PROJECT ID: 6530-01-71 & 6350-01-72
WITH: N/A

33

COUNTY: GREEN LAKE & MARQUETTE

ORDER OF SHEETS

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

TOTAL SHEETS = 196

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6530-01-71		
6530-01-72		

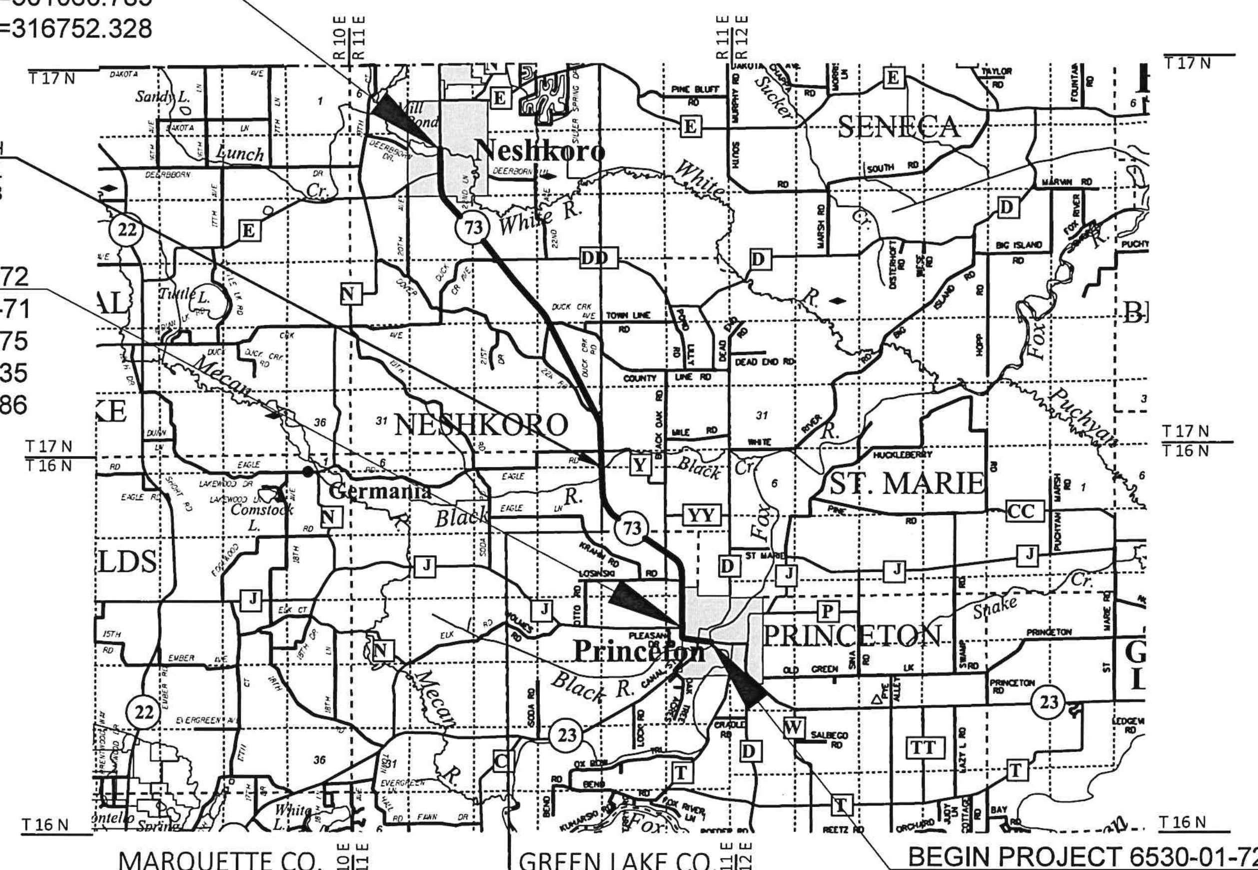
PRINCETON-PLAINFIELD
CTH J TO WHITE RIVER BRIDGE
STH 73
GREEN LAKE & MARQUETTE COUNTIES

STATE PROJECT NUMBER
6530-01-71

PRINCETON-PLAINFIELD
FOX RIVER BRIDGE TO CTH J
STH 73
GREEN LAKE COUNTY

STATE PROJECT NUMBER
6530-01-72

N



LAYOUT

SCALE 0 — 3 MI

NET LENGTH OF CENTERLINE 6530-01-71= 8.78 MILES
NET LENGTH OF CENTERLINE 6530-01-72= 0.67 MILES
TOTAL NET LENGTH OF CENTERLINE = 9.46 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, GREEN LAKE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

DESIGN DESIGNATION 6530-01-01

			FOX RIVER - STH 23	STH 23-CTH J	CTH J-WHITE RIVER
A.A.D.T.	2021	=	8800	3900	2500
A.A.D.T.	2041	=	10800	4800	2800
D.H.V.		=			
D.D.		=	61/39	60/40	60/40
T.		=	17%	6.7%	6.7%
DESIGN SPEED		=	25 M.P.H	35 M.P.H	55 M.P.H
ESALS		=			576,700

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'E8')
- 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

ORIGINAL PLANS PREPARED BY
QUEST Civil Engineers, LLC

ADAM J. OSYPOWSKI E-38889 STEVENS POINT WIS. PROFESSIONAL ENGINEER 10-13-21

(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	QUEST CIVIL ENGINEERS
Designer	QUEST CIVIL ENGINEERS
Project Manager	DANIEL HOLLOWAY
Regional Examiner	NC REGION
Regional Supervisor	NICOLE LYSNE

APPROVED FOR THE DEPARTMENT

DATE: Digitally signed by Daniel Holloway Date: 2021.10.13 13:54:52-05'00'

E

GENERAL NOTES

THE ALIGNMENT IN THIS PLAN IS BASED ON THE EXISTING AS BUILTS. THE ACTUAL ROADWAY CENTERLINE MAY DEVIATE FROM THE PLAN. NEW HMA PAVEMENT SHALL FOLLOW EXISTING ROADWAY CENTERLINE. ANY ADJUSTMENTS SHALL BE INCIDENTAL TO OTHER ITEMS IN THE CONTRACT.

EXISTING CURVE SUPER ELEVATION AND TRANSITIONS SHALL BE RESTORED IN-KIND. THE TRANSITIONS SHOWN ARE FROM THE AS-BUILT PLAN.

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

WHEN THE QUANTITY OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON THE DEPTH OR THICKNESS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL DEPTH WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL BY THE ENGINEER IN THE FIELD.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF ALL LANDMARKS, BENCHMARKS, AND OTHER CONTROL POINTS IN ALL AREAS WHERE SUCH LANDMARKS, BENCHMARKS, OR OTHER CONTROL POINTS MAY EXIST.

THE CONTRACTOR SHALL PROTECT ALL SURVEY MARKERS. SURVEY MARKERS SHALL NOT BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESHAPING AND RESTORATION (INCLUDING, BUT NOT LIMITED TO, SEED, FERTILIZER, MULCH, AND EROSION MAT) OF ANY DISTURBED AREAS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AS DETERMINED BY THE ENGINEER.

RUNOFF COEFFICENT 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-.85											
GRAVEL ROADS, SHOULDERS	.40-.60											

TOTAL PROJECT AREA = 35 ac
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES= 0.75 ac

UTILITY CONTACTS

ANR PIPELINE – PETROLEUM
TODD BRISTER
W 3925 PIPELINE LANE
EDEN, WI, 53019
OFFICE: 920-477-2235
MOBILE: 920-979-0060
EMAIL: Todd_Brister@tcenergy.com

ADAMS COLUMBIA ELECTRICAL COOP
DUANE MOORE
401 E. LAKE ST
FRIENDSHIP, WI 53934
PHONE 800-831-8629 EXT. 424
EMAIL: dmoore@acecwi.com

ALLIANT ENERGY – ELECTRIC
CODY JACKSON
506 FENTON ST.
RIPON, WI 54971
PHONE: 920-748-4013
EMAIL: cody.Jackson@alliantenergy.com

CENTURYLINK – COMMUNICATIONS
STEVE BISHOP
130 4TH ST.
BARABOO, WI 53913
OFFICE 608-355-7501
MOBILE: 608-963-8594
EMAIL: steven.bishop@lumen.com

CHARTER COMMUNICATIONS – COMMUNICATIONS
NICK FRASE
1515 WASHINGTON ST.
WEST BEND, WI 53095
OFFICE: 920-304-6797
MOBILE: 920-34-6797
EMAEIL: nick.frase@charter.com

CITY OF PRINCETON – ELECTRIC
MARY LOU NEUBAUER
531 SOUTH FULTON STREET
PO BOX 53
PRINCETON, WI 54968-0053
OFFICE: 920-295-6612
E-MAIL: mneubauer@cityofprincetonwi.com

CITY OF PRINCETON – SANITARY SEWER
MARY LOU NEUBAUER
531 SOUTH FULTON STREET
PO BOX 53
PRINCETON, WI 54968-0053
OFFICE: 920-295-6612
E-MAIL: mneubauer@cityofprincetonwi.com

CITY OF PRINCETON – WATER
MARY LOU NEUBAUER
531 SOUTH FULTON STREET
PO BOX 53
PRINCETON, WI 54968-0053
OFFICE: 920-295-6612
E-MAIL: mneubauer@cityofprincetonwi.com

NESHKORO WASTEWATER TREATMENT FACILITY – SANITARY SEWER
BOB VANDERGRINTEN
PO BOX 265
NESHKORO, WI 54960
OFFICE: 920-293-4410
MOBILE: 920-293-1710
E-MAIL: vander75grinten@gmail.com

WE ENERGIES - GAS
LARRY KOCH
1921 8TH ST S
WISCONSIN RAPIDS, WI 54494
OFFICE: 715-421-7249
MOBILE: 715-421-9293
EMAIL: larry.Koch@we-energies.com

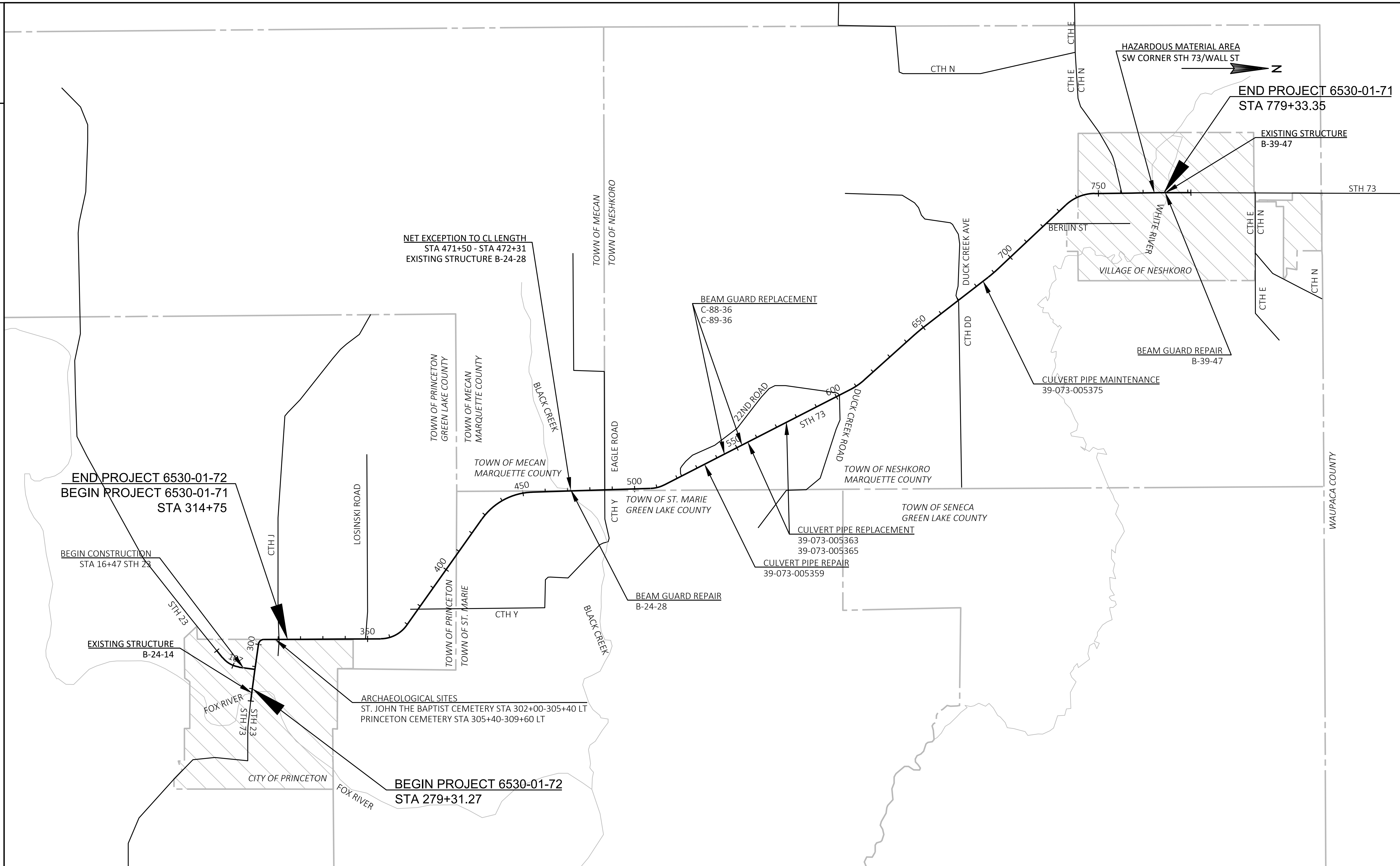
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

DNR CONTACTS

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(GREEN LAKE COUNTY)
JAY SCHIEFELBEIN
2984 SHAWANO AVE
GREEN BAY WI 54313
TELEPHONE: 920-360-3784
Jeremiah.schiefelbein@wi.gov

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
(MARQUETTE COUNTY)
CASEY JONES
625 E. CTY RD Y
SUITE 700
OSHKOSH, WI 54901
TELEPHONE: 715-213-6571 MOBILE
Casey.Jones@wisconsin.gov

2

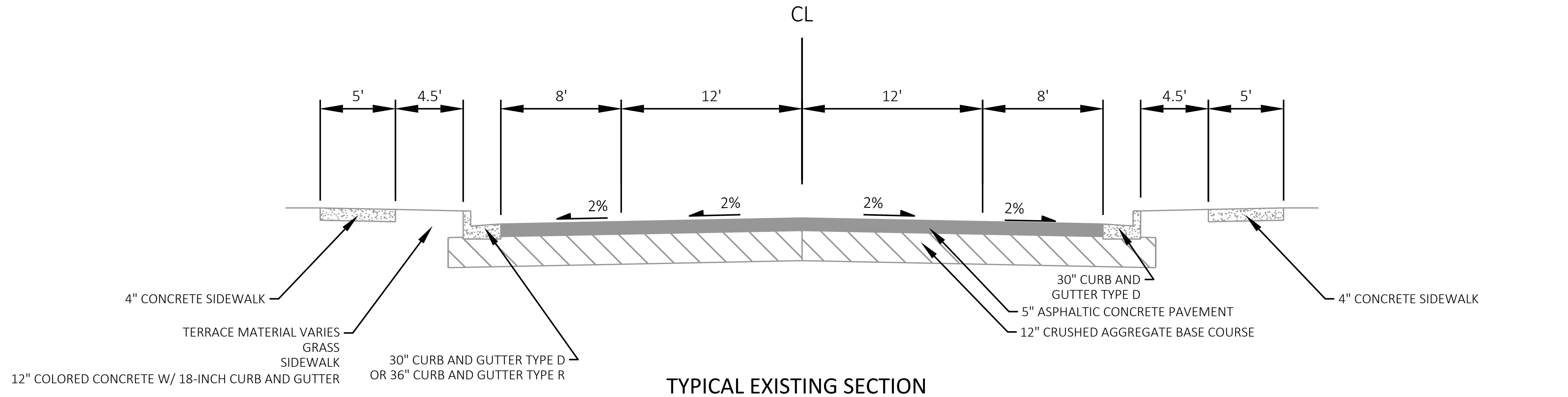


2

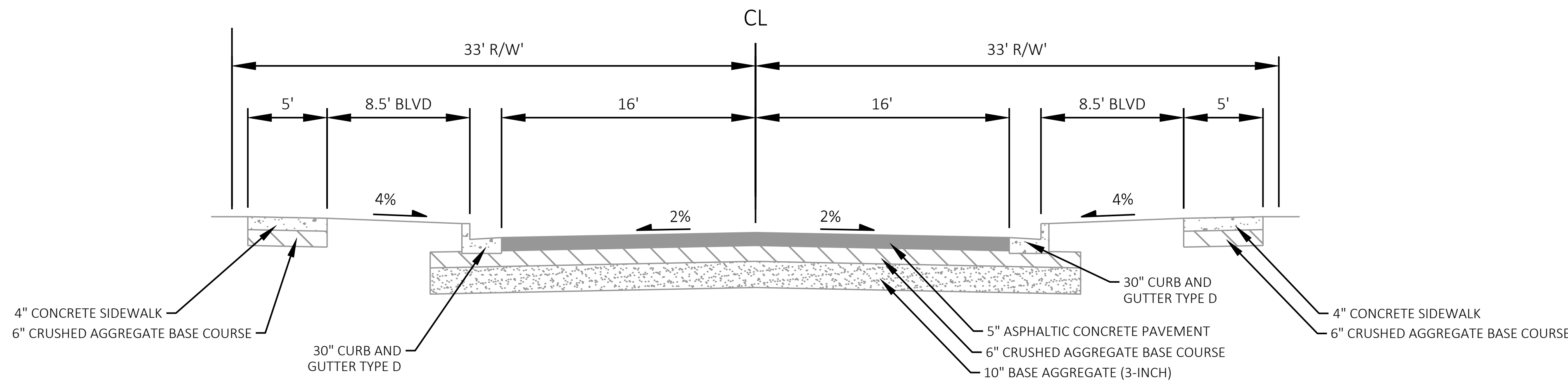
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	PROJECT OVERVIEW	SHEET :3	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\020201_PO-73.DWG PLOT DATE : 5/7/2021 7:41 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1:4000 & 1:4000
LAYOUT NAME - Plan Dbl 1 IN 200 FT

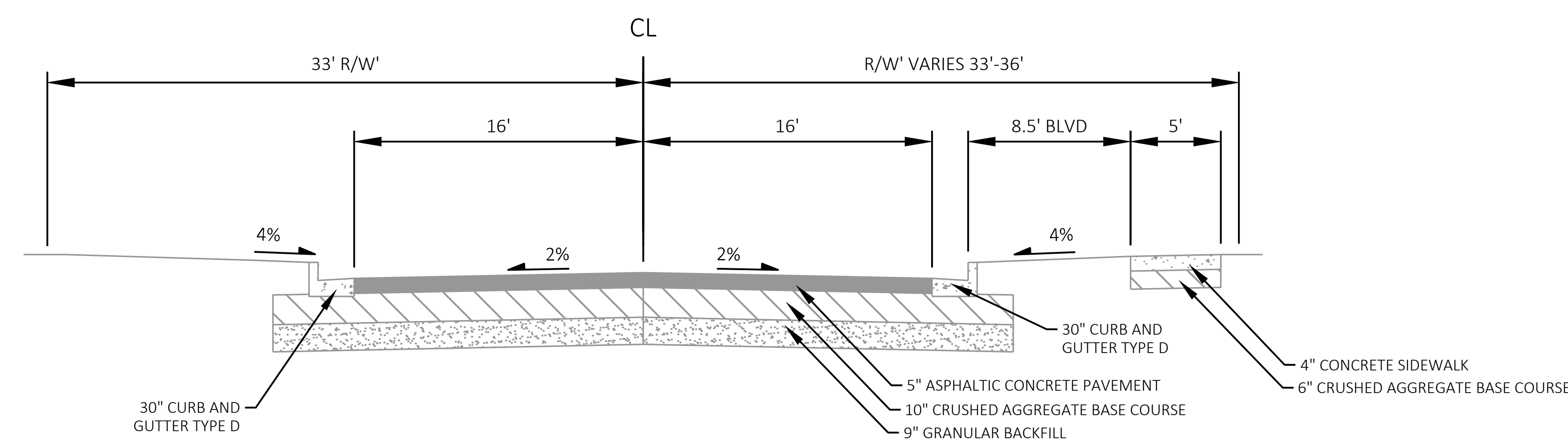
WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION
STA 279+35 TO 289+20

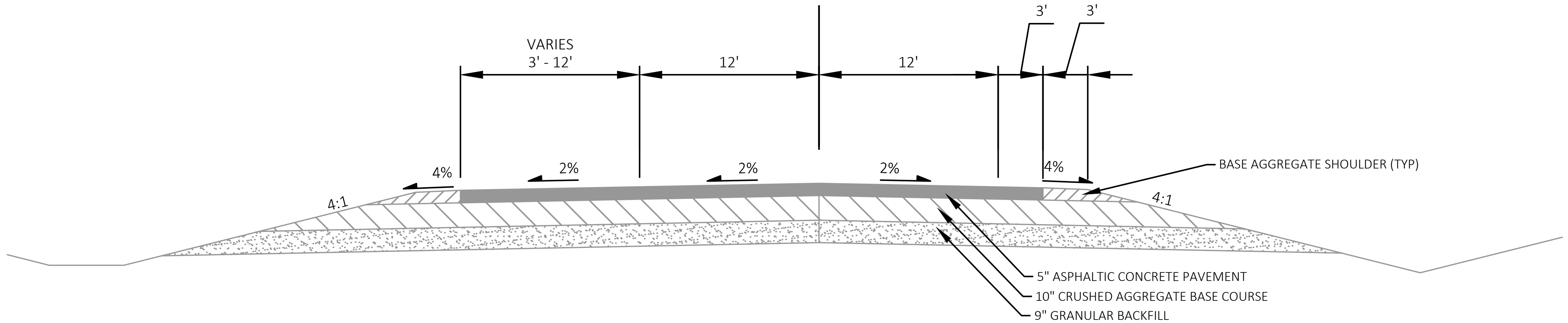


TYPICAL EXISTING SECTION
STA 289+20 TO 304+50

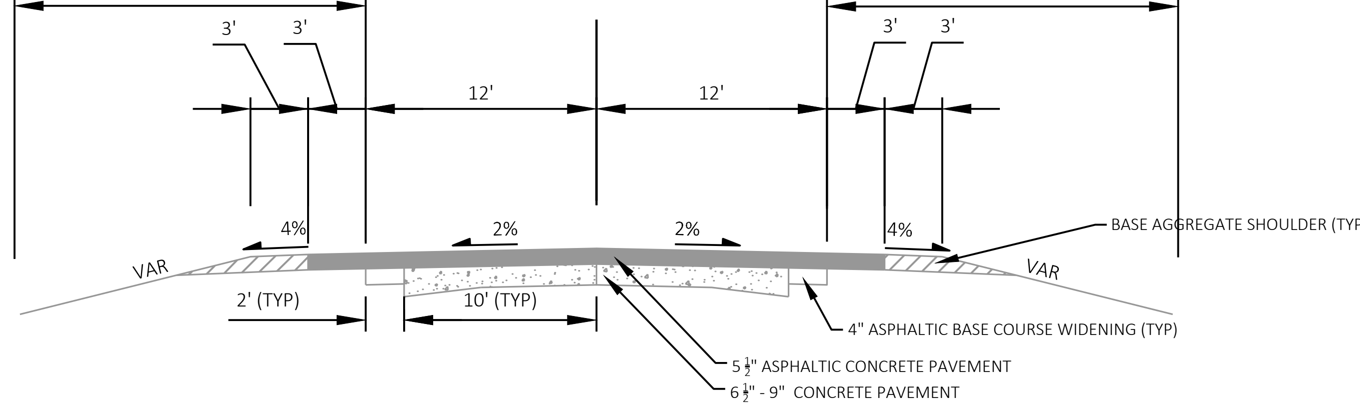


TYPICAL EXISTING SECTION
STA 304+50 TO 310+75

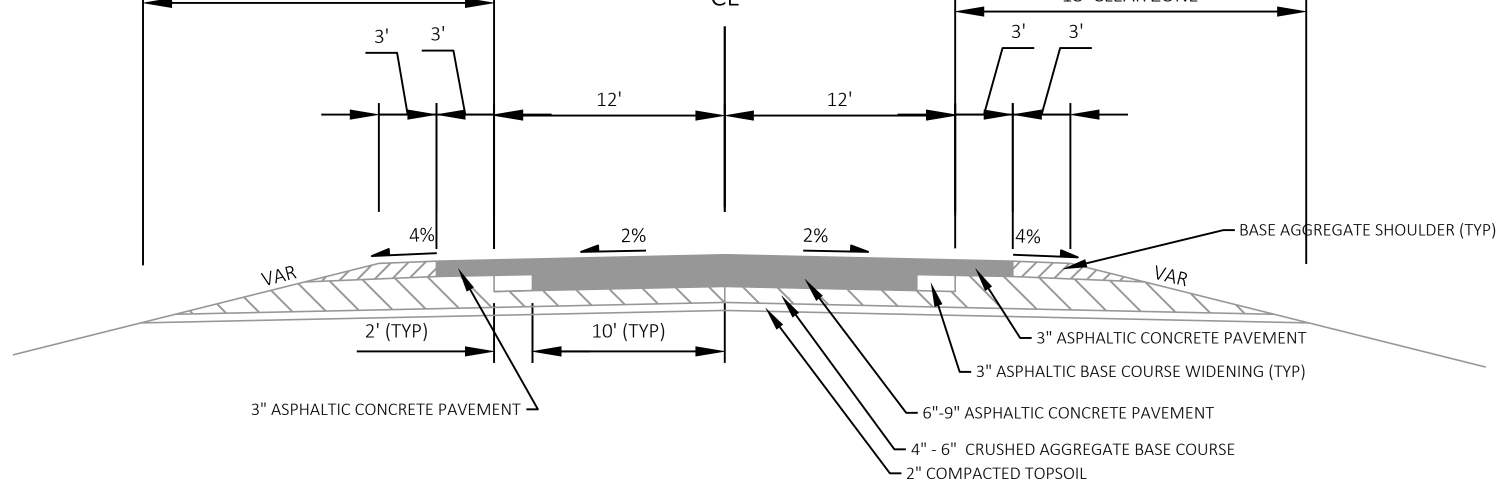
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TYPICAL SECTIONS	SHEET 4	E



TYPICAL EXISTING SECTION
STA 310+75 TO 314+75

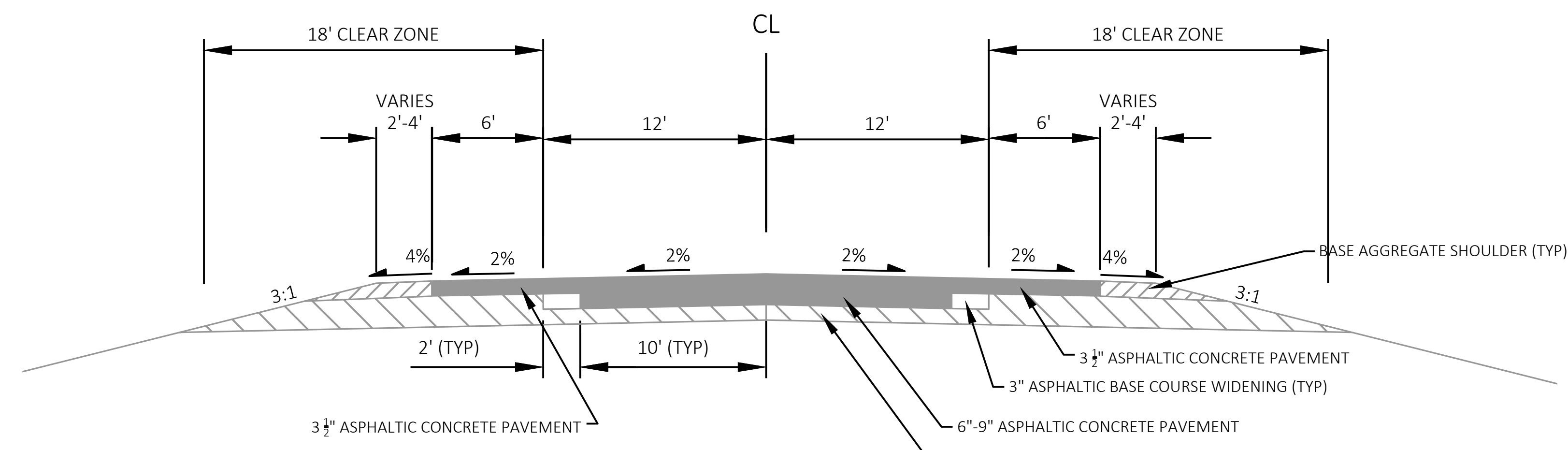


TYPICAL EXISTING SECTION
STA 314+75 TO 471+50
STA 472+31 TO 500+00

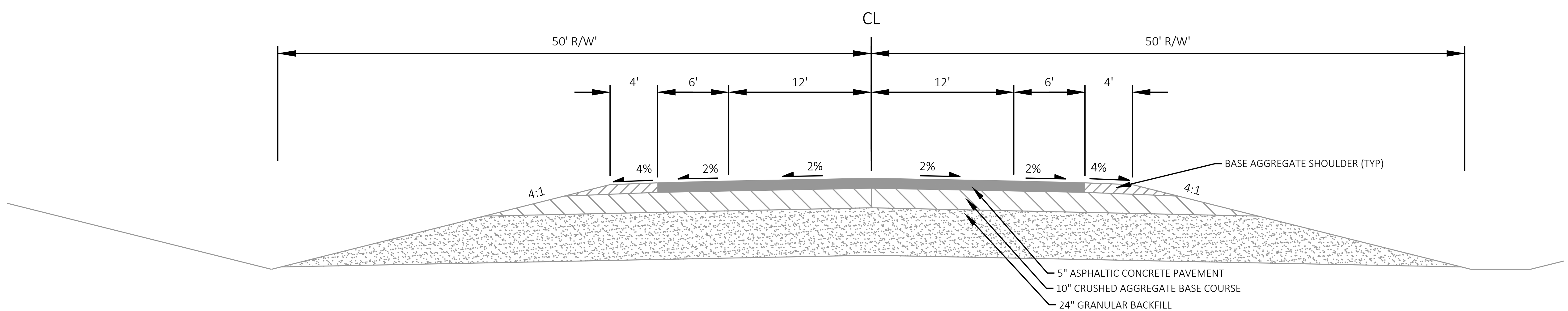


TYPICAL EXISTING SECTION
STA 500+00 TO 752+75

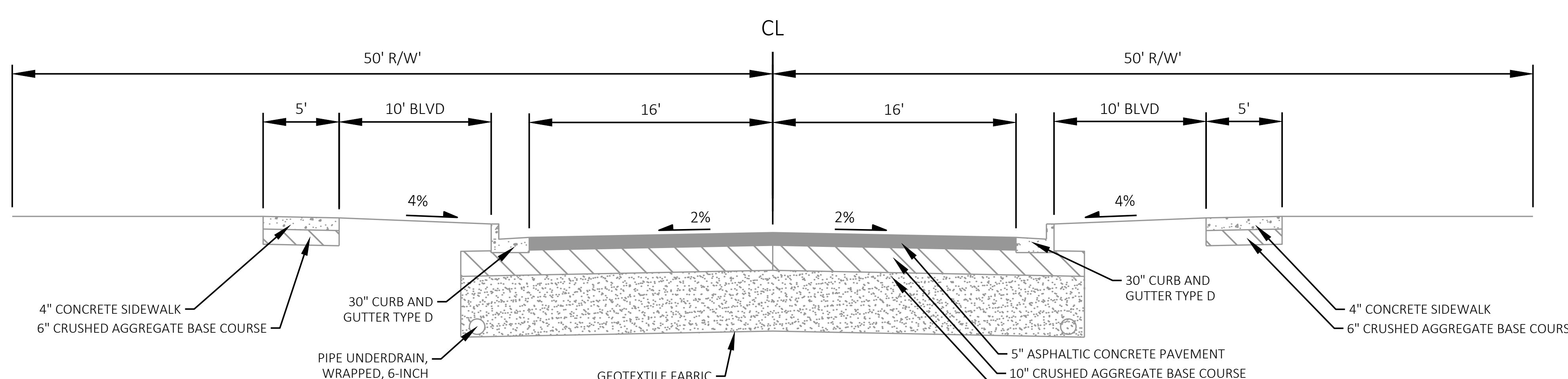
2



TYPICAL EXISTING SECTION
STA 752+75 TO 757+00



TYPICAL EXISTING SECTION
STA 757+00 TO 758+00



TYPICAL EXISTING SECTION
STA 758+00 TO 767+60

2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TYPICAL SECTIONS	SHEET 6	E

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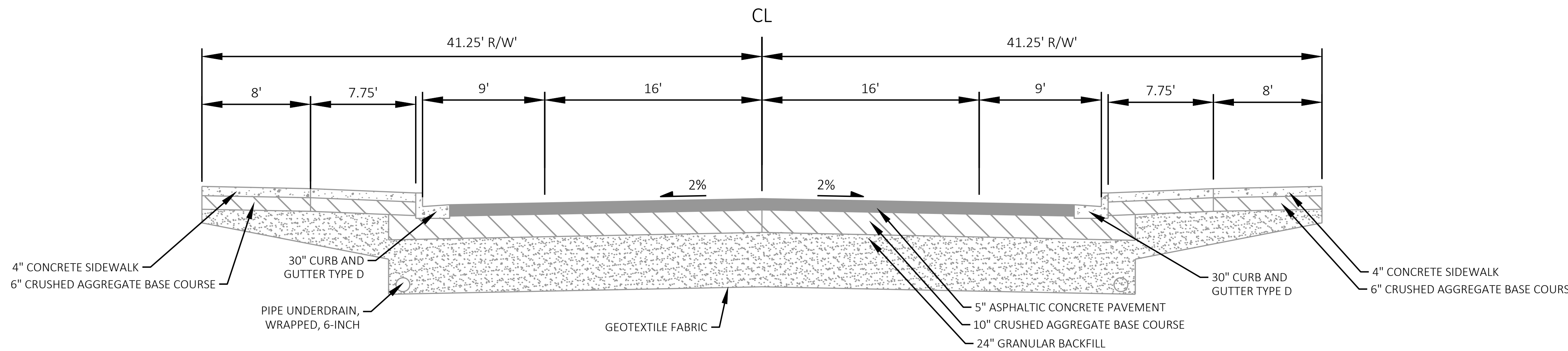
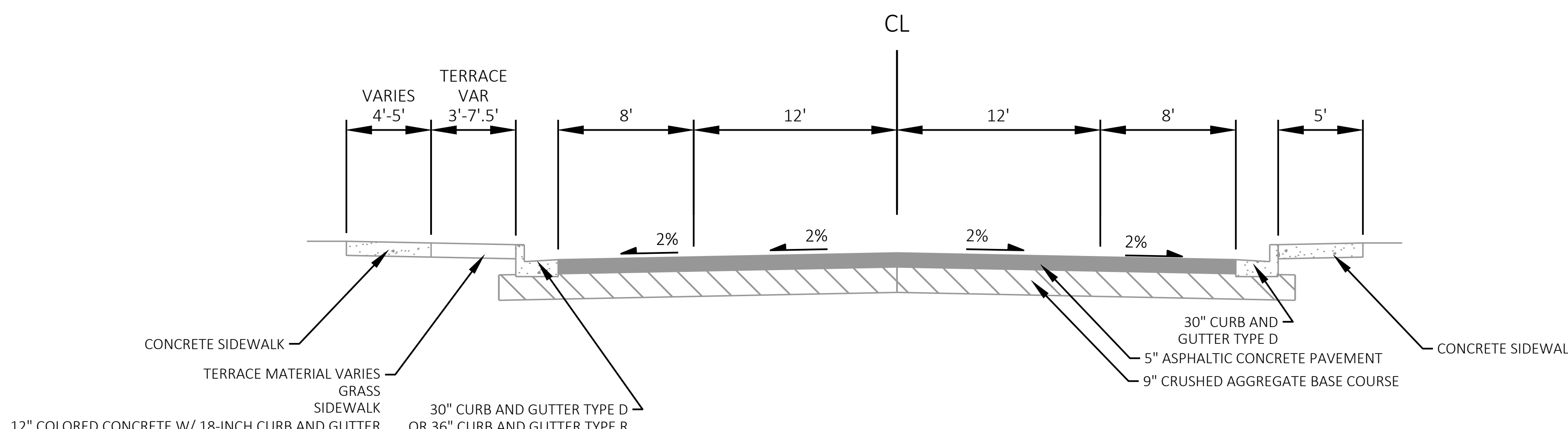
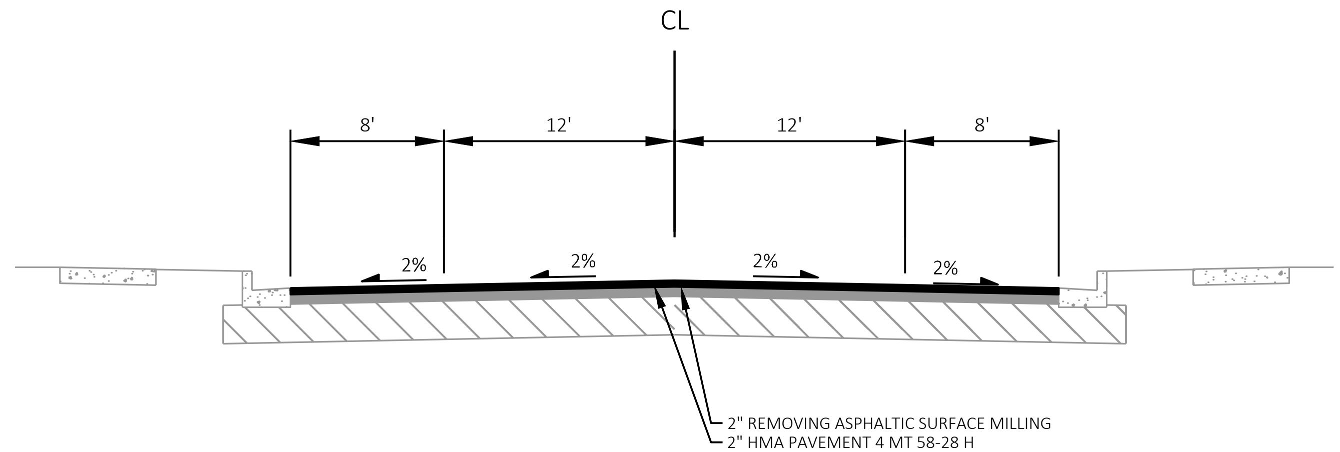
LAYOUT NAME - 03
PLOT DATE : 8/9/2021 10:21 AM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



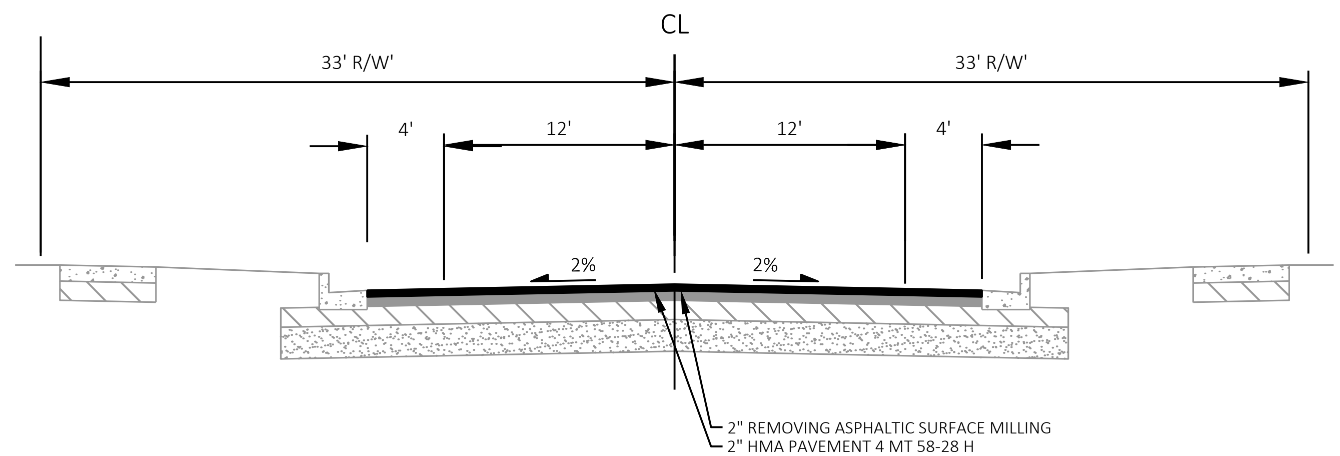
TYPICAL EXISTING SECTION
STA 767+60 TO 779+33



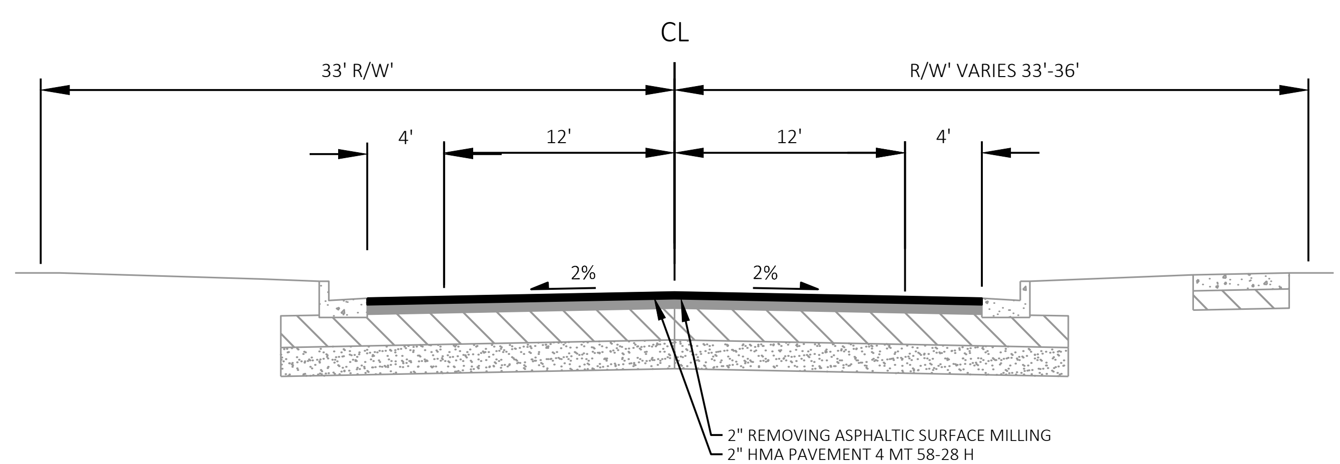
TYPICAL EXISTING SECTION
STH 23 - STA 16+47 TO 20+00



TYPICAL FINISHED SECTION
STA 279+35 TO 289+20

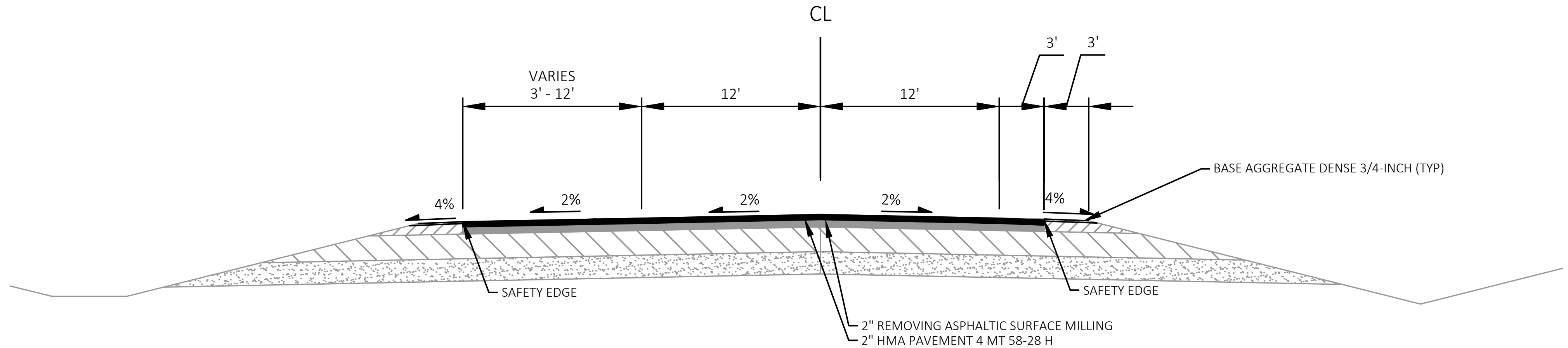


TYPICAL FINISHED SECTION
STA 289+20 TO 304+50

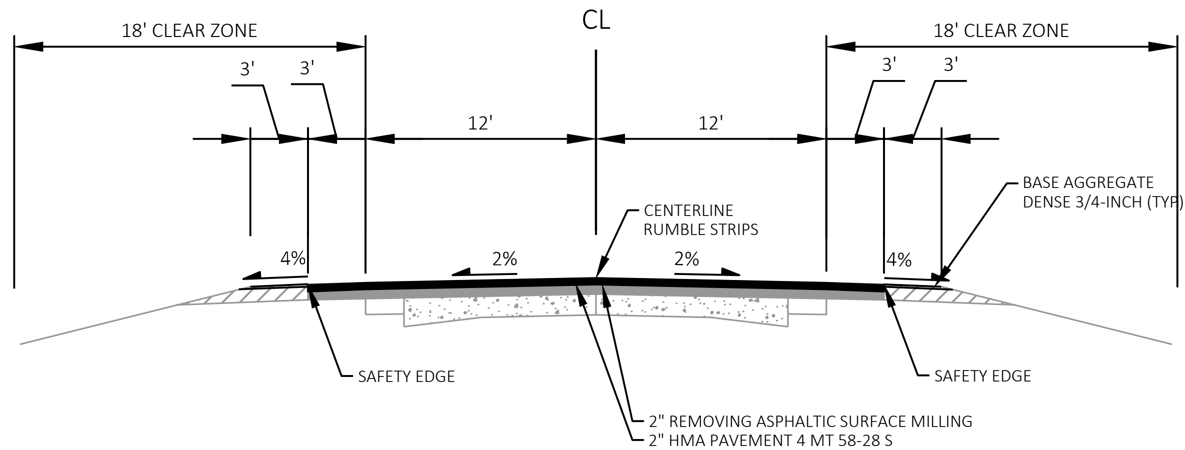


TYPICAL FINISHED SECTION
STA 304+50 TO 310+75

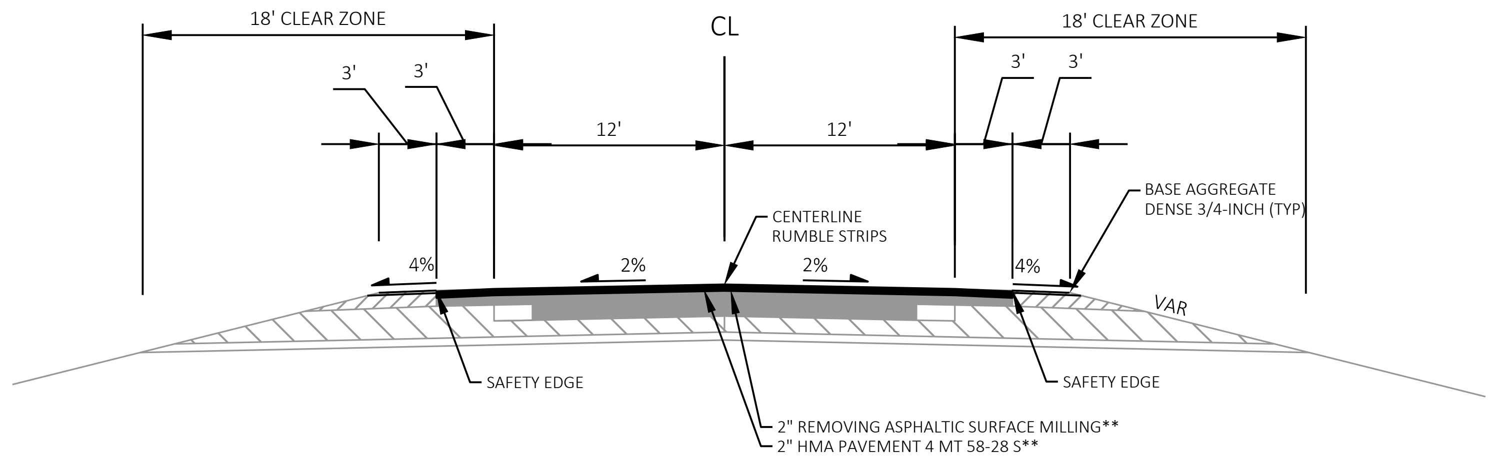
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION
STA 310+75 TO 314+75

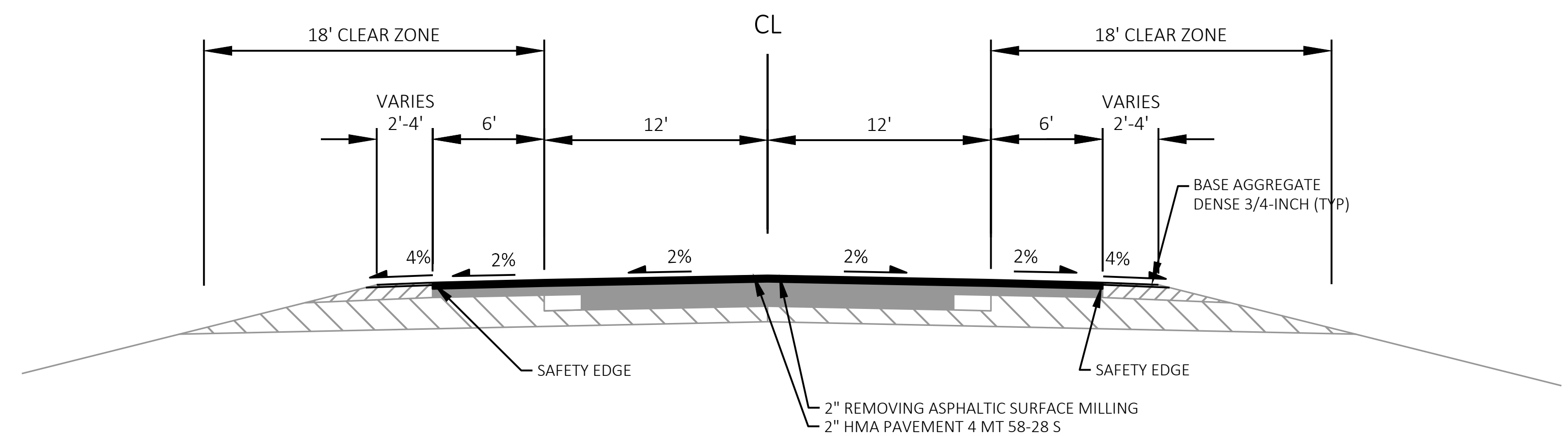


TYPICAL FINISHED SECTION
STA 314+75 TO 471+50
STA 472+31 TO 500+00

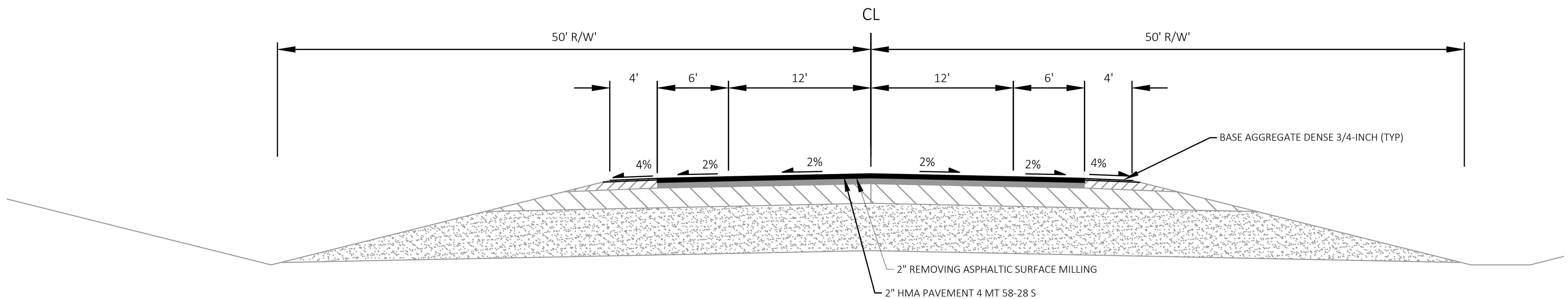


TYPICAL FINISHED SECTION
STA 500+00 TO 752+75

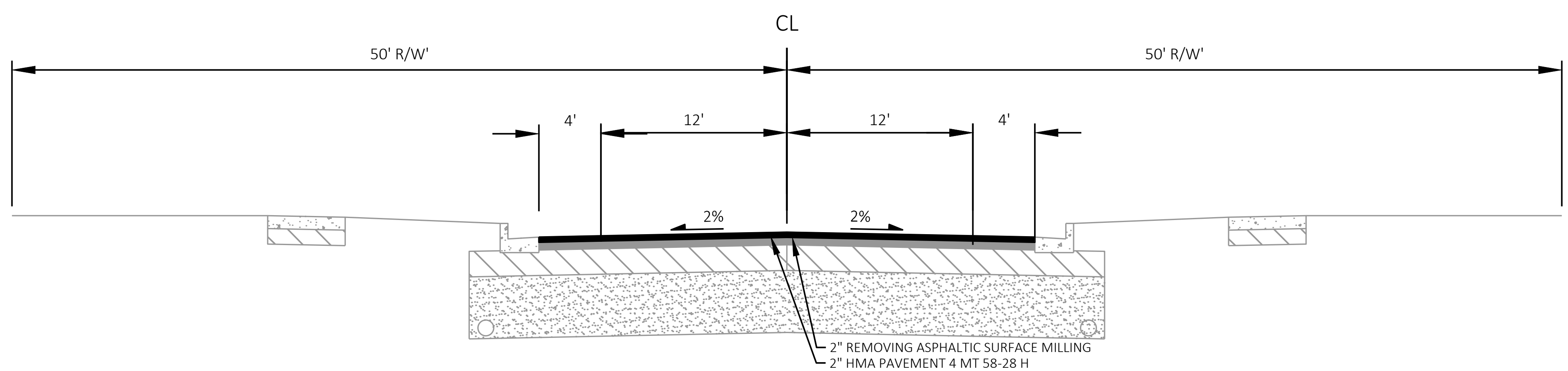
** FROM APPROX 613+00-616+00
MILL AND OVERLAY 4 INCHES



TYPICAL FINISHED SECTION
STA 752+75 TO 757+00

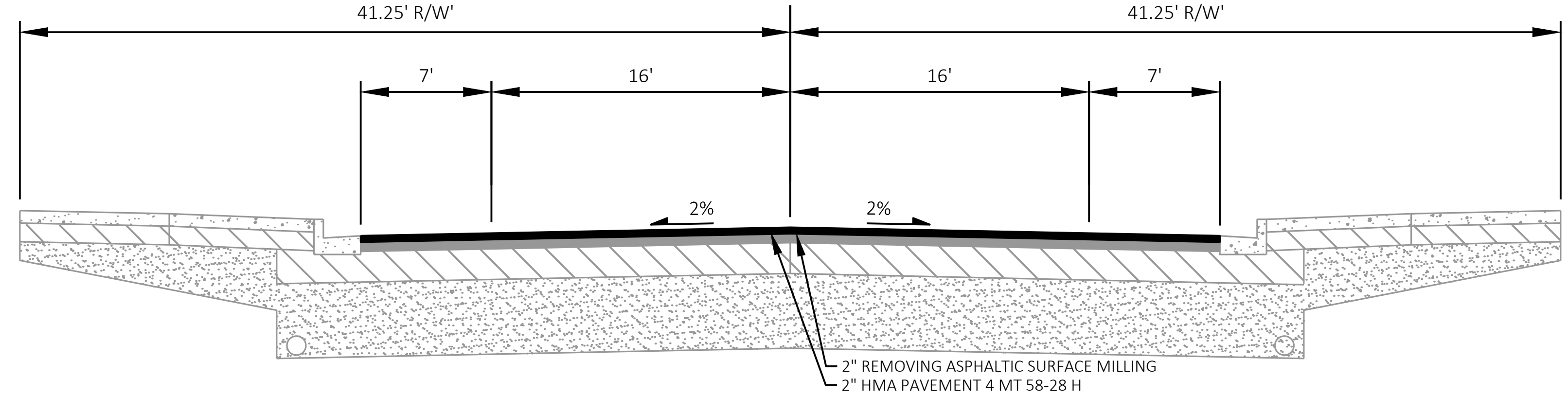


TYPICAL FINISHED SECTION
STA 757+00 TO 758+00

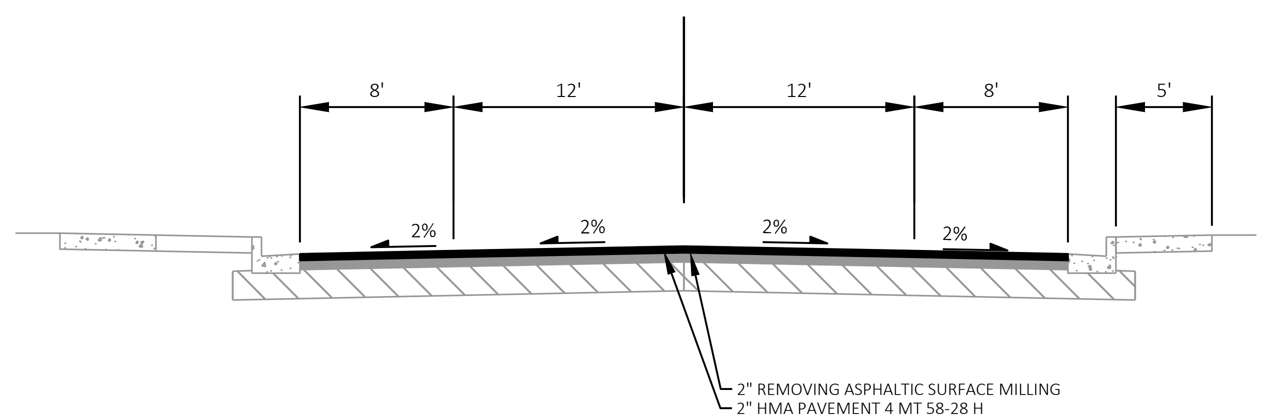


TYPICAL FINISHED SECTION
STA 758+00 TO 767+60

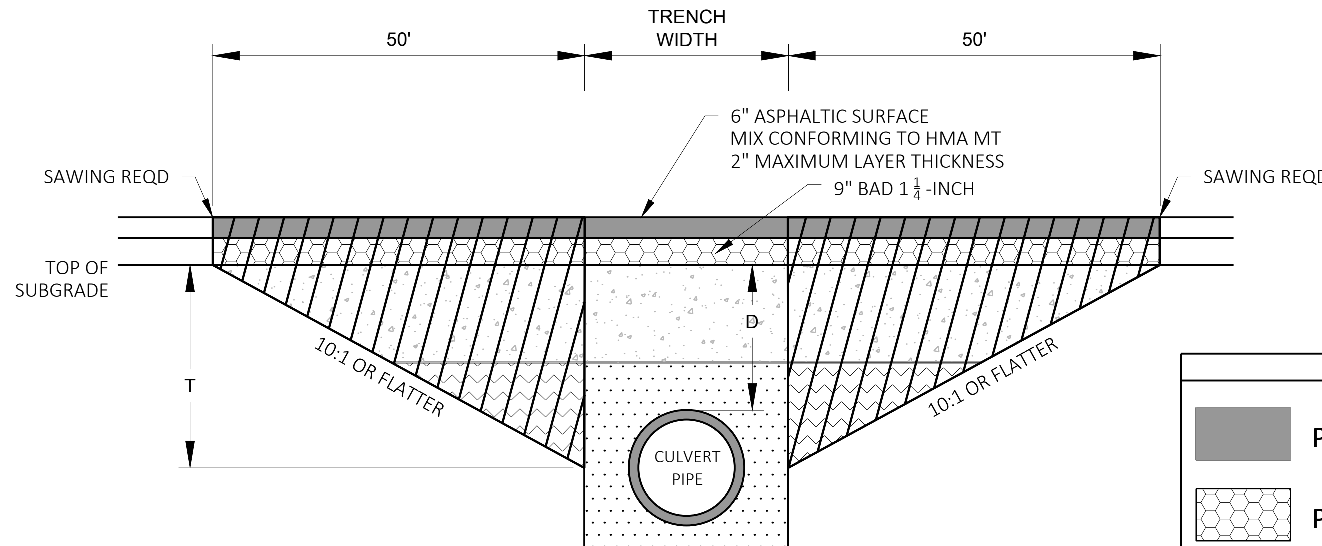
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TYPICAL SECTIONS	SHEET 10	E

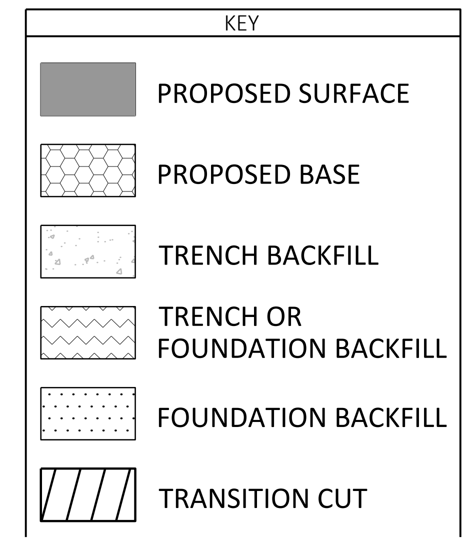


TYPICAL FINISHED SECTION
STA 767+60 TO 779+33



TYPICAL FINISHED SECTION
STH 23 - STA 16+47 TO 20+00





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

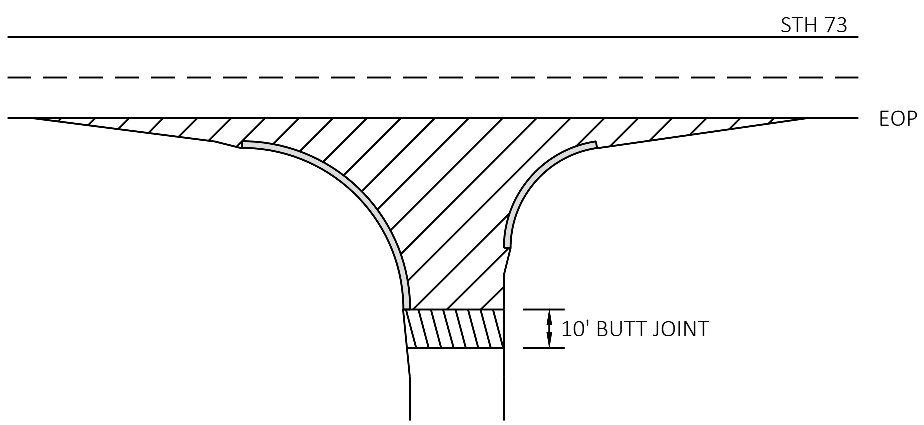
DEPTH D < 6 FT

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
COMPLETE CULVERT PIPE TRANSITION (INCLUDING PATCHING) PRIOR TO ASPHALTIC SURFACE MILLING OPERATIONS.

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
STH 73	554+73	4.7	24	39-073-005363
STH 73	576+75	3.8	30	39-073-005365



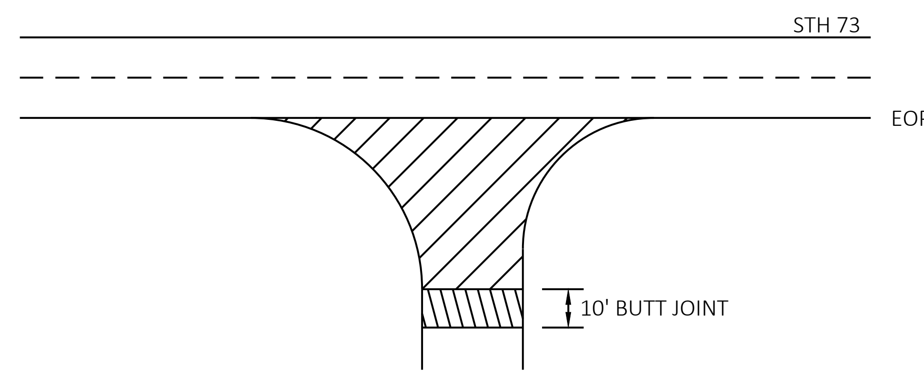
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

WITH CURB AND GUTTER



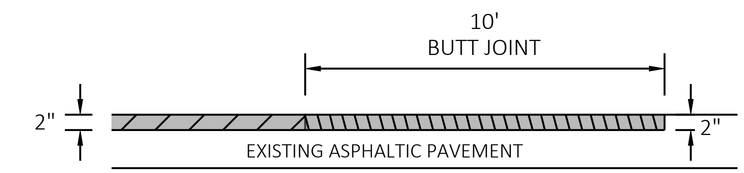
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

WITHOUT CURB AND GUTTER



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

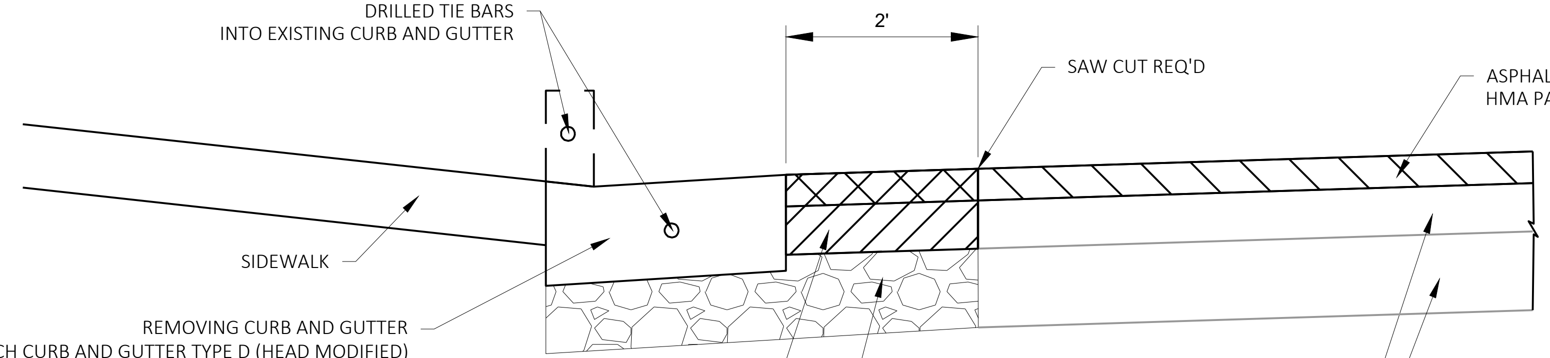
REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

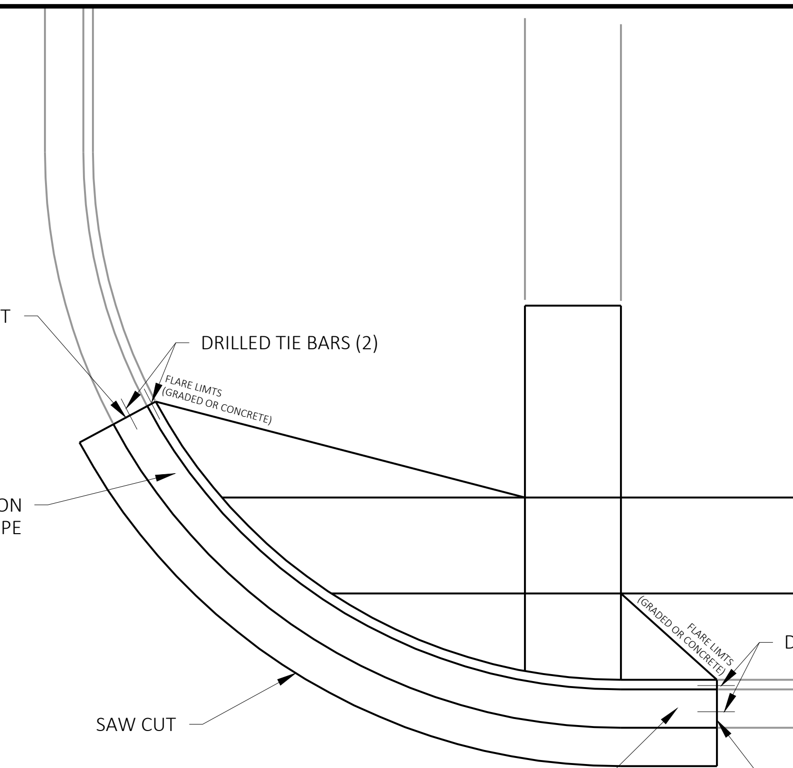
MAINLINE AND SIDE ROADS

2

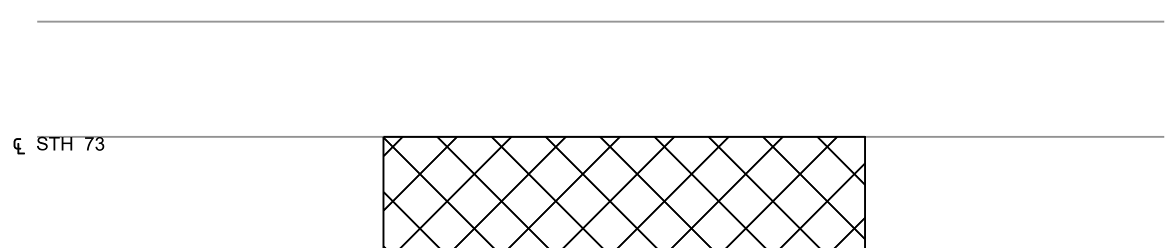
2

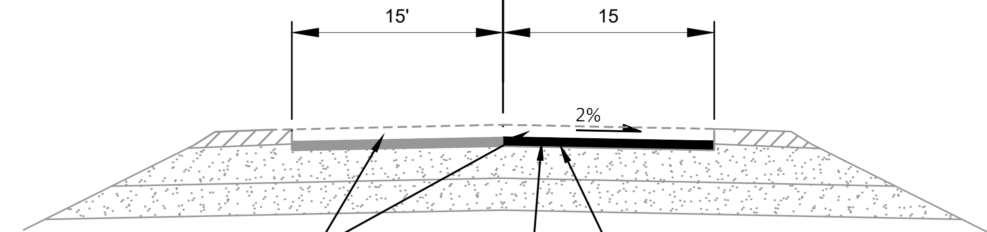


NOTE: PATCH EXISTING ASPHALT PRIOR TO MILLING ASPHALTIC PAVEMENT FULL WIDTH



CURB AND GUTTER REPLACEMENT AT CURB RAMPS

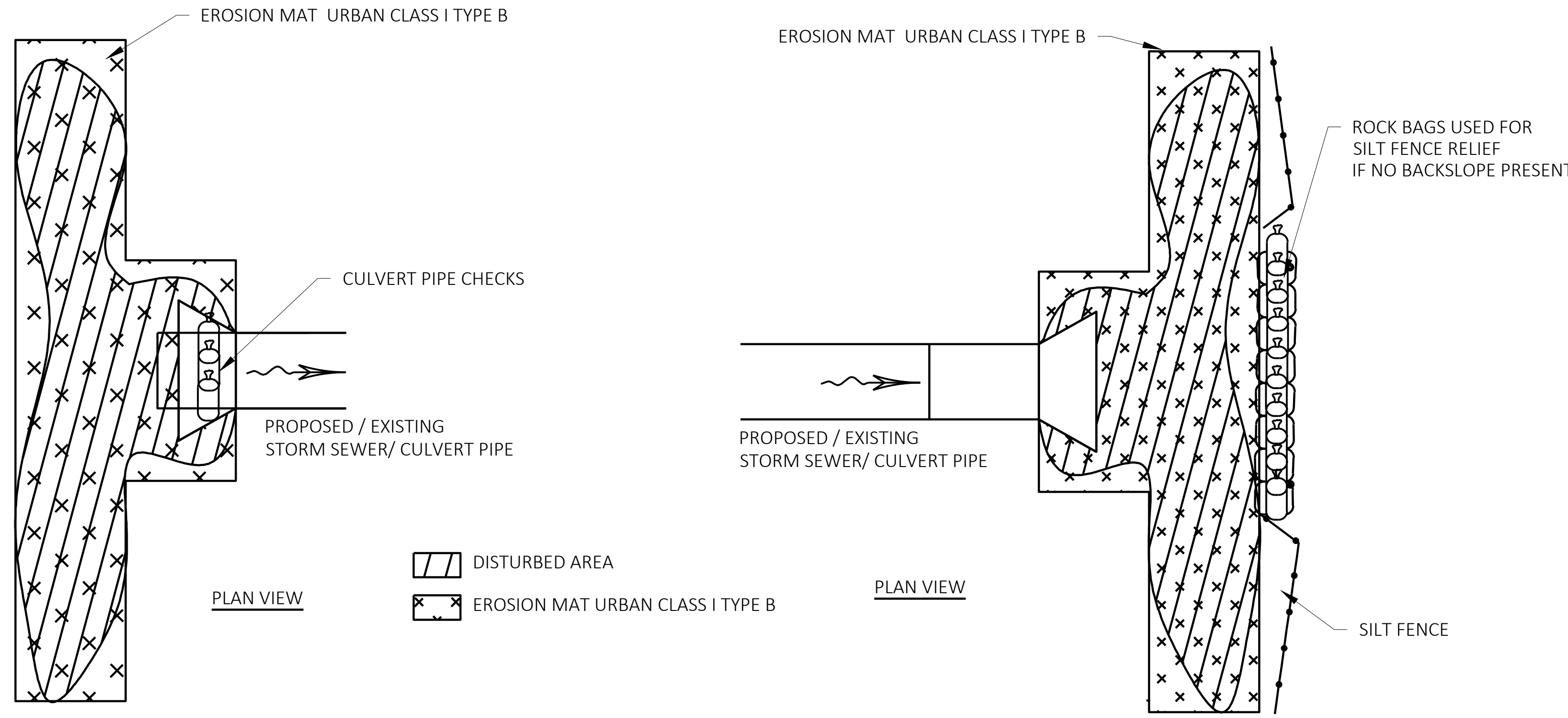




ASPHALTIC BASE PATCH PARTIAL DEPTH

2

2

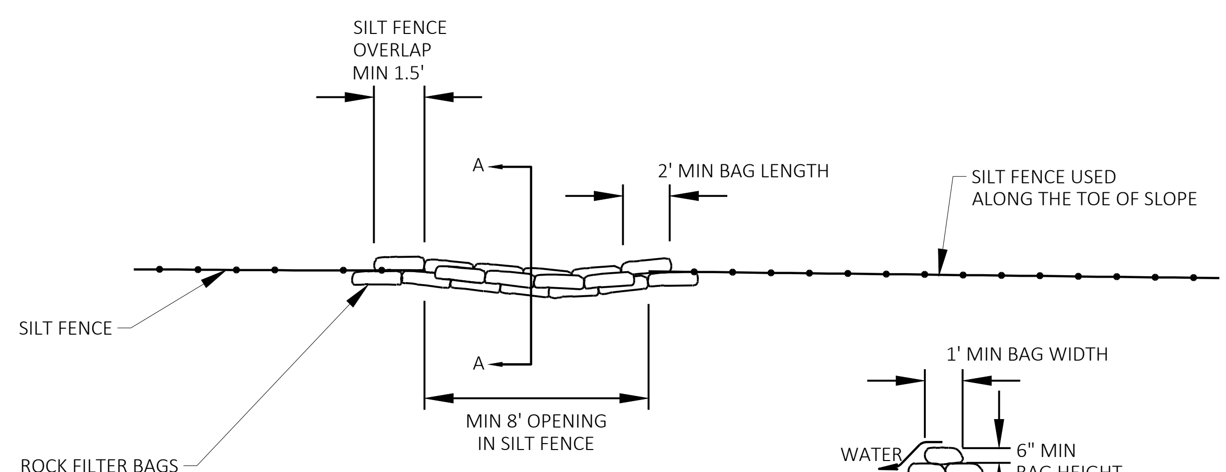


EROSION CONTROL AT INLET

EROSION CONTROL AT OUTFALL

EROSION CONTROL AT APRON ENDWALLS

FOR USE IN DITCH CLEANING, PIPE EXTENSIONS AND ENDWALL REPLACEMENTS



TOP VIEW

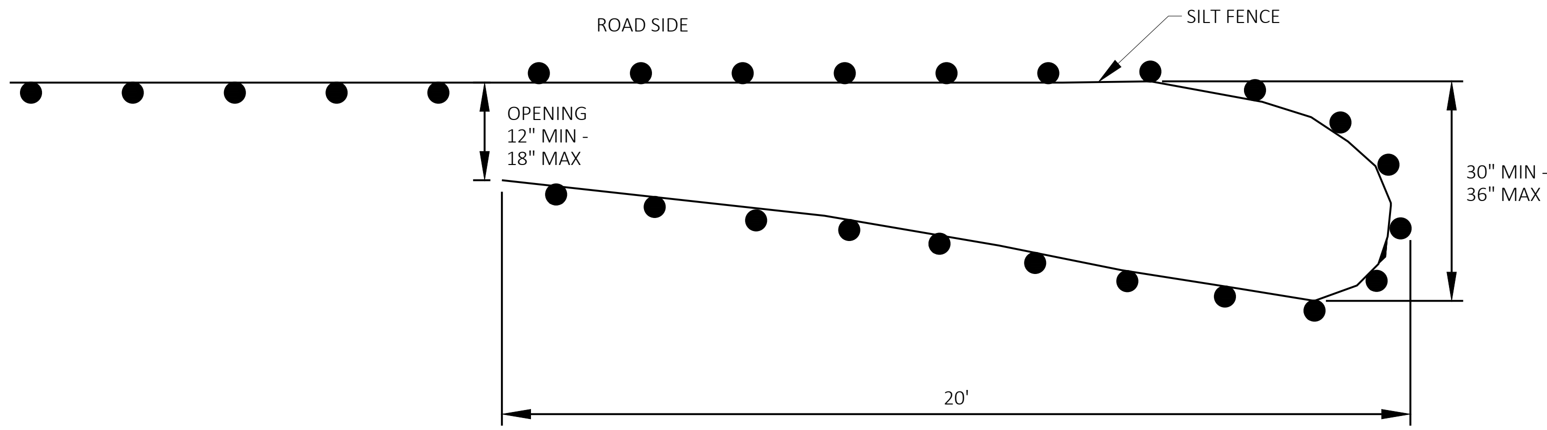
SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF

2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	CONSTRUCTION DETAILS	SHEET 15	E

2

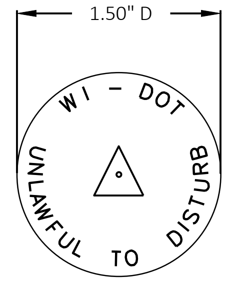


PLAN VIEW

GENERAL NOTES:

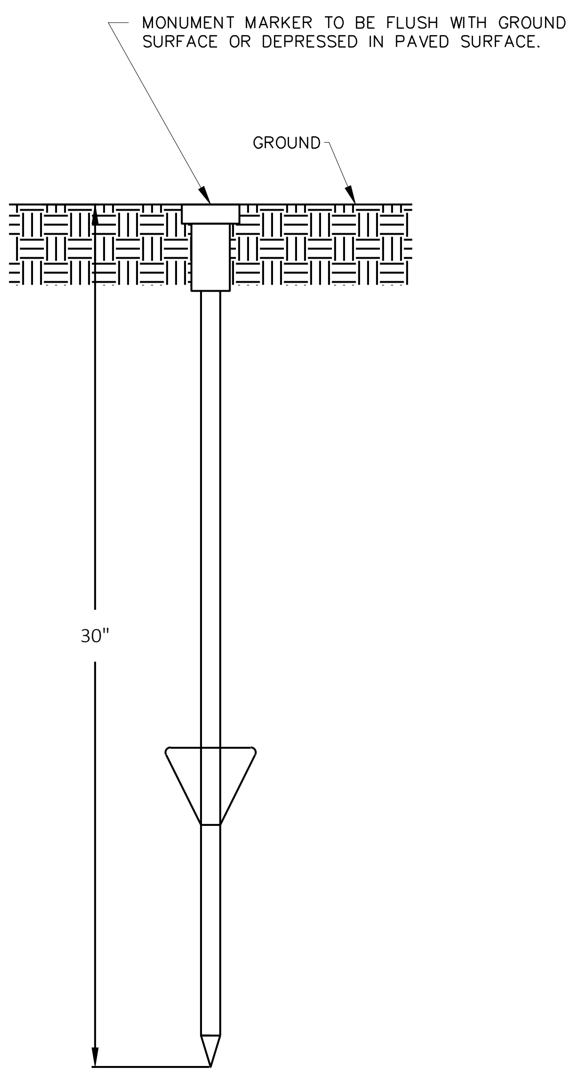
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND. AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

TEMPORARY SMALL ANIMAL TURN-AROUND



WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

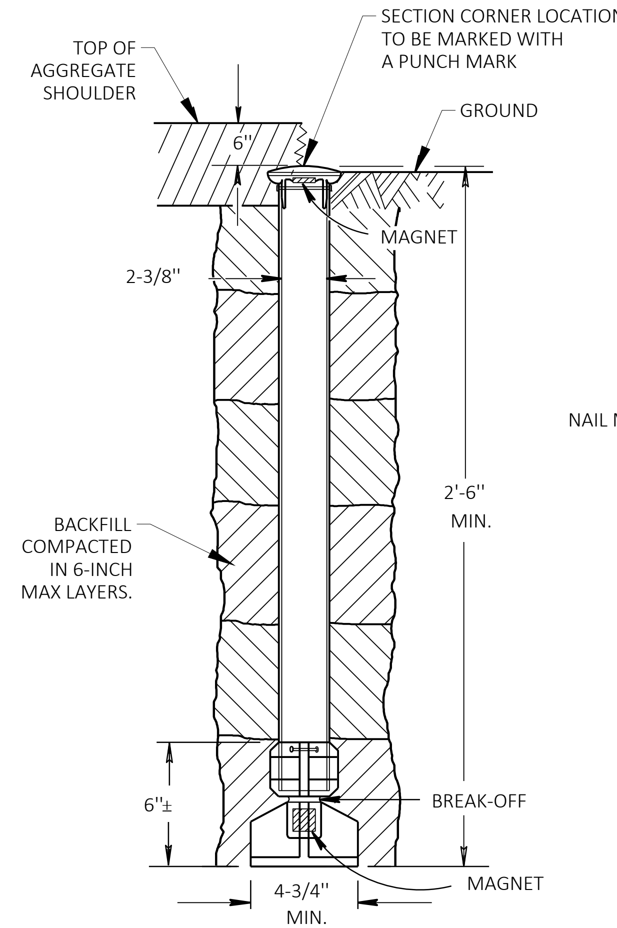
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

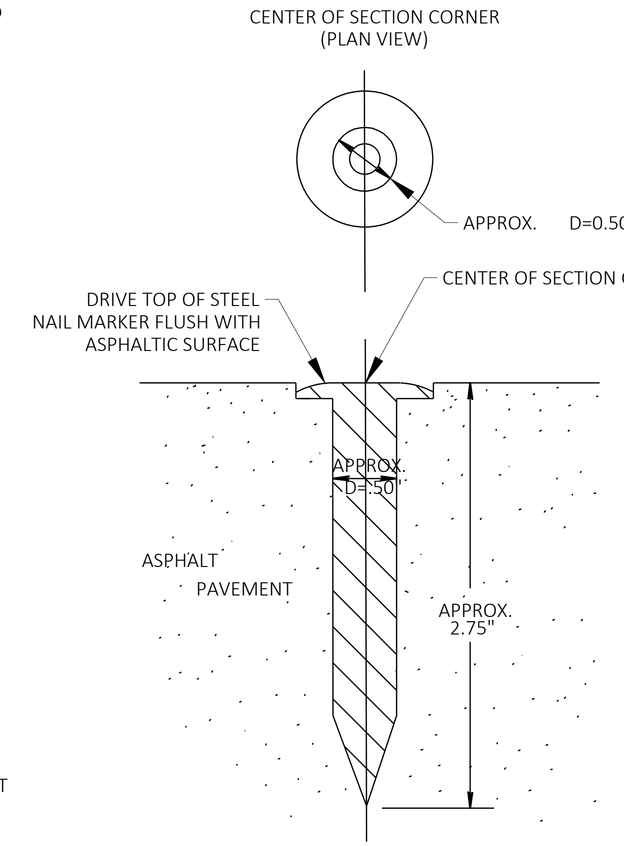
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

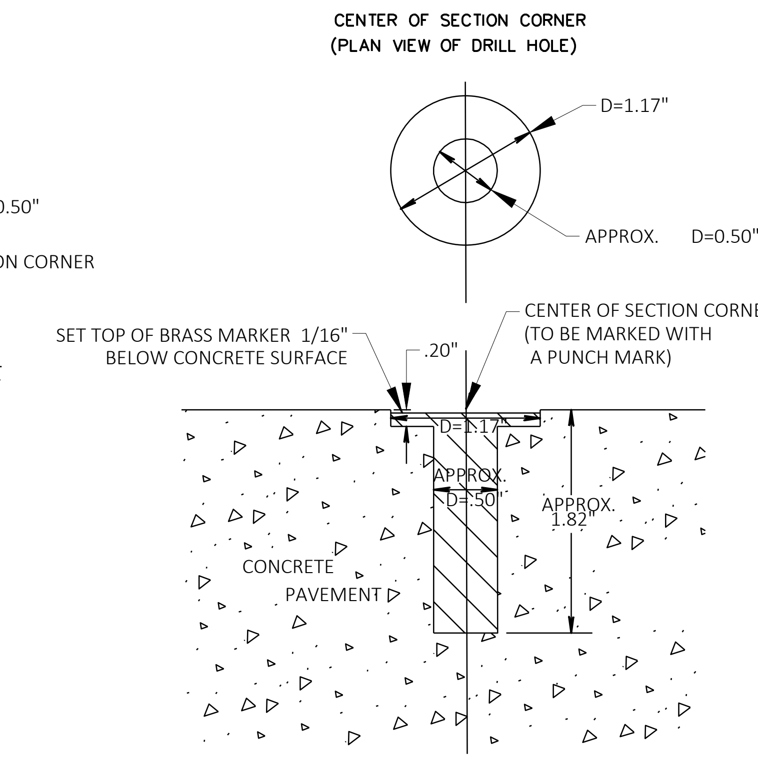
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT" ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

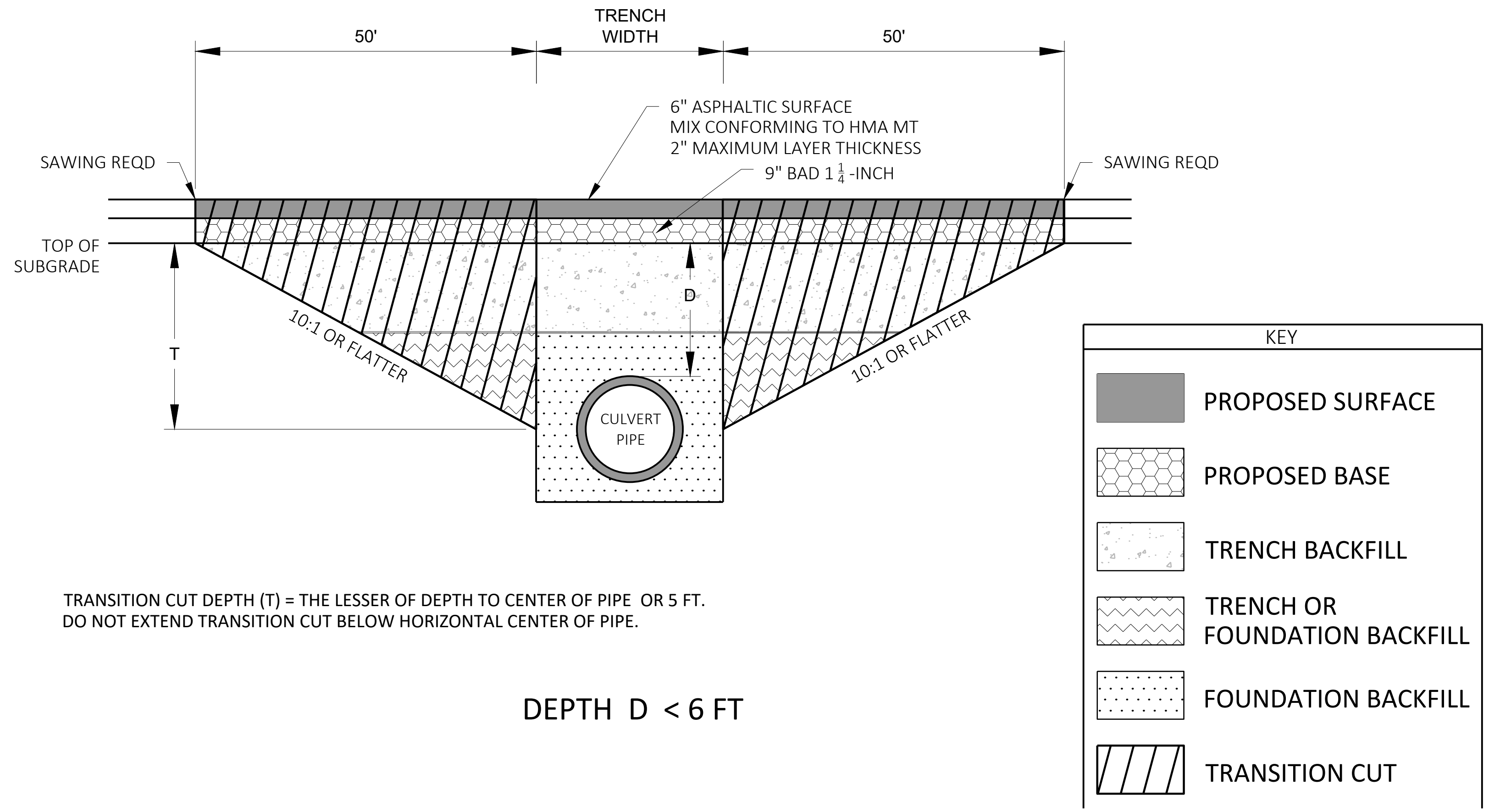
GENERAL NOTES

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

LOCATE LANDMARK REFERENCE MONUMENTS OUTSIDE THE CONSTRUCTION LIMITS AND WITHIN WISDOT RIGHT OF WAY. LOCATION TO BE APPROVED BY THE ENGINEER.

CONTRACTOR WILL SUPPLY ALL REQUIRED SURVEY MONUMENTS.

SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL



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

DEPTH D < 6 FT

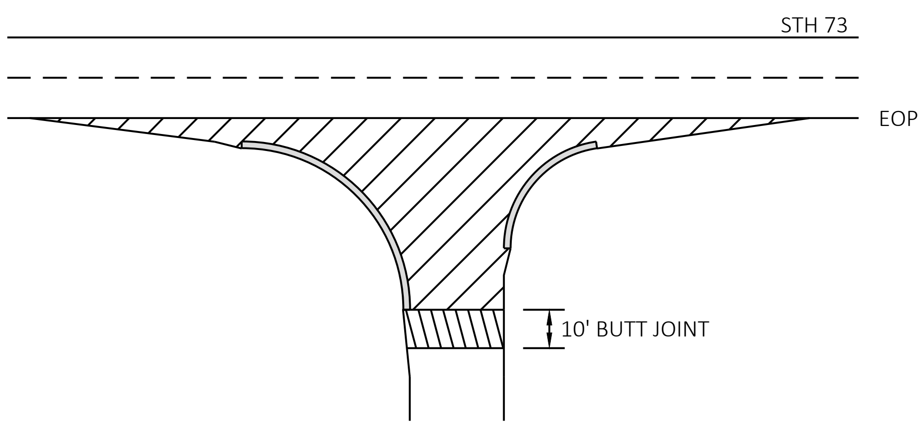
NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
PERFORM CULVERT PIPE INSTALLATION BEFORE MILLING AND PAVING.
COMPLETE CULVERT PIPE TRANSITION (INCLUDING PATCHING) PRIOR TO ASPHALTIC SURFACE MILLING OPERATIONS.

CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
STH 73	554+73	4.7	24	39-073-005363
STH 73	576+75	3.8	30	39-073-005365

2



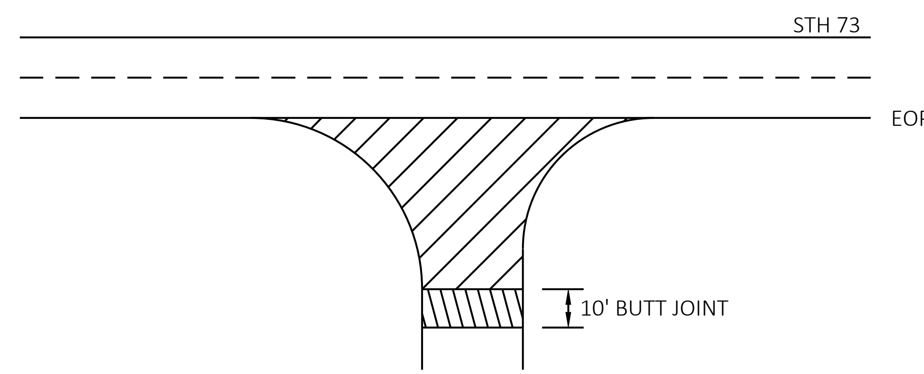
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

WITH CURB AND GUTTER



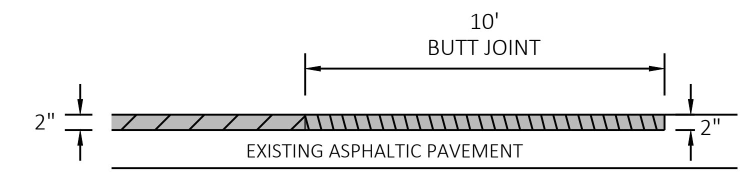
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

SIDE ROADS

WITHOUT CURB AND GUTTER



HMA PAVEMENT

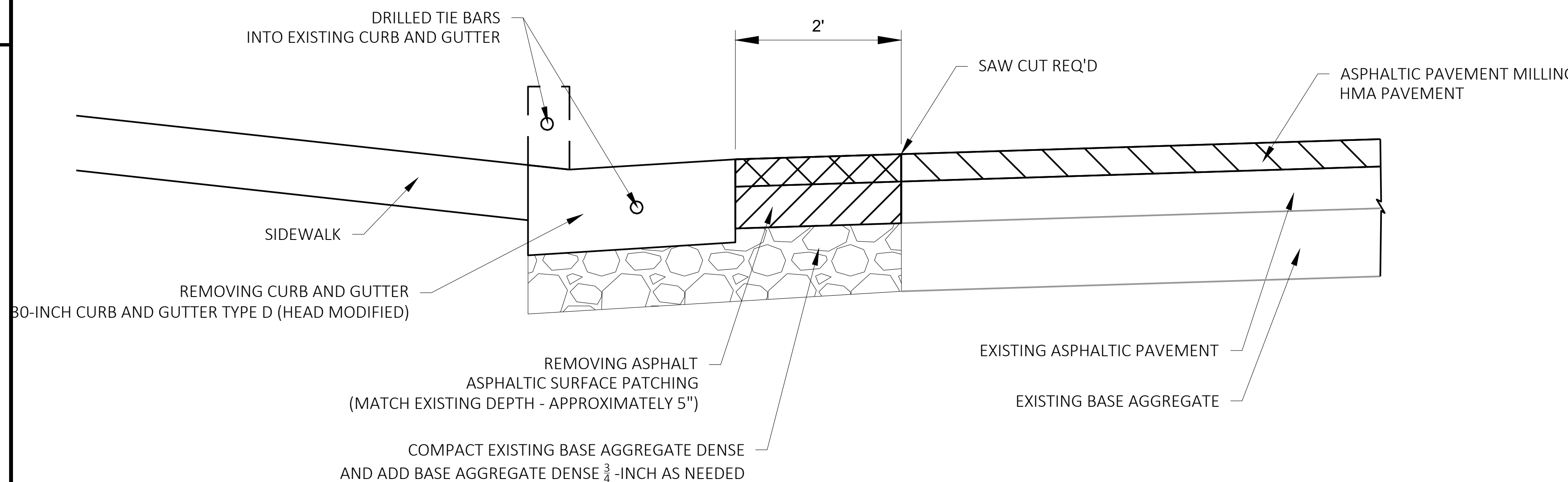
REMOVING ASPHALTIC SURFACE MILLING

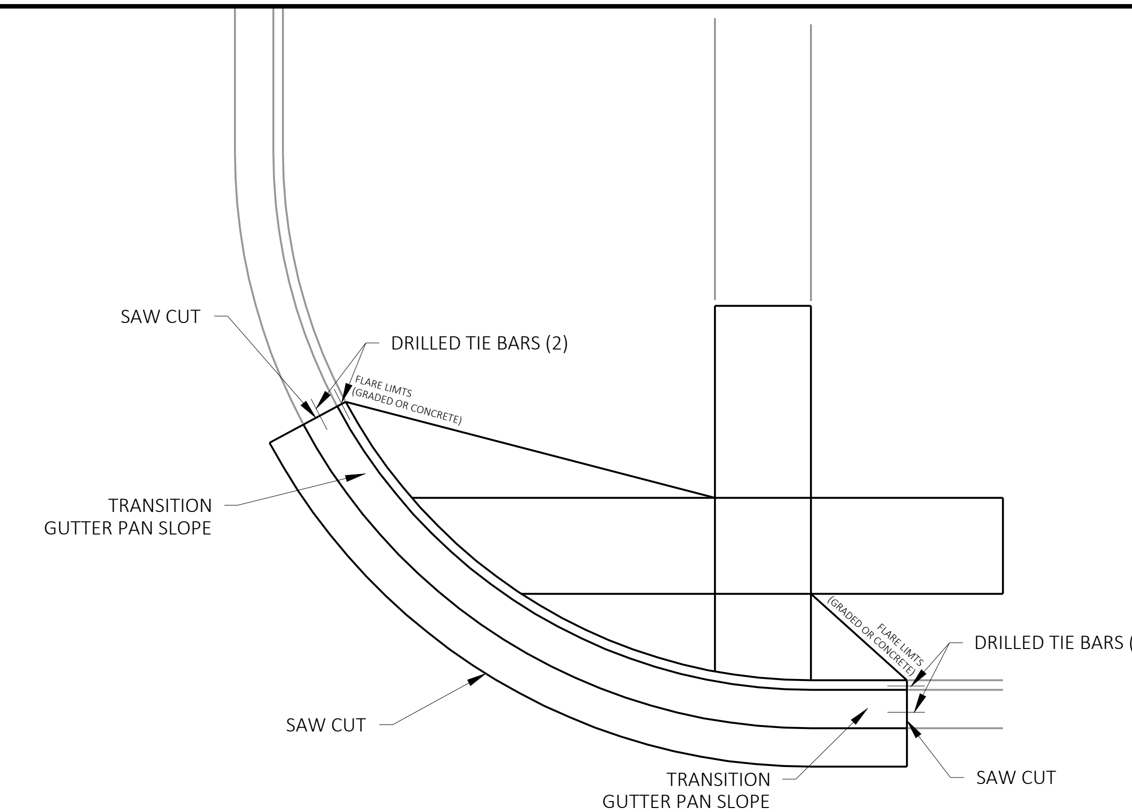
REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

MAINLINE AND SIDE ROADS

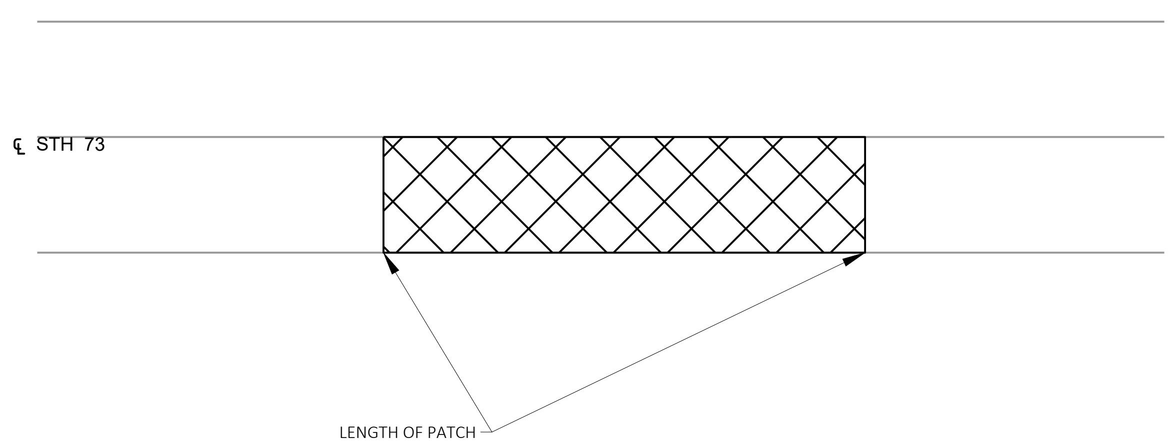
2

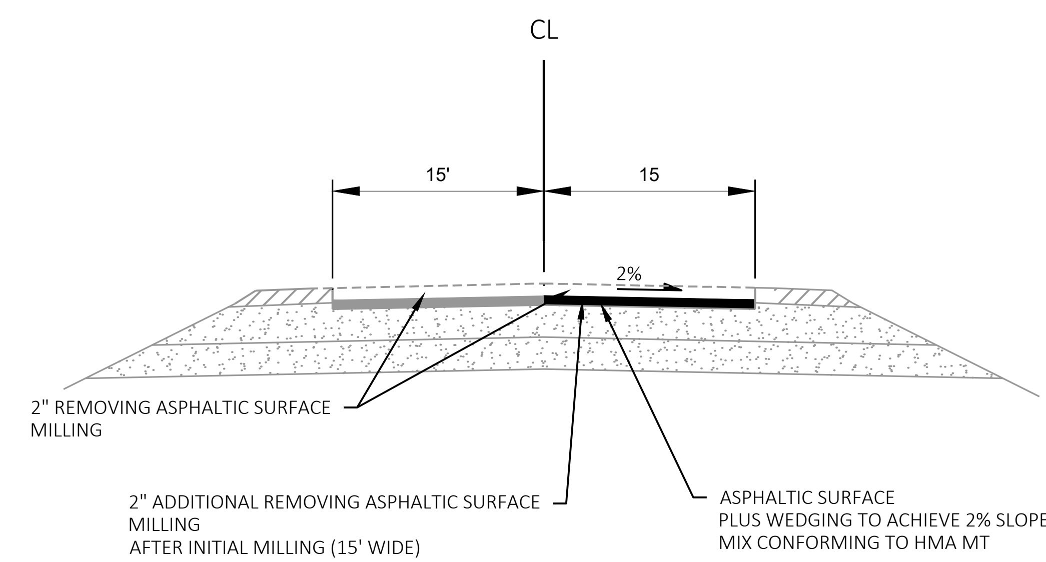




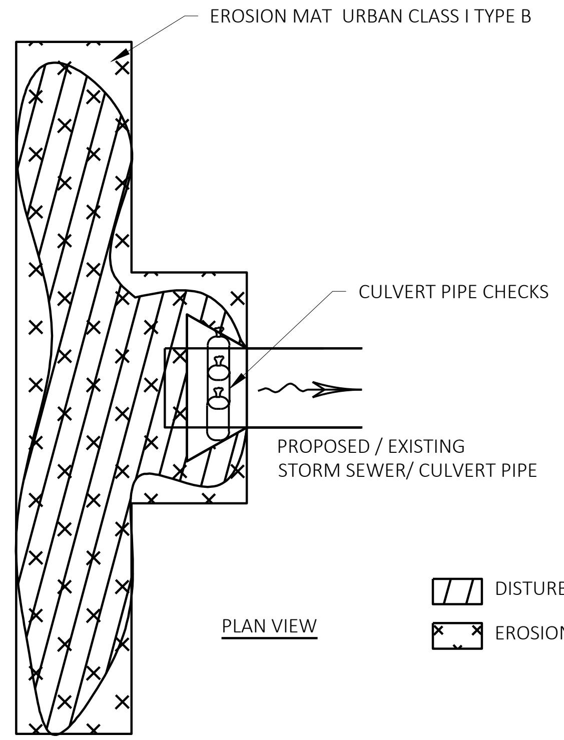
NOTE: PATCH EXISTING ASPHALT PRIOR TO MILLING ASPHALTIC PAVEMENT FULL WIDTH

CURB AND GUTTER REPLACEMENT AT CURB RAMPS

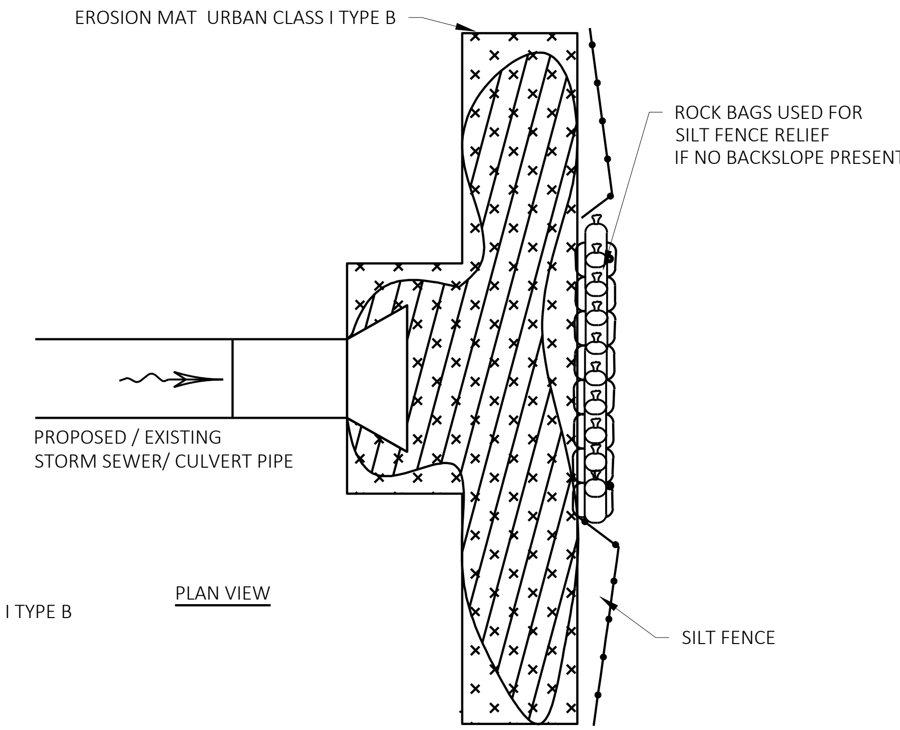




ASPHALTIC BASE PATCH PARTIAL DEPTH



EROSION CONTROL AT INLET



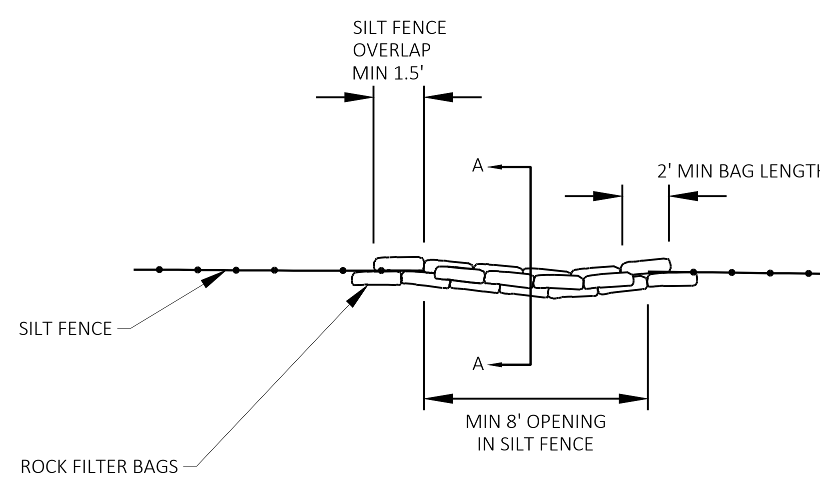
EROSION CONTROL AT OUTFALL

DISTURBED AREA

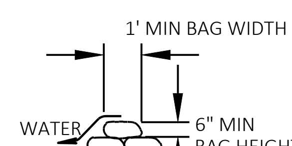
EROSION MAT URBAN CLASS I TYPE B

EROSION CONTROL AT APRON ENDWALLS

FOR USE IN DITCH CLEANING, PIPE EXTENSIONS AND ENDWALL REPLACEMENTS

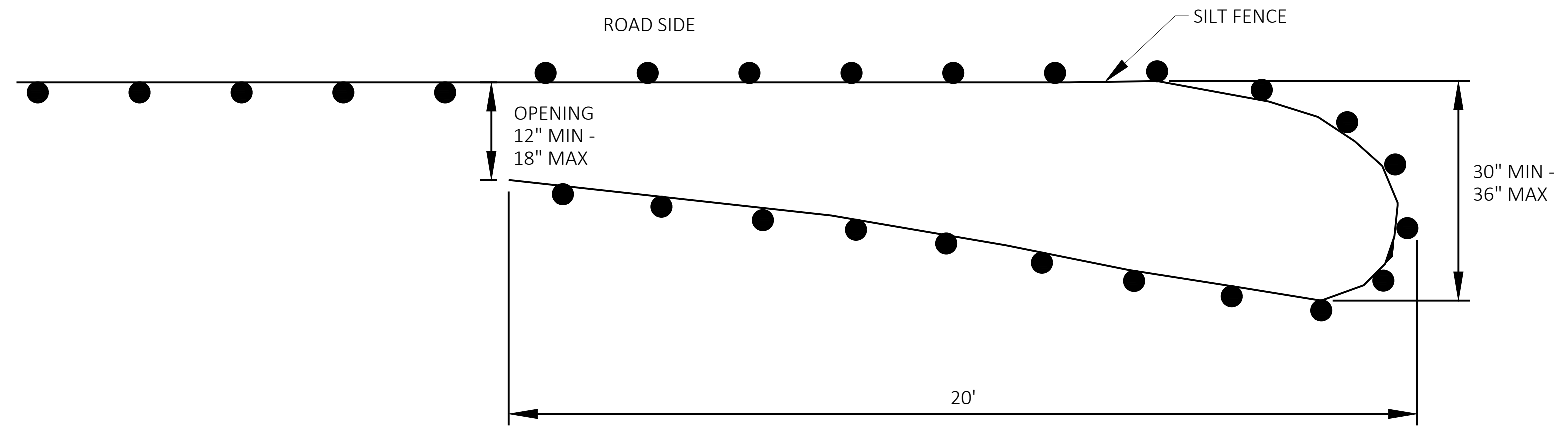


TOP VIEW



SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF



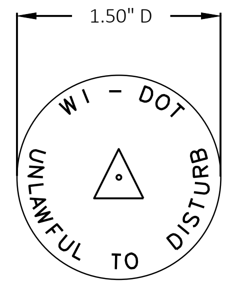
PLAN VIEW

GENERAL NOTES:

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

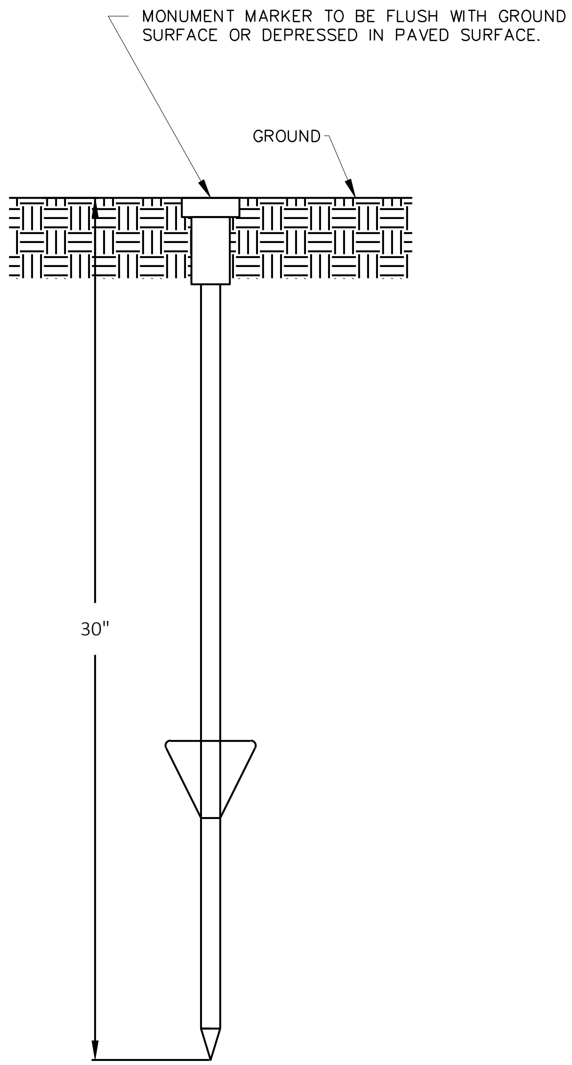
TEMPORARY SMALL ANIMAL TURN-AROUND

2



WIS DOT MONUMENT CAP MARKER LOGO (SSDR130)

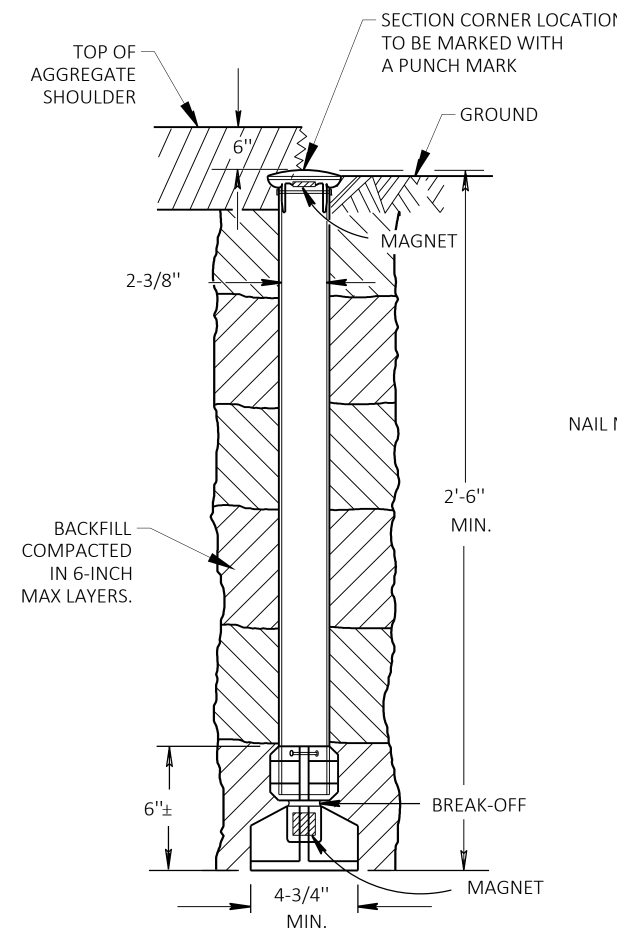
CONTRACTOR TO ORDER LANDMARK REFERENCE MONUMENTS
WITH THE ABOVE STAMPING



(FRONT VIEW)

BERNSTEN DRIVABLE MONUMENT SSDR130

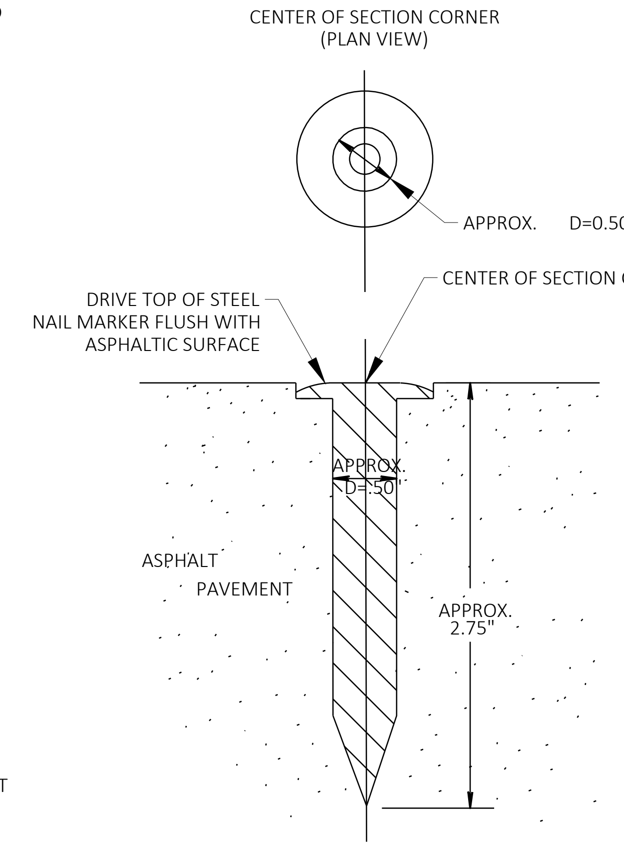
LANDMARK REFERENCE MONUMENT (TIES ONLY)



(SIDE VIEW)

OUTSIDE OF PAVEMENT

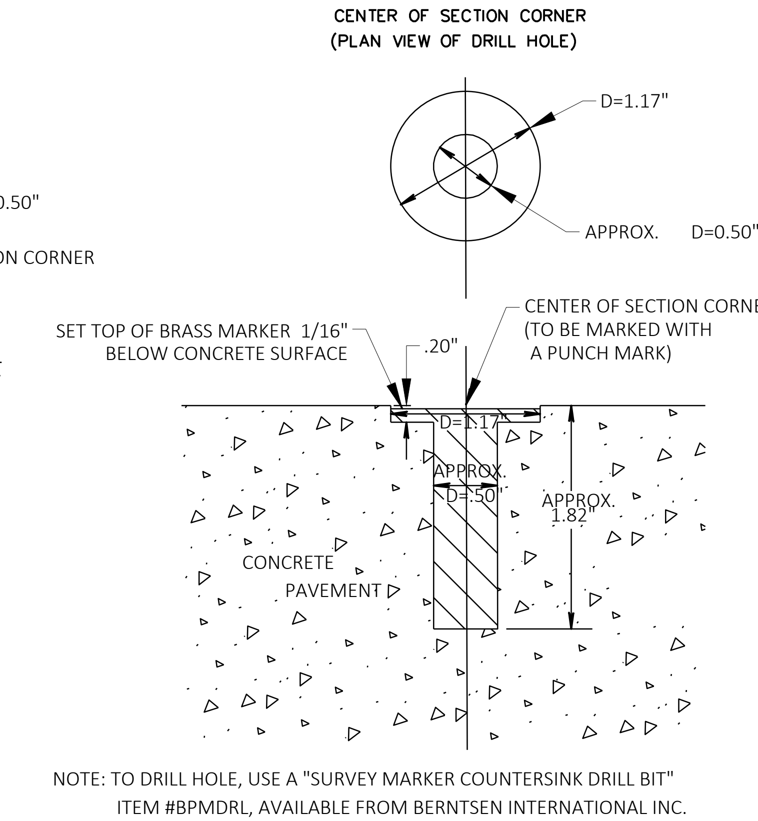
BERNTSEN A1BR30 ALUMINUM BREAK-OFF MONUMENT



(SIDE VIEW)

IN ASPHALTIC PAVEMENT

BERNTSEN SNM1 STEEL NAIL MARKER



NOTE: TO DRILL HOLE, USE A "SURVEY MARKER COUNTERSINK DRILL BIT"
ITEM #BPMDRL, AVAILABLE FROM BERNTSEN INTERNATIONAL INC.

