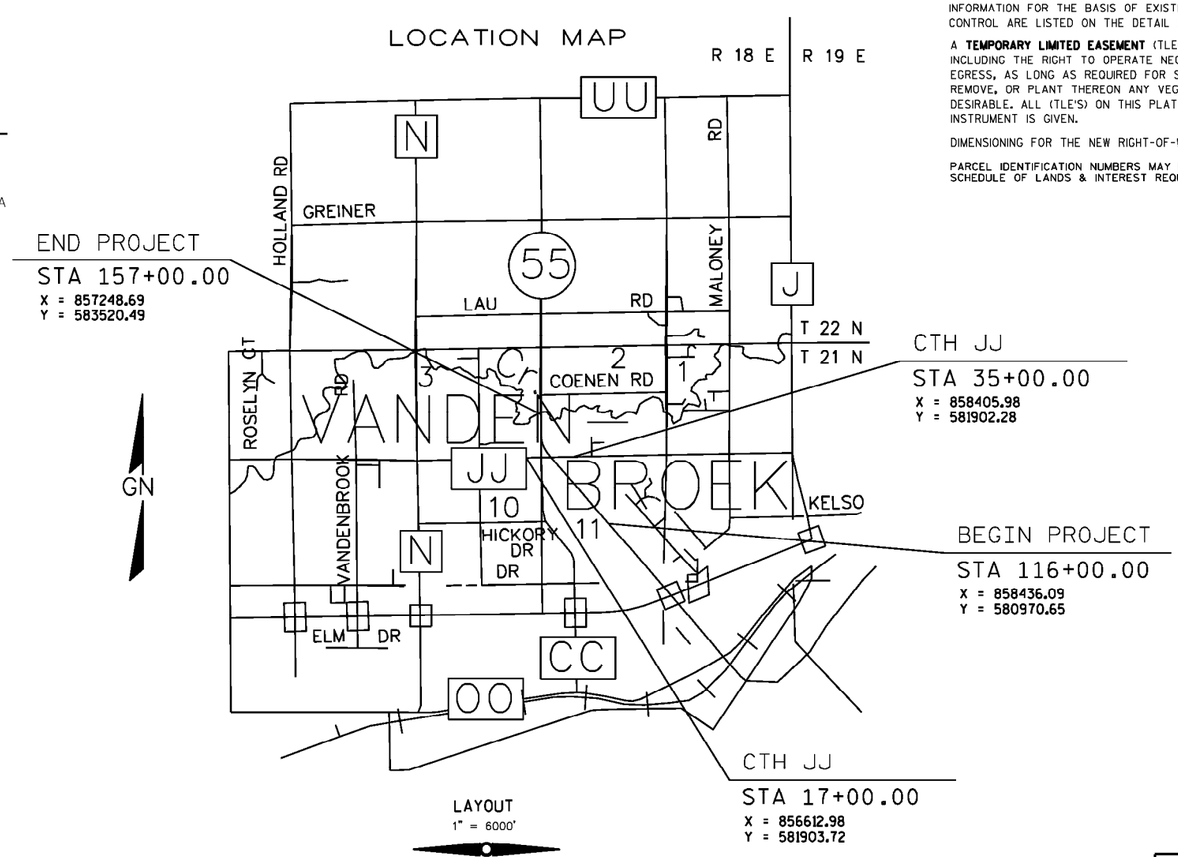
INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT OF WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL SHEETS.

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 NECESSARY OR DESIRABLE. ALL (TLE'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

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

LOCATION MAP



LAYOUT
1" = 6000'

TOTAL NET LENGTH OF CENTERLINE = 0.56 MI.

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16145 W. Bluemound Road, Brookfield WI 53005
262-781-1000 Fax 262-781-8466
www.RAPLAW.World.com

TPP PROJECT NUMBER 6560-08-21 - 4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 6560-08-21 - 4.01

THAT PART OF LOTS 2 & 3 OF CSM 6217, IN AND INCLUDING THAT PART OF GOVERNMENT LOT 3, SECTION 11, ALSO THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 10, ALL IN TOWNSHIP 21 NORTH, RANGE 18 EAST IN THE TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

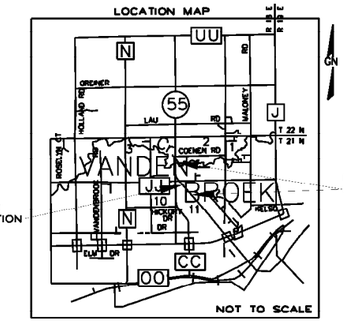
RELOCATION ORDER STH 55, AT CTH JJ INTERSECTION, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3316	84'	-
STH 55	PROJECT 6560-1-21	VARIES	1988
CTH JJ	PROJECT 6560-1-21	VARIES	1988
CTH JJ	CSM 6217	VARIES	2010
CTH JJ	DOC.1376559	VARIES	2000
CTH CC	DOC.542935, V.588, P.255	82.5'	1961

LOCATION MAP



200 AT&T WISCONSIN
NO RECORD OF EASEMENT
PARCEL 1

201 WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT
DOC.318994
PARCEL 2

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	AT&T WISCONSIN	RELEASE OF RIGHTS
201	WE ENERGIES-ELECTRIC	RELEASE OF RIGHTS

raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6560-08-21 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

Shane M Zodrow 07/10/2020
SHANE M. ZODROW DATE
AGENT FOR R.A. Smith
P.L.S. NUMBER 2869

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

CURT VAN EREM — Curt VanErem — 07/13/2020
PRINTED NAME — SIGNATURE — DATE:

Document #: 2199226
Date: 07-15-2020 Time: 9:17 AM
Pages: 2 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

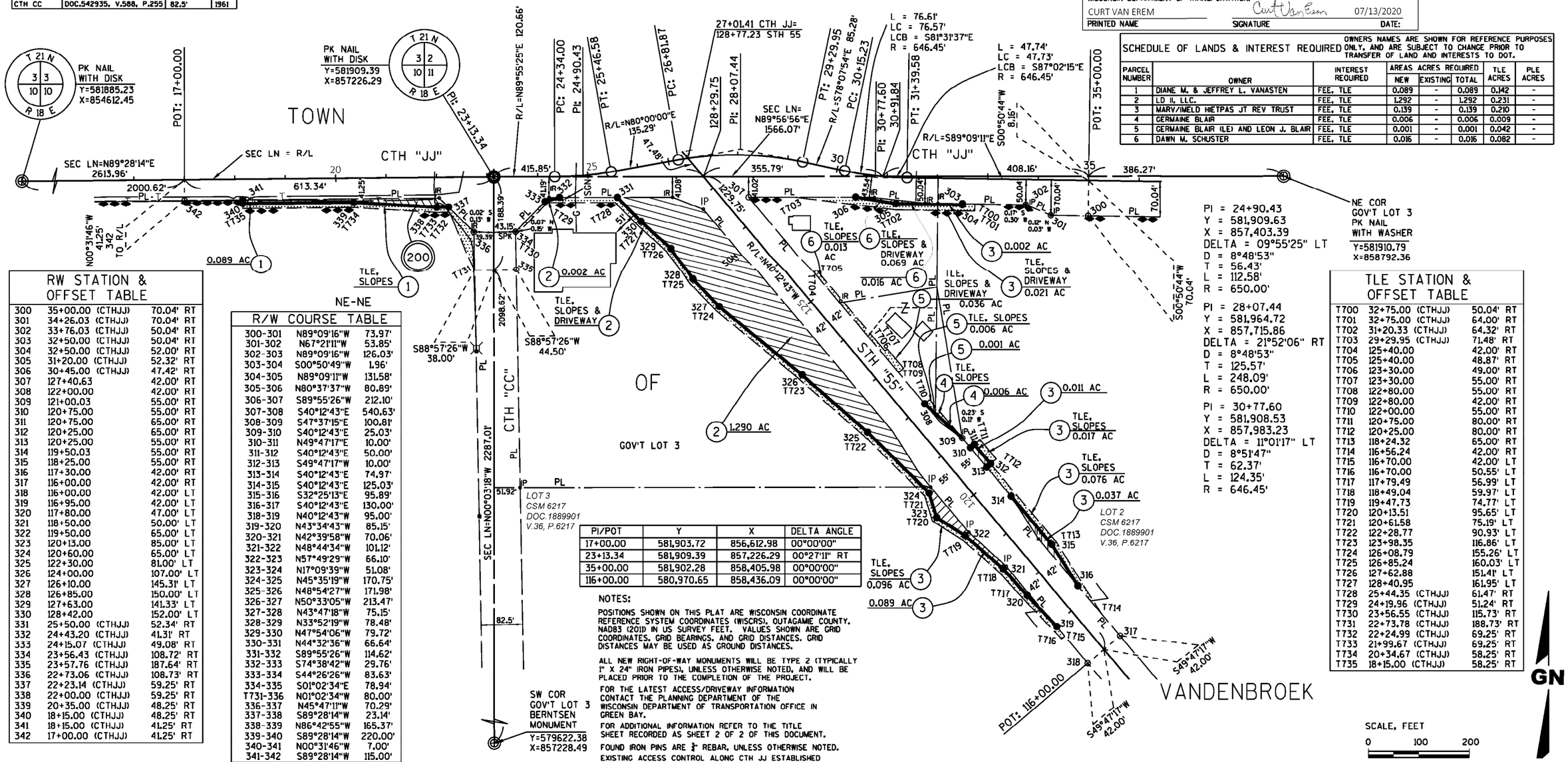
Sarah R Van Camp
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO 39500-000001

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6560-08-21 - 4.01
AMENDMENT NO:
SHEET 1 OF 2

SCHEDULE OF LANDS & INTEREST REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE ACRES
1	DIANE M. & JEFFREY L. VANASTEN	FEE, TLE	0.089	-	0.089	0.142	-
2	LD II, LLC.	FEE, TLE	1.292	-	1.292	0.231	-
3	MARV/IMELD HIETPAS JT REV TRUST	FEE, TLE	0.139	-	0.139	0.210	-
4	GERMAINE BLAIR	FEE, TLE	0.006	-	0.006	0.009	-
5	GERMAINE BLAIR (LE) AND LEON J. BLAIR	FEE, TLE	0.001	-	0.001	0.042	-
6	DAWN M. SCHUSTER	FEE, TLE	0.016	-	0.016	0.082	-



RW STATION & OFFSET TABLE		
300	35+00.00 (CTHJJ)	70.04' RT
301	34+26.03 (CTHJJ)	70.04' RT
302	33+76.03 (CTHJJ)	50.04' RT
303	32+50.00 (CTHJJ)	50.04' RT
304	32+50.00 (CTHJJ)	52.00' RT
305	31+20.00 (CTHJJ)	52.32' RT
306	30+45.00 (CTHJJ)	47.42' RT
307	127+40.63	42.00' RT
308	122+00.00	42.00' RT
309	121+00.03	55.00' RT
310	120+75.00	55.00' RT
311	120+75.00	65.00' RT
312	120+25.00	65.00' RT
313	120+25.00	55.00' RT
314	119+50.03	55.00' RT
315	118+25.00	55.00' RT
316	117+30.00	42.00' RT
317	116+00.00	42.00' RT
318	116+00.00	42.00' LT
319	116+95.00	42.00' LT
320	117+80.00	47.00' LT
321	118+50.00	50.00' LT
322	119+50.00	65.00' LT
323	120+13.00	85.00' LT
324	120+60.00	65.00' LT
325	122+30.00	81.00' LT
326	124+00.00	107.00' LT
327	126+10.00	145.31' LT
328	126+85.00	150.00' LT
329	127+63.00	141.33' LT
330	128+42.00	152.00' LT
331	25+50.00 (CTHJJ)	52.34' RT
332	24+43.20 (CTHJJ)	41.31' RT
333	24+15.07 (CTHJJ)	49.08' RT
334	23+56.43 (CTHJJ)	108.72' RT
335	23+57.76 (CTHJJ)	187.64' RT
336	22+73.06 (CTHJJ)	108.73' RT
337	22+23.14 (CTHJJ)	59.25' RT
338	22+00.00 (CTHJJ)	59.25' RT
339	20+35.00 (CTHJJ)	48.25' RT
340	18+15.00 (CTHJJ)	48.25' RT
341	18+15.00 (CTHJJ)	41.25' RT
342	17+00.00 (CTHJJ)	41.25' RT

R/W COURSE TABLE		
300-301	N89°09'16"W	73.97'
301-302	N67°21'11"W	53.85'
302-303	N89°09'16"W	126.03'
303-304	S00°50'49"W	1.96'
304-305	N89°09'11"W	131.58'
305-306	N80°37'37"W	80.89'
306-307	S89°55'26"W	212.10'
307-308	S40°12'43"E	540.63'
308-309	S47°37'15"E	100.81'
309-310	S40°12'43"E	25.03'
310-311	N49°47'17"E	10.00'
311-312	S40°12'43"E	50.00'
312-313	S49°47'17"W	10.00'
313-314	S40°12'43"E	74.97'
314-315	S40°12'43"E	125.03'
315-316	S32°25'13"E	95.89'
316-317	S40°12'43"E	130.00'
318-319	N40°12'43"W	95.00'
319-320	N43°34'43"W	85.15'
320-321	N42°39'58"W	70.06'
321-322	N48°44'34"W	101.12'
322-323	N57°49'29"W	66.10'
323-324	N17°09'39"W	51.08'
324-325	N45°35'19"W	170.75'
325-326	N48°54'27"W	171.98'
326-327	N50°33'05"W	213.47'
327-328	N43°47'18"W	75.15'
328-329	N33°52'19"W	78.48'
329-330	N47°54'06"W	79.72'
330-331	N44°32'36"W	66.64'
331-332	S89°55'26"W	114.62'
332-333	S74°38'42"W	29.76'
333-334	S44°26'26"W	83.63'
334-335	S01°02'34"E	78.94'
T731-336	N01°02'34"W	80.00'
336-337	N45°47'11"W	70.29'
337-338	S89°28'14"W	23.14'
338-339	N86°42'55"W	165.37'
339-340	S89°28'14"W	220.00'
340-341	N00°31'46"W	7.00'
341-342	S89°28'14"W	115.00'

PI/POT	Y	X	DELTA ANGLE
17+00.00	581,903.72	856,612.98	00°00'00"
23+13.34	581,909.39	857,226.29	00°27'11" RT
35+00.00	581,902.28	858,405.98	00°00'00"
116+00.00	580,970.65	858,436.09	00°00'00"

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

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

FOUND IRON PINS ARE ¾" REBAR, UNLESS OTHERWISE NOTED.

EXISTING ACCESS CONTROL ALONG CTH JJ ESTABLISHED FROM DOC. 933501 FOR PARCELS 1, 2, 4 & 6.

TLE STATION & OFFSET TABLE		
T700	32+75.00 (CTHJJ)	50.04' RT
T701	32+75.00 (CTHJJ)	64.00' RT
T702	31+20.33 (CTHJJ)	64.32' RT
T703	29+29.95 (CTHJJ)	71.48' RT
T704	125+40.00	42.00' RT
T705	125+40.00	48.87' RT
T706	123+30.00	49.00' RT
T707	123+30.00	55.00' RT
T708	122+80.00	55.00' RT
T709	122+80.00	42.00' RT
T710	122+00.00	55.00' RT
T711	120+75.00	80.00' RT
T712	120+25.00	80.00' RT
T713	118+24.32	65.00' RT
T714	116+56.24	42.00' RT
T715	116+70.00	42.00' LT
T716	116+70.00	50.55' LT
T717	117+79.49	56.99' LT
T718	118+49.04	59.97' LT
T719	119+47.73	74.77' LT
T720	120+13.51	95.65' LT
T721	120+61.58	75.19' LT
T722	122+28.77	90.93' LT
T723	123+98.35	116.86' LT
T724	126+08.79	155.26' LT
T725	126+85.24	160.03' LT
T726	127+62.88	151.41' LT
T727	128+40.95	161.95' LT
T728	25+44.35 (CTHJJ)	61.47' RT
T729	24+19.96 (CTHJJ)	51.24' RT
T730	23+56.55 (CTHJJ)	115.73' RT
T731	22+73.78 (CTHJJ)	188.73' RT
T732	22+24.99 (CTHJJ)	69.25' RT
T733	21+99.67 (CTHJJ)	69.25' RT
T734	20+34.67 (CTHJJ)	58.25' RT
T735	18+15.00 (CTHJJ)	58.25' RT

TRANSPORTATION PROJECT PLAT NO: 6560-08-21 - 4.02

THAT PART OF LOTS 2 & 3 OF CSM 4667, IN AND INCLUDING THAT PART OF THE SOUTHWEST 1/4 AND NORTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 2, ALSO THAT PART OF LOTS 1 & 2 OF CSM 5099, IN AND INCLUDING THAT PART OF THE SOUTHEAST 1/4 AND NORTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 3, ALL IN TOWNSHIP 21 NORTH, RANGE 18 EAST, IN THE TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, AT CTH JJ INTERSECTION, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02. (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

TOWN

TLE CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
T764-T765	52.85'	45.00'	S65°59'15"E	49.87'

R/W CURVE TABLE				
CURVE	LENGTH	RADIUS	BEARING	CHORD
345-346	300.91'	1502.39'	N04°52'43"W	300.41'
357-358	99.64'	1352.39'	S01°15'05"E	99.62'
359-360	479.74'	1347.39'	S13°33'43"E	477.21'
361-362	60.96'	1343.39'	S25°03'43"E	60.96'
368-369	34.89'	61.00'	S47°20'39"E	34.42'
371-372	44.91'	389.00'	N88°22'32"E	44.88'
378-379	275.17'	1507.39'	N30°43'57"W	274.78'

SCHEDULE OF LANDS & INTEREST REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO DOT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE ACRES
7	SANDRA A. & RONALD H. DIEDRICK	FEE, TLE	0.205	-	0.205	0.173	-
8	JON B. VERHAGEN	TLE	-	-	-	0.006	-
9	BEVERLY A. FRENCH LIVING TRUST / LAMAR CENTRAL OUTDOOR, LLC	FEE, TLE	0.456	-	0.456	0.127	-
10	TOWN OF VANDENBROEK, A MUNICIPAL CORPORATION	FEE, TLE	0.085	-	0.085	0.028	-
11	TOWN OF VANDENBROEK L.C.	FEE, TLE	0.239	-	0.239	0.192	-
12	VANDERLOOP DEVELOPMENT, LLC.	FEE, TLE	0.429	-	0.429	0.277	-
13	JAMES E. GEERTS	FEE, TLE	0.188	-	0.188	0.121	-
14	JOEL SCHWEITZER & MARY JANE SCHWEITZER, HUSBAND & WIFE AS TO A LIFE ESTATE, ET AL	TLE	-	-	-	0.006	-
15	JOHN L. VANDER SANDEN	TLE	-	-	-	0.008	-

RW STATION & OFFSET TABLE		
343	17+00.00 (CTHJJ)	41.25' LT
344	22+73.05 (CTHJJ)	41.25' LT
345	136+68.64	70.00' LT
346	139+55.53	70.00' LT
347	153+07.00	50.00' LT
348	154+05.00	57.00' LT
349	154+05.00	45.00' LT
350	154+49.85	45.00' LT
351	155+49.84	42.00' LT
352	156+99.84	42.00' LT
353	156+99.84	42.00' RT
354	156+49.84	42.00' RT
355	155+49.84	65.00' RT
356	154+00.00	80.00' RT
357	151+11.07	80.00' RT
358	138+50.00	80.00' RT
359	138+50.00	85.00' RT
360	133+40.00	85.00' RT
361	133+40.00	89.00' RT
362	132+75.00	89.00' RT
363	132+75.00	83.00' RT
364	129+95.14	68.91' RT
365	129+63.15	82.53' RT
366	129+22.33	77.55' RT
367	129+25.00	61.18' RT
368	129+13.48	59.30' RT
369	27+51.43 (CTHJJ)	37.44' LT
370	28+13.21 (CTHJJ)	36.24' LT
371	28+35.33 (CTHJJ)	41.99' LT
372	28+77.01 (CTHJJ)	47.45' LT
373	29+33.90 (CTHJJ)	56.04' LT
374	29+36.46 (CTHJJ)	43.08' LT
375	30+71.72 (CTHJJ)	39.43' LT
376	33+00.00 (CTHJJ)	46.28' LT
377	130+15.00	80.00' LT
378	130+35.00	75.00' LT
379	132+96.48	75.00' LT
380	133+07.48	98.77' LT
381	23+68.66 (CTHJJ)	100.01' LT
382	24+00.00 (CTHJJ)	65.00' LT
383	25+00.00 (CTHJJ)	71.00' LT

PI = 24+90.43
Y = 581,909.63
X = 857,403.39
DELTA = 09°55'25" LT
AHEAD = N80°00'00"E
D = 8°48'53"
T = 56.43'
L = 112.58'
R = 650.00'

PI = 30+77.60
Y = 581,908.53
X = 857,983.23
DELTA = 11°01'17" LT
BACK = N78°07'54"W
AHEAD = S89°09'11"E
D = 8°51'47"
T = 62.37'
L = 124.35'
R = 646.45'

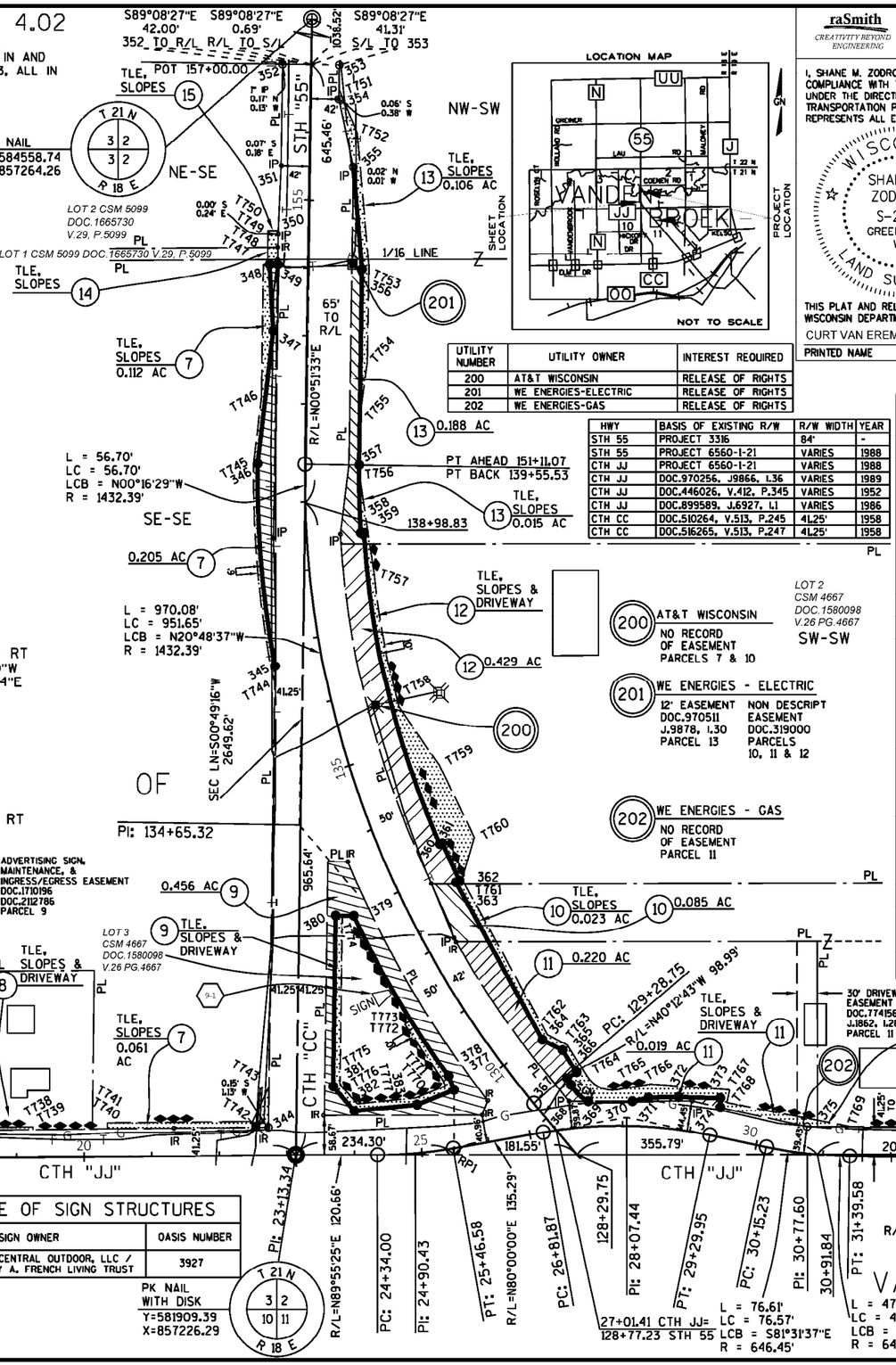
PI = 28+07.44
Y = 581,964.72
X = 857,715.86
DELTA = 21°52'06" RT
BACK = S80°00'00"W
AHEAD = S78°07'54"E
D = 8°48'53"
T = 125.57'
L = 248.09'
R = 650.00'

PI = 134+65.32
Y = 582,395.12
X = 857,231.81
DELTA = 41°04'17" RT
D = 4°00'00"
T = 536.57'
L = 1,026.78'
R = 1,432.39'

SCHEDULE OF SIGN STRUCTURES

SIGN NUMBER	SIGN OWNER	OASIS NUMBER
9-1	LAMAR CENTRAL OUTDOOR, LLC / BEVERLY A. FRENCH LIVING TRUST	3927

NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2199226, OF TRANSPORTATION PROJECT PLATS IN THE OUTAGAMIE COUNTY REGISTER OF DEEDS.
FOUND IRON PINS ARE ¾" REBAR, UNLESS OTHERWISE NOTED.
EXISTING ACCESS CONTROL ALONG STH 55 AND CTH JJ ESTABLISHED FROM DOC. 933501 FOR PARCELS 7, 8, 9, 10 & 11.
EXISTING ACCESS CONTROL ALONG STH 55 AND CTH JJ ESTABLISHED FROM CSM 4667 FOR PARCELS 9 & 12.



raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6560-08-21 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

SHANE M. ZODROW 07/28/2020
SHANE M. ZODROW DATE
AGENT FOR R.A. SMITH
P.L.S. NUMBER 2869

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
CURT VAN EREM 7/28/2020
PRINTED NAME SIGNATURE DATE:

Document #: 2200985
Date: 07-30-2020 Time: 9:30 AM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO 39500-0000011

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6560-08-21 - 4.02
AMENDMENT NO:
SHEET 1 OF 1

SCALE, FEET
0 100 200

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	AT&T WISCONSIN	RELEASE OF RIGHTS
201	WE ENERGIES-ELECTRIC	RELEASE OF RIGHTS
202	WE ENERGIES-GAS	RELEASE OF RIGHTS

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3316	84'	-
STH 55	PROJECT 6560-1-21	VARIES	1988
CTH JJ	PROJECT 6560-1-21	VARIES	1988
CTH JJ	DOC.970256, J9866, I.36	VARIES	1989
CTH JJ	DOC.446026, V.412, P.345	VARIES	1952
CTH JJ	DOC.899589, J.6927, I.1	VARIES	1986
CTH CC	DOC.510264, V.513, P.245	41.25'	1958
CTH CC	DOC.516265, V.513, P.247	41.25'	1958

R/W COURSE TABLE		
343-344	N89°28'14"E	573.05'
344-345	N00°49'16"E	683.16'
345-346	SEE CURVE DATA	
346-347	N06°41'16"E	196.95'
347-348	N03°13'43"W	98.25'
348-349	S89°08'27"E	12.00'
349-350	N00°51'33"E	44.85'
350-351	N02°34'40"E	100.04'
351-352	N00°51'33"E	150.00'
353-354	S00°51'33"W	50.00'
354-355	S12°05'37"E	102.61'
355-356	S04°51'26"E	150.59'
356-357	S00°51'33"W	288.93'
357-358	SEE CURVE DATA	
358-359	N86°38'17"E	5.00'
359-360	SEE CURVE DATA	
360-361	N66°14'17"E	4.00'
361-362	SEE CURVE DATA	
362-363	S63°38'17"W	6.00'
363-364	S28°55'30"E	264.97'
364-365	S62°23'42"E	33.22'
365-366	S32°20'23"E	39.20'
366-367	S59°02'37"W	16.59'
367-368	S30°57'23"E	11.67'
368-369	SEE CURVE DATA	
369-370	N89°54'23"E	65.27'
370-371	N78°46'34"E	24.14'
371-372	SEE CURVE DATA	
372-373	S88°19'02"E	61.66'
373-374	S00°40'56"W	13.21'
374-375	S77°32'59"E	131.75'
375-376	N89°56'56"E	224.05'
RP1-377	N00°04'34"W	95.38'
377-378	N23°01'12"W	21.67'
378-379	SEE CURVE DATA	
379-380	N89°07'42"W	26.48'
380-381	S00°49'16"W	252.08'
381-382	S41°54'32"E	46.99'
382-383	N84°23'19"E	93.12'
383-377	N68°44'00"E	58.94'

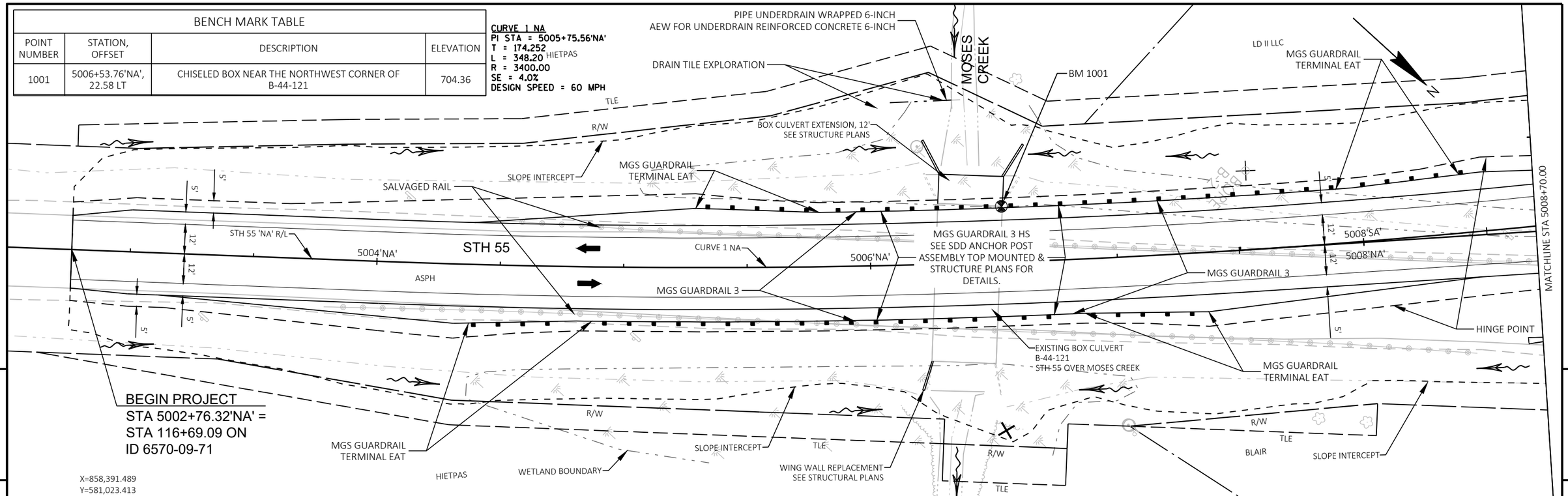
TLE STATION & OFFSET TABLE		
T736	18+55.00 (CTHJJ)	41.25' LT
T737	18+55.00 (CTHJJ)	45.00' LT
T738	19+25.00 (CTHJJ)	45.00' LT
T739	19+25.00 (CTHJJ)	41.25' LT
T740	20+35.00 (CTHJJ)	41.25' LT
T741	20+35.00 (CTHJJ)	50.00' LT
T742	22+50.00 (CTHJJ)	50.00' LT
T743	22+74.45 (CTHJJ)	100.61' LT
T744	136+41.73	76.00' LT
T745	151+11.38	76.00' LT
T746	152+09.34	66.00' LT
T747	154+05.00	66.00' LT
T748	154+05.00	60.00' LT
T749	154+55.00	60.00' LT
T750	154+55.00	44.85' LT
T751	156+65.00	42.00' RT
T752	156+00.00	70.00' RT
T753	154+05.00	90.00' RT
T754	152+65.00	90.00' RT
T755	151+80.00	80.00' RT
T756	139+45.00	80.00' RT
T757	137+85.00	95.00' RT
T758	135+65.00	95.00' RT
T759	134+57.00	127.00' RT
T760	133+27.00	136.00' RT
T761	132+75.00	93.01' RT
T762	129+96.70	79.25' RT
T763	129+64.79	92.77' RT
T764	129+08.74	85.77' RT
T765	27+92.65 (CTHJJ)	52.38' LT
T766	28+36.77 (CTHJJ)	62.01' LT
T767	29+45.00 (CTHJJ)	70.79' LT
T768	29+45.00 (CTHJJ)	52.00' LT
T769	31+40.00 (CTHJJ)	43.77' LT
T770	130+26.68	87.31' LT
T771	130+36.07	85.00' LT
T772	131+30.00	85.00' LT
T773	131+30.00	75.00' LT
T774	133+03.37	89.78' LT
T775	23+78.72 (CTHJJ)	103.77' LT
T776	24+04.07 (CTHJJ)	75.44' LT
T777	24+98.49 (CTHJJ)	81.01' LT

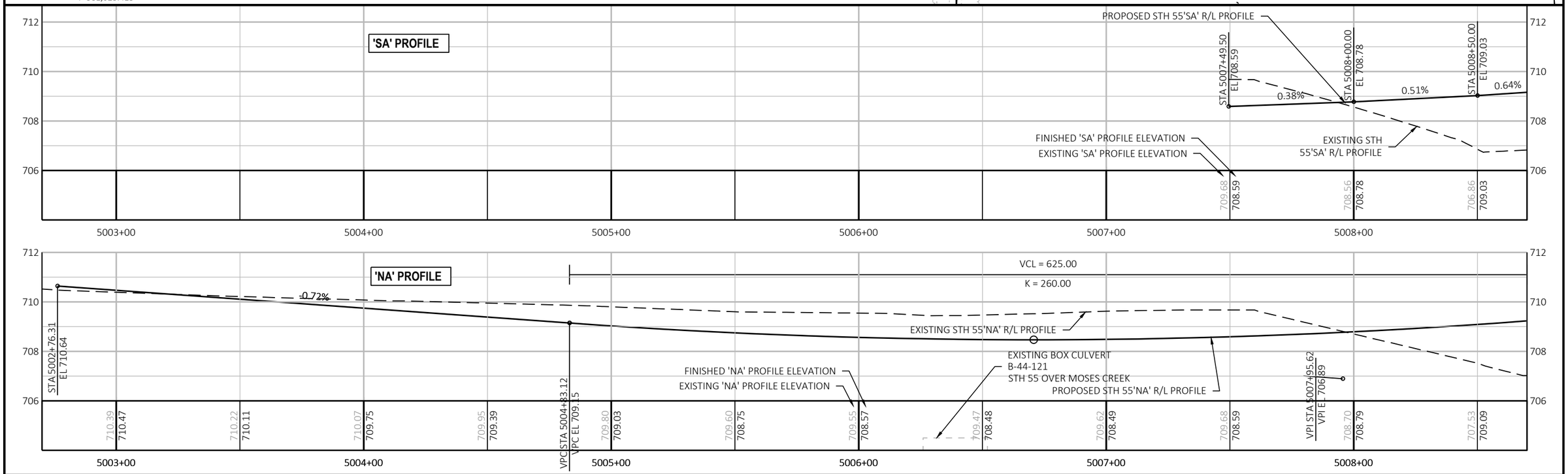
PI/POT	Y	X	DELTA ANGLE
17+00.00	581,903.72	856,612.98	00°00'00"
23+13.34	581,909.39	857,226.29	00°27'11" RT
35+00.00	581,902.28	858,405.98	00°00'00"
157+00.00	583,520.49	857,248.69	00°00'00"

FILE NAME:S:/5168010/DWG/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: 7/28/2020

BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1001	5006+53.76'NA', 22.58 LT	CHISELED BOX NEAR THE NORTHWEST CORNER OF B-44-121	704.36

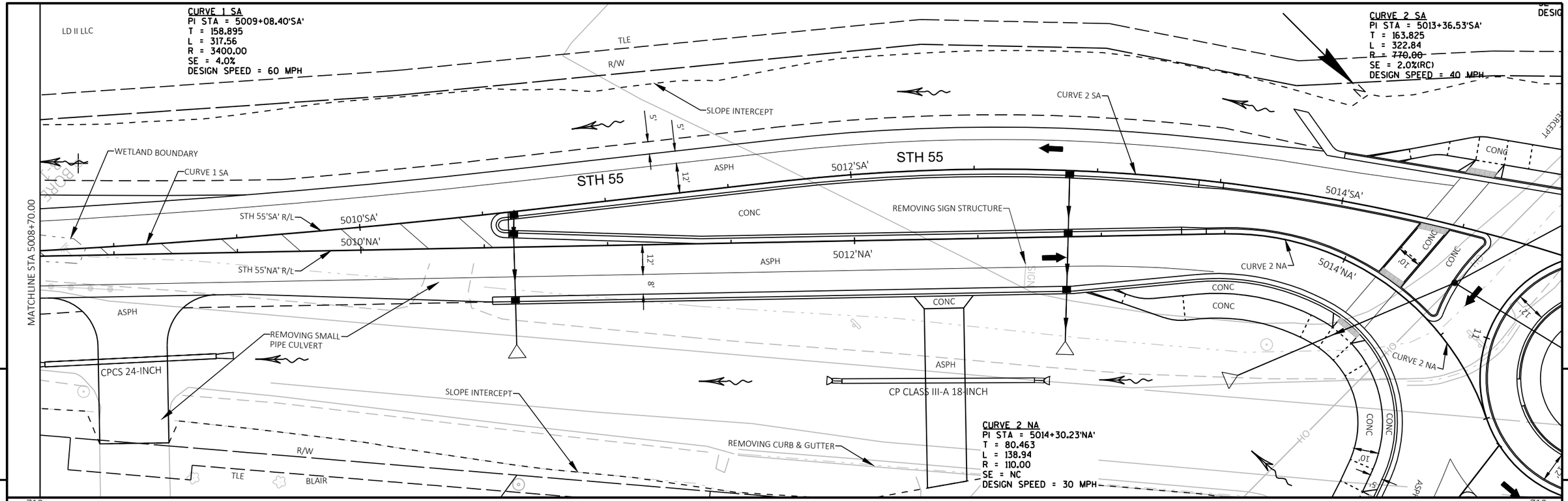
CURVE 1 NA
PI STA = 5005+75.56'NA'
T = 174.252
L = 348.20
R = 3400.00
SE = 4.0%
DESIGN SPEED = 60 MPH





PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55	SHEET 96 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050101-pp (NA)
PLOT DATE : 6/11/2021 8:50 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - NORTHBOUND	SHEET 97	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050102-pp (NA)
PLOT DATE : 6/11/2021 8:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

MATCHLINE STA 5008+70.00

LD II LLC

CURVE 1 SA
PI STA = 5009+08.40'SA'
T = 158.895
L = 317.56
R = 3400.00
SE = 4.0%
DESIGN SPEED = 60 MPH

CURVE 2 SA
PI STA = 5013+36.53'SA'
T = 163.825
L = 322.84
R = ~~770.00~~
SE = 2.0%(RC)
DESIGN SPEED = 40 MPH

TLE
R/W
SLOPE INTERCEPT
WETLAND BOUNDARY
CURVE 1 SA
CURVE 2 SA
STH 55
5'
5'
12'
ASPH
5012'SA'
CONC
5014'SA'
STH 55'SA' R/L
5010'SA'
5010'NA'
STH 55'NA' R/L
REMOVING SIGN STRUCTURE
12'
8'
ASPH
5012'NA'
CURVE 2 NA
5014'NA'
CONC
CONC
CONC
CONC
ASPH
REMOVING SMALL PIPE CULVERT
CPCS 24-INCH
CP CLASS III-A 18-INCH
SLOPE INTERCEPT
REMOVING CURB & GUTTER
REMOVING CURB & GUTTER
CURVE 2 NA
CONC
CONC
10'
5'
ASPH
R/W
TLE
BLAIR

CURVE 2 NA
PI STA = 5014+30.23'NA'
T = 80.463
L = 138.94
R = 110.00
SE = NC
DESIGN SPEED = 30 MPH

5 5

'SA' PROFILE

VCL = 221.87
K = 254.62
0.79%
1.68%
0.87%
EXISTING STH 55'SA' R/L PROFILE
PROPOSED STH 55'SA' R/L PROFILE
VPC STA 5009+00.00
VPC EL 709.39
VPI STA 5010+10.93
VPI EL 710.29
VPT STA 5011+21.87'SA'
VPT EL 712.16
VPC STA 5011+97.22
VPC EL 713.42
VPI STA 5013+04.40
VPI EL 715.22
VPT STA 5014+11.59
VPT EL 716.15
STA 5014+66.82'SA'
EL 716.62
VCL = 214.36
K = 264.14
EXISTING 'SA' PROFILE ELEVATION
FINISHED 'SA' PROFILE ELEVATION

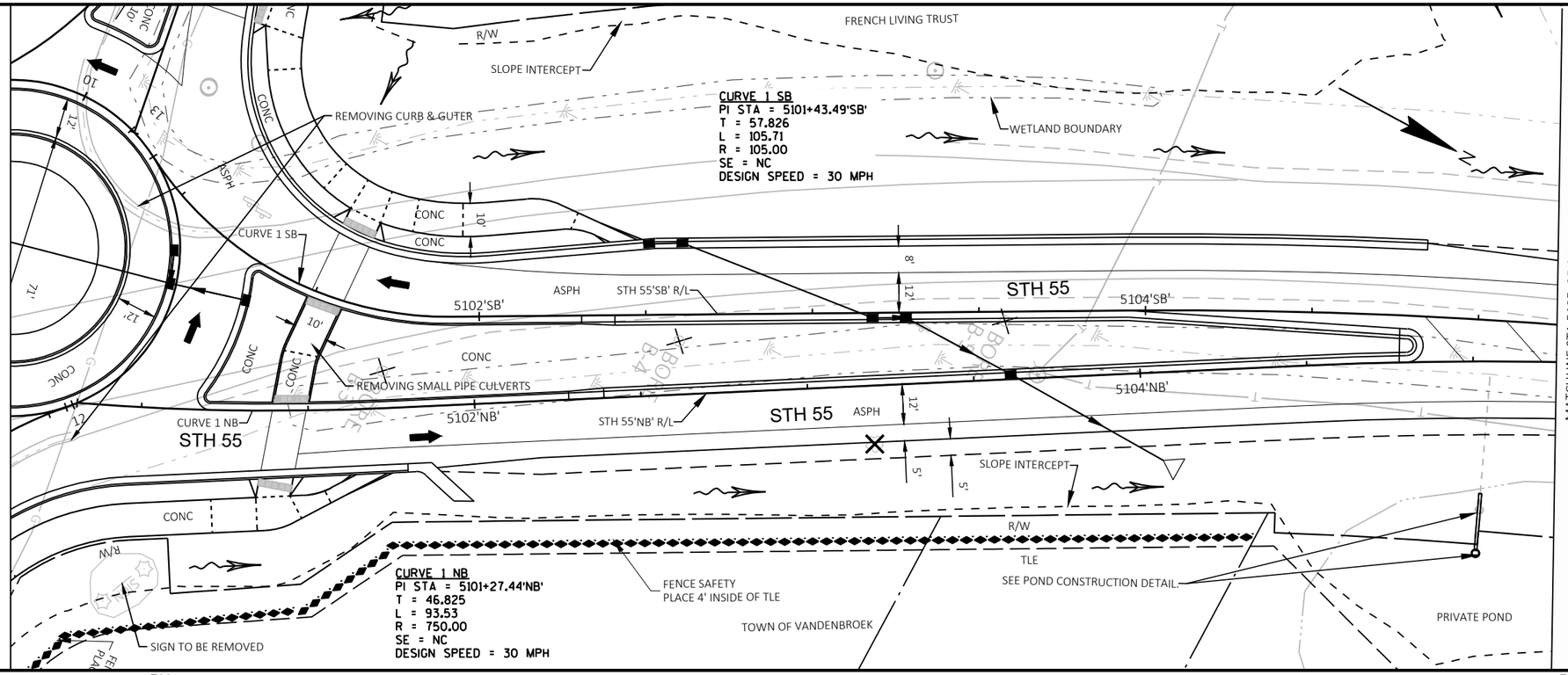
707.49	709.39	710.10	709.84	711.13	710.40	711.94	711.05	712.39	711.80	713.24	712.63	714.00
713.47	714.08	714.25	714.12	714.95	714.05	715.54	713.47	716.05	712.73	716.48		

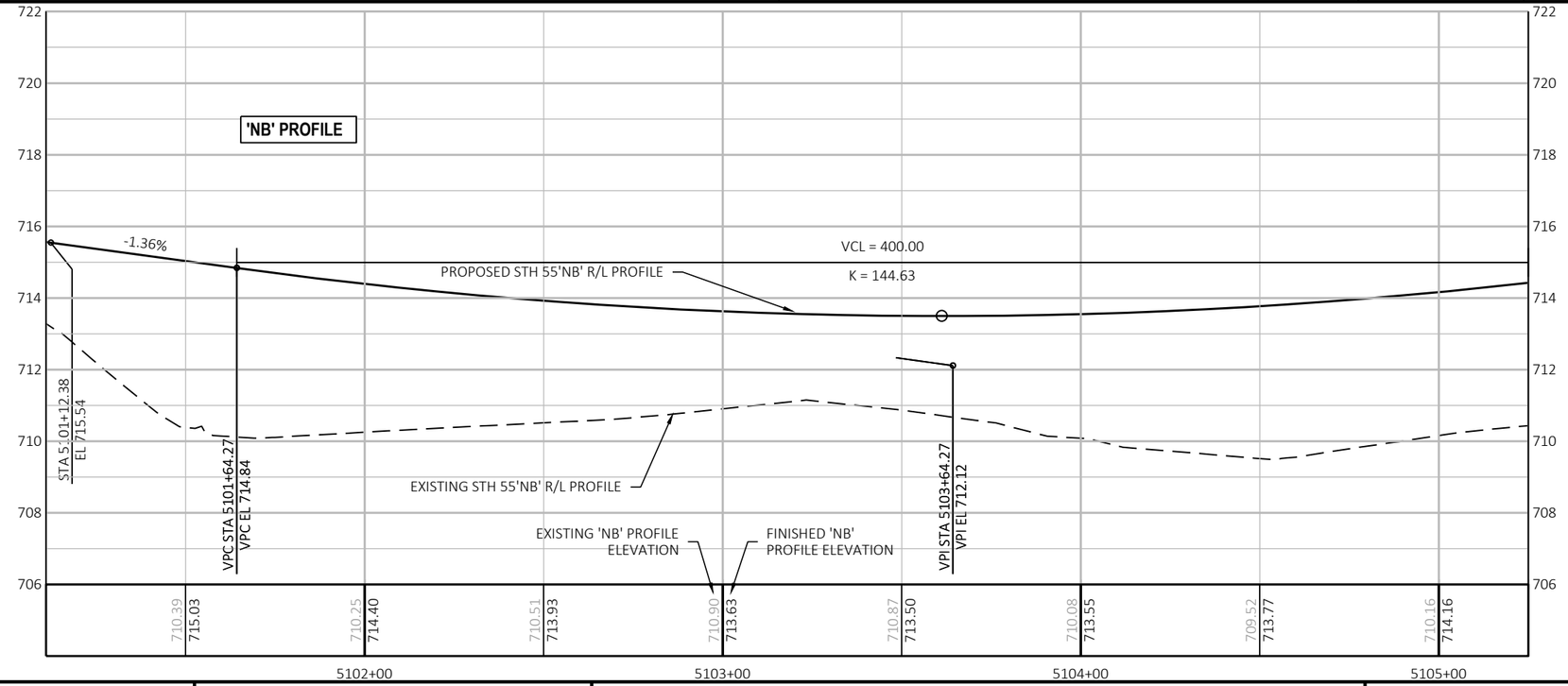
718 716 714 712 710 708 706 704 702

5009+00 5010+00 5011+00 5012+00 5013+00 5014+00

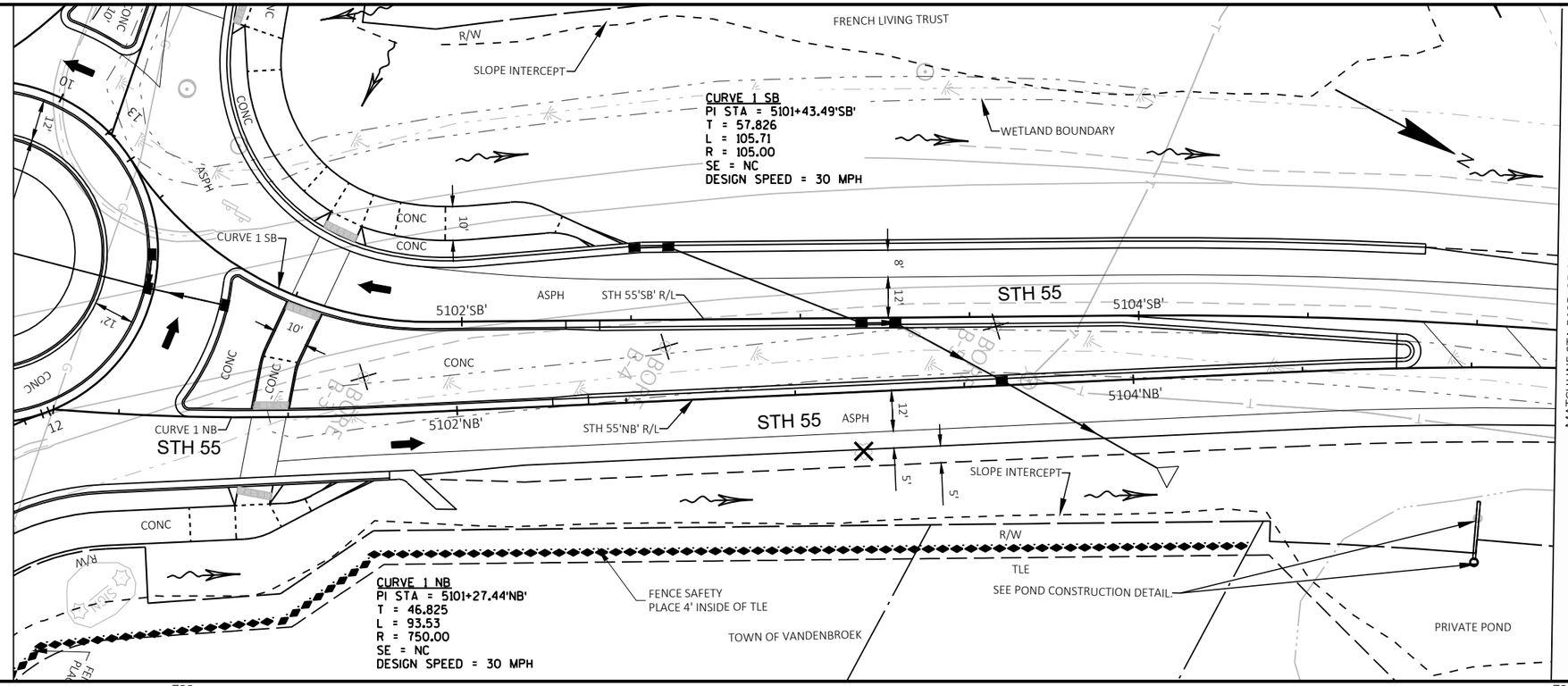
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PLOT: STH 55 - SOUTHBOUND	SHEET 98	E

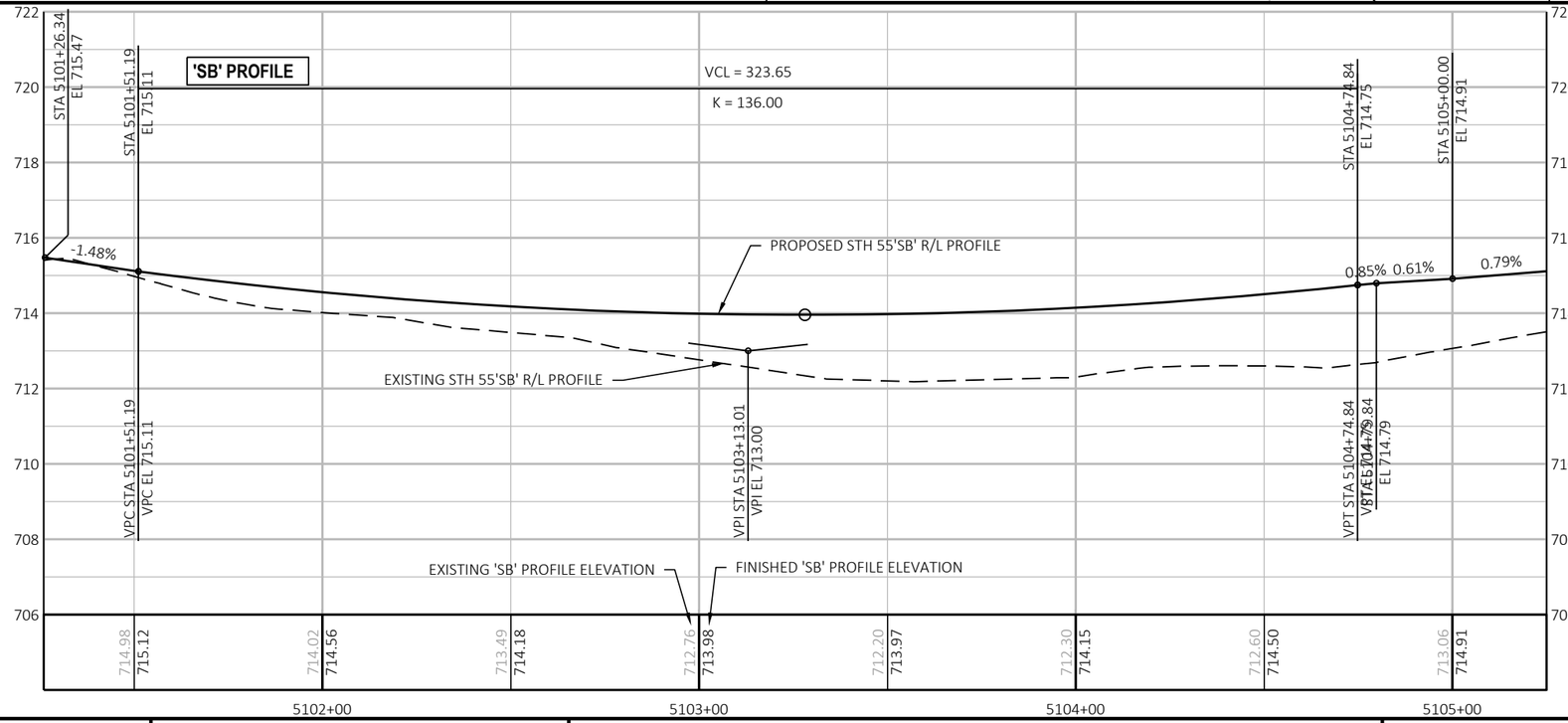
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050102-pp (SA)
PLOT DATE : 6/11/2021 8:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : ##########





PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - NORTHBOUND	SHEET 99	E



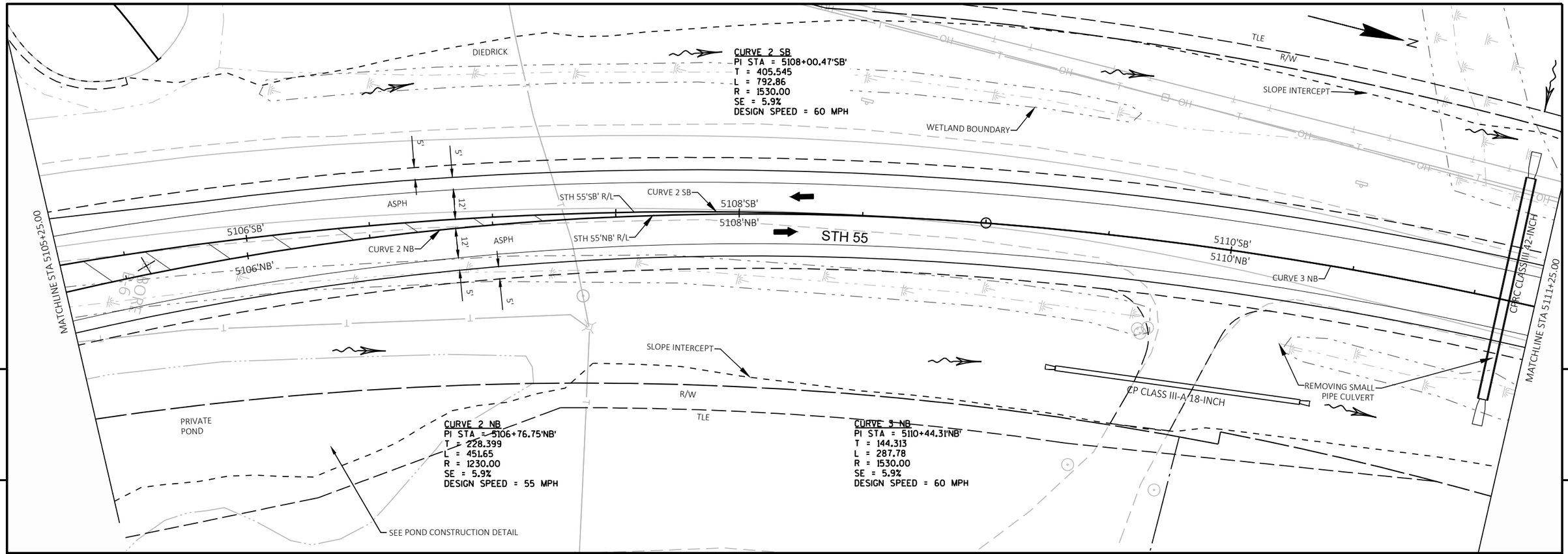


PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - SOUTHBOUND	SHEET 100	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050104-pp (SB)

PLOT DATE : 6/11/2021 8:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

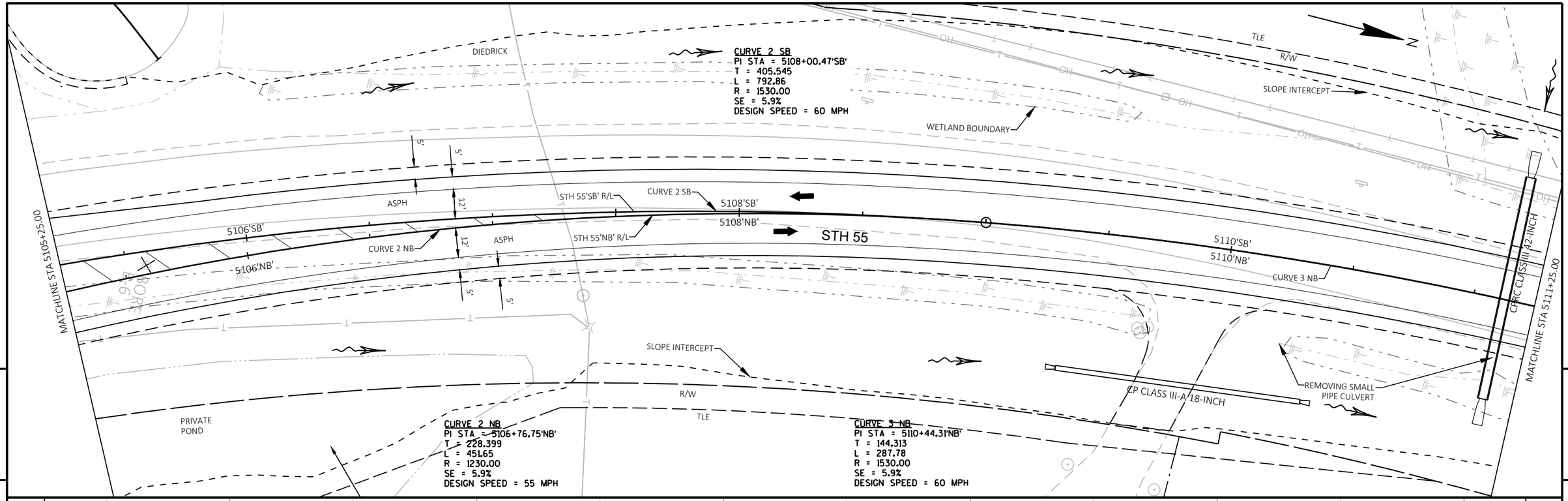


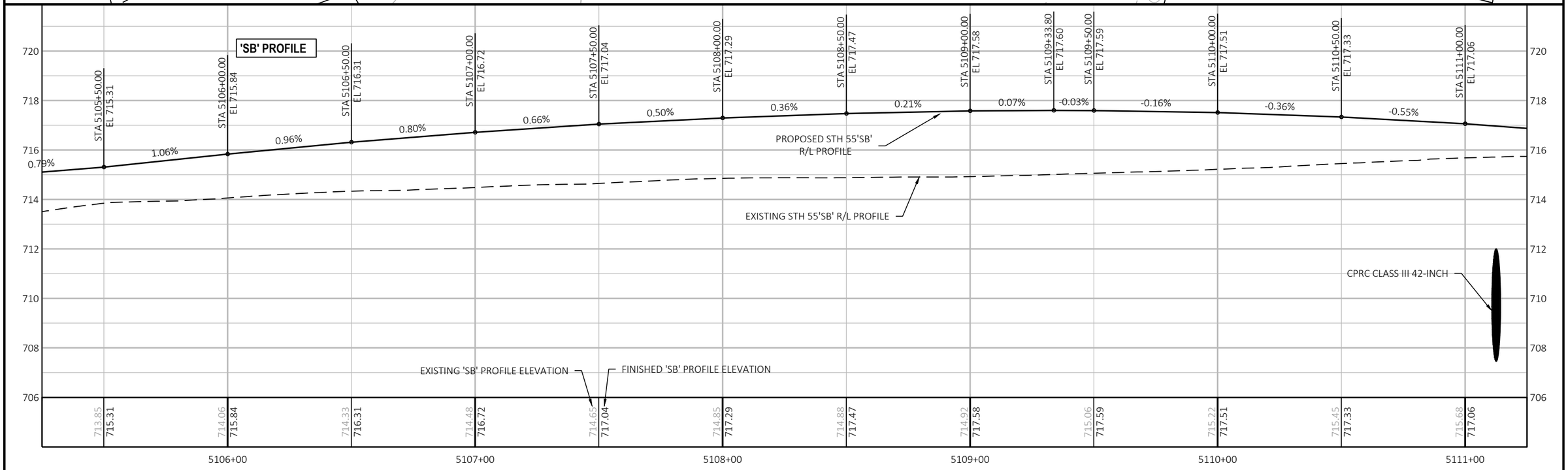
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - NORTHBOUND	SHEET 101	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050105-pp (NB)

PLOT DATE : 6/11/2021 8:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

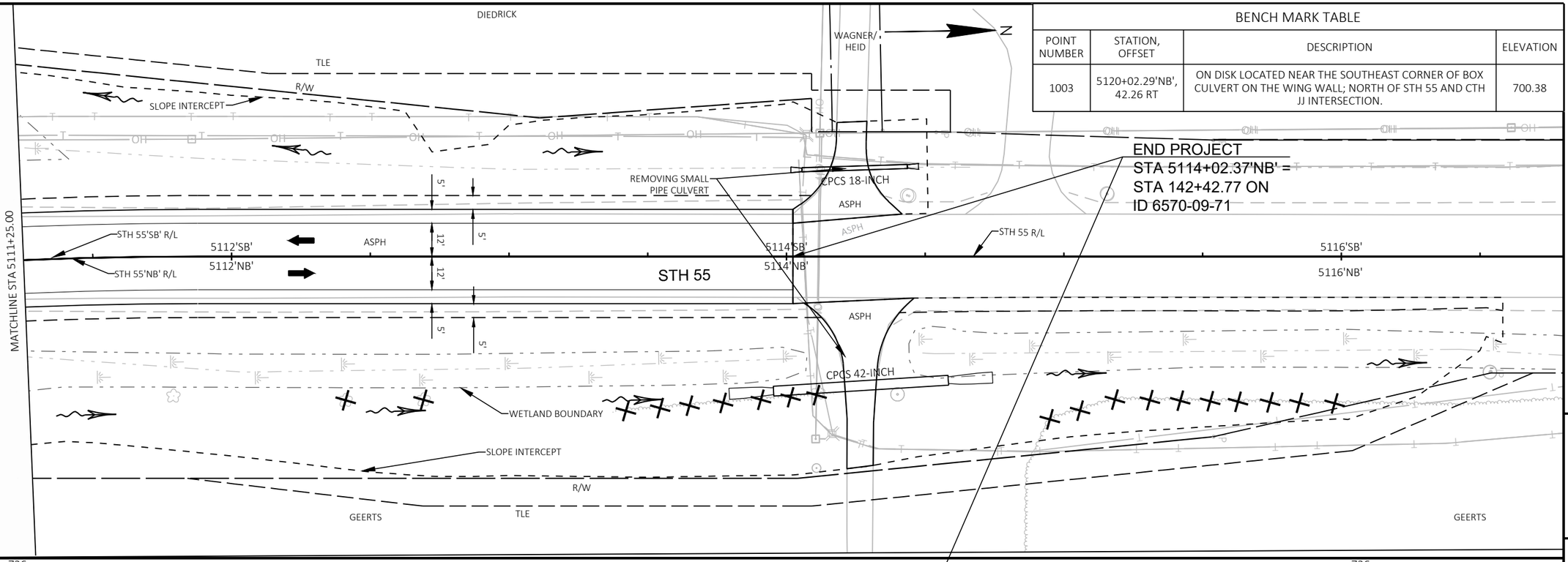
WISDOT/CADDS SHEET 44

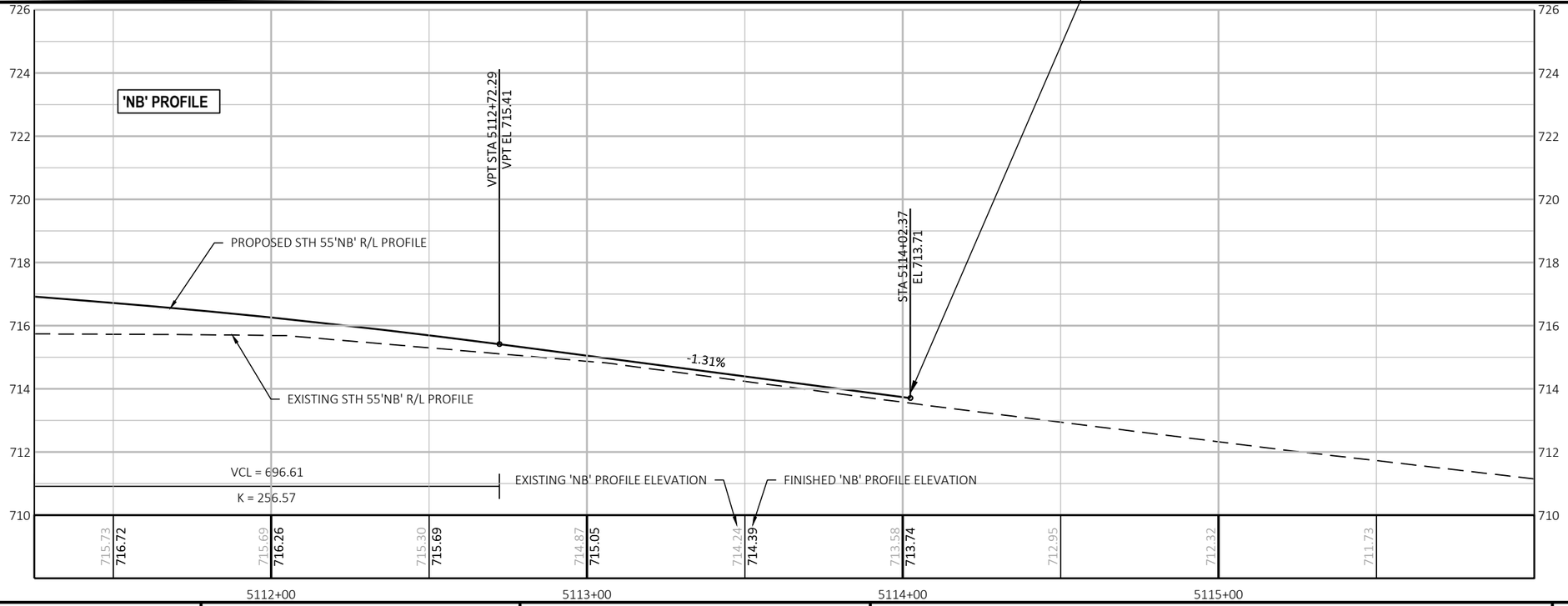




PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - SOUTHBOUND	SHEET 102	E

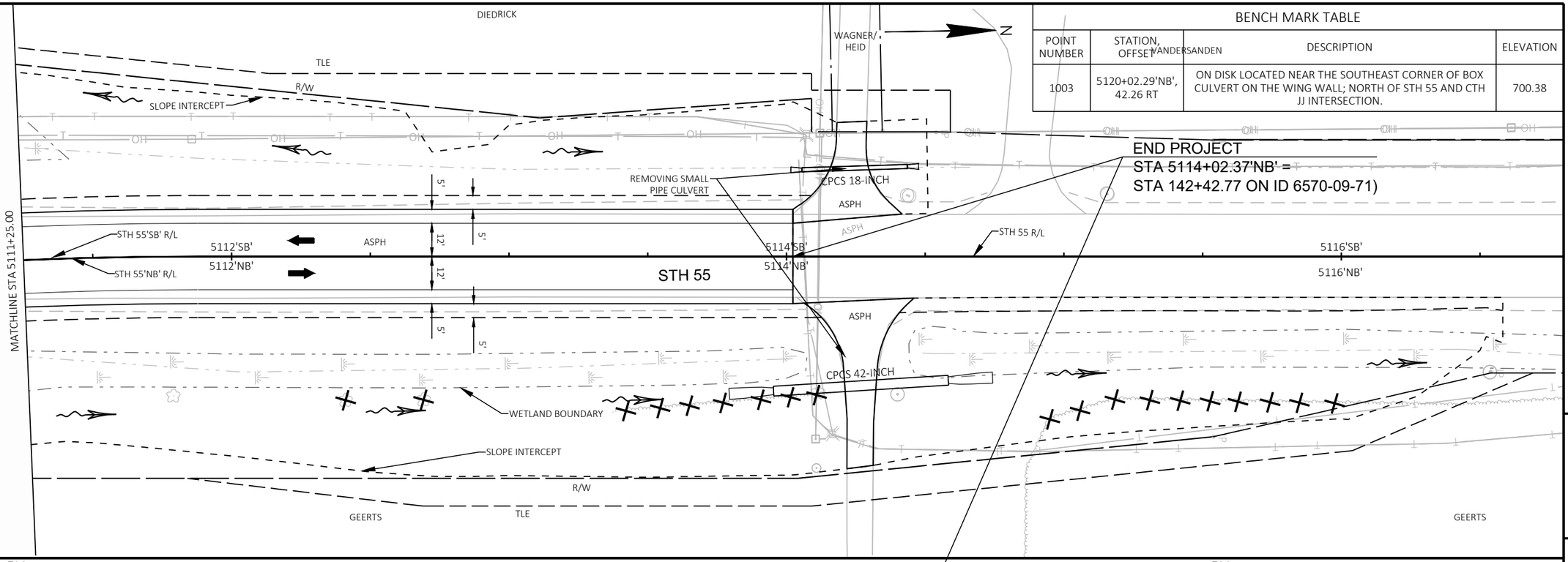
BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1003	5120+02.29'NB', 42.26 RT	ON DISK LOCATED NEAR THE SOUTHEAST CORNER OF BOX CULVERT ON THE WING WALL; NORTH OF STH 55 AND CTH JJ INTERSECTION.	700.38

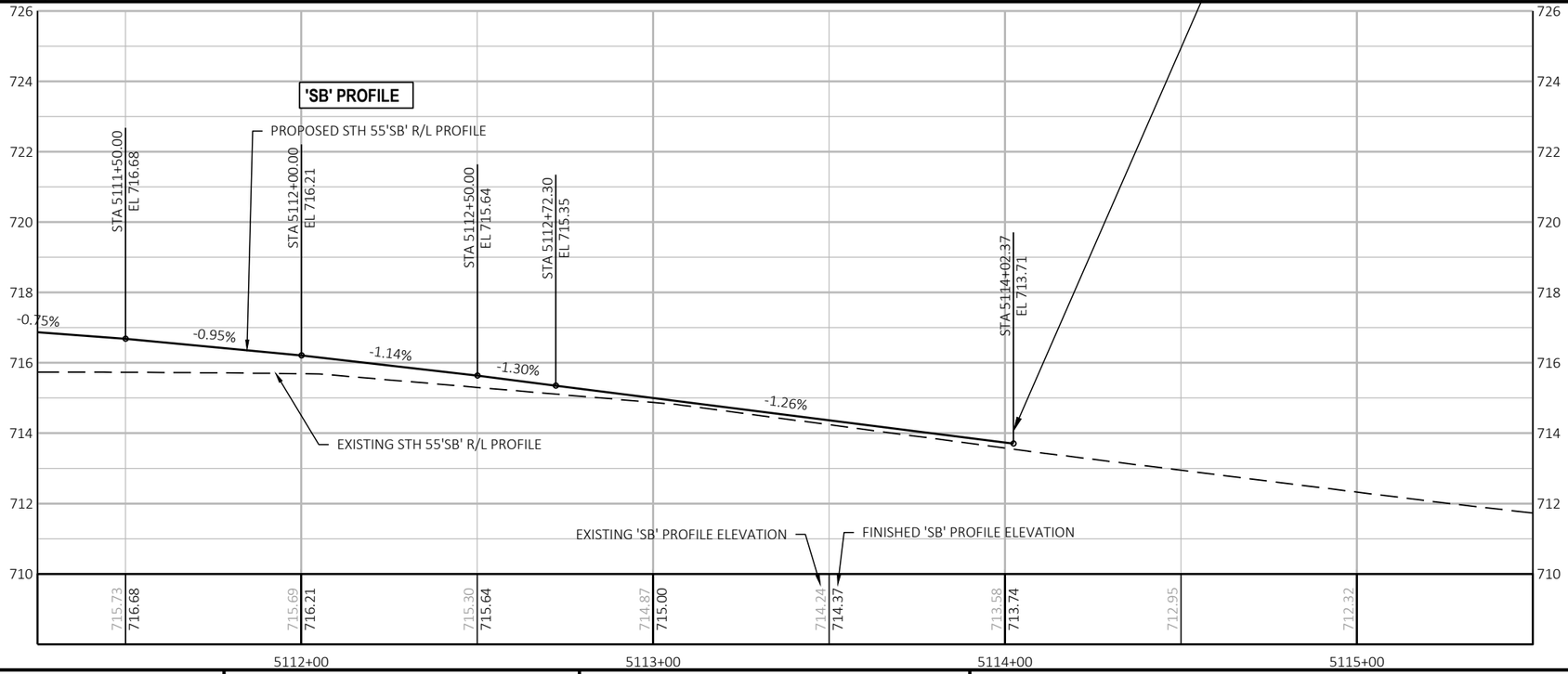




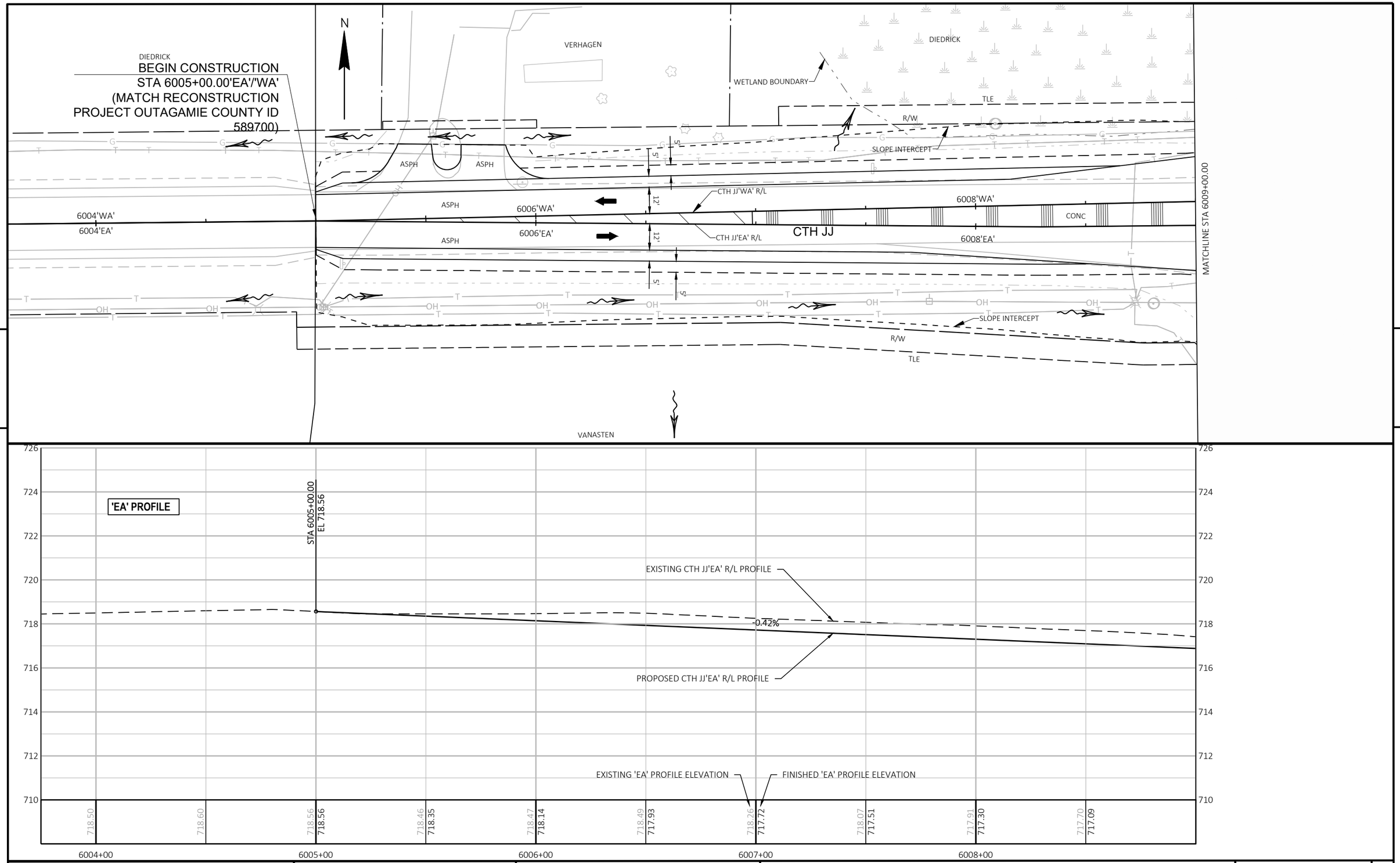
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - NORTHBOUND	SHEET 103	E

BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1003	5120+02.29'NB', 42.26 RT	ON DISK LOCATED NEAR THE SOUTHEAST CORNER OF BOX CULVERT ON THE WING WALL; NORTH OF STH 55 AND CTH JJ INTERSECTION.	700.38





PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 55 - SOUTHBOUND	SHEET 104	E



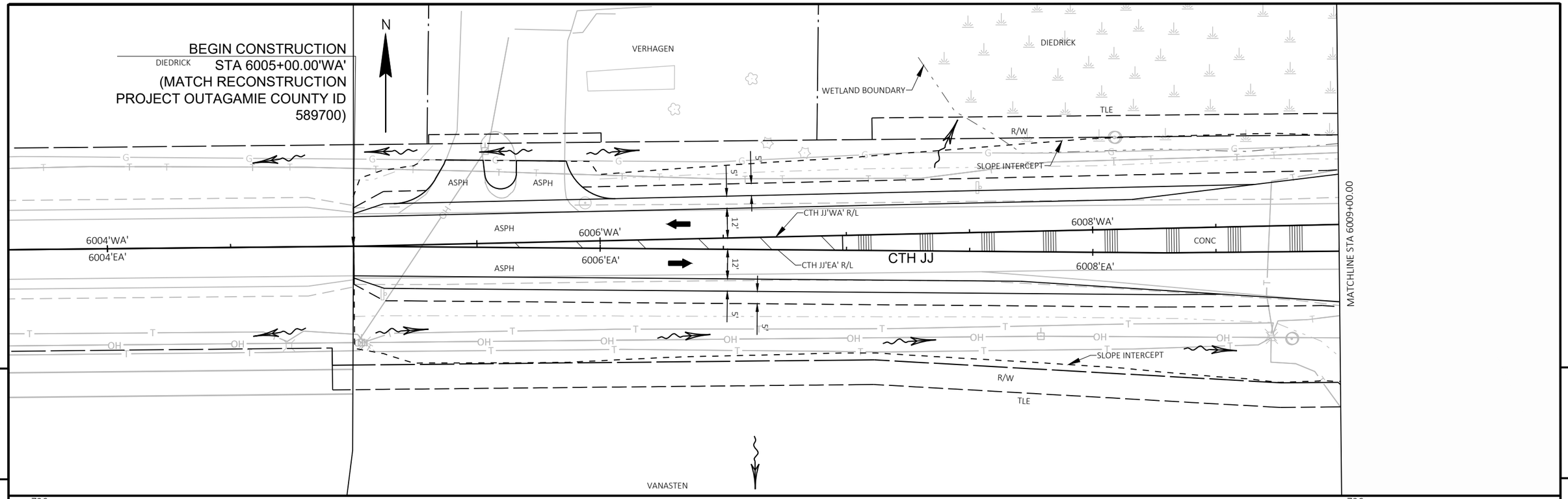
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ - EASTBOUND	SHEET 105	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050107-pp (EA)

PLOT DATE : 6/11/2021 8:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

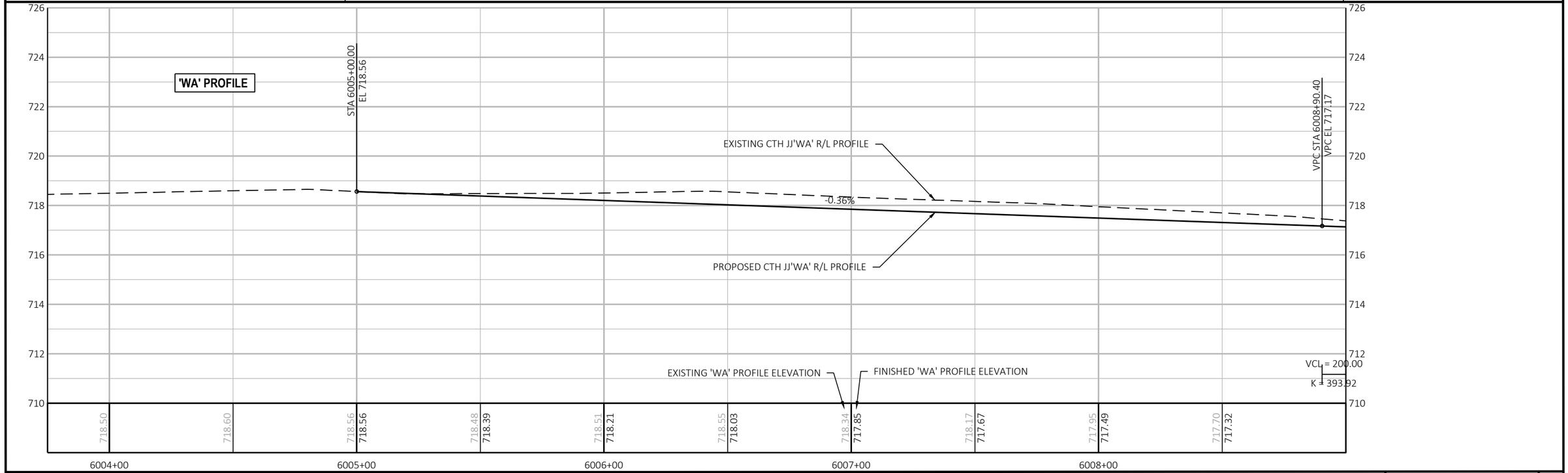
WISDOT/CADDS SHEET 44

BEGIN CONSTRUCTION
DIEDRICK STA 6005+00.00'WA'
(MATCH RECONSTRUCTION
PROJECT OUTAGAMIE COUNTY ID
589700)



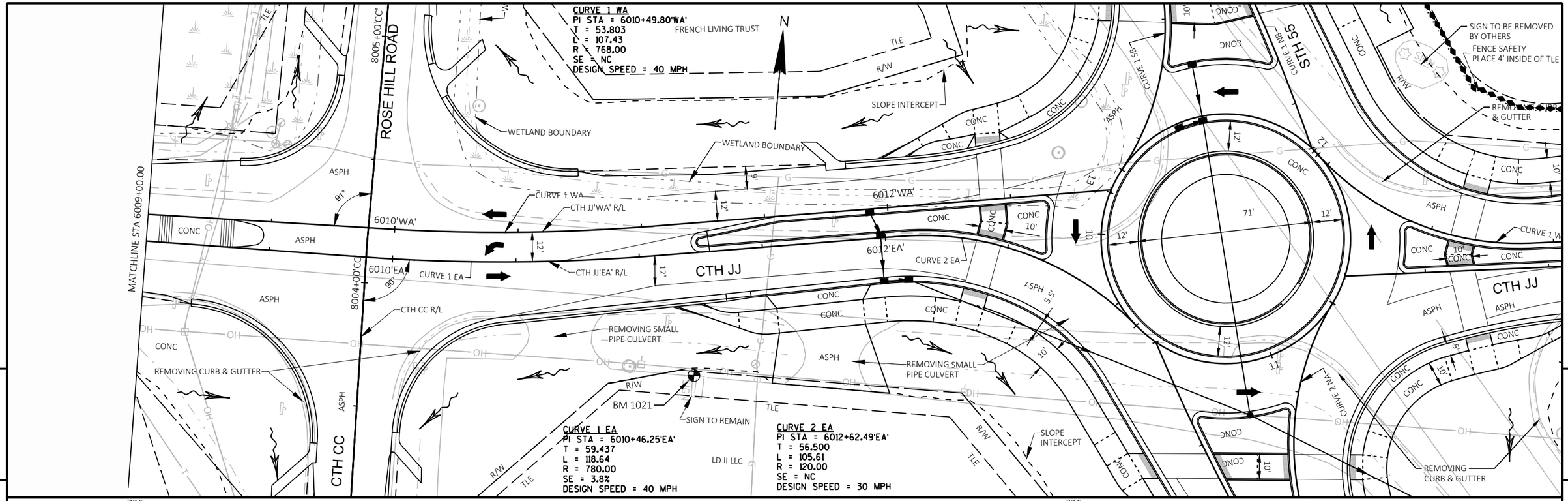
5

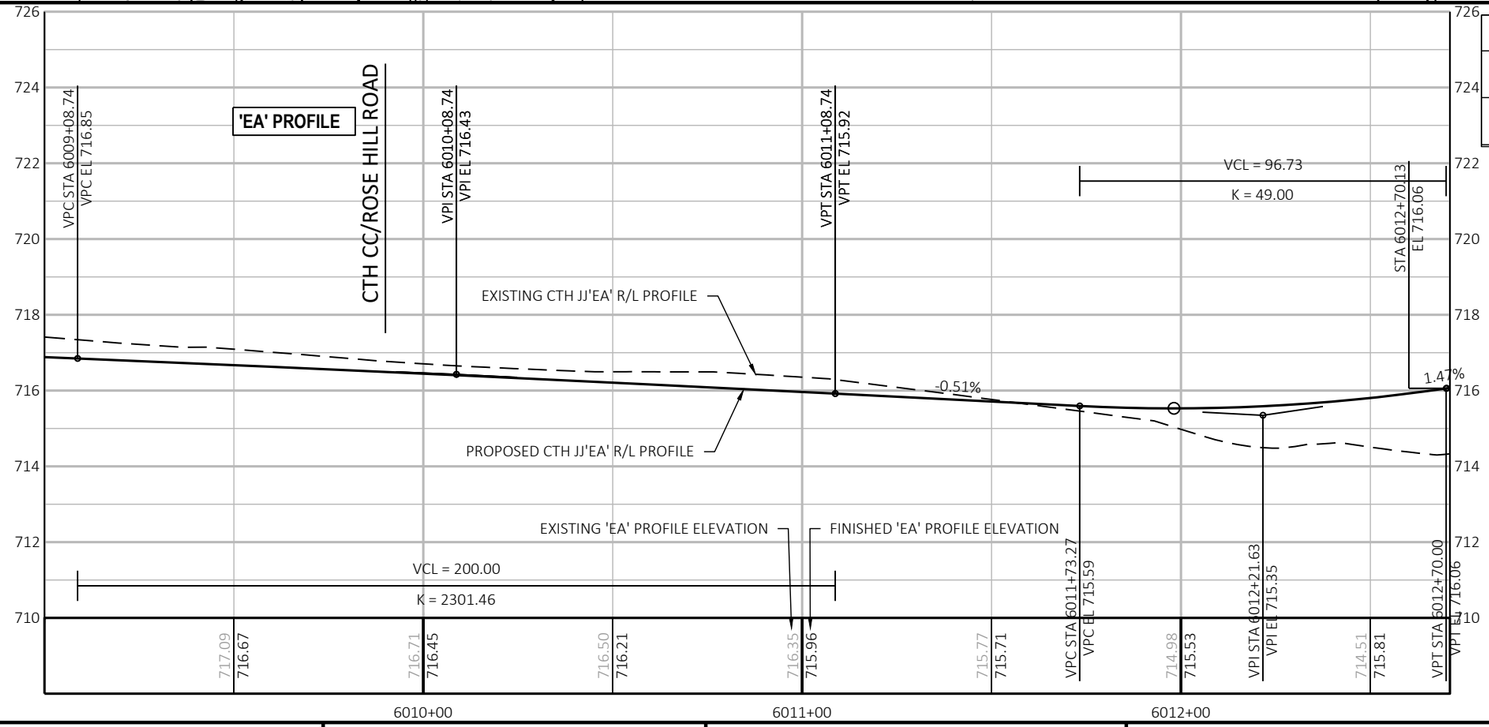
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ - WESTBOUND	SHEET 106	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050107-pp (WA)
PLOT DATE : 6/11/2021 8:50 AM PLOT BY : AXT, ANDREW PLOT NAME : PLOT SCALE : 1 IN:40 FT

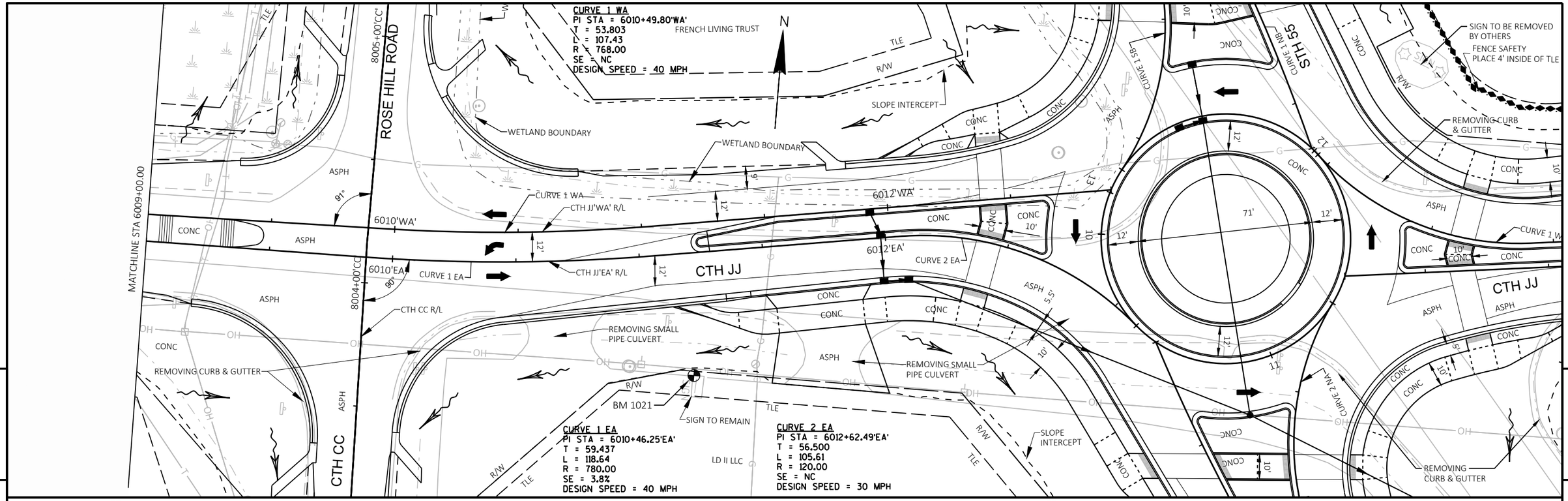




BENCH MARK TABLE

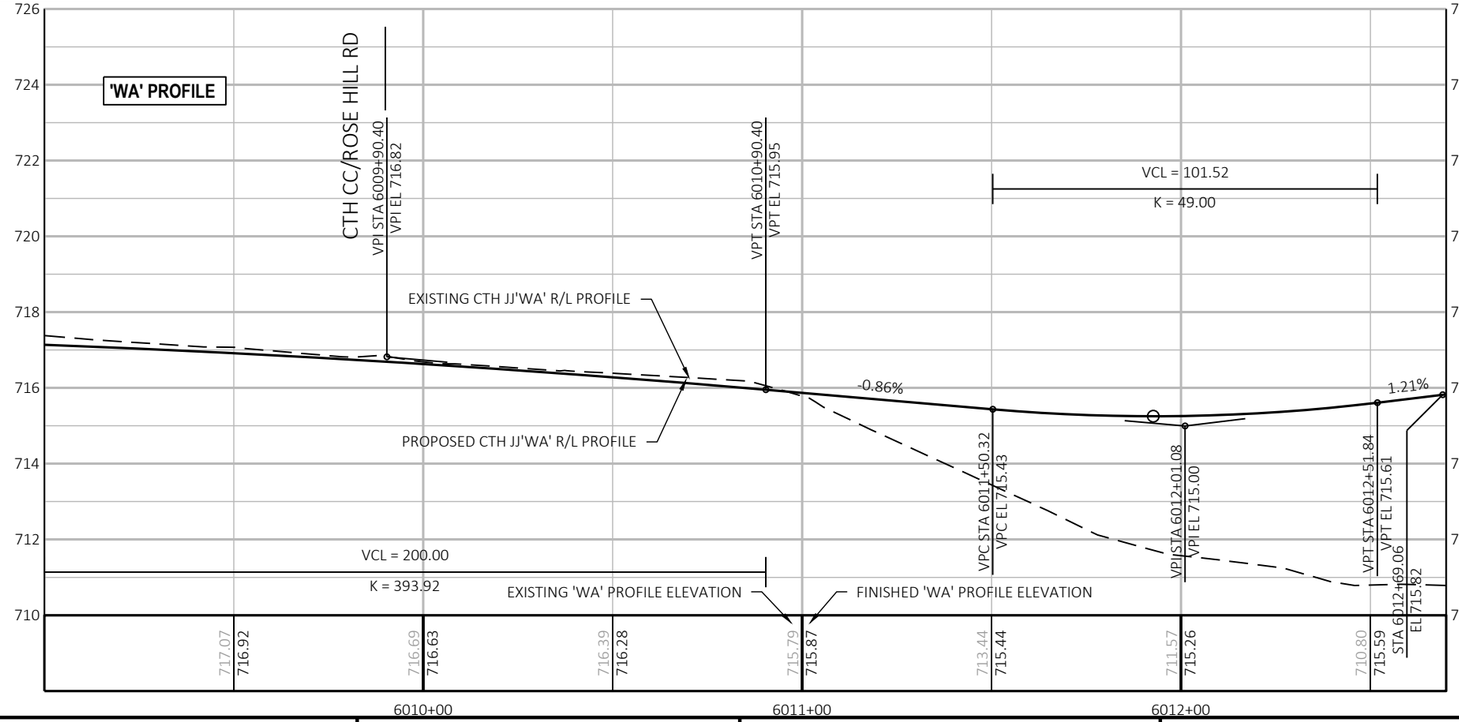
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1021	6011+18.26'EA', 49.56 RT	MARKER BOX ON THE NORTHWEST CORNER OF THE "STARLITE CLUB" SIGN BASE.	717.87

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ - EASTBOUND	SHEET 107	E



5

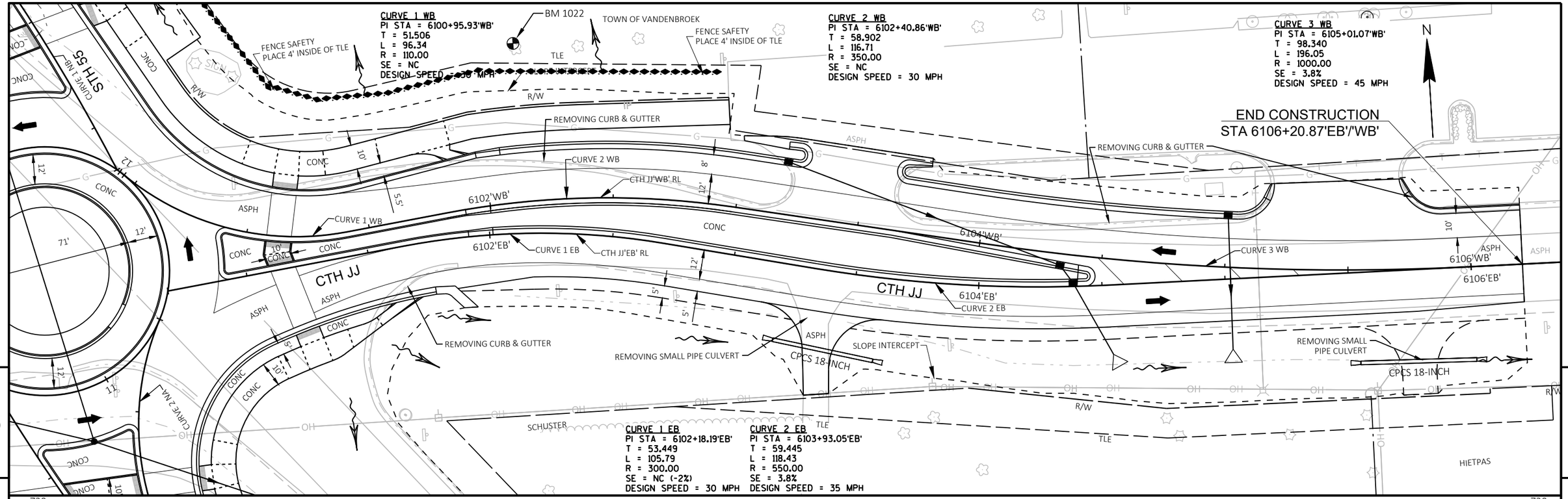
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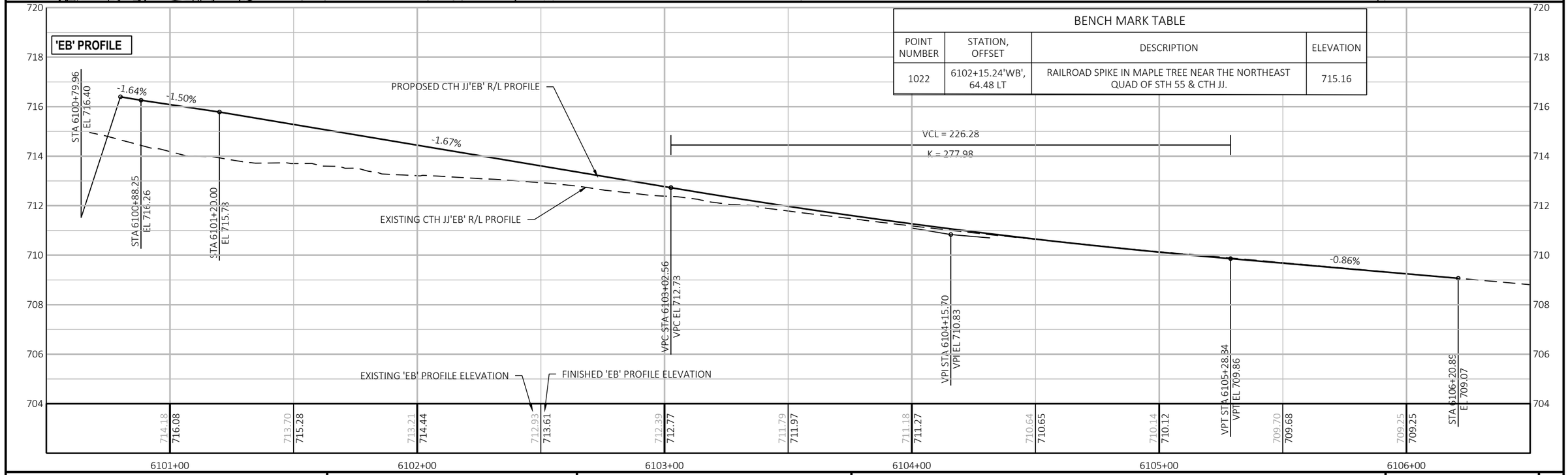


BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1021	6011+18.26'EA', 49.56 RT	MARKER BOX ON THE NORTHWEST CORNER OF THE "STARLITE CLUB" SIGN BASE.	717.87

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ - WESTBOUND	SHEET 108	E

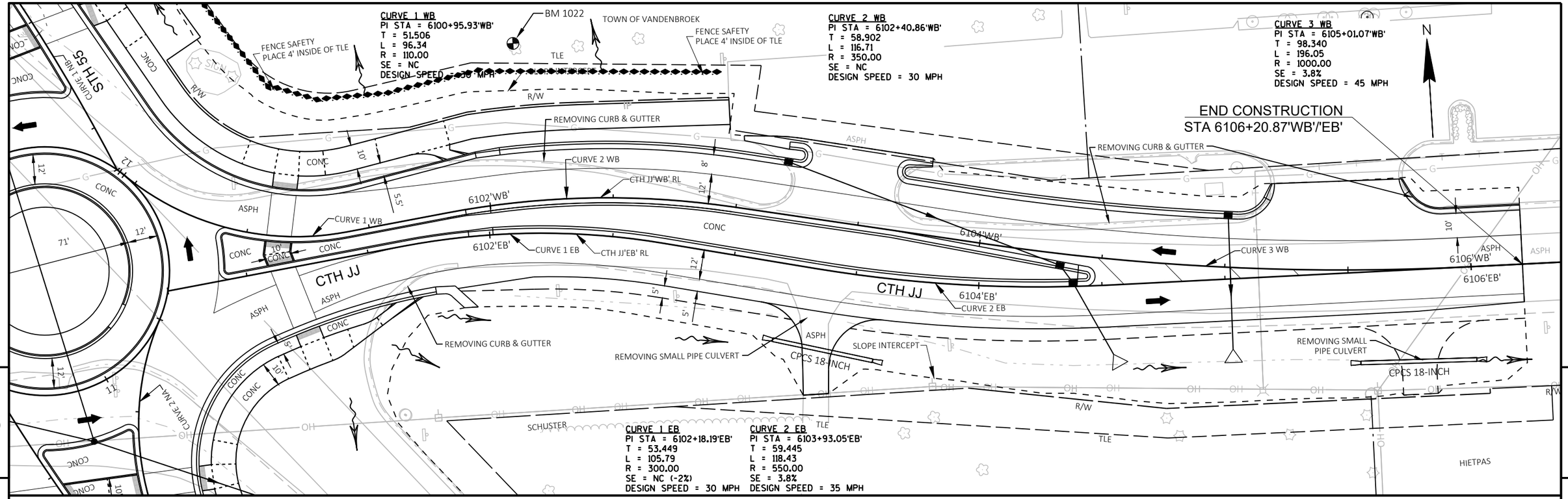
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050108-pp (WA)
PLOT DATE : 6/11/2021 8:50 AM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

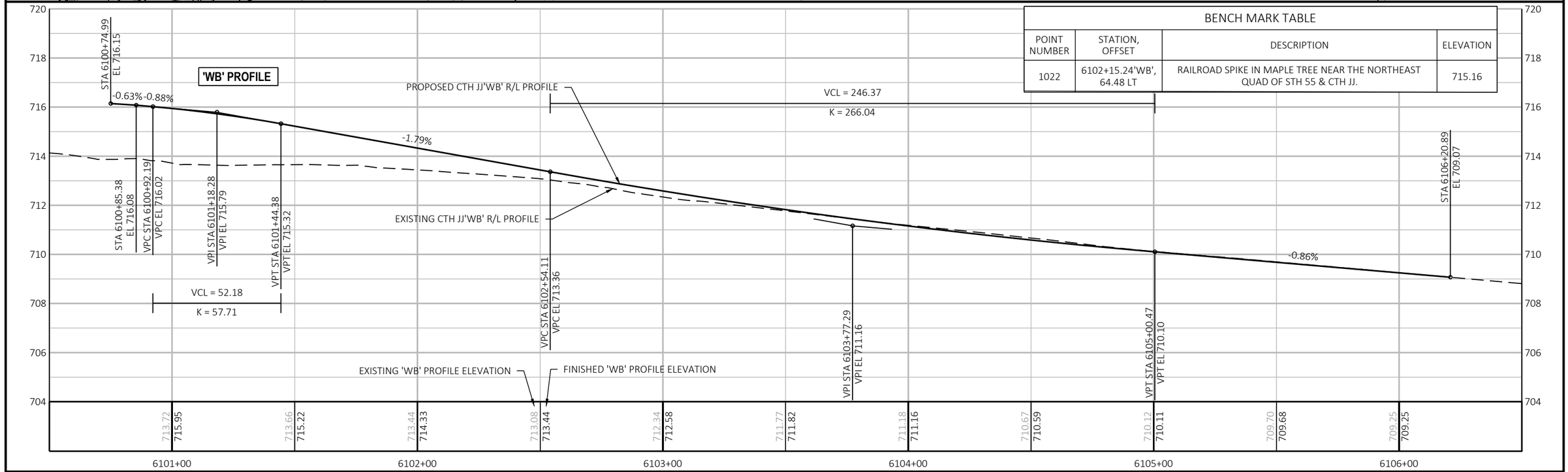




BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1022	6102+15.24'WB', 64.48 LT	RAILROAD SPIKE IN MAPLE TREE NEAR THE NORTHEAST QUAD OF STH 55 & CTH JJ.	715.16

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ - EASTBOUND	SHEET 109 E

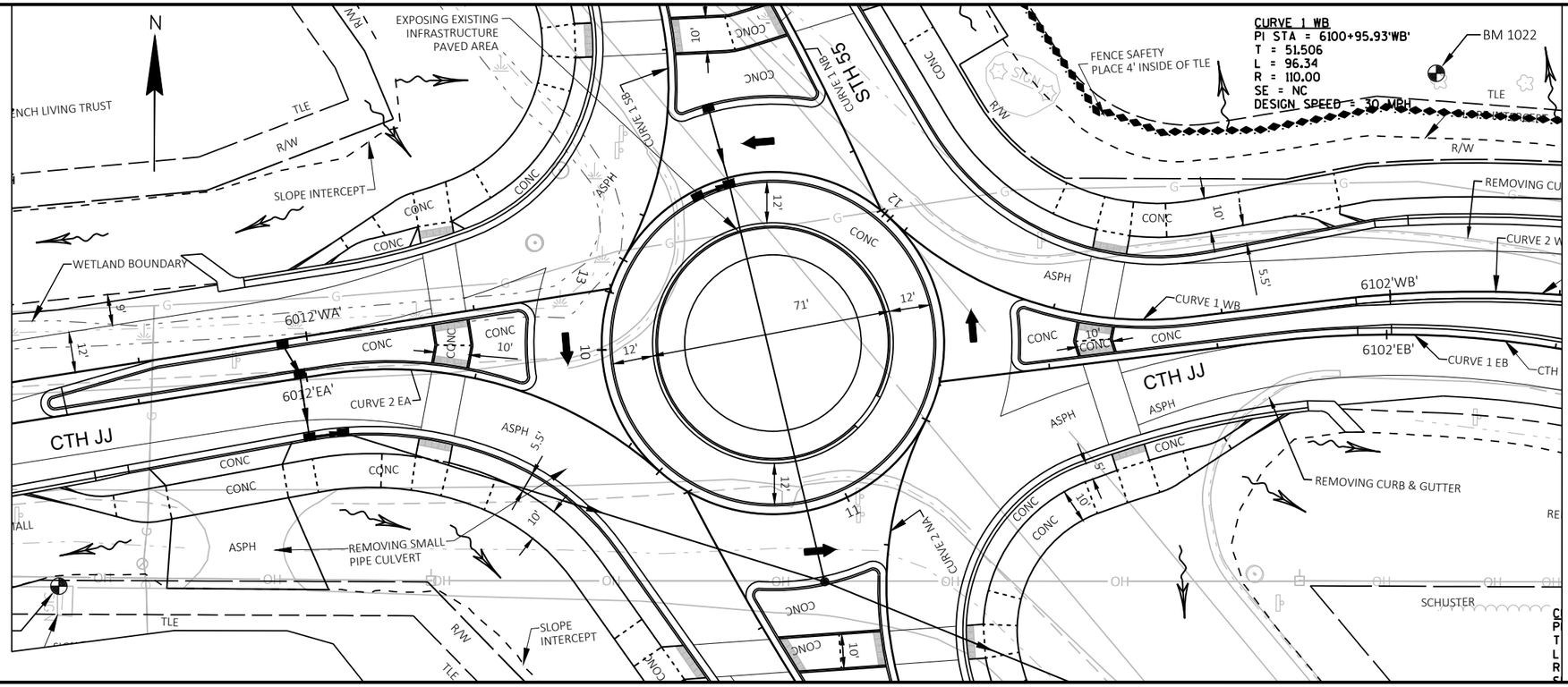


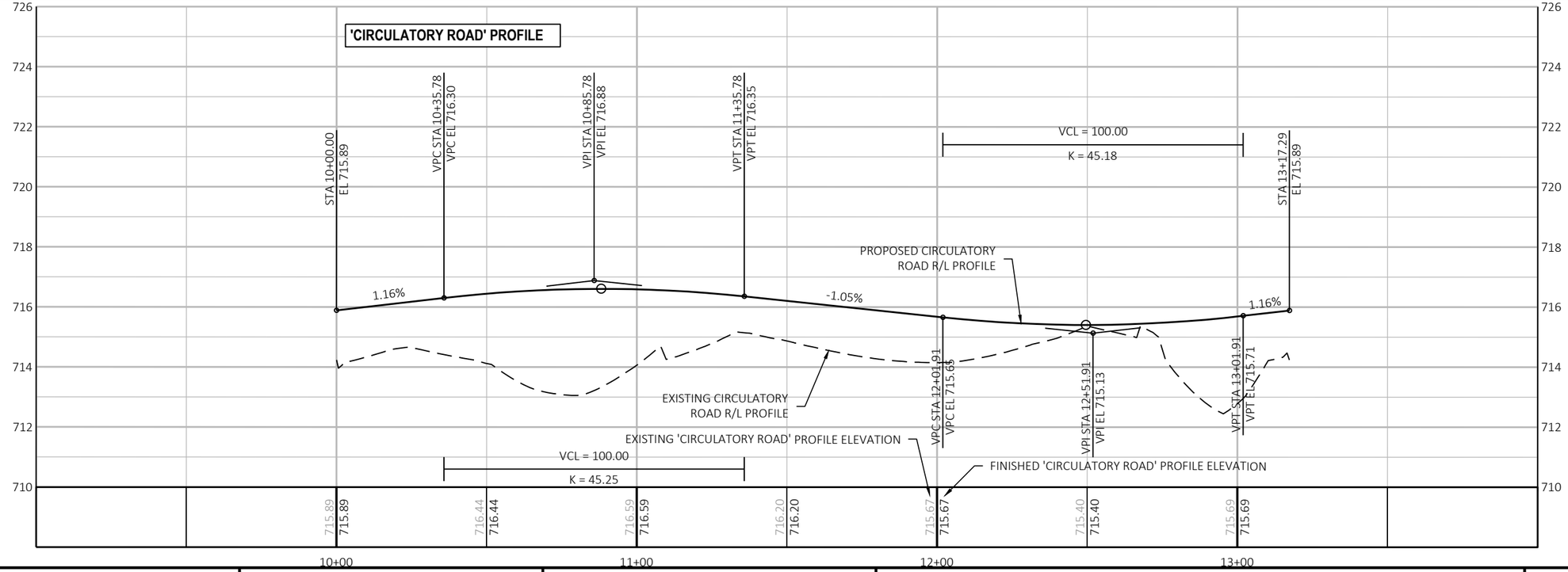


BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1022	6102+15.24'WB', 64.48 LT	RAILROAD SPIKE IN MAPLE TREE NEAR THE NORTHEAST QUAD OF STH 55 & CTH JJ.	715.16

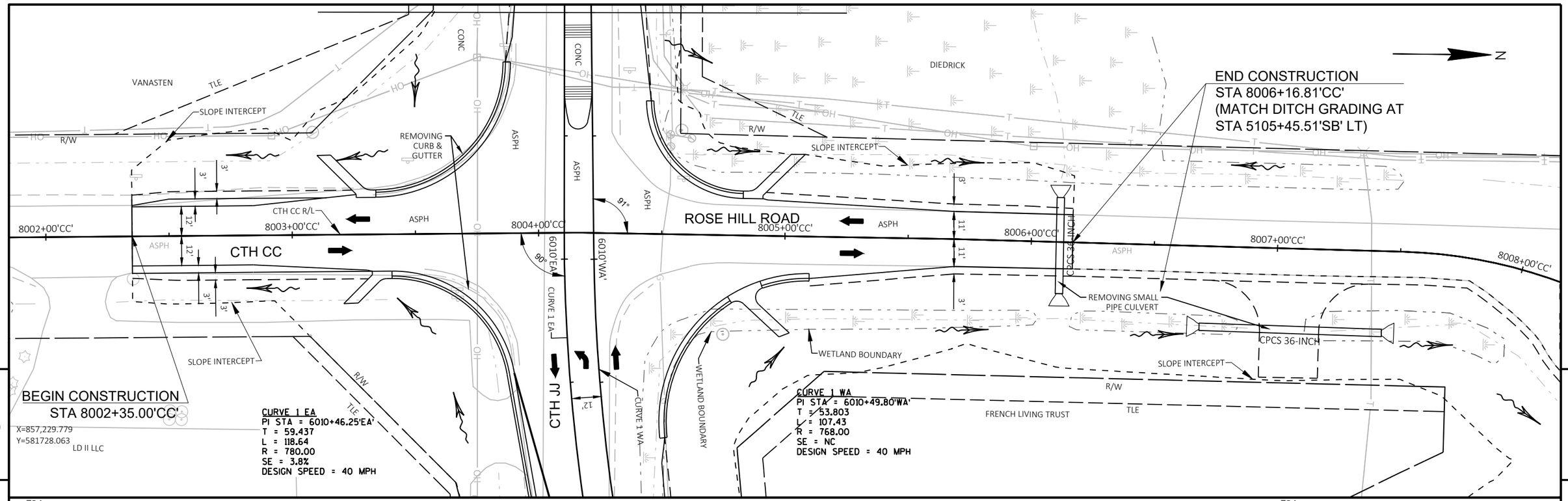
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ - WESTBOUND	SHEET 110 E

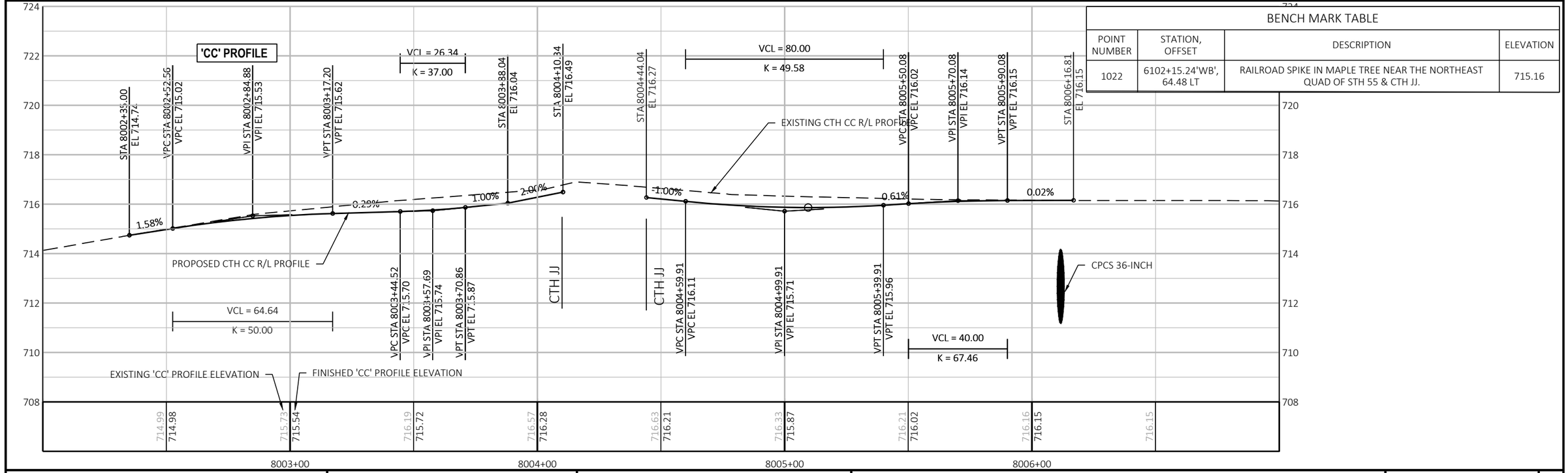
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\050101-PP-RAB.DWG
LAYOUT NAME - 050109-pp (WB)
PLOT DATE : 6/11/2021 8:50 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : Custom





PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CIRCULATORY ROADWAY	SHEET 111	E





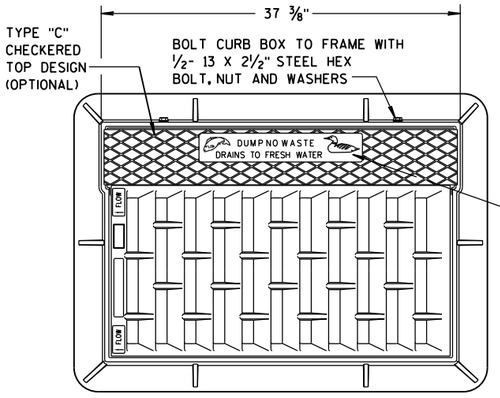
BENCH MARK TABLE			
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1022	6102+15.24'WB', 64.48 LT	RAILROAD SPIKE IN MAPLE TREE NEAR THE NORTHEAST QUAD OF STH 55 & CTH JJ.	715.16

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH CC/ROSE HILL ROAD	SHEET 112	E

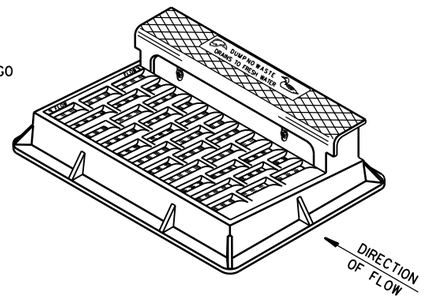
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
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
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B01-05	CONCRETE CORRUGATED MEDIAN
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C19-03	HMA LONGITUDINAL JOINTS
14A02-01	TREE PLANTING DETAIL
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B51-01A	ANCHOR POST ASSEMBLY TOP-MOUNTED
14B51-01B	ANCHOR POST ASSEMBLY TOP-MOUNTED
14B51-01C	ANCHOR POST ASSEMBLY TOP-MOUNTED
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-05	MEDIAN ISLAND MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

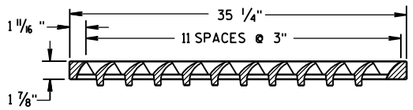
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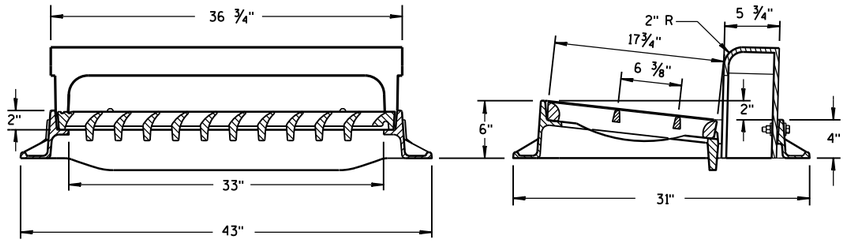


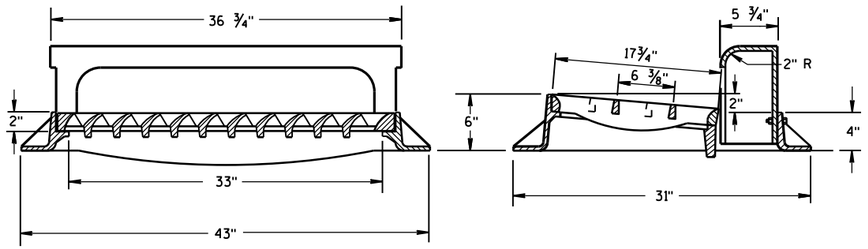
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

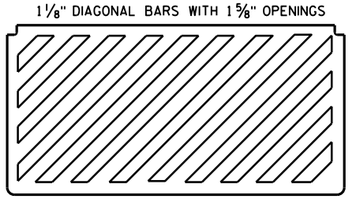






TYPE "H"

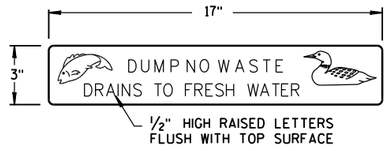
NOTE: EITHER CASTING IS ACCEPTABLE



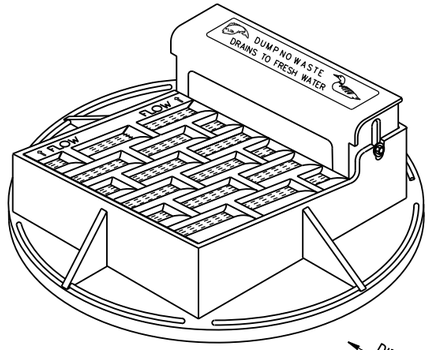
SPECIAL GRATE FOR TYPE "H" COVER

(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"

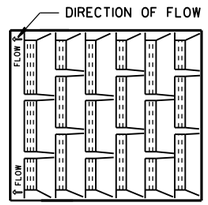
NOTE:
GRATE IS REVERSIBLE.

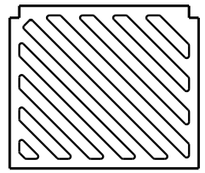
GENERAL NOTES

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.

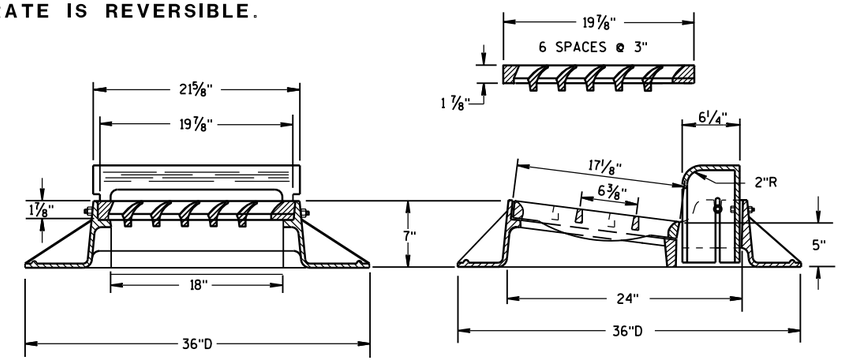




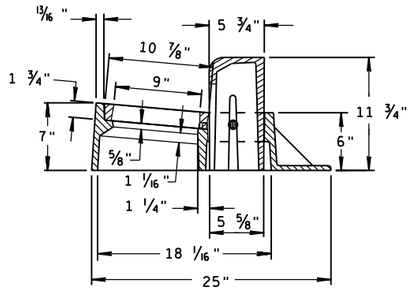
SPECIAL GRATE FOR TYPE "A" COVER

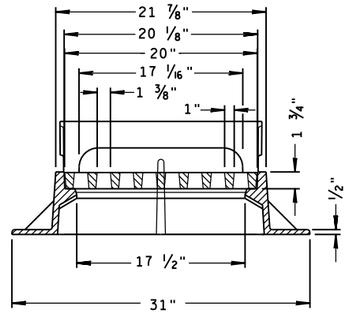
(MEASURES 19 3/4" X 17" X 1 7/8")

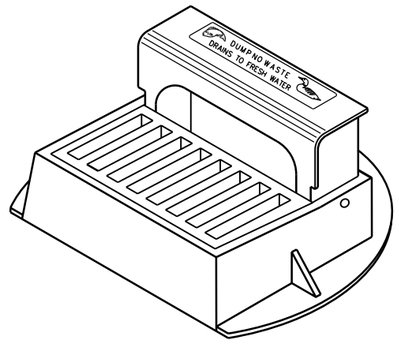
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

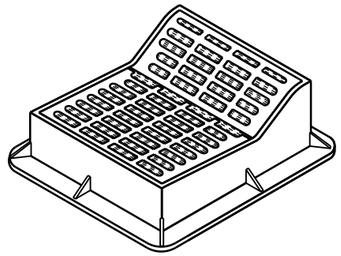
INLET COVERS
TYPE A, H, A-S, H-S & Z

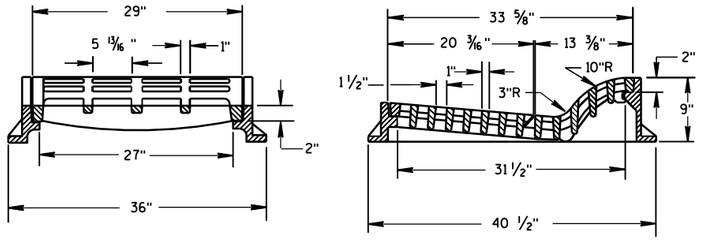
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

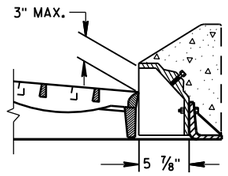
S.D.D. 8 A 5-19a





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

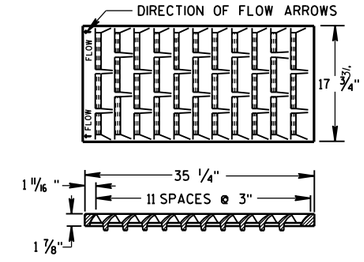
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

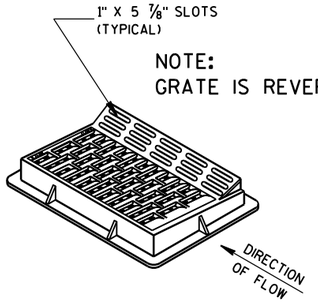
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

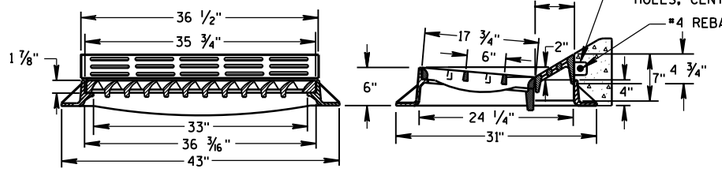
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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





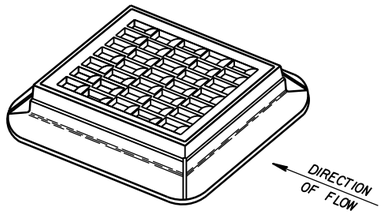
NOTE:
GRATE IS REVERSIBLE.

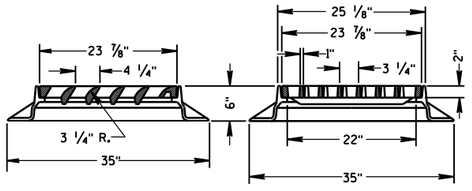


TYPE "HM"

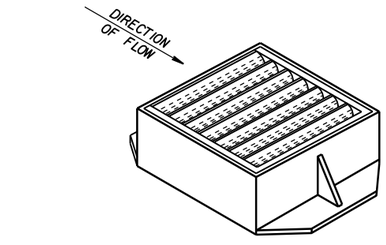
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

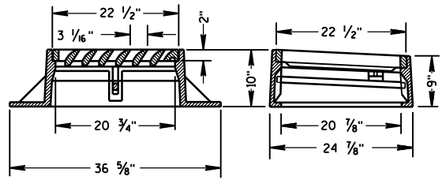
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



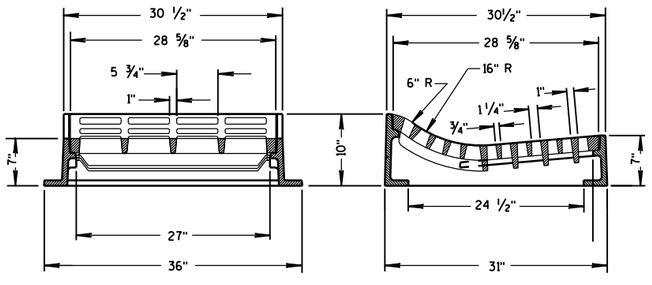


TYPE "S"



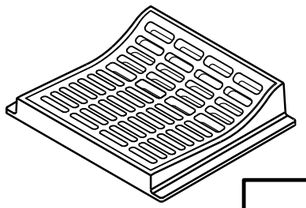


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

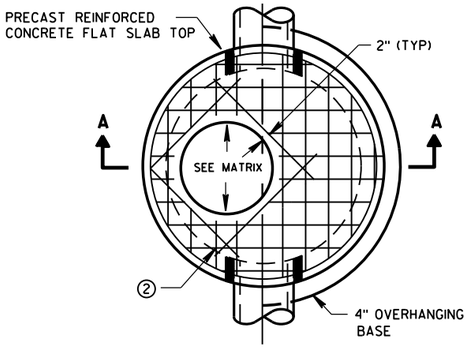
FHWA

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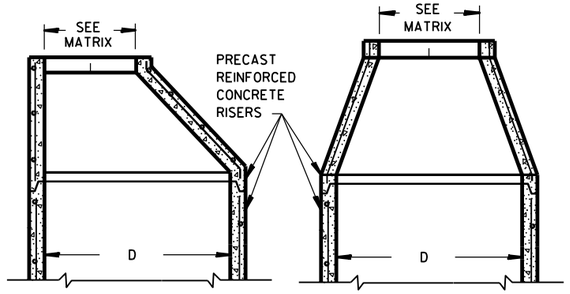
S.D.D. 8 A 5-19c

6

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

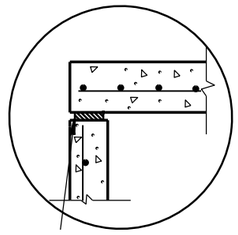


PLAN VIEW CIRCULAR OPENING

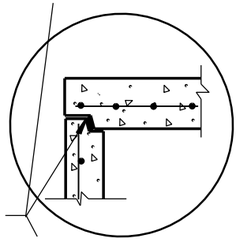


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

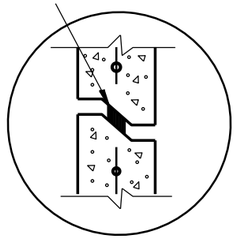


TOP WITH PLAIN END JOINT



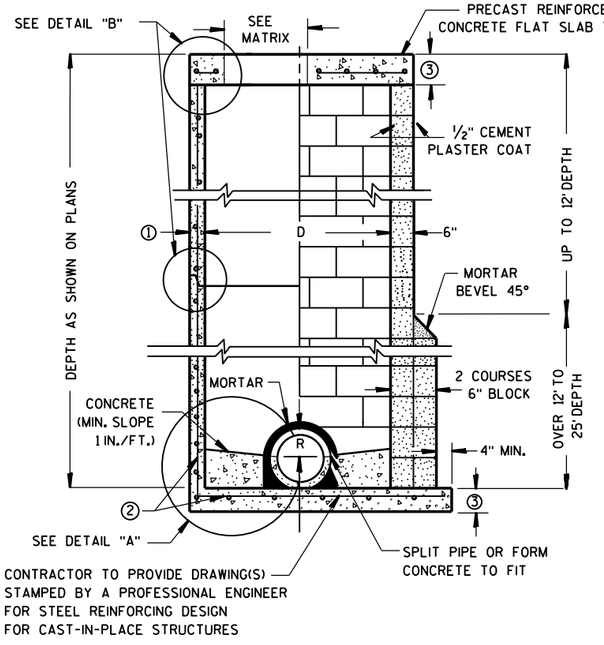
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



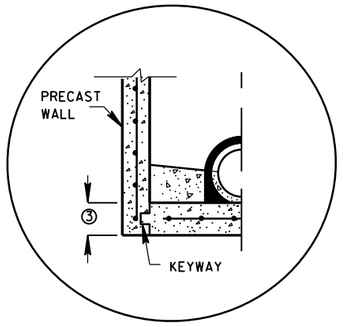
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

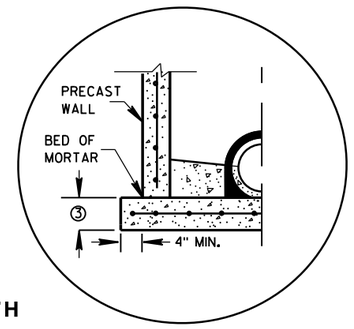


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

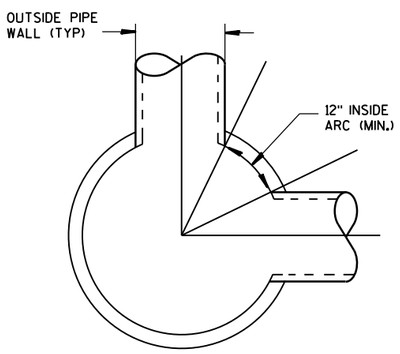


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



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
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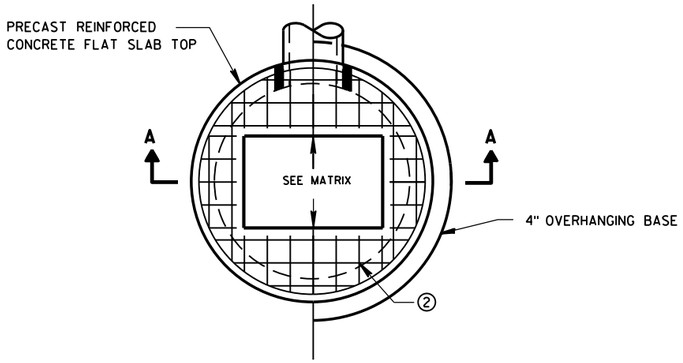
APPROVED

Sept., 2016
DATE

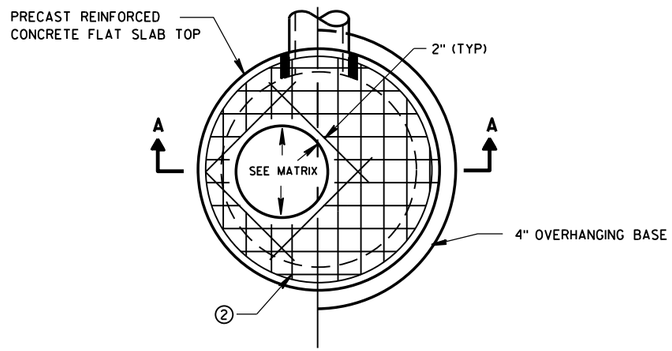
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

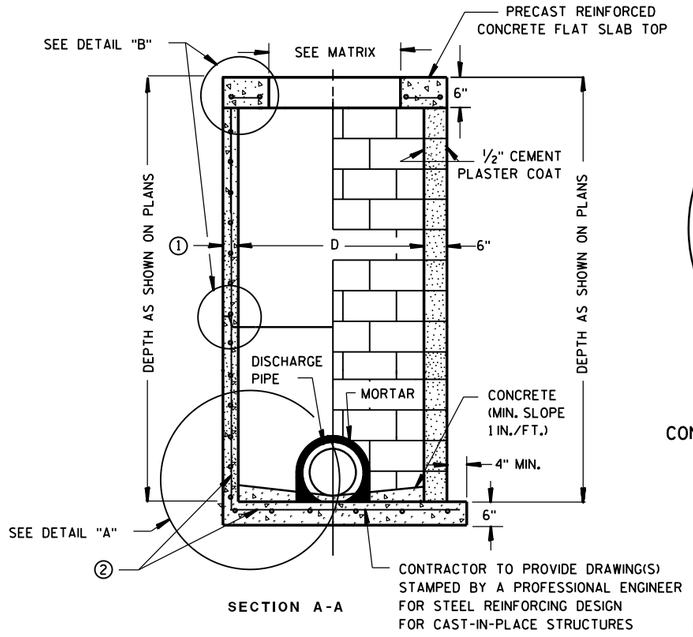
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

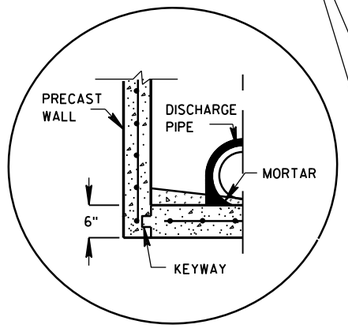


SECTION A-A

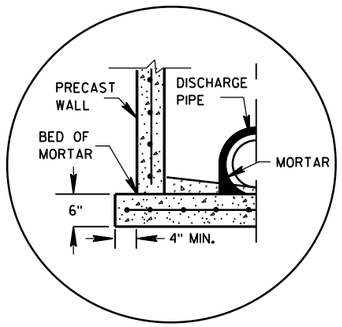
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

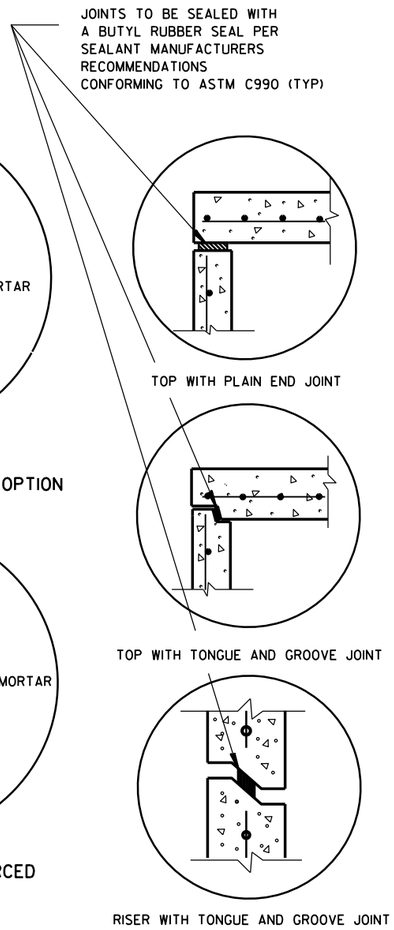


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "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.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

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.

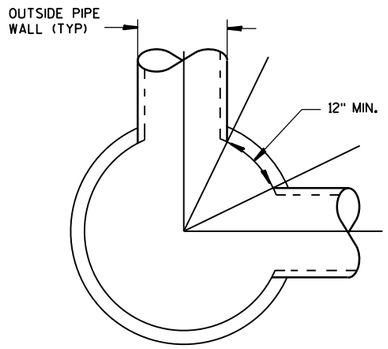
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

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

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

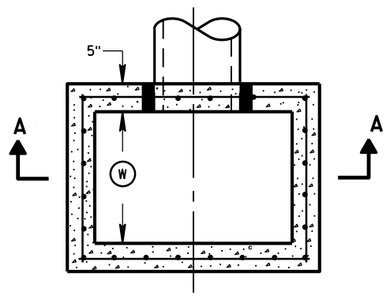
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S.D.D. 8 C 6-2

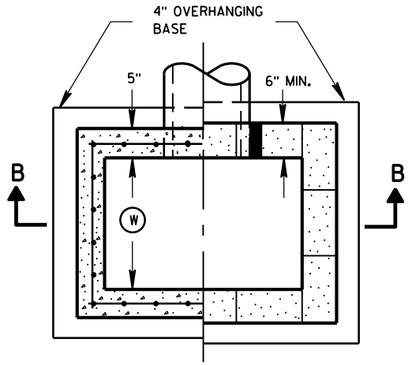
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S.D.D. 8 C 6-2

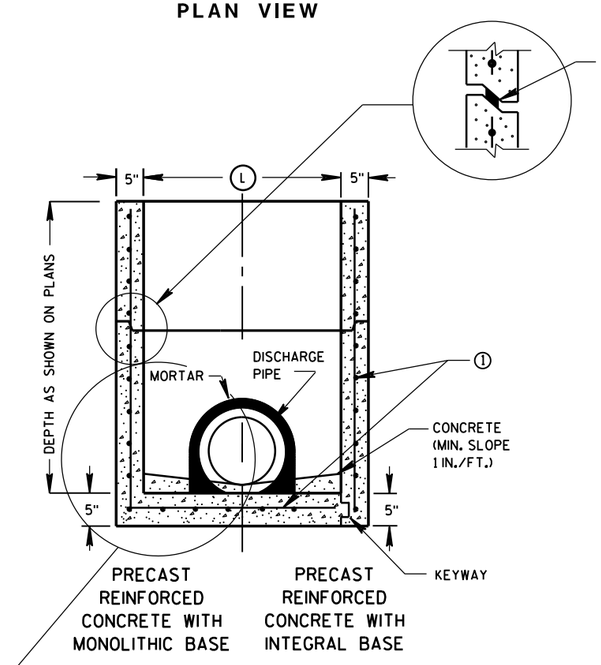
INLETS 3-FT AND 4-FT DIAMETER



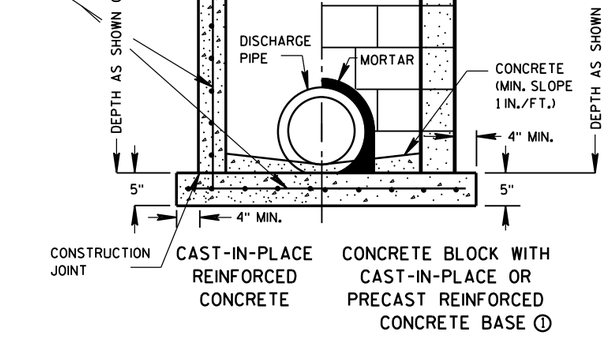
PLAN VIEW



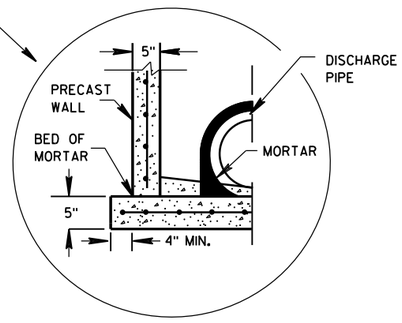
PLAN VIEW



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.

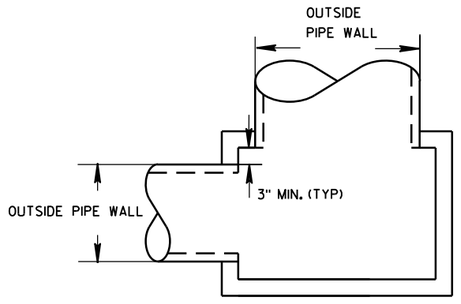
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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



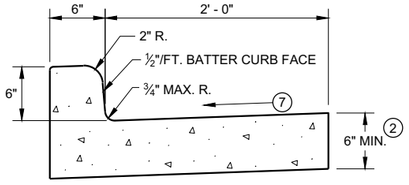
DETAIL "A"

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

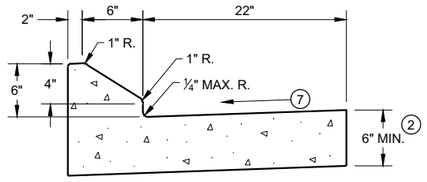
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

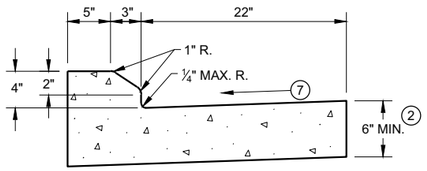
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



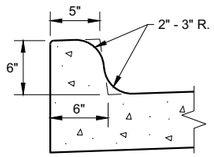
TYPES A (1) & D



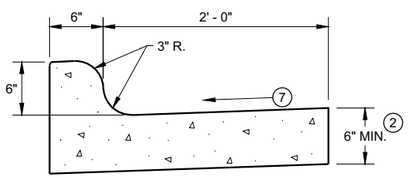
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

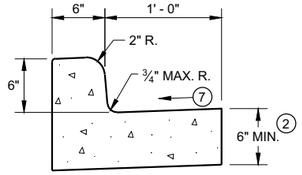


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



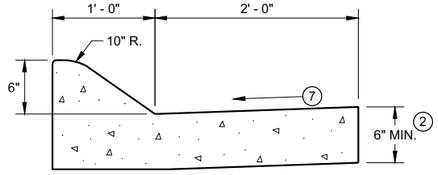
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

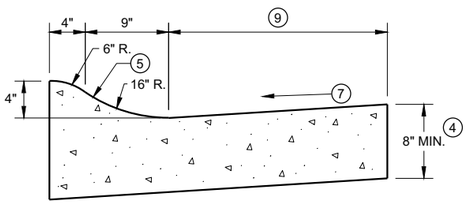
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

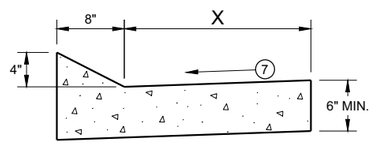
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

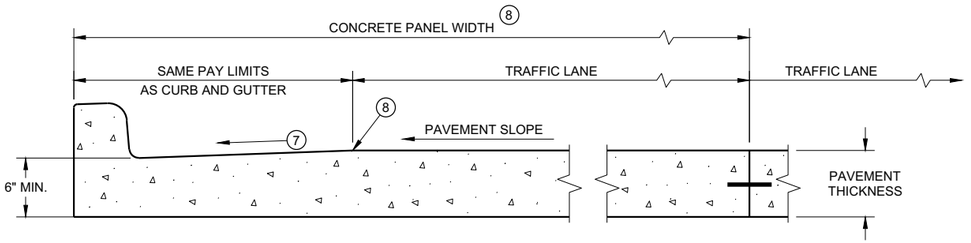


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

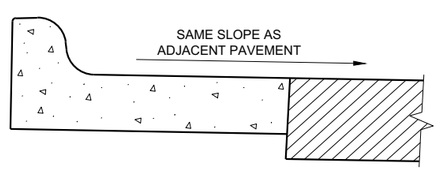
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

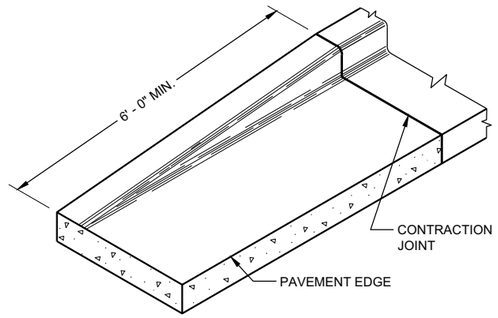
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

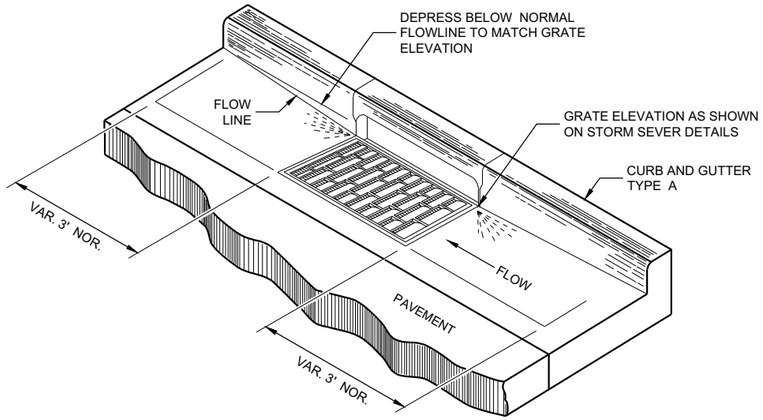
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

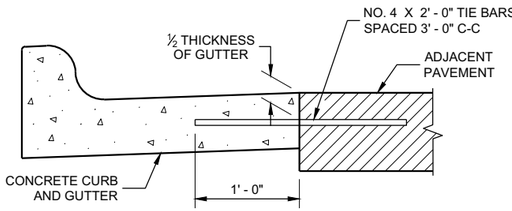
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

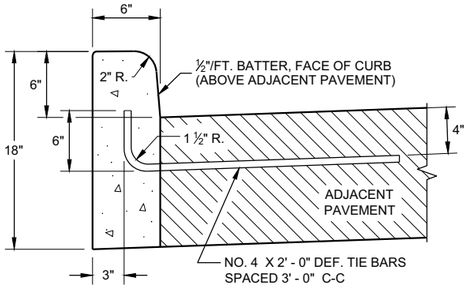
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

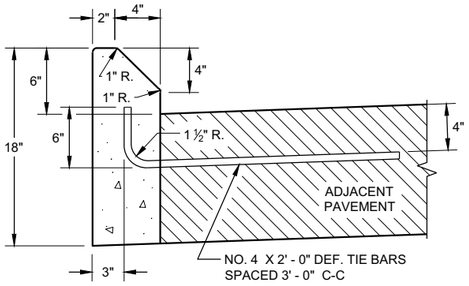
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

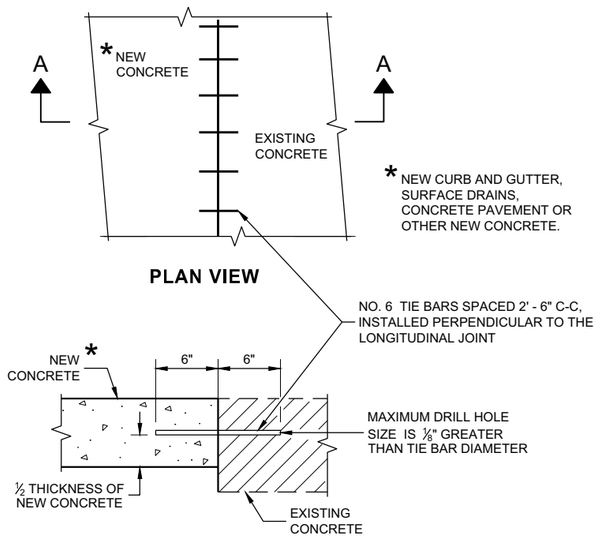


TYPES A (1) & D



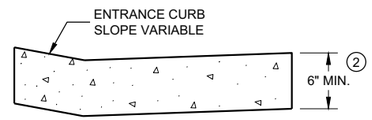
TYPES G (1) & J

CONCRETE CURB



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

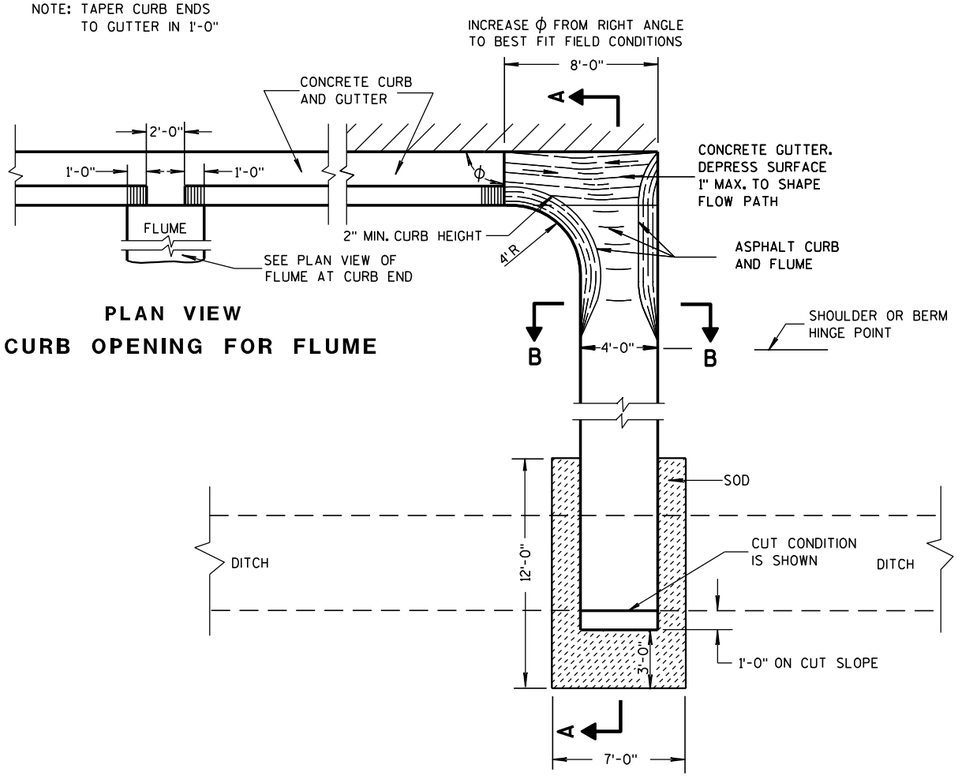
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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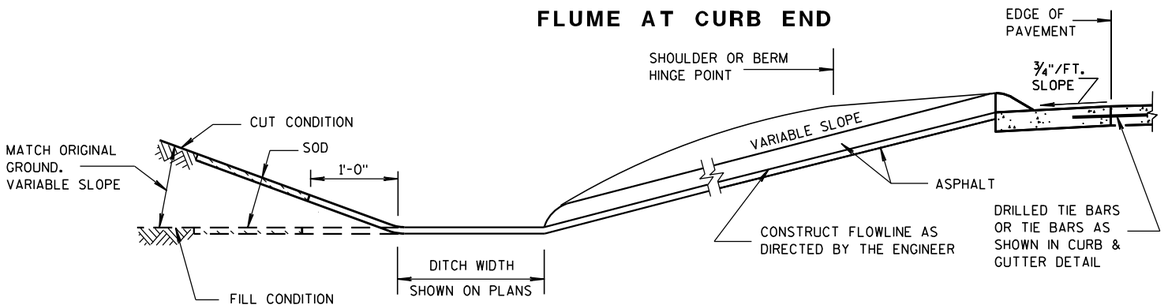
SDD08D01 - 22b

ASPHALTIC FLUME

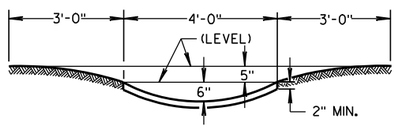


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

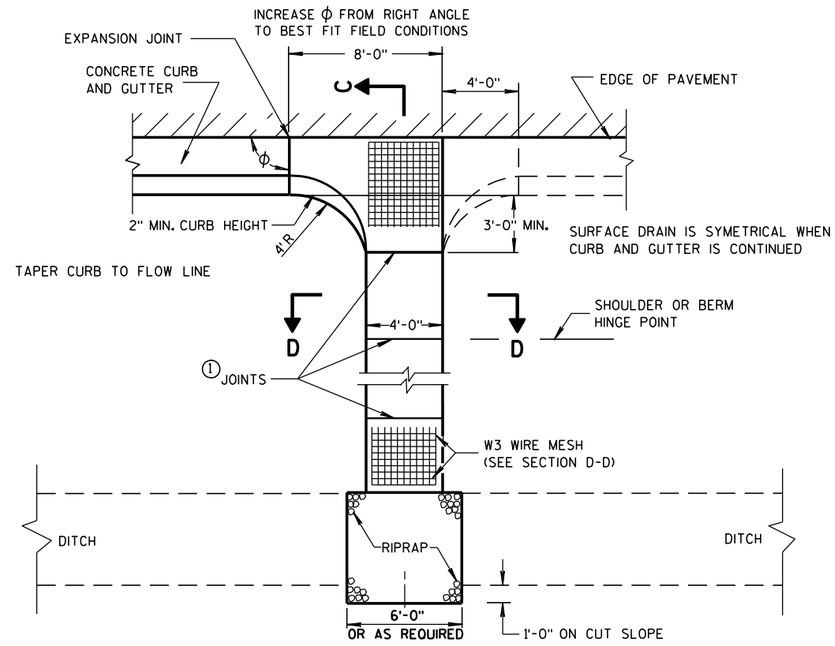
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

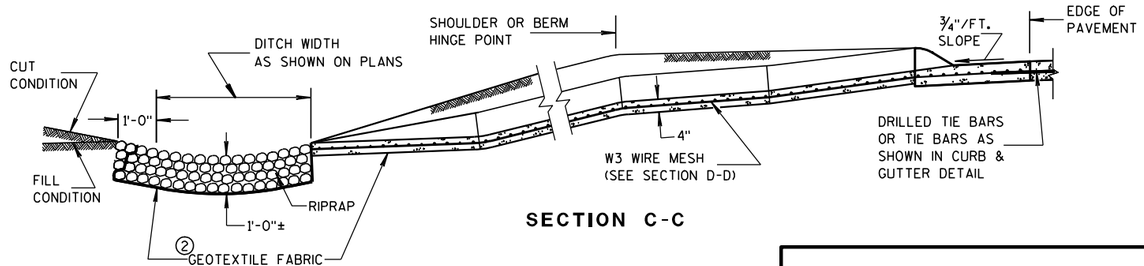
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

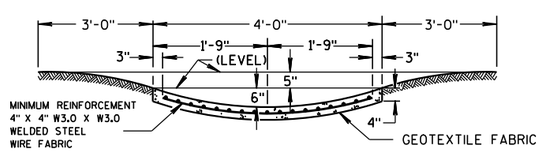
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

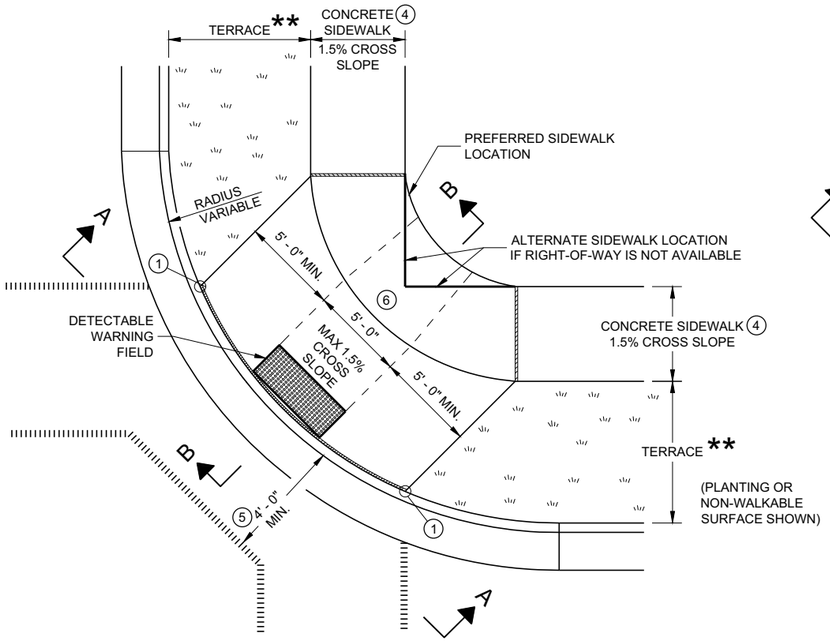
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

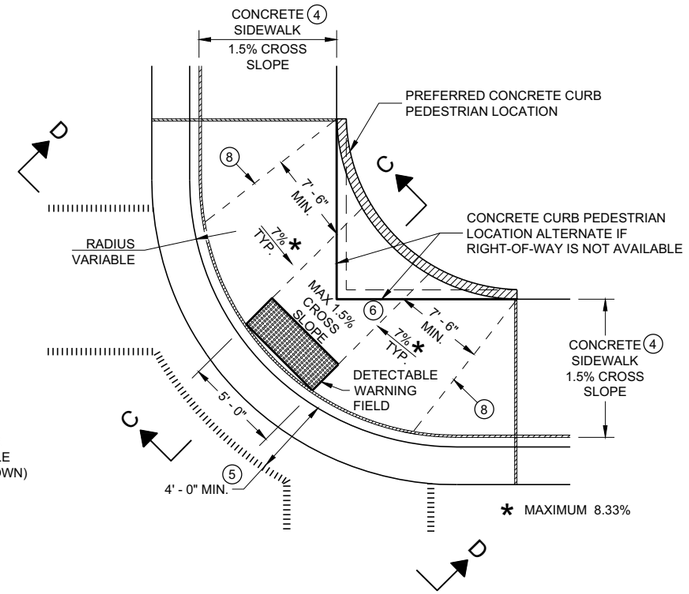
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

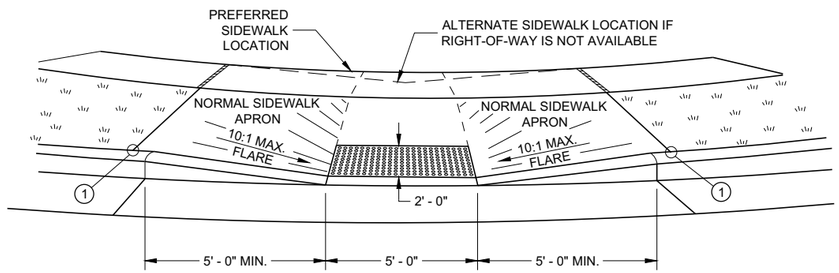
(CENTER OF CORNER RADIUS)



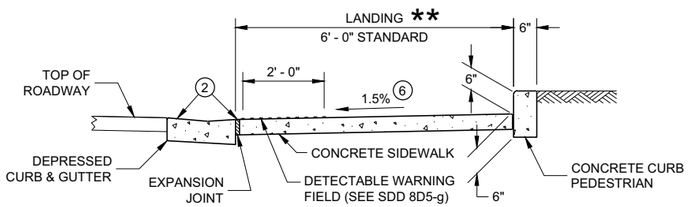
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

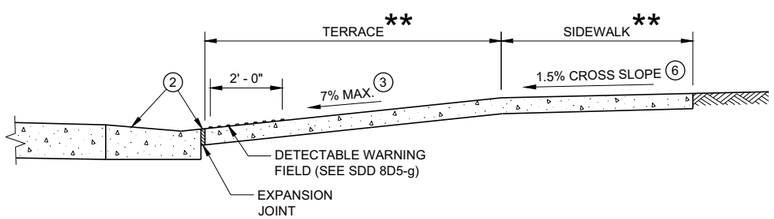


VIEW A - A FOR TYPE 1

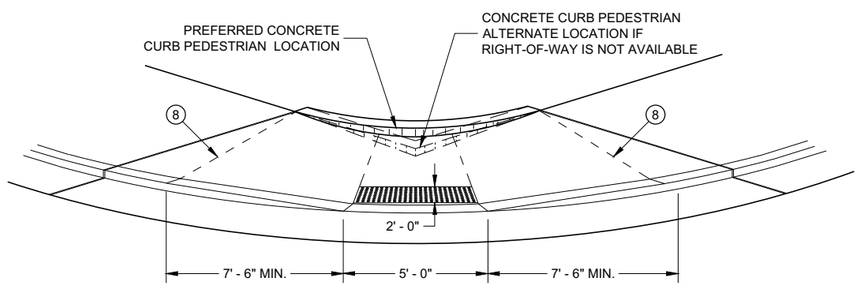


SECTION C - C FOR TYPE 1 - A

** 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

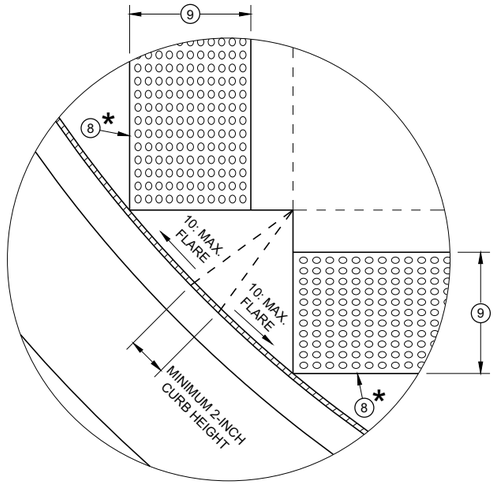
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

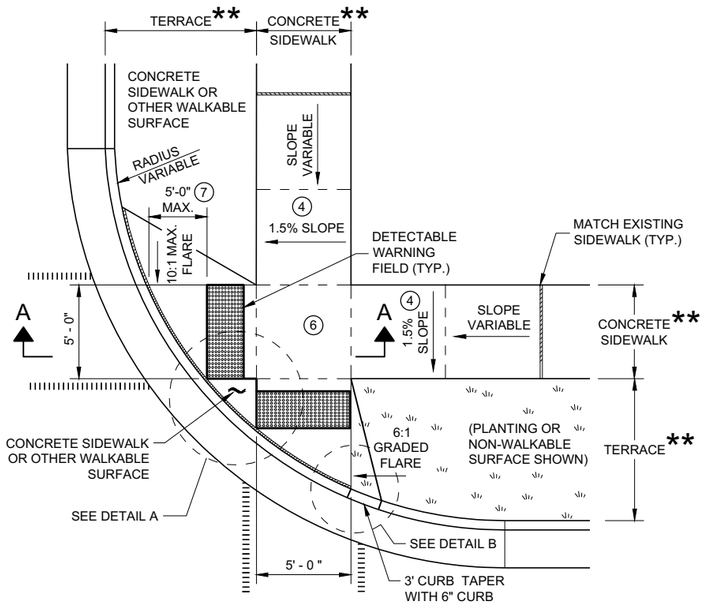
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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.

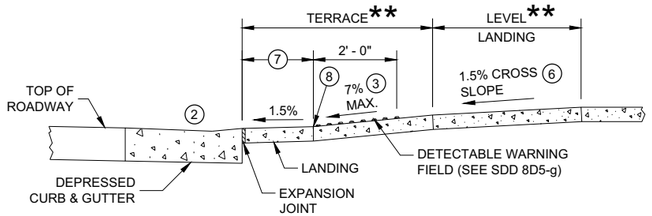
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

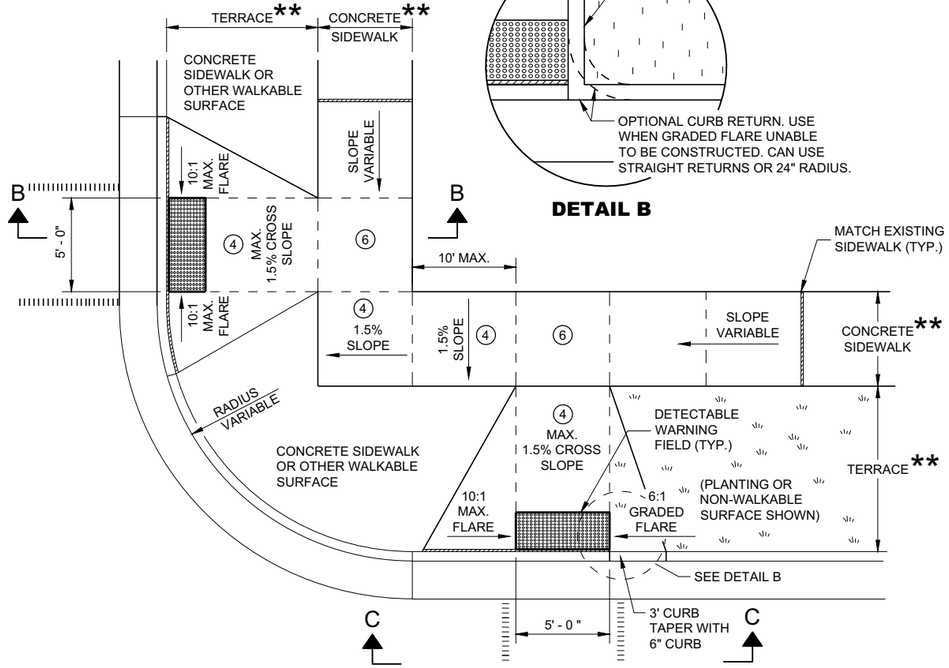
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

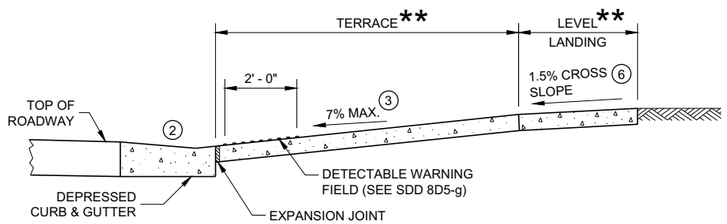
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

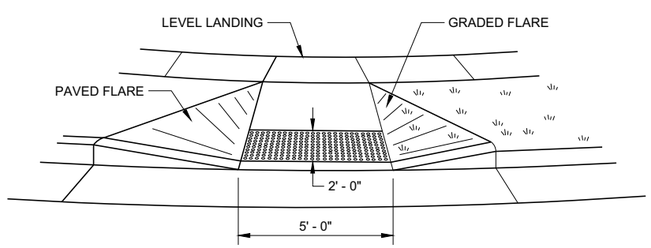
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



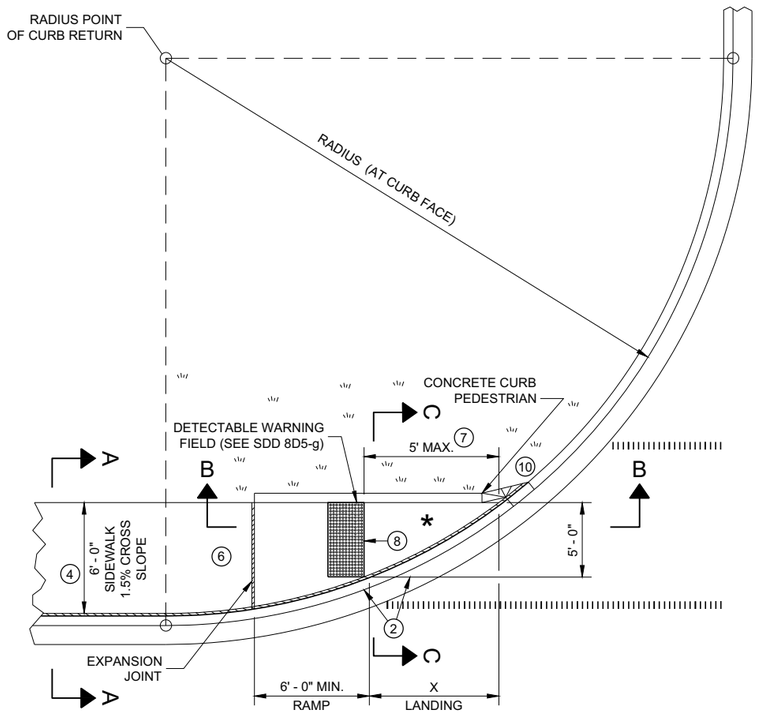
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

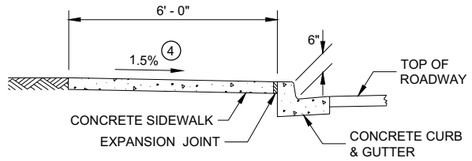


PLAN VIEW

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.

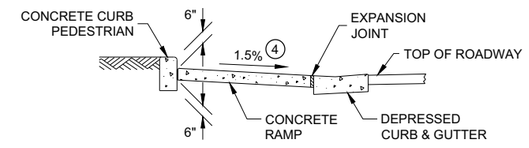
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

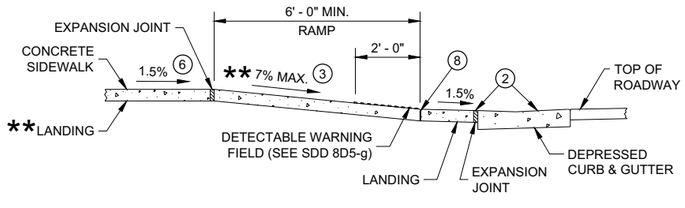
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



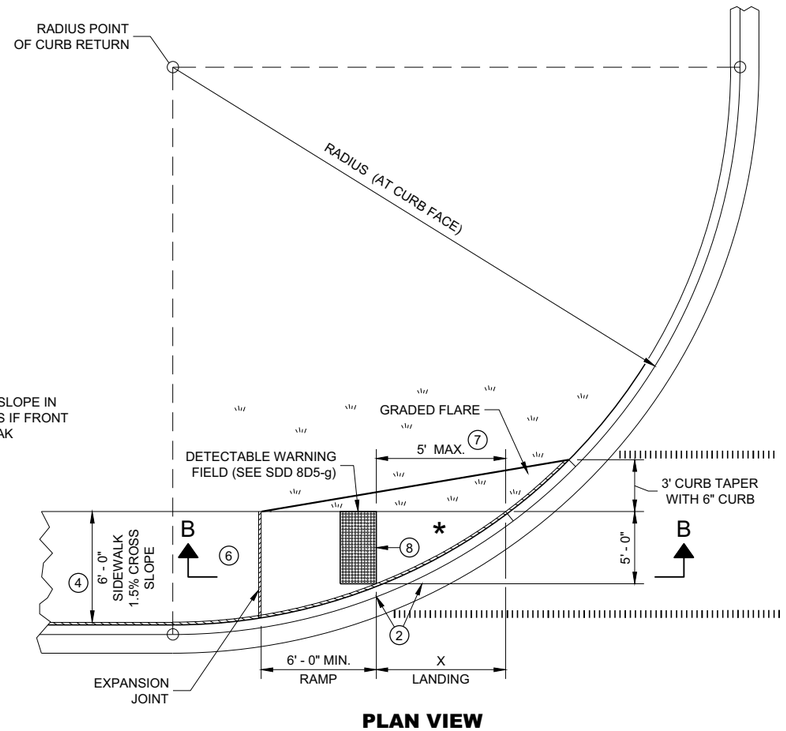
SECTION C - C FOR TYPE 4A



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

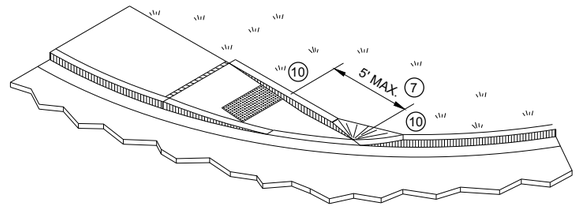
SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

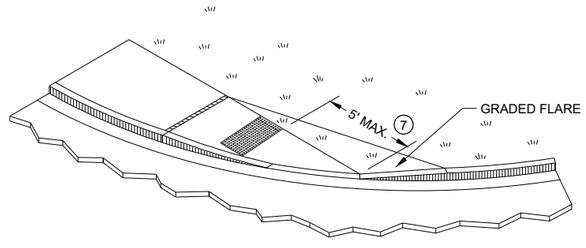


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



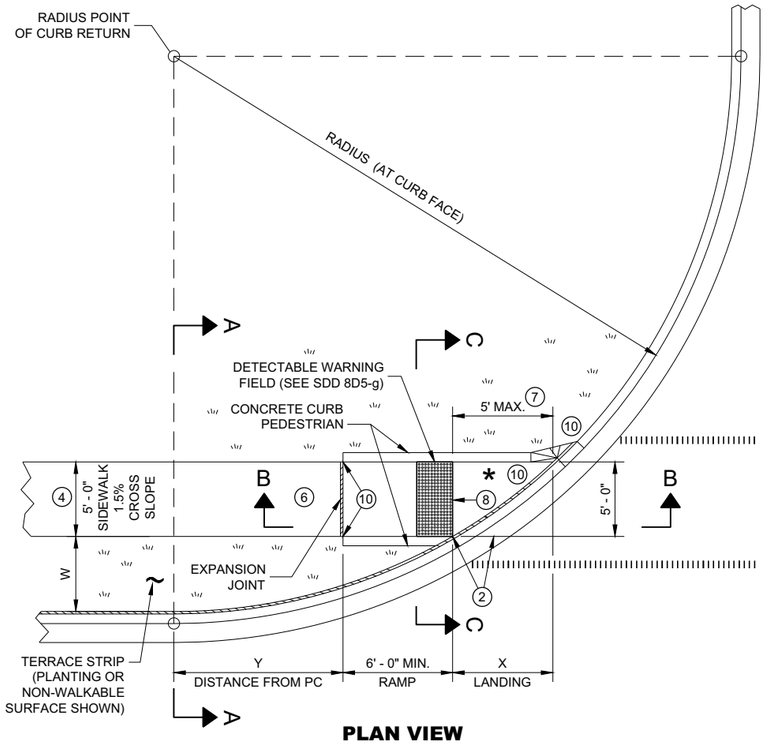
ISOMETRIC VIEW FOR TYPE 4A1

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.

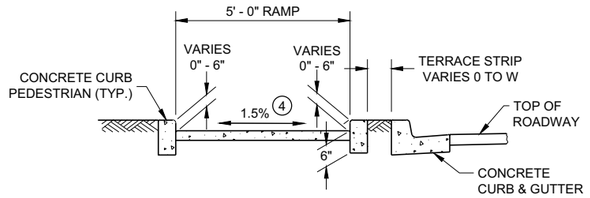
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

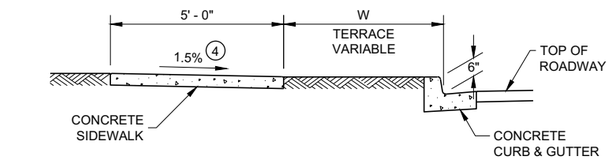
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

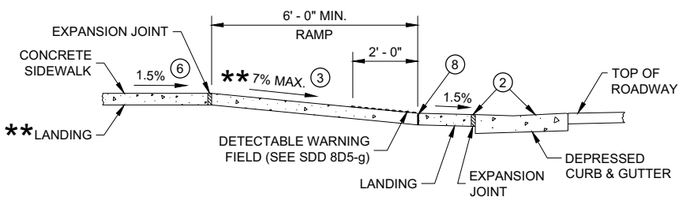
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



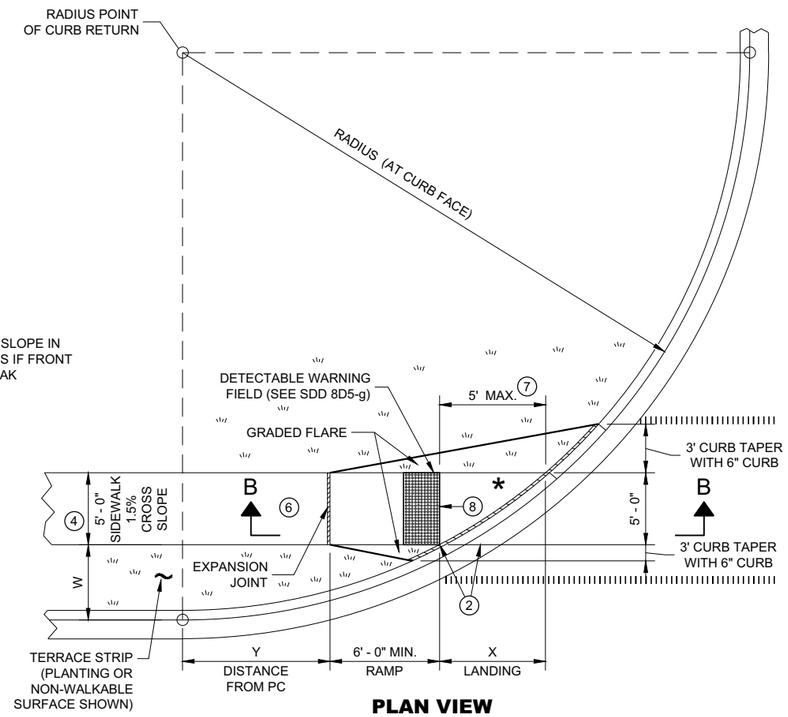
SECTION A - A FOR TYPE 4B



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

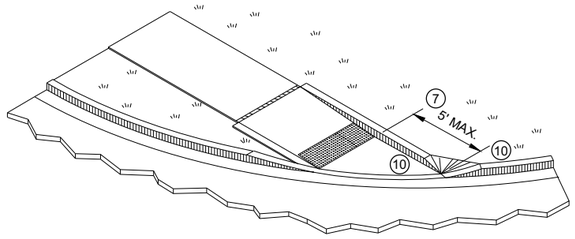
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

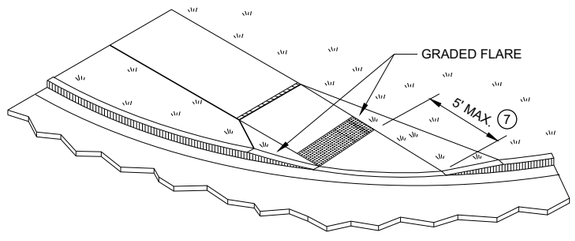


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



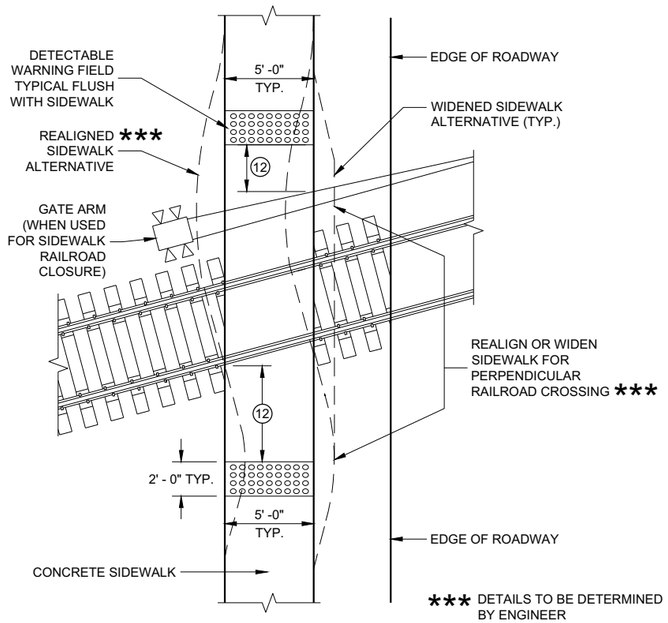
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

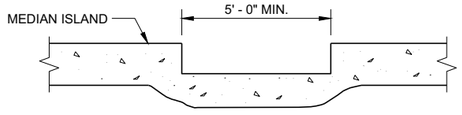
6

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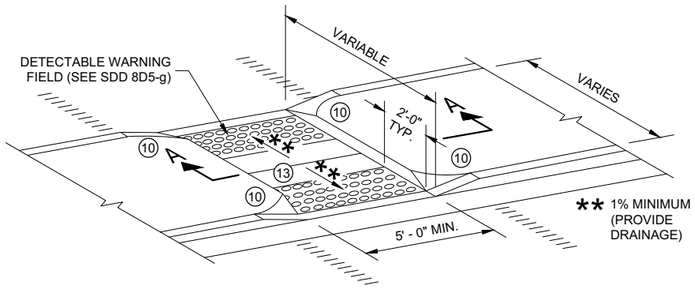


CURB RAMP TYPE 8

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.

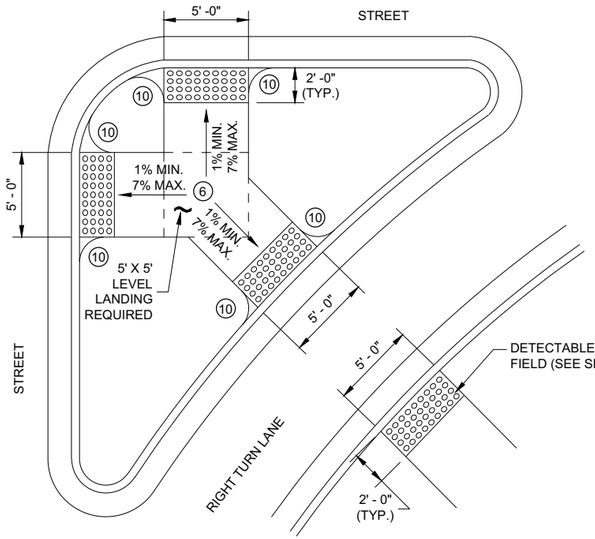
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

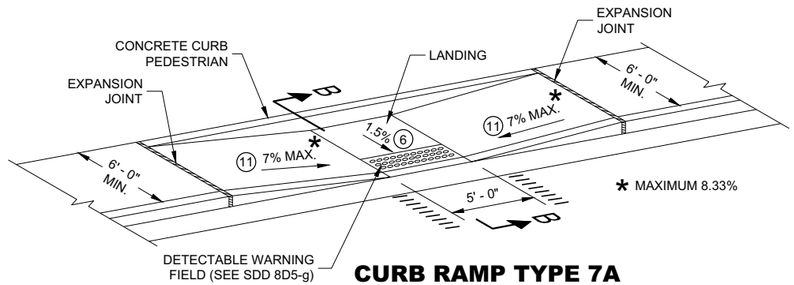
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

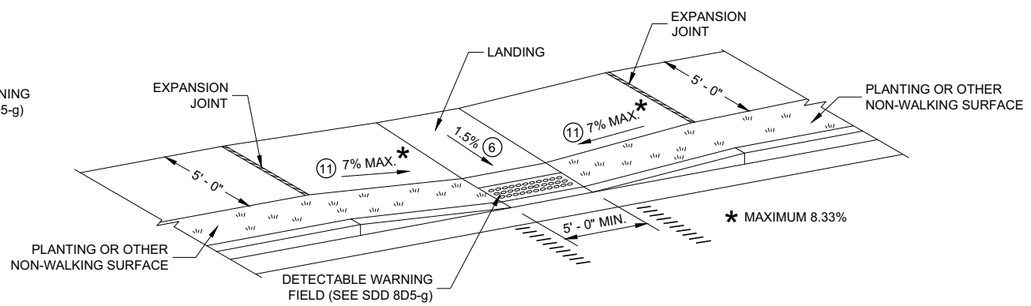
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

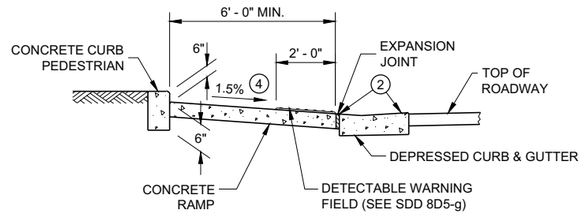
MID BLOCK CROSSING



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

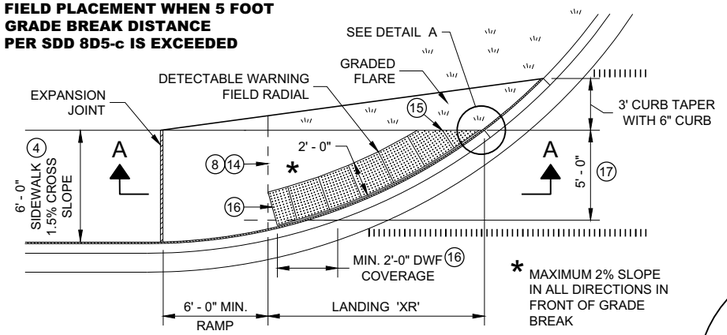
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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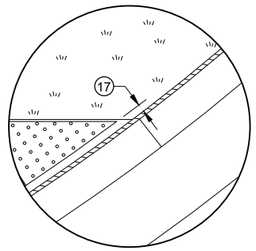
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



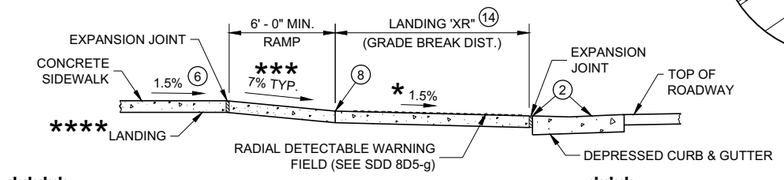
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

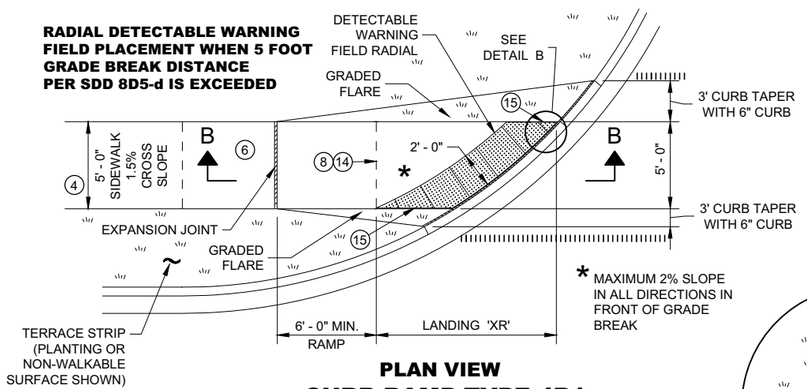


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

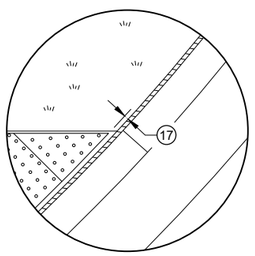
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



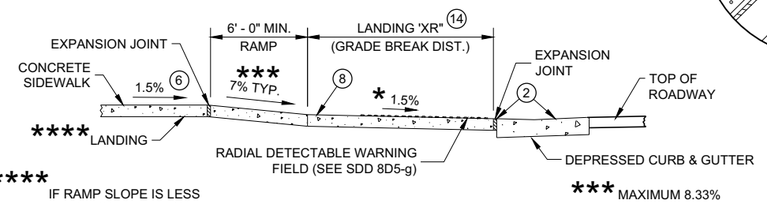
PLAN VIEW

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.

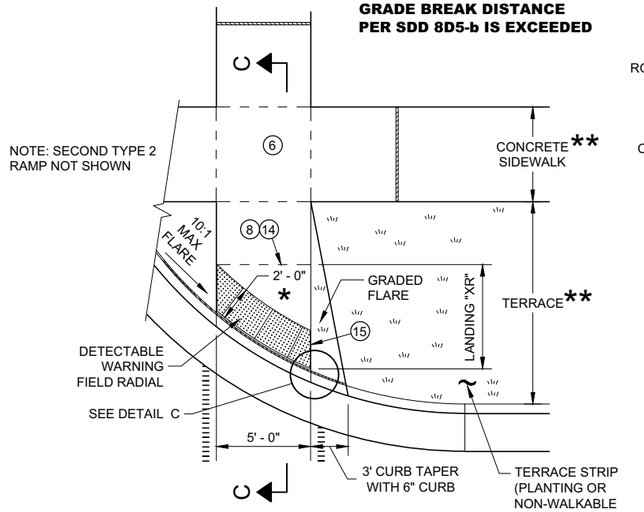
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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

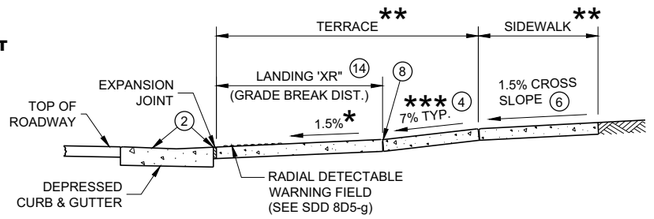


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

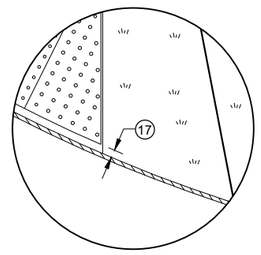


SECTION C - C FOR TYPE 2

* 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

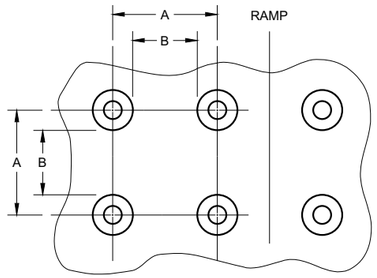
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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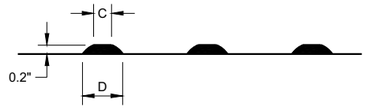
SDD 08D05 - 20f

	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.

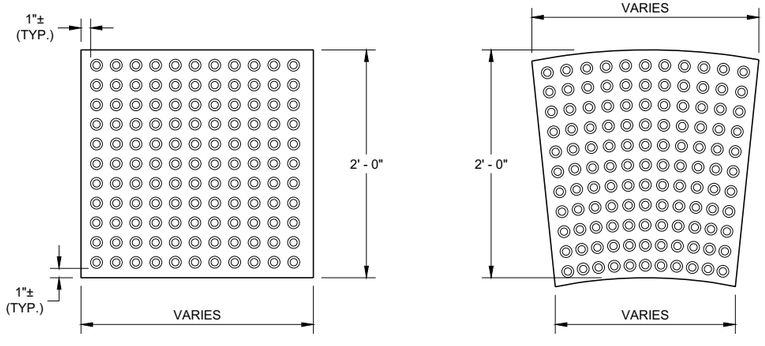


PLAN VIEW



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.

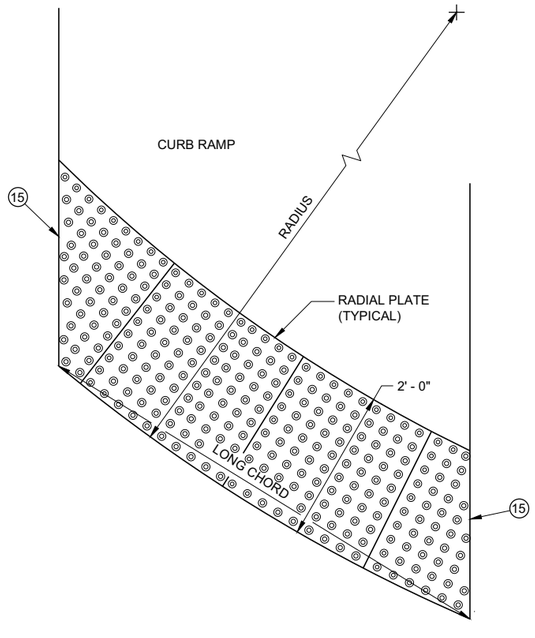
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

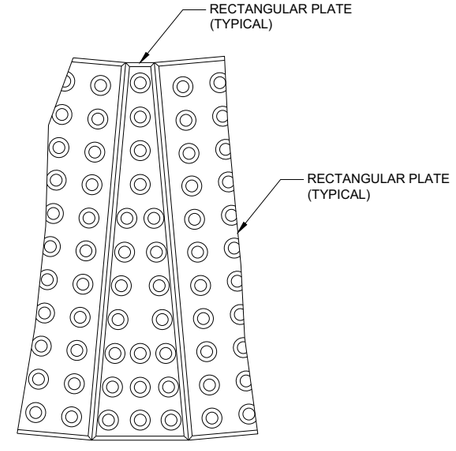
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

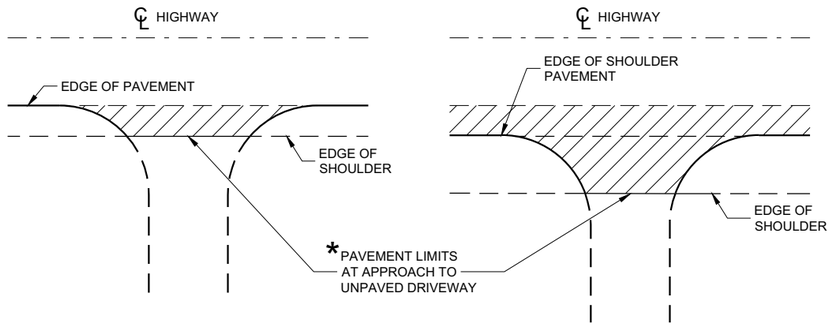
FHWA

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SDD 08D05 - 20g

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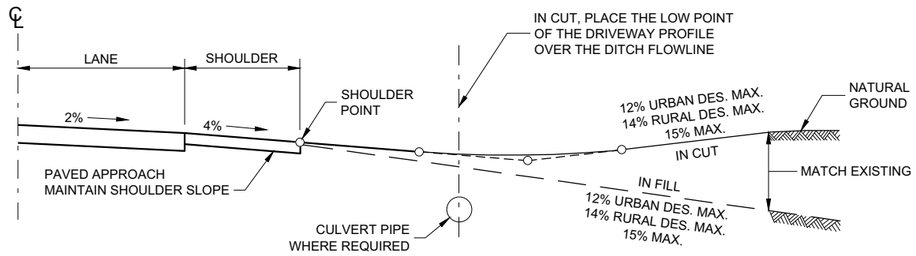
SDD 08D05 - 20g



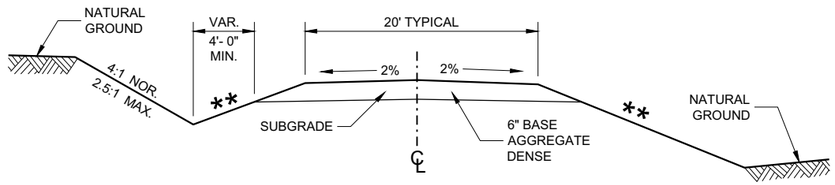
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

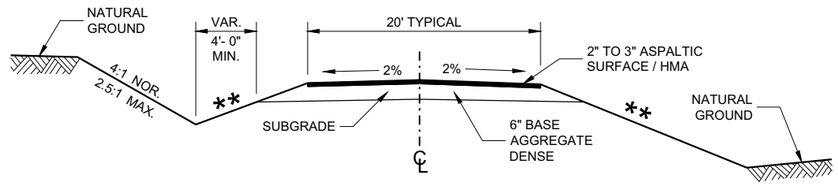


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

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

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

6

SDD 08D21 - 01

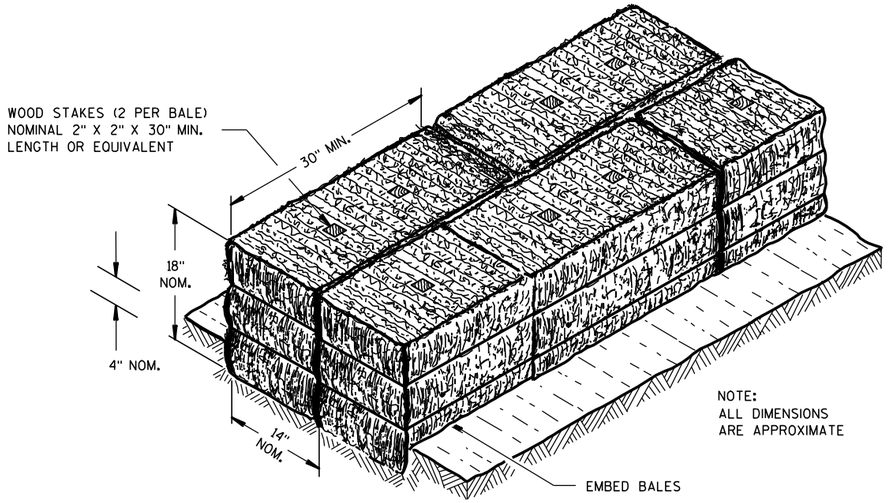
SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

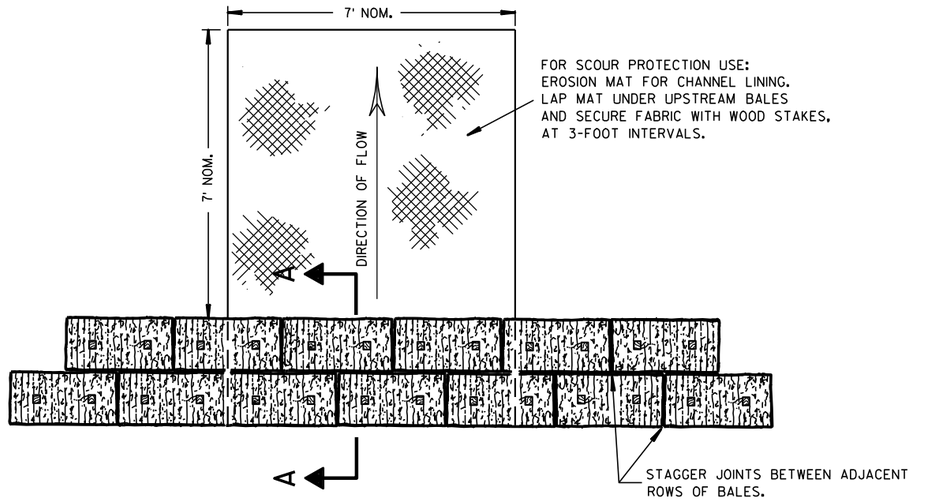
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

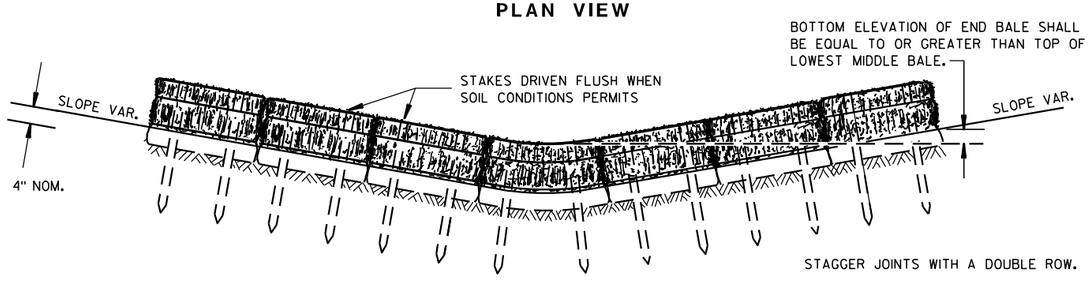
FHWA



SECTION A-A



PLAN VIEW



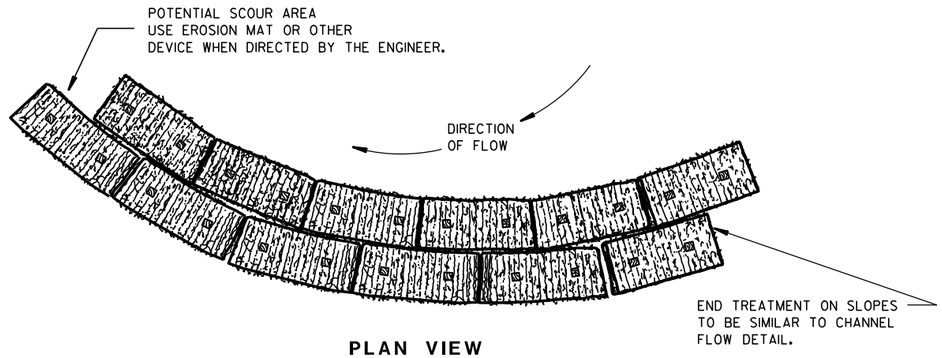
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

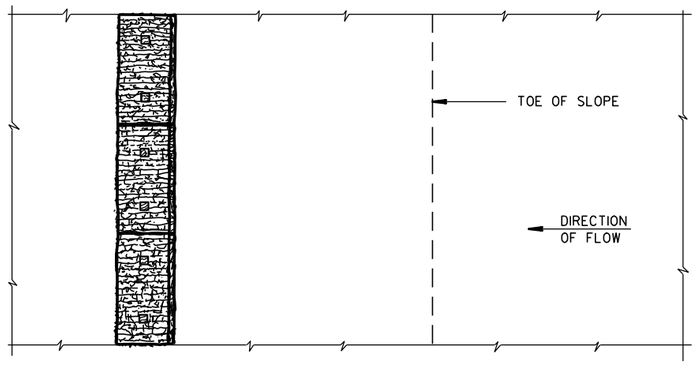
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

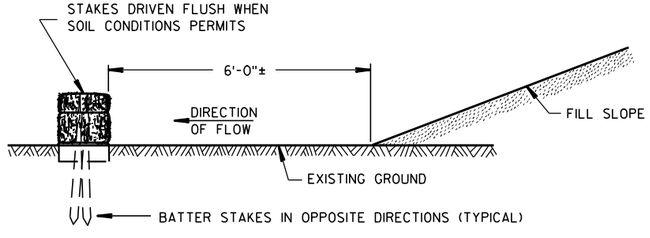


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

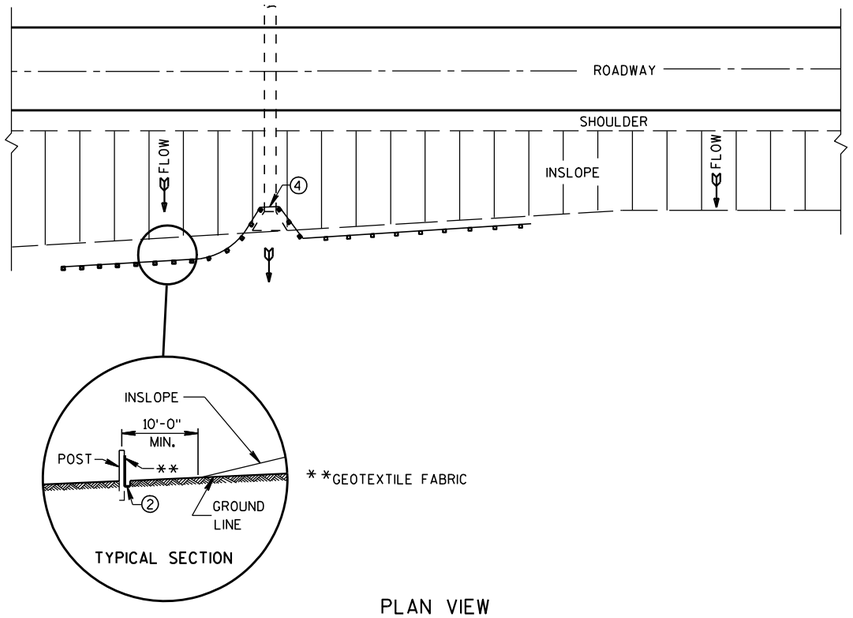
APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

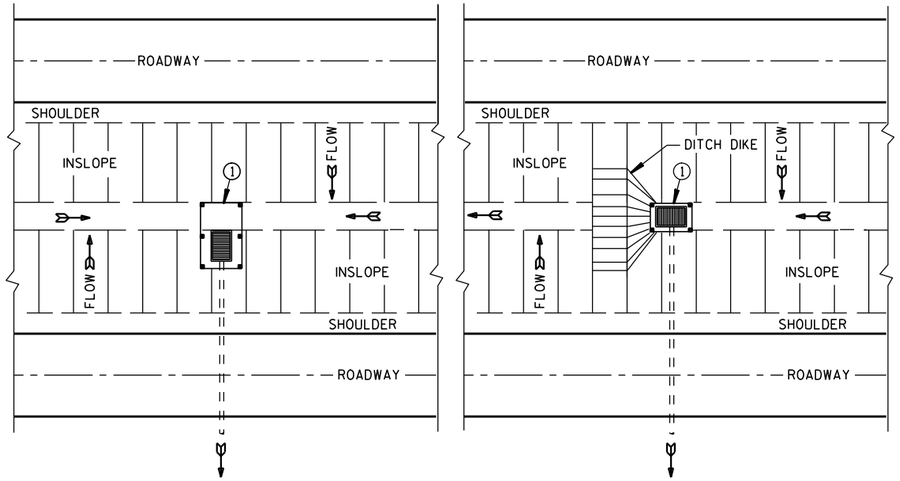
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6
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



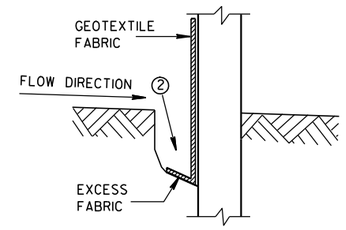
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

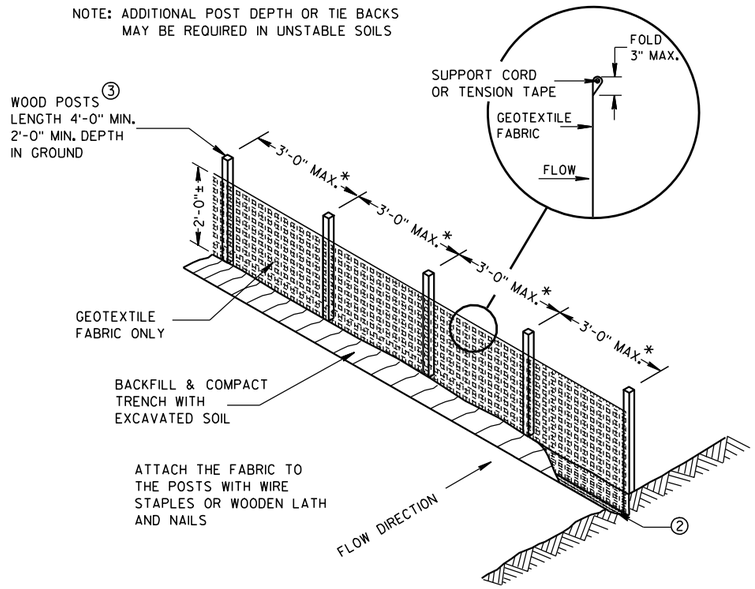
GENERAL NOTES

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

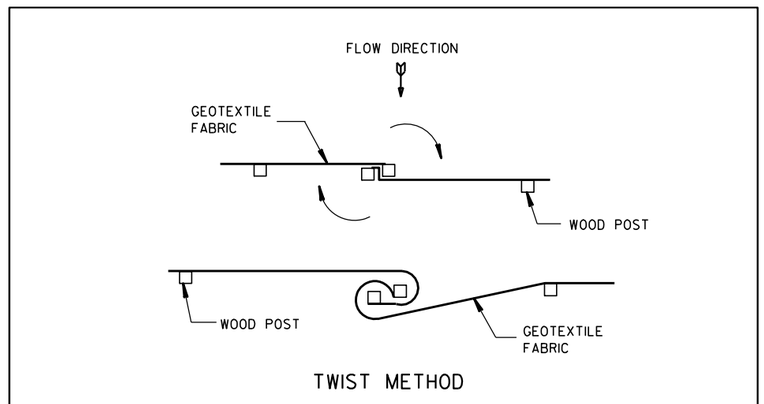
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



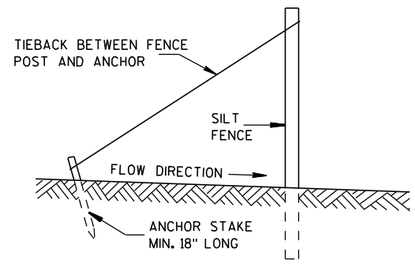
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

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DEPARTMENT OF TRANSPORTATION

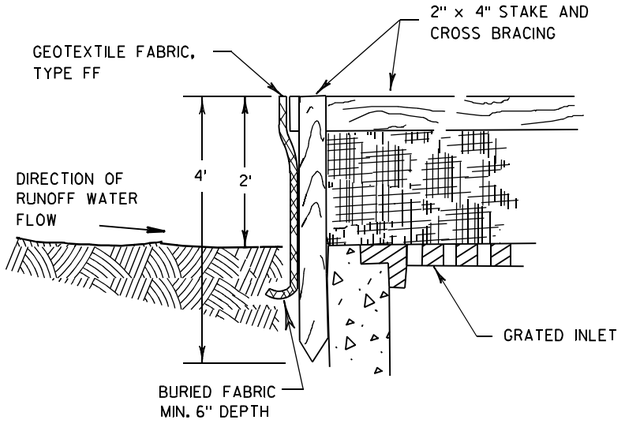
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

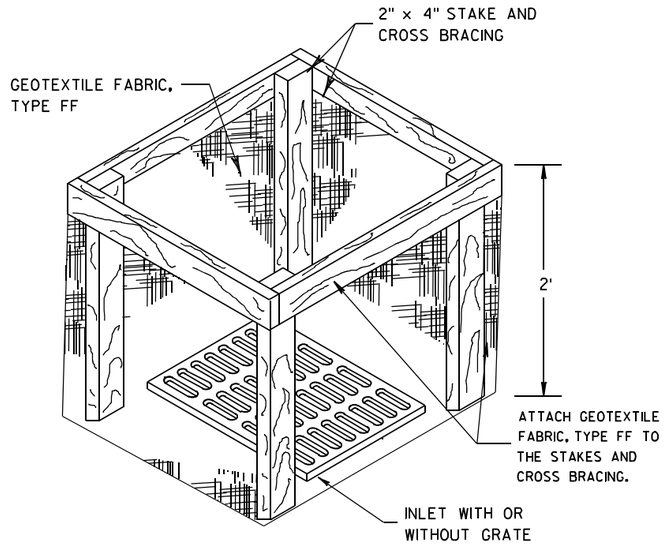
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S.D.D. 8 E 9-6

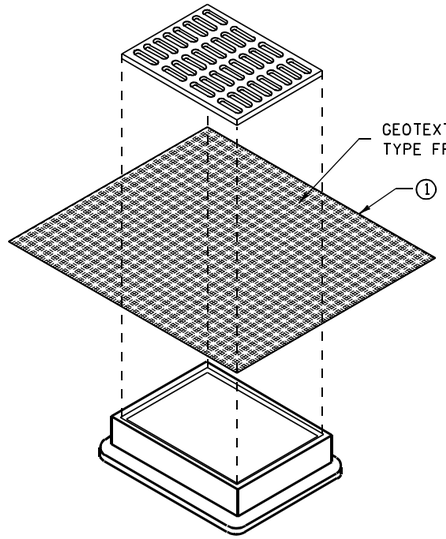
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S.D.D. 8 E 9-6



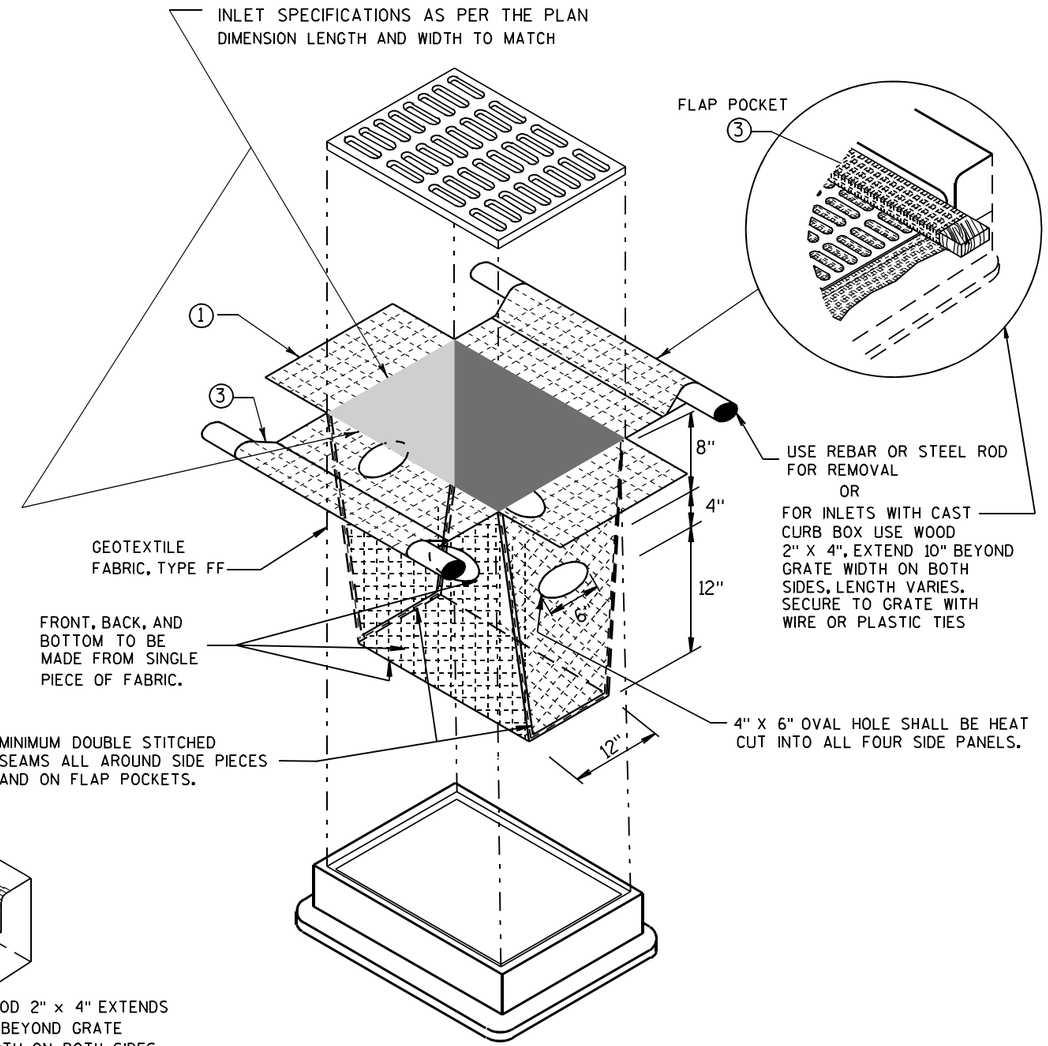


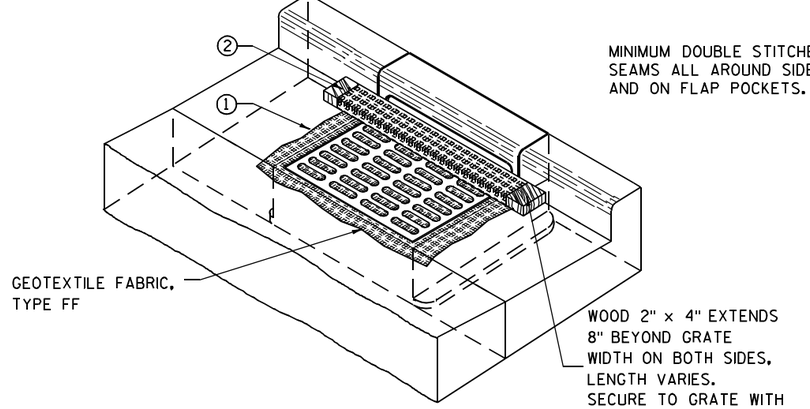
INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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





INLET PROTECTION, TYPE C (WITH CURB BOX)

INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

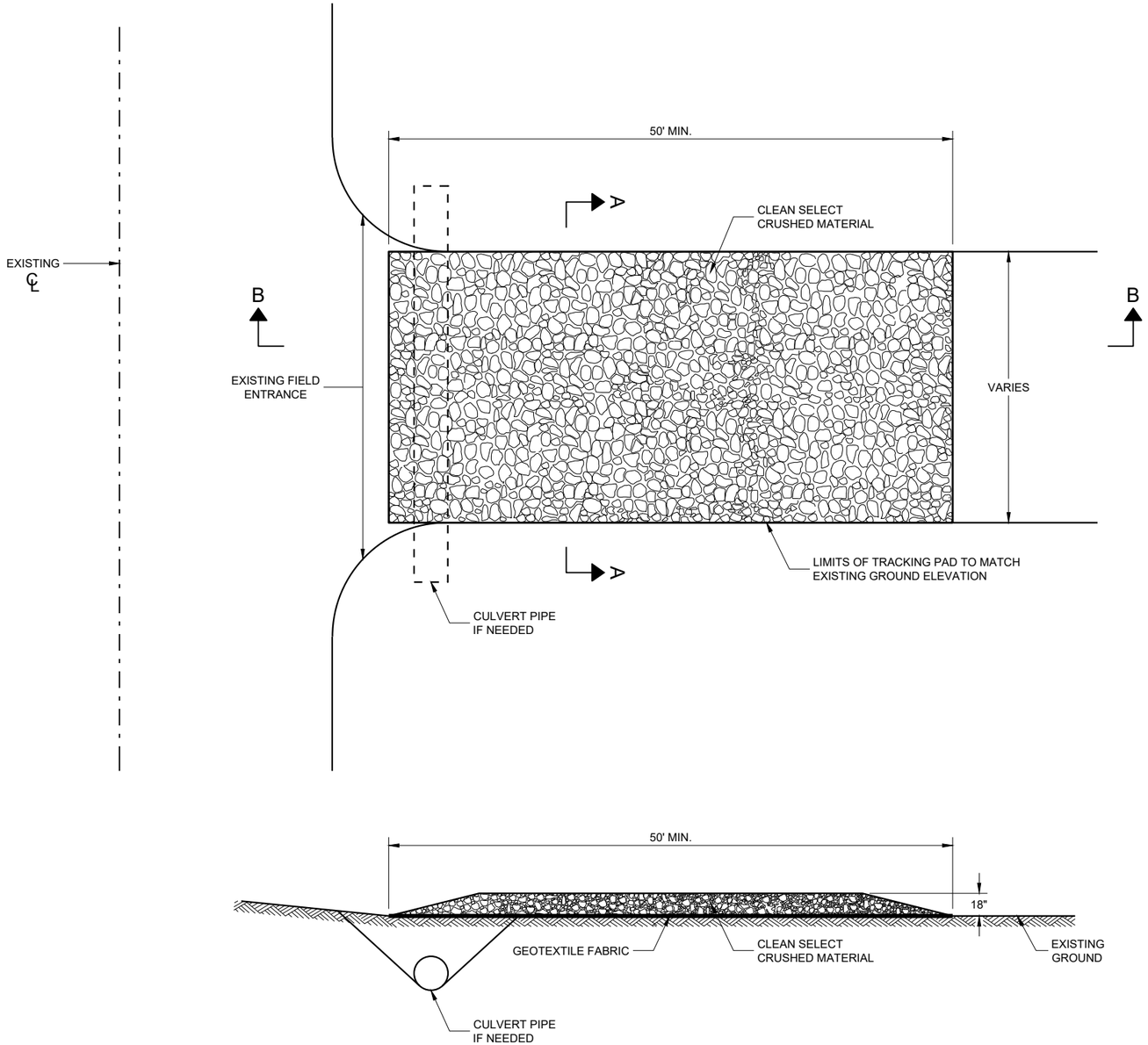
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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.

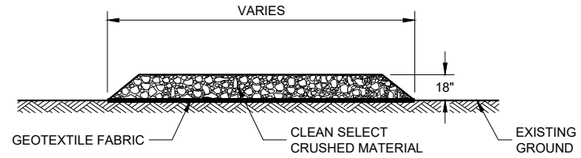
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

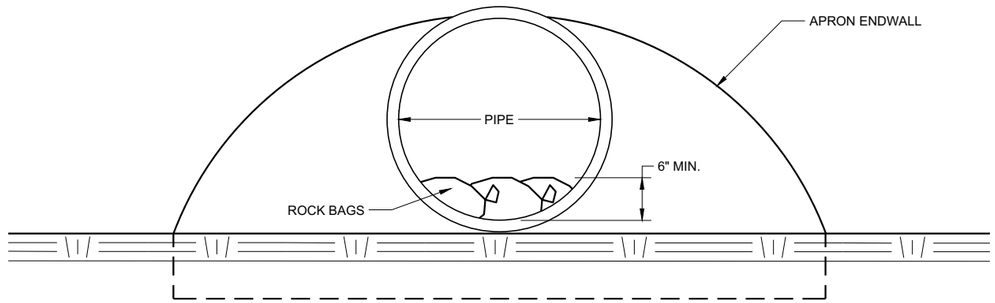
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

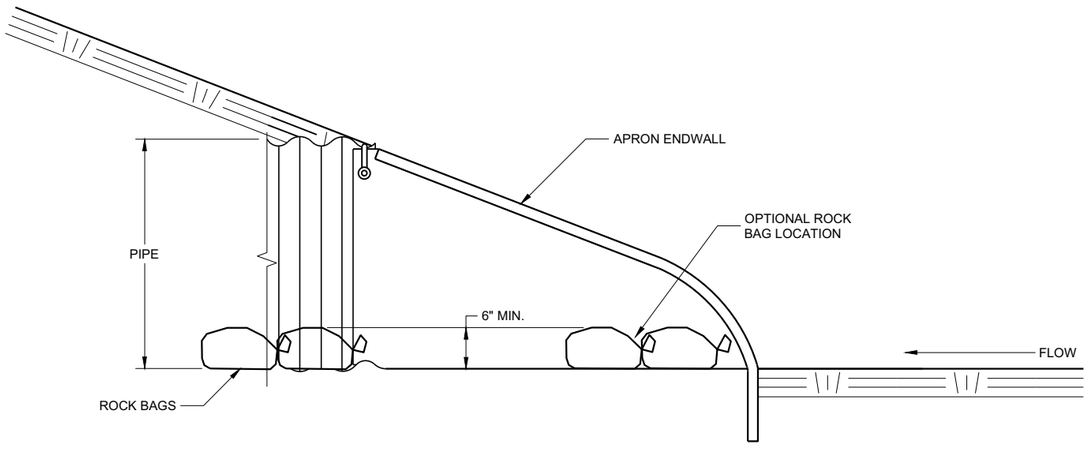
FHWA

6

SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

METAL APRON ENDWALLS

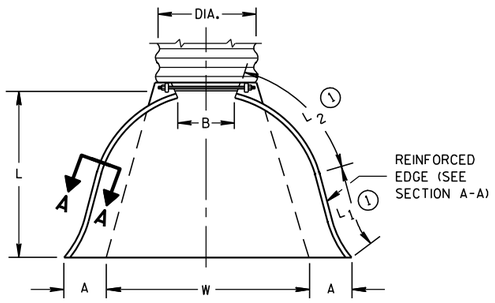
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

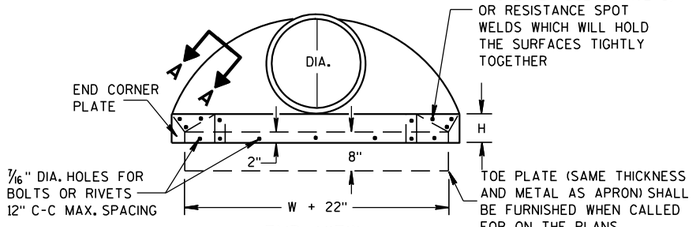
REINFORCED CONCRETE APRON ENDWALLS

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

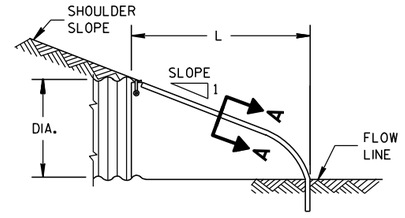
*MINIMUM
**MAXIMUM



PLAN VIEW

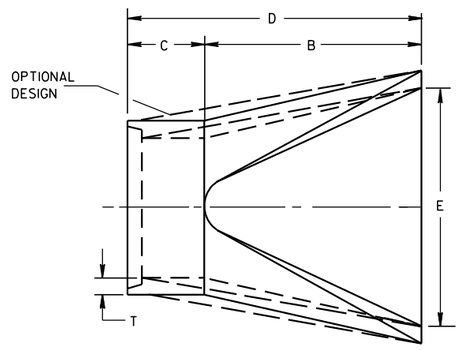


END VIEW

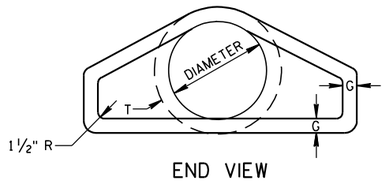


SIDE ELEVATION

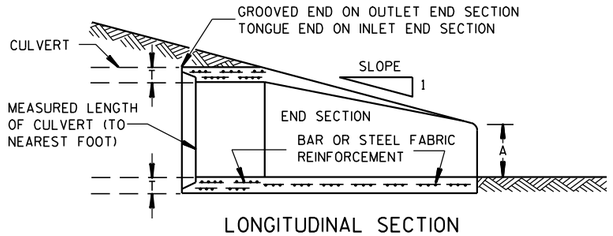
METAL ENDWALLS



PLAN

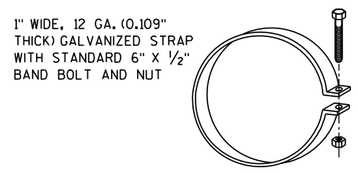


END VIEW



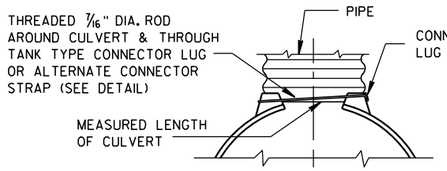
LONGITUDINAL SECTION

CONCRETE ENDWALLS

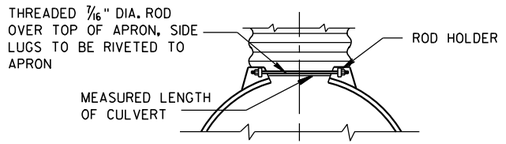


ALTERNATE FOR TYPE 1 CONNECTION

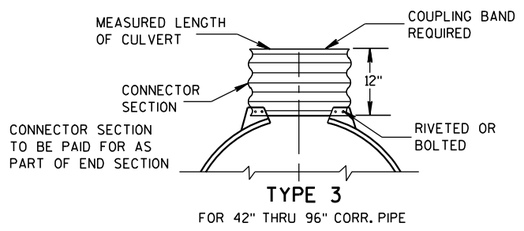
END SECTION CONNECTOR STRAP



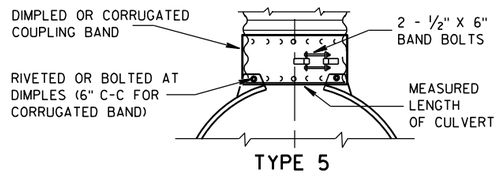
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

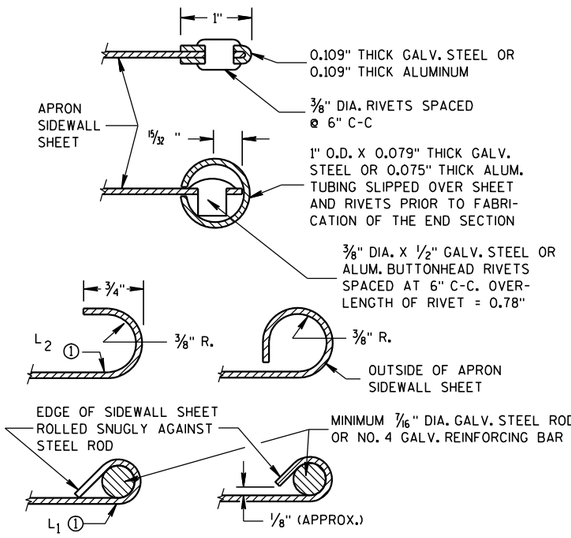
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

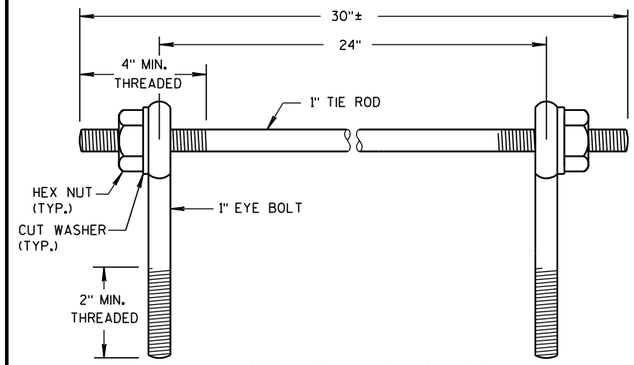
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

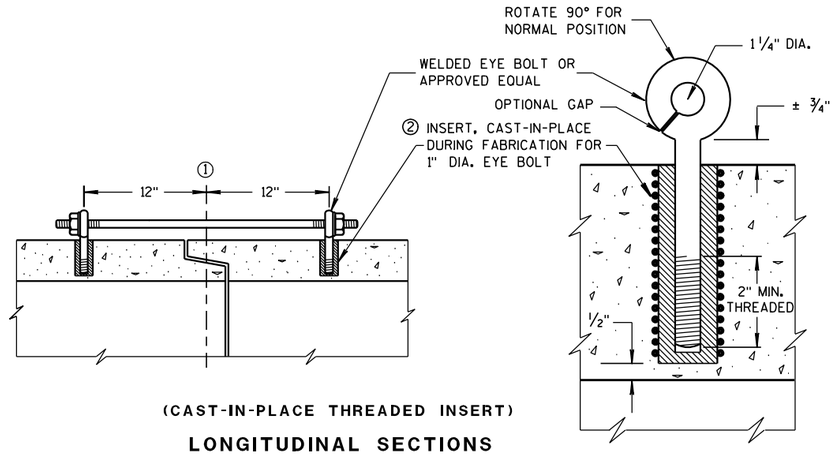
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

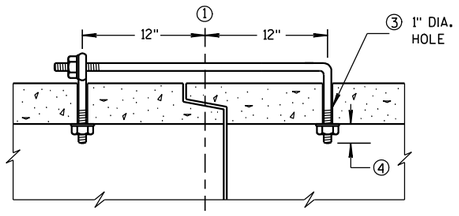
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

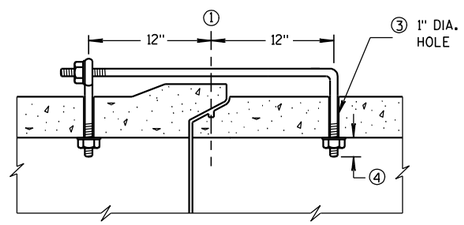
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

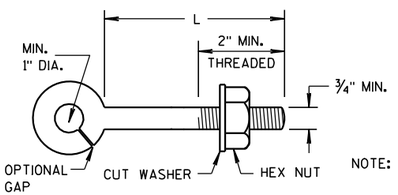


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

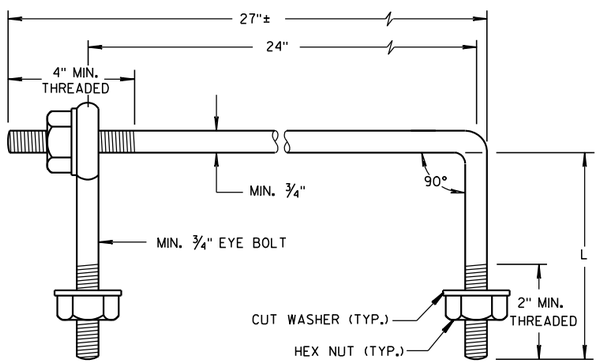
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

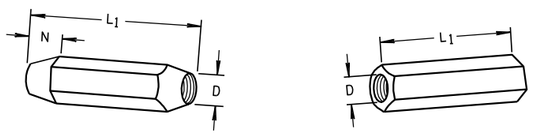
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

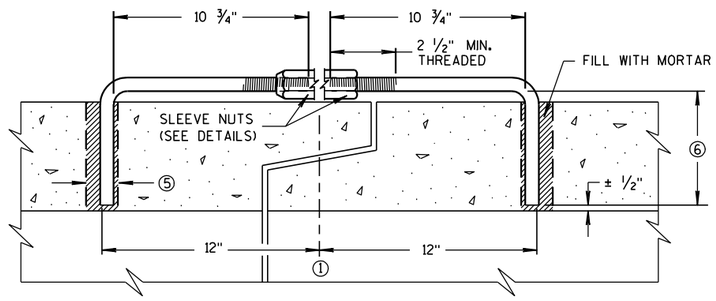
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

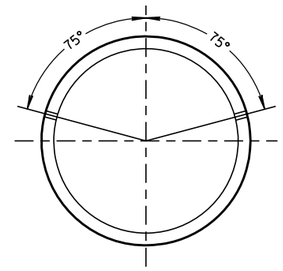
SLEEVE NUTS



LONGITUDINAL SECTION

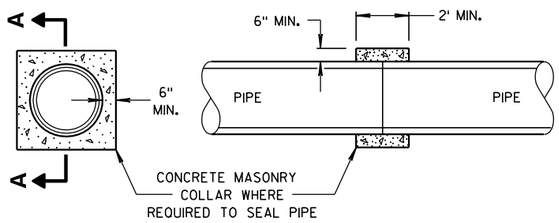
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

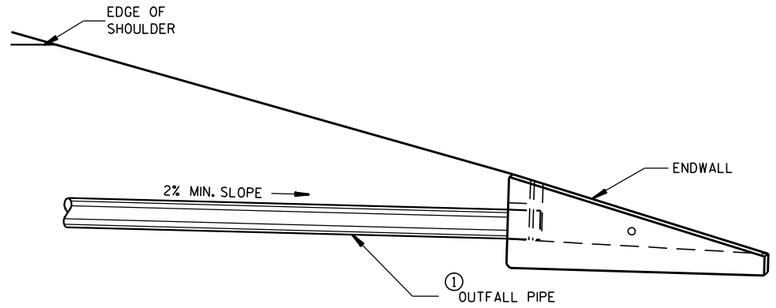
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

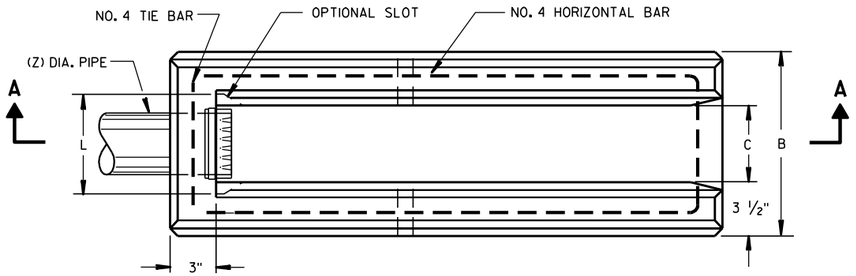
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

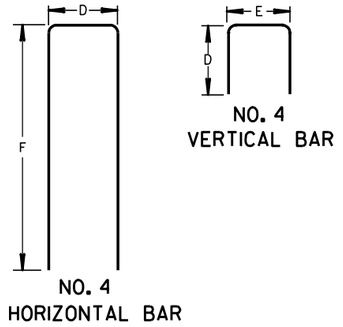
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

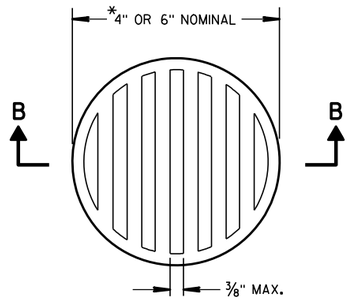
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



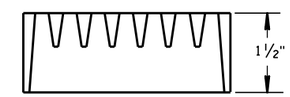
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



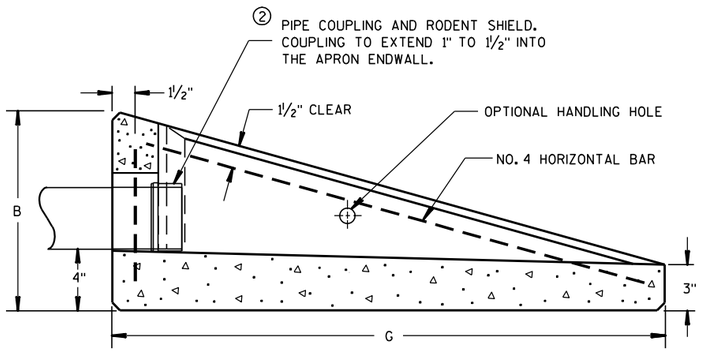
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



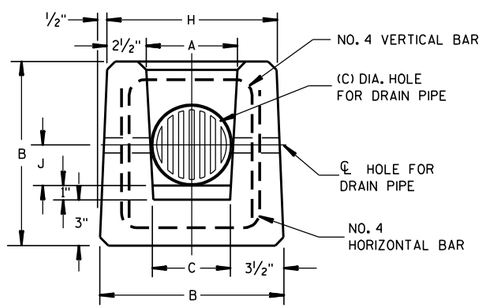
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

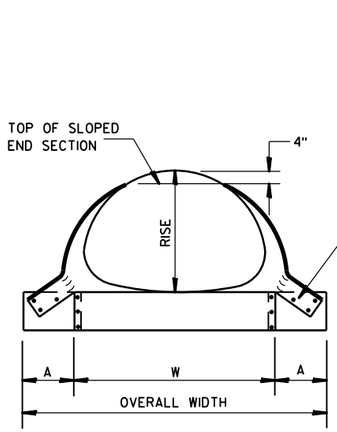
CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

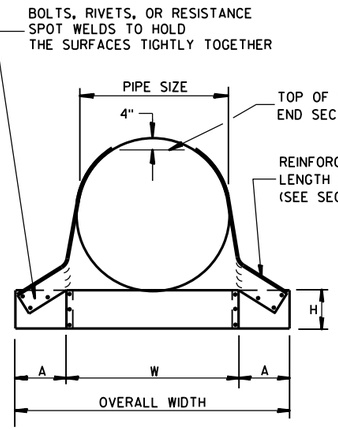
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

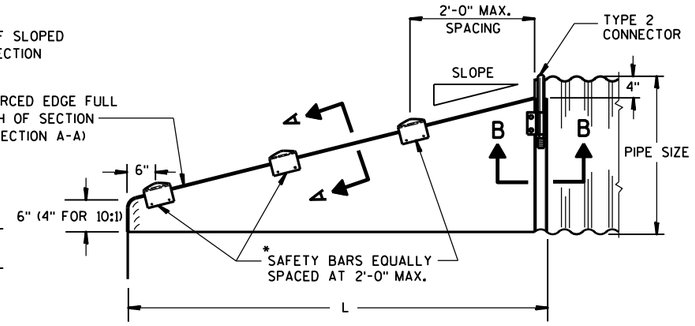
6
S.D.D. 8 F 6-4



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

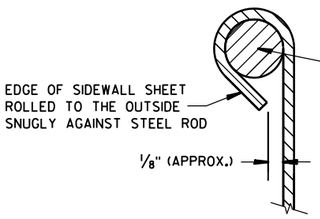
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

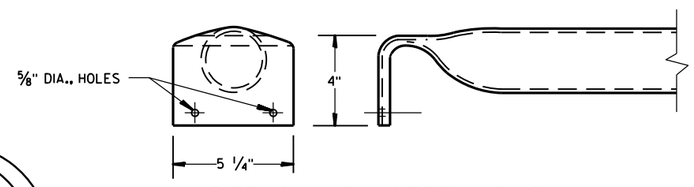
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1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



SECTION A-A

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

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

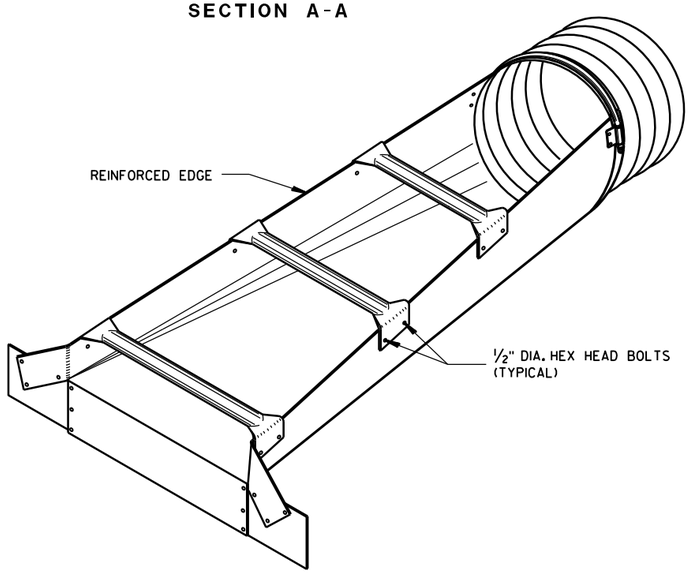


DETAIL OF SAFETY BAR

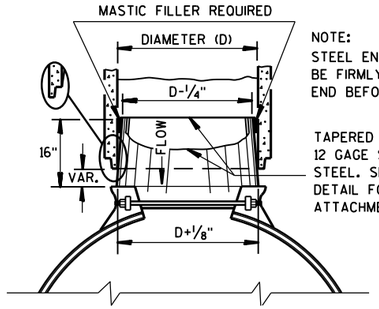
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

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

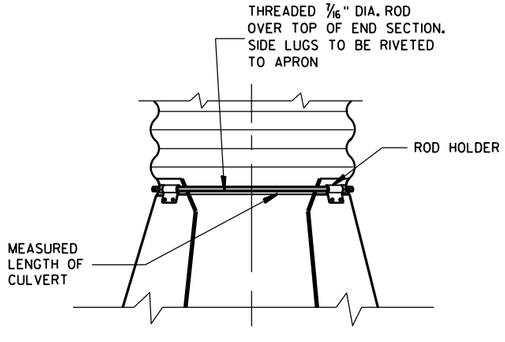
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



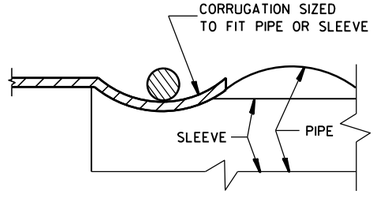
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

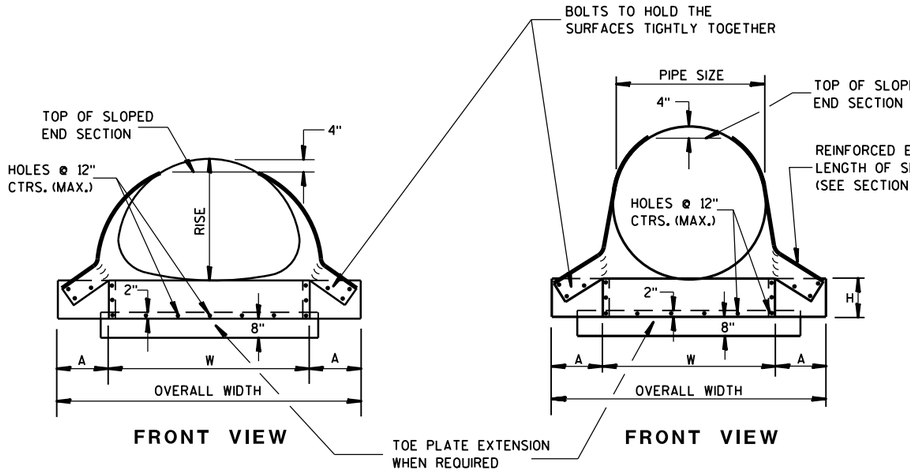
APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 7-5

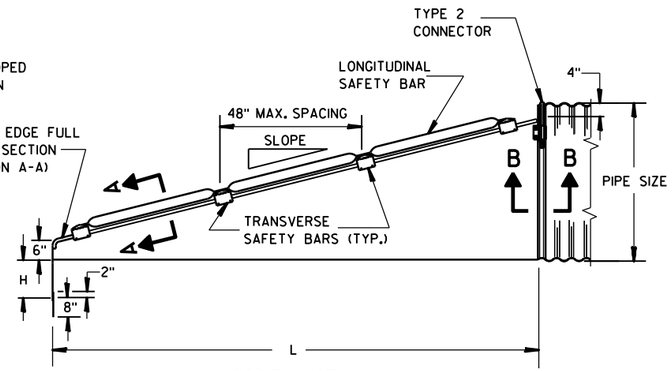
6

S.D.D. 8 F 7-5



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

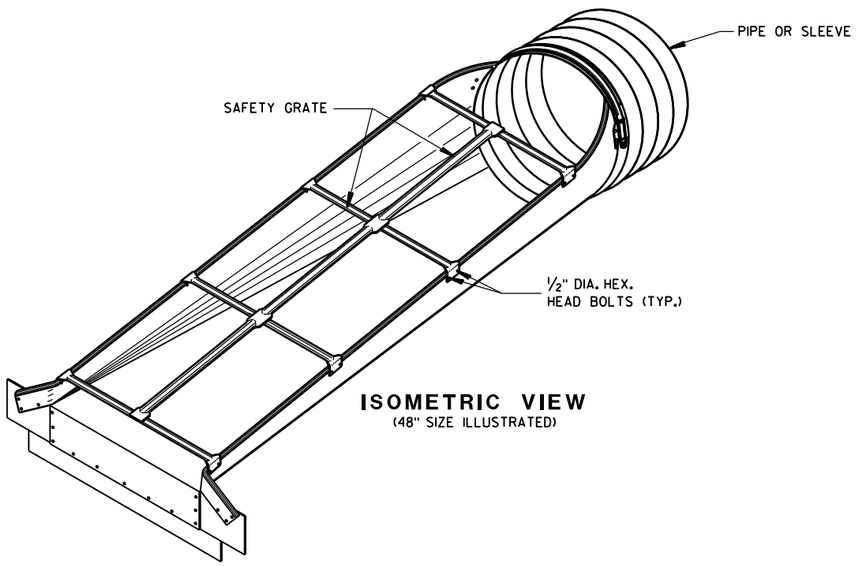
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

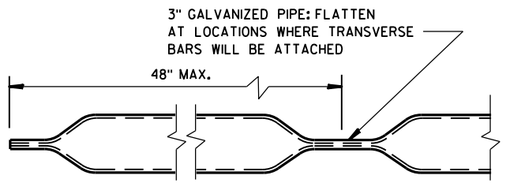
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

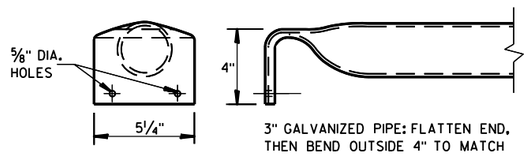
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



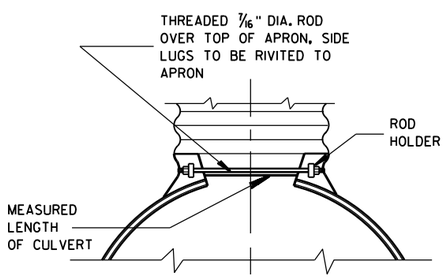
LONGITUDINAL SAFETY BAR



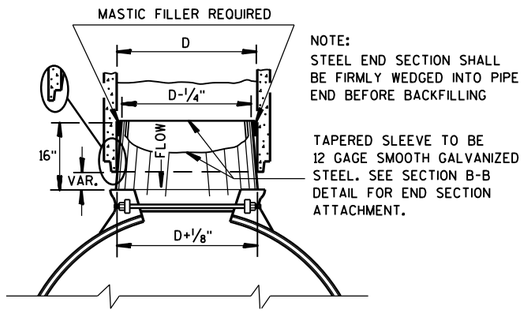
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

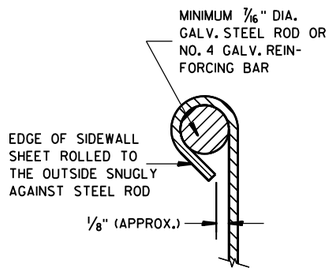
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



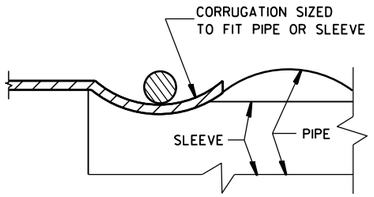
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

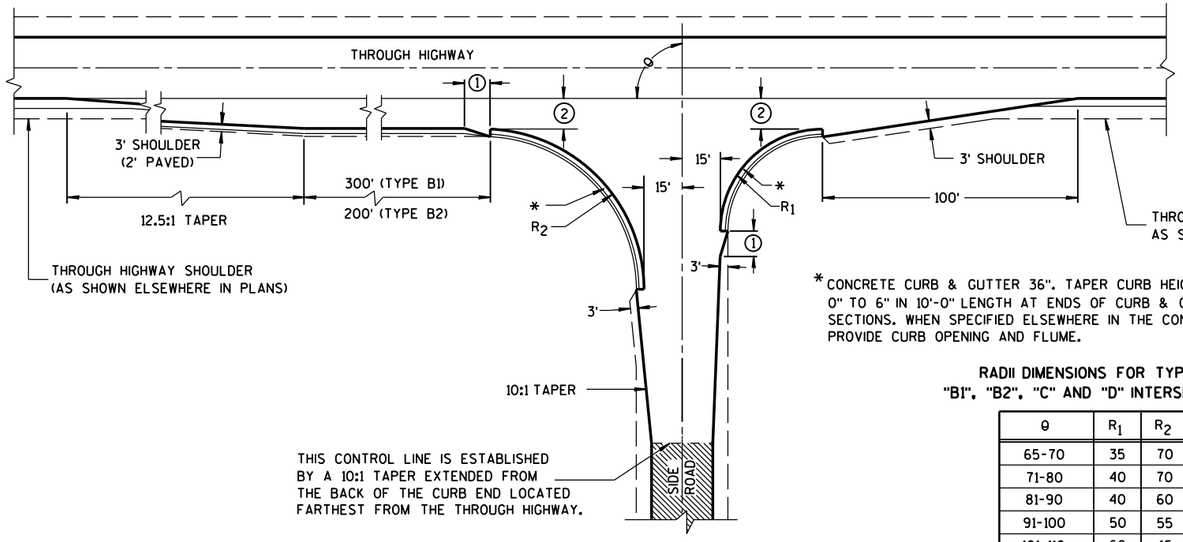
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 8-2

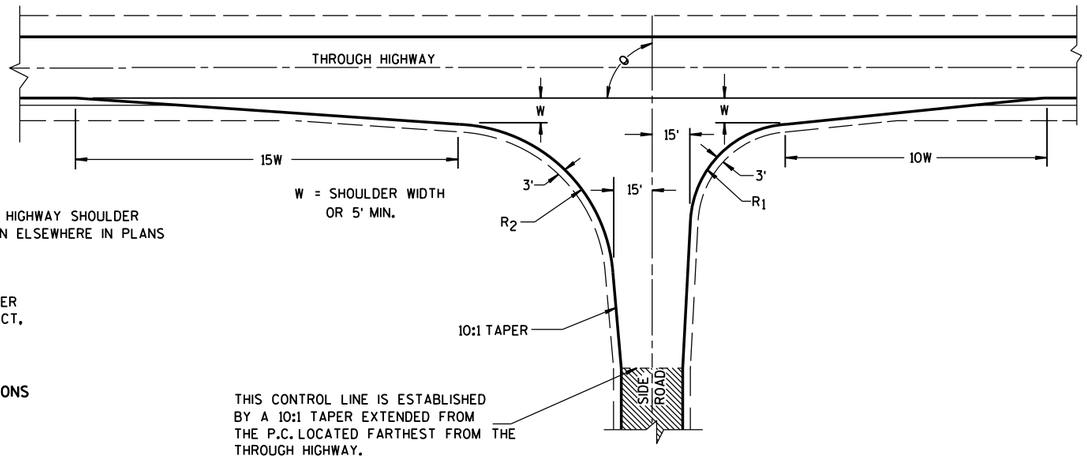


TYPE "B1" AND "B2"

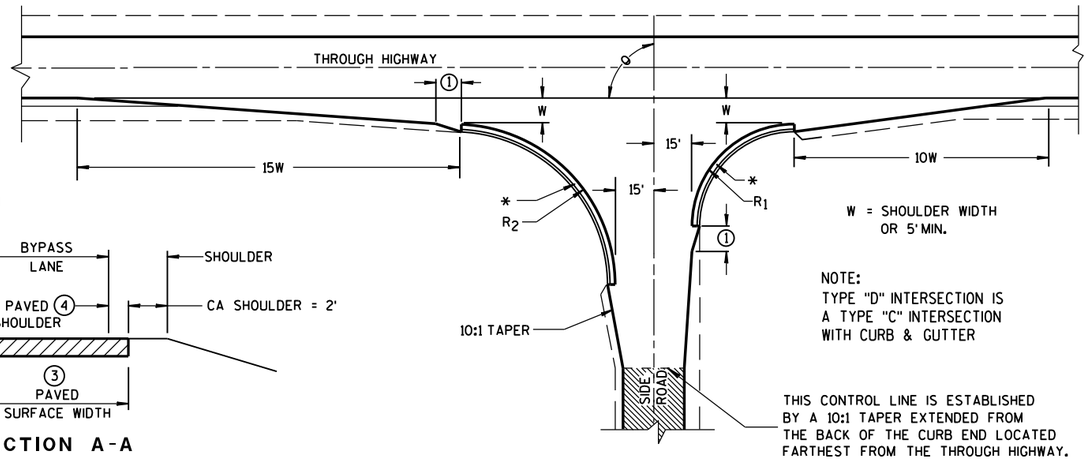
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

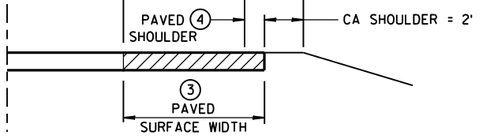
(1) 10-FT TYPICAL.