(SIDE VIEW OF DRILL HOLE)

IN CONCRETE PAVEMENT

BERNTSEN BP - 1 BRASS MARKER WITH ANCHOR PLUG

SECTION CORNER MONUMENTS

GENERAL NOTES

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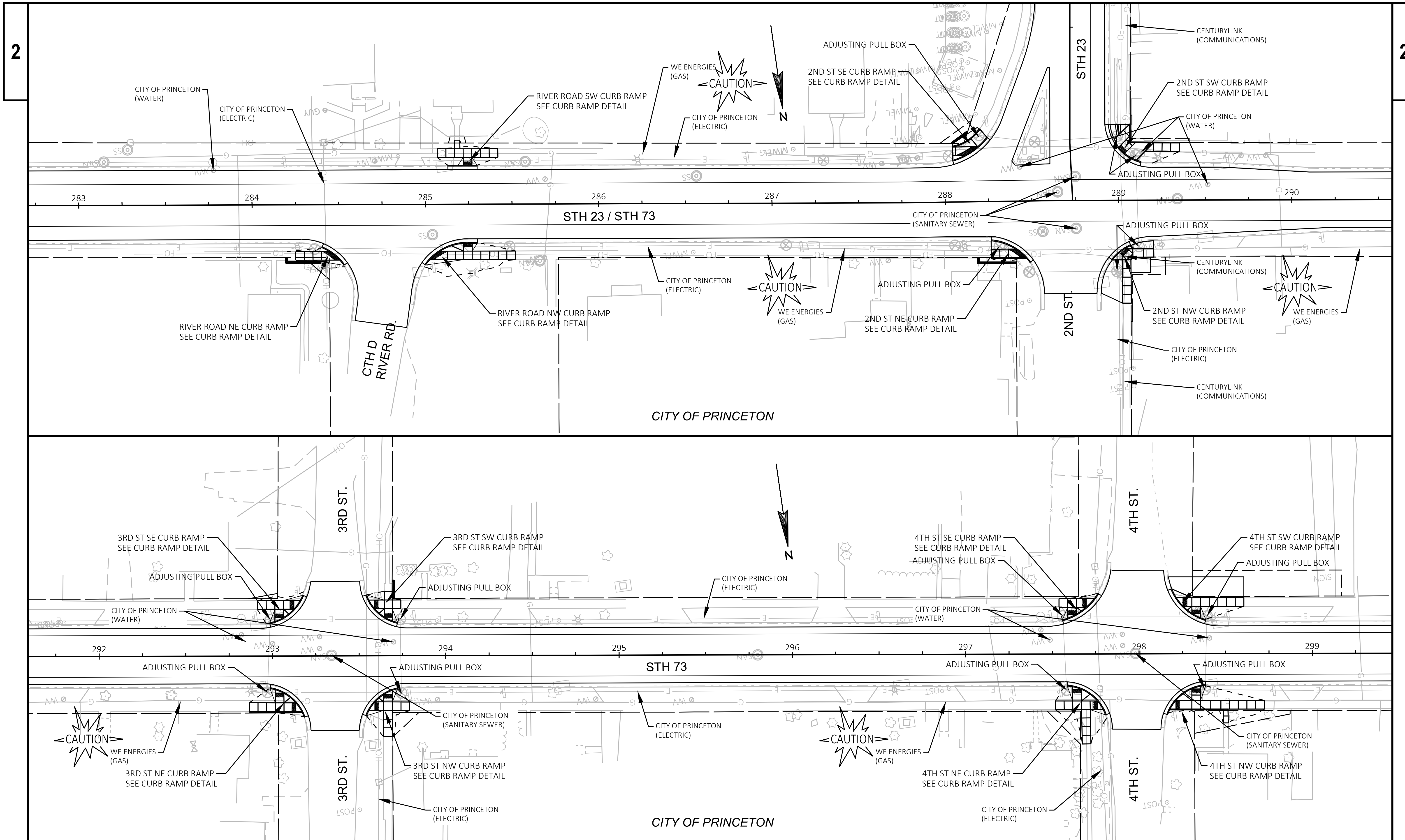
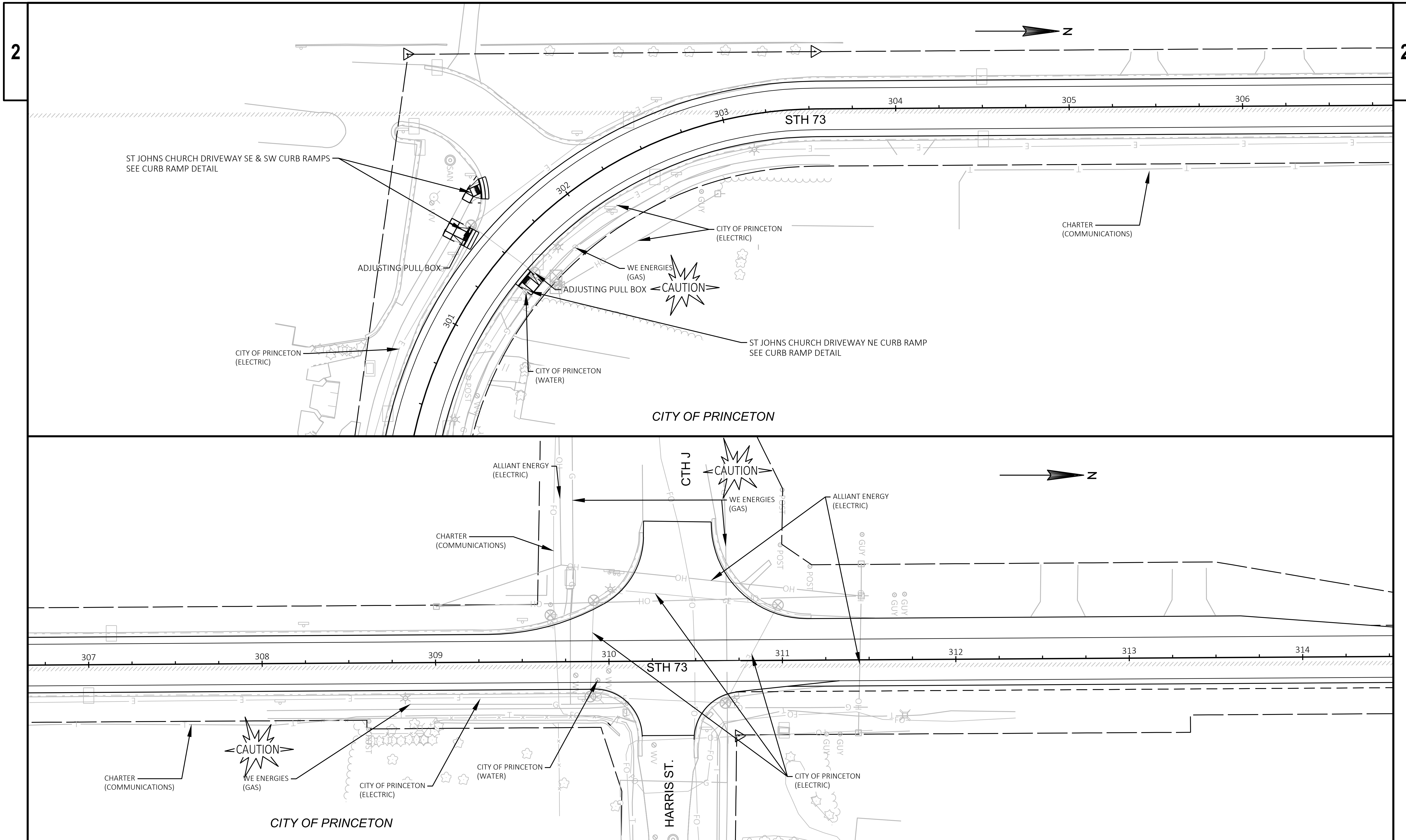
SECTION CORNER MONUMENT AND LANDMARK REFERENCE MONUMENT DETAIL



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PLAN DETAIL	SHEET 24	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\021201_PD-73.DWG
LAYOUT NAME - 1-2
PLOT DATE : 10/15/2021 10:10 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

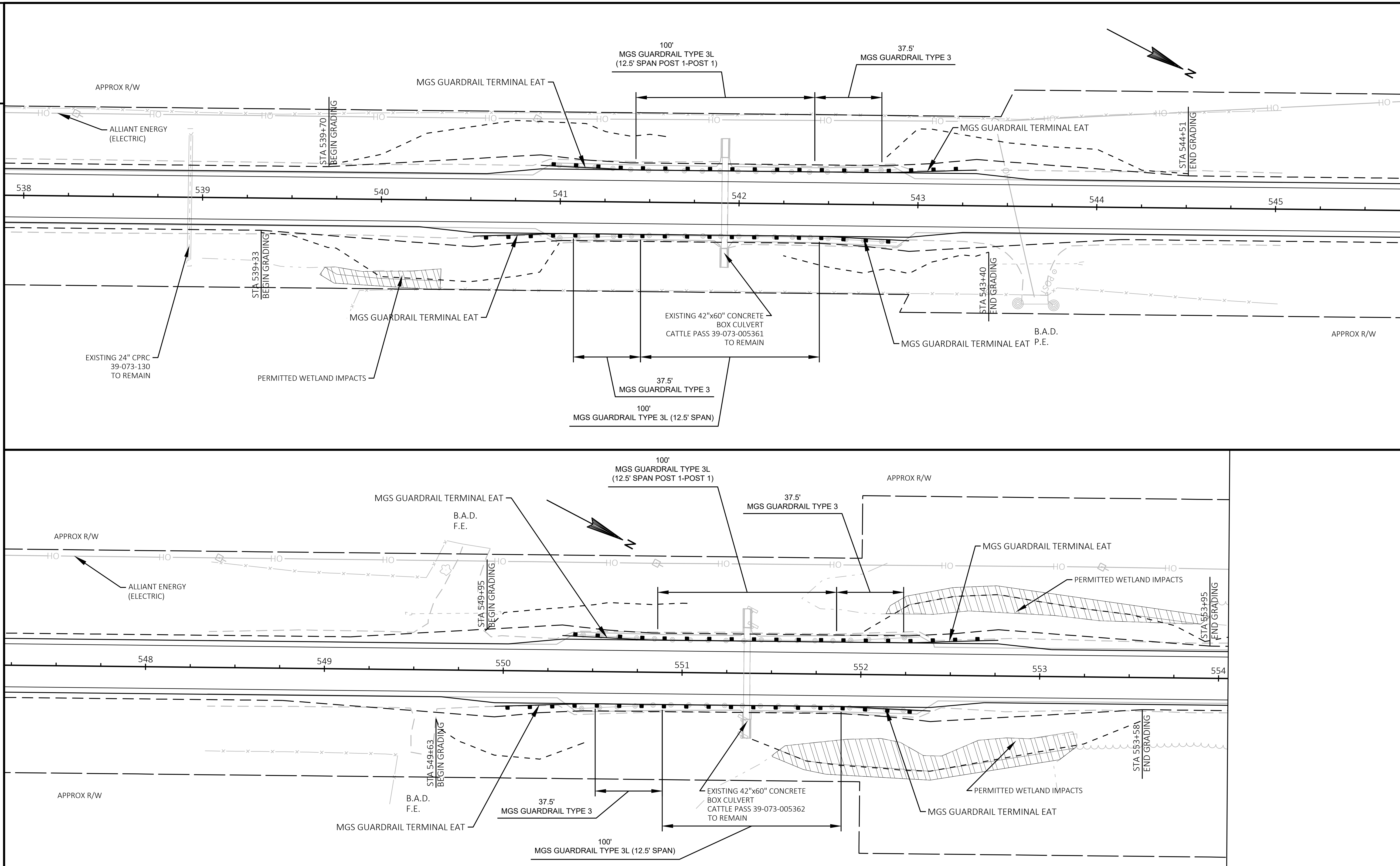
WISDOT/CADDS SHEET 42



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PLAN DETAIL	SHEET 25	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\021201_PD-73.DWG
LAYOUT NAME - 3-4
PLOT DATE : 10/15/2021 10:10 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



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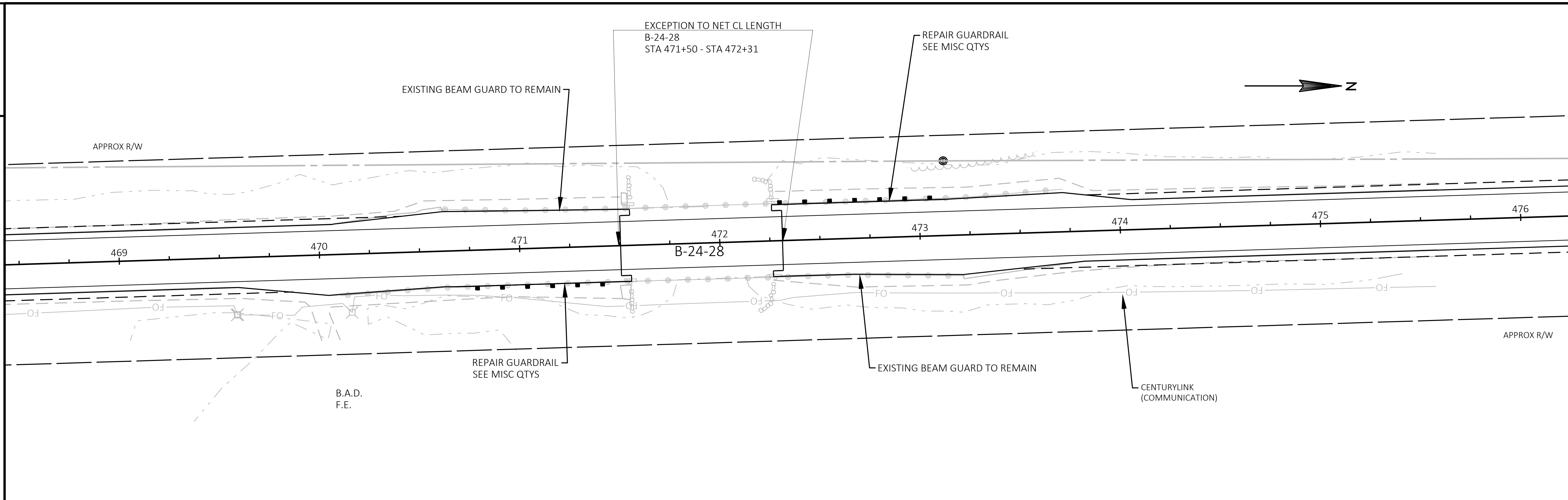
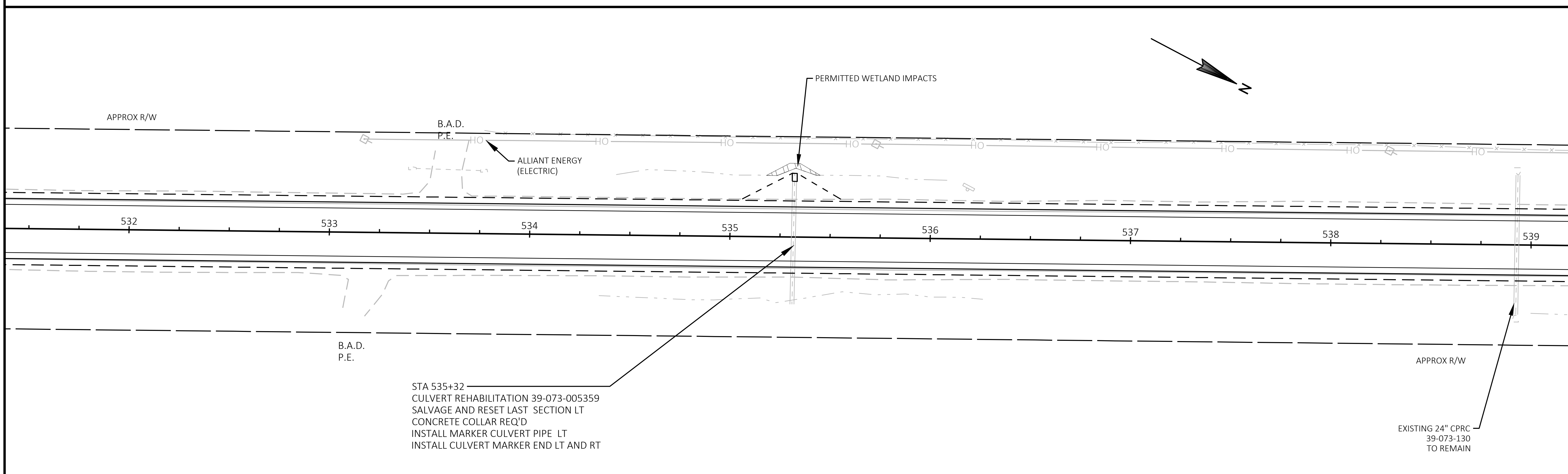
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	PLAN DETAIL	SHEET 26	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\021201_PD-73.DWG
LAYOUT NAME - cp1-cp2
PLOT DATE : 1/10/2022 12:34 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

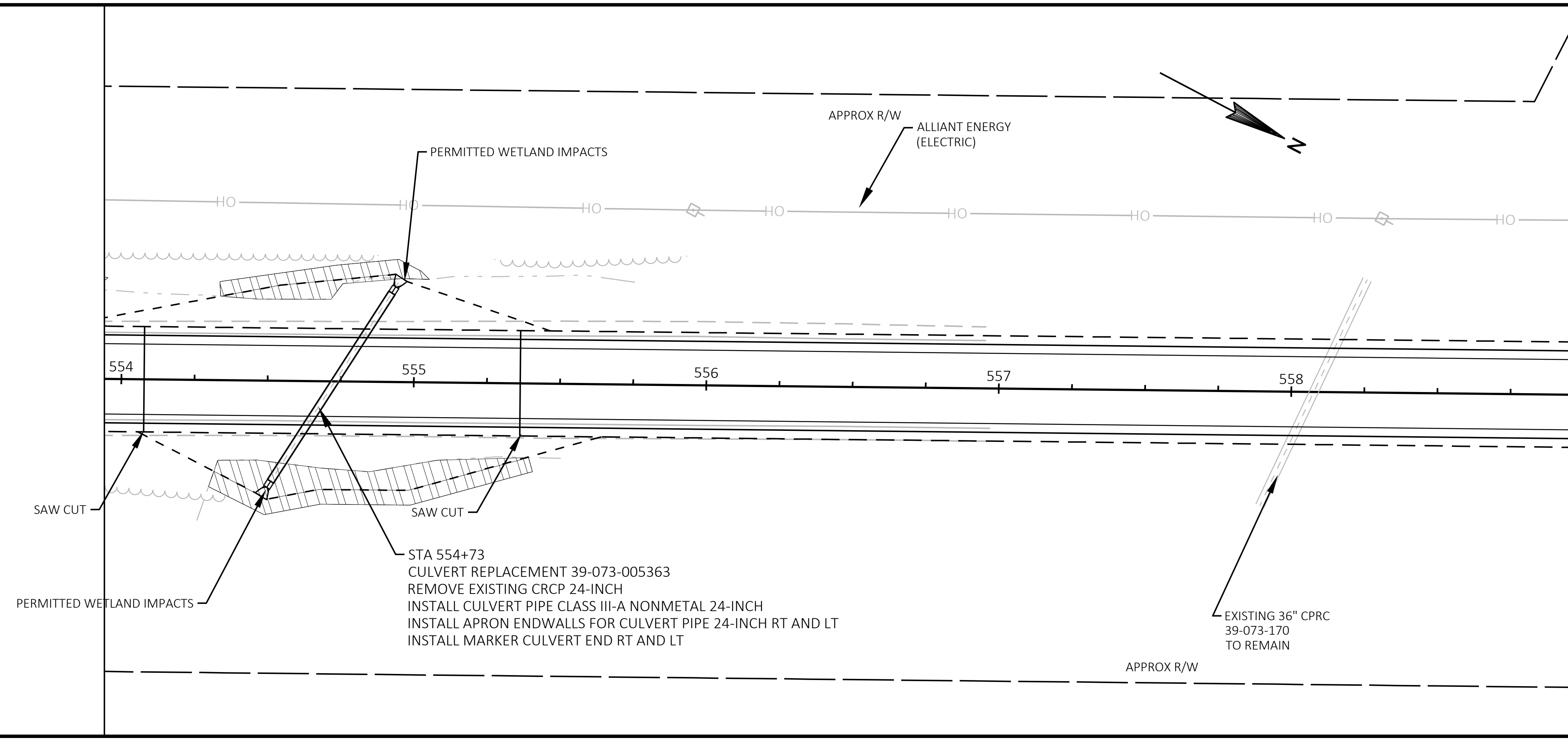


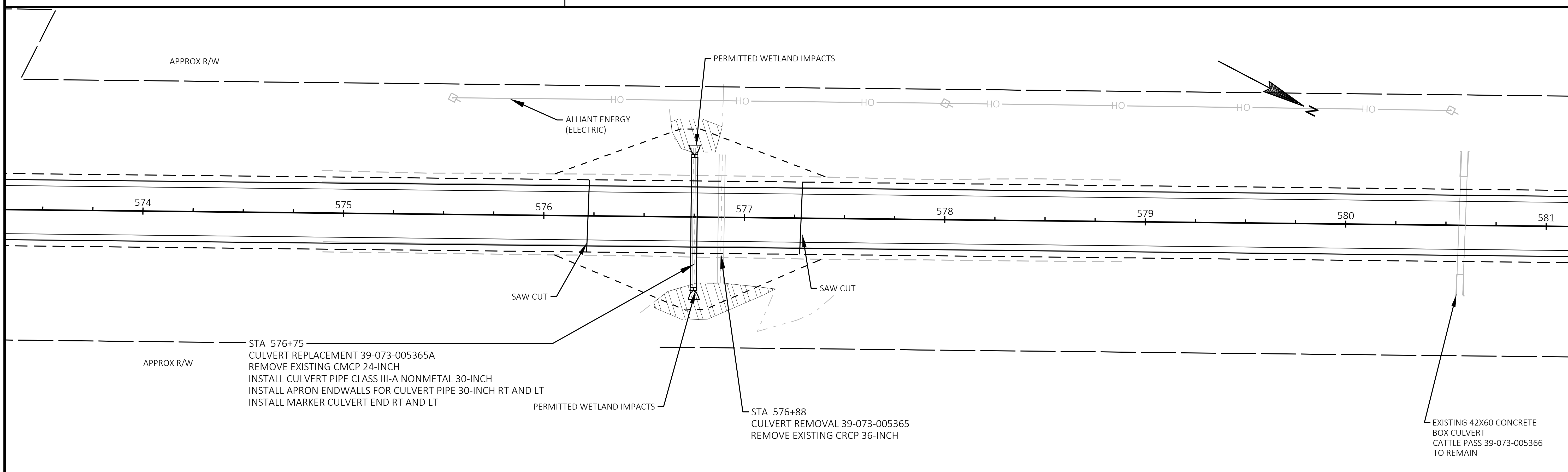


PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	PLAN DETAIL	SHEET 27	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\021201_PD-73.DWG
LAYOUT NAME - B-27-24-C120
PLOT DATE : 10/15/2021 10:11 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

2





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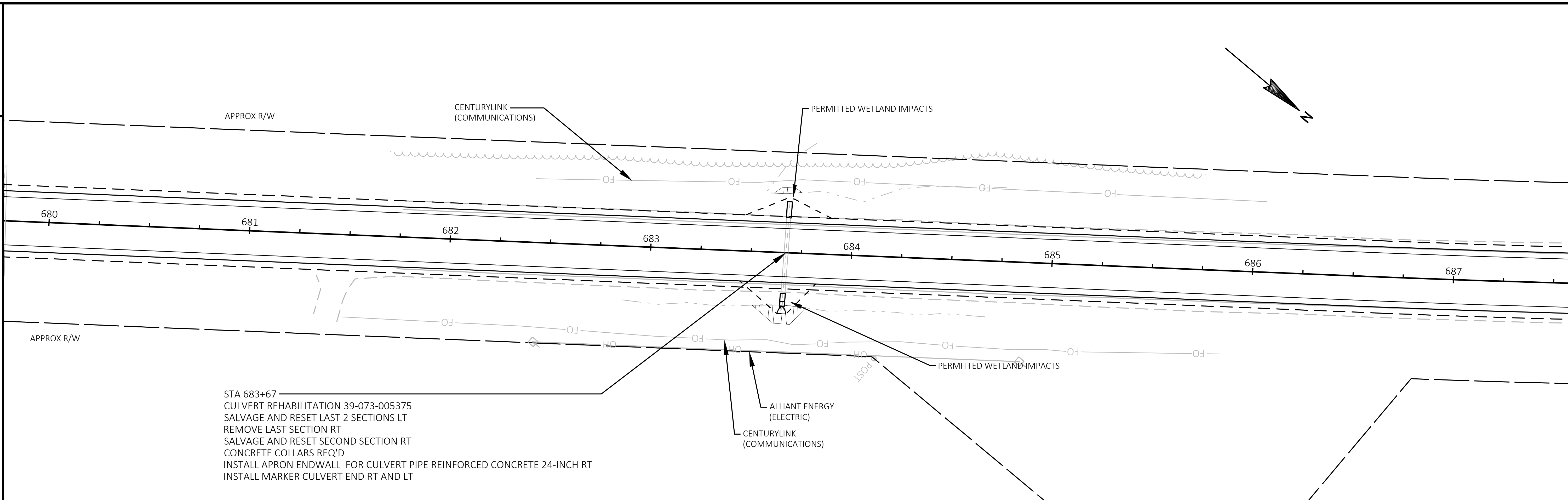
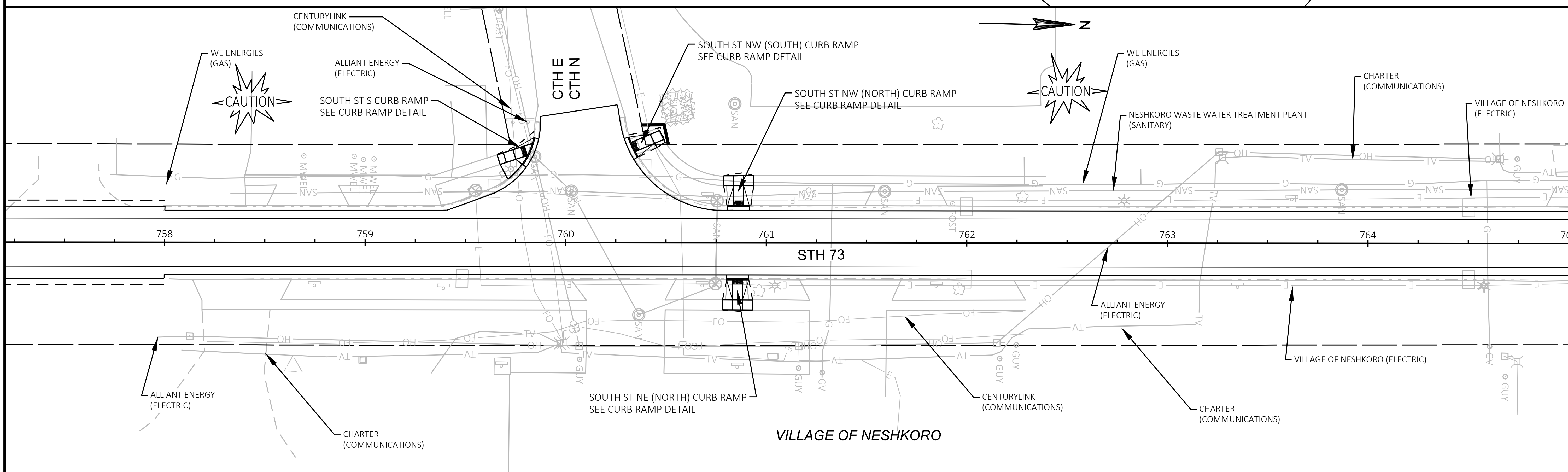
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	PLAN DETAIL	SHEET 28	E

2





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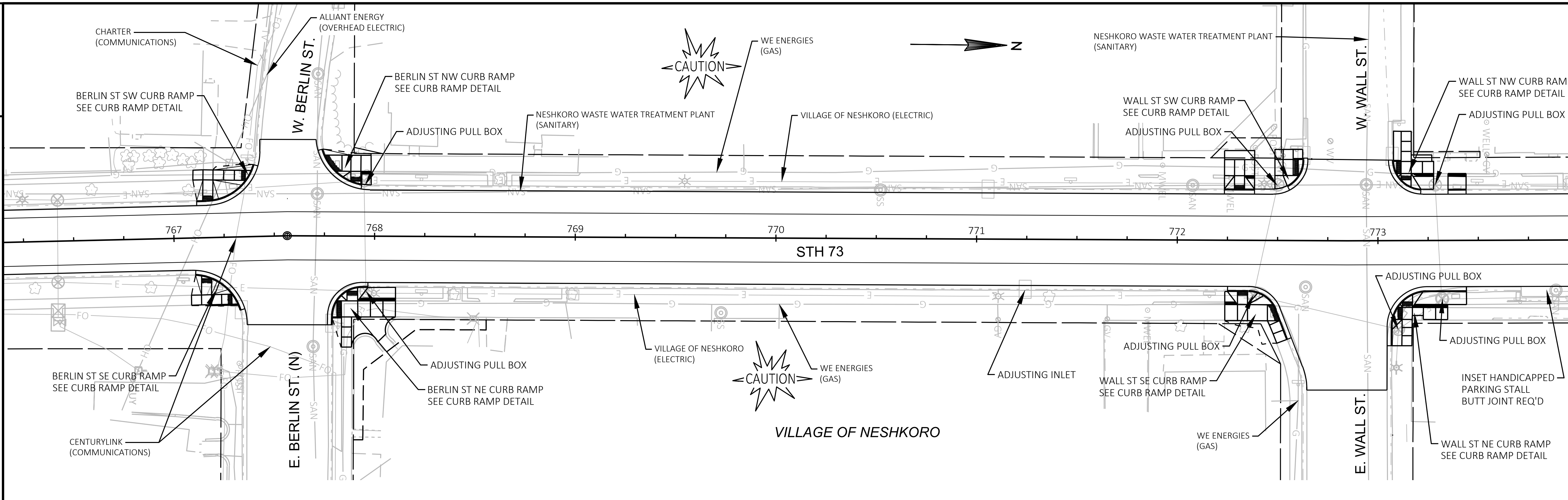
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	PLAN DETAIL	SHEET 29	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\021201_PD-73.DWG
LAYOUT NAME - c280-b-39-47
PLOT DATE : 10/15/2021 10:11 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



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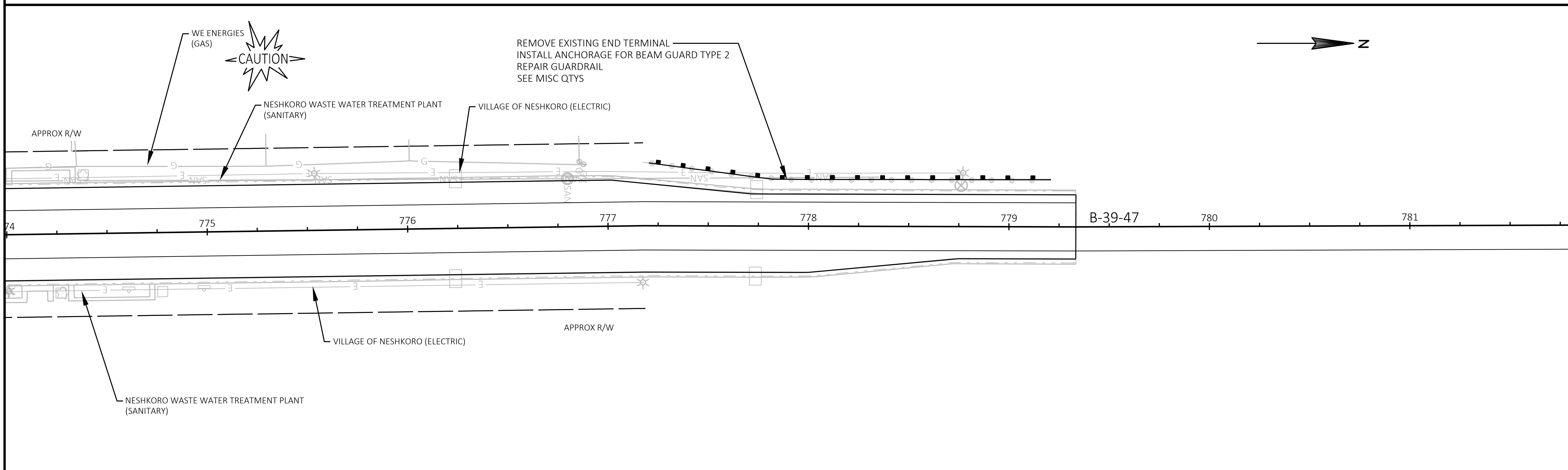
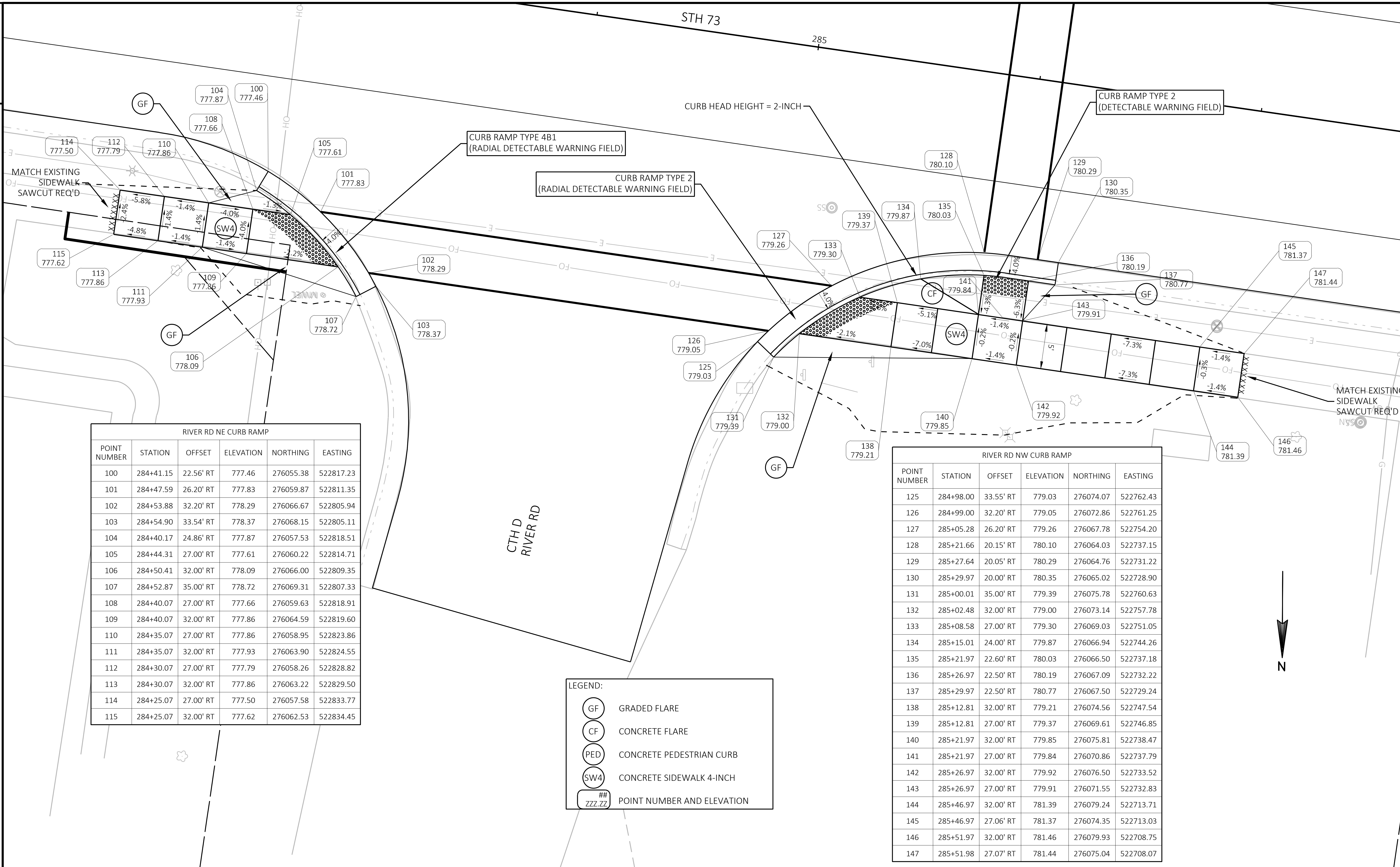


PROJECT NO: 6530-01-71/72	HWY: STH73	COUNTY: GREEN LAKE/MARQUETTE	PLAN DETAIL	SHEET 30	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\021201_PD-73.DWG
LAYOUT NAME - 13-14
PLOT DATE : 10/15/2021 10:11 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT

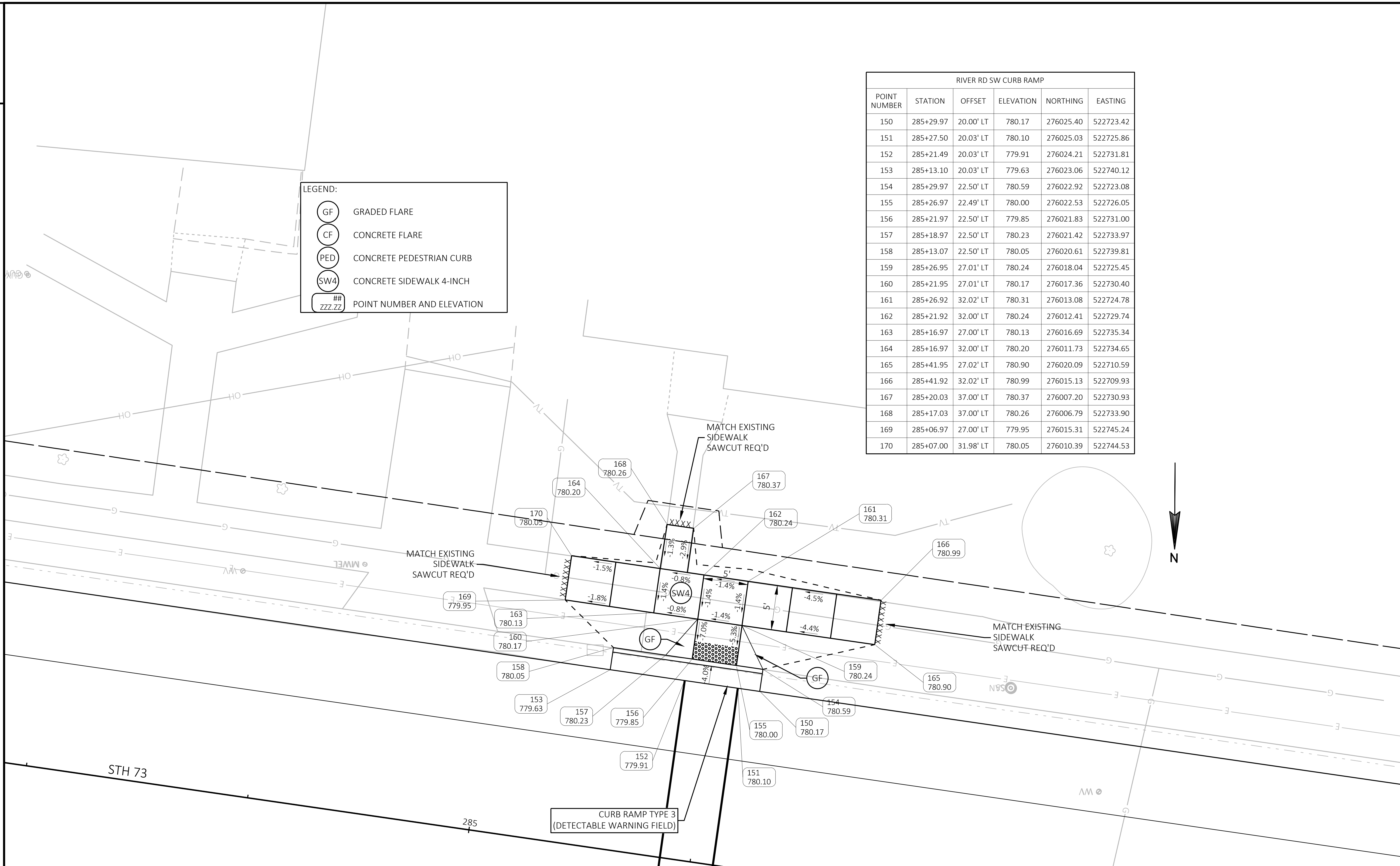


RIVER RD NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	284+41.15	22.56' RT	777.46	276055.38	522817.23
101	284+47.59	26.20' RT	777.83	276059.87	522811.35
102	284+53.88	32.20' RT	778.29	276066.67	522805.94
103	284+54.90	33.54' RT	778.37	276068.15	522805.11
104	284+40.17	24.86' RT	777.87	276057.53	522818.51
105	284+44.31	27.00' RT	777.61	276060.22	522814.71
106	284+50.41	32.00' RT	778.09	276066.00	522809.35
107	284+52.87	35.00' RT	778.72	276069.31	522807.33
108	284+40.07	27.00' RT	777.66	276059.63	522818.91
109	284+40.07	32.00' RT	777.86	276064.59	522819.60
110	284+35.07	27.00' RT	777.86	276058.95	522823.86
111	284+35.07	32.00' RT	777.93	276063.90	522824.55
112	284+30.07	27.00' RT	777.79	276058.26	522828.82
113	284+30.07	32.00' RT	777.86	276063.22	522829.50
114	284+25.07	27.00' RT	777.50	276057.58	522833.77
115	284+25.07	32.00' RT	777.62	276062.53	522834.45

RIVER RD NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
125	284+98.00	33.55' RT	779.03	276074.07	522762.43
126	284+99.00	32.20' RT	779.05	276072.86	522761.25
127	285+05.28	26.20' RT	779.26	276067.78	522754.20
128	285+21.66	20.15' RT	780.10	276064.03	522737.15
129	285+27.64	20.05' RT	780.29	276064.76	522731.22
130	285+29.97	20.00' RT	780.35	276065.02	522728.90
131	285+00.01	35.00' RT	779.39	276075.78	522760.63
132	285+02.48	32.00' RT	779.00	276073.14	522757.78
133	285+08.58	27.00' RT	779.30	276069.03	522751.05
134	285+15.01	24.00' RT	779.87	276066.94	522744.26
135	285+21.97	22.60' RT	780.03	276066.50	522737.18
136	285+26.97	22.50' RT	780.19	276067.09	522732.22
137	285+29.97	22.50' RT	780.77	276067.50	522729.24
138	285+12.81	32.00' RT	779.21	276074.56	522747.54
139	285+12.81	27.00' RT	779.37	276069.61	522746.85
140	285+21.97	32.00' RT	779.85	276075.81	522738.47
141	285+21.97	27.00' RT	779.84	276070.86	522737.79
142	285+26.97	32.00' RT	779.92	276076.50	522733.52
143	285+26.97	27.00' RT	779.91	276071.55	522732.83
144	285+46.97	32.00' RT	781.39	276079.24	522713.71
145	285+46.97	27.06' RT	781.37	276074.35	522713.03
146	285+51.97	32.00' RT	781.46	276079.93	522708.75
147	285+51.98	27.07' RT	781.44	276075.04	522708.07

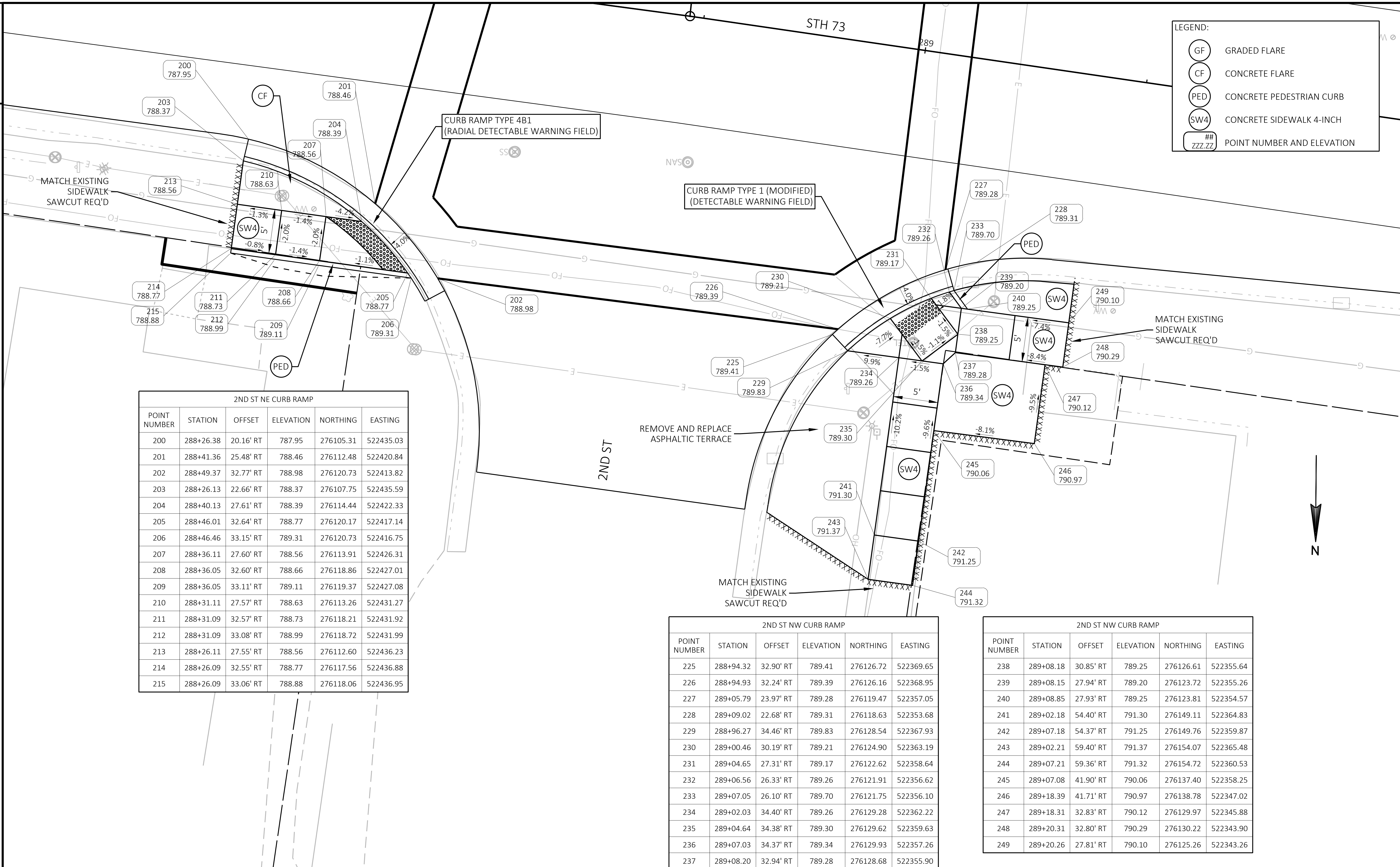
LEGEND:

GF	GRADED FLARE
CF	CONCRETE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
## ZZZ.ZZ	POINT NUMBER AND ELEVATION



RIVER RD SW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	285+29.97	20.00' LT	780.17	276025.40	522723.42
151	285+27.50	20.03' LT	780.10	276025.03	522725.86
152	285+21.49	20.03' LT	779.91	276024.21	522731.81
153	285+13.10	20.03' LT	779.63	276023.06	522740.12
154	285+29.97	22.50' LT	780.59	276022.92	522723.08
155	285+26.97	22.49' LT	780.00	276022.53	522726.05
156	285+21.97	22.50' LT	779.85	276021.83	522731.00
157	285+18.97	22.50' LT	780.23	276021.42	522733.97
158	285+13.07	22.50' LT	780.05	276020.61	522739.81
159	285+26.95	27.01' LT	780.24	276018.04	522725.45
160	285+21.95	27.01' LT	780.17	276017.36	522730.40
161	285+26.92	32.02' LT	780.31	276013.08	522724.78
162	285+21.92	32.00' LT	780.24	276012.41	522729.74
163	285+16.97	27.00' LT	780.13	276016.69	522735.34
164	285+16.97	32.00' LT	780.20	276011.73	522734.65
165	285+41.95	27.02' LT	780.90	276020.09	522710.59
166	285+41.92	32.02' LT	780.99	276015.13	522709.93
167	285+20.03	37.00' LT	780.37	276007.20	522730.93
168	285+17.03	37.00' LT	780.26	276006.79	522733.90
169	285+06.97	27.00' LT	779.95	276015.31	522745.24
170	285+07.00	31.98' LT	780.05	276010.39	522744.53



2ND ST NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	288+26.38	20.16' RT	787.95	276105.31	522435.03
201	288+41.36	25.48' RT	788.46	276112.48	522420.84
202	288+49.37	32.77' RT	788.98	276120.73	522413.82
203	288+26.13	22.66' RT	788.37	276107.75	522435.59
204	288+40.13	27.61' RT	788.39	276114.44	522422.33
205	288+46.01	32.64' RT	788.77	276120.17	522417.14
206	288+46.46	33.15' RT	789.31	276120.73	522416.75
207	288+36.11	27.60' RT	788.56	276113.91	522426.31
208	288+36.05	32.60' RT	788.66	276118.86	522427.01
209	288+36.05	33.11' RT	789.11	276119.37	522427.08
210	288+31.11	27.57' RT	788.63	276113.26	522431.27
211	288+31.09	32.57' RT	788.73	276118.21	522431.92
212	288+31.09	33.08' RT	788.99	276118.72	522431.99
213	288+26.11	27.55' RT	788.56	276112.60	522436.23
214	288+26.09	32.55' RT	788.77	276117.56	522436.88
215	288+26.09	33.06' RT	788.88	276118.06	522436.95

2ND ST NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
225	288+94.32	32.90' RT	789.41	276126.72	522369.65
226	288+94.93	32.24' RT	789.39	276126.16	522368.95
227	289+05.79	23.97' RT	789.28	276119.47	522357.05
228	289+09.02	22.68' RT	789.31	276118.63	522353.68
229	288+96.27	34.46' RT	789.83	276128.54	522367.93
230	289+00.46	30.19' RT	789.21	276124.90	522363.19
231	289+04.65	27.31' RT	789.17	276122.62	522358.64
232	289+06.56	26.33' RT	789.26	276121.91	522356.62
233	289+07.05	26.10' RT	789.70	276121.75	522356.10
234	289+02.03	34.40' RT	789.26	276129.28	522362.22
235	289+04.64	34.38' RT	789.30	276129.62	522359.63
236	289+07.03	34.37' RT	789.34	276129.93	522357.26
237	289+08.20	32.94' RT	789.28	276128.68	522355.90

2ND ST NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
238	289+08.18	30.85' RT	789.25	276126.61	522355.64
239	289+08.15	27.94' RT	789.20	276123.72	522355.26
240	289+08.85	27.93' RT	789.25	276123.81	522354.57
241	289+02.18	54.40' RT	791.30	276149.11	522364.83
242	289+07.18	54.37' RT	791.25	276149.76	522359.87
243	289+02.21	59.40' RT	791.37	276154.07	522365.48
244	289+07.21	59.36' RT	791.32	276154.72	522360.53
245	289+07.08	41.90' RT	790.06	276137.40	522358.25
246	289+18.39	41.71' RT	790.97	276138.78	522347.02
247	289+18.31	32.83' RT	790.12	276129.97	522345.88
248	289+20.31	32.80' RT	790.29	276130.22	522343.90
249	289+20.26	27.81' RT	790.10	276125.26	522343.26

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2ND ST SE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	288+26.40	35.50' LT	787.53	276050.09	522427.96
251	288+23.04	31.93' LT	787.50	276053.21	522431.74
252	288+15.16	25.93' LT	787.40	276058.17	522440.32
253	288+05.26	21.64' LT	787.14	276061.17	522450.68
254	288+24.47	37.09' LT	787.95	276048.27	522429.67
255	288+19.16	31.75' LT	787.39	276052.90	522435.62
256	288+11.52	26.75' LT	787.31	276056.89	522443.83
257	288+04.57	24.04' LT	787.56	276058.70	522451.06
258	288+06.46	31.75' LT	787.45	276051.29	522448.21
259	288+06.46	26.75' LT	787.38	276056.25	522448.85
260	288+04.57	26.75' LT	787.38	276056.01	522450.72
261	288+20.55	41.80' LT	787.98	276043.10	522432.96
262	288+20.13	42.09' LT	787.98	276042.76	522433.34
263	288+15.33	36.37' LT	787.47	276047.83	522438.83
264	288+15.01	36.76' LT	787.88	276047.40	522439.10
265	288+04.57	31.75' LT	787.51	276051.05	522450.08
266	288+04.57	32.27' LT	787.51	276050.54	522450.02
267	288+19.09	42.82' LT	787.97	276041.90	522434.28
268	288+04.61	33.66' LT	787.52	276049.16	522449.80

LEGEND:

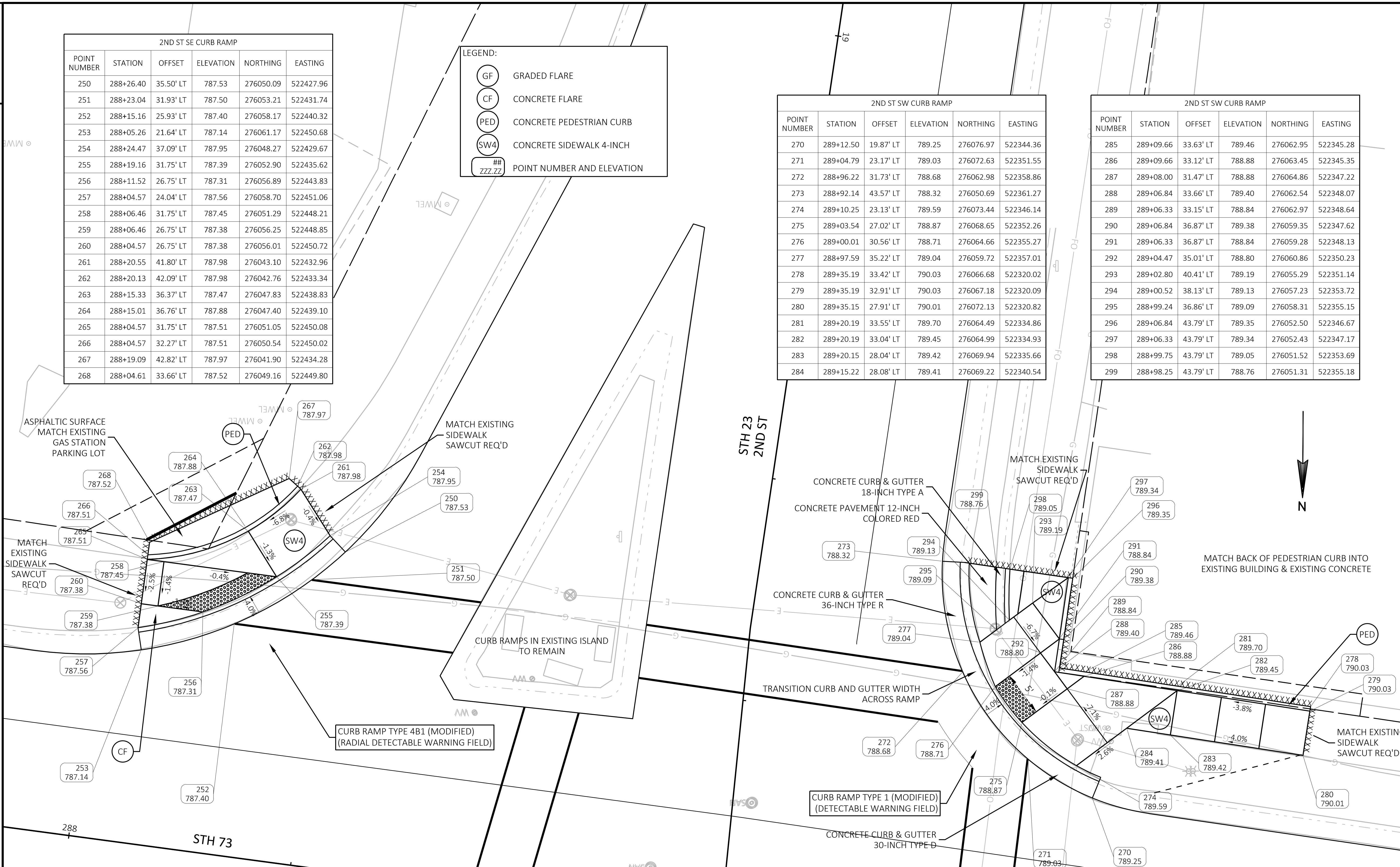
- GF GRADED FLARE
- CF CONCRETE FLARE
- PED CONCRETE PEDESTRIAN CURB
- SW4 CONCRETE SIDEWALK 4-INCH
- ## ZZZ.ZZ POINT NUMBER AND ELEVATION

2ND ST SW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
270	289+12.50	19.87' LT	789.25	276076.97	522344.36
271	289+04.79	23.17' LT	789.03	276072.63	522351.55
272	288+96.22	31.73' LT	788.68	276062.98	522358.86
273	288+92.14	43.57' LT	788.32	276050.69	522361.27
274	289+10.25	23.13' LT	789.59	276073.44	522346.14
275	289+03.54	27.02' LT	788.87	276068.65	522352.26
276	289+00.01	30.56' LT	788.71	276064.66	522355.27
277	288+97.59	35.22' LT	789.04	276059.72	522357.01
278	289+35.19	33.42' LT	790.03	276066.68	522320.02
279	289+35.19	32.91' LT	790.03	276067.18	522320.09
280	289+35.15	27.91' LT	790.01	276072.13	522320.82
281	289+20.19	33.55' LT	789.70	276064.49	522334.86
282	289+20.19	33.04' LT	789.45	276064.99	522334.93
283	289+20.15	28.04' LT	789.42	276069.94	522335.66
284	289+15.22	28.08' LT	789.41	276069.22	522340.54

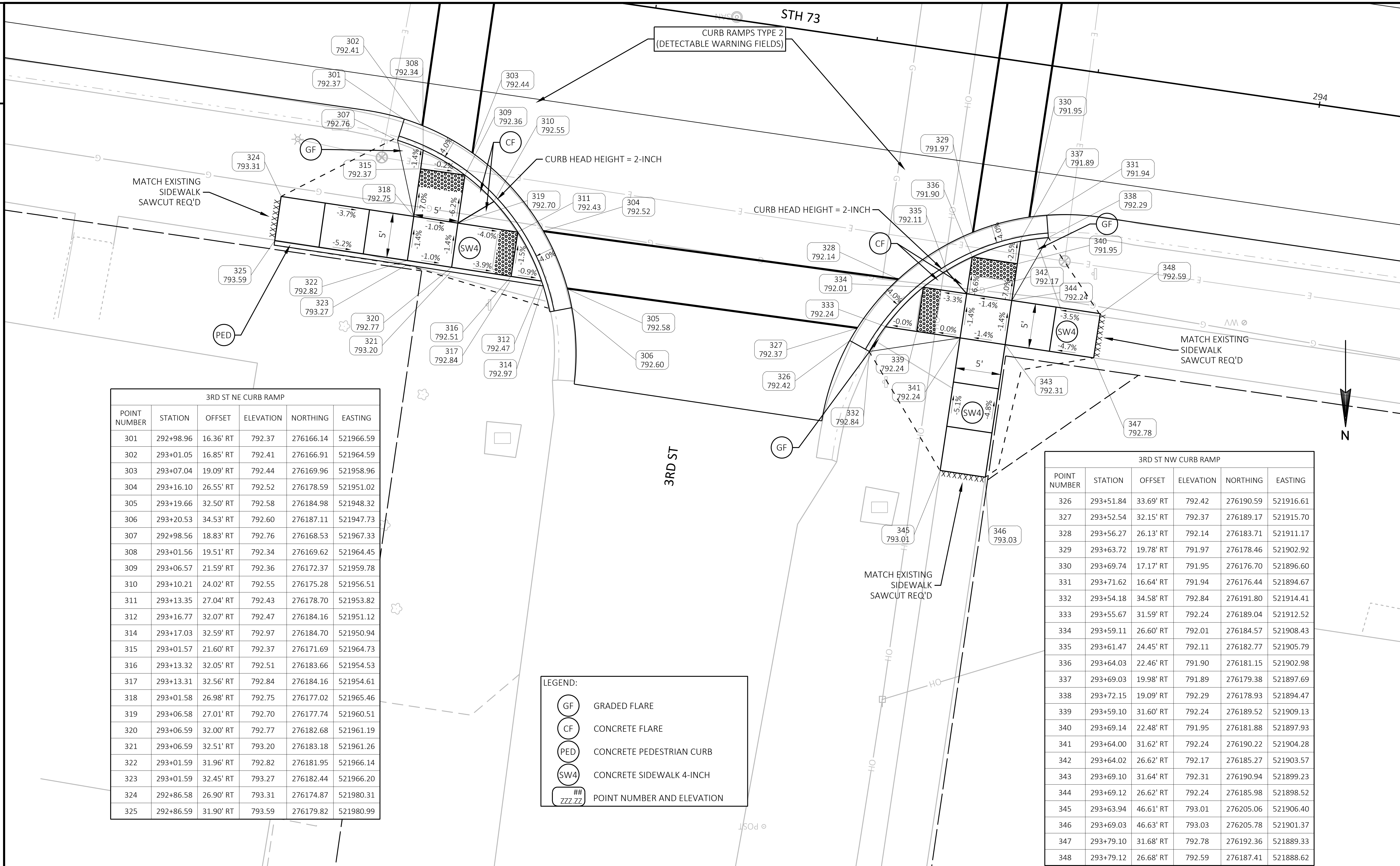
2ND ST SW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
285	289+09.66	33.63' LT	789.46	276062.95	522345.28
286	289+09.66	33.12' LT	788.88	276063.45	522345.35
287	289+08.00	31.47' LT	788.88	276064.86	522347.22
288	289+06.84	33.66' LT	789.40	276062.54	522348.07
289	289+06.33	33.15' LT	788.84	276062.97	522348.64
290	289+06.84	36.87' LT	789.38	276059.35	522347.62
291	289+06.33	36.87' LT	788.84	276059.28	522348.13
292	289+04.47	35.01' LT	788.80	276060.86	522350.23
293	289+02.80	40.41' LT	789.19	276055.29	522351.14
294	289+00.52	38.13' LT	789.13	276057.23	522353.72
295	288+99.24	36.86' LT	789.09	276058.31	522355.15
296	289+06.84	43.79' LT	789.35	276052.50	522346.67
297	289+06.33	43.79' LT	789.34	276052.43	522347.17
298	288+99.75	43.79' LT	789.05	276051.52	522353.69
299	288+98.25	43.79' LT	788.76	276051.31	522355.18



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	CURB RAMP DETAILS - 2ND ST (SOUTH)	SHEET 34	E

2



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3RD ST NE CURB RAMP

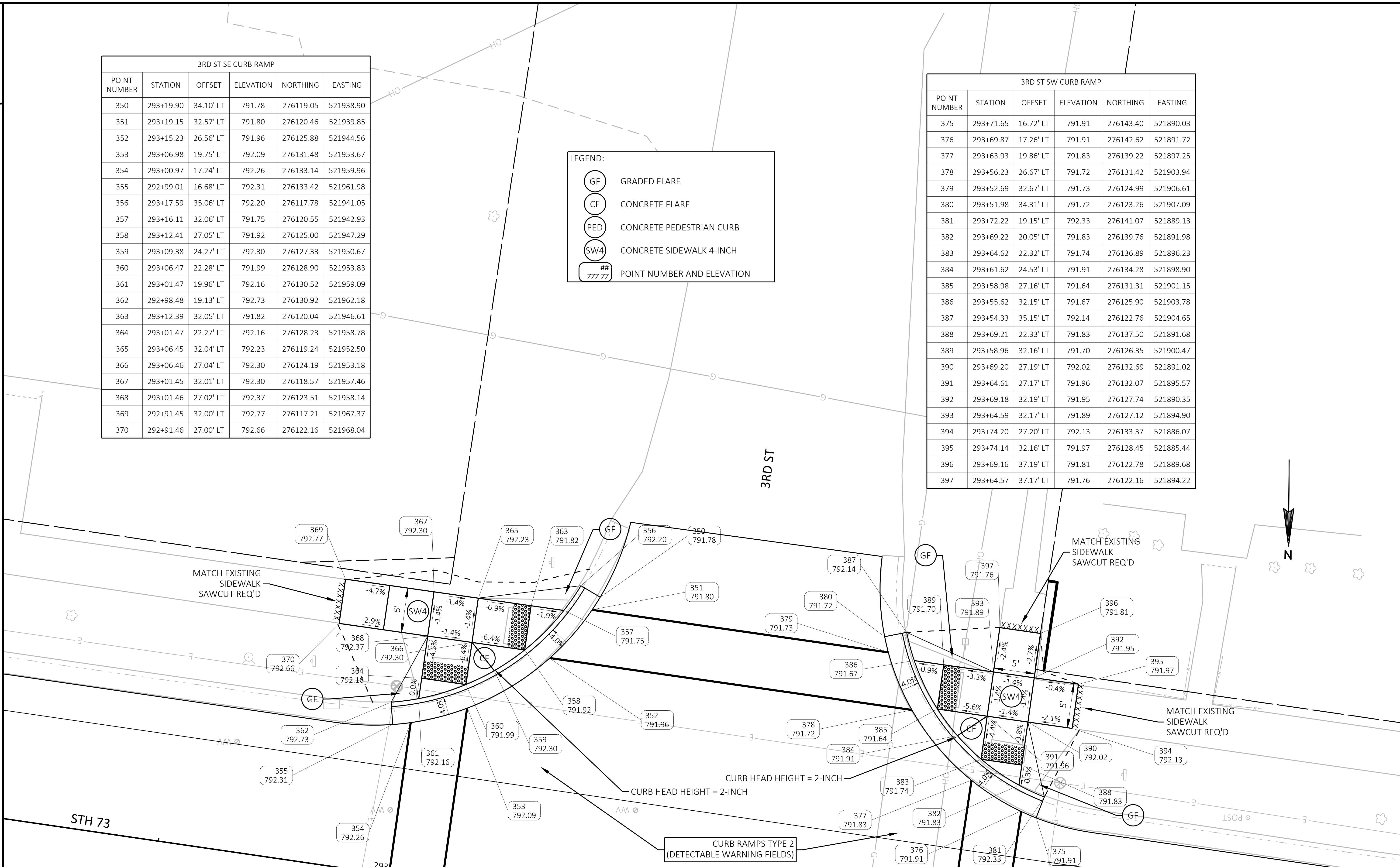
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	292+98.96	16.36' RT	792.37	276166.14	521966.59
302	293+01.05	16.85' RT	792.41	276166.91	521964.59
303	293+07.04	19.09' RT	792.44	276169.96	521958.96
304	293+16.10	26.55' RT	792.52	276178.59	521951.02
305	293+19.66	32.50' RT	792.58	276184.98	521948.32
306	293+20.53	34.53' RT	792.60	276187.11	521947.73
307	292+98.56	18.83' RT	792.76	276168.53	521967.33
308	293+01.56	19.51' RT	792.34	276169.62	521964.45
309	293+06.57	21.59' RT	792.36	276172.37	521959.78
310	293+10.21	24.02' RT	792.55	276175.28	521956.51
311	293+13.35	27.04' RT	792.43	276178.70	521953.82
312	293+16.77	32.07' RT	792.47	276184.16	521951.12
314	293+17.03	32.59' RT	792.97	276184.70	521950.94
315	293+01.57	21.60' RT	792.37	276171.69	521964.73
316	293+13.32	32.05' RT	792.51	276183.66	521954.53
317	293+13.31	32.56' RT	792.84	276184.16	521954.61
318	293+01.58	26.98' RT	792.75	276177.02	521965.46
319	293+06.58	27.01' RT	792.70	276177.74	521960.51
320	293+06.59	32.00' RT	792.77	276182.68	521961.19
321	293+06.59	32.51' RT	793.20	276183.18	521961.26
322	293+01.59	31.96' RT	792.82	276181.95	521966.14
323	293+01.59	32.45' RT	793.27	276182.44	521966.20
324	292+86.58	26.90' RT	793.31	276174.87	521980.31
325	292+86.59	31.90' RT	793.59	276179.82	521980.99

3RD ST NW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
326	293+51.84	33.69' RT	792.42	276190.59	521916.61
327	293+52.54	32.15' RT	792.37	276189.17	521915.70
328	293+56.27	26.13' RT	792.14	276183.71	521911.17
329	293+63.72	19.78' RT	791.97	276178.46	521902.92
330	293+69.74	17.17' RT	791.95	276176.70	521896.60
331	293+71.62	16.64' RT	791.94	276176.44	521894.67
332	293+54.18	34.58' RT	792.84	276191.80	521914.41
333	293+55.67	31.59' RT	792.24	276189.04	521912.52
334	293+59.11	26.60' RT	792.01	276184.57	521908.43
335	293+61.47	24.45' RT	792.11	276182.77	521905.79
336	293+64.03	22.46' RT	791.90	276181.15	521902.98
337	293+69.03	19.98' RT	791.89	276179.38	521897.69
338	293+72.15	19.09' RT	792.29	276178.93	521894.47
339	293+59.10	31.60' RT	792.24	276189.52	521909.13
340	293+69.14	22.48' RT	791.95	276181.88	521897.93
341	293+64.00	31.62' RT	792.24	276190.22	521904.28
342	293+64.02	26.62' RT	792.17	276185.27	521903.57
343	293+69.10	31.64' RT	792.31	276190.94	521899.23
344	293+69.12	26.62' RT	792.24	276185.98	521898.52
345	293+63.94	46.61' RT	793.01	276205.06	521906.40
346	293+69.03	46.63' RT	793.03	276205.78	521901.37
347	293+79.10	31.68' RT	792.78	276192.36	521889.33
348	293+79.12	26.68' RT	792.59	276187.41	521888.62

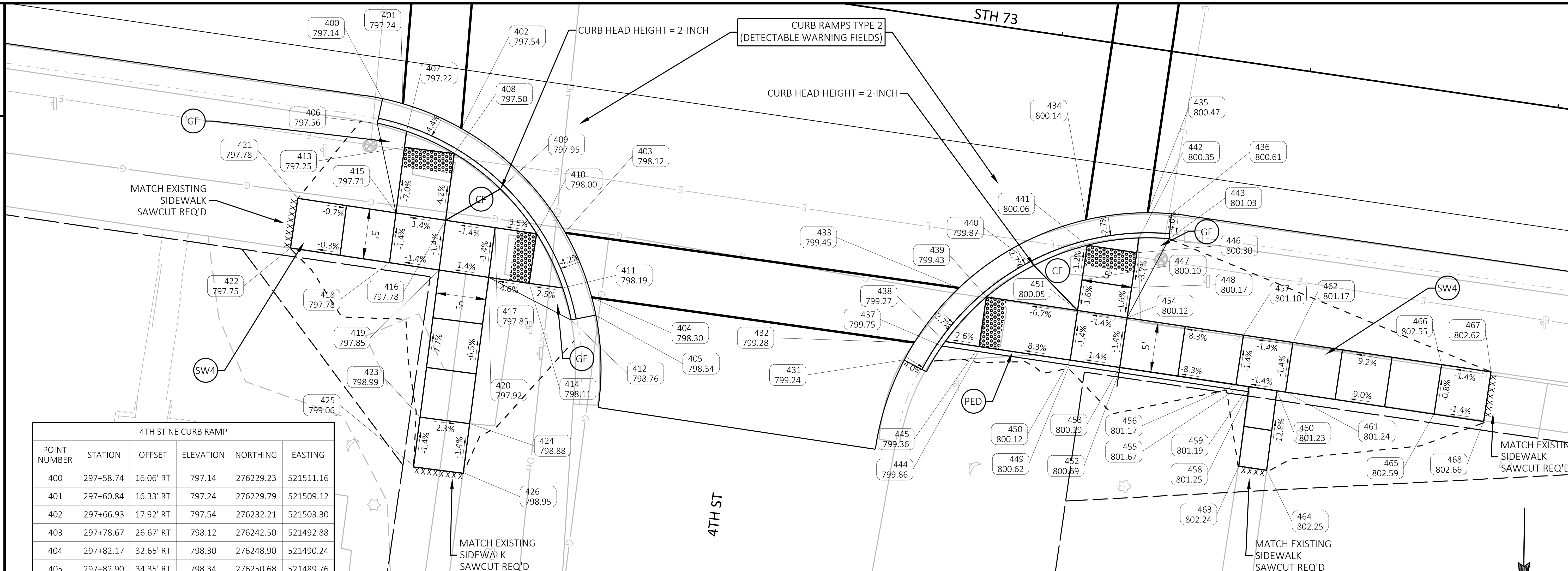
LEGEND:

- GF — GRADED FLARE
- CF — CONCRETE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- ## / ZZZ.ZZ — POINT NUMBER AND ELEVATION



3RD ST SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	293+19.90	34.10' LT	791.78	276119.05	521938.90
351	293+19.15	32.57' LT	791.80	276120.46	521939.85
352	293+15.23	26.56' LT	791.96	276125.88	521944.56
353	293+06.98	19.75' LT	792.09	276131.48	521953.67
354	293+00.97	17.24' LT	792.26	276133.14	521959.96
355	292+99.01	16.68' LT	792.31	276133.42	521961.98
356	293+17.59	35.06' LT	792.20	276117.78	521941.05
357	293+16.11	32.06' LT	791.75	276120.55	521942.93
358	293+12.41	27.05' LT	791.92	276125.00	521947.29
359	293+09.38	24.27' LT	792.30	276127.33	521950.67
360	293+06.47	22.28' LT	791.99	276128.90	521953.83
361	293+01.47	19.96' LT	792.16	276130.52	521959.09
362	292+98.48	19.13' LT	792.73	276130.92	521962.18
363	293+12.39	32.05' LT	791.82	276120.04	521946.61
364	293+01.47	22.27' LT	792.16	276128.23	521958.78
365	293+06.45	32.04' LT	792.23	276119.24	521952.50
366	293+06.46	27.04' LT	792.30	276124.19	521953.18
367	293+01.45	32.01' LT	792.30	276118.57	521957.46
368	293+01.46	27.02' LT	792.37	276123.51	521958.14
369	292+91.45	32.00' LT	792.77	276117.21	521967.37
370	292+91.46	27.00' LT	792.66	276122.16	521968.04

3RD ST SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
375	293+71.65	16.72' LT	791.91	276143.40	521890.03
376	293+69.87	17.26' LT	791.91	276142.62	521891.72
377	293+63.93	19.86' LT	791.83	276139.22	521897.25
378	293+56.23	26.67' LT	791.72	276131.42	521903.94
379	293+52.69	32.67' LT	791.73	276124.99	521906.61
380	293+51.98	34.31' LT	791.72	276123.26	521907.09
381	293+72.22	19.15' LT	792.33	276141.07	521889.13
382	293+69.22	20.05' LT	791.83	276139.76	521891.98
383	293+64.62	22.32' LT	791.74	276136.89	521896.23
384	293+61.62	24.53' LT	791.91	276134.28	521898.90
385	293+58.98	27.16' LT	791.64	276131.31	521901.15
386	293+55.62	32.15' LT	791.67	276125.90	521903.78
387	293+54.33	35.15' LT	792.14	276122.76	521904.65
388	293+69.21	22.33' LT	791.83	276137.50	521891.68
389	293+58.96	32.16' LT	791.70	276126.35	521900.47
390	293+69.20	27.19' LT	792.02	276132.69	521891.02
391	293+64.61	27.17' LT	791.96	276132.07	521895.57
392	293+69.18	32.19' LT	791.95	276127.74	521890.35
393	293+64.59	32.17' LT	791.89	276127.12	521894.90
394	293+74.20	27.20' LT	792.13	276133.37	521886.07
395	293+74.14	32.16' LT	791.97	276128.45	521885.44
396	293+69.16	37.19' LT	791.81	276122.78	521889.68
397	293+64.57	37.17' LT	791.76	276122.16	521894.22



4TH ST NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	297+58.74	16.06' RT	797.14	276229.23	521511.16
401	297+60.84	16.33' RT	797.24	276229.79	521509.12
402	297+66.93	17.92' RT	797.54	276232.21	521503.30
403	297+78.67	26.67' RT	798.12	276242.50	521492.88
404	297+82.17	32.65' RT	798.30	276248.90	521490.24
405	297+82.90	34.35' RT	798.34	276250.68	521489.76
406	297+58.58	18.55' RT	797.56	276231.68	521511.67
407	297+61.58	18.93' RT	797.22	276232.47	521508.74
408	297+66.61	20.43' RT	797.50	276234.65	521503.97
409	297+71.65	23.27' RT	797.95	276238.16	521499.37
410	297+75.89	27.17' RT	798.00	276242.60	521495.71
411	297+79.23	32.14' RT	798.19	276247.99	521493.08
412	297+80.54	35.18' RT	798.76	276251.18	521492.21
413	297+61.61	20.51' RT	797.25	276234.04	521508.93
414	297+75.88	32.17' RT	798.11	276247.55	521496.41
415	297+61.71	27.13' RT	797.71	276240.61	521509.75
416	297+66.71	27.14' RT	797.78	276241.31	521504.79
417	297+71.71	27.16' RT	797.85	276242.01	521499.84
418	297+61.79	32.13' RT	797.78	276245.57	521510.36
419	297+66.79	32.15' RT	797.85	276246.28	521505.41
420	297+71.79	32.16' RT	797.92	276246.98	521500.45
421	297+51.80	27.10' RT	797.78	276239.22	521519.56
422	297+51.79	32.10' RT	797.75	276244.17	521520.26
423	297+67.02	46.94' RT	798.99	276260.97	521507.22
424	297+72.02	46.87' RT	798.88	276261.58	521502.26
425	297+67.13	51.85' RT	799.06	276265.84	521507.79
426	297+72.01	51.77' RT	798.95	276266.43	521502.94

LEGEND:

GF	GRADED FLARE
CF	CONCRETE FLARE
PED	CONCRETE PEDESTRIAN CURB
SW4	CONCRETE SIDEWALK 4-INCH
## ZZZ.ZZ	POINT NUMBER AND ELEVATION

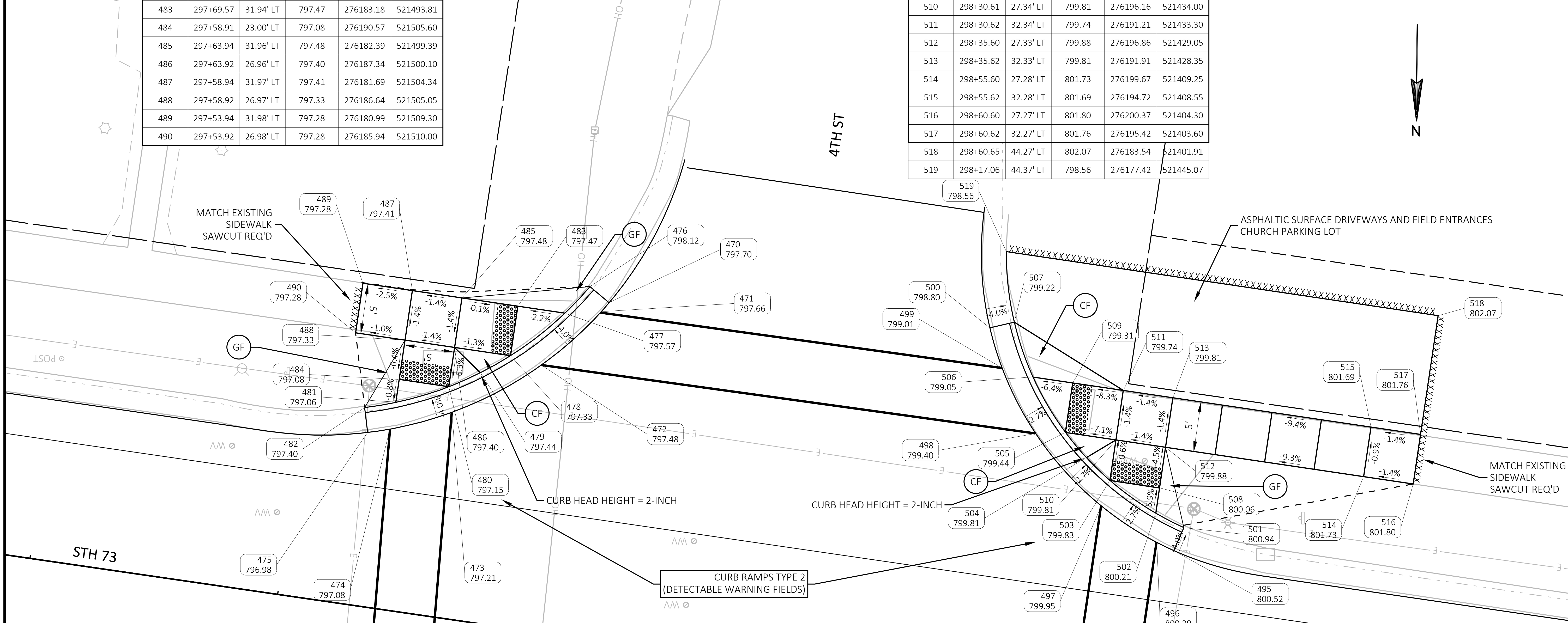
4TH ST NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
431	298+14.12	34.29' RT	799.24	276254.93	521458.82
432	298+14.82	32.47' RT	799.28	276253.22	521457.88
433	298+18.45	26.45' RT	799.45	276247.76	521453.45
434	298+30.00	17.93' RT	800.14	276240.91	521440.84
435	298+35.98	16.33' RT	800.47	276240.15	521434.69
436	298+38.32	16.05' RT	800.61	276240.20	521432.34
437	298+17.56	32.41' RT	799.75	276253.54	521455.16
438	298+17.82	31.91' RT	799.27	276253.08	521454.83
439	298+21.26	26.92' RT	799.43	276248.61	521450.74
440	298+25.49	23.12' RT	799.87	276245.43	521446.02
441	298+30.47	20.37' RT	800.06	276243.40	521440.71
442	298+35.48	18.91' RT	800.35	276242.64	521435.55
443	298+38.47	18.54' RT	801.03	276242.69	521432.53
444	298+21.24	32.43' RT	799.86	276254.06	521451.51
445	298+21.24	31.92' RT	799.36	276253.56	521451.44
446	298+35.47	20.39' RT	800.30	276244.10	521435.76
447	298+30.46	23.86' RT	800.10	276246.85	521441.20
448	298+35.46	23.89' RT	800.17	276247.57	521436.25
449	298+30.44	32.45' RT	800.62	276255.36	521442.41

4TH ST NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	298+30.44	31.94' RT	800.12	276254.85	521442.34
451	298+30.45	26.94' RT	800.05	276249.90	521441.63
452	298+35.44	32.47' RT	800.69	276256.06	521437.46
453	298+35.44	31.96' RT	800.19	276255.56	521437.38
454	298+35.45	26.96' RT	800.12	276250.61	521436.68
455	298+47.18	32.50' RT	801.67	276257.71	521425.83
456	298+47.18	31.99' RT	801.17	276257.21	521425.76
457	298+47.19	26.99' RT	801.10	276252.26	521425.06
458	298+48.49	32.50' RT	801.25	276257.90	521424.54
459	298+48.48	31.99' RT	801.19	276257.39	521424.48
460	298+51.30	32.00' RT	801.23	276257.79	521421.68
461	298+52.18	32.00' RT	801.24	276257.91	521420.81
462	298+52.19	27.00' RT	801.17	276252.96	521420.11
463	298+48.62	39.99' RT	802.24	276265.33	521425.44
464	298+51.44	40.00' RT	802.25	276265.73	521422.65
465	298+67.18	31.98' RT	802.59	276259.96	521405.95
466	298+67.19	27.05' RT	802.55	276255.07	521405.26
467	298+72.19	27.06' RT	802.62	276255.77	521400.31
468	298+72.18	31.98' RT	802.66	276260.64	521401.00

4TH ST SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
470	297+78.55	33.60' LT	797.70	276182.78	521484.70
471	297+77.77	32.58' LT	797.66	276183.69	521485.61
472	297+72.67	26.50' LT	797.48	276189.01	521491.50
473	297+64.58	20.56' LT	797.21	276193.77	521500.33
474	297+58.71	18.04' LT	797.08	276195.46	521506.49
475	297+56.56	17.30' LT	796.98	276195.89	521508.72
476	297+76.43	34.93' LT	798.12	276181.18	521486.61
477	297+74.33	31.93' LT	797.57	276183.85	521489.11
478	297+69.56	26.94' LT	797.33	276188.13	521494.52
479	297+66.83	24.83' LT	797.44	276189.85	521497.51
480	297+63.91	22.99' LT	797.15	276191.27	521500.65
481	297+58.91	20.70' LT	797.06	276192.85	521505.93
482	297+55.91	19.72' LT	797.40	276193.41	521509.04
483	297+69.57	31.94' LT	797.47	276183.18	521493.81
484	297+58.91	23.00' LT	797.08	276190.57	521505.60
485	297+63.94	31.96' LT	797.48	276182.39	521499.39
486	297+63.92	26.96' LT	797.40	276187.34	521500.10
487	297+58.94	31.97' LT	797.41	276181.69	521504.34
488	297+58.92	26.97' LT	797.33	276186.64	521505.05
489	297+53.94	31.98' LT	797.28	276180.99	521509.30
490	297+53.92	26.98' LT	797.28	276185.94	521510.00

LEGEND:
- GF GRADED FLARE
- CF CONCRETE FLARE
- PED CONCRETE PEDESTRIAN CURB
- SW4 CONCRETE SIDEWALK 4-INCH
- ## ZZZ.ZZ POINT NUMBER AND ELEVATION

4TH ST SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
495	298+37.90	17.24' LT	800.52	276207.17	521428.17
496	298+36.11	17.87' LT	800.39	276206.30	521429.86
497	298+30.11	20.63' LT	799.95	276202.73	521435.42
498	298+22.60	26.82' LT	799.40	276195.57	521442.00
499	298+18.37	32.78' LT	799.01	276189.08	521445.37
500	298+16.53	36.60' LT	798.80	276185.05	521446.66
501	298+38.58	19.64' LT	800.94	276204.88	521427.16
502	298+35.59	20.66' LT	800.21	276203.46	521429.98
503	298+30.59	23.24' LT	799.83	276200.22	521434.58
504	298+27.93	25.16' LT	799.81	276197.95	521436.95
505	298+25.49	27.35' LT	799.44	276195.44	521439.06
506	298+21.48	32.36' LT	799.05	276189.93	521442.34
507	298+18.86	37.51' LT	799.22	276184.46	521444.23
508	298+35.59	23.22' LT	800.06	276200.93	521429.63
509	298+25.51	32.35' LT	799.31	276190.49	521438.36
510	298+30.61	27.34' LT	799.81	276196.16	521434.00
511	298+30.62	32.34' LT	799.74	276191.21	521433.30
512	298+35.60	27.33' LT	799.88	276196.86	521429.05
513	298+35.62	32.33' LT	799.81	276191.91	521428.35
514	298+55.60	27.28' LT	801.73	276199.67	521409.25
515	298+55.62	32.28' LT	801.69	276194.72	521408.55
516	298+60.60	27.27' LT	801.80	276200.37	521404.30
517	298+60.62	32.27' LT	801.76	276195.42	521403.60
518	298+60.65	44.27' LT	802.07	276183.54	521401.91
519	298+17.06	44.37' LT	798.56	276177.42	521445.07



PROJECT NO: 6530-01-71/72 | HWY: STH 73 | COUNTY: GREEN LAKE/MARQUETTE | CURB RAMP DETAILS - 4TH ST (SOUTH) | SHEET 38 | E

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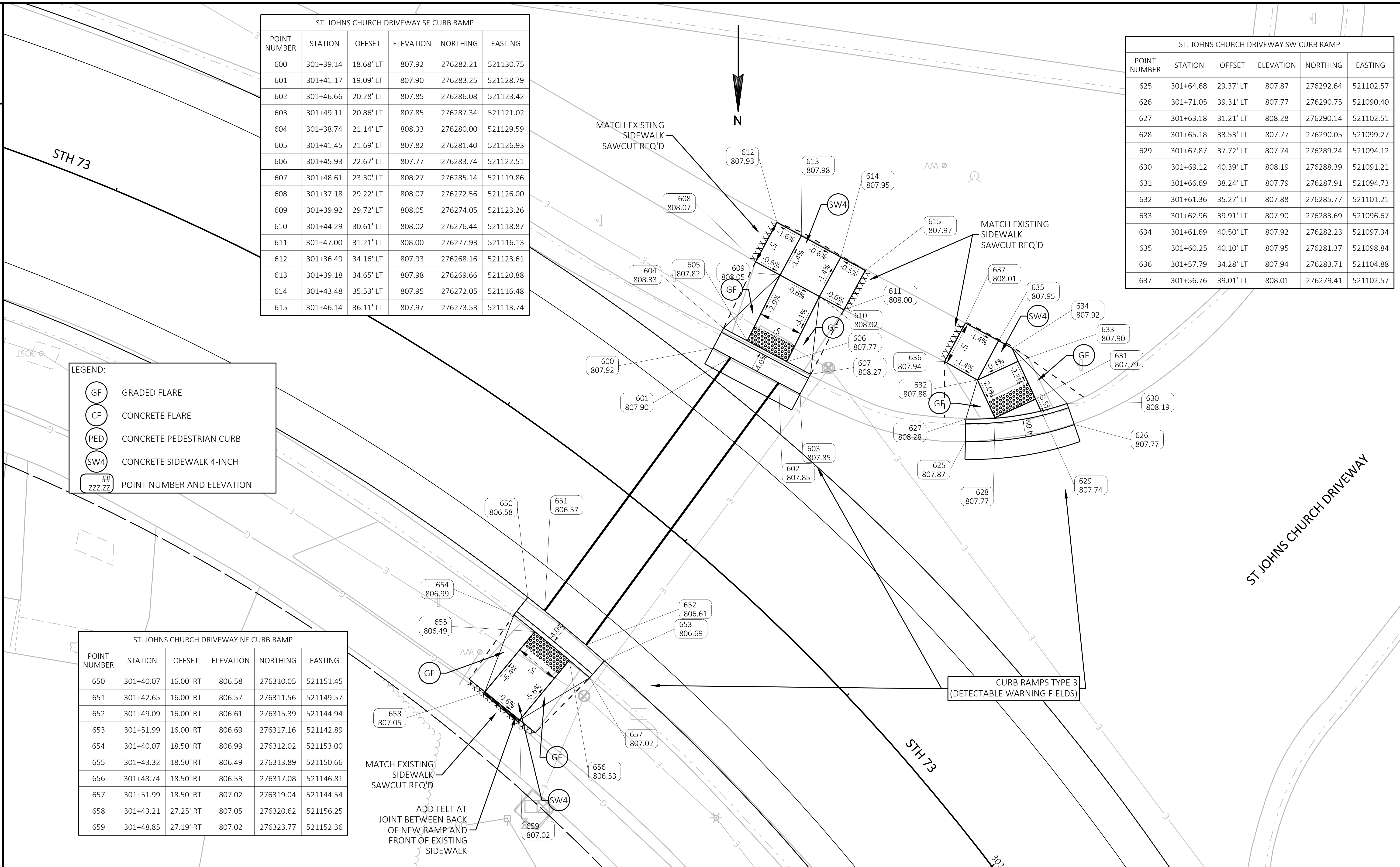

ST. JOHNS CHURCH DRIVEWAY SE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	301+39.14	18.68' LT	807.92	276282.21	521130.75
601	301+41.17	19.09' LT	807.90	276283.25	521128.79
602	301+46.66	20.28' LT	807.85	276286.08	521123.42
603	301+49.11	20.86' LT	807.85	276287.34	521121.02
604	301+38.74	21.14' LT	808.33	276280.00	521129.59
605	301+41.45	21.69' LT	807.82	276281.40	521126.93
606	301+45.93	22.67' LT	807.77	276283.74	521122.51
607	301+48.61	23.30' LT	808.27	276285.14	521119.86
608	301+37.18	29.22' LT	808.07	276272.56	521126.00
609	301+39.92	29.72' LT	808.05	276274.05	521123.26
610	301+44.29	30.61' LT	808.02	276276.44	521118.87
611	301+47.00	31.21' LT	808.00	276277.93	521116.13
612	301+36.49	34.16' LT	807.93	276268.16	521123.61
613	301+39.18	34.65' LT	807.98	276269.66	521120.88
614	301+43.48	35.53' LT	807.95	276272.05	521116.48
615	301+46.14	36.11' LT	807.97	276273.53	521113.74

ST. JOHNS CHURCH DRIVEWAY SW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
625	301+64.68	29.37' LT	807.87	276292.64	521102.57
626	301+71.05	39.31' LT	807.77	276290.75	521090.40
627	301+63.18	31.21' LT	808.28	276290.14	521102.51
628	301+65.18	33.53' LT	807.77	276290.05	521099.27
629	301+67.87	37.72' LT	807.74	276289.24	521094.12
630	301+69.12	40.39' LT	808.19	276288.39	521091.21
631	301+66.69	38.24' LT	807.79	276287.91	521094.73
632	301+61.36	35.27' LT	807.88	276285.77	521101.21
633	301+62.96	39.91' LT	807.90	276283.69	521096.67
634	301+61.69	40.50' LT	807.92	276282.23	521097.34
635	301+60.25	40.10' LT	807.95	276281.37	521098.84
636	301+57.79	34.28' LT	807.94	276283.71	521104.88
637	301+56.76	39.01' LT	808.01	276279.41	521102.57

LEGEND:

- GF — GRADED FLARE
- CF — CONCRETE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- ## / ZZZ.ZZ — POINT NUMBER AND ELEVATION

ST. JOHNS CHURCH DRIVEWAY NE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
650	301+40.07	16.00' RT	806.58	276310.05	521151.45
651	301+42.65	16.00' RT	806.57	276311.56	521149.57
652	301+49.09	16.00' RT	806.61	276315.39	521144.94
653	301+51.99	16.00' RT	806.69	276317.16	521142.89
654	301+40.07	18.50' RT	806.99	276312.02	521153.00
655	301+43.32	18.50' RT	806.49	276313.89	521150.66
656	301+48.74	18.50' RT	806.53	276317.08	521146.81
657	301+51.99	18.50' RT	807.02	276319.04	521144.54
658	301+43.21	27.25' RT	807.05	276320.62	521156.25
659	301+48.85	27.19' RT	807.02	276323.77	521152.36

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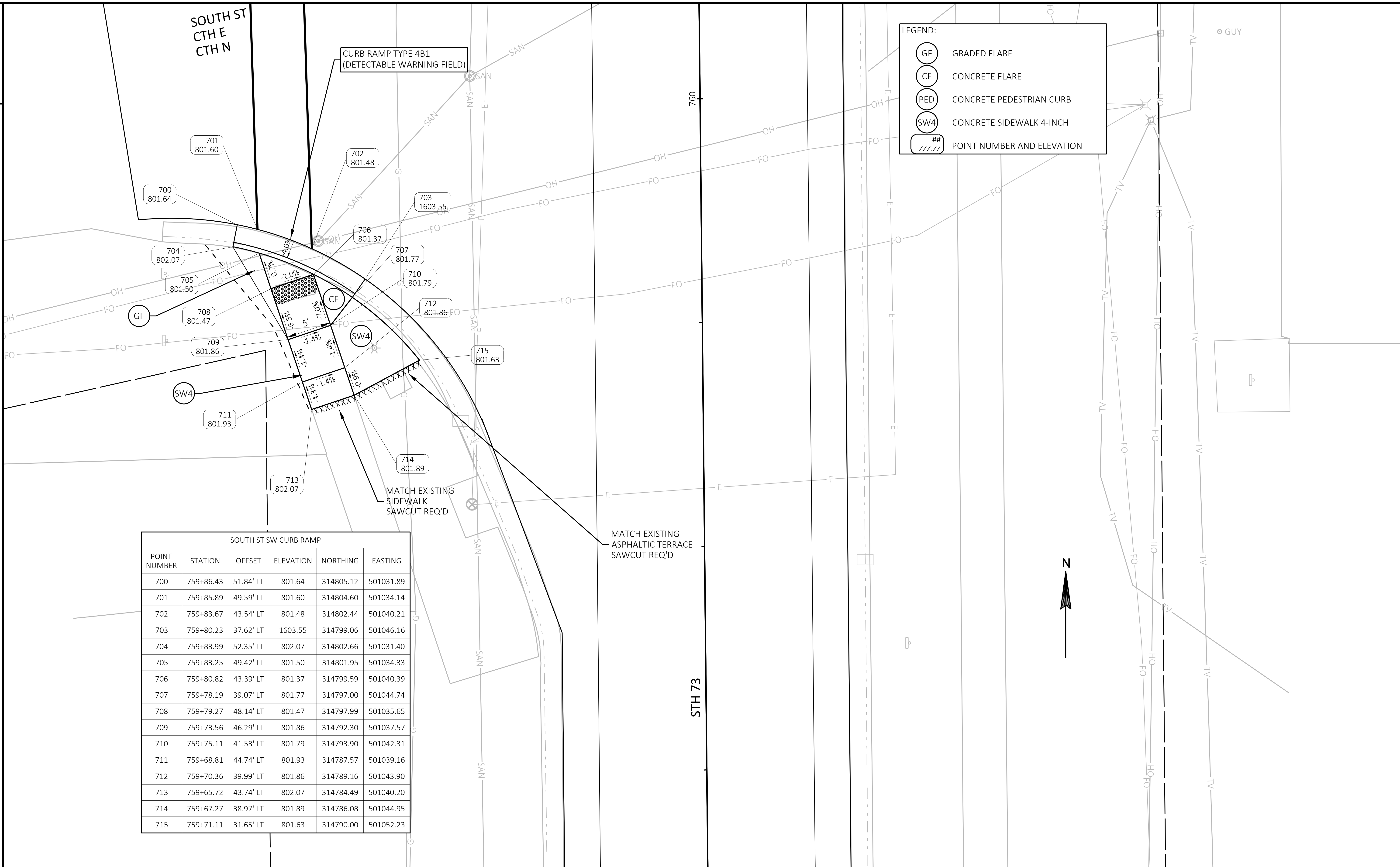
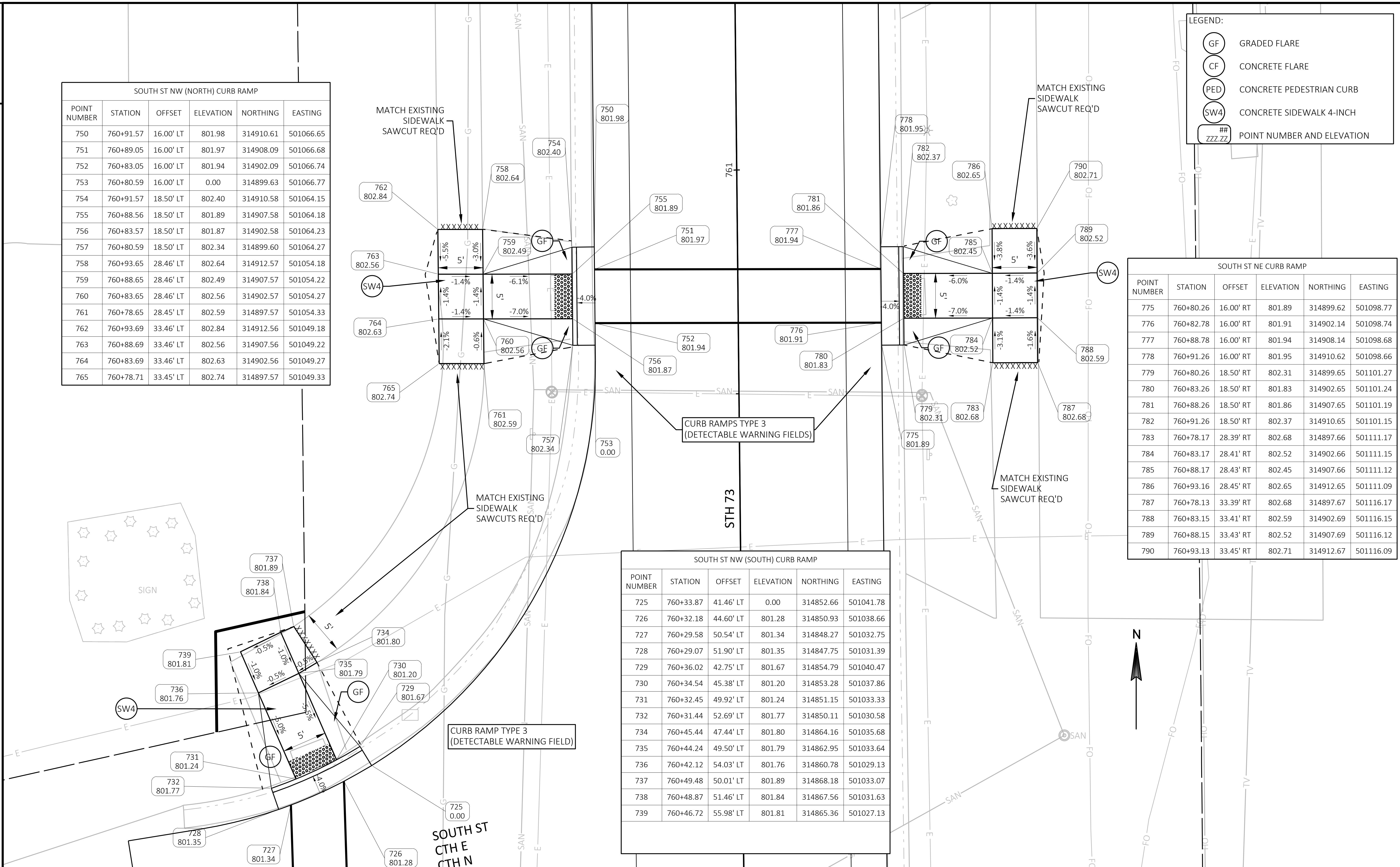


SOUTH ST SW CURB RAMP

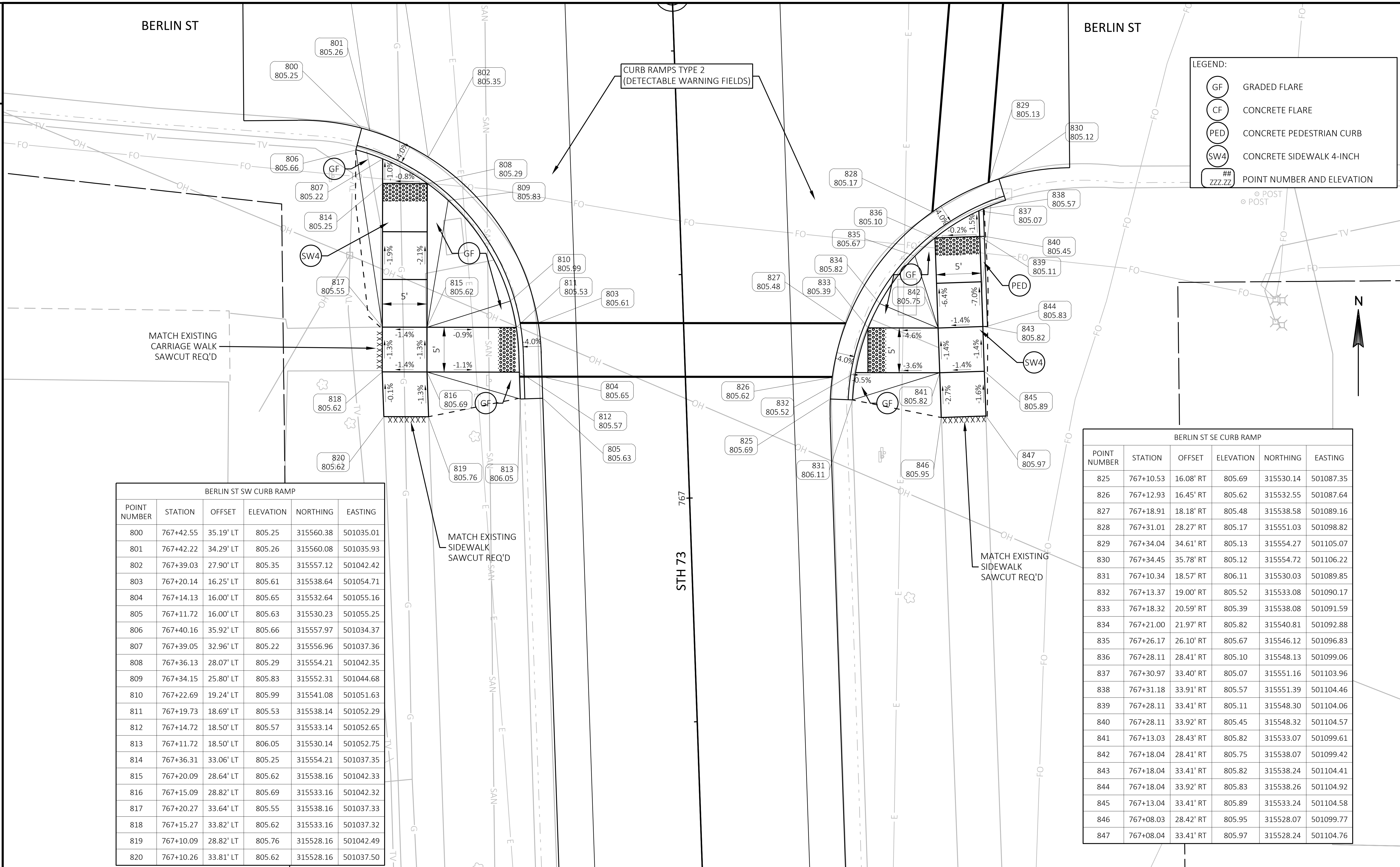
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	759+86.43	51.84' LT	801.64	314805.12	501031.89
701	759+85.89	49.59' LT	801.60	314804.60	501034.14
702	759+83.67	43.54' LT	801.48	314802.44	501040.21
703	759+80.23	37.62' LT	1603.55	314799.06	501046.16
704	759+83.99	52.35' LT	802.07	314802.66	501031.40
705	759+83.25	49.42' LT	801.50	314801.95	501034.33
706	759+80.82	43.39' LT	801.37	314799.59	501040.39
707	759+78.19	39.07' LT	801.77	314797.00	501044.74
708	759+79.27	48.14' LT	801.47	314797.99	501035.65
709	759+73.56	46.29' LT	801.86	314792.30	501037.57
710	759+75.11	41.53' LT	801.79	314793.90	501042.31
711	759+68.81	44.74' LT	801.93	314787.57	501039.16
712	759+70.36	39.99' LT	801.86	314789.16	501043.90
713	759+65.72	43.74' LT	802.07	314784.49	501040.20
714	759+67.27	38.97' LT	801.89	314786.08	501044.95
715	759+71.11	31.65' LT	801.63	314790.00	501052.23



SOUTH ST NW (NORTH) CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
750	760+91.57	16.00' LT	801.98	314910.61	501066.65
751	760+89.05	16.00' LT	801.97	314908.09	501066.68
752	760+83.05	16.00' LT	801.94	314902.09	501066.74
753	760+80.59	16.00' LT	0.00	314899.63	501066.77
754	760+91.57	18.50' LT	802.40	314910.58	501064.15
755	760+88.56	18.50' LT	801.89	314907.58	501064.18
756	760+83.57	18.50' LT	801.87	314902.58	501064.23
757	760+80.59	18.50' LT	802.34	314899.60	501064.27
758	760+93.65	28.46' LT	802.64	314912.57	501054.18
759	760+88.65	28.46' LT	802.49	314907.57	501054.22
760	760+83.65	28.46' LT	802.56	314902.57	501054.27
761	760+78.65	28.45' LT	802.59	314897.57	501054.33
762	760+93.69	33.46' LT	802.84	314912.56	501049.18
763	760+88.69	33.46' LT	802.56	314907.56	501049.22
764	760+83.69	33.46' LT	802.63	314902.56	501049.27
765	760+78.71	33.45' LT	802.74	314897.57	501049.33

SOUTH ST NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
775	760+80.26	16.00' RT	801.89	314899.62	501098.77
776	760+82.78	16.00' RT	801.91	314902.14	501098.74
777	760+88.78	16.00' RT	801.94	314908.14	501098.68
778	760+91.26	16.00' RT	801.95	314910.62	501098.66
779	760+80.26	18.50' RT	802.31	314899.65	501101.27
780	760+83.26	18.50' RT	801.83	314902.65	501101.24
781	760+88.26	18.50' RT	801.86	314907.65	501101.19
782	760+91.26	18.50' RT	802.37	314910.65	501101.15
783	760+78.17	28.39' RT	802.68	314897.66	501111.17
784	760+83.17	28.41' RT	802.52	314902.66	501111.15
785	760+88.17	28.43' RT	802.45	314907.66	501111.12
786	760+93.16	28.45' RT	802.65	314912.65	501111.09
787	760+78.13	33.39' RT	802.68	314897.67	501116.17
788	760+83.15	33.41' RT	802.59	314902.69	501116.15
789	760+88.15	33.43' RT	802.52	314907.69	501116.12
790	760+93.13	33.45' RT	802.71	314912.67	501116.09

SOUTH ST NW (SOUTH) CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
725	760+33.87	41.46' LT	0.00	314852.66	501041.78
726	760+32.18	44.60' LT	801.28	314850.93	501038.66
727	760+29.58	50.54' LT	801.34	314848.27	501032.75
728	760+29.07	51.90' LT	801.35	314847.75	501031.39
729	760+36.02	42.75' LT	801.67	314854.79	501040.47
730	760+34.54	45.38' LT	801.20	314853.28	501037.86
731	760+32.45	49.92' LT	801.24	314851.15	501033.33
732	760+31.44	52.69' LT	801.77	314850.11	501030.58
734	760+45.44	47.44' LT	801.80	314864.16	501035.68
735	760+44.24	49.50' LT	801.79	314862.95	501033.64
736	760+42.12	54.03' LT	801.76	314860.78	501029.13
737	760+49.48	50.01' LT	801.89	314868.18	501033.07
738	760+48.87	51.46' LT	801.84	314867.56	501031.63
739	760+46.72	55.98' LT	801.81	314865.36	501027.13



BERLIN ST SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	767+42.55	35.19' LT	805.25	315560.38	501035.01
801	767+42.22	34.29' LT	805.26	315560.08	501035.93
802	767+39.03	27.90' LT	805.35	315557.12	501042.42
803	767+20.14	16.25' LT	805.61	315538.64	501054.71
804	767+14.13	16.00' LT	805.65	315532.64	501055.16
805	767+11.72	16.00' LT	805.63	315530.23	501055.25
806	767+40.16	35.92' LT	805.66	315557.97	501034.37
807	767+39.05	32.96' LT	805.22	315556.96	501037.36
808	767+36.13	28.07' LT	805.29	315554.21	501042.35
809	767+34.15	25.80' LT	805.83	315552.31	501044.68
810	767+22.69	19.24' LT	805.99	315541.08	501051.63
811	767+19.73	18.69' LT	805.53	315538.14	501052.29
812	767+14.72	18.50' LT	805.57	315533.14	501052.65
813	767+11.72	18.50' LT	806.05	315530.14	501052.75
814	767+36.31	33.06' LT	805.25	315554.21	501037.35
815	767+20.09	28.64' LT	805.62	315538.16	501042.33
816	767+15.09	28.82' LT	805.69	315533.16	501042.32
817	767+20.27	33.64' LT	805.55	315538.16	501037.33
818	767+15.27	33.82' LT	805.62	315533.16	501037.32
819	767+10.09	28.82' LT	805.76	315528.16	501042.49
820	767+10.26	33.81' LT	805.62	315528.16	501037.50

BERLIN ST SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
825	767+10.53	16.08' RT	805.69	315530.14	501087.35
826	767+12.93	16.45' RT	805.62	315532.55	501087.64
827	767+18.91	18.18' RT	805.48	315538.58	501089.16
828	767+31.01	28.27' RT	805.17	315551.03	501098.82
829	767+34.04	34.61' RT	805.13	315554.27	501105.07
830	767+34.45	35.78' RT	805.12	315554.72	501106.22
831	767+10.34	18.57' RT	806.11	315530.03	501089.85
832	767+13.37	19.00' RT	805.52	315533.08	501090.17
833	767+18.32	20.59' RT	805.39	315538.08	501091.59
834	767+21.00	21.97' RT	805.82	315540.81	501092.88
835	767+26.17	26.10' RT	805.67	315546.12	501096.83
836	767+28.11	28.41' RT	805.10	315548.13	501099.06
837	767+30.97	33.40' RT	805.07	315551.16	501103.96
838	767+31.18	33.91' RT	805.57	315551.39	501104.46
839	767+28.11	33.41' RT	805.11	315548.30	501104.06
840	767+28.11	33.92' RT	805.45	315548.32	501104.57
841	767+13.03	28.43' RT	805.82	315533.07	501099.61
842	767+18.04	28.41' RT	805.75	315538.07	501099.42
843	767+18.04	33.41' RT	805.82	315538.24	501104.41
844	767+18.04	33.92' RT	805.83	315538.26	501104.92
845	767+13.04	33.41' RT	805.89	315533.24	501104.58
846	767+08.03	28.42' RT	805.95	315528.07	501099.77
847	767+08.04	33.41' RT	805.97	315528.24	501104.76

PROJECT NO: 6530-01-71/72 | HWY: STH 73 | COUNTY: GREEN LAKE/MARQUETTE | CURB RAMP DETAILS - BERLIN ST (SOUTH) | SHEET 42 | E

LEGEND:

- GF — GRADED FLARE
- CF — CONCRETE FLARE
- PED — CONCRETE PEDESTRIAN CURB
- SW4 — CONCRETE SIDEWALK 4-INCH
- ## / ZZZ.ZZ — POINT NUMBER AND ELEVATION

BERLIN ST NW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
851	767+93.16	23.36' LT	805.25	315612.05	501046.11
852	767+87.61	24.92' LT	805.23	315606.48	501044.59
853	767+76.76	32.78' LT	805.15	315595.58	501036.79
854	767+73.17	38.32' LT	805.10	315591.95	501031.27
855	767+71.55	42.58' LT	805.06	315590.31	501027.03
856	767+93.57	25.82' LT	805.67	315612.43	501043.64
857	767+93.06	25.91' LT	805.62	315611.92	501043.56
858	767+88.05	27.40' LT	805.15	315606.91	501042.10
859	767+84.09	29.50' LT	805.41	315602.93	501040.02
860	767+80.59	32.28' LT	805.09	315599.41	501037.26
861	767+75.02	40.28' LT	805.01	315593.79	501029.31
862	767+73.95	43.27' LT	805.48	315592.71	501026.32

BERLIN ST NW CURB RAMP

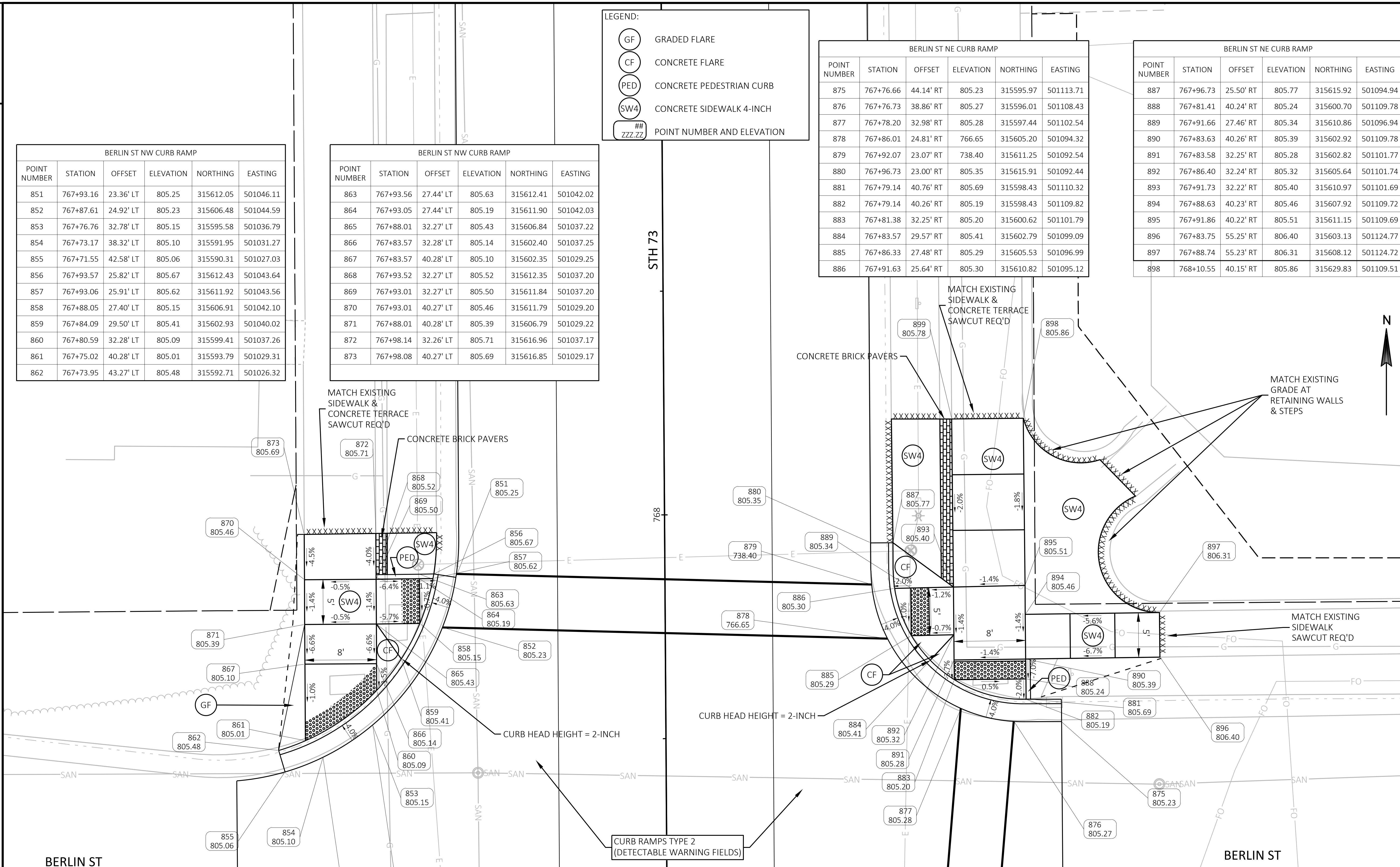
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
863	767+93.56	27.44' LT	805.63	315612.41	501042.02
864	767+93.05	27.44' LT	805.19	315611.90	501042.03
865	767+88.01	32.27' LT	805.43	315606.84	501037.22
866	767+83.57	32.28' LT	805.14	315602.40	501037.25
867	767+83.57	40.28' LT	805.10	315602.35	501029.25
868	767+93.52	32.27' LT	805.52	315612.35	501037.20
869	767+93.01	32.27' LT	805.50	315611.84	501037.20
870	767+93.01	40.27' LT	805.46	315611.79	501029.20
871	767+88.01	40.28' LT	805.39	315606.79	501029.22
872	767+98.14	32.26' LT	805.71	315616.96	501037.17
873	767+98.08	40.27' LT	805.69	315616.85	501029.17

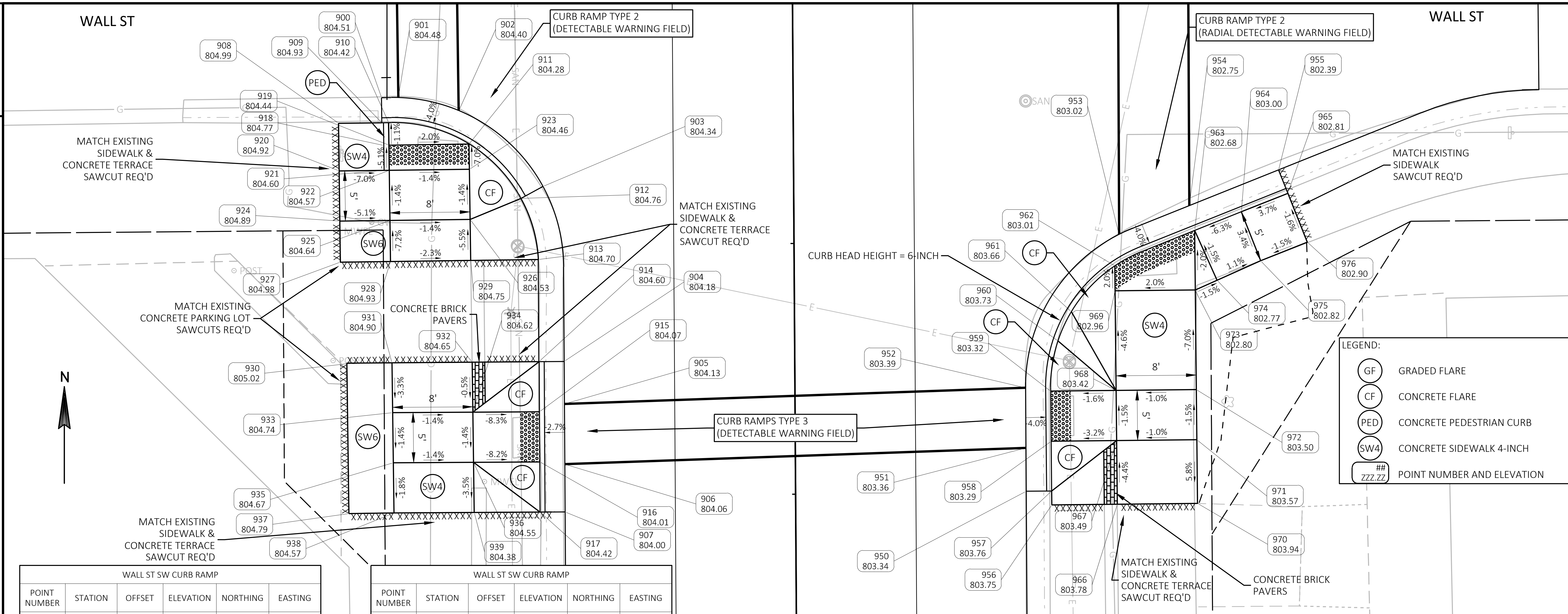
BERLIN ST NE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
875	767+76.66	44.14' RT	805.23	315595.97	501113.71
876	767+76.73	38.86' RT	805.27	315596.01	501108.43
877	767+78.20	32.98' RT	805.28	315597.44	501102.54
878	767+86.01	24.81' RT	766.65	315605.20	501094.32
879	767+92.07	23.07' RT	738.40	315611.25	501092.54
880	767+96.73	23.00' RT	805.35	315615.91	501092.44
881	767+79.14	40.76' RT	805.69	315598.43	501110.32
882	767+79.14	40.26' RT	805.19	315598.43	501109.82
883	767+81.38	32.25' RT	805.20	315600.62	501101.79
884	767+83.57	29.57' RT	805.41	315602.79	501099.09
885	767+86.33	27.48' RT	805.29	315605.53	501096.99
886	767+91.63	25.64' RT	805.30	315610.82	501095.12

BERLIN ST NE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
887	767+96.73	25.50' RT	805.77	315615.92	501094.94
888	767+81.41	40.24' RT	805.24	315600.70	501109.78
889	767+91.66	27.46' RT	805.34	315610.86	501096.94
890	767+83.63	40.26' RT	805.39	315602.92	501109.78
891	767+83.58	32.25' RT	805.28	315602.82	501101.77
892	767+86.40	32.24' RT	805.32	315605.64	501101.74
893	767+91.73	32.22' RT	805.40	315610.97	501101.69
894	767+88.63	40.23' RT	805.46	315607.92	501109.72
895	767+91.86	40.22' RT	805.51	315611.15	501109.69
896	767+83.75	55.25' RT	806.40	315603.13	501124.77
897	767+88.74	55.23' RT	806.31	315608.12	501124.72
898	768+10.55	40.15' RT	805.86	315629.83	501109.51





WALL ST SW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	772+64.80	41.06' LT	804.51	316083.56	501025.40
901	772+64.79	39.38' LT	804.48	316083.56	501027.07
902	772+63.42	33.36' LT	804.40	316082.23	501033.10
903	772+55.84	25.02' LT	804.34	316074.71	501041.49
904	772+38.39	23.00' LT	804.18	316057.26	501043.62
905	772+34.14	23.00' LT	804.13	316053.02	501043.65
906	772+28.14	23.00' LT	804.06	316047.02	501043.69
907	772+23.39	23.00' LT	804.00	316042.26	501043.72
908	772+62.28	45.36' LT	804.99	316081.01	501021.10
909	772+62.30	41.04' LT	804.93	316081.06	501025.43
910	772+62.30	40.36' LT	804.42	316081.07	501026.10
911	772+60.12	32.35' LT	804.28	316078.93	501034.13
912	772+54.66	27.22' LT	804.76	316073.51	501039.29
913	772+48.56	25.52' LT	804.70	316067.42	501041.03
914	772+38.39	25.50' LT	804.60	316057.24	501041.12
915	772+33.39	25.50' LT	804.07	316052.24	501041.15
916	772+28.39	25.50' LT	804.01	316047.24	501041.18
917	772+23.39	25.50' LT	804.42	316042.24	501041.22
918	772+60.03	40.85' LT	804.77	316078.79	501025.63
919	772+60.06	40.35' LT	804.44	316078.82	501026.14

WALL ST SW CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
920	772+57.53	45.33' LT	804.92	316076.26	501021.17
921	772+57.55	40.84' LT	804.60	316076.31	501025.66
922	772+57.55	40.33' LT	804.57	316076.32	501026.17
923	772+57.60	32.33' LT	804.46	316076.41	501034.17
924	772+52.53	45.29' LT	804.89	316071.26	501021.24
925	772+52.55	40.29' LT	804.64	316071.32	501026.24
926	772+52.60	32.29' LT	804.53	316071.41	501034.24
927	772+48.42	45.26' LT	804.98	316067.15	501021.29
928	772+48.46	40.26' LT	804.93	316067.22	501026.30
929	772+48.54	32.26' LT	804.75	316067.36	501034.30
930	772+38.30	44.64' LT	805.02	316057.03	501021.98
931	772+38.36	40.18' LT	804.90	316057.12	501026.44
932	772+38.37	32.18' LT	804.65	316057.19	501034.44
933	772+33.39	40.14' LT	804.74	316052.15	501026.51
934	772+33.39	32.14' LT	804.62	316052.20	501034.51
935	772+28.39	40.11' LT	804.67	316047.15	501026.58
936	772+28.39	32.11' LT	804.55	316047.20	501034.58
937	772+23.35	44.57' LT	804.79	316042.09	501022.15
938	772+23.39	40.07' LT	804.57	316042.15	501026.65
939	772+23.39	32.07' LT	804.38	316042.20	501034.65

WALL ST SE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
950	772+25.15	23.00' RT	803.34	316044.32	501089.70
951	772+29.46	23.00' RT	803.36	316048.63	501089.68
952	772+35.46	23.00' RT	803.39	316054.63	501089.64
953	772+50.66	32.43' RT	803.02	316069.89	501098.98
954	772+53.52	39.45' RT	802.75	316072.80	501105.97
955	772+57.02	48.38' RT	802.39	316076.35	501114.88
956	772+23.77	25.54' RT	803.75	316042.95	501092.26
957	772+25.15	25.54' RT	803.76	316044.33	501092.24
958	772+30.12	25.52' RT	803.29	316049.30	501092.19
959	772+35.12	25.50' RT	803.32	316054.30	501092.14
960	772+40.11	26.26' RT	803.73	316059.30	501092.87
961	772+43.03	27.62' RT	803.66	316062.22	501094.21
962	772+47.57	31.99' RT	803.01	316066.79	501098.55
963	772+51.05	39.98' RT	802.68	316070.32	501106.52

WALL ST SE CURB RAMP

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
964	772+52.87	44.63' RT	803.00	316072.18	501111.16
965	772+54.69	49.29' RT	802.81	316074.03	501115.81
966	772+23.79	32.08' RT	803.78	316043.02	501098.79
967	772+30.14	32.05' RT	803.49	316049.37	501098.73
968	772+35.14	32.04' RT	803.42	316054.37	501098.68
969	772+45.08	32.00' RT	802.96	316064.31	501098.58
970	772+23.82	40.09' RT	803.94	316043.10	501106.80
971	772+30.17	40.05' RT	803.57	316049.45	501106.73
972	772+35.17	40.04' RT	803.50	316054.45	501106.68
973	772+45.18	39.93' RT	802.80	316064.46	501106.50
974	772+46.06	42.17' RT	802.77	316065.35	501108.74
975	772+47.98	46.54' RT	802.82	316067.30	501113.10
976	772+49.80	51.20' RT	802.90	316069.15	501117.74

WALL ST NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	773+21.32	23.03' LT	804.58	316140.01	501042.78
1001	773+17.19	23.84' LT	804.49	316135.88	501042.03
1002	773+11.16	27.30' LT	804.39	316129.79	501038.66
1003	773+06.68	33.55' LT	804.28	316125.23	501032.47
1004	773+05.41	40.06' LT	804.32	316123.87	501025.98
1005	773+27.82	25.50' LT	805.01	316146.48	501040.22
1006	773+21.47	25.51' LT	805.00	316140.13	501040.30
1007	773+16.61	26.70' LT	804.38	316135.25	501039.18
1008	773+11.62	30.27' LT	804.29	316130.22	501035.68
1009	773+10.43	31.78' LT	804.42	316129.00	501034.19
1010	773+09.45	33.43' LT	804.22	316128.00	501032.55
1011	773+07.89	39.44' LT	804.23	316126.35	501026.56
1012	773+07.88	39.95' LT	804.73	316126.33	501026.05
1013	773+07.93	54.44' LT	805.01	316126.19	501011.56
1014	773+16.62	30.25' LT	804.39	316135.22	501035.62
1015	773+11.64	33.41' LT	804.35	316130.18	501032.53

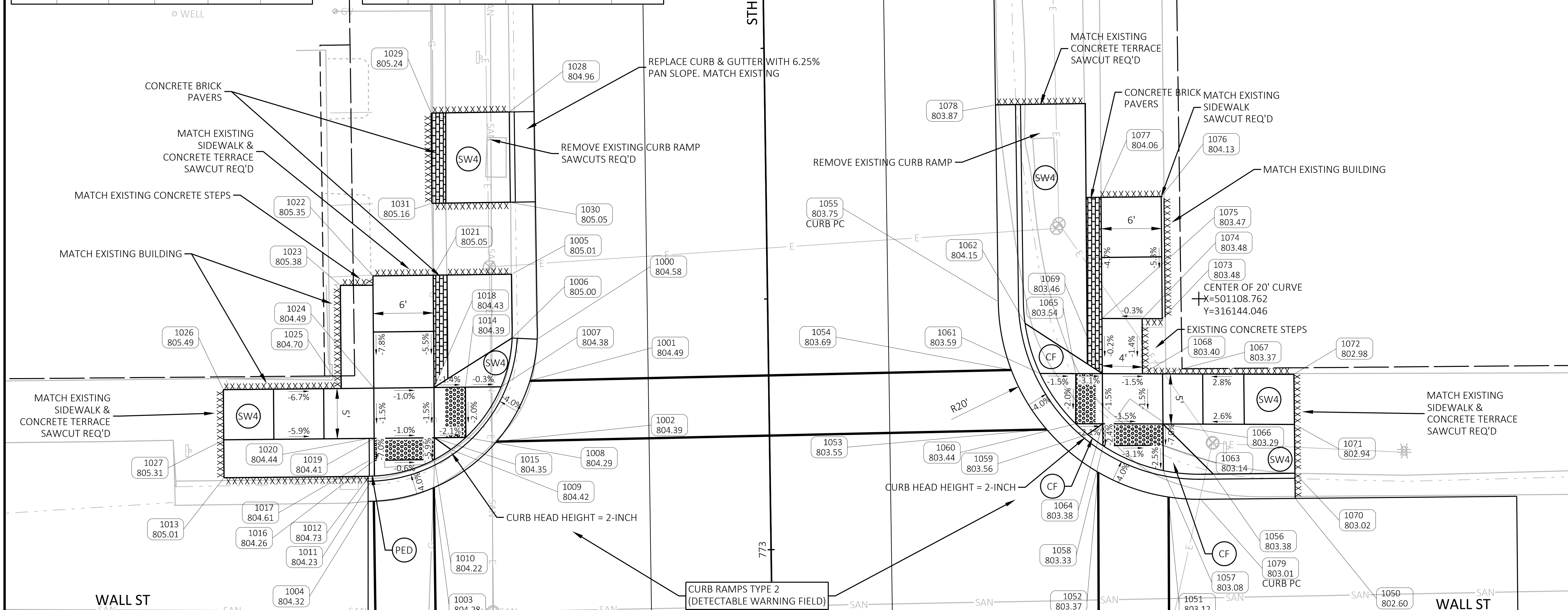
WALL ST NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1016	773+09.46	39.43' LT	804.26	316127.93	501026.55
1017	773+09.46	39.94' LT	804.61	316127.92	501026.04
1018	773+16.64	33.38' LT	804.43	316135.18	501032.50
1019	773+11.66	39.41' LT	804.41	316130.12	501026.53
1020	773+11.66	39.92' LT	804.44	316130.12	501026.02
1021	773+27.84	33.26' LT	805.05	316146.39	501032.46
1022	773+27.85	39.31' LT	805.35	316146.31	501026.41
1023	773+26.95	42.56' LT	805.38	316145.37	501023.17
1024	773+16.66	39.38' LT	804.49	316135.12	501026.50
1025	773+16.67	42.63' LT	804.70	316135.09	501023.25
1026	773+16.72	54.38' LT	805.49	316134.97	501011.50
1027	773+11.72	54.41' LT	805.31	316129.97	501011.54
1028	773+44.01	25.50' LT	804.96	316162.67	501039.99
1029	773+44.01	33.27' LT	805.24	316162.56	501032.22
1030	773+34.99	25.47' LT	805.05	316153.65	501040.15
1031	773+35.01	33.33' LT	805.16	316153.56	501032.29

LEGEND:

- GF GRADED FLARE
- CF CONCRETE FLARE
- PED CONCRETE PEDESTRIAN CURB
- SW4 CONCRETE SIDEWALK 4-INCH
- ## ZZZ.ZZ POINT NUMBER AND ELEVATION

WALL ST NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1050	773+04.38	52.33' RT	802.60	316124.13	501118.37
1051	773+04.72	39.70' RT	803.12	316124.29	501105.74
1052	773+07.27	32.72' RT	803.37	316126.75	501098.72
1053	773+11.61	27.70' RT	803.55	316131.02	501093.64
1054	773+17.58	24.24' RT	803.69	316136.94	501090.10
1055	773+24.43	23.00' RT	803.75	316143.76	501088.76
1056	773+06.92	44.21' RT	803.38	316126.56	501110.21
1057	773+07.34	39.22' RT	803.08	316126.91	501105.22
1058	773+09.90	33.24' RT	803.33	316129.39	501099.20
1059	773+11.05	31.72' RT	803.56	316130.51	501097.67
1060	773+12.13	30.55' RT	803.44	316131.58	501096.48
1061	773+17.19	27.07' RT	803.59	316136.59	501092.93
1062	773+22.21	25.64' RT	804.15	316141.58	501091.44
1063	773+09.86	39.24' RT	803.14	316129.42	501105.20
1064	773+12.08	33.25' RT	803.38	316131.57	501099.19

WALL ST NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1065	773+17.13	30.63' RT	803.54	316136.57	501096.50
1066	773+11.98	39.25' RT	803.29	316131.55	501105.19
1067	773+16.98	39.28' RT	803.37	316136.55	501105.15
1068	773+17.01	37.28' RT	803.40	316136.55	501103.15
1069	773+17.08	33.28' RT	803.46	316136.57	501099.15
1070	773+06.91	52.31' RT	803.02	316126.66	501118.32
1071	773+11.76	52.37' RT	802.94	316131.51	501118.31
1072	773+16.76	52.38' RT	802.98	316136.51	501118.25
1073	773+22.48	39.32' RT	803.48	316142.05	501105.11
1074	773+22.51	37.32' RT	803.48	316142.05	501103.11
1075	773+22.58	33.32' RT	803.47	316142.07	501099.11
1076	773+34.64	39.39' RT	804.13	316154.21	501105.01
1077	773+34.67	33.39' RT	804.06	316154.15	501099.01
1078	773+44.04	23.00' RT	803.87	316163.38	501088.49
1079	773+04.43	42.91' RT	803.01	316124.05	501108.95



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	CURB RAMP DETAILS - WALL ST (NORTH)	SHEET 45	E

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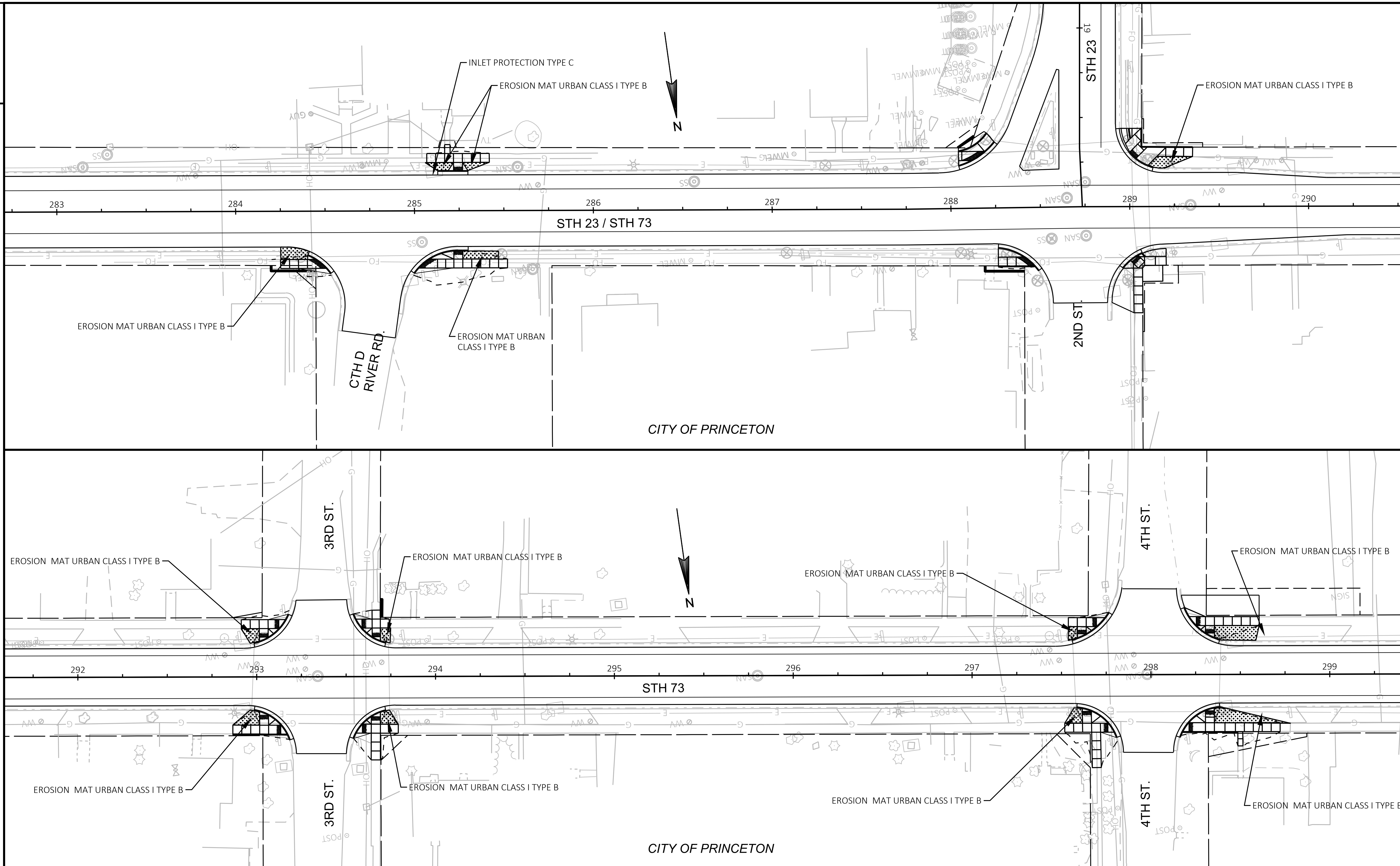
LAYOUT NAME - WALL N (10)
PLOT DATE : 8/9/2021 10:17 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	EROSION CONTROL	SHEET 46	E

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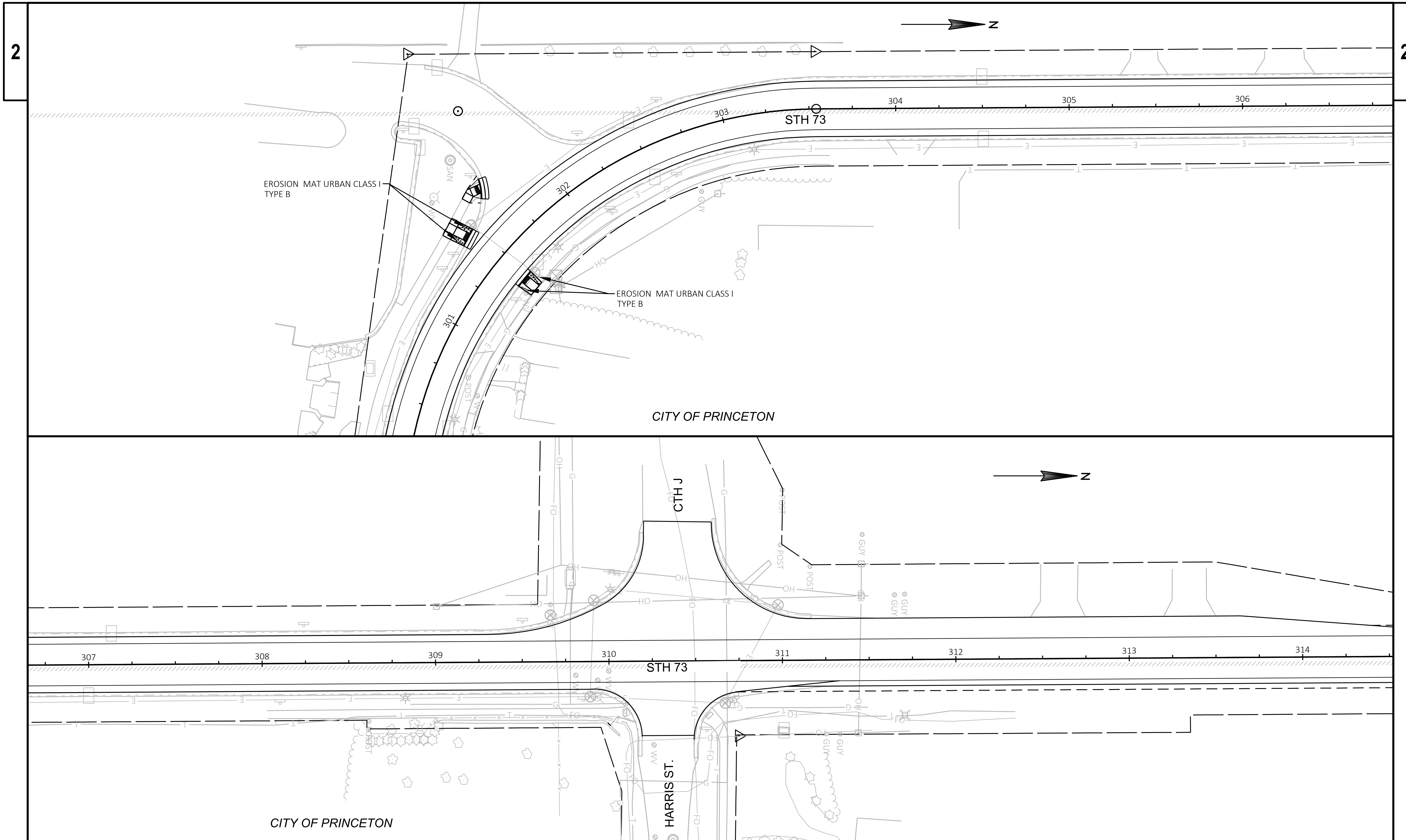
LAYOUT NAME - 1-2
PLOT DATE : 8/26/2021 2:49 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	EROSION CONTROL	SHEET 47 E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\022001_EC-73.DWG
LAYOUT NAME - 3-4
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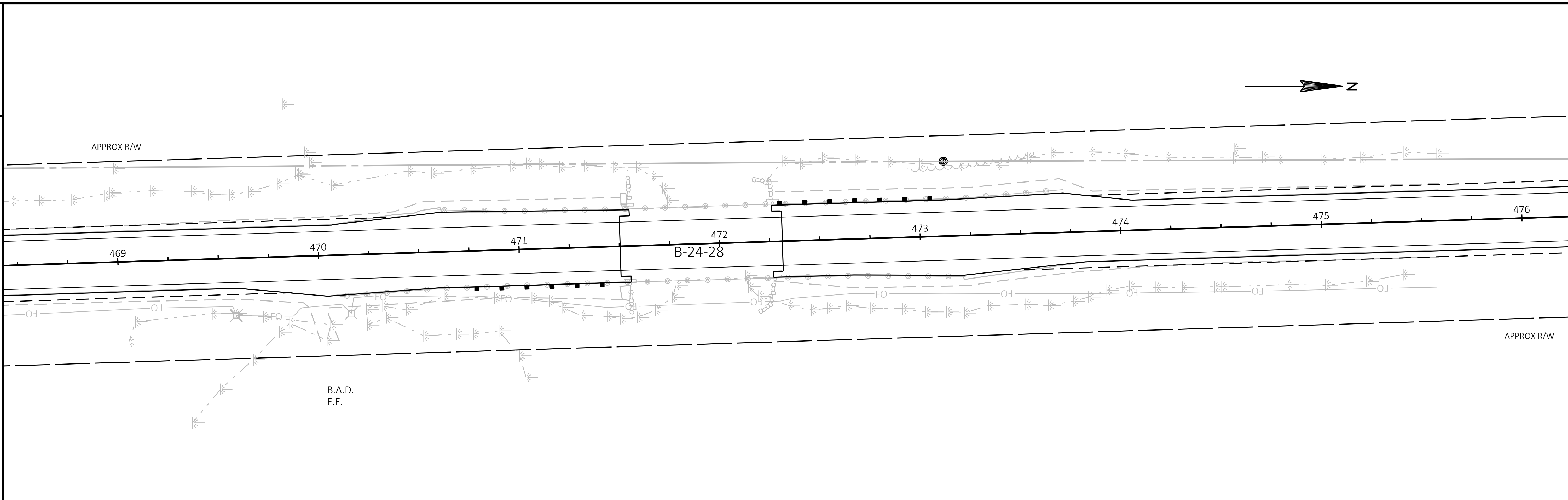
WISDOT/CADDS SHEET 42

2



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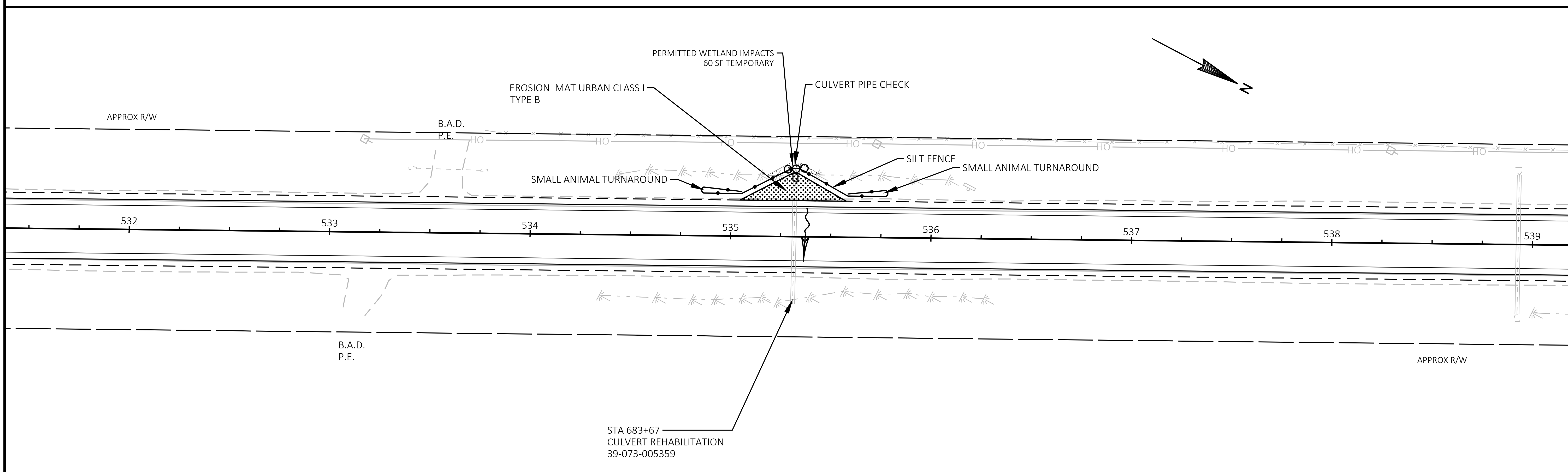
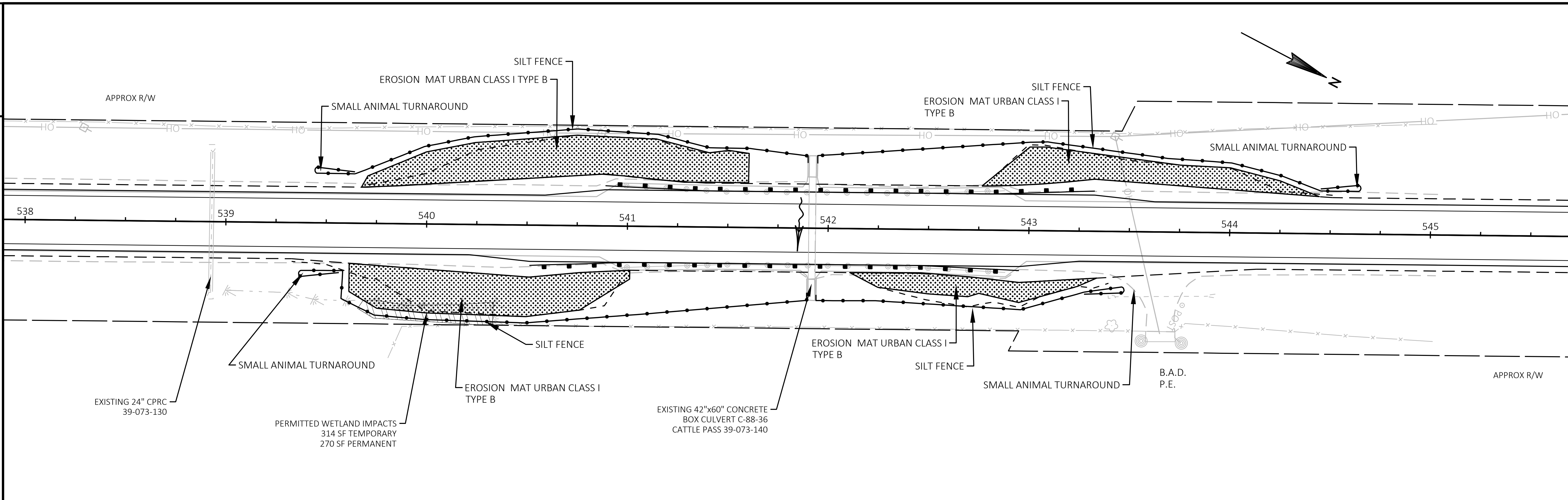


PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	EROSION CONTROL	SHEET 48	E

2



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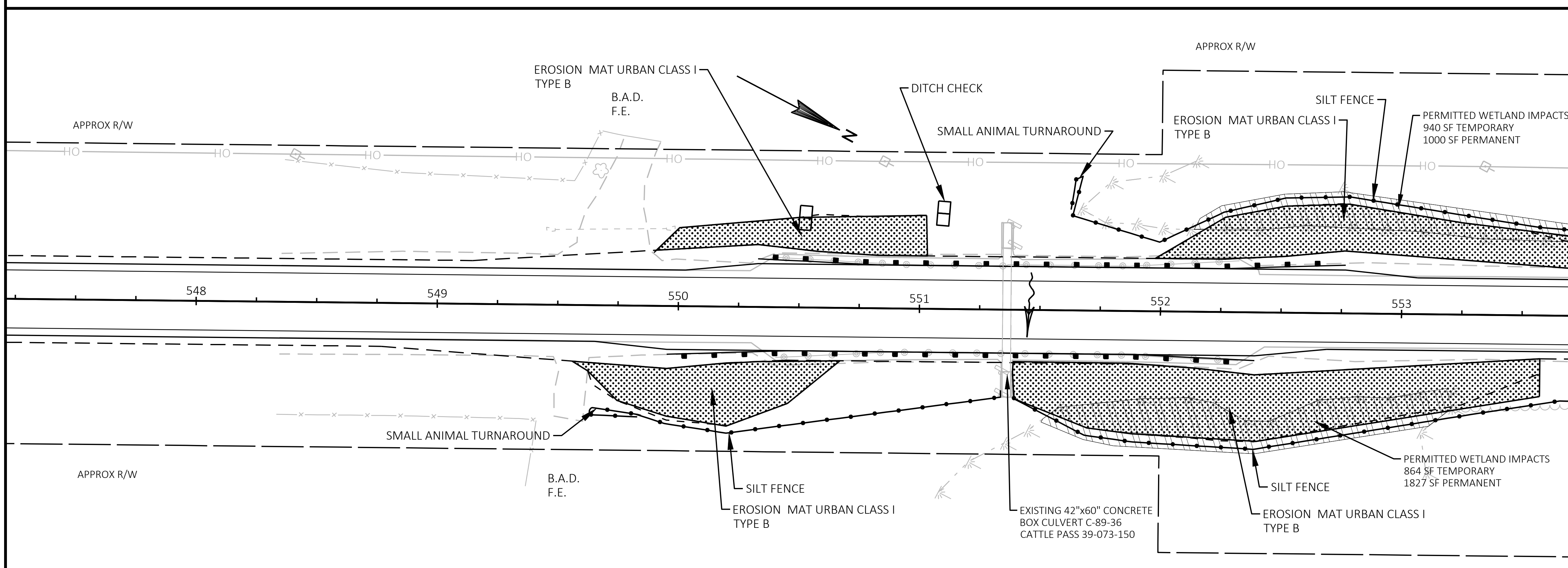
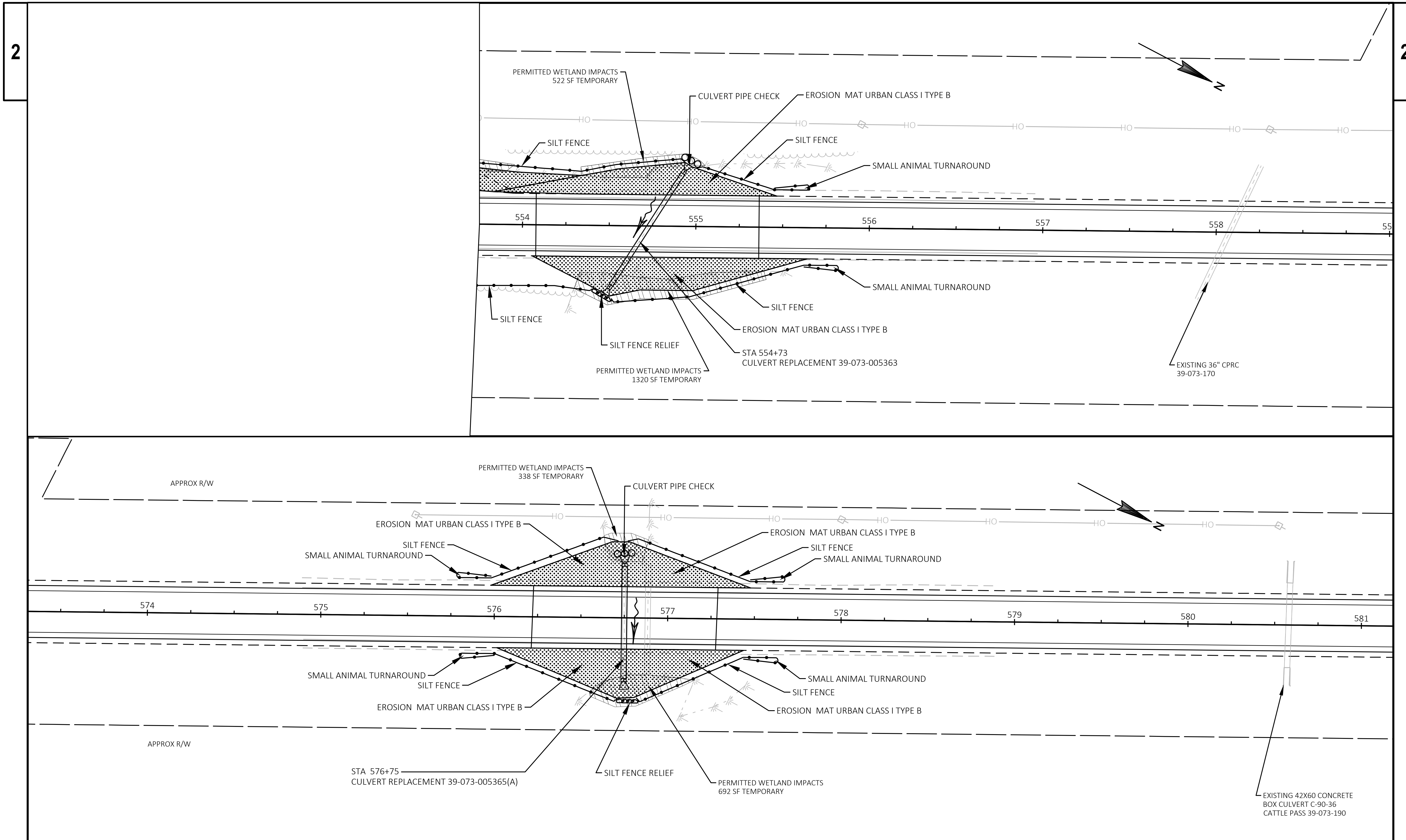
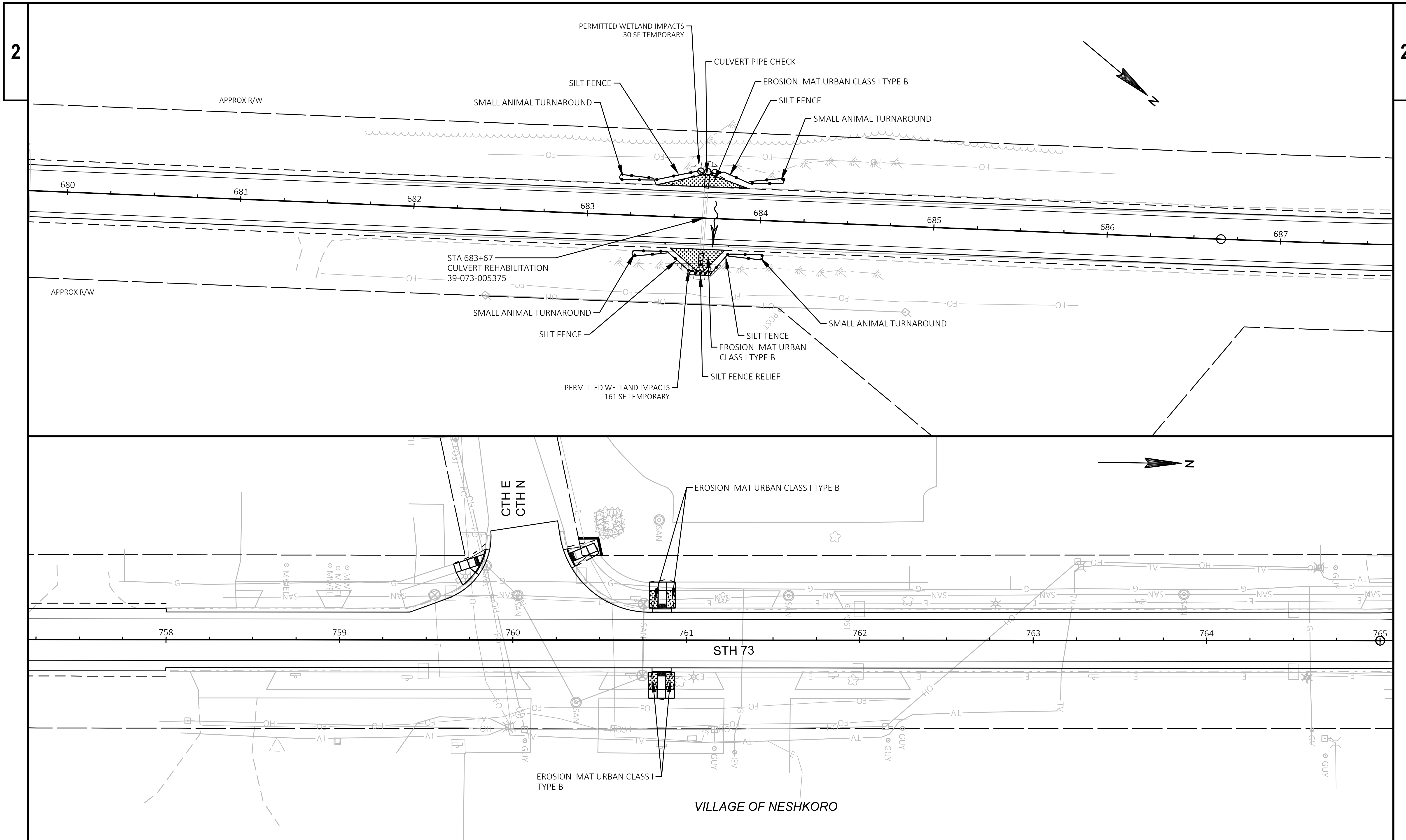


PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	EROSION CONTROL	SHEET 49	E



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	EROSION CONTROL	SHEET 50	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\022001_EC-73.DWG
LAYOUT NAME - 9-10
PLOT DATE : 8/26/2021 2:49 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	EROSION CONTROL	SHEET 51 E

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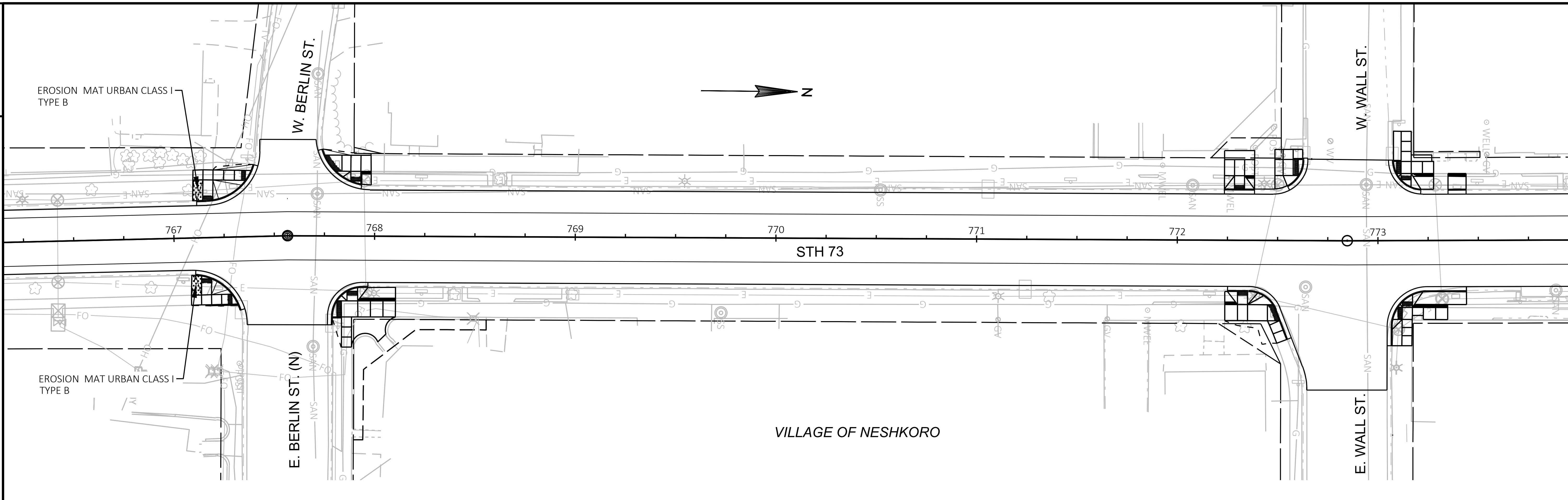
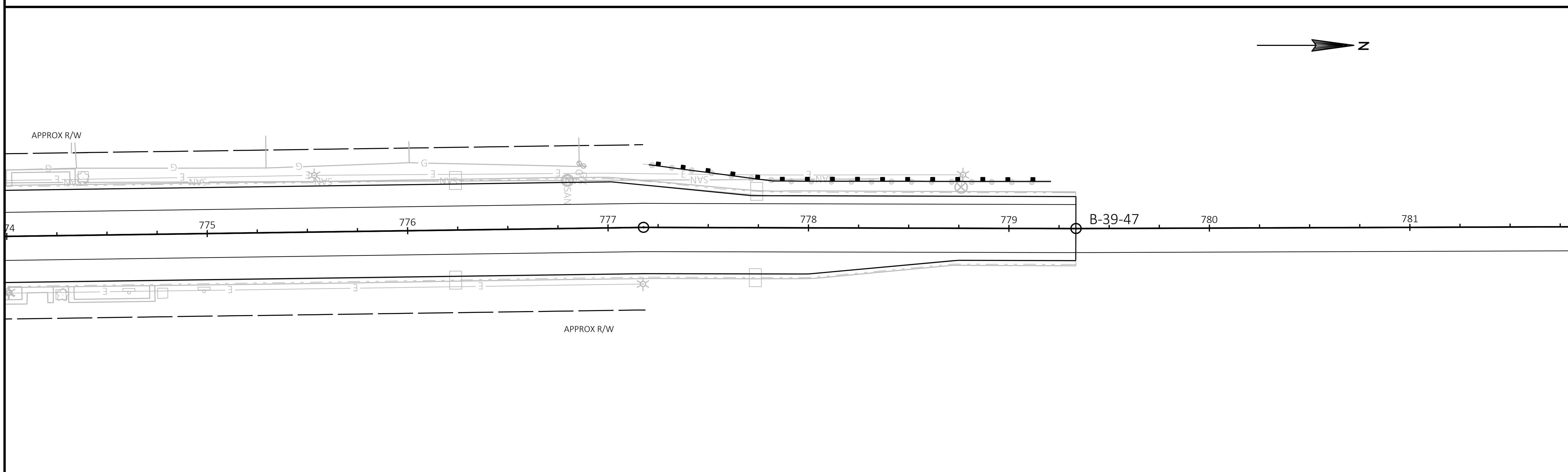
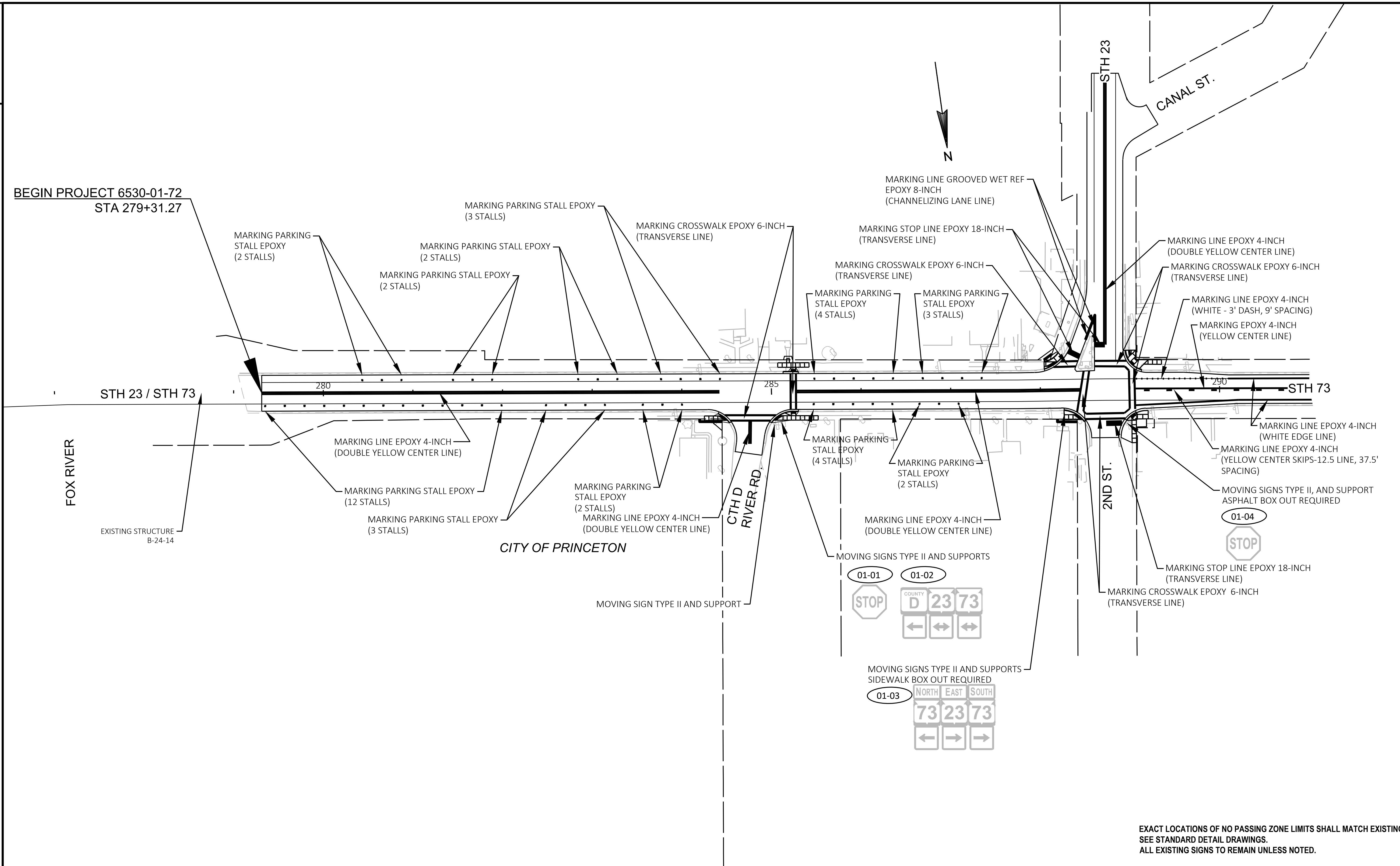
LAYOUT NAME - 11-12
PLOT DATE : 8/26/2021 2:49 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42





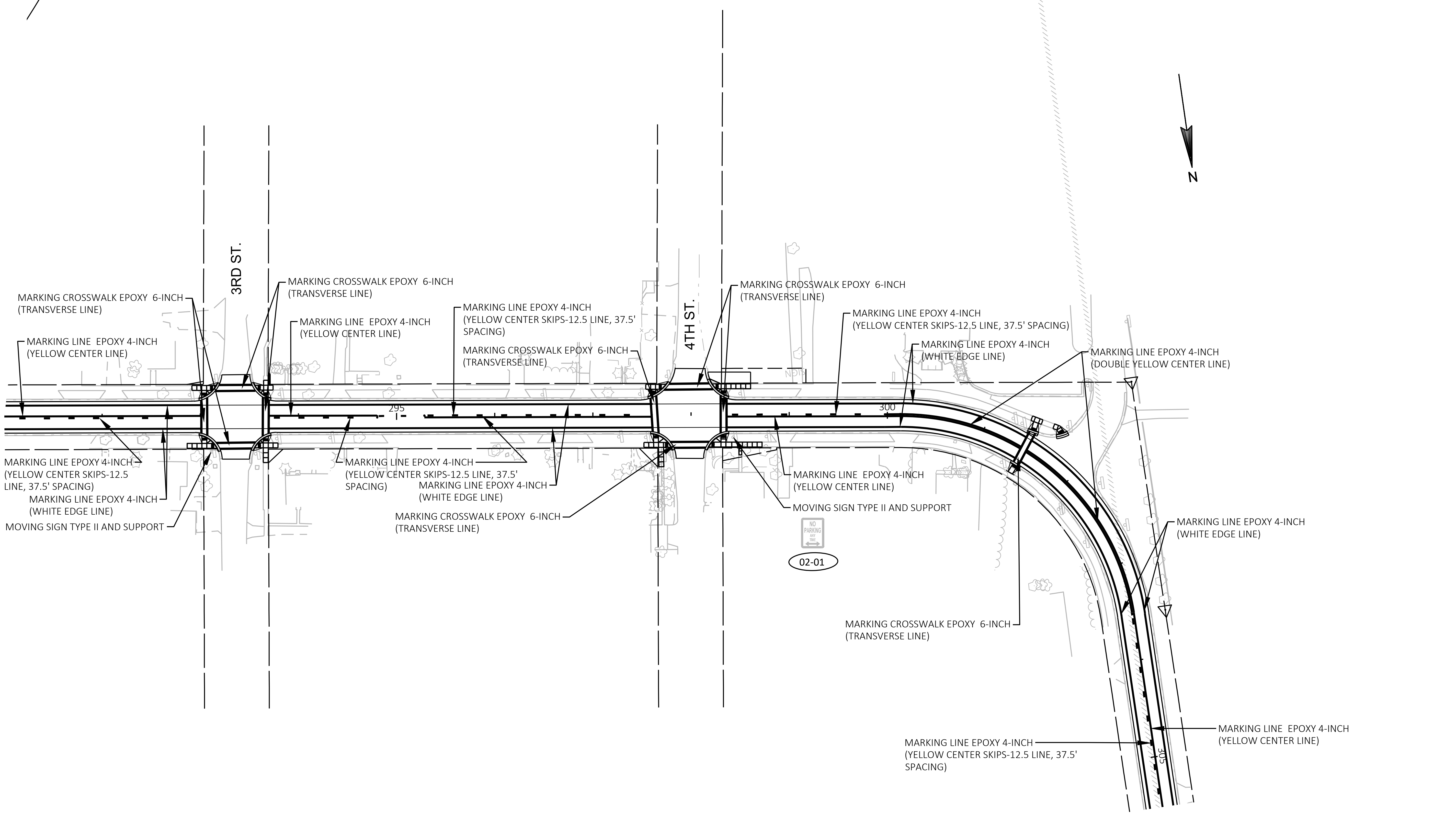
PROJECT NO: 6530-01-71/72	HWY: STH73	COUNTY: GREEN LAKE/MARQUETTE	EROSION CONTROL	SHEET 52	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\022001_EC-73.DWG
LAYOUT NAME - 13-14
PLOT DATE : 8/26/2021 2:50 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



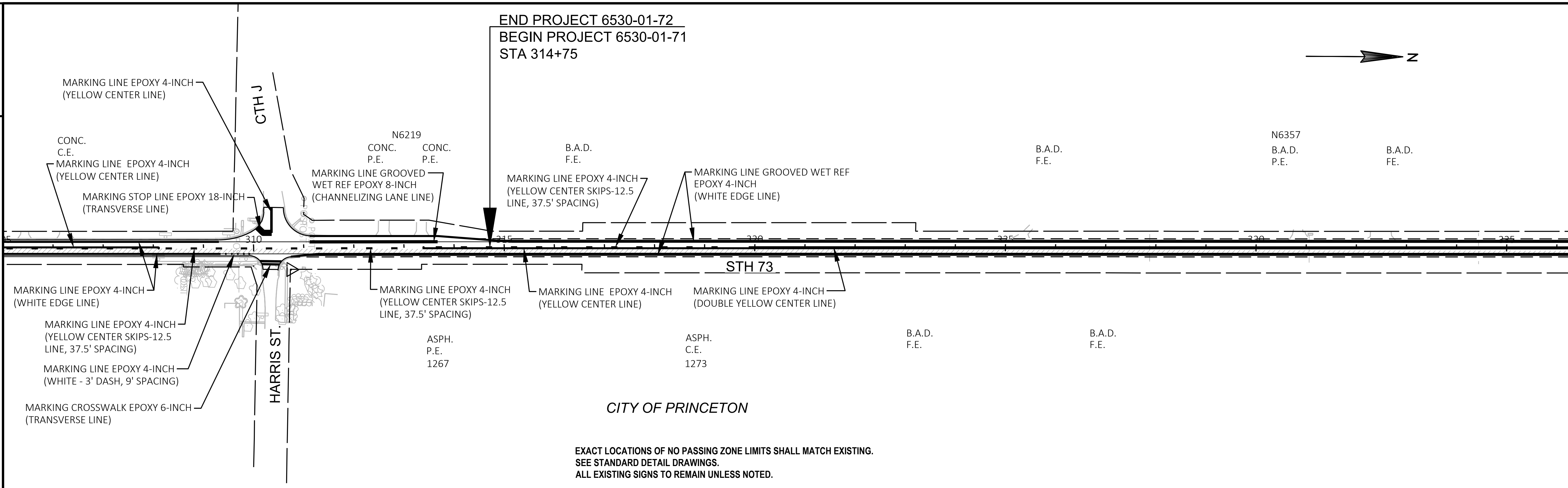
EXACT LOCATIONS OF NO PASSING ZONE LIMITS SHALL MATCH EXISTING.
SEE STANDARD DETAIL DRAWINGS.
ALL EXISTING SIGNS TO REMAIN UNLESS NOTED.

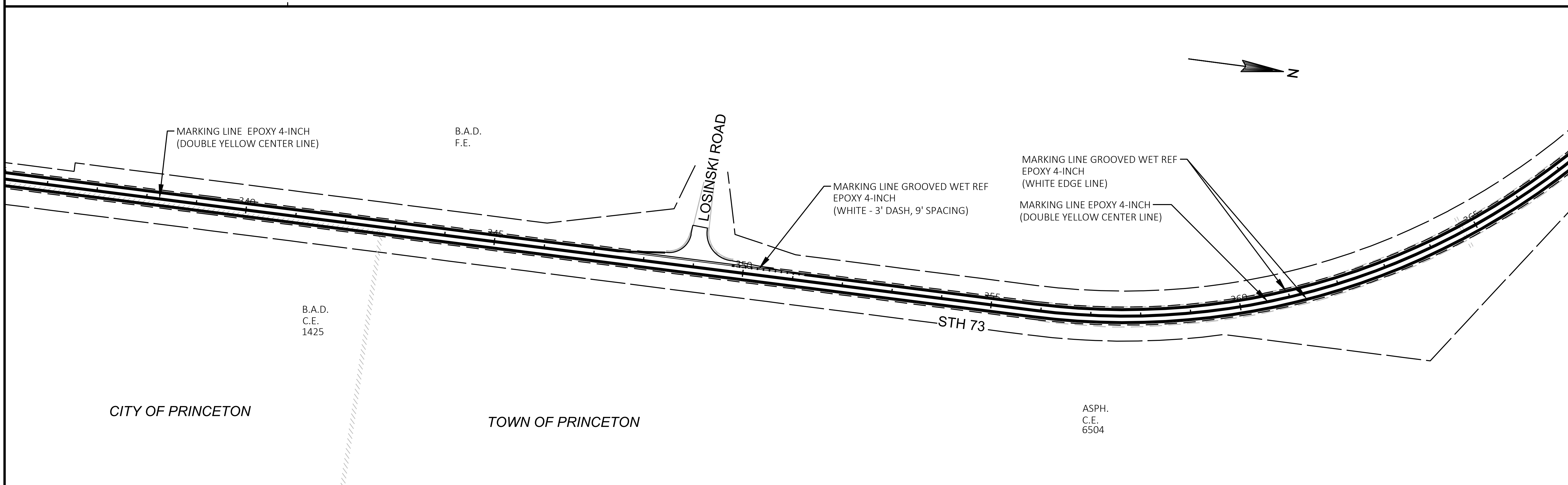
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 53	E



EXACT LOCATIONS OF NO PASSING ZONE LIMITS SHALL MATCH EXISTING.
SEE STANDARD DETAIL DRAWINGS.
ALL EXISTING SIGNS TO REMAIN UNLESS NOTED.

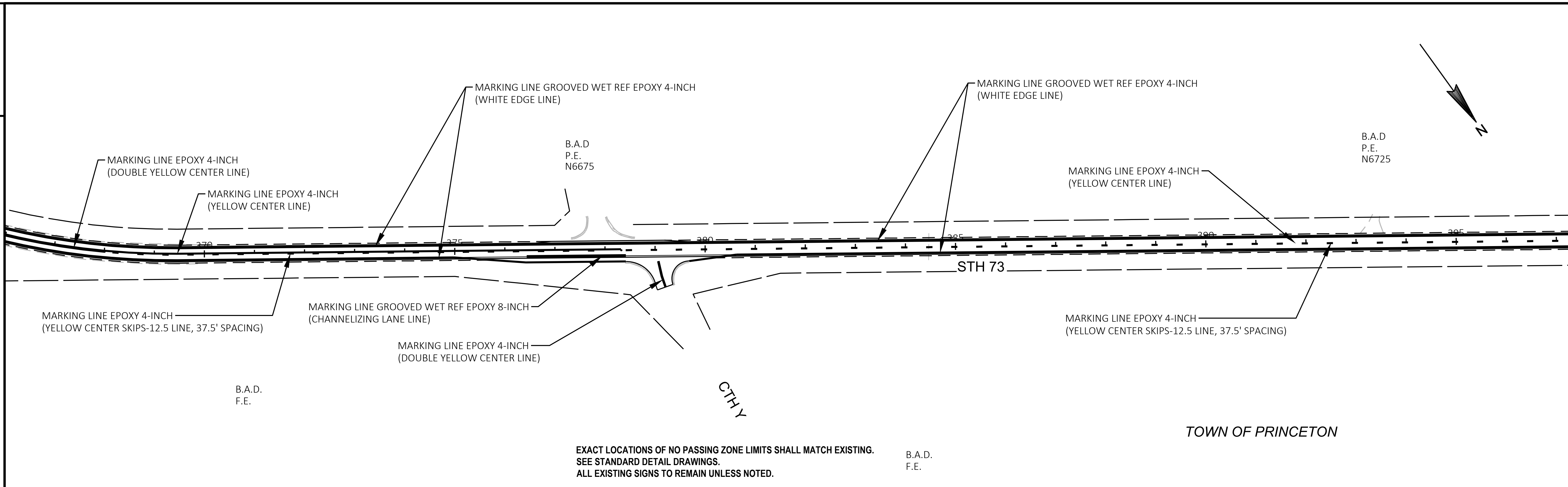
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 54	E

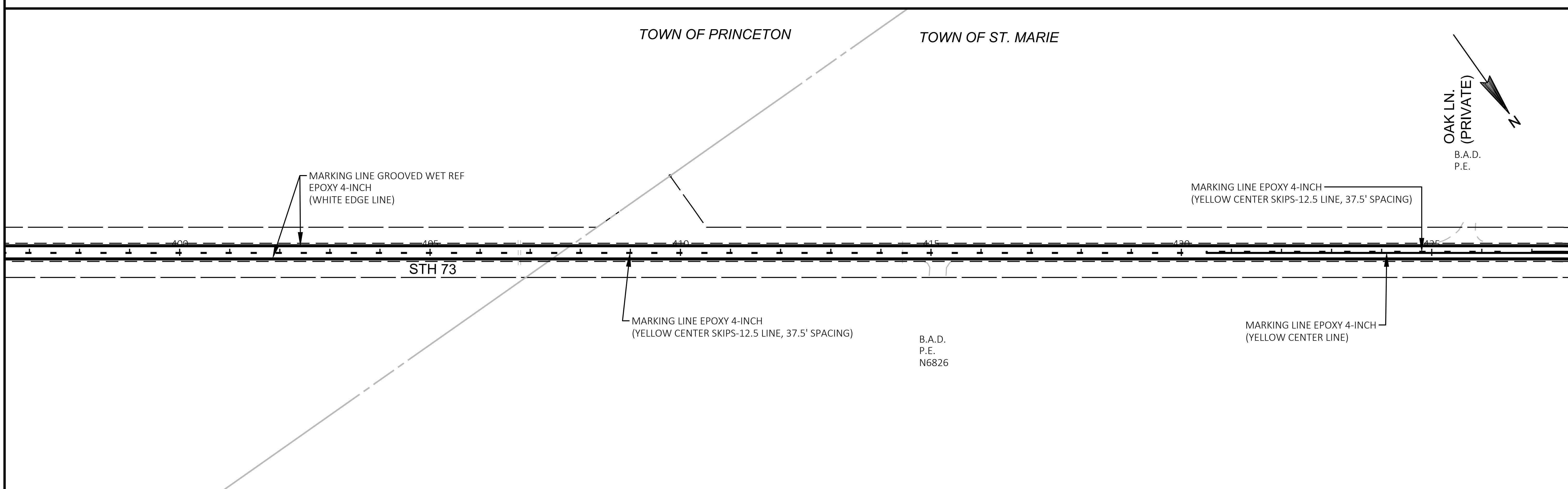




PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 55	E

2





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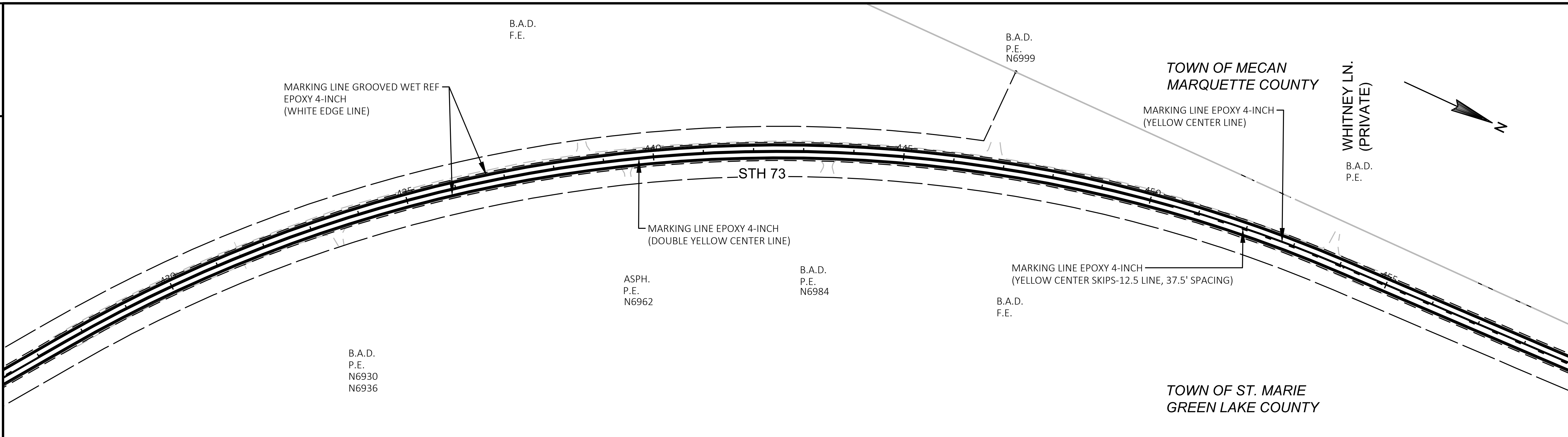
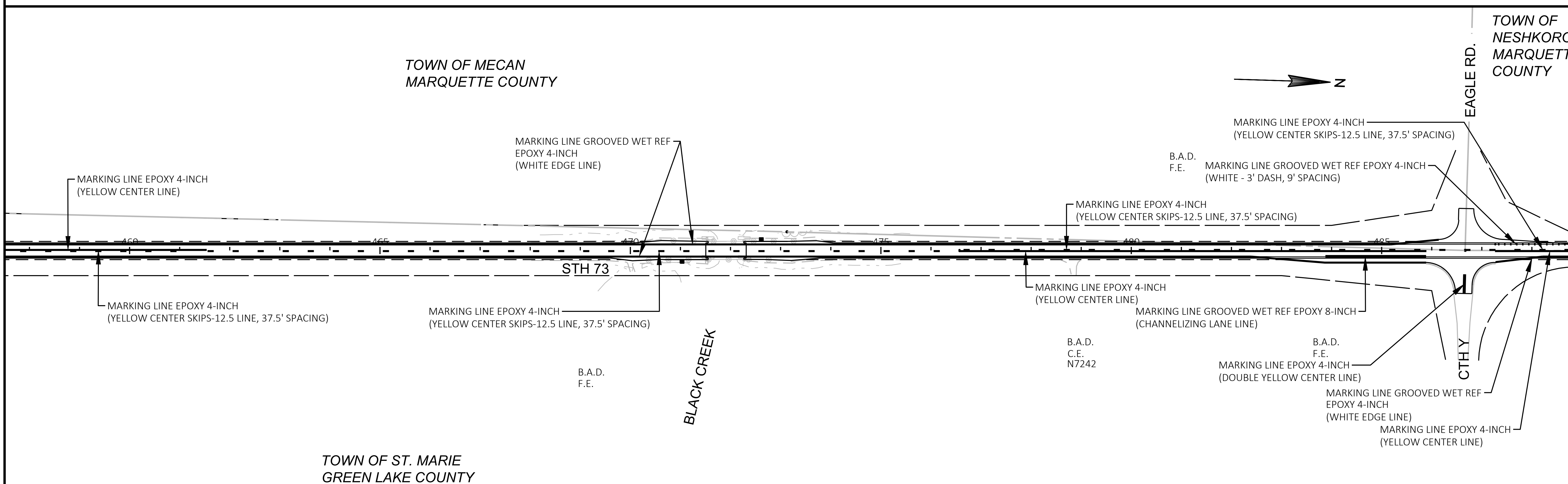
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 56	E

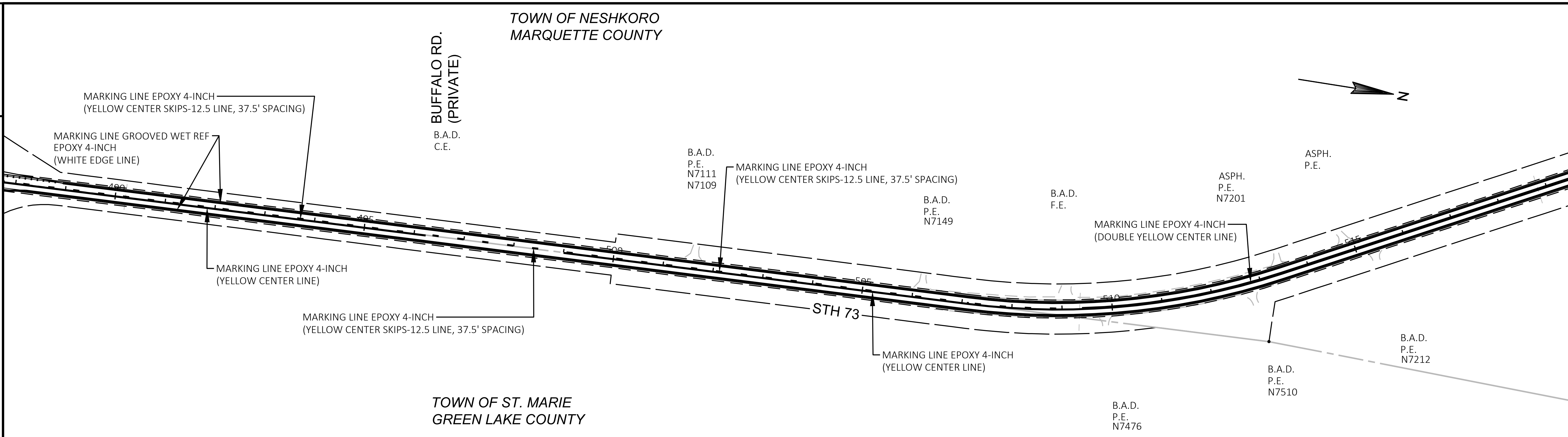
2



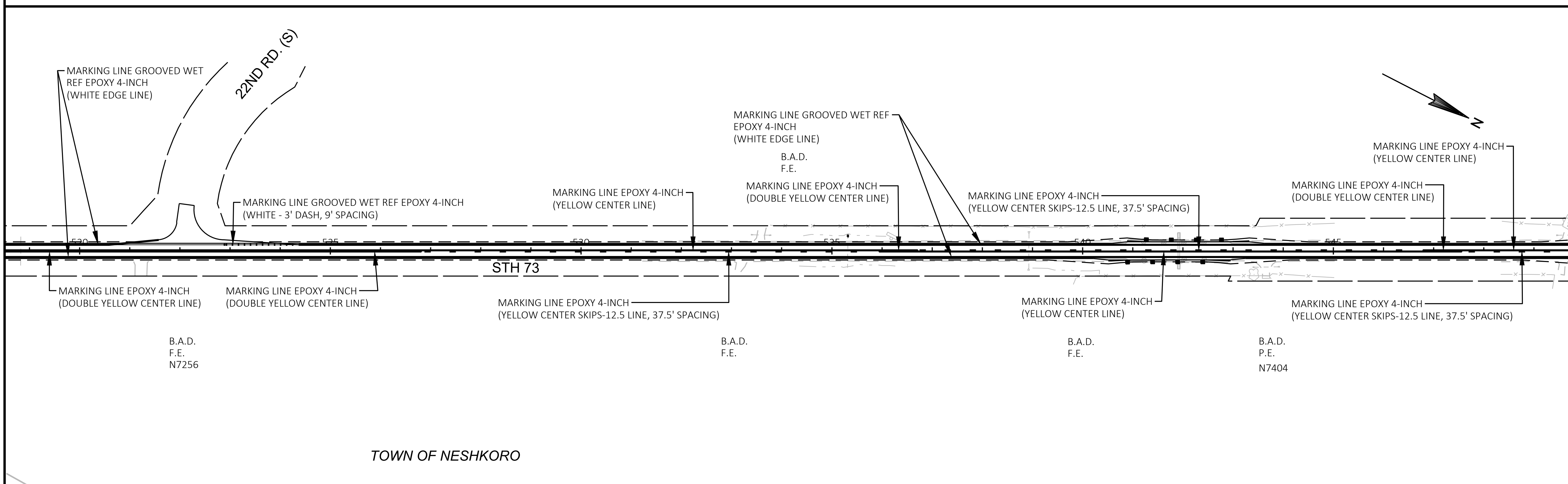
EXACT LOCATIONS OF NO PASSING ZONE LIMITS SHALL MATCH EXISTING.
SEE STANDARD DETAIL DRAWINGS.
ALL EXISTING SIGNS TO REMAIN UNLESS NOTED.



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 57	E

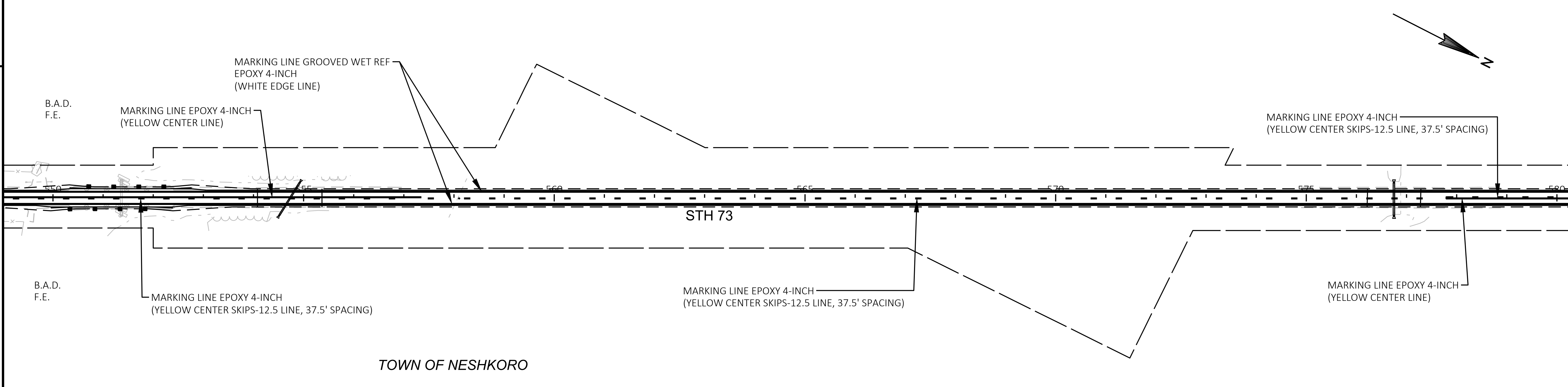


EXACT LOCATIONS OF NO PASSING ZONE LIMITS SHALL MATCH EXISTING.
SEE STANDARD DETAIL DRAWINGS.
ALL EXISTING SIGNS TO REMAIN UNLESS NOTED.

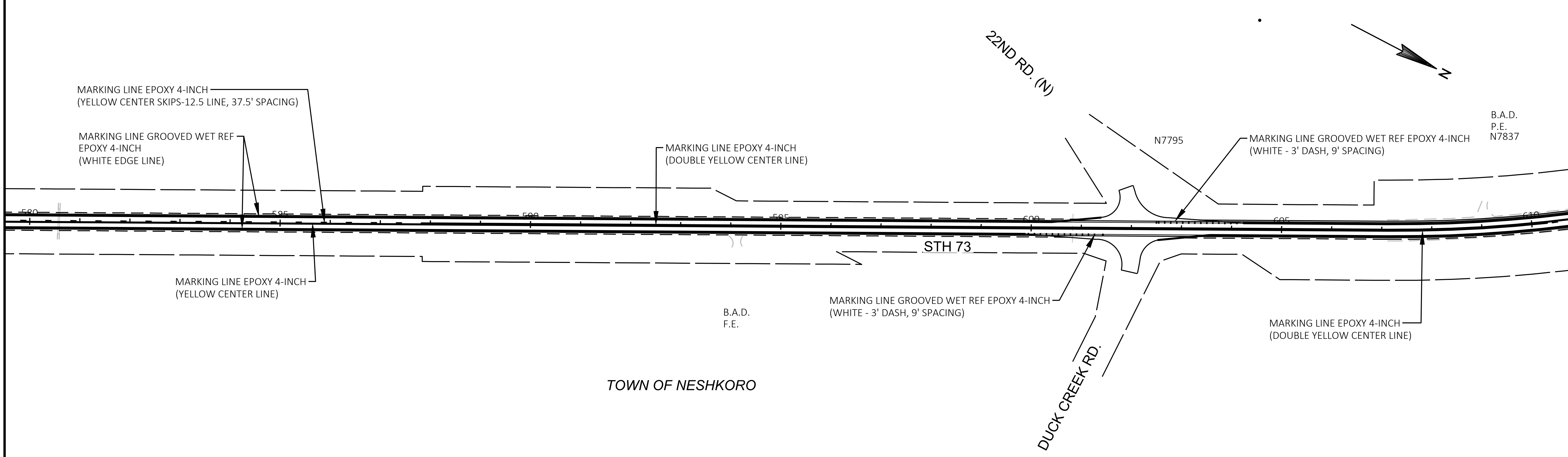


PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 58	E

2



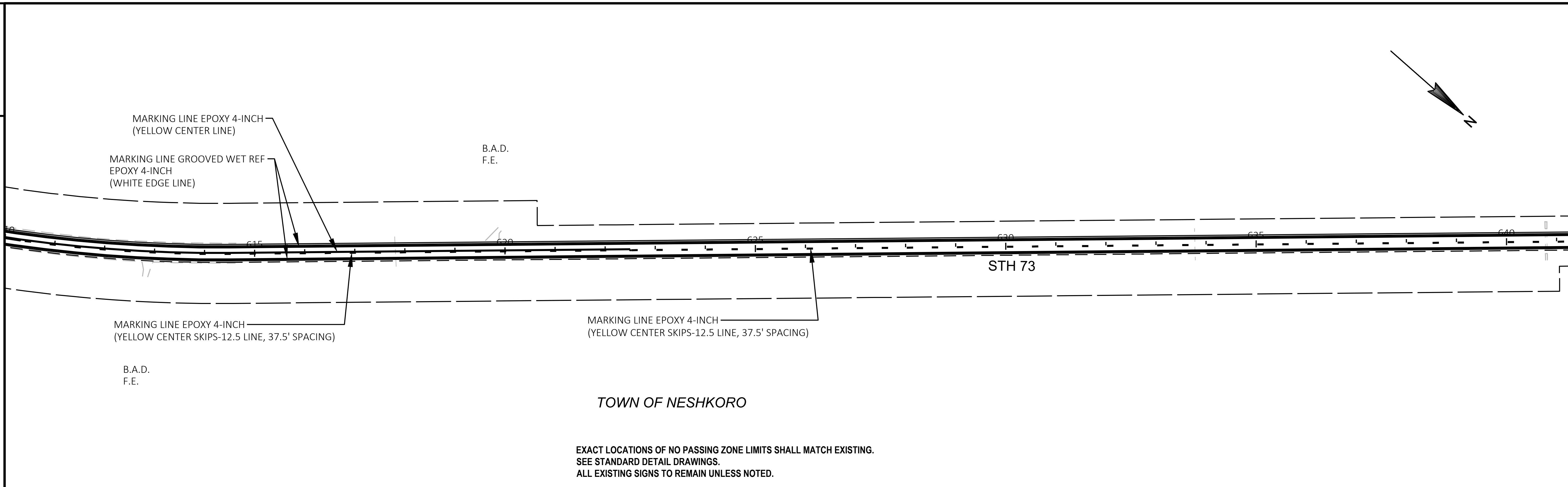
EXACT LOCATIONS OF NO PASSING ZONE LIMITS SHALL MATCH EXISTING.
SEE STANDARD DETAIL DRAWINGS.
ALL EXISTING SIGNS TO REMAIN UNLESS NOTED.

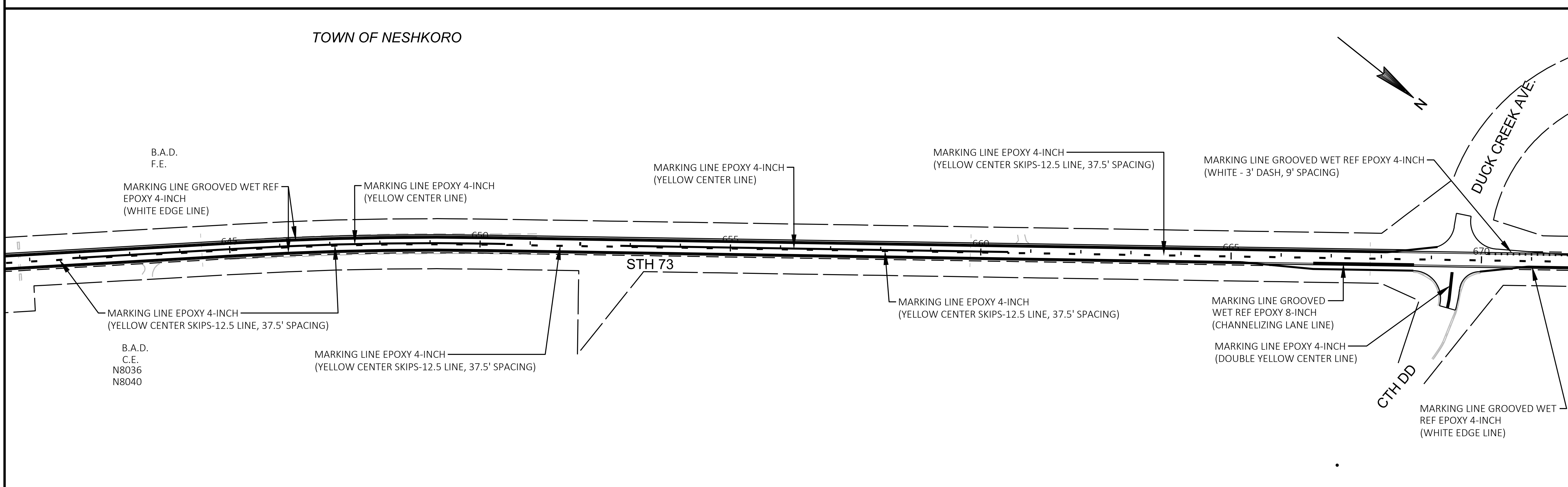


2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING	SHEET 59	E

2

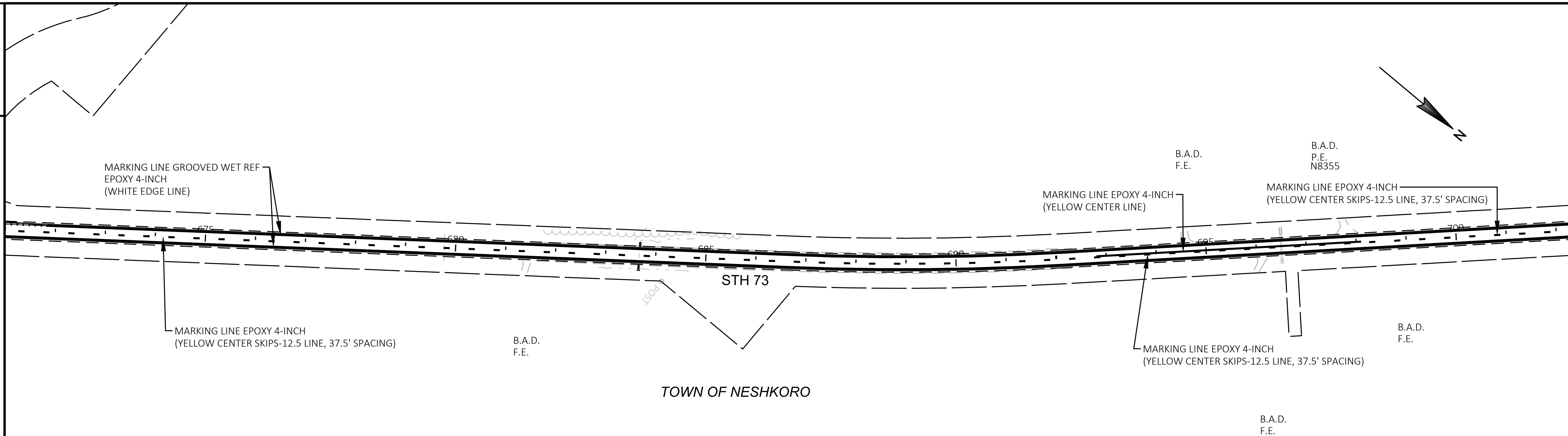




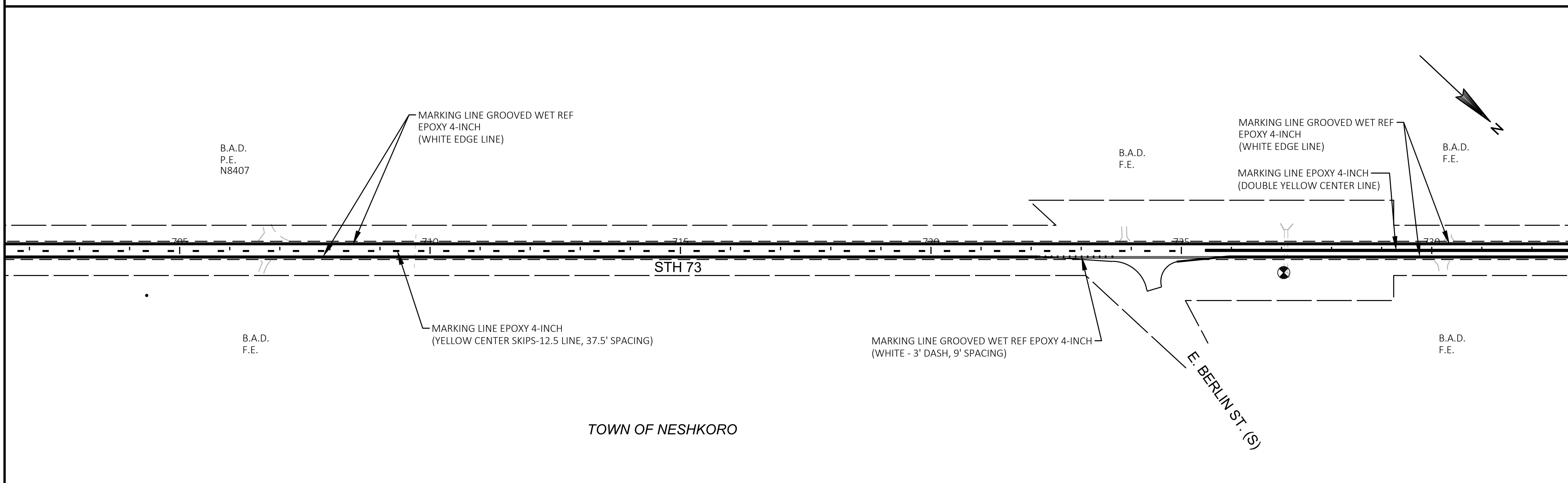
2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 60	E

2



EXACT LOCATIONS OF NO PASSING ZONE LIMITS SHALL MATCH EXISTING.
SEE STANDARD DETAIL DRAWINGS.
ALL EXISTING SIGNS TO REMAIN UNLESS NOTED.

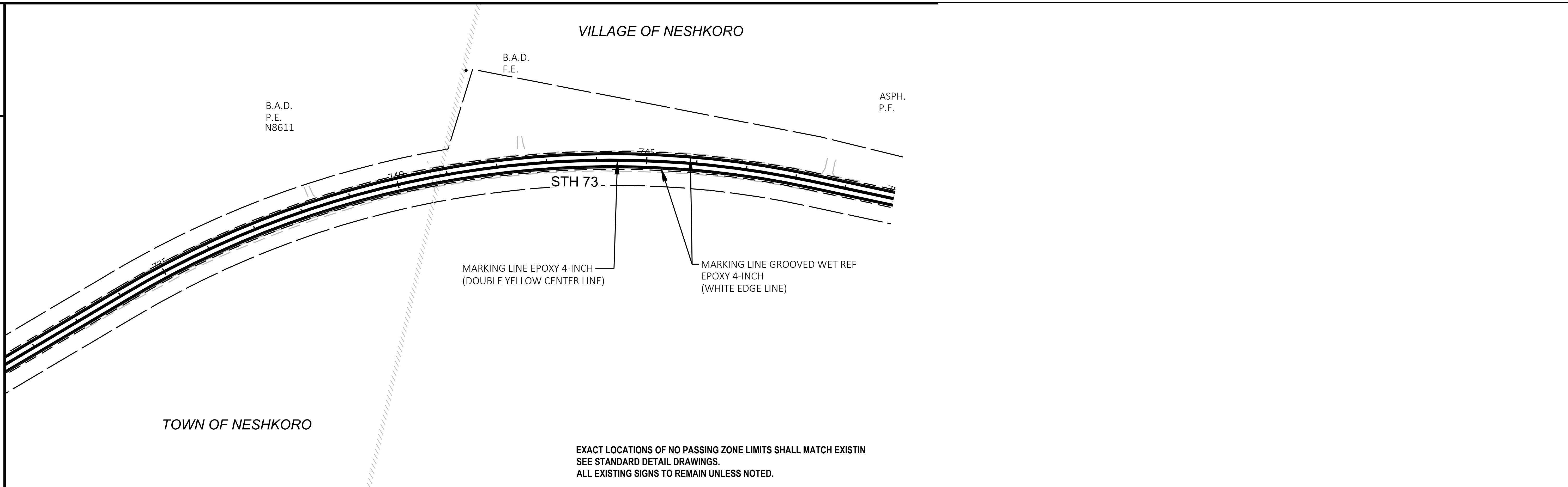


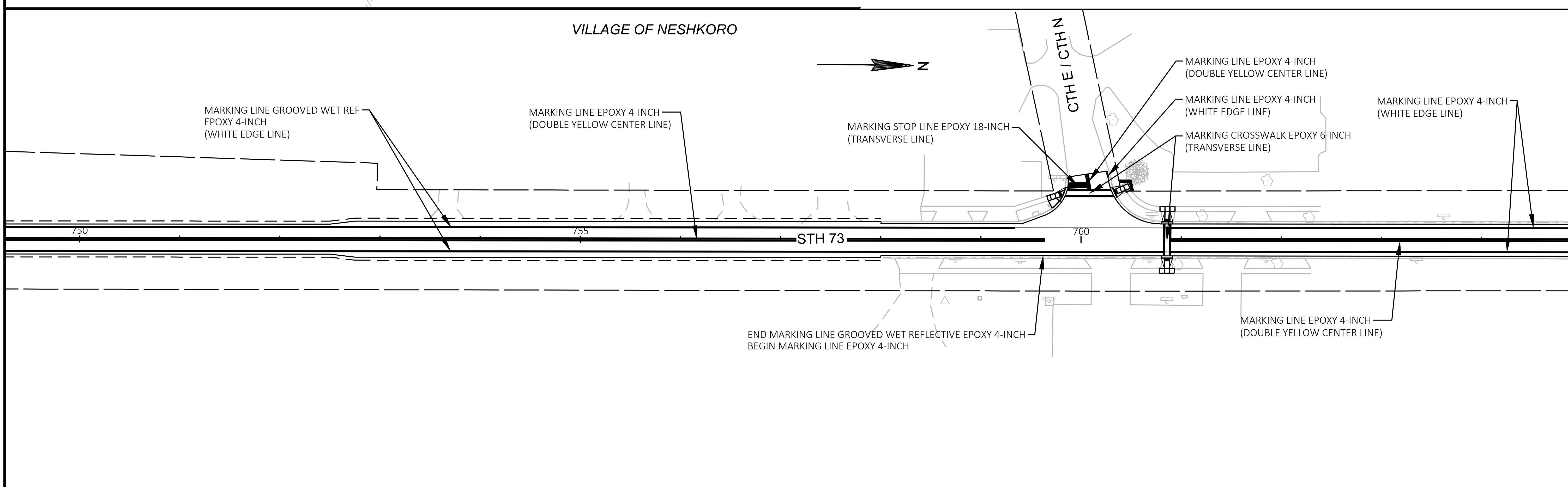
2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\024501_PM-73.DWG
LAYOUT NAME - 15-16
PLOT DATE : 8/19/2021 3:28 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

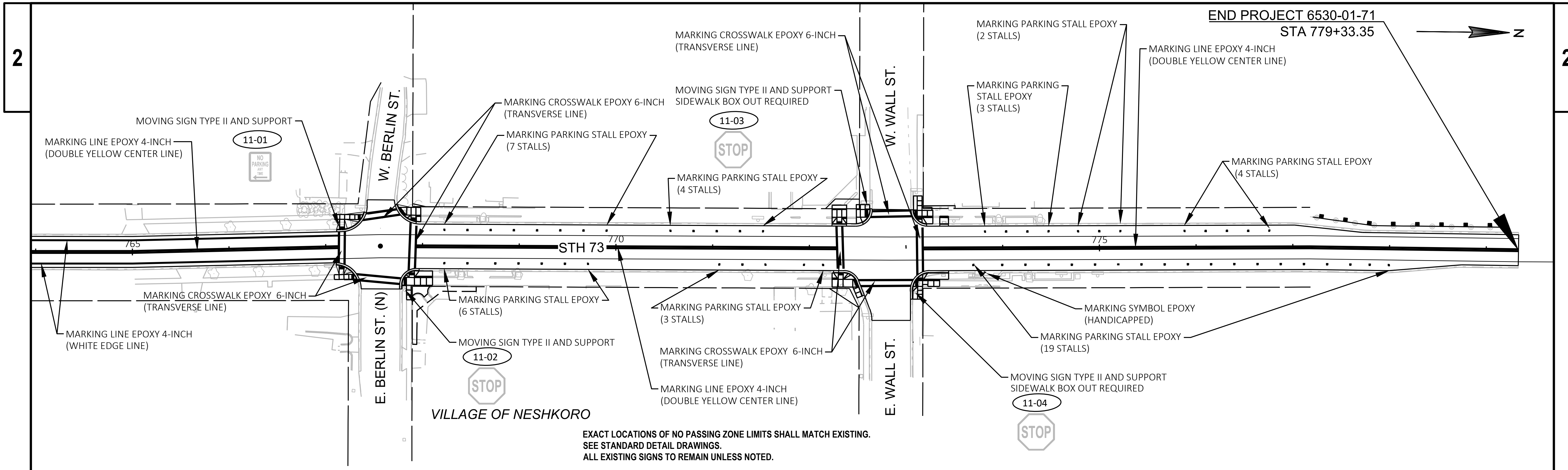




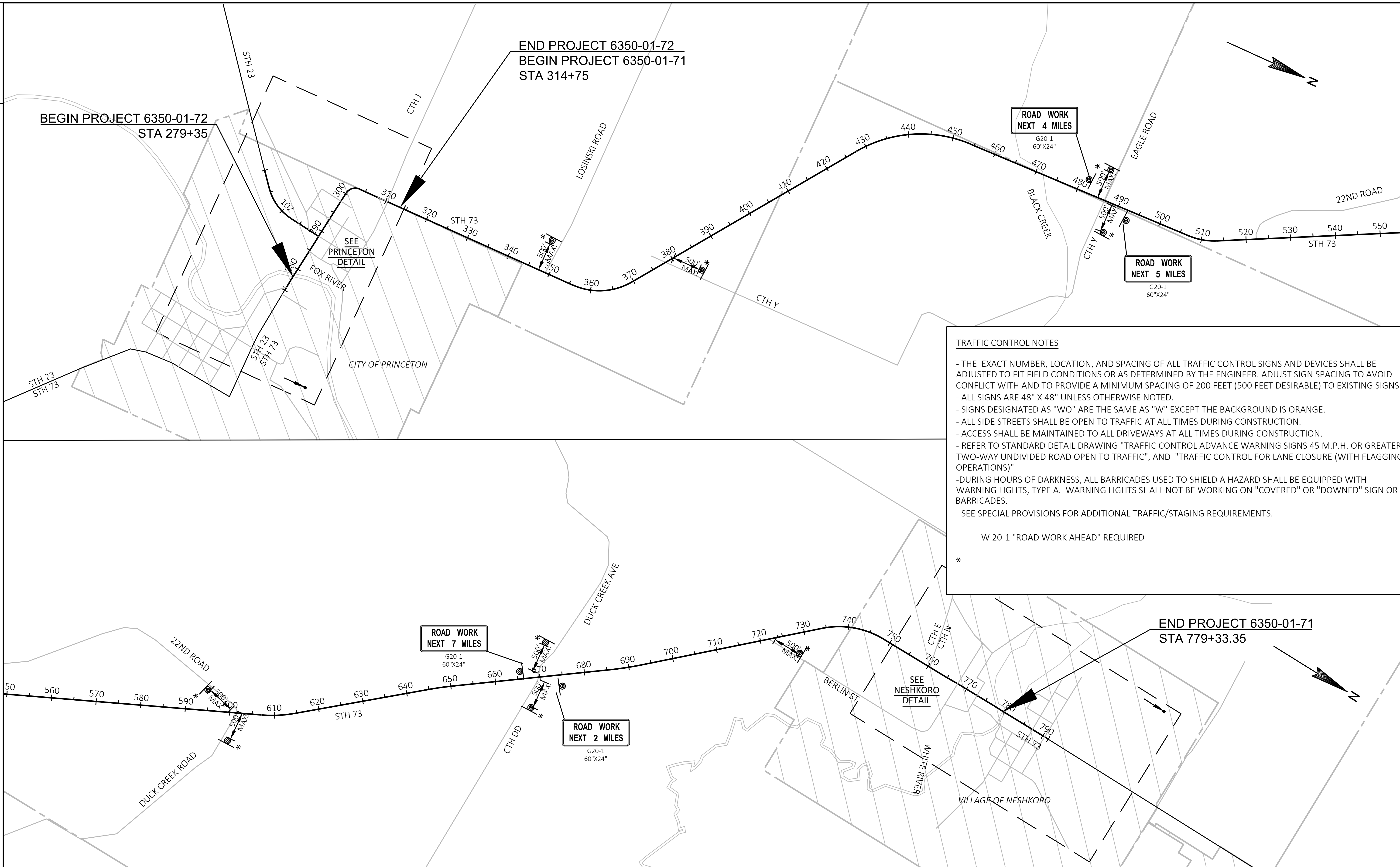
2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 62	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\024501_PM-73.DWG
LAYOUT NAME - 17-18
PLOT DATE : 8/19/2021 3:28 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PAVEMENT MARKING AND SIGNING	SHEET 63	E



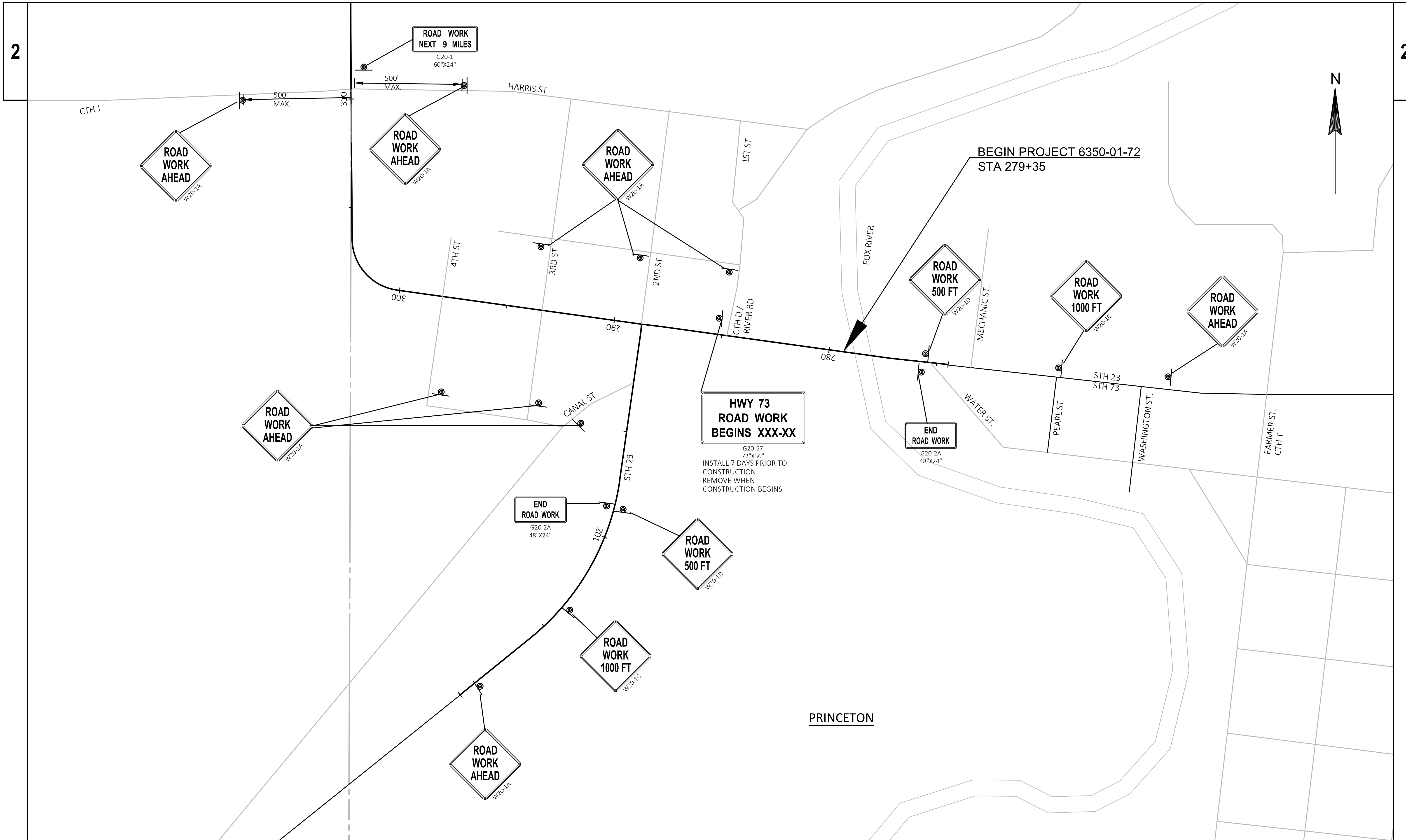
TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS OR AS DETERMINED BY THE ENGINEER. ADJUST SIGN SPACING TO AVOID CONFLICT WITH AND TO PROVIDE A MINIMUM SPACING OF 200 FEET (500 FEET DESIRABLE) TO EXISTING SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- ALL SIDE STREETS SHALL BE OPEN TO TRAFFIC AT ALL TIMES DURING CONSTRUCTION.
- ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.
- REFER TO STANDARD DETAIL DRAWING "TRAFFIC CONTROL ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", AND "TRAFFIC CONTROL FOR LANE CLOSURE (WITH FLAGGING OPERATIONS)"
-DURING HOURS OF DARKNESS, ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A. WARNING LIGHTS SHALL NOT BE WORKING ON "COVERED" OR "DOWNED" SIGN OR BARRICADES.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.

W 20-1 "ROAD WORK AHEAD" REQUIRED

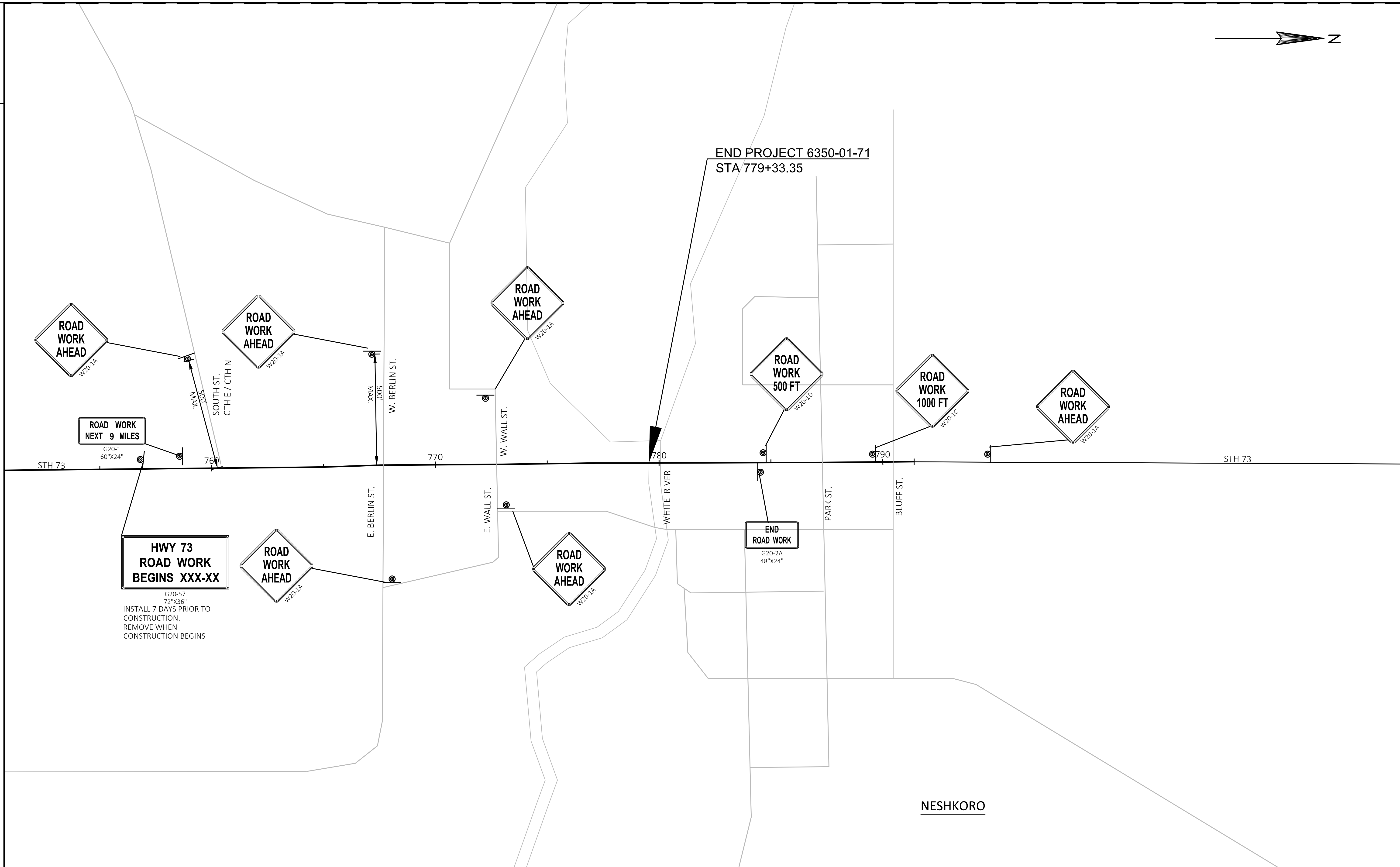
*

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TRAFFIC CONTROL	SHEET : 64	E



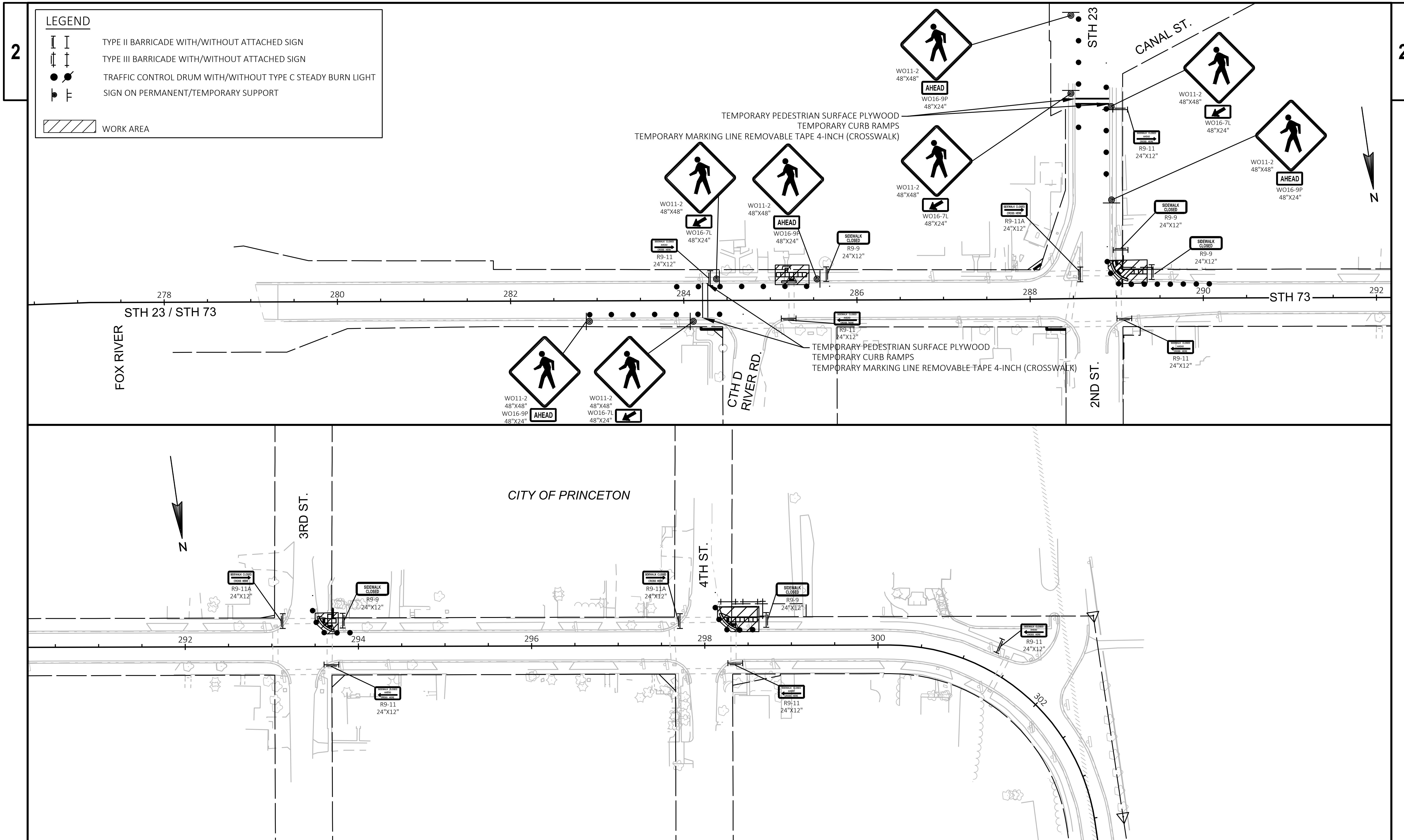
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TRAFFIC CONTROL	SHEET 65	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\025001_TC-73.DWG
LAYOUT NAME - PRINCETON
PLOT DATE : 10/11/2021 11:22 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : ____________ PLOT SCALE : 1 IN:400 FT & 1 IN:400 FT
WISDOT/CADDS SHEET 42



2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	TRAFFIC CONTROL	SHEET : 66	E

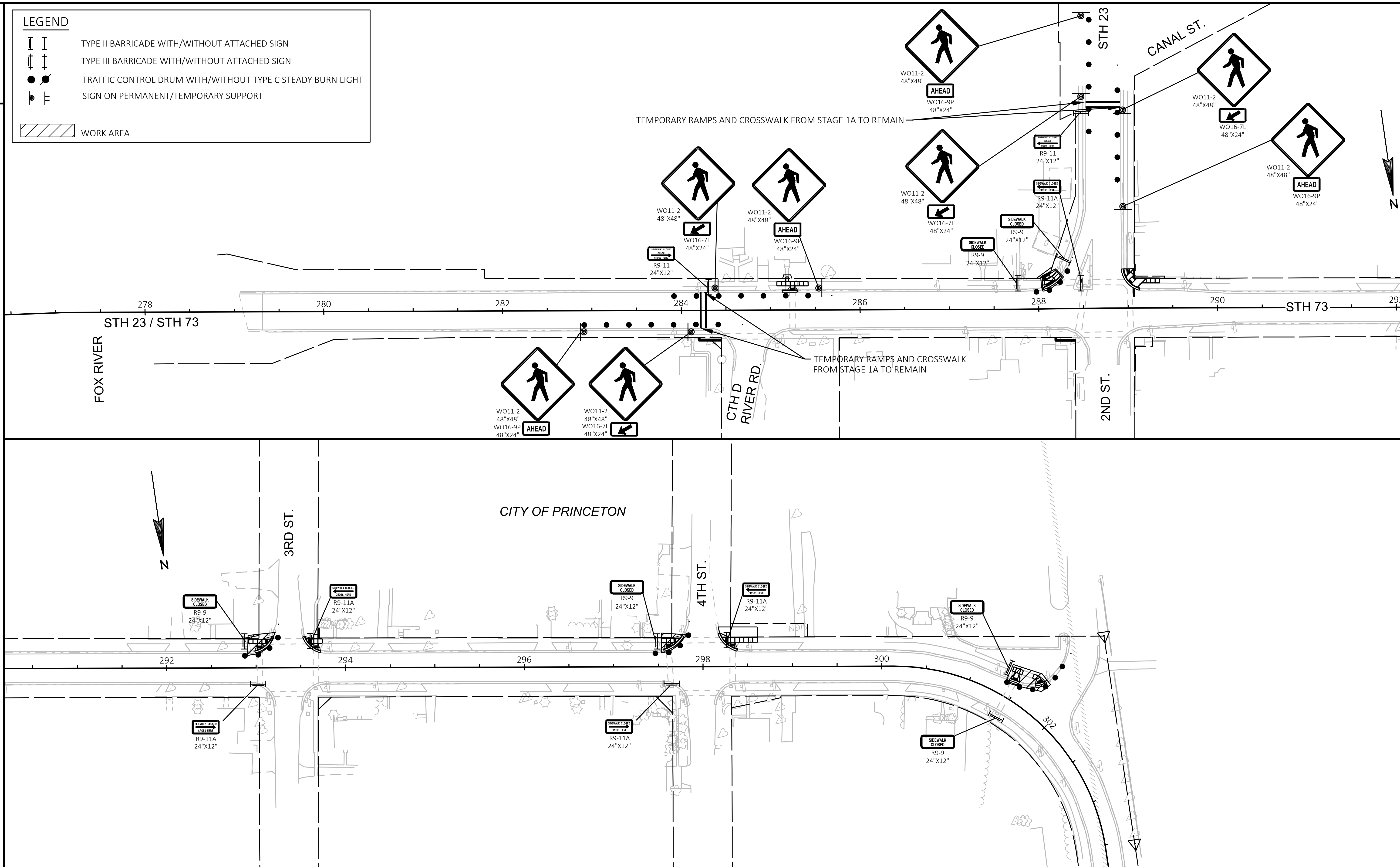


PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL -PRINCETON STAGE 1A	SHEET 67	E

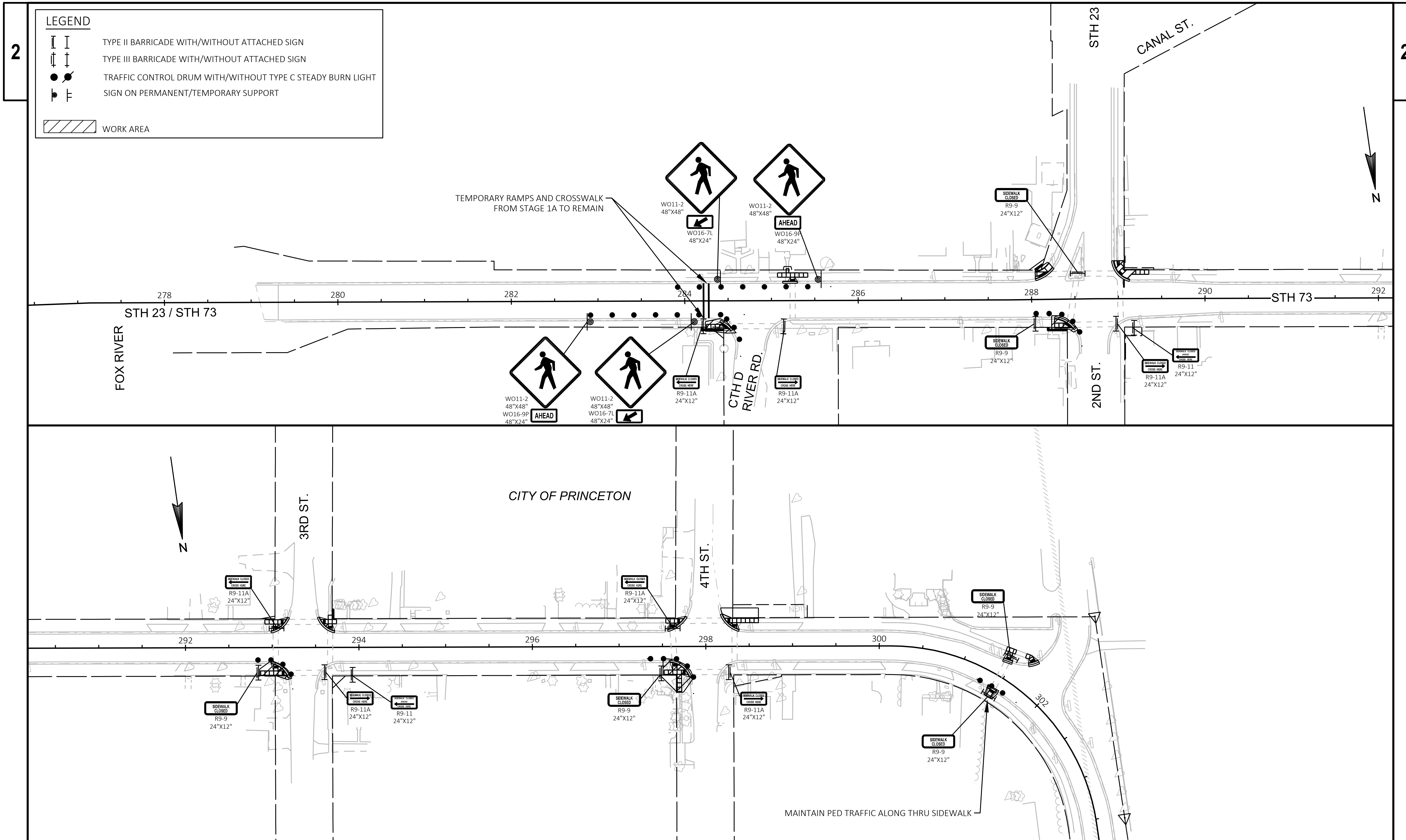
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\025101_TC-PED-P1A-73.DWG
LAYOUT NAME - 1

PLOT DATE : 6/4/2021 9:02 AM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

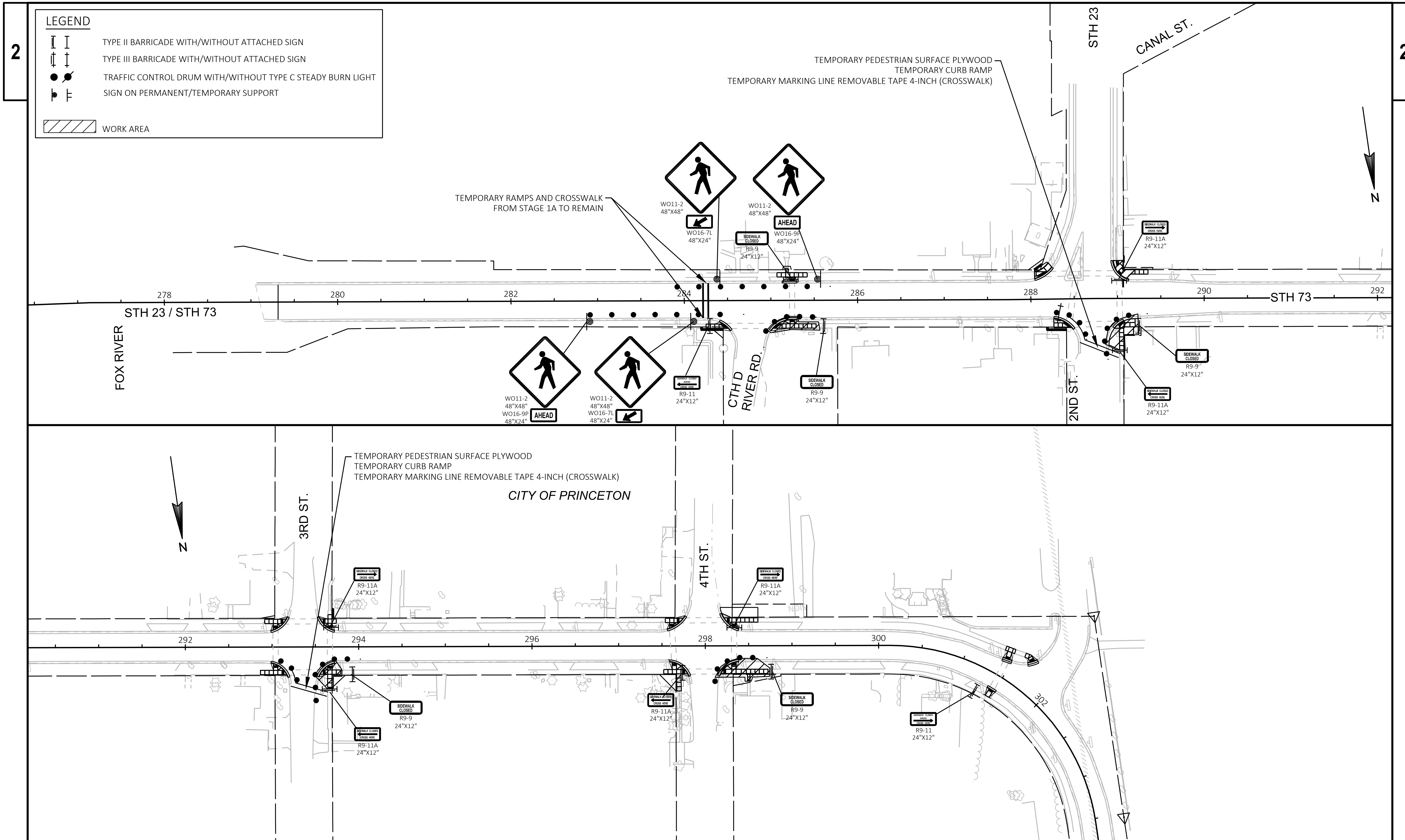


PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL -PRINCETON STAGE 1B	SHEET 68	E



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL -PRINCETON STAGE 2A	SHEET 69	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\025111_TC-PED-P2A-73.DWG
LAYOUT NAME - 1
PLOT DATE : 6/4/2021 9:40 AM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

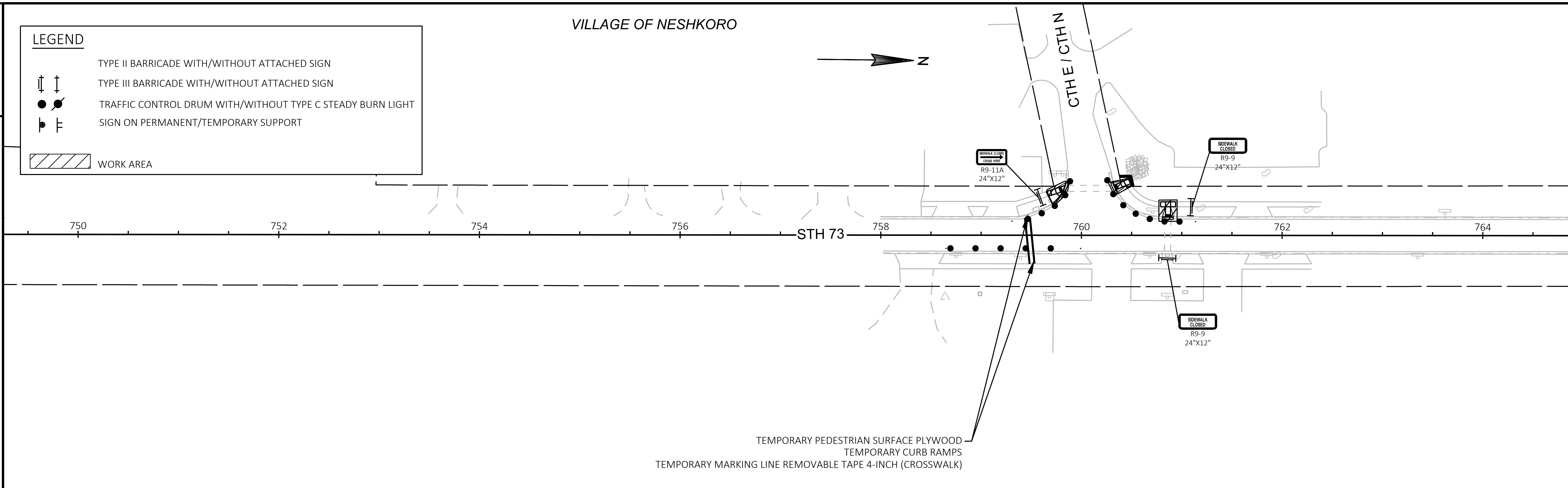


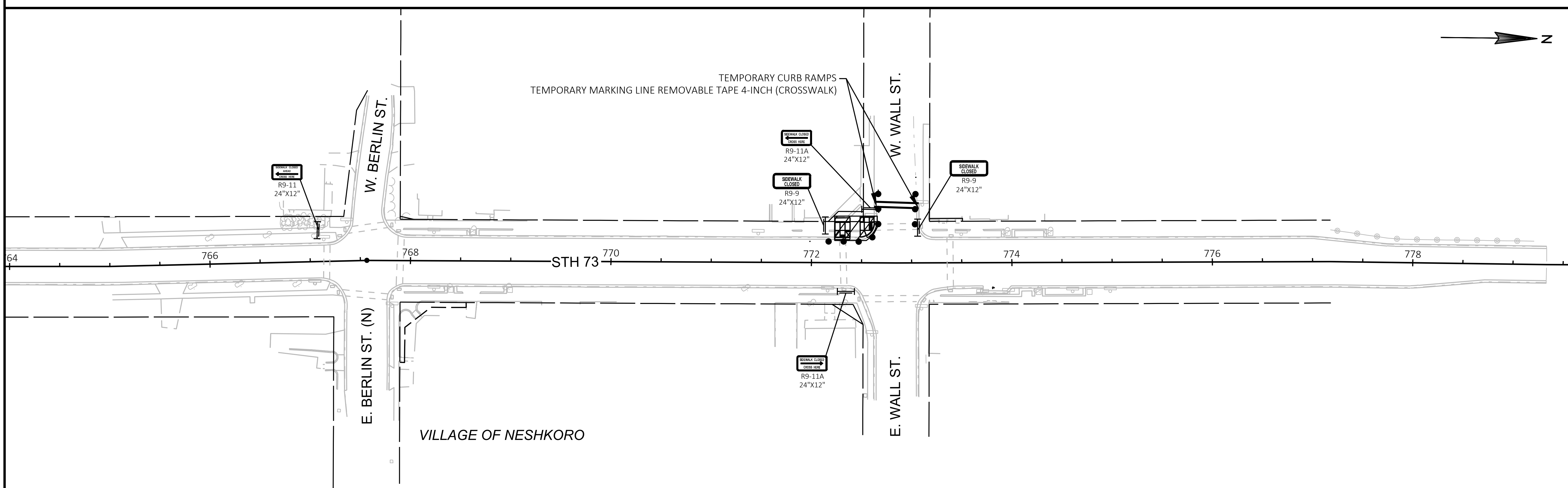
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL -PRINCETON STAGE 2B	SHEET 70	E

2

LEGEND

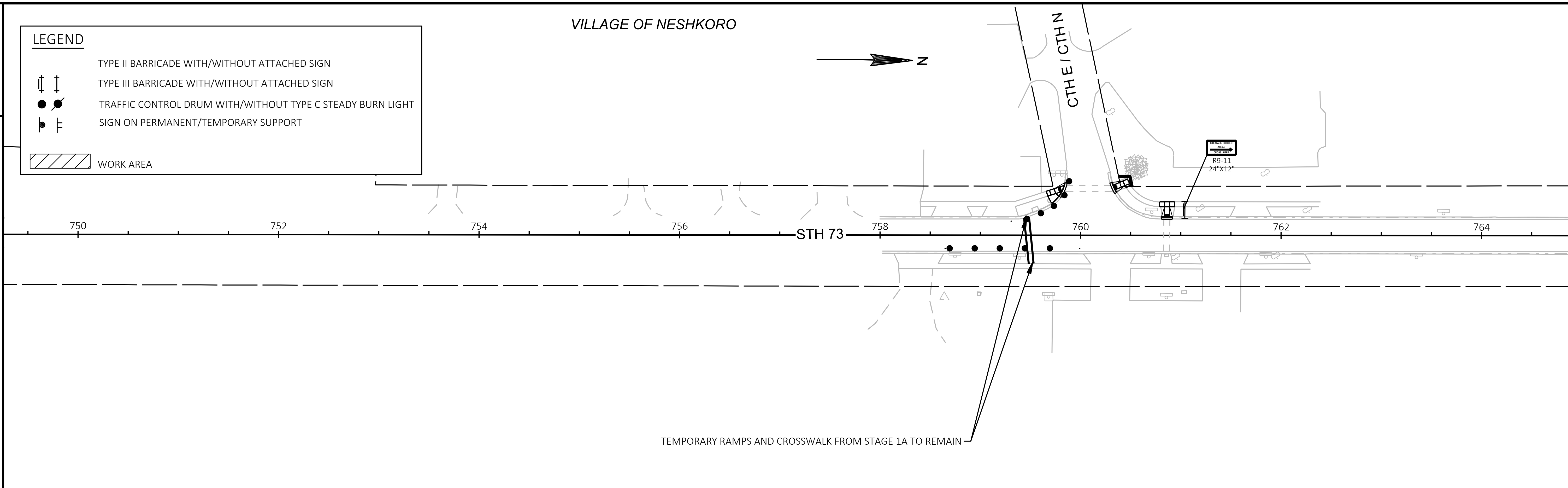
- TYPE II BARRICADE WITH/WITHOUT ATTACHED SIGN
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH/WITHOUT TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT/TEMPORARY SUPPORT
- WORK AREA

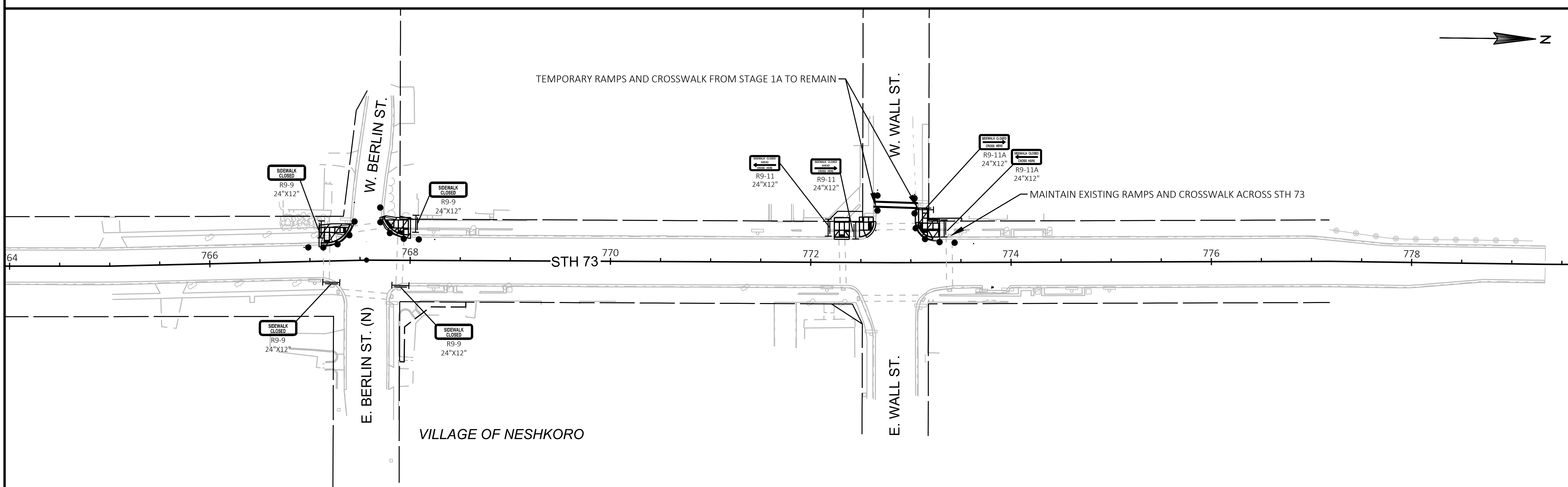




2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL-NESHKORO STAGE 1A	SHEET 71	E

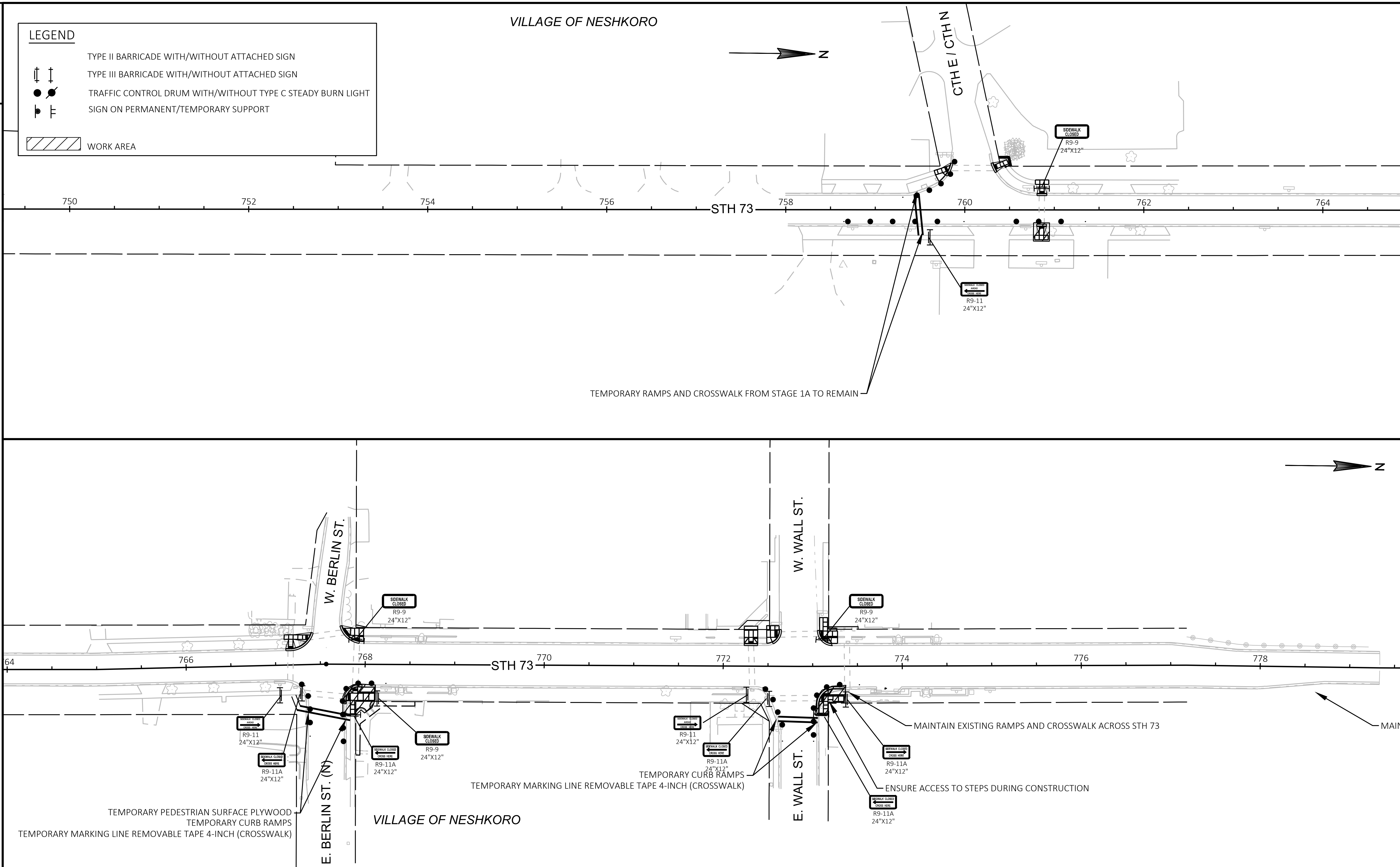




PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL-NESHKORO STAGE 1B	SHEET 72	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\025202_TC-PED-N1B-73.DWG
LAYOUT NAME - 17-18
PLOT DATE : 6/7/2021 1:12 PM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : ###########
WISDOT/CADDS SHEET 44

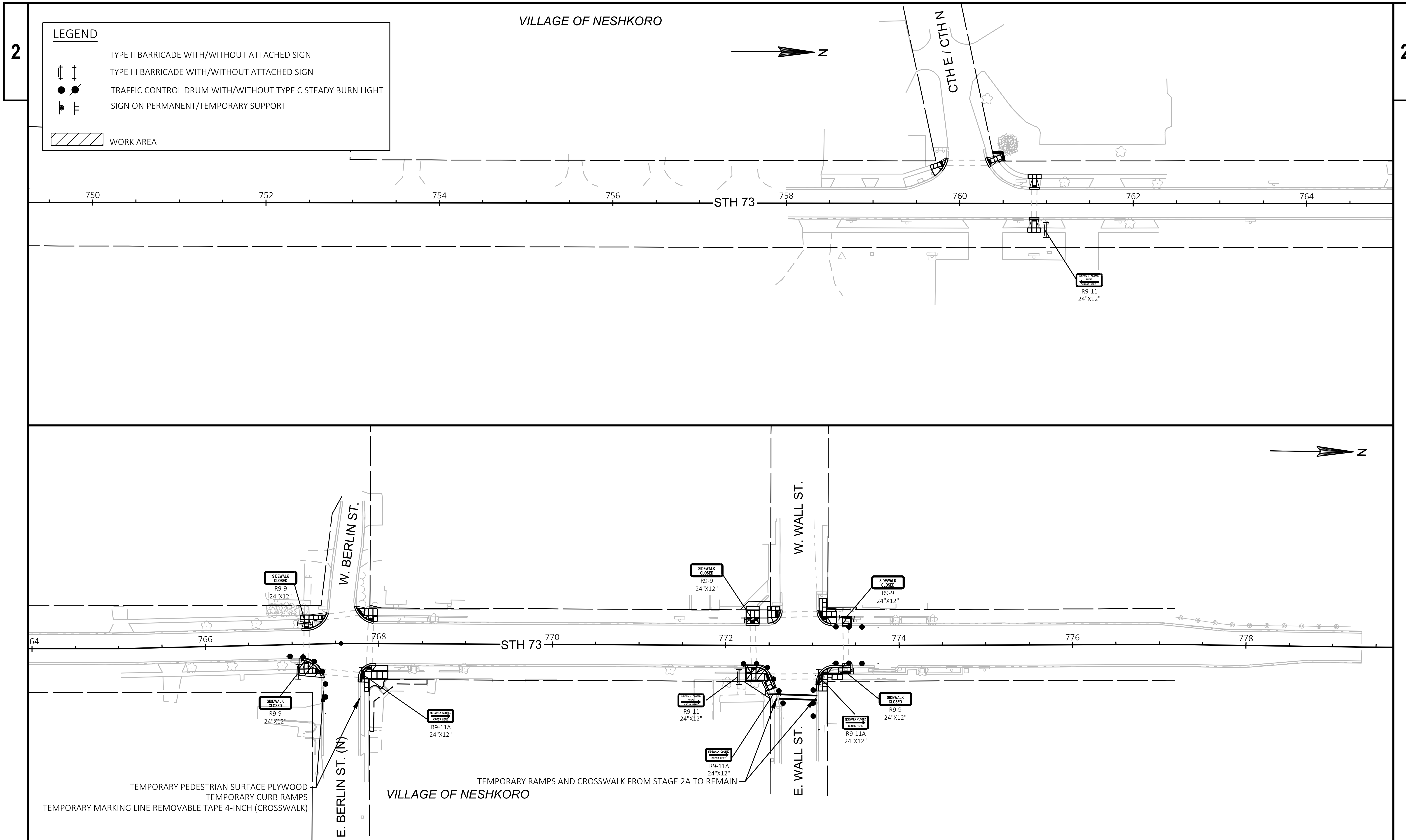
2



2

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL-NESHKORO STAGE 2A	SHEET 73	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\025211_TC-PED-N2A-73.DWG
LAYOUT NAME - 17-18
PLOT DATE : 6/7/2021 2:02 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : ###########
WISDOT/CADDS SHEET 44



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PEDESTRIAN TRAFFIC CONTROL-NESHKORO STAGE 2B	SHEET 74	E

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	6530-01-71 Qty	6530-01-72 Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000	
0004	204.0100	Removing Concrete Pavement	SY	19.000	10.000	9.000
0006	204.0110	Removing Asphaltic Surface	SY	668.000	488.000	180.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,082.000	677.000	405.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	181,287.000	163,946.000	17,341.000
0012	204.0150	Removing Curb & Gutter	LF	874.000	394.000	480.000
0014	204.0155	Removing Concrete Sidewalk	SY	817.000	399.000	418.000
0016	204.0165	Removing Guardrail	LF	865.000	865.000	
0018	205.0100	Excavation Common	CY	895.000	895.000	
0020	208.1500.S	Temporary Lane Shift During Culvert Work	EACH	4.000	4.000	
0022	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6530-01-71	LS	1.000	1.000	
0024	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 6530-01-72	LS	1.000		1.000
0026	213.0100	Finishing Roadway (project) 01. 6530.01-71	EACH	1.000	1.000	
0028	213.0100	Finishing Roadway (project) 02. 6530-01-72	EACH	1.000		1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,186.000	4,145.000	41.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	868.000	750.000	118.000
0034	405.0100	Coloring Concrete WisDOT Red	CY	1.000		1.000
0036	415.0120	Concrete Pavement 12-Inch	SY	3.000		3.000
0038	416.0610	Drilled Tie Bars	EACH	152.000	68.000	84.000
0040	455.0605	Tack Coat	GAL	11,784.000	10,655.000	1,129.000
0042	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000	
0044	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000	
0046	460.2000	Incentive Density HMA Pavement	DOL	2,025.000	748.000	1,277.000
0048	460.2005	Incentive Density PWL HMA Pavement	DOL	13,410.000	13,410.000	
0050	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	22,162.000	22,162.000	
0052	460.2010	Incentive Air Voids HMA Pavement	DOL	17,450.000	17,450.000	
0054	460.6224	HMA Pavement 4 MT 58-28 S	TON	17,688.000	17,688.000	
0056	460.6424	HMA Pavement 4 MT 58-28 H	TON	3,163.000	1,168.000	1,995.000
0058	465.0105	Asphaltic Surface	TON	297.000	294.000	3.000
0060	465.0110	Asphaltic Surface Patching	TON	504.000	424.000	80.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	9.000		9.000
0064	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	41,350.000	41,350.000	
0066	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	2.000	2.000	
0068	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000	
0070	520.3424	Culvert Pipe Class III-A Non-metal 24-Inch	LF	76.000	76.000	
0072	520.3430	Culvert Pipe Class III-A Non-metal 30-Inch	LF	64.000	64.000	
0074	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000	
0076	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000	
0078	524.0124	Culvert Pipe Salvaged 24-Inch	LF	16.000	16.000	
0080	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	6.000		6.000
0082	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	867.000	407.000	460.000
0084	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	14.000		14.000
0086	601.0600	Concrete Curb Pedestrian	LF	176.000	34.000	142.000
0088	602.0405	Concrete Sidewalk 4-Inch	SF	7,014.000	3,486.000	3,528.000
0090	602.0415	Concrete Sidewalk 6-Inch	SF	139.000	86.000	53.000
0092	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	424.000	194.000	230.000
0094	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	112.000	42.000	70.000
0096	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000	
0098	614.0010	Barrier System Grading Shaping Finishing	EACH	8.000	8.000	

					6530-01-71	6530-01-72
Line	Item	Item Description	Unit	Total	Qty	Qty
0100	614.0115	Anchorages for Steel Plate Beam Guard Type 2	EACH	1.000	1.000	
0102	614.0305	Steel Plate Beam Guard Class A	LF	50.000	50.000	
0104	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	440.000	440.000	
0106	614.0400	Adjusting Steel Plate Beam Guard	LF	262.500	262.500	
0108	614.0950	Replacing Guardrail Posts and Blocks	EACH	4.000	4.000	
0110	614.0951	Replacing Guardrail Rail and Hardware	LF	87.500	87.500	
0112	614.2300	MGS Guardrail 3	LF	150.000	150.000	
0114	614.2340	MGS Guardrail 3 L	LF	400.000	400.000	
0116	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	8.000	
0118	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6530-01-71	EACH	1.000	1.000	
0120	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6530-01-72	EACH	1.000		1.000
0122	619.1000	Mobilization	EACH	1.000	0.800	0.200
0124	621.0100	Landmark Reference Monuments	EACH	12.000	12.000	
0126	624.0100	Water	MGAL	80.000	75.000	5.000
0128	625.0100	Topsoil	SY	1,360.000	1,090.000	270.000
0130	627.0200	Mulching	SY	170.000	40.000	130.000
0132	628.1504	Silt Fence	LF	2,641.000	2,641.000	
0134	628.1520	Silt Fence Maintenance	LF	2,641.000	2,641.000	
0136	628.1905	Mobilizations Erosion Control	EACH	5.000	3.000	2.000
0138	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	3.000	2.000
0140	628.2008	Erosion Mat Urban Class I Type B	SY	1,190.000	1,050.000	140.000
0142	628.7015	Inlet Protection Type C	EACH	7.000	3.000	4.000
0144	628.7504	Temporary Ditch Checks	LF	24.000	24.000	
0146	628.7555	Culvert Pipe Checks	EACH	11.000	11.000	
0148	628.7570	Rock Bags	EACH	65.000	65.000	
0150	629.0210	Fertilizer Type B	CWT	1.650	1.650	
0152	630.0140	Seeding Mixture No. 40	LB	24.000	19.000	5.000
0154	630.0500	Seed Water	MGAL	78.000	62.000	16.000
0156	633.5200	Markers Culvert End	EACH	8.000	8.000	
0158	638.2102	Moving Signs Type II	EACH	9.000	4.000	5.000
0160	638.4000	Moving Small Sign Supports	EACH	11.000	4.000	7.000
0162	642.5201	Field Office Type C	EACH	1.000	1.000	
0164	643.0300	Traffic Control Drums	DAY	5,908.000	3,188.000	2,720.000
0166	643.0410	Traffic Control Barricades Type II	DAY	1,140.000	480.000	660.000
0168	643.0420	Traffic Control Barricades Type III	DAY	122.000	50.000	72.000
0170	643.0705	Traffic Control Warning Lights Type A	DAY	1,384.000	580.000	804.000
0172	643.0900	Traffic Control Signs	DAY	6,866.000	3,418.000	3,448.000
0174	643.1000	Traffic Control Signs Fixed Message	SF	36.000	18.000	18.000
0176	643.5000	Traffic Control	EACH	1.000	0.800	0.200
0178	644.1420	Temporary Pedestrian Surface Plywood	SF	270.000	150.000	120.000
0180	644.1601	Temporary Pedestrian Curb Ramp	DAY	360.000	192.000	168.000
0182	646.1020	Marking Line Epoxy 4-Inch	LF	56,984.000	52,946.000	4,038.000
0184	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	88,634.000	87,870.000	764.000
0186	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	915.000	600.000	315.000
0188	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	8,750.000	3,800.000	4,950.000
0190	646.5220	Marking Symbol Epoxy	EACH	1.000	1.000	
0192	646.6120	Marking Stop Line Epoxy 18-Inch	LF	79.000	20.000	59.000
0194	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,219.000	871.000	1,348.000
0196	646.8320	Marking Parking Stall Epoxy	LF	438.000	330.000	108.000

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	6530-01-71 Qty	6530-01-72 Qty
0198	649.0105	Temporary Marking Line Paint 4-Inch	LF	59,795.000	54,845.000	4,950.000
0200	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	51,045.000	51,045.000	
0202	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	676.000	326.000	350.000
0204	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000	
0206	650.8000	Construction Staking Resurfacing Reference	LF	50,335.000	46,458.000	3,877.000
0208	650.9000	Construction Staking Curb Ramps	EACH	47.000	20.000	27.000
0210	650.9910	Construction Staking Supplemental Control (project) 01. 6530-01-71	LS	1.000	1.000	
0212	650.9910	Construction Staking Supplemental Control (project) 02. 6530-01-72	LS	1.000		1.000
0214	653.0900	Adjusting Pull Boxes	EACH	23.000	7.000	16.000
0216	690.0150	Sawing Asphalt	LF	2,243.000	1,608.000	635.000
0218	690.0250	Sawing Concrete	LF	838.000	461.000	377.000
0220	740.0440	Incentive IRI Ride	DOL	38,132.000	35,195.000	2,937.000
0222	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	0.300	0.100	0.200
0224	SPV.0060	Special 01. Reestablish Section Corner Monuments	EACH	3.000	3.000	
0226	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	13.000	5.000	8.000
0228	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	13.000	5.000	8.000
0230	SPV.0165	Special 01. Concrete Brick Pavers	SF	106.000	106.000	
0232	SPV.0180	Special 01. Asphaltic Base Patch Partial Depth	SY	900.000	900.000	
0234	SPV.0180	Special 02. Preparing Topsoil for Lawn Type Turf	SY	310.000	50.000	260.000

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REMOVING CULVERTS

STA	LOC	CULVERT #	SIZE IN	REMOVAL LENGTH FT	DESC	203.0100 REMOVING SMALL PIPE CULVERTS EACH	NOTES
6530-01-71 CATEGORY 0010							
554+73	STH 73	CULVERT 39-073-005363	24	80	CPRC	1	ENTIRE PIPE
576+75	STH 73	CULVERT 39-073-005365	24	64	CMCP	1	ENTIRE PIPE
576+78	STH 73	CULVERT 39-073-005365A	36	54	CPRC	1	ENTIRE PIPE
683+67	STH 73	CULVERT 39-073-005375	24	4	CPRC	1	RIGHT END SECTION
PROJECT 6530-01-71 TOTAL						**4**	

ASPHALTIC BASE PATCH

STA	-	STA	LOCATION		SPV.0180.01 ASPHALTIC BASE PATCH PARTIAL DEPTH SY
6530-01-71 CATEGORY 0010					
613+00	-	616+00	STH 73	---	400
	-			---	---
UNDISTRIBUTED					500
PROJECT 6530-01-71 TOTALS				**TOTALS**	**900**

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STA-STA	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
6530-01-71 CATEGORY 0010		
	LOSINSKI RD	33
	CTH Y (SOUTH INT)	37
471+50	B-24-28 S	40
472+31	B-24-28 N	40
	CTH Y (NORTH INT)	37
	EAGLE RD	33
	22ND RD (SOUTH)	33
	22ND RD (NORTH)	33
	DUCK CREEK RD	37
	DUCK CREEK AVE	33
	CTH DD	37
	E. BERLIN ST (SOUTH)	33
	CTH E/ CTH N	43
	W. BERLIN ST	31
	E. BERLIN ST (NORTH)	44
	W. WALL ST	44
	E. WALL ST	44
773+75	INSET HANDICAPPED STALL AT WALL ST	7
779+33	END PROJECT B-39-47	36
PROJECT 6530-01-71 TOTAL		**677**
6530-01-72 CATEGORY 0010		
279+35	BEGIN PROJECT B-24-14	44
	1ST ST/CTH D	33
16+47	STH 23	33
	STH 23/CANAL ST	22
	2ND ST	31
	3RD ST N	31
	3RD ST S	31
	4TH ST N	31
	4TH ST S	33
	CHURCH DRIVE	39
	CTH J	43
	HARRIS ST	31
PROJECT 6530-01-72 TOTAL		**405**

REMOVING ASPHALTIC SURFACE

LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY
6530-01-71 CATEGORY 0010	
C-39-073-005361 LT MOW STRIP	98
C-39-073-005361 RT MOW STRIP	98
C-39-073-005362 LT MOW STRIP	98
C-39-073-005362 RT MOW STRIP	98
CTH E SW	4
CTH E NW CURB	3
STH 73 W	3
STH 73 E	3
BERLIN ST SW	9
BERLIN ST NE	7
BERLIN ST SE	7
BERLIN ST NW	7
WALL ST SWS	4
WALL ST SWN	4
WALL ST NWS	6
WALL ST NWN	2
WALL ST SE	10
WALL ST NE	27
PROJECT 6530-01-71 TOTAL	**488**
6530-01-72 CATEGORY 0010	
RIVER RD NW	8
RIVER RD NE	4
RIVER RD SW	4
2ND ST NW	4
2ND ST NW TERRACE	25
2ND ST NE	6
STH 23 SW	9
STH 23 SE	6
3RD ST NW	6
3RD ST NE	7
3RD ST SW	6
3RD ST SE	6
4TH ST NW	7
4TH ST NE	7
4TH ST SW CURB	7
4TH ST SW LOT	53
4TH ST SE	6
CHURCH DRIVE SE	3
CHURCH CROSSING S	3
CHURCH CROSSING N	3
PROJECT 6530-01-72 TOTAL	**180**

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REMOVING ASPHALTIC SURFACE MILLING

STA	-	STA	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
6530-01-71 CATEGORY 0010				
314+75		471+50	STH 73	52,250
472+31		752+75	STH 73	93,480
WIDER SHOULDER AT BEAM GUARD				293
752+75		758+00	STH 73	1,750
758+00		767+60	STH 73	3,413
767+60		777+02	STH 73	4,815
777+00		777+72	STH 73	340
777+72		778+00	STH 73	121
778+00		778+75	STH 73	296
778+75		779+33	STH 73	206
LOSINSKI RD			INTERSECTION	494
CTH Y (SOUTH INT)			INTERSECTION	763
CTH Y (NORTH INT)			INTERSECTION	795
EAGLE RD			INTERSECTION	502
22ND RD (SOUTH)			INTERSECTION	555
22ND RD (NORTH)			INTERSECTION	512
DUCK CREEK RD			INTERSECTION	529
DUCK CREEK AVE			INTERSECTION	545
CTH DD			INTERSECTION	832
E. BERLIN ST (SOUTH)			INTERSECTION	494
CTH E/ CTH N			INTERSECTION	333
W. BERLIN ST			INTERSECTION	117
E. BERLIN ST (NORTH)			INTERSECTION	130
W. WALL ST			INTERSECTION	87
E. WALL ST			INTERSECTION	294
PROJECT 6530-01-71 TOTALS				**163,946**
6530-01-72 CATEGORY 0010				
279+31	-	289+20	STH 73	4,396
289+20	-	290+10	STH 73	360
290+10		310+34	STH 73	7,196
310+34		314+75	STH 73	1,764
16+47		18+80	STH 23	1,036
1ST ST/CTH D			INTERSECTION	211
STH 23			INTERSECTION	541
STH 23/CANAL ST			INTERSECTION	164
2ND ST			INTERSECTION	162
3RD ST N			INTERSECTION	119
3RD ST S			INTERSECTION	119
4TH ST N			INTERSECTION	148
4TH ST S			INTERSECTION	155
CTH J			INTERSECTION	842
HARRIS ST			INTERSECTION	128
PROJECT 6530-01-72 TOTALS				**17,341**

REMOVING CURB AND GUTTER AND SIDEWALK

LOC	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB AND GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
PROJECT 6530-01-71 CATEGORY 0010			
CTH E SW	---	15	16
CTH E NW	---	12	14
STH 73 W	---	12	22
STH 73 E	---	11	20
BERLIN ST SW	---	37	21
BERLIN ST NE	---	30	72
BERLIN ST SE	---	31	19
BERLIN ST NW	---	28	27
WALL ST SWS	7	15	24
WALL ST SWN	3	18	23
WALL ST NWS	---	24	44
WALL ST NWN	---	9	8
WALL ST SE	---	44	44
WALL ST NE	---	53	42
INLET ADJUSTMENT STA 771+25 RT	---	5	3
CURB REPAIR - UNDIST	---	50	---
PROJECT 6530-01-71 TOTALS	**10**	**394**	**399**
PROJECT 6530-01-72 CATEGORY 0010			
RIVER RD NW	---	35	30
RIVER RD NE	---	17	12
RIVER RD SW	---	17	23
2ND ST NW	---	15	44
2ND ST NE	---	27	14
STH 23 SW	3	37	34
STH 23 SE	6	25	15
3RD ST NW	---	25	31
3RD ST NE	---	28	25
3RD ST SW	---	26	21
3RD ST SE	---	26	19
4TH ST NW	---	30	41
4TH ST NE	---	30	33
4TH ST SW	---	29	27
4TH ST SE	---	27	16
CHURCH DRIVE SE	---	12	9
CHURCH CROSSING S	---	12	16
CHURCH CROSSING N	---	12	8
CURB REPAIR STA 279+35-STA 279+55 LT	---	30	0
CURB REPAIR- UNDIST	---	20	0
PROJECT 6530-01-72 TOTALS	**9**	**480**	**418**

REMOVING GUARDRAIL

LOCATION		204.0165 REMOVING GUARDRAIL LF	COMMENT
6530-01-71 CATEGORY 0010			
STH 73	LT	200	C-39-073-005361 LT
STH 73	RT	200	C-39-073-005361 RT
STH 73	LT	200	C-39-073-005362 LT
STH 73	RT	200	C-39-073-005362 RT
STH 73	LT	65	SW B-39-47
PROJECT 6530-01-71 TOTAL		**865**	

EXCAVATION

STA	-	STA	LOCATION	205.0100 EXCAVATION COMMON CY
PROJECT 6530-01-71 CATEGORY 0010				
250+75	-	251+80	CULVERT 39-073-005363	490
314+66	-	315+70	CULVERT 39-073-005365	405
PROJECT 6530-01-71 TOTALS				**895**

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LANE SHIFT

LOCATION	208.1500.S TEMPORARY LANE SHIFT DURING CULVERT WORK EA	* FILL REQUIRED CY	* BASE AGGREGATE DENSE 1 1/4-INCH TON
PROJECT 6530-01-71 CATEGORY 0010			
CULVERT 39-073-005363	2	10	20
CULVERT 39-073-005365	2	40	25
PROJECT 6530-01-71 TOTALS	**4**		

* ESTIMATE ONLY FOR BID ITEM PURPOSES, INCIDENTAL TO LANE SHIFT ITEM

PREP AND FINISH

LOCATION	211.0100 PREPARE FOUNDATION FOR ASPHALT PAVEMENT LS	213.0100 FINISHING ROADWAY EACH
6530-01-71 CATEGORY 0010		
PROJECT	1	1
PROJECT 6530-01-71 TOTALS	1	1
6530-01-72 CATEGORY 0010		
PROJECT	1	1
PROJECT 6530-01-72 TOTALS	1	1

BASE AGGREGATE

STA	-	STA	LOCATION	305.0110 BASE AGG DENSE 3/4-INCH TON	305.0120 BASE AGG DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
PROJECT 6530-01-71 CATEGORY 0010						
314+75	-	471+50	SHOULDERS	1,422	---	---
472+31	-	752+75	SHOULDERS	2,544	---	---
752+75	-	758+00	SHOULDERS	68	---	---
554+07	-	555+37	CULVERT 39-073-005363	40	310	---
576+22	-	577+29	CULVERT 39-073-005365	34	256	---
337+25	-	338+31	CULVERT 39-073-005375	32	52	---
			FROM SIDEWALK	---	89	---
			CURB AND GUTTER	---	10	---
			TEMP PED SURFACE	---	4	
			UNDISTRIBUTED	5	29	75
PROJECT 6530-01-71 TOTALS				**4,145**	**750**	**75**
PROJECT 6530-01-72 CATEGORY 0010						
310+75	-	314+75	SHOULDERS	36	---	---
			FROM SIDEWALK	---	88	---
			CURB AND GUTTER	---	11	---
			PARKING LOT	---	12	---
			TEMP PED SURFACE	---	3	
			UNDISTRIBUTED	5	4	5
PROJECT 6530-01-72 TOTALS				**41**	**118**	**5**

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HMA PAVEMENT

STA	STA		455.0605 TACK COAT GAL	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON
PROJECT 6530-01-71 CATEGORY 0010					
314+75	471+50	STH 73	3,396	---	6,009
472+31	752+75	STH 73	6,076	---	10,750
752+75	758+00	STH 73	114	---	201
758+00	767+60	STH 73	222	393	---
767+60	777+02	STH 73	313	554	---
777+00	777+72	STH 73	22	39	---
777+72	778+00	STH 73	8	14	---
778+00	778+75	STH 73	19	34	---
778+75	779+33	STH 73	13	24	---

LOSINSKI RD		INTERSECTION	32	---	57
CTH Y (SOUTH INT)		INTERSECTION	50	---	88
CTH Y (NORTH INT)		INTERSECTION	52	---	91
EAGLE RD		INTERSECTION	33	---	58
22ND RD (SOUTH)		INTERSECTION	36	---	64
22ND RD (NORTH)		INTERSECTION	33	---	59
DUCK CREEK RD		INTERSECTION	34	---	61
DUCK CREEK AVE		INTERSECTION	35	---	63
CTH DD		INTERSECTION	54	---	96
E. BERLIN ST (SOUTH)		INTERSECTION	32	---	57
CTH E/ CTH N		INTERSECTION	22	38	---
W. BERLIN ST		INTERSECTION	8	13	---
E. BERLIN ST (NORTH)		INTERSECTION	8	15	---
W. WALL ST		INTERSECTION	6	10	---
E. WALL ST		INTERSECTION	19	34	---
PAVED SHOULDER AT BEAM GUARD			18		34
PROJECT 6530-01-71 TOTALS			**10,655**	**1,168**	**17,688**
PROJECT 6530-01-72 CATEGORY 0010					
279+31 -	289+20	STH 73	286	505	---
289+20 -	290+10	STH 73	23	41	---
290+10	310+34	STH 73	468	828	---
310+34	314+75	STH 73	115	203	---
16+47	18+80	STH 23	67	119	---
1ST ST/CTH D		INTERSECTION	14	24	---
STH 23		INTERSECTION	35	62	---
STH 23/CANAL ST		INTERSECTION	11	19	---
2ND ST		INTERSECTION	11	19	---
3RD ST N		INTERSECTION	8	14	---
3RD ST S		INTERSECTION	8	14	---
4TH ST N		INTERSECTION	10	17	---
4TH ST S		INTERSECTION	10	18	---
CTH J		INTERSECTION	55	97	---
HARRIS ST		INTERSECTION	8	15	---
PROJECT 6530-01-72 TOTALS			**1,129**	**1,995**	**0**

ASPHALTIC SURFACE

STA	STA	LOCATION		465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEAYS AND FIELD ENTRANCES TON
PROJECT 6530-01-71 CATEGORY 0010						
554+08 -	555+36	CULVERT 39-073-160	STH 73	147	---	---
576+21 -	577+29	CULVERT 39-073-180A	STH 73	124	---	---
683+15 -	684+15	CULVERT 39-073-280	STH 73	23	---	---
		CTH E SW	STH 73	---	1	---
		CTH E NW	STH 73	---	1	---
		STH 73 W	STH 73	---	1	---
		STH 73 E	STH 73	---	1	---
		BERLIN ST SW	STH 73	---	2	---
		BERLIN ST NW	STH 73	---	2	---
		BERLIN ST SE	STH 73	---	2	---
		BERLIN ST NE	STH 73	---	2	---
		WALL ST SWS	STH 73	---	1	---
		WALL ST SWN	STH 73	---	1	---
		WALL ST NWS	STH 73	---	2	---
		WALL ST NWN	STH 73	---	1	---
		WALL ST SE	STH 73	---	3	---
		WALL ST NE	STH 73	---	3	---
SUBSURFACE REPAIR AREAS (UNDISTRIBUTED)				---	401	---
PROJECT 6530-01-71 TOTALS				**294**	**424**	**0**
PROJECT 6530-01-72 CATEGORY 0010						
		RIVER RD NW	STH 73	---	2	---
		RIVER RD NE	STH 73	---	1	---
		RIVER RD SW	STH 73	---	1	---
		2ND ST NW CURB	STH 73	---	1	---
		2ND ST NW TERRACE (2")	STH 73	3	---	---
		2ND ST NE	STH 73	---	2	---
		STH 23 SW	STH 73	---	2	---
		STH 23 SE	STH 73	---	2	---
		3RD ST NW	STH 73	---	2	---
		3RD ST NE	STH 73	---	2	---
		3RD ST SW	STH 73	---	2	---
		3RD ST SE	STH 73	---	2	---
		4TH ST NW	STH 73	---	2	---
		4TH ST NE	STH 73	---	2	---
		4TH ST SW CURB	STH 73	---	2	---
		4TH ST SW LOT (3")	STH 73	---	---	9
		4TH ST SE	STH 73	---	2	---
		CHURCH DRIVE SE	STH 73	---	1	---
		CHURCH CROSSING S	STH 73	---	1	---
		CHURCH CROSSING N	STH 73	---	1	---
SUBSURFACE REPAIR AREAS (UNDISTRIBUTED)			STH 73	---	50	---
PROJECT 6530-01-72 TOTALS				**3**	**80**	**9**

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PWL MIXTURE USE TABLE

PROJECT 6530-01-71 CATEGORY 0010

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE (RURAL)	STA 314+75- STA 758+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	13410	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
SHOULDERS (3'-6')	STA 314+75- STA 758+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	3350	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
12 FOOT DRIVING LANE (NESHKORO)	STA 758+00- STA 779+33	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	820	2"	QMP AS PER SS 465	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS-NESHKORO	STA 758+00- STA 779+33	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	240	2"	QMP AS PER SS 465	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARIOUS-INTERSECTIONS - RURAL		UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	690	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
VARIOUS-INTERSECTIONS - NESHKORO		UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	690	2"	QMP AS PER SS 465	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARIOUS		CULVERT PATCHES	BASE AGGREGATE	ASPHALTIC SURFACE	290	6"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS		CURBPATCHES, BASE PATCHING	BASE AGGREGATE	ASPHALTIC SURFACE PATCHING	420	5"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS		PARKING LOTS	BASE AGGREGATE	ASPH. SURFACE DRIVEWAYS AND FIELD ENT	0	3"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION

PROJECT 6530-01-72 CATEGORY 0010

LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANE	STA 279+31- STA 314+75	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	1160	2"	QMP AS PER SS 465	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS (3'-6')	STA 279+31- STA 314+75	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	540	2"	QMP AS PER SS 465	INCENTIVE DENSITY HMA PAVEMENT 460.2000
VARIOUS-INTERSECTIONS		UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	300	2"	QMP AS PER SS 466	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
VARIOUS		CURBPATCHES, BASE PATCHING	BASE AGGREGATE	ASPHALTIC SURFACE PATCHING	80	5"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS		PARKING LOTS	BASE AGGREGATE	ASPH. SURFACE DRIVEWAYS AND FIELD ENT	9	3"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION
VARIOUS		TERRACE	BASE AGGREGATE	ASPHALTIC SURFACE	3	2"	QMP AS PER SS 465	ACCEPTANCE BY ORDINARY COMPACTION

3

ASPHALTIC CENTER LINE RUMBLE STRIP

STA	-	STA	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL FT
6530-01-71 CATEGORY 0010			
314+75		471+50	14,900
472+31		752+75	26,450
PROJECT 6530-01-71 TOTAL			**41,350**

STORM SEWER

LOCATION	611.8115 ADJUSTING INLET COVERS EACH
PROJECT 6530-01-71 CATEGORY 0010	
STA 771+25 RT	1
PROJECT 6530-01-71 TOTALS	**1**

CULVERT PIPES

CULVERT	STATION	LOCATION	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	520.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH EACH	520.3424 CULVERT PIPE CLASS III-A NONMETAL 24-INCH LF	520.3430 CULVERT PIPE CLASS III-A NONMETAL 24-INCH LF	520.8000 CONCRETE COLLARS FOR PIPES EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	524.0124 CULVERT PIPE SALVAGED 24-INCH LF	ELEVATIONS INLET	ELEVATIONS OUTLET
PROJECT 6530-01-71 CATEGORY 0010											
CULVERT 39-073-005359	535+32	STH 73	---	---	---	---	1	---	4	MATCH	EXISTING
CULVERT 39-073-005363	554+73	STH 73	2	---	76	---	---	---	---	792.20	791.48
CULVERT 39-073-005365	556+75	STH 73	---	2	---	64	---	---	---	794.98	794.25
CULVERT 39-073-005375	683+67	STH 73	---	---	---	---	2	1	12	MATCH	EXISTING
PROJECT 6530-01-71 TOTALS			**2**	**2**	**76**	**64**	**3**	**1**	**16**		

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CONCRETE CURB AND GUTTER

LOCATION	601.0405 CONCRETE CURB AND GUTTER 18-INCH TYPE A	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D	601.0580 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R	601.0600 CONCRETE CURB PEDESTRIAN	416.0610 DRILLED TIE BARS
	LF	LF	LF	LF	EACH
PROJECT 6530-01-71 CATEGORY 0010					
CTH E SW	---	15	---	---	4
CTH E NW	---	12	---	---	4
STH 73 W	---	12	---	---	4
STH 73 E	---	11	---	---	4
BERLIN ST SW	---	37	---	---	4
BERLIN ST NW	---	30	---	7	4
BERLIN ST SE	---	31	---	14	4
BERLIN ST NE	---	31	---	5	4
WALL ST SWS	---	15	---	---	4
WALL ST SWN	---	18	---	5	4
WALL ST NWS	---	24	---	4	4
WALL ST NWN	---	9	---	---	4
WALL ST SE	---	44	---	---	4
WALL ST NE	---	63	---	---	4
INLET ADJUSTMENT STA 771+25 RT	---	5	---	---	4
CURB REPAIR - UNDIST	---	50	---	---	8
PROJECT 6530-01-71 TOTALS	**0**	**407**	**0**	**34**	**68**
PROJECT 6530-01-72 CATEGORY 0010					
RIVER RD NW	---	35	---	---	4
RIVER RD NE	---	17	---	---	4
RIVER RD SW	---	17	---	---	4
2ND ST NW	---	15	---	3	4
2ND ST NE	---	27	---	20	4
STH 23 SW	6	16	14	38	8
STH 23 SE	---	25	---	20	4
3RD ST NW	---	25	---	---	4
3RD ST NE	---	28	---	30	4
3RD ST SW	---	26	---	---	4
3RD ST SE	---	27	---	---	4
4TH ST NW	---	30	---	31	4
4TH ST NE	---	30	---	---	4
4TH ST SW	---	29	---	---	4
4TH ST SE	---	27	---	---	4
CHURCH DRIVE SE	---	12	---	---	4
CHURCH CROSSING S	---	12	---	---	4
CHURCH CROSSING N	---	12	---	---	4
CURB REPAIR STA 279+35-STA 279+55 LT	---	30	---	---	4
CURB REPAIR- UNDIST	---	20	---	---	4
PROJECT 6530-01-72 TOTALS	**6**	**460**	**14**	**142**	**84**

CONCRETE PAVEMENT AND SIDEWALK

LOCATION	305.0110* BASE AGGREGATE DENSE 3/4"	405.0100 COLORING CONCRETE WIS-DOT RED	415.0120 CONCRETE PAVEMENT 12-INCH CONCRETE	602.0405 CONCRETE SIDEWALK 4-INCH	602.0415 CONCRETE SIDEWALK 6-INCH	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW	SPV.0165.01 CONCRETE BRICK PAVERS
	TON	CY	SY	SF	SF	SF	SF	SF
6530-01-71 CATEGORY 0010								
CTH E SW	4	---	---	154	---	10	---	---
CTH E NW	3	---	---	118	---	10	---	---
STH 73 W	3	---	---	125	---	10	---	---
STH 73 E	3	---	---	125	---	10	---	---
BERLIN ST SW	5	---	---	188	---	20	---	---
BERLIN ST NW	6	---	---	240	---	10	20	6
BERLIN ST SE	4	---	---	152	---	20	---	---
BERLIN ST NE	16	---	---	641	---	26	---	25
WALL ST SWS	7	---	---	210	66	10	---	10
WALL ST SWN	6	---	---	206	20	16	---	---
WALL ST NWS	9	---	---	383	---	22	---	13
WALL ST NWN	1	---	---	58	---	---	---	13
WALL ST SE	10	---	---	388	---	10	22	10
WALL ST NE	12	---	---	473	---	20	---	29
INLET ADJUSTMENT STA 771+25 RT	---	---	---	25	---	---	---	---
PROJECT 6530-01-71 TOTALS	89 *	**0**	**0**	**3,486**	**86**	**194**	**42**	**106**
6530-01-72 CATEGORY 0010								
RIVER RD NW	7	---	---	292	---	10	17	---
RIVER RD NE	3	---	---	113	---	---	17	---
RIVER RD SW	5	---	---	212	---	10	---	---
2ND ST NW	10	---	---	390	---	10	---	---
2ND ST NE	3	---	---	129	---	---	17	---
STH 23 SW	7	1	3	284	---	10	---	---
STH 23 SE	5	---	---	138	53	---	20	---
3RD ST NW	6	---	---	225	---	20	---	---
3RD ST NE	5	---	---	197	---	20	---	---
3RD ST SW	4	---	---	151	---	20	---	---
3RD ST SE	4	---	---	161	---	20	---	---
4TH ST NW	9	---	---	358	---	20	---	---
4TH ST NE	7	---	---	301	---	20	---	---
4TH ST SW	6	---	---	250	---	20	---	---
4TH ST SE	3	---	---	129	---	20	---	---
CHURCH DRIVE SE	1	---	---	57	---	10	---	---
CHURCH CROSSING S	2	---	---	97	---	10	---	---
CHURCH CROSSING N	1	---	---	44	---	10	---	---
PROJECT 6530-01-72 TOTALS	88	**1**	**3**	**3,528**	**53**	**230**	**70**	---
	*SEE BASE AGGREGATE FOR TOTAL							

BEAM GUARD

STA	-	STA	LOC	MOW STRIP WIDTH FT	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EACH	614.0951 REPLACING GUARDRAIL RAIL AND HARDWARE LF	614.2300 MGS GUARDRAIL 3 LF	614.2340 MGS GUARDRAIL 3L LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH
PROJECT 6530-01-71 CATEGORY 0010													
470+63		471+54	LT	---	---	---	---	---	---	---	---	---	---
470+13		471+54	RT	---	---	50	---	12.5	---	---	---	---	---
472+24		473+65	LT	---	---	50	2	25	---	---	---	---	---
472+24		473+15	RT	---	---	---	---	---	---	---	---	---	---
540+51		542+95	RT	4	110	---	---	---	38	100	2	---	---
540+89		543+33	LT	4	110	---	---	---	38	100	2	---	---
549+95		552+39	RT	4	110	---	---	---	38	100	2	---	---
550+33		552+77	LT	4	110	---	---	---	38	100	2	---	---
777+20		779+20	RT	---	---	162.5	2	50	---	---	---	50	1
PROJECT 6530-01-71 TOTALS					**440**	**262.5**	**4**	**87.5**	**150**	**400**	**8**	**50**	**1**

BARRIER SYSTEM GRADING SHAPING FINISHING

LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	BORROW CY	TOPSOIL SY	E MAT URBAN CLASS I TYPE B SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 40 LB	SEED WATER MGAL
PROJECT 6530-01-71 CATEGORY 0010							
C-39-073-005361 BEAM GUARD LT	2	145	565	565	0.36	10	32
C-39-073-005361 BEAM GUARD RT	2	85	390	390	0.25	7	22
C-39-073-005362 BEAM GUARD LT	2	140	510	510	0.32	9	29
C-39-073-005362 BEAM GUARD RT	2	155	775	775	0.49	14	44
PROJECT 6530-01-71 TOTALS	**8**						

THE ABOVE ITEMS ARE INCIDENTAL TO THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING

MONUMENTS

TYPE	TOWN/RANGE	CORNER	621.0100 LANDMARK REFERENCE MONUMENTS EACH	SPV.0060.01 REESTABLISH SECTION CORNER MONUMENTS EACH	NOTES
PROJECT 6530-01-71 CATEGORY 0010					
SECTION CORNER	T16N R11E	3-2-10-11	4	1	OFF ROADWAY
SECTION CORNER	T16N R11E / T17N R11E	34-35-3-2	4	1	
CENTER SECTION	T17N R11E	8	4	1	
PROJECT 6530-01-71 TOTALS			**12**	**3**	

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TOPSOIL, EROSION MAT, FERTILIZER, AND SEEDING

STA - STA	LOC	625.0100 TOPSOIL SY	SPV.0180.02 PREPARING TOPSOIL FOR LAWN TYPE TURF SY	627.0200 MULCHING SY	628.2008 E MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	SPV.0030.01 FERTILIZER FOR LAWN TYPE TURF CWT	630.0140 SEEDING MIXTURE NO. 40 LB	631.0250 SEED WATER MGAL
PROJECT 6530-01-71 CATEGORY 0010									
535+32	CULVERT 39-073-005359	40	---	---	40	0.00	---	1	2
554+73	CULVERT 39-073-005363	415	---	---	415	0.26	---	7	23
576+88	CULVERT 39-073-005365	465	---	---	465	0.29	---	8	26
683+67	CULVERT 39-073-005375	45	---	---	45	0.03	---	1	3
696+20	CULVERT TOPSOIL REPAIR	10	---	10	---	0.01	---	---	1
	CTH E SW	5	---	5	---	---	0.00	.1	0
	CTH E NW	5	---	5	---	---	0.00	.1	0
	STH 73 E	10	10	---	10	---	0.01	.2	1
	STH 73 W	10	10	---	10	---	0.01	.2	1
	BERLIN ST SW	10	5	5	5	---	0.01	.2	1
	BERLIN ST NW	5	5	5	---	---	0.00	.1	0
	BERLIN ST SE	5	5	---	5	---	0.00	.1	0
	BERLIN ST NE	5	5	---	5	---	0.00	.1	0
	WALL ST SE	10	10	10	---	1	0.01	.2	1
UNDISTRIBUTED		50	---	---	50	0.06	0.06	1	3
PROJECT 6530-01-71 TOTALS		**1,090**	**50**	**40**	**1,050**	**1.65**	**0.10**	**19**	**62**
PROJECT 6530-01-72 CATEGORY 0010									
	RIVER RD NW	45	45	35	10	---	0.03	.8	3
	RIVER RD NE	15	20	5	10	---	0.01	.3	1
	RIVER RD SW	15	10	5	10	---	0.01	.3	1
	2ND ST NW	---	0	---	---	---	---	---	---
	2ND ST NE	5	5	5	---	---	0.00	.1	0
	STH 23 SW	10	10	---	10	---	0.01	.2	1
	3RD ST NW	20	20	15	5	---	0.01	.4	1
	3RD ST NE	10	10	---	10	---	0.01	.2	1
	3RD ST SW	10	10	5	5	---	0.01	.2	1
	3RD ST SE	10	15	5	5	---	0.01	.2	1
	4TH ST NW	40	40	20	20	---	0.03	.7	2
	4TH ST NE	25	25	20	5	---	0.02	.5	1
	4TH ST SW	20	20	---	20	---	0.01	.4	1
	4TH ST SE	10	5	5	5	---	0.01	.2	1
	CHURCH DRIVE SE	5	5	---	5	---	0.00	.1	0
	CHURCH CROSSING S	5	5	---	5	---	0.00	.1	0
	CHURCH CROSSING N	5	5	---	5	---	0.00	.1	0
UNDISTRIBUTED		20	10	10	10	---	0.04	.4	1
PROJECT 6530-01-72 TOTALS		**270**	**260**	**130**	**140**	**0.00**	**0.20**	**5**	**16**

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EROSION CONTROL

STA	-	STA	LOC	628.1504 SILT FENCE FT	628.1520 SILT FENCE MAINT FT	628.7570 ROCK BAGS EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF
PROJECT 6530-01-71 CATEGORY 0010								
535+32		CULVERT 39-073-005359		91	91	15	---	---
541+80		C-39-073-005361 BEAM GUARD		744	744	---	---	---
551+40		C-39-073-005362 BEAM GUARD		847	847	---	---	16
554+73		CULVERT 39-073-005363		213	213	15	---	---
576+88		CULVERT 39-073-005365		375	375	15	---	---
683+67		CULVERT 39-073-005375		171	171	15	---	---
		UNDISTRUBUTED		200	200	5	3	8
PROJECT 6530-01-71 TOTALS				**2,641**	**2,641**	**65**	**3**	**24**
PROJECT 6530-01-72 CATEGORY 0010								
		RIVER ROAD SW	INTERSECTION	---	---	---	1	---
		UNDISTRIBUTED		---	---	---	3	---
PROJECT 6530-01-72 TOTALS				**0**	**0**	**0**	**4**	**0**

MOBILIZATION EROSION CONTROL

LOCATION	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH
PROJECT 6530-01-71 CATEGORY 0010		
PROJECT	3	3
PROJECT 6530-01-71 TOTALS	**3**	**3**
PROJECT 6530-01-72 CATEGORY 0010		
PROJECT	2	2
PROJECT 6530-01-72 TOTALS	**2**	**2**

MARKERS CULVERT END

PIPE	633.5200 MARKERS CULVERT END EACH
PROJECT 6530-01-71 CATEGORY 0010	
CULVERT 39-073-005359	2
CULVERT 39-073-005363	2
CULVERT 39-073-005365	2
CULVERT 39-073-005375	2
PROJECT 6530-01-71 TOTAL	**8**

TRAFFIC CONTROL SIGNS FIXED MESSAGE

STATION/LOCATION	SIGN	MESSAGE	SIZE IN X IN	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
PROJECT 6530-01-71 CATEGORY 0010				
NORTH END OF PROJECT	G20-57	HWY 73 ROAD WORK BEGINS XXX-XX	72 X 36	18.00
PROJECT 6530-01-71 TOTALS				**18.00**
PROJECT 6530-01-72 CATEGORY 0010				
SOUTH END OF PROJECT	G20-57	HWY 73 ROAD WORK BEGINS XXX-XX	72 X 36	18.00
PROJECT 6530-01-72 TOTALS				**18.00**

CULVERT PIPE CHECKS

LOCATION	628.7555 CULVERT PIPE CHECKS EACH
PROJECT 6530-01-71 CATEGORY 0010	
CULVERT 39-073-005359	2
CULVERT 39-073-005363	2
CULVERT 39-073-005365	3
CULVERT 39-073-005375	2
UNDISTRIBUTED	2
PROJECT 6530-01-71 TOTAL	**11**

TYPE II SIGNING

SIGN #	SIGN CODE	MESSAGE	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
PROJECT 6530-01-71 CATEGORY 0010				
11 - 01	R7-1-L	NO PARKING ANY TIME LT ARROW	1	1
11 - 02	R1-1	STOP W/CITY STREET	1	1
11 - 03	R1-1	STOP W/CITY STREET	1	1
11 - 04	R1-1	STOP W/CITY STREET	1	1
PROJECT 6530-01-71 TOTALS			**4**	**4**
PROJECT 6530-01-72 CATEGORY 0010				
01 - 01	R1-1	STOP	1	1
01 - 02	JX-X	J-ASSEMBLY	1	2
01 - 03	JX-X	J-ASSEMBLY	1	2
01 - 04	R1-1	STOP	1	1
02 - 01	R7-1-D	NO PARKING ANY TIME DOUBLE ARROW	1	1
PROJECT 6530-01-72 TOTALS			**5**	**7**

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TRAFFIC CONTROL

STAGE				DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS # REQ'D	643.0300 DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II # REQ'D	643.0410 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III # REQ'D	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A # REQ'D	643.0705 DAYS	643.0900 TRAFFIC CONTROL SIGNS # REQ'D	643.0900 DAYS	644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP # REQ'D	644.1601 DAYS	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH LF	643.5000 TRAFFIC CONTROL EACH	BUFFER
PROJECT 6530-01-71 CATEGORY 0010																				
PROJECT 6530-01-71.				100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.8	
ROAD WORK APPROACH SIGNING	314+75		779+33	100	---	---	---	---	---	---	---	---	23	2300	---	---	---	---		
GUARDRAIL WORK	470+00		473+75	6	---	---	---	---	---	---	---	---	2	12	---	---	---	---		
PIPE ENDWALL 533+80 - 536+80	533+80	-	536+80	3	18	54	---	---	---	---	---	---	2	6	---	---	---	---		
GUARDRAIL BOX CULVERT C-88-36	539+50	-	544+50	10	22	220	---	---	---	---	---	---	2	20	---	---	---	---		
GUARDRAIL BOX CULVERT C-89-36	549+75	-	554+25	10	21	210	---	---	---	---	---	---	2	20	---	---	---	---		
CULVERT PIPE REPLACEMENT 39-073-005363	554+25		555+75	6	52	312	---	---	---	---	---	---	6	36	---	---	---	---		
CULVERT PIPE REPLACEMENT 39-073-005365	575+75		577+75	6	52	312	---	---	---	---	---	---	6	36	---	---	---	---		
CULVERT PIPE REHABILITATION 39-073-005375	682+75		684+75	4	20	80	---	---	---	---	---	---	2	8	---	---	---	---		

PEDESTRIAN TRAFFIC CONTROL - NESHKORO	STAGE 1A			12	30	360	8	96	---	---	8	96	8	96	35	4	48	158		
PEDESTRIAN TRAFFIC CONTROL - NESHKORO	STAGE 1B			12	30	360	10	120	---	---	10	120	10	120	---	4	48	---		
PEDESTRIAN TRAFFIC CONTROL - NESHKORO	STAGE 2A			12	40	480	12	144	---	---	12	144	12	144	115	6	72	168		
PEDESTRIAN TRAFFIC CONTROL - NESHKORO	STAGE 2B			12	25	300	10	120	---	---	10	120	10	120	---	2	24	---		
UNDISTRIBUTED				50	10	500	---	---	1	50	2	100	10	500	---	---	---	---		
PROJECT 6530-01-71 TOTALS						**3,188**		**480**		**50**		**580**		**3,418**	**150**		**192**	**326**	**0.8**	
PROJECT 6530-01-72 CATEGORY 0010																				
PROJECT 6530-01-72					---	---	---	---	---	---	---	---	---	---	---	---	---	---	0.2	
ROAD WORK APPROACH SIGNING	279+35		314+75	100	---	---	---	---	---	---	---	---	17	1700	---	---	---	---		
PEDESTRIAN TRAFFIC CONTROL - PRINCETON	STAGE 1A			12	50	600	15	180	4	48	23	276	31	372	50	4	48	160		
PEDESTRIAN TRAFFIC CONTROL - PRINCETON	STAGE 1B			12	50	600	13	156	---	---	13	156	29	348	---	4	48	---		
PEDESTRIAN TRAFFIC CONTROL - PRINCETON	STAGE 2A			12	40	480	14	168	---	---	14	168	23	276	---	2	24	---		
PEDESTRIAN TRAFFIC CONTROL - PRINCETON	STAGE 2B			12	45	540	13	156	2	24	17	204	21	252	70	4	48	190		
UNDISTRIBUTED				50	10	500	---	---	---	---	---	---	10	500	---	---	---	---		
PROJECT 6530-01-72 TOTALS						**2,720**		**660**		**72**		**804**		**3,448**	**120**		**168**	**350**	**0.2**	

3

PAVEMENT MARKING

FROM - TO	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) EDGE LF	646.3040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH (WHITE) EDGE LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) EDGE LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) CEN LINE LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW) CEN LINE LF	649.0105 TEMOPORARY MARKING LINE PAINT 4-INCH (YELLOW) CEN LINE LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) CEN LINE LF
PROJECT 6530-01-71 CATEGORY 0010							
STA 314+75 - LOSINSKI RD	6,732	---	---	---	---	6,350	6,350
LOSINSKI RD - CTH Y	5,990	200	---	---	---	5,140	5,140
CTH Y - EAGLE RD	21,266	200	---	---	---	9,455	9,455
EAGLE RD - 22ND RD (S)	6,860	---	---	---	---	4,950	4,950
22ND RD (S) - 22ND RD (N)	15,841	---	---	---	---	11,465	11,465
22ND RD (N) - CTH DD	13,268	200	---	---	---	5,235	5,235
CTH DD - BERLIN ST (S)	10,713	---	---	---	---	1,895	1,895
BERLIN ST (S) - CTH E/N	7,075	---	---	---	330	6,885	6,555
CTH E/N - BERLIN ST (N)	125	---	1,252	---	1,250	1,250	---
BERLIN ST (N) - WALL ST	---	---	---	---	870	870	---
WALL ST WHITE RIVER BRIDGE	---	---	---	---	1,180	1,180	---
STH 73 AFTER RUMBLE STRIPS	---	---	---	51,694	---	---	---
LOSINSKI RD	---	---	---	---	---	---	---
CTH Y (SOUTH INT)	---	---	---	---	---	---	---
CTH Y (NORTH INT)	---	---	---	---	---	---	---
CTH E	---	---	---	---	---	---	---
CTH DD	---	---	---	---	140	140	---
CTH E/ CTH N	---	---	---	---	30	30	---
PROJECT 6530-01-71 TOTALS	**87,870**	**600**	**1,252**	**51,694**	**3,800**	**54,845**	**51,045**
			52,946				
PROJECT 6530-01-72 CATEGORY 0010							
FOX RIVER - 1ST ST/CTH D	---	---	---	---	1,020	1,020	---
1ST ST/CTH D - 2ND ST/STH 23	---	---	---	---	640	640	---
2ND ST/STH 23 - 3RD ST	---	---	792	---	495	495	---
3RD ST - 4TH ST	---	---	772	---	435	435	---
4TH ST - CTH J	---	---	2,474	---	1,550	1,550	---
CTH J - STA 314+75	764	255	---	---	230	230	---

STH 23	---	60	---	---	420	420	---
1ST ST/CTH D	---	---	---	---	60	60	---
CTH J	---	---	---	---	100	100	---
PROJECT 6530-01-72 TOTALS	**764**	**315**	**4,038**	**0**	**4,950**	**4,950**	**0**
			4,038				

PAVEMENT MARKING (TRANSVERSE)

LOCATION	STATION - STATION	646.5220 MARKING SYMBOL EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) (TRANS) LF	646.7420 MARKING CROSSWALK EPOXY 6-INCH (WHITE) (TRANS) LF	646.8320 MARKING PARKING STALL EPOXY (WHITE) (TRANS) LF
PROJECT 6530-01-71 CATEGORY 0010					
CTH E		---	20	94	---
STH 73	760+89	---	---	64	---
W. BERLIN ST.		---	---	81	---
STH 73	767+15	---	---	70	---
STH 73	767+93	---	---	92	---
E. BERLIN ST.		---	---	88	---
STH 73	767+93-770+00 LT	---	---	---	48
STH 73	767+93-770+00 RT	---	---	---	42
STH 73	770+00-772+29 LT	---	---	---	30
STH 73	770+00-772+29 RT	---	---	---	30
W. WALL ST.		---	---	84	---
STH 73	772+29	---	---	88	---
STH 73	773+42	---	---	92	---
E. WALL ST.		---	---	117	---
STH 73	773+42-773+75 LT	---	---	---	42
STH 73	773+75-777+00 LT		---	---	30
STH 73	773+42-778+00 RT	---	---	---	108
HANDICAP SYMBOL	773+81 RT	1	---	---	---
PROJECT 6530-01-71 TOTALS		**1**	**20**	**871**	**330**
PROJECT 6530-01-72 CATEGORY 0010					
RIVER RD/CTH D		---	---	102	---
STH 73	285+27	---	---	81	---
STH 23 TURN LANE		---	14	44	---
STH 23		---	12	74	---
STH 73	288+45	---	---	95	---
STH 73	289+05	---	---	97	---
2ND ST.		---	---	98	---
3RD ST. S		---	---	75	---
STH 73	293+01	---	---	73	---
STH 73	293+70	---	---	75	---
3RD ST. N		---	---	73	---
4TH ST. S		---	---	91	---
STH 73	297+59	---	---	74	---
STH 73	298+36	---	---	74	---
4TH ST. N		---	---	73	---
STH 73	301+45	---	---	71	---
HARRIS ST		---	---	78	---
CTH J		---	33	---	---
PARKING STALLS		---	---	---	108
PROJECT 6530-01-72 TOTALS		**0**	**59**	**1,348**	**108**

3

3

CONSTRUCTION STAKING

STA - STA	LOCATION	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910 CONSTRUCTION STAKING SUPPLIMENTAL CONTROL PROJECT LS
PROJECT 6530-01-71 CATEGORY 0010					
PROJECT	STH 73	---	---	---	1
314+75 - 779+33	STH 73	4	46,458	20	---
PROJECT 6530-01-71 TOTALS		**4**	**46,458**	**20**	**1**
PROJECT 6530-01-72 CATEGORY 0010					
PROJECT	STH 73	---	---	---	1
279+31 - 314+75	STH 73	---	3,544	27	---
16+47 - 19+80	STH 23	---	333	---	---
PROJECT 6530-01-72 TOTALS		**0**	**3,877**	**27**	**1**

SAWING

STA	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
PROJECT 6530-01-71 CATEGORY 0010			
	CULVERT 39-073-005363	60	---
	CULVERT 39-073-00-5365(A)	60	---
	CULVERT 39-073-005375	62	---
	C-39-073-005361 LT	220	---
	C-39-073-005361 RT	220	---
	C-39-073-005362 LT	220	---
	C-39-073-005362 RT	220	---
	CURB RAMPS/PARKING LOT	400	85
	SIDEWALK	---	334
		---	---
	UNDISTRIBUTED	146	42
PROJECT 6530-01-71 TOTALS		**1,608**	**461**
PROJECT 6530-01-72 CATEGORY 0010			
	CURB RAMPS/PARKING LOT	575	105
	SIDEWALK	---	242
		---	---
	UNDISTRIBUTED	60	30
PROJECT 6530-01-72 TOTALS		**635**	**377**

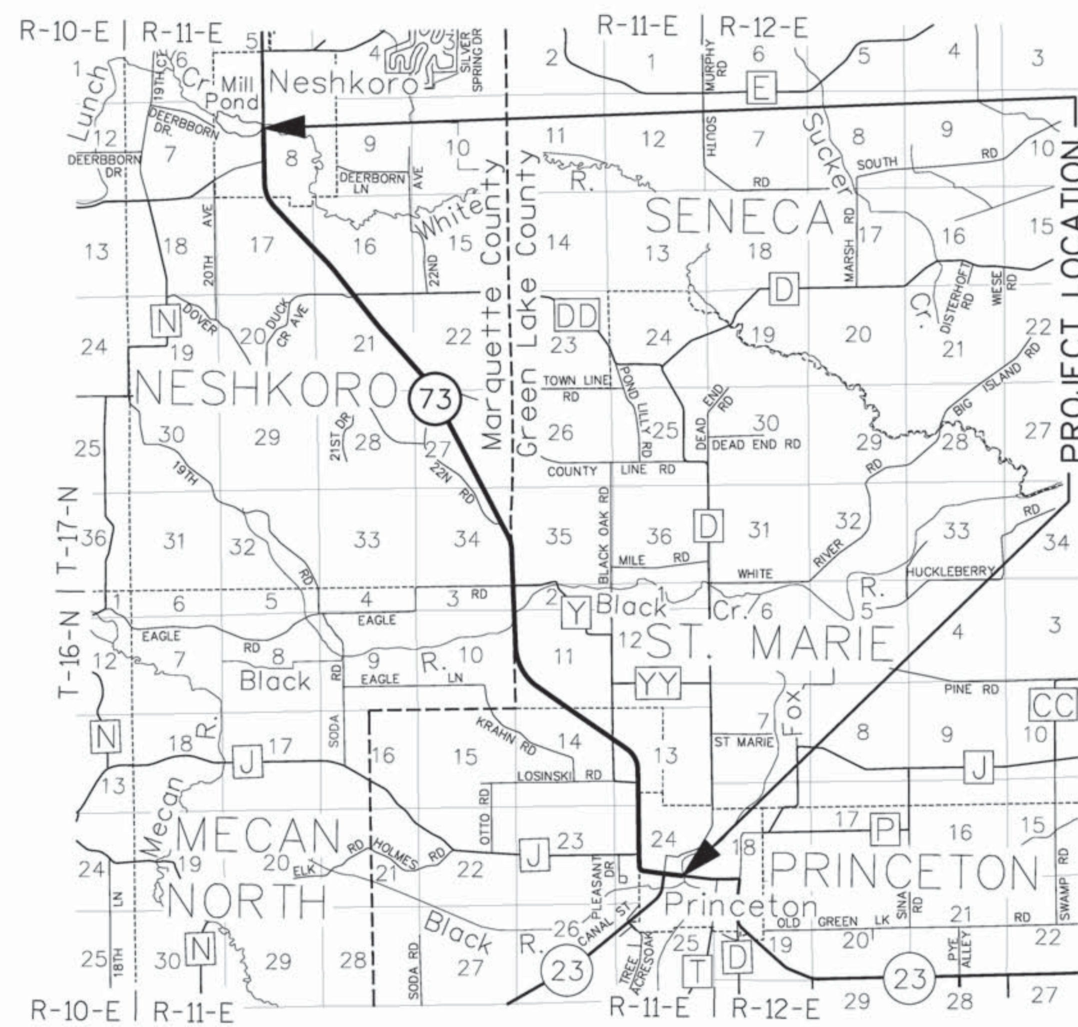
ADJUSTING PULL BOXES

LOCATION	653.0900 ADJUSTING PULL BOXES EACH
PROJECT 6530-01-71 CATEGORY 0010	
STA 767+90 LT	1
STA 767+90 RT	1
STA 772+50 LT	1
STA 772+40 RT	1
STA 773+10 RT	1
STA 773+25 LT	1
STA 773+25 RT	1
PROJECT 6530-01-71 TOTAL	**7**
PROJECT 6530-01-72 CATEGORY 0010	
STA 288+20 LT	1
STA 288+25 RT	1
STA 289+00 LT	2
STA 289+00 RT	2
STA 293+00 LT	1
STA 293+00 RT	1
STA 293+75 LT	1
STA 293+75 RT	1
STA 297+30 LT	1
STA 297+30 RT	1
STA 298+40 LT	1
STA 298+40 RT	1
STA 301+40 LT	1
STA 301+40 RT	1
PROJECT 6530-01-72 TOTAL	**16**

LAND PARCEL MONUMENTS

LOCATION	SPV.0060.02 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EA	SPV.0060.03 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EA
PROJECT 6530-01-71 CATEGORY 0010		
PROJECT	5	5
PROJECT 6530-01-71 TOTAL	**5**	**5**
PROJECT 6530-01-72 CATEGORY 0010		
PROJECT	8	8
PROJECT 6530-01-72 TOTAL	**8**	**8**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 6530-01-22
PRINCETON - PLAINFIELD
FOX RIVER BRIDGE TO WHITE RIVER BRIDGE
S.T.H. "73"
GREEN LAKE & MARQUETTE COUNTIES



GN

LAYOUT
SCALE 0 1 MI.

CONVENTIONAL SYMBOLS

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

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

COMPENSABLE / NON-COMPENSABLE
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
LIGHT POLE
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER
UTILITY NUMBER
EXISTING MONUMENT NUMBER
R/W BOUNDARY POINT NUMBER

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6530-01-22.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 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.

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

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 WISCONSIN RAPIDS, WI.

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

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

PROJECT NUMBER 6530-01-22 -4. 01
SHEET 2 OF 2
AMENDMENT NO:

QUEST
Civil Engineers, LLC

320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

TRANSPORTATION PROJECT PLAT NO: 6530-01-22 - 4.01

THAT PART OF LOTS 16 AND 20, BLOCK 1, LOT 1, BLOCK 8 AND LOT 1, BLOCK 9 OF THE FLINT & TREAT'S ADDITION TO THE CITY OF PRINCETON, LOCATED IN GOVERNMENT LOT 3 AND LOT 7, BLOCK 2 AND LOT 6 BLOCK 7, OF THE FLINT & TREAT'S ADDITION TO THE CITY OF PRINCETON LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4; ALL IN SECTION 24, TOWNSHIP 16 NORTH, RANGE 11 EAST, CITY OF PRINCETON, GREEN LAKE COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "73", PRINCETON - PLAINFIELD (FOX RIVER BRIDGE TO WHITE RIVER BRIDGE) GREEN LAKE & MARQUETTE COUNTIES

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 SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6530-01-22 - 4.01
SHEET 1 OF 2
AMENDMENT NO:___

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

SIGNATURE: Kolby Schertz DATE: 4/7/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

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

SIGNATURE: Brent L Stella DATE: 4/7/2020
PRINT NAME: BRENT L. STELLA

BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
STH 73 (WEST MAIN STREET)	FLINT & TREAT'S ADDITION	-	-	1857
RIVER ROAD	FLINT & TREAT'S ADDITION	-	-	1857
NORTH 2ND STREET	FLINT & TREAT'S ADDITION	-	-	1857
STH 23 (SOUTH 2ND STREET)	FLINT & TREAT'S ADDITION	-	-	1857
STH 23 (SOUTH 2ND STREET)	1430-4-21	P4	328/199	1983

STATION & OFFSET TABLE TO NORTH 2ND STREET "Y" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
100	11+64.35	-33.00' LT	276258.678	522375.130
101	10+35.99	33.00' RT	276122.454	522422.817
112	10+32.84	-33.00' LT	276128.424	522357.012
PROP1015	11+64.67	33.00' RT	276249.908	522440.546
TLE165	10+42.84	-34.00' LT	276138.466	522357.399
TLE166	10+69.84	-34.00' LT	276165.208	522361.119
TLE167	10+69.84	-33.00' LT	276165.071	522362.109

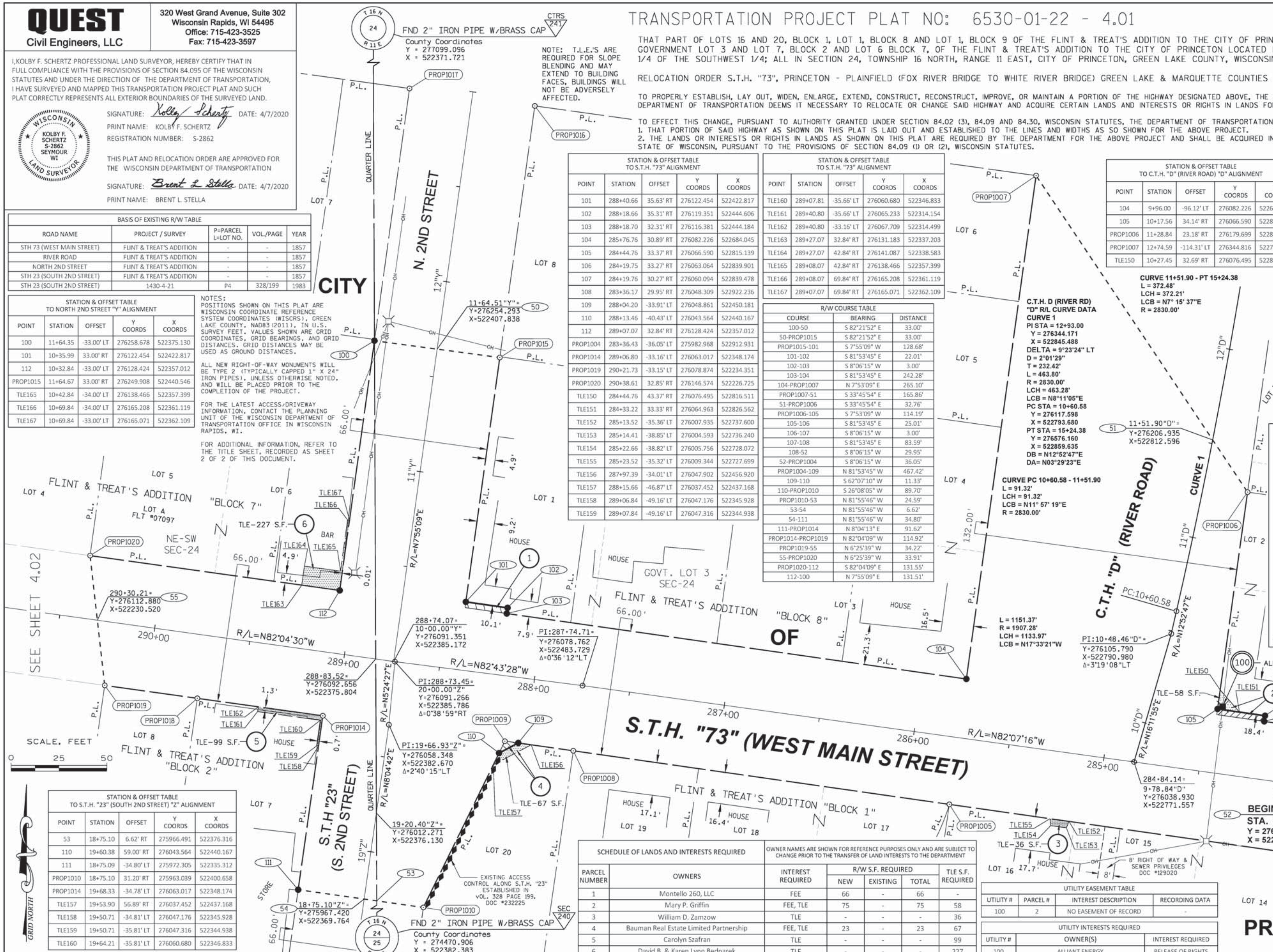
NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), GREEN LAKE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 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 UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

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

NOTE: T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.



BEGIN PROJECT 6530-01-20
STA. 283+36.28, 0.00' RT. (STH 73)
Y = 276018.662
X = 522918.014

C.T.H. D (RIVER RD)
"D" R/L CURVE DATA
CURVE 1
PI STA = 12+93.00
Y = 276344.171
X = 522845.488
DELTA = 9°23'24" LT
D = 2°01'29"
T = 232.42'
L = 463.80'
R = 2830.00'
LCH = 463.28'
LCB = N8°11'05"E
PC STA = 10+60.58
Y = 276117.598
X = 522793.680
PT STA = 15+24.38
Y = 276576.160
X = 522859.635
DB = N12°52'47"E
DA= N03°29'23"E

CURVE PC 10+60.58 - 11+51.90
L = 91.32'
LCH = 91.32'
LCB = N11° 57' 19"E
R = 2830.00'

CURVE 11+51.90 - PT 15+24.38
L = 372.48'
LCH = 372.21'
LCB = N7° 15' 37"E
R = 2830.00'

STATION & OFFSET TABLE TO S.T.H. "73" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
101	288+40.66	35.63' RT	276122.454	522422.817
102	288+18.66	35.31' RT	276119.351	522444.606
103	288+18.70	32.31' RT	276116.381	522444.184
104	285+76.76	30.89' RT	276082.226	522684.045
105	284+44.76	33.37' RT	276066.590	522815.139
106	284+19.75	33.27' RT	276063.064	522839.901
107	284+19.76	30.27' RT	276060.094	522839.478
108	283+36.17	29.95' RT	276048.309	522922.236
109	288+04.20	-33.91' LT	276048.861	522450.181
110	288+13.46	-40.43' LT	276043.564	522440.167
112	289+07.07	32.84' RT	276128.424	522357.012
PROP1004	283+36.43	-36.05' LT	275982.968	522912.931
PROP1014	289+06.80	-33.16' LT	276063.017	522348.174
PROP1019	290+21.73	-33.15' LT	276078.874	522234.351
PROP1020	290+38.61	32.85' RT	276146.574	522226.725
TLE150	284+44.76	43.37' RT	276076.495	522816.511
TLE151	284+33.22	33.33' RT	276064.963	522826.562
TLE152	285+13.52	-35.36' LT	276007.935	522737.600
TLE153	285+14.41	-38.85' LT	276004.593	522736.240
TLE154	285+22.66	-38.82' LT	276005.756	522728.072
TLE155	285+23.52	-35.32' LT	276009.344	522727.699
TLE156	287+97.39	-34.01' LT	276047.902	522456.920
TLE157	288+15.66	-46.87' LT	276037.452	522437.168
TLE158	289+06.84	-49.16' LT	276047.176	522345.928
TLE159	289+07.84	-49.16' LT	276047.316	522344.938

STATION & OFFSET TABLE TO S.T.H. "73" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
TLE160	289+07.81	-35.66' LT	276060.680	522346.833
TLE161	289+40.80	-35.66' LT	276065.233	522314.154
TLE162	289+40.80	-33.16' LT	276067.709	522314.499
TLE163	289+27.07	32.84' RT	276131.183	522337.203
TLE164	289+27.07	42.84' RT	276141.087	522338.583
TLE165	289+08.07	42.84' RT	276138.466	522357.399
TLE166	289+08.07	69.84' RT	276165.208	522361.119
TLE167	289+07.07	69.84' RT	276165.071	522362.109

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
100-50	S 82°21'52" E	33.00'
50-PROP1015	S 82°21'52" E	33.00'
PROP1015-101	S 7°55'09" W	128.68'
101-102	S 81°53'45" E	22.01'
102-103	S 8°06'15" W	3.00'
103-104	S 81°53'45" E	242.28'
104-PROP1007	N 7°53'09" E	265.10'
PROP1007-51	S 33°45'54" E	165.86'
51-PROP1006	S 33°45'54" E	32.76'
PROP1006-105	S 7°53'09" W	114.19'
105-106	S 81°53'45" E	25.01'
106-107	S 8°06'15" W	3.00'
107-108	S 81°53'45" E	83.59'
108-52	S 8°06'15" W	29.95'
52-PROP1004	S 8°06'15" W	36.05'
PROP1004-109	N 81°53'45" W	467.42'
109-110	S 62°07'10" W	11.33'
110-PROP1010	S 26°08'05" W	89.70'
PROP1010-53	N 81°55'46" W	24.59'
53-54	N 81°55'46" W	6.62'
54-111	N 81°55'46" W	34.80'
111-PROP1014	N 8°04'13" E	91.62'
PROP1014-PROP1019	N 82°04'09" W	114.92'
PROP1019-55	N 6°25'39" W	34.22'
55-PROP1020	N 6°25'39" W	33.91'
PROP1020-112	S 82°04'09" E	131.55'
112-100	N 7°55'09" E	131.51'

STATION & OFFSET TABLE TO C.T.H. "D" (RIVER ROAD) "D" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
104	9+96.00	-96.12' LT	276082.226	522684.045
105	10+17.56	34.14' RT	276066.590	522815.139
PROP1006	11+28.84	23.18' RT	276179.699	522830.805
PROP1007	12+74.59	-114.31' LT	276344.816	522720.415
TLE150	10+27.45	32.69' RT	276076.495	522816.511

EXISTING MONUMENTS			
POINT	Y COORDS	X COORDS	DESCRIPTION
PROP1004	275982.968	522912.931	1" IRON PIPE
PROP1005	276016.827	522675.150	1" IRON PIPE W/ PLASTIC CAP
PROP1006	276179.699	522830.805	2" IRON PIPE W/ ALUM. CAP
PROP1007	276344.816	522720.415	1" IRON PIPE
PROP1008	276044.770	522478.914	1" IRON PIPE
PROP1009	276049.743	522443.199	MAG NAIL
PROP1010	275963.039	522400.658	MAG NAIL
PROP1014	276063.017	522348.174	1" IRON PIPE W/ PLASTIC CAP
PROP1015	276249.908	522440.546	2" IRON PIPE
PROP1016	276381.182	522458.807	1" IRON PIPE
PROP1017	276390.269	522393.435	1" IRON PIPE
PROP1018	276072.153	522282.699	3/4" IRON ROD
PROP1019	276078.874	522234.351	3/4" IRON ROD
PROP1020	276146.574	522226.725	3/4" IRON ROD

SHEET LOCATION

STATION & OFFSET TABLE TO S.T.H. "23" (SOUTH 2ND STREET) "Z" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
53	18+75.10	6.62' RT	275966.491	522376.316
110	19+60.38	59.00' RT	276043.564	522440.167
111	18+75.09	-34.80' LT	275972.305	522335.312
PROP1010	18+75.10	31.20' RT	275963.039	522400.658
PROP1014	19+68.33	-34.78' LT	276063.017	522348.174
TLE157	19+53.90	56.89' RT	276037.452	522437.168
TLE158	19+50.71	-34.81' LT	276047.176	522345.928
TLE159	19+50.71	-35.81' LT	276047.316	522344.938
TLE160	19+64.21	-35.81' LT	276060.680	522346.833

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
1	Montello 260, LLC	FEE	66	-	66	-
2	Mary P. Griffin	FEE, TLE	75	-	75	58
3	William D. Zamzow	TLE	-	-	-	36
4	Bauman Real Estate Limited Partnership	FEE, TLE	23	-	23	67
5	Carolyn Szafran	TLE	-	-	-	99
6	David B. & Karen Lynn Bednarek	TLE	-	-	-	227

UTILITY EASEMENT TABLE			
UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
100	2	NO EASEMENT OF RECORD	-

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQUIRED
100	ALLIANT ENERGY	RELEASE OF RIGHTS

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
241-240	S 0°13'57" W	2628.21'
241-100	S 0°13'57" W	840.42'
100-53	S 0°13'57" W	292.19'
53-240	S 0°13'5[illegible]	[illegible]5.60'

TRANSPORTATION PROJECT PLAT NO: 6530-01-22 - 4.02

THAT PART OF LOT 12, BLOCK 2, LOT 7, BLOCK 3 AND LOT 6, BLOCK 6; OF THE FLINT & TREAT'S ADDITION TO THE CITY OF PRINCETON, LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 24, TOWNSHIP 16 NORTH, RANGE 11 EAST, CITY OF PRINCETON, GREEN LAKE COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "73", PRINCETON - PLAINFIELD (FOX RIVER BRIDGE TO WHITE RIVER BRIDGE) GREEN LAKE & MARQUETTE COUNTIES

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.

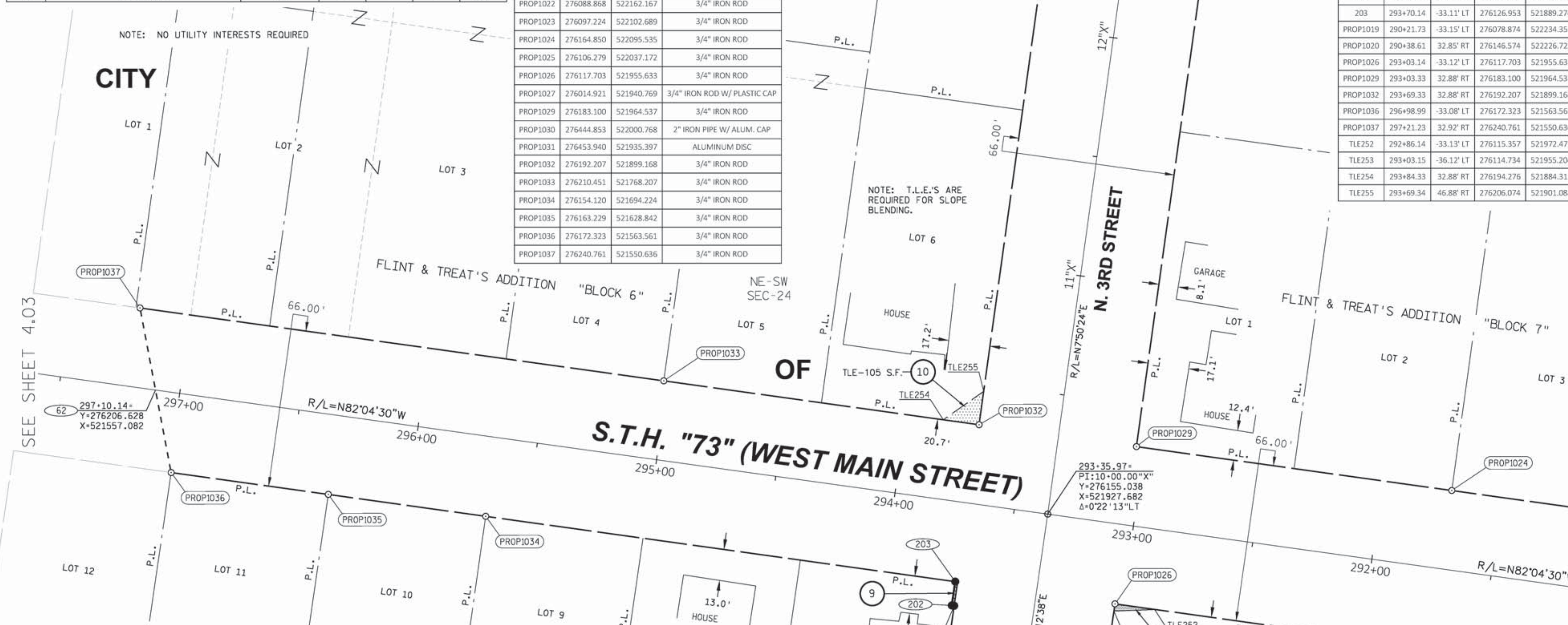
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
8	Robert E. Schrei	TLE	-	-	-	26
9	Sara A. Bushweiler	FEE	10	-	10	-
10	Brian Daley	TLE	-	-	-	105

NOTE: NO UTILITY INTERESTS REQUIRED

EXISTING MONUMENTS			
POINT	Y COORDS	X COORDS	DESCRIPTION
PROP1019	276078.874	522234.351	3/4" IRON ROD
PROP1020	276146.574	522226.725	3/4" IRON ROD
PROP1021	276155.820	522160.989	3/4" IRON ROD
PROP1022	276088.868	522162.167	3/4" IRON ROD
PROP1023	276097.224	522102.689	3/4" IRON ROD
PROP1024	276164.850	522095.535	3/4" IRON ROD
PROP1025	276106.279	522037.172	3/4" IRON ROD
PROP1026	276117.703	521955.633	3/4" IRON ROD
PROP1027	276014.921	521940.769	3/4" IRON ROD W/ PLASTIC CAP
PROP1029	276183.100	521964.537	3/4" IRON ROD
PROP1030	276444.853	522000.768	2" IRON PIPE W/ ALUM. CAP
PROP1031	276453.940	521935.397	ALUMINUM DISC
PROP1032	276192.207	521899.168	3/4" IRON ROD
PROP1033	276210.451	521768.207	3/4" IRON ROD
PROP1034	276154.120	521694.224	3/4" IRON ROD
PROP1035	276163.229	521628.842	3/4" IRON ROD
PROP1036	276172.323	521563.561	3/4" IRON ROD
PROP1037	276240.761	521550.636	3/4" IRON ROD

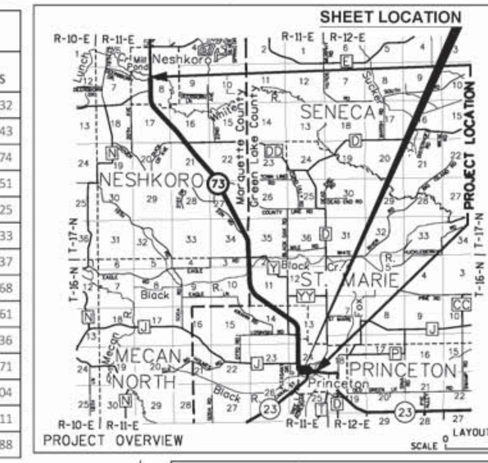


STATION & OFFSET TABLE TO NORTH 3RD STREET "X" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PROP1029	10+32.83	32.68' RT	276183.100	521964.537
PROP1030	12+97.08	32.87' RT	276444.853	522000.768
PROP1031	12+97.16	-33.13' LT	276453.940	521935.397
PROP1032	10+32.93	-33.32' LT	276192.207	521899.168
TLE255	10+46.93	-33.31' LT	276206.074	521901.088

STATION & OFFSET TABLE TO S.T.H. "73" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
201	293+69.19	-43.12' LT	276116.913	521888.832
202	293+70.19	-43.11' LT	276117.056	521887.843
203	293+70.14	-33.11' LT	276126.953	521889.274
PROP1019	290+21.73	-33.15' LT	276078.874	522234.351
PROP1020	290+38.61	32.85' RT	276146.574	522226.725
PROP1026	293+03.14	-33.12' LT	276117.703	521955.633
PROP1029	293+03.33	32.88' RT	276183.100	521964.537
PROP1032	293+69.33	32.88' RT	276192.207	521899.168
PROP1036	296+98.99	-33.08' LT	276172.323	521563.561
PROP1037	297+21.23	32.92' RT	276240.761	521550.636
TLE252	292+86.14	-33.13' LT	276115.357	521972.471
TLE253	293+03.15	-36.12' LT	276114.734	521955.204
TLE254	293+84.33	32.88' RT	276194.276	521884.311
TLE255	293+69.34	46.88' RT	276206.074	521901.088

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6530-01-22 - 4.02
AMENDMENT NO:___

SHEET LOCATION



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
60-PROP1030	S 82°05'10" E	32.87'
PROP1030-PROP1029	S 7°52'51" W	264.25'
PROP1029-PROP1020	S 82°04'09" E	264.72'
PROP1020-55	S 6°25'39" E	33.91'
55-PROP1019	S 6°25'39" E	34.22'
PROP1019-PROP1026	N 82°04'09" W	281.41'
PROP1026-PROP1027	S 8°13'44" W	103.85'
PROP1027-61	N 81°46'16" W	32.96'
61-200	N 81°46'16" W	33.04'
200-201	N 8°13'44" E	93.51'
201-202	N 81°46'16" W	1.00'
202-203	N 8°13'44" E	10.00'
203-PROP1036	N 82°04'09" W	328.86'
PROP1036-62	N 10°41'43" W	34.91'
62-PROP1037	N 10°41'43" W	34.74'
PROP1037-PROP1032	S 82°04'09" E	351.90'
PROP1032-PROP1031	N 7°52'51" E	264.23'
PROP1031-60	S 82°05'10" E	33.13'

QUEST
Civil Engineers, LLC

320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby Schertz DATE: 4/16/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 4/16/2020
PRINT NAME: BRENT L. STELLA

STATION & OFFSET TABLE TO SOUTH 3RD STREET "X" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
200	8+63.21	-33.04' LT	276024.368	521875.449
201	9+56.72	-33.01' LT	276116.913	521888.832
202	9+56.72	-34.01' LT	276117.056	521887.843
203	9+66.72	-34.00' LT	276126.953	521889.274
PROP1026	9+67.04	33.00' RT	276117.703	521955.633
PROP1027	8+63.19	32.96' RT	276014.921	521940.769
TLE253	9+64.04	33.00' RT	276114.734	521955.204

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 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 UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 405672 IN THE OFFICE OF THE GREEN LAKE COUNTY REGISTER OF DEED'S.

BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
STH 73 (WEST MAIN STREET)	FLINT & TREAT'S ADDITION	-	-	1857
SOUTH 3RD STREET	FLINT & TREAT'S ADDITION	-	-	1857
NORTH 3RD STREET	FLINT & TREAT'S ADDITION	-		1857

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6530-01-22 - 4.03
AMENDMENT NO:___

TRANSPORTATION PROJECT PLAT NO: 6530-01-22 - 4.03

THAT PART OF LOT A OF CSM #192 AND LOTS 7 AND 8, BLOCK 4 AND LOT 1, BLOCK 6; OF THE FLINT & TREAT'S ADDITION TO THE CITY OF PRINCETON, LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 24, TOWNSHIP 16 NORTH, RANGE 11 EAST, CITY OF PRINCETON, GREEN LAKE COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "73", PRINCETON - PLAINFIELD (FOX RIVER BRIDGE TO WHITE RIVER BRIDGE) GREEN LAKE & MARQUETTE COUNTIES

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 SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
11	Joseph D. & Jacalyn A. Wigchers	TLE	-	-	-	181
12	St Johns Congregation	TLE	-	-	-	1289
13	Douglas R. & Judith M. Berg	TLE	-	-	-	413

NOTE: T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING.

STATION & OFFSET TABLE TO S.T.H. "73" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
301	297+65.05	-33.08' LT	276181.437	521498.138
304	298+31.05	-33.07' LT	276190.544	521432.768
305	299+42.15	-33.06' LT	276205.873	521322.735
306	298+32.01	32.93' RT	276256.046	521440.916
PROP1036	296+98.99	-33.08' LT	276172.323	521563.561
PROP1037	297+21.23	32.92' RT	276240.761	521550.636
PROP1038	297+66.01	32.92' RT	276246.940	521506.285
PROP1041	298+87.07	32.93' RT	276263.643	521386.386
PROP1042	299+42.14	32.94' RT	276271.242	521331.841
TLE350	297+66.02	51.92' RT	276265.759	521508.897
TLE351	297+47.01	32.92' RT	276244.318	521525.103
TLE352	298+31.14	-48.07' LT	276175.699	521430.615
TLE353	299+17.05	-48.06' LT	276187.554	521345.521
TLE354	299+17.05	-33.06' LT	276202.410	521347.590
TLE355	298+87.07	34.93' RT	276265.624	521386.660
TLE356	298+32.02	45.93' RT	276268.923	521442.704

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
65-300	S 82°05'10" E	32.88'
300-PROP1038	S 7°54'09" W	264.11'
PROP1038-PROP1037	S 82°04'09" E	44.78'
PROP1037-62	S 10°41'43" E	34.74'
62-PROP1036	S 10°41'43" E	34.91'
PROP1036-301	N 82°04'09" W	66.06'
301-302	S 8°15'06" W	67.11'
302-66	N 81°44'54" W	32.73'
66-303	N 81°44'54" W	33.27'
303-304	N 8°15'06" E	66.74'
304-305	N 82°04'09" W	111.10'
305-67	N 7°55'51" E	33.06'
67-PROP1042	N 7°55'51" E	32.94'
PROP1042-306	S 82°04'09" E	110.13'
306-PROP1039	N 7°54'09" E	264.09'
PROP1039-65	S 82°05'10" E	33.12'

STATION & OFFSET TABLE TO NORTH 4TH STREET "W" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
300	12+96.97	32.88' RT	276508.543	521542.597
306	10+33.00	-33.57' LT	276256.046	521440.916
PROP1038	10+32.85	32.43' RT	276246.940	521506.285
PROP1039	12+97.09	-33.12' LT	276517.630	521477.225
TLE350	10+51.85	32.46' RT	276265.759	521508.897
TLE356	10+46.00	-33.55' LT	276268.923	521442.704

STATION & OFFSET TABLE TO SOUTH 4TH STREET "W" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
301	9+66.85	33.26' RT	276181.437	521498.138
302	8+99.74	32.73' RT	276115.022	521488.506
303	9+00.26	-33.27' LT	276124.495	521423.189
304	9+67.00	-32.75' LT	276190.544	521432.768
TLE352	9+52.00	-32.86' LT	276175.699	521430.615

BASIS OF EXISTING R/W TABLE

ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
STH 73 (WEST MAIN STREET)	FLINT & TREAT'S ADDITION	-	-	1857
SOUTH 4TH STREET	FLINT & TREAT'S ADDITION	-	-	1857
NORTH 4TH STREET	FLINT & TREAT'S ADDITION	-	-	1857

EXISTING MONUMENTS

POINT	Y COORDS	X COORDS	DESCRIPTION
PROP1036	276172.323	521563.561	3/4" IRON ROD
PROP1037	276240.761	521550.636	3/4" IRON ROD
PROP1038	276246.940	521506.285	3/4" IRON ROD
PROP1039	276517.630	521477.225	2" IRON PIPE W/ ALUM. CAP
PROP1041	276263.643	521386.386	3/4" IRON ROD
PROP1042	276271.242	521331.841	3/4" IRON ROD
PROP1043	276281.107	521261.027	CUT CROSS
PROP1044	276284.021	521244.862	3/4" IRON ROD W/ PLASTIC CAP

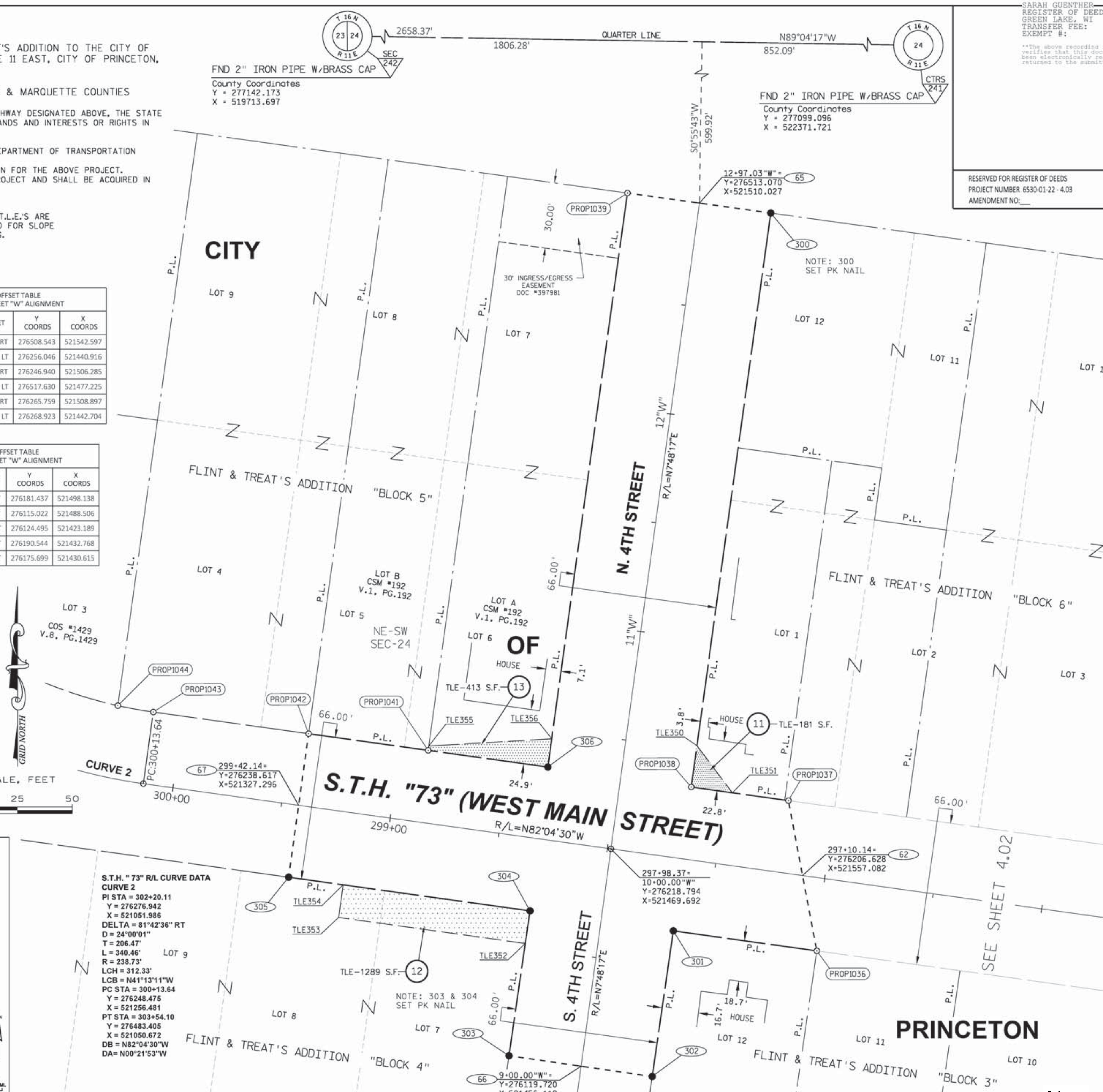
NOTES:
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), GREEN LAKE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 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 UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

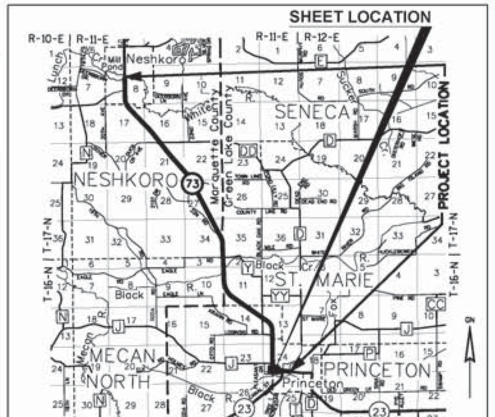
FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 405672 IN THE OFFICE OF THE GREEN LAKE COUNTY REGISTER OF DEED'S.

NO UTILITY INTERESTS REQUIRED



S.T.H. "73" R/L CURVE DATA
CURVE 2
PI STA = 302+20.11
Y = 276276.942
X = 521051.986
DELTA = 81°42'36" RT
D = 24°00'01"
T = 206.47'
L = 340.46'
R = 238.73'
LCH = 312.33'
LCB = N41°13'11"W
PC STA = 300+13.64
Y = 276248.475
X = 521256.481
PT STA = 303+54.10
Y = 276483.405
X = 521050.672
DB = N82°04'30"W
DA= N00°21'53"W

SHEET LOCATION



PROJECT OVERVIEW

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

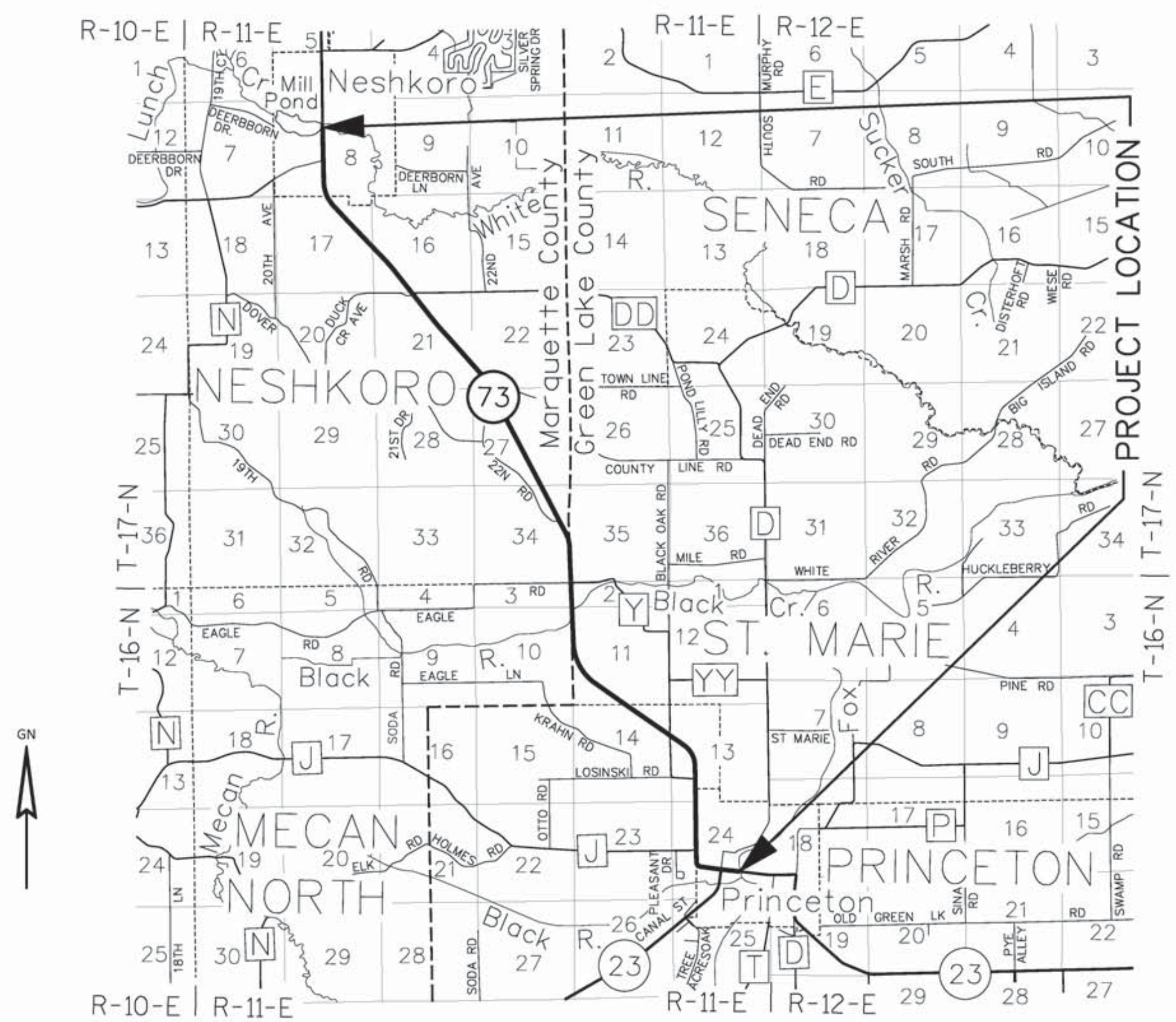
SIGNATURE: Kolby Schertz DATE: 4/16/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 4/16/2020
PRINT NAME: BRENT L. STELLA

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\SURVEY\C3D\65300122_STH73_TPP.DWG
APPRAISAL PLAT DATE : 4/7/2020
PLOT DATE : April 16, 2020 PLOT BY : KOLBY SCHERTZ PLOT NAME : STH 73 PLOT SCALE : 1" = 100'

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 6530-01-22
PRINCETON - PLAINFIELD
FOX RIVER BRIDGE TO WHITE RIVER BRIDGE
S.T.H. "73"
GREEN LAKE & MARQUETTE COUNTIES



LAYOUT
SCALE 0 1 MI.

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE (P.L.)
- 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
- PARALLEL OFFSETS
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (AS NOTED)
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN
- OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		
LIGHT POLE		

- 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)
- EXISTING MONUMENT NUMBER (****)
- R/W BOUNDARY POINT NUMBER (***)

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6530-01-22.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 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.

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

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 WISCONSIN RAPIDS, WI.

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

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

PROJECT NUMBER 6530-01-22 - 4. 04
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\SURVEY\C3D\65300122_STH73_TPP.DWG
LAYOUT NAME: TPP Title Sheet
PLOT DATE : April 7, 2020 PLOT BY : KOLBY SCHERTZ PLOT NAME : STH 73
APPRAISAL PLAT DATE : 4/7/2020
6530-01-22 - 4.04

TRANSPORTATION PROJECT PLAT NO: 6530-01-22 - 4.04

THAT PART OF LOT 1 OF CSM #3698 LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 8, TOWNSHIP 17 NORTH, RANGE 11 EAST, VILLAGE OF NESHKORO, MARQUETTE COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "73", PRINCETON - PLAINFIELD (FOX RIVER BRIDGE TO WHITE RIVER BRIDGE) GREEN LAKE & MARQUETTE COUNTIES

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 SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOCUMENT NUMBER 319196
Marquette County
Bette L. Krueger
Register of Deeds
Recorded on 04/08/2020
at 09:35 AM
Transfer fee $0.00
Exempt # Not Exempt
eRecorded By:
WISDOT - NC REGION - RHINELAND

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6530-01-22 - 4.04
SHEET 1 OF 2
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F. REQUIRED
14	CISCOWIL, LLC	FEE	112	-	112	-

BASIS OF EXISTING R/W TABLE

ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
STH 73 (SOUTH MAIN STREET)	4717	P18	-	1936
STH 73 (SOUTH MAIN STREET)	4717	P19	-	1936
STH 73 (SOUTH MAIN STREET)	4717	P20	-	1936
STH 73 (SOUTH MAIN STREET)	4717	P21	-	1936
STH 73 (SOUTH MAIN STREET)	4717	P22	-	1936
CTH N & E (SOUTH STREET)	CSM #81	-	1/95	1967

UTILITY EASEMENT TABLE

UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
100	14	NO EASEMENT OF RECORD	-
102	14	UTILITY EASEMENT	DOC. #214138

UTILITY INTERESTS REQUIRED

UTILITY #	OWNER(S)	INTEREST REQUIRED
100	ALLIANT ENERGY	RELEASE OF RIGHTS
102	KENDALL TELEPHONE, INC.	RELEASE OF RIGHTS

STATION & OFFSET TABLE
TO S.T.H. "73" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
400	760+37.77	-58.73' LT	314856.377	501024.476
401	760+49.01	-58.75' LT	314867.619	501024.340
402	760+51.14	-48.75' LT	314869.851	501034.314
403	759+72.29	51.20' RT	314792.022	501135.058
PROP1103	759+72.40	-48.80' LT	314791.114	501035.063
PROP1108	760+40.13	51.27' RT	314859.852	501134.442
PROP1111	764+87.37	50.41' RT	315307.067	501129.038
PROP1114	765+53.80	-48.43' LT	315371.289	501028.255
TIE71	759+72.38	-25.90' LT	314791.322	501057.964
TIE73	765+28.26	-11.23' LT	315347.040	501066.309

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
TIE71-PROP1103	S 89°28'45" W	22.90'
PROP1103-PROP1104	S 77°23'03" W	168.50'
PROP1104-72	N 22°28'09" W	36.40'
72-PROP1105	N 22°28'09" W	30.59'
PROP1105-400	N 77°23'03" E	183.88'
400-401	N 0°41'32" W	11.24'
401-402	N 77°23'03" E	10.22'
402-PROP1114	N 0°41'32" W	501.48'
PROP1114-TIE73	S 57°29'36" E	45.12'
TIE73-74	S 57°29'36" E	13.63'
74-PROP1111	S 57°29'36" E	60.76'
PROP1111-PROP1108	S 0°41'32" E	447.25'
PROP1108-403	S 0°31'15" E	67.83'
403-70	S 89°28'45" W	51.20'
70-TIE71	S 89°28'45" W	25.90'

SECTION COURSE TABLE

COURSE	BEARING	DISTANCE
22-21	N 0°51'37" E	2646.34'
22-TIE71	N 0°51'37" E	1862.09'
TIE71-TIE73	N 0°51'37" E	555.78'
TIE73-21	N 0°51'37" E	228.48'

STATION & OFFSET TABLE
TO C.T.H. "N & E" (SOUTH STREET) "N" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
400	9+45.82	-34.39' LT	314856.377	501024.476
401	9+47.49	-45.51' LT	314867.619	501024.340
402	9+57.69	-46.12' LT	314869.851	501034.314
PROP1103	9+45.82	31.72' RT	314791.114	501035.063
PROP1104	7+74.63	35.97' RT	314754.312	500870.635
PROP1105	7+64.33	-30.23' LT	314816.217	500845.032

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

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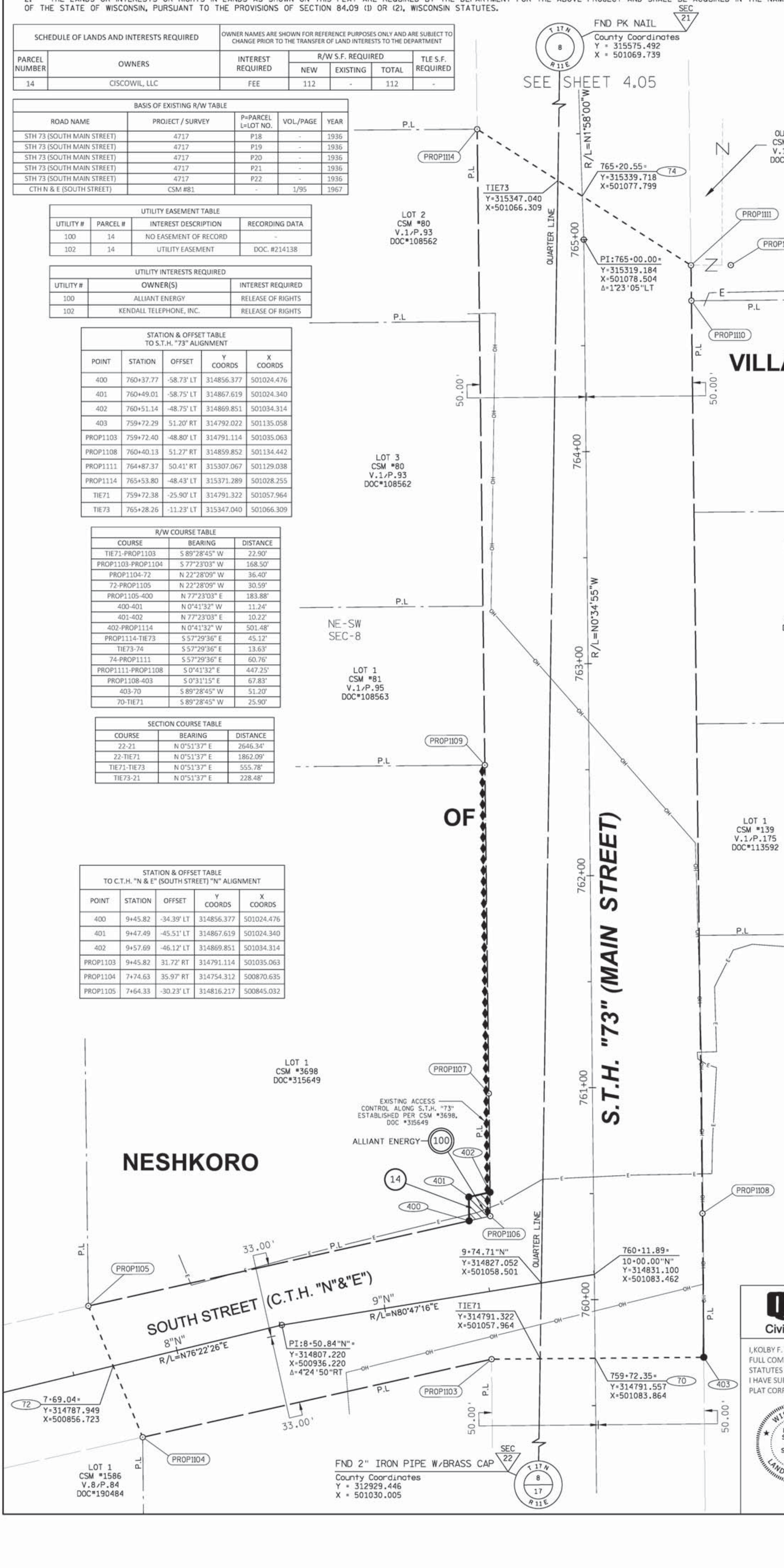
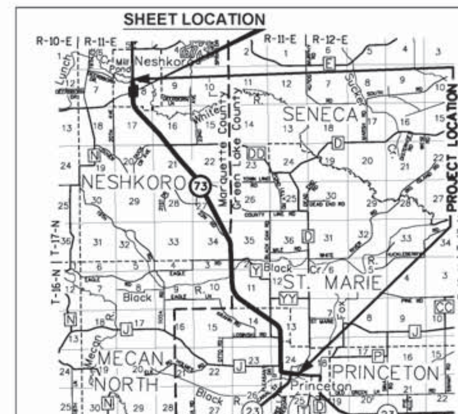
FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF THIS DOCUMENT.



EXISTING MONUMENTS

POINT	Y COORDS	X COORDS	DESCRIPTION
PROP1103	314791.114	501035.063	3/4" IRON ROD W/ PLASTIC CAP
PROP1104	314754.312	500870.635	3/4" IRON ROD
PROP1105	314816.217	500845.032	1 1/4" IRON PIPE
PROP1106	314858.609	501034.450	CHISLED CROSS
PROP1107	314916.433	501033.751	1" IRON ROD
PROP1108	314859.852	501134.442	CHISLED CROSS
PROP1109	315071.312	501031.880	1 1/4" IRON PIPE
PROP1110	315290.358	501129.240	3/4" IRON ROD
PROP1111	315307.067	501129.038	1 1/4" IRON PIPE
PROP1112	315307.163	501147.778	3/4" IRON PIPE W/ PLASTIC CAP
PROP1114	315371.289	501028.255	3/4" IRON ROD

SHEET LOCATION



PROJECT OVERVIEW

QUEST
Civil Engineers, LLC

320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby Schertz DATE: 4/7/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L. Stella DATE: 4/7/2020
PRINT NAME: BRENT L. STELLA

FILE NAME: S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\SURVEY\C3D\65300122_STH73_TPP.DWG
APPRAISAL PLAT DATE: 4/7/2020
PLOT DATE: April 7, 2020 PLOT BY: KOLBY SCHERTZ PLOT NAME: STH 73 PLOT SCALE: 1" = 100'

TRANSPORTATION PROJECT PLAT NO: 6530-01-22 - 4.05

THAT PART OF LOT 13, BLOCK G OF THE ORIGINAL PLAT OF THE VILLAGE OF NESHKORO LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 AND LOT 12, BLOCK H OF THE ORIGINAL PLAT OF THE VILLAGE OF NESHKORO, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4; ALL IN SECTION 8, TOWNSHIP 17 NORTH, RANGE 11 EAST, VILLAGE OF NESHKORO, MARQUETTE COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "73", PRINCETON - PLAINFIELD (FOX RIVER BRIDGE TO WHITE RIVER BRIDGE) GREEN LAKE & MARQUETTE COUNTIES

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 SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOCUMENT NUMBER 319294
Marquette County
Bette L. Krueger
Register of Deeds
Recorded on 04/20/2020
at 08:00 AM
Transfer fee $0.00
Exempt # Not Exempt
eRecorded By:
WISDOT - NC REGION - RHINELAND

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6530-01-22 - 4.05
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED	PLE S.F. REQUIRED
			NEW	EXISTING	TOTAL		
15	VICKI L. SMET	TLE	-	-	-	21	-
16	DAVID A. WASTART	PLE	-	-	-	-	865

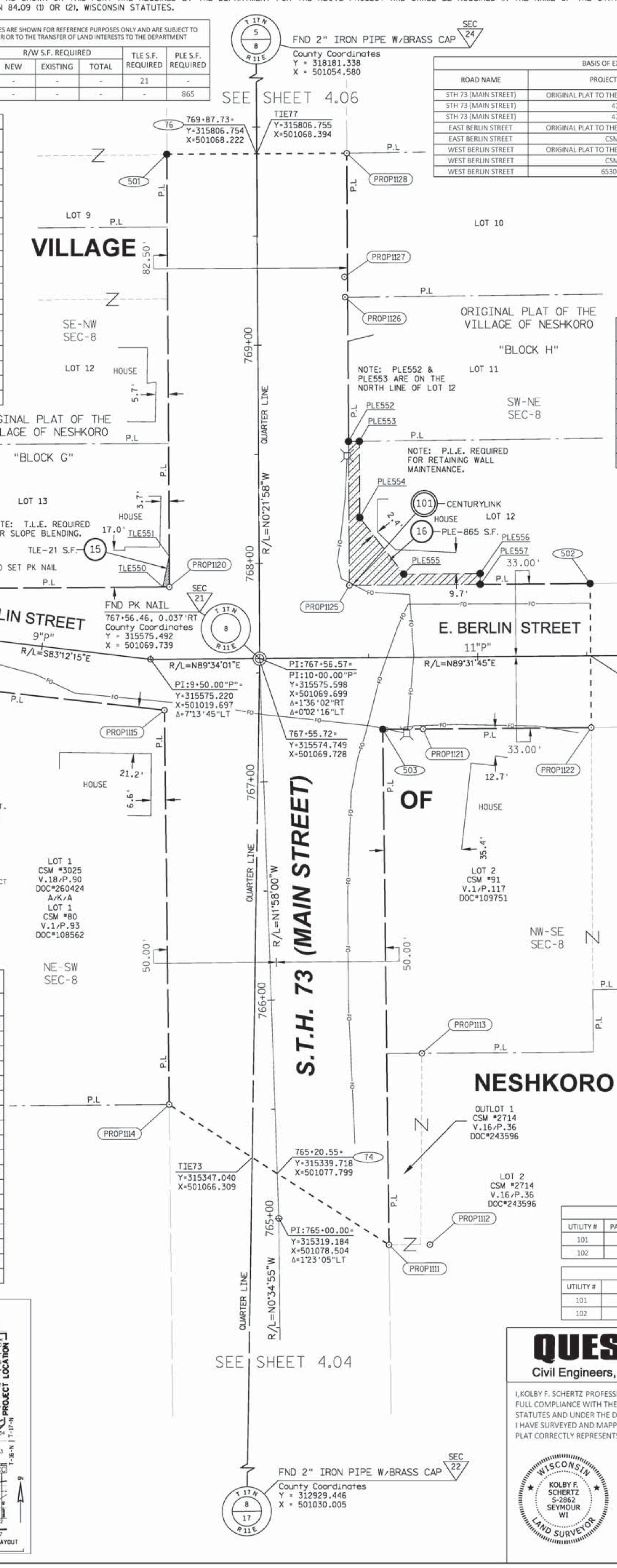
EXISTING MONUMENTS			
POINT	Y COORDS	X COORDS	DESCRIPTION
PROP1111	315307.067	501129.038	1 1/4" IRON PIPE
PROP1112	315307.163	501147.778	3/4" IRON PIPE W/ PLASTIC CAP
PROP1113	315394.734	501144.090	1 1/4" IRON PIPE
PROP1114	315371.289	501028.255	3/4" IRON ROD
PROP1115	315551.936	501026.072	3/4" IRON ROD
PROP1116	315563.674	500920.181	3/4" IRON ROD W/PLASTIC CAP
PROP1117	315574.066	500863.773	1 1/4" IRON PIPE
PROP1119	315606.272	500764.332	2" IRON PIPE W/BRASS CAP
PROP1120	315608.383	501028.347	2" IRON PIPE W/BRASS CAP
PROP1121	315543.311	501144.673	PK NAIL
PROP1122	315543.927	501221.738	3/4" IRON ROD
PROP1124	315611.152	501374.761	1" IRON PIPE
PROP1125	315609.042	501110.844	CHISLED CROSS
PROP1126	315741.093	501108.866	1" IRON ROD
PROP1127	315750.389	501108.590	1" IRON ROD
PROP1128	315807.004	501109.652	1" IRON ROD

STATION & OFFSET TABLE TO WEST BERLIN STREET "P" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
500	8+50.00	-20.47' LT	315607.522	500920.648
PROP1115	9+56.20	23.33' RT	315551.936	501026.072
PROP1116	8+52.55	23.24' RT	315563.674	500920.181
PROP1120	9+58.90	-33.10' LT	315608.383	501028.347
TLE550	9+55.90	-33.10' LT	315608.359	501025.347

BASIS OF EXISTING R/W TABLE				
ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
STH 73 (MAIN STREET)	ORIGINAL PLAT TO THE VILLAVE OF NESHKORO	-	-	-
STH 73 (MAIN STREET)	4717	P22	-	1936
STH 73 (MAIN STREET)	4717	P21	-	1936
EAST BERLIN STREET	ORIGINAL PLAT TO THE VILLAVE OF NESHKORO	-	-	-
EAST BERLIN STREET	CSM #91	-	-	1968
WEST BERLIN STREET	ORIGINAL PLAT TO THE VILLAVE OF NESHKORO	-	-	-
WEST BERLIN STREET	CSM #80	-	-	1967
WEST BERLIN STREET	6530-00-20	P85	-	2004

SECTION COURSE TABLE		
COURSE	BEARING	DISTANCE
22-21	N 0°51'37" E	2646.34'
22-TIE73	N 0°51'37" E	2417.87'
TIE73-21	N 0°51'37" E	228.48'
21-24	N 0°20'00" W	2605.89'
21-TIE77	N 0°20'00" W	231.27'
TIE77-24	N 0°20'00" W	2374.62'

STATION & OFFSET TABLE TO EAST BERLIN STREET "P" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
502	11+51.79	-33.08' LT	315609.925	501221.211
503	10+56.22	32.90' RT	315543.163	501126.186
PLE555	10+66.43	-38.10' LT	315614.242	501135.814
PLE556	11+01.42	-38.09' LT	315614.522	501170.803
PLE557	11+01.42	-33.09' LT	315609.522	501170.842
PROP1122	11+51.78	32.92' RT	315543.927	501221.738
PROP1125	10+41.42	-33.11' LT	315609.042	501110.844



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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY CAPPED 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 UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 319196 IN THE OFFICE OF THE MARQUETTE COUNTY REGISTER OF DEED'S.

STATION & OFFSET TABLE TO S.T.H. "73" ALIGNMENT				
POINT	STATION	OFFSET	Y COORDS	X COORDS
501	769+87.74	-41.07' LT	315806.507	501027.153
503	767+22.21	55.34' RT	315543.163	501126.186
PLE552	768+55.72	41.38' RT	315675.017	501110.446
PLE553	768+55.75	46.38' RT	315675.079	501115.447
PLE554	768+20.76	46.37' RT	315640.082	501115.658
PLE555	767+94.79	66.36' RT	315614.242	501135.814
PLE556	767+94.84	101.35' RT	315614.522	501170.803
PLE557	767+89.84	101.36' RT	315609.522	501170.842
PROP1111	764+87.37	50.41' RT	315307.067	501129.038
PROP1114	765+53.80	-48.43' LT	315371.289	501028.255
PROP1115	767+34.42	-44.41' LT	315551.936	501026.072
PROP1120	767+89.62	-41.14' LT	315608.383	501028.347
PROP1125	767+89.75	41.36' RT	315609.042	501110.844
PROP1128	769+87.71	41.43' RT	315807.004	501109.652
TIE73	765+28.26	-11.23' LT	315347.040	501066.309
TIE77	769+87.73	0.17' RT	315806.755	501068.394
TLE550	767+89.61	-44.14' LT	315608.359	501025.347
TLE551	768+03.62	-41.14' LT	315622.383	501028.263

R/W & PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
74-TIE73	N 57°29'36" W	13.63'
TIE73-PROP1114	N 57°29'36" W	45.12'
PROP1114-PROP1115	N 0°41'32" W	180.66'
PROP1115-PROP1116	N 83°40'28" W	106.54'
PROP1116-75	N 0°32'09" E	23.38'
75-500	N 0°32'09" E	20.47'
500-PROP1120	N 89°32'31" E	107.76'
PROP1120-501	N 0°20'43" W	198.13'
501-76	N 89°39'17" E	41.07'
76-TIE77	N 89°39'17" E	0.17'
TIE77-PROP1128	N 89°39'17" E	41.26'
PROP1128-PLE552	S 0°20'43" E	131.99'
PLE552-PROP1125	S 0°20'43" E	65.98'
PROP1125-PLE557	N 89°32'31" E	60.00'
PLE552-PLE553	N 89°17'25" E	5.00'
PLE553-PLE554	S 0°20'43" E	35.00'
PLE554-PLE555	S 37°57'21" E	32.77'
PLE555-PLE556	N 89°32'31" E	34.99'
PLE556-PLE557	S 0°27'29" E	5.00'
PLE557-502	N 89°32'31" E	50.37'
502-78	S 0°27'29" E	33.08'
78-PROP1122	S 0°27'29" E	32.92'
PROP1122-503	S 89°32'31" W	95.56'
503-PROP1111	S 0°41'32" E	236.11'
PROP1111-74	N 57°29'36" W	60.76'

UTILITY EASEMENT TABLE			
UTILITY #	PARCEL #	INTEREST DESCRIPTION	RECORDING DATA
101	16	NO EASEMENT OF RECORD	-
102	16	UTILITY EASEMENT	DOC. #214138

UTILITY INTERESTS REQUIRED		
UTILITY #	OWNER(S)	INTEREST REQUIRED
101	CENTURYLINK	RELEASE OF RIGHTS
102	KENDALL TELEPHONE, INC.	RELEASE OF RIGHTS

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby Schertz DATE: 4/16/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L. Stella DATE: 4/16/2020
PRINT NAME: BRENT L. STELLA

TRANSPORTATION PROJECT PLAT NO: 6530-01-22 - 4.06

THAT PART OF LOT 1, CSM #28 AND LOT 9, BLOCK F OF THE ORIGINAL PLAT OF THE VILLAGE OF NESHKORO, LOCATED IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, AND THAT PART OF LOT 2, BLOCK H OF THE ORIGINAL PLAT OF THE VILLAGE OF NESHKORO, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4; ALL IN SECTION 8, TOWNSHIP 17 NORTH, RANGE 11 EAST, VILLAGE OF NESHKORO, MARQUETTE COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "73", PRINCETON - PLAINFIELD (FOX RIVER BRIDGE TO WHITE RIVER BRIDGE) GREEN LAKE & MARQUETTE COUNTIES

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 SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOCUMENT NUMBER 319295
Marquette County
Bette L. Krueger
Register of Deeds
Recorded on 04/20/2020
at 08:00 AM
Transfer fee $0.00
Exempt # Not Exempt
eRecorded By:
WISDOT - NC REGION - RHINELAND

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6530-01-22 - 4.06
AMENDMENT NO:__

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

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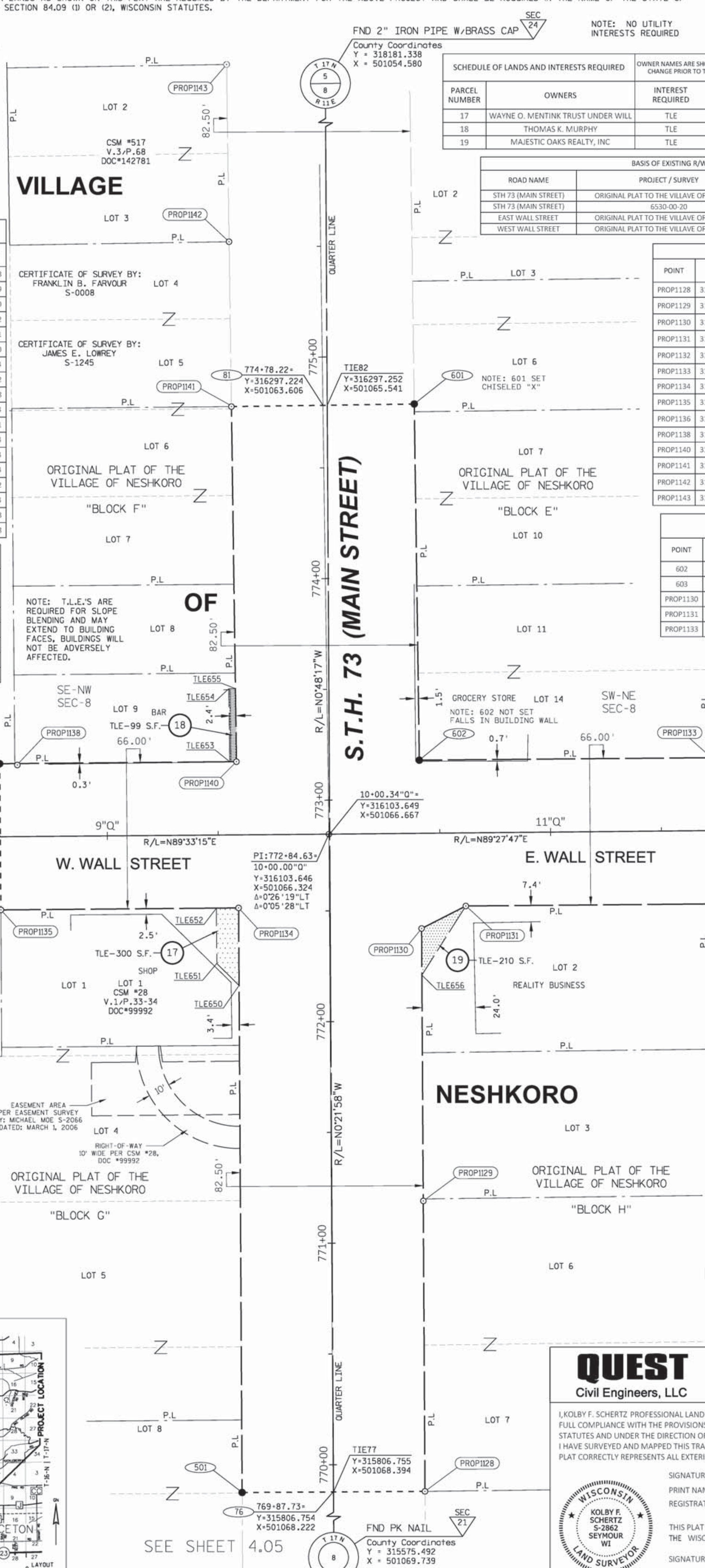
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 319196 IN THE OFFICE OF THE MARQUETTE COUNTY REGISTER OF DEED'S.

NO UTILITY INTERESTS REQUIRED

NOTE: NO UTILITY INTERESTS REQUIRED



SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F. REQUIRED
			NEW	EXISTING	TOTAL	
17	WAYNE O. MENTINK TRUST UNDER WILL	TLE	-	-	-	300
18	THOMAS K. MURPHY	TLE	-	-	-	99
19	MAJESTIC OAKS REALTY, INC	TLE	-	-	-	210

BASIS OF EXISTING R/W TABLE

ROAD NAME	PROJECT / SURVEY	P=PARCEL L=LOT NO.	VOL./PAGE	YEAR
STH 73 (MAIN STREET)	ORIGINAL PLAT TO THE VILLAVE OF NESHKORO	-	-	-
STH 73 (MAIN STREET)	6530-00-20	P87	-	2004
EAST WALL STREET	ORIGINAL PLAT TO THE VILLAVE OF NESHKORO	-	-	-
WEST WALL STREET	ORIGINAL PLAT TO THE VILLAVE OF NESHKORO	-	-	-

EXISTING MONUMENTS

POINT	Y COORDS	X COORDS	DESCRIPTION
PROP1128	315807.004	501109.652	1" IRON ROD
PROP1129	315938.119	501108.924	3/4" METAL SQUARE ROD
PROP1130	316061.062	501108.121	3/4" IRON ROD
PROP1131	316071.231	501128.060	3/4" IRON ROD
PROP1132	316138.698	501299.123	3/4" IRON ROD
PROP1133	316138.174	501239.069	PK NAIL
PROP1134	316070.363	501025.564	CHISLED CROSS
PROP1135	316069.454	500918.319	1 1/2" IRON PIPE
PROP1136	316069.018	500833.185	3/4" IRON ROD
PROP1138	316134.851	500925.751	1" IRON ROD
PROP1140	316136.357	501024.592	CHISLED CROSS
PROP1141	316296.638	501022.318	3/4" IRON ROD
PROP1142	316371.045	501021.262	3/4" IRON ROD
PROP1143	316451.037	501020.127	CHISLED CROSS

STATION & OFFSET TABLE TO EAST WALL STREET "Q" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
602	10+41.08	-33.03' LT	316137.056	501107.090
603	11+73.00	33.09' RT	316072.176	501239.628
PROP1130	10+41.40	42.97' RT	316061.062	501108.121
PROP1131	10+61.43	32.99' RT	316071.231	501128.060
PROP1133	11+73.06	-32.91' LT	316138.174	501239.069

STATION & OFFSET TABLE TO S.T.H. "73" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
501	769+87.74	-41.07' LT	315806.507	501027.153
601	774+78.23	41.21' RT	316297.809	501104.809
602	773+17.46	41.23' RT	316137.056	501107.090
PROP1128	769+87.71	41.43' RT	315807.004	501109.652
PROP1130	772+41.78	41.52' RT	316061.062	501108.121
PROP1131	772+51.82	61.53' RT	316071.231	501128.060
PROP1134	772+51.60	-40.97' LT	316070.363	501025.564
PROP1140	773+17.92	-41.27' LT	316136.357	501024.592
PROP1141	774+78.22	-41.29' LT	316296.638	501022.318
TIE77	769+87.73	0.17' RT	315806.755	501068.394
TIE82	774+78.22	1.94' RT	316297.252	501065.541
TLE650	772+16.60	-40.99' LT	316035.364	501025.774
TLE651	772+26.61	-50.98' LT	316045.301	501015.714
TLE652	772+51.58	-50.97' LT	316070.278	501015.564
TLE653	773+17.94	-44.27' LT	316136.332	501021.592
TLE654	773+50.92	-44.27' LT	316169.311	501021.124
TLE655	773+50.92	-41.27' LT	316169.354	501024.123
TLE656	772+20.78	41.52' RT	316040.062	501108.248

STATION & OFFSET TABLE TO WEST WALL STREET "Q" ALIGNMENT

POINT	STATION	OFFSET	Y COORDS	X COORDS
600	8+51.69	-32.96' LT	316135.452	500917.759
PROP1134	9+58.98	32.96' RT	316070.363	501025.564
PROP1135	8+51.73	33.04' RT	316069.454	500918.319
PROP1140	9+58.52	-33.03' LT	316136.357	501024.592
TLE652	9+48.98	32.97' RT	316070.278	501015.564
TLE653	9+55.52	-33.03' LT	316136.332	501021.592

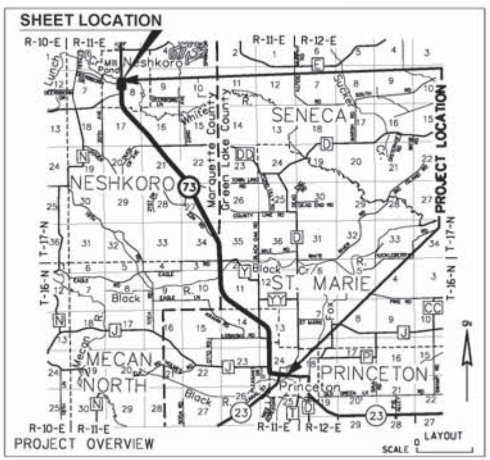
SECTION COURSE TABLE

COURSE	BEARING	DISTANCE
21-24	N 0°20'00" W	2605.89'
21-TIE77	N 0°20'00" W	231.27'
TIE77-TIE82	N 0°20'00" W	490.51'
TIE82-24	N 0°20'00" W	1884.12'

R/W COURSE TABLE

COURSE	BEARING	DISTANCE
TIE77-76	S 89°39'17" W	0.17'
76-501	S 89°39'17" W	41.07'
501-PROP1134	N 0°20'43" W	263.86'
PROP1134-PROP1135	S 89°30'53" W	107.25'
PROP1135-80	N 0°29'07" W	33.04'
80-600	N 0°29'07" W	32.96'
600-PROP1140	N 89°30'53" E	106.84'
PROP1140-PROP1141	N 0°48'46" W	160.30'
PROP1141-81	N 89°11'14" E	41.29'
81-TIE82	N 89°11'14" E	1.94'
TIE82-601	N 89°11'14" E	39.27'
601-602	S 0°48'46" E	160.77'
602-PROP1133	N 89°30'53" E	131.98'
PROP1133-83	S 0°29'07" E	32.91'
83-603	S 0°29'07" E	33.09'
603-PROP1131	S 89°30'53" W	111.57'
PROP1131-PROP1130	S 62°58'39" W	22.38'
PROP1130-PROP1128	S 0°20'43" E	254.06'
PROP1128-TIE77	S 89°39'17" W	41.26'

SHEET LOCATION



QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

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SIGNATURE: Kolby Schertz DATE: 4/16/2020
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

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

SIGNATURE: Brent L. Stella DATE: 4/16/2020
PRINT NAME: BRENT L. STELLA

CONTROL POINTS

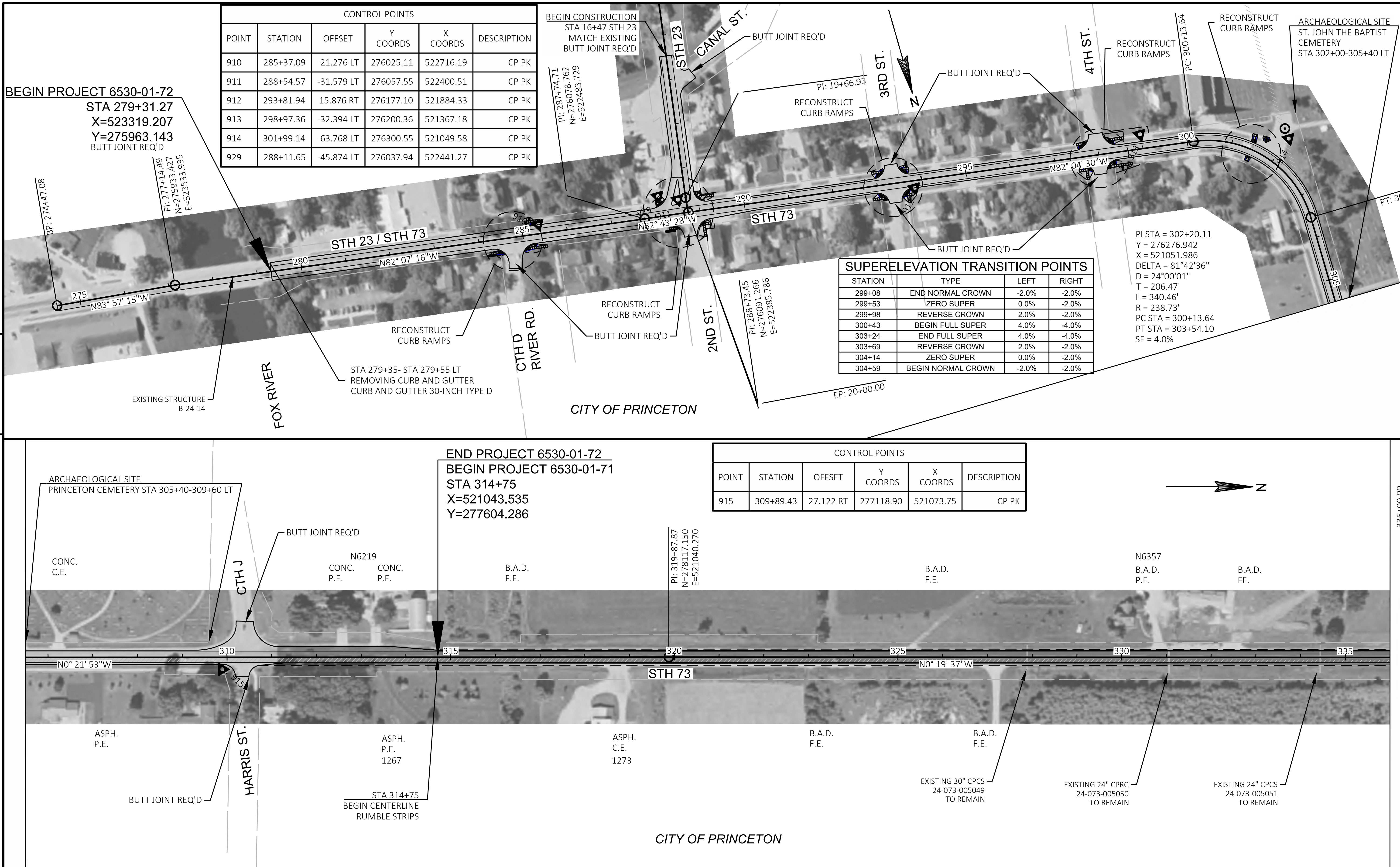
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
910	285+37.09	-21.276 LT	276025.11	522716.19	CP PK
911	288+54.57	-31.579 LT	276057.55	522400.51	CP PK
912	293+81.94	15.876 RT	276177.10	521884.33	CP PK
913	298+97.36	-32.394 LT	276200.36	521367.18	CP PK
914	301+99.14	-63.768 LT	276300.55	521049.58	CP PK
929	288+11.65	-45.874 LT	276037.94	522441.27	CP PK

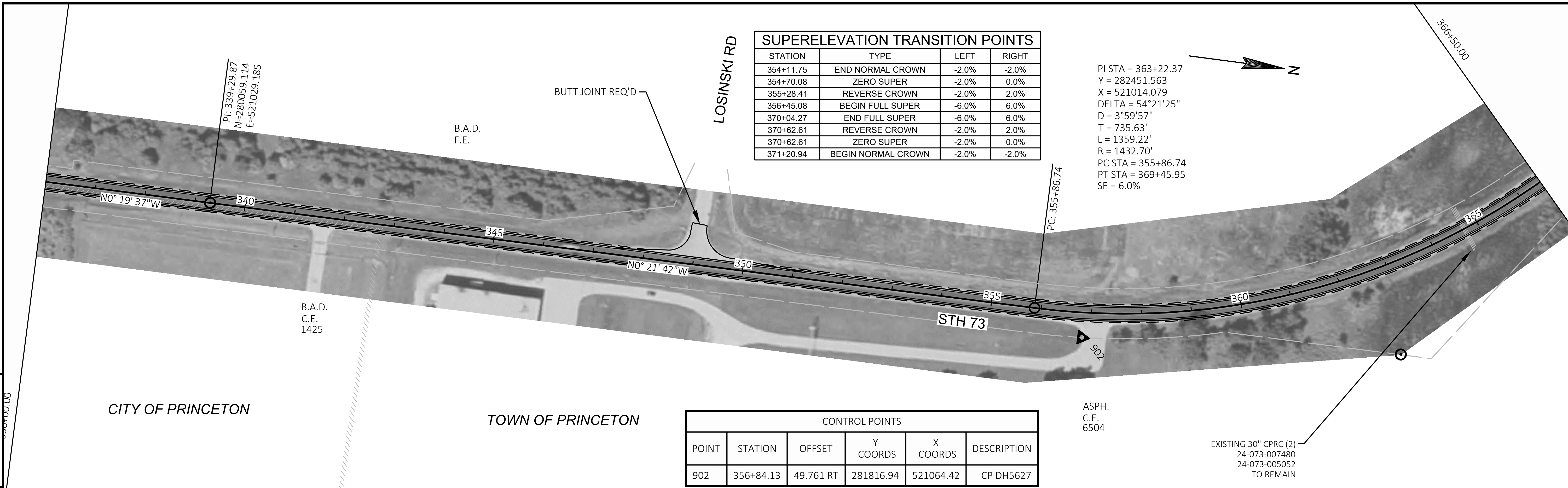
SUPERELEVATION TRANSITION POINTS

STATION	TYPE	LEFT	RIGHT
299+08	END NORMAL CROWN	-2.0%	-2.0%
299+53	ZERO SUPER	0.0%	-2.0%
299+98	REVERSE CROWN	2.0%	-2.0%
300+43	BEGIN FULL SUPER	4.0%	-4.0%
303+24	END FULL SUPER	4.0%	-4.0%
303+69	REVERSE CROWN	2.0%	-2.0%
304+14	ZERO SUPER	0.0%	-2.0%
304+59	BEGIN NORMAL CROWN	-2.0%	-2.0%

CONTROL POINTS

POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
915	309+89.43	27.122 RT	277118.90	521073.75	CP PK



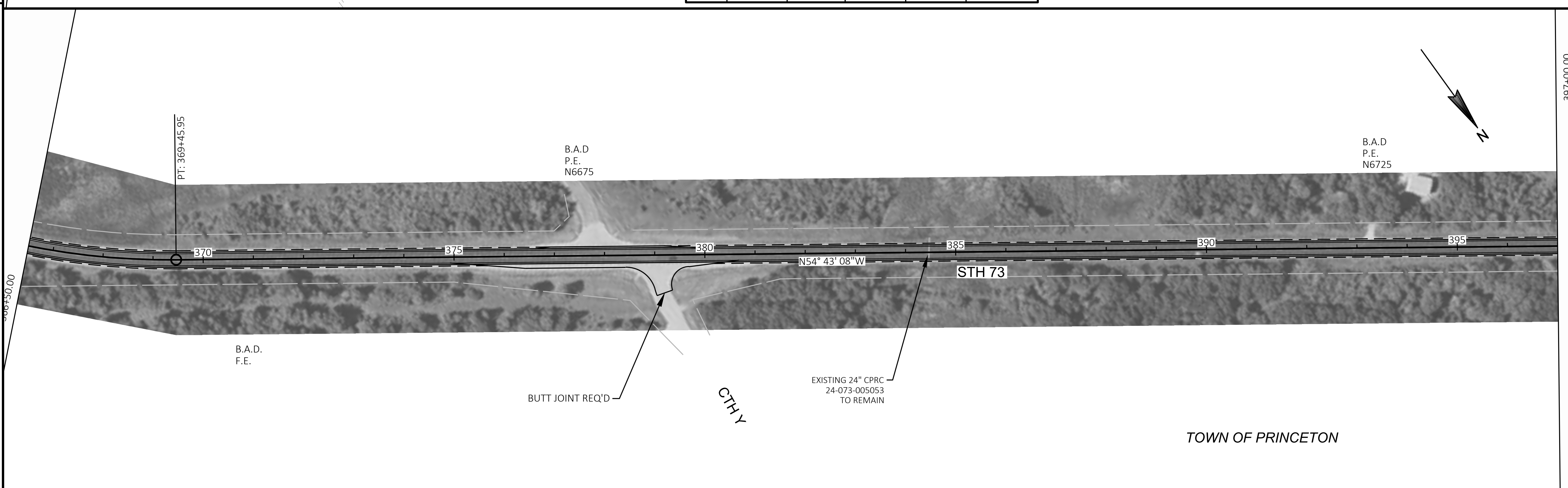


SUPERELEVATION TRANSITION POINTS

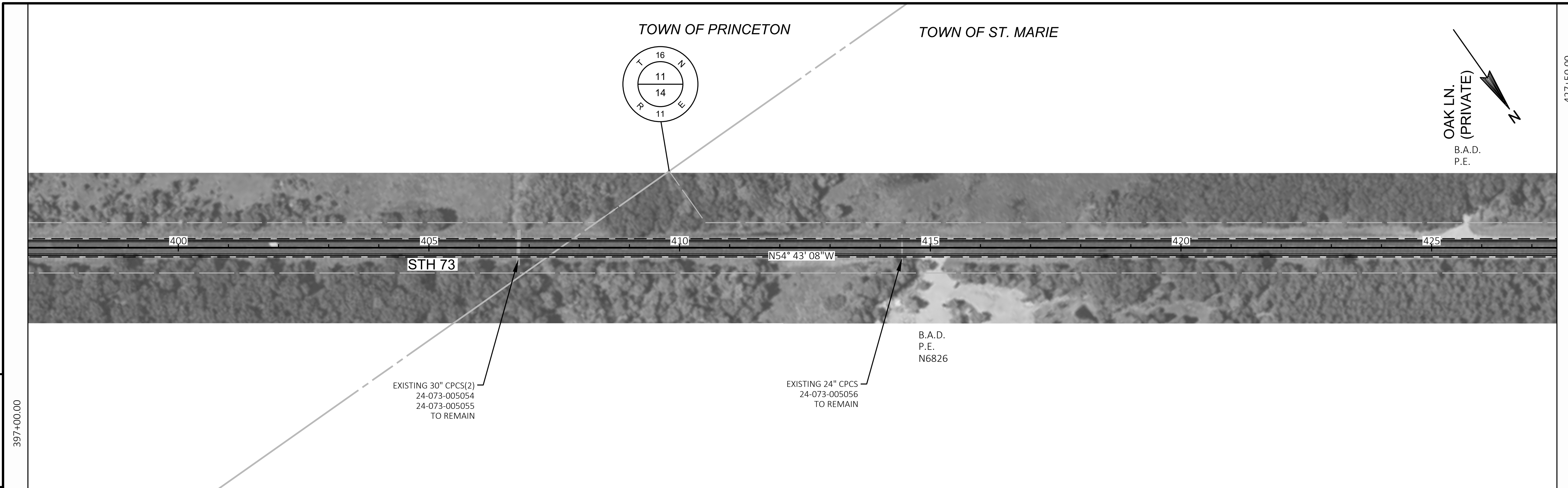
STATION	TYPE	LEFT	RIGHT
354+11.75	END NORMAL CROWN	-2.0%	-2.0%
354+70.08	ZERO SUPER	-2.0%	0.0%
355+28.41	REVERSE CROWN	-2.0%	2.0%
356+45.08	BEGIN FULL SUPER	-6.0%	6.0%
370+04.27	END FULL SUPER	-6.0%	6.0%
370+62.61	REVERSE CROWN	-2.0%	2.0%
370+62.61	ZERO SUPER	-2.0%	0.0%
371+20.94	BEGIN NORMAL CROWN	-2.0%	-2.0%

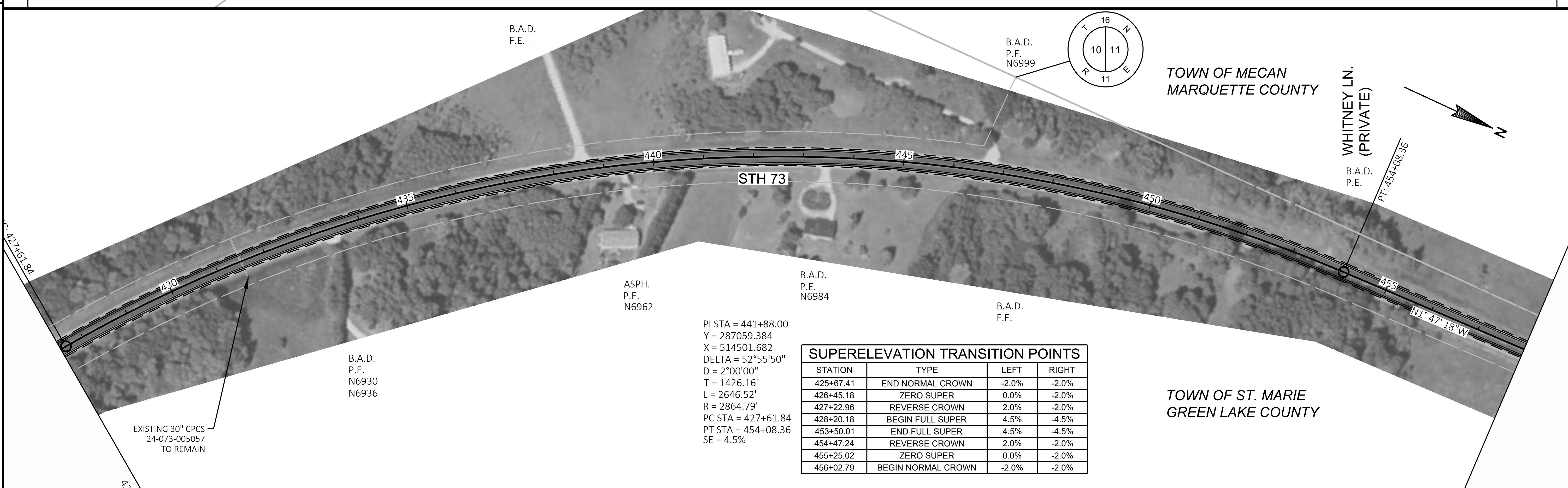
PI STA = 363+22.37
Y = 282451.563
X = 521014.079
DELTA = 54°21'25"
D = 3°59'57"
T = 735.63'
L = 1359.22'
R = 1432.70'
PC STA = 355+86.74
PT STA = 369+45.95
SE = 6.0%

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
902	356+84.13	49.761 RT	281816.94	521064.42	CP DH5627



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PLAN- STH 73	SHEET 100	E

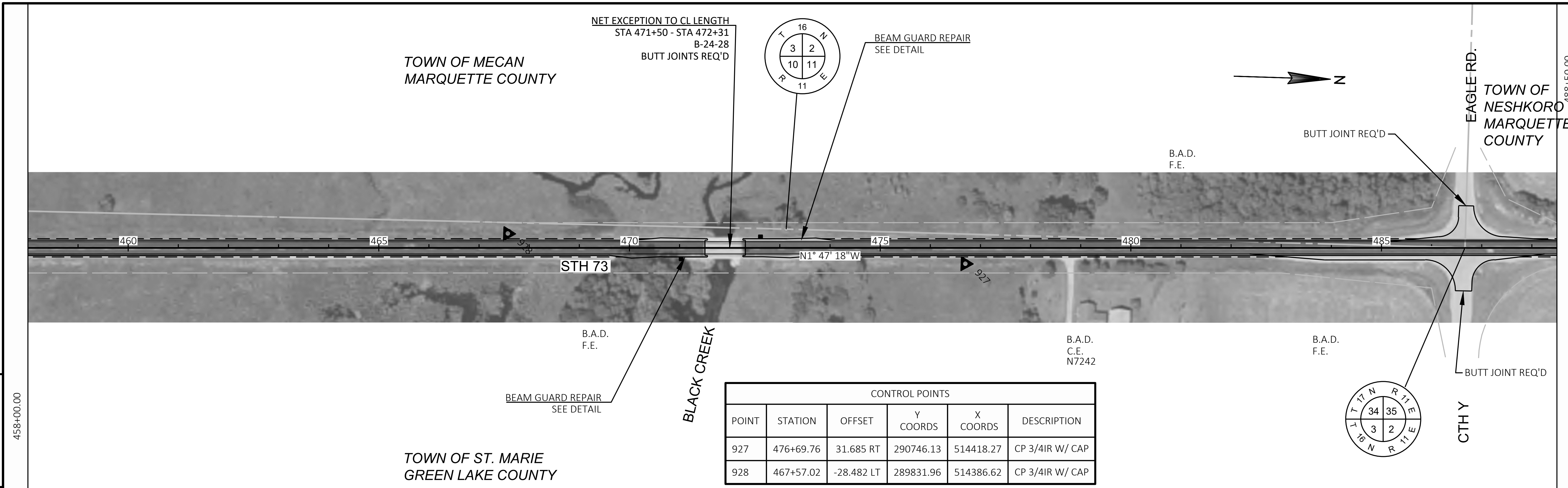




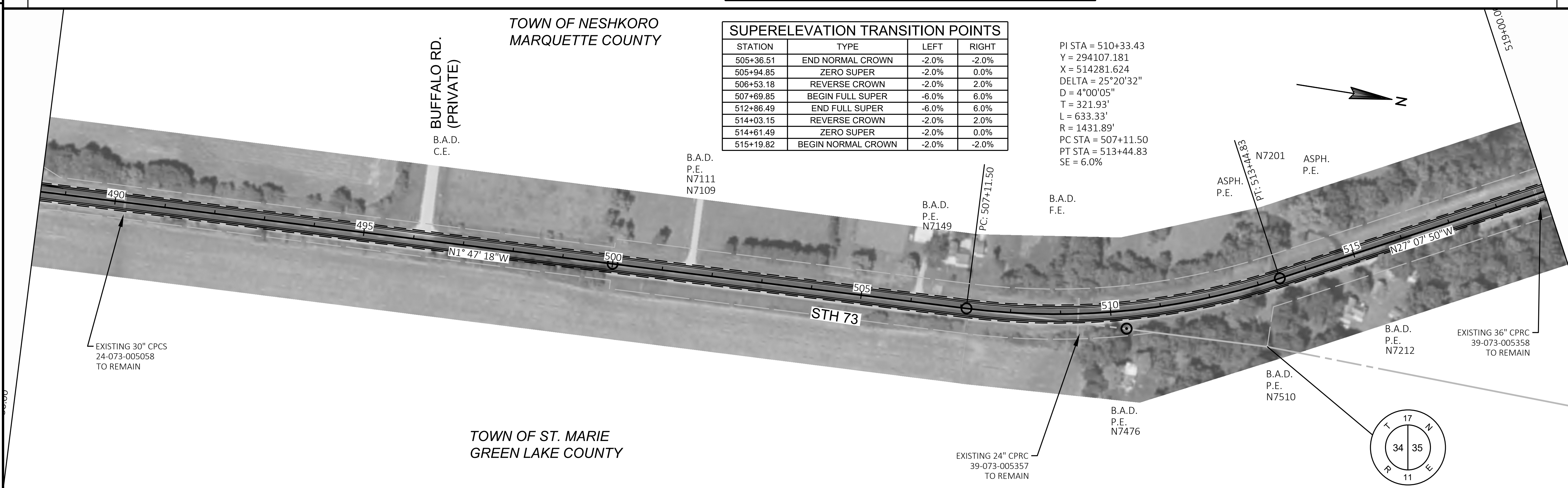
PI STA = 441+88.00
Y = 287059.384
X = 514501.682
DELTA = 52°55'50"
D = 2°00'00"
T = 1426.16'
L = 2646.52'
R = 2864.79'
PC STA = 427+61.84
PT STA = 454+08.36
SE = 4.5%

SUPERELEVATION TRANSITION POINTS

STATION	TYPE	LEFT	RIGHT
425+67.41	END NORMAL CROWN	-2.0%	-2.0%
426+45.18	ZERO SUPER	0.0%	-2.0%
427+22.96	REVERSE CROWN	2.0%	-2.0%
428+20.18	BEGIN FULL SUPER	4.5%	-4.5%
453+50.01	END FULL SUPER	4.5%	-4.5%
454+47.24	REVERSE CROWN	2.0%	-2.0%
455+25.02	ZERO SUPER	0.0%	-2.0%
456+02.79	BEGIN NORMAL CROWN	-2.0%	-2.0%



CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
927	476+69.76	31.685 RT	290746.13	514418.27	CP 3/4IR W/ CAP
928	467+57.02	-28.482 LT	289831.96	514386.62	CP 3/4IR W/ CAP

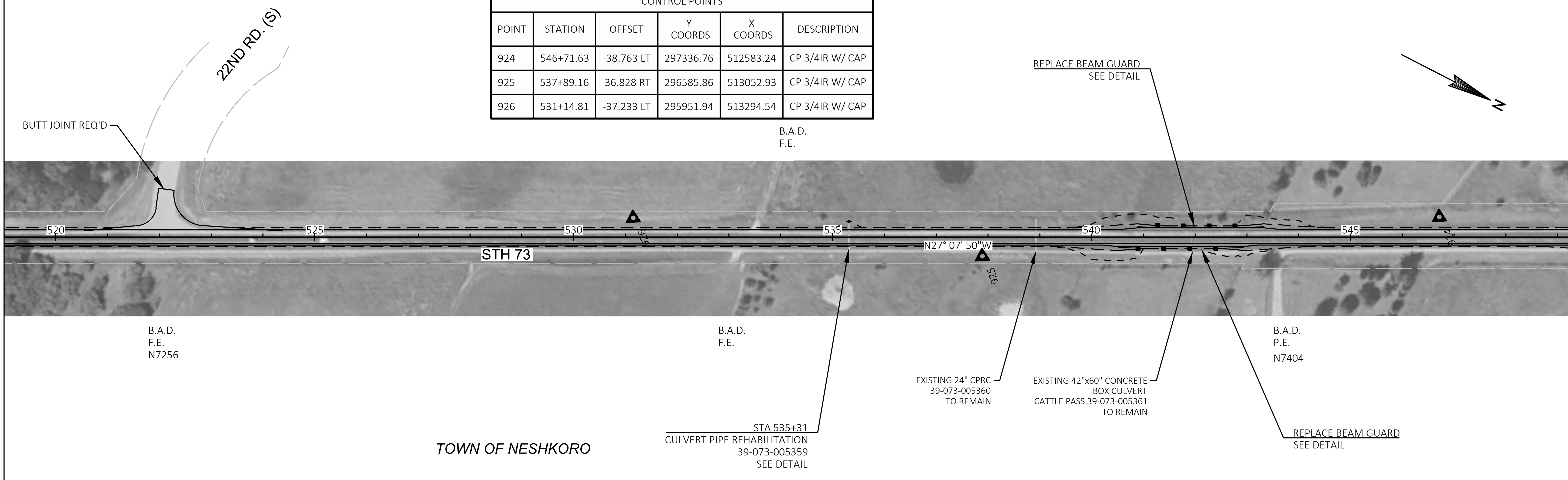


SUPERELEVATION TRANSITION POINTS			
STATION	TYPE	LEFT	RIGHT
505+36.51	END NORMAL CROWN	-2.0%	-2.0%
505+94.85	ZERO SUPER	-2.0%	0.0%
506+53.18	REVERSE CROWN	-2.0%	2.0%
507+69.85	BEGIN FULL SUPER	-6.0%	6.0%
512+86.49	END FULL SUPER	-6.0%	6.0%
514+03.15	REVERSE CROWN	-2.0%	2.0%
514+61.49	ZERO SUPER	-2.0%	0.0%
515+19.82	BEGIN NORMAL CROWN	-2.0%	-2.0%

PI STA = 510+33.43
Y = 294107.181
X = 514281.624
DELTA = 25°20'32"
D = 4°00'05"
T = 321.93'
L = 633.33'
R = 1431.89'
PC STA = 507+11.50
PT STA = 513+44.83
SE = 6.0%

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PLAN- STH 73	SHEET 102	E

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
924	546+71.63	-38.763 LT	297336.76	512583.24	CP 3/4IR W/ CAP
925	537+89.16	36.828 RT	296585.86	513052.93	CP 3/4IR W/ CAP
926	531+14.81	-37.233 LT	295951.94	513294.54	CP 3/4IR W/ CAP



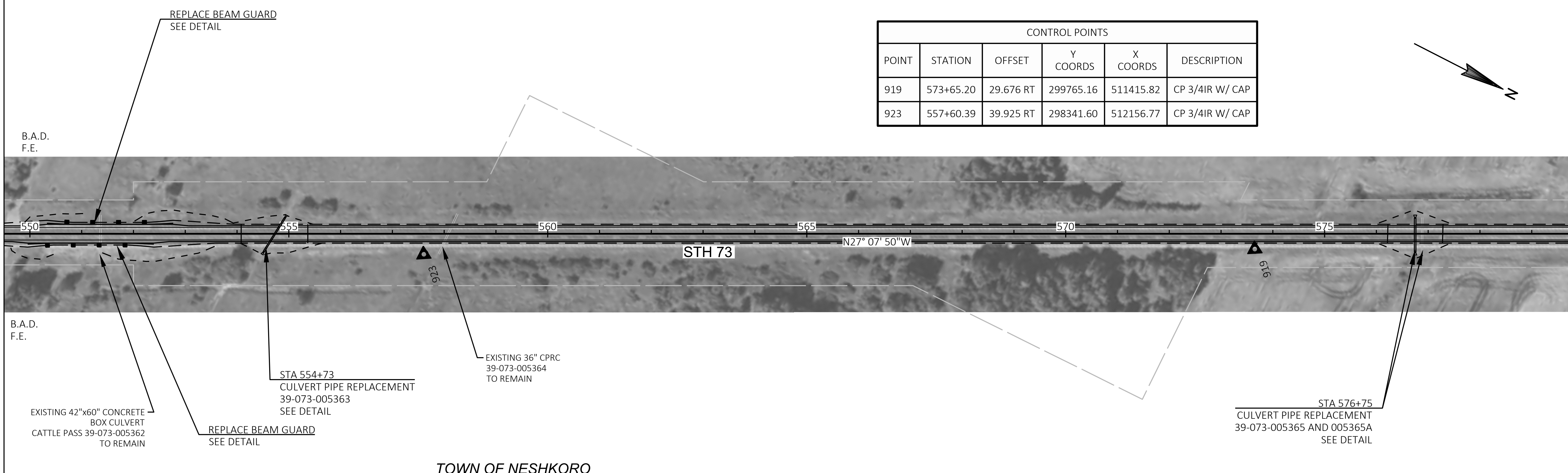
519+00.00

549+50.00

5

5

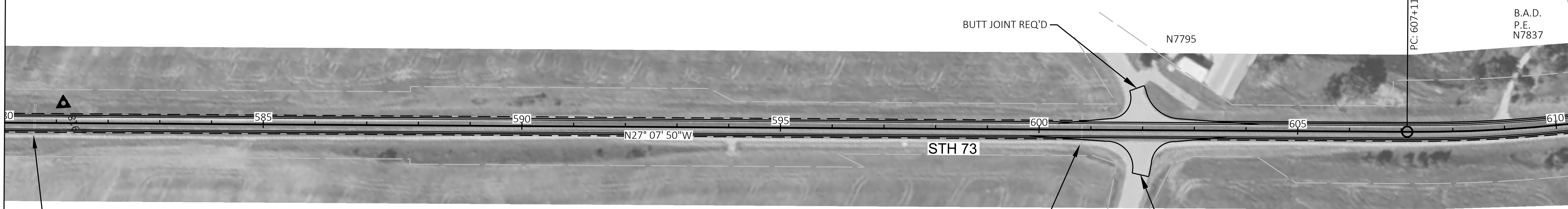
CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
919	573+65.20	29.676 RT	299765.16	511415.82	CP 3/4IR W/ CAP
923	557+60.39	39.925 RT	298341.60	512156.77	CP 3/4IR W/ CAP



549+50.00

580+00.00

CONTROL POINTS					
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
918	581+13.49	-38.229 LT	300400.15	511014.16	CP 3/4IR W/ CAP