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

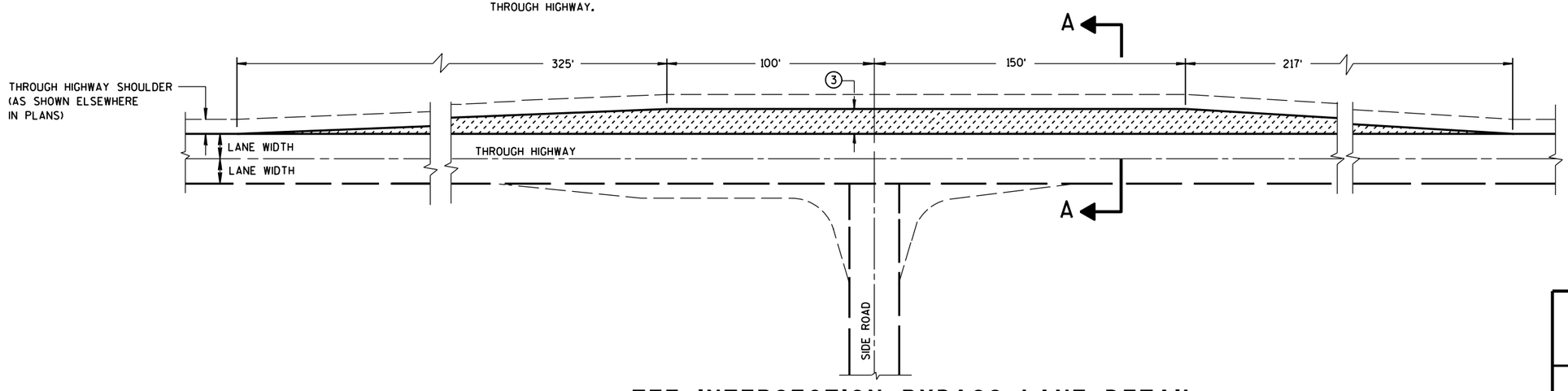
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



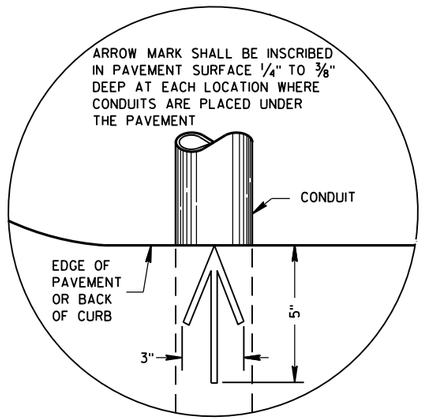
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

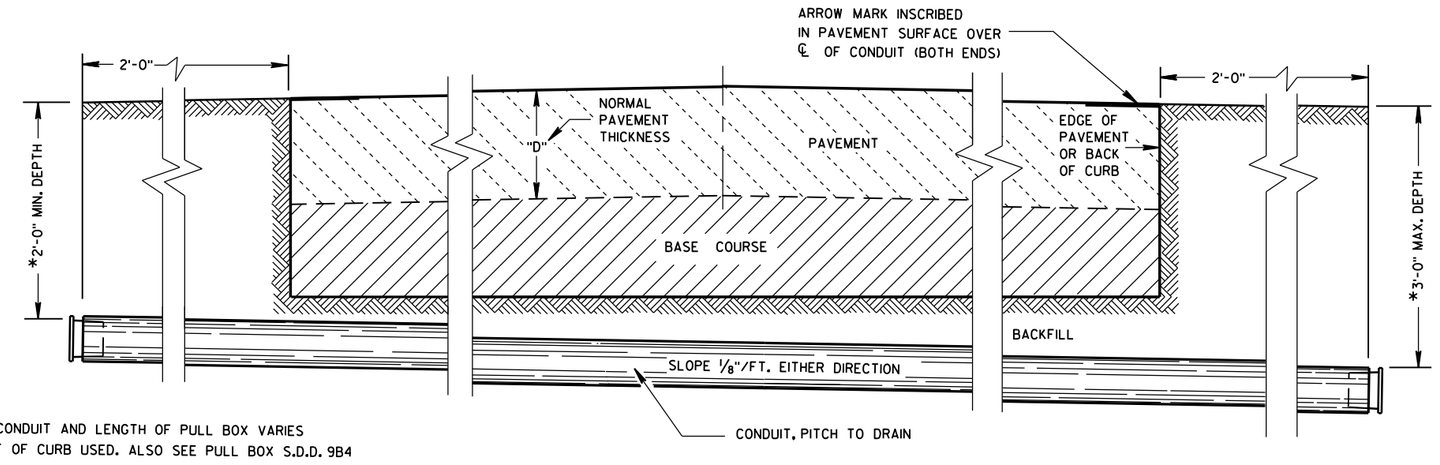
6

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



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

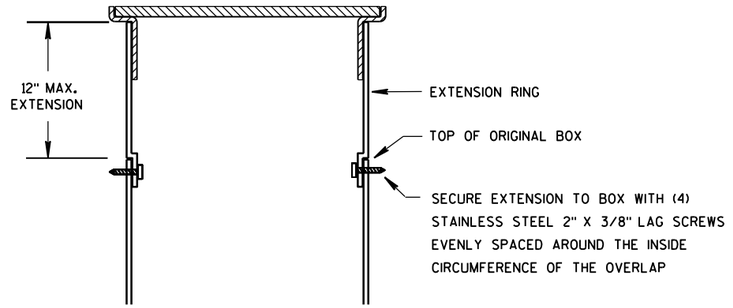
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

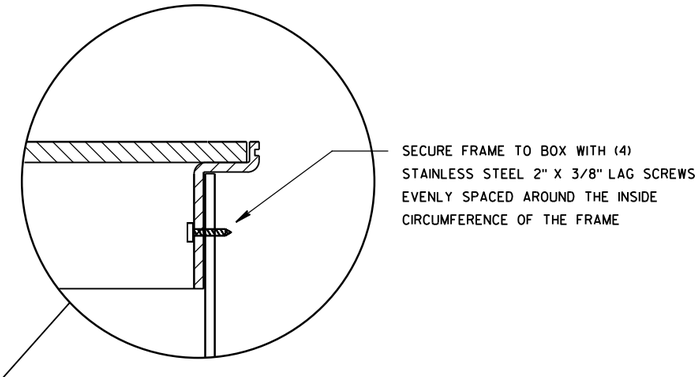
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

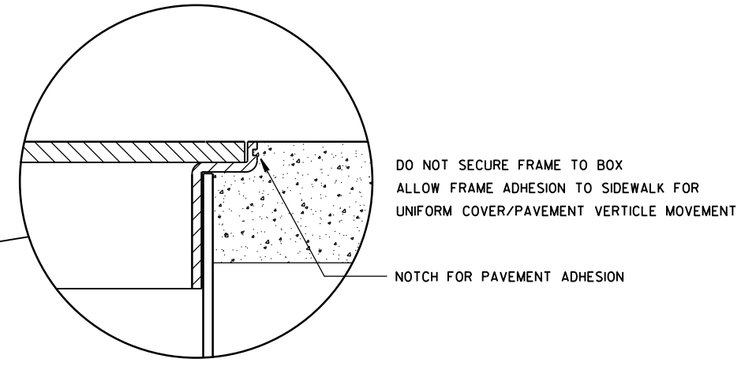
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



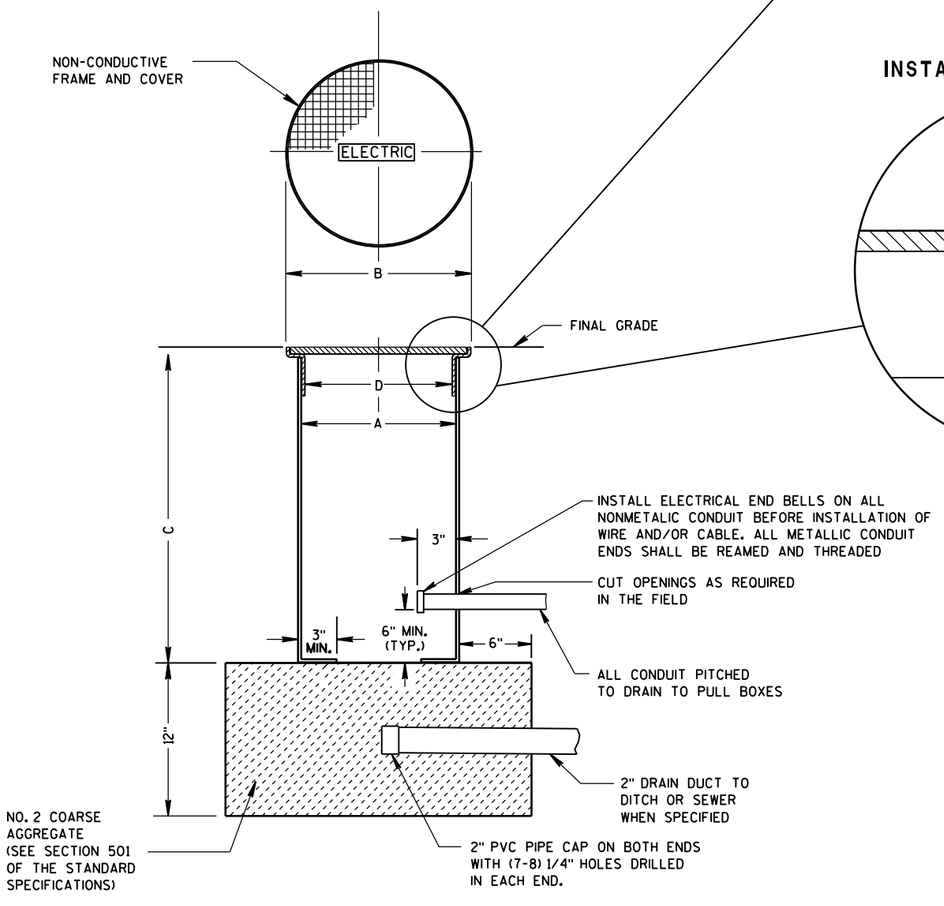
BOX EXTENSION



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX

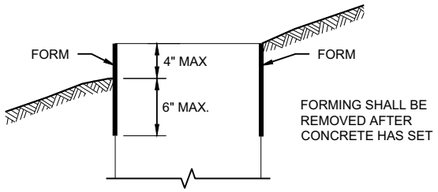
PULL BOX
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6
S.D.D. 9 B 16-1

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

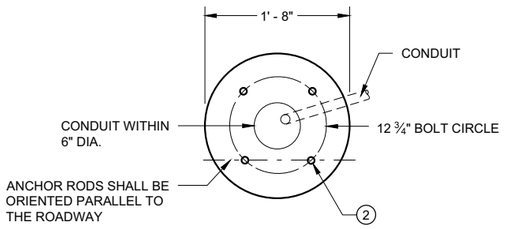
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

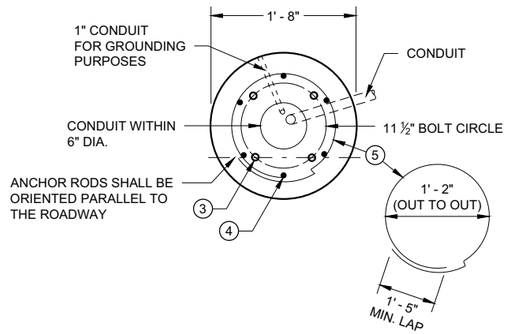
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

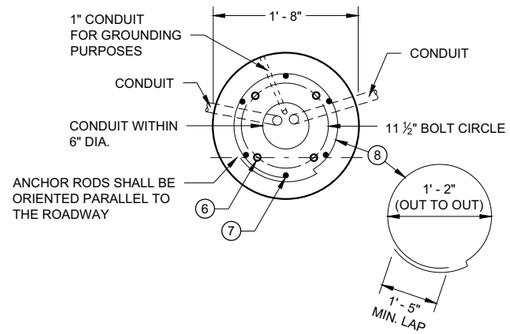
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

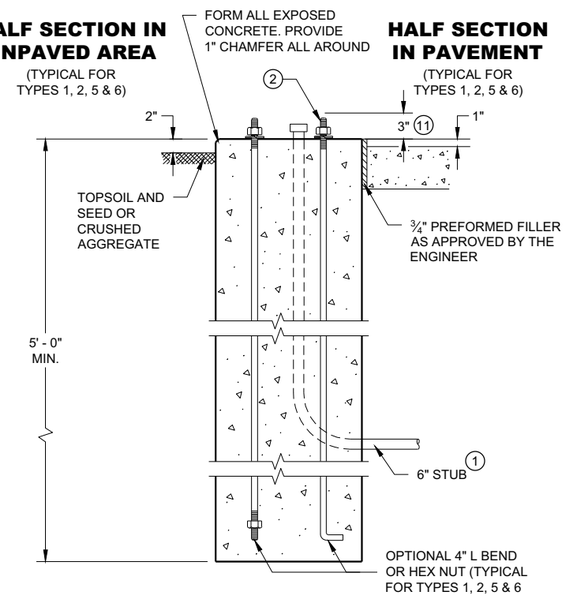
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

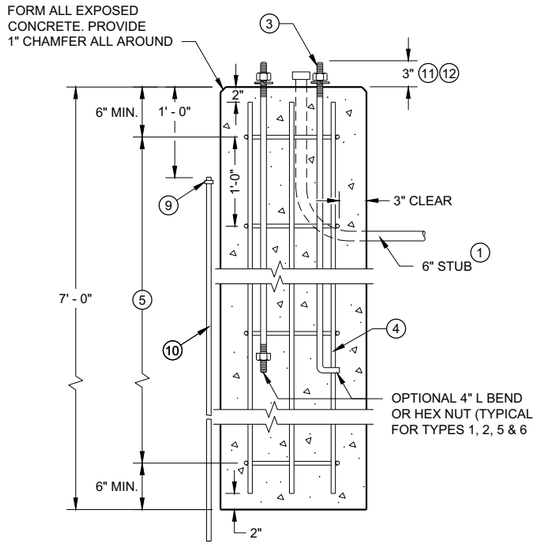
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

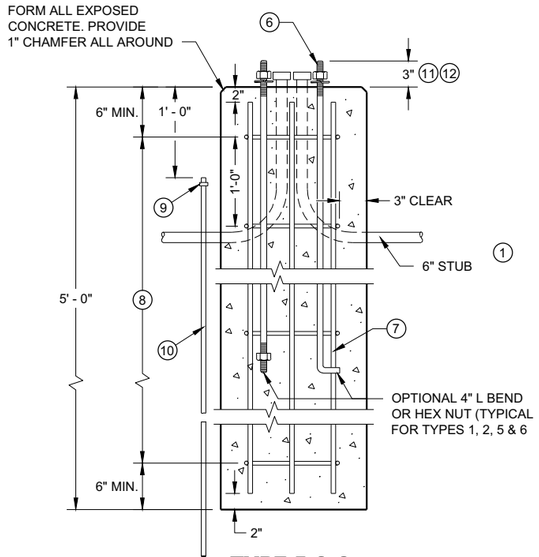
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

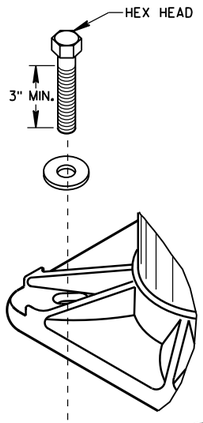
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

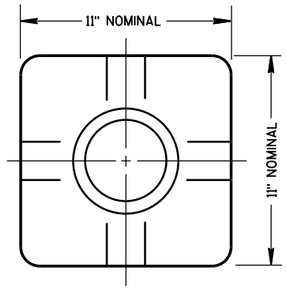
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

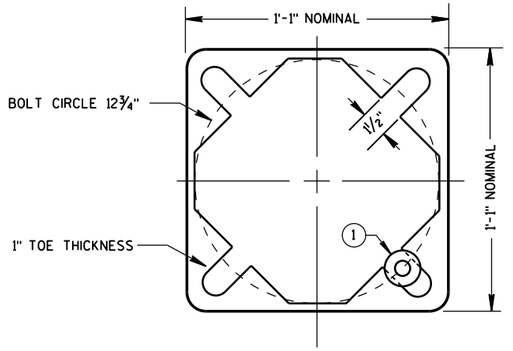
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

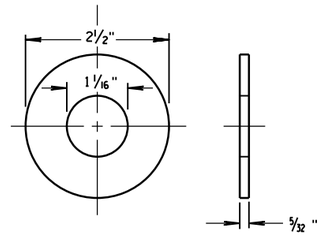




TOP VIEW
(PEDESTAL BASE)

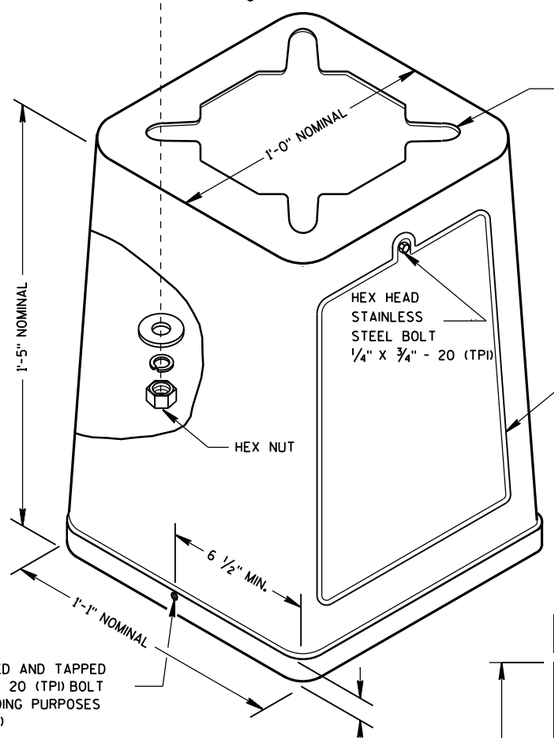


BOTTOM VIEW
(PEDESTAL BASE)

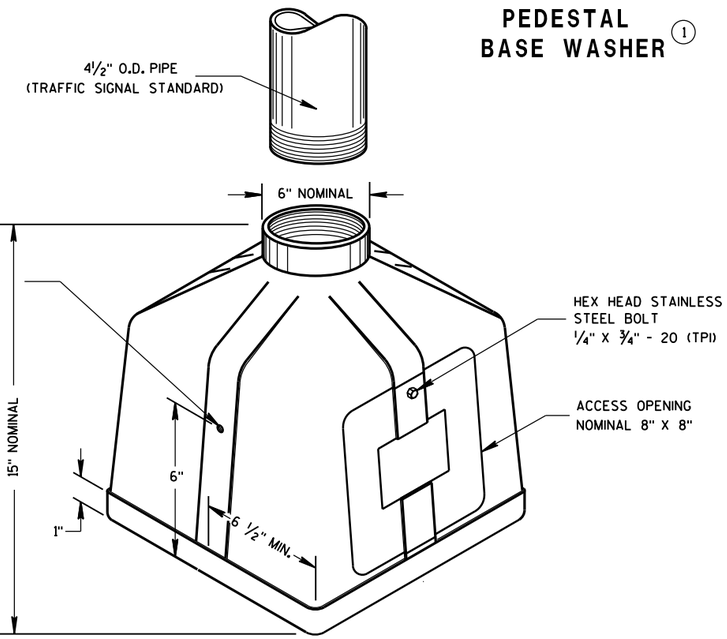


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

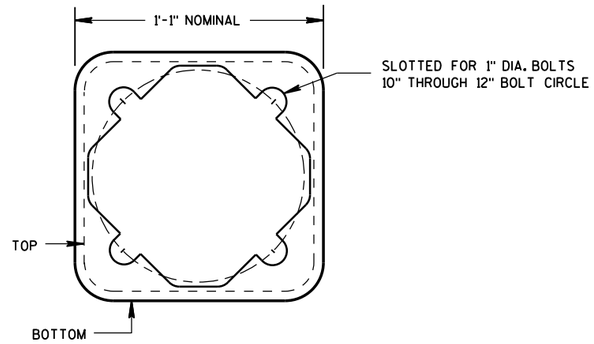


ISOMETRIC VIEW

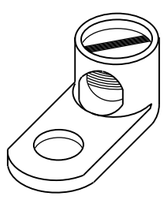


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

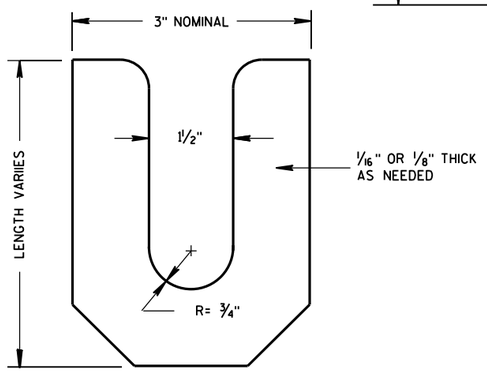


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

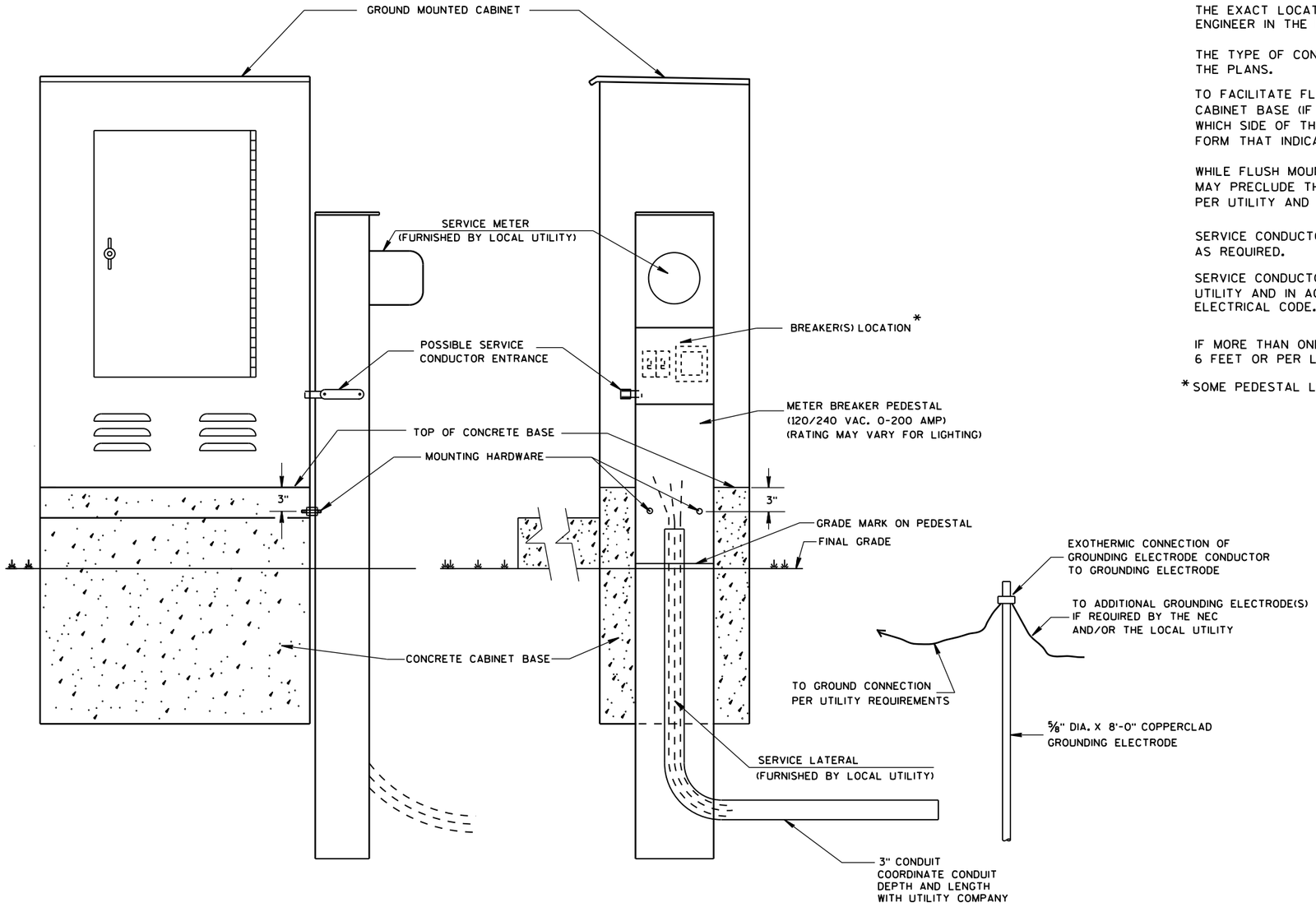
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

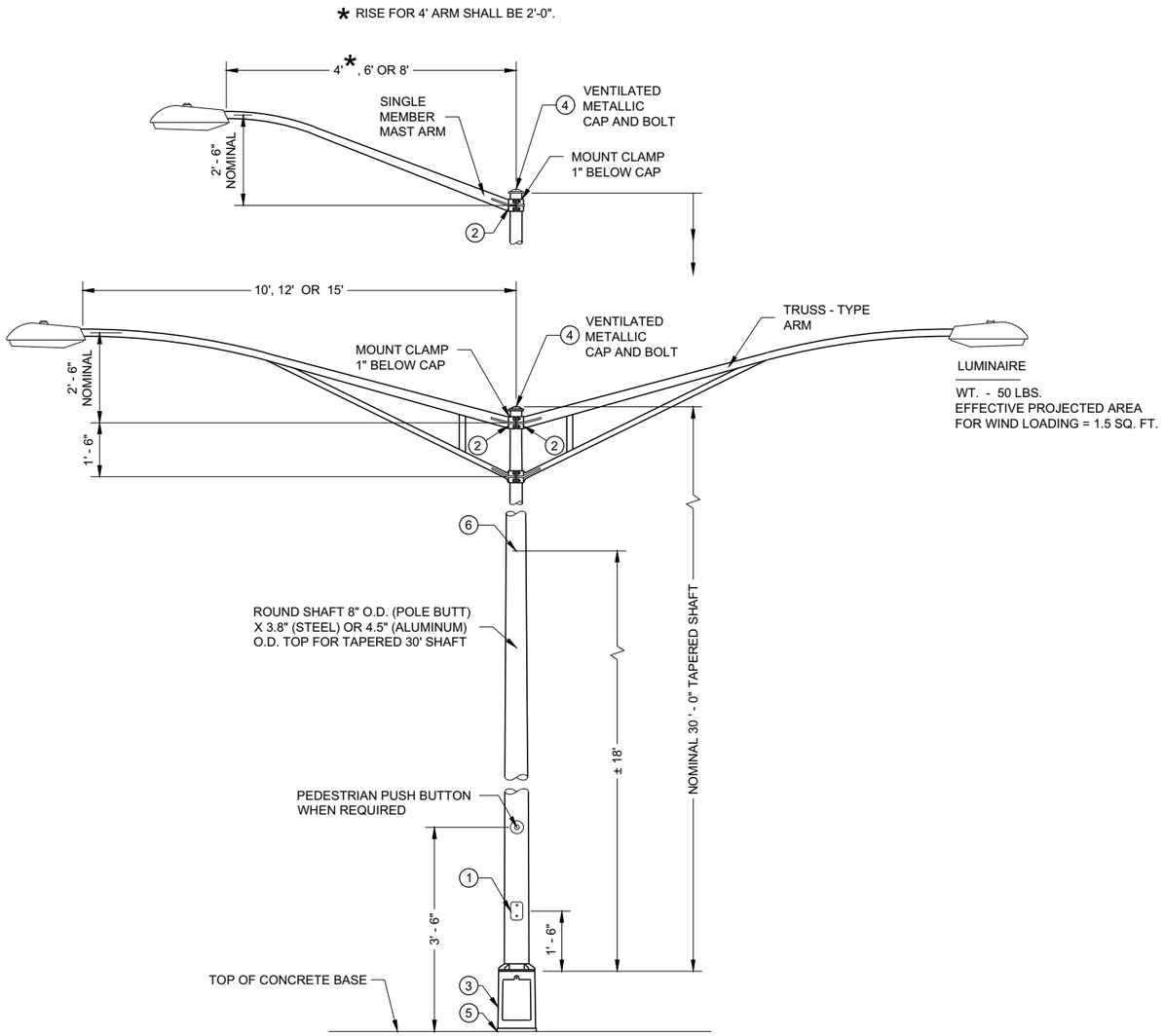
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 D 1-5



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

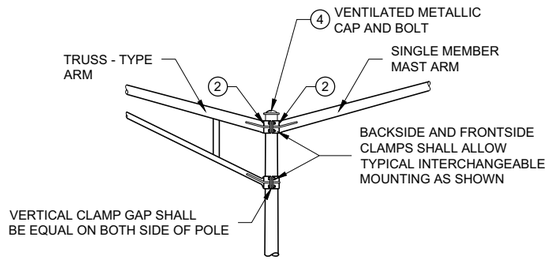
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

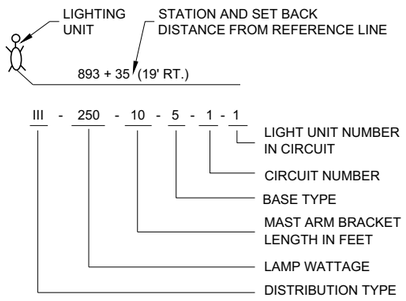
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SDD 09E01 - 15d

GENERAL NOTES

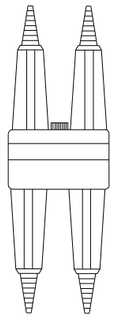
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

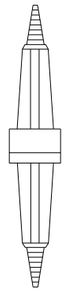
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



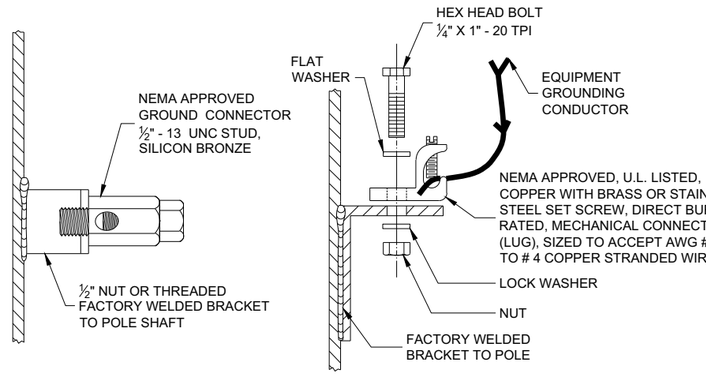
LIGHTING UNIT CODE
(TYPICAL)



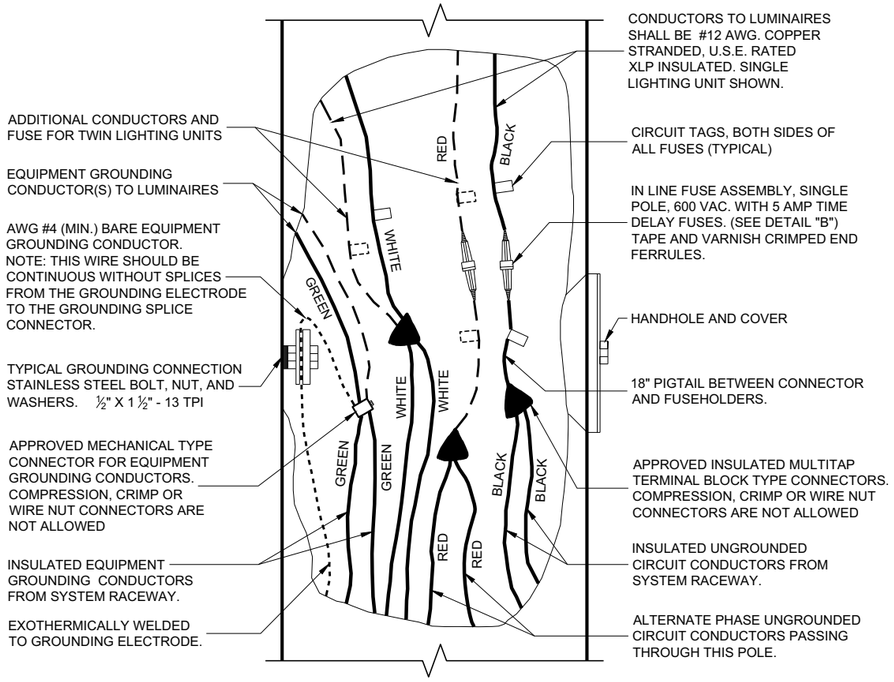
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



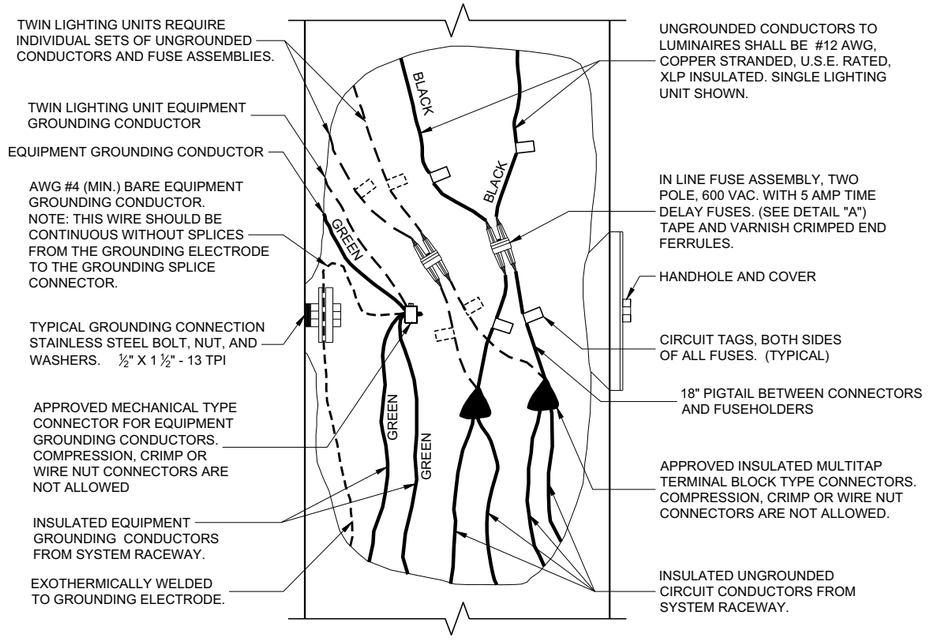
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

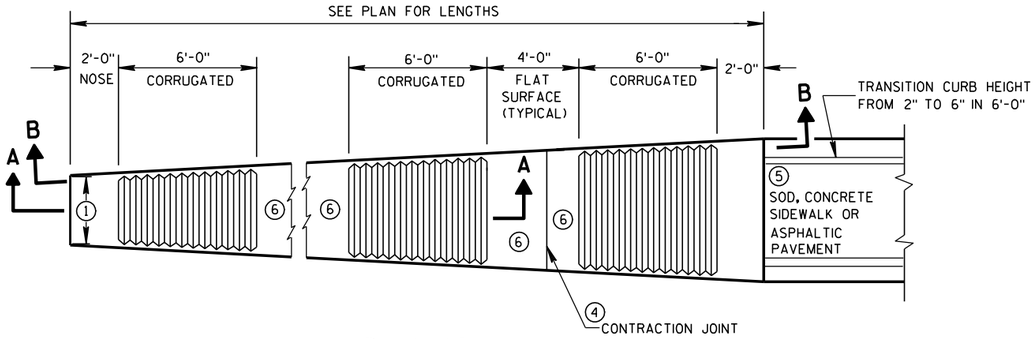
NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

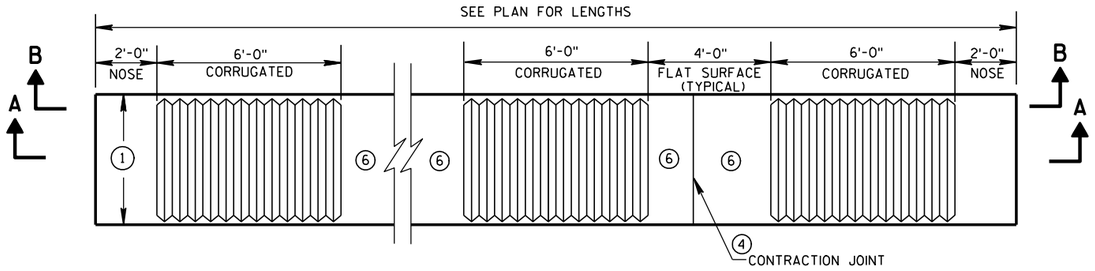
FHWA

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SDD 09E03 - 06



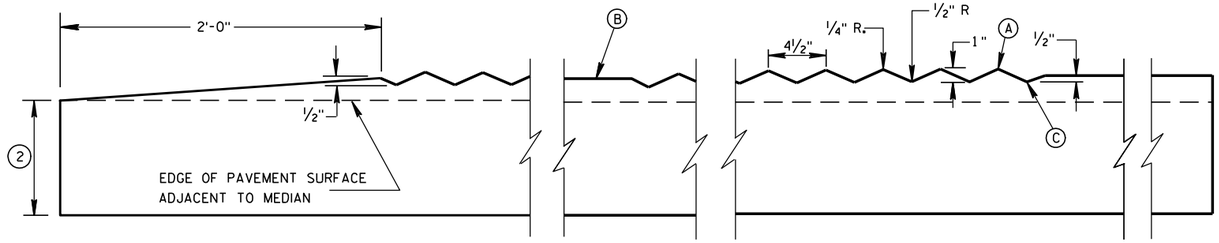
PLAN VIEW

VARIABLE WIDTH CONCRETE CORRUGATED MEDIAN



PLAN VIEW

UNIFORM WIDTH CONCRETE CORRUGATED MEDIAN



SECTION A-A

LONGITUDINAL SECTION

GENERAL NOTES

(1) SEE PLANS FOR CONSTANT OR VARIABLE WIDTH.

(2) THE DEPTH OF THE CONCRETE CORRUGATED MEDIAN SHALL BE 9-INCHES UNLESS SHOWN OTHERWISE IN THE PLAN.

ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN IN THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

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

(3) ASPHALTIC PAVEMENT OVER BASE AGGREGATE DENSE.

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

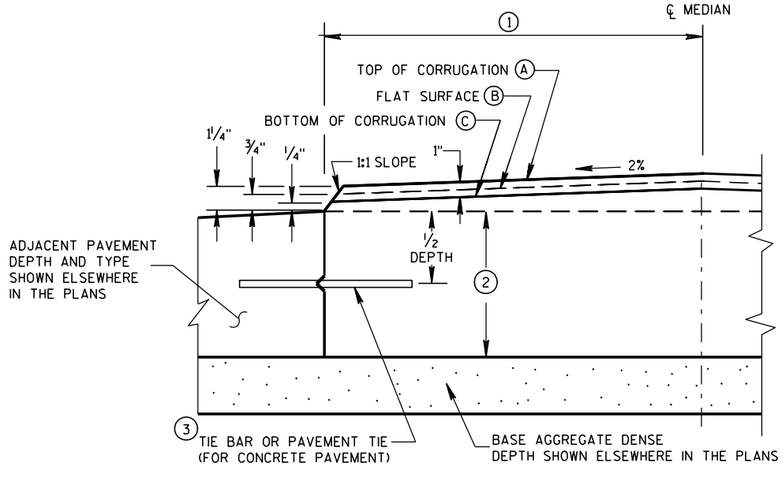
INSTALL TIE BARS TO MAINTAIN A MINIMUM OF 3-INCHES OF COVER BETWEEN THE TIE BAR AND THE CONCRETE SURFACE (BOTTOM AND TOP).

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

(4) CONCRETE CORRUGATED MEDIAN CONTRACTION JOINTS SHALL BE CONSTRUCTED TO MATCH THE JOINTS IN ADJACENT CONCRETE PAVEMENT. WHERE ADJACENT PAVEMENT IS ASPHALT WITH BASE AGGREGATE DENSE. TRANSVERSE CONTRACTION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS.

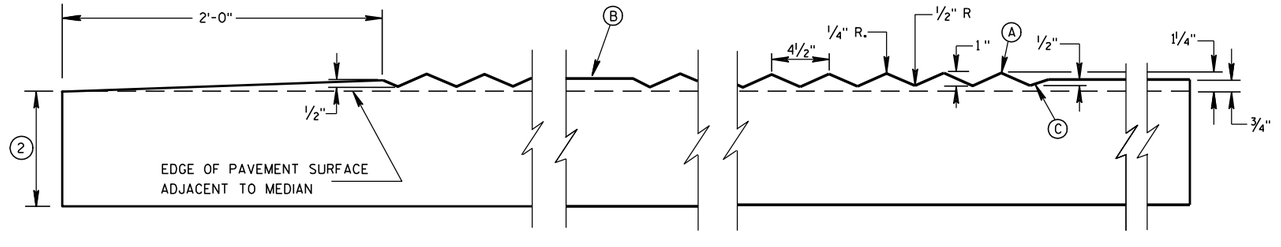
(5) SURFACE TYPE AND DETAILS ARE DEFINED ELSEWHERE IN THE PLAN.

(6) YELLOW MARKING ON FLAT SURFACE WHEN MEDIAN SEPARATES OPPOSING TRAFFIC.



HALF CROSS SECTION

(2) CONCRETE CORRUGATED MEDIAN AND ADJACENT PAVEMENT



SECTION B-B

LONGITUDINAL SECTION

CONCRETE CORRUGATED MEDIAN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/07 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER

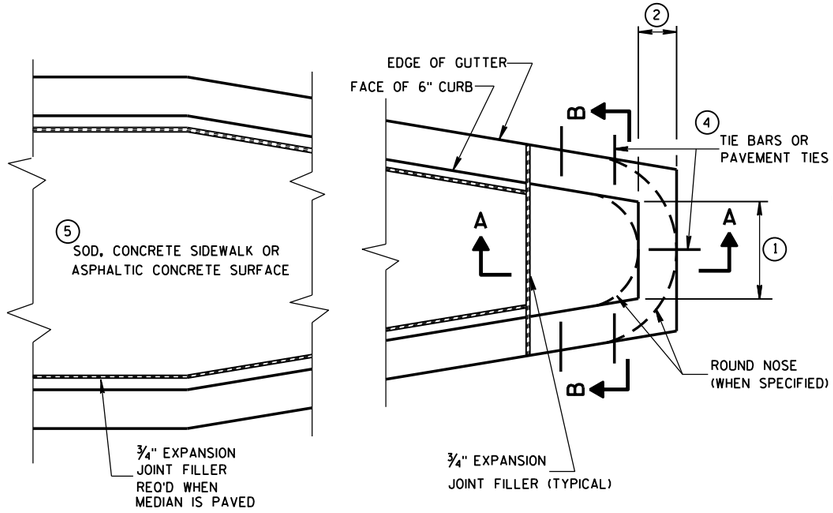
FHWA

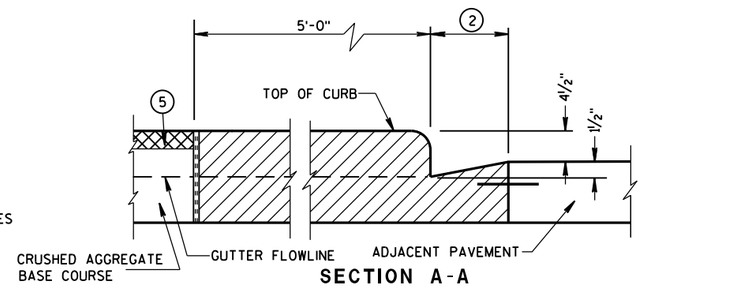
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S.D.D. 11 B 1-5

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S.D.D. 11 B 1-5





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

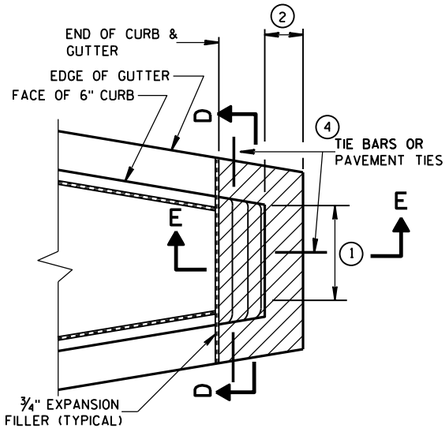
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

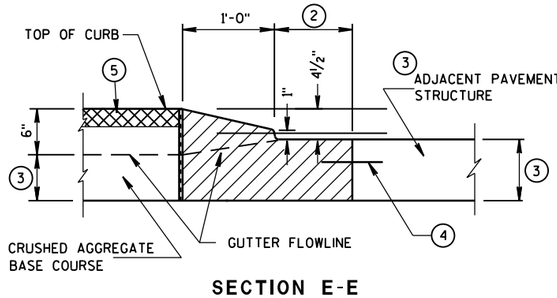
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

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

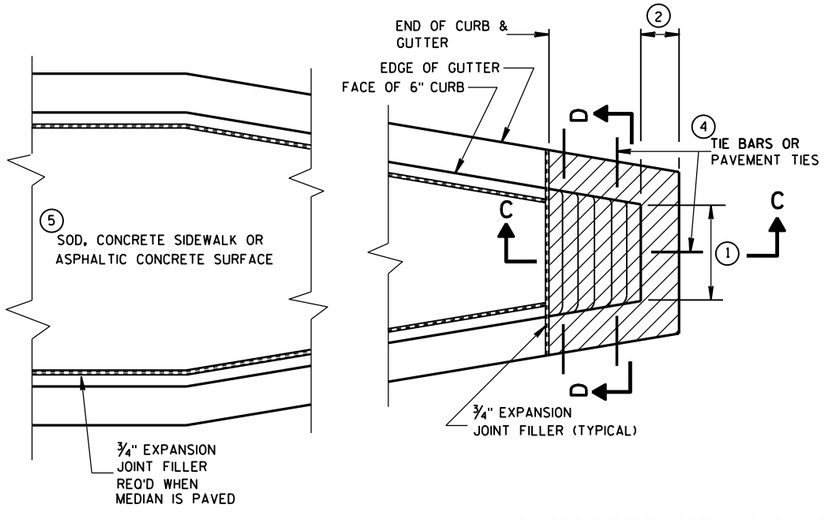
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

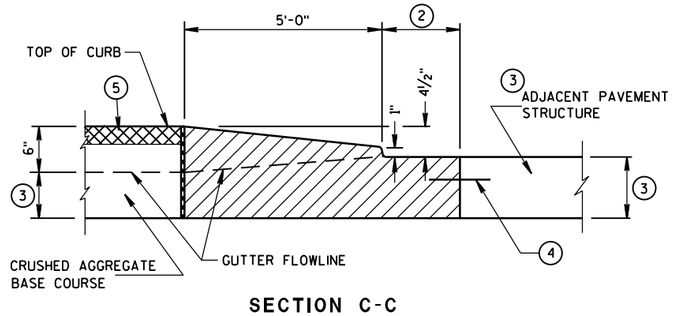




SECTION E-E

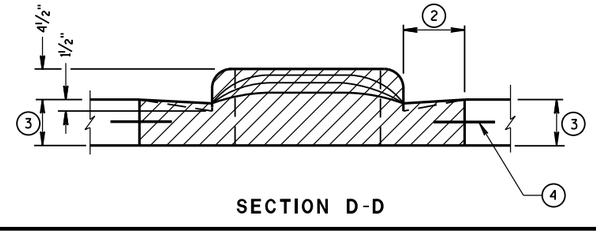
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

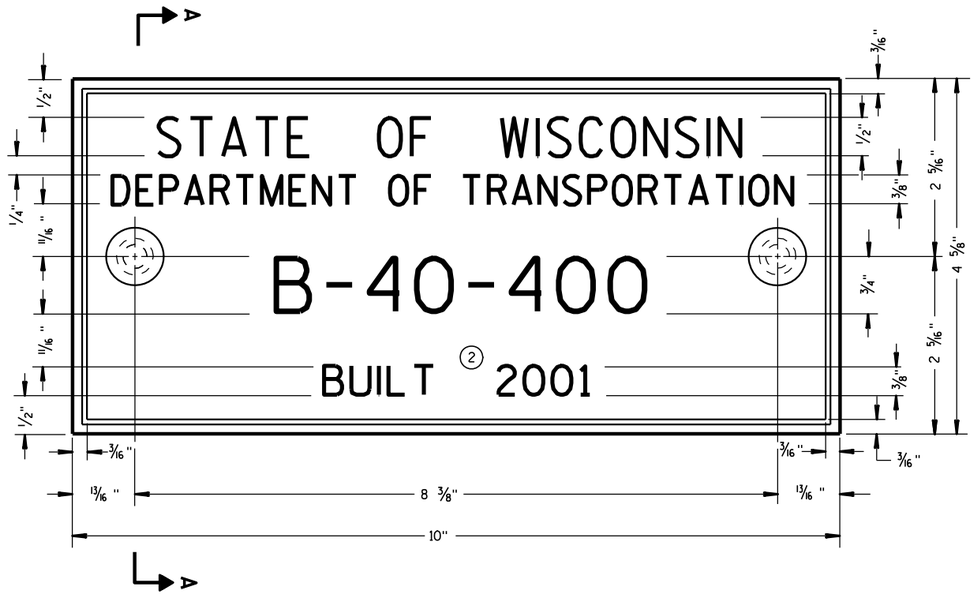
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

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S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



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

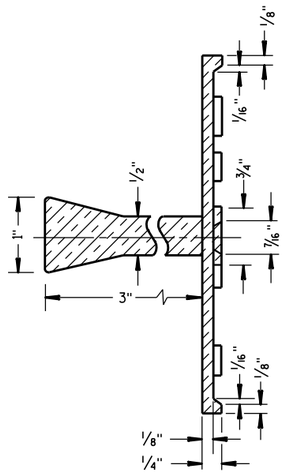
GENERAL NOTES

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.

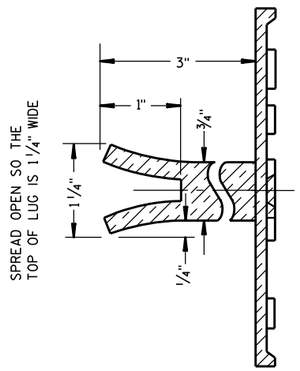
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(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

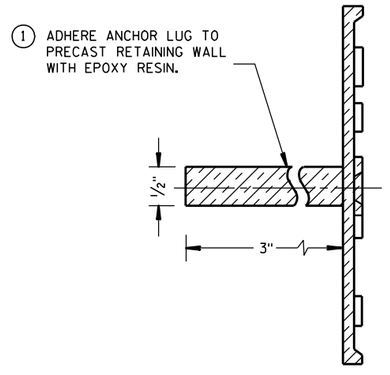
COUNTY NO.

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

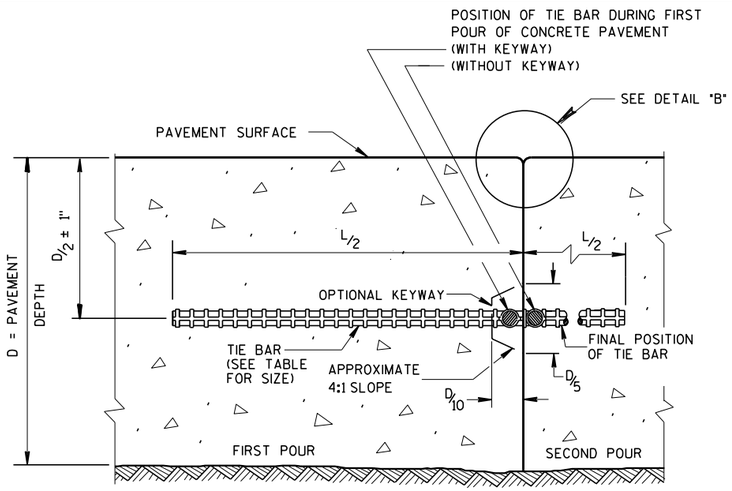
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOPMENT ENGINEER

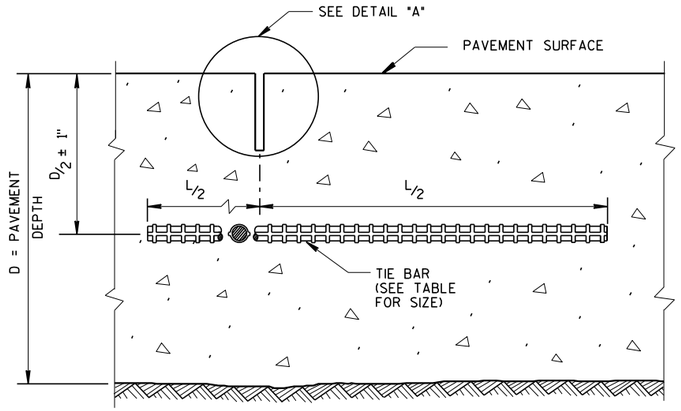
FHWA

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S.D.D. 12 A 3-10



CONSTRUCTION JOINT



SAWED JOINT

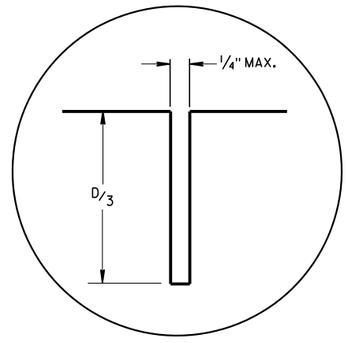
GENERAL NOTES

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

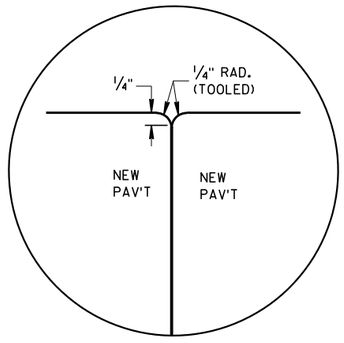
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

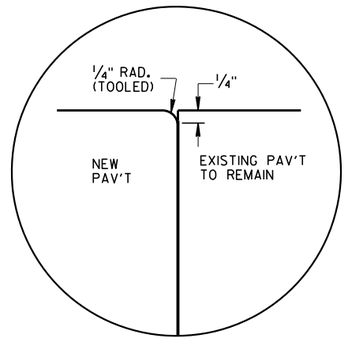
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



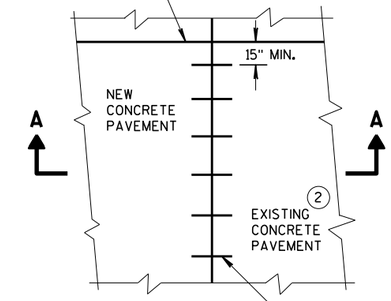
DETAIL "A"



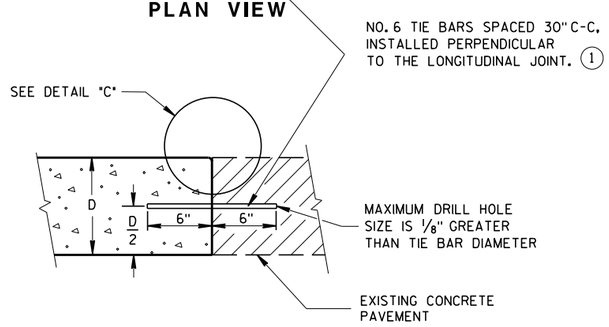
DETAIL "B"



DETAIL "C"



PLAN VIEW



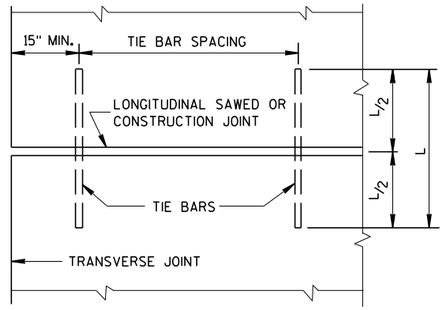
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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

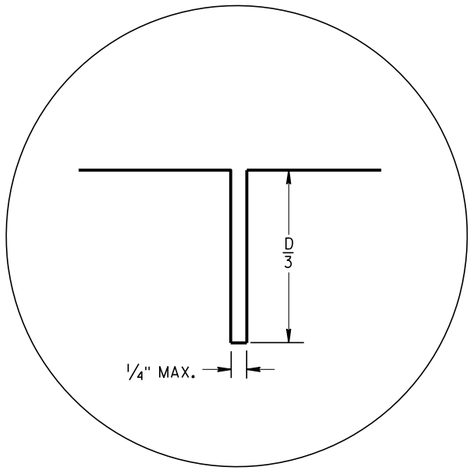
APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

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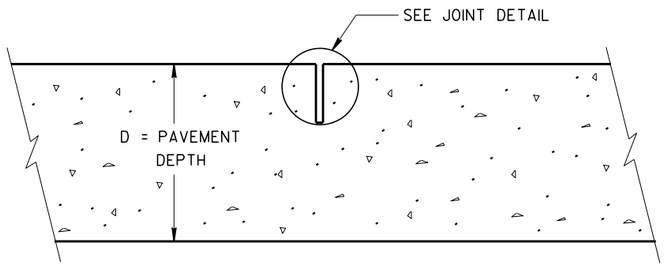
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19



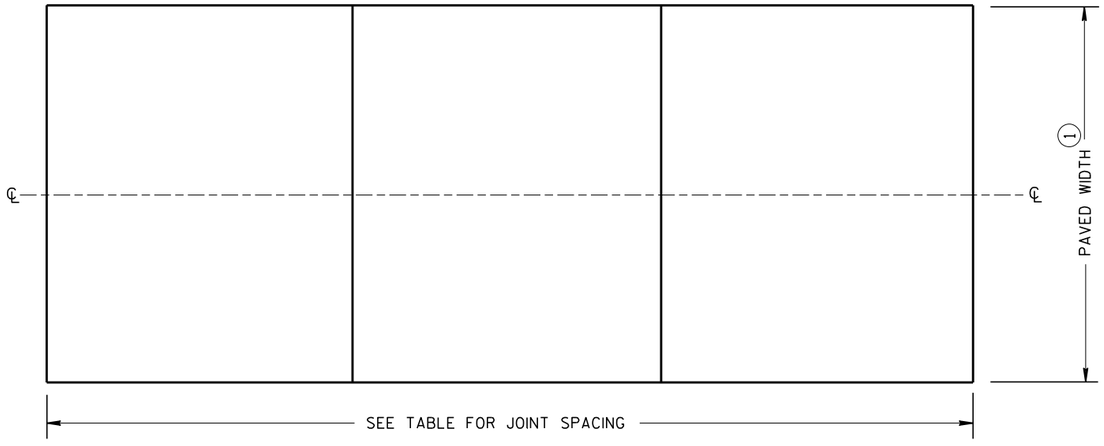
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

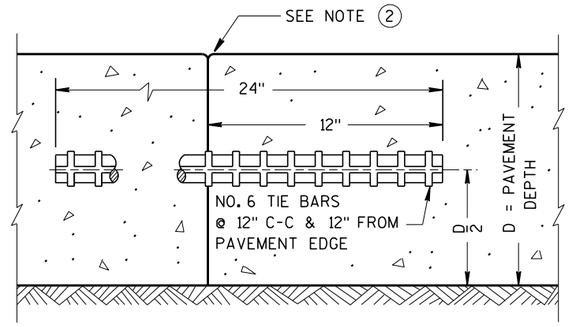
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

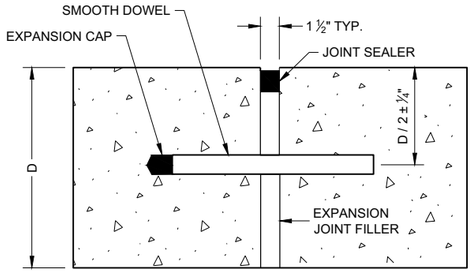
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPI

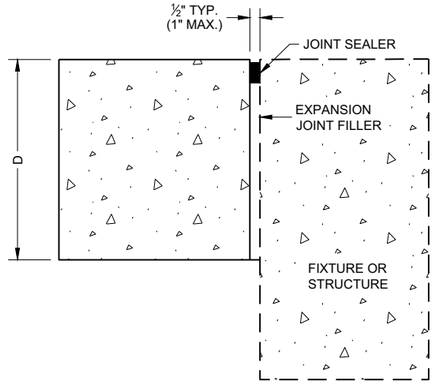
FHWA

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S.D.D. 13 C 4-17



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

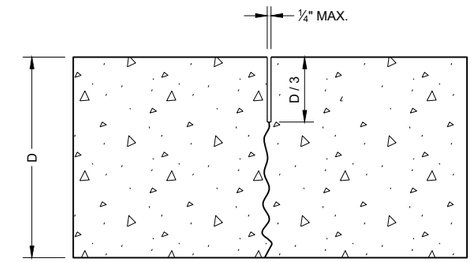
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

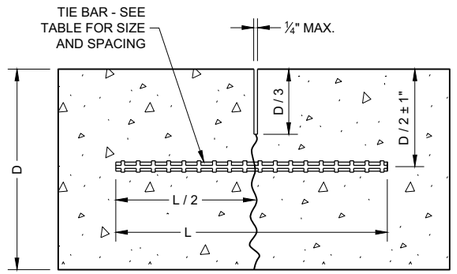
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

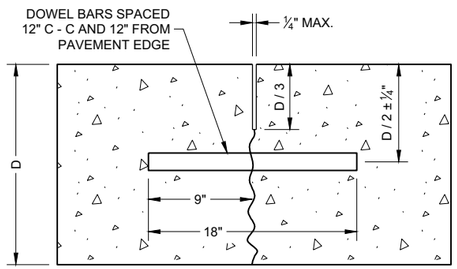
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

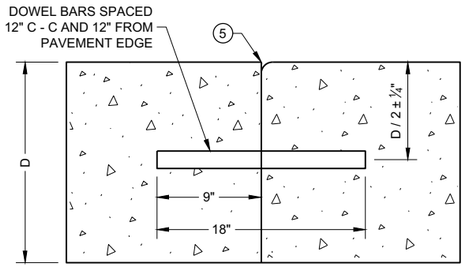


TIED LONGITUDINAL

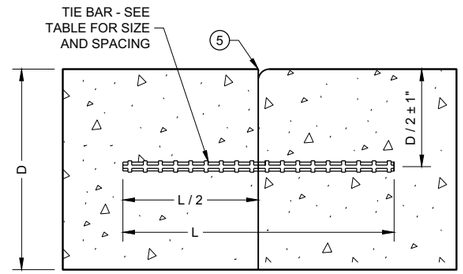


DOWELED TRANSVERSE

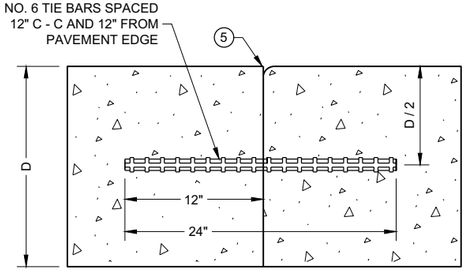
CONTRACTION JOINTS (2)



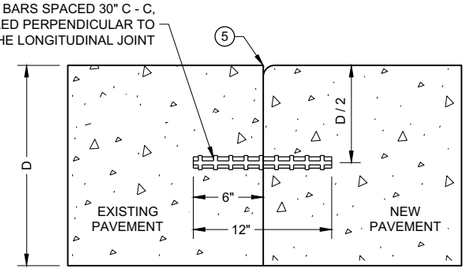
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

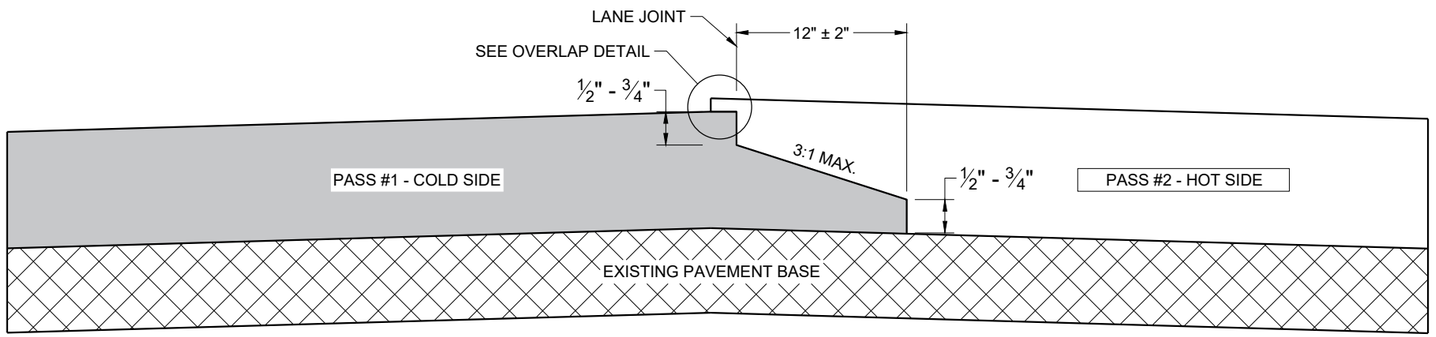
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

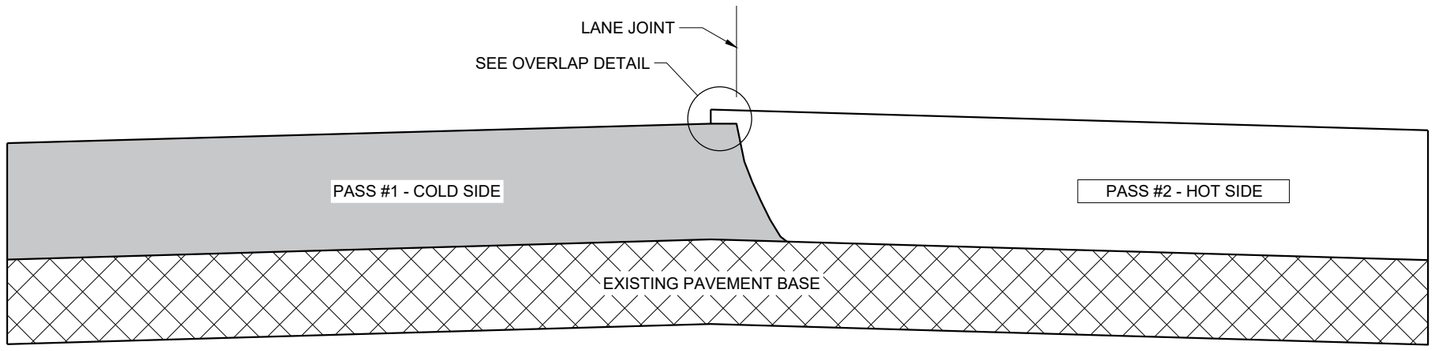
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

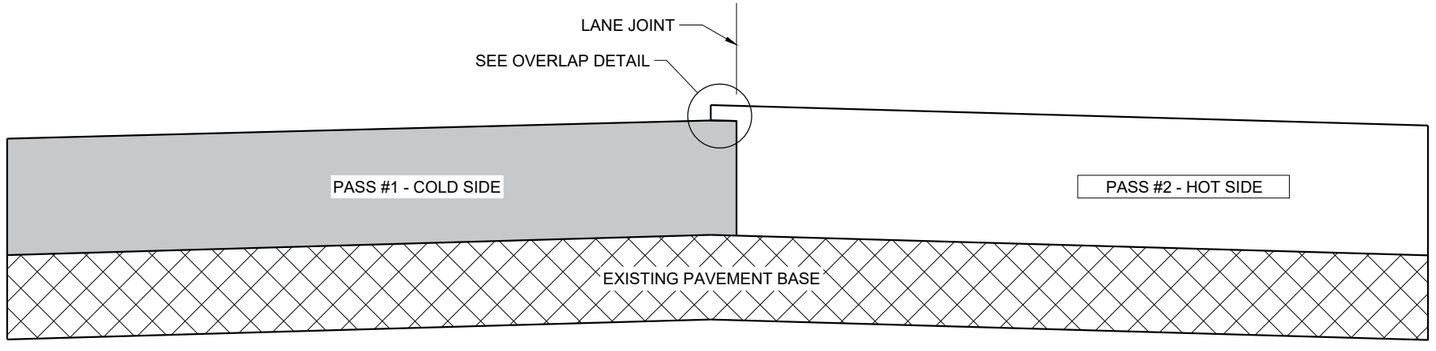
SDD 13C18 - 07c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

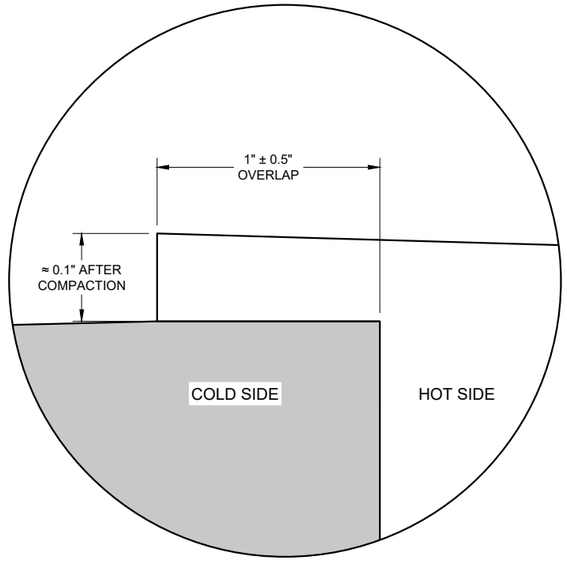
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

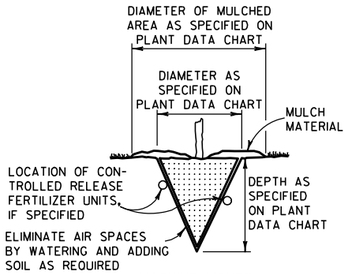
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

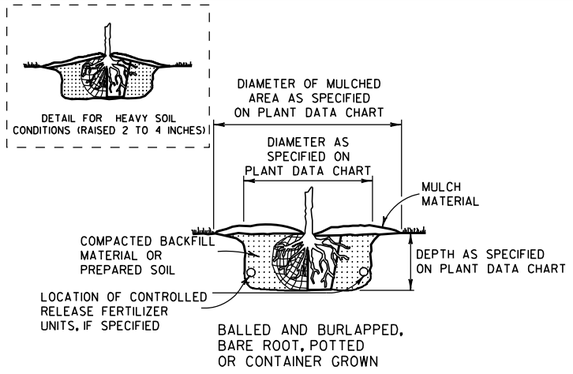
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

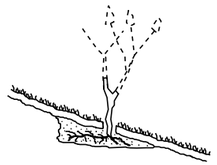
FHWA



MACHINE MOVED

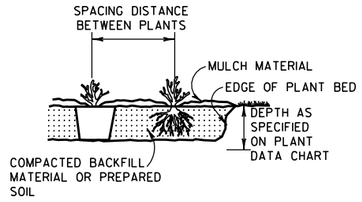


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



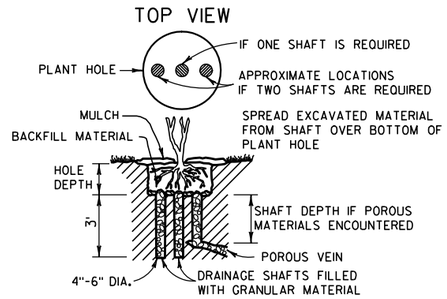
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



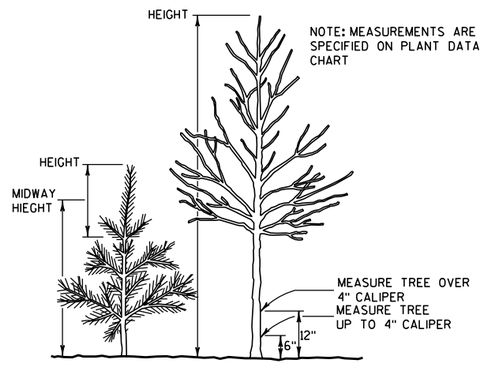
PREPARED BED (BARE ROOT AND POTTED)

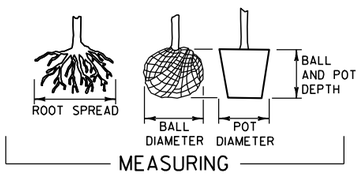
PLANTING



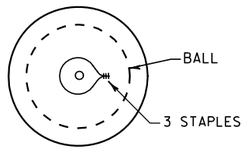
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

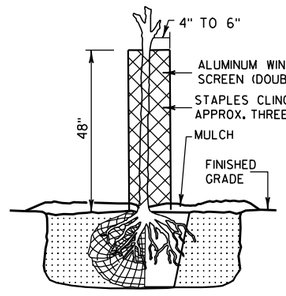




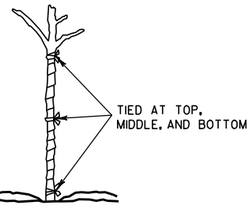
MEASURING



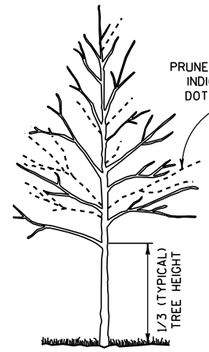
TOP VIEW



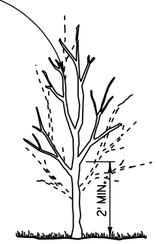
RODENT PROTECTION



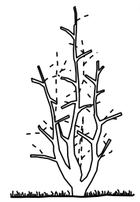
WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)



SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)



MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

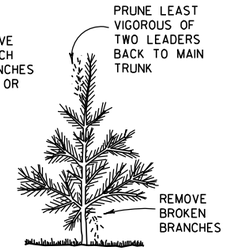
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES



SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

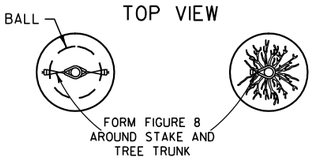


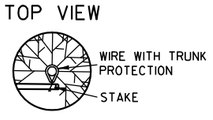
SUMAC

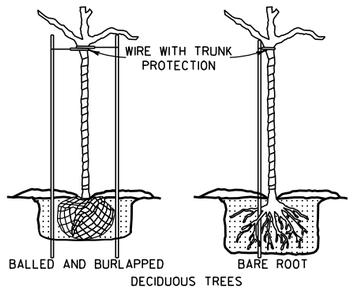


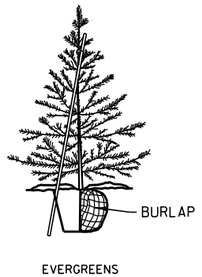
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



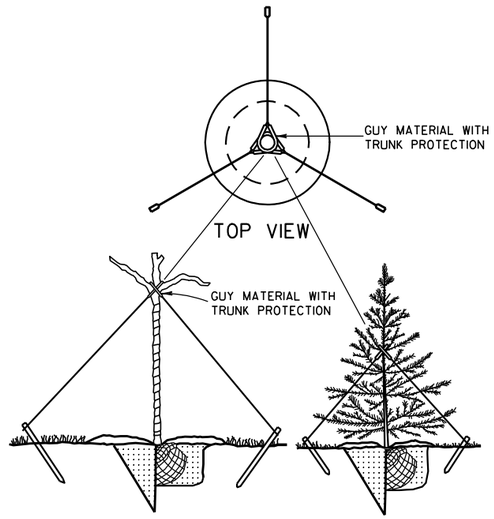






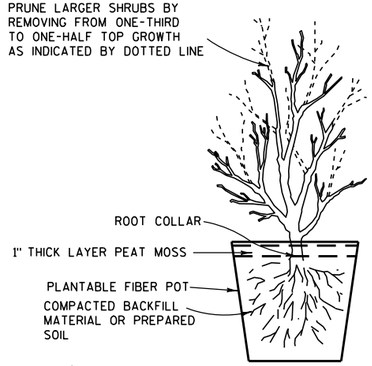
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

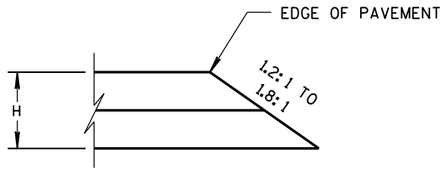
TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

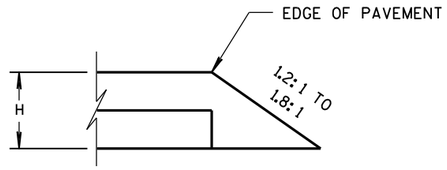
S.D.D. 14 A 2-1

S.D.D. 14 A 2-1



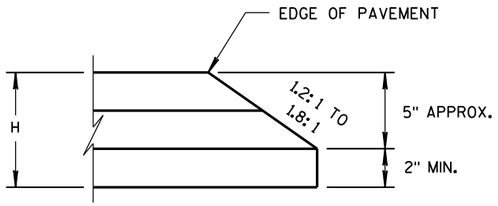
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



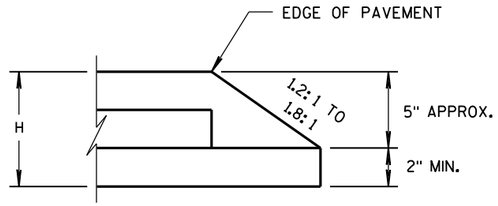
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

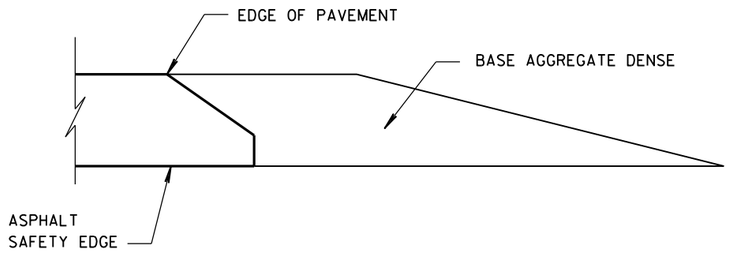
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

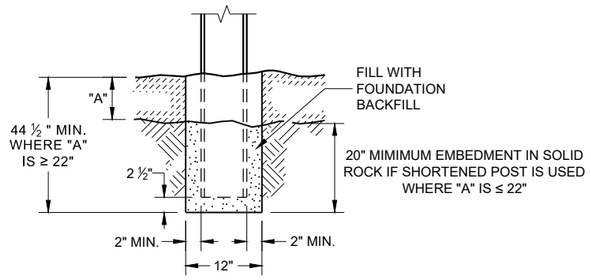
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

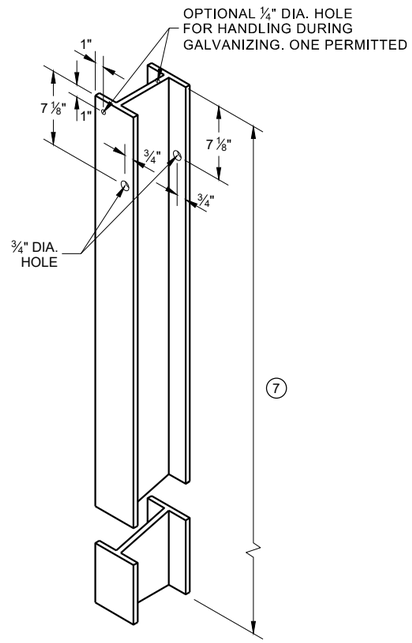
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

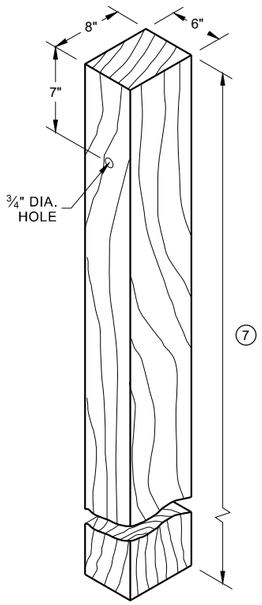
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



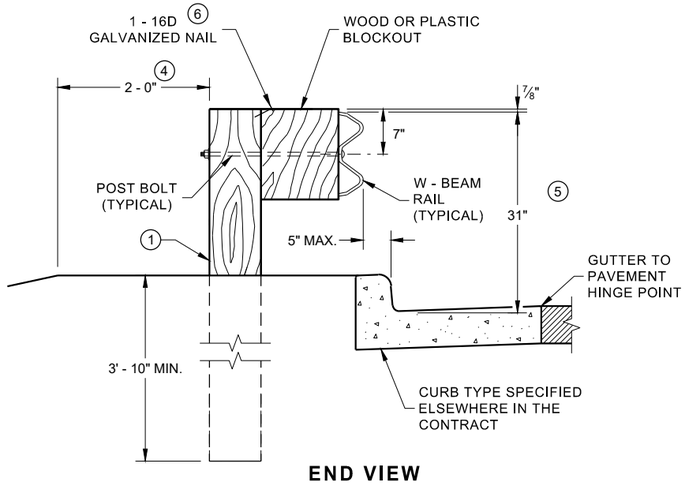
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



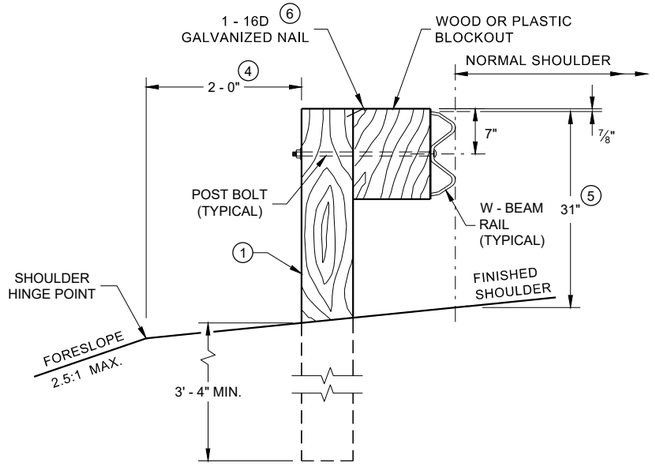
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



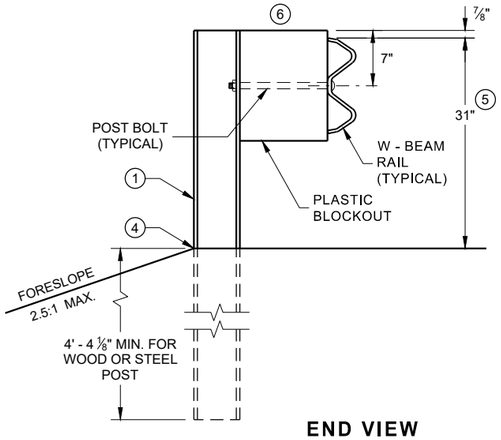
WOOD POST (6" X 8") NOMINAL (1)



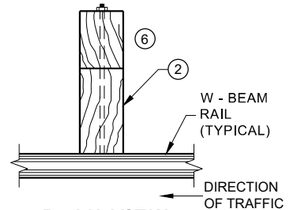
END VIEW
LOCATED ALONG A CURBED ROADWAY



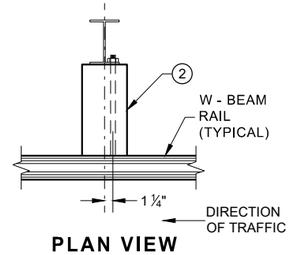
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



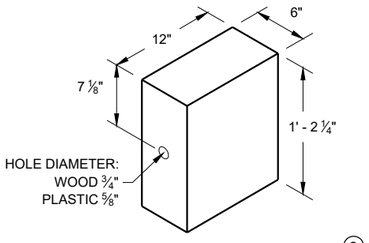
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

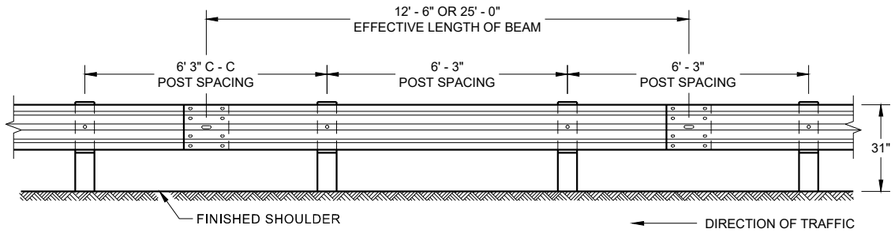
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

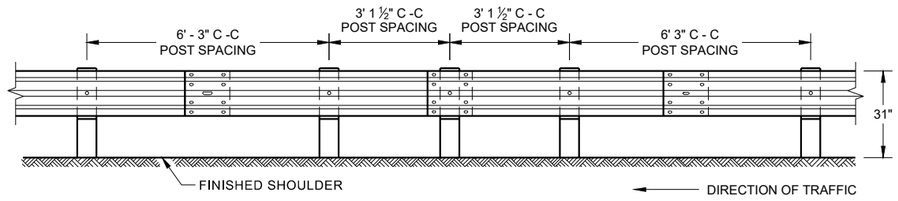
SDD 14B42 - 07a

6

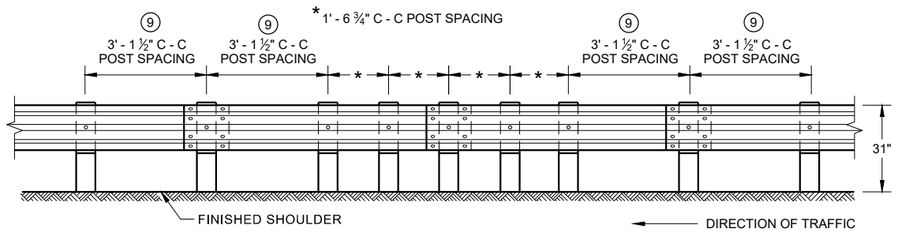
SDD 14B42 - 07a



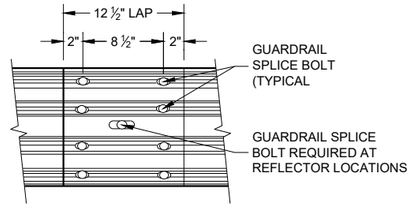
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

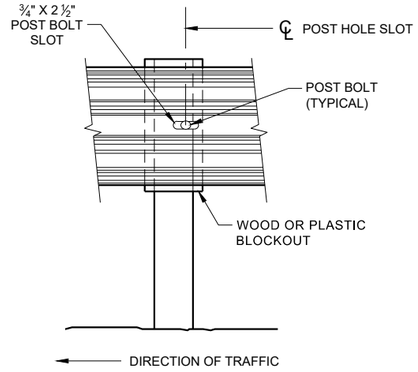
GENERAL NOTES

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

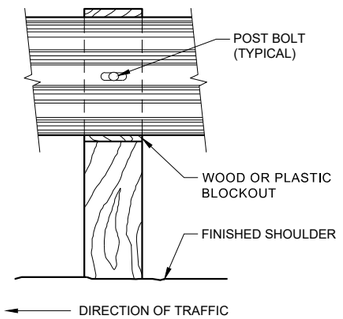
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

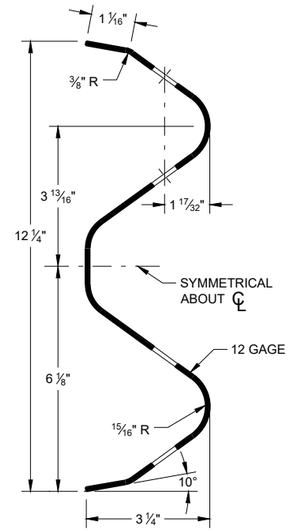
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



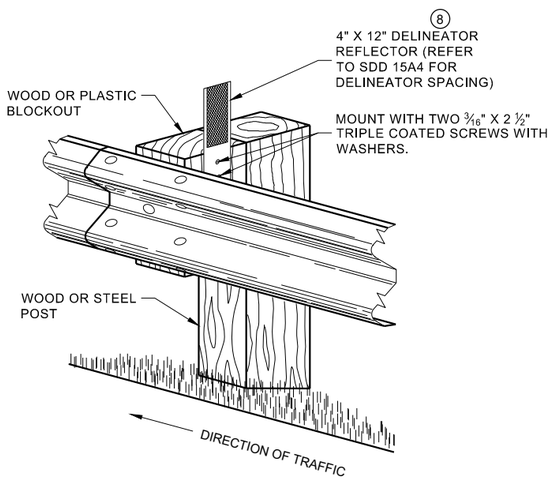
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



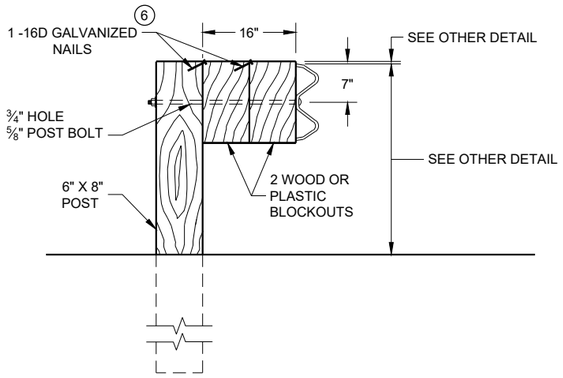
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

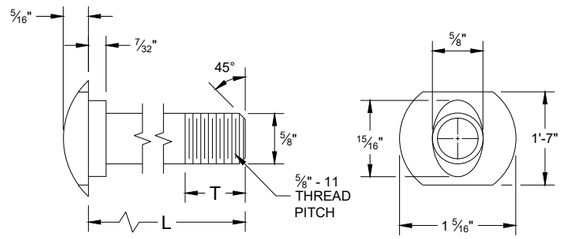


DETAIL FOR 16" BLOCKOUT DEPTH

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

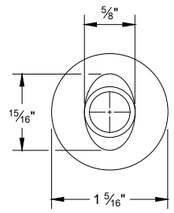
NOTE:

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

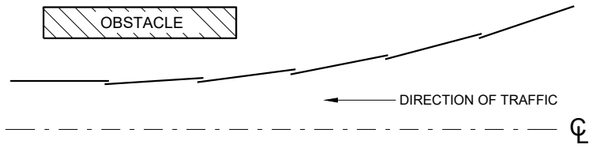


POST BOLT TABLE

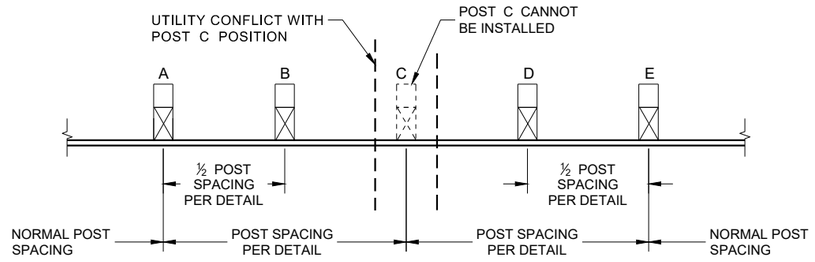
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



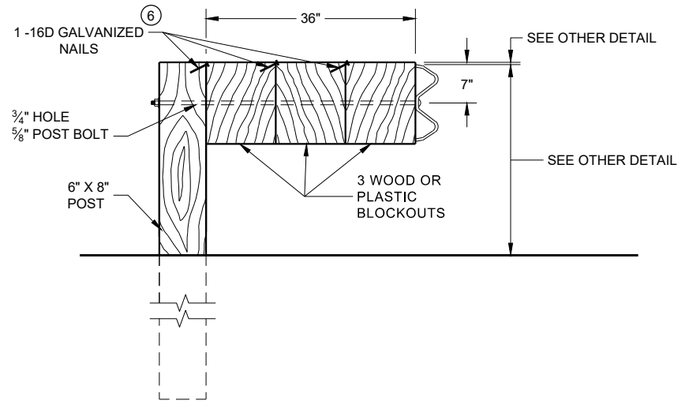
ALTERNATE BOLT HEAD



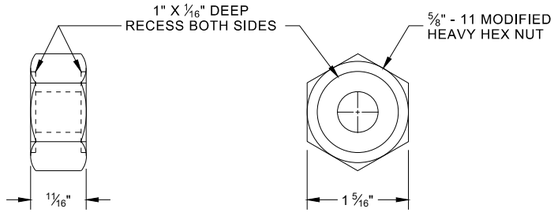
PLAN VIEW
BEAM LAPPING DETAIL



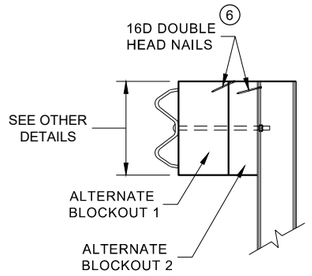
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



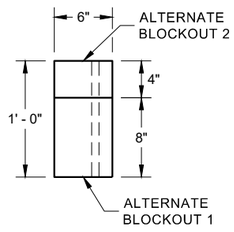
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

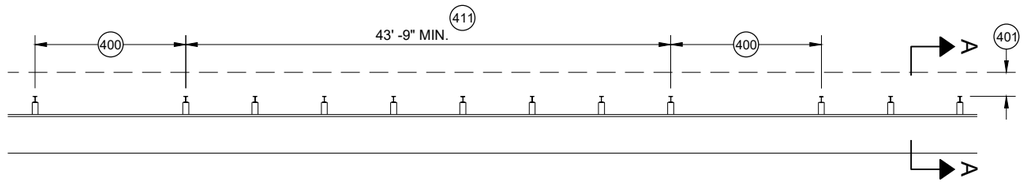
ALTERNATE WOOD BLOCKOUT DETAIL

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

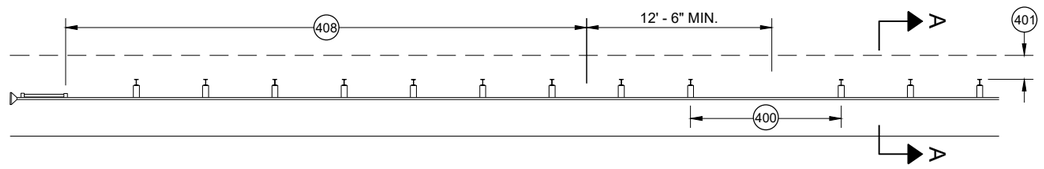
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

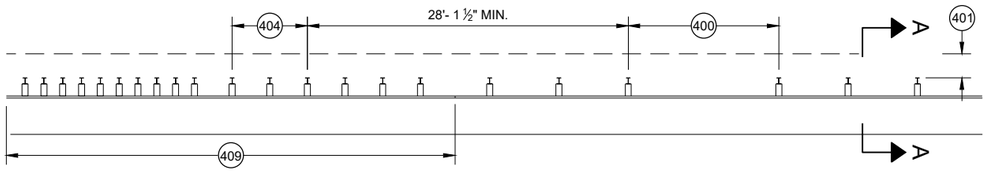
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



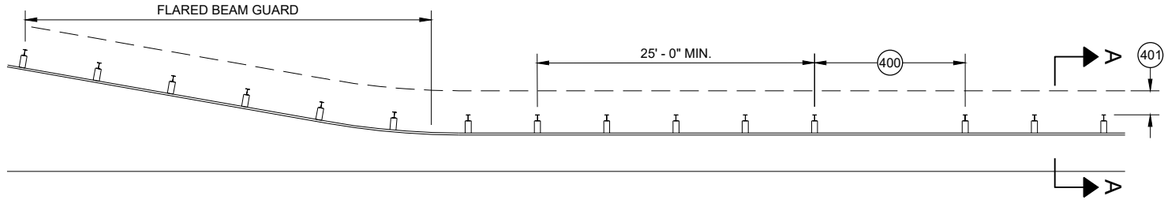
MISSING POST IN MGS GUARDRAIL



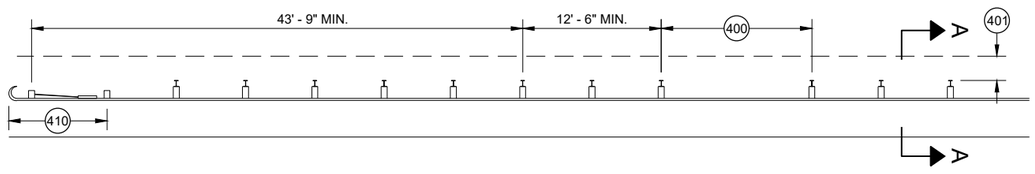
MISSING POST IN MGS GUARDRAIL NEAR EAT



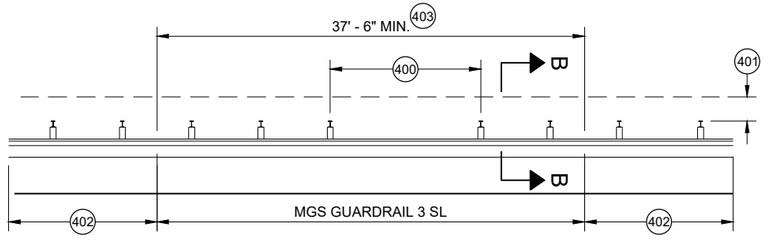
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

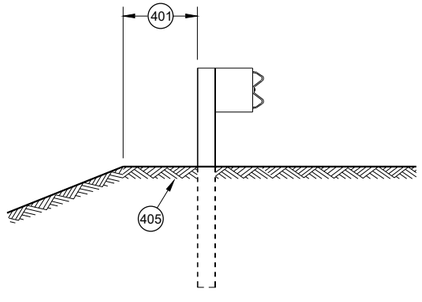


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

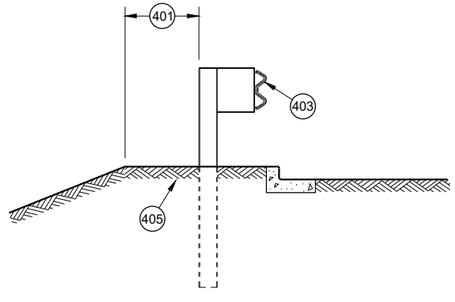


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

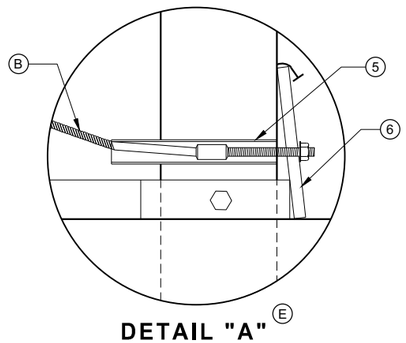
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

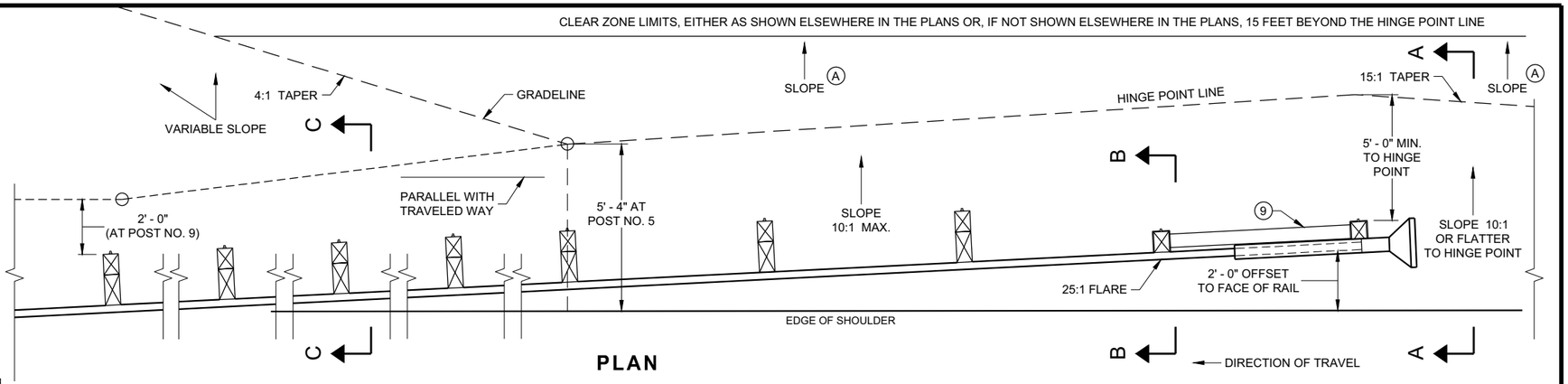
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

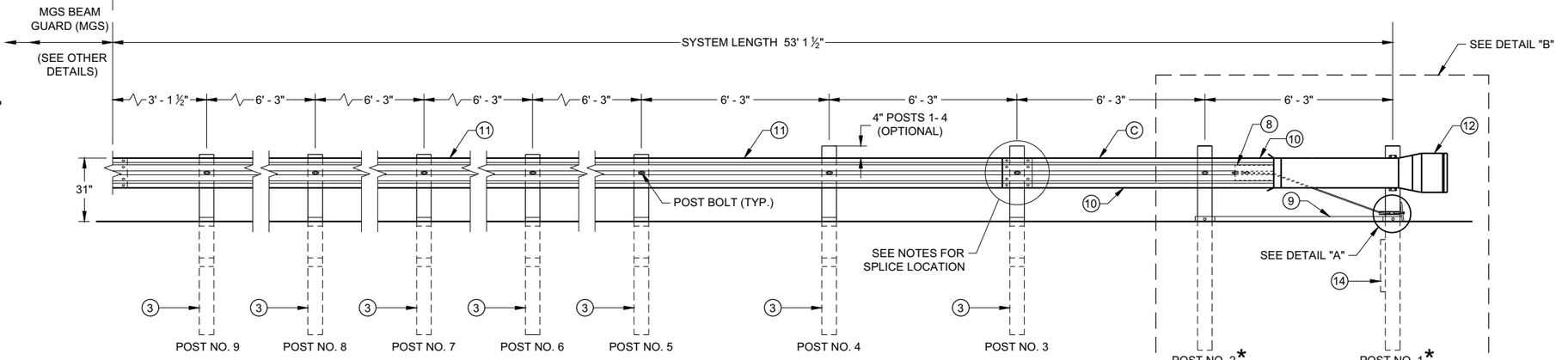
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



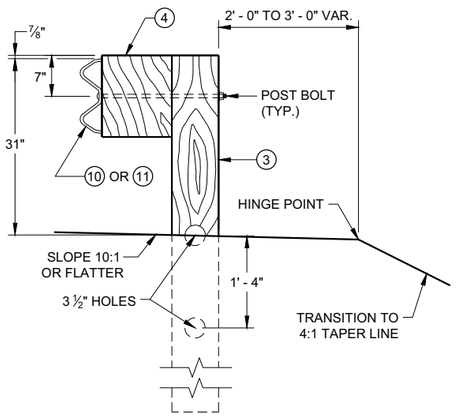
DETAIL "A" (E)



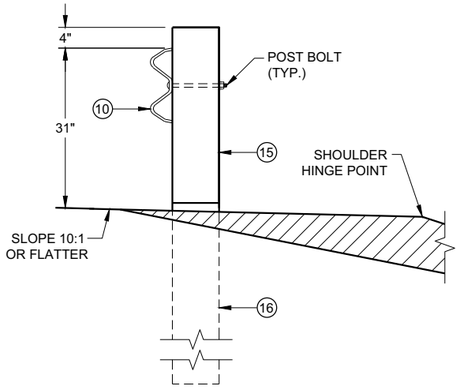
PLAN



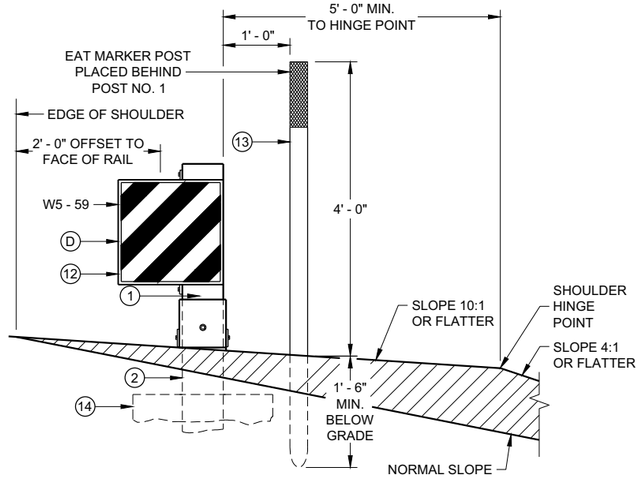
ELEVATION



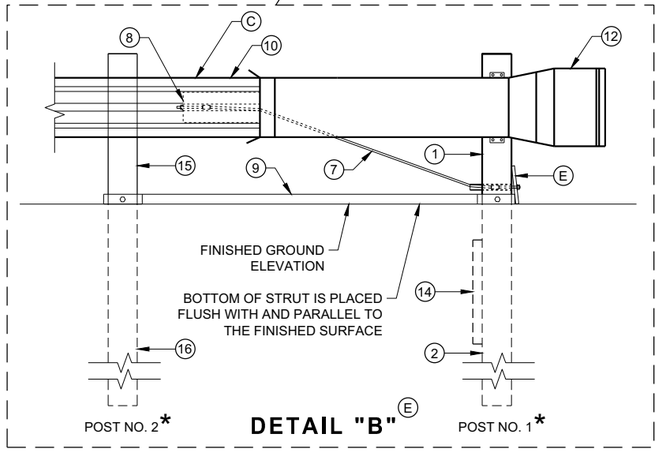
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



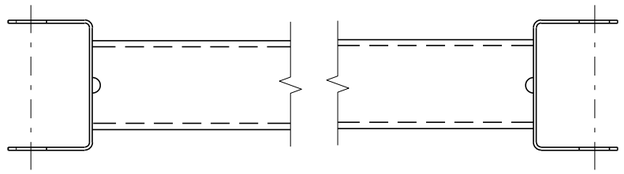
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

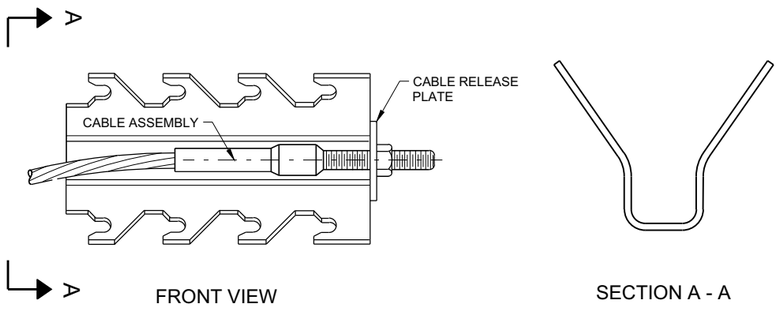
SDD 14B44 - 04a



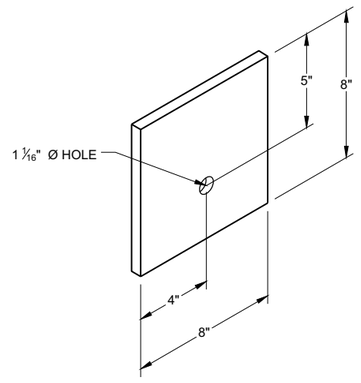
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

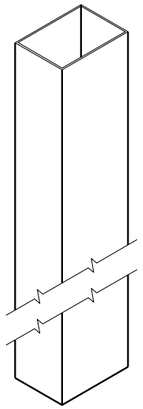
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SDD 14B44 - 04b

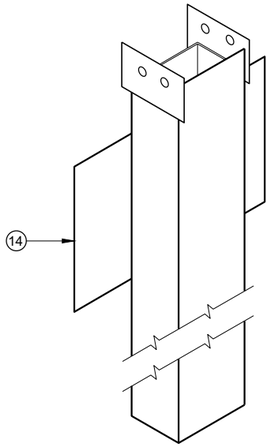
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

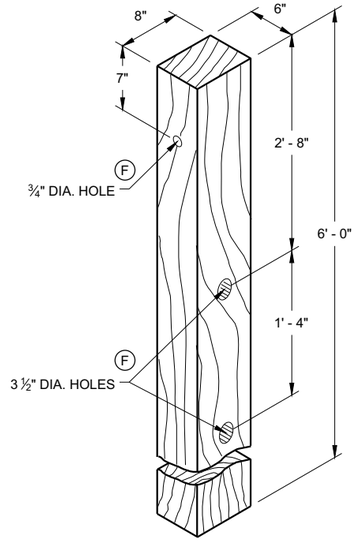
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



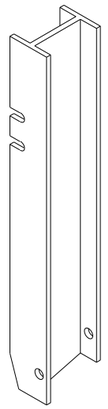
UPPER POST NO. 1 (1) (E)



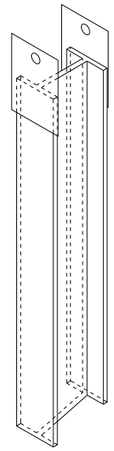
LOWER POST NO. 1 (2) (E)



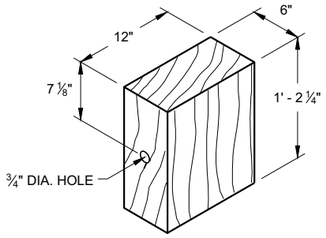
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



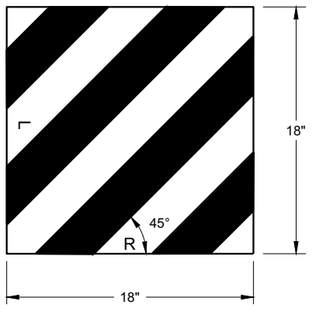
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

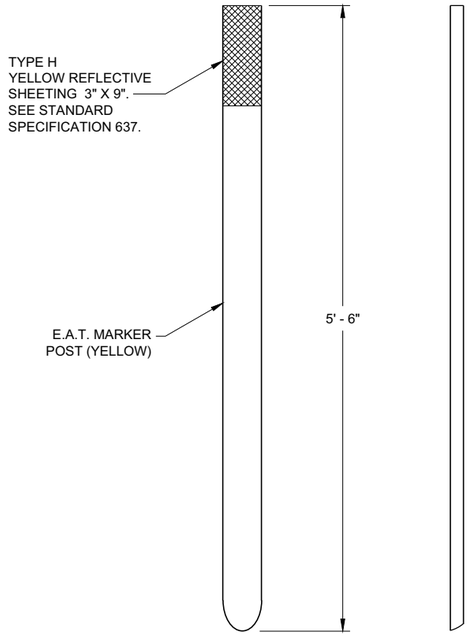


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



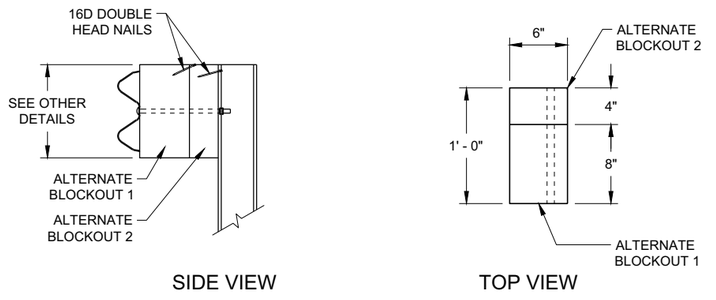
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

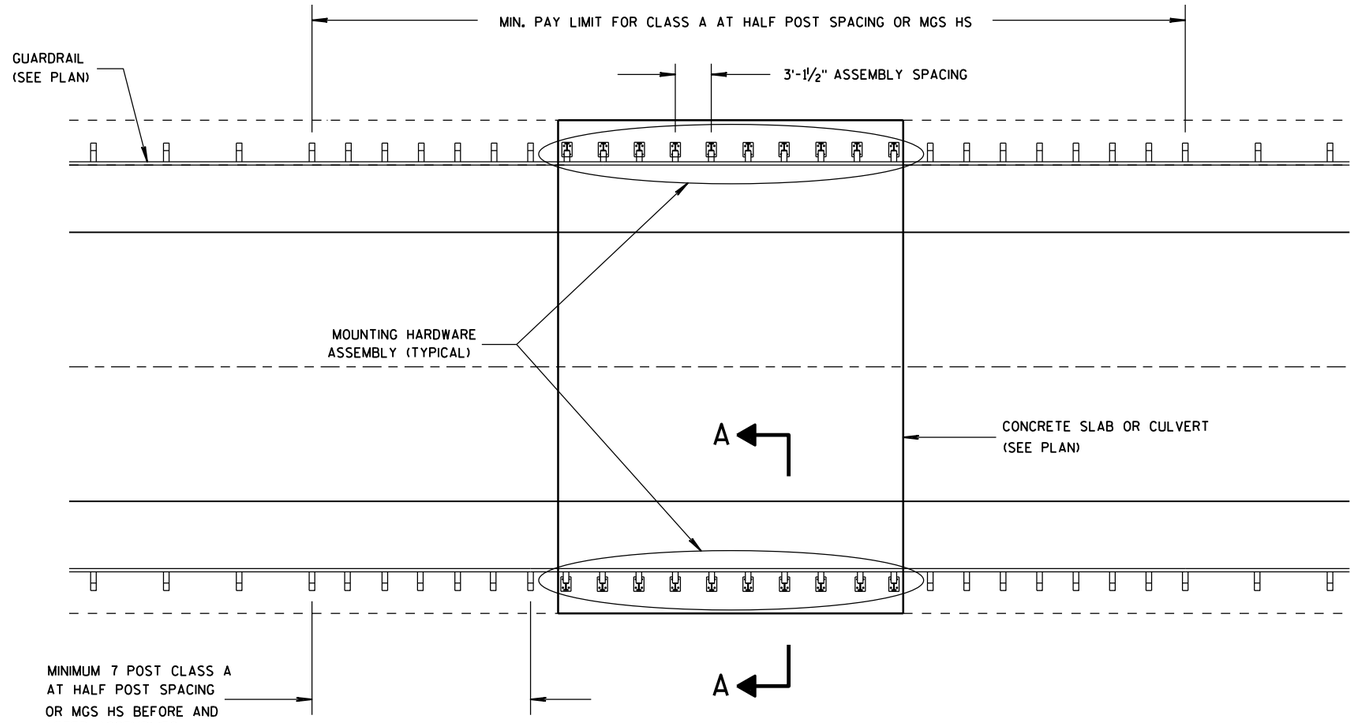
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

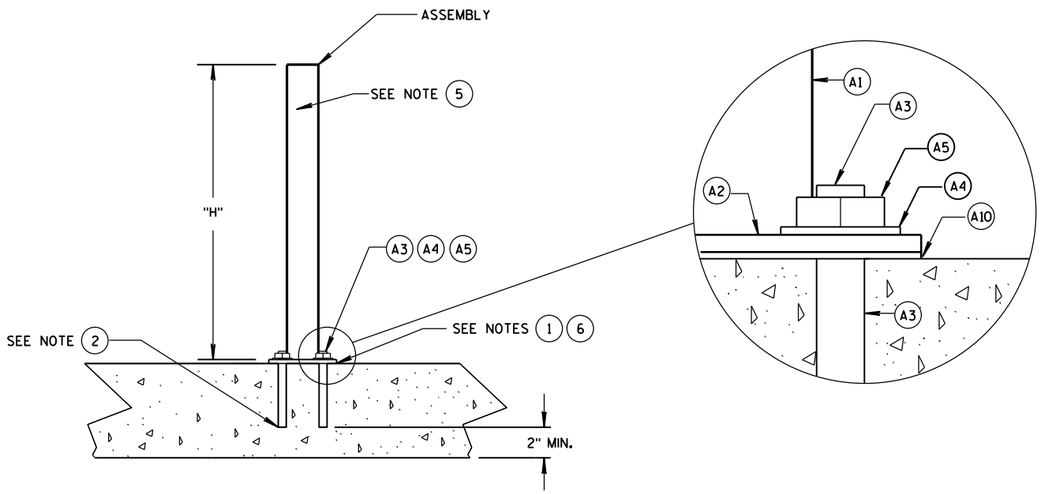
FHWA

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SDD 14B44 - 04c
SDD 14B44 - 04c

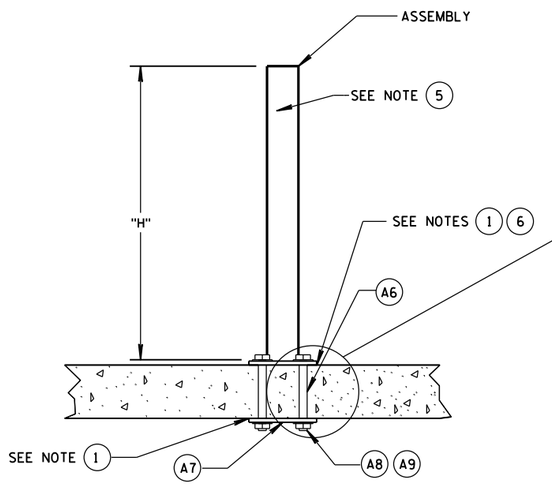


PLAN VIEW



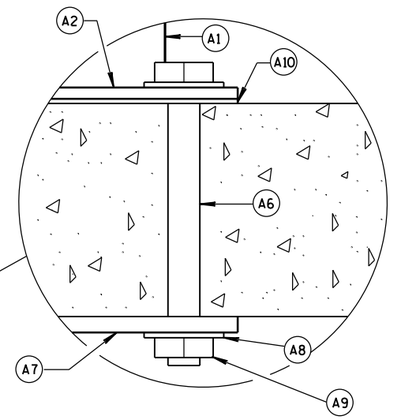
ADHESIVE ANCHOR DETAIL

SEE NOTE 4



BOLT THROUGH DETAIL

SEE NOTE 4



GENERAL NOTES

HOLES DRILLED INTO CONCRETE SLAB OR CULVERT ARE 1⅛-INCH DIAMETER.

POST BASE PLATE (AND BOTTOM PLATES IF USED) 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. CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF CONCRETE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

"H" DIMENSION WILL VARY. SEE PLAN FOR "H" DIMENSION. CONTRACTOR HAS OPTION OF INSTALLING POSTS THAT ARE TALLER THAN "H" DIMENSION AND CUT POSTS TO PROPER "H" DIMENSION IN THE FIELD. IF ELECTING TO FIELD CUT POSTS, DRILL HOLES AT APPROPRIATE LOCATIONS AND APPLY GALVANIZATION.

GALVANIZE STEEL COMPONENTS AFTER FABRICATION PER SECTION 614 OF THE WISCONSIN DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS.

INSTALL 1 NUT AND 1 WASHER WHERE APPLICABLE. PROVIDE SUFFICIENT LENGTH OF BOLT OR THREADED ROD TO ALLOW FOR ¼-INCH TO ½-INCH OF THREAD TO BEYOND THE NUT.

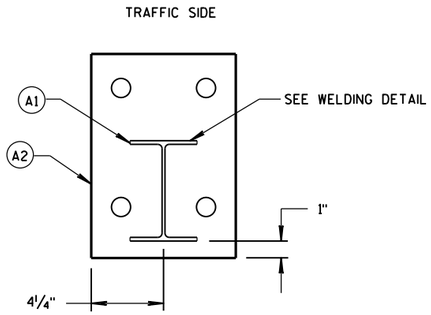
1. PLACE NON-STAINING, GRAY NON-BITUMINOUS JOINT SEALER ON THE BOTTOM (A2) AND IN DRILL HOLES FOR BOLT THROUGH OPTION.
2. BOND STRENGTH OF ADHESIVE IS 1,305 PSI OR GREATER WITH A MINIMUM EMBEDMENT DEPTH OF 8-INCHES. IF MINIMUM EMBEDMENT CANNOT BE ACHIEVED BOLT THROUGH STRUCTURE.
3. USE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR CO2 COVER GAS.
4. OTHER COMPONENT OF BARRIER SYSTEM NOT SHOWN. SEE OTHER STANDARD DETAIL DRAWINGS. SEE SDD 14 B 15 OR SDD 14 B 42 FOR MORE DETAILS.
5. HOLES TO MOUNT BEAM GUARD AND BLOCK NOT SHOWN ON DRAWINGS. SEE OTHER STANDARD DETAIL DRAWINGS. SEE SDD 14 B 15 OR SDD 14 B 42 FOR MORE DETAILS.
6. ADD AND ADJUST SHIM PLATES AS NECESSARY TO INSTALL POST PLUMB. SEE (A10) FOR DETAIL.

ANCHOR POST ASSEMBLY TOP-MOUNTED

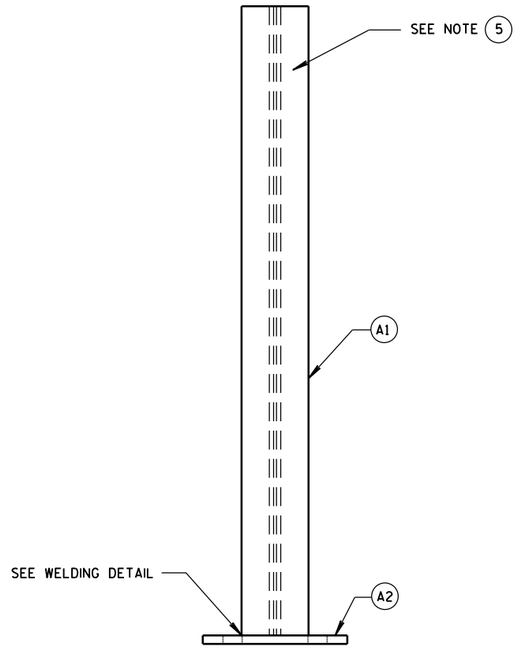
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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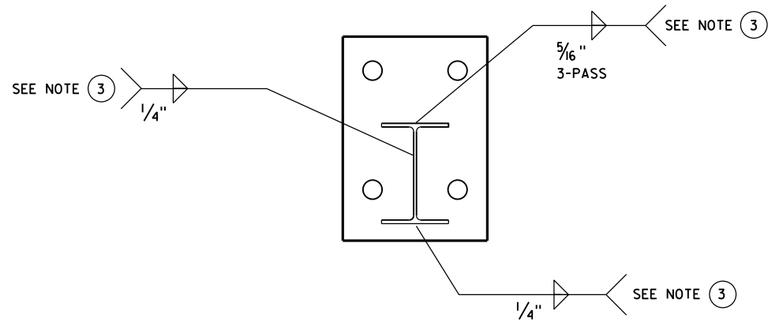
S.D.D. 14 B 51-1a



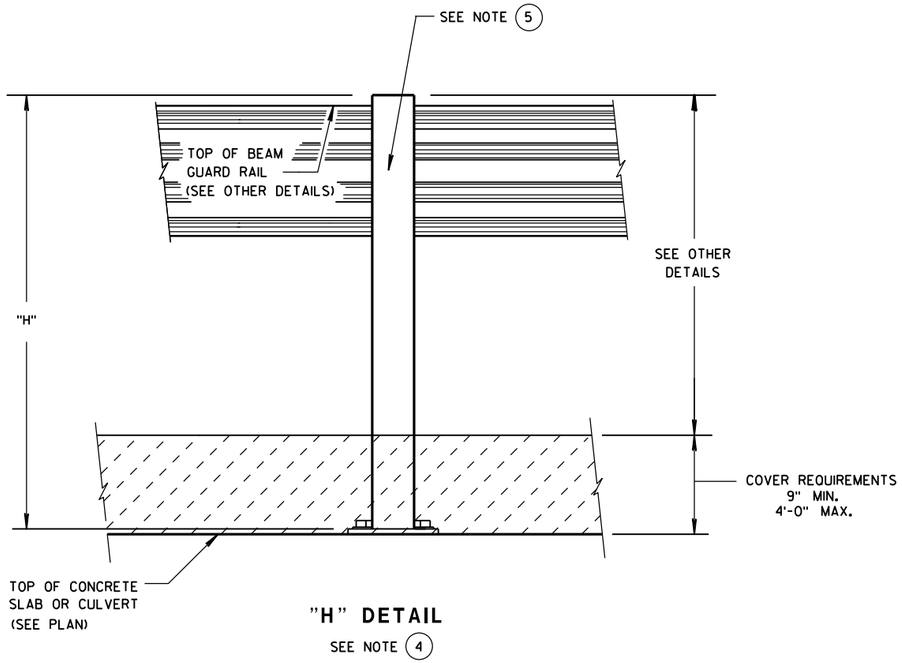
PLAN VIEW OF ASSEMBLY



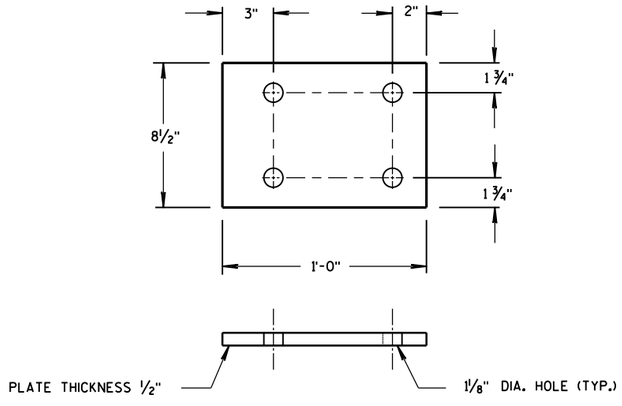
PROFILE VIEW OF ASSEMBLY



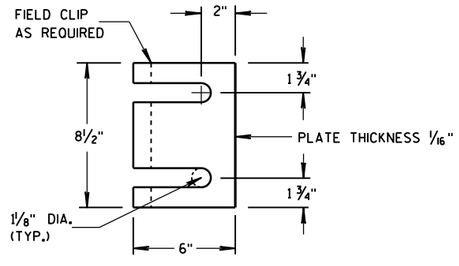
WELDING DETAIL



"H" DETAIL
SEE NOTE (4)



A2 DETAILS



A10 DETAILS

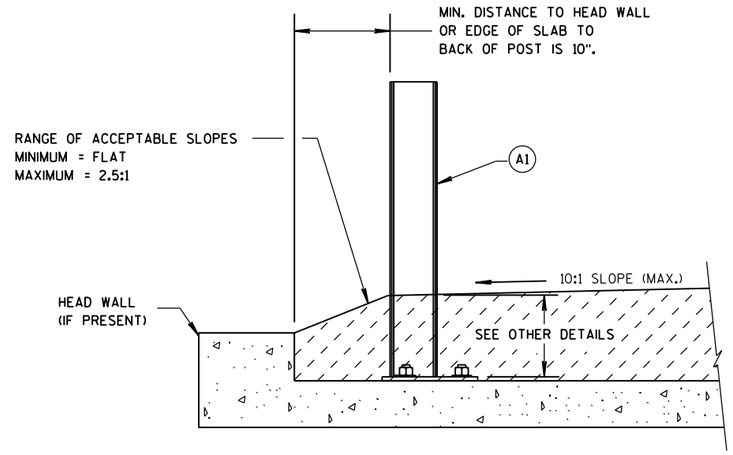
ANCHOR POST
ASSEMBLY TOP-MOUNTED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 51-1b

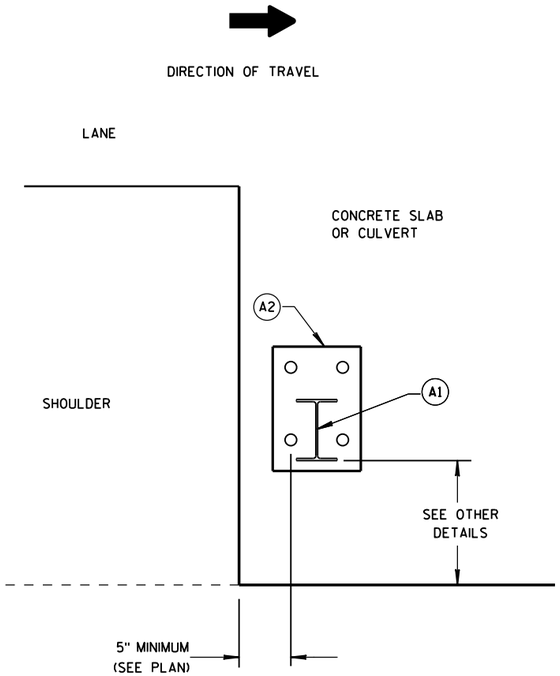
MATERIALS LIST

ITEM	DESCRIPTION	MATERIAL SPECIFICATIONS	NOTES
(A1)	W6x9 or W6x8.5	ASTM A992, 50 KSI MIN. ASTM A709 GRADE 50 OR ASTM A36	SEE SDD 14B15 OR 14B42 LENGTH WILL VARY
(A2)	STEEL BASE PLATE	ASTM A992 50 KSI MIN., ASTM A529 GRADE 50, ASTM A572 GRADE 50, OR ASTM A36	
(A3)	1" DIA. THREADED ROD	SAE J429 GRADE 2, ASTM A307 GRADE C, OR ASTM F1554 GRADE 36	LENGTH WILL VARY
(A4)	1" DIA. FLAT WASHER	ASTM F844	
(A5)	1" HEX NUT	ASTM A563A	
(A6)	1" DIA. HEX BOLT	ASTM A307	LENGTH WILL VARY
(A7)	PLATE WASHER	ASTM A992 50 KSI MIN., ASTM A529 GRADE 50, ASTM A572 GRADE 50, OR ASTM A36	
(A8)	1" DIA. FLAT WASHER	ASTM F844	
(A9)	1" DIA. HEX NUT	ASTM A563A	
(A10)	SHIM PLATE	SEE (A2)	4 MAX PER POST



SECTION A-A

SEE NOTE (4)



EDGE PLACEMENT

SEE NOTE (4)

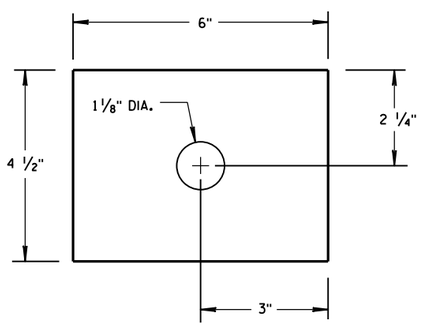
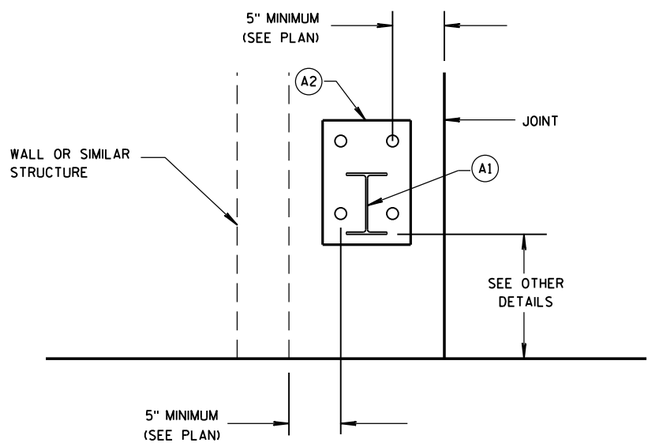


PLATE WASHER - (A7)



OBSTRUCTION AND JOINT PLACEMENT

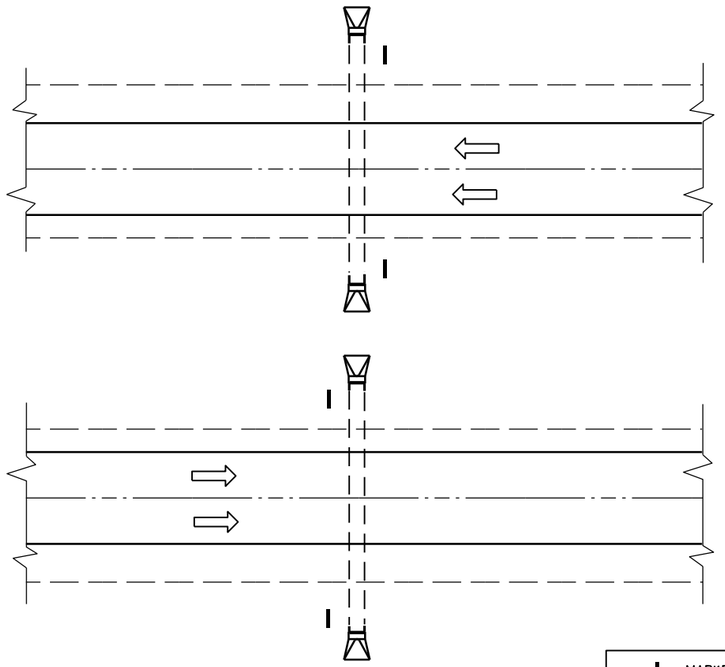
SEE NOTE (4)

ANCHOR POST
ASSEMBLY TOP-MOUNTED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

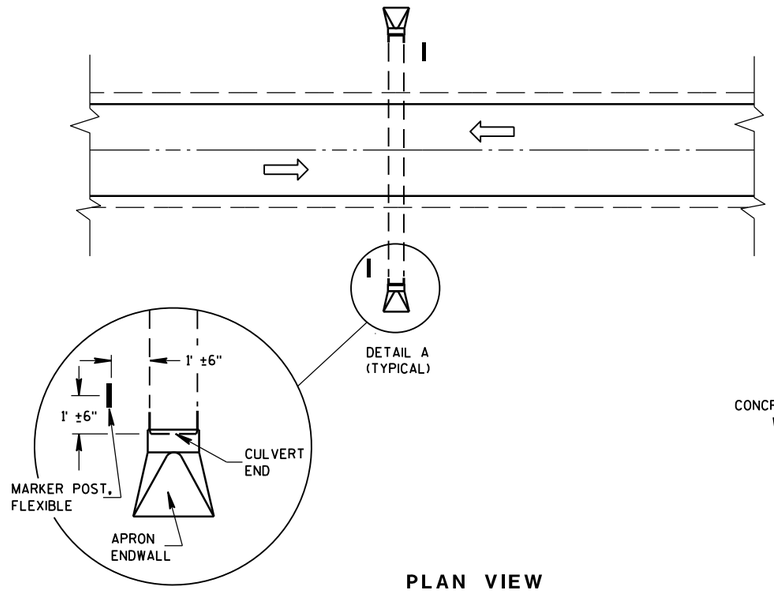
APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 14 B 51-1c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

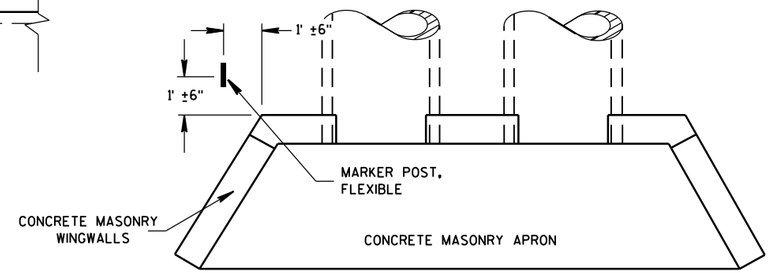
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

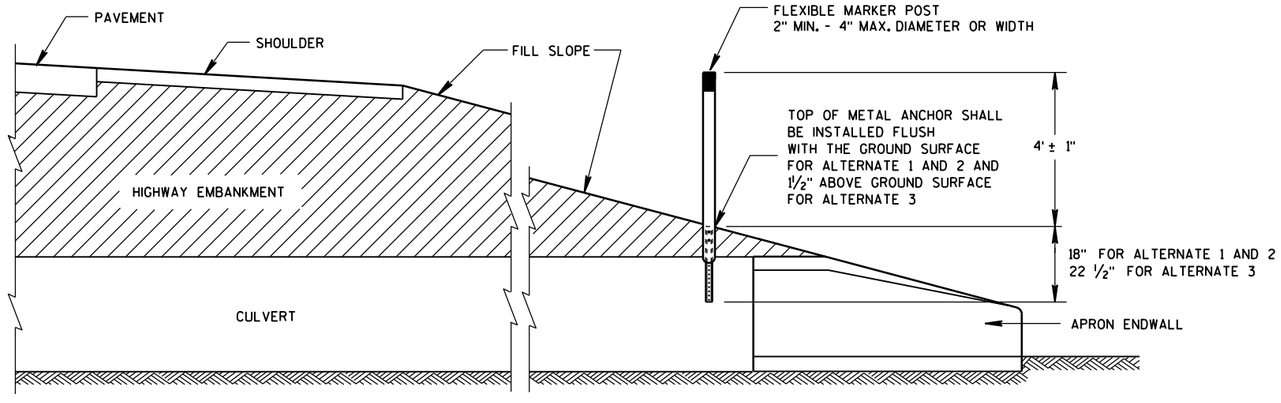
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

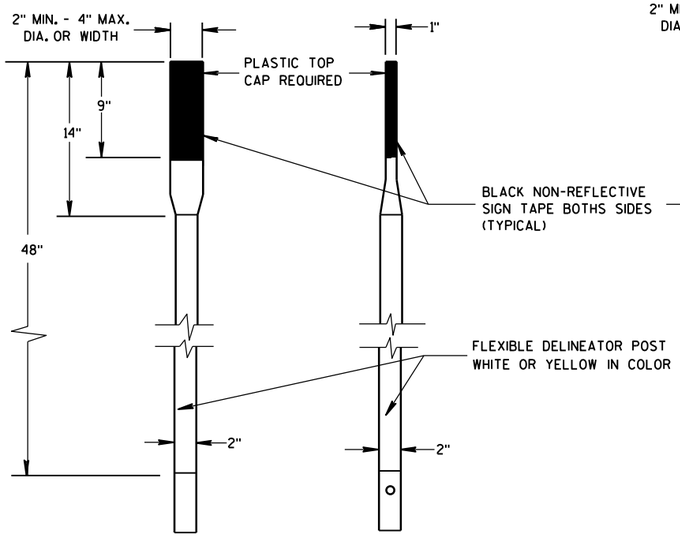
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

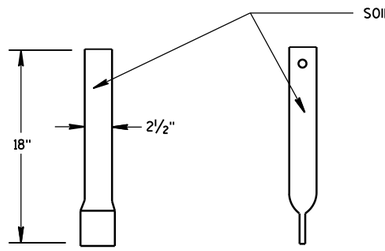
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S.D.D. 15 A 3-2a

6

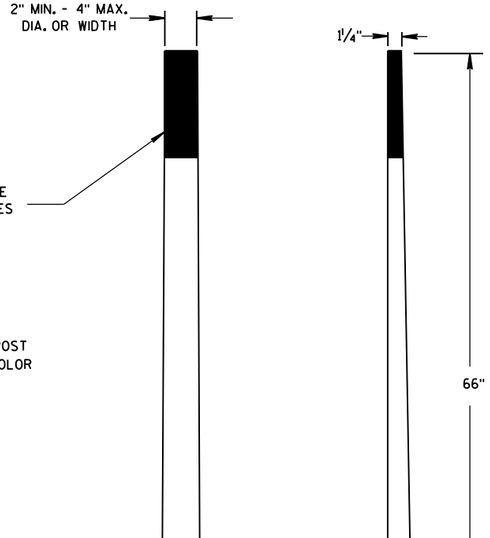
S.D.D. 15 A 3-2a





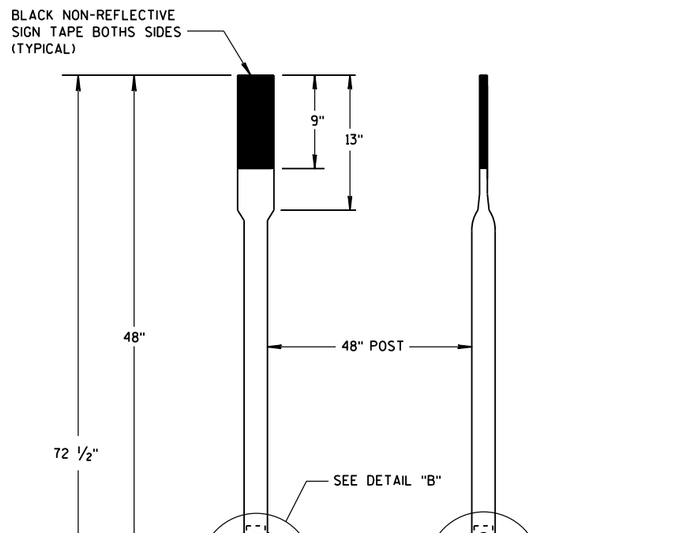
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

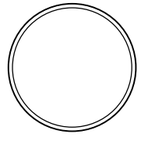
ALTERNATE 2



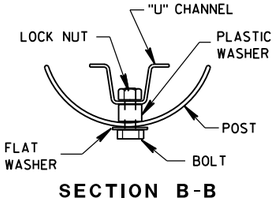
FRONT VIEW SIDE VIEW

ALTERNATE 3

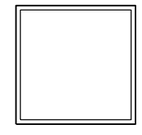
FLEXIBLE MARKER POSTS



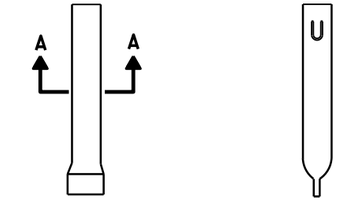
SECTION A-A



SECTION B-B

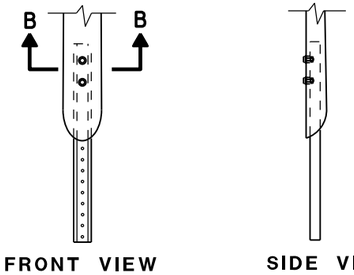


SECTION C-C



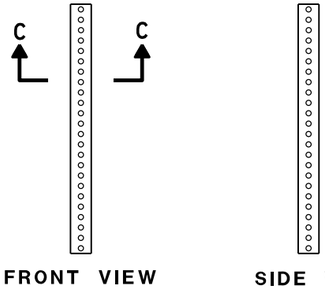
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

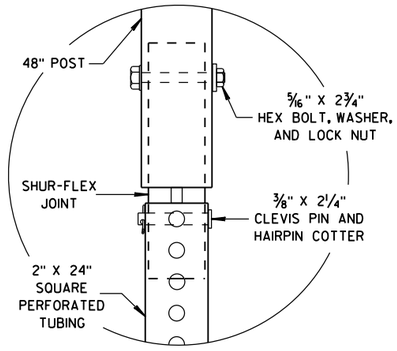
ALTERNATE 2



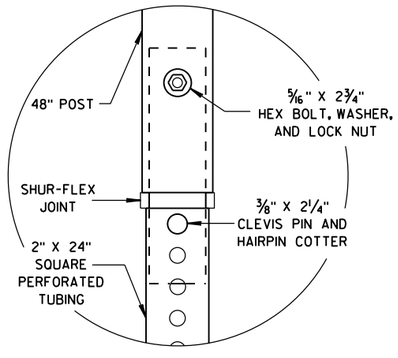
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

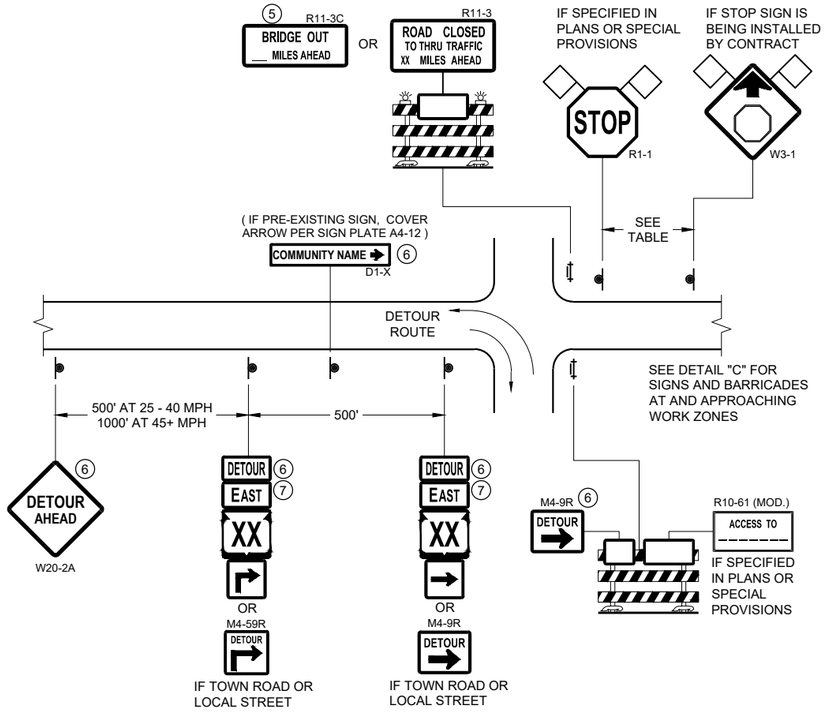
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

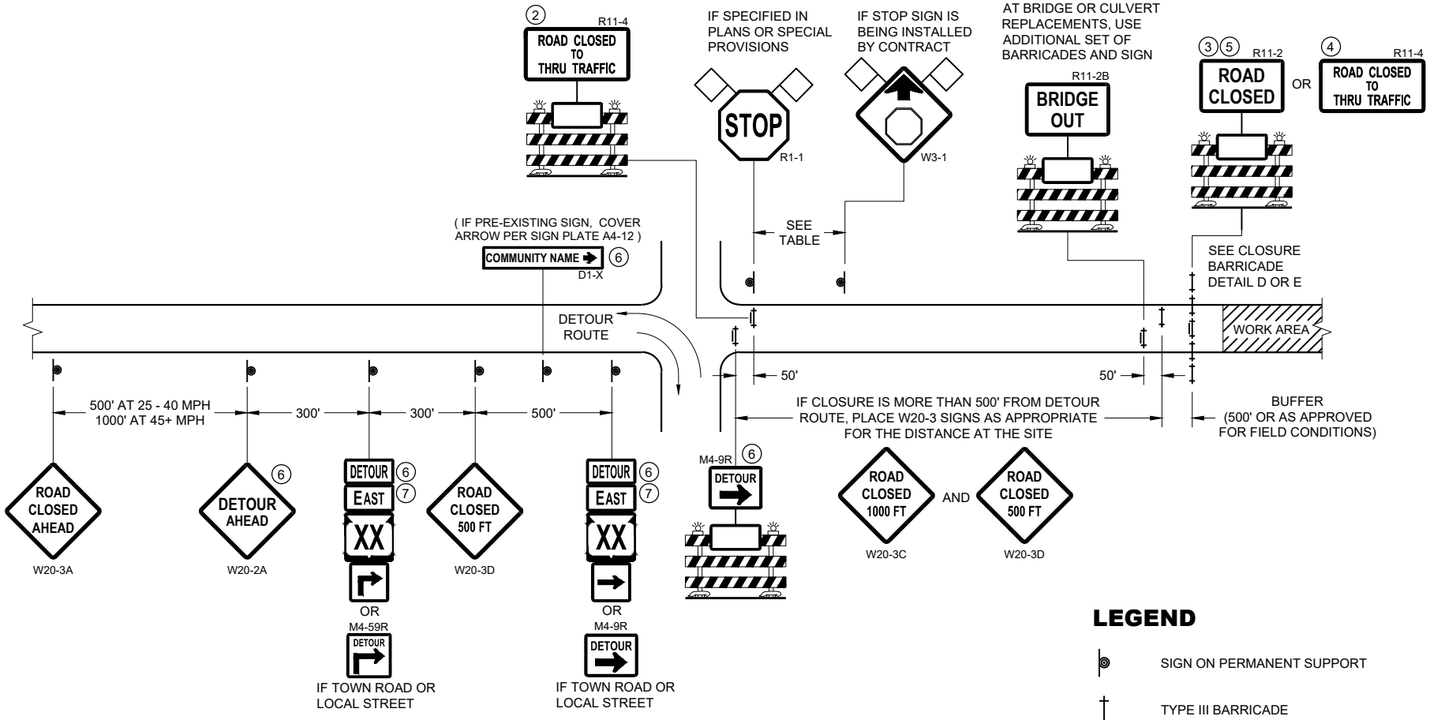
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S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



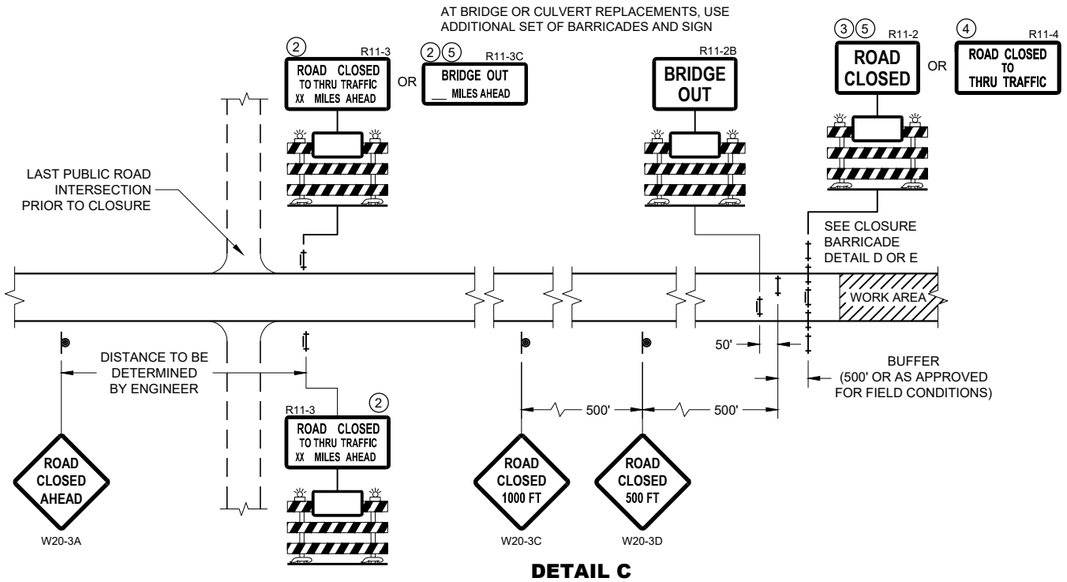
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

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



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

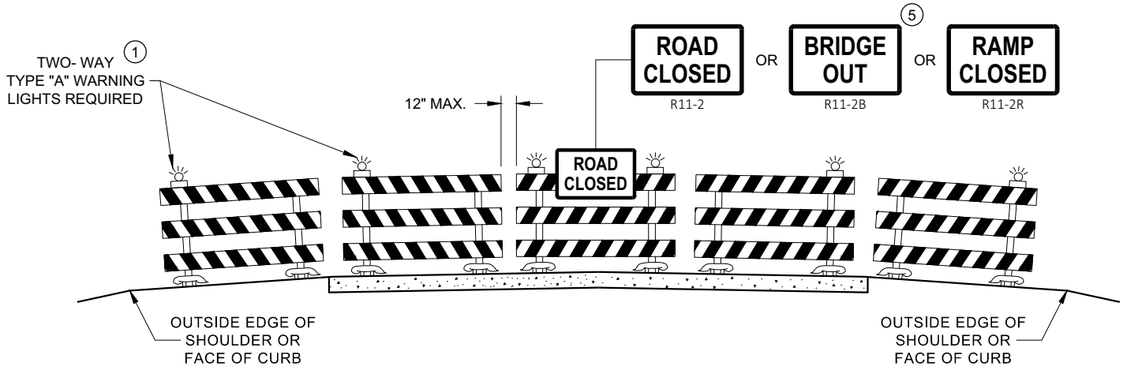
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

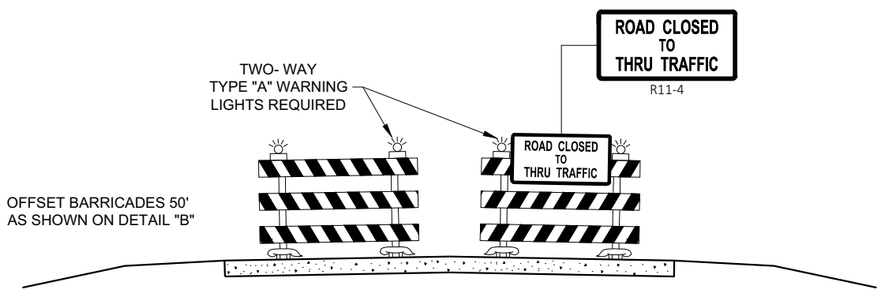
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SDD 15C02 - 08a

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

6

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.

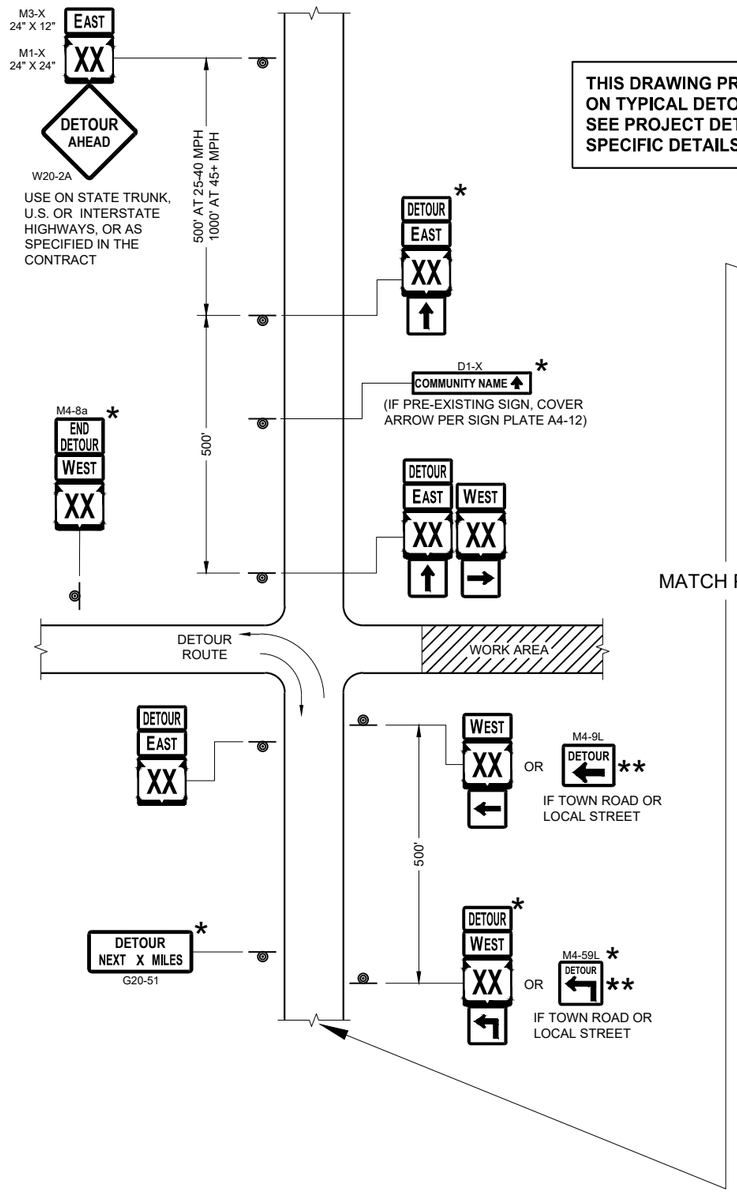
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

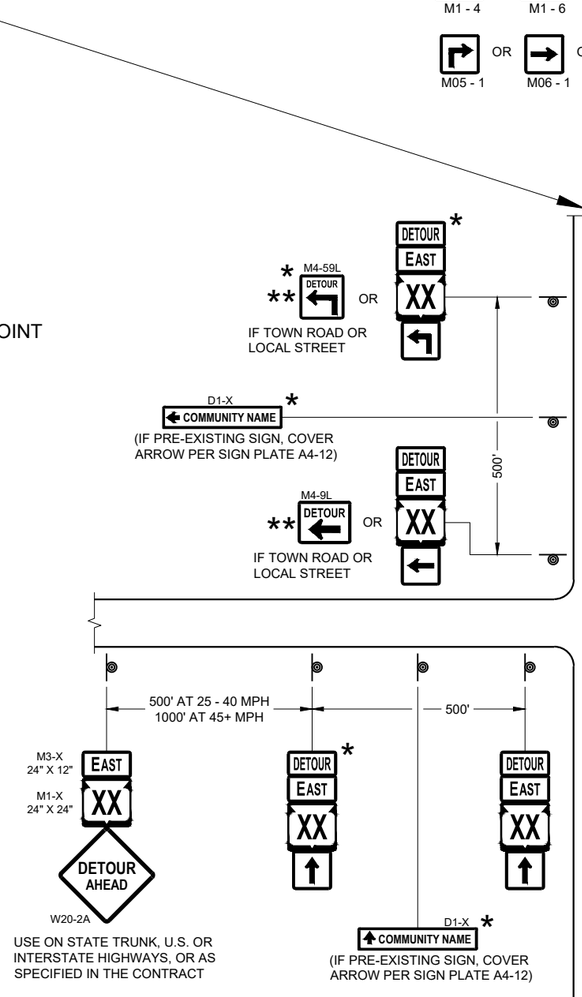
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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.

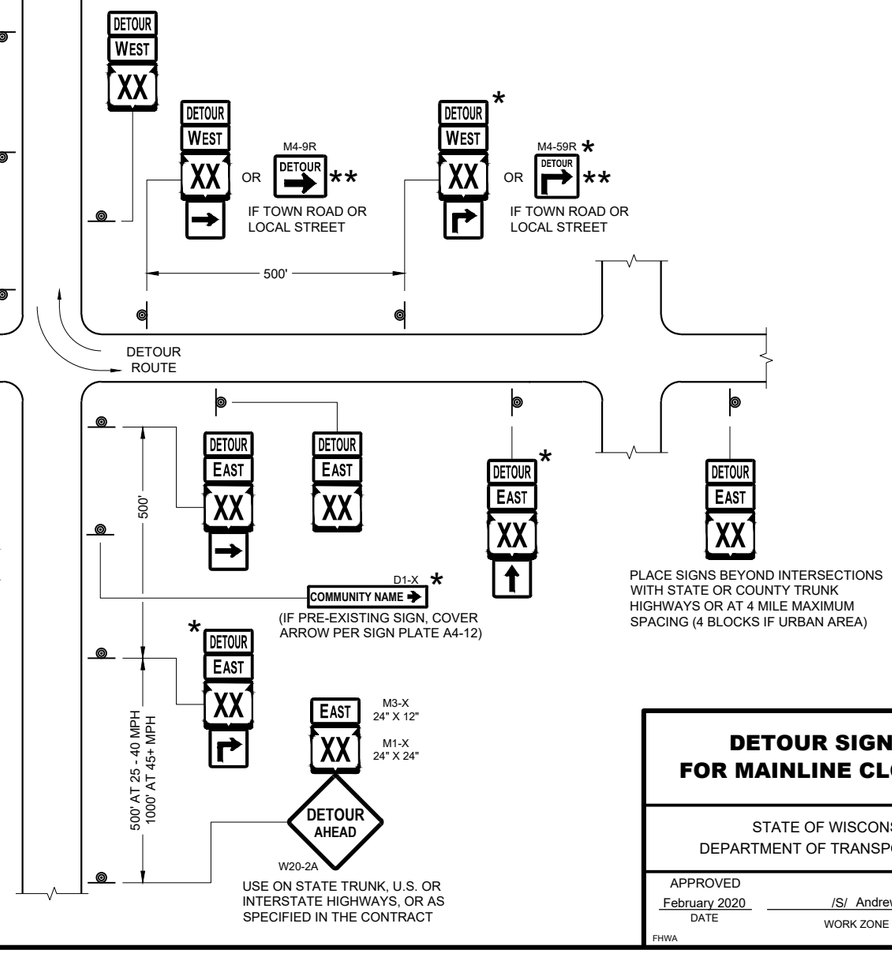
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** 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.



MATCH POINT





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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

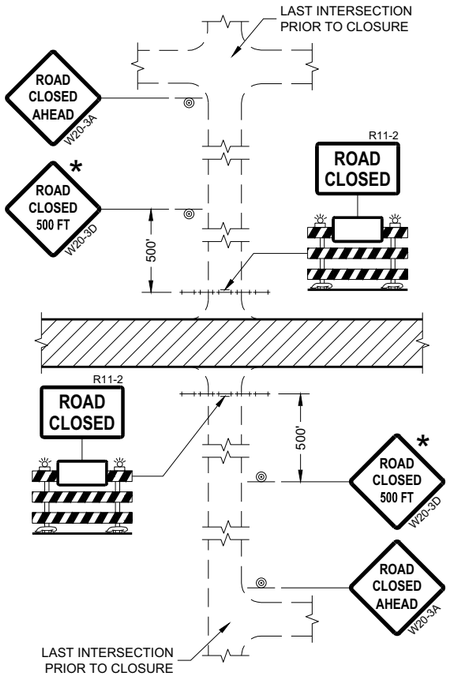
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

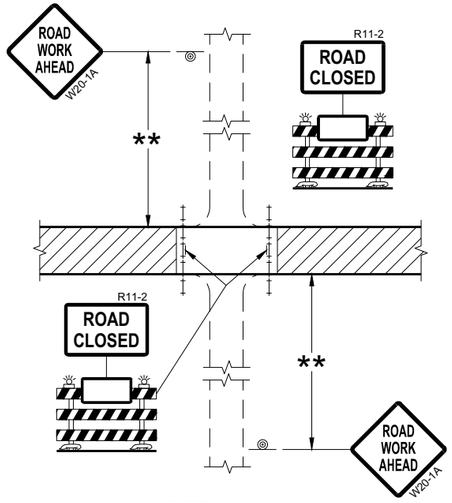
SDD 15C02 - 08c

SDD 15C02 - 08c

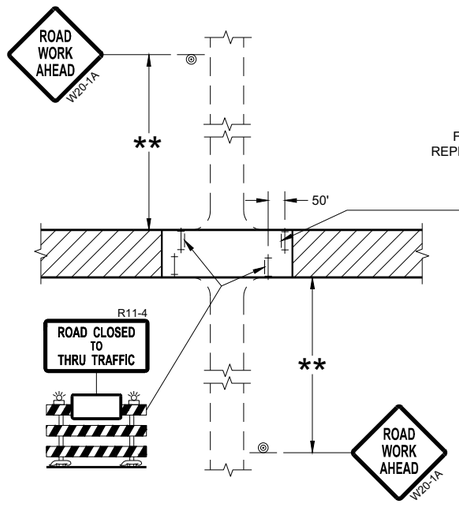
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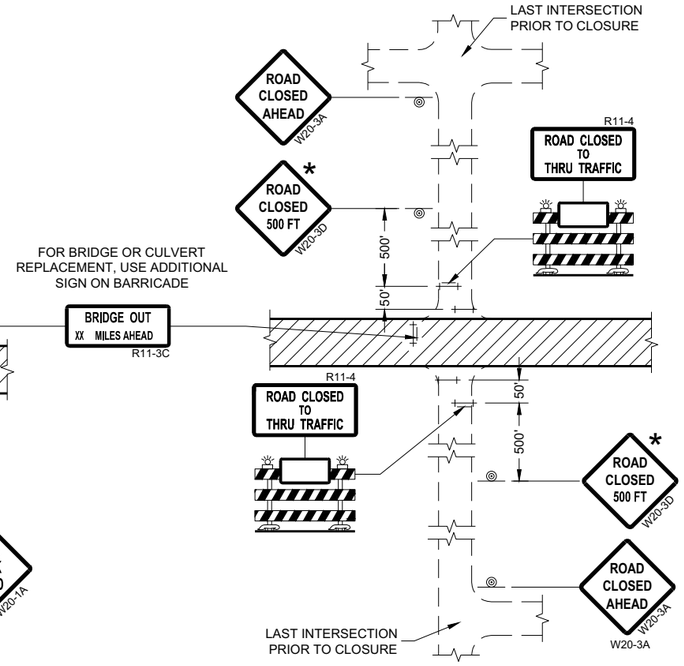
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

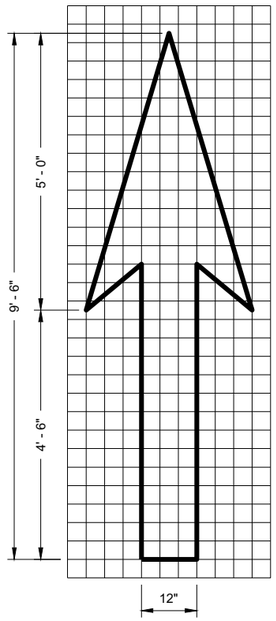
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

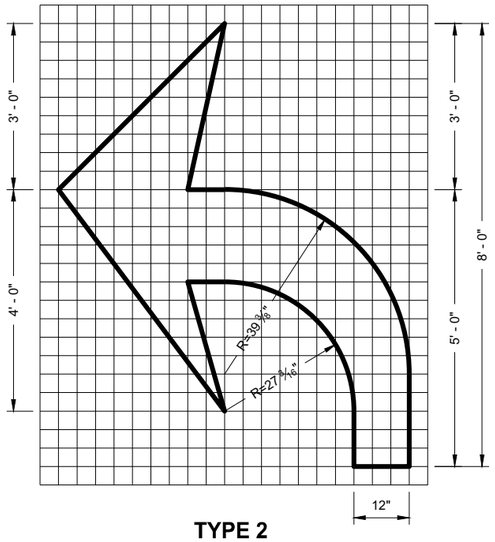
FHWA

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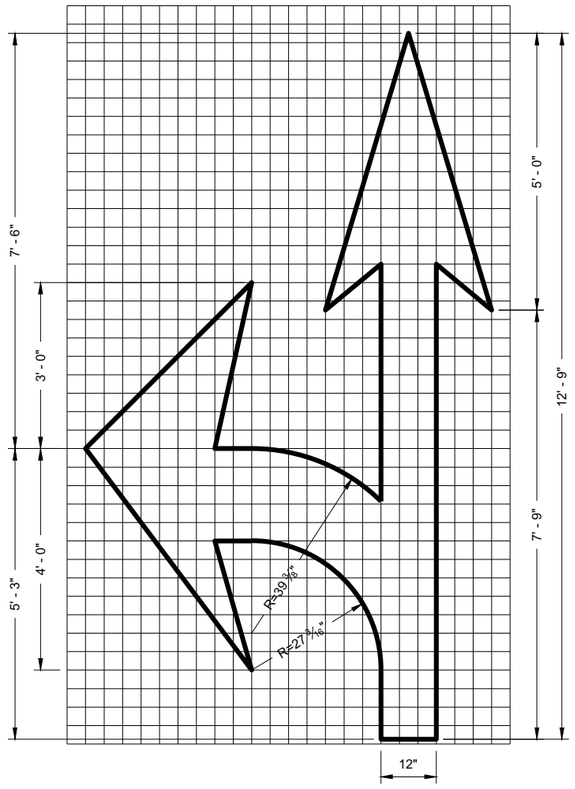
SDD 15C03 - 05



TYPE 1



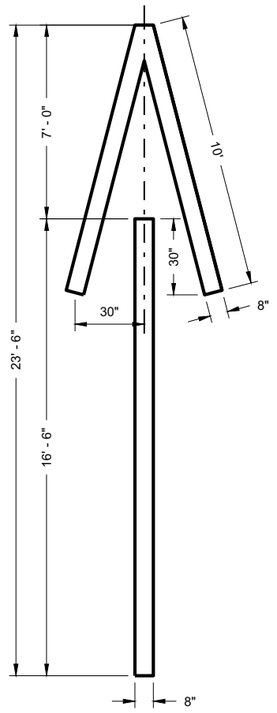
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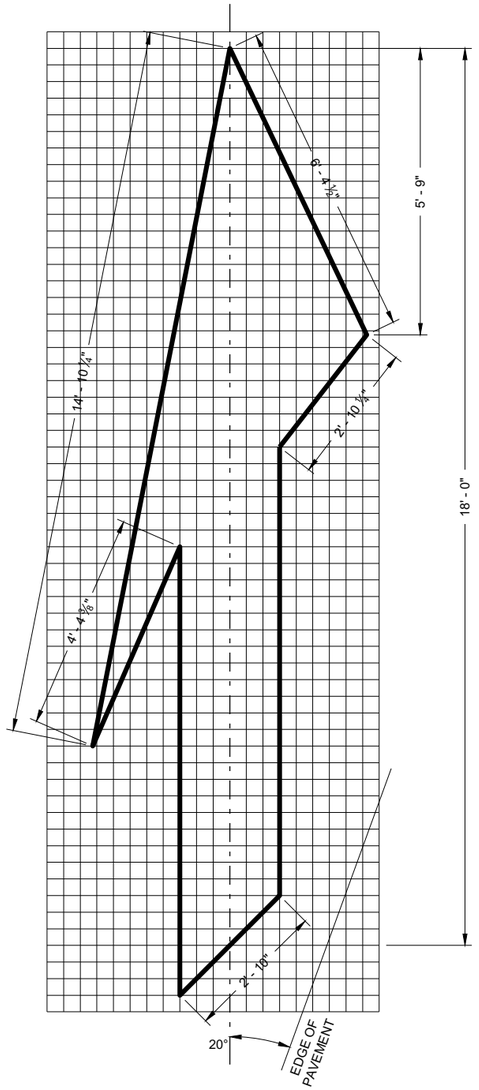
TYPE 3

GENERAL NOTES

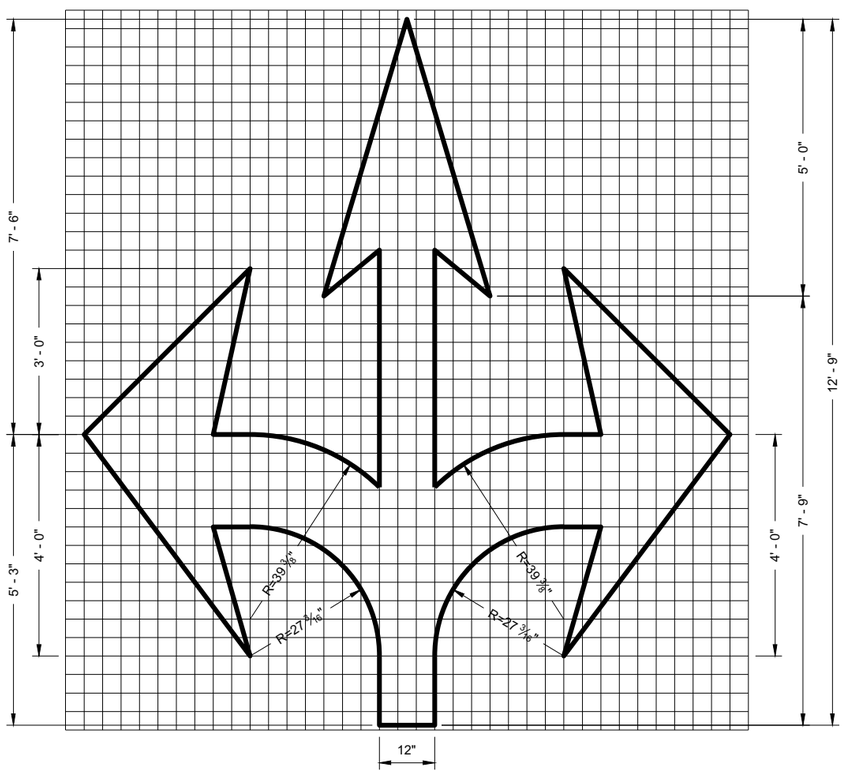
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



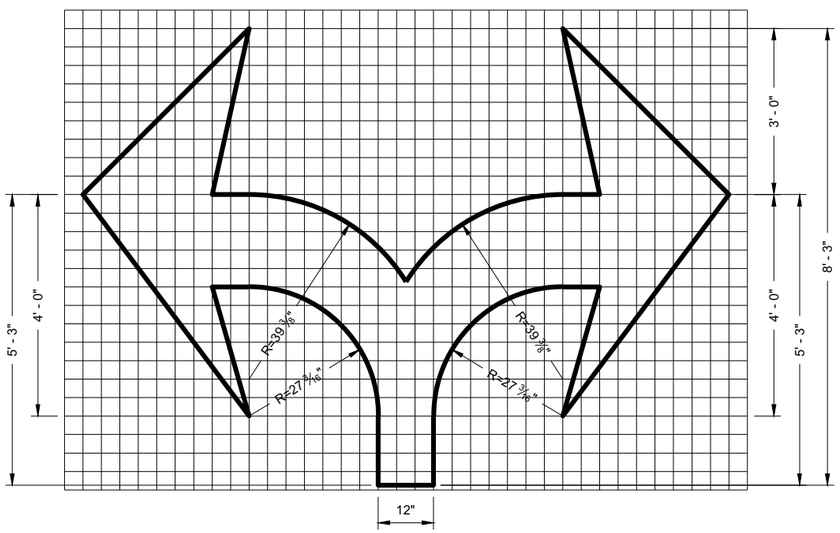
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

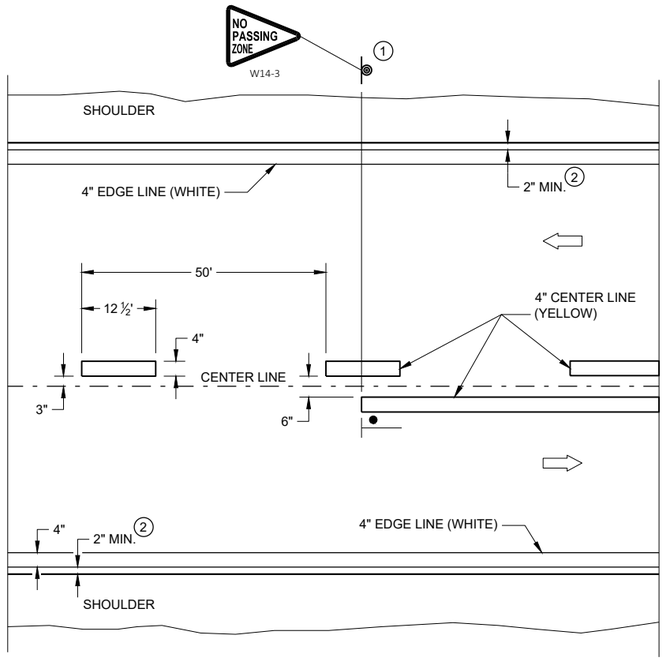
FHWA

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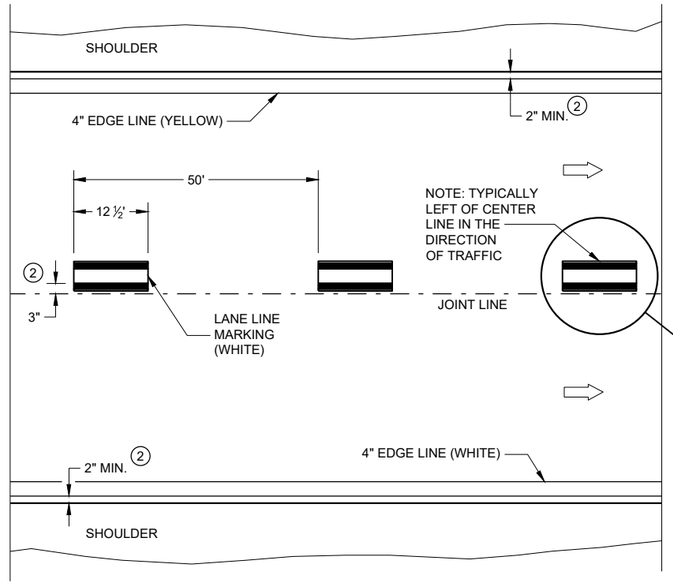
SDD 15C07 - 15c

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SDD 15C07 - 15c

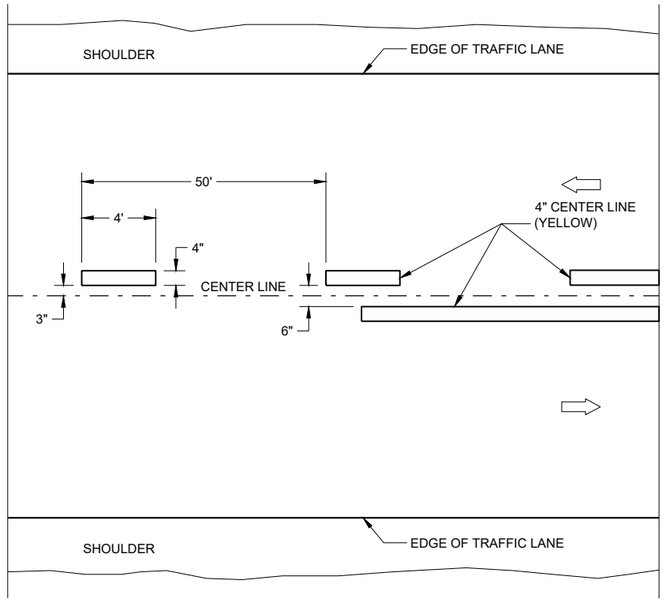


TWO WAY TRAFFIC

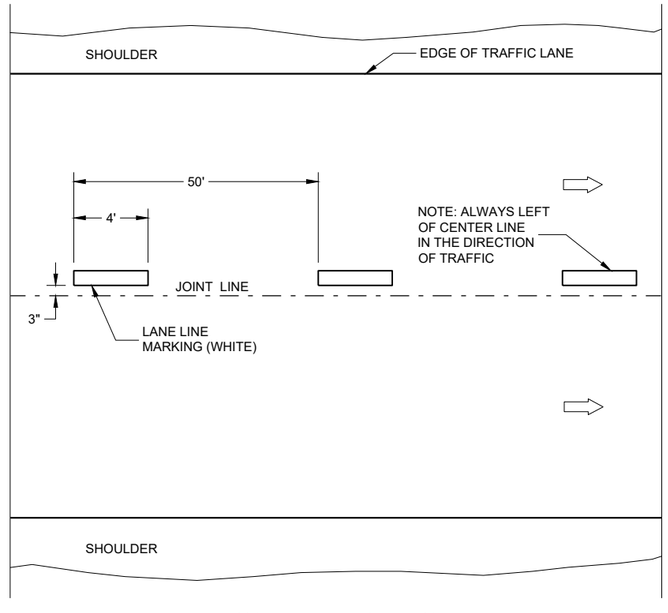


ONE WAY TRAFFIC

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.

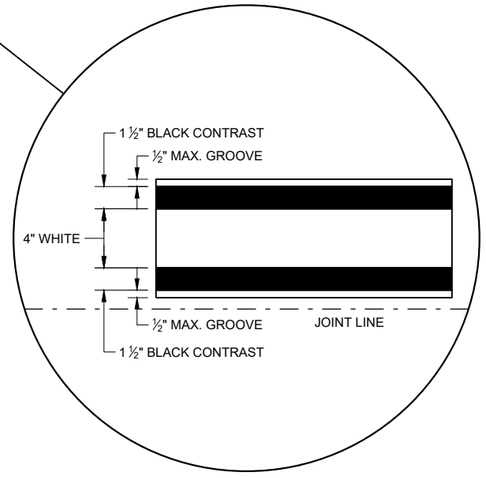
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

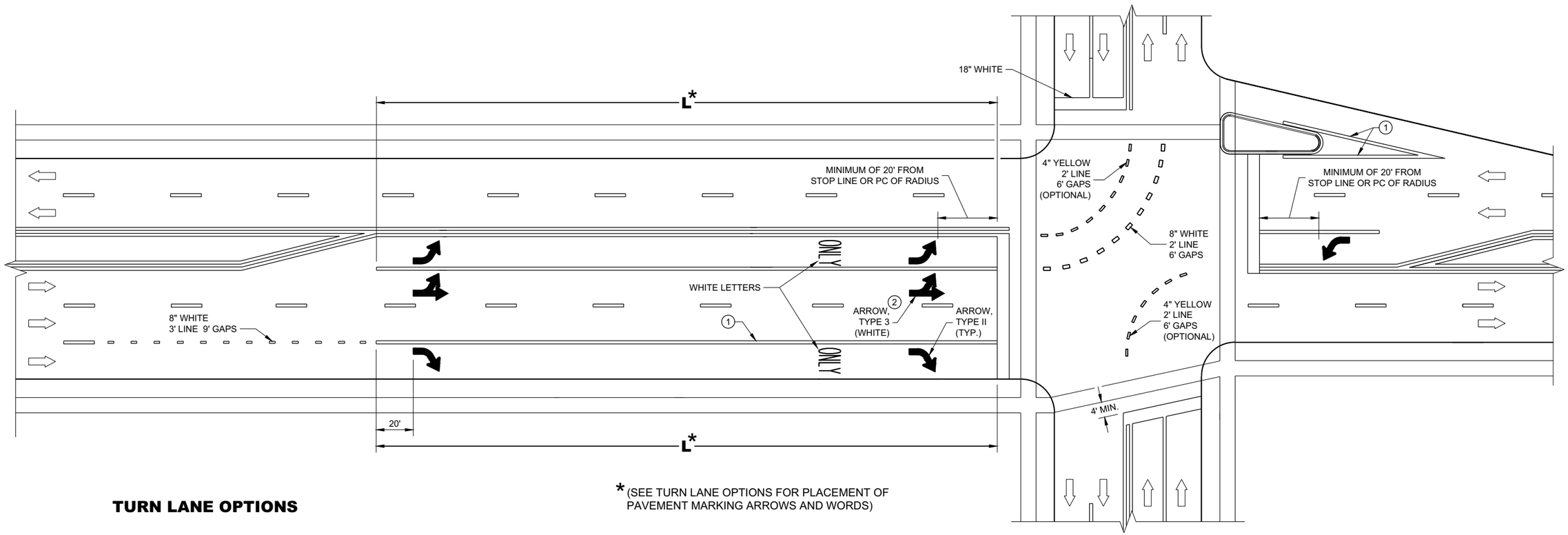
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C08 - 20a

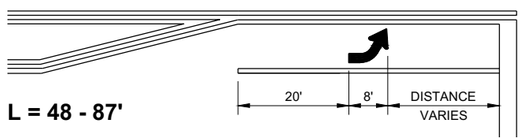
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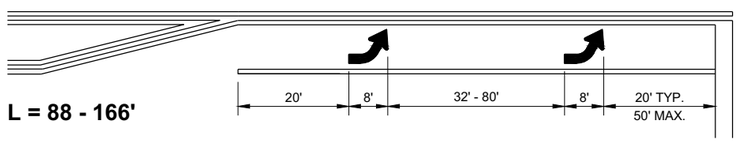
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

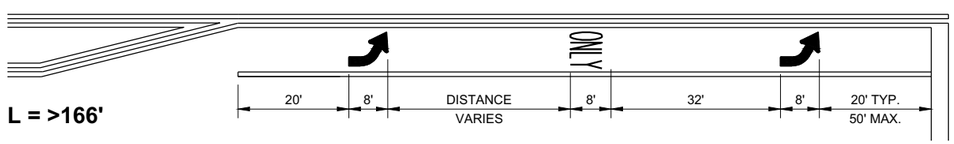
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

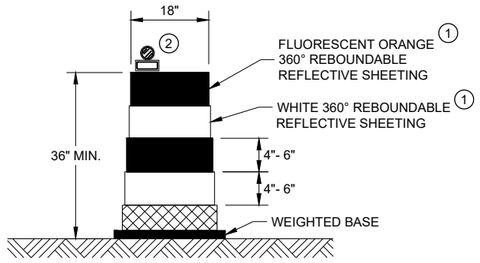
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

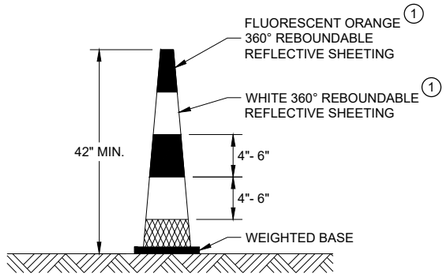
SDD 15C08 - 20c

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.

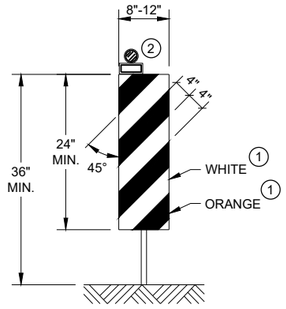


DRUM



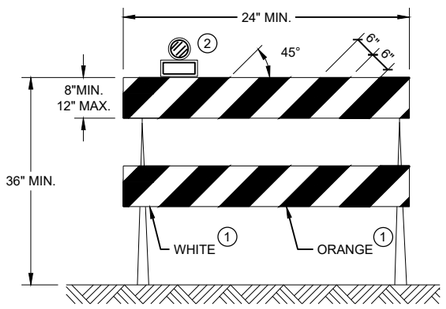
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



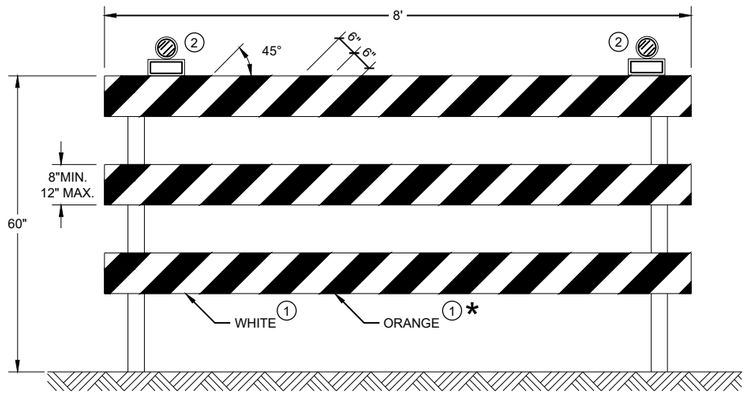
VERTICAL PANEL

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

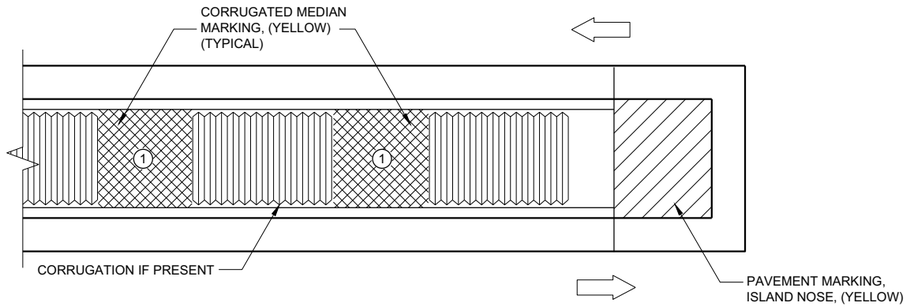
FHWA

6

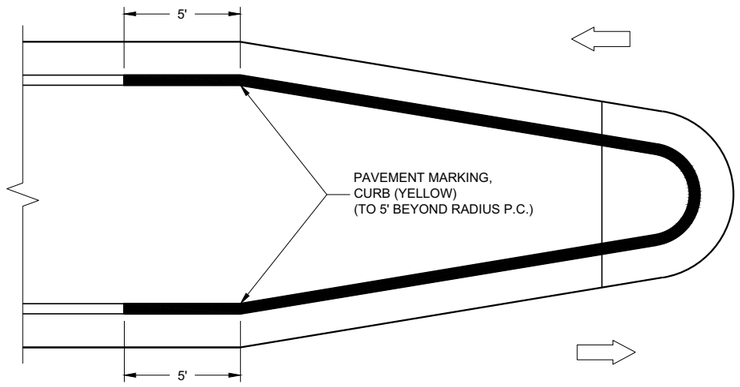
SDD 15C11 - 09b

6

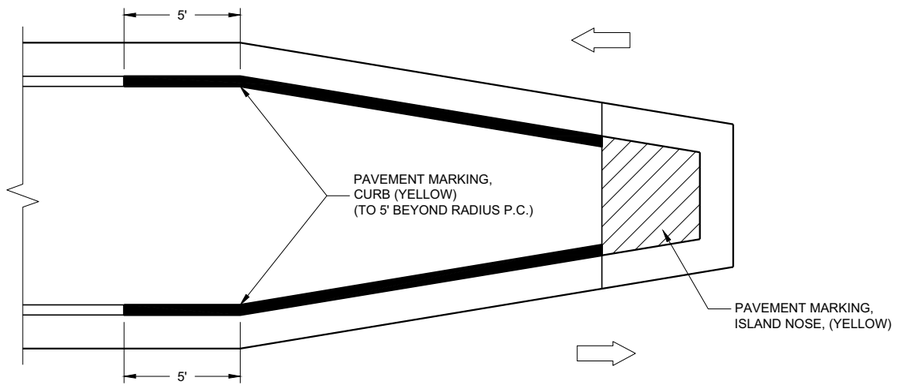
SDD 15C11 - 09b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

6

SDD 15C18 - 05b

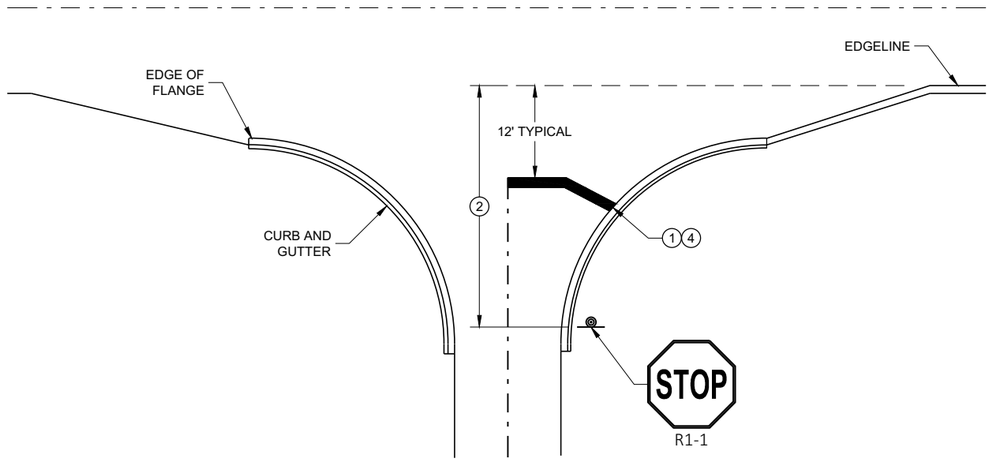
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SDD15C18 - 05b

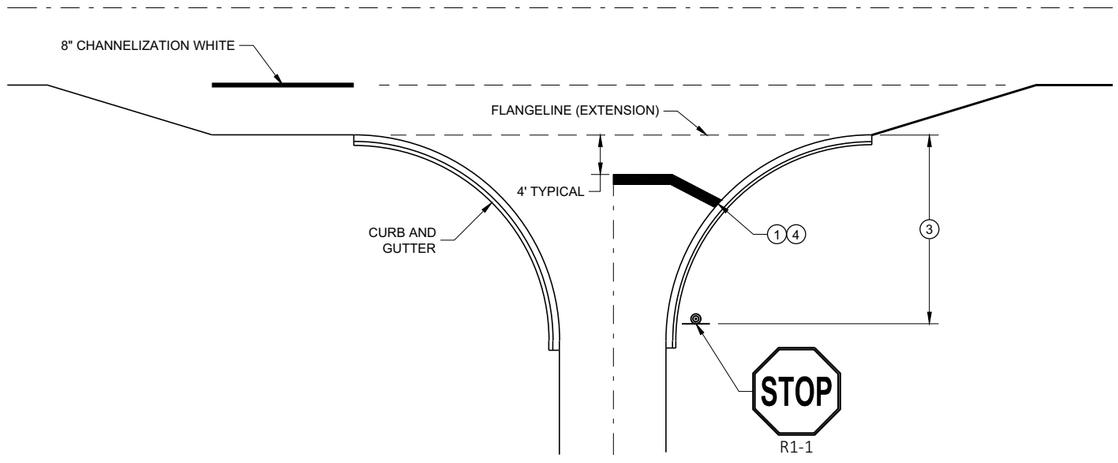
GENERAL NOTES

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

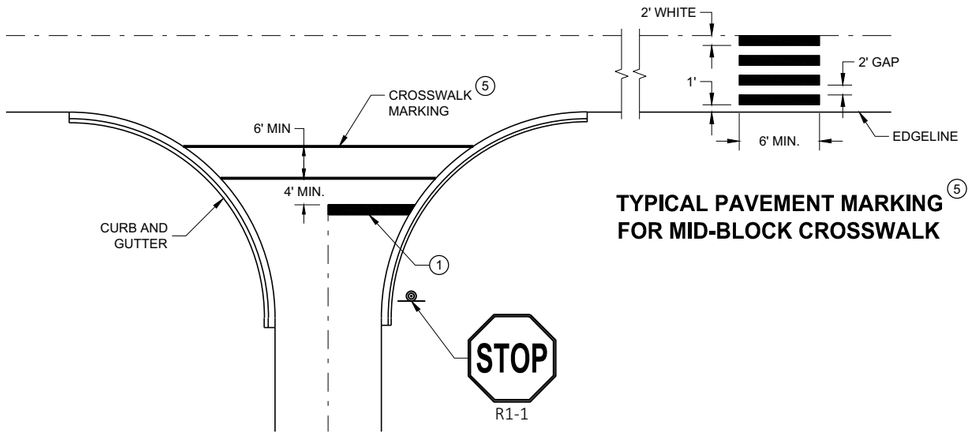
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

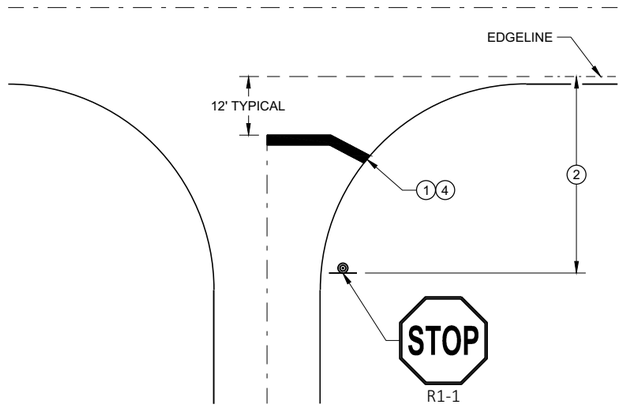


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

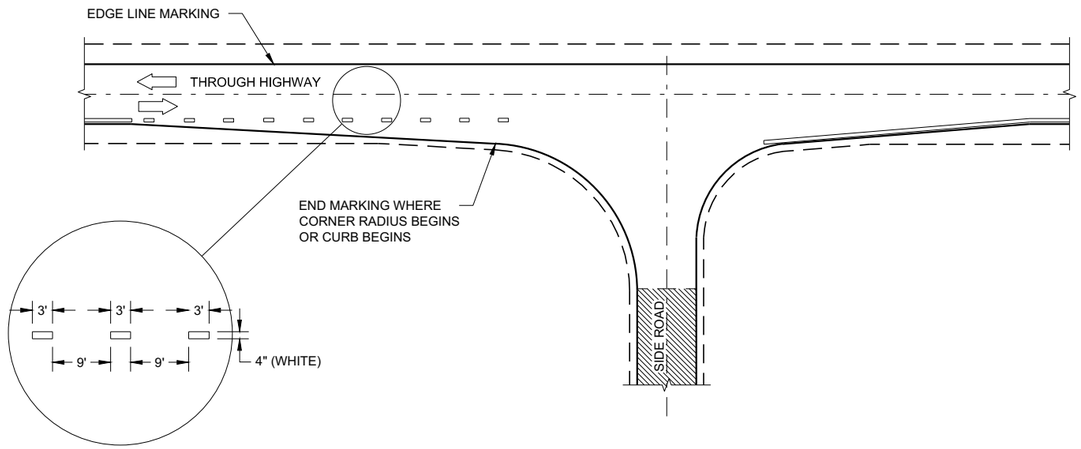
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

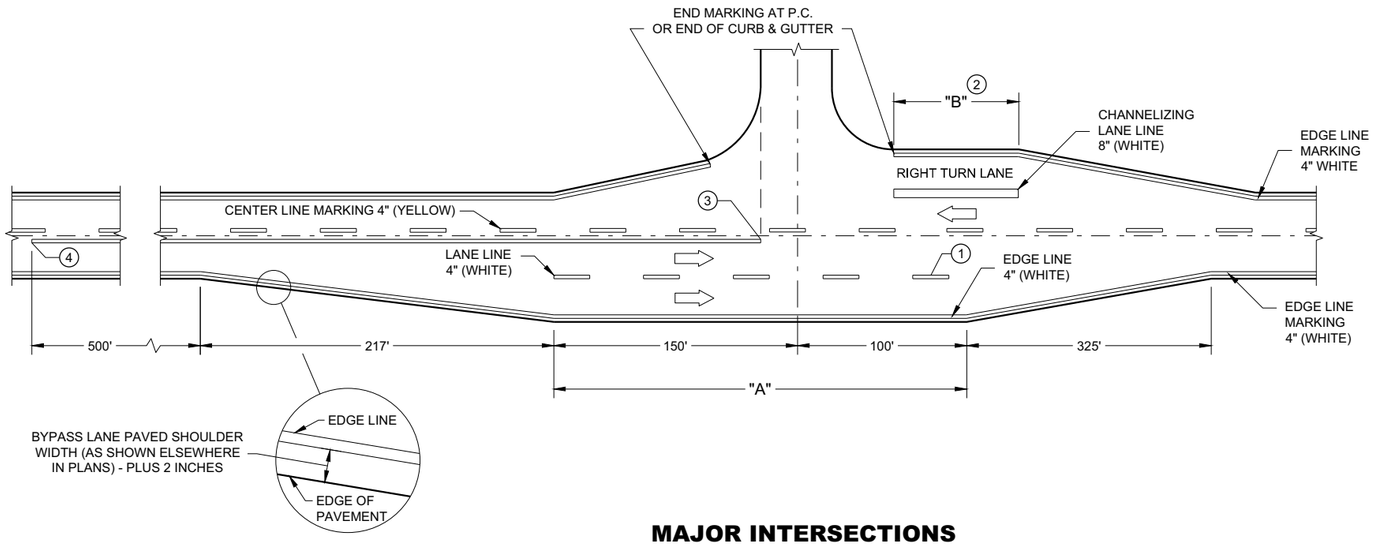
FHWA

6

SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

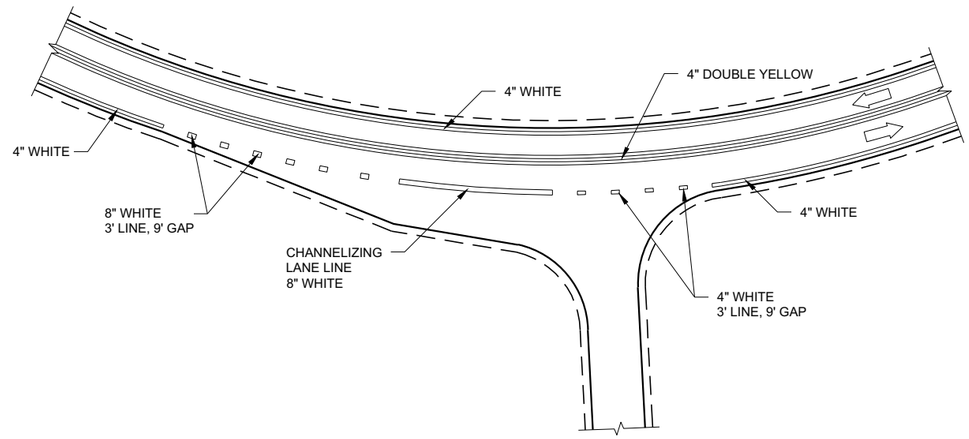
GENERAL NOTES

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

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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 04a

6

SDD 15C35 - 04a

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

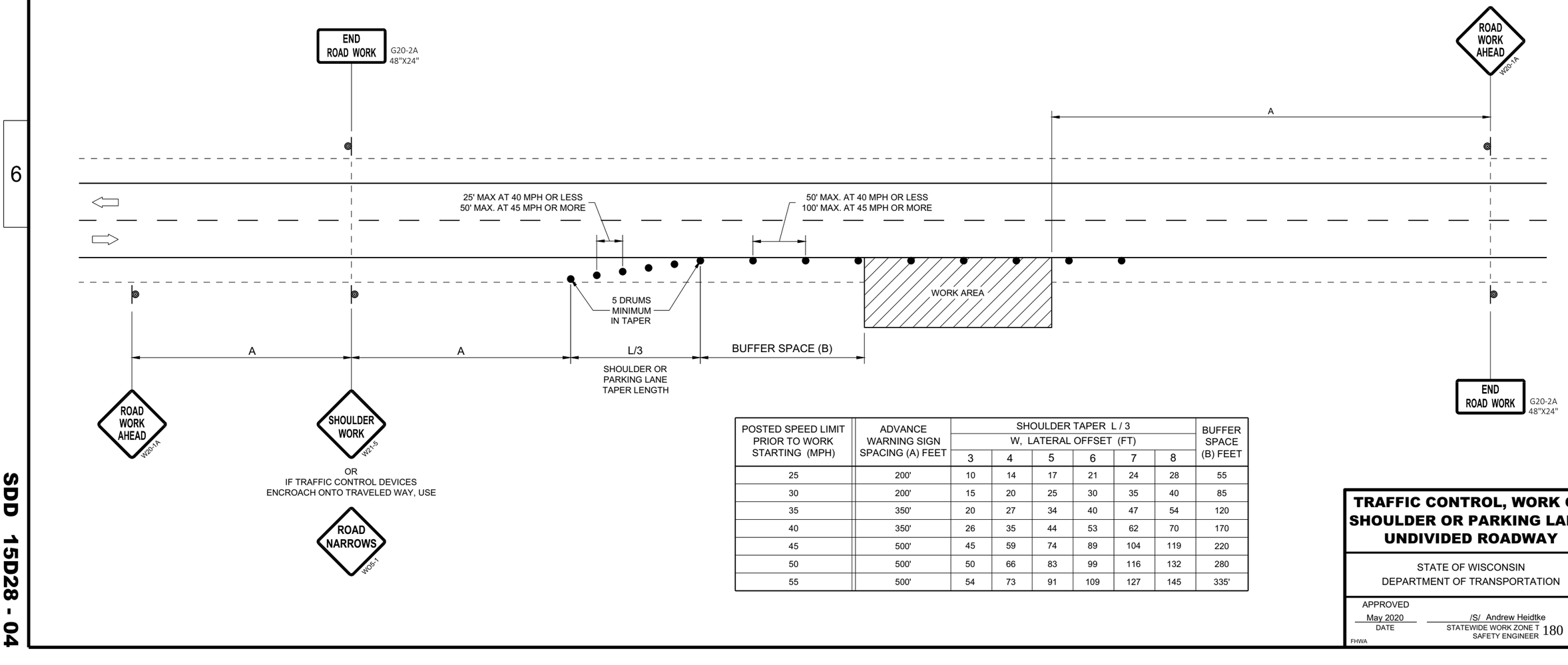
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

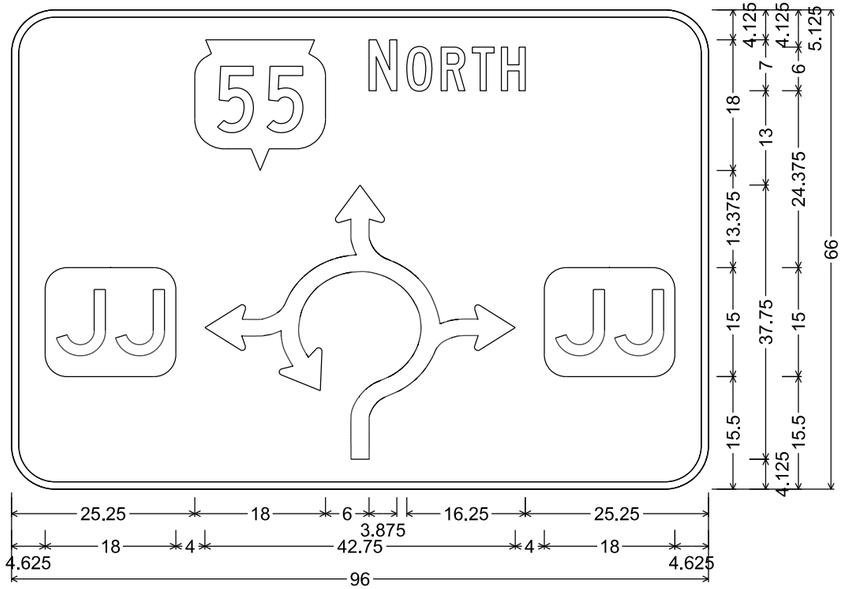
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

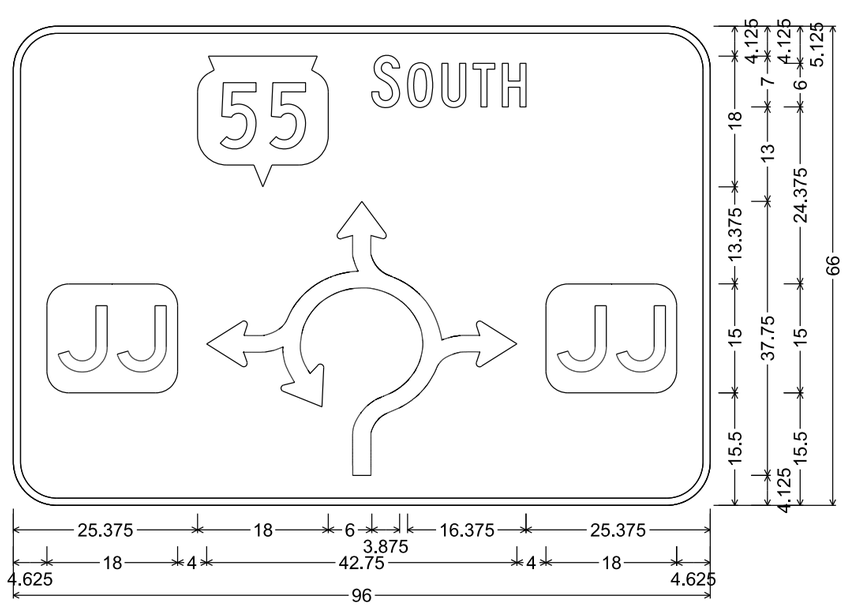
FHWA

SDD 15D28 - 04

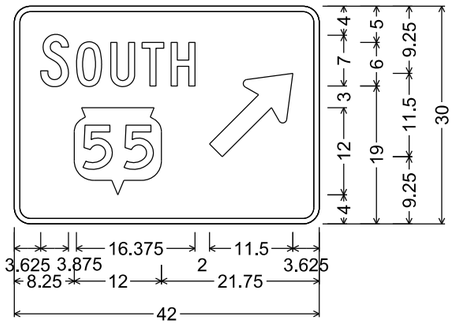
SDD 15D28 - 04



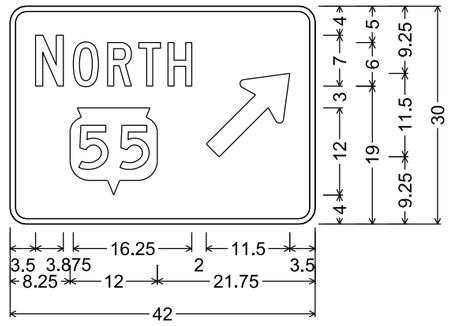
D1-62; 6.000" Radius, 1.000" Border,
"NORTH", C



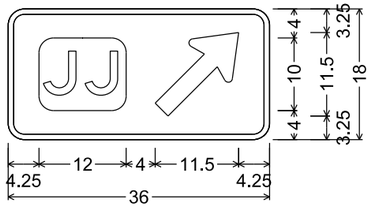
D1-62; 6.000" Radius, 1.000" Border,
"SOUTH", C



D1-1; 2.250" Radius, 0.750" Border,
"SOUTH", C



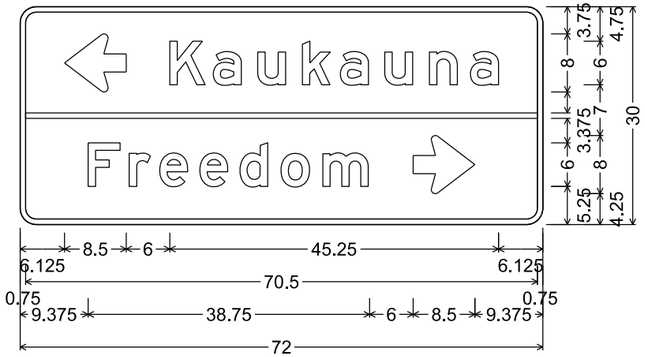
D1-1; 2.250" Radius, 0.750" Border,
"NORTH", C



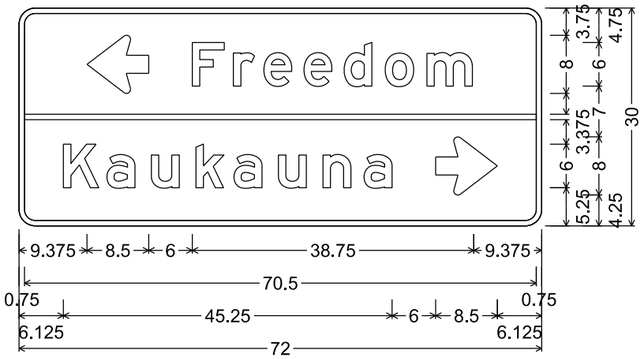
D1-1; 2.250" Radius, 0.750" Border

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



D1-2; 2.250" Radius, 0.750" Border



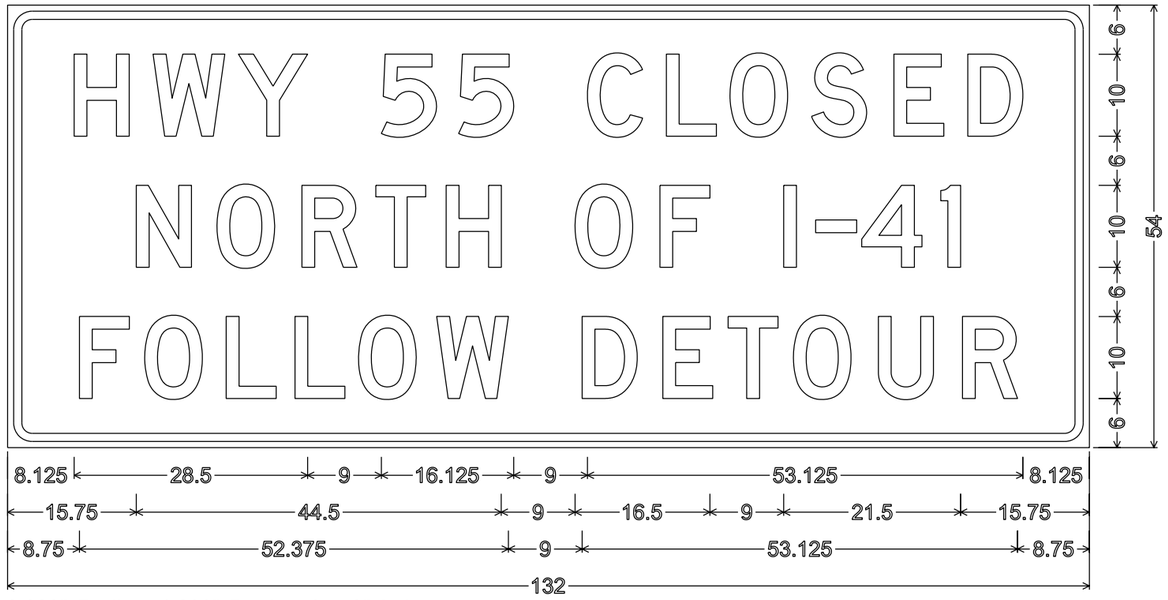
D1-2; 2.250" Radius, 0.750" Border,

7

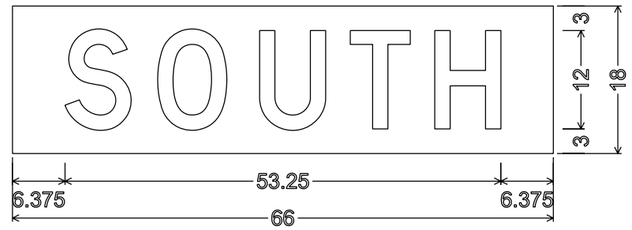
7

NOTES

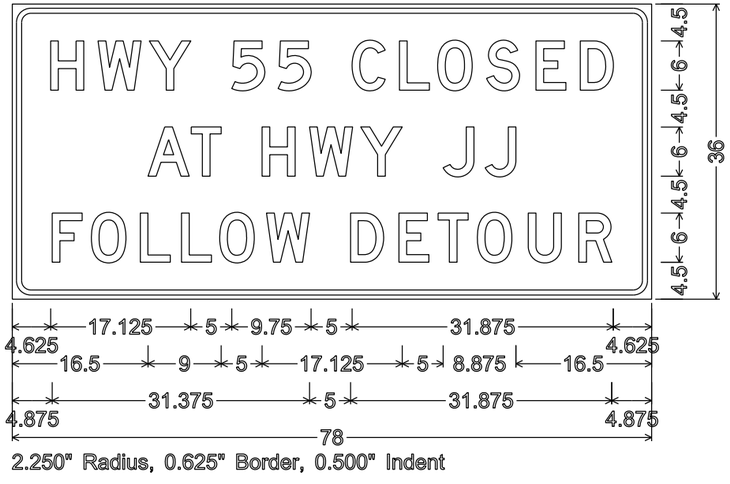
1. Fixed Message Type II Signs - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



3.000" Radius, 1.000" Border, 0.750" Indent



No border



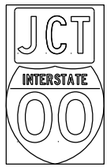
2.250" Radius, 0.625" Border, 0.500" Indent

7

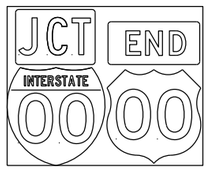
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PROJECT NO: 6570-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	TEMPORARY SIGNING	SHEET NO: 182	E

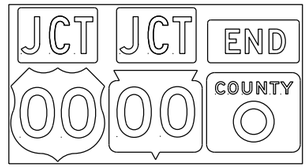
TYPICAL ASSEMBLIES



J1-1



J1-2



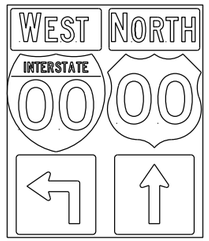
J1-3



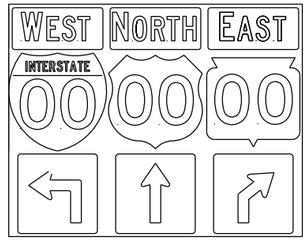
JR1-1



J2-1



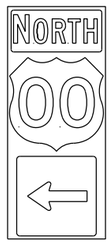
J2-2



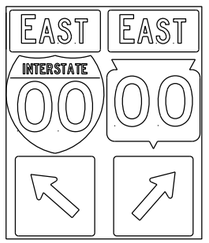
J2-3



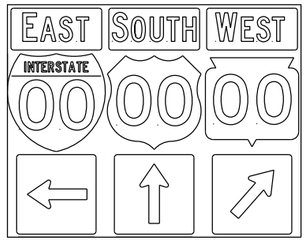
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



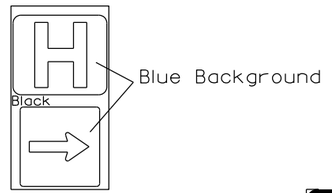
J3-1



J3-2



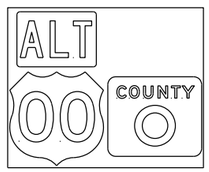
J3-3



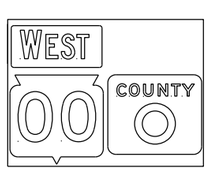
JH-1



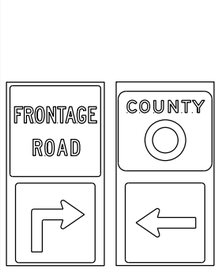
J4-1



J4-2



J4-2



J12-1

J13-1



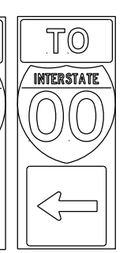
J32-1



J33-1



J22-1



J23-1



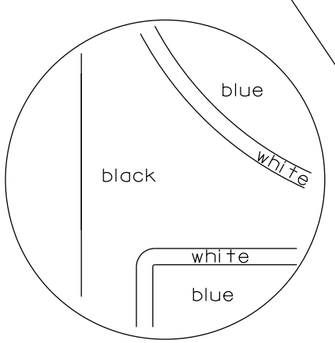
JR13-1

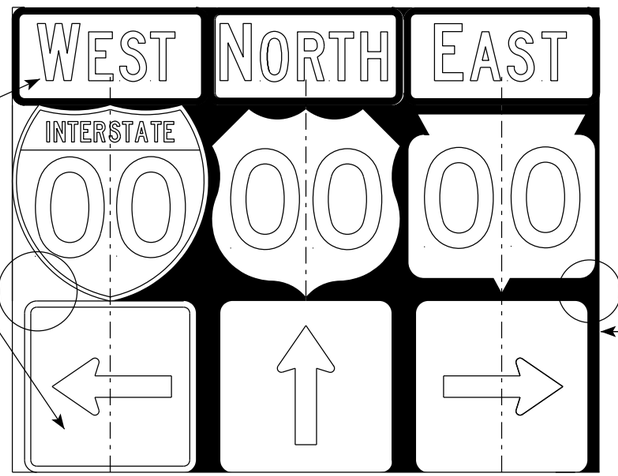


JR23-1



JR99-1





NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 183 E

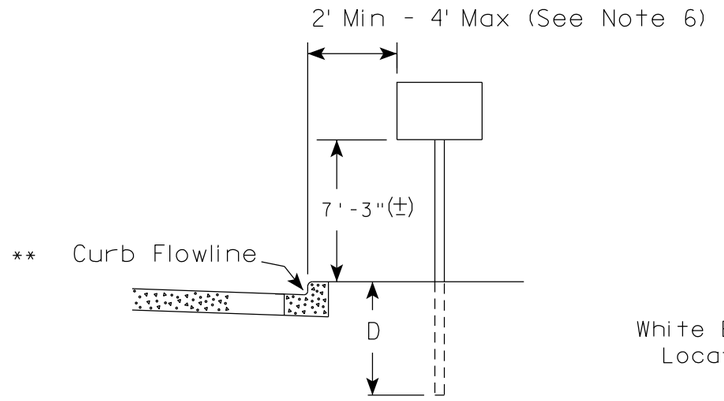
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

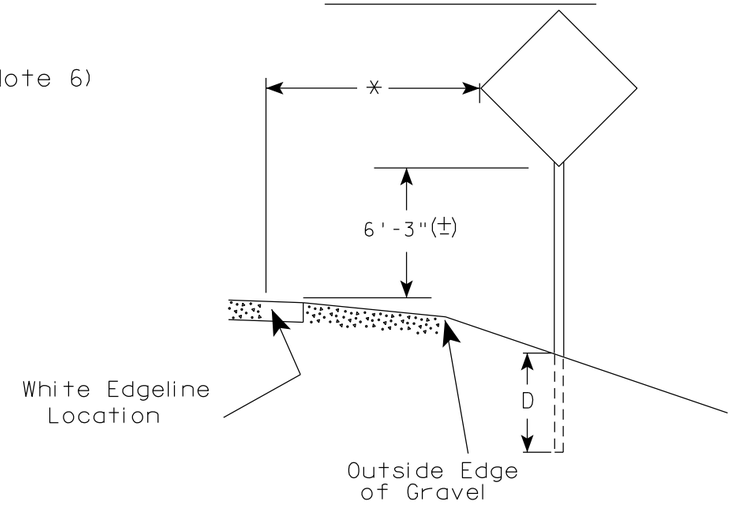
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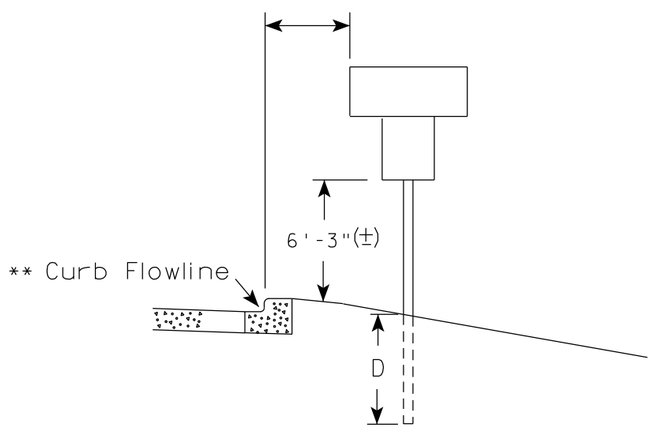
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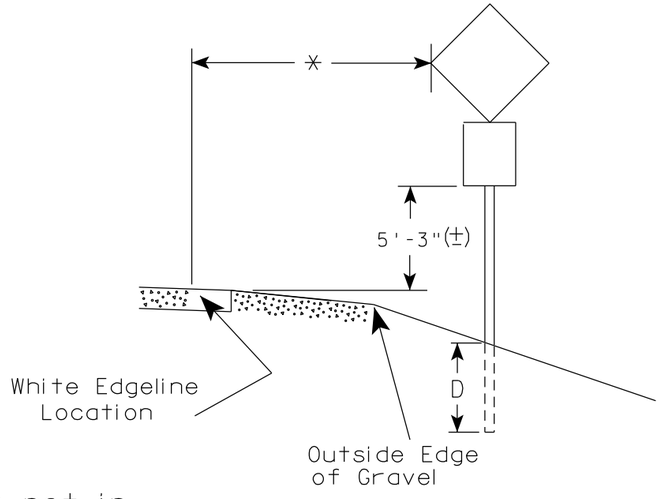
URBAN AREA



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.

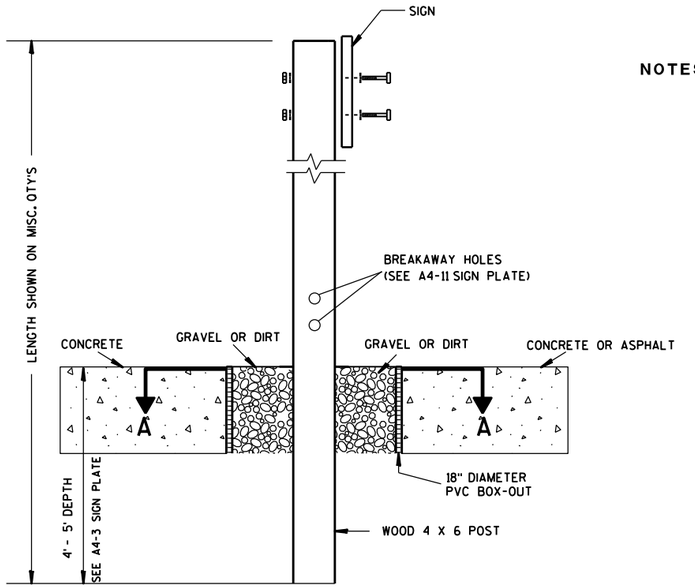
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

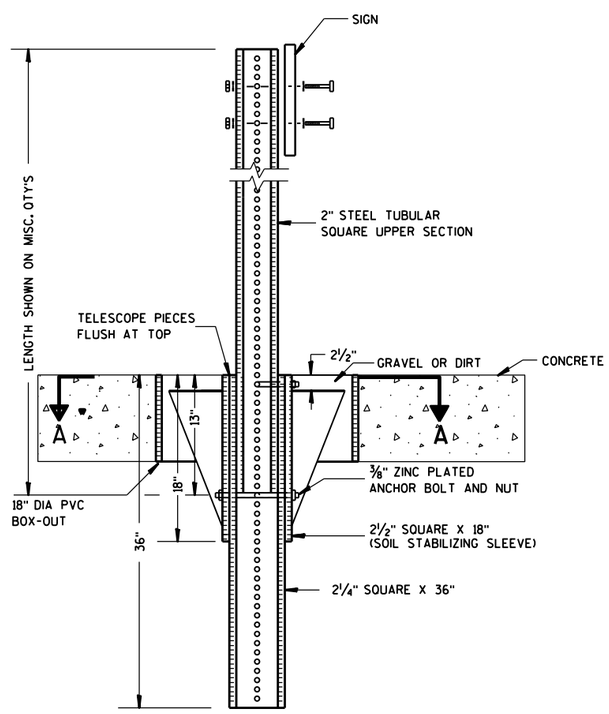
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E



ELEVATION VIEW

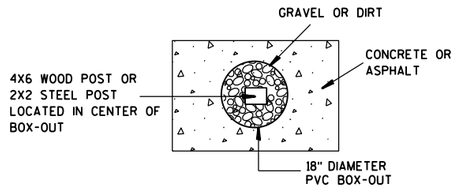
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

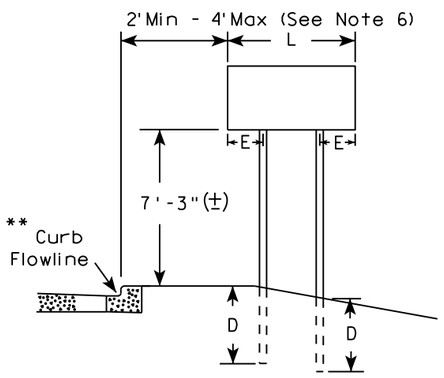
APPROVED Matthew R Rauch
for State Traffic Engineer

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

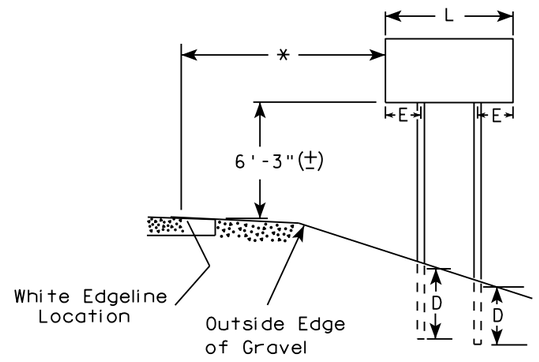
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

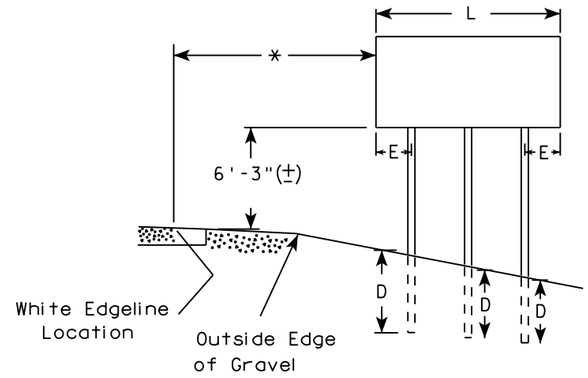
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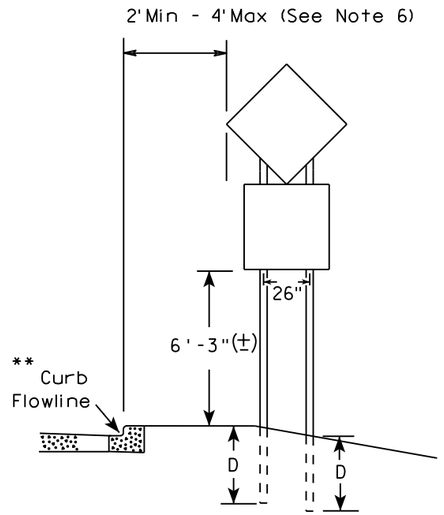
URBAN AREA



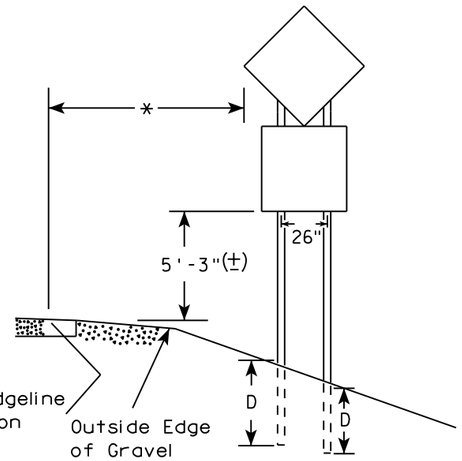
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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'

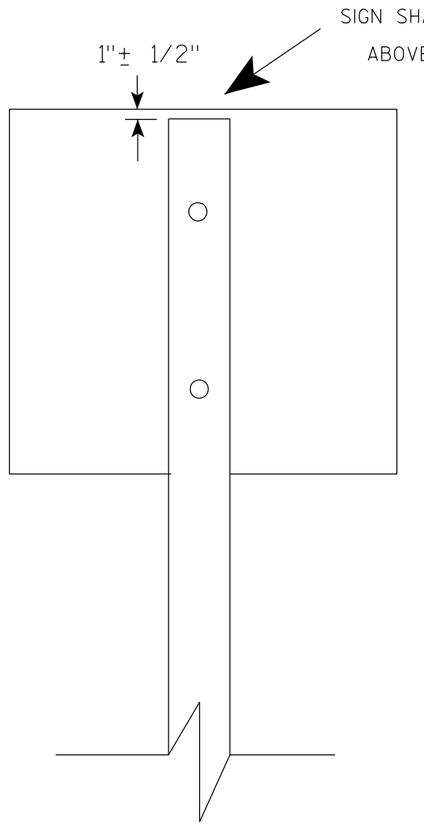
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

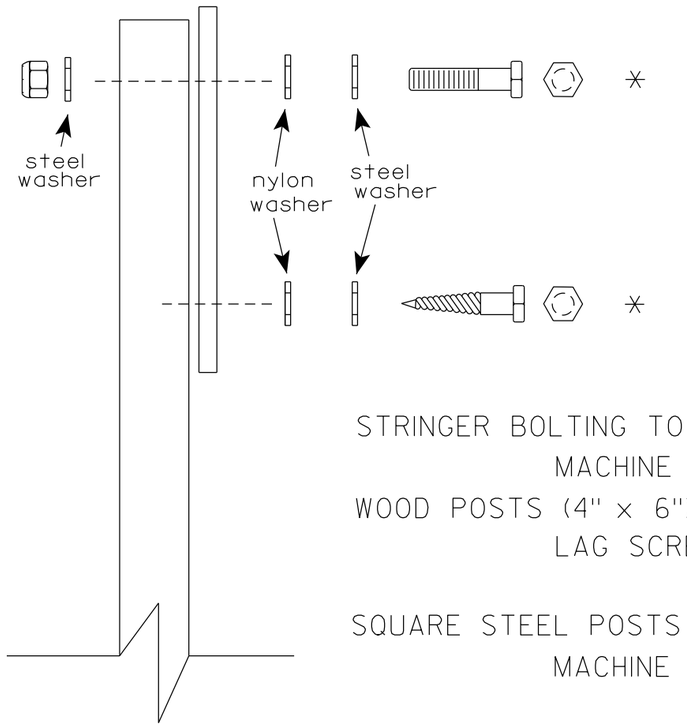
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

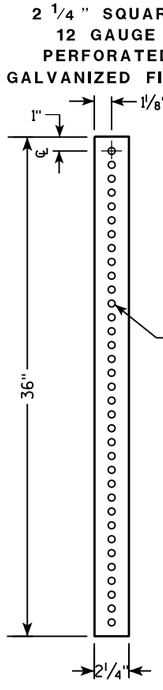
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

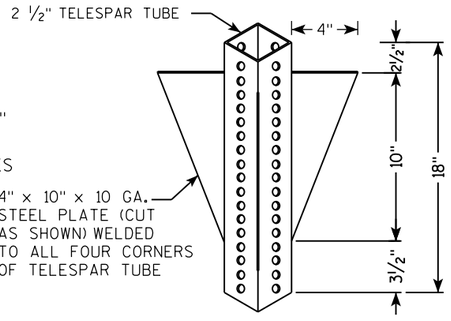
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

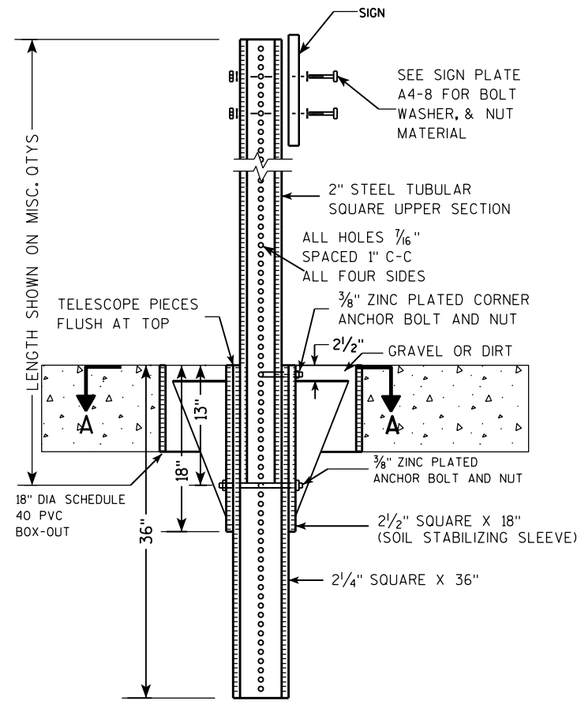
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



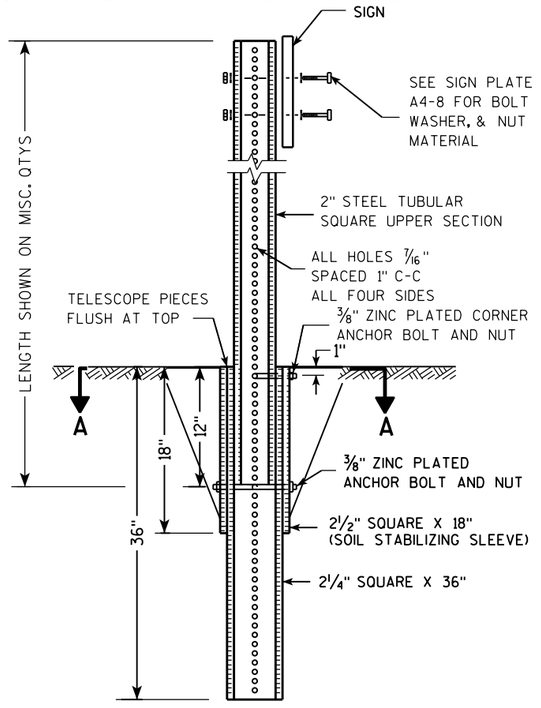
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

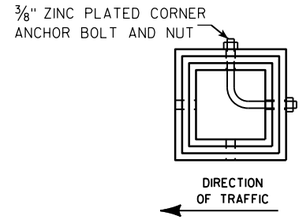


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

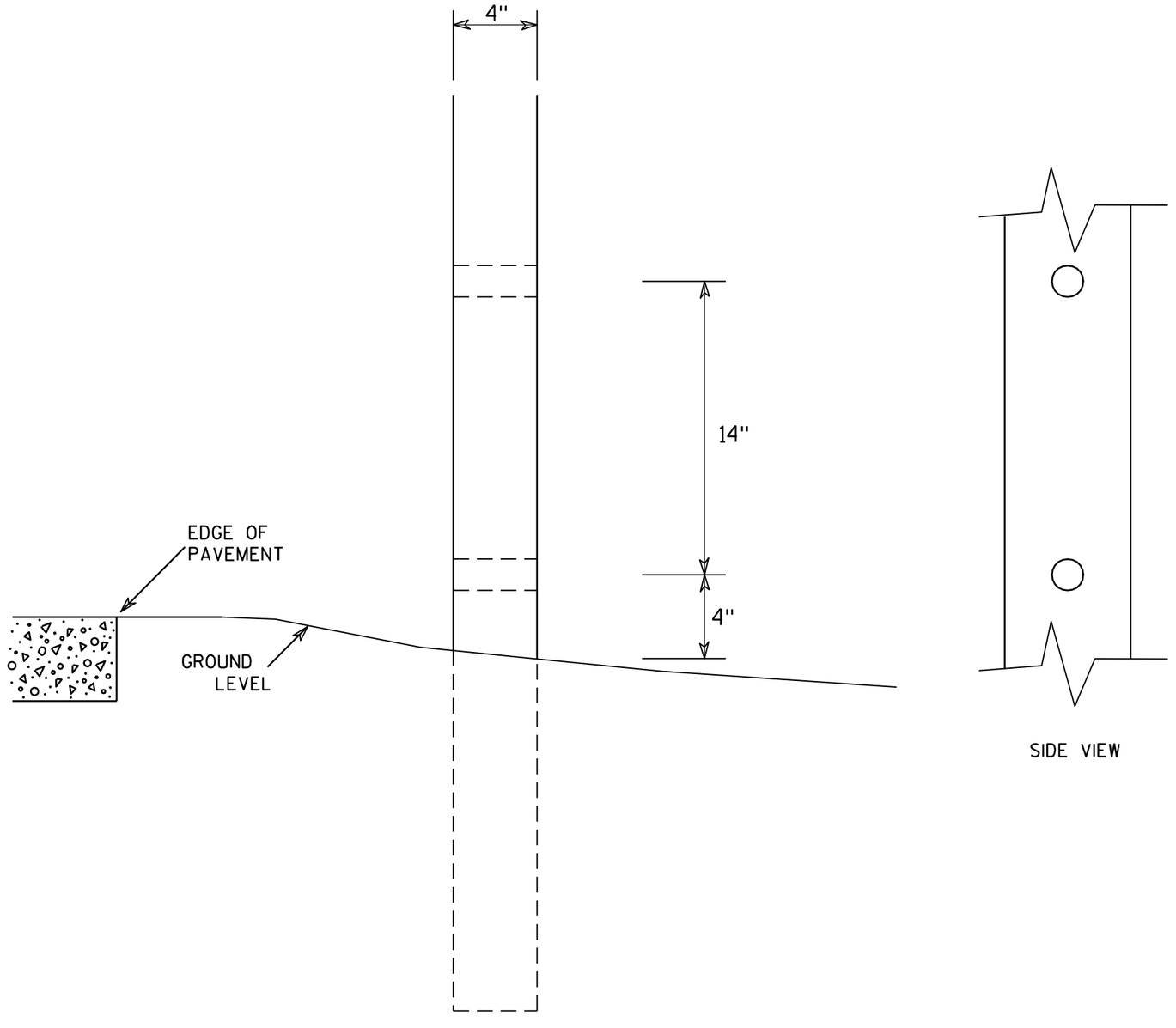
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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SIDE VIEW

GENERAL NOTES

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

7

7

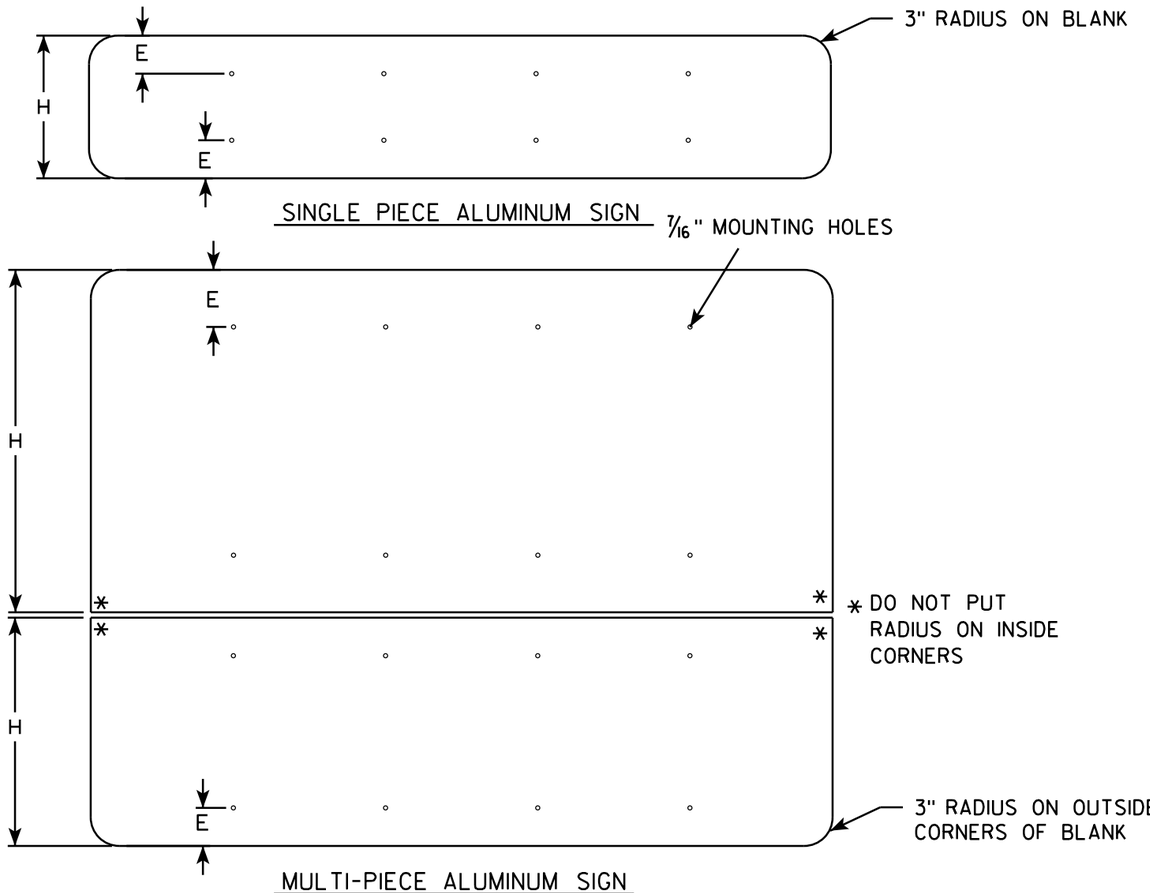
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

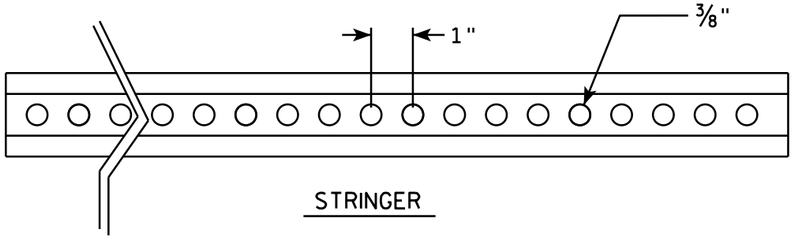
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E



GENERAL NOTES

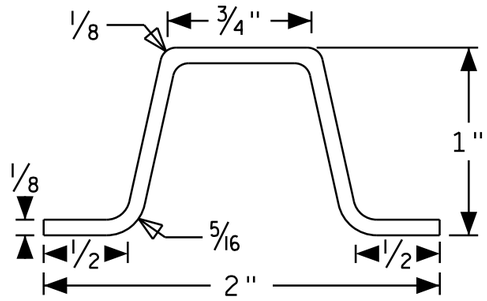
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

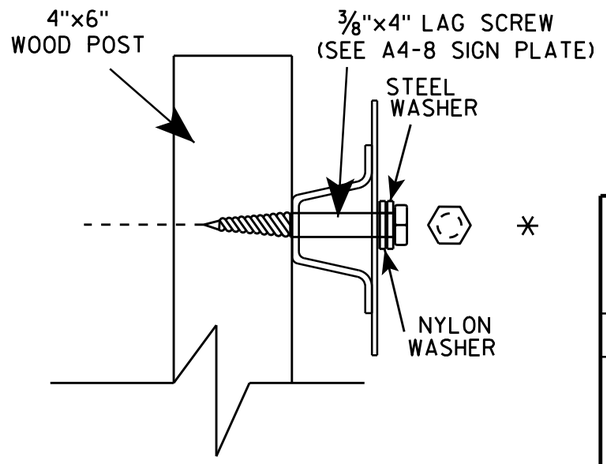


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

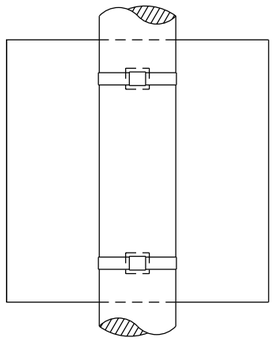
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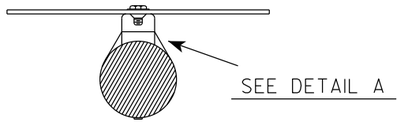
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

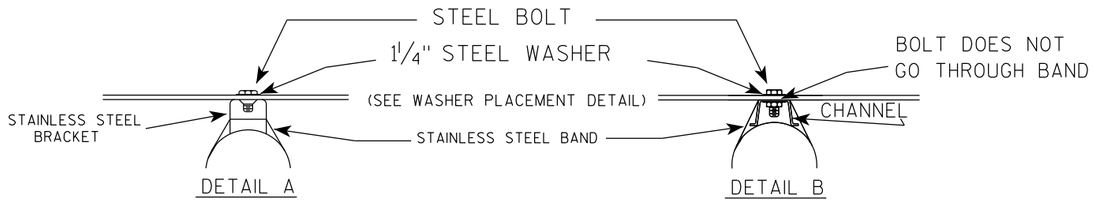
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BANDING

SINGLE SIGN



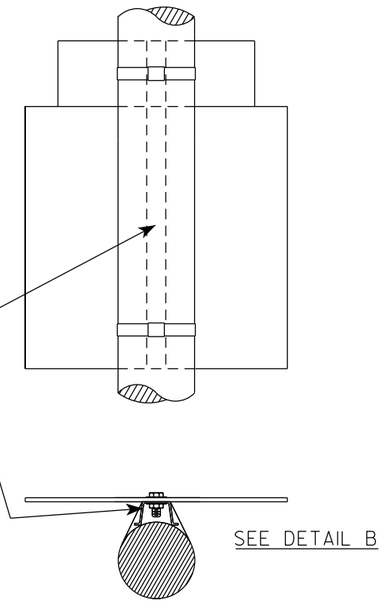




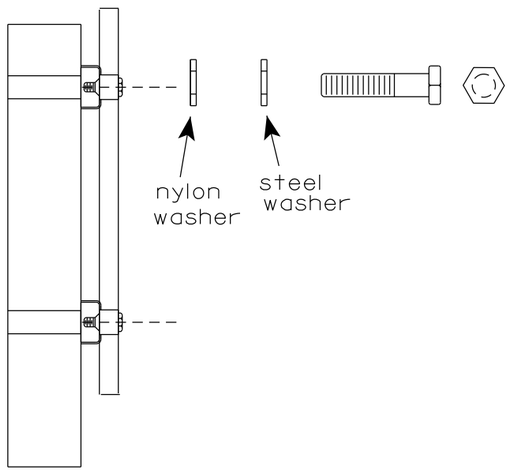
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

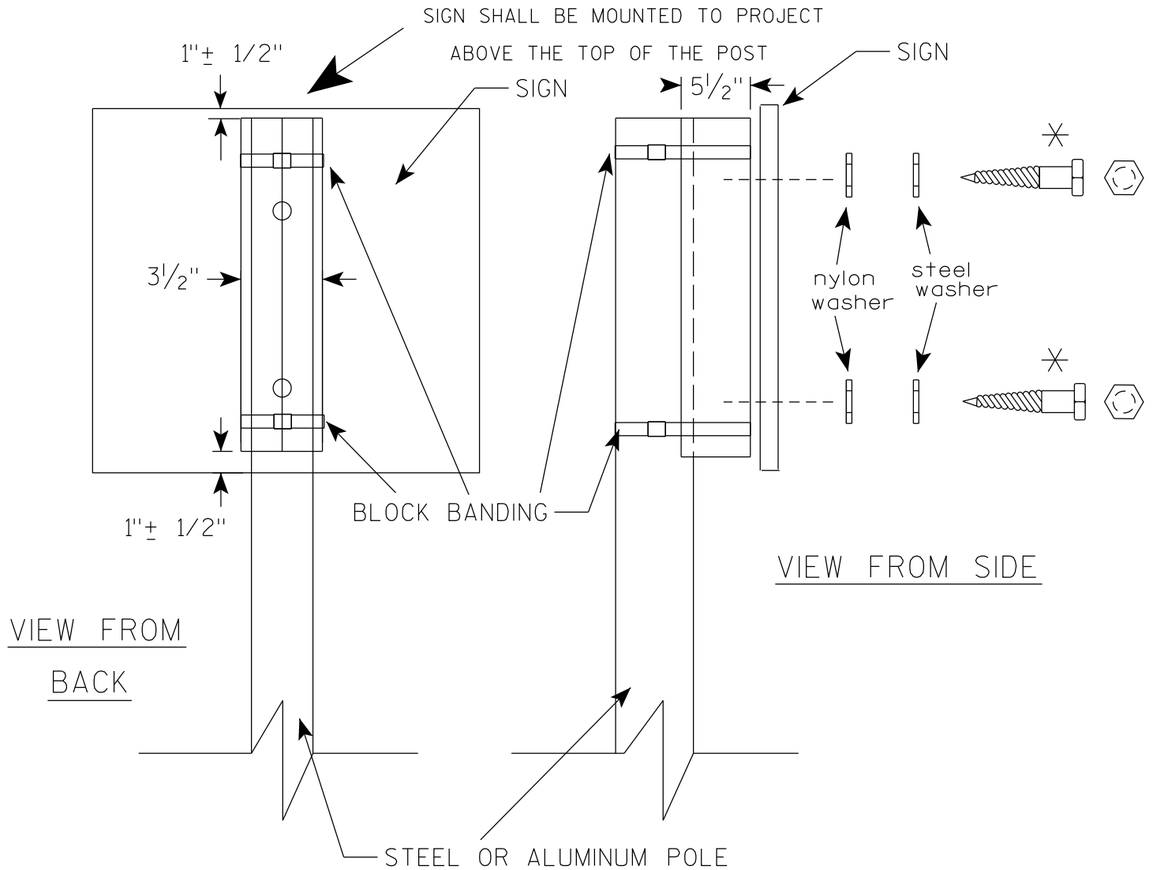
DATE 6/10/19 PLATE NO. A5-9.4

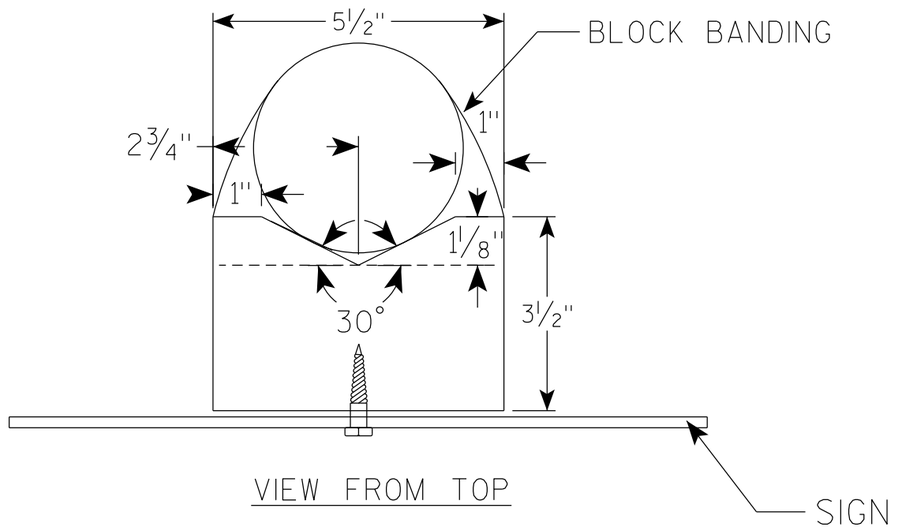
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E

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

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

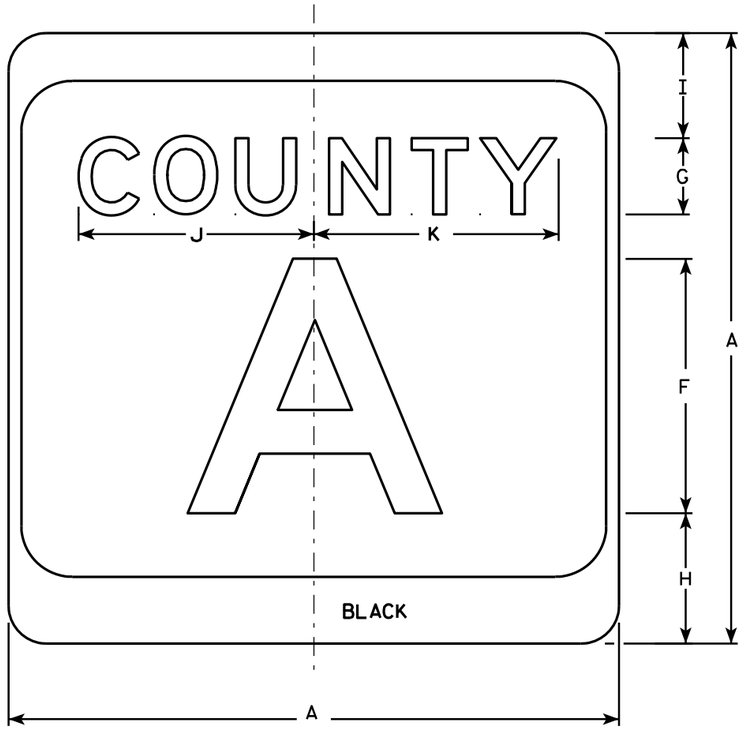
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

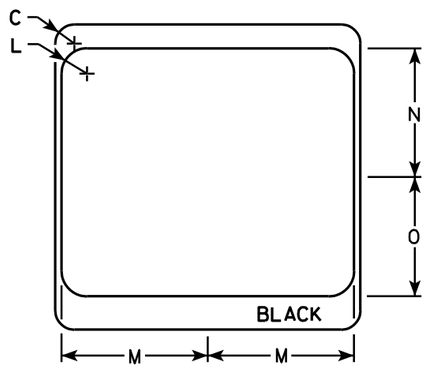
DATE 6/10/19 PLATE NO. A5-10.2

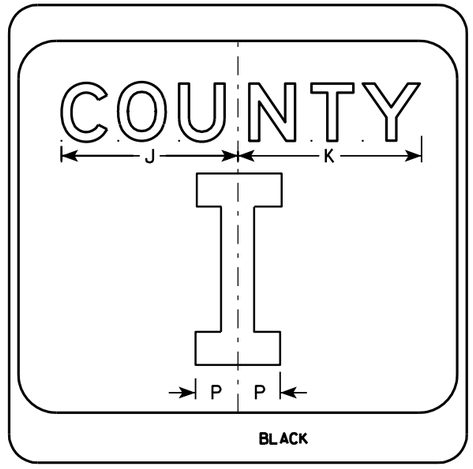
PROJECT NO: | SHEET NO: 192 | E

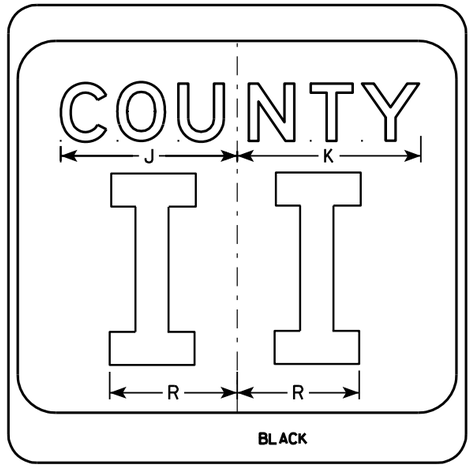
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn PLOT DATE : 10-JUN 2019 4:15 PLOT BY : mscj9h
WISDOT/CADDS SHEET 42



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

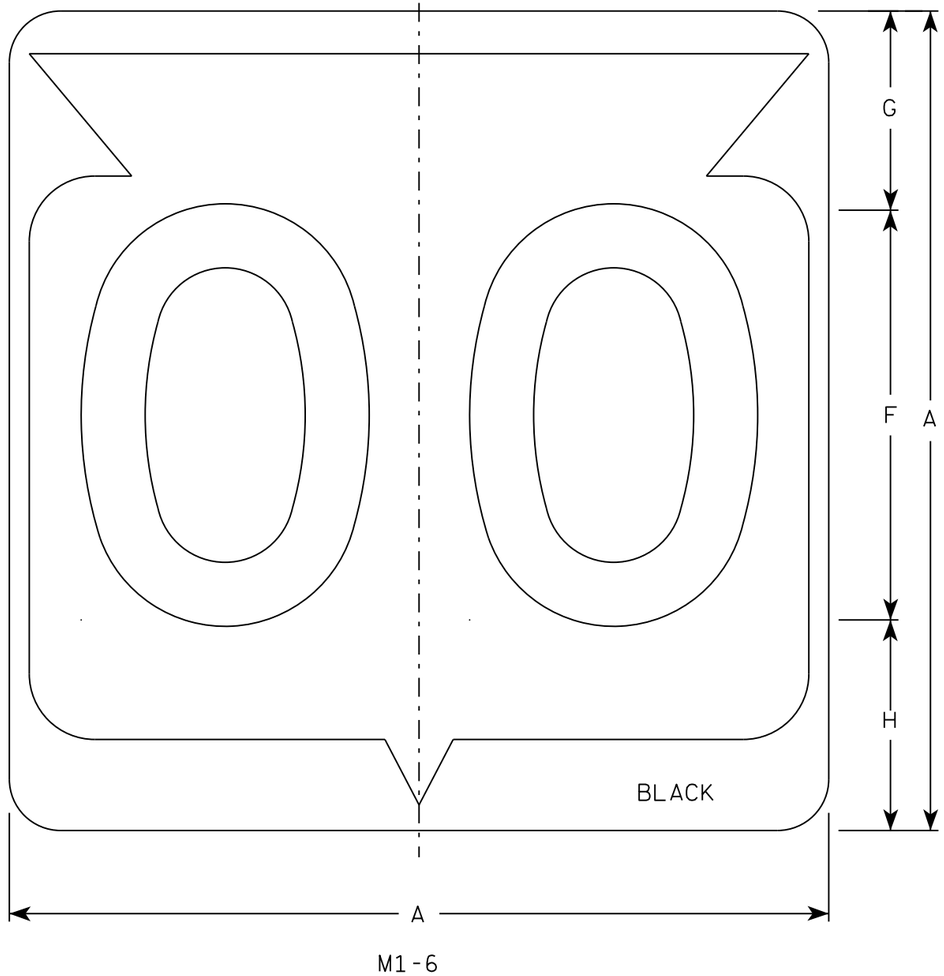
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

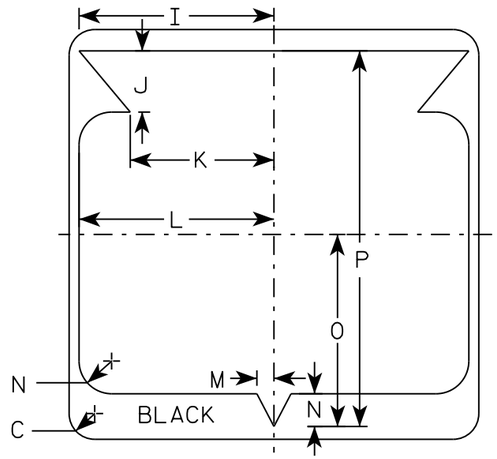
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

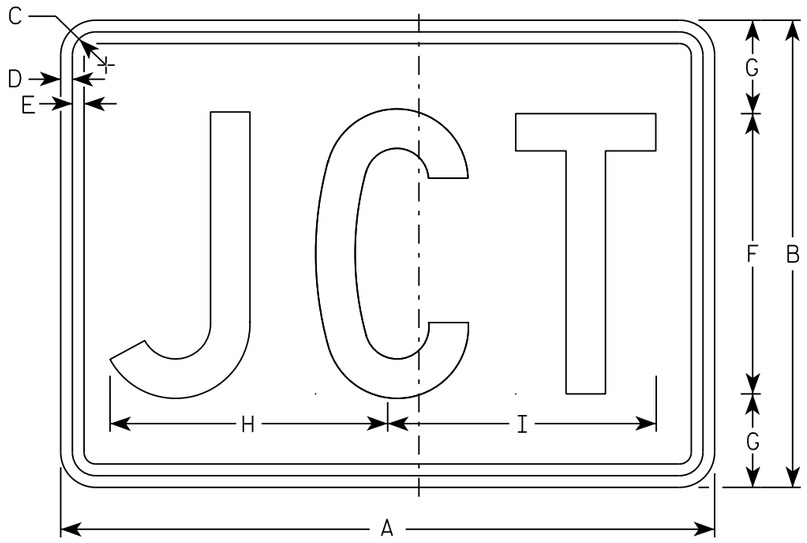
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

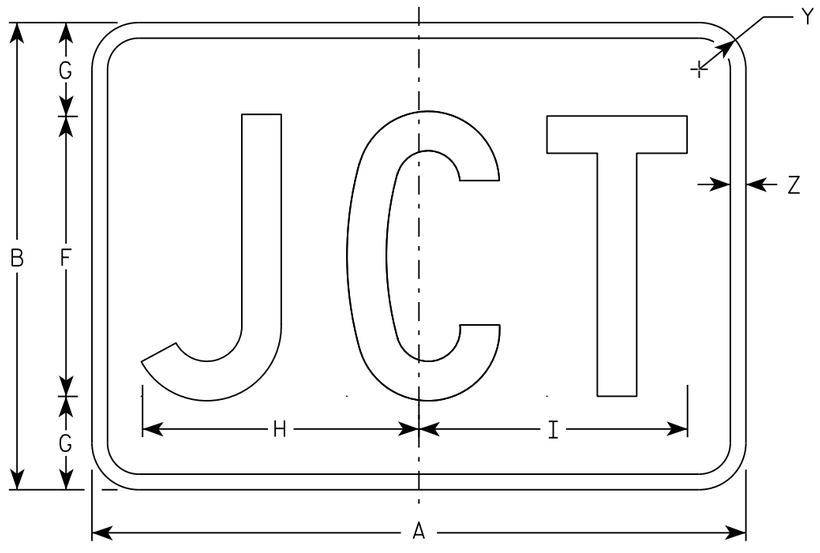
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

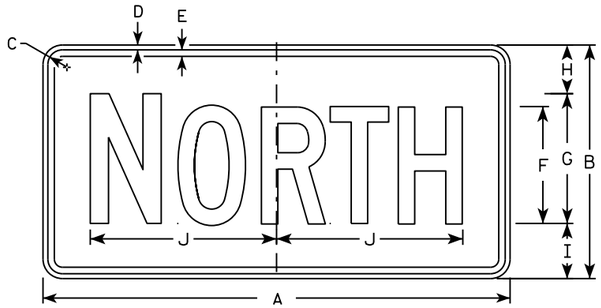
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

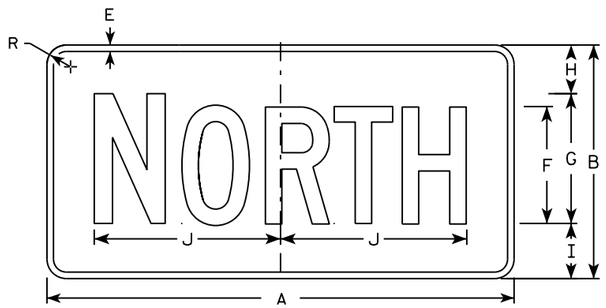
DATE 10/15/15 PLATE 195 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



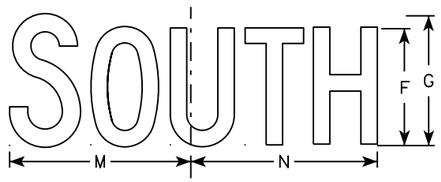
MB3-1
MK3-1
MN3-1



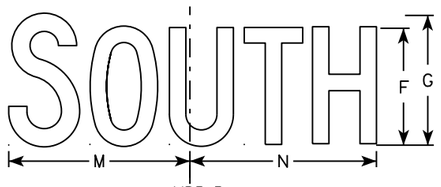
M3-2
MM3-2
MP3-2



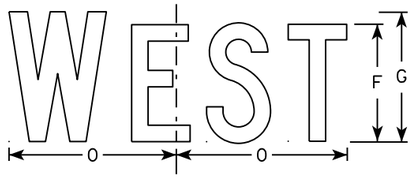
MB3-2
MK3-2
MN3-2



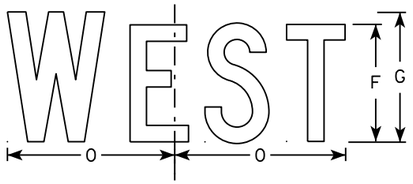
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

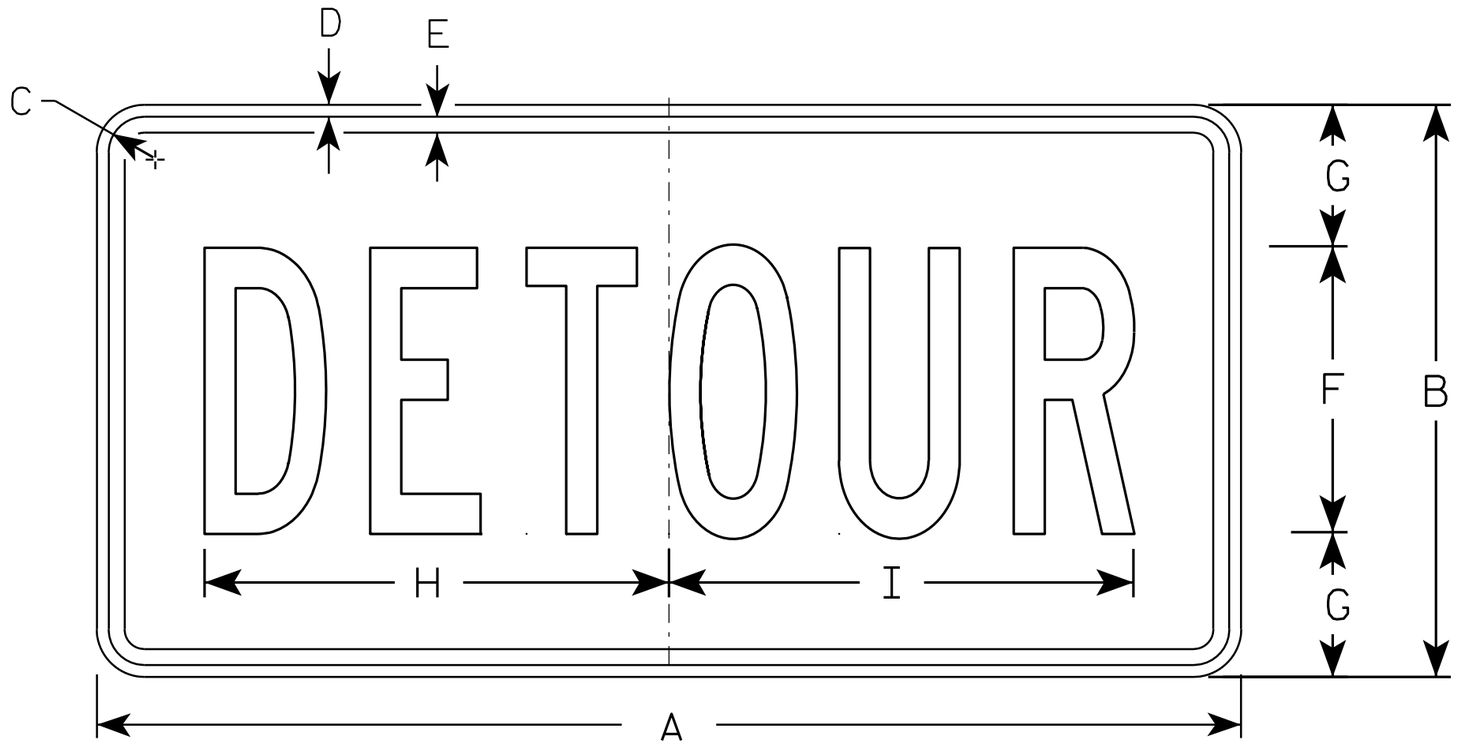
APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

7



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																											

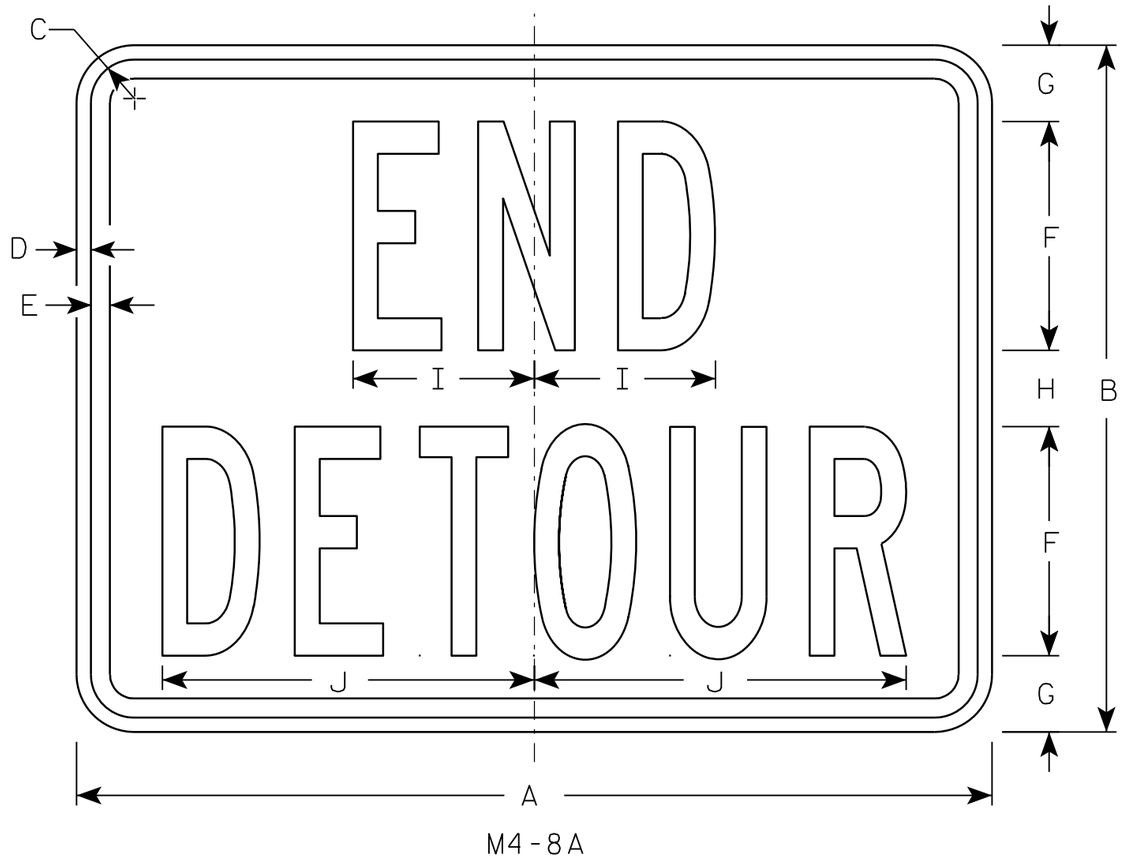
STANDARD SIGN
M4-8

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: 197	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																											

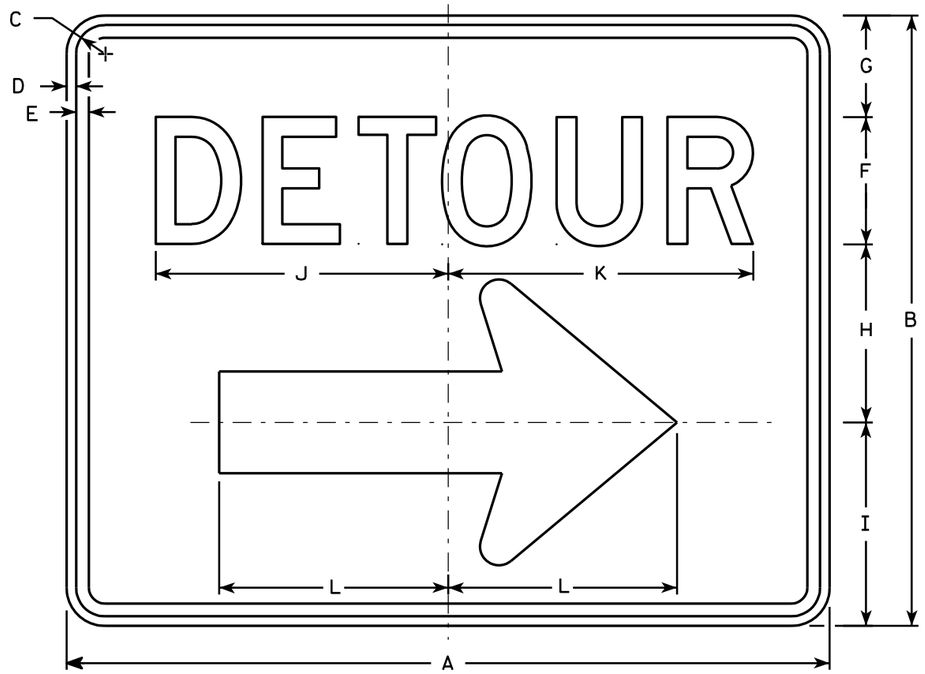
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

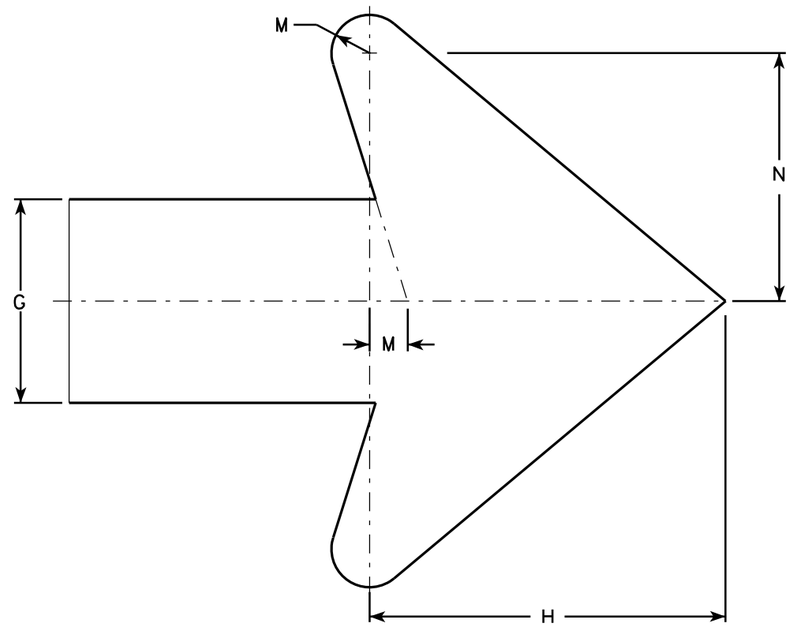
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



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

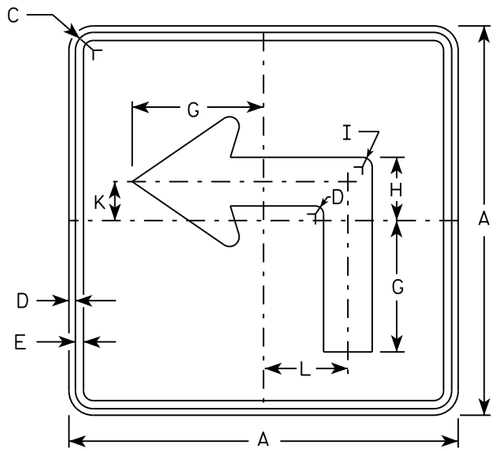
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

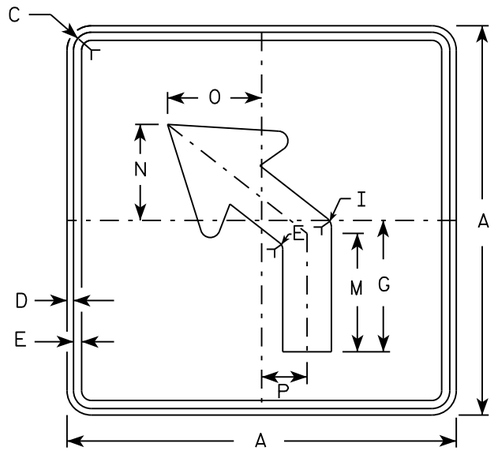
APPROVED Matthew R Rauch
for State Traffic Engineer

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

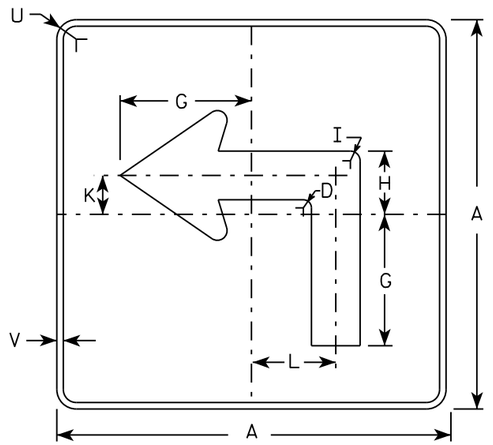
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 199 | E



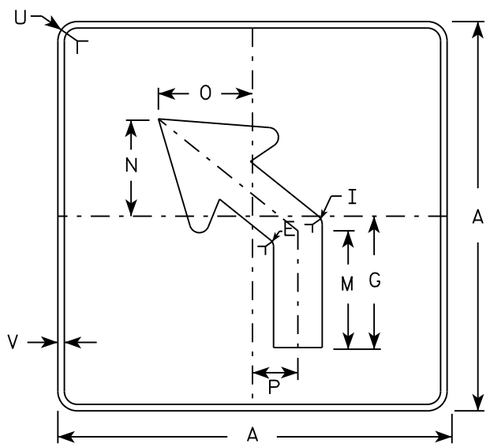
M5-1L
MM5-1L
MO5-1L
MP5-1L



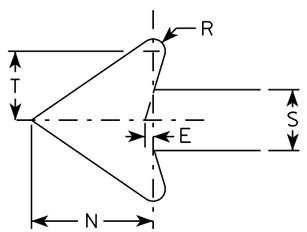
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

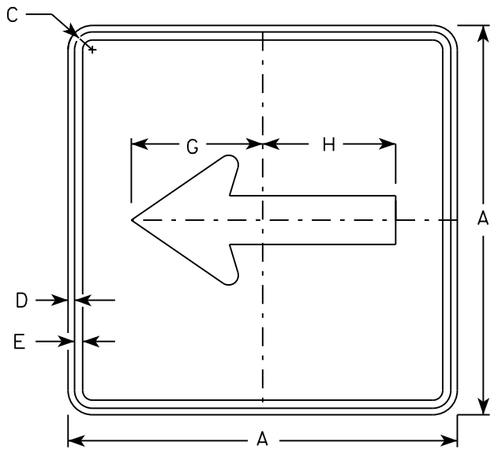
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

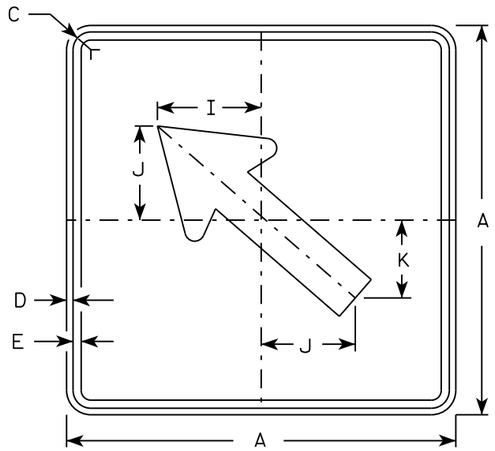
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



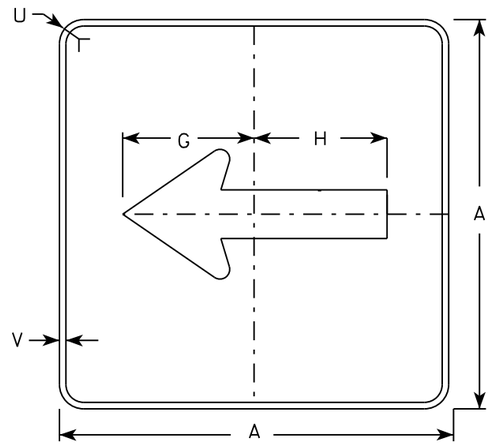
M6-1
MM6-1
MO6-1
MP6-1



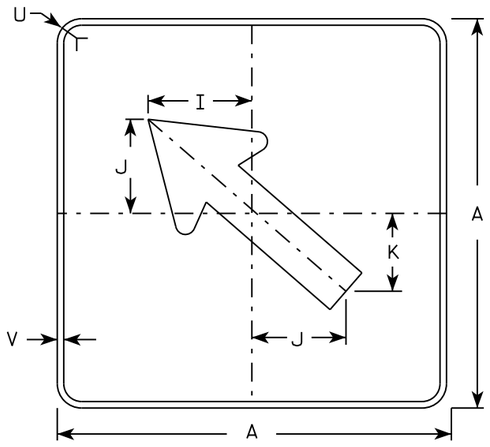
M6-2
MM6-2
MO6-2
MP6-2

NOTES

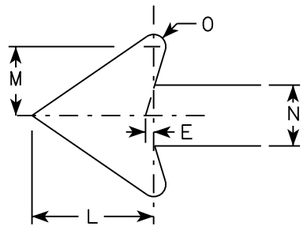
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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



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



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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

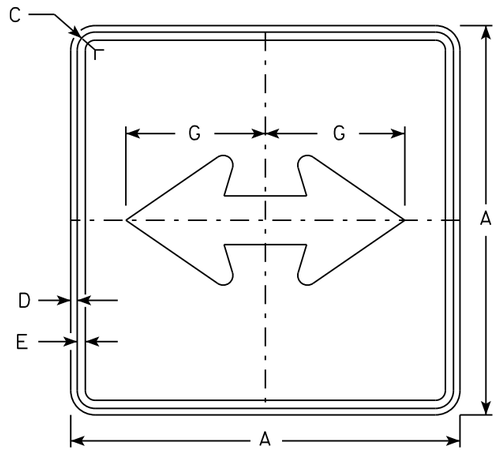
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

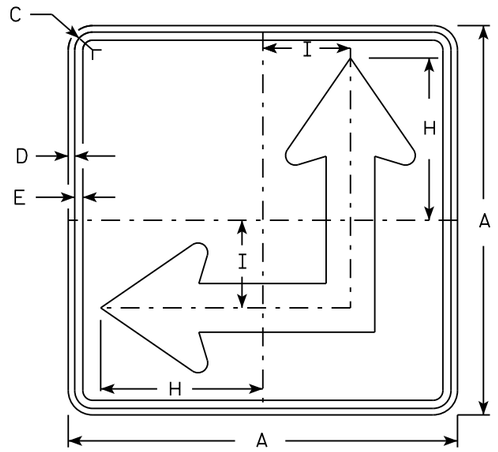
DATE 10/15/15 PLATE 201 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



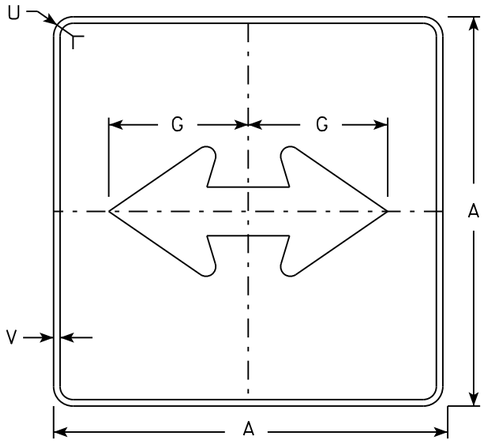
M6-4
MM6-4
MO6-4
MP6-4



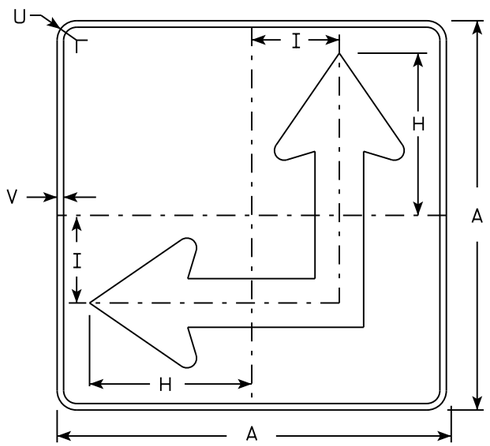
M6-6
MM6-6
MO6-6
MP6-6

NOTES

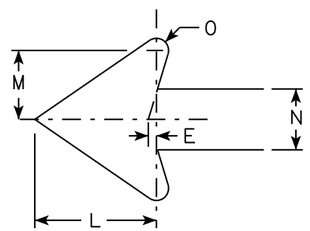
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

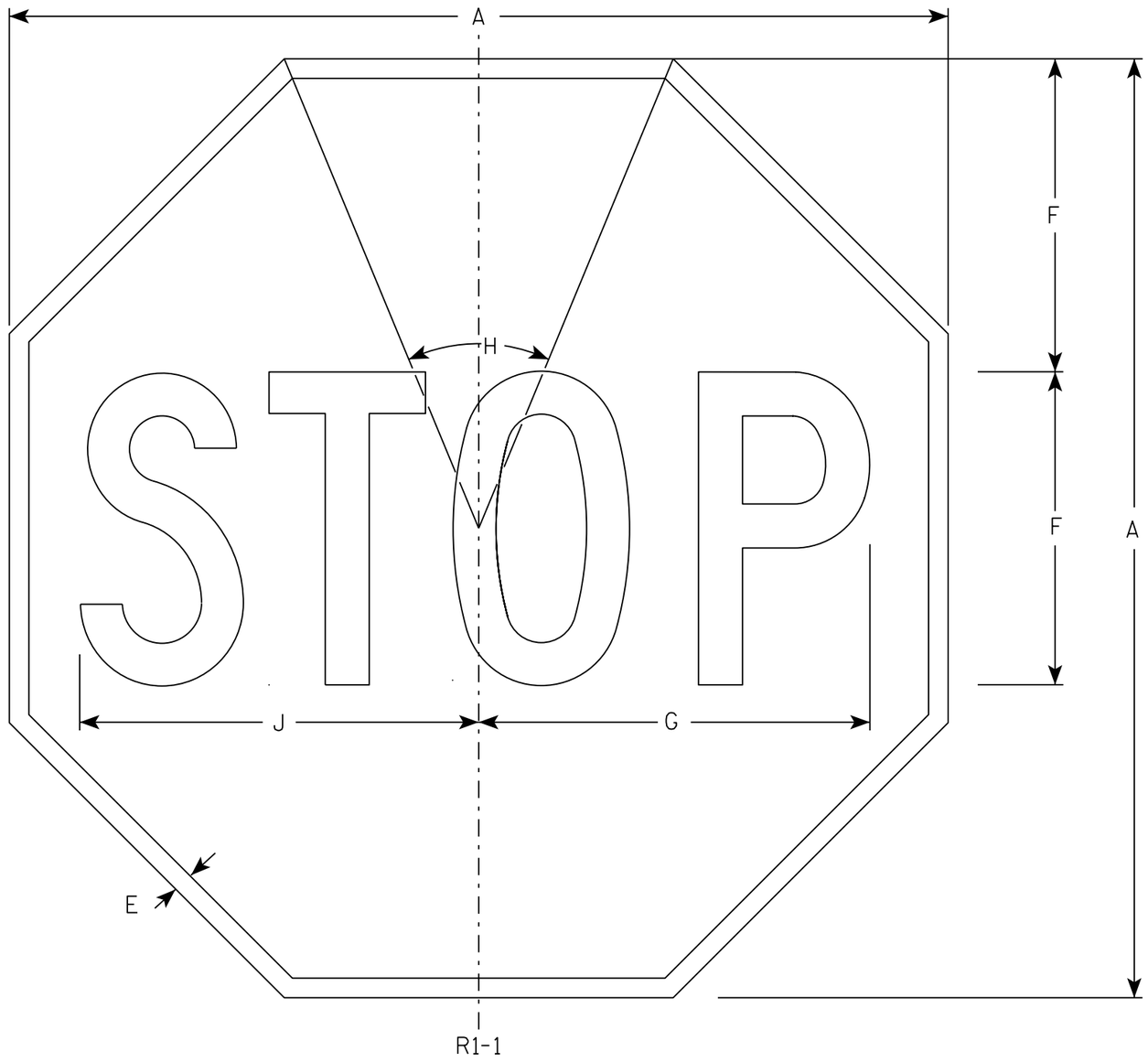
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 202 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



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

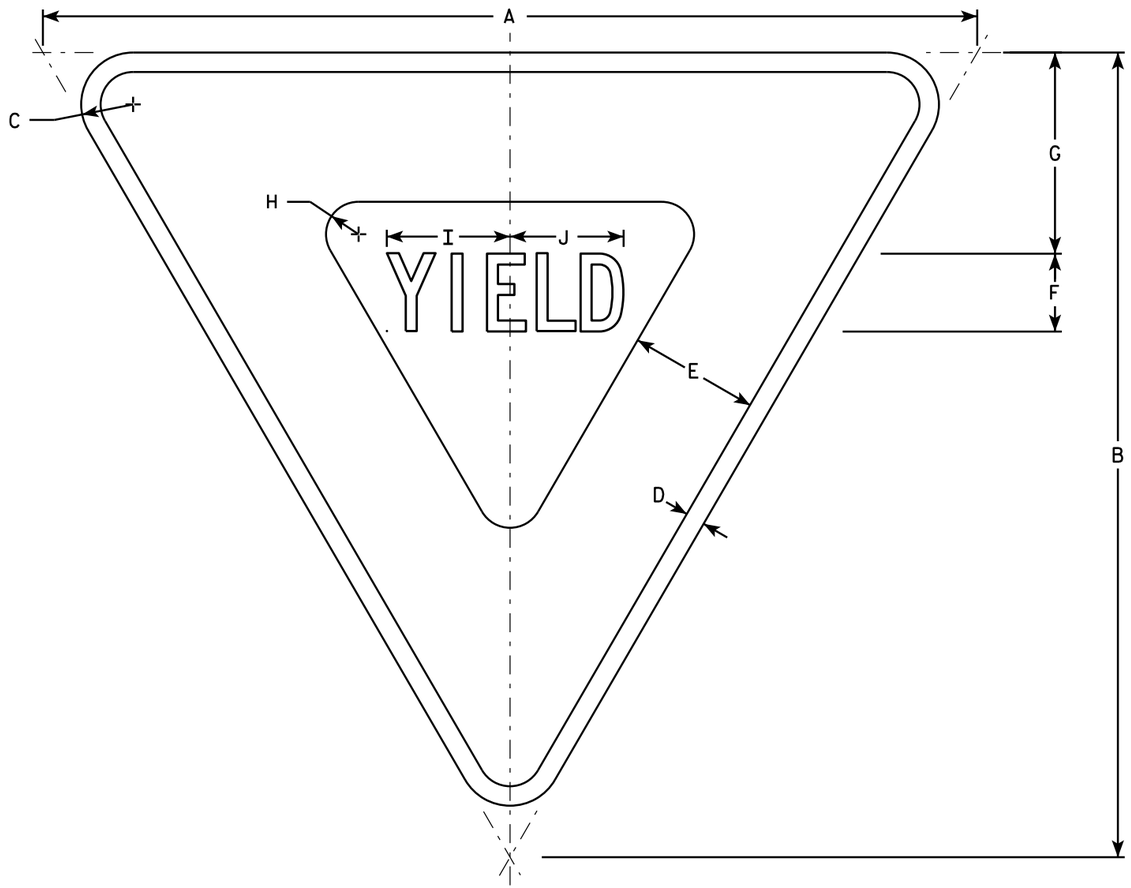
R1-1

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: 203	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