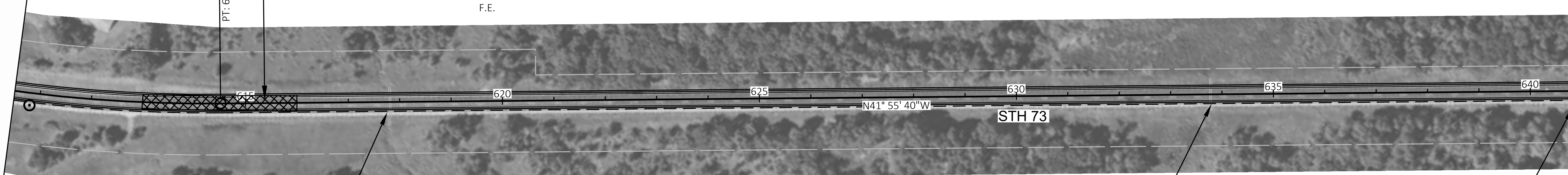


5

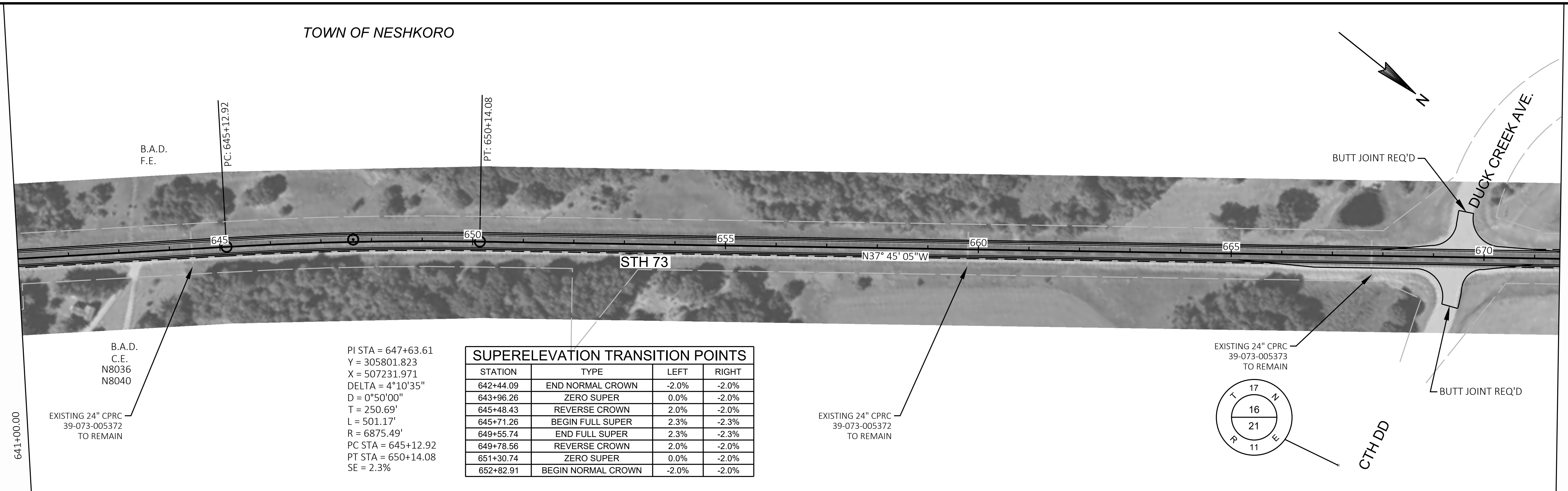
SUPERELEVATION TRANSITION POINTS			
STATION	TYPE	LEFT	RIGHT
605+16.94	END NORMAL CROWN	-2.0%	-2.0%
605+94.72	ZERO SUPER	-2.0%	0.0%
606+72.50	REVERSE CROWN	-2.0%	2.0%
607+69.72	BEGIN FULL SUPER	-4.5%	4.5%
613+92.90	END FULL SUPER	-4.5%	4.5%
614+90.12	REVERSE CROWN	-2.0%	2.0%
615+67.90	ZERO SUPER	-2.0%	0.0%
616+45.68	BEGIN NORMAL CROWN	-2.0%	-2.0%

5

PI STA = 610+83.38
Y = 303060.702
X = 509693.848
DELTA = 14°47'50"
D = 2°00'00"
T = 372.00'
L = 739.87'
R = 2864.79'
PC STA = 607+11.38
PT STA = 614+51.25
SE = 4.5%



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	PLAN- STH 73	SHEET 104	E



PI STA = 647+63.61
Y = 305801.823
X = 507231.971
DELTA = 4°10'35"
D = 0°50'00"
T = 250.69'
L = 501.17'
R = 6875.49'
PC STA = 645+12.92
PT STA = 650+14.08
SE = 2.3%

SUPERELEVATION TRANSITION POINTS

STATION	TYPE	LEFT	RIGHT
642+44.09	END NORMAL CROWN	-2.0%	-2.0%
643+96.26	ZERO SUPER	0.0%	-2.0%
645+48.43	REVERSE CROWN	2.0%	-2.0%
645+71.26	BEGIN FULL SUPER	2.3%	-2.3%
649+55.74	END FULL SUPER	2.3%	-2.3%
649+78.56	REVERSE CROWN	2.0%	-2.0%
651+30.74	ZERO SUPER	0.0%	-2.0%
652+82.91	BEGIN NORMAL CROWN	-2.0%	-2.0%

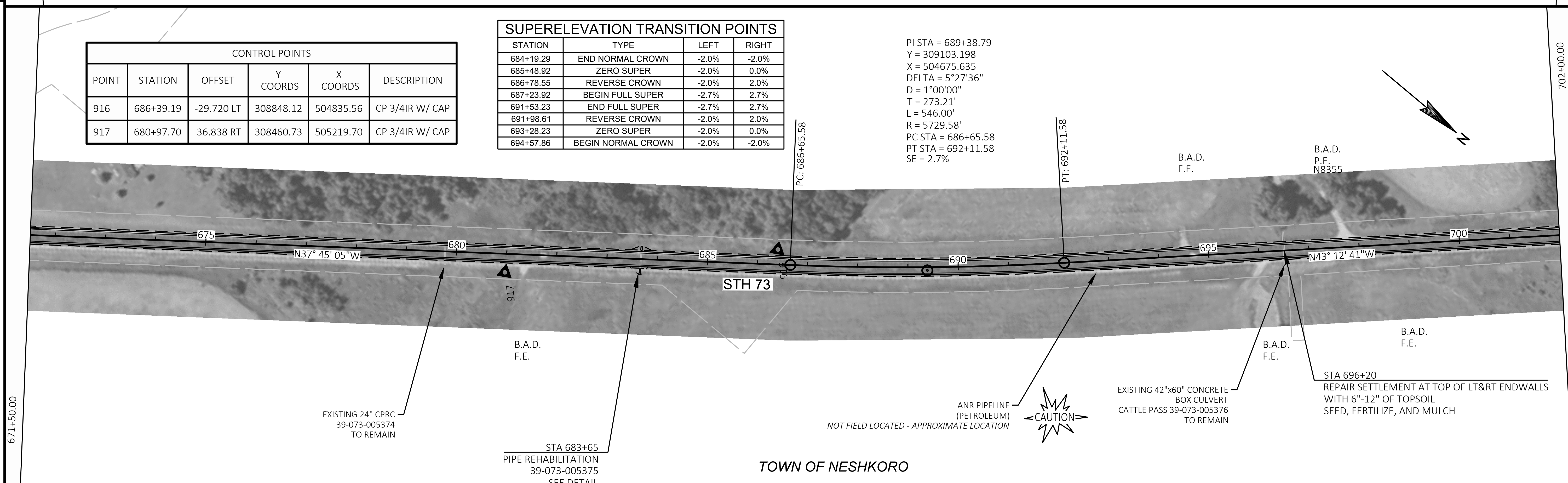
CONTROL POINTS

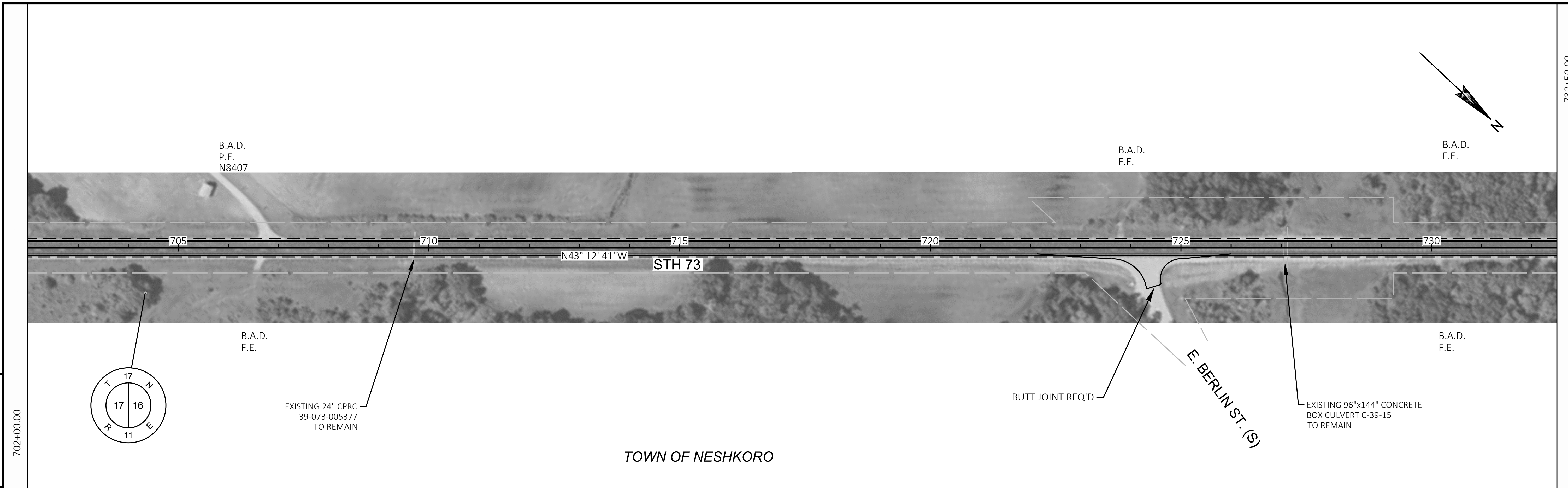
POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
916	686+39.19	-29.720 LT	308848.12	504835.56	CP 3/4IR W/ CAP
917	680+97.70	36.838 RT	308460.73	505219.70	CP 3/4IR W/ CAP

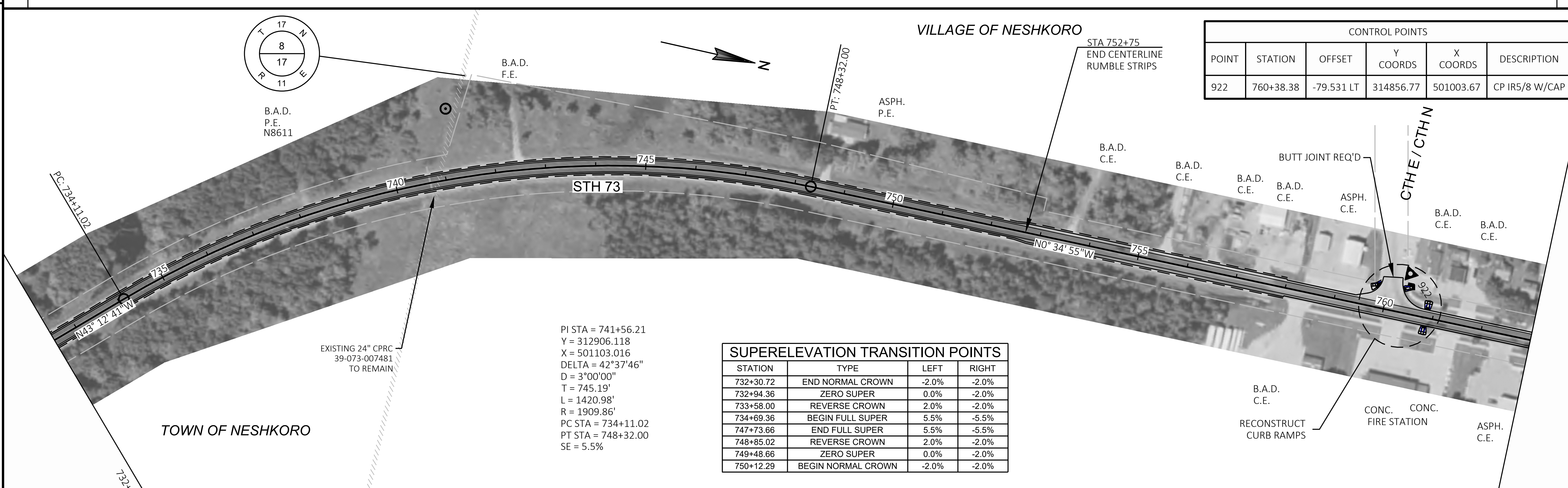
SUPERELEVATION TRANSITION POINTS

STATION	TYPE	LEFT	RIGHT
684+19.29	END NORMAL CROWN	-2.0%	-2.0%
685+48.92	ZERO SUPER	-2.0%	0.0%
686+78.55	REVERSE CROWN	-2.0%	2.0%
687+23.92	BEGIN FULL SUPER	-2.7%	2.7%
691+53.23	END FULL SUPER	-2.7%	2.7%
691+98.61	REVERSE CROWN	-2.0%	2.0%
693+28.23	ZERO SUPER	-2.0%	0.0%
694+57.86	BEGIN NORMAL CROWN	-2.0%	-2.0%

PI STA = 689+38.79
Y = 309103.198
X = 504675.635
DELTA = 5°27'36"
D = 1°00'00"
T = 273.21'
L = 546.00'
R = 5729.58'
PC STA = 686+65.58
PT STA = 692+11.58
SE = 2.7%







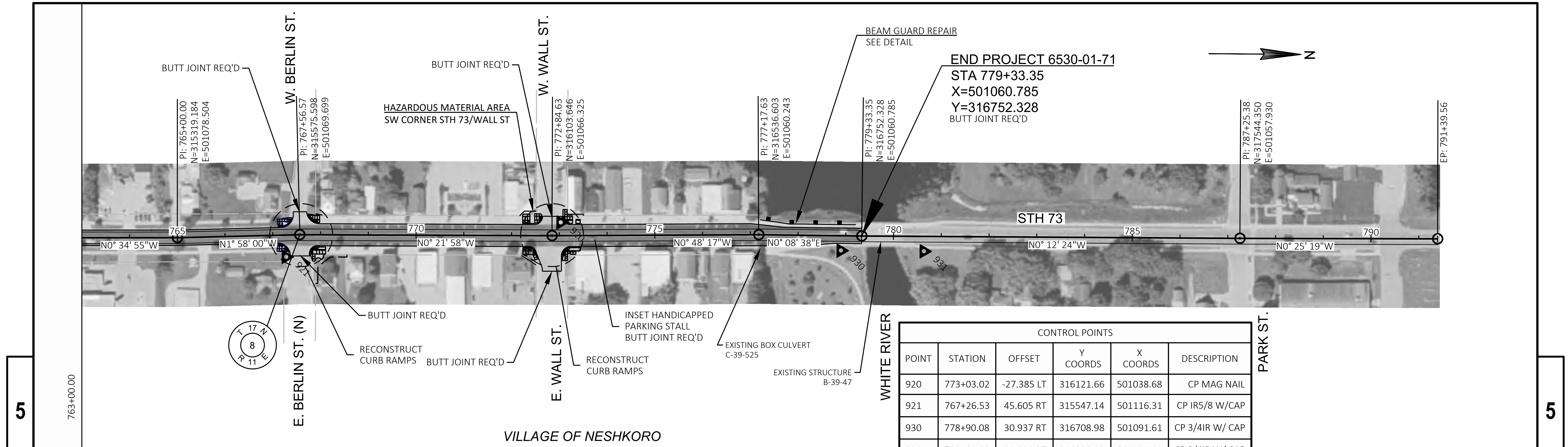
PI STA = 741+56.21
Y = 312906.118
X = 501103.016
DELTA = 42°37'46"
D = 3°00'00"
T = 745.19'
L = 1420.98'
R = 1909.86'
PC STA = 734+11.02
PT STA = 748+32.00
SE = 5.5%

CONTROL POINTS

POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
922	760+38.38	-79.531 LT	314856.77	501003.67	CP IR5/8 W/CAP

SUPERELEVATION TRANSITION POINTS

STATION	TYPE	LEFT	RIGHT
732+30.72	END NORMAL CROWN	-2.0%	-2.0%
732+94.36	ZERO SUPER	0.0%	-2.0%
733+58.00	REVERSE CROWN	2.0%	-2.0%
734+69.36	BEGIN FULL SUPER	5.5%	-5.5%
747+73.66	END FULL SUPER	5.5%	-5.5%
748+85.02	REVERSE CROWN	2.0%	-2.0%
749+48.66	ZERO SUPER	0.0%	-2.0%
750+12.29	BEGIN NORMAL CROWN	-2.0%	-2.0%



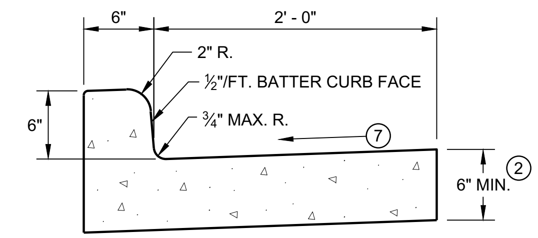
CONTROL POINTS

POINT	STATION	OFFSET	Y COORDS	X COORDS	DESCRIPTION
920	773+03.02	-27.385 LT	316121.66	501038.68	CP MAG NAIL
921	767+26.53	45.605 RT	315547.14	501116.31	CP IR5/8 W/CAP
930	778+90.08	30.937 RT	316708.98	501091.61	CP 3/4IR W/ CAP
931	780+63.80	31.098 RT	316882.88	501091.41	CP 3/4IR W/ CAP

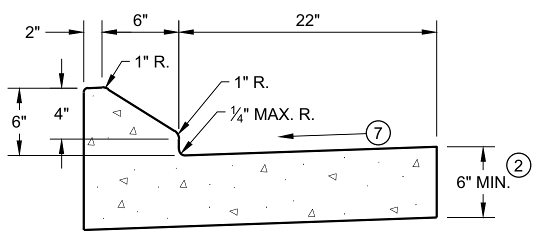
Standard Detail Drawing List

08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
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
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B16-04A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-04B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
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)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
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
15C07-15A	PAVEMENT MARKING SYMBOLS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

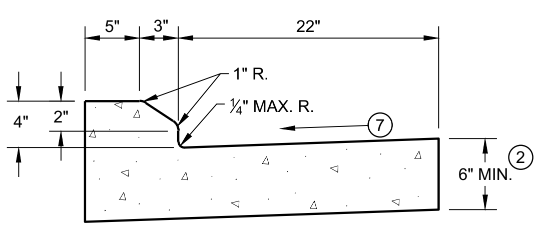
6



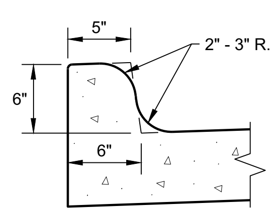
TYPES A① & D



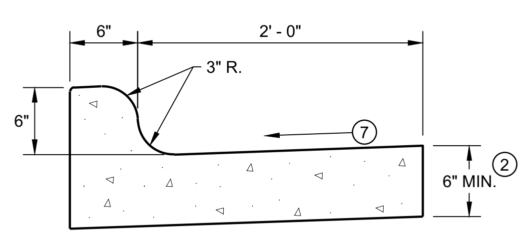
6" SLOPED CURB TYPES G① & J



4" SLOPED CURB TYPES G① & J

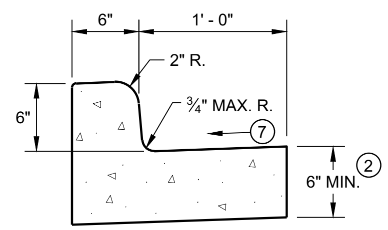


TYPES K① & L
(OPTIONAL CURB SHAPE)



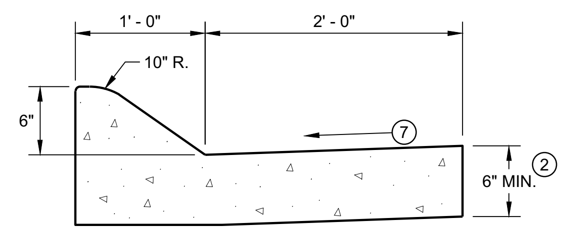
TYPES K① & L

CONCRETE CURB AND GUTTER 30"

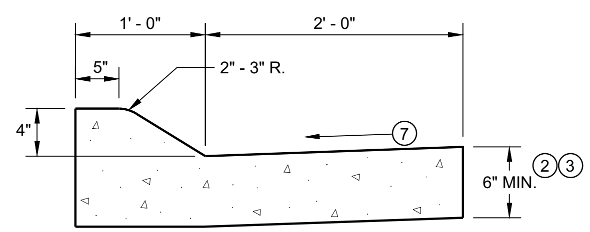


TYPES A① & D

CONCRETE CURB AND GUTTER 18"

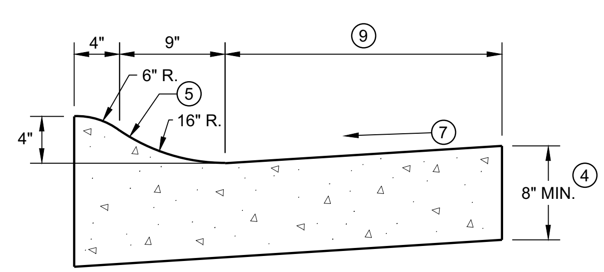


6" SLOPED CURB TYPES A① & D



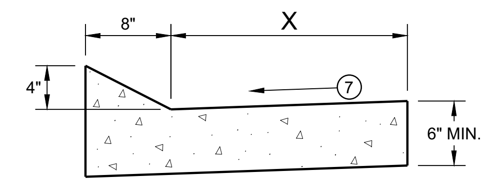
4" SLOPED CURB TYPES A① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R① & T

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



TYPES TBT & TBTT①

CONCRETE CURB AND GUTTER

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.

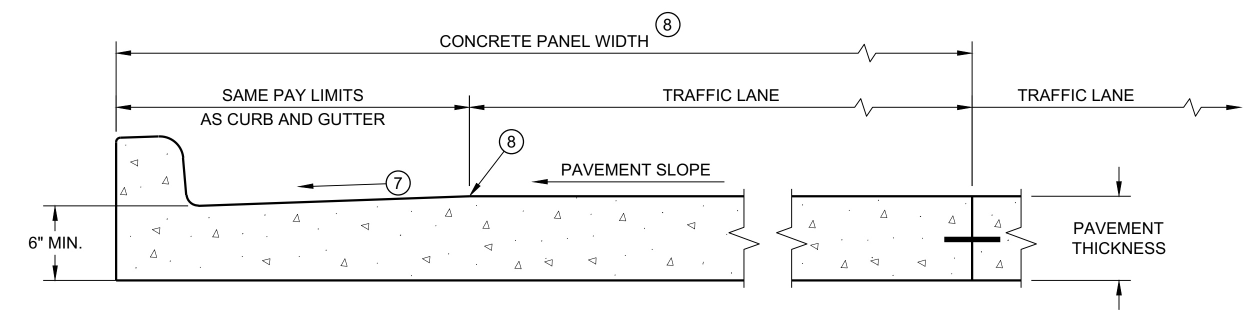
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

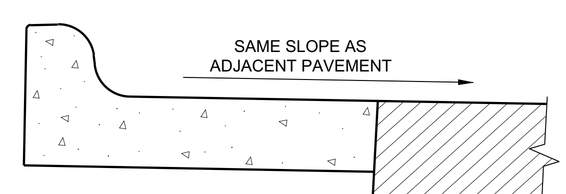
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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 GUTTER⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

6

6

SDD 08D01 - 22a

SDD 08D01 - 22a

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

GENERAL NOTES

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

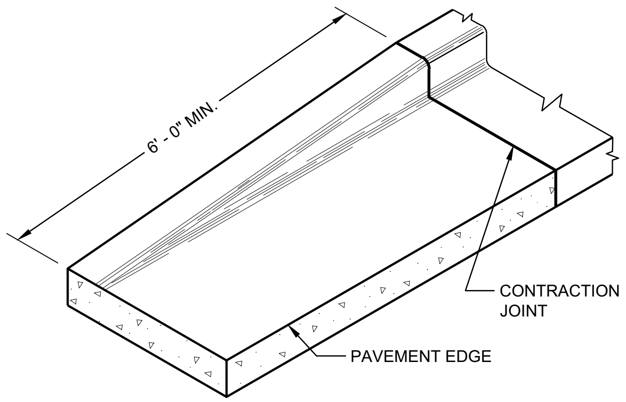
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

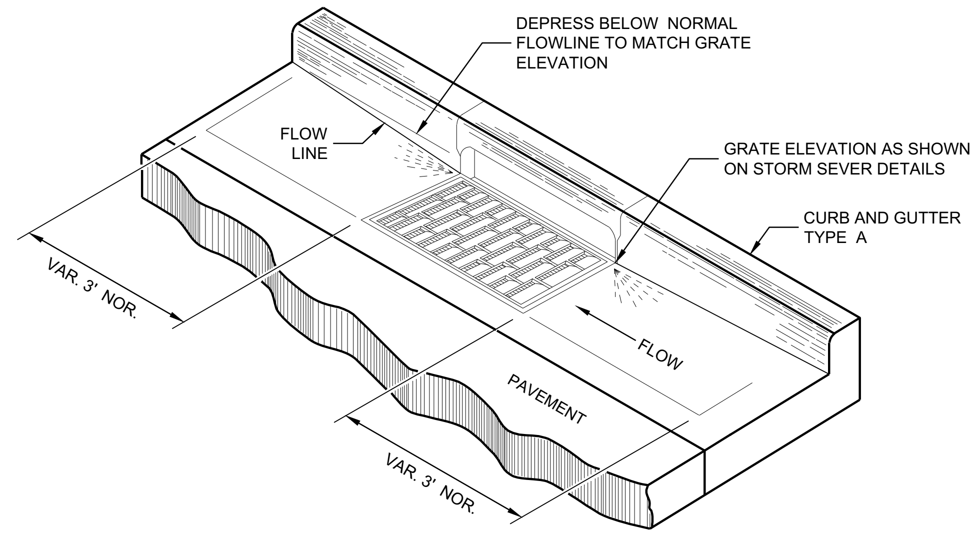
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

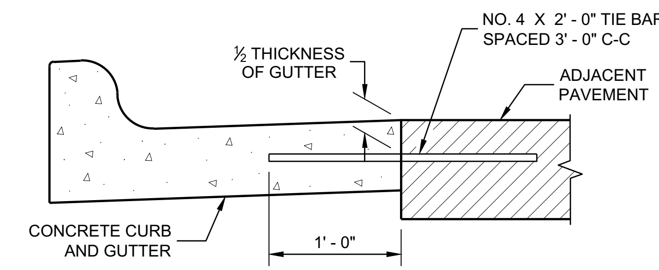
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



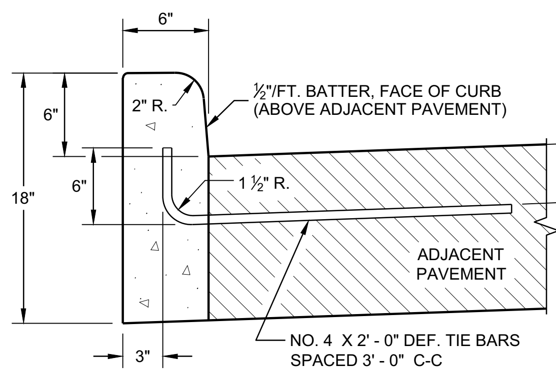
END SECTIONCURB AND GUTTER



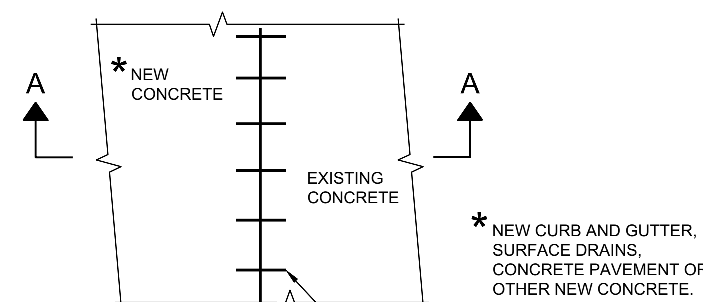
DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)



TYPICAL TIE BAR LOCATION (1)

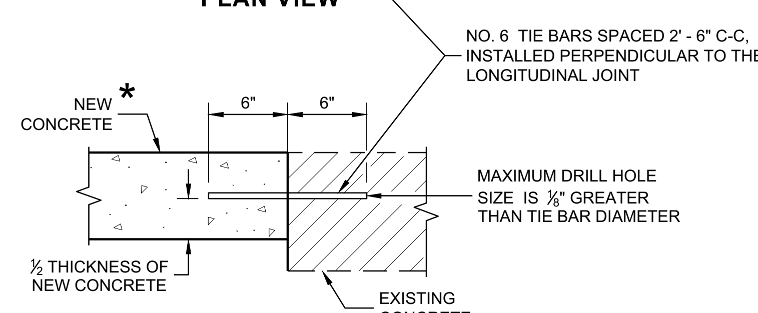


TYPES A(1) & D



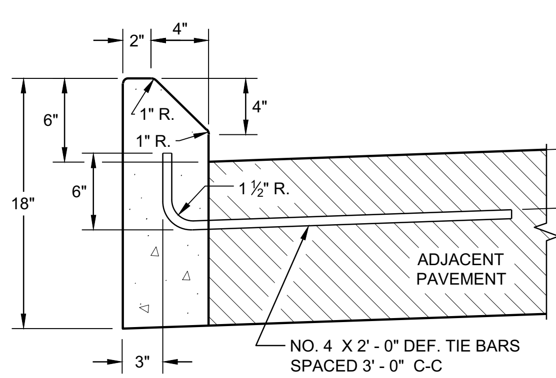
* NEW CURB AND GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



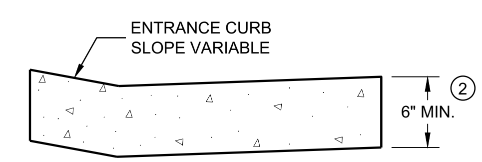
SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT



TYPES G(1) & J

CONCRETE CURB



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

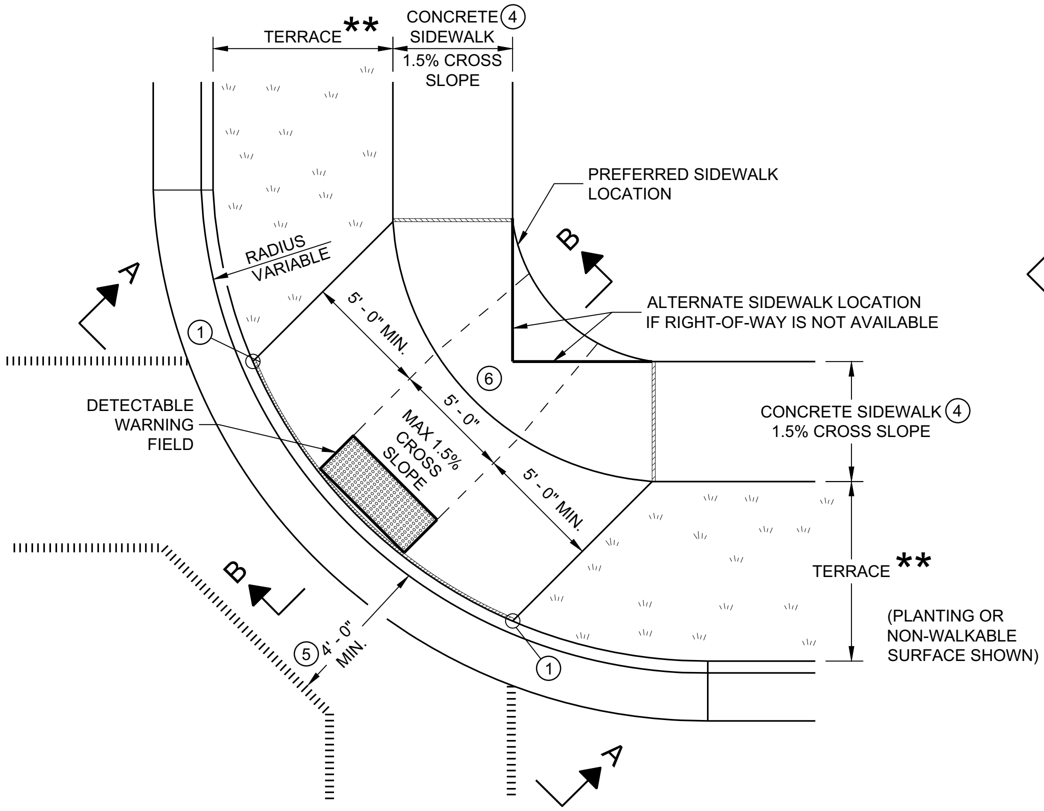
6

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

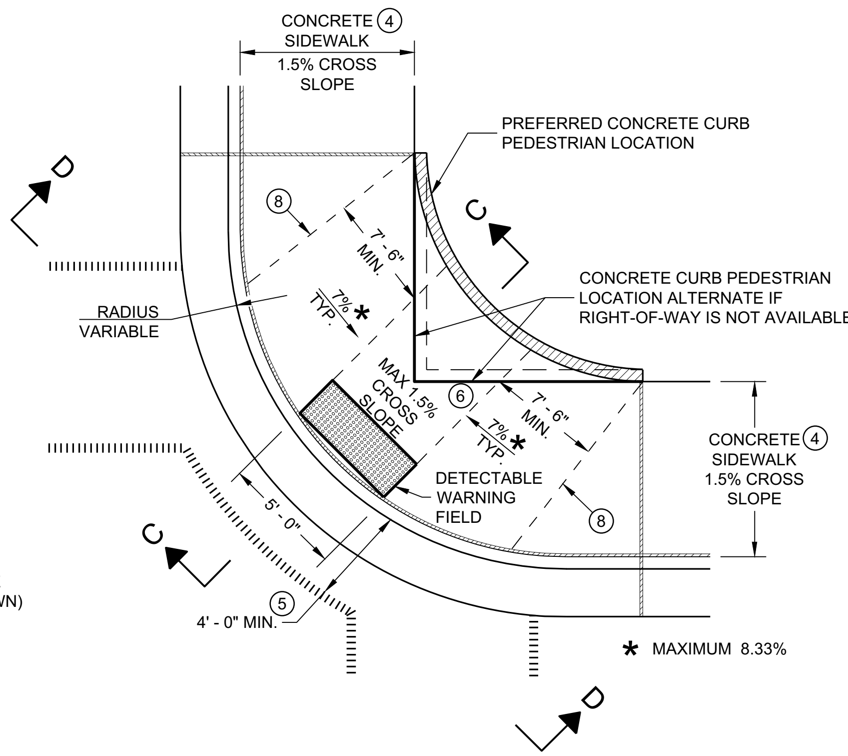
SDD 08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

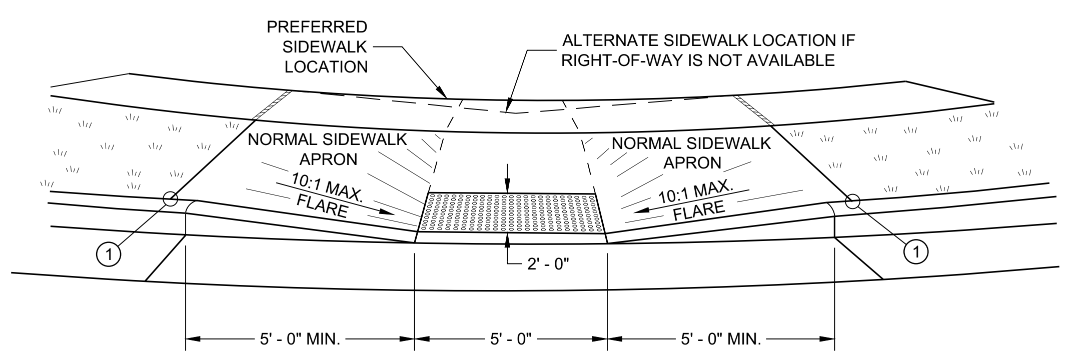
(CENTER OF CORNER RADIUS)



PLAN VIEW

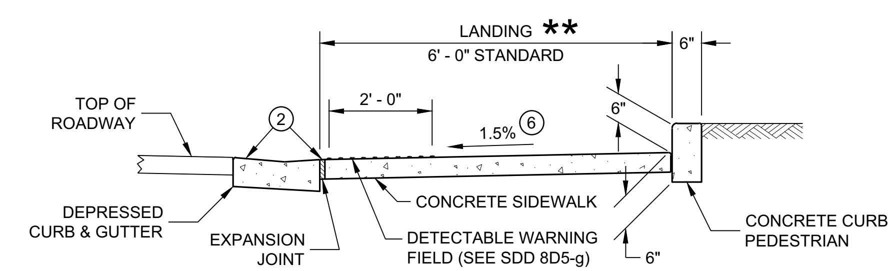
CURB RAMP TYPE 1 - A

(NO TERRACE)

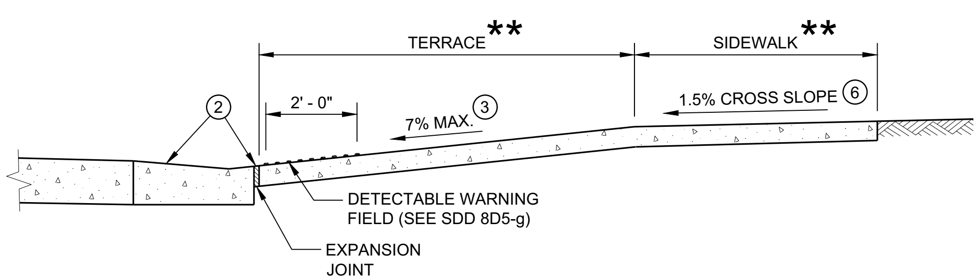


VIEW A - A FOR TYPE 1

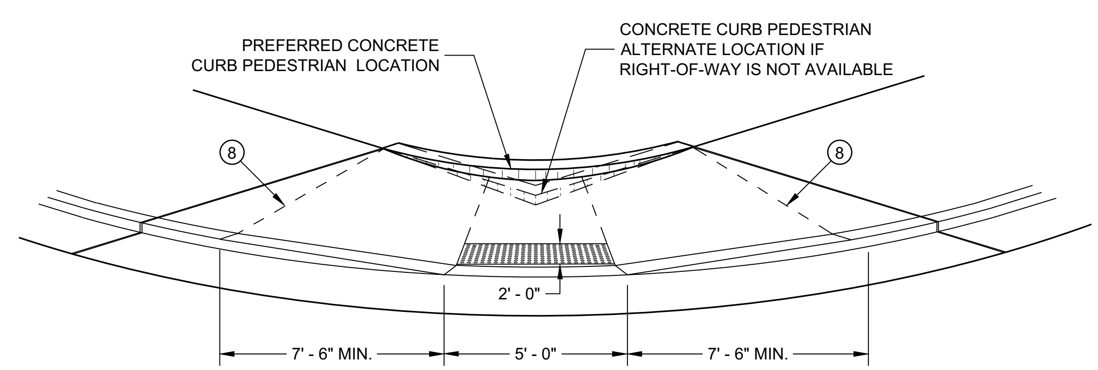
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION C - C FOR TYPE 1 - A



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

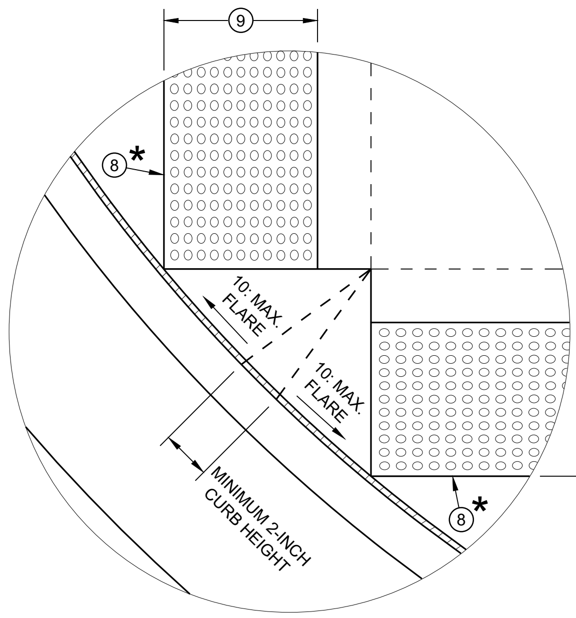
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT FIELD LOCATED

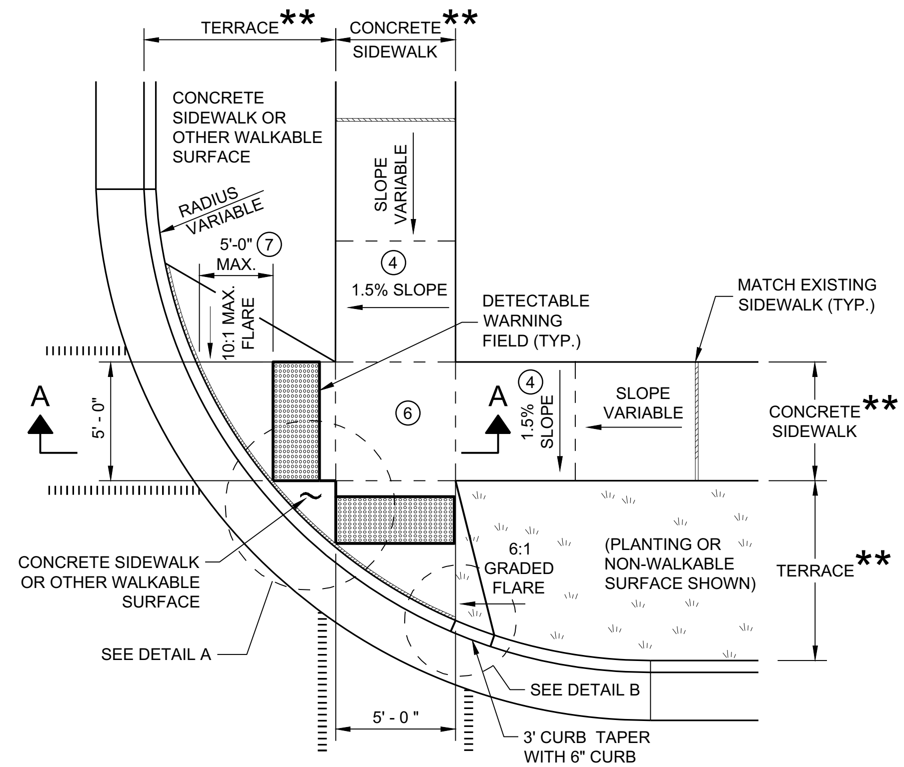
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT



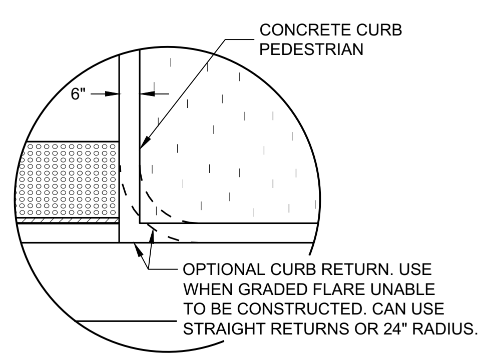
DETAIL A



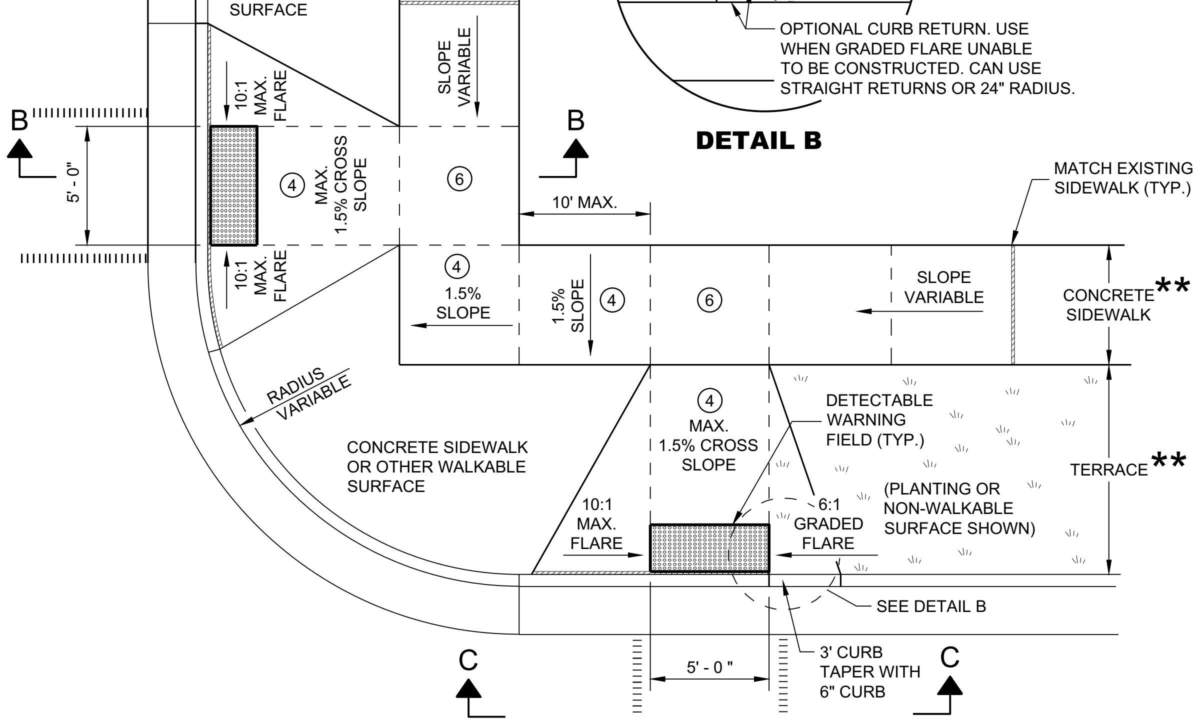
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

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.

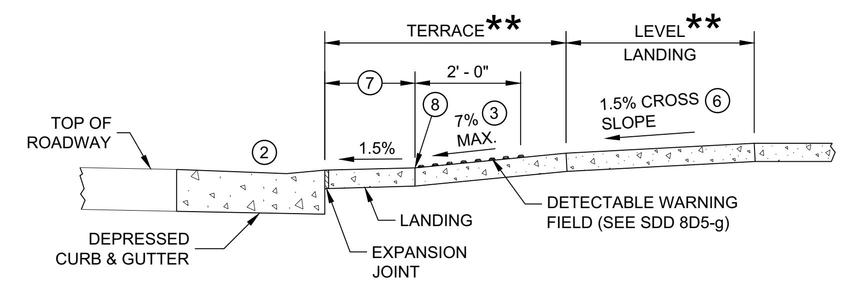
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.



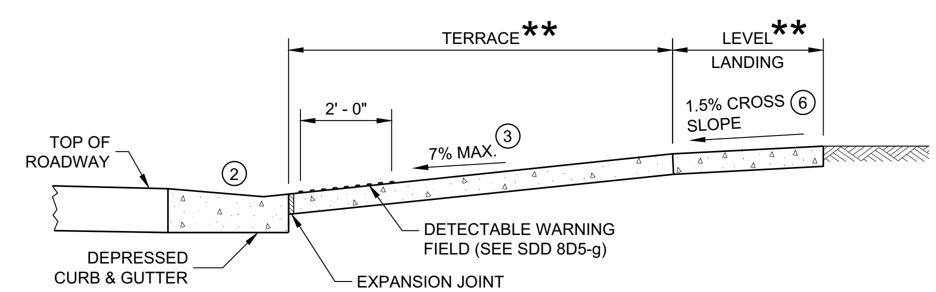
SECTION A - A FOR TYPE 2

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

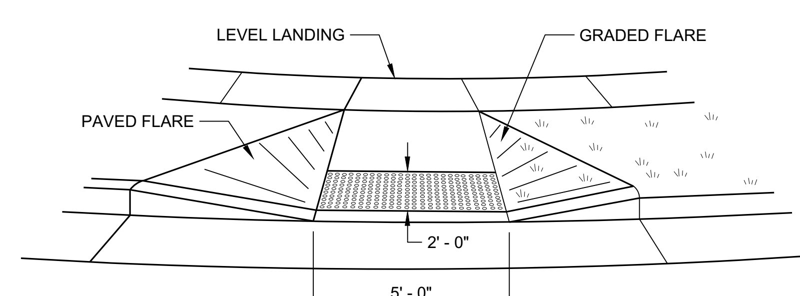
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

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SDD 08D05 - 20b

SDD 08D05 - 20b

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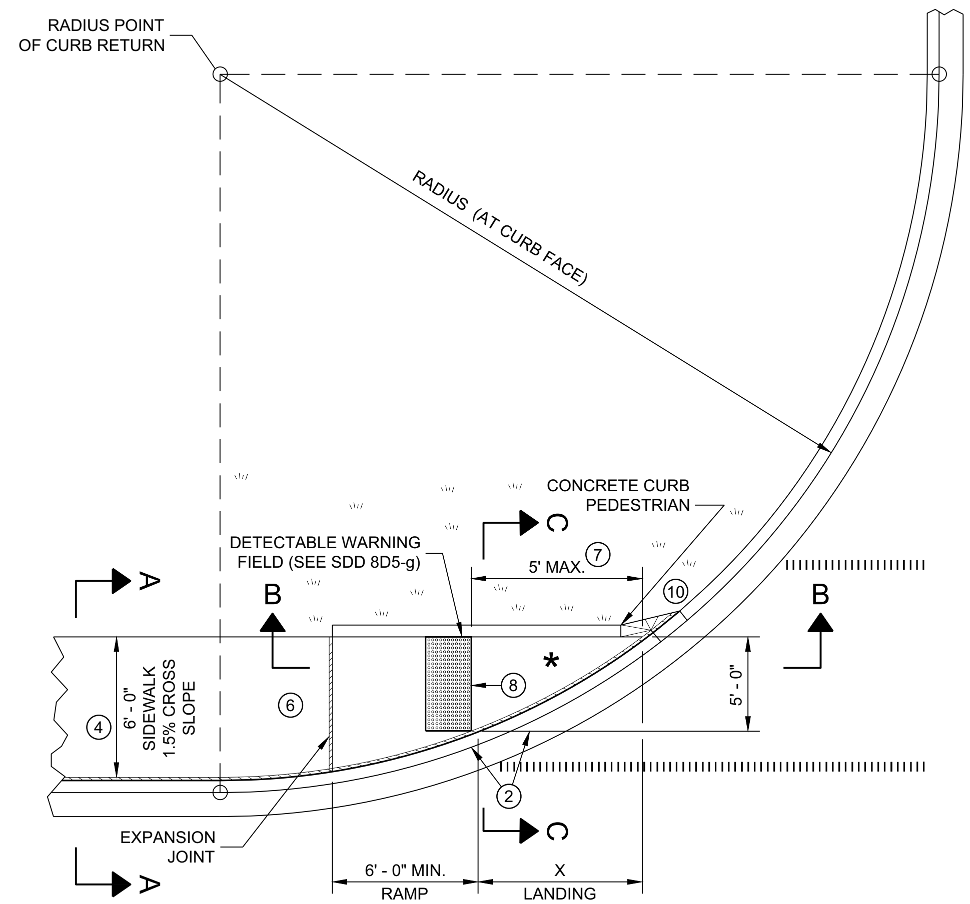
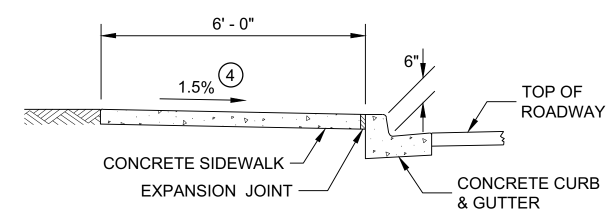


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 ½"

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.

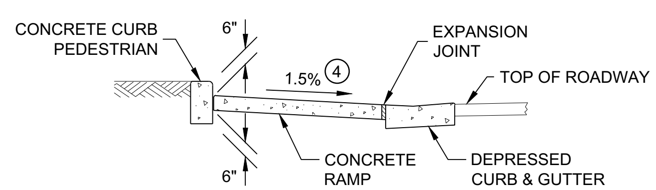
10 INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

½" EXPANSION JOINT SIDEWALK

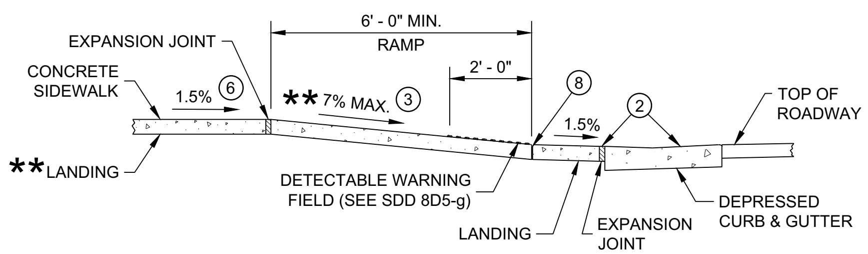
CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



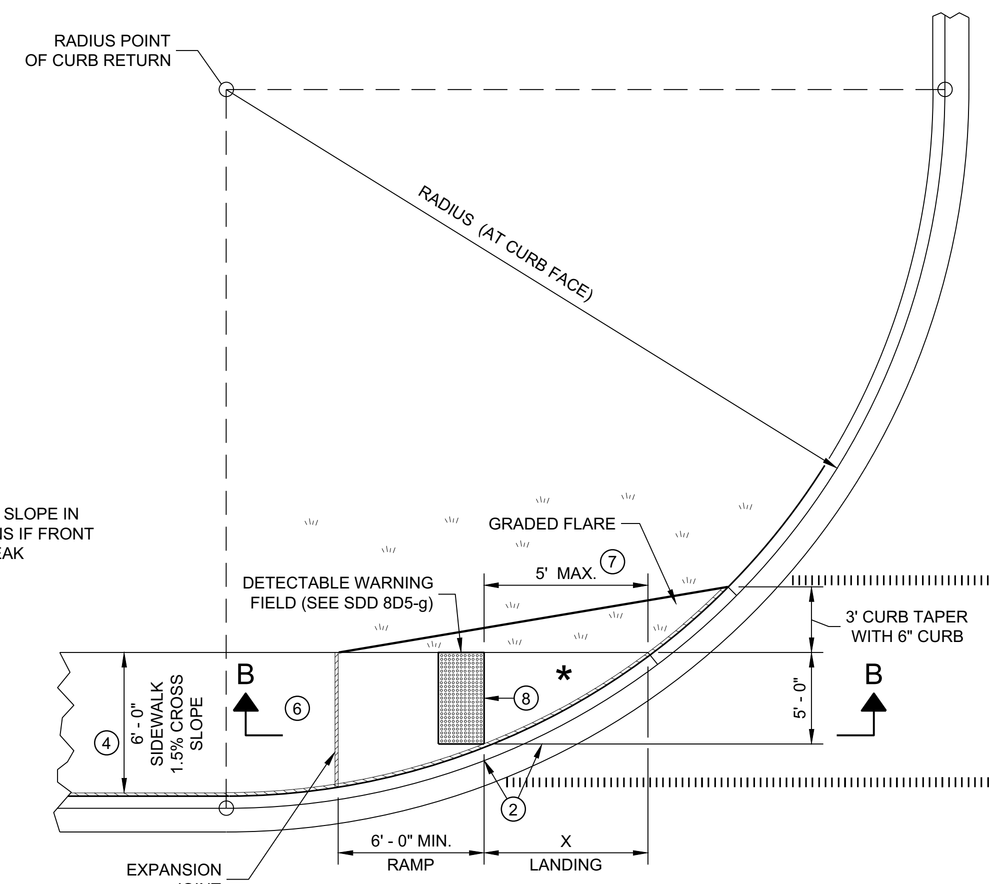
SECTION C - C FOR TYPE 4A

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



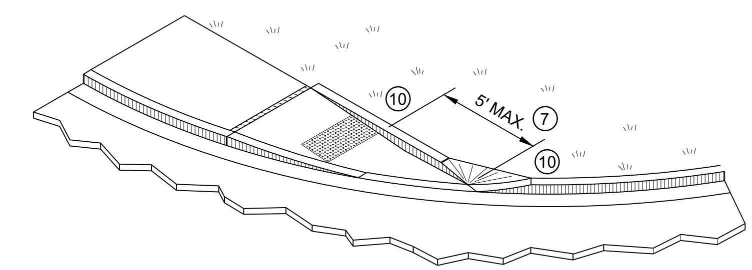
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

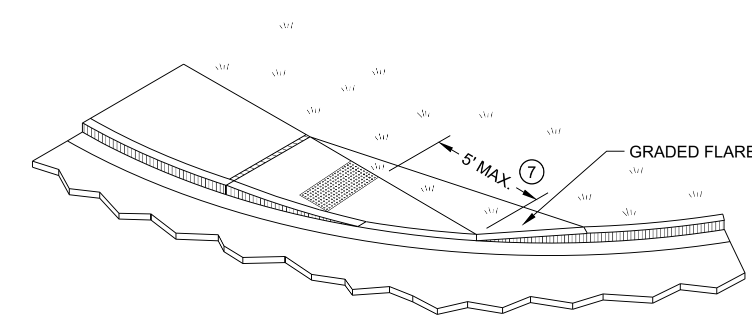


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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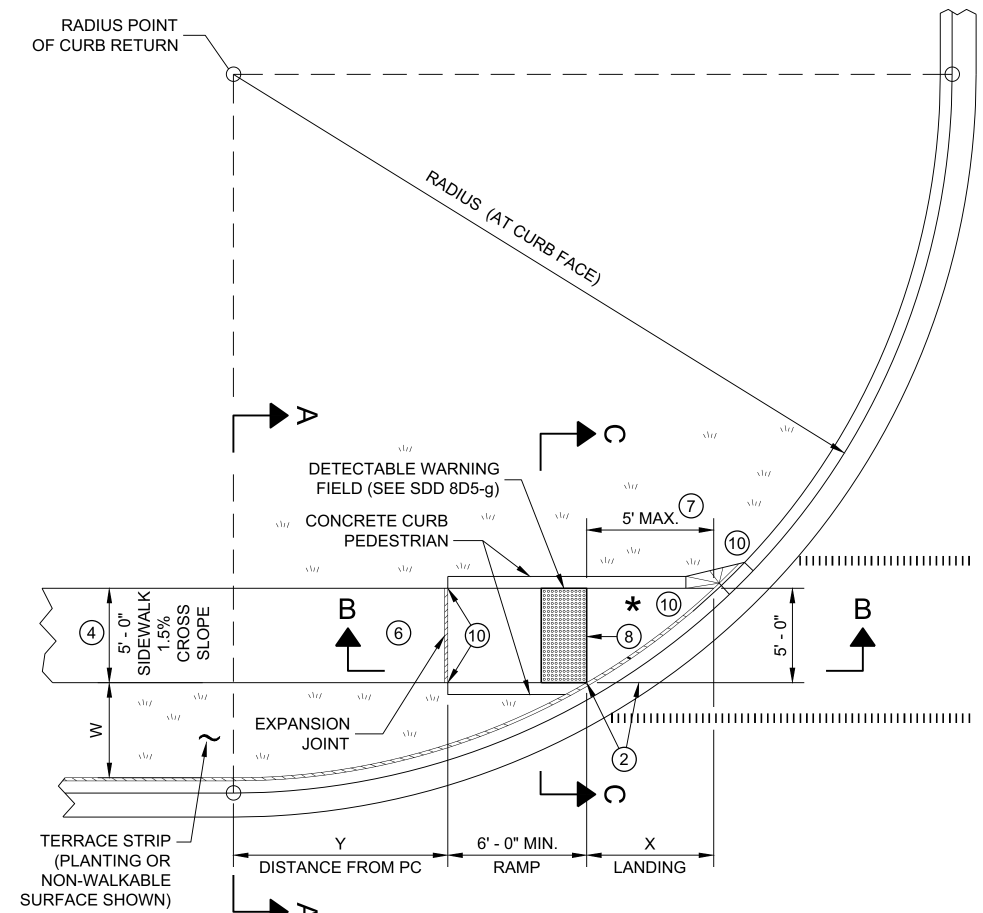
CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20c

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.

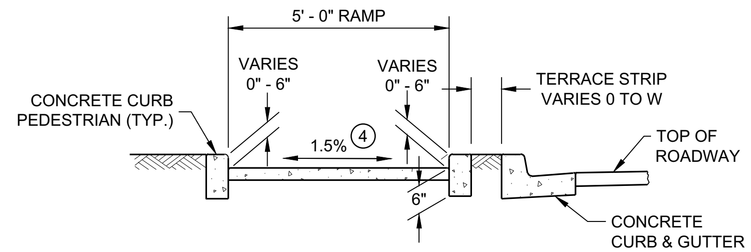
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

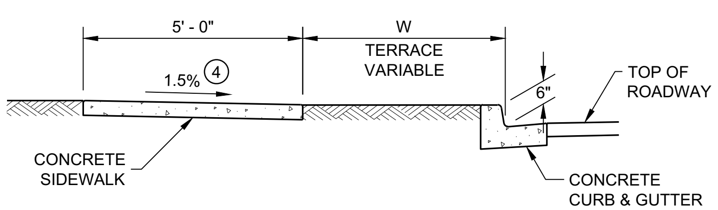
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

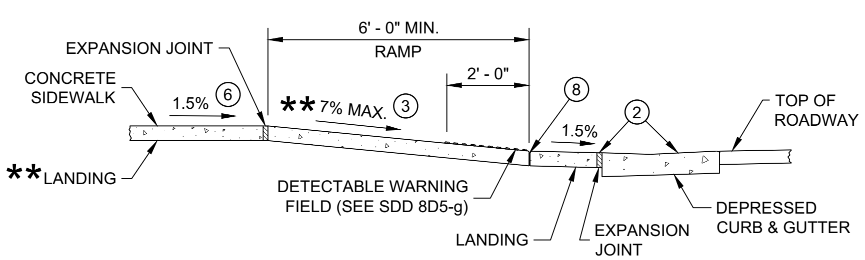


SECTION C - C FOR TYPE 4B



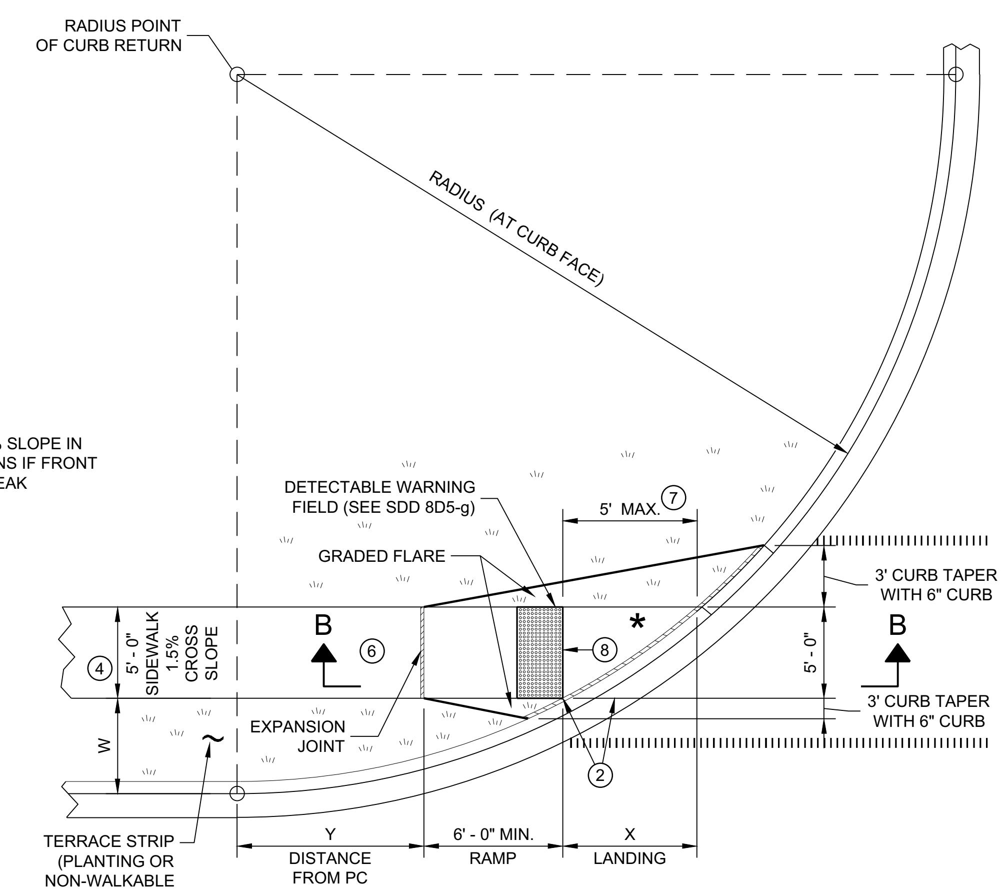
SECTION A - A FOR TYPE 4B

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



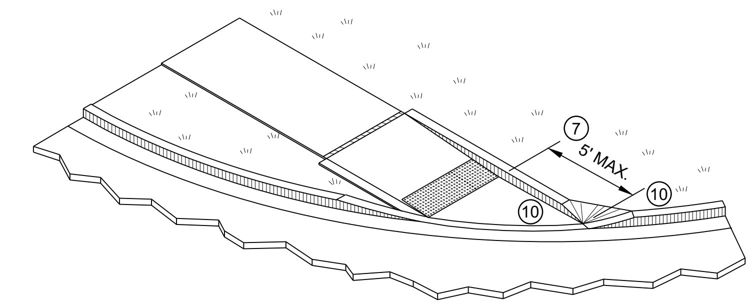
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

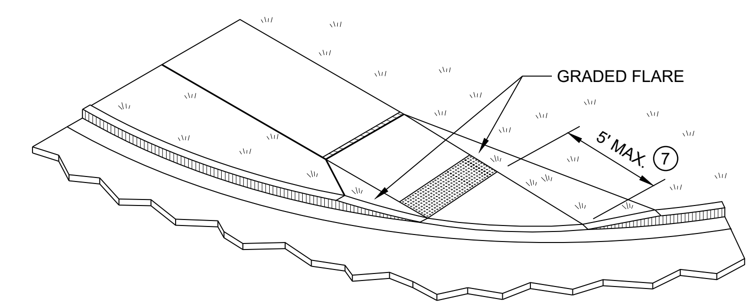


PLAN VIEW

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 TRANSPORTATI

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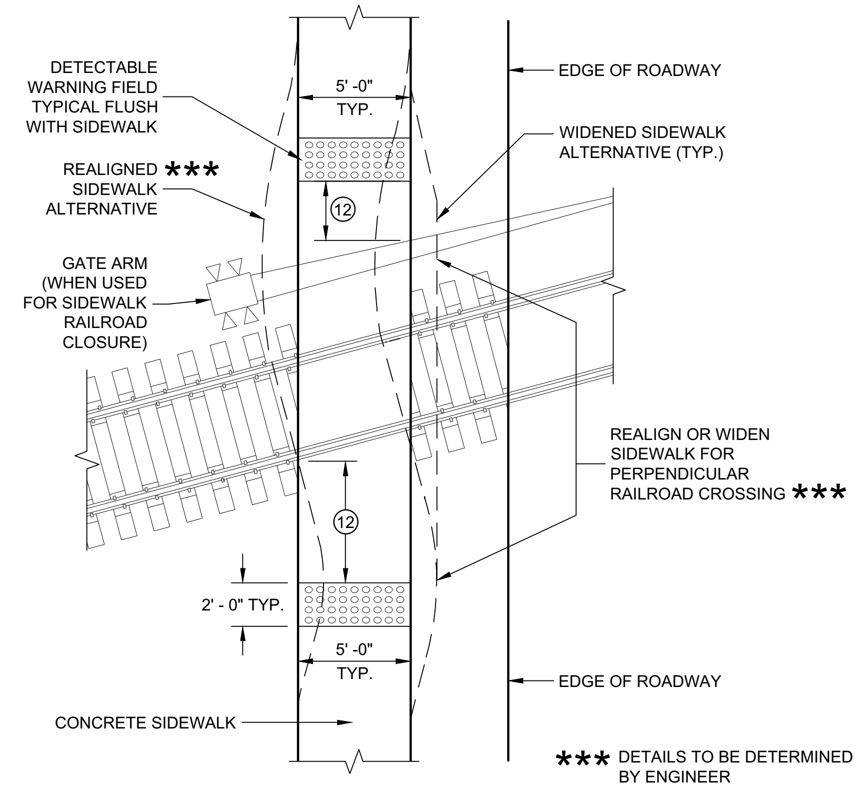
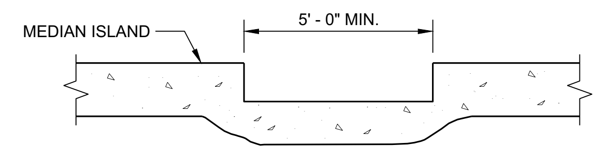
SDD 08D05 - 20d

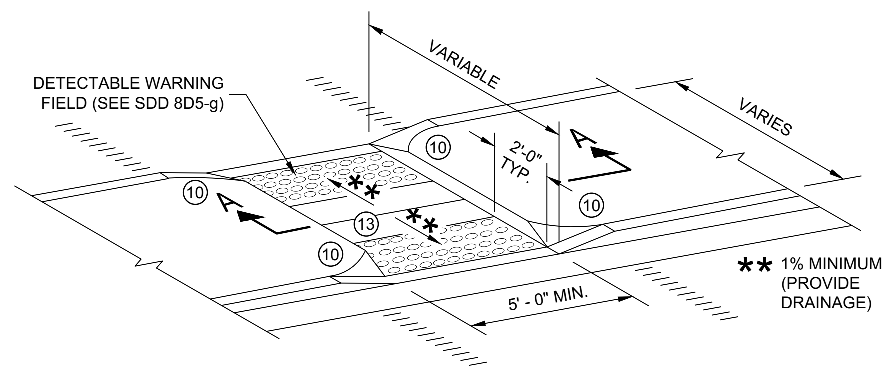


CURB RAMP TYPE 8

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.

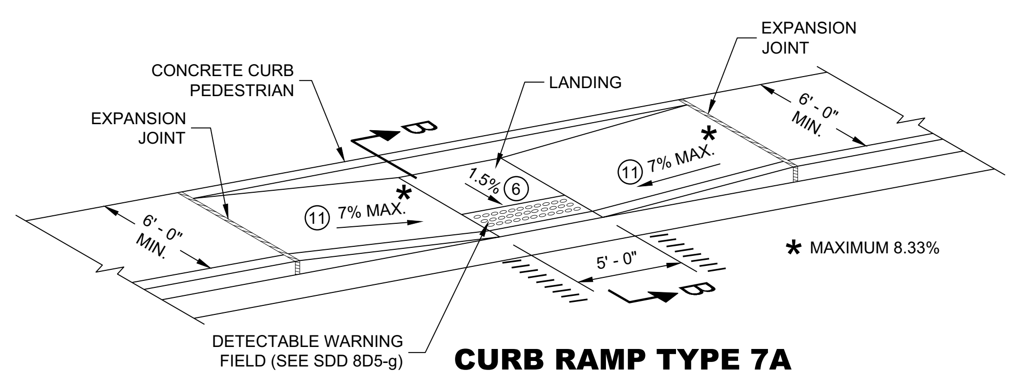
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

½" EXPANSION JOINT SIDEWALK

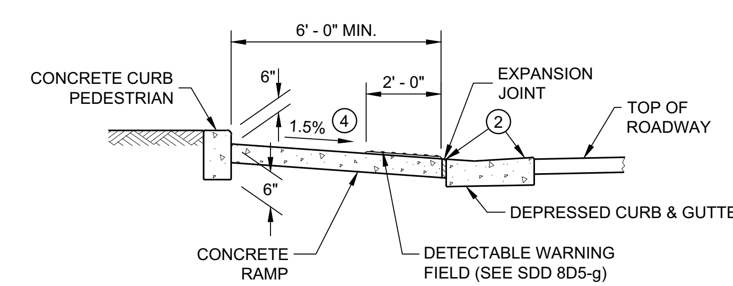
CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

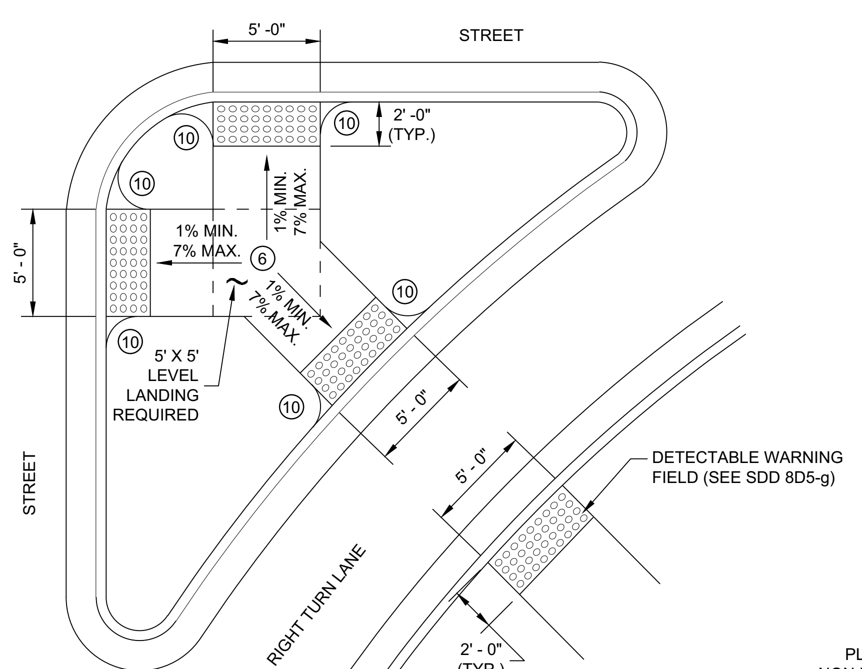


CURB RAMP TYPE 7A

MID BLOCK CROSSING



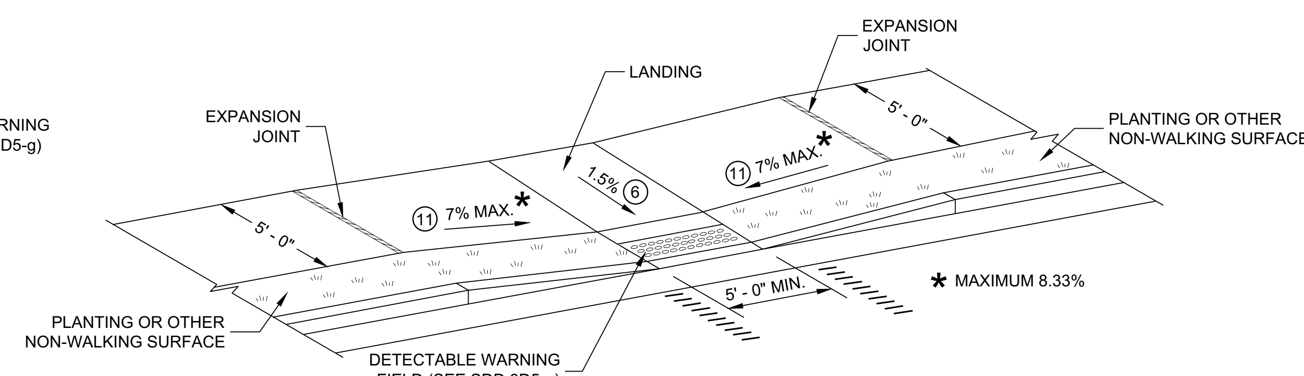
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

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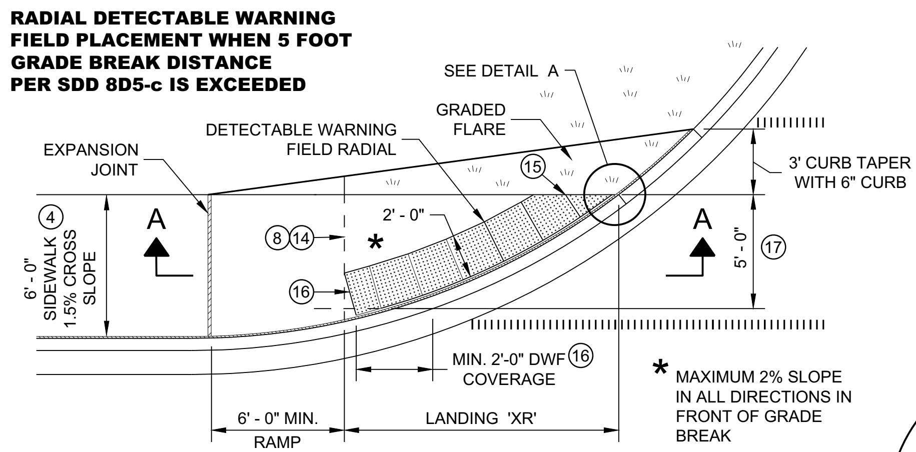
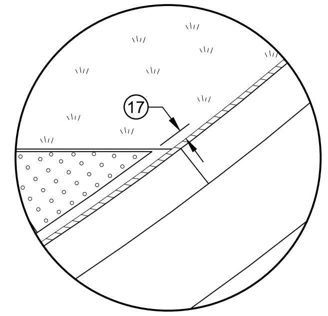
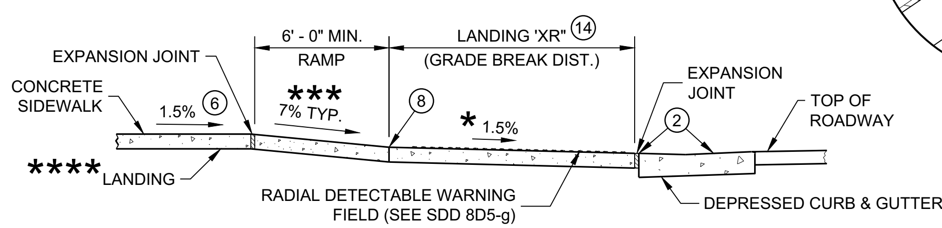
SDD 08D05 - 20e



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

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.

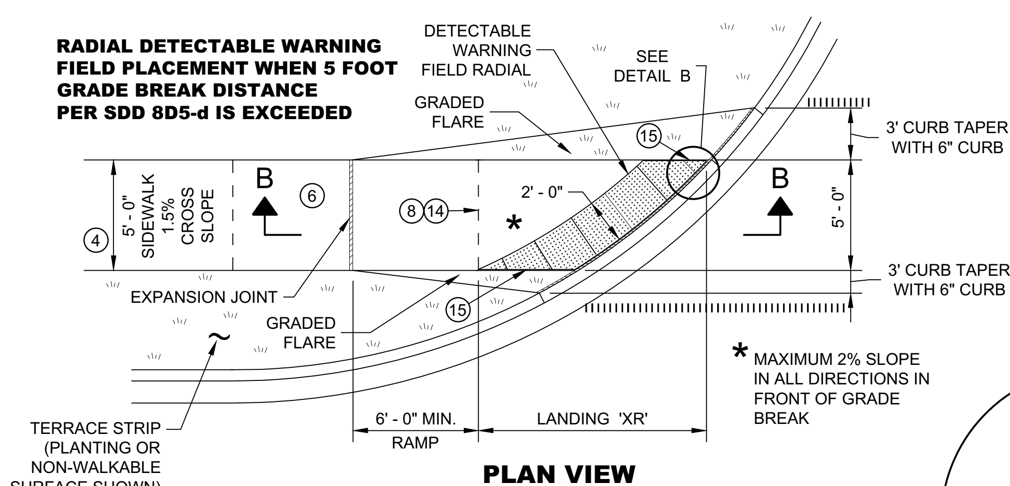
8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

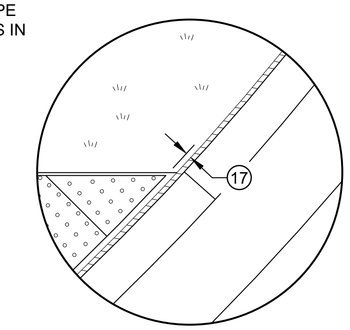
15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

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.

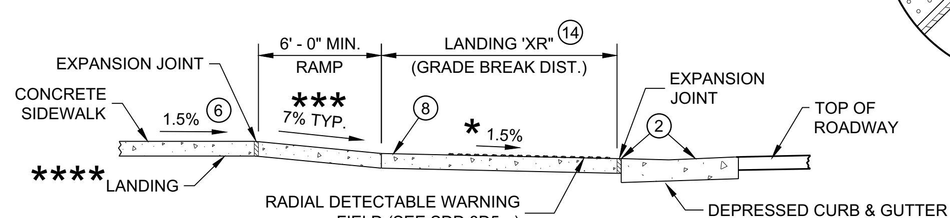
17 A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



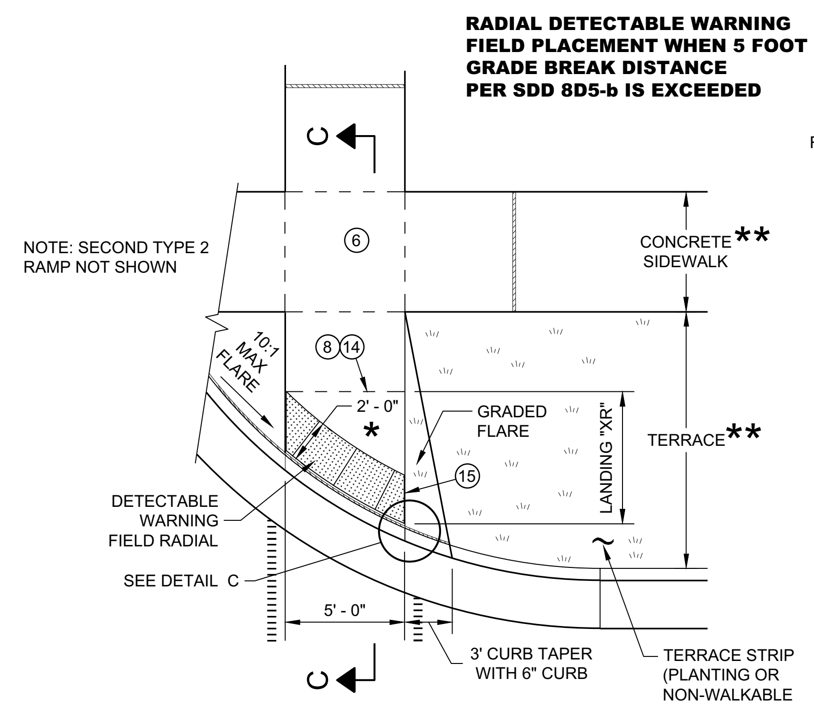
DETAIL B



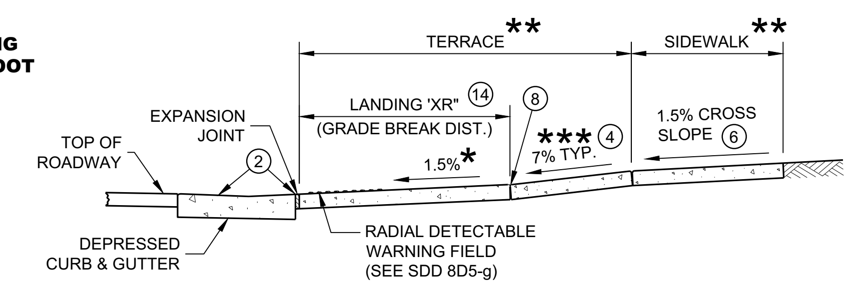
**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

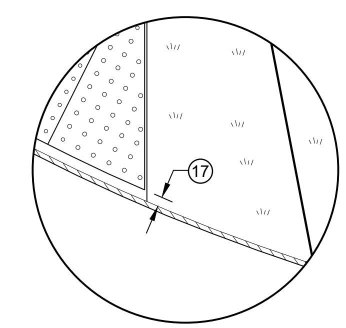


SECTION C - C FOR TYPE 2

* 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 TRANSPORTATI

SDD 08D05 - 20f

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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.

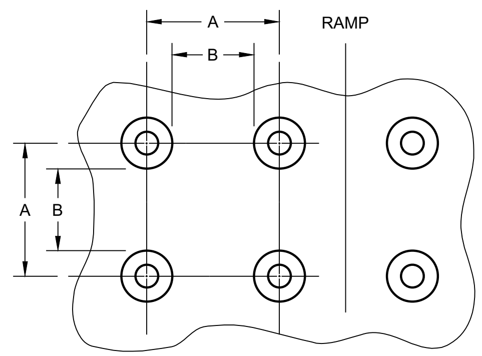
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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.

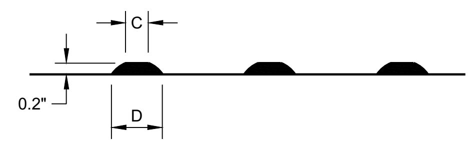
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

	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.

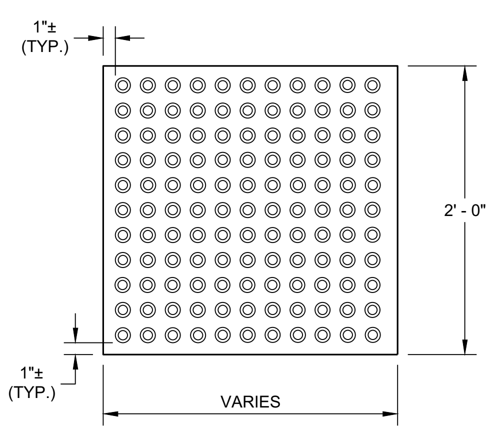


PLAN VIEW

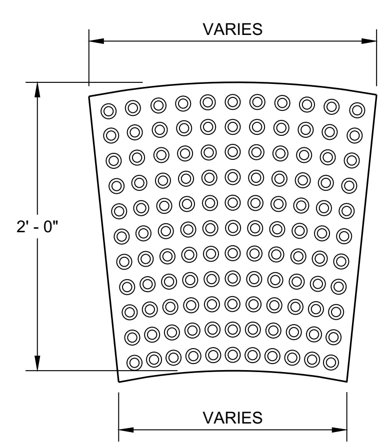


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

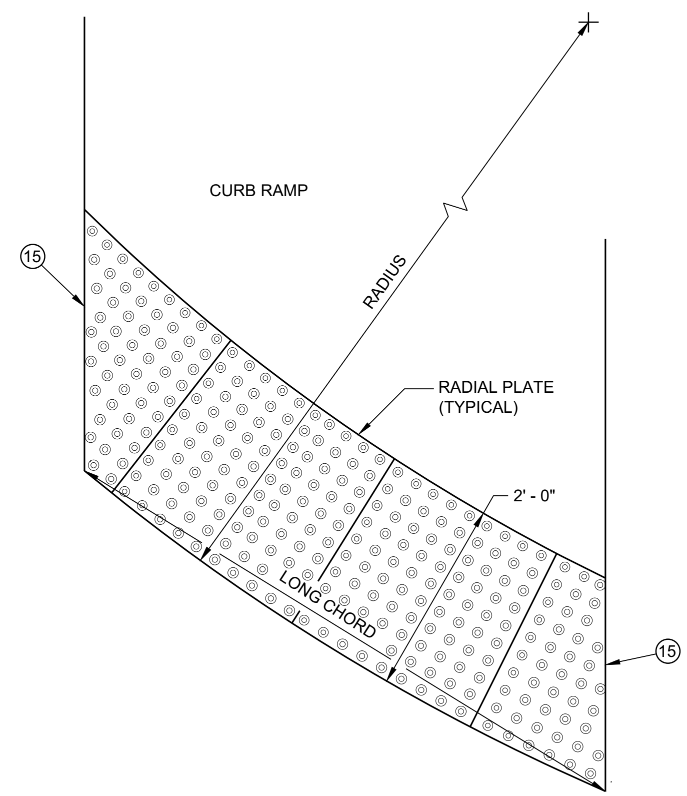


RECTANGULAR PLATES

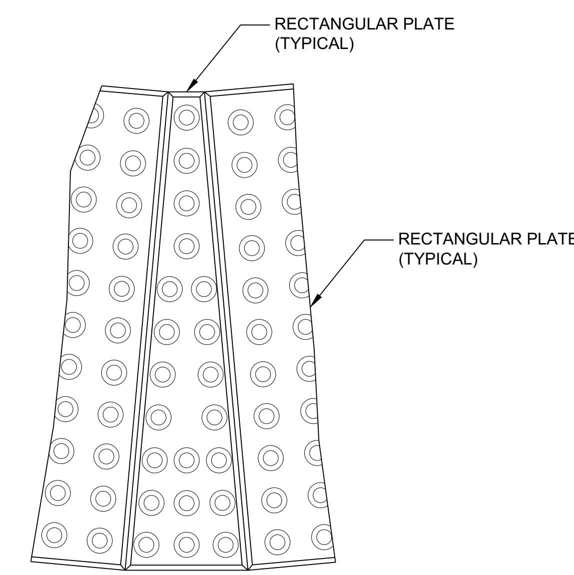


RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



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 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

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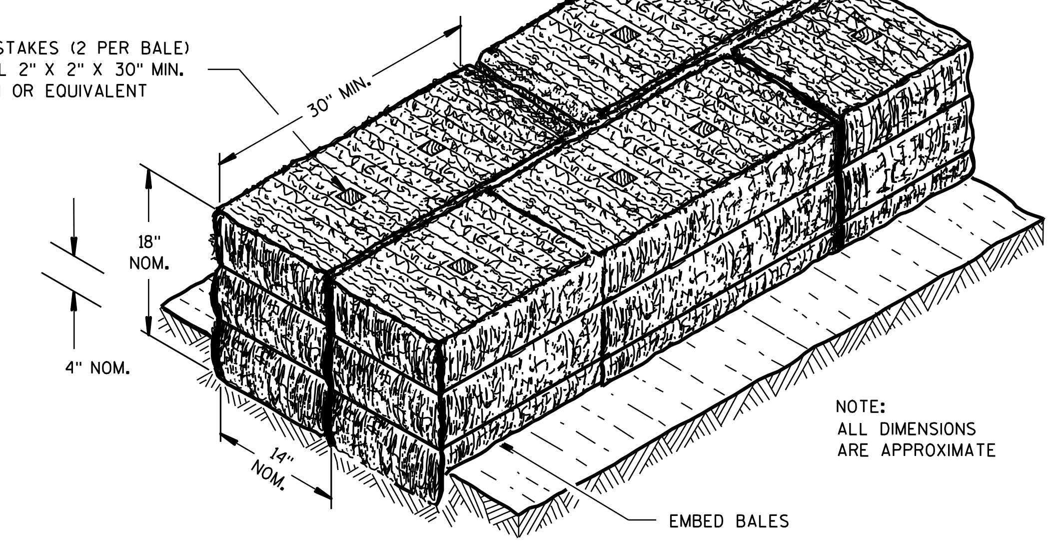
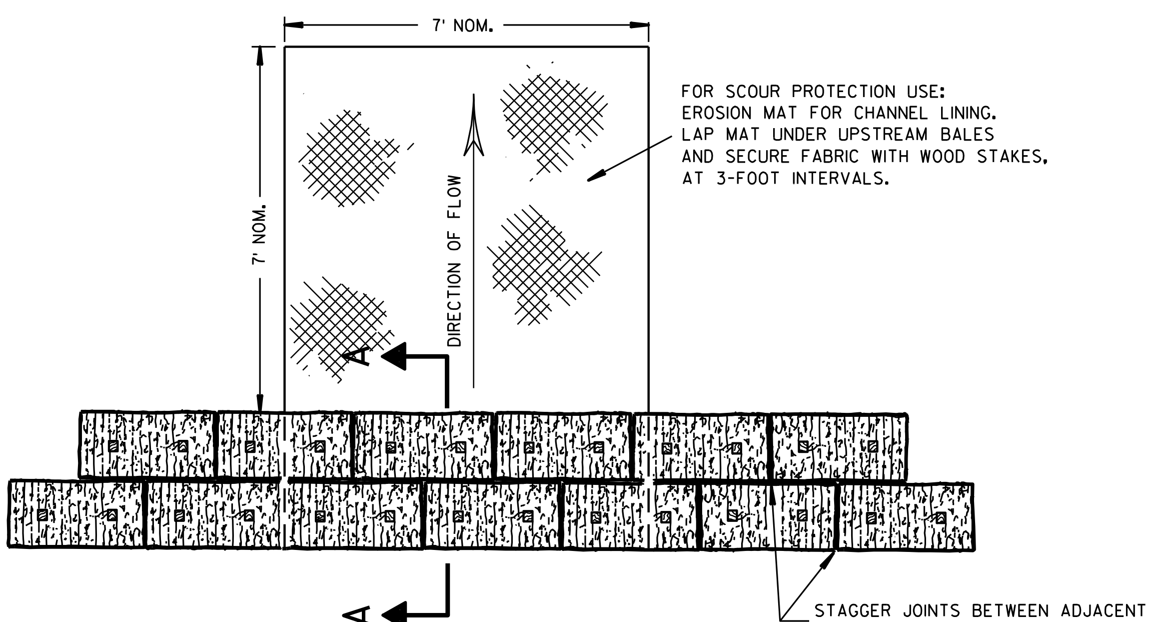
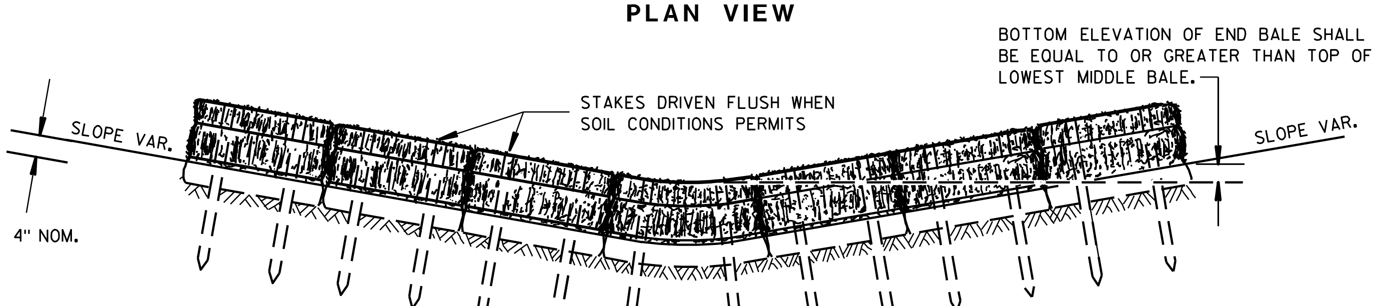
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



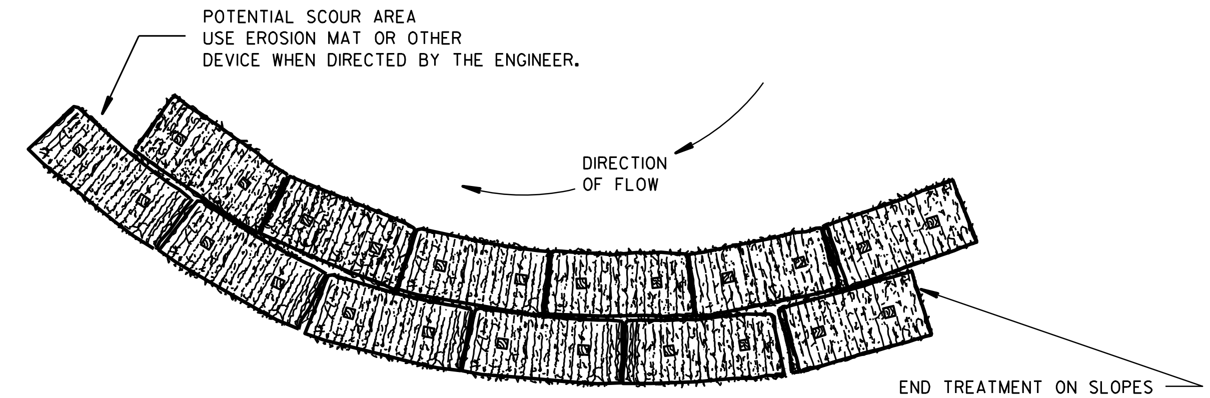
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

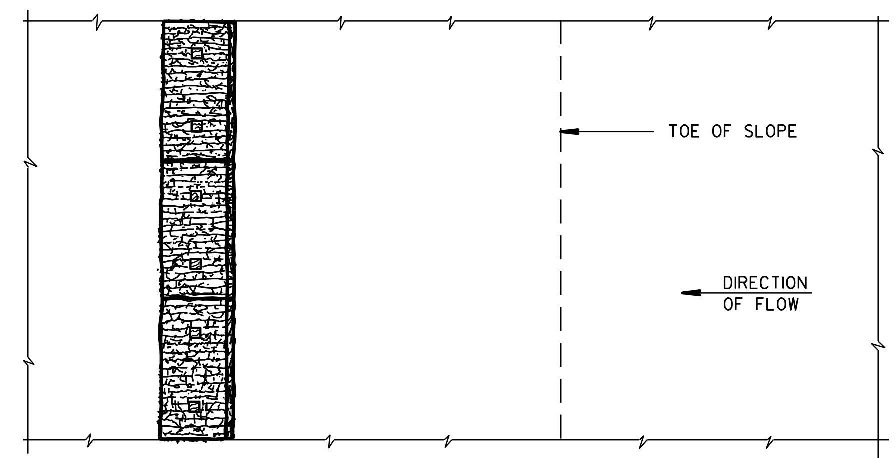
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

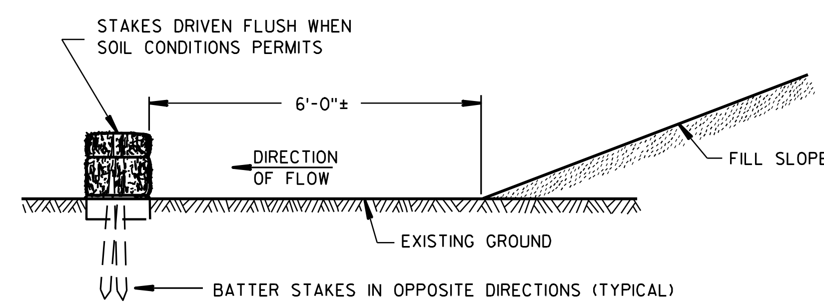


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW

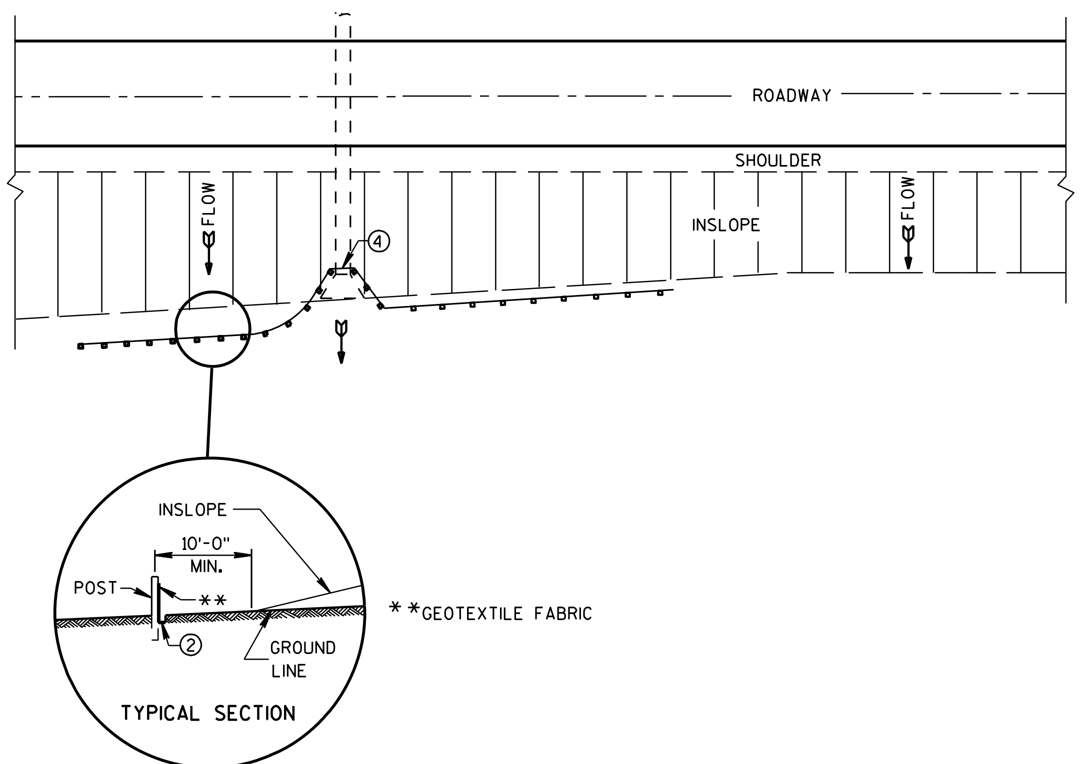


FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

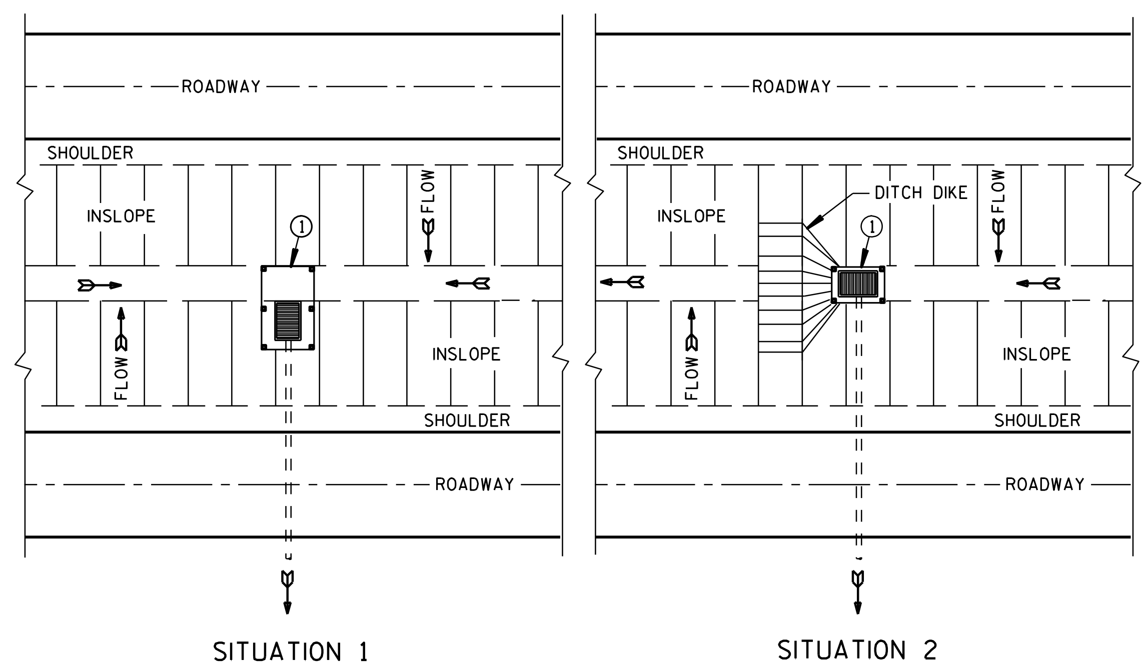
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 6/04/02 DATE   /S/ Beth Cann... CHIEF ROADWAY DEVELOP... ...INEER FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



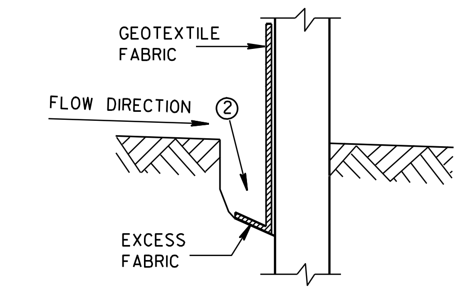
PLAN VIEW

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 1 1/8" X 1 1/8" 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

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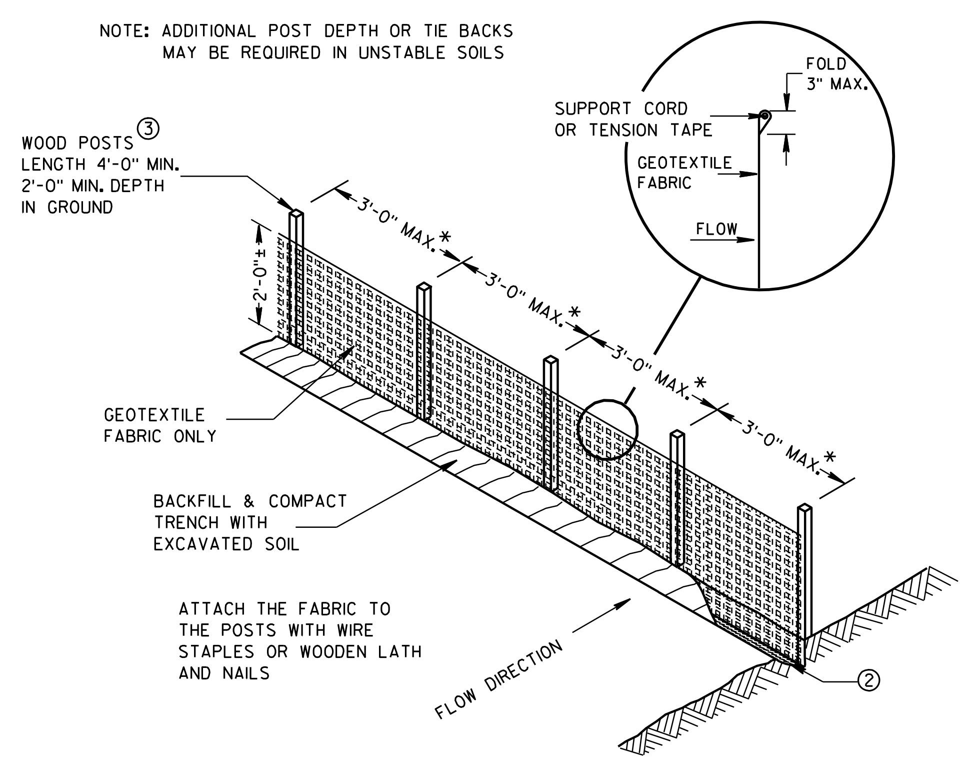
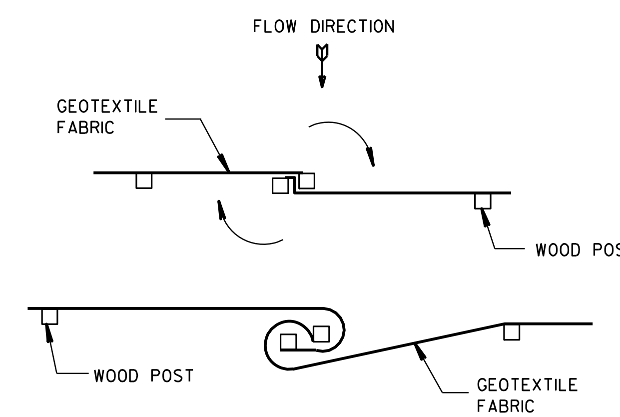
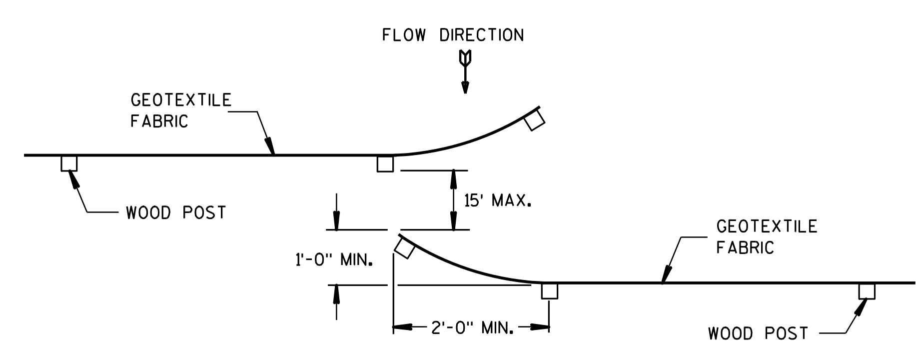


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

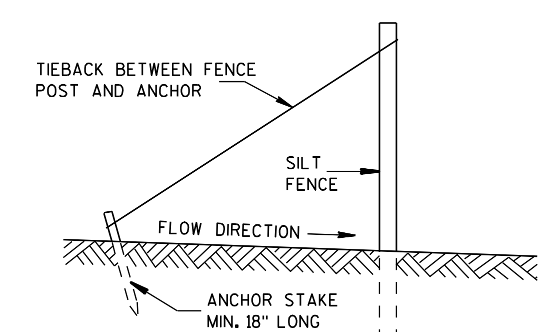


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

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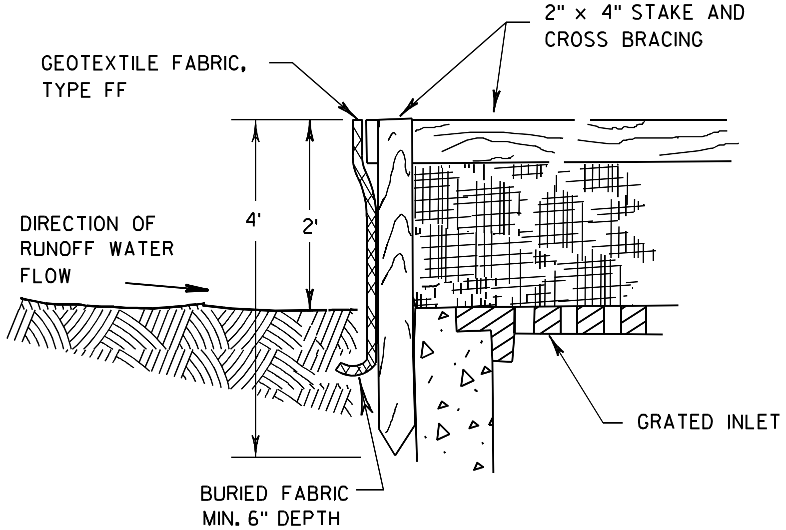
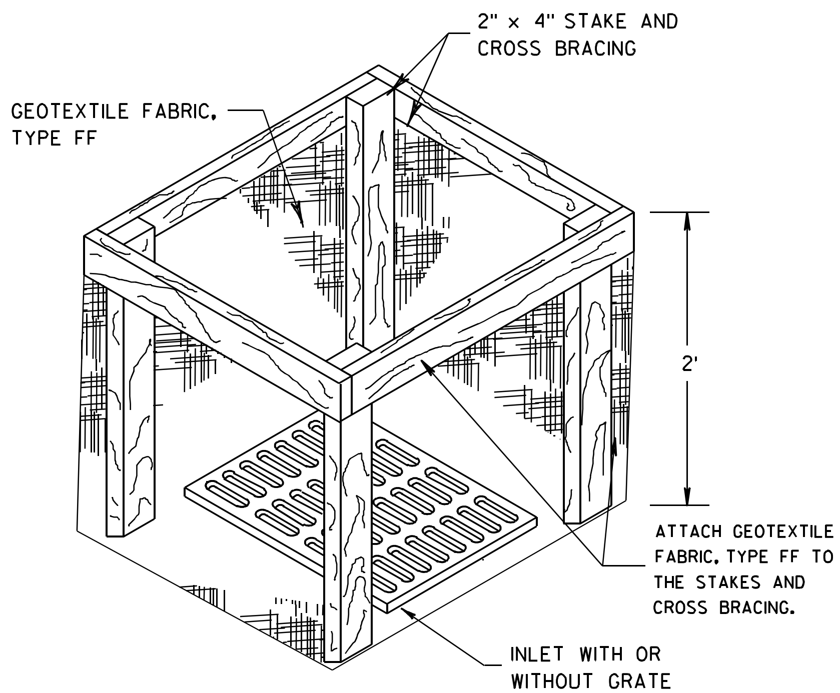
SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 4-29-05 DATE /S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

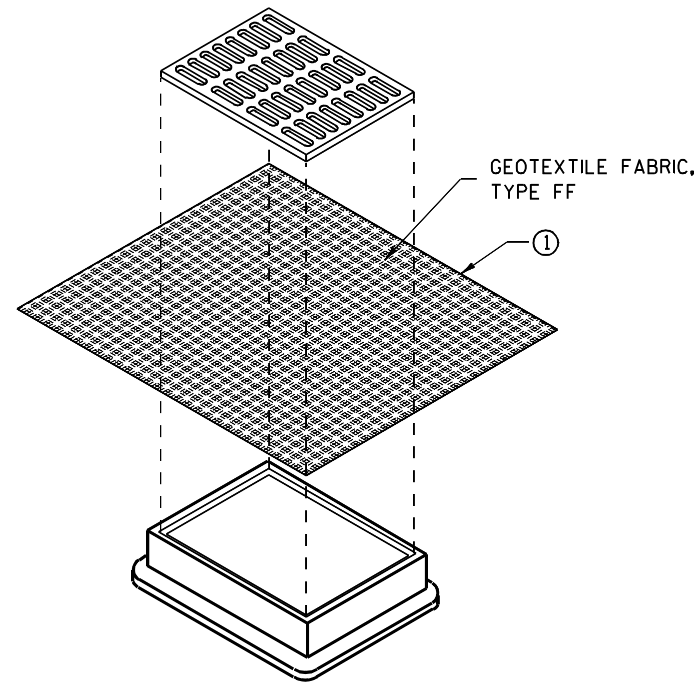
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6

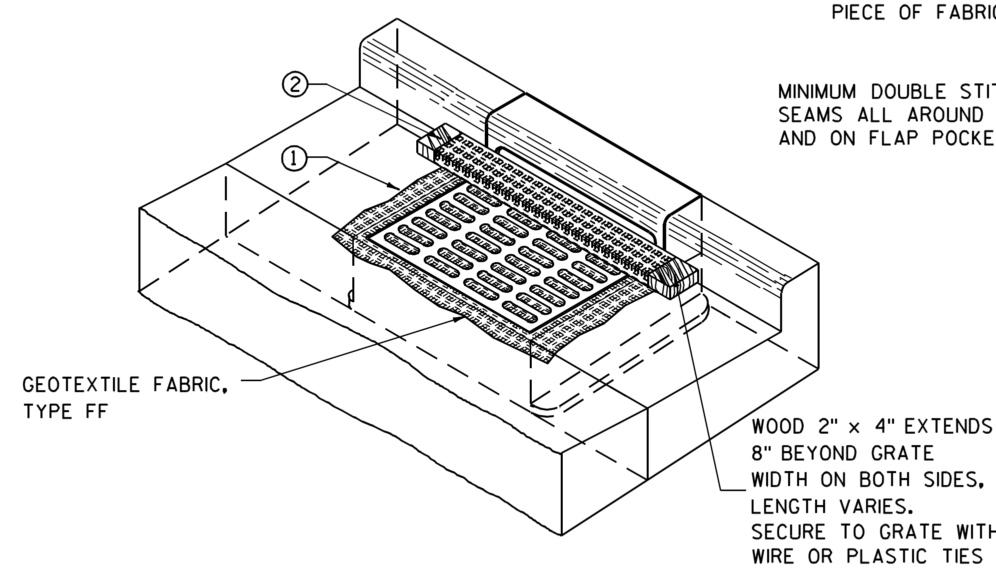




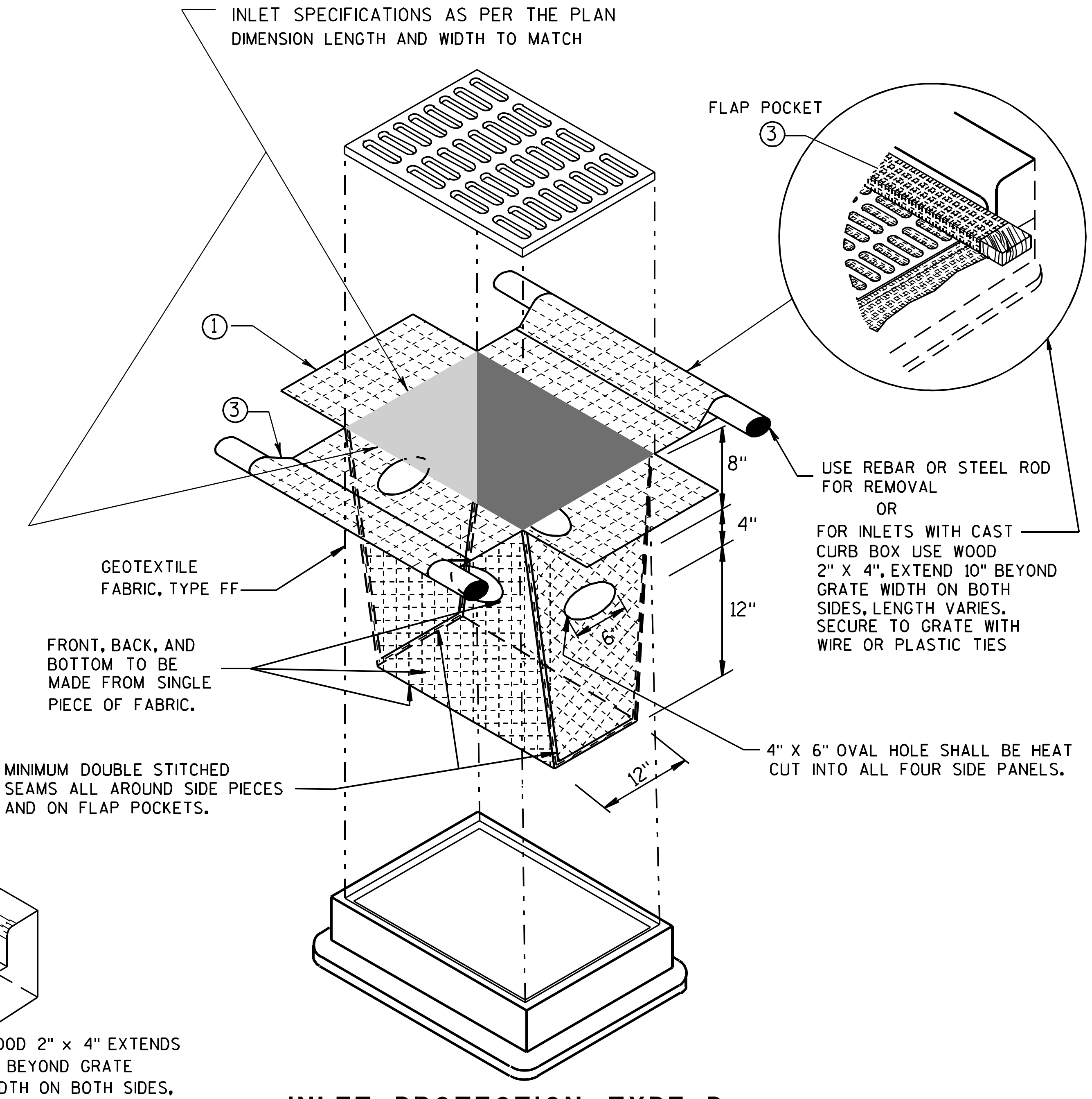
INLET PROTECTION, TYPE A



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.

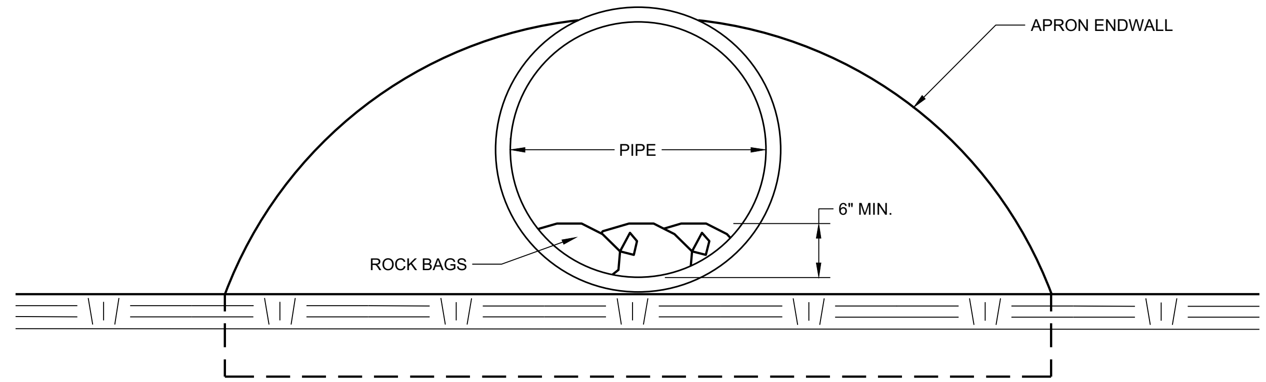
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

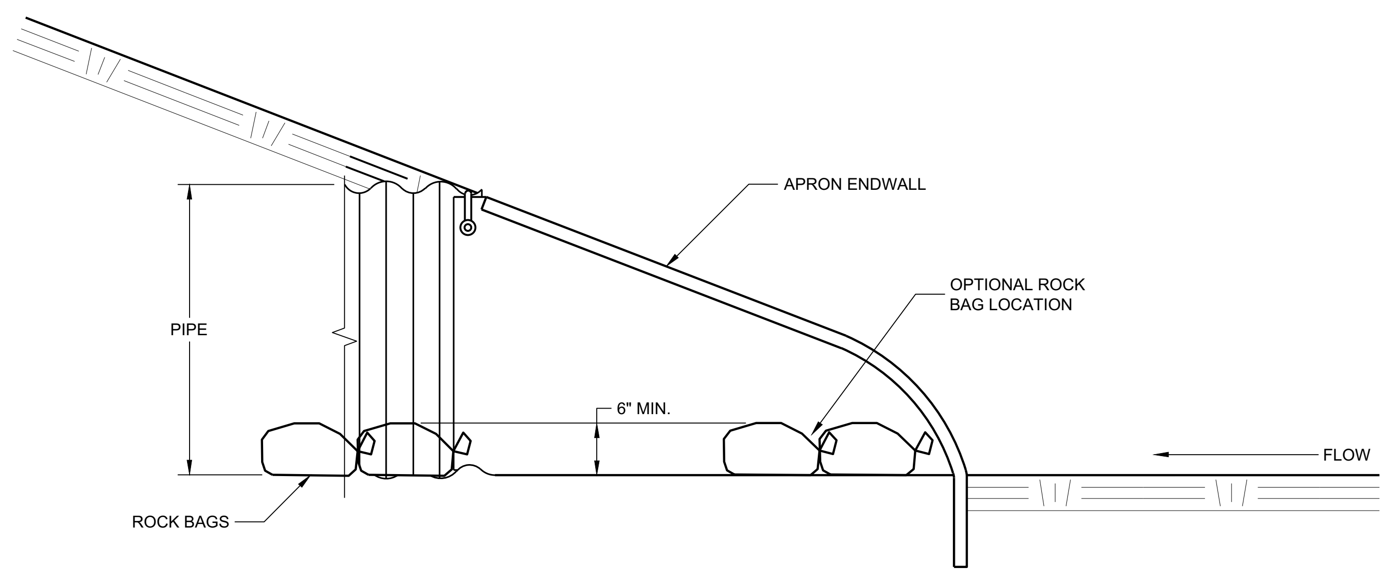
APPROVED
10/16/02 /S/ Beth Cannestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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 /S/ Daniel Schave
DATE EROSION CONTROL ENGI
FHWA

6

SDD 08E15 - 01

METAL APRON ENDWALLS

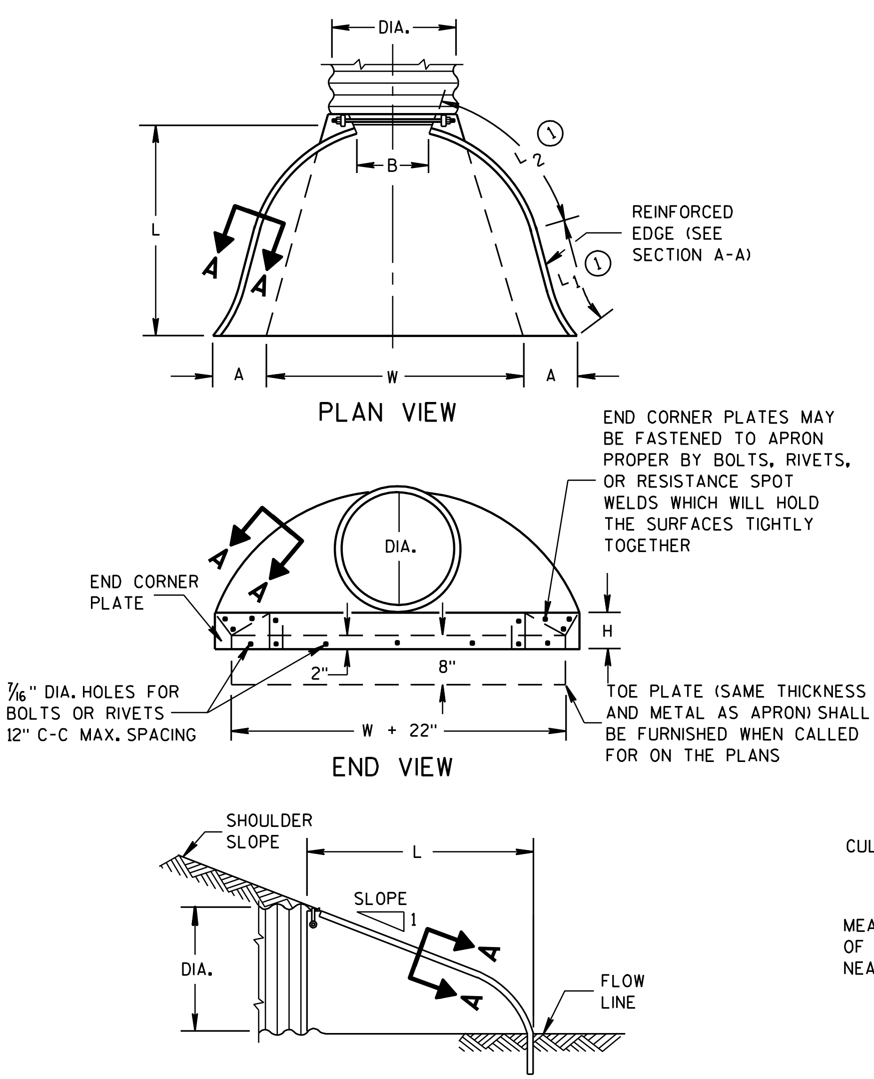
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

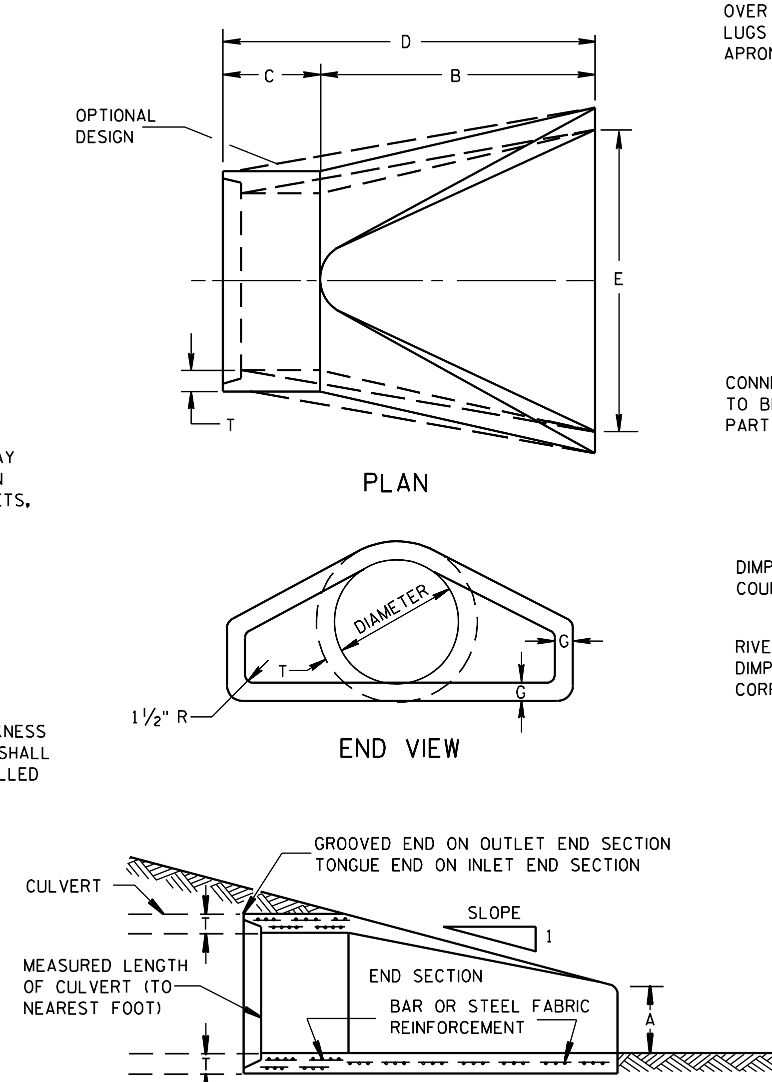
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	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

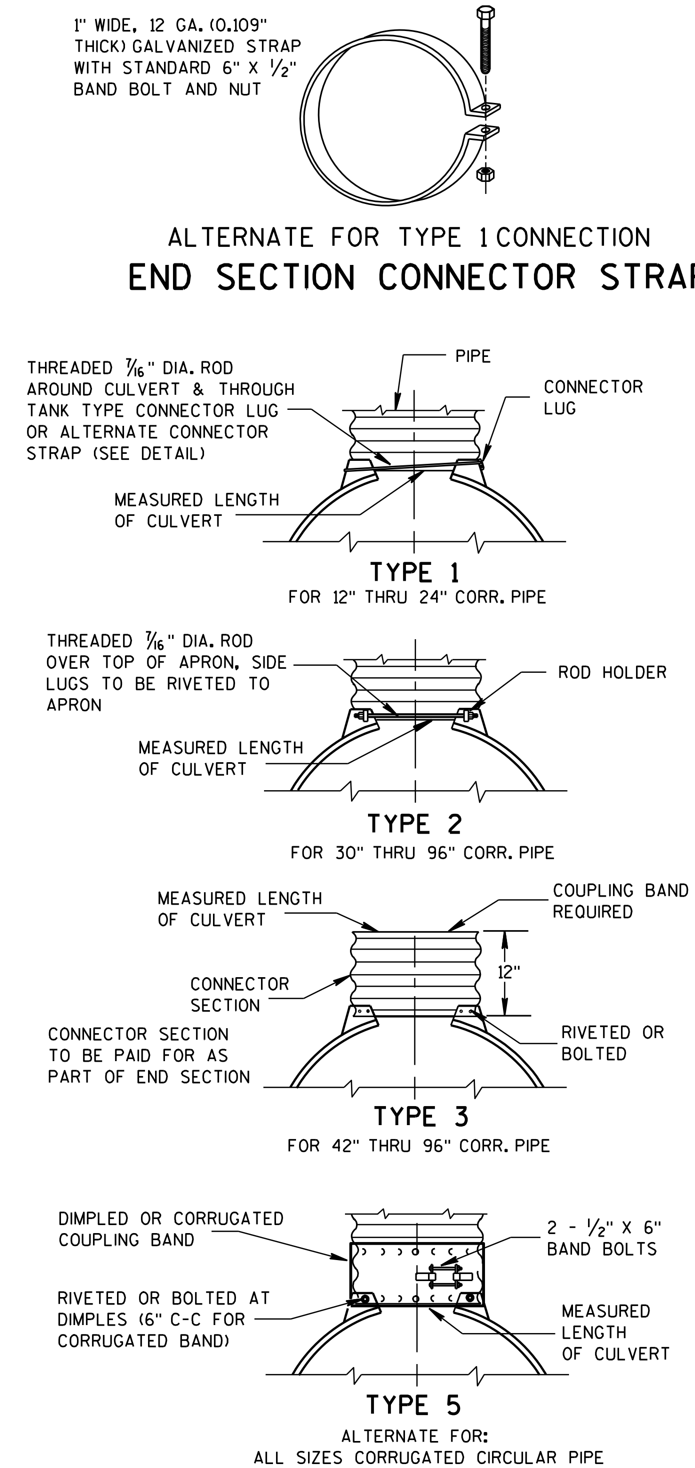
*MINIMUM
**MAXIMUM



METAL ENDWALLS



CONCRETE ENDWALLS



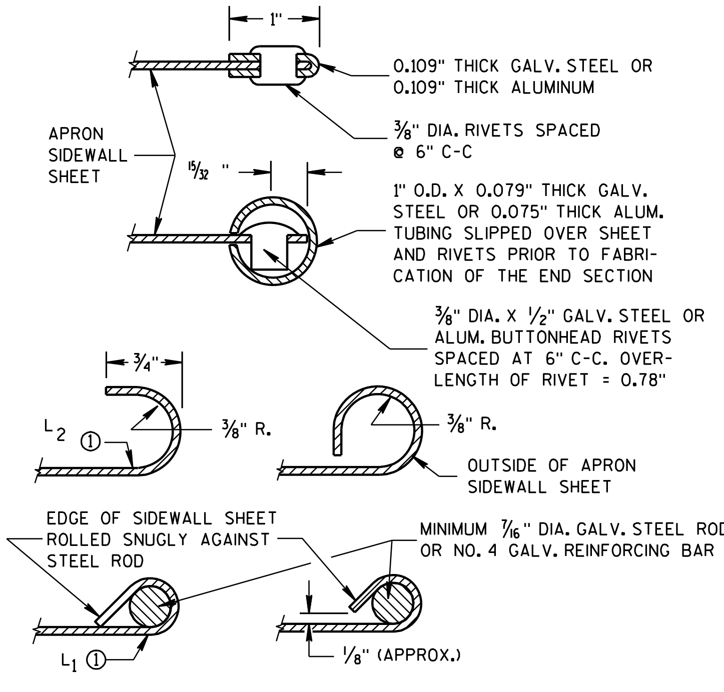
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

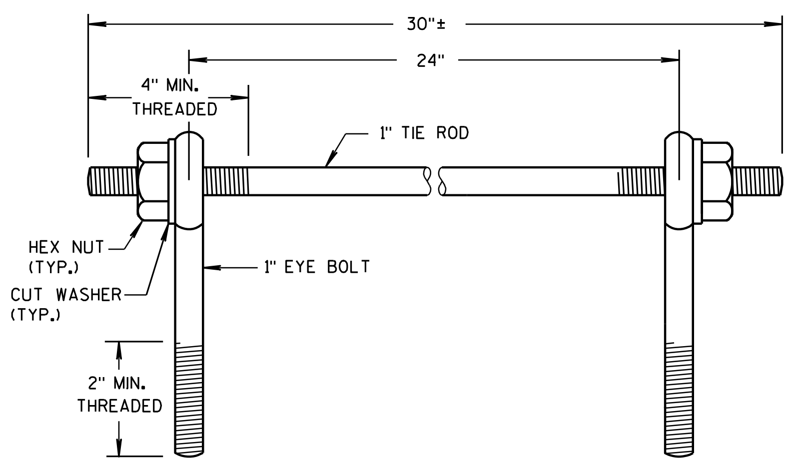
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

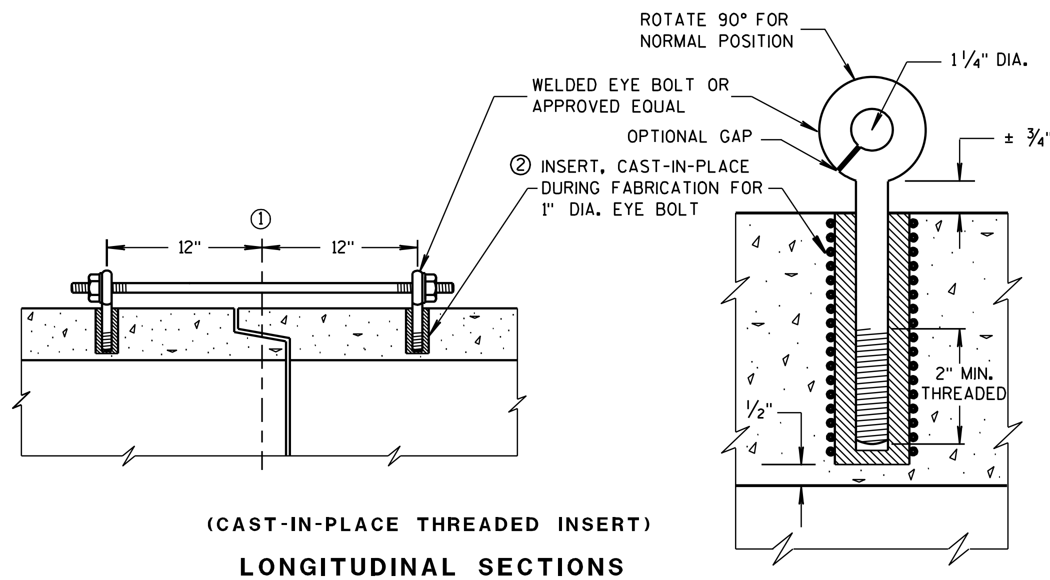
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

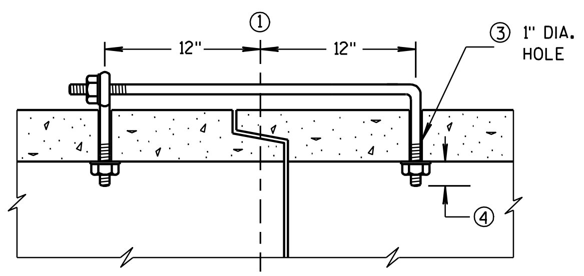
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

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

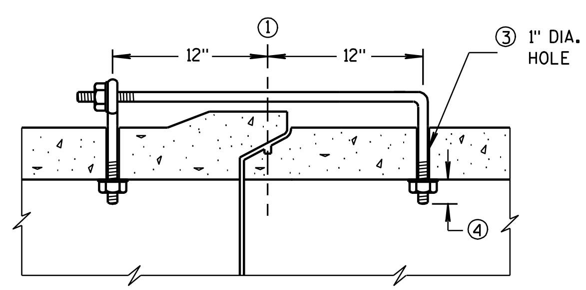
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

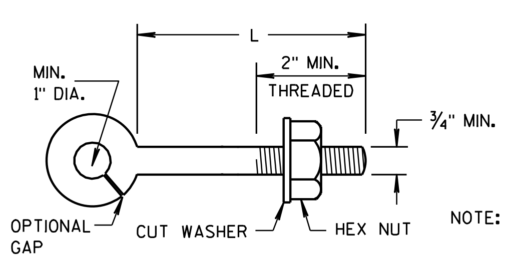


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

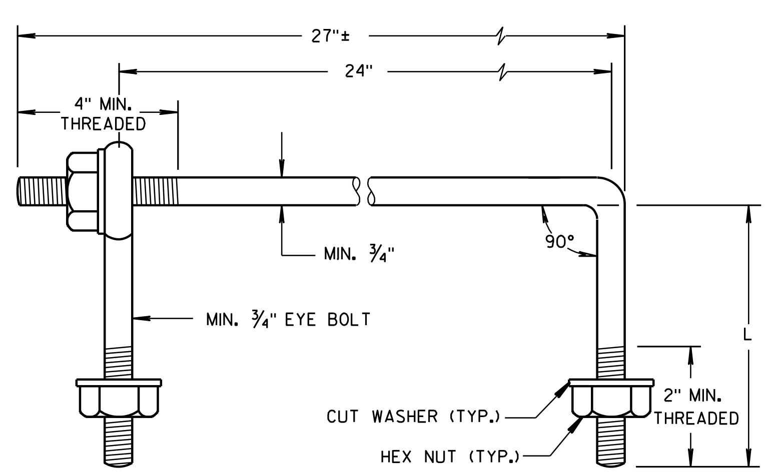
PIPE SIZE	L = LENGTH: TONGUE & GROOVE PIPE	L = LENGTH: MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



EYE BOLT

NOTE:

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

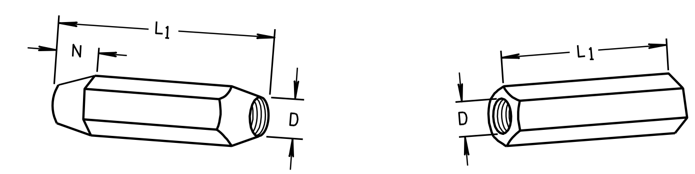
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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 7/16

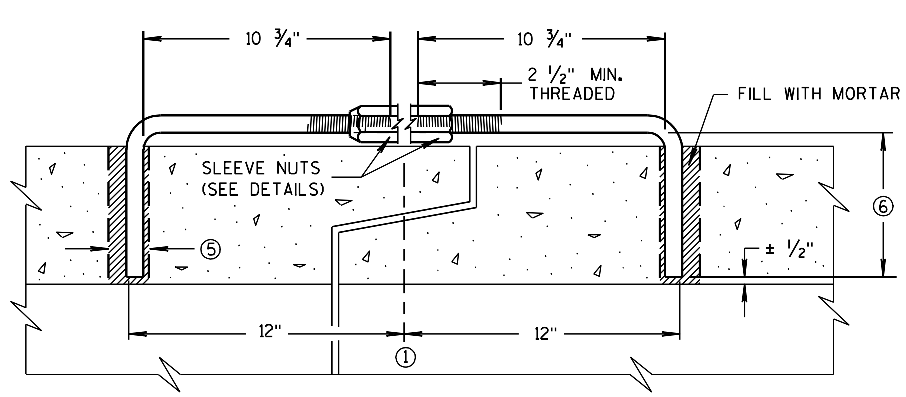
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

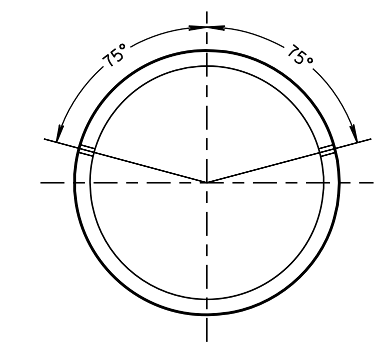
SLEEVE NUTS



LONGITUDINAL SECTION

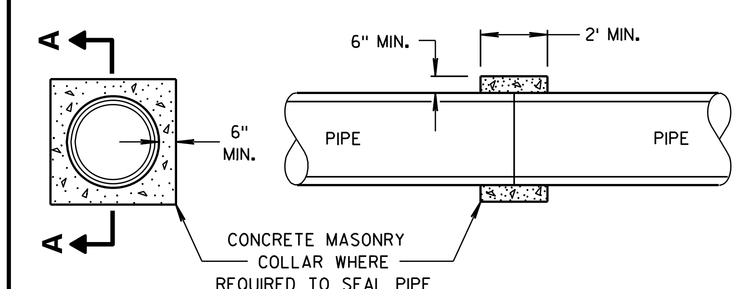
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

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S.D.D. 8 F 4-7

GENERAL NOTES

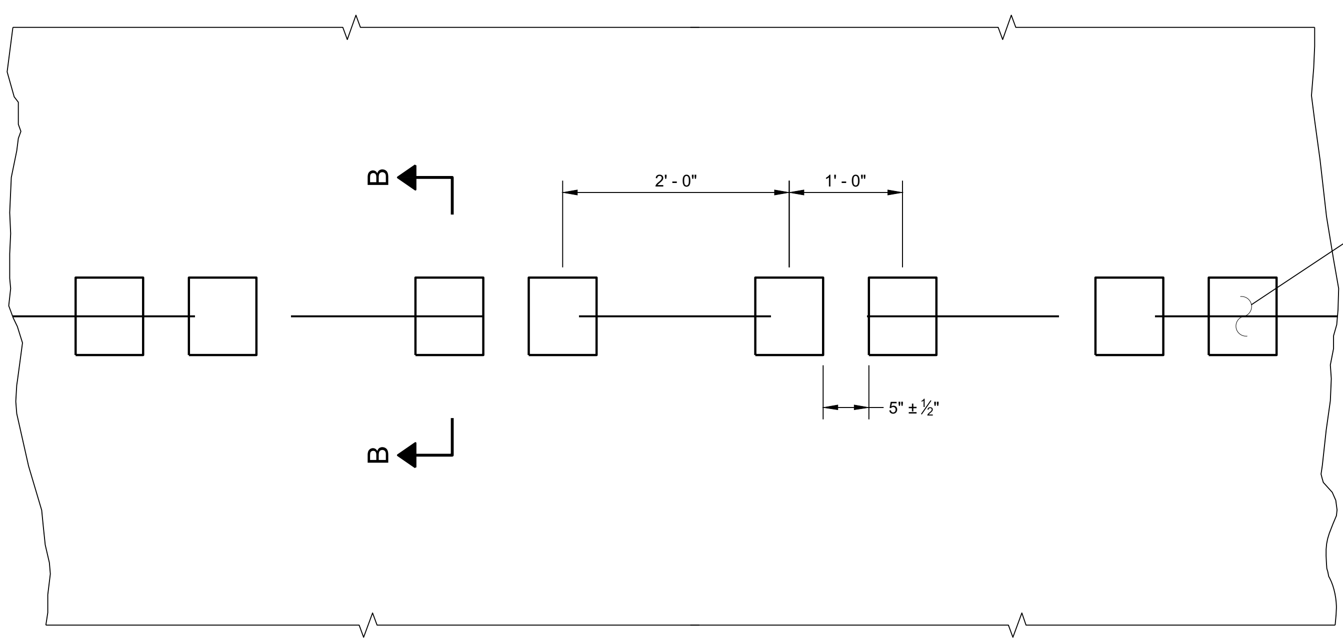
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

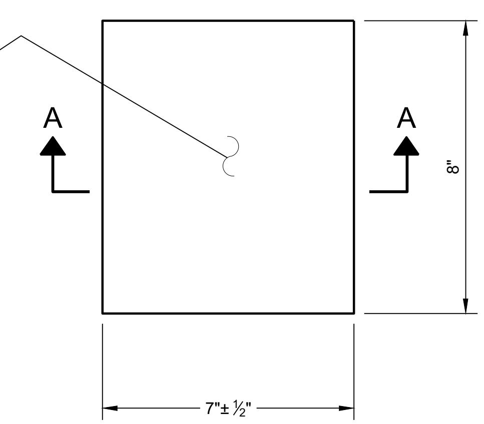
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

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.