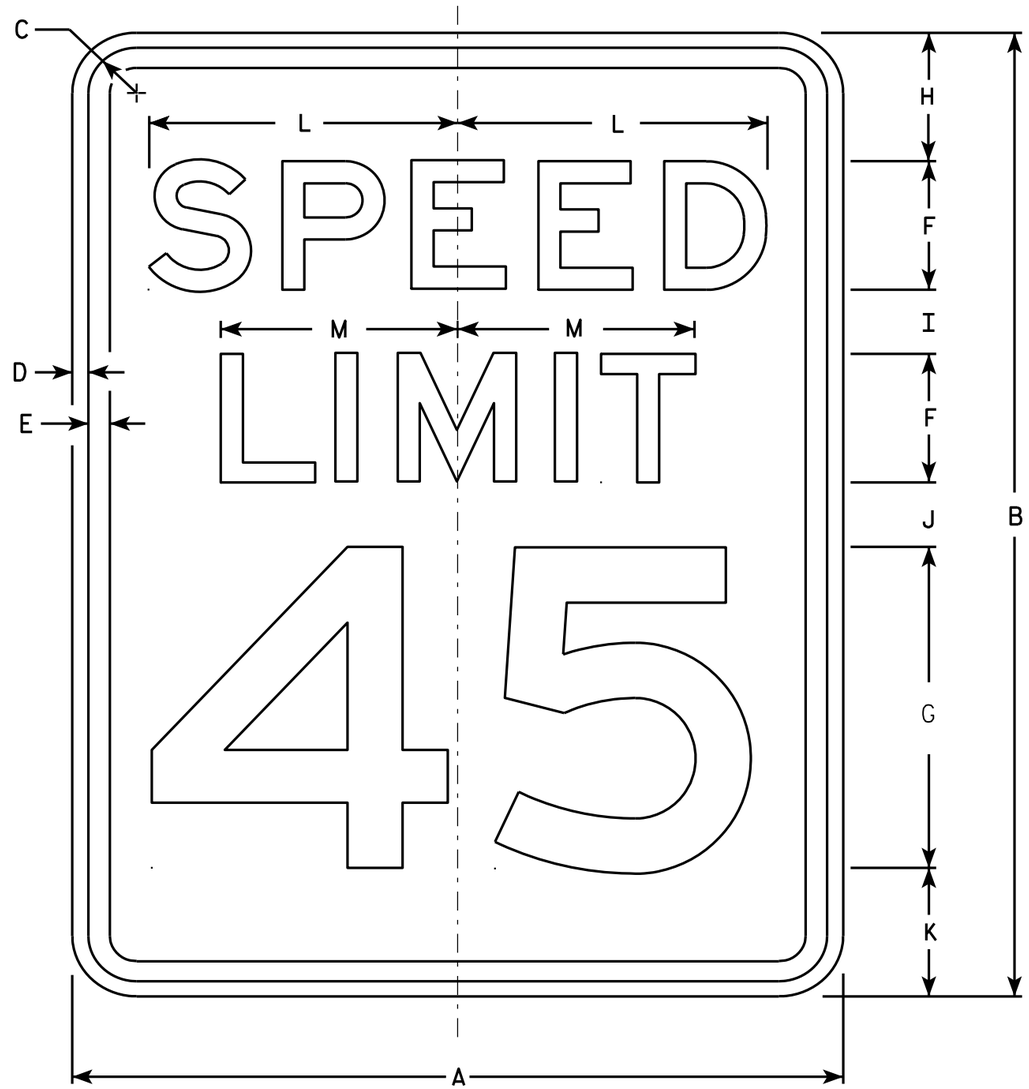
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

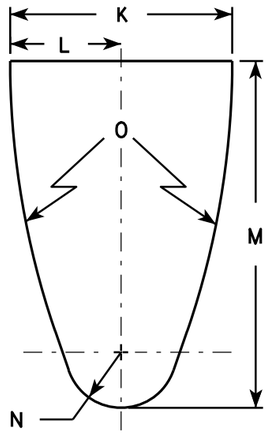
STANDARD SIGN
R2-1

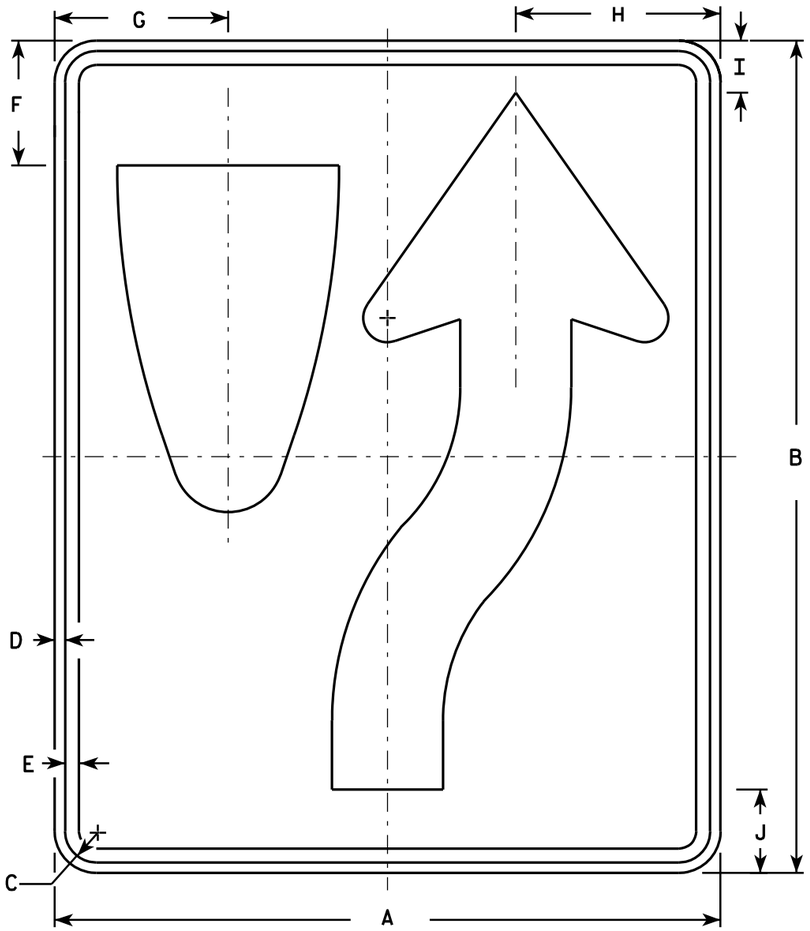
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

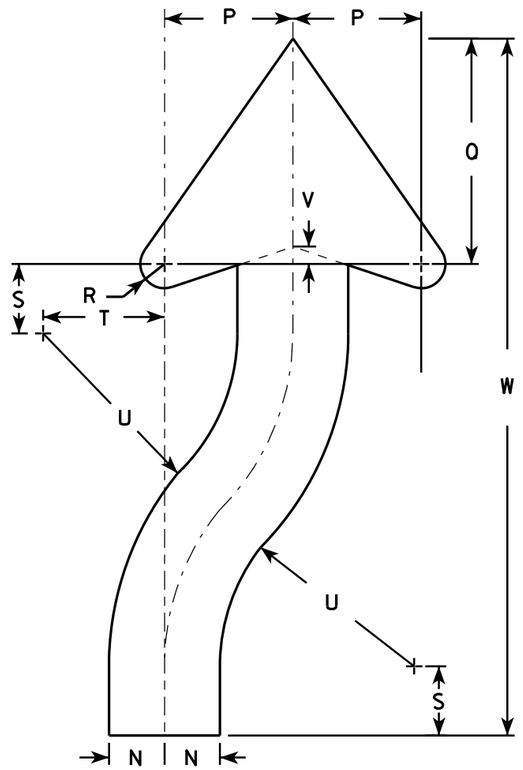




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend 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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

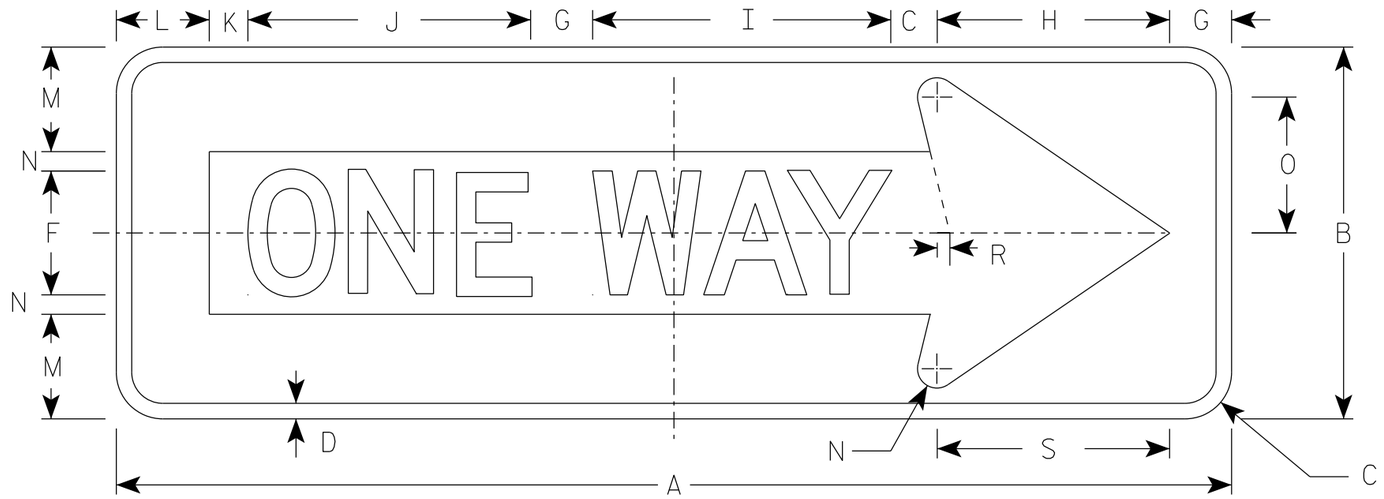
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

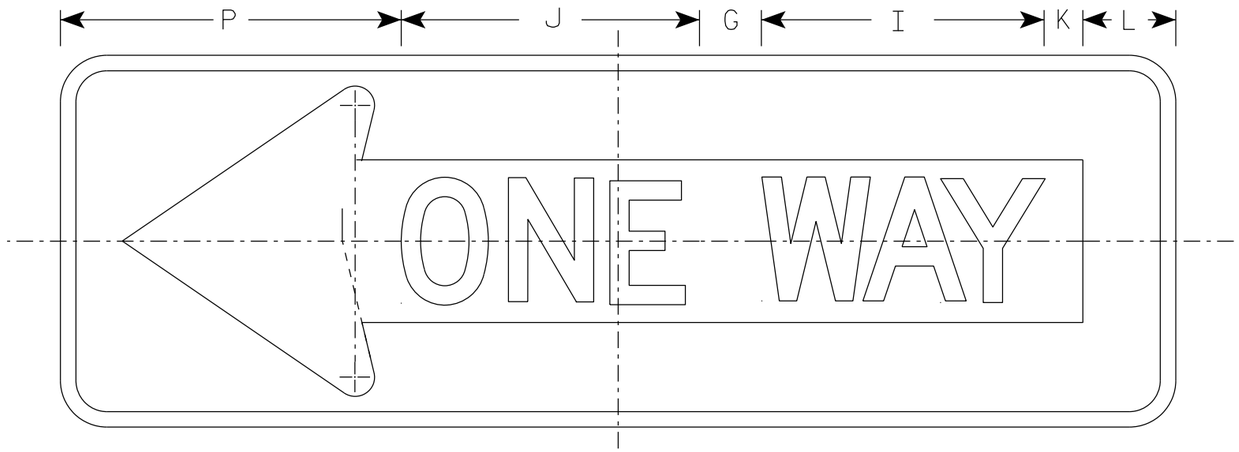
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

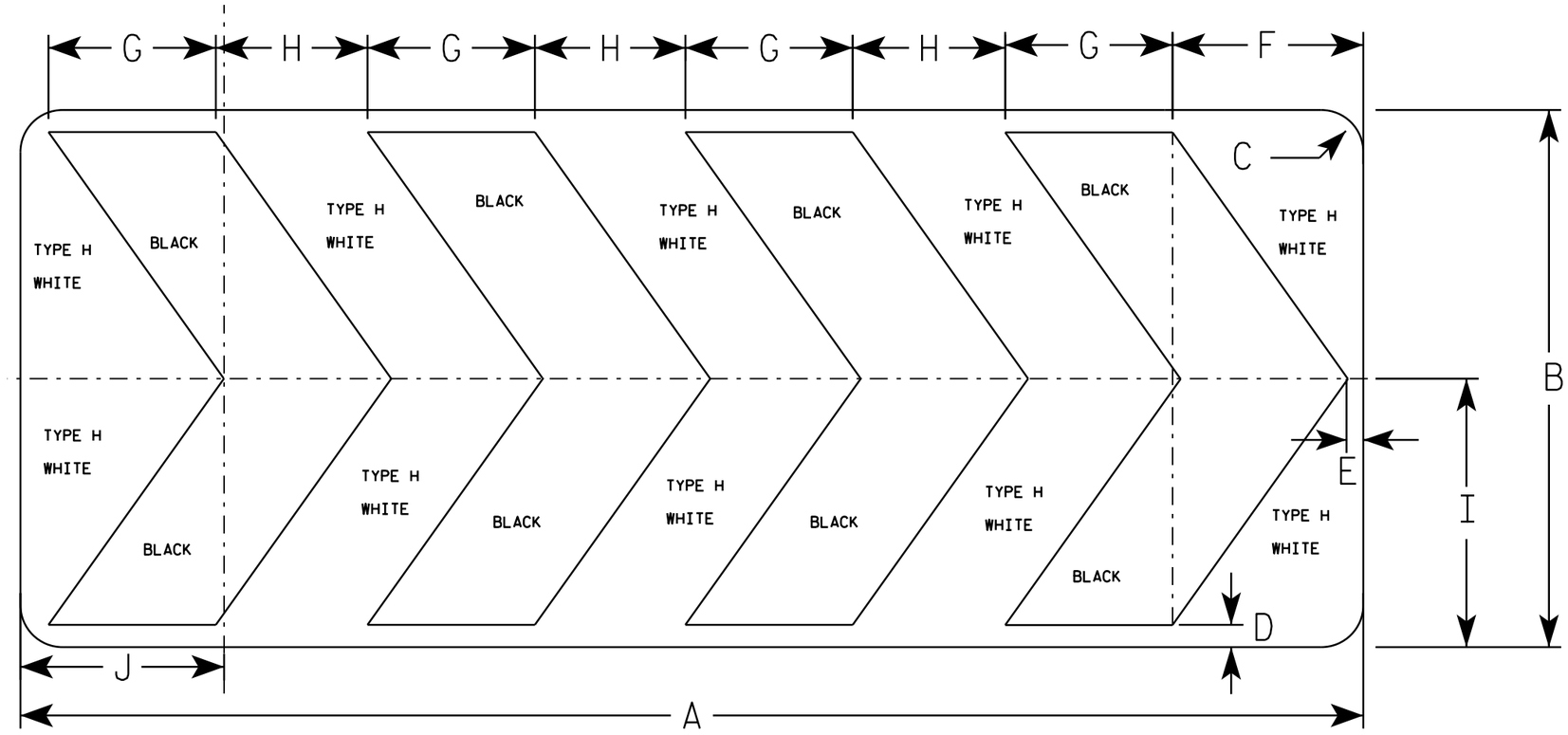
DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

SHEET NO: 207 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

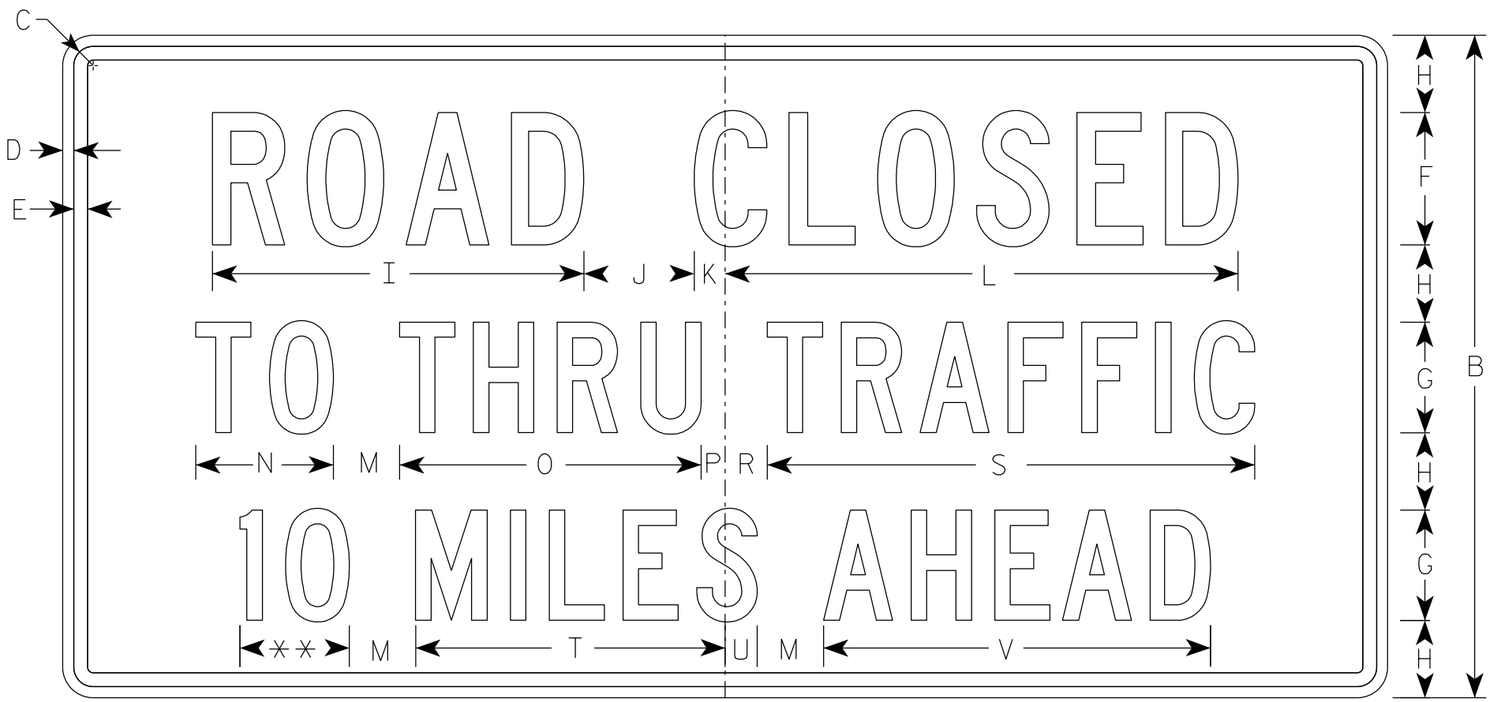
PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

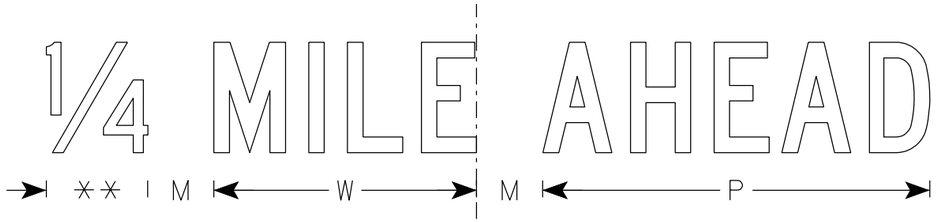
NOTES

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



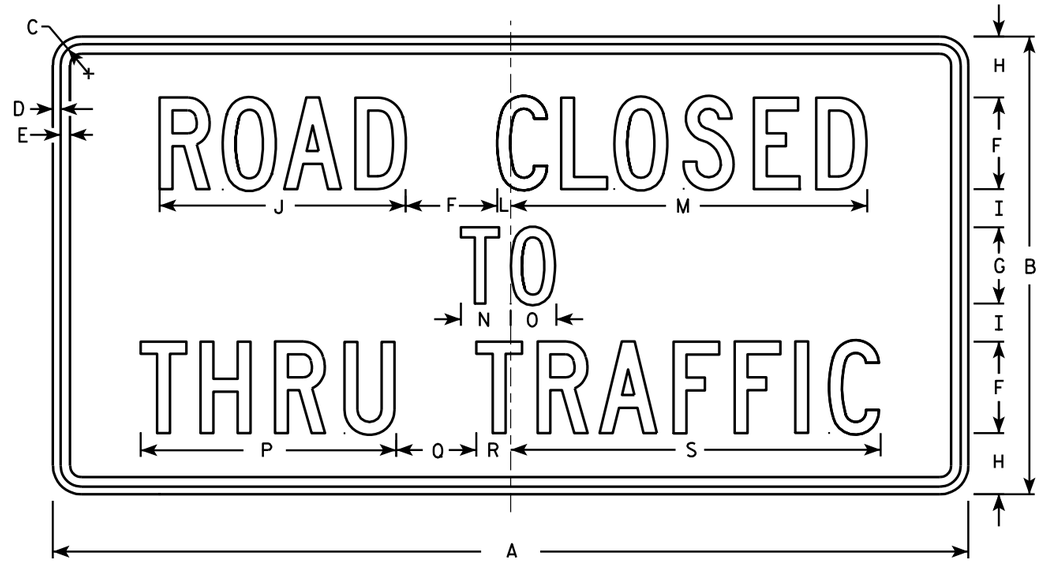
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5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



R11-4

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

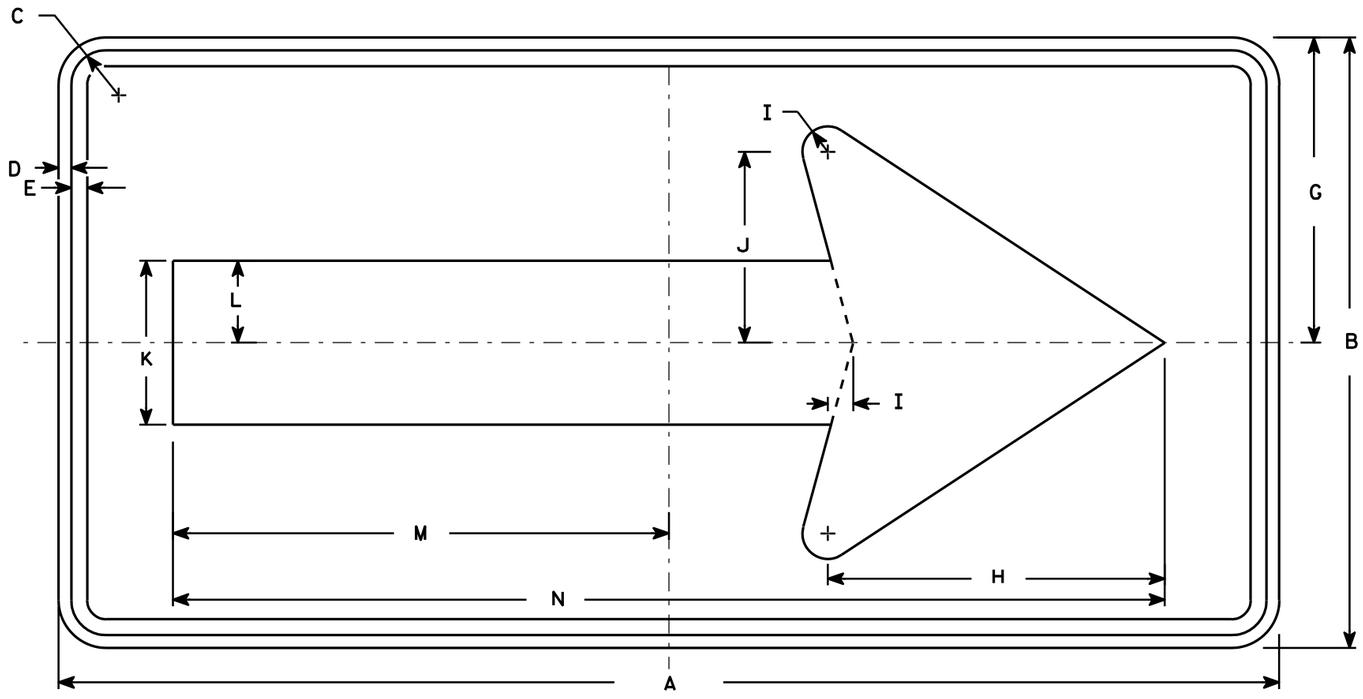
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E

NOTES

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



W1-6

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 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

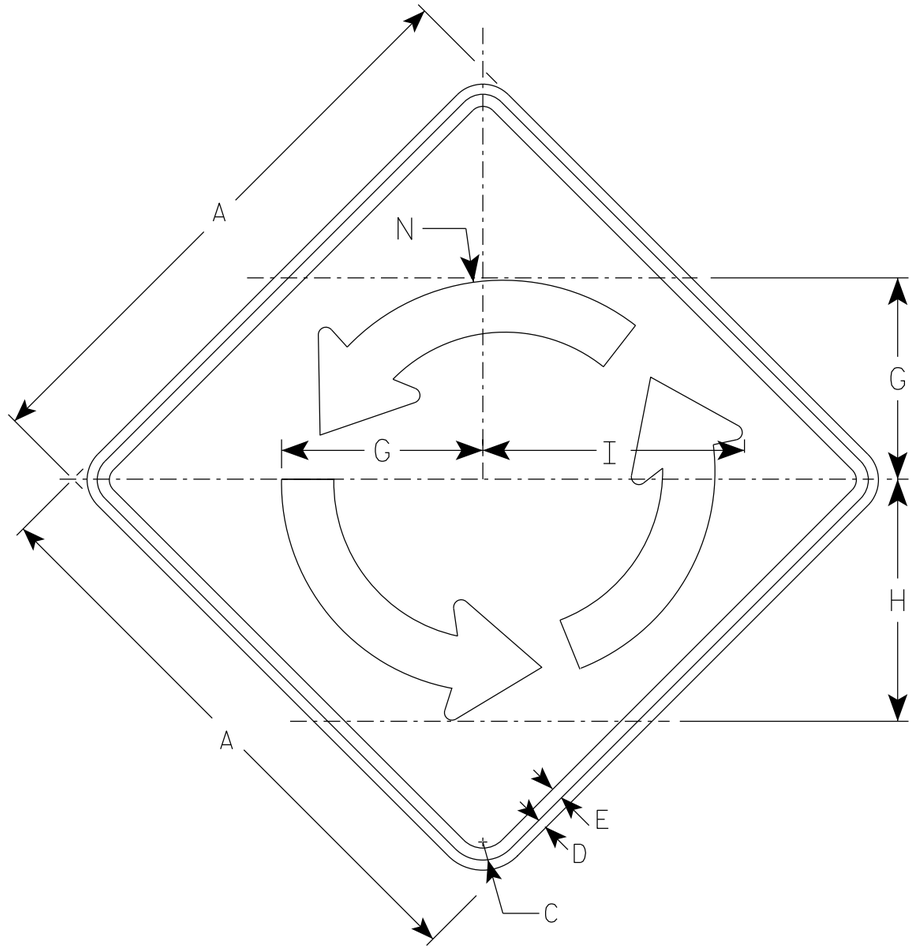
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 211

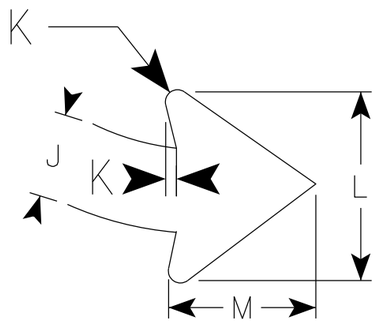


W2-6

NOTES

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

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	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

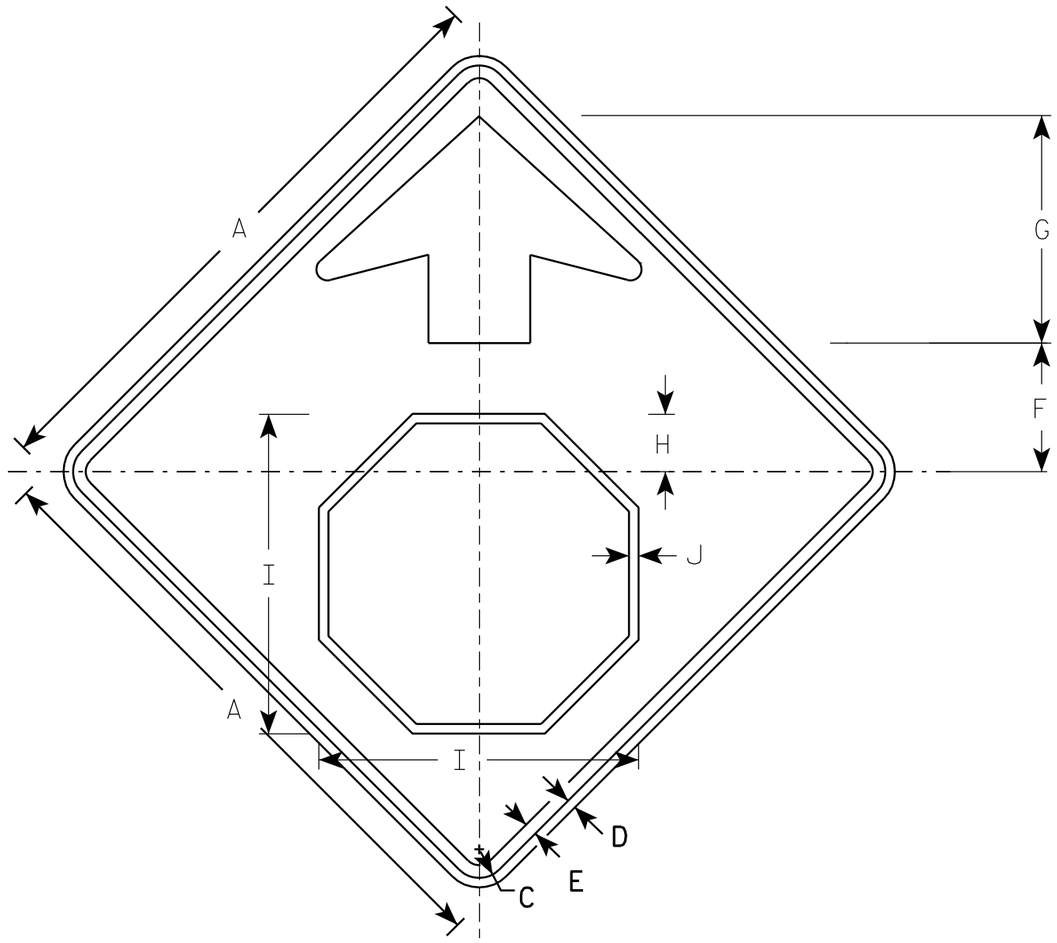
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

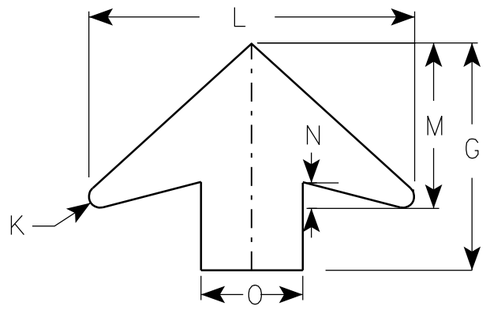
SHEET NO: 212 E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

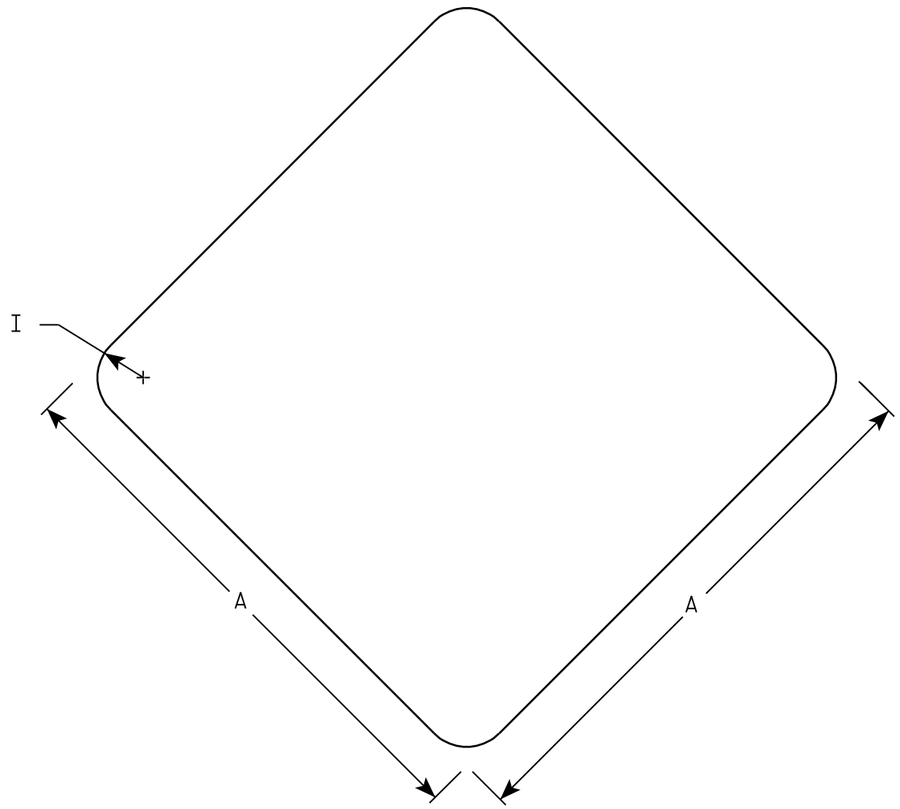
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 213 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

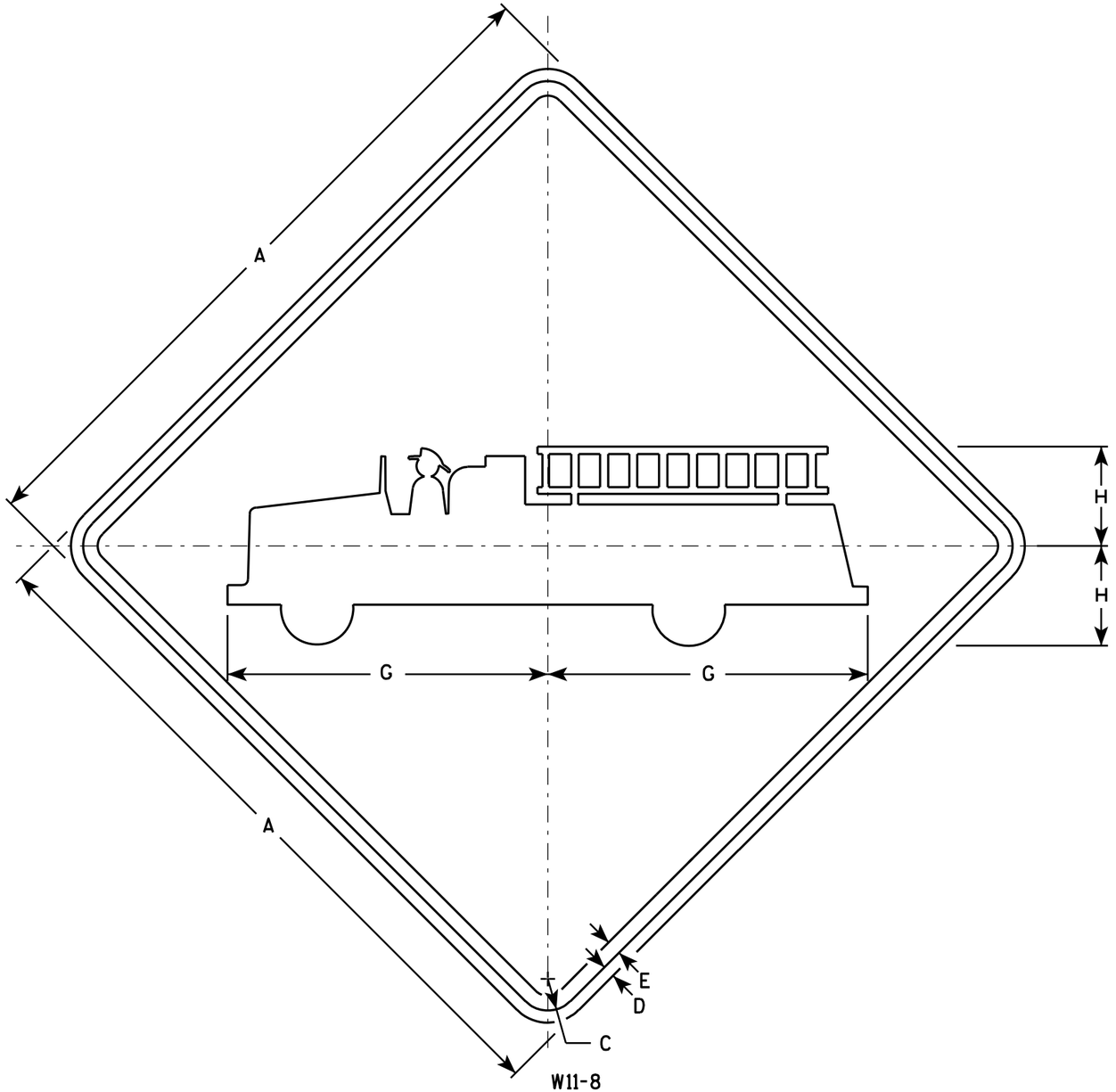
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



W11-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		11	3 3/8																			4.0
2S	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
2M	30		1 3/8	1/2	5/8		13 3/4	4 3/8																			6.25
3	36		1 5/8	5/8	3/4		16 1/2	5 1/4																			9.0
4	48		2 1/4	3/4	1		22	7																			16.0
5																											

STANDARD SIGN
W11-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W11-8.7

PROJECT NO:

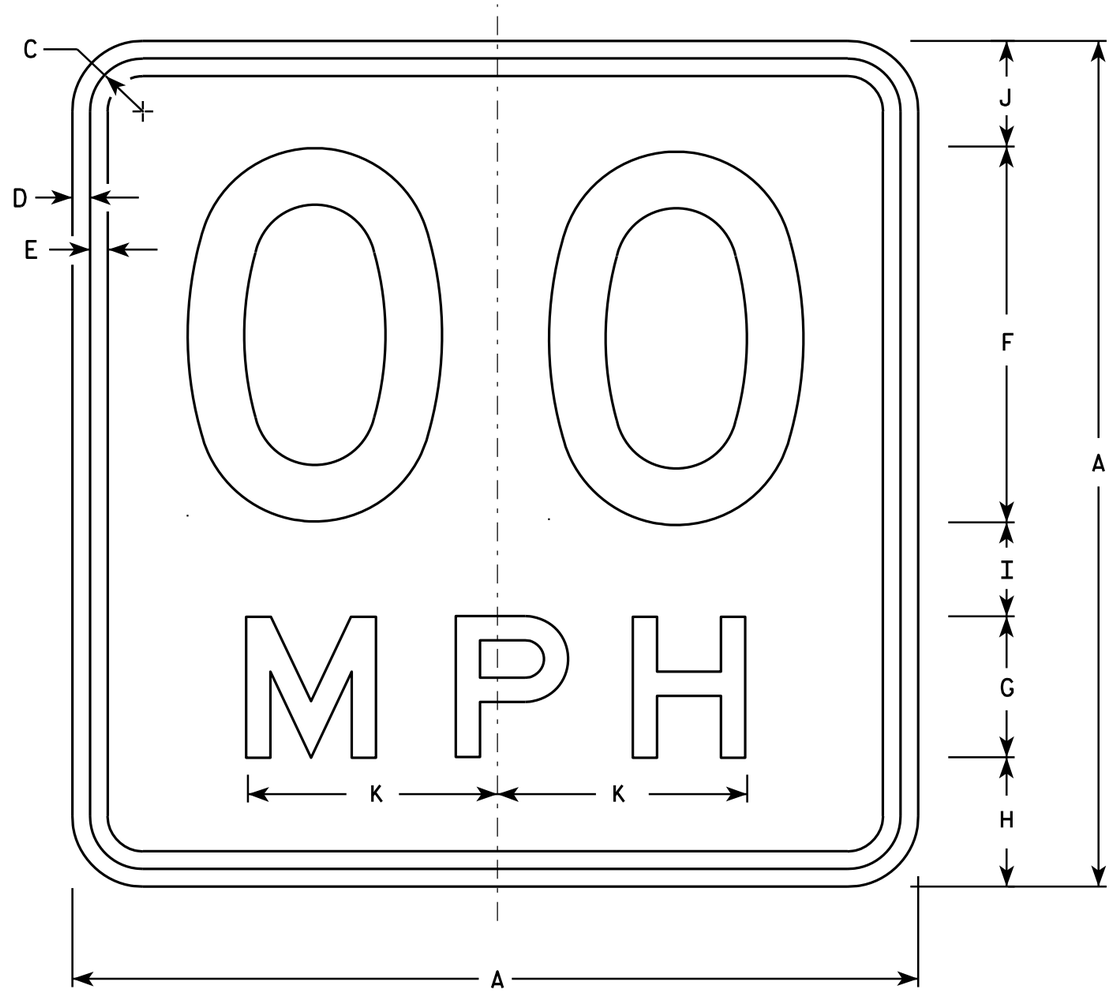
SHEET NO: 215 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W118.DGN PLOT DATE : 13-MAR-2013 12:58 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

7



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

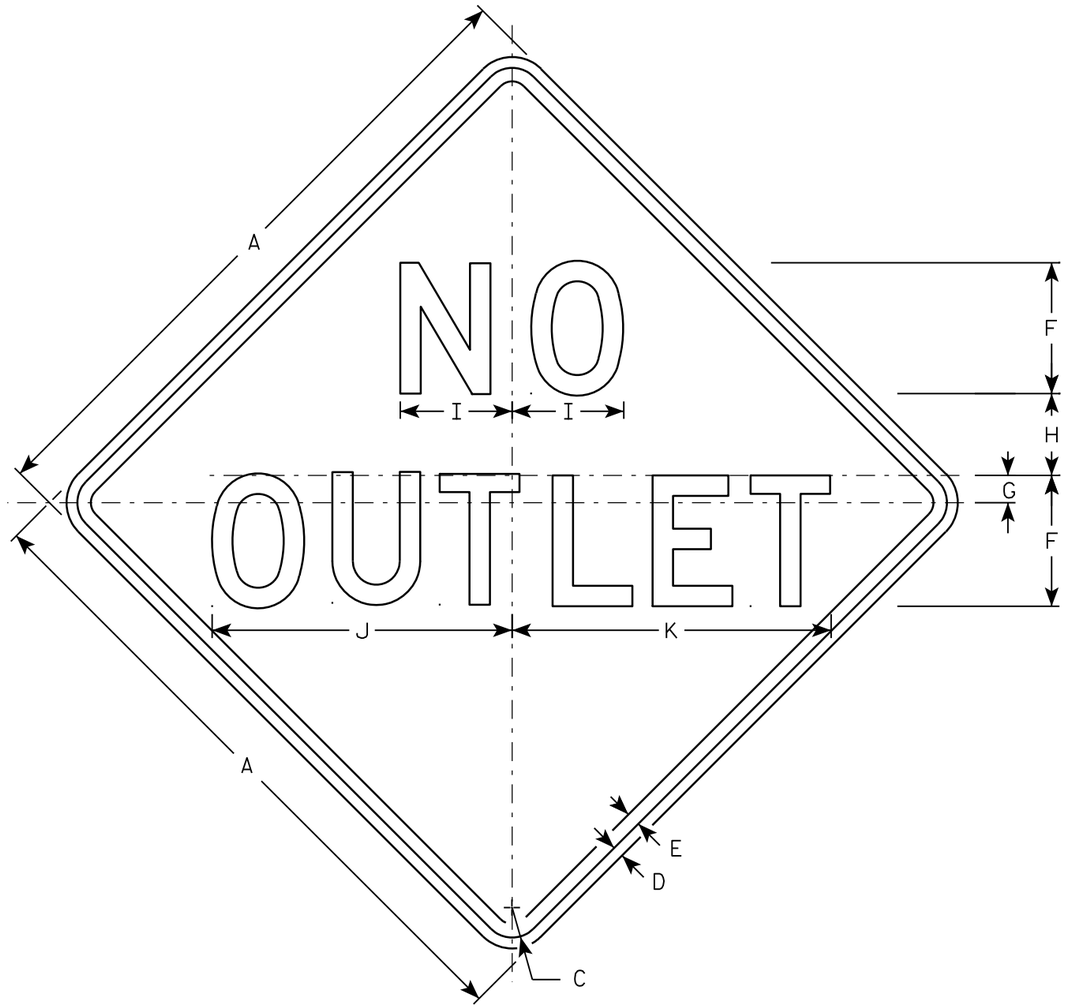
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E



W14-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   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	24		1 1/8	3/8	1/2	5	1	2 3/4	4 1/8	11 3/4	12 3/8																4.0
2S	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
2M	30		1 3/8	1/2	5/8	6	1 1/4	3 3/4	5 1/8	13 3/4	14 5/8																6.25
3	36		1 5/8	5/8	3/4	7	1 3/8	4 5/8	6	16 1/8	17 1/8																9.0
4																											
5																											

STANDARD SIGN
W14-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

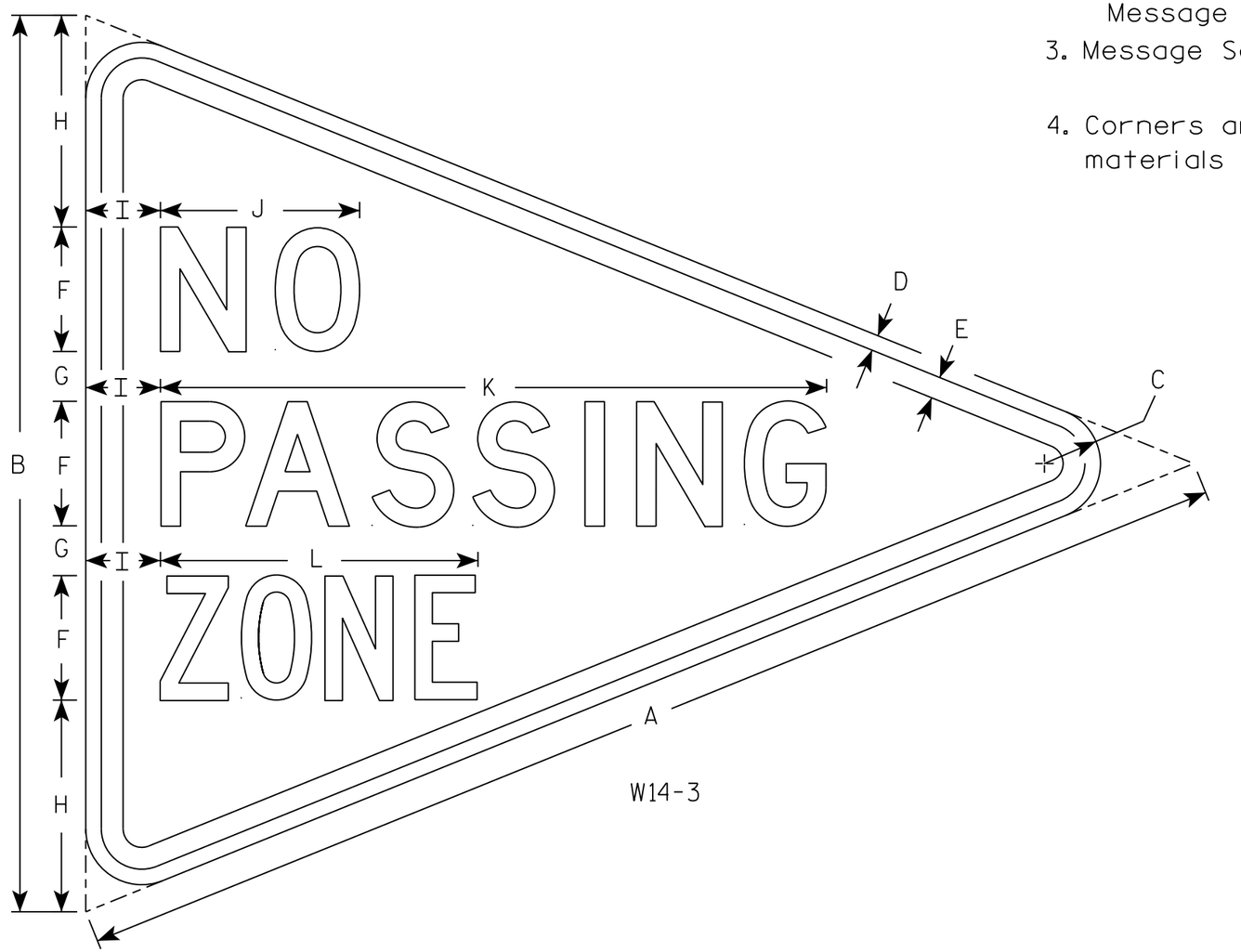
DATE 3/13/13 PLATE NO. W14-2.3

PROJECT NO:

SHEET NO: 217 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

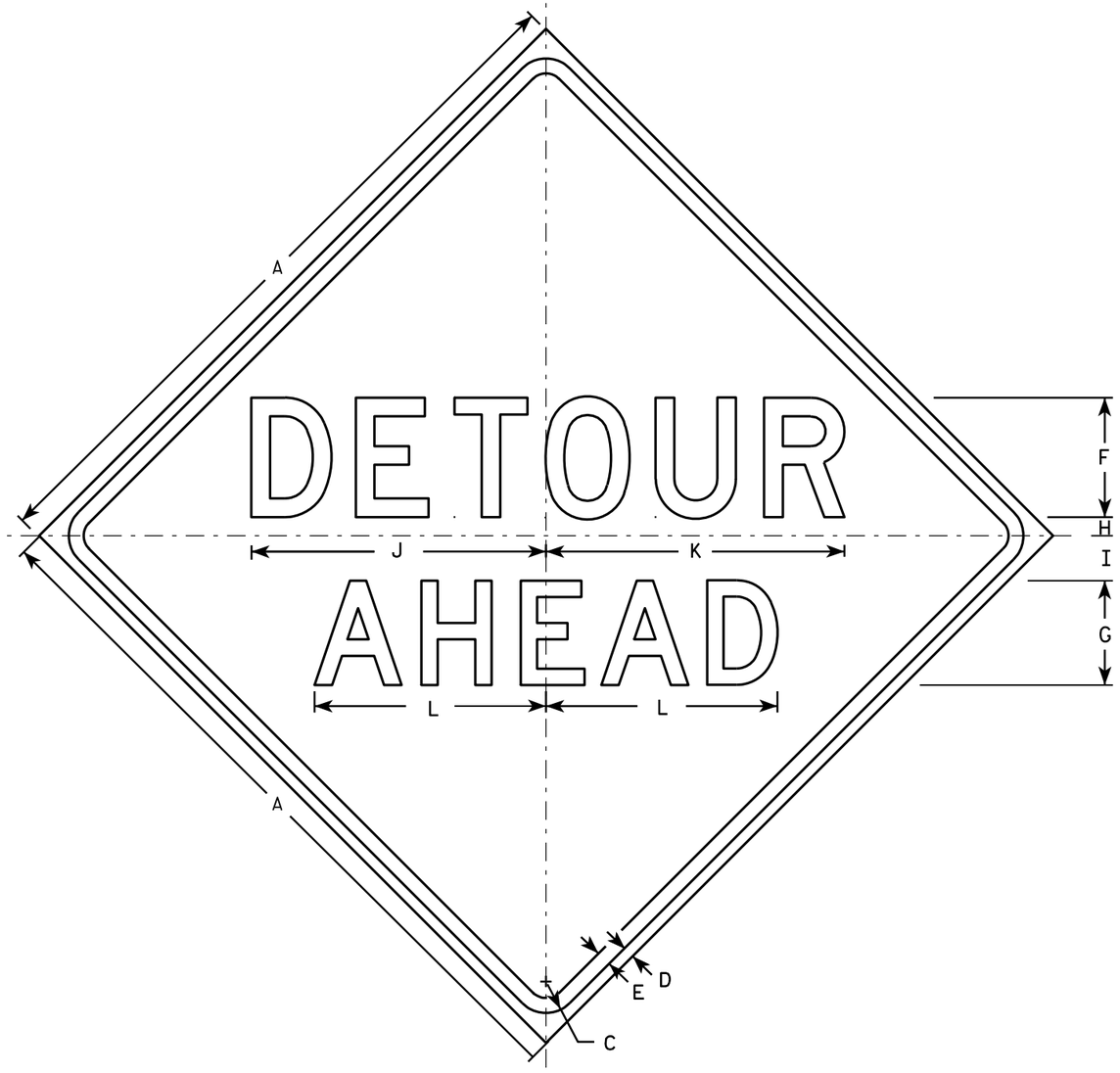
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

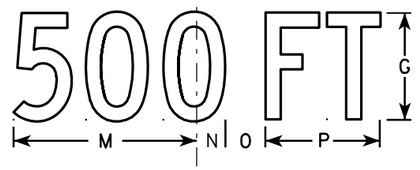
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

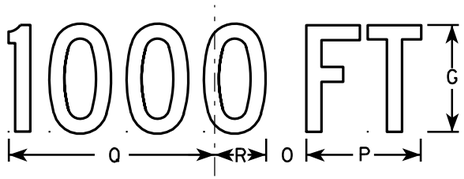
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E



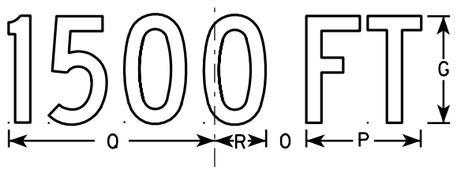
W20-2A



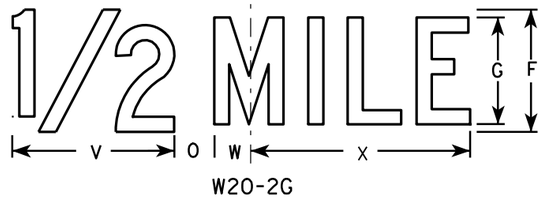
W20-2D



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	O	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

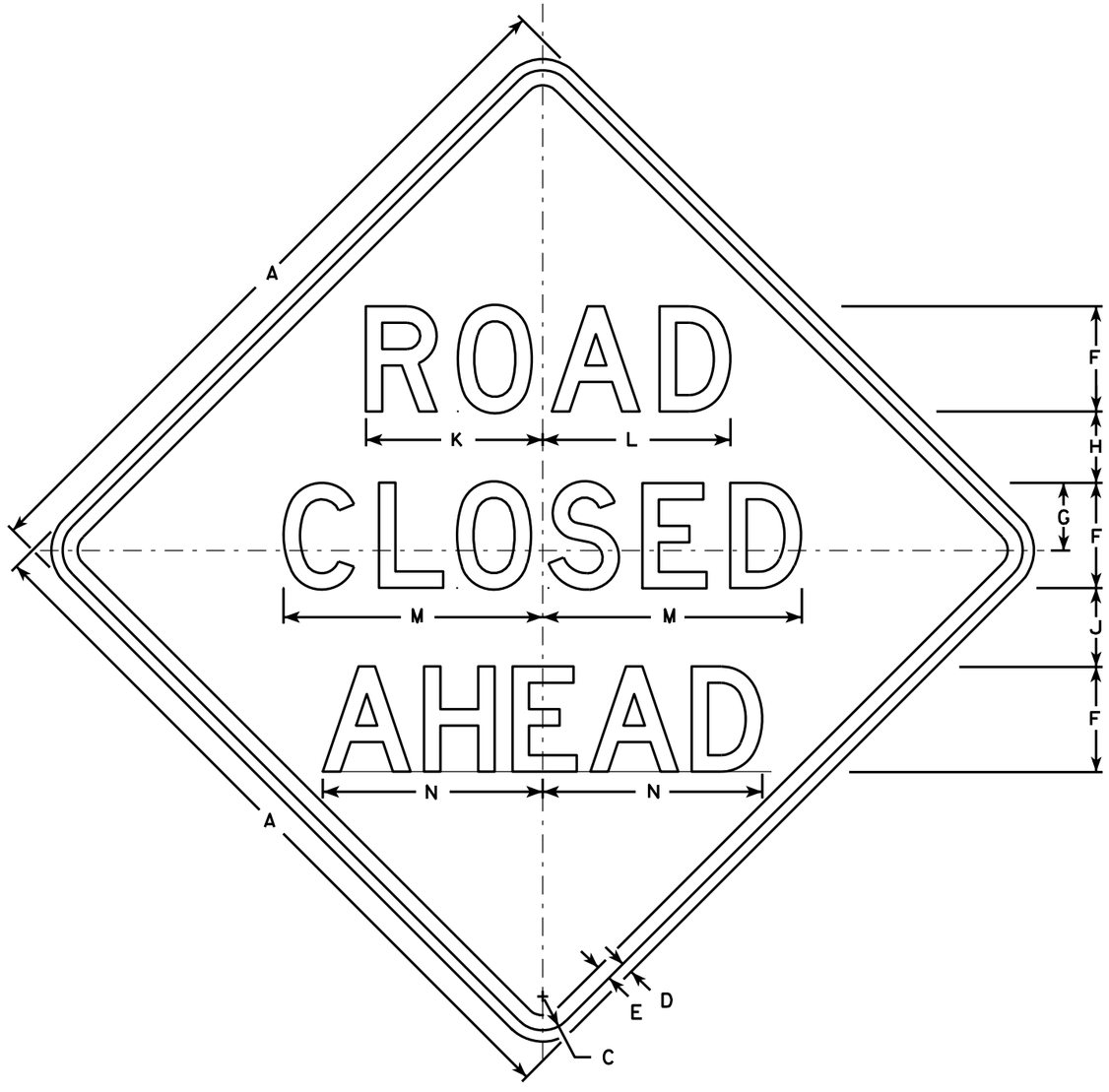
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

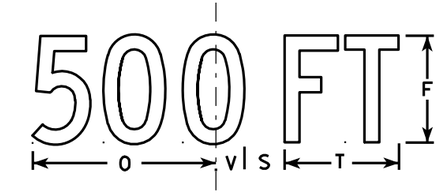
APPROVED Matthew R Rauch
for State Traffic Engineer

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

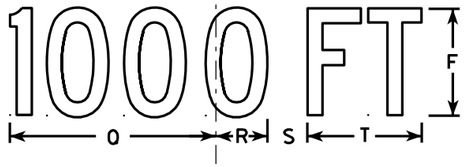
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E



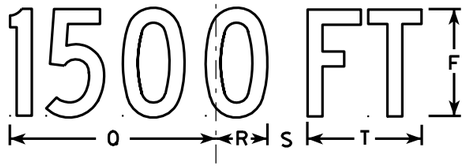
W20-3A



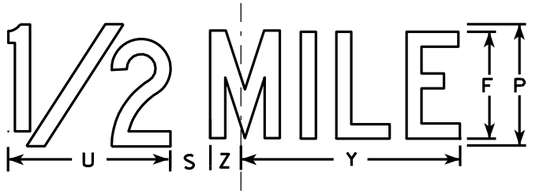
W20-3D



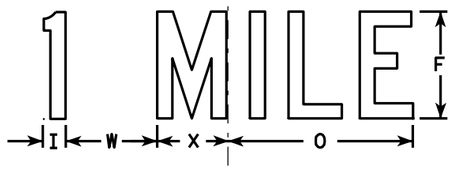
W20-3C



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
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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

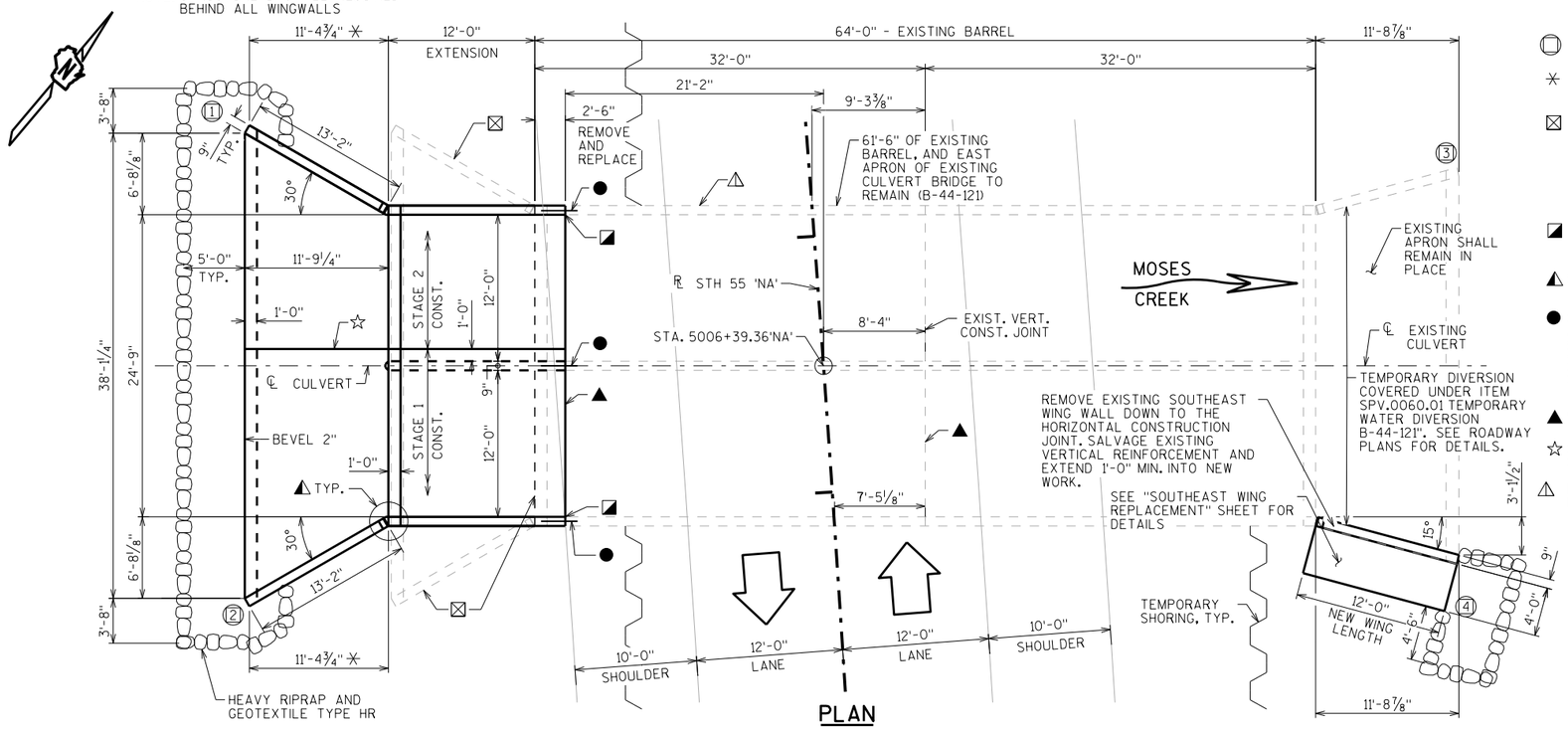
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 220 | E

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

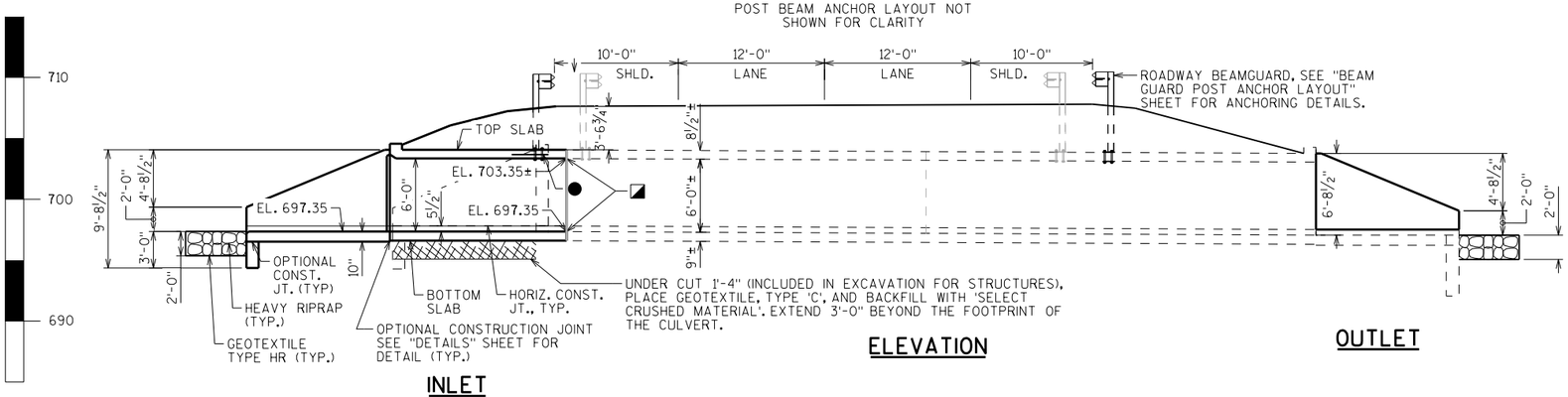
6560-08-71

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WINGWALLS



PLAN

POST BEAM ANCHOR LAYOUT NOT SHOWN FOR CLARITY



ELEVATION

INLET

OUTLET

LEGEND

- ⓝ INDICATES WING NUMBER
- ✳ BUILD APRON AND END OF BOX LEVEL
- ☒ REMOVE EXISTING APRON AND WINGS. EXTEND ALL EXISTING WALL AND TOP AND BOTTOM LONGITUDINAL STEEL REINFORCEMENT 2'-0" INTO NEW WORK. (TYP. BOTH SIDES)
- ◪ ALL WALLS AND SLABS TO MATCH EXISTING (TYP.)
- ⚠ SEE CORNER DETAILS ON "DETAILS" SHEET
- ● CONCRETE ADHESIVE ANCHORS. EMBED 6" INTO SOUND CONCRETE AND SPACE AT 1'-0" CENTERS. (TYP. IN ALL WALLS AND TOP SLAB)
- ▲ VERT. CONST. JOINT (TYP.)
- ☆ OPTIONAL LONGIT. CONST. JOINT
- ⚠ EXIST. BARREL TO REMAIN IN PLACE

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)

EARTHLOAD:
DESIGNED FOR 0.5 TO 3.5 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 1,050 C.F.S.
VEL.$_{100}$ = 7.29 F.P.S.
HW.$_{100}$ = EL. 705.09
WATERWAY AREA = 144.03 SQ. FT.
DRAINAGE AREA = 5.07 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY
Q_2 = 200 C.F.S.
VEL.$_2$ = 1.79 F.P.S.
HW.$_2$ = EL. 701.97

TRAFFIC VOLUME

STH 55
ADT = 6,800 (2043)
R.D.S. = 60 M.P.H.

CURVE DATA

STH 55 'NA'
P.I. = 5005+75.56'NA'
△ = 5.868
D = 1.686
T = 174.252
L = 348.20
R = 3400.00
S.E. = 4.0 %
P.C. = 5004+01.31'NA'
P.T. = 5007+49.50'NA'

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE B-44-121	EACH	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS B-44-121	LS	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	350
312.0115	SELECT CRUSHED MATERIAL	CY	44
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	72
504.0100	CONCRETE MASONRY CULVERTS	CY	51
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	8,090
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,040
511.1200	TEMPORARY SHORING B-44-121	SF	495
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	21
606.0300	RIPRAP HEAVY	CY	25
645.0105	GEOTEXTILE TYPE C	SY	115
645.0120	GEOTEXTILE TYPE HR	SY	57
SPV.0060.01	TEMPORARY WATER DIVERSION B-44-121	EACH	1
	NON-BID ITEMS		
	FILLER	EACH	¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-44-121" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE SELECT CRUSH MATERIAL, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

BENCH MARK

NO.	STATION	DESCRIPTION	ELEV.
1004	113+51.85 LT	RAILROAD SPIKE IN TREE WITH "NO TREPASSING" SIGN APPX. 670' SOUTH OF SOUTHERN BOX CULVERT ALONG STH 55 NEAR THE SOUTHERN LIMITS.	714.49
1001	120+46.81 LT	CHISELED BOX NEAR THE NORTHWEST CORNER OF THE BOX CULVERT SOUTH OF STH 55 CTH JJ INTERSECTION	704.36

LIST OF DRAWINGS

1. LAYOUT
2. BEAM GUARD POST ANCHOR LAYOUT
3. INLET EXTENSION DETAILS
4. APRON DETAILS
5. SOUTHEAST WING REPLACEMENT

STRUCTURE DESIGN CONTACTS:
JOHN SENDOR (608) 266-5163
DOMINIQUE BECHLE (608) 261-8205

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED DMB 12/16/21
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-44-121

STH 55 OVER MOSES CREEK

COUNTY	TOWN
OUTAGAMIE	VANDENBROEK

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
JJS	LIH	JJS	LIH

LAYOUT

SHEET 1 OF 5

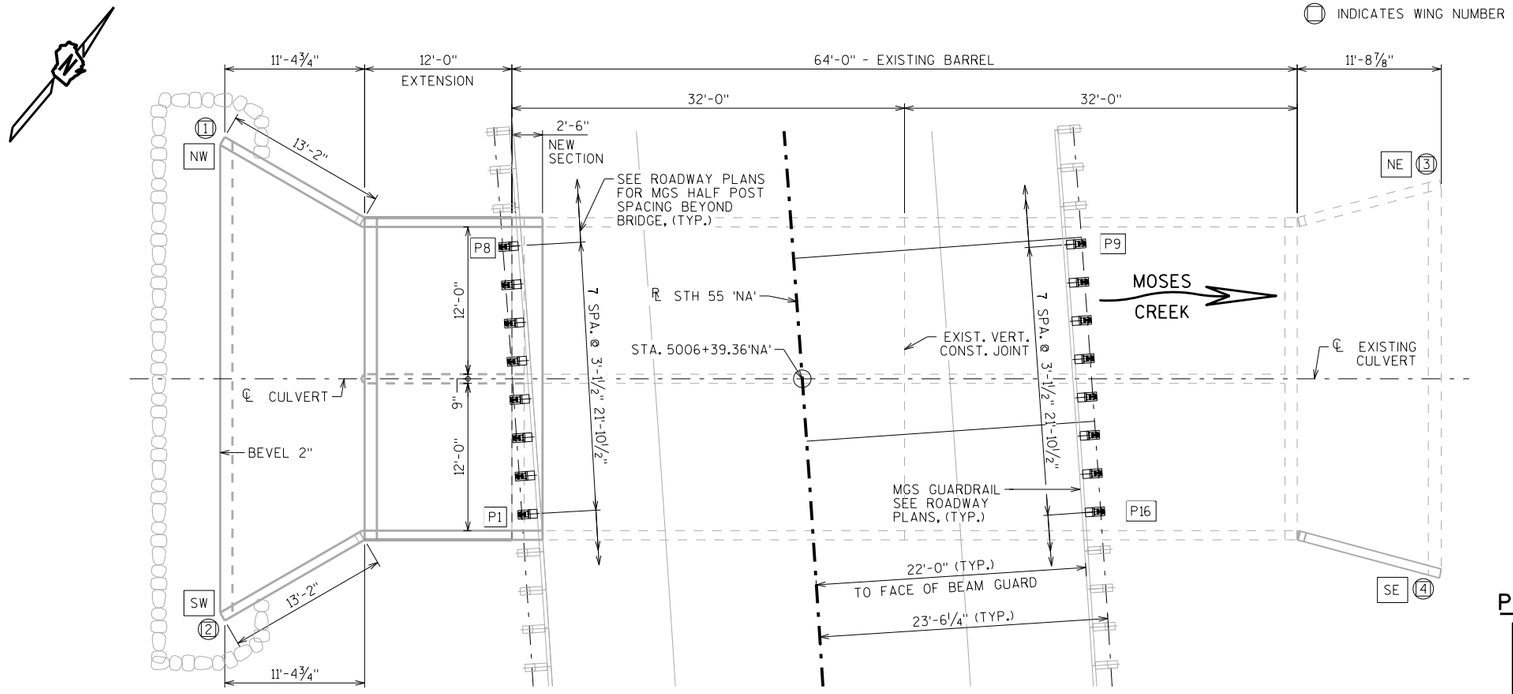
221

I.D. 6560-08-00A DATE: OCT. 2021

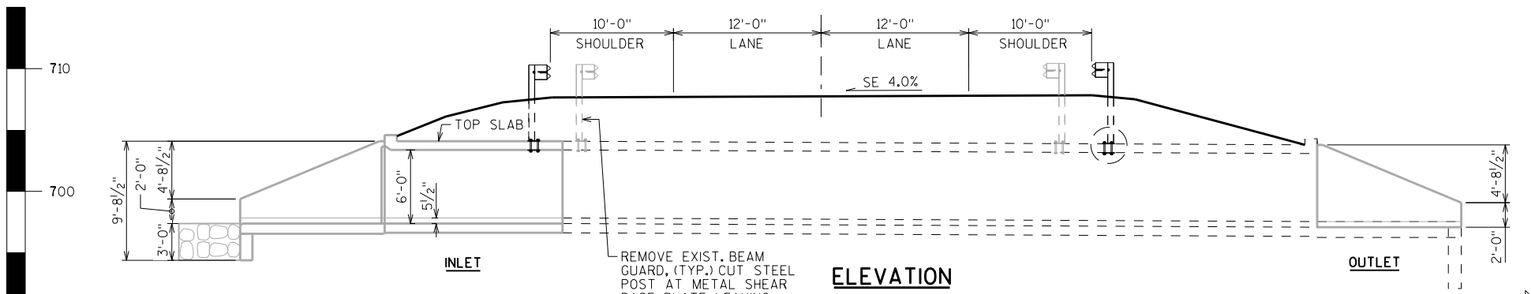
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STATE PROJECT NUMBER

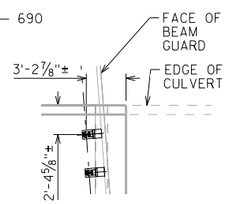
6560-08-71



PLAN

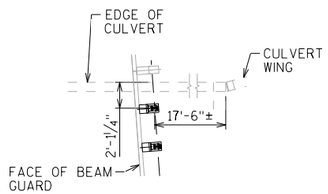


ELEVATION



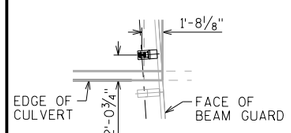
NORTHWEST POST LOCATION

DIMENSIONS TAKEN TO CENTER OF POST



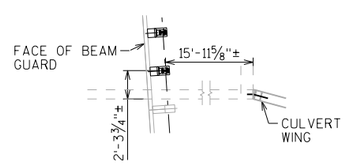
NORTHEAST POST LOCATION

DIMENSIONS TAKEN TO CENTER OF POST



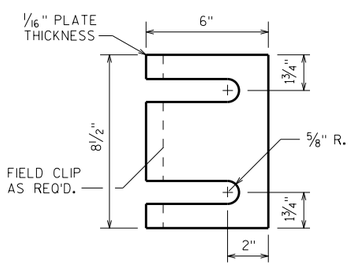
SOUTHWEST POST LOCATION

DIMENSIONS TAKEN TO CENTER OF POST



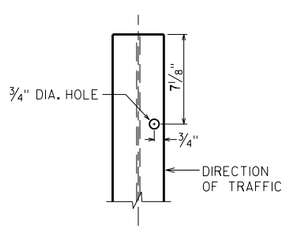
SOUTHEAST POST LOCATION

DIMENSIONS TAKEN TO CENTER OF POST



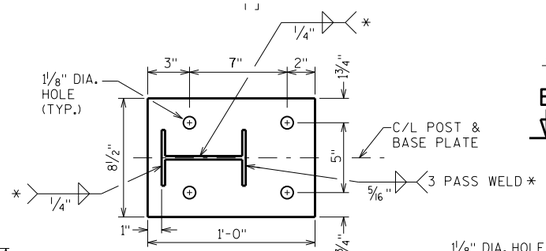
STEEL SHIM DETAIL

4 PER POST



SECTION C-C

HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE



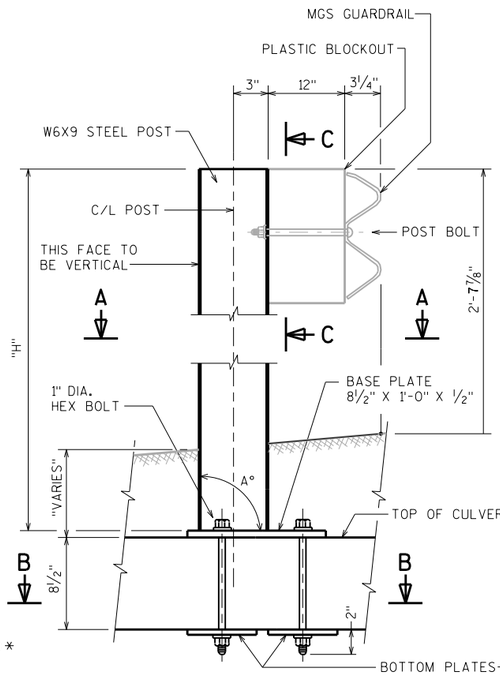
SECTION A-A

POST & BASE PLATE

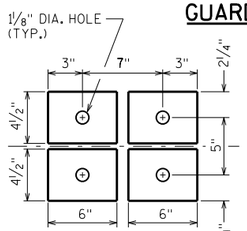
* WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR CO_2 COVER GAS.

POST HEIGHT

POST NO.	"H"
P1-P5	6'-2¼"
P6-P8	6'-2"
P9-P12	8'-1¾"
P13-16	8'-2"



GUARDRAIL POST ANCHOR



SECTION B-B

(4)-BOTTOM PLATES

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-121

DRAWN BY JJS | PLANS CK'D. LIH

BEAM GUARD POST ANCHOR LAYOUT

SHEET 2

222

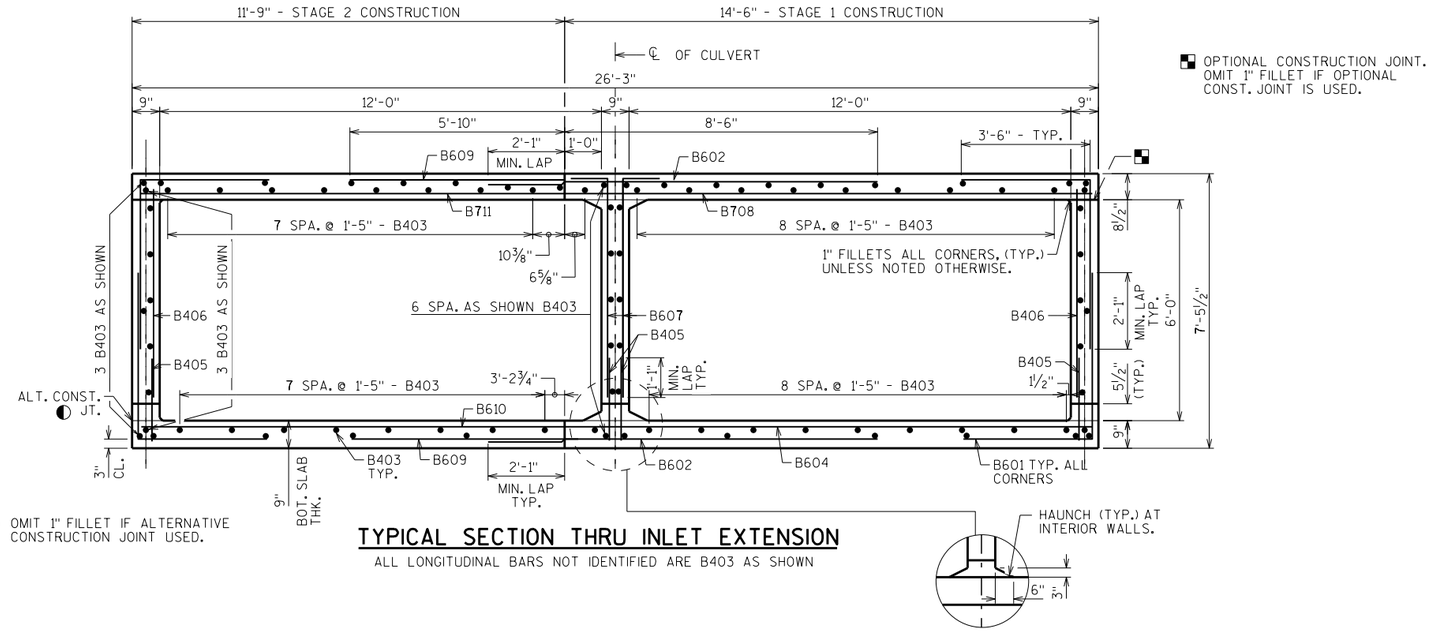
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8

8

STATE PROJECT NUMBER

6560-08-71



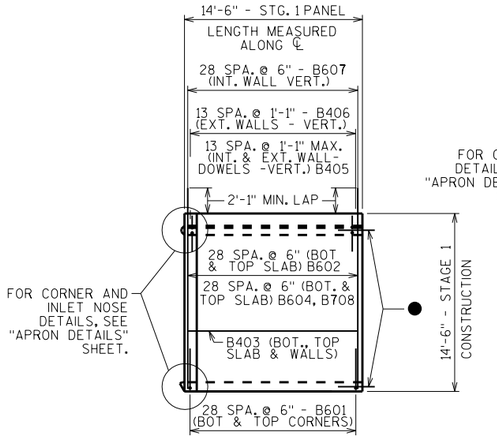
TYPICAL SECTION THRU INLET EXTENSION

ALL LONGITUDINAL BARS NOT IDENTIFIED ARE B403 AS SHOWN

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

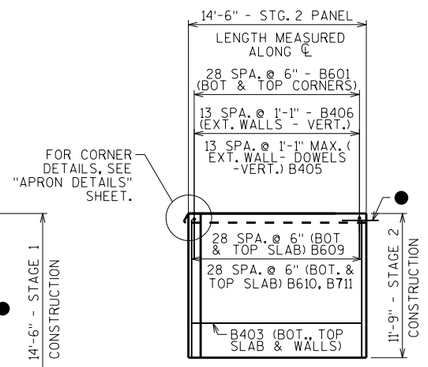
BAR MARK	COAT	STAGE 1 NO. REQ'D.	STAGE 2 NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B601		58	58	7'-11"	X		CORNERS
B602		58		10'-7"			BOT. & TOP SLAB - TRANS.
B403		55	37	7'-11"			TOP & BOTTOM SLAB & WALLS - LONGIT.
B604		29		16'-5"			BOTTOM - TRANS.
B405		42	14	2'-3"			EXTERIOR & INTERIOR WALL DOWELS - VERT.
B406		14	14	5'-11"			EXTERIOR WALLS - VERT.
B607		58		6'-9"	X		INTERIOR WALL - VERT.
B708		29		16'-5"			TOP - TRANS.
B609			58	5'-10"			TOP & BOT. - TRANS.
B610			29	11'-6"			BOT. - TRANS.
B711			29	11'-6"			TOP - TRANS.
B312		20	16	2'-10"	X		TOP SLAB HEADER - STIRRUPS - VERT.
B413		2		14'-3"			HEADERS - HORIZ.
B414			2	11'-6"			HEADERS - HORIZ.
B515		42	30	2'-6"			ADHESIVE ANCHORS - DOWELS
U401		21	18	3'-5"	X		INLET APRON AND CUTOFF WALL-VERT.
U402		4		22'-0"			INLET APRON AND CUTOFF WALL-HORIZ.
U403		11		18'-11"		X	INLET APRON
U404			6	6'-4"		X	INLET APRON
U405		15	12	11'-3"			INLET APRON
U506		15	12	4'-0"			INLET APRON
U407			4	17'-9"			INLET APRON CUTOFF WALL - HORIZ.
U408			12	14'-8"		X	INLET APRON
U409			6	6'-4"		X	INLET APRON
U410		2	2	12'-9"			INLET APRON
U411	X	14	14	2'-9"			INLET APRON TO WING 1& 2 VERT.
U512	X	14	14	10'-9"	X	X	WING 1& 2 VERT.
U413	X	2	2	12'-9"			WING 1& 2 HORIZ.
U414	X	6	6	7'-9"		X	WING 1& 2 HORIZ.
U415	X	10	10	3'-7"		X	WING 1& 2 VERT.
U516	X	2	2	13'-8"			WING 1& 2 HORIZ.



PLAN VIEW OF INLET EXTENSION PANEL STAGE 1

HEADER BARS & APRON NOT SHOWN FOR CLARITY.

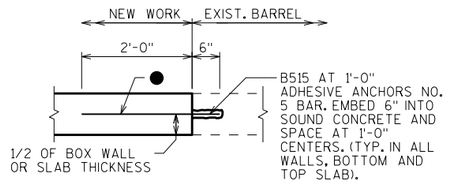
● VERTICAL CONST. JOINT DOWEL BARS



PLAN VIEW OF INLET EXTENSION PANEL STAGE 2

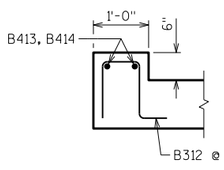
HEADER BARS & APRON NOT SHOWN FOR CLARITY.

● VERTICAL CONST. JOINT DOWEL BARS



VERTICAL CONSTRUCTION JOINT

TYP. WALLS, BOTTOM, AND TOP SLAB

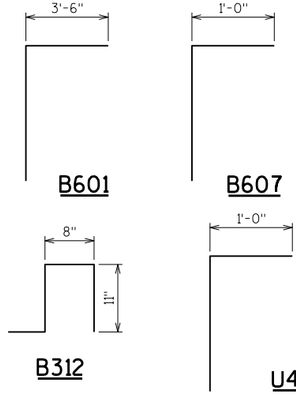


SECTION THRU HEADER

BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
U403	1 SERIES OF 11	16'-0" TO 21'-9"
U404	1 SERIES OF 6	2'-0" TO 10'-8"
U408	1 SERIES OF 12	11'-9" TO 17'-6"
U409	1 SERIES OF 6	2'-0" TO 10'-8"
U512	2 SERIES OF 14	8'-5" TO 13'-2"
U414	4 SERIES OF 3	3'-11" TO 11'-7"
U415	2 SERIES OF 10	1'-3" TO 5'-11"

BUNDLE AND TAG EACH SERIES SEPARATELY.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-121

DRAWN BY JJS | PLANS CK'D. LIH

INLET EXTENSION & APRON DETAILS

SHEET 3

223

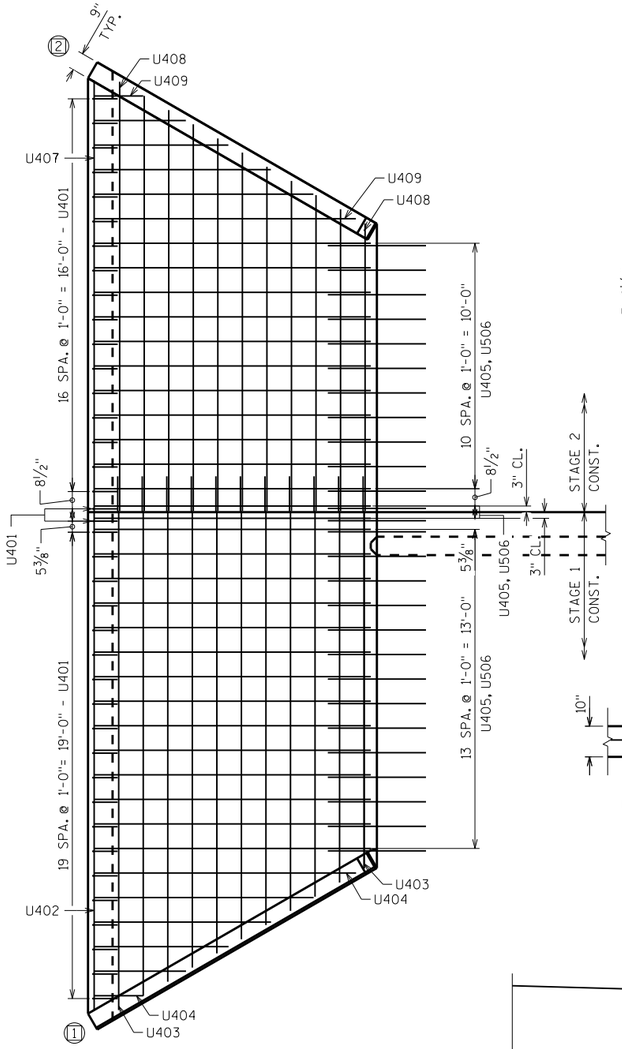
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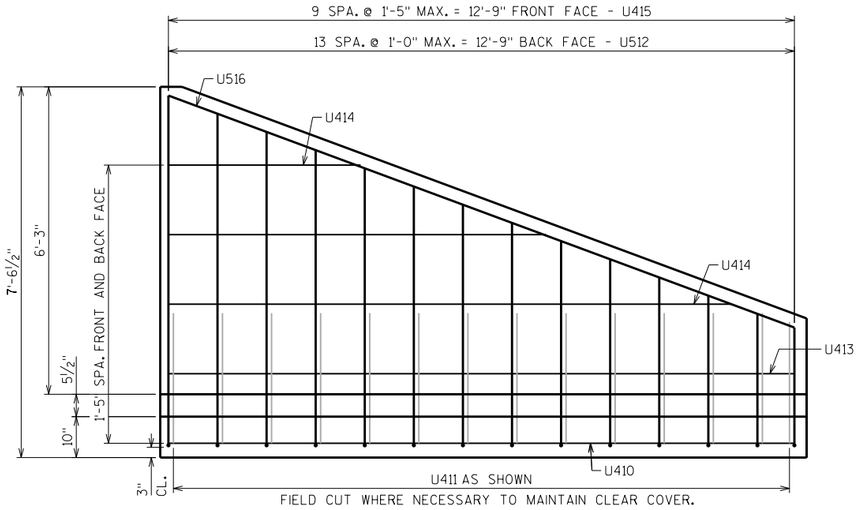
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STATE PROJECT NUMBER

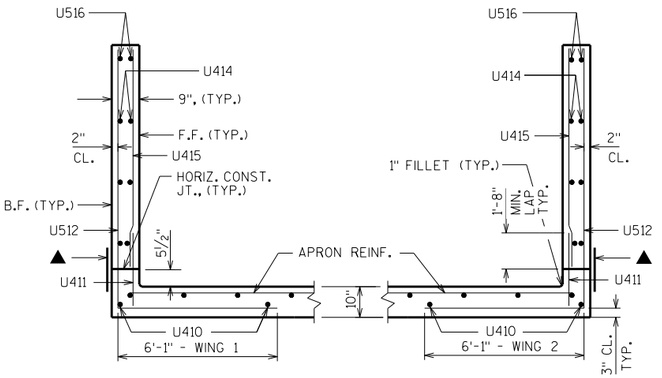
6560-08-71



APRON PLAN



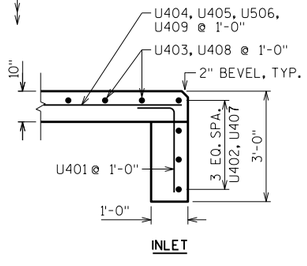
SECTION THRU WING 1 & 2



SECTION THRU WINGS

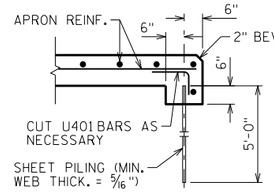
AT RIGHT ANGLES TO WINGS

▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE WING LENGTH (TYP.).



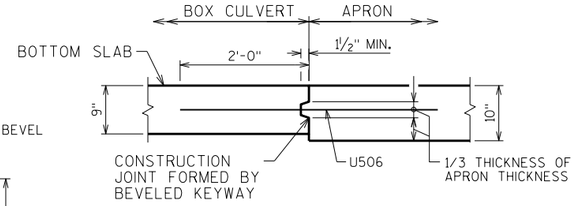
INLET

CUT-OFF WALLS

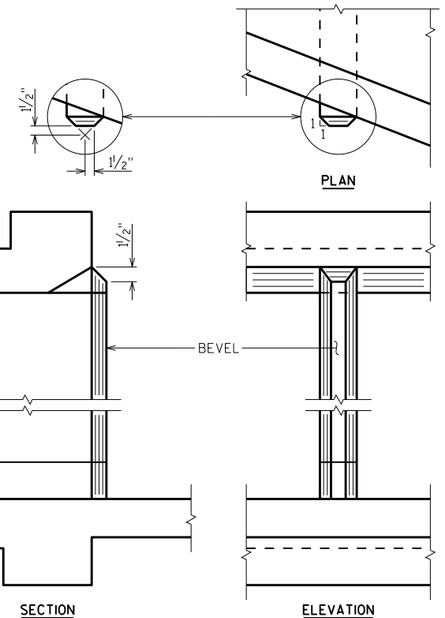


ALTERNATE CUT-OFF WALLS

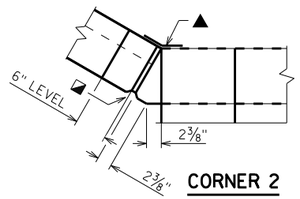
THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



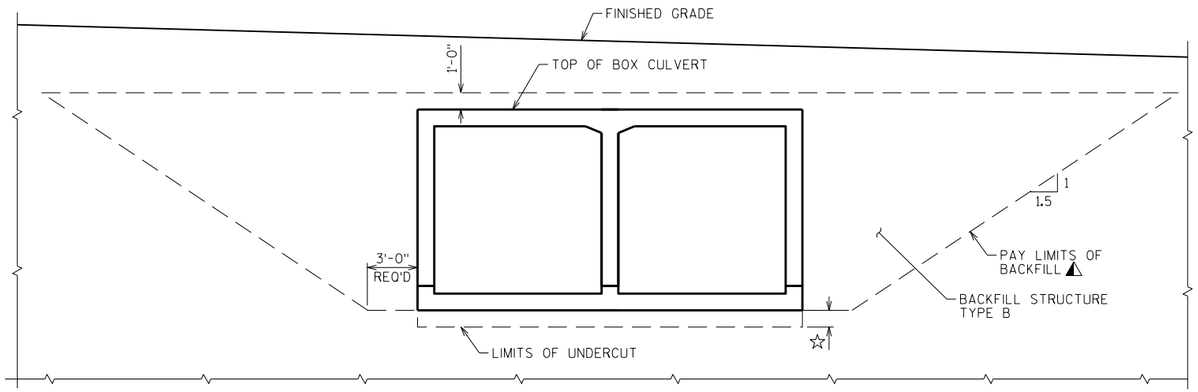
APRON CONNECTION DETAIL



INLET NOSE DETAILS



CORNER DETAILS



TYPICAL SECTION THRU BOX CULVERT

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

☆ UNDERCUT 1'-4". EXCAVATION FOR UNDERCUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "SELECT CRUSHED MATERIAL".

IN LIEU OF USING SELECT CRUSH MATERIAL FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-121

DRAWN BY JJS | PLANS CK'D. LIH

APRON DETAILS

SHEET 4

224

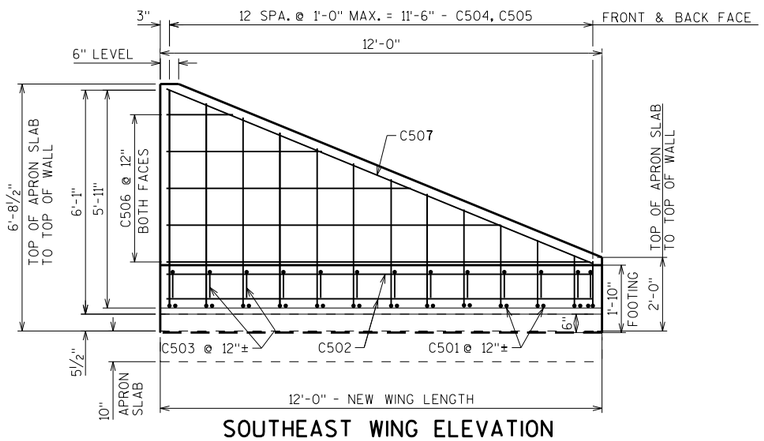
SCALE = 6.00

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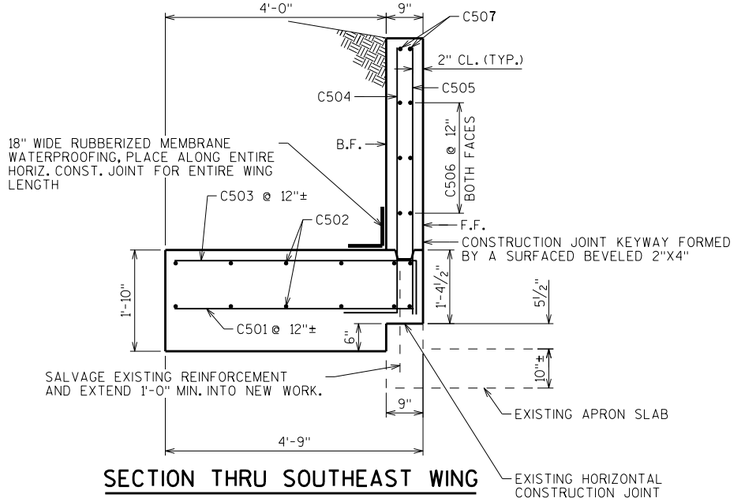
8

STATE PROJECT NUMBER

6560-08-71



SOUTHEAST WING ELEVATION



SECTION THRU SOUTHEAST WING

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE MARK SIGNIFIES THE BAR SIZE.

BILL OF BARS

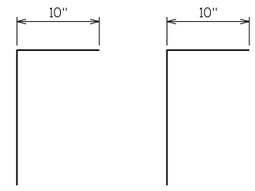
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C501	X	13	4'-4"			WING FOOTING
C502	X	12	11'-6"			WING FOOTING
C503	X	13	5'-3"	X		WING FOOTING
C504	X	13	4'-5"	X	◭	WING VERT. BACK FACE
C505	X	13	3'-7"		◭	WING VERT. FRONT FACE
C506	X	10	6'-3"		◭	WING HORIZ. BOTH FACES
C507	X	2	12'-5"			WING HORIZ. BOTH FACES

◭ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

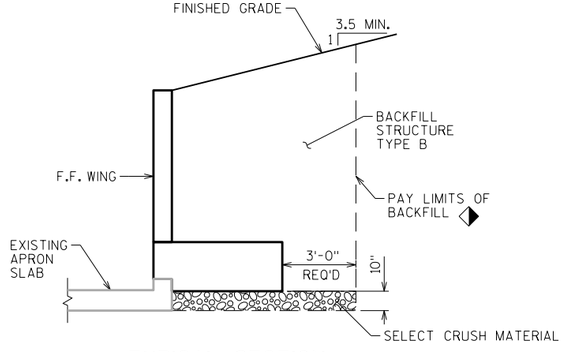
BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTHS FOR EACH SERIES
C504	1 SERIES OF 13	2'-2" TO 6'-8"
C505	1 SERIES OF 13	1'-3" TO 5'-11"
C506	2 SERIES OF 5	2'-3" TO 10'-3"

BUNDLE AND TAG EACH SERIES SEPARATELY



C503 C504



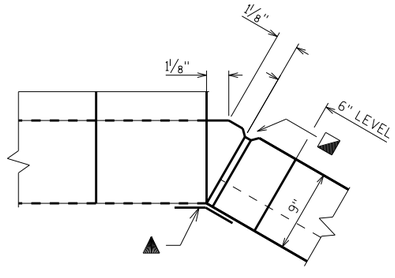
TYPICAL SECTION THRU WING WALL

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◪ 1" BEVEL TYPICAL

◭ ¾" FILLER TYPICAL. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.

▲ 18" RUBBERIZED MEMBRANE WATER-PROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.



CORNER DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-121

DRAWN BY JJS | PLANS CK'D. LIH

SOUTHEAST WING REPLACEMENT

SHEET 5

225

SCALE = 2.00

DIVISION 1 - NA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
5002+76.32	0.00	99.80	0.07	0	0	0	0	0
5003+00	23.68	106.07	13.75	90	6	90	8	82
5003+14.392	14.39	106.22	18.64	57	9	147	20	127
5003+50	35.61	114.54	31.85	146	33	293	64	229
5003+62.5	12.50	118.31	36.18	54	16	347	85	262
5004+00	37.50	130.88	57.03	173	65	520	172	348
5004+31.512	31.51	139.05	84.67	158	83	678	282	396
5004+50	18.49	144.03	81.58	97	57	775	358	417
5004+56.512	6.51	145.80	80.04	35	19	810	383	427
5004+81.512	25.00	153.21	77.49	138	73	948	480	468
5005+00	18.49	158.87	79.40	107	54	1,055	552	503
5005+29.188	29.19	169.23	84.76	177	89	1,232	670	562
5005+50	20.81	169.79	84.09	131	65	1,363	757	606
5005+54.358	4.36	170.86	83.20	27	14	1,390	775	615
5005+79.513	25.16	178.34	79.85	163	76	1,553	876	677
5006+00	20.49	184.69	88.89	138	64	1,691	962	729
5006+37.5	37.50	142.17	83.77	227	120	1,918	1,121	797
5006+50	12.50	140.93	90.26	66	40	1,984	1,174	810
5006+86.015	36.02	160.89	55.72	201	97	2,185	1,303	882
5007+00	13.98	169.92	43.51	86	26	2,271	1,338	933
5007+10.862	10.86	182.44	37.00	71	16	2,342	1,359	983
5007+35.694	24.83	198.10	18.86	175	26	2,517	1,394	1,123
5007+50.004	14.31	212.77	8.35	109	7	2,626	1,403	1,223

DIVISION 1 - SA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
5007+50	0.00	47.94	8.07	0	0	0	0	0
5008+00	50.00	72.18	1.15	111	9	111	12	99
5008+24.979	24.98	91.84	0.06	76	1	187	13	174
5008+50	25.02	113.90	0.00	95	0	282	13	269
5009+00	50.00	133.23	0.00	229	0	511	13	498
5009+50	50.00	144.20	0.00	257	0	768	13	755
5009+69.996	20.00	157.64	0.00	112	0	880	13	867
5010+00	30.00	169.84	0.00	182	0	1,062	13	1,049
5010+50	50.00	164.22	0.01	309	0	1,371	13	1,358
5011+00	50.00	140.08	0.00	282	0	1,653	13	1,640
5011+50	50.00	135.52	0.00	255	0	1,908	13	1,895
5012+00	50.00	142.46	0.00	257	0	2,165	13	2,152
5012+50	50.00	108.98	0.00	233	0	2,398	13	2,385
5013+00	50.00	75.16	0.01	170	0	2,568	13	2,555
5013+50	50.00	45.58	3.26	112	3	2,680	17	2,663
5014+00	50.00	10.58	19.57	52	21	2,732	45	2,687
5014+50	50.00	4.22	110.89	14	121	2,746	206	2,540

DIVISION 1 - NA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
5007+50	0.00	165.74	0.00	0	0	0	0	0
5008+00	50.00	188.42	0.00	328	0	328	0	328
5008+50	50.00	215.16	0.00	374	0	702	0	702
5009+00	50.00	235.38	0.00	417	0	1,119	0	1,119
5009+50	50.00	251.31	0.00	451	0	1,570	0	1,570
5010+00	50.00	289.03	0.00	500	0	2,070	0	2,070
5010+50	50.00	339.35	0.00	582	0	2,652	0	2,652
5011+00	50.00	308.85	4.28	600	4	3,252	4	3,248
5011+50	50.00	297.57	13.05	561	16	3,813	20	3,793
5012+00	50.00	256.03	17.40	513	28	4,326	48	4,278
5012+50	50.00	223.72	15.87	444	31	4,770	79	4,691
5013+00	50.00	183.27	8.72	377	22	5,147	101	5,046
5013+50	50.00	117.94	50.12	279	53	5,426	154	5,272
5014+00	50.00	69.73	92.02	174	129	5,600	283	5,317
5014+35	35.00	0.00	121.25	45	137	5,645	420	5,225

DIVISION 1 - NB LINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)					CUMULATIVE VOL (CY)	
		CUT	FILL		CUT		FILL	CUT		EXPANDED FILL	MASS ORDINATE
									EBS		
				EBS		EBS		1.00	1.00	1.33	
5101+50	0.00	0.90	79.70		0.00		0.00	0.00		0.00	0.00
5102+00	50.00	6.37	45.64		7.00		116.00	7.00		154.28	-147.28
5102+50	50.00	17.15	32.71		22.00		73.00	29.00		251.37	-222.37
5103+00	50.00	30.29	22.70		44.00		51.00	73.00		319.20	-246.20
5103+50	50.00	16.91	16.22		44.00		36.00	117.00		367.08	-250.08
5104+00	50.00	4.38	32.69	0.00	20.00	0.00	45.00	137.00	0.00	426.93	-289.93
5104+50	50.00	38.16	34.10	0.80	39.00	1.00	62.00	176.00	1.00	509.39	-334.39
5105+00	50.00	51.87	289.12	47.10	83.00	44.00	299.00	259.00	45.00	907.06	-692.06
5105+50	50.00	33.51	334.88	43.80	79.00	84.00	578.00	338.00	129.00	1675.80	-1421.80
5106+00	50.00	37.75	319.79	44.40	66.00	82.00	606.00	404.00	211.00	2481.78	-2159.78
5106+50	50.00	32.80	186.34	33.50	65.00	72.00	469.00	469.00	283.00	3105.55	-2708.55
5107+00	50.00	42.78	88.79	0.00	70.00	31.00	255.00	539.00	314.00	3444.70	-2936.70
5107+50	50.00	50.24	77.68		86.00		154.00	625.00		3649.52	-3024.52
5108+00	50.00	63.54	87.14		105.00		153.00	730.00		3853.01	-3123.01
5108+50	50.00	75.25	92.17		129.00		166.00	859.00		4073.79	-3214.79
5109+00	50.00	82.60	98.23		146.00		176.00	1005.00		4307.87	-3302.87
5109+50	50.00	39.42	87.36		113.00		172.00	1118.00		4536.63	-3418.63
5110+00	50.00	96.64	12.69		126.00		93.00	1244.00		4660.32	-3416.32
5110+50	50.00	70.96	69.73		155.00		76.00	1399.00		4761.40	-3362.40
5111+00	50.00	55.55	80.43		117.00		139.00	1516.00		4946.27	-3430.27
5111+50	50.00	58.16	66.55		105.00		136.00	1621.00		5127.15	-3506.15
5112+00	50.00	101.71	52.26		148.00		110.00	1769.00		5273.45	-3504.45
5112+50	50.00	148.87	46.94		232.00		92.00	2001.00		5395.81	-3394.81
5113+00	50.00	184.83	37.99		309.00		79.00	2310.00		5500.88	-3190.88
5113+50	50.00	191.97	34.69		349.00		67.00	2659.00		5589.99	-2930.99
5114+00	50.00	195.71	26.83		359.00		57.00	3018.00		5665.80	-2647.80
5114+02.324	2.32	197.46	24.36		17.00		2.00	3035.00		5668.46	-2633.46
5114+49.997	47.67	112.38	21.78		274.00		41.00	3309.00		5722.99	-2413.99
5115+00	50.00	73.73	22.06		172.00		41.00	3481.00		5777.52	-2296.52
5115+50	50.00	55.05	18.05		119.00		37.00	3600.00		5826.73	-2226.73
5116+00	50.00	40.06	17.66		88.00		33.00	3688.00		5870.62	-2182.62
5116+50	50.00	0.00	10.26		37.00		26.00	3725.00		5905.20	-2180.20
5116+58.148	8.15	0.00	9.36		0.00		3.00	3725.00		5909.19	-2184.19

DIVISION 1 - SB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
5101+50	0.00	101.65	113.84	0	0	0	0	0
5102+00	50.00	110.78	60.01	197	161	197	214	-17
5102+50	50.00	142.08	67.37	234	118	431	371	60
5103+00	50.00	153.52	31.61	274	92	705	493	212
5103+50	50.00	148.48	13.93	280	42	985	549	436
5104+00	50.00	119.76	11.83	248	24	1,233	581	652
5104+50	50.00	95.68	9.77	199	20	1,432	608	824
5105+00	50.00	118.07	0.02	198	9	1,630	620	1,010
5105+50	50.00	123.45	3.58	224	3	1,854	624	1,230
5106+00	50.00	117.70	0.13	223	3	2,077	628	1,449
5106+50	50.00	94.00	2.35	196	2	2,273	630	1,643
5107+00	50.00	81.28	4.54	162	6	2,435	638	1,797
5107+50	50.00	67.08	6.14	137	10	2,572	652	1,920
5108+00	50.00	71.00	6.95	128	12	2,700	668	2,032
5108+50	50.00	66.98	8.28	128	14	2,828	686	2,142
5109+00	50.00	67.56	10.89	125	18	2,953	710	2,243
5109+50	50.00	70.76	21.45	128	30	3,081	750	2,331
5110+00	50.00	50.99	38.92	113	56	3,194	825	2,369
5110+50	50.00	31.21	68.43	76	99	3,270	956	2,314
5111+00	50.00	26.99	107.25	54	163	3,324	1,173	2,151
5111+50	50.00	37.95	82.24	60	175	3,384	1,406	1,978
5112+00	50.00	53.44	43.66	85	117	3,469	1,561	1,908
5112+50	50.00	60.47	24.96	105	64	3,574	1,647	1,927
5113+00	50.00	54.88	18.45	107	40	3,681	1,700	1,981
5113+50	50.00	58.04	14.83	105	31	3,786	1,741	2,045
5114+00	50.00	65.52	9.34	114	22	3,900	1,770	2,130
5114+02	2.00	67.34	8.70	5	1	3,905	1,772	2,133
5114+50	48.00	0.00	0.00	60	8	3,965	1,782	2,183

DIVISION 1 - EA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FIL	MASS ORDINATE
						1.00	1.33	
6005+00	0.00	26.88	0.00	0	0	0	0	0
6005+50	48.30	54.90	10.89	73	10	73	13	60
6006+00	50.00	60.12	10.39	106	20	179	40	139
6006+50	50.00	59.49	12.98	111	22	290	69	221
6007+00	50.00	59.41	14.50	110	25	400	102	298
6007+50	50.00	66.90	14.13	117	27	517	138	379
6008+00	50.00	83.47	13.53	139	26	656	173	483
6008+50	50.00	101.98	11.62	172	23	828	203	625
6009+00	50.00	99.07	0.00	186	11	1,014	218	796
6009+50	50.00	206.60	0.01	283	0	1,297	218	1,079
6009+89.286	39.29	219.29	0.00	310	0	1,607	218	1,389
6010+00	10.71	211.40	0.00	85	0	1,692	218	1,474
6010+50	50.00	90.69	22.33	280	21	1,972	246	1,726
6011+00	50.00	90.18	42.06	167	60	2,139	326	1,813
6011+50	50.00	81.56	41.55	159	77	2,298	428	1,870
6012+00	50.00	58.96	56.00	130	90	2,428	548	1,880
6012+50	50.00	44.20	73.71	96	120	2,524	708	1,816

DIVISION 1 - WA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)				
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
6005+00	0.00	35.23	0.00	0	0	0	0	0
6005+50	48.30	49.08	0.00	75	0	75	0	75
6006+00	50.00	45.26	0.17	87	0	162	0	162
6006+50	50.00	45.80	4.54	84	4	246	5	241
6007+00	50.00	43.87	8.94	83	12	329	21	308
6007+50	50.00	41.17	14.03	79	21	408	49	359
6008+00	50.00	36.95	21.23	72	33	480	93	387
6008+50	50.00	34.27	22.58	66	41	546	148	398
6009+00	50.00	34.14	18.91	63	38	609	198	411
6009+50	50.00	33.79	39.36	63	54	672	270	402
6009+89.328	39.33	219.53	0.00	184	29	856	309	547
6010+00	10.67	205.55	0.00	84	0	940	309	631
6010+50	50.00	45.47	61.81	232	57	1,172	384	788
6011+00	50.00	49.19	31.22	88	86	1,260	499	761
6011+50	50.00	56.46	14.19	98	42	1,358	555	803
6012+00	50.00	29.77	14.42	80	26	1,438	589	849
6012+50	50.00	35.56	42.83	60	53	1,498	660	838

DIVISION 1 - EB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
6101+00	0.00	45.76	26.10	0	0	0	0	0
6101+50	50.00	36.70	12.19	76	35	76	47	29
6102+00	50.00	33.98	1.94	65	13	141	64	77
6102+50	50.00	49.31	4.03	77	6	218	72	146
6103+00	50.00	51.23	9.08	93	12	311	88	223
6103+50	50.00	56.12	7.69	99	16	410	109	301
6104+00	50.00	53.53	15.97	102	22	512	138	374
6104+50	50.00	77.12	16.05	121	30	633	178	455
6105+00	50.00	82.63	5.40	148	20	781	205	576
6105+50	50.00	76.56	0.91	147	6	928	213	715
6106+00	50.00	63.19	1.52	129	2	1,057	215	842
6106+20.874	20.87	59.43	1.24	47	1	1,104	217	887

DIVISION 1 - WB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
6101+00	0.00	13.49	54.55	0	0	0	0	0
6101+50	50.00	30.18	32.28	40	80	40	106	-66
6102+00	50.00	60.61	18.71	84	47	124	169	-45
6102+50	50.00	79.11	5.83	129	23	253	200	54
6103+00	50.00	84.49	0.00	151	5	404	206	198
6103+50	50.00	73.12	0.00	146	0	550	206	344
6104+00	50.00	95.90	0.00	156	0	706	206	500
6104+50	50.00	79.13	0.00	162	0	868	206	662
6105+00	50.00	73.87	0.00	142	0	1,010	206	804
6105+50	50.00	63.35	0.00	127	0	1,137	206	931
6106+00	50.00	73.42	0.00	127	0	1,264	206	1,058
6106+20.882	20.88	68.77	0.00	55	0	1,319	206	1,113

DIVISION 1 - PROP-CC

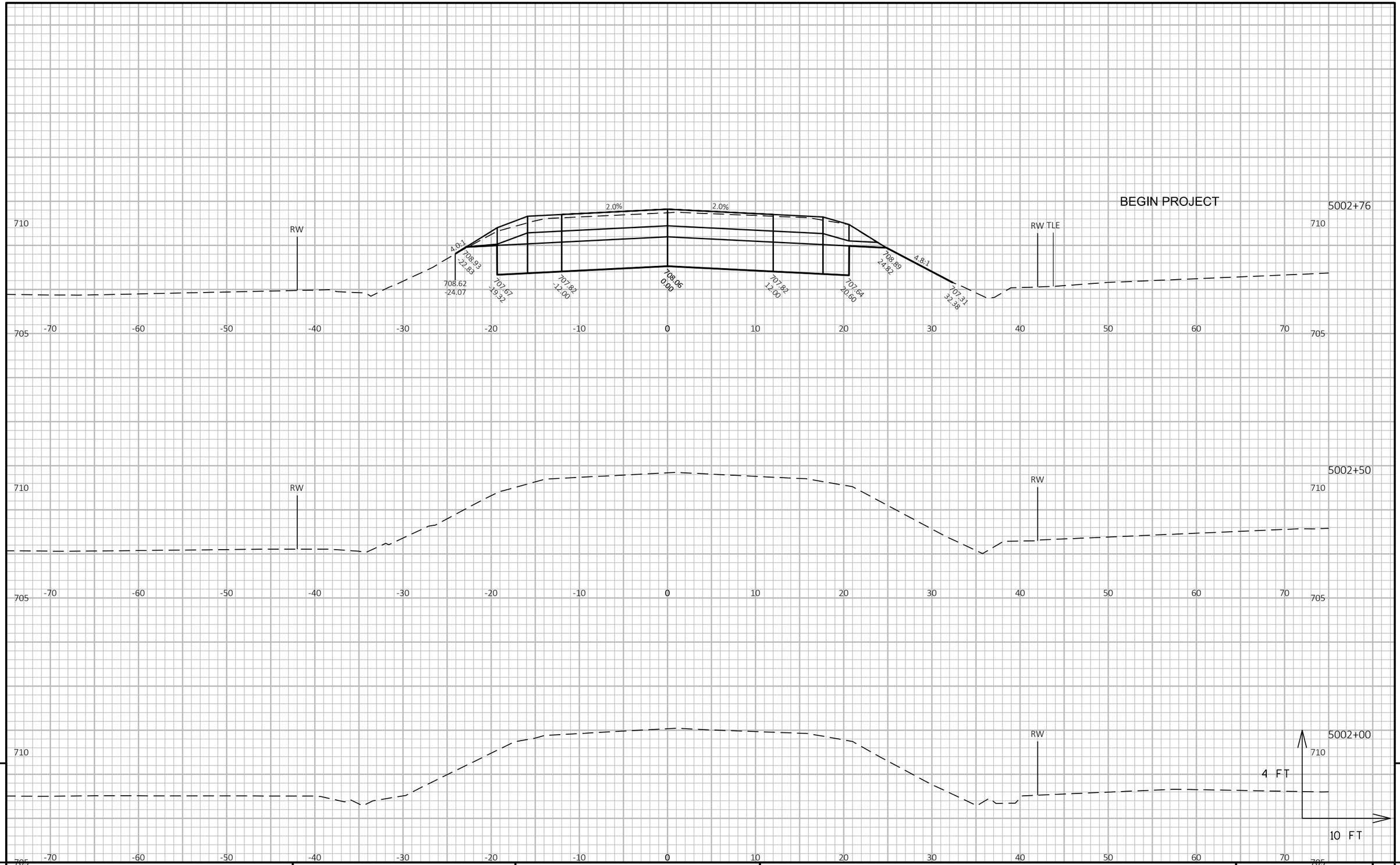
STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
8002+35.01	0.00	72.88	0.71	0	0	0	0	0
8002+50	14.99	77.73	4.34	42	1	42	1	41
8003+00	50.00	107.24	0.00	171	4	213	7	206
8003+34.04	34.04	183.94	3.43	184	2	397	9	388

DIVISION -- CENTRAL ISLAND

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FIL	MASS ORDINATE
						1.00	1.33	
10+00	0.00	38.55	138.87	0	0	0	0	0
10+25	25.00	64.74	201.43	48	158	48	210	-162
10+50	25.00	17.00	244.32	38	206	86	484	-398
10+75	25.00	1.68	182.69	9	198	95	747	-652
11+00	25.00	6.00	168.90	4	163	99	964	-865
11+25	25.00	75.37	142.55	38	144	137	1,156	-1,019
11+50	25.00	63.80	118.95	64	121	201	1,317	-1,116
11+75	25.00	59.73	121.20	57	111	258	1,464	-1,206
12+00	25.00	39.08	203.76	46	150	304	1,664	-1,360
12+25	25.00	71.54	167.63	51	172	355	1,893	-1,538
12+50	25.00	127.21	108.91	92	128	447	2,063	-1,616
12+75	25.00	47.83	247.90	81	165	528	2,282	-1,754
13+00	25.00	33.10	159.23	37	188	565	2,532	-1,967
13+17.28	17.28	38.46	138.97	23	95	588	2,659	-2,071

DIVISION 1 - PROP-CC

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						1.00	1.33	
8005+10.081	0.00	81.33	37.47	0	0	0	0	0
8005+50	39.92	67.31	22.40	110	44	110	59	51
8006+00	50.00	65.48	17.47	123	37	233	108	125
8006+16.805	16.81	69.84	7.53	42	8	275	118	157
8006+50	33.19	23.13	0.24	57	5	332	125	207
8007+00	50.00	110.53	0.00	124	0	456	125	331
8007+50	50.00	44.52	0.00	144	0	600	125	475
8008+00	50.00	79.06	0.05	114	0	714	125	589
8008+50	50.00	43.33	0.00	113	0	827	125	702
8008+62.37	12.37	41.55	0.00	19	0	846	125	721



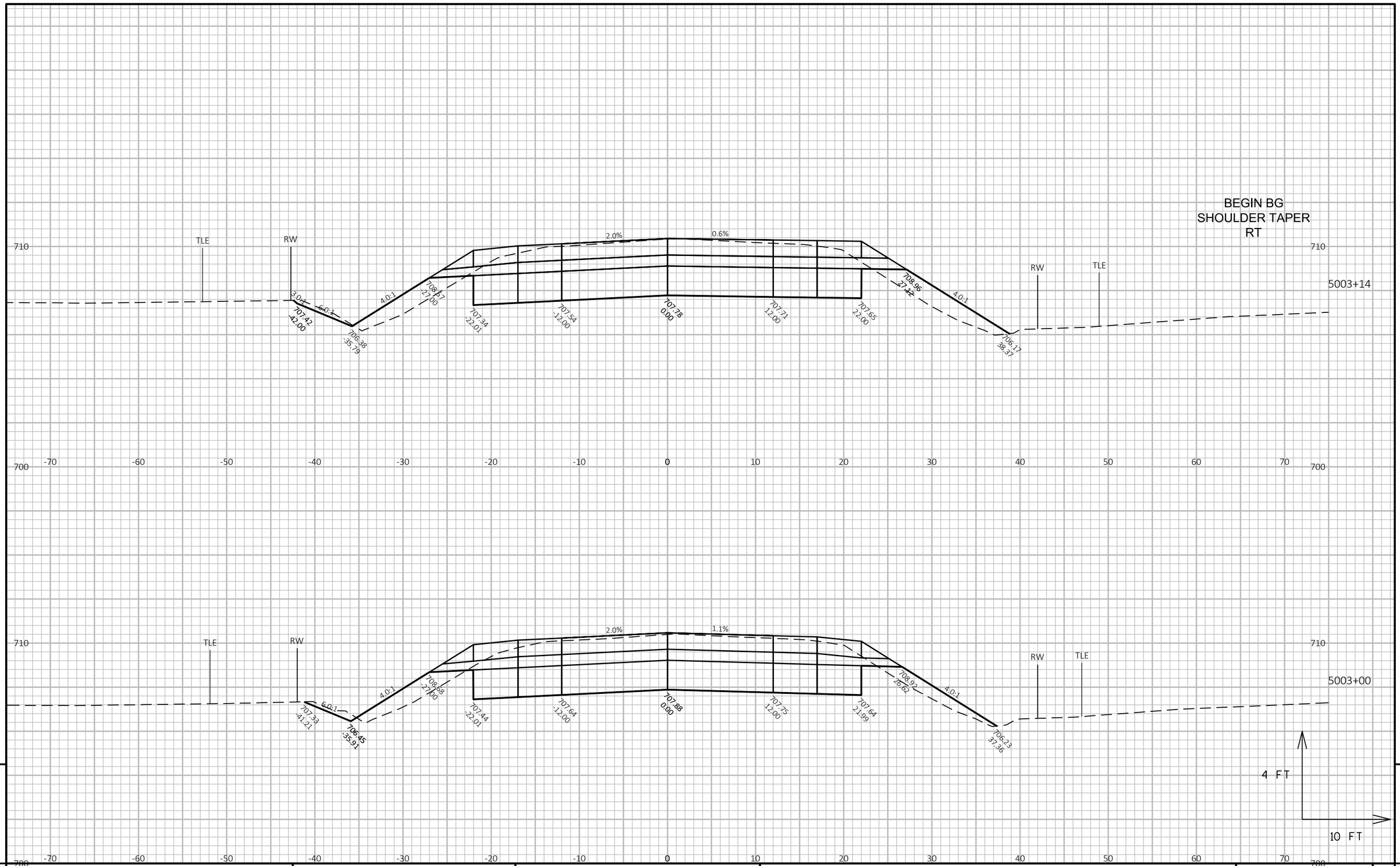
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 231	E

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WISDOT/CADDS SHEET 49

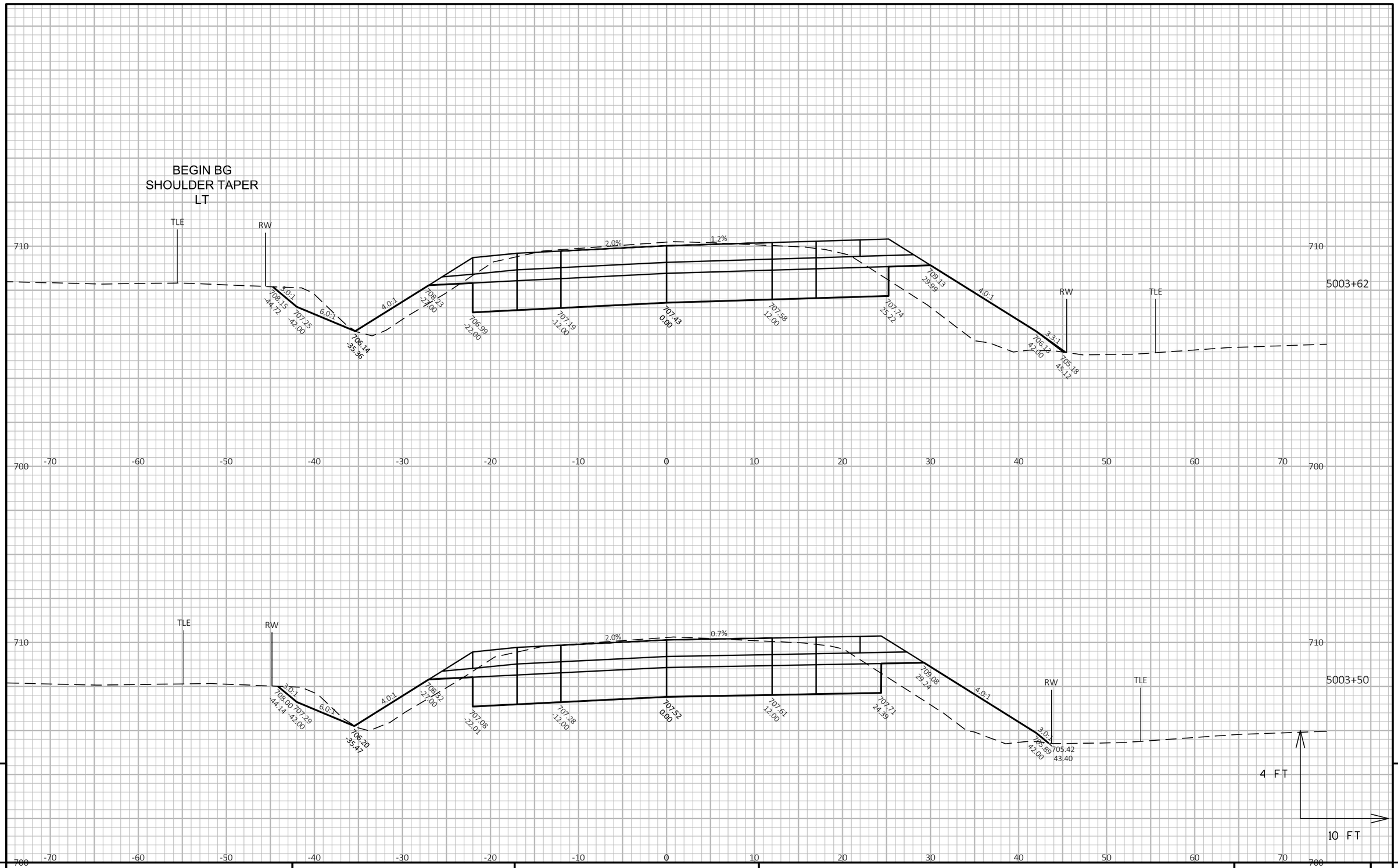


PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 232	E

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WISDOT/CADDS SHEET 49

BEGIN BG
SHOULDER TAPER
LT



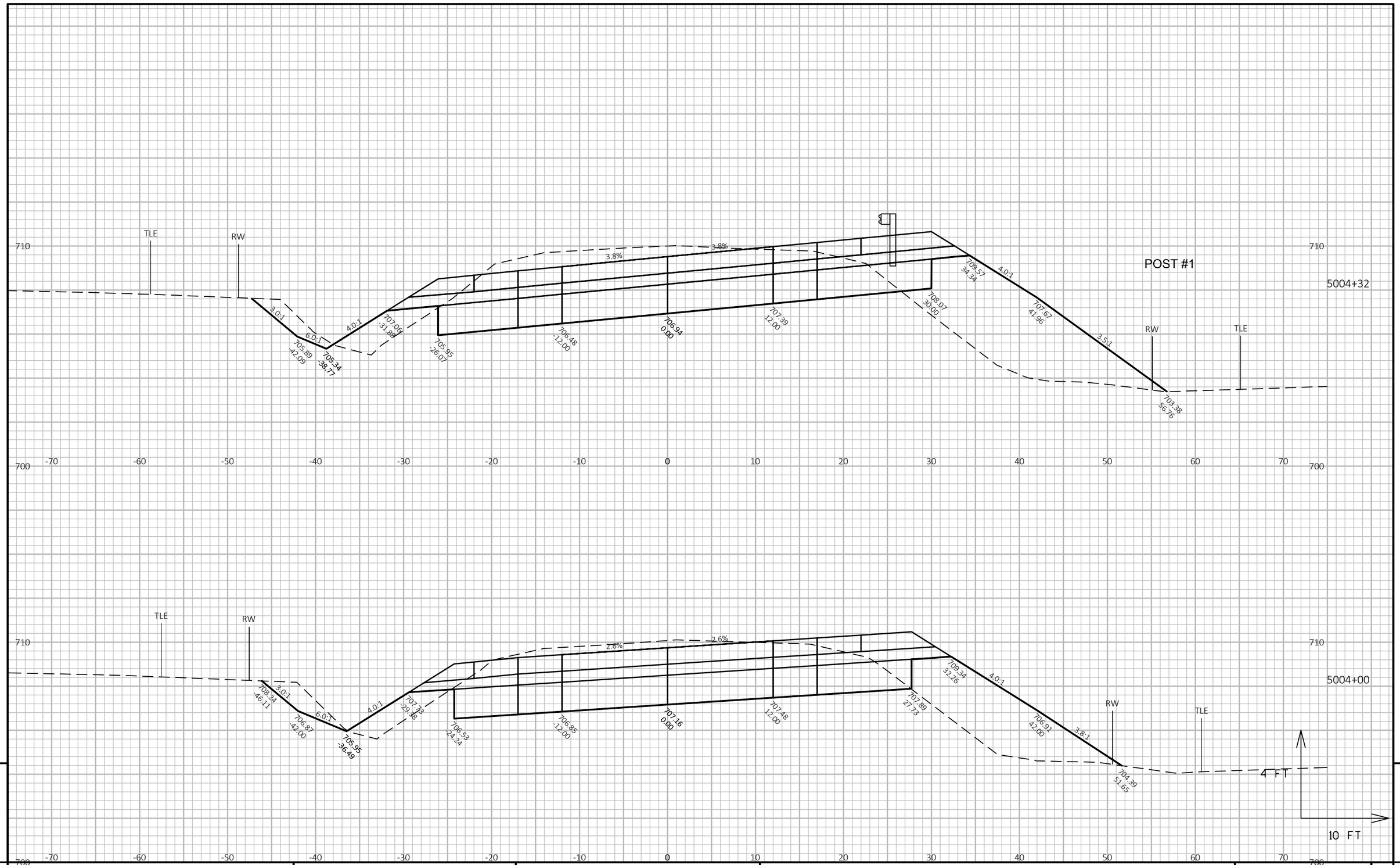
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 233	E

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WISDOT/CADDS SHEET 49



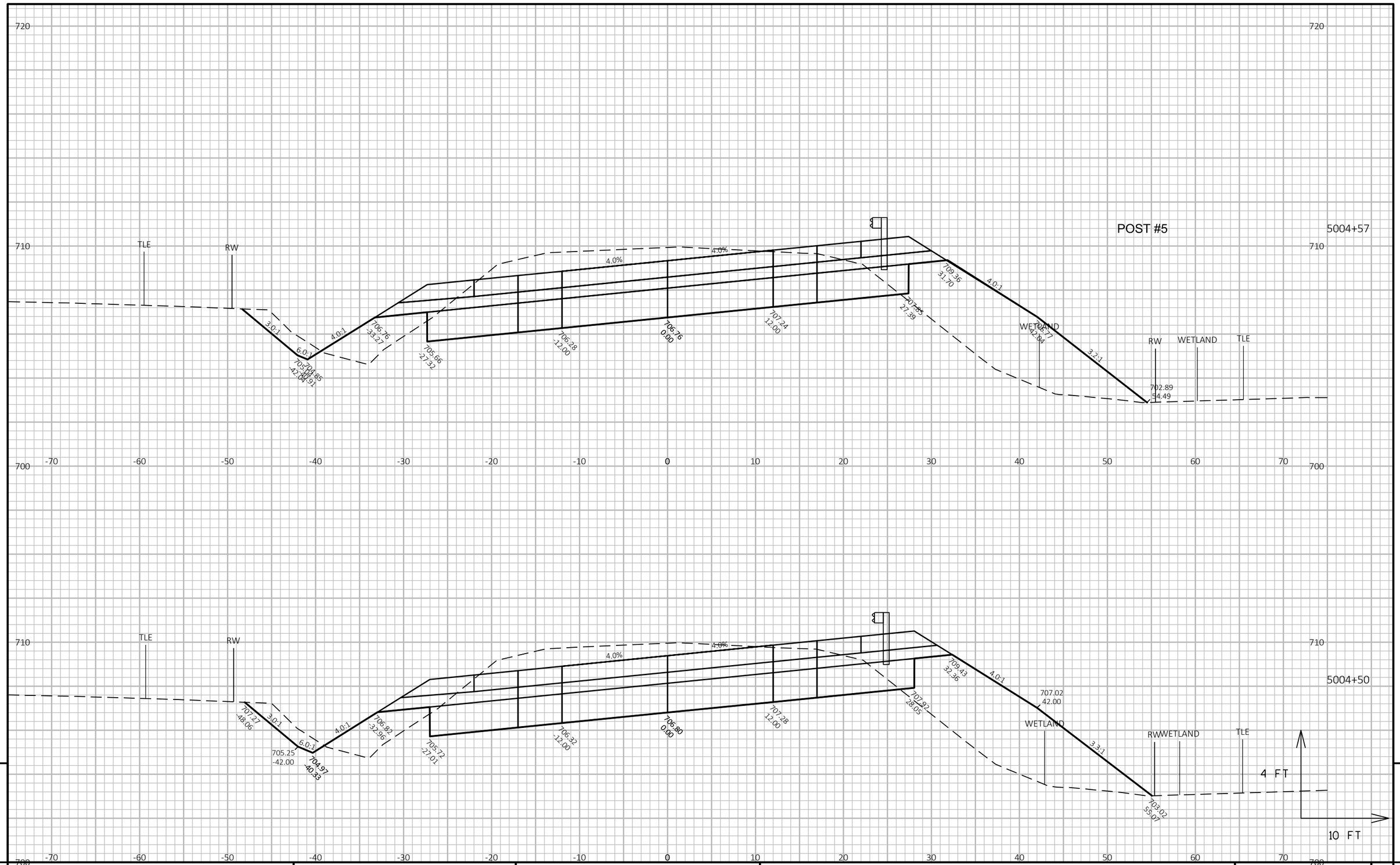
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 234	E

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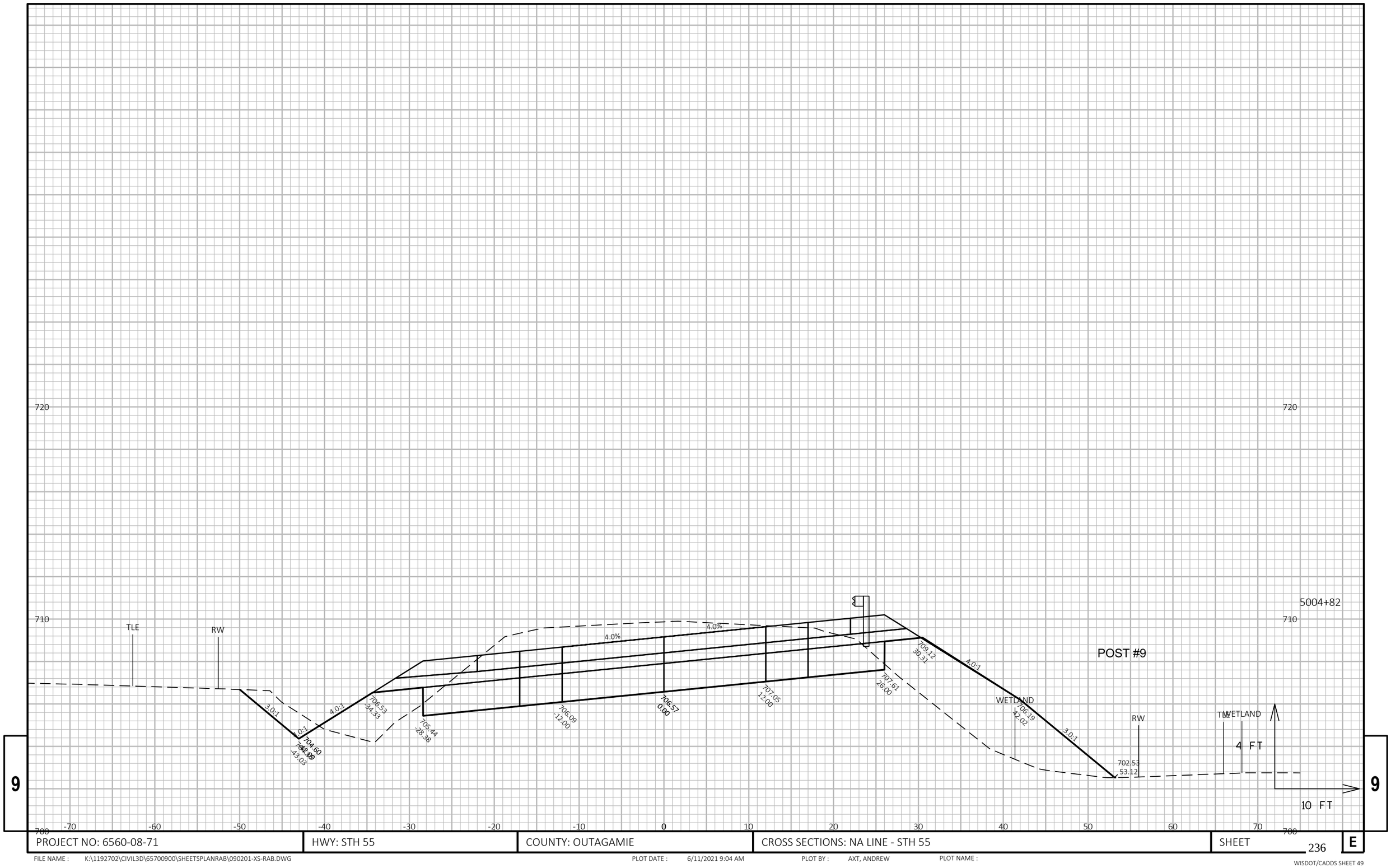
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 235	E

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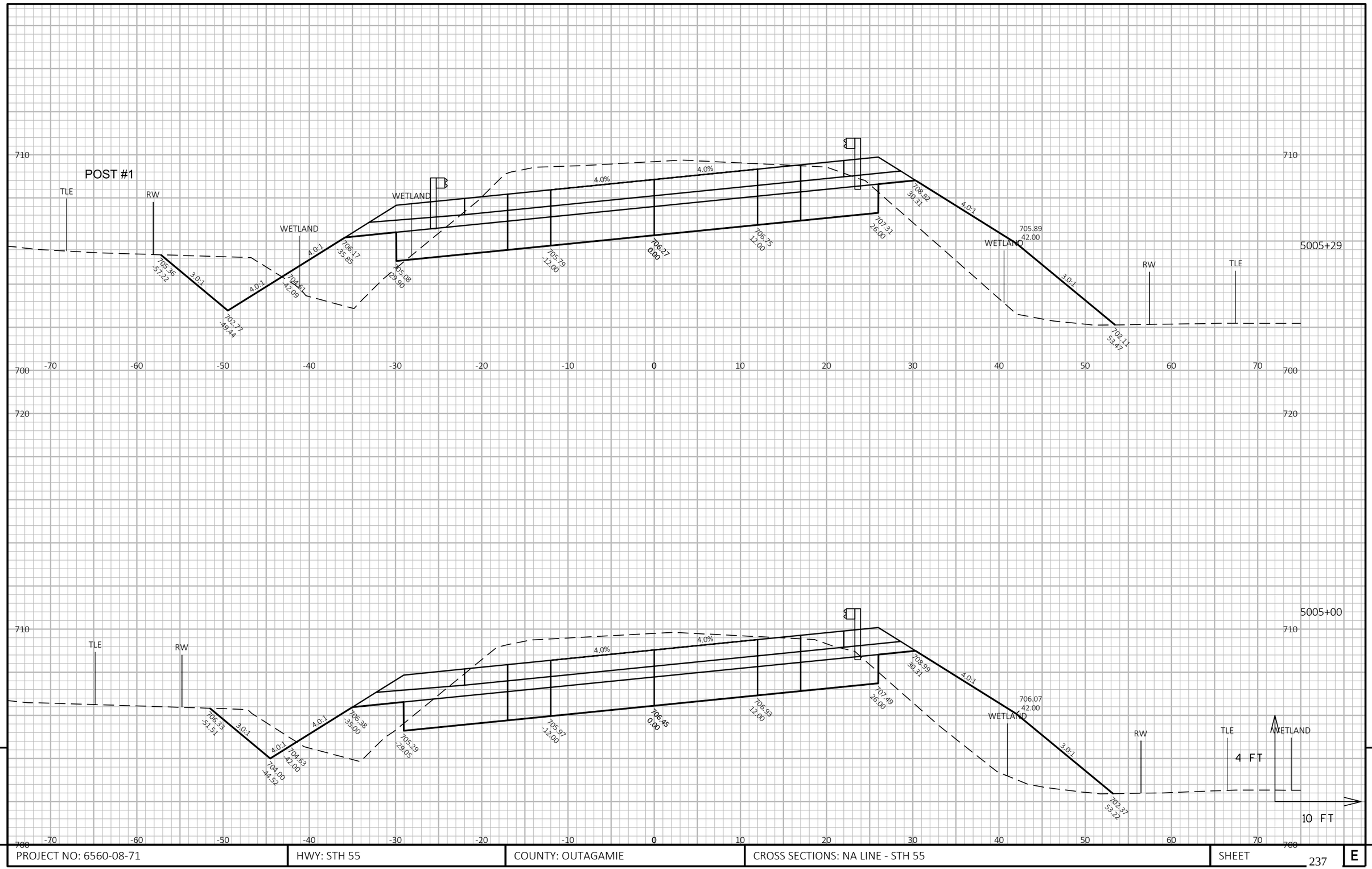
WISDOT/CADDS SHEET 49



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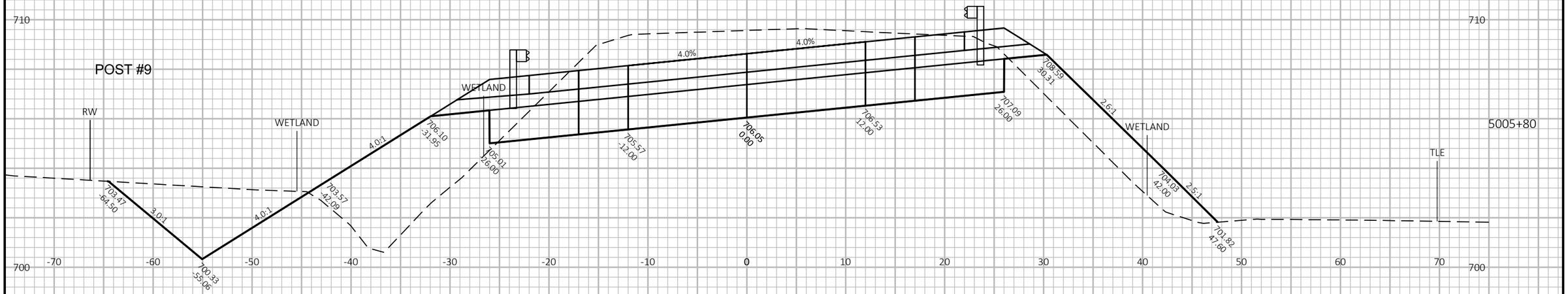


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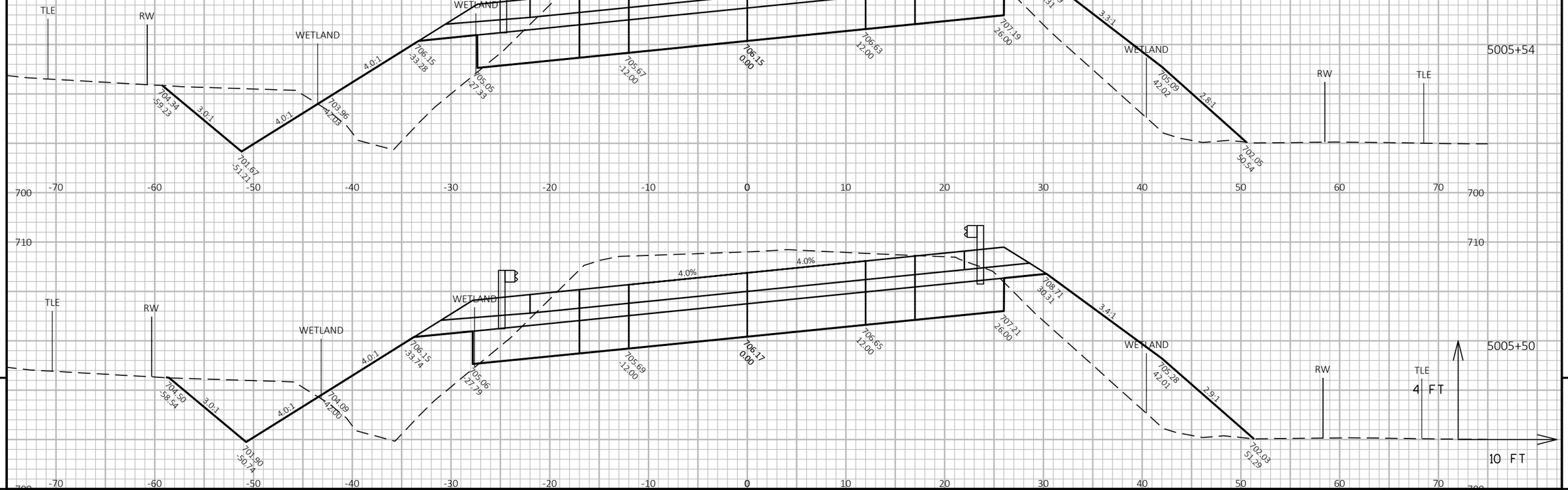
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WISDOT/CADDS SHEET 49

POST #9



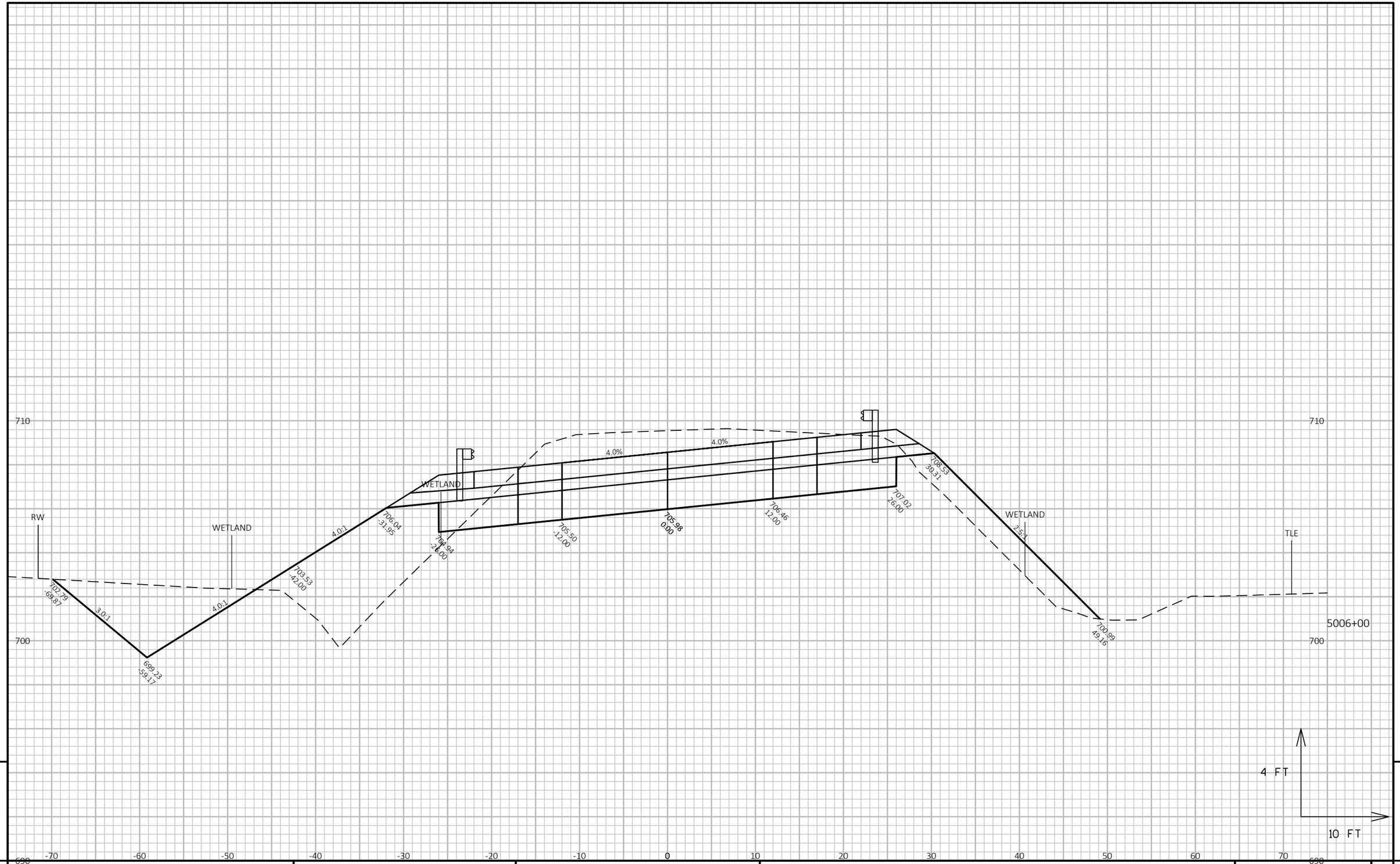
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 238	E

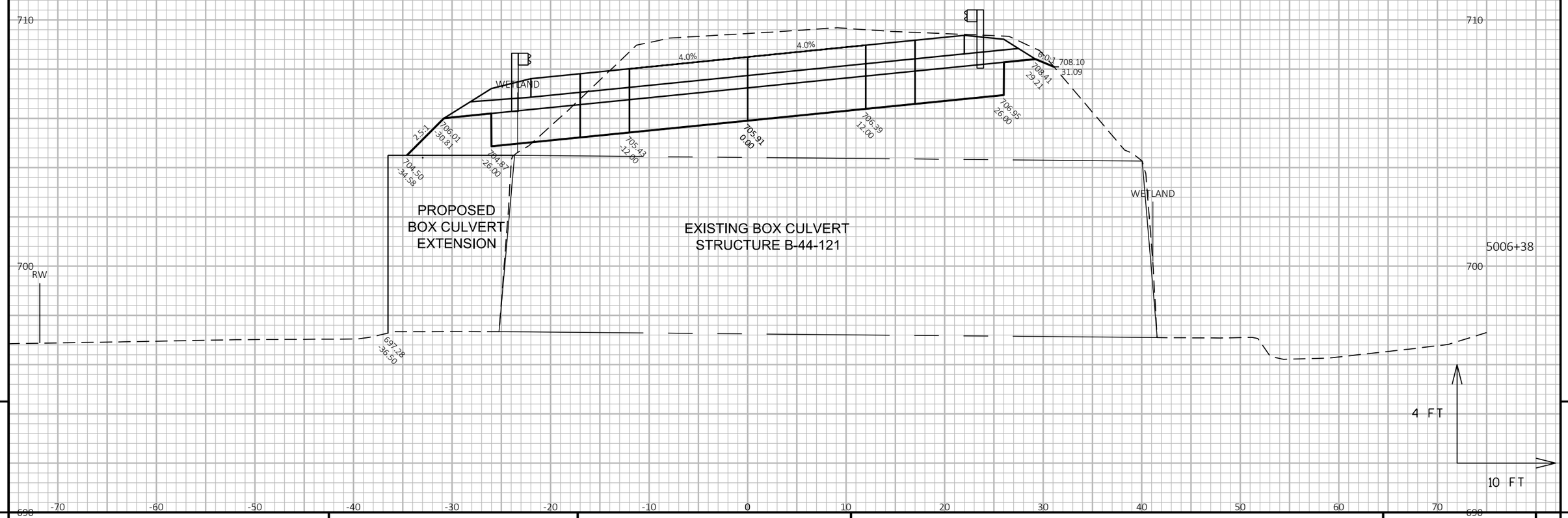
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 239	E

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WISDOT/CADDS SHEET 49



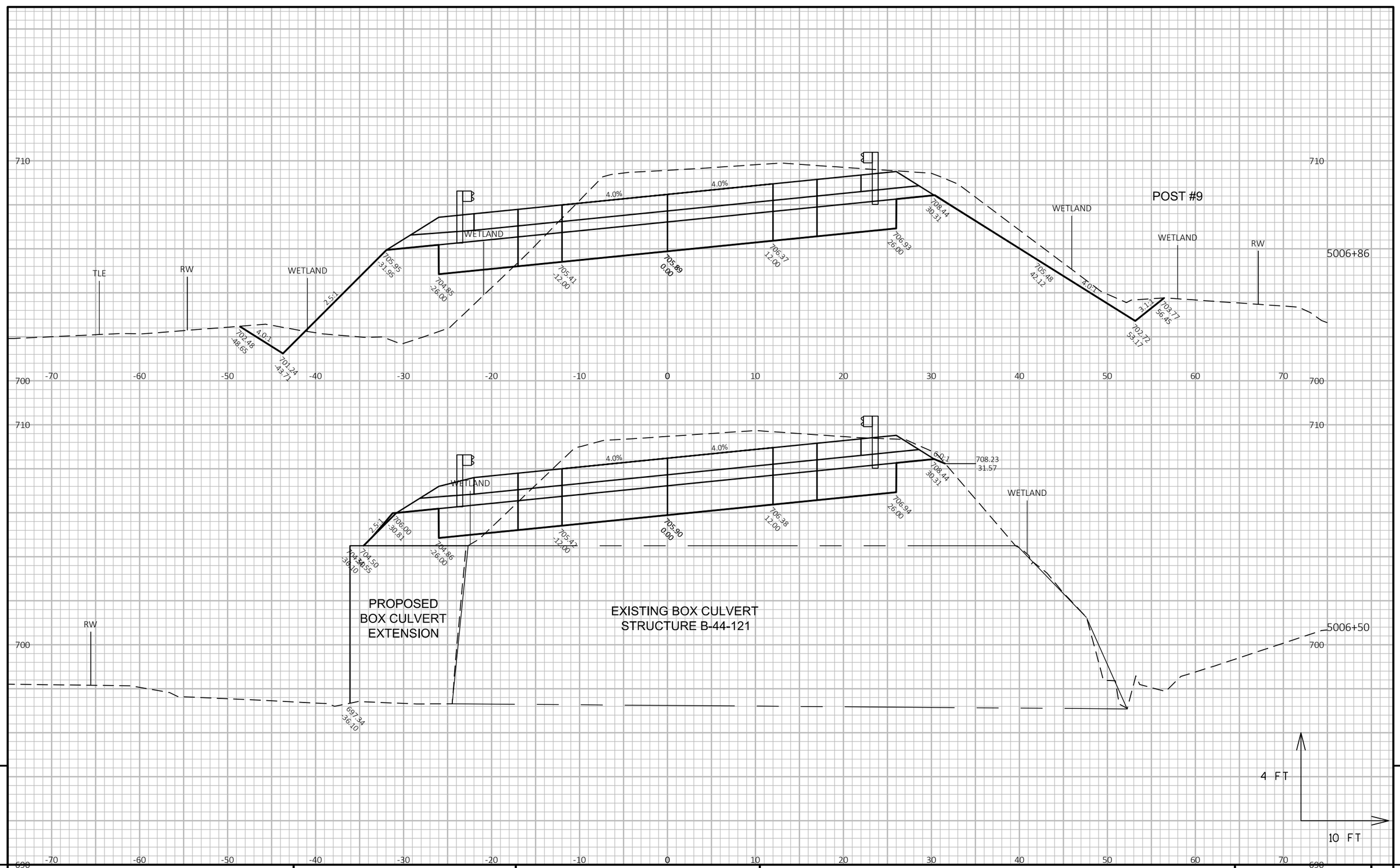
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 240	E

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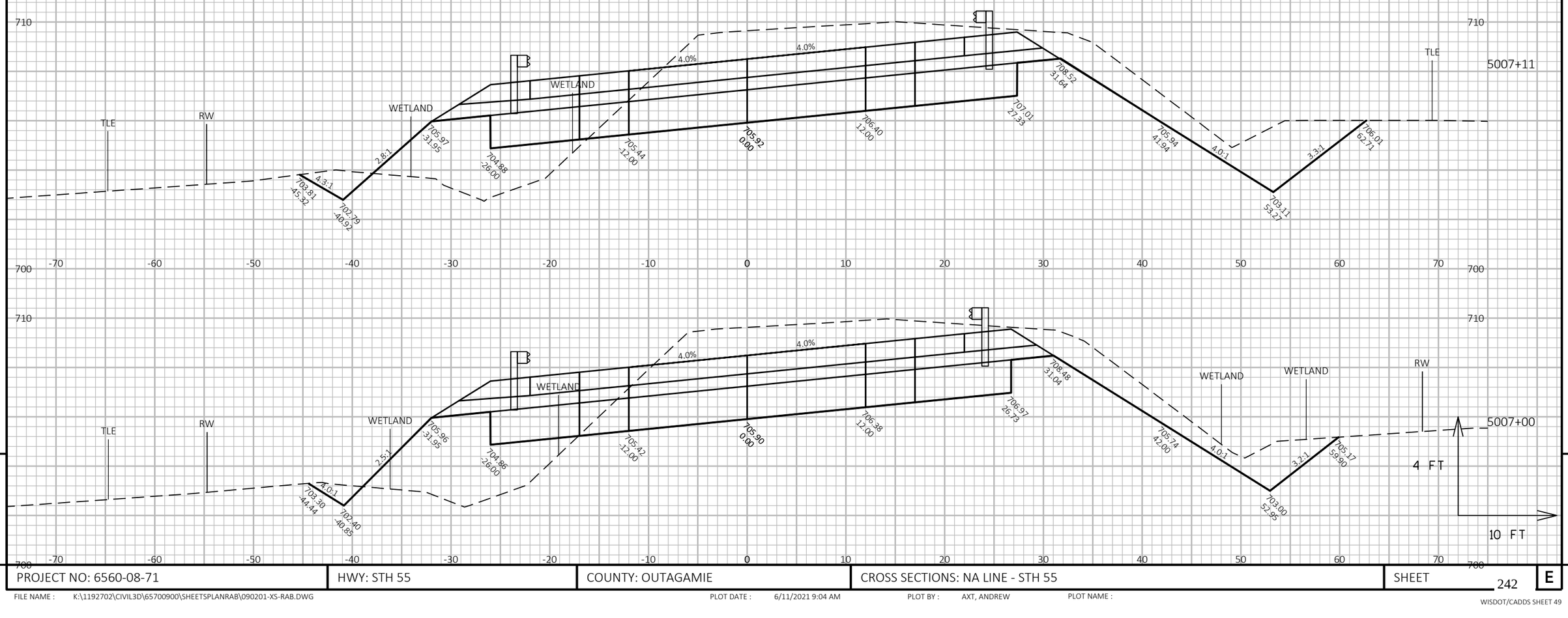
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 241	E

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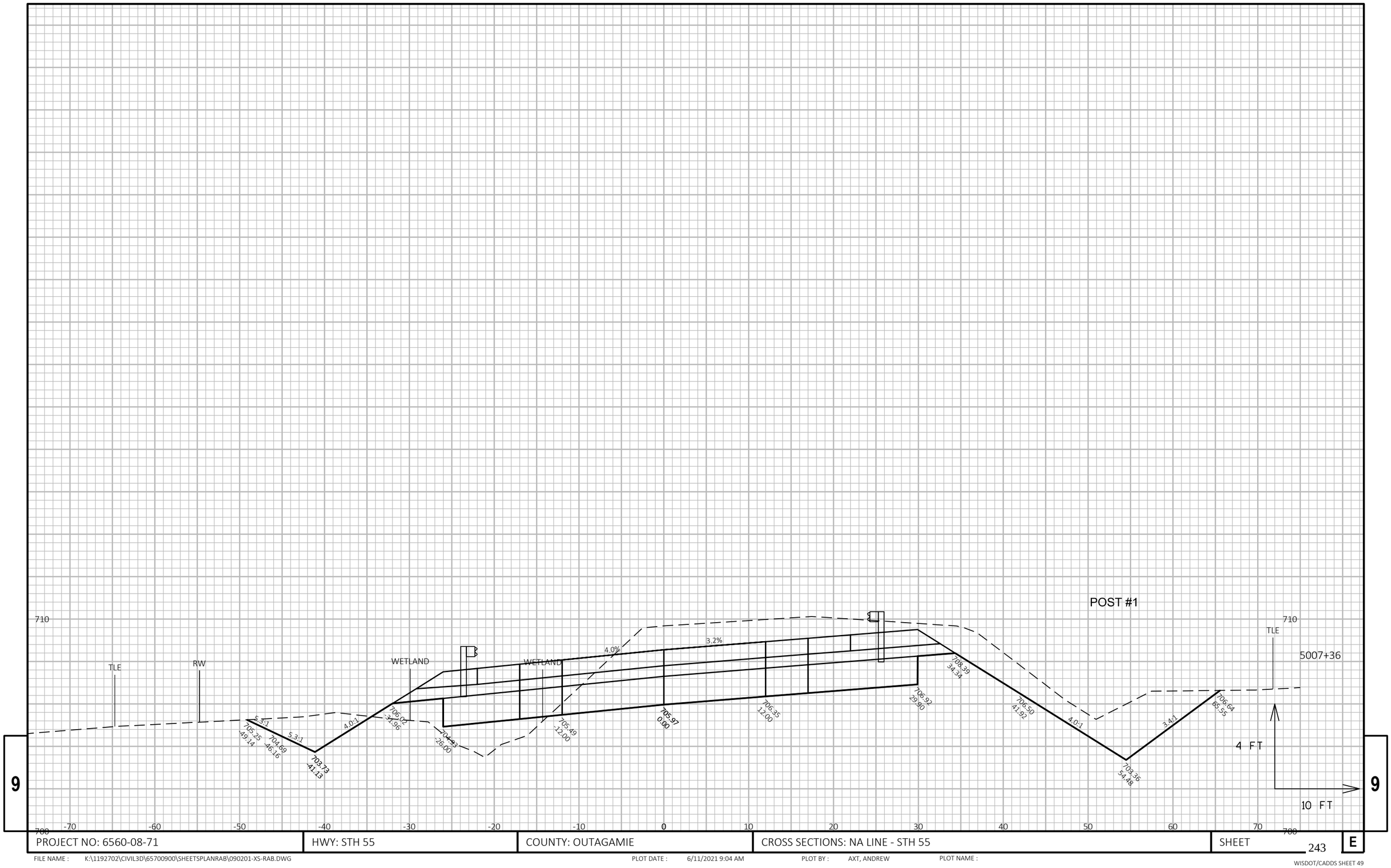
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 242	E

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WISDOT/CADDS SHEET 49



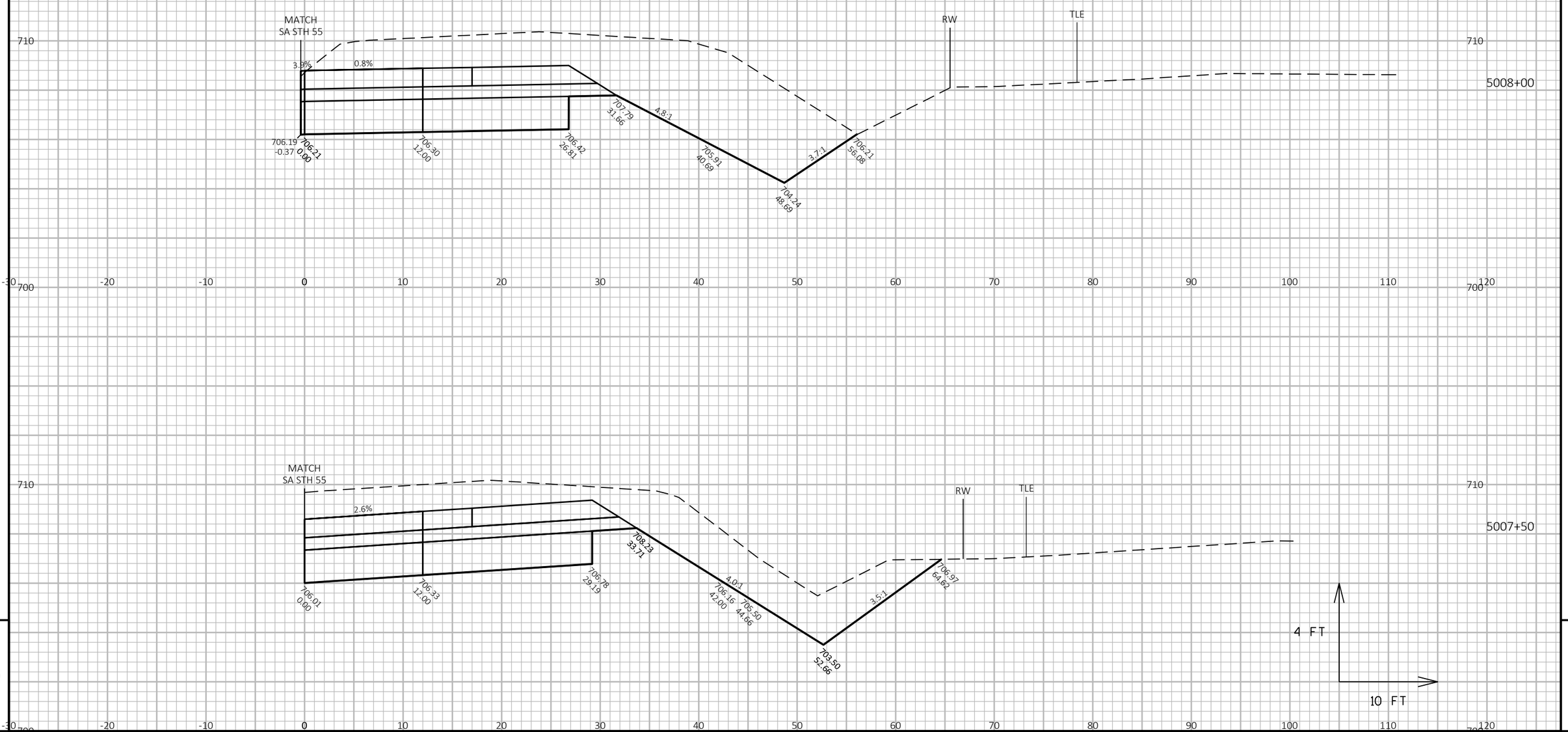
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 243	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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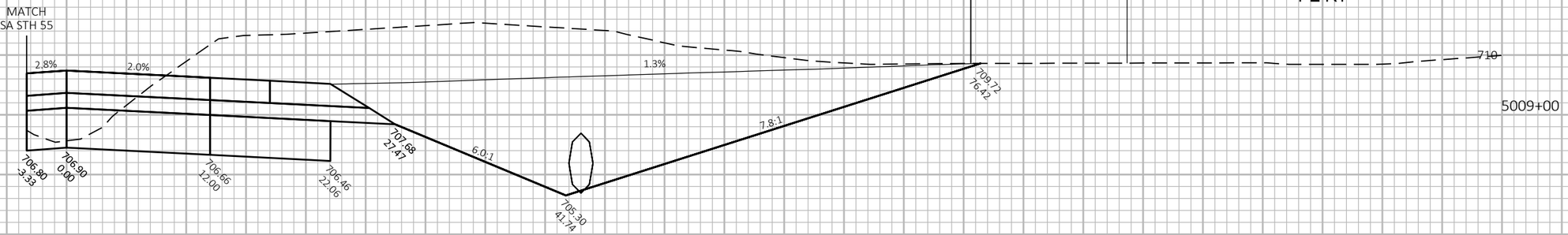
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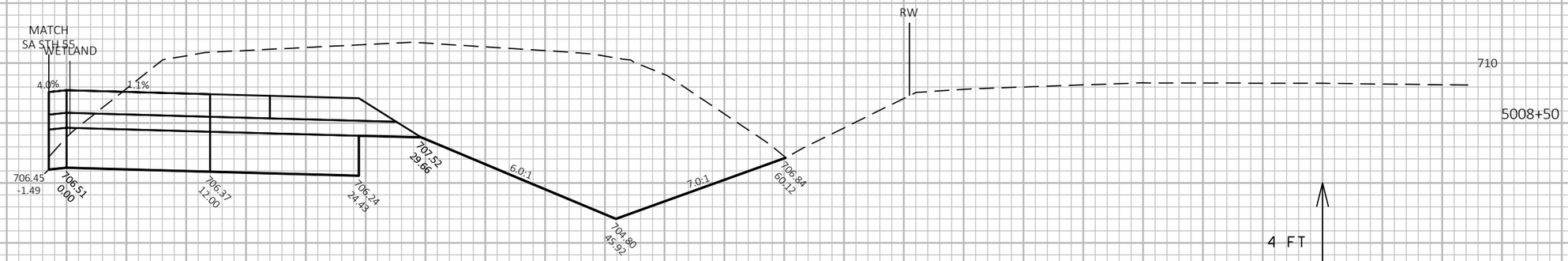
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WISDOT/CADDS SHEET 49

END BG
SHOULDER TAPER
RT

PE RT





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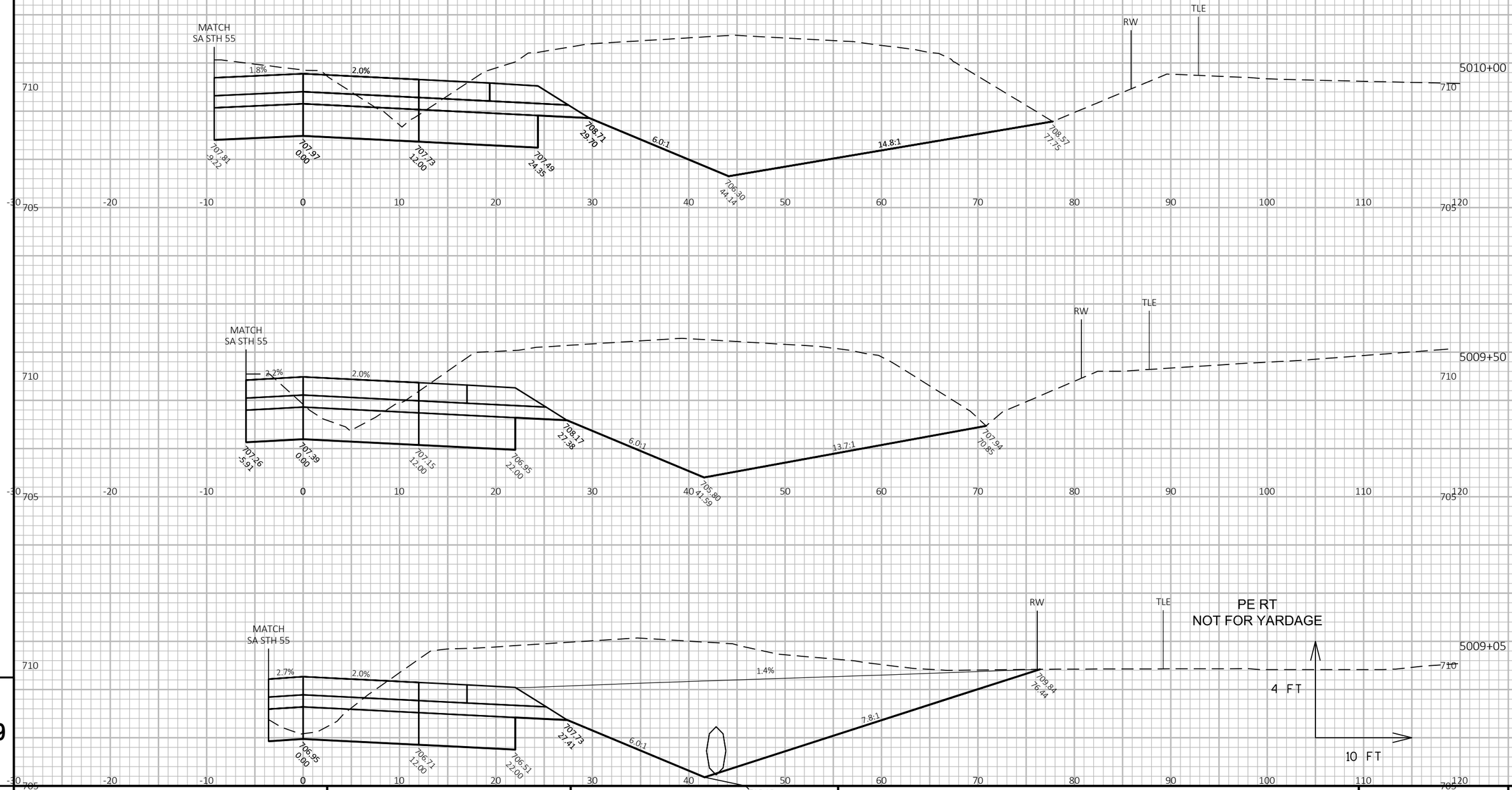
700 710

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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 245	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



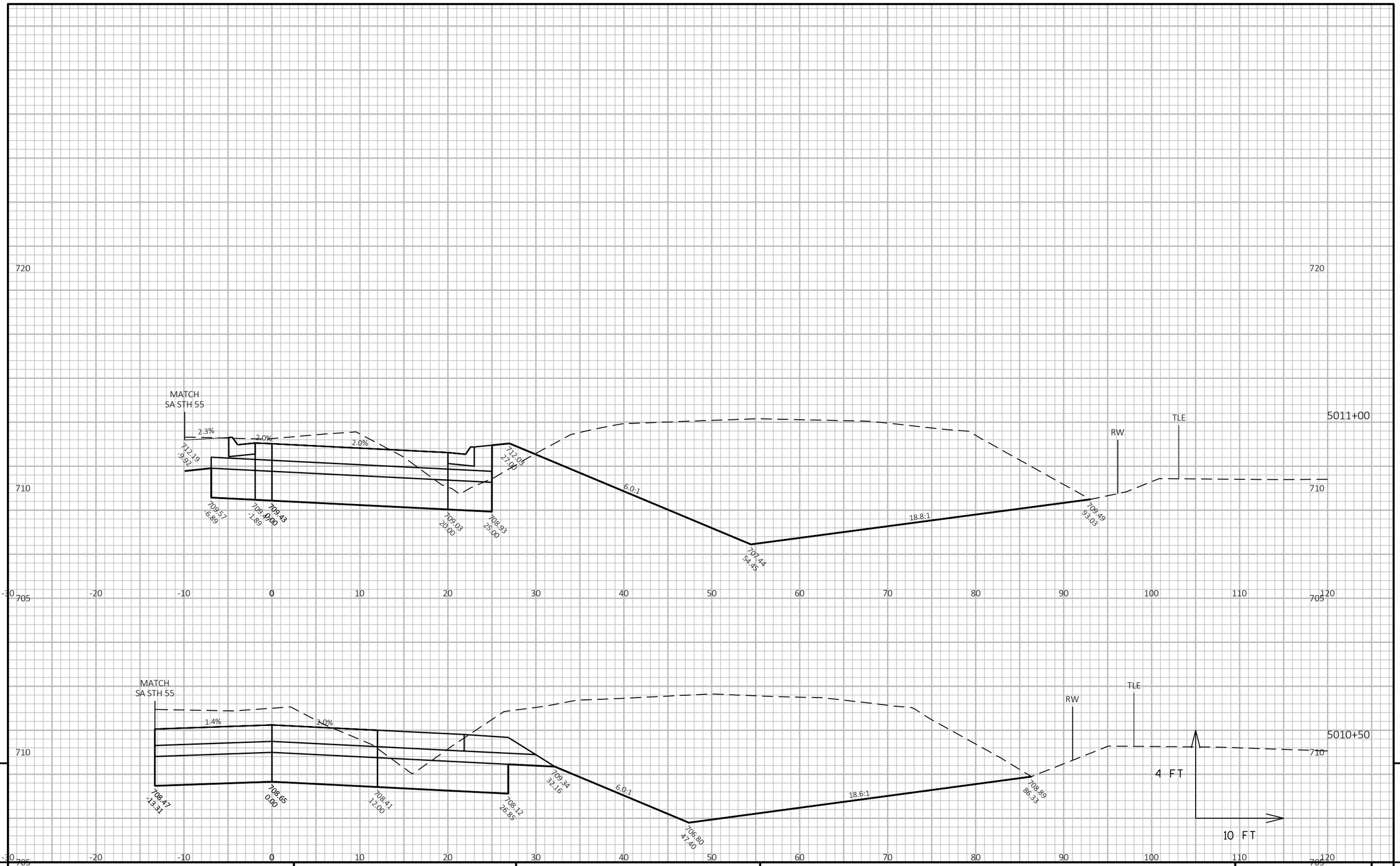
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 246	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



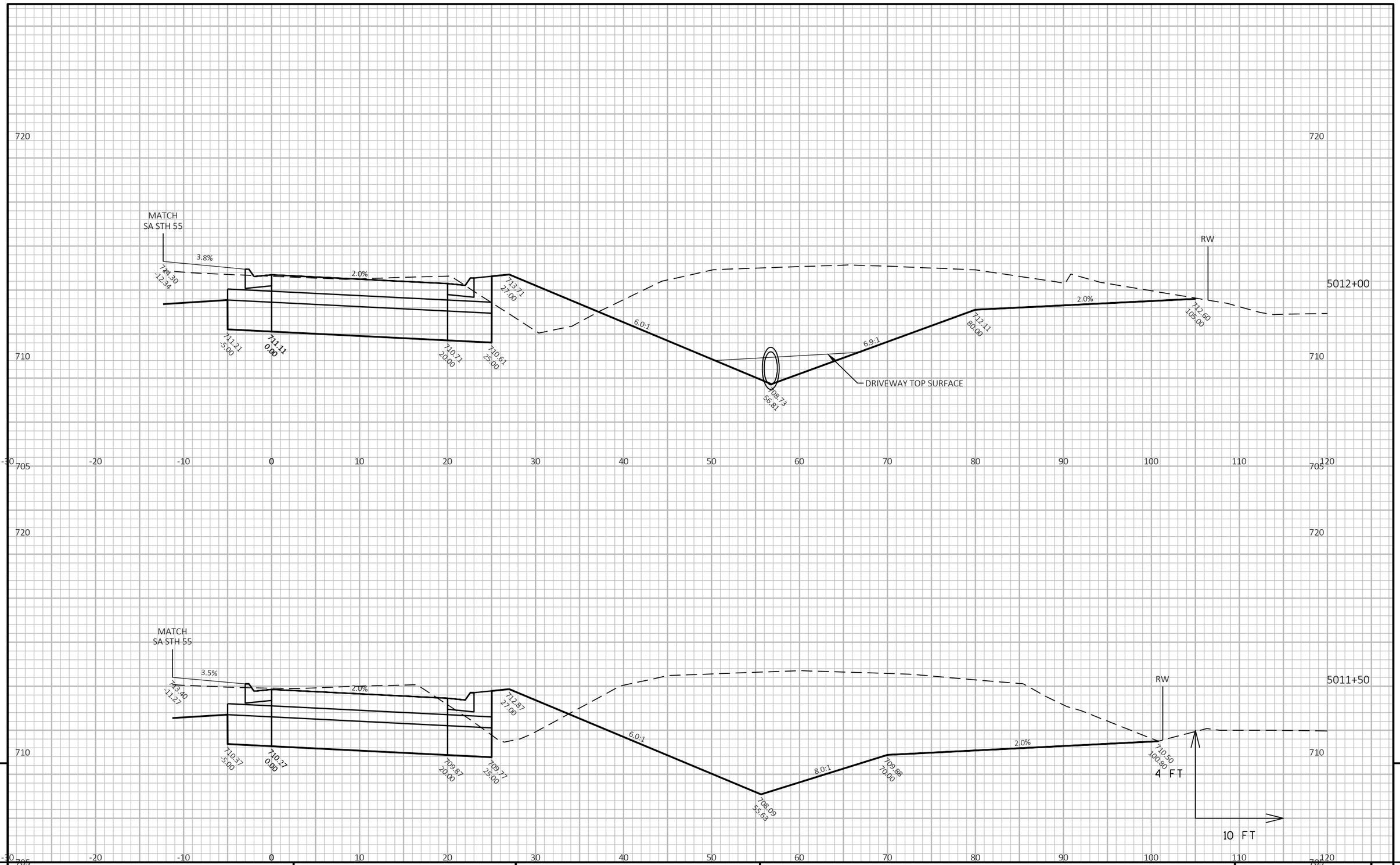
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 247	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



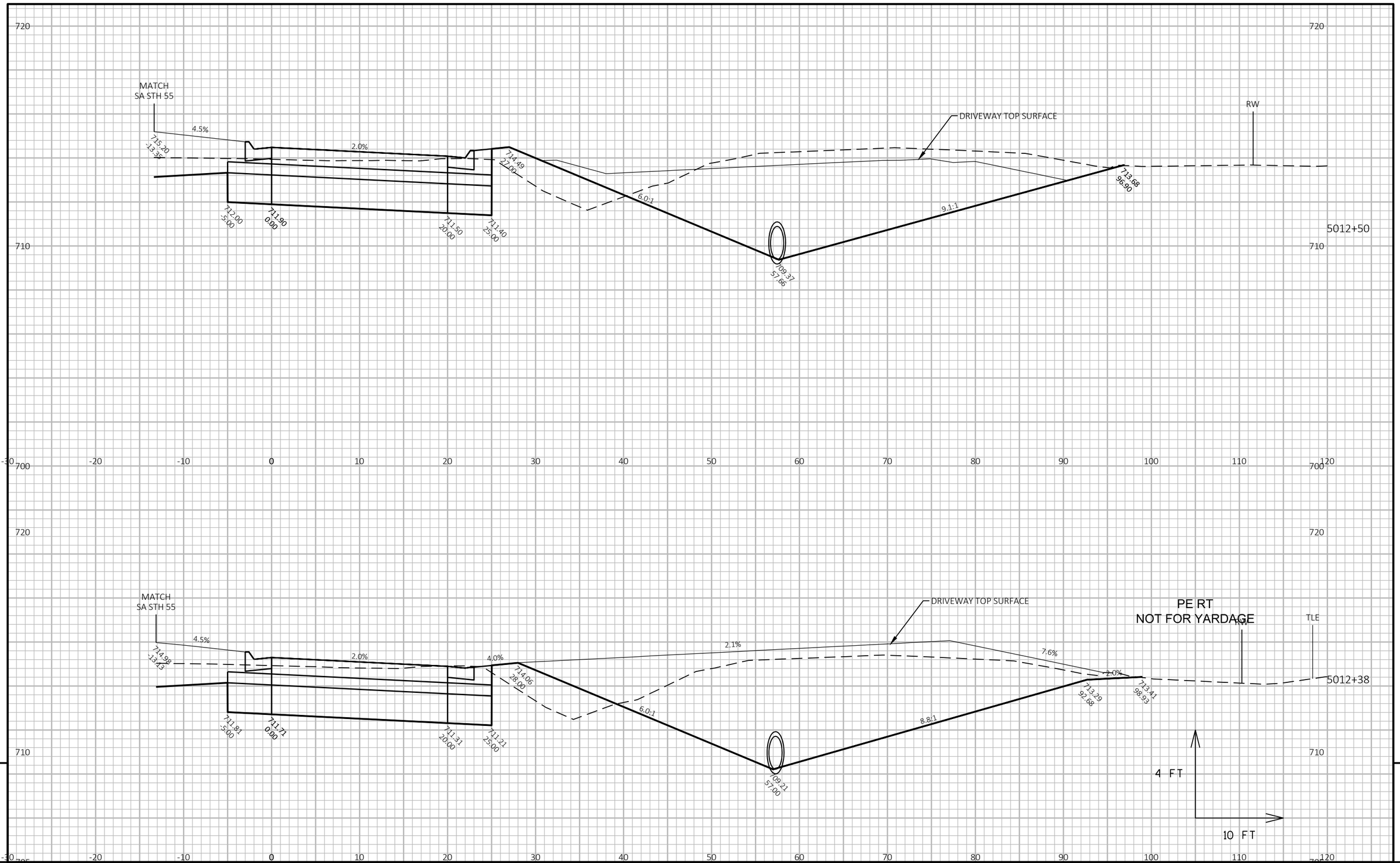
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 248	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



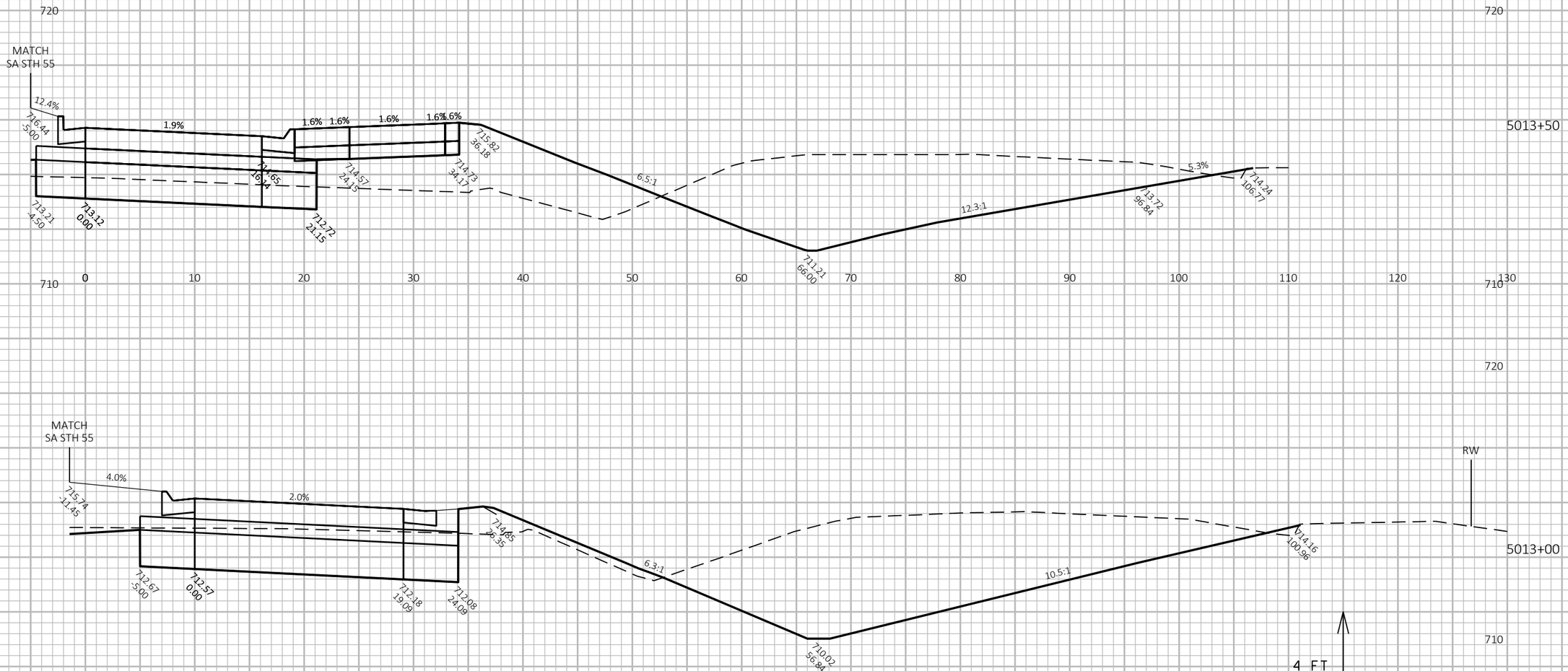
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 249	E

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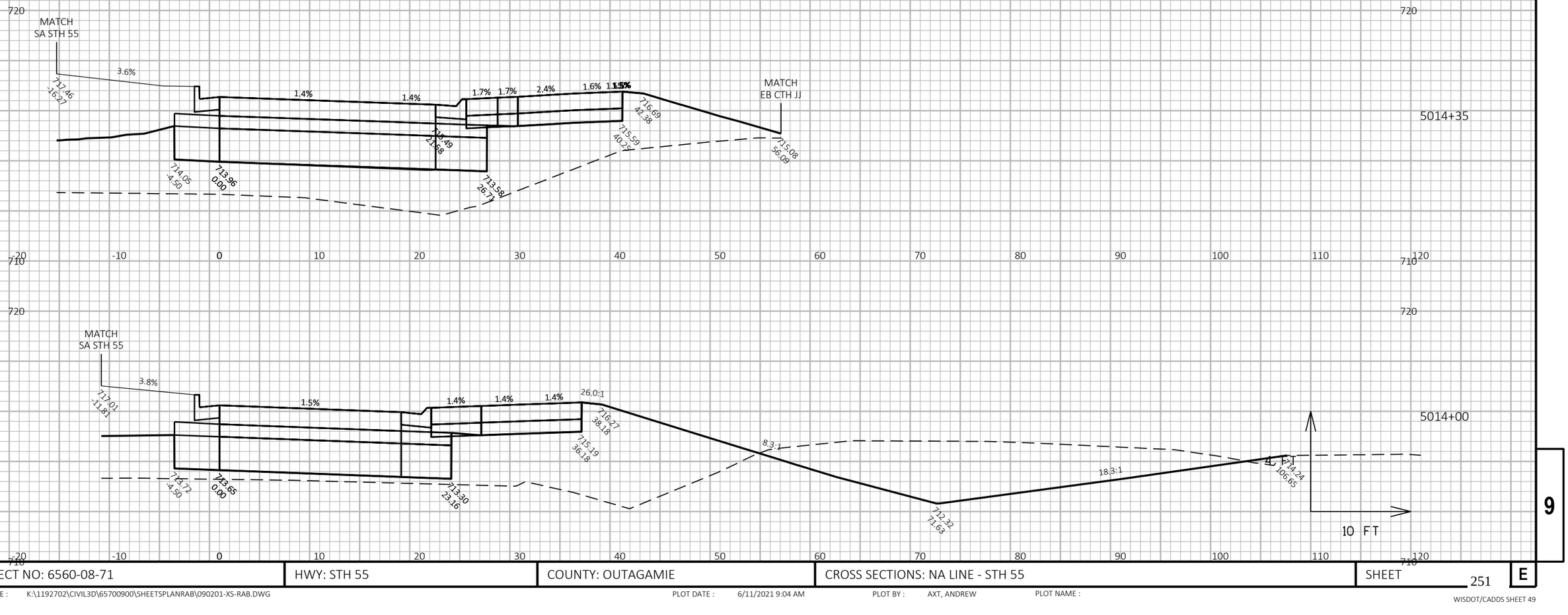
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NA LINE - STH 55	SHEET 250	E

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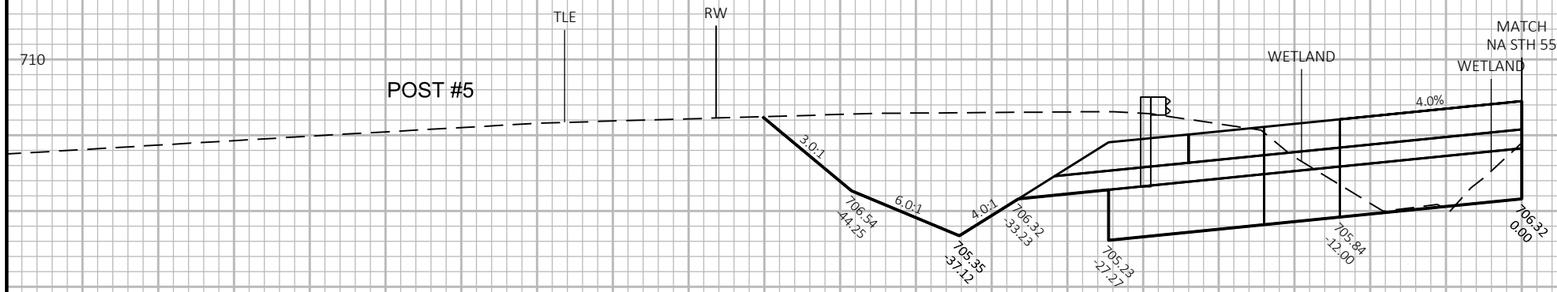
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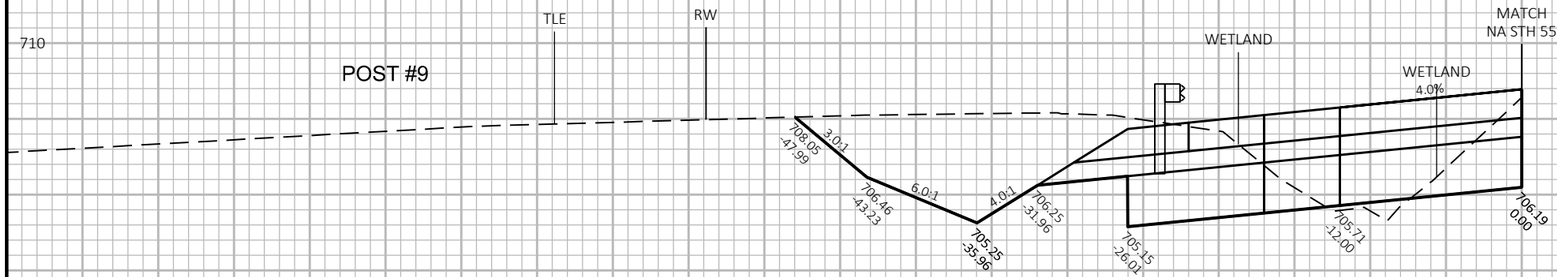
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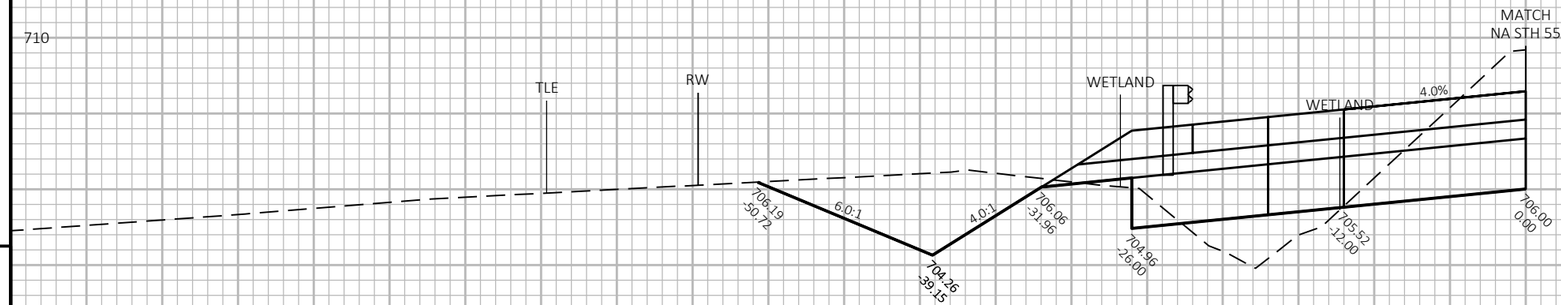
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FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49







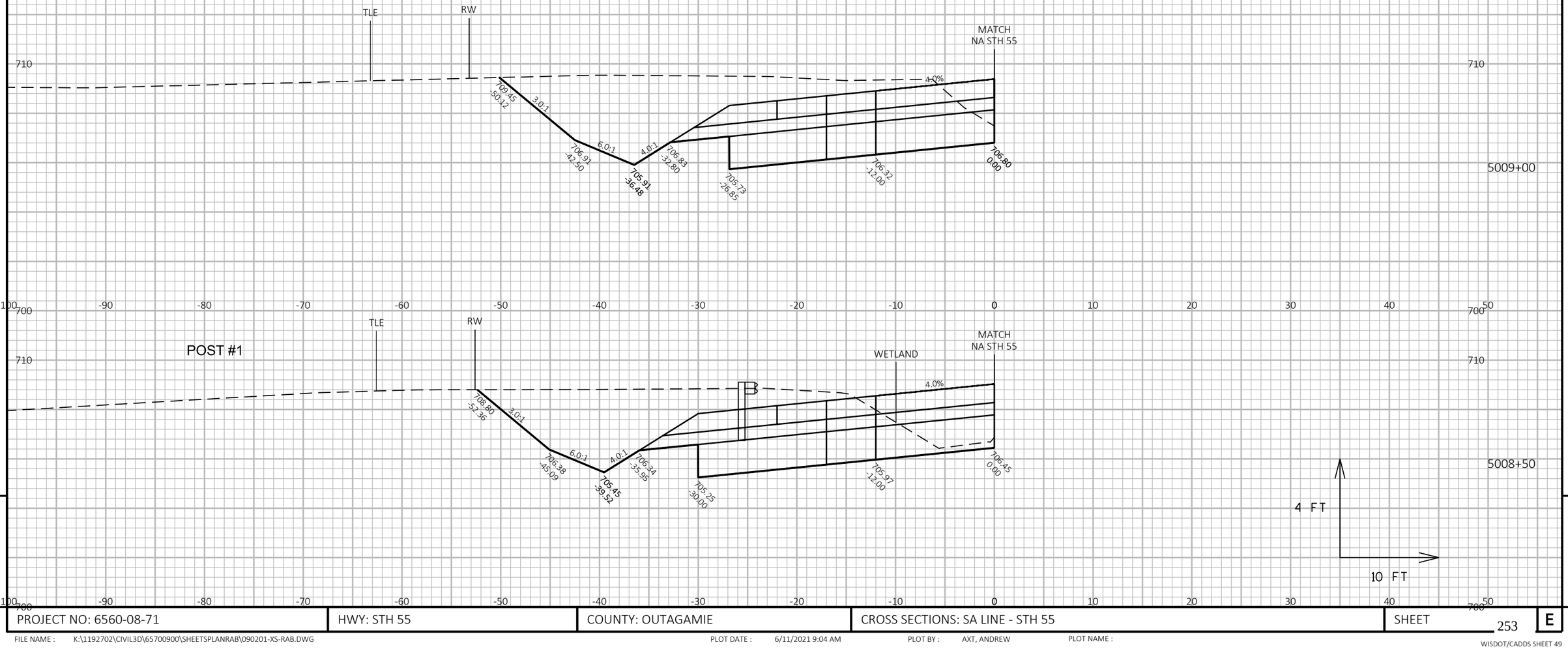
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 252	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



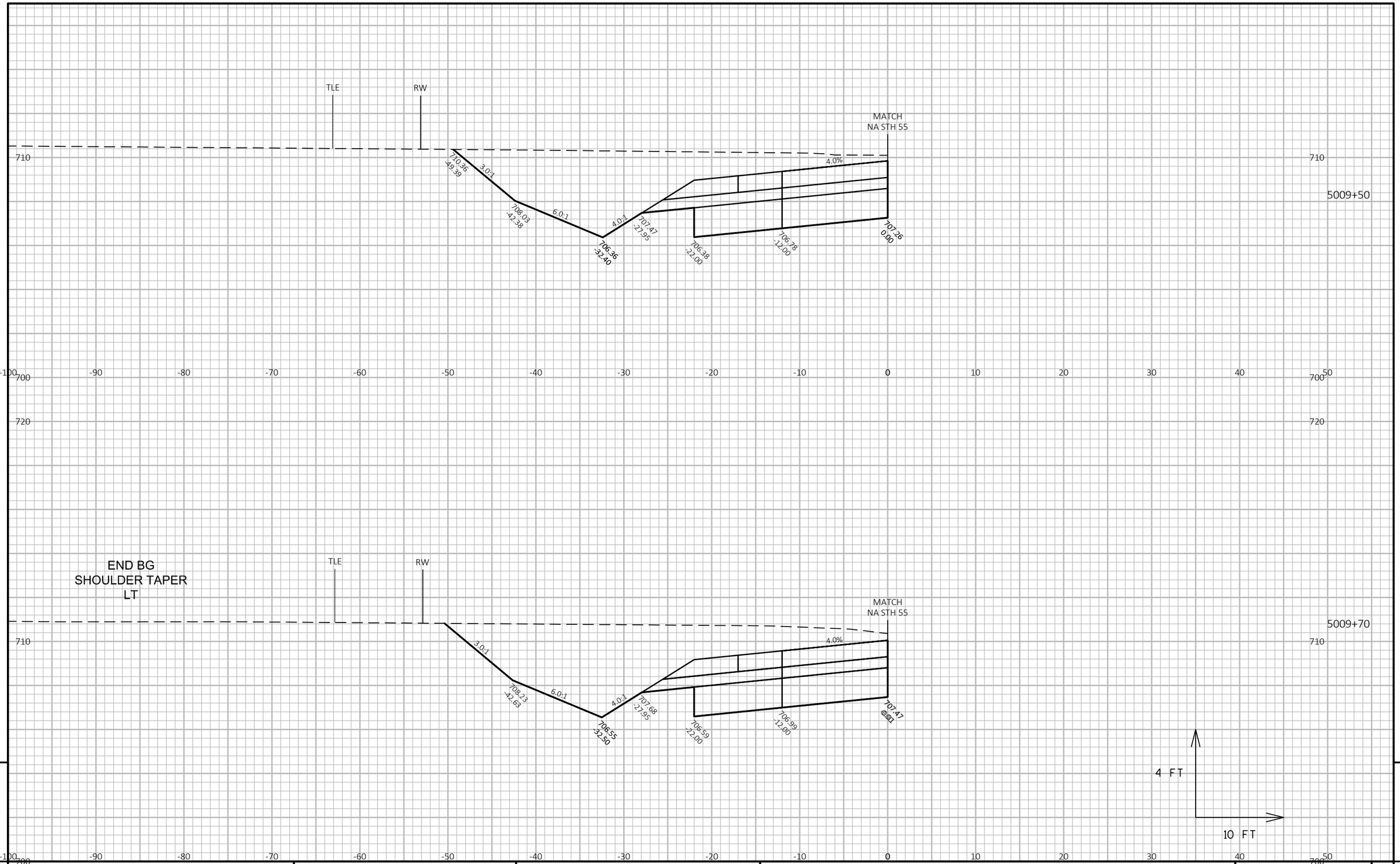
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 253	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

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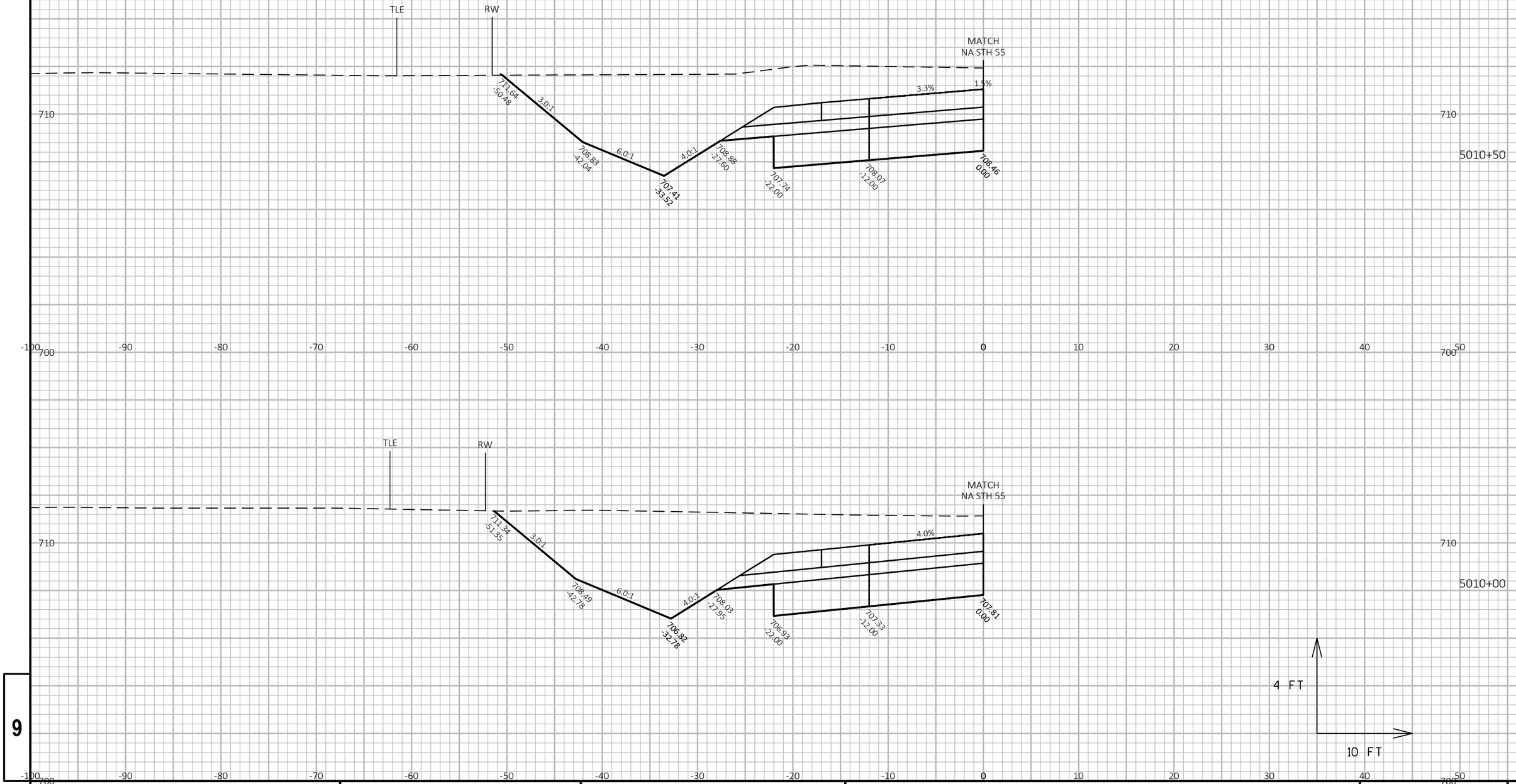
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 254	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

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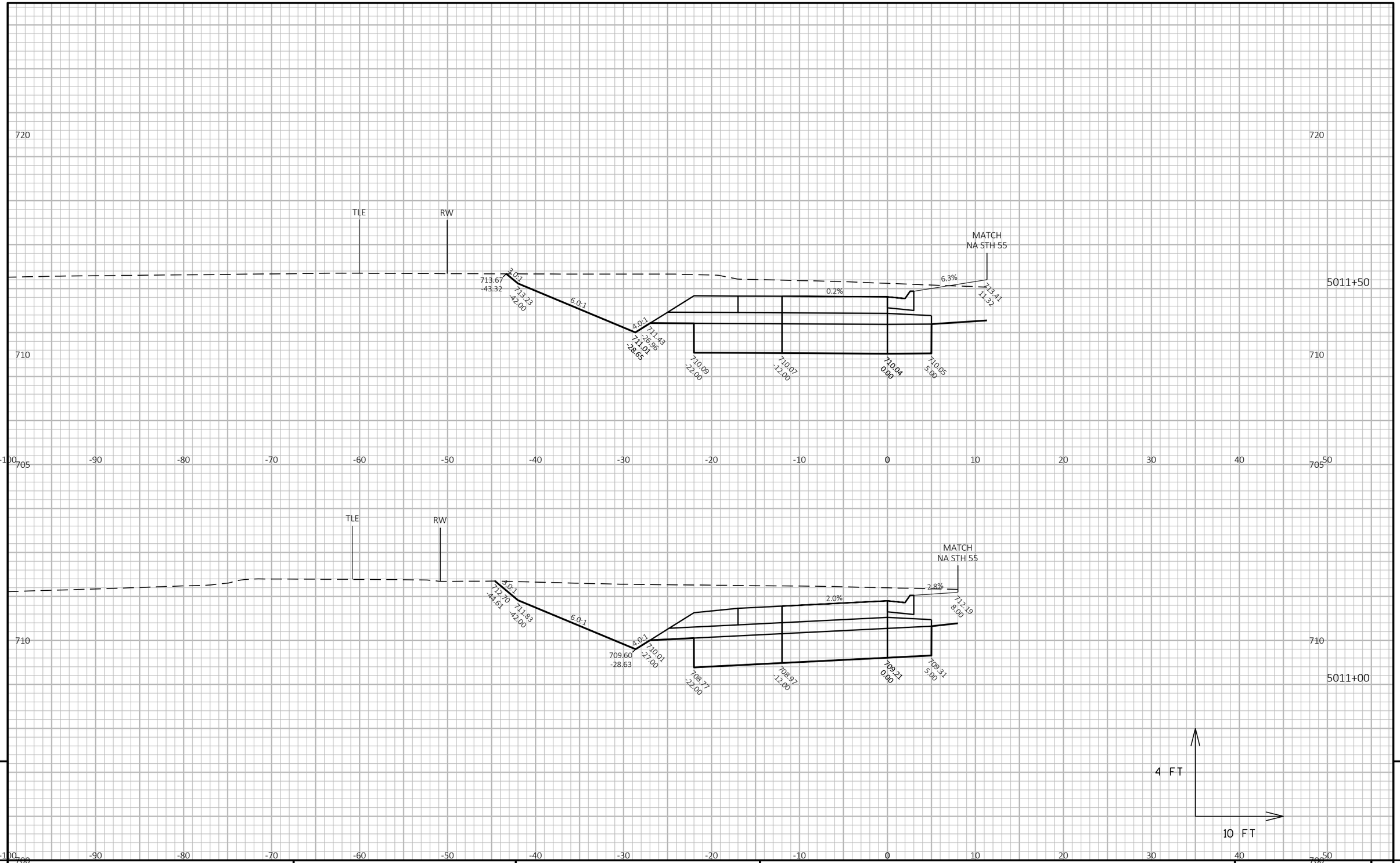
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 255	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



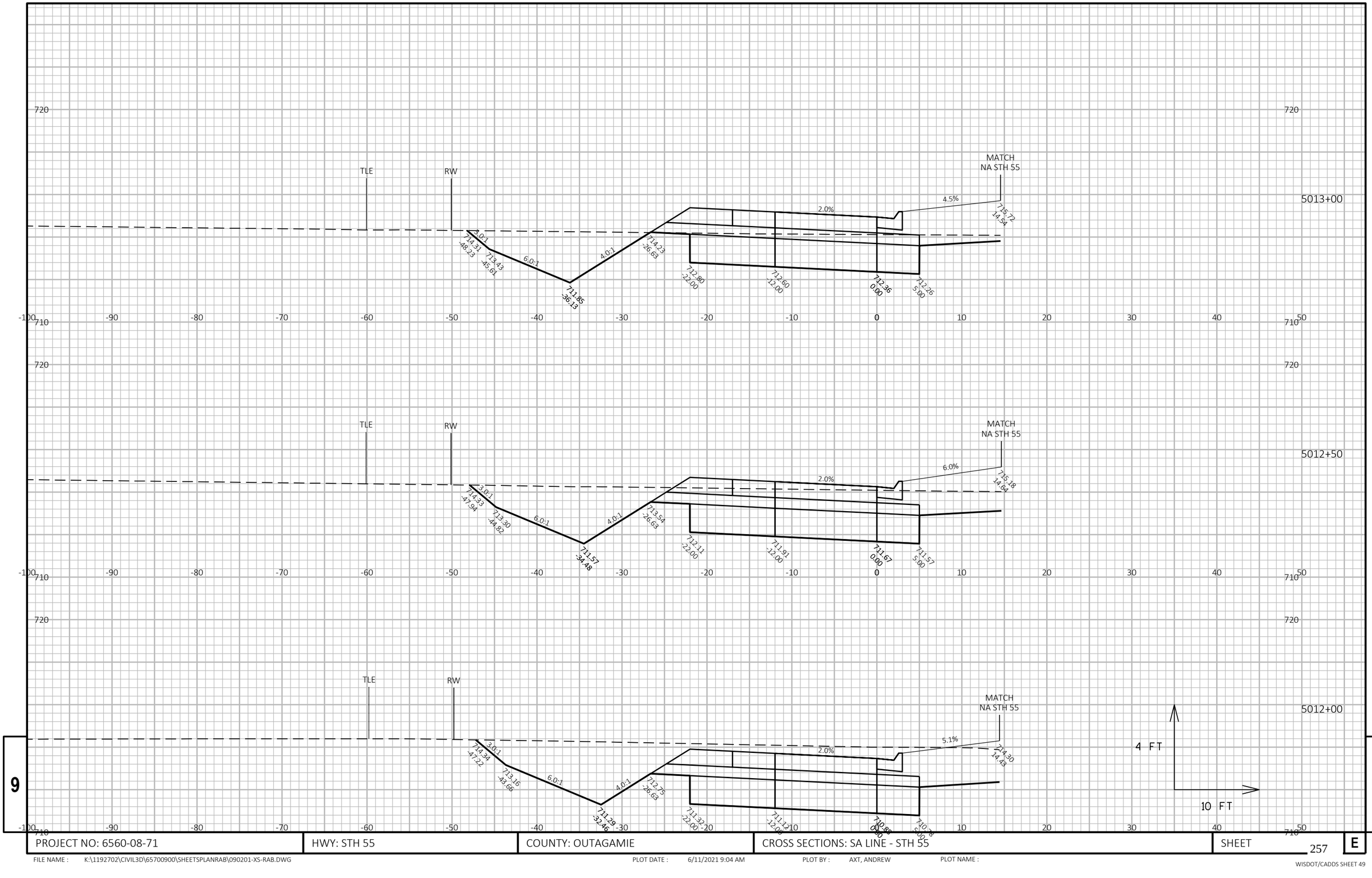
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 256	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

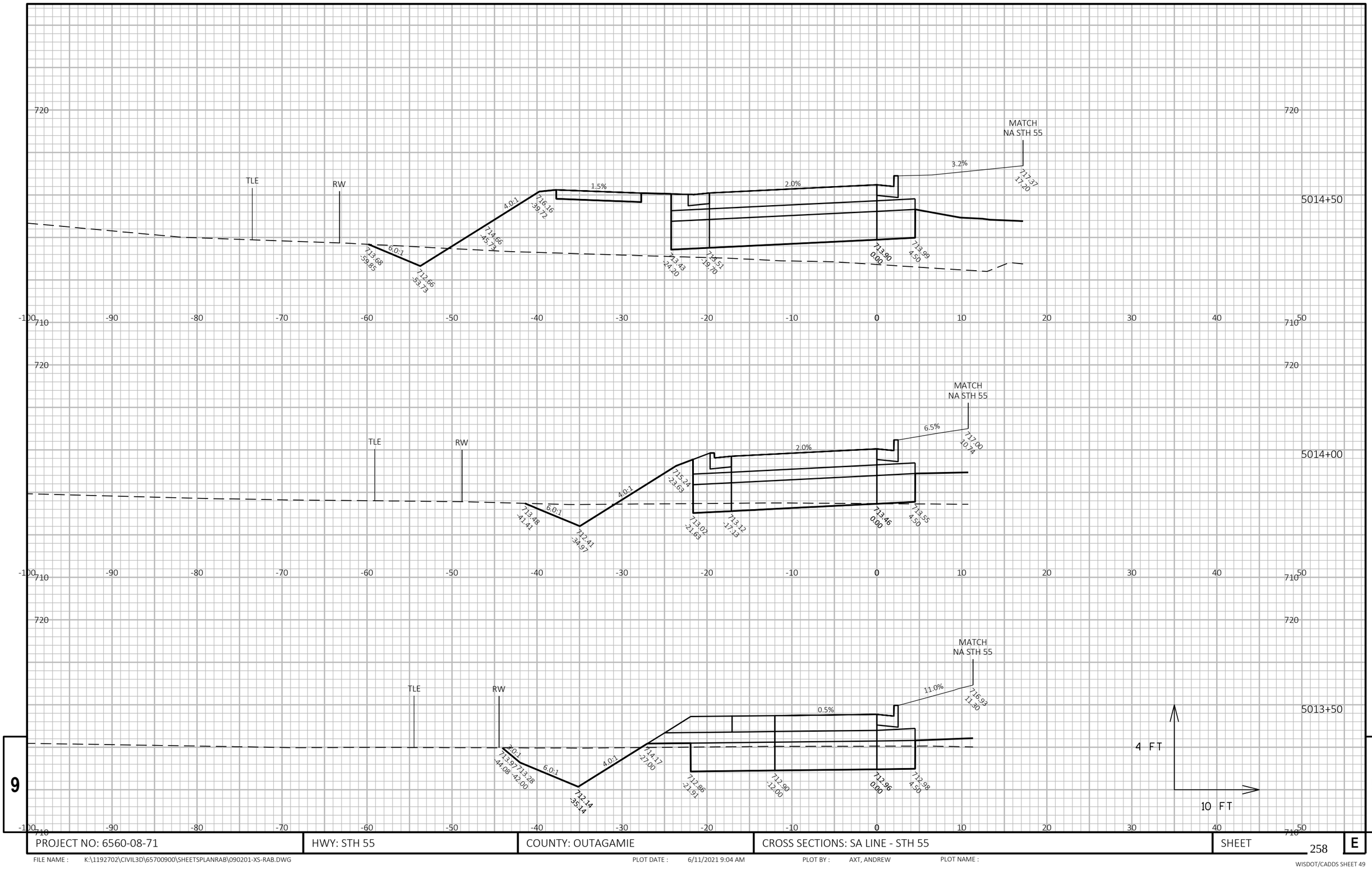


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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 257	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :



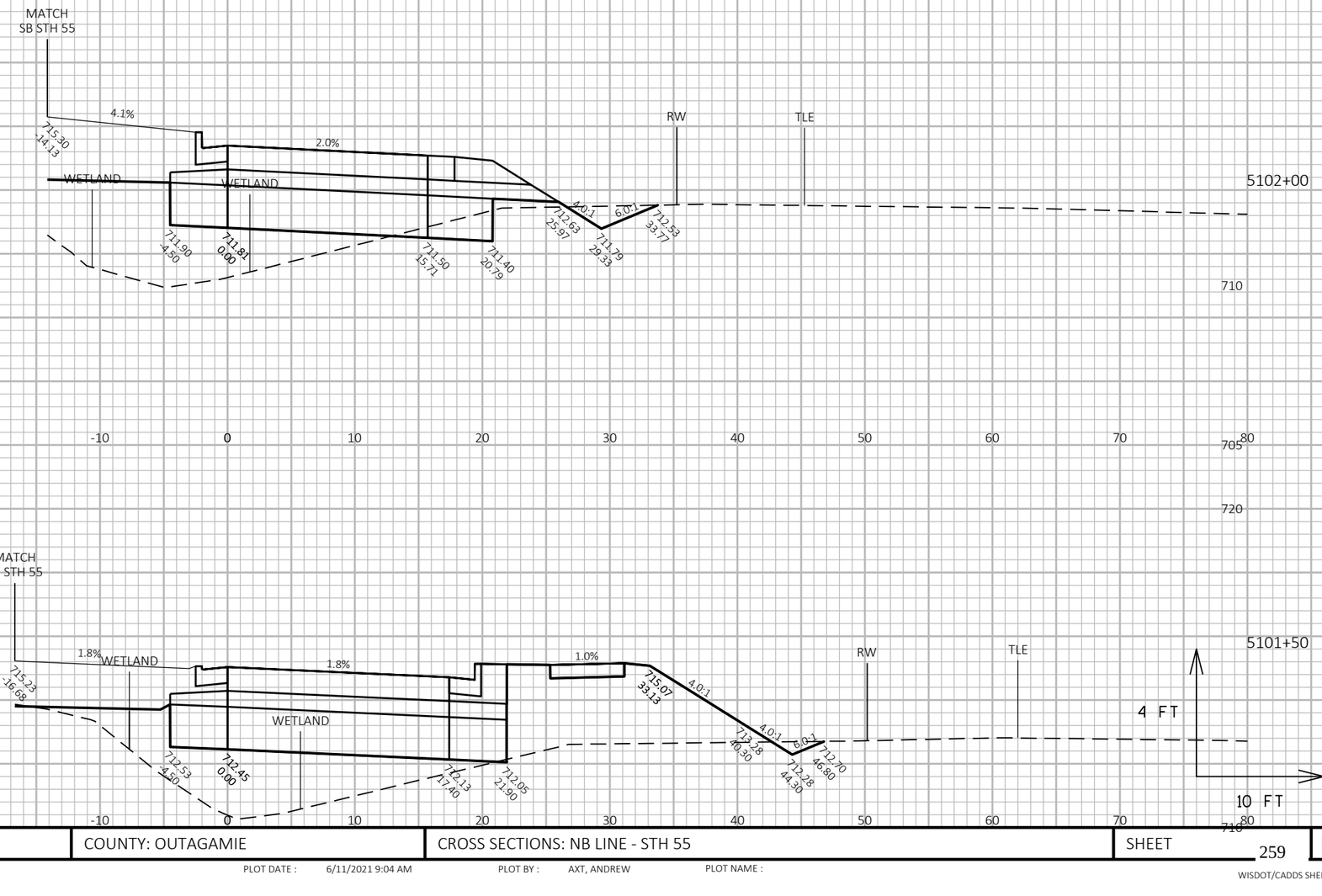
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SA LINE - STH 55	SHEET 258	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

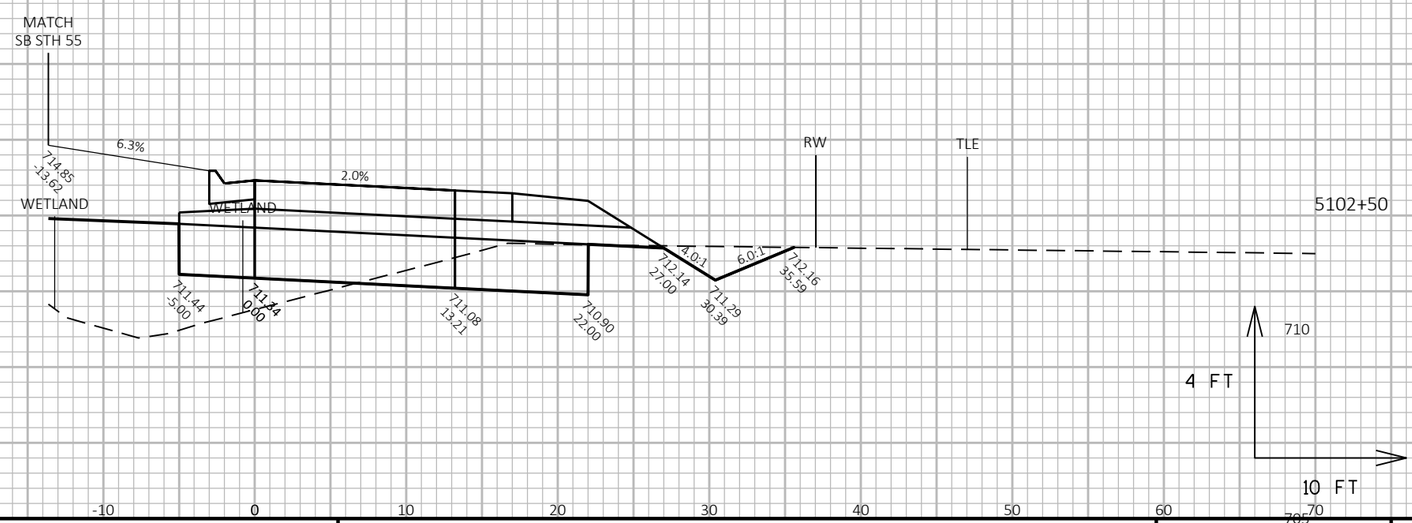
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 259	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



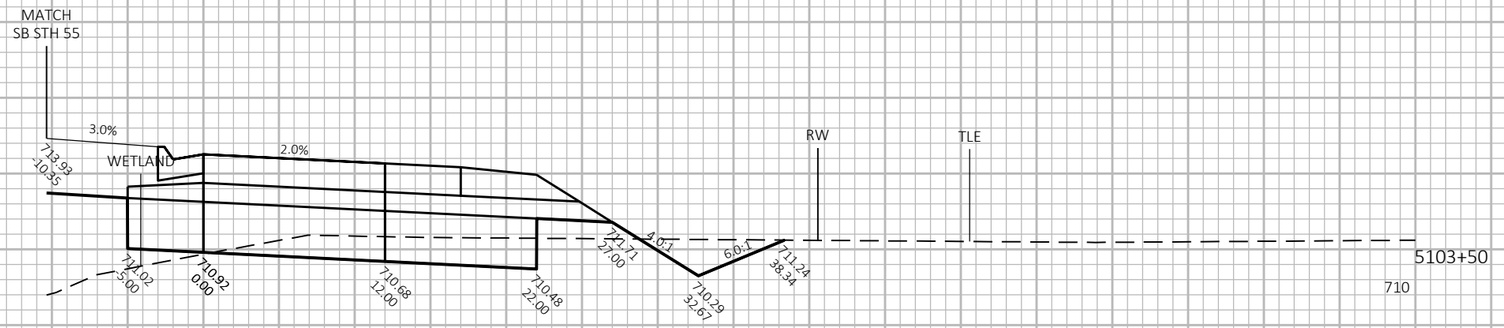
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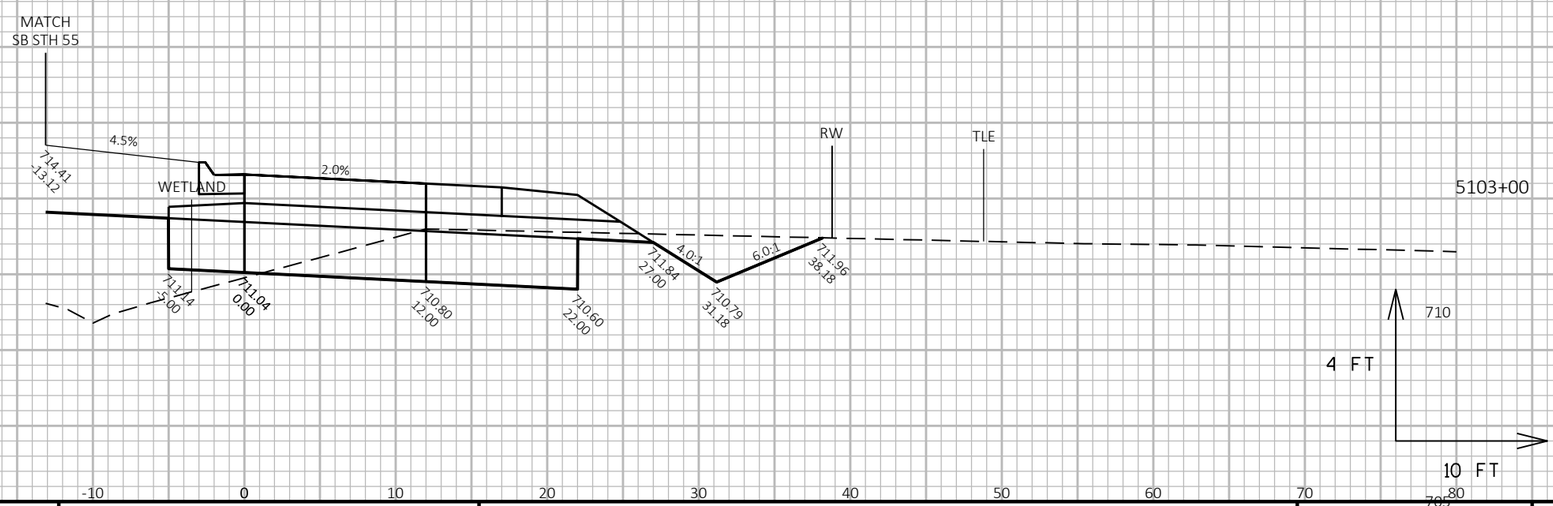
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 260	E

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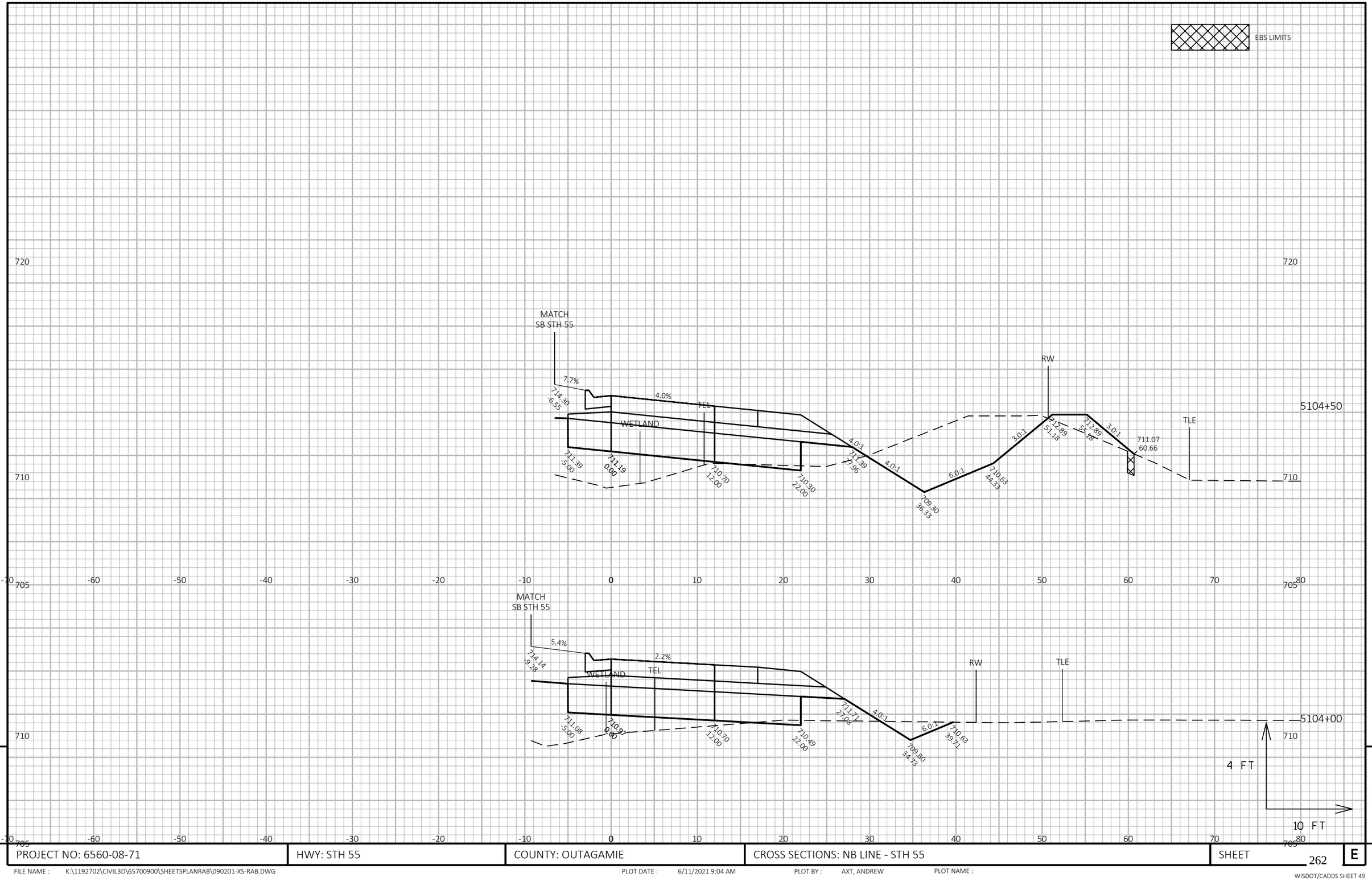




PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 261	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



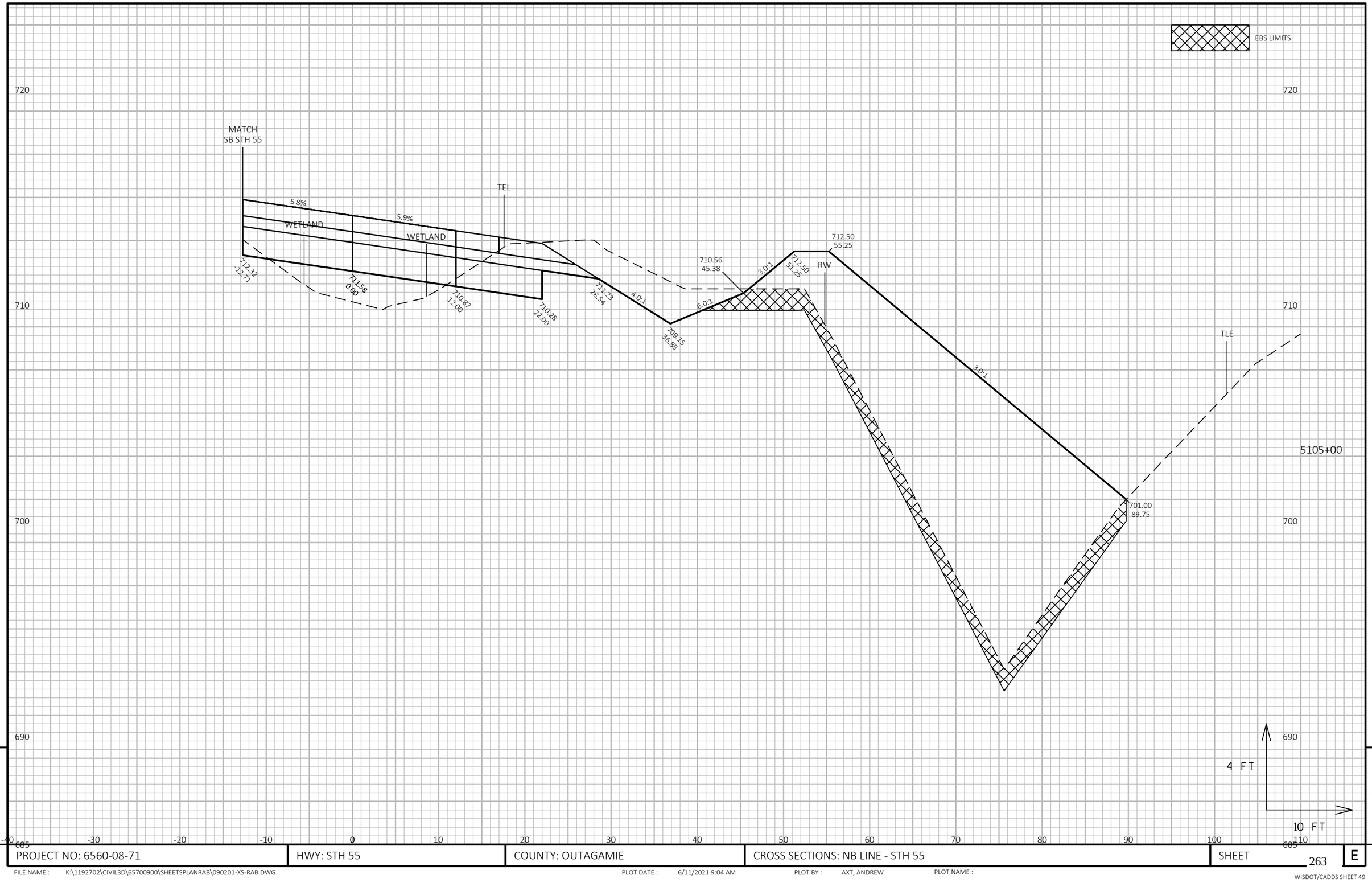
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 262	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 263	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

9

EBS LIMITS

720

710

700

MATCH
SB STH 55

5.8%

5.9%

WETLAND

WETLAND

712.71
9.74

712.15
0.00

711.44
12.00

710.85
22.00

TEL

4.0:1

711.80
28.54

710.99
31.76

4.0:1

6.0%

709.37
12.00

708.99
39.76

4.0:1

712.63
51.89

712.63
55.89

4.0:1

RW

703.14
84.37

TLE

5105+50

4 FT

10 FT

-40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110

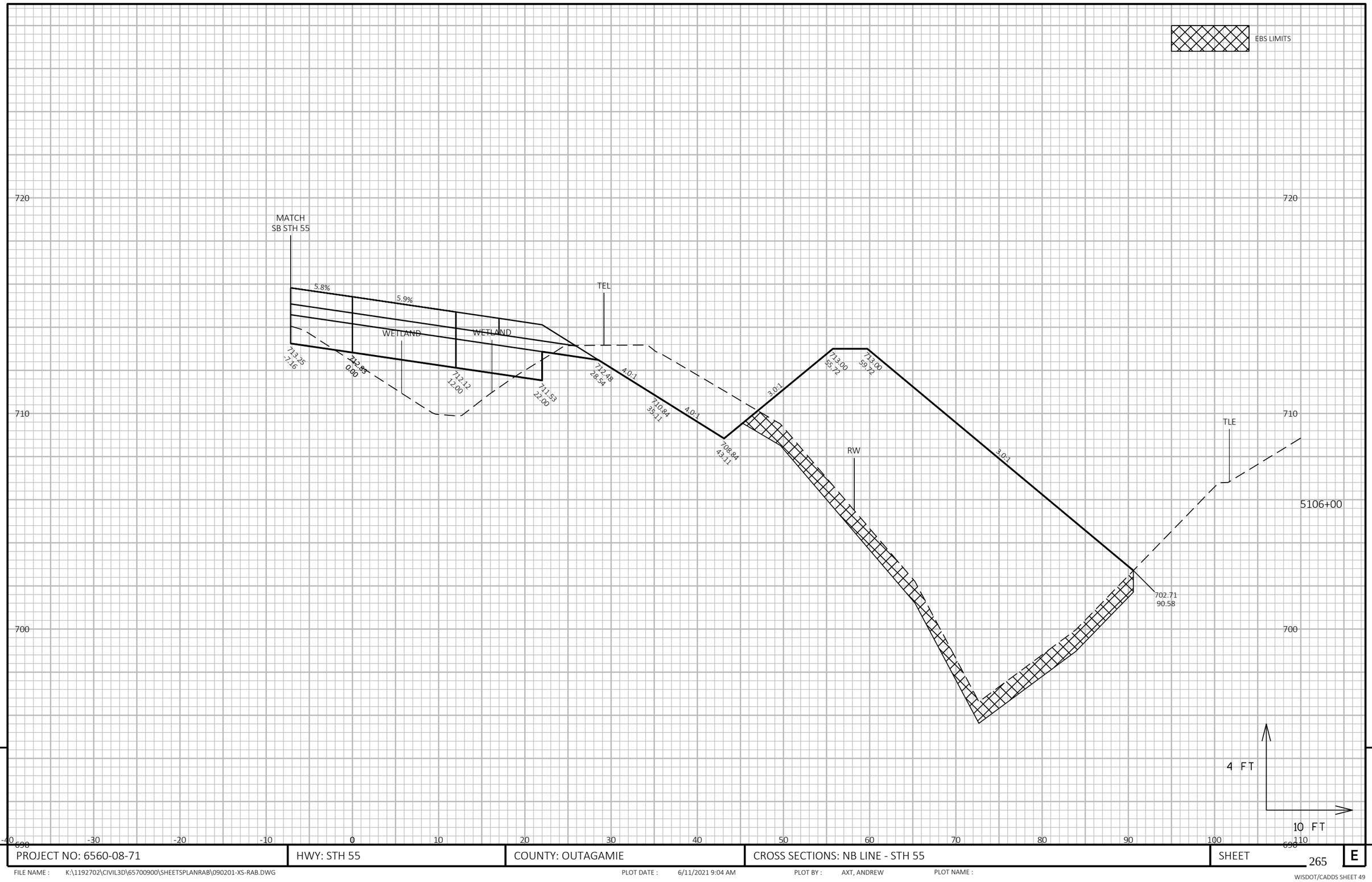
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9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 264	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 265	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

EBS LIMITS

720

720

MATCH
SB STH 55

5.8%

5.9%

TEL

WETLAND

WETLAND

713.73
4.97

713.44
0.00

712.73
12.00

712.44
22.00

713.09
28.54

4.0:1

710.69
38.15

4.0:1

708.69
46.15

3.0:1

713.00
59.23

713.00
63.23

3.0:1

5106+50

710

710

RW

706.16
83.74

4 FT

10 FT

-60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90

700

700

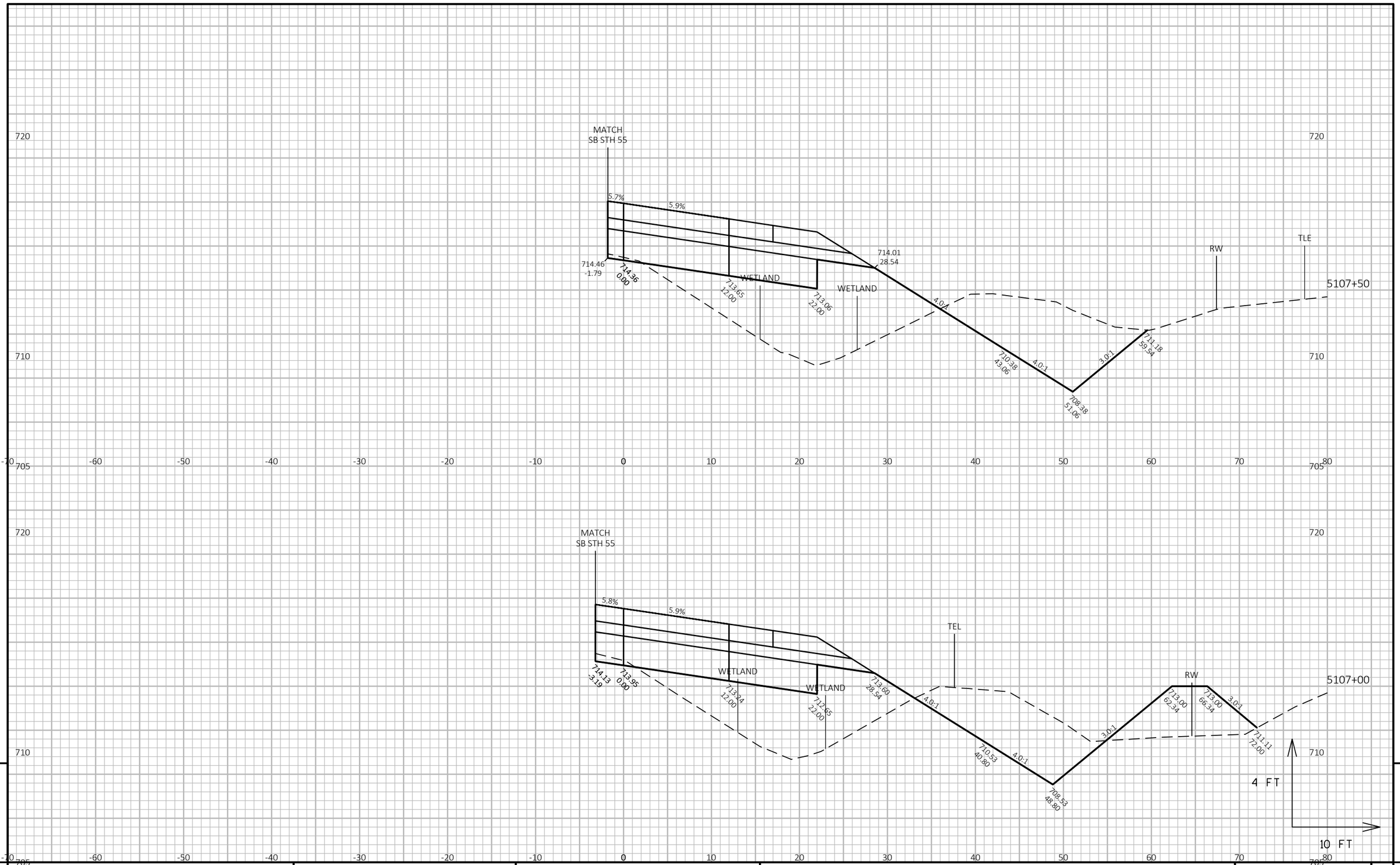
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 266	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



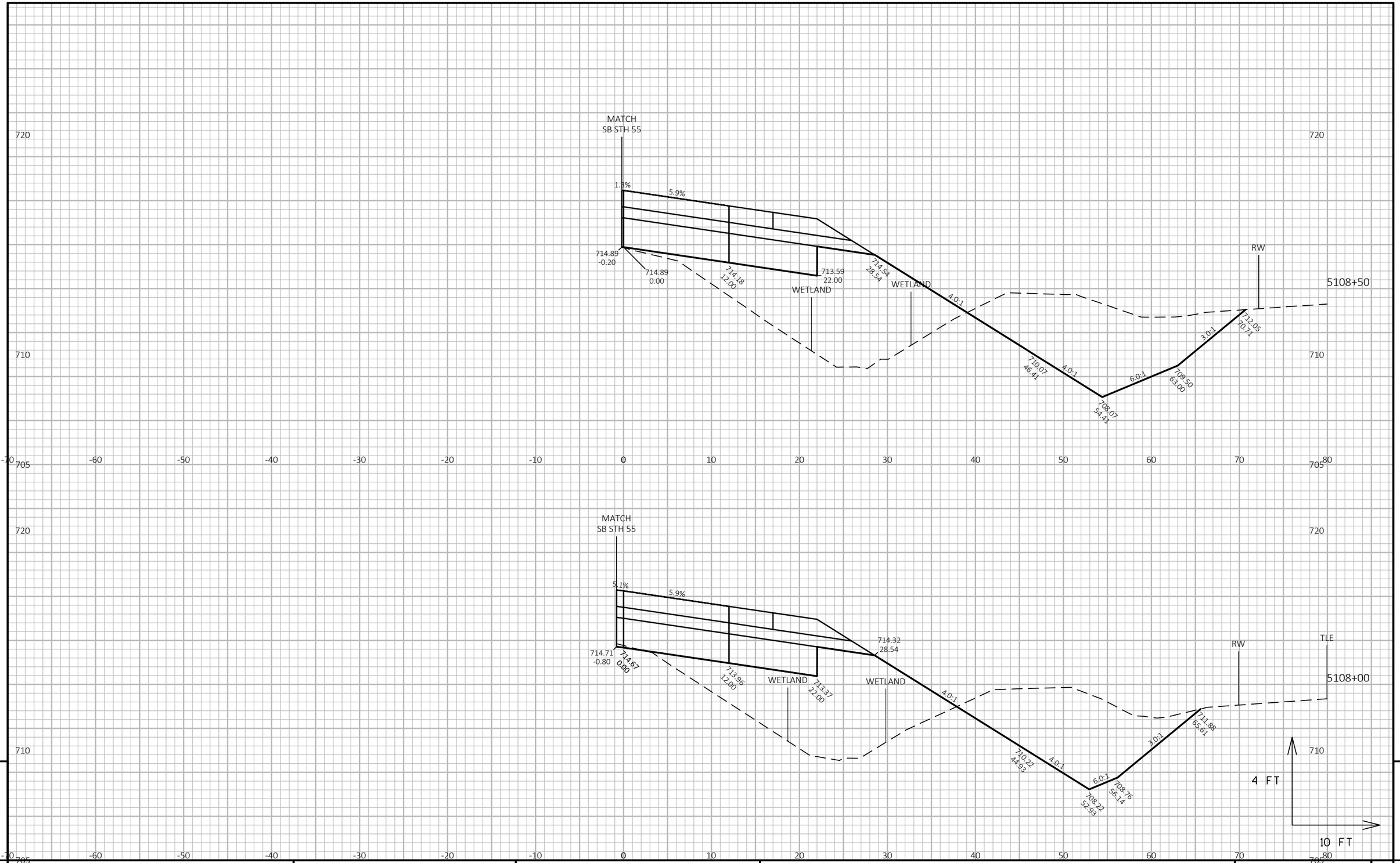
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 267	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

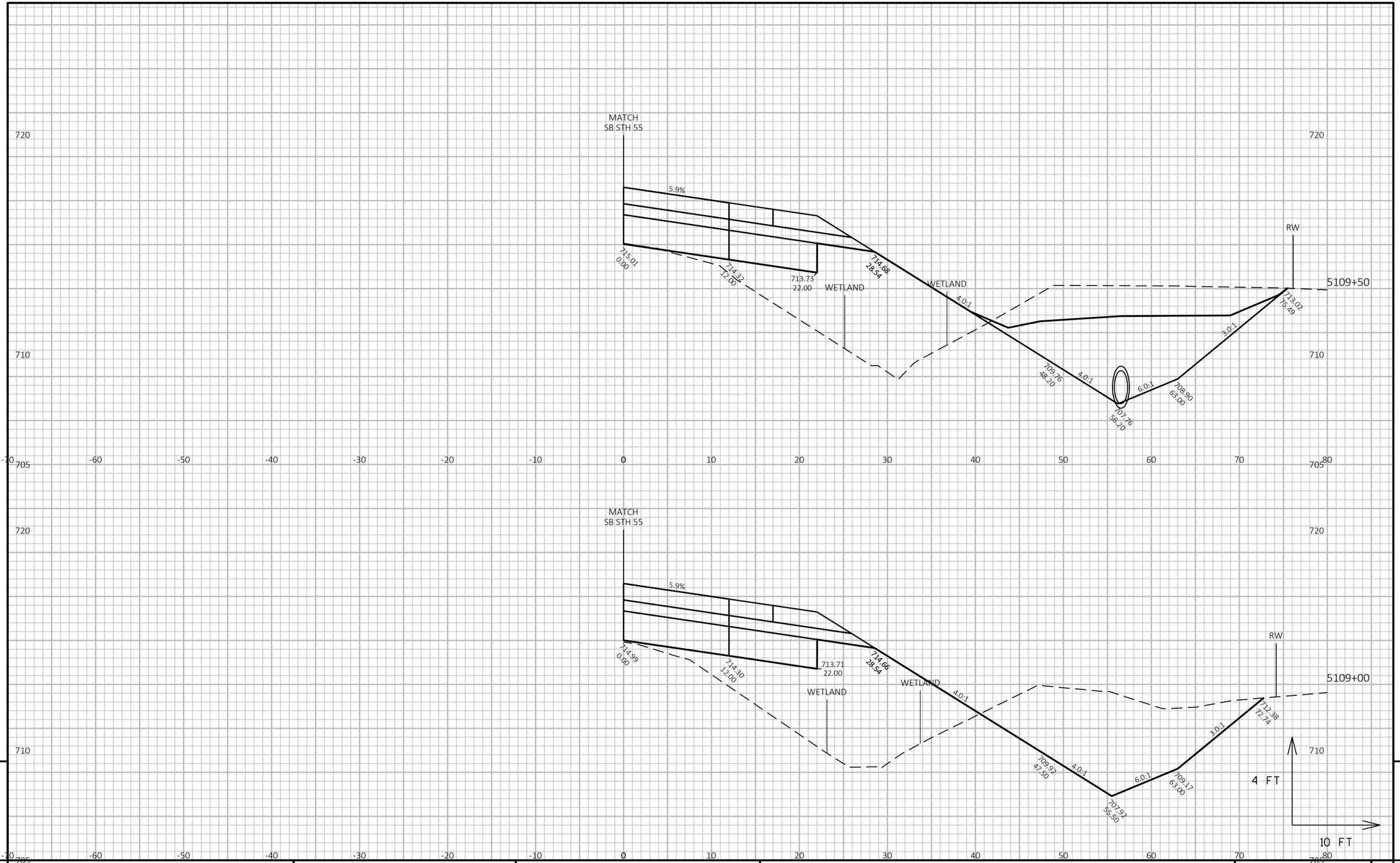
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 268	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

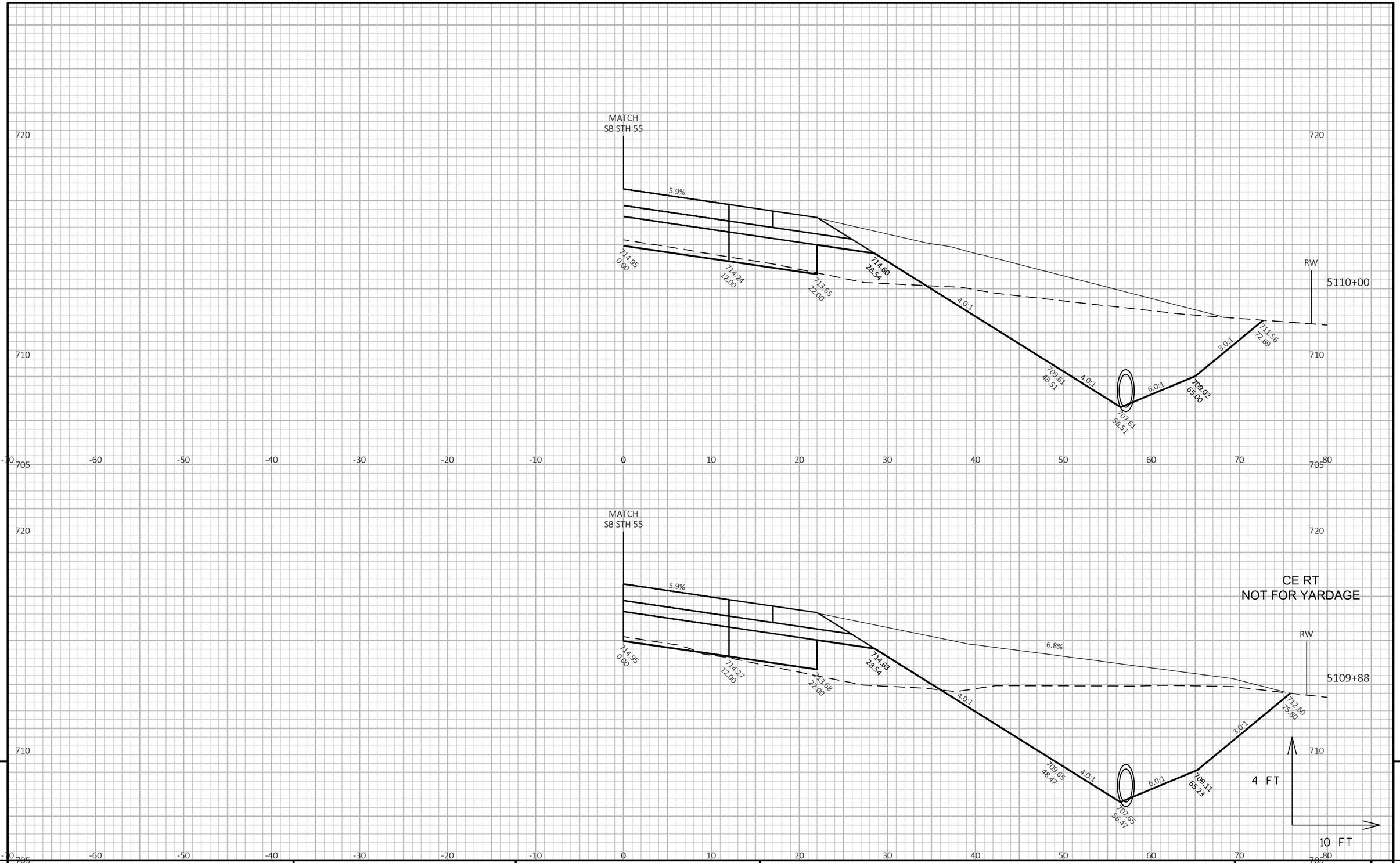
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 269	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

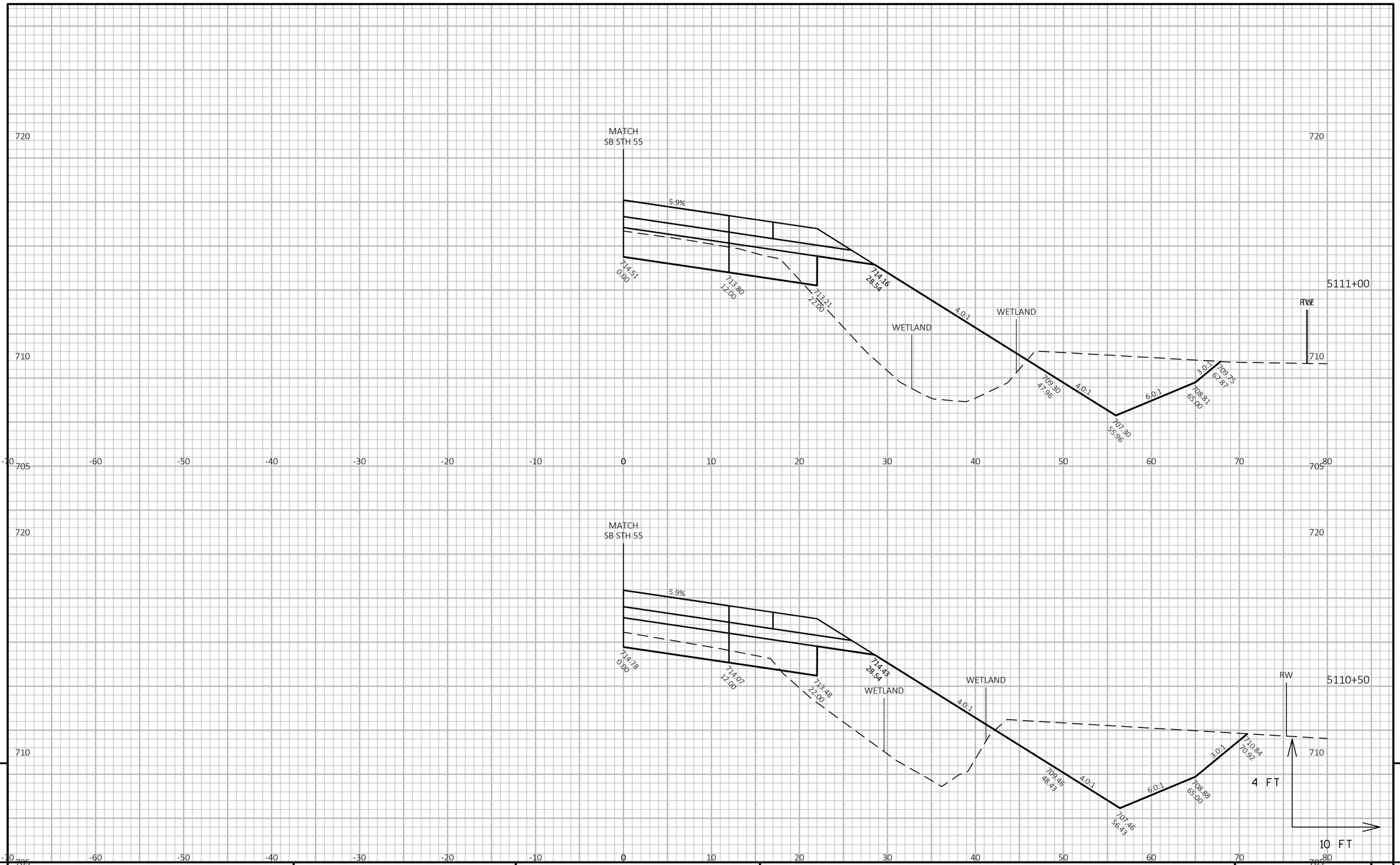
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 270	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

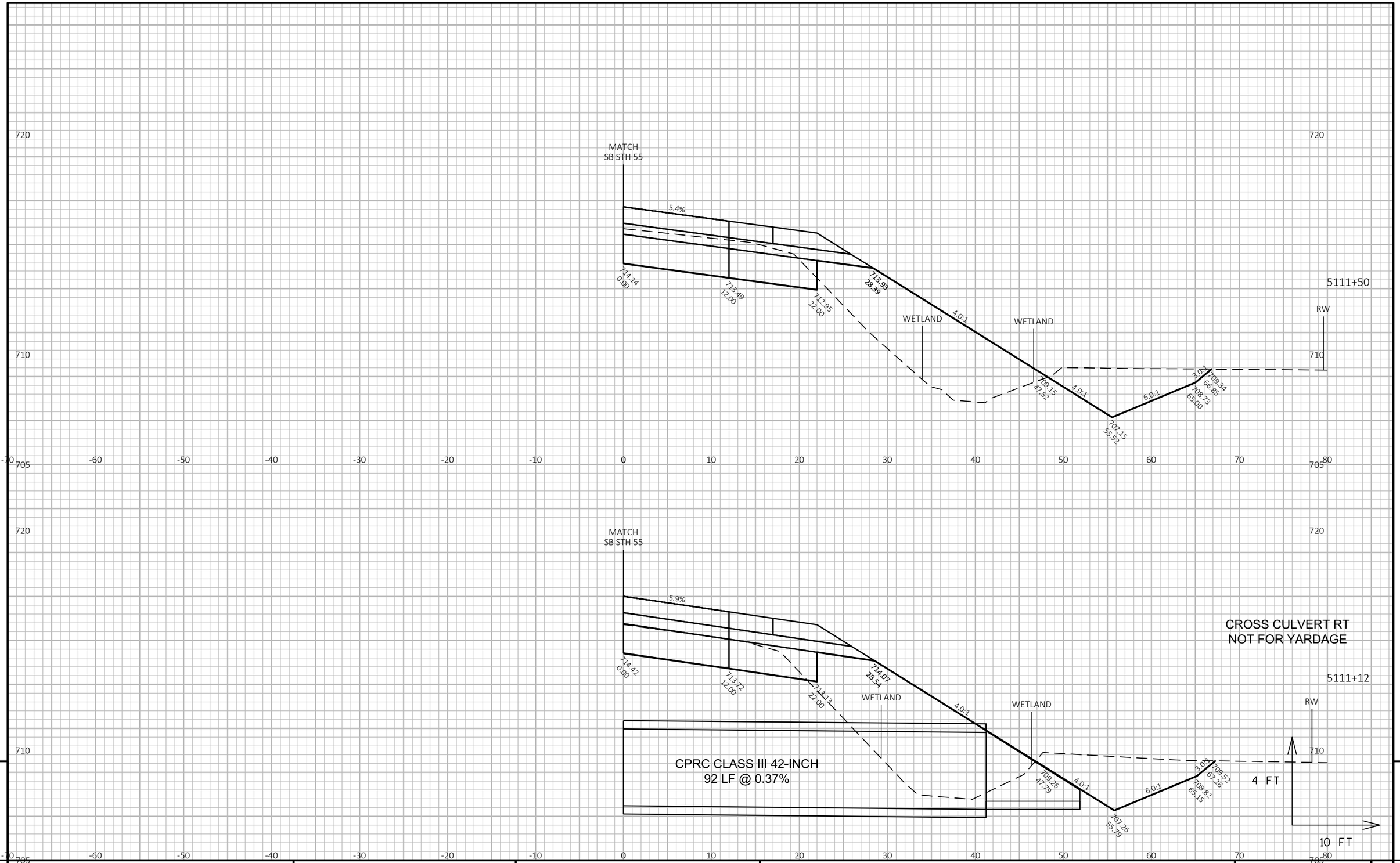
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 271	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

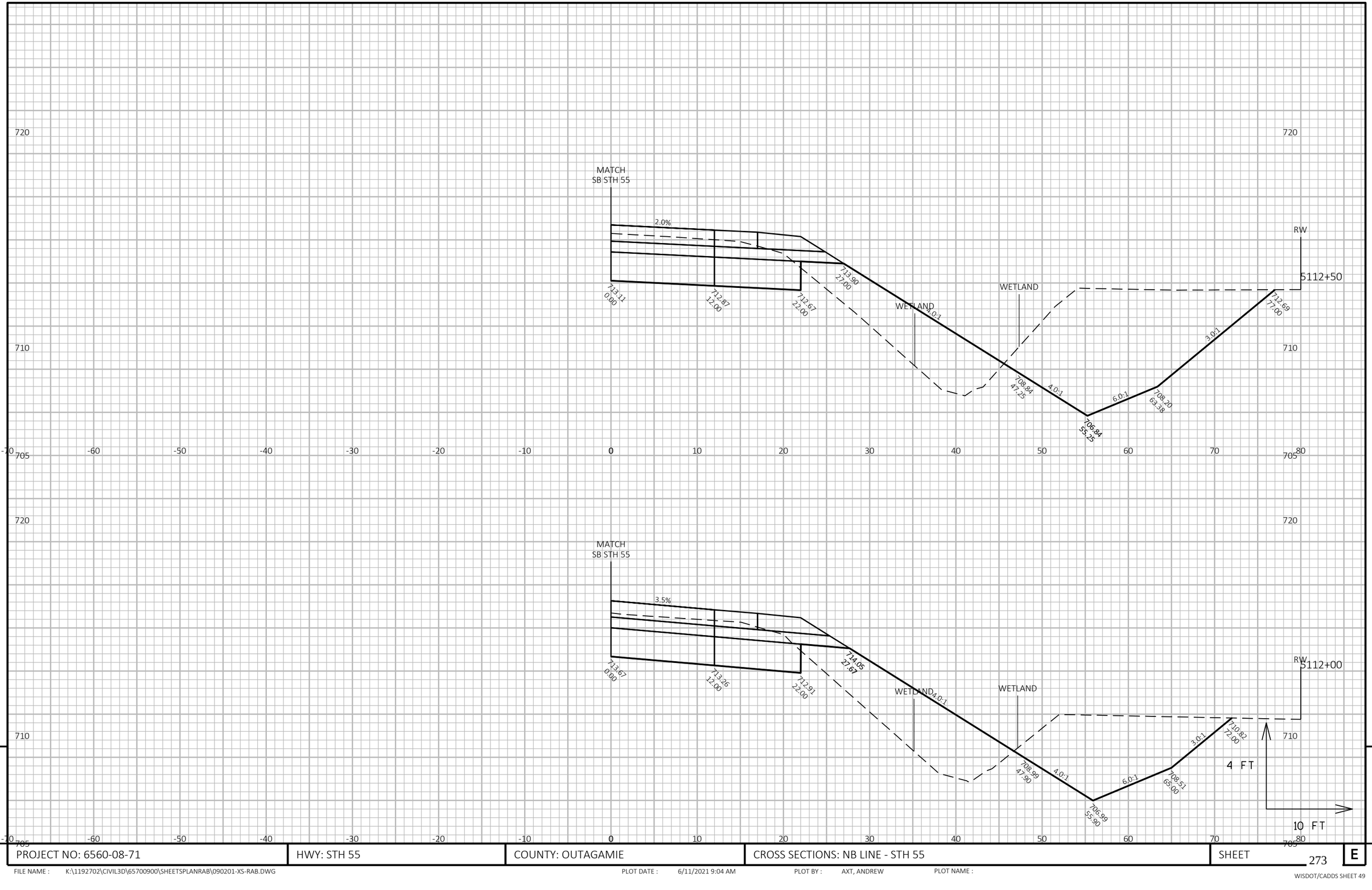
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 272	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

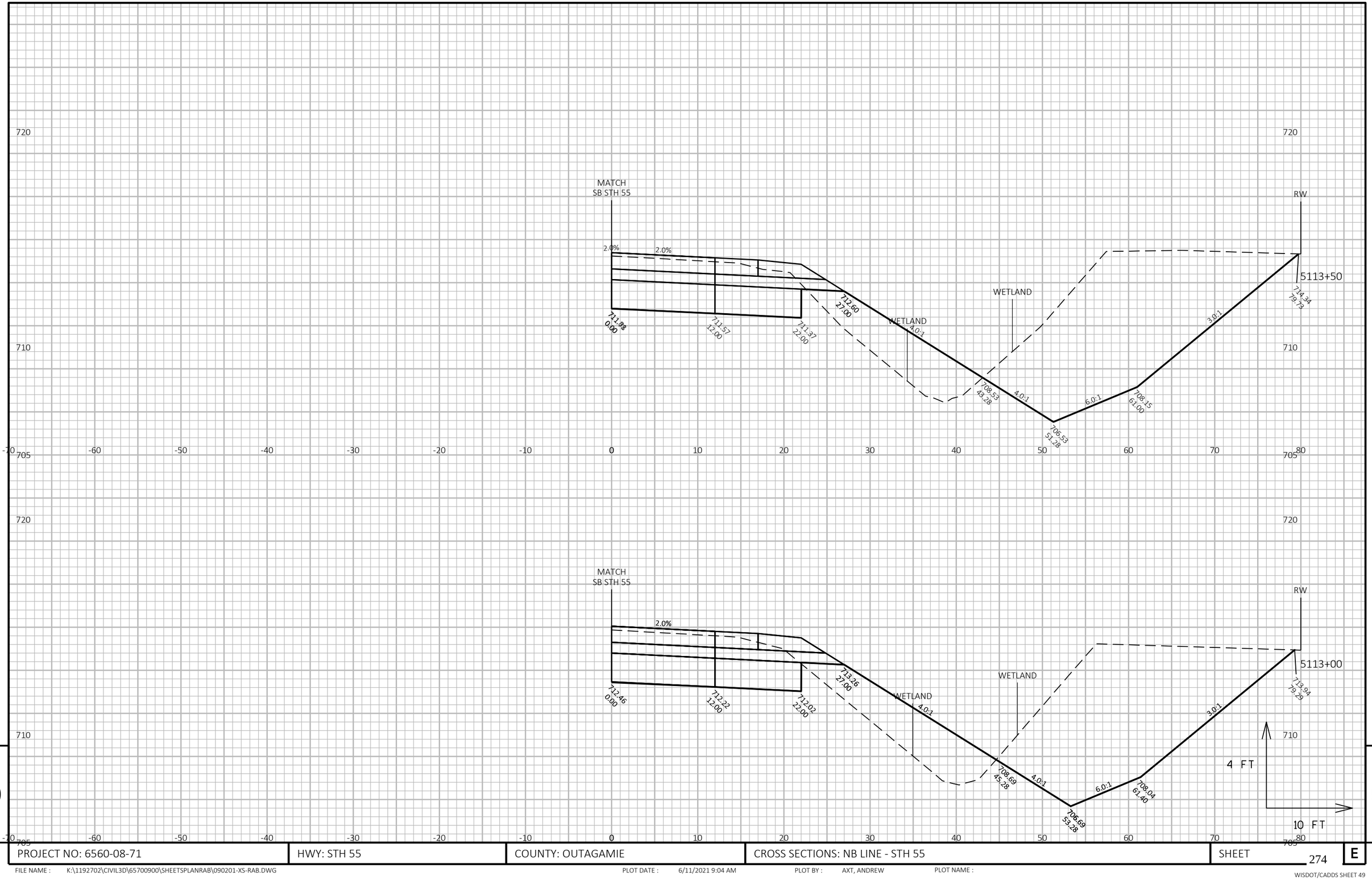
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 273	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