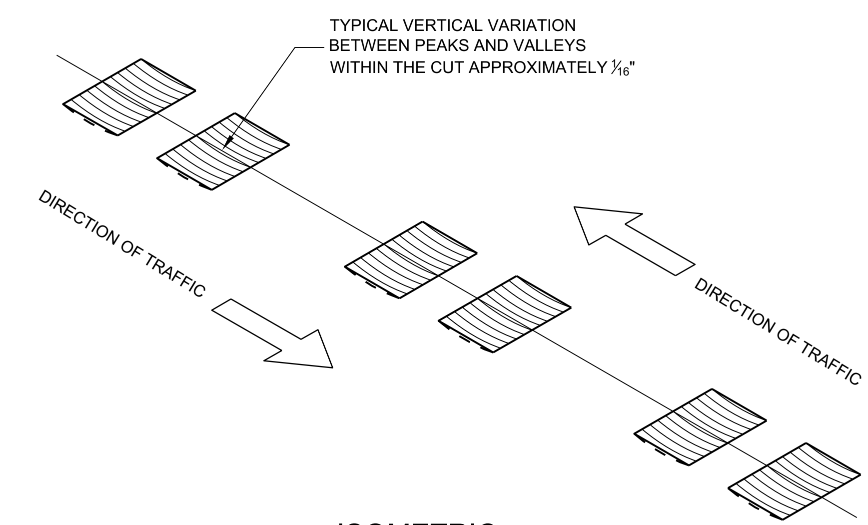


PLAN VIEW
SHOULDER WITH GROOVES

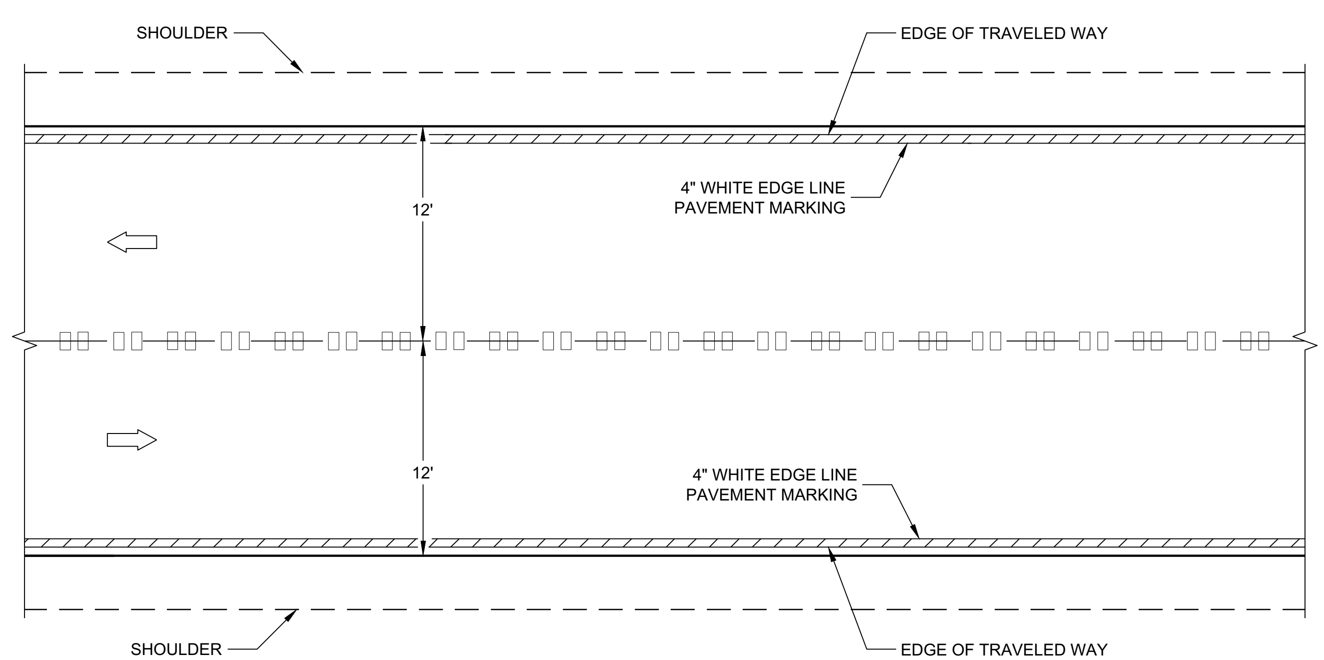


PLAN VIEW
(SINGLE GROOVE)

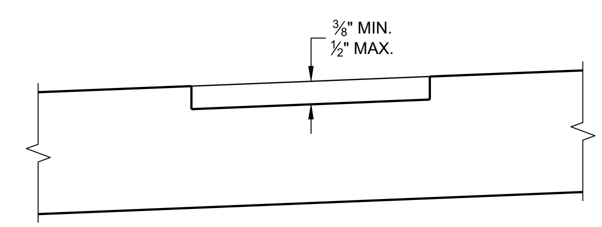
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



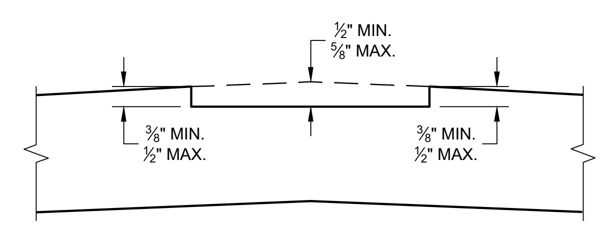
ISOMETRIC



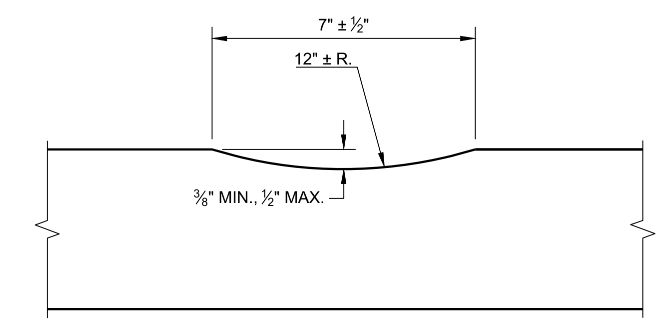
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



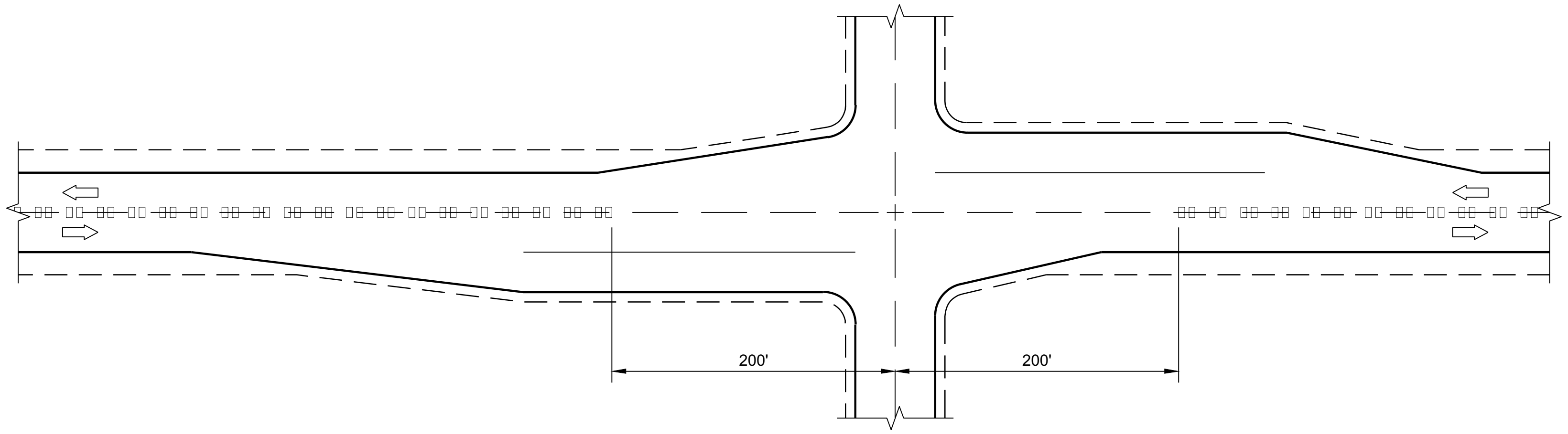
SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

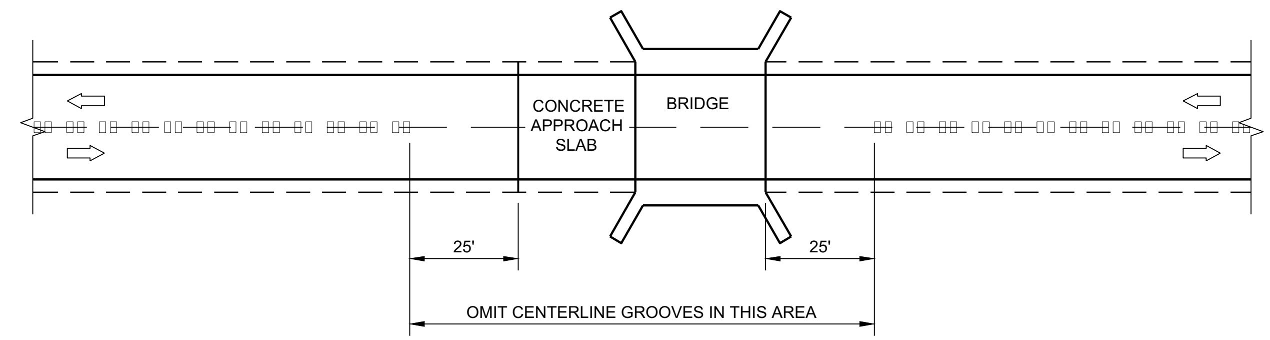
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



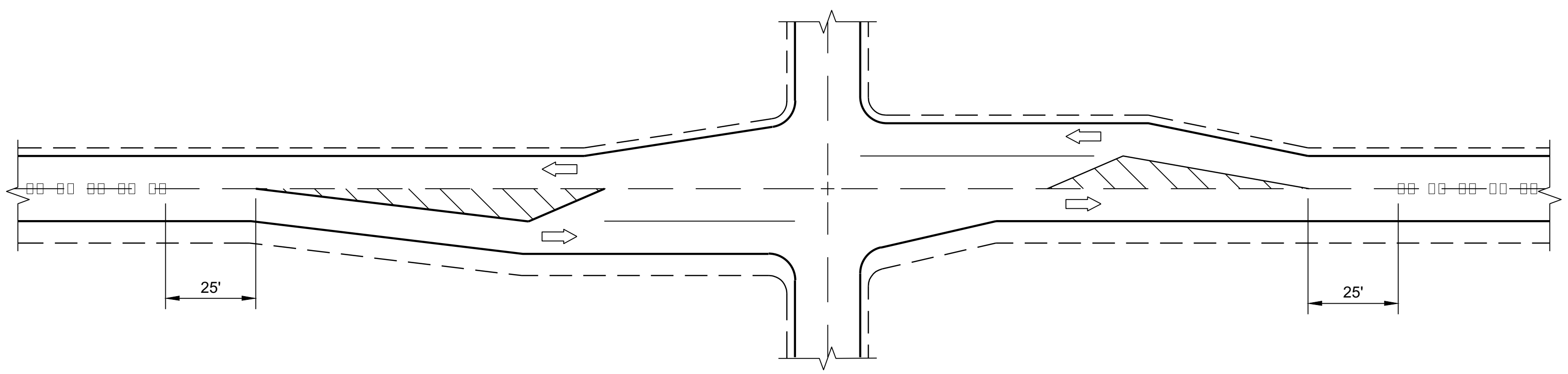
CENTERLINE GROOVES AT INTERSECTIONS

GENERAL NOTES

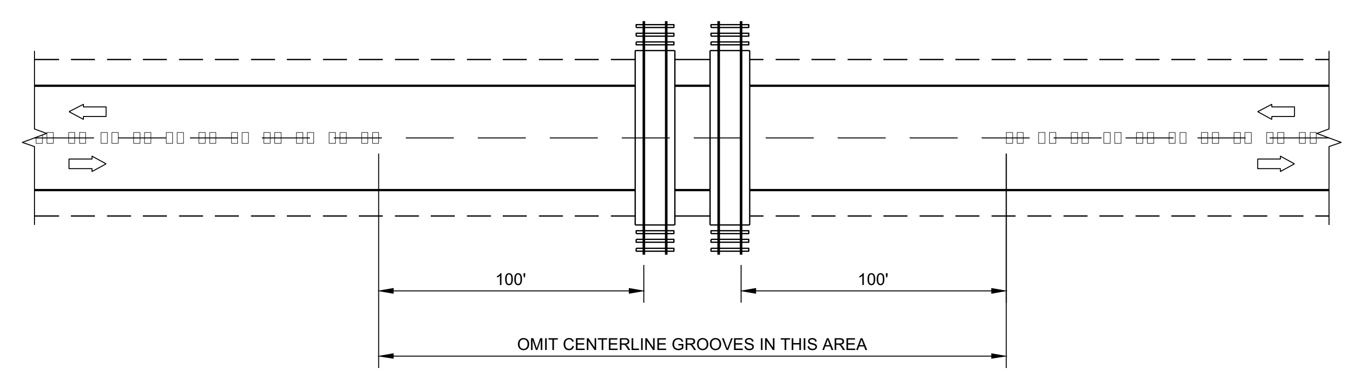
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



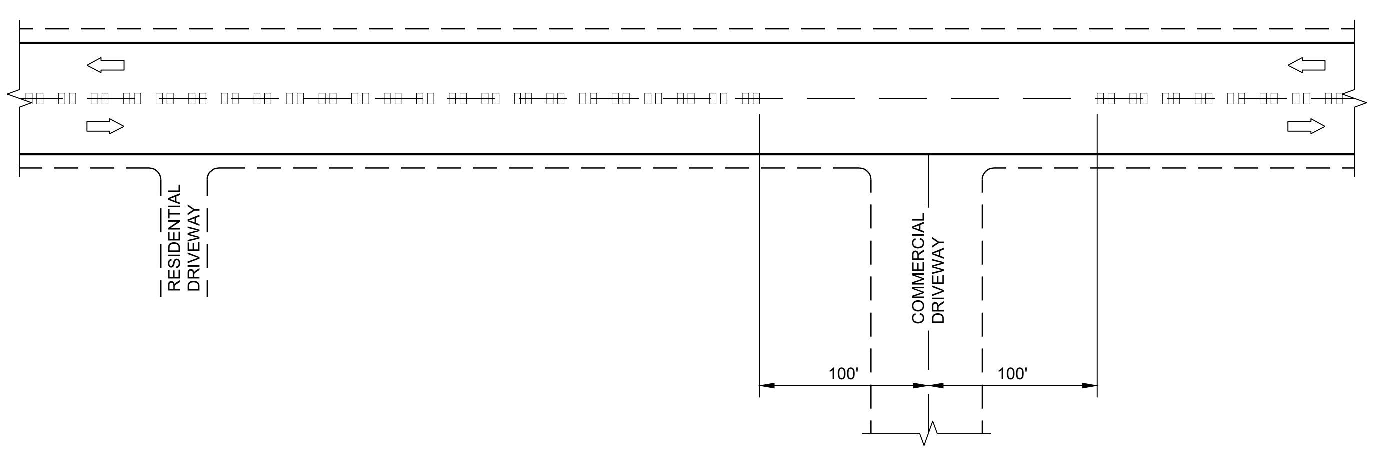
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

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SDD 13A11 - 03b

SDD 13A11 - 03b

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

GENERAL NOTES

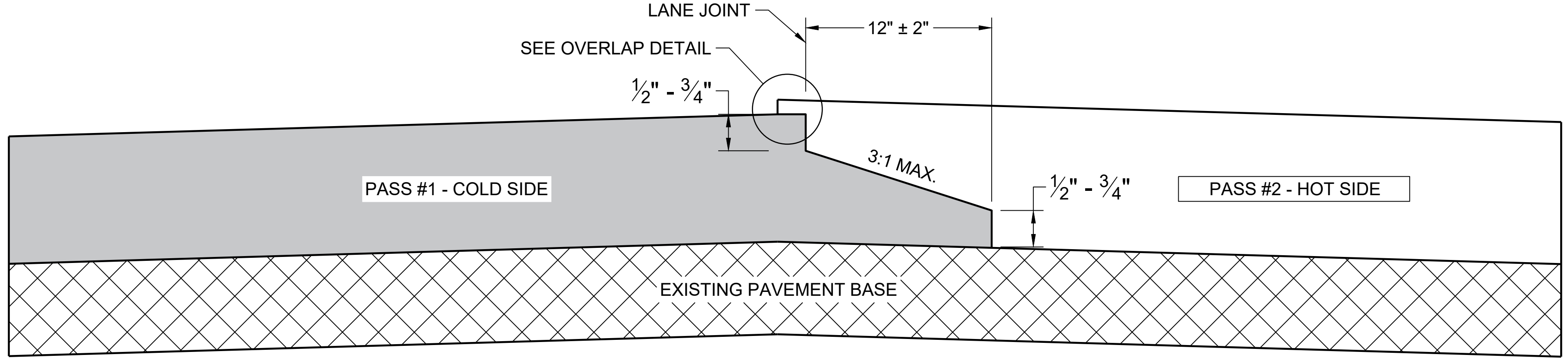
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.)

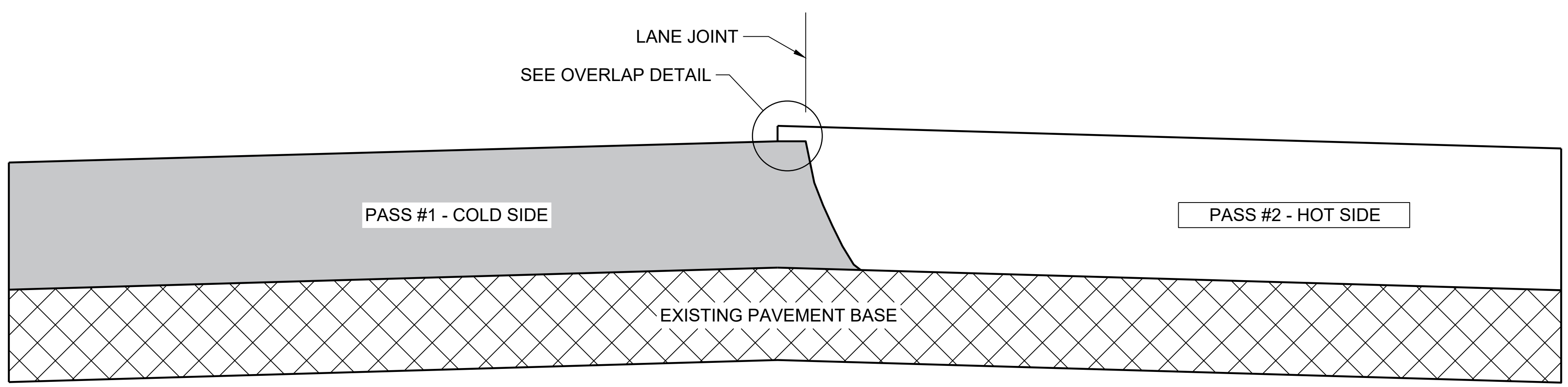
ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

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.

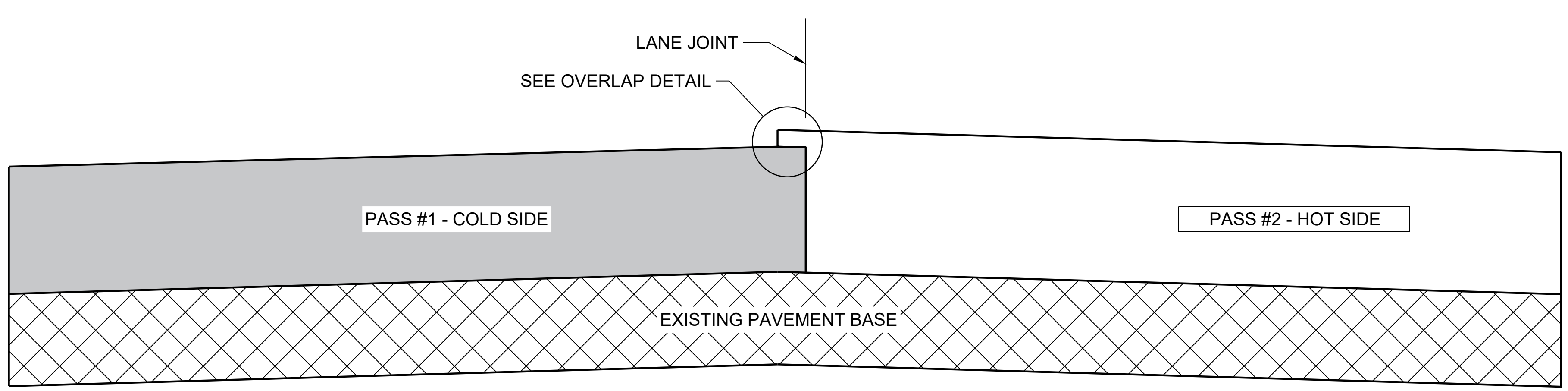
USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



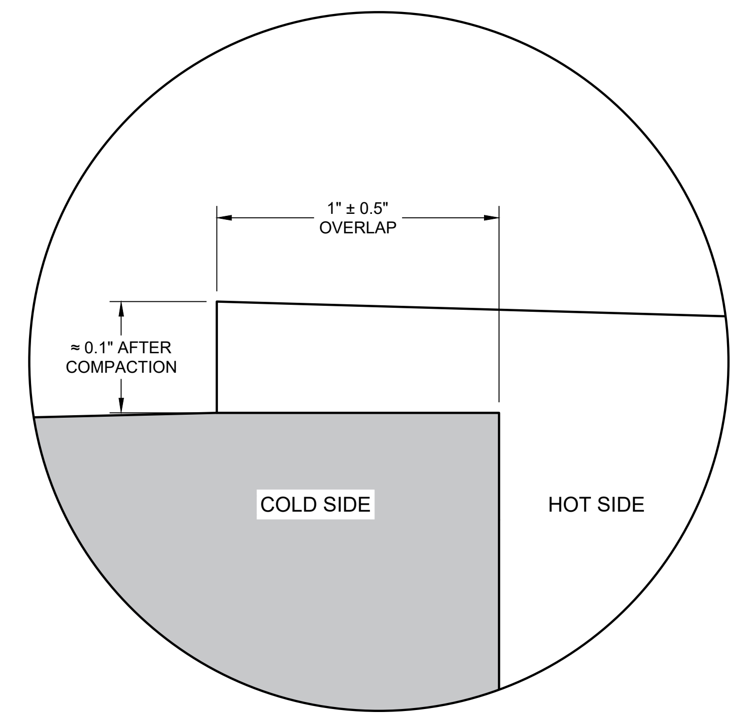
TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)



OVERLAP DETAIL (TYPICAL)

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HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN
FHWA

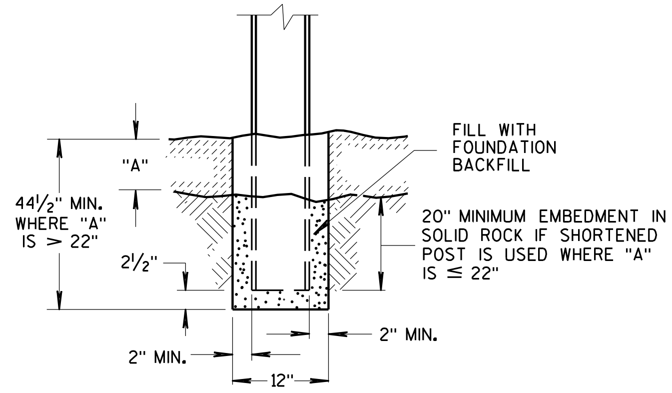
SDD 13C19 - 03

SDD 13C19 - 03

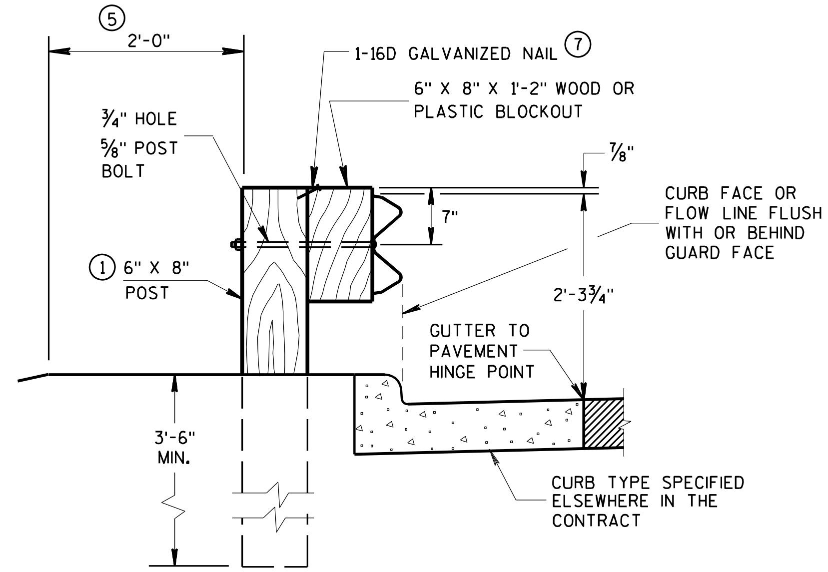
GENERAL NOTES

1. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.
   DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

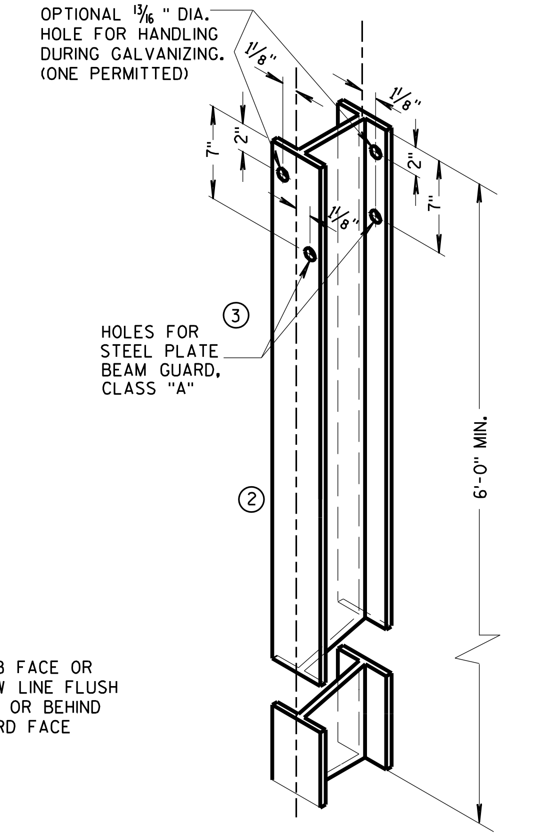
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



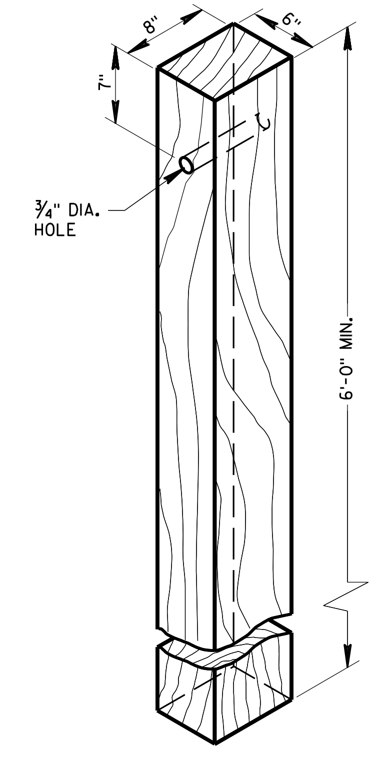
END VIEW
SETTING STEEL OR WOOD POST IN ROCK 6



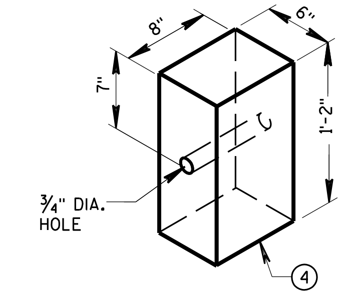
END VIEW
LOCATED ALONG A CURBED ROADWAY



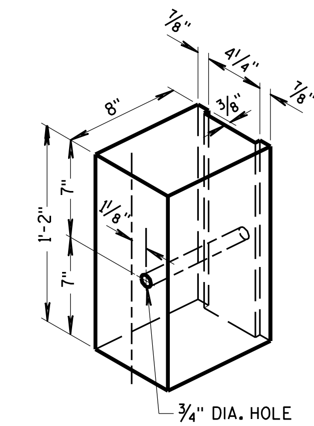
STEEL POST & HOLE PUNCHING DETAIL (W6 X 9) 1
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



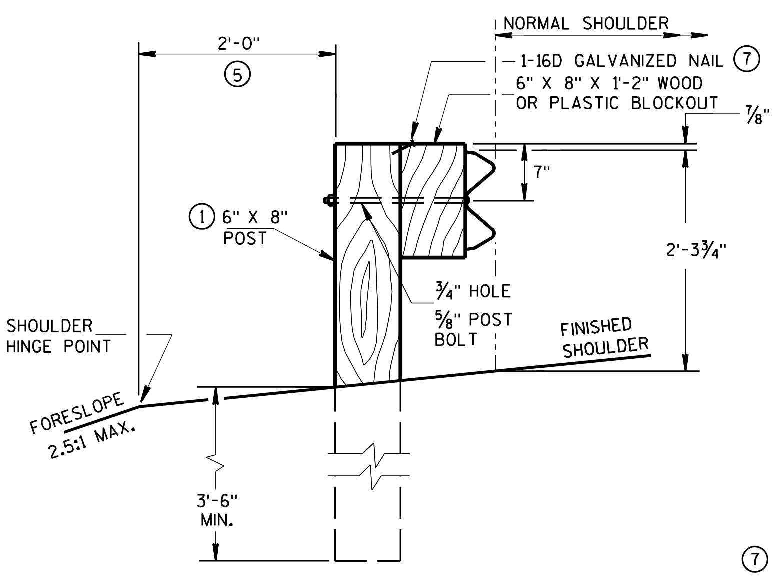
WOOD POST (6"X8") NOMINAL



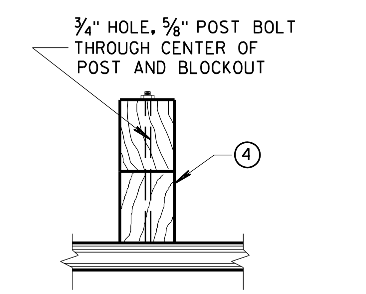
WOOD OR PLASTIC BLOCKOUT FOR WOOD POSTS



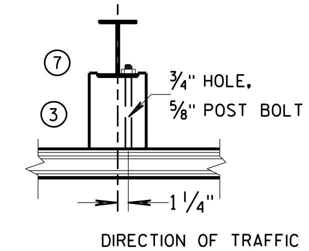
TYPICAL NOTCHED PLASTIC BLOCKOUT FOR STEEL POSTS 1



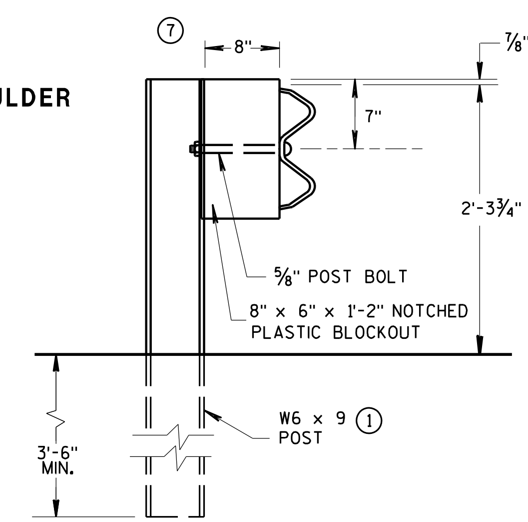
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



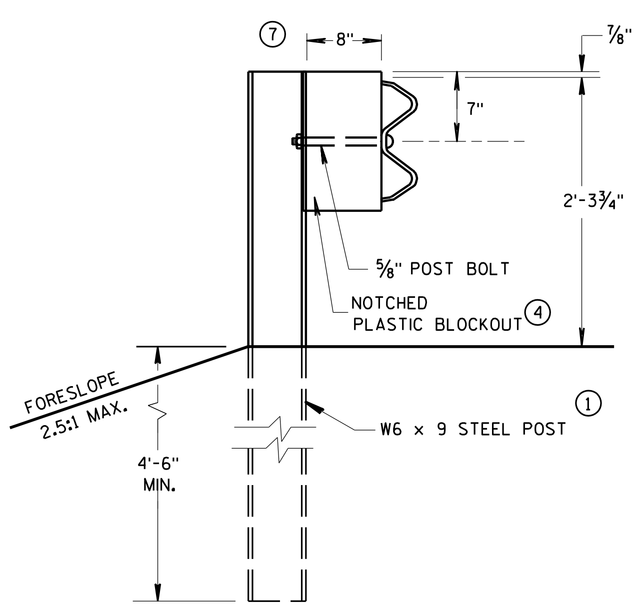
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



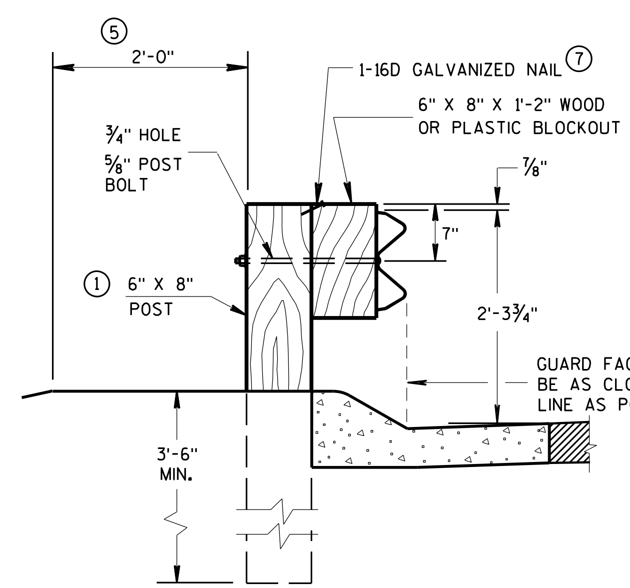
PLAN VIEW
STEEL POST, NOTCHED PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF POST SPACING W BEAM (LHW)



END VIEW
LOCATED ALONG A MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14 B 15-11a

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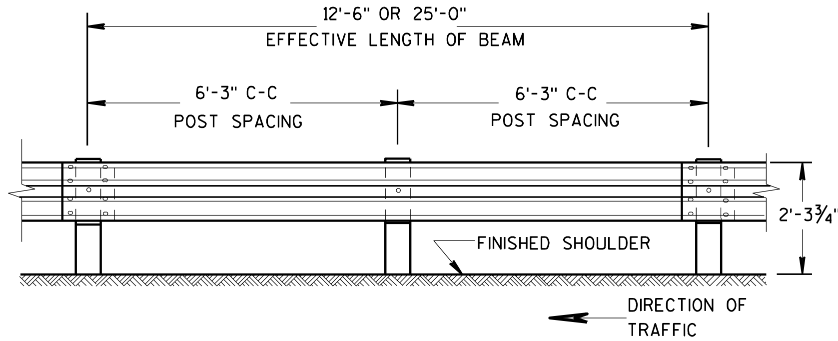
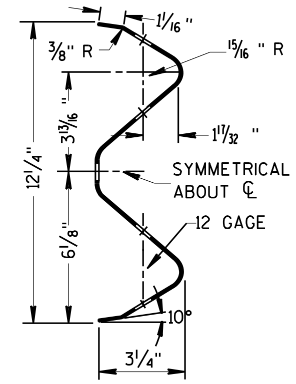
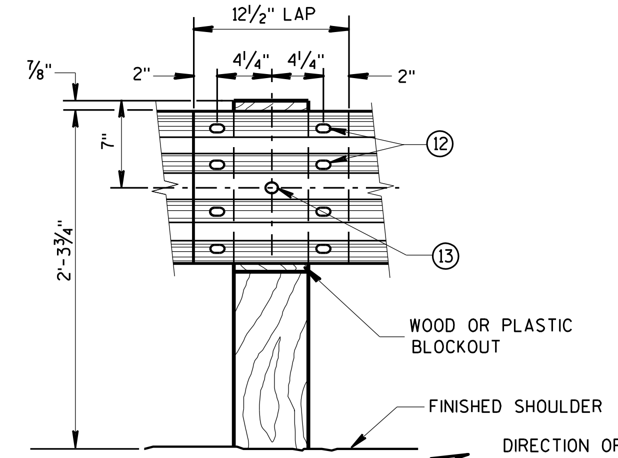


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL

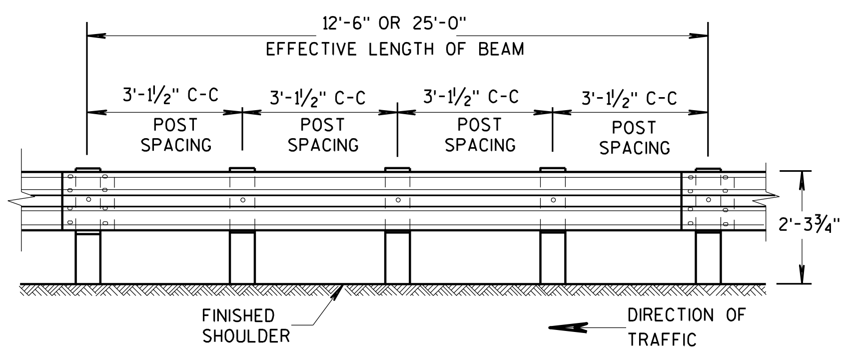
GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

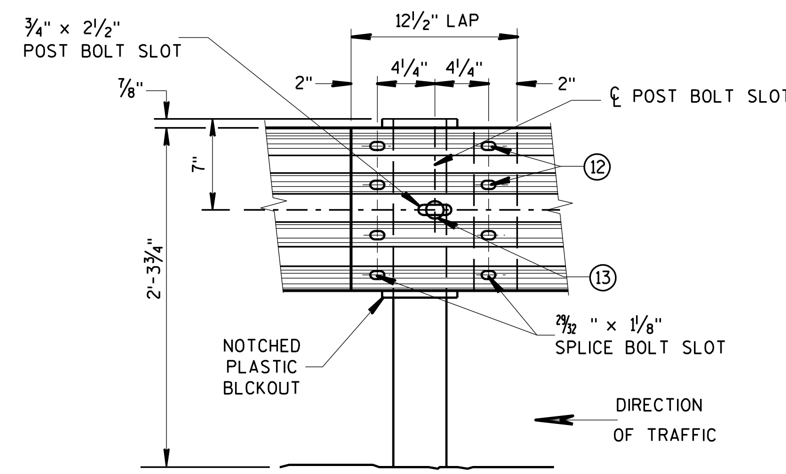
(12) 8 - 5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.



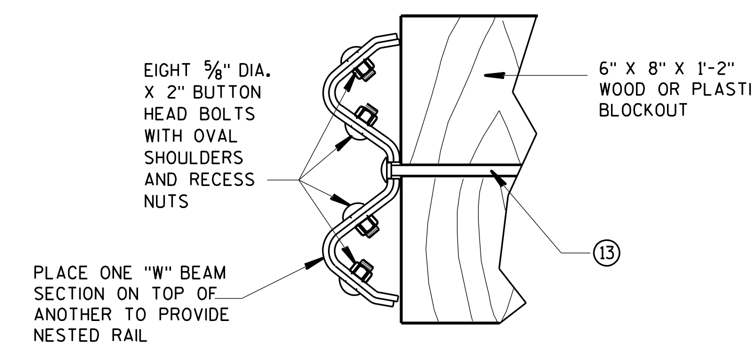
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW
BEAM SPLICE AT STEEL POST

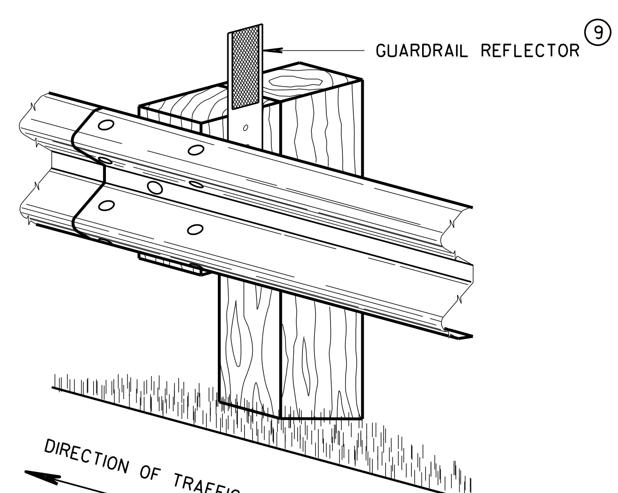
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



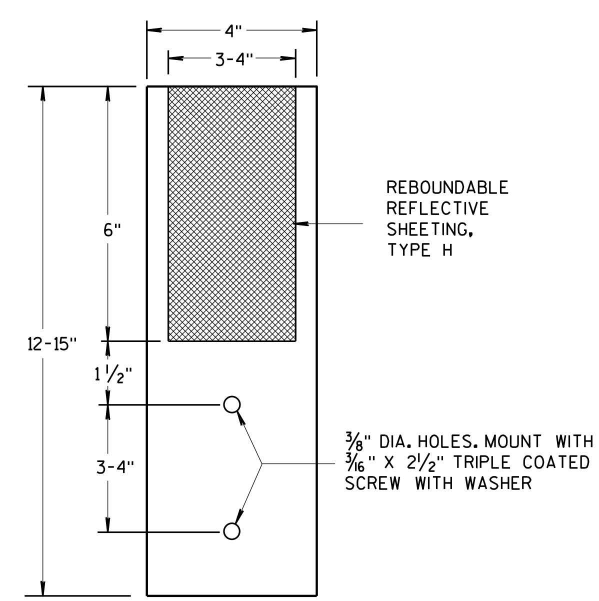
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

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STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCO 128
DEPARTMENT OF TRANSPORTATION

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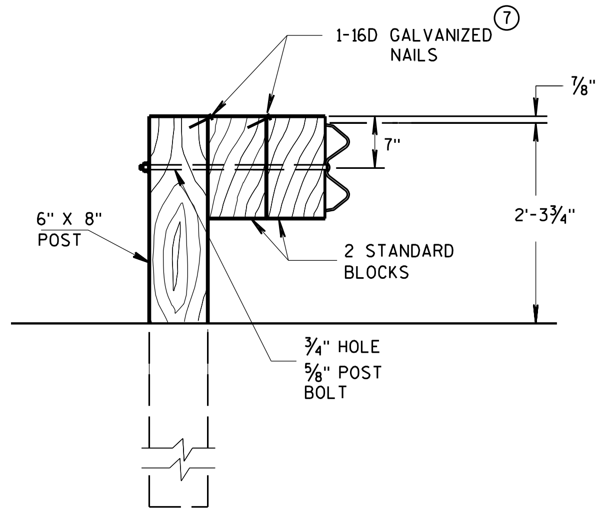
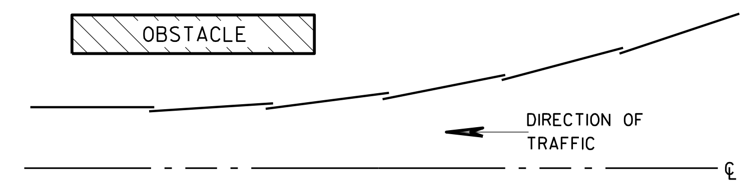
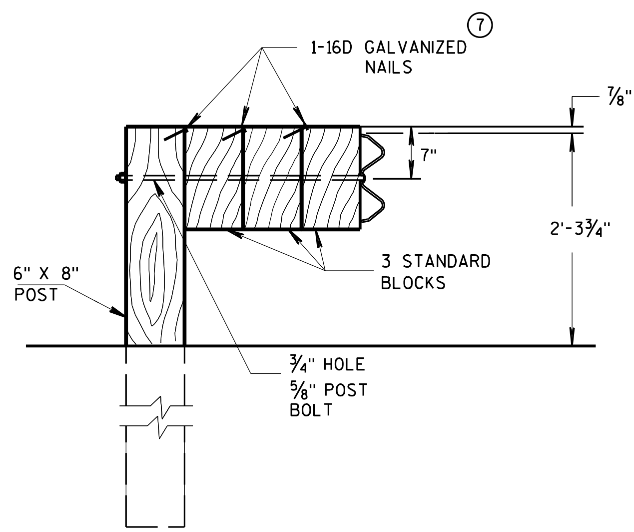


DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

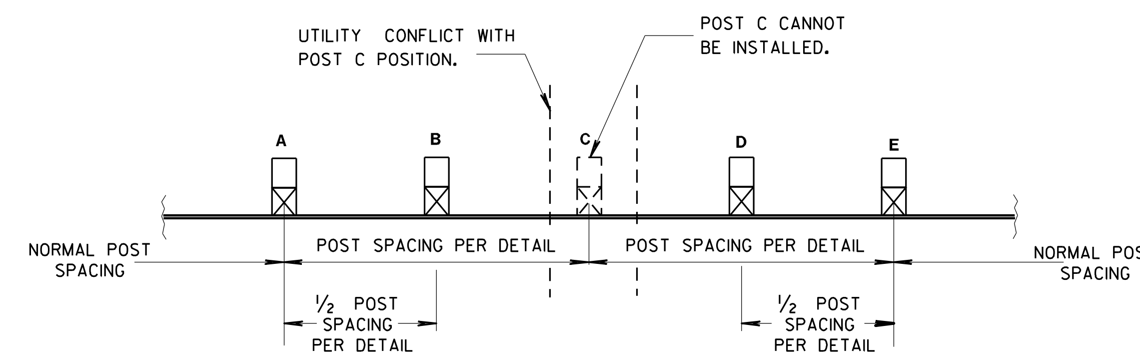


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

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

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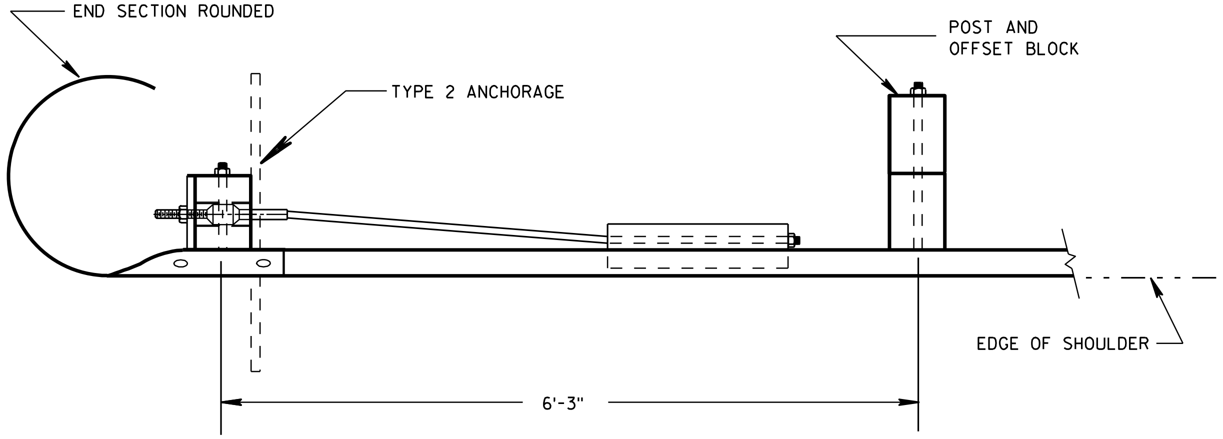
S.D.D. 14 B 15-11c

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

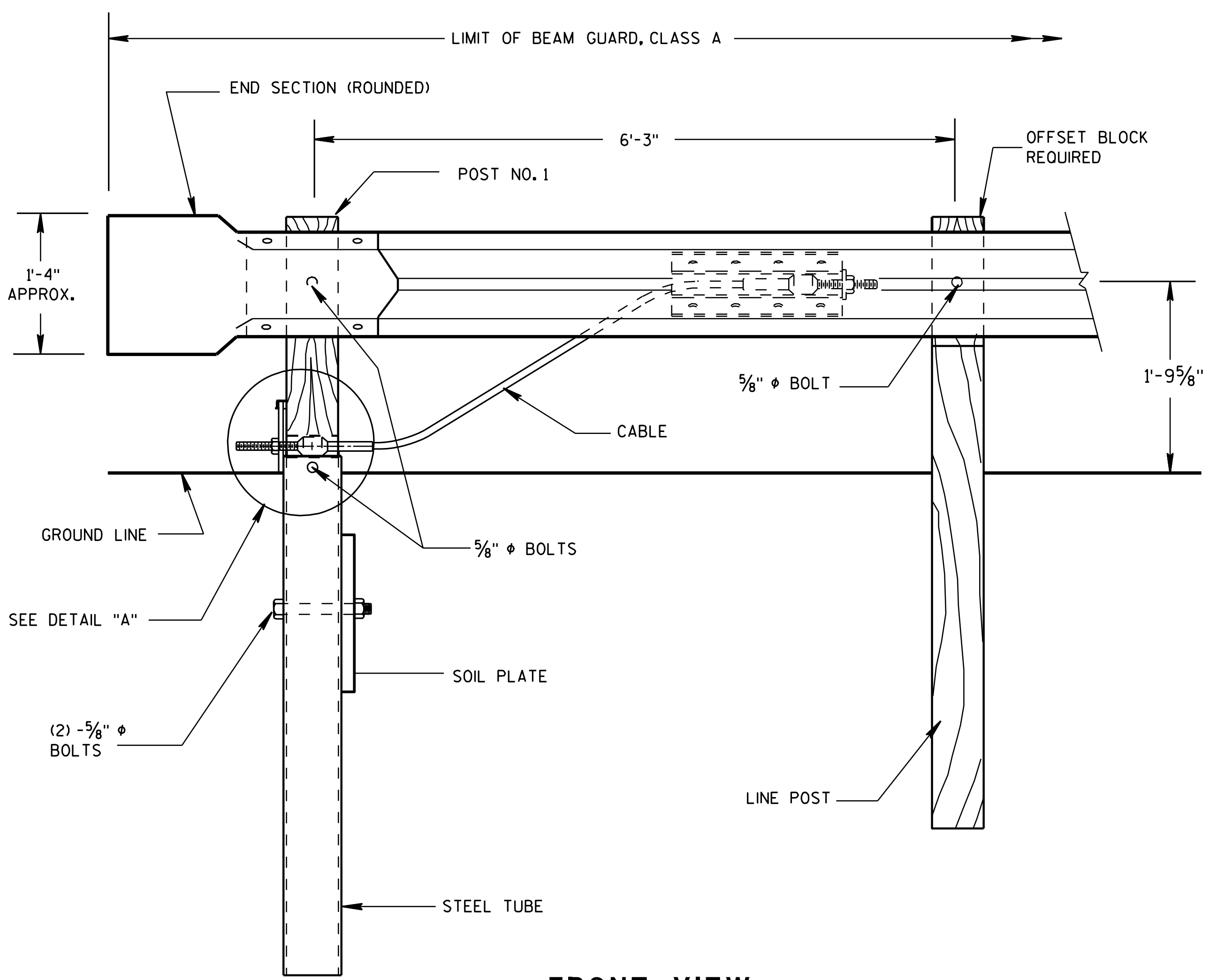
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

S.D.D. 14 B 15-11c



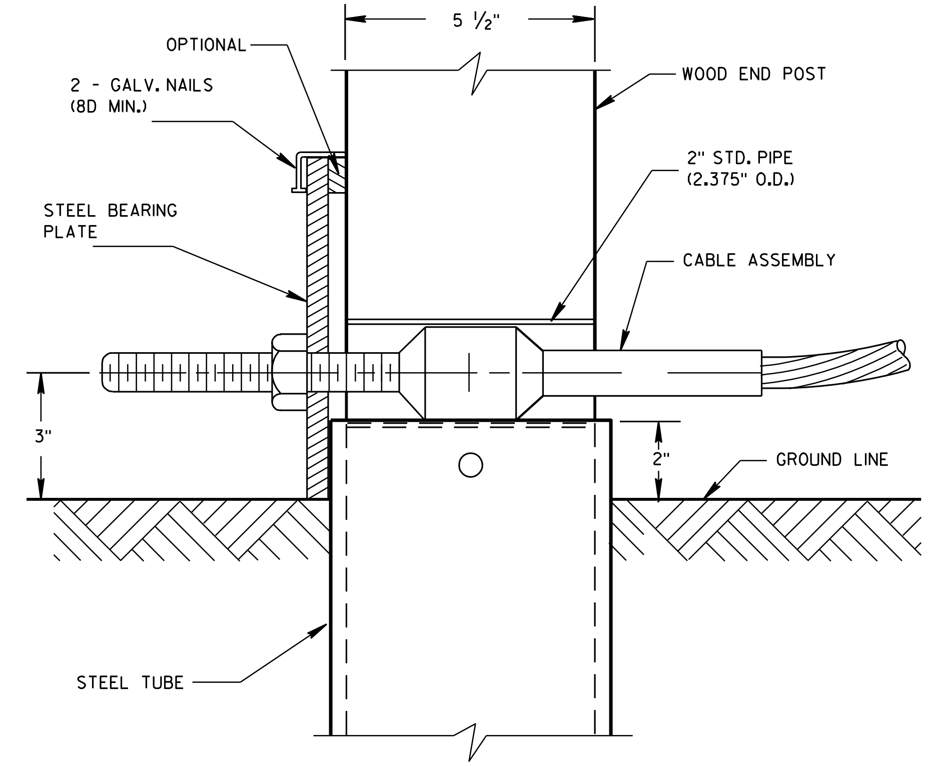
PLAN VIEW



FRONT VIEW

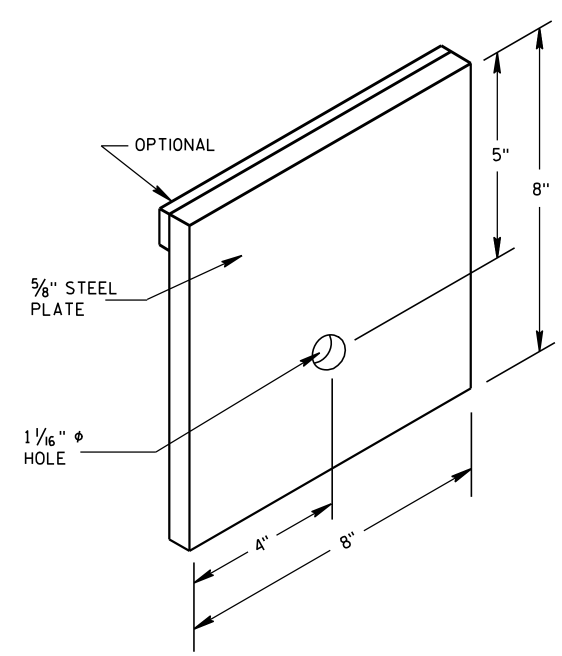
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

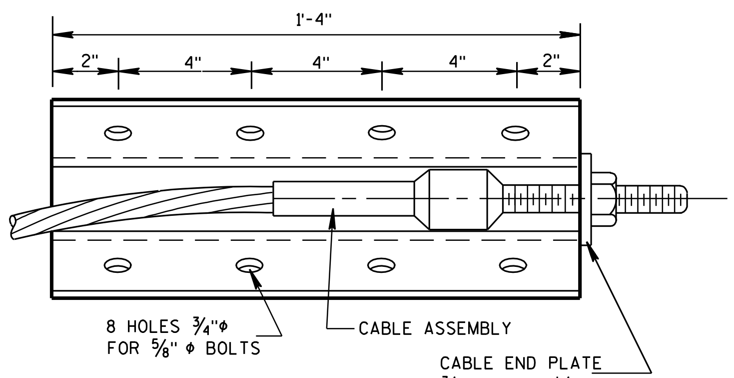
POST NO. 1



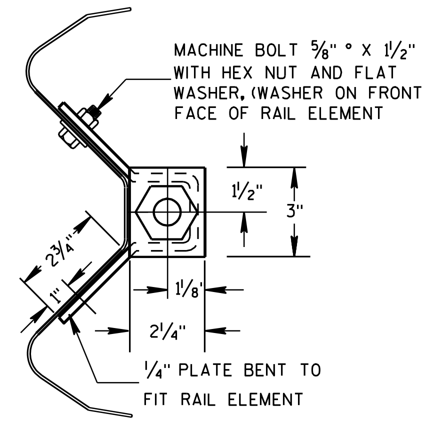
STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

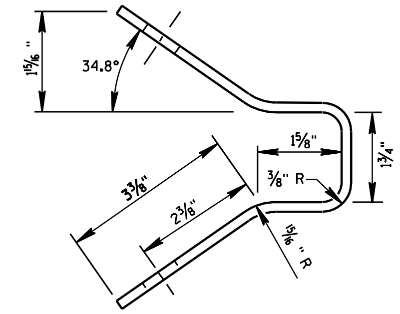


FRONT VIEW

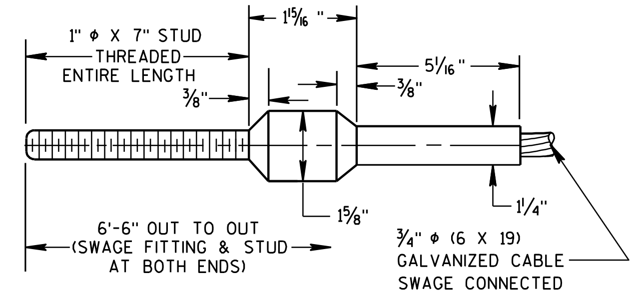


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP
A MINIMUM BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)

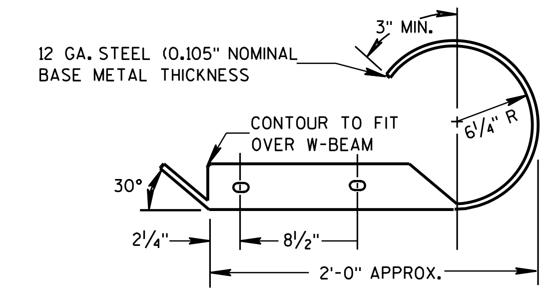
GENERAL NOTES

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

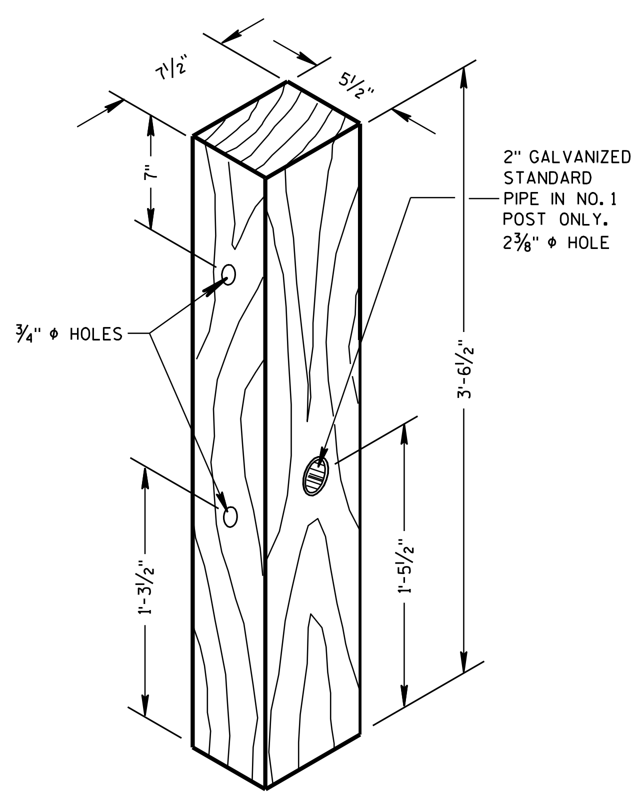
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

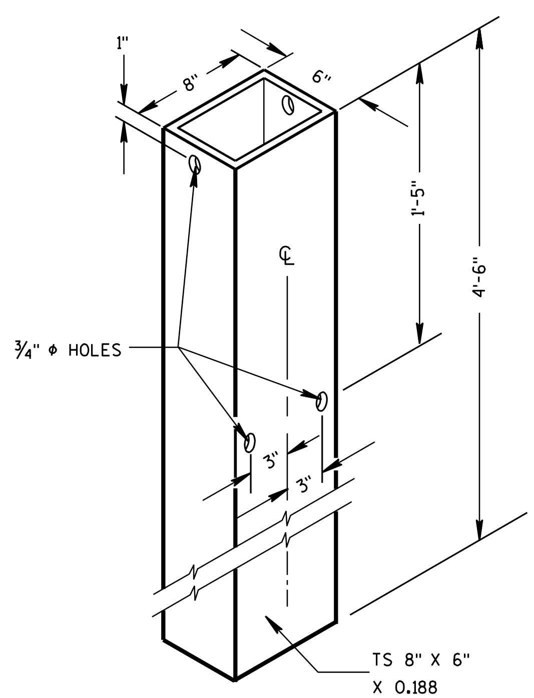
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE. ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

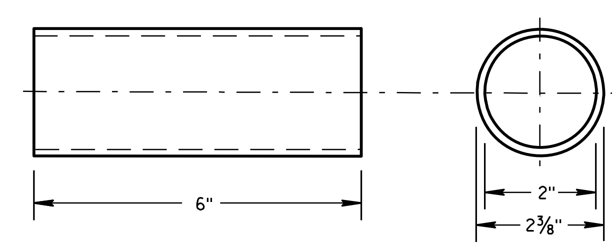


WOOD BREAKAWAY POST



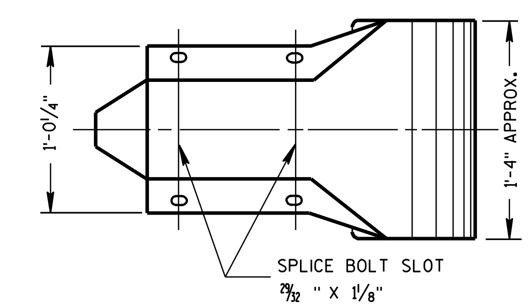
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

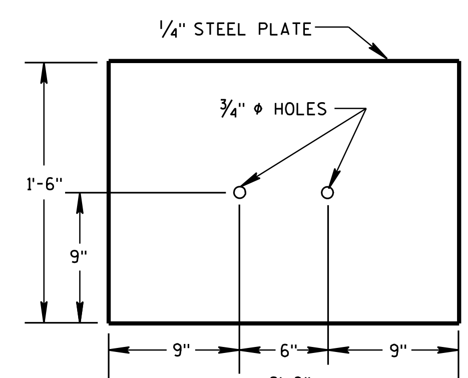


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 8/21/2007 DATE — /S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER — FHWA

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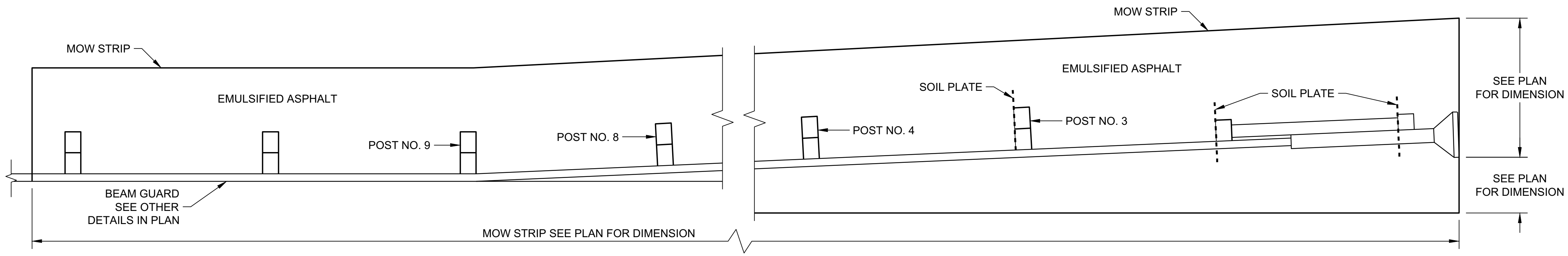
S.D.D. 14 B 16-4b

S.D.D. 14 B 16-4b

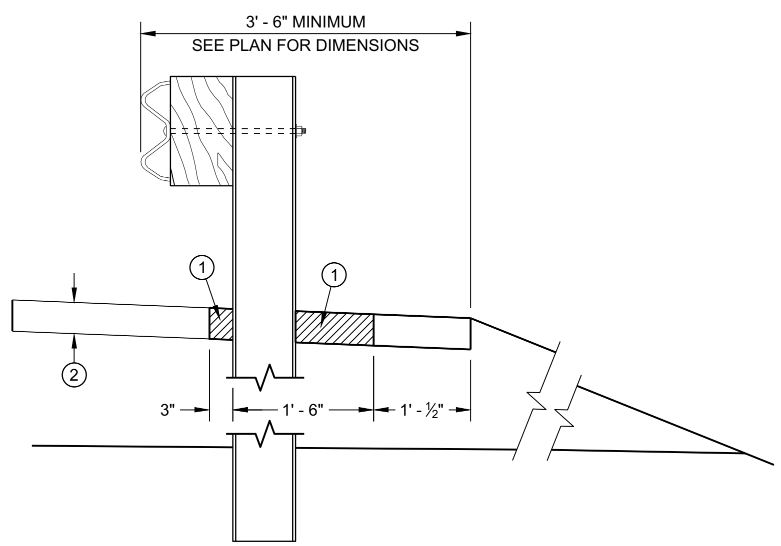


PLAN VIEW
MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

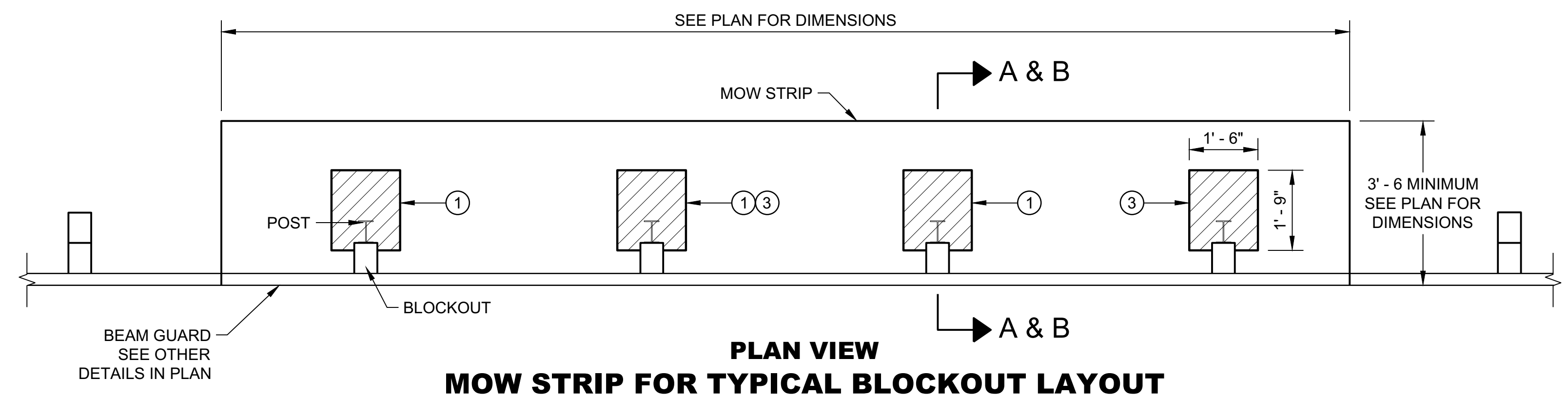
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

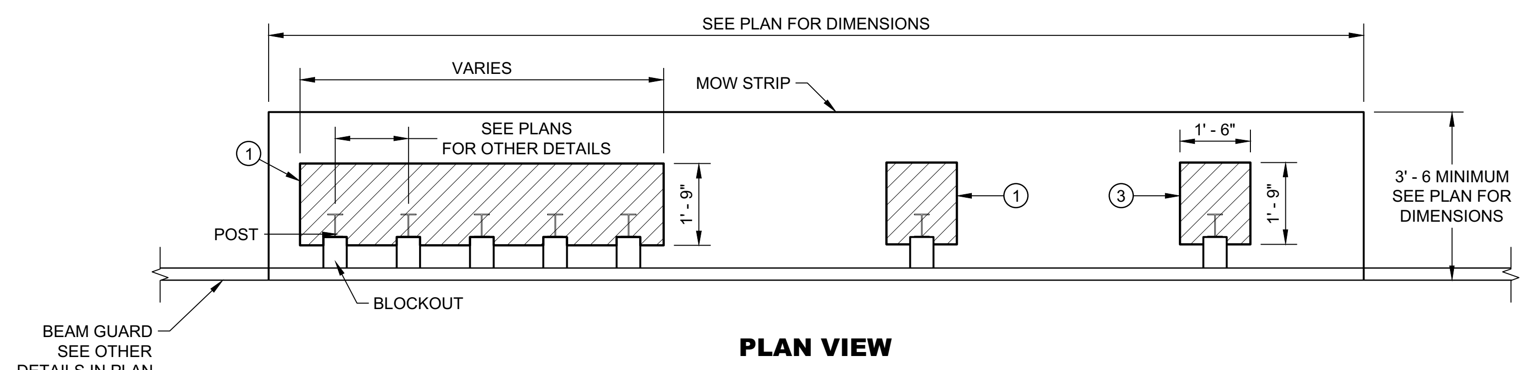
1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)



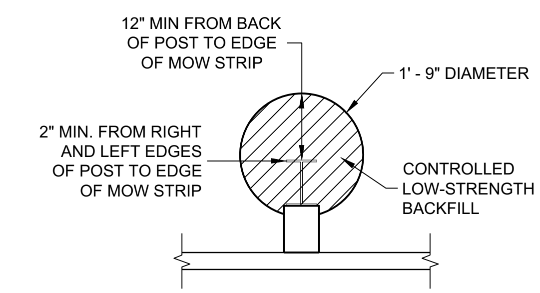
SECTION A - A



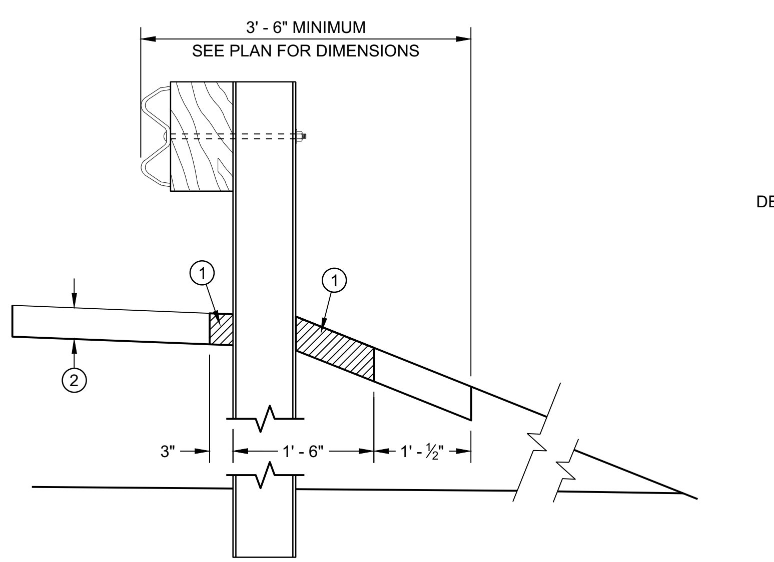
PLAN VIEW
MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT



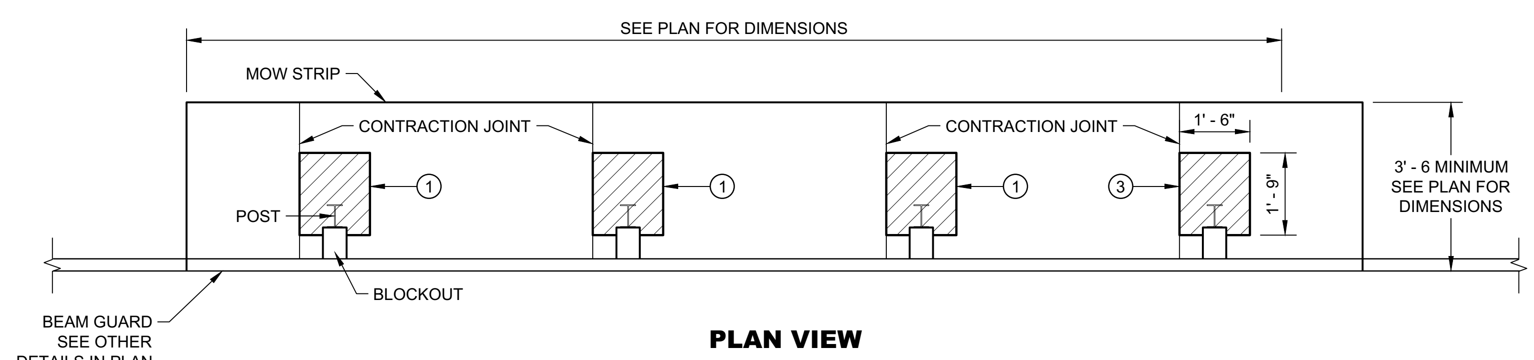
PLAN VIEW
MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



SECTION B - B



PLAN VIEW
JOINT PLACEMENT FOR CONCRETE MOW STRIP

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SDD 14B28 - 04a

SDD 14B28 - 04a

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

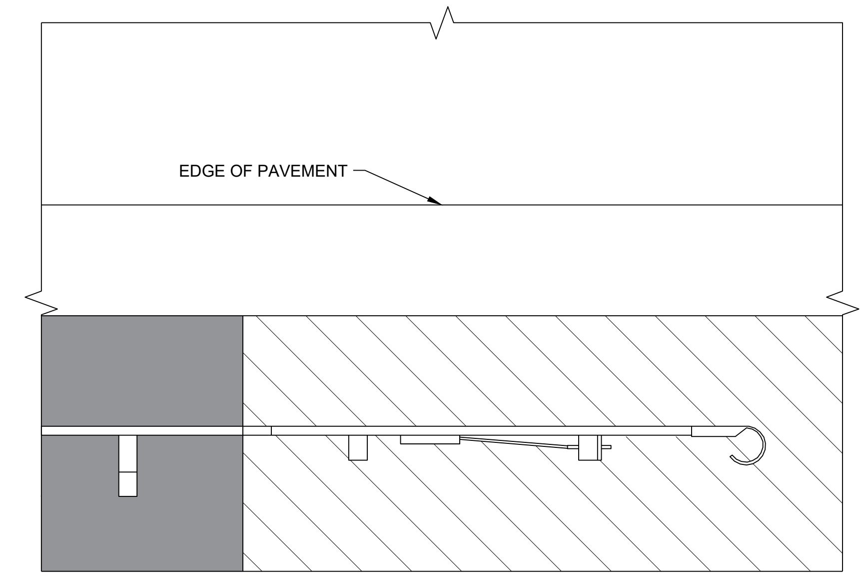
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

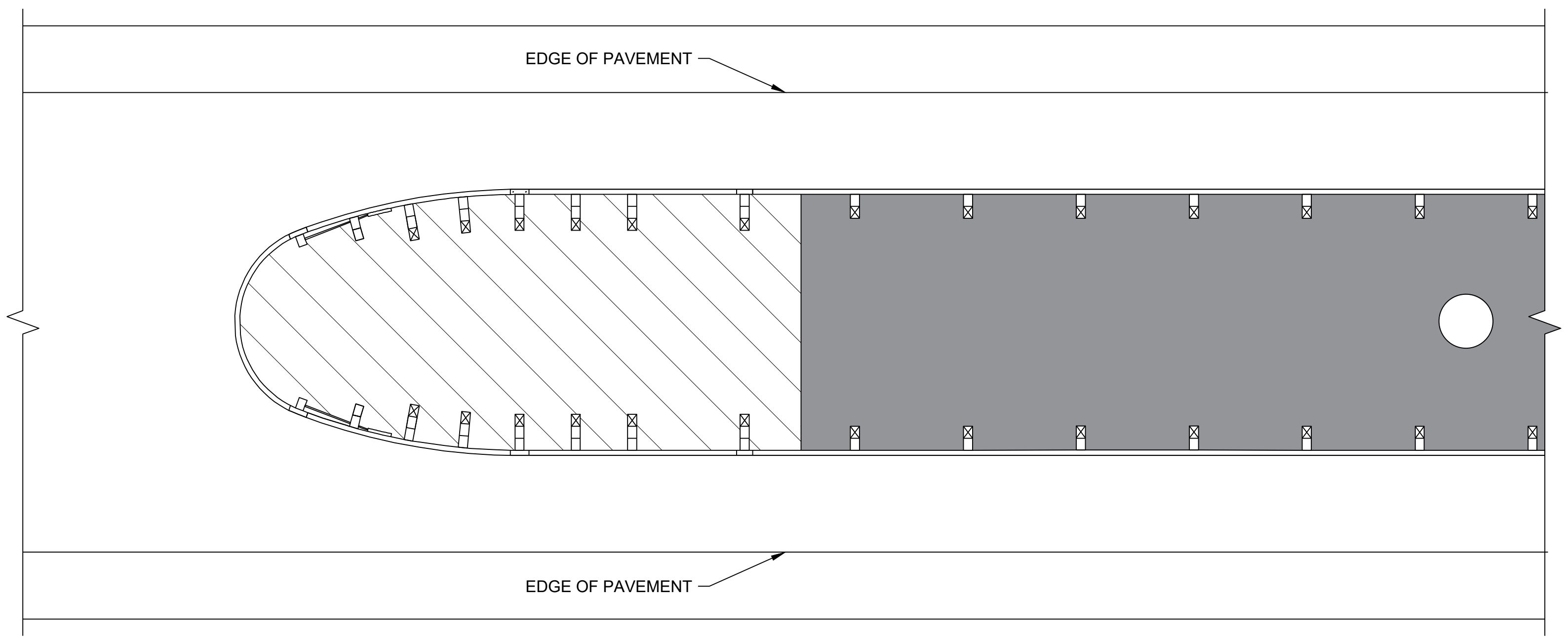
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

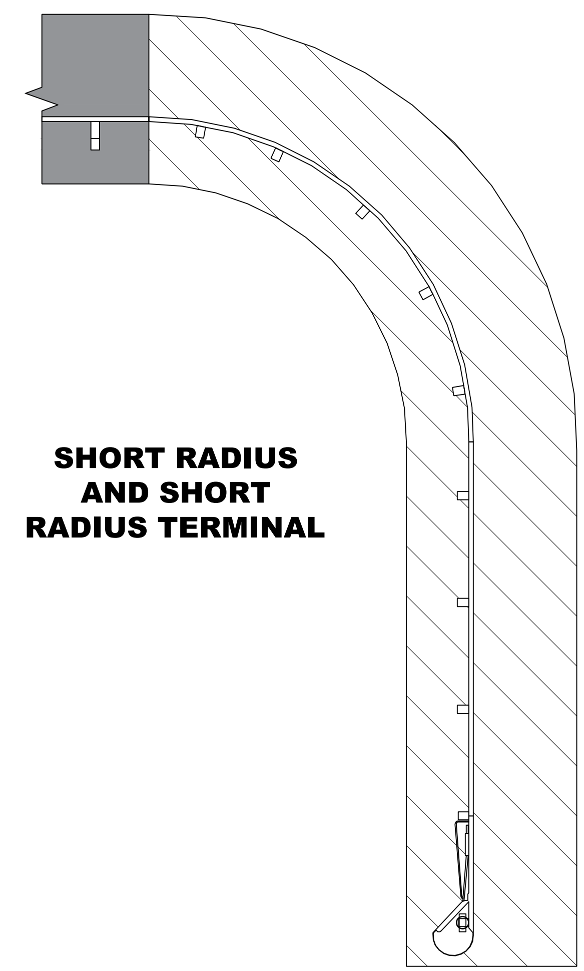
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



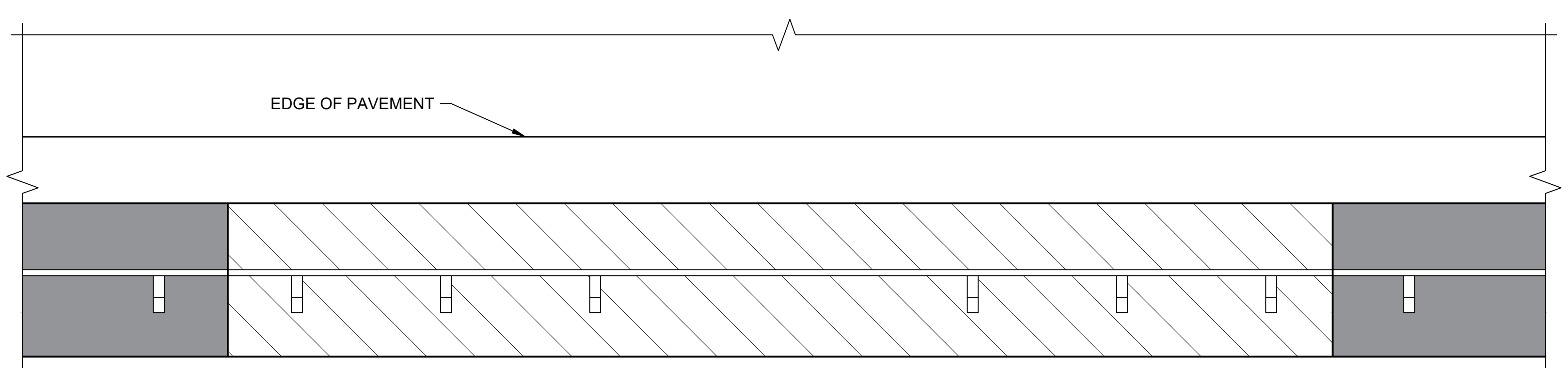
TYPE 2 TERMINAL



THRIE BEAM BULLNOSE



SHORT RADIUS AND SHORT RADIUS TERMINAL



LONG - SPAN

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

August 2020 — DATE

/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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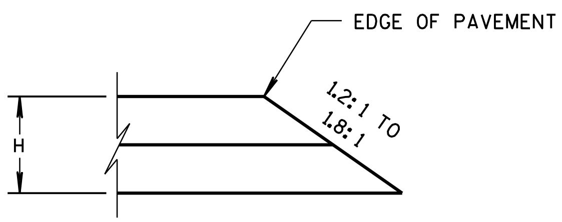
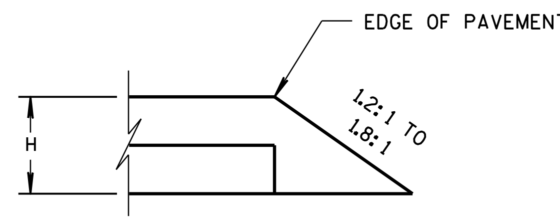
SDD 14B28 - 04b



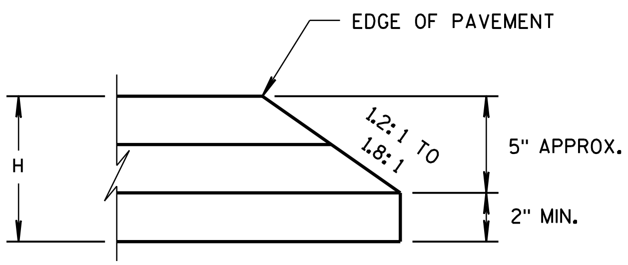
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



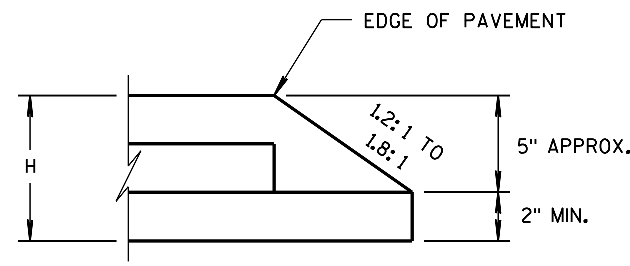
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

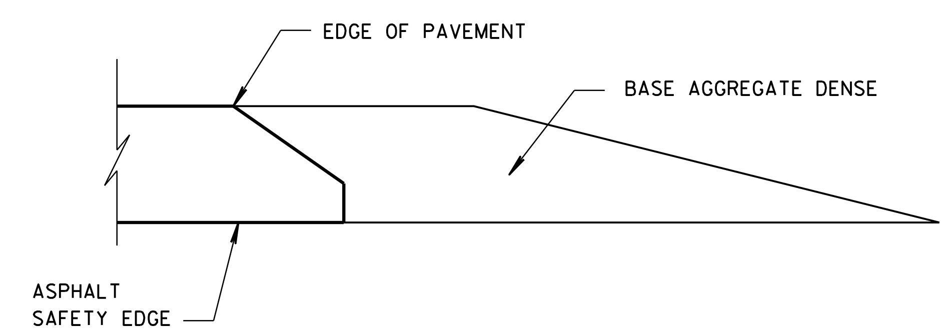
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

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SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 29-1

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.

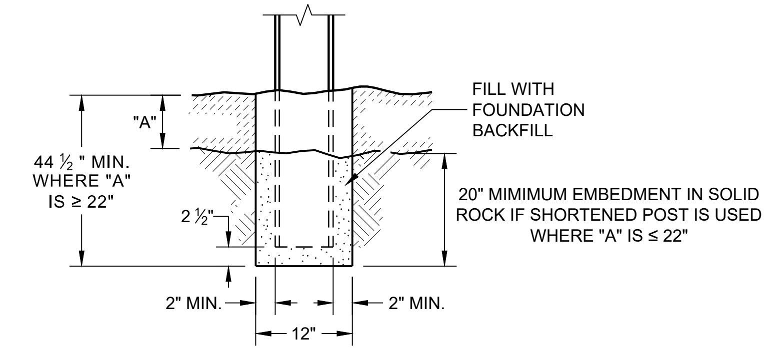
③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS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

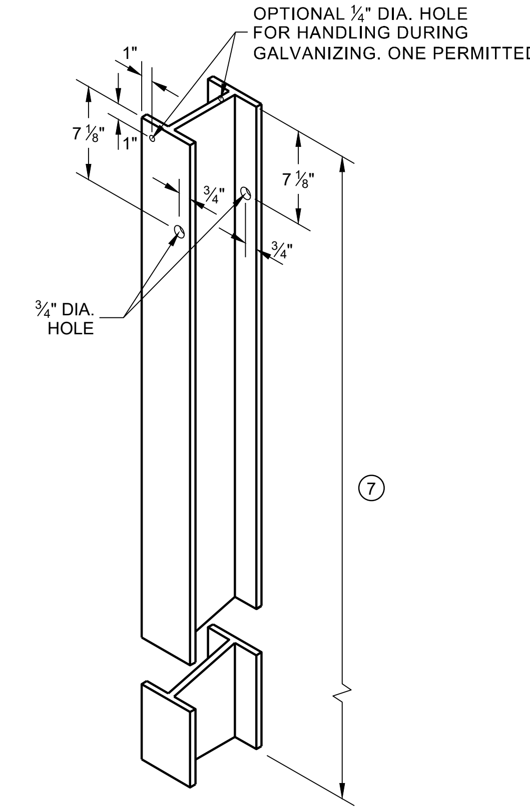
⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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.

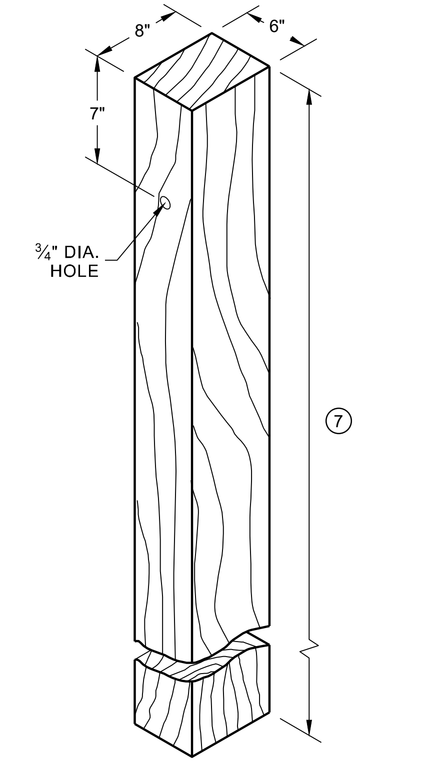
⑦ TOTAL POST LENGTH FOR TYPE K IS 7' - 0". TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



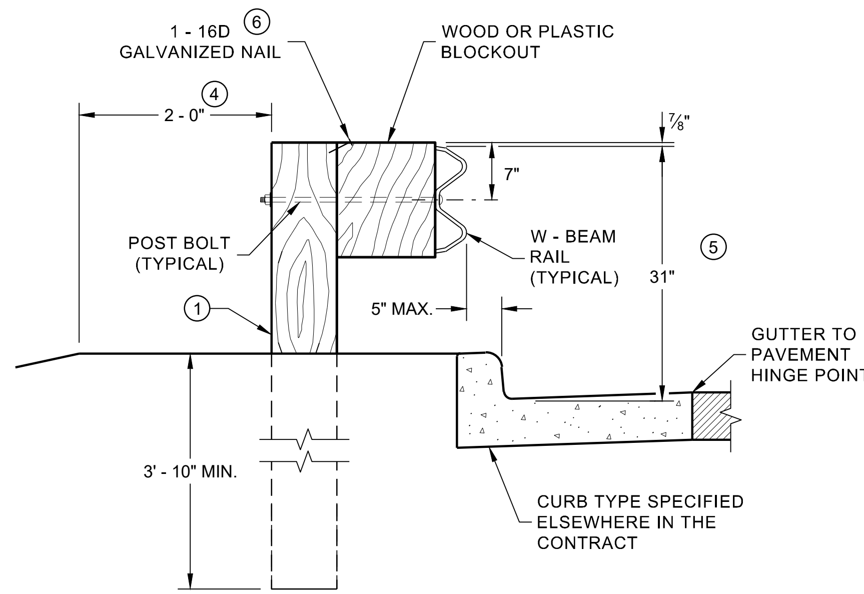
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ③



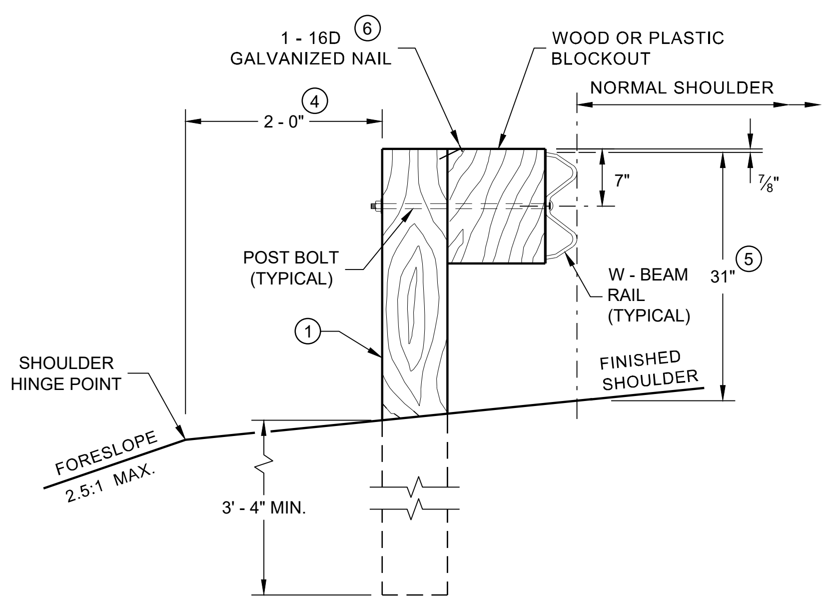
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) ①



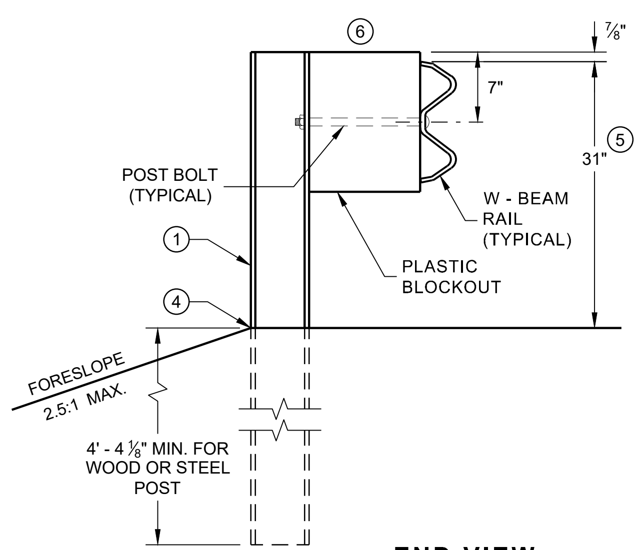
WOOD POST (6" X 8") NOMINAL ①



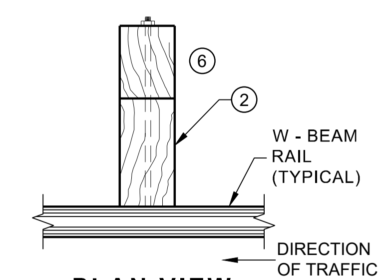
END VIEW
LOCATED ALONG A CURBED ROADWAY



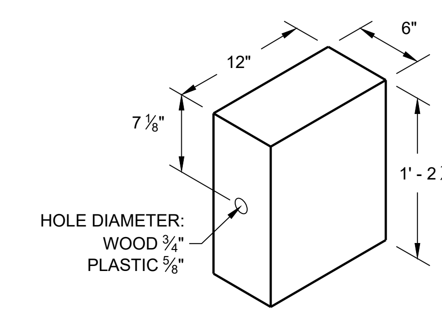
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



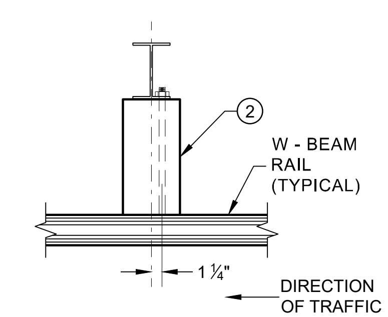
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT ②



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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SDD 14B42 - 07a

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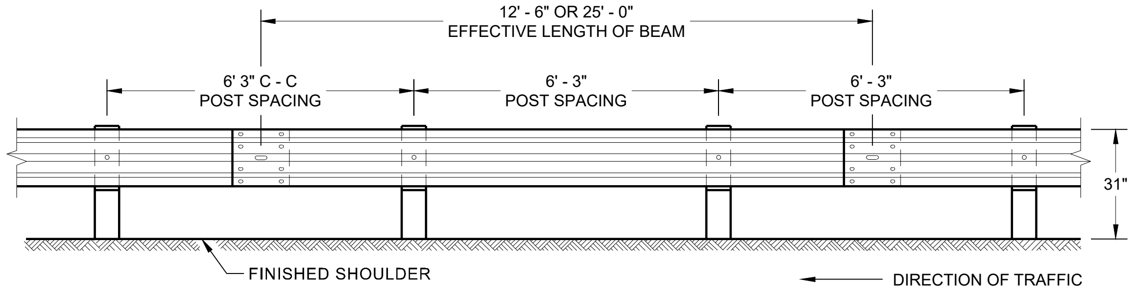
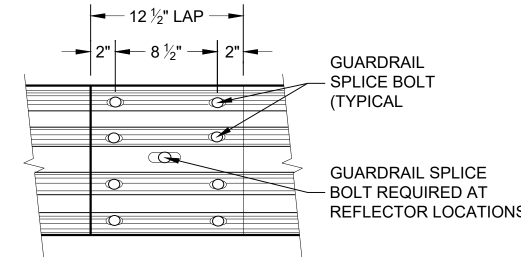


FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
MID-SPAN BEAM SPLICE

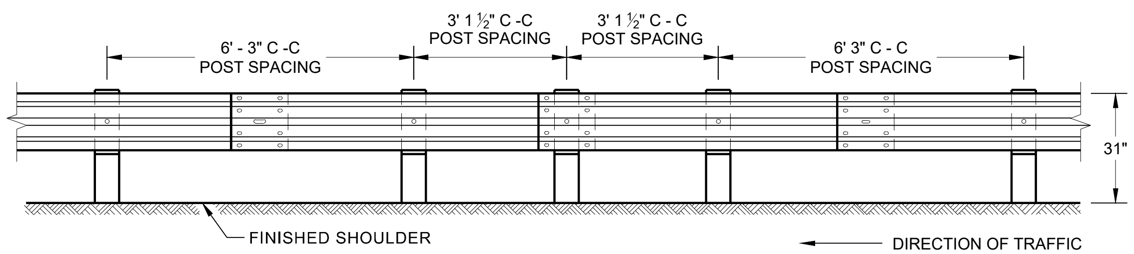
GENERAL NOTES

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

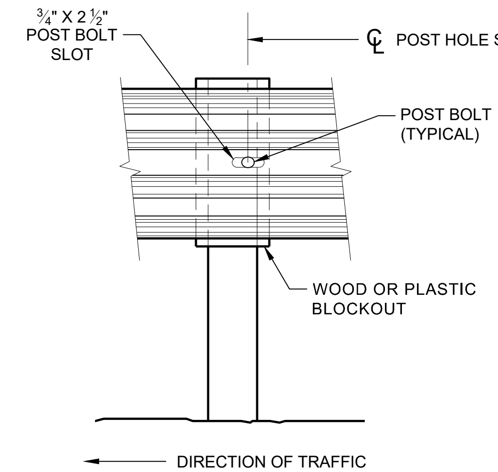
(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

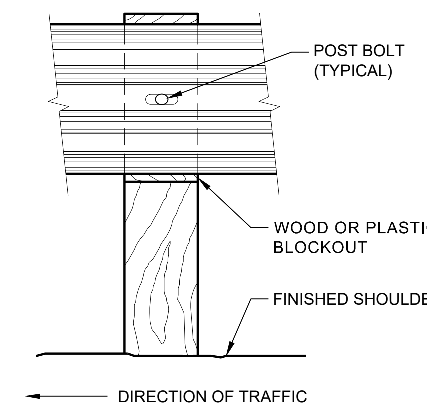
GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



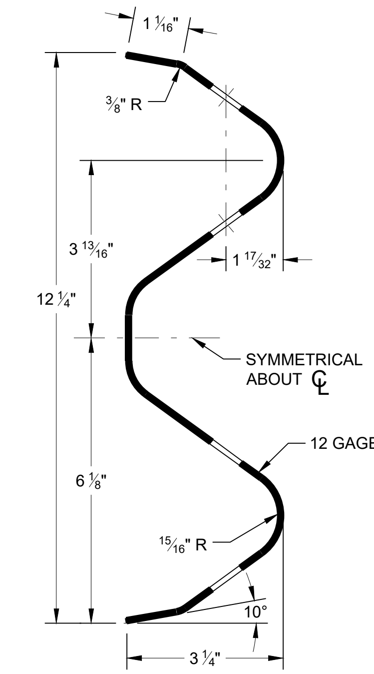
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



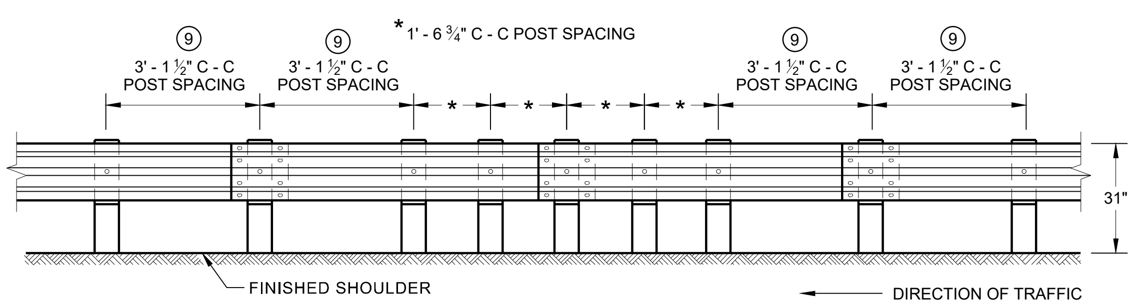
FRONT VIEW AT STEEL POST



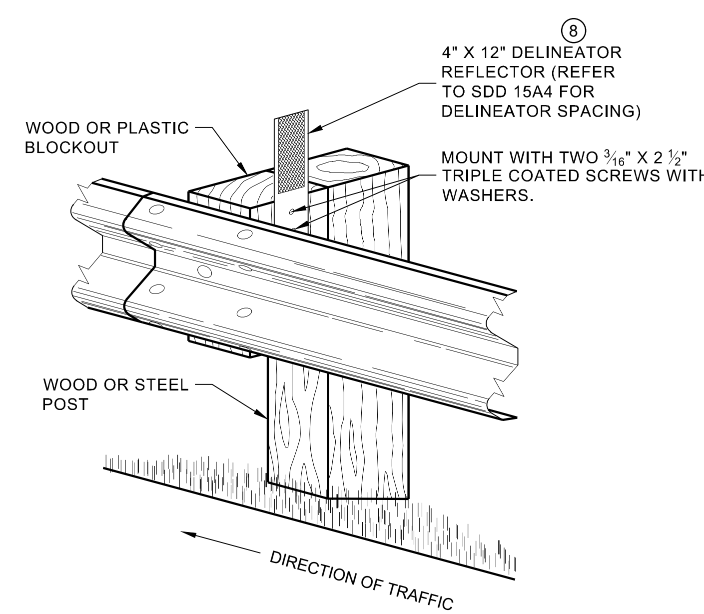
FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



FRONT VIEW
QUARTER POST SPACING (QS)



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 14B42 - 07c

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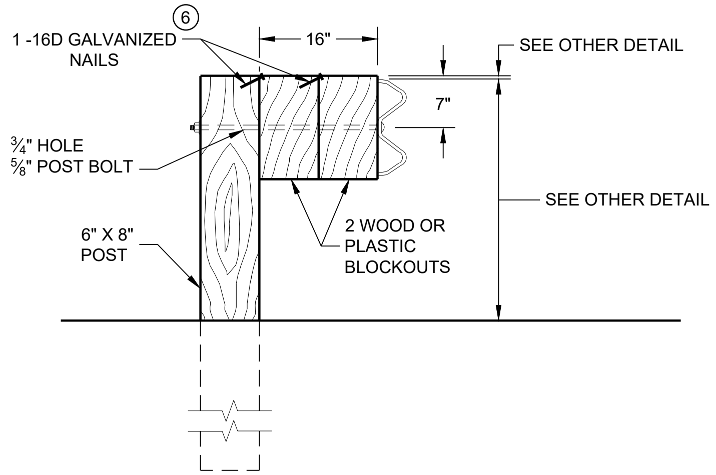
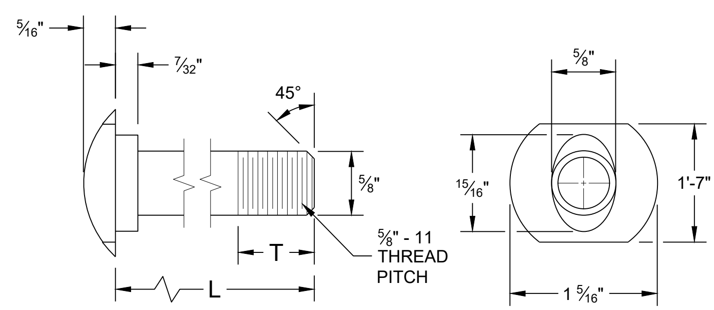


DETAIL FOR 16" BLOCKOUT DEPTH

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

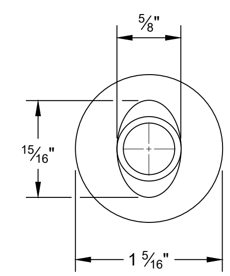
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

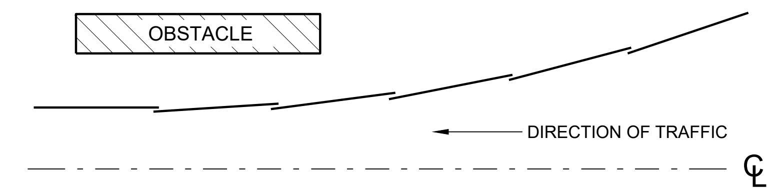


POST BOLT TABLE

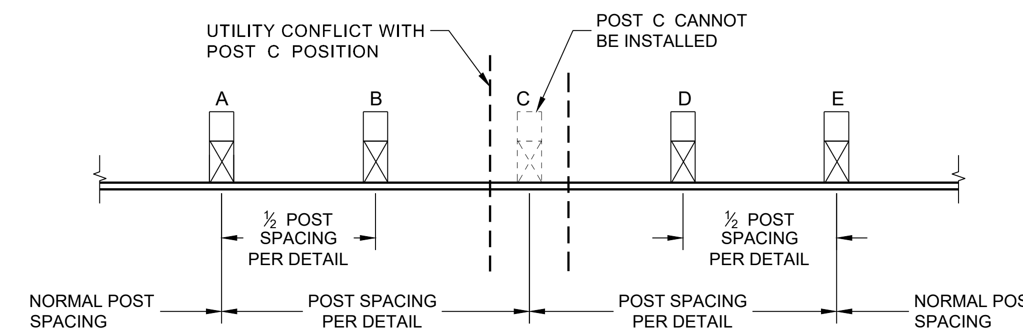
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



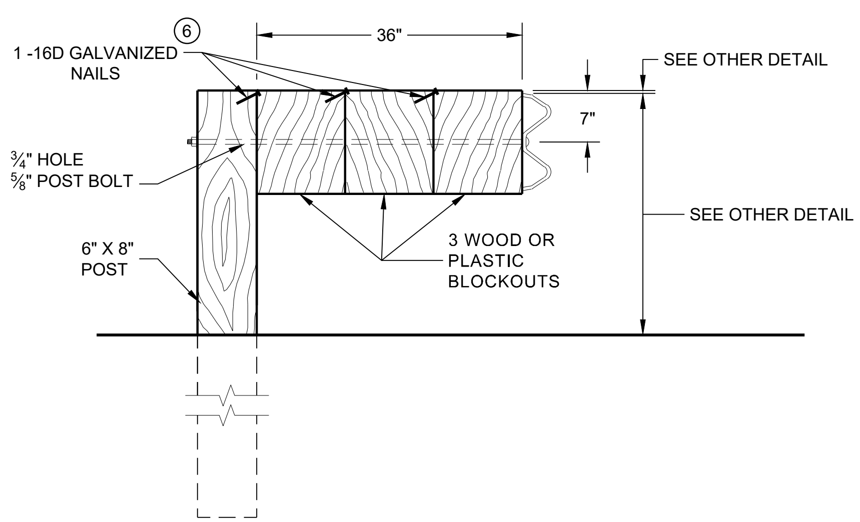
ALTERNATE BOLT HEAD



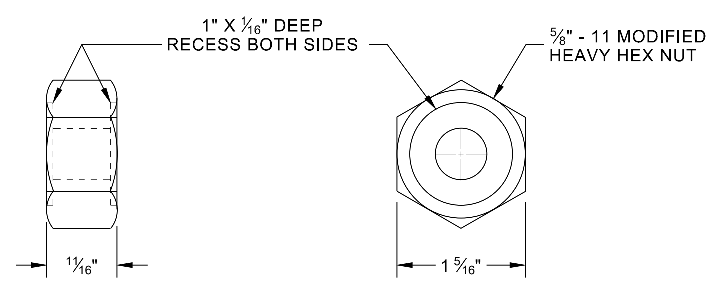
PLAN VIEW
BEAM LAPPING DETAIL



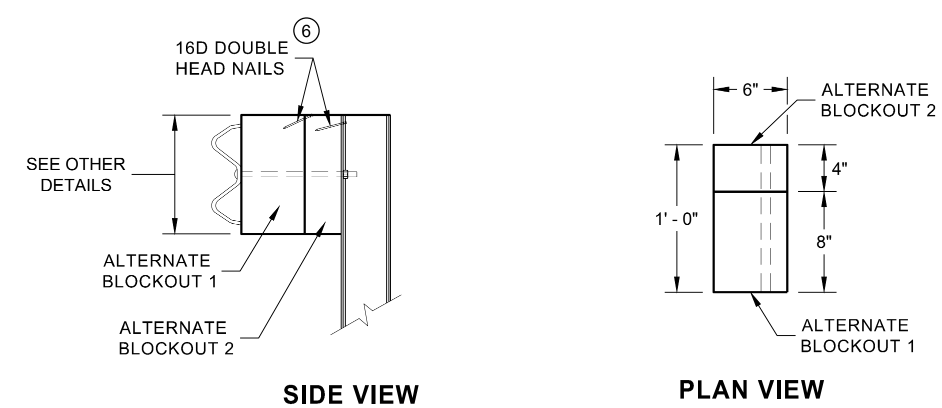
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



ALTERNATE WOOD BLOCKOUT DETAIL

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

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

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

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

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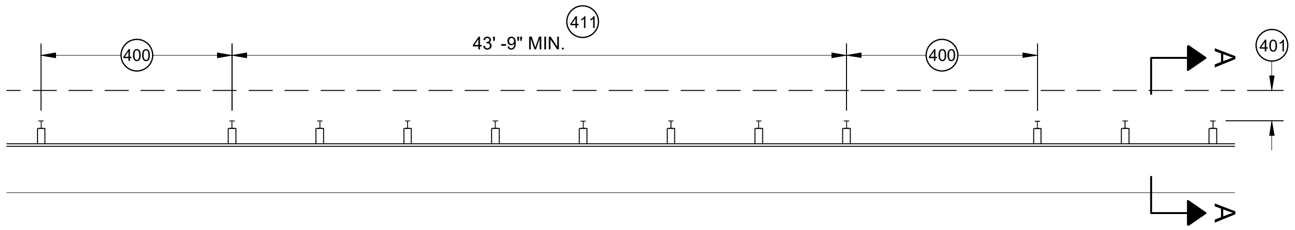
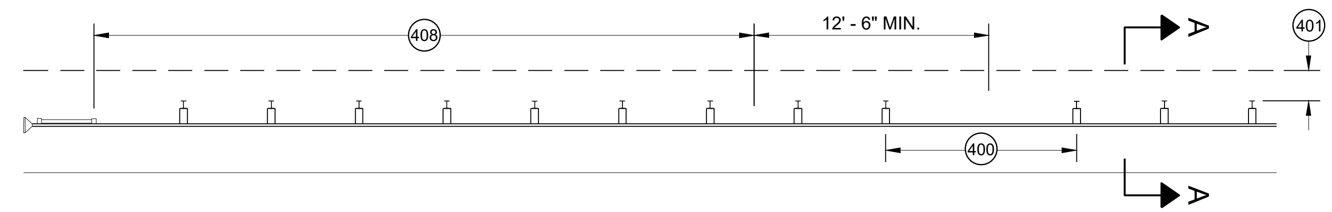
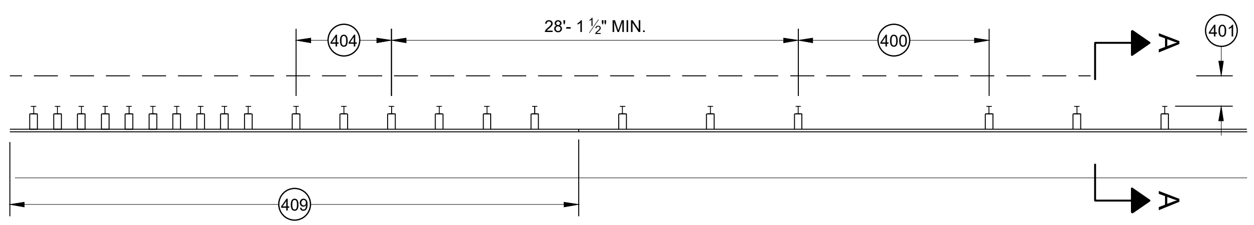
SDD 14B42 - 07c



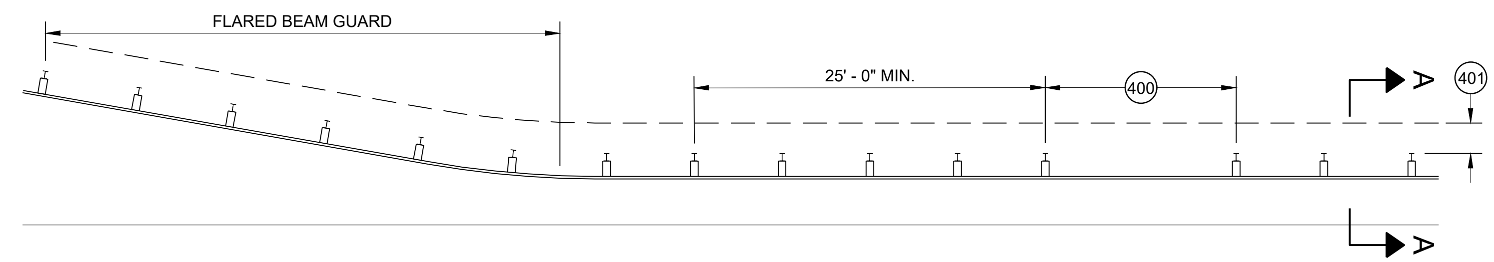
MISSING POST IN MGS GUARDRAIL



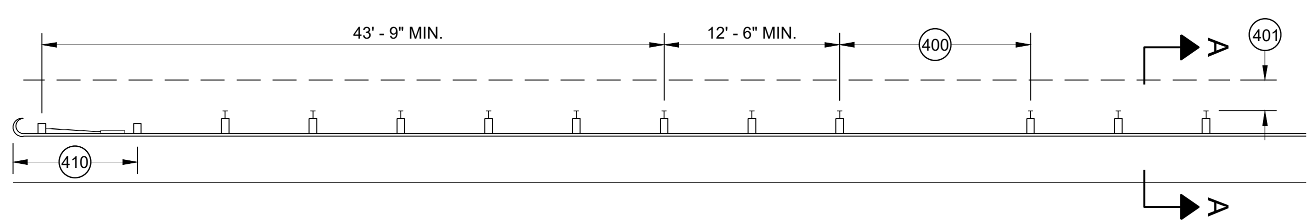
MISSING POST IN MGS GUARDRAIL NEAR EAT



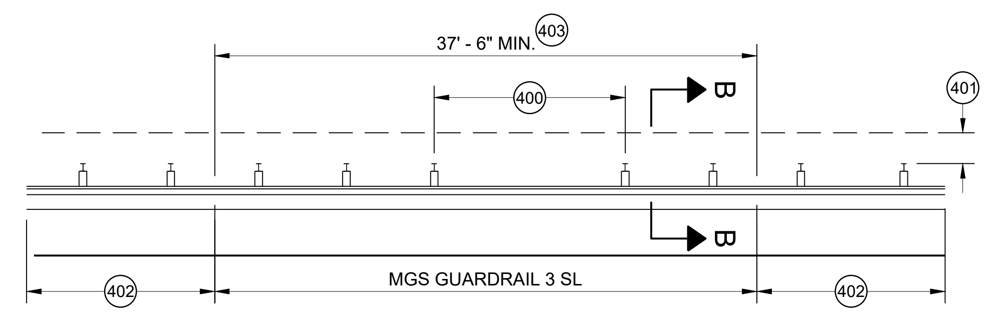
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD



MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL



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

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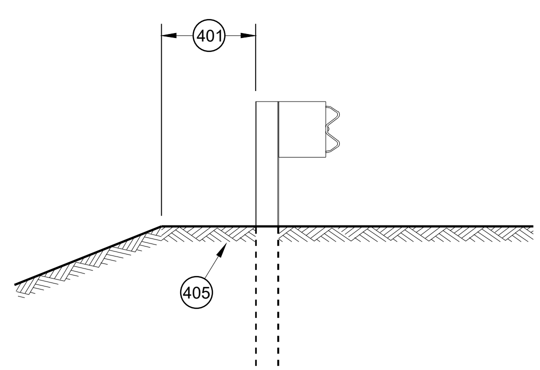
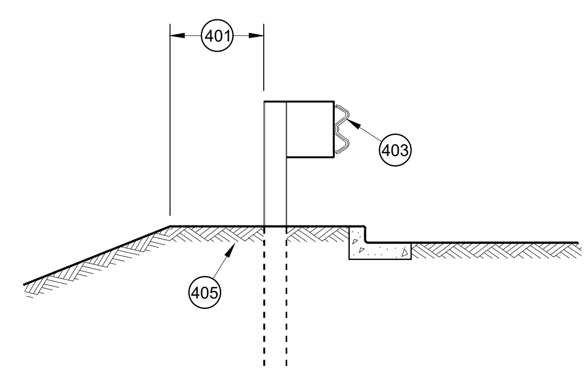
400 MAX SPAN 12' - 6"
401 2' MIN.
402 MGS GUARDRAIL 3
403 NESTING BEAM GUARD
404 ASYMMETRIC TRANSITION
405 SOIL WELL DRAINED AND COMPACTED
406 SEE OTHER DRAWINGS IN THIS SDD
407 SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
408 SEE SDD 14B44
409 SEE SDD 14B45
410 SEE SDD 14B47
411 MINIMUM DISTANCE 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 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

SDD 14B42 - 07d

SDD 14B42 - 07d

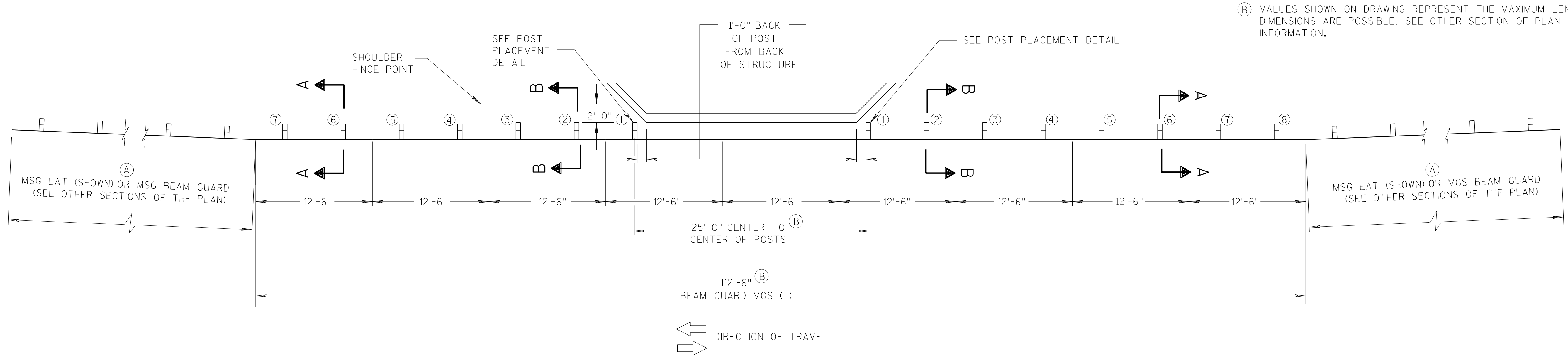
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

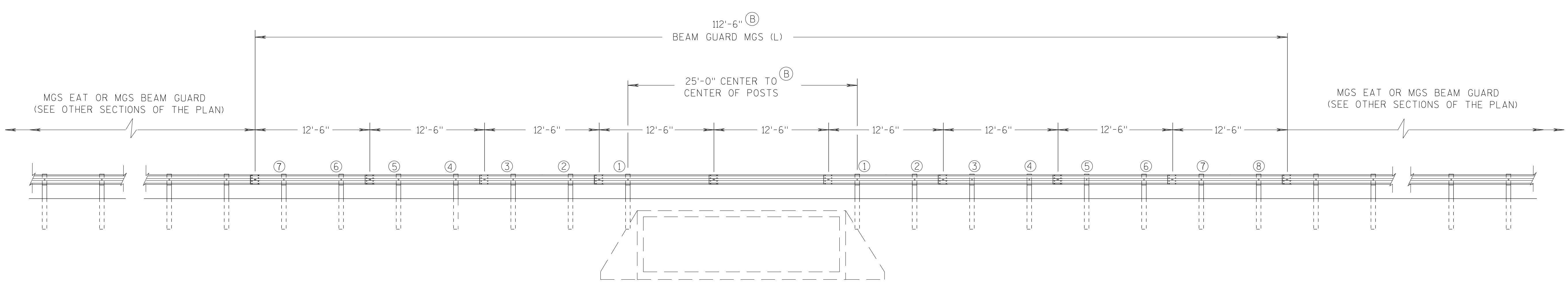
SEE SDD 14 B 42 FOR MORE DETAILS.

Ⓐ FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

Ⓑ 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 TRANSPOR

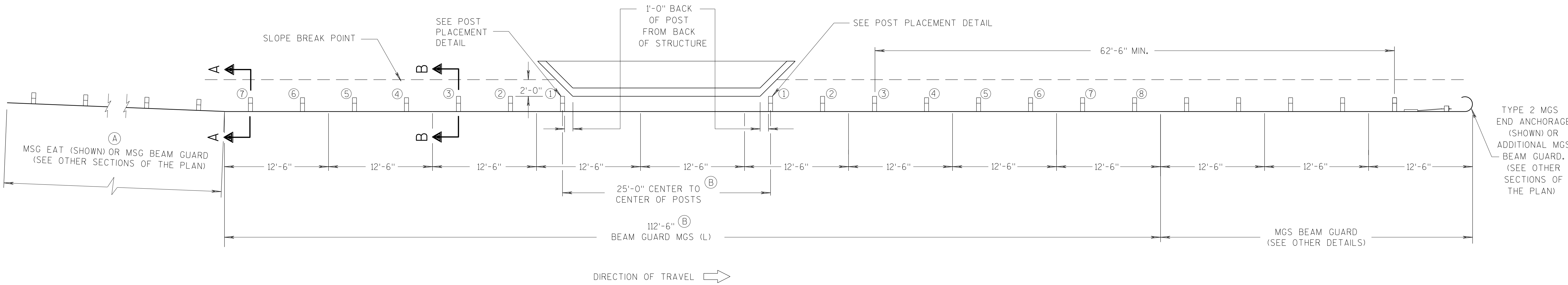
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

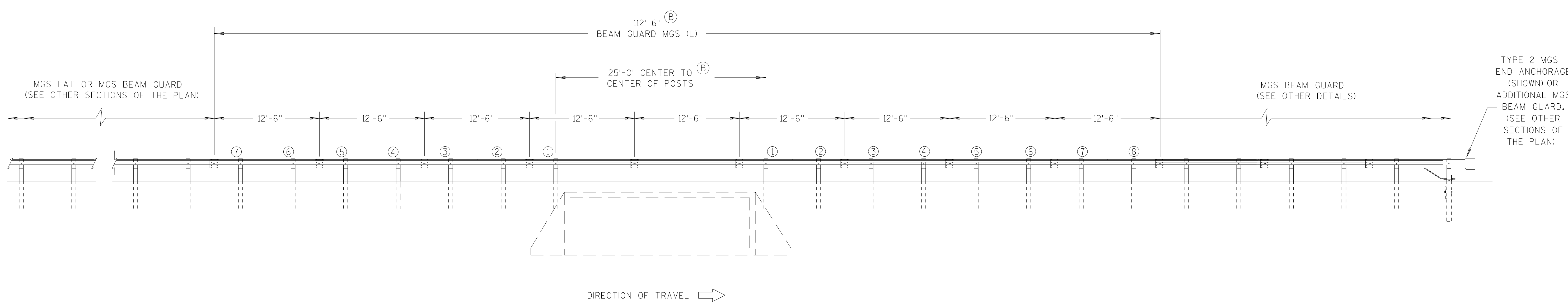
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

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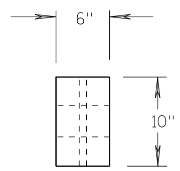
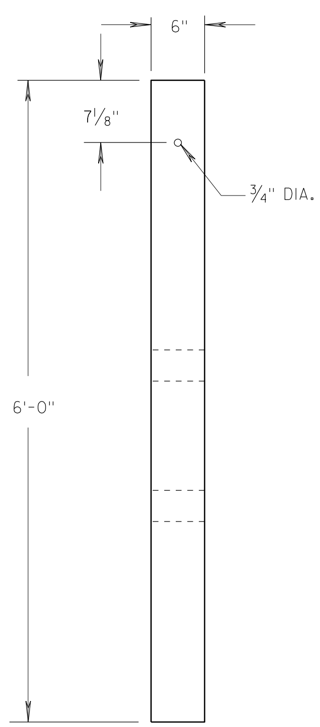
S.D.D. 14 B 43-4b

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

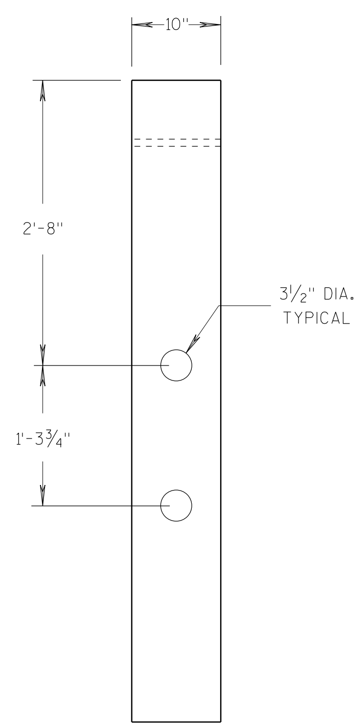
S.D.D. 14 B 43-4b



PLAN VIEW

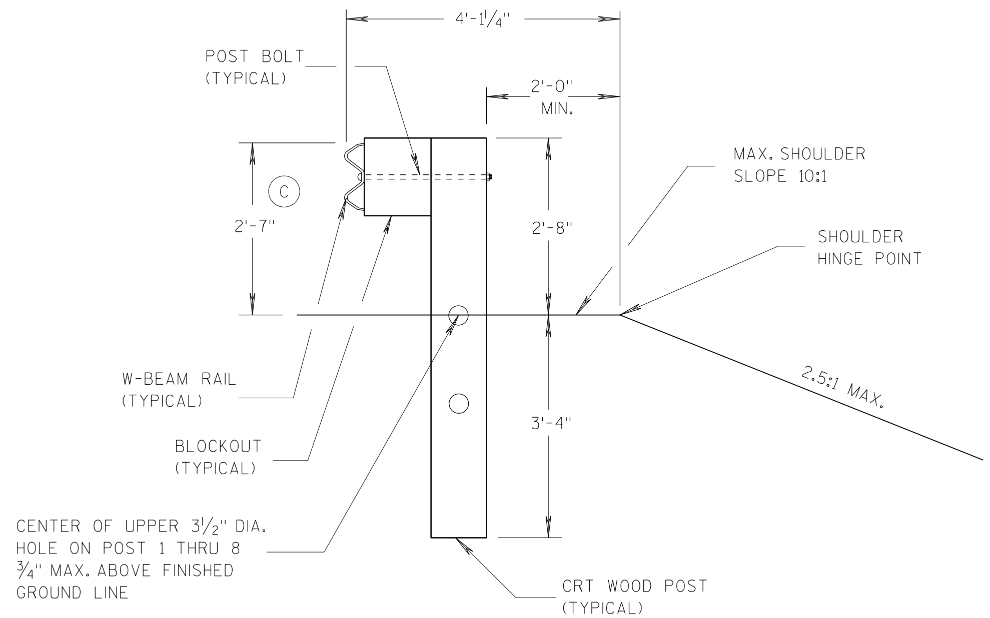


FRONT VIEW



SIDE VIEW

CRT WOOD POST



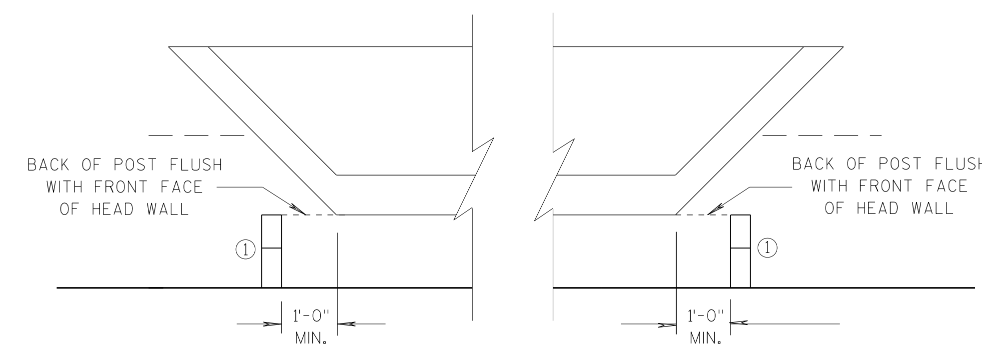
SECTION B-B

POSTS NO. 1-3

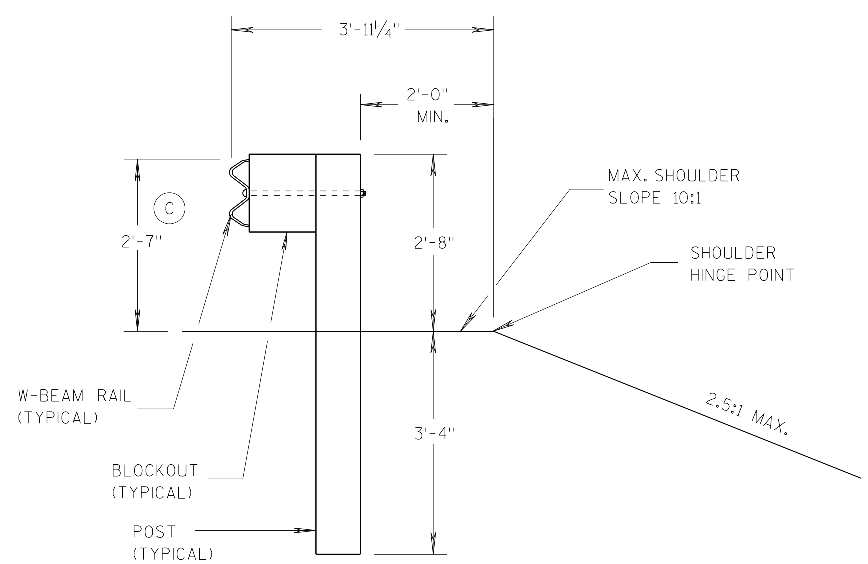
SEE OTHER DETAILS

GENERAL NOTES

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



POST PLACEMENT DETAIL



SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

6

6

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

07/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS D 141 NT
ENGINEER

FHWA

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.