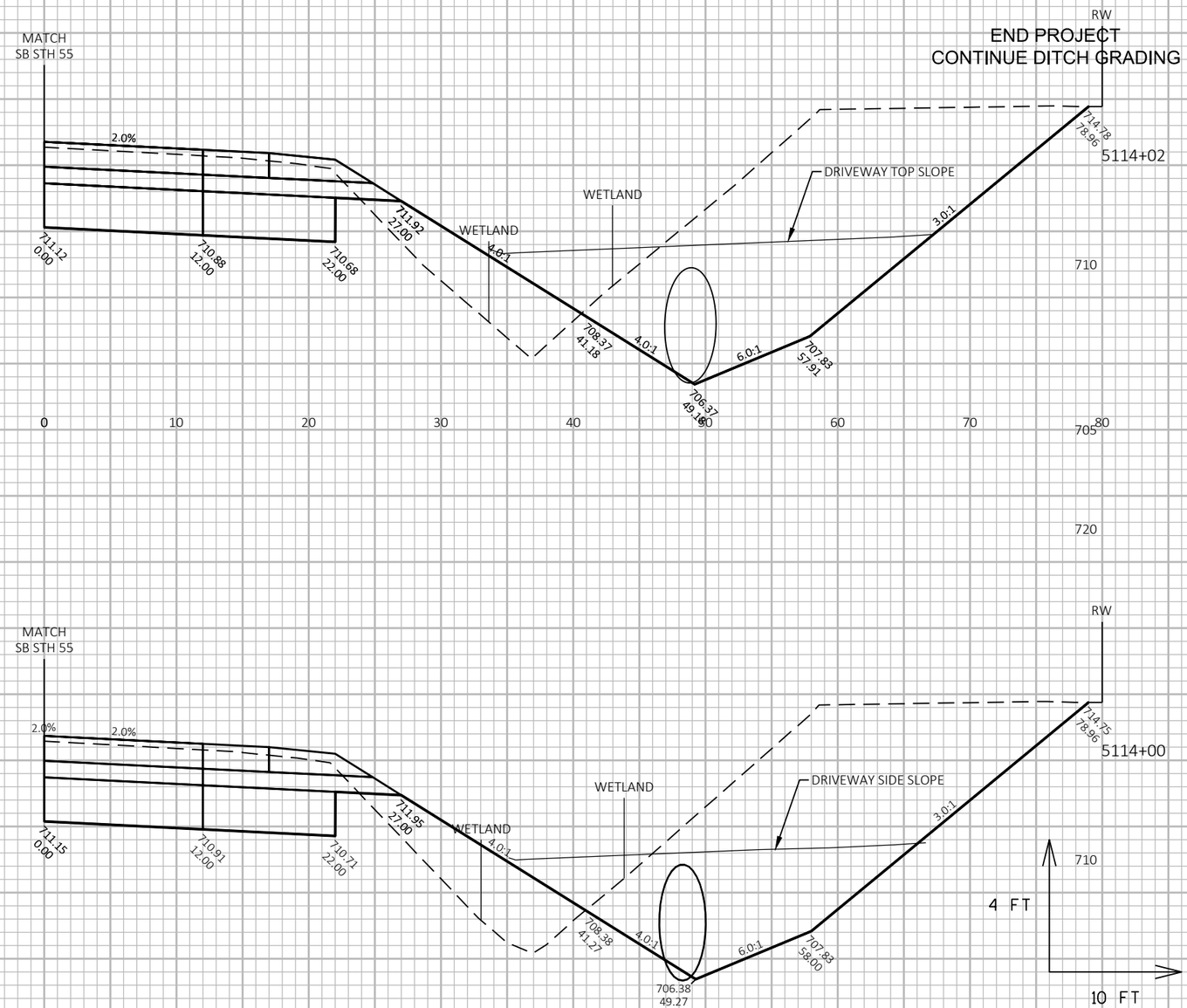
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 274	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

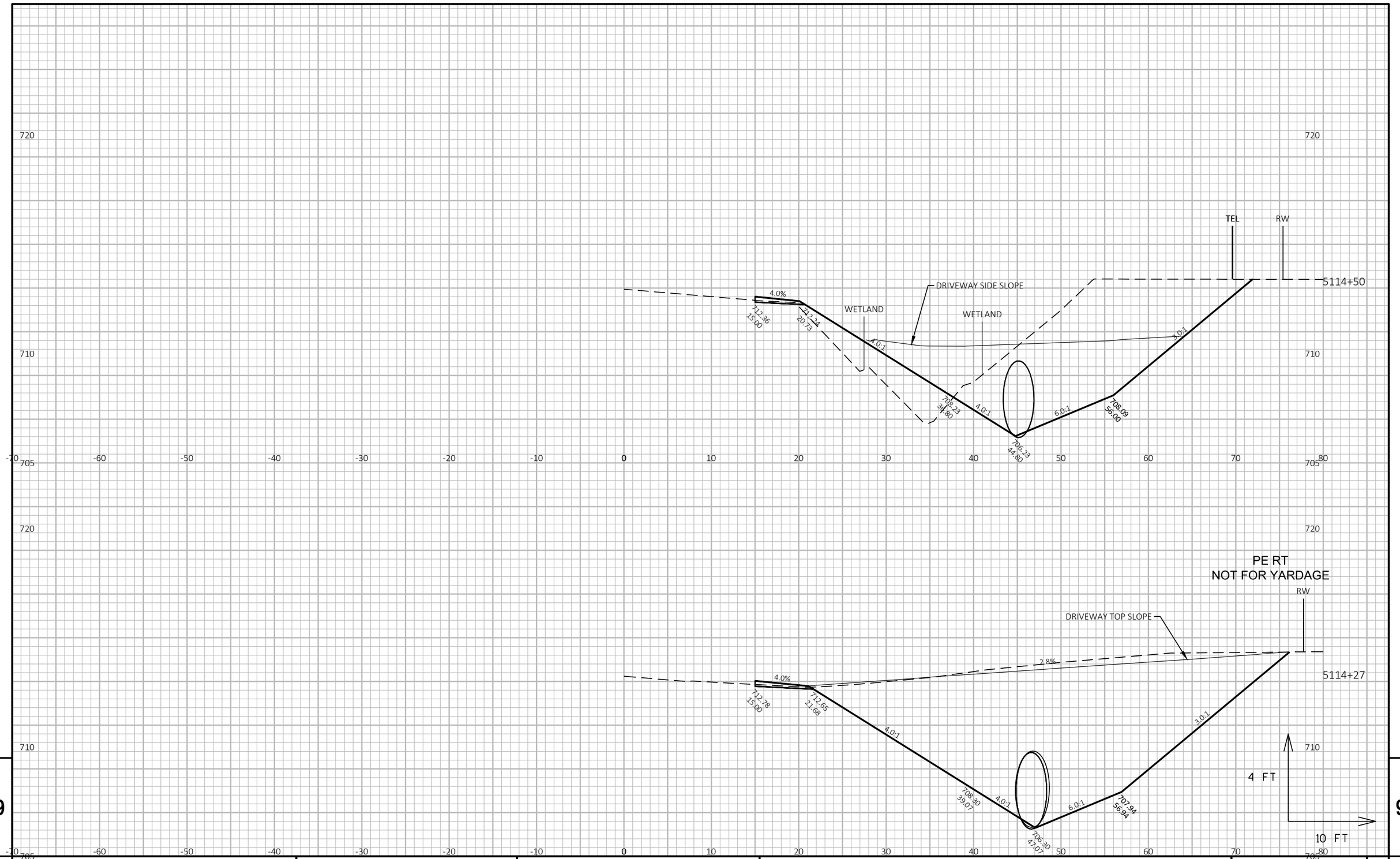
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 275	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



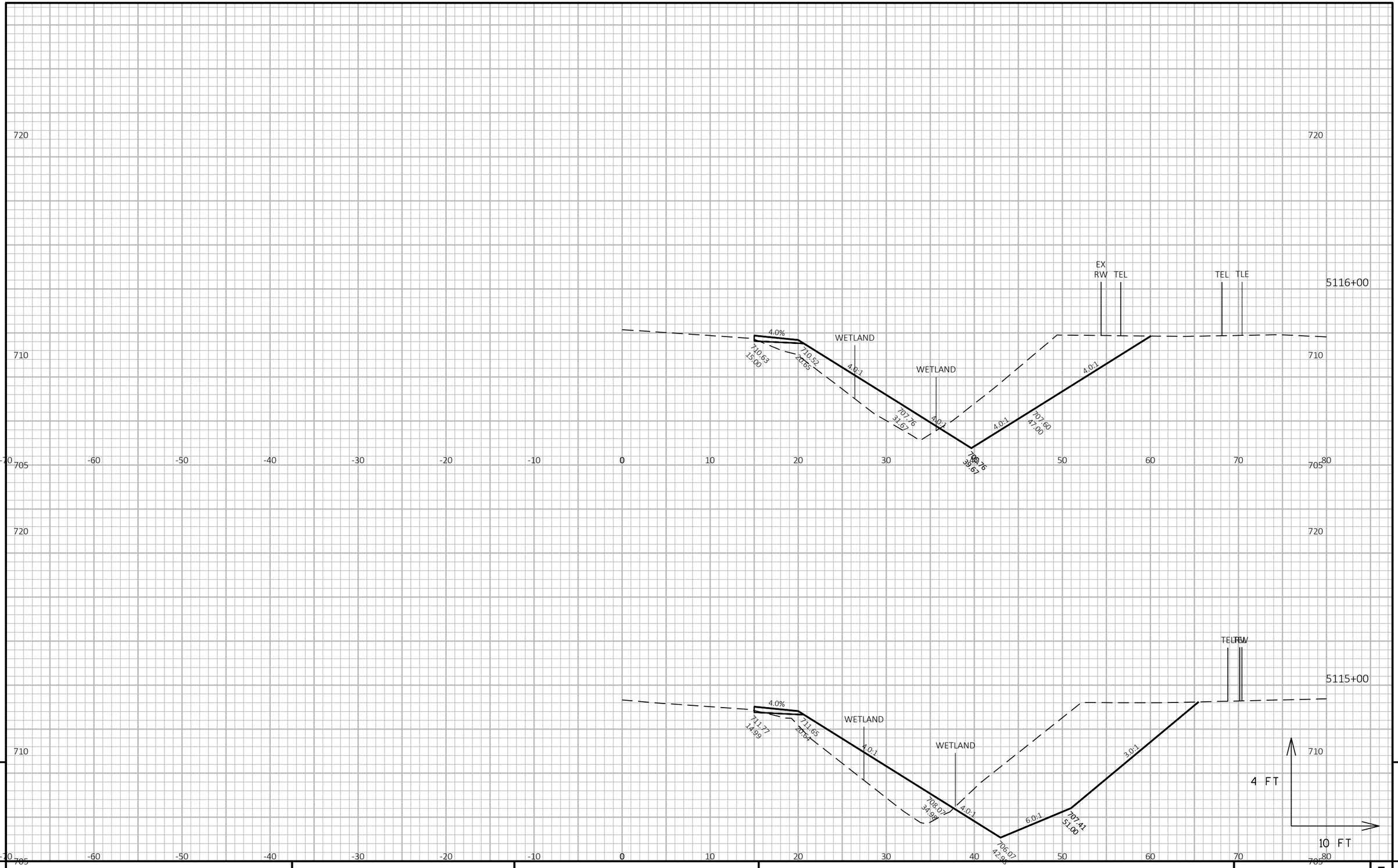
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 276	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



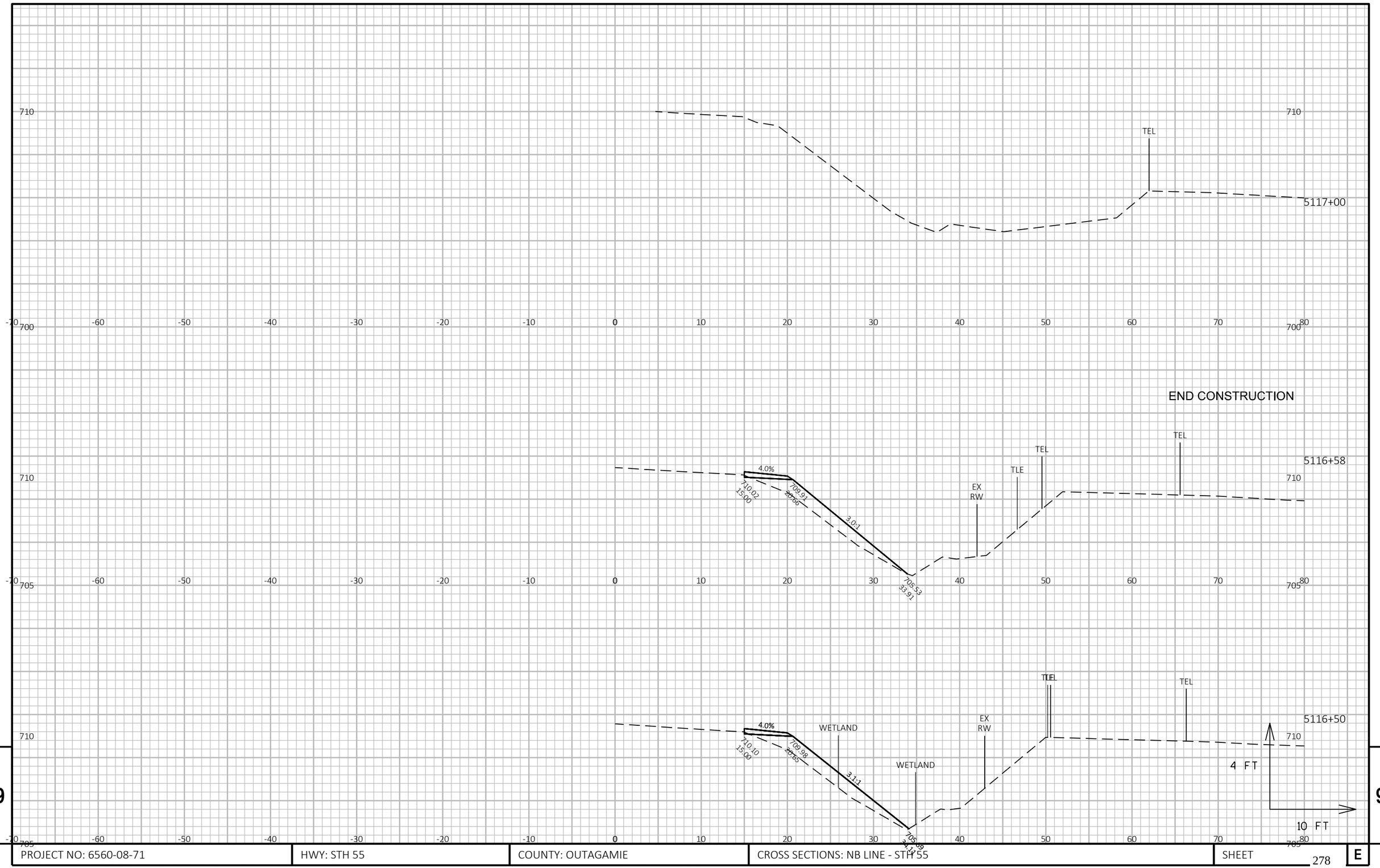
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 277	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



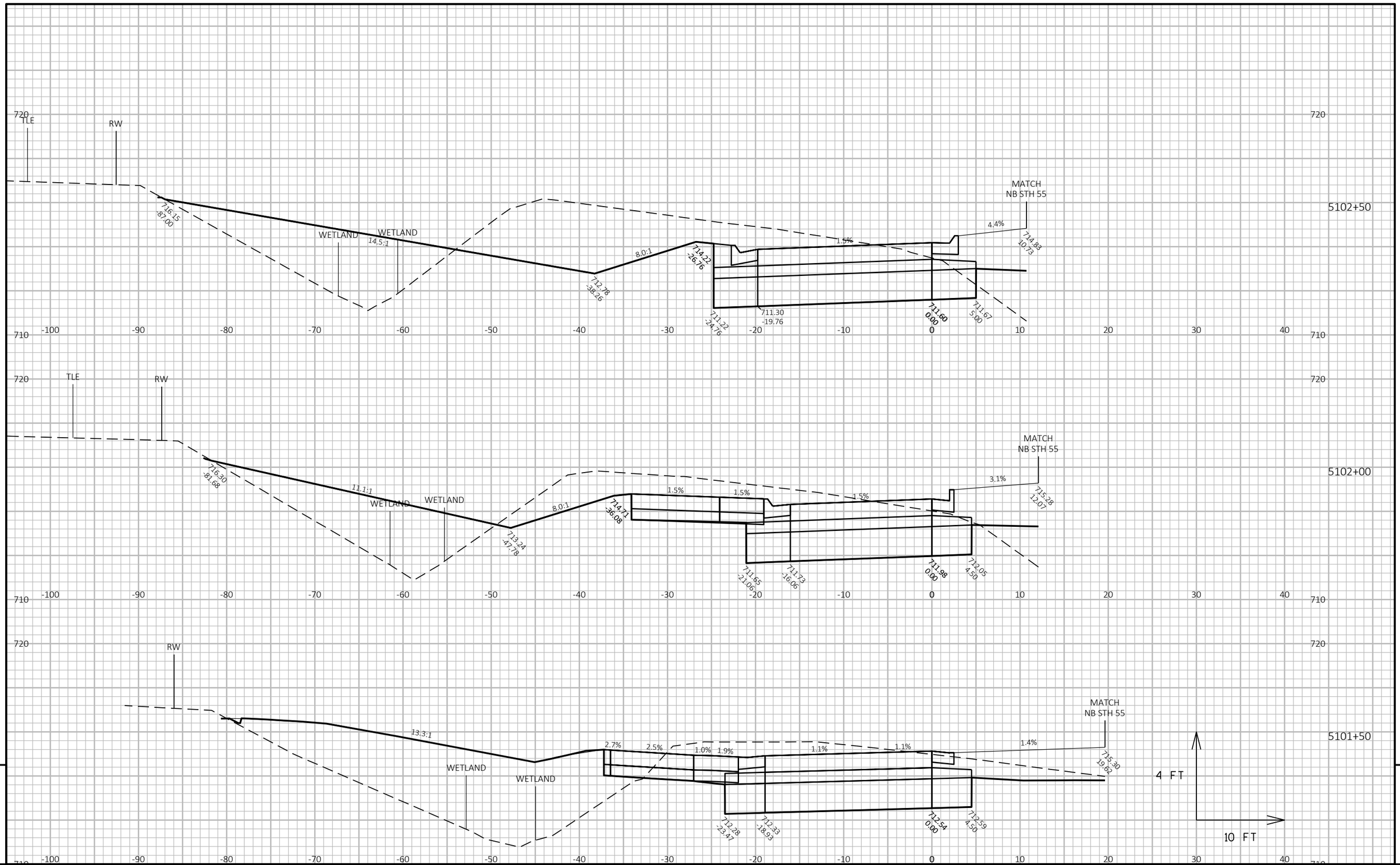
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: NB LINE - STH 55	SHEET 278	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



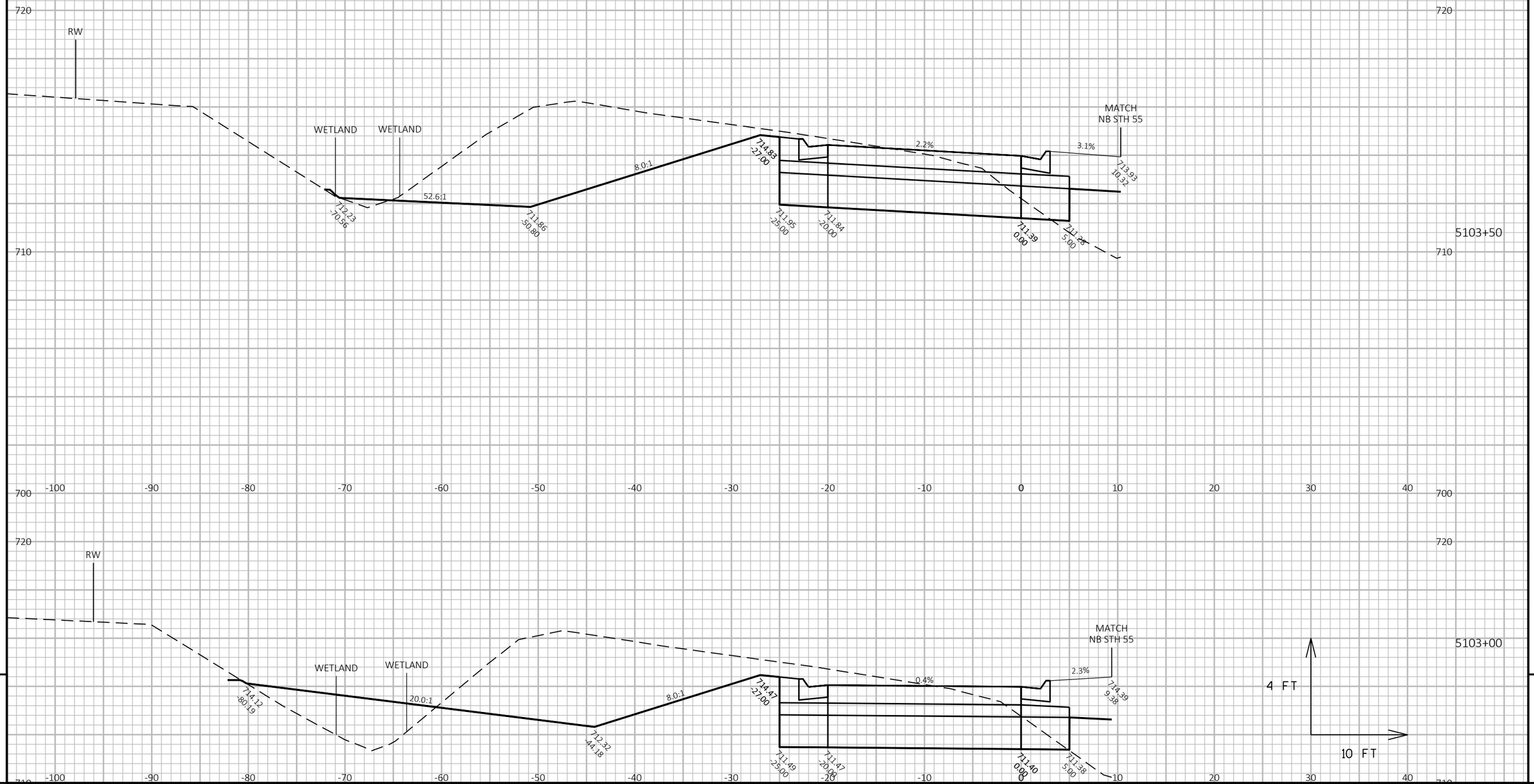
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 279	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



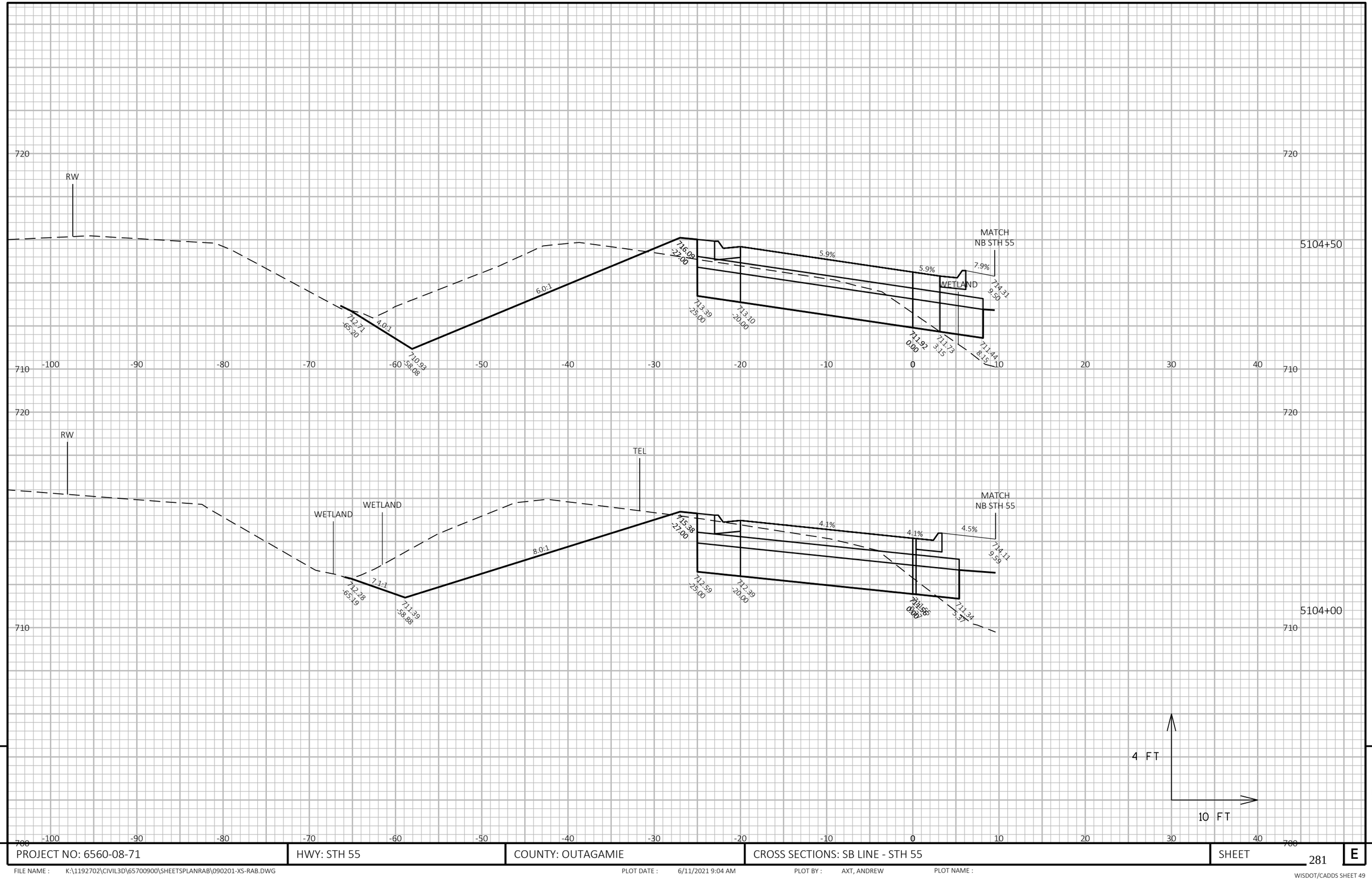
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 280	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

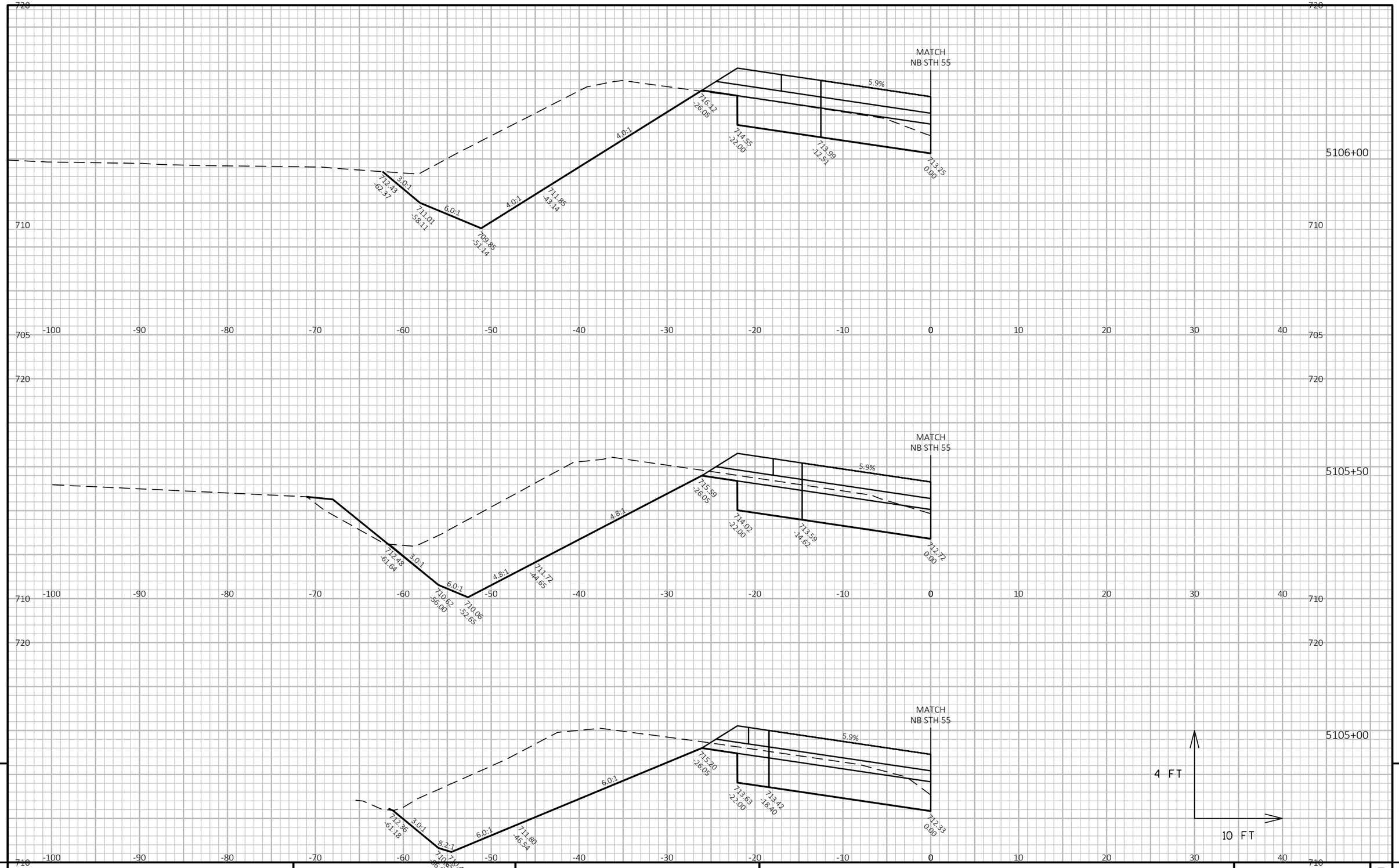
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 281	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

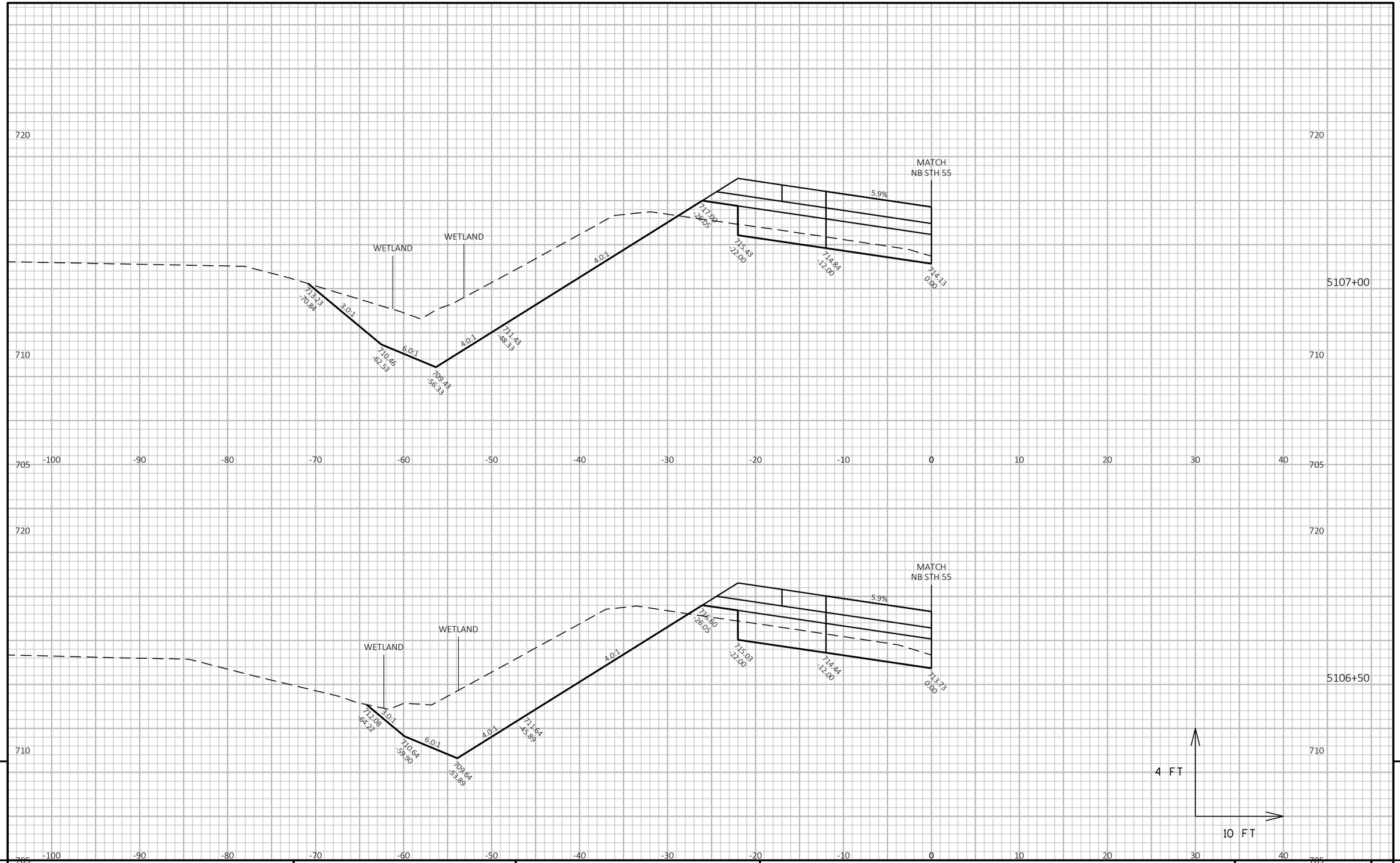
WISDOT/CADDS SHEET 49



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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 282	E



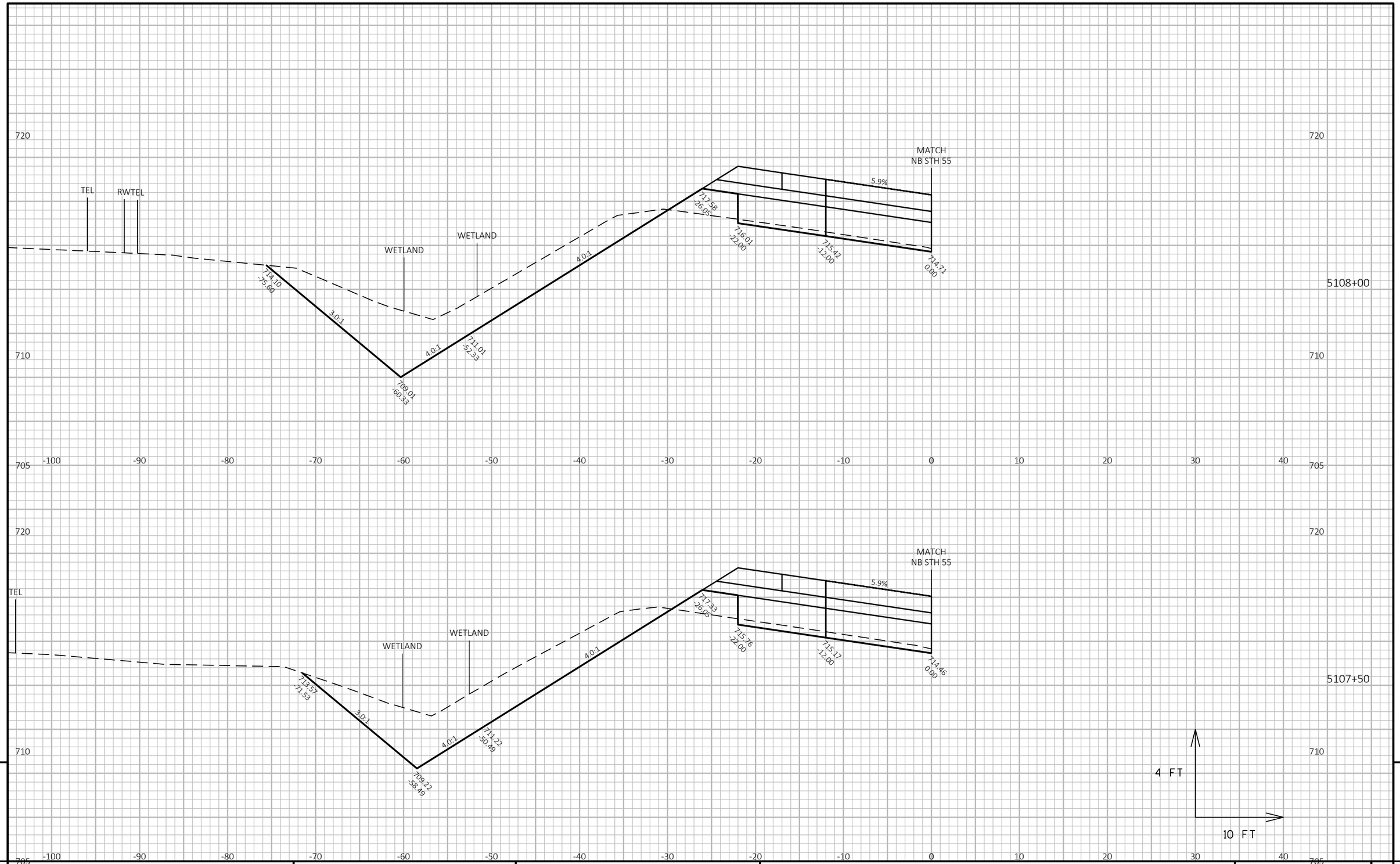
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 283	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



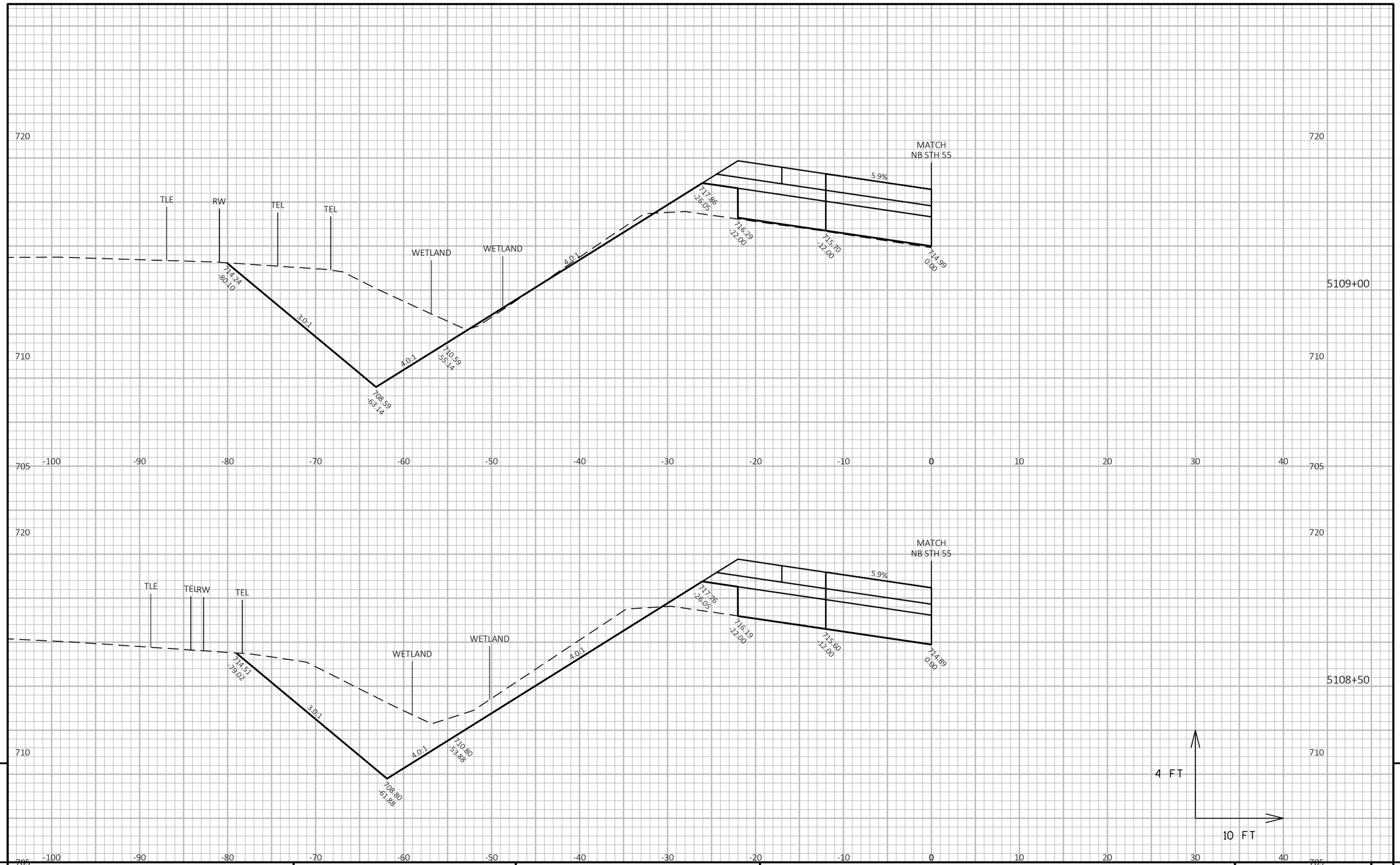
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 284	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

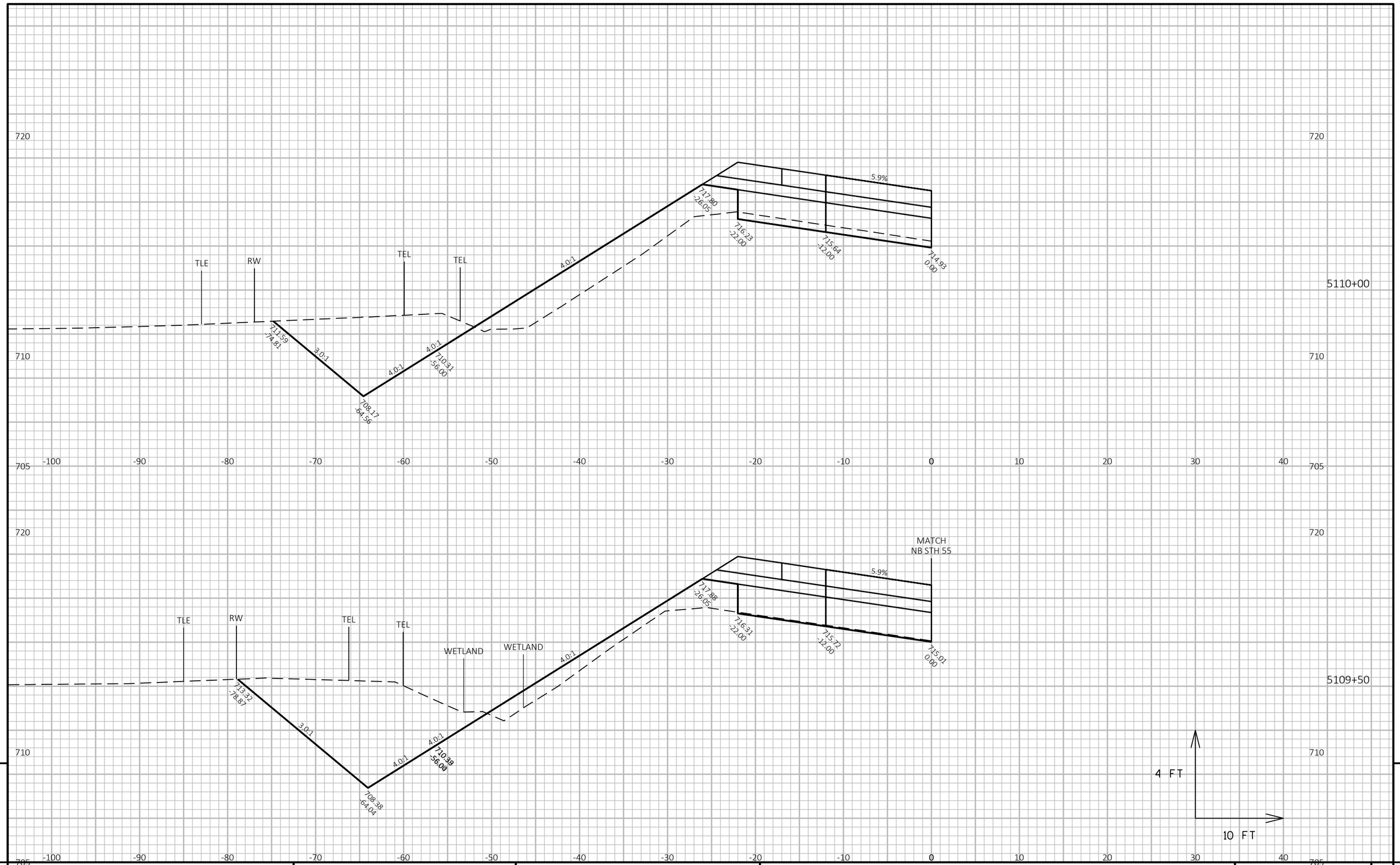
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 285	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



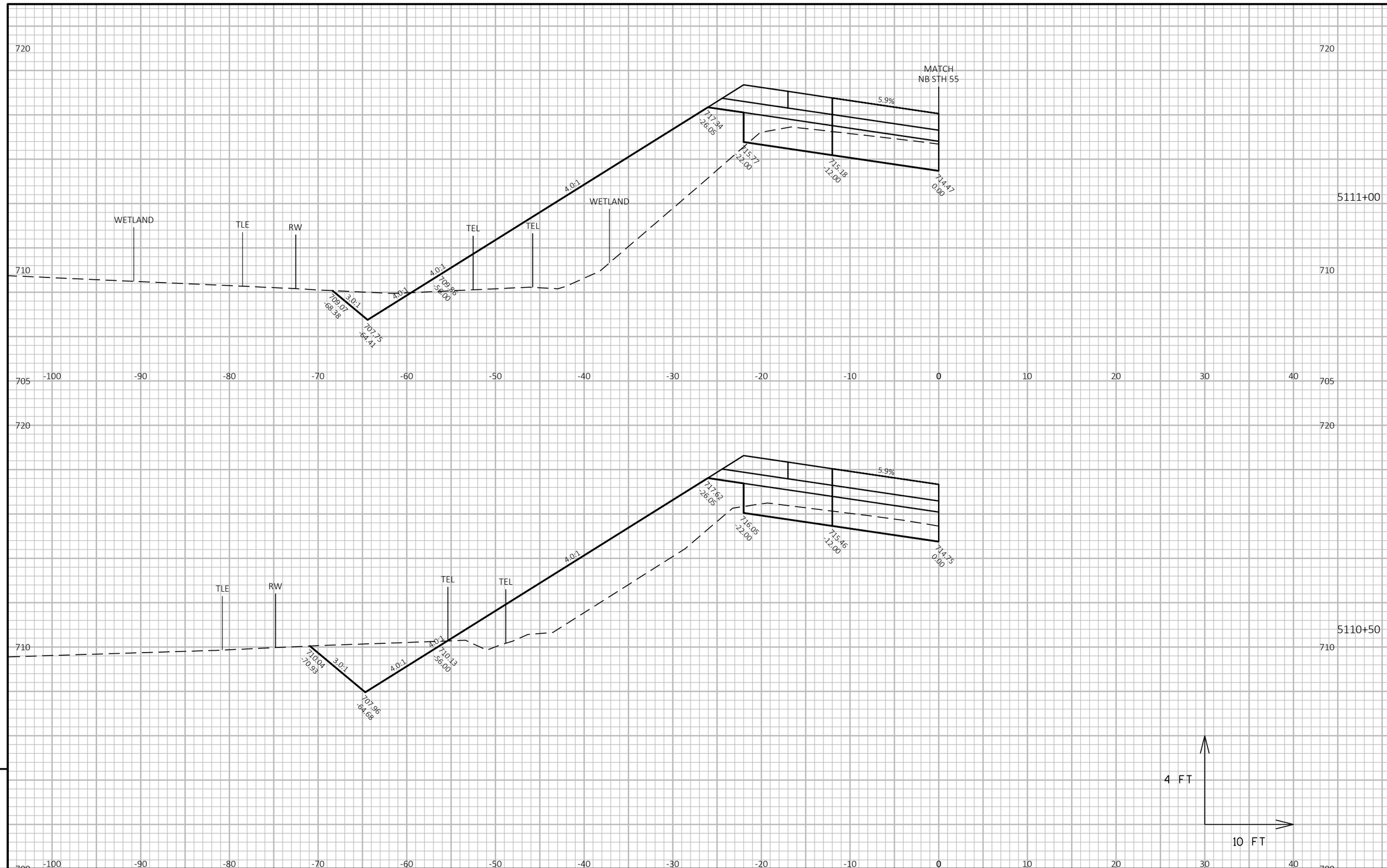
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 286	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



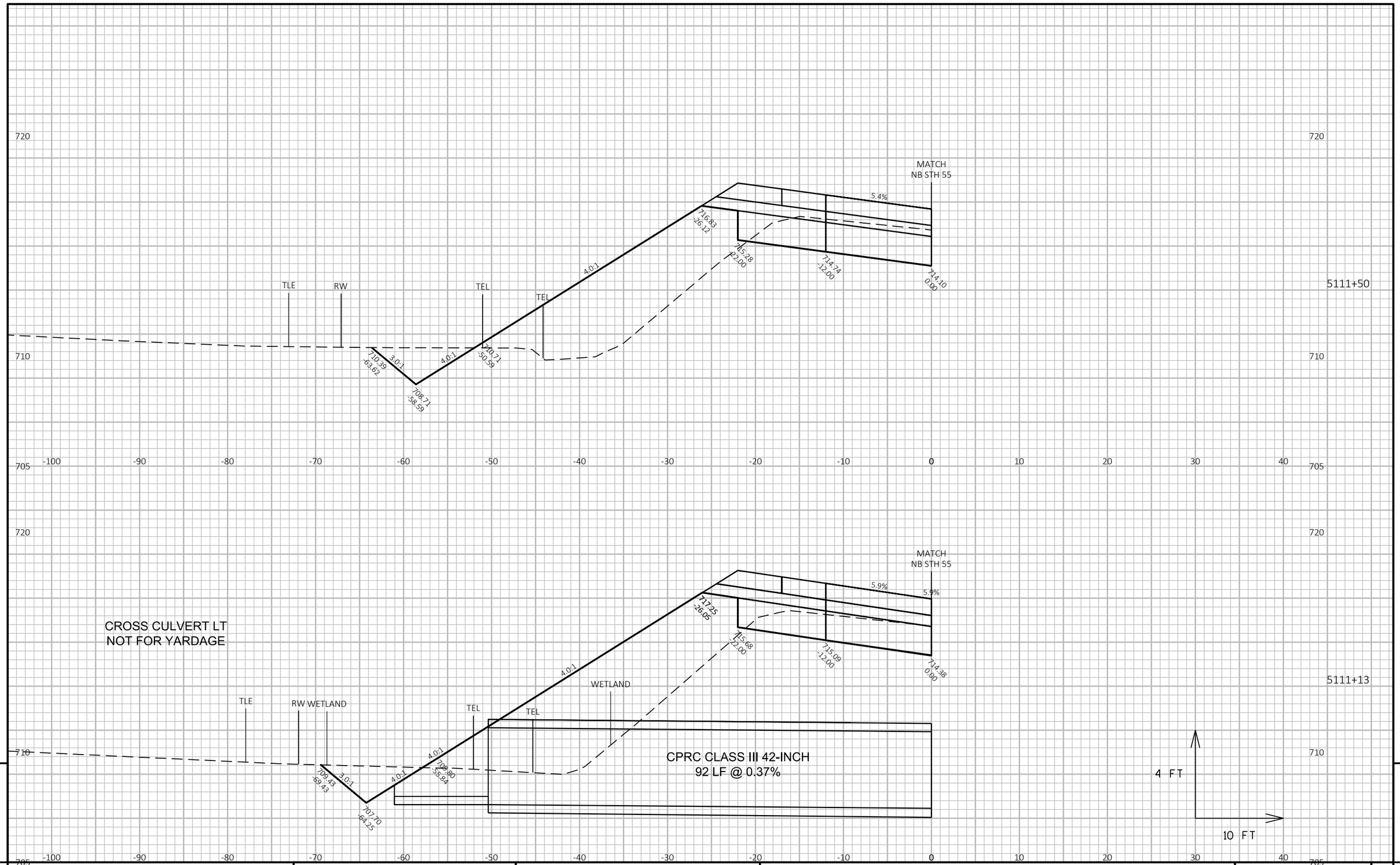
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 287	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



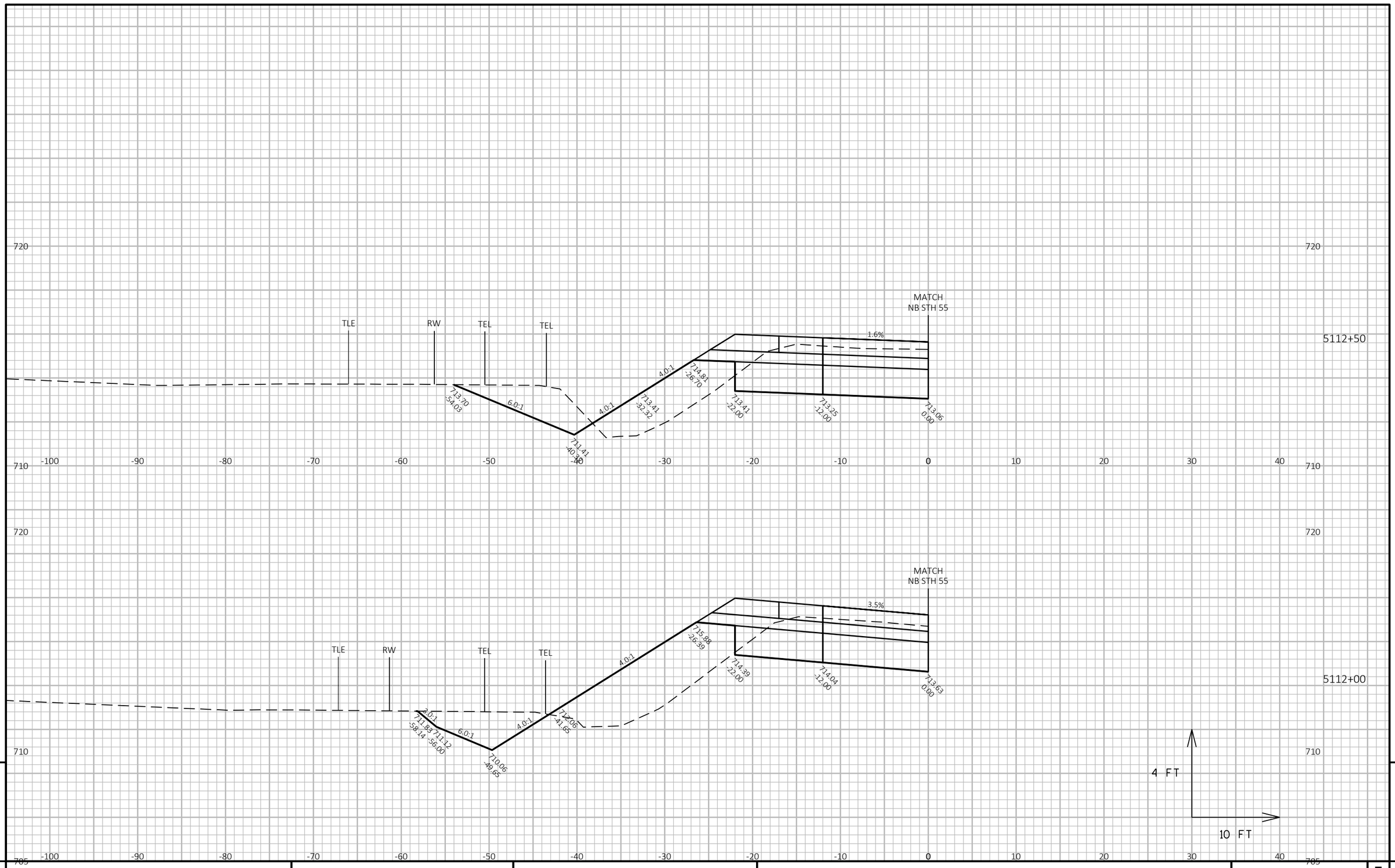
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 288	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

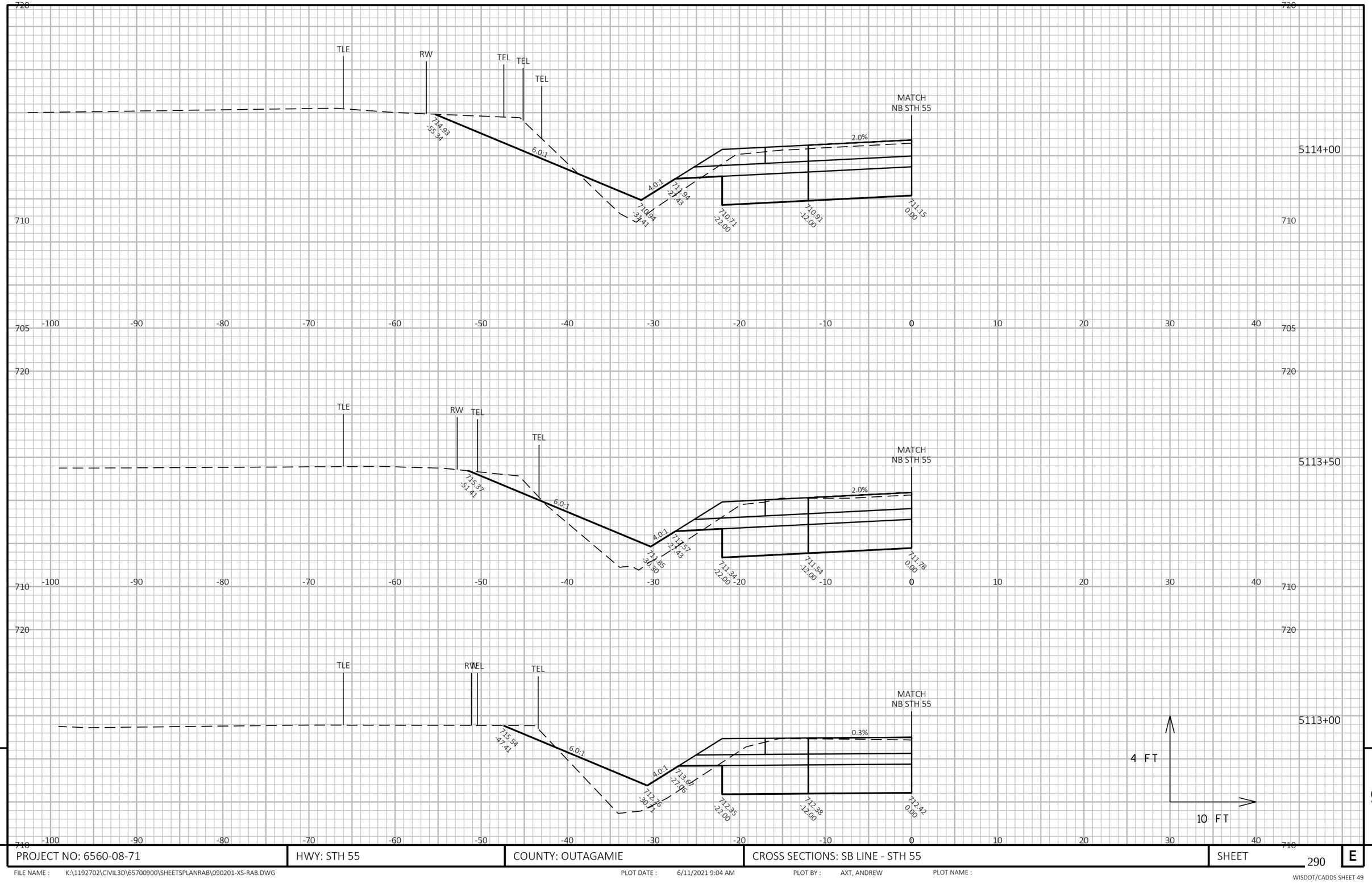
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 289 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 290	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

PE LT
NOT FOR YARDAGE

TLE
RW
TEL
TEL
0.9%
4.1%
712.75
-41.05
712.59
-23.00
712.97
-13.74
710.40
-31.84
5114+24

END CONSTRUCTION

TLE
RW
TEL
TEL
TEL
715.00
-56.00
6.0:1
4.0:1
711.91
-31.43
710.91
-31.45
710.69
-22.00
710.89
-12.00
MATCH
NB STH 55
2.0%
711.13
0.00
5114+02

4 FT
10 FT

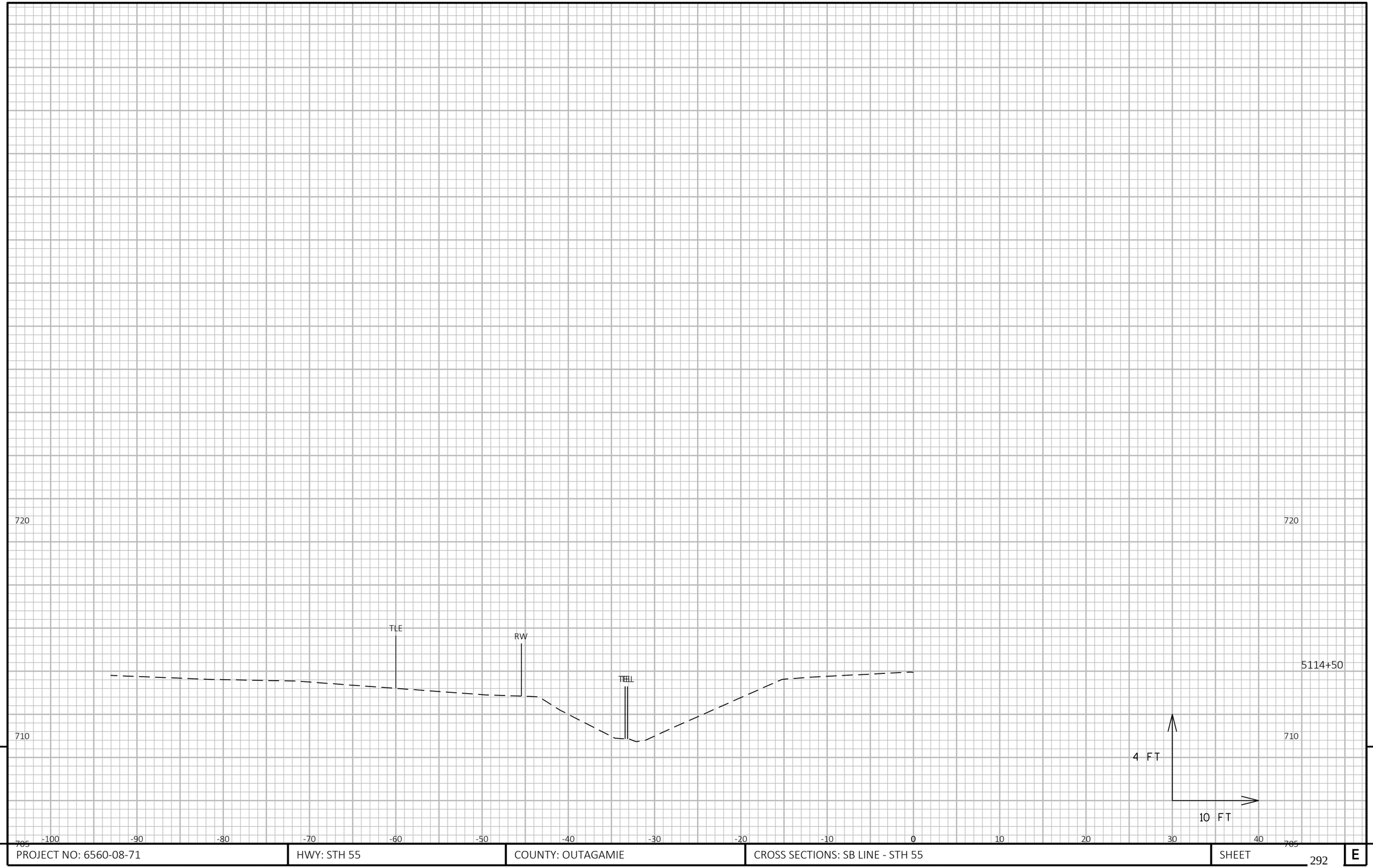
720
710
705
-100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40

9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 291	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



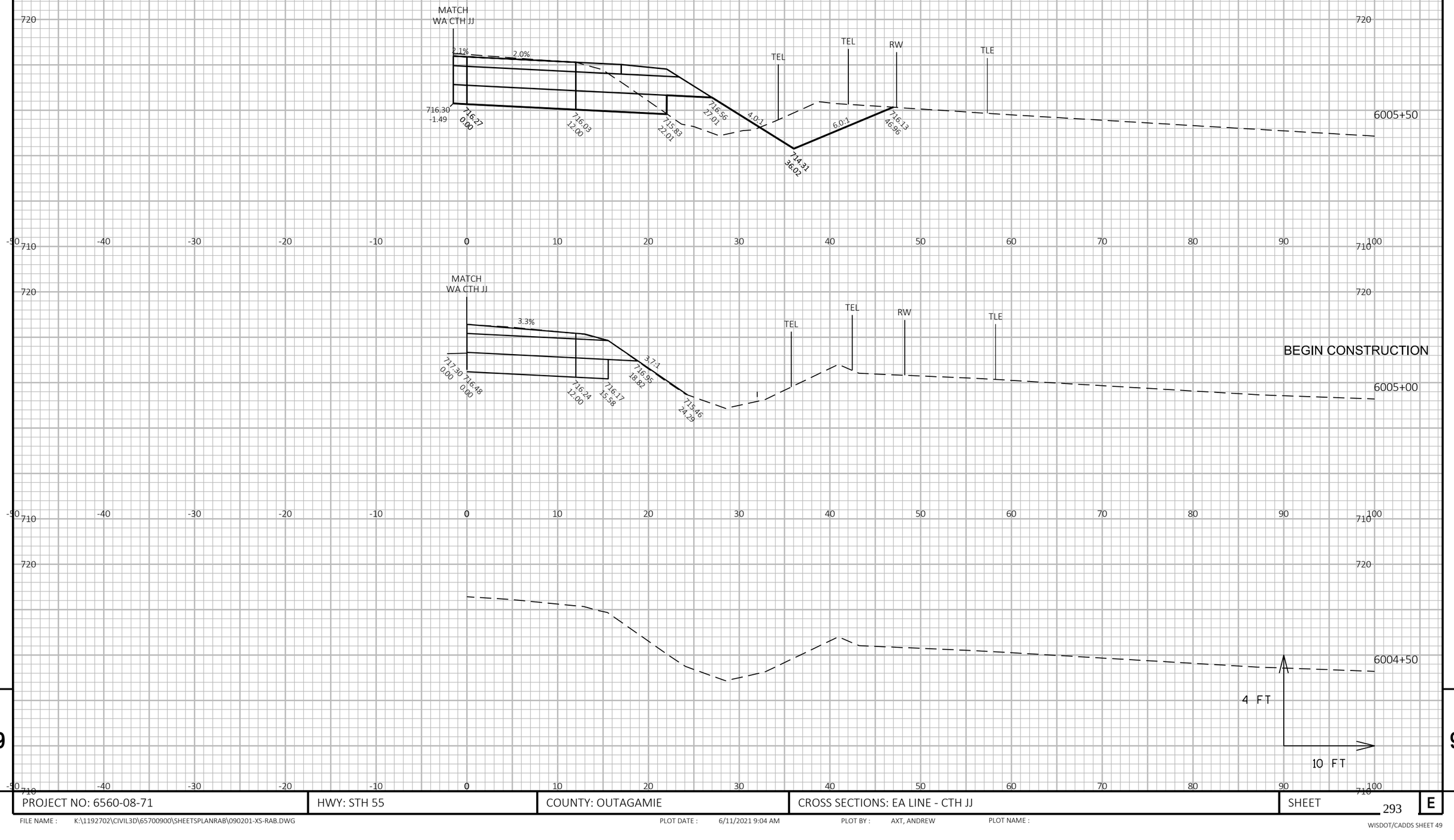
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: SB LINE - STH 55	SHEET 292	E

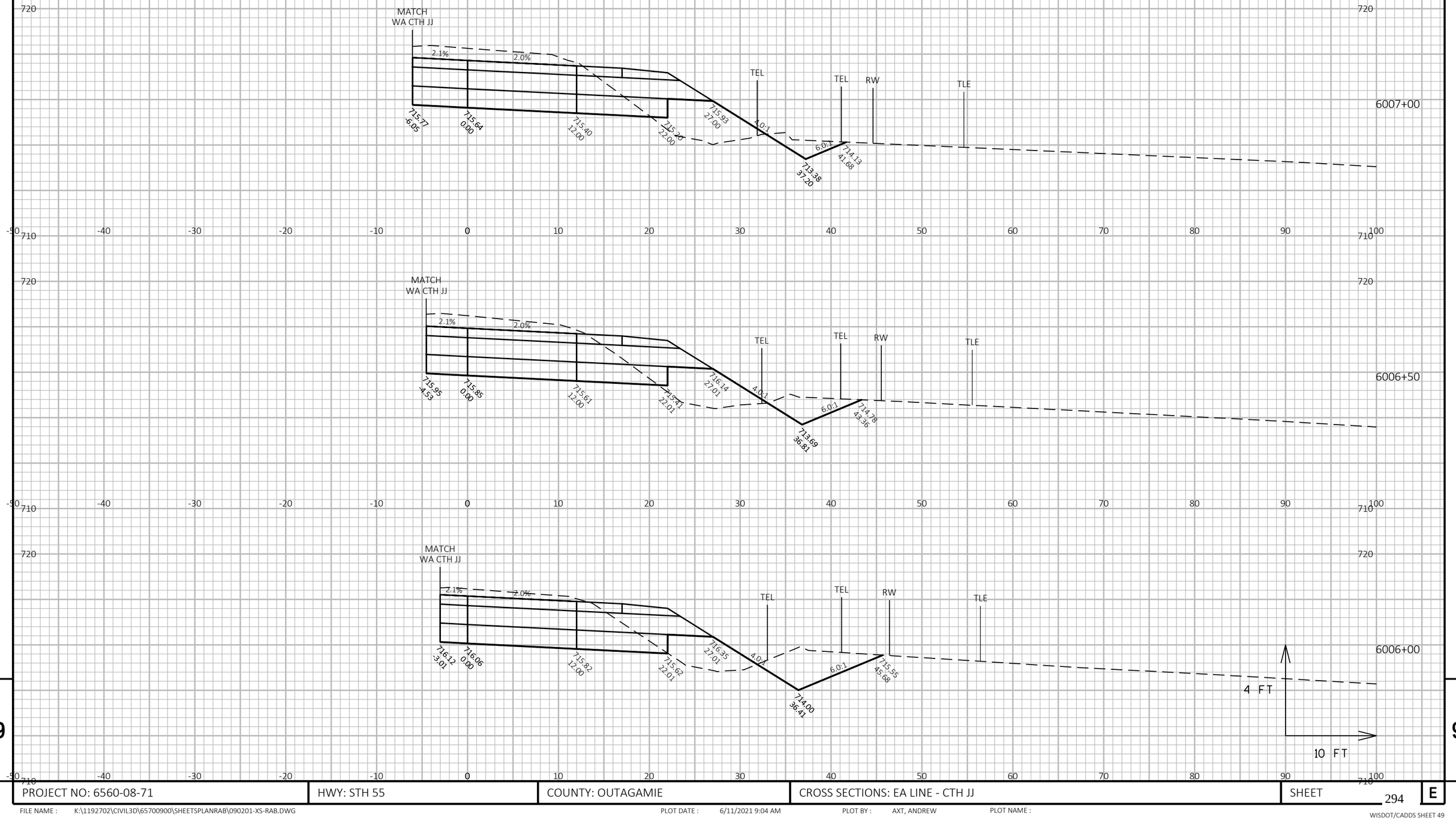
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :



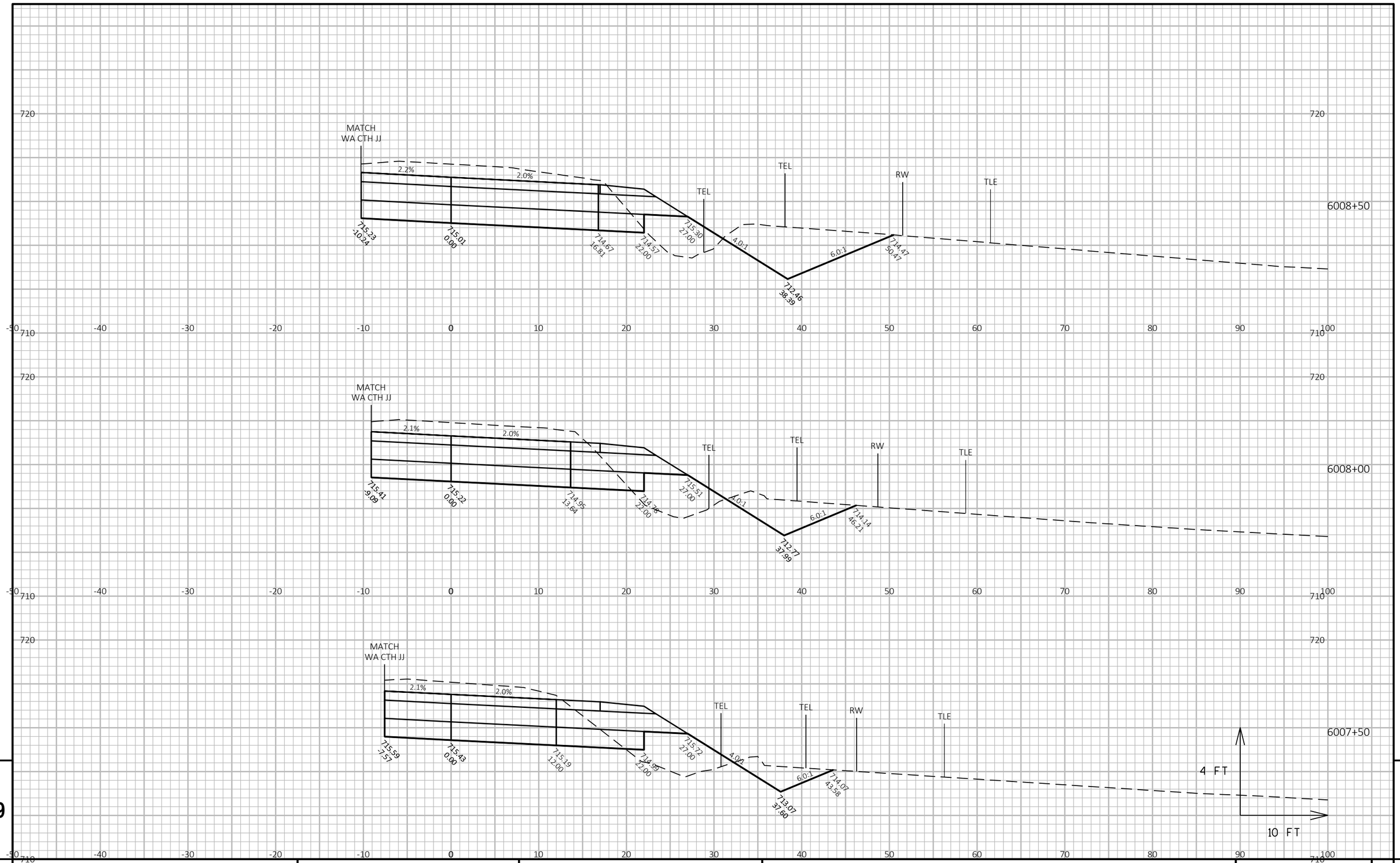
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET 294	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



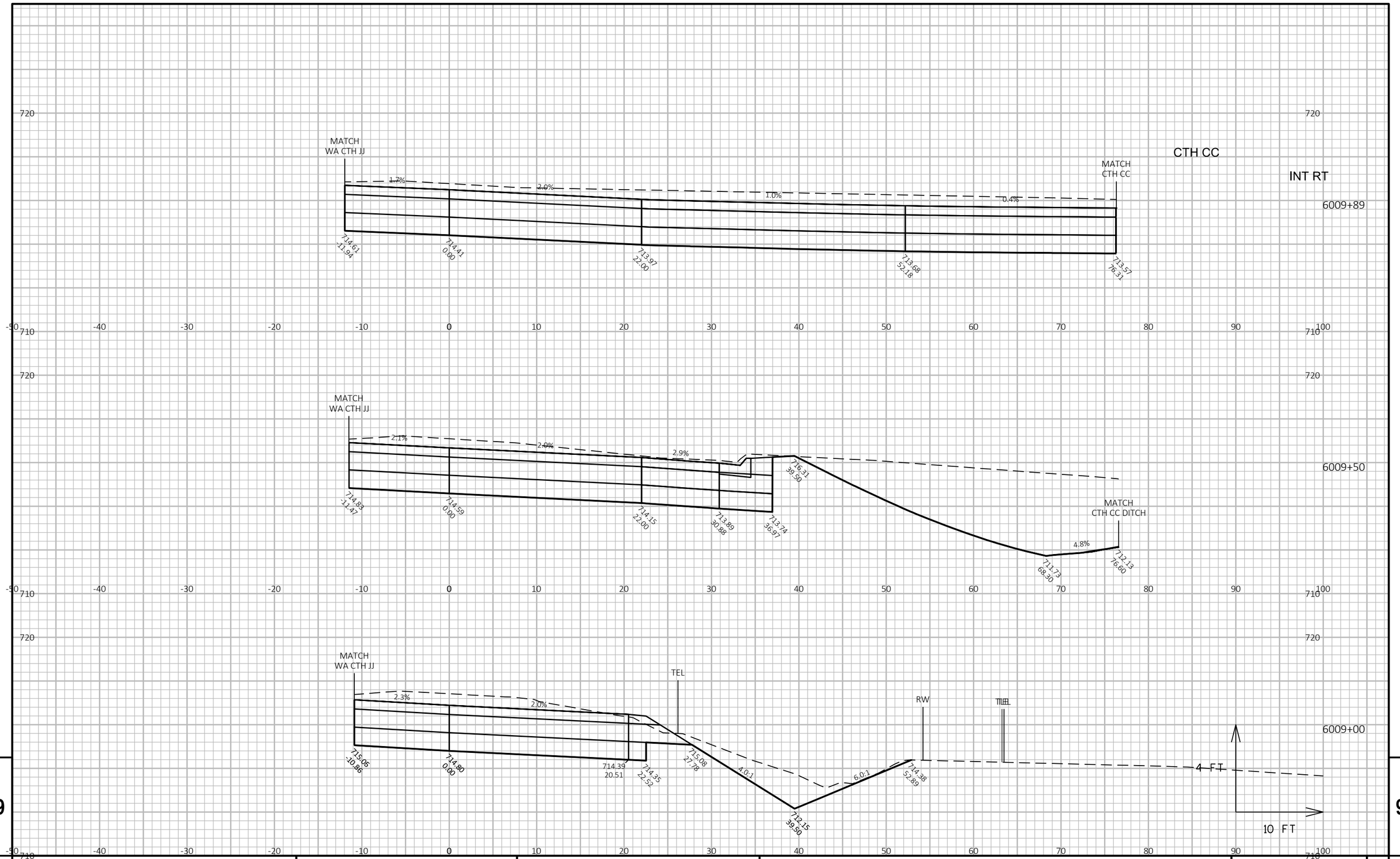
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET 295	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



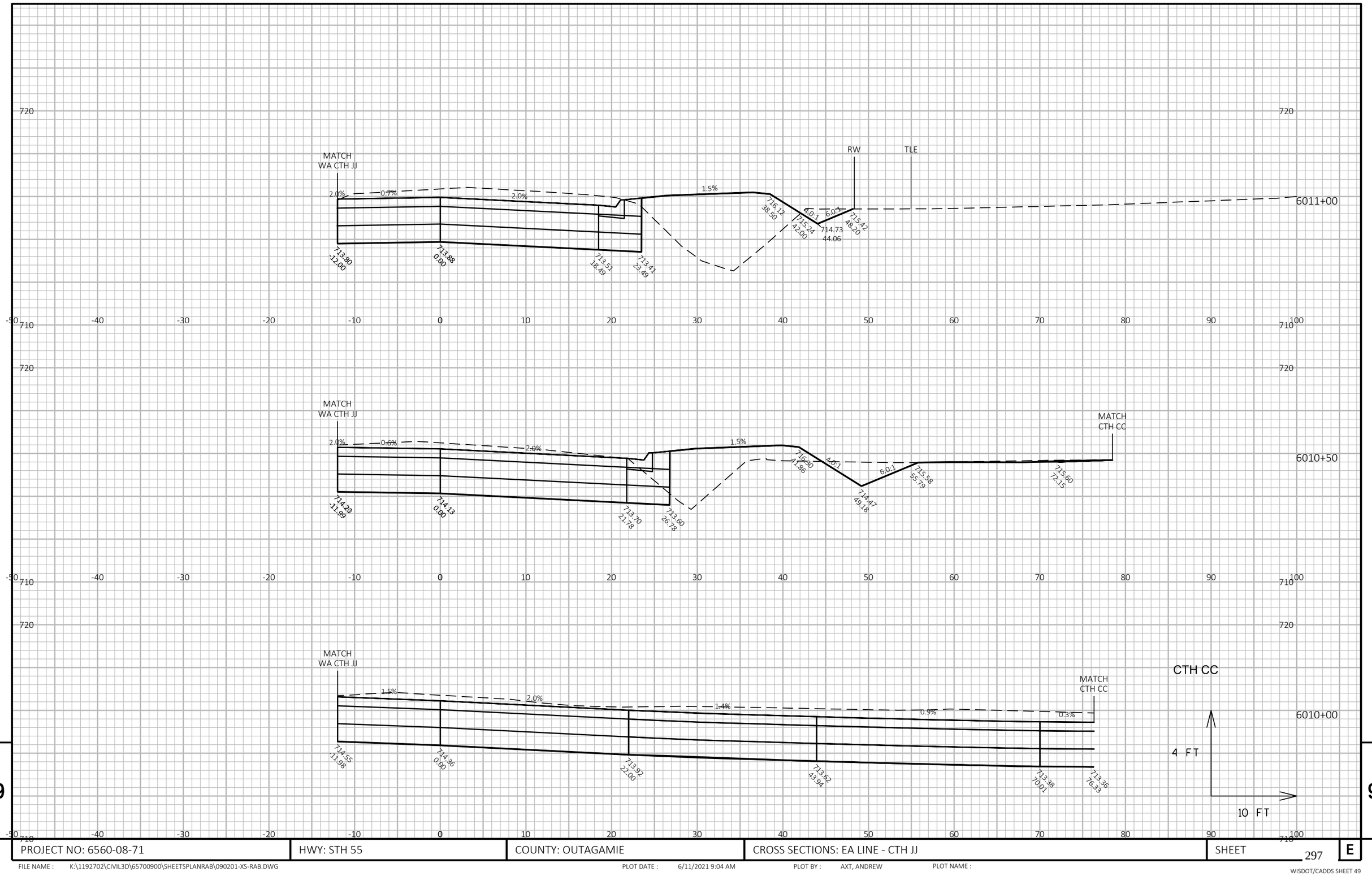
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET 296	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

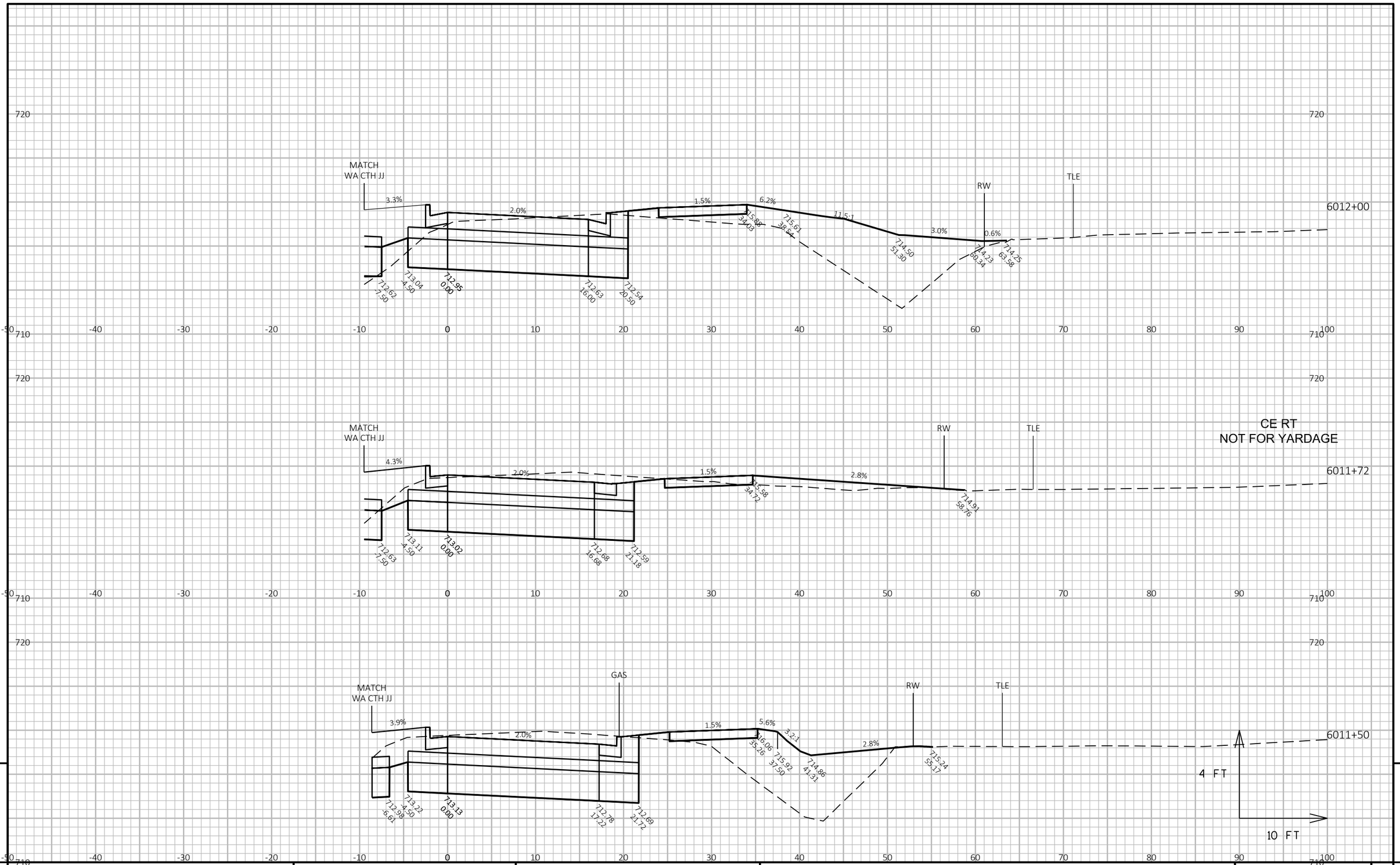
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET 297	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



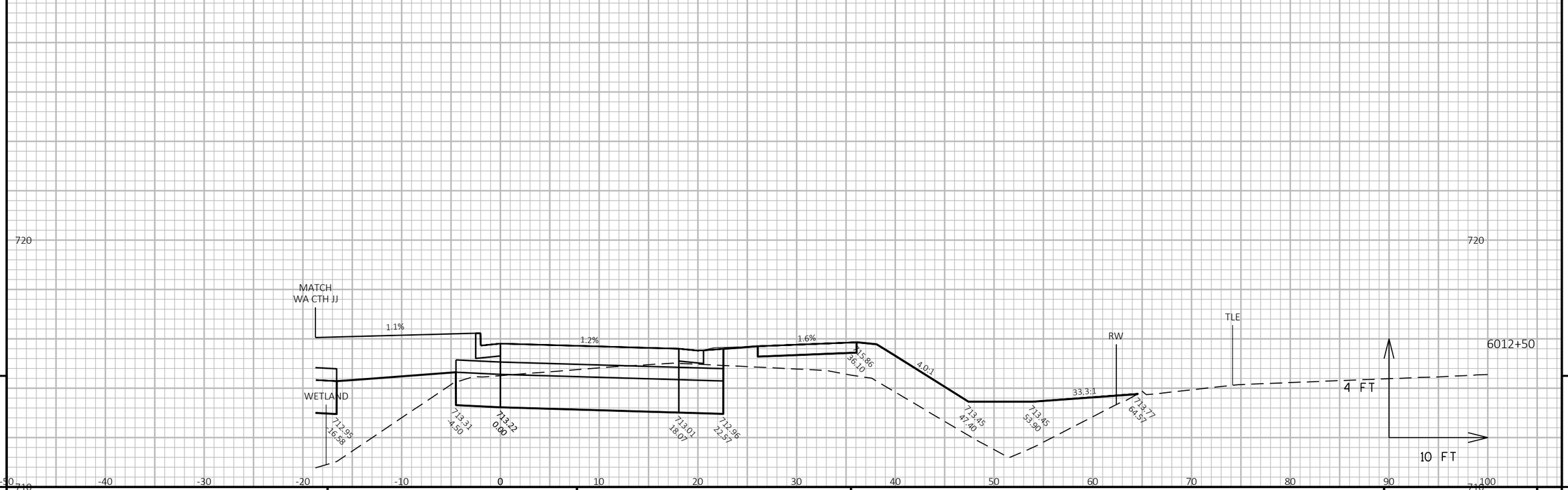
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET 298	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



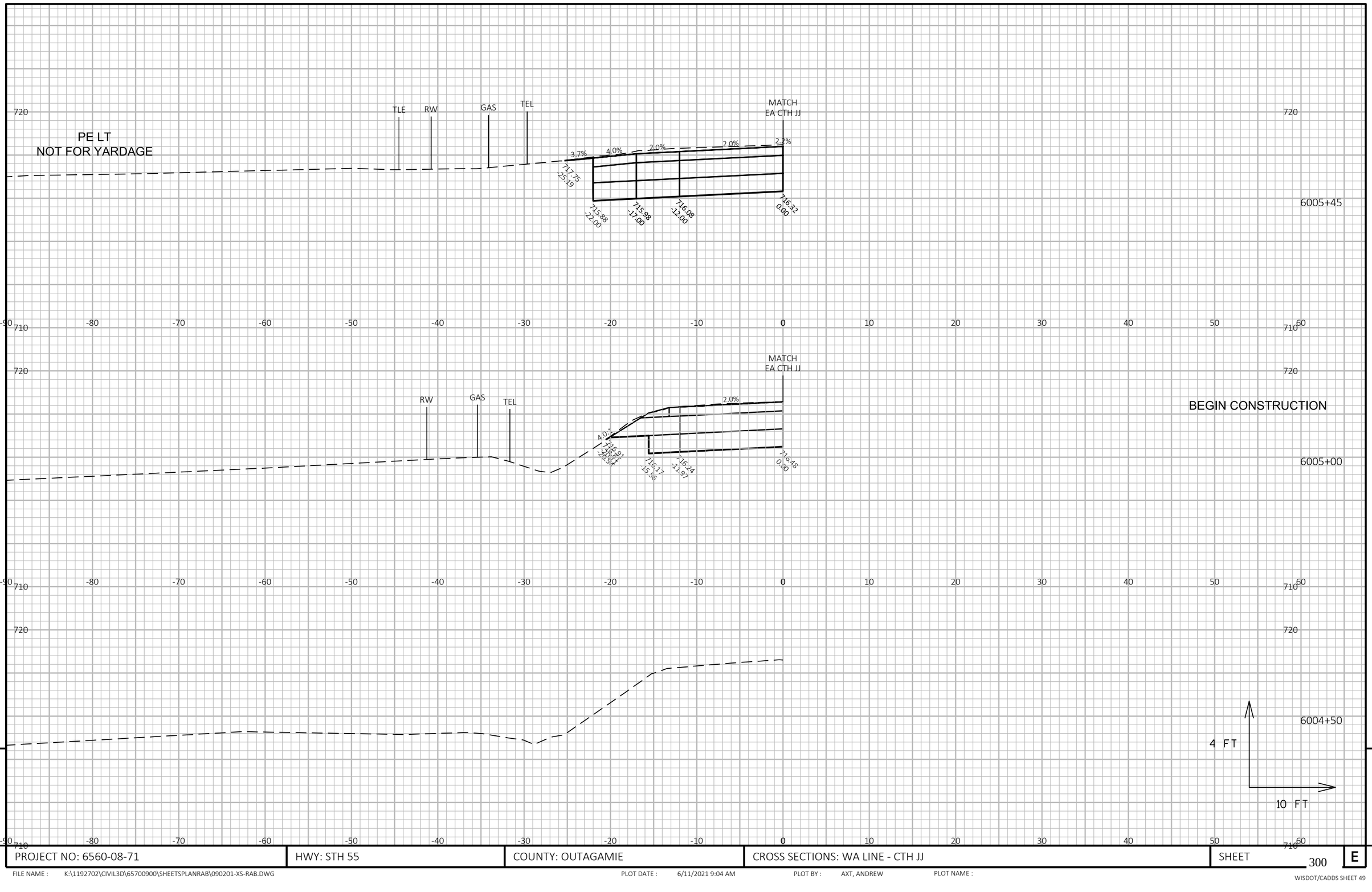
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EA LINE - CTH JJ	SHEET 299	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 300	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

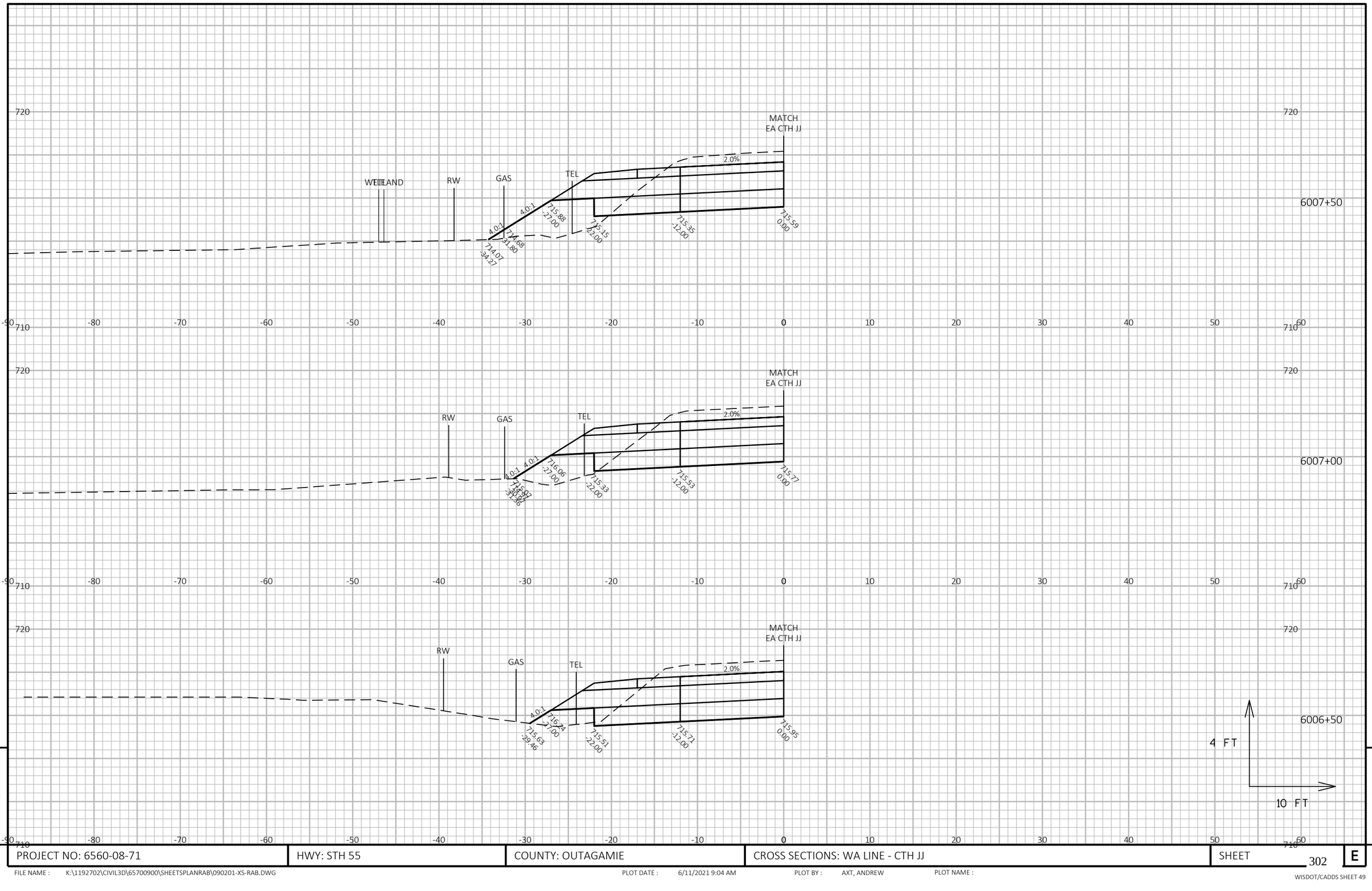
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 301	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 302	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

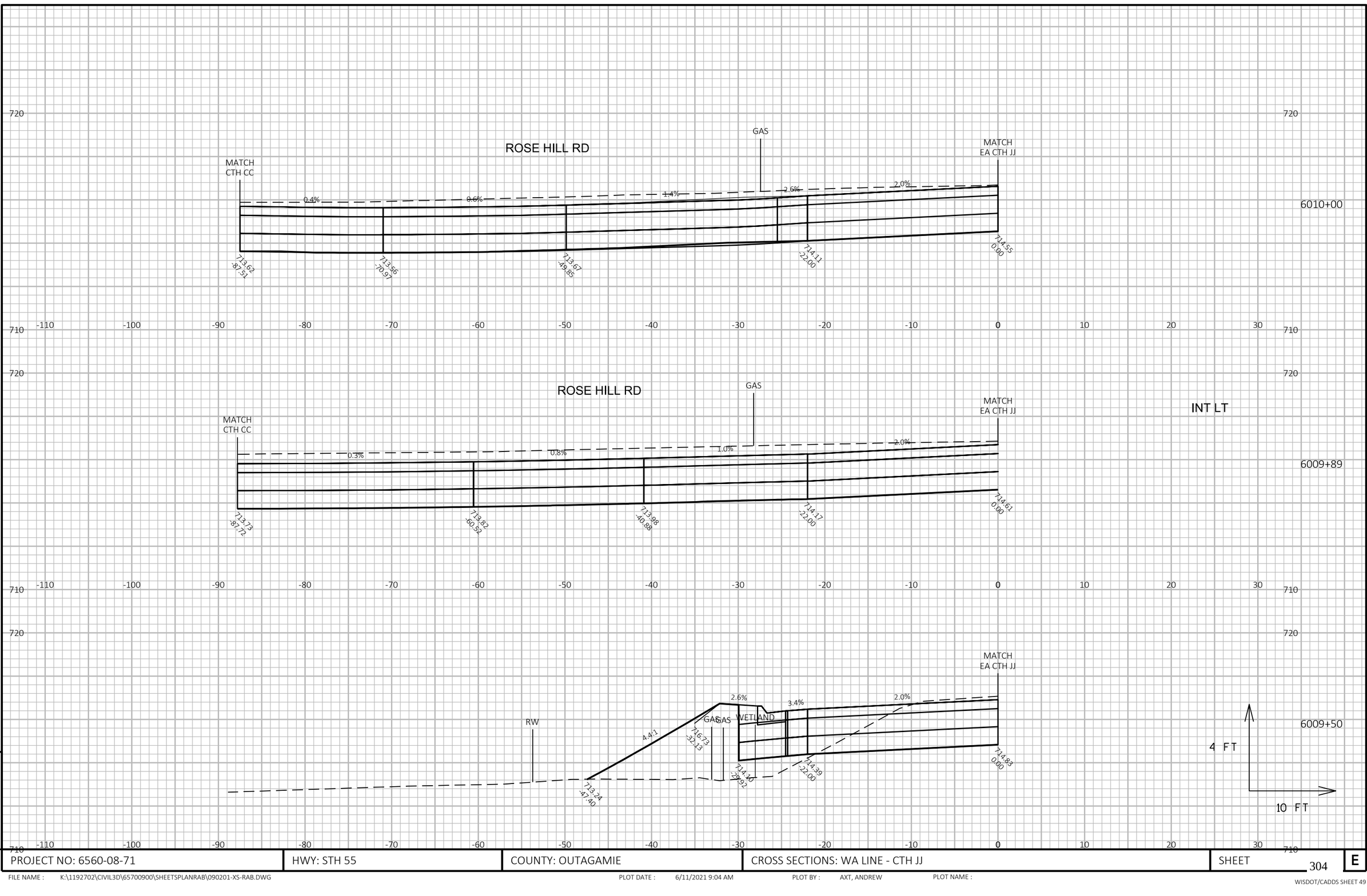
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 303	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

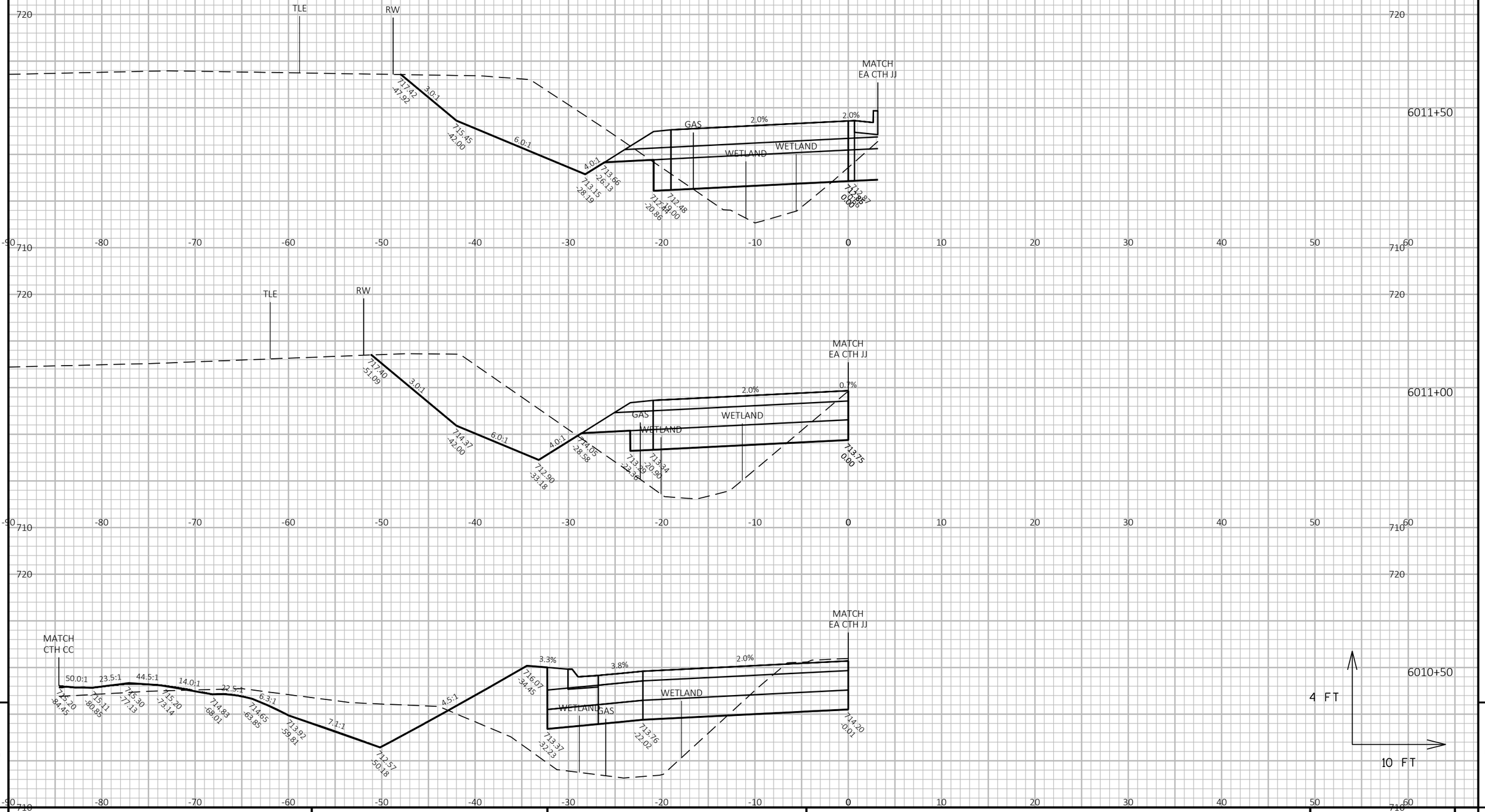
WISDOT/CADDS SHEET 49



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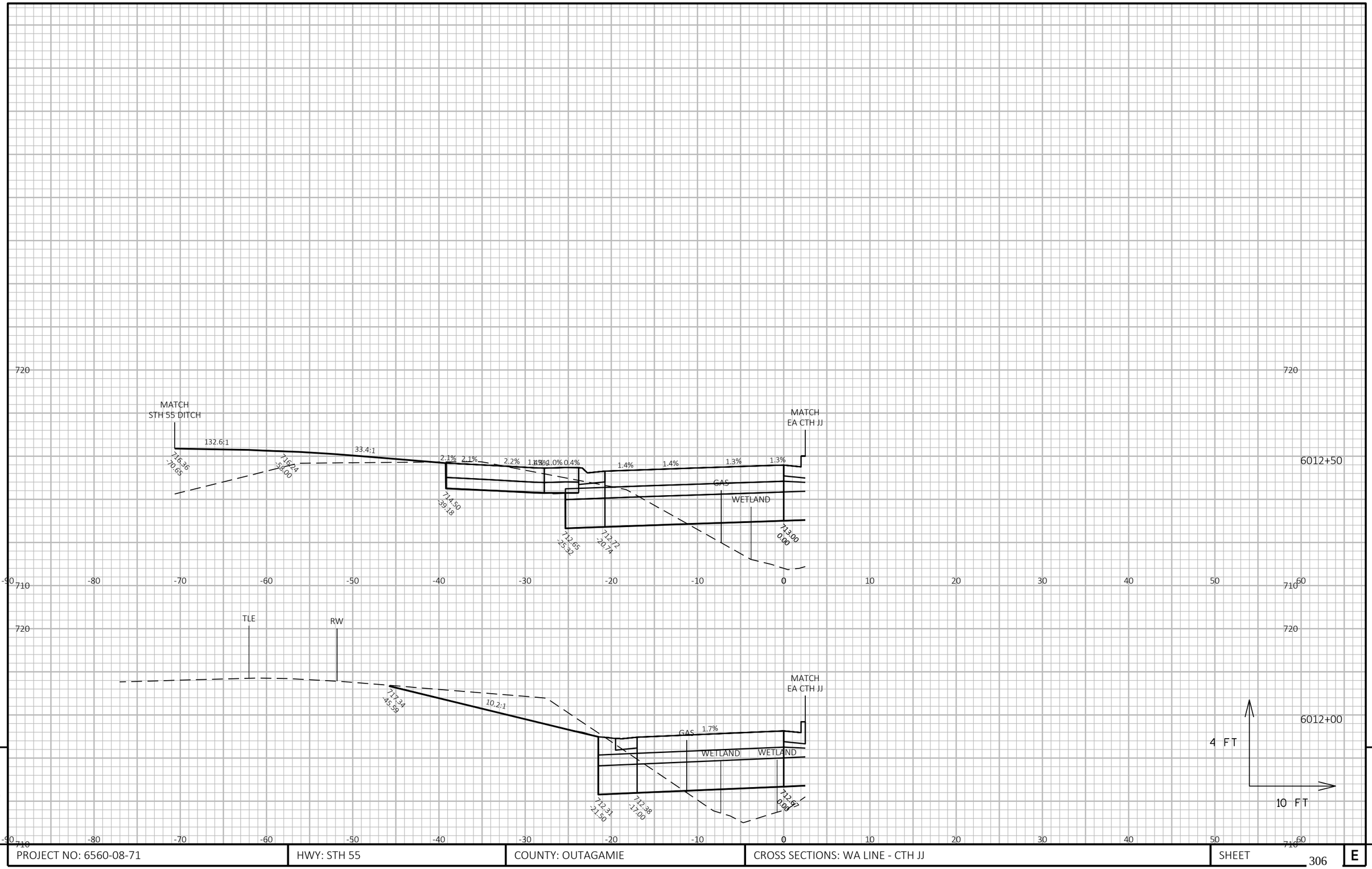
PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 304	E



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 305 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/25/2021 8:49 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



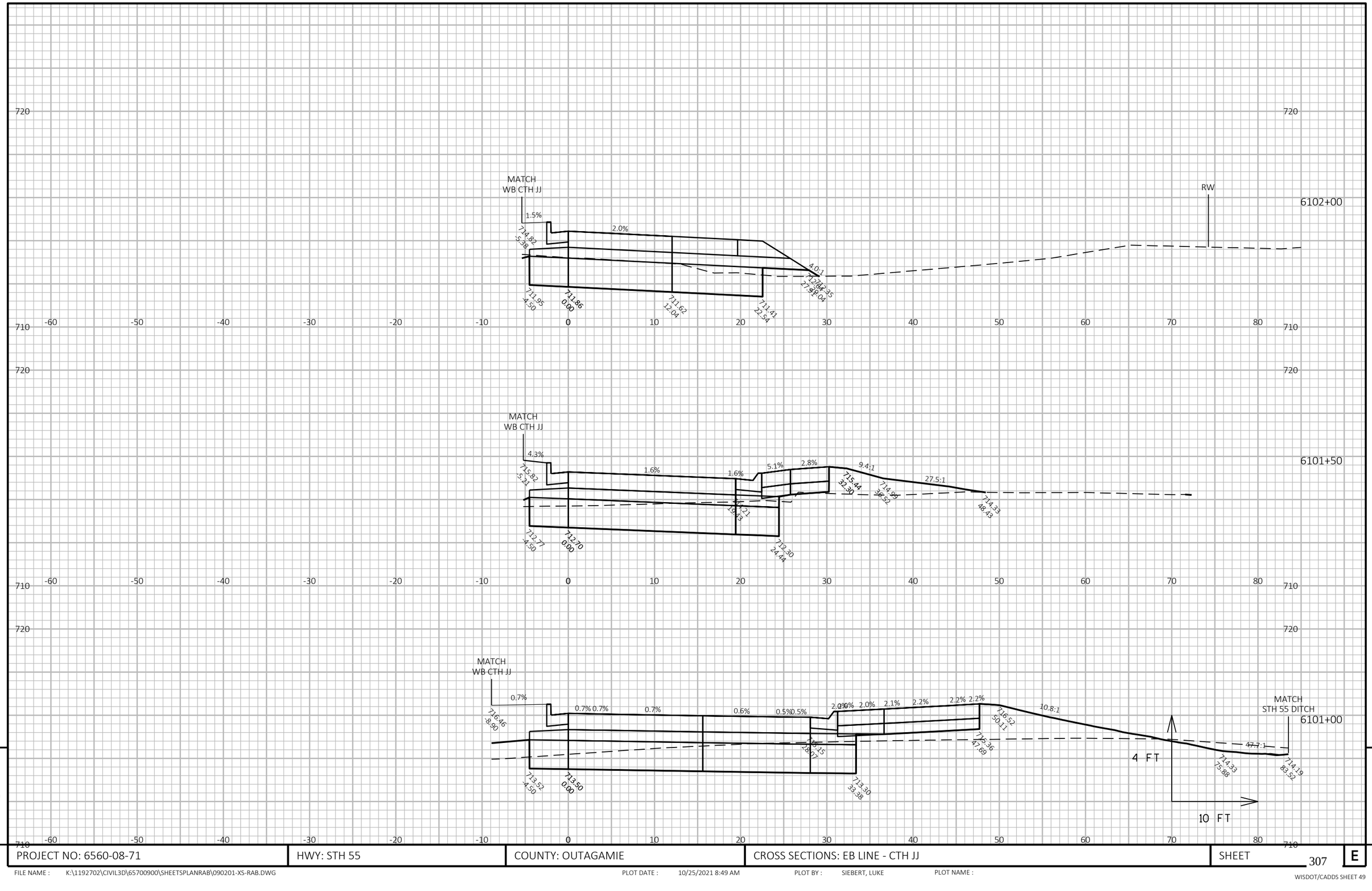
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WA LINE - CTH JJ	SHEET 306	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/25/2021 8:49 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

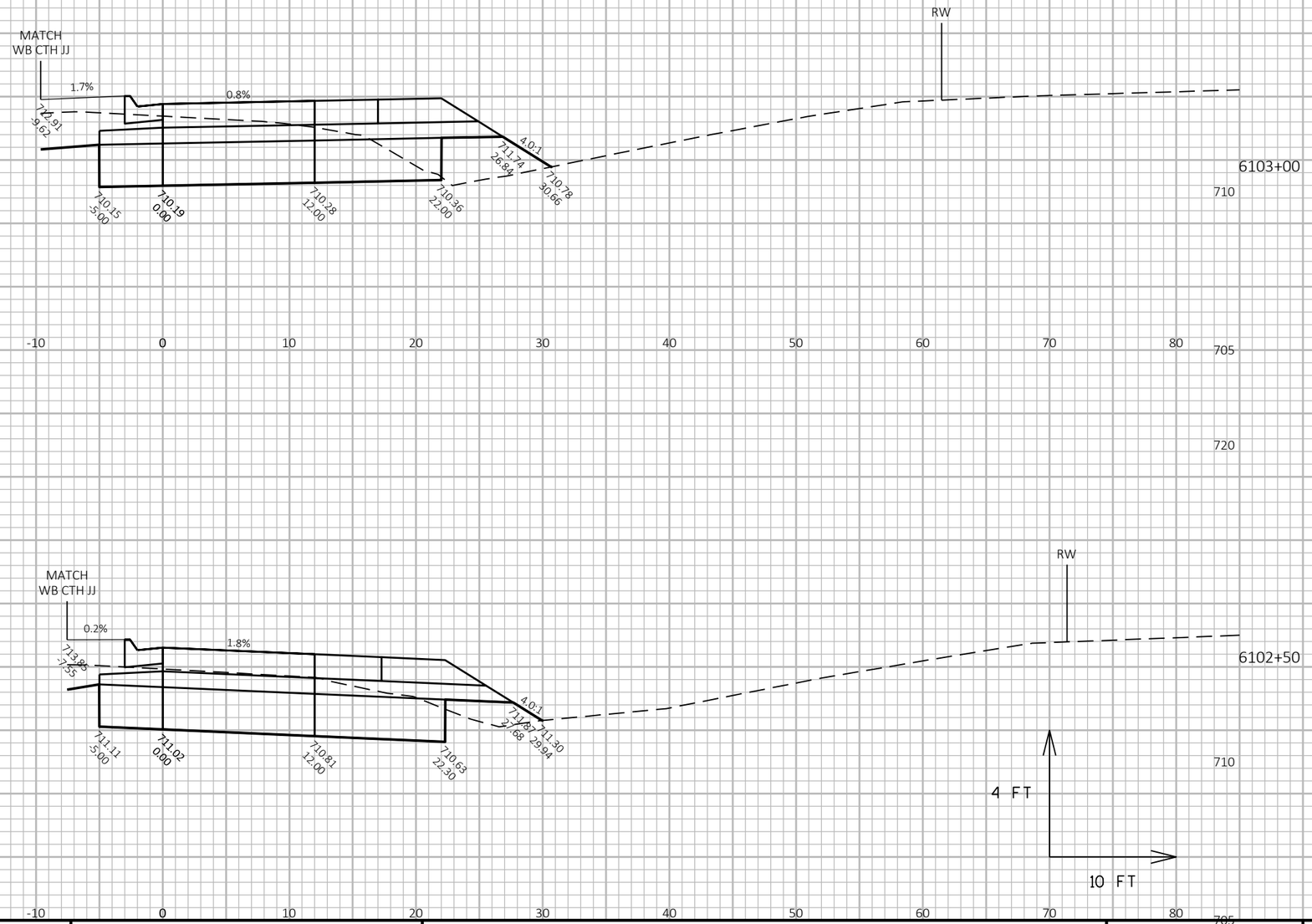
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB LINE - CTH JJ	SHEET 307	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/25/2021 8:49 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

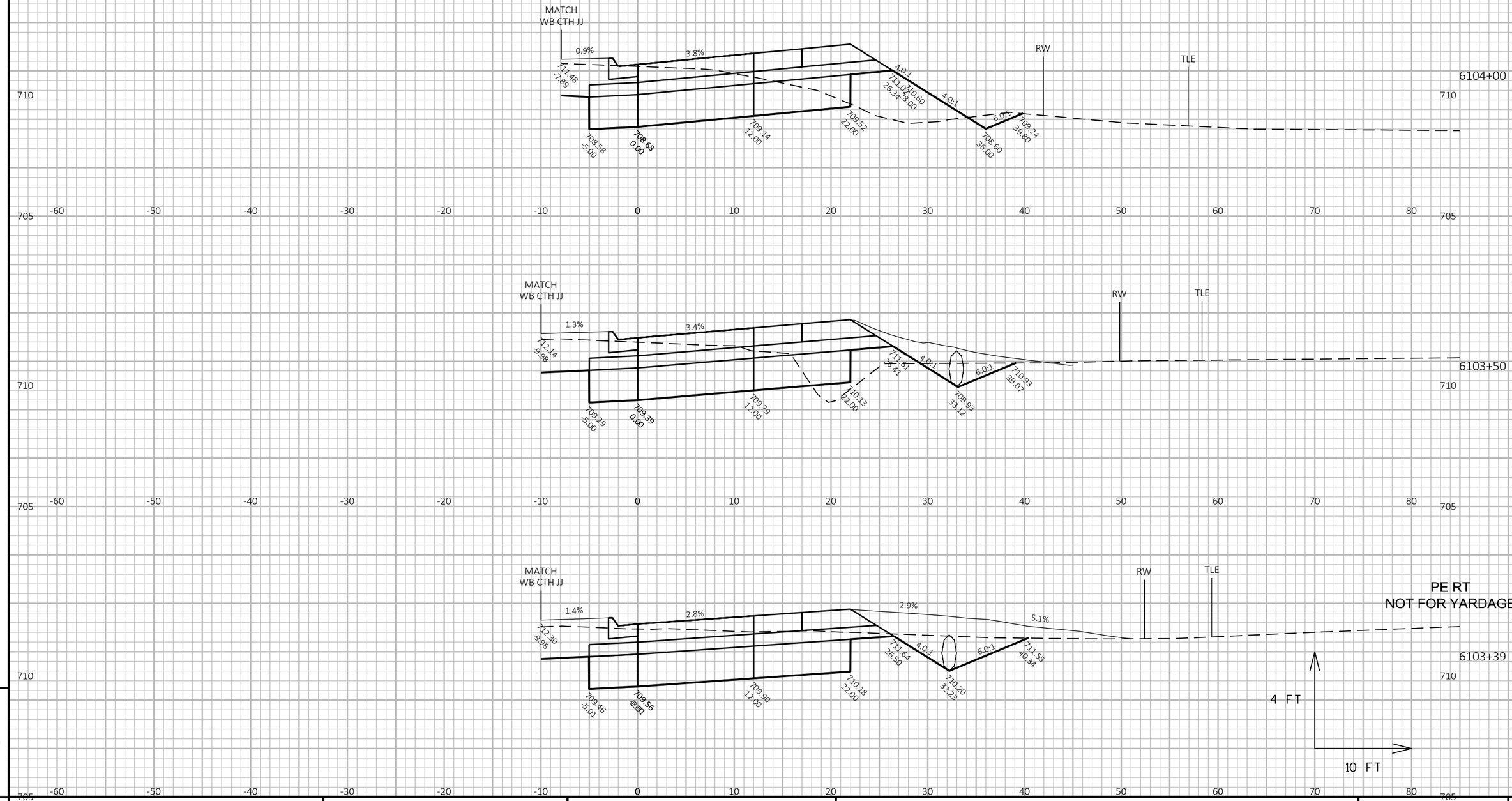
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB LINE - CTH JJ	SHEET 308	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

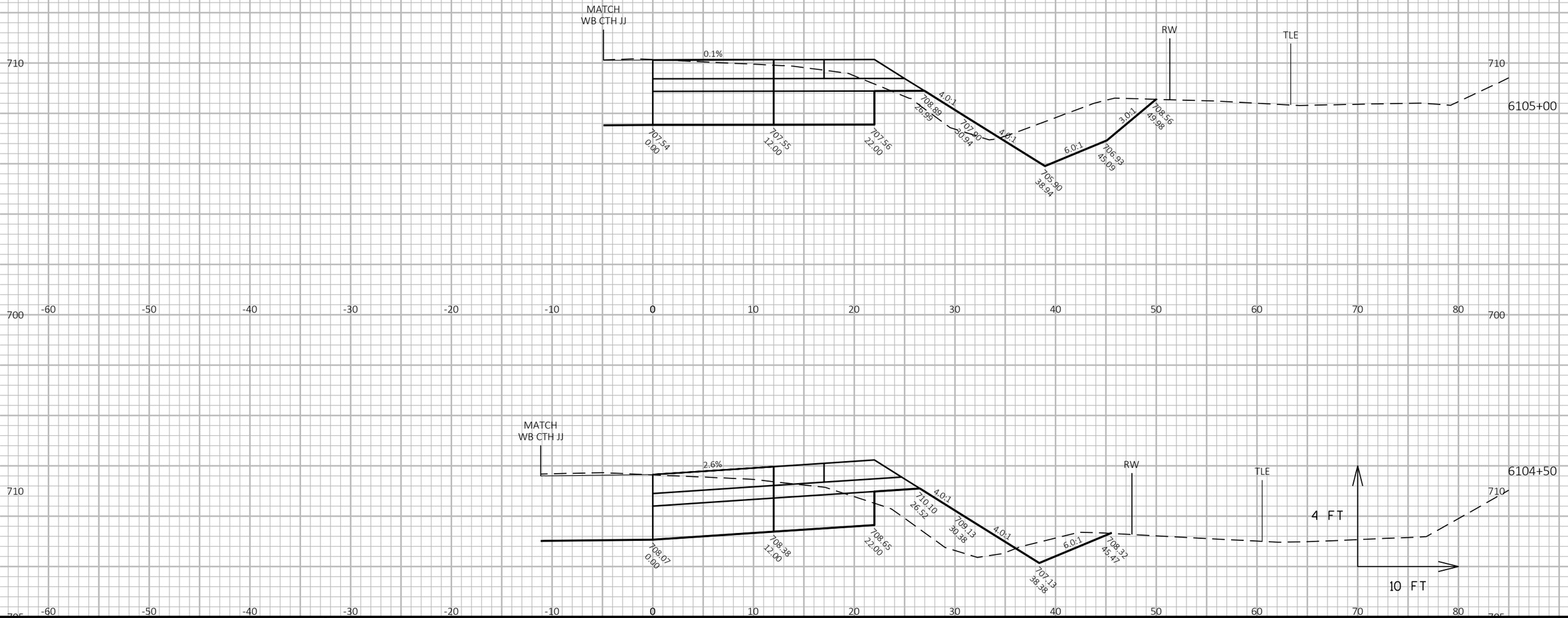
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB LINE - CTH JJ	SHEET 309	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



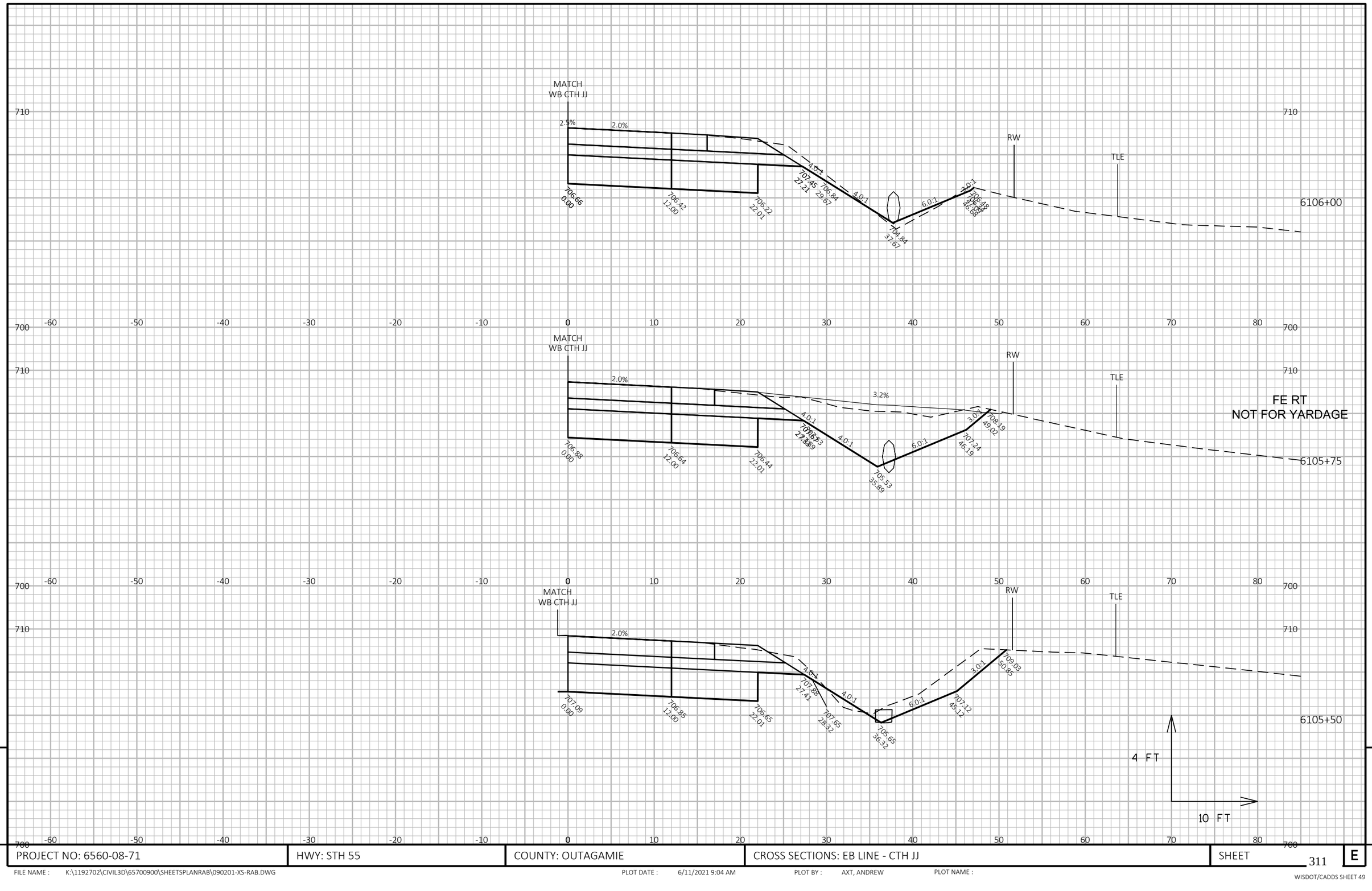
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB LINE - CTH JJ	SHEET 310	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

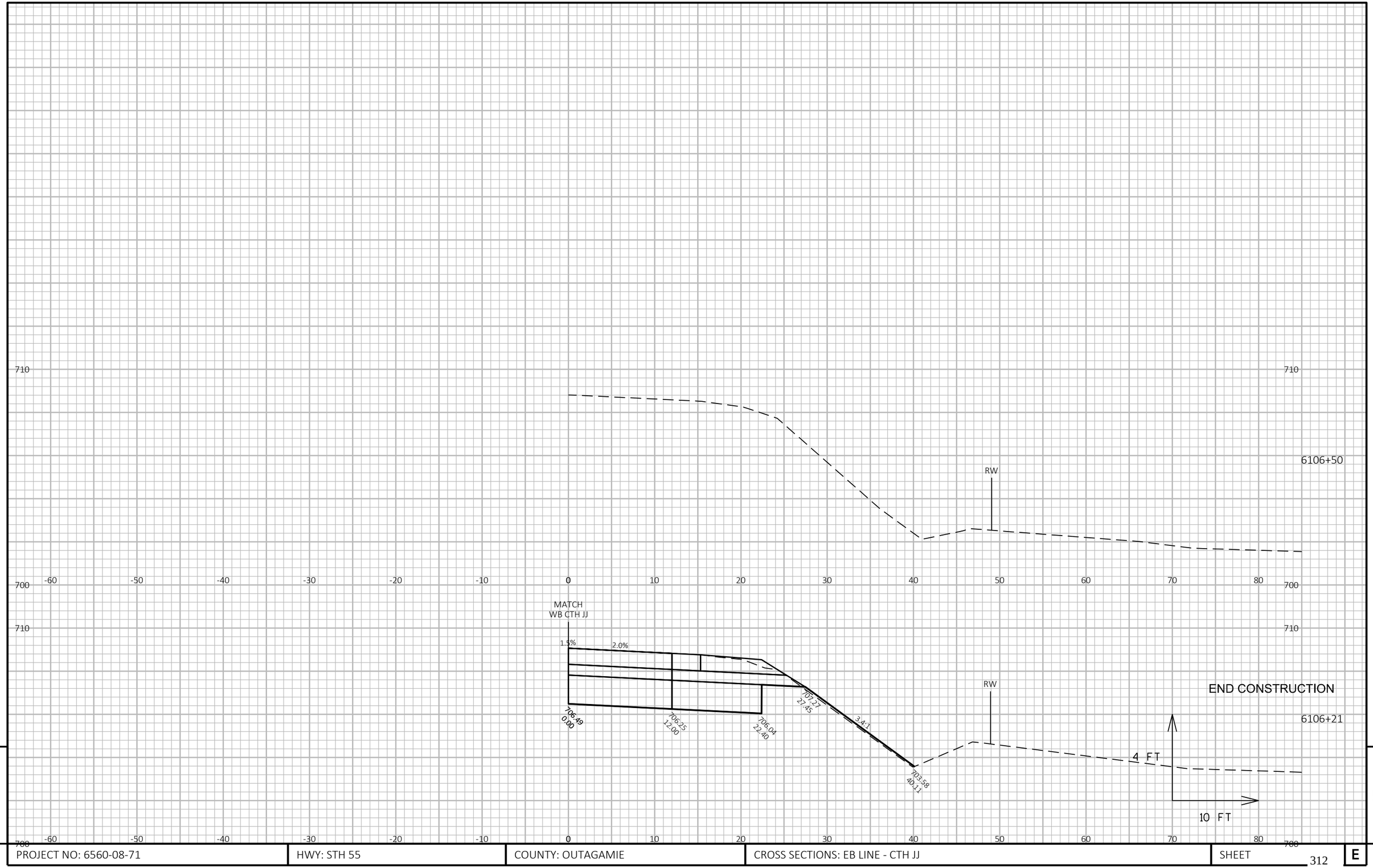
WISDOT/CADDS SHEET 49



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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB LINE - CTH JJ	SHEET 311	E



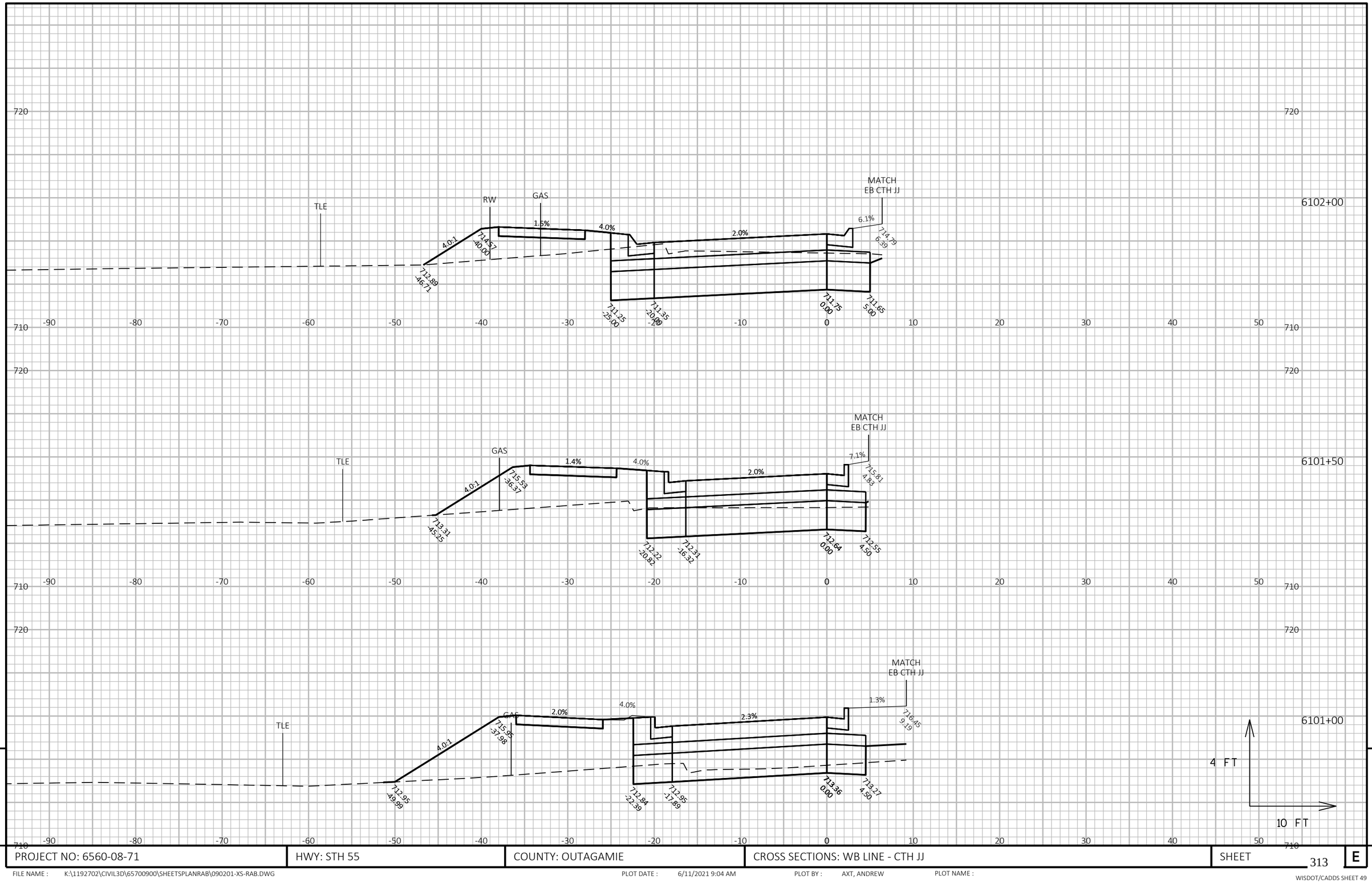
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: EB LINE - CTH JJ	SHEET 312	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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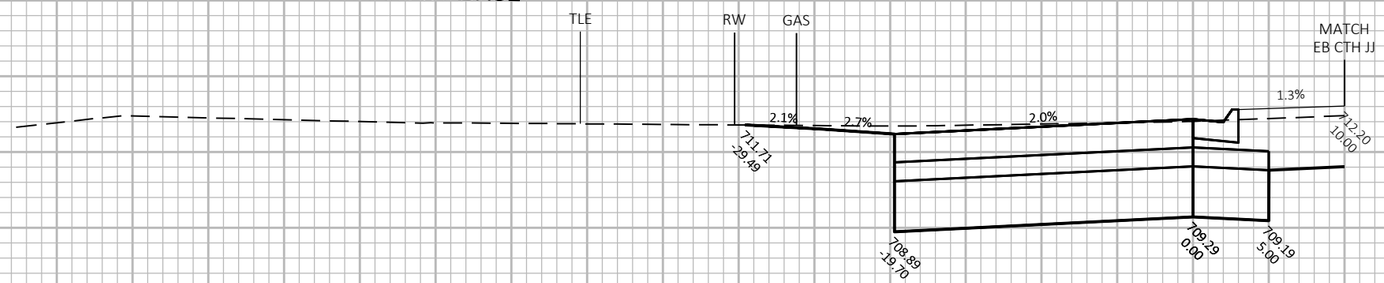
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB LINE - CTH JJ	SHEET 313	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

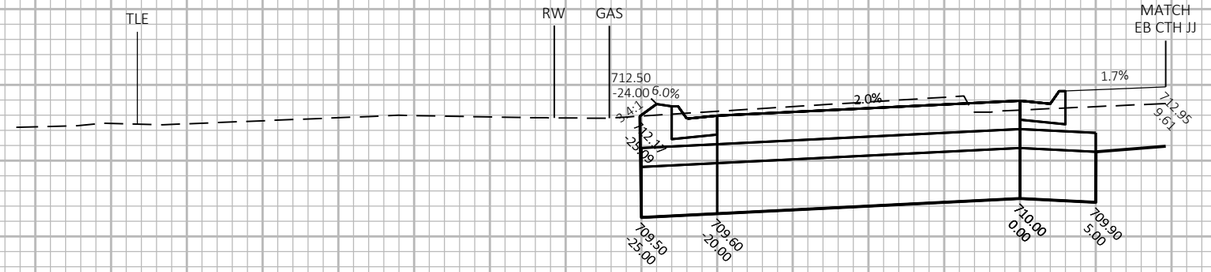
WISDOT/CADDS SHEET 49

CE LT
NOT FOR YARDAGE



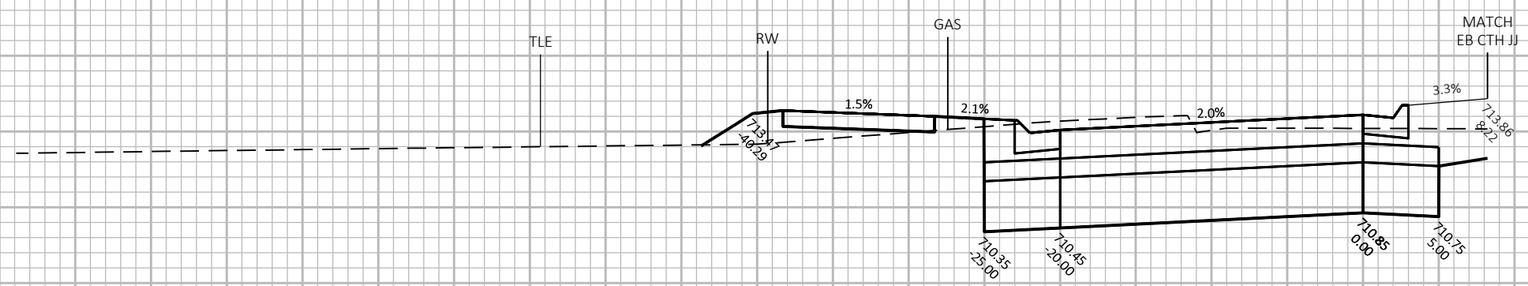
6103+47

710 705 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50



6103+00

710 705 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50



6102+50

710 705 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50

4 FT

10 FT

9

9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB LINE - CTH JJ	SHEET 314	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

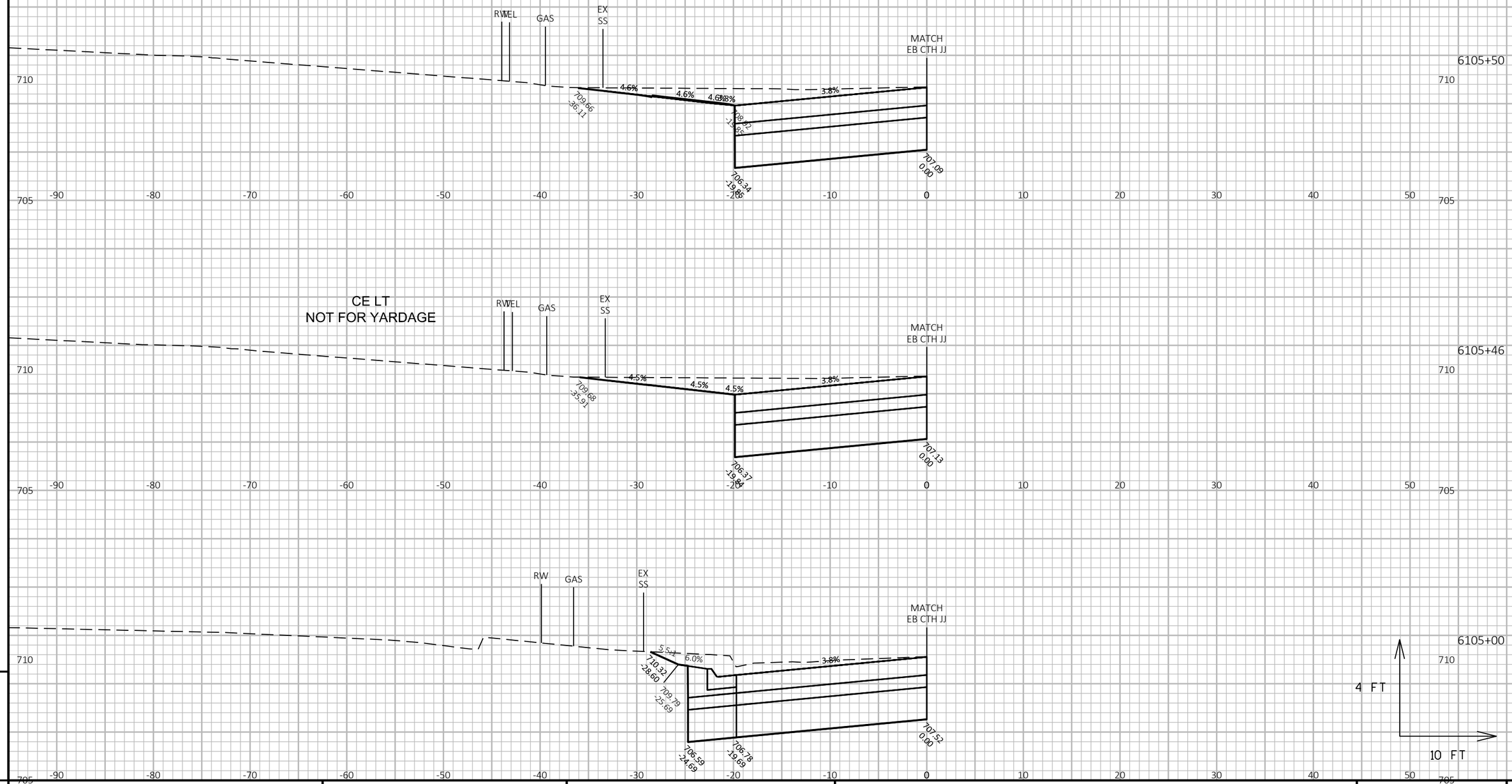
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB LINE - CTH JJ	SHEET 315	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB LINE - CTH JJ	SHEET 316	E

6106+50

710

705

-90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50

RW

GAS

EX SS

END CONSTRUCTION

6106+21

MATCH EB CTH JJ

16.5:1

4.0%

1.5%

709.39 -31.13

709.37 -27.50

706.09 -26.50

706.15 -22.00

706.49 0.00

6106+00

10.7:1

2.5%

2.0%

709.60 -31.34

709.24 -27.50

706.01 -26.50

706.12 -22.00

706.66 0.00

4 FT

10 FT

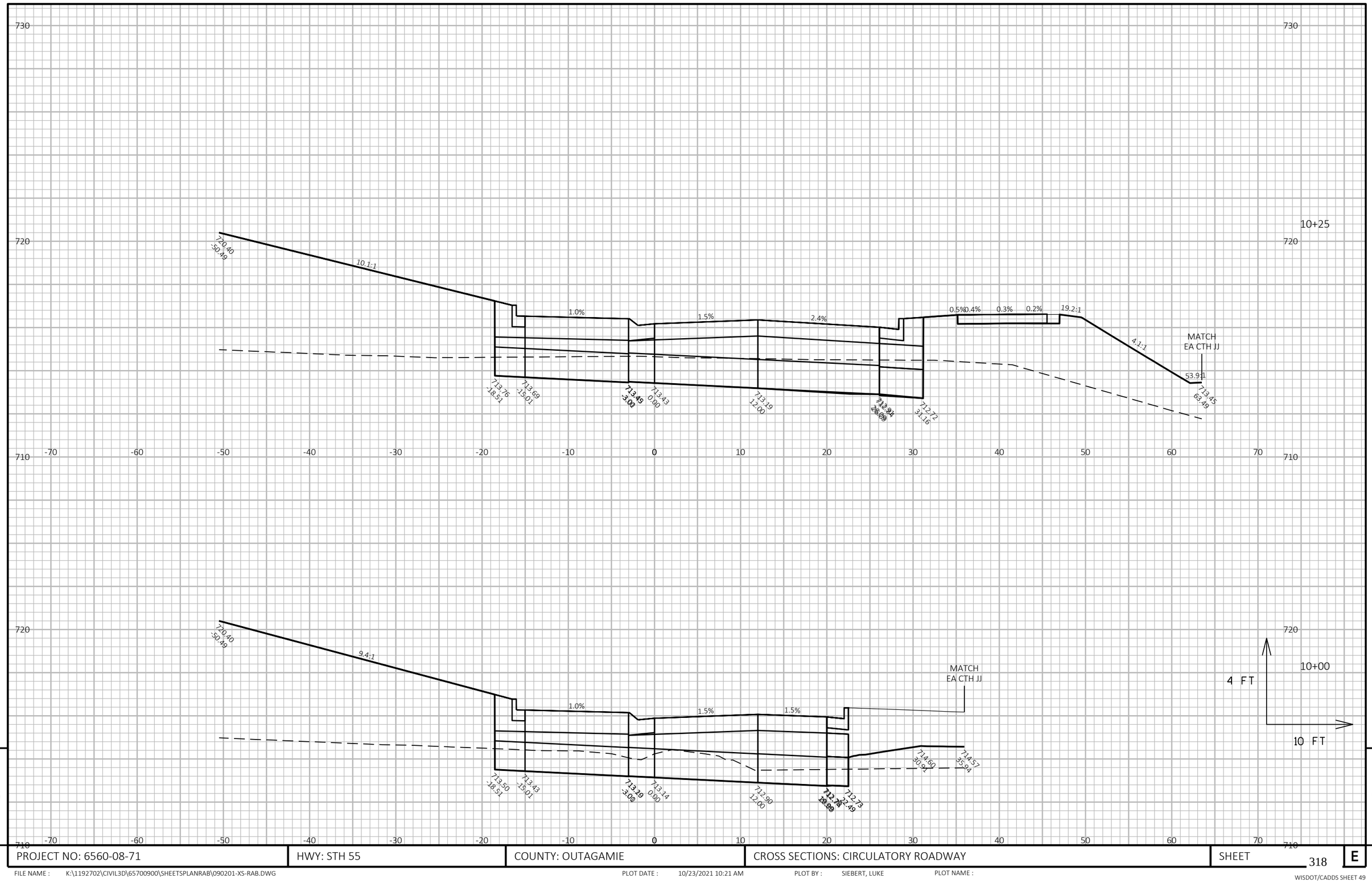
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: WB LINE - CTH JJ	SHEET 317	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



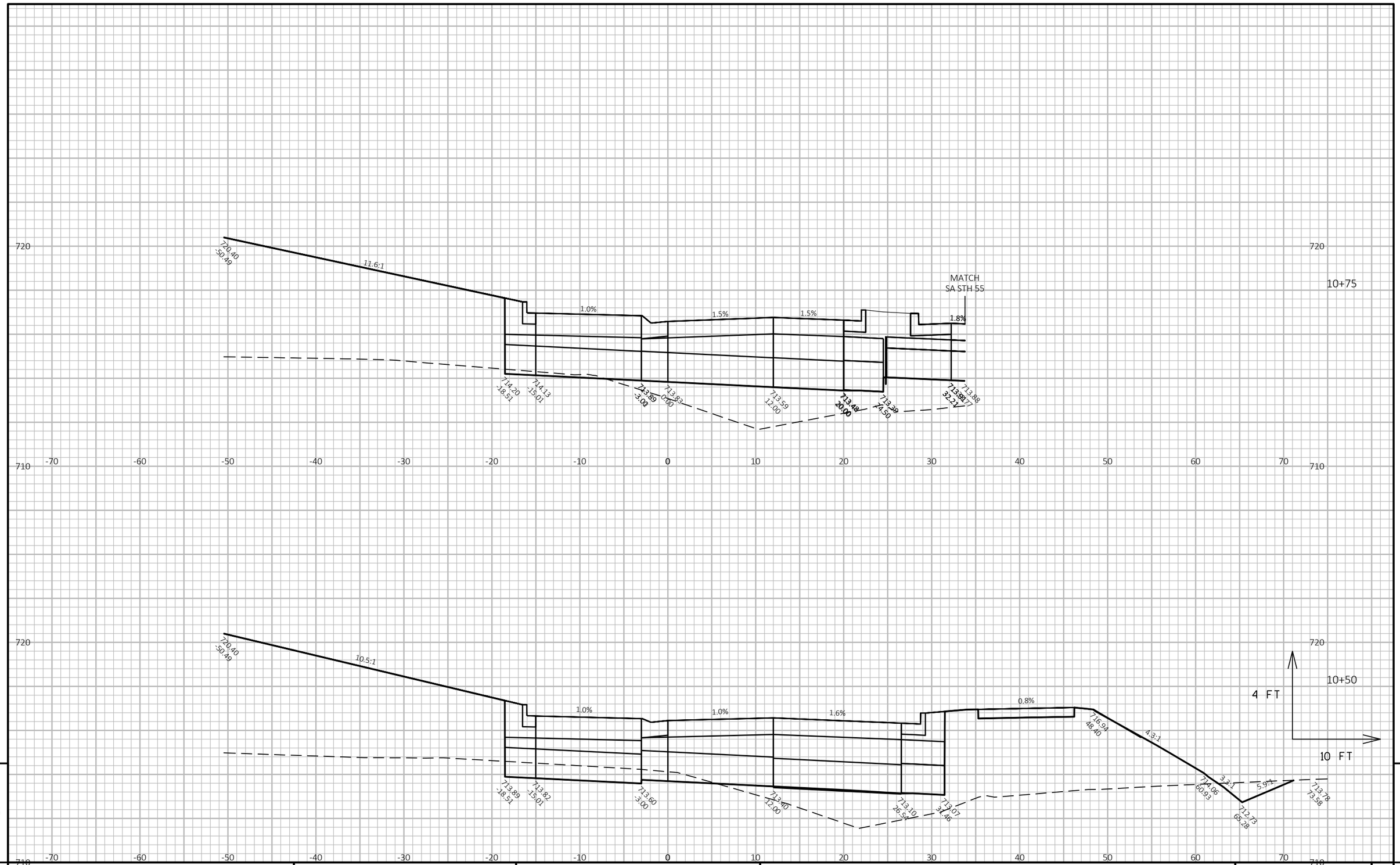
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 318	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



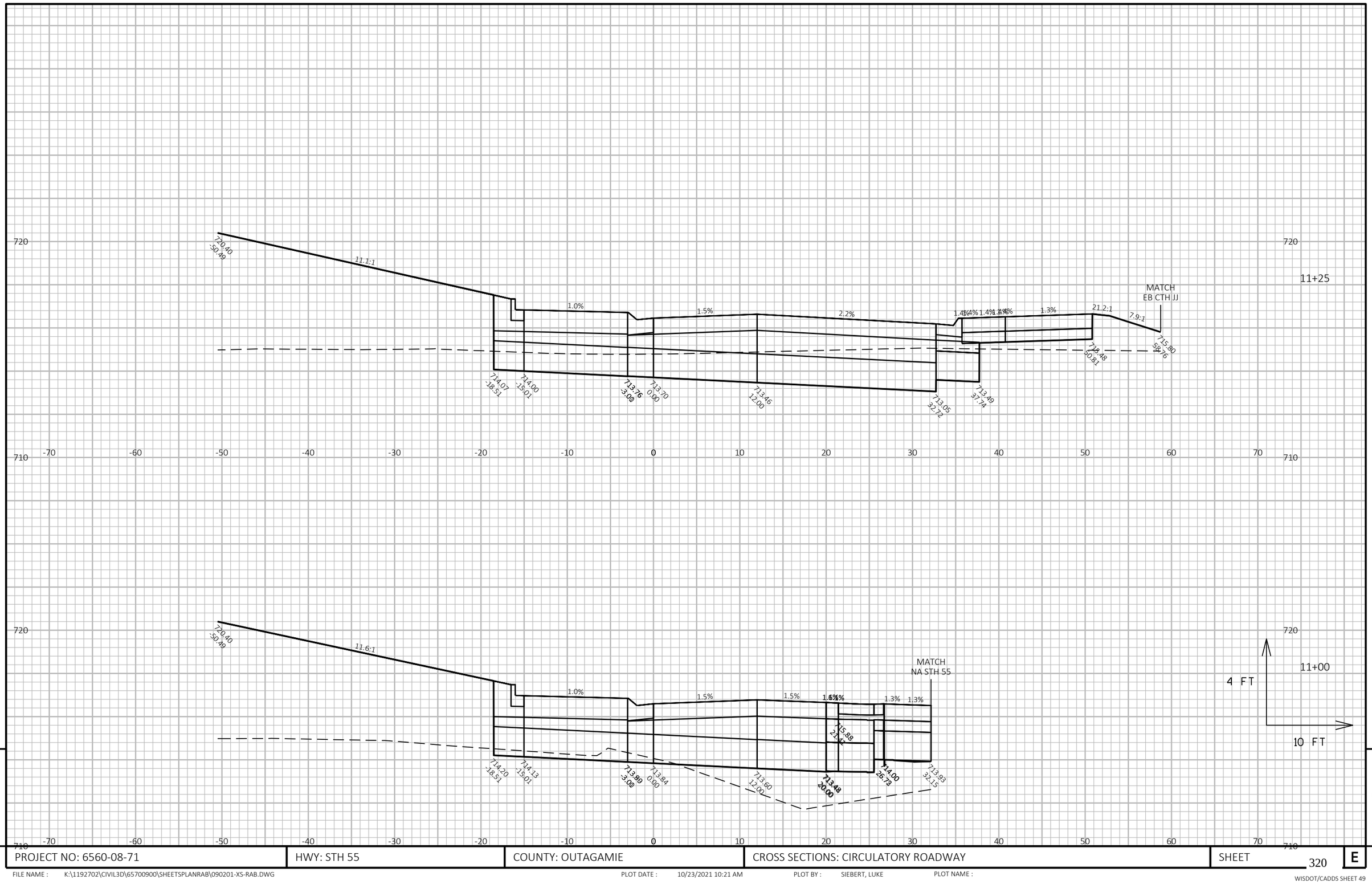
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 319	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



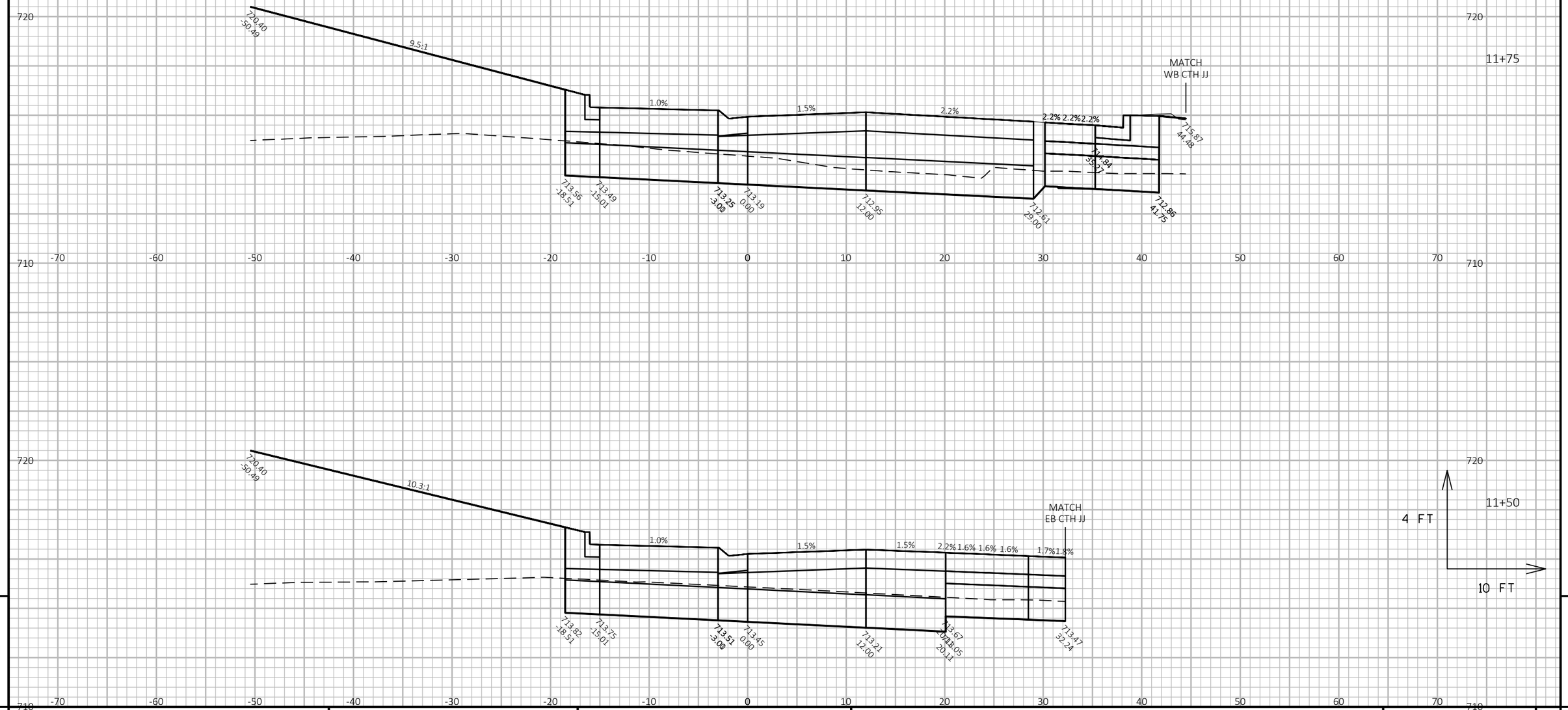
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 320	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

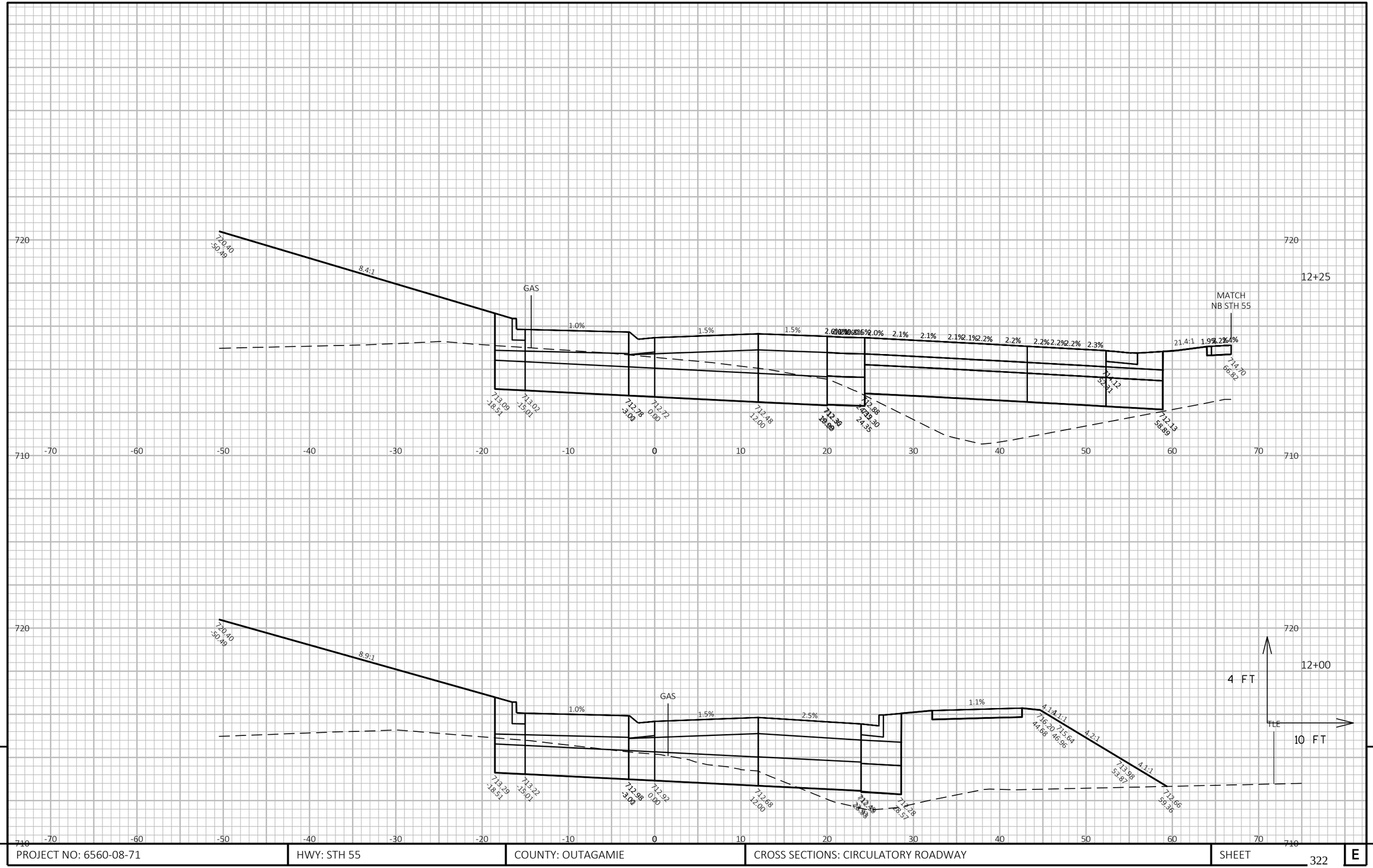
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 321	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



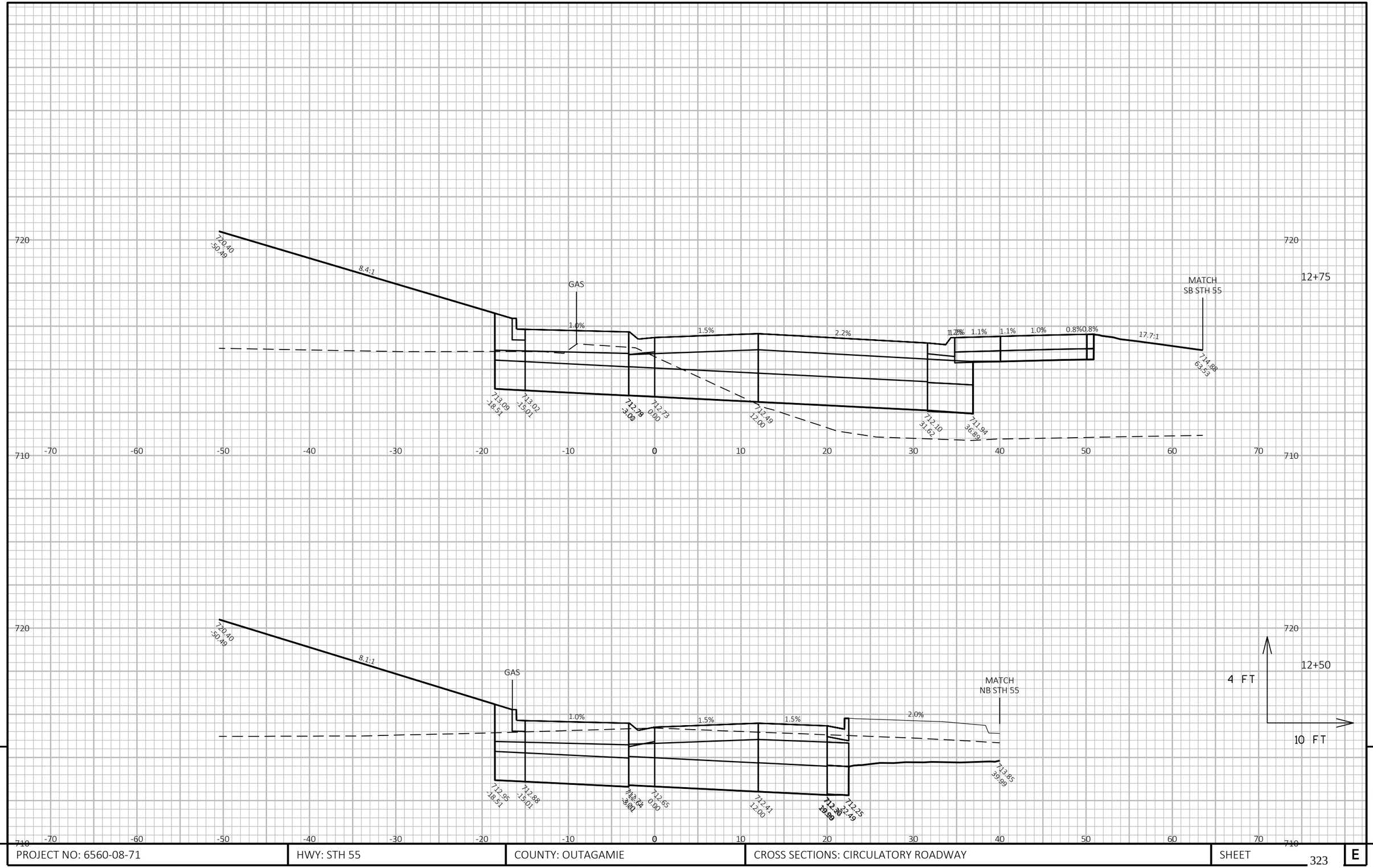
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 322	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



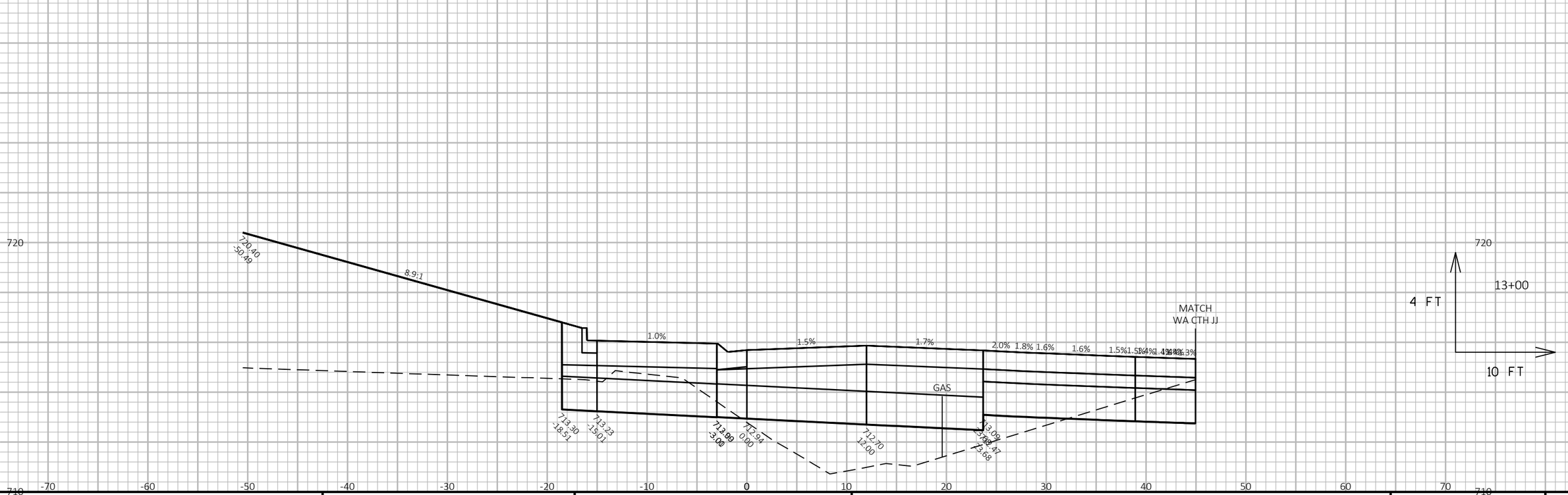
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 323	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

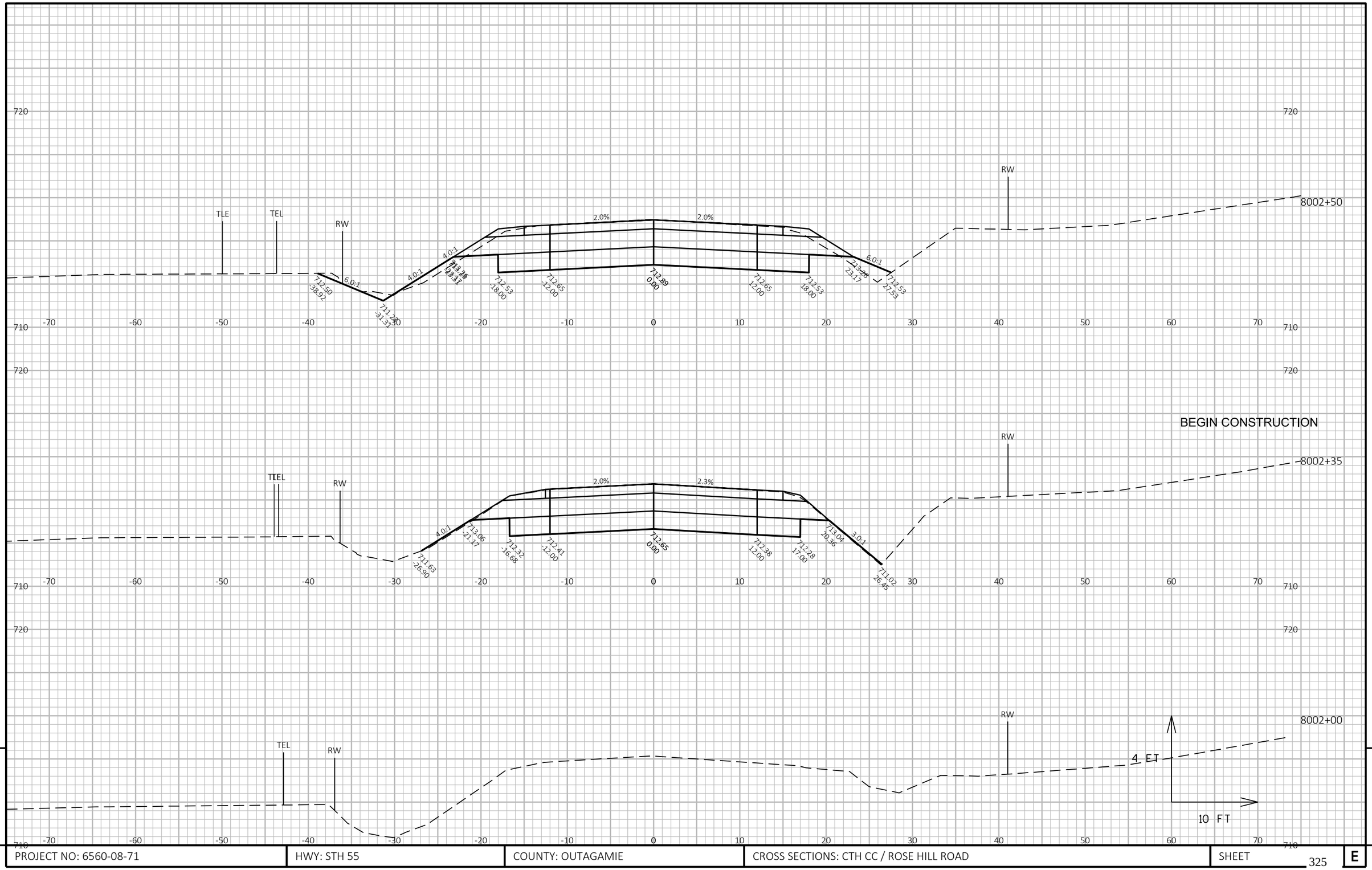
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CIRCULATORY ROADWAY	SHEET 324	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 10/23/2021 10:21 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



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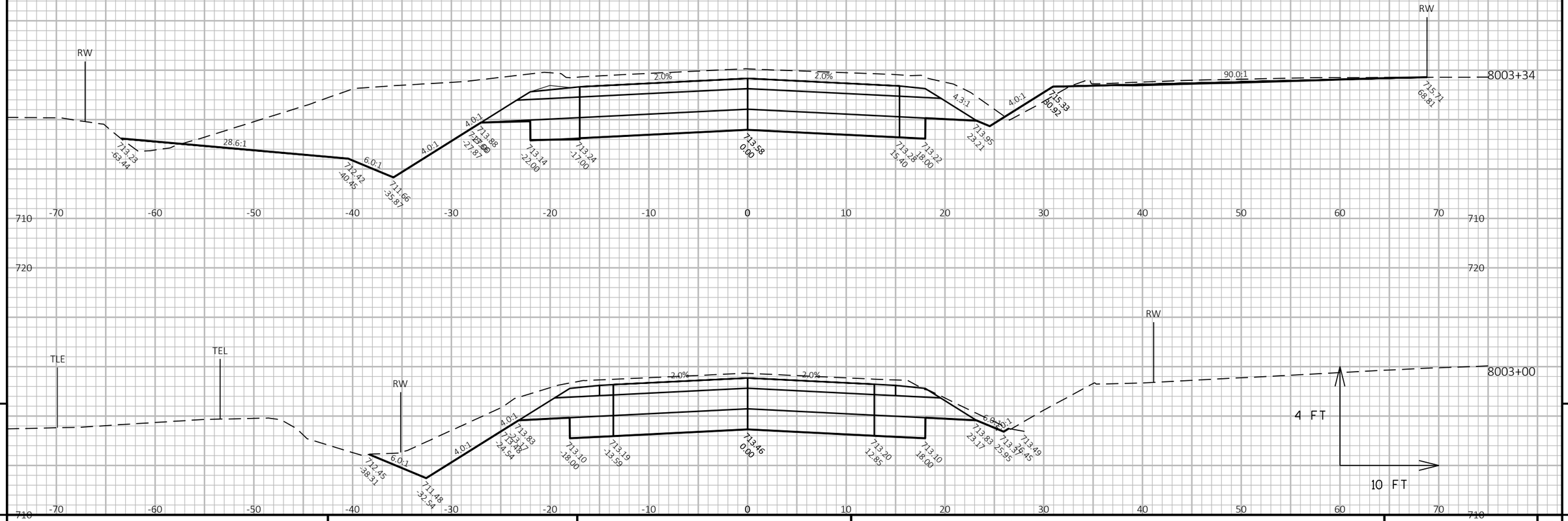
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH CC / ROSE HILL ROAD	SHEET 325	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

STATION BACK 8005+10'CC'



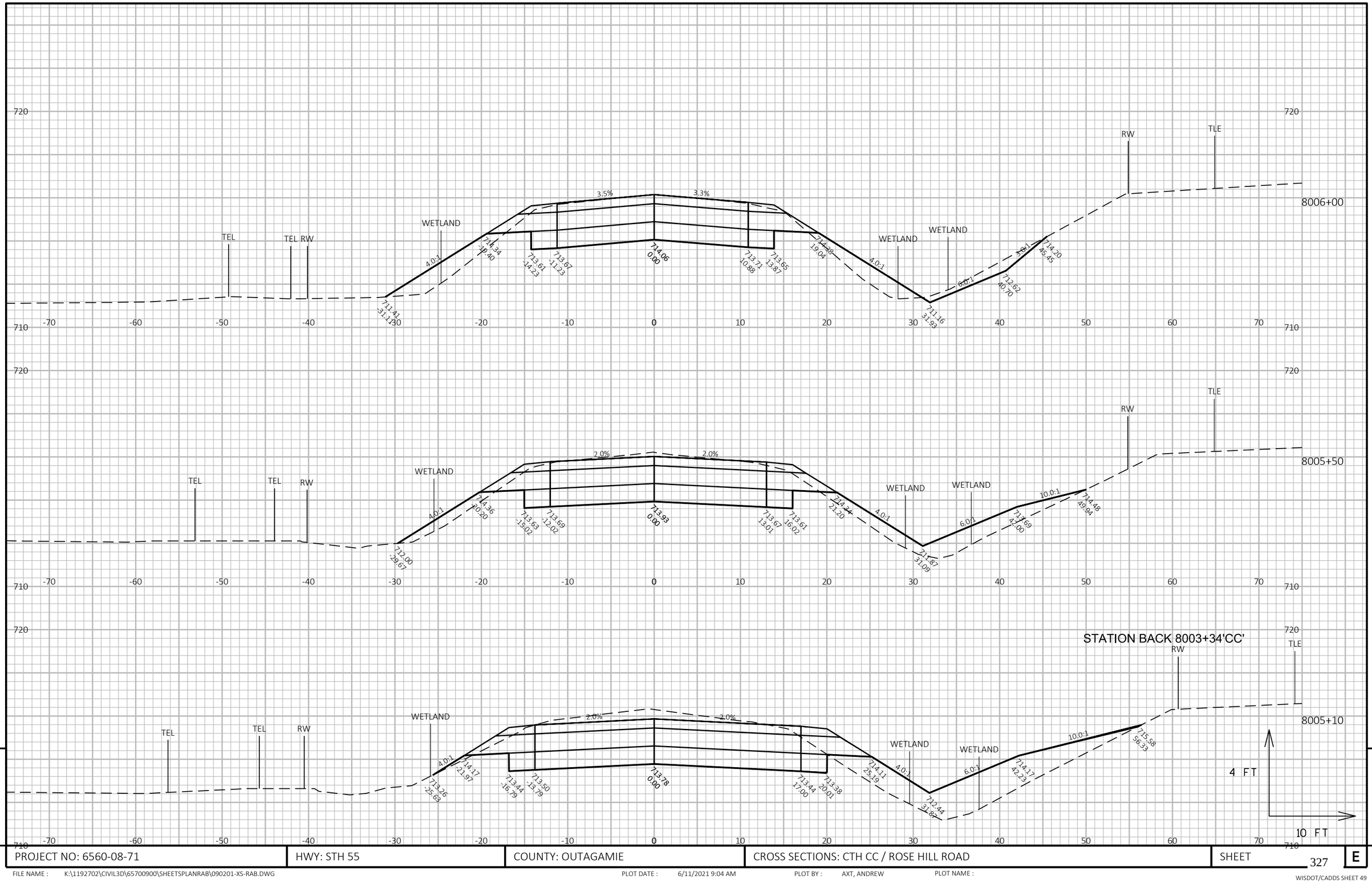
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH CC / ROSE HILL ROAD	SHEET 326	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

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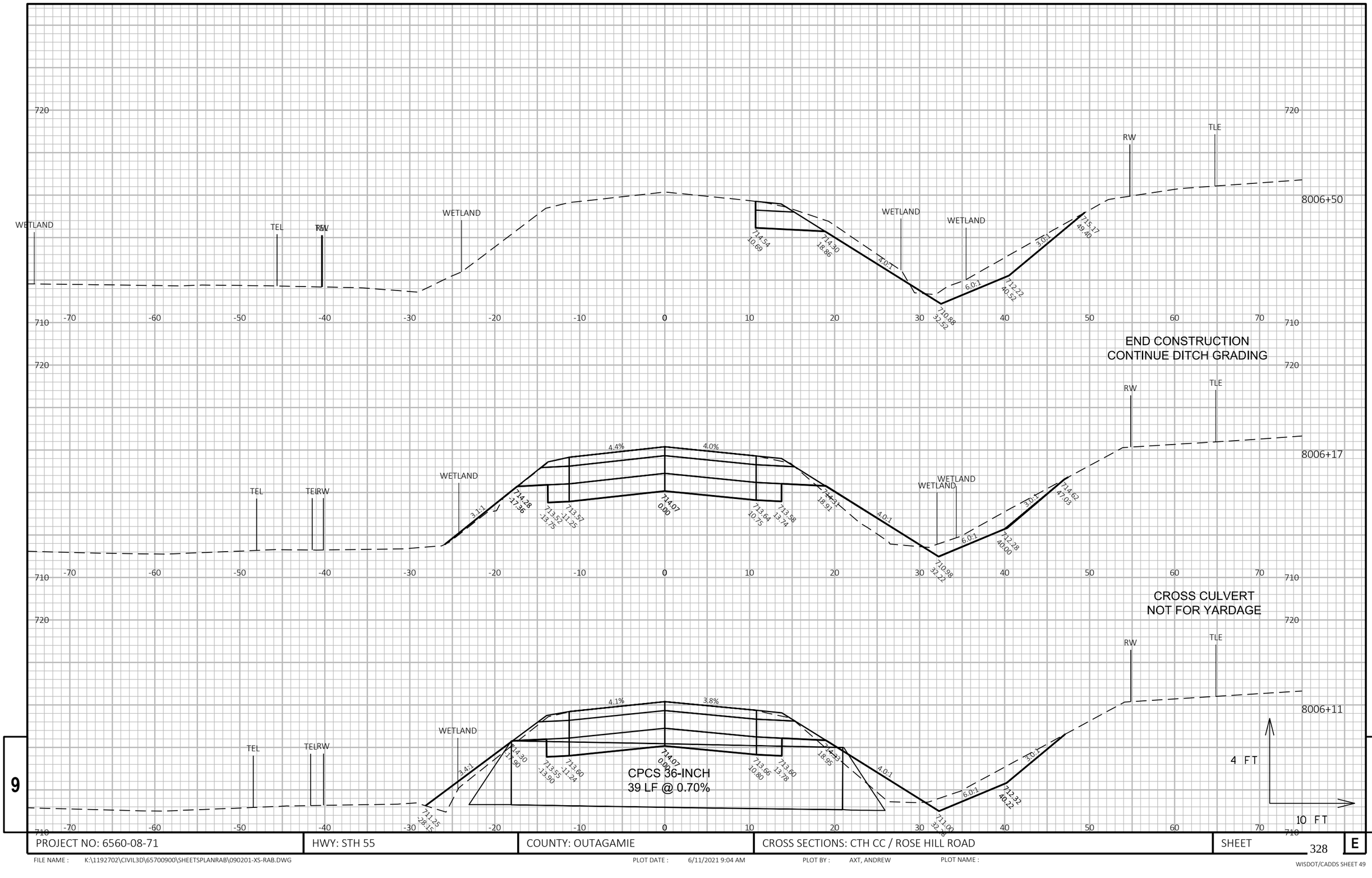
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH CC / ROSE HILL ROAD	SHEET 327	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

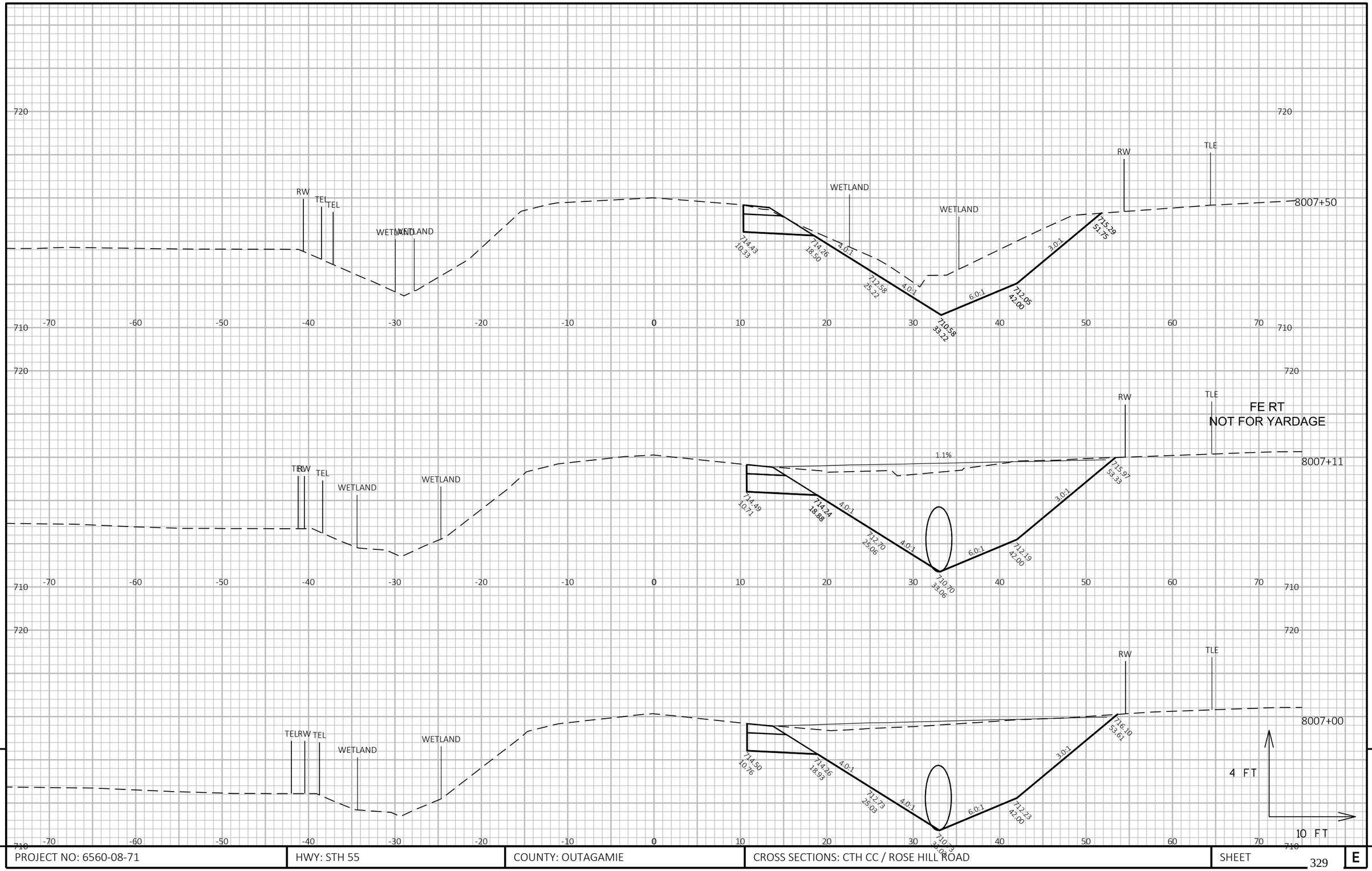
WISDOT/CADDS SHEET 49



PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH CC / ROSE HILL ROAD	SHEET 328	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



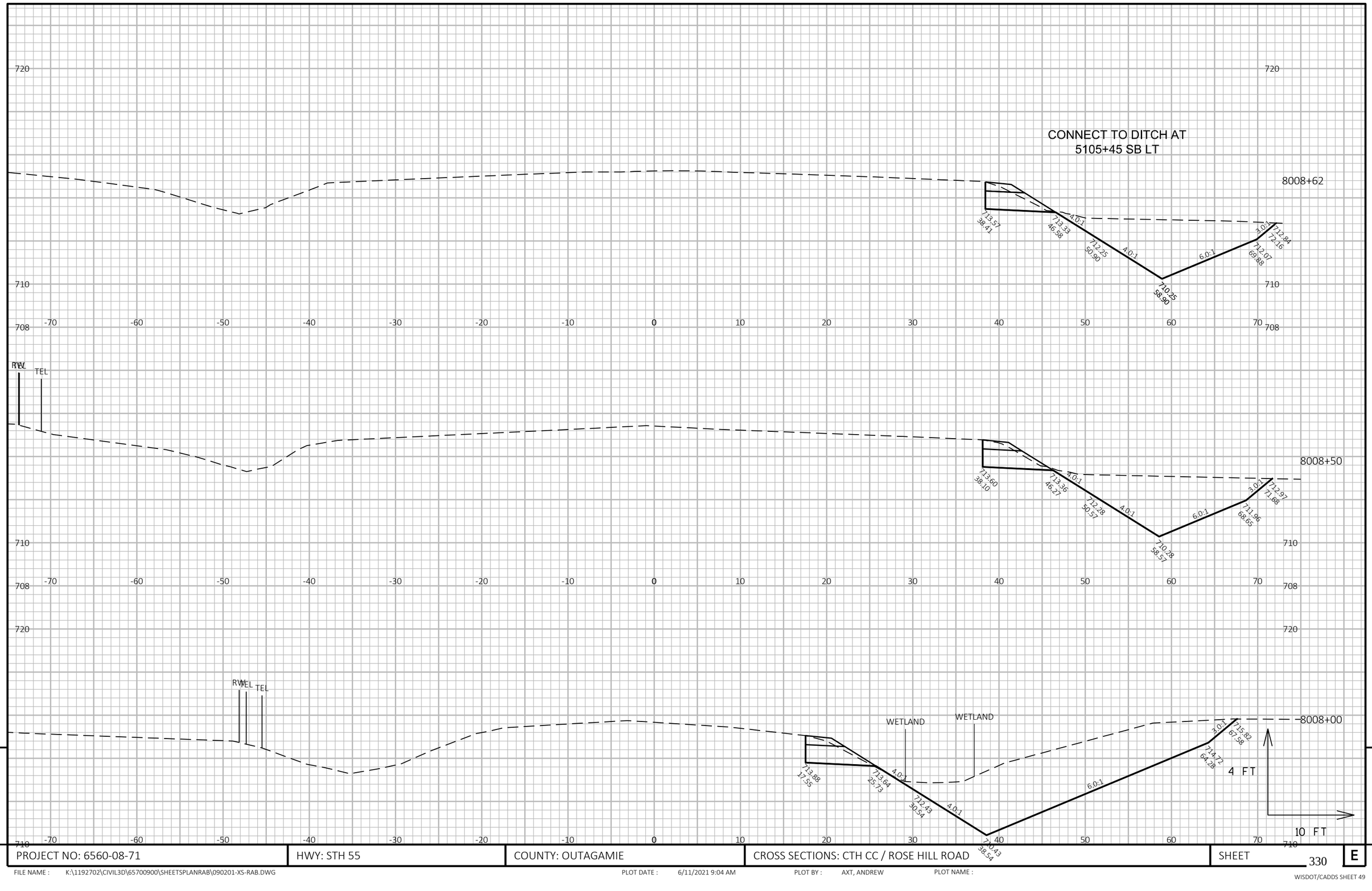
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PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH CC / ROSE HILL ROAD	SHEET 329	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6560-08-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH CC / ROSE HILL ROAD	SHEET 330	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLANRAB\090201-XS-RAB.DWG PLOT DATE : 6/11/2021 9:04 AM PLOT BY : AXT, ANDREW PLOT NAME :

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

MARCH 2022

PROJECT ID: 6570-09-71

WITH: 6560-08-71

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS = 326



326

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

KAUKAUNA-SEYMOUR

IH 41-STH 54

STH 55

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6570-09-71	WISC 2022251	1

END PROJECT
STA 805+26.62

STATE PROJECT NUMBER
6570-09-71



EXCEPTION TO NET C/L LENGTH
B-44-181 STH 55 OVER DUCK CREEK
STA 402+44.08 TO 403+14.49

EXCEPTION TO NET C/L LENGTH
WISDOT PROJECT ID 6560-08-71
STA 116+69.09 TO 142+42.77

BEGIN PROJECT
STA 61+22.68
Y=576,787.838
X=861,972.350

DESIGN DESIGNATION

A.A.D.T.	2022	=	4400
A.A.D.T.	2042	=	6700
D.H.V.		=	550
D.D.		=	59-41
T.		=	16.1%
DESIGN SPEED		=	55 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

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

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

UTILITIES
- ELECTRIC
- FIBER OPTIC
- GAS
- SANITARY SEWER
- STORM SEWER
- TELEPHONE
- WATER
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEMS (WISCRS), OUTAGAMIE COUNTY ZONE, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL POSITIONS SHOWN ON THIS PLAN ARE NAVD 88(2012) DATUM.

LAYOUT
SCALE 0 3 MI

TOTAL NET LENGTH OF CENTERLINE = 13.591 MILES

ORIGINAL PLANS PREPARED BY
raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
DOUGLAS M. SENSO
E-32746
KAUKAUNA WI
PROFESSIONAL ENGINEER

10-22-21 (Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	raSmith
Project Manager	JESSE J. HANSEN
Regional Examiner	CYLE HAAG
Regional Supervisor	TAMMY A. RABE

APPROVED FOR THE DEPARTMENT
DATE: 10/28/21 (Signature)

E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\010101-TI.DWG PLOT DATE : 6/11/2021 12:48 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

GENERAL NOTES

1 THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN IS APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

2 NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.

3 ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, SEEDED, FERTILIZED, AND SECURED WITH EROSION MAT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

4 EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S "ECIP" AND BY THE ENGINEER. EROSION CONTROL DEVICE'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.

5 KEEP ALL EQUIPMENT AND MATERIALS OUT OF ADJACENT WETLANDS AND WATERWAYS.

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
ELECTRICAL
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR

2

UTILITY CONTACTS

ANR PIPELINE COMPANY
TODD BRISTER
W3925 PIPELINE LANE
EDEN, WI 53019
920-477-2235
TODD_BRISTER@TRANSCANADA.COM

AT&T WISCONSIN
JOSEPH KASSAB
205 S JEFFERSON ST
GREEN BAY, WI 54301
920-735-3206
JK572K@ATT.COM

ATC MANAGEMENT INC
TRANS 220 MAILBOX
801 O'KEEFE RD, PO BOX 6113
DE PERE, WI 54115-6113
920-338-6582
DL-ATCDOTNOTIFICATIONS@ATCLLC.COM

CENTURY LINK
KEVIN ZICKERT
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
262-392-5200
KEVIN.ZICKERT@CENTURYLINK.COM

CITY OF KAUKAUNA - SEWER
JOHN SUNDELIUS
201 W SECOND ST, PO BOX 890
KAUKAUNA, WI 54130
920-766-6305
SUNDELIUS@KAUKAUNA-WI.ORG

FREEDOM SANITARY DISTRICT #1 - SEWER
TERRI ROMITTI
N4229 GARVEY AVE
KAUKAUNA, WI 54130
920-788-5763
TROMITTI@FREEDOMSANITARY.ORG

FREEDOM SANITARY DISTRICT #1 - WATER
TERRI ROMITTI
N4229 GARVEY AVE
KAUKAUNA, WI 54130
920-788-5763
TROMITTI@FREEDOMSANITARY.ORG

GUARDIAN PIPELINE
ADAM THEIS
128 M B LANE
CHILTON, WI 53014
920-464-1200
ADAM.THEIS@ONEOK.COM

KAUKAUNA UTILITY - ELECTRICITY
ERIC MILLER
777 ISLAND ST, PO BOX 1777
KAUKAUNA, WI 54130-7077
920-462-0214
EMILLER@KU-WI.ORG

KAUKAUNA UTILITY - WATER
MIKE PEDERSEN
777 ISLAND ST, PO BOX 1777
KAUKAUNA, WI 54130-7077
920-419-2425
MPEDERSEN@KU-WI.ORG

NET LEC LLC
RICK VINCENT
450 SECURITY BLVD, PO BOX 19079
GREEN BAY, WI 54307-9079
920-617-7316 CELL: 920-660-6644
RICK.VINCENT@NSIGHT.COM

SPECTRUM MID-AMERICA LLC
VINCENT ALBIN
3520 E DESTINATION DR
APPLETON, WI 54915
920-831-9249
VINCE.ALBIN@CHARTER.COM

WE ENERGIES - ELECTRICITY
ZACH DUGA
800 S LYNNDALE DR
APPLETON, WI 54914
920-380-3458, (M)920-450-9314
ZACHARY.DUGA@WE-ENERGIES.COM

WE ENERGIES - GAS
EDDIE HEDLUND
800 S LYNNDALE DR
APPLETON, WI 54914
920-380-3240, (M)920-470-0418
EDDIE.HEDLUND@WE-ENERGIES.COM

WINDSTREAM KDL LLC
ERIC BECKER
314 N DANZ AVE
GREEN BAY, WI 54302-3526
920-461-9825
ERIC.BECKER@WINDSTREAM.COM

WIN, LLC
DICK HAMMETTER
800 WISCONSIN AVE
EAU CLAIRE, WI 54703
715-838-4406
DICK.HAMMETTER@WINTECHNOLOGY.COM

DESIGNER

raSmith
100 WEST LAWRENCE STREET
SUITE 412
APPLETON, WI 54911
MR. DOUG SENSO, P.E.
PROJECT MANAGER
(920) 843-5731
DOUG.SENSO@RASMITH.COM

OUTAGAMIE COUNTY

OUTAGAMIE COUNTY HIGHWAY DEPARTMENT
1313 HOLLAND ROAD
APPLETON, WI 54911-8947
MR. DEAN STEINGRABER, HIGHWAY COMMISSIONER
(920) 832-5673
DEAN.STEINGRABER@OUTAGAMIE.ORG

DNR LIAISON

WISCONSIN DEPT OF NATURAL RESOURCES
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE
GREEN BAY, WI 54313
MATT SCHAEVE
(920) 366-1544
MATTHEW.SCHAEVE@WISCONSIN.GOV

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

2

CORING SUMMARY
(APPROXIMATE LOCATIONS)

CORING NUMBER	STATION & ALIGNMENT	OFFSET	ASPHALT THICKNESS (IN)
C-01	69+72	21.5' RT	6.75
C-02	76+22	5.0' LT	6.00
C-03	89+21	8.0' RT	6.50
C-04	98+49	8.0' LT	8.00
C-05	109+40	7.5' RT	6.38
C-09	151+77	8.5' RT	8.75
C-10	162+88	7.5' LT	6.00
C-11	172+32	8' RT	6.00
C-12	183+20	9.0' LT	7.75
C-13	191+72	8.0' RT	7.00
C-14	201+91	8.0' LT	8.75
C-15	211+06	8.5' RT	6.00
C-16	221+26	9.0' LT	7.50
C-17	231+43	9.0' RT	9.00
C-18	240+24	9.0' LT	11.00
C-19	251+43	8.0' RT	9.50
C-20	260+27	9.5' LT	10.25
C-21	271+13	7.5' RT	12.00
C-22	278+66	7.5' LT	10.75
C-23	290+90	7.0' RT	12.75
C-24	299+12	8.0' LT	8.25
C-25	311+00	7.0' RT	11.75
C-26	319+20	7.0' LT	5.75
C-27	330+83	8.5' RT	11.00
C-28	340+04	7.5' LT	10.88
C-29	350+41	8.0' RT	10.25
C-30	360+67	8.0' LT	7.00
C-31	371+14	9.0' RT	3.75
C-32	383+80	9.0' LT	9.00
C-33	391+80	8.0' RT	6.50
C-34	403+45	7.5' LT	7.50
C-35	414+75	8.5' RT	9.00
C-36	422+82	8.0' LT	9.75
C-37	434+43	8.0' RT	9.50
C-38	443+31	9.0' LT	10.00
C-39	454+11	7.5' RT	7.00
C-40	463+94	8.0' LT	9.25
C-41	474+42	7.5' RT	10.50
C-42	484+24	7.5' LT	11.75
C-43	494+26	8.5' RT	8.75
C-44	506+72	8.0' LT	10.50
C-45	514+78	7.5' RT	7.25
C-46	527+96	7.5' LT	11.00
C-47	535+30	8.5' RT	12.25
C-48	547+70	9.0' LT	9.00
C-49	556+87	7.5' RT	8.50
C-50	567+35	8.5' LT	9.00
C-51	577+60	10.0 RT	9.50
C-52	587+21	6.5' LT	5.50
C-53	598+48	8.0' RT	10.00
C-54	607+66	8.5' LT	11.00
C-55	618+74	7.0' RT	6.50
C-56	628+35	9.0' LT	7.25
C-57	638+79	8.5' RT	10.25
C-58	648+88	9.0' LT	9.25
C-59	658+43	6.5' RT	9.88
C-60	669+53	8.5' LT	10.00
C-61	678+20	8.0' RT	10.75
C-62	689+08	10.0' LT	7.25
C-63	698+28	8.5' RT	11.50
C-64	709+69	7.0' LT	11.75
C-65	718+90	7.5'RT	10.25
C-66	730+03	9.0' LT	9.50
C-67	741+21	7.5' RT	10.38
C-68	754+15	9.0' LT	8.63
C-69	761+97	8.0' RT	11.00
C-70	772+79	8.5' LT	9.75
C-71	782+52	7.0' RT	8.50
C-72	795+78B	9.5' LT	10.00

2

2

N

Apple Cr.

Duck Cr.

TOWN OF VANDENBROEK

TOWN OF FREEDOM

TOWN OF OSBORN

TOWN OF ONEIDA

TOWN OF SEYMOUR

CITY OF KAUKAUNA

CTH JJ

CTH CC

CTH E

CTH S

CTH J

CTH EE

CTH UU

STH 55

STH 54

HICKORY RD

BONNIE LN

COENEN RD

LAU RD

GREINER RD

INDUSTRIAL DR

CENTER VALLEY RD

KEMPEN RD

RAY RD

FISH CREEK RD

RANCH RD

CULBERTSON RD

EVERGREEN DR

WETLANDS
(TYP)

EXCEPTION TO NET C/L LENGTH
SEE PROJECT ID 6560-08-71
STA 116+69.09 TO 142+42.77

B-44-135
STH 55 OVER APPLE CREEK

STH 55 R/L

EXCEPTION TO NET C/L LENGTH
B-44-181 STH 55 OVER DUCK CREEK
STA 402+44.08 TO 403+14.49

BEGIN PROJECT
STA 61+22.68
Y=576,787.838
X=861,972.350

END PROJECT
STA 805+26.62

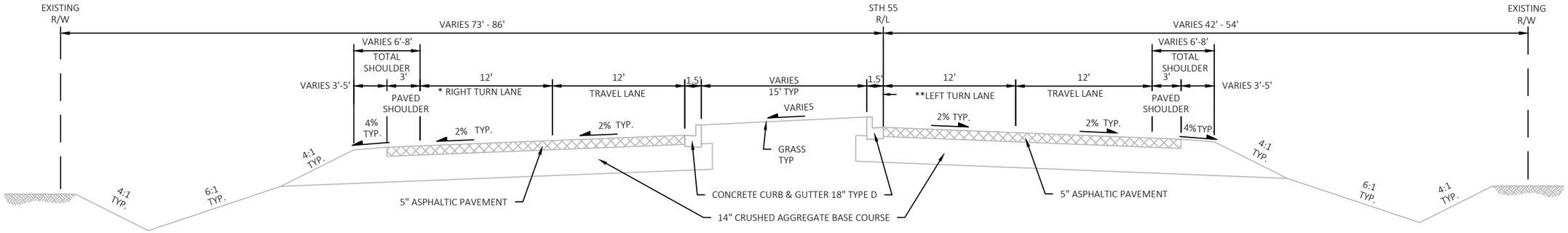
BEGIN CONSTRUCTION
STA 791+22.03'B'

END CONSTRUCTION
STA 802+59.61'B'

ALL INTERSECTIONS ARE STOP-CONTROLLED ON THE SIDE ROAD INTERSECTING STH 55 EXCEPT FOR:

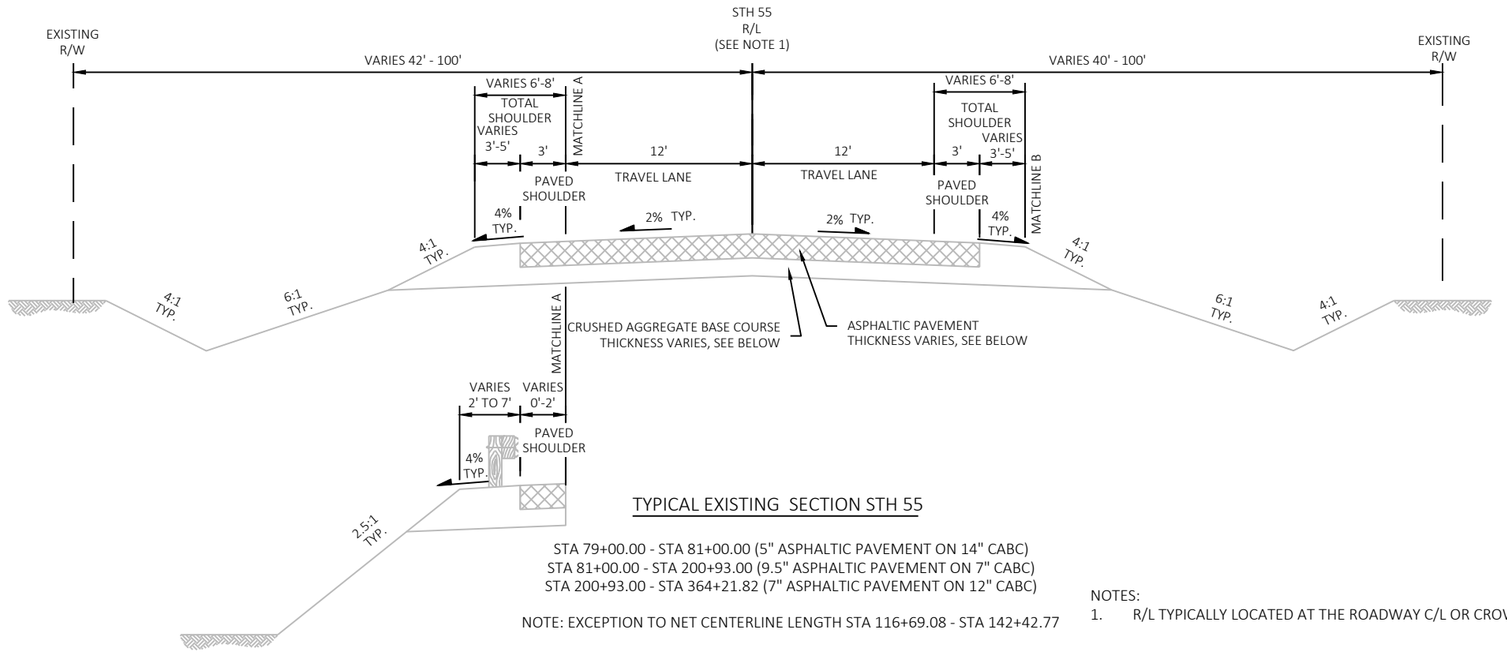
- 4-WAY STOP CONTROLLED AT CTH E AND CTH S
- ONE-WAY STOP AT STH 54
- STH 55 SB YIELDS TO STH 54 EB TO STH 55 SB RAMP TRAFFIC

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 4	E



TYPICAL EXISTING SECTION STH 55

STA 61+22.68 - STA 79+00.00
* STA 64+20.00 - STA 79+00.00
** STA 67+40.00 - STA 74+50.00



TYPICAL EXISTING SECTION STH 55

STA 79+00.00 - STA 81+00.00 (5" ASPHALTIC PAVEMENT ON 14" CABC)
STA 81+00.00 - STA 200+93.00 (9.5" ASPHALTIC PAVEMENT ON 7" CABC)
STA 200+93.00 - STA 364+21.82 (7" ASPHALTIC PAVEMENT ON 12" CABC)

NOTE: EXCEPTION TO NET CENTERLINE LENGTH STA 116+69.08 - STA 142+42.77

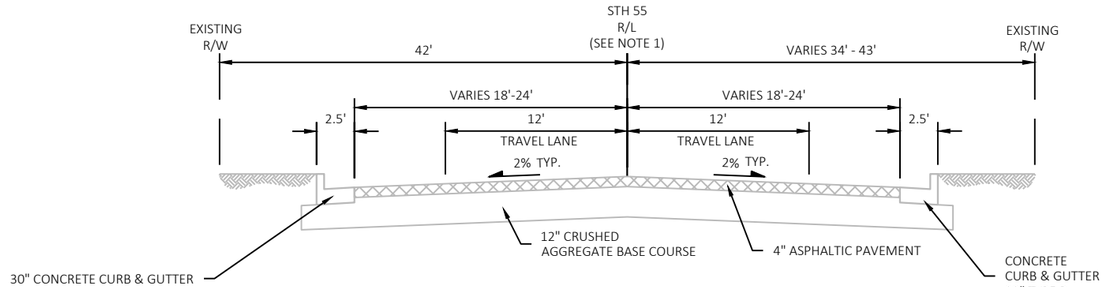
NOTES:
1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT.

GUARDRAIL SECTION

STA 79+79.15 - STA 82+83.83 LT
STA 79+36.99 - STA 82+54.21 RT
STA 146+52.91 - STA 151+20.04 LT
STA 142+82.65 - STA 150+49.71 RT
STA 300+75.59 - STA 304+30.39 LT
STA 300+00.00 - STA 303+30.37 RT
STA 314+09.34 - STA 317+39.13 LT
STA 314+09.34 - STA 317+26.49 RT

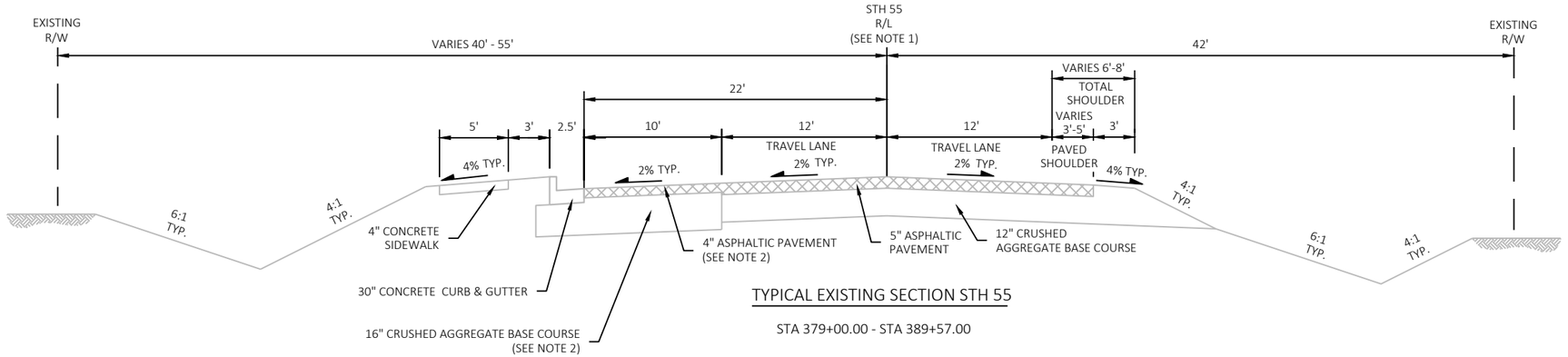
MATCHLINE B IS A MIRROR IMAGE

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 5	E



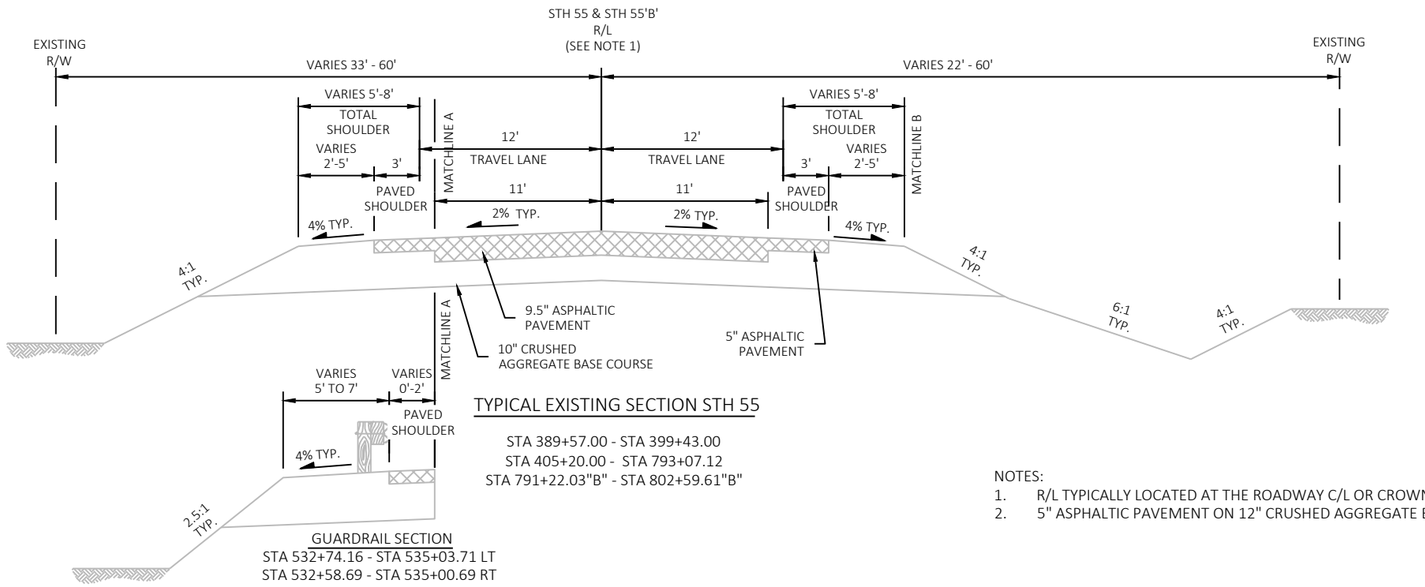
TYPICAL EXISTING SECTION STH 55

STA 364+21.82 - STA 379+00.00



TYPICAL EXISTING SECTION STH 55

STA 379+00.00 - STA 389+57.00



TYPICAL EXISTING SECTION STH 55

STA 389+57.00 - STA 399+43.00
STA 405+20.00 - STA 793+07.12
STA 791+22.03"B" - STA 802+59.61"B"

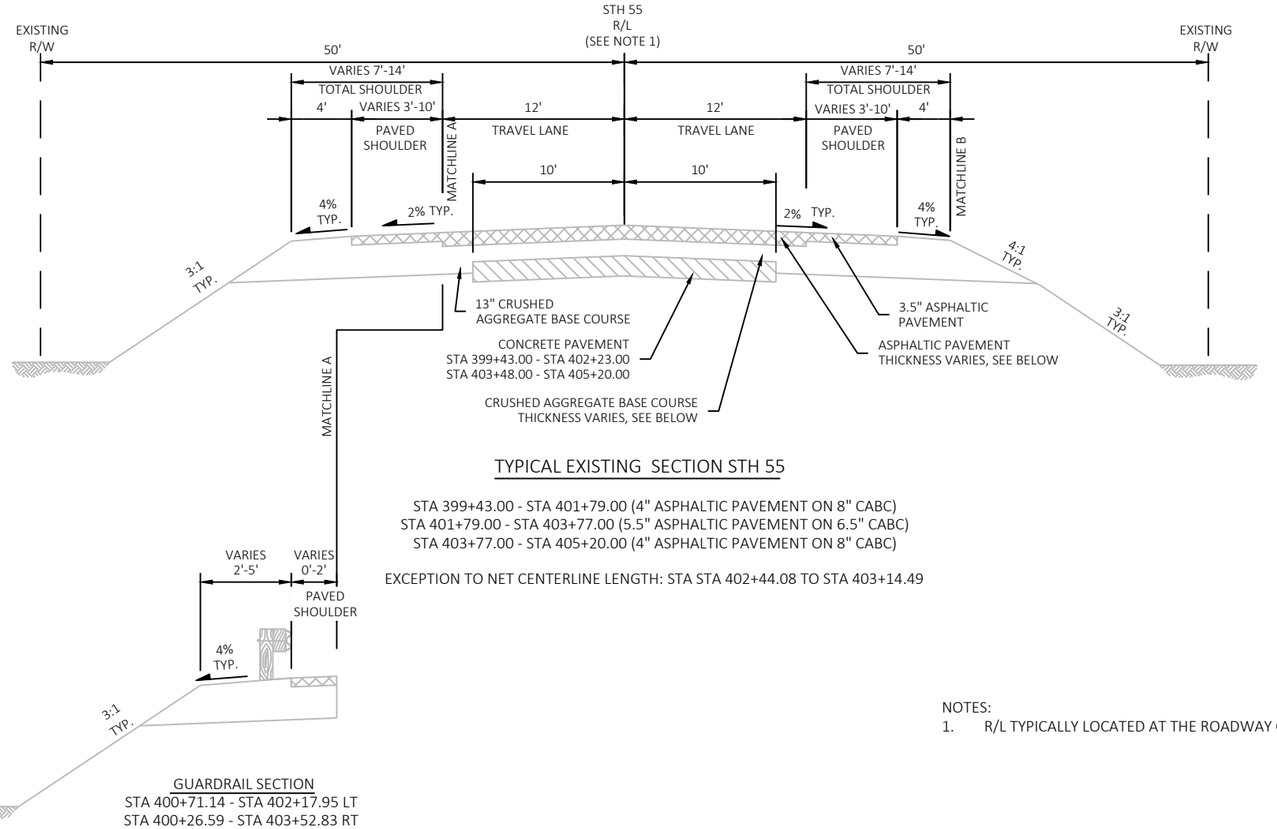
GUARDRAIL SECTION

STA 532+74.16 - STA 535+03.71 LT
STA 532+58.69 - STA 535+00.69 RT

MATCHLINE B IS A MIRROR IMAGE

NOTES:
1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT.
2. 5" ASPHALTIC PAVEMENT ON 12" CRUSHED AGGREGATE BASE COURSE - STA 379+00 TO STA 381+80.

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 6	E



TYPICAL EXISTING SECTION STH 55

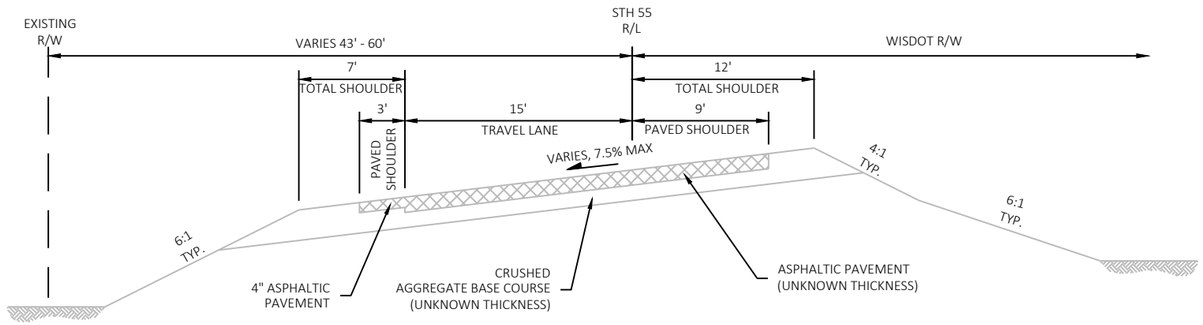
STA 399+43.00 - STA 401+79.00 (4" ASPHALTIC PAVEMENT ON 8" CABC)
STA 401+79.00 - STA 403+77.00 (5.5" ASPHALTIC PAVEMENT ON 6.5" CABC)
STA 403+77.00 - STA 405+20.00 (4" ASPHALTIC PAVEMENT ON 8" CABC)

EXCEPTION TO NET CENTERLINE LENGTH: STA STA 402+44.08 TO STA 403+14.49

GUARDRAIL SECTION
STA 400+71.14 - STA 402+17.95 LT
STA 400+26.59 - STA 403+52.83 RT
STA 403+30.07 - STA 404+64.01 LT
*STA 402+17.95 - STA 403+30.07 LT, SHOULDER WIDTH=10'

MATCHLINE B IS A MIRROR IMAGE

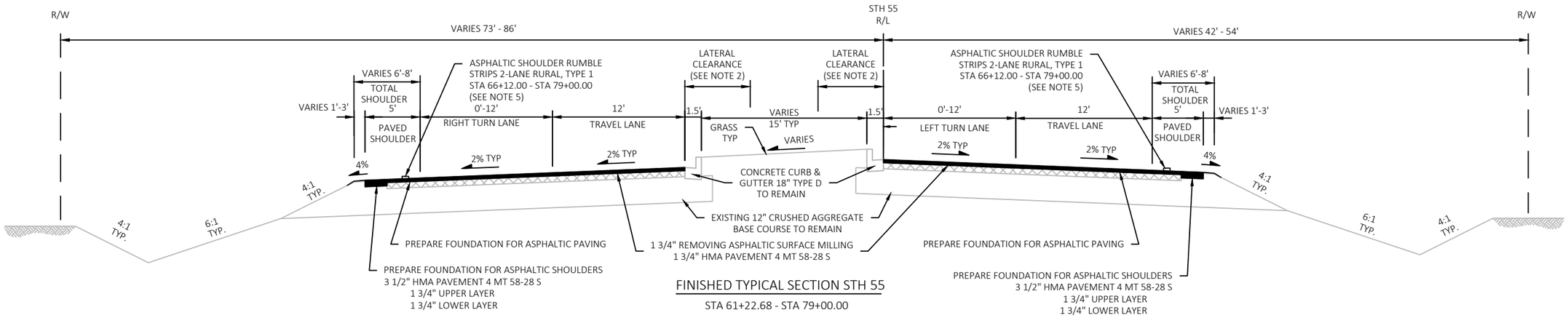
NOTES:
1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT.



TYPICAL EXISTING SECTION
STH 54 EASTBOUND TO STH 55 SOUTHBOUND RAMP

STA 793+07.12 - STA 805+26.62

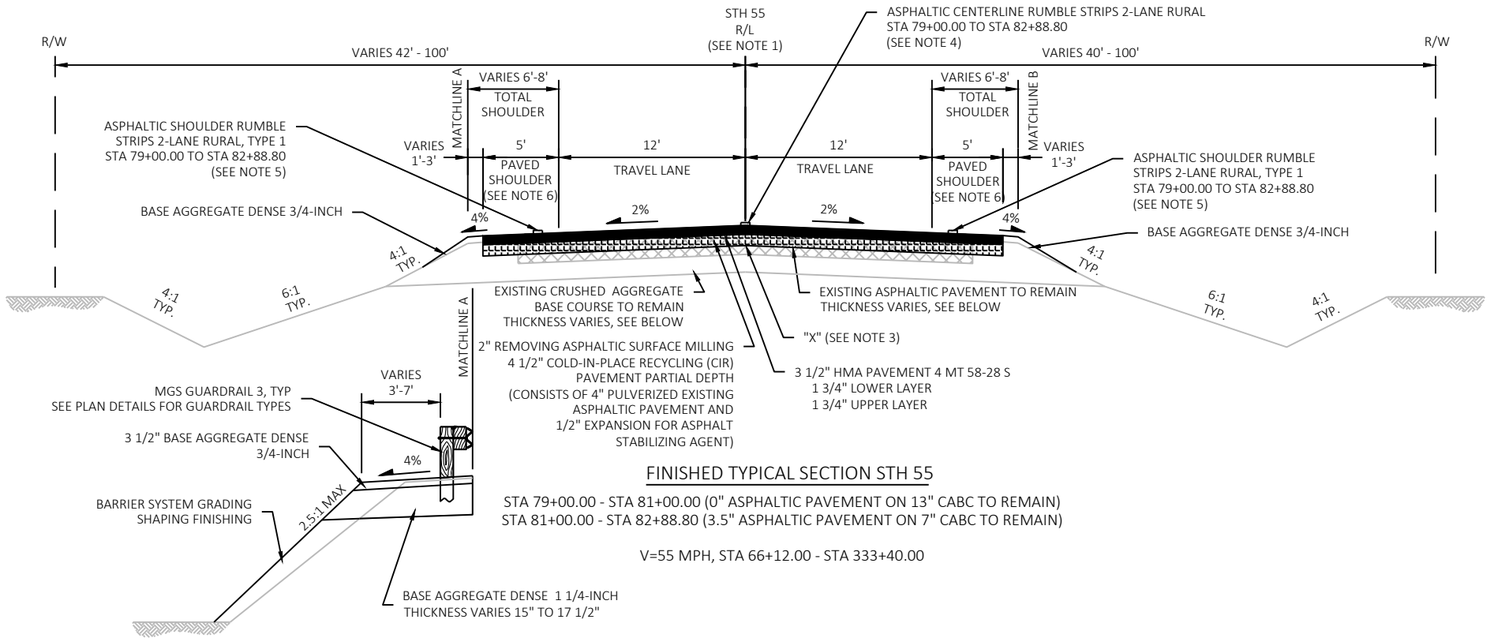
PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 7	E



FINISHED TYPICAL SECTION STH 55

STA 61+22.68 - STA 79+00.00

V= 45 MPH, STA 61+22.00 TO STA 66+12.00
V = 55 MPH, STA 66+12.00 TO STA 79+00.00



FINISHED TYPICAL SECTION STH 55

STA 79+00.00 - STA 81+00.00 (0" ASPHALTIC PAVEMENT ON 13" CABC TO REMAIN)
STA 81+00.00 - STA 82+88.80 (3.5" ASPHALTIC PAVEMENT ON 7" CABC TO REMAIN)

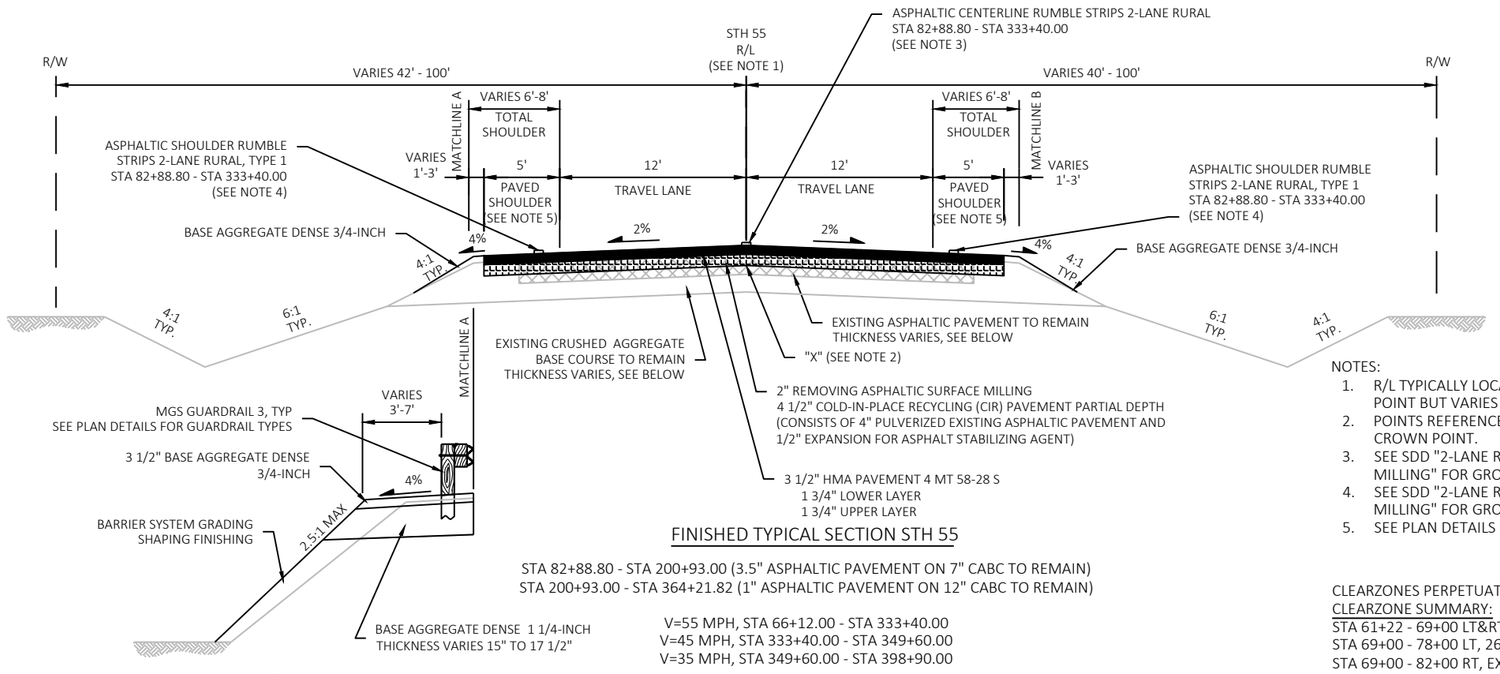
V=55 MPH, STA 66+12.00 - STA 333+40.00

GUARDRAIL SECTION
STA 79+31.82 - 82+56.74 RT
STA 79+76.38 - STA 82+88.80 LT

MATCHLINE B IS A MIRROR IMAGE

NOTES:
1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT.
2. LATERAL CLEARANCES PERPETUATE EXISTING CONDITIONS.
3. POINTS REFERENCED ON CROSS SECTIONS AT ROADWAY CROWN POINT.
4. SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
5. SEE SDD "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
6. SEE PLAN DETAILS FOR PAVING TO FACE OF GUARDRAIL.

CLEARZONES PERPETUATE EXISTING CONDITIONS.
CLEARZONE SUMMARY:
STA 61+22 - 69+00 LT&RT, 26'
STA 69+00 - 78+00 LT, 26'
STA 69+00 - 82+00 RT, EXISTING R/W, VARIES 31' - 32'
STA 78+00 - 82+00 LT, VARIES, LESSER OF EXISTING R/W (MIN 26') OR 34'
STA 82+00 - 88+00 LT & RT, 26'



FINISHED TYPICAL SECTION STH 55

STA 82+88.80 - STA 200+93.00 (3.5" ASPHALTIC PAVEMENT ON 7" CABC TO REMAIN)
STA 200+93.00 - STA 364+21.82 (1" ASPHALTIC PAVEMENT ON 12" CABC TO REMAIN)

V=55 MPH, STA 66+12.00 - STA 333+40.00
V=45 MPH, STA 333+40.00 - STA 349+60.00
V=35 MPH, STA 349+60.00 - STA 398+90.00

NOTE: EXCEPTION TO NET CENTERLINE LENGTH STA 116+69.08 - STA 142+42.77

GUARDRAIL SECTION

STA 146+50.00 - STA 151+25.00 LT
STA 145+80.00 - STA 150+55.00 RT
STA 300+68.45 - STA 304+30.87 LT
STA 299+99.72 - STA 303+37.14 RT
STA 314+05.36 - STA 317+42.78 LT
STA 314+05.47 - STA 317+30.39 RT

MATCHLINE B IS A MIRROR IMAGE

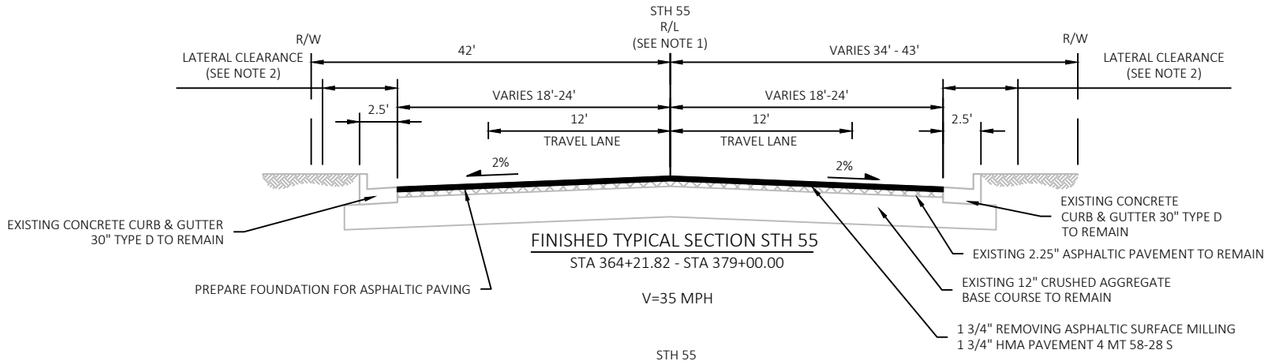
NOTES:

1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT..
2. POINTS REFERENCED ON CROSS SECTIONS AT ROADWAY CROWN POINT.
3. SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
4. SEE SDD "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
5. SEE PLAN DETAILS FOR PAVING TO FACE OF GUARDRAIL.

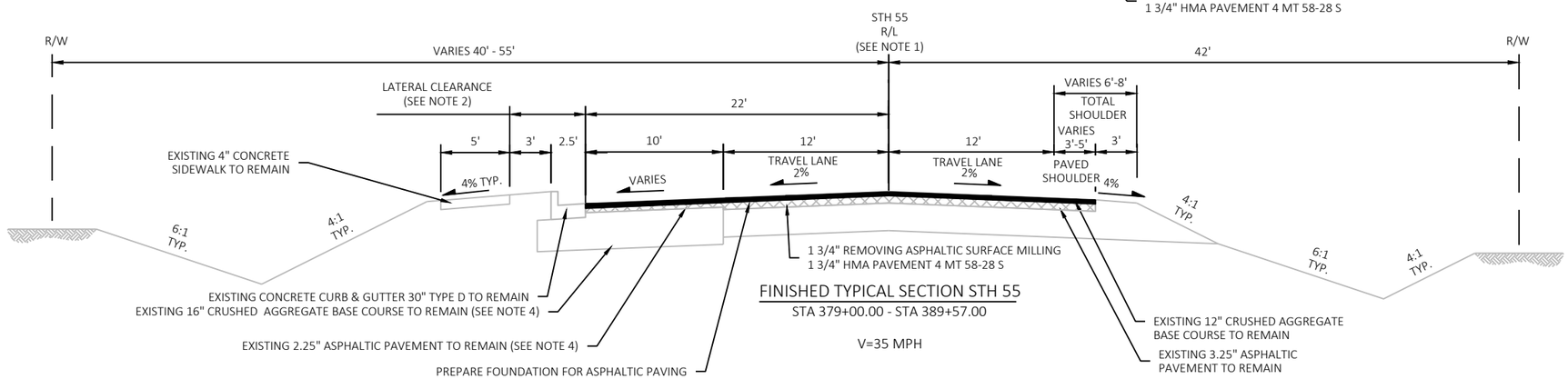
CLEARZONES PERPETUATE EXISTING CONDITIONS.

CLEARZONE SUMMARY:

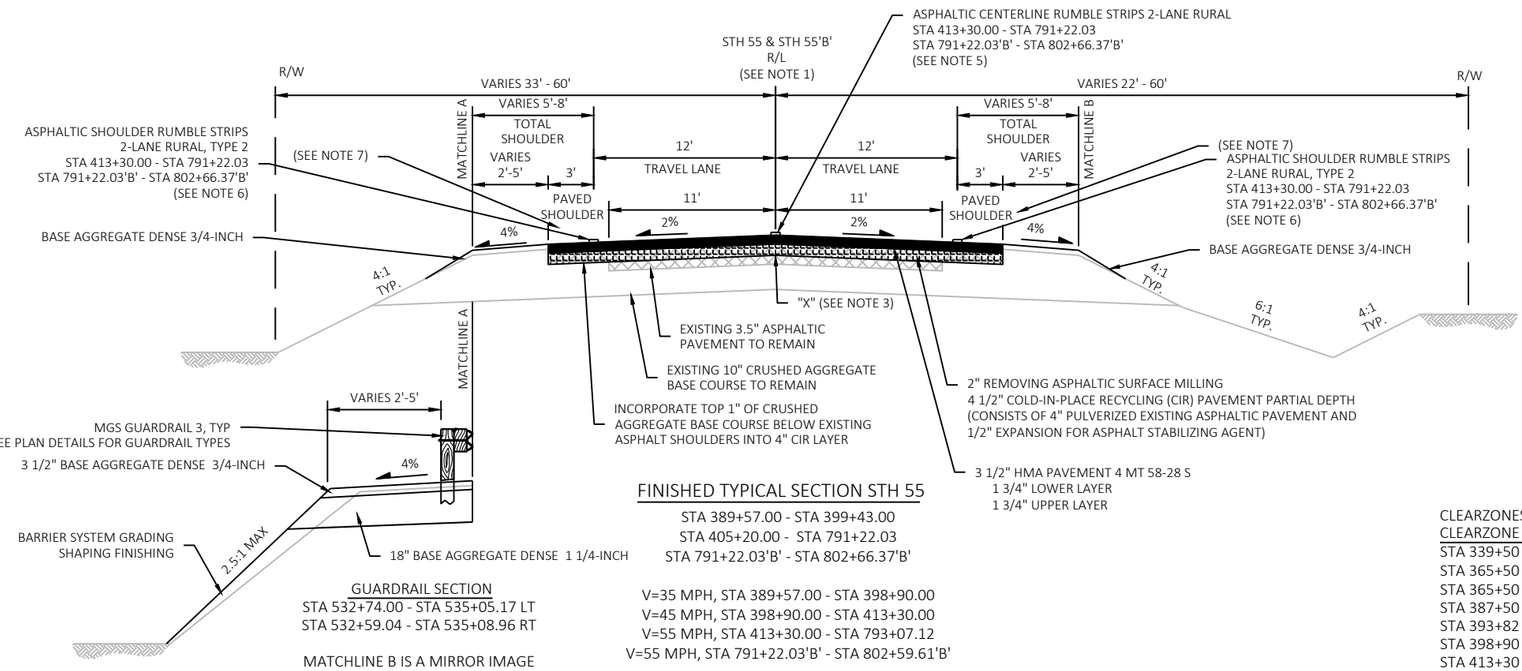
STA 61+22 - 69+00 LT&RT, 26'
STA 69+00 - 78+00 LT, 26'
STA 69+00 - 82+00 RT, EXISTING R/W, VARIES 31' - 32'
STA 78+00 - 82+00 LT, VARIES, LESSER OF EXISTING R/W (MIN 26') OR 34'
STA 82+00 - 88+00 LT & RT, 26'
STA 88+00 - 116+69.09 LT & RT, EXISTING R/W, VARIES 28' - 32'
STA 142+47 - 145+50 LT & RT, 26'
STA 145+50 - 160+50 LT & RT, VARIES, LESSER OF EXISTING R/W (MIN 29') or 34'
STA 160+50 - 162+50 LT, VARIES, LESSER OF EXISTING R/W (MIN 31') or 34'
STA 160+50 - 162+50 RT, 26'
STA 162+50 - 167+50 LT & RT, 26'
STA 167+50 - 177+50 LT, EXISTING R/W, 31'
STA 167+50 - 177+50 RT, 26'
STA 177+50 - 200+93 LT, EXISTING R/W, VARIES 30' - 31'
STA 177+50 - 200+50 RT, VARIES, LESSER OF EXISTING R/W (MIN 29') or 34'
STA 200+50 - 200+93 RT, 26'
STA 200+93 - 210+50 LT, EXISTING R/W, VARIES 30' - 31'
STA 200+93 - 200+50 RT, VARIES, LESSER OF EXISTING R/W (MIN 29') or 34'
STA 200+50 - 210+50 RT, 26'
STA 210+50 - 227+50 LT & RT, 26'
STA 227+50 - 283+50 LT & RT, VARIES, LESSER OF EXISTING R/W (MIN 28') or 34'
STA 283+50 - 301+50 LT & RT, 26'
STA 301+50 - 321+50 LT & RT, VARIES, LESSER OF EXISTING R/W (MIN 29') or 34'
STA 321+50 - 339+50 LT, 26'
STA 321+50 - 339+50 RT, VARIES, LESSER OF EXISTING R/W (MIN 31') or 34'
STA 339+50 - 365+50 LT & RT, VARIES, LESSER OF EXISTING R/W (MIN 24') or 26'



FINISHED TYPICAL SECTION STH 55
STA 364+21.82 - STA 379+00.00
V=35 MPH



FINISHED TYPICAL SECTION STH 55
STA 379+00.00 - STA 389+57.00
V=35 MPH



GUARDRAIL SECTION
STA 532+74.00 - STA 535+05.17 LT
STA 532+59.04 - STA 535+08.96 RT

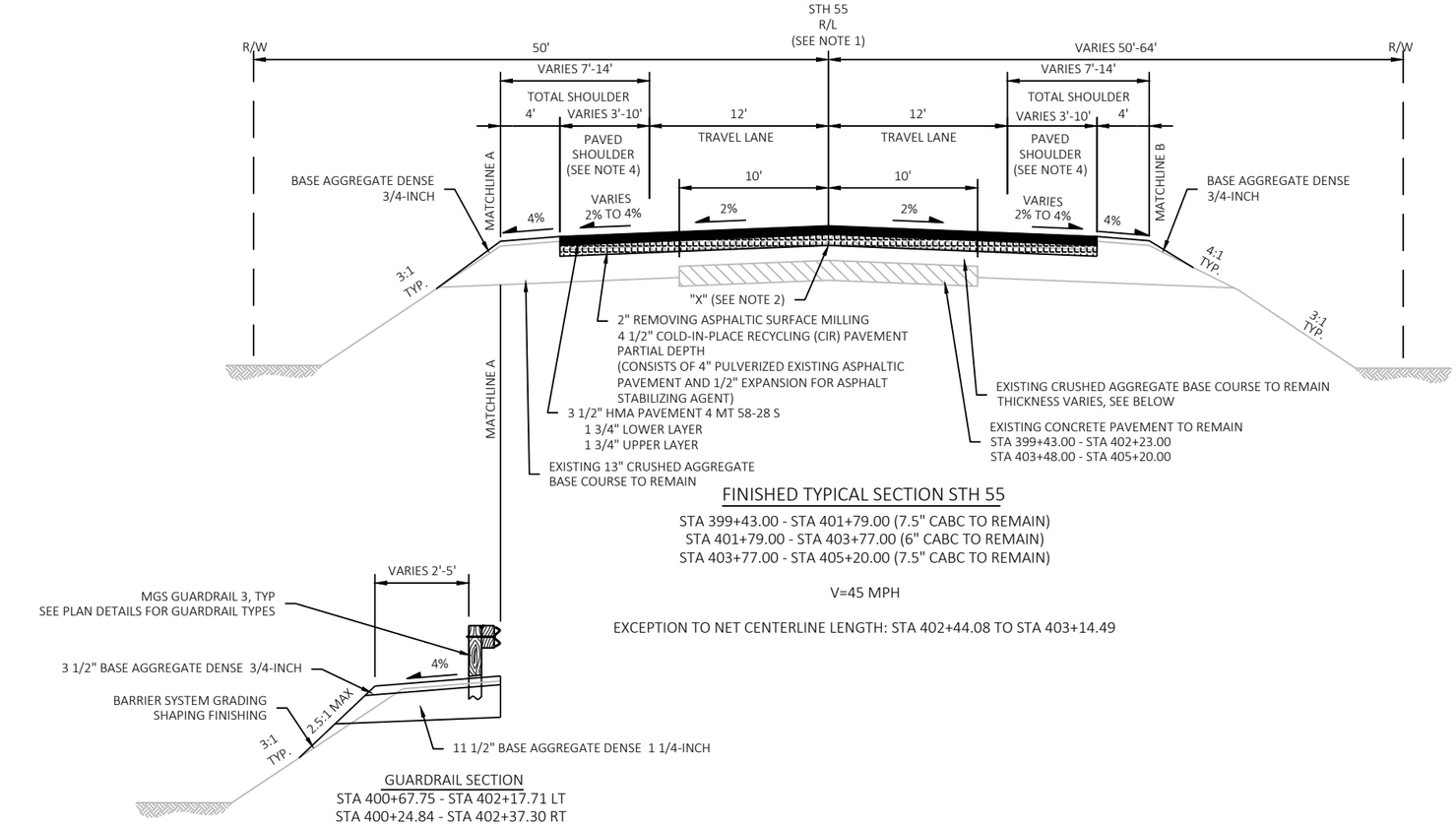
MATCHLINE B IS A MIRROR IMAGE

FINISHED TYPICAL SECTION STH 55
STA 389+57.00 - STA 399+43.00
STA 405+20.00 - STA 791+22.03
STA 791+22.03'B' - STA 802+66.37'B'

V=35 MPH, STA 389+57.00 - STA 398+90.00
V=45 MPH, STA 398+90.00 - STA 413+30.00
V=55 MPH, STA 413+30.00 - STA 793+07.12
V=55 MPH, STA 791+22.03'B' - STA 802+59.61'B'

NOTES:
1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT.
2. LATERAL CLEARANCES PERPETUATE EXISTING CONDITIONS.
3. POINTS REFERENCED ON CROSS SECTIONS AT ROADWAY CROWN POINT.
4. 3.25" ASPHALTIC PAVEMENT ON 12" CRUSHED AGGREGATE BASE COURSE TO REMAIN - STA 379+00 TO STA 381+80.
5. SEE SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
6. SEE SDD "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
7. SEE PLAN DETAILS FOR PAVING TO FACE OF GUARDRAIL.

CLEARZONES PERPETUATE EXISTING CONDITIONS.
CLEARZONE SUMMARY:
STA 339+50 - 365+50 LT & RT, VARIES, LESSER OF EXISTING R/W (MIN 24') or 26'
STA 365+50 - 379+81 LT, VARIES, LESSER OF EXISTING R/W (MIN 24') or 26'
STA 365+50 - 387+50 RT, EXISTING R/W, VARIES 23' - 34'
STA 387+50 - 393+82 LT & RT, 26'
STA 393+82 - 398+90 LT& RT, 14'
STA 398+90 - 413+30 LT & RT, 20'
STA 413+30 - 805+27 LT & RT, 30'
STA 791+22'B' - 802+66'B' LT & RT, 30'



FINISHED TYPICAL SECTION STH 55

STA 399+43.00 - STA 401+79.00 (7.5" CABC TO REMAIN)
STA 401+79.00 - STA 403+77.00 (6" CABC TO REMAIN)
STA 403+77.00 - STA 405+20.00 (7.5" CABC TO REMAIN)

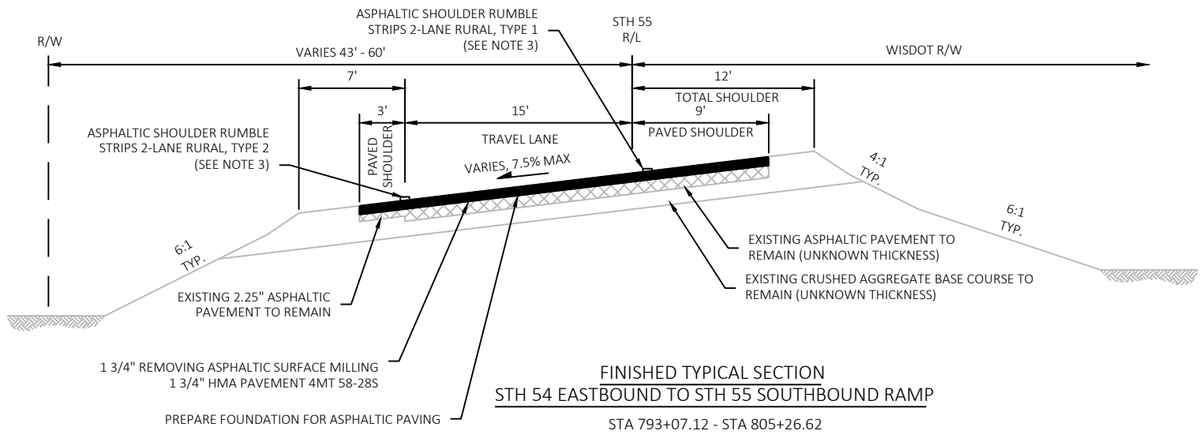
V=45 MPH

EXCEPTION TO NET CENTERLINE LENGTH: STA 402+44.08 TO STA 403+14.49

GUARDRAIL SECTION

STA 400+67.75 - STA 402+17.71 LT
STA 400+24.84 - STA 402+37.30 RT
STA 403+29.09 - STA 404+66.55 LT
*STA 402+17.95 - STA 403+30.07 LT, SHOULDER WIDTH=10', EXISTING GUARDRAIL TO REMAIN

MATCHLINE B IS A MIRROR IMAGE



FINISHED TYPICAL SECTION
STH 54 EASTBOUND TO STH 55 SOUTHBOUND RAMP

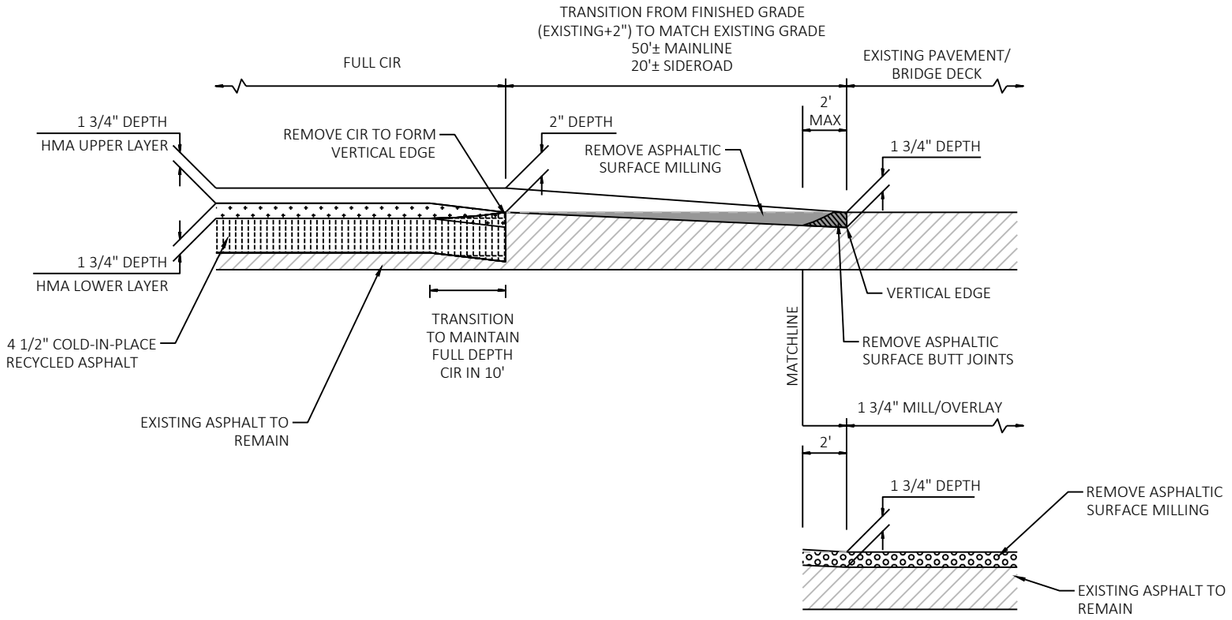
STA 793+07.12 - STA 805+26.62

V=55 MPH

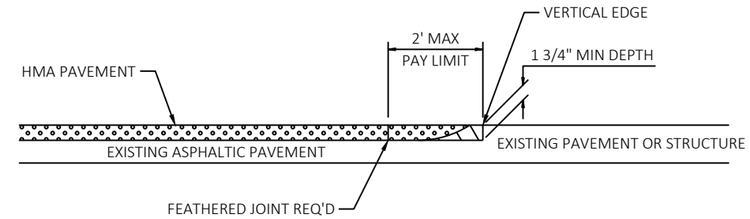
NOTES:
1. R/L TYPICALLY LOCATED AT THE ROADWAY C/L OR CROWN POINT BUT VARIES THROUGHOUT THE PROJECT.
2. POINTS REFERENCED ON CROSS SECTIONS AT ROADWAY CROWN POINT.
3. SEE SDD "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS.
4. SEE PLAN DETAILS FOR PAVING TO FACE OF GUARDRAIL.

CLEARZONES PERPETUATE EXISTING CONDITIONS.
CLEARZONE SUMMARY:
STA 398+90 - 413+30 LT & RT, 20'
STA 413+30 - 805+27 LT & RT, 30'

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 11	E

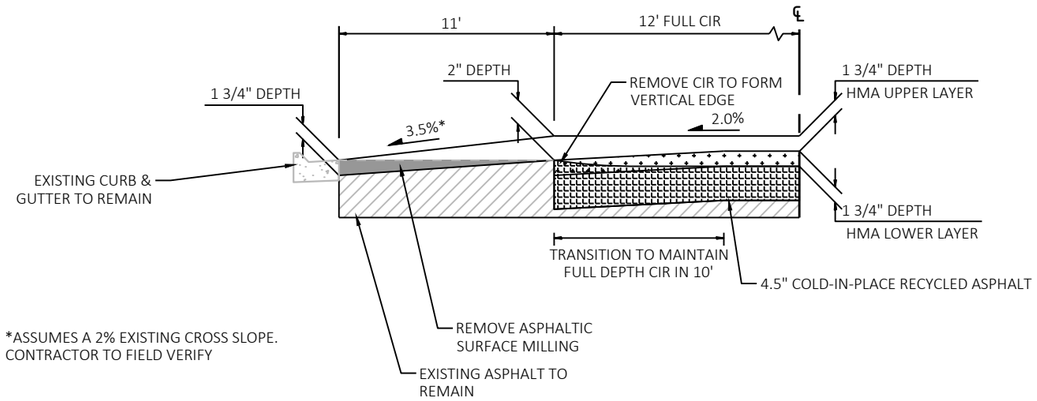


TRANSITION FROM COLD-IN-PLACE RECYCLING TO MILL/OVERLAY MAINLINE & EXISTING PAVEMENT/BRIDGE DECK



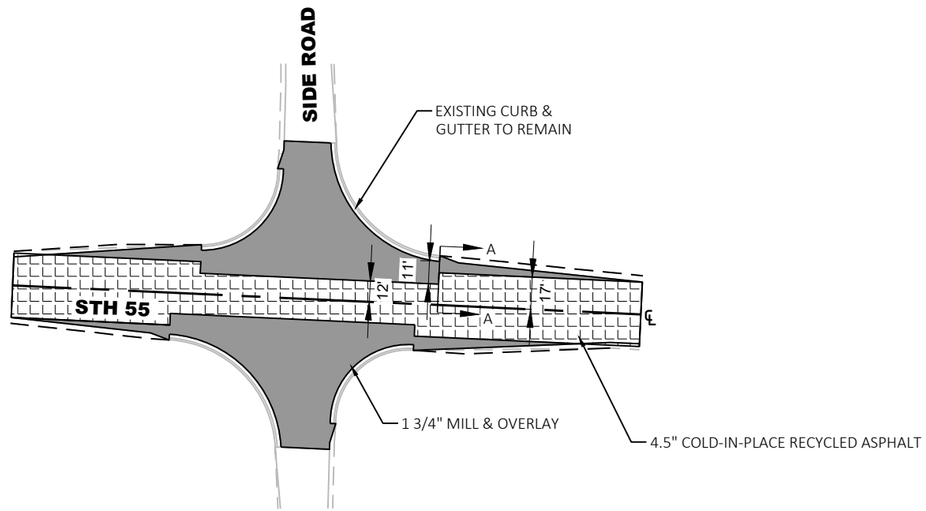
SEE TYPICAL SECTION FOR
PAVEMENT TYPE AND THICKNESS
OF INDIVIDUAL LAYERS

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



*ASSUMES A 2% EXISTING CROSS SLOPE.
CONTRACTOR TO FIELD VERIFY

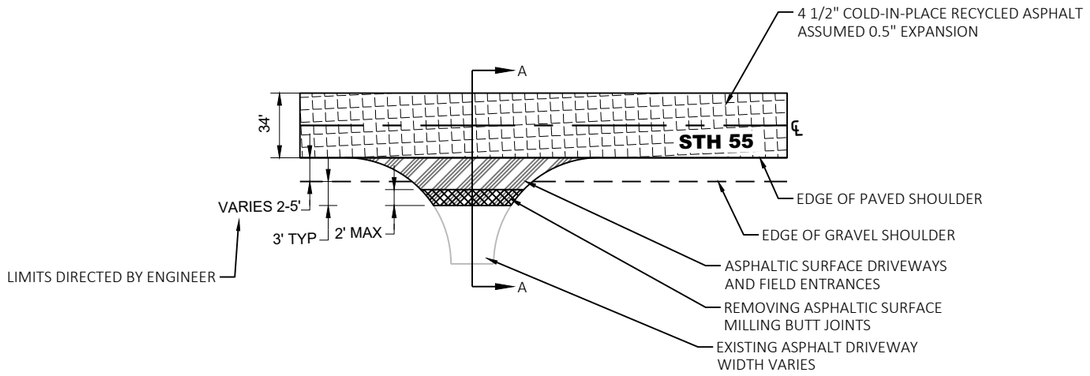
SECTION A-A



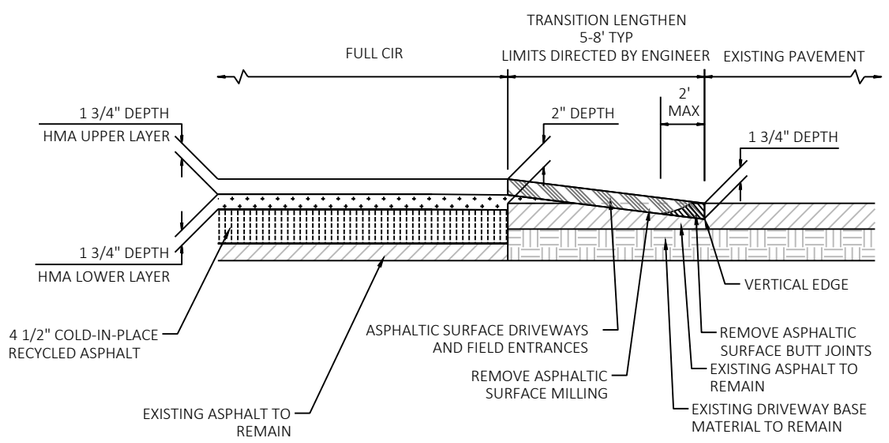
PLAN VIEW

TRANSITION FROM COLD-IN-PLACE RECYCLING TO EXISTING CURB RETURN AT CURBED INTERSECTIONS

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 12	E

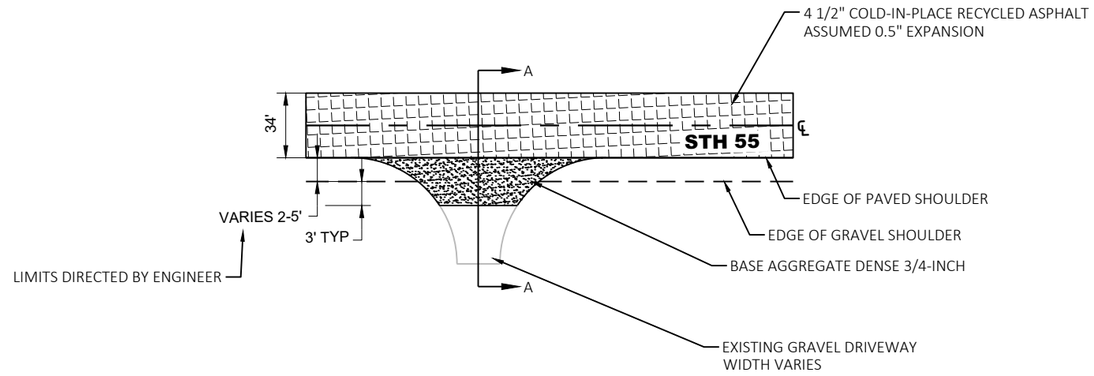


PLAN VIEW

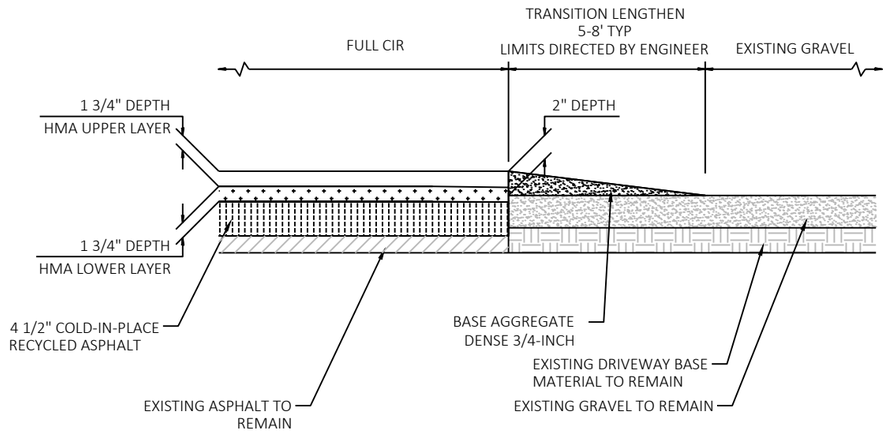


SECTION A-A

TRANSITION FROM COLD-IN-PLACE RECYCLING TO EXISTING ASPHALT DRIVEWAY

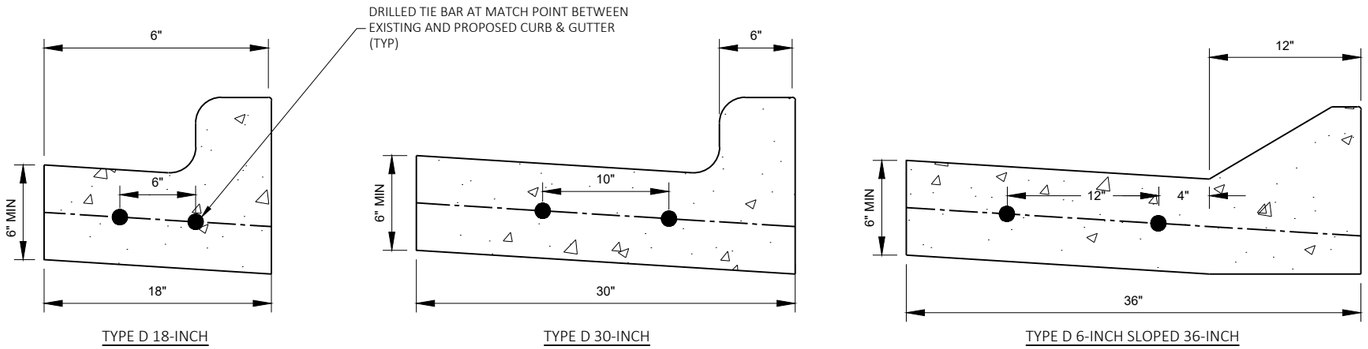


PLAN VIEW



SECTION A-A

TRANSITION FROM COLD-IN-PLACE RECYCLING TO EXISTING GRAVEL DRIVEWAY

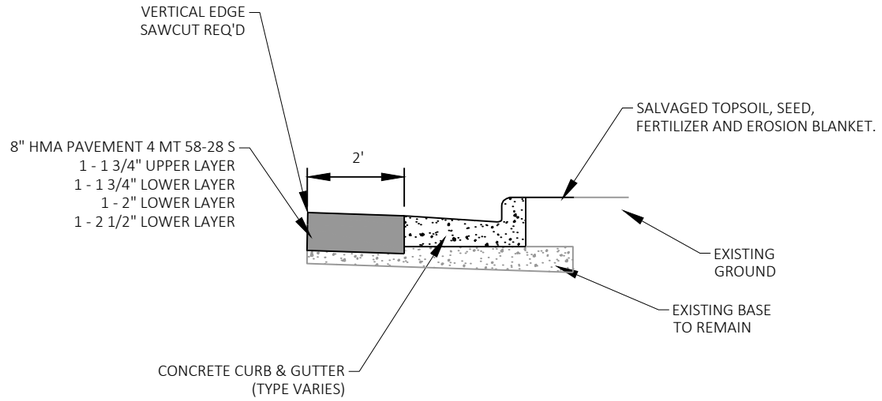


TYPE D 18-INCH

TYPE D 30-INCH

TYPE D 6-INCH SLOPED 36-INCH

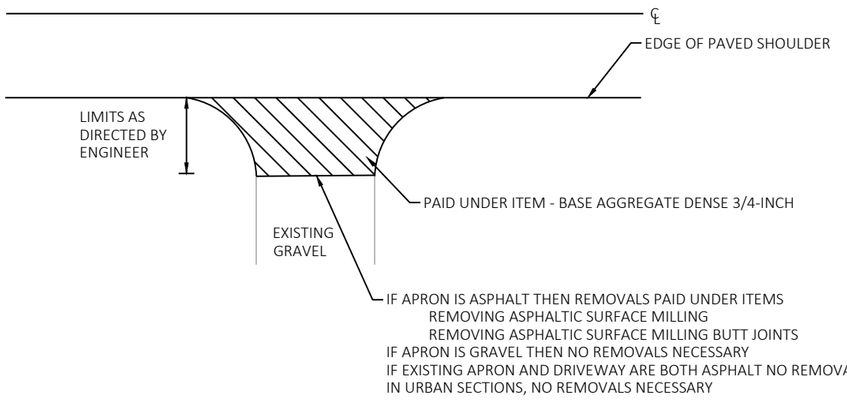
DRILLED TIE BAR DETAIL AT CURB & GUTTER MATCH POINT



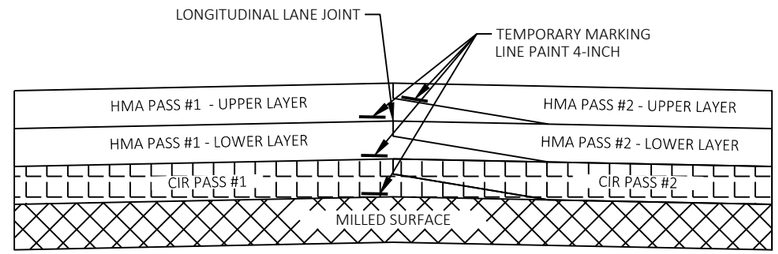
NOTES:

1. SAWCUT LIMITS ALONG WIDTH OF CURB & GUTTER AT REMOVE/REPLACE LIMITS.
2. RESTORE AREA WITH 6" TOPSOIL, SEED, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE B
3. ASPHALT REMOVAL IN FRONT OF PAID AS REMOVING ASPHALTIC SURFACE.
4. SEE PLAN SHEETS AND MISCELLANEOUS QUANTITIES FOR APPROXIMATE LOCATIONS AND CURB TYPES.

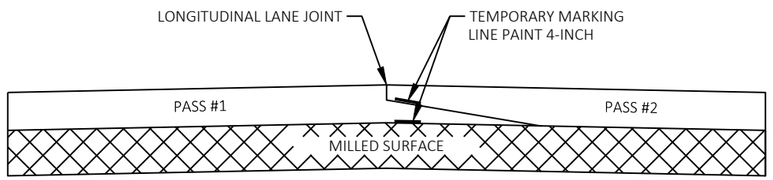
DETAIL FOR CURB AND GUTTER REMOVAL/REPLACEMENT



RURAL DRIVEWAY DETAIL - OVERLAY SECTION (NO GRADE CHANGE)

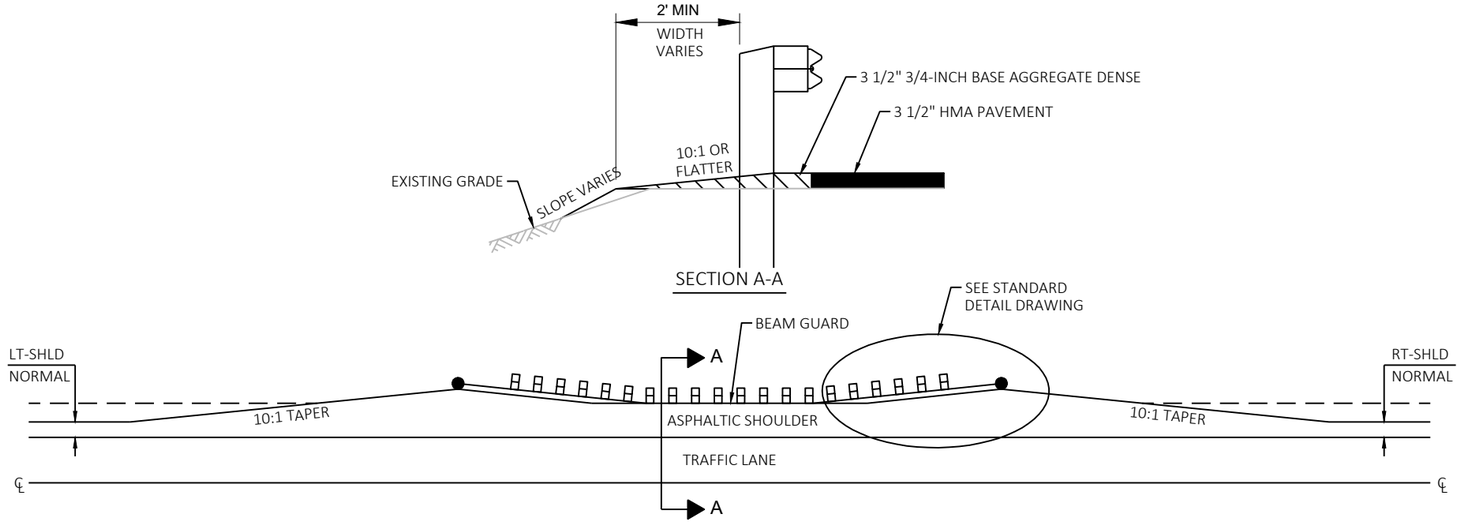


CIR SECTION



MILL AND OVERLAY SECTION

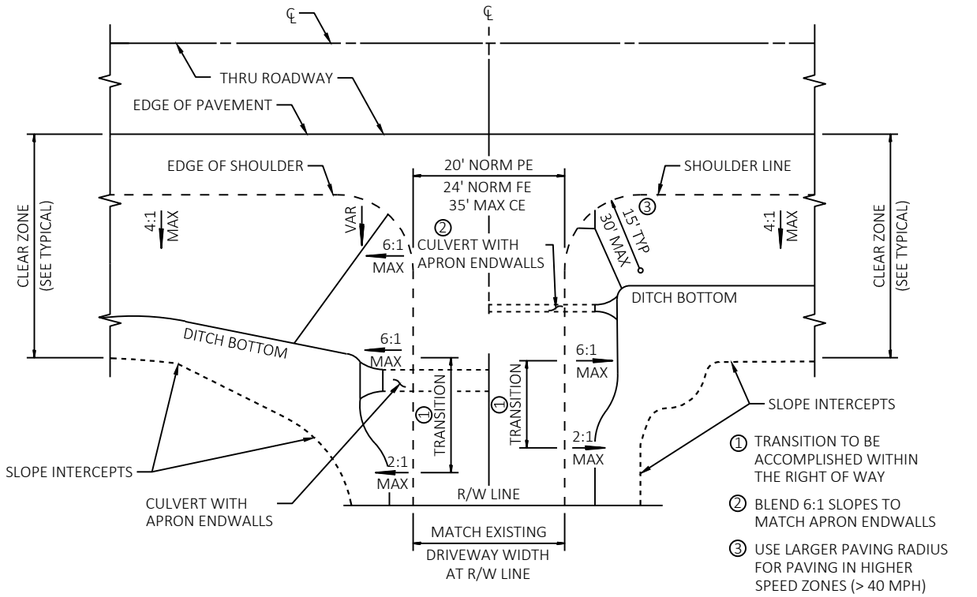
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

SEE PLAN DETAILS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION

STA 78+82 - 79+85 RT	STA 145+16 - 145+27 RT	STA 299+31 - 300+53 RT	STA 313+36 - 314+58 RT	STA 398+88 - 400+78 RT	STA 532+29 - 533+27 LT
STA 79+47 -80+29 LT	STA 145+90 - 147+03 LT	STA 300+16 - 301+21 LT	STA 313+68 - 314+58 LT	STA 399+51 - 401+21 LT	STA 534+52 - 535+51 LT
STA 82+04 - 83+06 RT	STA 150+02 -151+21 RT	STA 302+84 - 304+06 RT	STA 316+77 - 318+03 RT	STA 404+14 - 404+75 LT	STA 534+56 - 535+49 RT
STA 82+36 - 83+19 LT	STA 150+72 - 151+87 LT	STA 303+78 - 304+79 LT	STA 316+90 - 317+89 LT	STA 532+18 - 533+12 RT	

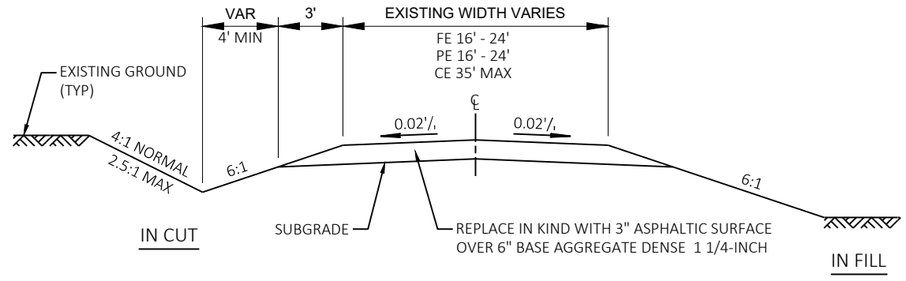


FOR CULVERTS OVER 24" DIAMETER

FOR CULVERTS 24" DIAMETER & LESS

PLAN VIEW

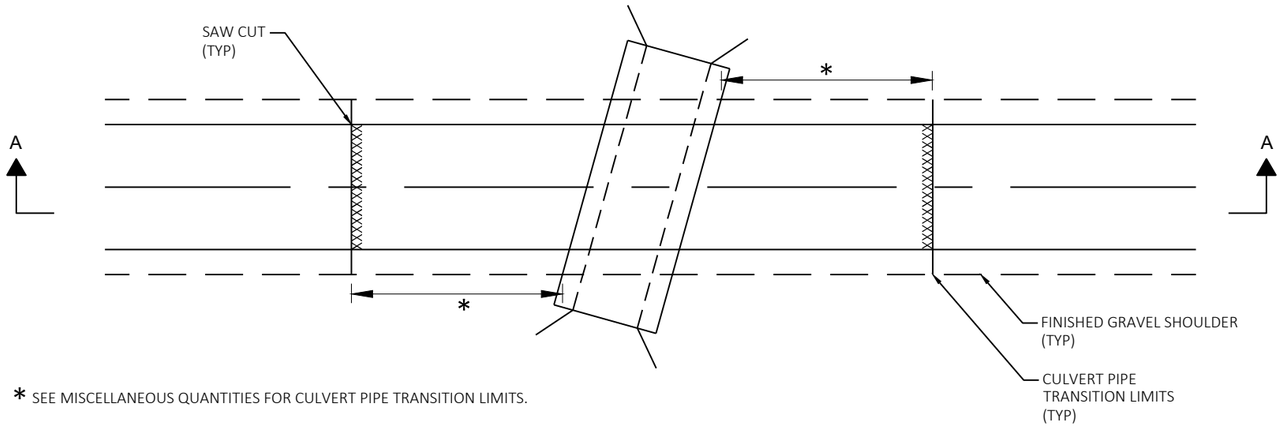
RURAL DRIVEWAY GRADING AND/OR PAVING DETAIL



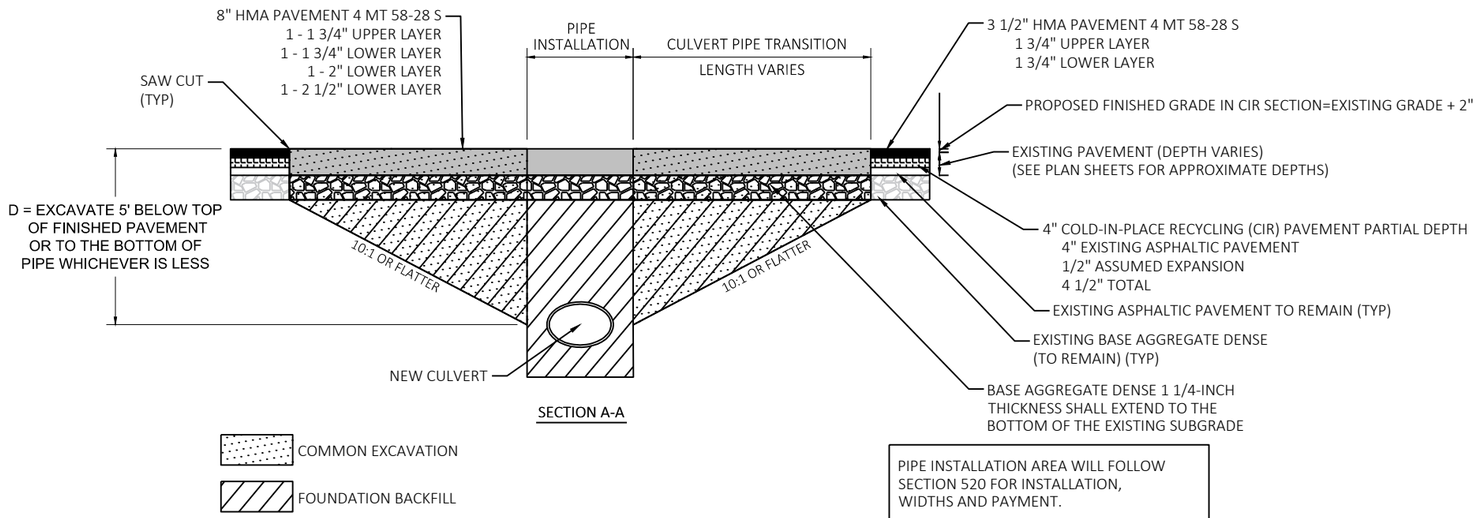
TYPICAL CROSS SECTION FOR RELOCATED ASPHALT DRIVEWAYS

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 15	E

2



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

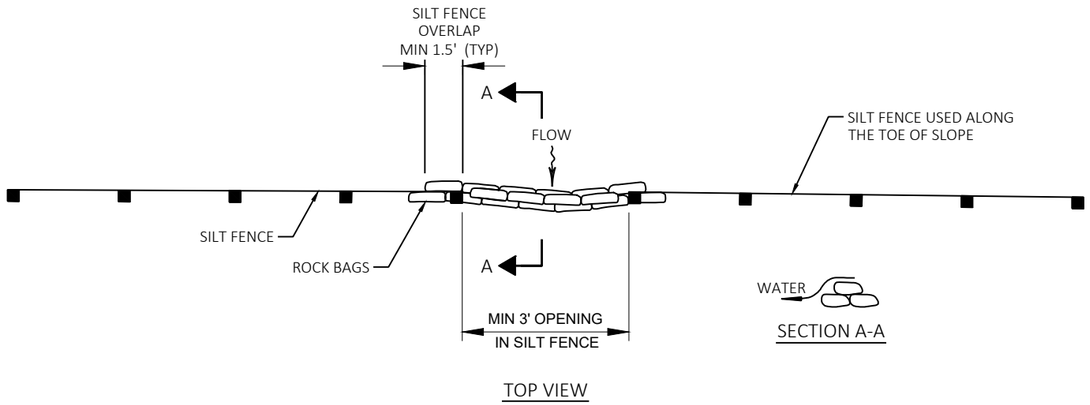
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

CONTINUE CIR TREATMENT THROUGH CULVERT PIPE TRANSITIONS.

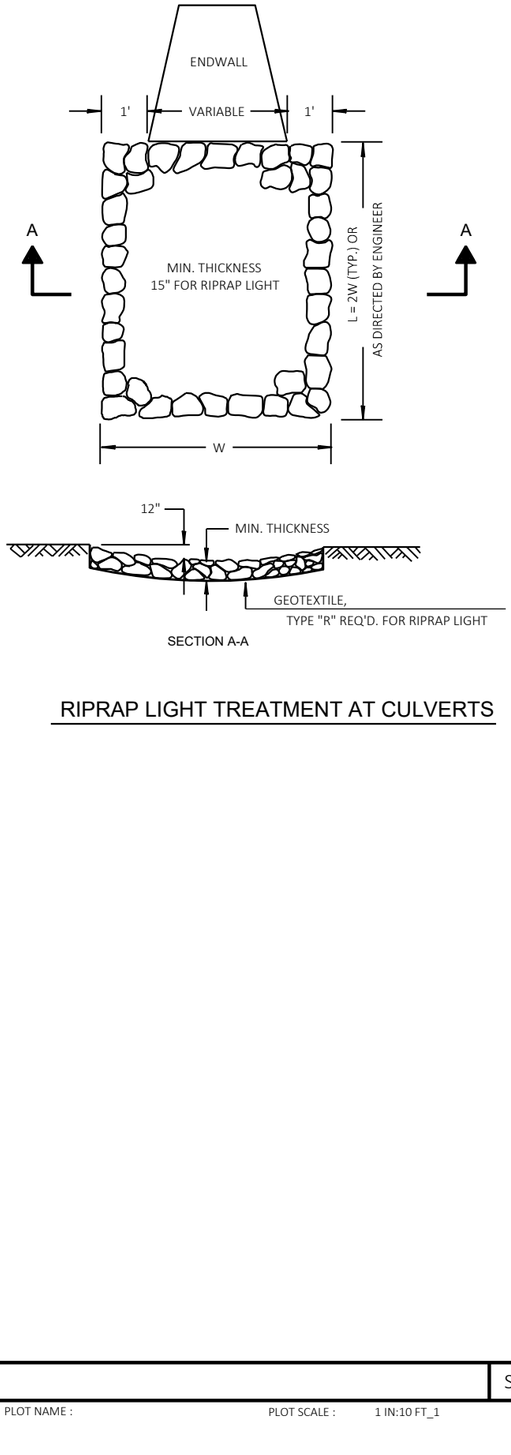
NEW CULVERT PIPES WITH TRANSITION

APPLIES TO ALL PROPOSED CROSS CULVERT PIPES



TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

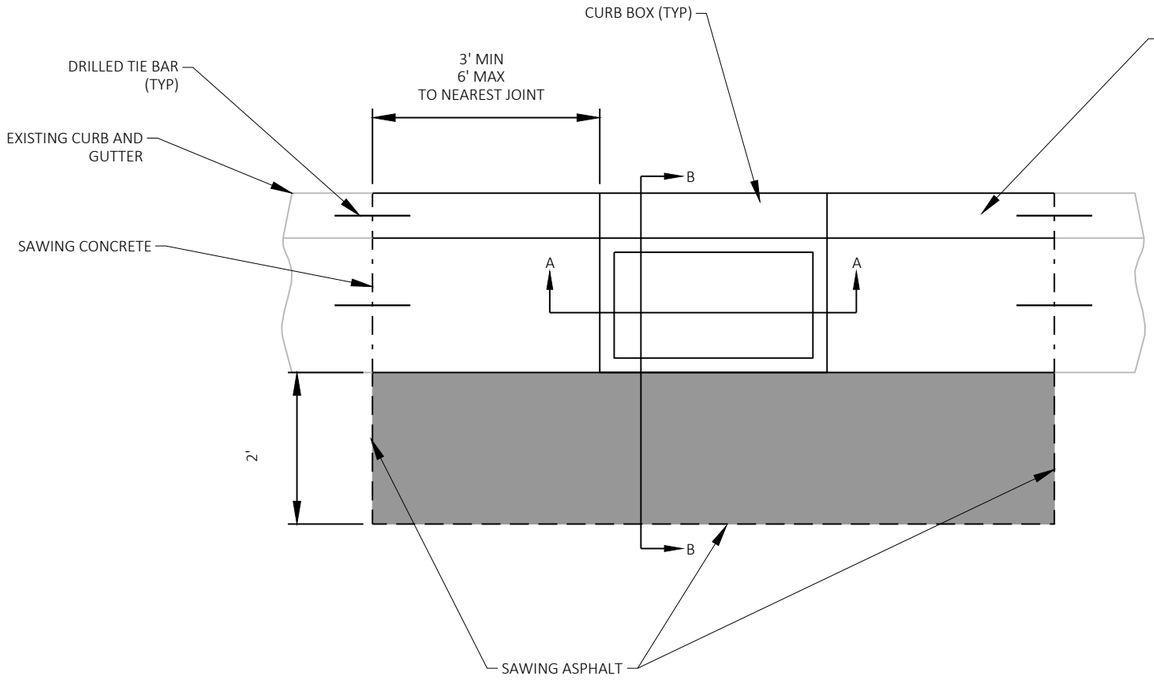


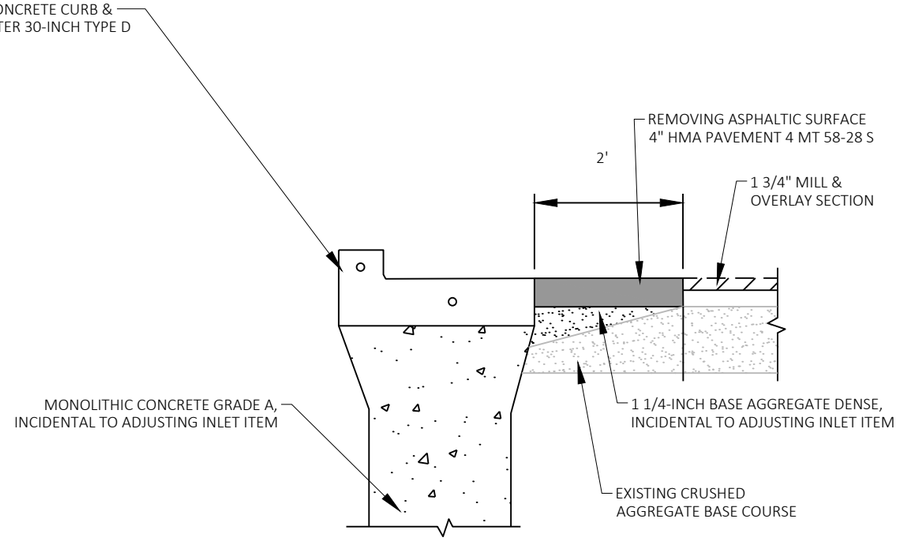
RIPRAP LIGHT TREATMENT AT CULVERTS

RUNOFF COEFFICIENT TABLE

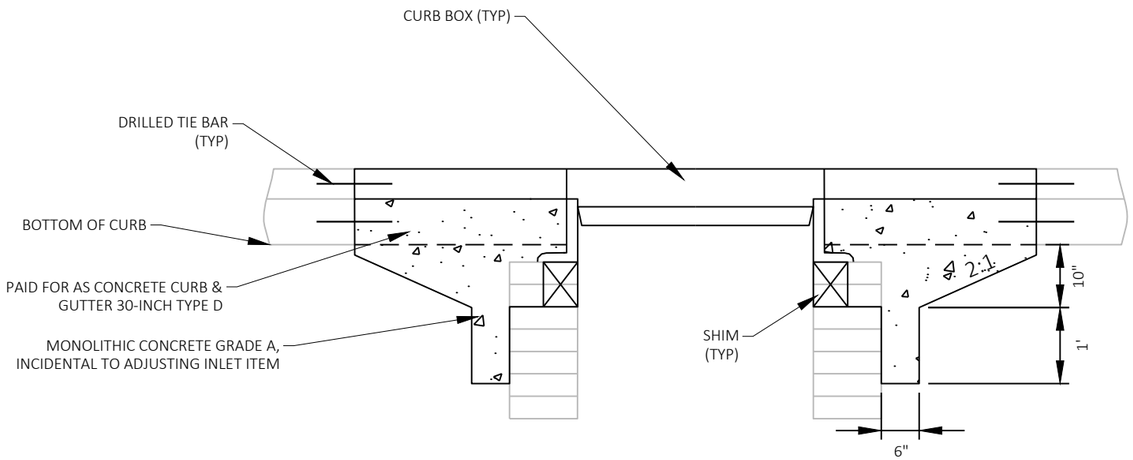
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 170.41 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 67.42 ACRES





SECTION B-B



SECTION A-A

NOTES:
1. THE CURB BOX OPENING SHALL BE SEALED PRIOR TO POURING THE CONCRETE CURB TO PREVENT CONCRETE FROM ENTERING THE STRUCTURE.
2. REUSE EXISTING GRATE AND CASTING.
3. REMOVALS SHALL BE PAID FOR UNDER THE "REMOVING ASPHALTIC SURFACE" AND "REMOVING CURB & GUTTER" BID ITEMS.
4. SAWCUT OF EXISTING CURB & GUTTER WILL BE PAID FOR AS "SAWING CONCRETE".

ADJUSTING INLET DETAIL

2

N

FREEDOM SCHOOL
DIST NO 3

FREEDOM UNION
FR HIGH SCHOOL

FRIEBEL-PROBST, BRANDON
FRIEBEL-PROBST, KRISTA

CONRAD, WILLIAM A
CONRAD, LINDA, et al.

CTH S

ASPH

R 746.9
24E 739.5

STH 55
MAINTAIN ONE LANE OF TRAFFIC
IN EACH DIRECTION ON EACH LEG
DURING CONSTRUCTION

STH 55 R/L

STH 55

385 386 387 388 389 390 391

+13.08
12.13'R

+17.87
27.39'R

STH 55

STA 388+15
16 LF STORM SEWER CLASS III 24-INCH
REMOVE 16 LF STORM SEWER (24-INCH)

CONCRETE COLLAR FOR PIPE
REQ'D AT CONNECTION POINTS

REPLACE PAVEMENT WITH 5" HMA 4
MT 58-28 S ON 12" 1 1/4-INCH BASE
AGGREGATE DENSE

R 747.1
24W 739.9

CONSIN MICHIGAN
ER CO

HECKENLAIBLE, BYRON H
HECKENLAIBLE, PEGGY

JANSSEN, JOHN J
JANSSEN, KATHLEEN

HECKENLAIBLE, TIMOTHY C
HECKENLAIBLE, ELLY

WESTENBERG,
VIRGINIA A

WESTENBERG, LARRY
WESTENBERG, VIRGINIA A

STORM SEWER REPLACEMENT DETAIL
AT CTH S

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 19	E

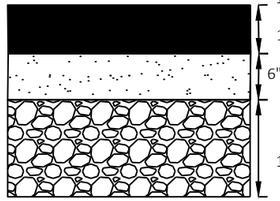
2

LEGEND

SUBGRADE IMPROVEMENT AREA

1 3/4" MILL/OVERLAY

TRANSITION FROM 1 3/4" MILL/OVERLAY TO 4 1/2" CIR COLD-IN-PLACE RECYCLED ASPHALT (SEE DETAILS)



PROPOSED SUBGRADE IMPROVEMENT SECTION

PROPOSED ELECTRICAL IMPROVEMENTS (SEE ELECTRICAL PLANS)

STA 802+40.00'B'

STA 801+66.37'B'

50'

STH 55

801'B'

802'B'

14'

12' MIN

4'

END CIR TRANSITION
BEGIN MILL/OVERLAY
(SEE DETAILS)

EXTEND SELECT CRUSHED MATERIAL TO DITCH FORESLOPE

OVERLAY EXISTING CURB PAN
EXISTING CURB AND GUTTER TO REMAIN

STH 54

ASPH

N

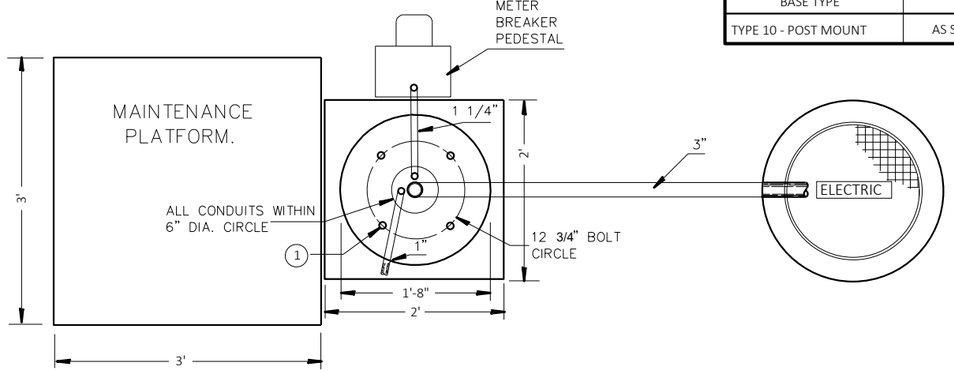
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SUBGRADE IMPROVEMENT DETAIL

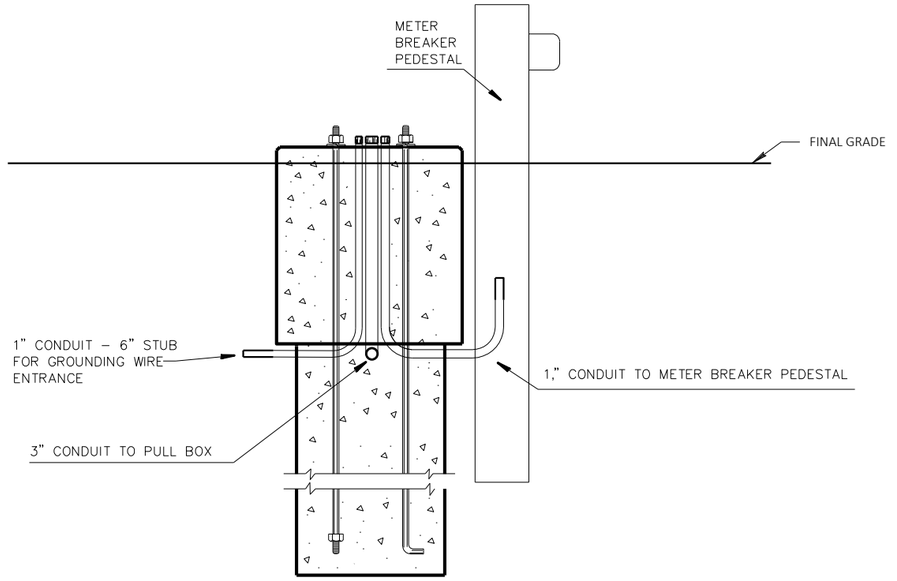
STA 801+66.37'B' TO 802+40.00'B'
NORTHBOUND TRAVEL LANE

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 20	E

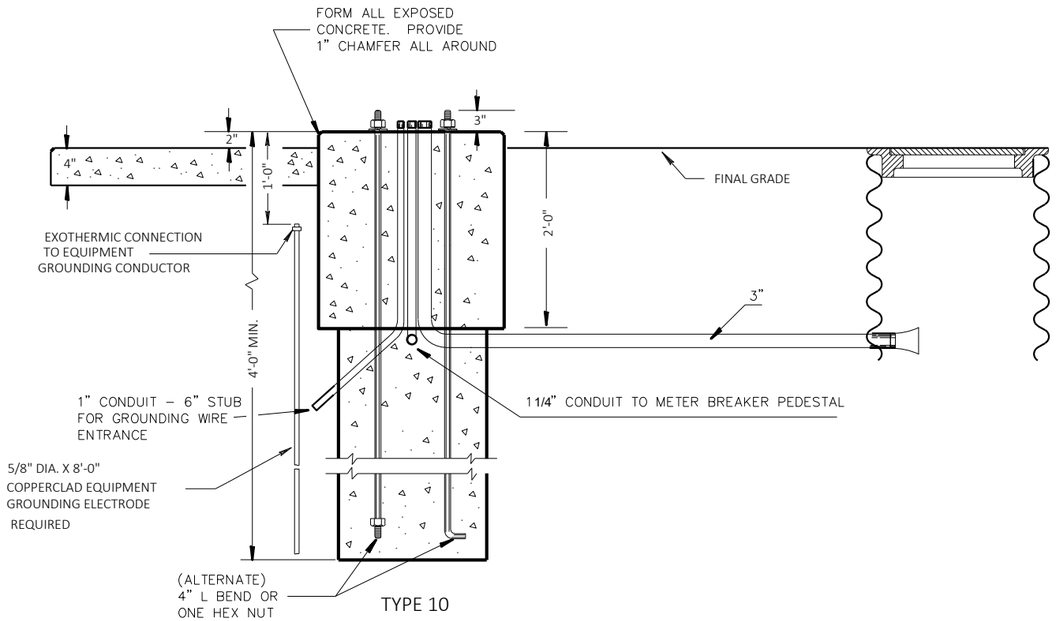
CONTROL CABINET BASE TYPE	DIMENSIONS	C.Y. CONCRETE (APPROX.)
TYPE 10 - POST MOUNT	AS SHOWN	0.75



PLAN VIEW



FRONT VIEW



TYPE 10

ANY ANCHOR ROD PROJECTION SHORTER THAN 2" OR LONGER THAN 3," SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

PROFILE VIEW

GENERAL NOTES

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

ALL CONDUIT ENDS AT THE TOP OF THE CONCRETE BASE SHALL PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

FOUR (4) ANCHOR RODS, 1" DIA. X 3'–6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A–449, OR ASTM. A–687 (GRADE 105).

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CONTROL CABINET BASE DETAIL, TYPE 10 NER	SHEET 21	E

CITY OF KAUKAUNA

KAUKAUNA PROPERTIES LLC
TRC BROTHERS PROPERTIES LLC, et al.

N

SLOPE INTERCEPT

EDGE OF GRAVEL SHOULDER

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

MGS GUARDRAIL 3 L
112.5-FT REQ'D
25-FT LONG SPAN

MGS GUARDRAIL TERMINAL EAT

R/W

TLE

+76 25.9' LT
+01 23.3' LT
+26 21.9' LT

STH 55 R/L

+46 -17.0' LT
+76 -20.0' LT
+26 -18.0' LT
+39 -18.0' LT
+89 -20.0' LT
+19 -17.0' LT

79 80 81 82 83 84

36

+32 20.0' RT
+82 18.0' RT
+07 18.0' RT
+57 20.0' RT

STH 55

+82 15.0' RT
+32 25.9' RT
+57 23.3' RT
+82 21.9' RT
+07 15.0' RT

HO TV

R/W

TLE

WETLAND BOUNDARY (TYP.)

MGS GUARDRAIL 3

MGS GUARDRAIL 3 L
112.5-FT REQ'D
25-FT LONG SPAN

UNNAMED WATERWAY

MGS GUARDRAIL TERMINAL EAT

STRUCTURE ID C-44-3127
TO REMAIN

EDGE OF GRAVEL SHOULDER

SLOPE INTERCEPT

MGS GUARDRAIL TERMINAL EAT

KAUKAUNA PROPERTIES LLC
TRC BROTHERS PROPERTIES LLC, et al.

NOTES:
FOR POST SPACING OF THE MGS GUARDRAIL 3 L ITEM ON THIS PAGE, THE POST SPACING NEEDS TO BE REDUCED TO THE MGS GUARDRAIL K WITH HALF POST SPACING AND LONGER POSTS WITH THE EXCEPTION OF CRT POSTS 1, 2 & 3 THAT SHALL BE INSTALLED ACCORDING TO THE SDD MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L).

MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

VANDERSANDEN, JOHN L.
VANDERSANDEN, ARLEEN

N

SLOPE INTERCEPT

EDGE OF GRAVEL SHOULDER

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3 318.75-FT REQ'D

APPLE CREEK

R/W

MGS GUARDRAIL 3 K 50-FT REQ'D

+00 -17.0' LT

+50 -19.0' LT

+91 -15.0' LT

144 145 146 147 148 14

30'

STH 55

STH 55 R/L

+17 14.8' RT

+80 19.0' RT

+30 17.0' RT

MGS GUARDRAIL TERMINAL EAT

R/W

TLE

R/W

EDGE OF GRAVEL SHOULDER

SLOPE INTERCEPT

WETLAND BOUNDARY (TYP.)

MGS GUARDRAIL 3 318.75-FT REQ'D

MGS GUARDRAIL 3 K 50-FT REQ'D

STRUCTURE ID B-44-135 TO REMAIN

MATCHLINE 149+00.00

NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

GEERTS, JAMES E

2

N

PEETERS, BRAD
SCHEUERMAN, JESSICA

LEBLANC, ERIC J
LEBLANC, KAYLA M

SLOPE INTERCEPT

MGS GUARDRAIL 3
318.75-FT REQ'D

MGS GUARDRAIL
TERMINAL EAT

EDGE OF GRAVEL SHOULDER

R/W

MATCHLINE 149+00.00

149 150 151 +25 -19.0' LT +86 -14.9' LT 152 30' 153 154

STH 55 R/L

+05 17.0' RT

+55 19.0' RT

+21 14.6' RT

STH 55

MGS GUARDRAIL
TERMINAL EAT

R/W

TLE

EDGE OF GRAVEL SHOULDER

MGS GUARDRAIL 3
318.75-FT REQ'D

SLOPE INTERCEPT

WETLAND
BOUNDARY (TYP.)

NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

ZUROVITCH
REVOCABLE
TRUST

SMITH, MATTHEW
SMITH, JOELLEN

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 24	E

2

VIGIL, VINCENT A
VIGIL, MELISSA L

BROCKMAN, LEROY D
BROCKMAN, CAROL A

N

MGS GUARDRAIL 3
143.75-FT REQ'D

SLOPE INTERCEPT

EDGE OF GRAVEL SHOULDER

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3 L
112.5-FT REQ'D
25-FT LONG SPAN

MGS GUARDRAIL
TERMINAL EAT

R/W

TLE

299 | 300 | 301 | 302 | 303 | 304 | 305

+31 14.4' RT | +00 19.0' RT | +50 17.0' RT | +15 -15.5' LT | +68 -19.0' LT | +18 -17.0' LT | +81 -17.0' LT | +87 17.0' RT | +37 19.0' RT | +07 14.4' RT | +31 -19.0' LT | +80 -15.7' LT | 30'

STH 55 R/L

STH 55

STRUCTURE ID C-44-3130
TO REMAIN

R/W

TLE

SLOPE INTERCEPT

WETLAND
BOUNDARY (TYP.)

UNNAMED WATERWAY

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3 L
112.5-FT REQ'D
25-FT LONG SPAN

MGS GUARDRAIL 3
118.75-FT REQ'D

MGS GUARDRAIL
TERMINAL EAT

EDGE OF GRAVEL
SHOULDER

NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

MS REAL ESTATE
HOLDINGS LLC

WILDENBERG, GERALD J
WILDENBERG, LISA M

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 25	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204

PLOT DATE : 1/4/2022 12:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LARRAND REAL ESTATE, LLP

N

MGS GUARDRAIL 3
125-FT REQ'D

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3 L
106.25-FT REQ'D
18.75-FT LONG SPAN

STRUCTURE ID C-44-3131
TO REMAIN

EDGE OF GRAVEL
SHOULDER

MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPT

R/W

313 | 314 | 315 | 316 | 317 | 318

+68 -15.7' LT | +05 -19.5' LT | +55 -17.5' LT | +93 -17.5' LT | +43 -19.5' LT | +89 -16.4' LT

30'

STH 55 R/L

STH 55

+05 18.5' RT | +55 16.5' RT | +80 16.5' RT | +30 18.5' RT

+36 13.9' RT | +04 13.6' RT

R/W

MGS GUARDRAIL
TERMINAL EAT

EDGE OF GRAVEL
SHOULDER

WETLAND
BOUNDARY (TYP.)

MGS GUARDRAIL 3
112.5-FT REQ'D

UNNAMED WATERWAY

MGS GUARDRAIL 3 L
106.25-FT REQ'D
18.75-FT LONG SPAN

SLOPE INTERCEPT

MGS GUARDRAIL
TERMINAL EAT

NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

MS REAL ESTATE
HOLDINGS LLC

STUCK, JODY R

GENKE, RENEE L

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 26	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021205

PLOT DATE : 1/4/2022 12:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

VANCAMP, WILLIAM J
VANCAMP, COLLEEN M

KONKLE, JACQUELYNN A

STUCK, RICHARD

DUCK CREEK

WETLAND
BOUNDARY (TYP.)

MGS THRIE BEAM TRANSITION
CONNECT TO EXISTING
W-SECTION RAILING

SLOPE INTERCEPT

EDGE OF GRAVEL
SHOULDER

MGS GUARDRAIL 3 (TYP)
62.5-FT REQ'D

MGS GUARDRAIL
TERMINAL EAT

TLE

R/W

+68
-24.5' LT

+18
-22.5' LT

+18
-22.5' LT

+51
-16.7' LT

30'

398

399

400

401

402

403

MATCHLINE 403+00.00

CONC

STH 55

+89
13.3' RT

+25
22.4' RT

+75
20.4' RT

STH 55 R/L

+26
20.4' RT

+37
20.4' RT

SAN

G

R/W

R/W

R/W

TLE

TLE

MGS GUARDRAIL
TERMINAL EAT

TREE REMOVAL

EDGE OF GRAVEL
SHOULDER

SLOPE INTERCEPT

MGS GUARDRAIL 3 (TYP)
125-FT REQ'D

MGS THRIE BEAM TRANSITION
CONNECT TO EXISTING
W-SECTION RAILING

STRUCTURE ID B-44-181
TO REMAIN

NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

MARK/COREEN
LEURQUIN REV TRUST

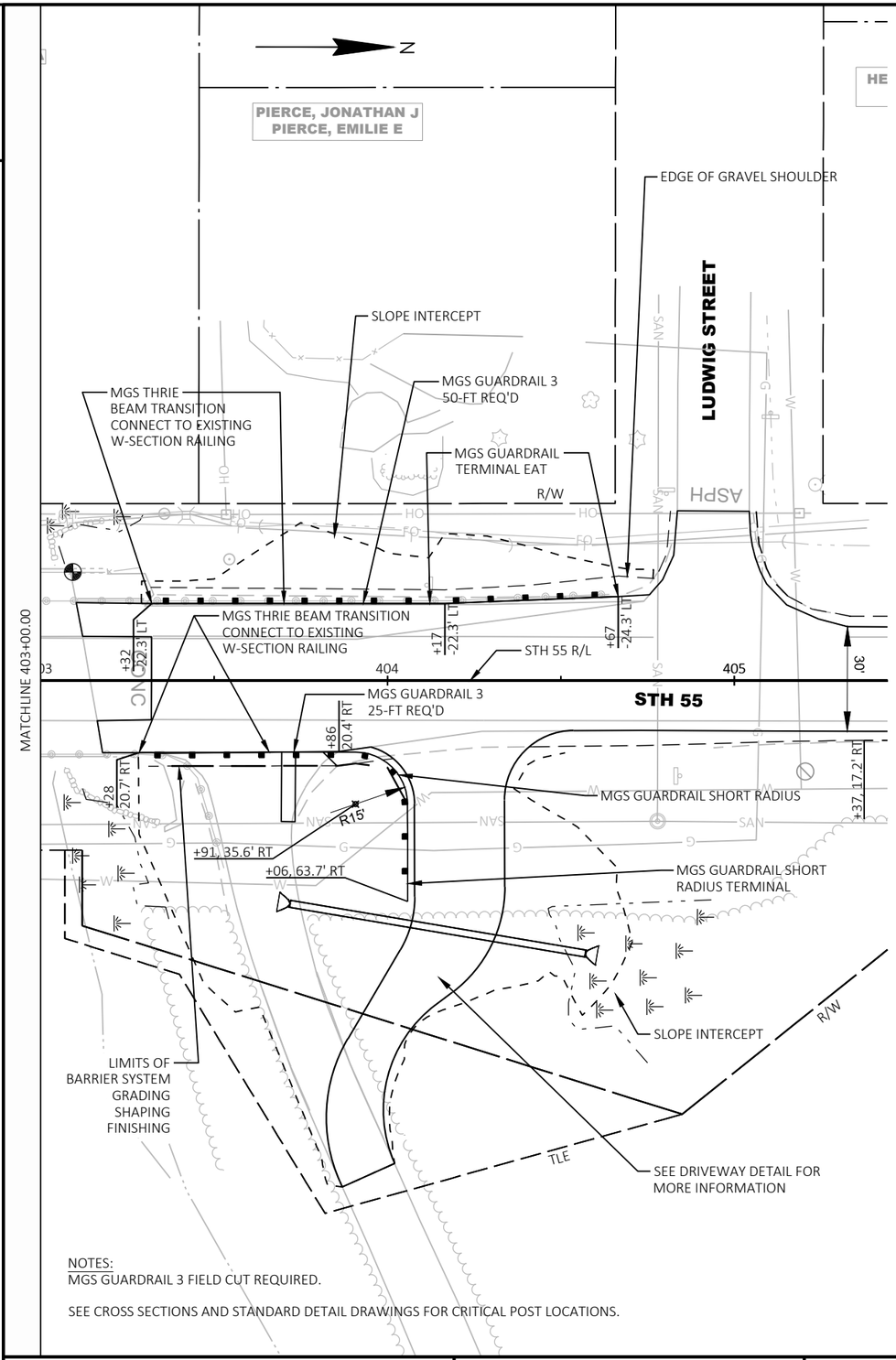
FREEDOM SANITARY
DIST NO 1

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 27	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021206

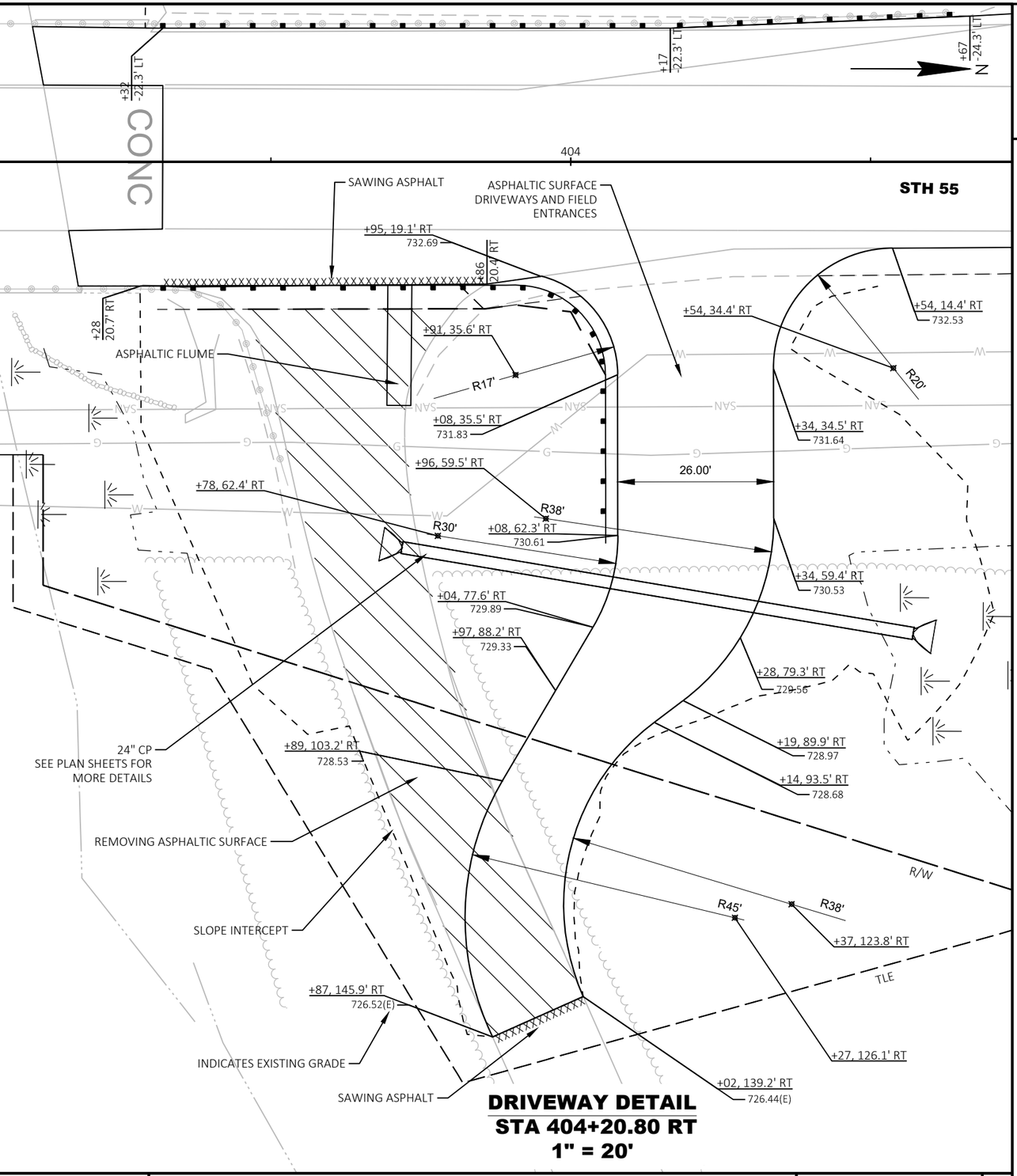
PLOT DATE : 1/4/2022 12:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.



DRIVEWAY DETAIL
STA 404+20.80 RT
1" = 20'

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 28	E

2

BAUMGART, JUDITH A

BAUMGART, JUDITH A

N

EDGE OF GRAVEL SHOULDER

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3 L
112.5-FT REQ'D
25-FT LONG SPAN

MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPT

MGS GUARDRAIL 3
12.5-FT REQ'D

R/W

STRUCTURE ID C-44-68
TO REMAIN

531 532 533 534 535 536

+29 14.4' LT | +74 -18.5' LT | +24 -16.5' LT | +55 -16.5' LT | +05 -18.5' LT | +52 14.2' LT | 30'

STH 55

STH 55 R/L

+59 19.5' RT | +09 17.5' RT | +59 17.5' RT | +09 19.5' RT

+20 15.6' RT

+50 15.4' RT

EDGE OF GRAVEL
SHOULDER

R/W

WETLAND
BOUNDARY (TYP.)

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPT

MGS GUARDRAIL 3 L
112.5-FT REQ'D
25-FT LONG SPAN

MGS GUARDRAIL 3
31.25-FT REQ'D

UNNAMED TRIBUTARY TO DUCK CREEK

NOTES:
MGS GUARDRAIL 3 FIELD CUT REQUIRED.

SEE CROSS SECTIONS AND STANDARD DETAIL DRAWINGS FOR CRITICAL POST LOCATIONS.

STINGLE, TERRY F

SCHLIMM, THOMAS
SCHLIMM, ROBERT, et al.

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN DETAILS	SHEET 29	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021208

PLOT DATE : 1/4/2022 12:09 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. SPOT GRADES AT THE CURB FLANGE LINE ARE EXISTING GRADES.

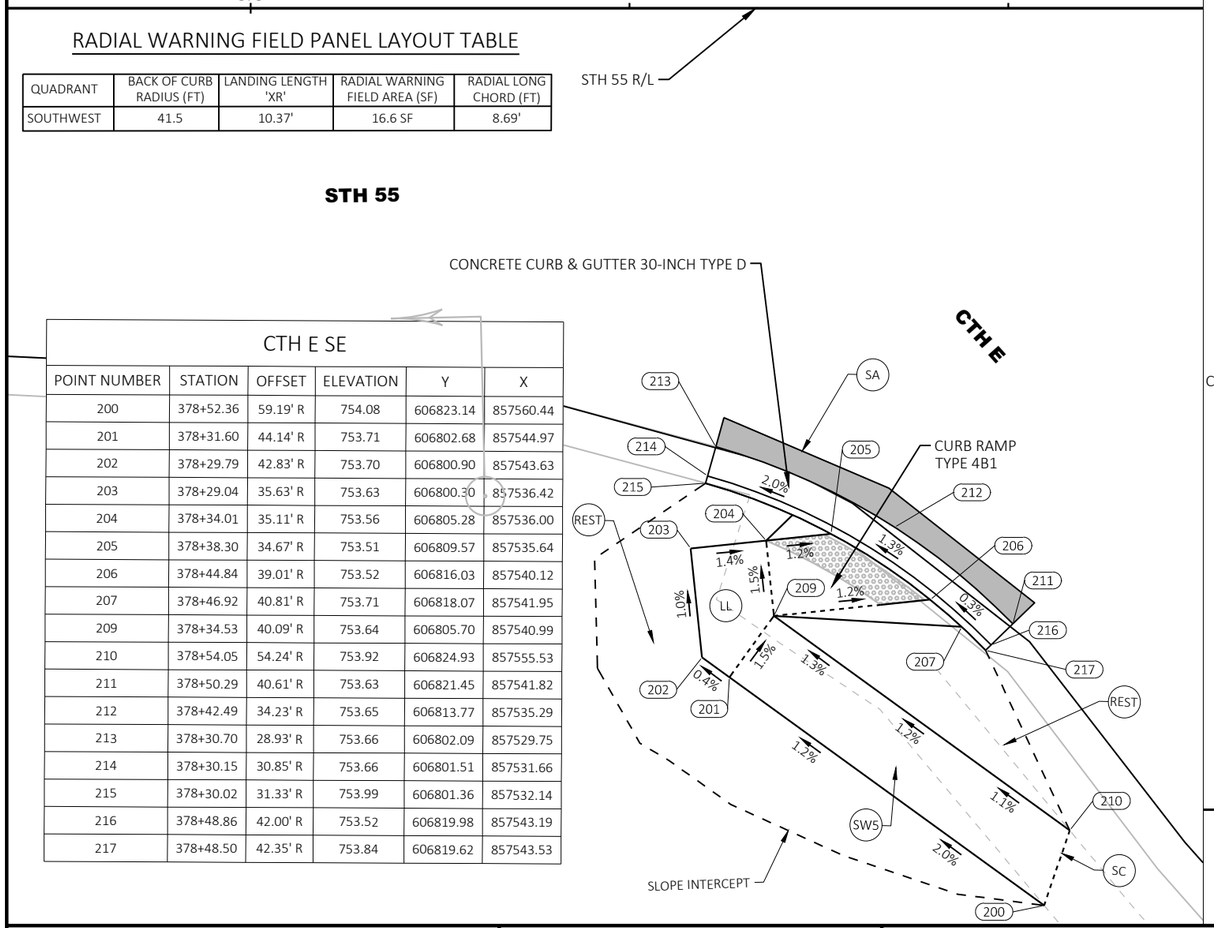
LEGEND

(E)	EXISTING ELEVATION
(G)	GUTTER GRADE
REST	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, & SEEDING MIXTURE NO. 30
SC	SAWING CONCRETE
SA	SAWING ASPHALT
	2.25" HMA PAVEMENT 4MT 58-28 S LOWER LIFT
SW5	CONCRETE SIDEWALK 5-INCH
LL	LEVEL LANDING
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	41.5	10.37'	16.6 SF	8.69'

STH 55

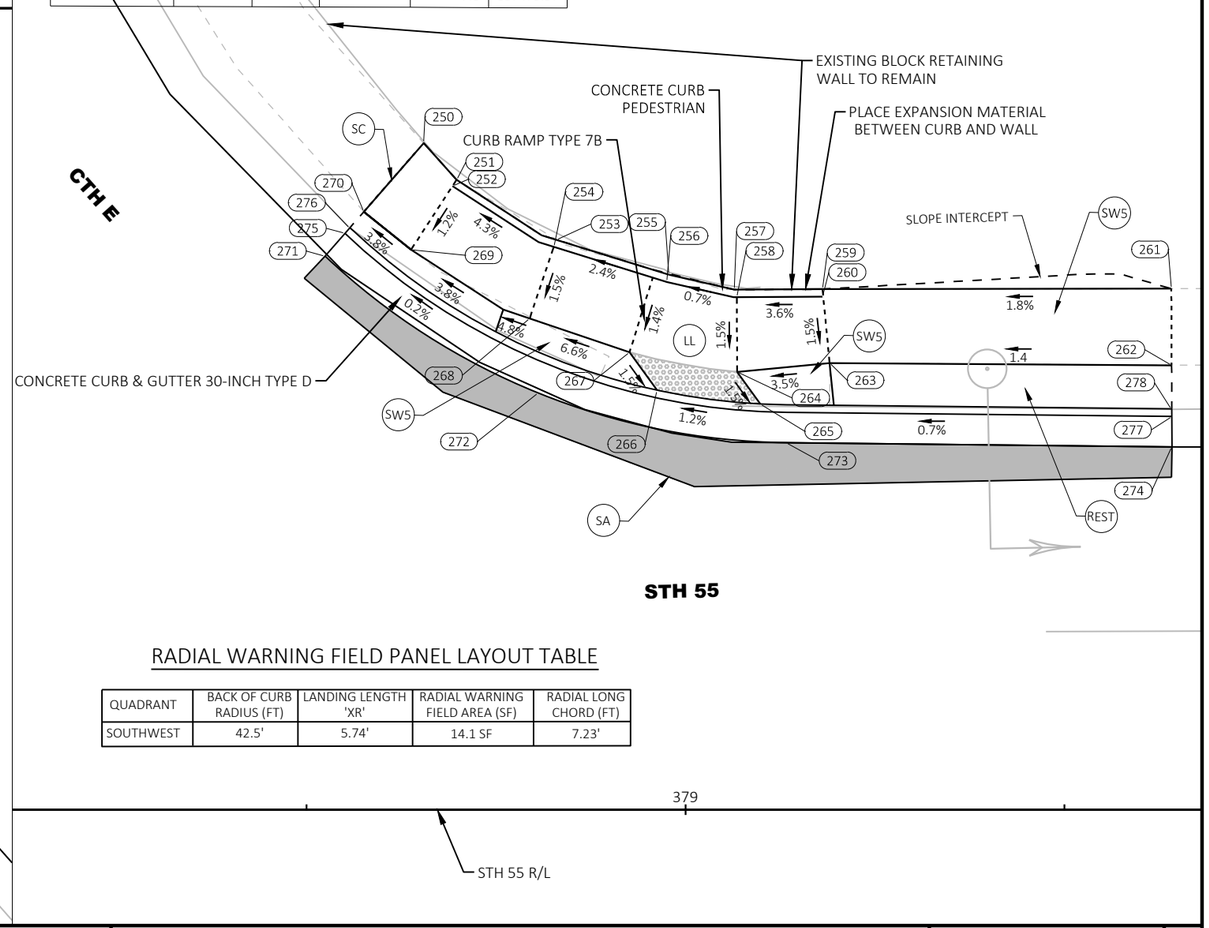


CTH E SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
200	378+52.36	59.19' R	754.08	606823.14	857560.44
201	378+31.60	44.14' R	753.71	606802.68	857544.97
202	378+29.79	42.83' R	753.70	606800.90	857543.63
203	378+29.04	35.63' R	753.63	606800.30	857536.42
204	378+34.01	35.11' R	753.56	606805.28	857536.00
205	378+38.30	34.67' R	753.51	606809.57	857535.64
206	378+44.84	39.01' R	753.52	606816.03	857540.12
207	378+46.92	40.81' R	753.71	606818.07	857541.95
209	378+34.53	40.09' R	753.64	606805.70	857540.99
210	378+54.05	54.24' R	753.92	606824.93	857555.53
211	378+50.29	40.61' R	753.63	606821.45	857541.82
212	378+42.49	34.23' R	753.65	606813.77	857535.29
213	378+30.70	28.93' R	753.66	606802.09	857529.75
214	378+30.15	30.85' R	753.66	606801.51	857531.66
215	378+30.02	31.33' R	753.99	606801.36	857532.14
216	378+48.86	42.00' R	753.52	606819.98	857543.19
217	378+48.50	42.35' R	753.84	606819.62	857543.53

CTH E NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
250	378+82.73	43.97' L	754.32	606855.57	857457.91
251	378+84.89	41.55' L	754.12	606857.69	857460.38
252	378+84.62	41.13' L	754.12	606857.41	857460.79
253	378+91.47	37.59' L	753.93	606864.18	857464.46
254	378+91.31	37.12' L	753.77	606864.01	857464.93
255	378+98.90	35.30' L	753.78	606871.57	857466.91
256	378+98.77	34.81' L	753.30	606871.43	857467.39
257	379+03.22	34.30' L	753.81	606875.87	857467.99
258	379+03.38	33.80' L	753.26	606876.02	857468.49
259	379+09.03	34.33' L	753.47	606881.68	857468.07
260	379+09.04	33.83' L	753.46	606881.68	857468.57
261	379+32.06	34.37' L	753.87	606904.70	857468.50
262	379+32.07	29.31' L	753.71	606904.62	857473.56
263	379+09.51	29.46' L	753.40	606882.06	857472.95
264	379+03.41	28.87' L	753.19	606875.95	857473.42
265	379+04.93	26.76' L	753.15	606877.43	857475.57

CTH E NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
266	378+98.11	27.67' L	753.19	606870.63	857474.52
267	378+96.31	30.17' L	753.24	606868.88	857471.98
268	378+89.72	32.40' L	753.69	606862.33	857469.63
269	378+81.89	36.94' L	754.06	606854.60	857464.92
270	378+78.77	39.44' L	754.21	606851.53	857462.36
271	378+76.21	36.51' L	753.56	606848.91	857465.24
272	378+90.27	27.48' L	753.53	606862.78	857474.55
273	379+06.65	24.20' L	753.44	606879.10	857478.15
274	379+32.09	23.93' L	753.30	606904.52	857478.94
275	378+77.53	38.02' L	753.43	606850.25	857463.76
276	378+77.83	38.37' L	753.88	606850.57	857463.41
277	379+32.09	25.93' L	753.24	606904.56	857476.94
278	379+32.05	26.41' L	753.63	606904.54	857476.45

N



RADIAL WARNING FIELD PANEL LAYOUT TABLE

QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	42.5'	5.74'	14.1 SF	7.23'

STH 55

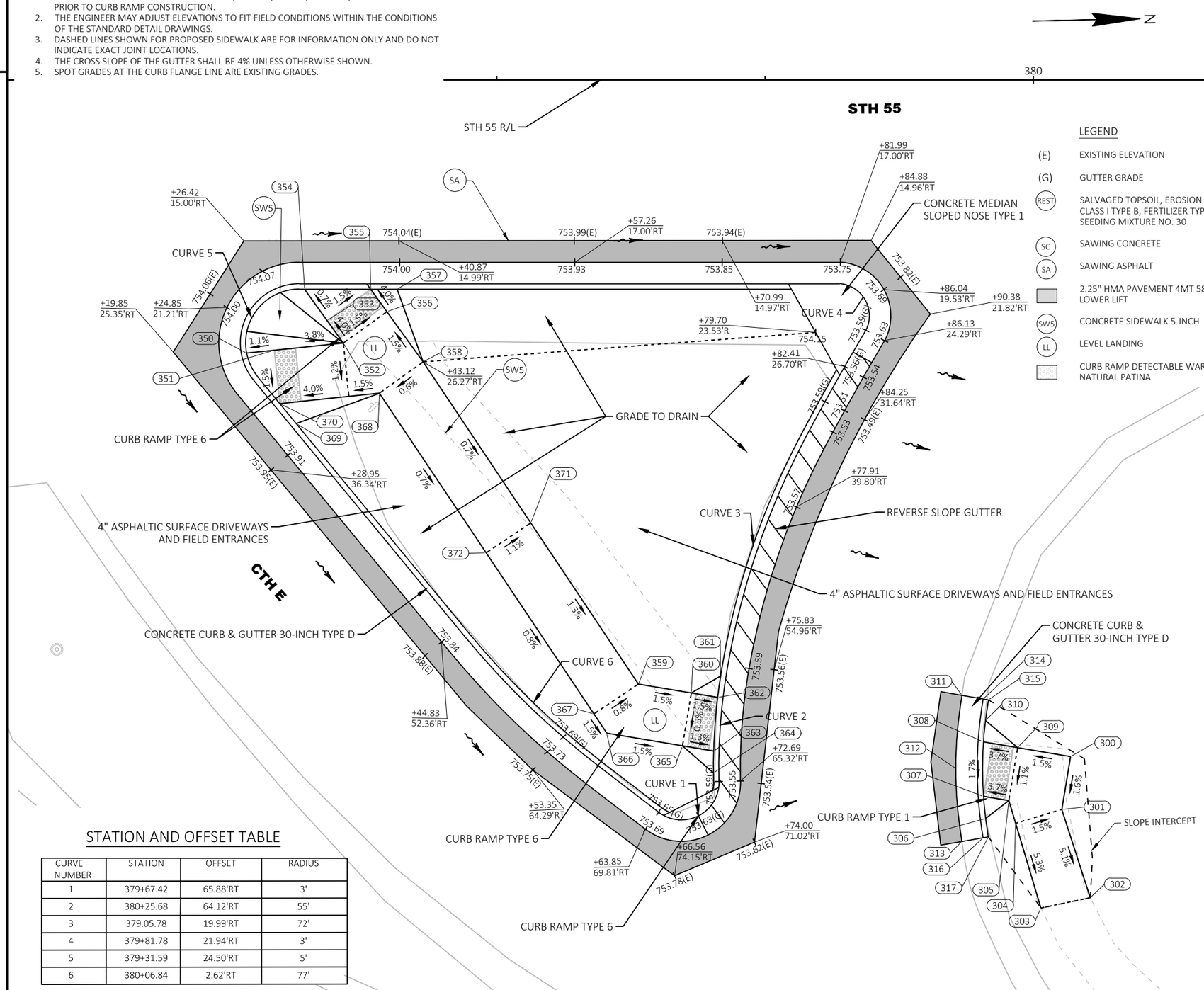
379
STH 55 R/L

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 55	SHEET 30	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021006-01
PLOT DATE : 1/4/2022 12:12 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. SPOT GRADES AT THE CURB FLANGE LINE ARE EXISTING GRADES.



LEGEND

(E)	EXISTING ELEVATION
(G)	GUTTER GRADE
REST	SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, & SEEDING MIXTURE NO. 30
SC	SAWING CONCRETE
SA	SAWING ASPHALT
	2.25" HMA PAVEMENT 4MT 58-28 S LOWER LIFT
SW5	CONCRETE SIDEWALK 5-INCH
LL	LEVEL LANDING
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

STATION AND OFFSET TABLE

CURVE NUMBER	STATION	OFFSET	RADIUS
1	379+67.42	65.88'RT	3'
2	380+25.68	64.12'RT	55'
3	379.05.78	19.99'RT	72'
4	379+81.78	21.94'RT	3'
5	379+31.59	24.50'RT	5'
6	380+06.84	2.62'RT	77'

CTH E NE ISL

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
350	379+26.68	25.46' R	753.83	606898.13	857528.21
351	379+29.26	25.19' R	753.86	606900.71	857527.99
352	379+35.69	24.52' R	754.11	606907.15	857527.45
353	379+34.19	22.42' R	754.00	606905.69	857525.32
354	379+32.08	19.50' R	753.98	606903.64	857522.36
355	379+38.24	19.50' R	753.93	606909.80	857522.48
356	379+39.75	21.59' R	754.03	606911.27	857524.61
357	379+40.71	19.50' R	754.42	606912.27	857522.53
358	379+43.12	26.27' R	754.12	606914.54	857529.35
359	379+63.19	56.29' R	753.78	606934.01	857559.77
360	379+68.12	57.12' R	753.70	606938.92	857560.69
361	379+70.84	55.55' R	754.17	606941.67	857559.18
362	379+70.57	57.53' R	753.67	606941.36	857561.15
363	379+70.20	62.54' R	753.64	606940.89	857566.15
364	379+70.18	64.56' R	754.12	606940.83	857568.17
365	379+67.30	62.05' R	753.68	606938.00	857565.61
366	379+60.24	60.86' R	753.78	606930.96	857564.28
367	379+59.04	59.07' R	753.82	606929.80	857562.46
368	379+39.06	29.19' R	754.09	606910.42	857532.19
369	379+31.30	32.01' R	754.33	606902.61	857534.85
370	379+29.78	30.16' R	753.79	606901.12	857532.97
371	379+53.16	41.28' R	754.02	606924.28	857544.56
372	379+49.00	44.06' R	753.97	606920.07	857547.25

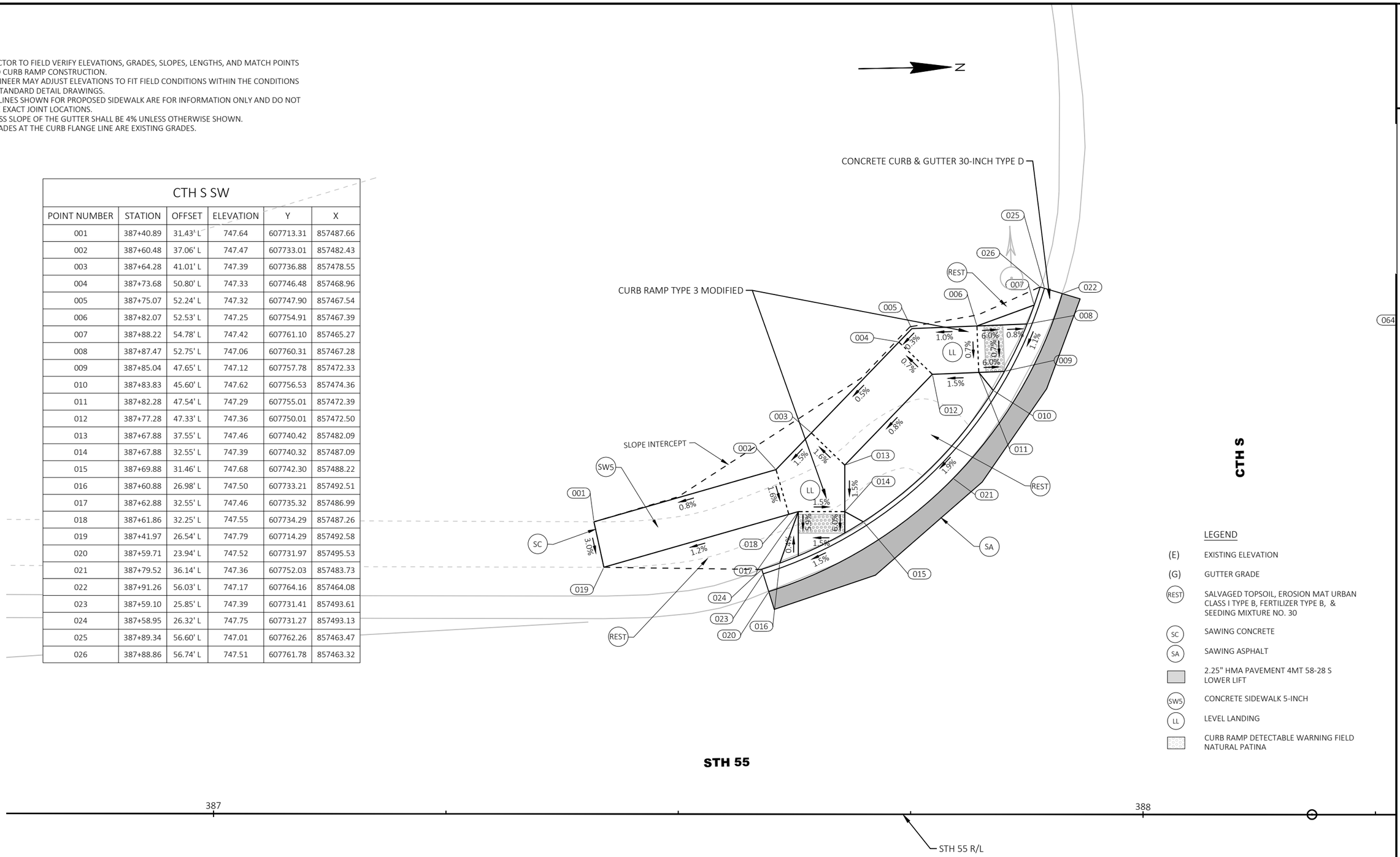
CTH E NE

POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
300	380+03.46	63.04' R	753.30	606974.13	857567.32
301	380+02.63	67.97' R	753.38	606973.21	857572.24
302	380+05.29	76.20' R	753.82	606975.70	857580.51
303	380+00.70	77.15' R	753.75	606971.09	857581.38
304	379+98.34	69.26' R	753.32	606968.89	857573.44
305	379+97.70	67.15' R	753.28	606968.30	857571.31
306	379+95.54	68.81' R	753.63	606966.10	857572.93
307	379+95.34	66.75' R	753.19	606965.94	857570.87
308	379+95.34	61.68' R	753.11	606966.04	857565.80
309	379+98.53	62.21' R	753.23	606969.22	857566.40
310	379+95.53	59.68' R	753.55	606966.27	857563.81
311	379+93.35	57.34' R	753.24	606964.14	857561.42
312	379+92.76	64.15' R	753.27	606963.41	857568.22
313	379+93.33	70.96' R	753.30	606963.85	857575.04
314	379+95.32	57.68' R	753.26	606966.10	857561.80
315	379+95.81	57.77' R	753.57	606966.59	857561.90
316	379+95.30	70.62' R	753.21	606965.83	857574.74
317	379+95.80	70.54' R	753.56	606966.32	857574.66

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. SPOT GRADES AT THE CURB FLANGE LINE ARE EXISTING GRADES.

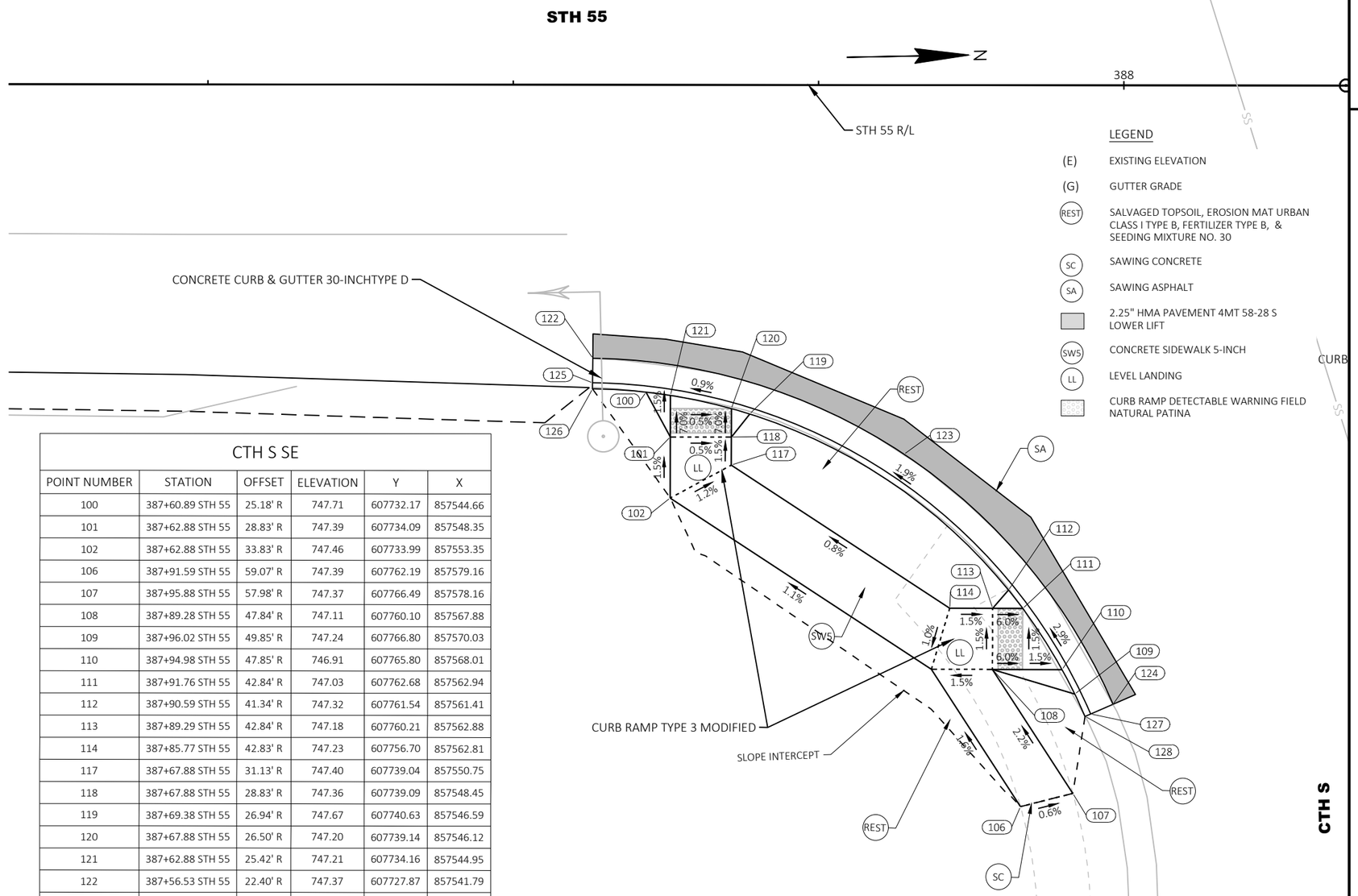
CTH S SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
001	387+40.89	31.43' L	747.64	607713.31	857487.66
002	387+60.48	37.06' L	747.47	607733.01	857482.43
003	387+64.28	41.01' L	747.39	607736.88	857478.55
004	387+73.68	50.80' L	747.33	607746.48	857468.96
005	387+75.07	52.24' L	747.32	607747.90	857467.54
006	387+82.07	52.53' L	747.25	607754.91	857467.39
007	387+88.22	54.78' L	747.42	607761.10	857465.27
008	387+87.47	52.75' L	747.06	607760.31	857467.28
009	387+85.04	47.65' L	747.12	607757.78	857472.33
010	387+83.83	45.60' L	747.62	607756.53	857474.36
011	387+82.28	47.54' L	747.29	607755.01	857472.39
012	387+77.28	47.33' L	747.36	607750.01	857472.50
013	387+67.88	37.55' L	747.46	607740.42	857482.09
014	387+67.88	32.55' L	747.39	607740.32	857487.09
015	387+69.88	31.46' L	747.68	607742.30	857488.22
016	387+60.88	26.98' L	747.50	607733.21	857492.51
017	387+62.88	32.55' L	747.46	607735.32	857486.99
018	387+61.86	32.25' L	747.55	607734.29	857487.26
019	387+41.97	26.54' L	747.79	607714.29	857492.58
020	387+59.71	23.94' L	747.52	607731.97	857495.53
021	387+79.52	36.14' L	747.36	607752.03	857483.73
022	387+91.26	56.03' L	747.17	607764.16	857464.08
023	387+59.10	25.85' L	747.39	607731.41	857493.61
024	387+58.95	26.32' L	747.75	607731.27	857493.13
025	387+89.34	56.60' L	747.01	607762.26	857463.47
026	387+88.86	56.74' L	747.51	607761.78	857463.32

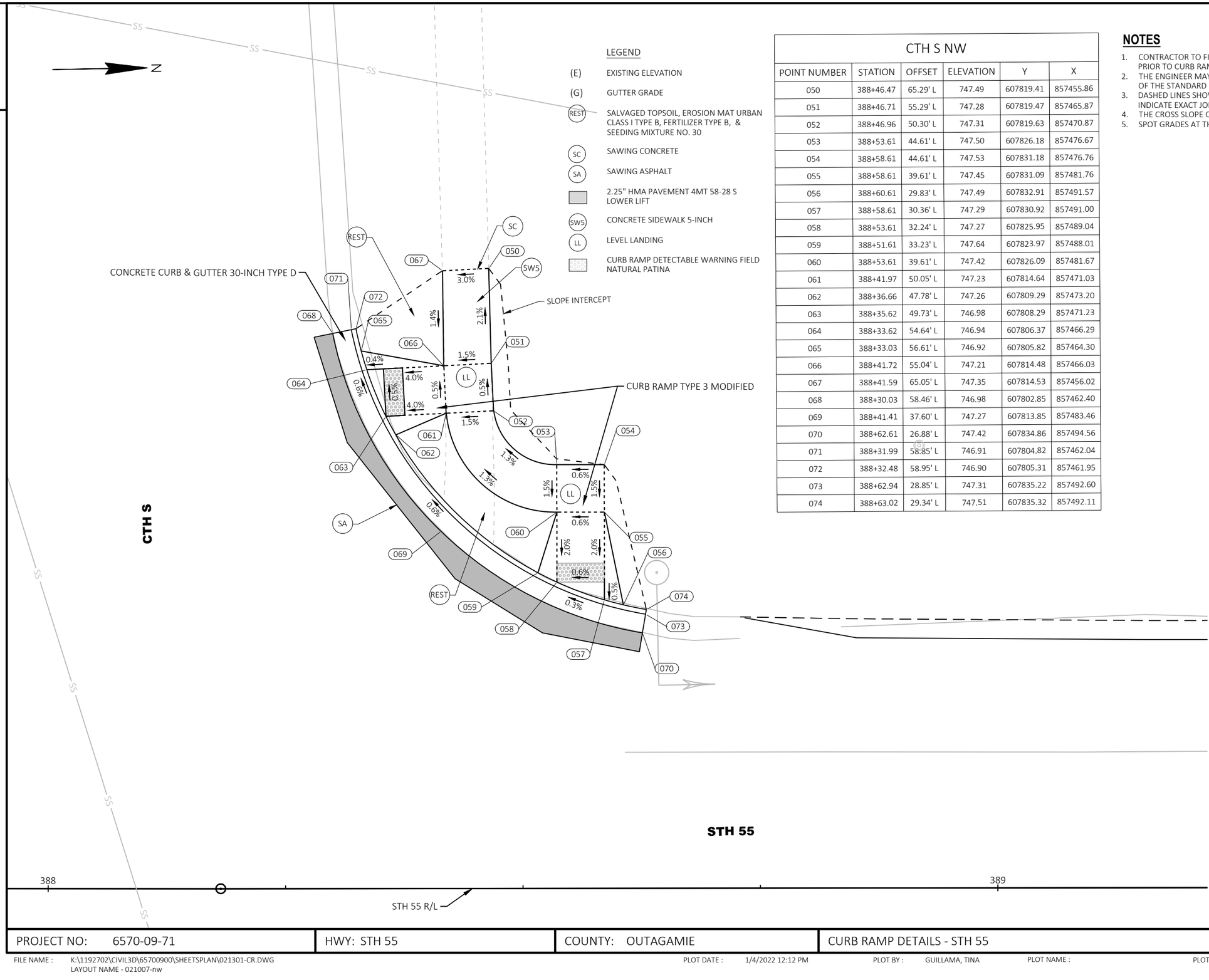


NOTES

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5. SPOT GRADES AT THE CURB FLANGE LINE ARE EXISTING GRADES.

CTH S SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
100	387+60.89 STH 55	25.18' R	747.71	607732.17	857544.66
101	387+62.88 STH 55	28.83' R	747.39	607734.09	857548.35
102	387+62.88 STH 55	33.83' R	747.46	607733.99	857553.35
106	387+91.59 STH 55	59.07' R	747.39	607762.19	857579.16
107	387+95.88 STH 55	57.98' R	747.37	607766.49	857578.16
108	387+89.28 STH 55	47.84' R	747.11	607760.10	857567.88
109	387+96.02 STH 55	49.85' R	747.24	607766.80	857570.03
110	387+94.98 STH 55	47.85' R	746.91	607765.80	857568.01
111	387+91.76 STH 55	42.84' R	747.03	607762.68	857562.94
112	387+90.59 STH 55	41.34' R	747.32	607761.54	857561.41
113	387+89.29 STH 55	42.84' R	747.18	607760.21	857562.88
114	387+85.77 STH 55	42.83' R	747.23	607756.70	857562.81
117	387+67.88 STH 55	31.13' R	747.40	607739.04	857550.75
118	387+67.88 STH 55	28.83' R	747.36	607739.09	857548.45
119	387+69.38 STH 55	26.94' R	747.67	607740.63	857546.59
120	387+67.88 STH 55	26.50' R	747.20	607739.14	857546.12
121	387+62.88 STH 55	25.42' R	747.21	607734.16	857544.95
122	387+56.53 STH 55	22.40' R	747.37	607727.87	857541.79
123	387+82.03 STH 55	30.23' R	747.13	607753.21	857550.14
124	387+99.16 STH 55	50.68' R	747.01	607769.92	857570.93
125	387+56.51 STH 55	24.40' R	747.24	607727.81	857543.79
126	387+56.50 STH 55	24.90' R	747.31	607727.79	857544.29
127	387+97.33 STH 55	51.48' R	746.89	607768.07	857571.69
128	387+96.87 STH 55	51.68' R	747.34	607767.61	857571.88





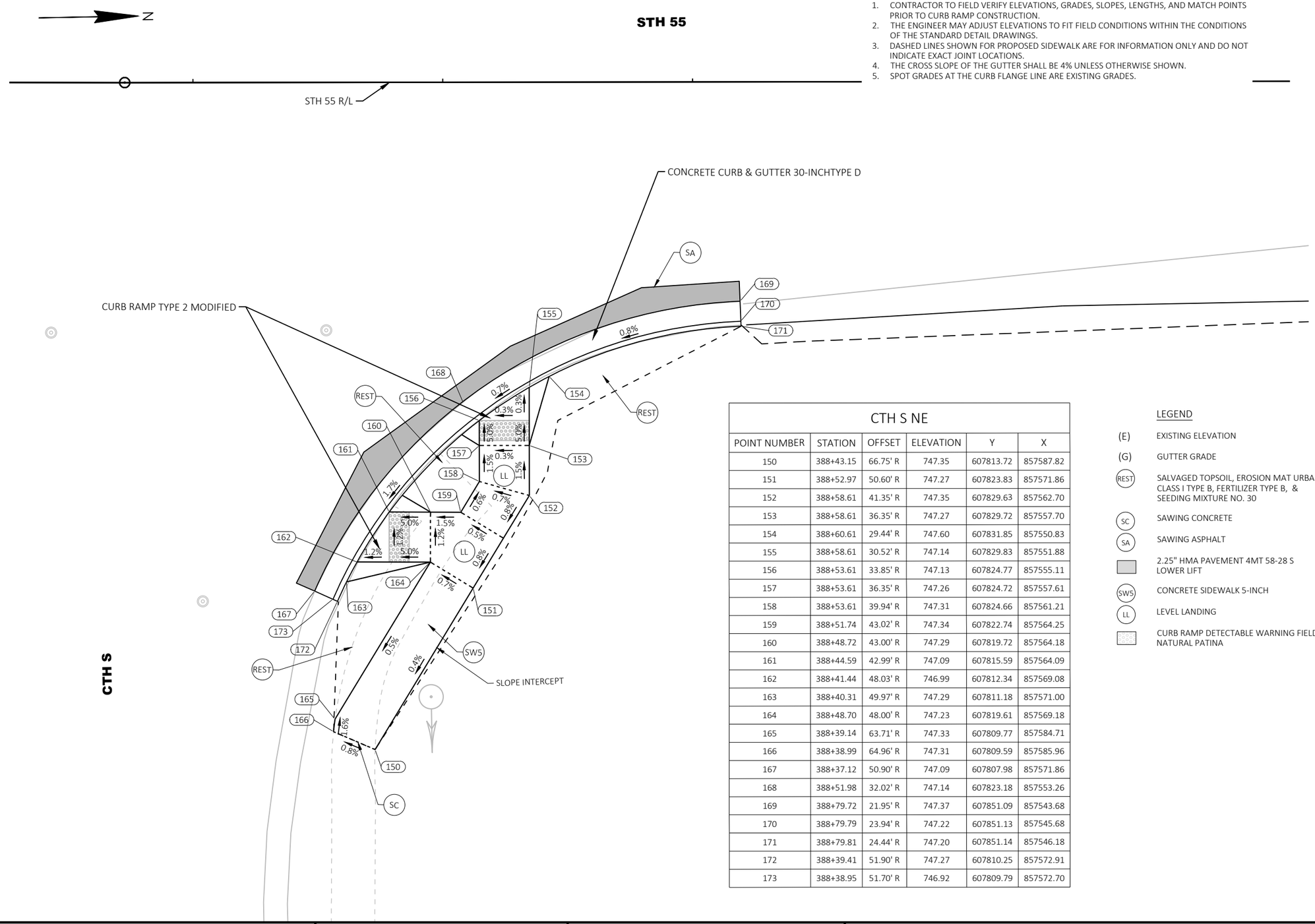
CTH S NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
050	388+46.47	65.29' L	747.49	607819.41	857455.86
051	388+46.71	55.29' L	747.28	607819.47	857465.87
052	388+46.96	50.30' L	747.31	607819.63	857470.87
053	388+53.61	44.61' L	747.50	607826.18	857476.67
054	388+58.61	44.61' L	747.53	607831.18	857476.76
055	388+58.61	39.61' L	747.45	607831.09	857481.76
056	388+60.61	29.83' L	747.49	607832.91	857491.57
057	388+58.61	30.36' L	747.29	607830.92	857491.00
058	388+53.61	32.24' L	747.27	607825.95	857489.04
059	388+51.61	33.23' L	747.64	607823.97	857488.01
060	388+53.61	39.61' L	747.42	607826.09	857481.67
061	388+41.97	50.05' L	747.23	607814.64	857471.03
062	388+36.66	47.78' L	747.26	607809.29	857473.20
063	388+35.62	49.73' L	746.98	607808.29	857471.23
064	388+33.62	54.64' L	746.94	607806.37	857466.29
065	388+33.03	56.61' L	746.92	607805.82	857464.30
066	388+41.72	55.04' L	747.21	607814.48	857466.03
067	388+41.59	65.05' L	747.35	607814.53	857456.02
068	388+30.03	58.46' L	746.98	607802.85	857462.40
069	388+41.41	37.60' L	747.27	607813.85	857483.46
070	388+62.61	26.88' L	747.42	607834.86	857494.56
071	388+31.99	58.85' L	746.91	607804.82	857462.04
072	388+32.48	58.95' L	746.90	607805.31	857461.95
073	388+62.94	28.85' L	747.31	607835.22	857492.60
074	388+63.02	29.34' L	747.51	607835.32	857492.11

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
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3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. SPOT GRADES AT THE CURB FLANGE LINE ARE EXISTING GRADES.

2

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 55	SHEET 34	E



NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4% UNLESS OTHERWISE SHOWN.
5. SPOT GRADES AT THE CURB FLANGE LINE ARE EXISTING GRADES.

CTH S NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
150	388+43.15	66.75' R	747.35	607813.72	857587.82
151	388+52.97	50.60' R	747.27	607823.83	857571.86
152	388+58.61	41.35' R	747.35	607829.63	857562.70
153	388+58.61	36.35' R	747.27	607829.72	857557.70
154	388+60.61	29.44' R	747.60	607831.85	857550.83
155	388+58.61	30.52' R	747.14	607829.83	857551.88
156	388+53.61	33.85' R	747.13	607824.77	857555.11
157	388+53.61	36.35' R	747.26	607824.72	857557.61
158	388+53.61	39.94' R	747.31	607824.66	857561.21
159	388+51.74	43.02' R	747.34	607822.74	857564.25
160	388+48.72	43.00' R	747.29	607819.72	857564.18
161	388+44.59	42.99' R	747.09	607815.59	857564.09
162	388+41.44	48.03' R	746.99	607812.34	857569.08
163	388+40.31	49.97' R	747.29	607811.18	857571.00
164	388+48.70	48.00' R	747.23	607819.61	857569.18
165	388+39.14	63.71' R	747.33	607809.77	857584.71
166	388+38.99	64.96' R	747.31	607809.59	857585.96
167	388+37.12	50.90' R	747.09	607807.98	857571.86
168	388+51.98	32.02' R	747.14	607823.18	857553.26
169	388+79.72	21.95' R	747.37	607851.09	857543.68
170	388+79.79	23.94' R	747.22	607851.13	857545.68
171	388+79.81	24.44' R	747.20	607851.14	857546.18
172	388+39.41	51.90' R	747.27	607810.25	857572.91
173	388+38.95	51.70' R	746.92	607809.79	857572.70

LEGEND

- (E) EXISTING ELEVATION
- (G) GUTTER GRADE
- (REST) SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE B, FERTILIZER TYPE B, & SEEDING MIXTURE NO. 30
- (SC) SAWING CONCRETE
- (SA) SAWING ASPHALT
- 2.25" HMA PAVEMENT 4MT 58-28 S LOWER LIFT
- (SW5) CONCRETE SIDEWALK 5-INCH
- (LL) LEVEL LANDING
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 55	SHEET 35	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021007-ne
PLOT DATE : 1/4/2022 12:12 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

BEGIN PROJECT
STA 61+22.68
Y=576,787.838
X=861,972.350

ARBOR WAY

EVERGREEN DR

R/W

R/L STH 55

60 65 70 75

STH 55

R/W

MATCH LINE 75+25.00

LEGEND

- EROSION MAT CLASS I, TYPE B (1)
- EROSION MAT CLASS I, TYPE B, URBAN (2)
- EROSION MAT CLASS II TYPE C (3)
- RIPRAP LIGHT UNLESS NOTED OTHERWISE
- SILT FENCE
- ROCK BAGS USED AS SILT FENCE RELIEF
- INLET PROTECTION, TYPE AS NOTED
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

3

R/W

R/L STH 55

MATCH LINE 75+25.00

80 85 90

STH 55

TLE

STRUCTURE ID C-44-3127
TO REMAIN

R/W

MATCH LINE 90+50.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 36	E

2

2

MATCH LINE 90+50.00

MATCH LINE 105+75.00

R/W

R/L STH 55

95

100

105

STH 55

R/W

STA 101+00

1

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

MATCH LINE 105+75.00

MATCH LINE 121+00.00

START OF EXCEPTION TO NET LENGTH
SEE PROJECT ID 6560-08-71
STA 116+69.08

R/L STH 55

R/W

110

115

120

STH 55

R/W

N

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 37	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02-ec

PLOT DATE : 11/4/2021 9:36 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

EXCEPTION TO NET LENGTH
SEE WISDOT PROJECT ID 6560-08-71
STA 116+69.08 TO 142+42.77
NOTE: 6580-08-71 IS A FULL RECONSTRUCTION PROJECT AND HAS DIFFERENT STATIONING INDEPENDENT OF THIS PROJECT ID

R/L STH 55

R/W

130

STH 55

125

135

R/W

MATCH LINE 121+00.00

MATCH LINE 136+25.00

CTH JJ

N

2

LEGEND

- EROSION MAT CLASS I, TYPE B (1)
- EROSION MAT CLASS I, TYPE B, URBAN (2)
- EROSION MAT CLASS II TYPE C (3)
- RIPRAP LIGHT UNLESS NOTED OTHERWISE
- SILT FENCE
- ROCK BAGS USED AS SILT FENCE RELIEF
- INLET PROTECTION, TYPE AS NOTED
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

END OF EXCEPTION TO NET LENGTH
SEE PROJECT ID 6560-08-71
STA 142+42.77

R/L STH 55

R/W

140

145

150

STH 55

R/W

F

F

TLE

TLE

3

MATCH LINE 136+25.00

MATCH LINE 151+50.00

N

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 38	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03-ec

PLOT DATE : 11/4/2021 9:36 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 151+50.00

MATCH LINE 166+75.00

MATCH LINE 166+75.00

MATCH LINE 182+00.00

3

R/L STH 55

R/W

155

160

165

STH 55

R/W

COENEN RD

BONNIE LN

R/W

R/L STH 55

170

175

180

STH 55

R/W

N

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 39	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04-ec

PLOT DATE : 1/4/2022 4:24 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 182+00.00

MATCH LINE 197+25.00

LAU RD

R/L STH 55

R/W

185

190

195

STH 55

R/W

STA 192+75

1

LAU RD

LEGEND

EROSION MAT CLASS I, TYPE B	1
EROSION MAT CLASS I, TYPE B, URBAN	2
EROSION MAT CLASS II TYPE C	3
RIPRAP LIGHT UNLESS NOTED OTHERWISE	
SILT FENCE	
ROCK BAGS USED AS SILT FENCE RELIEF	
INLET PROTECTION, TYPE AS NOTED	
TEMPORARY DITCH CHECK	
CULVERT PIPE CHECK	
SURFACE WATER FLOW	

MATCH LINE 197+25.00

MATCH LINE 212+50.00

STA 200+29

R/L STH 55

R/W

200

205

210

STH 55

R/W

1

STA 209+63

1

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 40	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05-ec

PLOT DATE : 1/4/2022 4:24 PM

PLOT BY : SIEBERT, LUKE

PLOT NAME :

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 212+50.00

MATCH LINE 227+75.00

MATCH LINE 227+75.00

MATCH LINE 243+00.00

STA 216+42

1

R/W

R/L STH 55

215

220

225

STH 55

R/W

N

GREINER RD

R/W

R/L STH 55

230

235

240

STH 55

R/W

GREINER RD

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 41	E

2

2

MATCH LINE 243+00.00

MATCH LINE 258+25.00

STA 245+69

R/W

R/L STH 55

245

250

255

STH 55

R/W

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

MATCH LINE 258+25.00

MATCH LINE 273+50.00

STA 262+37

R/W

R/L STH 55

260

265

270

STH 55

R/W

1

1

N

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 42	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07-ec

PLOT DATE : 11/4/2021 9:36 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 273+50.00

MATCH LINE 288+75.00

MATCH LINE 288+75.00

MATCH LINE 304+00.00

N

CTH UU

R/W

R/L STH 55

275

280

285

STH 55

CTH UU

R/W

N

R/W

3

R/L STH 55

290

295

300

STH 55

R/W

TLE

STRUCTURE ID C-44-3130
TO REMAIN

F

F

F

F

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 43	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08-ec

PLOT DATE : 11/4/2021 9:36 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

MATCH LINE 304+00.00

MATCH LINE 319+25.00

MATCH LINE 319+25.00

MATCH LINE 334+50.00

N

N

TLE

3

3

R/W

R/L STH 55

305

310

315

STH 55

R/W

STRUCTURE ID C-44-3131
TO REMAIN

MH

SAN

R/W

R/L STH 55

SAN

320

325

330

STH 55

R/W

1

STA 328+93

LEGEND

- EROSION MAT CLASS I, TYPE B (1)
- EROSION MAT CLASS I, TYPE B, URBAN (2)
- EROSION MAT CLASS II TYPE C (3)
- RIPRAP LIGHT UNLESS NOTED OTHERWISE
- SILT FENCE
- ROCK BAGS USED AS SILT FENCE RELIEF
- INLET PROTECTION, TYPE AS NOTED
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 44	E

2

2

MATCH LINE 334+50.00

MATCH LINE 349+75.00

R/W

R/L STH 55

335

340

345

STH 55

R/W

SAN

SAN

SAN

1

STA 348+90

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

N

MATCH LINE 349+75.00

MATCH LINE 365+00.00

R/L STH 55

R/W

350

355

360

STH 55

R/W

INDUSTRIAL DR

C

C

SE=EXISTING

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 45	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 10-ec

PLOT DATE : 11/4/2021 9:37 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 365+00.00

MATCH LINE 380+25.00

COLOMBIA AV

CTH E

CTH E

R/W

R/W

STH 55

R/L STH 55

FOR RESTORATION
AT CURB RAMPS
SEE CURB RAMP DETAILS

370

375

380

385

390

395

SAN

R/L STH 55

N

N

LEGEND

EROSION MAT CLASS I, TYPE B	1
EROSION MAT CLASS I, TYPE B, URBAN	2
EROSION MAT CLASS II TYPE C	3
RIPRAP LIGHT UNLESS NOTED OTHERWISE	
SILT FENCE	
ROCK BAGS USED AS SILT FENCE RELIEF	
INLET PROTECTION, TYPE AS NOTED	
TEMPORARY DITCH CHECK	
CULVERT PIPE CHECK	
SURFACE WATER FLOW	

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 46	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 11-ec

PLOT DATE : 1/4/2022 4:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

STRUCTURE B-44-181

LUDWIG ST

R/L STH 55

TLE

F

R/W

400

405

410

STH 55

MATCH LINE 395+50.00

MATCH LINE 410+75.00

R/W

TLE

EXCEPTION TO NET C/L LENGTH
B-44-181 STH 55 OVER DUCK CREEK
STA 402+44.08 TO 403+14.49

2

R/W

TLE

STA 403+92 LT

R/W

N

LEGEND

EROSION MAT CLASS I, TYPE B	1
EROSION MAT CLASS I, TYPE B, URBAN	2
EROSION MAT CLASS II TYPE C	3
RIPRAP LIGHT UNLESS NOTED OTHERWISE	
SILT FENCE	
ROCK BAGS USED AS SILT FENCE RELIEF	
INLET PROTECTION, TYPE AS NOTED	
TEMPORARY DITCH CHECK	
CULVERT PIPE CHECK	
SURFACE WATER FLOW	

N

R/L STH 55

R/W

415

420

425

STH 55

MATCH LINE 410+75.00

MATCH LINE 426+00.00

R/W

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 47	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 12-ec

PLOT DATE : 11/4/2021 9:37 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 426+00.00

MATCH LINE 441+25.00

MATCH LINE 441+25.00

MATCH LINE 456+50.00

N

N

CENTER VALLEY RD

CENTER VALLEY RD

R/L STH 55

R/W

430

435

440

STH 55

R/W

TEARDROP LN

STA 443+67

1

R/W

R/L STH 55

445

450

455

STH 55

R/W

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 48	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 13-ec

PLOT DATE : 11/4/2021 9:38 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 456+50.00

R/L STH 55

R/W

460

465

470

STH 55

R/W

KEMPEN RD

NO EROSION CONTROL MEASURES ON THIS SHEET

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

MATCH LINE 471+75.00

2

MATCH LINE 471+75.00

N

R/L STH 55

R/W

475

480

485

STH 55

R/W

MATCH LINE 487+00.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 49	E

2

MATCH LINE 487+00.00

CTH J

1

R/L STH 55

R/W

490

495

500

STH 55

R/W

STA 490+92

CTH J

N

2

MATCH LINE 502+25.00

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

N

STA 515+75

1

R/L STH 55

R/W

505

510

515

STH 55

R/W

MATCH LINE 517+50.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 50	E

2

2

MATCH LINE 517+50.00

MATCH LINE 532+75.00

N

R/W

R/L STH 55

520

525

530

STH 55

R/W

TLE

2

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

MATCH LINE 532+75.00

MATCH LINE 548+00.00

N

2

R/W

R/L STH 55

RAY RD

535

540

545

STH 55

R/W

RAY RD

STRUCTURE ID C-44-68
TO REMAIN

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 51	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 16-ec

PLOT DATE : 11/4/2021 9:38 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 548+00.00

MATCH LINE 563+25.00

STA 548+50

R/L STH 55

R/W

550

555

STH 55

560

R/W

1

N

MATCH LINE 563+25.00

MATCH LINE 578+50.00

STA 568+44

R/W

565

570

STH 55

575

R/L STH 55

R/W

TLE

1

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 52	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 17-ec

PLOT DATE : 11/4/2021 9:38 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 578+50.00

MATCH LINE 593+75.00

R/W

R/L STH 55

580

585

STH 55

590

R/W

N

LEGEND

- EROSION MAT CLASS I, TYPE B (1)
- EROSION MAT CLASS I, TYPE B, URBAN (2)
- EROSION MAT CLASS II TYPE C (3)
- RIPRAP LIGHT UNLESS NOTED OTHERWISE
- SILT FENCE
- ROCK BAGS USED AS SILT FENCE RELIEF
- INLET PROTECTION, TYPE AS NOTED
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

MATCH LINE 593+75.00

MATCH LINE 609+00.00

CTH EE

ASPH

STA 603+18

R/L STH 55

R/W

595

600

STH 55

605

R/W

1

CTH EE

ASPH

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 53	E

2

2

MATCH LINE 609+00.00

MATCH LINE 624+25.00

STA 611+41

R/L STH 55

R/W

610

615

STH 55

620

R/W

1

N

MATCH LINE 624+25.00

MATCH LINE 639+50.00

R/W

R/L STH 55

625

630

STH 55

635

R/W

N

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 54	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 19-ec

PLOT DATE : 11/4/2021 9:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 639+50.00

MATCH LINE 654+75.00

N

R/L STH 55

R/W

640

645

STH 55

650

R/W

FISH CREEK RD

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

N

STA 666+67

R/L STH 55

R/W

655

660

665

STH 55

R/W

1

MATCH LINE 654+75.00

MATCH LINE 670+00.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 55	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 20-ec

PLOT DATE : 11/4/2021 9:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 670+00.00

MATCH LINE 685+25.00

MATCH LINE 685+25.00

MATCH LINE 700+50.00

N

R/W

R/L STH 55

670

675

680

685

STH 55

R/W

NO EROSION CONTROL MEASURES ON THIS SHEET

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

N

R/L STH 55

R/W

690

695

700

STH 55

R/W

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 56	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 21-ec

PLOT DATE : 11/4/2021 9:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 700+50.00

MATCH LINE 715+75.00

RANCH RD

RANCH RD

R/W

R/L STH 55

705

710

715

STH 55

R/W

N

NO EROSION CONTROL MEASURES ON THIS SHEET

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

N

MATCH LINE 715+75.00

MATCH LINE 731+00.00

R/L STH 55

R/W

720

725

730

STH 55

R/W

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 57	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 22-ec

PLOT DATE : 11/4/2021 9:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 731+00.00

MATCH LINE 746+25.00

N

R/L STH 55

R/W

735

740

745

STH 55

R/W

LEGEND

EROSION MAT CLASS I, TYPE B (1)

EROSION MAT CLASS I, TYPE B, URBAN (2)

EROSION MAT CLASS II TYPE C (3)

RIPRAP LIGHT UNLESS NOTED OTHERWISE

SILT FENCE

ROCK BAGS USED AS SILT FENCE RELIEF

INLET PROTECTION, TYPE AS NOTED

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

SURFACE WATER FLOW

MATCH LINE 746+25.00

MATCH LINE 761+50.00

N

CULBERTSON RD

STA 754+36

STA 755+00

R/W

R/L STH 55

750

760

STH 55

R/W

1

1

CULBERTSON RD

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 58	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 23-ec

PLOT DATE : 11/4/2021 9:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

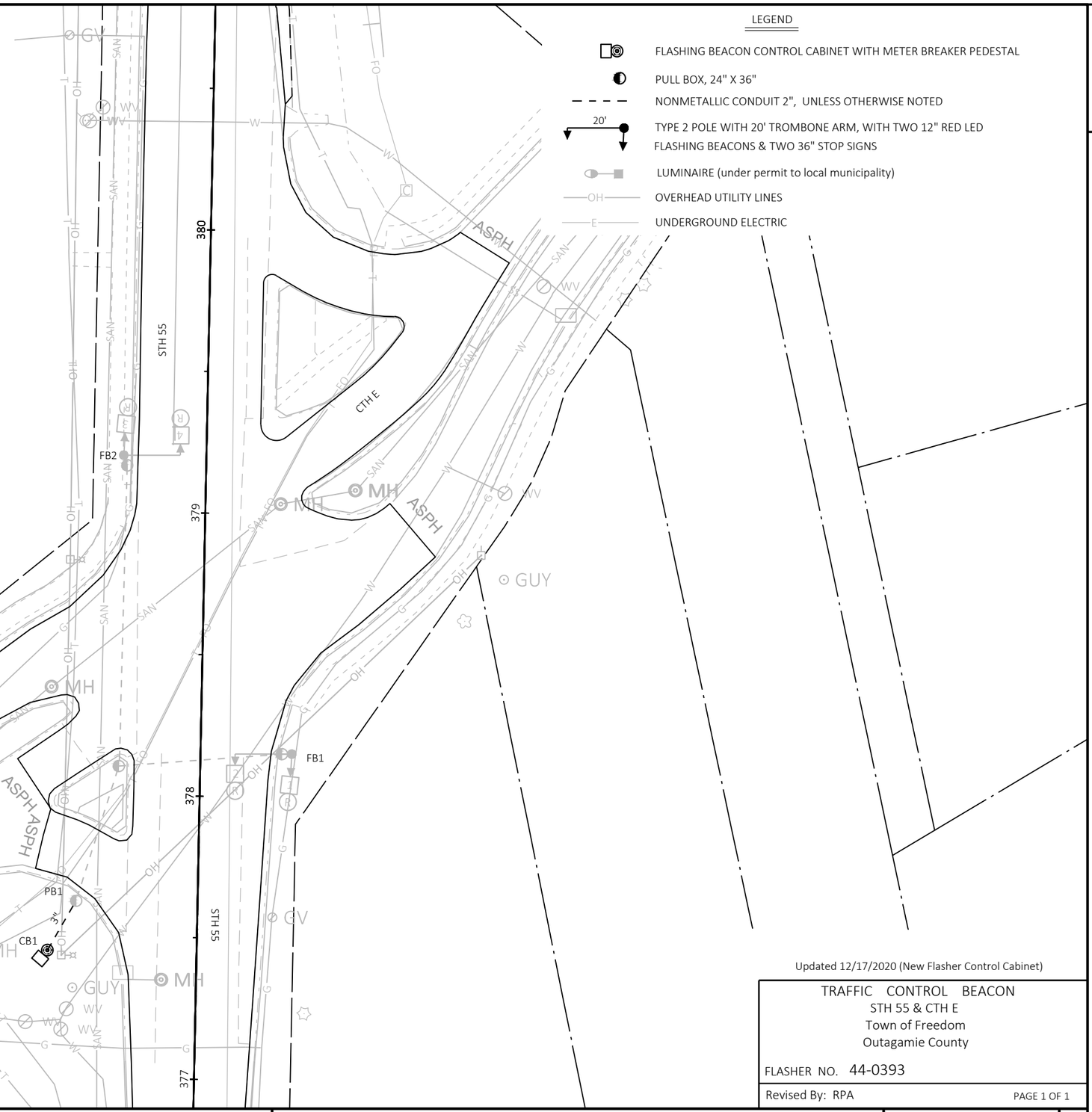
THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

N

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-3107 OR 492-5654.

NE REGION ELECTRICAL UNIT WILL PROVIDE AND INSTALL THE FLASHING BEACON CONTROL CABINET AND ASSOCIATED CABLE/WIRE.



Updated 12/17/2020 (New Flasher Control Cabinet)

TRAFFIC CONTROL BEACON
STH 55 & CTH E
Town of Freedom
Outagamie County

FLASHER NO. 44-0393

Revised By: RPA

PAGE 1 OF 1

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	RED FLASHING BEACON - F44-0393	SHEET 59	E

FILE NAME : F:\D3_TRAFFI\F44-0393 (55 & E)\F44-0393 (2.0).DWG
LAYOUT NAME - F44-0393-rfb

PLOT DATE : 12/17/2020 8:28 AM PLOT BY : TALCOTT, MATTHEW J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

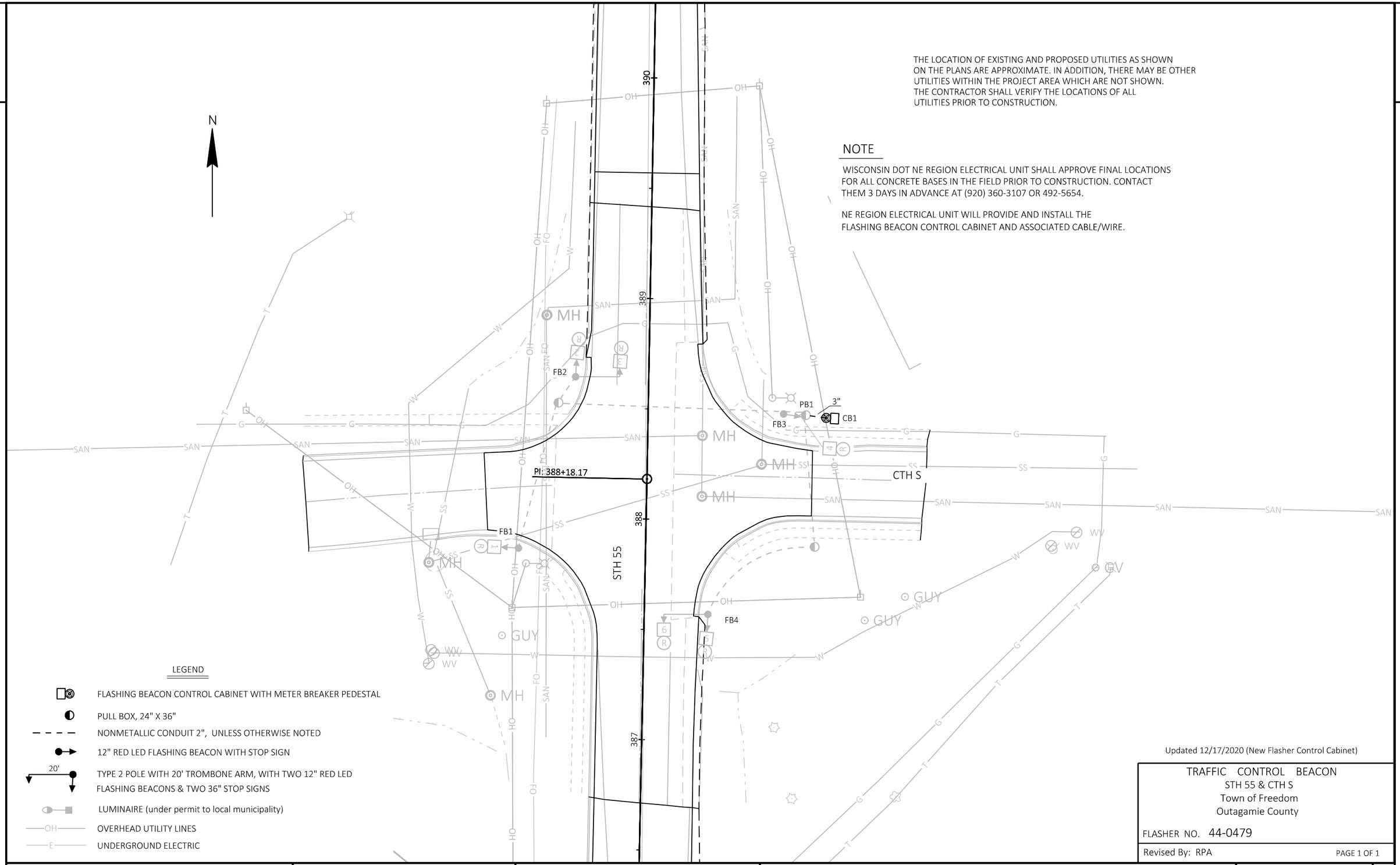
2

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-3107 OR 492-5654.

NE REGION ELECTRICAL UNIT WILL PROVIDE AND INSTALL THE FLASHING BEACON CONTROL CABINET AND ASSOCIATED CABLE/WIRE.



LEGEND

- FLASHING BEACON CONTROL CABINET WITH METER BREAKER PEDESTAL
- PULL BOX, 24" X 36"
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- 12" RED LED FLASHING BEACON WITH STOP SIGN
- 20' TYPE 2 POLE WITH 20' TROMBONE ARM, WITH TWO 12" RED LED FLASHING BEACONS & TWO 36" STOP SIGNS
- LUMINAIRE (under permit to local municipality)
- OH — OVERHEAD UTILITY LINES
- E — UNDERGROUND ELECTRIC

Updated 12/17/2020 (New Flasher Control Cabinet)

TRAFFIC CONTROL BEACON
STH 55 & CTH S
Town of Freedom
Outagamie County

FLASHER NO. 44-0479

Revised By: RPA

PAGE 1 OF 1

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	RED FLASHING BEACON - F44-0479	SHEET 60	E

FILE NAME : F:\D3_TRAFFI\F44-0479 (55 & S)\F44-0479.DWG
LAYOUT NAME - F44-0479

PLOT DATE : 12/18/2020 8:54 AM PLOT BY : TALCOTT, MATTHEW J PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

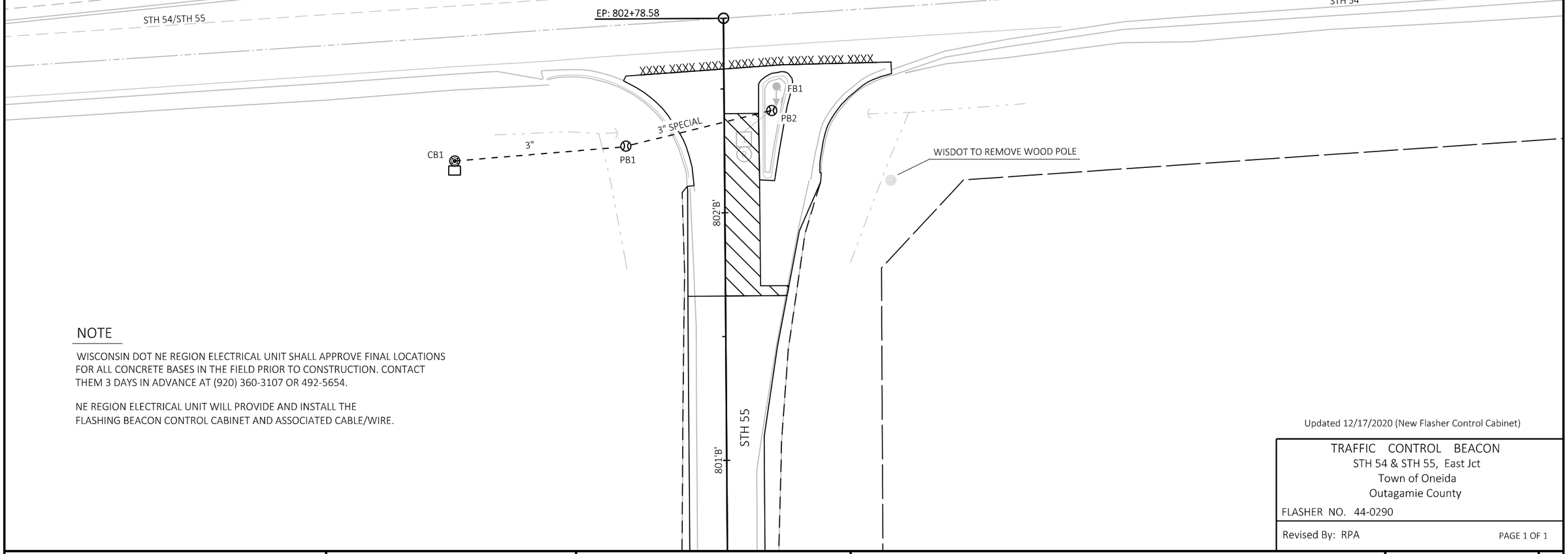
2

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

N

LEGEND

- FLASHING BEACON CONTROL CABINET WITH METER BREAKER PEDESTAL
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- 10' TRAFFIC SIGNAL STANDARD, WITH 12" RED LED FLASHER & STOP SIGN, ON BREAKAWAY PEDESTAL BASE.
- PULL BOX, 24" X 42"
- E — UNDERGROUND ELECTRIC LINES
- OH — OVERHEAD UTILITY LINES



NOTE

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-3107 OR 492-5654.

NE REGION ELECTRICAL UNIT WILL PROVIDE AND INSTALL THE FLASHING BEACON CONTROL CABINET AND ASSOCIATED CABLE/WIRE.

Updated 12/17/2020 (New Flasher Control Cabinet)

TRAFFIC CONTROL BEACON
STH 54 & STH 55, East Jct
Town of Oneida
Outagamie County

FLASHER NO. 44-0290

Revised By: RPA

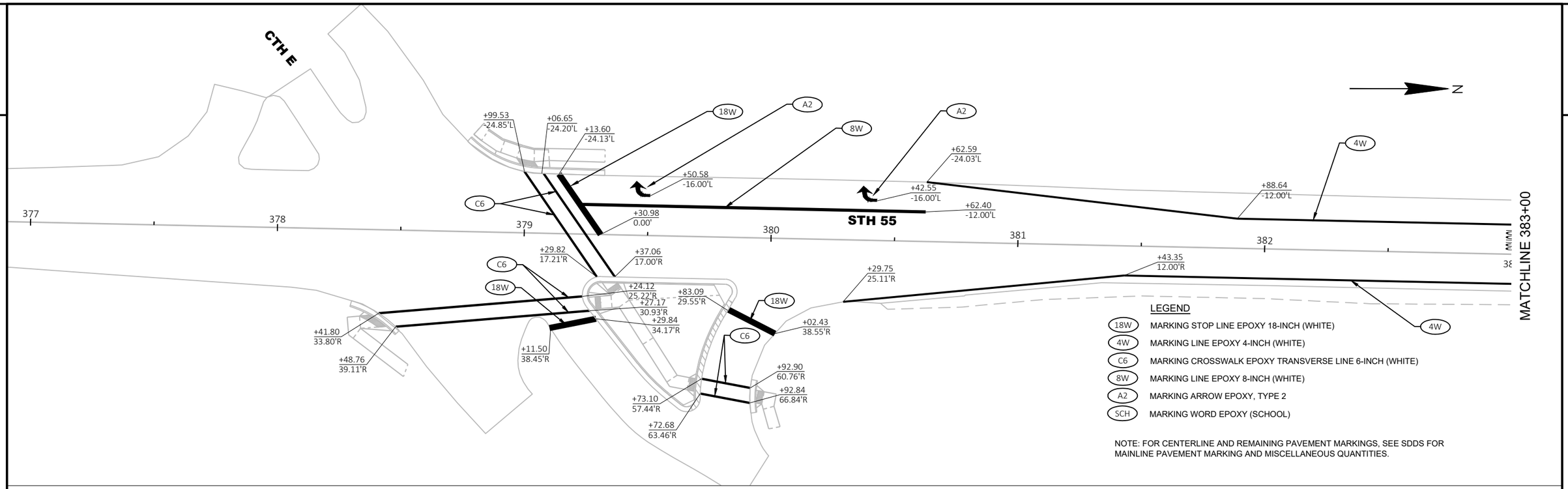
PAGE 1 OF 1

PROJECT NO: 6570-09-71	HWY: STH 54	COUNTY: OUTAGAMIE	RED FLASHING BEACON - F44-0290	SHEET 61	E

FILE NAME : F:\D3_TRAFFI\F44-0290 (54 & 55-EAST JCT)\F44-0290.DWG
LAYOUT NAME - F44-0290-rfb

PLOT DATE : 2/2/2021 12:42 PM PLOT BY : TALCOTT, MATTHEW J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 62	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - pm1
PLOT DATE : 1/5/2022 4:48 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

NOTES

- SEE CTH E DETOUR PLAN FOR CLOSURE OF STH 55/CTH E EAST LEG.



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - CTH E OVERVIEW	SHEET 63	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025100-01
PLOT DATE : 10/20/2021 2:33 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

NOTES

- SEE CTH S EASTBOUND TO STH 55 SOUTHBOUND DETOUR PLAN FOR CLOSURE OF STH 55/CTH S SOUTHWEST QUADRANT.



2

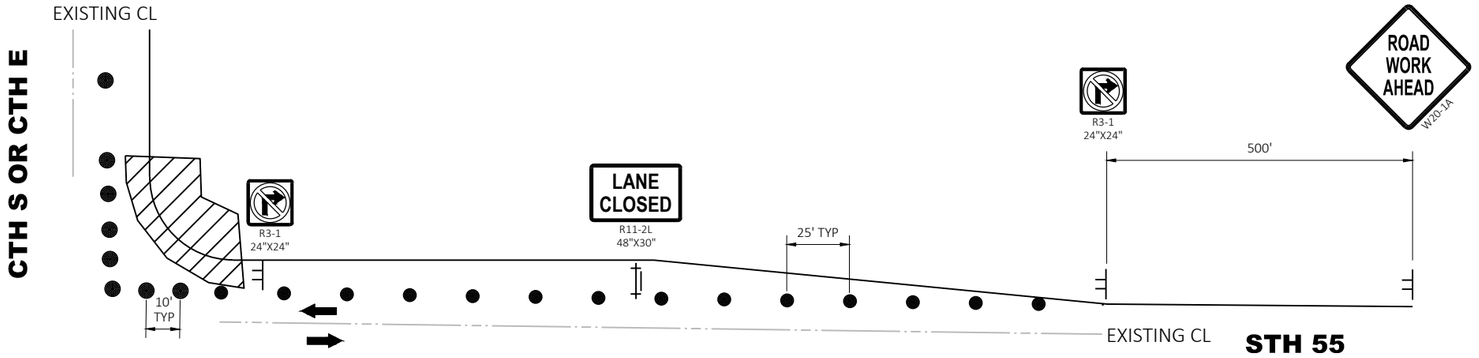
PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - CTH S OVERVIEW	SHEET 64	E

LEGEND

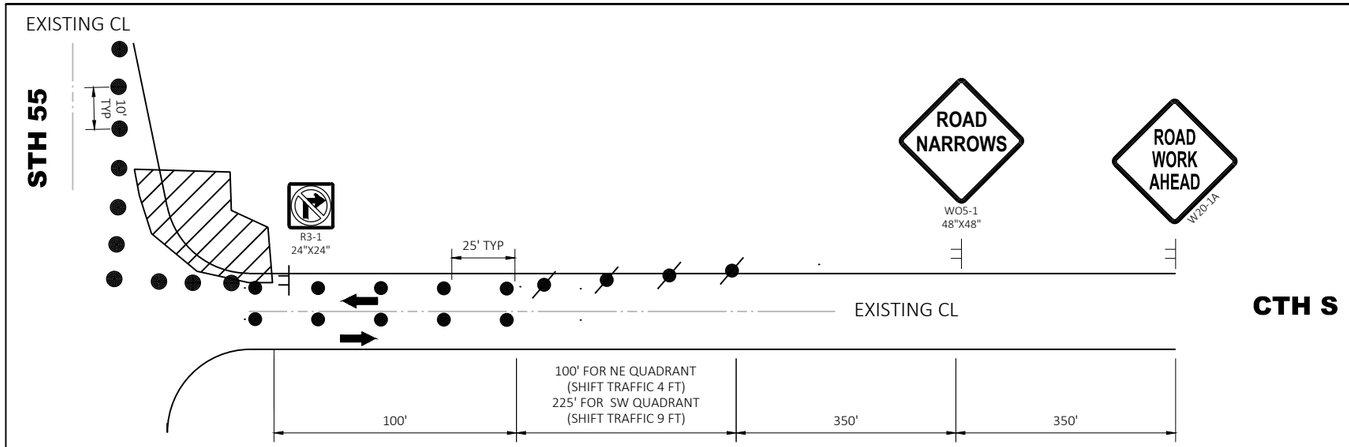
- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

NOTES

- PROVIDE MIN. 11' WIDE TRAVEL LANES AND 1' SHY DISTANCE TO DRUMS



RIGHT TURN LANE CLOSURE DETAIL
SOUTHEAST AND NORTHWEST QUADRANTS AT CTH S
NORTHWEST QUADRANT AT CTH E
NTS

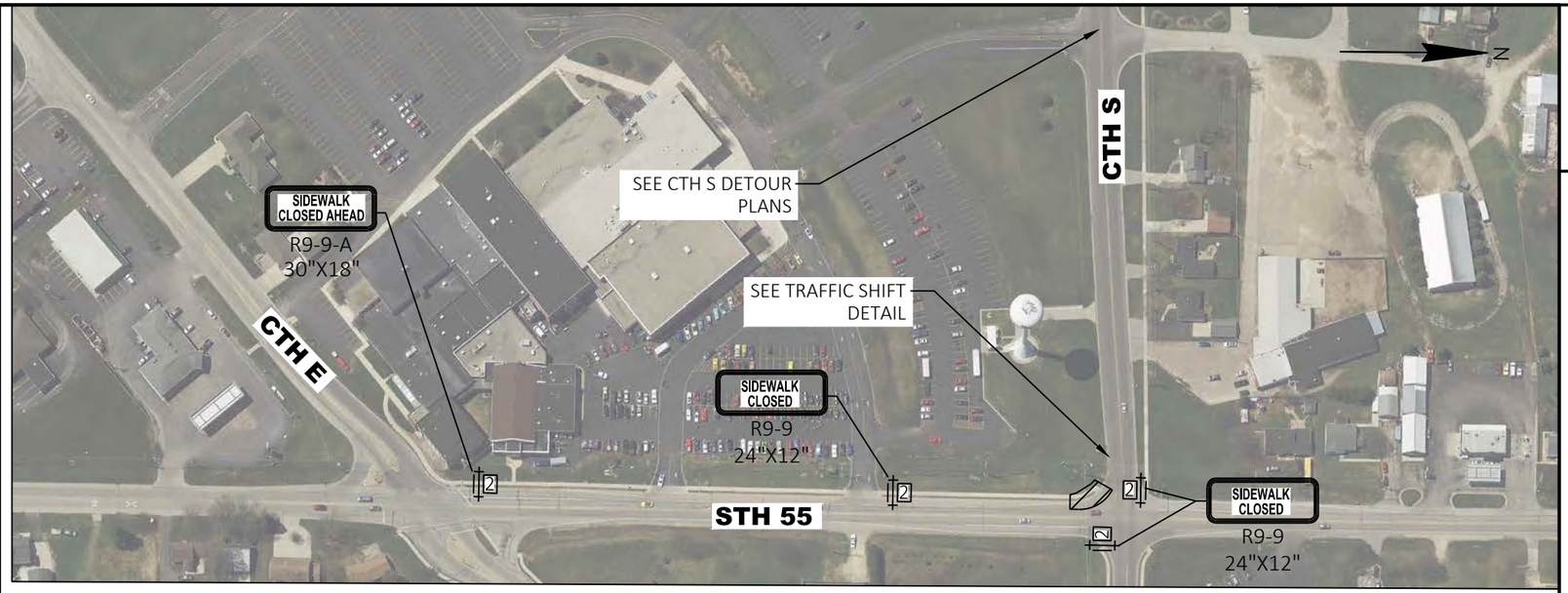


TRAFFIC SHIFT DETAIL
SOUTHWEST AND NORTHEAST QUADRANTS AT CTH S
NTS

2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT



SOUTHWEST QUADRANT CLOSURE





SOUTHEAST QUADRANT CLOSURE

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - CTH S SIDEWALK CLOSURES	SHEET 66	E

2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT



NORTHWEST QUADRANT CLOSURE





NORTHEAST QUADRANT CLOSURE

2

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - CTH S SIDEWALK CLOSURES	SHEET 67	E

2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD (PCMS)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

N

CTH S

MAINTAIN 2 TRAFFIC LANES (MINIMUM 11' WIDE), ONE IN EACH DIRECTION, AT ALL TIMES ON STH 55. PROVIDE 1' SHY DISTANCE FROM EDGE OF TRAVELED WAY TO DRUMS.

MAINTAIN THROUGH MOVEMENTS ON CTH S BY USE OF FLAGGING OPERATIONS

R3-2 24"X24"

R3-1 24"X24"

ASPH

+05, -10.0' L

+73, -10.0' L

25' TYP

350' 350'

ROAD WORK AHEAD W20-1A

W01-4R 48"X48"

STH 55 +80, -1.7' L

+98, -4.1' L

384 385 386 387 388 389 390 391 392

+80, 11.3' R

+05, 3.0' R

+73, 3.0' R

+97, 8.9' R

350' 350'

ROAD WORK AHEAD W20-1A

W01-4L 48"X48"

WO1-6 48"X24"

LANE CLOSED R11-2L 48"X30"

200' MIN

2' BUFFER FROM WORK ZONE TO EDGE OF TRAVELED WAY

LANE CLOSED R11-2L 48"X30"

WO1-6 48"X24"

MAINTAIN THROUGH MOVEMENTS ON CTH S BY USE OF FLAGGING OPERATIONS

STORM SEWER REPAIR TRAFFIC SHIFT

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - CTH S	SHEET 68	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025100-02d

PLOT DATE : 10/20/2021 2:33 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

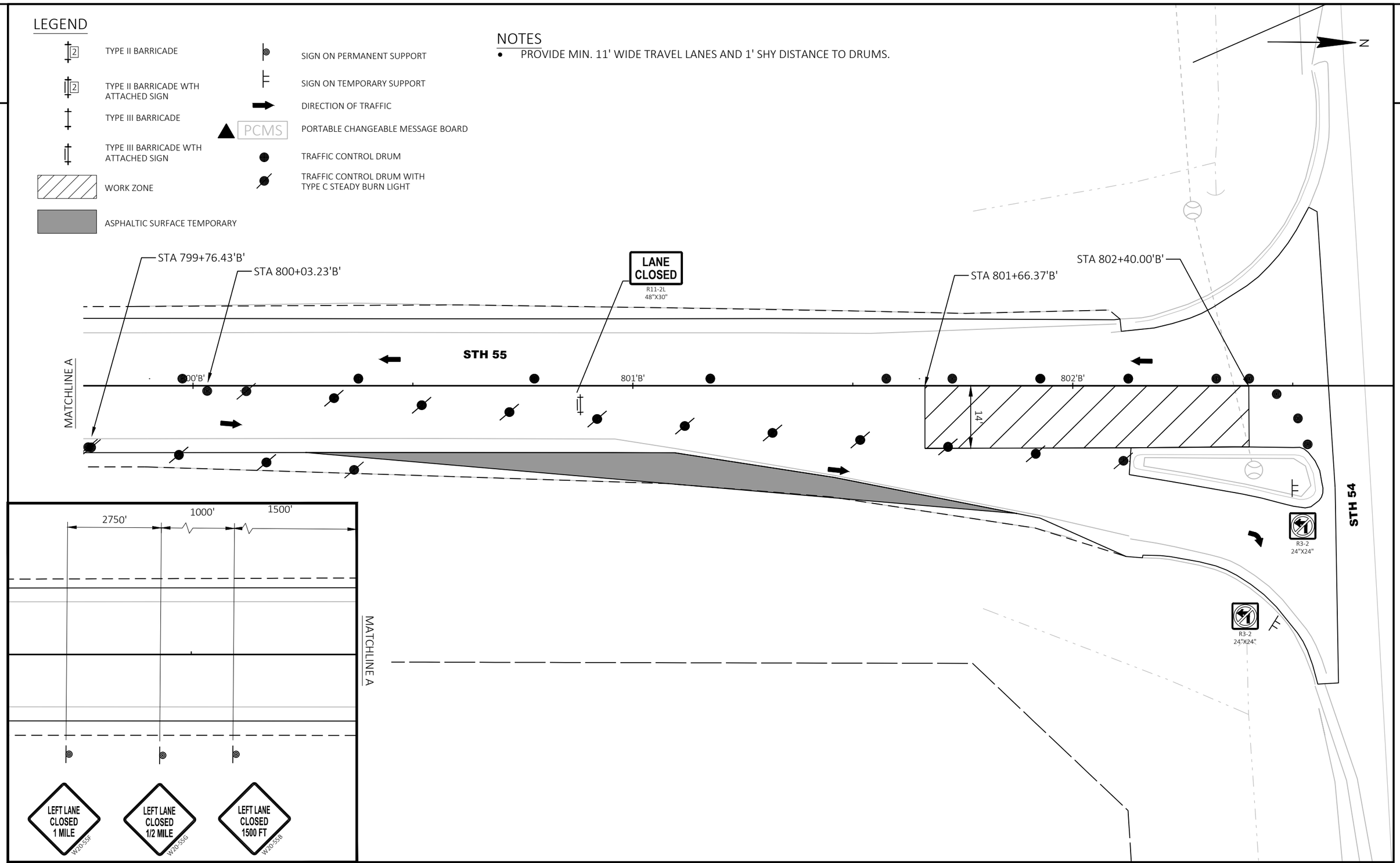
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LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

NOTES

- PROVIDE MIN. 11' WIDE TRAVEL LANES AND 1' SHY DISTANCE TO DRUMS.



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STH 54 INTERSECTION, LEFT TURN LANE CLOSURE	SHEET 69	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025100-03

PLOT DATE : 10/20/2021 2:33 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

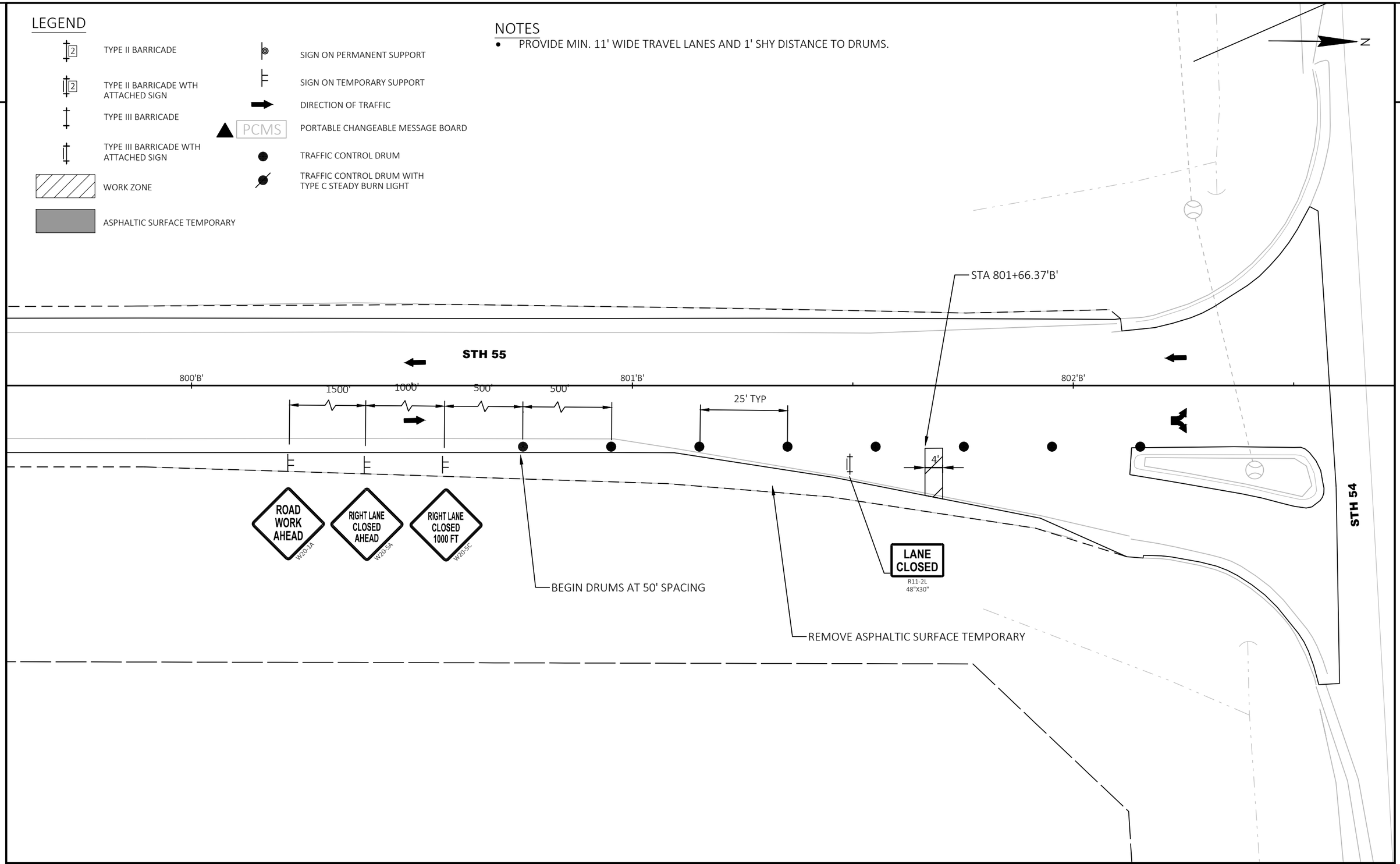
2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

NOTES

- PROVIDE MIN. 11' WIDE TRAVEL LANES AND 1' SHY DISTANCE TO DRUMS.



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STH 54 INTERSECTION, RIGHT SHOULDER CLOSURE	SHEET 70	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025100-03a

PLOT DATE : 10/20/2021 2:33 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE II BARRICADE
- TYPE II BARRICADE WTH ATTACHED SIGN
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONES 42-INCH
- DIRECTION OF TRAFFIC
- PCMS — PORTABLE CHANGEABLE MESSAGE BOARD
- FLASHING ARROW BOARD
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

N

55
M1-6
24"X24"
SOUTH
M3-3
24"X12"
MB6-1
21"X21"

STH 54

1000'

PCMS

SEE SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE

800'

800'

800'B'

795'B'

795'

790

STH 55

SCHAUMBERG, CARL
SCHAUMBERG, DIANE

SCHAUMBERG, CARL
SCHAUMBERG, DIANE

SCHAUMBERG, GREGORY L

2

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - STH 54 EB TO STH 55 SB RAMP CLOSURE	SHEET 71	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025100-sth55&sth54

PLOT DATE : 1/4/2022 12:14 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

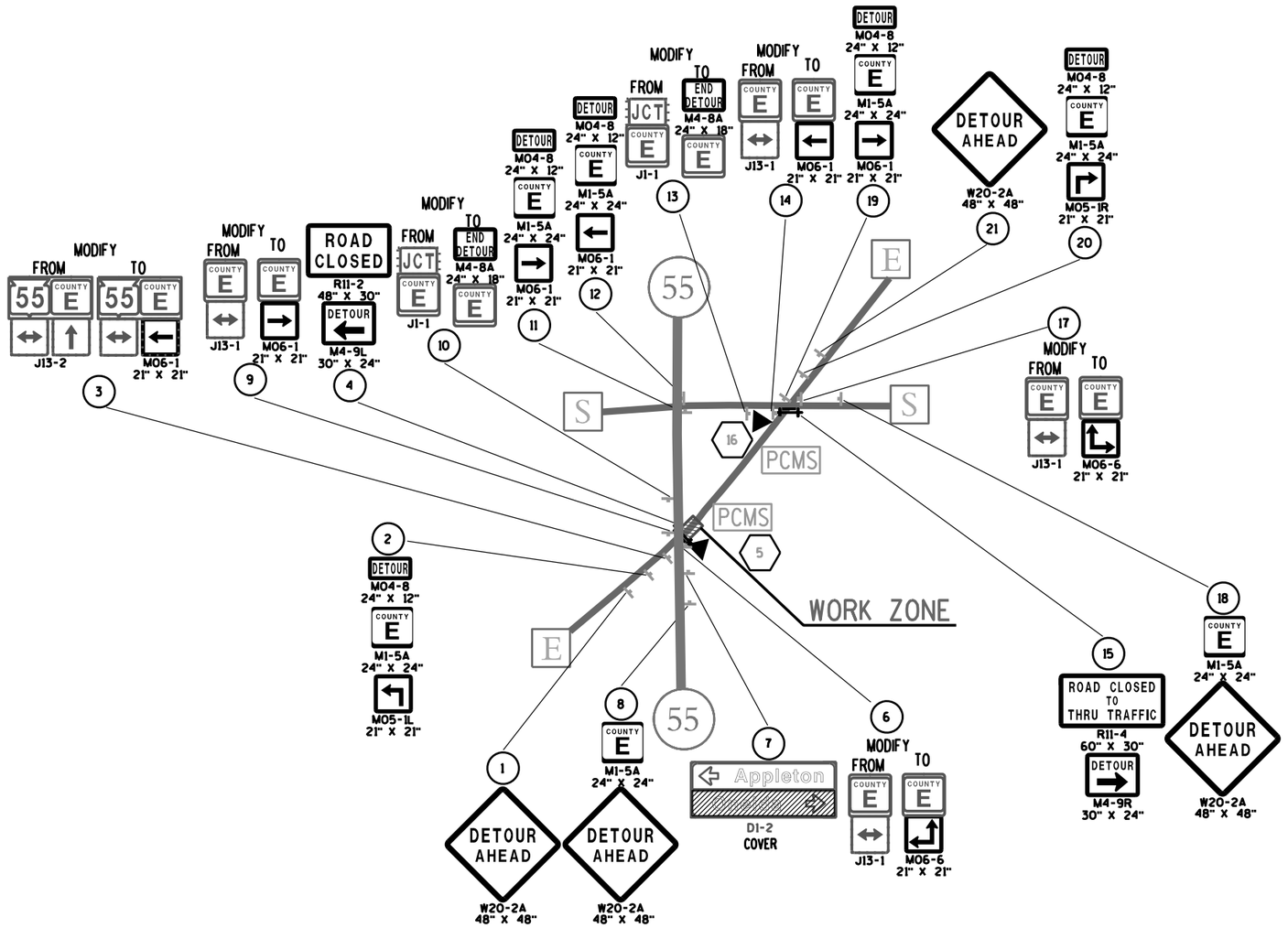
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2

N

LEGEND

- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN



PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL - CTH E	SHEET	E

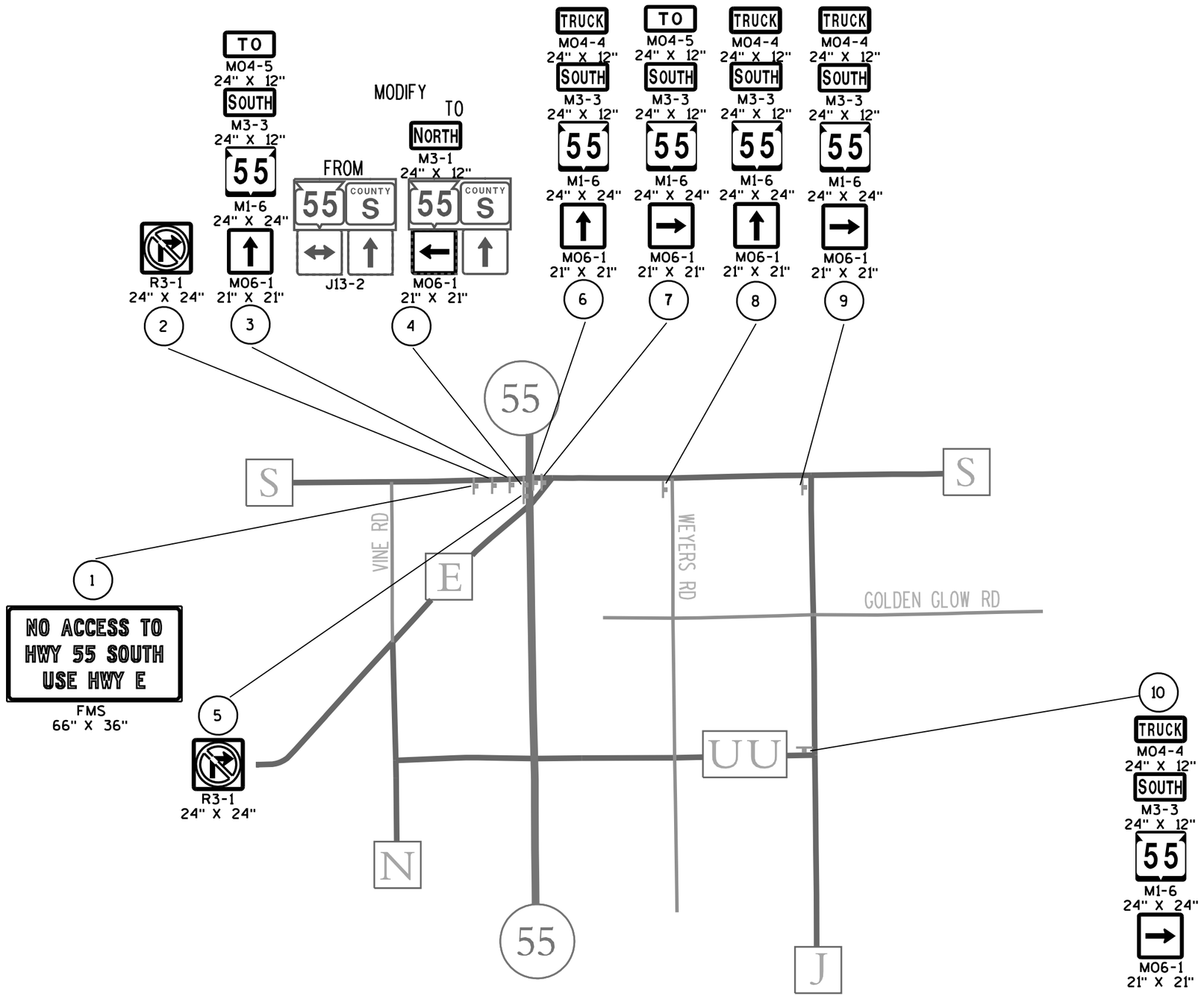
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

LEGEND

- (X) SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN



PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO:6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL - TO 55 SOUTH - SW QUADRANT WORK	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

6570-09-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	8.000	8.000
0004	201.0205	Grubbing	STA	9.000	9.000
0006	203.0100	Removing Small Pipe Culverts	EACH	24.000	24.000
0010	204.0100	Removing Concrete Pavement	SY	7.000	7.000
0012	204.0110	Removing Asphaltic Surface	SY	507.000	507.000
0014	204.0115	Removing Asphaltic Surface Butt Joints	SY	810.000	810.000
0016	204.0120	Removing Asphaltic Surface Milling	SY	262,740.000	262,740.000
0018	204.0150	Removing Curb & Gutter	LF	553.000	553.000
0020	204.0155	Removing Concrete Sidewalk	SY	258.000	258.000
0022	204.0245	Removing Storm Sewer (size) 01. 24-Inch	LF	16.000	16.000
0024	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	3.000	3.000
0028	205.0100	Excavation Common	CY	4,241.000	4,241.000
0034	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6570-09-71	LS	1.000	1.000
0036	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	33.000	33.000
0038	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 6570-09-71	EACH	1.000	1.000
0040	211.0800.S	Base Repair for CIR Layer	CY	1,890.000	1,890.000
0044	213.0100	Finishing Roadway (project) 02. 6570-09-71	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,536.000	5,536.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	7,448.000	7,448.000
0050	312.0110	Select Crushed Material	TON	107.000	107.000
0054	327.1000.S	CIR Asphaltic Base Layer	SY	236,300.000	236,300.000
0066	416.0610	Drilled Tie Bars	EACH	50.000	50.000
0068	455.0605	Tack Coat	GAL	33,010.000	33,010.000
0070	455.0770.S	Asphalt Stabilizing Agent	TON	1,264.000	1,264.000
0072	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0074	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0078	460.2005	Incentive Density PWL HMA Pavement	DOL	38,180.000	38,180.000
0080	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	35,790.000	35,790.000
0082	460.2010	Incentive Air Voids HMA Pavement	DOL	56,910.000	56,910.000
0084	460.6224	HMA Pavement 4 MT 58-28 S	TON	56,910.000	56,910.000
0090	465.0110	Asphaltic Surface Patching	TON	300.000	300.000
0092	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	430.000	430.000
0094	465.0125	Asphaltic Surface Temporary	TON	20.000	20.000
0096	465.0315	Asphaltic Flumes	SY	9.000	9.000
0098	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	121,950.000	121,950.000
0100	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	53,537.000	53,537.000
0116	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000
0120	520.3324	Culvert Pipe Class III-A 24-Inch	LF	87.000	87.000
0122	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0128	521.1024	Apron Endwalls for Culvert Pipe Steel 24-Inch	EACH	2.000	2.000
0130	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	2.000	2.000
0134	521.1048	Apron Endwalls for Culvert Pipe Steel 48-Inch	EACH	1.000	1.000
0148	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	32.000	32.000
0154	521.3148	Culvert Pipe Corrugated Steel 48-Inch	LF	8.000	8.000
0158	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	156.000	156.000
0160	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	54.000	54.000
0162	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	200.000	200.000
0164	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	105.000	105.000
0170	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6.000	6.000

6570-09-71

Line	Item	Item Description	Unit	Total	Qty
0172	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0174	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	8.000	8.000
0176	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	4.000	4.000
0178	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	218.000	218.000
0180	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	298.000	298.000
0182	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	195.000	195.000
0184	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	6.000	6.000
0186	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	12.000	12.000
0188	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	8.000	8.000
0192	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	25.000	25.000
0194	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	472.000	472.000
0198	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	54.000	54.000
0202	601.0600	Concrete Curb Pedestrian	LF	29.000	29.000
0204	602.0410	Concrete Sidewalk 5-Inch	SF	3,274.000	3,274.000
0206	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	120.000	120.000
0208	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	36.000	36.000
0210	606.0100	Riprap Light	CY	23.000	23.000
0214	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	16.000	16.000
0238	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0246	614.0010	Barrier System Grading Shaping Finishing	EACH	24.000	24.000
0248	614.0920	Salvaged Rail	LF	4,100.000	4,100.000
0250	614.2300	MGS Guardrail 3	LF	1,649.750	1,649.750
0254	614.2330	MGS Guardrail 3 K	LF	100.000	100.000
0256	614.2340	MGS Guardrail 3 L	LF	900.000	900.000
0258	614.2350	MGS Guardrail Short Radius	LF	23.500	23.500
0260	614.2500	MGS Thrie Beam Transition	LF	150.000	150.000
0262	614.2610	MGS Guardrail Terminal EAT	EACH	23.000	23.000
0264	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0272	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6570-09-71	EACH	1.000	1.000
0274	619.1000	Mobilization	EACH	0.750	0.750
0278	620.0300	Concrete Median Sloped Nose	SF	141.000	141.000
0280	624.0100	Water	MGAL	934.000	934.000
0282	625.0500	Salvaged Topsoil	SY	1,150.000	1,150.000
0284	627.0200	Mulching	SY	1,000.000	1,000.000
0286	628.1504	Silt Fence	LF	6,238.000	6,238.000
0288	628.1520	Silt Fence Maintenance	LF	9,362.000	9,362.000
0290	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0292	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0294	628.2004	Erosion Mat Class I Type B	SY	2,020.000	2,020.000
0296	628.2008	Erosion Mat Urban Class I Type B	SY	1,318.000	1,318.000
0300	628.7015	Inlet Protection Type C	EACH	28.000	28.000
0302	628.7504	Temporary Ditch Checks	LF	294.000	294.000
0304	628.7555	Culvert Pipe Checks	EACH	116.000	116.000
0308	628.7570	Rock Bags	EACH	150.000	150.000
0310	629.0210	Fertilizer Type B	CWT	3.100	3.100
0312	630.0130	Seeding Mixture No. 30	LB	65.000	65.000
0314	630.0200	Seeding Temporary	LB	328.000	328.000
0318	630.0500	Seed Water	MGAL	54.000	54.000
0328	633.5200	Markers Culvert End	EACH	36.000	36.000

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Line	Item	Item Description	Unit	Total	Qty
0340	638.2102	Moving Signs Type II	EACH	9.000	9.000
0346	638.4000	Moving Small Sign Supports	EACH	9.000	9.000
0350	642.5201	Field Office Type C	EACH	0.750	0.750
0352	643.0300	Traffic Control Drums	DAY	1,285.000	1,285.000
0354	643.0410	Traffic Control Barricades Type II	DAY	209.000	209.000
0356	643.0420	Traffic Control Barricades Type III	DAY	203.000	203.000
0358	643.0705	Traffic Control Warning Lights Type A	DAY	248.000	248.000
0360	643.0715	Traffic Control Warning Lights Type C	DAY	165.000	165.000
0362	643.0900	Traffic Control Signs	DAY	10,173.000	10,173.000
0366	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0368	643.1000	Traffic Control Signs Fixed Message	SF	16.500	16.500
0370	643.1050	Traffic Control Signs PCMS	DAY	84.000	84.000
0372	643.5000	Traffic Control	EACH	0.750	0.750
0378	645.0130	Geotextile Type R	SY	74.000	74.000
0380	646.1020	Marking Line Epoxy 4-Inch	LF	30,326.000	30,326.000
0382	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	132,414.000	132,414.000
0384	646.3020	Marking Line Epoxy 8-Inch	LF	460.000	460.000
0386	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	1,693.000	1,693.000
0388	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	8,766.000	8,766.000
0390	646.5020	Marking Arrow Epoxy	EACH	9.000	9.000
0392	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0394	646.6120	Marking Stop Line Epoxy 18-Inch	LF	195.000	195.000
0400	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	694.000	694.000
0404	646.8120	Marking Curb Epoxy	LF	25.000	25.000
0406	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0408	648.0100	Locating No-Passing Zones	MI	12.760	12.760
0410	649.0105	Temporary Marking Line Paint 4-Inch	LF	48,827.000	48,827.000
0412	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	130,290.000	130,290.000
0416	650.4500	Construction Staking Subgrade	LF	149.000	149.000
0418	650.5000	Construction Staking Base	LF	149.000	149.000
0420	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	472.000	472.000
0422	650.6000	Construction Staking Pipe Culverts	EACH	26.000	26.000
0426	650.8000	Construction Staking Resurfacing Reference	LF	72,973.000	72,973.000
0430	650.8500	Construction Staking Electrical Installations (project) 02. 6570-09-71	LS	1.000	1.000
0432	650.9000	Construction Staking Curb Ramps	EACH	14.000	14.000
0436	650.9910	Construction Staking Supplemental Control (project) 02. 6570-09-71	LS	1.000	1.000
0438	650.9920	Construction Staking Slope Stakes	LF	149.000	149.000
0442	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	100.000	100.000
0444	652.0615	Conduit Special 3-Inch	LF	60.000	60.000
0446	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	2.000	2.000
0450	654.0220	Concrete Control Cabinet Bases Type 10	EACH	3.000	3.000
0458	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 55 & CTH E, F44-0393	LS	1.000	1.000
0460	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. STH 55 & CTH S, F44-0479	LS	1.000	1.000
0462	656.0200	Electrical Service Meter Breaker Pedestal (location) 04. STH 55 & STH 54, F44-0290	LS	1.000	1.000
0472	690.0150	Sawing Asphalt	LF	2,143.000	2,143.000
0474	690.0250	Sawing Concrete	LF	100.000	100.000
0480	740.0440	Incentive IRI Ride	DOL	108,000.000	108,000.000
0490	SPV.0035	Special 02. Foundation Backfill	CY	2,024.000	2,024.000

CLEARING & GRUBBING

ROADWAY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
STH 55						
	398+00	-	401+00	RT	2	2
	403+00	-	405+00	RT	2	2
	481+00	-	482+00	RT	1	1
	518+00	-	519+00	RT	1	1
	533+00	-	534+00	RT	1	1
	562+00	-	564+00	RT	1	2
		-				
				TOTAL 0010	8	9

REMOVING APRON ENDWALLS

CATEGORY	STATION	LOCATION	204.9060.S.01 REMOVING APRON ENDWALLS EACH
STH 55			
	192+75	RT	1
	515+75	LT	1
	548+51	LT	1
		TOTAL 0010	3

3

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	DESCRIPTION	203.0100 REMOVING SMALL PIPE CULVERTS EACH
STH 55			
	101+92	36" CMP, 57 LF	1
	101+01	36" CMP, 57 LF	1
	200+29	18" CMP, 51 LF	1
	209+57	42" CMP, 56 LF	1
	209+68	42" CMP, 56 LF	1
	216+42	30" CMP, 57 LF	1
	245+69	48" CMP, 8 LF	1
	262+32	36" CMP, 56 LF	1
	262+41	36" CMP, 56 LF	1
	328+90	24" CMP, 56 LF	1
	328+96	24" CMP, 56 LF	1
	348+82	30" CMP, 53 LF	1
	348+91	30" CMP, 53 LF	1
	443+67	24" CMP, 80 LF	1
	490+91	24" CMP, 85 LF	1
	548+51	30" CMP, 32 LF	1
	568+44	18" CMP, 60 LF	1
	603+12	24" CMP, 68 LF	1
	603+20	24" CMP, 68 LF	1
	611+41	24" CMP, 64 LF	1
	666+67	30" CMP, 52 LF	1
	754+36	24" CMP, 52 LF	1
	754+90	30" CMP, 60 LF	1
	754+96	30" CMP, 60 LF	1
		TOTAL 0010	24

REMOVING STORM SEWER

ROADWAY	STATION	TO	STATION	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 24-INCH) LF
STH 55				
	388+13.08, 12.13'RT	-	388+17.87, 27.39'RT	16
			TOTAL 0010	16

ALL ITEMS CATEGORY 0010

REMOVING CURB & GUTTER

ROADWAY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS
STH 55						
	74+50	-	74+75	MED RT	25	
	189+95	-	190+05	RT	15	LAU RD - NE QUADRANT
	371+10	-	371+25	LT	15	
	374+50	-	374+65	LT	15	
	378+30	-	378+50	RT	23	CTH E - SE QUADRANT
	378+76	-	379+32	LT	58	CTH E - NW QUADRANT
	379+34	-	379+82	RT	153	CTH E - NE ISLAND
	379+94	-	379+95	RT	14	CTH E - NE QUADRANT
	387+56	-	387+97	RT	52	CTH S - SE QUADRANT
	387+59	-	387+91	LT	46	CTH S - SW QUADRANT
	388+31	-	388+63	LT	46	CTH S - NW QUADRANT
	388+38	-	388+80	RT	52	CTH S - NE QUADRANT
	490+92	-	491+15	LT & RT	39	CTH J - NW QUADRANT
				TOTAL 0010	553	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO	STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
STH 55					
	61+22.68	-	90+50	60	12,700
	90+50	-	116+69.08	---	8,710
	142+42.77	-	151+50.	---	3,050
	151+50	-	182+00	60	11,940
	182+00	-	212+50	50	11,340
	212+50	-	243+00	20	11,370
	243+00	-	273+50	---	10,280
	273+50	-	304+00	50	11,520
	304+00	-	334+50	---	10,190
	334+50	-	364+21.82	90	10,370
	364+21.82	-	389+57	50	13,480
	389+57	-	426+00	170	13,240
	426+00	-	456+50	30	10,930
	456+50	-	487+00	50	10,410
	487+00	-	517+50	20	11,170
	517+50	-	548+00	30	10,890
	548+00	-	578+50	---	10,240
	578+50	-	609+00	30	11,030
	609+00	-	639+50	---	10,130
	639+50	-	670+00	40	10,360
	670+00	-	700+50	---	10,180
	700+50	-	731+00	10	10,370
	731+00	-	761+50	10	10,390
	761+50	-	791+22	---	10,250
	791+22.03	-	805+26.62	10	3,990
	791+22.03'B'	-	802+59.61'B'	30	4,210
		-			
			TOTAL 0010	810	262,740

REMOVING CONCRETE ITEMS

ROADWAY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
STH 55							
	64+48	-	64+56	MED	2	---	
	77+20	-	77+25	MED	5	---	
	378+30	-	378+50	RT	---	18	CTH E - SE QUADRANT
	378+76	-	379+32	LT	---	23	CTH E - NW QUADRANT
	379+34	-	379+82	RT	---	137	CTH E - NE ISLAND
	379+94	-	379+95	RT	---	10	CTH E - NE QUADRANT
	387+56	-	387+97	RT	---	13	CTH S - SE QUADRANT
	387+59	-	387+91	LT	---	24	CTH S - SW QUADRANT
	388+31	-	388+63	LT	---	16	CTH S - NW QUADRANT
	388+38	-	388+80	RT	---	17	CTH S - NE QUADRANT
				TOTAL 0010	7	258	

REMOVING ASPHALTIC SURFACE

ROADWAY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
STH 55						
	64+48	-	64+56	MED	3	
	74+50	-	74+75	MED RT	6	
	77+20	-	77+25	MED	6	
	189+95	-	190+05	RT	6	LAU RD - NE QUADRANT
	371+10	-	371+25	LT	4	
	374+50	-	374+65	LT	4	
	378+30	-	378+50	RT	6	CTH E - SE QUADRANT
	378+76	-	379+32	LT	17	CTH E - NW QUADRANT
	379+34	-	379+82	RT	131	CTH E - NE ISLAND
	379+94	-	379+95	RT	4	CTH E - NE QUADRANT
	387+56	-	387+97	RT	14	CTH S - SE QUADRANT
	387+59	-	387+91	LT	14	CTH S - SW QUADRANT
	388+31	-	388+63	LT	14	CTH S - NW QUADRANT
	388+38	-	388+80	RT	14	CTH S - NE QUADRANT
	403+35	-	403+81	RT	258	EXISTING DUCK CREEK DRIVEWAY
	491+65	-	491+75	LT	6	CTH J - NW QUADRANT
				TOTAL 0010	507	

ALL ITEMS CATEGORY 0010

DIVISION	STATION-STATION	LOCATION	205.0100 EXCAVATION COMMON (CY) (1)		* SALVAGED/ UNUSABLE PAVEMENT MATERIAL (CY) (4)	* AVAILABLE MATERIAL (CY) (5)	SPV.0035.02 FOUNDATION BACKFILL (CY) (6)	312.0110 SELECT CRUSHED MATERIAL (TON) (7)	* UNEXPANDED FILL (CY)	* EXPANDED FILL (CY) (8)	* MASS ORDINATE +/- (CY) (9)	* WASTE (CY) (9)
			CUT (2)	EBS EXCAVATION (3)			EXPANSION FACTOR 1.15	CONVERISON FACTOR (TON/CY) 1.75		EXPANSION FACTOR 1.33		
	403+29.09 - 404+72.04	DUCK CREEK DRIVEWAY RELOCATION	471	0	25	446	0	0	287	382	64	64
	101+00	CULVERT PIPE TRANSITION	330	0	18	312	196	0	0	0	312	312
	200+29	CULVERT PIPE TRANSITION	150	0	10	140	69	0	0	0	140	140
	209+63	CULVERT PIPE TRANSITION	350	0	18	332	207	0	0	0	332	332
	216+42	CULVERT PIPE TRANSITION	280	0	16	264	161	0	0	0	264	264
	262+37	CULVERT PIPE TRANSITION	350	0	18	332	207	0	0	0	332	332
	328+93	CULVERT PIPE TRANSITION	280	0	17	263	161	0	0	0	263	263
	443+67	CULVERT PIPE TRANSITION	490	0	22	468	265	0	0	0	468	468
PROJECT	568+44	CULVERT PIPE TRANSITION	150	0	14	136	69	0	0	0	136	136
	603+18	CULVERT PIPE TRANSITION	300	0	24	276	173	0	0	0	276	276
	611+41	CULVERT PIPE TRANSITION	300	0	23	277	173	0	0	0	277	277
	666+67	CULVERT PIPE TRANSITION	210	0	18	192	104	0	0	0	192	192
	754+36	CULVERT PIPE TRANSITION	200	0	16	184	92	0	0	0	184	184
	755+00	CULVERT PIPE TRANSITION	270	0	21	249	150	0	0	0	249	249
	801+66.37'B' - 802+40'B'	SUBGRADE IMPROVEMENT AT STH 54	32	78	32	0	0	107	0	0	78	78
SUMMARY		SUBTOTALS	4,163	78	292	3,871	2,024	107	287	382	3,567	3,567
		TOTALS	4,241		292	3,871	2,024	107	287	382	3,567	3,567

NOTES:

* NOT A BID ITEM. FOR INFORMATION ONLY.

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT. PIPE TRENCH EXCAVATION IS INCIDENTAL TO THE PIPE ITEMS.

(3) EBS EXCAVATION IS FOR FOR THE REMOVAL OF THE EXISTING SUBGRADE MATERIAL AT THE STH 54 SUBGRADE IMPROVEMENT AREA.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) CULVERT TRANSITIONS BELOW THE PAVEMENT SECTION PER THE DETAIL ARE TO BE BACKFILLED WITH ITEM SPV.0035.02 FOUNDATION BACKFILL. FOUNDATION BACKFILL IN PIPE TRENCH IS INCIDENTAL TO THE PIPE ITEMS.

(7) EBS EXCAVATION IS TO BE BACKFILLED WITH ITEM 312.0110 SELECT CRUSHED MATERIAL FOR THE STH 54 SUBGRADE IMPROVEMENT AREA. ALL EBS MATERIAL TO BE WASTED OFFSITE.

(8) EXPANDED FILL = UNEXPANDED FILL X EXPANSION FACTOR

(9a) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL

(9b) THE MASS ORDINATE + OR - QUANTITY CALCULATED FOR THE ROADWAY SEGMENT. "PLUS" INDICATES AN EXCESS OF MATERIAL WITHIN THE ROADWAY SEGMENT. "MINUS" INDICATES A SHORTAGE OF MATERIAL WITHIN THE ROADWAY SEGMENT. MATERIAL IS

(9) WASTE = MASS ORDINATE (IF POSITIVE VALUE)

ALL ITEMS CATEGORY 0010

BASE AGGREGATE DENSE

ROADWAY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 624.0100 WATER MGAL
STH 55						
	61+22.68	-	90+50	196	535	26
	90+50	-	116+69.08	184	247	13
	142+42.77	-	151+50.	208	721	35
	151+50	-	182+00	184	-	3
	182+00	-	212+50	202	471	20
	212+50	-	243+00	163	239	11
	243+00	-	273+50	205	314	14
	273+50	-	304+00	268	654	29
	304+00	-	334+50	337	864	40
	334+50	-	364+21.82	115	249	10
	364+21.82	-	389+57	3	-	1
	389+57	-	426+00	363	335	70
	426+00	-	456+50	241	352	56
	456+50	-	487+00	257	-	48
	487+00	-	517+50	232	404	57
	517+50	-	548+00	370	465	73
	548+00	-	578+50	234	275	53
	578+50	-	609+00	229	276	52
	609+00	-	639+50	247	256	55
	639+50	-	670+00	259	206	55
	670+00	-	700+50	264	-	49
	700+50	-	731+00	223	-	42
	731+00	-	761+50	241	481	61
	761+50	-	791+22	234	-	43
	791+22.03	-	805+26.62	-	-	-
	791+22.03'B'	-	802+59.61'B'	77	104	18
			TOTAL 0010	5,536	7,448	934

*QUANTITIES FOR BOTH BASE COMPACTION AND DUST CONTROL INCLUDED.

COLD IN-PLACE RECYCLED ASPHALT (CIR)

ROADWAY	STATION	TO	STATION	211.0700.S.01 PREPARE FOUNDATION FOR CIR BASE LAYER (PROJECT) (01. 6570-09-71) EACH	211.0800.S BASE REPAIR FOR CIR LAYER CY	327.1000.S CIR ASPHALTIC BASE LAYER SY	455.0770.S ASPHALT STABILIZING AGENT TON
STH 55							
	61+22.68	-	90+50	---	---	4,290	23
	90+50	-	116+69.08	---	---	9,880	53
	142+42.77	-	151+50	---	---	3,460	19
	151+50	-	182+00	---	---	11,490	61
	182+00	-	212+50	---	---	11,430	61
	212+50	-	243+00	---	---	11,550	62
	243+00	-	273+50	---	---	11,790	63
	273+50	-	304+00	---	---	11,430	61
	304+00	-	334+50	---	---	11,740	63
	334+50	-	364+21.82	---	---	11,390	61
	364+21.82	-	389+57	---	---	---	---
	389+57	-	426+00	---	---	12,040	64
	426+00	-	456+50	---	---	10,090	54
	456+50	-	487+00	---	---	10,160	54
	487+00	-	517+50	---	---	10,280	55
	517+50	-	548+00	---	---	10,320	55
	548+00	-	578+50	---	---	10,180	55
	578+50	-	609+00	---	---	10,120	54
	609+00	-	639+50	---	---	10,120	54
	639+50	-	670+00	---	---	10,150	54
	670+00	-	700+50	---	---	10,180	55
	700+50	-	731+00	---	---	10,150	54
	731+00	-	761+50	---	---	10,140	54
	761+50	-	791+22.03	---	---	10,250	55
	791+22.03	-	805+26.62	---	---	---	---
	791+22.03'B'	-	802+59.61'B'	---	---	3,670	20
PROJECT WIDE							
				1	1,890	---	---
			TOTAL 0010	1	1,890	236,300	1,264

ALL ITEMS CATEGORY 0010

HMA PAVEMENT

ROADWAY	STATION	TO	STATION	* 211.0100.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 6570-09-71) LS	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	455.0605 TACK COAT GAL	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL TYPE 1 LF	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL TYPE 2 LF	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
STH 55														
	61+22.68	-	90+50	---	33	1200	---	---	1900	---	16	4276	---	962
	90+50	-	116+69.08	---	---	1250	---	---	2200	---	---	5238	---	2619
	142+42.77	-	151+50	---	---	420	---	---	720	---	4	1814	---	907
	151+50	-	182+00	---	---	1570	---	---	2700	---	28	5132	---	2250
	182+00	-	212+50	---	---	1710	---	---	3020	---	20	5309	---	2650
	212+50	-	243+00	---	---	1630	---	---	2830	---	4	5319	---	2650
	243+00	-	273+50	---	---	1530	---	---	2690	---	---	6100	---	3050
	273+50	-	304+00	---	---	1530	---	---	2630	---	20	5306	---	2650
	304+00	-	334+50	---	---	1520	---	---	2650	---	8	5880	---	734
	334+50	-	364+21.82	---	---	1470	---	---	2570	---	44	---	---	---
	364+21.82	-	389+57	---	---	950	---	---	1430	---	32	---	---	---
	389+57	-	426+00	---	---	1560	---	---	2670	---	154	---	2276	1138
	426+00	-	456+50	---	---	1410	---	---	2450	---	8	---	5716	2250
	456+50	-	487+00	---	---	1240	---	---	2140	---	24	---	6016	2650
	487+00	-	517+50	---	---	1400	---	---	2440	---	16	---	5294	2650
	517+50	-	548+00	---	---	1310	---	---	2250	---	8	---	5867	2250
	548+00	-	578+50	---	---	1330	---	---	2320	---	16	---	6100	3050
	578+50	-	609+00	---	---	1430	---	---	2500	---	4	---	5548	2650
	609+00	-	639+50	---	---	1310	---	---	2290	---	4	---	6100	3050
	639+50	-	670+00	---	---	1330	---	---	2310	---	16	---	6010	2650
	670+00	-	700+50	---	---	1230	---	---	2110	---	4	---	6100	3050
	700+50	-	731+00	---	---	1250	---	---	2150	---	---	---	5961	2650
	731+00	-	761+50	---	---	1430	---	---	2530	---	---	---	5976	2650
	761+50	-	791+22.03	---	---	1230	---	---	2120	---	---	---	5944	2972
	791+22.03	-	805+26.62	---	---	280	---	---	420	---	---	1087	1405	1405
	791+22.03'B'	-	802+59.61'B'	---	---	490	---	---	870	---	---	---	2176	---
PROJECT WIDE														
				1	---	---	1	2	---	300	---	---	---	---
			SUBTOTALS	1	33	33,010	1	2	56,910	300	430	45,461	76,489	53,537
			TOTAL 0010	1	33	33,010	1	2	56,910	300	430	121,950		53,537

*LOCATIONS THAT INCLUDE THIS ITEM:
STA 61+22.00 - 79+00.00
STA 364+21.82 - 379+00.00
STA 793+07.12 - 805+26.62

ASPHALTIC FLUMES

ROADWAY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY
STH 55			
	403+33	RT	9
		TOTAL 0010	9

ASPHALTIC SURFACE TEMPORARY

ROADWAY	STATION	TO	STATION	LOCATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON
STH 55		-			
	800+26'B'	-	801+87'B'	RT	20
				TOTAL 0010	20

ALL ITEMS CATEGORY 0010

3

HMA PWL INCENTIVE DENSITY ELIGIBILITY TABLE

ROADWAY			PWL DENSITY INCENTIVE TON*	PWL AIR VOIDS TON**	LF OF CENTERLINE LF***
STH 55					
61+22.68	-	90+50	810	1900	2928
90+50	-	116+69.08	1450	2200	2620
142+42.77	-	151+50	500	720	908
151+50	-	182+00	1680	2700	3050
182+00	-	212+50	1680	3020	3050
212+50	-	243+00	1680	2830	3050
243+00	-	273+50	1680	2690	3050
273+50	-	304+00	1680	2630	3050
304+00	-	334+50	1680	2650	3050
334+50	-	364+22	1637	2570	2972
364+21.82	-	389+57	699	1430	2536
389+57	-	426+00	2007	2670	3643
426+00	-	456+50	1680	2450	3050
456+50	-	487+00	1680	2140	3050
487+00	-	517+50	1680	2440	3050
517+50	-	548+00	1680	2250	3050
548+00	-	578+50	1680	2320	3050
578+50	-	609+00	1680	2500	3050
609+00	-	639+50	1680	2290	3050
639+50	-	670+00	1680	2310	3050
670+00.	-	700+50	1680	2110	3050
700+50	-	731+00	1680	2150	3050
731+00	-	761+50	1680	2530	3050
761+50	-	791+22	1637	2120	2973
791+22	-	805+27	250	420	---
791+22.03'B'	-	802+59.61'B'	630	870	1138
		TOTAL 0010	38,180	56,910	71,568

* TONNAGE IS ELIGIBLE FOR INCENTIVE DENSITY PWL 460.2005 AND INCENTIVE AIR VOIDS 460.2010.

** TONNAGE IS ELIGIBLE FOR INCENTIVE AIR VOIDS 460.2010.

*** LF IS ELIGIBLE FOR INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS ITEM 460.2007.

ALL ITEMS CATEGORY 0010

3

CULVERT PIPES

ROADWAY	INLET			DISCHARGE			520.3324 CULVERT PIPE CLASS III-A 24-INCH LF	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.3148 CULVERT PIPE CORRUGATED STEEL 48-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	MINIMUM METAL PIPE THICKNESS IN
STH 55	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV							
	100+90.69	25.37' LT	706.36	100+92.32	24.60' RT	706.34	--	--	--	--	--	--	N/A
	101+00.46	25.65' LT	706.40	101+02.67	24.30' RT	706.36	--	--	--	--	--	--	N/A
	200+25.93	23.50' LT	717.68	200+25.53	23.50' RT	717.65	--	--	--	--	--	--	N/A
	200+32.93	23.50' LT	717.68	200+32.53	23.50' RT	717.65	--	--	--	--	--	--	N/A
	209+56.74	22.32' LT	715.25	209+57.22	30.03' RT	715.15	--	--	--	--	--	--	N/A
	209+68.33	23.38' LT	715.25	209+68.38	29.89' RT	715.15	--	--	--	--	--	--	N/A
	216+42.04	29.24' RT	717.25	216+41.55	24.27' LT	716.44	--	--	--	--	54	--	N/A
	245+69.25	29.89' LT	715.66	245+69.18	21.90' LT	715.60	--	--	8	--	--	--	0.109
	262+31.73	23.74' LT	717.95	262+31.58	24.06' RT	717.50	--	--	--	--	--	48	N/A
	262+41.91	23.53' LT	717.95	262+41.22	24.71' RT	717.50	--	--	--	--	--	48	N/A
	328+89.88	20.87' RT	721.84	328+88.91	28.49' LT	721.46	--	--	--	49	--	--	N/A
	328+95.38	20.76' RT	721.84	328+94.41	28.60' LT	721.46	--	--	--	49	--	--	N/A
	348+82.53	23.22' LT	727.23	348+82.43	24.78' RT	727.04	--	--	--	--	--	--	N/A
	348+90.87	23.00' LT	727.13	348+90.78	25.00' RT	727.11	--	--	--	--	--	--	N/A
	404+57.08	78.66' RT	723.49	403+71.85	64.34' RT	723.19	87	--	--	--	--	--	0.064
	443+93.52	26.41' LT	754.41	443+37.01	30.21' RT	754.25	--	--	--	--	--	--	N/A
	490+91.22	38.18' LT	762.93	490+91.16	43.82' RT	762.45	--	--	--	--	--	--	N/A
	548+51.92	29.24' RT	753.99	548+50.95	2.74' LT	753.80	--	32	--	--	--	--	0.079
	568+42.15	33.79' LT	777.90	568+45.27	22.12' RT	777.78	--	--	--	--	--	--	N/A
	603+12.54	27.08' LT	776.46	603+11.83	24.93' RT	775.95	--	--	--	--	--	52	N/A
	603+20.20	26.99' LT	776.46	603+19.50	25.03' RT	775.95	--	--	--	--	--	52	N/A
	611+40.64	30.72' LT	777.96	611+40.83	25.28' RT	777.76	--	--	--	--	--	--	N/A
	666+67.71	25.17' LT	785.58	666+68.40	26.83' RT	785.48	--	--	--	--	--	--	N/A
	754+28.52	26.80' LT	793.14	754+30.98	31.47' RT	793.05	--	--	--	58	--	--	N/A
	754+96.91	25.31' LT	793.60	754+95.91	23.33' RT	793.40	--	--	--	--	--	--	N/A
	755+04.57	23.35' LT	793.60	755+03.74	22.84' RT	793.40	--	--	--	--	--	--	N/A
						TOTAL 0010	87	32	8	156	54	200	

ALL ITEMS CATEGORY 0010

3

CULVERT PIPES

ROADWAY	INLET			DISCHARGE			522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	522.2424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF	522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
STH 55	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV					
	100+90.69	25.37' LT	706.36	100+92.32	24.60' RT	706.34	--	--	--	50	1
	101+00.46	25.65' LT	706.40	101+02.67	24.30' RT	706.36	--	--	--	50	1
	200+25.93	23.50' LT	717.68	200+25.53	23.50' RT	717.65	--	--	47	--	1
	200+32.93	23.50' LT	717.68	200+32.53	23.50' RT	717.65	--	--	47	--	1
	209+56.74	22.32' LT	715.25	209+57.22	30.03' RT	715.15	52	--	--	--	1
	209+68.33	23.38' LT	715.25	209+68.38	29.89' RT	715.15	53	--	--	--	1
	216+42.04	29.24' RT	717.25	216+41.55	24.27' LT	716.44	--	--	--	--	1
	245+69.25	29.89' LT	715.66	245+69.18	21.90' LT	715.60	--	--	--	--	1
	262+31.73	23.74' LT	717.95	262+31.58	24.06' RT	717.50	--	--	--	--	1
	262+41.91	23.53' LT	717.95	262+41.22	24.71' RT	717.50	--	--	--	--	1
	328+89.88	20.87' RT	721.84	328+88.91	28.49' LT	721.46	--	--	--	--	1
	328+95.38	20.76' RT	721.84	328+94.41	28.60' LT	721.46	--	--	--	--	1
	348+82.53	23.22' LT	727.23	348+82.43	24.78' RT	727.04	--	--	48	--	1
	348+90.87	23.00' LT	727.13	348+90.78	25.00' RT	727.11	--	--	48	--	1
	404+57.08	78.66' RT	723.49	403+71.85	64.34' RT	723.19	--	--	--	--	1
	443+93.52	26.41' LT	754.41	443+37.01	30.21' RT	754.25	--	80	--	--	1
	490+91.22	38.18' LT	762.93	490+91.16	43.82' RT	762.45	--	82	--	--	1
	548+51.92	29.24' RT	753.99	548+50.95	2.74' LT	753.80	--	--	--	--	1
	568+42.15	33.79' LT	777.90	568+45.27	22.12' RT	777.78	--	56	--	--	1
	603+12.54	27.08' LT	776.46	603+11.83	24.93' RT	775.95	--	--	--	--	1
	603+20.20	26.99' LT	776.46	603+19.50	25.03' RT	775.95	--	--	--	--	1
	611+40.64	30.72' LT	777.96	611+40.83	25.28' RT	777.76	--	--	56	--	1
	666+67.71	25.17' LT	785.58	666+68.40	26.83' RT	785.48	--	--	52	--	1
	754+28.52	26.80' LT	793.14	754+30.98	31.47' RT	793.05	--	--	--	--	1
	754+96.91	25.31' LT	793.60	754+95.91	23.33' RT	793.40	--	--	--	49	1
	755+04.57	23.35' LT	793.60	755+03.74	22.84' RT	793.40	--	--	--	46	1
						TOTAL 0010	105	218	298	195	26

ALL ITEMS CATEGORY 0010

CULVERT APRON ENDWALLS

ROADWAY	STATION	OFFSET	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH EACH	521.1048 APRON ENDWALLS FOR CULVERT PIPE STEEL 48-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	633.5200 MARKERS CULVERT END EACH
STH 55														
	100+90.69	25.37' LT	--	--	--	--	--	--	--	--	--	--	1	1
	100+92.32	24.60' RT	--	--	--	--	--	--	--	--	--	--	1	1
	101+00.46	25.65' LT	--	--	--	--	--	--	--	--	--	--	1	1
	101+02.67	24.30' RT	--	--	--	--	--	--	--	--	--	--	1	1
	192+81.32	21.48' RT	--	1	--	--	--	--	--	--	--	--	--	--
	200+25.93	23.50' LT	--	--	--	--	--	--	--	--	--	1	--	1
	200+25.53	23.50' RT	--	--	--	--	--	--	--	--	--	1	--	1
	200+32.93	23.50' LT	--	--	--	--	--	--	--	--	--	1	--	--
	200+32.53	23.50' RT	--	--	--	--	--	--	--	--	--	1	--	--
	209+56.74	22.32' LT	--	--	--	--	--	--	--	1	--	--	--	1
	209+57.22	30.03' RT	--	--	--	--	--	--	--	1	--	--	--	1
	209+68.33	23.38' LT	--	--	--	--	--	--	--	1	--	--	--	--
	209+68.38	29.89' RT	--	--	--	--	--	--	--	1	--	--	--	--
	216+42.04	29.24' RT	--	--	--	--	--	1	--	--	--	--	--	1
	216+41.55	24.27' LT	--	--	--	--	--	1	--	--	--	--	--	1
	245+69.25	29.89' LT	--	--	--	1	--	--	--	--	--	--	--	--
	262+31.73	23.74' LT	--	--	--	--	--	--	1	--	--	--	--	1
	262+31.58	24.06' RT	--	--	--	--	--	--	1	--	--	--	--	1
	262+41.91	23.53' LT	--	--	--	--	--	--	1	--	--	--	--	--
	262+41.22	24.71' RT	--	--	--	--	--	--	1	--	--	--	--	--
	328+89.88	20.87' RT	--	--	--	--	1	--	--	--	--	--	--	1
	328+88.91	28.49' LT	--	--	--	--	1	--	--	--	--	--	--	1
	328+95.38	20.76' RT	--	--	--	--	1	--	--	--	--	--	--	--
	328+94.41	28.60' LT	--	--	--	--	1	--	--	--	--	--	--	--
	348+82.53	23.22' LT	--	--	--	--	--	--	--	--	--	1	--	1
	348+82.43	24.78' RT	--	--	--	--	--	--	--	--	--	1	--	1
	348+90.87	23.00' LT	--	--	--	--	--	--	--	--	--	1	--	1
	348+90.78	25.00' RT	--	--	--	--	--	--	--	--	--	1	--	1
	403+71.85	64.34' RT	1	--	--	--	--	--	--	--	--	--	--	--
	404+57.08	78.66' RT	1	--	--	--	--	--	--	--	--	--	--	--
	443+37.01	30.21' RT	--	--	--	--	--	--	--	--	1	--	--	1
	443+93.52	26.41' LT	--	--	--	--	--	--	--	--	1	--	--	1
	490+91.22	38.18' LT	--	--	--	--	--	--	--	--	1	--	--	1
	490+91.16	43.82' RT	--	--	--	--	--	--	--	--	1	--	--	1
	515+84.68	23.84' LT	--	1	--	--	--	--	--	--	--	--	--	--
	548+50.08	31.15' LT	--	--	1	--	--	--	--	--	--	--	--	1
	548+51.92	29.24' RT	--	--	1	--	--	--	--	--	--	--	--	1
	568+42.15	33.79' LT	--	--	--	--	--	--	--	--	1	--	--	1
	568+45.27	22.12' RT	--	--	--	--	--	--	--	--	1	--	--	1
	603+12.54	27.08' LT	--	--	--	--	--	--	1	--	--	--	--	1
	603+11.83	24.93' RT	--	--	--	--	--	--	1	--	--	--	--	1
	603+20.20	26.99' LT	--	--	--	--	--	--	1	--	--	--	--	--
	603+19.50	25.03' RT	--	--	--	--	--	--	1	--	--	--	--	--
	611+40.64	30.72' LT	--	--	--	--	--	--		--	--	1	--	1
	611+40.83	25.28' RT	--	--	--	--	--	--	--	--	--	1	--	1
	666+67.71	25.17' LT	--	--	--	--	--	--	--	--	--	1	--	1
	666+68.40	26.83' RT	--	--	--	--	--	--	--	--	--	1	--	1
	754+28.52	26.80' LT	--	--	--	--	1	--	--	--	--	--	--	1
	754+30.98	31.47' RT	--	--	--	--	1	--	--	--	--	--	--	1
	754+96.91	25.31' LT	--	--	--	--	--	--	--	--	--	--	1	1
	754+95.91	23.33' RT	--	--	--	--	--	--	--	--	--	--	1	1
	755+04.57	23.35' LT	--	--	--	--	--	--	--	--	--	--	1	--
	755+03.74	22.84' RT	--	--	--	--	--	--	--	--	--	--	1	--
	TOTAL 0010		2	2	2	1	6	2	8	4	6	12	8	36

ALL ITEMS CATEGORY 0010

CONCRETE ITEMS

ROADWAY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF	REMARKS
STH 55															
	64+48	-	64+56	MED	4	---	---	---	---	---	---	---	---	8	
	74+50	-	74+75	MED RT	4	25	---	---	---	---	---	---	---	---	
	77+20		77+25	MED	---	---	---	---	---	---	---	---	40	---	
	189+95	-	190+05	RT	4	---	---	15	---	---	---	---	---	---	LAU RD - NE QUADRANT
	371+10	-	371+25	LT	4	---	15	---	---	---	---	---	---	---	
	374+50	-	374+65	LT	4	---	15	---	---	---	---	---	---	---	
	378+30	-	378+50	RT	4	---	22	---	---	211	---	17	---	---	CTH E - SE QUADRANT
	378+76	-	379+32	LT	4	---	58	---	29	315	---	19	---	---	CTH E - NW QUADRANT
	379+34	-	379+82	RT	---	---	155	---	---	1576	30	---	24	69	CTH E - NE ISLAND
	379+94	-	379+95	RT	4	---	13	---	---	89	10	---	---	---	CTH E - NE QUADRANT
	387+56	-	387+97	RT	4	---	52	---	---	258	20	---	---	---	CTH S - SE QUADRANT
	387+59	-	387+91	LT	4	---	45	---	---	306	20	---	---	---	CTH S - SW QUADRANT
	388+31	-	388+63	LT	2	---	45	---	---	274	20	---	---	---	CTH S - NW QUADRANT
	388+38	-	388+80	RT	4	---	52	---	---	245	20	---	---	---	CTH S - NE QUADRANT
	490+92	-	491+15	LT & RT	4	---	---	39	---	---	---	---	---	---	CTH J - NW QUADRANT
				SUBTOTAL	50	25	472	54	29	3,274	120	36	64	77	
				TOTAL 0010	50	25	472	54	29	3,274	120	36	141		

STORM SEWER

ROADWAY	STATION	TO	STATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF
STH 55					
	388+13.08, 12.13'RT	-	388+17.87, 27.39'RT	1	16
			TOTAL 0010	1	16

ADJUSTING INLET COVERS

ROADWAY	STATION	611.8115 ADJUSTING INLET COVERS EACH
STH 55		
	371+20 LT	1
	374+59 LT	1
	TOTAL 0010	2

ALL ITEMS CATEGORY 0010

MGS GUARDRAIL

ROADWAY	STATION	TO	STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.0920 SALVAGED RAIL LF	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2340 MGS GUARDRAIL 3 L LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
STH 55													
	79+31.94	-	82+56.62	RT	2	--	106.00	--	112.50	--	--	2	--
	79+36.99	-	82+54.21	RT	--	317	--	--	--	--	--	--	--
	79+76.42	-	82+88.76	LT	2	--	93.75	--	112.50	--	--	2	--
	79+79.15	-	82+83.83	LT	--	305	--	--	--	--	--	--	--
	145+80.00	-	150+55.00	RT	2	--	318.75	50	--	--	--	2	--
	145+82.65	-	150+49.71	RT	--	467	--	--	--	--	--	--	--
	146+50.00	-	151+25.00	LT	2	--	318.75	50	--	--	--	2	--
	146+52.91	-	151+20.04	LT	--	467	--	--	--	--	--	--	--
	299+99.72	-	303+37.14	RT	2	--	118.75	--	112.50	--	--	2	--
	300+00.41	-	303+30.37	RT	--	330	--	--	--	--	--	--	--
	300+68.45	-	304+30.87	LT	2	--	143.75	--	112.50	--	--	2	--
	300+75.59	-	304+30.39	LT	--	355	--	--	--	--	--	--	--
	314+05.47	-	317+30.39	RT	2	--	106.25	--	112.50	--	--	2	--
	314+05.36	-	317+42.78	LT	2	--	118.75	--	112.50	--	--	2	--
	314+09.43	-	317+39.13	LT	--	330	--	--	--	--	--	--	--
	314+09.34	-	317+26.49	RT	--	317	--	--	--	--	--	--	--
	400+24.84	-	404+05.84	RT	2	--	175.00	--	--	23.50	75.00	1	1
	400+27.43	-	403+52.83	RT	--	347	--	--	--	--	--	--	--
	400+67.75	-	404+66.55	LT	2	--	106.25	--	--	--	75.00	2	--
	400+71.14	-	404+64.01	LT	--	393	--	--	--	--	--	--	--
	532+58.69	-	535+00.69	RT	--	242	--	--	--	--	--	--	--
	532+59.12	-	535+08.88	RT	2	--	31.25	--	112.50	--	--	2	--
	532+74.08	-	535+05.09	LT	2	--	12.50	--	112.50	--	--	2	--
	532+74.16	-	535+03.71	LT	--	230	--	--	--	--	--	--	--
				TOTAL 0010	24	4100	1649.75	100.00	900.00	23.50	150.00	23	1

*FOR INFORMATION ONLY

EXCAVATION COMMON CY	BORROW CY	SALVAGED TOPSOIL SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	EROSION MAT URBAN CLASS I TYPE B SY	EROSION MAT CLASS II TYPE C SY	SEED WATER MGAL
99	207	520	0.4	10	--	611	11
--	--	--	--	--	--	--	--
109	--	615	0.4	12	--	519	9
--	--	--	--	--	--	--	--
131	83	1275	0.9	23	--	1293	22
--	--	--	--	--	--	--	--
147	11	1150	0.8	21	--	1088	19
--	--	--	--	--	--	--	--
130	--	505	0.4	10	--	608	10
--	--	--	--	--	--	--	--
156	--	490	0.4	9	--	488	8
--	--	--	--	--	--	--	--
134	--	550	0.4	10	--	548	9
159	--	235	0.2	5	--	231	4
--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--
133	160	750	0.5	14	750	--	13
--	--	--	--	--	--	--	--
215	--	440	0.3	8	440	--	8
--	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--
94	--	430	0.3	8	425	--	7
86	--	265	0.2	5	261	--	5
--	--	--	--	--	--	--	--
1,593	461	7,225	5.2	135	1876	5386	125

ALL ITEMS CATEGORY 0010

EROSION CONTROL

ROADWAY	STATION	TO	STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
STH 55													
	61+22.68	-	90+50	742	1113	---	---	---	---	4	52	---	24
	90+50	-	116+69.08	---	---	---	---	95	---	---	---	8	---
	142+42.77	-	151+50	1070	1605	---	---	---	---	---	65	---	24
	151+50	-	182+00	---	---	---	---	---	---	---	---	---	---
	182+00	-	212+50	---	---	---	---	260	---	---	---	12	---
	212+50	-	243+00	---	---	---	---	115	---	---	---	2	---
	243+00	-	273+50	---	---	---	---	140	---	---	---	12	---
	273+50	-	304+00	856	1284	---	---	---	---	---	13	---	48
	304+00	-	334+50	750	1125	---	---	115	---	---	65	4	---
	334+50	-	364+21.82	---	---	---	---	87	---	---	---	8	---
	364+21.82	-	389+57	---	---	---	---	---	153	14	---	---	---
	389+57	-	426+00	1120	1680	---	---	---	895	---	39	2	24
	426+00	-	456+50	---	---	---	---	135	---	---	---	2	---
	456+50	-	487+00	---	---	---	---	---	---	---	---	---	---
	487+00	-	517+50	---	---	---	---	74	---	---	---	4	---
	517+50	-	548+00	450	675	---	---	---	---	---	---	---	---
	548+00	-	578+50	---	---	---	---	124	---	---	---	6	---
	578+50	-	609+00	---	---	---	---	130	---	---	---	8	---
	609+00	-	639+50	---	---	---	---	90	---	---	---	4	---
	639+50	-	670+00	---	---	---	---	75	---	---	---	4	---
	670+00	-	700+50	---	---	---	---	---	---	---	---	---	---
	700+50	-	731+00	---	---	---	---	---	---	---	---	---	---
	731+00	-	761+50	---	---	---	---	170	---	---	---	10	---
	761+50	-	791+22.03	---	---	---	---	---	---	---	---	---	---
	791+22.03	-	805+26.62	---	---	---	---	---	---	---	---	---	---
	791+22.03'B'	-	802+59.61'B'	---	---								
UNDISTRIBUTED													
				1250	1880	12	5	410	270	10	60	30	30
			TOTAL 0010	6,238	9,362	12	5	2,020	1,318	28	294	116	150

ALL ITEMS CATEGORY 0010

3

RESTORATION

CATEGORY	STATION	TO	STATION	606.0100 RIPRAP LIGHT CY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	645.0130 GEOTEXTILE TYPE R SY
STH 55											
	61+22.68	-	90+50	---	---	---	---	---	31	---	---
	90+50	-	116+69.08	5	---	---	0.1	2	---	---	17
	142+42.77	-	151+50	---	---	---	---	---	65	---	---
	151+50	-	182+00	---	---	---	---	---	1	---	---
	182+00	-	212+50	---	---	---	0.2	5	8	5	---
	212+50	-	243+00	---	---	---	0.1	3	4	2	---
	243+00	-	273+50	---	---	---	0.1	3	4	3	---
	273+50	-	304+00	---	---	---	---	---	24	---	---
	304+00	-	334+50	---	---	---	0.1	3	28	2	---
	334+50	-	364+21.82	---	---	---	0.1	2	---	---	---
	364+21.82	-	389+57	---	---	---	---	---	---	---	---
	389+57	-	426+00	---	---	---	0.6	17	57	16	---
	426+00	-	456+50	---	920	---	0.1	2	2	2	---
	456+50	-	487+00	---	---	---	---	---	---	---	---
	487+00	-	517+50	---	---	---	0.1	2	1	1	---
	517+50	-	548+00	---	---	---	---	---	19	---	---
	548+00	-	578+50	---	---	---	0.1	3	3	2	---
	578+50	-	609+00	10	---	---	0.1	3	4	3	30
	609+00	-	639+50	---	---	---	0.1	2	3	2	---
	639+50	-	670+00	---	---	---	0.1	2	3	2	---
	670+00	-	700+50	---	---	---	---	---	---	---	---
	700+50	-	731+00	---	---	---	---	---	---	---	---
	731+00	-	761+50	8	---	---	0.2	3	5	3	27
	761+50	-	791+22.03	---	---	---	---	---	---	---	---
	791+22.03	-	805+26.62	---	---	---	---	---	---	---	---
	791+22.03'B'	-	802+59.61'B'	---	---	---	---	---	---	---	---
UNDISTRIBUTED											
				---	230	1000	1.0	13	66	11	---
			TOTAL 0010	23	1,150	1,000	3.1	65	328	54	74

MOVING SIGNS

STATION	SIDE	SIGN CODE		638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
STH 55						
	77+66	27' LT	I-2-3	1	1	COMMUNITY POPULATION NAME SIGN
	145+98	28' LT	W1-2-L	1	1	LEFT CURVE
	147+94	24' RT	W14-3	1	1	NO PASSING ZONE
	149+49	30' LT	APPLE CREEK	1	1	-
	379+39	30' RT	R1-1, R1-3-P	1	1	STOP SIGN, ALL WAY
	398+83	25' RT	R2-1	1	1	SPEED LIMIT 45
	399+73	23' RT	W14-3	1	1	NO PASSING ZONE
	400+3	23' LT	J1-1	1	1	JUNCTION
	404+11	27' LT	R2-1	1	1	SPEED LIMIT 45
		TOTAL 0010		9	9	

ALL ITEMS CATEGORY 0010

3

							TRAFFIC CONTROL									
	*		643.0300		643.0410		** 643.0420		** 643.0705		643.0715		** 643.0900		** 643.1050	643.5000
OPERATION	ESTIMATED DURATION (CALENDAR DAYS)	* EACH	TRAFFIC CONTROL DRUMS DAY	* EACH	TRAFFIC CONTROL BARRICADES TYPE II DAY	* EACH	TRAFFIC CONTROL BARRICADES TYPE III DAY	* EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	* EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	* EACH	TRAFFIC CONTROL SIGNS DAY	* EACH	TRAFFIC CONTROL SIGNS PCMS DAY	TRAFFIC CONTROL EACH
PRECONSTRUCTION/CLOSURES	30	5	150	---	---	---	---	---	---	---	---	---	---	2	60	---
ADVANCED WARNING	155	---	---	---	---	---	---	---	---	---	---	24	3720	---	---	---
SIDE ROADS	155	---	---	---	---	---	---	---	---	---	---	31	4805	---	---	---
CTH E - NW QUADRANT CLOSURE	15	25	375	6	90	1	15	1	15	---	---	11	165	---	---	---
CTH E - EAST LEG CLOSURE	15	---	---	4	60	8	120	10	150	---	---	6	90	---	---	---
CTH S - QUADRANTS	20	25	500	2	40	1	20	1	20	4	80	8	160	---	---	---
CTH S - STORM SEWER REPAIR	1	73	73	---	---	14	14	14	14	50	50	13	13	---	---	---
STH 54 SUBGRADE IMPROVEMENT	2	25	50	---	---	1	2	1	2	10	20	6	12	---	---	---
STH 54 EB TO STH 55 SB RAMP	1	20	20	---	---	4	4	6	6	---	---	10	10	3	3	---
UNDISTRIBUTED			117		19		18		21		15		898		7	0.75
TOTAL 0010			1285		209		193		228		165		9873		70	0.75

*FOR INFORMATION ONLY

**ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

ALL ITEMS CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CTH E)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NO IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	* 643.0900 SIGNS DAYS	* 643.0420 BARRICADES TYPE III DAYS	* 643.0705 WARNING LIGHTS TYPE A DAYS	* 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	CTH E, W. OF STH 55, PLACE 1000' W. OF STH 55 INTERSECTION	W 20-2A	48"X48"	1	5	5						
2	CTH E, W. OF STH 55, PLACE 500' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	5	5						
	"	M 1-5A	24"X24"	1	5	5						E
	"	MO 5-1L	21"X21"	1	5	5						
3	CTH E, AT STH 55, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	5	5						LEFT
4	CTH E, AT STH 55, PLACE IN ROADWAY ON EAST LEG OF INTERSECTION	R 11-2	48"X30"	1	5	5	5	10				
	"	M 4-9L	30"X24"	1	5	5						
5	CTH E, E. OF STH 55, PLACE E. OF STH 55 INTERSECTION, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
6	STH 55, AT CTH E, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-6	21"X21"	1	5	5						AHEAD-LEFT
7	STH 55, S. OF CTH E, COVER EXISTING D1-2 SIGN AS SHOWN									1	1	COVER "ONEIDA-RT"
8	STH 55, S. OF CTH E, PLACE 1000' S. OF CTH E INTERSECTION	M 1-5A	24"X24"	1	5	5						E
	"	W 20-2A	48"X48"	1	5	5						
9	STH 55, AT CTH E, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	5	5						RIGHT
10	STH 55, N. OF CTH E, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	5	5						
11	STH 55, AT CTH S, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH S INTERSECTION	MO 4-8	24"X12"	1	5	5						
	"	M 1-5A	24"X24"	1	5	5						E
	"	MO 6-1	21"X21"	1	5	5						RIGHT
12	CTH S, AT STH 55, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 55 INTERSECTION	MO 4-8	24"X12"	1	5	5						
	"	M 1-5A	24"X24"	1	5	5						E
	"	MO 6-1	21"X21"	1	5	5						LEFT
13	CTH S, W. OF CTH E, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	5	5						
14	CTH S, AT CTH E, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	5	5						LEFT
15	CTH E, AT CTH S, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF CTH S INTERSECTION	R 11-4	60"X30"	1	5	5	5	10				
	"	M 4-9R	30"X24"	1	5	5						
16	CTH E, S. OF CTH S, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
17	CTH S, AT CTH E, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-6	21"X21"	1	5	5						AHEAD-RIGHT
18	CTH S, E. OF CTH E, PLACE 750' E. OF CTH E INTERSECTION	M 1-5A	24"X24"	1	5	5						E
	"	W 20-2A	48"X48"	1	5	5						
19	CTH E, AT CTH S, PLACE RIGHT OF EXISTING R1-1 SIGN AT CTH S INTERSECTION	MO 4-8	24"X12"	1	5	5						
	"	M 1-5A	24"X24"	1	5	5						E
	"	MO 6-1	21"X21"	1	5	5						RIGHT
20	CTH E, N. OF CTH S, PLACE 500' N. OF CTH S INTERSECTION	MO 4-8	24"X12"	1	5	5						
	"	M 1-5A	24"X24"	1	5	5						E
	"	MO 5-1R	21"X21"	1	5	5						
21	CTH E, N. OF CTH S, PLACE 1000' N. OF CTH S INTERSECTION	W 20-2A	48"X48"	1	5	5						
	CTH E DETOUR TOTALS			**34**		**160**	**10**	**20**	**14**		**1**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

ALL ITEMS CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY (TO STH 55 SOUTH)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 DAYS	* 643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	REMARKS
1	CTH S, W. OF STH 55, PLACE 750' W. OF STH 55 INTERSECTION	FMS	66"X36"	1			16.5	SEE SIGN DETAIL SHEET
2	CTH S, W. OF STH 55, PLACE 500' W. OF STH 55 INTERSECTION	R 3-1	24"X24"	1	5	5		
3	CTH S, W. OF STH 55, PLACE 250' W. OF STH 55 INTERSECTION	MO 4-5	24"X12"	1	5	5		
	"	M 3-3	24"X12"	1	5	5		
	"	M 1-6	24"X24"	1	5	5		55
	"	MO 6-1	21"X21"	1	5	5		AHEAD
4	CTH S, AT STH 55, MODIFY EXISTING J13-2 SIGN AS SHOWN	M 3-1	24"X12"	1	5	5		
	"	MO 6-1	21"X21"	1	5	5		LEFT
5	CTH S, AT STH 55, PLACE RIGHT OF EXISTING J13-2 SIGN	R 3-1	24"X24"	1	5	5		
6	CTH S, W. OF CTH E, PLACE 400' W. OF CTH E INTERSECTION	MO 4-4	24"X12"	1	5	5		
	"	M 3-3	24"X12"	1	5	5		
	"	M 1-6	24"X24"	1	5	5		55
	"	MO 6-1	21"X21"	1	5	5		AHEAD
7	CTH S, W. OF CTH E, PLACE 200' W. OF CTH E INTERSECTION	MO 4-5	24"X12"	1	5	5		
	"	M 3-3	24"X12"	1	5	5		
	"	M 1-6	24"X24"	1	5	5		55
	"	MO 6-1	21"X21"	1	5	5		RIGHT
8	CTH S, W. OF WEYERS RD, PLACE 250' W. OF WEYERS RD INTERSECTION	MO 4-4	24"X12"	1	5	5		
	"	M 3-3	24"X12"	1	5	5		
	"	M 1-6	24"X24"	1	5	5		55
	"	MO 6-1	21"X21"	1	5	5		AHEAD
9	CTH S, AT CTH J, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH J INTERSECTION	MO 4-4	24"X12"	1	5	5		
	"	M 3-3	24"X12"	1	5	5		
	"	M 1-6	24"X24"	1	5	5		55
	"	MO 6-1	21"X21"	1	5	5		RIGHT
10	CTH J, AT CTH UU, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH UU INTERSECTION	MO 4-4	24"X12"	1	5	5		
	"	M 3-3	24"X12"	1	5	5		
	"	M 1-6	24"X24"	1	5	5		55
	"	MO 6-1	21"X21"	1	5	5		RIGHT
	TO STH 55 SOUTH DETOUR TOTALS			**29**		**140**	**16.5**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

ALL ITEMS CATEGORY 0010

PAVEMENT MARKING

ROADWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH WHITE LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH YELLOW LF	646.5020 MARKING ARROW EPOXY TYPE 2 LEFT EACH	646.5020 MARKING ARROW EPOXY TYPE 2 RIGHT EACH	646.5120 MARKING WORD EPOXY SCHOOL EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH LF	REMARKS
STH 55																				
	61+22.68	-	90+50	962	---	---	5,581	---	1,007	2,859	5	2	---	---	---	25	2	3,050	962	SEE NOTE 1
	90+50	-	116+69.08	1,608	---	---	5,239	---	---	---	---	---	---	---	---	---	---	1,301	2,619	
	142+42.77	-	151+50	824	---	---	1,815	---	---	---	---	---	---	---	---	---	---	3,013	907	
	151+50	-	182+00	763	---	---	5,850	---	194	---	---	---	---	---	---	---	---	1,670	2,250	SEE NOTE 2
	182+00	-	212+50	763	---	---	5,850	---	---	---	---	---	---	---	---	---	---	1,270	2,650	
	212+50	-	243+00	763	---	---	5,850	---	---	---	---	---	---	---	---	---	---	1,270	2,650	
	243+00	-	273+50	763	---	---	6,100	---	---	---	---	---	---	---	---	---	---	870	3,050	
	273+50	-	304+00	763	---	---	5,645	---	200	---	---	---	---	---	---	---	---	1,270	2,650	SEE NOTE 3
	304+00	-	334+50	734	---	---	6,100	---	---	29	---	---	---	---	---	---	---	3,430	734	
	334+50	-	364+21.82	---	---	---	3,020	---	---	743	---	---	---	---	---	---	---	3,920	---	
	364+21.82	-	389+57	---	2,809	---	---	393	---	2,911	---	2	1	157	694	---	---	3,920	---	
	389+57	-	426+00	1,138	1,509	---	5,295	67	---	2,224	---	---	---	---	---	---	---	2,890	3,678	
	426+00	-	456+50	1,492	1,741	---	5,725	---	---	---	---	---	---	---	---	---	---	1,670	7,966	
	456+50	-	487+00	763	---	---	5,975	---	---	---	---	---	---	---	---	---	---	1,270	8,666	
	487+00	-	517+50	763	---	---	5,850	---	200	---	---	---	---	---	---	---	---	1,270	7,944	SEE NOTE 4
	517+50	-	548+00	763	---	---	5,850	---	---	---	---	---	---	---	---	---	---	1,670	8,117	
	548+00	-	578+50	3,054	---	---	6,100	---	---	---	---	---	---	---	---	---	---	870	9,150	
	578+50	-	609+00	763	---	---	5,850	---	---	---	---	---	---	---	---	---	---	1,270	8,198	
	609+00	-	639+50	763	---	---	6,100	---	---	---	---	---	---	---	---	---	---	870	9,150	
	639+50	-	670+00	763	---	---	5,975	---	---	---	---	---	---	---	---	---	---	1,270	8,660	
	670+00	-	700+50	763	---	---	6,100	---	---	---	---	---	---	---	---	---	---	870	9,150	
	700+50	-	731+00	763	---	---	5,850	---	---	---	---	---	---	---	---	---	---	1,270	8,611	
	731+00	-	761+50	763	---	---	5,850	---	---	---	---	---	---	---	---	---	---	1,270	8,626	
	761+50	-	791+22.03	1,576	---	---	5,945	---	---	---	---	---	---	---	---	---	---	948	8,916	
	791+22.03	-	805+26.62	---	---	1,064	1,559	---	---	---	---	---	---	---	---	---	---	2,515	2,810	
	791+22.03'B'	-	802+59.61'B'	2,197		---	2,276	---	92	---	---	---	---	38	---	---	---	3,920	2,176	SEE NOTE 5
	SUBTOTAL			24,267	6,059	1,064	131,350	460	1,693	8,766	5	4	1	195	694	25	2	48,827	130,290	
	TOTAL 0010			30,326		132,414		460	1,693	8,766	9		1	195	694	25	2	48,827	130,290	

USE MARKING LINE EPOXY ITEM FOR EDGELINES WHEN SPEED LIMIT IS LESS THAN 40 MPH.
USE MARKING LINE SAME DAY EPOXY ITEM ON THE UPPER HMA LIFT, EXCEPT WHERE ASPHALT CENTERLINE RUMBLE STRIPS NEED TO BE INSTALLED.
INSTALL TEMPORARY EPOXY MARKINGS PRIOR TO ASPHALTIC CENTERLINE & TYPE 2 SHOULDER RUMBLE STRIP INSTALLATIONS AND PERMANENT MARKINGS AFTER ASPHALTIC CENTERLINE RUMBLE STRIPS HAVE BEEN INSTALLED.
1) ITEMS 646.3040 & 646.4020 ARE FOR LEFT AND RIGHT TURN LANES AT ARBOR WAY AND EVERGREEN DRIVE.
2) ITEM 646.3040 IS FOR SOUTHBOUND RIGHT TURN LANE AT BONNIE LANE.
3) ITEM 646.3040 IS FOR NORTHBOUND RIGHT TURN LANE AT CTH UU.
4) ITEM 646.3040 IS FOR RIGHT TURN LANES AT CTH J.
5) ITEM 646.3040 IS FOR DEFINING GORE AREA AT STH 54 TEE INTERSECTION.

LOCATING NO-PASSING ZONES

ROADWAY	STATION	TO	STATION	648.0100 LOCATING NO-PASSING ZONES MI	REMARKS
STH 55		-			
	79+00	-	116+69.08	0.72	55 MPH
	142+42.77	-	333+40	3.62	55 MPH
	333+40	-	349+60	0.31	45 MPH
	349+60	-	364+21.82	0.28	35 MPH
	389+57	-	398+90	0.18	35 MPH
	398+90	-	402+44.08	0.07	45 MPH
	403+14.49	-	413+30	0.20	45 MPH
	413+30	-	791+22.03	7.16	55 MPH
	791+22.03'B'	-	802+59.61'B'	0.22	55 MPH
			TOTAL 0010	12.76	

3

CONSTRUCTION STAKING (GRADING)

ROADWAY	STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
STH 55						
	403+28	-	404+77	149	149	149
			TOTAL 0010	149	149	149

CONSTRUCTION STAKING (LUMP SUM)

ROADWAY	LOCATION	650.8500.02 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (02. 6570-09-71) LS	650.9910.02 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (02. 6570-09-71) LS
STH 55			
	PROJECT	1	1
	TOTAL 0010	1	1

CONSTRUCTION STAKING (MISCELLANEOUS)

ROADWAY	STATION	TO	STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
STH 55						
	61+22.68	-	90+50	---	2928	---
	90+50	-	116+69.08	---	2620	---
	142+42.77	-	151+50	---	908	---
	151+50	-	182+00	---	3050	---
	182+00	-	212+50	---	3050	---
	212+50.	-	243+00	---	3050	---
	243+00	-	273+50.	---	3050	---
	273+50.	-	304+00	---	3050	---
	304+00	-	334+50	---	3050	---
	334+50	-	364+22	---	2972	---
	364+21.82	-	389+57	472	2536	14
	389+57	-	426+00.	---	3643	---
	426+00.	-	456+50	---	3050	---
	456+50	-	487+00	---	3050	---
	487+00	-	517+50	---	3050	---
	517+50.	-	548+00	---	3050	---
	548+00	-	578+50.	---	3050	---
	578+50.	-	609+00	---	3050	---
	609+00	-	639+50	---	3050	---
	639+50	-	670+00	---	3050	---
	670+00.	-	700+50	---	3050	---
	700+50	-	731+00.	---	3050	---
	731+00.	-	761+50	---	3050	---
	761+50	-	791+22	---	2973	---
	791+22	-	805+27	---	1405	---
	791+22.03'B'	-	802+59.61'B'	---	1138	---
			TOTAL 0010	472	72973	14

ALL ITEMS CATEGORY 0010

3

Conduit Rigid Nonmetallic Schedule 40		
Location		
STH 55 & CTH E (F44-0393)		652.0235
		3-Inch
FROM	TO	LF
CB1	PB1	20
	TOTALS	20

Conduit Rigid Nonmetallic Schedule 40		
Location		
STH 55 & CTH S (F44-0479)		652.0235
		3-Inch
FROM	TO	LF
CB1	PB1	10
	TOTALS	10

Conduit Rigid Nonmetallic Schedule 40			
Location			
STH 54 & STH 55, east Jct (F44-0290)		652.0235	652.0615
		3-Inch	3-Inch
			Special
FROM	TO	LF	LF
CB1	PB1	70	
PB1	PB2		60
	TOTALS	70	60

Pull Boxes, Non-Conductive	
	653.0164
	24x42-INCH
LOCATION	EACH
STH 54 & STH 55, east Jct (F44-0290)	2
TOTALS	2

Concrete Bases	
	654.0220
	Control Cabinet
	NER
	Type 10
LOCATION	EACH
STH 55 & CTH E (F44-0393)	1
TOTALS	1

Concrete Bases	
	654.0220
	Control Cabinet
	NER
	Type 10
LOCATION	EACH
STH 55 & CTH S (F44-0479)	1
TOTALS	1

Concrete Bases	
	654.0220
	Control Cabinet
	NER
	Type 10
LOCATION	EACH
STH 54 & STH 55, east Jct (F44-0290)	1
TOTALS	1

TRAFFIC SIGNALS	
	656.0200.02
	Electrical Service
	Meter Breaker
	Pedestal
	(STH 55 & CTH E)
	LS
LOCATION	
STH 55 & CTH E (F44-0393)	1
TOTALS	1

TRAFFIC SIGNALS	
	656.0200.03
	Electrical Service
	Meter Breaker
	Pedestal
	(STH 55 & CTH S)
	LS
LOCATION	
STH 55 & CTH S (F44-0479)	1
TOTALS	1

TRAFFIC SIGNALS	
	656.0200.04
	Electrical Service
	Meter Breaker
	Pedestal
	(STH 54 & STH 55,east Jct)
	LS
LOCATION	
STH 54 & STH 55, east Jct (F44-0290)	1
TOTALS	1

ALL ITEMS CATEGORY 0010

3

SAWING PAVEMENT

CATEGORY	STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STH 55					
	61+22.68	-	90+50	78	20
	90+50	-	116+69.08	68	---
	142+42.77	-	151+50	---	---
	151+50	-	182+00	---	---
	182+00	-	212+50	157	---
	212+50	-	243+00	68	---
	243+00	-	273+50	71	---
	273+50	-	304+00	---	---
	304+00	-	334+50	68	---
	334+50	-	364+21.82	68	---
	364+21.82	-	389+57	633	75
	389+57	-	426+00	---	---
	426+00	-	456+50	60	---
	456+50	-	487+00	---	---
	487+00	-	517+50	112	5
	517+50	-	548+00	---	---
	548+00	-	578+50	154	---
	578+50	-	609+00	60	---
	609+00	-	639+50	74	---
	639+50	-	670+00	60	---
	670+00	-	700+50	---	---
	700+50	-	731+00	---	---
	731+00	-	761+50	220	---
	761+50	-	791+22.03	---	---
	791+22.03	-	805+26.62	---	---
	791+22.03'B'	-	802+59.61'B'	192	---
			TOTAL 0010	2,143	100

ALL ITEMS CATEGORY 0010



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6570-09-21
STH 55
KAUKAUNA-SEYMOUR
IH 41-STH 54
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) — W (TYPE)
- 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 (#1-25)
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND ¾" IRON ROD — IR
- FOUND IRON PIN (1-INCH UNLESS NOTED) — IP

	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		

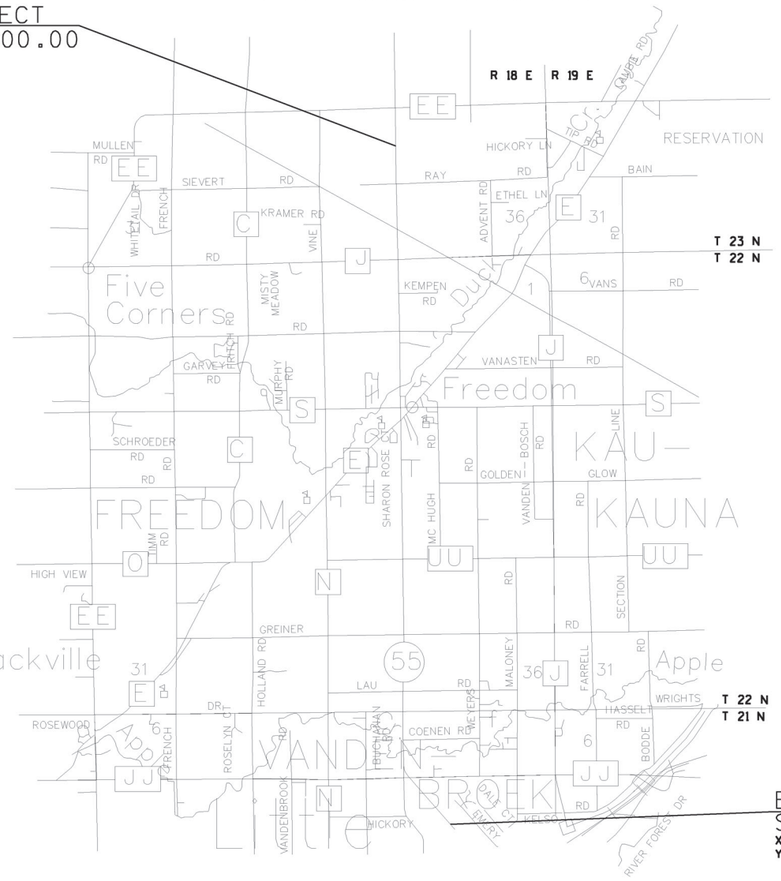
CURVE DATA

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

END PROJECT
STA 570+00.00
X = 857494.68
Y = 625971.20



THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6570-09-21.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

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

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

ORIGINAL PLAT PREPARED BY
raSmith
CHRISTOPHER J. PETERSEN
S-3003
DATE

TPP PROJECT NUMBER 6570-09-21 - 4.01
SHEET 2 OF 2

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.01 AMENDMENT NO: 1

REMOVES UTILITY NUMBER 202 FROM AND ADDS UTILITY NUMBER 200 TO TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.01 RECORDED AS DOCUMENT NUMBER 2199227.

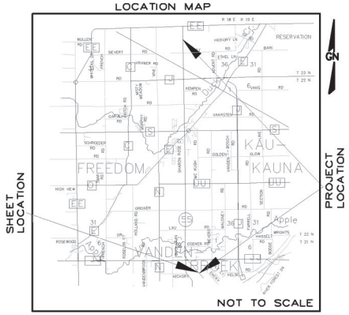
THAT PART OF LOT 7 OF SUBDIVISION OF THE SOUTH 1/2 OF PRIVATE CLAIM 35, ALSO THAT PART OF PRIVATE CLAIM 34, ALL IN TOWNSHIP 21 NORTH, RANGE 18 EAST, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION MAP



raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.01 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — SHANE M. ZODROW — S-2869 — GREENDALE WI — LAND SURVEYOR

Shane M Zodrow 07/21/2021
SHANE M. ZODROW — DATE
AGENT FOR R.A. Smith
P.L.S. NUMBER 2869

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

CURT VAN EREM — PRINTED NAME
Curt VanErem 07/22/2021 — SIGNATURE — DATE:

Document #: **2241984**
Date: 07-23-2021 Time: 1:47 PM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

Sarah R. VanCamp
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
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WisDOT - NE Region - Green Bay - PO# 39500-00000

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.01
AMENDMENT NO: 1
SHEET 1 OF 1

SCHEDULE OF LANDS & INTEREST REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
21	KAUKAUNA PROPERTIES LLC	FEE, TLE	0.002	-	0.002	0.070

POT	Y	X	DELTA ANGLE
78+00.00	578,068.74	860,889.44	00°00'00"

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	AT&T WI	RELEASE OF RIGHTS

200 AT&T WI
NO RECORD OF EASEMENT PARCEL 21

POINT IN WEST LINE OF PRIVATE CLAIM 35 / EAST LINE OF GOVERNMENT LOT 4 (OUTAGAMIE COUNTY CORNER ID "421181110930) FOUND ALUMINUM MONUMENT
Y=577864.70
X=858482.58

SE CORNER GOVERNMENT LOT 4, SECTION 11, T 21 N, R 18 E FOUND BERNTSEN MONUMENT
Y=576624.30
X=859527.36

GOV LOT LN=N40°06'25"W 1621.77' 1271.76'
350.01'
LOT 7 SUBDIVISION OF THE SOUTH 1/2 OF PRIVATE CLAIM 35
LOT 1 CSM 5680 DOC. 1768284 V.33, P.5680
N50°33'11"E 1912.27' GOV LOT LN TO R/L LN 79+00
N40°12'43"W 33.25'
STREAM
TLE- SLOPES 0.010 AC 21
TLE- SLOPES 0.046 AC 21
TLE- SLOPES 0.014 AC 21
0.002 AC 21
PRIVATE CLAIM 34
VANDENBROEK
STH 55
R/L=N40°12'43"W
400.00'
POT: 78+00.00
100.00'
65'
42'
55'
80
85
PL
IP
5/8" IR
0.87' S 0.03' W
N49°47'17"E 55.00' R/L STA 303 TO 83+00
N49°47'17"E 42.00' R/L STA 83+00 TO T702
N50°33'11"E 42.00' R/L STA 308 TO 79+00
300 301 302 303 304 305 306 307 308
T700 T701 T702 T703 T704 T705 T706 T707 T708 T709
200 200
STREAM

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2199227.

SCALE, FEET
0 50 100

GN

RW STATION & OFFSET TABLE

300	79+33.81	42.00' LT
301	80+00.00	42.00' LT
302	81+00.00	55.00' LT
303	83+00.00	55.00' LT
304	79+50.00	42.00' RT
305	79+50.00	45.00' RT
306	79+22.00	45.00' RT
307	79+22.00	42.00' RT
308	78+99.44	42.00' RT

R/W COURSE TABLE

300-301	N40°12'43"W	66.19'
301-302	N47°37'08"W	100.84'
302-303	N40°12'43"W	200.00'
T702-304	S40°12'43"E	350.00'
304-305	N49°47'17"E	3.00'
305-306	S40°12'43"E	28.00'
306-307	S49°47'17"W	3.00'
307-308	S40°12'43"E	22.56'

TLE STATION & OFFSET TABLE

T700	79+33.81	47.00' LT
T701	80+38.46	47.00' LT
T702	83+00.00	42.00' RT
T703	83+00.00	52.00' RT
T704	81+00.00	52.00' RT
T705	81+00.00	42.00' RT
T706	79+77.00	42.00' RT
T707	79+77.00	53.00' RT
T708	79+12.00	53.00' RT
T709	79+12.00	42.00' RT

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3316	84'	-
STH 55	PROJECT 6560-1-21	VARIES	1988

FILE NAME:S:/5168009/DWG/65700971/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: 07/22/2021

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.01

THAT PART OF LOT 7 OF SUBDIVISION OF THE SOUTH 1/2 OF PRIVATE CLAIM 35, ALSO THAT PART OF PRIVATE CLAIM 34, ALL IN TOWNSHIP 21 NORTH, RANGE 18 EAST, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02. (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

SCHEDULE OF LANDS & INTEREST REQUIRED

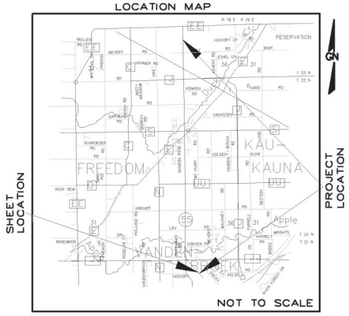
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE DOT.

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
21	KAUKAUNA PROPERTIES LLC	FEE, TLE	0.002	-	0.002	0.070

POT	Y	X	DELTA ANGLE
78+00.00	578,068.74	860,889.44	00°00'00"

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
202	TIME WARNER CABLE	RELEASE OF RIGHTS

LOCATION MAP



raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — SHANE M. ZODROW — S-2869 — GREENDALE WI — LAND SURVEYOR

Shane M Zodrow 07/13/2020
SHANE M. ZODROW — DATE
AGENT FOR R.A. Smith
P.L.S. NUMBER 2869

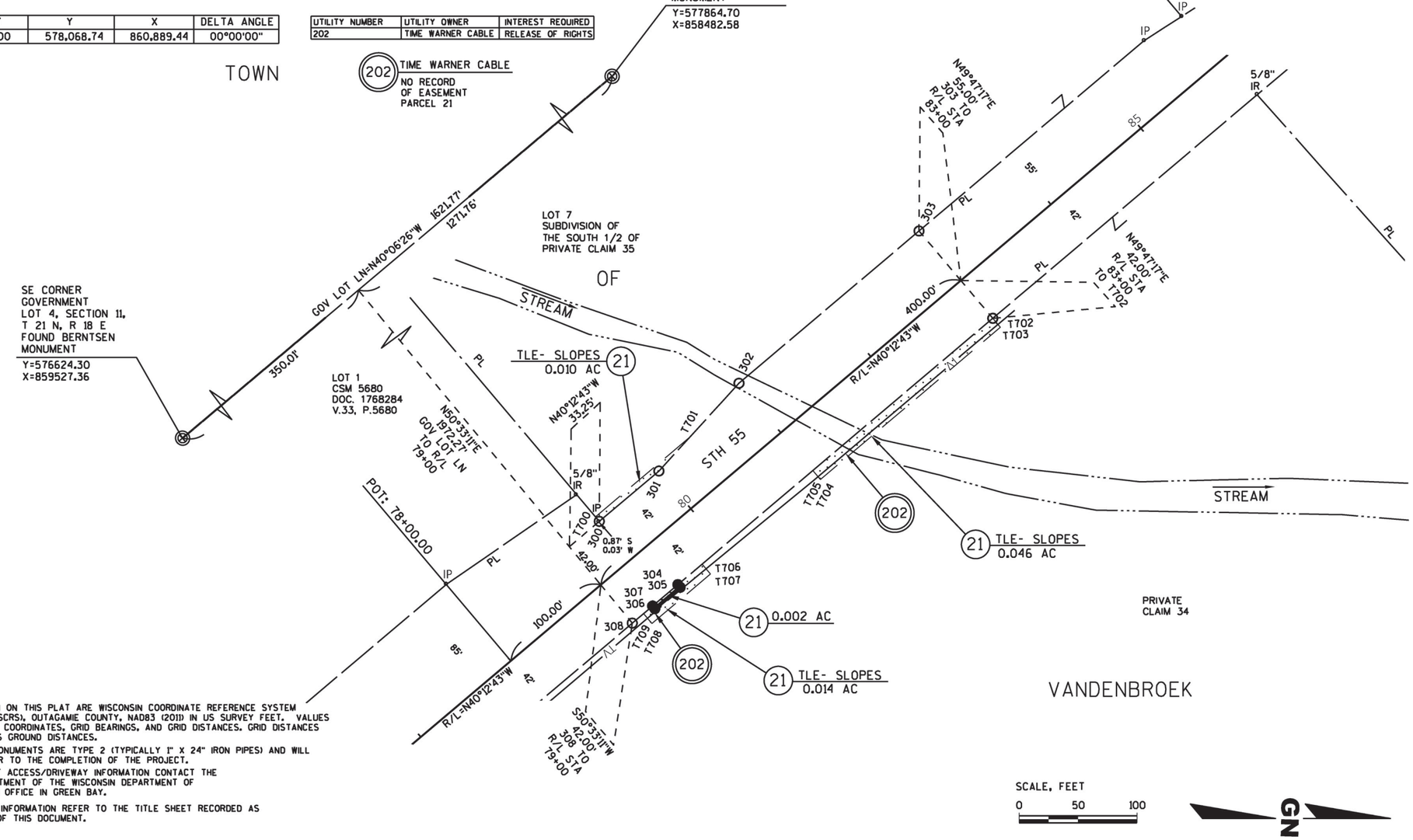
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

CURT VAN EREM — PRINTED NAME
Curt VanErem 07/14/2020 — SIGNATURE — DATE:

Document #: **2199227**
Date: **07-15-2020** Time: **9:23 AM**
Pages: **2** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R. Van Camp
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO 39500-000001

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.01
AMENDMENT NO:
SHEET 1 OF 2



RW STATION & OFFSET TABLE

300	79+33.81	42.00' LT
301	80+00.00	42.00' LT
302	81+00.00	55.00' LT
303	83+00.00	55.00' LT
304	79+50.00	42.00' RT
305	79+50.00	45.00' RT
306	79+22.00	45.00' RT
307	79+22.00	42.00' RT
308	78+99.44	42.00' RT

R/W COURSE TABLE

300-301	N40°12'43"W	66.19'
301-302	N47°37'08"W	100.84'
302-303	N40°12'43"W	200.00'
T702-304	S40°12'43"E	350.00'
304-305	N49°47'17"E	3.00'
305-306	S40°12'43"E	28.00'
306-307	S49°47'17"W	3.00'
307-308	S40°12'43"E	22.56'

TLE STATION & OFFSET TABLE

T700	79+33.81	47.00' LT
T701	80+38.46	47.00' LT
T702	83+00.00	42.00' RT
T703	83+00.00	52.00' RT
T704	81+00.00	52.00' RT
T705	81+00.00	42.00' RT
T706	79+77.00	42.00' RT
T707	79+77.00	53.00' RT
T708	79+12.00	53.00' RT
T709	79+12.00	42.00' RT

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3316	84'	-
STH 55	PROJECT 6560-1-21	VARIES	1988

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

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

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.02

THAT PART OF THE NW1/4 - SW1/4, SECTION 2, BEING LOCATED IN TOWNSHIP 21 NORTH, RANGE 18 EAST, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

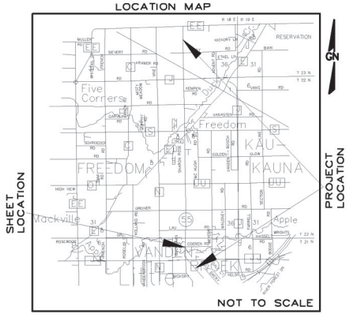
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE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

SCHEDULE OF LANDS & INTEREST REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
23	JAMES E. GEERTS	FEE, TLE	0.020	-	0.020	0.023
24	ZUROVITCH REVOCABLE TRUST	TLE	-	-	-	0.029

LOCATION MAP



UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	AT&T WISCONSIN	RELEASE OF RIGHTS
201	WE ENERGIES-ELEC	RELEASE OF RIGHTS

raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — SHANE M. ZODROW — S-2869 — GREENDALE WI — LAND SURVEYOR

Shane M Zodrow 07/29/2020
SHANE M. ZODROW — DATE
AGENT FOR R.A. SMITH
P.L.S. NUMBER 2869

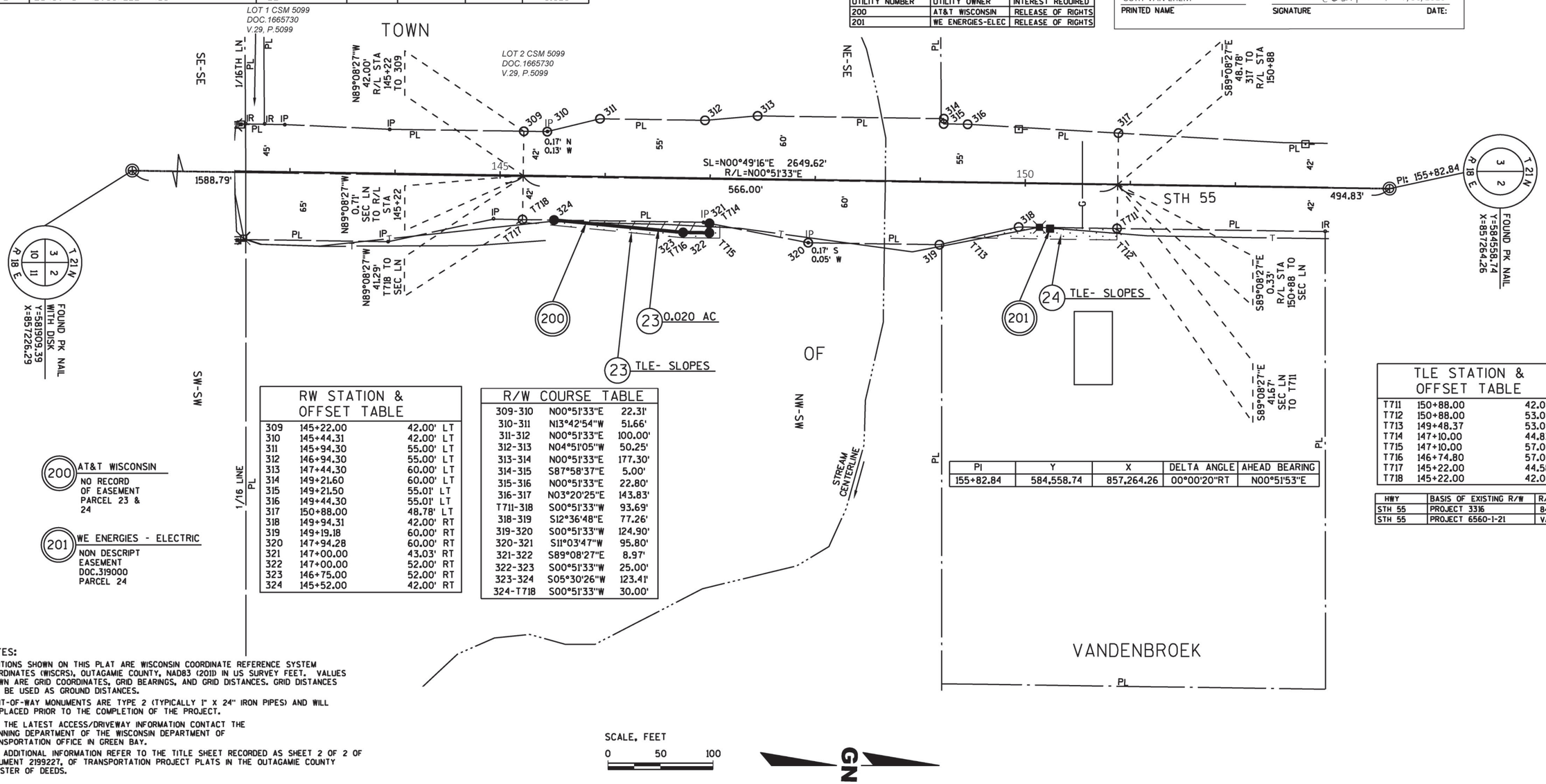
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

CURT VAN EREM — PRINTED NAME
Curt VanErem 7/30/2020 — SIGNATURE — DATE:

Document #: **2201135**
Date: **07-31-2020** Time: **9:58 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R. VanCamp
SARAH R VAN CAMP, REGISTER OF DEEDS
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WisDOT - NE Region - Green Bay - PO 39500-000001

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.02
AMENDMENT NO:
SHEET 1 OF 1



RW STATION & OFFSET TABLE		
309	145+22.00	42.00' LT
310	145+44.31	42.00' LT
311	145+94.30	55.00' LT
312	146+94.30	55.00' LT
313	147+44.30	60.00' LT
314	149+21.60	60.00' LT
315	149+21.50	55.01' LT
316	149+44.30	55.01' LT
317	150+88.00	48.78' LT
318	149+94.31	42.00' RT
319	149+19.18	60.00' RT
320	147+94.28	60.00' RT
321	147+00.00	43.03' RT
322	147+00.00	52.00' RT
323	146+75.00	52.00' RT
324	145+52.00	42.00' RT

R/W COURSE TABLE		
309-310	N00°51'33"E	22.31'
310-311	N13°42'54"W	51.66'
311-312	N00°51'33"E	100.00'
312-313	N04°51'05"W	50.25'
313-314	N00°51'33"E	177.30'
314-315	S87°58'37"E	5.00'
315-316	N00°51'33"E	22.80'
316-317	N03°20'25"E	143.83'
T711-318	S00°51'33"W	93.69'
318-319	S12°36'48"E	77.26'
319-320	S00°51'33"W	124.90'
320-321	S11°03'47"W	95.80'
321-322	S89°08'27"E	8.97'
322-323	S00°51'33"W	25.00'
323-324	S05°30'26"W	123.41'
324-T718	S00°51'33"W	30.00'

PI	Y	X	DELTA ANGLE	AHEAD BEARING
155+82.84	584,558.74	857,264.26	00°00'20"RT	N00°51'53"E

TLE STATION & OFFSET TABLE		
T711	150+88.00	42.01' RT
T712	150+88.00	53.01' RT
T713	149+48.37	53.01' RT
T714	147+10.00	44.83' RT
T715	147+10.00	57.00' RT
T716	146+74.80	57.00' RT
T717	145+22.00	44.58' RT
T718	145+22.00	42.00' RT

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3316	84'	-
STH 55	PROJECT 6560-1-21	VARIES	1988

200 AT&T WISCONSIN
NO RECORD OF EASEMENT PARCEL 23 & 24

201 WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT DOC.319000 PARCEL 24

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2199227, OF TRANSPORTATION PROJECT PLATS IN THE OUTAGAMIE COUNTY REGISTER OF DEEDS.

SCALE, FEET
0 50 100

GN

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.03

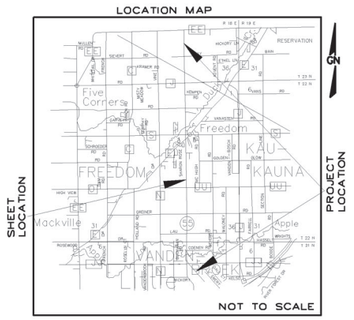
THAT PART OF THE NE 1/4 - SE 1/4, SECTION 22 AND THAT PART OF LOT 2 OF CSM 7563 LOCATED IN THE NW1/4 - SW1/4, SECTION 23, BEING LOCATED IN TOWNSHIP 22 NORTH, RANGE 18 EAST, TOWN OF FREEDOM, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION MAP



raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN — SHANE M. ZODROW — S-2869 — GREENDALE WI — LAND SURVEYOR

Shane M Zodrow 07/29/2020
SHANE M. ZODROW — DATE
AGENT FOR R.A. Smith
P.L.S. NUMBER 2869

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

CURT VAN EREM — PRINTED NAME
Curt Van Erem 7/30/2020 — SIGNATURE — DATE:

Document #: **2201136**
Date: **07-31-2020** Time: **9:59 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R. VanCamp
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO 39500-000001

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.03
AMENDMENT NO:
SHEET 1 OF 1

TLE STATION & OFFSET TABLE		
T719	304+05.00	42.09' LT
T720	304+05.00	44.59' LT
T721	304+39.00	44.59' LT
T722	304+39.00	42.09' LT
T723	300+25.00	41.95' RT
T724	300+25.00	49.95' RT
T725	299+75.00	49.95' RT
T726	299+75.00	41.95' RT

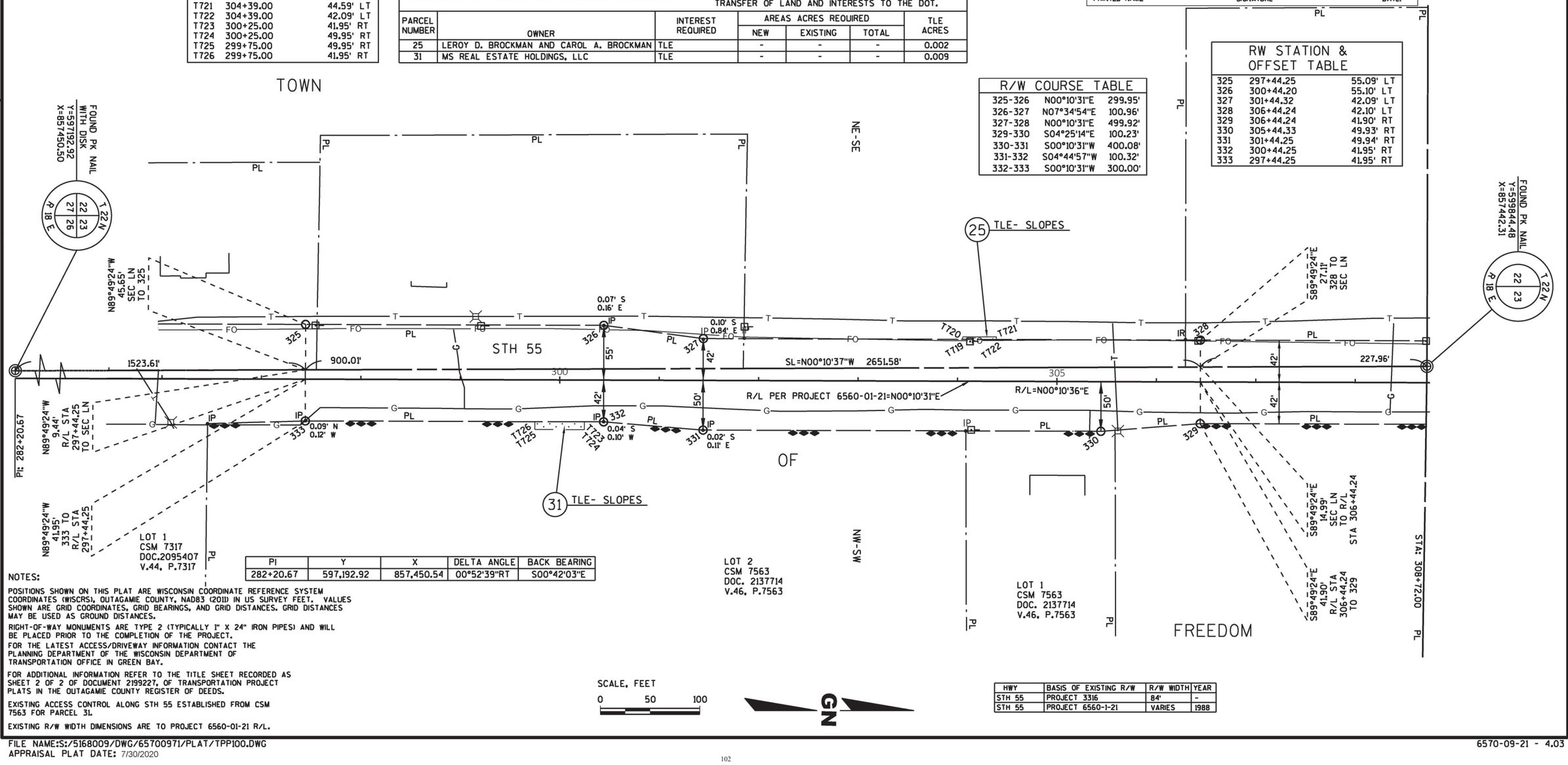
SCHEDULE OF LANDS & INTEREST REQUIRED

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

PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
25	LEROY D. BROCKMAN AND CAROL A. BROCKMAN	TLE	-	-	-	0.002
31	MS REAL ESTATE HOLDINGS, LLC	TLE	-	-	-	0.009

R/W COURSE TABLE		
325-326	N00°10'31"E	299.95'
326-327	N07°34'54"E	100.96'
327-328	N00°10'31"E	499.92'
329-330	S04°25'14"E	100.23'
330-331	S00°10'31"W	400.08'
331-332	S04°44'57"W	100.32'
332-333	S00°10'31"W	300.00'

RW STATION & OFFSET TABLE		
325	297+44.25	55.09' LT
326	300+44.20	55.10' LT
327	301+44.32	42.09' LT
328	306+44.24	42.10' LT
329	306+44.24	41.90' RT
330	305+44.33	49.93' RT
331	301+44.25	49.94' RT
332	300+44.25	41.95' RT
333	297+44.25	41.95' RT



PI	Y	X	DELTA ANGLE	BACK BEARING
282+20.67	597,192.92	857,450.54	00°52'39"RT	S00°42'03"E

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2199227, OF TRANSPORTATION PROJECT PLATS IN THE OUTAGAMIE COUNTY REGISTER OF DEEDS.

EXISTING ACCESS CONTROL ALONG STH 55 ESTABLISHED FROM CSM 7563 FOR PARCEL 31.

EXISTING R/W WIDTH DIMENSIONS ARE TO PROJECT 6560-01-21 R/L.

SCALE, FEET
0 50 100

GN

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3316	84'	-
STH 55	PROJECT 6560-1-21	VARIES	1988

FILE NAME:S:/5168009/DWG/65700971/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: 7/30/2020

6570-09-21 - 4.03

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.04

THAT PART OF LOT 3, CSM 5400, LOCATED IN THE SE1/4 - SE1/4, SECTION 10, ALSO THAT PART OF LOT 1, CSM 5455, LOCATED IN THE SW1/4 - SW1/4, SECTION 11 AND ALSO THAT PART OF THE NW1/4 - SW1/4, SECTION 11, ALL IN TOWNSHIP 22 NORTH, RANGE 18 EAST, TOWN OF FREEDOM, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

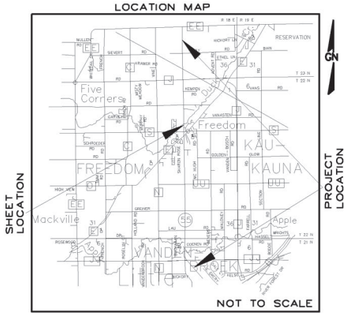
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT, TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

TOWN

RW STATION & OFFSET TABLE		
334	398+90.00	51.20' LT
335	404+65.67	51.13' LT
336	405+25.67	51.12' LT
337	405+80.00	51.12' LT
338	405+80.00	48.88' RT
339	404+85.00	125.00' RT
340	403+12.00	70.63' RT
341	403+12.00	48.85' RT
342	400+44.00	48.82' RT
343	400+26.00	54.81' RT
344	400+01.00	54.81' RT
345	399+15.00	48.80' RT

LOCATION MAP



raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

Shane M Zodrow 07/29/2020
SHANE M. ZODROW — DATE
AGENT FOR R.A. SMITH
P.L.S. NUMBER 2869

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

CURT VAN EREM — PRINTED NAME
Curt VanErem 7/30/2020 — SIGNATURE — DATE:

Document #: **2201137**
Date: **07-31-2020** Time: **10:00 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R. VanCamp

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO 39500-000001

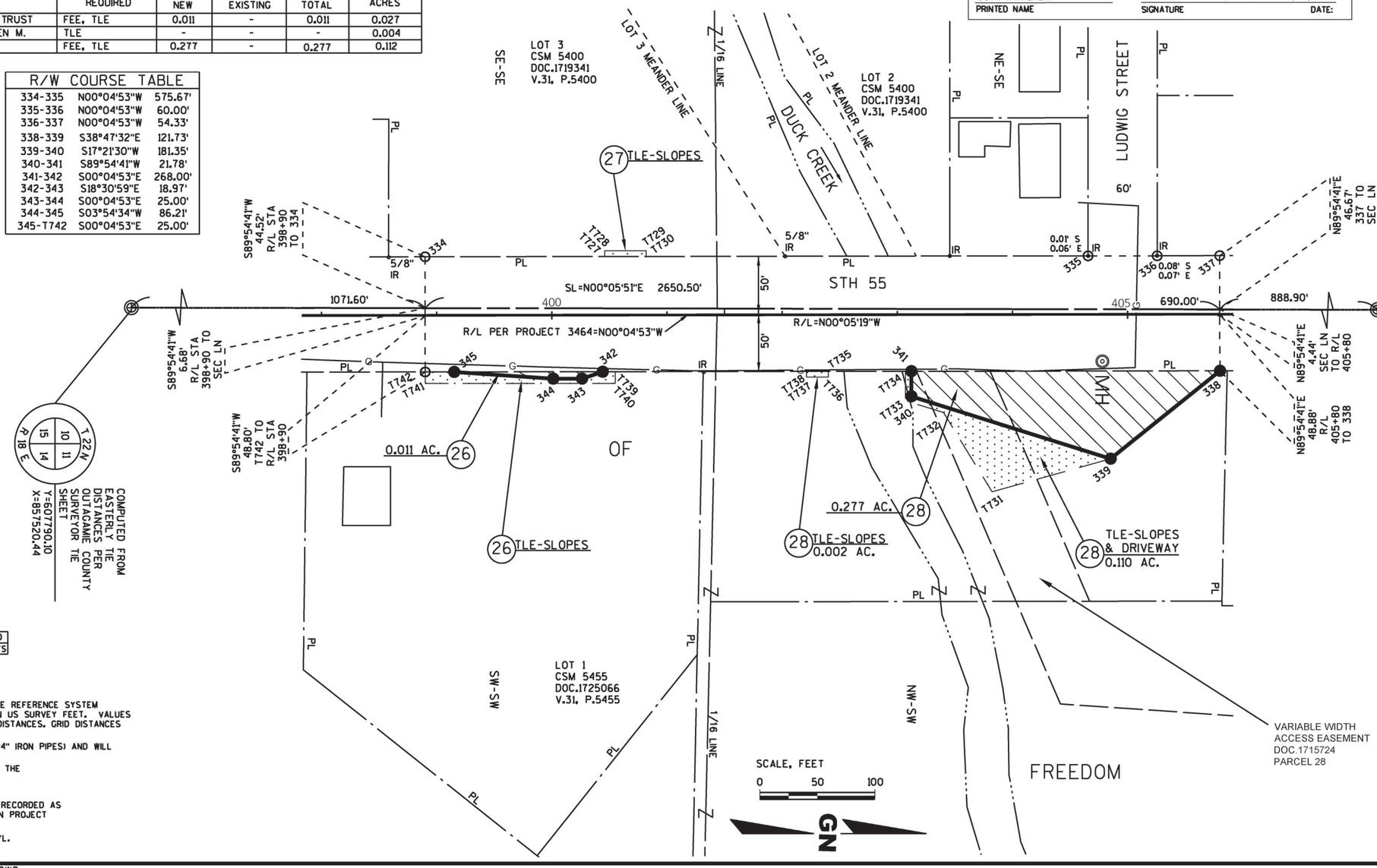
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.04
AMENDMENT NO:
SHEET 1 OF 1

SCHEDULE OF LANDS & INTEREST REQUIRED		OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE DOT.				
PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
26	MARK AND COREEN LEURQUIN REVOCABLE TRUST	FEE, TLE	0.011	-	0.011	0.027
27	VANCAMP, WILLIAM J. & VANCAMP, COLLEEN M.	TLE	-	-	-	0.004
28	FREEDOM SANITARY DISTRICT NO. 1	FEE, TLE	0.277	-	0.277	0.112

TLE STATION & OFFSET TABLE		
T727	400+46.00	51.18' LT
T728	400+46.00	56.18' LT
T729	400+82.00	56.18' LT
T730	400+82.00	51.18' LT
T731	403+82.00	153.59' RT
T732	403+40.00	84.67' RT
T733	403+07.00	74.30' RT
T734	403+07.00	48.85' RT
T735	402+40.00	48.84' RT
T736	402+40.00	53.84' RT
T737	402+21.00	53.84' RT
T738	402+21.00	48.84' RT
T739	400+55.00	48.82' RT
T740	400+55.00	58.82' RT
T741	398+90.00	58.80' RT
T742	398+90.00	48.80' RT

R/W COURSE TABLE		
334-335	N00°04'53"W	575.67'
335-336	N00°04'53"W	60.00'
336-337	N00°04'53"W	54.33'
338-339	S38°47'32"E	121.73'
339-340	S17°21'30"W	181.35'
340-341	S89°54'41"W	21.78'
341-342	S00°04'53"E	268.00'
342-343	S18°30'59"E	18.97'
343-344	S00°04'53"E	25.00'
344-345	S03°54'34"W	86.21'
345-T742	S00°04'53"E	25.00'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3464	100'	1936



201 WE ENERGIES - ELECTRIC
NON DESCRIPT EASEMENT
DOC.306770
V.232, P.312
PARCEL 27

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	WE ENERGIES-ELEC	RELEASE OF RIGHTS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2199227, OF TRANSPORTATION PROJECT PLATS IN THE OUTAGAMIE COUNTY REGISTER OF DEEDS.

EXISTING R/W WIDTH DIMENSIONS ARE TO PROJECT 3464 R/L.

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.05

THAT PART OF LOT 2, CSM 6874 LOCATED IN THE SW1/4 - NW1/4, SECTION 35, TOWNSHIP 23 NORTH, RANGE 18 EAST, TOWN OF ONEIDA, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

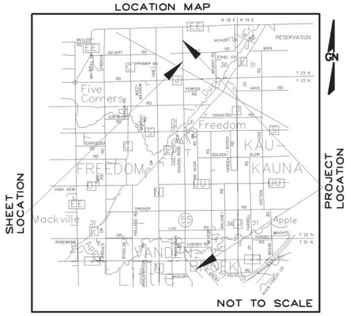
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE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

TLE STATION & OFFSET TABLE		
T743	518+50.00	32.95' RT
T744	518+50.01	42.95' RT
T745	518+29.01	42.97' RT
T746	518+29.00	32.97' RT

RW STATION & OFFSET TABLE		
346	518+29.00	33.03' LT
347	519+36.04	33.14' LT
348	519+36.02	50.14' LT
349	530+00.00	51.28' LT
350	530+00.00	48.72' RT
351	521+75.92	49.60' RT
352	521+09.92	49.67' RT
353	521+03.12	49.68' RT
354	521+03.11	32.68' RT

R/W COURSE TABLE		
346-347	N00°24'51"E	107.04'
347-348	N89°35'09"W	17.00'
348-349	N00°24'51"E	1063.98'
350-351	S00°24'51"W	824.08'
351-352	S00°24'51"W	66.00'
352-353	S00°24'51"W	6.80'
353-354	N89°32'50"W	17.00'
354-T746	S00°24'51"W	274.11'

LOCATION MAP



PI	Y	X	DELTA ANGLE	BACK BEARING
517+79.39	620,750.75	857,454.52	00°44'31"RT	S00°16'00"E

raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

Shane M Zodrow 07/29/2020
SHANE M. ZODROW — DATE
AGENT FOR R.A. SMITH
P.L.S. NUMBER 2869

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

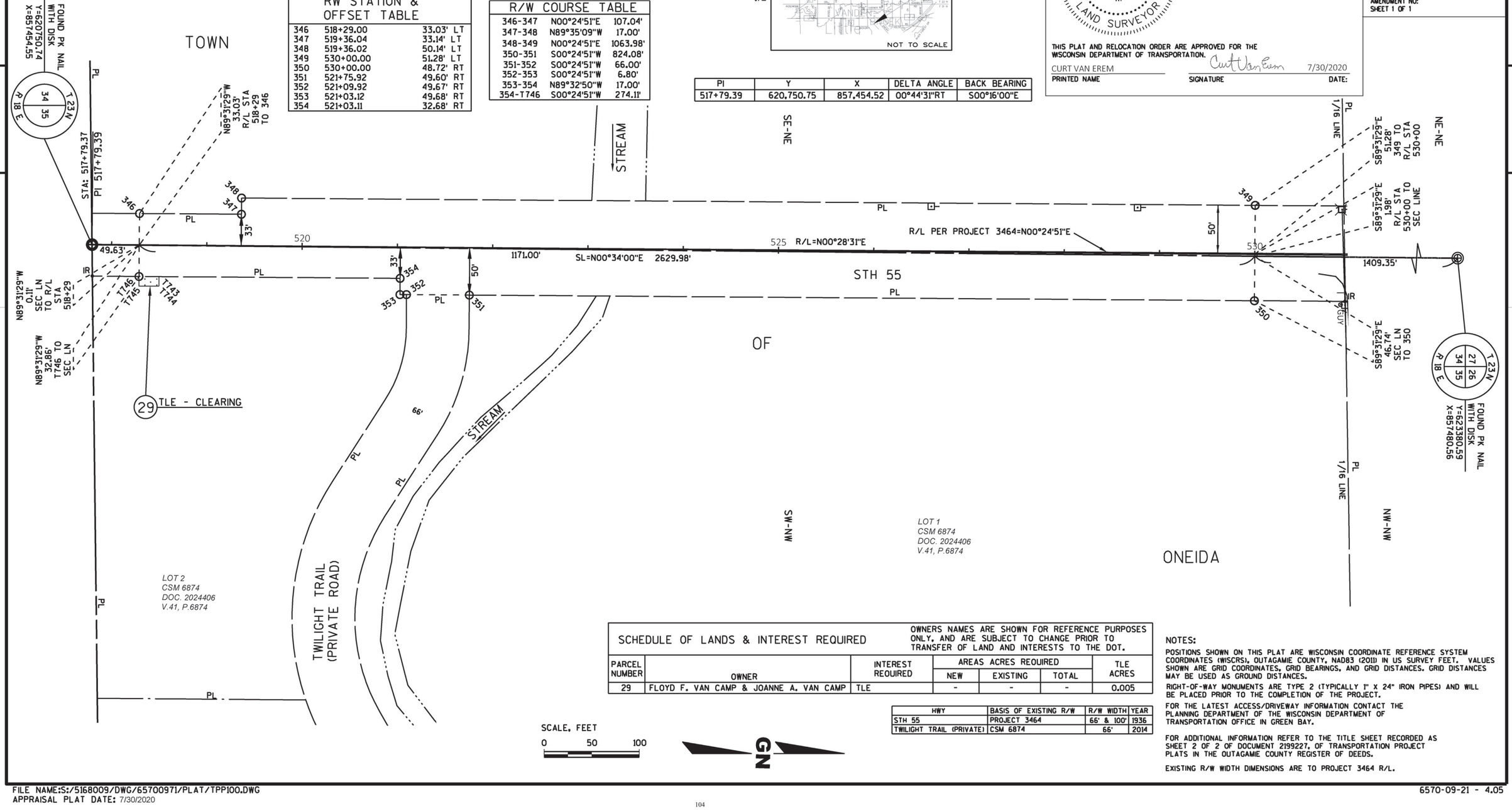
CURT VAN EREM — PRINTED NAME
Curt Van Erem 7/30/2020 — SIGNATURE DATE:

Document #: **2201138**
Date: **07-31-2020** Time: **10:00 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R. Van Camp

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.05
AMENDMENT NO:
SHEET 1 OF 1



SCHEDULE OF LANDS & INTEREST REQUIRED			OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE DOT.				
PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
29	FLOYD F. VAN CAMP & JOANNE A. VAN CAMP	TLE	-	-	-	0.005

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3464	66' & 100'	1936
TWILIGHT TRAIL (PRIVATE)	CSM 6874	66'	2014

SCALE, FEET
0 50 100

GN

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2199227, OF TRANSPORTATION PROJECT PLATS IN THE OUTAGAMIE COUNTY REGISTER OF DEEDS.

EXISTING R/W WIDTH DIMENSIONS ARE TO PROJECT 3464 R/L.

FILE NAME:S:/5168009/DWG/65700971/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: 7/30/2020

6570-09-21 - 4.05

TRANSPORTATION PROJECT PLAT NO: 6570-09-21 - 4.06

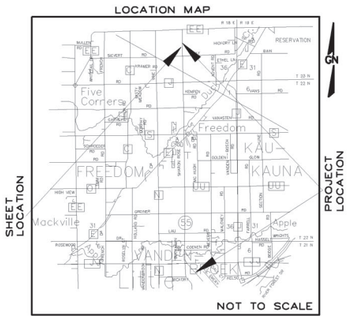
THAT PART OF LOT 1, CSM 6310, LOCATED IN GOVERNMENT LOT 26, SECTION 26, TOWNSHIP 23 NORTH, RANGE 18 EAST, TOWN OF ONEIDA, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 55, KAUKAUNA-SEYMOUR, IH 41-STH 54, OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT. TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02, (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

LOCATION MAP



raSmith
CREATIVITY BEYOND ENGINEERING

I, SHANE M. ZODROW, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 6570-09-21 - 4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SHANE M. ZODROW S-2869 GREENDALE WI LAND SURVEYOR

Shane M Zodrow 07/29/2020
SHANE M. ZODROW — DATE
AGENT FOR R.A. SMITH
P.L.S. NUMBER 2869

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

CURT VAN EREM — PRINTED NAME
Curt Van Erem 7/30/2020 — SIGNATURE — DATE:

Document #: **2201139**
Date: **07-31-2020** Time: **10:01 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R. VanCamp
SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6570-09-21 - 4.06
AMENDMENT NO:
SHEET 1 OF 1

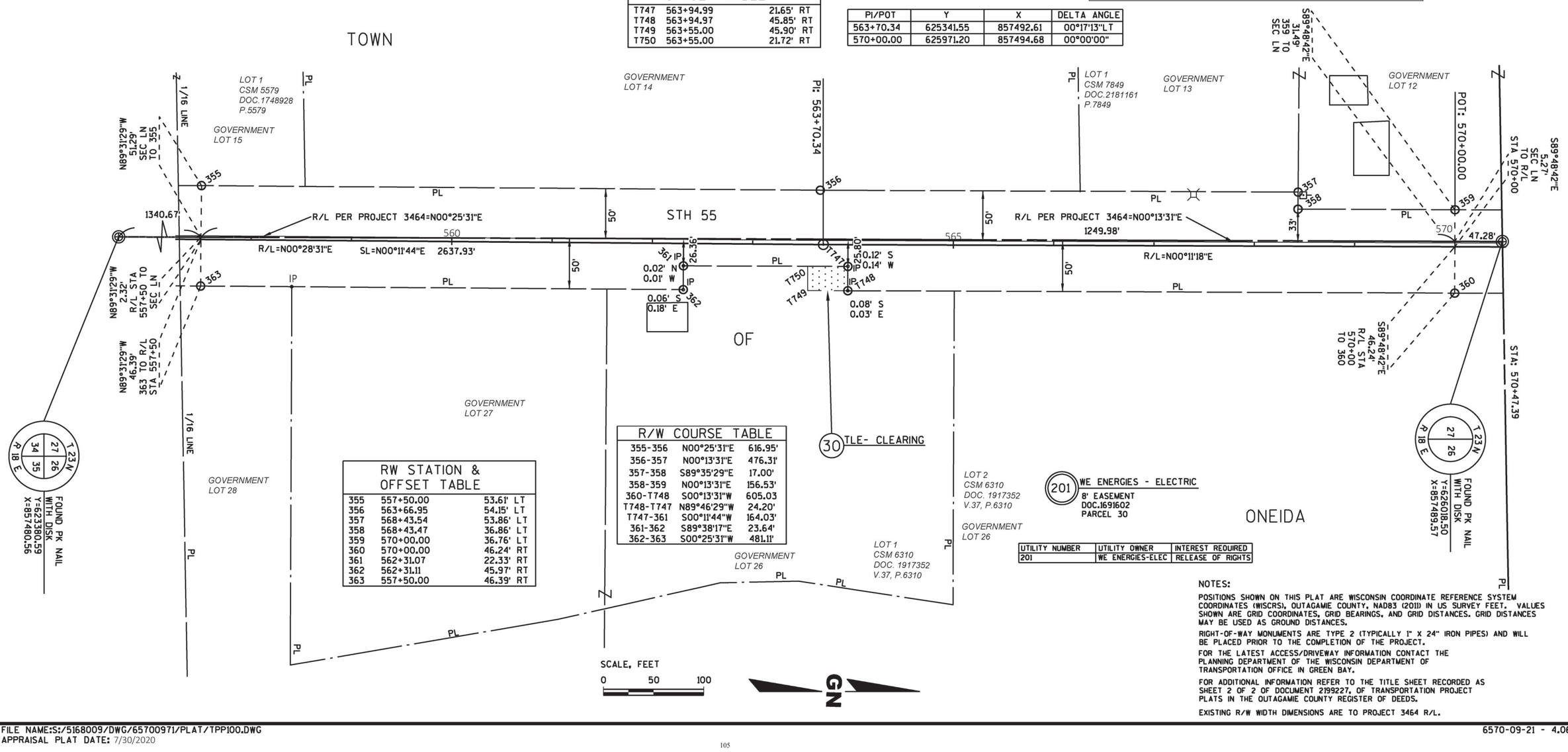
SCHEDULE OF LANDS & INTEREST REQUIRED			OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND AND INTERESTS TO THE DOT.			
PARCEL NUMBER	OWNER	INTEREST REQUIRED	AREAS ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
30	KYLE W. KRUEGER	TLE	-	-	-	0.022

TLE STATION & OFFSET TABLE		
T747	563+94.99	21.65' RT
T748	563+94.97	45.85' RT
T749	563+55.00	45.90' RT
T750	563+55.00	21.72' RT

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 55	PROJECT 3464	VARIES	1936

PI/POT	Y	X	DELTA ANGLE
563+70.34	625341.55	857492.61	00°17'13"LT
570+00.00	625971.20	857494.68	00°00'00"

TOWN



RW STATION & OFFSET TABLE		
355	557+50.00	53.61' LT
356	563+66.95	54.15' LT
357	568+43.54	53.86' LT
358	568+43.47	36.86' LT
359	570+00.00	36.76' LT
360	570+00.00	46.24' RT
361	562+31.07	22.33' RT
362	562+31.11	45.97' RT
363	557+50.00	46.39' RT

R/W COURSE TABLE		
355-356	N00°25'31"E	616.95'
356-357	N00°13'31"E	476.31'
357-358	S89°35'29"E	17.00'
358-359	N00°13'31"E	156.53'
360-T748	S00°13'31"W	605.03
T748-T747	N89°46'29"W	24.20'
T747-361	S00°11'44"W	164.03'
361-362	S89°38'17"E	23.64'
362-363	S00°25'31"W	481.11'

UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	WE ENERGIES-ELEC	RELEASE OF RIGHTS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (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 MONUMENTS ARE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

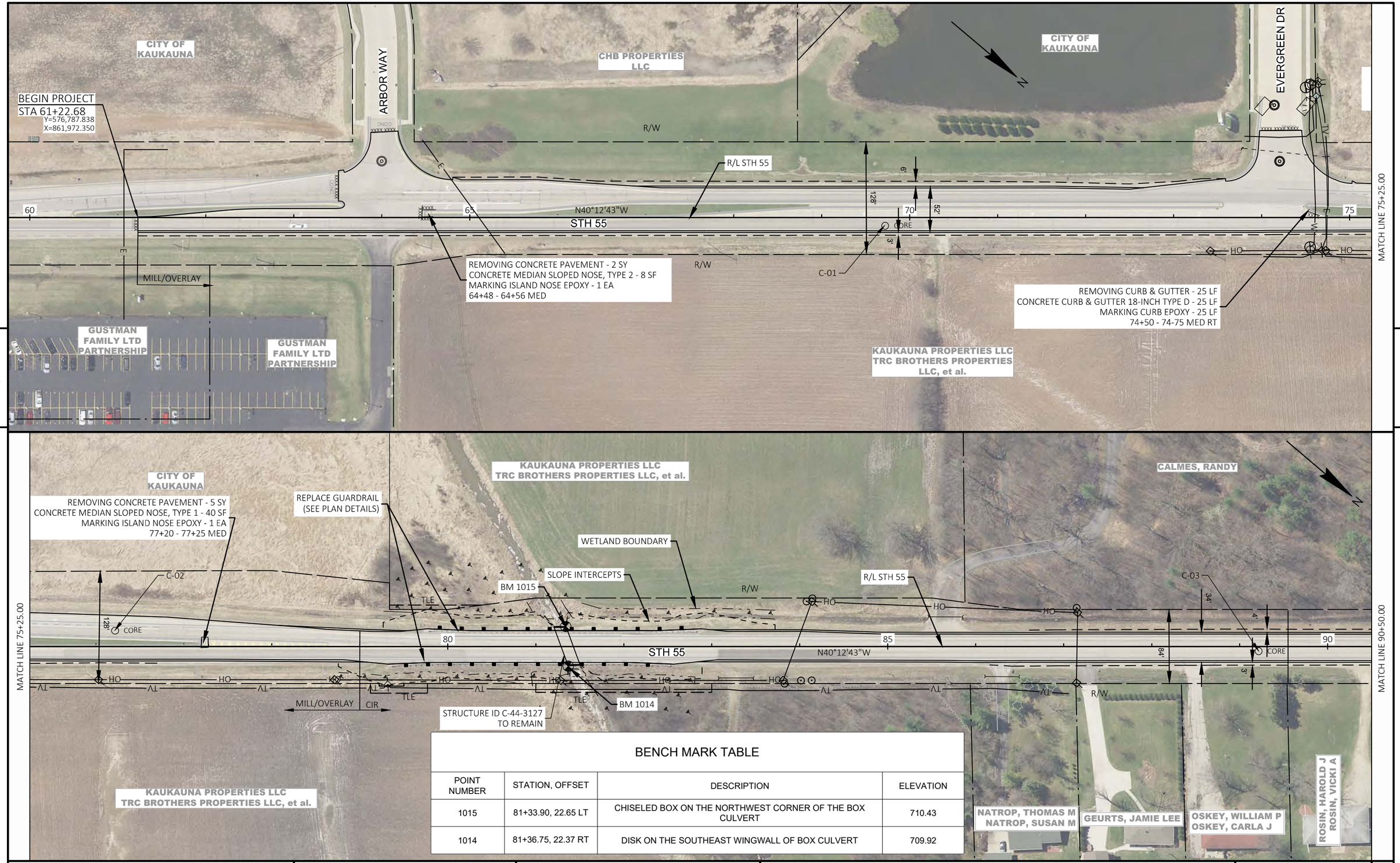
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT 2199227, OF TRANSPORTATION PROJECT PLATS IN THE OUTAGAMIE COUNTY REGISTER OF DEEDS.

EXISTING R/W WIDTH DIMENSIONS ARE TO PROJECT 3464 R/L.

FILE NAME:S:/5168009/DWG/65700971/PLAT/TPP100.DWG
APPRAISAL PLAT DATE: 7/30/2020

6570-09-21 - 4.06



BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1015	81+33.90, 22.65 LT	CHISELED BOX ON THE NORTHWEST CORNER OF THE BOX CULVERT	710.43
1014	81+36.75, 22.37 RT	DISK ON THE SOUTHEAST WINGWALL OF BOX CULVERT	709.92

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 106	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 11/4/2021 9:50 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

CALMES, RANDY

KAUKAUNA PROPERTIES LLC
TRC BROTHERS PROPERTIES
LLC, et al.

KAUKAUNA PROPERTIES LLC
TRC BROTHERS PROPERTIES
LLC, et al.

STA 101+00
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
2 - CPRC HE CL IV 29X45-IN
AEW FOR CPRC HE 29X45-IN
4 - EA
REMOVE SMALL PIPE CULVERTS
2- EA
SEE MISC. QUANTITIES FOR DETAILS.

N

C-04

R/L STH 55

R/W

MATCH LINE 90+50.00

3'

95

84'

N40°12'43"W

STH 55

CORE

100

105

3'

34'

R/W

MATCH LINE 105+75.00

VERHAGEN, GARY B
VERHAGEN (LE), JEAN M

MARV/IMELD HIETPAS
JT REV TRT

5

5

KAUKAUNA PROPERTIES LLC
TRC BROTHERS PROPERTIES
LLC, et al.

MARV/IMELD HIETPAS JT REV TR

N

C-05

SECTION CORNER

BM 1004

R/L STH 55

R/W

START OF EXCEPTION TO NET LENGTH
SEE PROJECT ID 6560-08-71
STA 116+69.08

BM 1001

MATCH LINE 105+75.00

3'

110

84'

CORE

STH 55

N40°12'43"W

115

120

3'

34'

R/W

MATCH LINE 121+00.00

WETLAND BOUNDARY

MARV/IMELD HIETPAS
JT REV TR

BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1004	113+51.83, 44.65 LT	RAILROAD SPIKE IN TREE WITH "NO TRESPASSING" SIGN, APPX. 670' SOUTH OF SOUTHERN BOX CULVERT ALONG STH 55 NEAR SOUTHERN LIMITS	714.49
1001	120+44.63, 31.89 LT	CHISELED BOX NEAR THE NORTHWEST CORNER OF THE BOX CULVERT SOUTH OF STH 55 & CTH JJ INTERSECTION	704.36

EXCEPTION TO NET LENGTH
SEE WISDOT PROJECT ID 6560-08-71
STA 116+69.08 TO 142+42.77
NOTE: 6580-08-71 IS A FULL RECONSTRUCTION PROJECT AND HAS DIFFERENT STATIONING INDEPENDENT OF THIS PROJECT ID

LD II LLC

FRENCH LIVING TRUST, BEVERLY A

WETLAND BOUNDARY

R/L STH 55

R/W

130

STH 55

N40°12'43"W 125

CURVE 1

135

PC: 129+18.75

MATCH LINE 121+00.00

MATCH LINE 136+25.00

BLAIR (LE), GERMAINE
BLAIR, LEON J, et al.

VANDERSANDEN, ROSELLA , et al.

CTH JJ

BLAIR, GERMAINE

SCHUSTER, DAWN M

TOWN OF VANDENBROEK

VANDERLOOP DEVELOPMENT LLC

5

5

DIEDRICK, RONALD H
DIEDRICK, SANDRA A

HEID, KIM
WAGNER, KELLY ET AL

VANDERSANDEN, JOHN L
VANDERSANDEN, ARLEEN

PEETERS, BRAD
SCHEUERMAN, JESSICA

STRUCTURE ID B-44-135
TO REMAIN

APPLE CREEK

SLOPE INTERCEPTS

BM 1016

END OF EXCEPTION TO NET LENGTH
SEE PROJECT ID 6560-08-71
STA 142+42.77

WETLAND BOUNDARY

R/L STH 55

R/W

140

145

150

STH 55

N0°51'33"E

PT: 139+55.53

R/W

FOR DITCH GRADING FROM STA 142+42.77 TO 148+98.66 RT, SEE 6560-08-71 PLANS.

REPLACE GUARDRAIL (SEE PLAN DETAILS)

TLE

BM 1003

MATCH LINE 136+25.00

MATCH LINE 151+50.00

VANDERLOOP DEVELOPMENT LLC

GEERTS, JAMES E

ZUROVITCH REVOCABLE TRUST

BENCH MARK TABLE

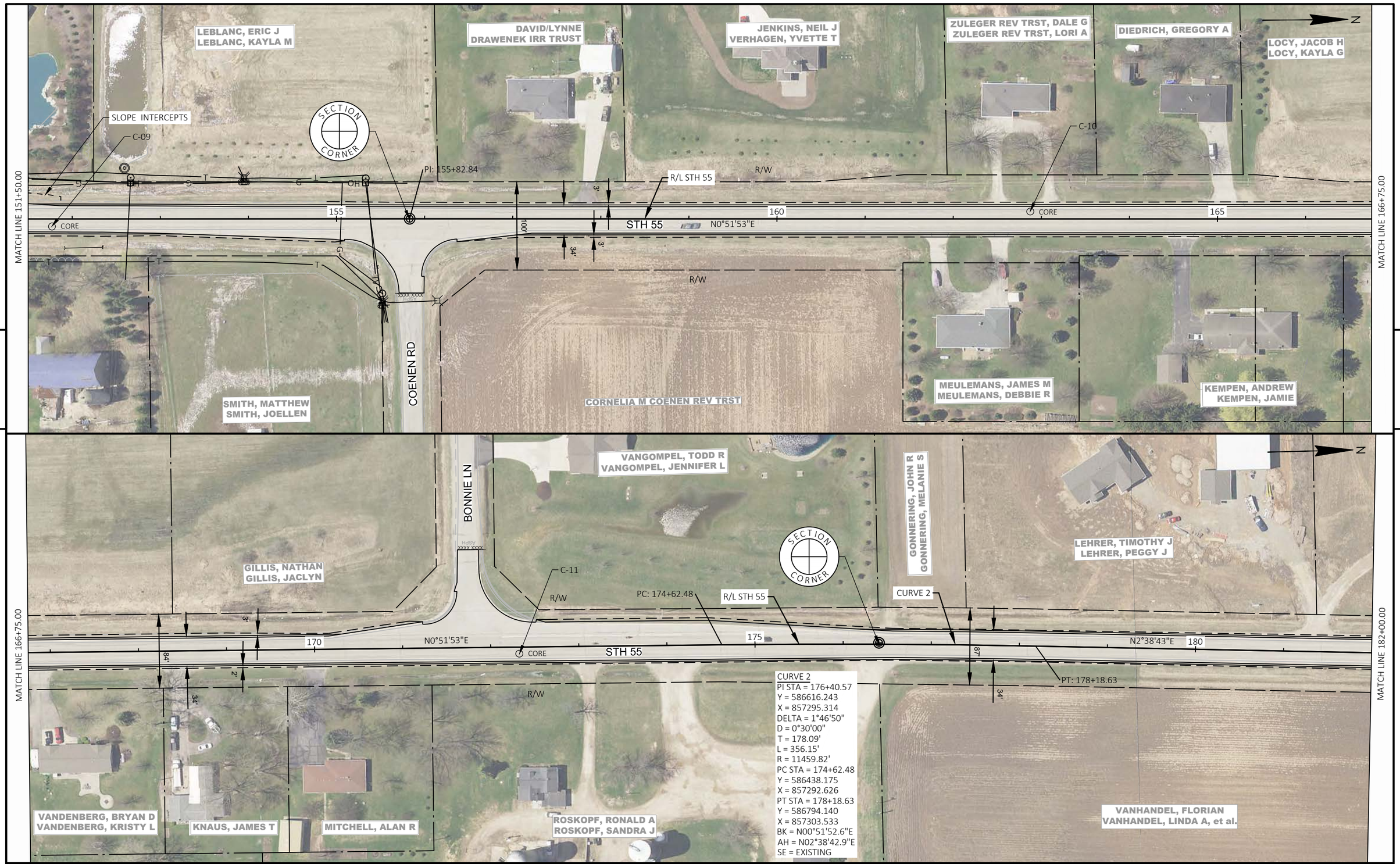
POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1003	148+42.69, 42.26 RT	DISK NEAR THE SOUTHEAST CORNER OF THE BOX CULVERT ON THE WINGWALL NORTH OF STH 55 & CTH JJ INTERSECTION.	700.38
1016	148+72.07, 41.78 LT	CHISELED BOX ON THE NORTHWEST CORNER OF BOX CULVERT NORTH OF STH 55 & CTH JJ INTERSECTION.	701.15

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 108 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 109	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

REINKE, STEVE
REINKE, AMY

LEHRER, RYAN

SMITH, JAMES R
SMITH, SHYLA C

LAU RD

STA 192+81
AEW FOR CP STEEL 24-INCH
1 - EA
REMOVE AEW
1 - EA

C-12

C-13

R/L STH 55

R/W

MATCH LINE 182+00.00

CORE

185

N2°38'43"E

190

STH 55

CORE

195

2'

3'

92'

84'

34'

EXISTING DOUBLE
30" CPCS
TO REMAIN

EXISTING 24" CPCS
TO REMAIN

REMOVING CURB & GUTTER - 15 LF
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D - 15 LF
NE QUAD AT LAU RD

LAU RD

VANHANDEL, FLORIAN
VANHANDEL, LINDA A, et al.

HUSS, ALLAN J
HUSS, JULIE A

BIESE,
JEFFREY R

MATCH LINE 197+25.00

5

5

STA 200+29
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
2 - CPRC HE CL IV 19X30-IN
AEW FOR CPRC HE 19X30-INCH
4-EA
REMOVE SMALL PIPE CULVERTS
1-EA
SEE MISC. QUANTITIES FOR DETAILS.

SMITH, JAMES R
SMITH, SHYLA C

RNB7 LLC

LANDWEHR, TROY R

SECTION CORNER

CURVE 3

R/L STH 55

PT: 205+21.52

SLOPE INTERCEPTS

C-15

FO

PC: 200+53.87

200

205

210

CORE

N2°38'43"E

STH 55

N0°18'26"E

C-14

CURVE 3

93'

3'

34'

R/W

CURVE 3
PI STA = 202+87.73
Y = 589260.613
X = 857417.487
DELTA = 2°20'17"
D = 0°30'00"
T = 233.85'
L = 467.64'
R = 11459.82'
PC STA = 200+53.87
Y = 589027.008
X = 857406.694
PT STA = 205+21.52
Y = 589494.463
X = 857418.740
BK = N02°38'42.9"E
AH = N00°18'25.8"E
SE = EXISTING

WETLAND BOUNDARY

STA 209+63
EXISTING ASPHALTIC PAVEMENT DEPTH = 7 IN
2 - CPRC CL IV 42-IN
AEW FOR CPRC 42-INCH
4-EA
REMOVE SMALL PIPE CULVERTS
2-EA
SEE MISC. QUANTITIES FOR DETAILS.

JOHNSON, QUENTIN M
WOLDT, LISA M

PORTMAN, THOMAS J
PORTMAN, KAREN M

FEUSTEL, ADAM M
FEUSTEL, ANGEL D

COFFEY, DONALD W
COFFEY, JANE M

GARY W KORTZ D/B/A KORTZ BROS.
KORTZ, GLENN A, et al.

MATCH LINE 197+25.00

MATCH LINE 212+50.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 110	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

LANDWEHR, TROY R

SCHULLER, MATTHEW J
SCHULLER, KIM M

VANCAMP REV
TRST, CHAD J
VANCAMP REV
TRST, WENDY M

N

STA 216+42
EXISTING ASPHALTIC PAVEMENT DEPTH = 7 IN
1 - CPRC CL IV 30-IN
AEW FOR CPRC 30-INCH
2 - EA
REMOVE SMALL PIPE CULVERTS
1 - EA
SEE MISC. QUANTITIES FOR DETAILS.

WETLAND BOUNDARY

C-16

R/W

R/L STH 55

100'

2'

215

220

CORE

225

N0°18'26"E

STH 55

2'

34'

R/W

SLOPE INTERCEPTS

MATCH LINE 212+50.00

MATCH LINE 227+75.00

5

GARY W KORTZ D/B/A KORTZ BROS.
KORTZ, GLENN A, et al.

GARY W KORTZ D/B/A KORTZ BROS.
KORTZ, GLENN A, et al.