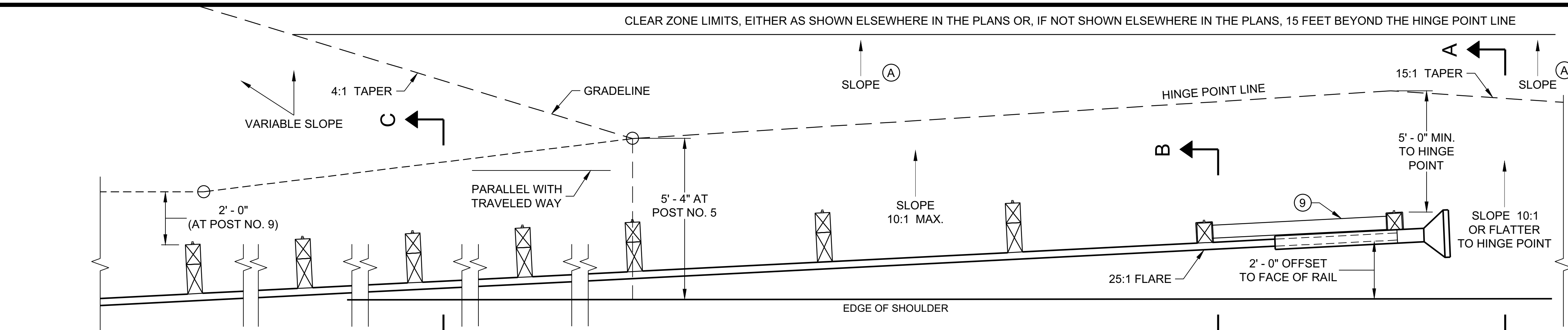
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

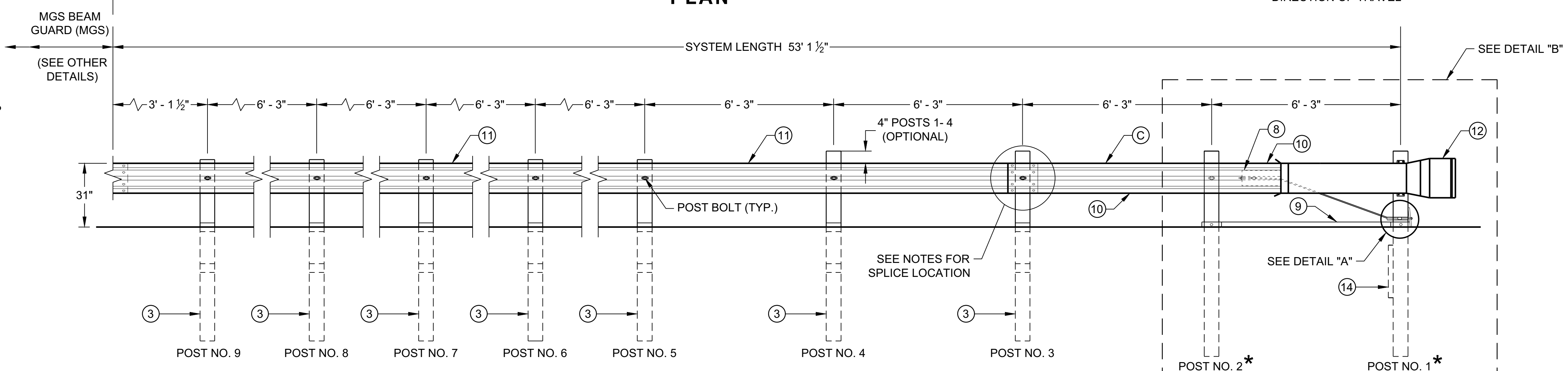
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

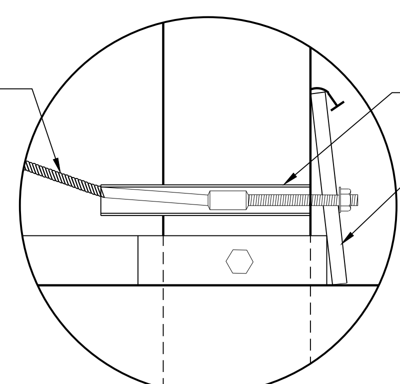
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



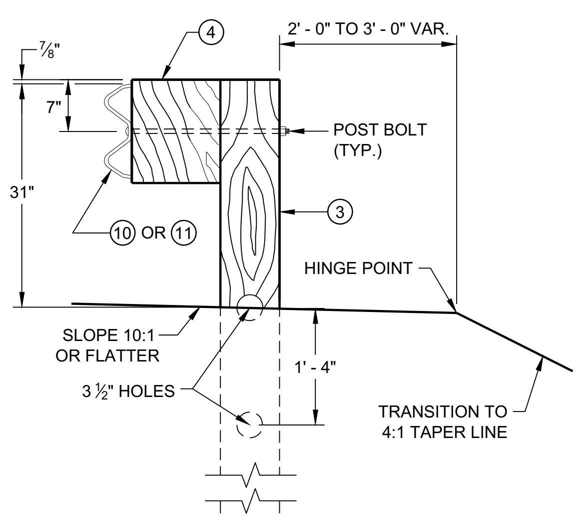
PLAN



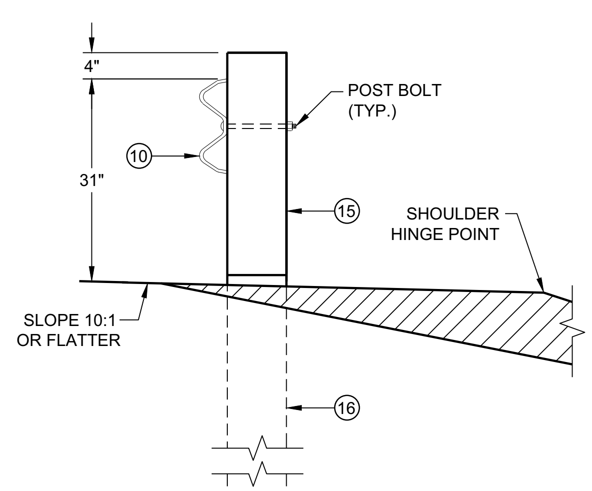
ELEVATION



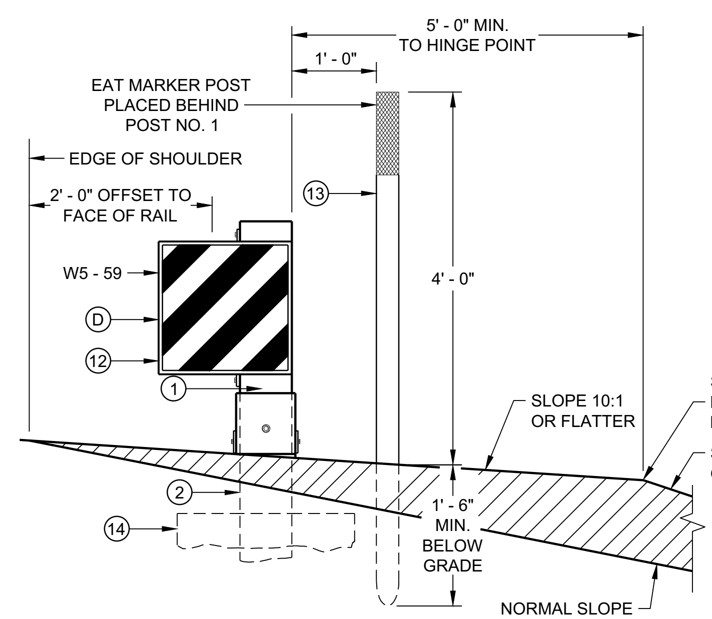
DETAIL "A" (E)



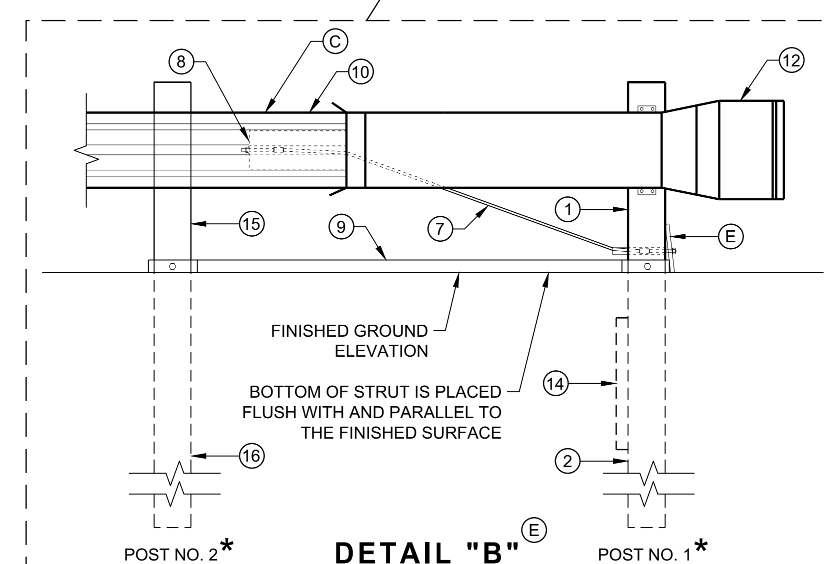
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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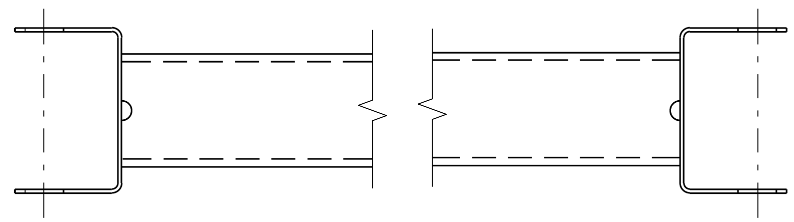
SDD 14B44 - 04a

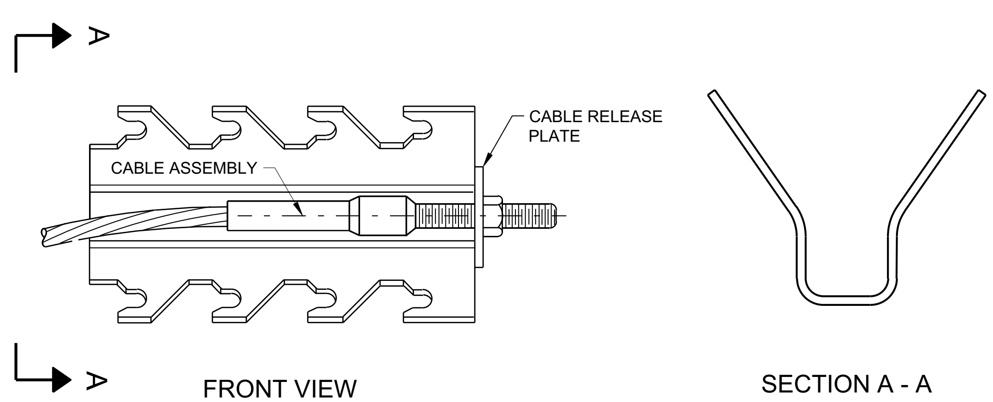
SDD 14B44 - 04a

BILL OF MATERIALS

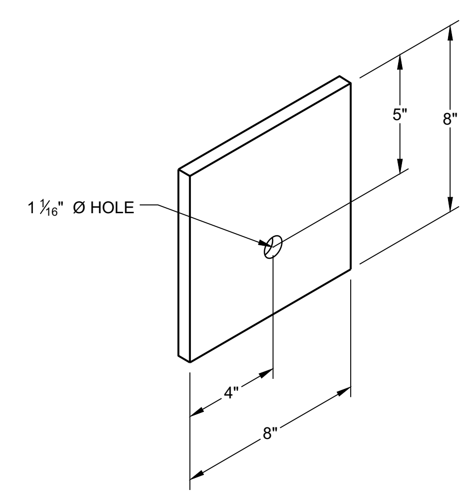
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
1	UPPER POST NO. 1 6" X 6" TUBE
2	LOWER POST NO. 1
3	WOOD CRT
4	WOOD BLOCKOUT
5	PIPE SLEEVE
6	BEARING PLATE
7	BCT CABLE ASSEMBLY
8	ANCHOR CABLE BOX
9	GROUND STRUT
10	PERFORATED W-BEAM RAIL 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 GROUND STRUT 9 E



GENERIC ANCHOR CABLE BOX 9 E

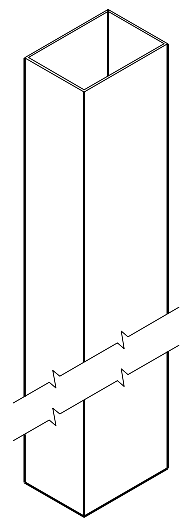


BEARING PLATE 6 E

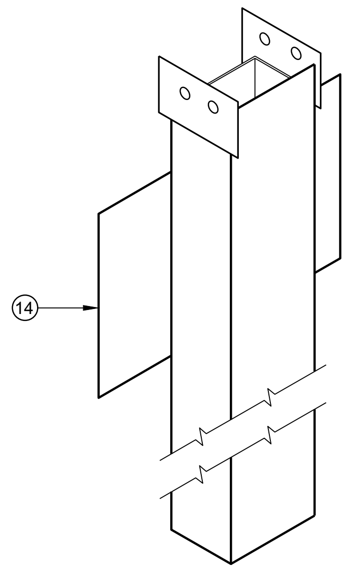
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

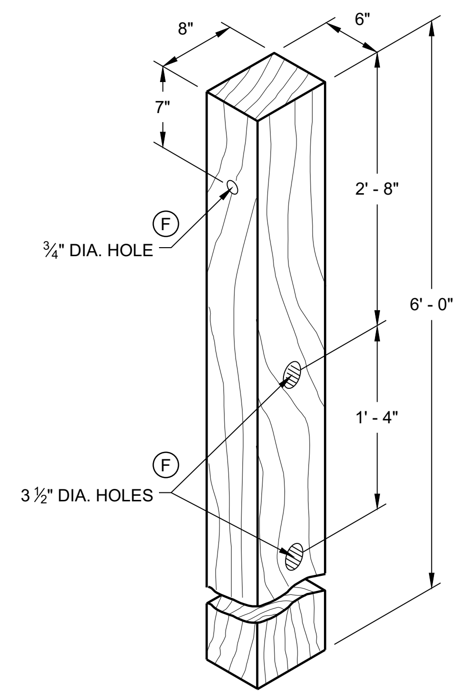
SDD 14B44 - 04b



UPPER POST NO. 1 ① Ⓔ

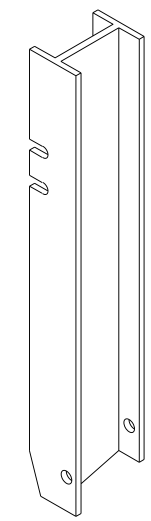


LOWER POST NO. 1 ② Ⓔ

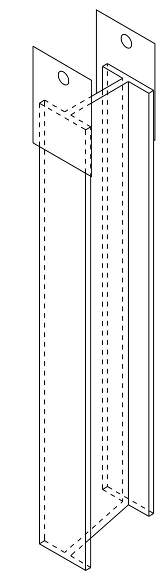


WOOD CRT POST ③ Ⓔ

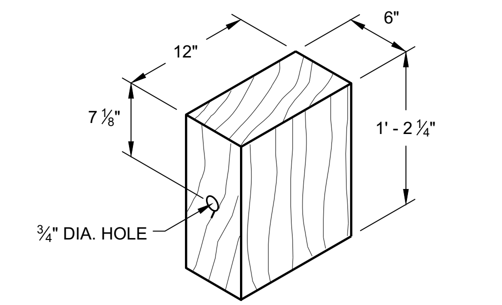
POSTS NUMBER 3-9



UPPER POST NO. 2 ⑮ Ⓔ



LOWER POST NO. 2 ⑯ Ⓔ



WOOD BLOCKOUT ④

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

6

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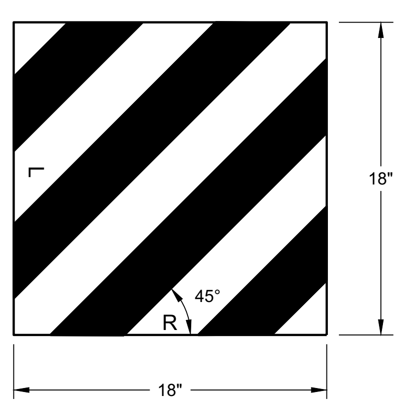
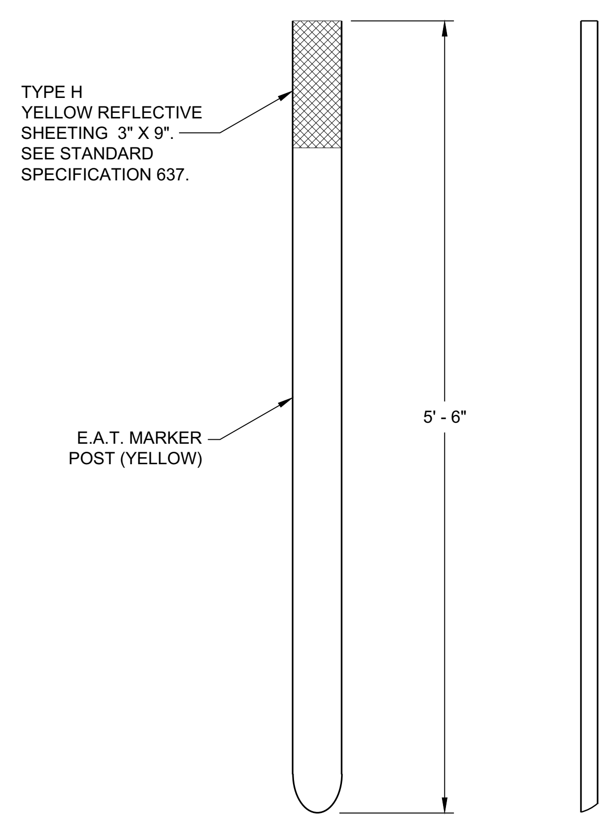


W5 - 59

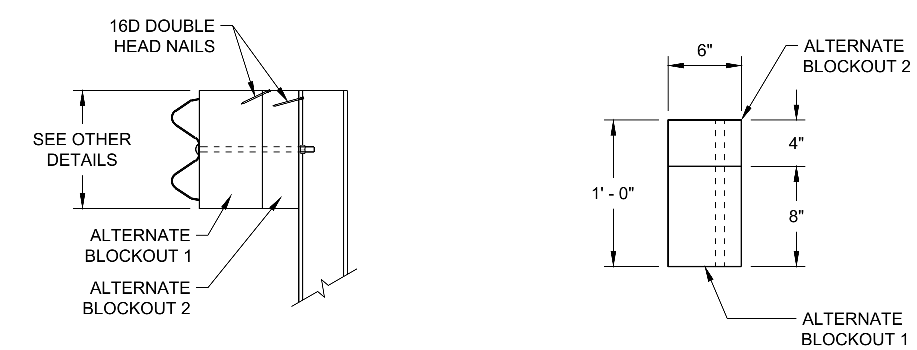
REFLECTIVE SHEETING DETAIL Ⓔ



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 DEVELOPMENT UNIT SUPERVISOR

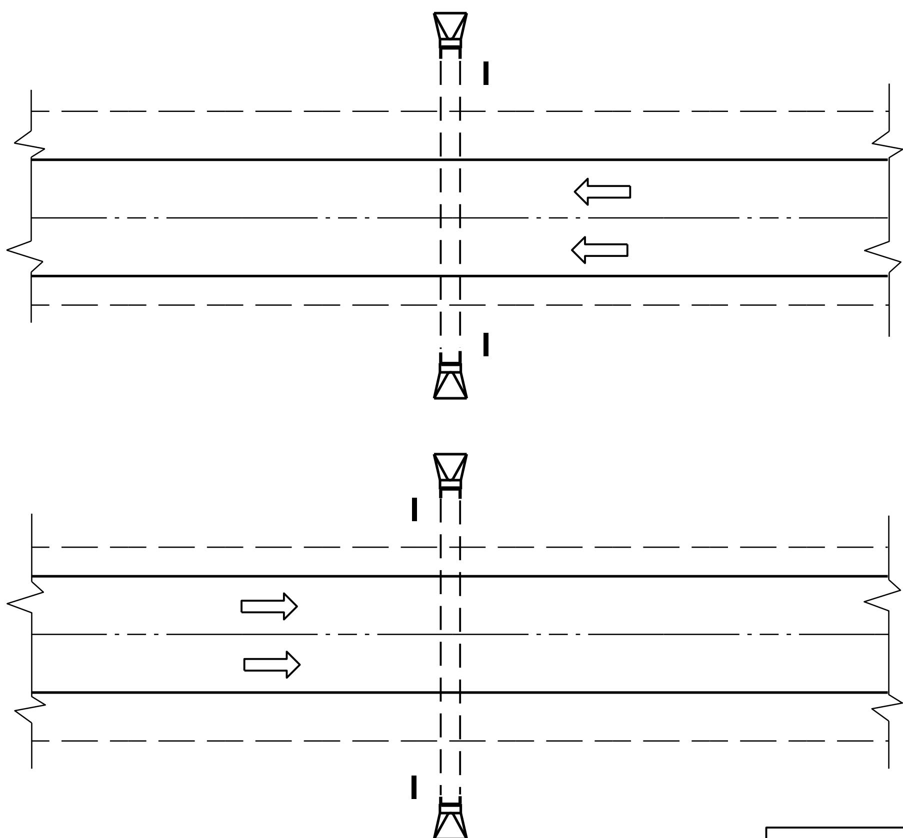
FHWA

SDD 14B44 - 04c

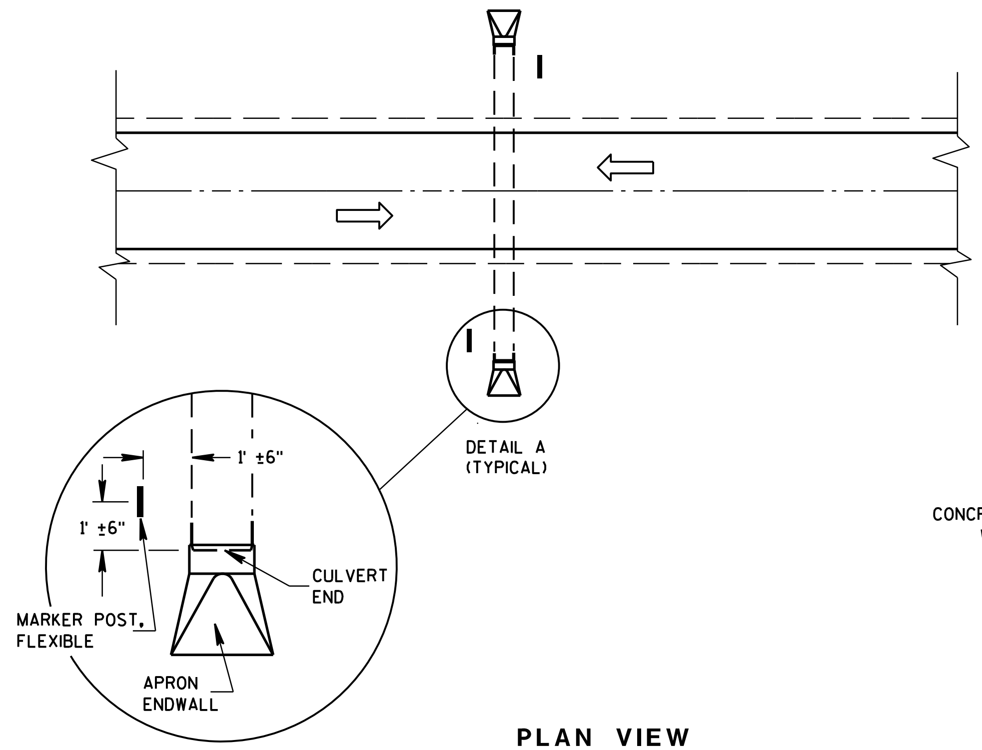
SDD 14B44 - 04c

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.



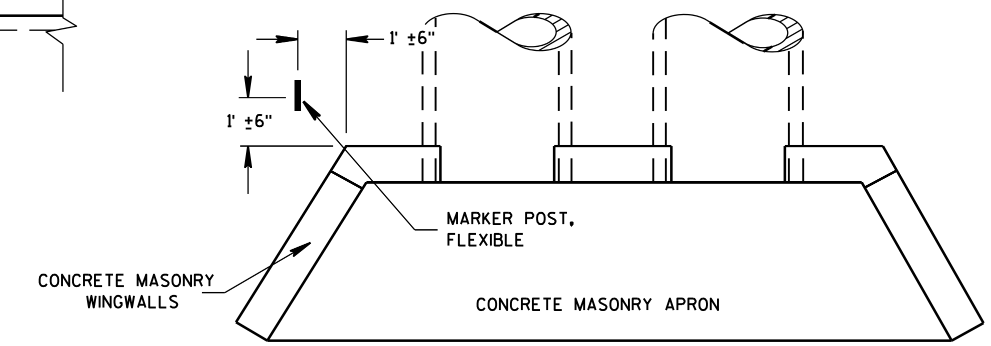
PLAN VIEW
DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

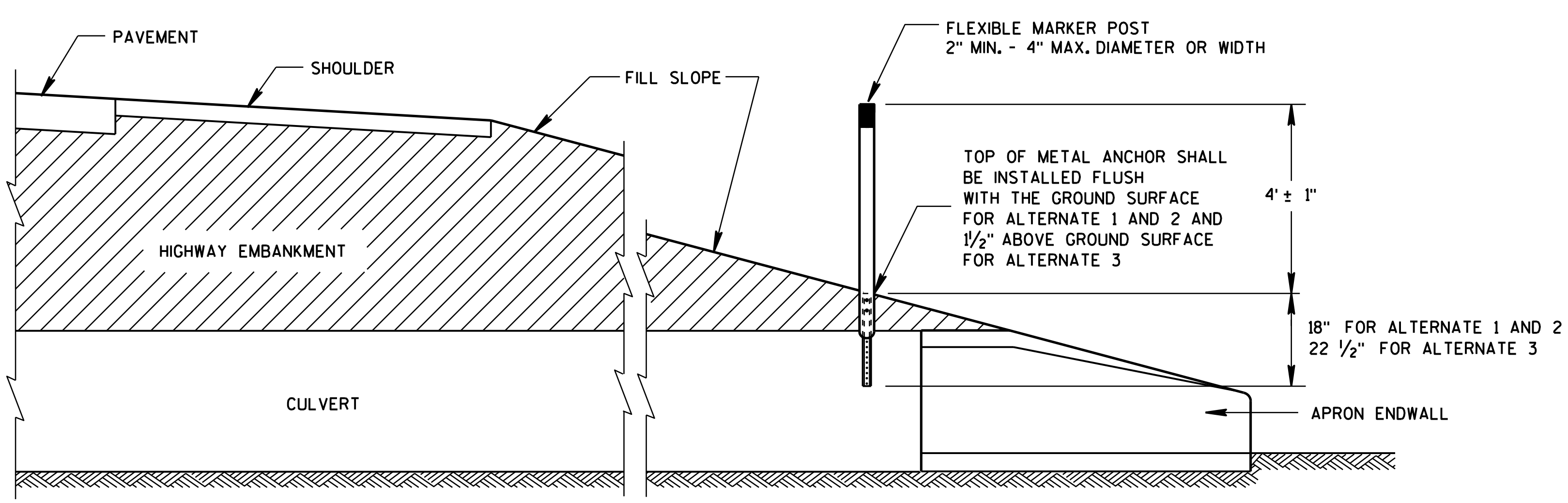
PLAN VIEW
UNDIVIDED HIGHWAY

I	MARKER POST, FLEXIBLE
⇨	DIRECTION OF TRAFFIC FLOW



PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END
STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

6

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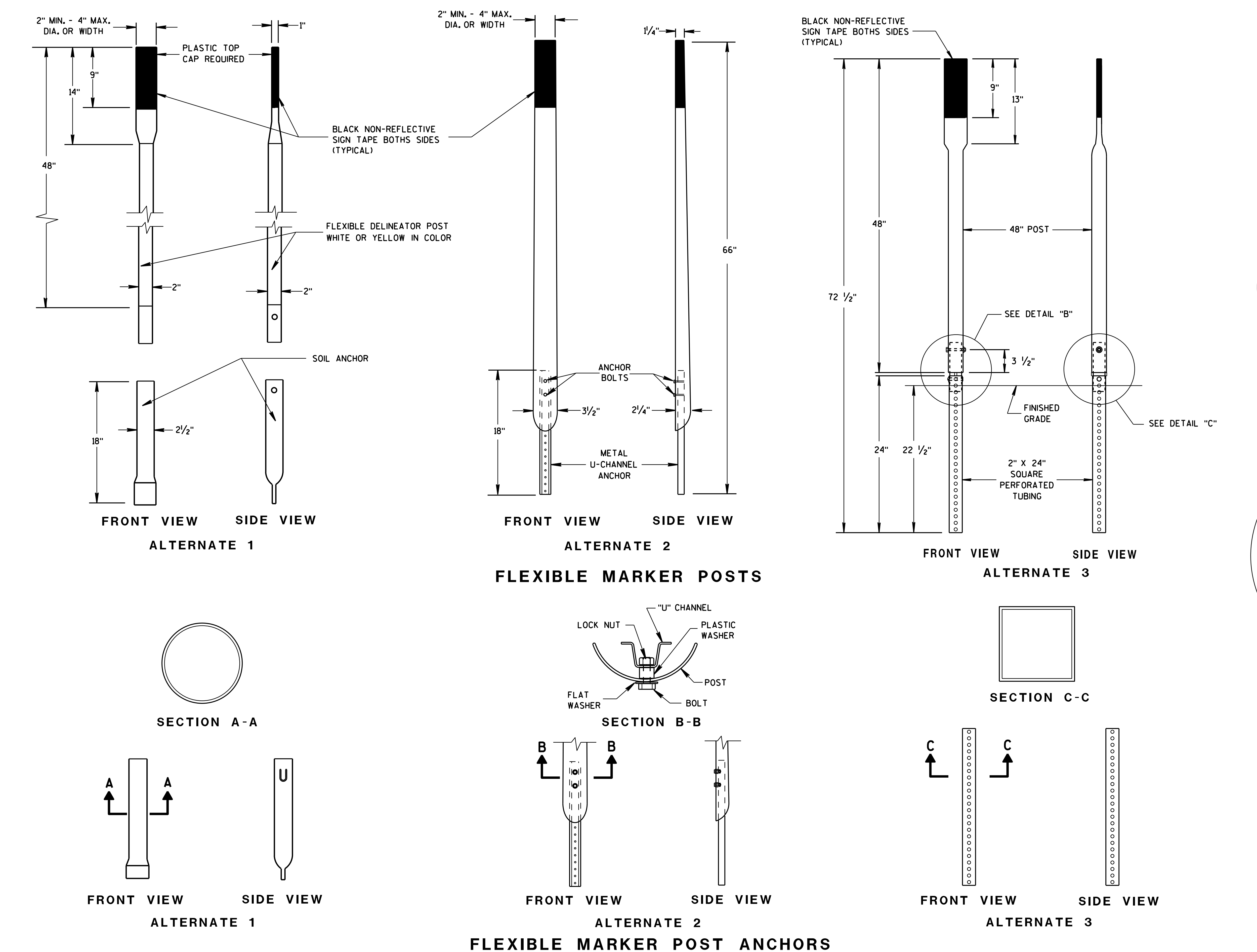
S.D.D. 15 A 3-2a



6

6

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED

10/1/2012 /S/ Travis Feltes

DATE STATE TRAFFIC ENGINEER DESIGN

FHWA

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

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

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.

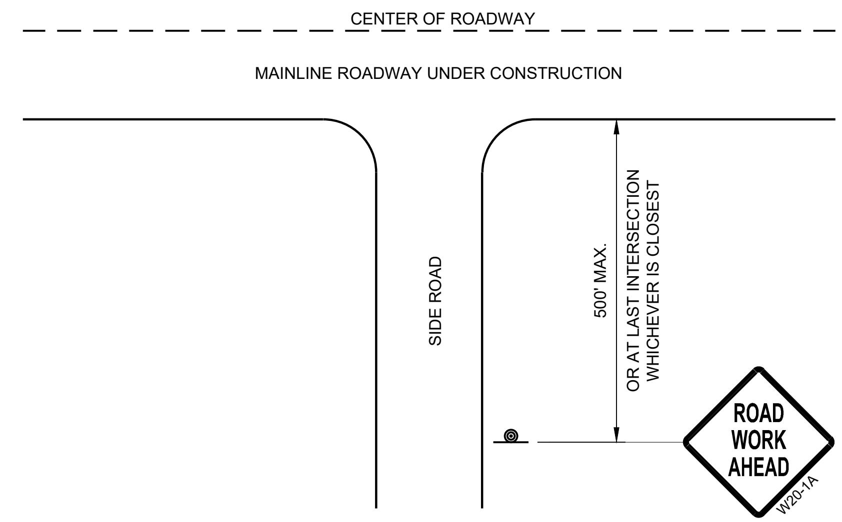
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



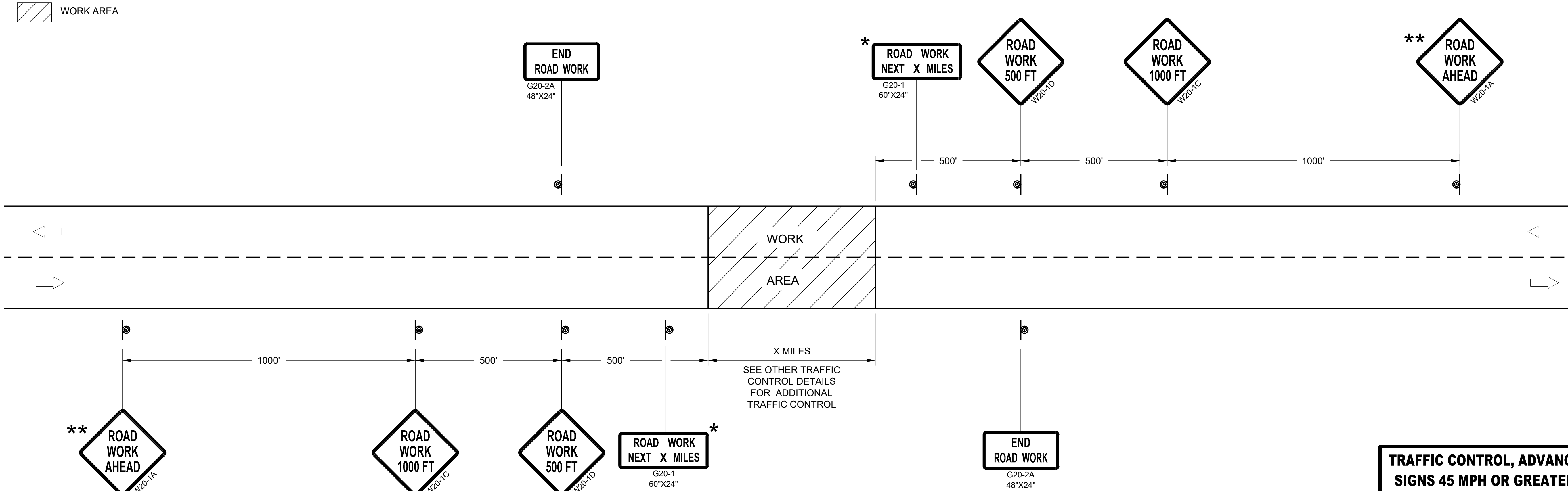
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

6

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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	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER

FHWA

SDD 15C04 - 05

SDD 15C04 - 05

GENERAL NOTES

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

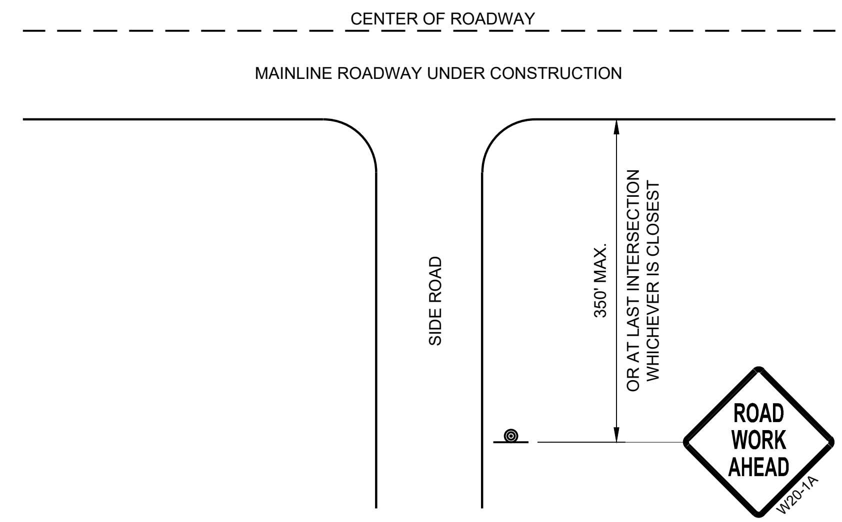
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



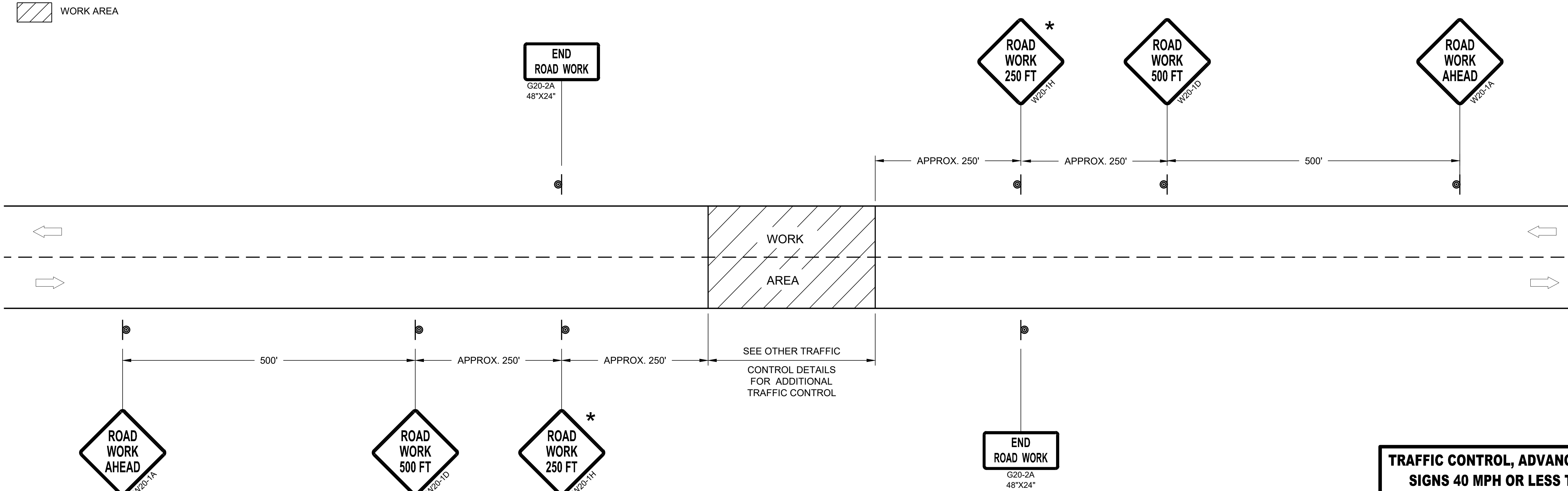
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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 ENGINEER

FHWA

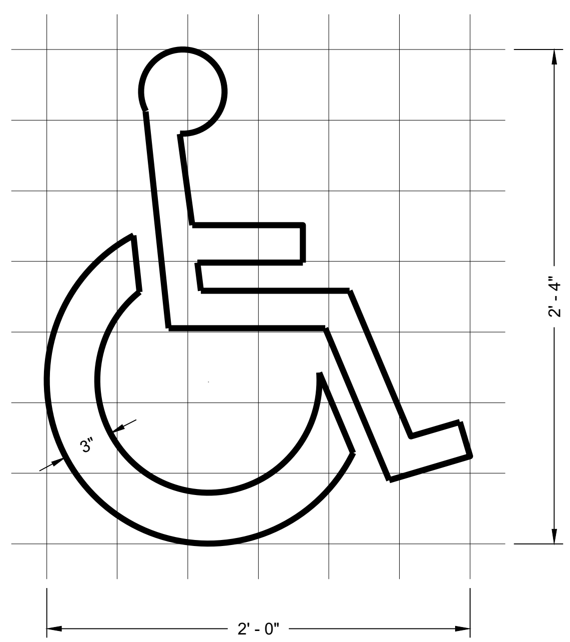
6

SDD 15C05 - 05

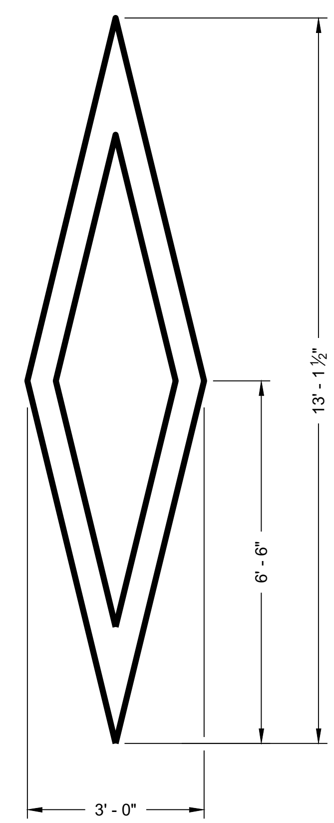
6

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.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C07 - 15a

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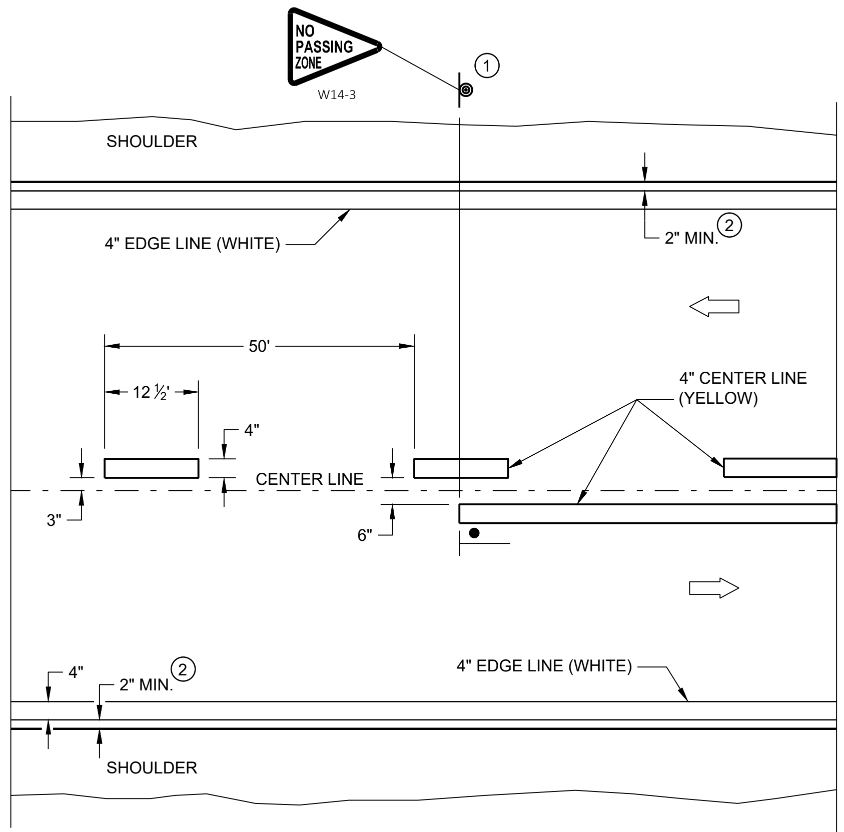
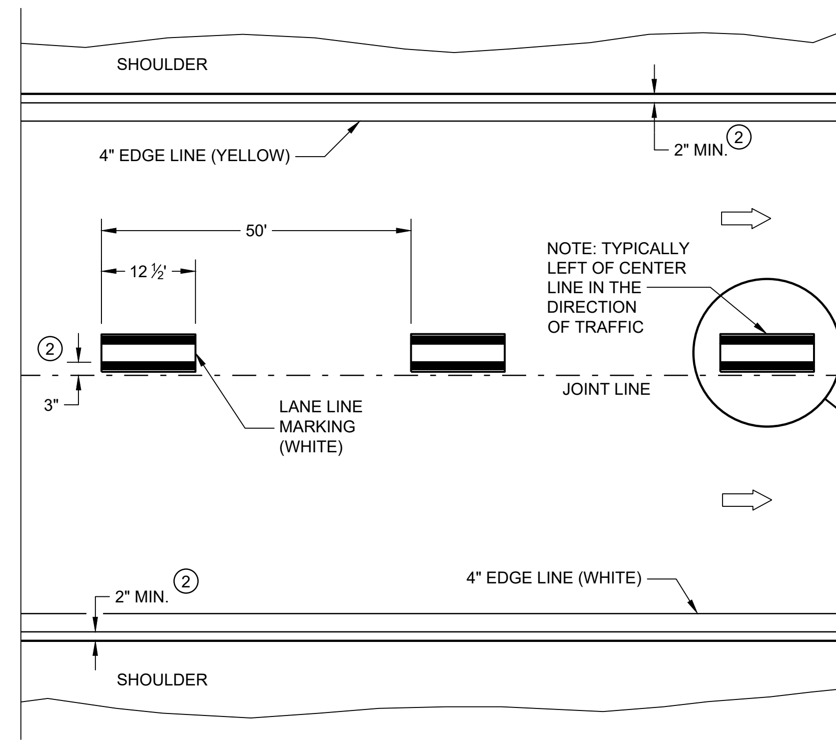
SDD 15C07 - 15a

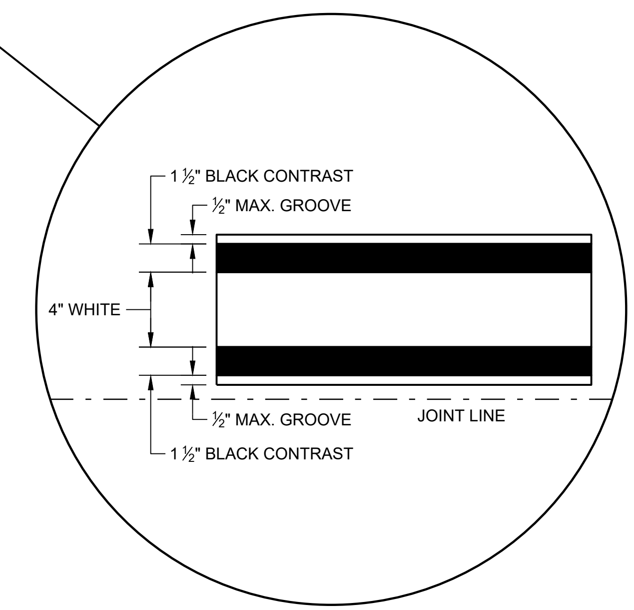


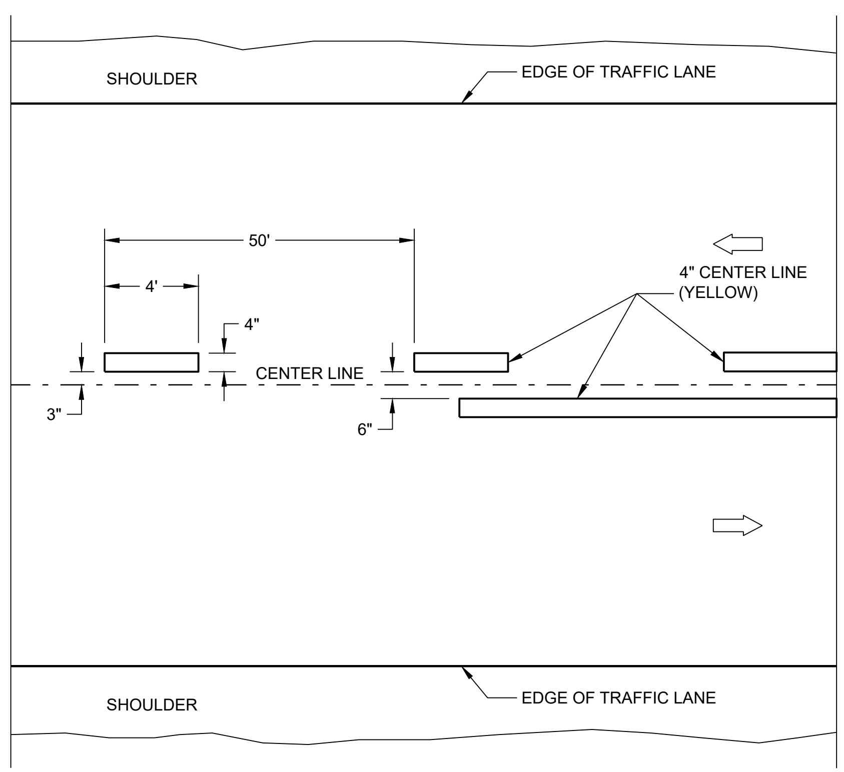
TWO WAY TRAFFIC



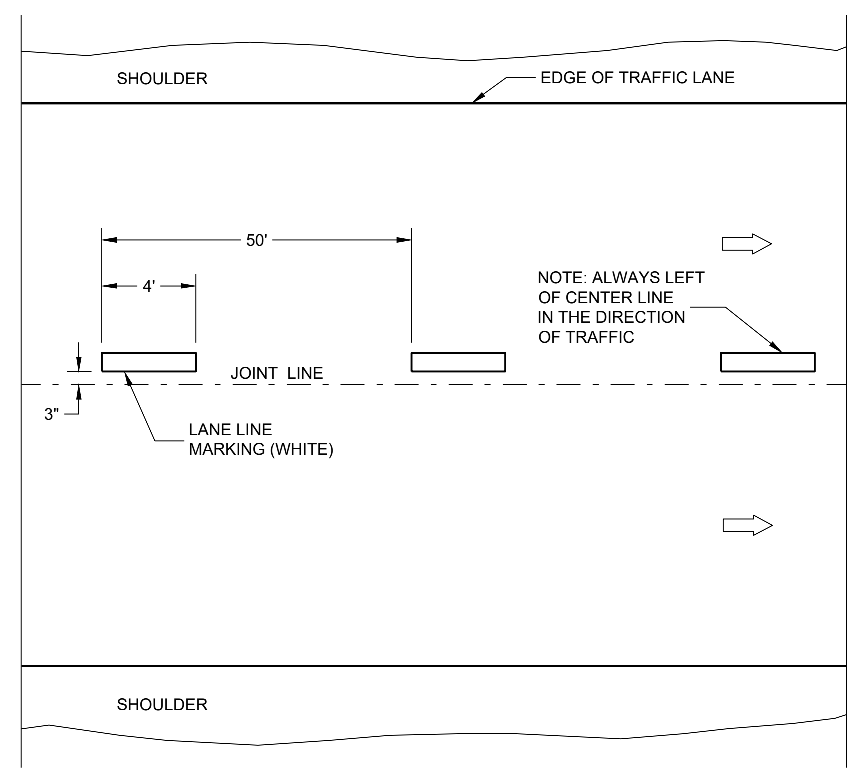
ONE WAY TRAFFIC

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

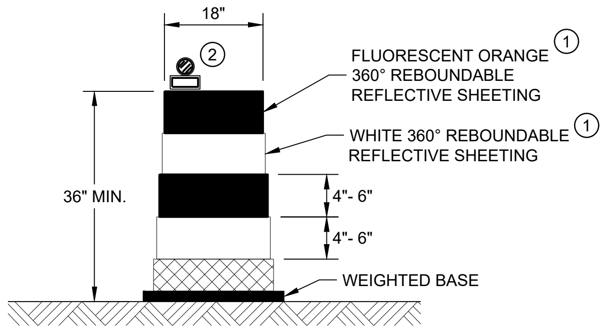
/S/ Matthew Rauch — STATEWIDE SIGNING AND M ENGINEER

FHWA

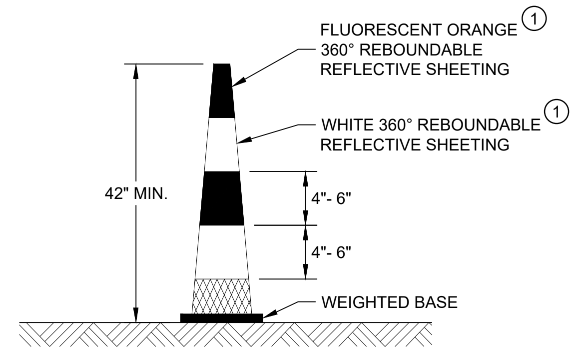
GENERAL NOTES

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.

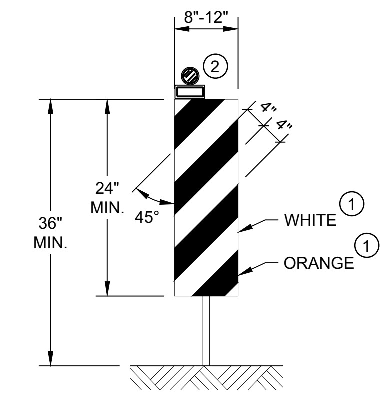


DRUM



42" CONE

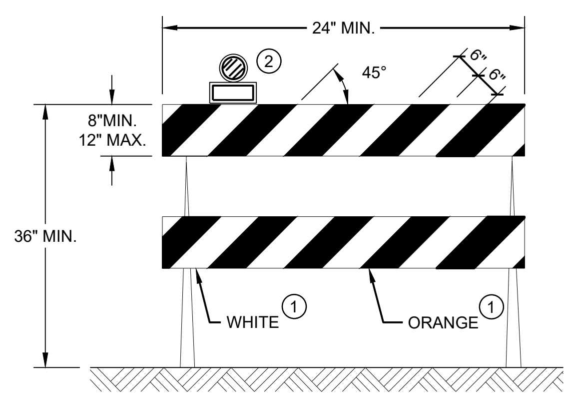
DO NOT USE IN TAPERS
½ SPACING OF DRUMS



VERTICAL PANEL

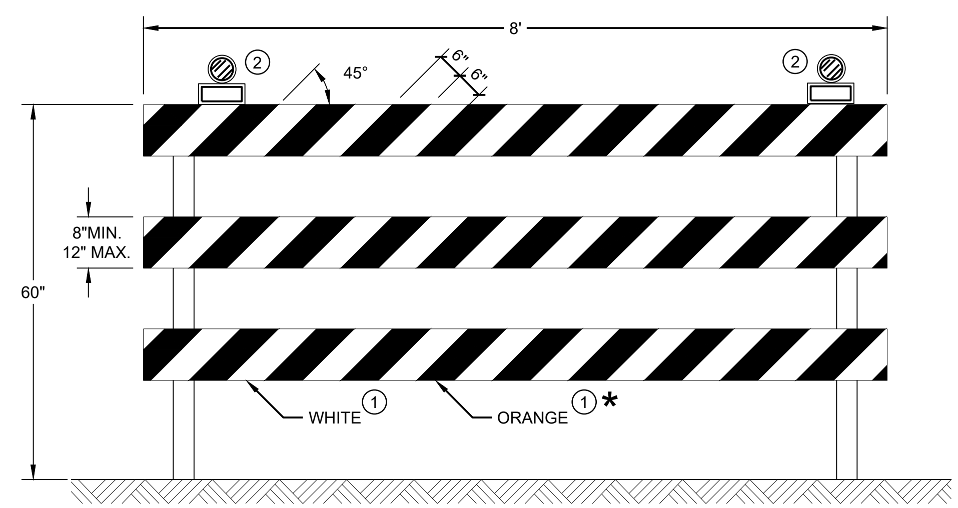
THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.

6



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.

6

SDD 15C11 - 09b

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED	
May 2021	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER

FHWA

SDD 15C11 - 09b

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

1. FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

2. SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

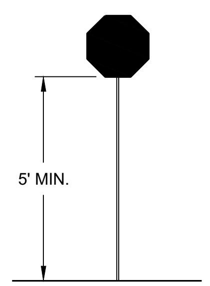
3. EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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.

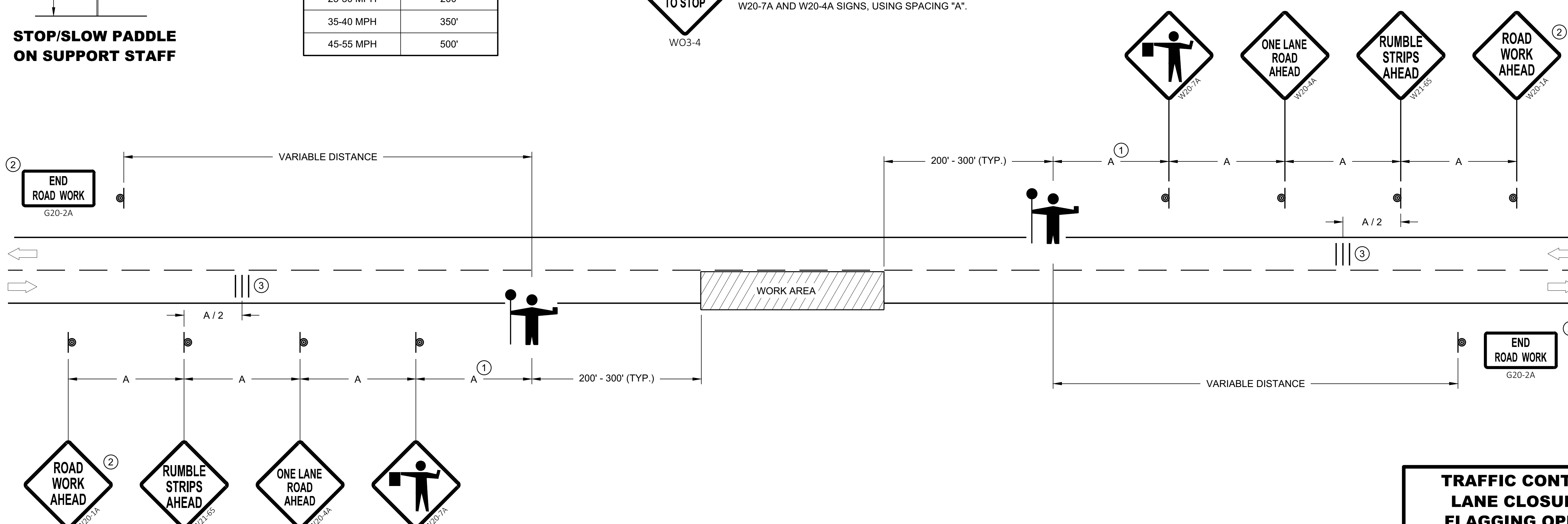


STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

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 ENGINEER FHWA

SDD 15C12 - 07

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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.

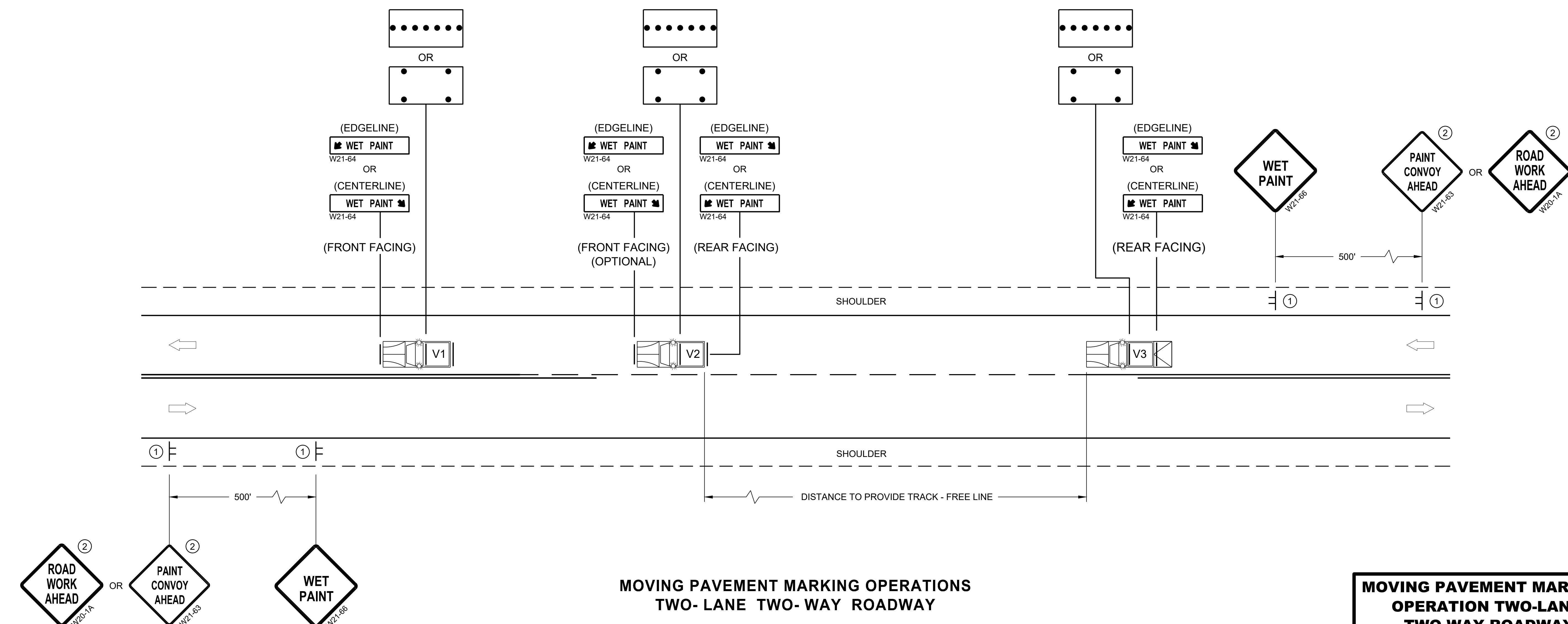
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

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SDD 15C19 - 06a

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

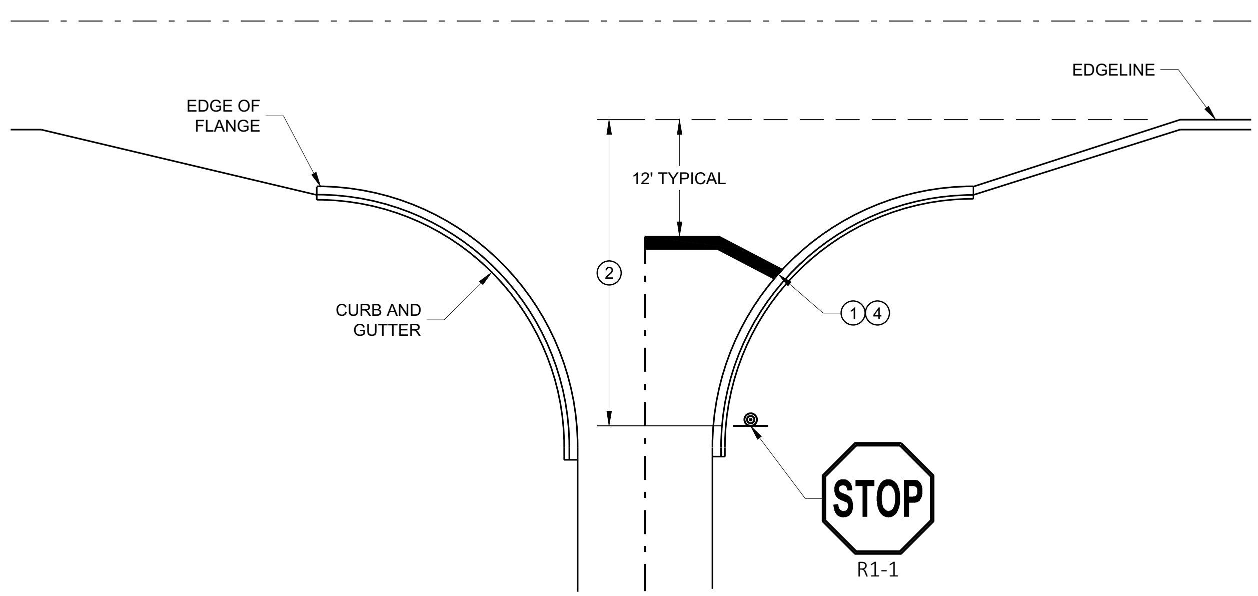
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

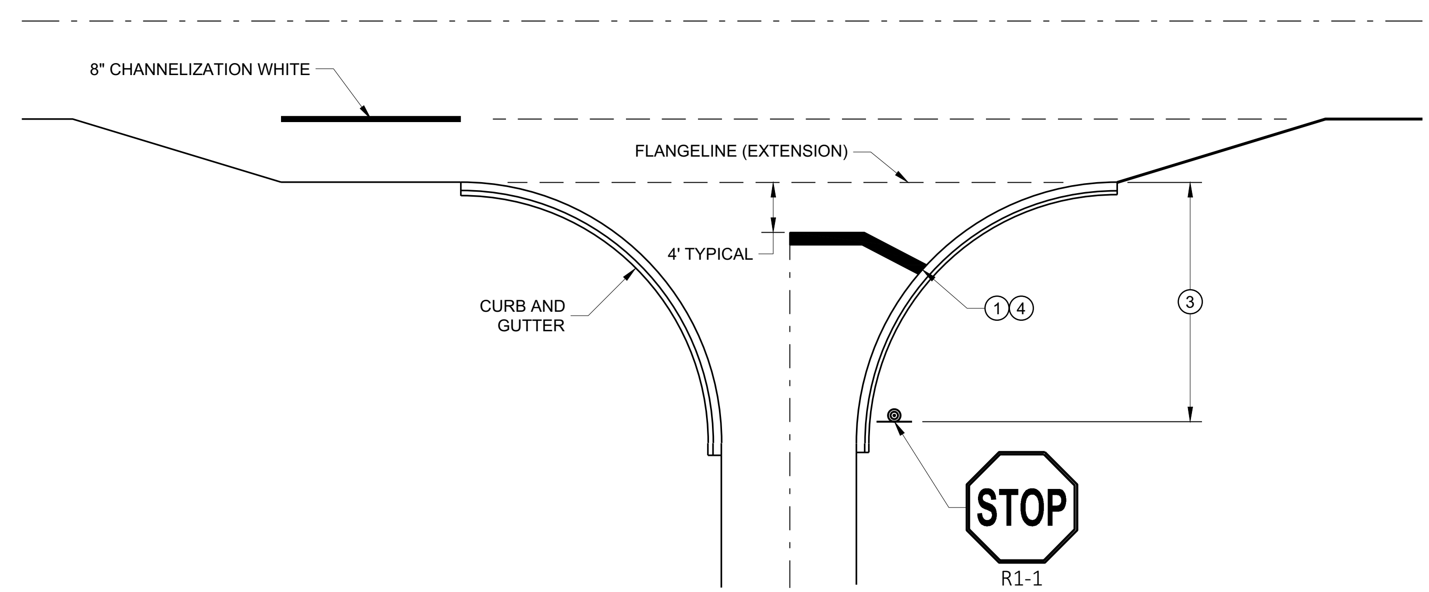
GENERAL NOTES

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

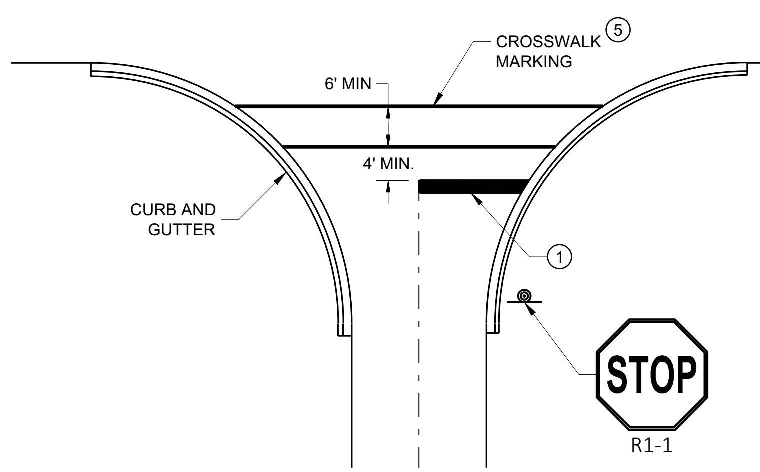
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



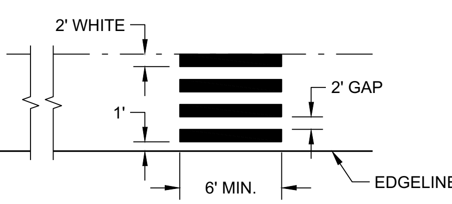
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



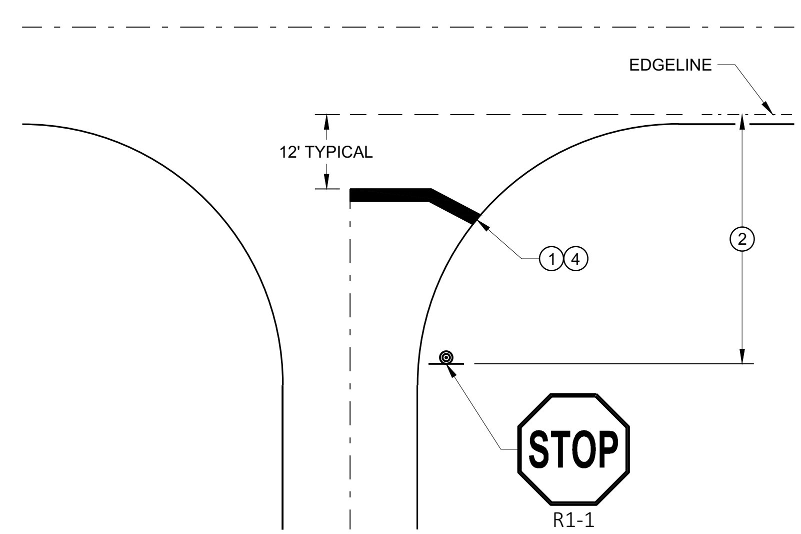
TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
November 2019 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	

6

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SDD 15C33 - 04

SDD 15C33 - 04

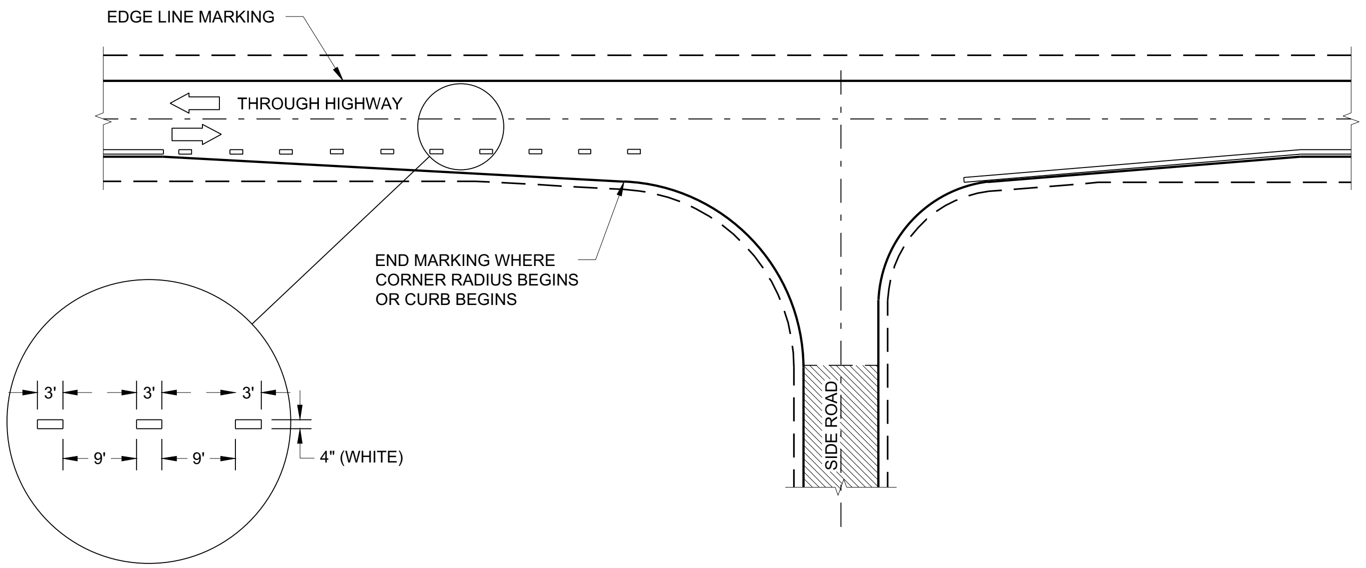
GENERAL NOTES

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

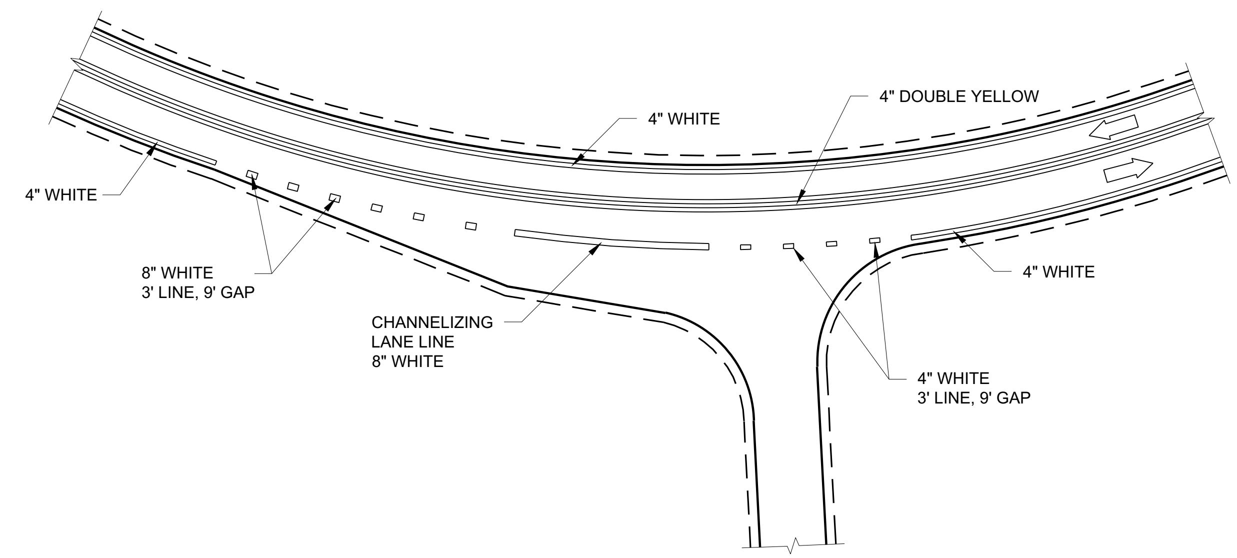
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

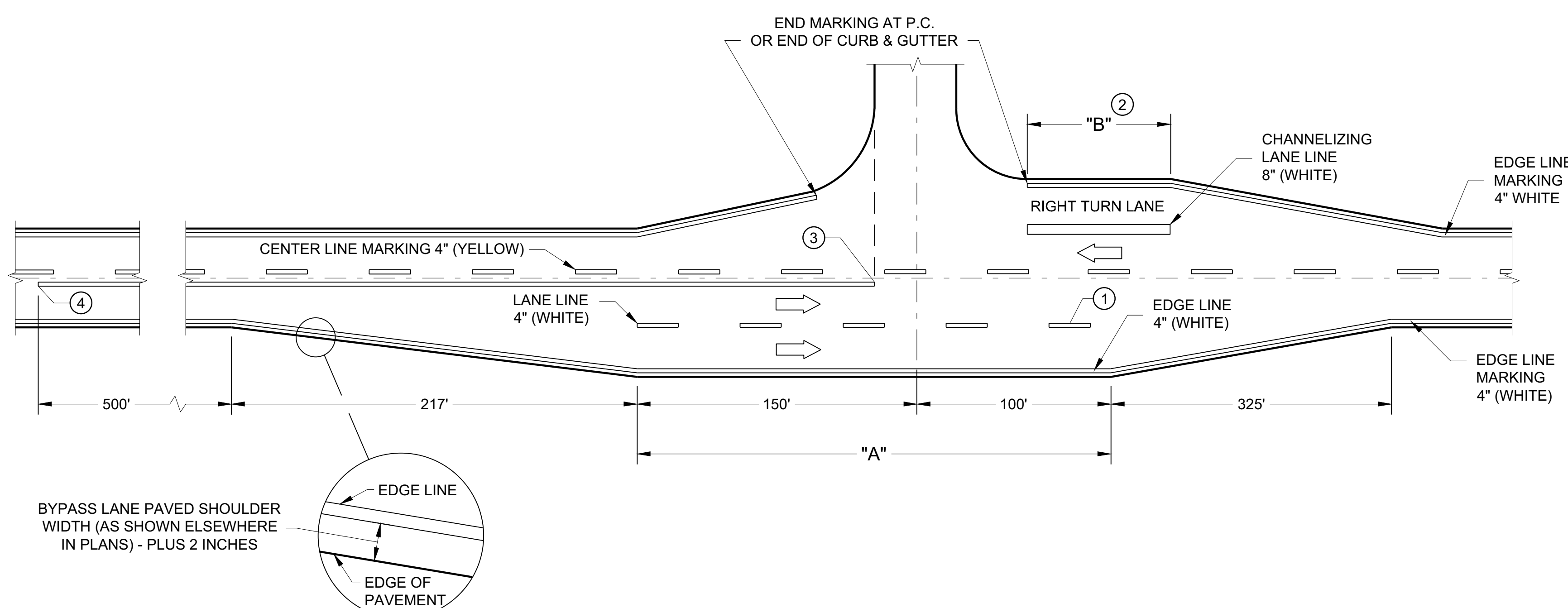
DIRECTION OF TRAVEL



MINOR INTERSECTION



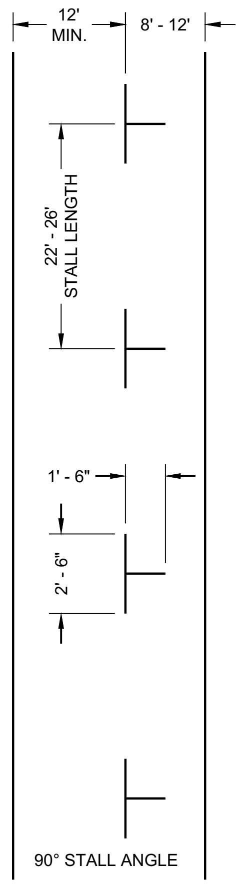
INTERSECTION ON OUTSIDE OF CURVE



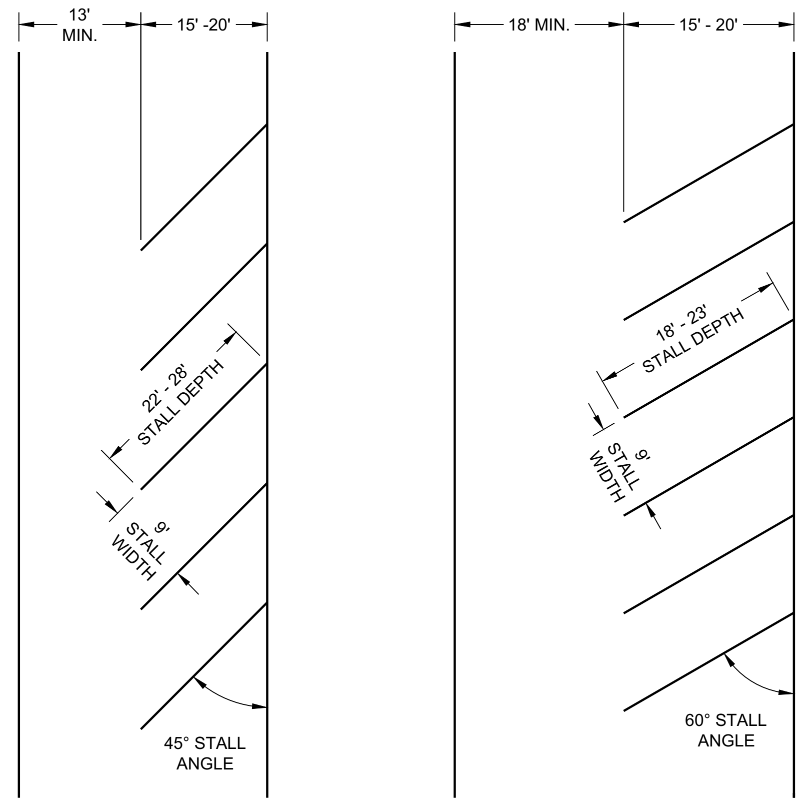
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

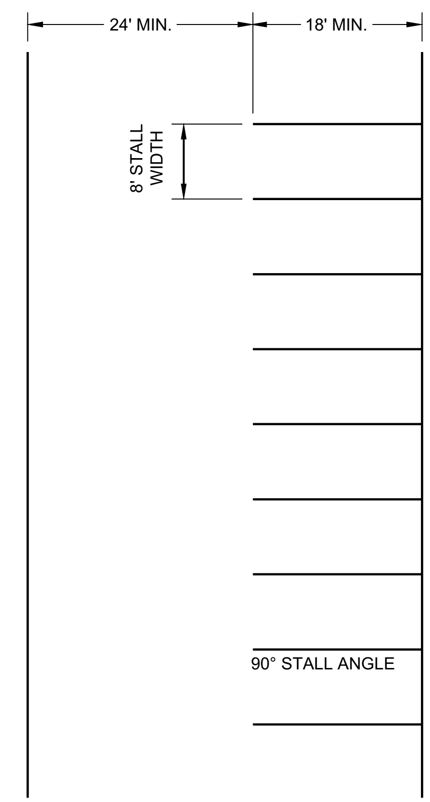


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

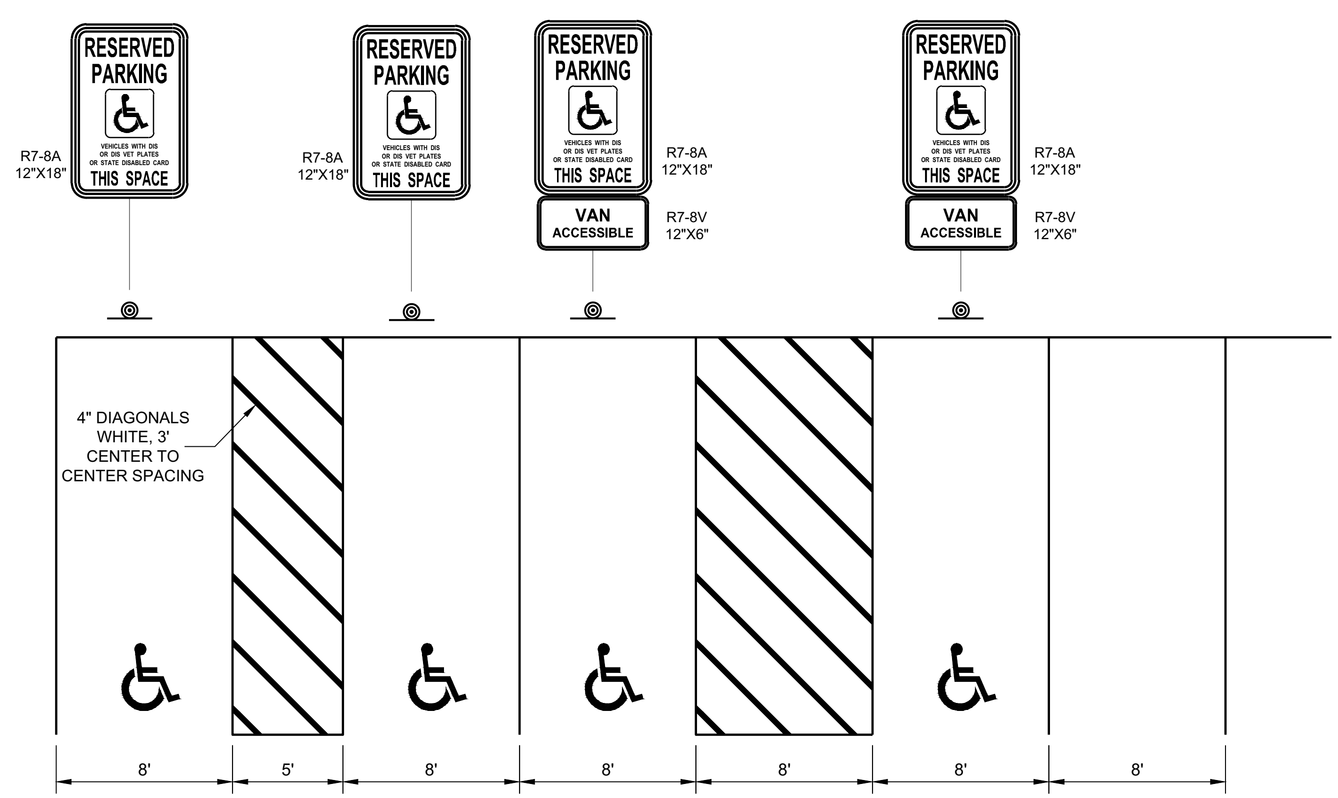
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



ACCESSIBLE

VAN ACCESSIBLE

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SDD 15C36 - 01

SDD 15C36 - 01

PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

August 2019 /S/ Matthew Rauch

DATE STATE SIGNING AND MARKING ENGINEER

FHWA

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

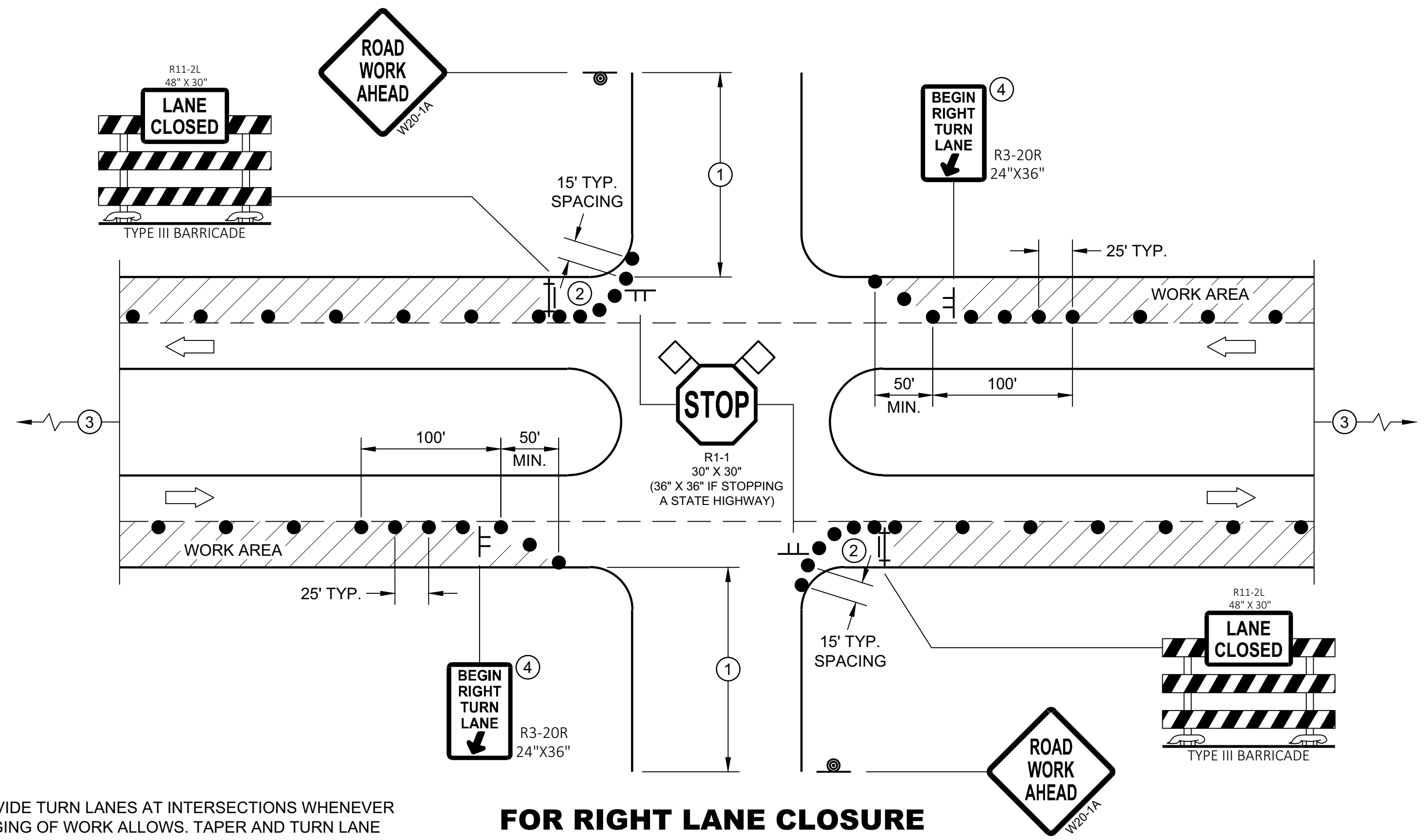
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

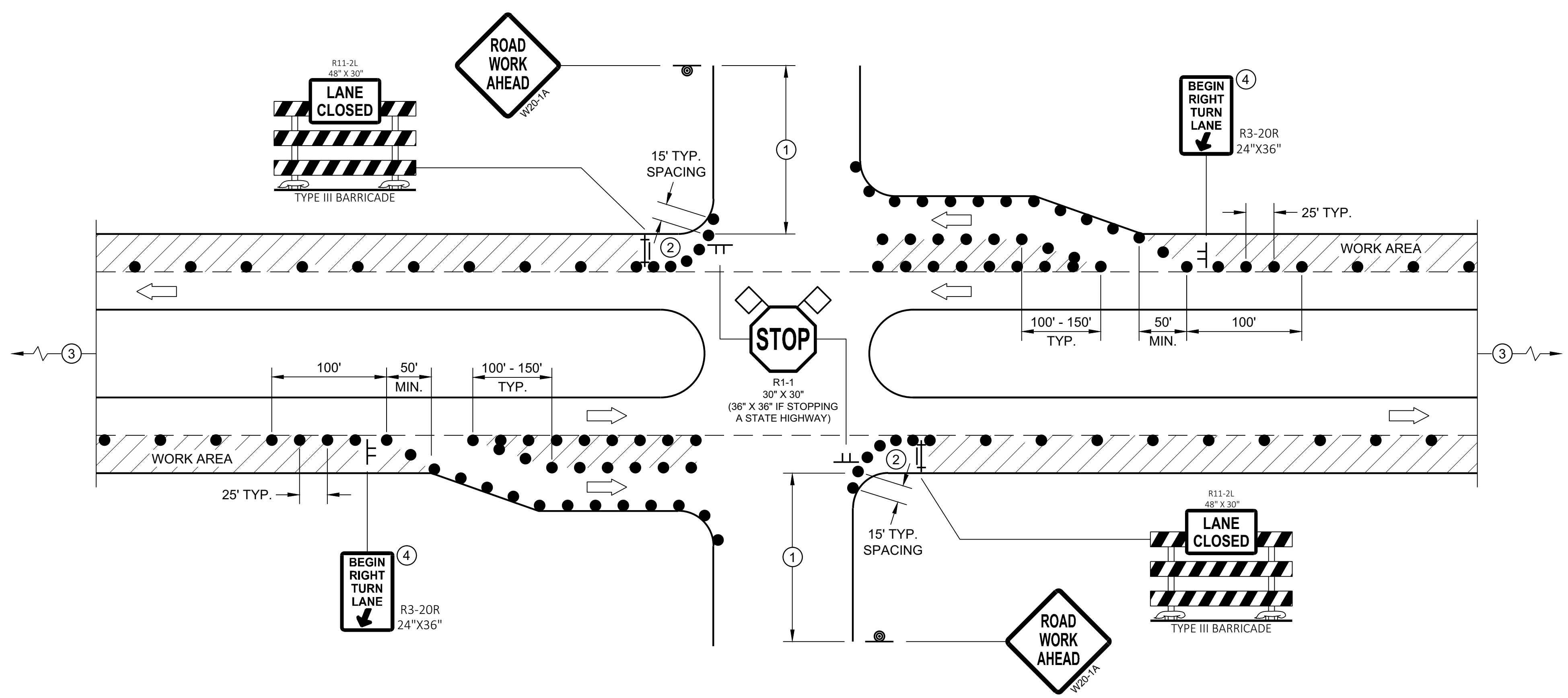
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.



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)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

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.

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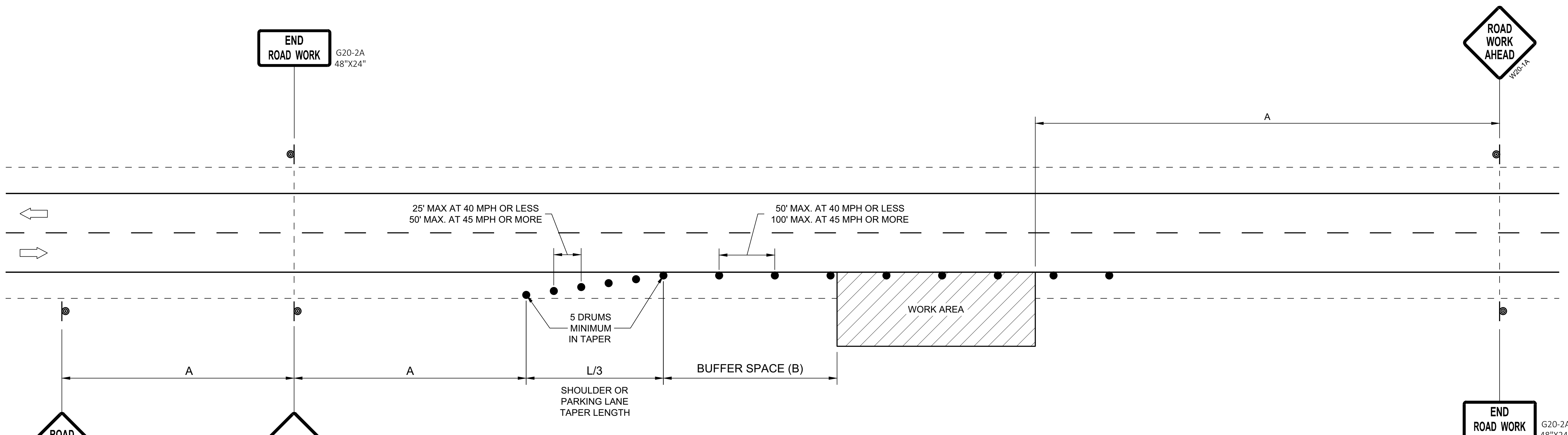

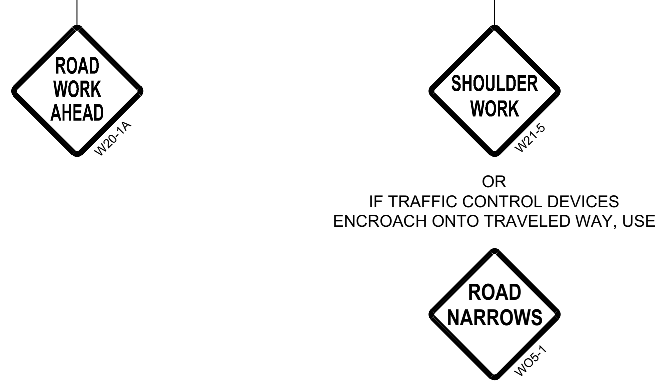

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POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	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

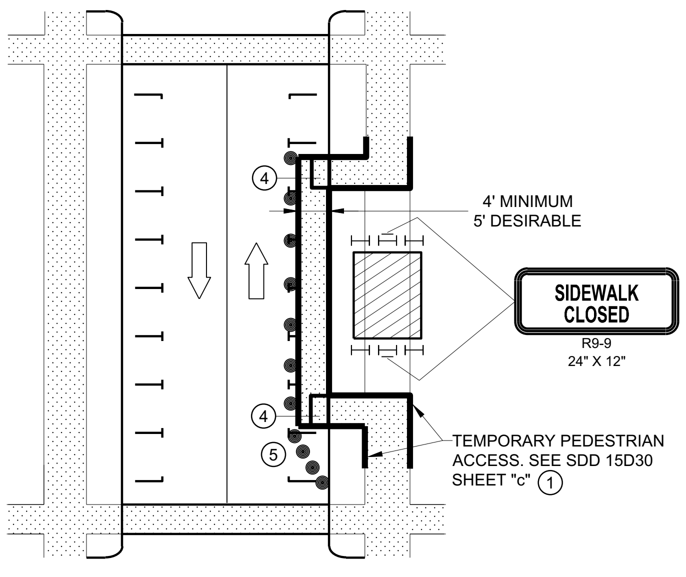
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

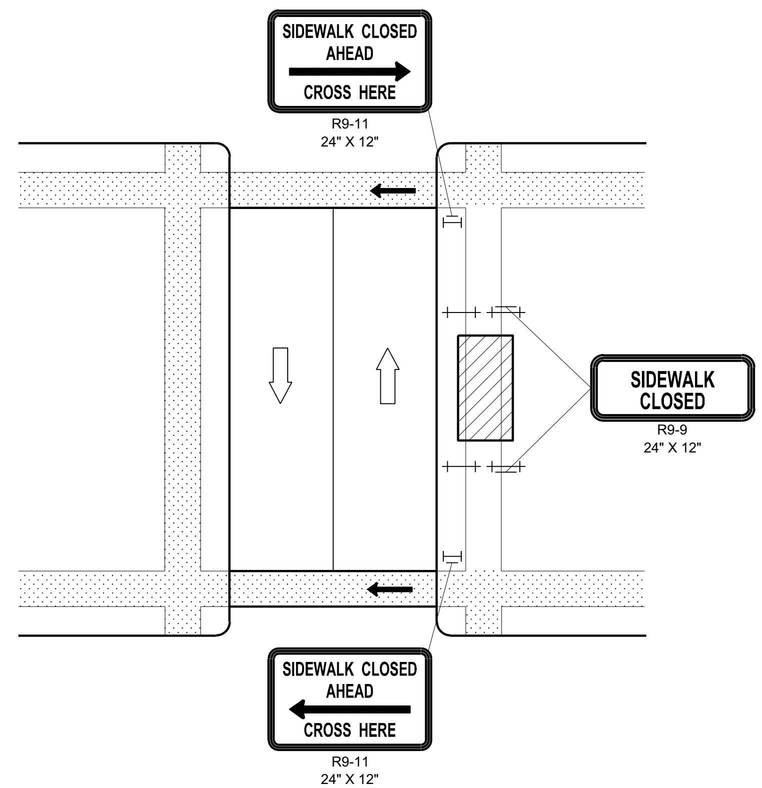
SDD 15D28 - 04

SDD 15D28 - 04

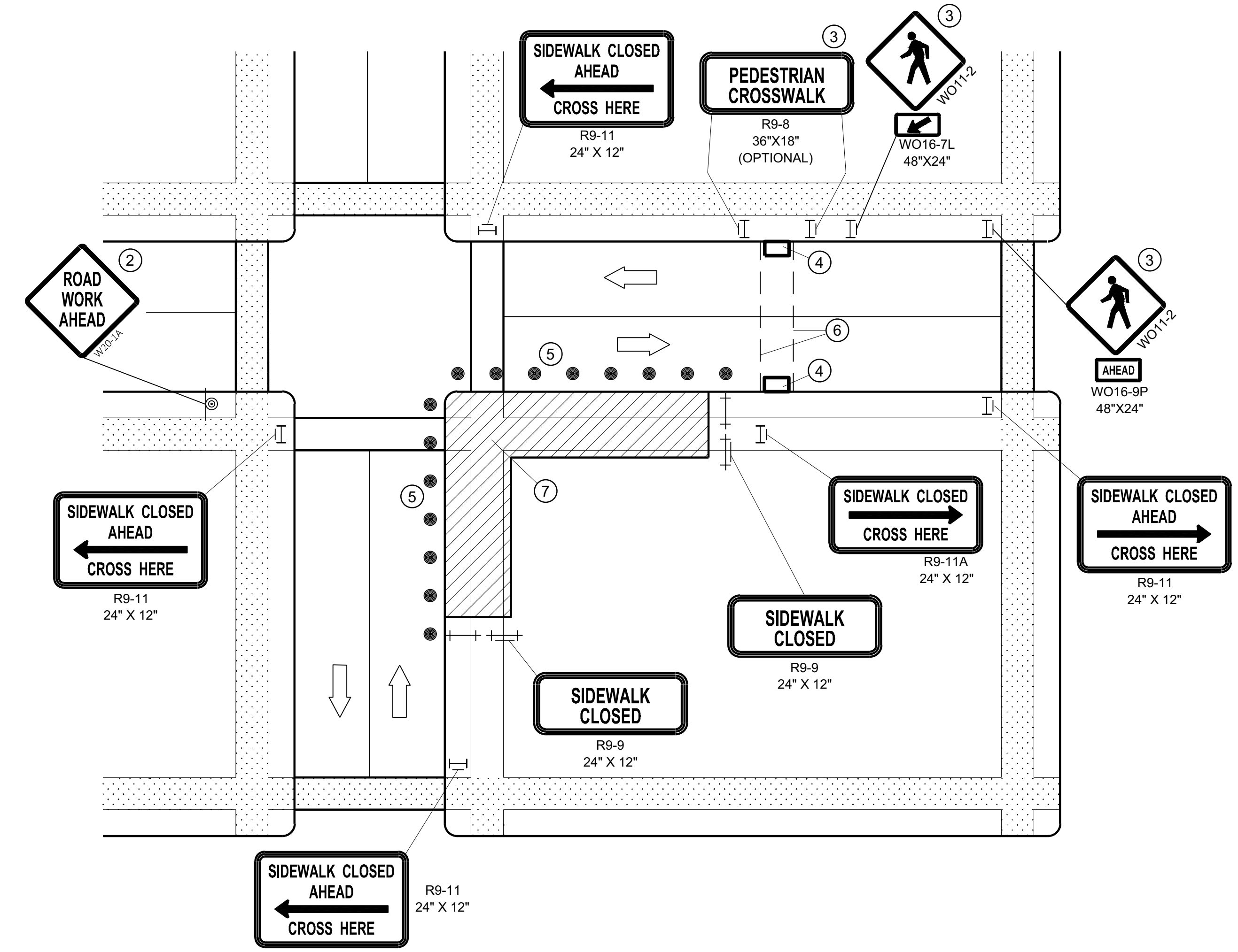
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.



MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

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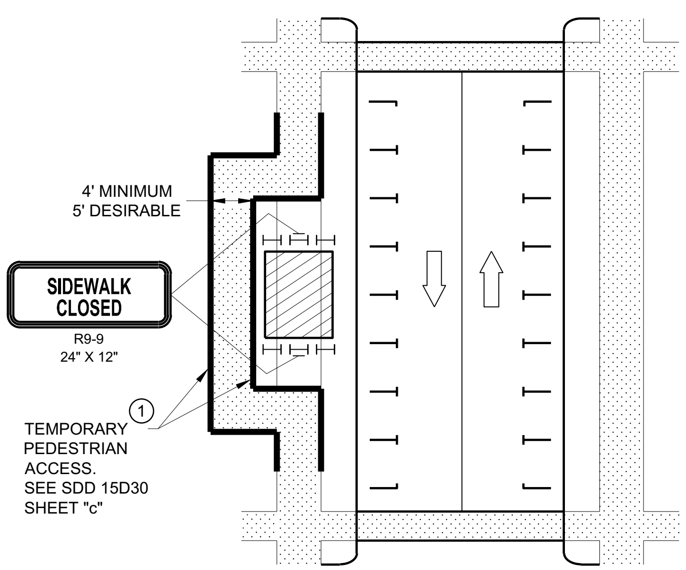
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTIME CLOSURE, USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEK LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

1. IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
2. "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.
3. IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 SHEET 'b'.
5. DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.
6. TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.
7. LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)

TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)

UNDER PEDESTRIAN TRAFFIC

WORK AREA

PEDESTRIAN CHANNELIZATION DEVICE

DIRECTION OF TRAFFIC

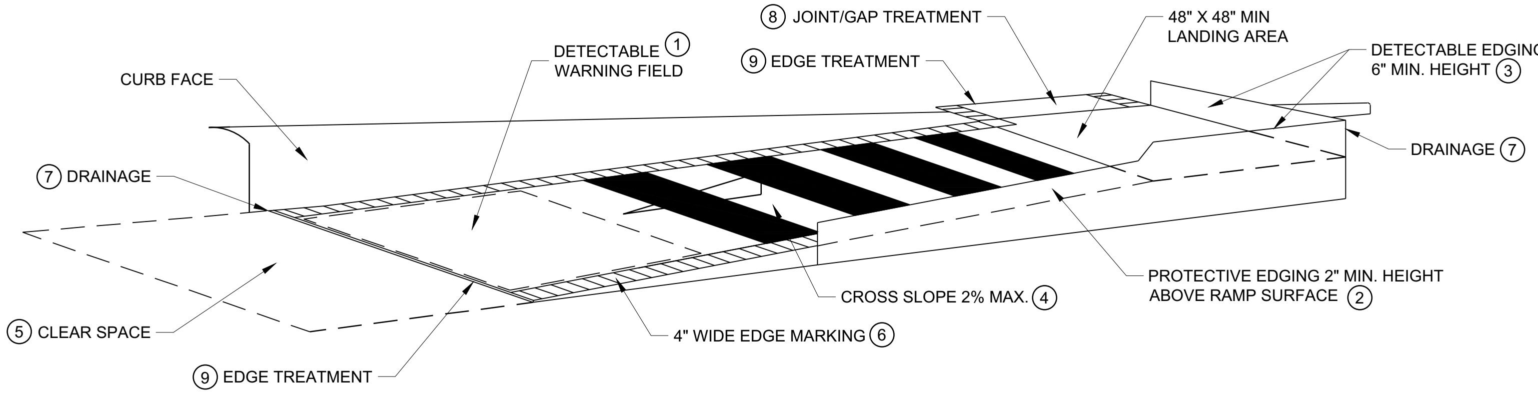
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

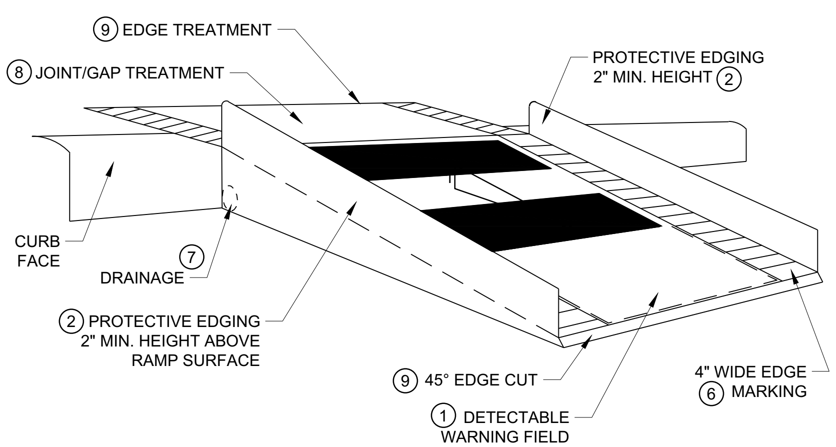
6

SDD 15D30 - 06a

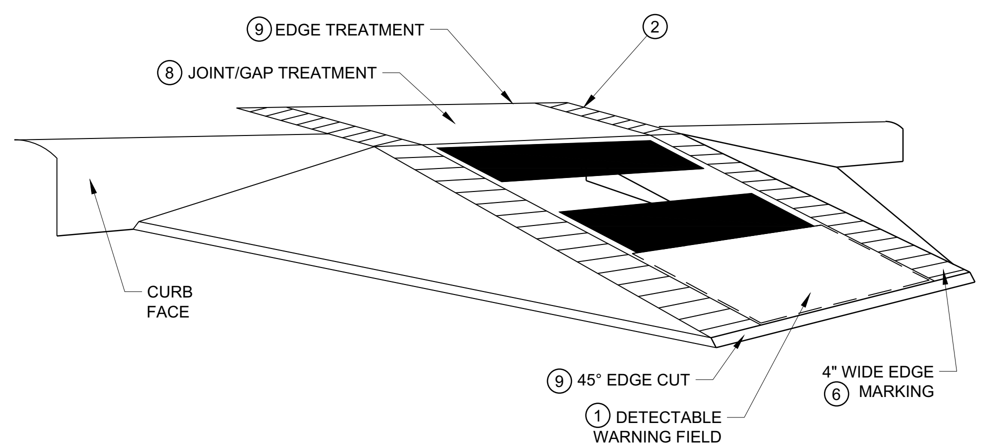
SDD 15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

(5) CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

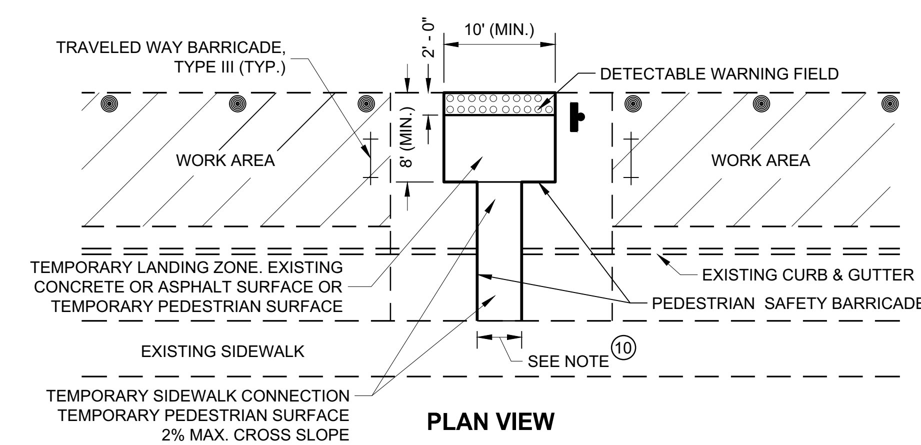
(6) THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

(7) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

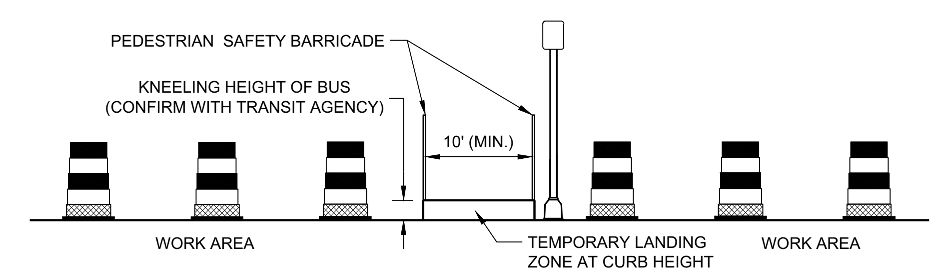
(8) LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

(9) CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".

(10) 5' WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

LEGEND

TRAFFIC CONTROL DRUM

TYPE III BARRICADE

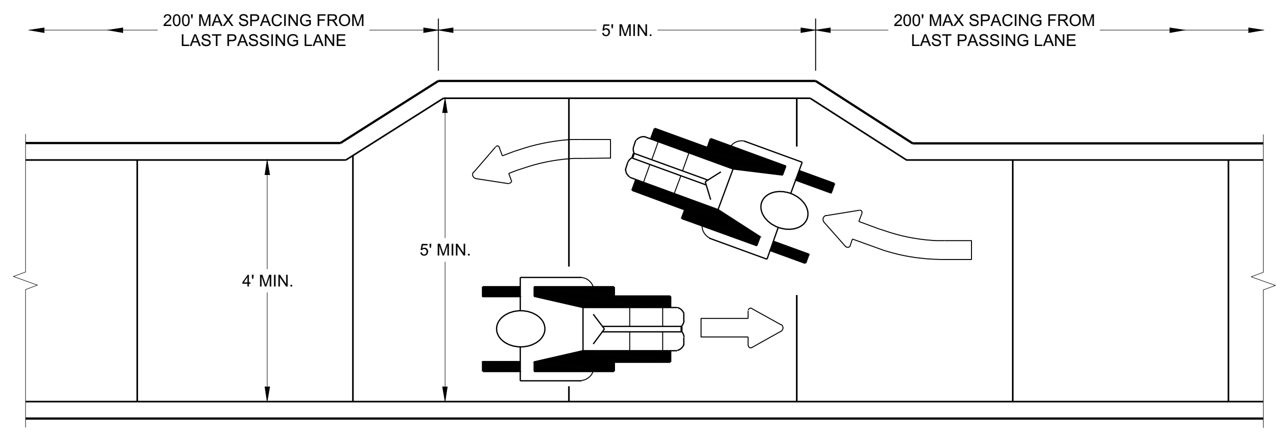
WORK AREA

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

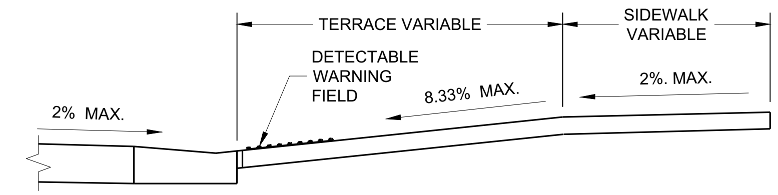
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

6

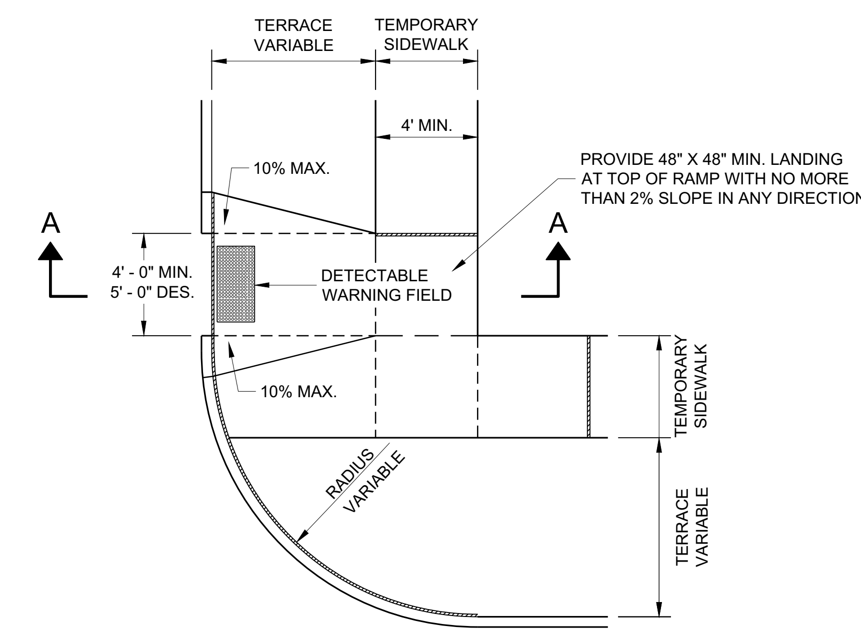
SDD 15D30 - 06b



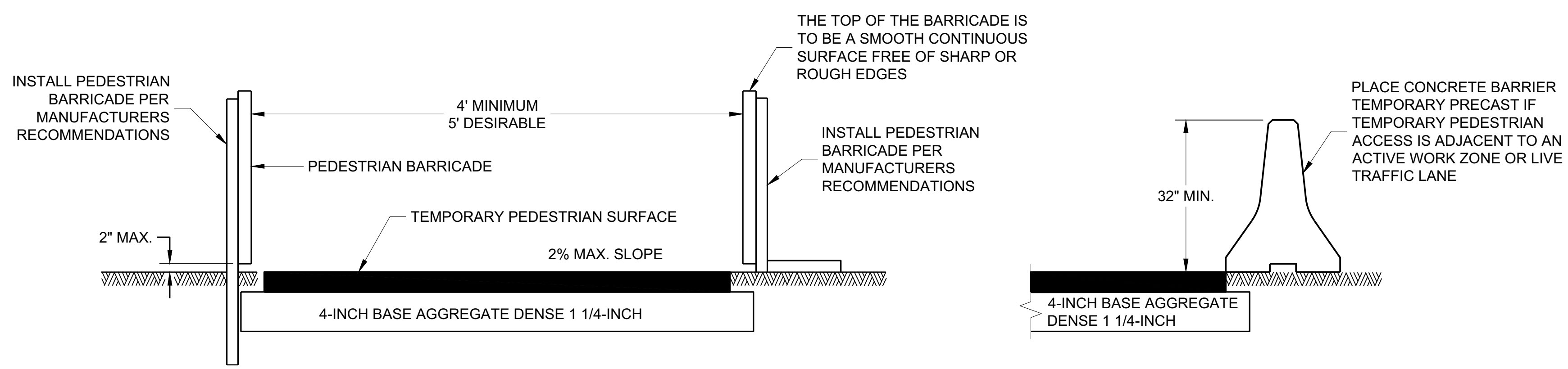
NARROW SIDEWALK PASSING DETAIL



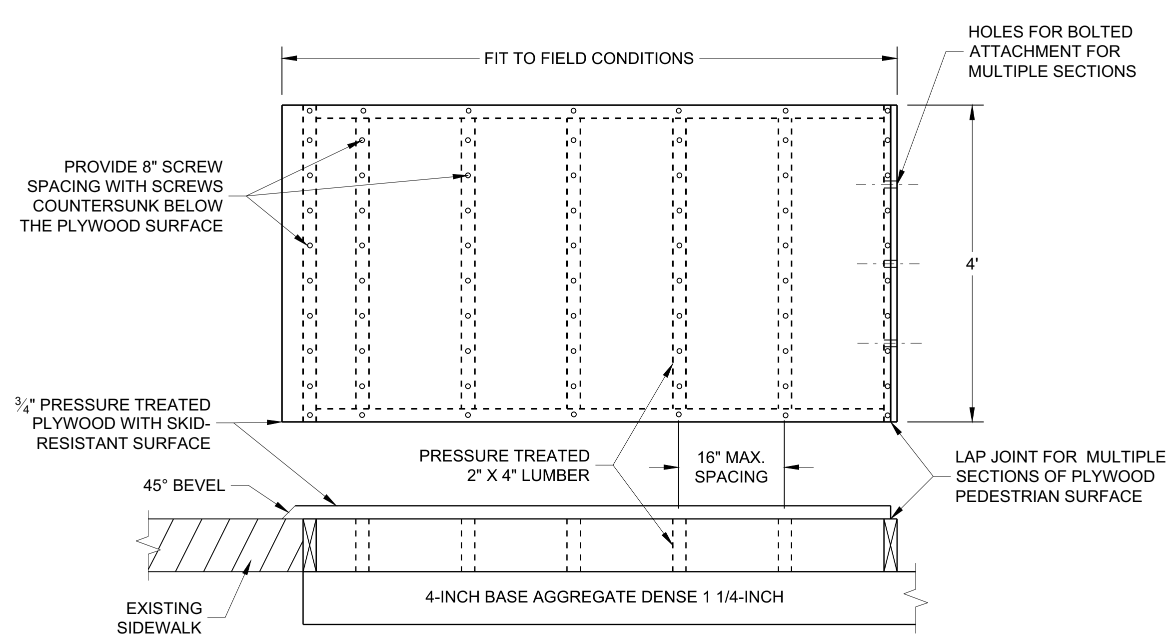
SECTION A - A



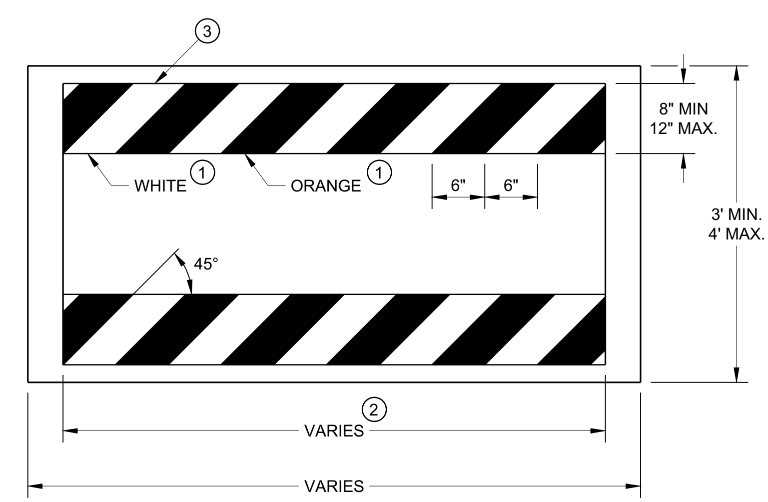
PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN ACCESS



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

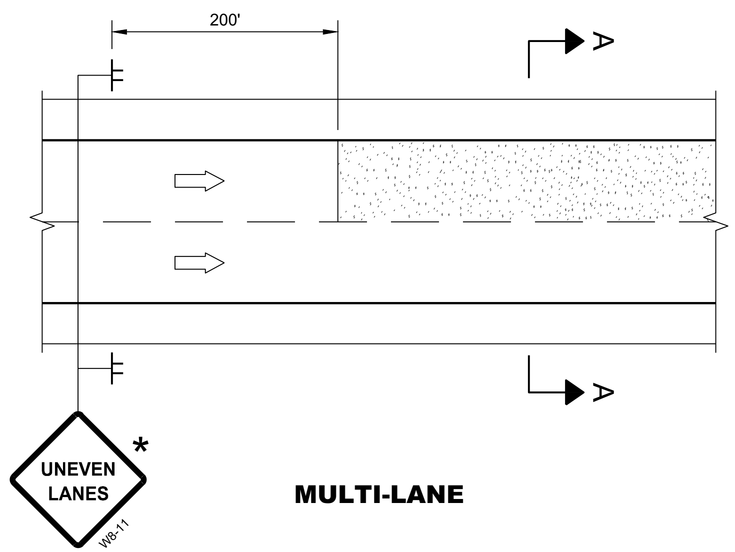
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

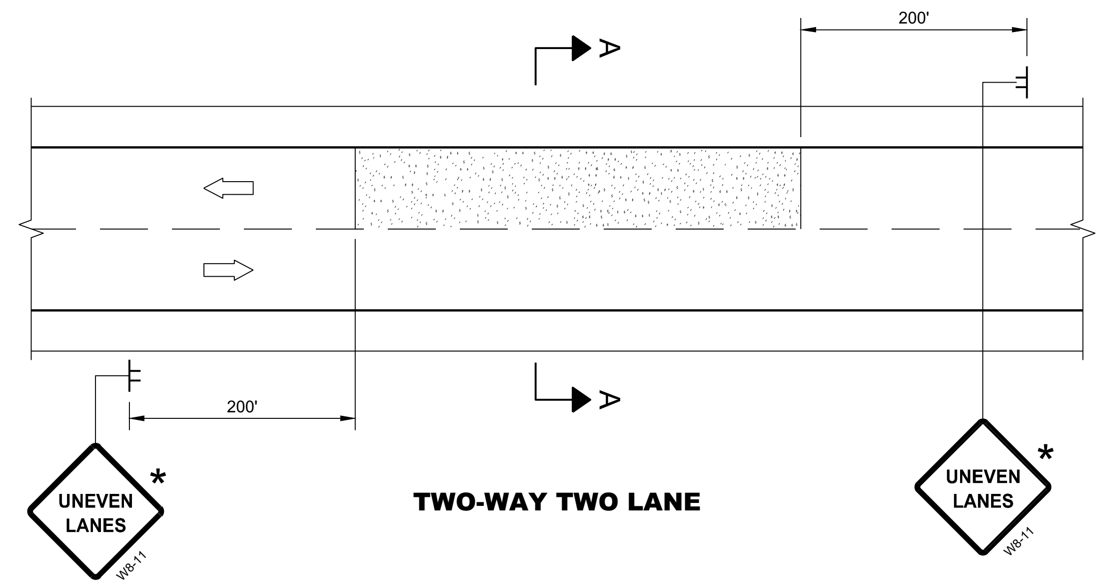
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

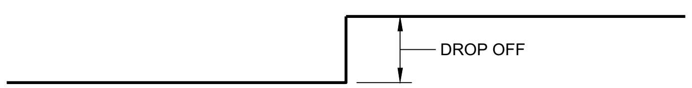
SDD 15D30 - 06c
6



MULTI-LANE

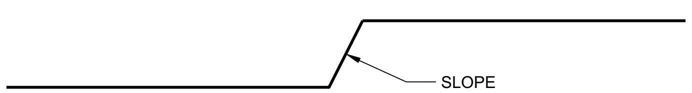


TWO-WAY TWO LANE

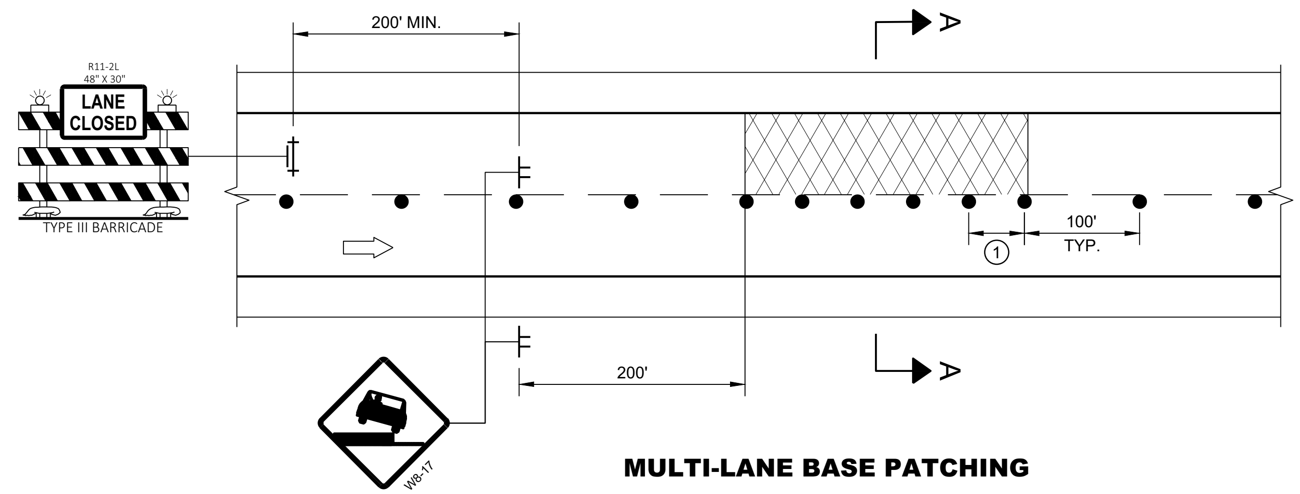


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

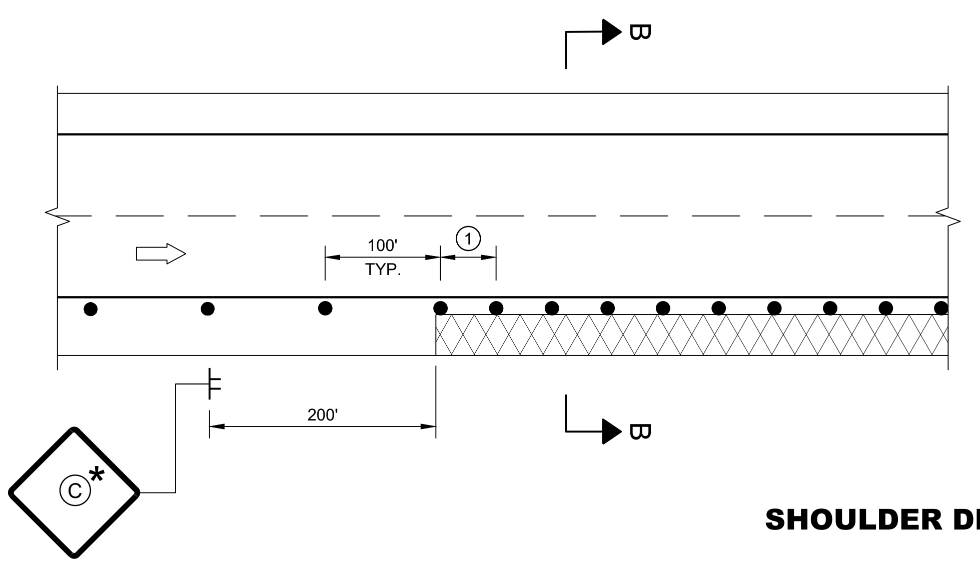
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

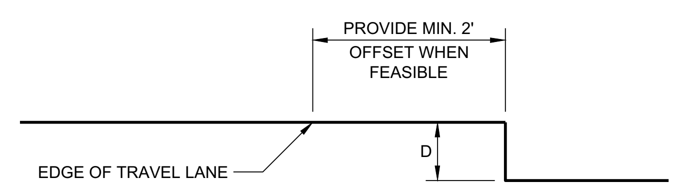
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — /S/ Andrew Heidtke
DATE — WORK ZONE ENGINEER
FHWA

SDD 15D39 - 02

6

6

SDD 15D39 - 02

GENERAL NOTES

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

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

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

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

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

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

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

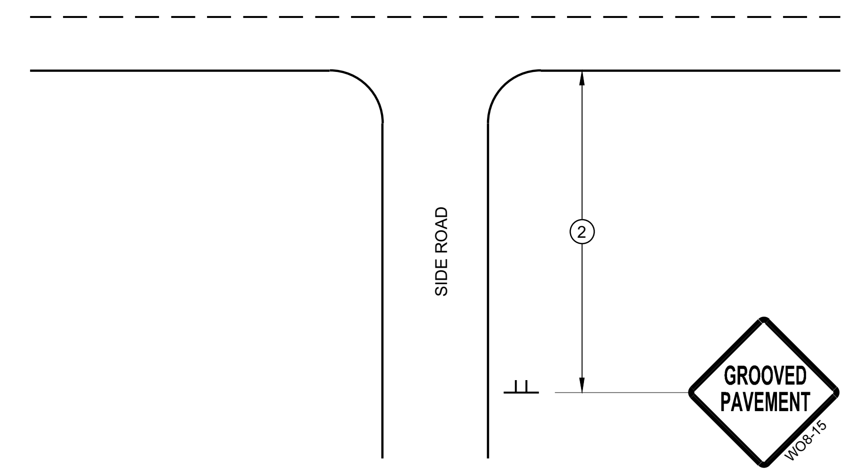
1 PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