5

KORTZ, GARY
KORTZ, GLENN

N

GREINER RD

SECTION CORNER

C-18

c-17

R/L STH 55

100'

R/W

2'

N0°18'26"E

230

235

240

CORE

N1°06'31"E

PI: 229+35.71

CORE

STH 55

3'

34'

R/W

GREINER RD

HILLEGAS, SANDRA L

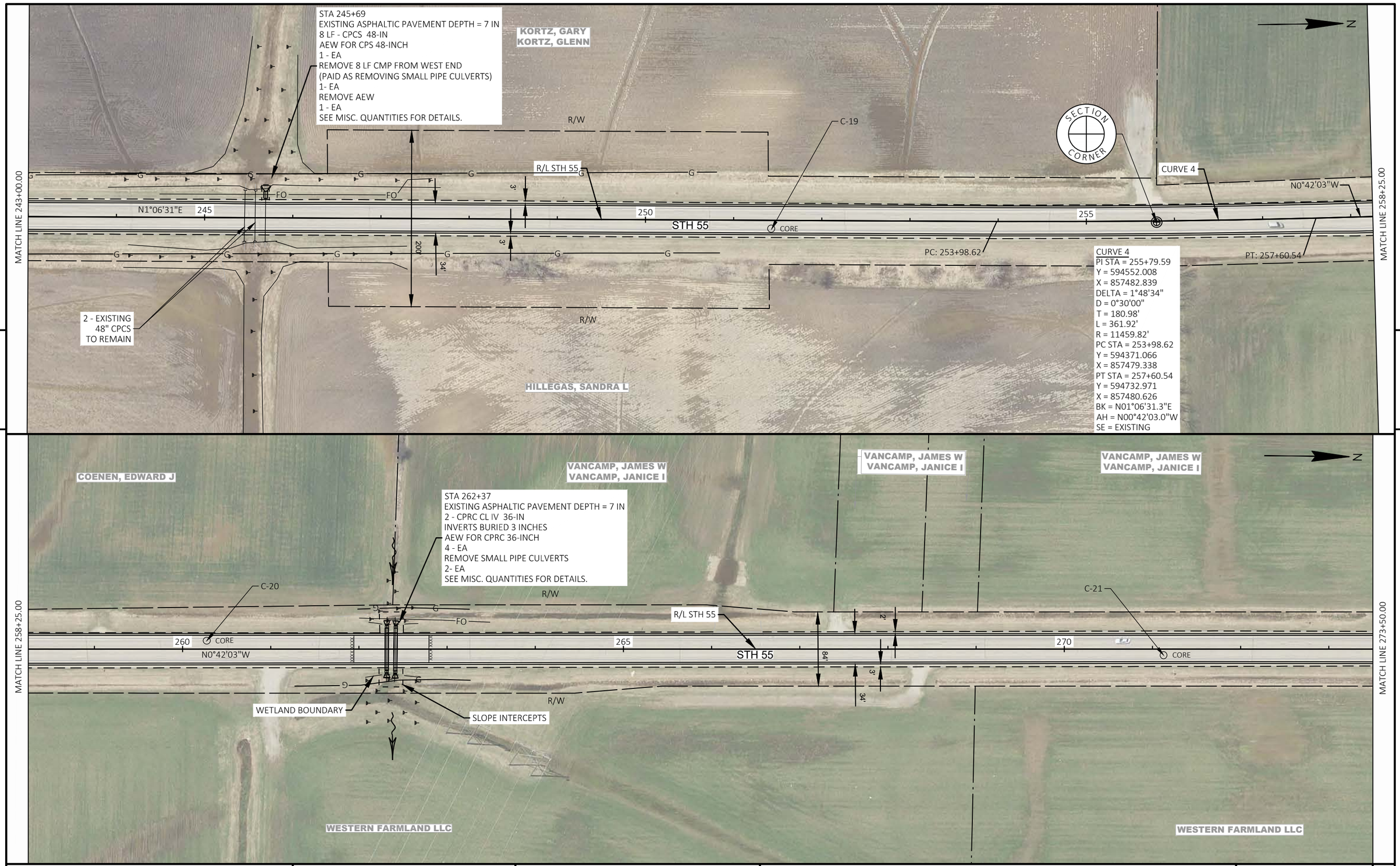
MATCH LINE 243+00.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 111	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

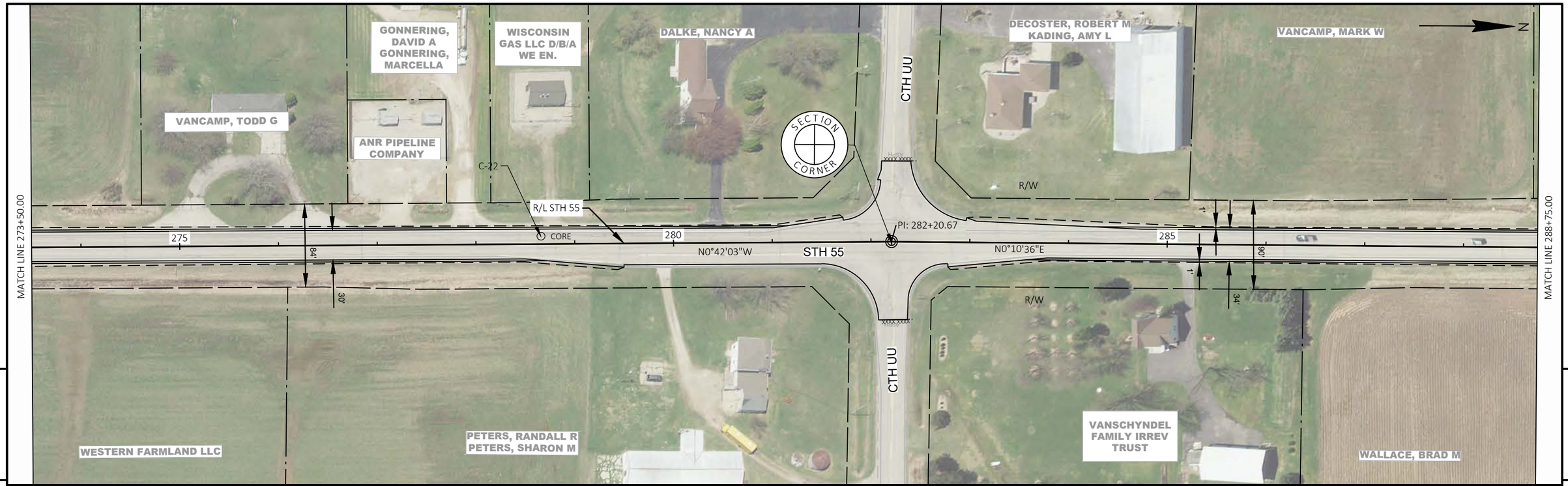


PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 112 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1006	302+00.70, 21.37 RT	DISK ON SOUTHEAST CORNER OF STRUCTURE C-44-3130 ON WINGWALL.	725.17
1007	302+17.19, 20.93 LT	CHISELED BOX ON THE NORTHWEST CORNER OF STRUCTURE C-44-3130.	725.52

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 113 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1008	315+56.32, 21.35 RT	DISK ON SOUTHEAST CORNER OF STRUCTURE C-44-3131 ON WINGWALL.	725.90
1009	315+66.44, 20.87 LT	CHISELED BOX ON THE NORTHWEST CORNER OF STRUCTURE C-44-3131.	726.32

BROCKMAN, LEROY D
BROCKMAN, CAROL A

REFFKE, STEVEN L
REFFKE, JEAN A

SECTION CORNER

TLE

SLOPE INTERCEPTS

R/W

R/L STH 55

LARRAND REAL ESTATE, LLP

BM 1009

REPLACE GUARDRAIL
(SEE PLAN DETAILS)

MATCH LINE 304+00.00

305

310

315

N0°10'36"E

CORE

STH 55

3'

31'

34'

84'

R/W

C-25

WETLAND BOUNDARY

BM 1008

SLOPE INTERCEPTS

STRUCTURE ID C-44-3131
TO REMAIN

MURPHY, SCOTT
MURPHY, RACHEL

MS REAL ESTATE
HOLDINGS LLC

MS REAL ESTATE
HOLDINGS LLC

STUCK, JODY R

GENKE, RENEE L

MATCH LINE 319+25.00

MS REAL ESTATE HOLDINGS LLC
MILK SOURCE HOLDINGS LLC, et al.

STA 328+93
EXISTING ASPHALTIC PAVEMENT DEPTH = 7 IN
2 - CPRC CL IV 24-IN
AEW FOR CPRC 24-INCH
4 - EA
REMOVE SMALL PIPE CULVERTS
2 - EA
SEE MISC. QUANTITIES FOR DETAILS.

C-26

320

325

330

N0°10'36"E

STH 55

CORE

1'

34'

97'

WETLAND BOUNDARY

C-27

MS REAL ESTATE
HOLDINGS LLC

MATCH LINE 334+50.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 114	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 11/4/2021 9:51 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MS REAL ESTATE HOLDINGS LLC
MILK SOURCE HOLDINGS LLC, et al.

GFKFF INVESTMENTS, LLC

STA 348+90
EXISTING PAVEMENT DEPTH = 7"
2 - CPRC HE CL IV 24X38-IN
AEW FOR CPRC HE 24X38-INCH
4 - EA
REMOVE SMALL PIPE CULVERTS
2 - EA
SEE MISC. QUANTITIES FOR DETAILS.

MATCH LINE 334+50.00

MATCH LINE 349+75.00

SECTION CORNER

R/W

R/L STH 55

1"

335

N0°10'36"E

340

CORE

345

STH 55

91'

1"

34'

SAN

SAN

SAN

G

G

G

FO

OH

FO

C-28

RRQ PROPERTIES, LLC

IRISH LAND INVESTMENTS LLP

K&D ENTERPRISES OF FREEDOM

LONG VANS EQUIPMNT FINANCE LLC

CK AUTOMOTIVE, LLC

LONG VANS EQUIPMNT FINANCE LLC

LONG VANS EQUIPMNT FINANCE LLC

MARVIN K LEWIS/JOELLE BENIOFFMILK LEWIS, FREDERICA TRUSTEE

WITT, ERIC KJ
WITT, ANGELA K

APPLE-GREEN APARTMENTS

FRITSCH, BRENDA

MS REAL ESTATE HOLDINGS LLC
MILK SOURCE HOLDINGS LLC, et al.

C-29

OH

FO

350

CORE

N0°10'36"E

355

360

CORE

STH 55

82'

2"

2"

34'

CIR | MILL/OVERLAY

C-30

INDUSTRIAL DR

NUTRITION SERVICE CO INC

GONNERING, DAVID
GONNERING, MARCELLA, et al.

ROBERT/VIONNE GREINER RV LV TR

TOWN OF FREEDOM

MADDEN MACHINE CORP

MADDEN MACHINE CORP

MADDEN MACHINE CORP

VANDENHEUVEL, MARK J
VANDENHEUVEL, JESSICA

CURVE 5
PI STA = 366+13.66
Y = 605585.874
X = 857476.418
DELTA = 0°58'22"
D = 0°15'00"
T = 194.54'
L = 389.08'
R = 22919.62'
PC STA = 364+19.12
Y = 605391.330
X = 857475.818
PT STA = 368+08.20
Y = 605780.379
X = 857480.320
BK = N00°10'36.1"E
AH = N01°08'57.6"E
SE=EXISTING

PC: 364+19.12

CURVE 5

BORK, NICHOLAS C
BORK, STACY L

VETERANS OF, FOREIGN

MATCH LINE 365+00.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 115	E

MATCH LINE 365+00.00

MATCH LINE 380+25.00

DVD INVESTMENTS LLC

EAST WISCONSIN SAVINGS & LOAN

COLOMBIA AV

ROBERT C/KATHLEEN LANG RV TRT

FAST WASH INC

RON'S SERVICE/CONVENIENCE STORE CLAUSEN ENTERPRISES LLC

FREEDOM UNION FR HIGH SCHOOL

ADJUSTING INLET - 1 EA
REMOVING CURB & GUTTER - 15 LF
CONCRETE CURB & GUTTER 30-INCH TYPE D - 15 LF
371+10 - 371+25 LT

ADJUSTING INLET - 1 EA
REMOVING CURB & GUTTER - 15 LF
CONCRETE CURB & GUTTER 30-INCH TYPE D - 15 LF
374+50 - 374+65 LT

FREEDOM STATE BANK

ELECTRICAL IMPROVEMENTS
(SEE ELECTRICAL PLANS)

CTH E

R/W

C-31

370 N1°08'58"E 375 380

CORE

STH 55

76'

CURVE 5
PI STA = 366+13.66
Y = 605585.874
X = 857476.418
DELTA = 0°58'22"
D = 0°15'00"
T = 194.54'
L = 389.08'
R = 22919.62'
PC STA = 364+19.12
Y = 605391.330
X = 857475.818
PT STA = 368+08.20
Y = 605780.379
X = 857480.320
BK = N00°10'36.1"E
AH = N01°08'57.6"E
SE=EXISTING

CURVE 5

PT: 368+08.20

R/L STH 55

CORNELIUS, ERIK M
CORNELIUS, AMANDA R

ROBERT W CONRAD REV TRUST

CLARK, WYATT E
LAMAL, AMANDA M

DANIEL C/IRENE HORN REV TRST

DECARLO, STEVEN A

KLARNER, MICHELLE D

BARLAMENT, BRANDON W

CURB RAMP IMPROVEMENTS
ISLAND REMOVAL & REPLACEMENT
(SEE CURB RAMP DETAILS)

DAUL, TIM W
DAUL, STEVE J, et al.

LASEE, GARY L
LASEE, JOYCE A

CONSTRUCT BOX-OUT FOR
MOVED STOP SIGN.

VANHOOF, MICHAEL
VANHOOF, AMANDA,
et al.

FREEDOM UNION FR HIGH SCHOOL

FREEDOM SCHOOL DIST NO 3

CONRAD, WILLIAM A
CONRAD, LINDA, et al.

FRIEBEL-PROBST, BRANDON
FRIEBEL-PROBST, KRISTA

STA 391+75 - 393+75 LT
MAINTAIN 2% CROSS SLOPE AT 12' FROM CL
THROUGH CURB & GUTTER SECTION.
MATCH FINISHED GRADE FROM 12' LT TO
EXISTING FLANGE.

SECTION CORNER

CTH S

C-32

MILL/OVERLAY CIR

C-33

CURVE 6

R/W

R/L STH 55

385 N1°08'58"E

STH 55

390 N1°01'41"E 395

CORE

EXISTING
36" CPCS
TO REMAIN

CURB RAMP IMPROVEMENTS
(SEE CURB RAMP DETAILS)

STORM SEWER JOINT REPAIR
(SEE CONSTRUCTION DETAILS)

PC: 391+06.23

ELECTRICAL IMPROVEMENTS
(SEE ELECTRICAL PLANS)

CURVE 6
PI STA = 393+29.57
Y = 608301.267
X = 857529.814
DELTA = 1°07'00"
D = 0°15'00"
T = 223.34'
L = 446.67'
R = 22918.31'
PC STA = 391+06.23
Y = 608077.959
X = 857525.806
PT STA = 395+52.90
Y = 608524.610
X = 857529.468
BK = N01°01'41.3"E
AH = N00°05'18.7"W
SE=EXISTING

FREEDOM LEGACY

GARVEY, NATHAN P

VANDEVOORT, RYAN

WISCONSIN MICHIGAN POWER CO

HECKENLAIBLE, BYRON H
HECKENLAIBLE, PEGGY

HECKENLAIBLE, TIMOTHY C
HECKENLAIBLE, ELLY

WESTENBERG, VIRGINIA A

KRAKE, KEVIN S
KRAKE, STACY J

CONRAD, RANDALL
CONRAD, WILLIAM, et al.

WESTENBERG, LARRY
WESTENBERG, VIRGINIA A

JANSEN, PAUL C

SCHUH, SHELLY

VANBOXTEL, JAMES A

PETERSON, CHARLIE

PATRICK ST

JOHNSON, JOSEPH H

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 116	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050211-pn

PLOT DATE : 11/4/2021 9:52 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

VANCAMP, WILLIAM J
VANCAMP, COLLEEN M
KONKLE, JACQUELYNN A
SLOPE INTERCEPTS
STRUCTURE B-44-181
PIERCE, JONATHAN J
PIERCE, EMILIE E
REPLACE GUARDRAIL
(SEE PLAN DETAILS)
LUDWIG ST
HENDRICKSON,
JUSTIN S
MITCHELL, JEREMY L
GUYETTE, BOBBI J
SEEGERS, GARY A
SEEGERS, BARBARA
VANBOXTEL, JAMES A
STUCK, RICHARD
DUCK CREEK
BM 1011
R/L STH 55
TLE
WETLAND BOUNDARY
PT: 395+52.90
N0°05'19"W
400
STH 55
CORE
C-34
405
410
MATCH LINE 395+50.00
MATCH LINE 410+75.00
CLEARING AND
GRUBBING REQUIRED
REPLACE GUARDRAIL
(SEE PLAN DETAILS)
BM 1010
R/W
GRADE AROUND MH
KONKLE, STEVEN J
KONKLE, PATRICIA
SEE PLAN DETAILS FOR DRIVEWAY
LAYOUT INFORMATION
GARVEY, JAMES P
GARVEY, PAMELA
MONDLOCH,
JESSE R
MONDLOCH,
TARA C
EXCEPTION TO NET C/L LENGTH
B-44-181 STH 55 OVER DUCK CREEK
STA 402+44.08 TO 403+14.49
SEIDL, MICHAEL J
STA 403+92 LT
1 - CL III-A 24-IN
AEW FOR CP 24-IN
2 - EA
SEE MISC. QUANTITIES FOR DETAILS.
KONKLE, JACK V
KONKLE, CAROL M
MARK/COREEN
LEURQUIN REV TRUST
FREEDOM SANITARY
DIST NO 1
TLE
5
5

VANCAMP, ROBERT M
VANCAMP, EILEEN M

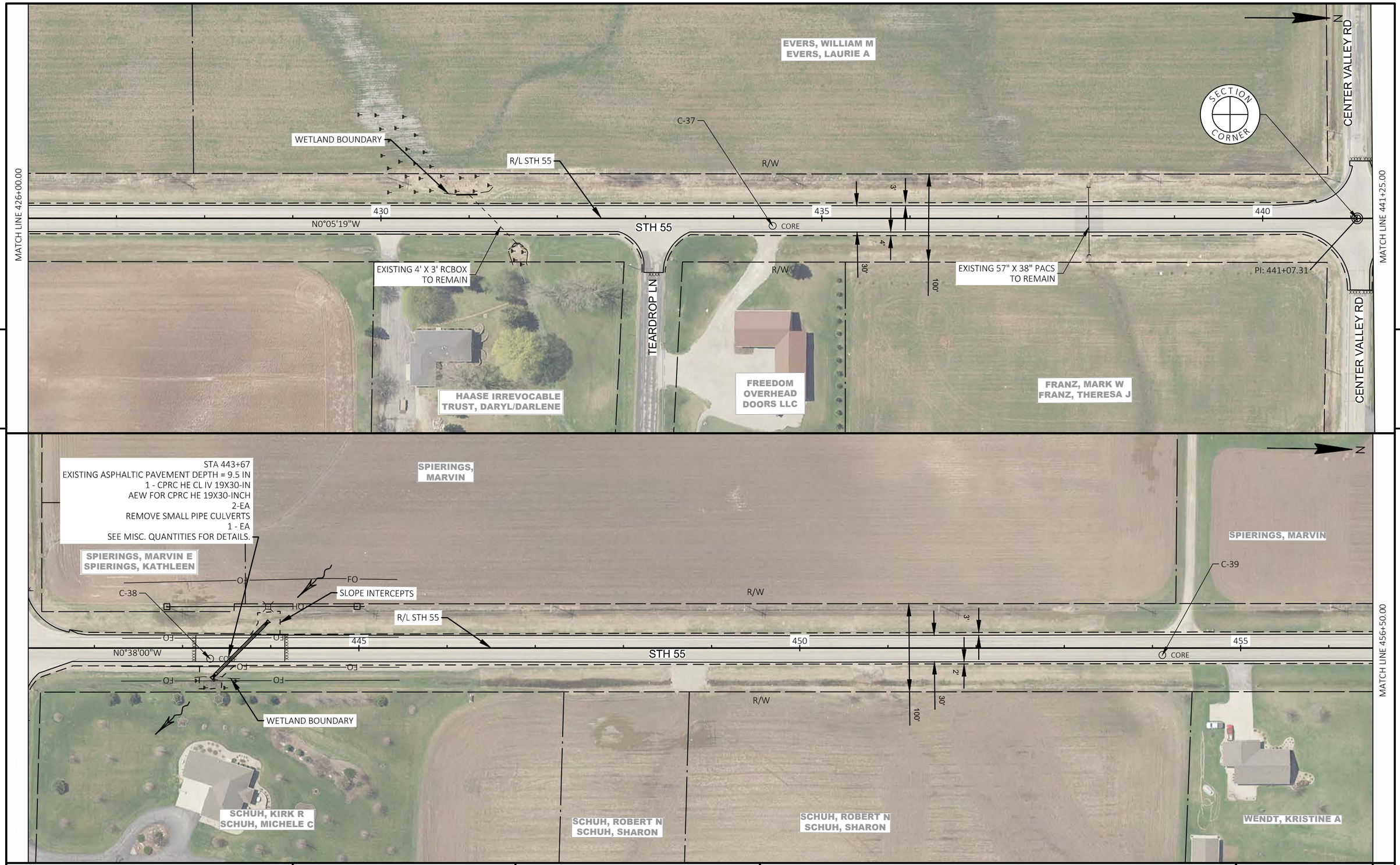
BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1010	402+47.00, 21.72 RT	CHISELED BOX ON SOUTHEAST CORNER OF STRUCTURE B-44-181 ON DECK.	732.53
1011	403+09.23, 31.33 LT	CHISELED BOX ON THE NORTHWEST CORNER OF STRUCTURE B-44-181 ON DECK (INSIDE FENCE).	732.30

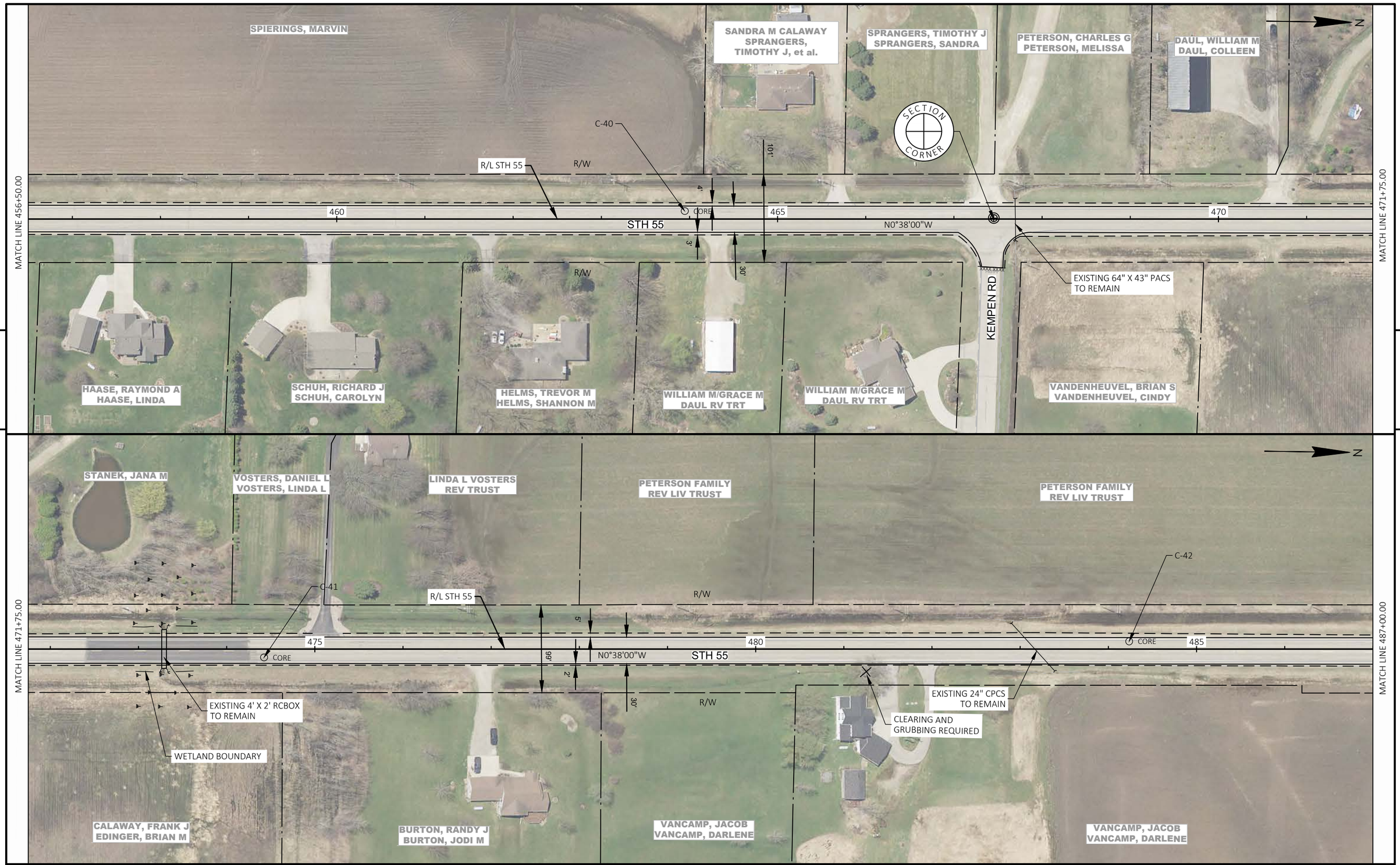
EVERS, WILLIAM M
EVERS, LAURIE A
C-36
SECTION CORNER
R/L STH 55
R/W
415
CORE
N0°05'19"W
STH 55
420
CORE
425
EXISTING 48" CPCS
TO REMAIN
C-35
VERSTEGEN,
JAMIE D
BEATTIE,
JESSICA L
KONKLE, RUSSELL
KONKLE, BETH
GONNERING,
WILLIAM R
GONNERING,
WILLIAM R
VANDEWETTERING,
DANIEL J
VANDEWETTERING,
JAY
VANDEWETTERING, JAYNE F
GONNERING, WILLIAM R, et al.
MATCH LINE 410+75.00
MATCH LINE 426+00.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 117	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn
PLOT DATE : 11/4/2021 9:52 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 118	E



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 119	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050214-pn

PLOT DATE : 11/4/2021 9:52 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

PETERSON FAMILY REV LIV TRUST

STA 490+92
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
1 - CPRC HE CL IV 19X30-IN
AEW FOR CPRC HE 19X30-INCH
2-EA
REMOVE SMALL PIPE CULVERTS
1 - EA
SEE MISC. QUANTITIES FOR DETAILS.

CTH J

11 LF REMOVING CURB & GUTTER
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

GEENEN, MICHAEL J
GEENEN, KAREN J

N

SECTION CORNER

WETLAND BOUNDARY

R/L STH 55

R/W

13'

MATCH LINE 487+00.00

490

N0°38'00"W

N0°16'00"W

PI: 491+39.96

495

CORE

STH 55

500

3'

3'

17'

30'

100'

C-43

R/W

28 LF REMOVING CURB & GUTTER
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CTH J

SCHUH, BRENT J

MATCH LINE 502+25.00

VANCAMP, JACOB
VANCAMP, DARLENE

5

5

VANCAMP, FLOYD
VANCAMP, JOANNE

VANCAMP, FLOYD
VANCAMP, JOANNE

N

STA 515+75
AEW FOR CP STEEL 30-INCH
1 - EA
REMOVE AEW
1 - EA

WETLAND BOUNDARY

FO FO FO

SLOPE INTERCEPTS

C-44

C-45

SECTION CORNER

R/L STH 55

R/W

3'

3'

505

CORE

510

N0°16'00"W

STH 55

515

CORE

T

MATCH LINE 502+25.00

MATCH LINE 517+50.00

EXISTING 30" CPCS
TO REMAIN

100'

30'

R/W

LUDWIG, JEFFREY L
LUDWIG, LISA M

NECHODOM, TIMOTHY J
NECHODOM, MARY H

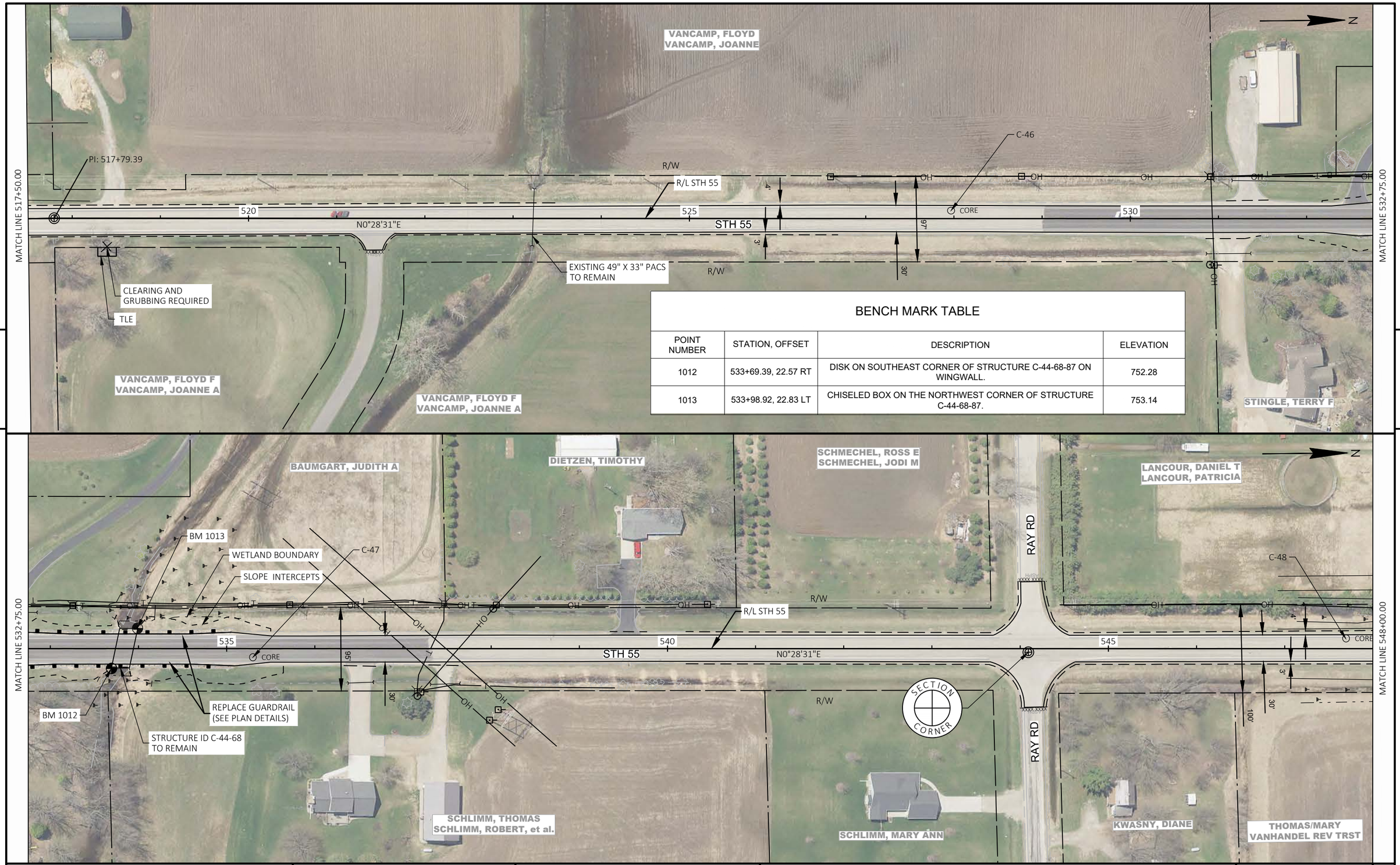
WOODS, DANIEL J

WOODS, JAMES
WOODS, PATRICIA S

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 120	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050215-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT



BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
1012	533+69.39, 22.57 RT	DISK ON SOUTHEAST CORNER OF STRUCTURE C-44-68-87 ON WINGWALL.	752.28
1013	533+98.92, 22.83 LT	CHISELED BOX ON THE NORTHWEST CORNER OF STRUCTURE C-44-68-87.	753.14

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 121 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050216-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LANCOUR, DANIEL T
LANCOUR, PATRICIA

STA 548+52
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
32 LF - CPCS 48-IN
AEW FOR CPS 48-INCH
2 - EA
REMOVE 32 LF CMP FROM EAST END
(PAID AS REMOVING SMALL PIPE CULVERTS)
1- EA
REMOVE AEW
2 - EA
SEE MISC. QUANTITIES FOR DETAILS.

ONEIDA TRIBE OF INDIANS OF WIS

LESTER, MARY KAY R

WHITE, ANNA
SCHLIMM, ROBERT J, et al.

N

MATCH LINE 548+00.00

FO
OH
E

R/L STH 55
R/W
C-49

550
555
STH 55
N0°28'31"E
CORE
560

3'
3'
30'
10'

R/W

CLEARING AND
GRUBBING REQUIRED

MATCH LINE 563+25.00

THOMAS/MARY
VANHANDEL REV TRST

WISCONSIN ELECTRIC
POWER CO

THOMAS/MARY
VANHANDEL REV TRST

VANHANDEL
MOONSHADOW
FARMS LLC

KRUEGER, KYLE W

5

5

WHITE, ANNA
SCHLIMM, ROBERT J, et al.

SCHLIMM, ROBERT J
SCHLIMM, CYNTHIA

SCHLIMM, ROBERT J
SCHLIMM, CYNTHIA

SCHLIMM, ROBERT J
SCHLIMM, CYNTHIA

N

STA 568+44
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
1 - CPRC HE CL IV 19X30-IN
AEW FOR CPRC HE 19X30-INCH
2-EA
REMOVE SMALL PIPE CULVERTS
1-EA
SEE MISC. QUANTITIES FOR DETAILS.

SECTION CORNER

PI: 563+70.34

SLOPE INTERCEPTS

OH

R/W

565
N0°11'18"E
CORE
570
STH 55
575
CORE

3'
3'
30'
10'

R/L STH 55

R/W

C-50

C-51

GRUBBING REQUIRED
(TREE REMOVED, STUMP REMAINS)

TLE

WETLAND BOUNDARY

EXISTING 24" CPCS
TO REMAIN

MATCH LINE 578+50.00

KRUEGER, KYLE W

VANHANDEL
MOONSHADOW FARMS LLC

SMITH, JAMES R
SMITH, SHYLA

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 122	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050217-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 578+50.00

MATCH LINE 593+75.00

5

5

SCHLIMM, ROBERT J
SCHLIMM, CYNTHIA

SMITH, JAMES R
SMITH, SHYLA

WETLAND BOUNDARY

R/W

R/L STH 55

C-52

3'

580

N0°11'18"E

585

STH 55

CORE

590

3'

30'

100'

R/W

EXISTING 6' X 3' RCBOX
TO REMAIN

SMITH, JAMES R
SMITH, SHYLA

SMITH, JAMES R
SMITH, SHYLA

N

MATCH LINE 593+75.00

MATCH LINE 609+00.00

SMITH, JAMES R
SMITH, SHYLA

ONEIDA TRIBE OF
INDIANS OF WIS

SECTION CORNER

EXISTING 42" X 29" PACS
TO REMAIN

CTH EE

R/L STH 55

R/W

OH

OH

OH

STA 603+18
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
2 - CPRC CL IV 36-IN
INVERTS BURIED 6 INCHES
AEW FOR CPRC 36-INCH
4-EA
REMOVE SMALL PIPE CULVERTS
2 - EA
SEE MISC. QUANTITIES FOR DETAILS.

C-54

3'

595

600

STH 55

605

N0°11'18"E

CORE

CORE

3'

30'

100'

C-53

R/W

30'

102'

WETLAND BOUNDARY

SLOPE INTERCEPTS

CTH EE

SMITH, JAMES R
SMITH, SHYLA

PETERSON,
CHARLIE G

USA IN TRUST FOR
ONEIDA TRIBE

USA IN TRUST FOR
ONEIDA TRIBE

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 123	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050218-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

ONEIDA TRIBE OF INDIANS OF WIS

MIEDEMA DAIRY FARM, LLC

N

STA 611+41
EXISTING PAVEMENT DEPTH = 9.5"
1 - CPRC HE CL IV 24X38-IN
INVERTS BURIED 3 INCHES
AEW FOR CPRC HE 24X38-INCH
2 - EA
REMOVE SMALL PIPE CULVERTS
1 - EA
SEE MISC. QUANTITIES FOR DETAILS.

MATCH LINE 609+00.00

R/L STH 55

R/W

C-55

610

N0°11'18"E

615

STH 55

620

CORE

4'

2'

30'

100'

R/W

SECTION CORNER

MATCH LINE 624+25.00

WETLAND BOUNDARY

SLOPE INTERCEPTS

NABBEFELDT REVOCABLE TRUST RONALD J

NABBEFELDT REVOCABLE TRUST RONALD J

5

5

ONEIDA TRIBE OF INDIANS OF WIS

SIELAFF, STEPHEN
SIELAFF, KAITLYN L

SIELAFF, STEPHEN
SIELAFF, KAITLYN L

N

WEYERS, STEVE H
WEYERS, PAULA M

C-56

R/W

C-57

WETLAND BOUNDARY

3'

R/L STH 55

625

CORE

630

N0°11'18"E

635

STH 55

CORE

2'

30'

100'

R/W

EXISTING 42" X 29" PACS
TO REMAIN

EXISTING 3' X 2' RCBOX
TO REMAIN

MATCH LINE 624+25.00

MATCH LINE 639+50.00

NABBEFELDT REVOCABLE TRUST RONALD J

NABBEFELDT REVOCABLE TRUST RONALD J

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 124	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050219-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WEYERS, STEVE H
WEYERS, PAULA M

VANBOXTEL, STEVEN W
VANBOXTEL, PAULA

VANBOXTEL,
DOLORES

VANBOXTEL, STEVEN W
VANBOXTEL, PAULA

IRENE SCHAUMBERG REV
LIV TRT

N

MATCH LINE 639+50.00

MATCH LINE 654+75.00

R/L STH 55

R/W

SECTION CORNER

PI: 649+53.62

640

645

650

STH 55

CORE

N0°11'18"E

N0°23'13"E

3'

3'

30'

100'

R/W

C-58

EXISTING TRIPLE 36" CPRC
TO REMAIN

FISH CREEK RD

USA IN TRUST FOR
ONEIDA TRIBE

ONEIDA TRIBE
OF INDIANS
OF WIS

5

5

SCHAUMBERG, GARY F
SCHAUMBERG, REBECCA

IRENE SCHAUMBERG REV
LIV TRT

IRENE SCHAUMBERG
REV LIV TRT

N

STA 666+67
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
1 - CPRC HE CL IV 24X38-IN
AEW FOR CPRC HE 24X38-IN
2 - EA
REMOVE SMALL PIPE CULVERTS
1 - EA
SEE MISC. QUANTITIES FOR DETAILS.

WETLAND BOUNDARY

C-59

EXISTING 24" CPCS
TO REMAIN

R/L STH 55

R/W

C-60

MATCH LINE 654+75.00

MATCH LINE 670+00.00

655

660

665

CORE

N0°23'13"E

STH 55

3'

3'

30'

100'

R/W

OH

OH

OH

SLOPE INTERCEPTS

WOLDT, TRAVIS J
WOLDT, KATIE A

KRAHN, STEVEN M
KRAHN, NANCY

ONEIDA TRIBE
OF INDIANS
OF WIS

ONEIDA TRIBE
OF INDIANS
OF WIS

ONEIDA TRIBE
OF INDIANS OF
WIS

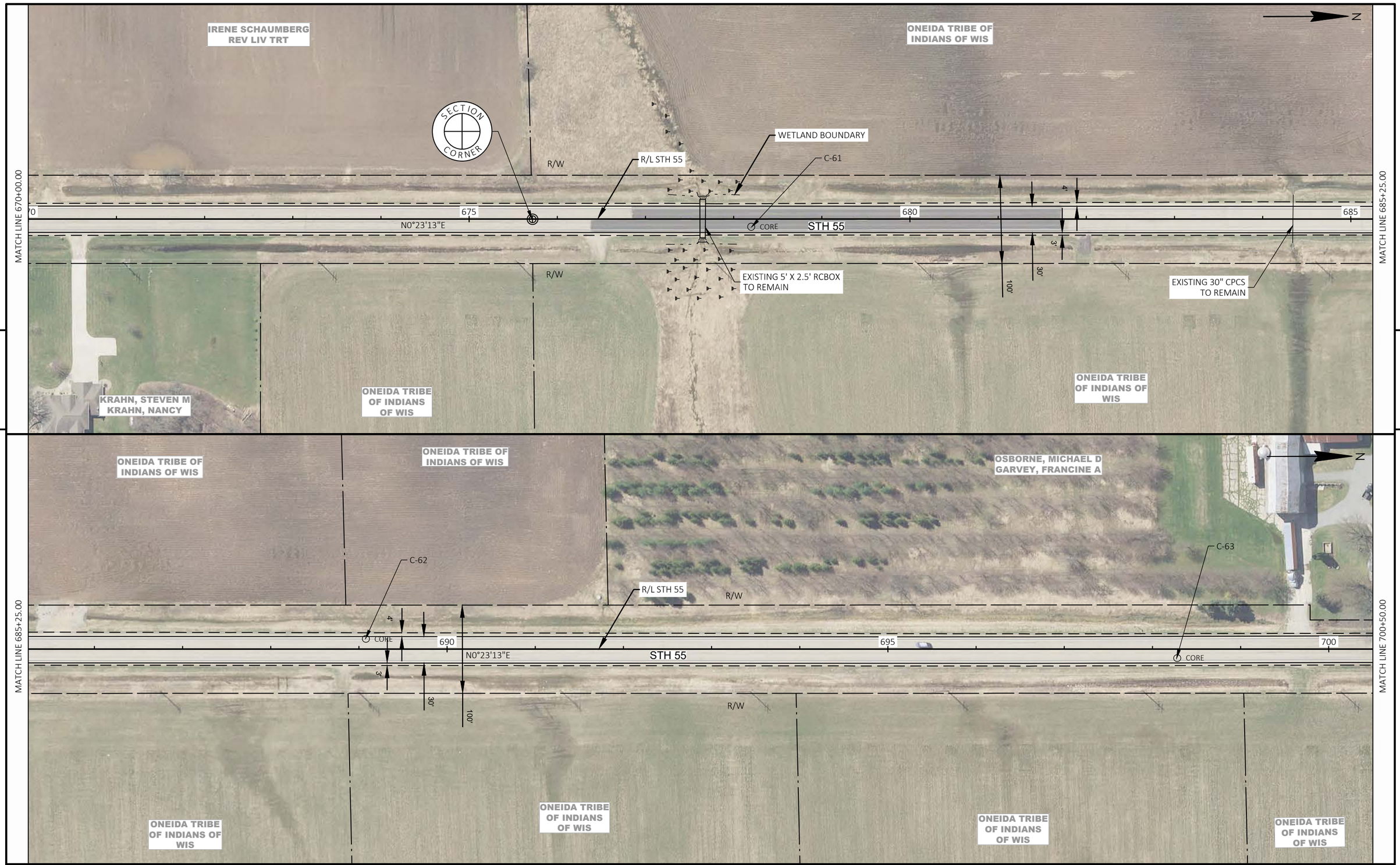
KRAHN, STEVEN M
KRAHN, NANCY

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 125	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050220-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 126	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050221-pn

PLOT DATE : 11/4/2021 9:53 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MADER, RYAN J

SCHAUMBERG, SCOTT W
SCHAUMBERG, SARAH L, et al.

SCHAUMBERG, SCOTT W
SCHAUMBERG, SARAH L, et al.

N

SECTION CORNER

RANCH RD

WETLAND BOUNDARY

R/W

R/L STH 55

C-64

MATCH LINE 700+50.00

705

N0°25'34"W

CC 710

715

STH 55

N0°23'13"E

PI: 702+02.73

3'

3'

30'

100'

R/W

EXISTING 6' X 4' RCBOX
TO REMAIN

RANCH RD

ONEIDA TRIBE
OF INDIANS
OF WIS

SCHAUMBERG, CARL
SCHAUMBERG, DIANE

KRAUSE, ANTHONY J
KRAUSE, KELLY M

USA IN TRUST FOR
ONEIDA TRIBE

MATCH LINE 715+75.00

MAASS, WARREN H
MAASS, GLORIA J

MAASS, WARREN H
MAASS, GLORIA J

N

C-66

WETLAND BOUNDARY

C-65

R/L STH 55

R/W

MATCH LINE 715+75.00

720

725

730 CORE

CORE

N0°25'34"W

STH 55

3'

2'

30'

100'

R/W

MATCH LINE 731+00.00

EXISTING 3' X 2' RCBOX
TO REMAIN

USA IN TRUST
FOR ONEIDA
TRIBE

ONEIDA TRIBE OF
INDIANS OF WIS

ONEIDA TRIBE OF
INDIANS OF WIS

ONEIDA TRIBE OF
INDIANS OF WIS

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 127 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050222-pn

PLOT DATE : 1/4/2022 4:30 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MAASS, WARREN H
MAASS, GLORIA J

MAASS (LC), WARREN H
MAASS (LC), GLORIA J, et al.

N

MATCH LINE 731+00.00

MATCH LINE 746+25.00

R/L STH 55

C-67

R/W

3'

735

740

745

STH 55

N0°25'34"W

CORE

2'

30'

100'

EXISTING 30" CPCS
TO REMAIN

R/W

ONEIDA TRIBE OF
INDIANS OF WIS

MAASS, WARREN H
MAASS, GLORIA J

MAASS, MICHAEL M
MAASS, CONNIE M

5

5

MAASS (LC), WARREN H
MAASS (LC), GLORIA J, et al.

MAASS, WARREN H
MAASS, GLORIA J

LETTER, CORI L

JOHNSON, JACQUELINE J

N

C-68

CULBERTSON RD

STA 754+36
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
1 - CPRC CL IV 24-IN
AEW FOR CPRC 24-INCH
2 - EA
REMOVE SMALL PIPE CULVERTS
1 - EA
SEE MISC. QUANTITIES FOR DETAILS.

STA 755+00
EXISTING ASPHALTIC PAVEMENT DEPTH = 9.5 IN
2 - CPRC HE CL IV 29X45-IN
AEW FOR CPRC HE 29X45-IN
4 - EA
REMOVE SMALL PIPE CULVERTS
2 - EA
SEE MISC. QUANTITIES FOR DETAILS.

SECTION CORNER

WETLAND BOUNDARY

R/W

R/L STH 55

MATCH LINE 746+25.00

MATCH LINE 761+50.00

750

755

760

CORE

N0°25'34"W

STH 55

3'

110'

30'

100'

HO

HO

R/W

EXISTING 3' X 2' RCBOX
TO REMAIN

SLOPE INTERCEPTS

BM 5649

CULBERTSON RD

ANDERSON,
WADE R
ANDERSON,
MICHELLE M

MAASS, MICHAEL M
MAASS, CONNIE M

ONEIDA TRIBE OF
INDIANS OF WIS

BENCH MARK TABLE

POINT NUMBER	STATION, OFFSET	DESCRIPTION	ELEVATION
5649	755+01.02, 46.14' RT	RR SPIKE IN POWER POLE AT NE QUAD OF STH 55 & CULBERTSON ROAD.	795.56

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 128	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050223-pn

PLOT DATE : 11/4/2021 9:54 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

JOHNSON, JACQUELINE J

IRENE SCHAUMBERG REV LIV TRT

N

MATCH LINE 761+50.00

MATCH LINE 776+75.00

C-69

CORE

C-70

CORE

R/L STH 55

R/W

765

770

775

N0°25'34"W

STH 55

3'

3'

30'

110'

R/W

WAGNER, JEFFREY C
WAGNER, RICKI A

ONEIDA TRIBE OF INDIANS OF WIS

ONEIDA TRIBE OF INDIANS OF WIS

5

5

IRENE SCHAUMBERG REV LIV TRT

N

SECTION CORNER

C-71

CORE

EXISTING DOUBLE 24" CPCS TO REMAIN

R/L STH 55

R/W

780

STH 55

785

N0°25'34"W

790

3'

3'

31'

120'

120'

40'

CONTINUE STH 55 R/L ALONG
STH 54 EB TO STH 55 SB RAMP
STA 791+22.03

BEGIN CONSTRUCTION
STA 791+22.03'B'

CURVE 8

PC: 791+22.03

SCHAUMBERG, CARL
SCHAUMBERG, DIANE

CURVE 8
PI STA = 802+49.43
Y = 649220.192
X = 857481.580
DELTA = 89°04'00"
D = 5°00'00"
T = 1127.40'
L = 1781.33'
R = 1145.92'
PC STA = 791+22.03
Y = 648092.824
X = 857489.965
PT STA = 809+03.36
Y = 649230.173
X = 856354.225
BK = N00°25'34.0"W
AH = N89°29'34.0"W
SE = 7.5% (EXISTING)

SMURAWA, DALE J

SCHAUMBERG, GREGORY L

SCHAUMBERG, GREGORY L

MATCH LINE 776+75.00

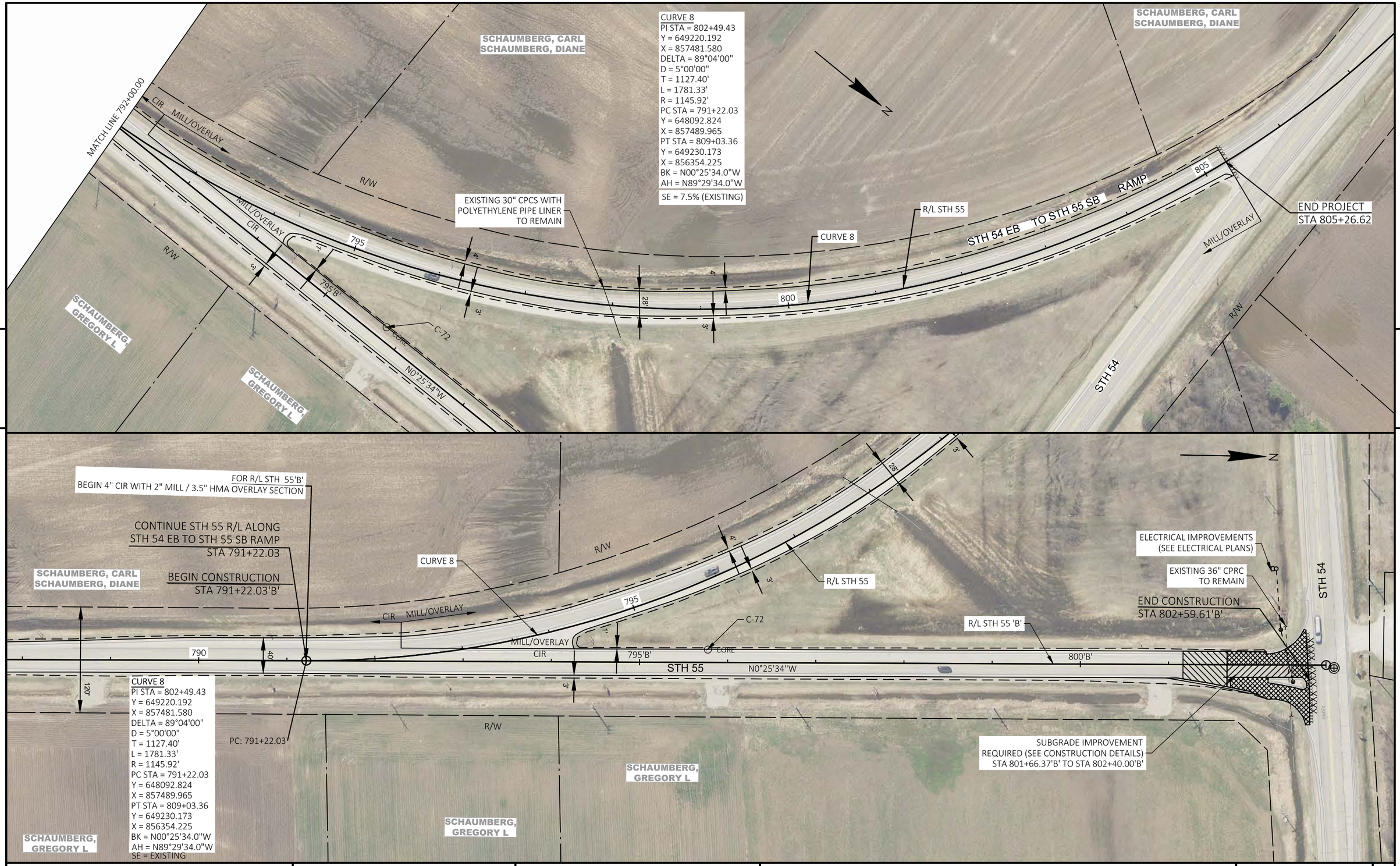
MATCH LINE 792+00.00

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 129	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050224-pn

PLOT DATE : 11/4/2021 9:54 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	PLAN	SHEET 130	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050225-pn

PLOT DATE : 11/4/2021 9:54 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

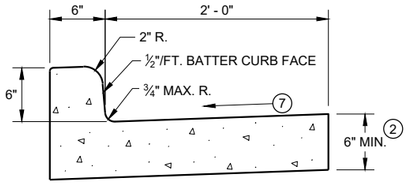
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	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
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
11B02-02	CONCRETE MEDIAN NOSE
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-01A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-01I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

6

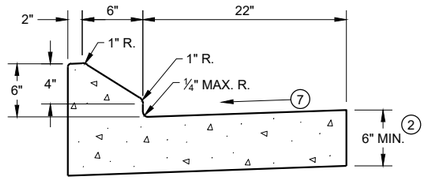
Standard Detail Drawing List

15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05	MEDIAN ISLAND MARKING
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-02C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-02D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D50-01A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-01B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

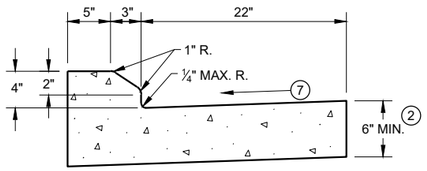
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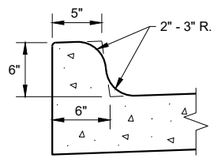
TYPES A (1) & D



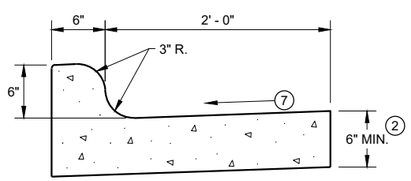
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

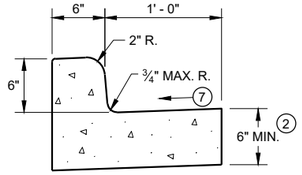


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



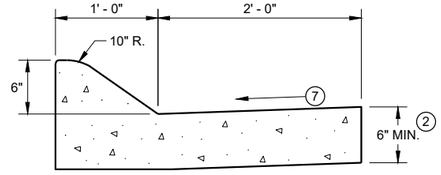
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

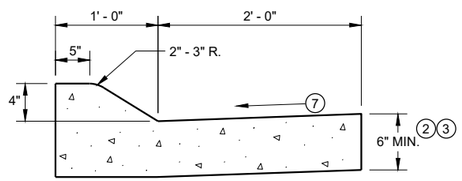


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

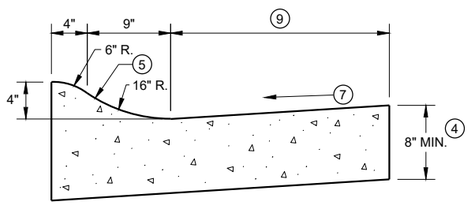


6" SLOPED CURB TYPES A (1) & D



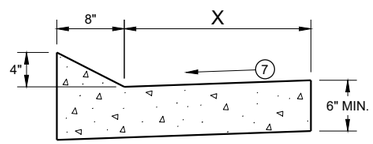
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

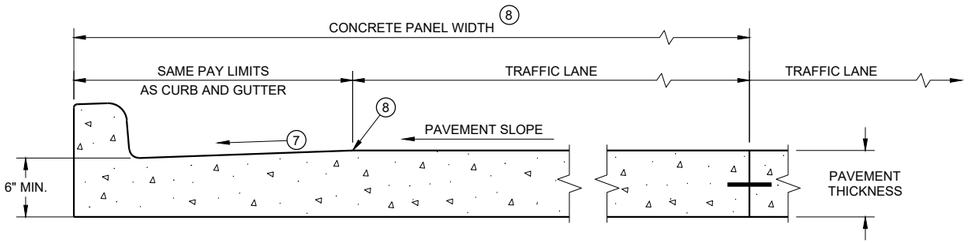


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

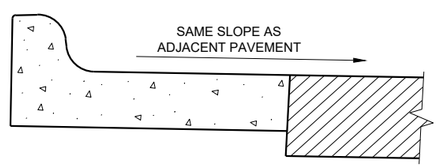
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

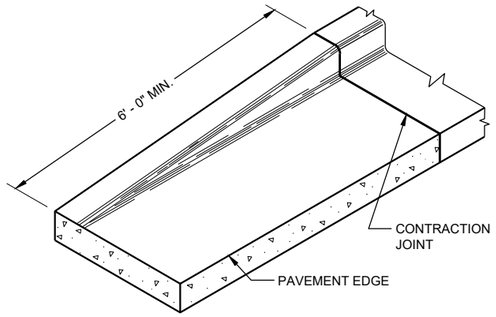
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

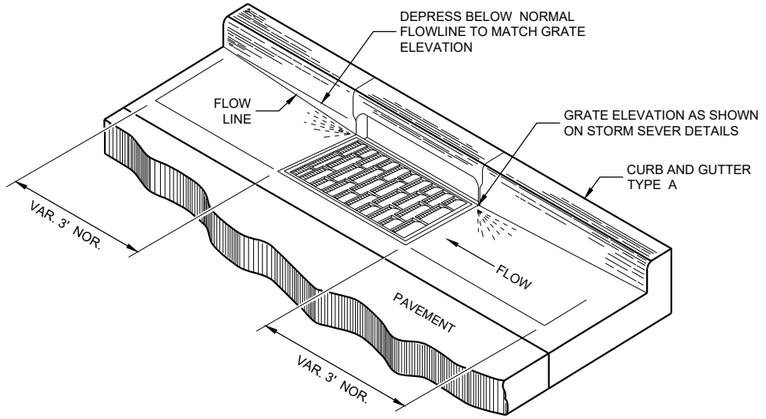
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

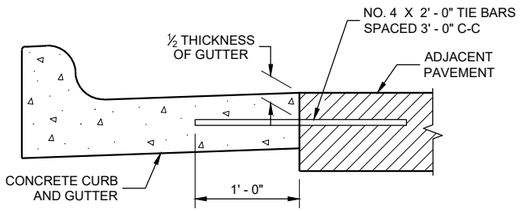
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

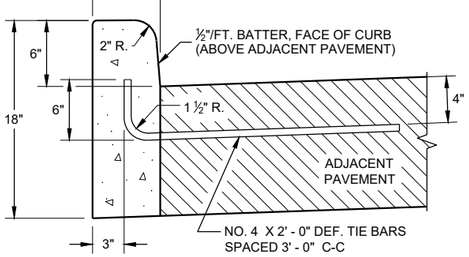
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

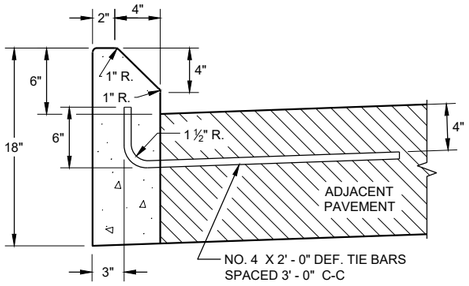
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

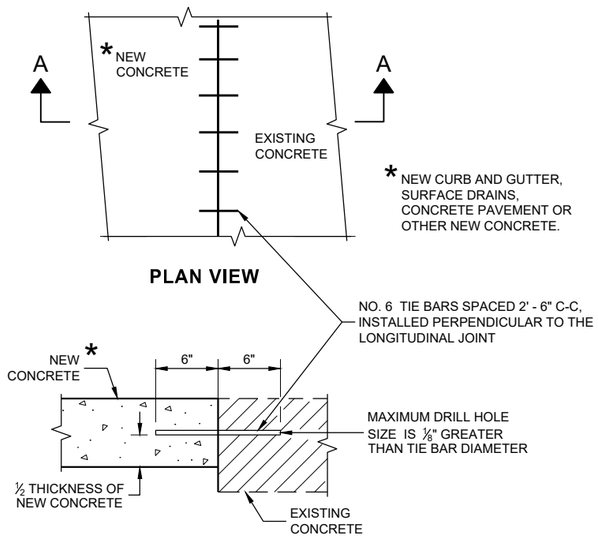


TYPES A (1) & D

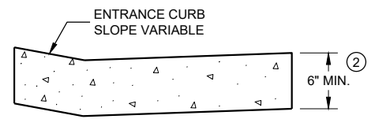


TYPES G (1) & J

CONCRETE CURB



TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

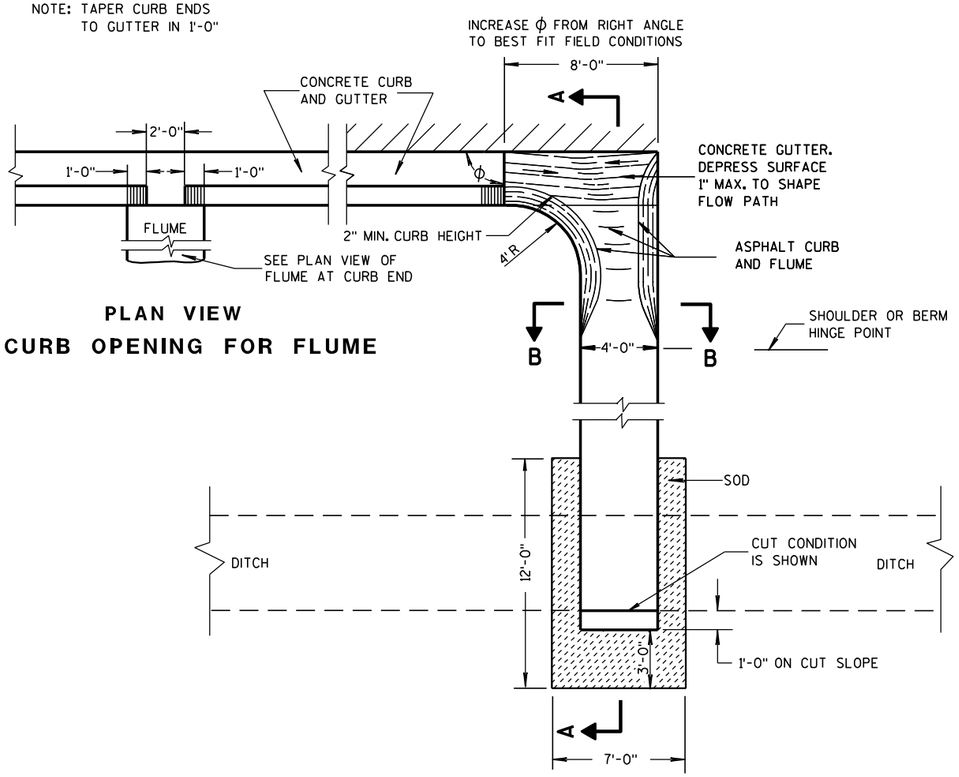
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SDD08D01 - 22b

6

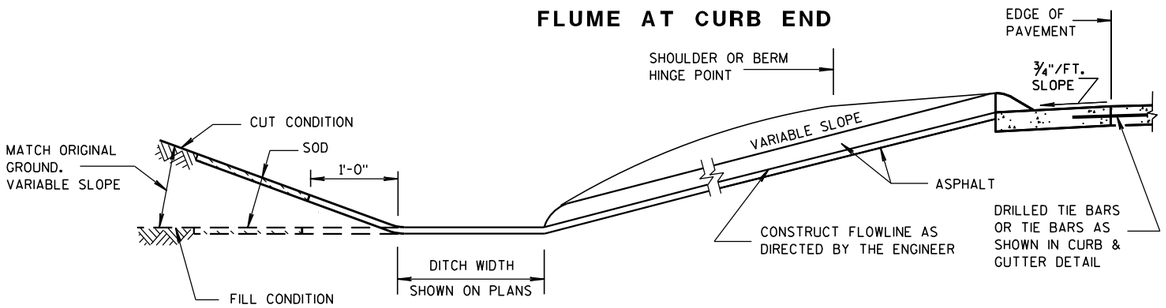
SDD08D01 - 22b

ASPHALTIC FLUME

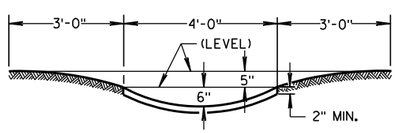


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

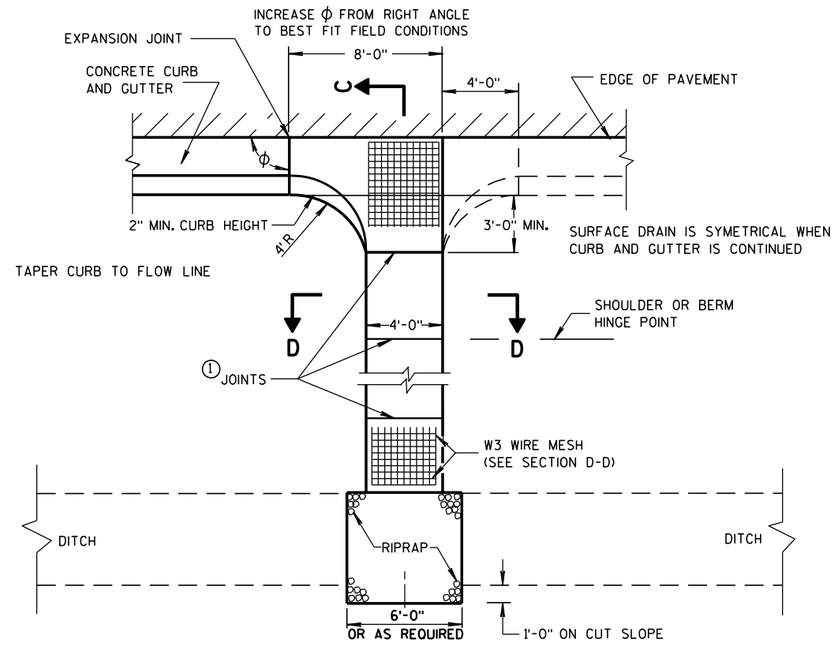
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

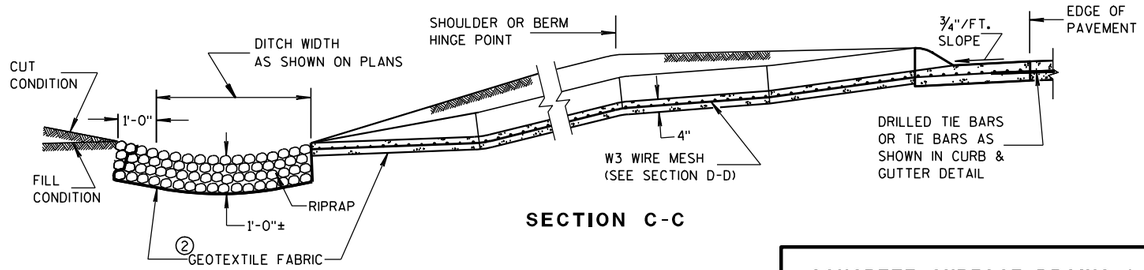
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

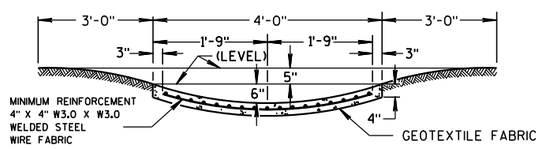
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

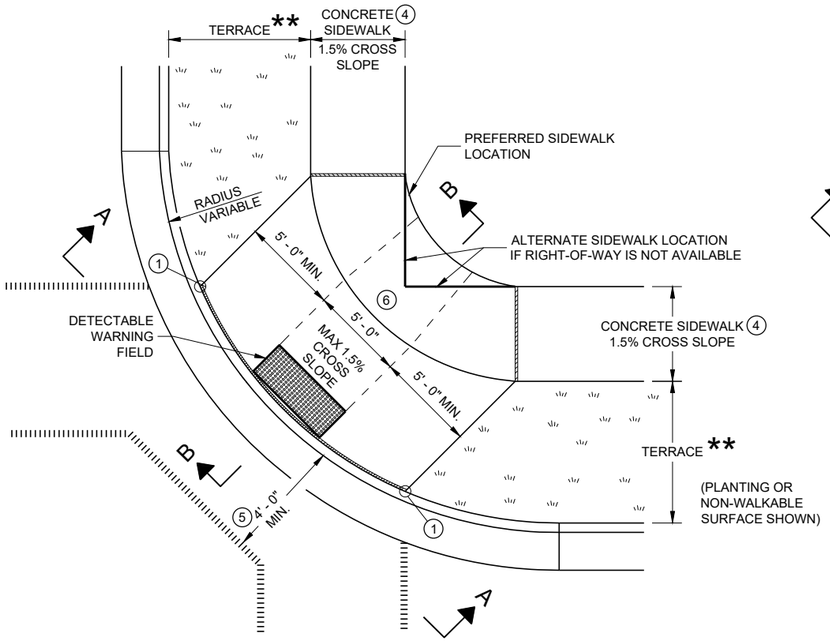
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
135
MENT
FHWA

6

S.D.D. 8 D 4-5

6

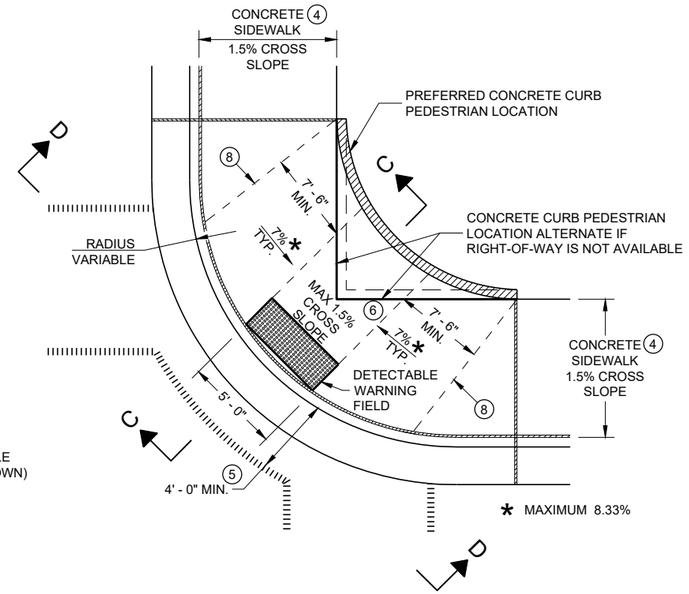
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

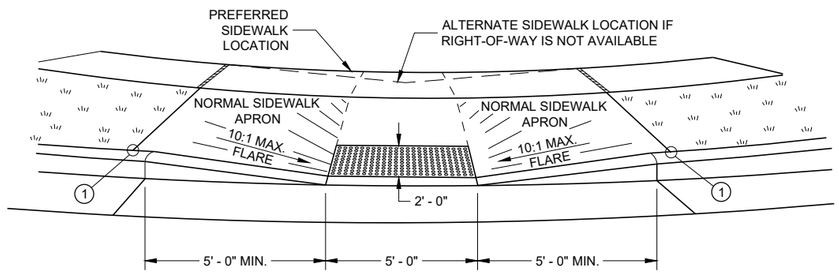
(CENTER OF CORNER RADIUS)



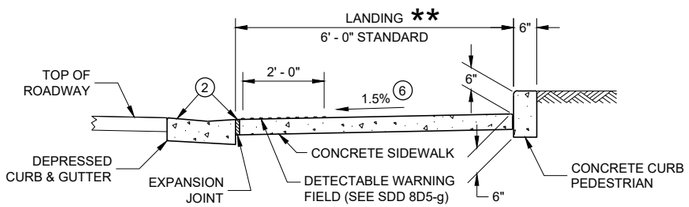
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

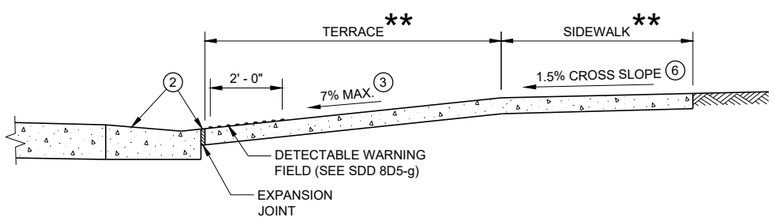


VIEW A - A FOR TYPE 1

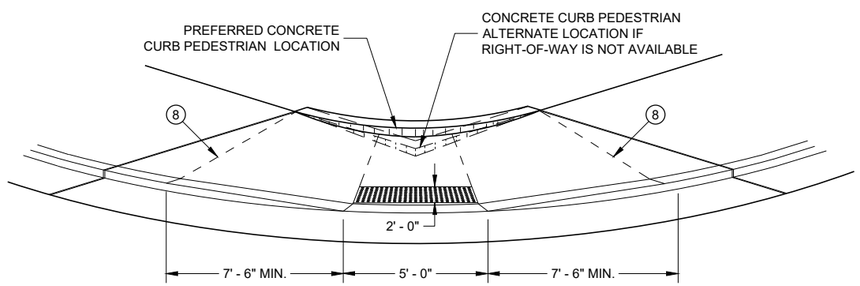


SECTION C - C FOR TYPE 1 - A

** 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

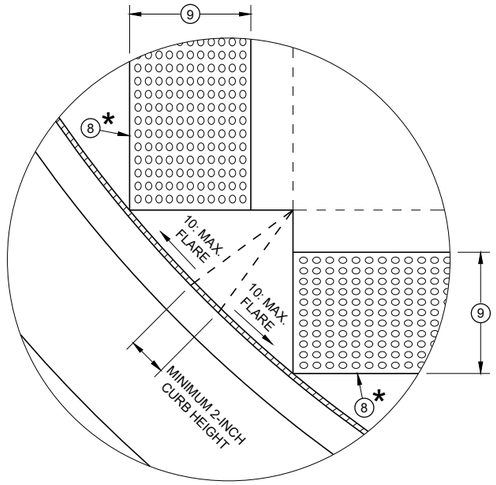
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

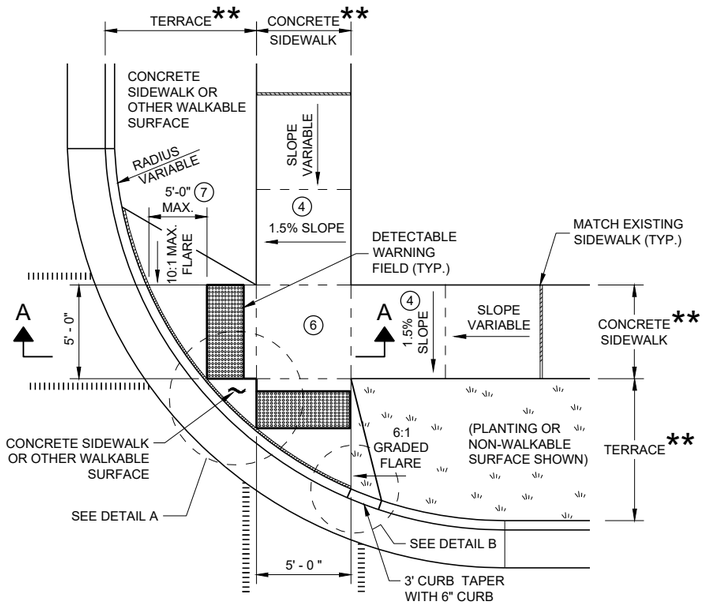
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

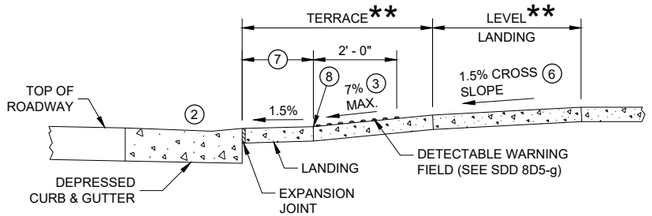
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

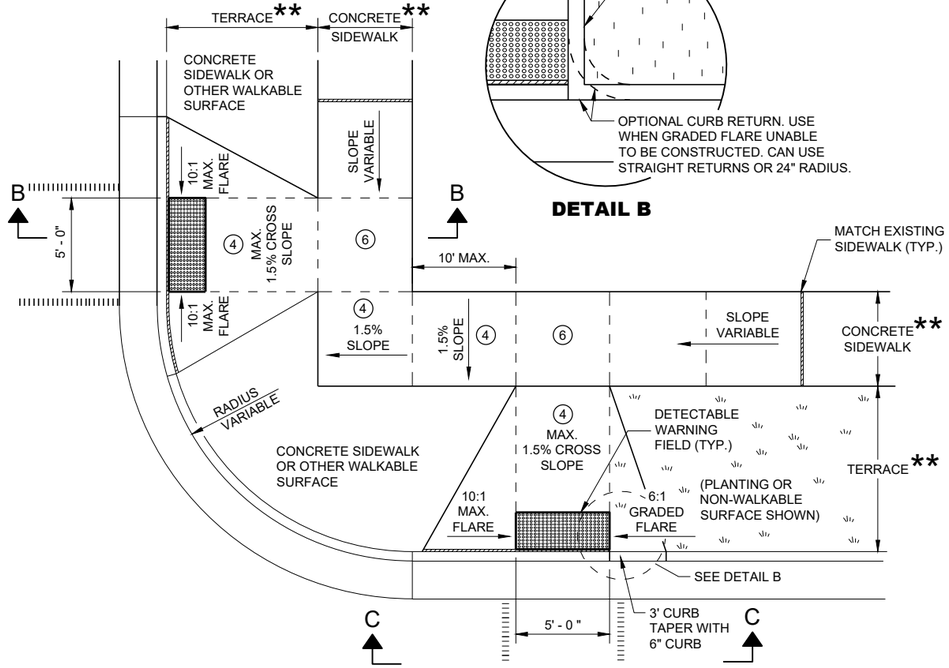
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

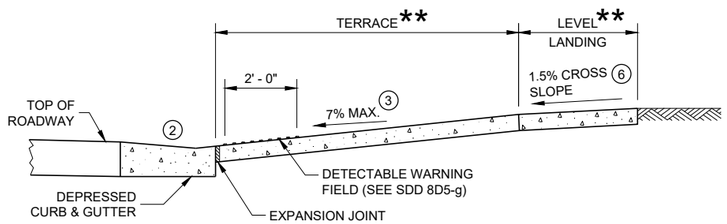
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

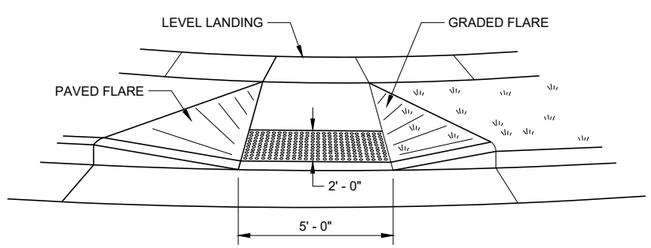
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



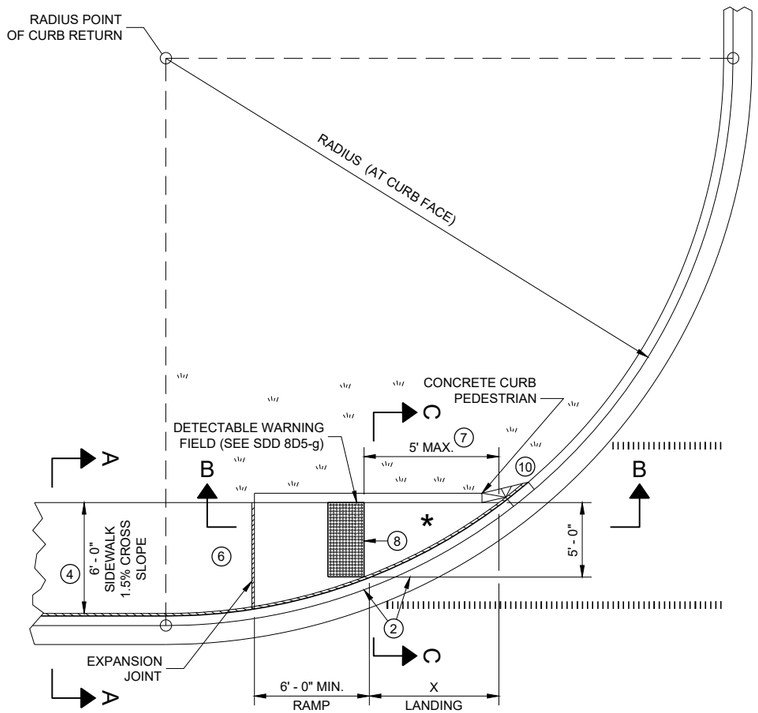
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

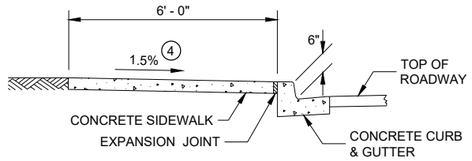


PLAN VIEW

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.

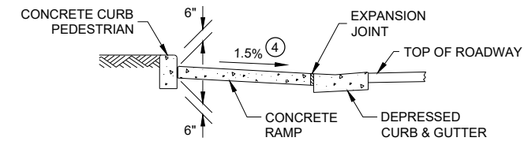
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

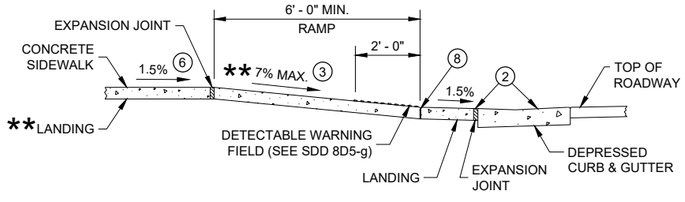
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

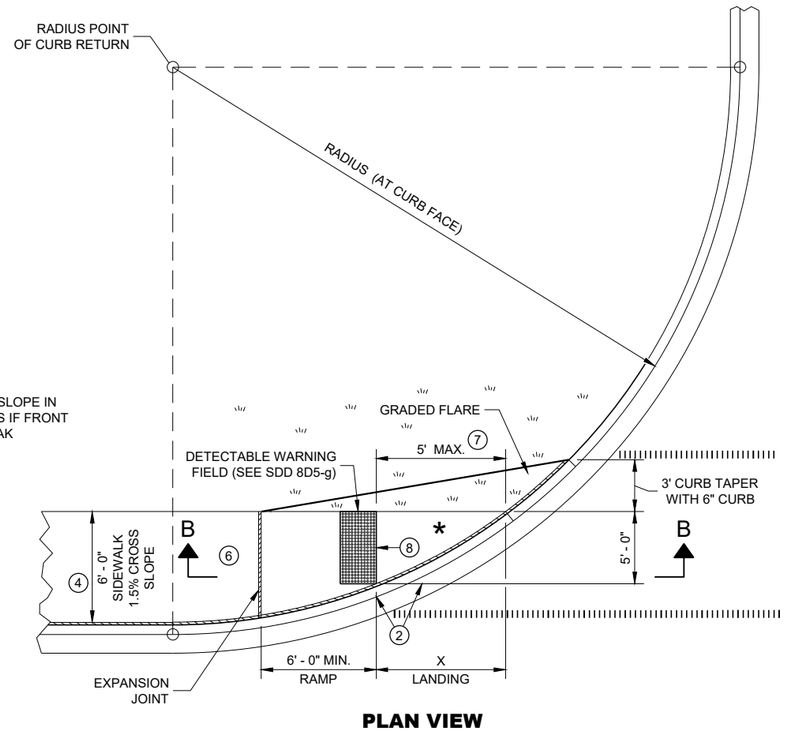


SECTION C - C FOR TYPE 4A



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

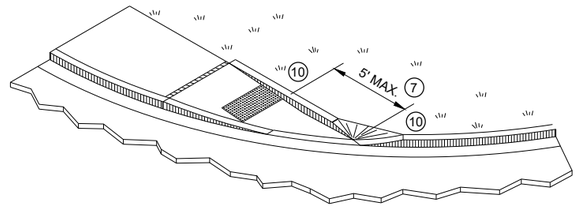
SECTION B - B FOR TYPE 4A AND TYPE 4A1



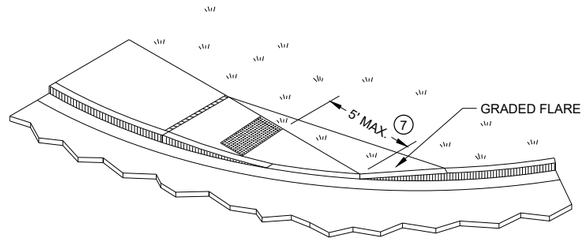
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



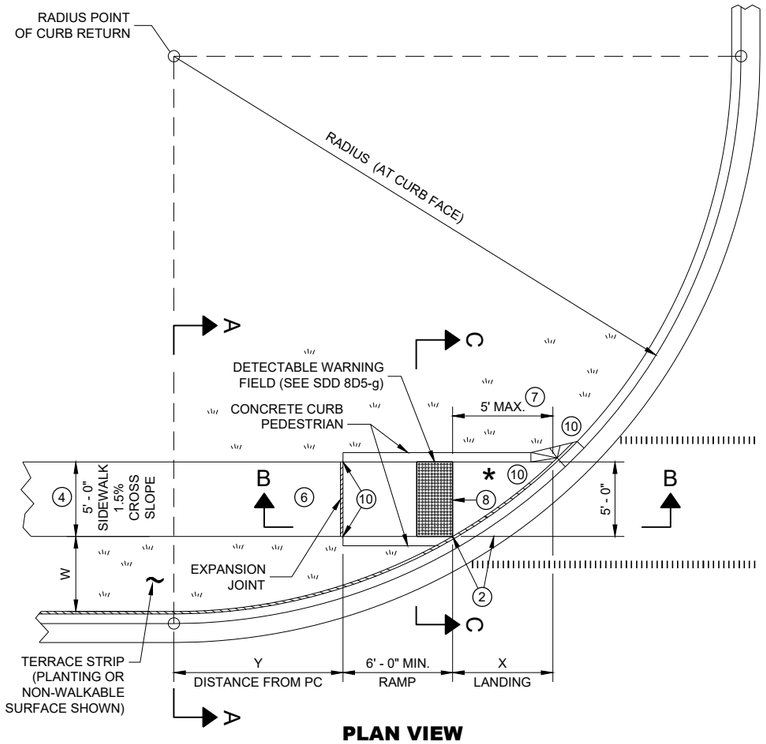
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

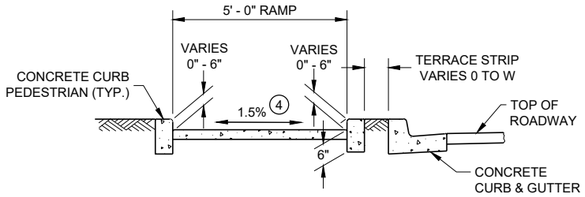


PLAN VIEW

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



SECTION C - C FOR TYPE 4B

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.

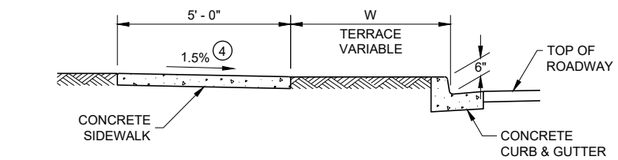
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

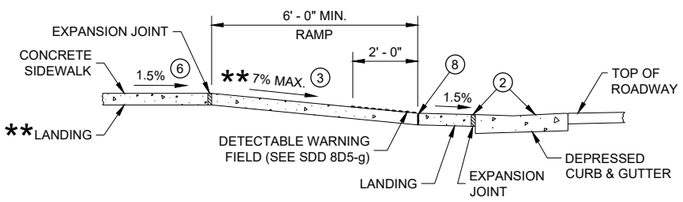
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



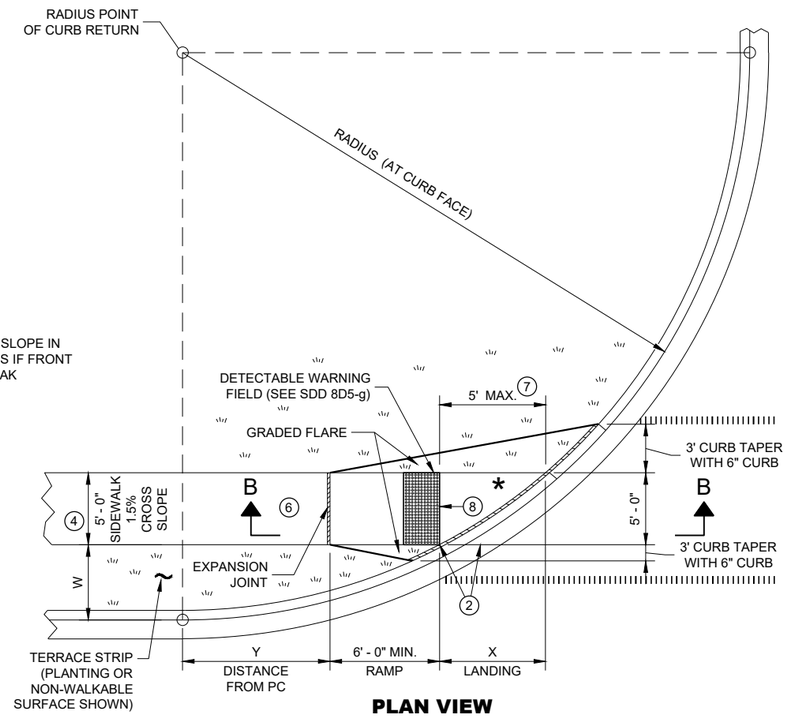
SECTION A - A FOR TYPE 4B



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

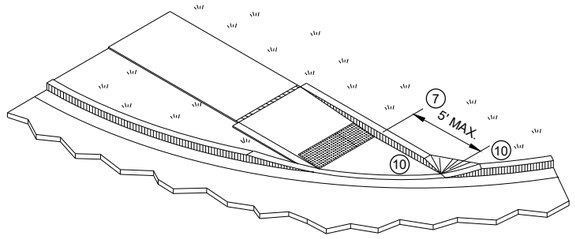
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

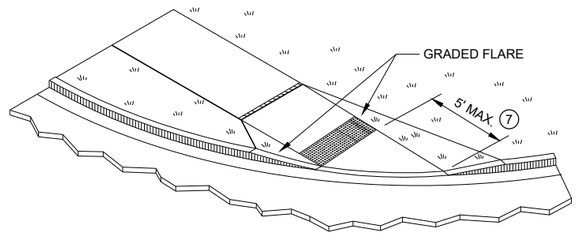


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



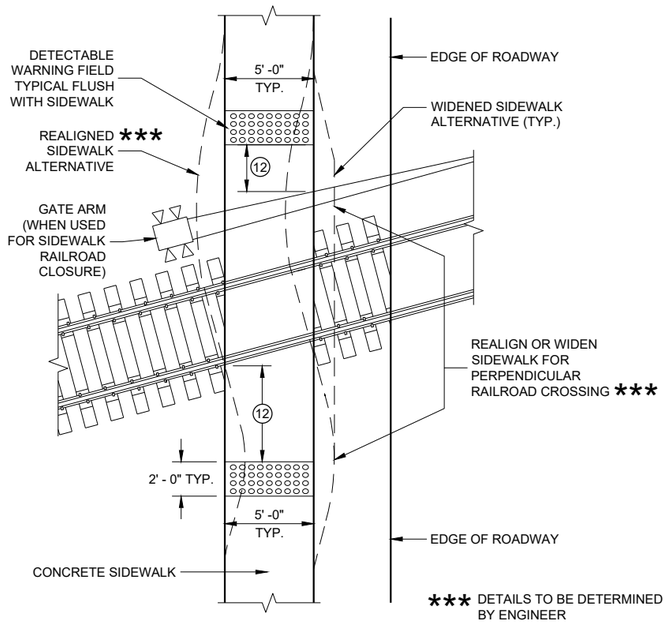
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

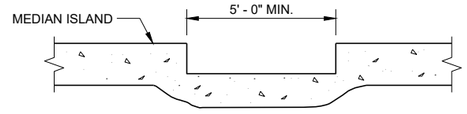
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SDD 08D05 - 20d

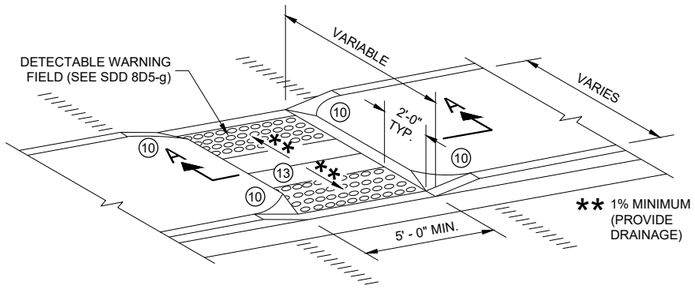


CURB RAMP TYPE 8

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.

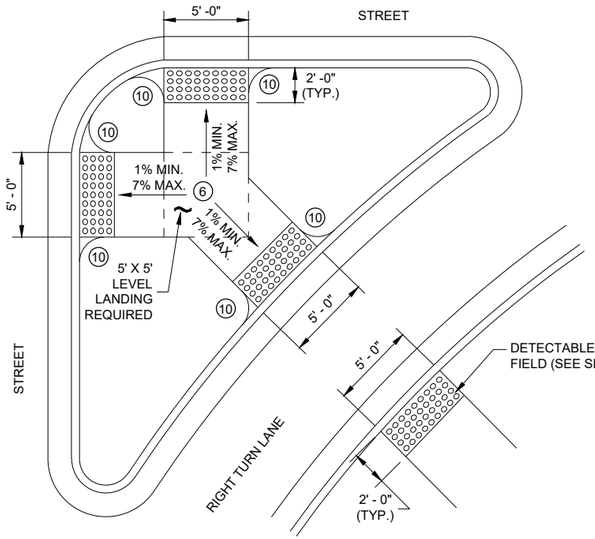
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

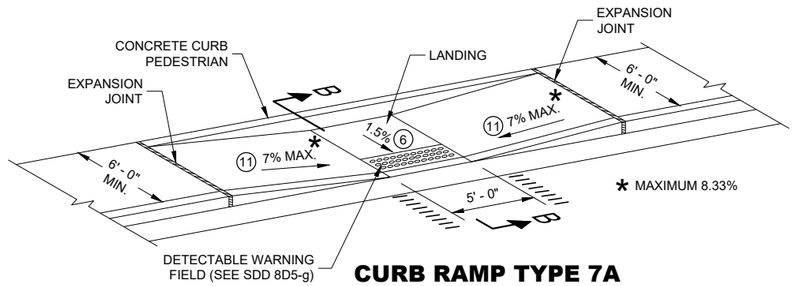
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

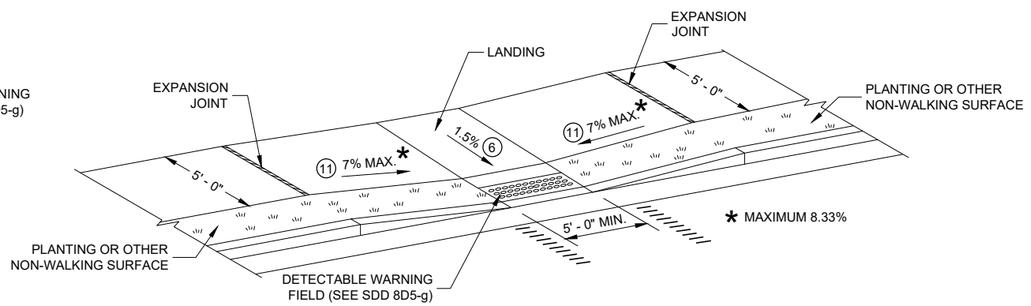
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

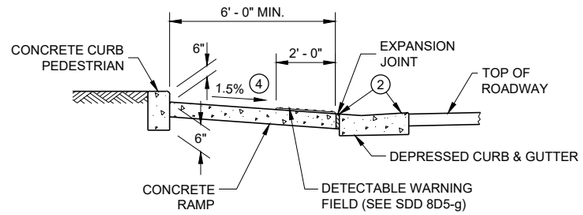
MID BLOCK CROSSING



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

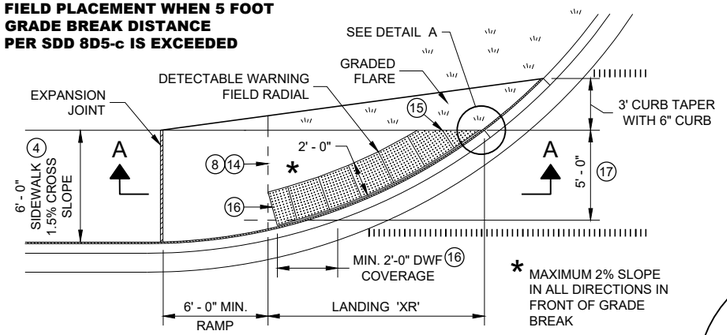
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

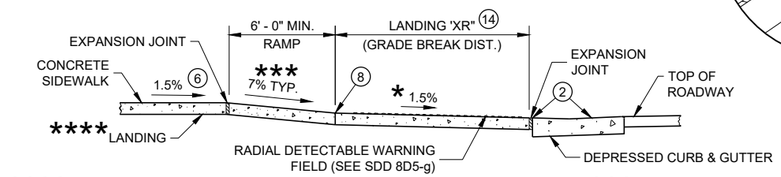
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

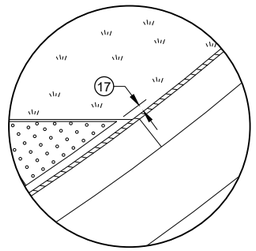
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

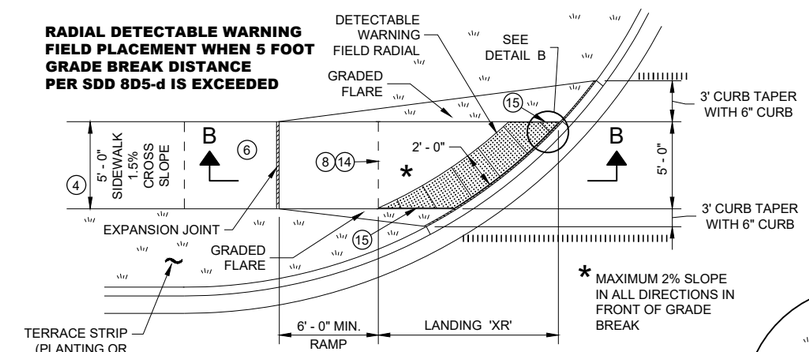
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

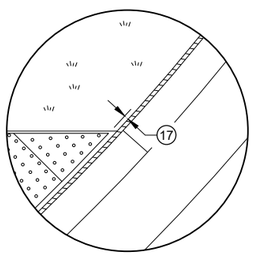
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



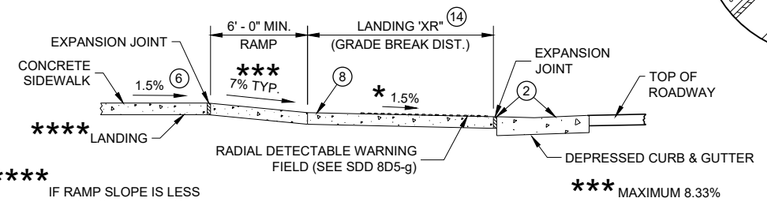
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

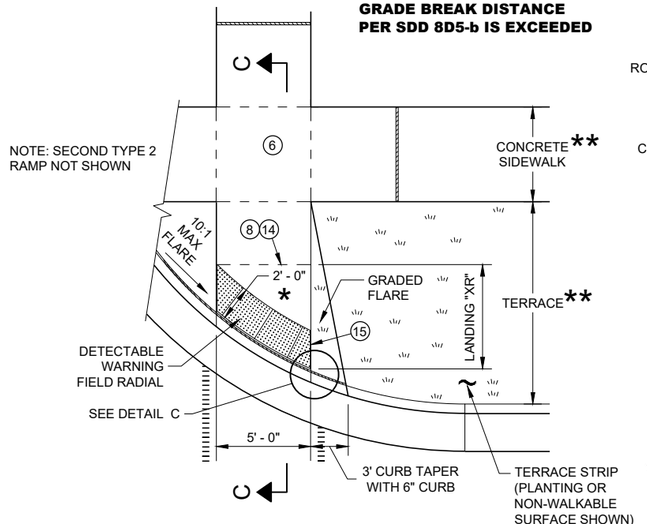


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

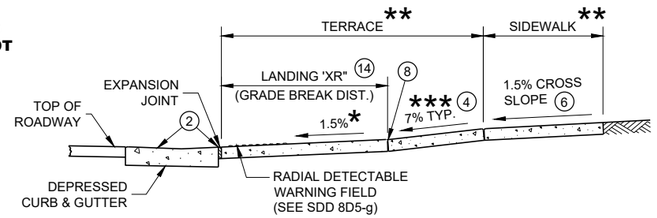


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

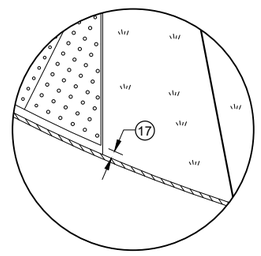


SECTION C - C FOR TYPE 2

* 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

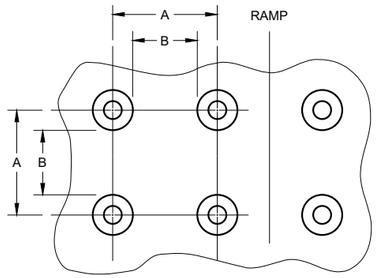
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

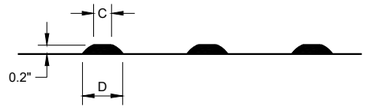
SDD 08D05 - 20f

	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.

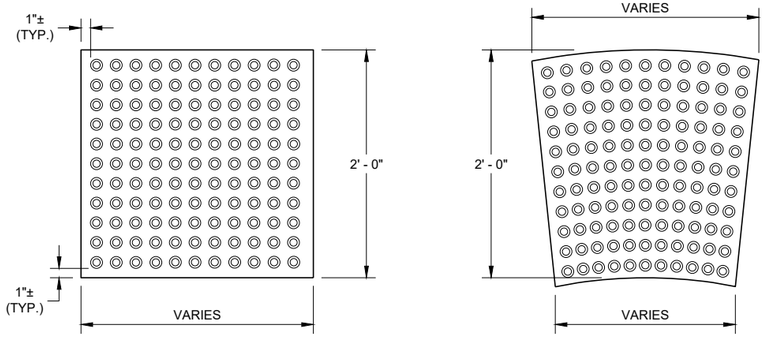


PLAN VIEW



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.

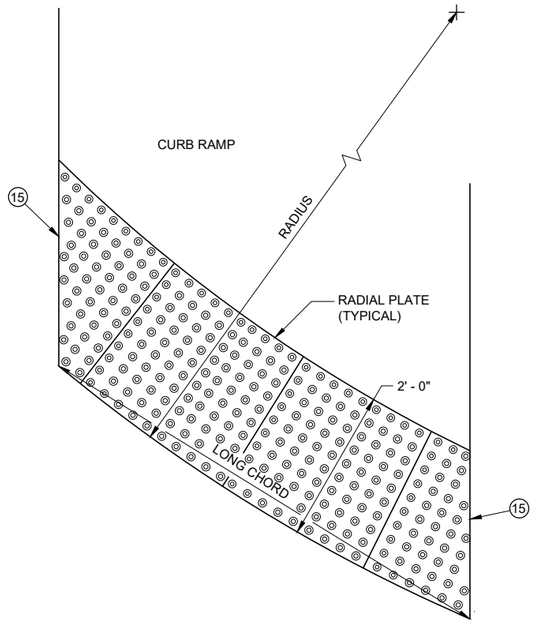
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

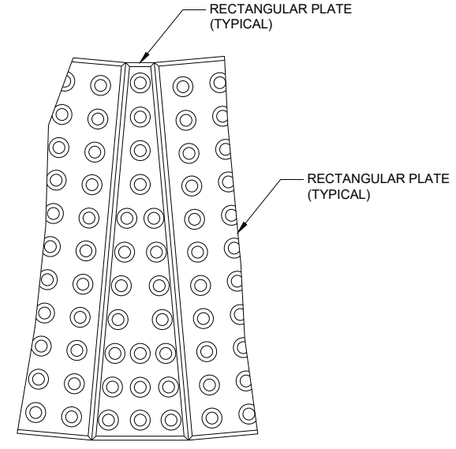
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

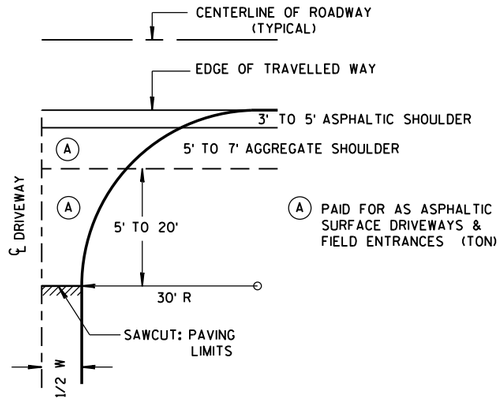
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

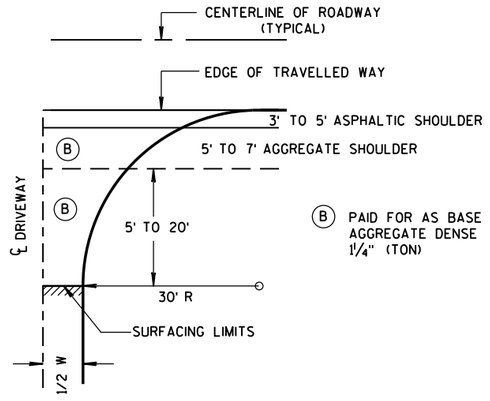
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SDD 08D05 - 20g



PLAN VIEW
HALF SECTION

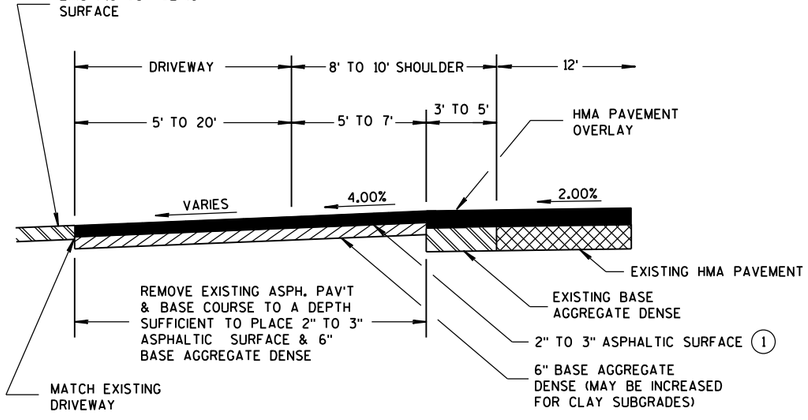
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

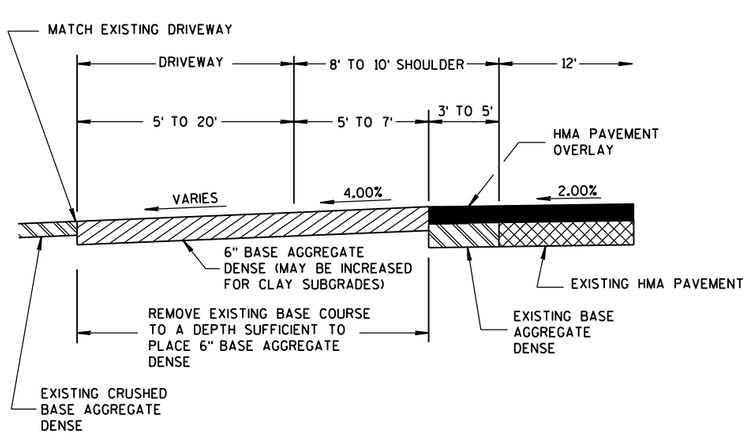
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

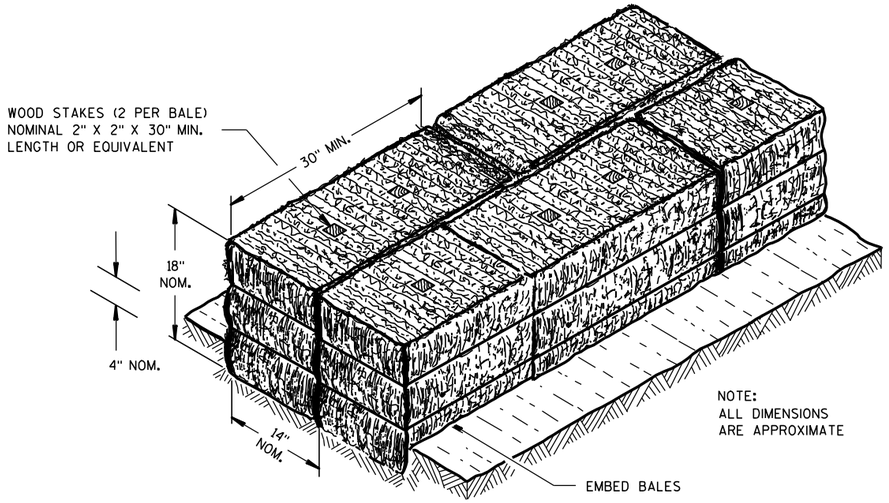
APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

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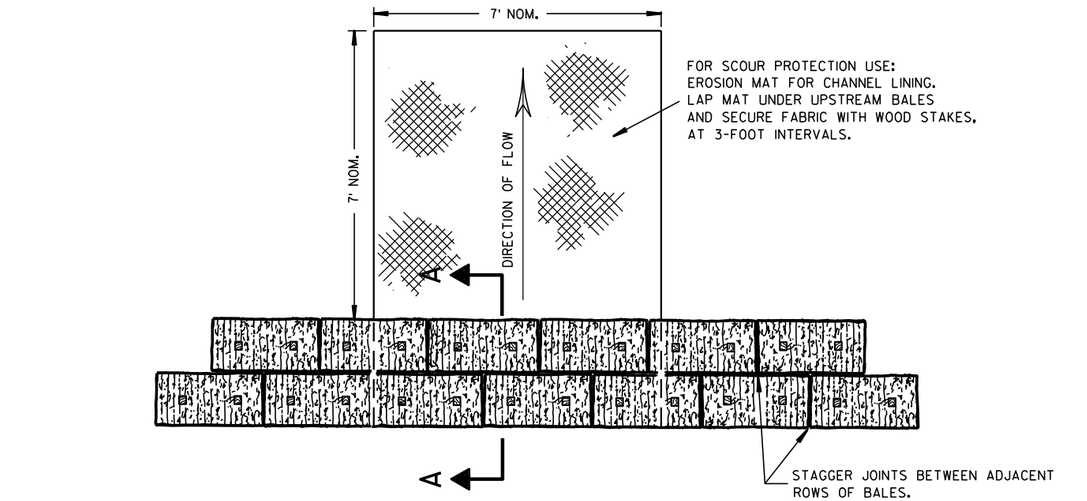
S.D.D. 8 D 22-1

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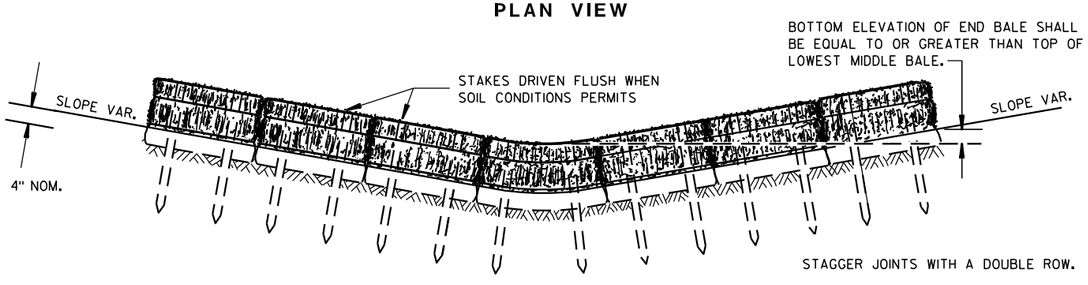
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



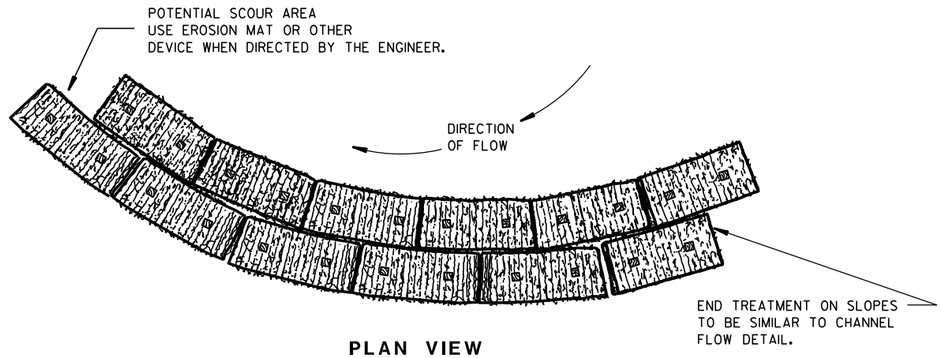
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

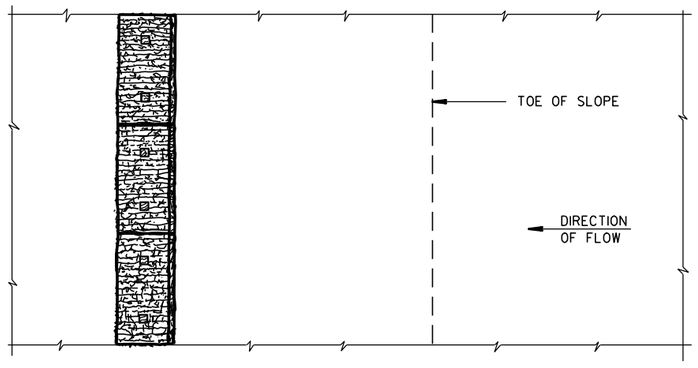
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

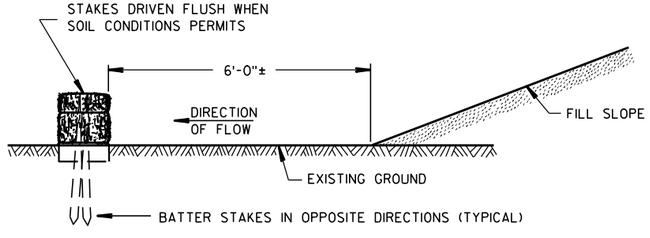


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

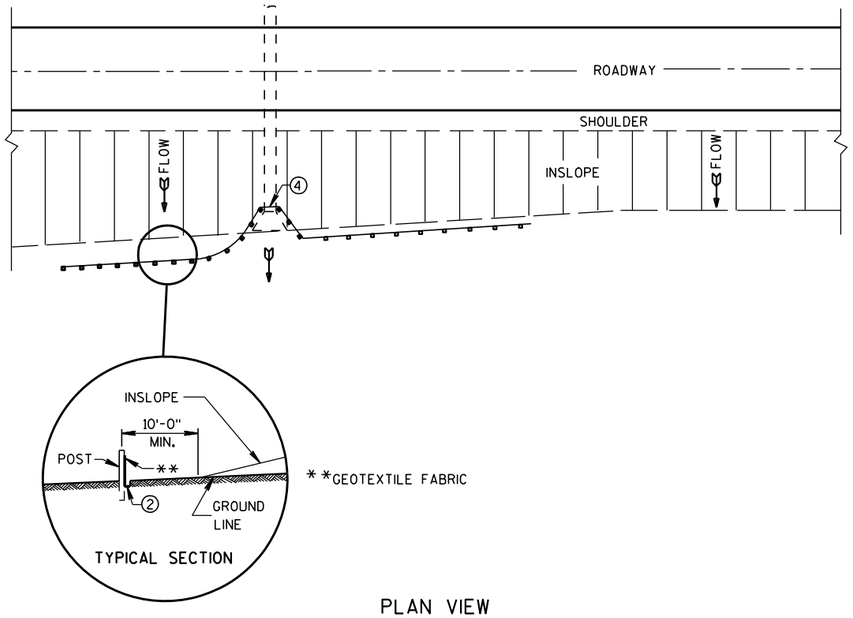
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

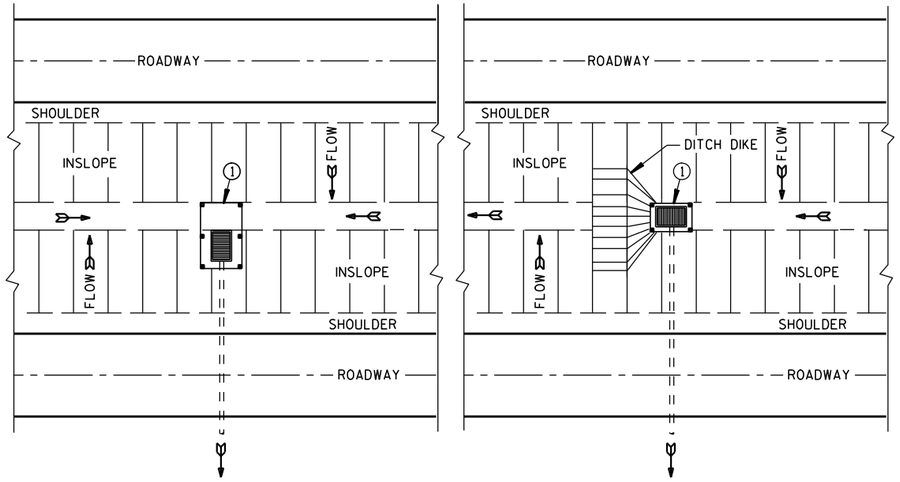
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



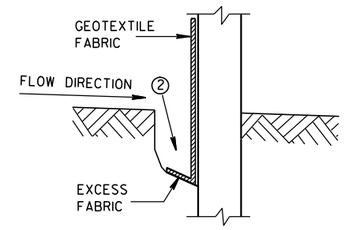
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

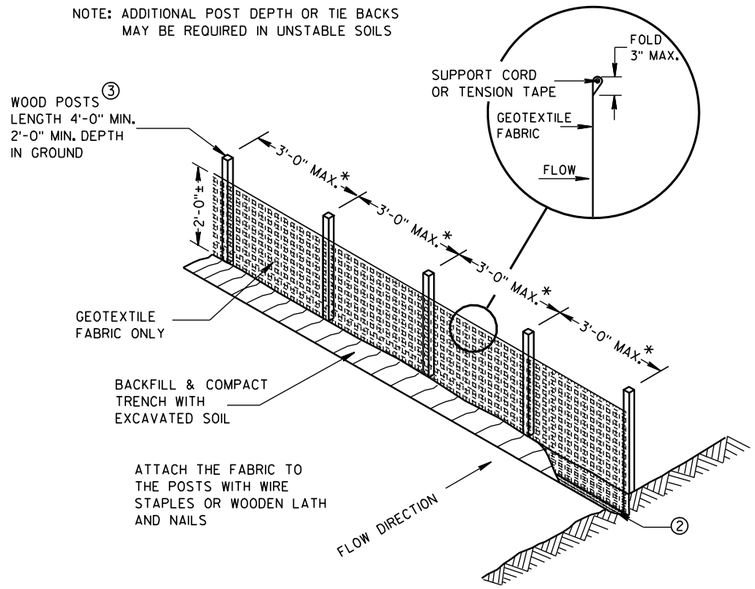
GENERAL NOTES

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

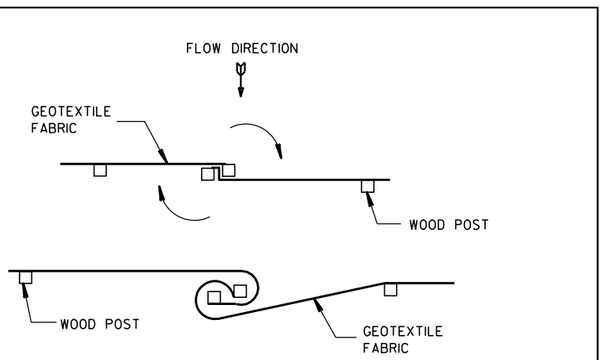
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



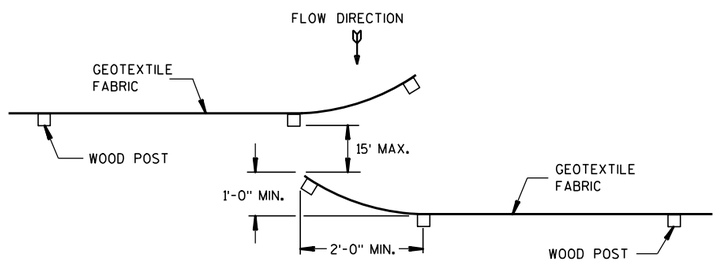
TRENCH DETAIL



SILT FENCE

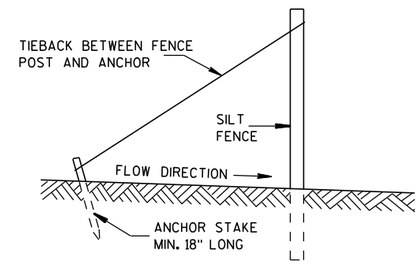


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

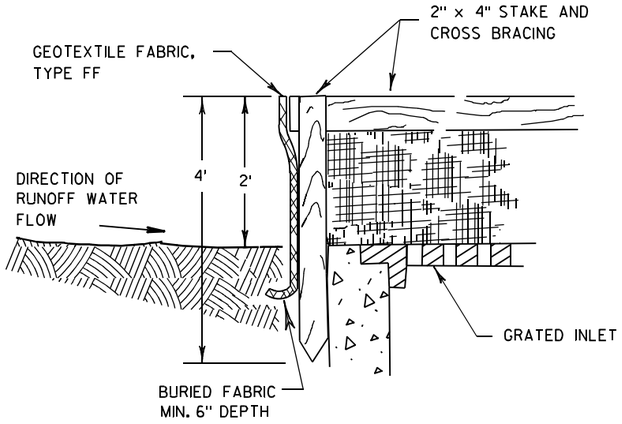
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

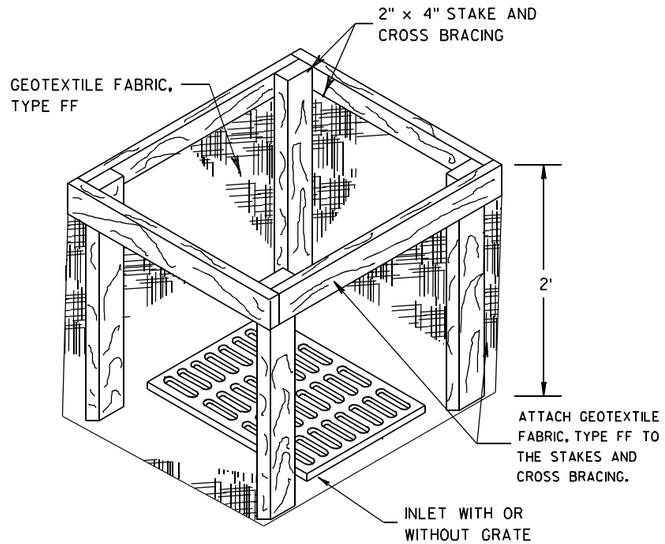
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S.D.D. 8 E 9-6

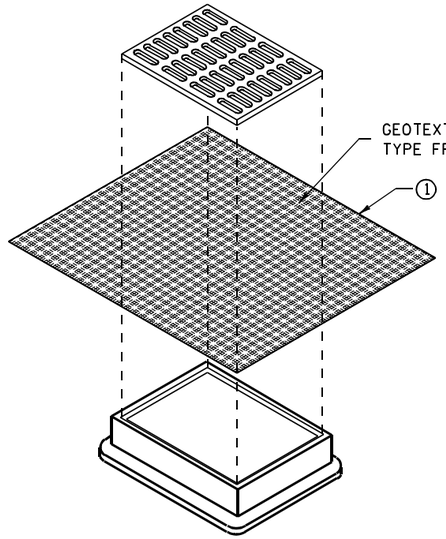
6

S.D.D. 8 E 9-6



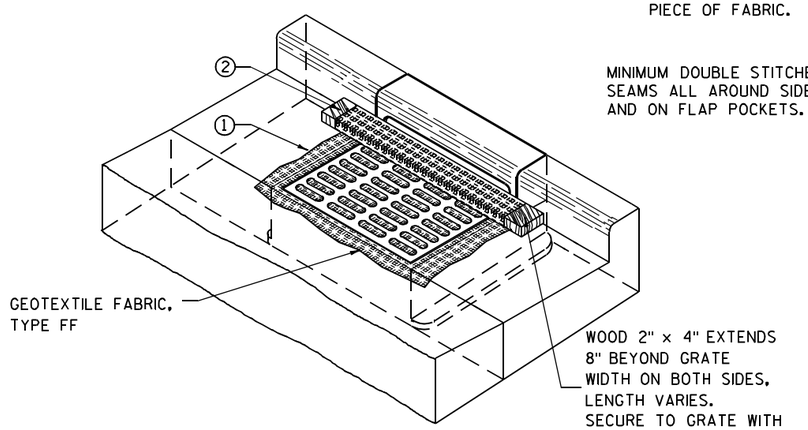


INLET PROTECTION, TYPE A

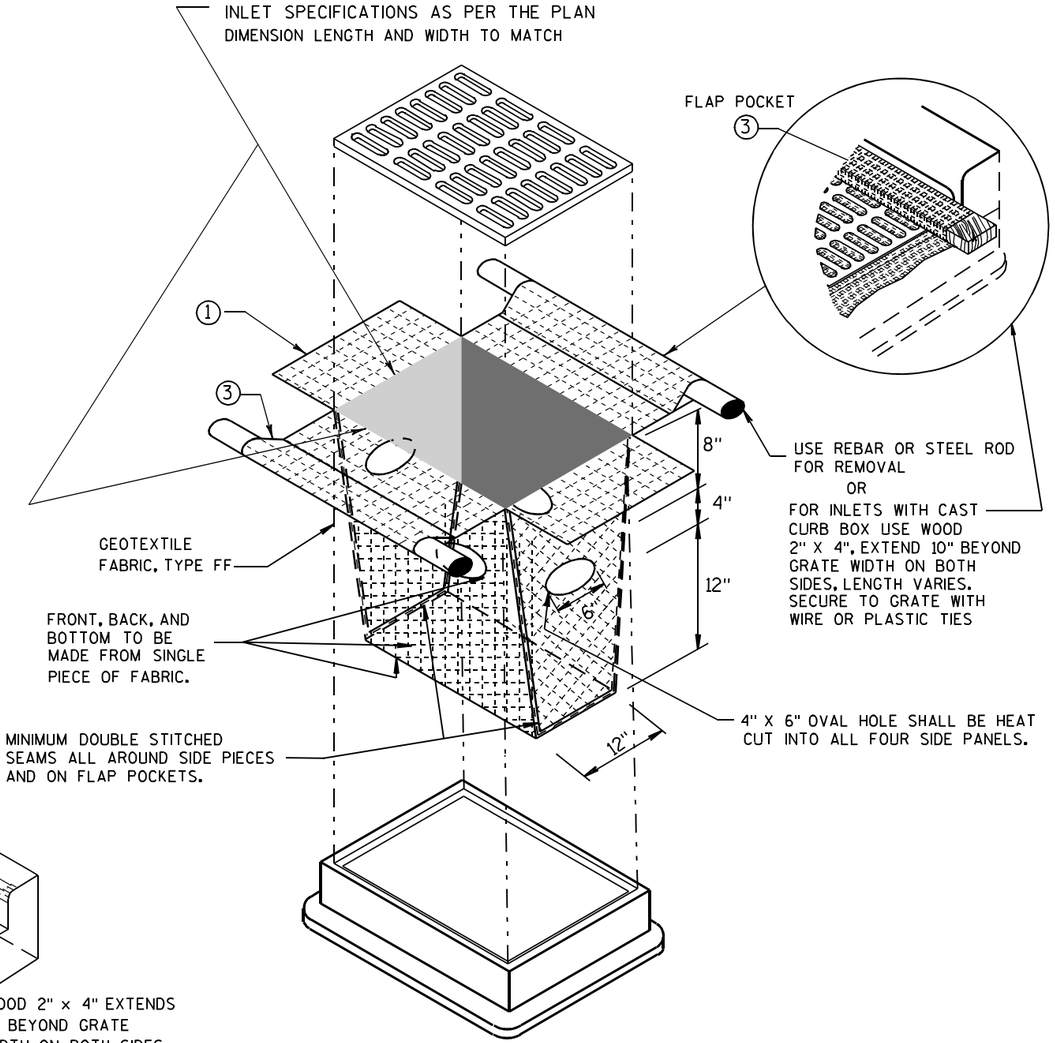


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

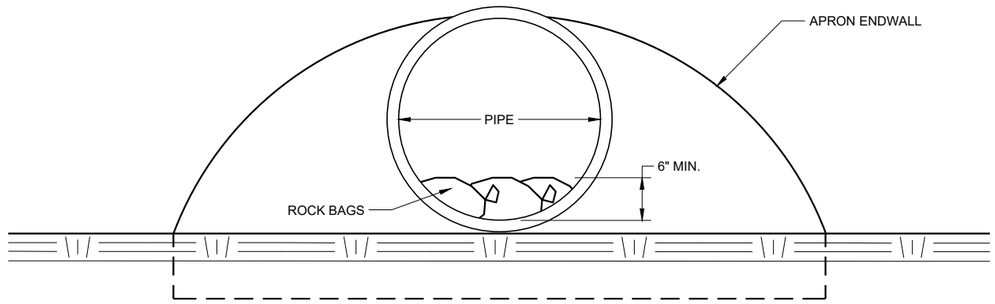
APPROVED

10/16/02
DATE

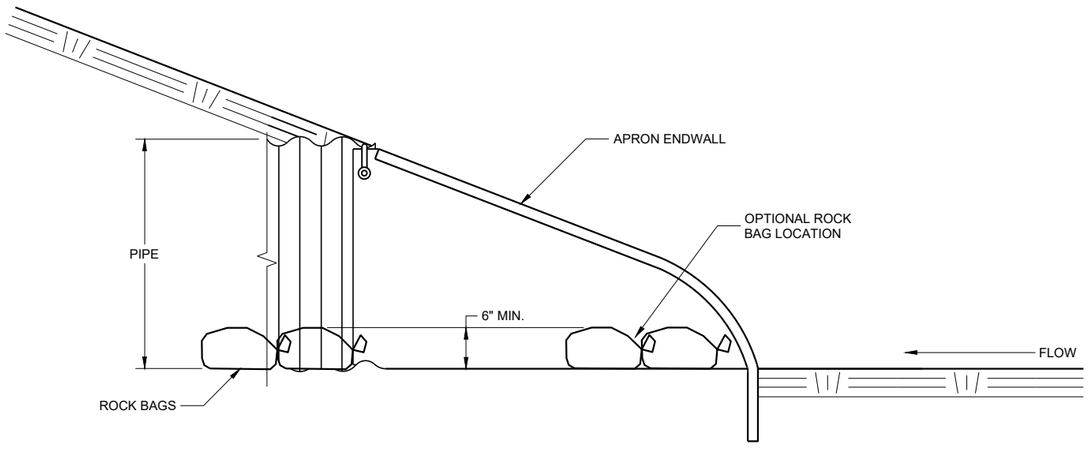
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

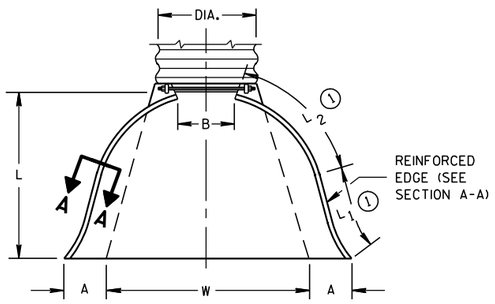
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

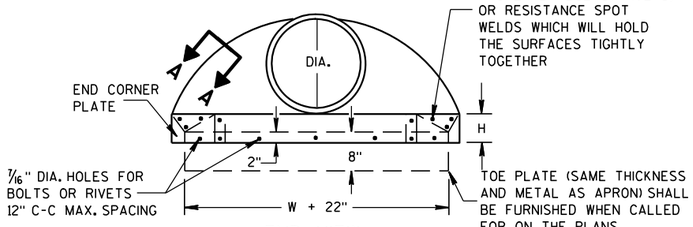
REINFORCED CONCRETE APRON ENDWALLS

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

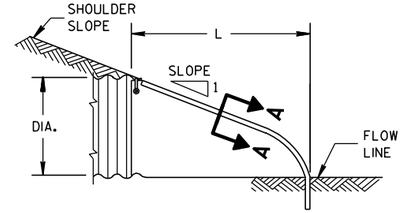
*MINIMUM
**MAXIMUM



PLAN VIEW

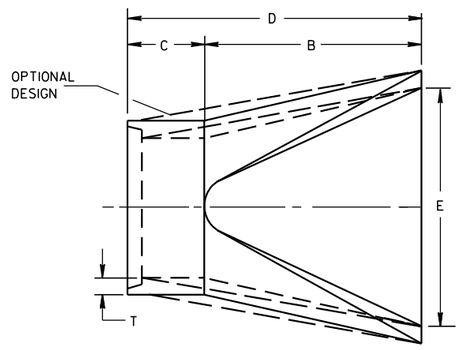


END VIEW

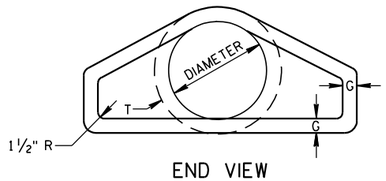


SIDE ELEVATION

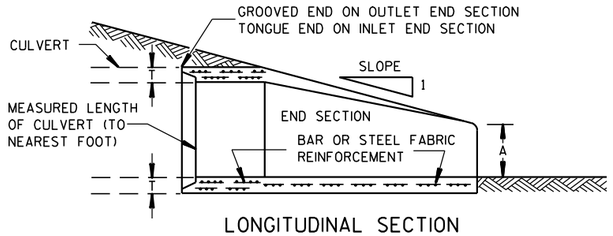
METAL ENDWALLS



PLAN

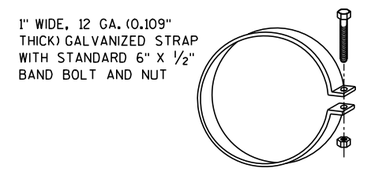


END VIEW



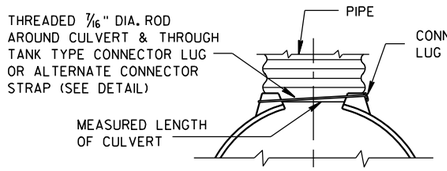
LONGITUDINAL SECTION

CONCRETE ENDWALLS

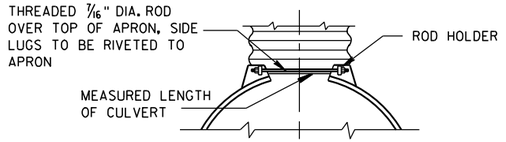


ALTERNATE FOR TYPE 1 CONNECTION

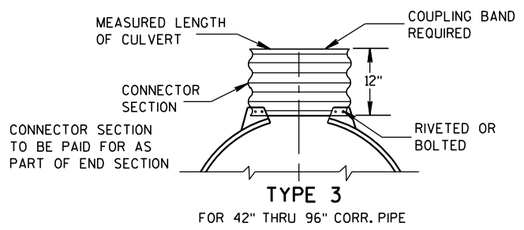
END SECTION CONNECTOR STRAP



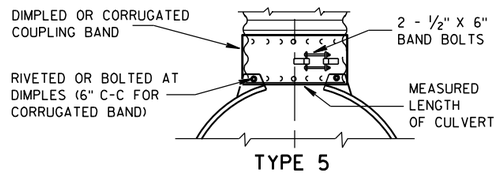
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

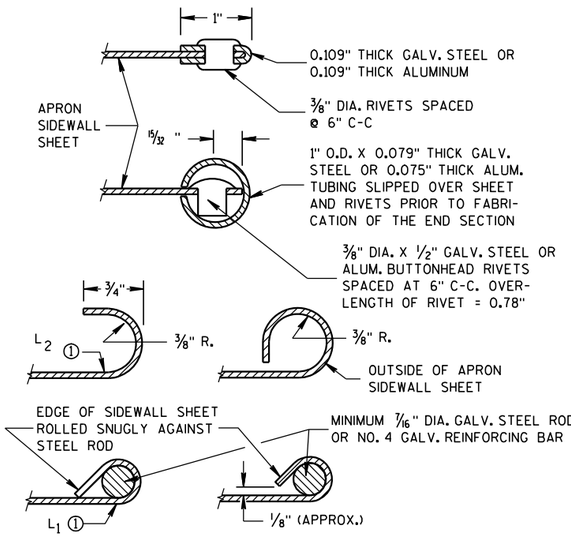
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

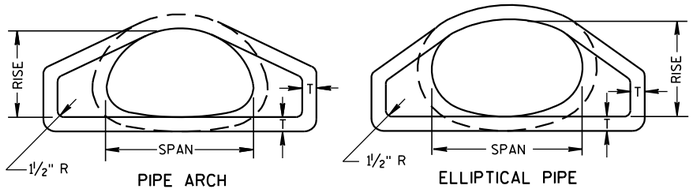
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

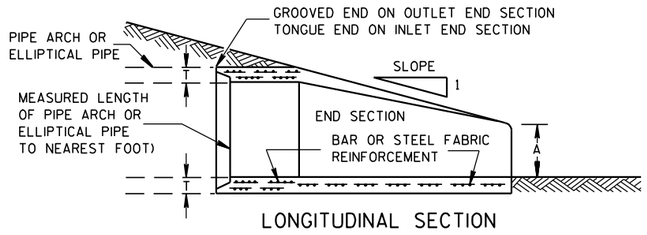
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

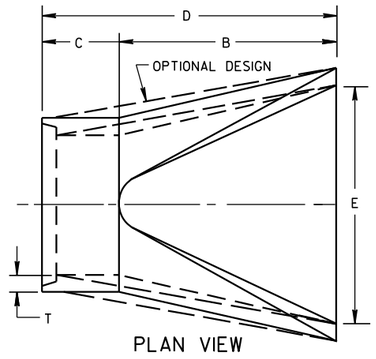
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S.D.D. 8 F 1-11



END VIEW

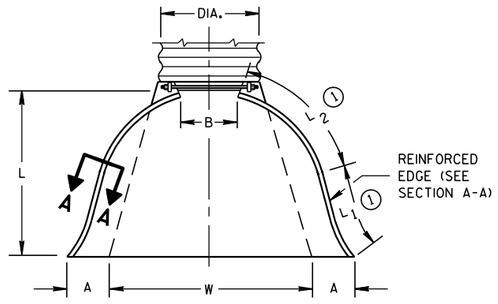


LONGITUDINAL SECTION

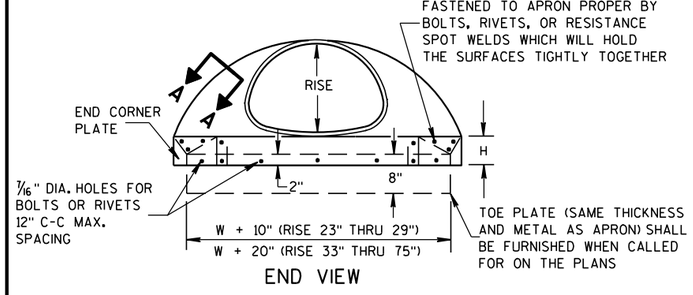


PLAN VIEW

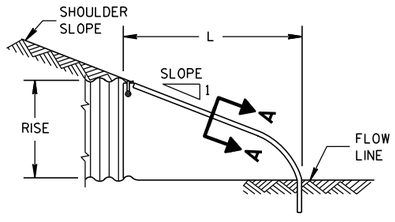
CONCRETE ENDWALLS



PLAN VIEW

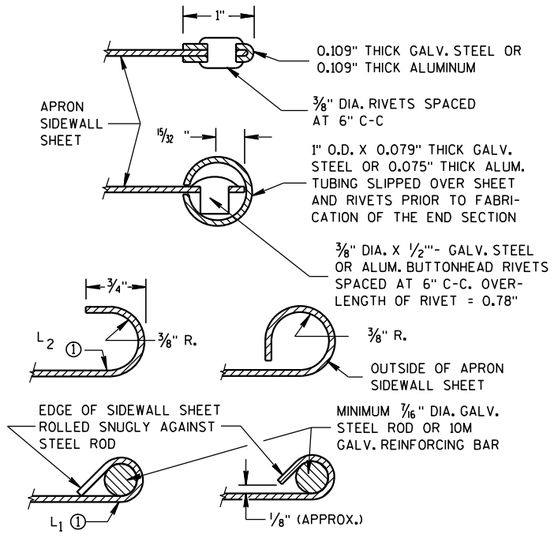


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

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

3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

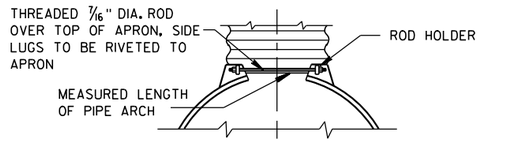
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

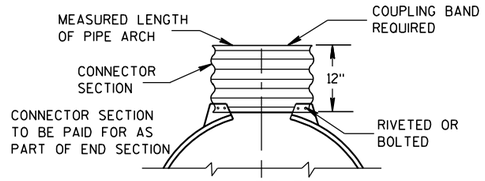
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



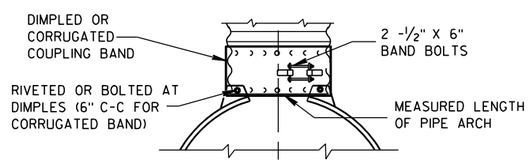
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

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

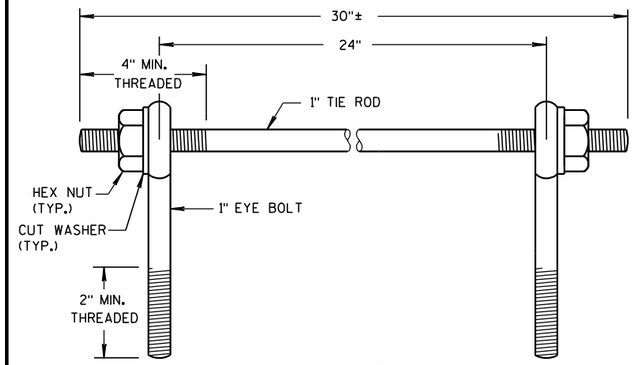
FHWA

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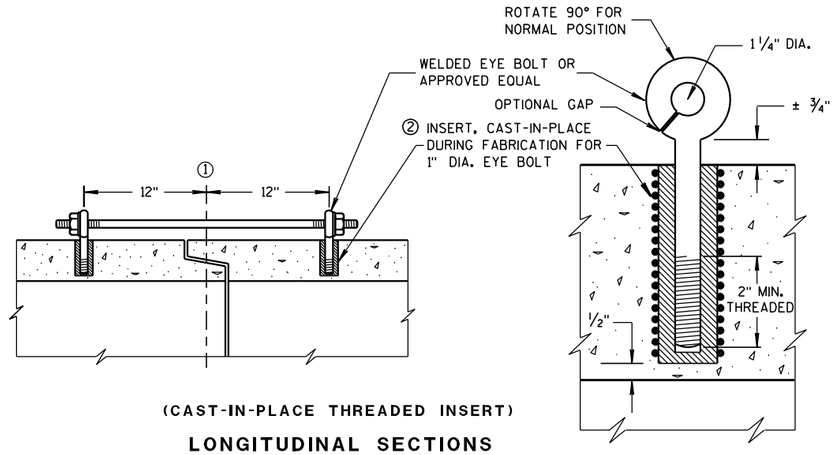
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

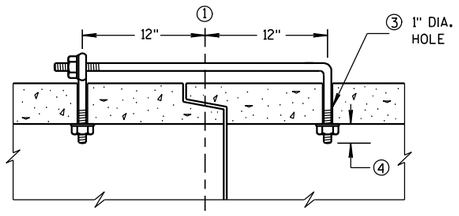
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

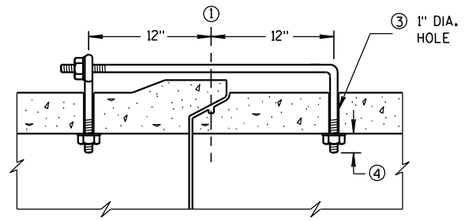
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

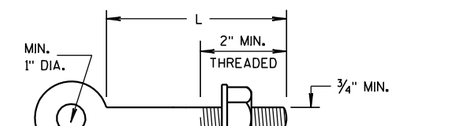


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

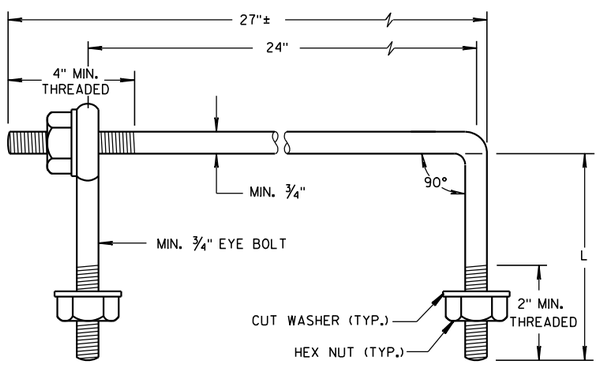
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

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



EYE BOLT AND TIE ROD

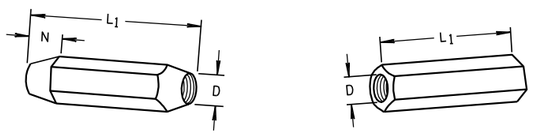
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

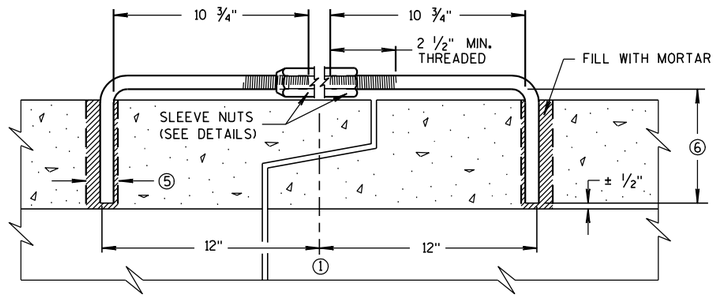
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

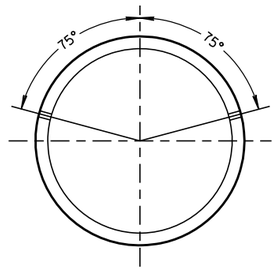
SLEEVE NUTS



LONGITUDINAL SECTION

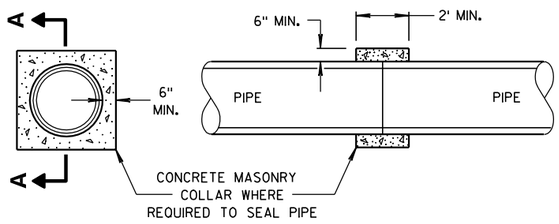
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

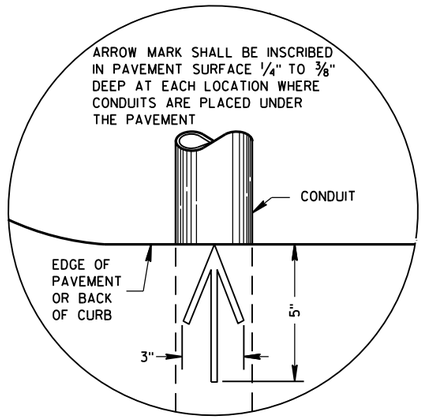
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
150
FHWA

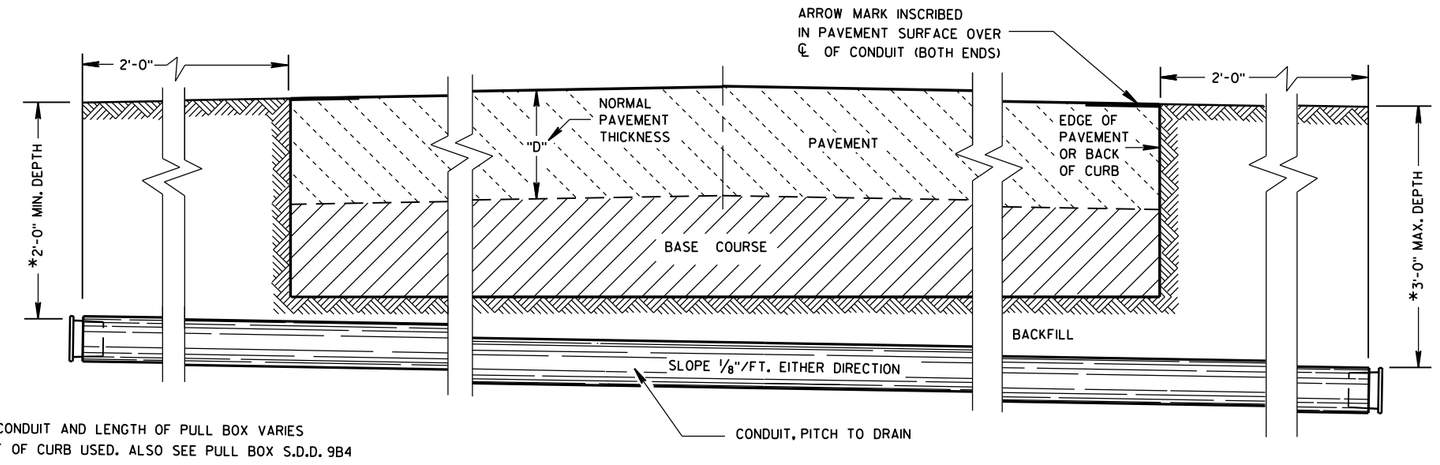
6

S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

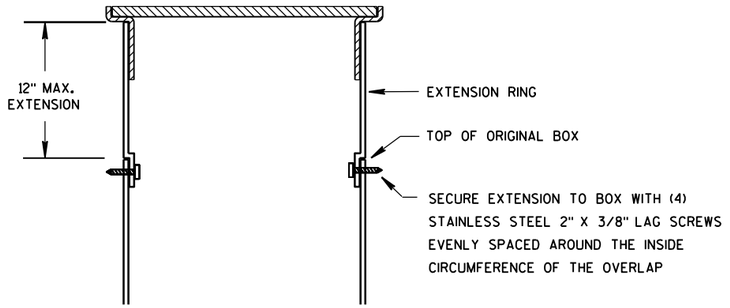
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

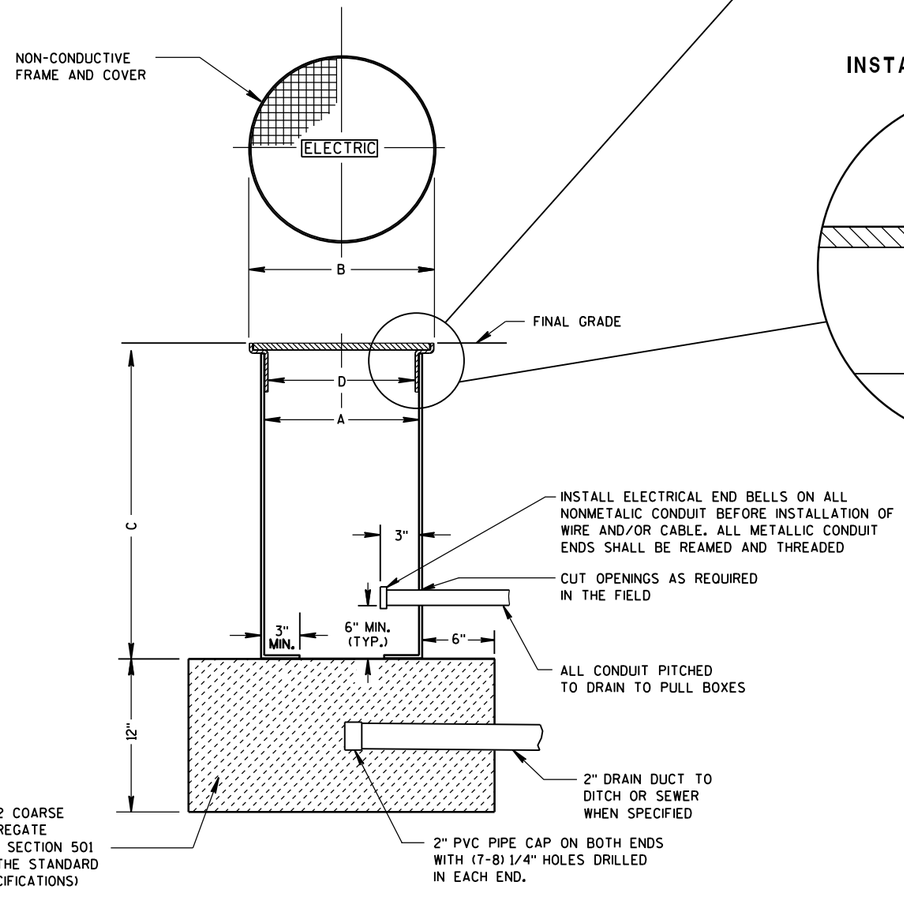
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

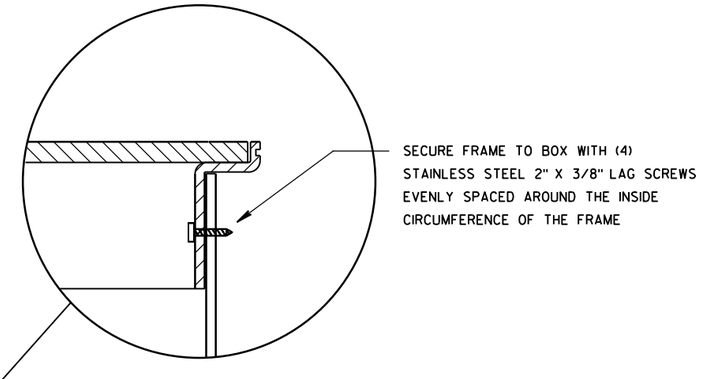


BOX EXTENSION

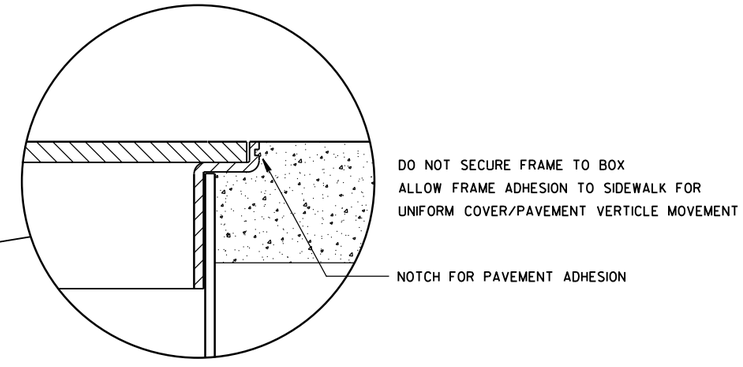


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



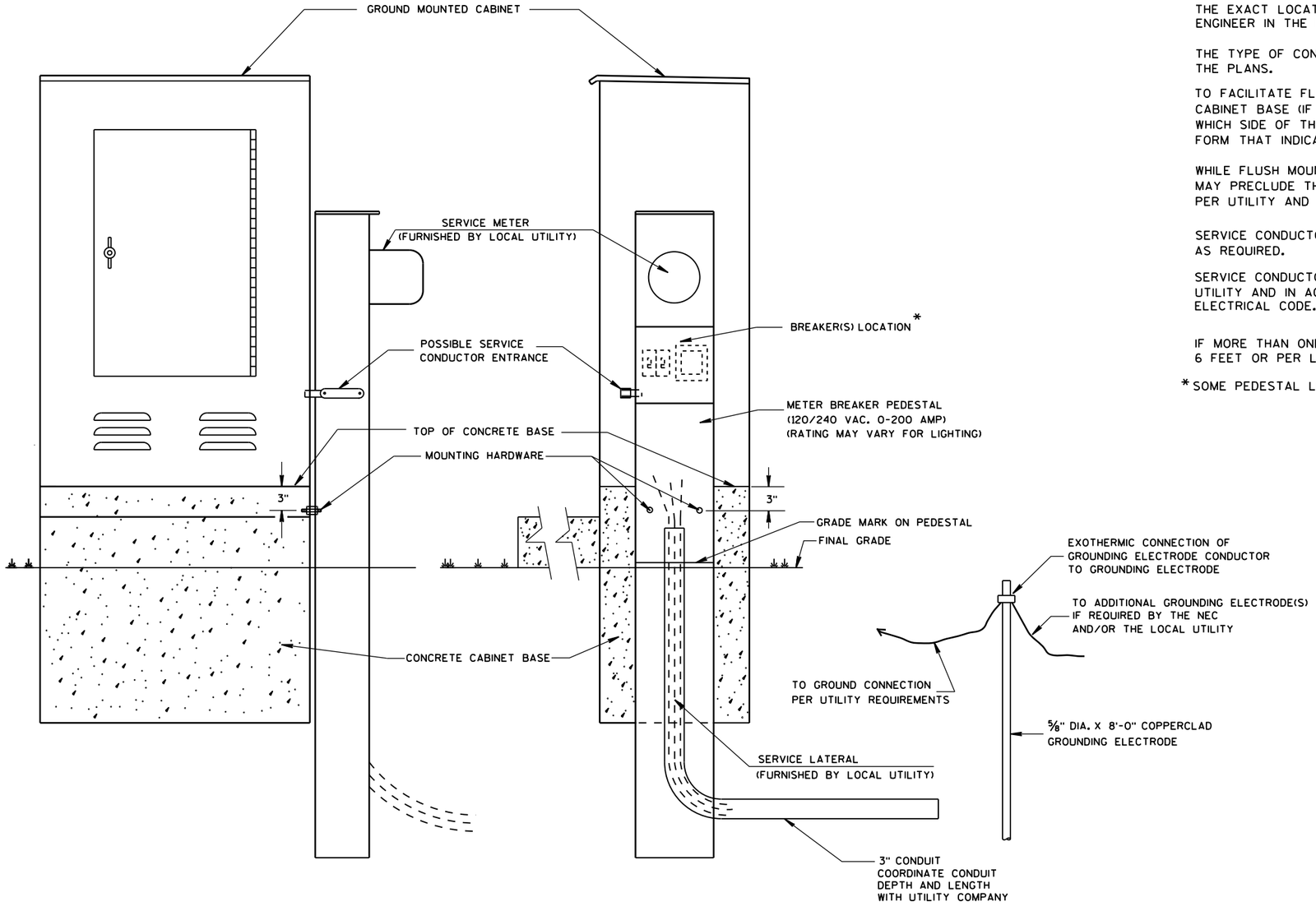
PULL BOX
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 16-1



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

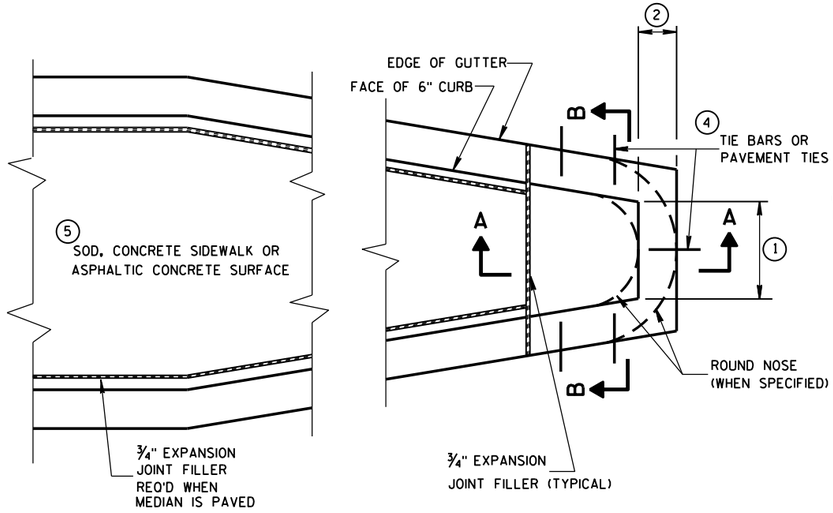
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

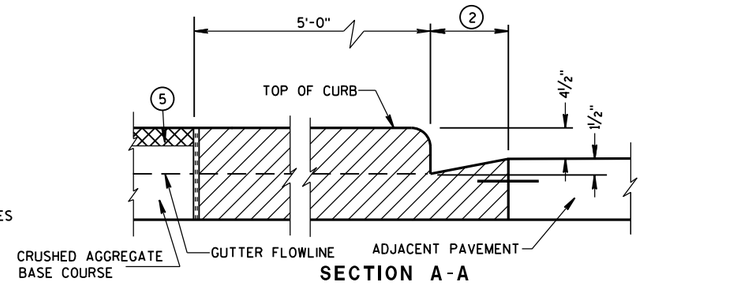
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

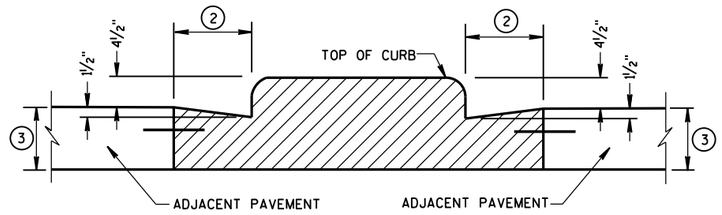
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

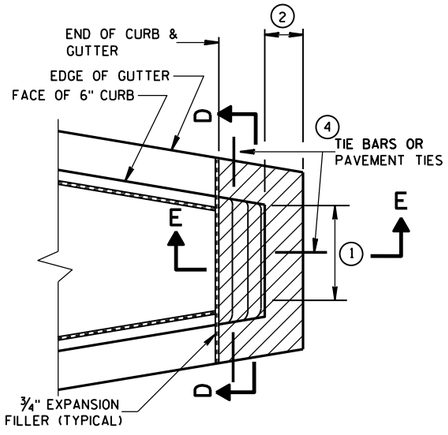
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

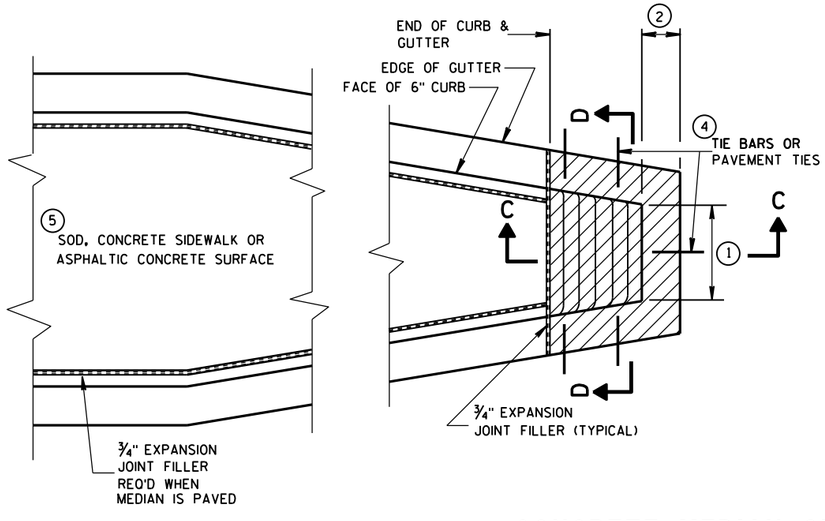
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

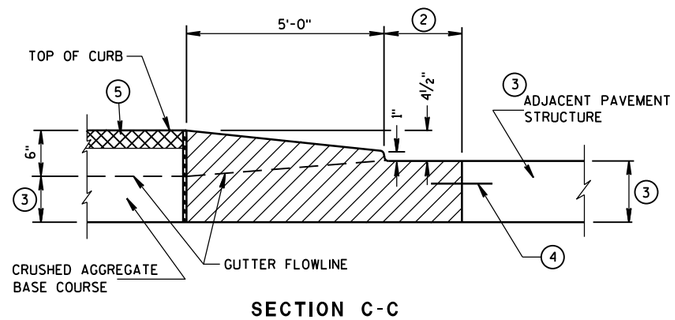
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

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

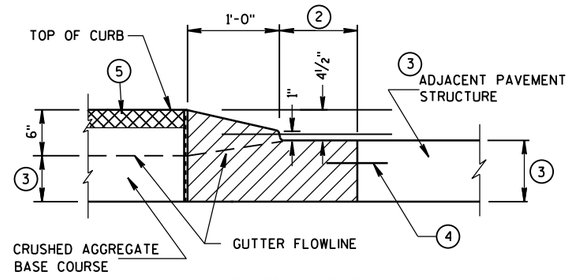




CONCRETE MEDIAN SLOPED NOSE TYPE 1

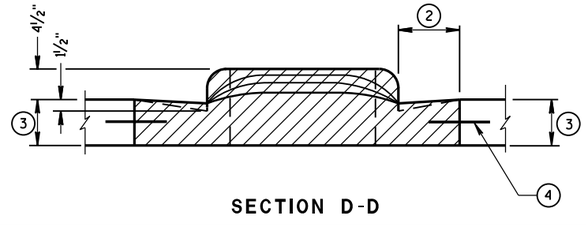


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

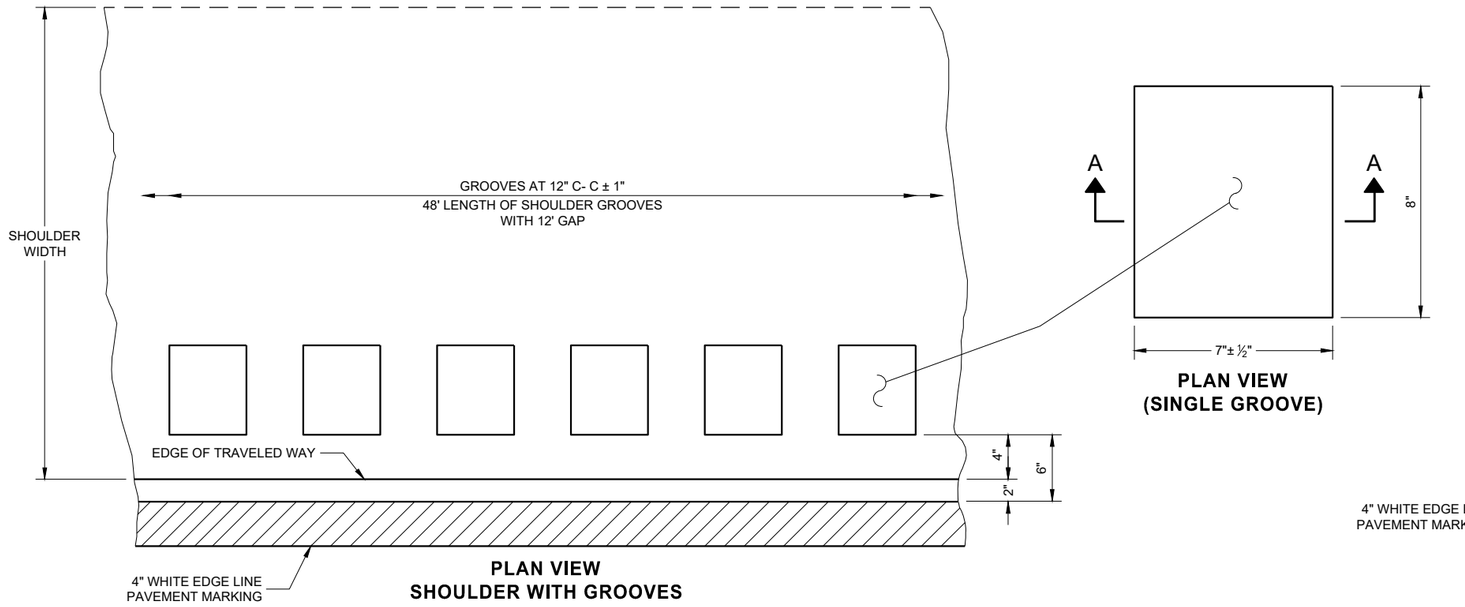


SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

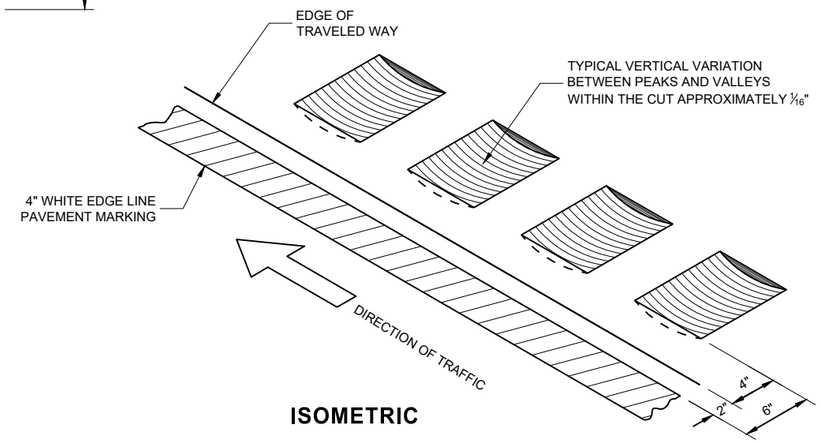
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

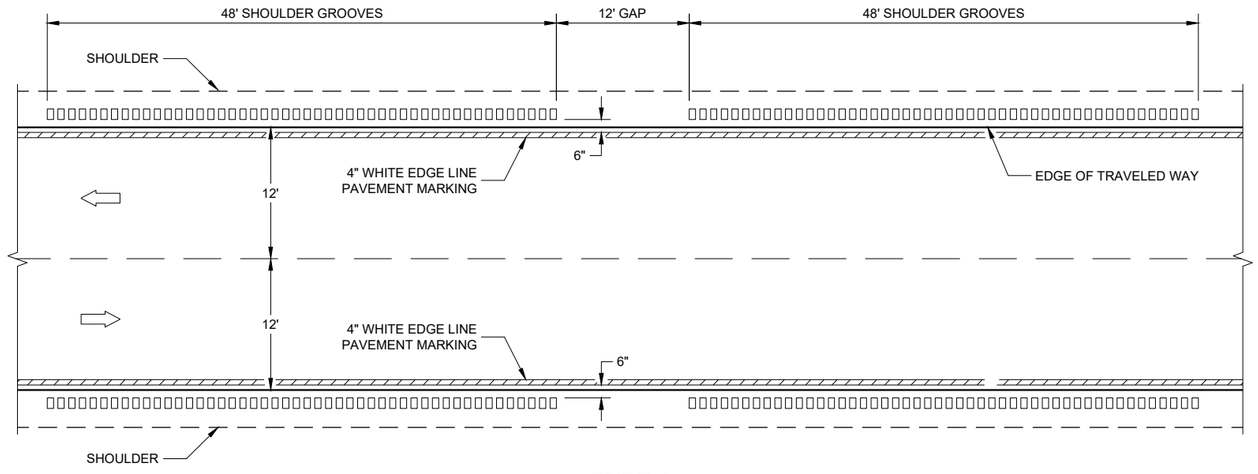
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

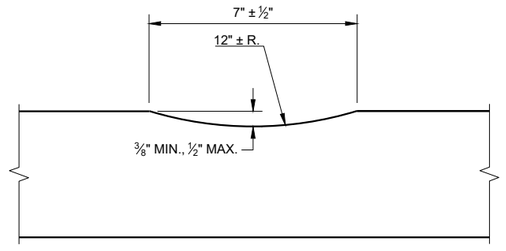
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

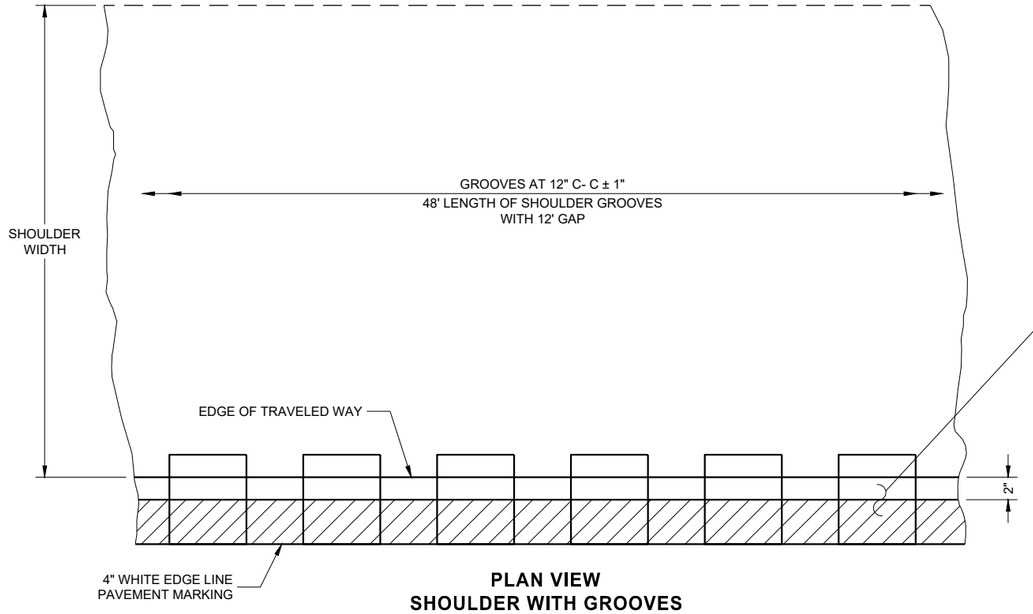
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

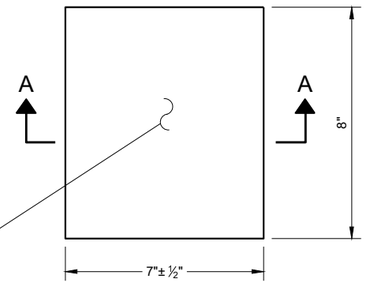
SDD 13A10 - 02a

6

SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



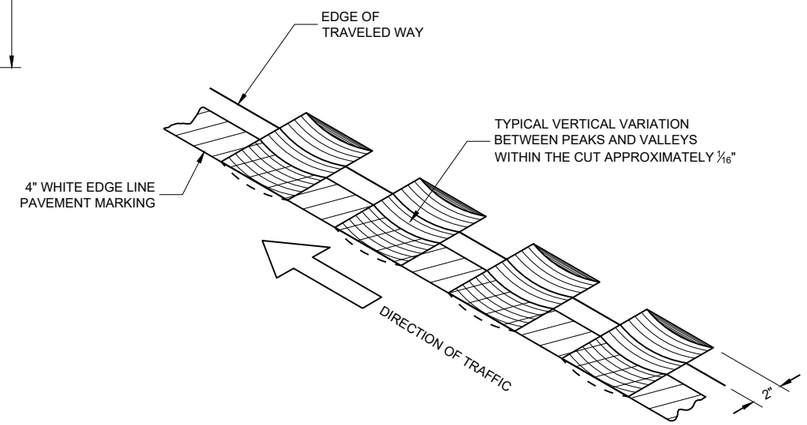
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

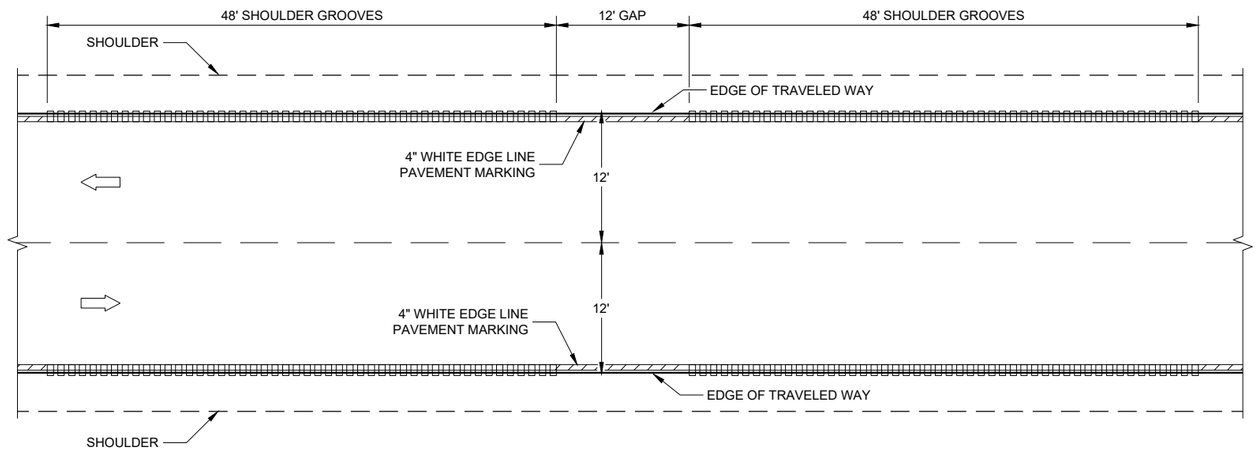
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

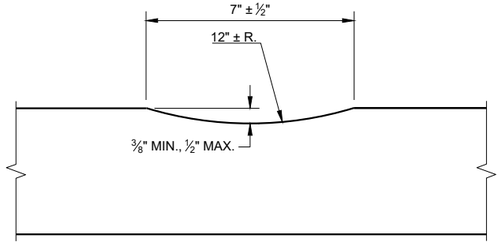


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



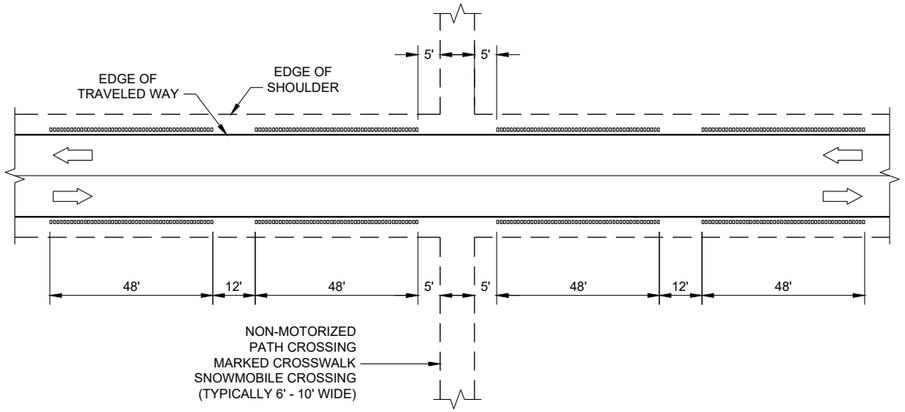
SECTION A - S

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

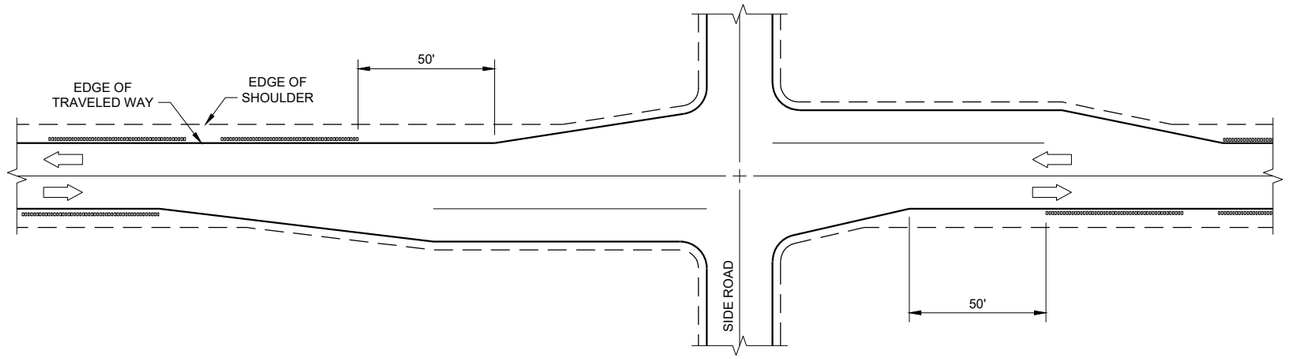
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

SDD 13A10 - 02b

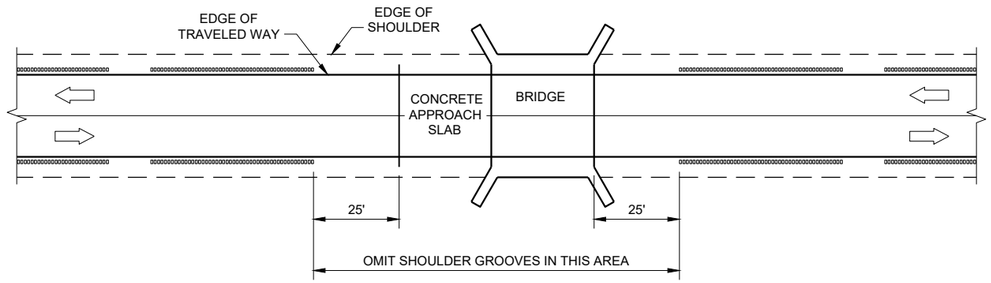
SDD13A10 - 02b



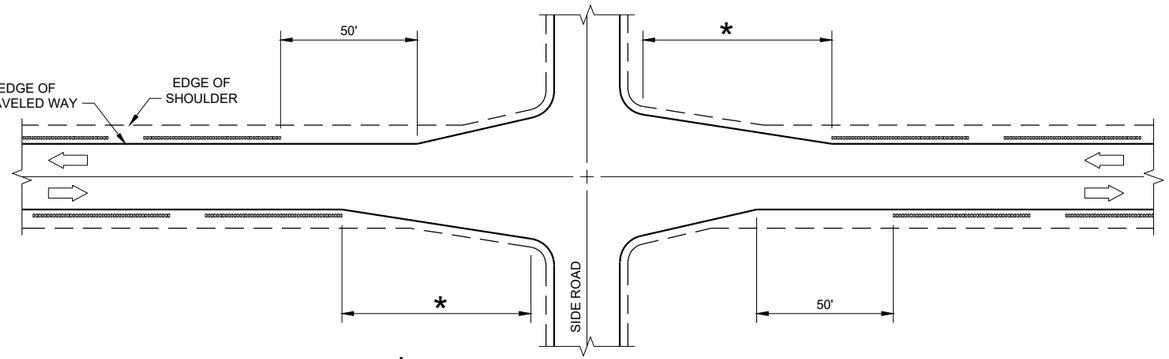
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

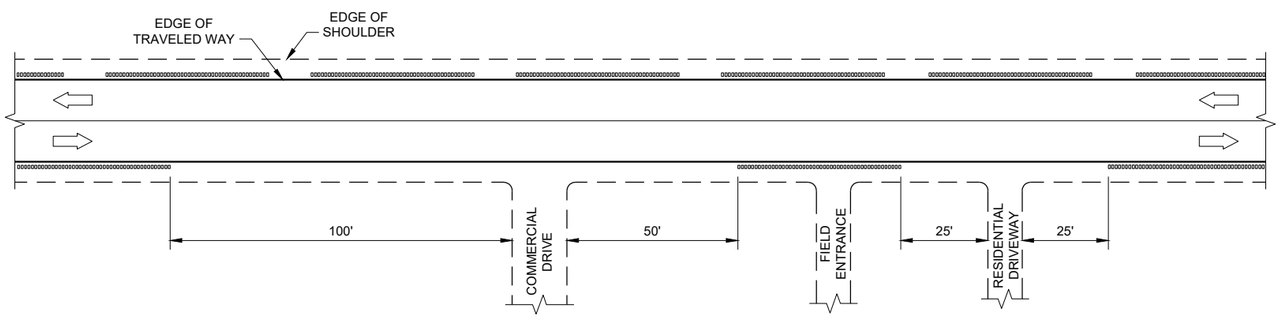


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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

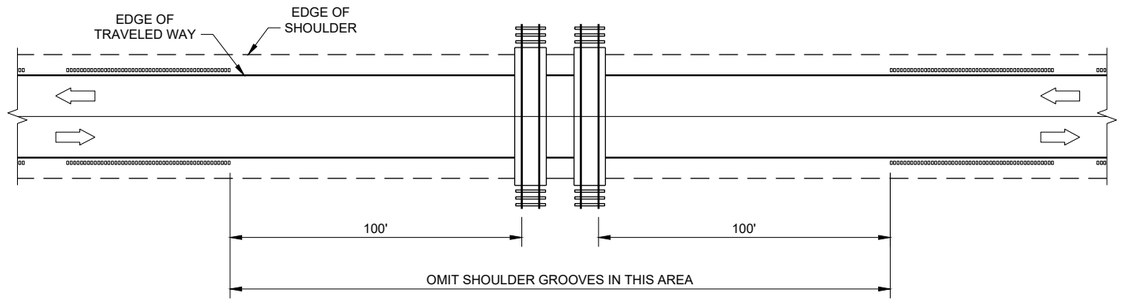
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

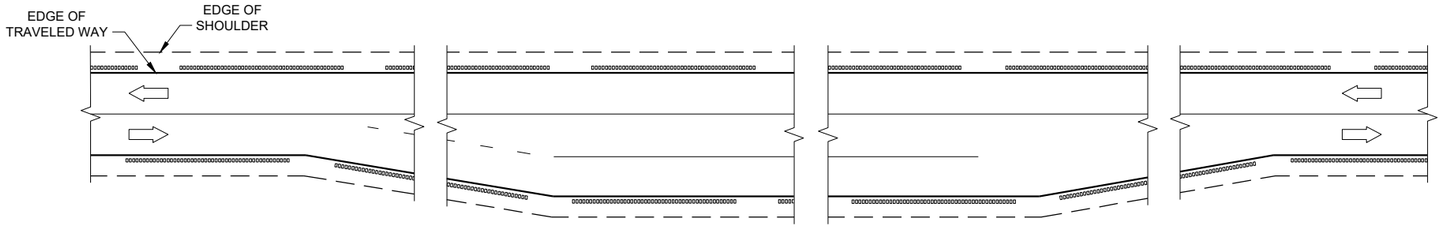
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SDD 13A10 - 02c

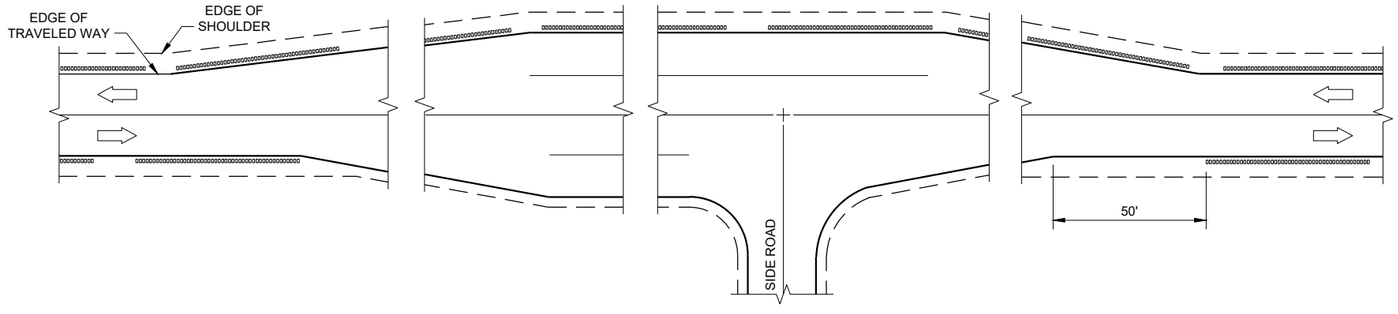
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

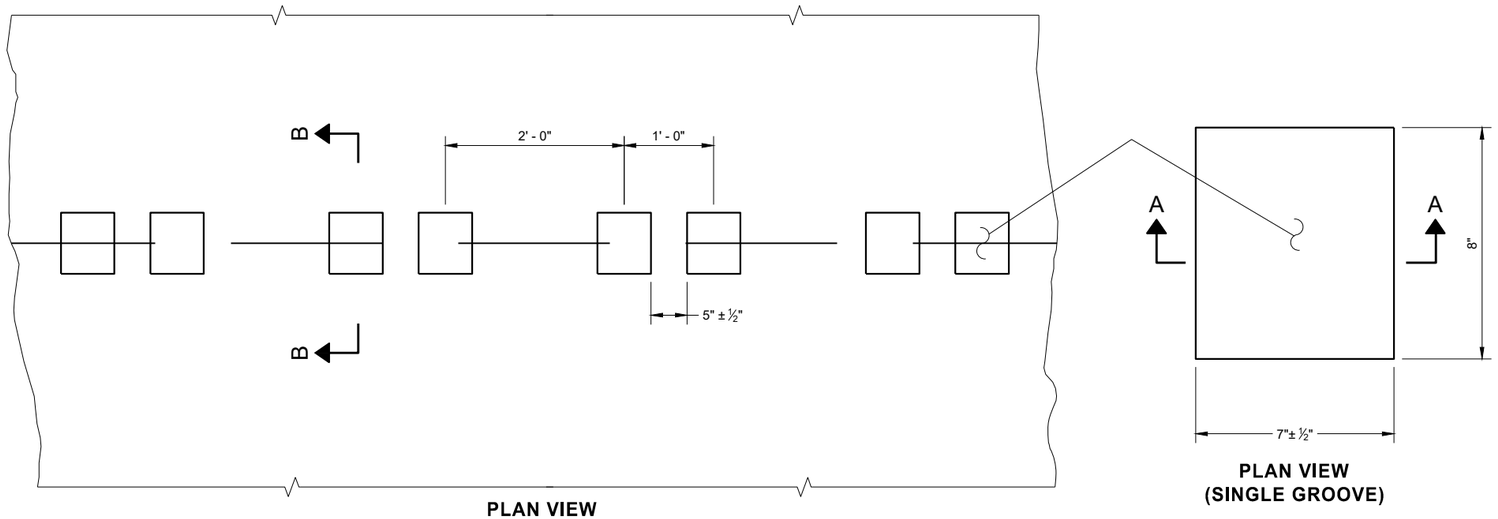
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

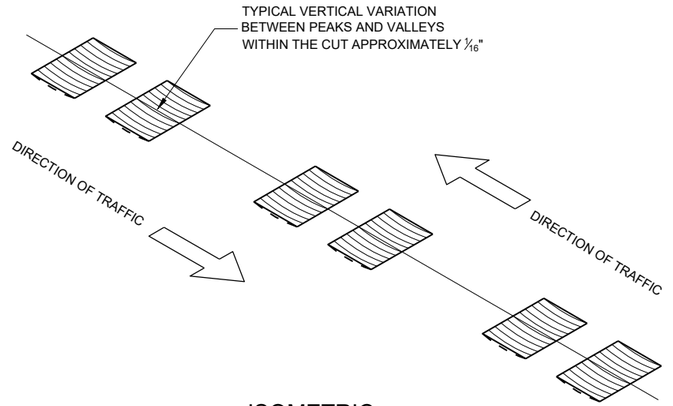
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

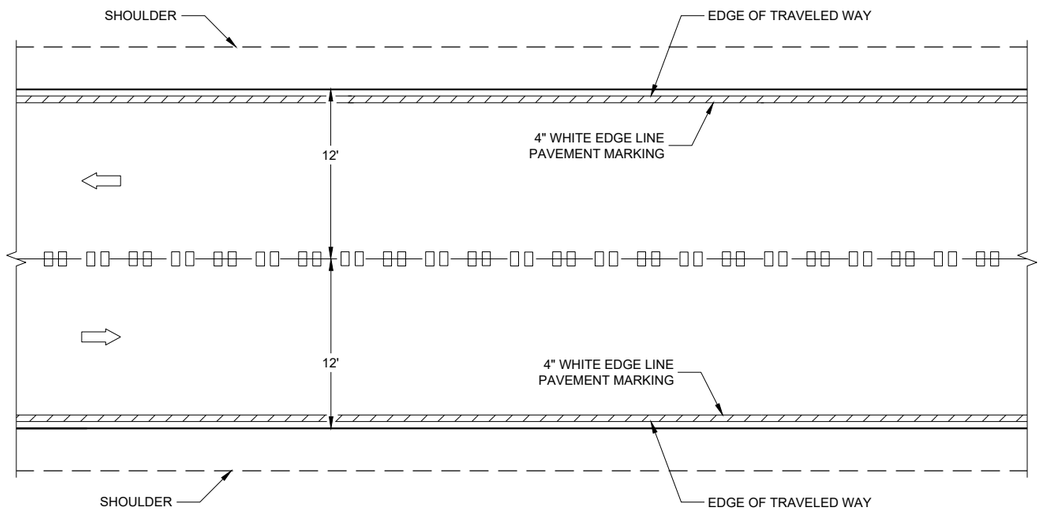
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

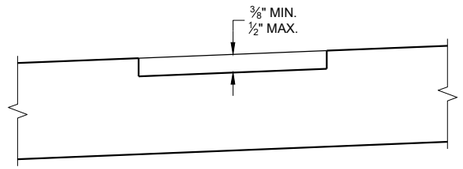
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



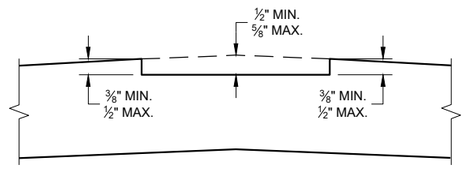
ISOMETRIC



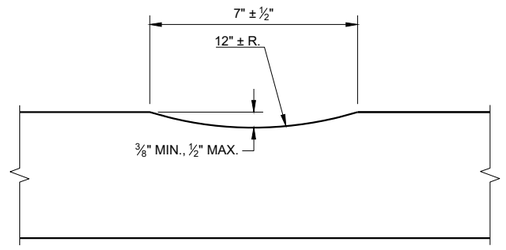
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

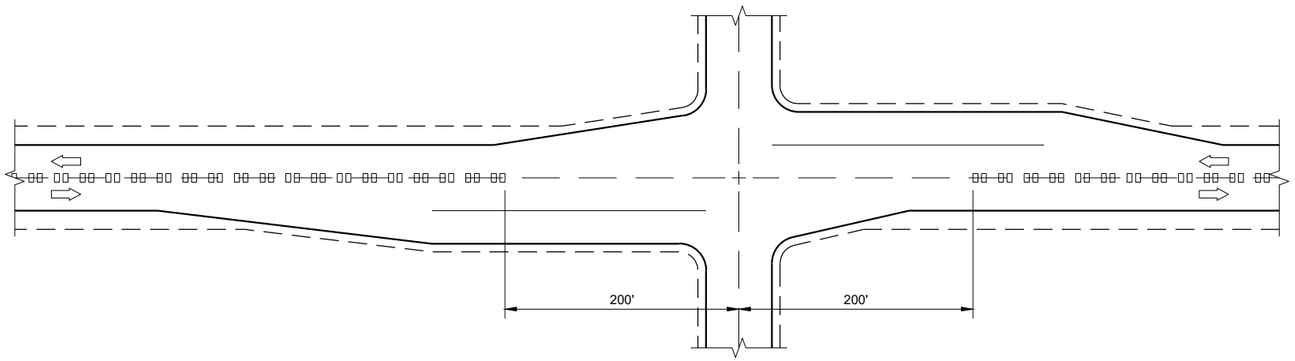
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

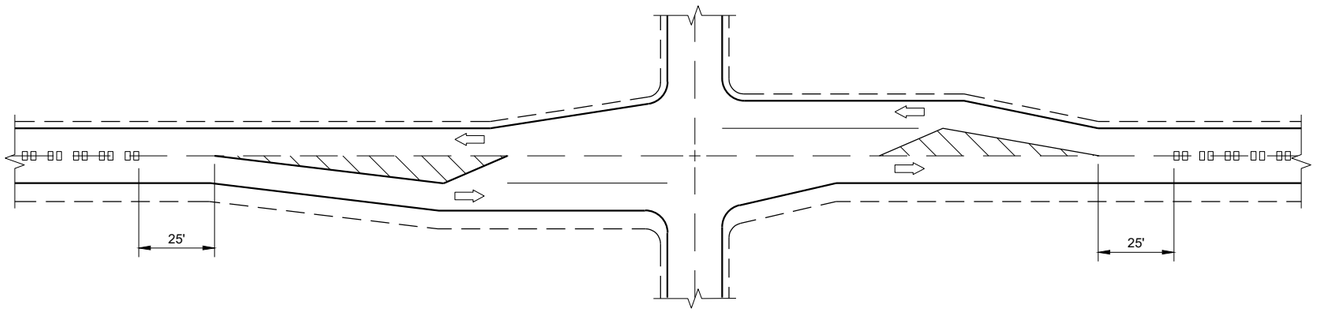
SDD 13A11 - 03a

6

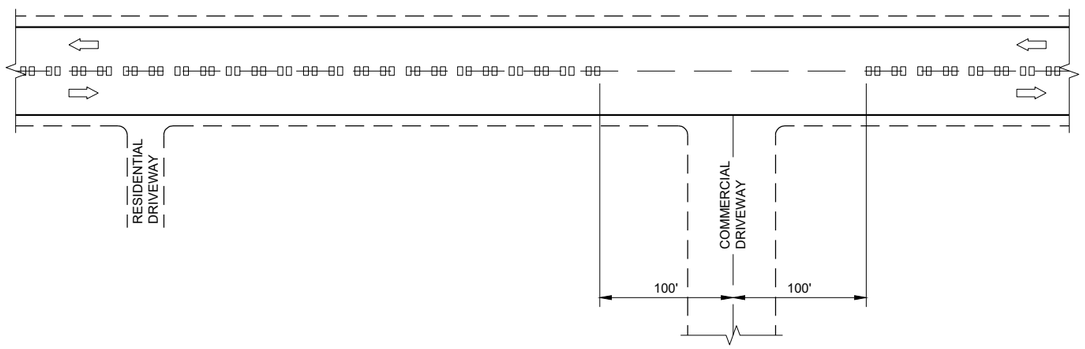
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



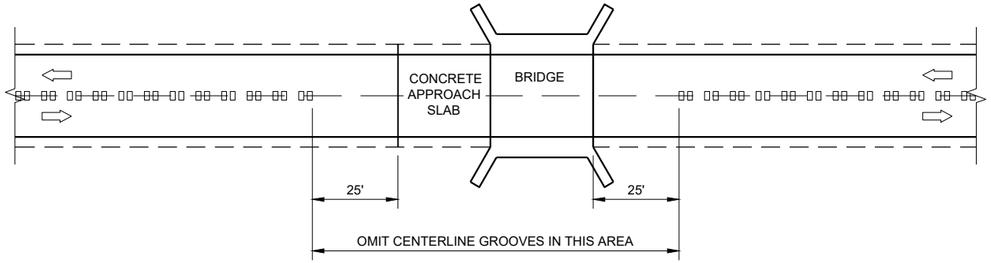
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



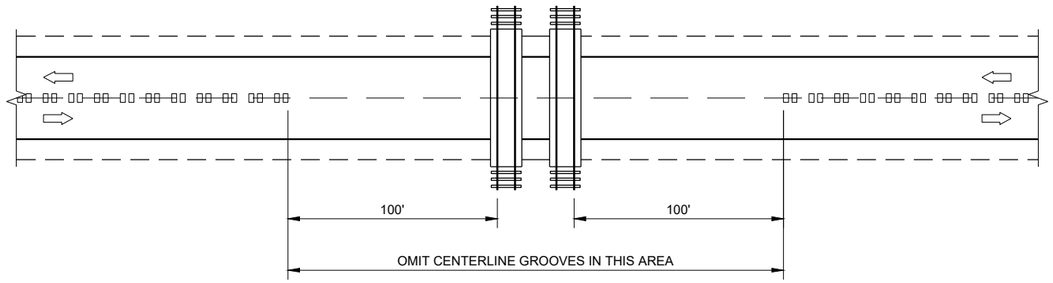
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

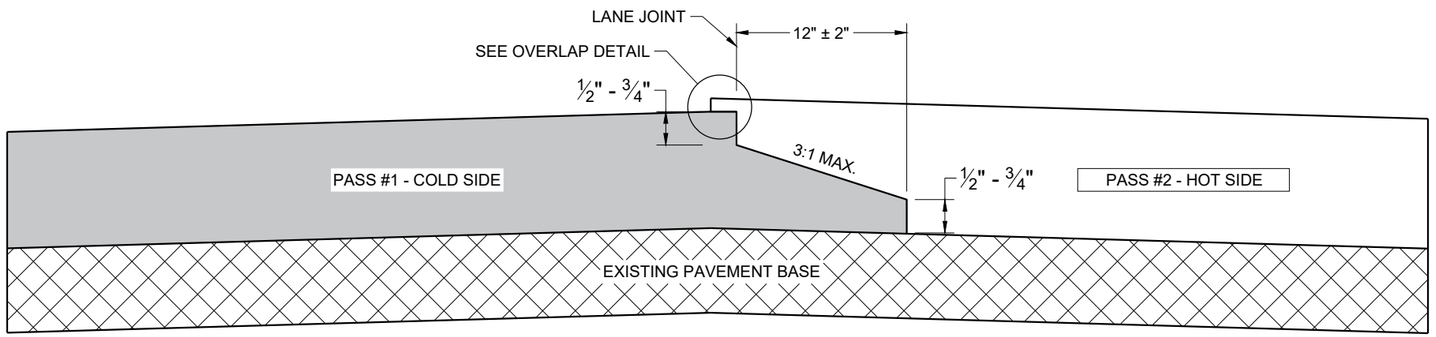
FHWA

6

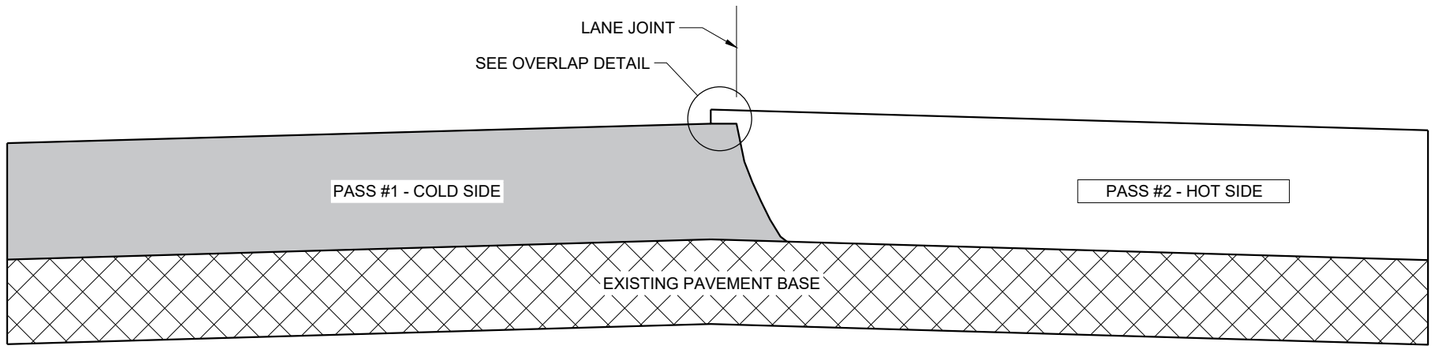
SDD 13A11 - 03b

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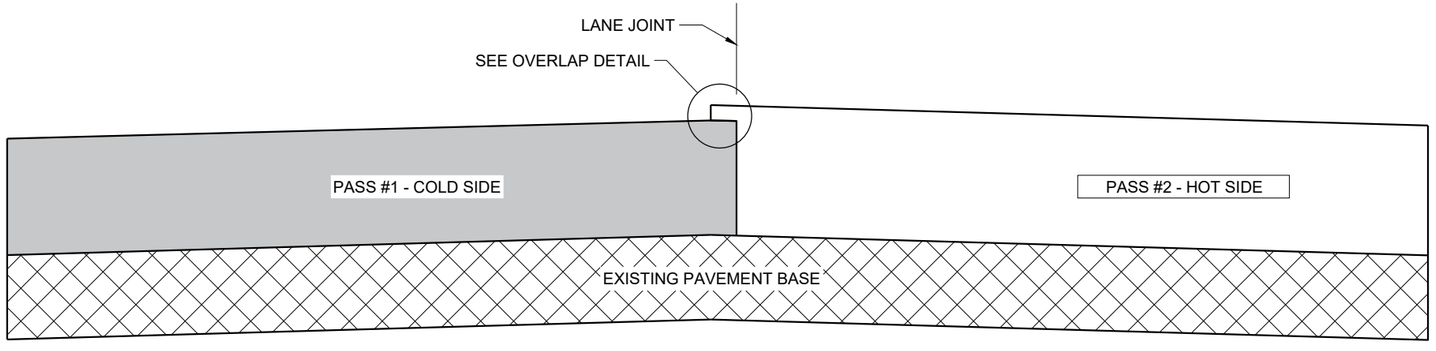
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

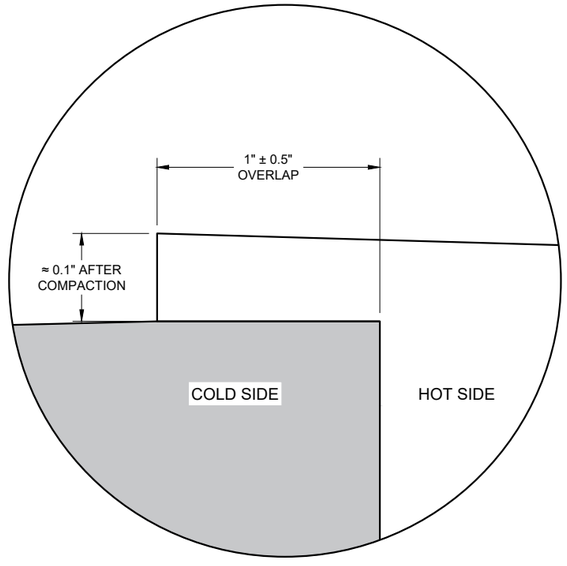
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

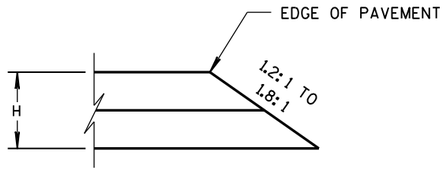
FHWA

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SDD 13C19 - 03

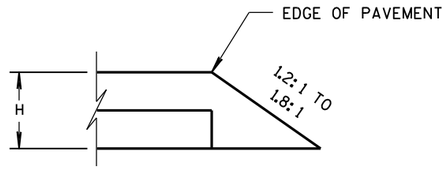
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SDD 13C19 - 03



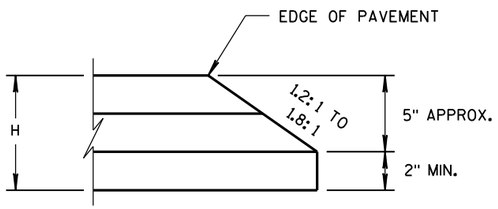
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



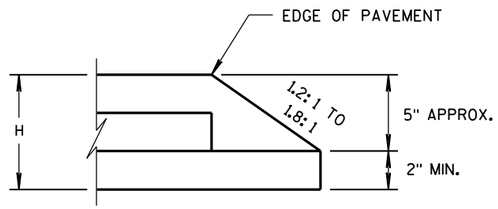
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

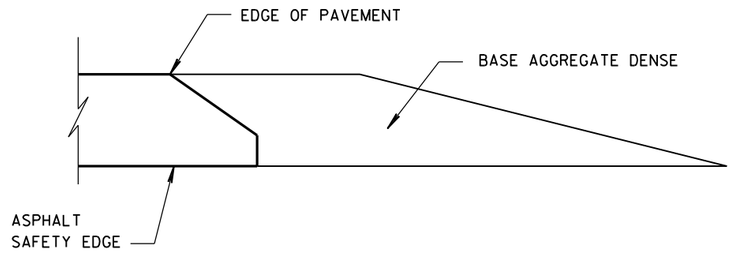
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

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

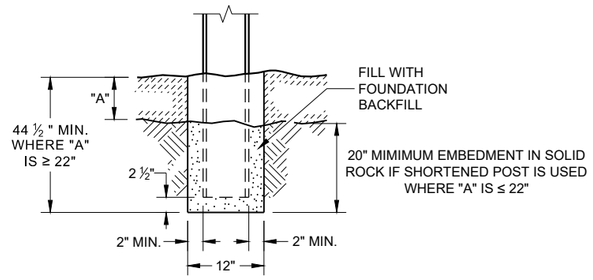
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

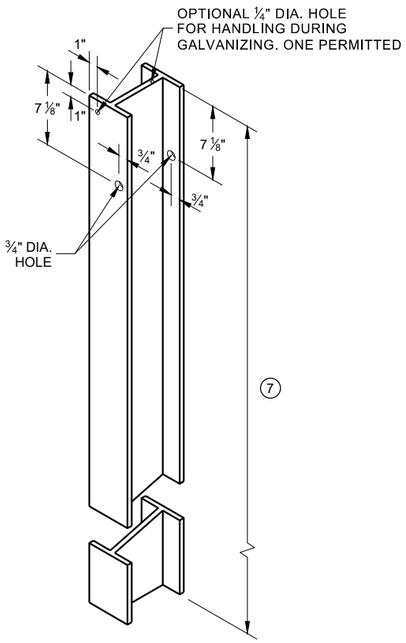
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

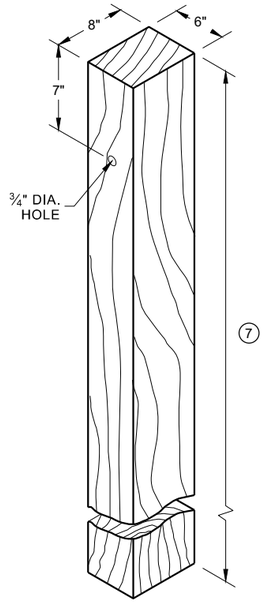
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



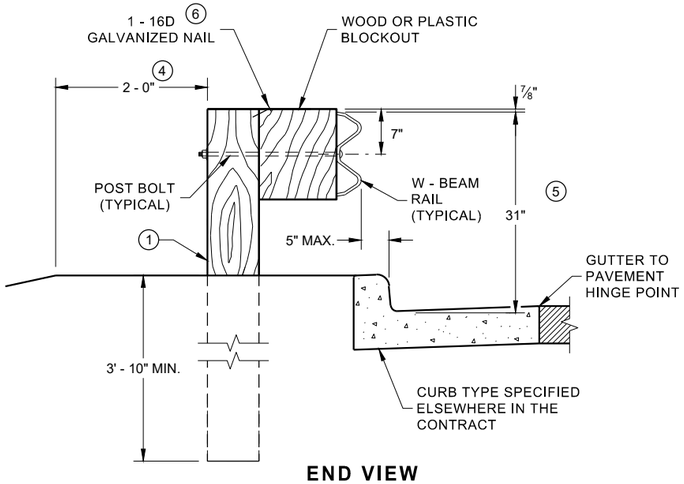
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



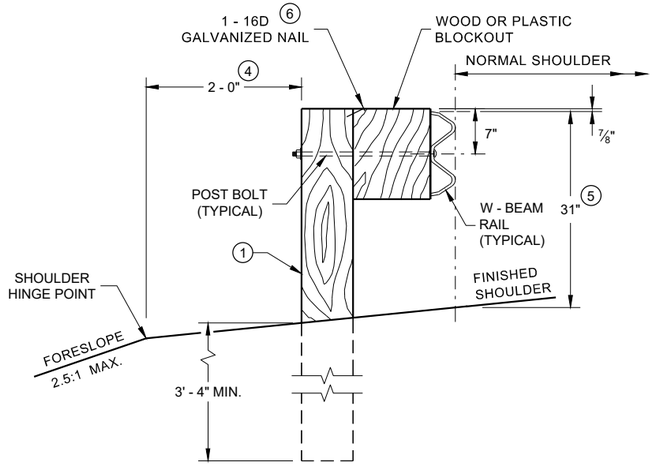
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



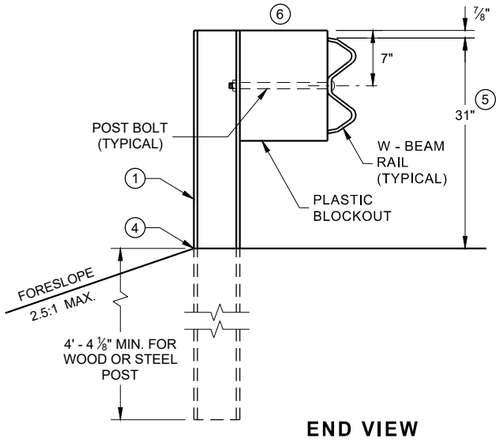
WOOD POST (6" X 8") NOMINAL (1)



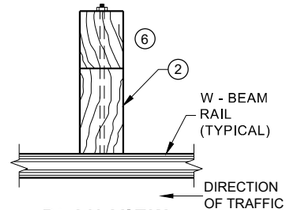
END VIEW
LOCATED ALONG A CURBED ROADWAY



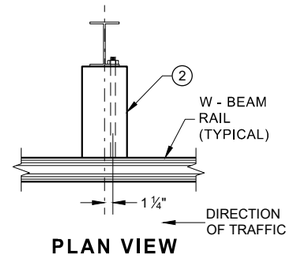
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



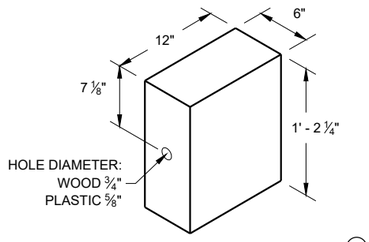
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

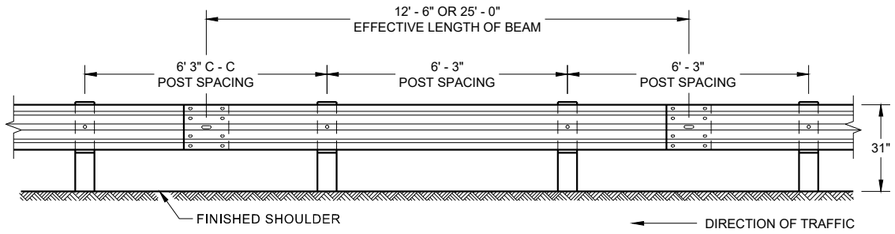
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

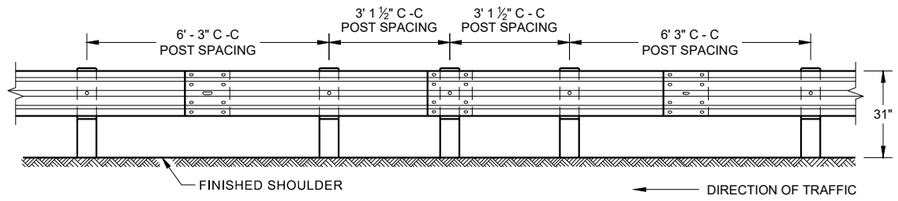
SDD 14B42 - 07a

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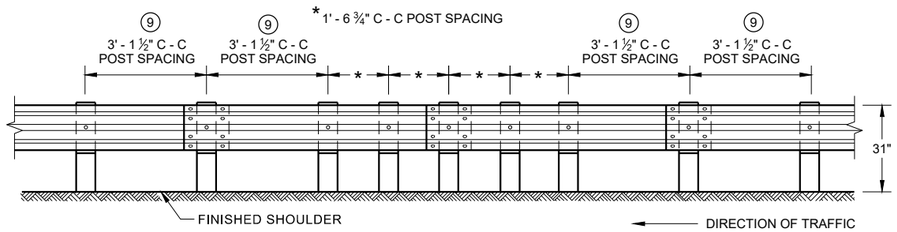
SDD 14B42 - 07a



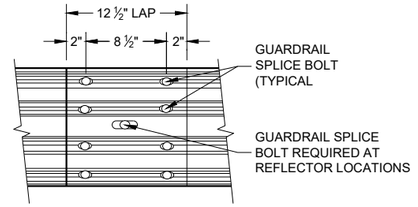
FRONT VIEW
POST SPACING STANDARD INSTALLATION



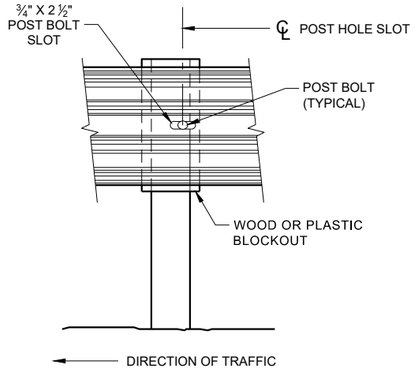
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



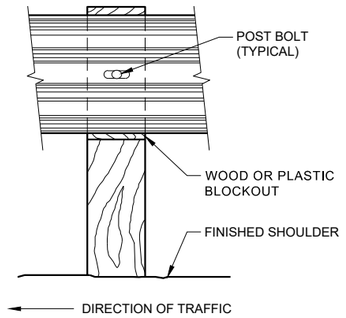
FRONT VIEW
QUARTER POST SPACING (QS)



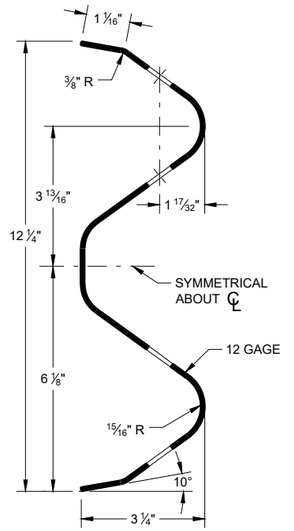
FRONT VIEW
MID-SPAN BEAM SPLICE



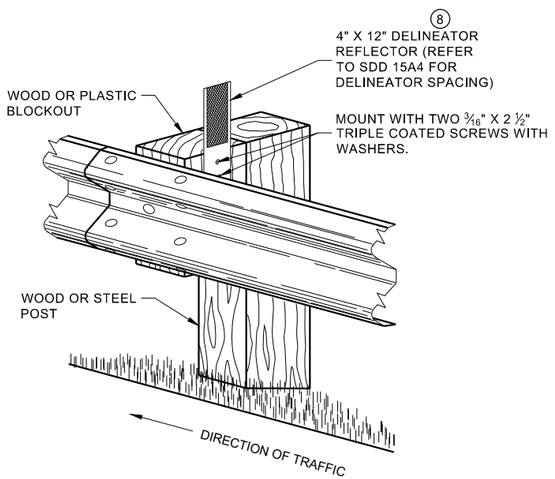
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

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

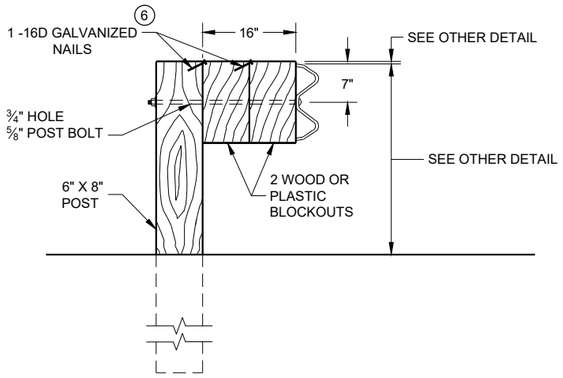
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

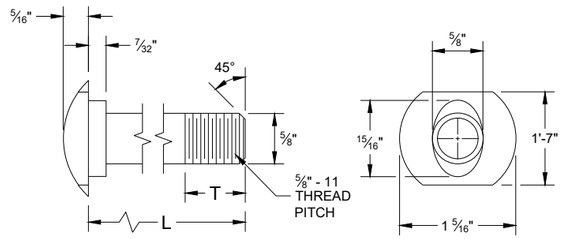


DETAIL FOR 16" BLOCKOUT DEPTH

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

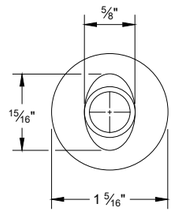
NOTE:

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

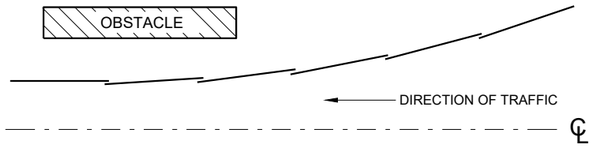


POST BOLT TABLE

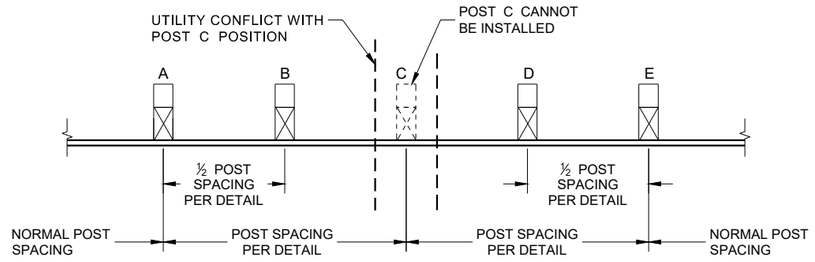
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



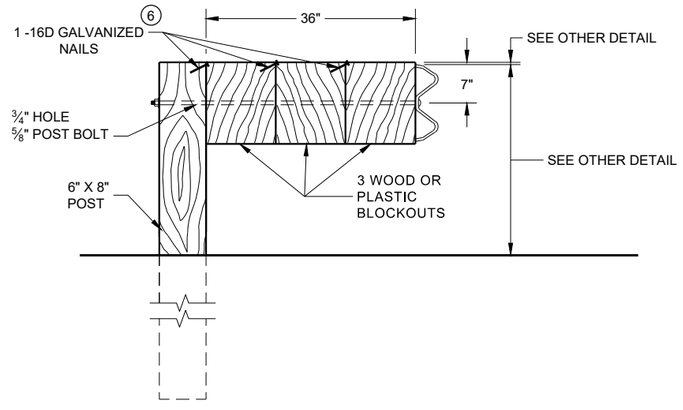
ALTERNATE BOLT HEAD



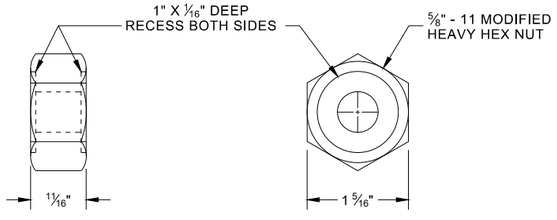
PLAN VIEW
BEAM LAPPING DETAIL



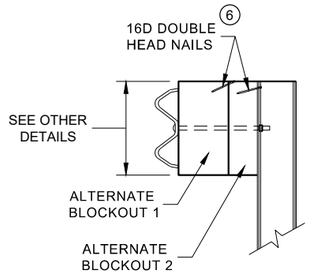
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



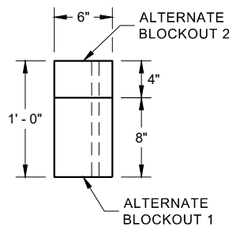
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

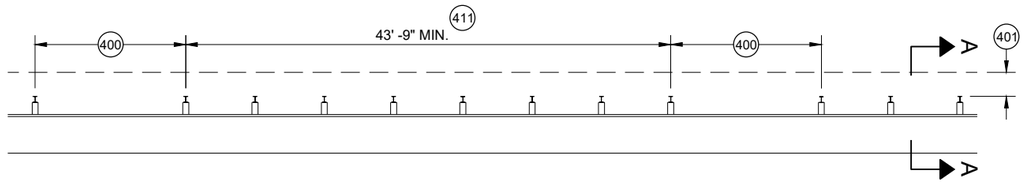
ALTERNATE WOOD BLOCKOUT DETAIL

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

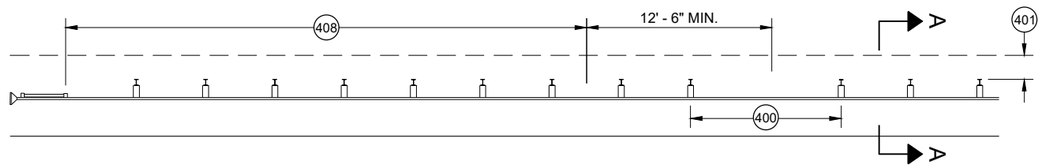
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

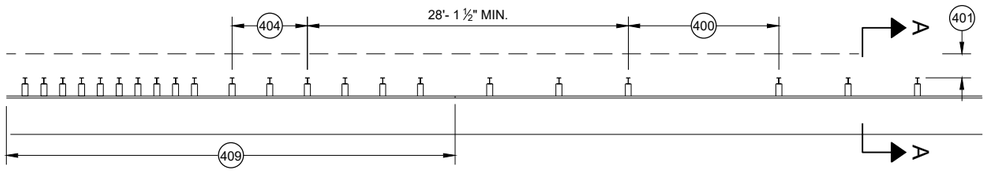
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



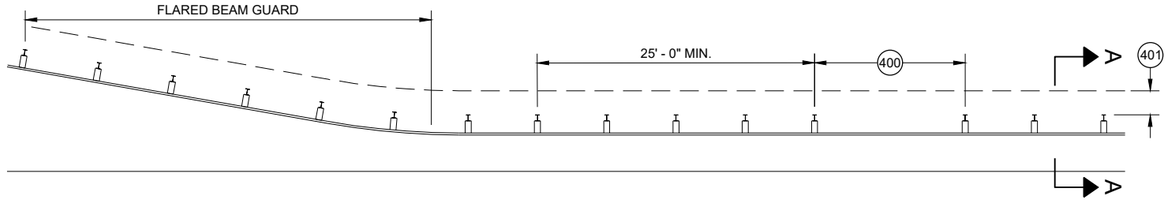
MISSING POST IN MGS GUARDRAIL



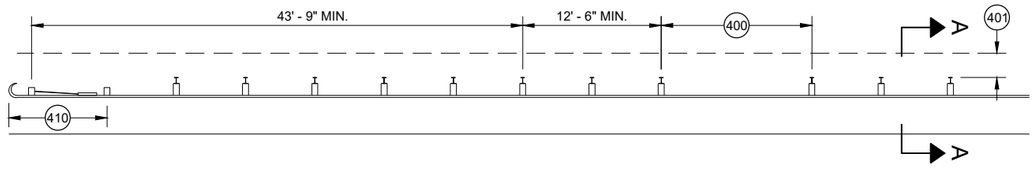
MISSING POST IN MGS GUARDRAIL NEAR EAT



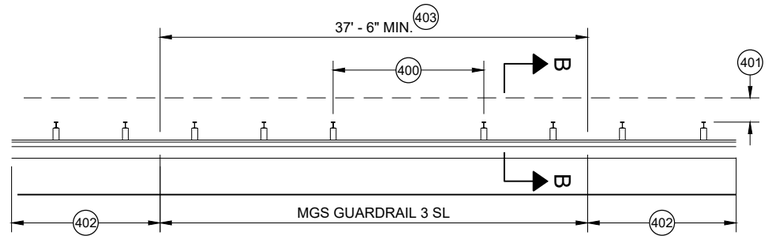
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

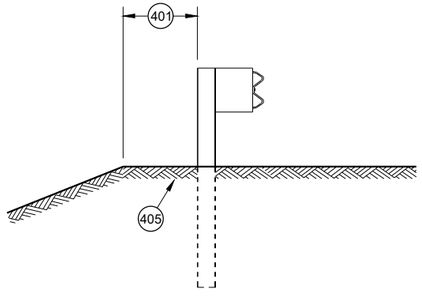


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

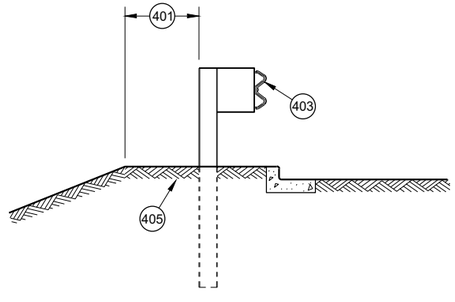


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 14B42 - 07d

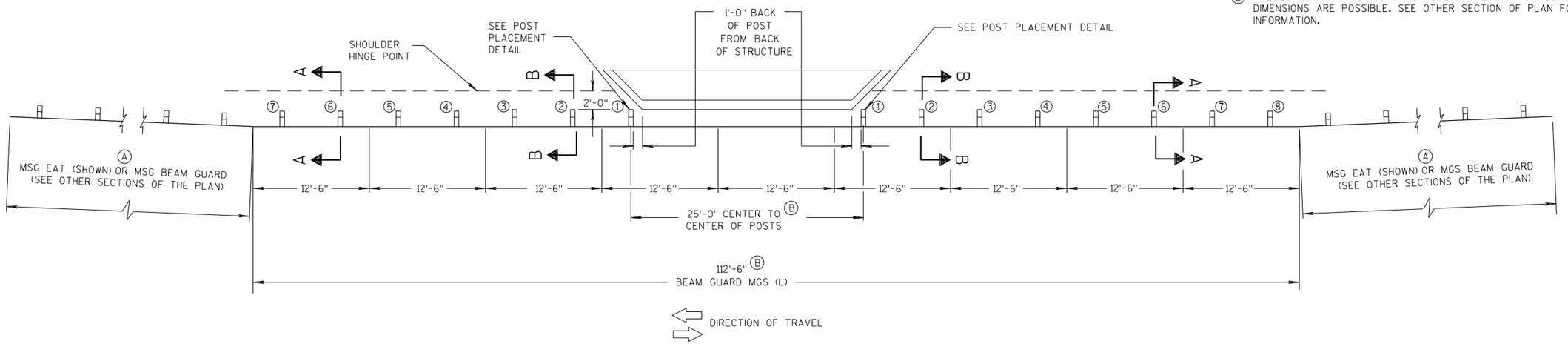
GENERAL NOTES

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

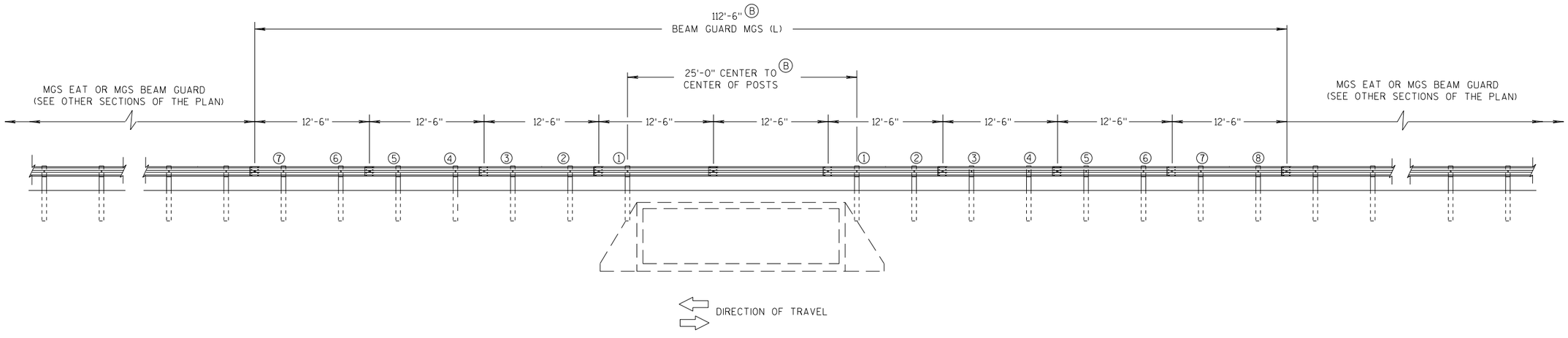
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

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

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 43-4a

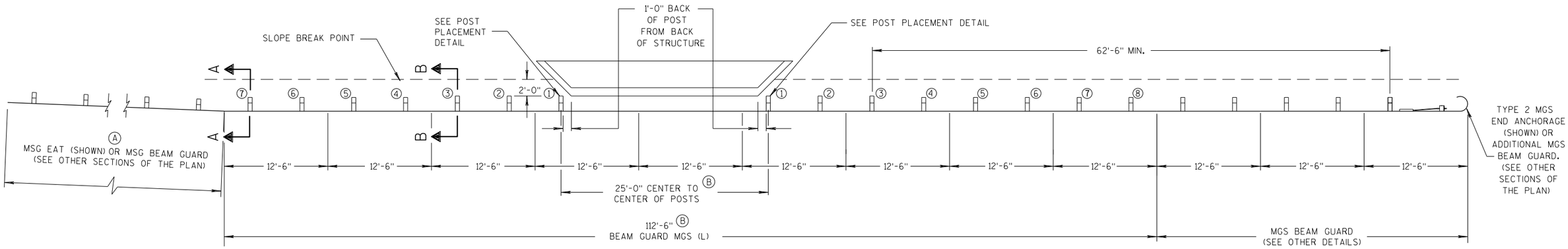
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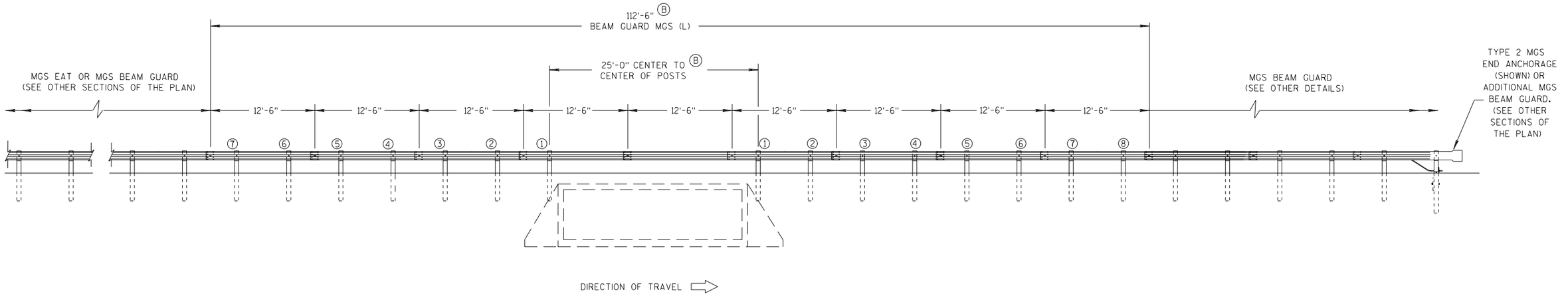
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(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

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PLAN VIEW



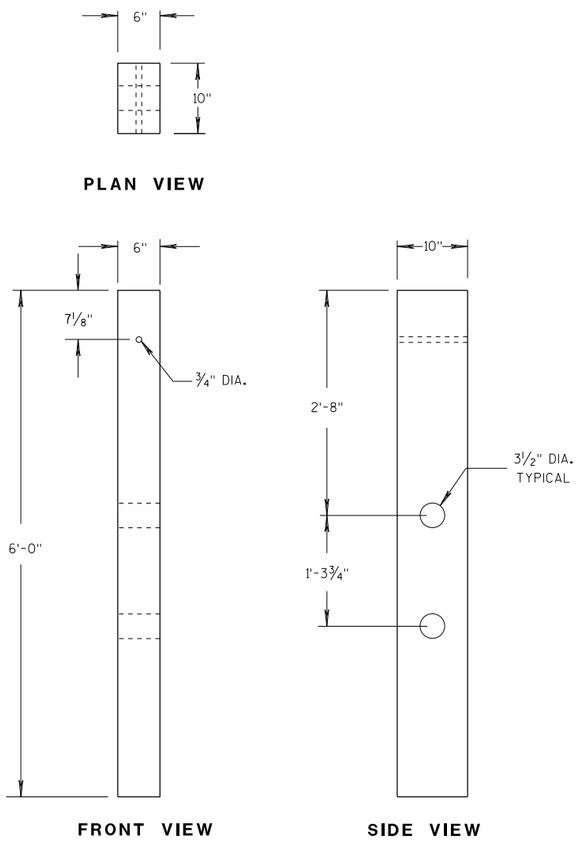
ELEVATION VIEW

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

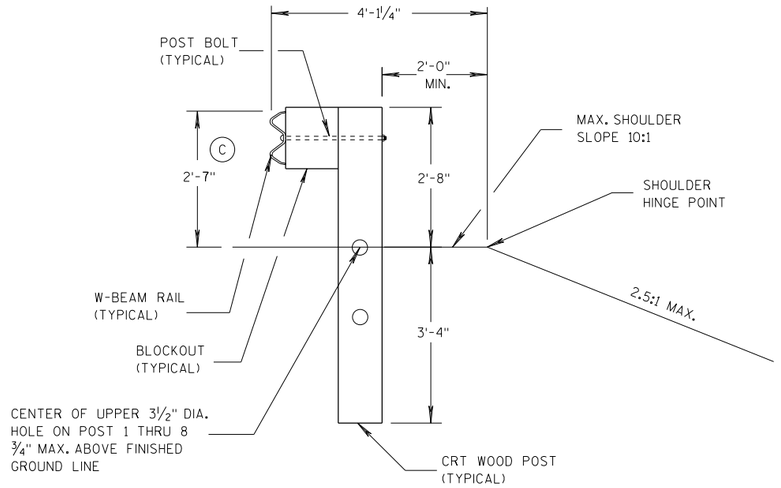
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	168

6

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



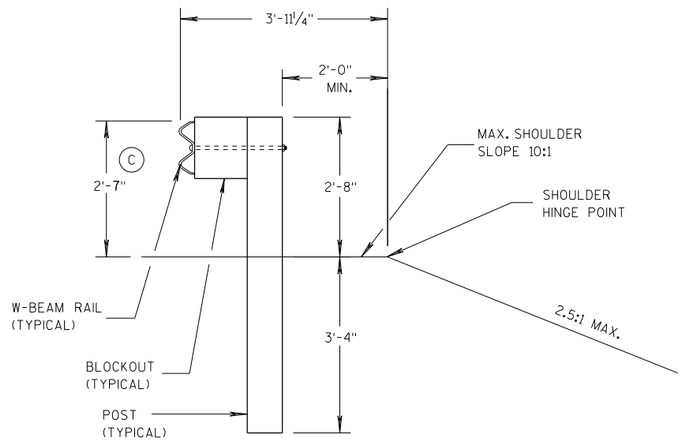
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



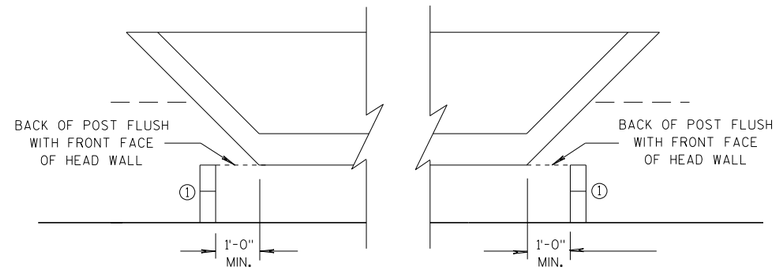
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

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



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

6

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

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

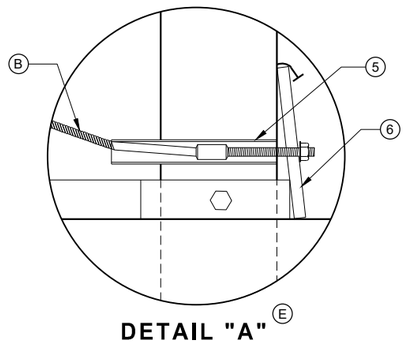
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

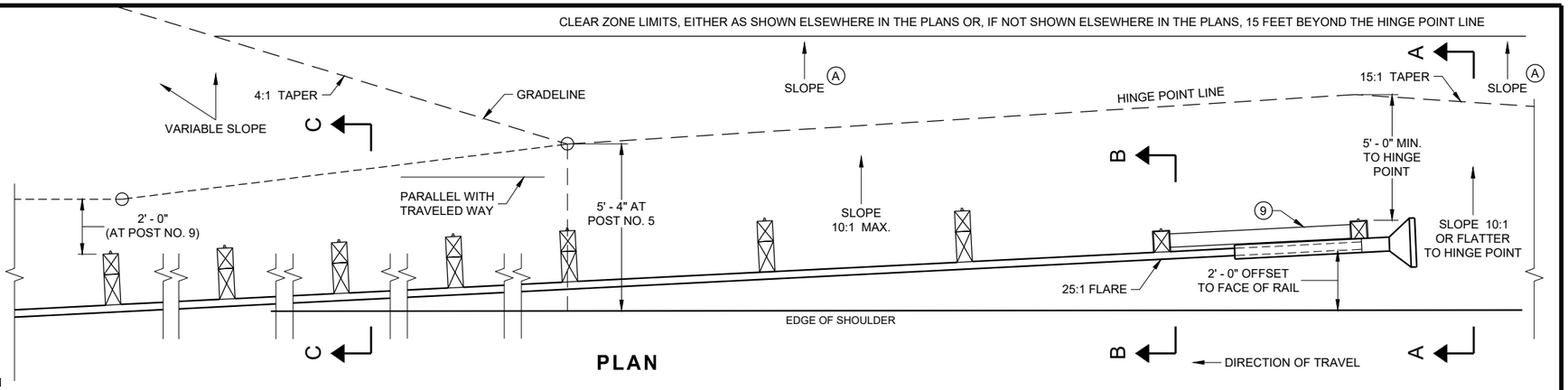
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

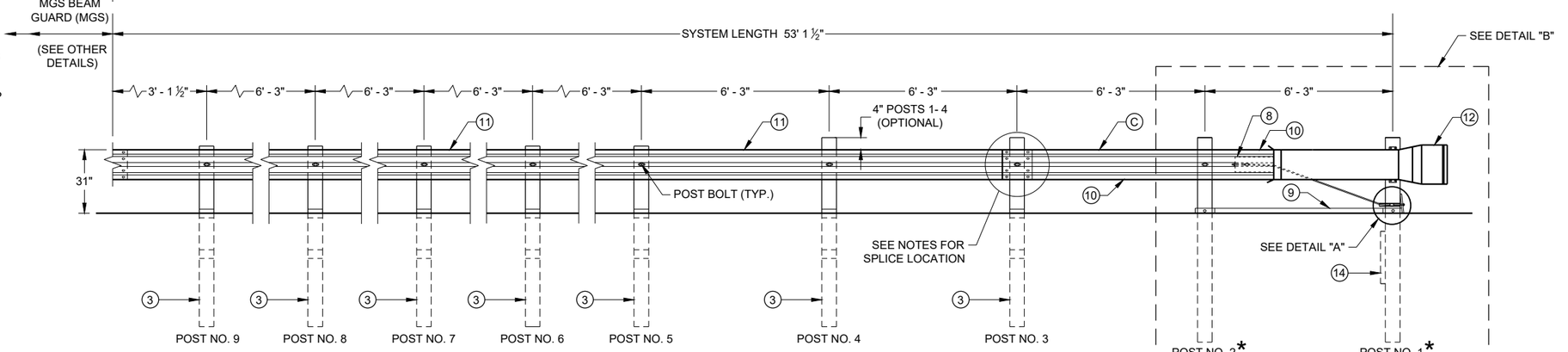
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



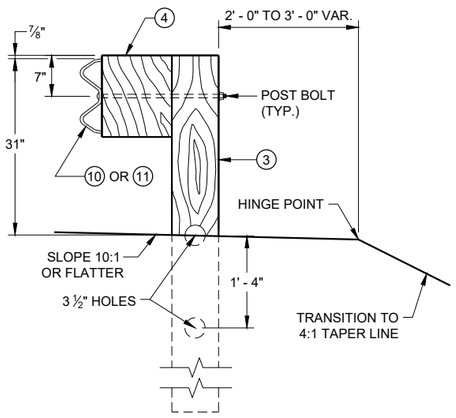
DETAIL "A" (E)



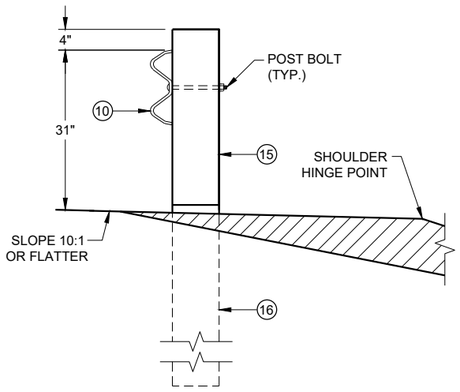
PLAN



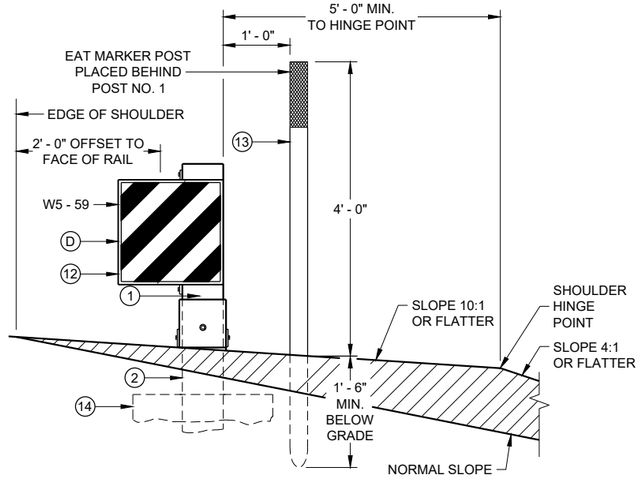
ELEVATION



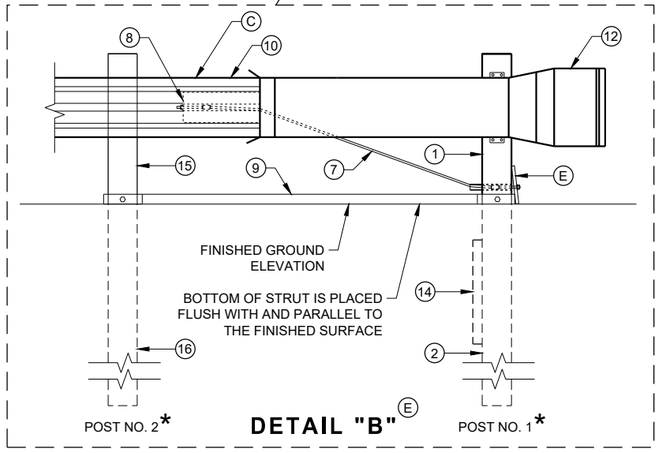
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

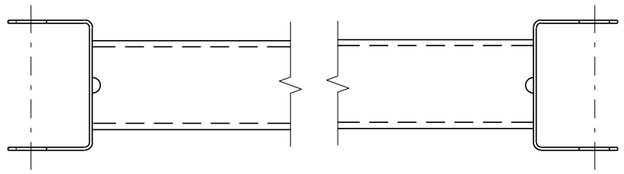
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

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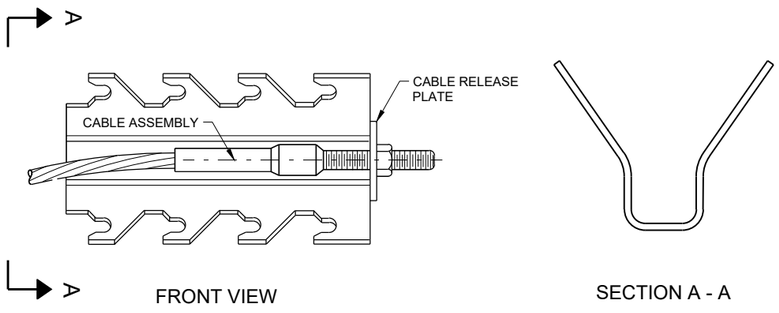
6



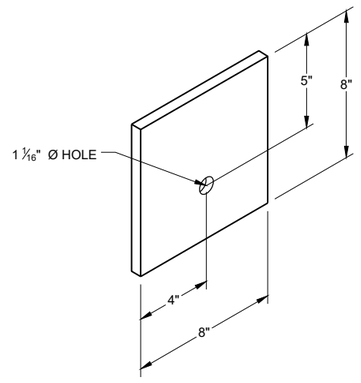
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

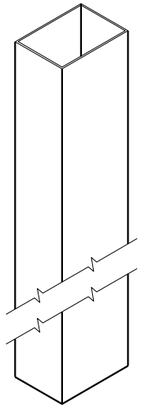
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SDD 14B44 - 04b

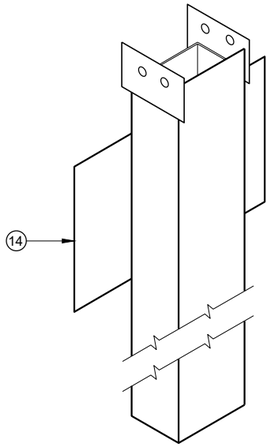
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

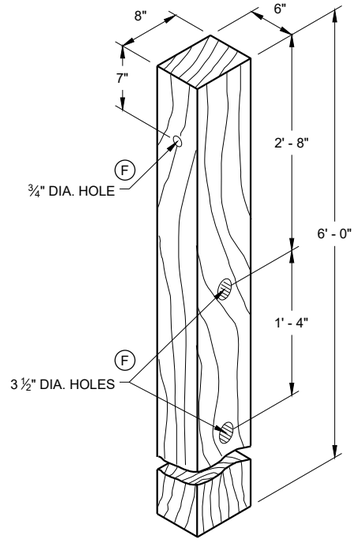
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



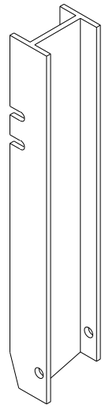
UPPER POST NO. 1 (1) (E)



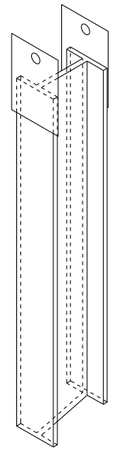
LOWER POST NO. 1 (2) (E)



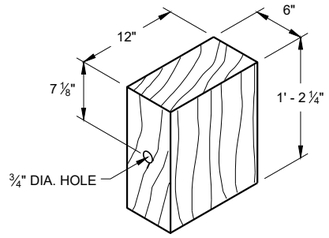
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



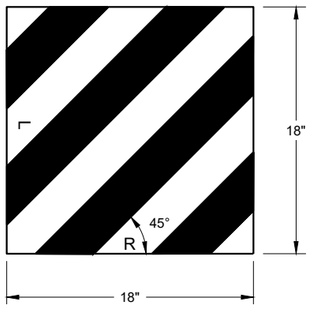
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

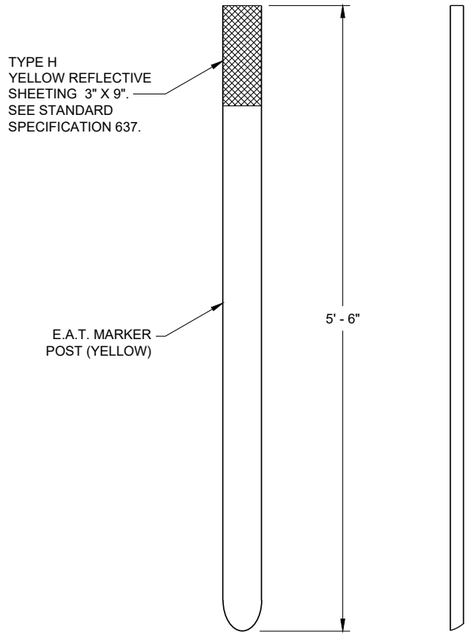


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



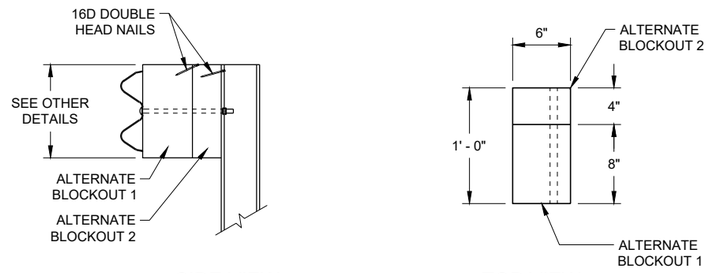
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

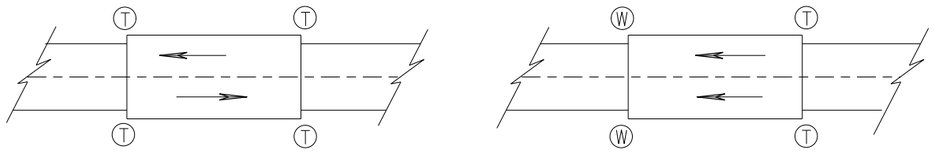
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

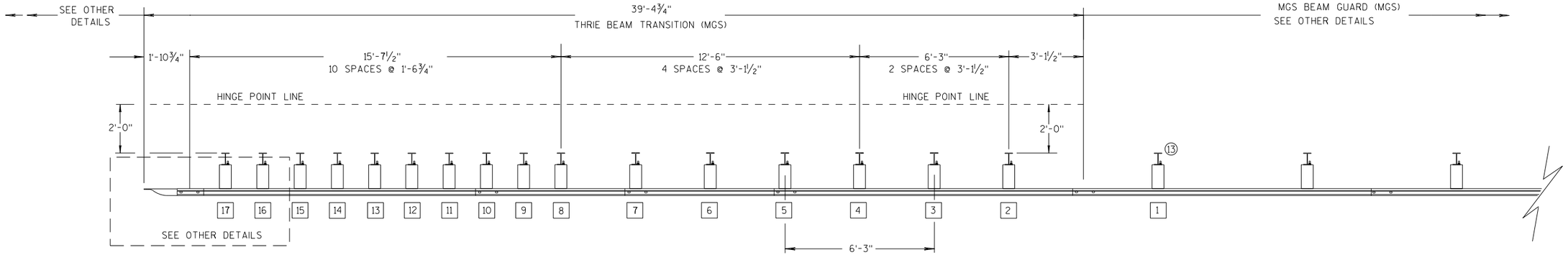
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

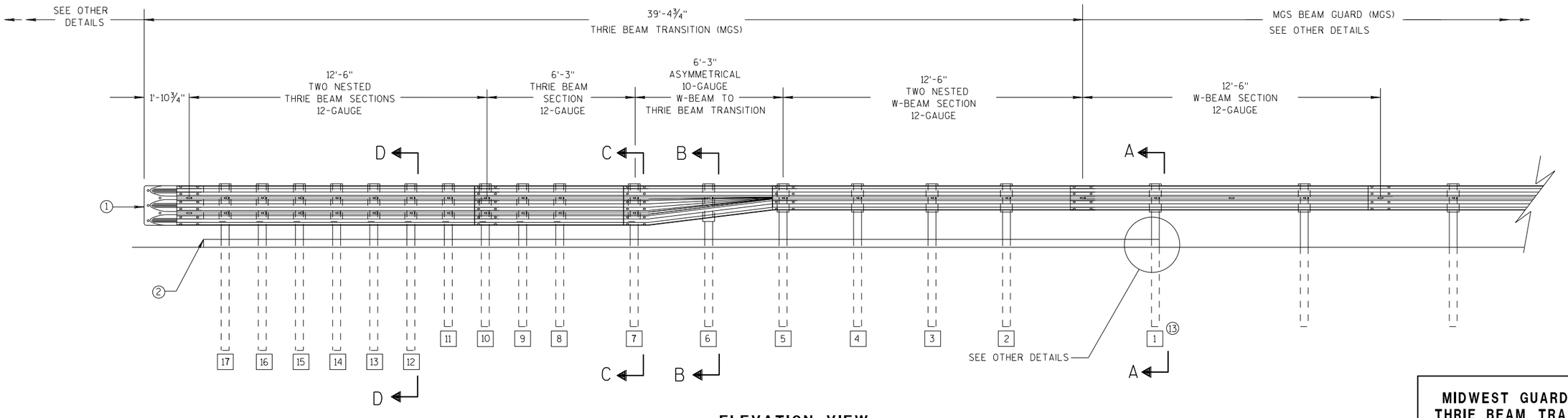
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

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

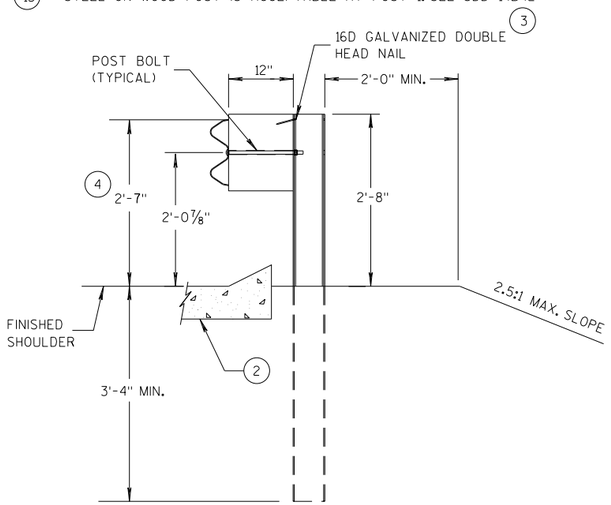
GENERAL NOTES

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

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

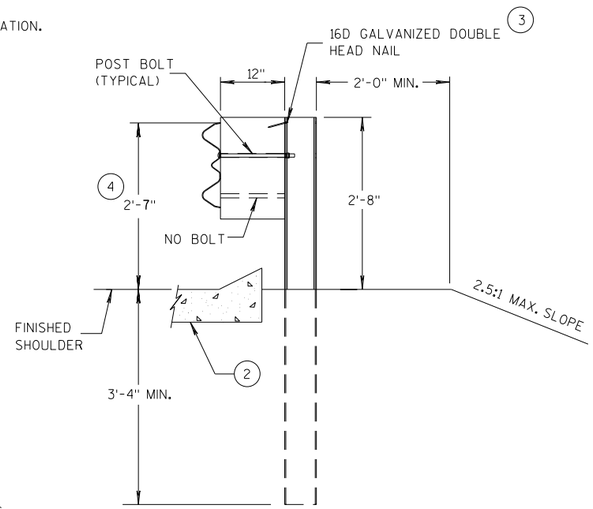
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

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



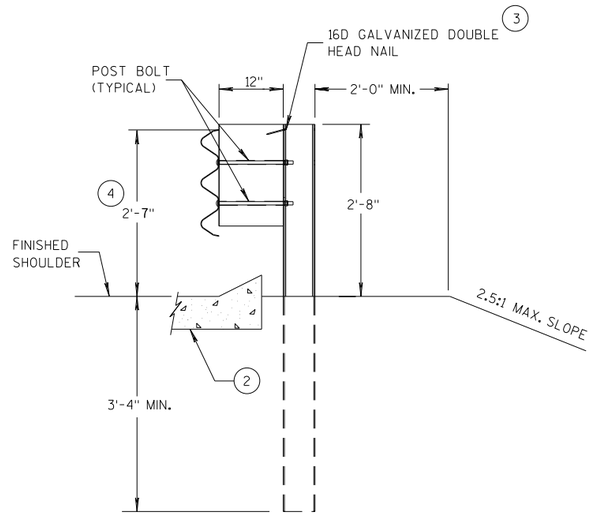
SECTION A-A (13)

POSTS 1-5



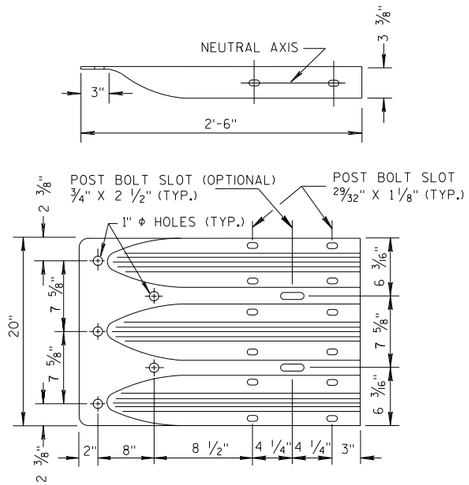
SECTION B-B

POST 6

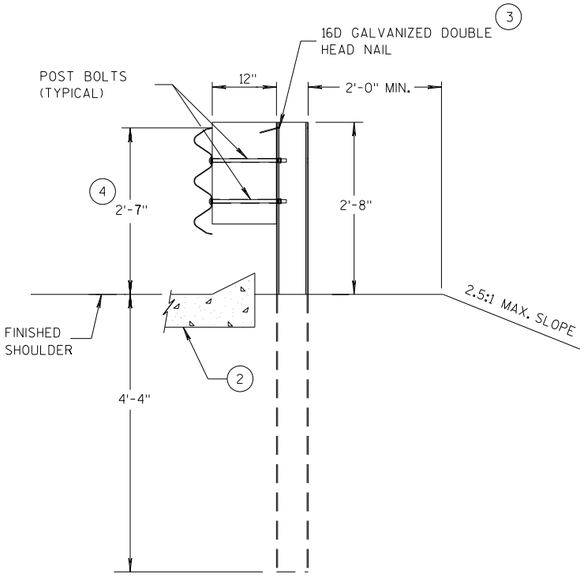


SECTION C-C

POSTS 7-11

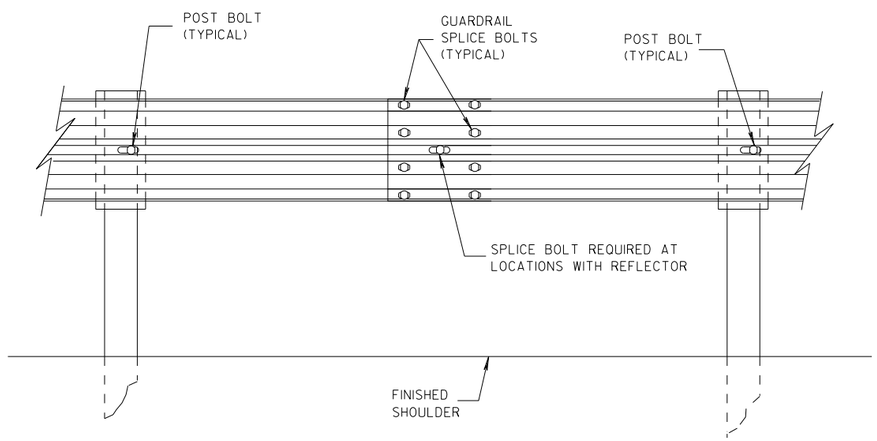


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

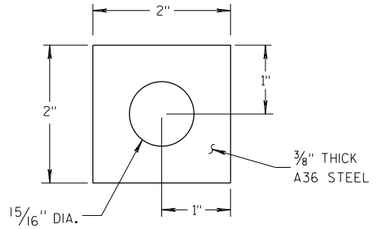
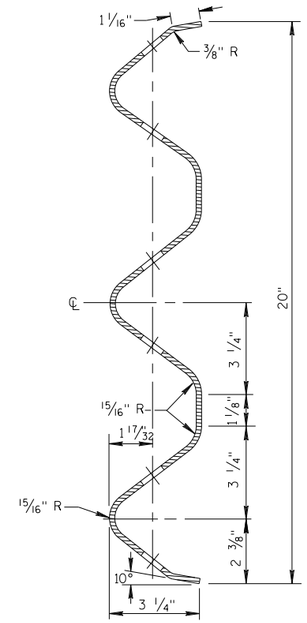


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

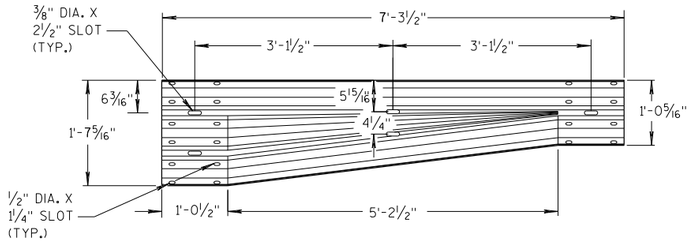
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 174

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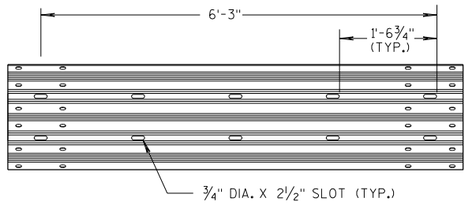
S.D.D. 14 B 45-5b

6

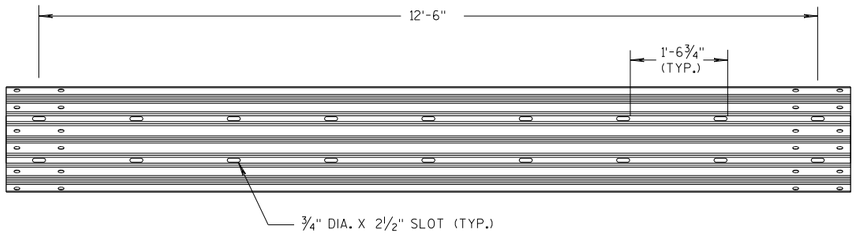
S.D.D. 14 B 45-5b



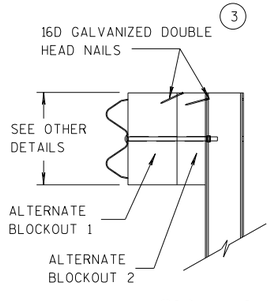
W-BEAM TO THRIE BEAM TRANSITION SECTION



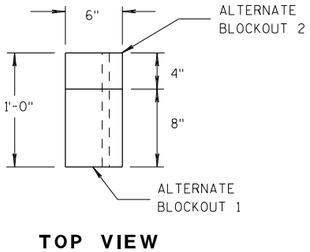
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

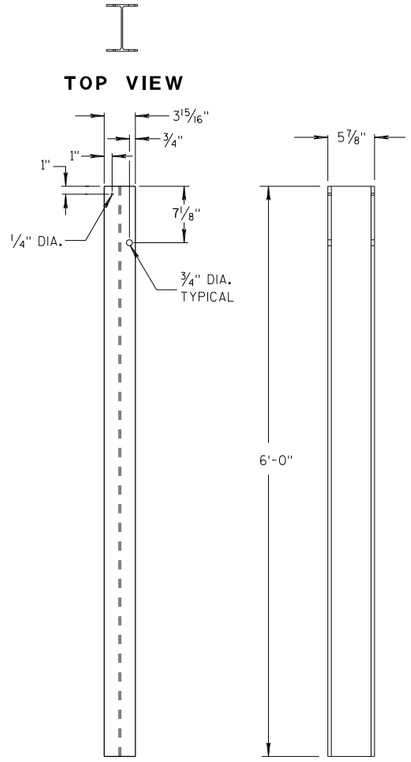


SIDE VIEW



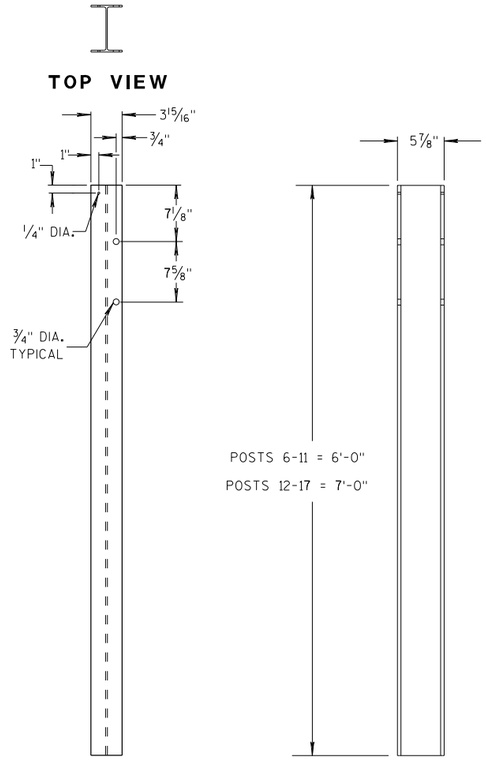
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



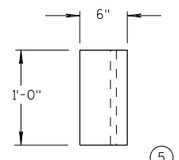
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

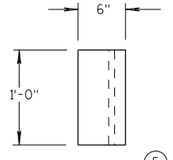


FRONT VIEW SIDE VIEW

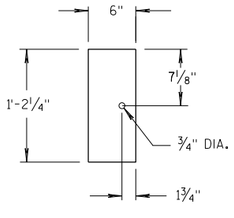
STEEL POSTS 6-17



TOP VIEW (5)

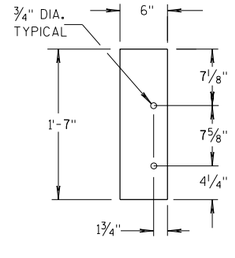


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

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

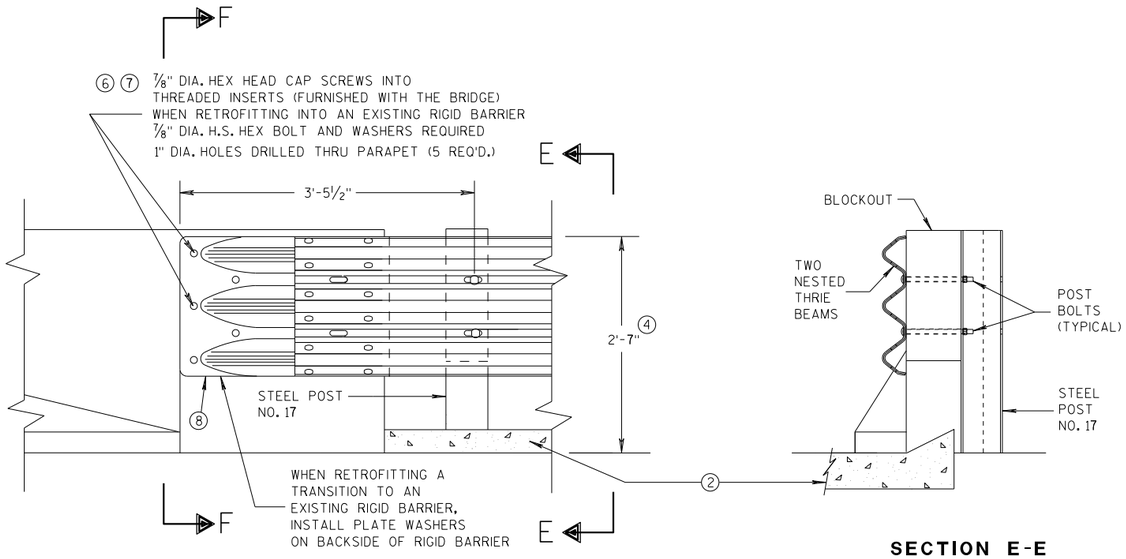
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 175

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



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

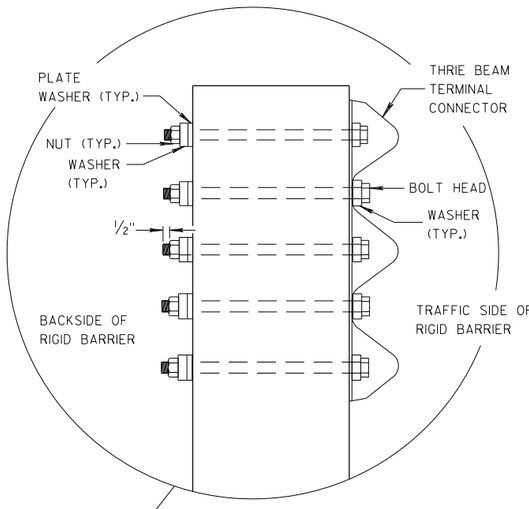
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

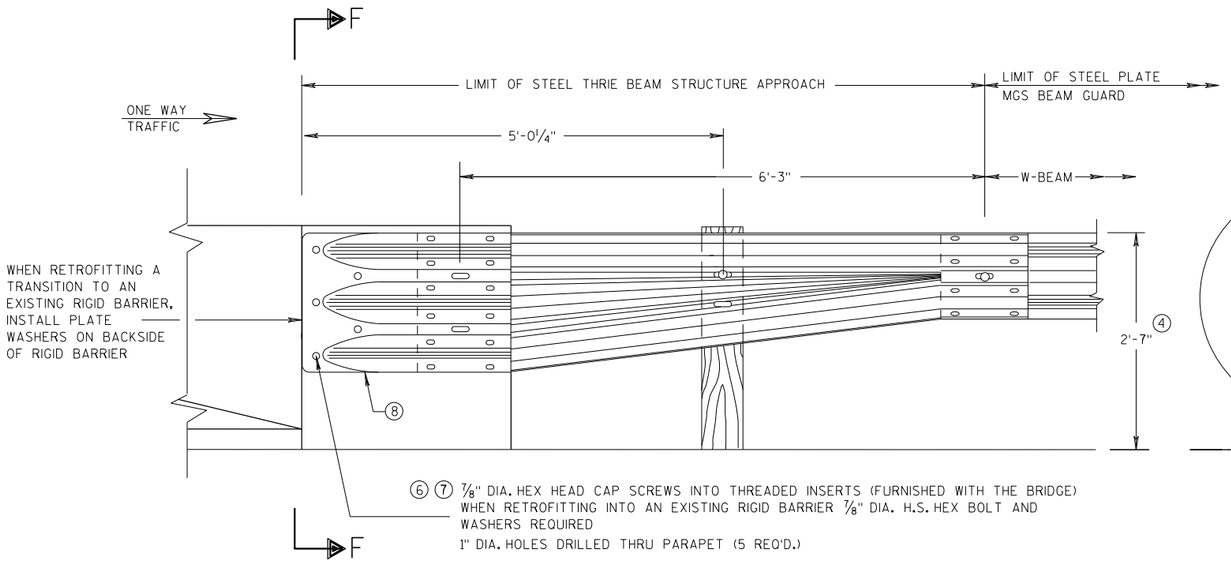
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

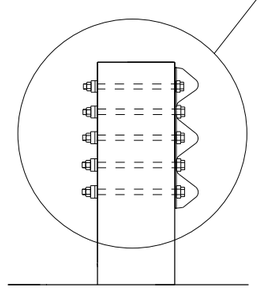
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

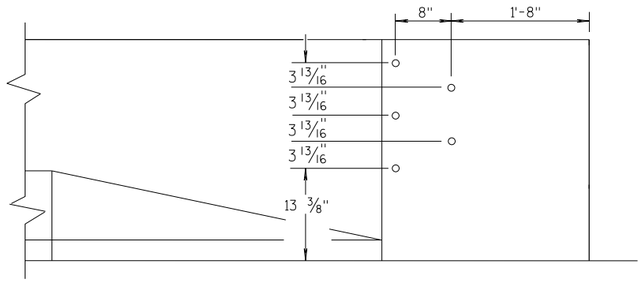




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
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GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

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

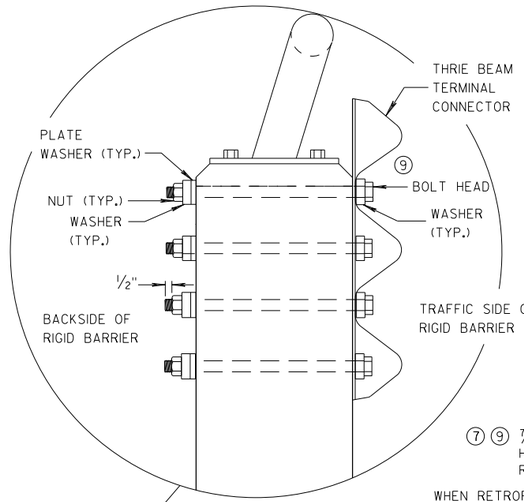
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

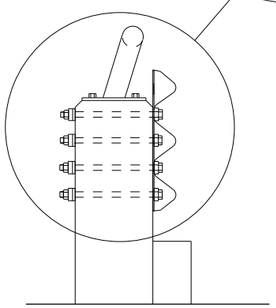
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

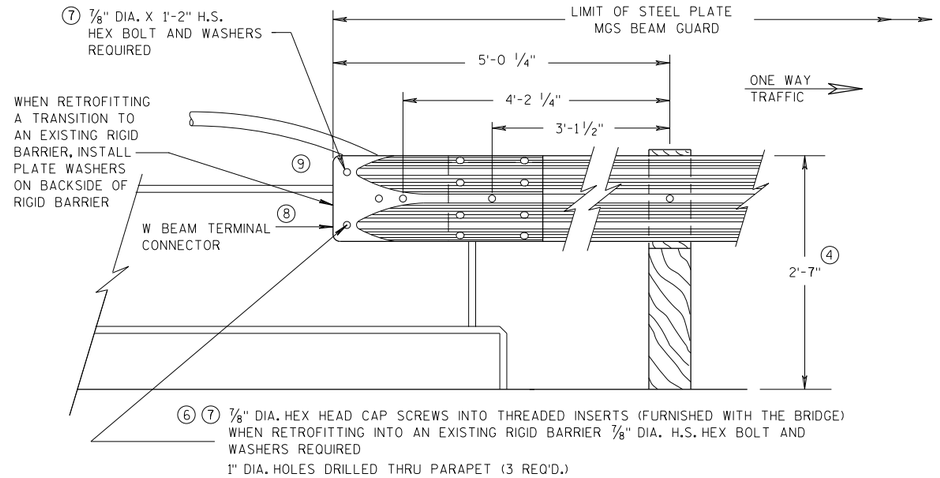
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





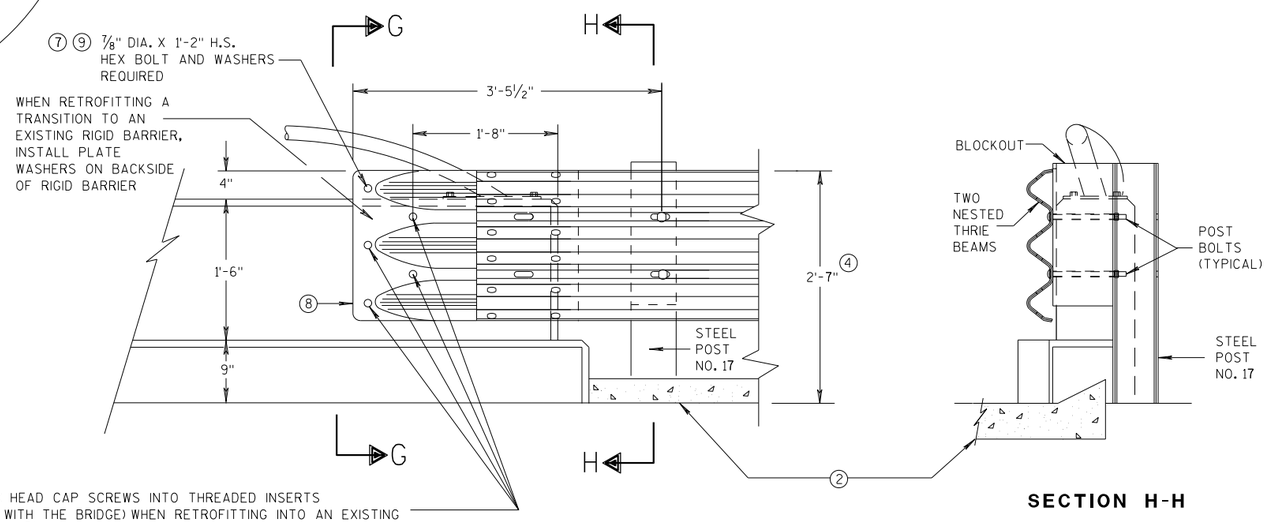
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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ROADWAY STANDARDS D
UNIT SUPERVIS

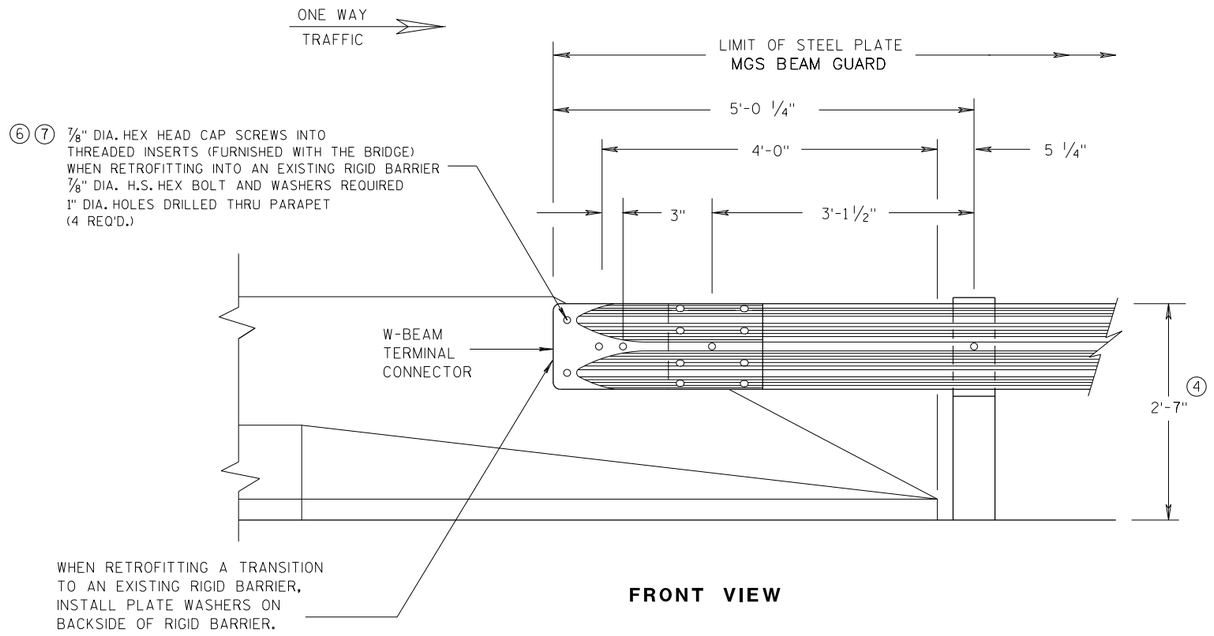
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S.D.D. 14 B 45-5e

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



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

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

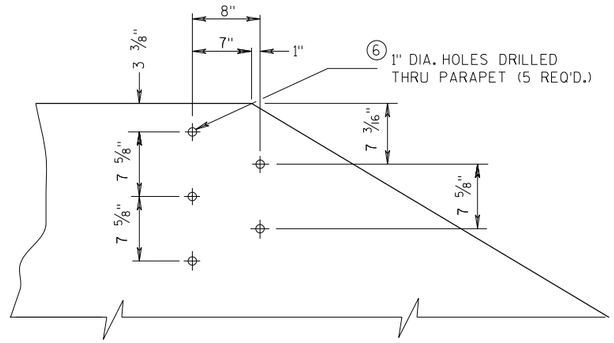
GENERAL NOTES

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

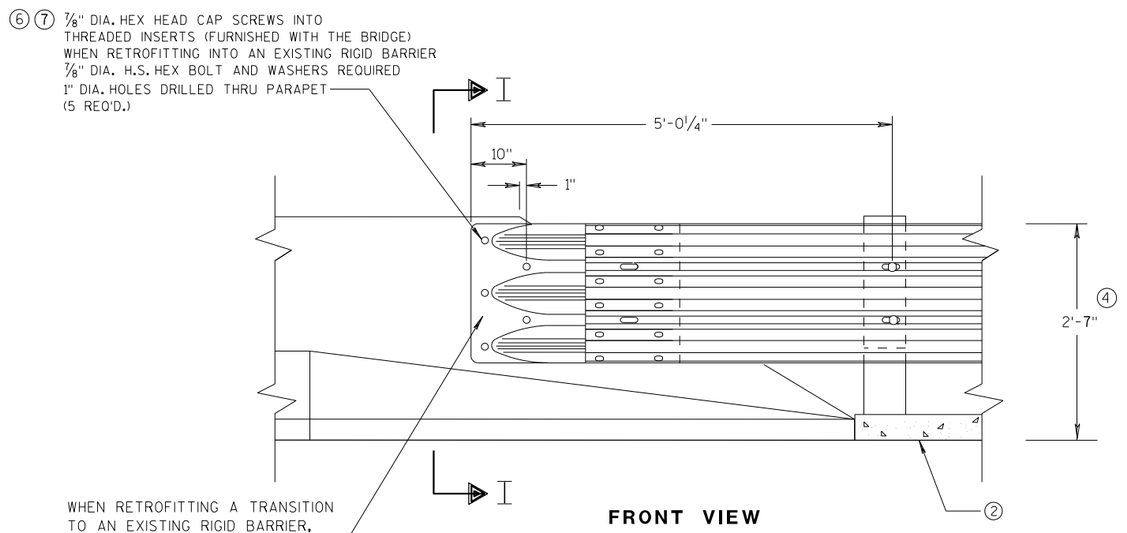
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

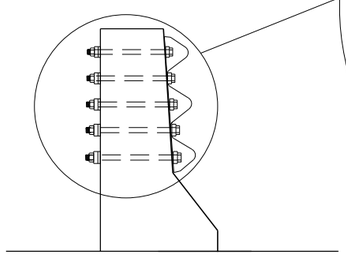
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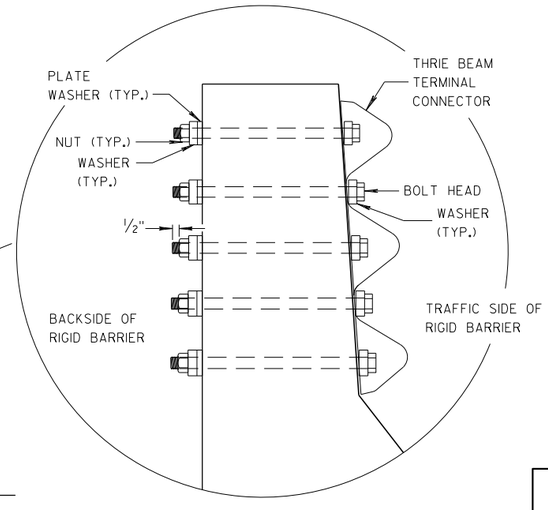
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

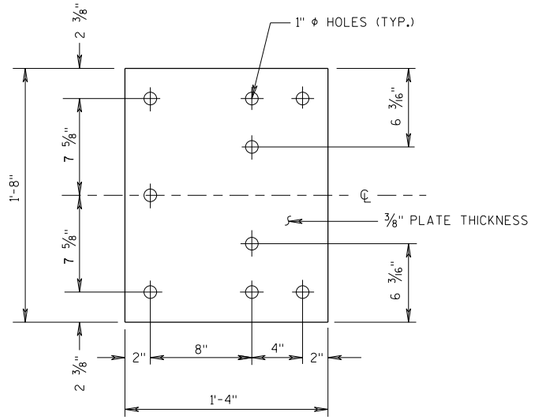
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ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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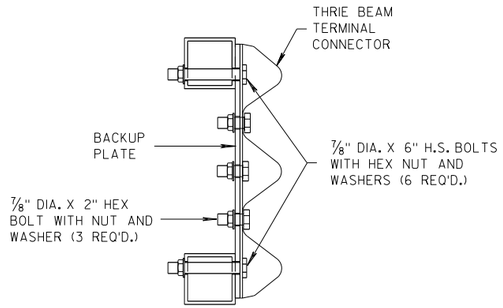
S.D.D. 14 B 45-5f

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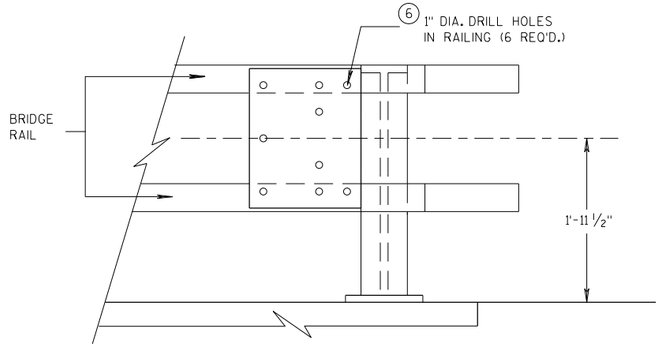
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

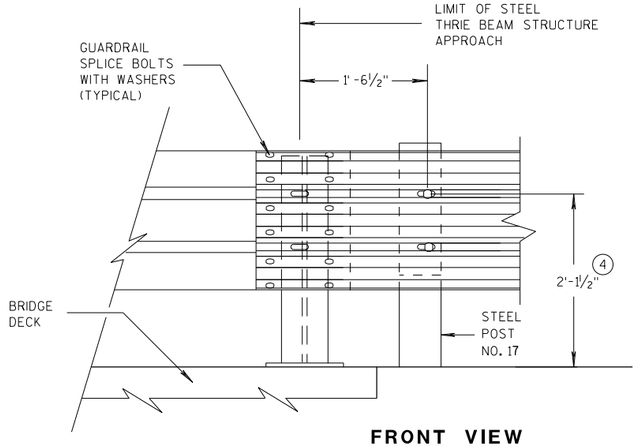


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

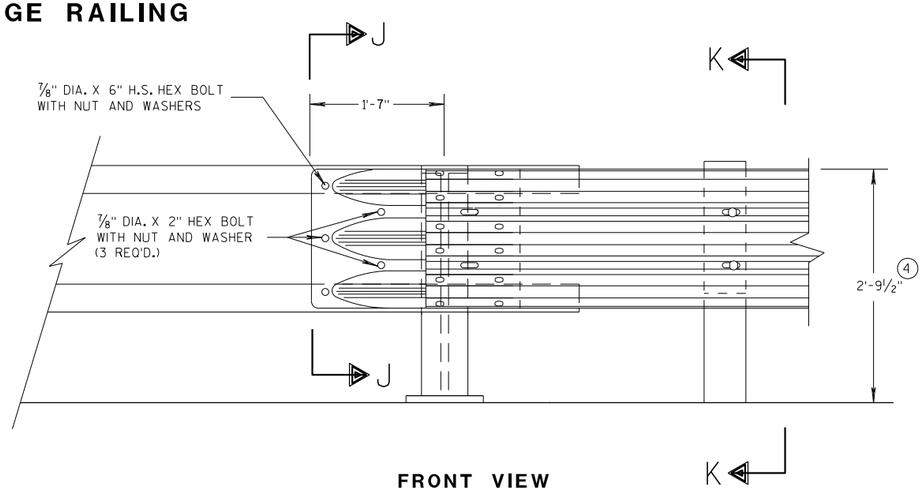
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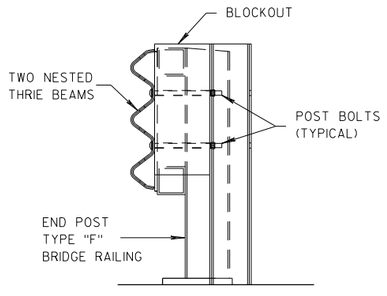


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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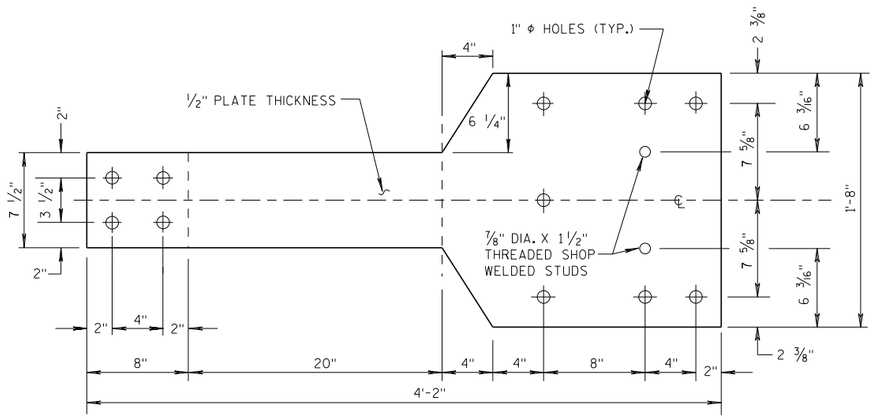
S.D.D. 14 B 45-5g

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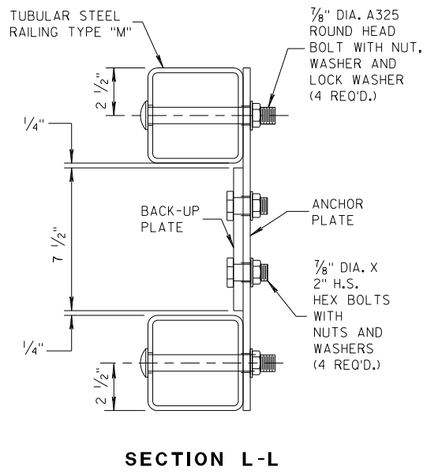
S.D.D. 14 B 45-5g

GENERAL NOTES

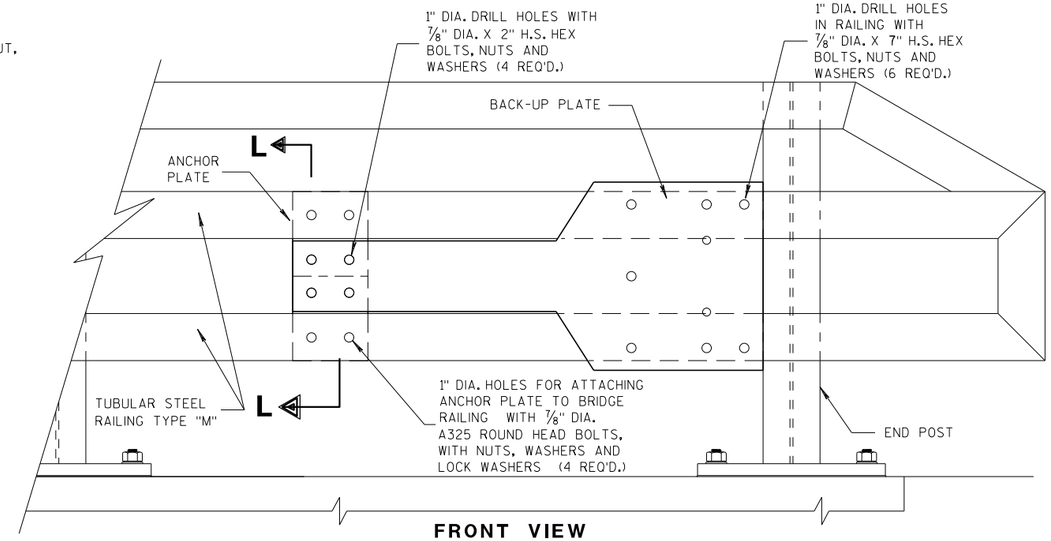
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



FRONT VIEW

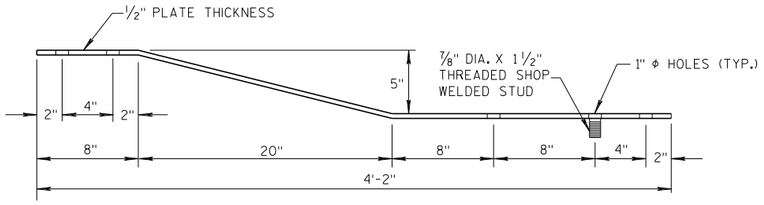


SECTION L-L



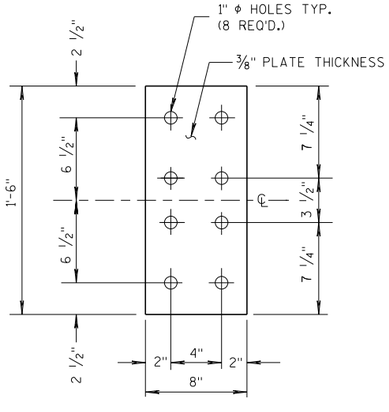
FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



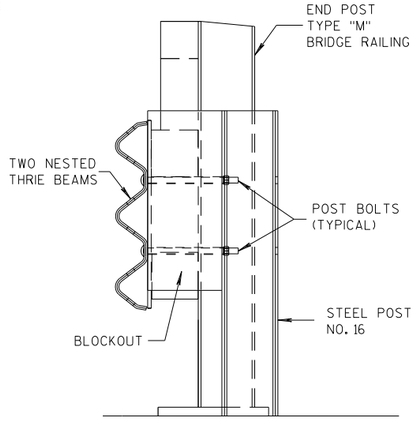
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

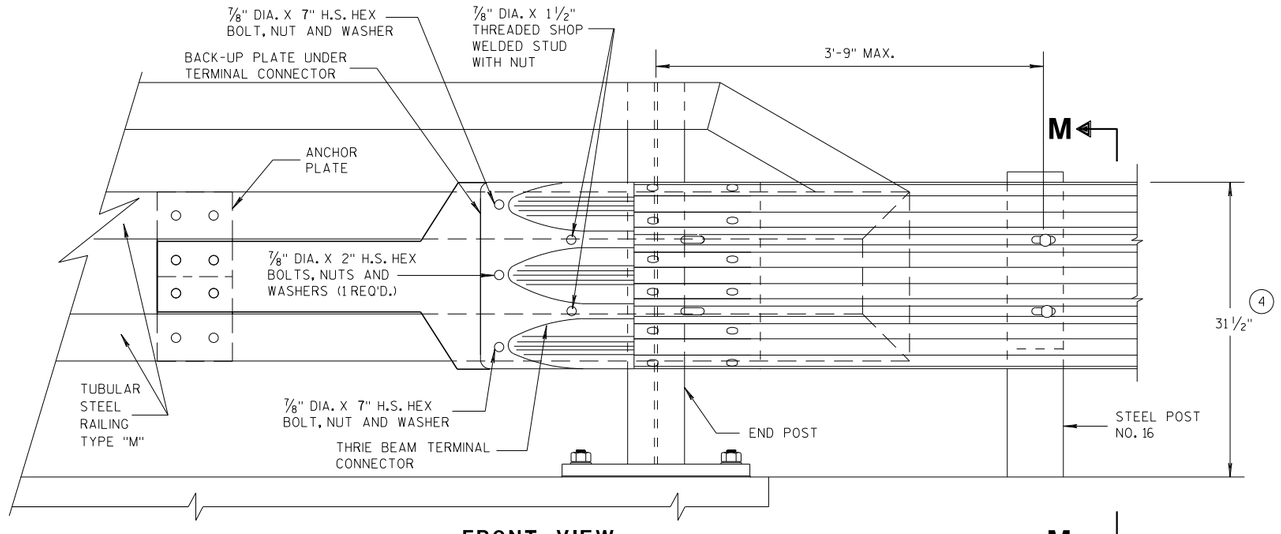


FRONT VIEW

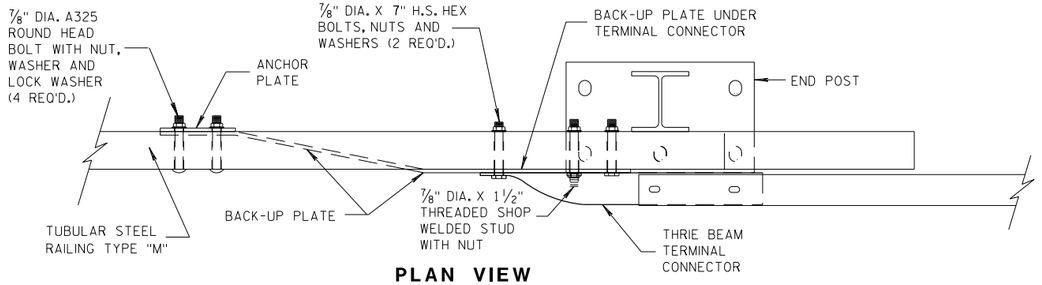
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

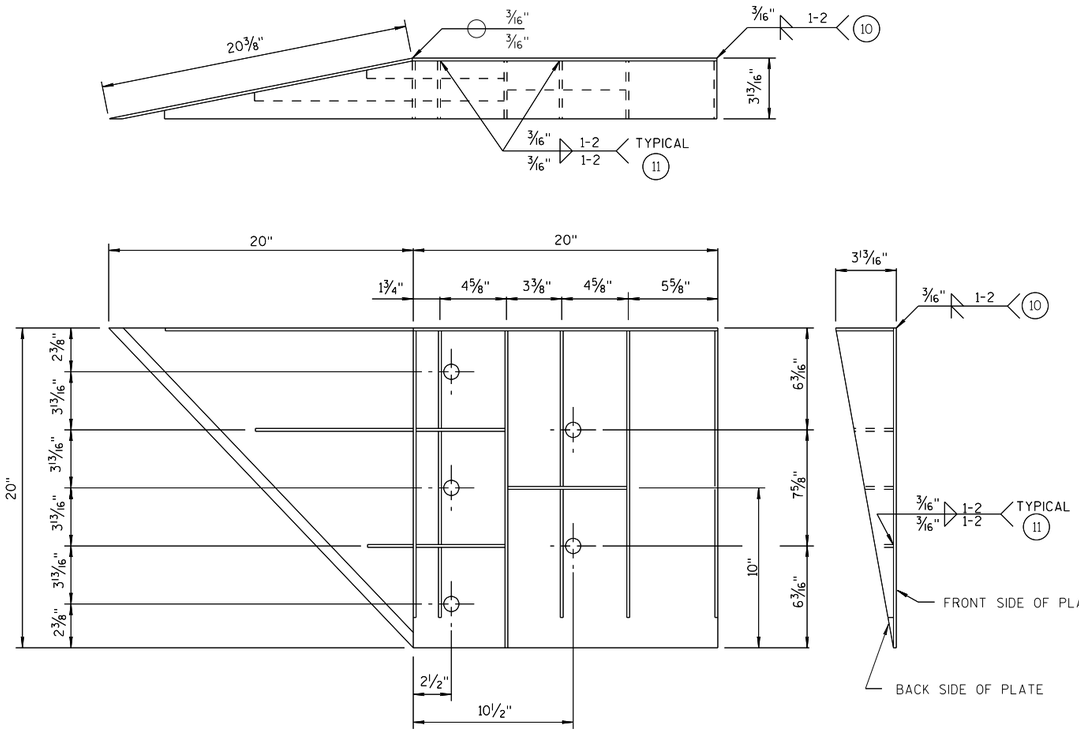
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

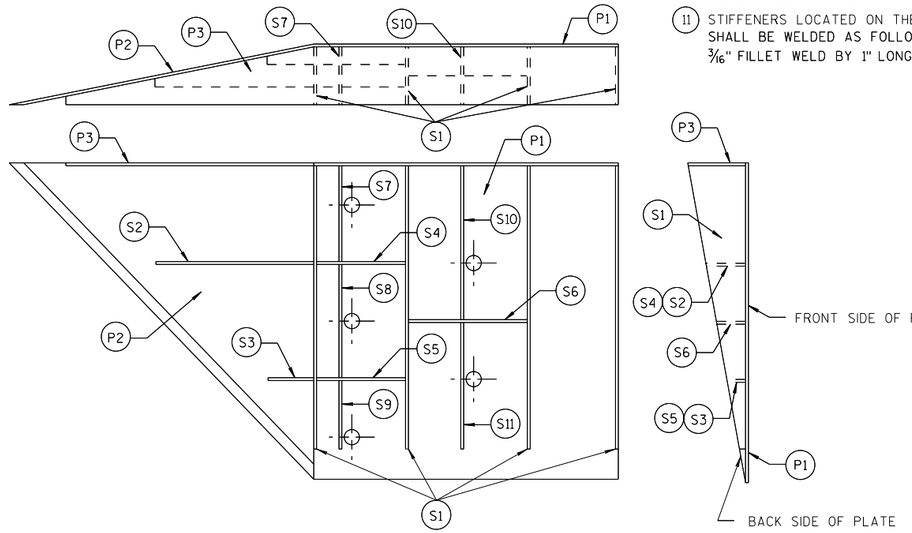


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

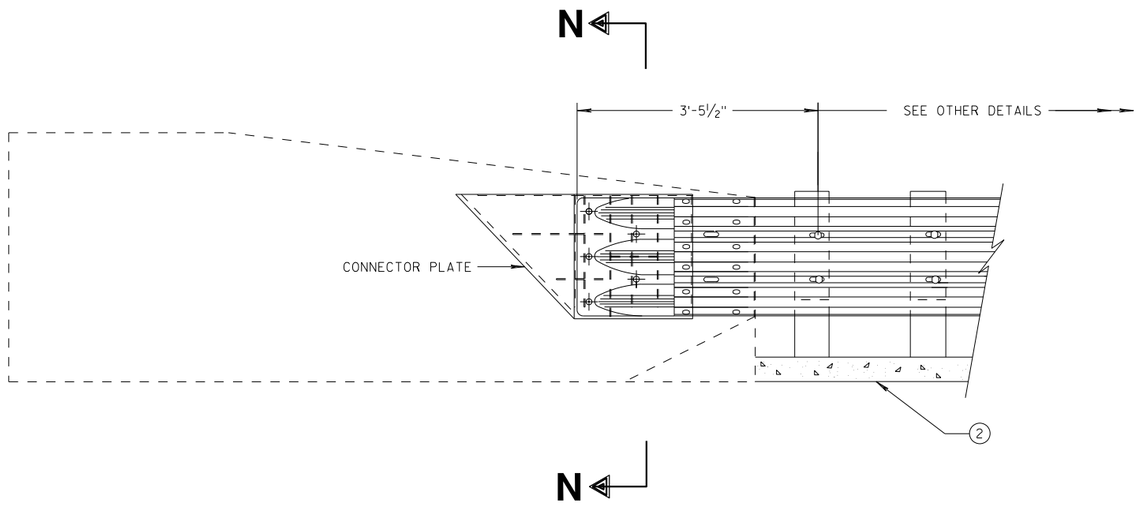
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7/2018
DATE
FHWA

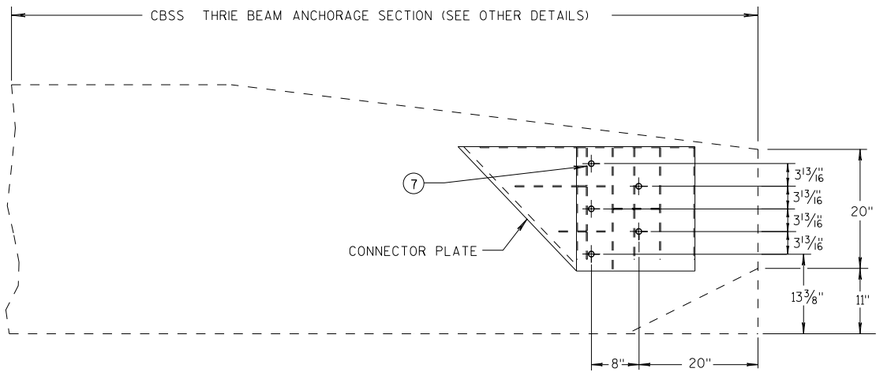
/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI

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



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



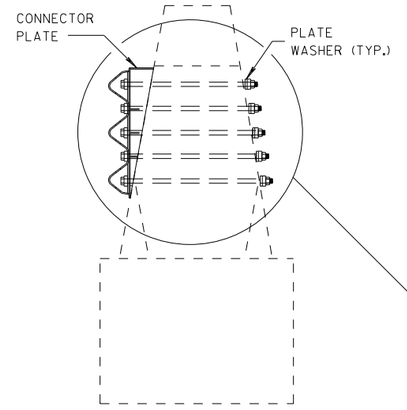
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

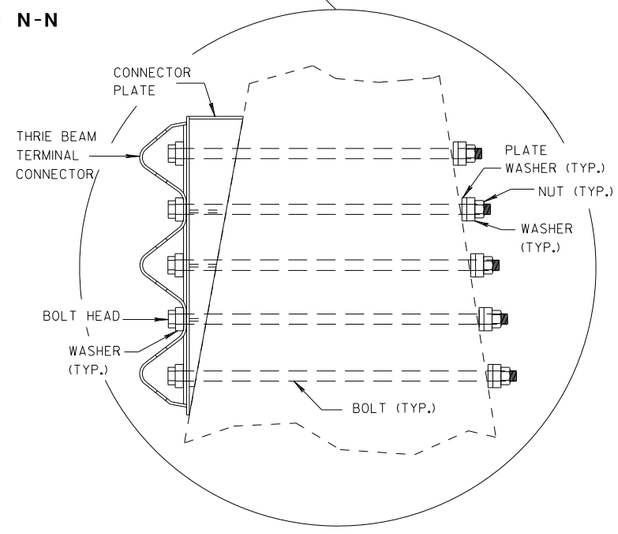
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

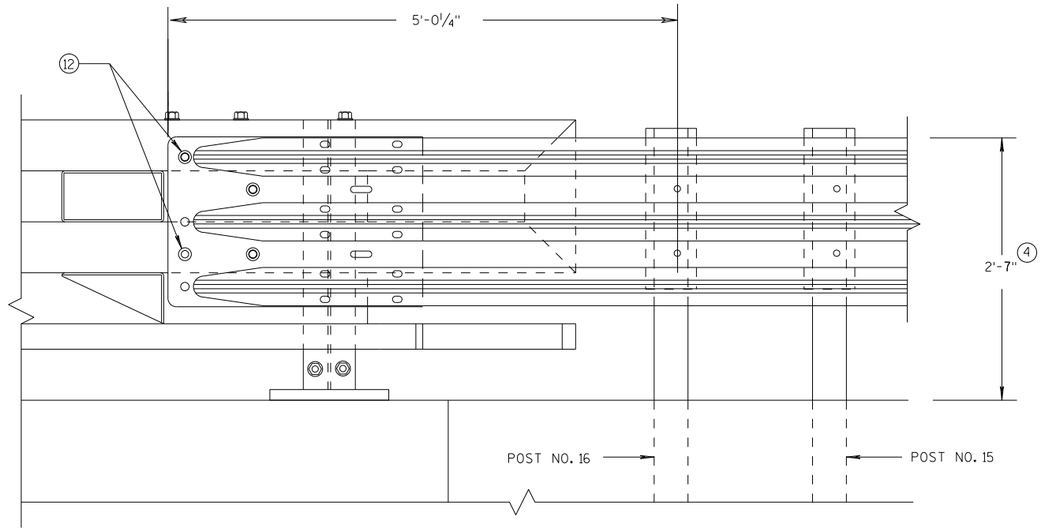
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DI UNIT SUPERVIS NT
FHWA

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

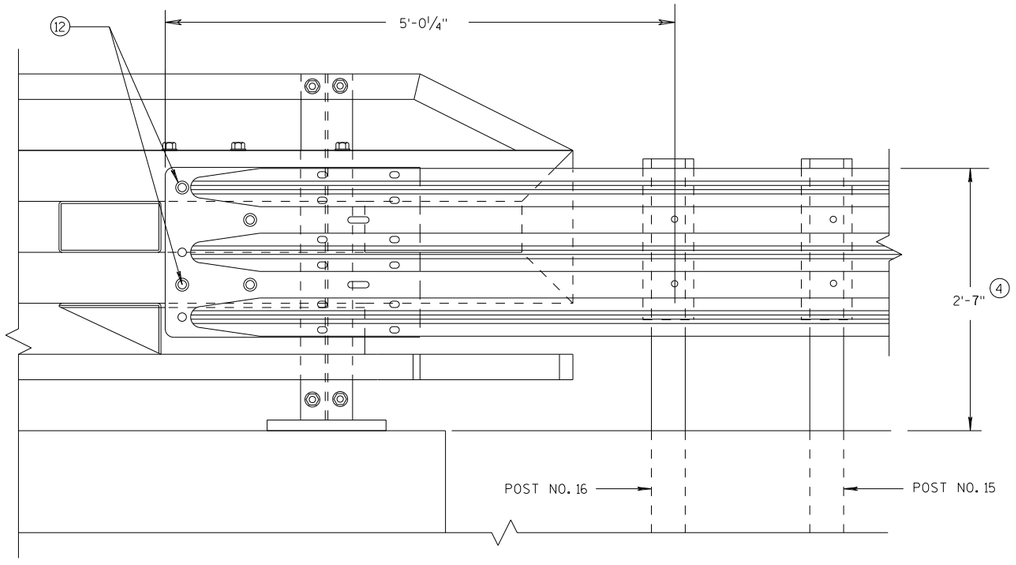
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

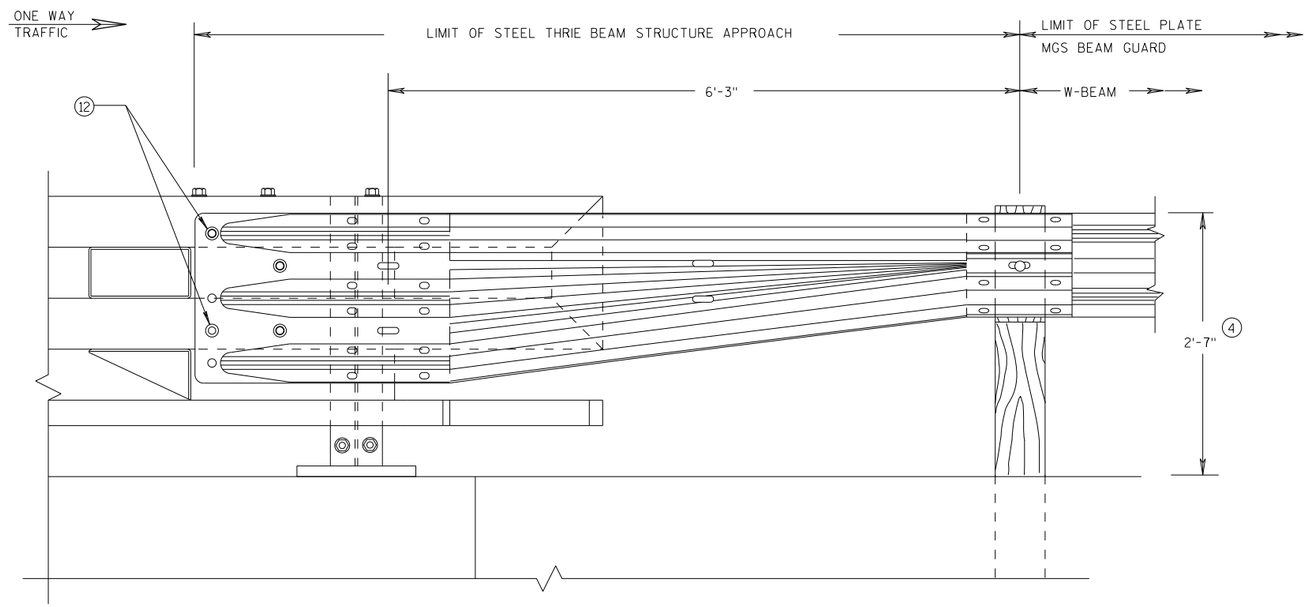
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S.D.D. 14 B 45-5k

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



FRONT VIEW

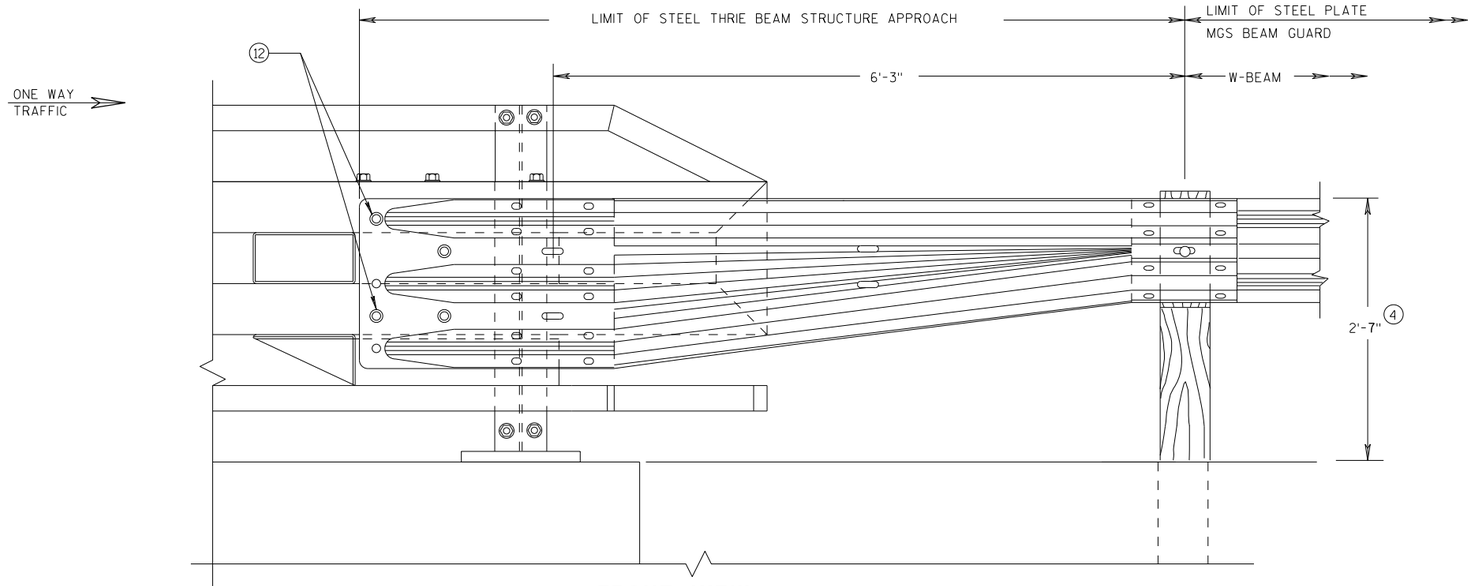
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
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ROADWAY STANDARDS D
UNIT SUPERVIS

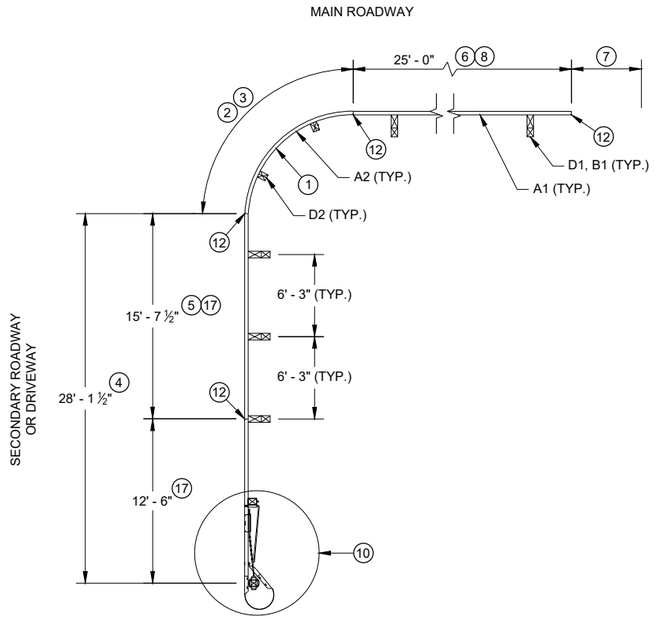
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S.D.D. 14 B 45-5L

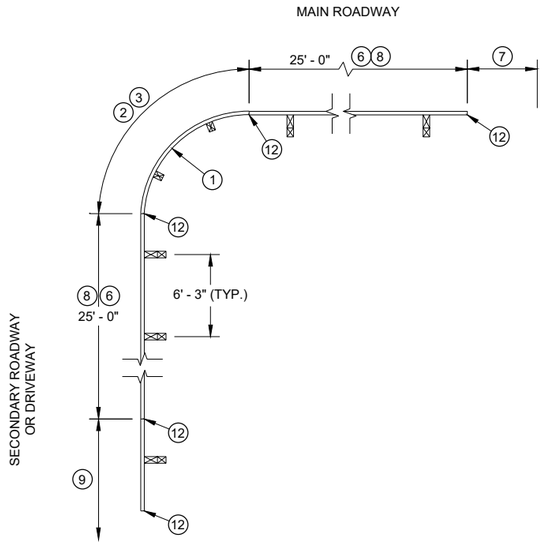
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S.D.D. 14 B 45-5L



PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

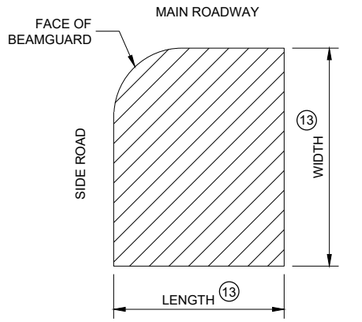


PLAN VIEW

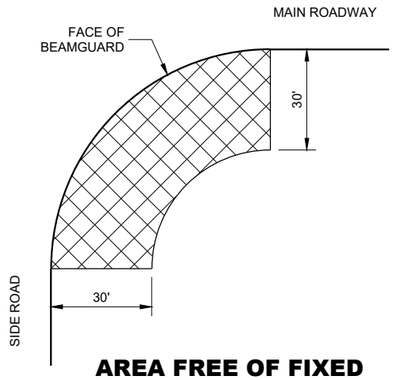
SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY

TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS 16



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

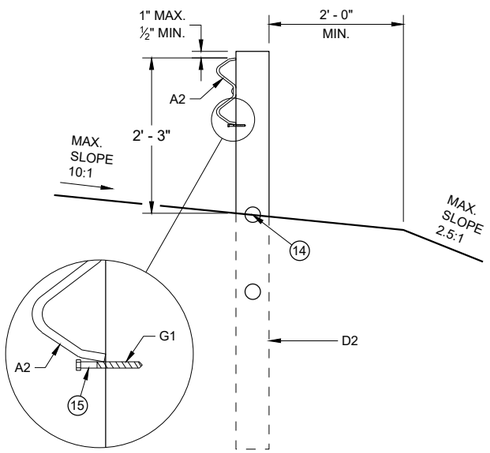
(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

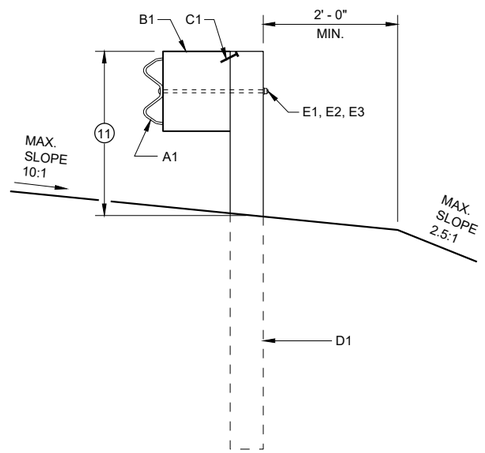
(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

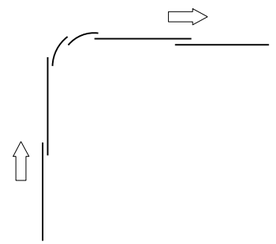
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).



CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



BEAM GUARD POSTS IN HEIGHT TRANSITION



LAP SPLICE DETAIL

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

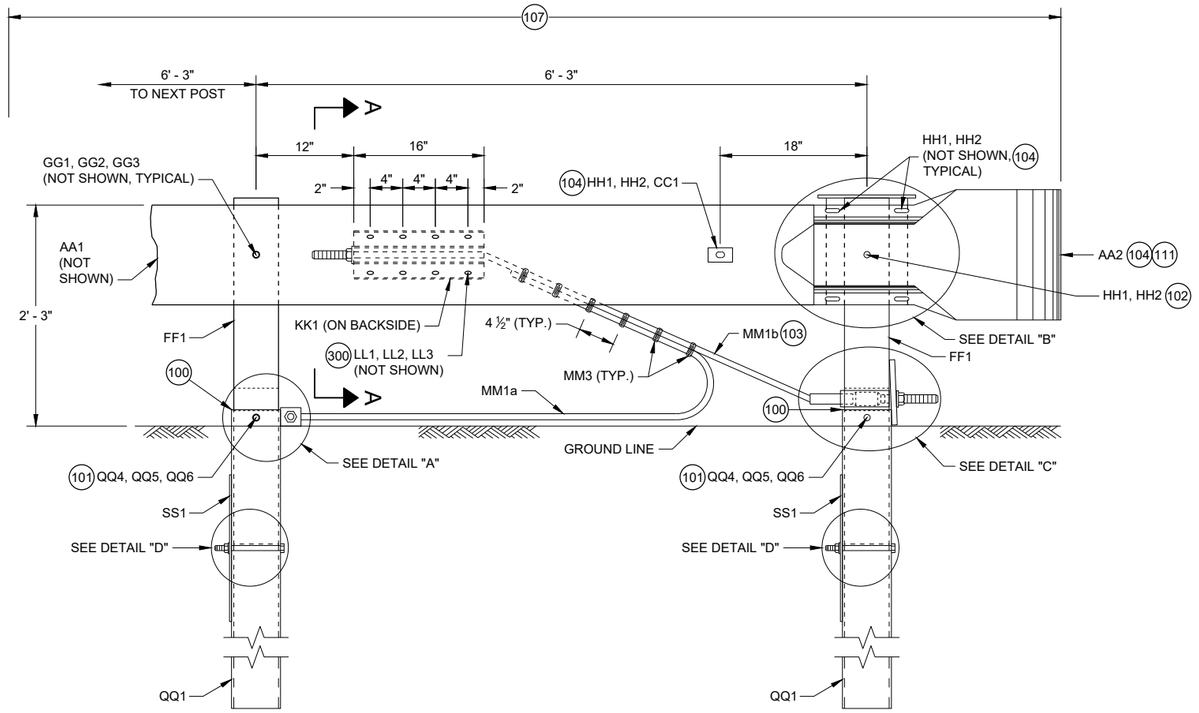
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 01a

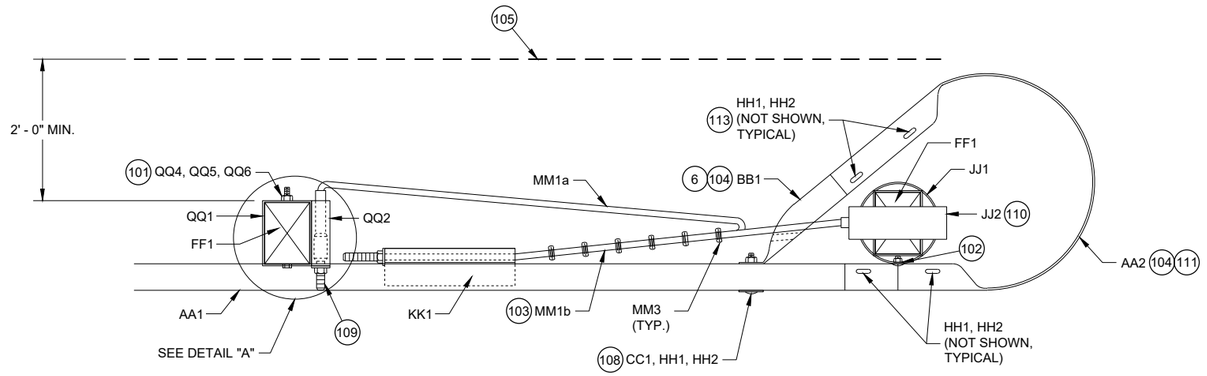
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SDD 14B53 - 01a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

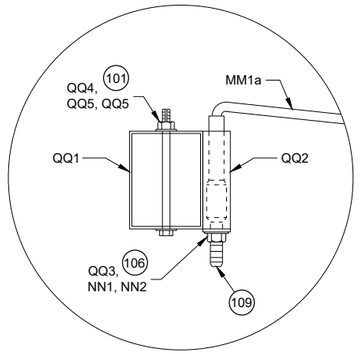
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

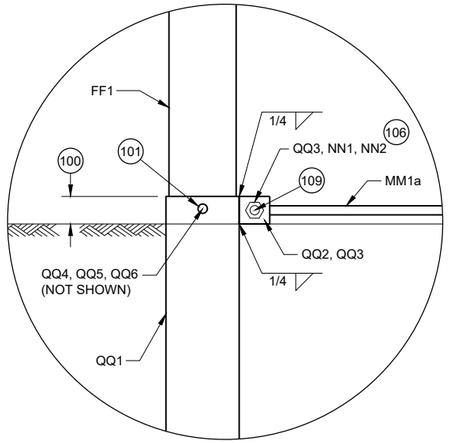
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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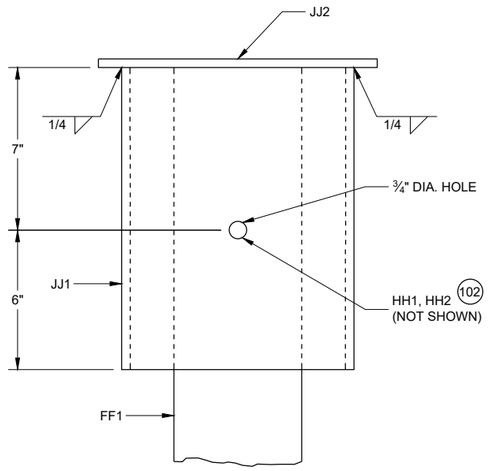
SDD 14B53 - 01b

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SDD 14B53 - 01b

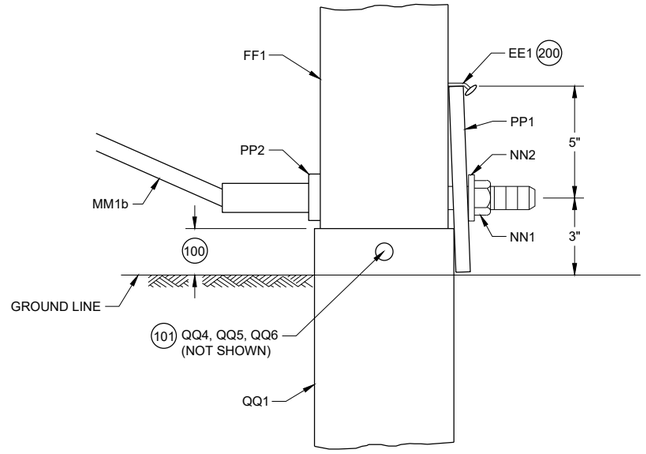
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



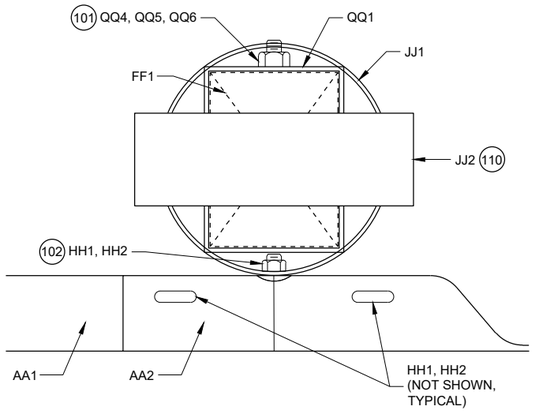
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



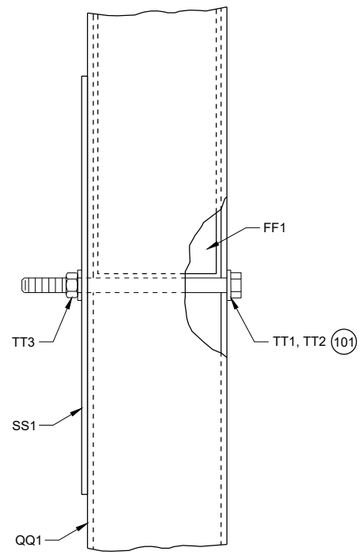
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

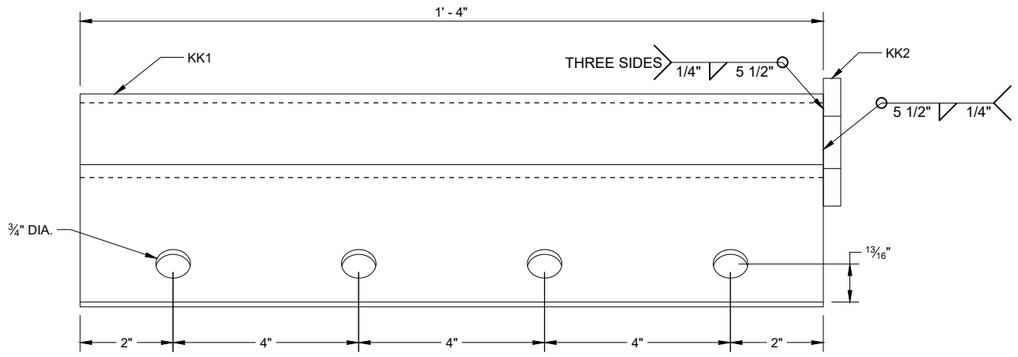
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

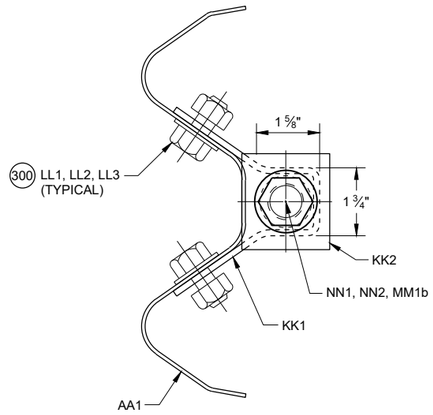
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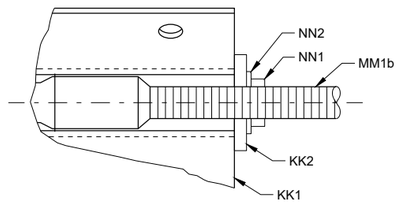
SDD 14B53 - 01c

GENERAL NOTES

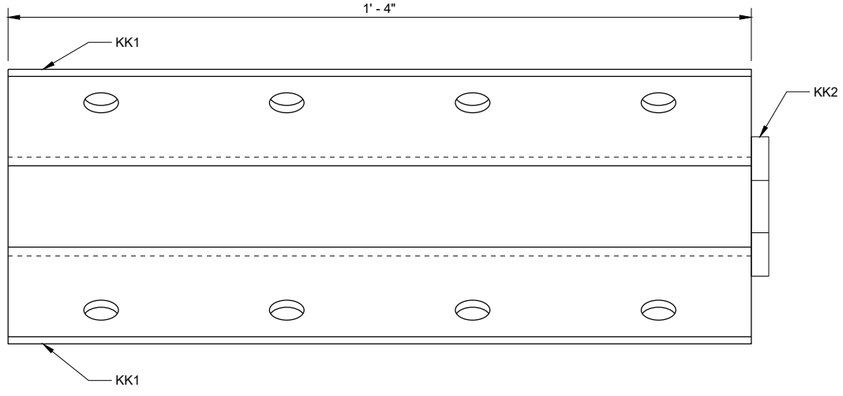
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

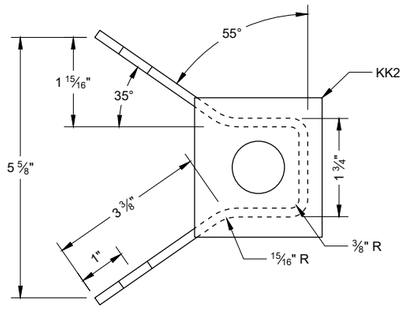




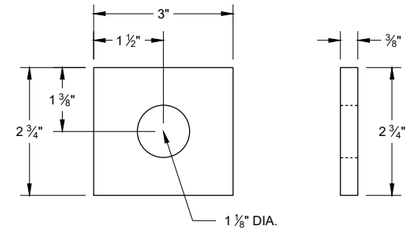


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

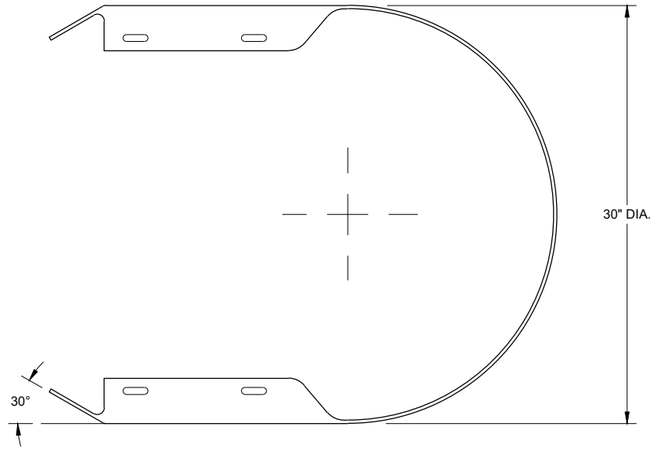
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 01d

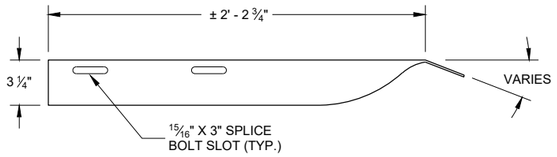
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

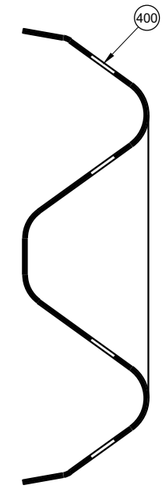
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



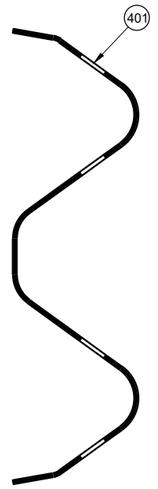
TOP VIEW



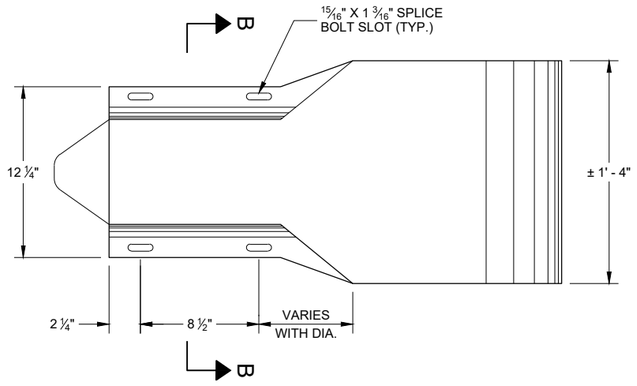
TOP VIEW



SECTION B -B

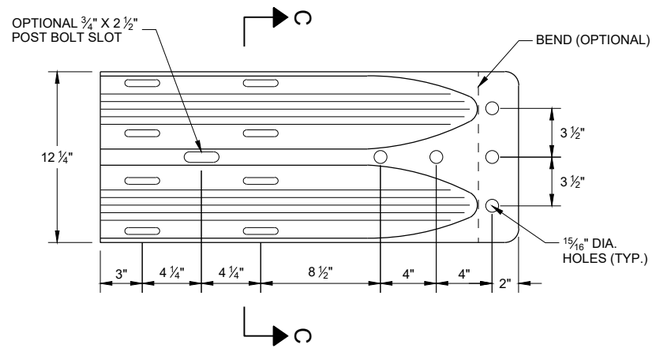


SECTION C -C



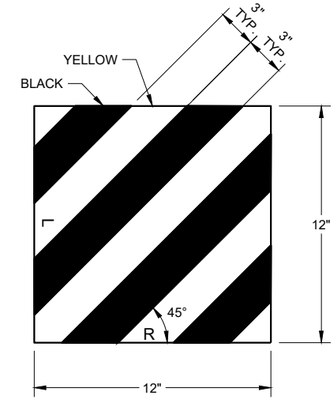
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



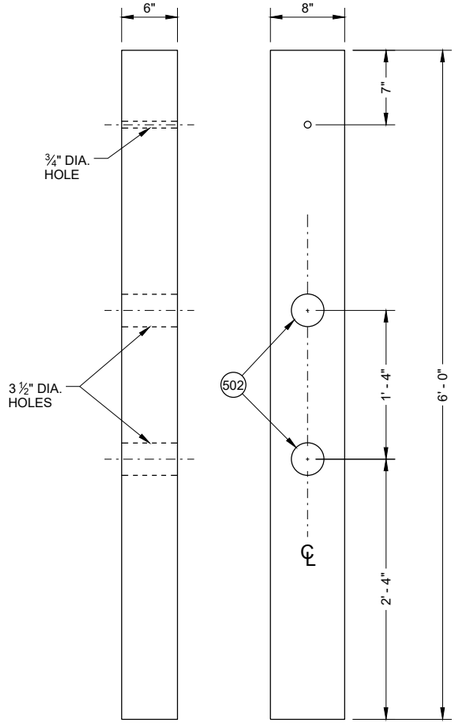
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

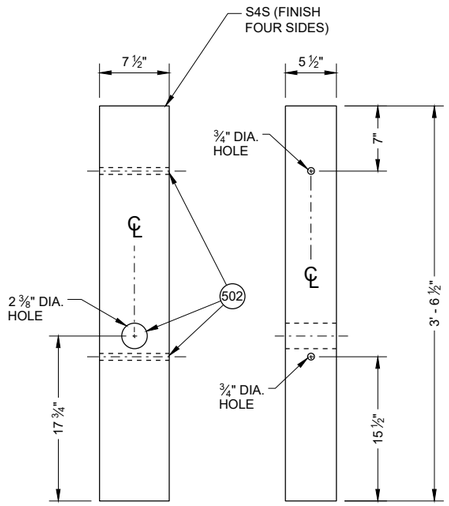
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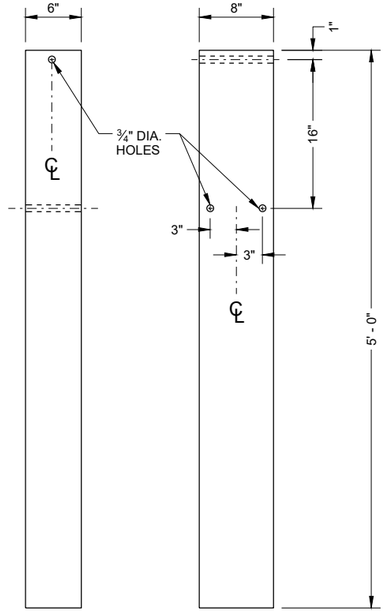
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

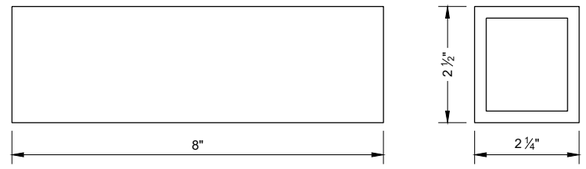
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

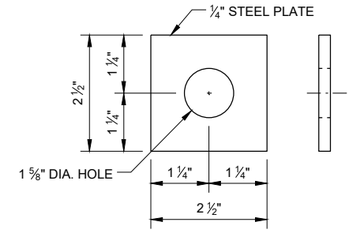
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

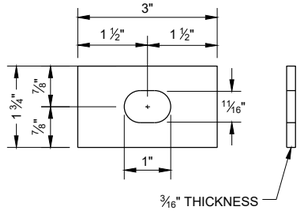
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



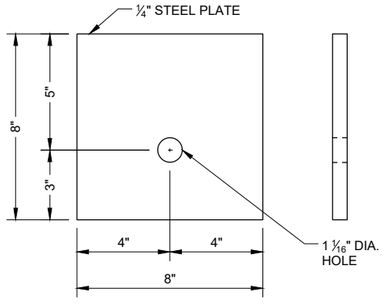
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



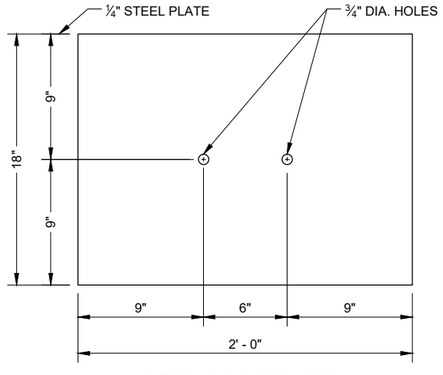
ANCHOR CABLE TUBE END PLATE (QQ3)



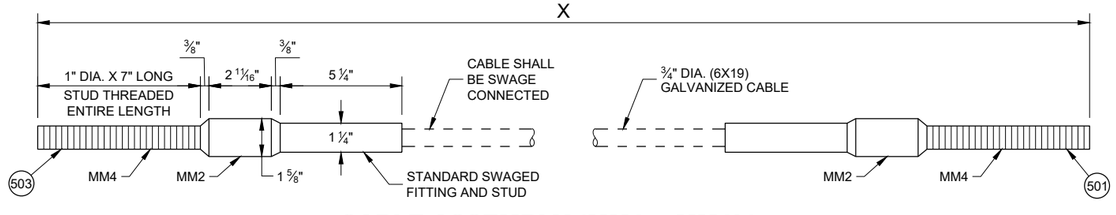
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 01f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

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SDD 14B53 - 01g

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
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BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

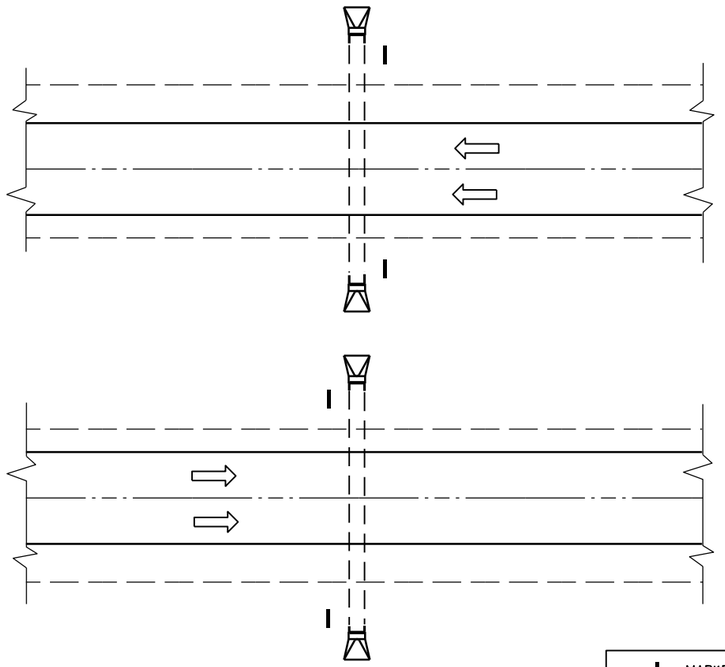
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

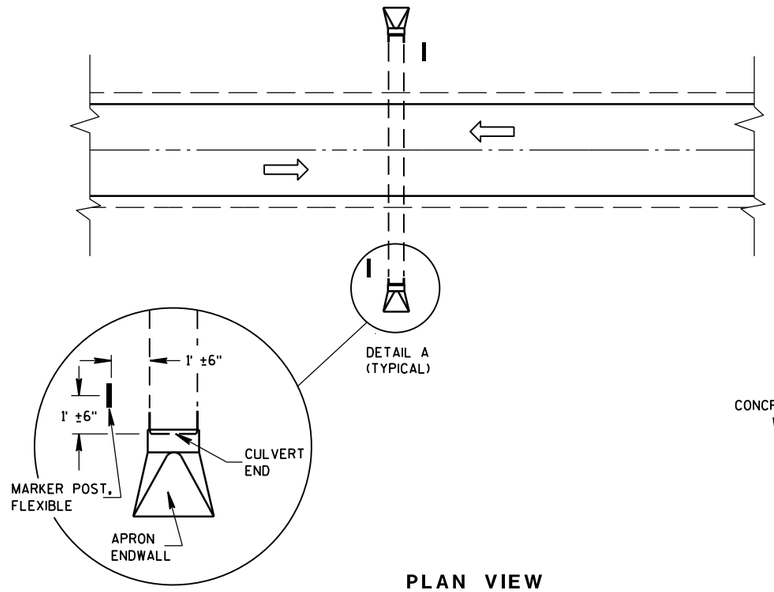
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SDD 14B53 - 01i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

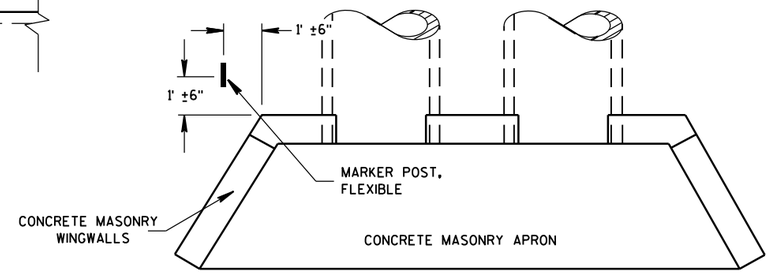
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

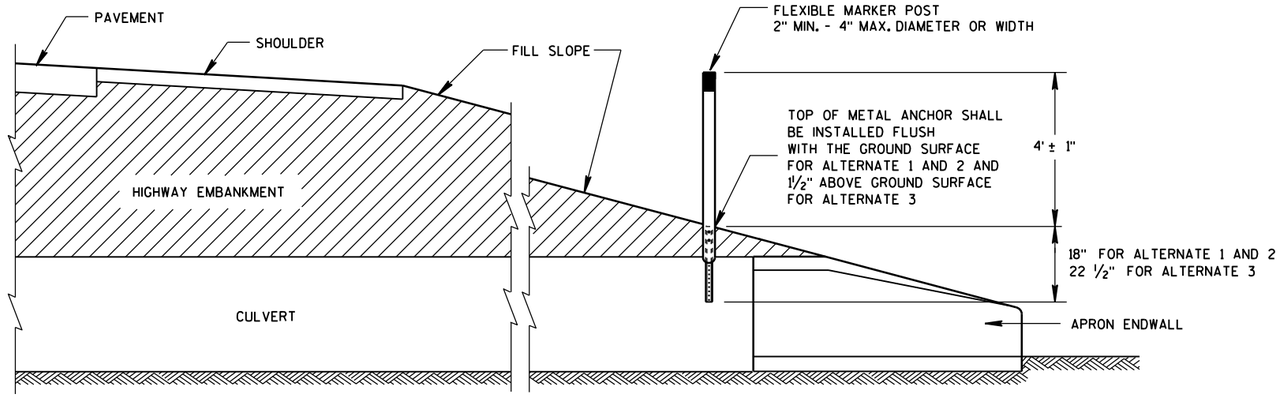
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

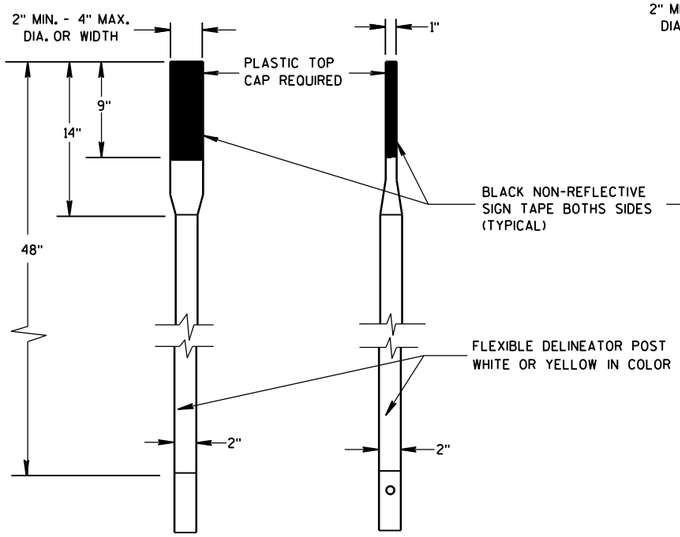
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

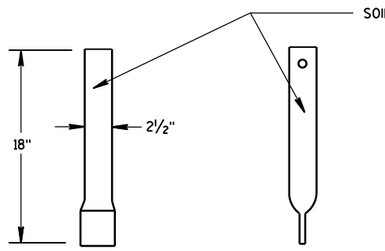
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S.D.D. 15 A 3-2a

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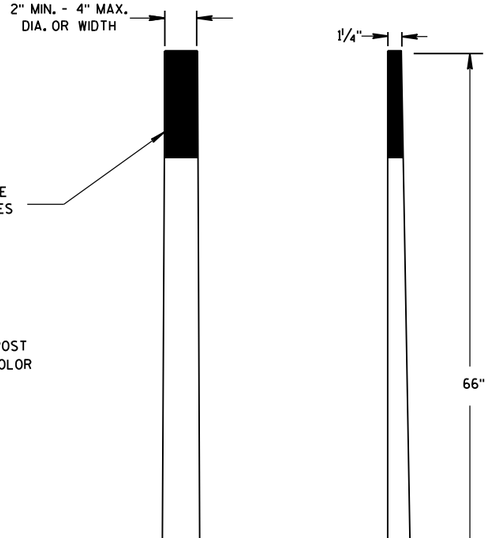
S.D.D. 15 A 3-2a





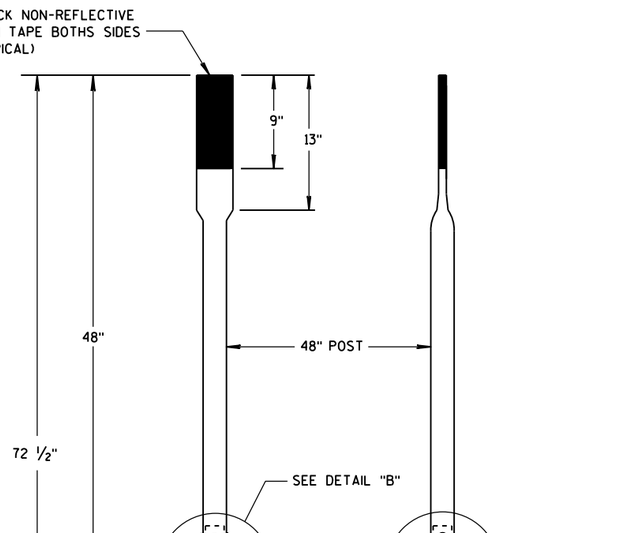
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

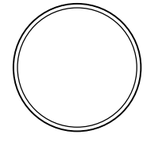
ALTERNATE 2



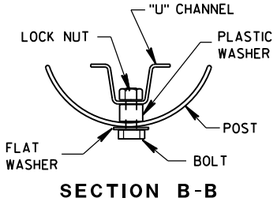
FRONT VIEW SIDE VIEW

ALTERNATE 3

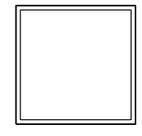
FLEXIBLE MARKER POSTS



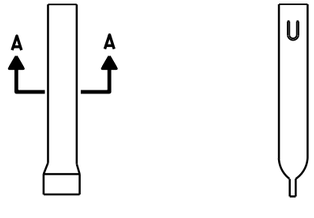
SECTION A-A



SECTION B-B

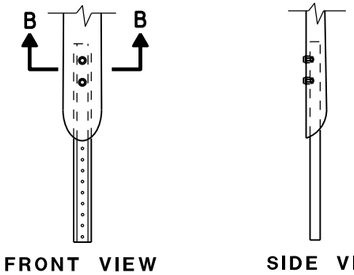


SECTION C-C



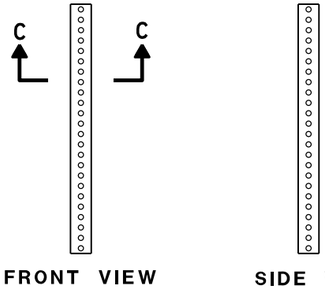
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

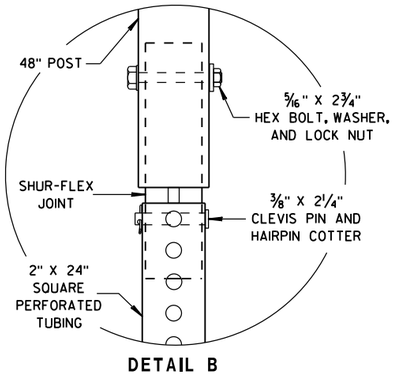
ALTERNATE 2



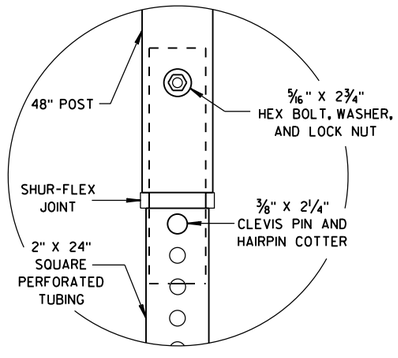
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

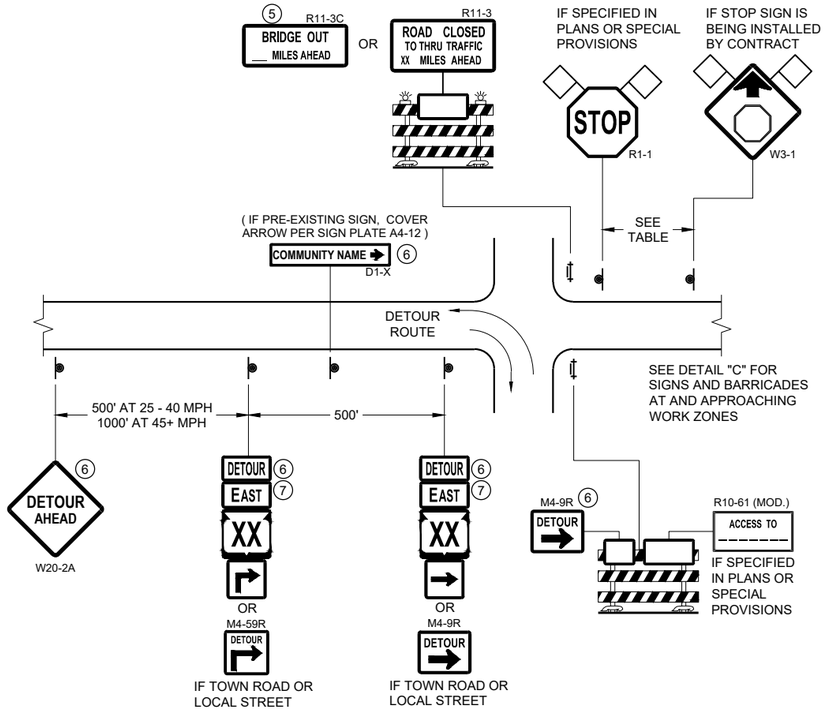
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

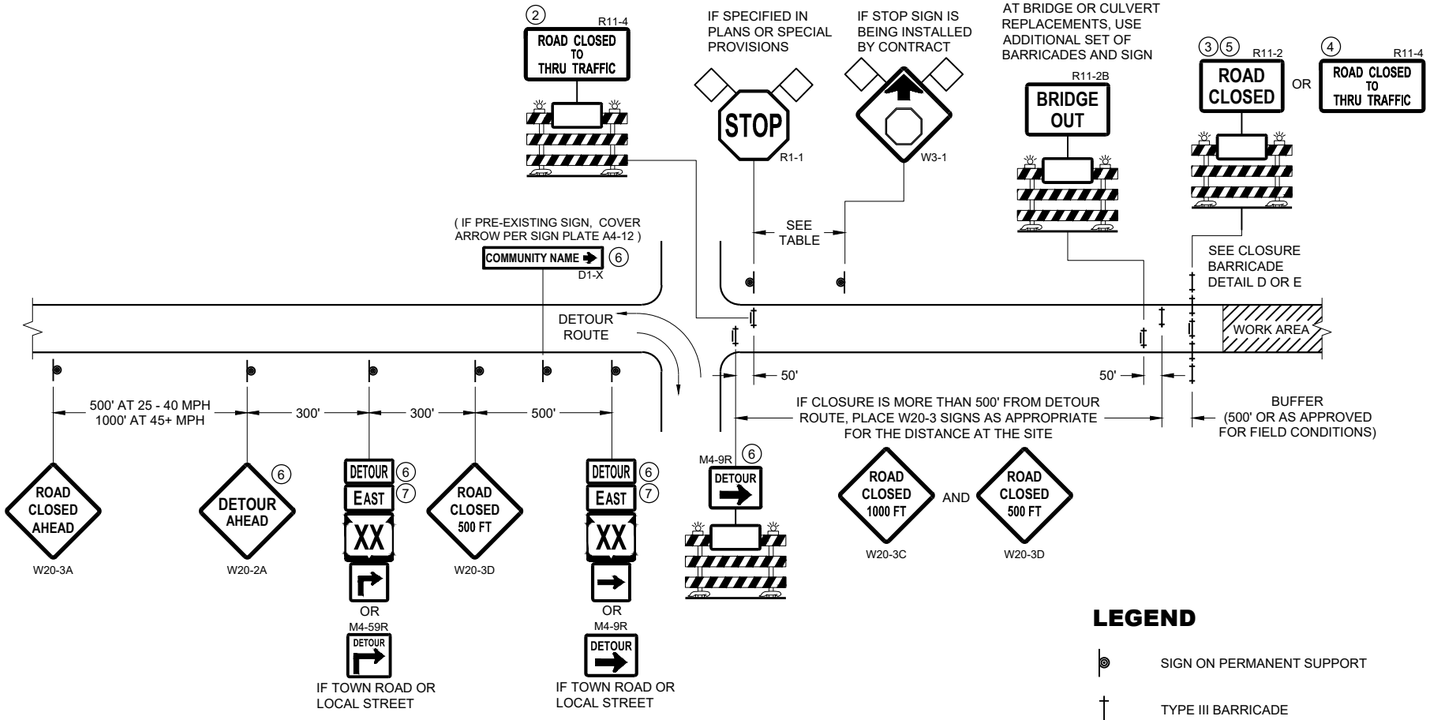
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S.D.D. 15 A 3-2b



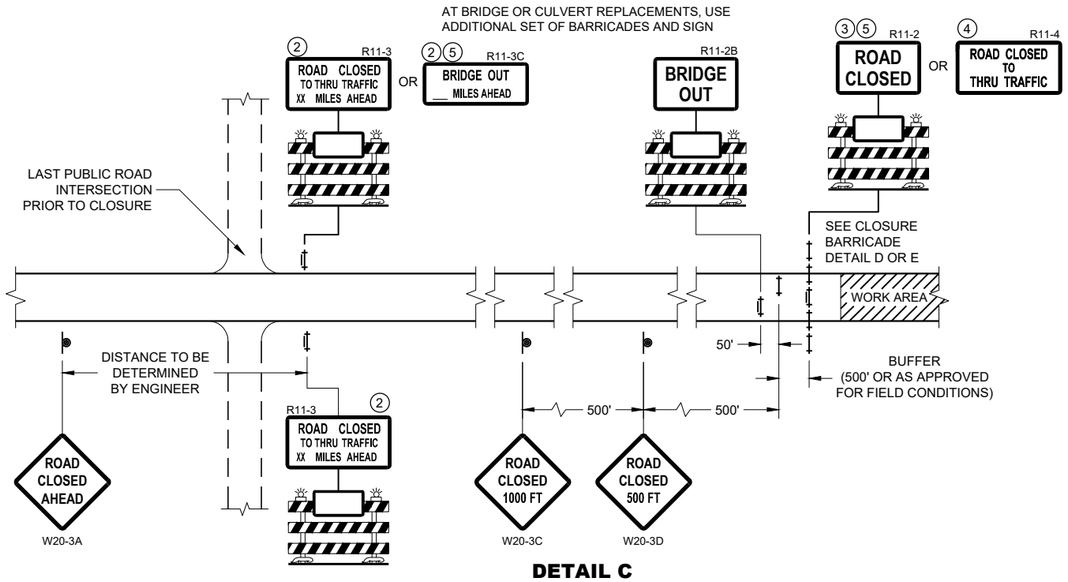
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

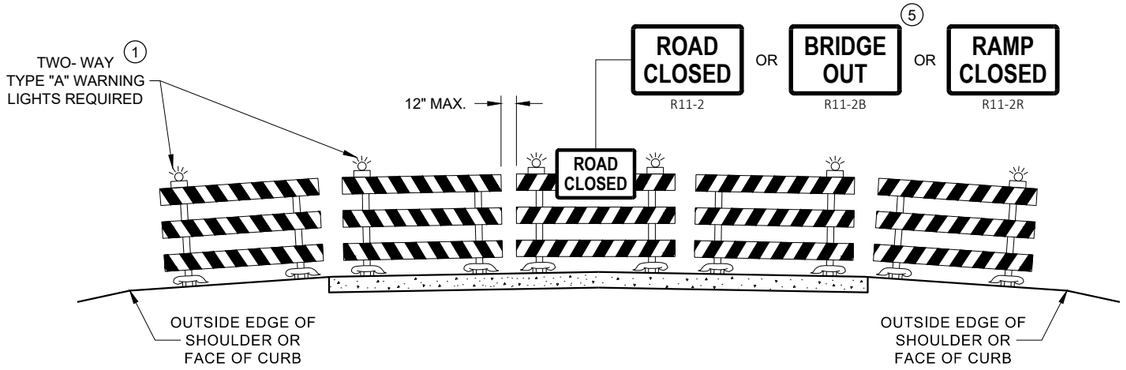
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

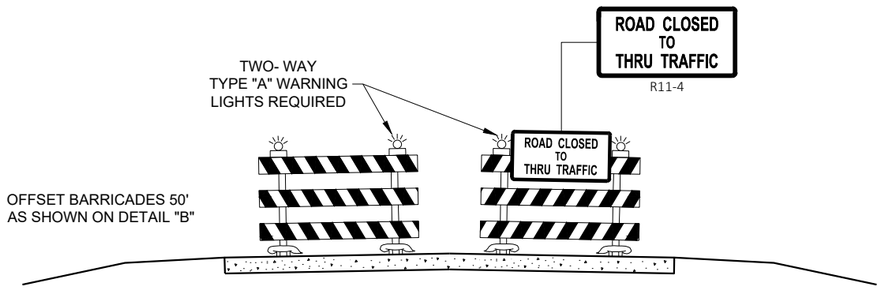
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SDD 15C02 - 08a

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

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

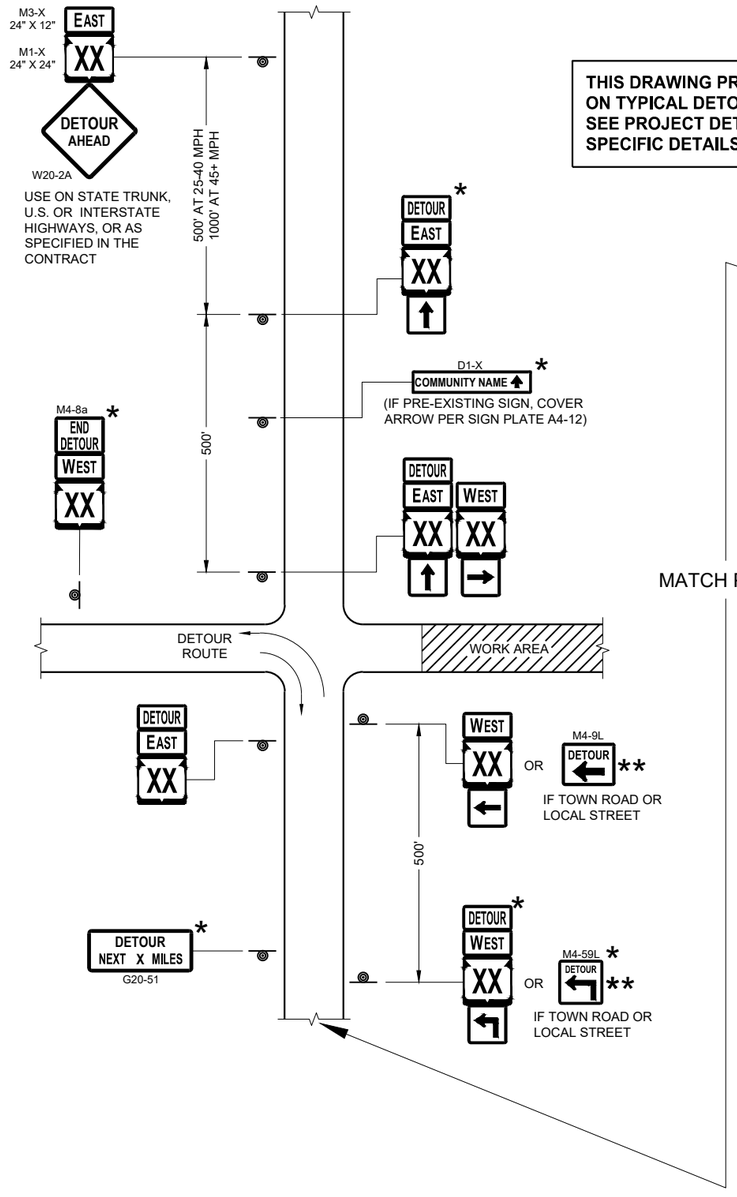
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

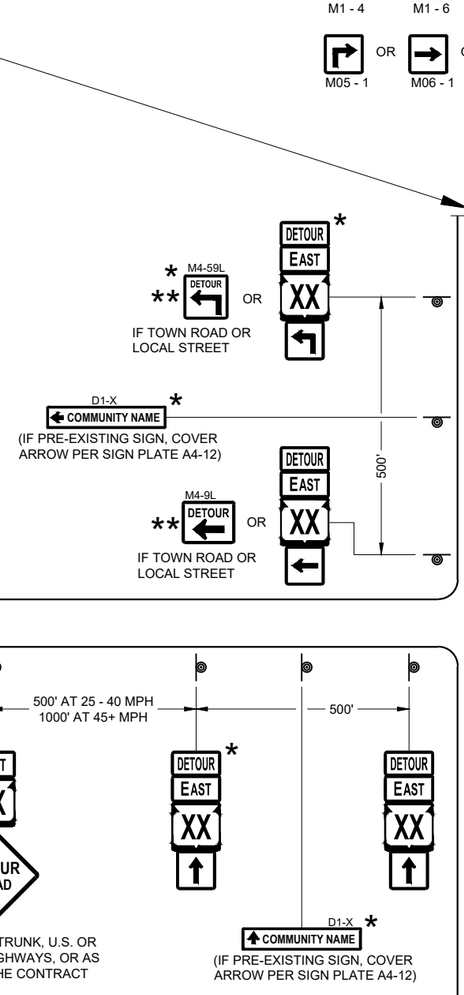
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING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

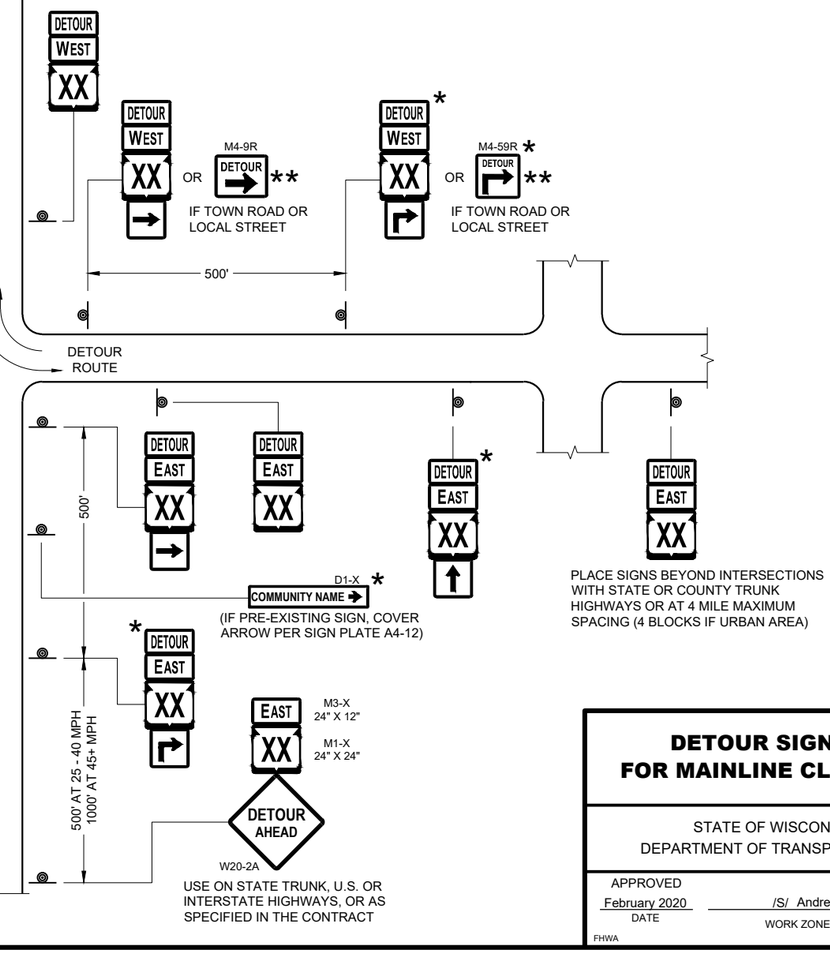
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

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



MATCH POINT





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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

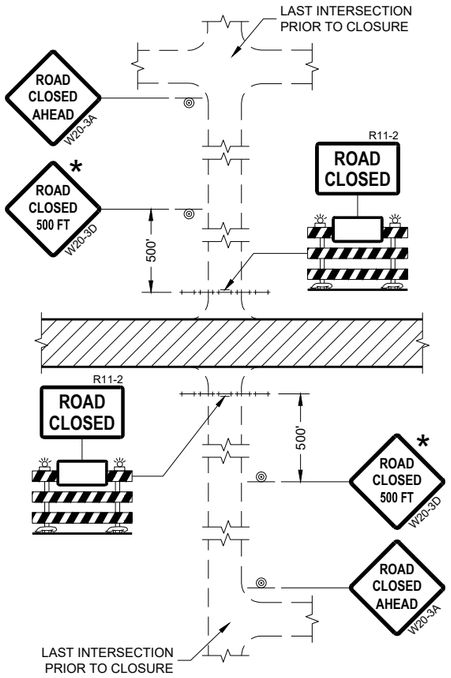
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

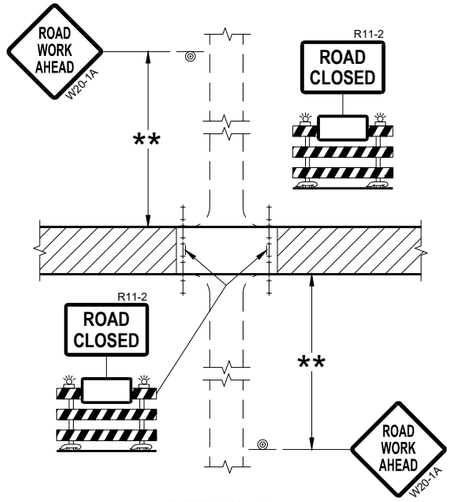
SDD 15C02 - 08c

SDD 15C02 - 08c

6



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

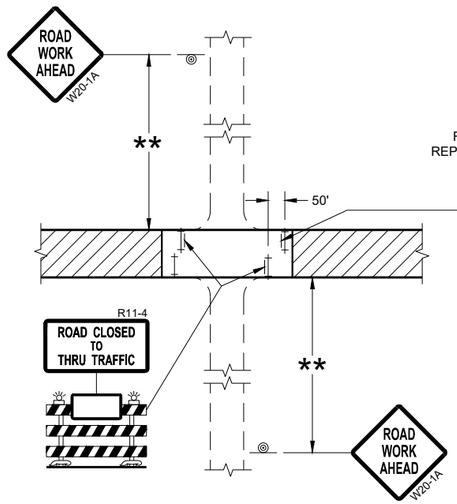
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

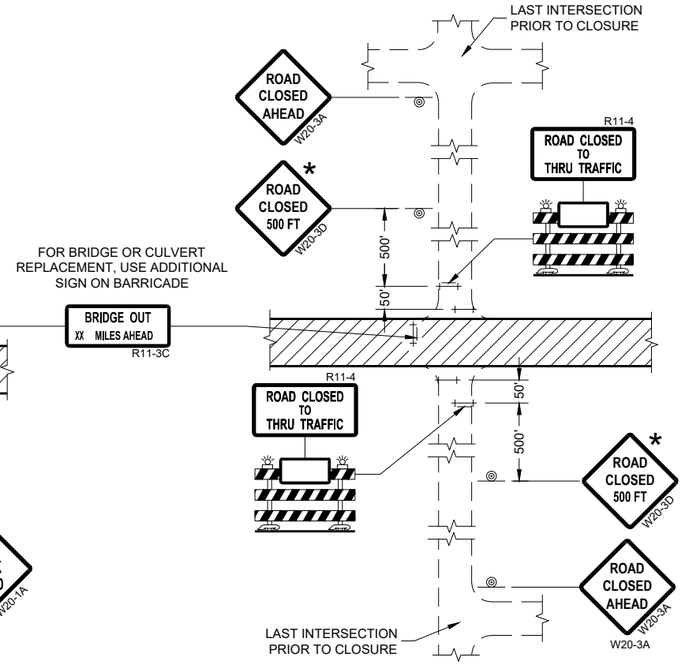
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

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

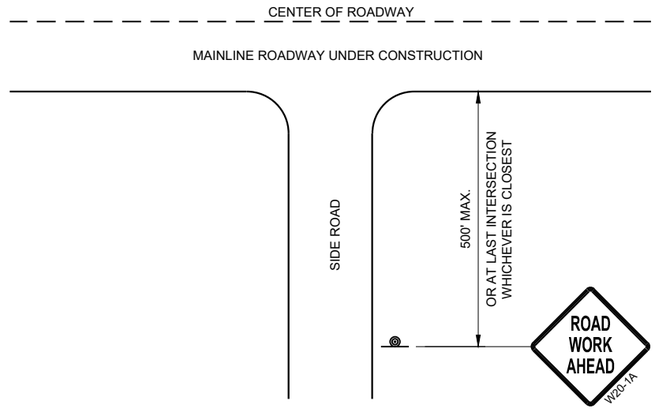
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

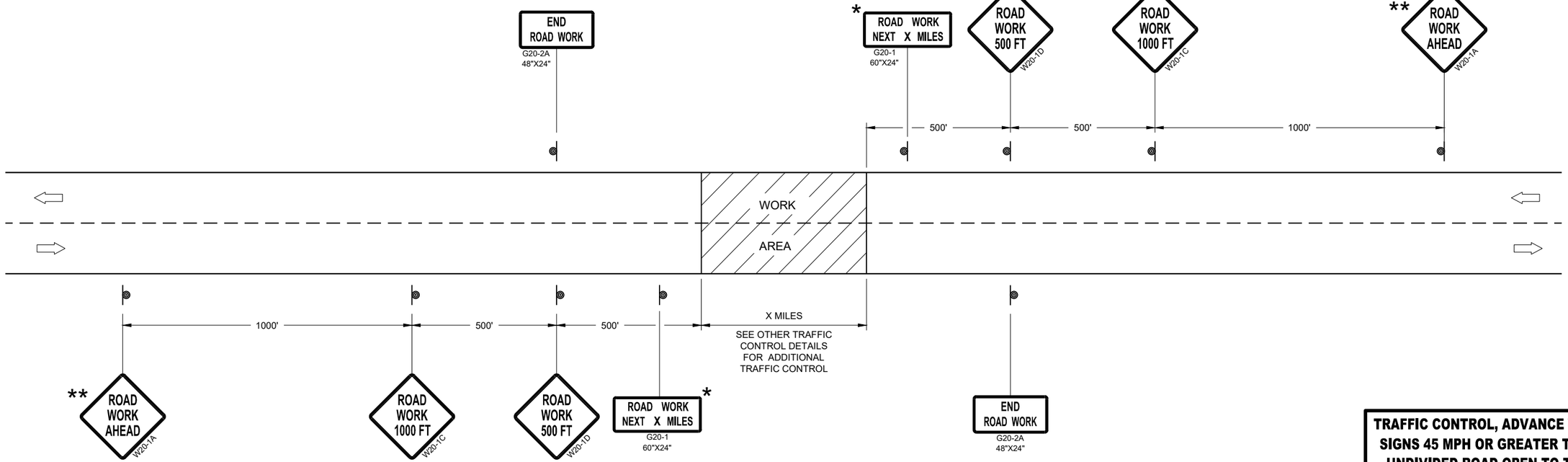
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

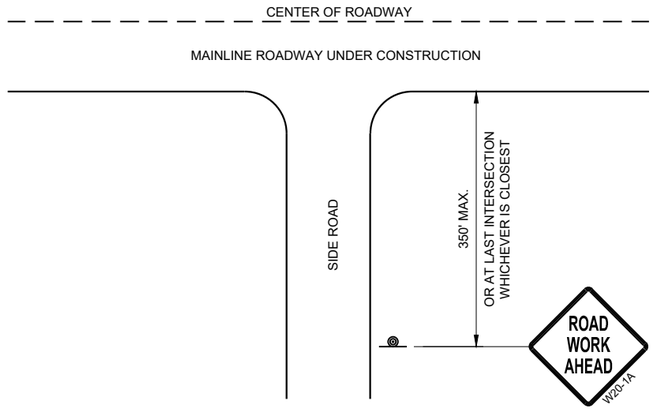
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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



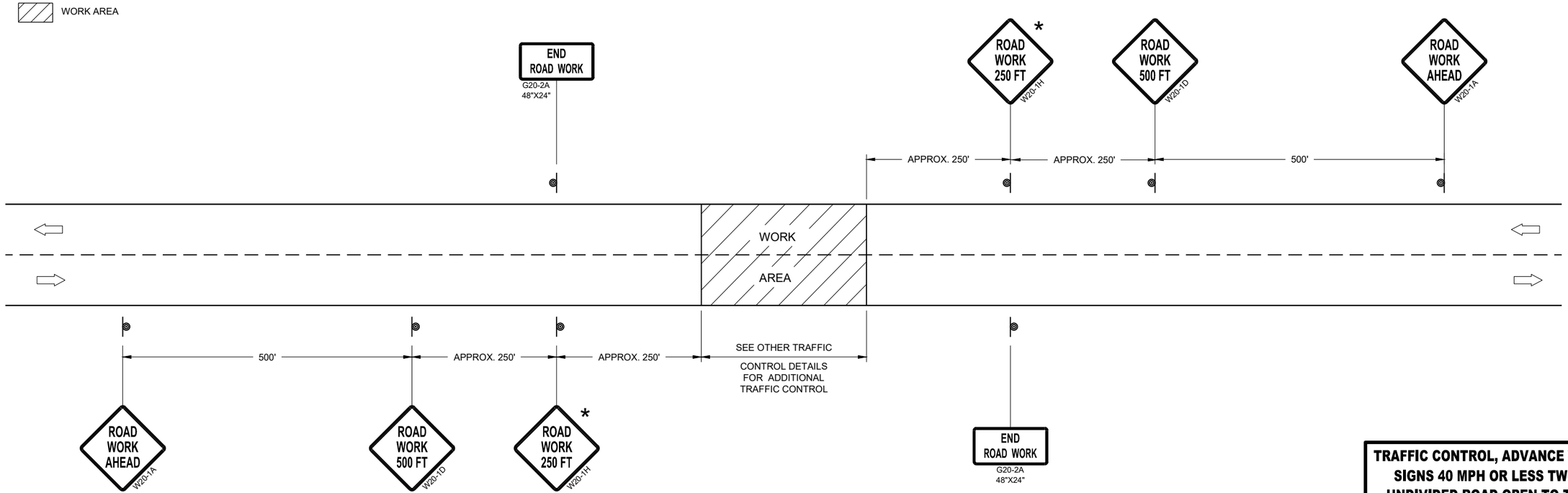
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

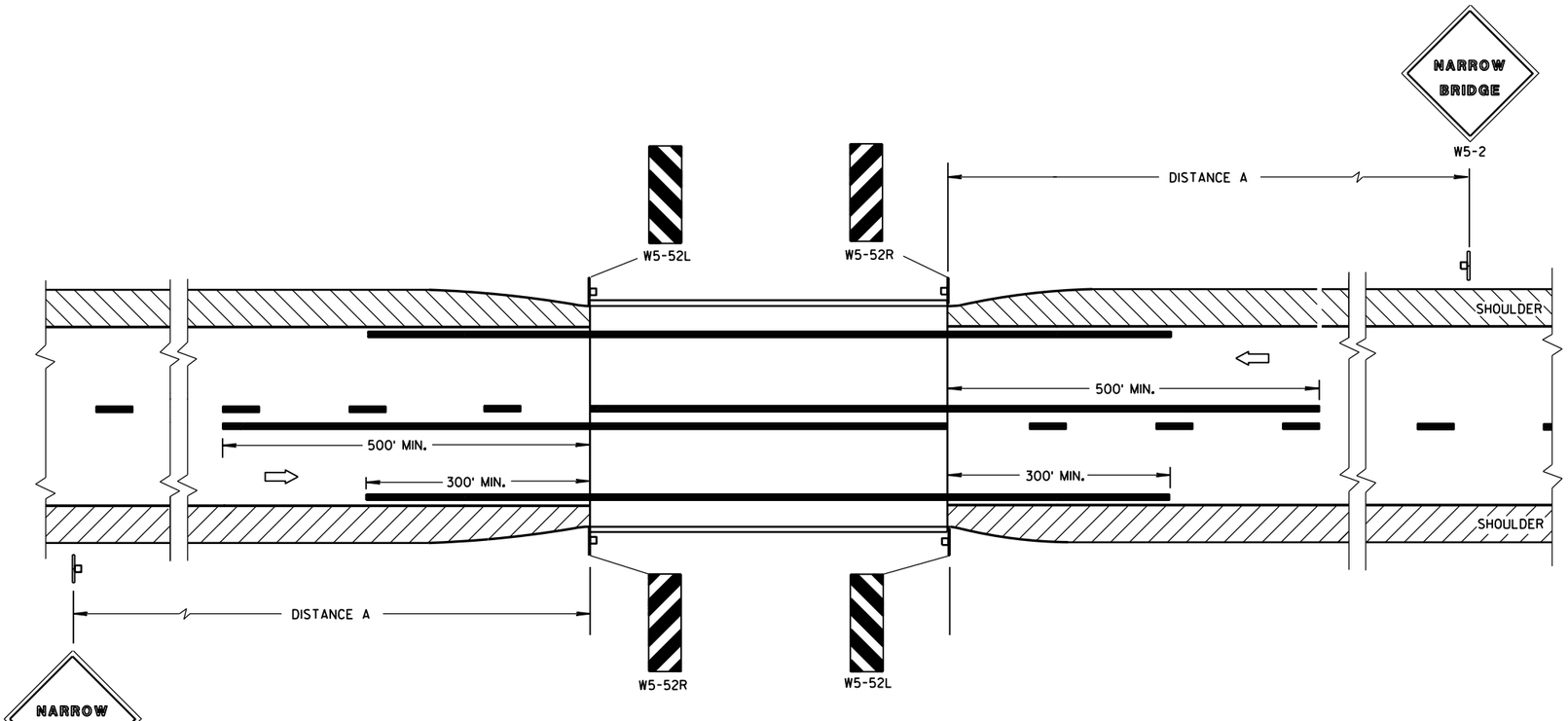
FHWA

6

SDD 15C05 - 05

6

SDD 15C05 - 05



SITUATION 1

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

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

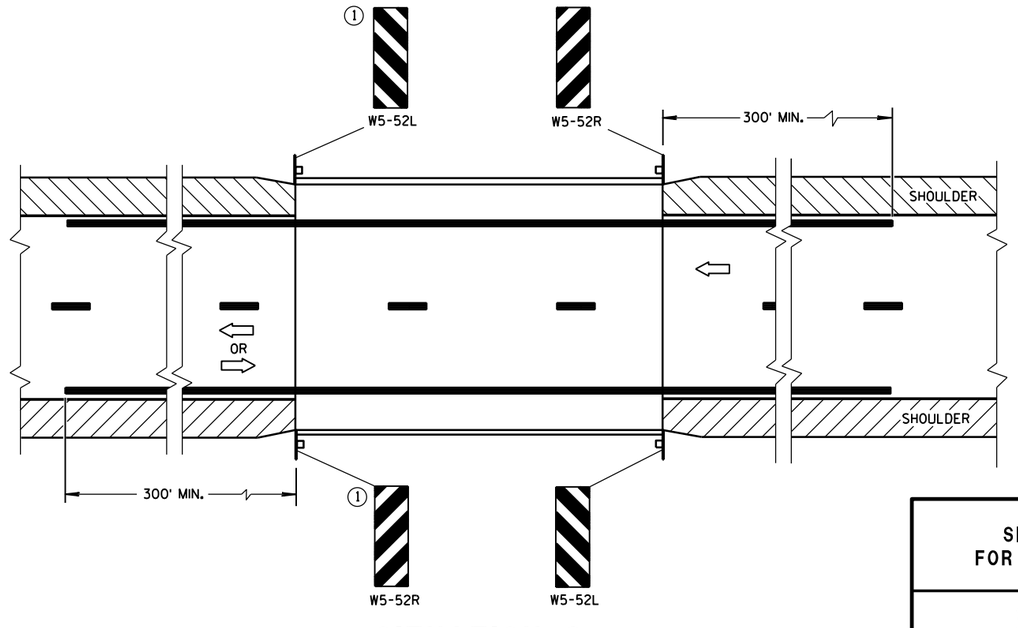
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

(1) OMIT ON ONE-WAY TRAVELLED WAYS.

⇨ DIRECTION OF TRAFFIC



SITUATION 2

WARRANTING CRITERIA:

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

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

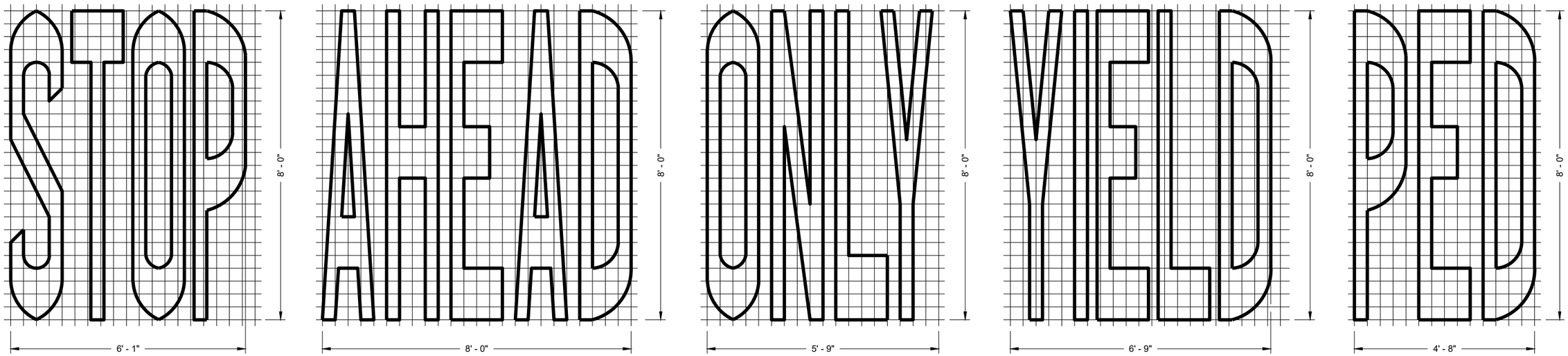
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR 202 ...EER
FHWA

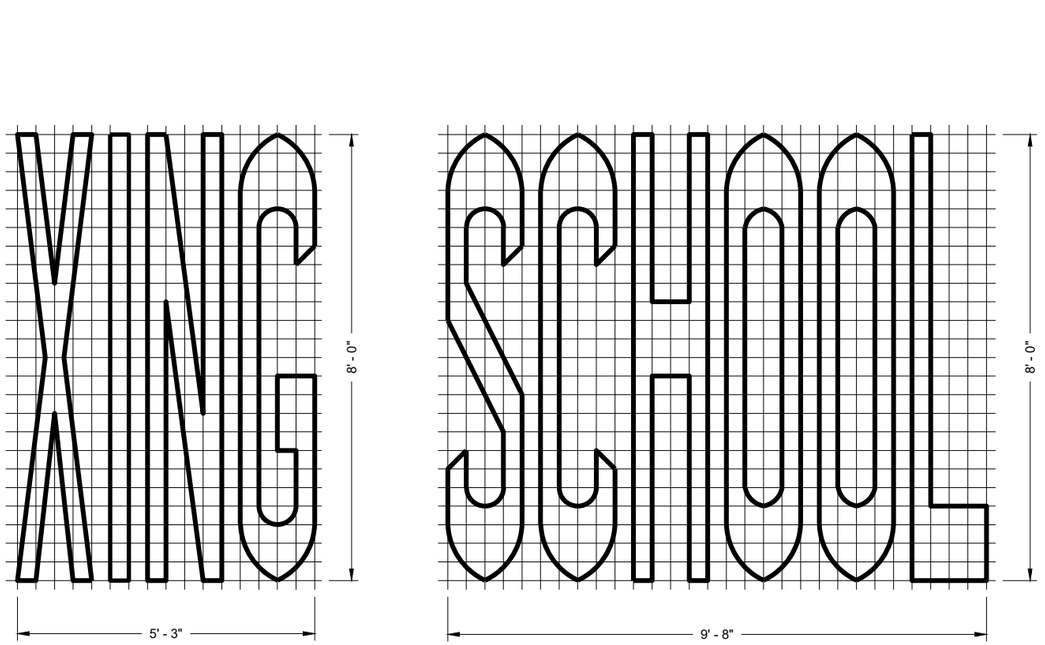
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S.D.D. 15 C 6-9

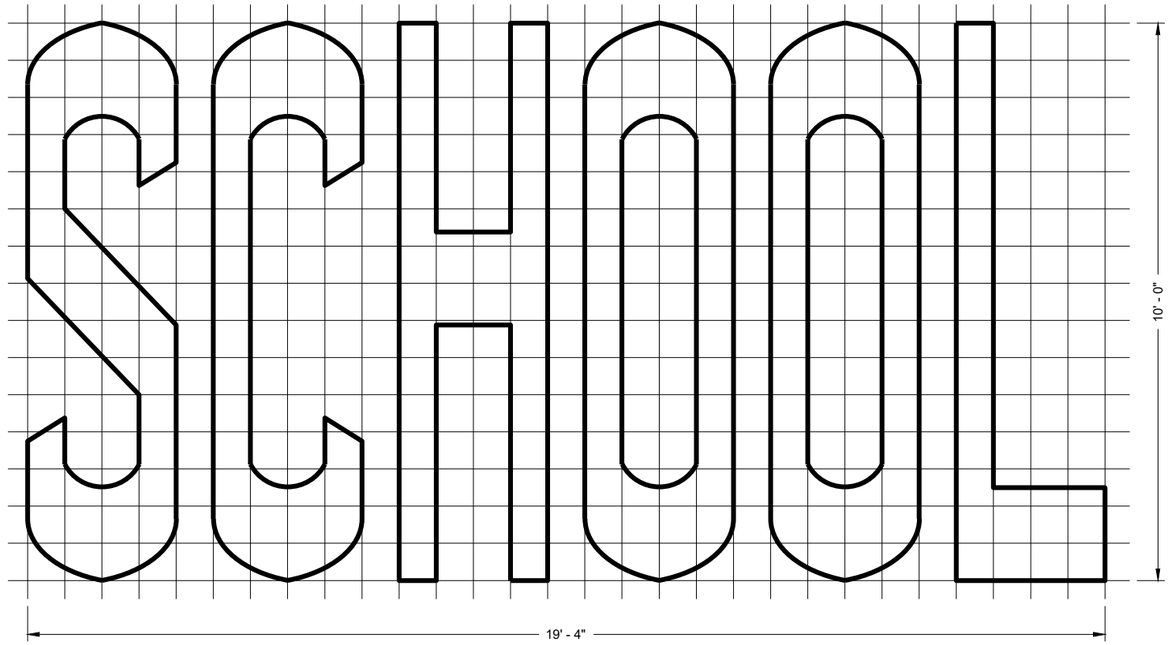
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S.D.D. 15 C 6-9





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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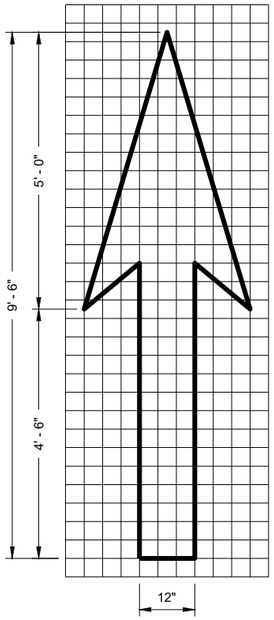
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SDD 15C07 - 15b

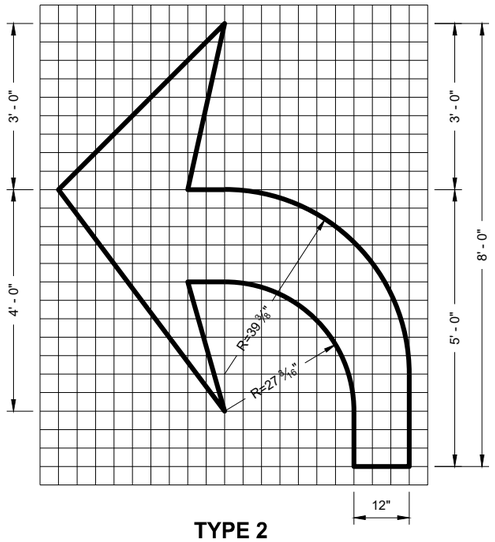
SDD 15C07 - 15b

GENERAL NOTES

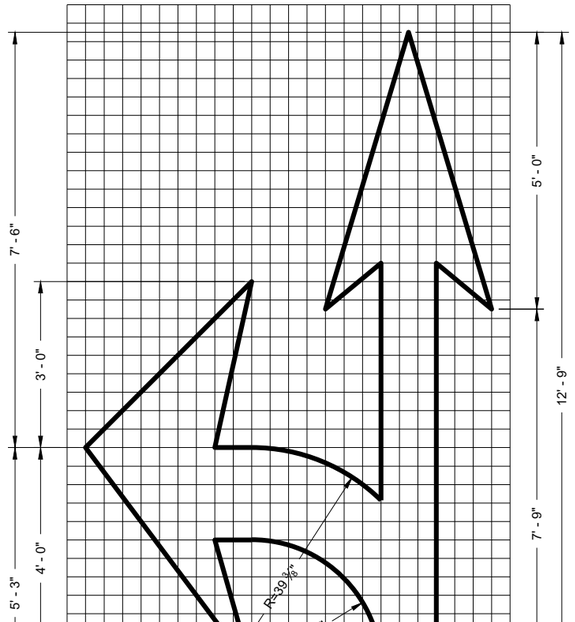
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



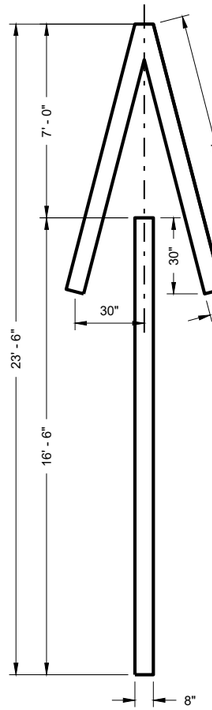
TYPE 1



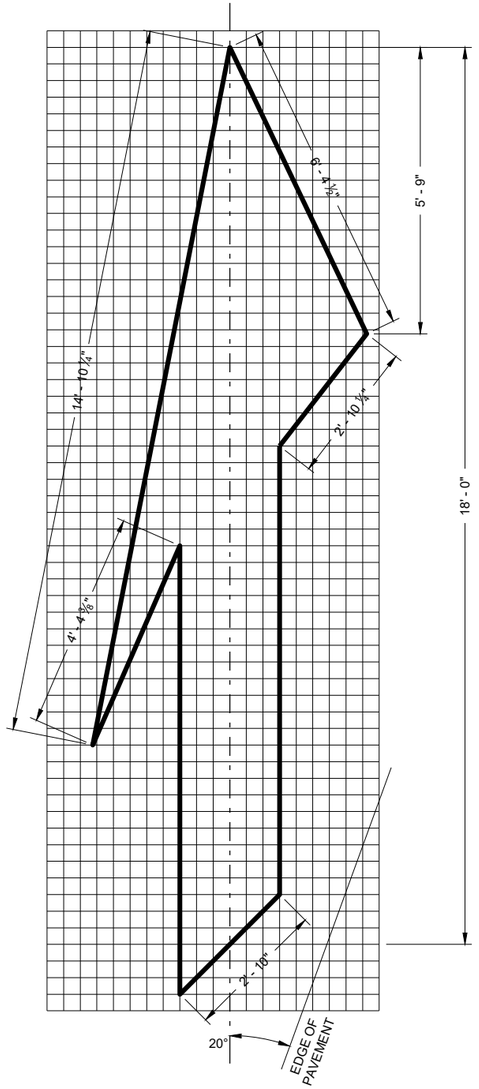
TYPE 2



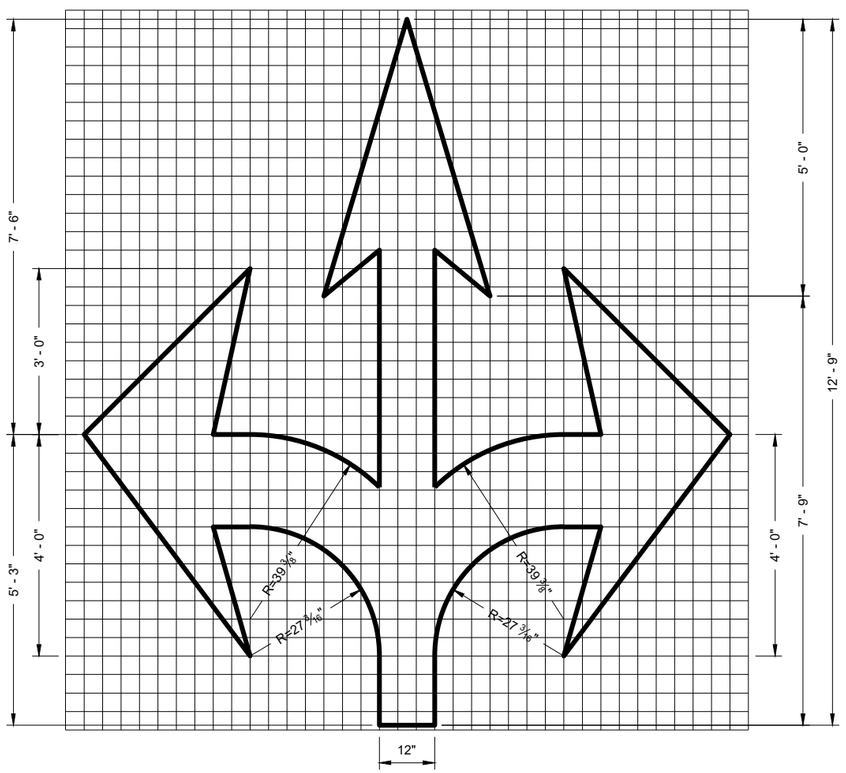
TYPE 3



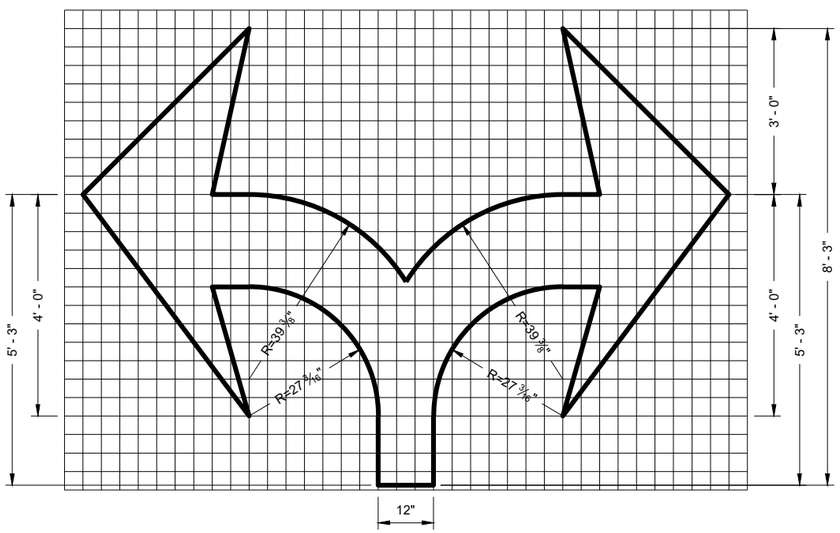
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

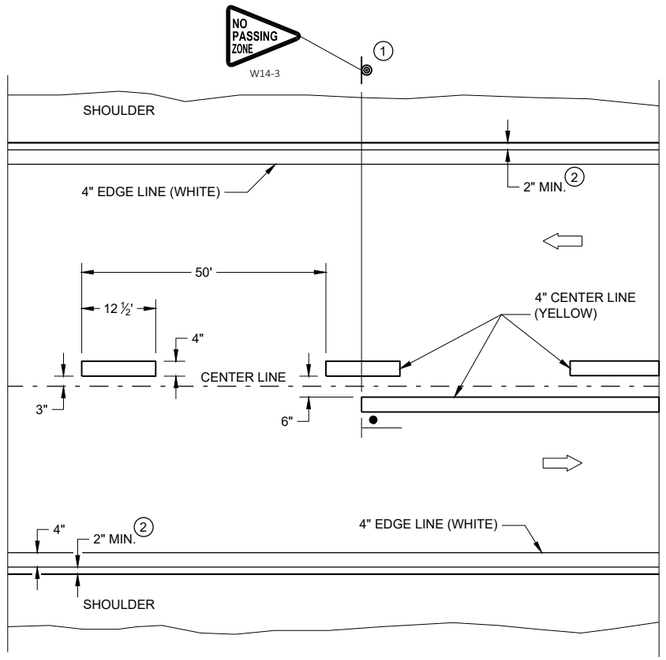
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

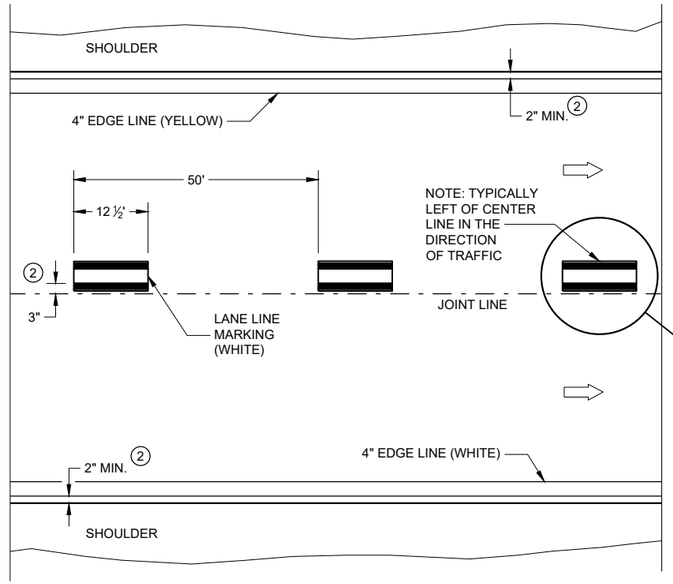
FHWA

SDD 15C07 - 15c

SDD 15C07 - 15c

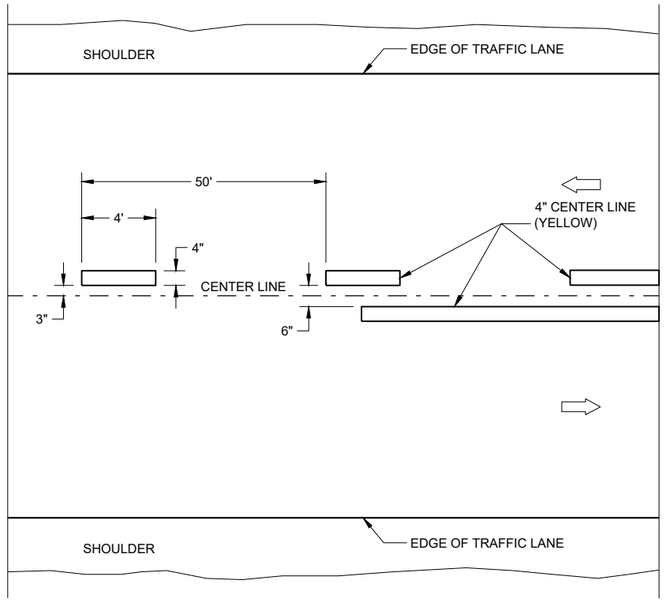


TWO WAY TRAFFIC

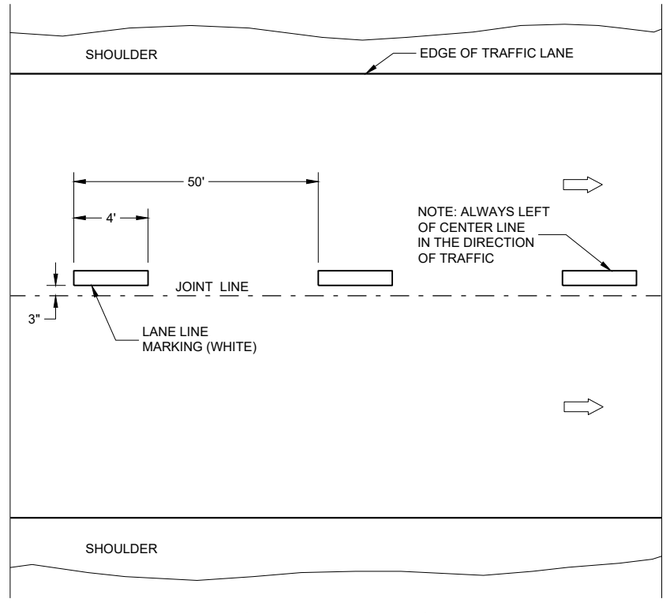


ONE WAY TRAFFIC

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.

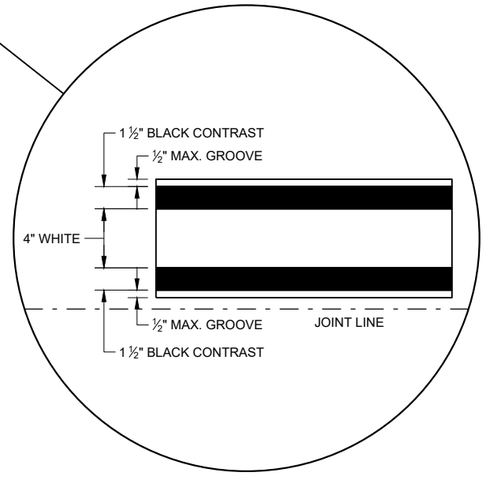
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

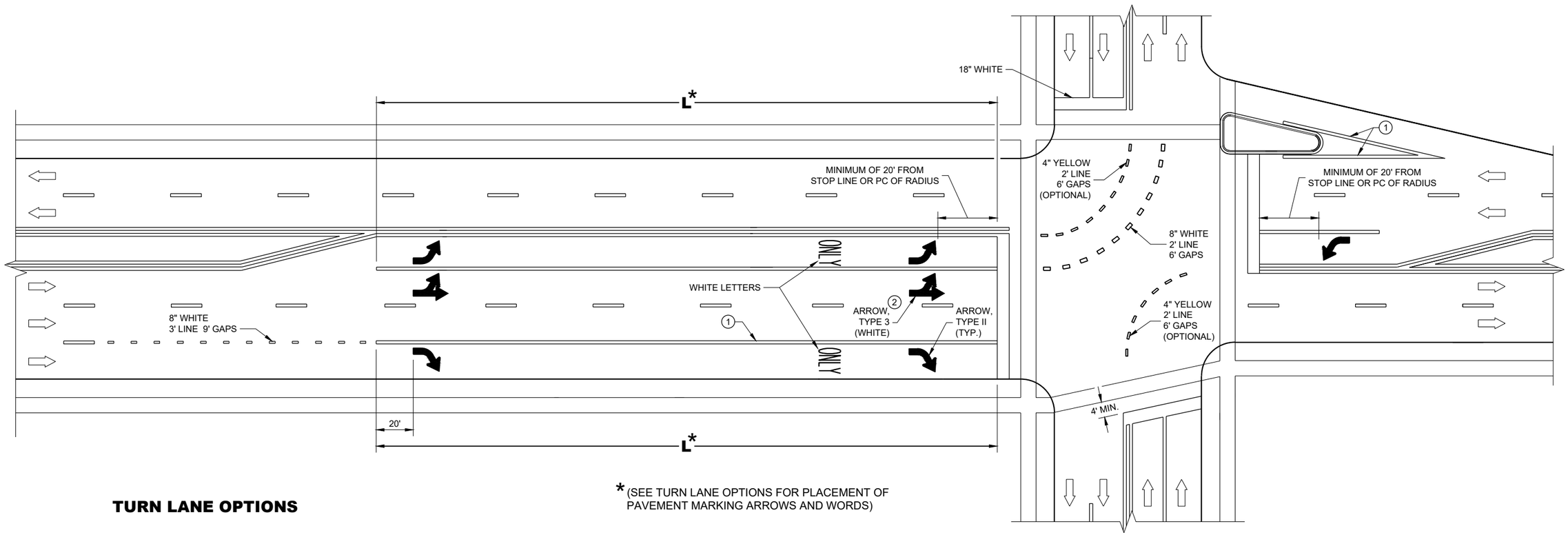
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C08 - 20a

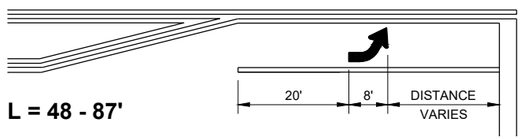
SDD 15C08 - 20a



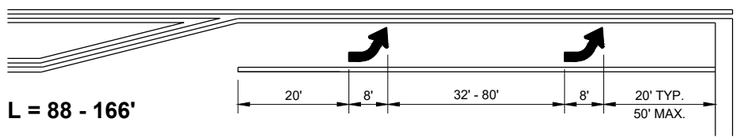
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

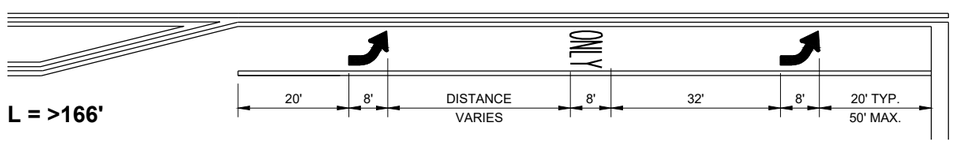
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

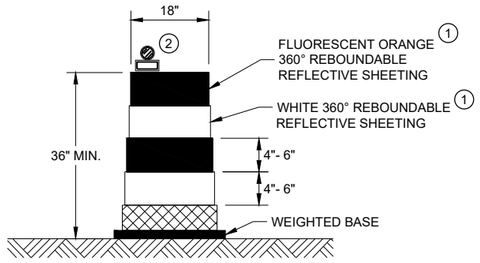
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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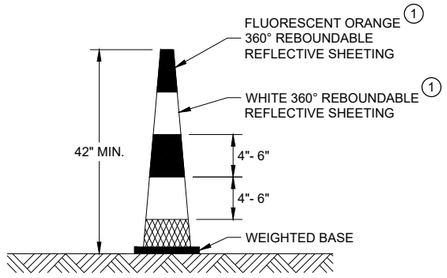
SDD 15C08 - 20c

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.

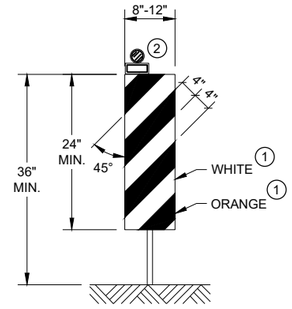


DRUM



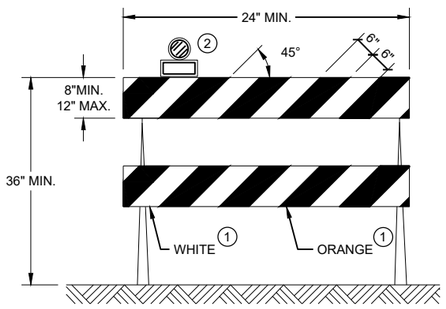
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



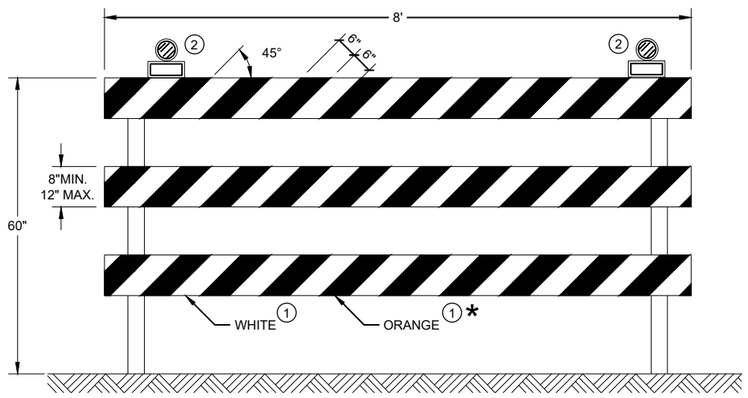
VERTICAL PANEL

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
November 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD15C11 - 08b

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SDD15C11 - 08b

LEGEND

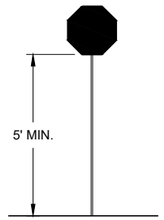
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

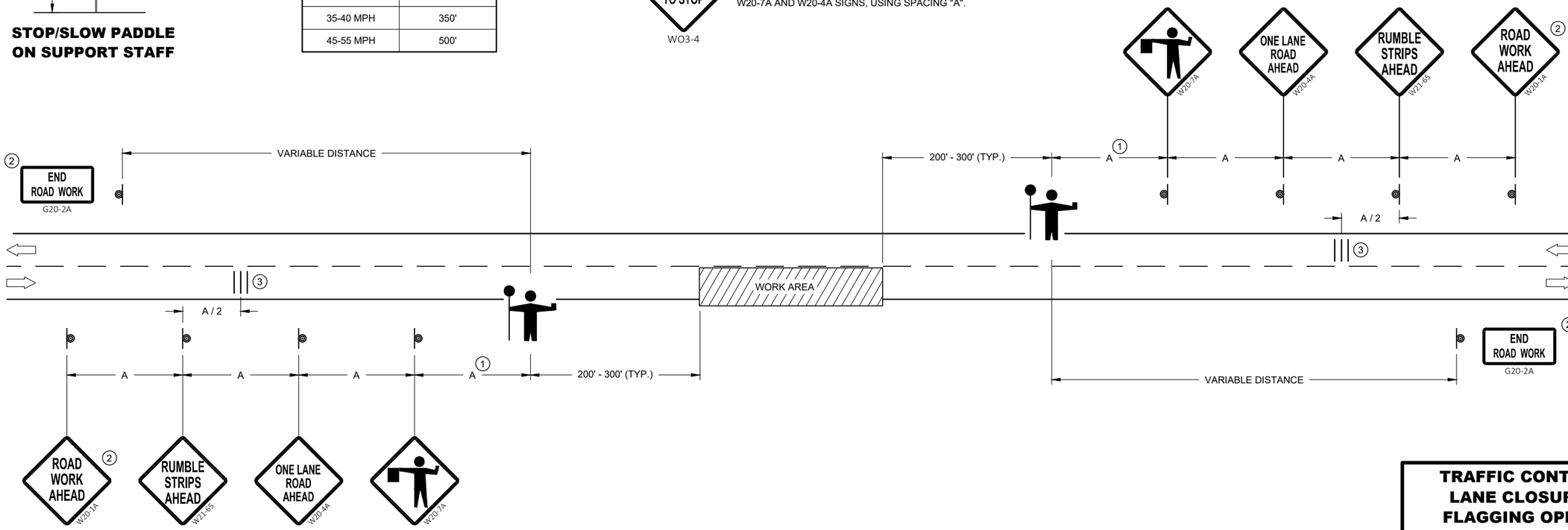
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

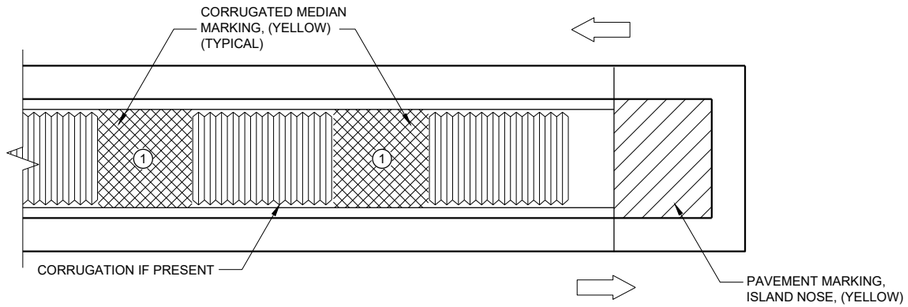
APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

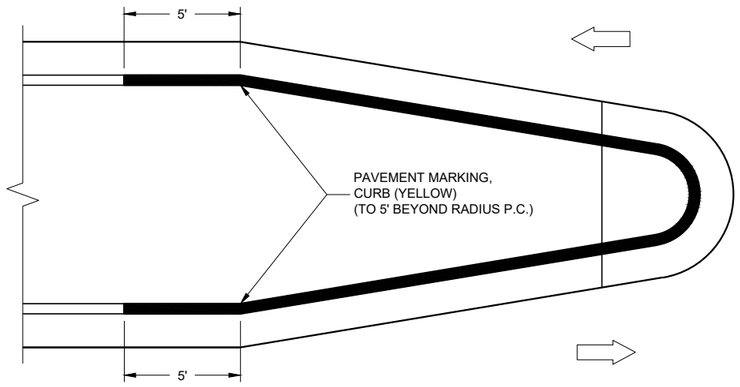
FHWA

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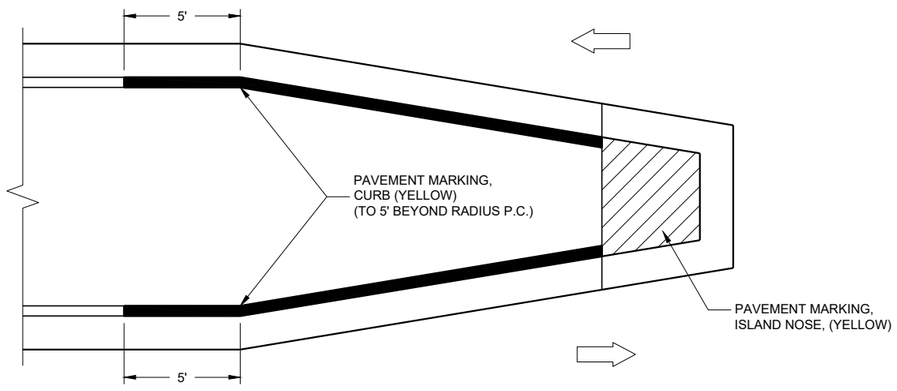
SDD 15C12 - 07



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF
ENGINEER

FHWA

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SDD 15C18 - 05b

6

SDD15C18 - 05b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

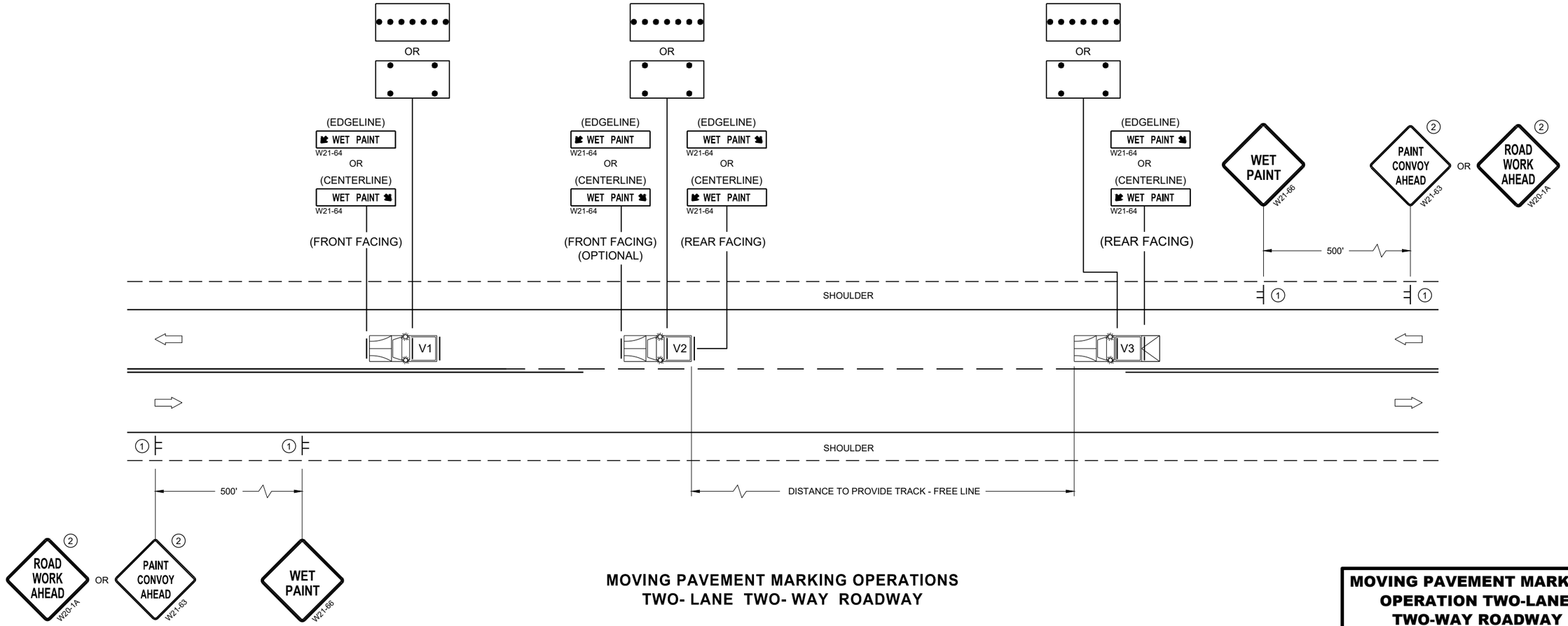
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

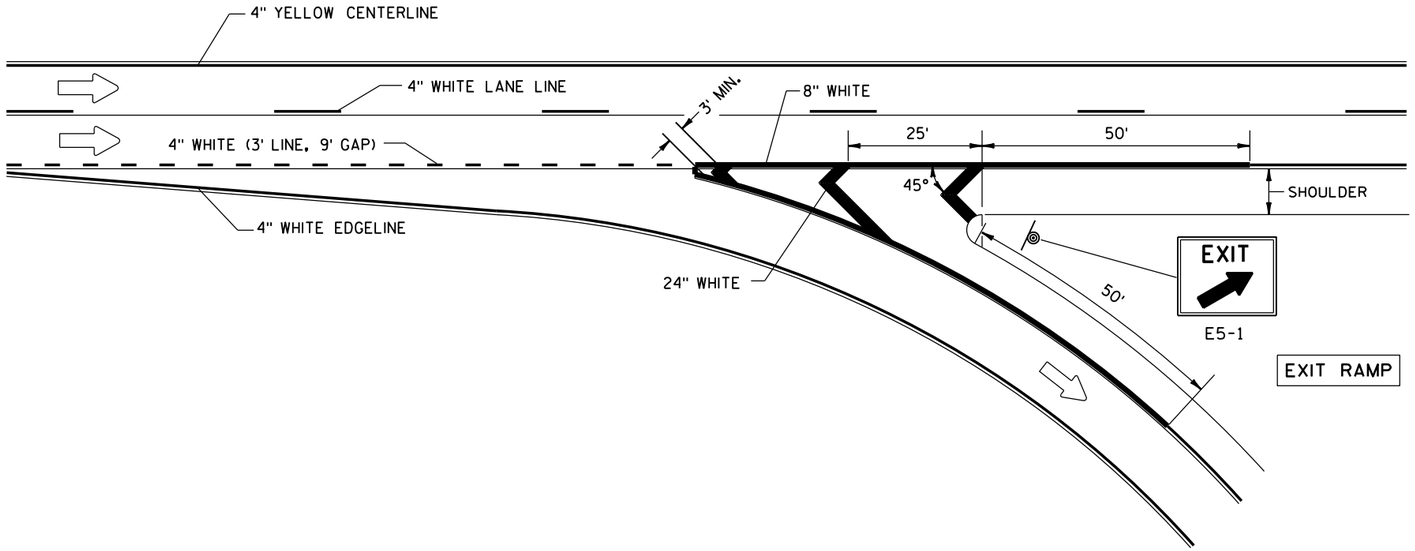
FHWA

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SDD 15C19 - 06a

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SDD 15C19 - 06a



PAVEMENT MARKING FOR EXIT RAMP

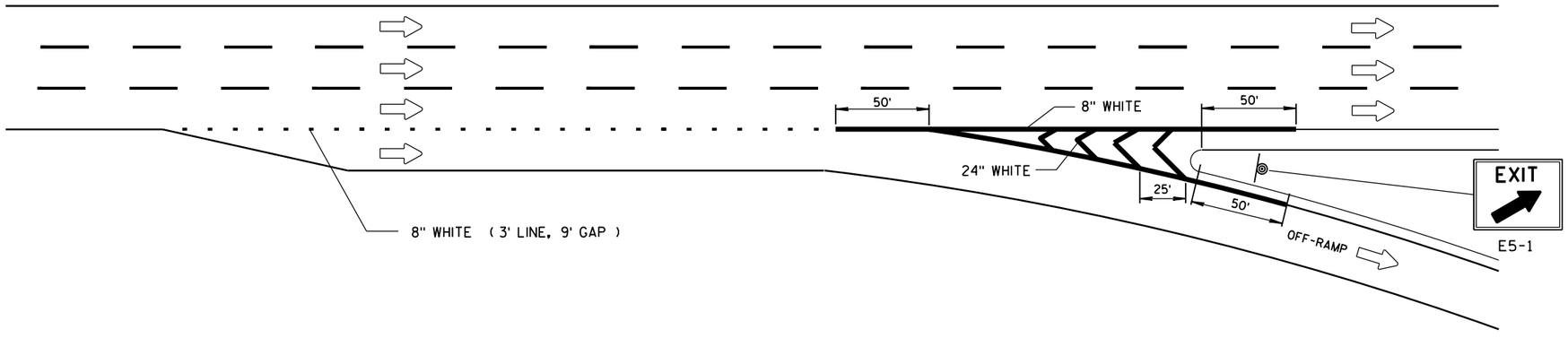
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

SIGN ON PERMANENT SUPPORT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

S.D.D. 15 C 31-3a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

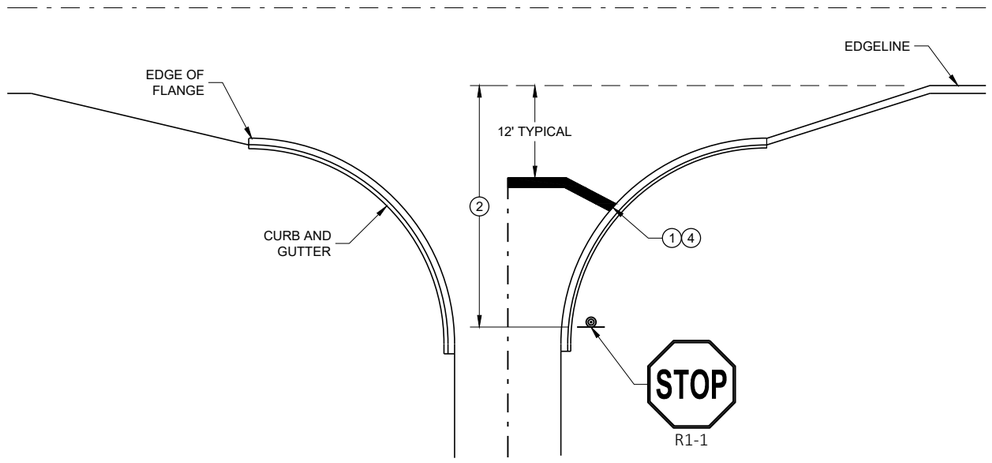
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S.D.D. 15 C 31-3a

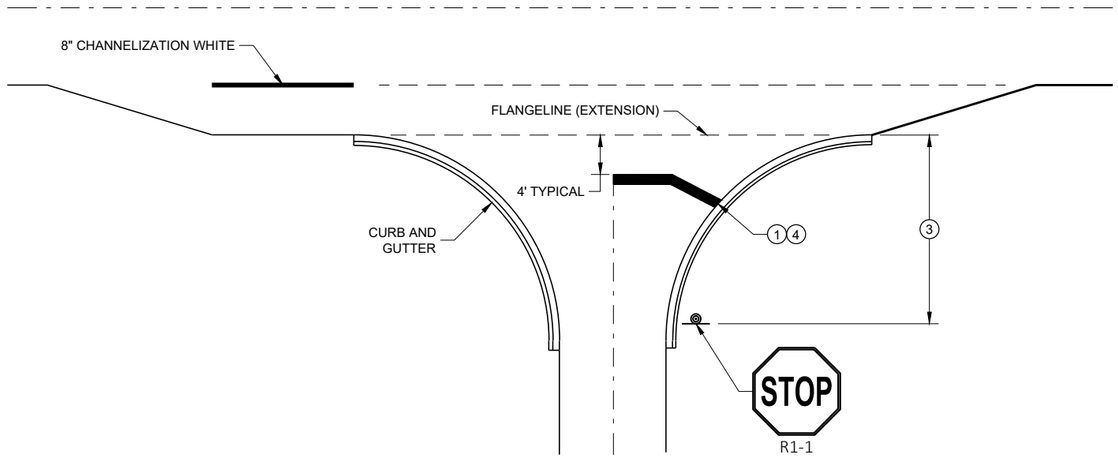
GENERAL NOTES

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

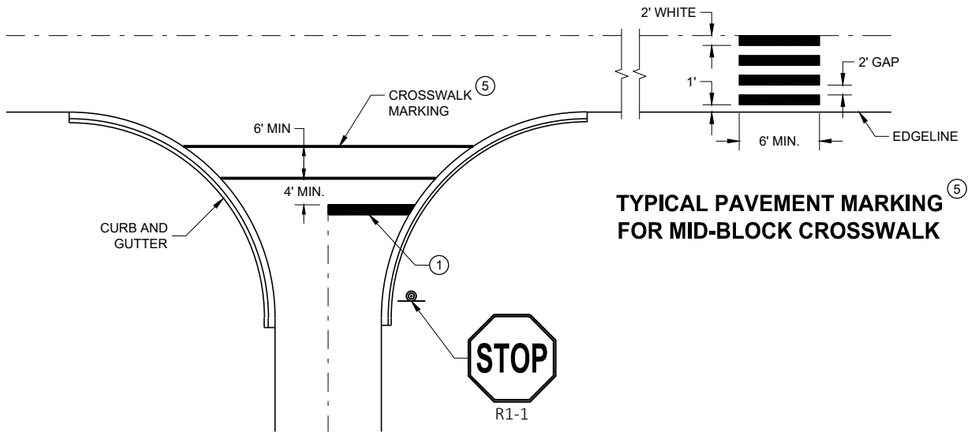
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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

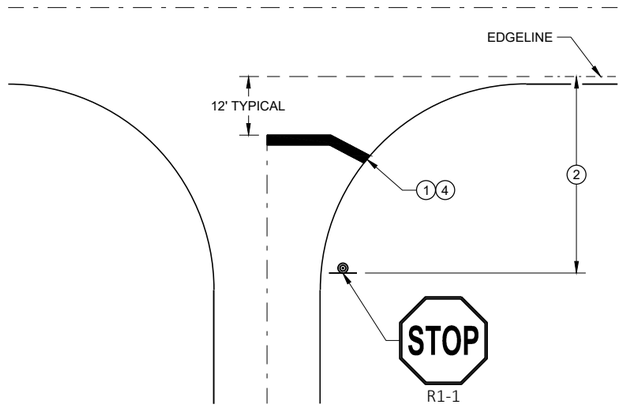


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

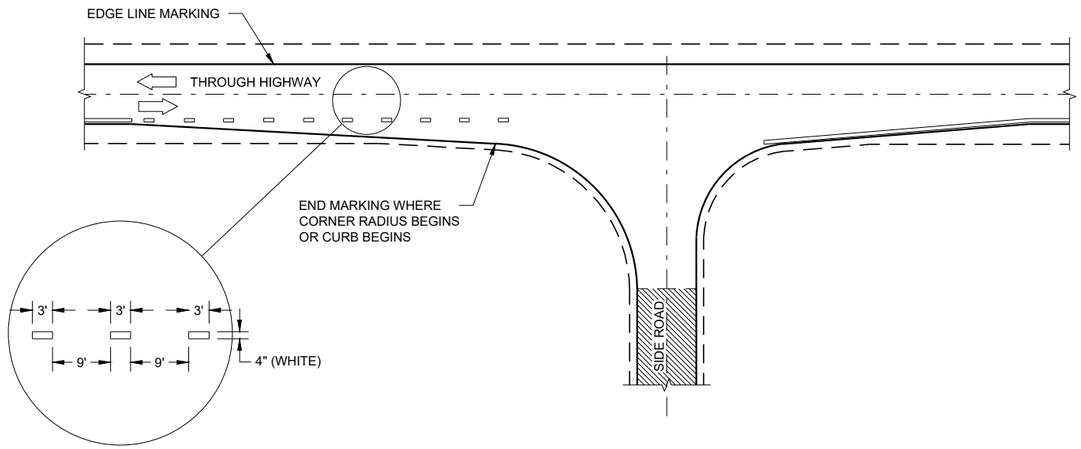
FHWA

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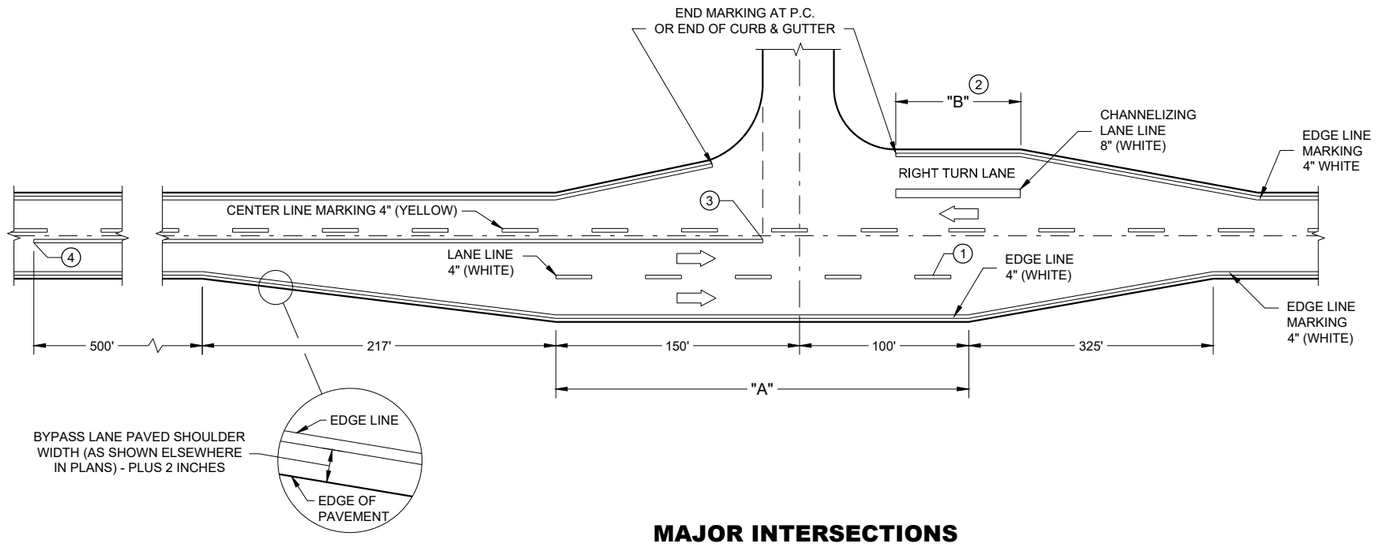
SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

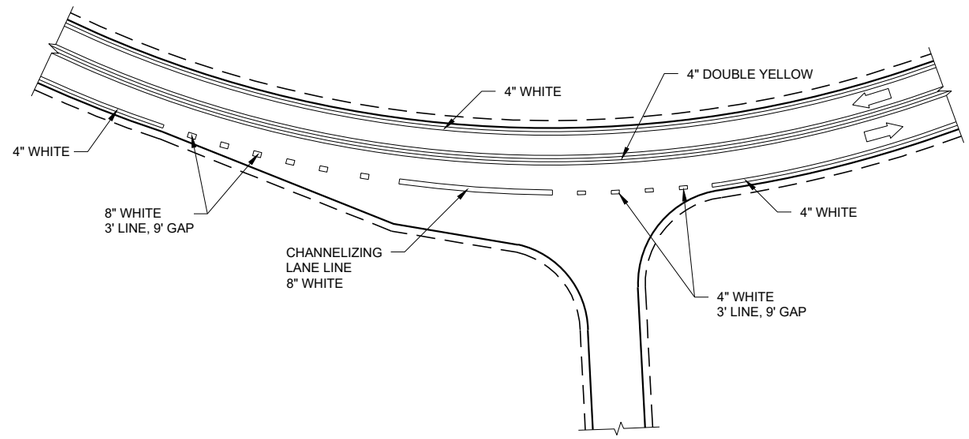
GENERAL NOTES

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

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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 04a

6

SDD 15C35 - 04a

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

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

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

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

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

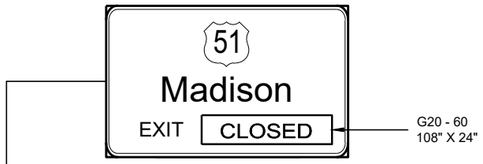
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

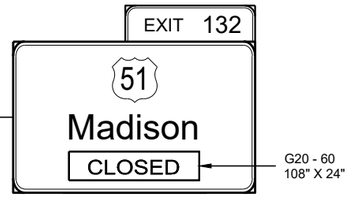
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

* W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR

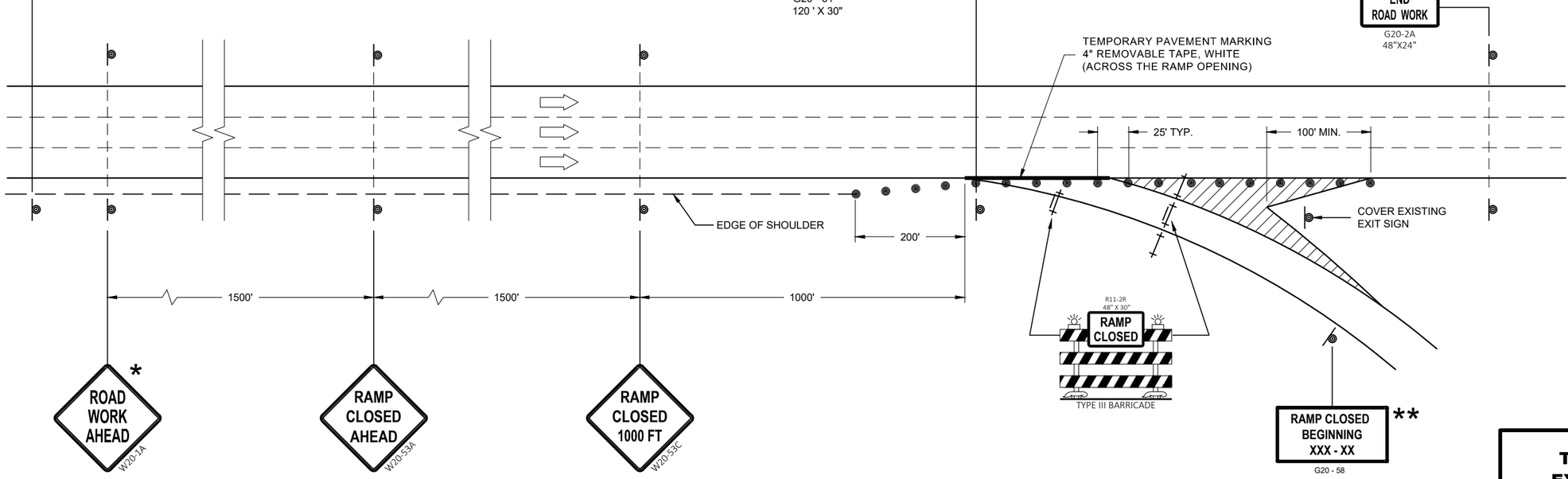


PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



G20 - 61
120 ' X 30"

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)



OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 15D16 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA



GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

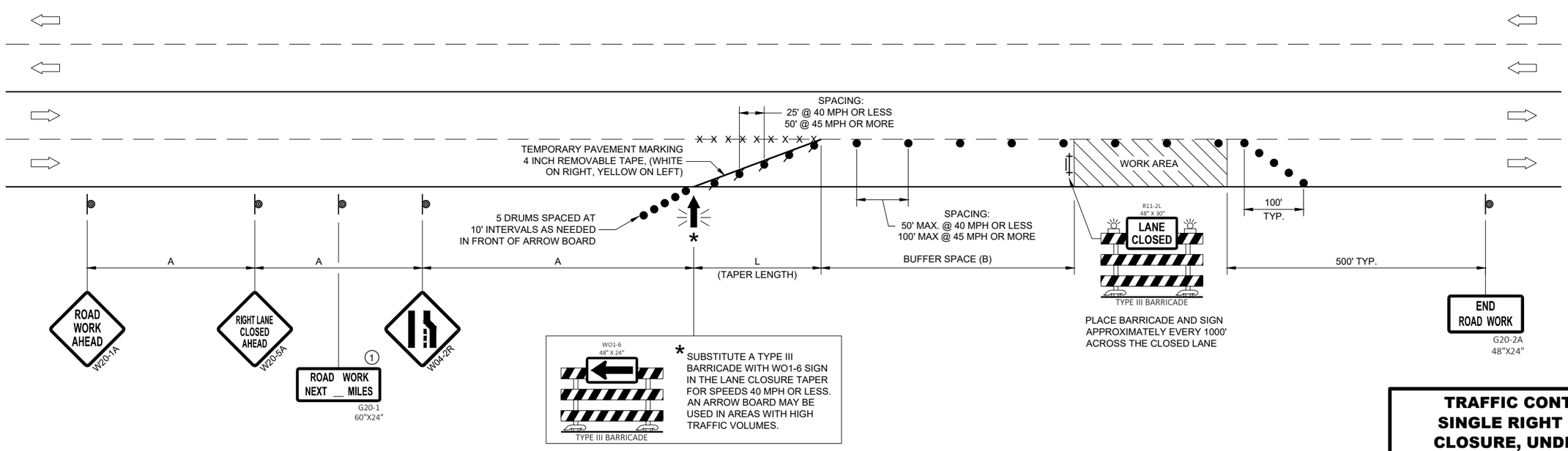
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'





TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

SDD 15D20 - 05b

SDD 15D20 - 05b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

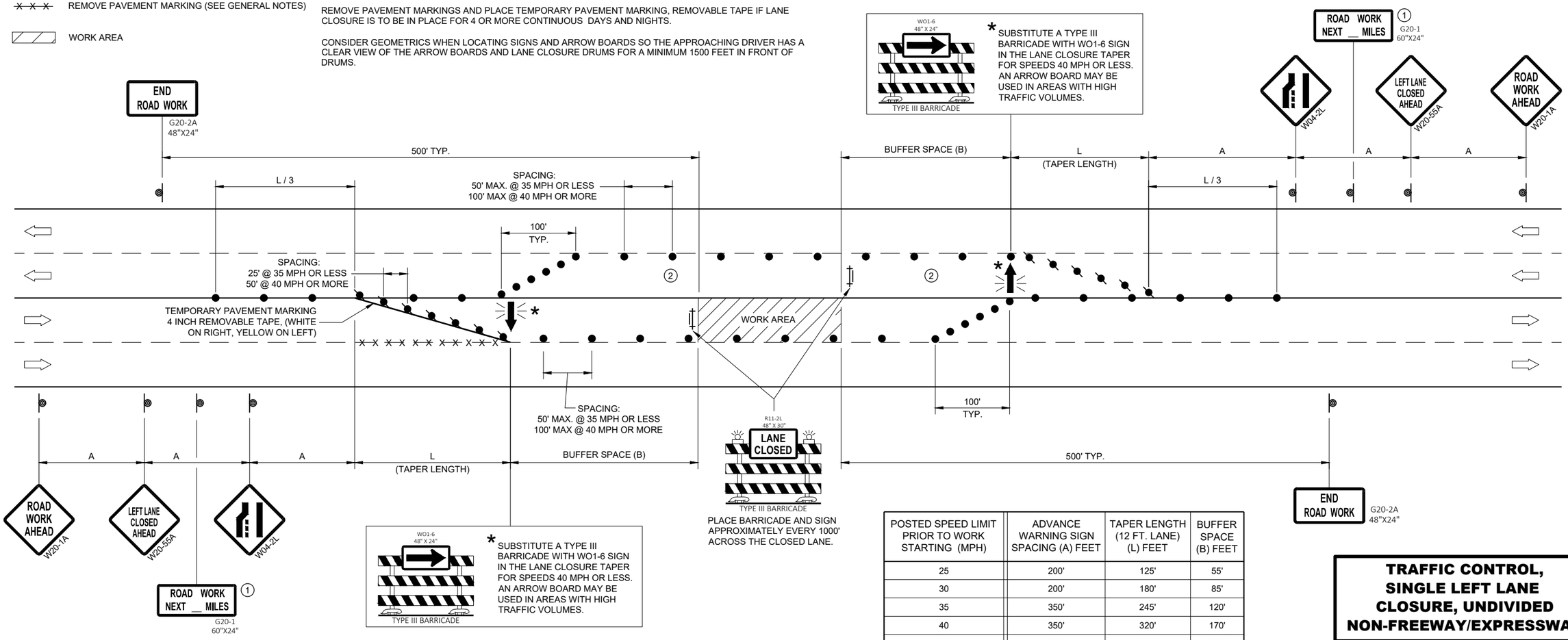
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

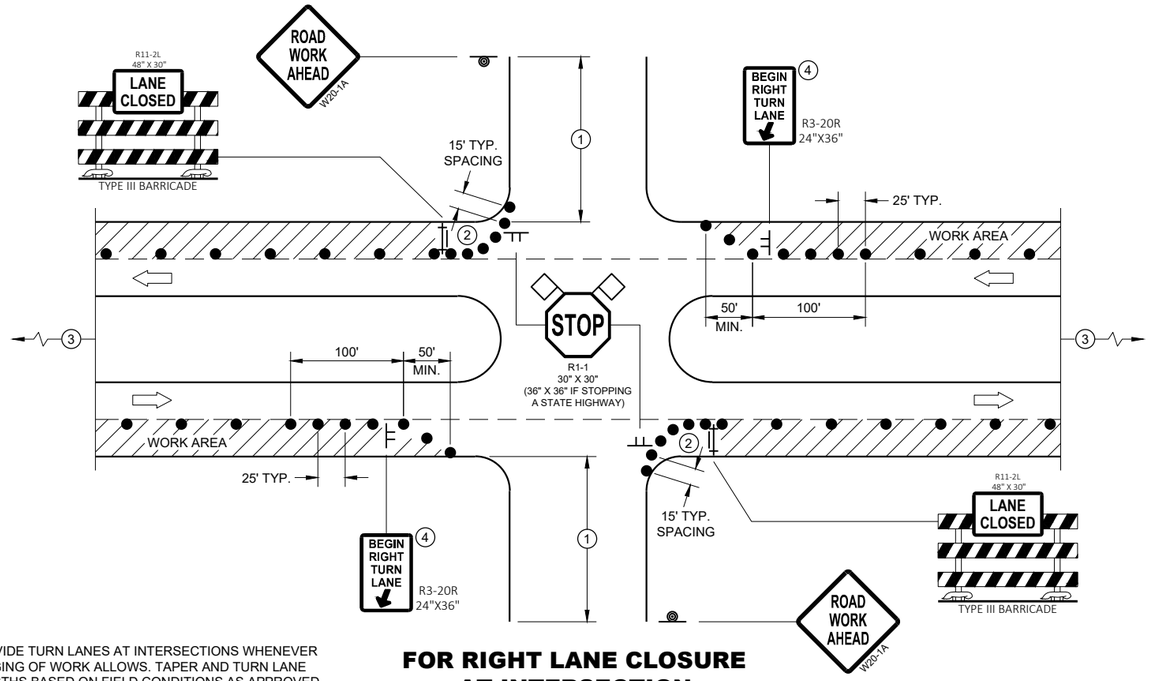
APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

6

SDD 15D20 - 05c

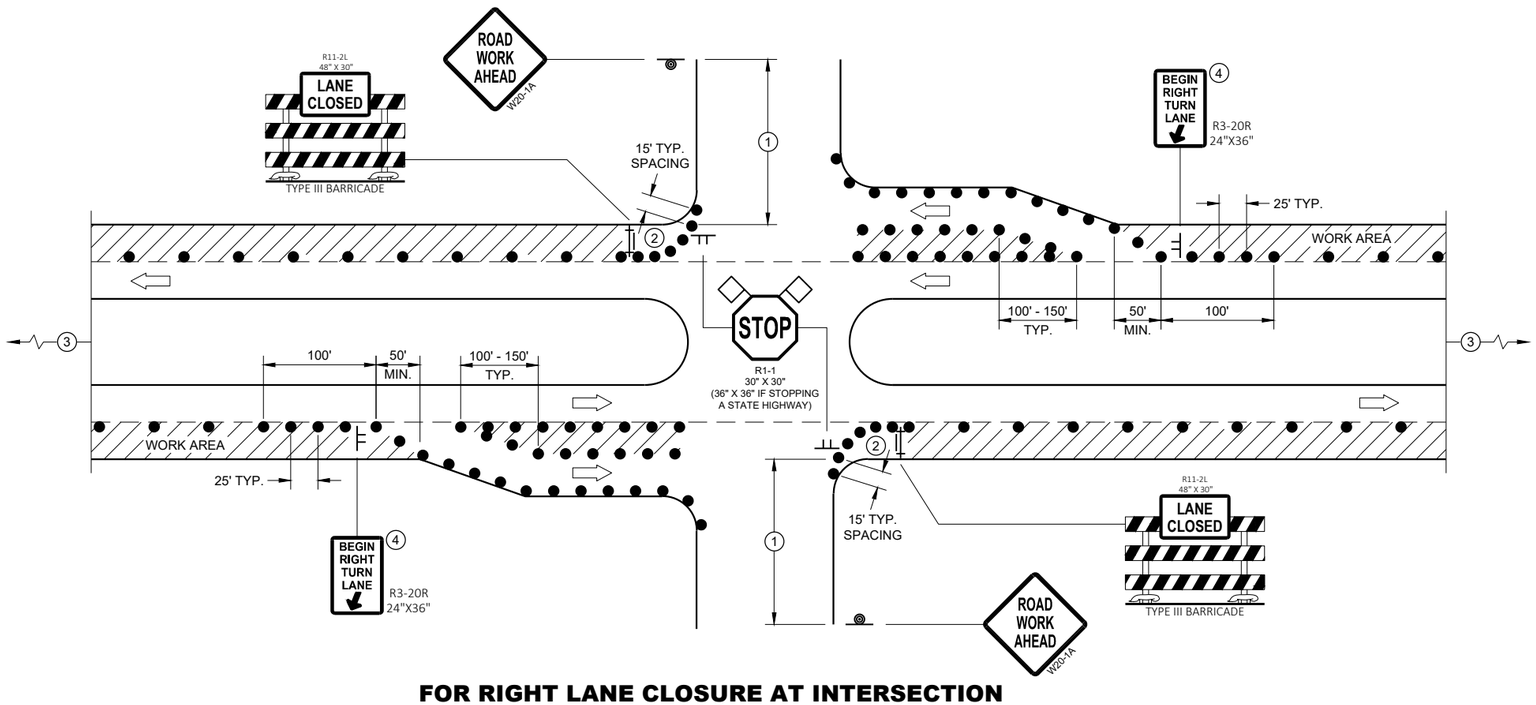
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SDD 15D20 - 05c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

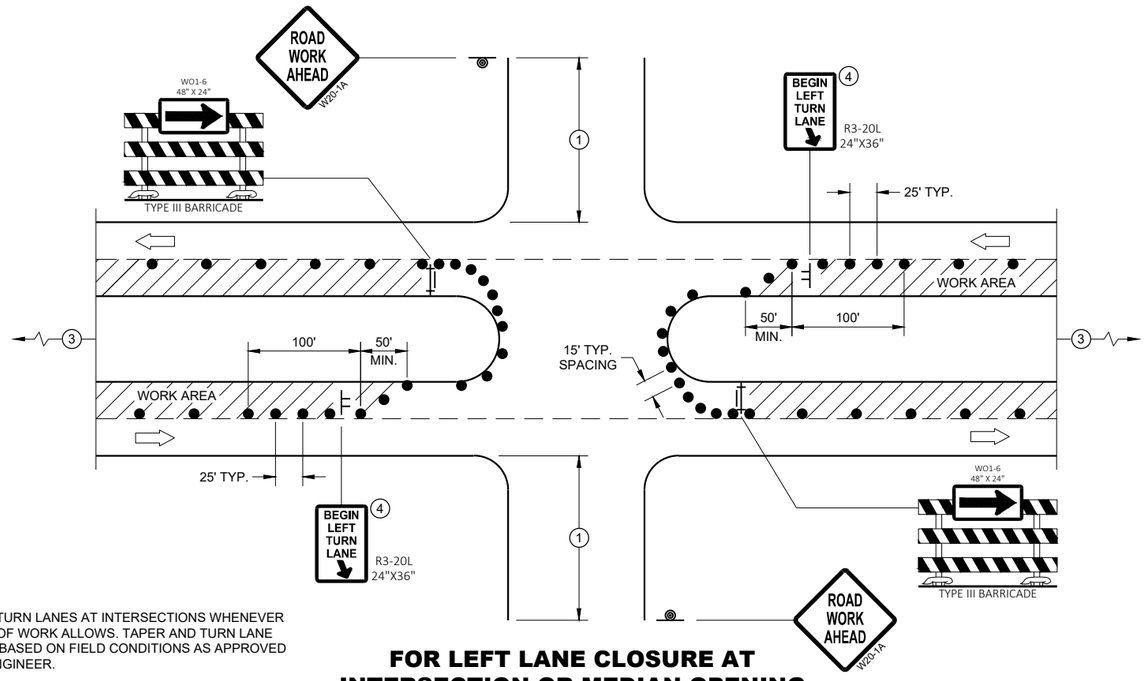
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

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

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

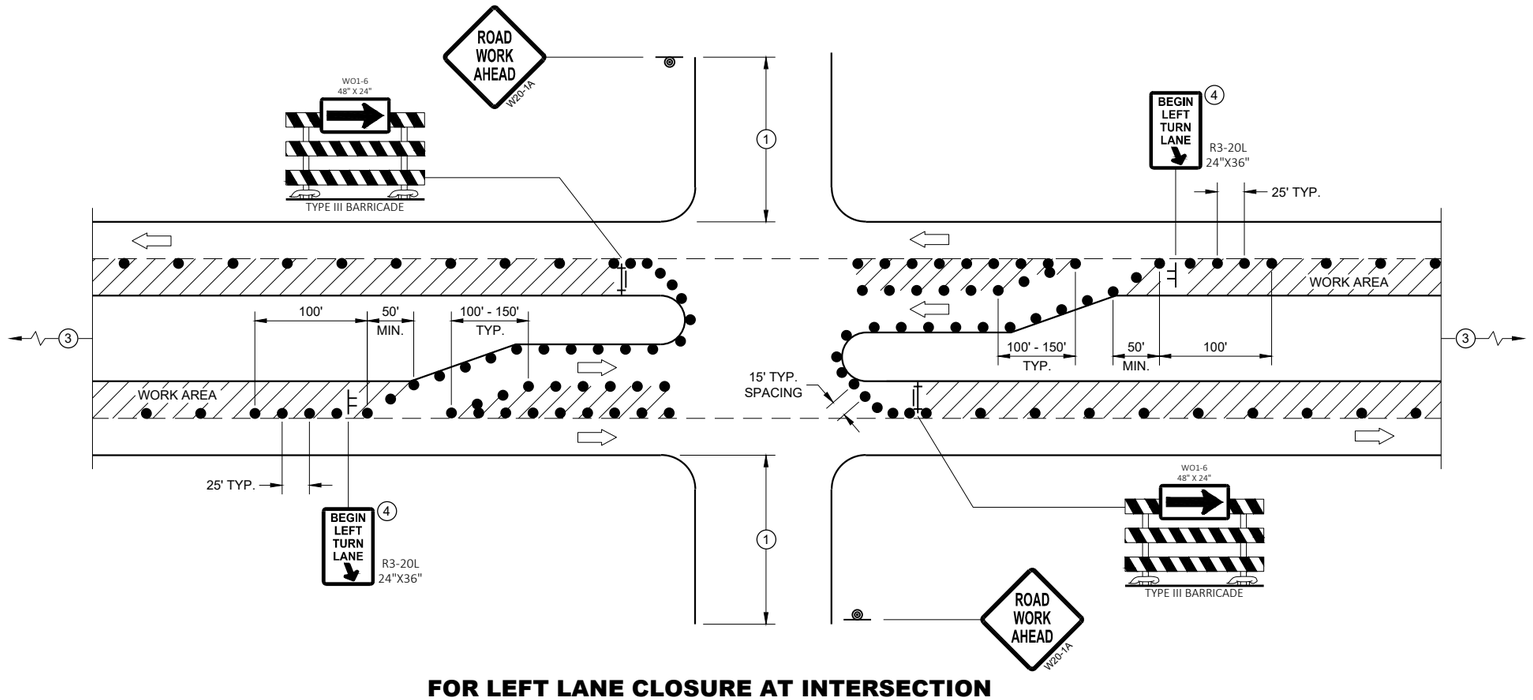
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

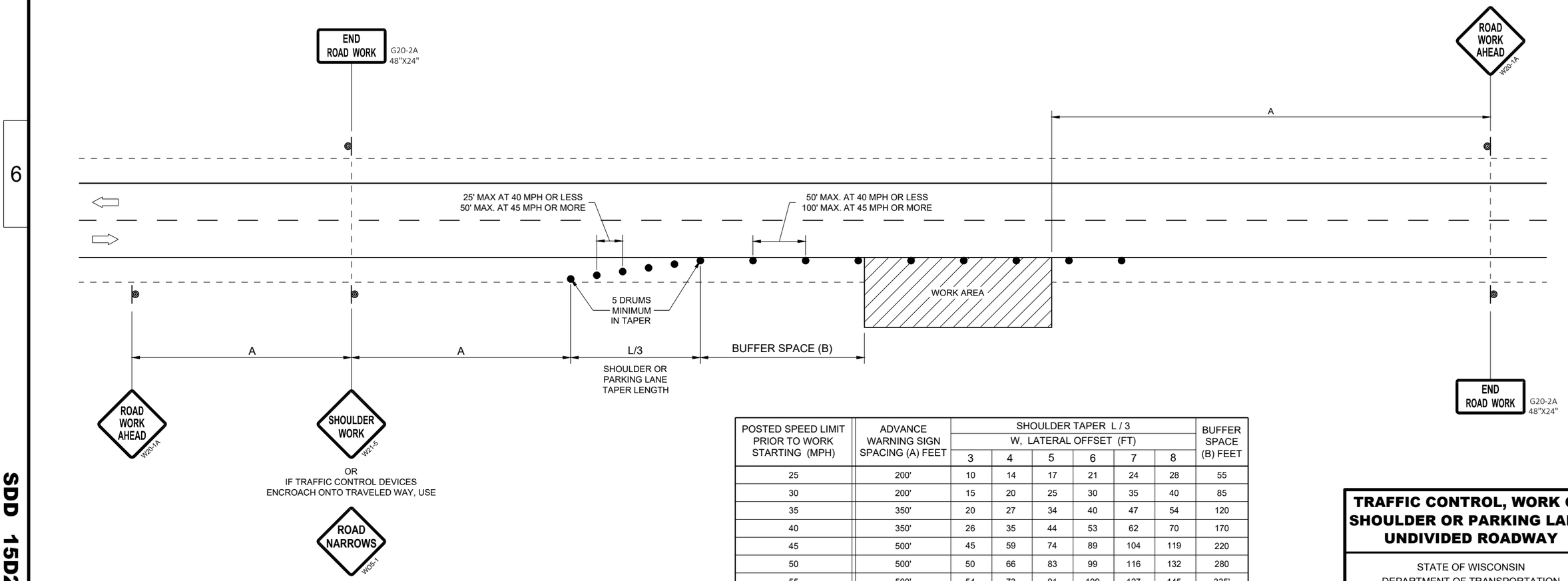
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

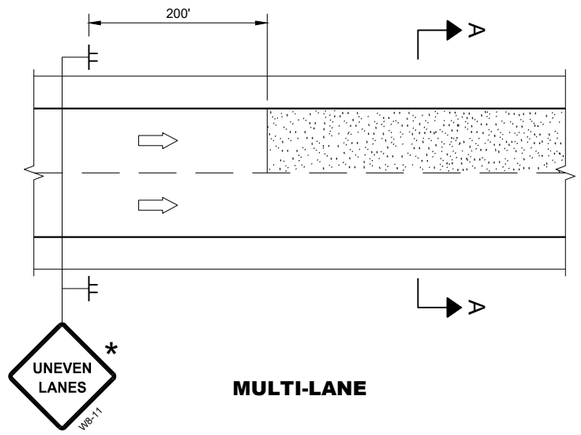
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

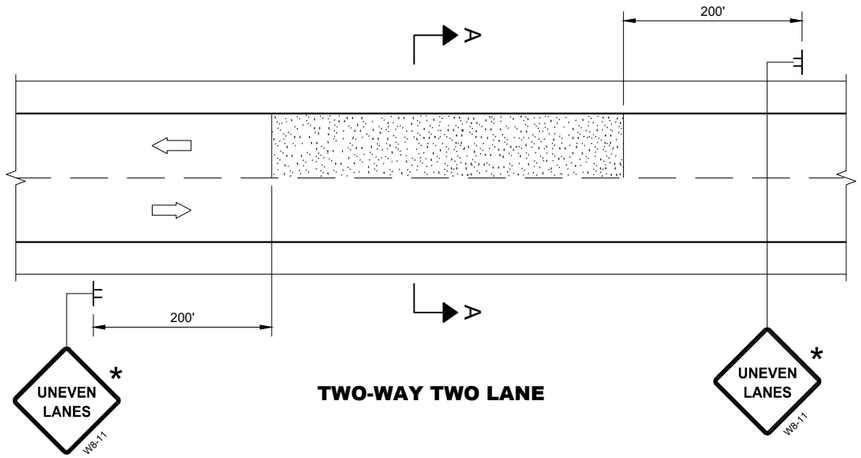
FHWA

SDD 15D28 - 04

SDD 15D28 - 04



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

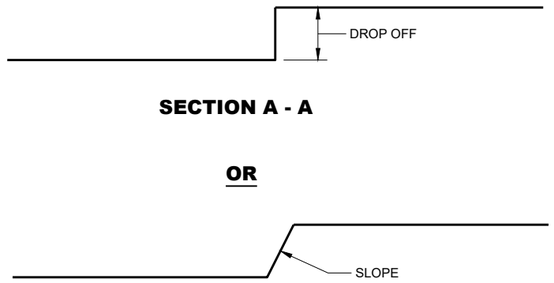
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

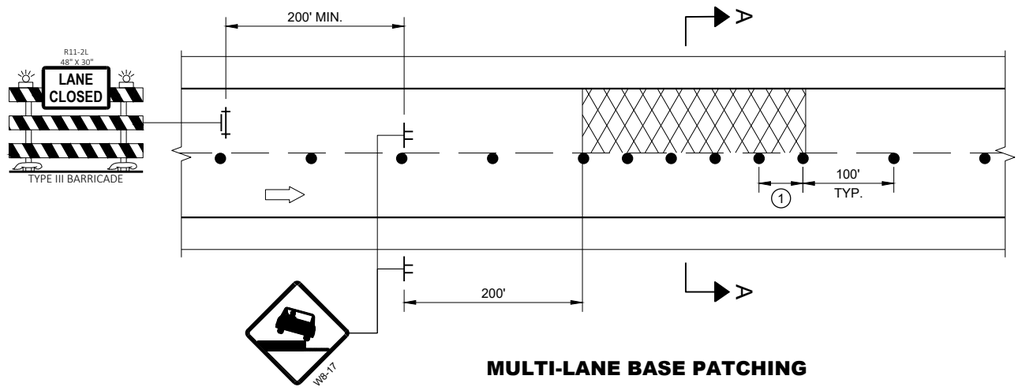
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



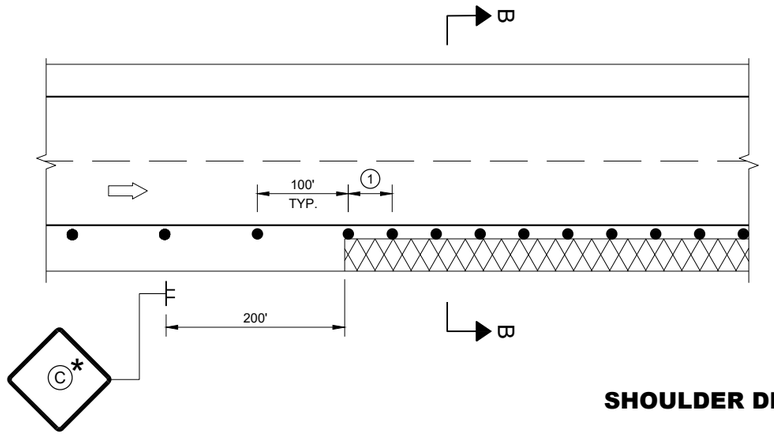
SECTION A - A

SECTION A - A

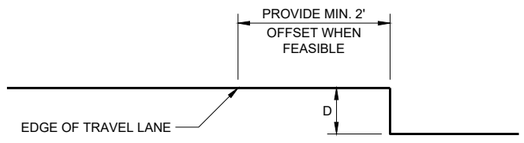


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVE PAVEMENT MARKING

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

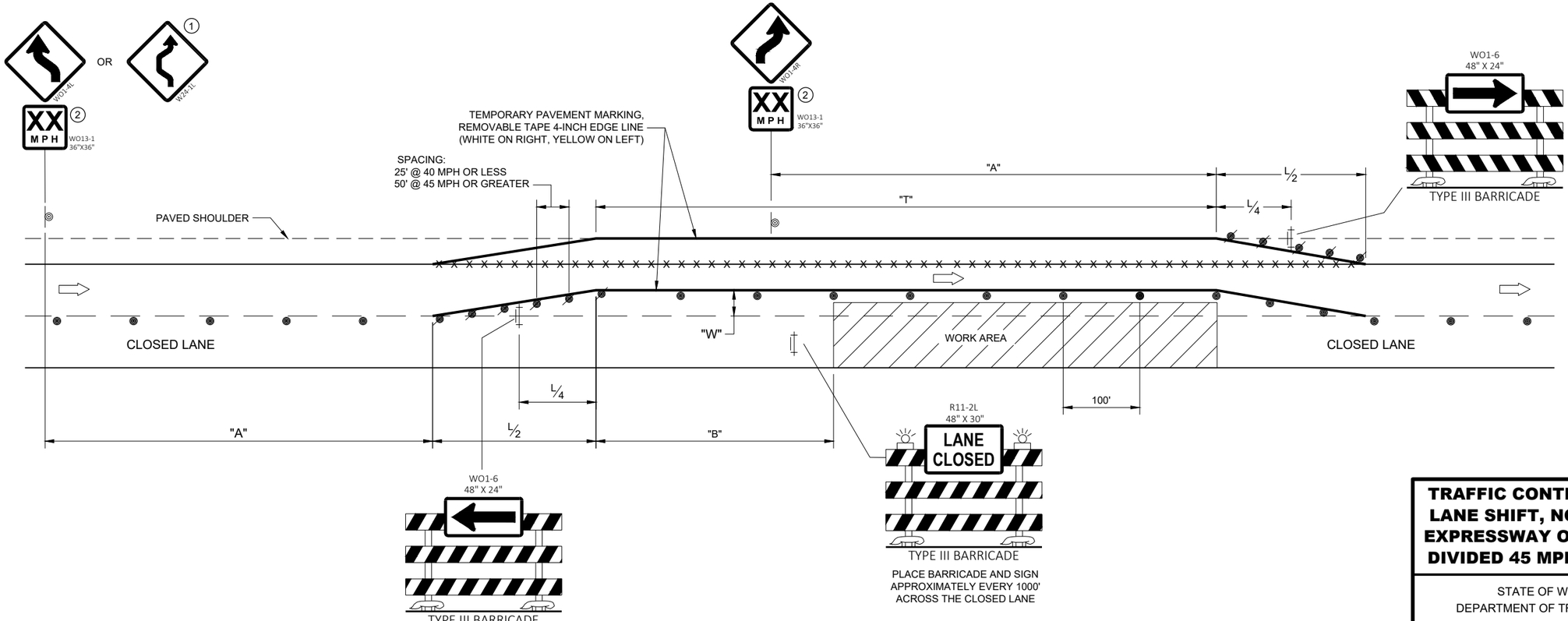
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



TRAFFIC CONTROL, PARTIAL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D40 - 02c

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVE PAVEMENT MARKING

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

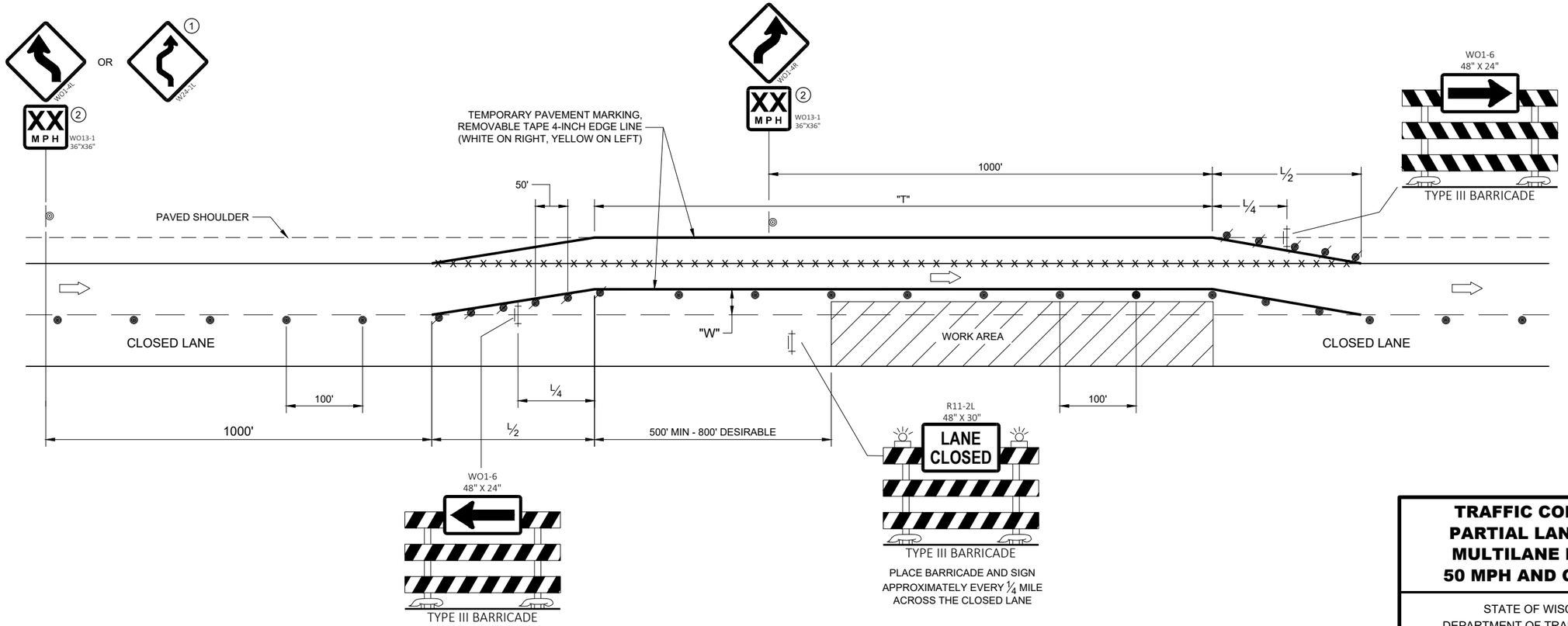
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T<600', OMIT WO1-4R.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D40 - 02d

6

SDD 15D40 - 02d

GENERAL NOTES

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

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

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

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

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

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

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

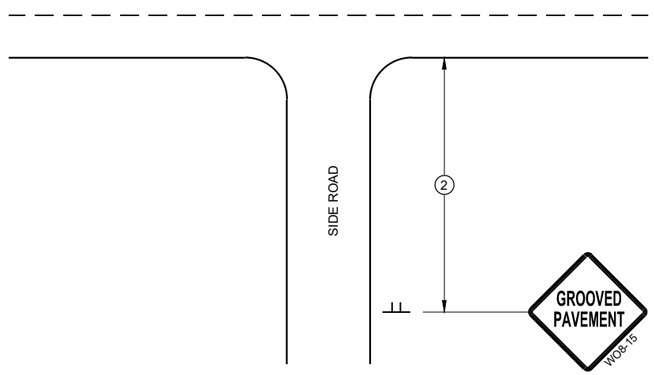
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

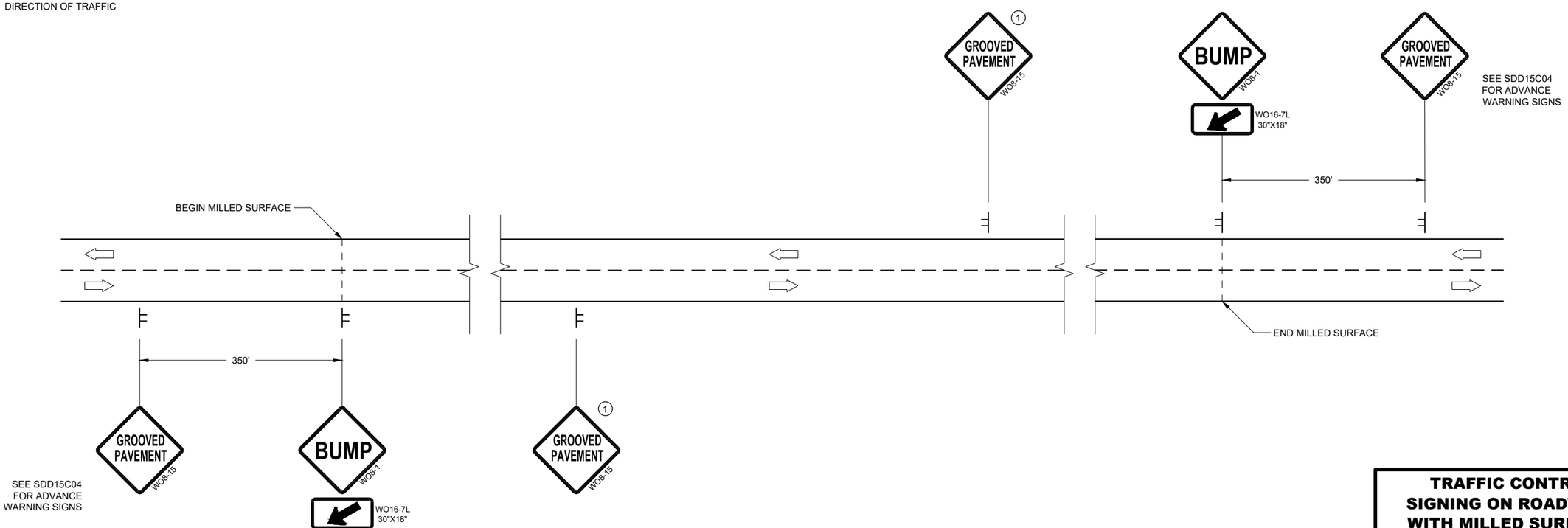
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

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

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

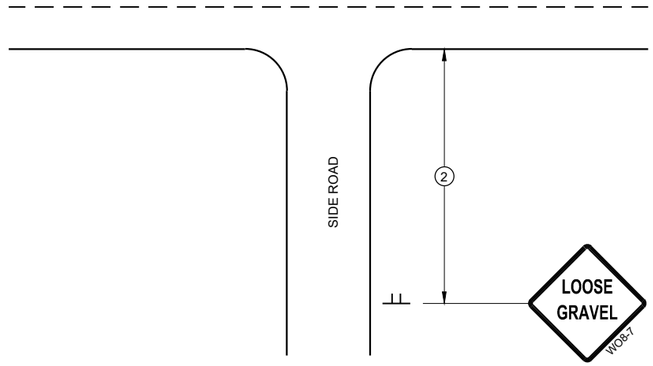
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

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

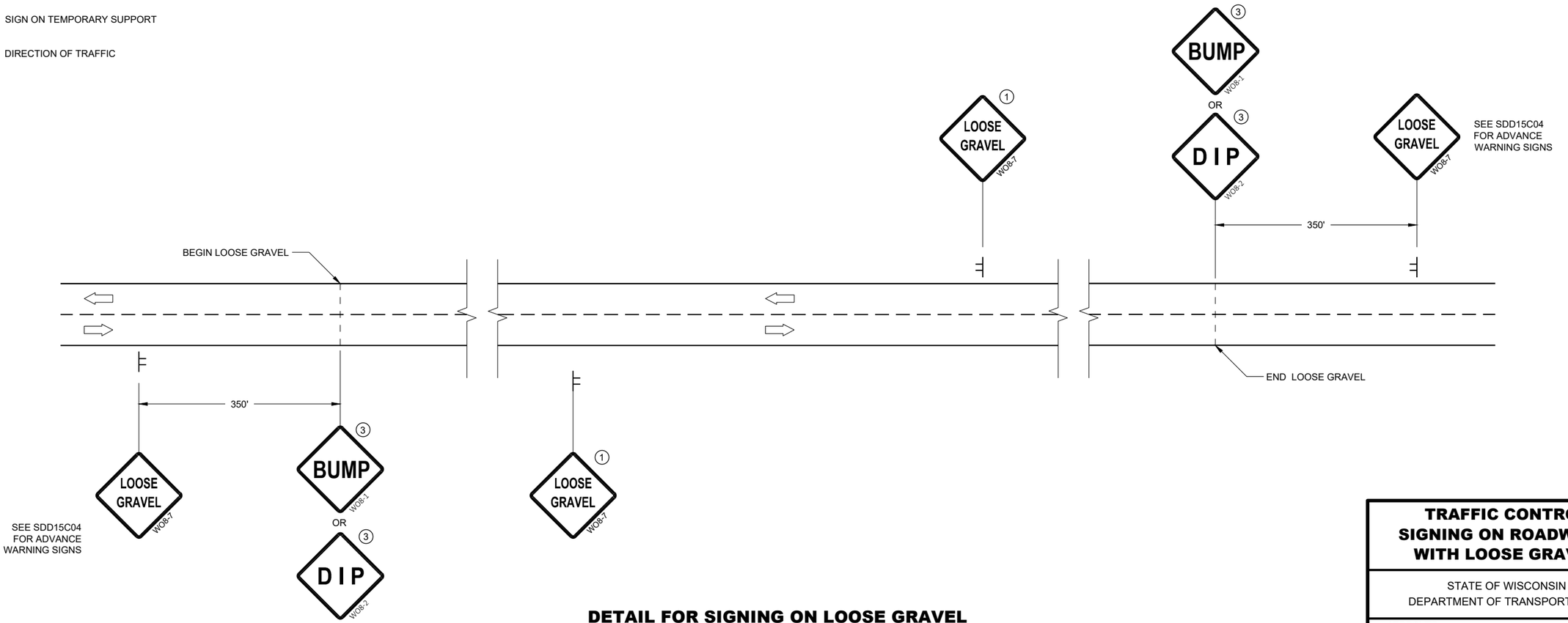
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D45 - 03

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

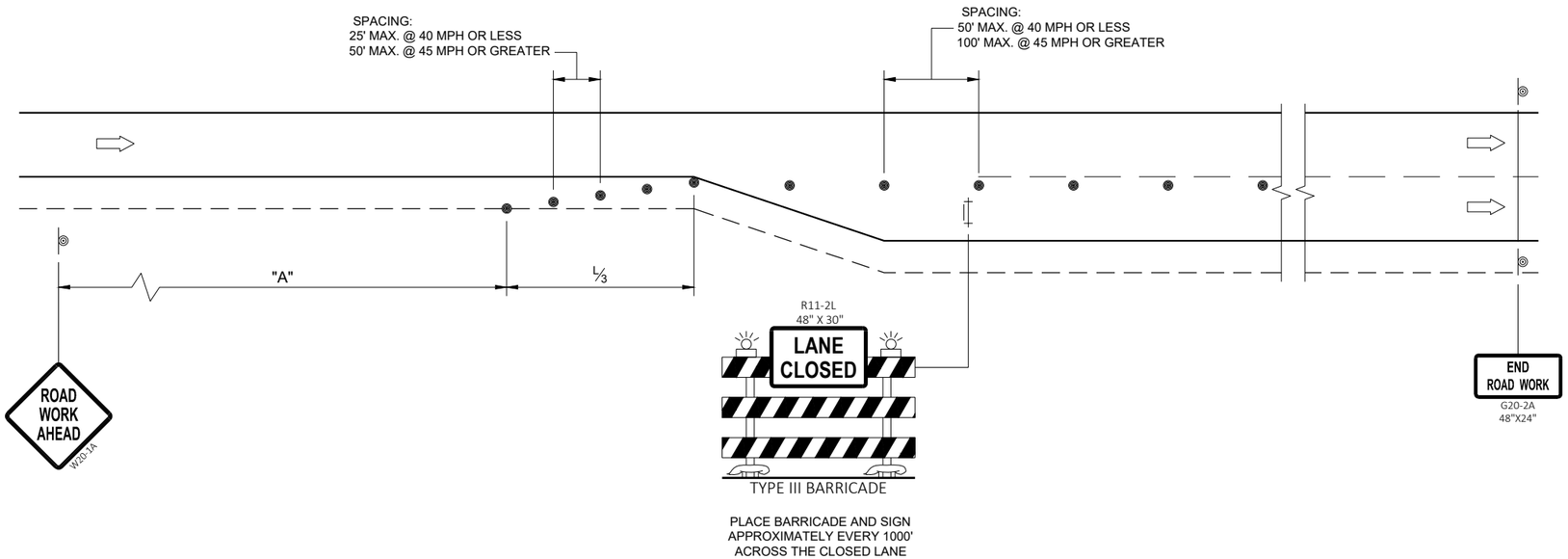
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

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



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE

ADDED LANE CLOSURE WITHOUT LANE SHIFT

TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D50 - 01a

6

SDD 15D50 - 01a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

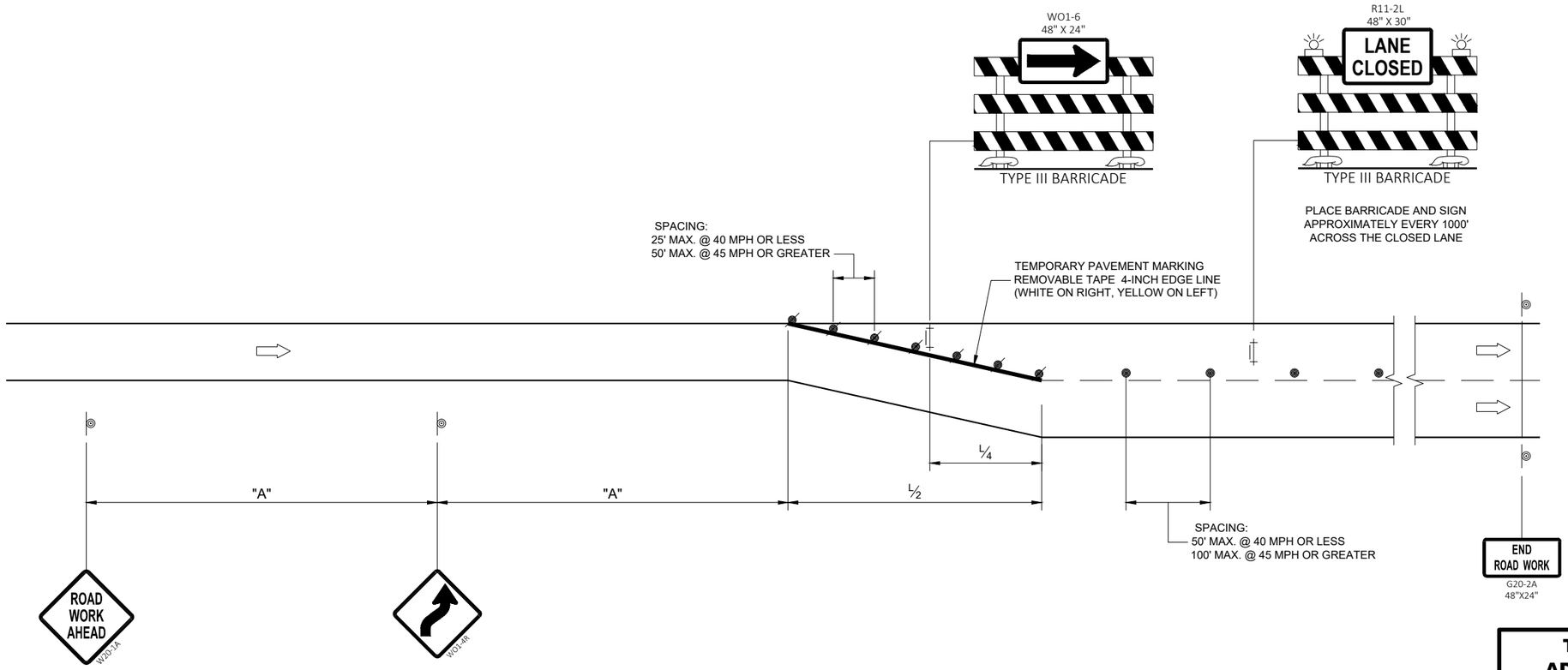
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR FOUR CONTINUOUS DAYS AND NIGHTS.



ADDED LANE CLOSURE WITH LANE SHIFT

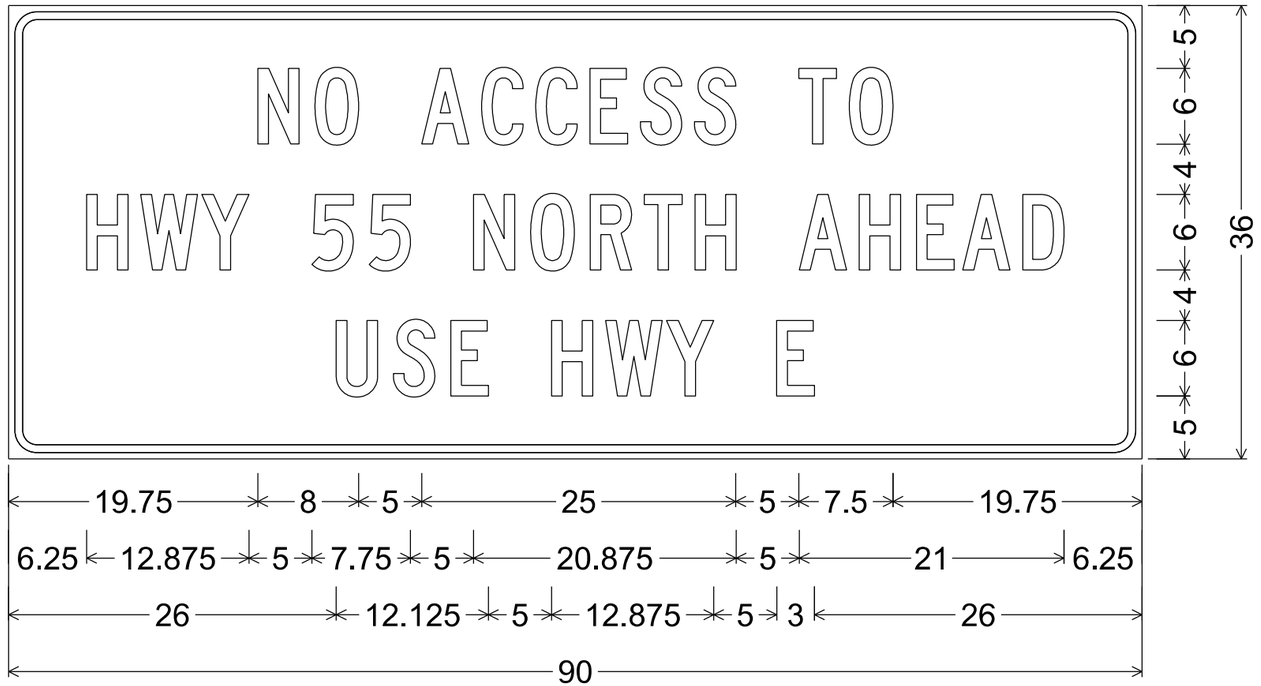
TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

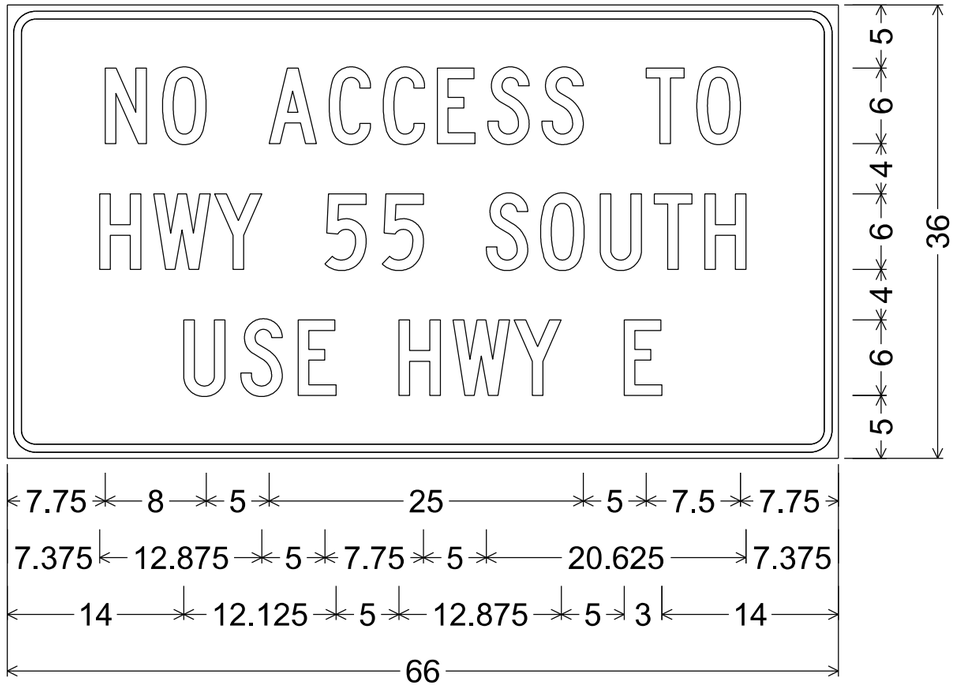
SDD15D50 - 01b



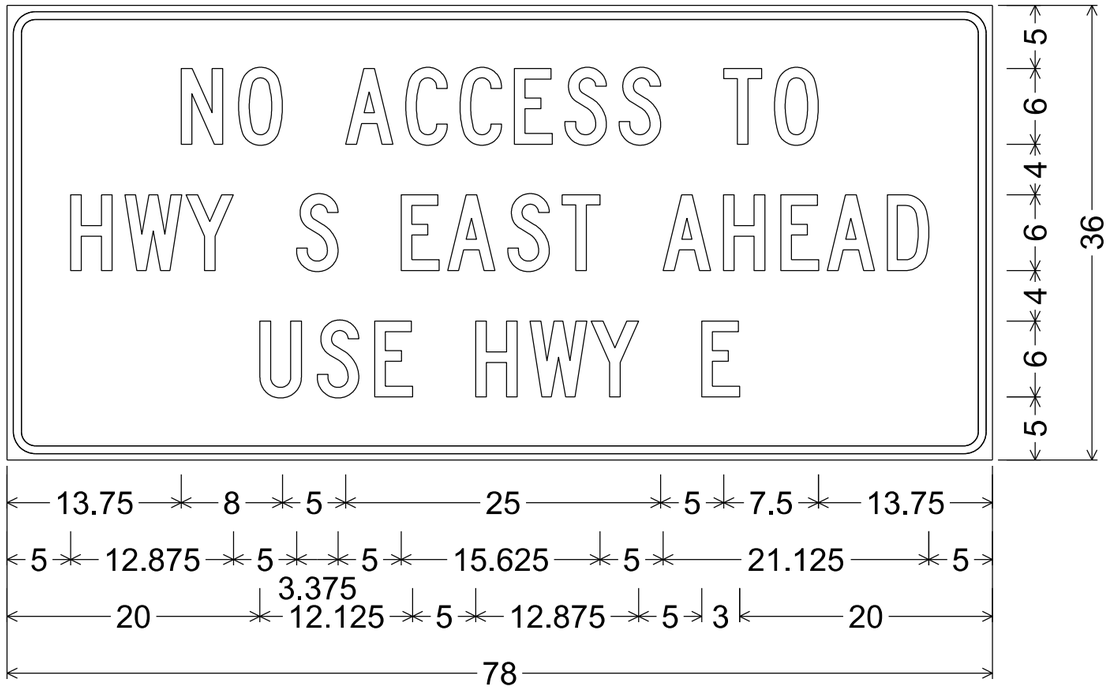
2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



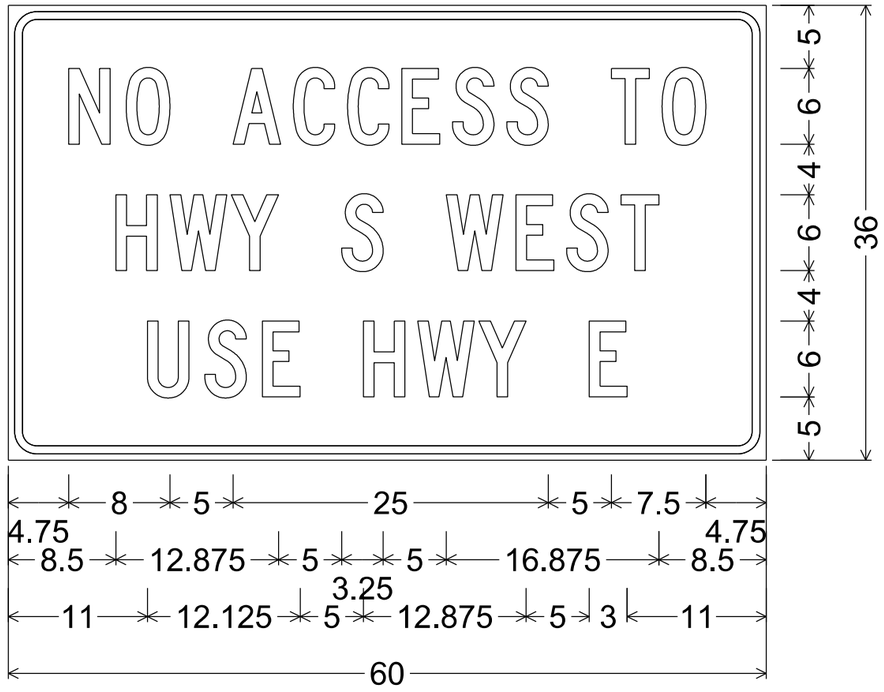
2.250" Radius, 0.625" Border, 0.500" Indent



2.250" Radius, 0.625" Border, 0.500" Indent

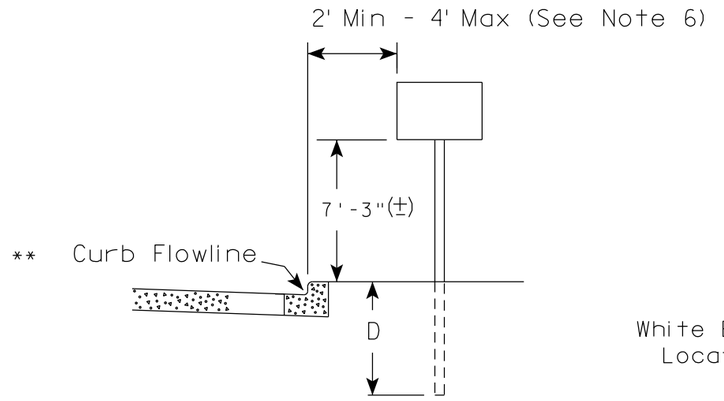
NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

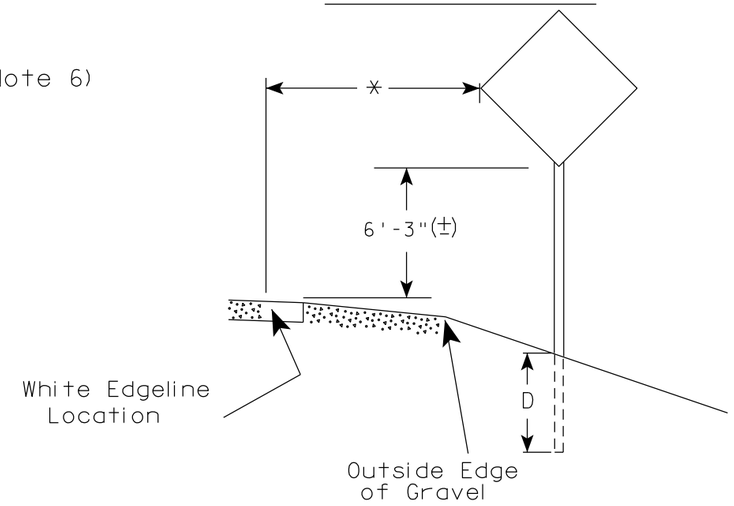


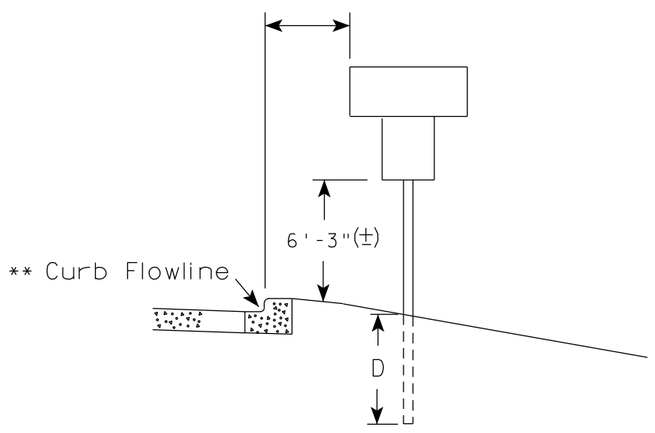
2.250" Radius, 0.625" Border, 0.500" Indent

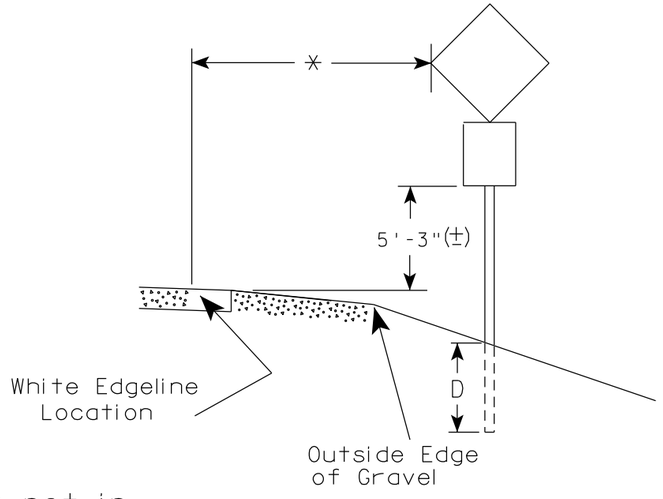
URBAN AREA



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.

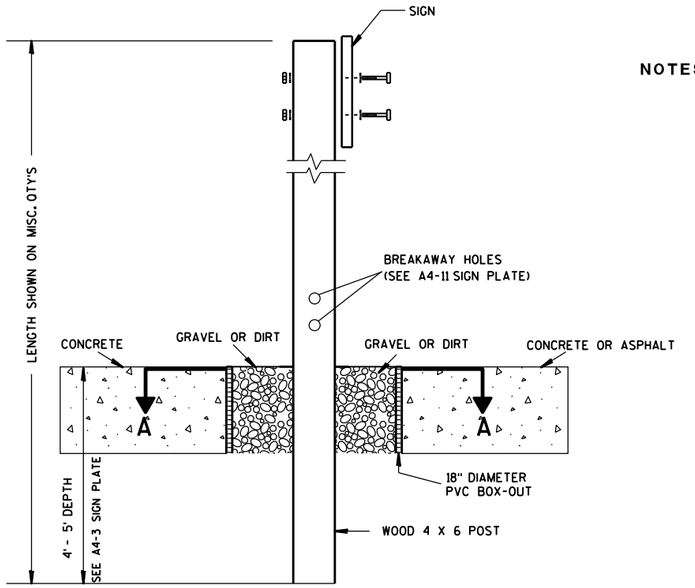
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

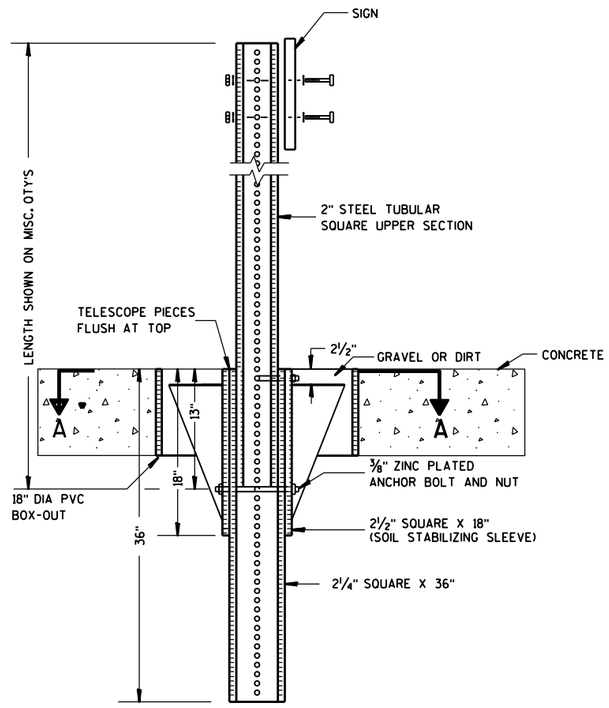
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 229	E



ELEVATION VIEW

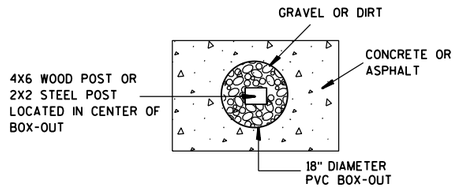
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

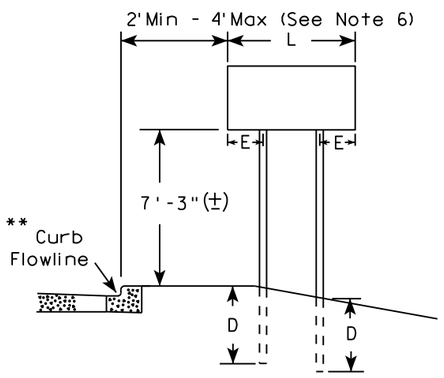
APPROVED Matthew R Rauch
for State Traffic Engineer

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

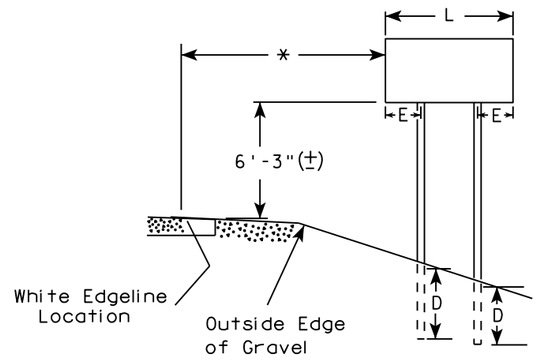
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

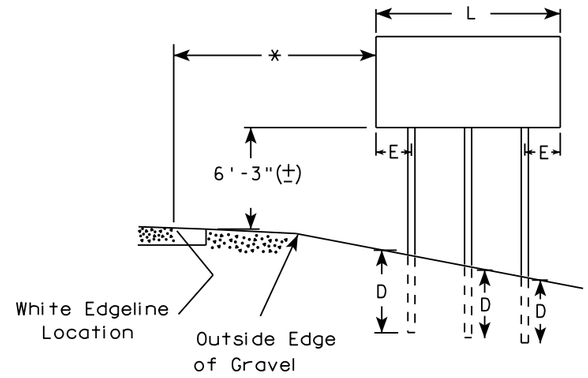
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

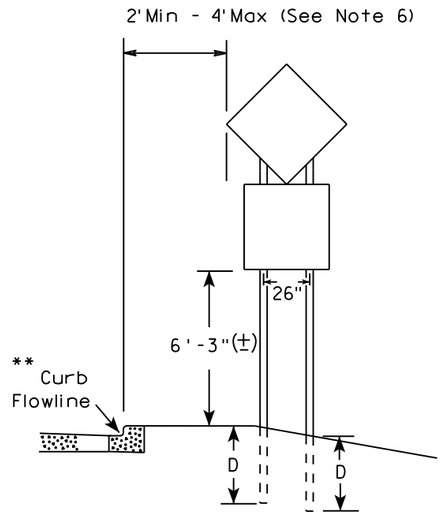
URBAN AREA



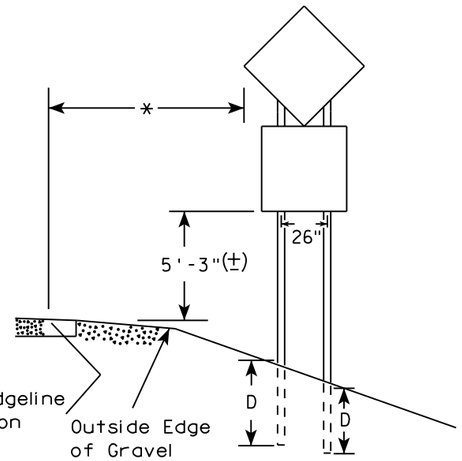
RURAL AREA (See Note 3)







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

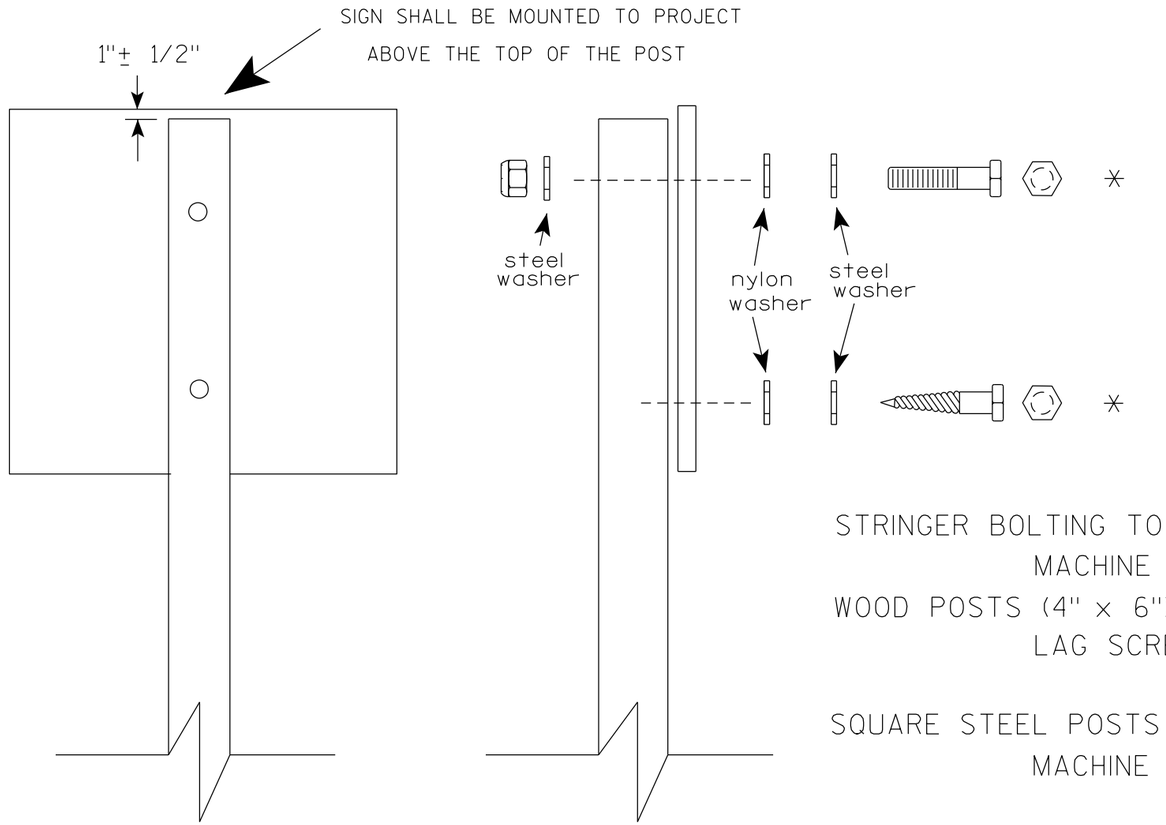
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

SHEET NO: 232 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

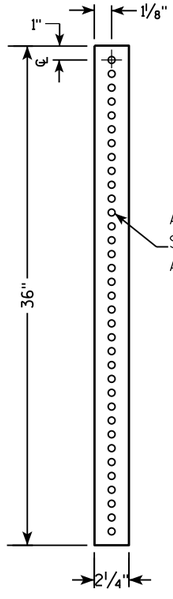
WISDOT/CADDS SHEET 42

7

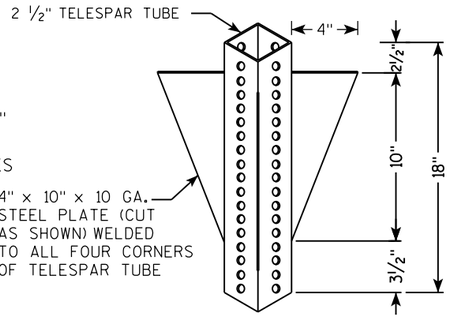
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

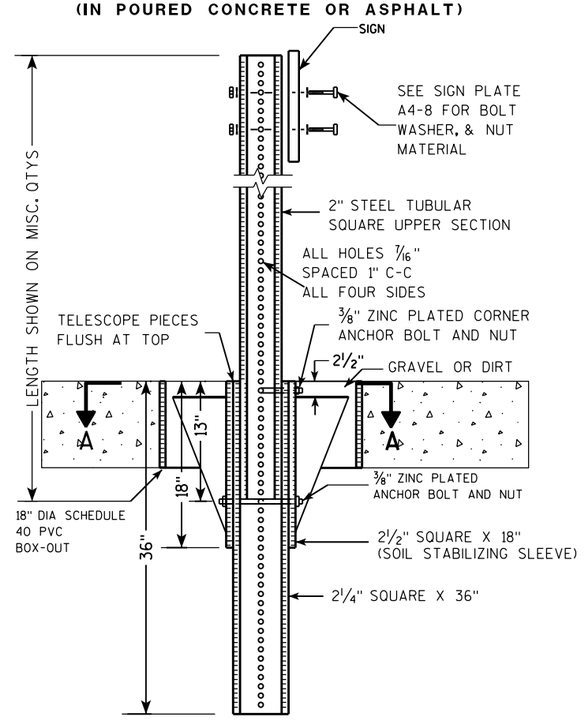
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



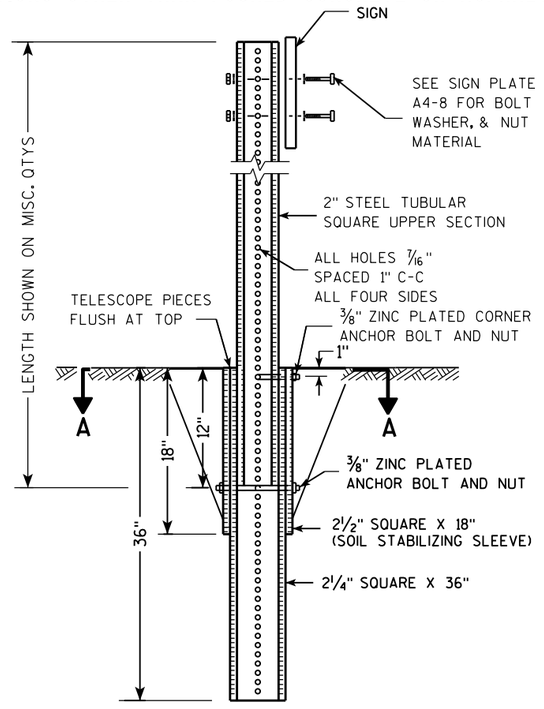
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

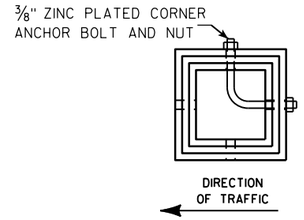


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

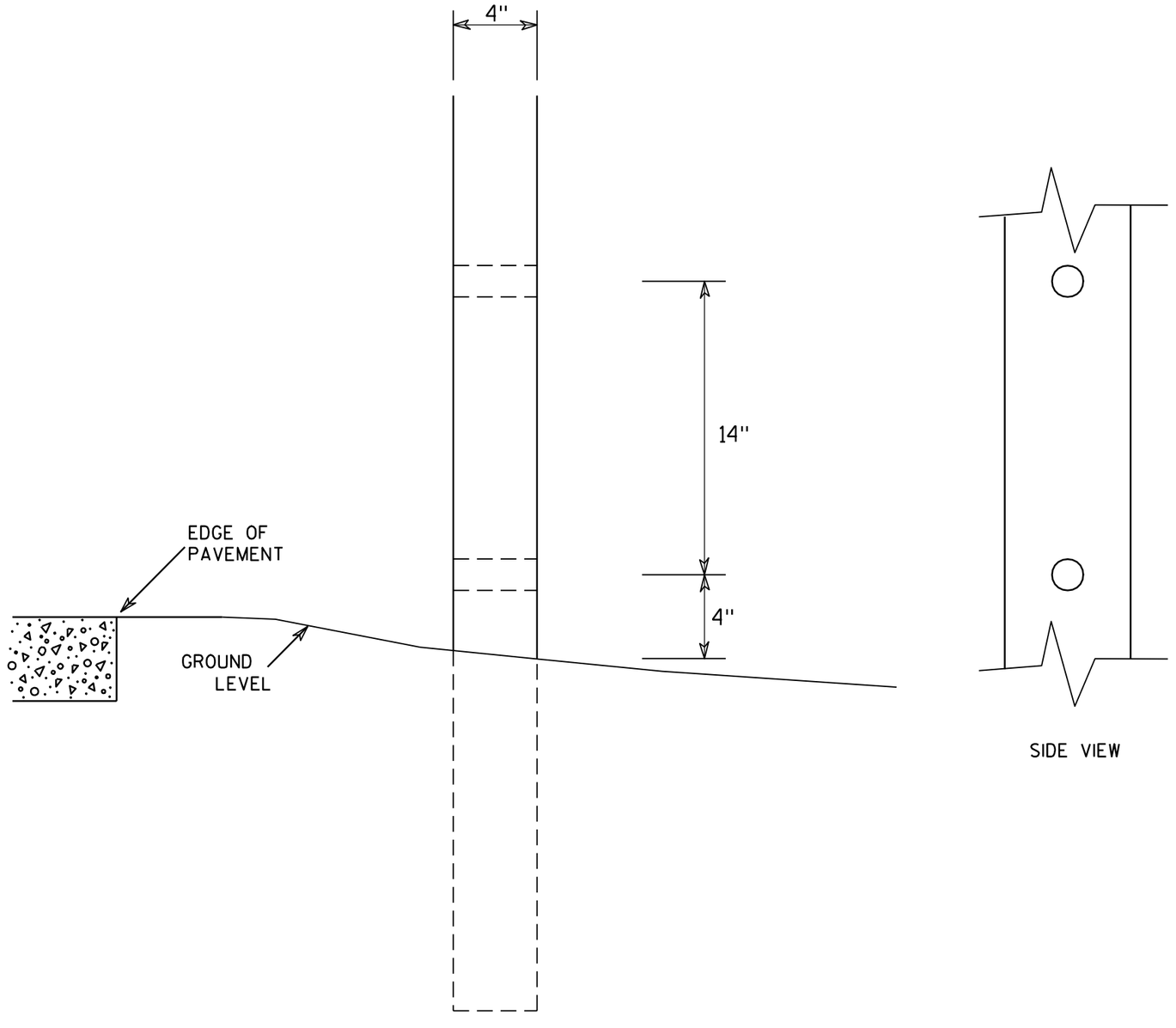
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 233 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

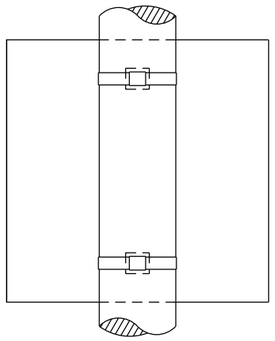
APPROVED Chester J Spang for State Traffic Engineer

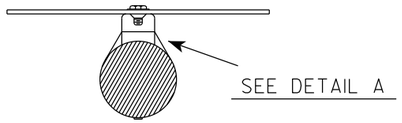
DATE 3/27/97 PLATE NO. A4-11.2

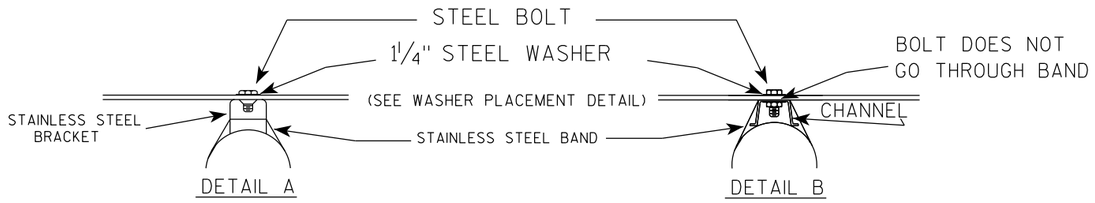
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 234	E

BANDING

SINGLE SIGN



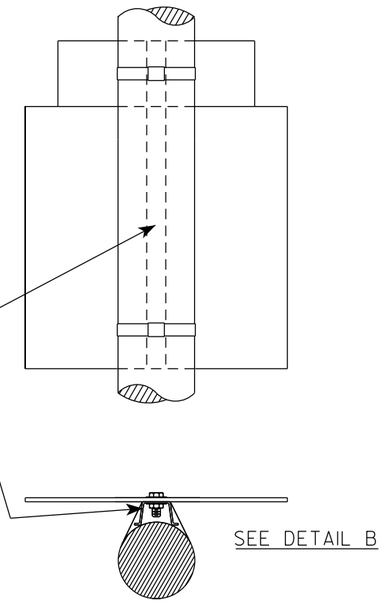




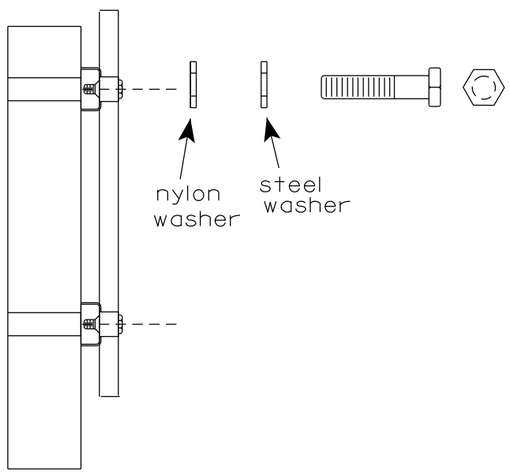
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

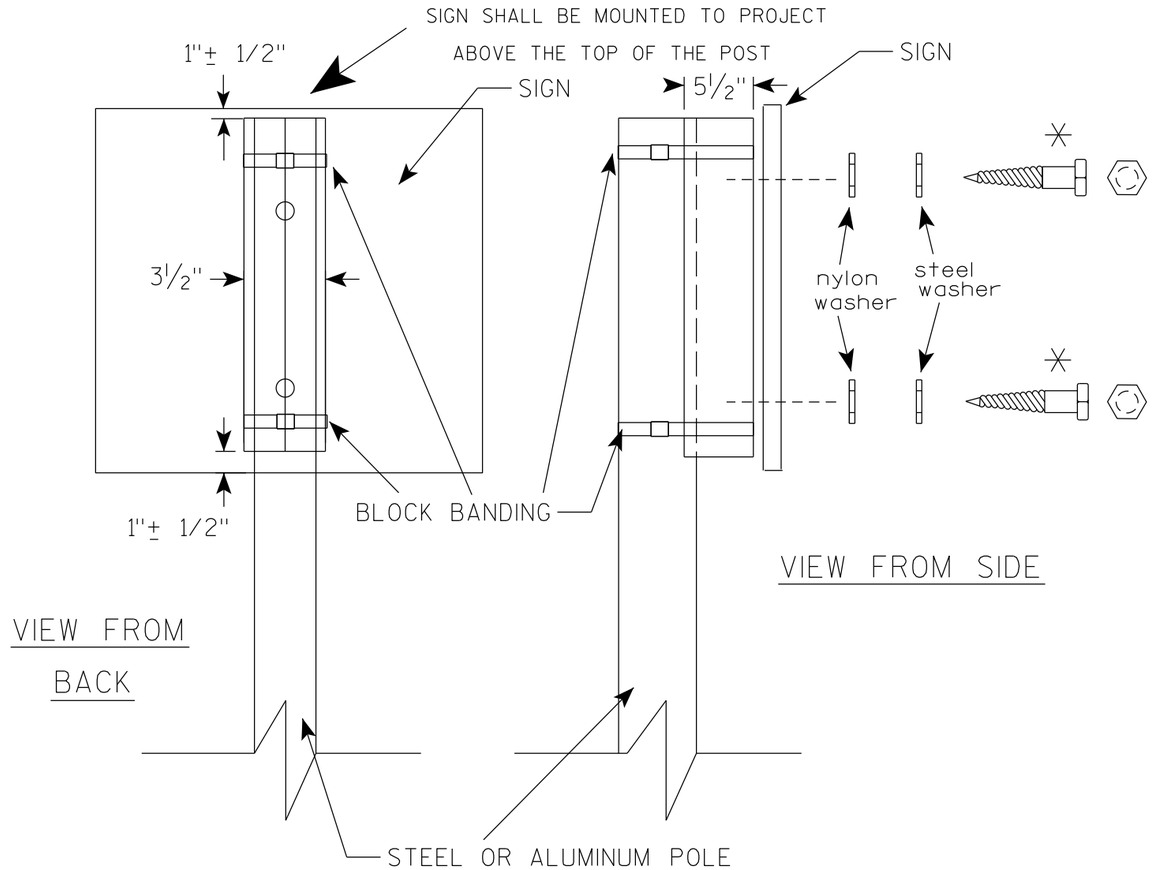
DATE 6/10/19 PLATE NO. A5-9.4

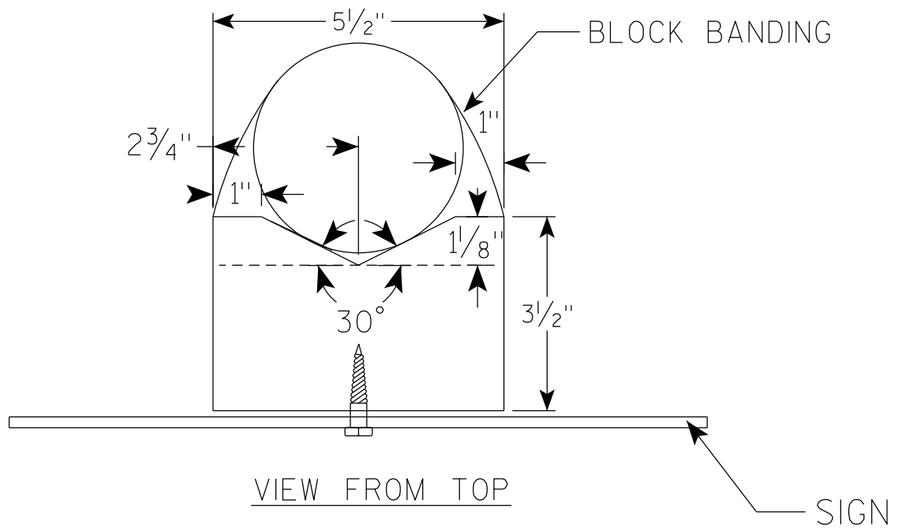
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E

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

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

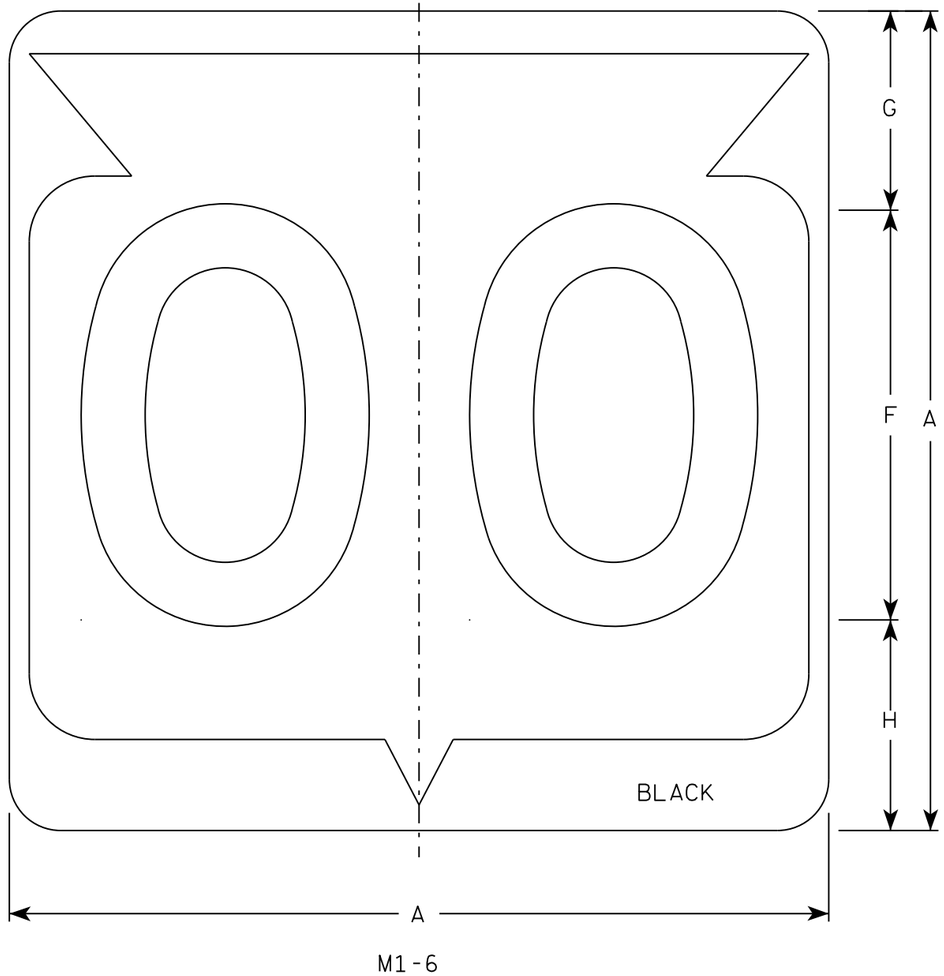
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

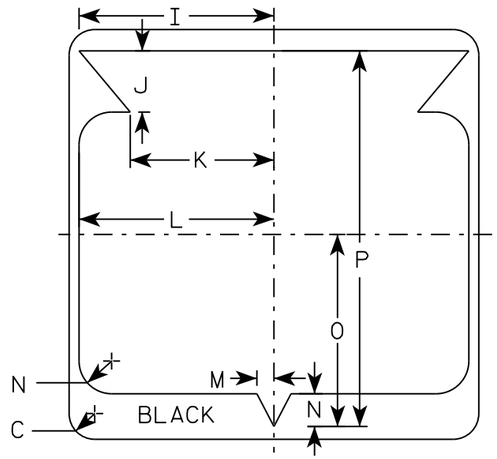
PROJECT NO:				SHEET NO: 236	E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

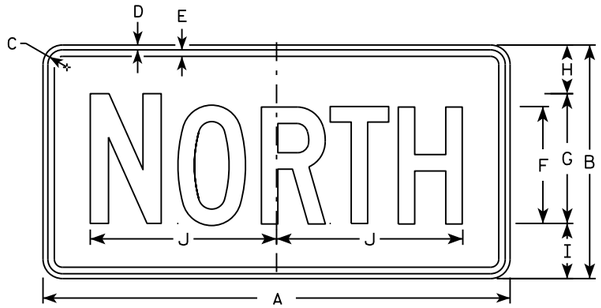
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

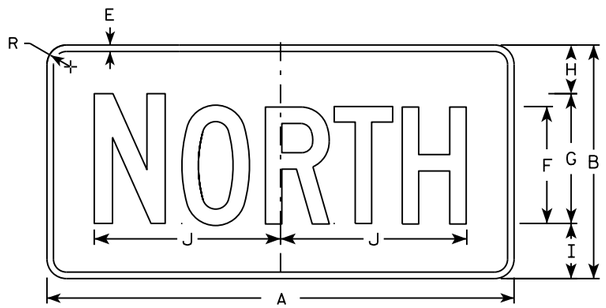
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 237	E



M3-1
MM3-1
MP3-1



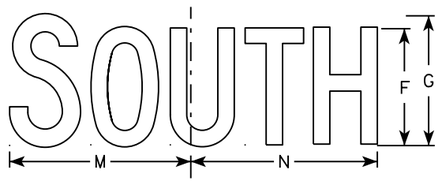
MB3-1
MK3-1
MN3-1



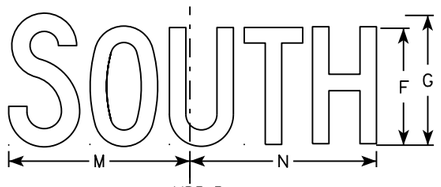
M3-2
MM3-2
MP3-2



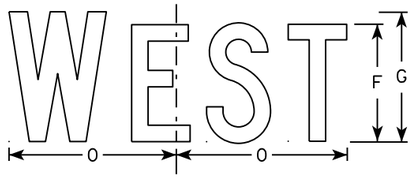
MB3-2
MK3-2
MN3-2



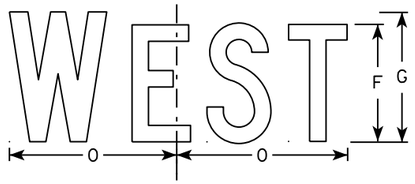
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

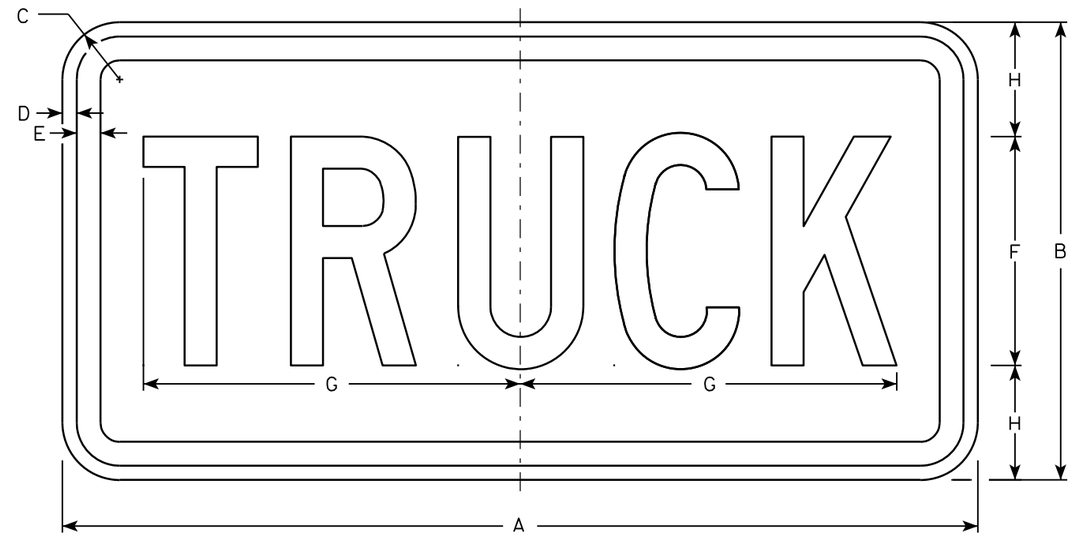
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-4

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White - See Note 5
   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. Permanent Signs
   Background - Type H Reflective
   Temporary or other temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	9 7/8	3																			2.0
3	36	18	1 1/2	3/8	1/2	9	15 5/8	4 1/2																			4.5
4																											
5																											

STANDARD SIGN
M4-4

WISCONSIN DEPT OF TRANSPORTATION

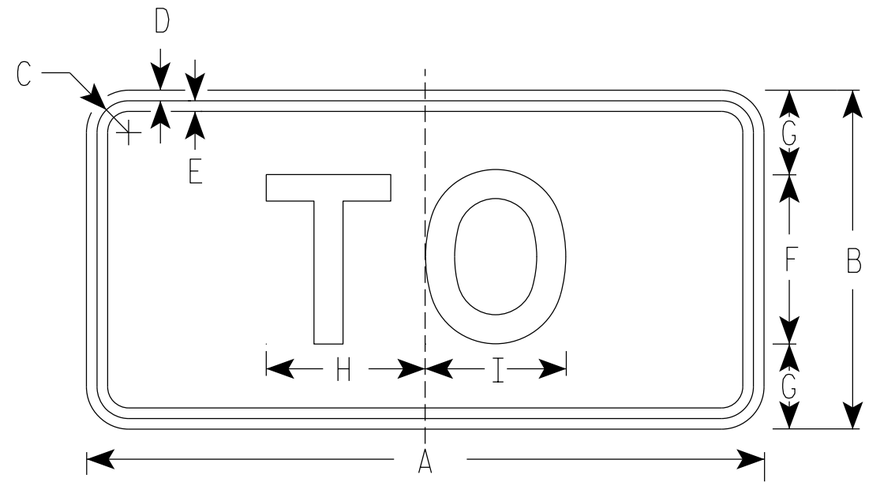
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-4.3

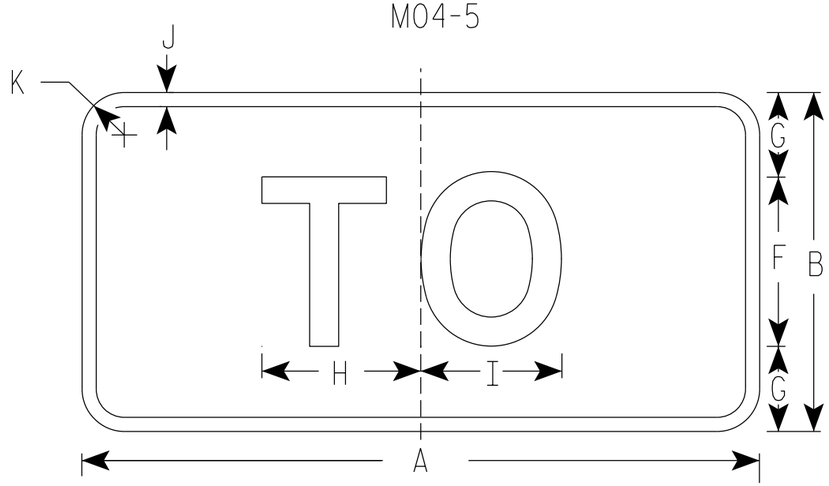
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 239	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M44.DGN PLOT DATE : 10-NOV-2010 12:29 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 3.972696:1.000000

7



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   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																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

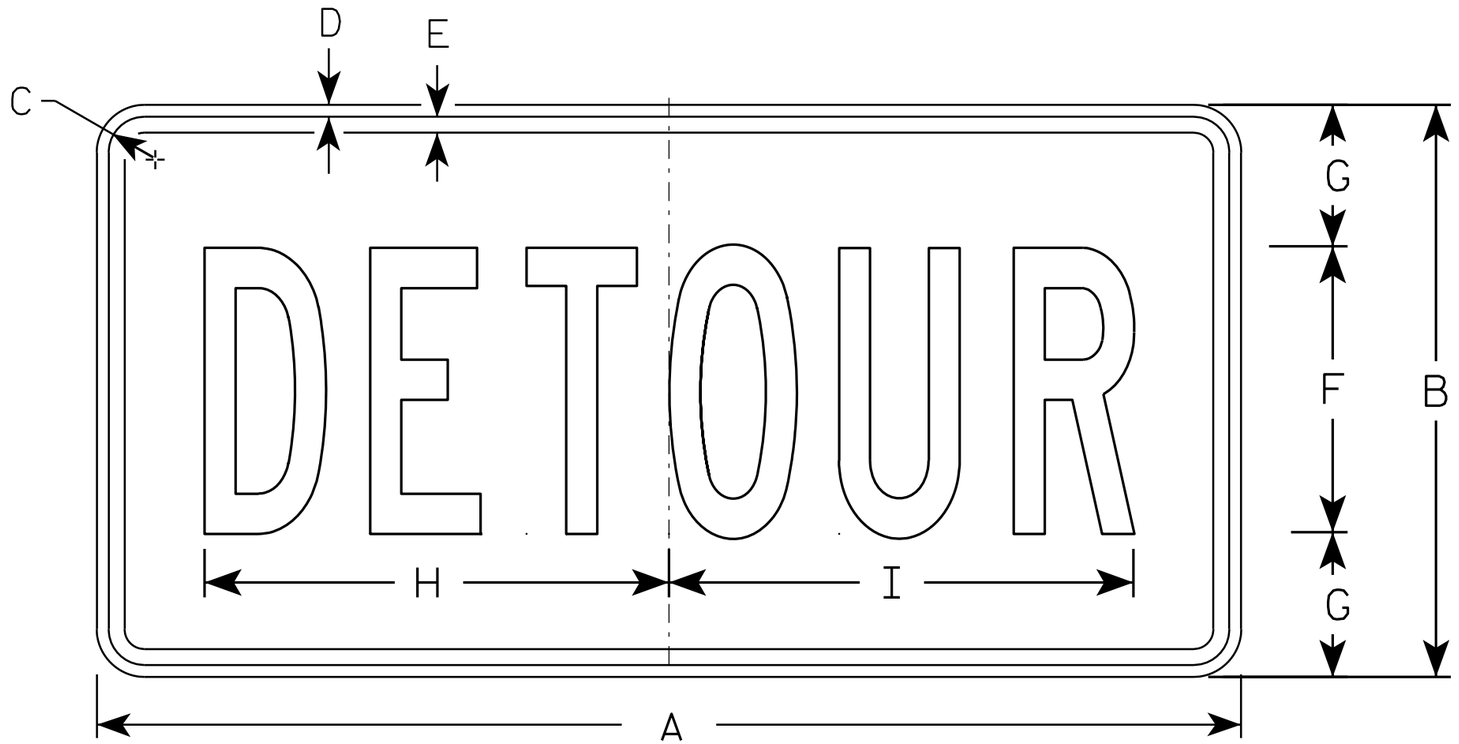
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 | 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																											

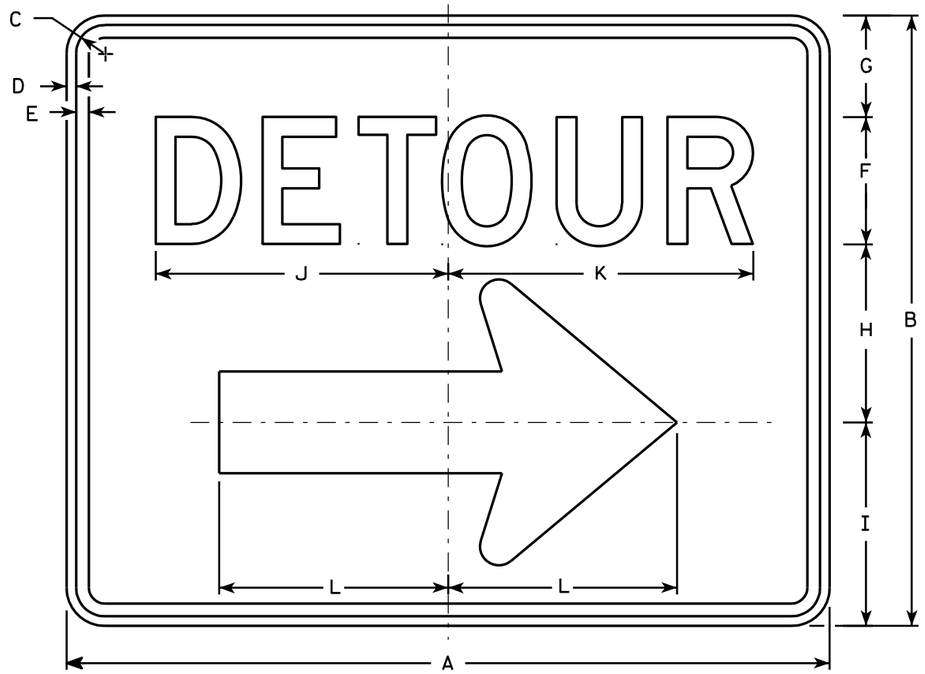
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

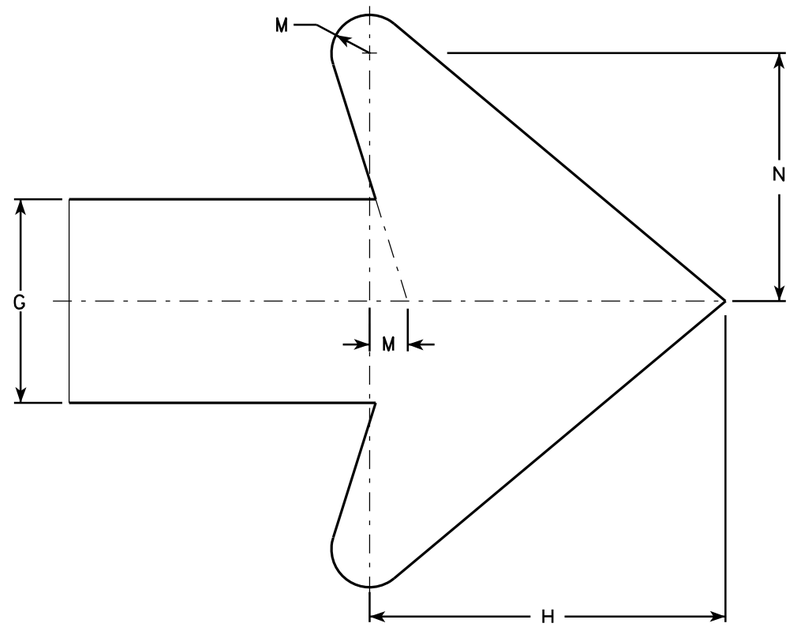
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 241	E



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

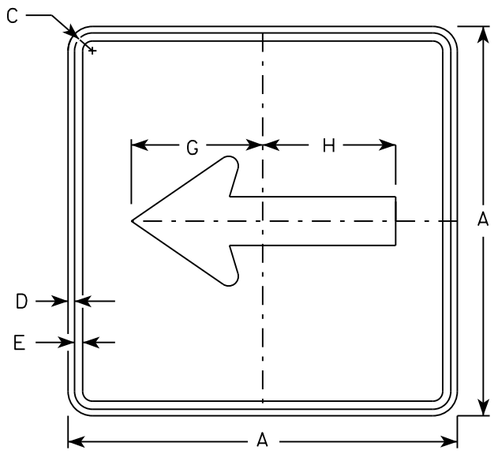
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

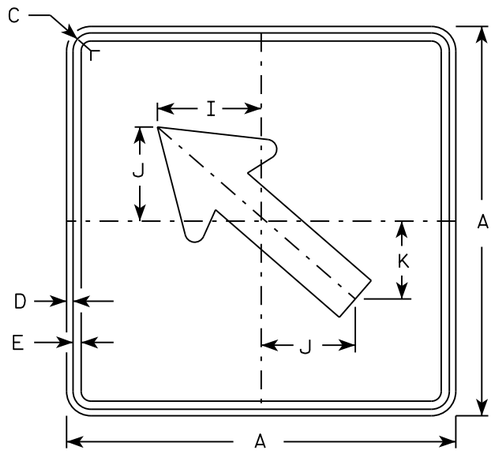
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 242	E



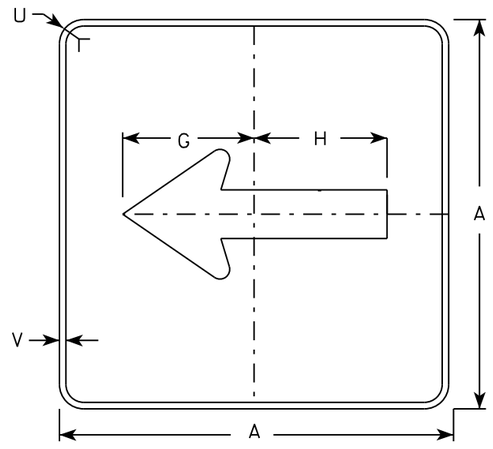
M6-1
MM6-1
MO6-1
MP6-1



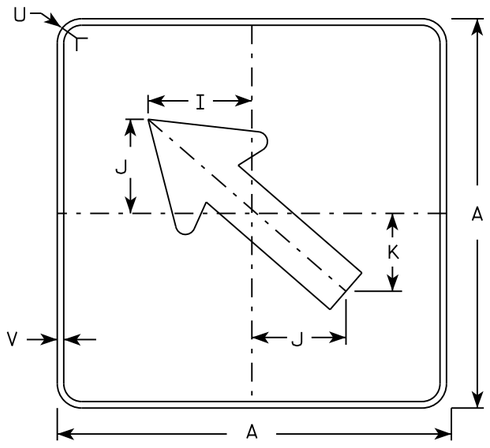
M6-2
MM6-2
MO6-2
MP6-2

NOTES

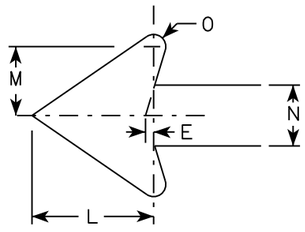
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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



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



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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN M6-1 & M6-2 SERIES

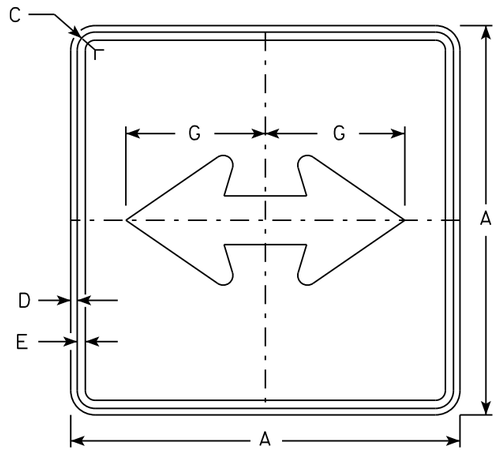
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

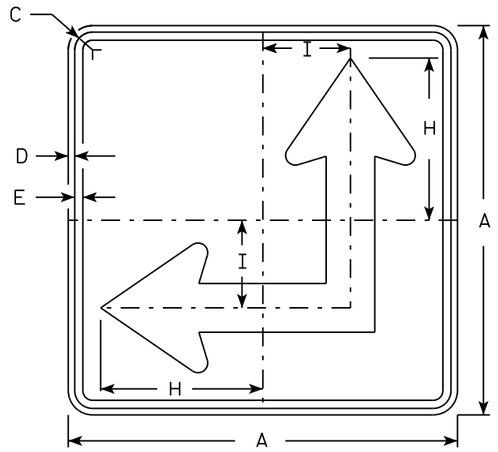
DATE 10/15/15 PLATE 243 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



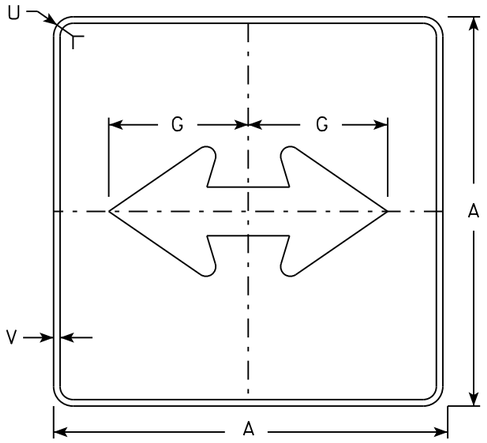
M6-4
MM6-4
MO6-4
MP6-4



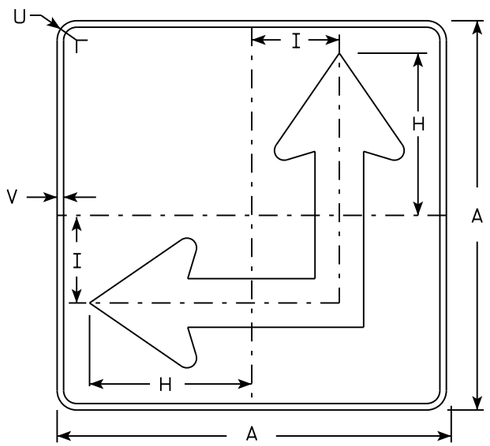
M6-6
MM6-6
MO6-6
MP6-6

NOTES

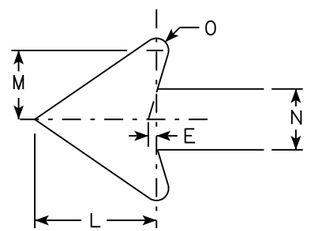
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

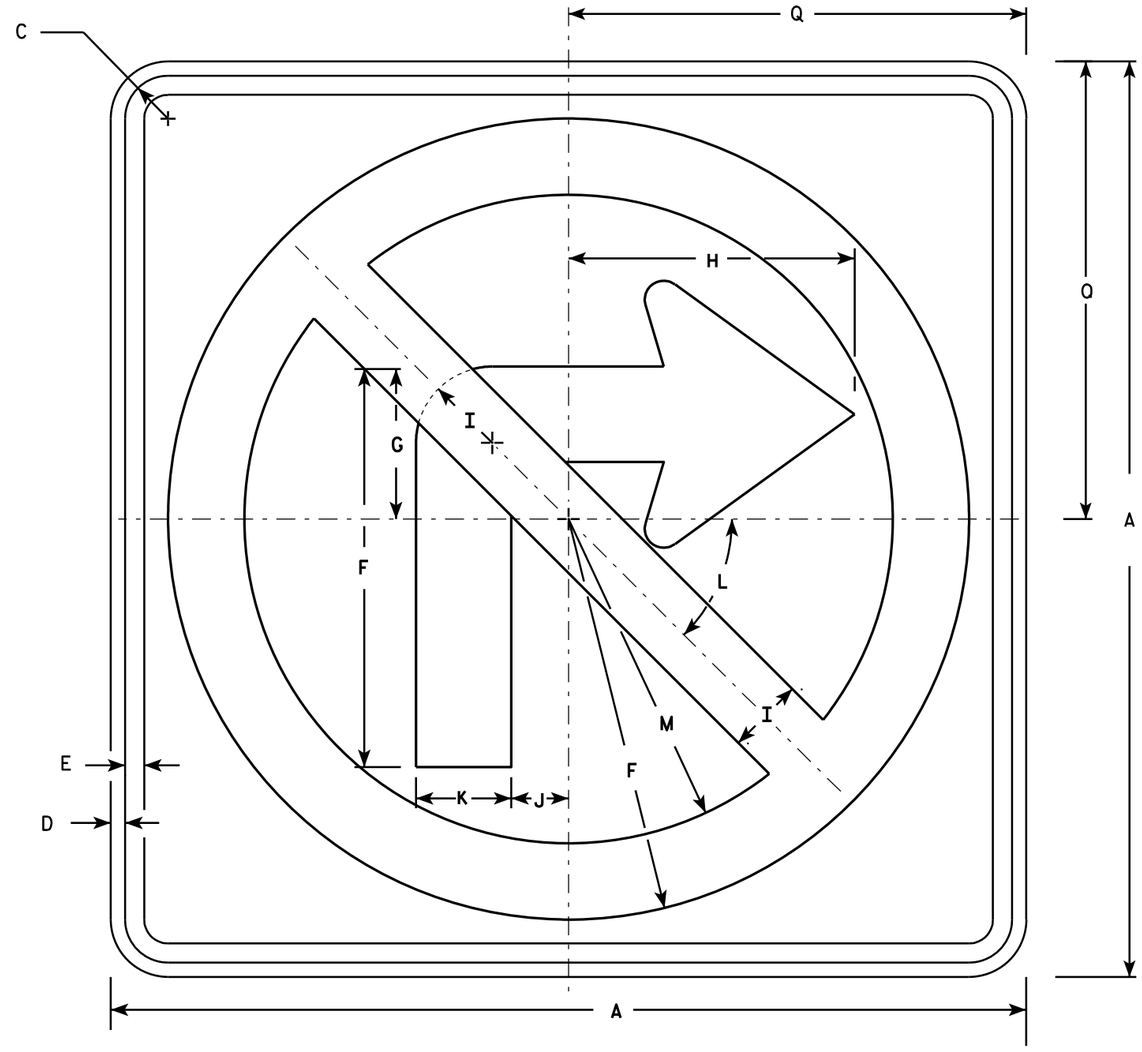
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 244 M6-4.10

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

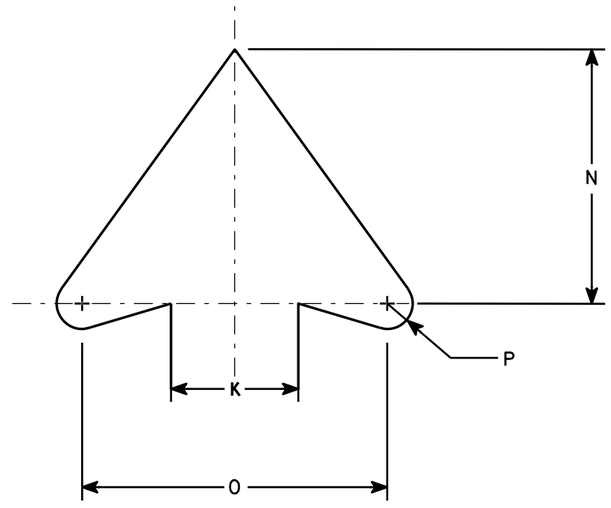
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

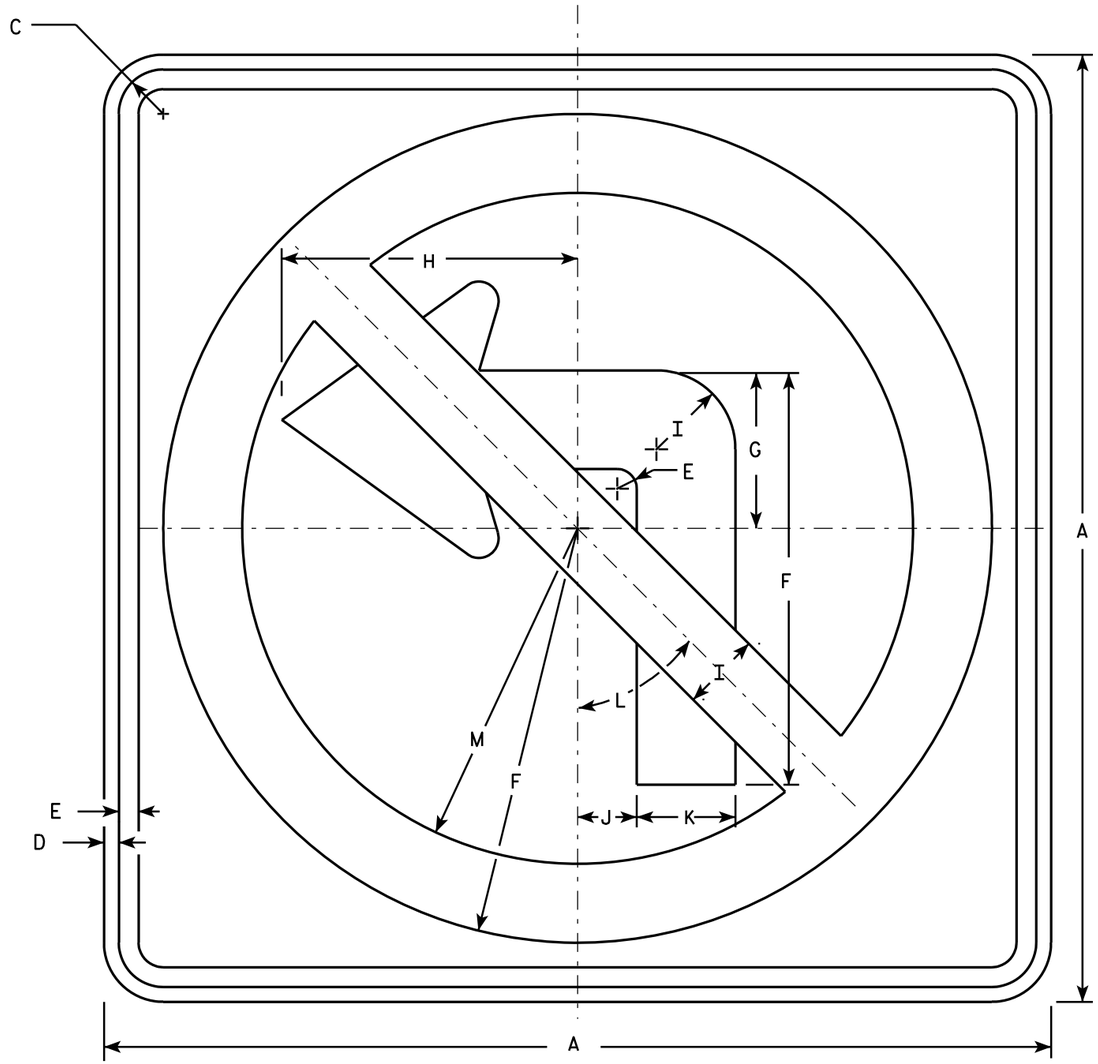
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

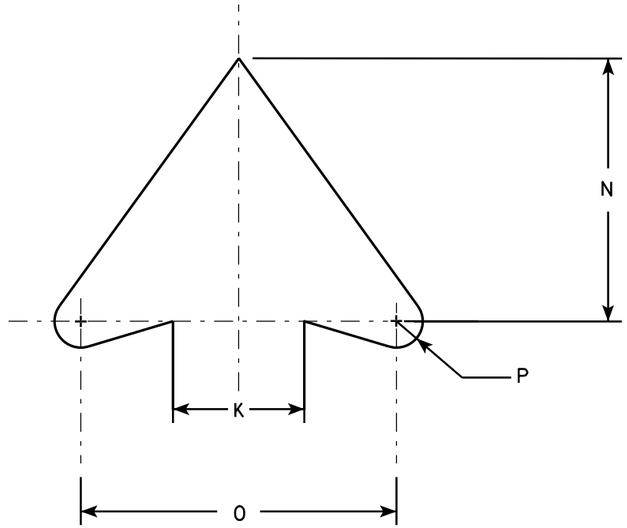
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 245	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

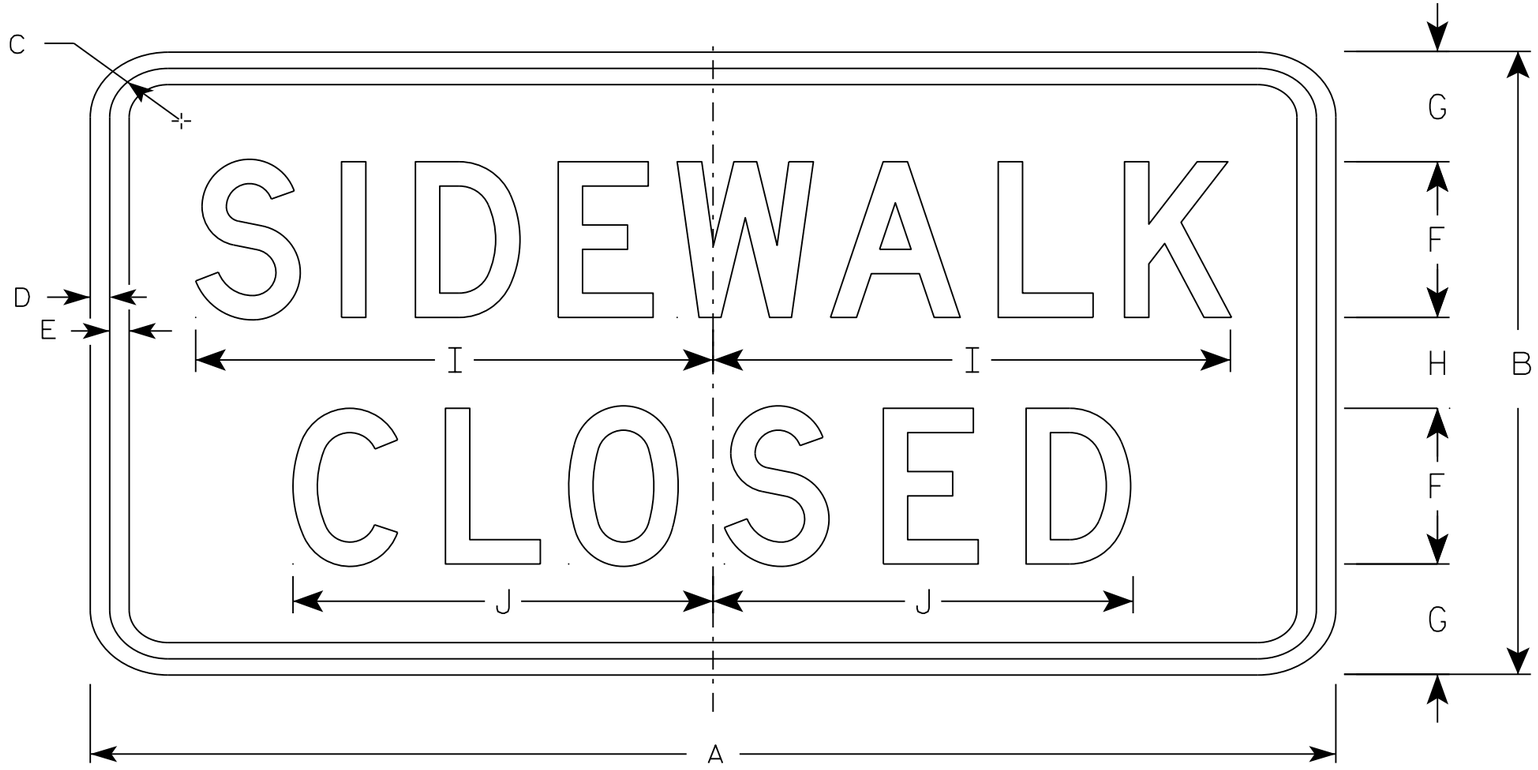
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E



R9-9

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 - 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

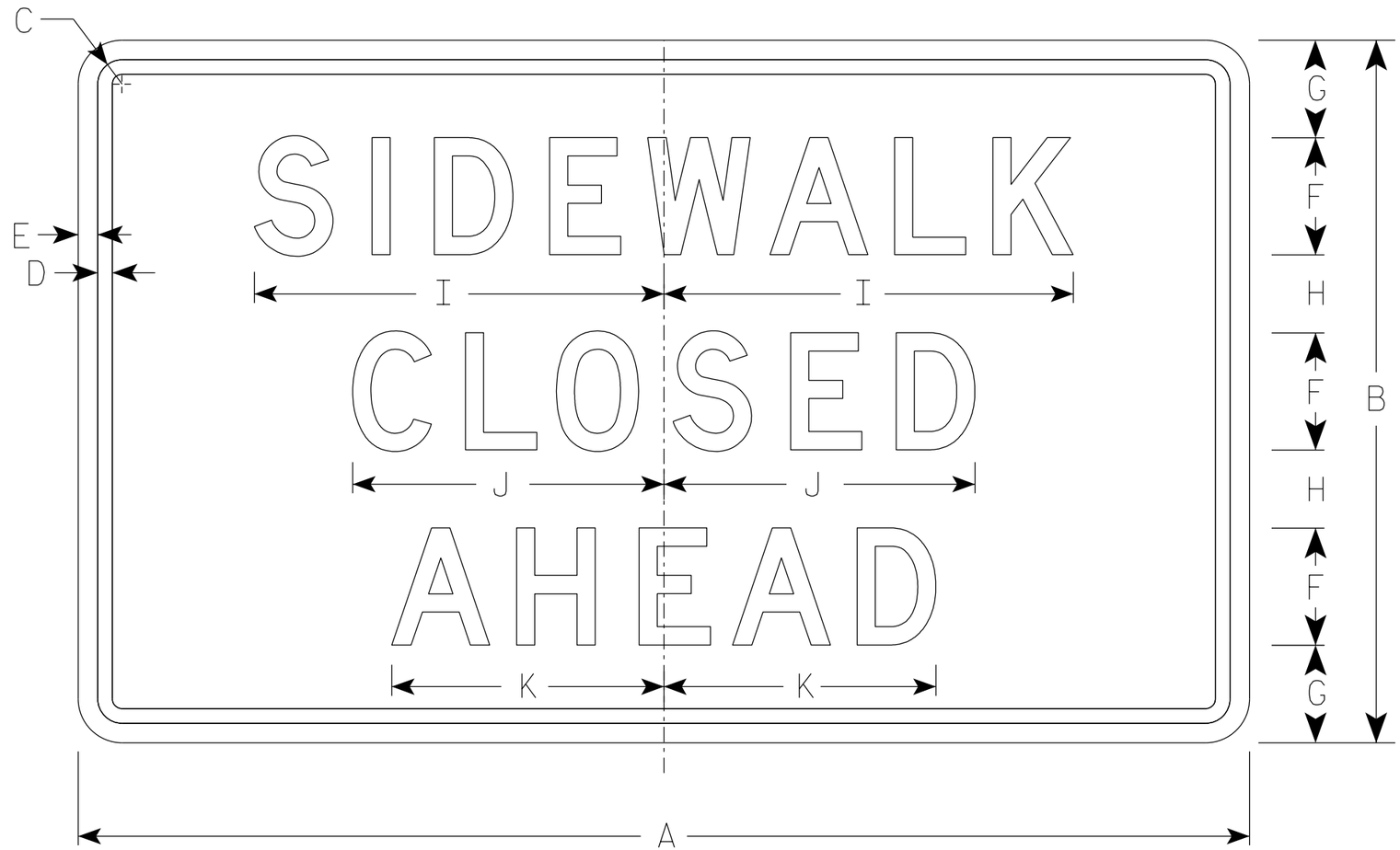
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 247 R9-9.6

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

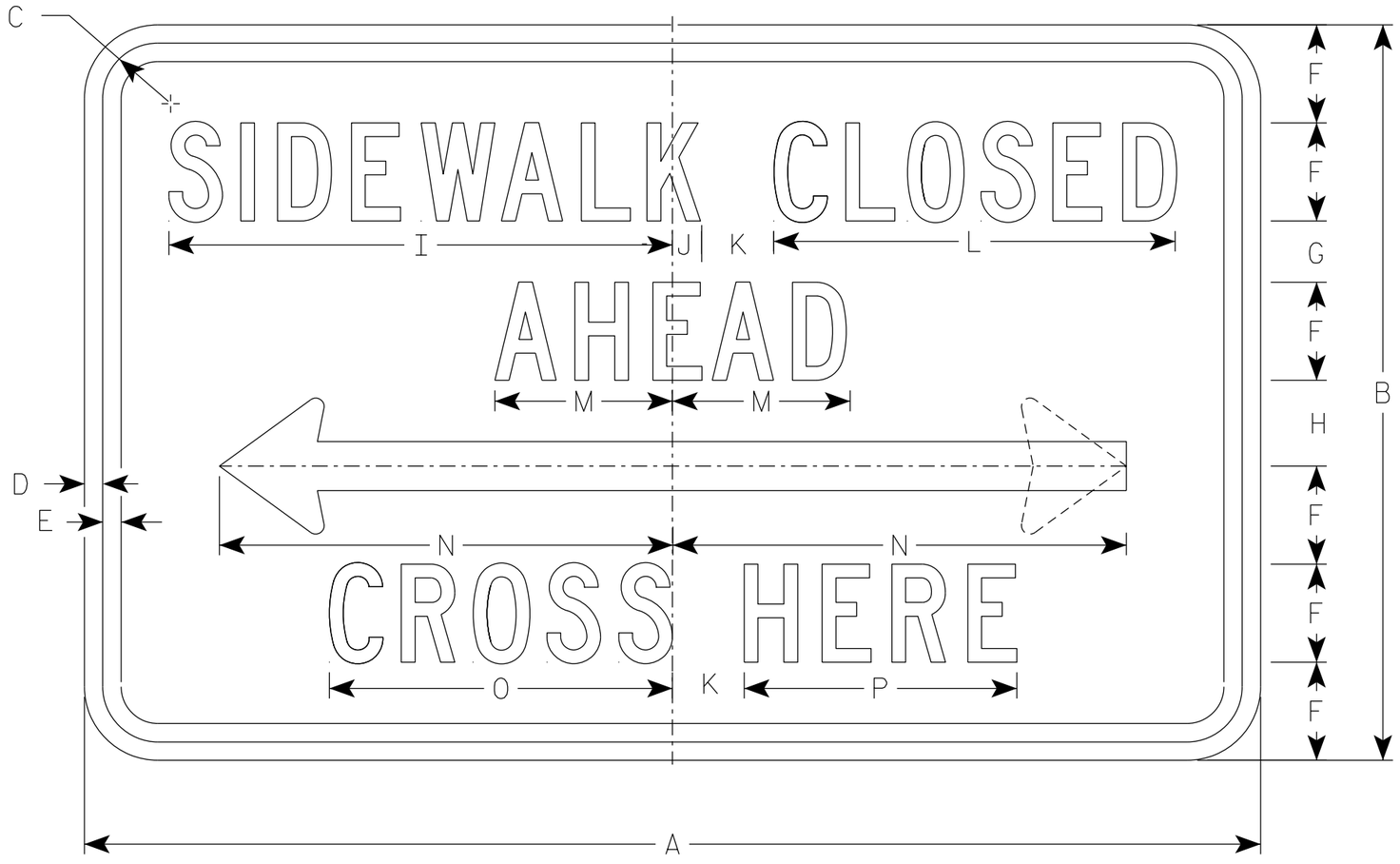
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

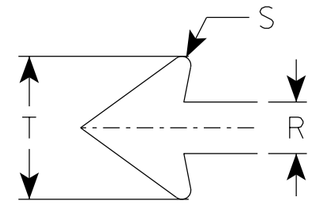
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is 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. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

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	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

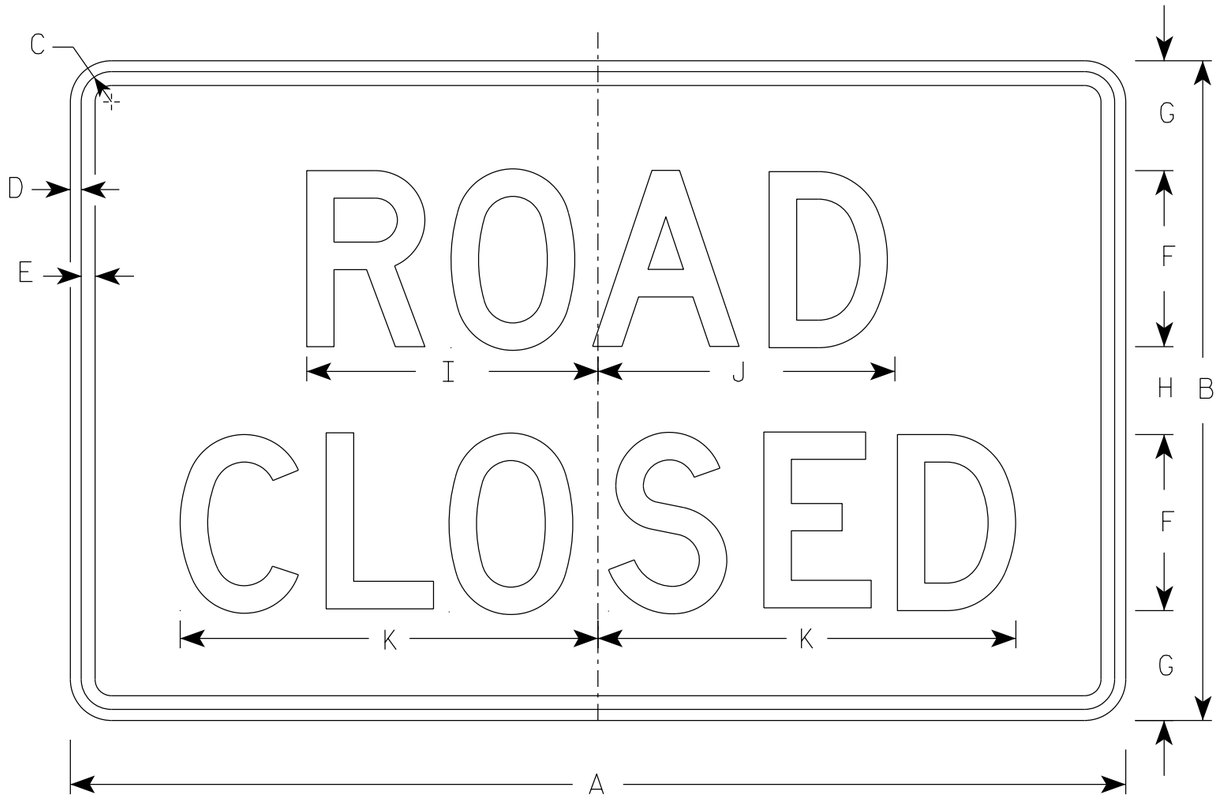
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E

7

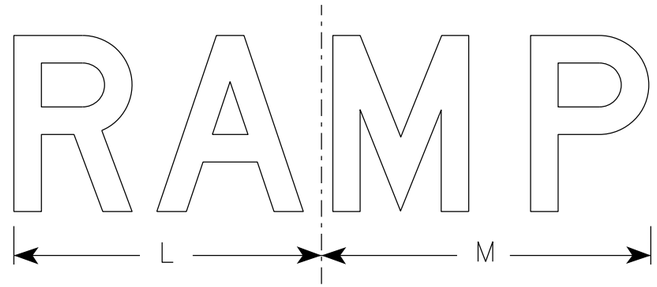
7



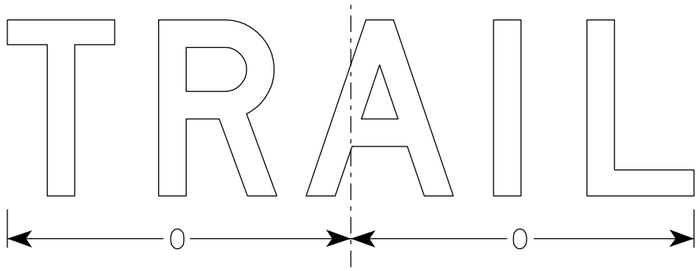
R11-2

NOTES

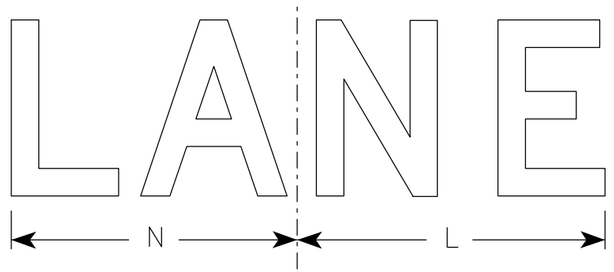
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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

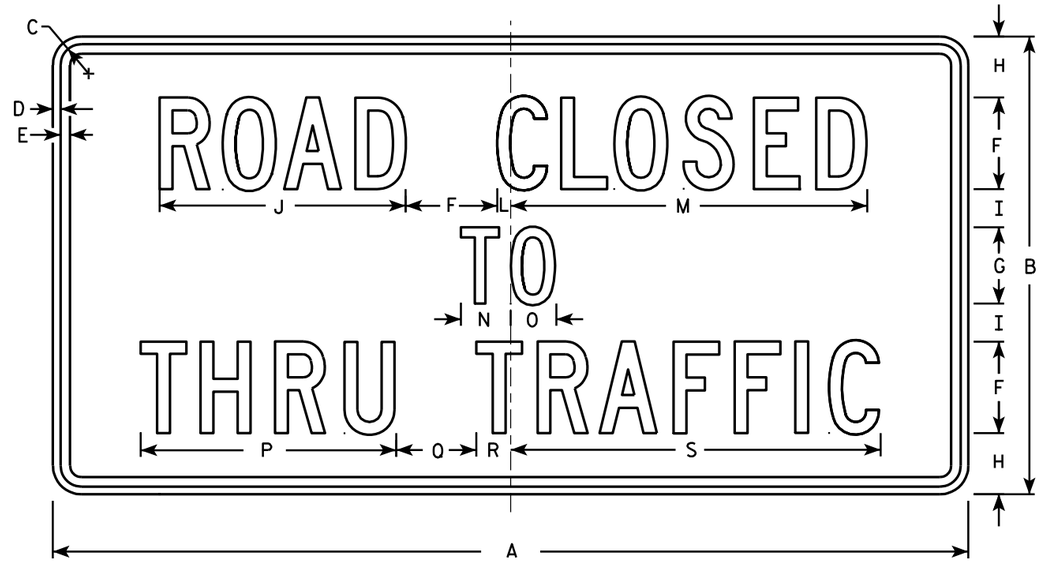
STANDARD SIGN
R11-2

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: 250 E



R11-4

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 - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

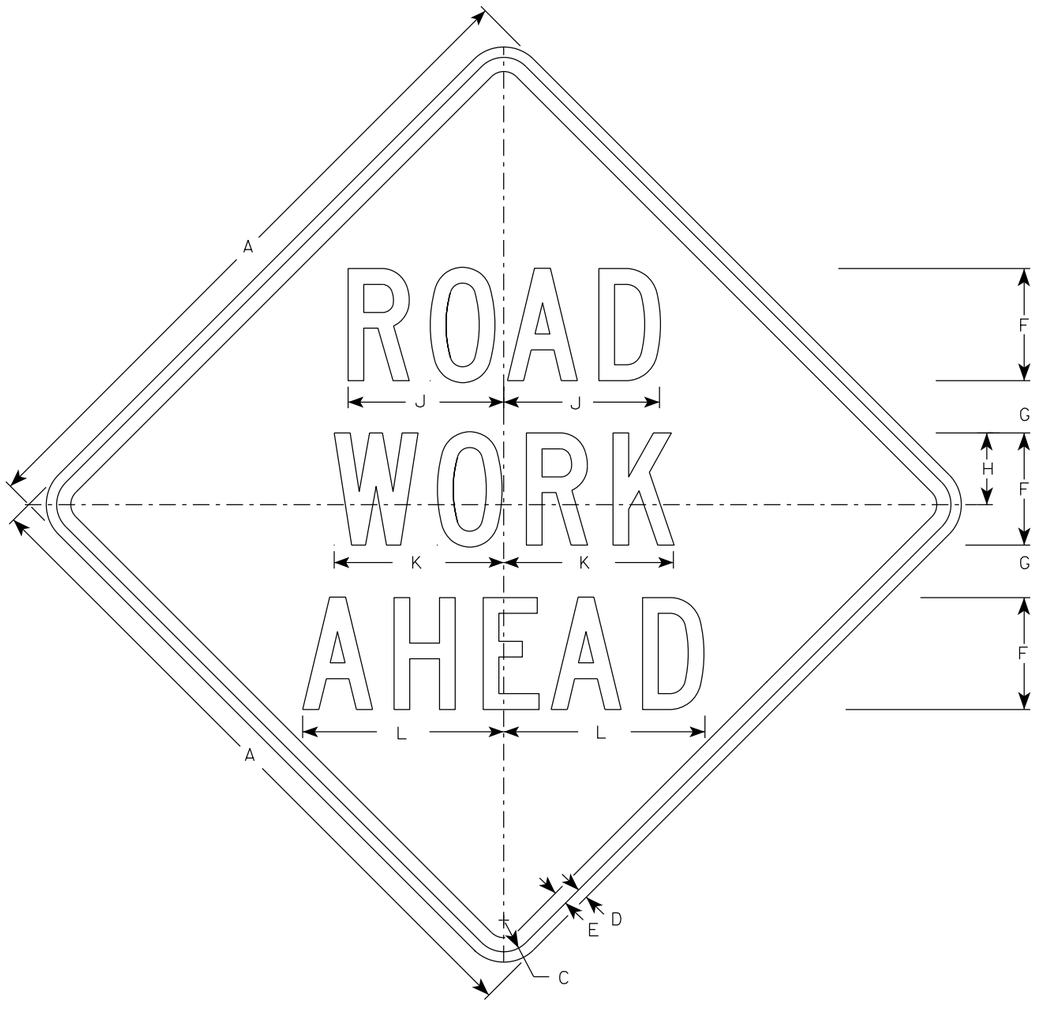
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

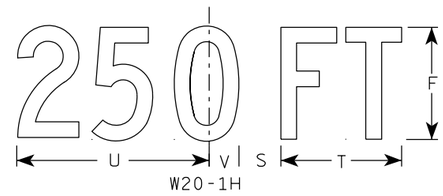
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

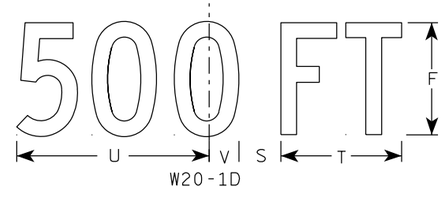
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | E



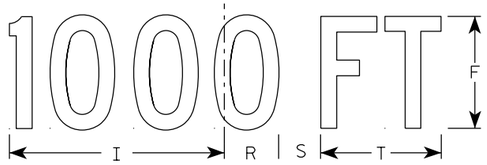
W20-1A



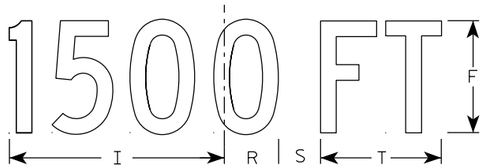
W20-1H



W20-1D



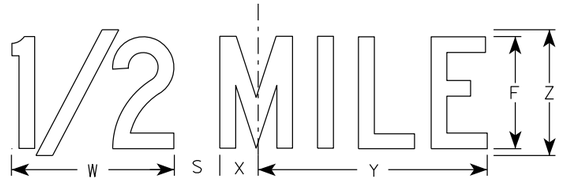
W20-1C



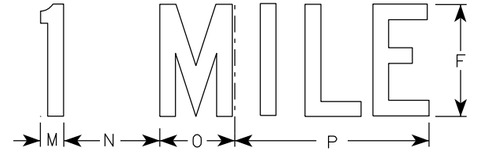
W20-1B

NOTES

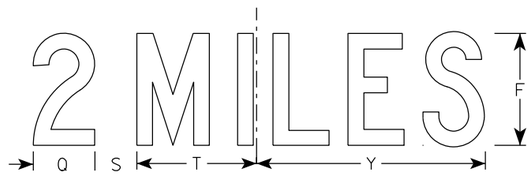
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

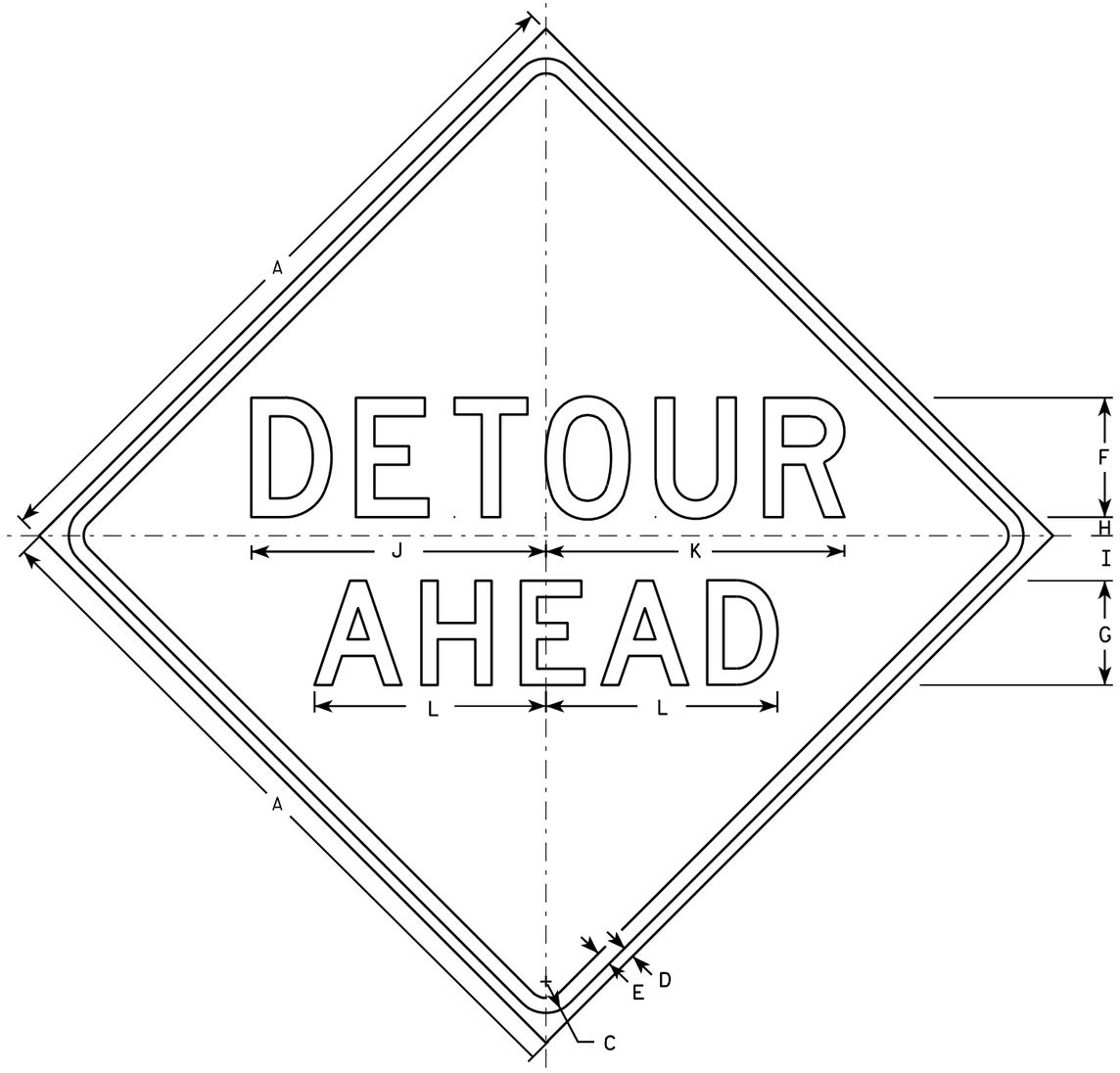
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

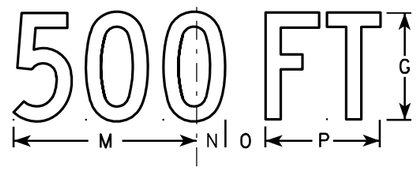
WISDOT/CADDS SHEET 42

7

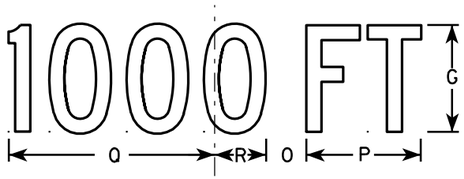
7



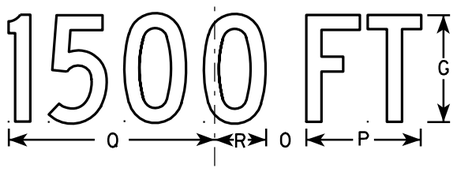
W20-2A



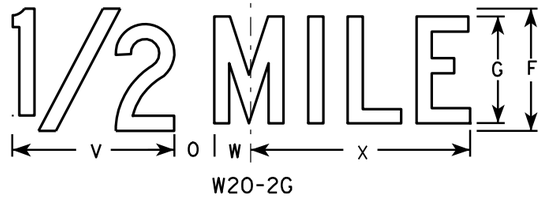
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

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

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

WISCONSIN DEPT OF TRANSPORTATION

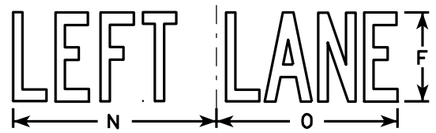
APPROVED Matthew R Rauch
for State Traffic Engineer

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

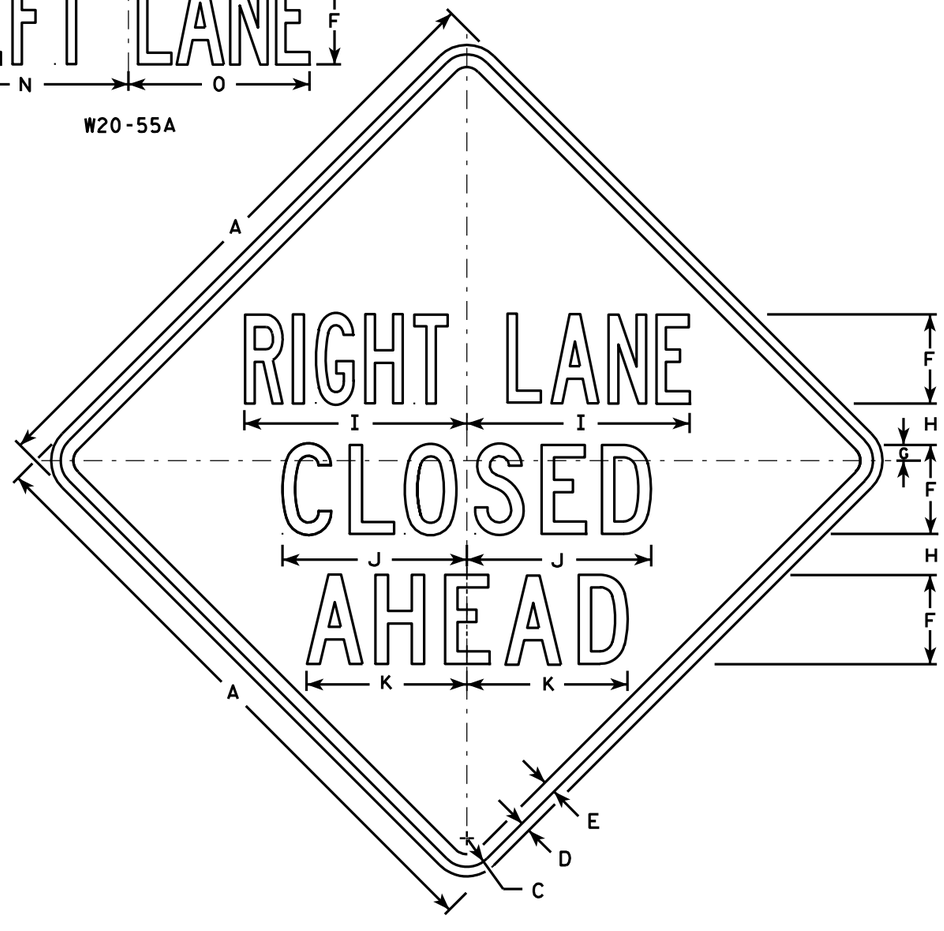
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



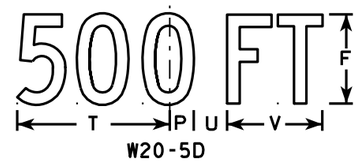
W20-56A



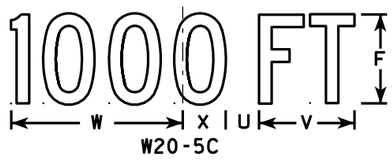
W20-55A



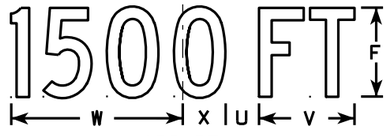
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

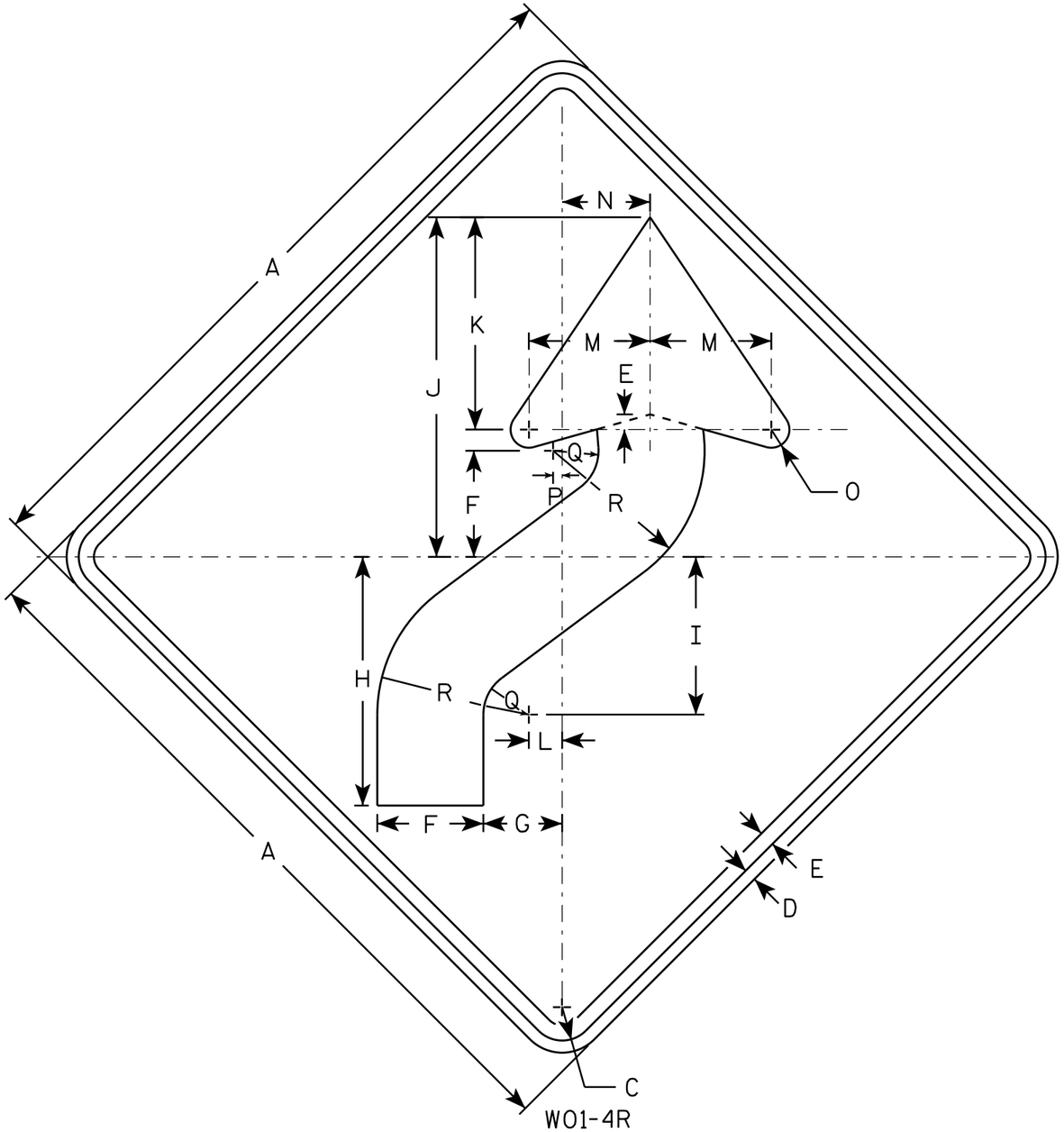
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

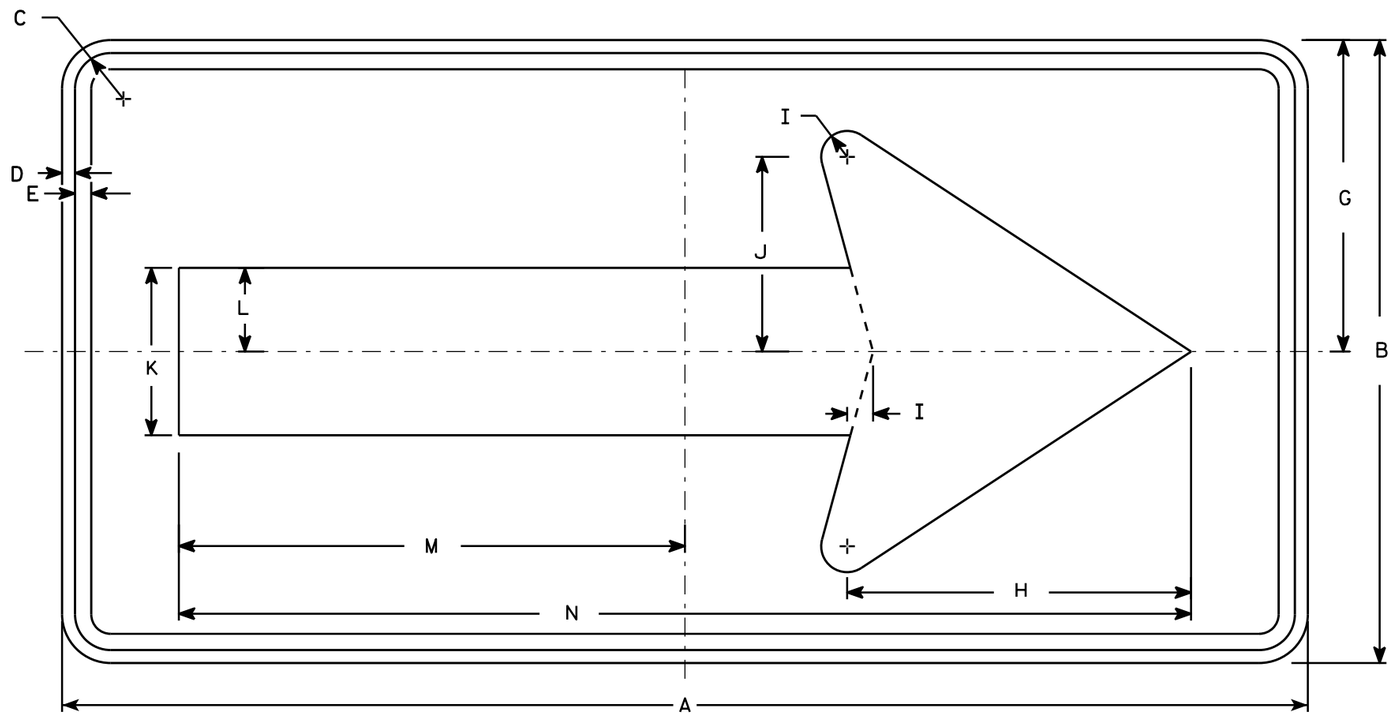
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

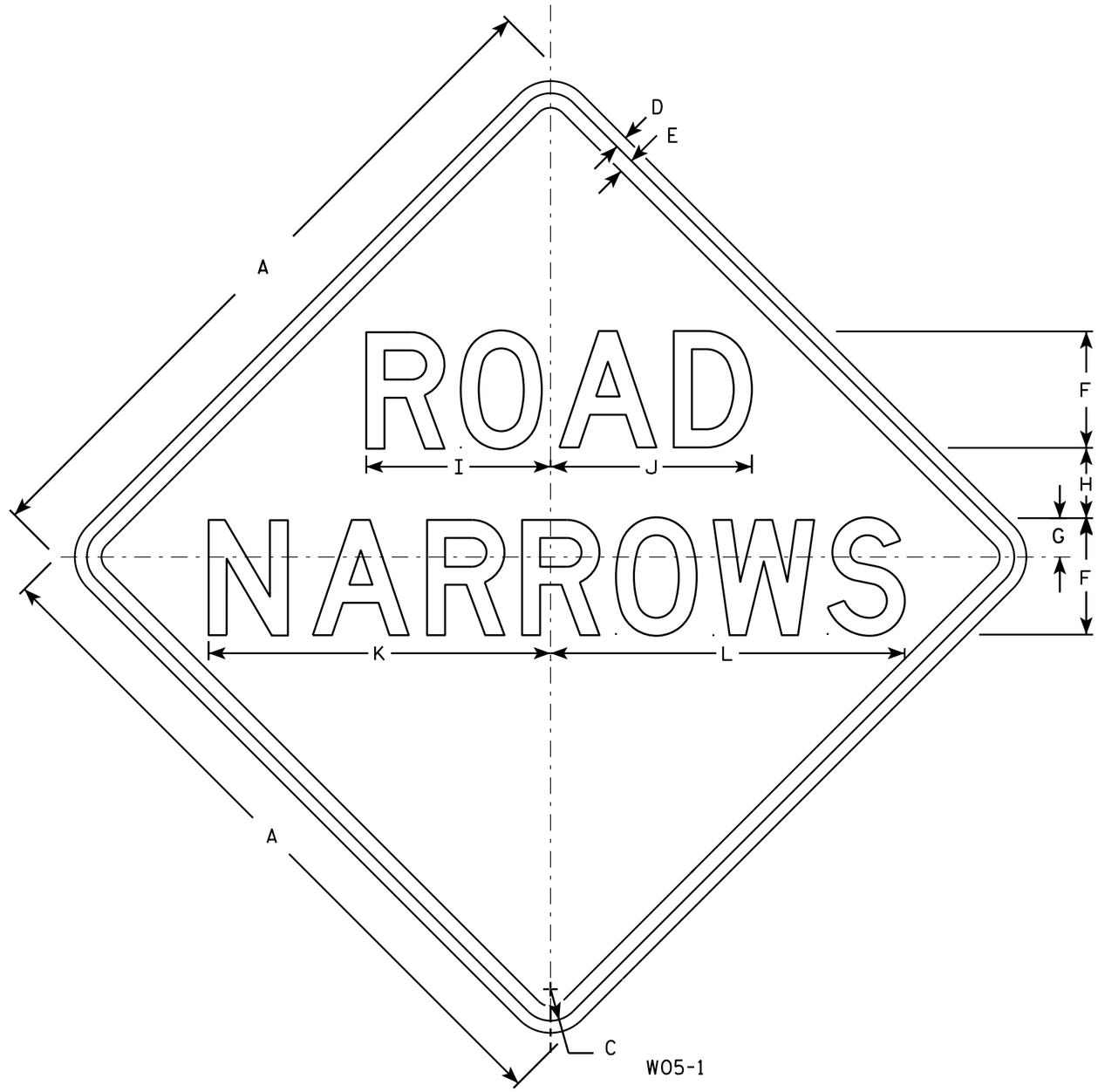
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



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.

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	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

STANDARD SIGN
W05-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W05-1.1

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W051.DGN PLOT DATE : 20-NOV-2013 11:56 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.810445:1.000000
WISDOT/CADDS SHEET 42

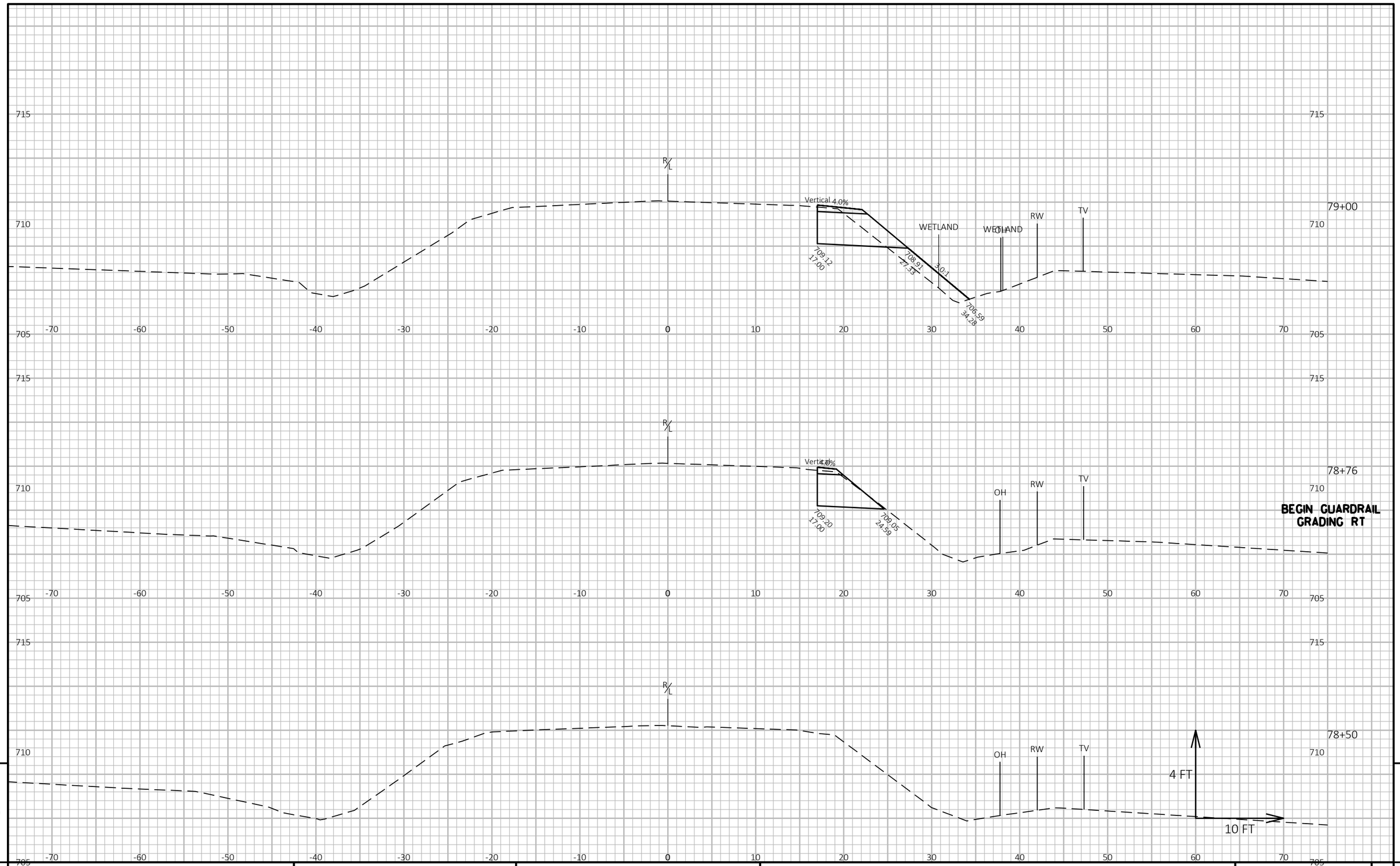
DIVISION 1 - STH 55 FINAL

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/U NUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE
403+29.093	40329.09	0.00	0.01	0.00	17.39	0	0	0	0	0	0
403+50	40350.00	20.91	192.30	19.00	0.00	74	7	7	74	9	58
403+85.795	40385.79	35.79	203.63	6.00	0.00	262	17	0	336	9	303
403+90.808	40390.81	5.01	188.64	0.00	21.66	36	1	2	372	12	335
404+00	40400.00	9.19	193.77	0.00	10.58	65	0	5	437	19	393
404+05.785	40405.78	5.78	13.27	0.00	85.24	22	0	10	459	32	402
404+16.593	40416.59	10.81	0.00	0.00	165.44	3	0	50	462	98	339
404+41.593	40441.59	25.00	8.56	0.00	142.00	4	0	142	466	287	154
404+50	40450.00	8.41	14.18	0.00	95.76	4	0	37	470	336	109
404+55.304	40455.30	5.30	0.00	0.00	71.01	1	0	16	471	358	88
404+66.553	40466.55	11.25	0.00	0.00	9.24	0	0	17	471	380	66
404+72.045	40472.05	5.49	0.00	0.00	0.03	0	0	1	471	382	64

9

9

PROJECT NO: 6570-09-71 | HWY: STH 55 | COUNTY: OUTAGAMIE | EARTHWORK QUANTITIES | SHEET NO: 258 E



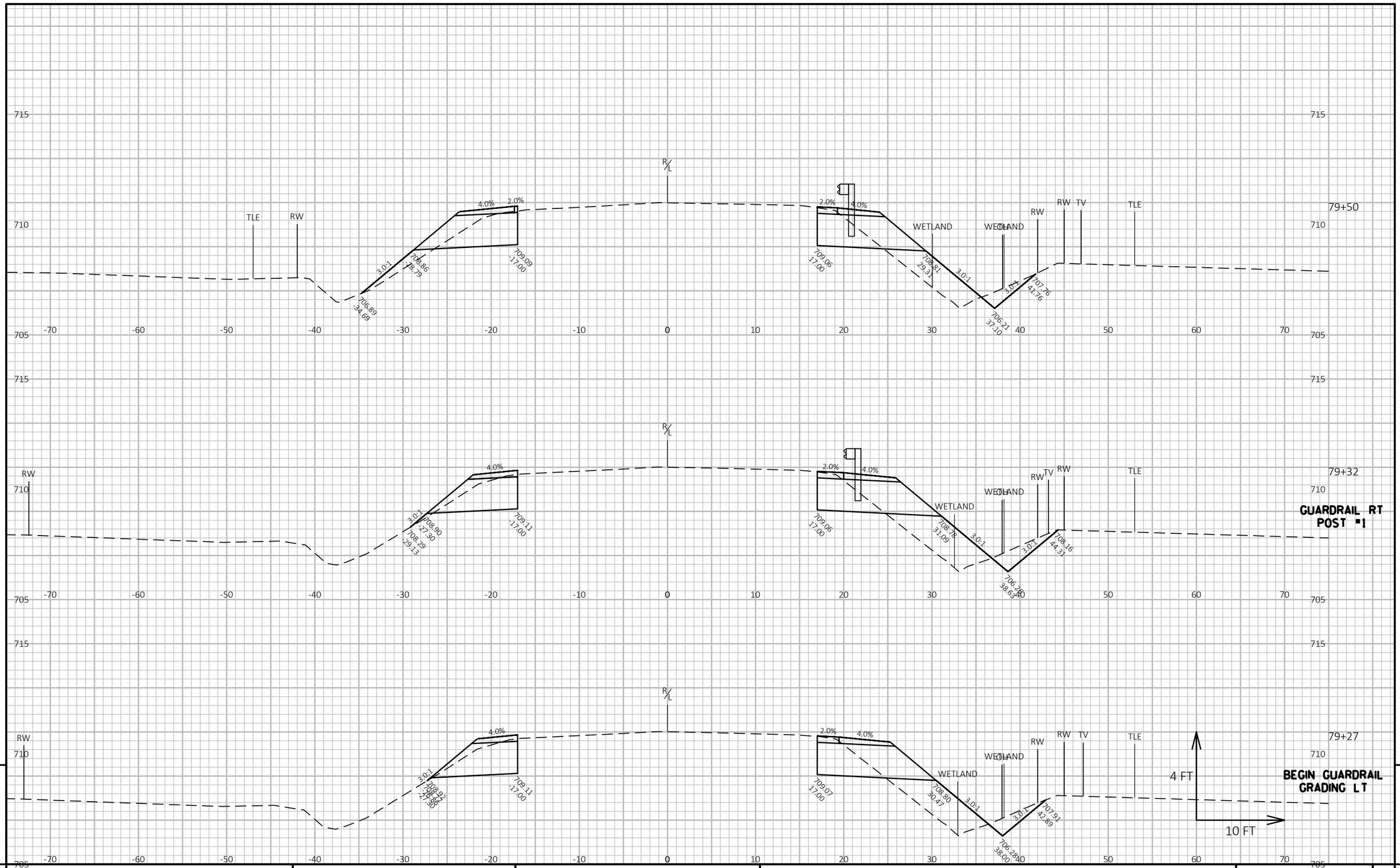
9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 259	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

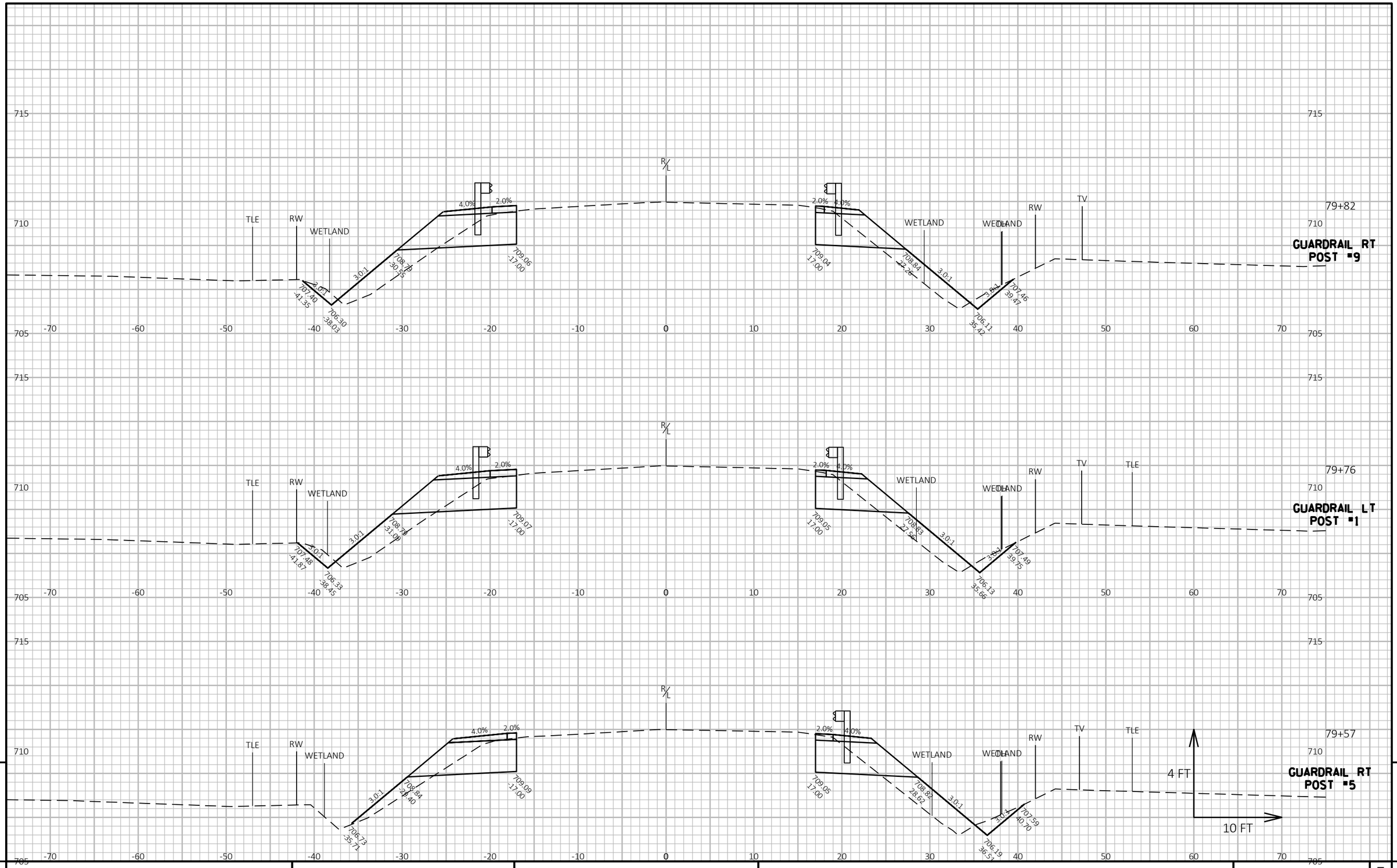


9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 260	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :



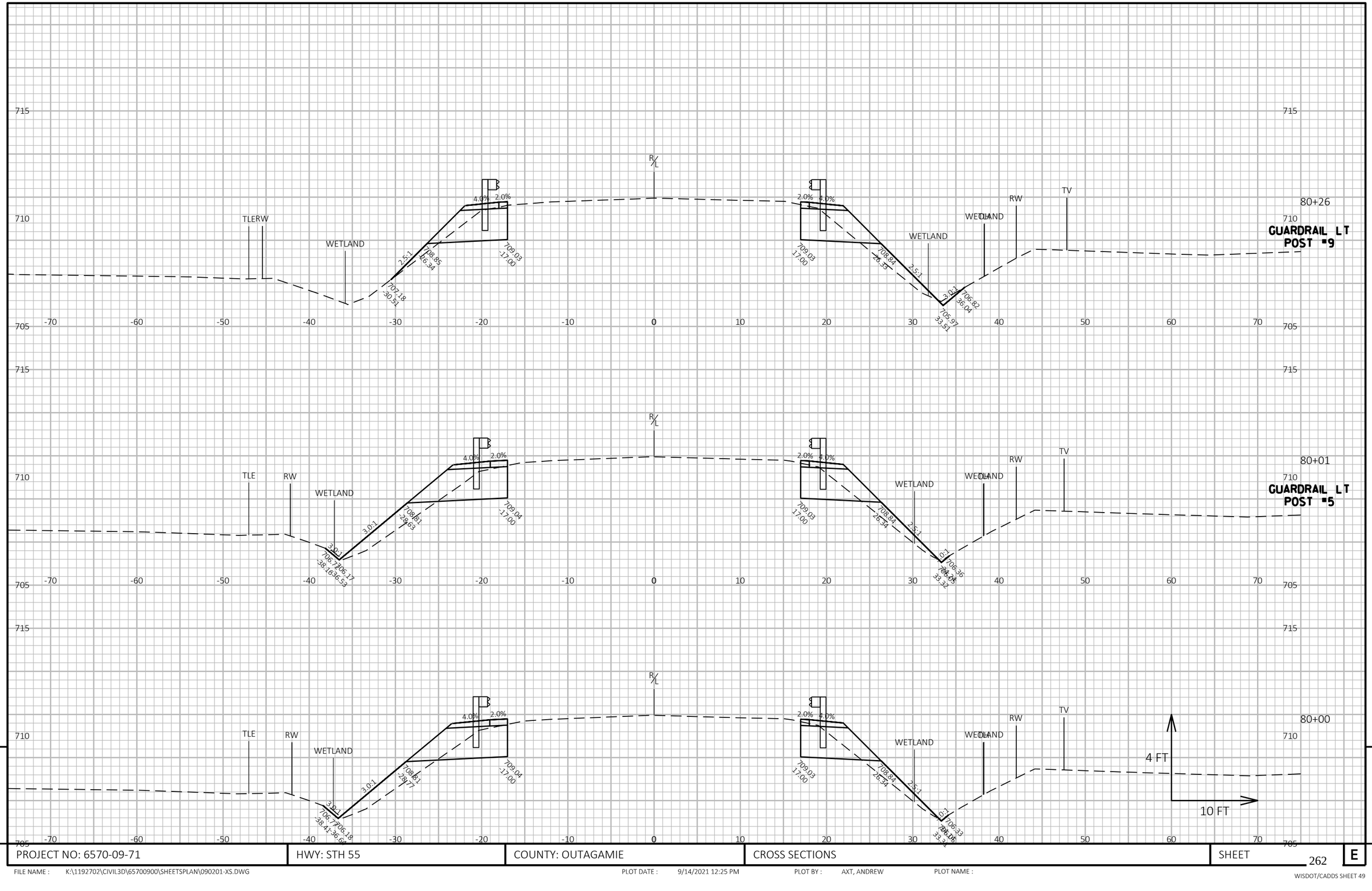
9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 261	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



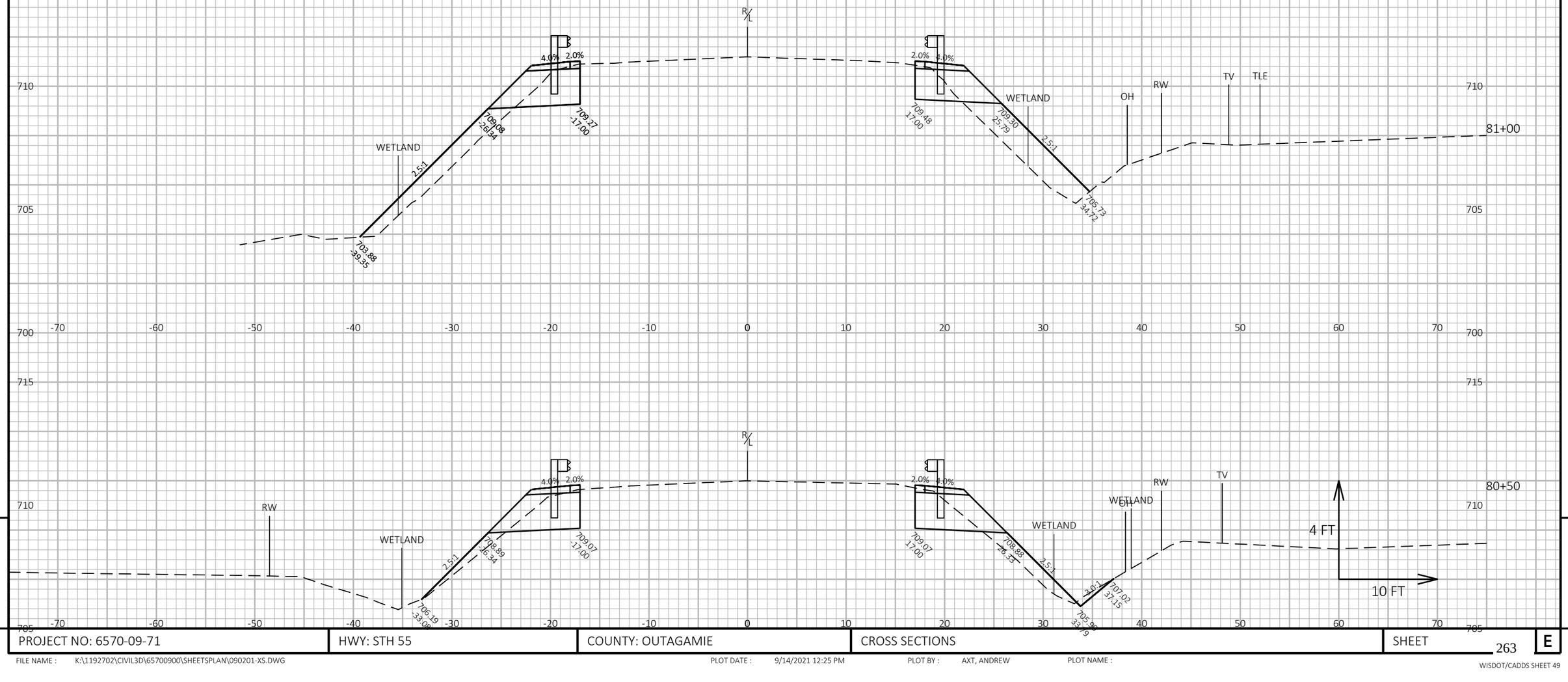
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 262	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



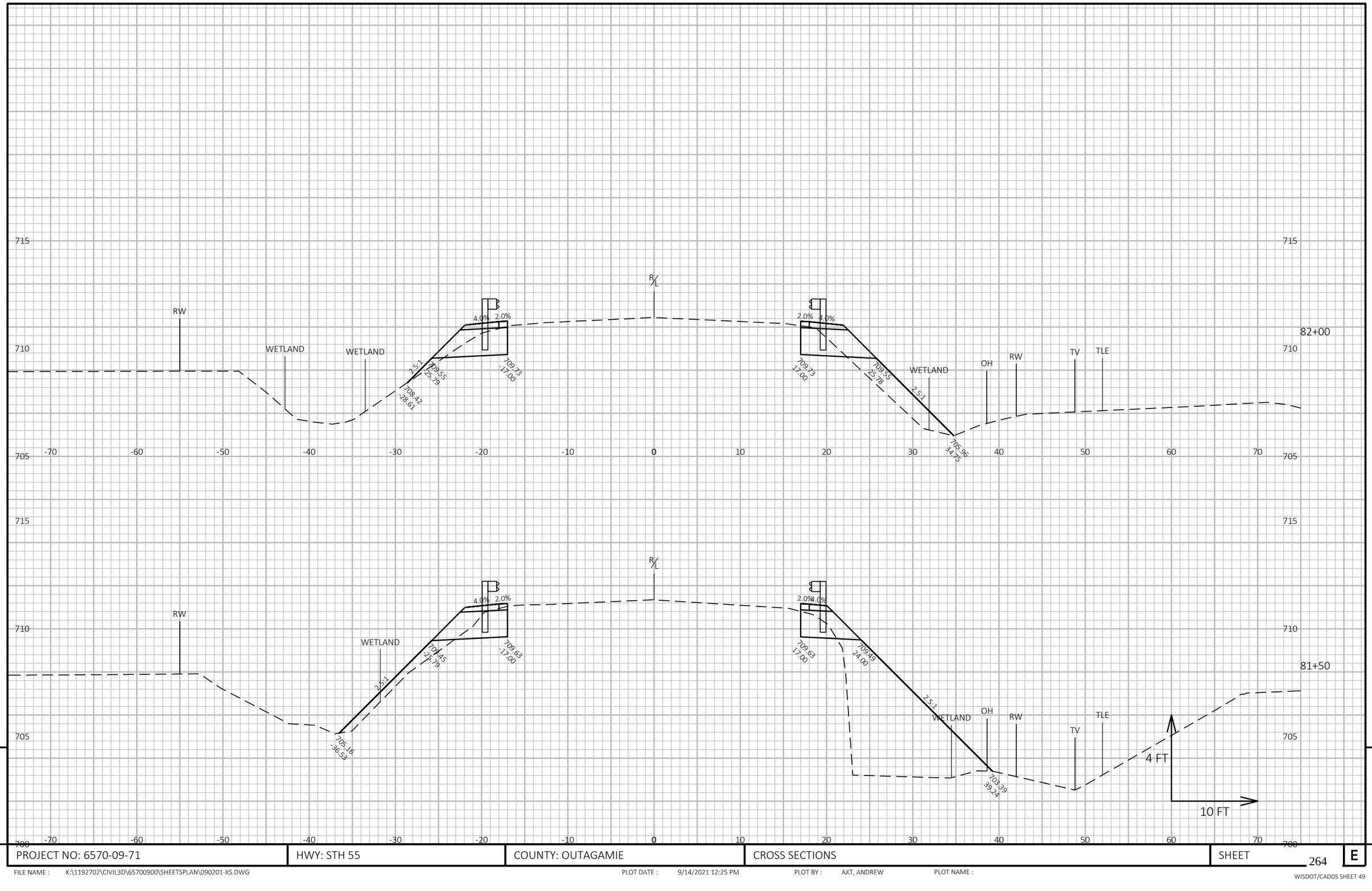
9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 263	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :

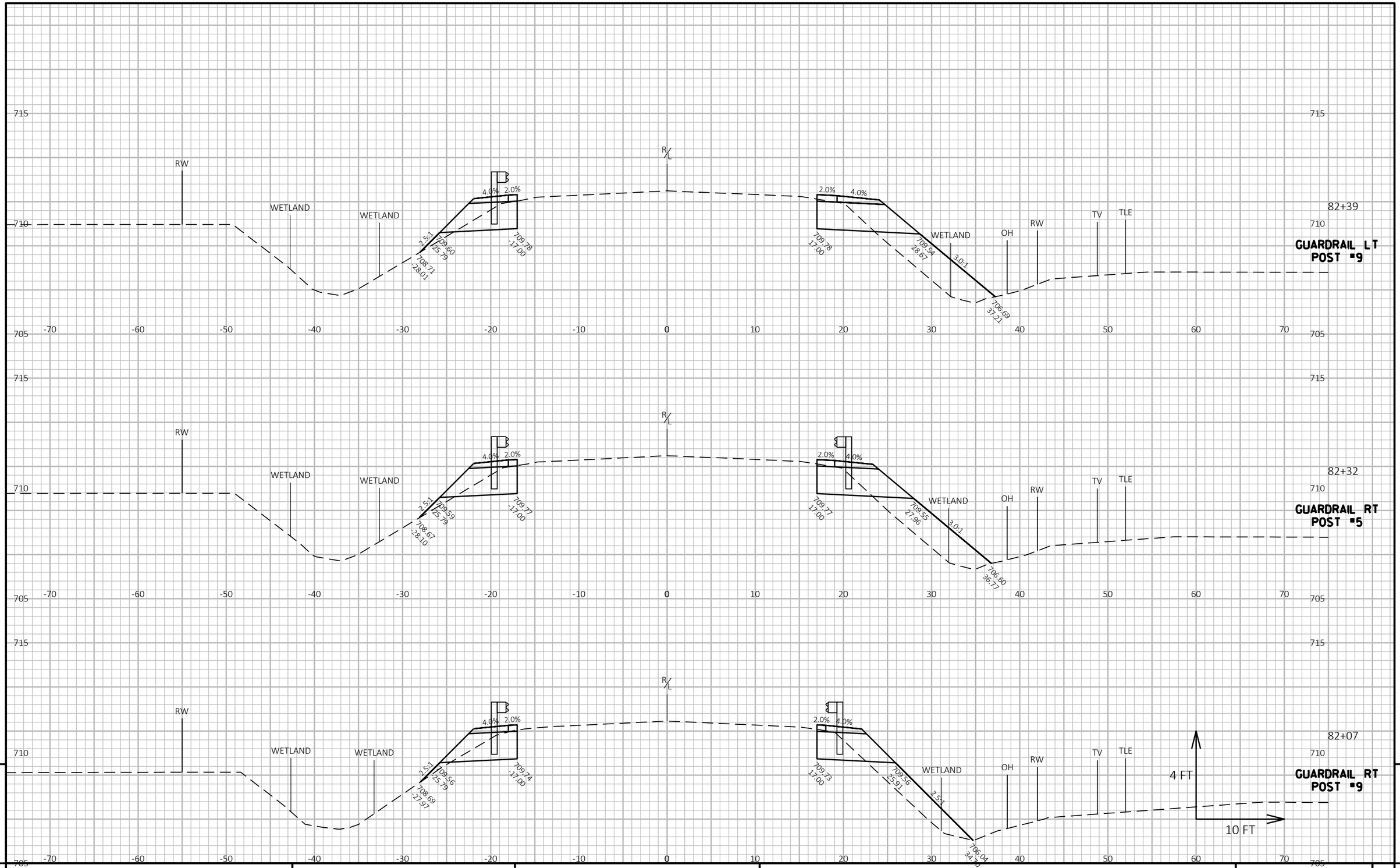
WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 264	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



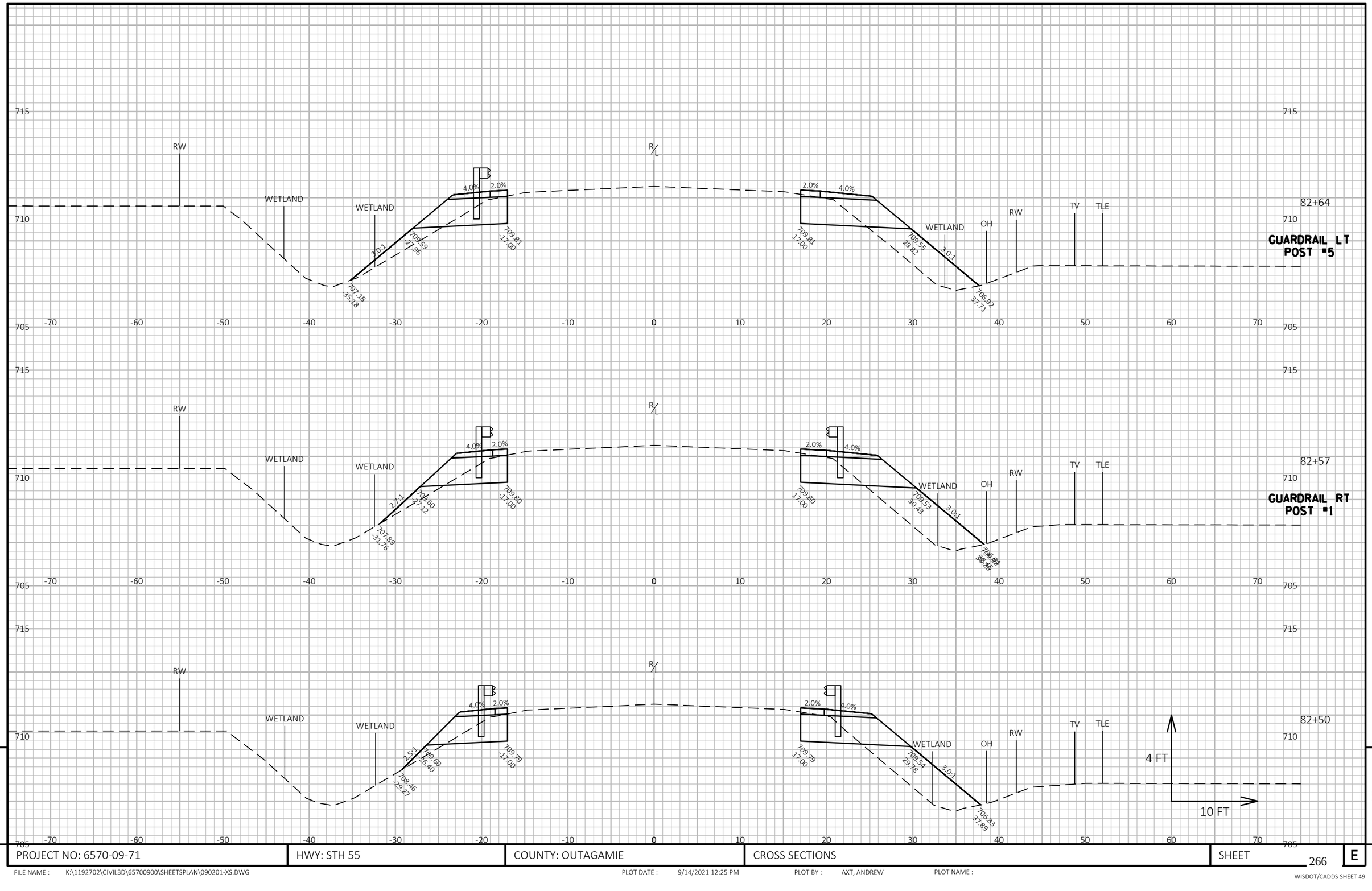
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 265	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:25 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

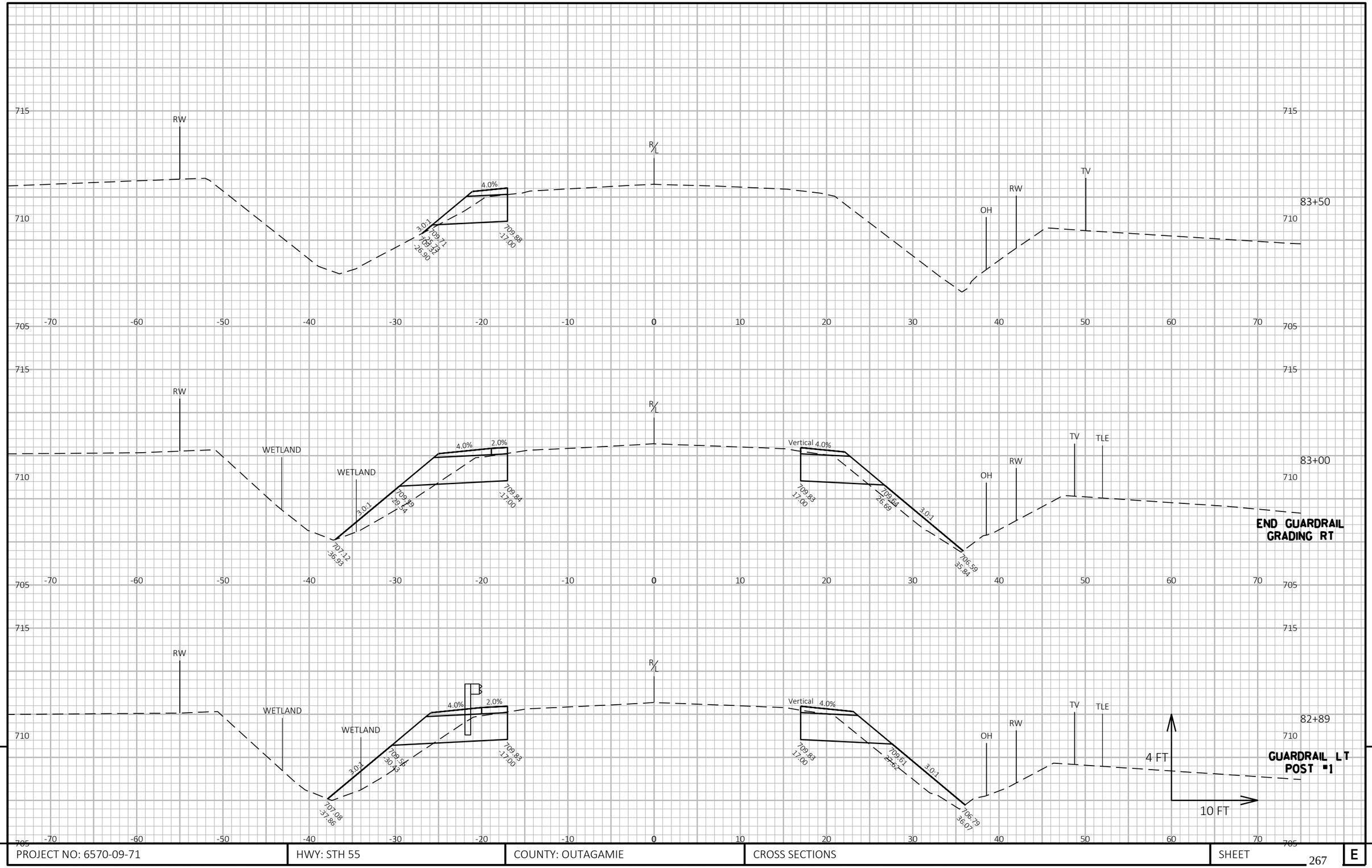


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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 266	E

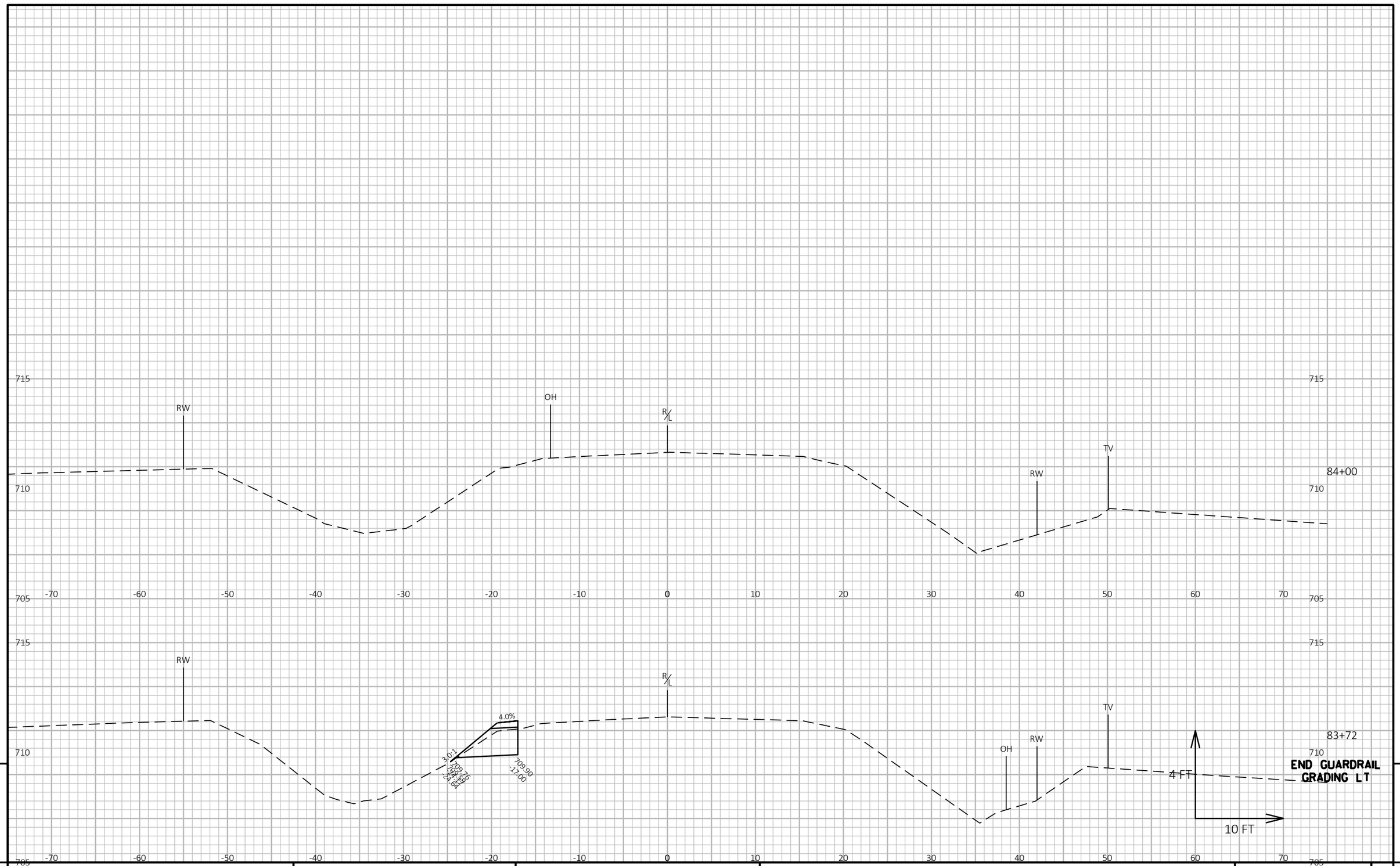
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 267	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



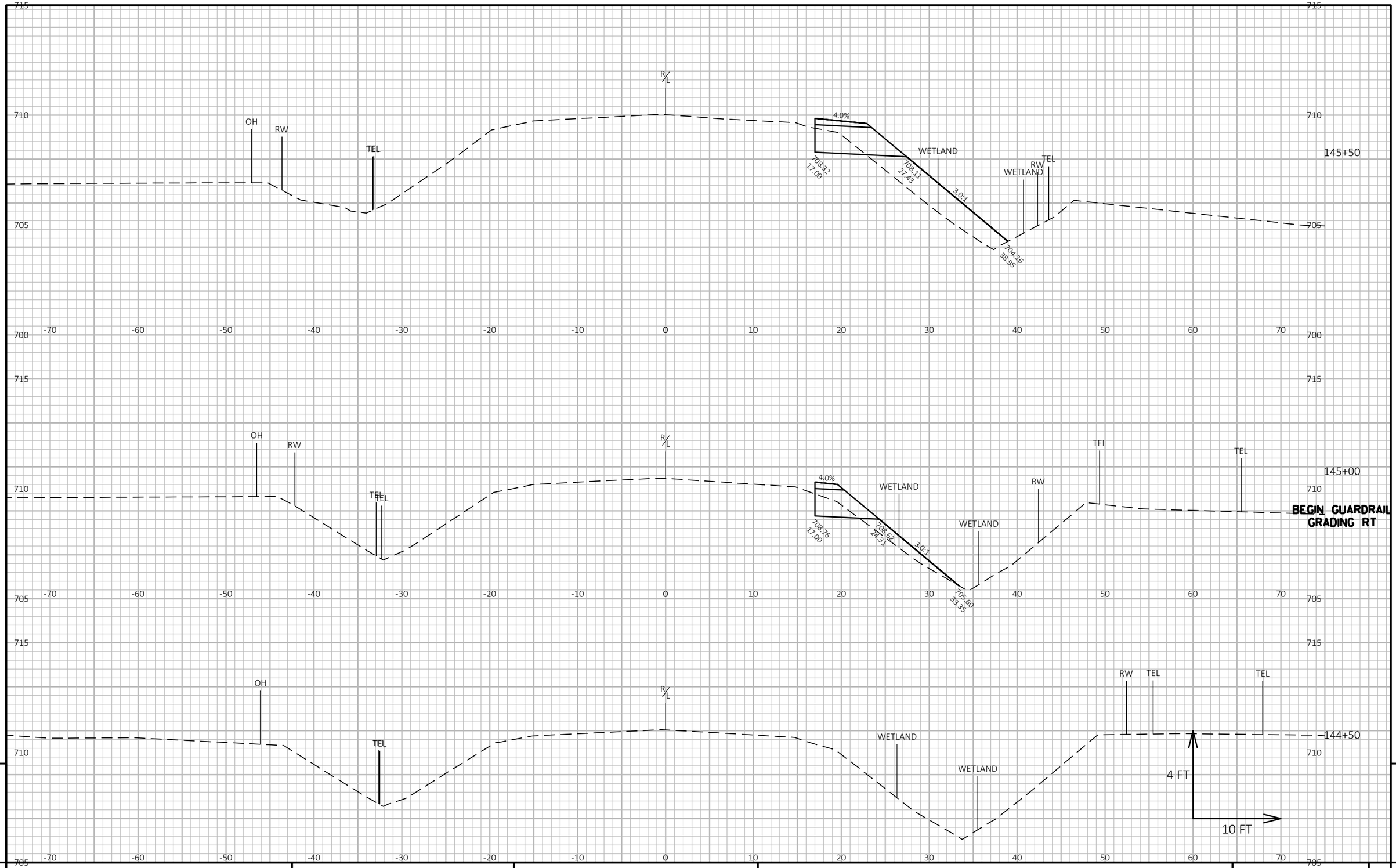
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 268	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:26 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



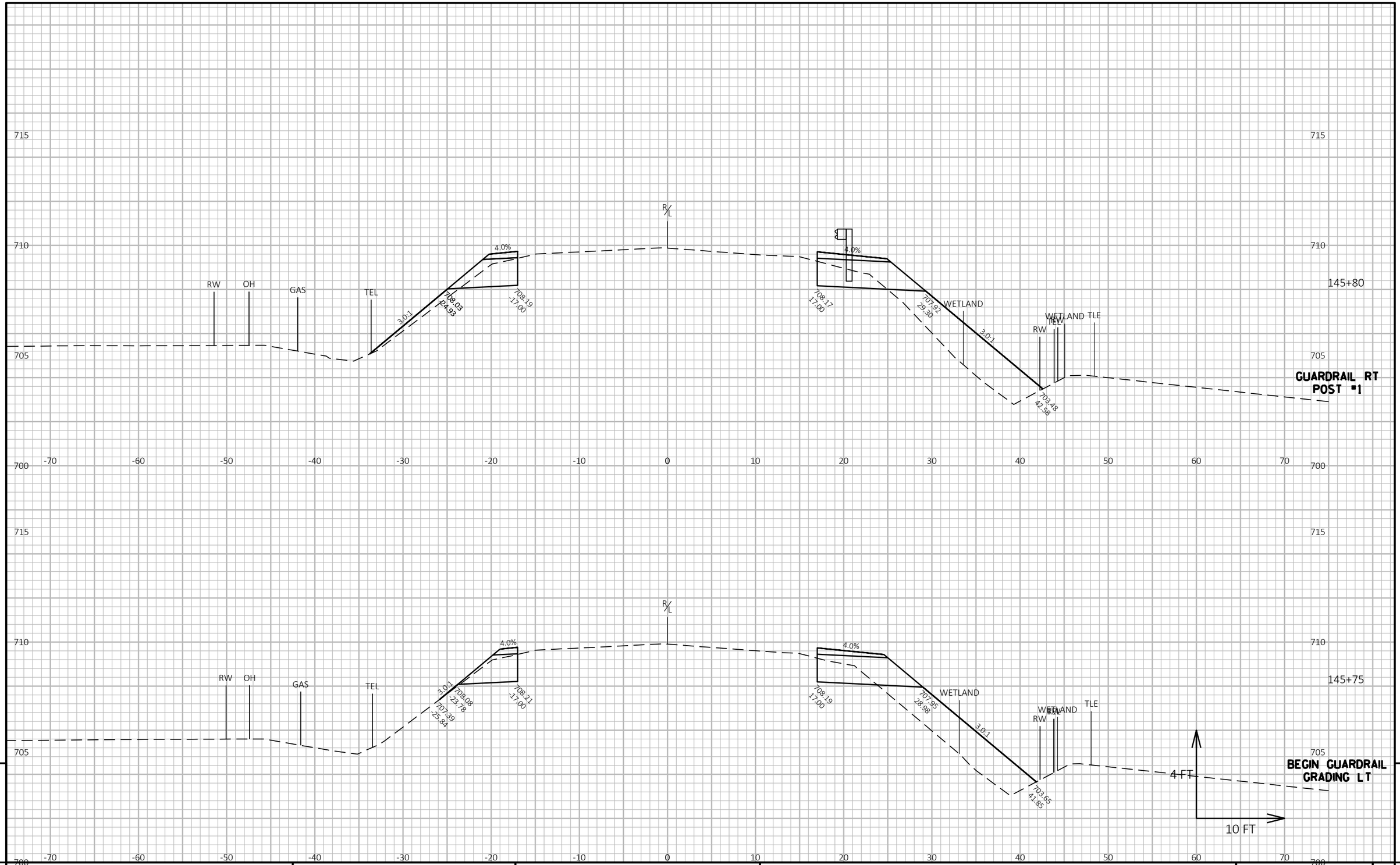
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 269	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

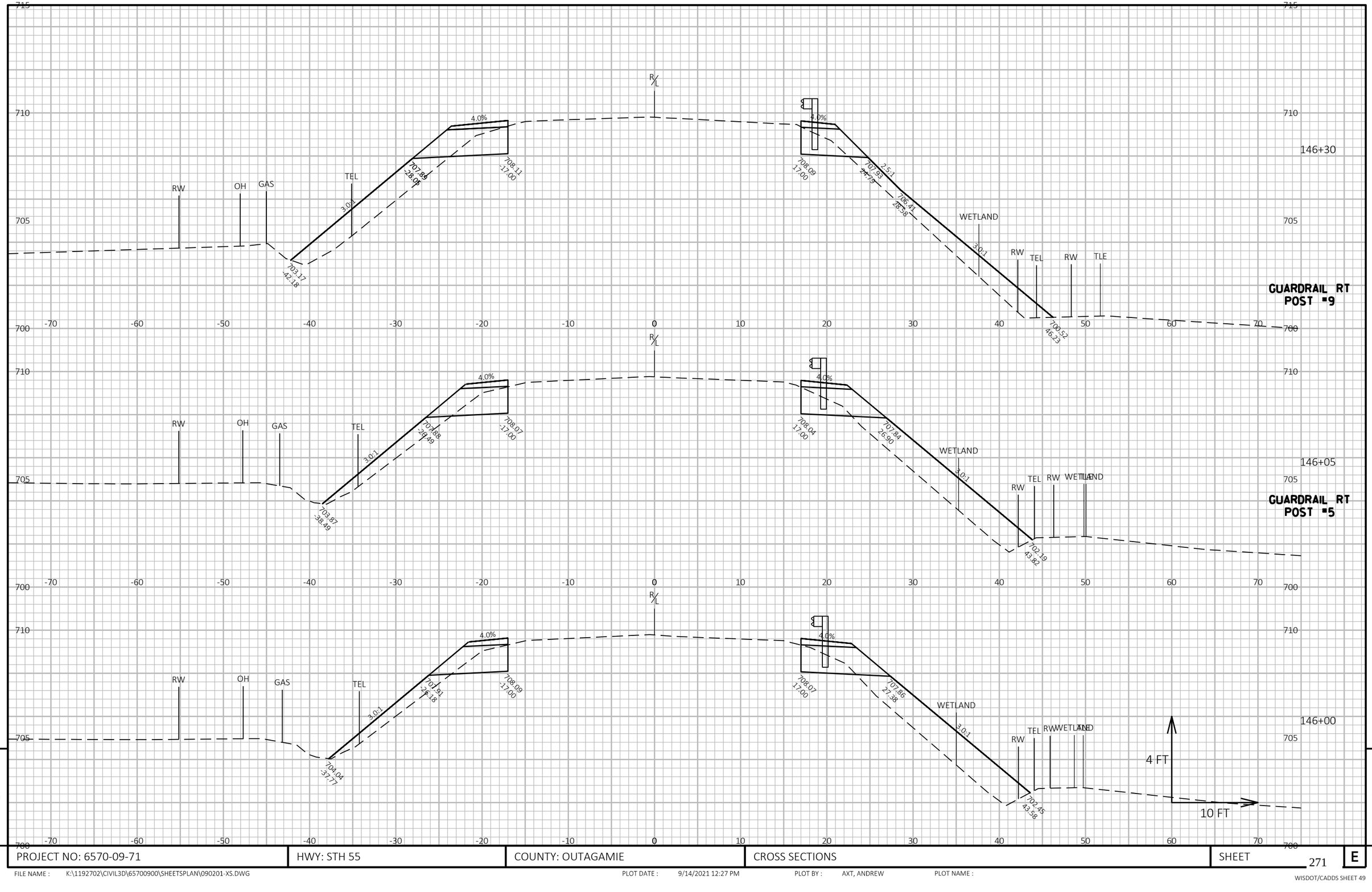
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 270	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :



9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 271	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

715

710

705

700

695

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

RW
OH
GAS
WETLAND
TEL
WETLAND
RW
TEL
RW
TLE

4.0%
3.0:1
701.57
48.26
707.91
29.30
708.15
17.00
R/L
708.13
17.00
4.0%
707.98
24.74
2.5:1
704.44
33.56
3.0:1
700.02
46.84

146+50

GUARDRAIL LT
POST #1

4 FT
10 FT

9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 272	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

715

710

705

700

695

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

R/L

4.0%

4.0%

708.21
-17.00

708.01
-26.90

708.19
17.00

708.04
24.97

TEL

3.0:1

2.5:1

RW

OH

GAS

WETLAND

WETLAND

RW

TEL

RW

TLE

700.87
-48.29

700.77
42.86

146+75

GUARDRAIL LT
POST #5

4 FT

10 FT

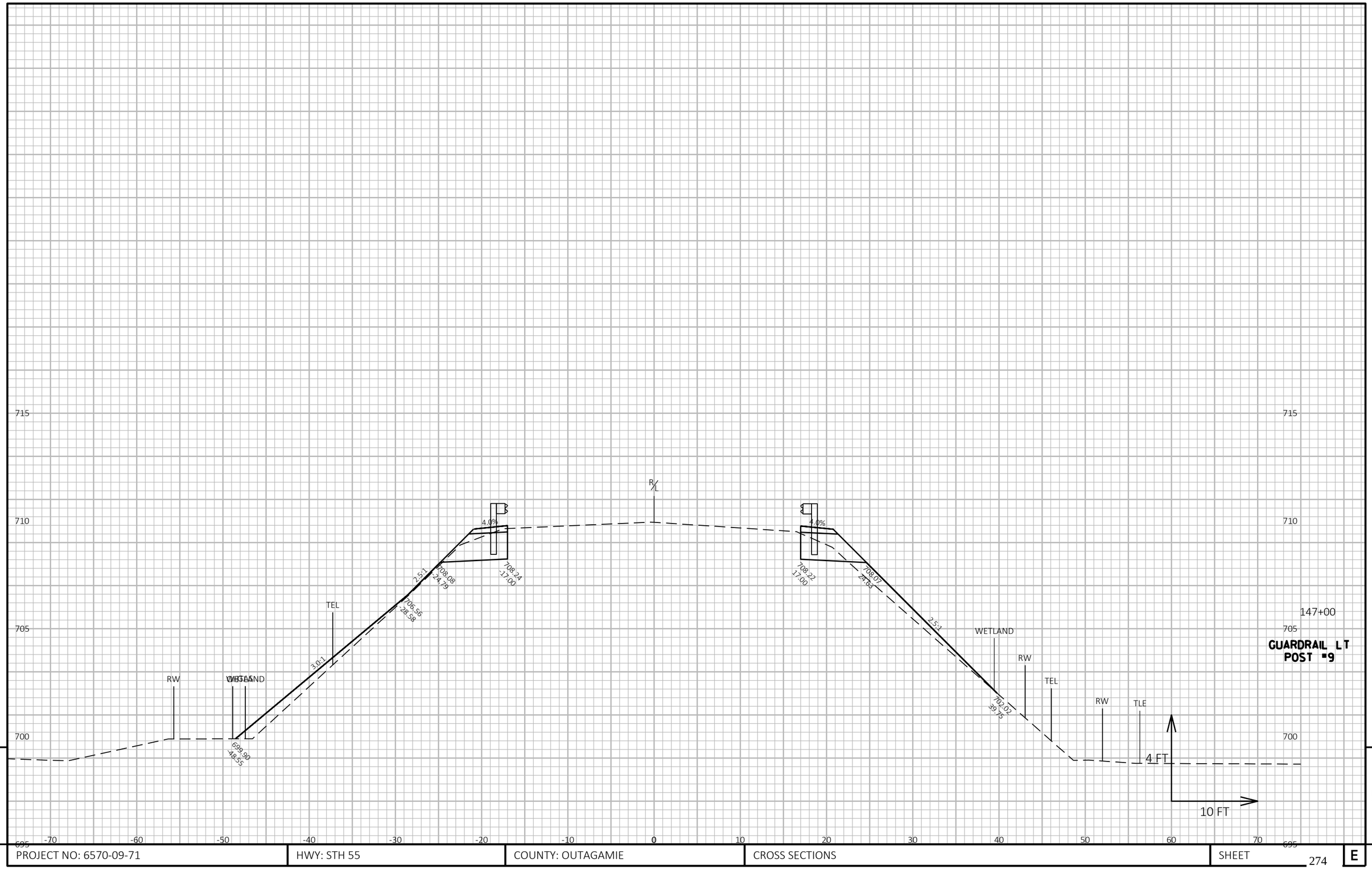
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 273	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



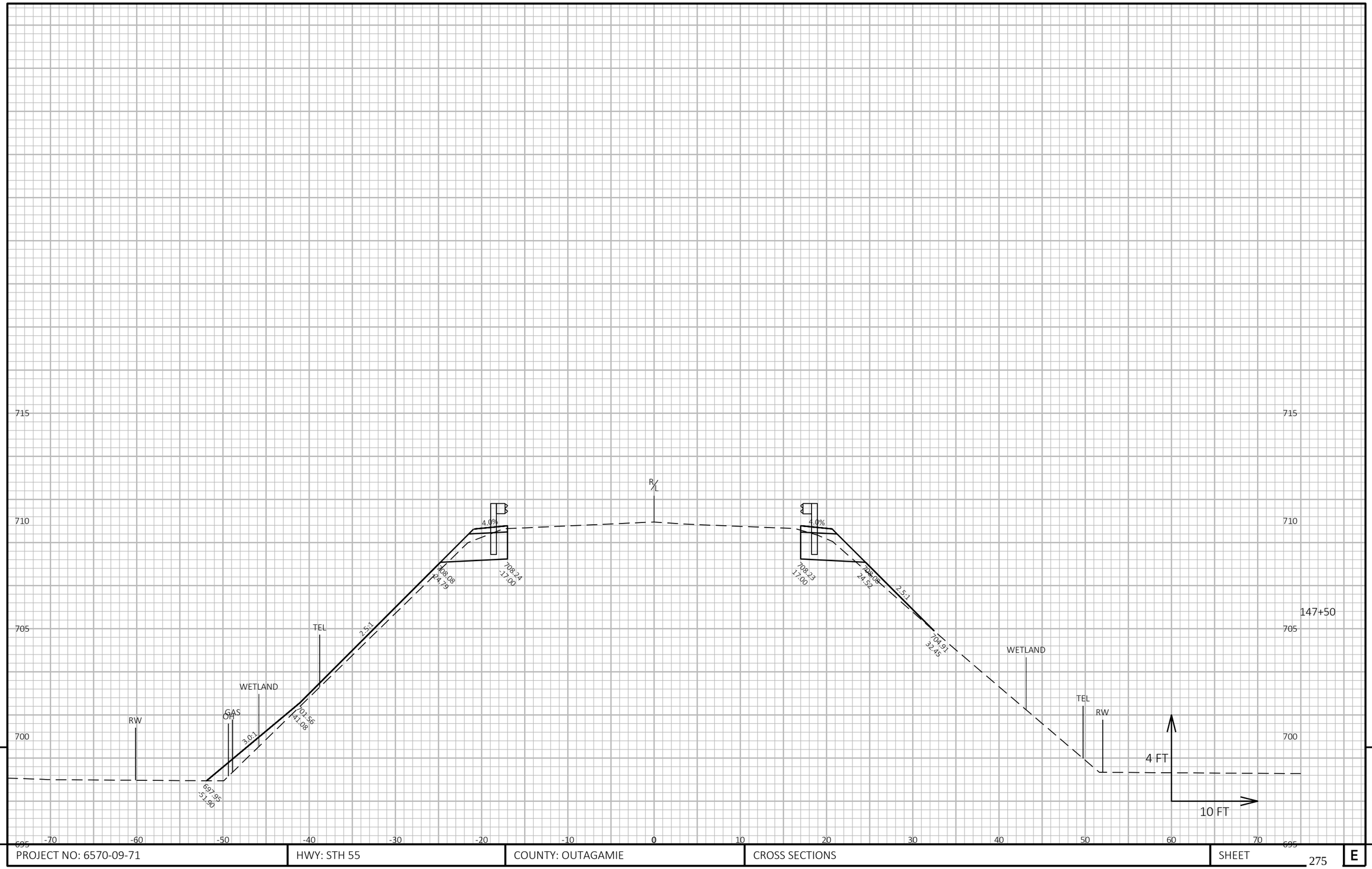
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 274	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

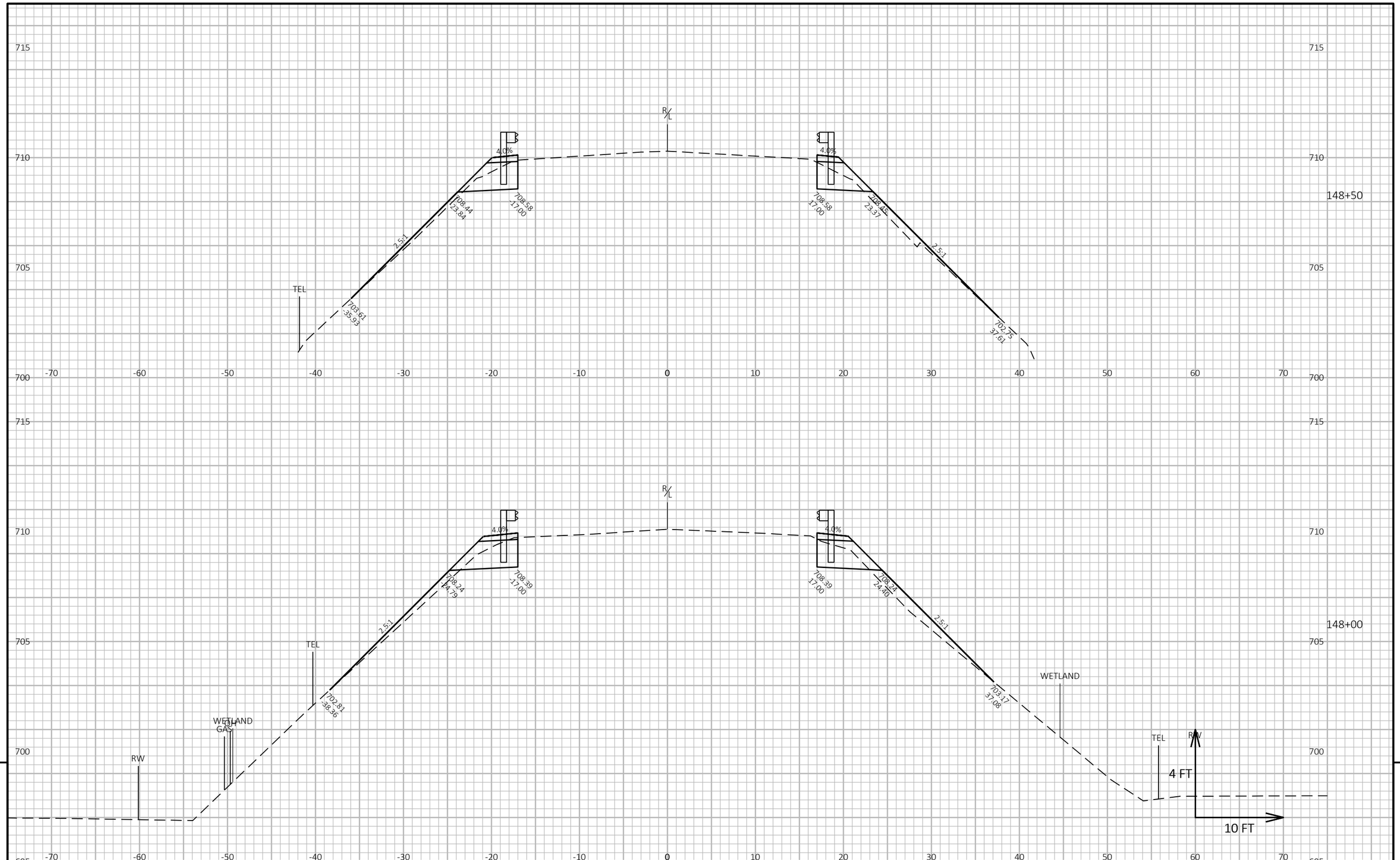
WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71 | HWY: STH 55 | COUNTY: OUTAGAMIE | CROSS SECTIONS | SHEET 275 | E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 276	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

715

710

705

700

695

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

R/L

4.0%

708.56
14.79

708.71
-17.00

2.5:1

TEL
701.99
41.19

WETLAND

OH

GAS

RW

708.71
17.00

708.56
24.40

2.5:1

WETLAND
701.24
42.69

RW

TEL

4 FT

10 FT

149+00

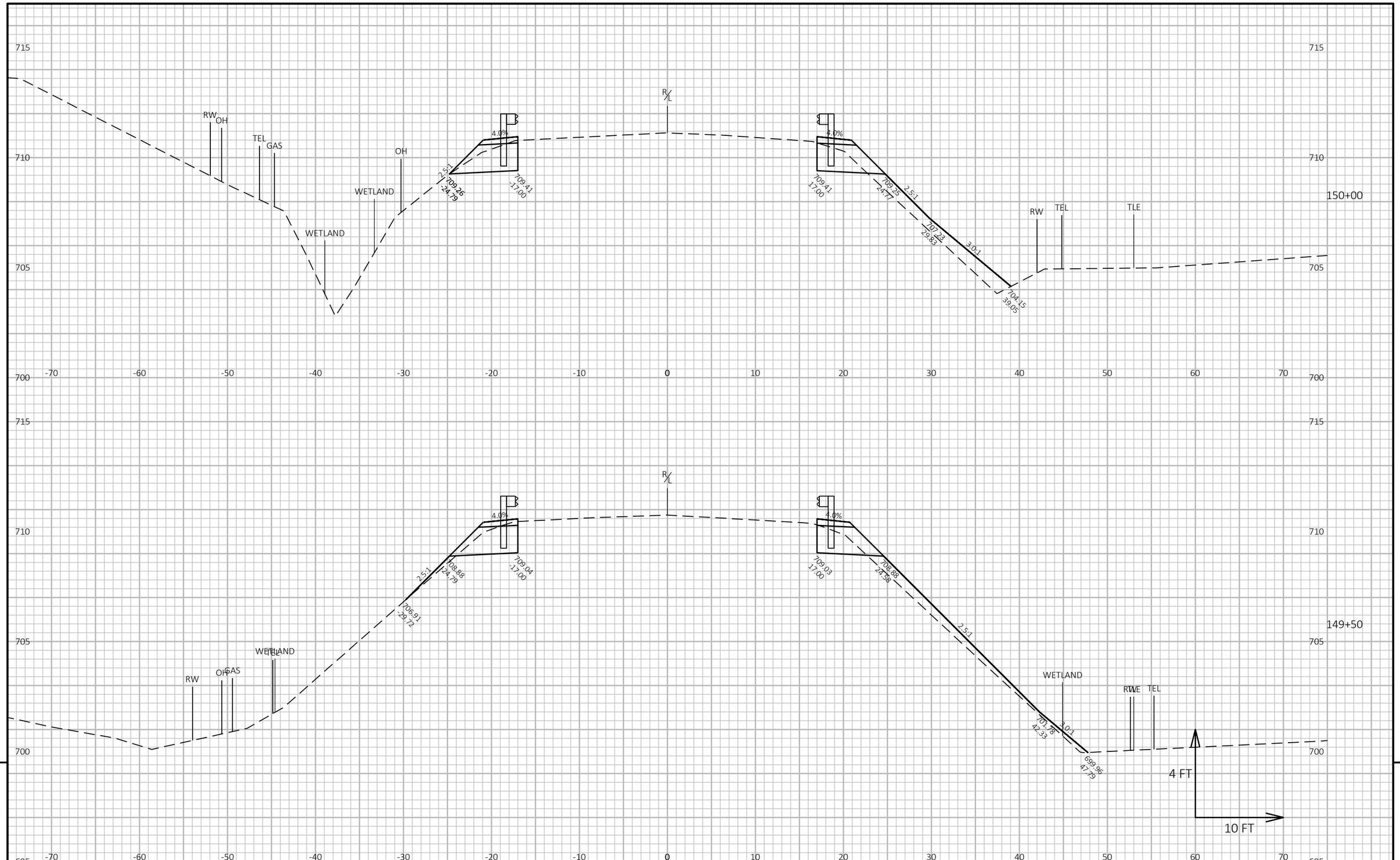
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 277	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :

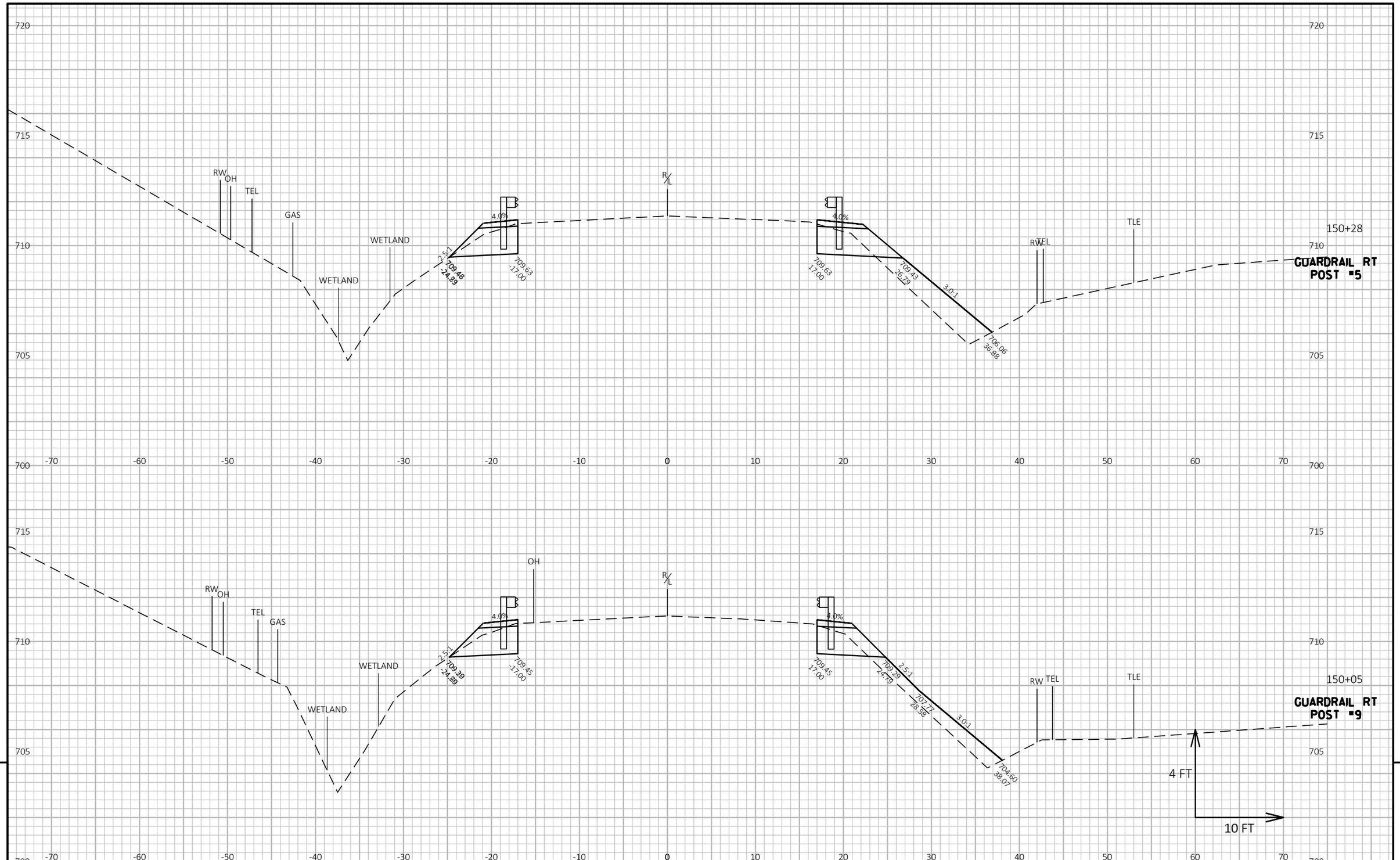
WISDOT/CADDS SHEET 49



9	PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 278 E

9

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:27 PM PLOT BY : AXT, ANDREW PLOT NAME :



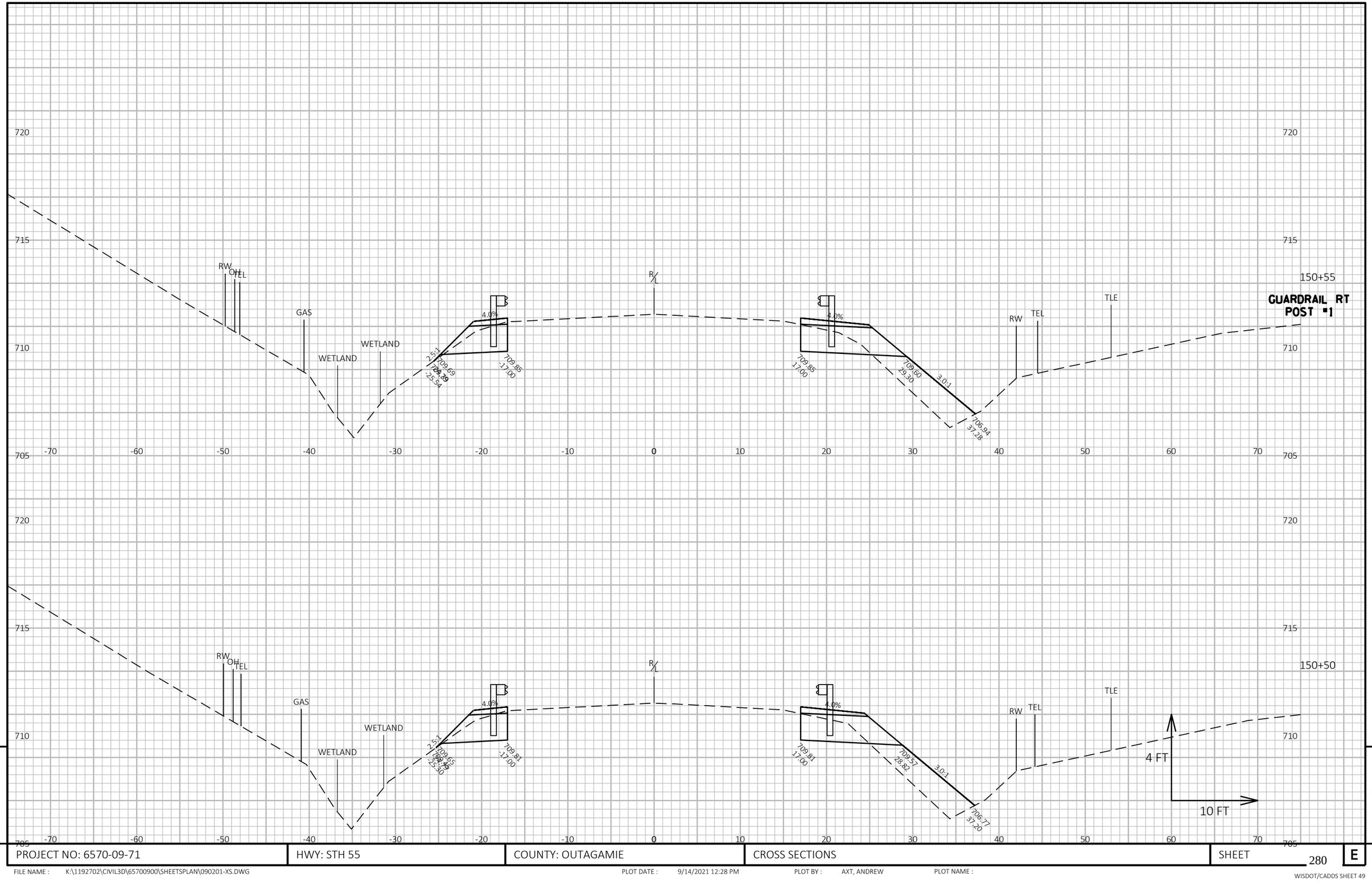
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 279	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



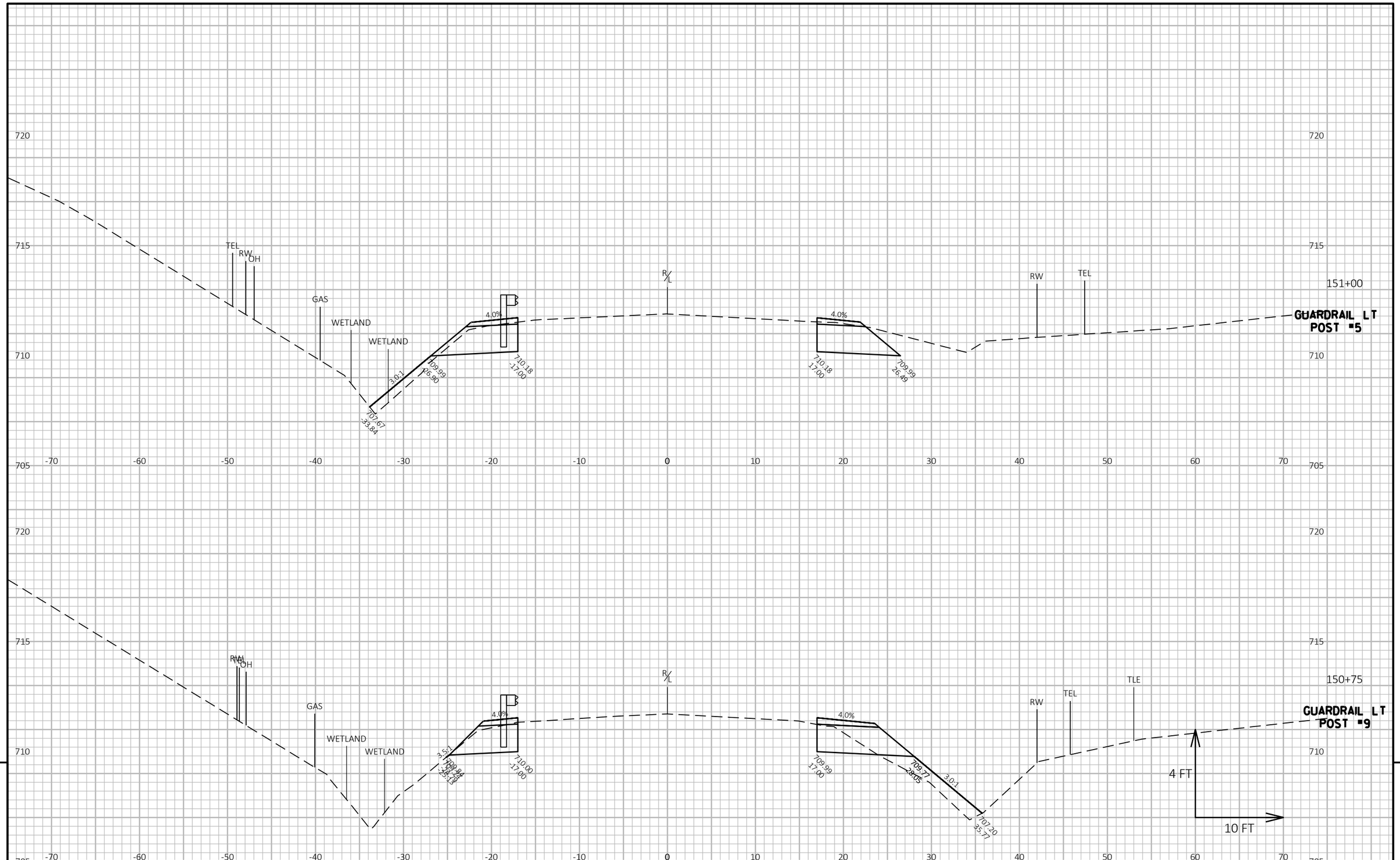
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 280	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



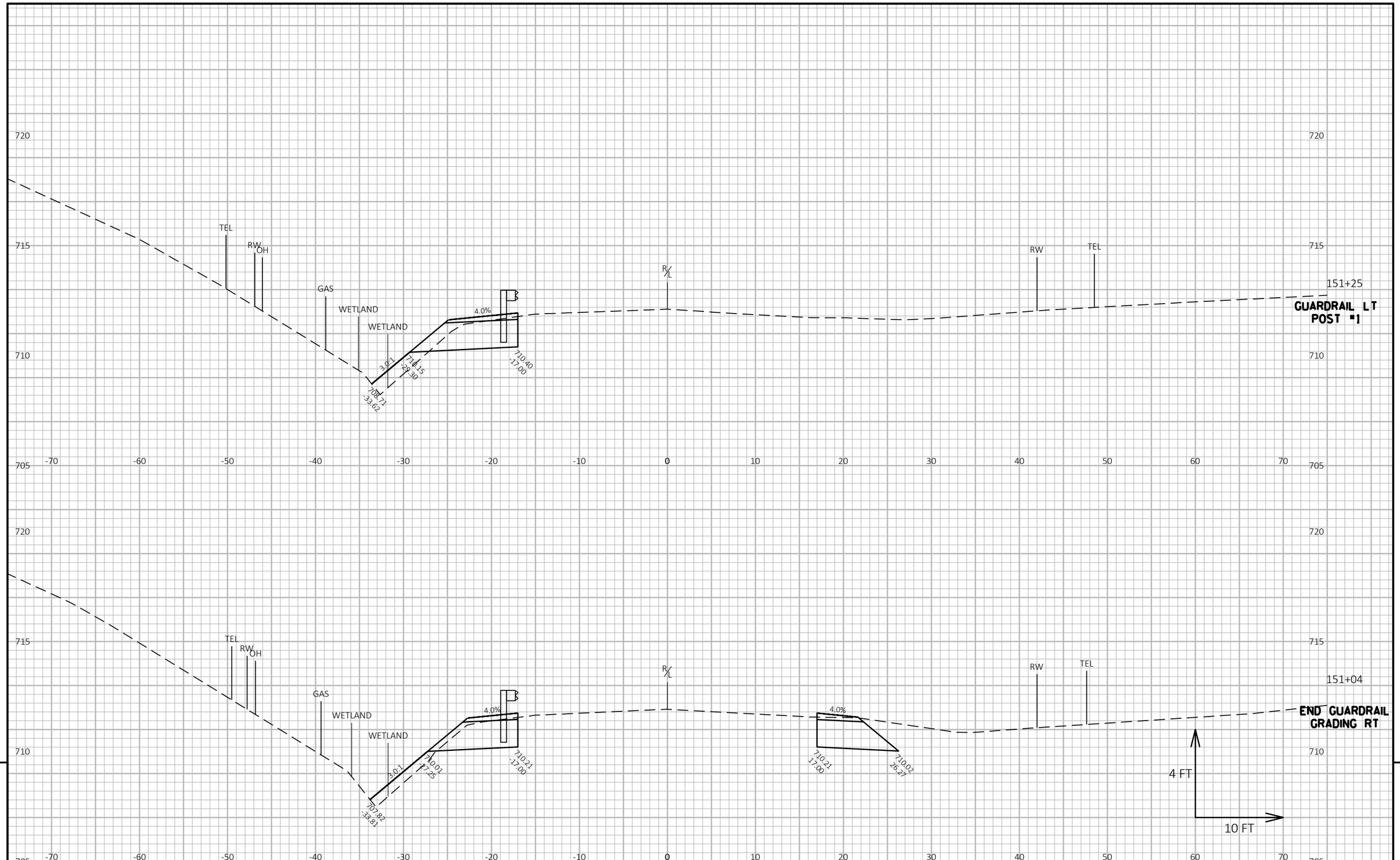
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 281	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME :

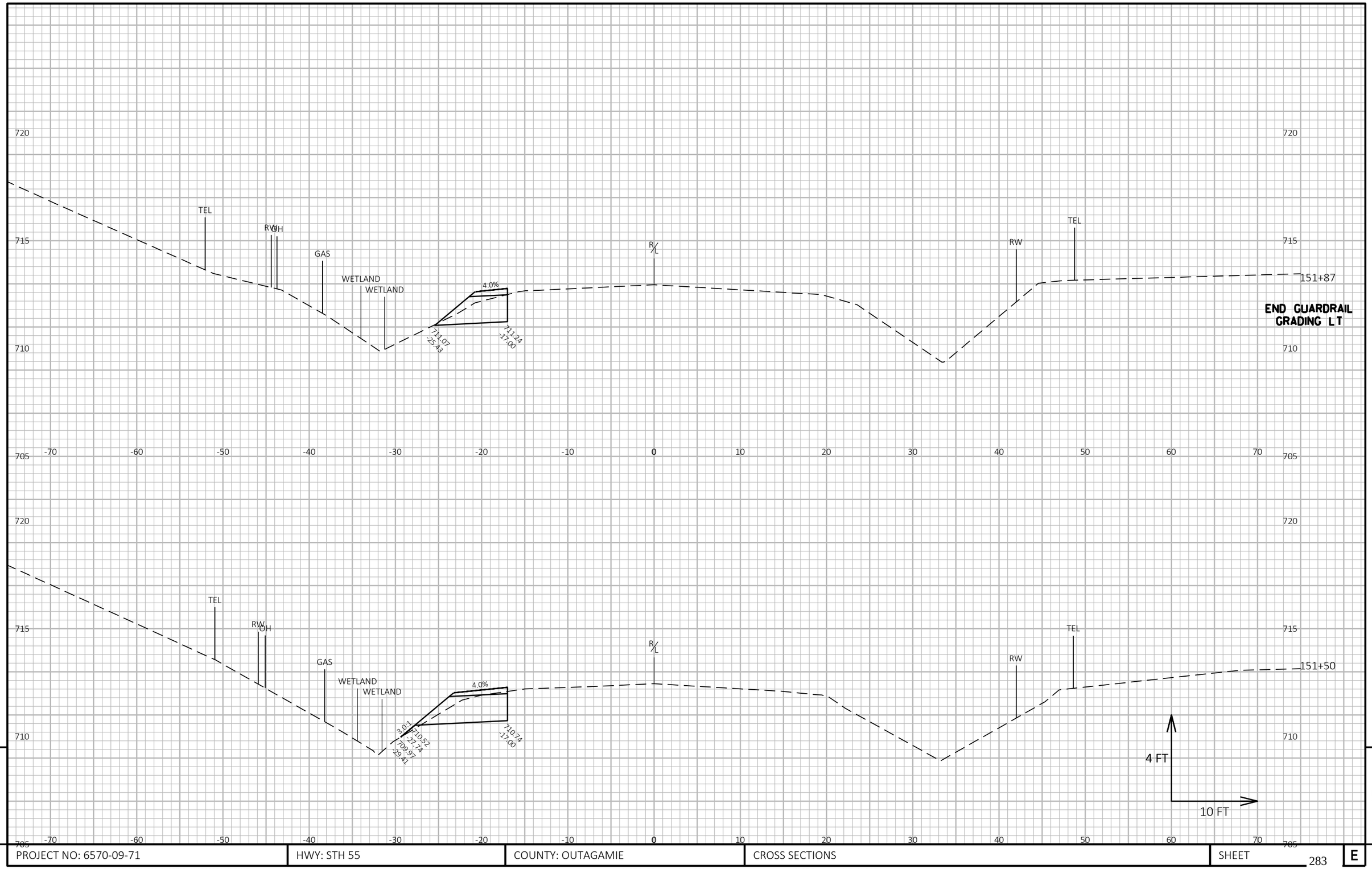
WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 282	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



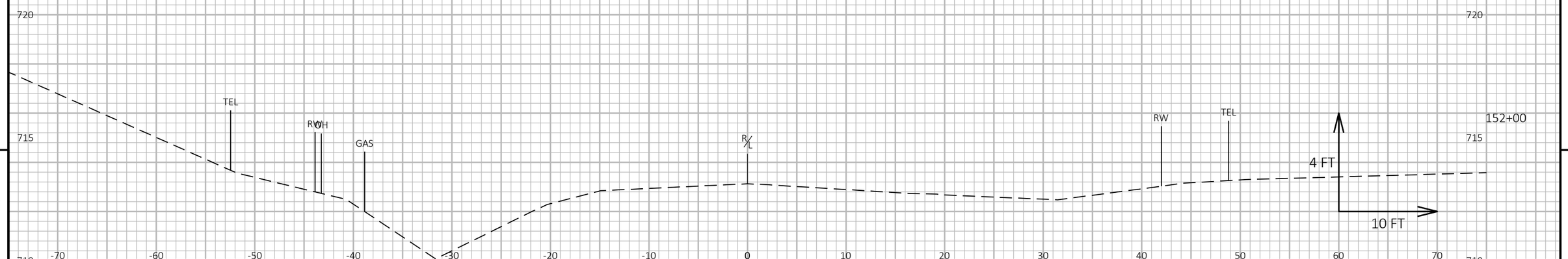
PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 283	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

9

9



9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 284	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:28 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

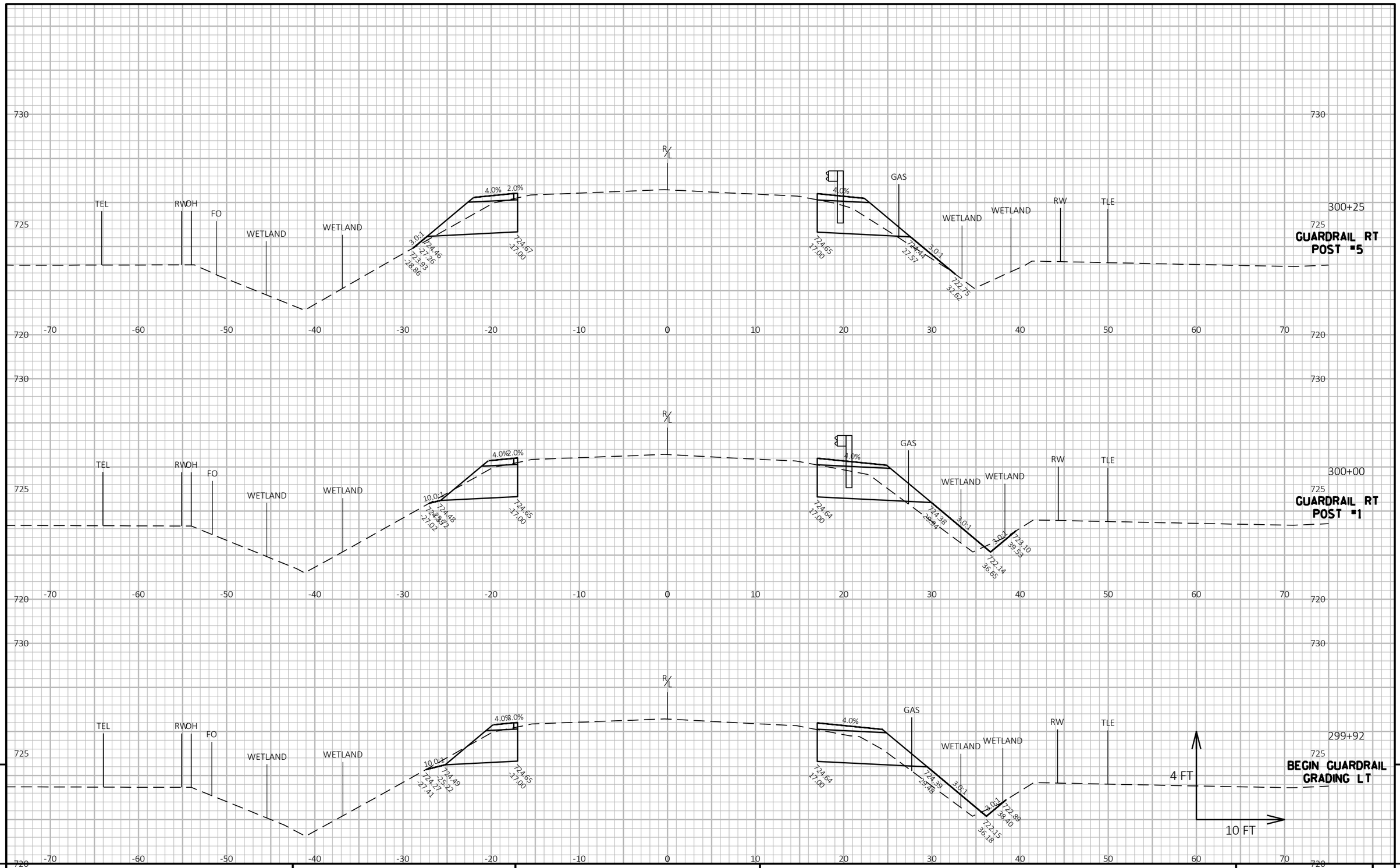
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 285	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:56 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



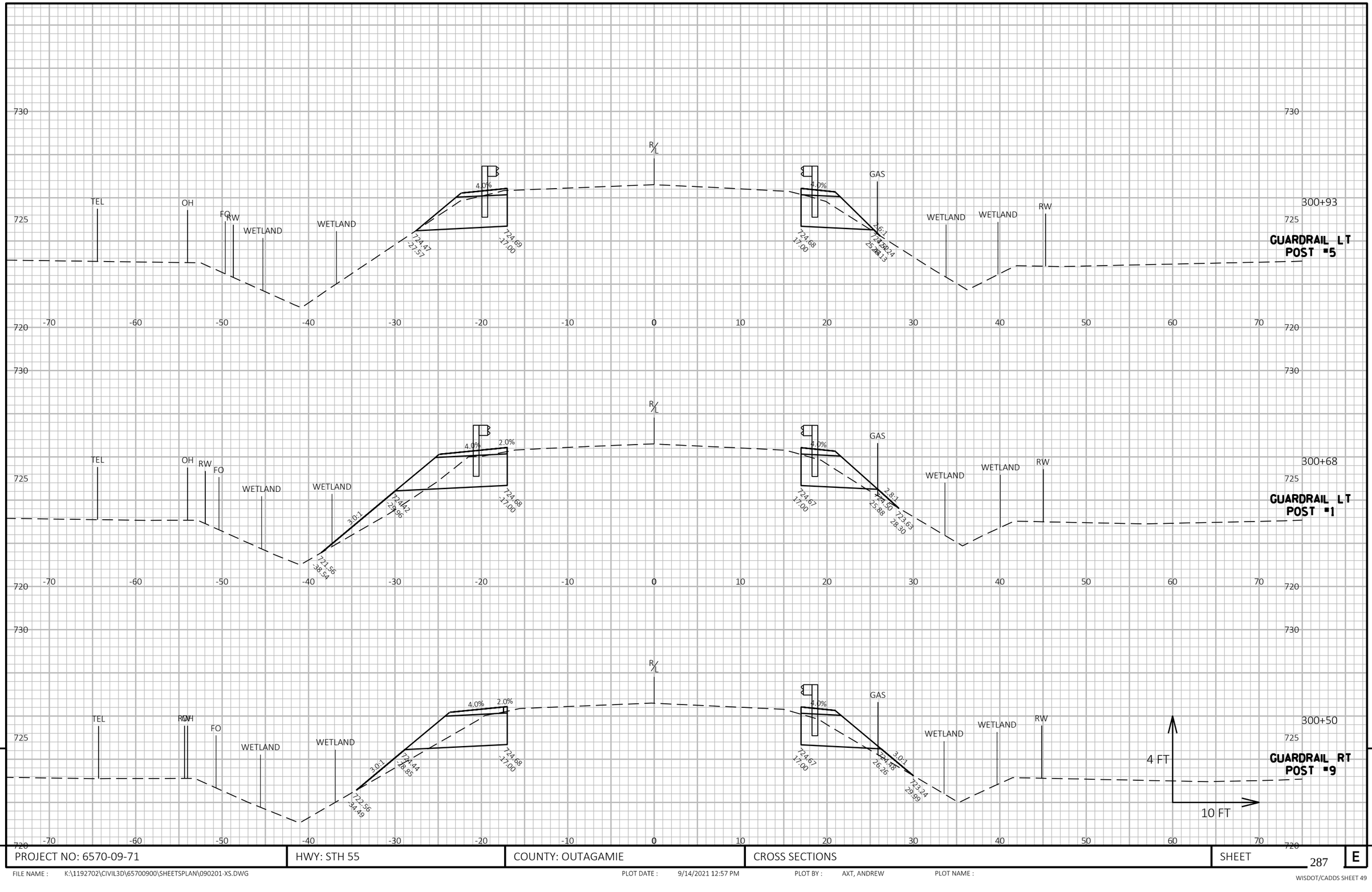
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 286	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:08 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



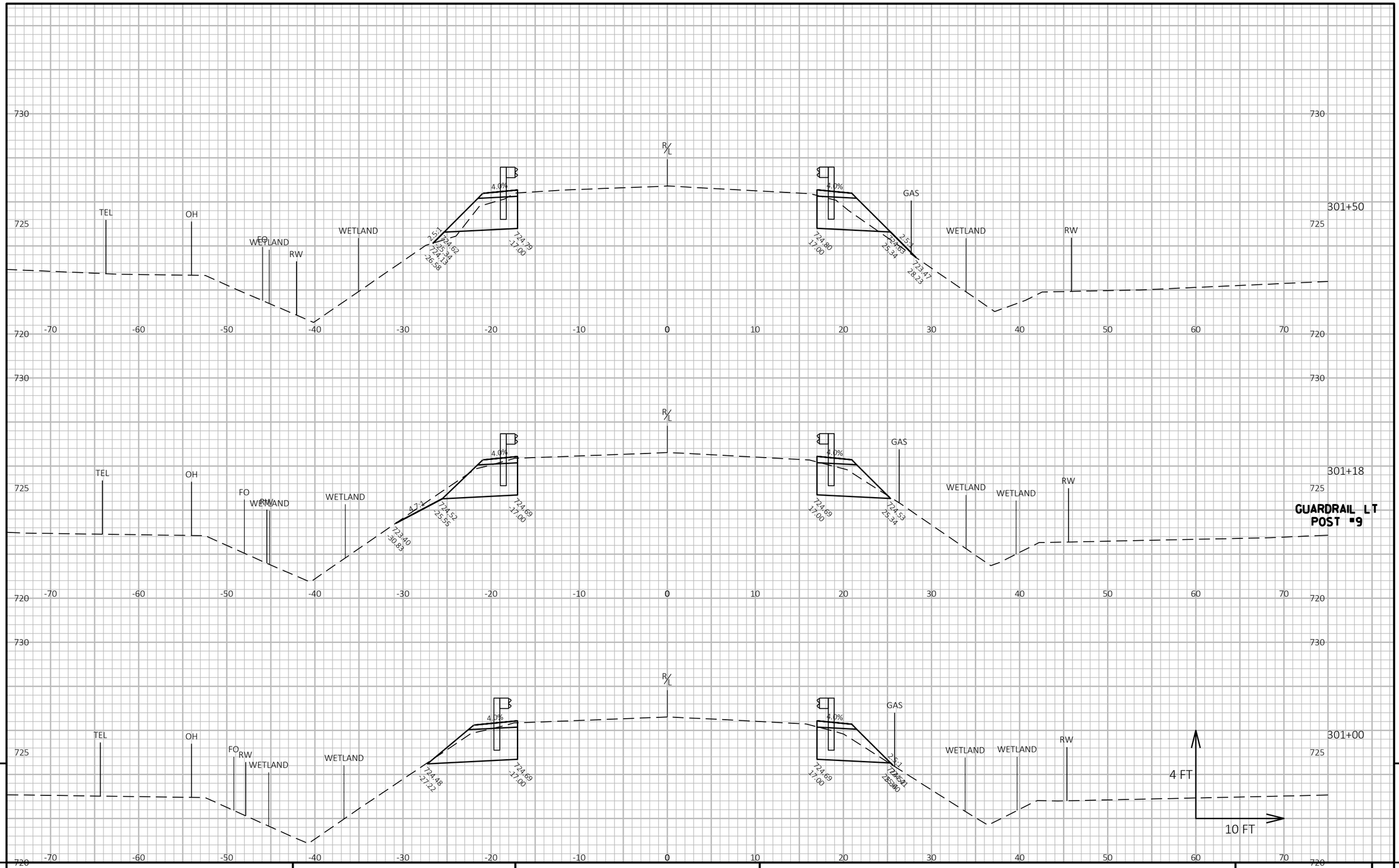
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 287	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



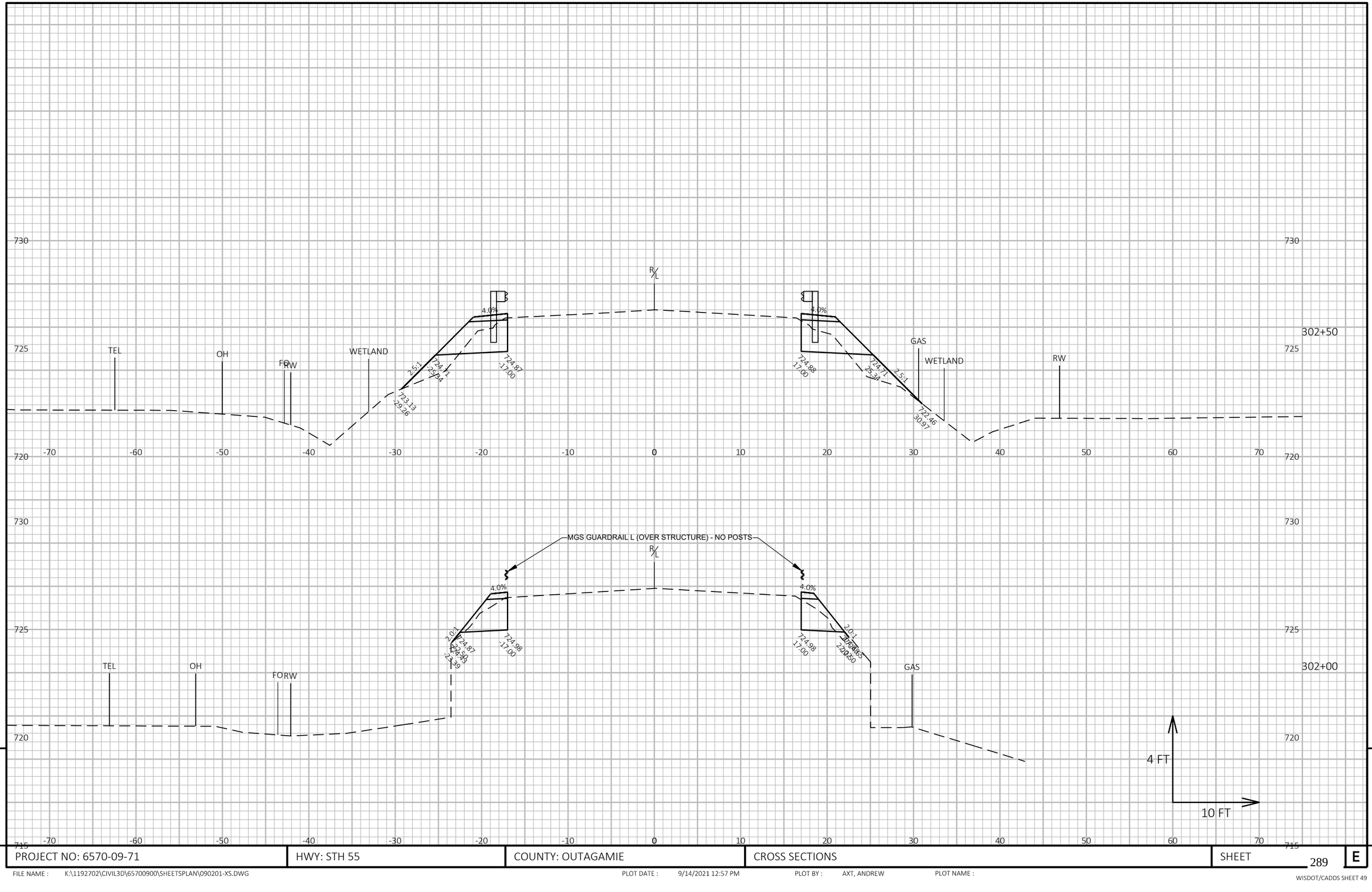
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 288	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



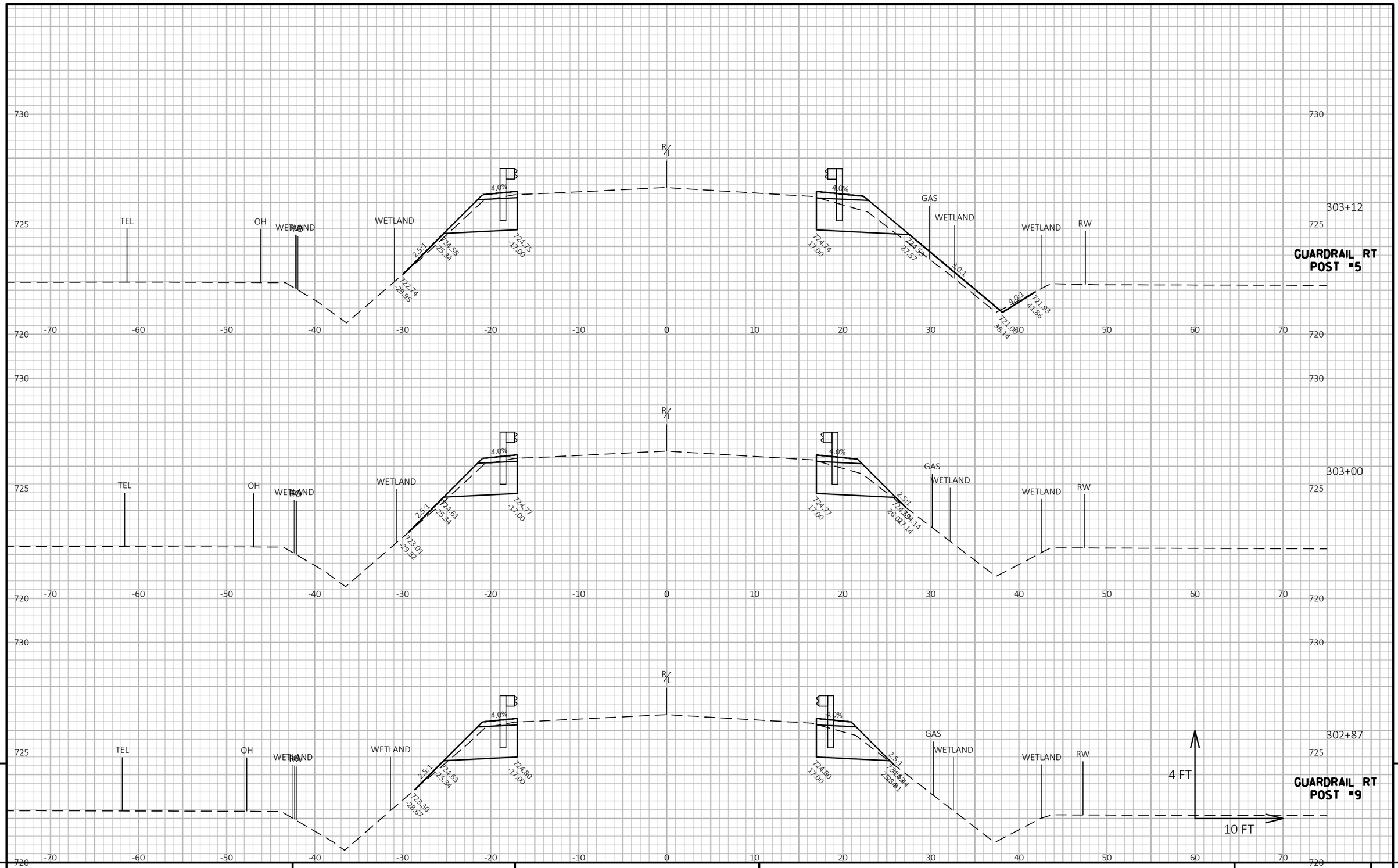
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 289	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

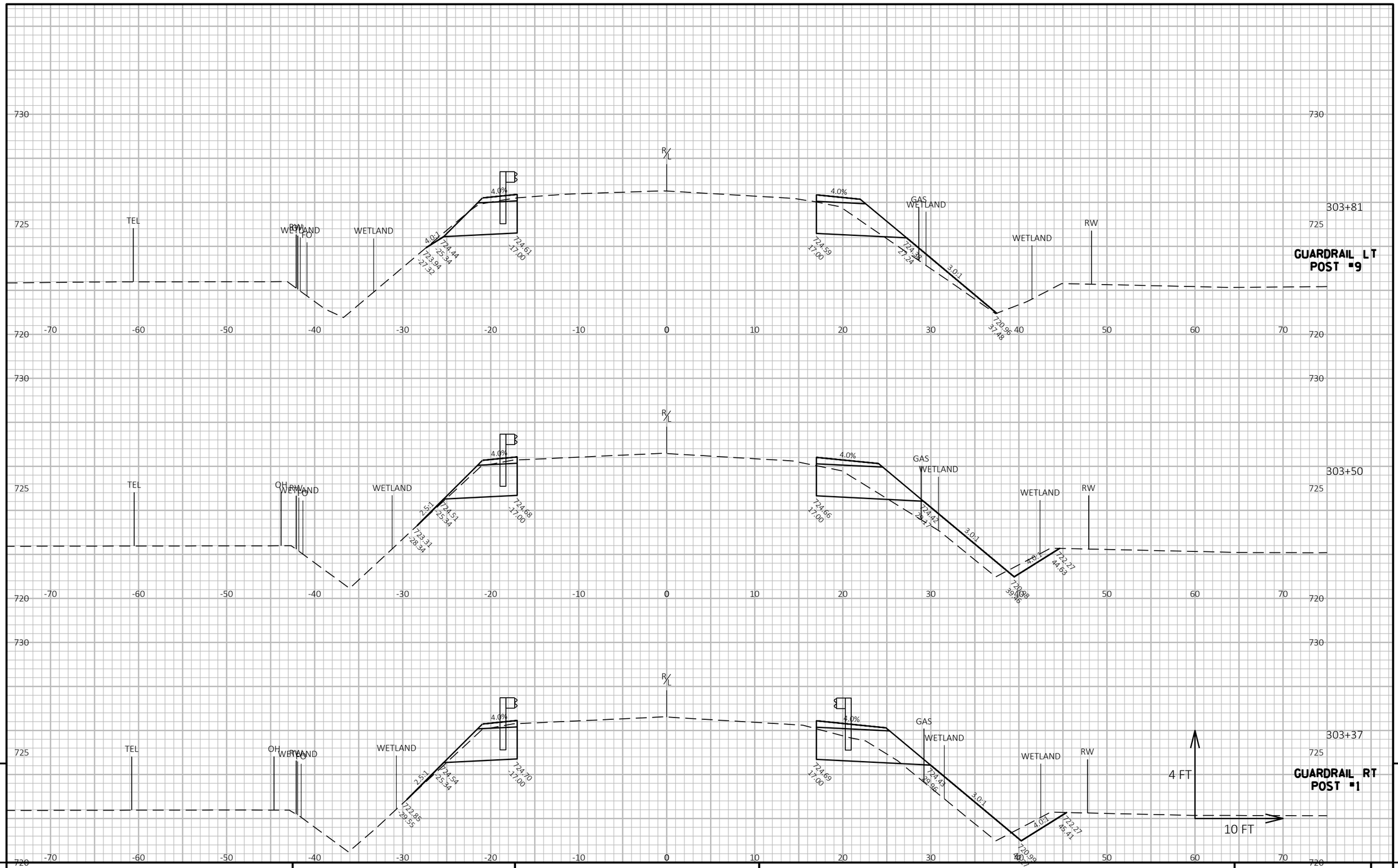


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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 290	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

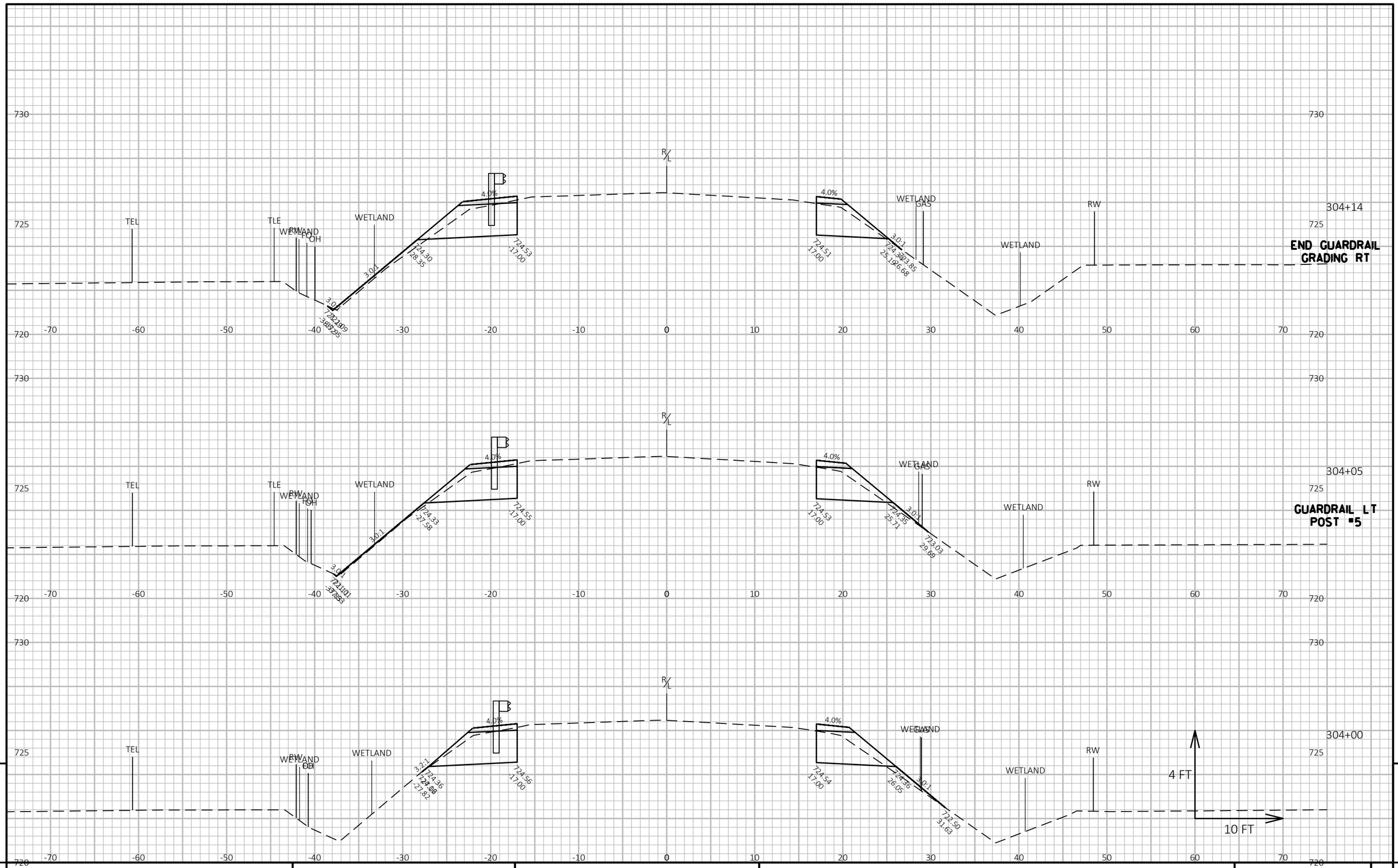


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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 291	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



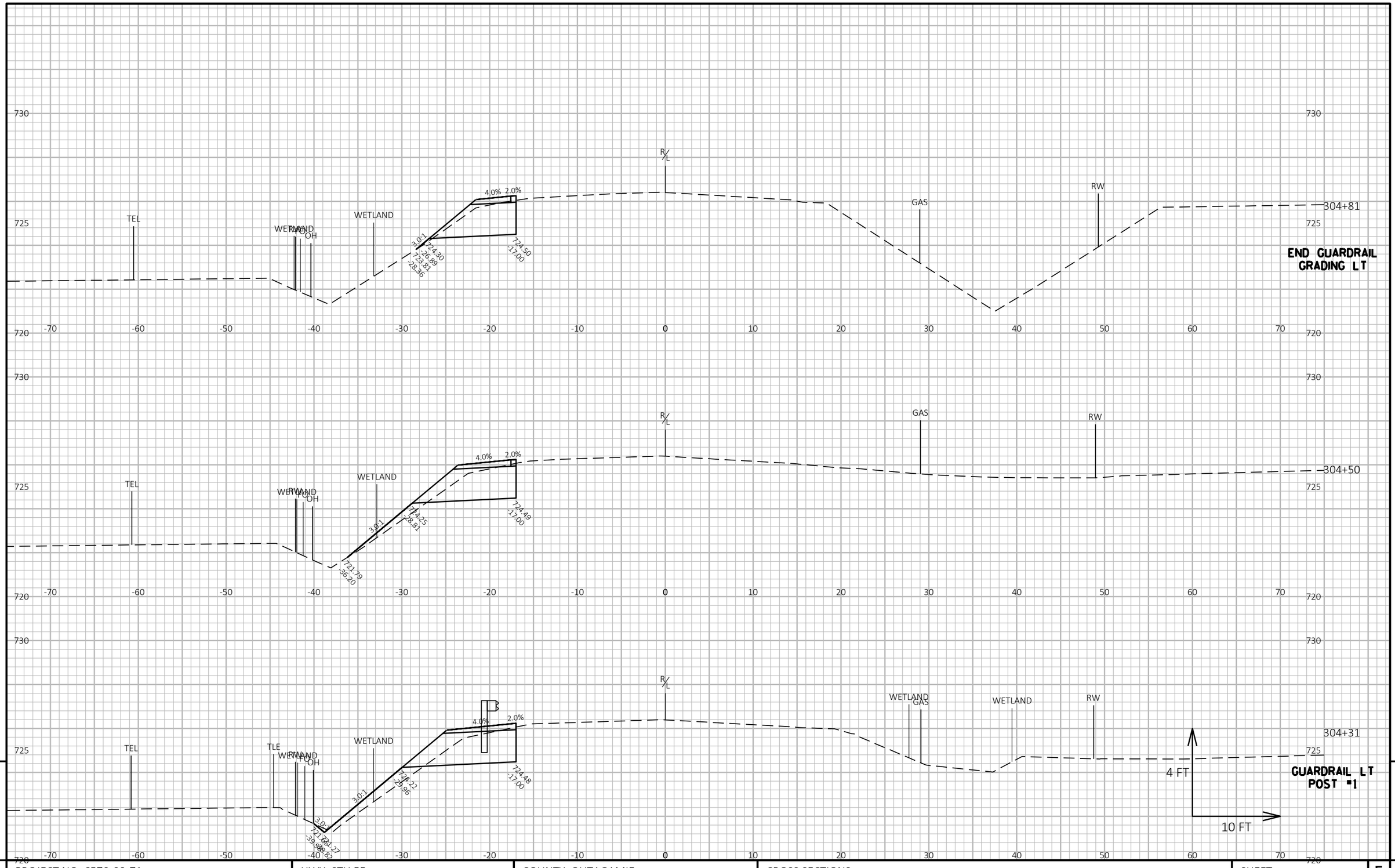
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 292	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



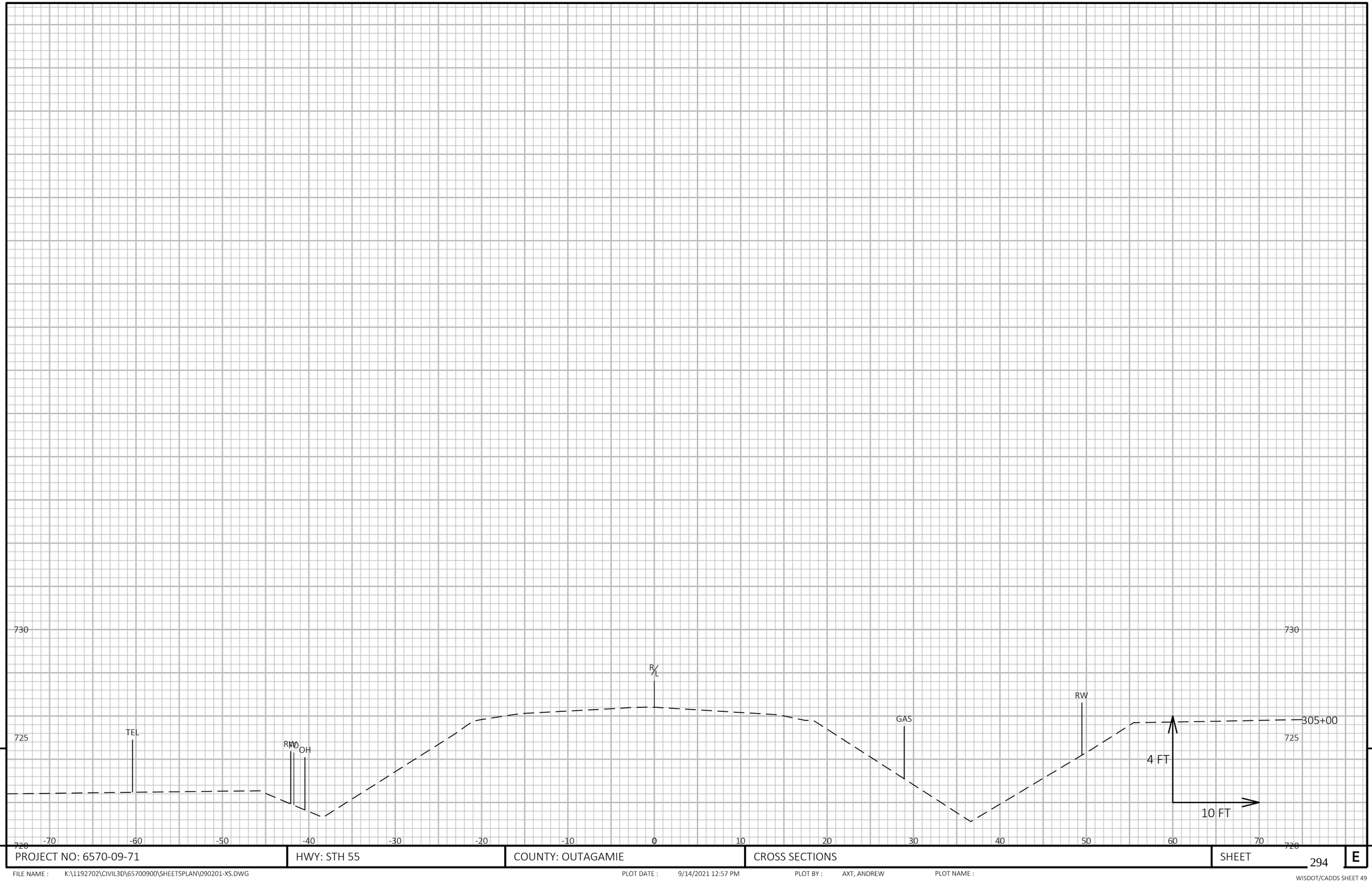
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 293	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 12:57 PM PLOT BY : AXT, ANDREW PLOT NAME :

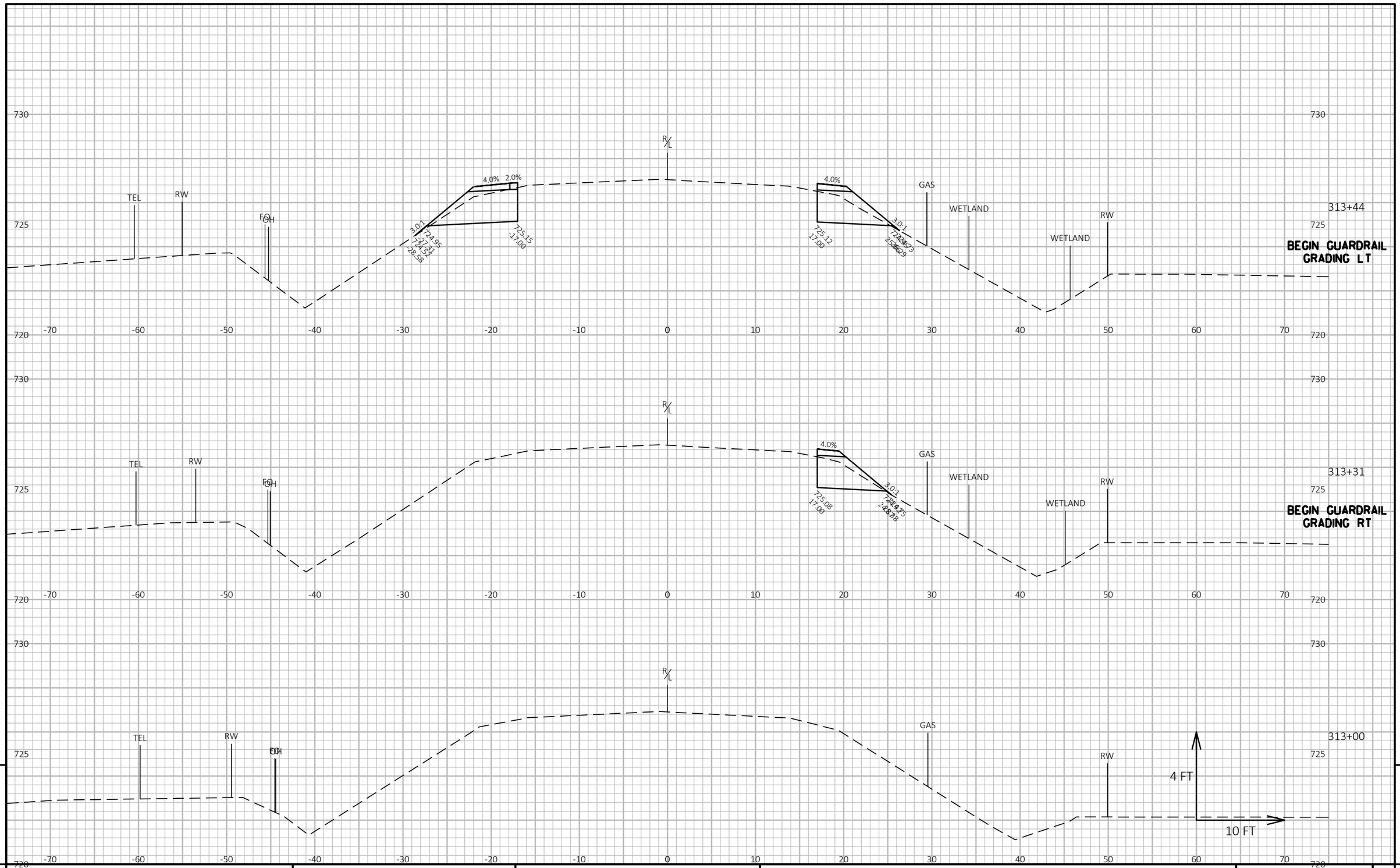
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 294	E



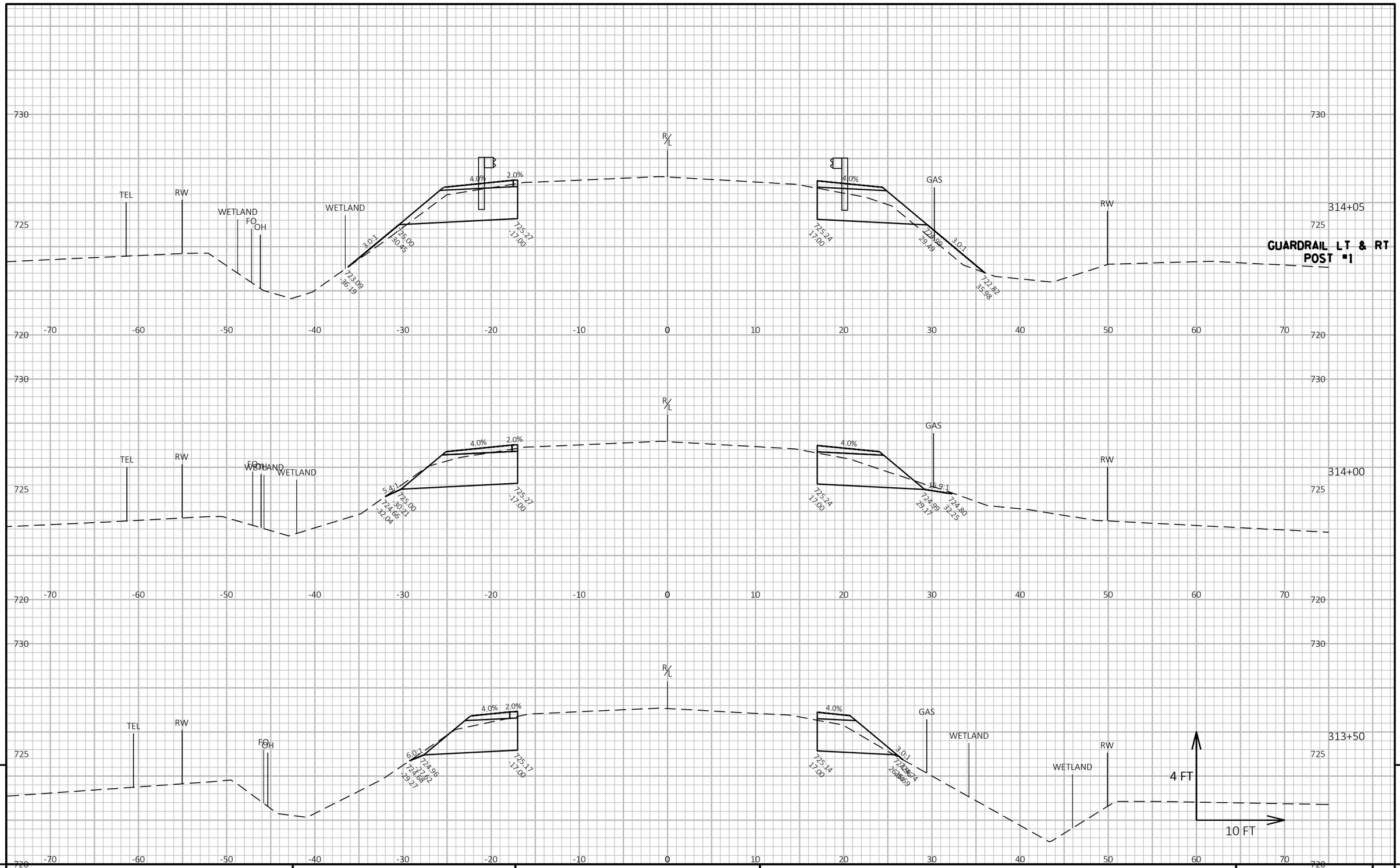
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 295	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:09 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



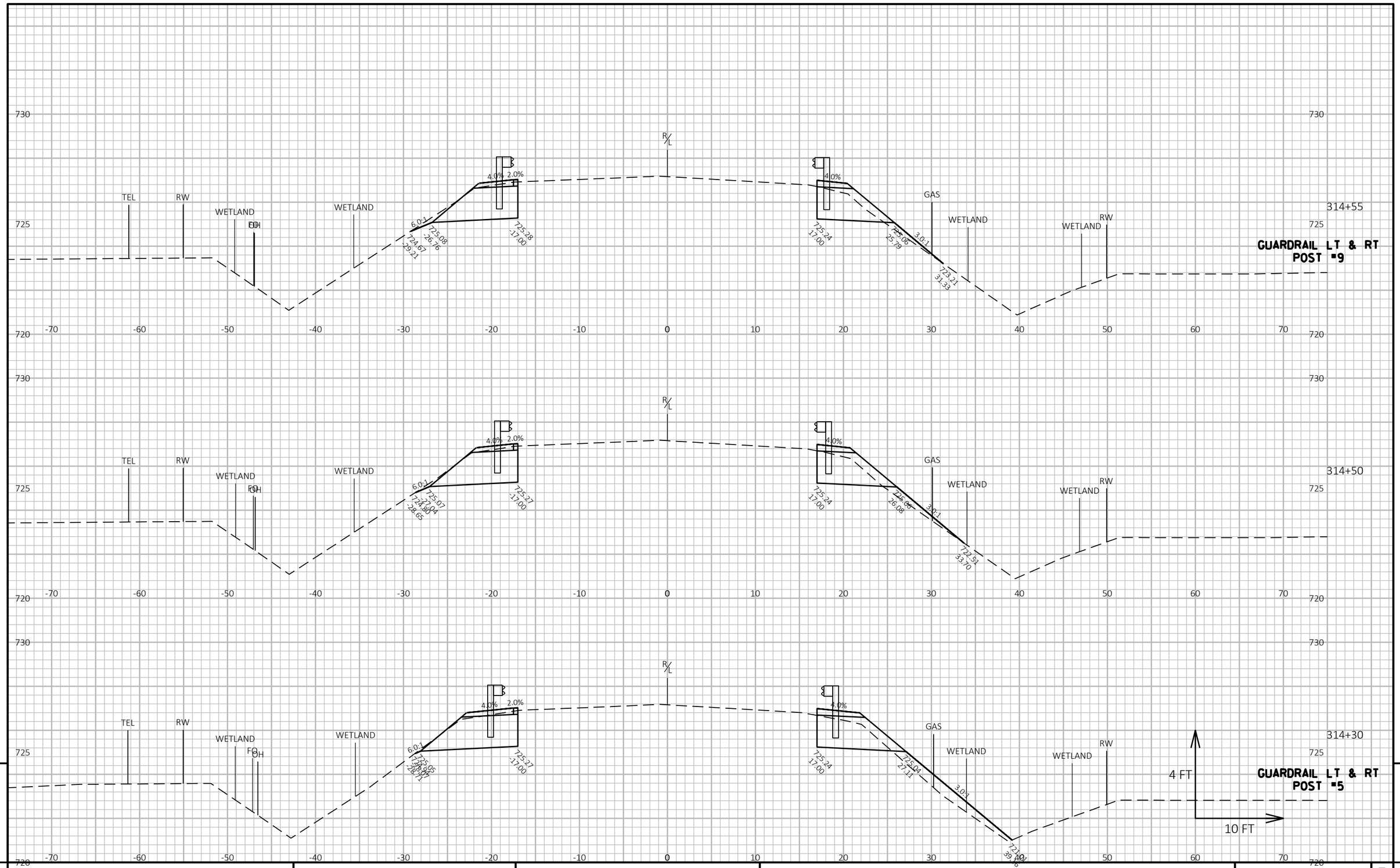
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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 296	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:09 PM PLOT BY : AXT, ANDREW PLOT NAME :

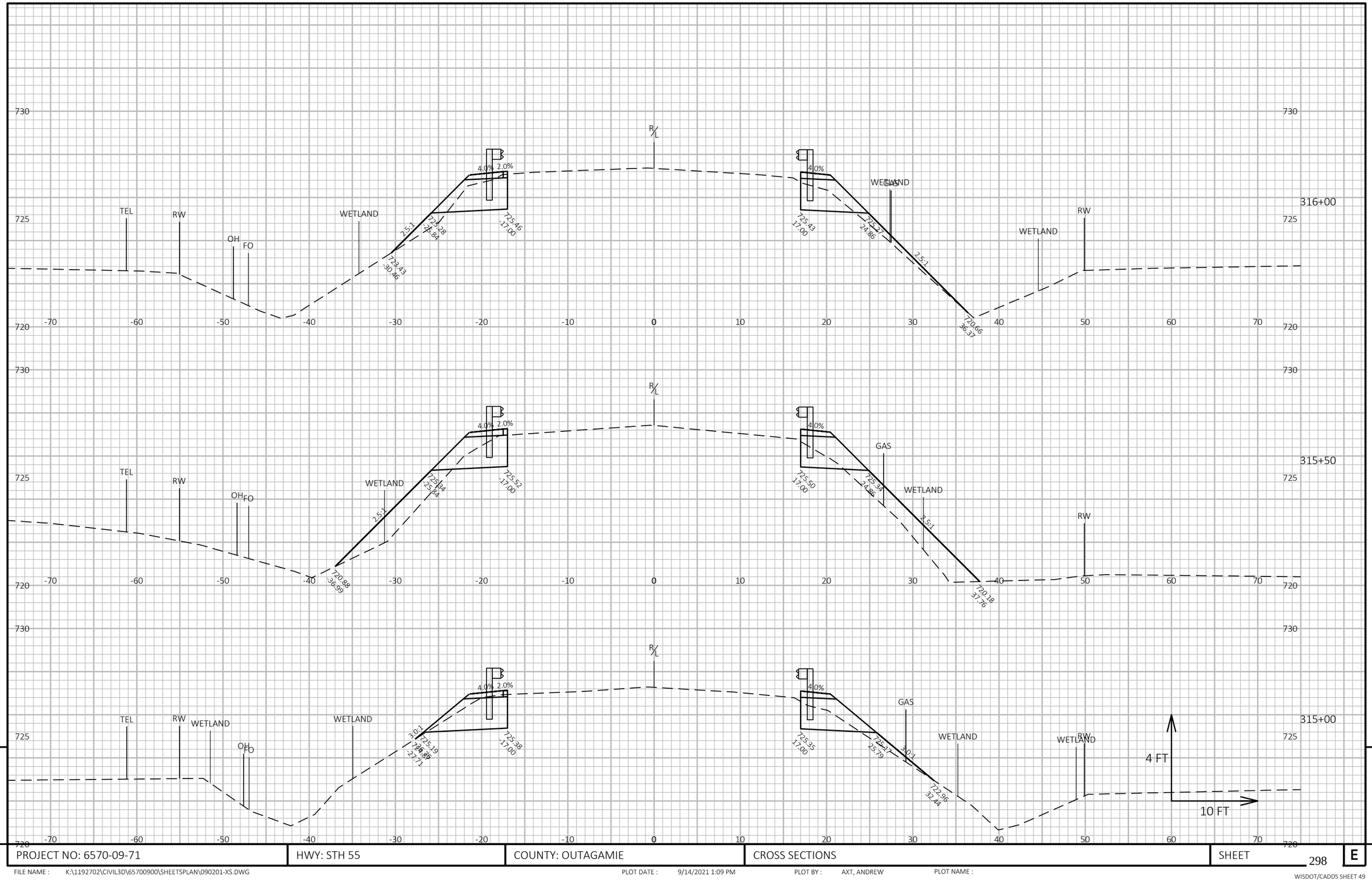
WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 297	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:09 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



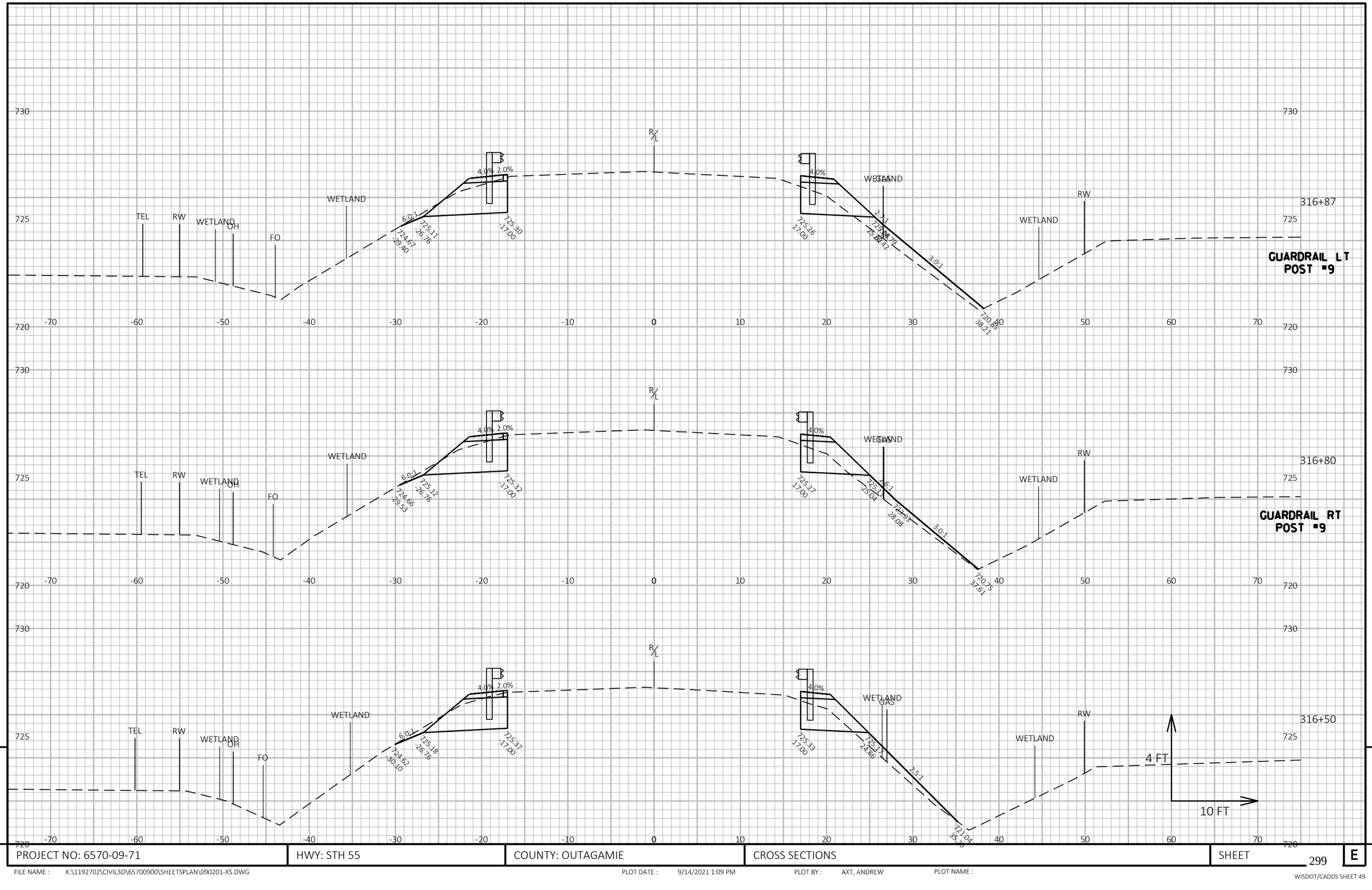
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 298	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:09 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 299	E

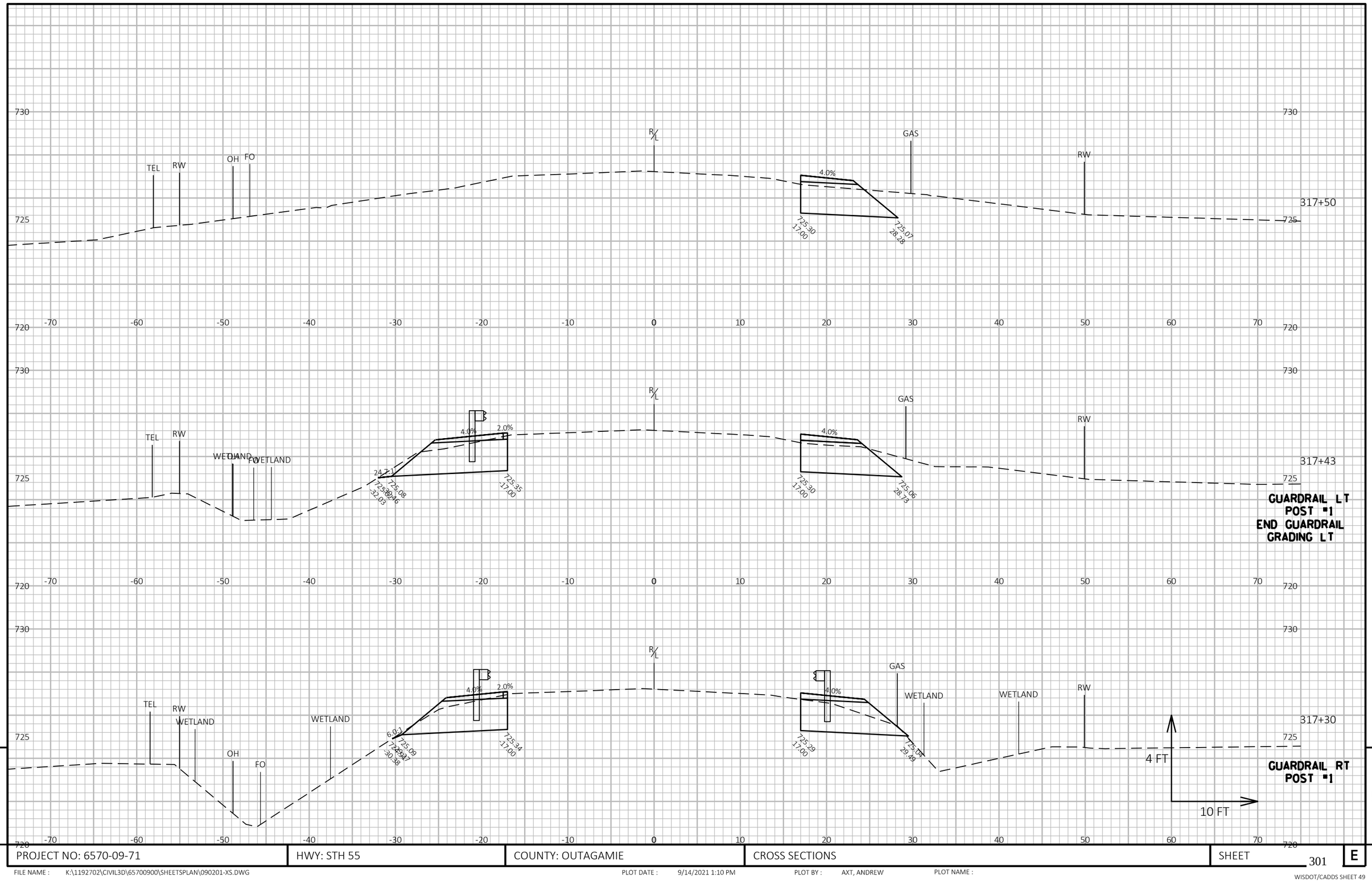
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WISDOT/CADDS SHEET 49

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 300	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:09 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



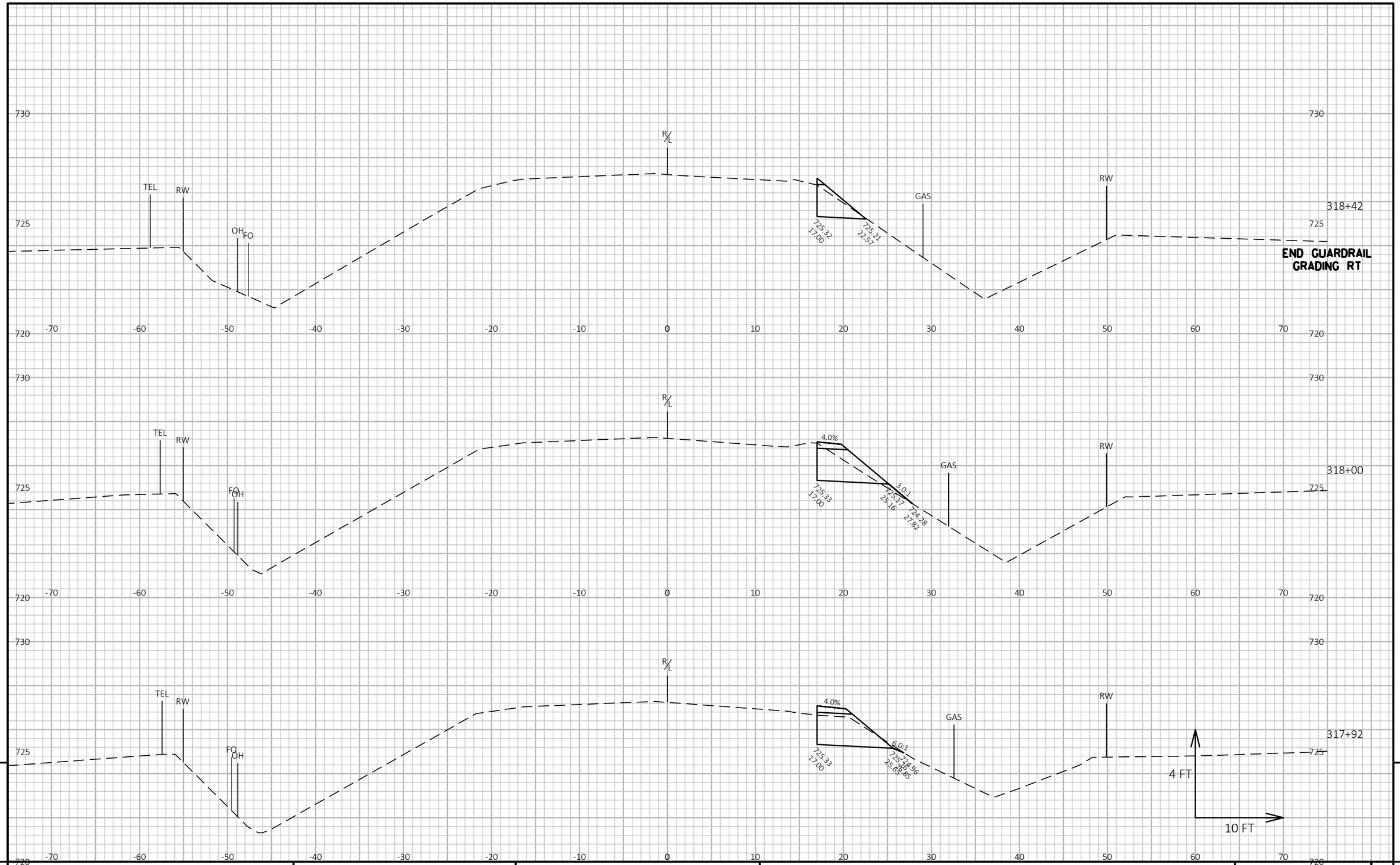
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 301	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:10 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



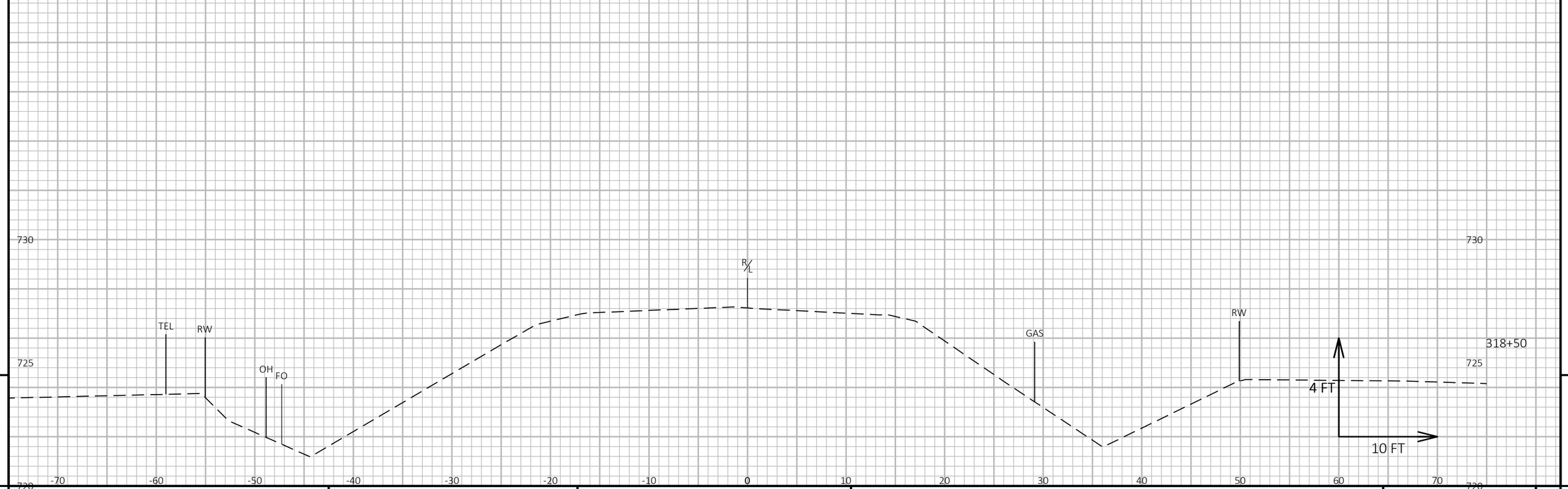
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 302	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:10 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



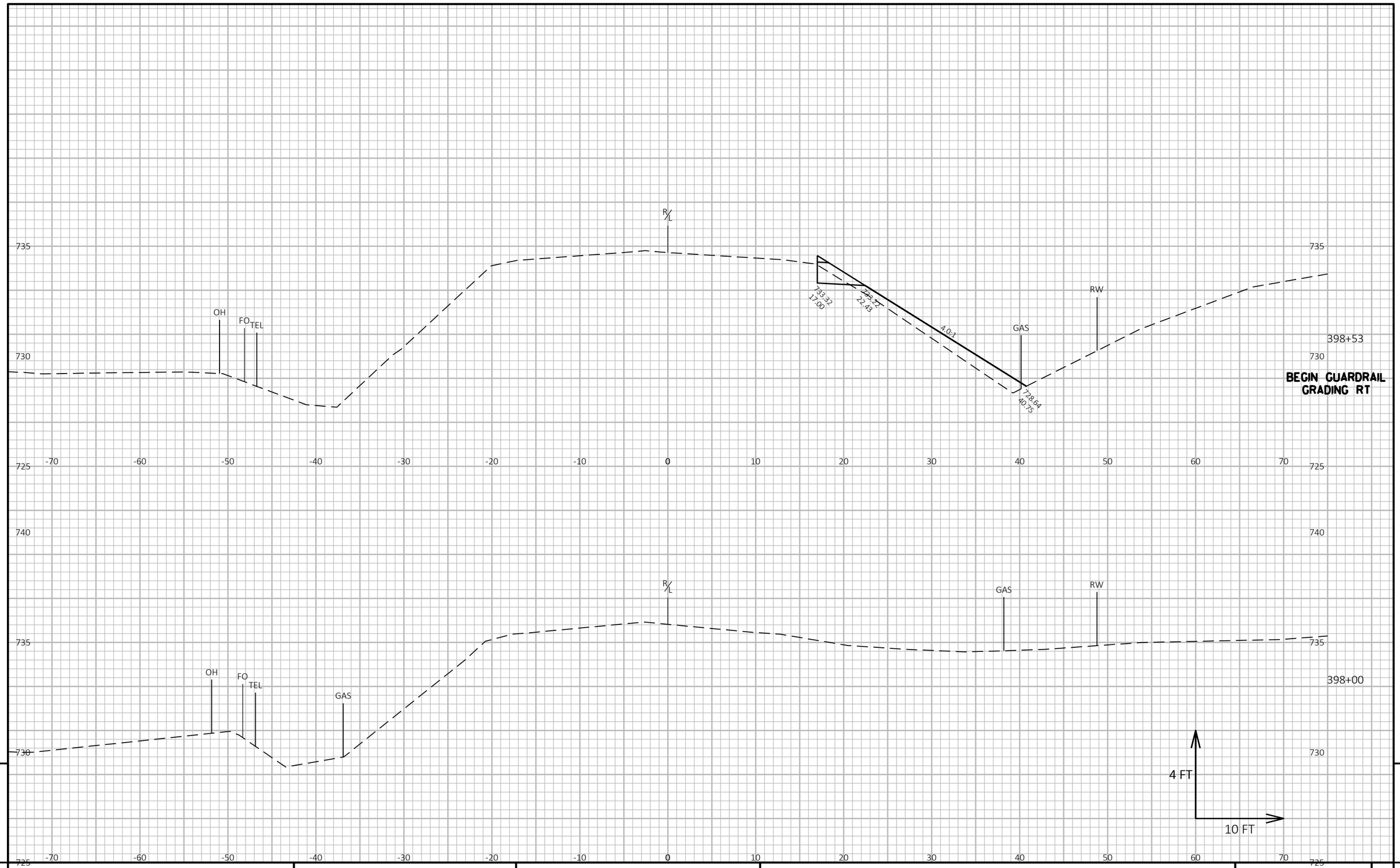
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 303	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:10 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 304	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:14 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

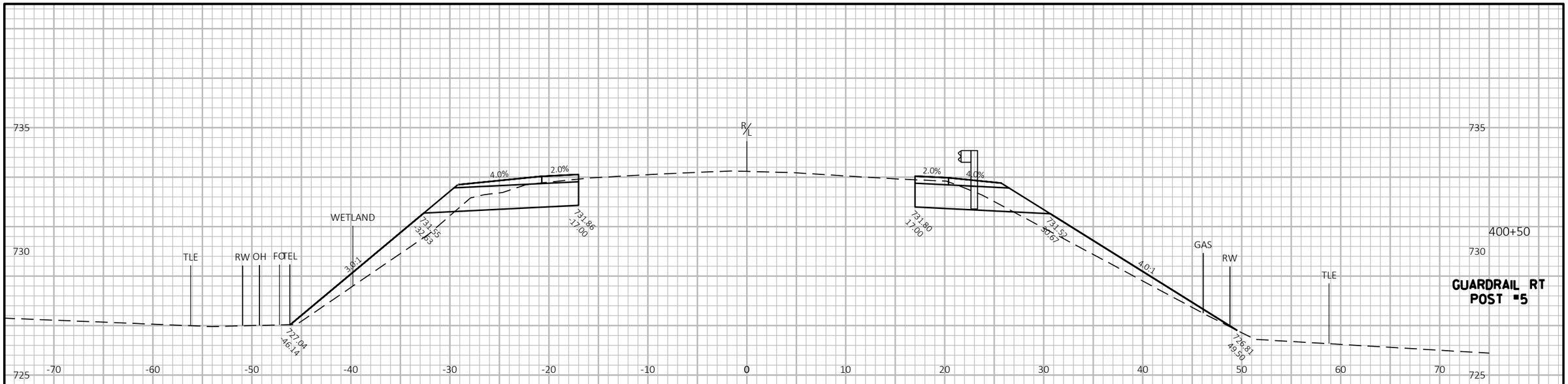
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 305	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:14 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 306	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:16 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 307	E

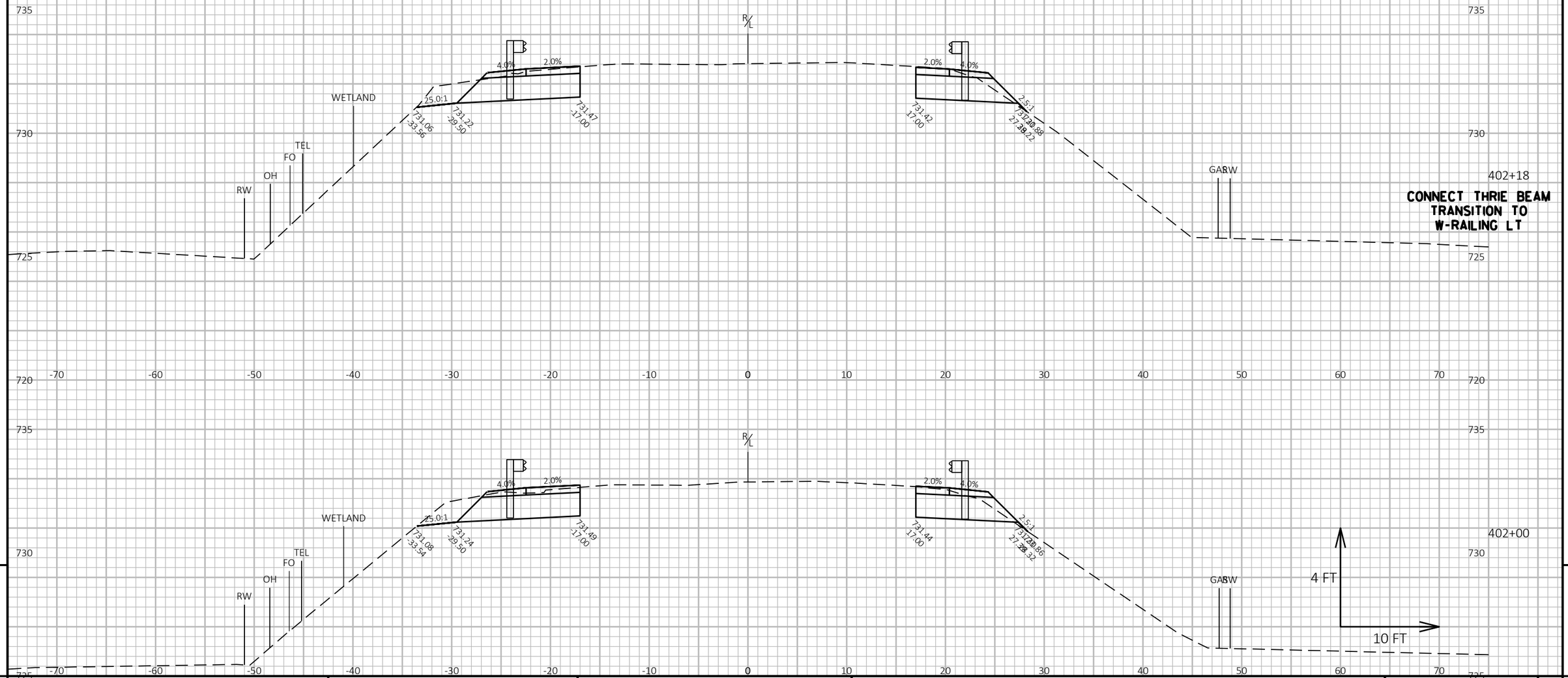
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WISDOT/CADDS SHEET 49

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9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 308	E



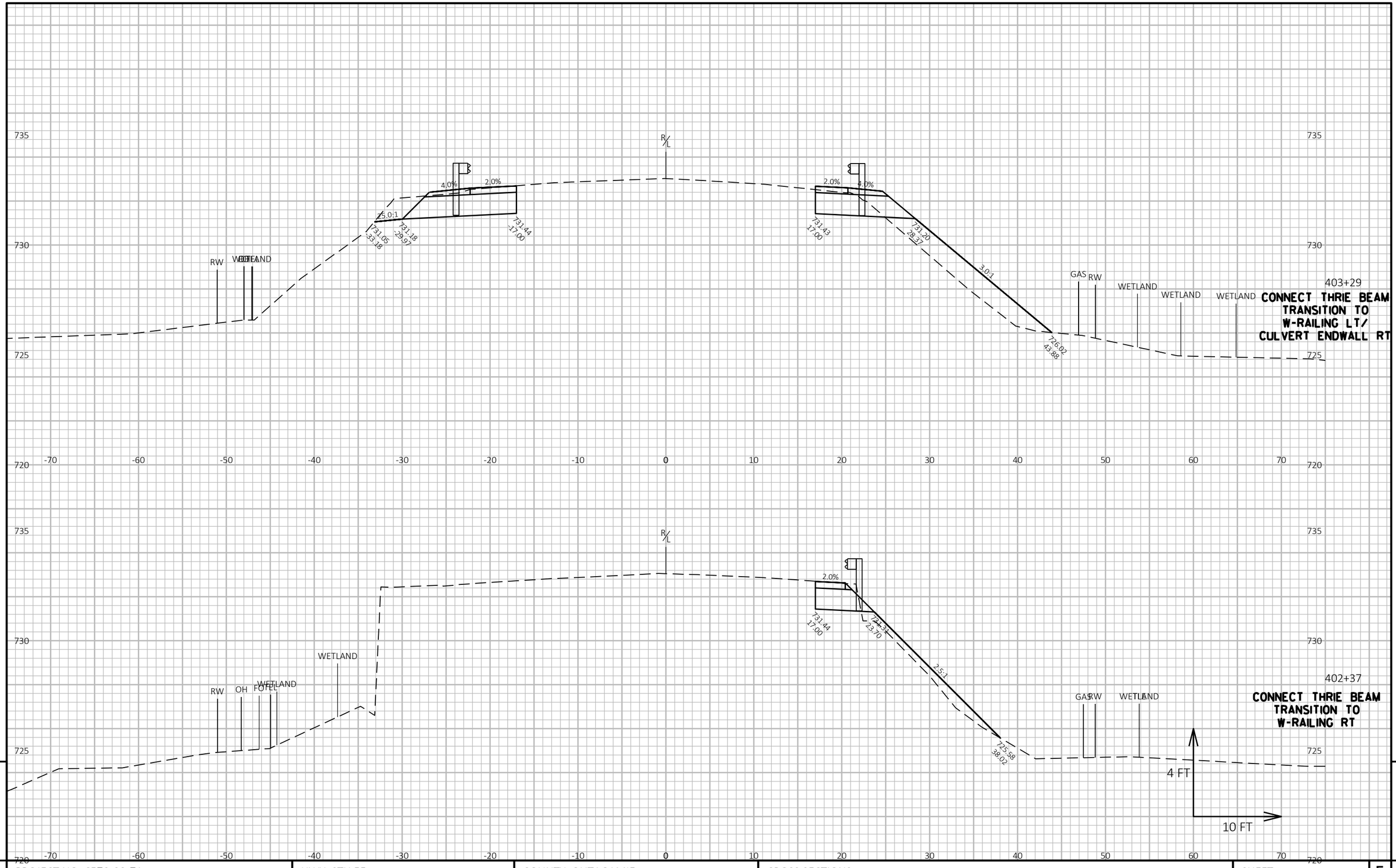
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 309	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:14 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

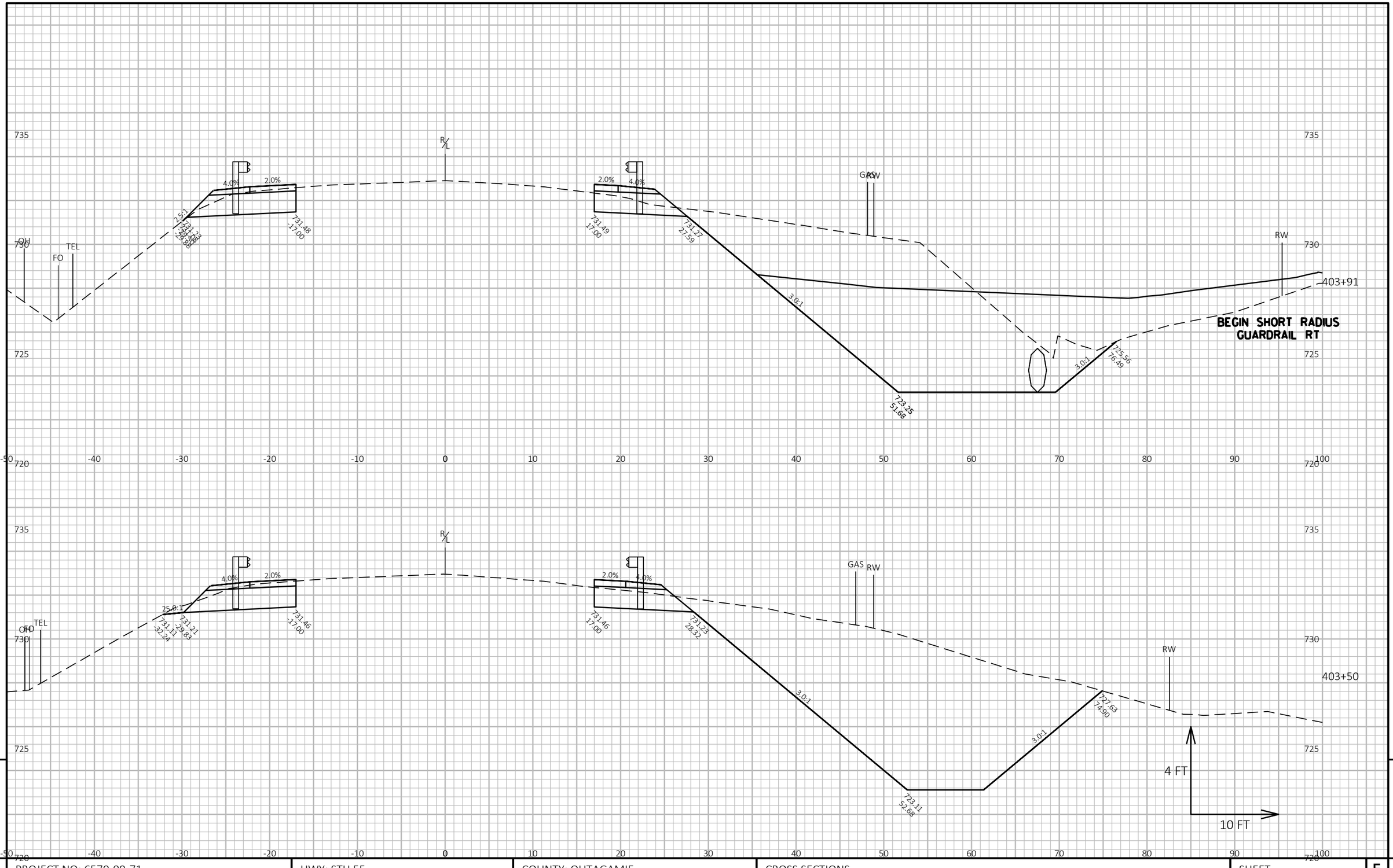


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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 310	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:14 PM PLOT BY : AXT, ANDREW PLOT NAME :

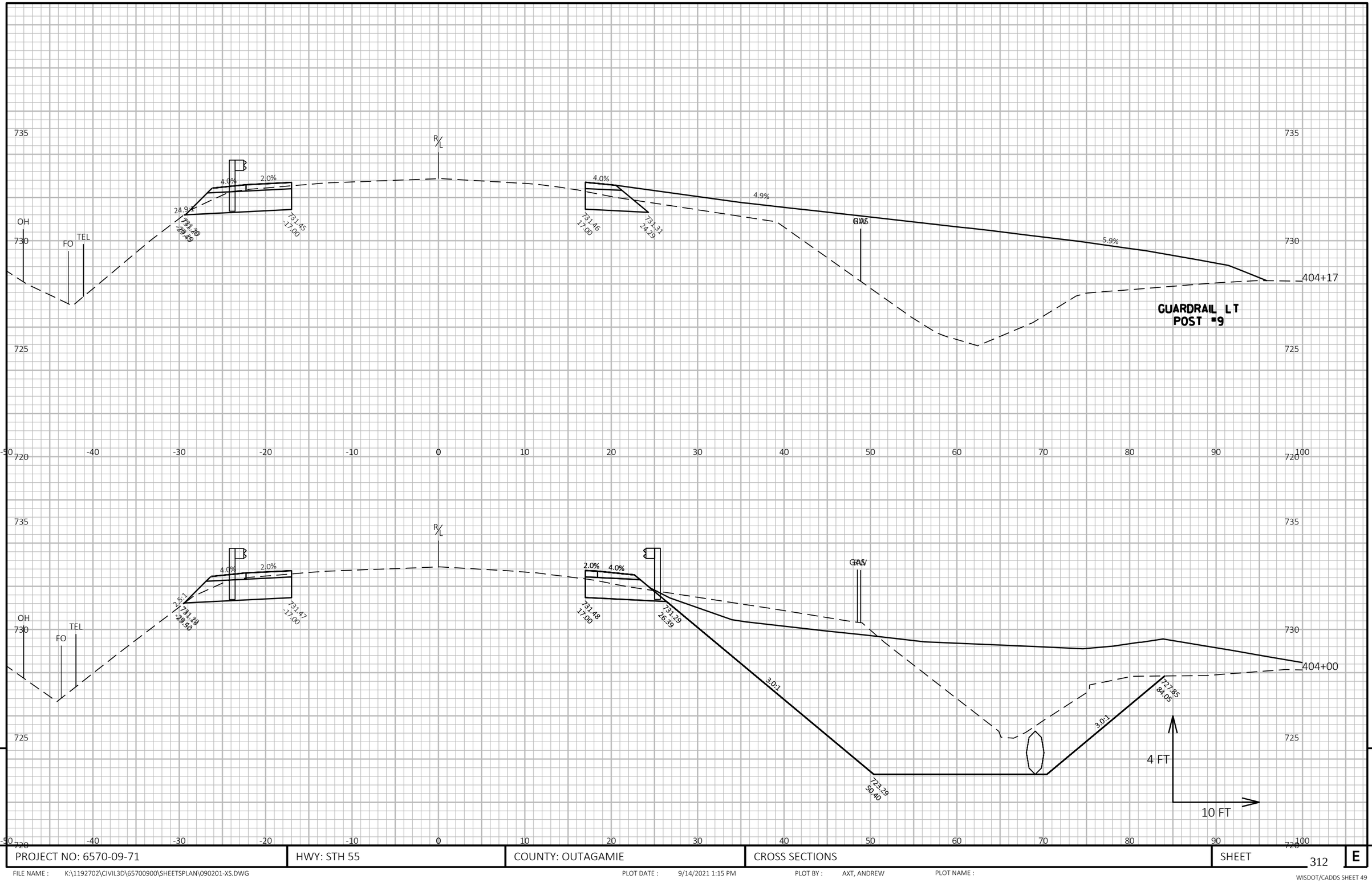
WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 311	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:15 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



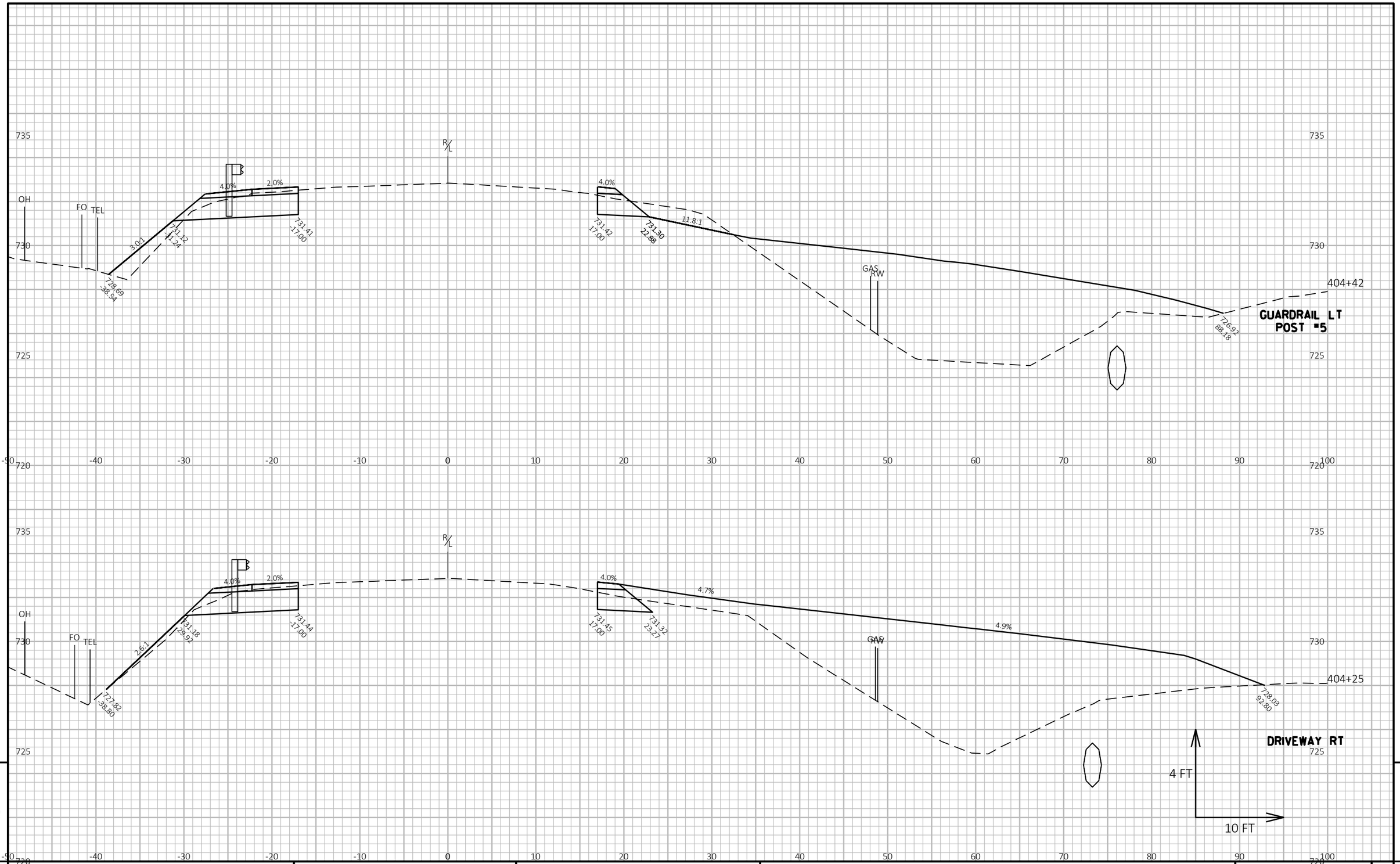
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 312	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:15 PM PLOT BY : AXT, ANDREW PLOT NAME :

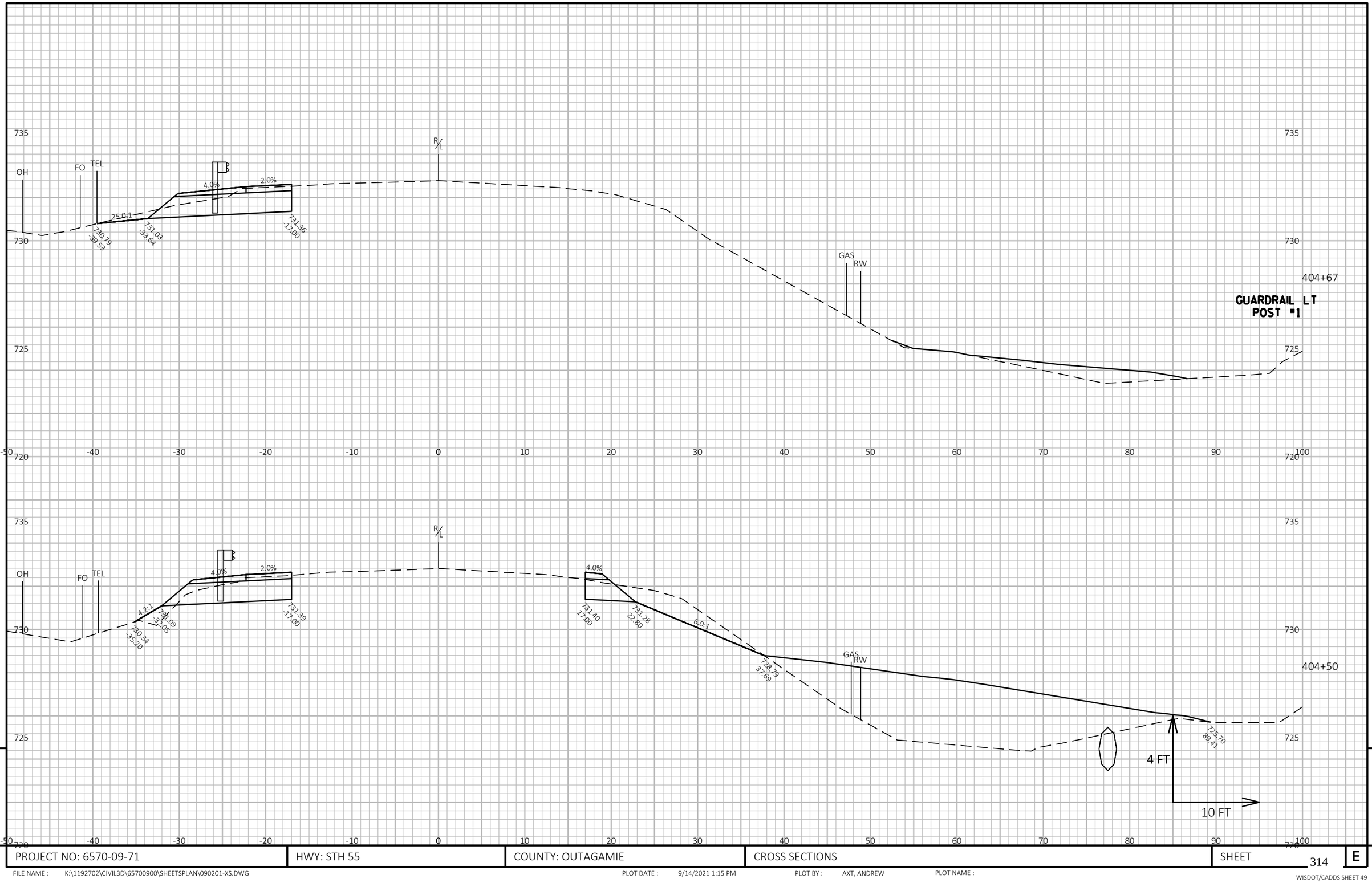
WISDOT/CADDS SHEET 49



PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 313 E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 2:03 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



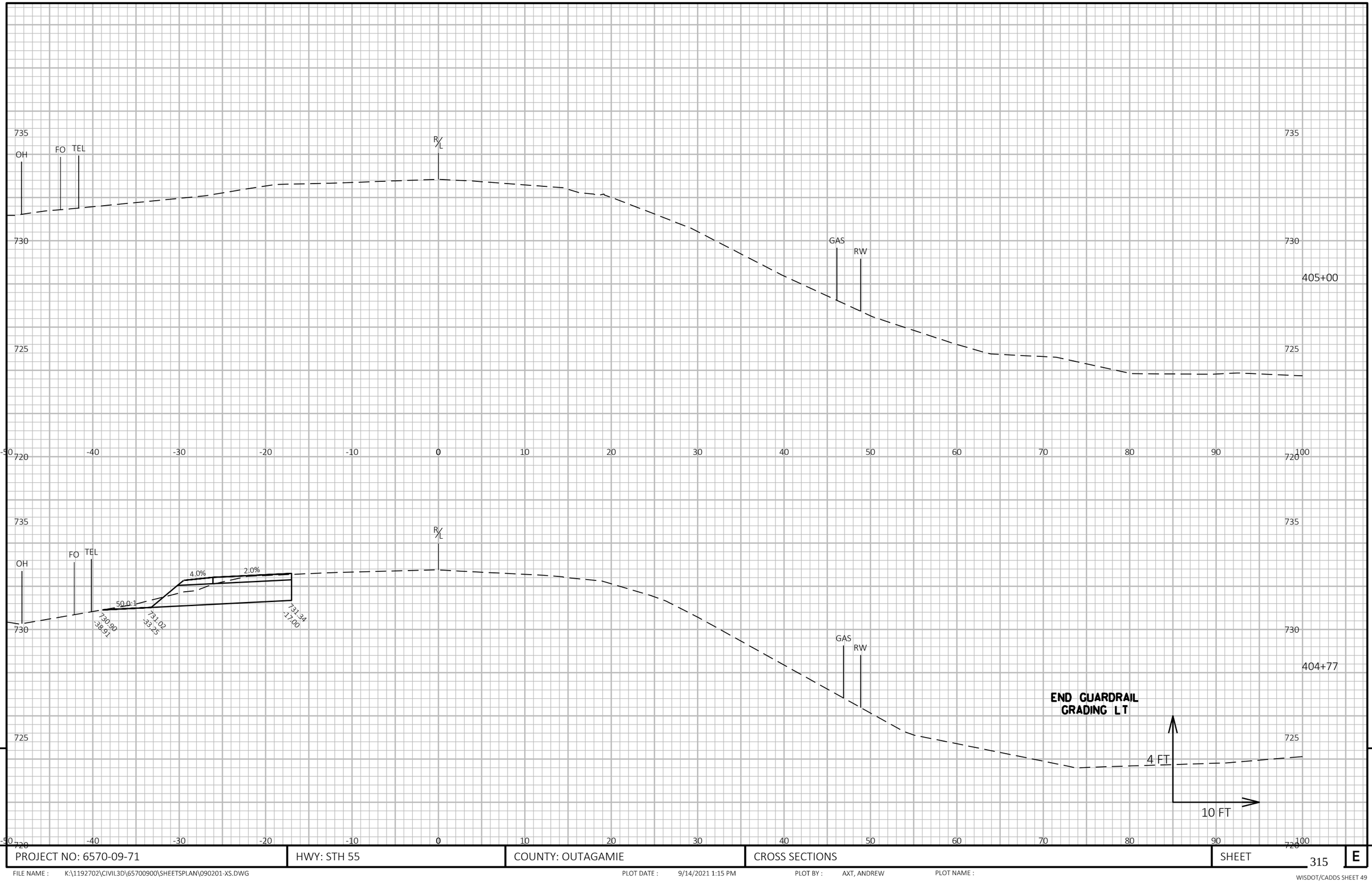
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 314	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:15 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 315	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:15 PM PLOT BY : AXT, ANDREW PLOT NAME :

760
755
750
760
755
750
760
755
750

TEL TEL CL RW

R/L

4.0%

753.91
17.00

752.73
26.43

RW

532+00

531+90

BEGIN GUARDRAIL
GRADING RT

531+50

4 FT

10 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

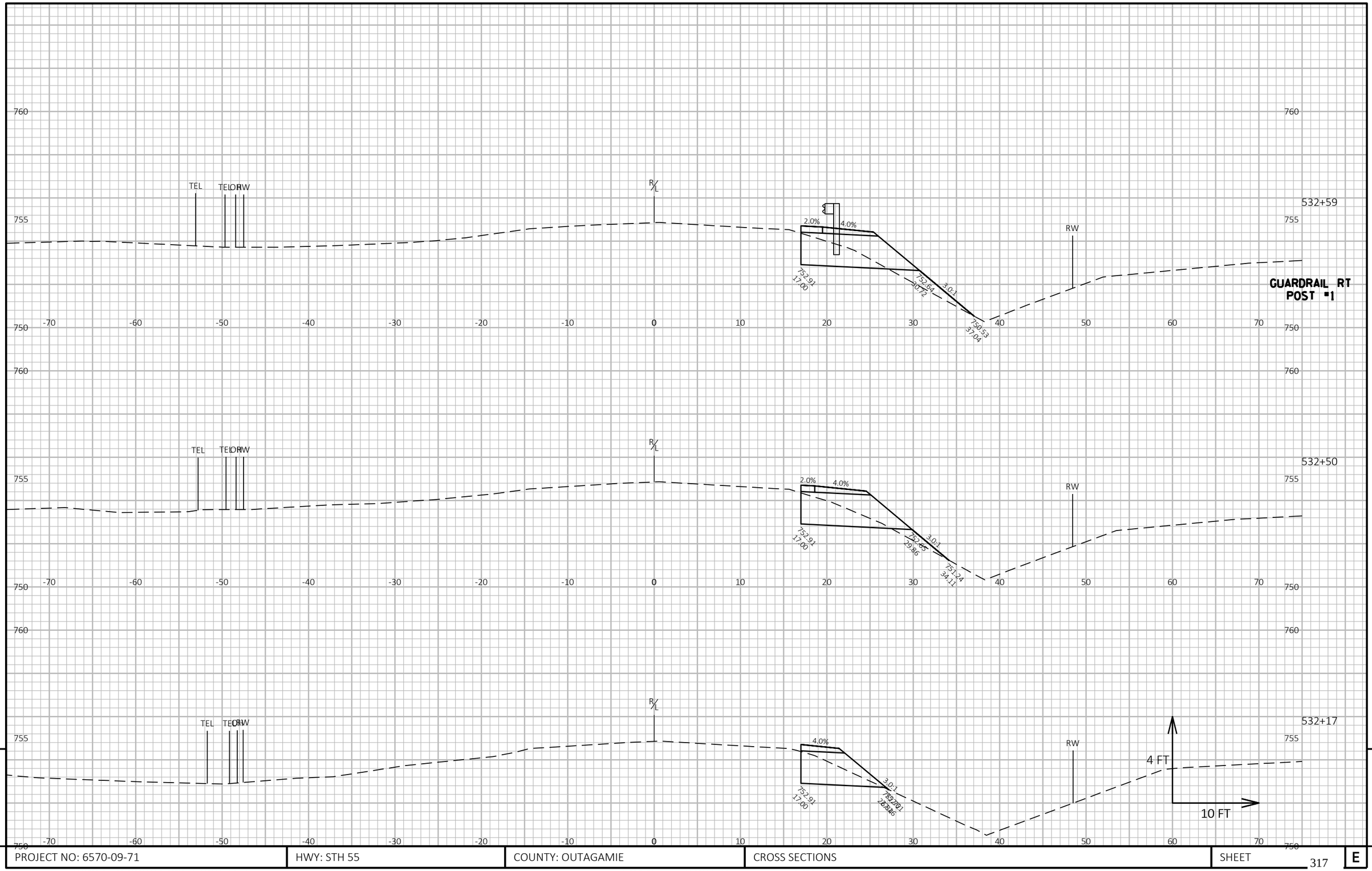
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 316	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:17 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



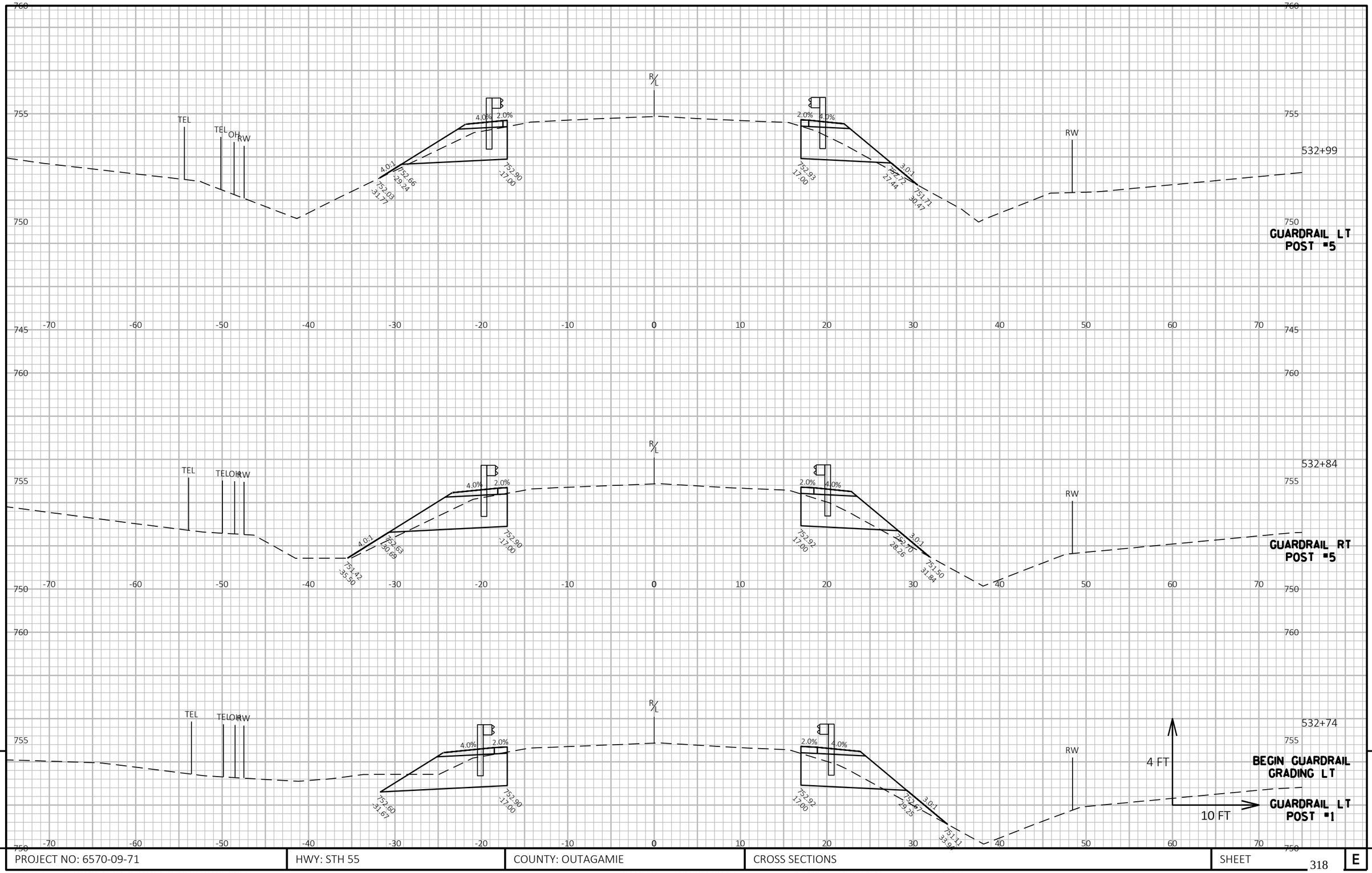
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 317	E

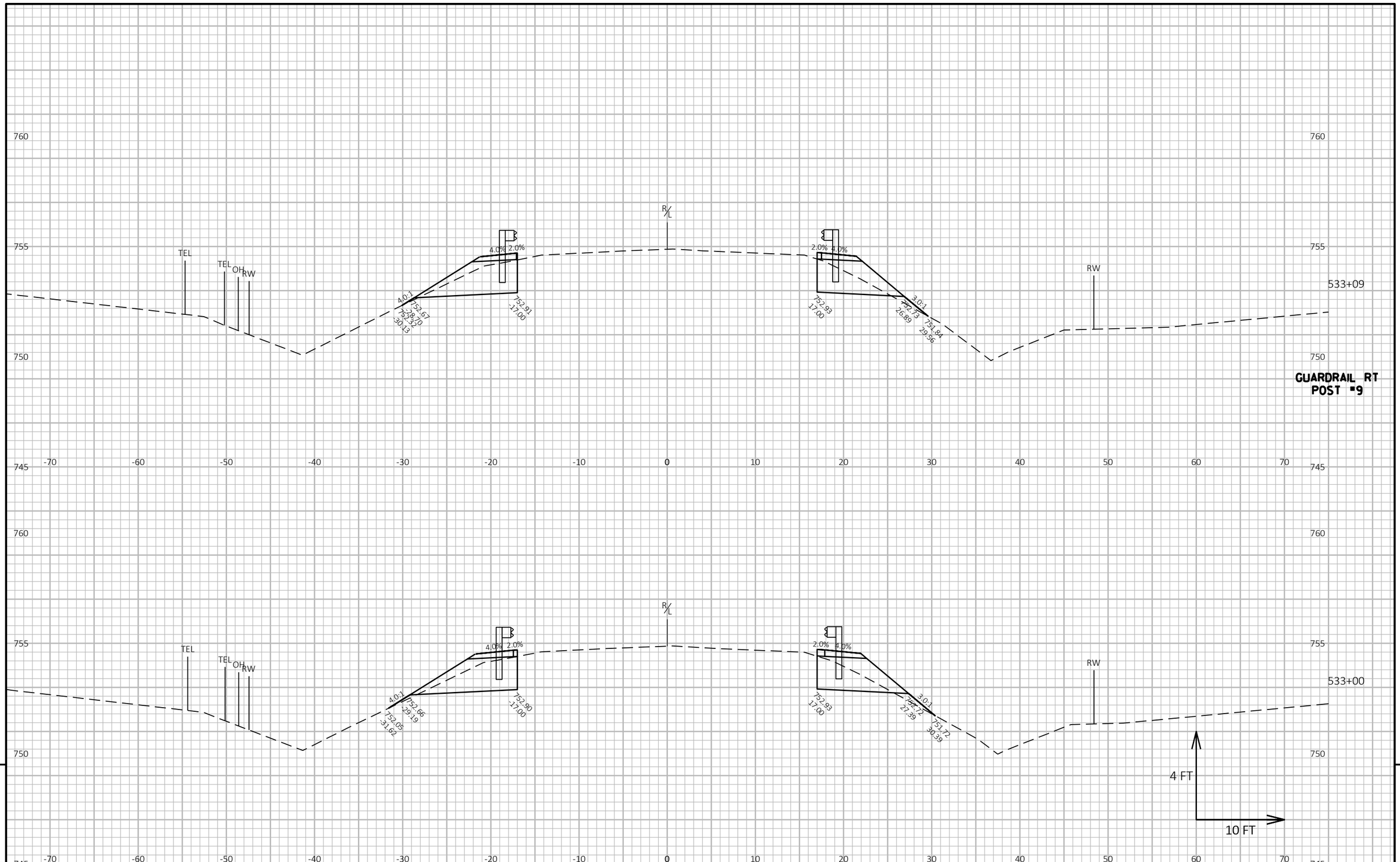
FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 318	E



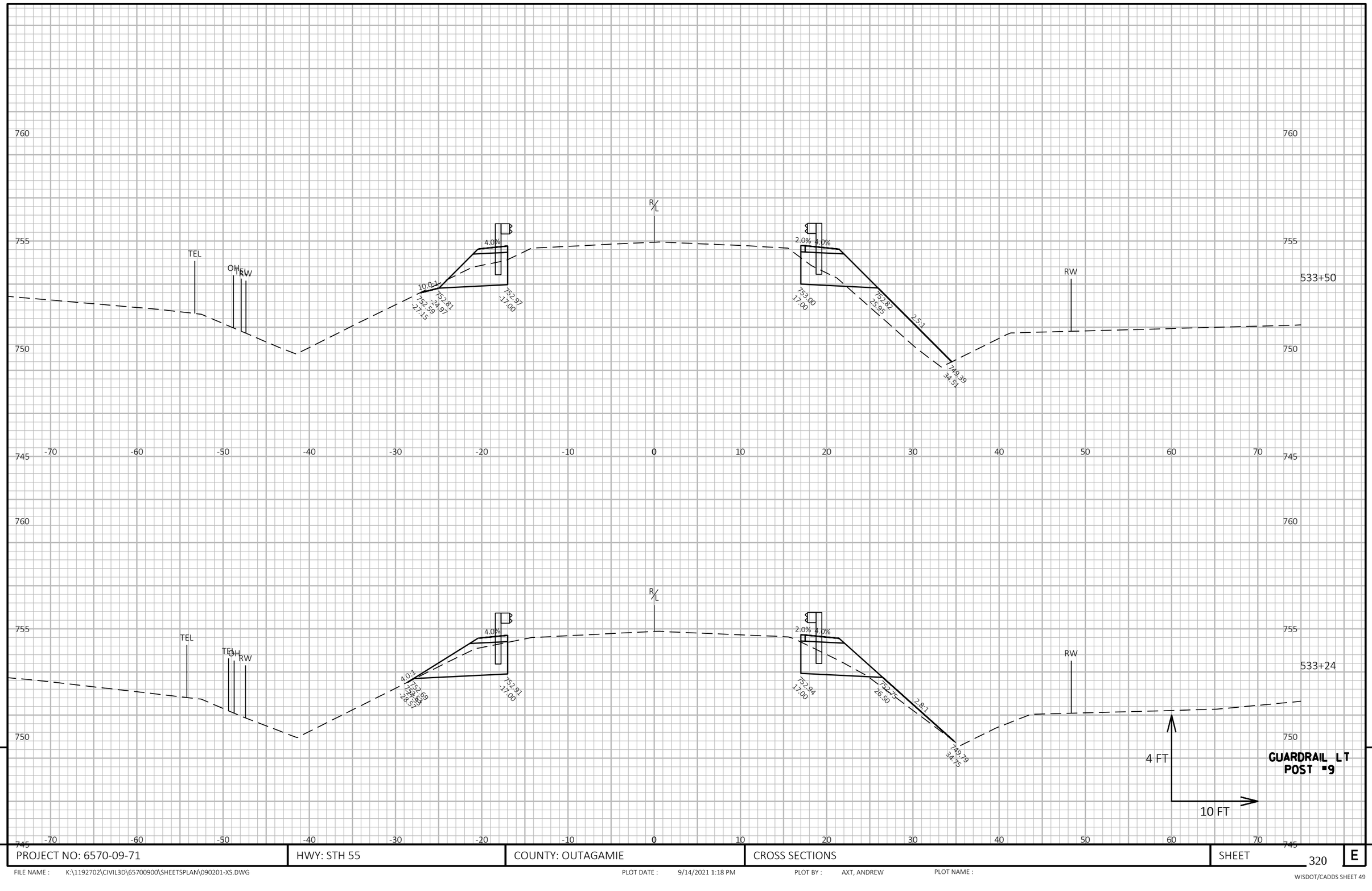
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 319	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



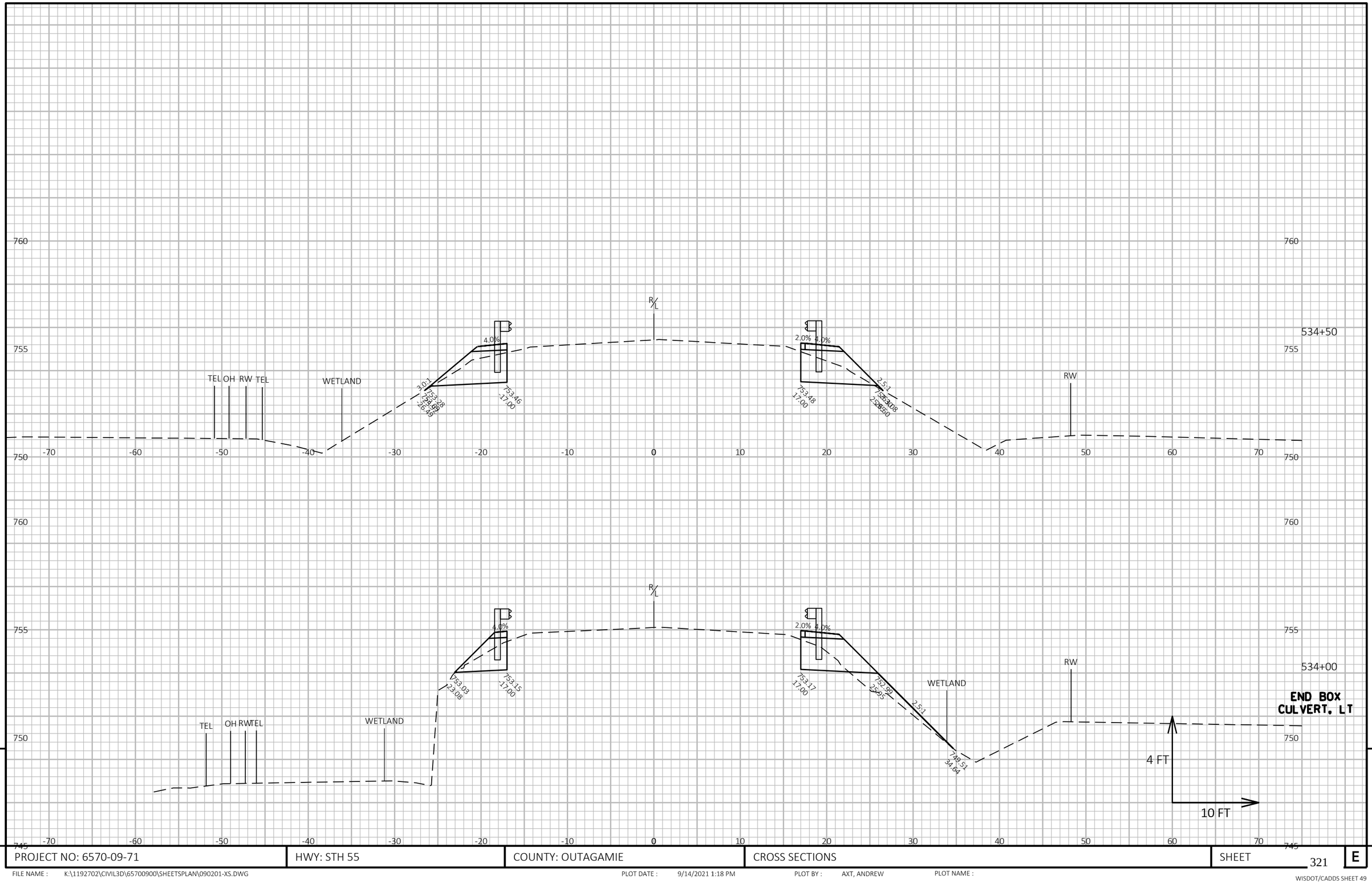
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 320	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



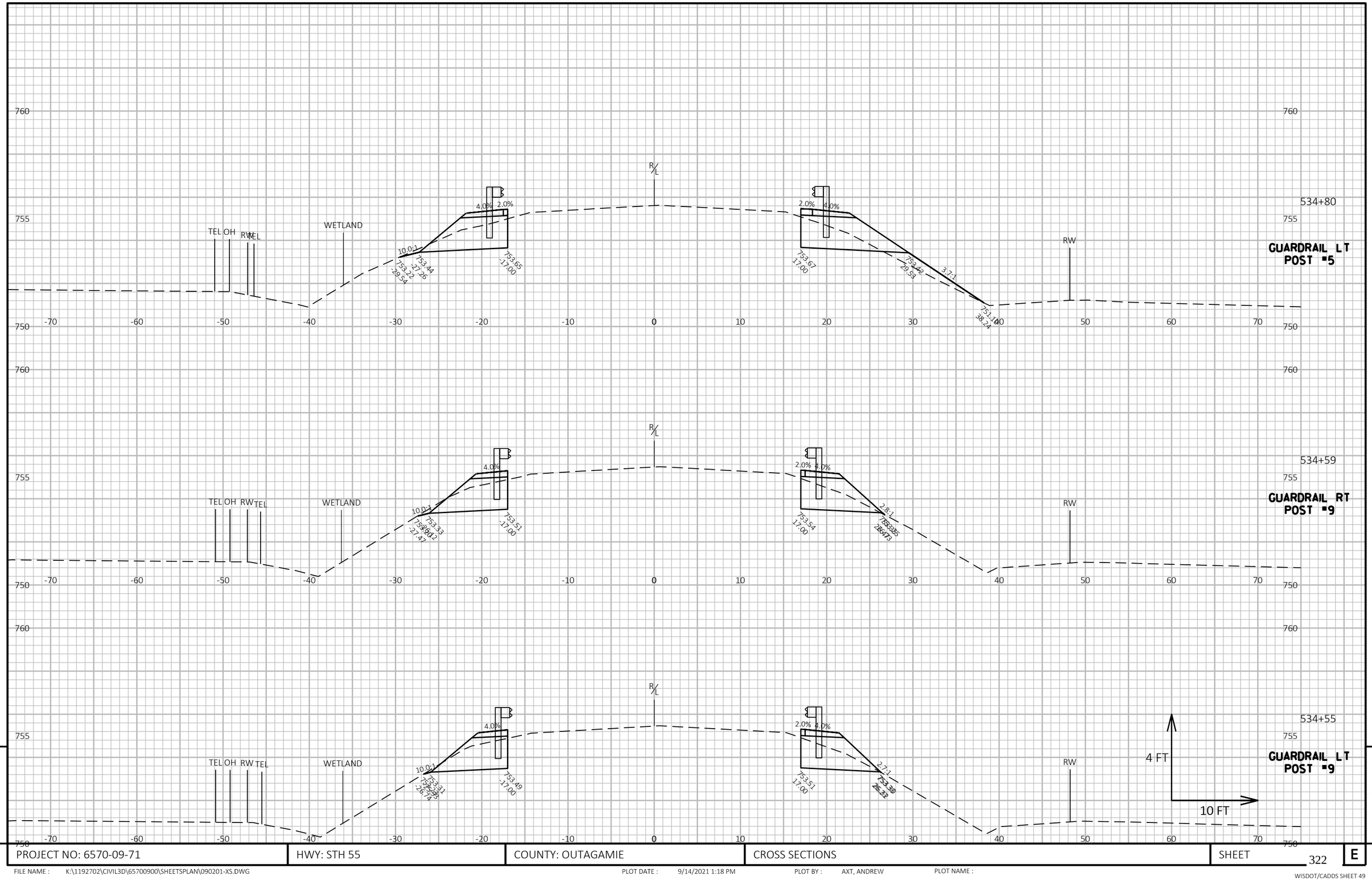
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 321	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



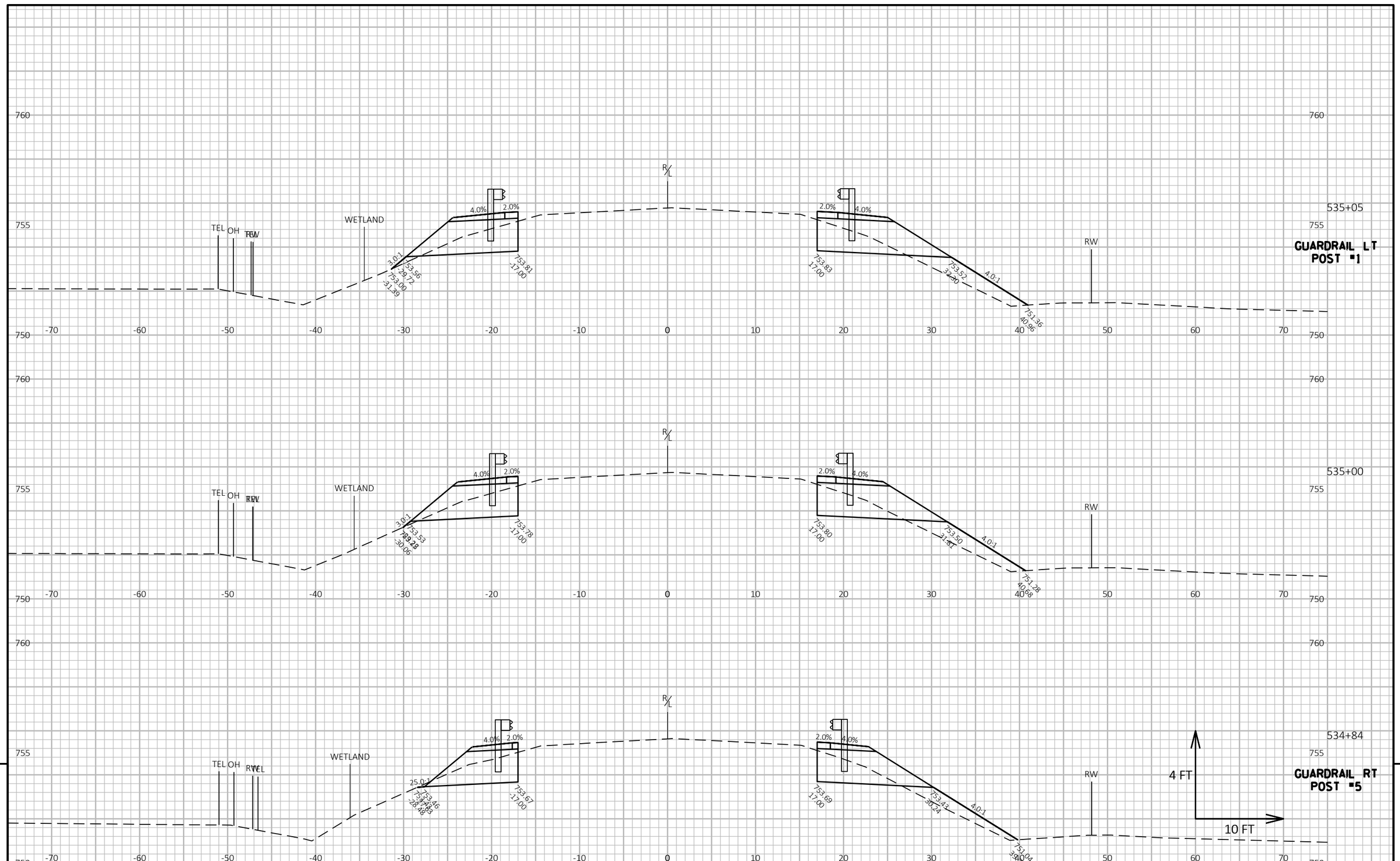
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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 322	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49

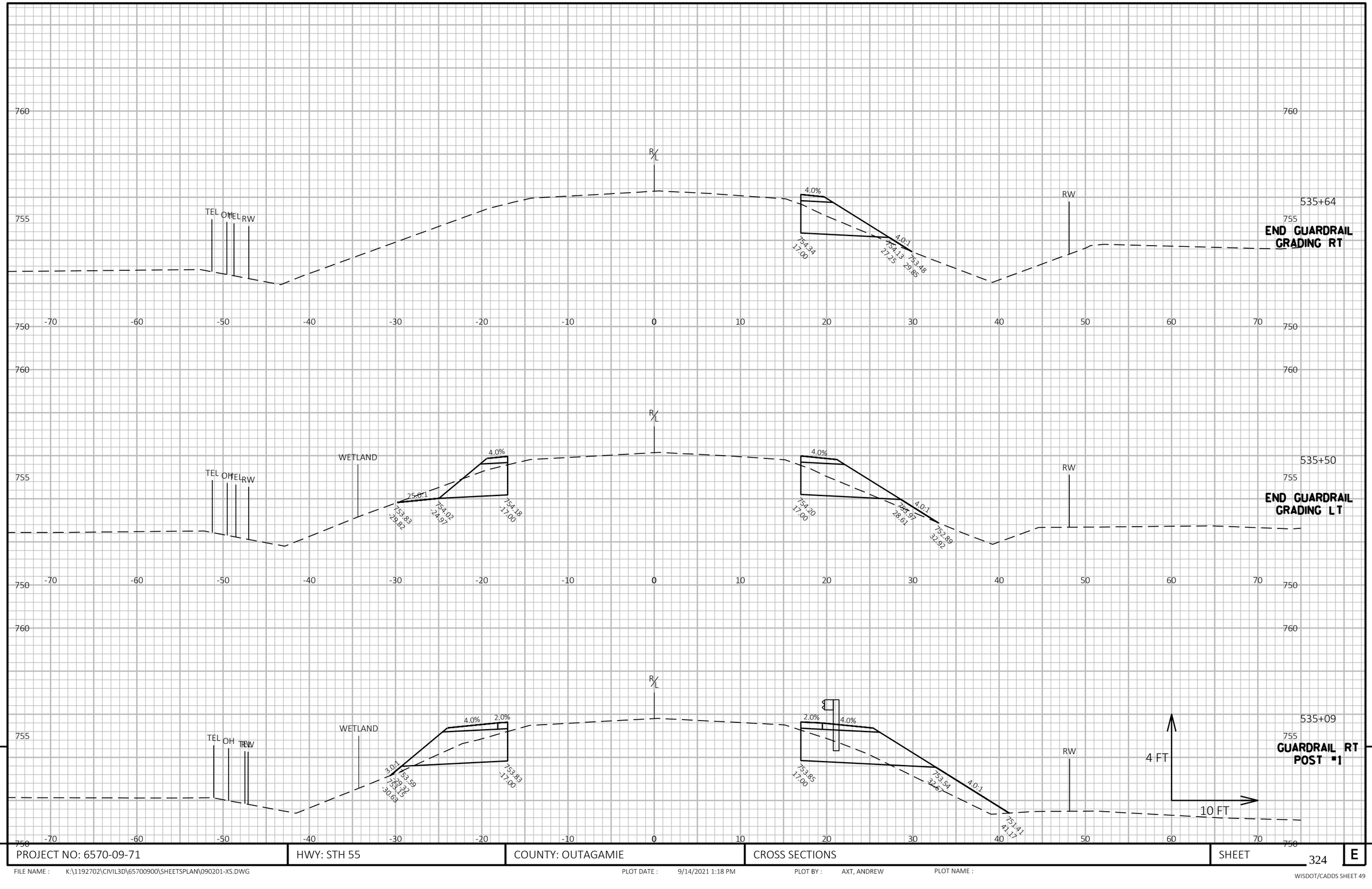


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PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 323	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 324	E

760

755

750

TEL

TEL

TEL

RW

R/L

RW

536+00

4 FT

10 FT

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

9

9

PROJECT NO: 6570-09-71	HWY: STH 55	COUNTY: OUTAGAMIE	CROSS SECTIONS	SHEET 325	E

FILE NAME : K:\1192702\CIVIL3D\65700900\SHEETSPLAN\090201-XS.DWG PLOT DATE : 9/14/2021 1:18 PM PLOT BY : AXT, ANDREW PLOT NAME :

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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