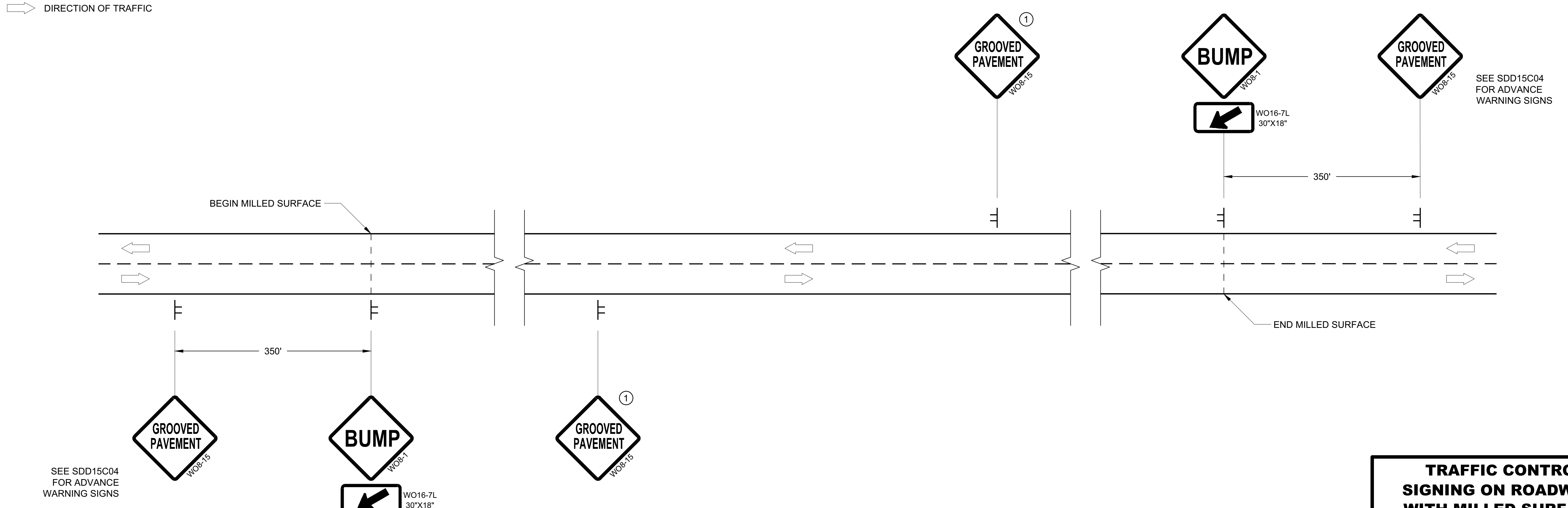
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

6

6

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2020 /S/ Andrew Heidtke

DATE WORK ZONE ENGINEER

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

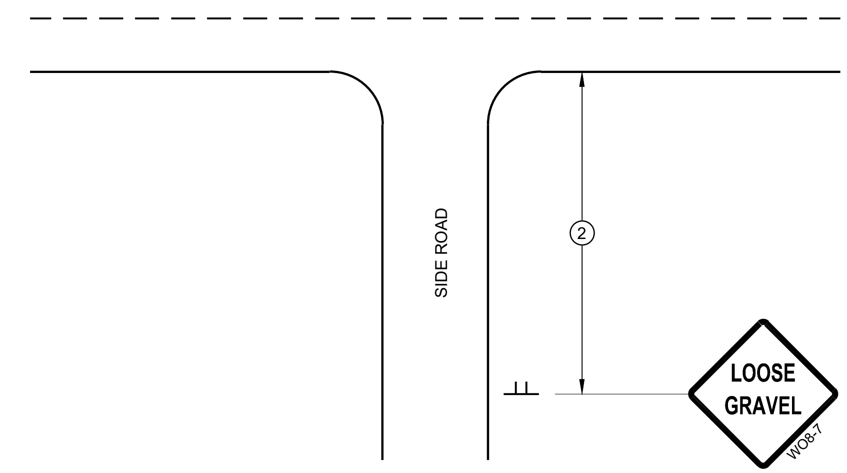
SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

1. PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
2. PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
3. ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

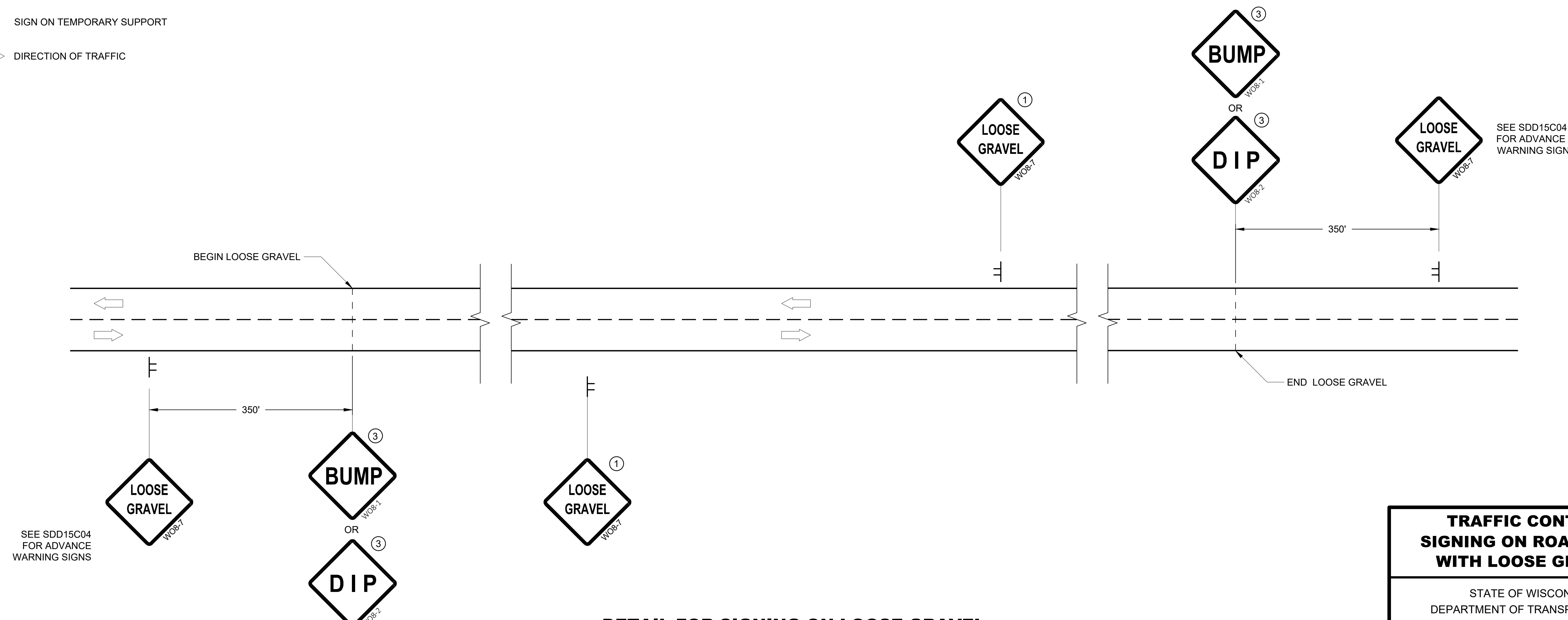
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

6

6

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

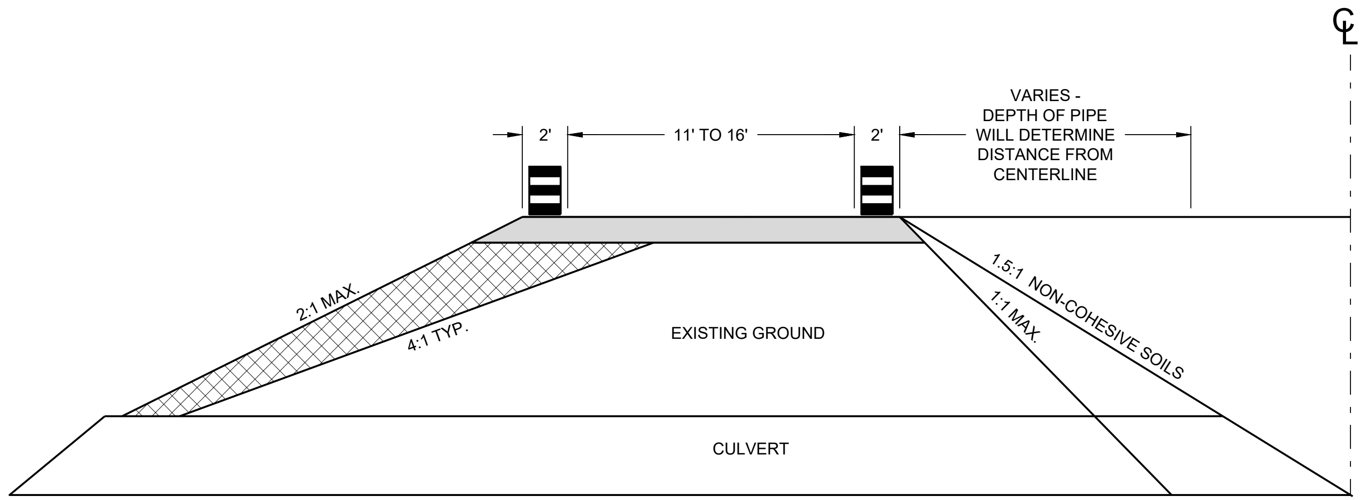
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15D45 - 03

SDD 15D45 - 03



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

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

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

DRUM WITHOUT WARNING LIGHT

6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM

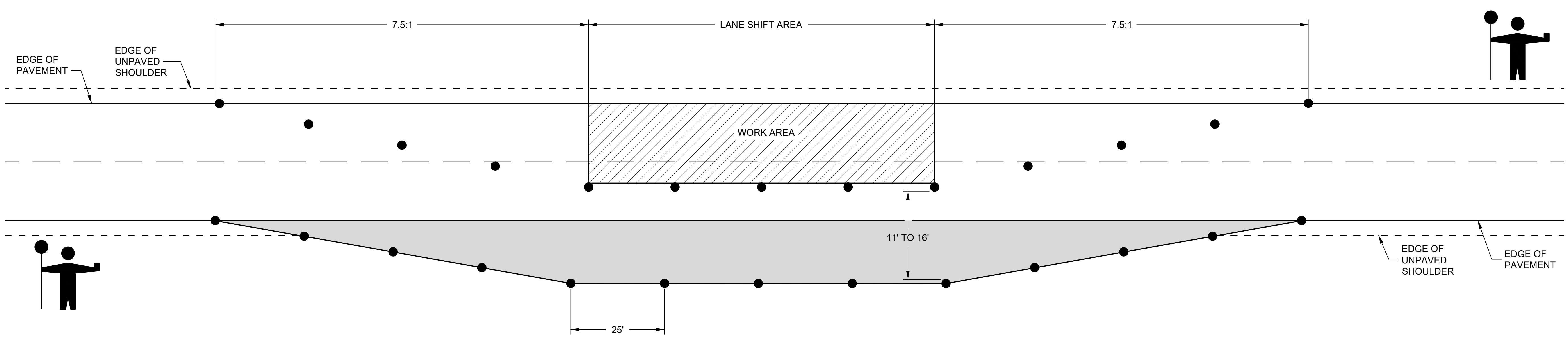
FILL - INCIDENTAL TO LANE SHIFT ITEM

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

6

6



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

SDD 15D48 - 01

SDD 15D48 - 01

LEGEND

- V1 — WORK VEHICLE
- V2 — SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- FLASHING ARROW PANEL (CAUTION)
- WORK AREA
- DIRECTION OF TRAFFIC

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

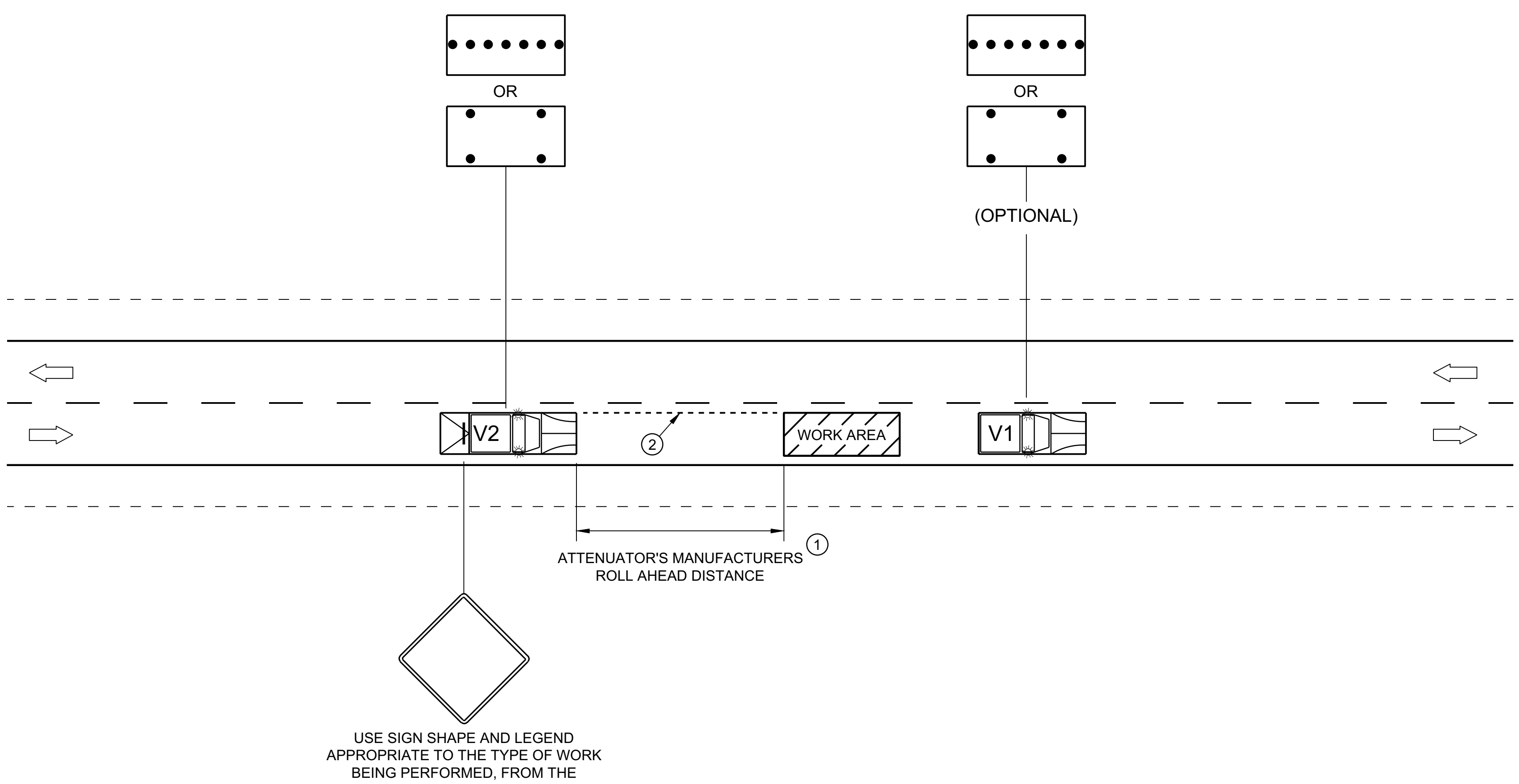
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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

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

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

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



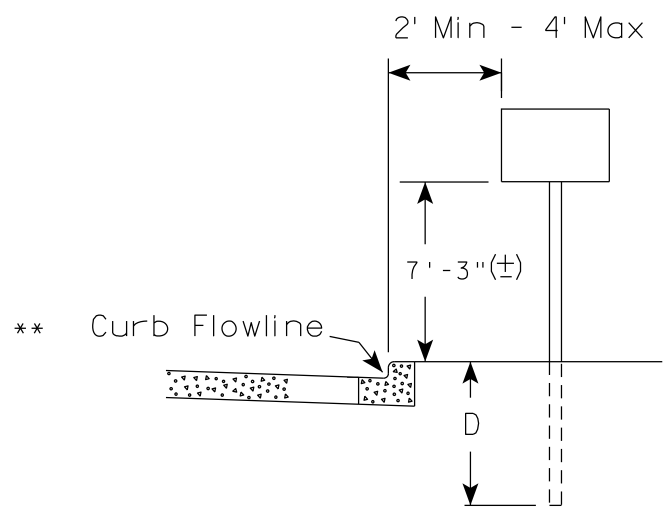
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

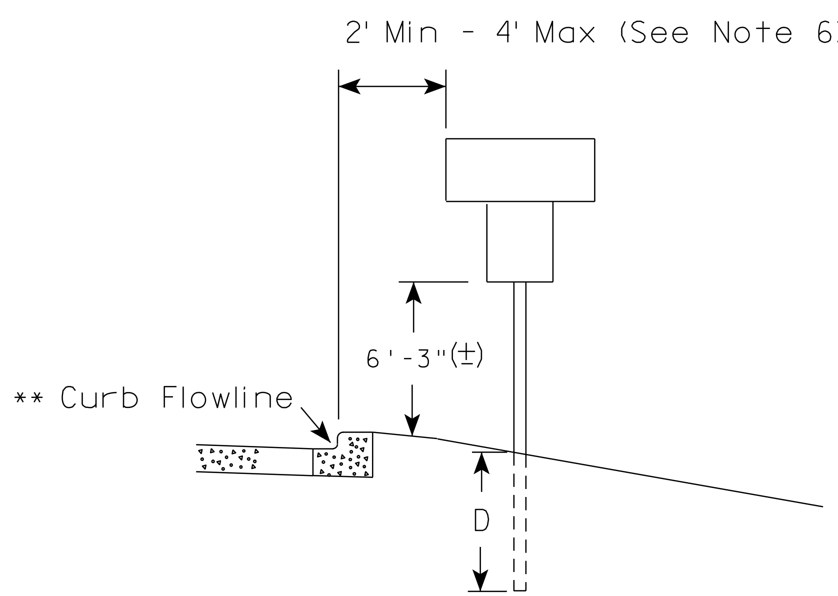
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

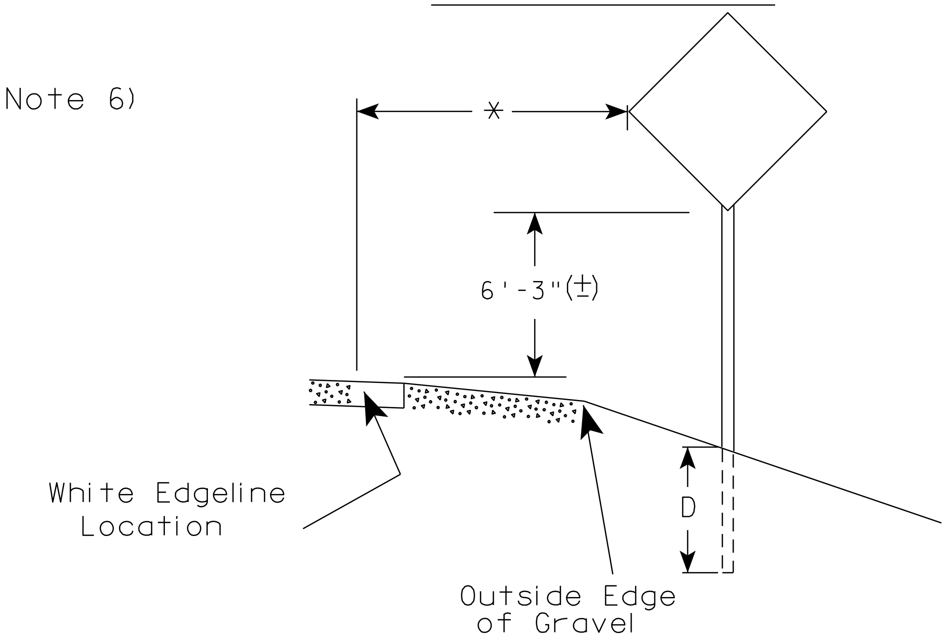
SDD 15D51 - 01
6

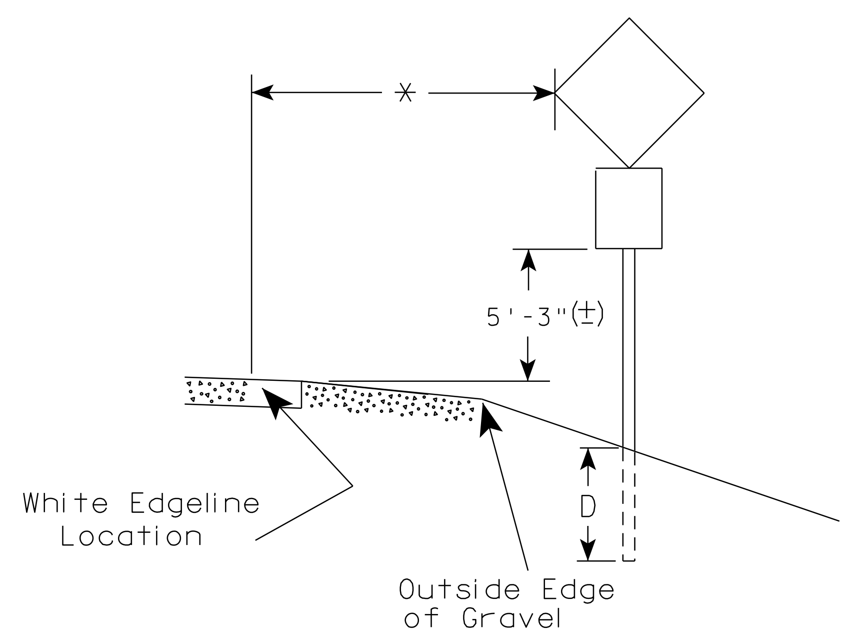
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

** 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.

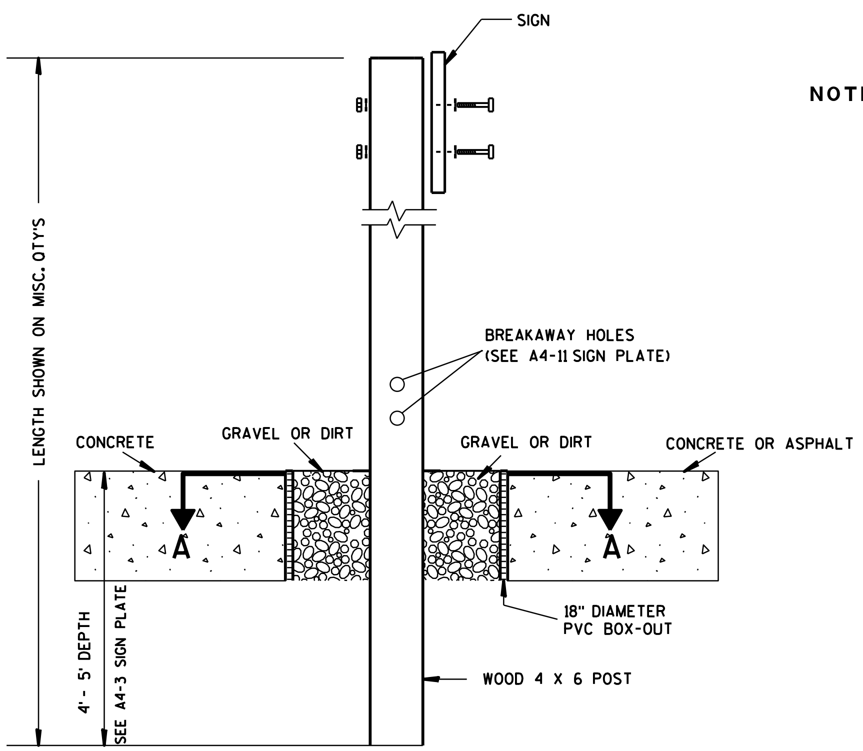
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

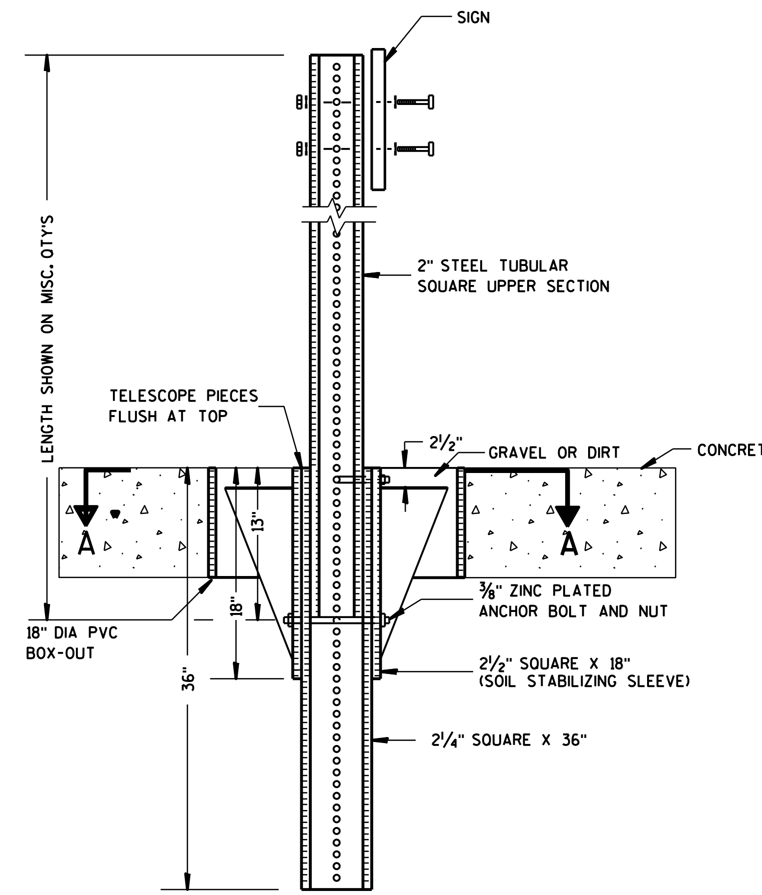
DATE 5/13/2020 PLATE NO. A4-3.22

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.



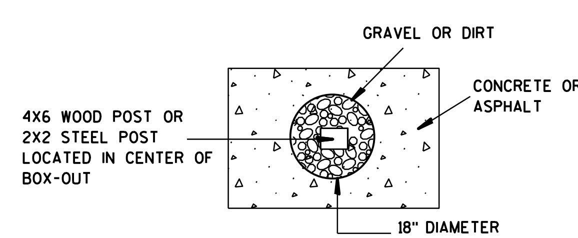
ELEVATION VIEW

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

7	7

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

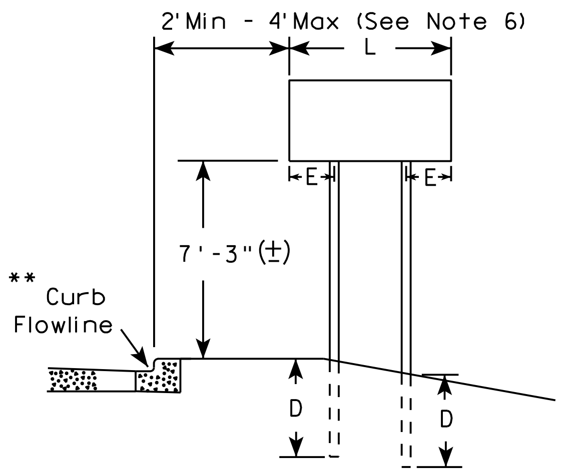
APPROVED Matthew R Rauch

for State Traffic Engineer

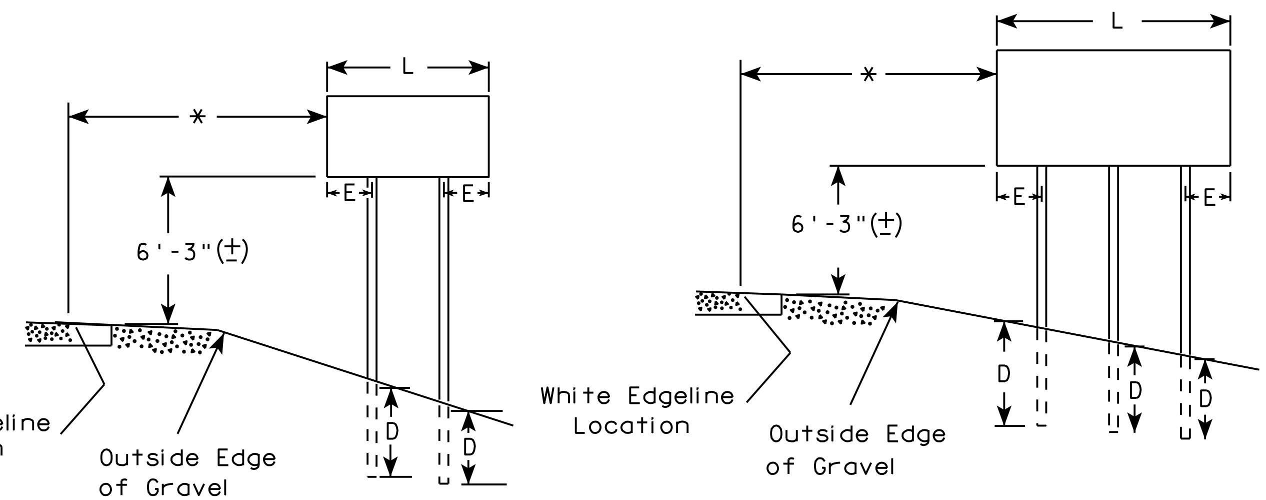
DATE 1/27/14 PLATE NO. A4-3B.1

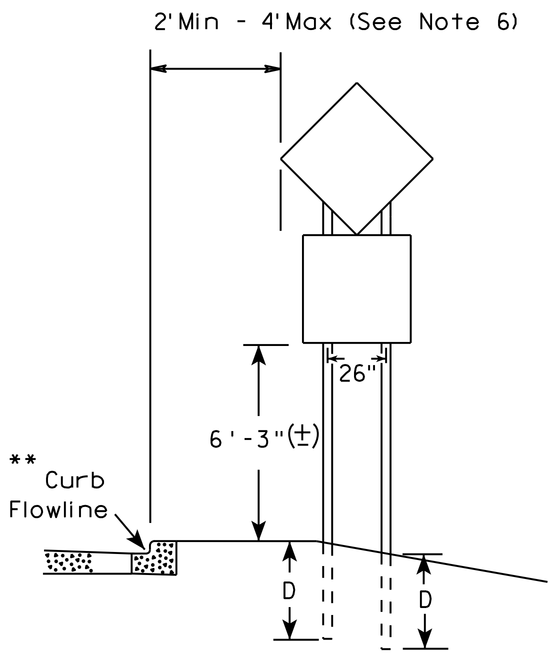
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

URBAN AREA

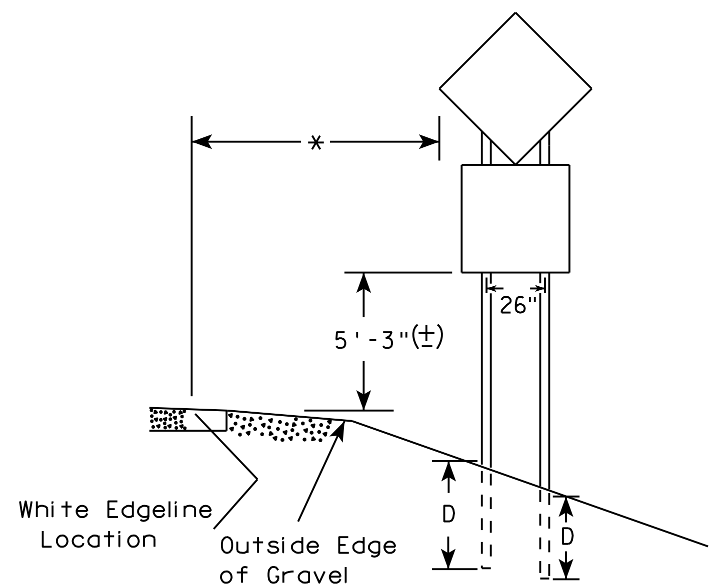


RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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.

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"

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

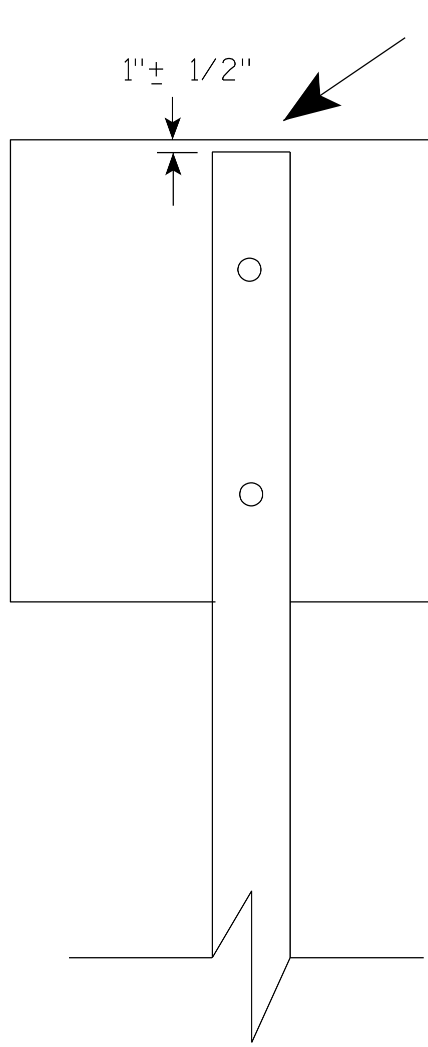
APPROVED Matthew R Rauch
for State Traffic Engineer

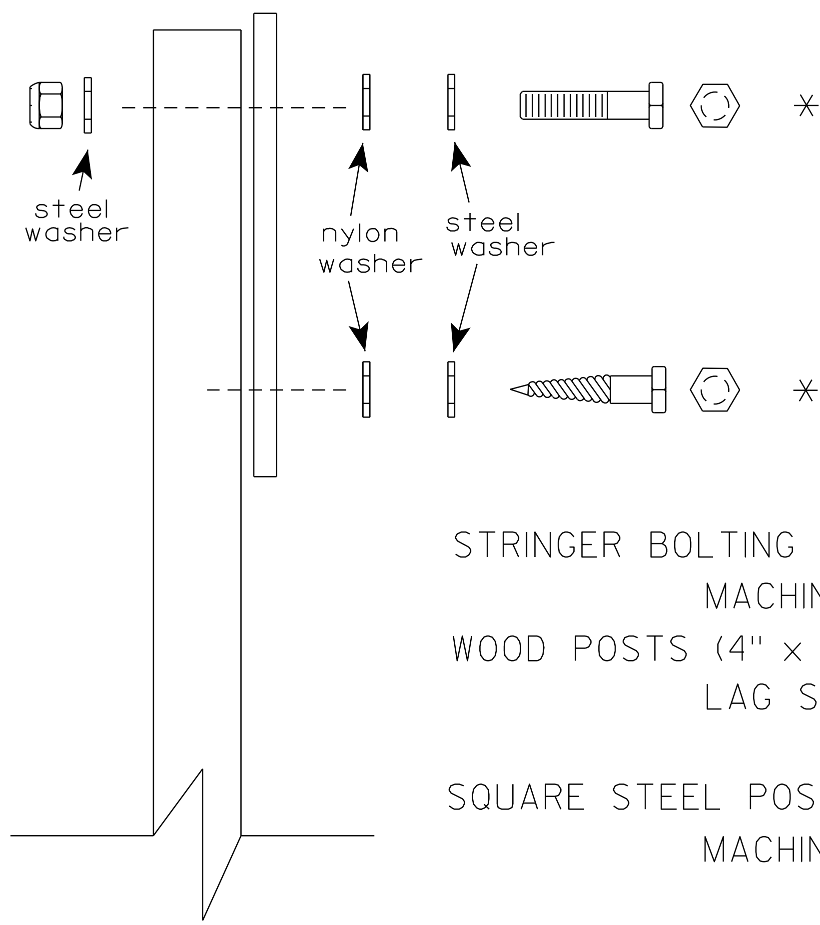
DATE 8/21/17 PLATE NO. A4-4.15

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 169 | 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.

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ATTACHMENT OF SIGNS TO POSTS

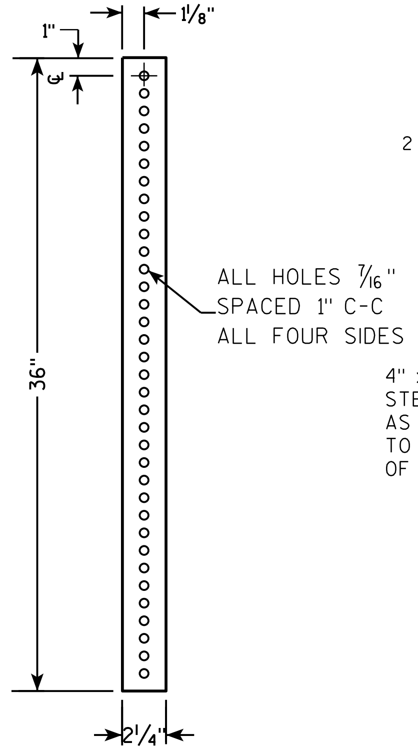
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

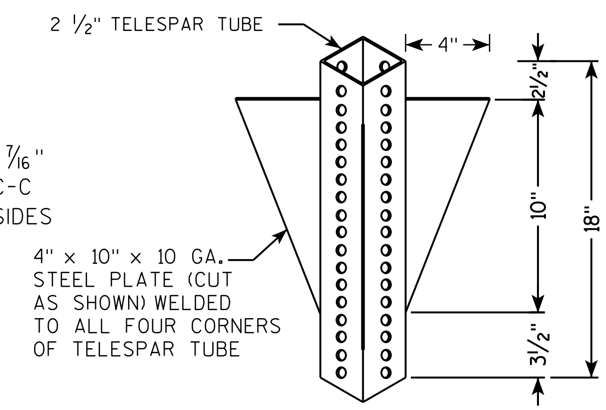
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

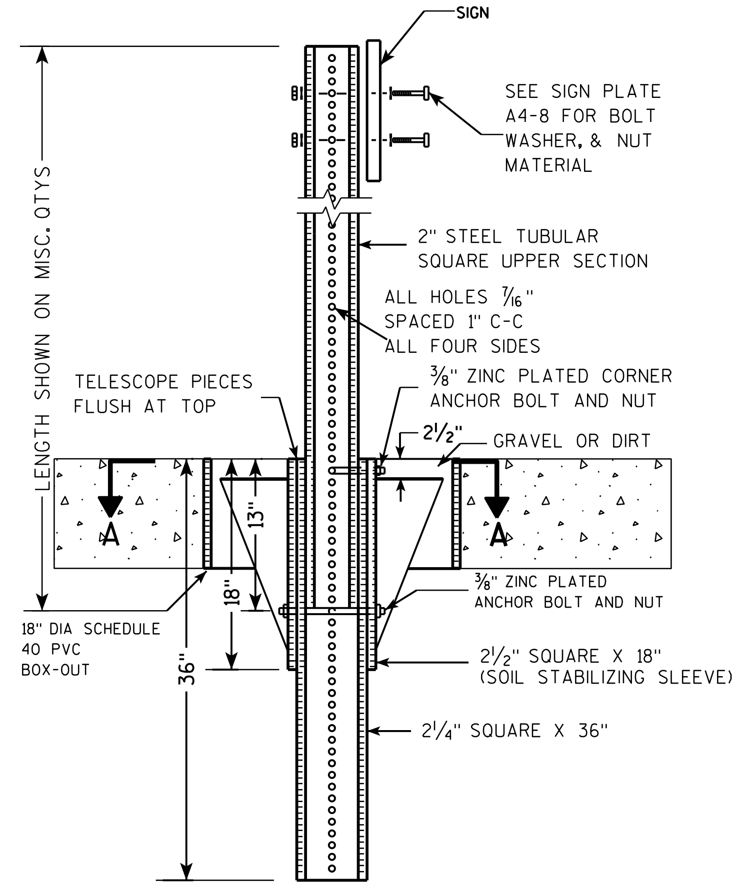
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



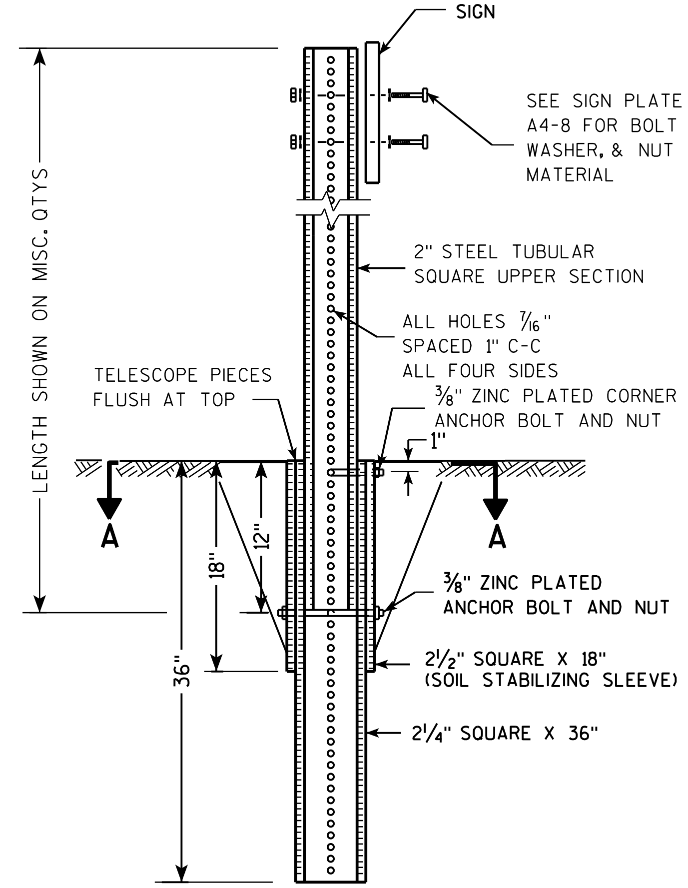
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

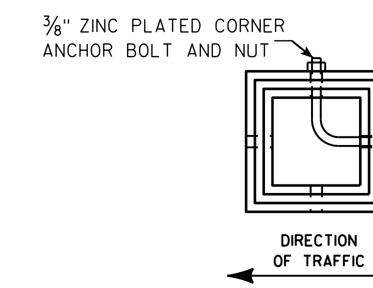


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

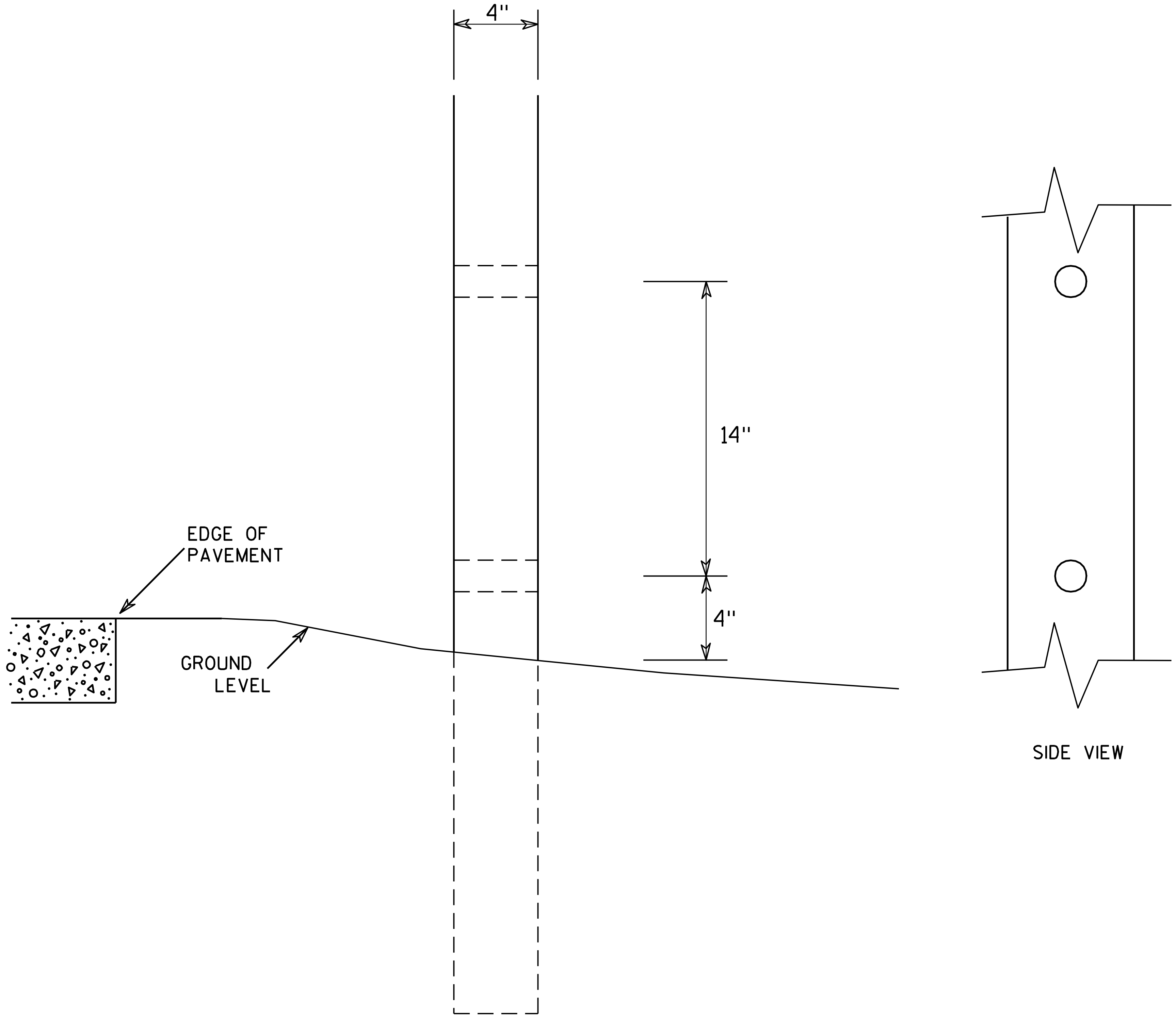
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

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



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two $1\frac{1}{2}$" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

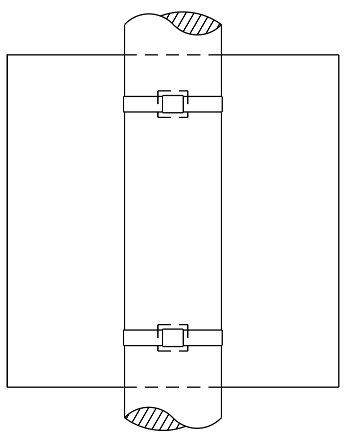
APPROVED Chester J Spang for State Traffic Engineer

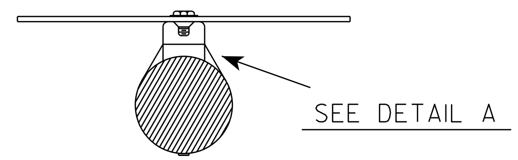
DATE 3/27/97 PLATE NO. A4-11.2

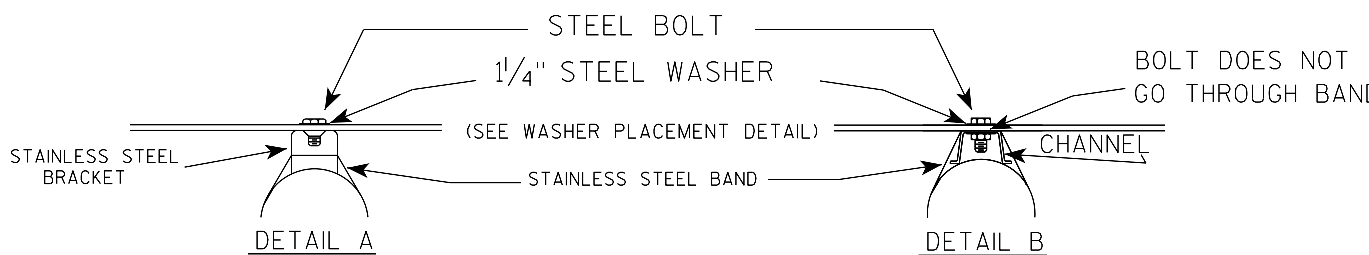
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E

BANDING

SINGLE SIGN



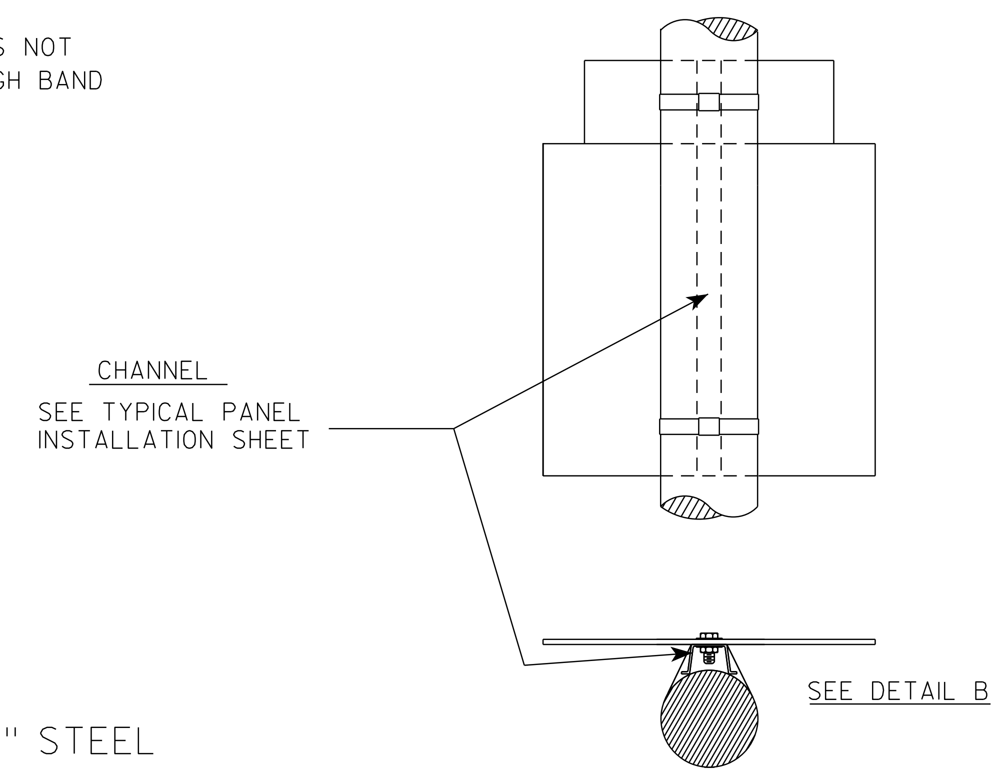




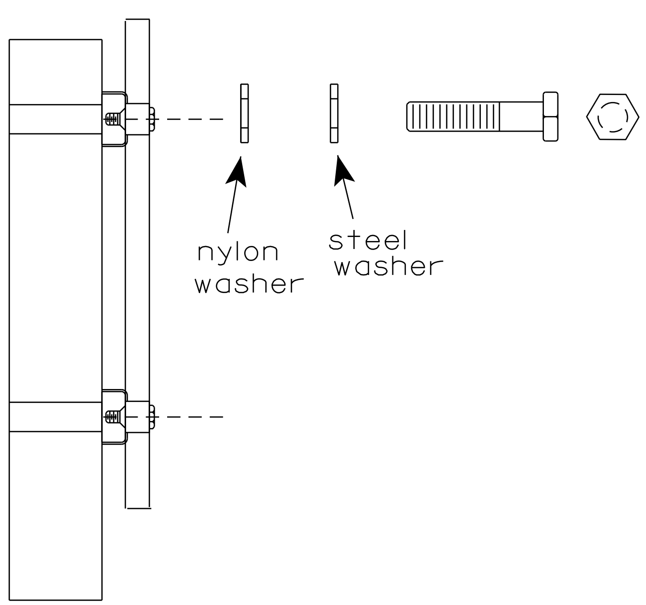
GENERAL NOTES

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 3/4" 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 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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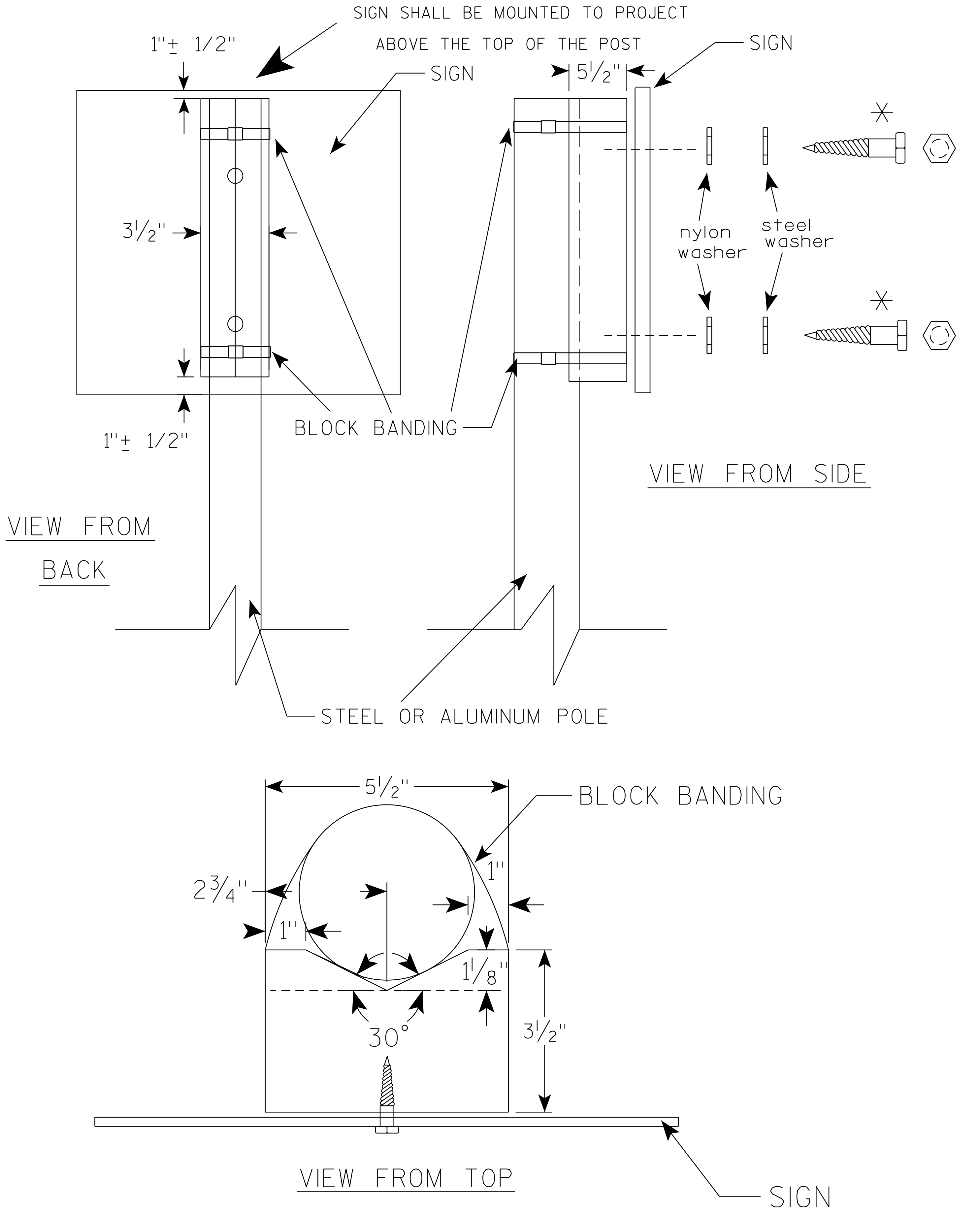
STANDARD SIGN SIGN BANDING DETAILS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED Matthew R Rauch for State Traffic Engineer	
DATE 6/10/19	PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 173	E



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, 3/4" 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 1 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE 3/8" X 2 1/2"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

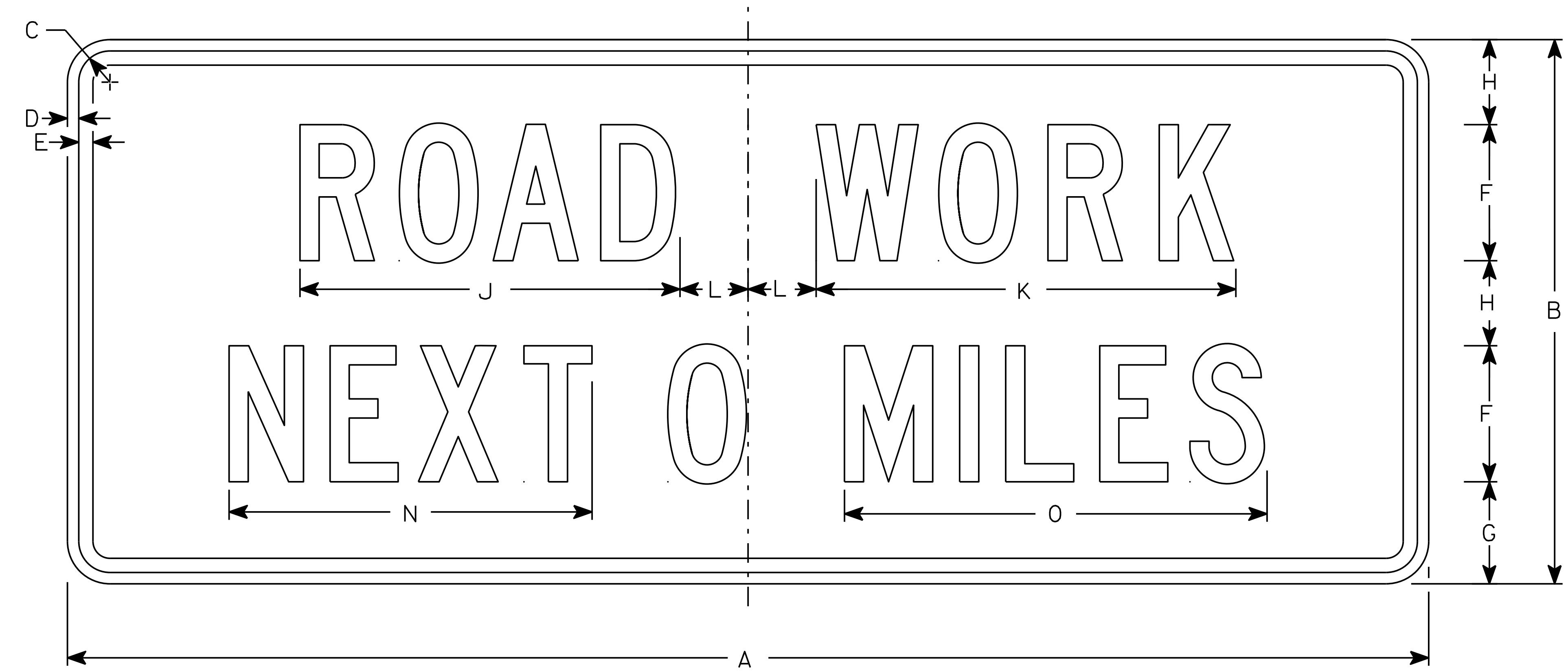
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 174	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance



G20-1

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	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10
5																											

STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

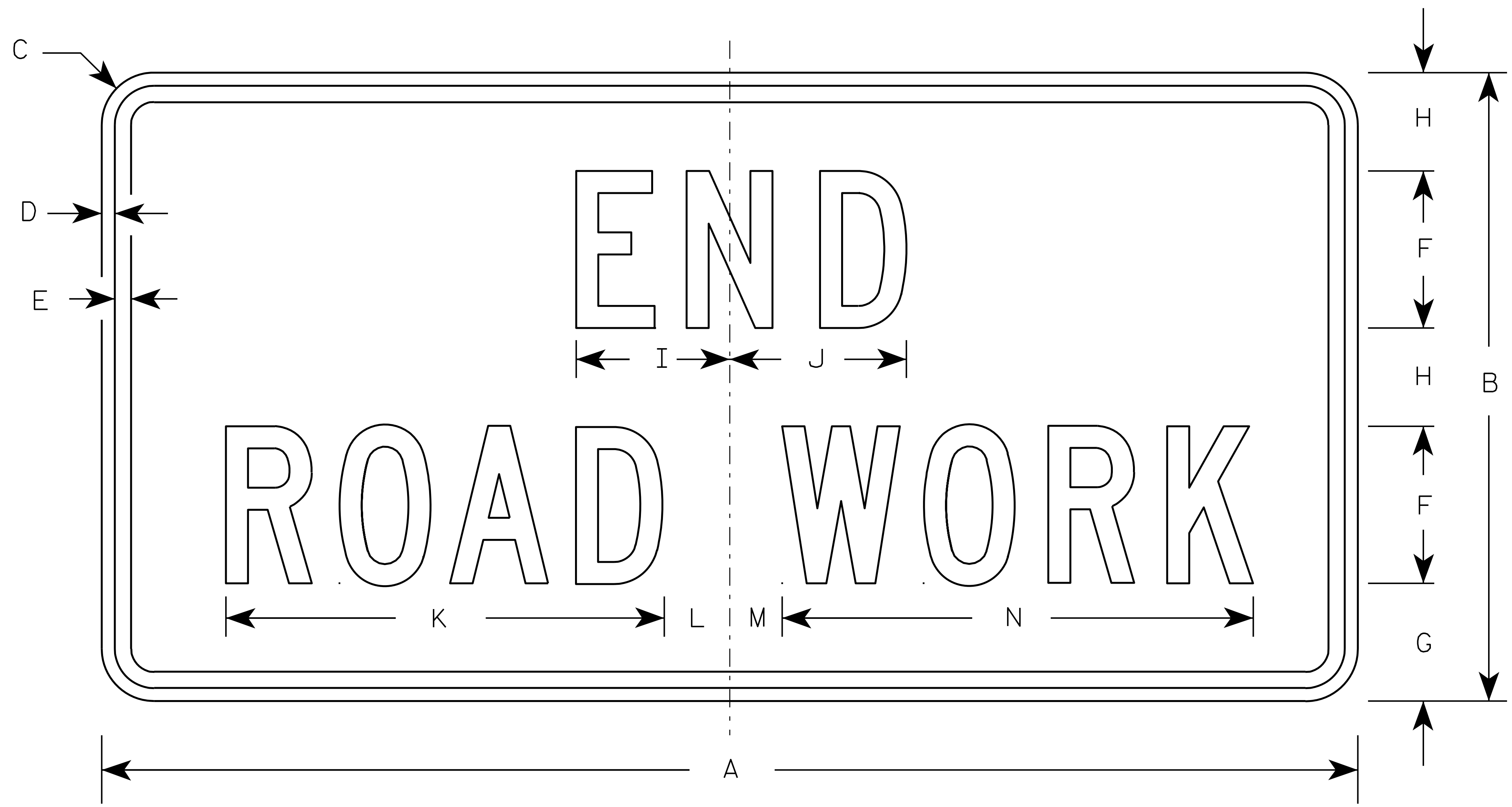
7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 175 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G201.DGN PLOT DATE : 14-MAR-2017 13:28 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 6.889165:1.000000

WISDOT/CADDS SHEET 42



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

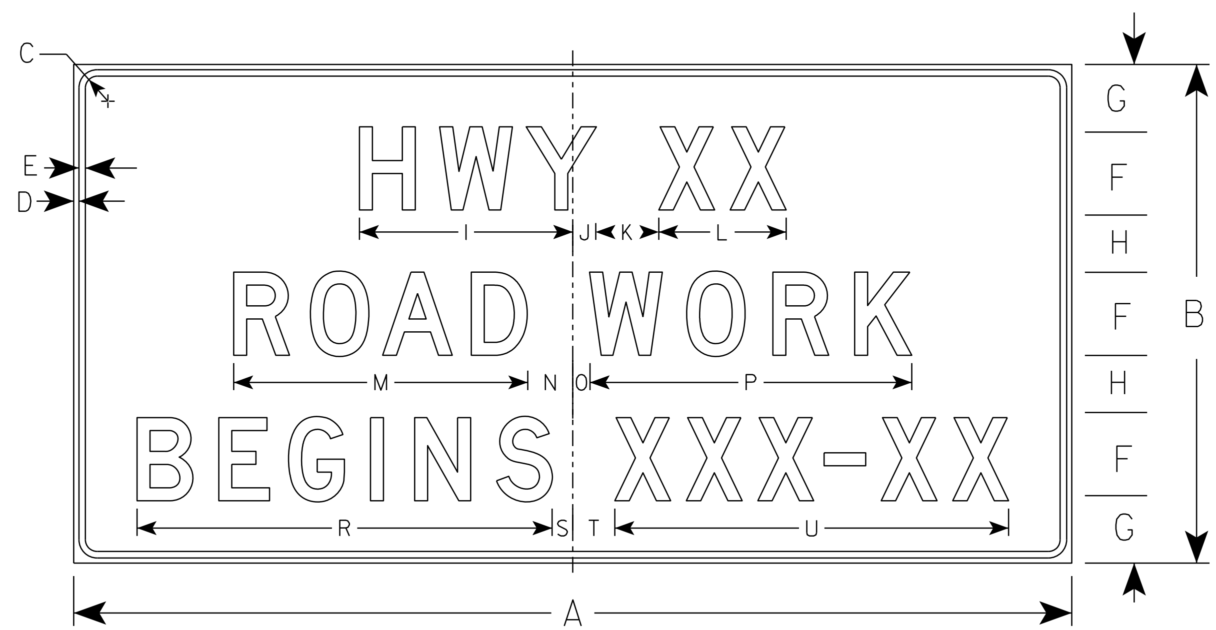
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

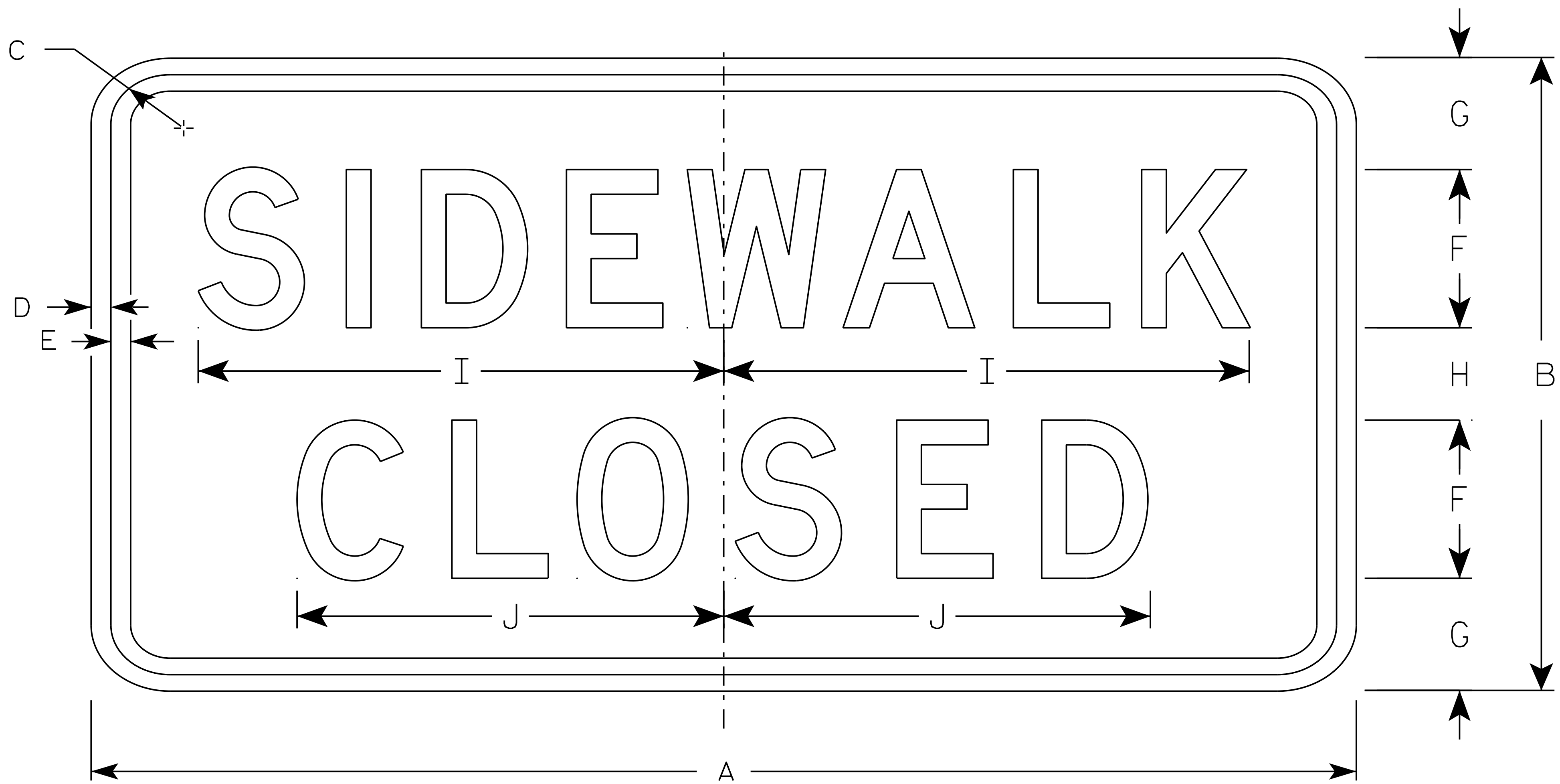
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO: HWY: COUNTY: SHEET NO: 177 E

7



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

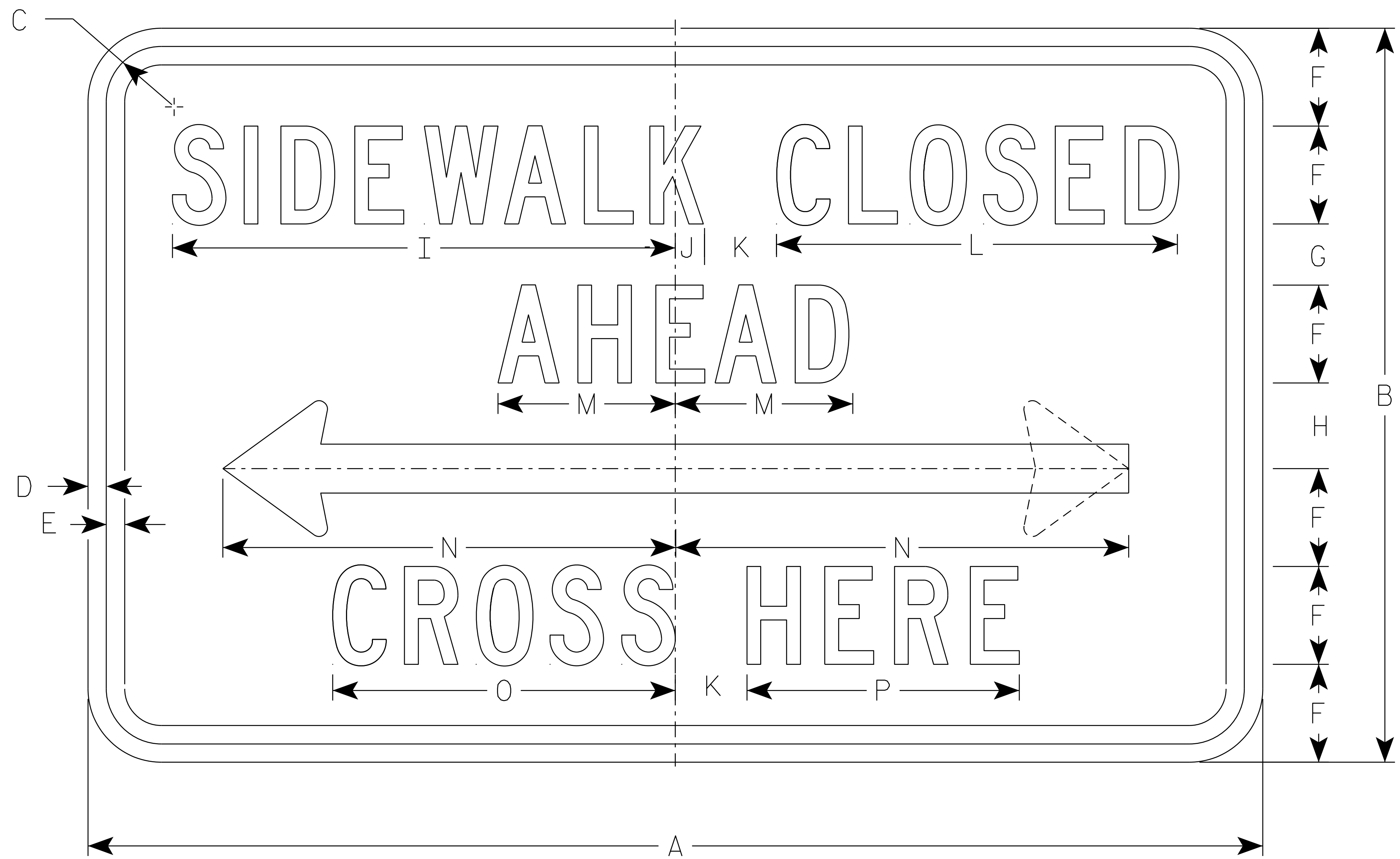
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

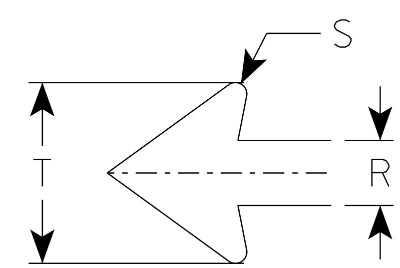
DATE 8/11/16 PLATE R9-9.6

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



R9-11



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: 179 | E

7

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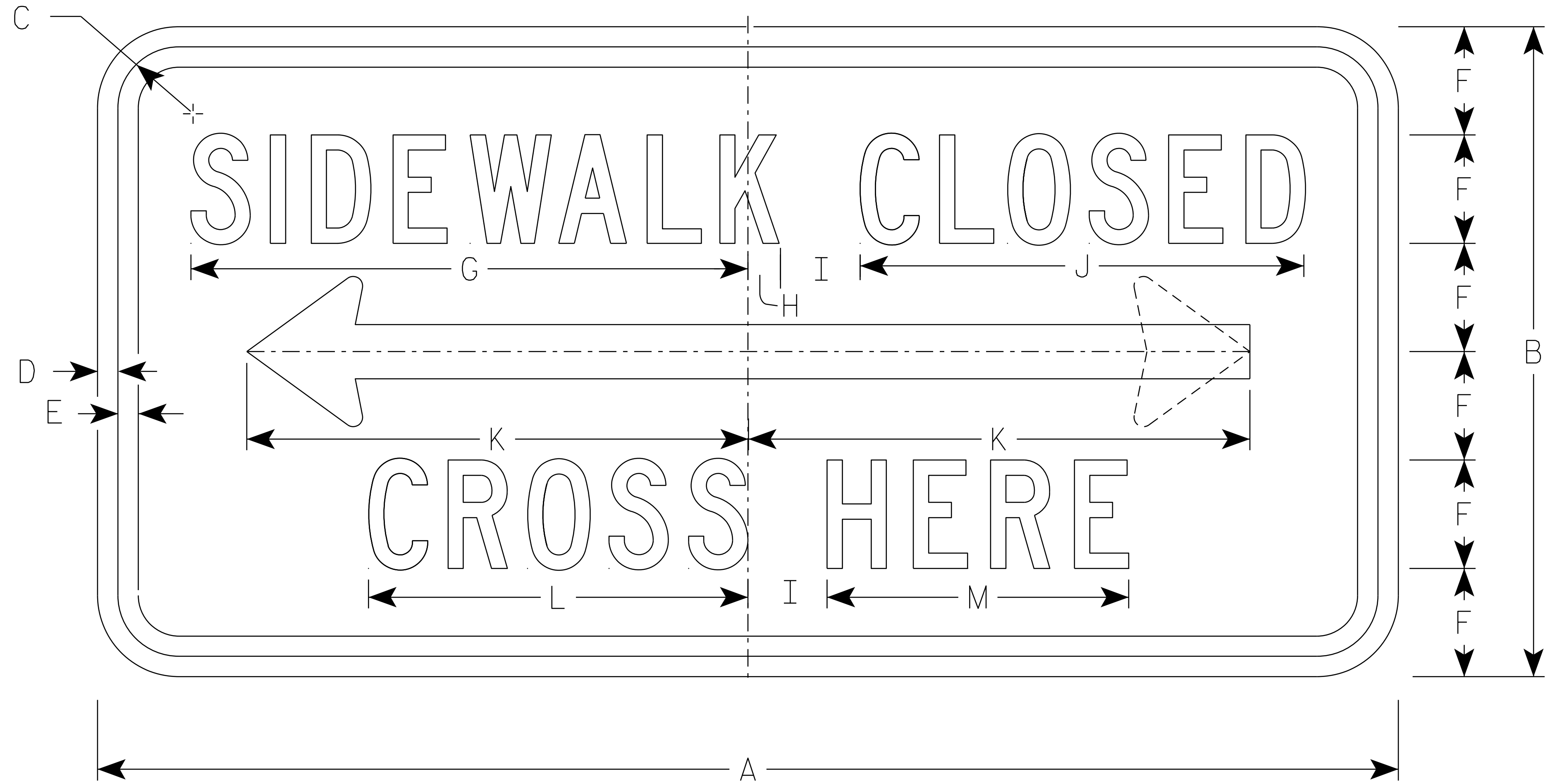
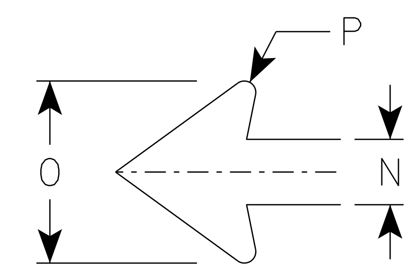
NOTES

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. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
6. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (right arrow)



R9-11A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											

STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

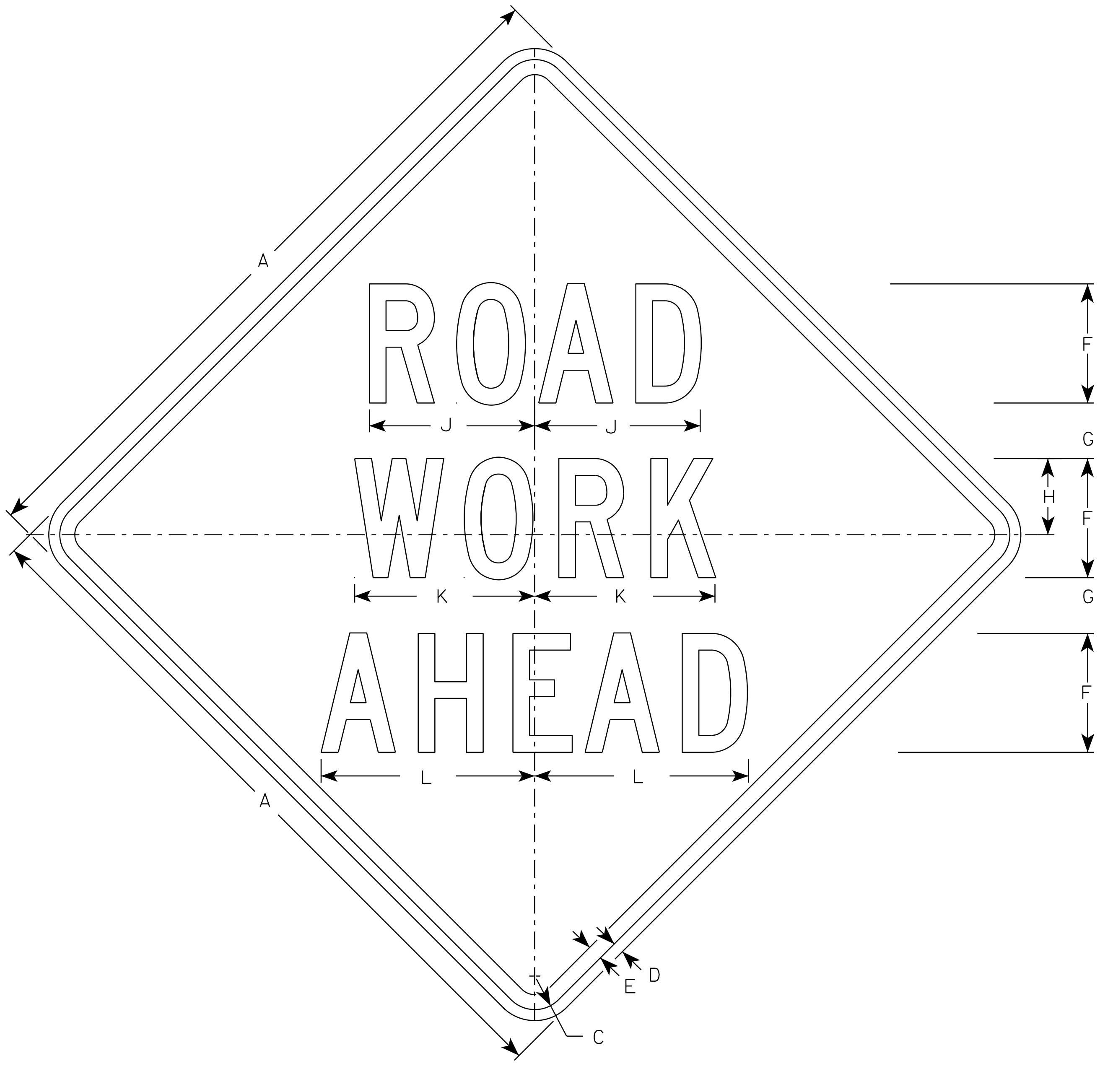
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2021 PLATE NO. R9-11A.5

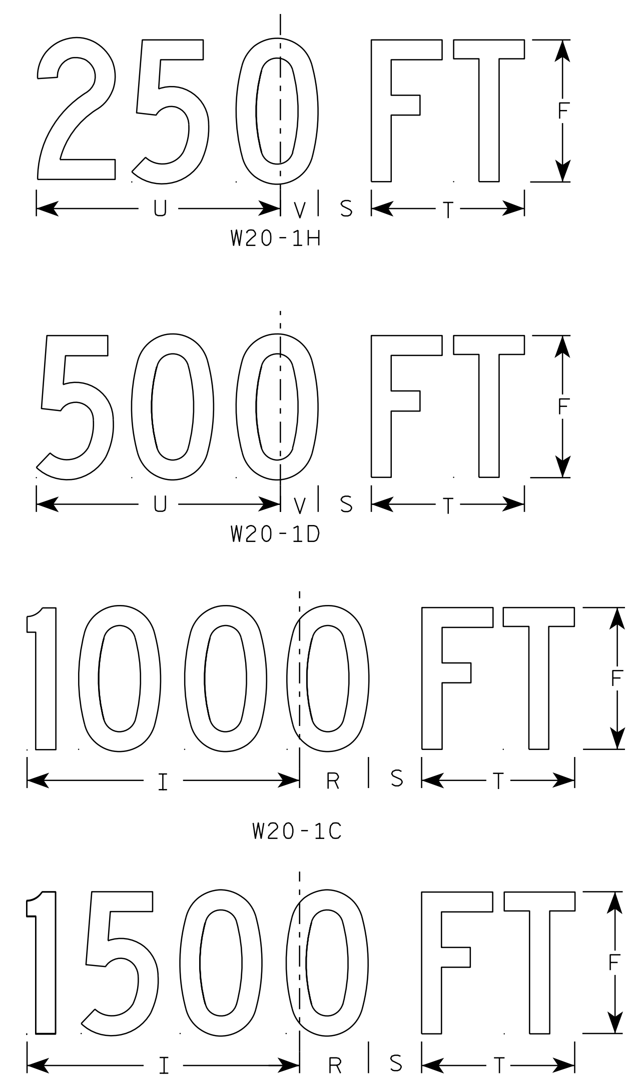
PROJECT NO: HWY: COUNTY: SHEET NO: 180 E

7

7



W20-1A

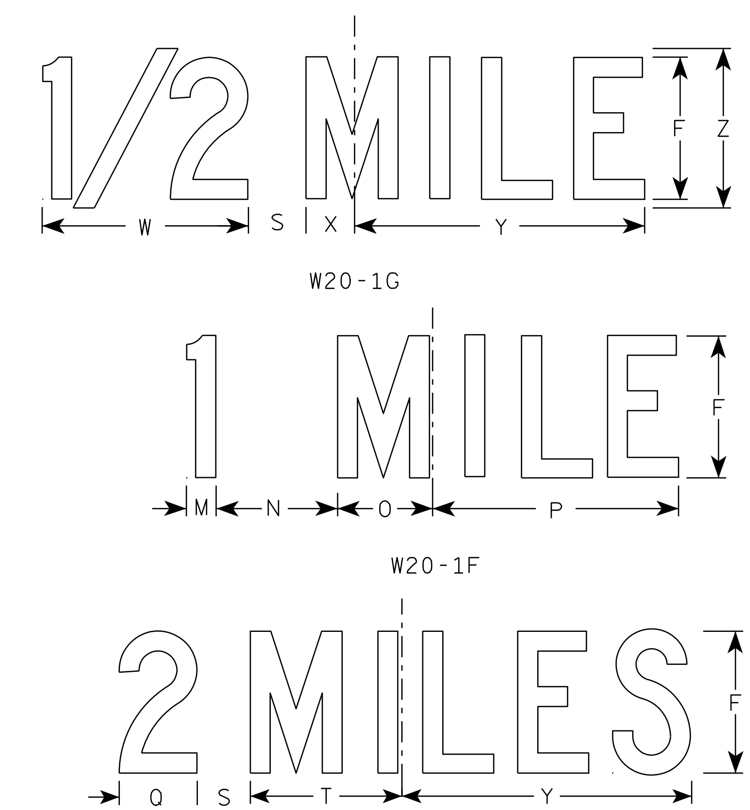


W20-1H

W20-1D

W20-1C

W20-1B



W20-1G

W20-1F

W20-1E

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.

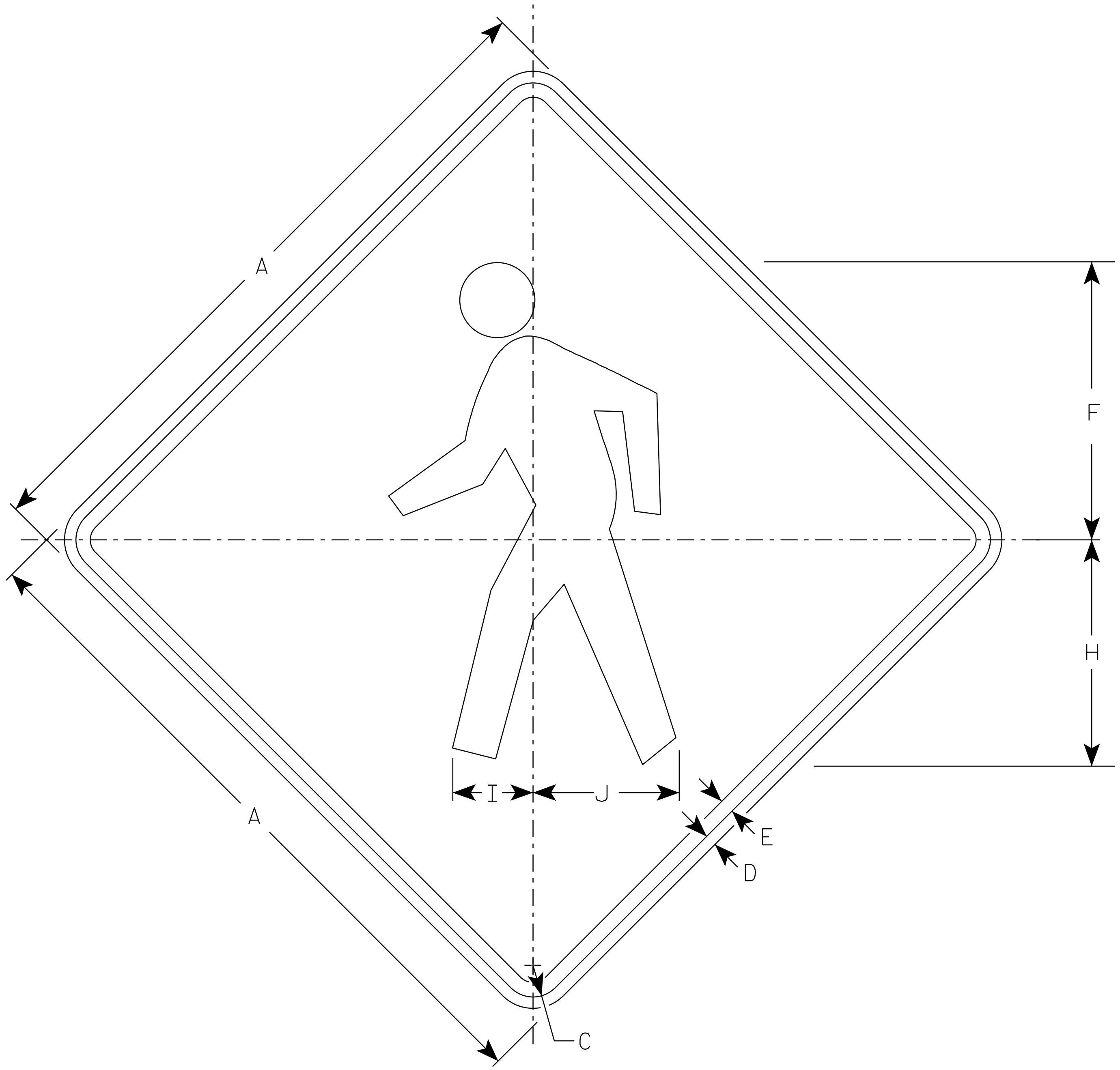
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8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



W011-2

NOTES

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

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

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W011-2.1

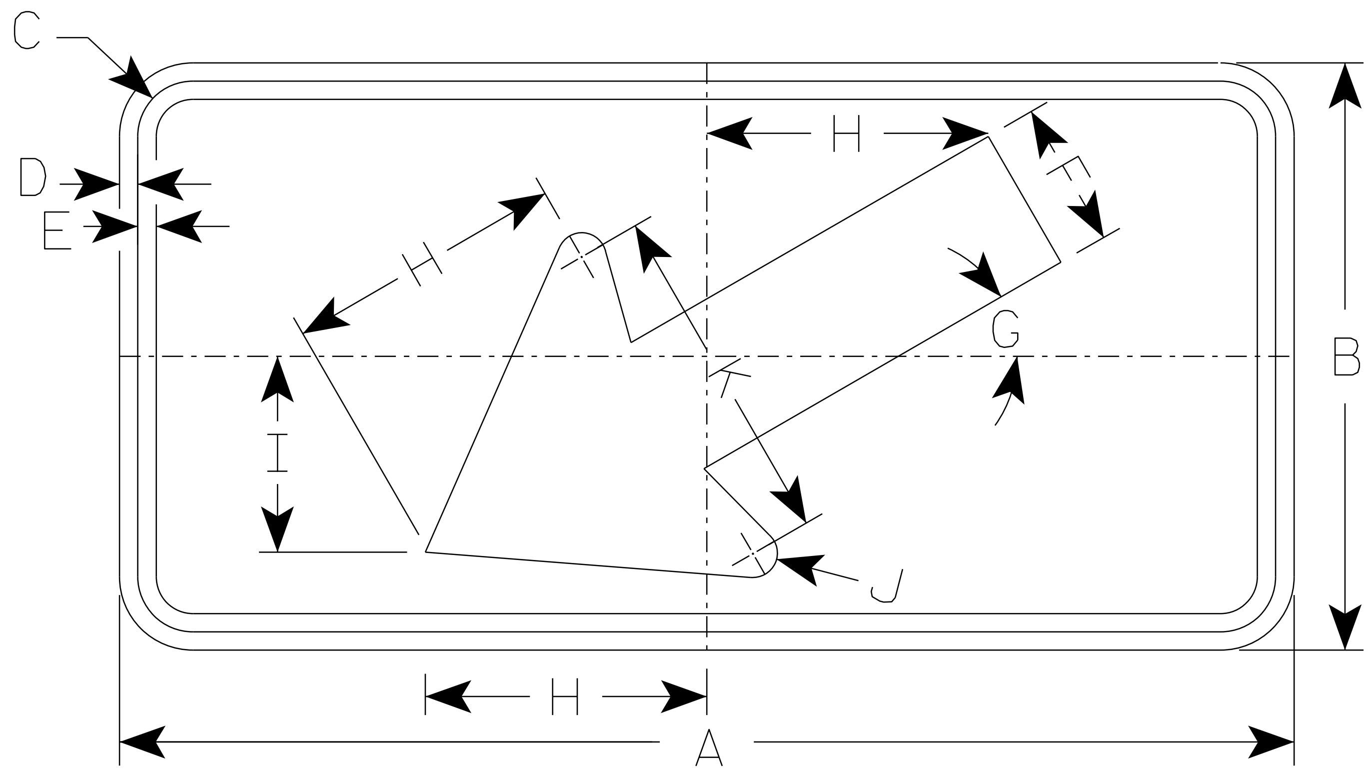
PROJECT NO: HWY: COUNTY: SHEET NO: 182 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0112.DGN PLOT DATE : 08-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

7

7



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/16/2021 PLATE NO. W016-7.2

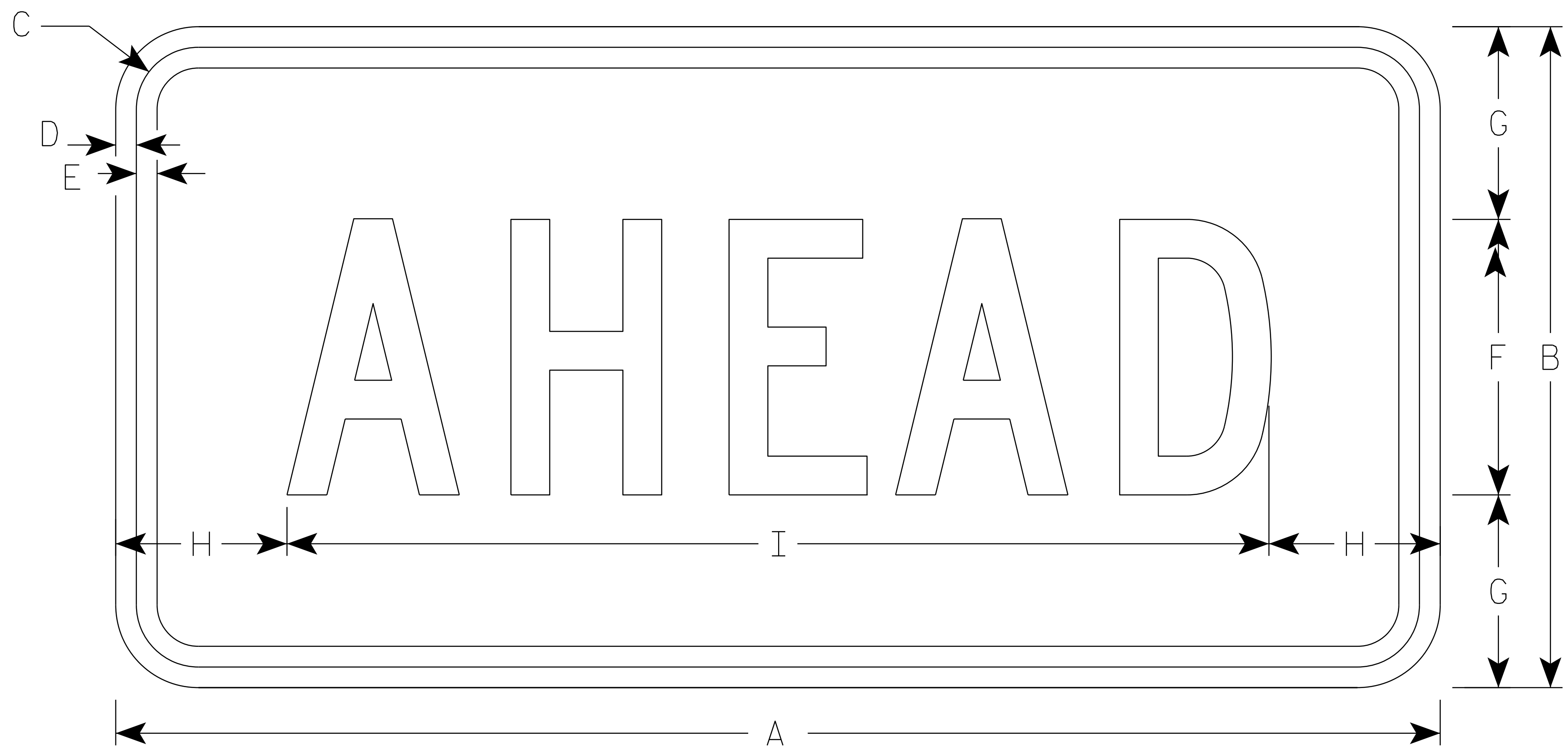
PROJECT NO: HWY: COUNTY: SHEET NO: 183 E

7

7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
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.



W016-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

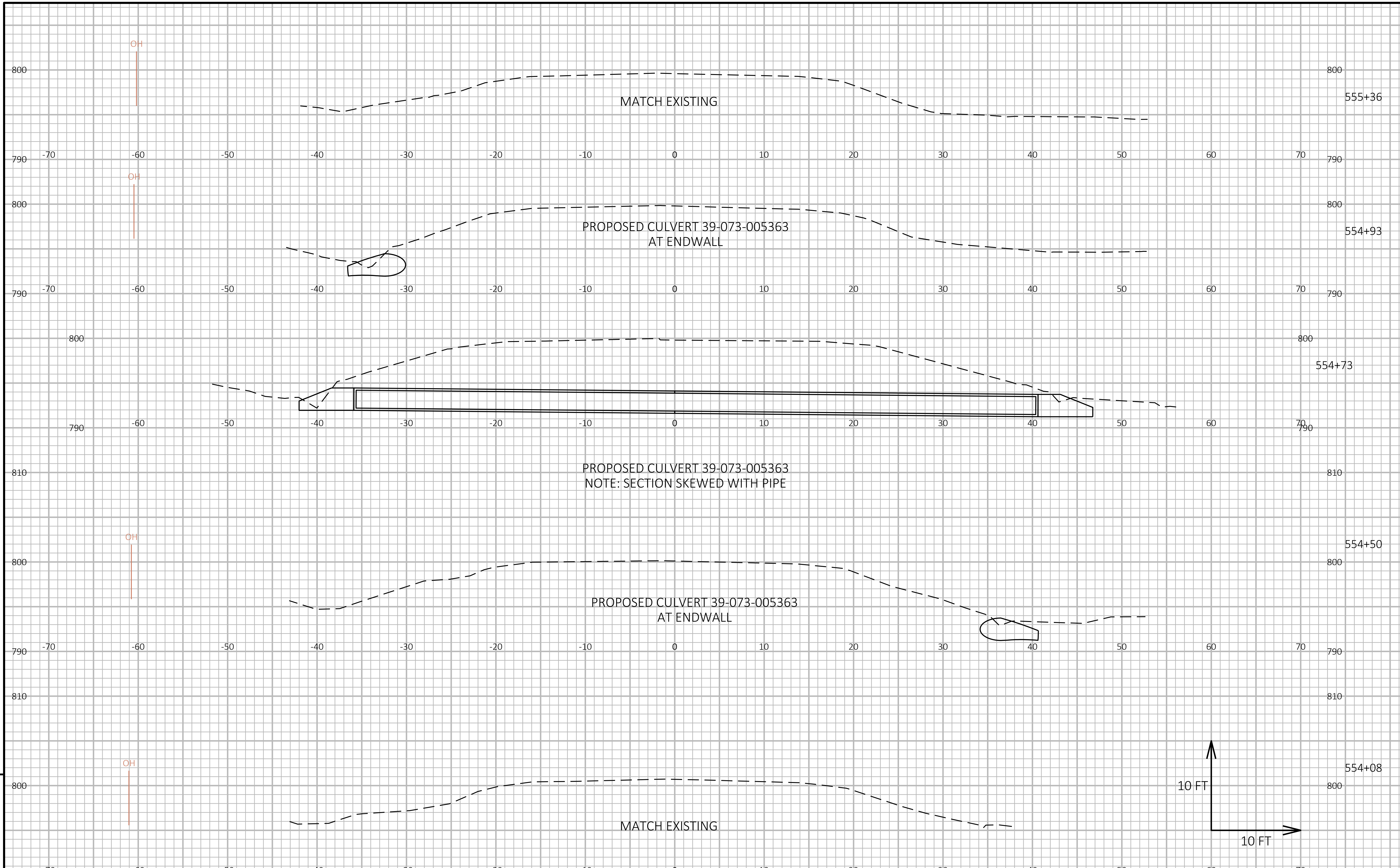
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/1/19 PLATE NO. W016-9P.7

7

7

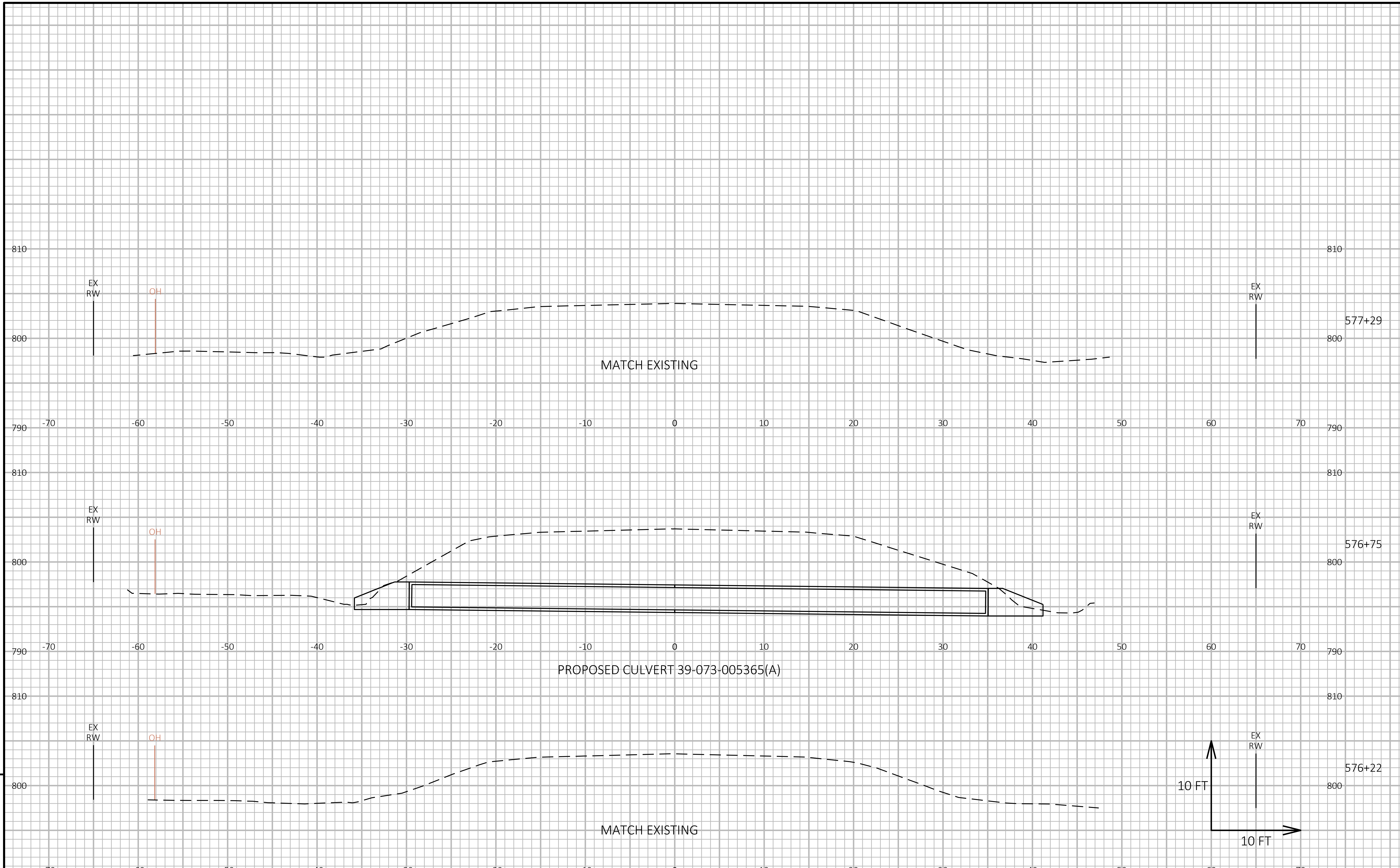
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 184 | E



9

9

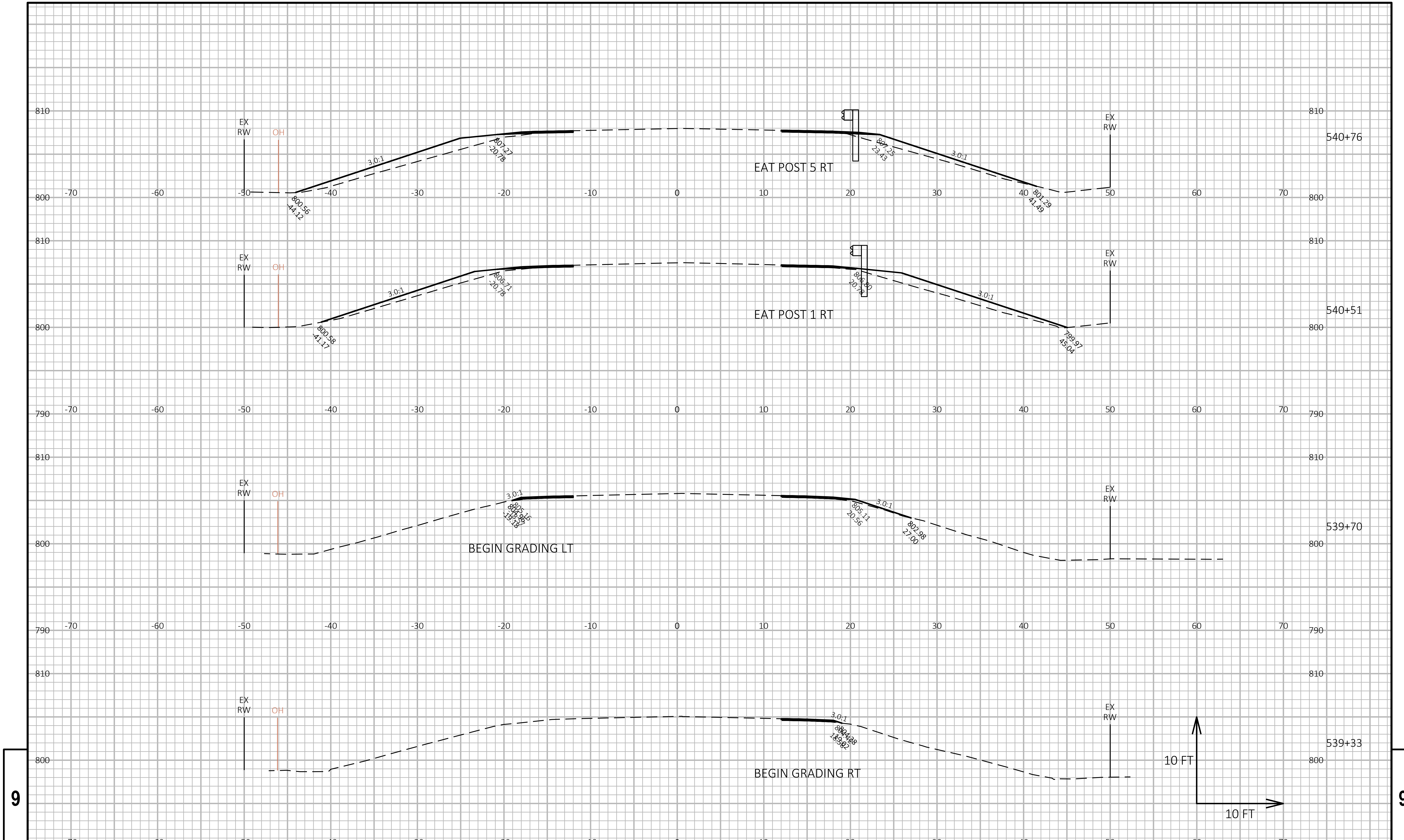
PROJECT NO: 6530-01-71	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	CROSS SECTIONS: CROSS SECTIONS-CULVERT PIPES	SHEET 185	E



9

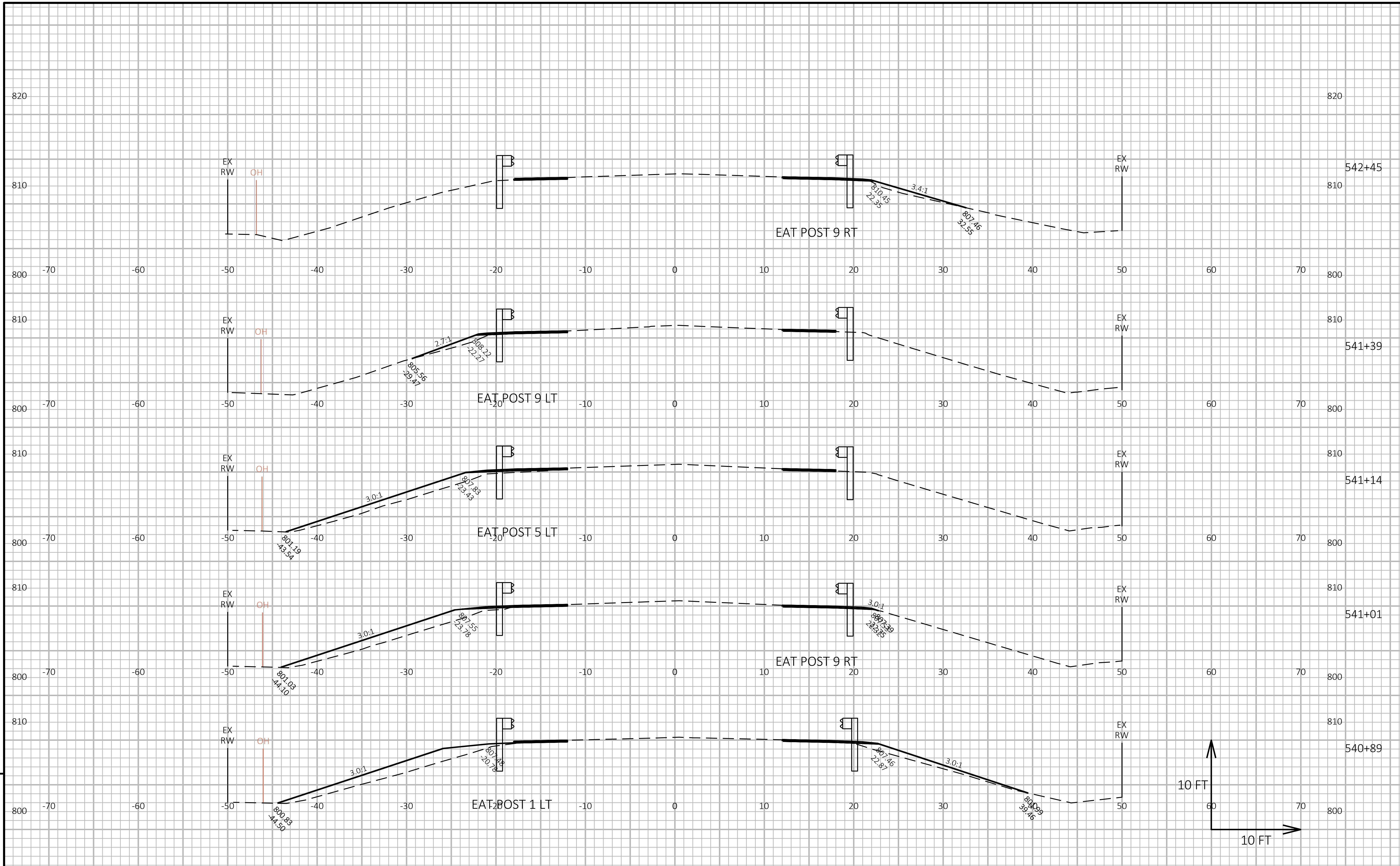
9

PROJECT NO: 6530-01-71	HWY: STH 73	COUNTY: GREEN LAKE/MARQUETTE	CROSS SECTIONS: CROSS SECTIONS-CULVERT PIPES	SHEET 186	E



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 187	E

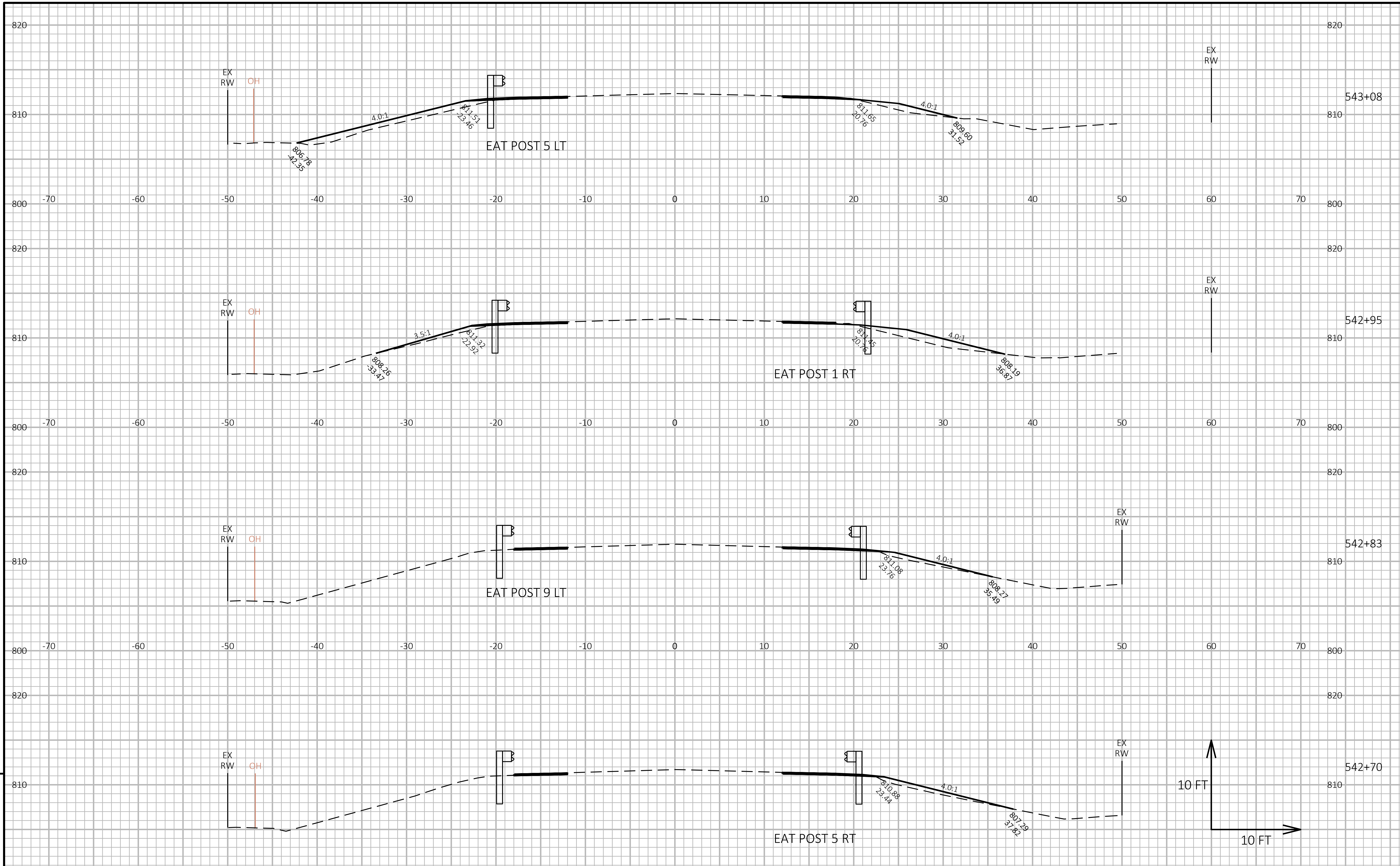
FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\090202-XS-RAIL-73.DWG
LAYOUT NAME - 11
PLOT DATE : 5/12/2021 12:08 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

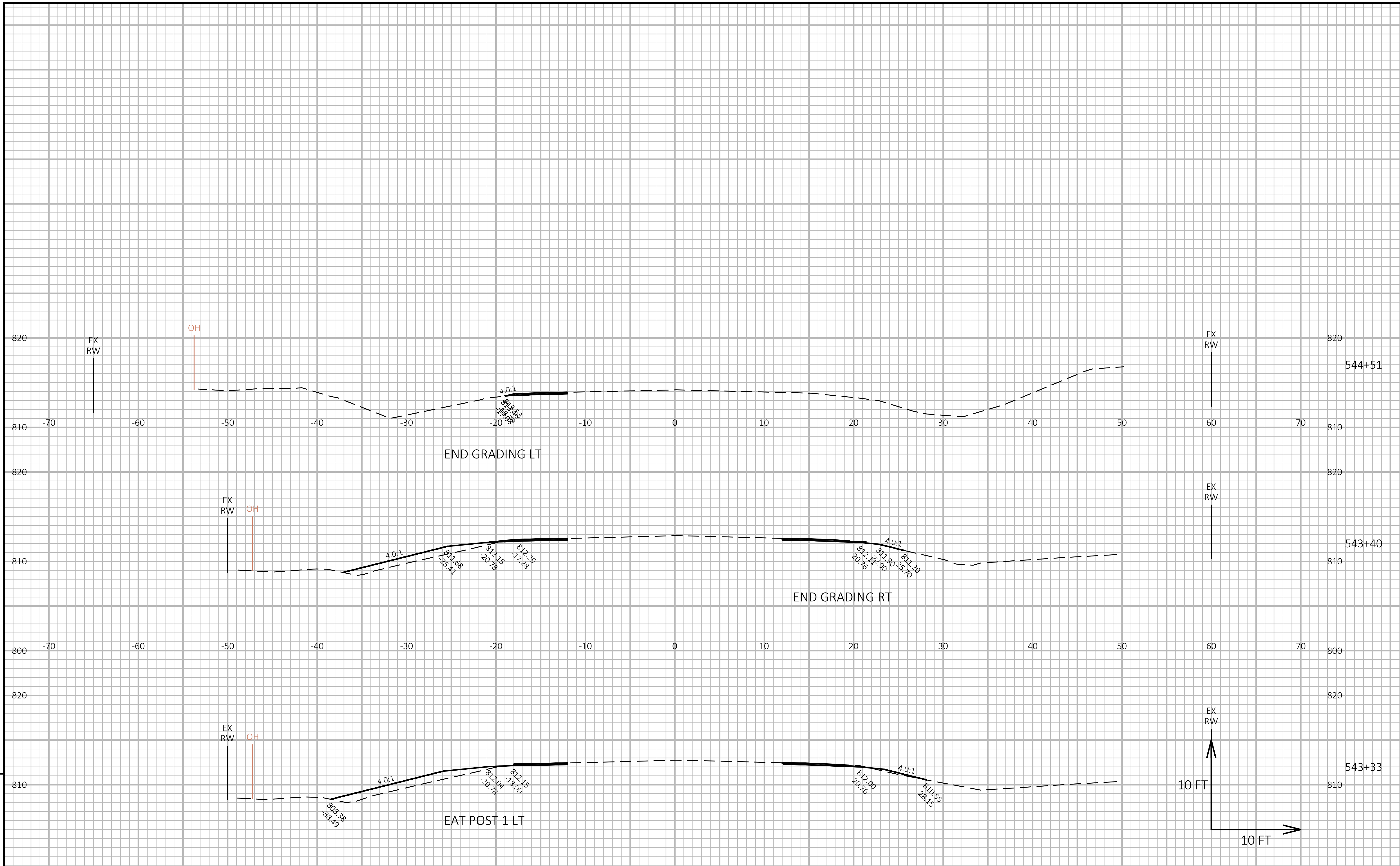
PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 188	E



PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 189	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\090202-XS-RAIL-73.DWG
LAYOUT NAME - 13
PLOT DATE : 5/12/2021 12:08 PM
PLOT BY : ADAM OSYPOWSKI
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

9



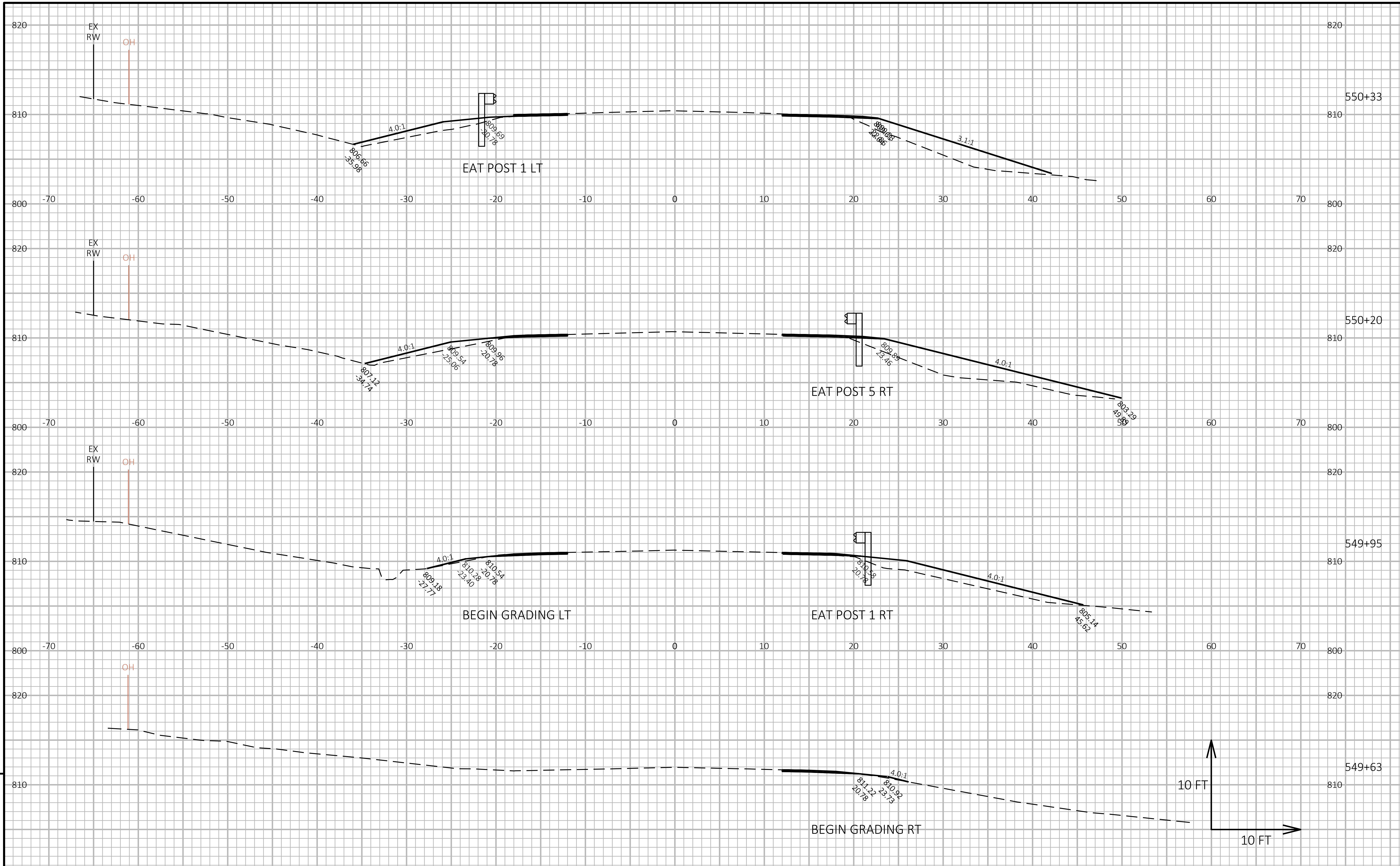
9

9

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 190	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\090202-XS-RAIL-73.DWG
LAYOUT NAME - 14
PLOT DATE : 5/12/2021 12:08 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

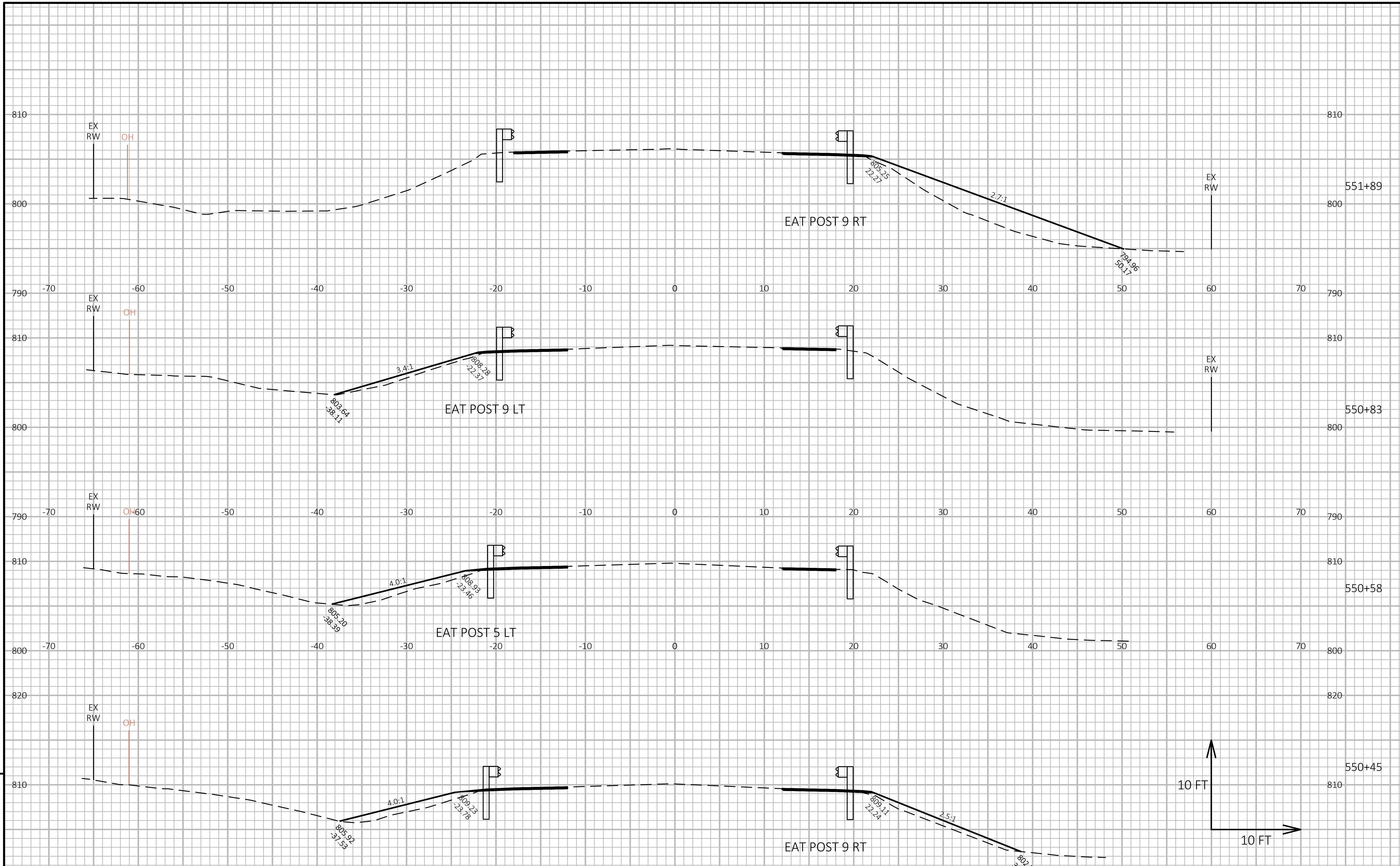
9

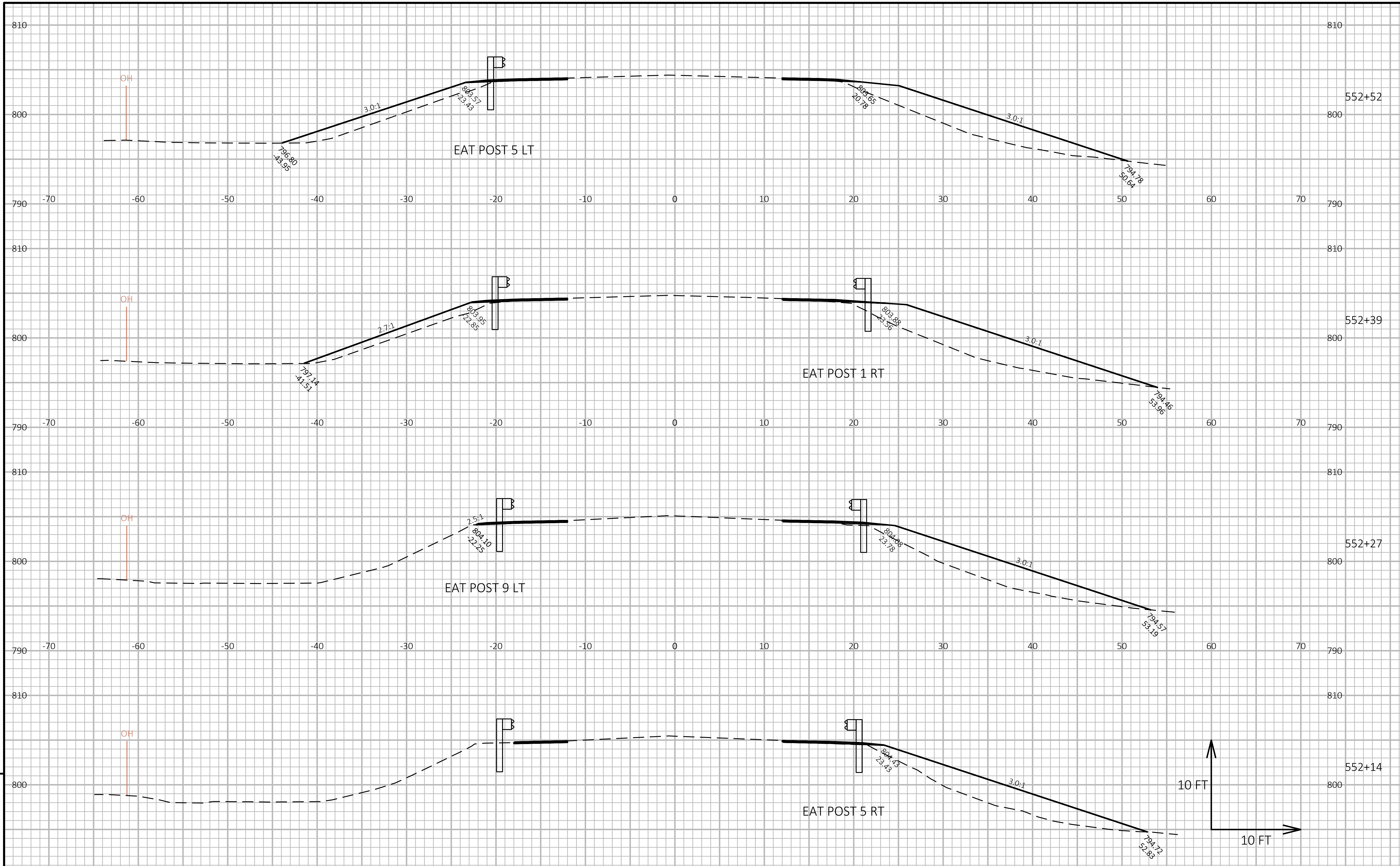


9

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 191 E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\090202-XS-RAIL-73.DWG
LAYOUT NAME - 15
PLOT DATE : 5/12/2021 12:08 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49


551+89
EAT POST 9 RT
550+83
EAT POST 9 LT
550+58
EAT POST 5 LT
550+45
EAT POST 9 RT
EX RW
OH
805.25 22.27
794.96 50.17
2.7:1
3.4:1
808.28 -22.37
803.64 -38.11
4.0:1
808.93 -23.46
805.20 -38.39
809.23 -23.78
805.92 -37.53
809.11 22.24
2.5:1
10 FT
10 FT

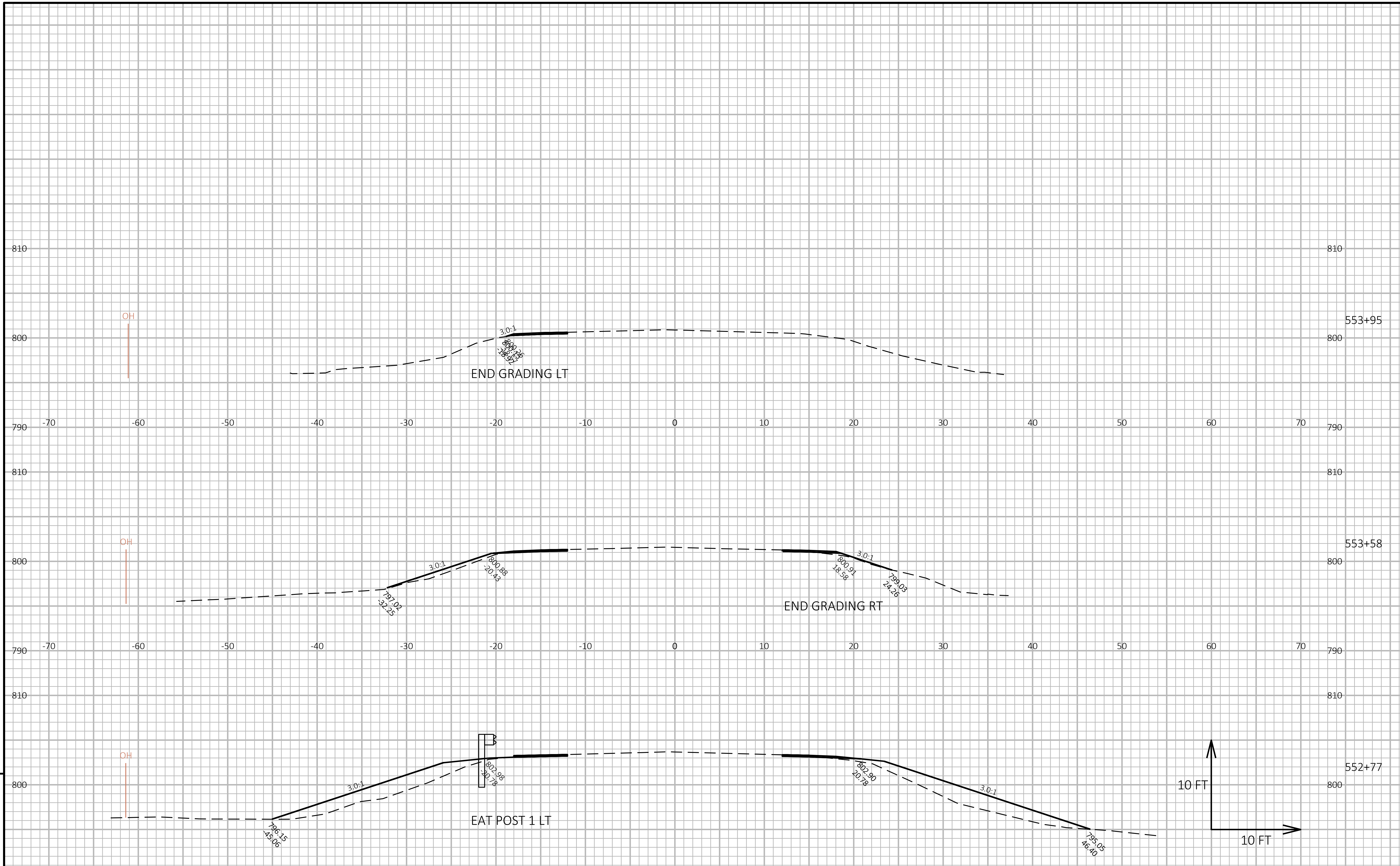


9

9

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 193	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\090202-XS-RAIL-73.DWG
LAYOUT NAME - 17
PLOT DATE : 5/12/2021 12:08 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6530-01-71/72	HWY: STH 73	COUNTY: GREEN LAKE / MARQUETTE	CROSS SECTIONS: CROSS SECTIONS - GUARDRAIL	SHEET 194	E

FILE NAME : S:\DESIGN\DESIGN PROJECTS\NC REGION PROJECTS\6530-01-01 (STH 73)\C3D\SHEETSPLAN\090202-XS-RAIL-73.DWG
LAYOUT NAME - 18

PLOT DATE : 5/12/2021 12:09 PM PLOT BY : ADAM OSYPOWSKI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov