WKE

May 10, 2022

PROJECT ID: 1410-01-71

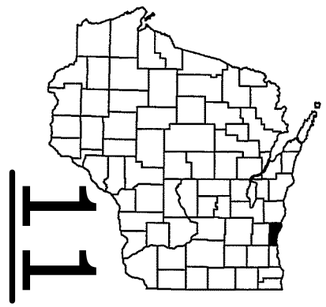
WITH: N/A

COUNTY: OZAUKEE

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 = 320



N

DESIGN DESIGNATION

A.A.D.T.	(2022)	=	7900
A.A.D.T.	(2042)	=	8500
D.H.V.		=	906
D.D.		=	60/40
T.		=	13.9%
DESIGN SPEED		=	60 MPH
ESALS		=	3,100,000

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS
UNDERGROUND UTILITIES
GAS (SIZE) G
SANITARY SEWER (SIZE) SAN
STORM SEWER (SIZE) SS
WATER (SIZE) W
ELECTRIC E
TELEPHONE T
FIBER OPTIC FO
CABLE TELEVISION TV
FORCE MAIN FM
MANHOLE MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE (TYPE)
CURB STOP CS
EXISTING CULVERT (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

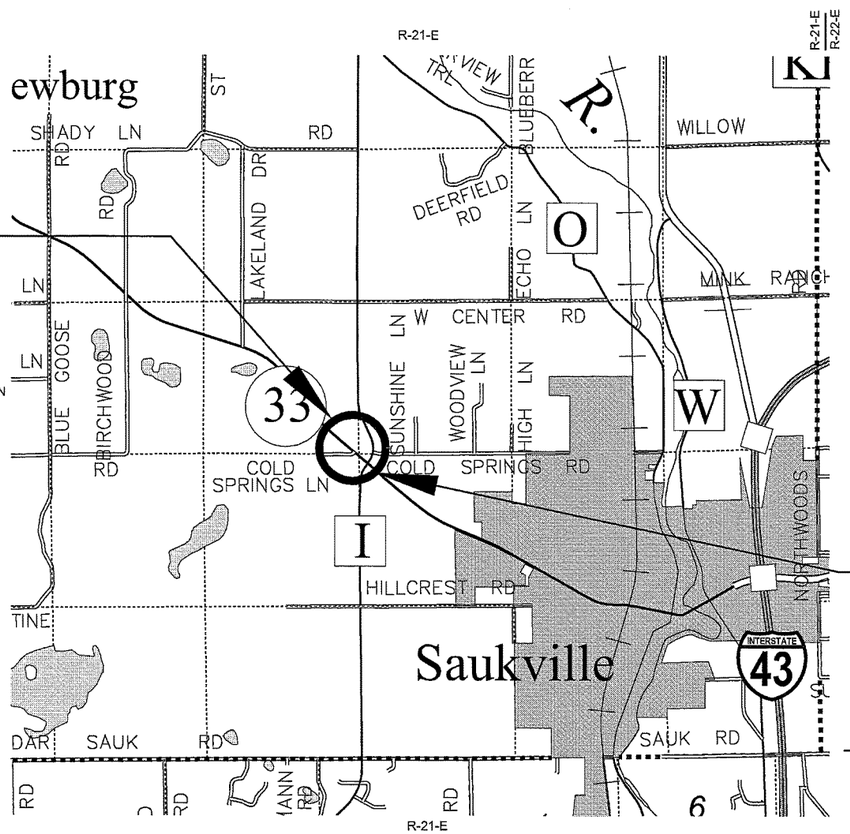
STH 33

INTERSECTION WITH CTH I

STH 33
OZAUKEE COUNTY

STATE PROJECT NUMBER
1410-01-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1410-01-71	WISC 2022386	1



TOTAL NET LENGTH OF CENTERLINE = 0.30S MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM, OZAUKEE COUNTY, NAD83(2011), IN US SURVEY FOOT. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES, GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL ELEVATIONS ON THIS PLAN ARE REFERENCED TO NAVD 88(2012).

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
BRAD E. SEVERSON
39758
APPLETON
WI
PROFESSIONAL ENGINEER

1/20/2022 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	raSmith
Project Manager	ART BAUMANN
Regional Examiner	
Regional Supervisor	DON BERGHAMMER

APPROVED FOR THE DEPARTMENT

DATE: 1/20/2022 (Signature)

E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\010101-TI.DWG PLOT DATE : 1/20/2022 1:42 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

UTILITIES

AT&T WISCONSIN - COMMUNICATION LINE
DEAN HERRO
435 SOUTH 95TH STREET
MILWAUKEE, WI 53214
dh2572@att.com

PAETEC COMMUNICATIONS, LLC - COMMUNICATION LINE
LORI KETTER
314 N DANZ AVENUE
GREEN BAY, WI 54302
(414) 274-9215
Lori.Ketter@windstream.com

WE ENERGIES - ELECTRICITY
GREGORY BOERNER
500 S 116TH STREET
WEST ALLIS, WI 53214
(618) 409-5861
gregory.boerner@we-energies.com
WE ENERGIES - ELECTRICITY DISPATCH
1(800) 662-4797

WE ENERGIES - GAS
BRADLEY ENGNATH
500 S 116TH STREET
WEST ALLIS, WI 53214
(414) 588-7641
bradley.engnath@we-energies.com
WE ENERGIES - GAS DISPATCH
1(800) 261-5325

DESIGN CONSULTANT

BRAD SEVERSON
raSmith
100 W LAWRENCE ST, STE 412
APPLETON, WI 54911-5794
(920) 843-5738
BRAD.SEVERSON@RASMITH.COM

WISCONSIN DEPT OF TRANSPORTATION (WISDOT)

ART BAUMANN
141 NW BARSTOW ST
WAUKESHA WI 53188-3789
(262) 548-6707
ART.BAUMANN@DOT.WI.GOV

OZAUKEE COUNTY HIGHWAY DEPT

JON EDGREN, HIGHWAY COMMISSIONER
410 S SPRING ST
PORT WASHINGTON, WI 53074
(262) 284-8331
JEDGREN@CO.OZAUKEE.WI.US

WISCONSIN DEPT OF NATURAL RESOURCES LIASON

KRISTINA BETZOLD
2300 N MARTIN LUTHER KING JR DR
MILWAUKEE WI 53212-3128
(414) 507-4946
KRISTINA.BETZOLD@WISCONSIN.GOV

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PAVING DETAILS
PAVING GRADES
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
SIGNING
LIGHTING
MARKING
TRAFFIC CONTROL
DETOUR
ALIGNMENT

GENERAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
2. REMOVAL OF REINFORCING STEEL LOCATED IN EXISTING CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVING CONCRETE PAVEMENT ITEM, AND NO ADDITIONAL COMPENSATION WILL BE GRANTED.
3. UNLESS OTHERWISE NOTED, CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE OF CURB AND GUTTER . CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE OF CURB AND GUTTER.
4. VERIFY EXISTING PAVEMENT ELEVATIONS AT ALL TIE-INS TO EXISTING PAVEMENT PRIOR TO CONSTRUCTION. NOTIFY ENGINEER IF A DISCREPANCY IS FOUND BETWEEN PROPOSED PLAN ELEVATIONS AND EXISTING PAVEMENT ELEVATIONS.
5. CONSTRUCT PAVEMENT CONSISTENT WITH THE PLAN TYPICAL SECTIONS. LOCATE LONGITUDINAL JOINTS IN ASPHALT PAVEMENT OUTSIDE OF DRIVING OR TURNING LANE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
6. RESHAPE, RESTORE AND FINISH ALL PREVIOUSLY GRASSED AREAS DISTURBED BY OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS AT NO EXPENSE TO THE DEPARTMENT
7. DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.
8. ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
9. THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
10. CONTACT THE WISDOT PM, ART BAUMANN, FOR THE SOIL BORING REPORT.

ABBREVIATIONS

BAD	BASE AGGREGATE DENSE
BMP	BEST MANAGEMENT PRACTICES
CMCP	CORRUGATED METAL CULVERT PIPE
DWF	DETECTABLE WARNING FIELD
HP	HIGH POINT
LC	LATERAL CLEARANCE
LP	LOW POINT
VCL	VERTICAL CENTERLINE

BORING AND MARSH PROBE SUMMARY
(APPROXIMATE LOCATIONS)

BORING NUMBER	STATION & ALIGNMENT	OFFSET
B-1	34+48'WA'	8' LT
B-2	72+61'SB'	2' LT
B-3	71+70'NB'	10' RT
B-4	69+49'SA'	12' LT
B-5	68+14'NA'	5' RT
B-6	67+22'SA'	8' LT
B-7	40+38'EB'	8' RT
B-8	42+88'EB'	8' LT
MP-1	33+29'EA'	30' RT
MP-2	33+76'EA'	26' RT
MP-3	34+17'EA'	30' RT
MP-4	73+29'NB'	22' RT
MP-5	72+40'NB	20' RT
MP-6	40+92'EB'	2' RT
MP-7	41+32'EB'	3' RT
MP-8	45+00'EB'	27' RT

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

2

2

N

UNNAMED TRIBUTARY
TO MOLE CREEK

STH 33

CTH I

R/W

END CONSTRUCTION
STA. 75+71.17'NB'

BEGIN PROJECT 1410-01-71
STA. 30+00.00'EA'
N = 430,325.5063
E = 586,799.2293

ONE-WAY STOP CONTROLLED

ONE-WAY STOP CONTROLLED

COLD SPRINGS LN

COLD SPRINGS RD

TLE

HINE'S EMERALD DRAGONFLY HABITAT
DO NOT DISTURB BEYOND SLOPE INTERCEPTS

EASTERN PRAIRIE FRINGED ORCHID HABITAT
DO NOT DISTURB BEYOND SLOPE INTERCEPTS

SINGLE LANE ROUNDABOUT

UNNAMED TRIBUTARY
TO MOLE CREEK

TOWN OF SAUKVILLE

MOLE CREEK

END PROJECT 1410-01-71
STA. 47+32.00'EB'

BEGIN CONSTRUCTION
STA. 61+90.00'NA'

LEGEND

WETLAND

HINE'S EMERAL DRAGONFLY HABITAT

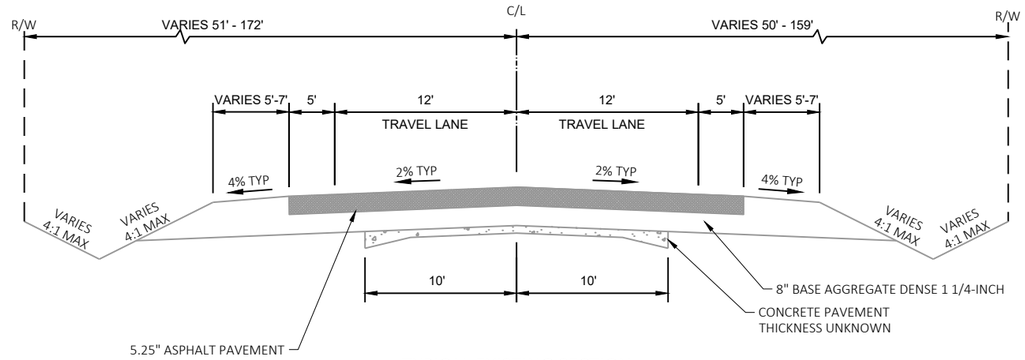
EASTERN PRAIRIE FRINGED ORCHID HABITAT

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PROJECT OVERVIEW	SHEET 3	E

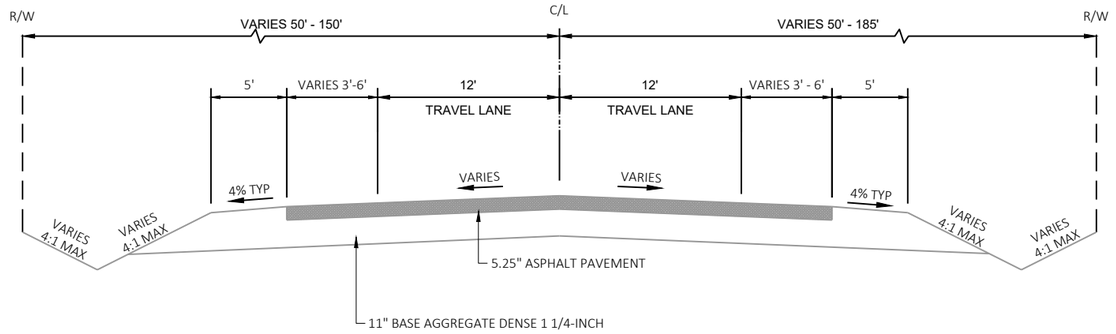
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LAYOUT NAME - Plan 1 IN 200ft

PLOT DATE : 1/25/2022 1:52 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:200 FT

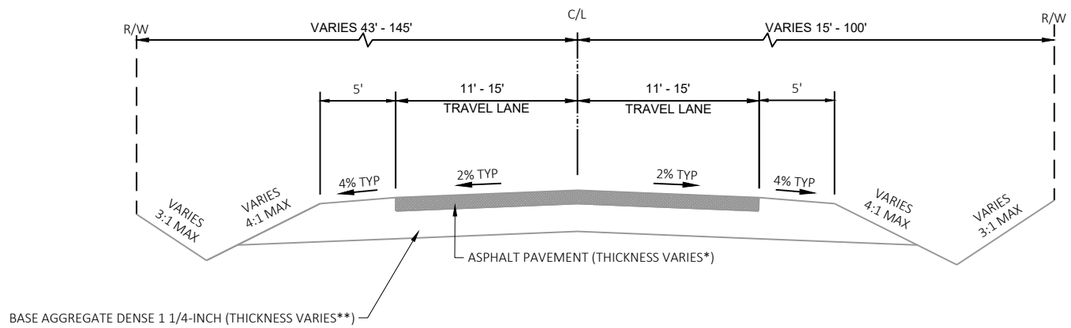
WISDOT/CADDS SHEET 42



TYPICAL EXISTING SECTION
STH 33
STA 30+00.00'EA' - 47+32.00'EB'



TYPICAL EXISTING SECTION
CTH I
STA 61+90.00'NA' - 75+71.17'NB'

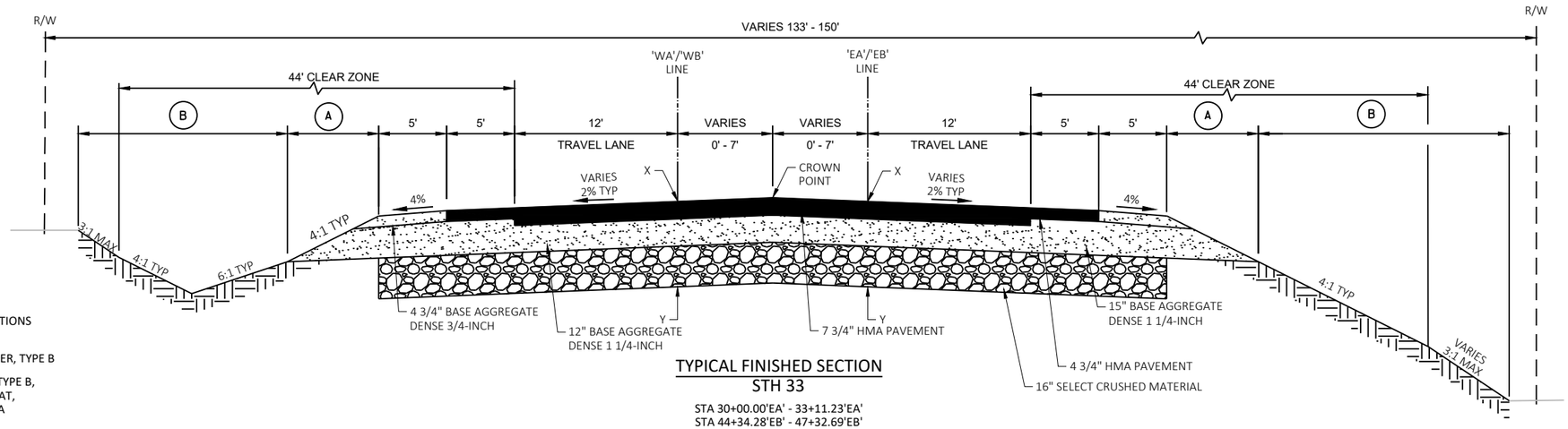


TYPICAL EXISTING SECTION
SIDE ROADS
COLD SPRINGS LANE: STA 11+94.00'CSL' - 13+45.50'CSL'
COLD SPRINGS ROAD: STA 15+14.50'CSR' - 16+75.00'CSR'

COLD SPRINGS LANE (*4.75" ASPHALT PAVEMENT, **9" BASE AGGREGATE DENSE)
COLD SPRINGS ROAD (*5.25" ASPHALT PAVEMENT, **11" BASE AGGREGATE DENSE)

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	TYPICAL SECTIONS	SHEET 4	E

2



TYPICAL FINISHED SECTION
STH 33

STA 30+00.00'EA' - 33+11.23'EA'
STA 44+34.28'EB' - 47+32.69'EB'
STA 30+00.00'WA' - 33+12.49'WA'
STA 44+32.69'WB' - 47+32.69'WB'

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

(A) SEEDING MIX NO. 30 AND FERTILIZER, TYPE B

(B) SEEDING MIX NO. 30, FERTILIZER, TYPE B, SALVAGED TOPSOIL & EROSION MAT, MULCH, OR SOIL STABILIZER TYPE A

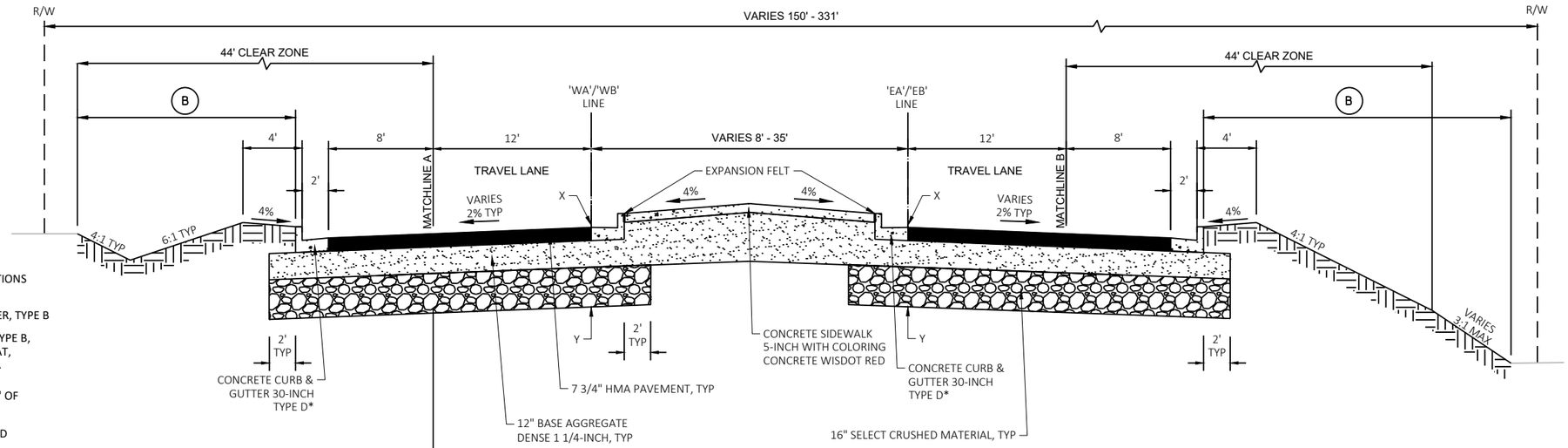
FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

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

THICKNESS	LAYERS	MIX SPECIFICATIONS
7 3/4-INCH	ONE 1 3/4" UPPER LAYER ONE 3" UPPER LOWER LAYER ONE 3" LOWER LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S 3 MT 58-28 S

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

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



"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

(A) SEEDING MIX NO. 30 AND FERTILIZER, TYPE B

(B) SEEDING MIX NO. 30, FERTILIZER, TYPE B, SALVAGED TOPSOIL & EROSION MAT, MULCH, OR SOIL STABILIZER TYPE A

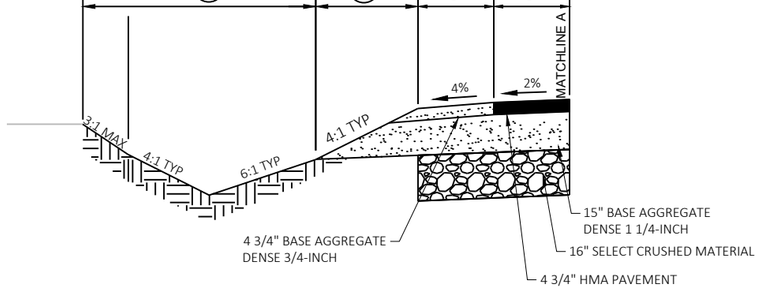
FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

* CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D

STA 33+12.49'WA' - 36+30.78'WA' - MEDIAN
STA 41+43.59'WB' - 44+32.69'WB' - MEDIAN
STA 33+11.23'EA' - 36+30.78'EA' - MEDIAN
STA 41+43.15'EB' - 44+34.28'EB' - MEDIAN
STA 33+11.23'EA' - 37+42.97'EA' - RIGHT
STA 40+32.24'WB' - 44+32.69'WB' - LEFT
STA 41+43.15'EB' - 44+34.28'EB' - MEDIAN
STA 33+11.23'EA' - 37+42.97'EA' - RIGHT
STA 40+32.24'WB' - 44+32.69'WB' - LEFT

TYPICAL FINISHED SECTION - ROUNDABOUT SPLITTER ISLAND
STH 33
SECTION B-B

STA 33+11.23'EA' - 37+42.97'EA'
STA 40+27.90'EB' - 44+34.28'EB'
STA 33+12.49'WA' - 37+43.41'WA'
STA 40+32.24'WB' - 44+32.69'WB'



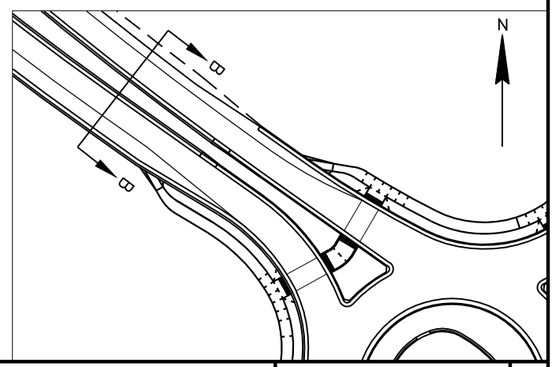
RURAL SECTION
STA 33+12.49'WA' - 36+46.41'WA'
STA 41+28.43'EB' - 44+34.28'EB'
MATCHLINE B IS A MIRROR IMAGE

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

THICKNESS	LAYERS	MIX SPECIFICATIONS
7 3/4-INCH	ONE 1 3/4" UPPER LAYER ONE 3" UPPER LOWER LAYER ONE 3" LOWER LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S 3 MT 58-28 S

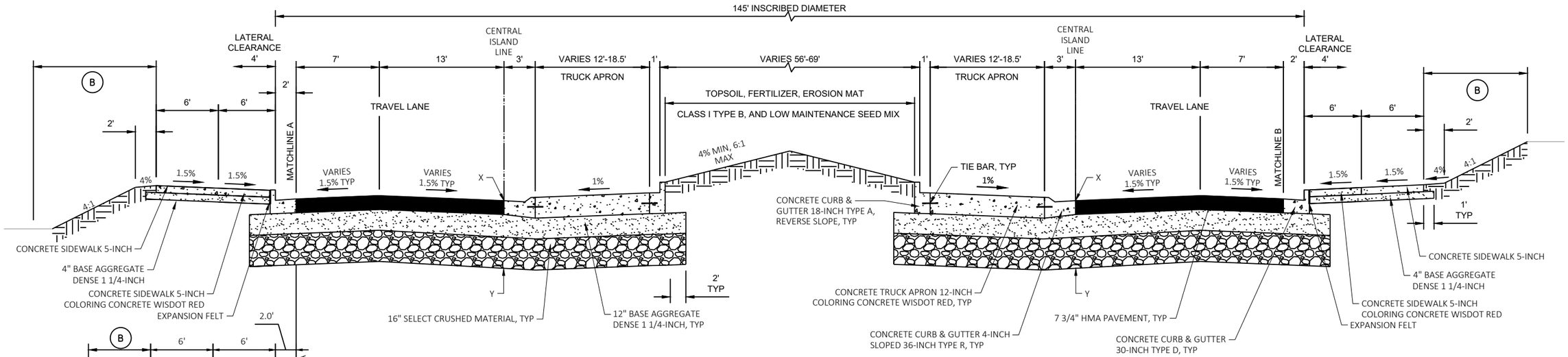
HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

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

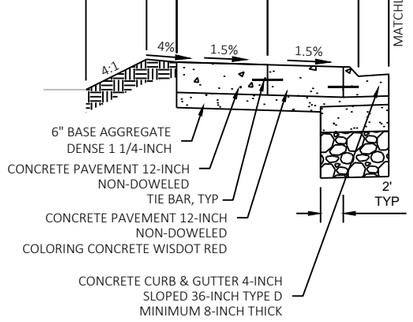


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	TYPICAL SECTIONS	SHEET 6	E

2



TYPICAL FINISHED SECTION - ROUNDABOUT
SECTION C-C



PAVEMENT SECTION
SECTION D-D

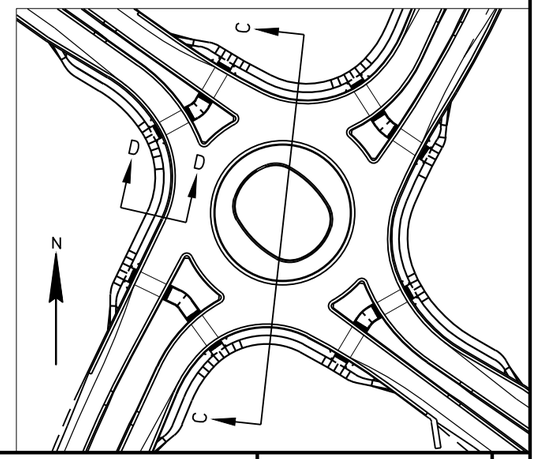
NORTHEAST QUADRANT
SOUTHWEST QUADRANT
MATCHLINE B IS A MIRROR IMAGE

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

(A) SEEDING MIX NO. 30 AND FERTILIZER, TYPE B

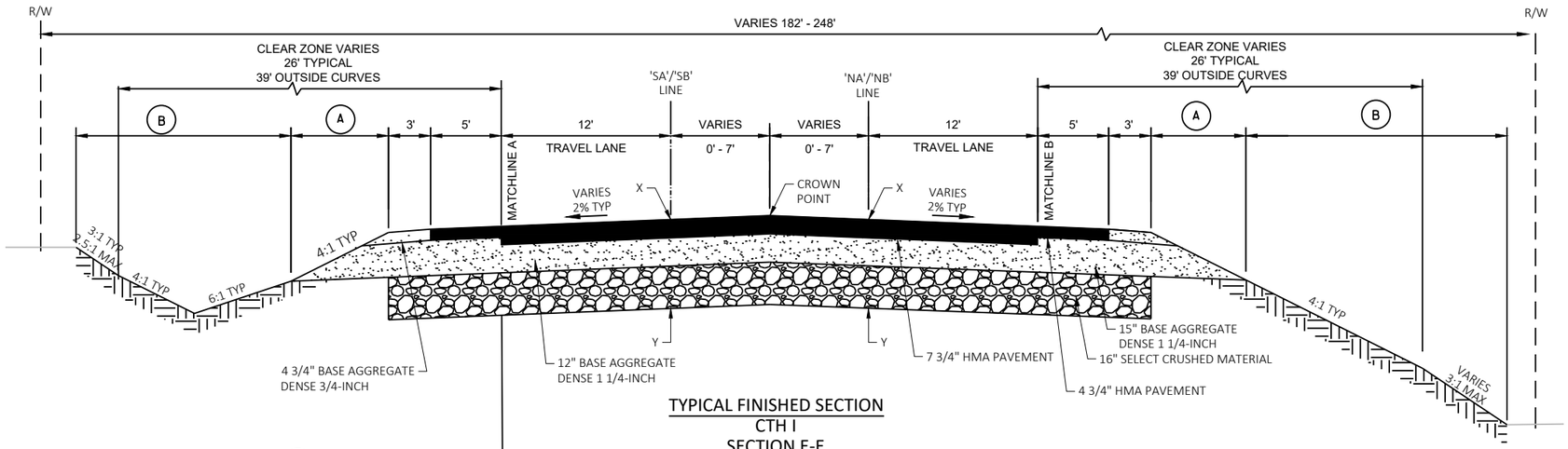
(B) SEEDING MIX NO. 30, FERTILIZER, TYPE B, SALVAGED TOPSOIL & EROSION MAT, MULCH, OR SOIL STABILIZER TYPE A

FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.



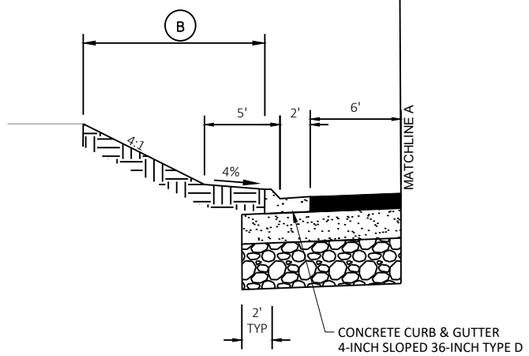
HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

THICKNESS	LAYERS	MIX SPECIFICATIONS
7 3/4-INCH	ONE 1 3/4" UPPER LAYER ONE 3" UPPER LOWER LAYER ONE 3" LOWER LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S 3 MT 58-28 S



TYPICAL FINISHED SECTION
CTH I
SECTION E-E

STA 61+90.00'NA' - 64+50.00'NA'
STA 73+56.32'NB' - 75+71.17'NB'
STA 61+90.00'SA' - 64+50.00'SA'
STA 73+58.30'SB' - 75+71.17'SB'



CURB & GUTTER SECTION
SECTION F-F

STA 63+12.93'SA' - 64+25.00'SA'
MATCHLINE B IS A MIRROR IMAGE

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

(A) SEEDING MIX NO. 30 AND FERTILIZER, TYPE B

(B) SEEDING MIX NO. 30, FERTILIZER, TYPE B, SALVAGED TOPSOIL & EROSION MAT, MULCH, OR SOIL STABILIZER TYPE A

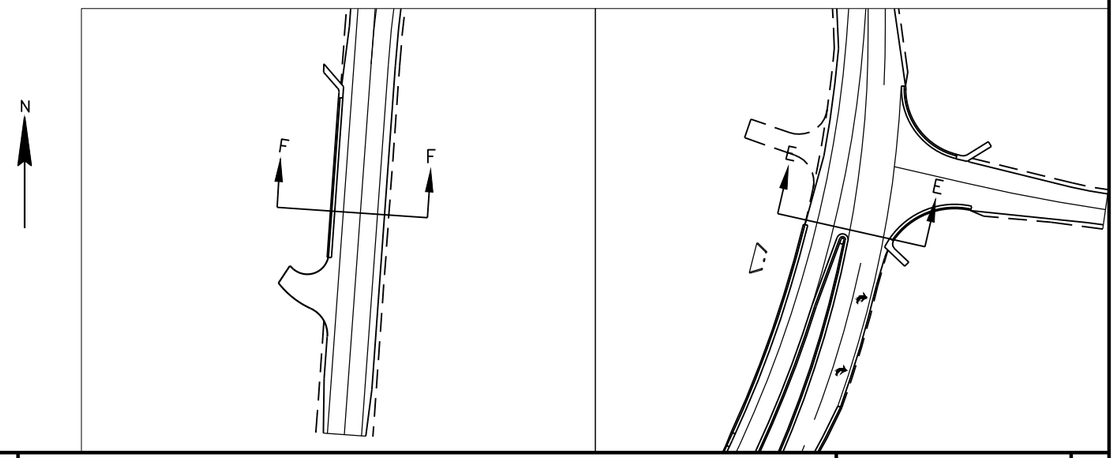
FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

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

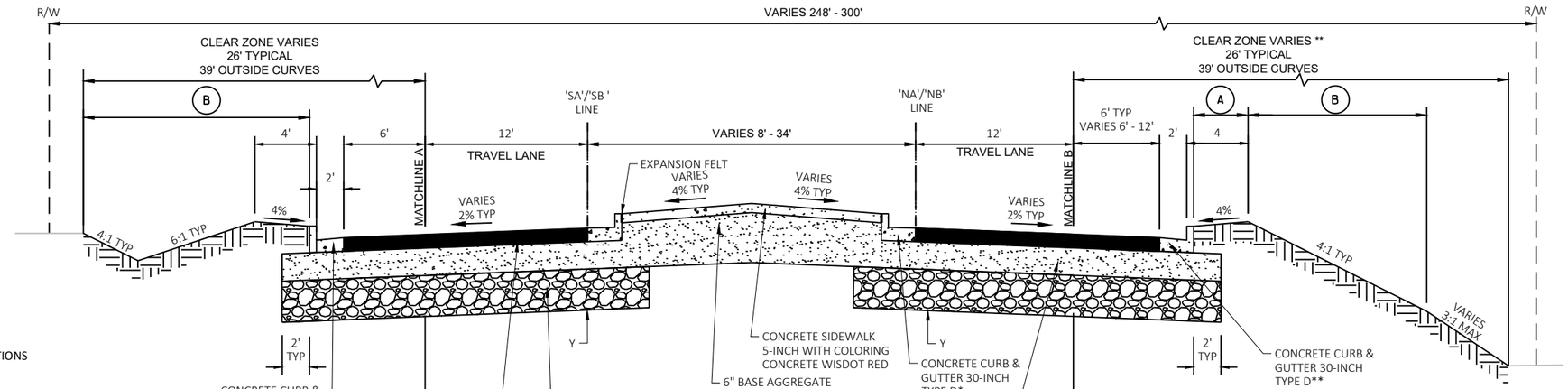
THICKNESS	LAYERS	MIX SPECIFICATIONS
7 3/4-INCH	ONE 1 3/4" UPPER LAYER ONE 3" UPPER LOWER LAYER ONE 3" LOWER LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S 3 MT 58-28 S

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

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



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	TYPICAL SECTIONS	SHEET 8	E



TYPICAL FINISHED SECTION
CTH I
SECTION G-G

STA 64+50.00'NA' - 69+16.85'NA'
STA 70+30.45'NB' - 73+60.19'NB'
STA 64+50.00'SA' - 69+37.91'SA'
STA 70+43.66'SB - 73+58.30'SB'

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

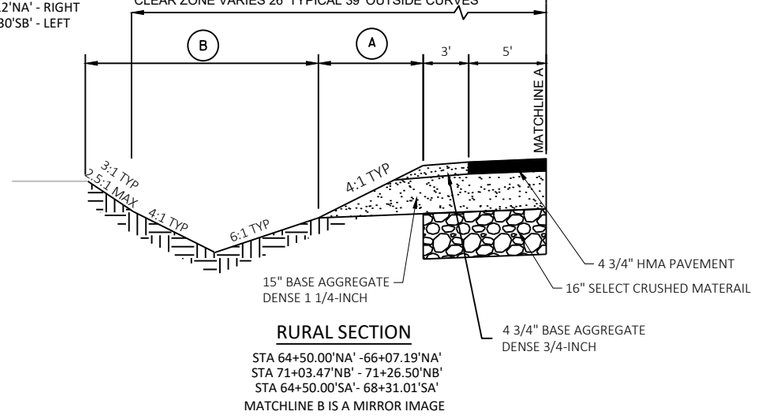
(A) SEEDING MIX NO. 30 AND FERTILIZER, TYPE B

(B) SEEDING MIX NO. 30, FERTILIZER, TYPE B, SALVAGED TOPSOIL & EROSION MAT, MULCH, OR SOIL STABILIZER TYPE A

FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

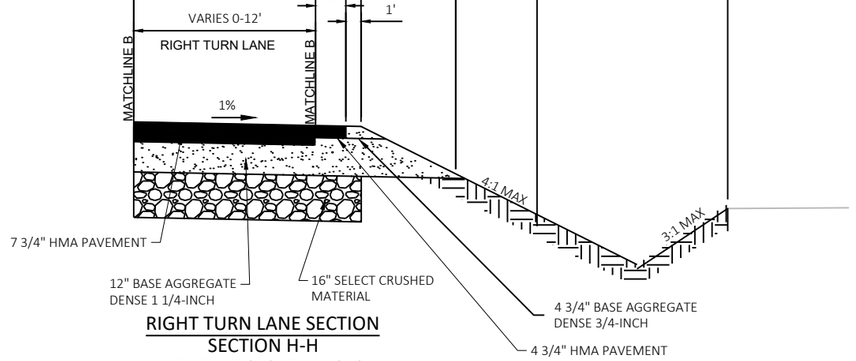
* CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D

STA 64+50.00'SA' - 68+15.25'SA' - MEDIAN
STA 71+55.46'SB - 73+58.30'SB' - MEDIAN
STA 64+50.00'NA' - 68+05.45'NA' - MEDIAN
STA 71+47.31'NB' - 73+60.19'NB' - MEDIAN
STA 66+07.19'NA' - 67+63.12'NA' - RIGHT
STA 72+03.63'SB - 73+58.30'SB' - LEFT



RURAL SECTION

STA 64+50.00'NA' -66+07.19'NA'
STA 71+03.47'NB' - 71+26.50'NB'
STA 64+50.00'SA'- 68+31.01'SA'
MATCHLINE B IS A MIRROR IMAGE



RIGHT TURN LANE SECTION
SECTION H-H

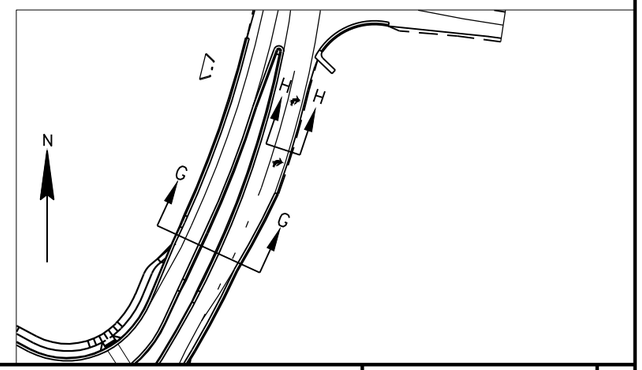
STA 72+44.61'NB' - 73+43.04'NB'

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

THICKNESS	LAYERS	MIX SPECIFICATIONS
7 3/4-INCH	ONE 1 3/4" UPPER LAYER ONE 3" UPPER LOWER LAYER ONE 3" LOWER LOWER LAYER	4 MT 58-28 S 3 MT 58-28 S 3 MT 58-28 S

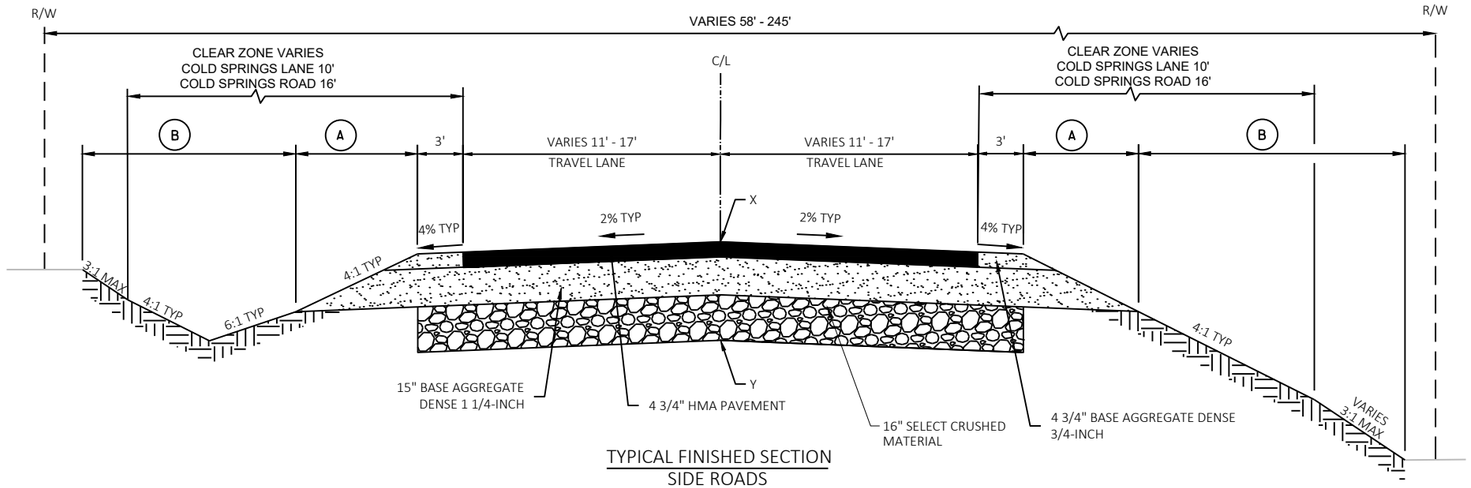
HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

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



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	TYPICAL SECTIONS	SHEET 9	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\020301_TS.DWG
LAYOUT NAME - 06-10ft
PLOT DATE : 1/27/2022 1:28 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION
SIDE ROADS

COLD SPRINGS LANE: STA 11+94.00'CSL' - 12+95.17'CSL'
COLD SPRINGS ROAD: STA 16+64.92'CSR' - 16+75.00'CSR'

"X" = POINTS REFERRED TO ON PROFILE
"Y" = POINTS REFERRED TO ON CROSS SECTIONS

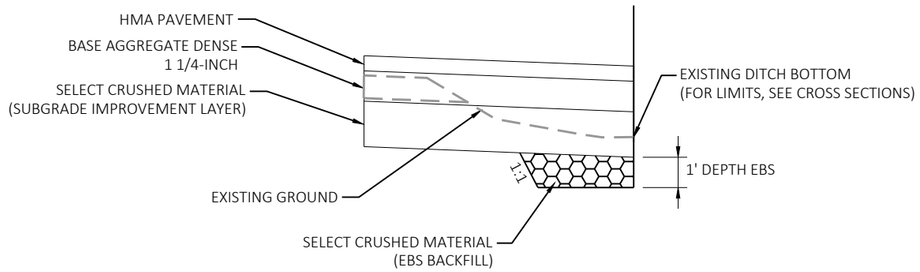
(A) SEEDING MIX NO. 30 AND FERTILIZER, TYPE B

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FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

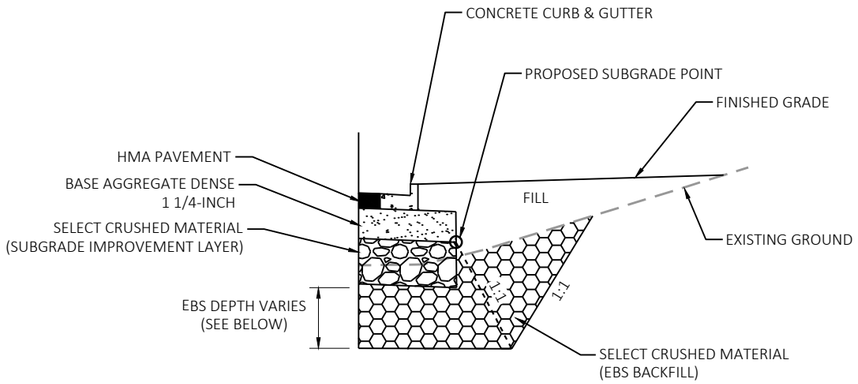
HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND MIXES:

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



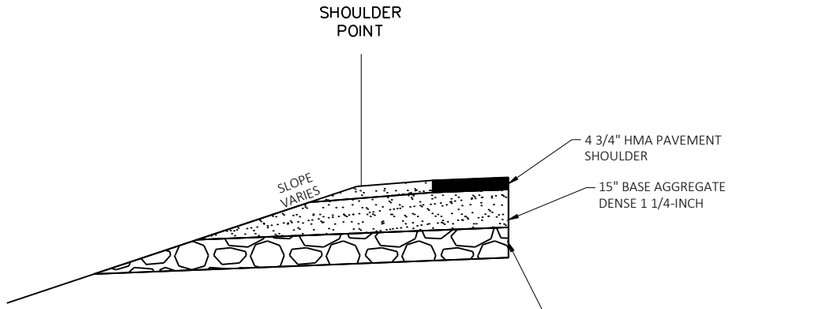
EBS UNDER PROPOSED ROADWAY
TYPICAL HALF-SECTION

STA 40+00 - 42+00'EB' RT
STA 68+50 - 69+00'SA' LT
AND AS DETERMINED BY THE ENGINEER

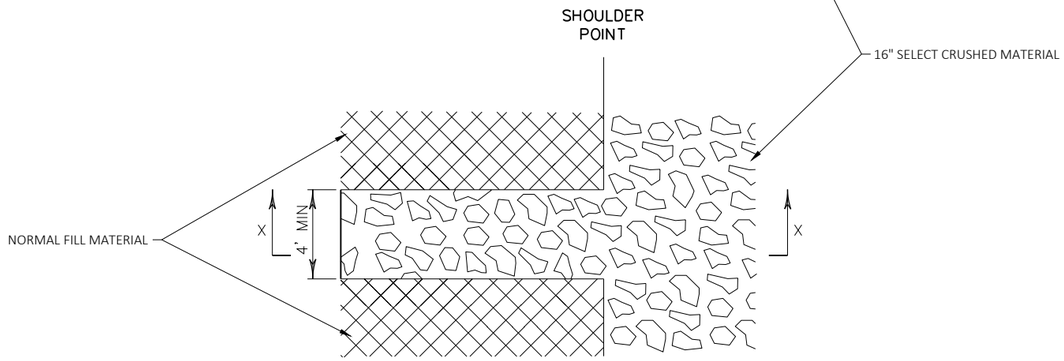


EBS WIDENING
TYPICAL HALF-SECTION

STA 43+50 - 44+50'EB' RT, 2' DEEP
STA 70+00 - 72+00'NB' RT, 1' DEEP
AND AS DETERMINED BY THE ENGINEER



SECTION X–X

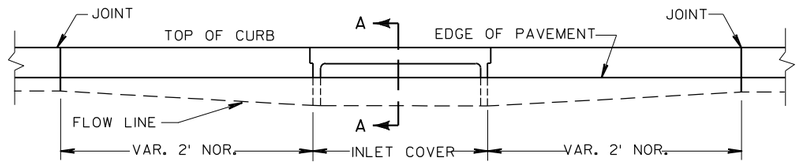


PLAN VIEW

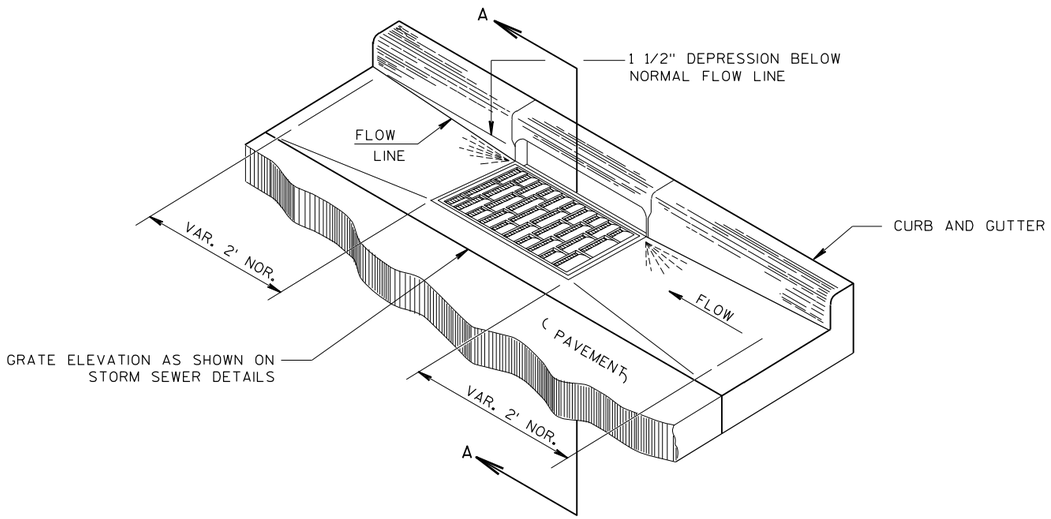
RELIEF TRENCH

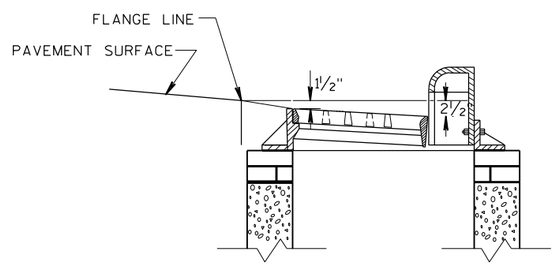
AT PROFILE LOW POINTS, 250' MAX SPACING
AND AS DETERMINED BY THE ENGINEER

STA 32+50'WA' LT
STA 35+00'WA' LT
STA 43+90'EB' RT
STA 45+60'EB' RT
STA 47+30'EB' RT
STA 45+80'WB' LT
STA 47+30'WB' LT
STA 65+50'NA' RT
STA 74+60'SB' LT



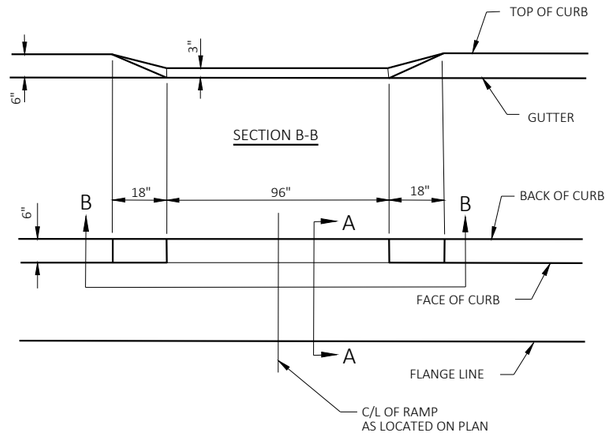
ELEVATION



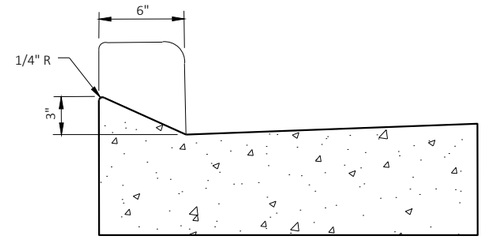


SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS



PLAN VIEW

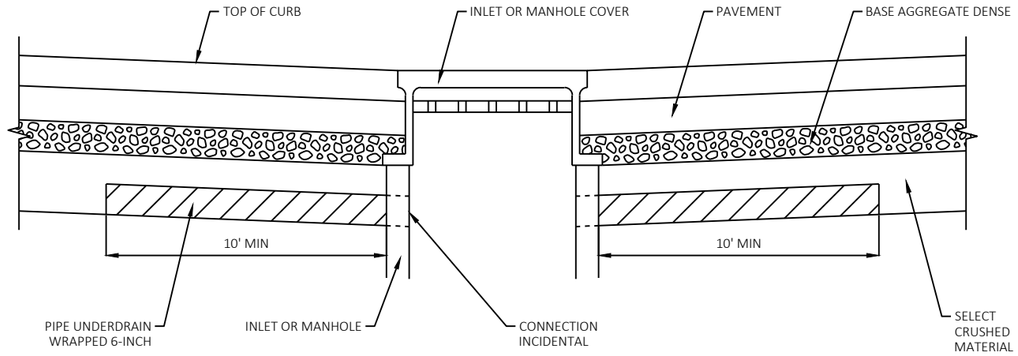


SECTION A-A

MAINTENANCE RAMP

STA 92+96 LT, CENTRAL ISLAND

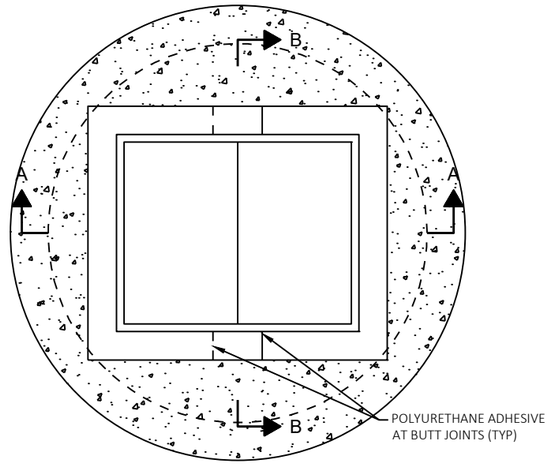
2



PIPE UNDERDRAIN DETAIL

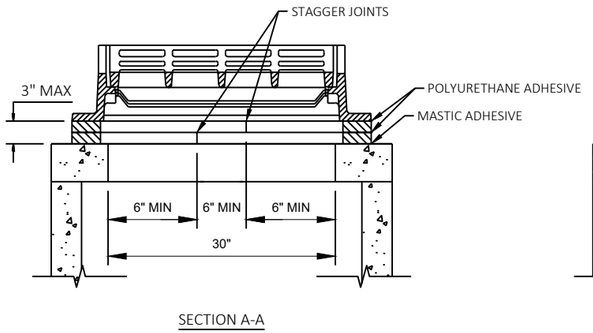
LOW POINT STORM SEWER STRUCTURES

11	22
11A	23
12	24
13	41
15	42
21A	43
21B	44
21C	

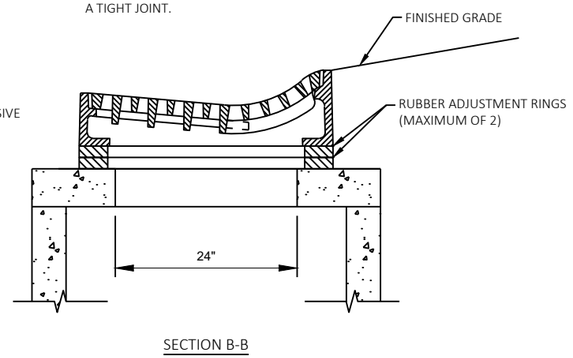


PLAN VIEW

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



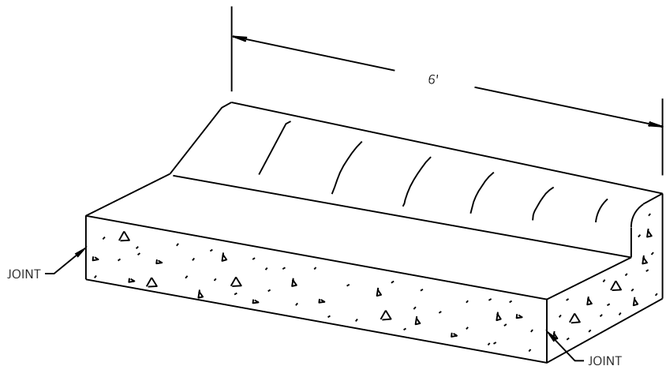
SECTION A-A



SECTION B-B

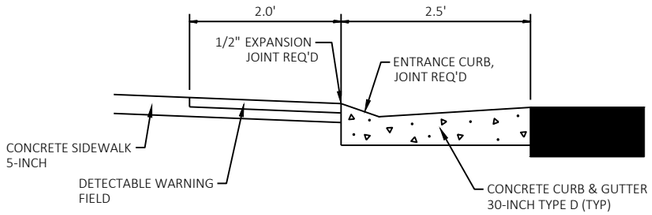
RUBBER RING CUTTING DETAIL FOR INLETS 4-FT SPECIAL

STORM STRUCTURES
21C, 21D, 23, 24

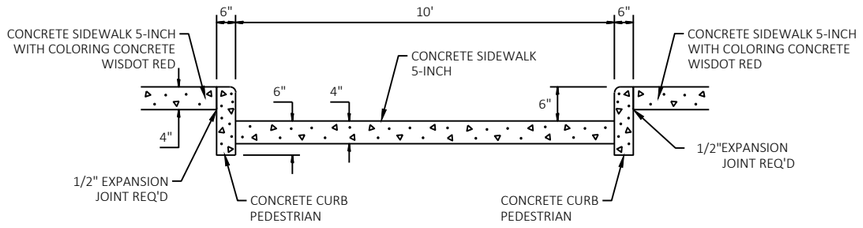


TRANSITION DETAIL

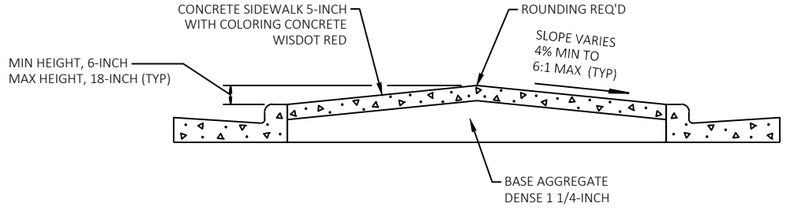
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D
(TO BE MEASURED & PAID FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH)



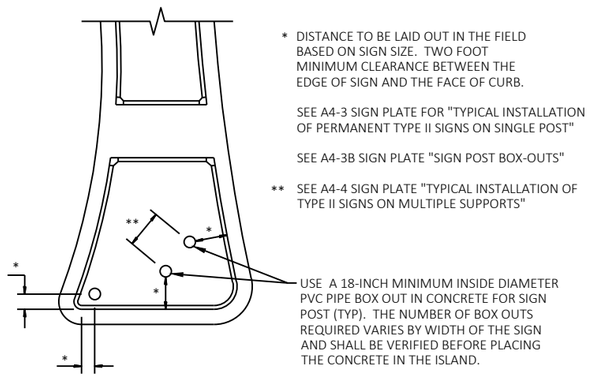
SECTION A-A



SECTION B-B



SECTION C-C



* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

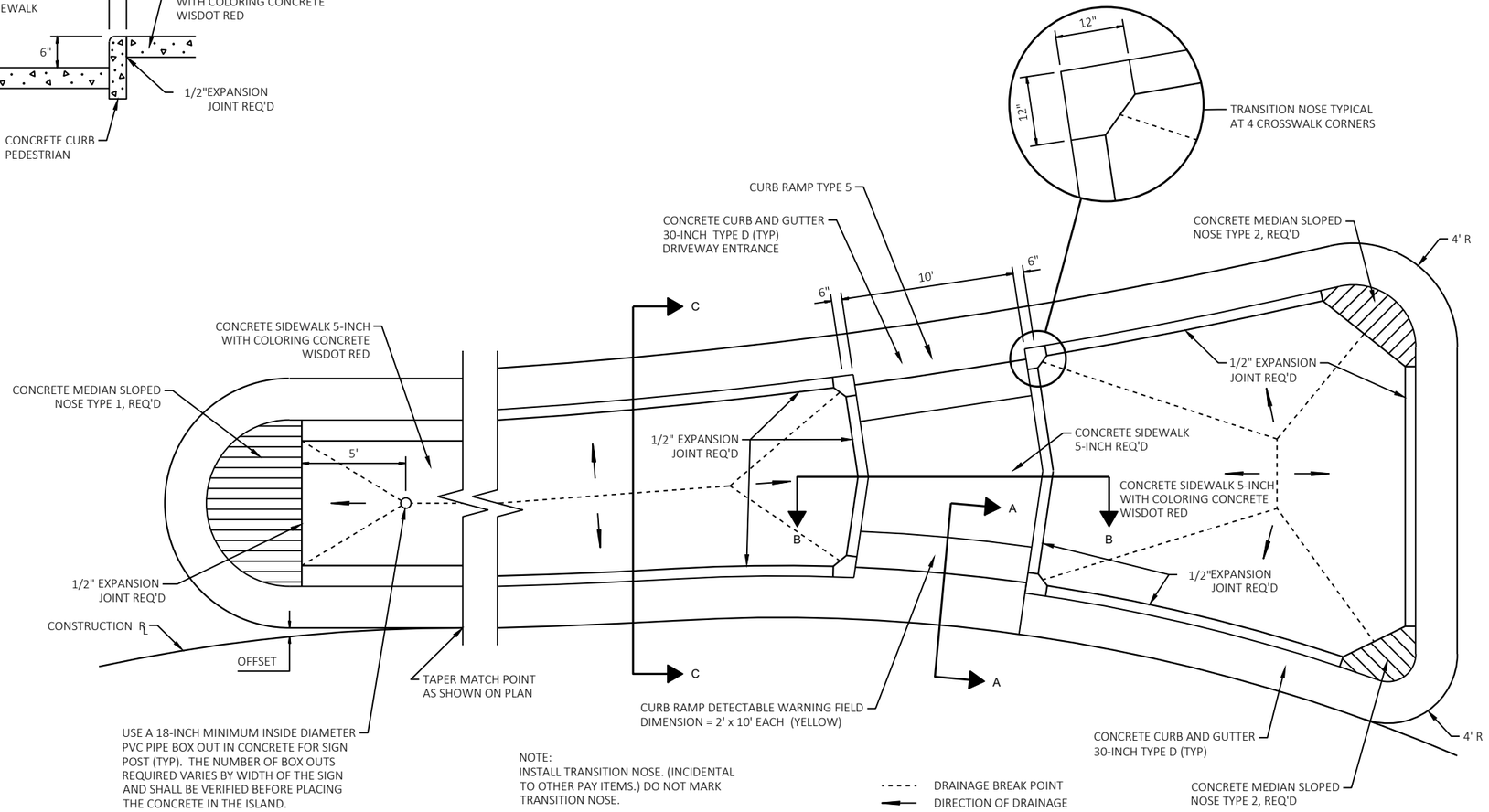
SEE A4-3 SIGN PLATE FOR "TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POST"

SEE A4-3B SIGN PLATE "SIGN POST BOX-OUTS"

** SEE A4-4 SIGN PLATE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE SUPPORTS"

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)

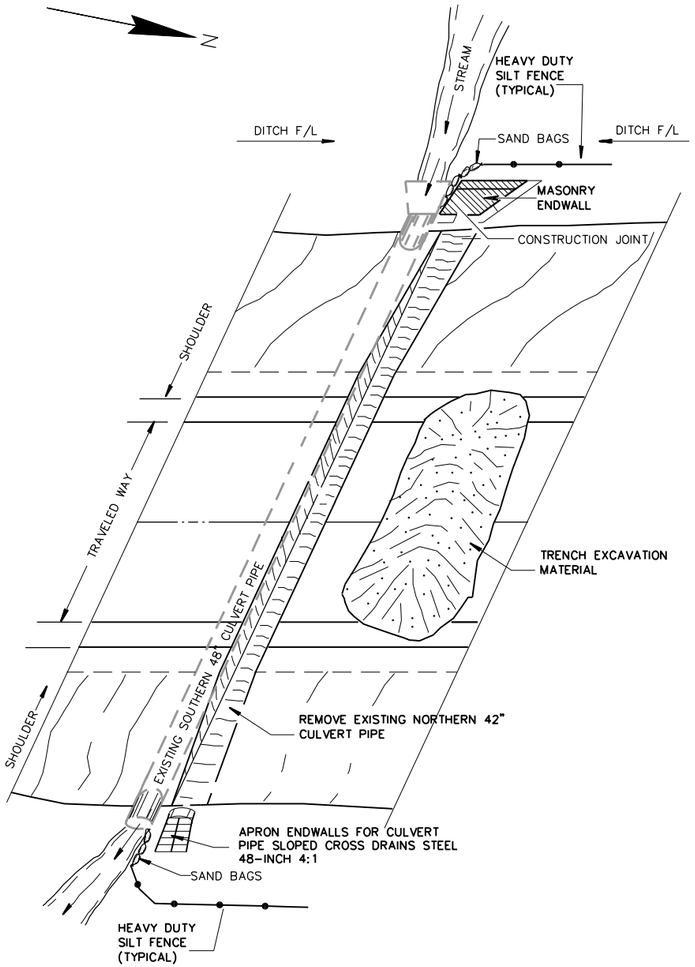


USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

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

CONCRETE SPLITTER ISLAND DETAIL WITH CROSSWALK

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CONSTRUCTION DETAILS	SHEET 14	E



STAGE 1

POSITION SAND BAGS AND SILT FENCE.

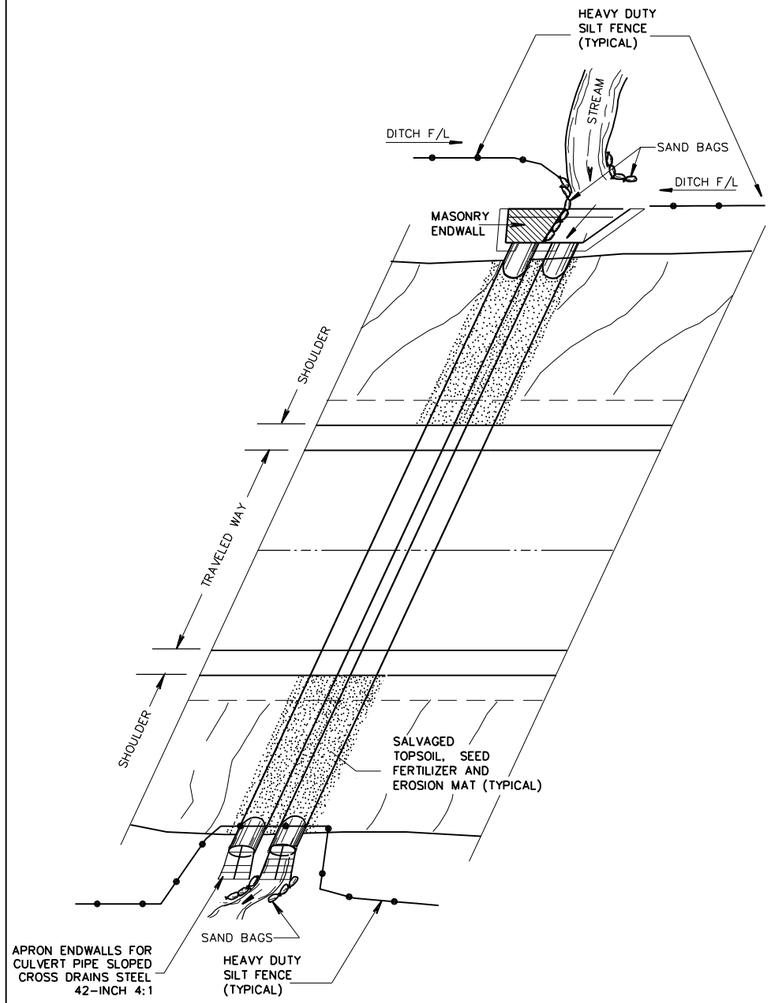
DIVERT STREAM TO SOUTHERN 48" CULVERT PIPE.

REMOVE EXISTING NORTHERN 42" CULVERT PIPE.

CONSTRUCT ONE – HALF OF MASONRY ENDWALL ON UPSTREAM SIDE.

PLACE 42" CULVERT PIPE, DOWNSTREAM APRON ENDWALL AND BACKFILL.

NOTE: **ALL WORK SHALL BE WITHIN EXISTING R/W. EROSION CONTROL DEVICES TO BE LOCATED AS SHOWN AND AS DIRECTED BY THE ENGINEER.**



STAGE 2

REPOSITION SAND BAGS AND SILT FENCE.

DIVERT STREAM THROUGH NEW NORTHERN 42" CLUVERT.

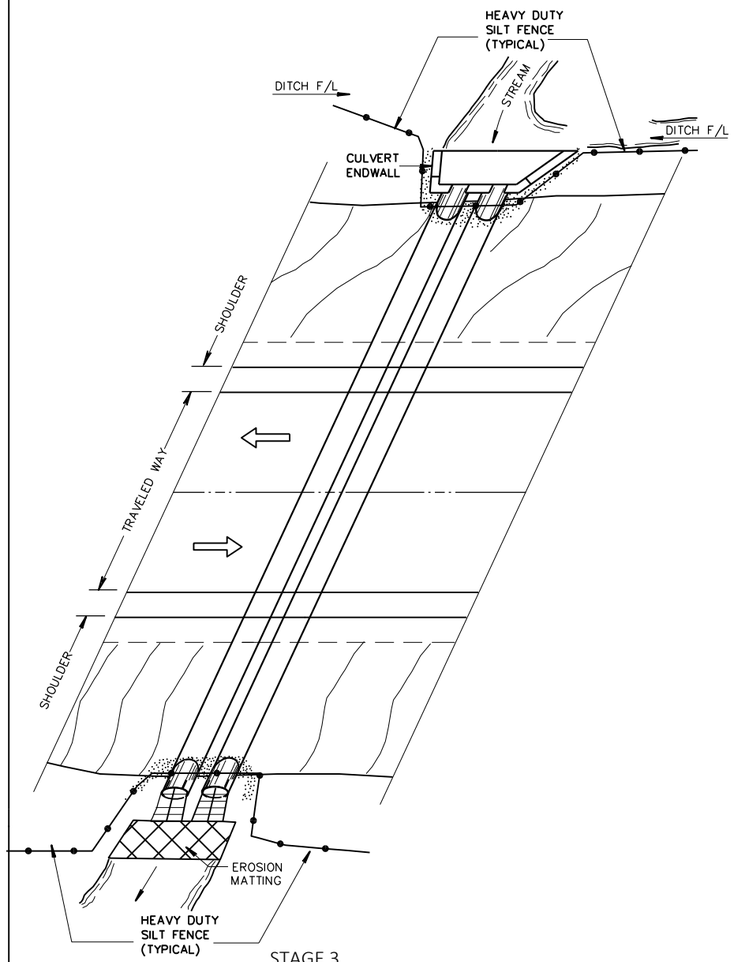
REMOVE EXISTING SOUTHERN 48" CULVERT PIPE.

CONSTRUCT REMAINING HALF MASONRY ENDWALL ON UPSTREAM SIDE.

PLACE 48" CULVERT PIPE, DOWNSTREAM APRON ENDWALL AND BACKFILL.

SALVAGED TOPSOIL, SEED, FERTILIZE AND EROSION MAT DISTURBED AREAS.

NOTE: **AREAS REQUIREING DE-WATERING DURING ANY CONSTRUCTION STAGE, SHALL FOLLOW PROCEDURES DETAILED ELSEWHERE IN THE PLANS OR SPECIFICATIONS.**



STAGE 3

OPEN BOTH CULVERT PIPES TO STREAM.

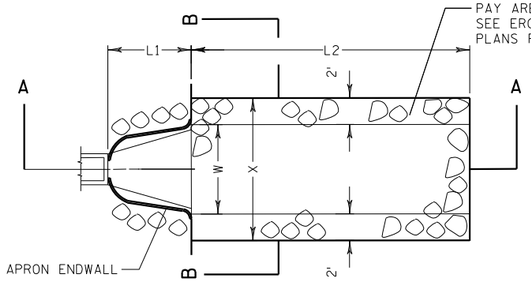
REPOSITION SILT FENCE AS REQUIRED.

PLACE EROSION MAT AT DISCHARGE END.

SALVAGED TOPSOIL, SEED, FERTILIZE AND EROSION MAT REMAINING DISTURBED AREAS.

STAGED CONSTRUCTION DETAILS FOR DUAL CULVERT PIPE REPLACEMENT ON CTH I, STA 73+35'NB','SB'

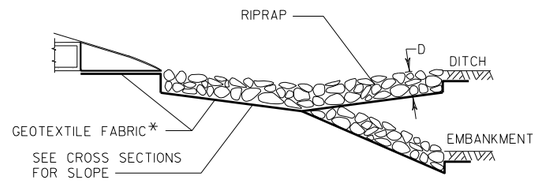
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CONSTRUCTION DETAILS	SHEET 15	E



PLAN VIEW

L1 = LENGTH OF APRON END WALL

L2 = 3 x W (NOR) OR 10' MIN.
OR AS INDICATED IN THE PLANS
OR AS DIRECTED BY THE ENGINEER

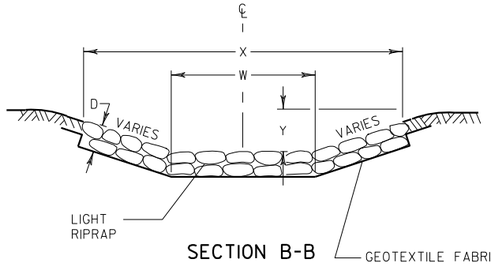


SECTION A-A

D = 12" FOR RIPRAP LIGHT

X = W+4' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
W+6' FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE

Y = 0' FOR TYPICAL CULVERT
DISCHARGE INTO DITCH
6" FOR CULVERT DISCHARGE
DOWN EMBANKMENT SLOPE



SECTION B-B

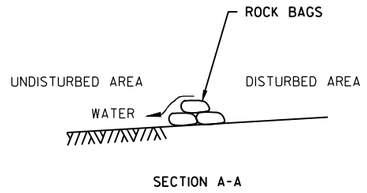
CONSTRUCTION NOTES:

1. GEOTEXTILE FABRIC SHALL EXTEND BENEATH THE ENTIRE LENGTH OF THE APRON ENDWALL SECTION. INSTALL ON PREPAVED FOUNDATION. GRADE PRIOR TO END WALL INSTALLATION.

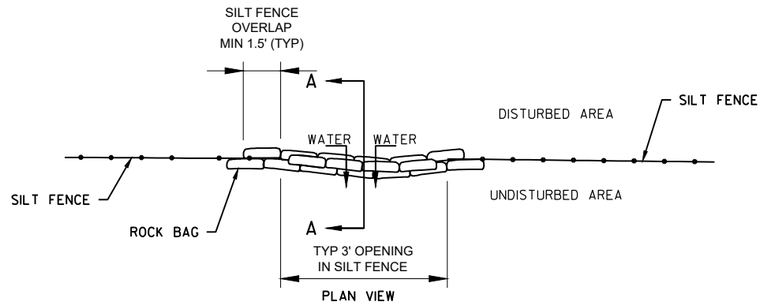
2. COMPLETE GEOTEXTILE FABRIC AND RIPRAP SECTION INSTALLATION PRIOR TO STORM WATER FLOW.

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

SEE EROSION CONTROL PLAN FOR LOCATIONS



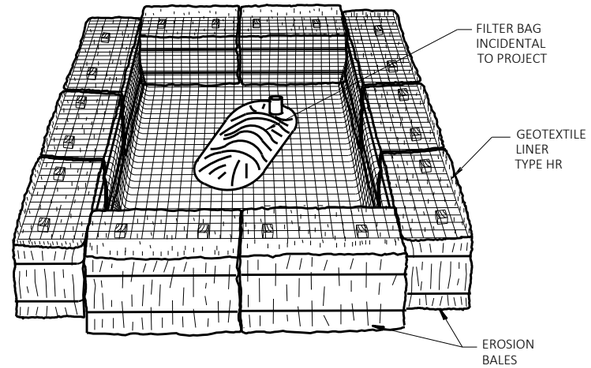
SECTION A-A



PLAN VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF

SEE EROSION CONTROL PLAN FOR LOCATIONS



NOTE:

GEOTEXTILE AND EROSION BALES
WILL BE PAID UNDER THE ITEMS
"GEOTEXTILE TYPE HR" AND "EROSION BALES"

TEMPORARY SETTLING BASIN

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

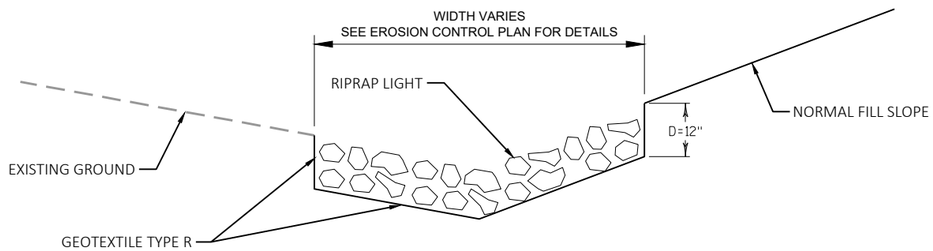
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.

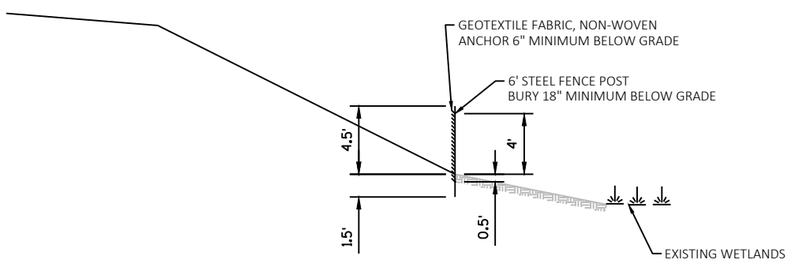
USE A 20 FT. X 27 FT. BASIN

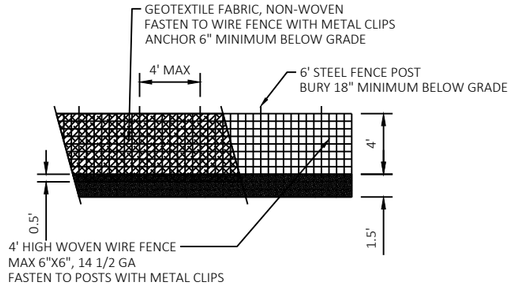


RIPRAP DITCH DETAIL

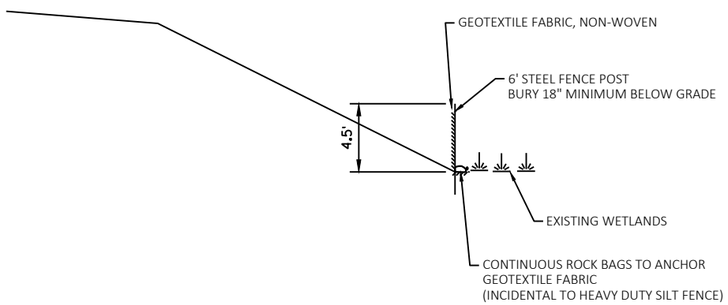
(SEE EROSION CONTROL PLAN FOR ADDITIONAL DETAILS)

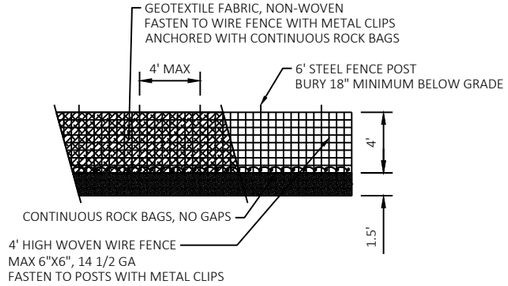
NOTES:
1. SEE STANDARD DETAIL "SILT FENCE" FOR TRENCH, ANCHOR, AND BACKFILL DETAILS.
2. FASTEN GEOTEXTILE FABRIC TO THE ROADWAY SIDE OF THE WIRE FENCE.
3. IN LOCATIONS WHERE DRY GROUND CONDITIONS PERMIT AND AS DIRECTED BY THE ENGINEER, ANCHOR HEAVY DUTY SILT FENCE BY TRENCHING AND BURYING GEOTEXTILE FABRIC 6" MINIMUM BELOW GRADE .
4. THROUGH WETLAND AREAS AND SATURATED SOILS, ANCHOR THE HEAVY DUTY SILT FENCE TO THE EXISTING GROUND WITH ROCK BAGS LAID END TO END WITH NO GAPS. ANCHORING IS INCIDENTAL TO HEAVY DUTY SILT FENCE.





UPLAND OF WETLANDS

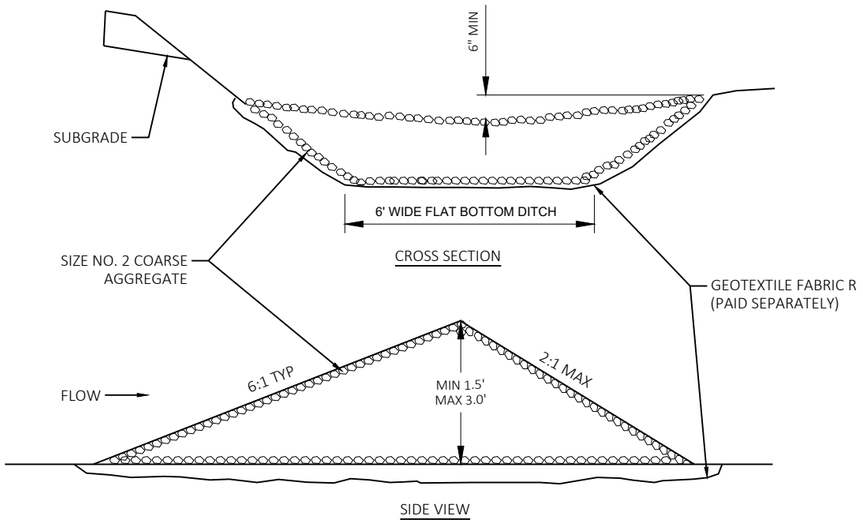




THROUGH WETLANDS

HEAVY DUTY SILT FENCE

SEE PLANS FOR LOCATIONS



STONE DITCH CHECK DETAIL

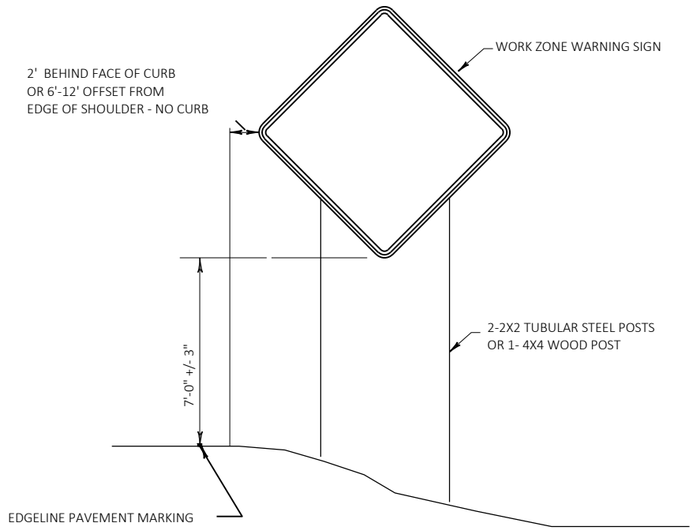
SEE EROSION CONTROL PLAN FOR LOCATIONS

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 13.849 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 8.204 ACRES

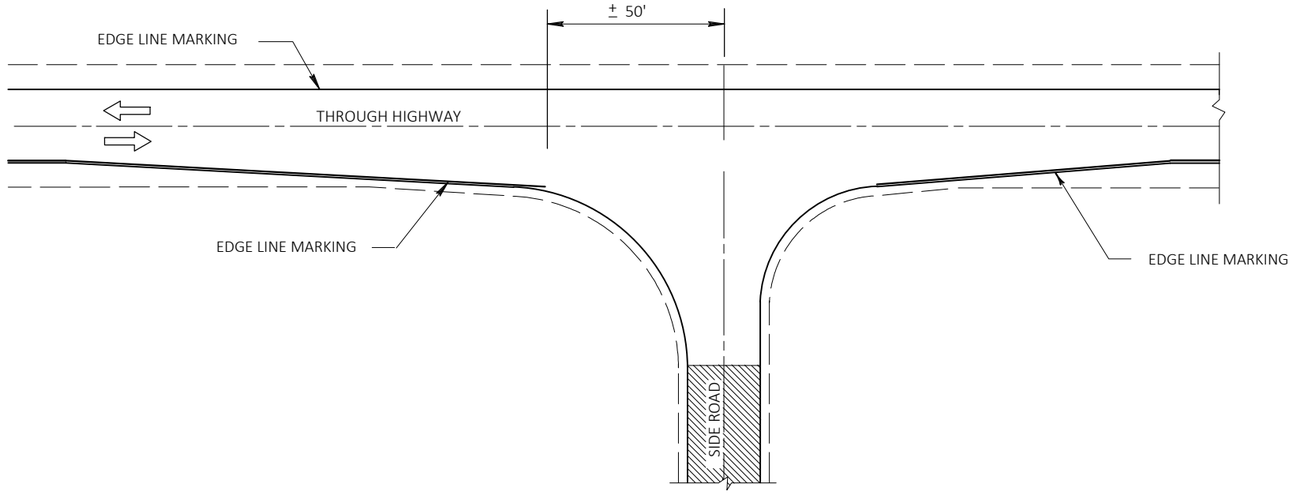


TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL

MOUNTING ON FIXED SUPPORT

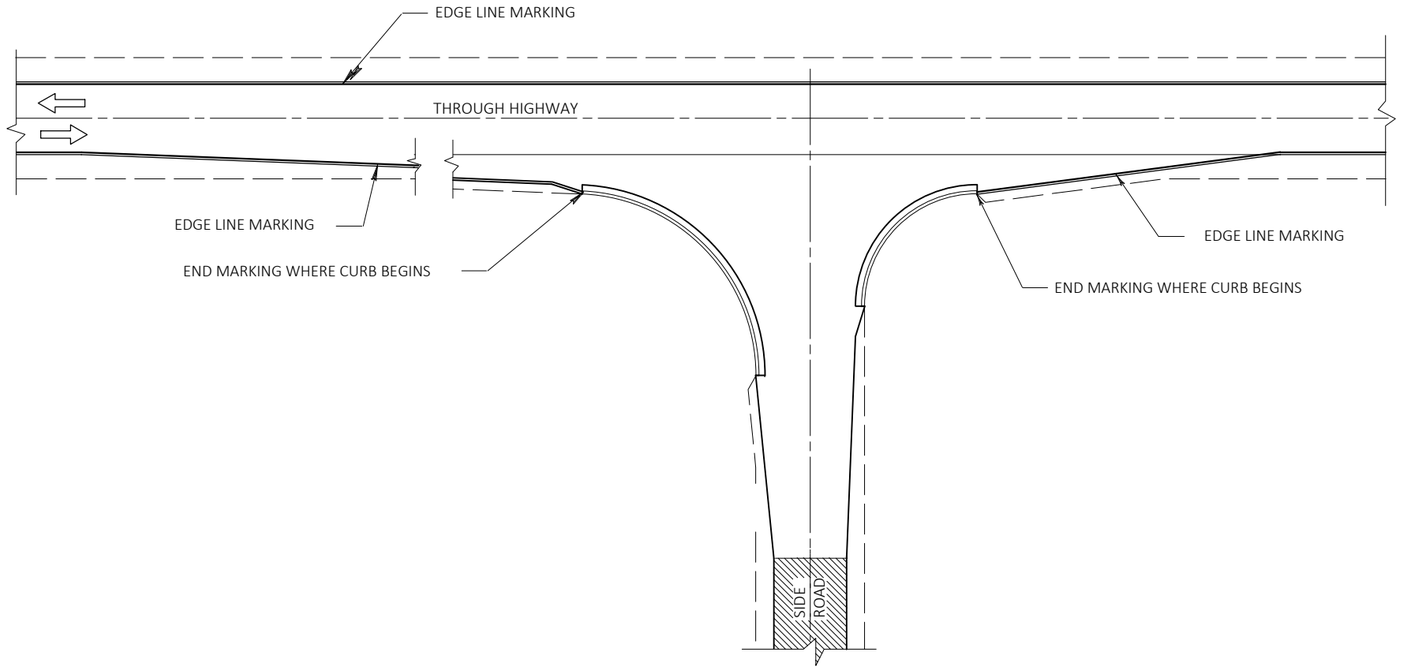
LONG TERM (7 DAYS OR MORE)

2



MINOR INTERSECTION WITHOUT CURBS

(TYPICAL MARKING)

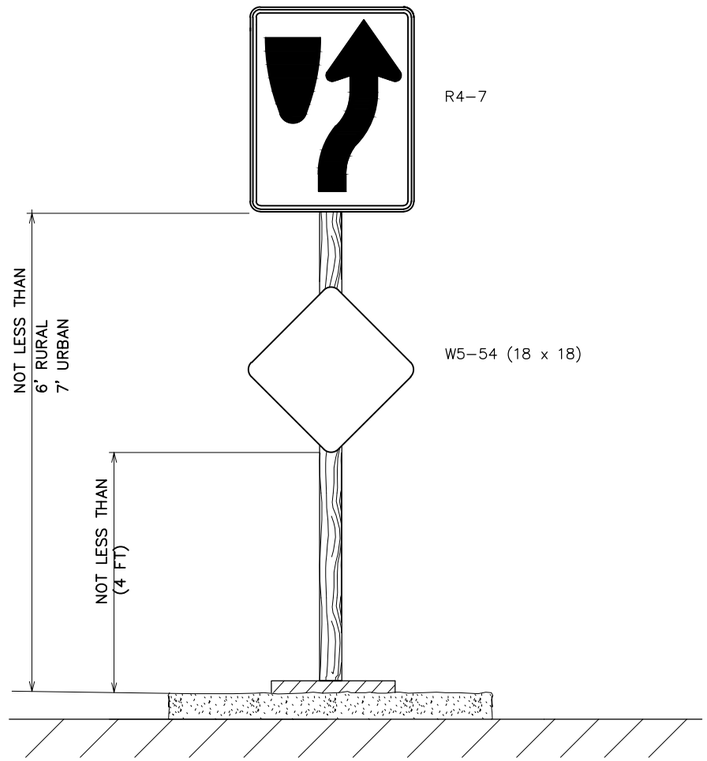


MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CONSTRUCTION DETAILS	SHEET 19 E

2



TYPICAL INSTALLATION FOR
TRANSITION TO DIVIDED HIGHWAY
OR OTHER SPECIAL NEEDS AREAS

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	TYPICAL DETAIL - SIGN ON MEDIAN NOSE	SHEET 20 E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\021001_CD.DWG
LAYOUT NAME - ****
PLOT DATE : 8/27/2021 11:35 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING SMALL PIPE CULVERTS
- SAWCUT ASPHALT
- SAWCUT CONCRETE
- SLOPE INTERCEPT

N

'EA'+99.91
-17.32' LT

'EA'+00
10.00' LT

30+00 'EA'

'EA'+00
10.00' RT

'EA'+00
16.43' RT

31+00 'EA'

32+00 'EA'

'EA' LINE

33+00 'EA'

34+00 'EA'

35+00

MATCHLINE STA 35+00

STH 33

SPRINGS LN

COLD

13+00 'CSL'

'CSL'+94.27
-10.48' LT

'CSL'+93.77
8.81' RT

12+00 'CSL'

24" CMCP

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	REMOVAL PLAN	SHEET 21	E

FILE NAME : K:\1202702\CIVIL3D\141000101\SHEETSPLAN\021100-RM.DWG
LAYOUT NAME - 01

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

2

MATCHLINE STA 71+00'NB'

71+0

N

MATCHLINE STA 35+00'EA'

0 'EA'

'EA' LINE

36+00 'EA'

37+00 'EA'

41+00 'EB'

42+0

MATCHLINE STA 42+00'EB'

STH 33

CTH I

69+00 'NA'

68+00 'NA'

MATCHLINE STA 67+50'NA'

LEGEND

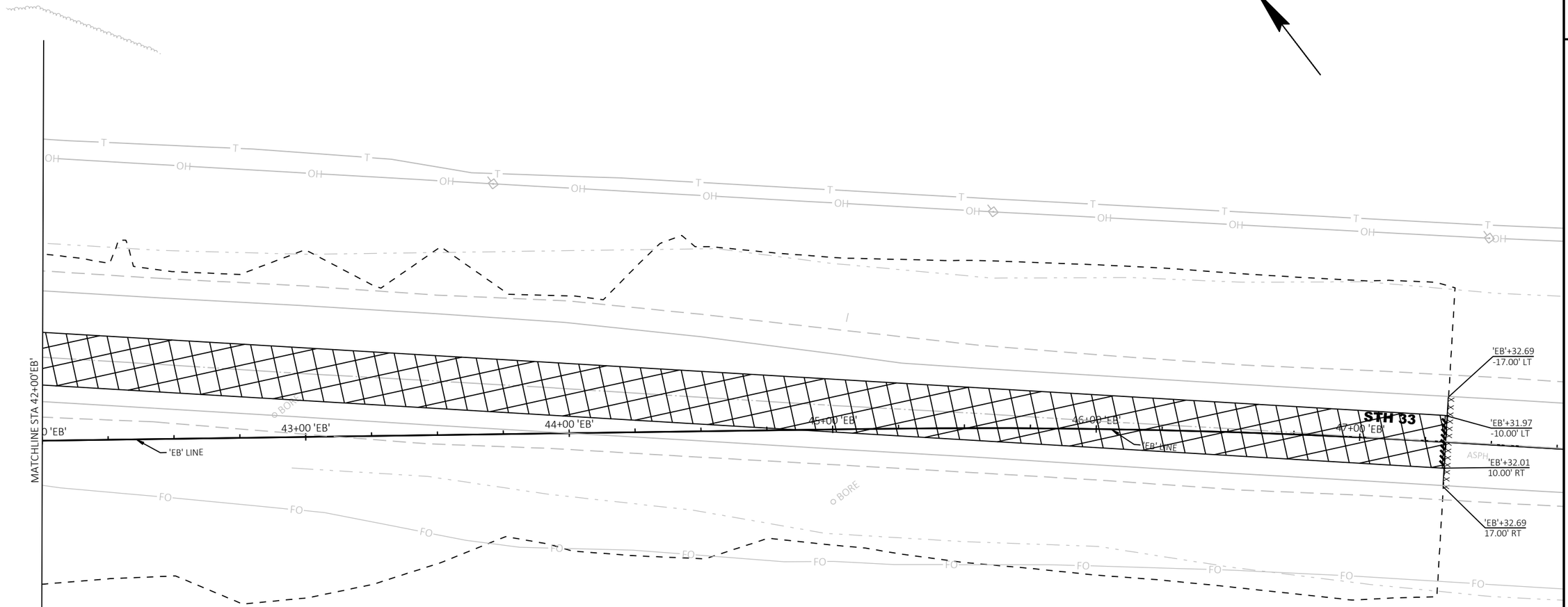
- X — CLEARING & GRUBBING
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING SMALL PIPE CULVERTS
- XXXXX — SAWCUT ASPHALT
- SAWCUT CONCRETE
- SLOPE INTERCEPT

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	REMOVAL PLAN	SHEET 22	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\021100-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 1/25/2022 1:53 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- X — CLEARING & GRUBBING
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CURB
- REMOVING SMALL PIPE CULVERTS
- XXXXX — SAWCUT ASPHALT
- SAWCUT CONCRETE
- SLOPE INTERCEPT

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	REMOVAL PLAN	SHEET 23	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\021100-RM.DWG
LAYOUT NAME - 03

PLOT DATE : 1/25/2022 1:53 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

X — CLEARING & GRUBBING

REMOVING CONCRETE PAVEMENT

REMOVING CURB & GUTTER

REMOVING CURB

REMOVING SMALL PIPE CULVERTS

X X X X X — SAWCUT ASPHALT

SAWCUT CONCRETE

SLOPE INTERCEPT

N

'NA'+92.41
-53.66' LT

'NA'+05.10
-46.75' LT

18" CMCP

'NA'+89.92
-14.73' LT

'NA'+89.97
15.00' RT

ASPH

CTH I

62+00 'NA'

63+00 'NA'

64+00 'NA'

65+00 'NA'

'NA' LINE

66+00 'NA'

67+00 'NA'

MATCHLINE STA 67+50 'NA'

18" CMCP

BORE

WELL

GRAV

GUY

OH

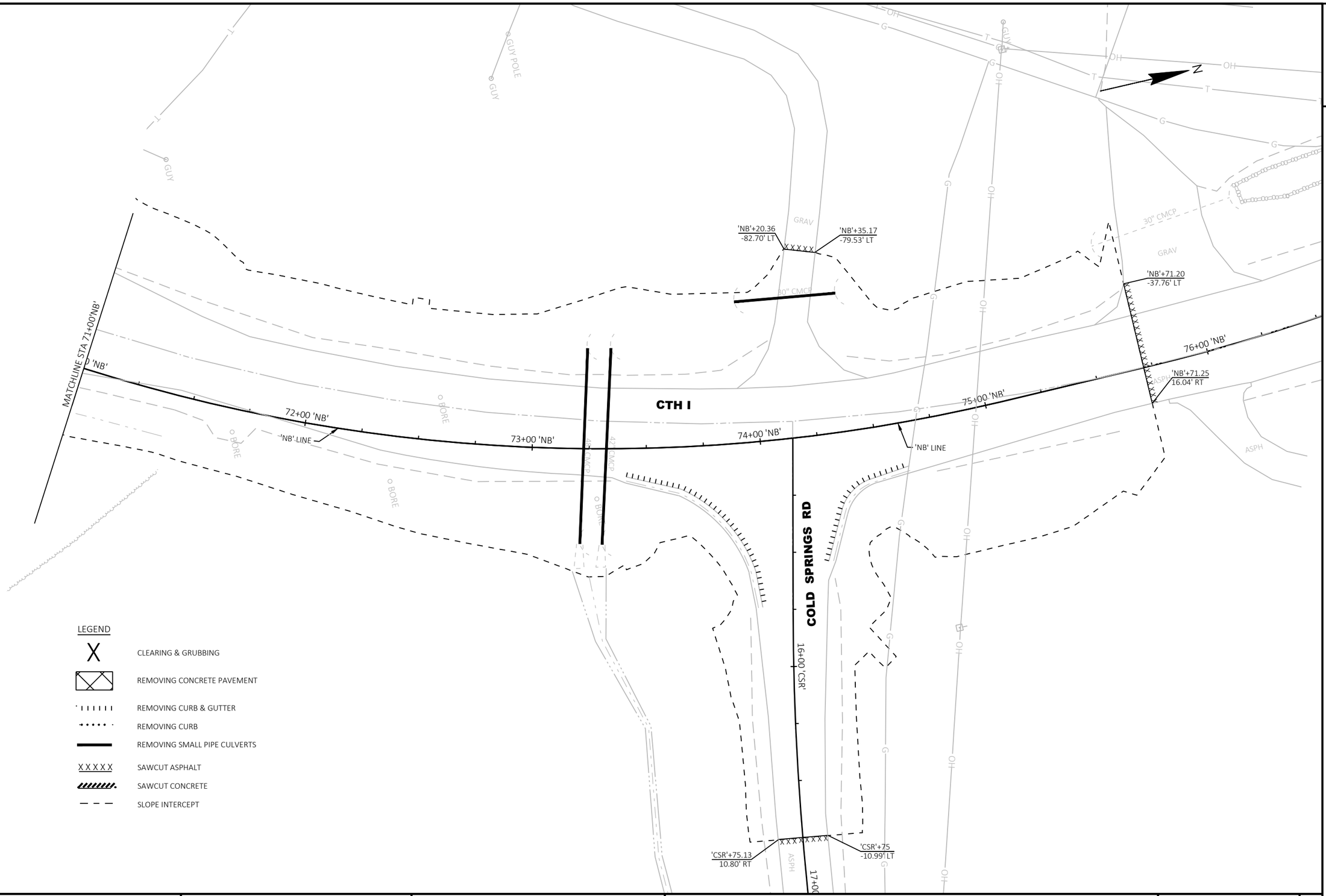
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	REMOVAL PLAN	SHEET 24	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\021100-RM.DWG
LAYOUT NAME - 04

PLOT DATE : 1/25/2022 1:53 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	REMOVAL PLAN	SHEET 25	E

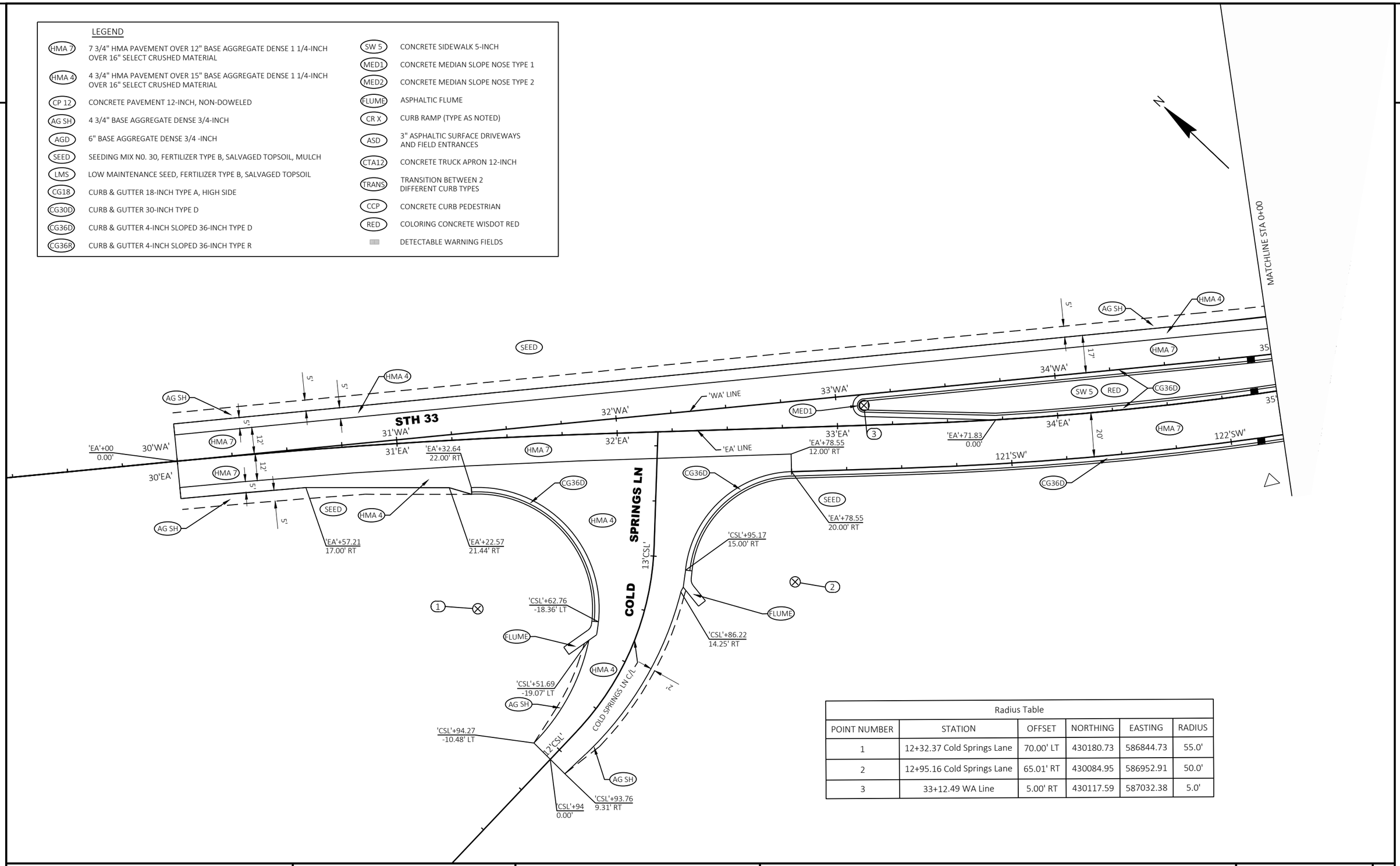
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\021100-RM.DWG
LAYOUT NAME - 05

PLOT DATE : 1/25/2022 1:53 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

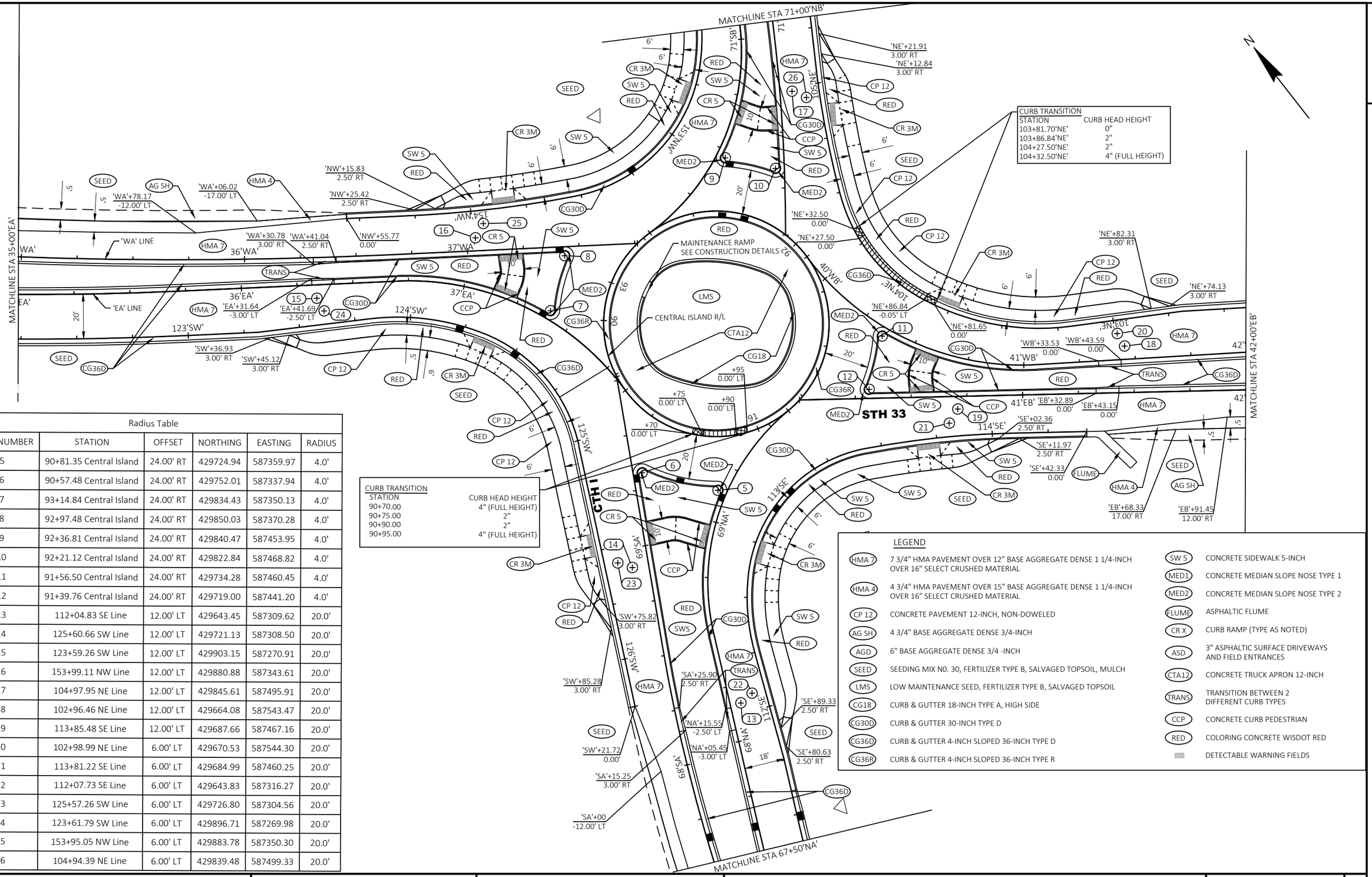
LEGEND

HMA 7	7 3/4" HMA PAVEMENT OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 4	4 3/4" HMA PAVEMENT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
CP 12	CONCRETE PAVEMENT 12-INCH, NON-DOWELED
AG SH	4 3/4" BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4 -INCH
SEED	SEEDING MIX N0. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, MULCH
LMS	LOW MAINTENANCE SEED, FERTILIZER TYPE B, SALVAGED TOPSOIL
CG18	CURB & GUTTER 18-INCH TYPE A, HIGH SIDE
CG30D	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
SW 5	CONCRETE SIDEWALK 5-INCH
MED1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
FLUME	ASPHALTIC FLUME
CR X	CURB RAMP (TYPE AS NOTED)
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CTA12	CONCRETE TRUCK APRON 12-INCH
TRANS	TRANSITION BETWEEN 2 DIFFERENT CURB TYPES
CCP	CONCRETE CURB PEDESTRIAN
RED	COLORING CONCRETE WISDOT RED
	DETECTABLE WARNING FIELDS



Radius Table					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
1	12+32.37 Cold Springs Lane	70.00' LT	430180.73	586844.73	55.0'
2	12+95.16 Cold Springs Lane	65.01' RT	430084.95	586952.91	50.0'
3	33+12.49 WA Line	5.00' RT	430117.59	587032.38	5.0'

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING DETAILS	SHEET 26	E

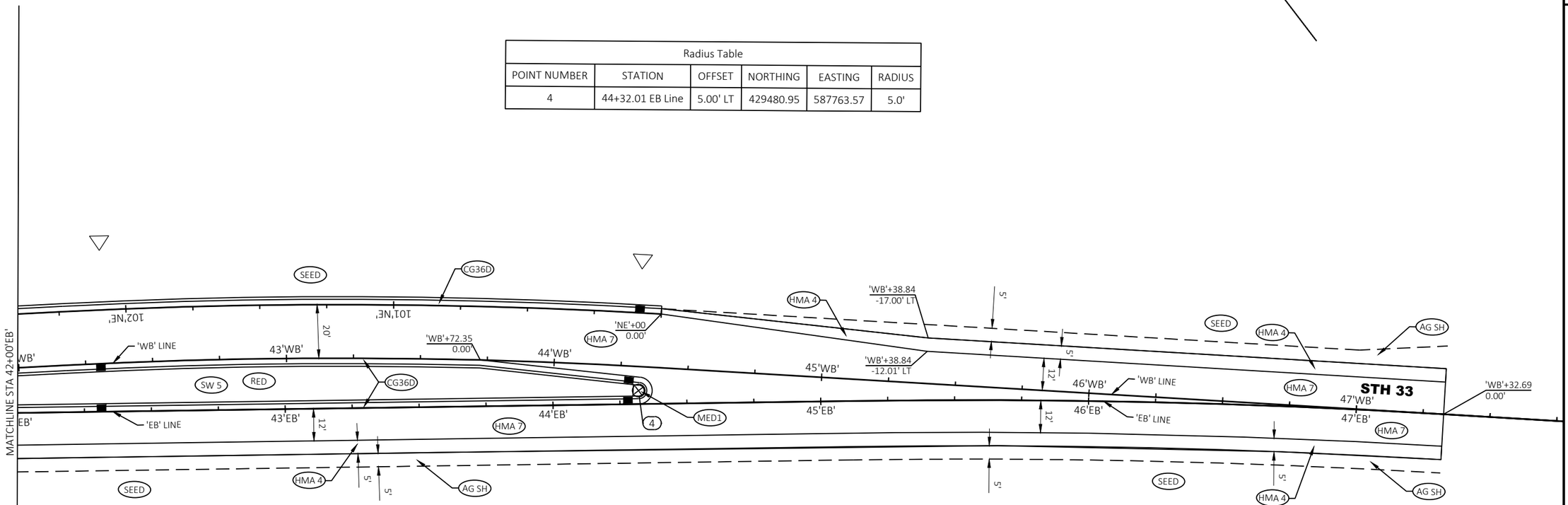


Radius Table					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
5	90+81.35 Central Island	24.00' RT	429724.94	587359.97	4.0'
6	90+57.48 Central Island	24.00' RT	429752.01	587337.94	4.0'
7	93+14.84 Central Island	24.00' RT	429834.43	587350.13	4.0'
8	92+97.48 Central Island	24.00' RT	429850.03	587370.28	4.0'
9	92+36.81 Central Island	24.00' RT	429840.47	587453.95	4.0'
10	92+21.12 Central Island	24.00' RT	429822.84	587468.82	4.0'
11	91+56.50 Central Island	24.00' RT	429734.28	587460.45	4.0'
12	91+39.76 Central Island	24.00' RT	429719.00	587441.20	4.0'
13	112+04.83 SE Line	12.00' LT	429643.45	587309.62	20.0'
14	125+60.66 SW Line	12.00' LT	429721.13	587308.50	20.0'
15	123+59.26 SW Line	12.00' LT	429903.15	587270.91	20.0'
16	153+99.11 NW Line	12.00' LT	429880.88	587343.61	20.0'
17	104+97.95 NE Line	12.00' LT	429845.61	587495.91	20.0'
18	102+96.46 NE Line	12.00' LT	429664.08	587543.47	20.0'
19	113+85.48 SE Line	12.00' LT	429687.66	587467.16	20.0'
20	102+98.99 NE Line	6.00' LT	429670.53	587544.30	20.0'
21	113+81.22 SE Line	6.00' LT	429684.99	587460.25	20.0'
22	112+07.73 SE Line	6.00' LT	429643.83	587316.27	20.0'
23	125+57.26 SW Line	6.00' LT	429726.80	587304.56	20.0'
24	123+61.79 SW Line	6.00' LT	429896.71	587269.98	20.0'
25	153+95.05 NW Line	6.00' LT	429883.78	587350.30	20.0'
26	104+94.39 NE Line	6.00' LT	429839.48	587499.33	20.0'

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING DETAILS	SHEET 27	E

2

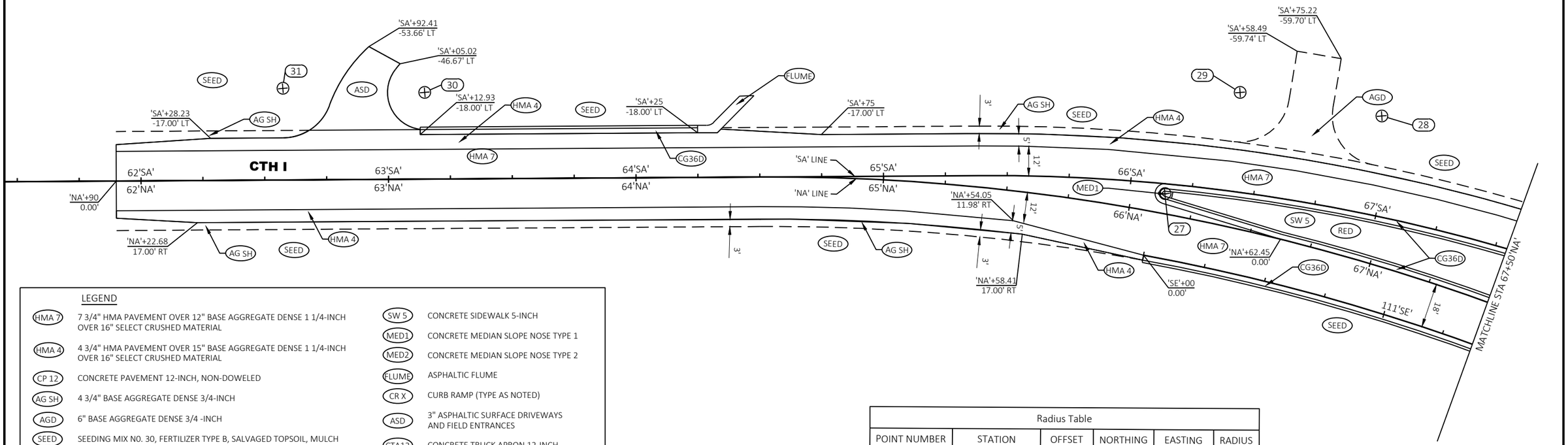
Radius Table					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
4	44+32.01 EB Line	5.00' LT	429480.95	587763.57	5.0'



LEGEND

HMA 7	7 3/4" HMA PAVEMENT OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL	SW 5	CONCRETE SIDEWALK 5-INCH
HMA 4	4 3/4" HMA PAVEMENT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL	MED1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CP 12	CONCRETE PAVEMENT 12-INCH, NON-DOWELED	MED2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
AG SH	4 3/4" BASE AGGREGATE DENSE 3/4-INCH	FLUME	ASPHALTIC FLUME
AGD	6" BASE AGGREGATE DENSE 3/4 -INCH	CR X	CURB RAMP (TYPE AS NOTED)
SEED	SEEDING MIX N0. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, MULCH	ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
LMS	LOW MAINTENANCE SEED, FERTILIZER TYPE B, SALVAGED TOPSOIL	CTA12	CONCRETE TRUCK APRON 12-INCH
CG18	CURB & GUTTER 18-INCH TYPE A, HIGH SIDE	TRANS	TRANSITION BETWEEN 2 DIFFERENT CURB TYPES
CG30D	CURB & GUTTER 30-INCH TYPE D	CCP	CONCRETE CURB PEDESTRIAN
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	RED	COLORING CONCRETE WISDOT RED
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R		DETECTABLE WARNING FIELDS

2



LEGEND

HMA 7	7 3/4" HMA PAVEMENT OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
HMA 4	4 3/4" HMA PAVEMENT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL
CP 12	CONCRETE PAVEMENT 12-INCH, NON-DOWELED
AG SH	4 3/4" BASE AGGREGATE DENSE 3/4-INCH
AGD	6" BASE AGGREGATE DENSE 3/4 -INCH
SEED	SEEDING MIX NO. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, MULCH
LMS	LOW MAINTENANCE SEED, FERTILIZER TYPE B, SALVAGED TOPSOIL
CG18	CURB & GUTTER 18-INCH TYPE A, HIGH SIDE
CG30D	CURB & GUTTER 30-INCH TYPE D
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
SW 5	CONCRETE SIDEWALK 5-INCH
MED1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
MED2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
FLUME	ASPHALTIC FLUME
CR X	CURB RAMP (TYPE AS NOTED)
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CTA12	CONCRETE TRUCK APRON 12-INCH
TRANS	TRANSITION BETWEEN 2 DIFFERENT CURB TYPES
CCP	CONCRETE CURB PEDESTRIAN
RED	COLORING CONCRETE WISDOT RED
	DETECTABLE WARNING FIELDS

Radius Table

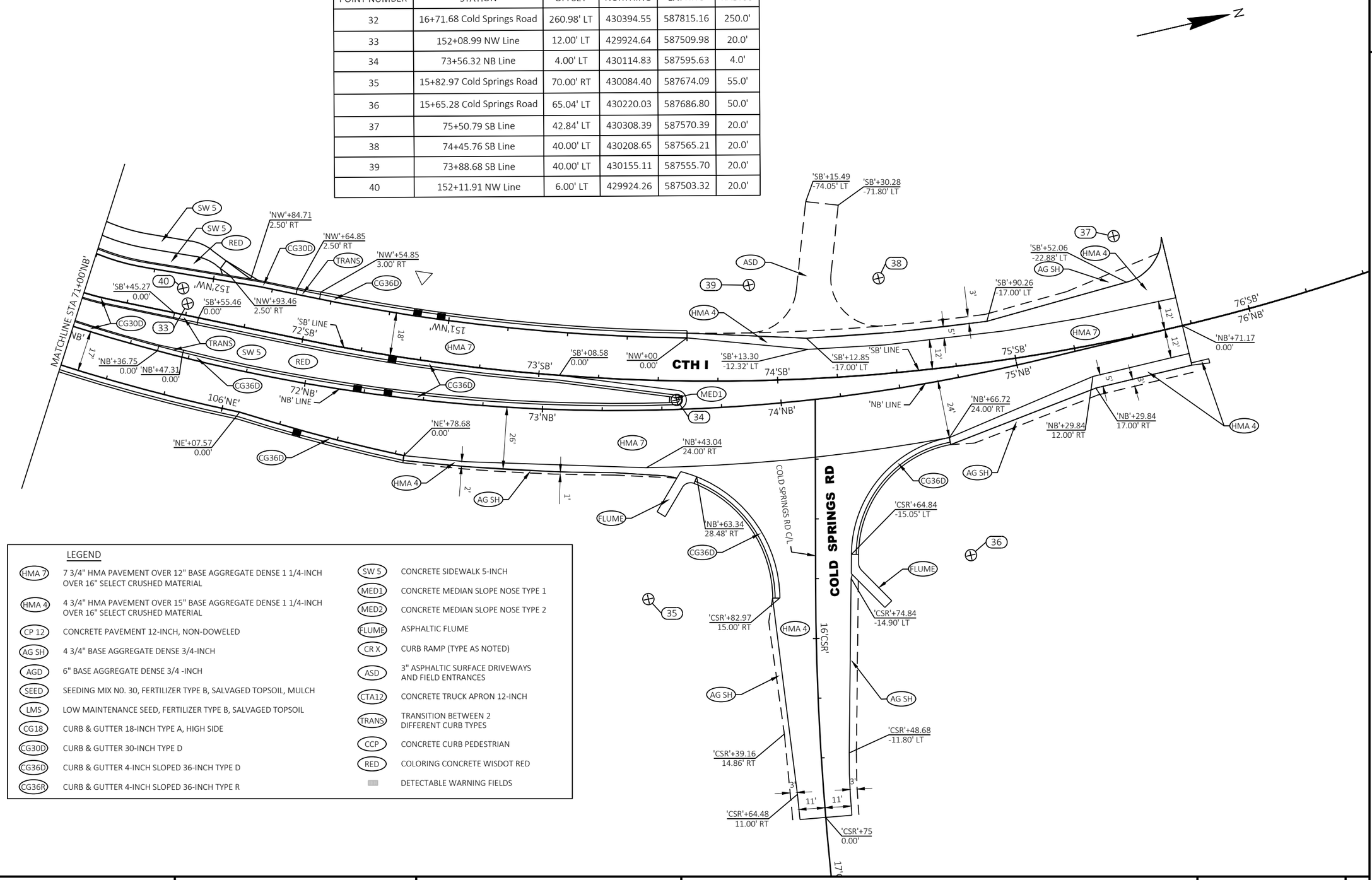
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
27	66+14.21 SA Line	4.00' RT	429458.40	587223.38	4.0'
28	66+94.37 SA Line	40.00' LT	429548.21	587198.95	20.0'
29	66+39.24 SA Line	40.00' LT	429491.85	587185.00	20.0'
30	63+14.85 SA Line	35.00' LT	429163.41	587159.27	15.0'
31	62+57.54 SA Line	37.00' LT	429106.40	587153.16	20.0'

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING DETAILS	SHEET 29 E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - 04

PLOT DATE : 1/25/2022 1:54 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

Radius Table					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
32	16+71.68 Cold Springs Road	260.98' LT	430394.55	587815.16	250.0'
33	152+08.99 NW Line	12.00' LT	429924.64	587509.98	20.0'
34	73+56.32 NB Line	4.00' LT	430114.83	587595.63	4.0'
35	15+82.97 Cold Springs Road	70.00' RT	430084.40	587674.09	55.0'
36	15+65.28 Cold Springs Road	65.04' LT	430220.03	587686.80	50.0'
37	75+50.79 SB Line	42.84' LT	430308.39	587570.39	20.0'
38	74+45.76 SB Line	40.00' LT	430208.65	587565.21	20.0'
39	73+88.68 SB Line	40.00' LT	430155.11	587555.70	20.0'
40	152+11.91 NW Line	6.00' LT	429924.26	587503.32	20.0'



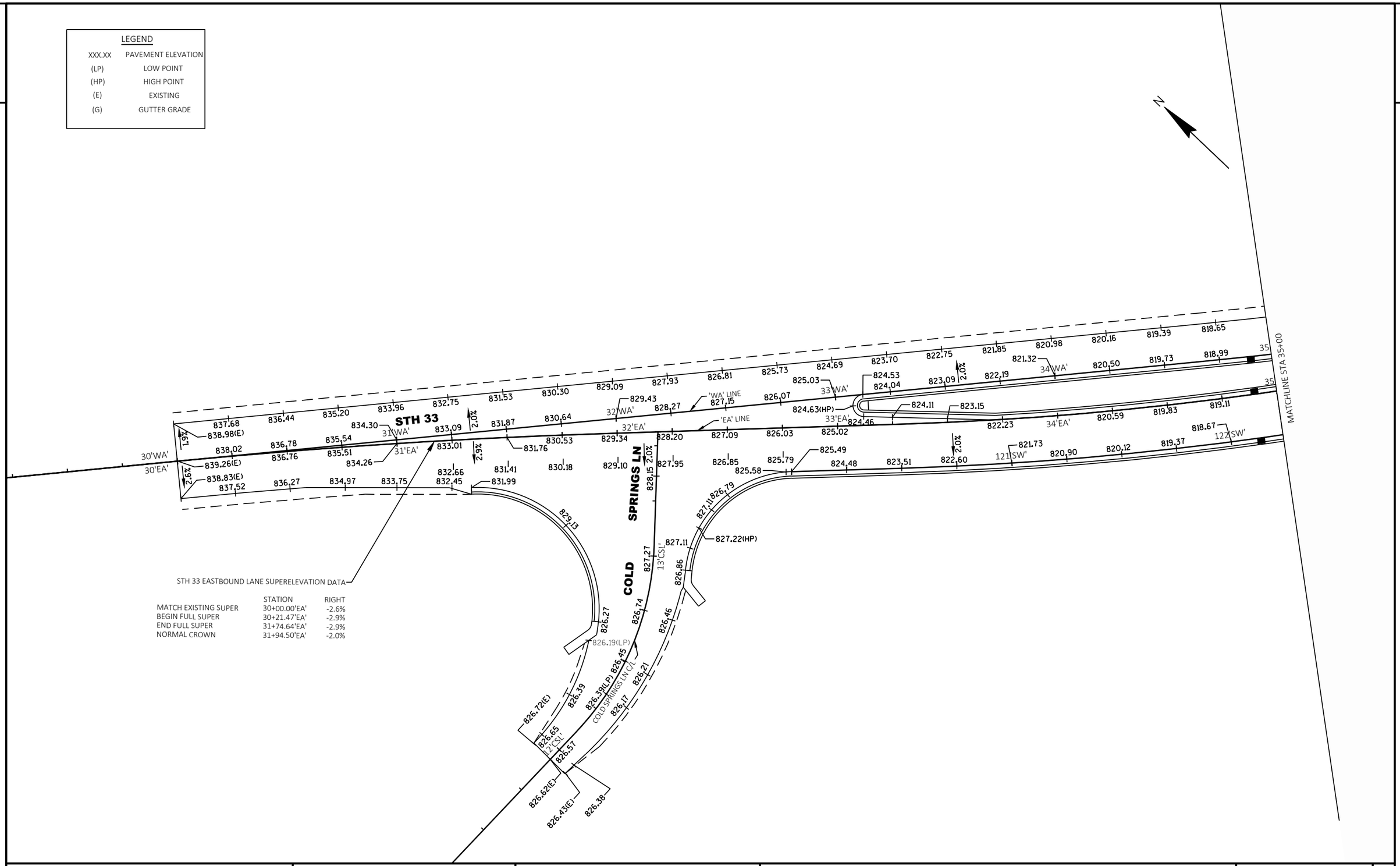
LEGEND

HMA 7	7 3/4" HMA PAVEMENT OVER 12" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL	SW 5	CONCRETE SIDEWALK 5-INCH
HMA 4	4 3/4" HMA PAVEMENT OVER 15" BASE AGGREGATE DENSE 1 1/4-INCH OVER 16" SELECT CRUSHED MATERIAL	MED1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CP 12	CONCRETE PAVEMENT 12-INCH, NON-DOWELED	MED2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
AG SH	4 3/4" BASE AGGREGATE DENSE 3/4-INCH	FLUME	ASPHALTIC FLUME
AGD	6" BASE AGGREGATE DENSE 3/4 -INCH	CR X	CURB RAMP (TYPE AS NOTED)
SEED	SEEDING MIX N0. 30, FERTILIZER TYPE B, SALVAGED TOPSOIL, MULCH	ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
LMS	LOW MAINTENANCE SEED, FERTILIZER TYPE B, SALVAGED TOPSOIL	CTA12	CONCRETE TRUCK APRON 12-INCH
CG18	CURB & GUTTER 18-INCH TYPE A, HIGH SIDE	TRANS	TRANSITION BETWEEN 2 DIFFERENT CURB TYPES
CG30D	CURB & GUTTER 30-INCH TYPE D	CCP	CONCRETE CURB PEDESTRIAN
CG36D	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	RED	COLORING CONCRETE WISDOT RED
CG36R	CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R		DETECTABLE WARNING FIELDS

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING DETAILS	SHEET 30	E

2

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



STH 33 EASTBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
MATCH EXISTING SUPER	30+00.00'EA'	-2.6%
BEGIN FULL SUPER	30+21.47'EA'	-2.9%
END FULL SUPER	31+74.64'EA'	-2.9%
NORMAL CROWN	31+94.50'EA'	-2.0%

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING GRADES	SHEET 31	E

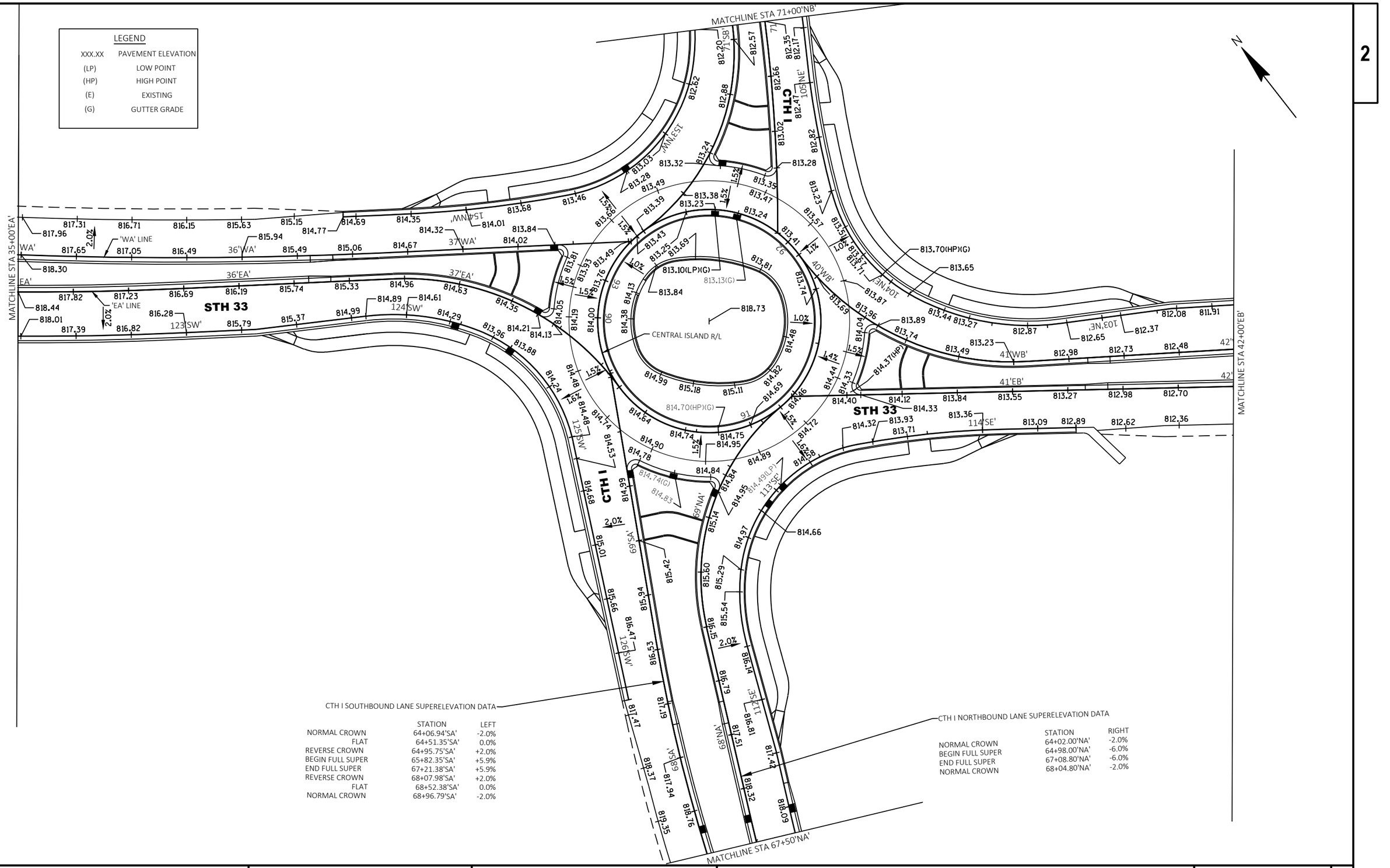
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LAYOUT NAME - 02

PLOT DATE : 1/25/2022 1:54 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



CTH I SOUTHBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
NORMAL CROWN	64+06.94'SA'	-2.0%
FLAT	64+51.35'SA'	0.0%
REVERSE CROWN	64+95.75'SA'	+2.0%
BEGIN FULL SUPER	65+82.35'SA'	+5.9%
END FULL SUPER	67+21.38'SA'	+5.9%
REVERSE CROWN	68+07.98'SA'	+2.0%
FLAT	68+52.38'SA'	0.0%
NORMAL CROWN	68+96.79'SA'	-2.0%

CTH I NORTHBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
NORMAL CROWN	64+02.00'NA'	-2.0%
BEGIN FULL SUPER	64+98.00'NA'	-6.0%
END FULL SUPER	67+08.80'NA'	-6.0%
NORMAL CROWN	68+04.80'NA'	-2.0%

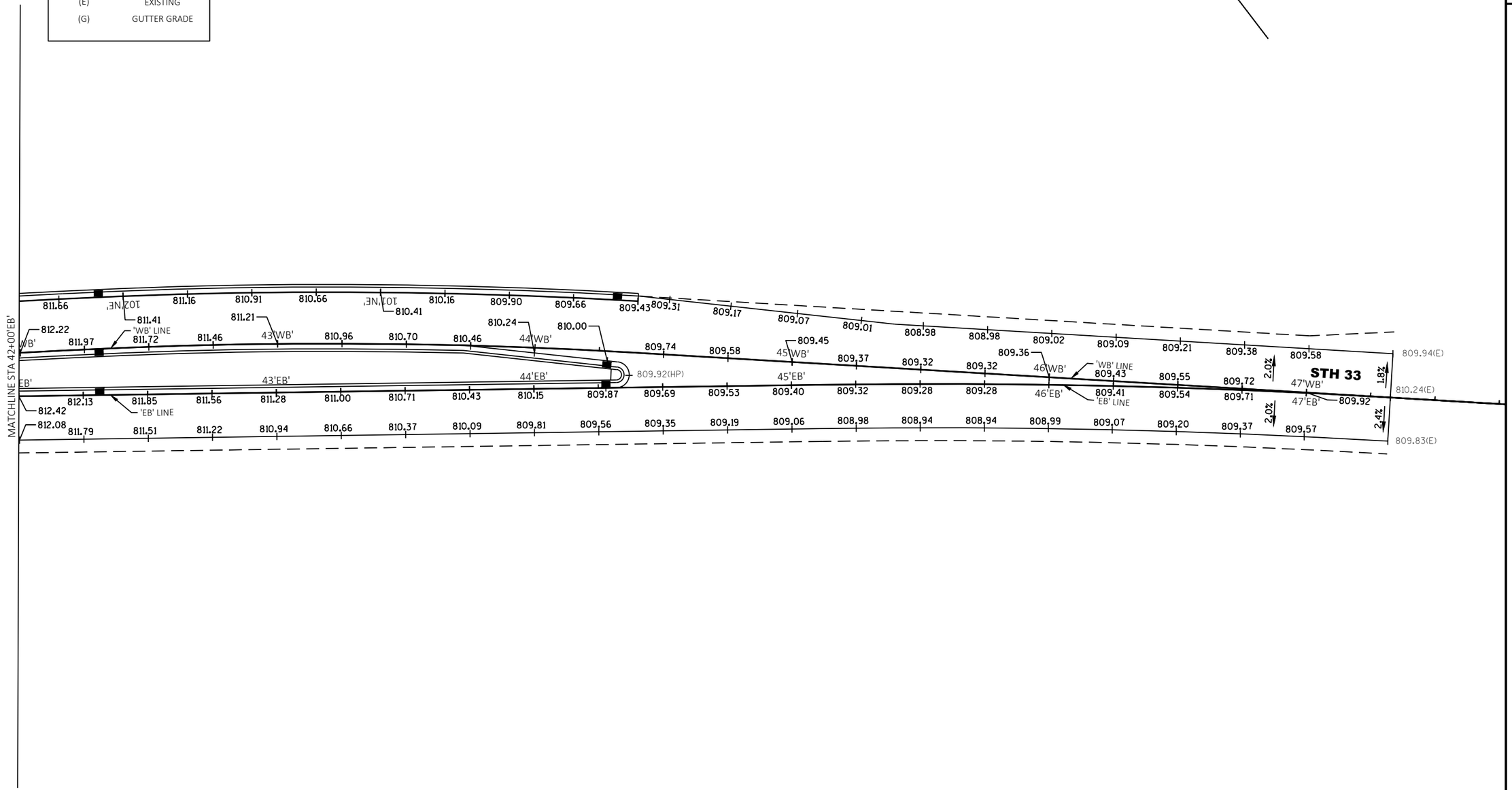
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING GRADES	SHEET 32	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\021102-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 1/25/2022 1:54 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



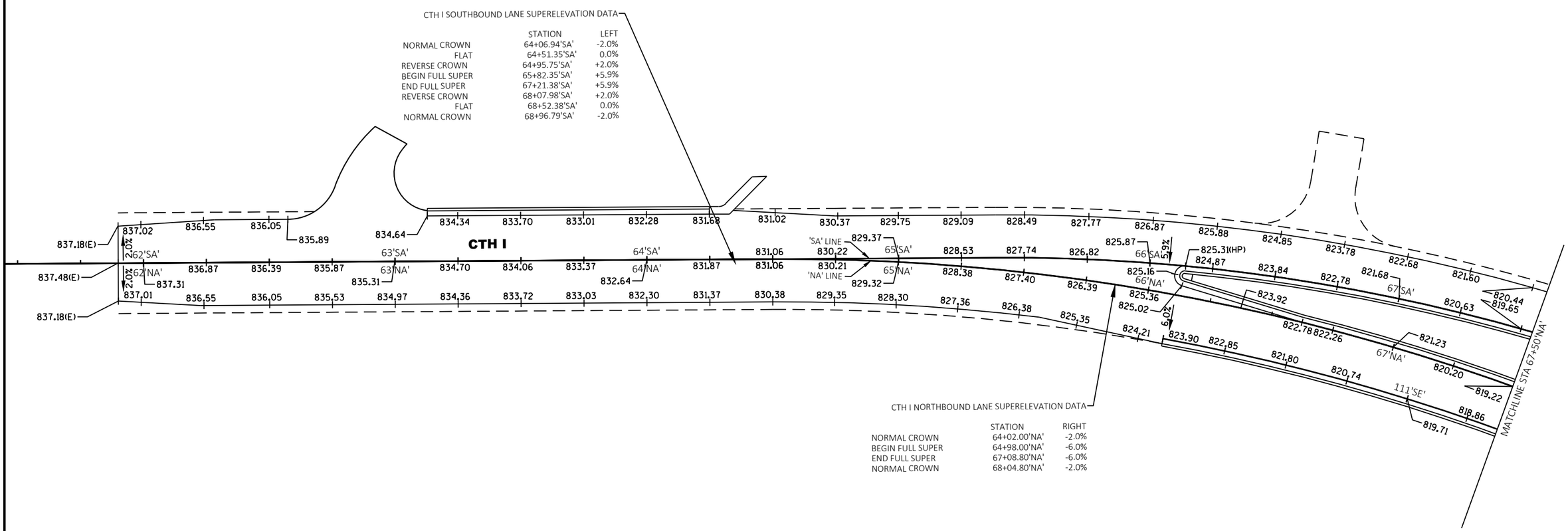
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING GRADES	SHEET 33	E

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE

N

CTH I SOUTHBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
NORMAL CROWN	64+06.94'SA'	-2.0%
FLAT	64+51.35'SA'	0.0%
REVERSE CROWN	64+95.75'SA'	+2.0%
BEGIN FULL SUPER	65+82.35'SA'	+5.9%
END FULL SUPER	67+21.38'SA'	+5.9%
REVERSE CROWN	68+07.98'SA'	+2.0%
FLAT	68+52.38'SA'	0.0%
NORMAL CROWN	68+96.79'SA'	-2.0%



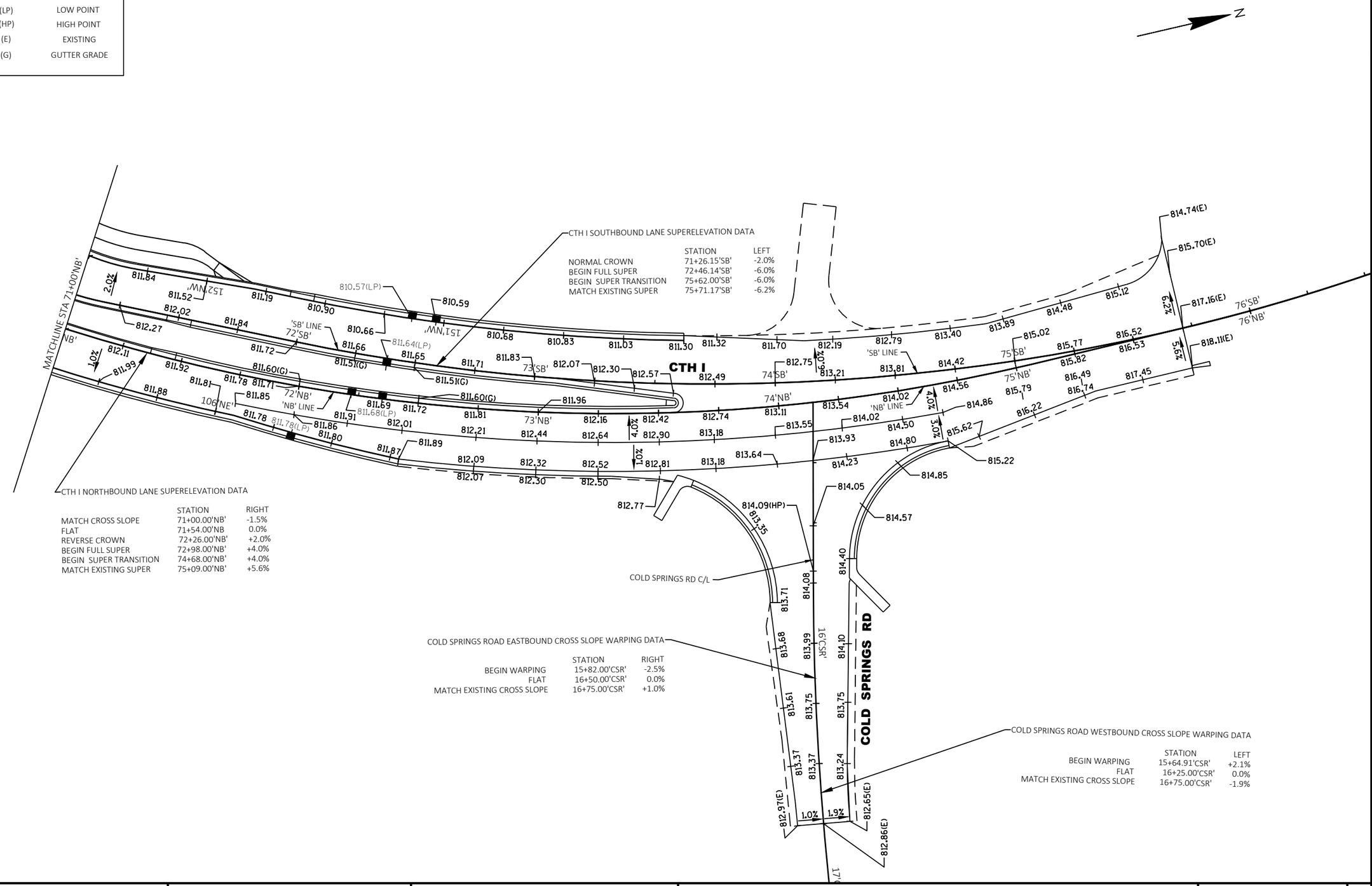
CTH I NORTHBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
NORMAL CROWN	64+02.00'NA'	-2.0%
BEGIN FULL SUPER	64+98.00'NA'	-6.0%
END FULL SUPER	67+08.80'NA'	-6.0%
NORMAL CROWN	68+04.80'NA'	-2.0%

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING GRADES	SHEET 34	E

2

LEGEND	
XXX.XX	PAVEMENT ELEVATION
(LP)	LOW POINT
(HP)	HIGH POINT
(E)	EXISTING
(G)	GUTTER GRADE



CTH I SOUTHBOUND LANE SUPERELEVATION DATA

	STATION	LEFT
NORMAL CROWN	71+26.15'SB'	-2.0%
BEGIN FULL SUPER	72+46.14'SB'	-6.0%
BEGIN SUPER TRANSITION	75+62.00'SB'	-6.0%
MATCH EXISTING SUPER	75+71.17'SB'	-6.2%

CTH I NORTHBOUND LANE SUPERELEVATION DATA

	STATION	RIGHT
MATCH CROSS SLOPE	71+00.00'NB'	-1.5%
FLAT	71+54.00'NB	0.0%
REVERSE CROWN	72+26.00'NB'	+2.0%
BEGIN FULL SUPER	72+98.00'NB'	+4.0%
BEGIN SUPER TRANSITION	74+68.00'NB'	+4.0%
MATCH EXISTING SUPER	75+09.00'NB'	+5.6%

COLD SPRINGS ROAD EASTBOUND CROSS SLOPE WARPING DATA

	STATION	RIGHT
BEGIN WARPING	15+82.00'CSR'	-2.5%
FLAT	16+50.00'CSR'	0.0%
MATCH EXISTING CROSS SLOPE	16+75.00'CSR'	+1.0%

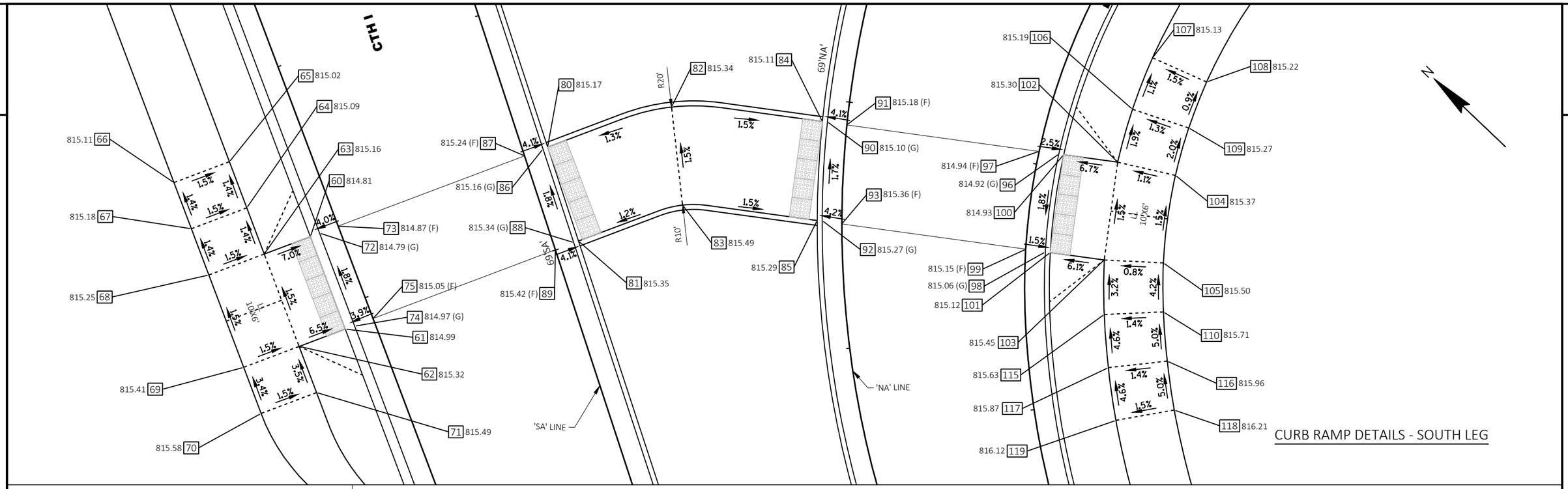
COLD SPRINGS ROAD WESTBOUND CROSS SLOPE WARPING DATA

	STATION	LEFT
BEGIN WARPING	15+64.91'CSR'	+2.1%
FLAT	16+25.00'CSR'	0.0%
MATCH EXISTING CROSS SLOPE	16+75.00'CSR'	-1.9%

COLD SPRINGS RD C/L

COLD SPRINGS RD

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVING GRADES	SHEET 35	E



CURB RAMP DETAILS - SOUTH LEG

NOTES
1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. GRADE CHANGE BETWEEN THE GUTTER FLANGE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	FLANGE ELEVATION
XXX.XX (G)	GUTTER FLOWLINE ELEVATION

SOUTH LEG LT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
60	69+09.02'SA'	23.15' LT	814.81	429744.22	587302.96
61	68+99.03'SA'	22.71' LT	814.99	429735.21	587298.62
62	68+98.81'SA'	27.71' LT	815.32	429737.38	587294.12
63	69+08.80'SA'	28.15' LT	815.16	429746.39	587298.45
64	69+13.80'SA'	28.37' LT	815.09	429750.89	587300.62
65	69+18.79'SA'	28.59' LT	815.02	429755.40	587302.79
66	69+18.53'SA'	34.58' LT	815.11	429758.00	587297.38
67	69+13.53'SA'	34.36' LT	815.18	429753.50	587295.21
68	69+08.54'SA'	34.14' LT	815.25	429748.99	587293.05
69	68+98.55'SA'	33.70' LT	815.41	429739.98	587288.71
70	68+93.55'SA'	33.48' LT	815.58	429735.47	587286.54
71	68+93.82'SA'	27.49' LT	815.49	429732.87	587291.95
72	69+09.07'SA'	22.15' LT	814.79	429743.79	587303.86
73	69+09.15'SA'	20.15' LT	814.87	429742.92	587305.66
74	68+99.01'SA'	21.71' LT	814.97	429734.71	587299.49
75	68+99.16'SA'	19.72' LT	815.05	429733.91	587301.33

SOUTH LEG RT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
96	68+93.36'SA'	51.47' RT	814.86	429695.15	587361.32
97	68+94.23'SA'	49.66' RT	814.94	429696.77	587360.13
98	68+84.36'SA'	47.08' RT	815.06	429689.29	587353.19
99	68+85.24'SA'	45.28' RT	815.14	429690.92	587352.02
100	68+96.65'NA'	22.14' RT	814.93	429694.74	587361.60
101	68+83.96'NA'	21.05' RT	815.12	429688.89	587353.49
102	68+96.30'NA'	27.66' RT	815.30	429690.26	587364.83
103	68+82.67'NA'	26.48' RT	815.45	429684.41	587356.72
104	68+95.06'NA'	33.60' RT	815.37	429685.11	587367.90
105	68+81.80'NA'	32.45' RT	815.50	429679.87	587360.64
106	69+03.96'NA'	28.48' RT	815.19	429692.88	587369.75
107	69+11.72'NA'	29.42' RT	815.13	429695.00	587374.92
108	69+10.07'NA'	35.32' RT	815.22	429689.35	587376.93
109	69+02.51'NA'	34.40' RT	815.27	429687.45	587372.30
110	68+74.51'NA'	31.98' RT	815.71	429676.45	587357.05
115	68+75.21'NA'	26.00' RT	815.63	429680.60	587352.72
116	68+70.00'SA'	55.36' RT	815.96	429672.73	587353.70
117	68+71.23'SA'	49.49' RT	815.87	429676.59	587349.11

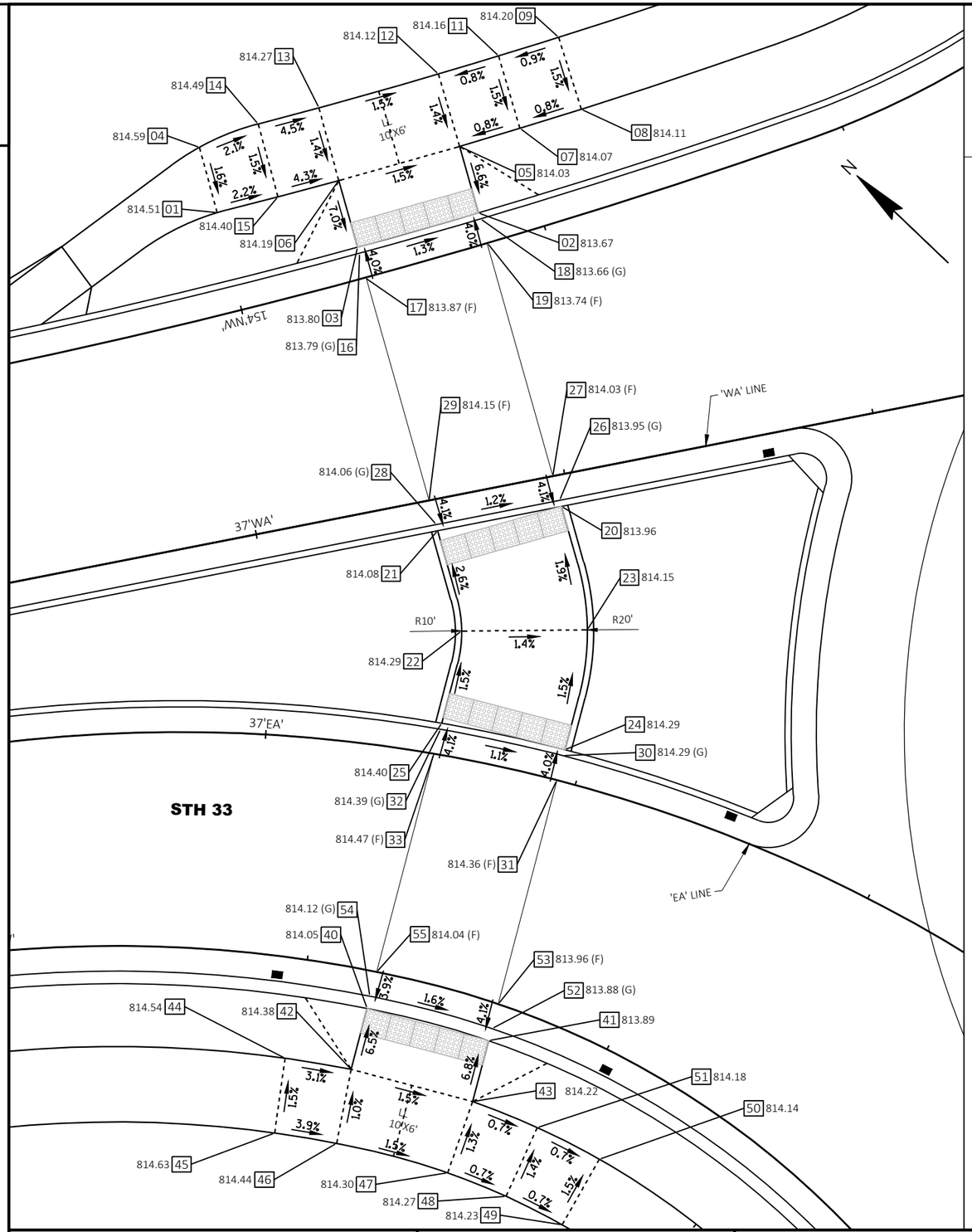
SOUTH LEG RT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
118	68+65.07'SA'	54.50' RT	816.21	429668.79	587350.61
119	68+65.92'SA'	48.55' RT	816.12	429672.34	587345.77

SOUTH LEG MEDIAN

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
80	69+10.15'SA'	2.50' RT	815.17	429733.09	587326.10
81	69+00.14'SA'	2.50' RT	815.35	429724.27	587321.36
82	69+10.11'SA'	15.69' RT	815.34	429726.82	587337.70
83	69+00.32'SA'	13.65' RT	815.49	429719.16	587331.28
84	69+03.94'SA'	29.74' RT	815.11	429714.74	587347.17
85	68+94.58'SA'	26.12' RT	815.29	429708.21	587339.55
86	69+10.11'SA'	2.00' RT	815.16	429733.30	587325.64
87	69+10.04'SA'	0.00'	815.24	429734.17	587323.84
88	69+00.13'SA'	2.00' RT	815.34	429724.50	587320.92
89	69+00.03'SA'	0.00'	815.42	429725.35	587319.11
90	69+03.77'SA'	30.22' RT	815.10	429714.37	587347.51
91	69+02.84'SA'	31.99' RT	815.18	429712.71	587348.63
92	68+94.41'SA'	26.59' RT	815.27	429707.84	587339.89
93	68+93.48'SA'	28.39' RT	815.36	429706.16	587341.03

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CURB RAMP DETAILS	SHEET 36	E



NOTES

1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. GRADE CHANGE BETWEEN THE GUTTER FLANGE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	FLANGE ELEVATION
XXX.XX (G)	GUTTER FLOWLINE ELEVATION

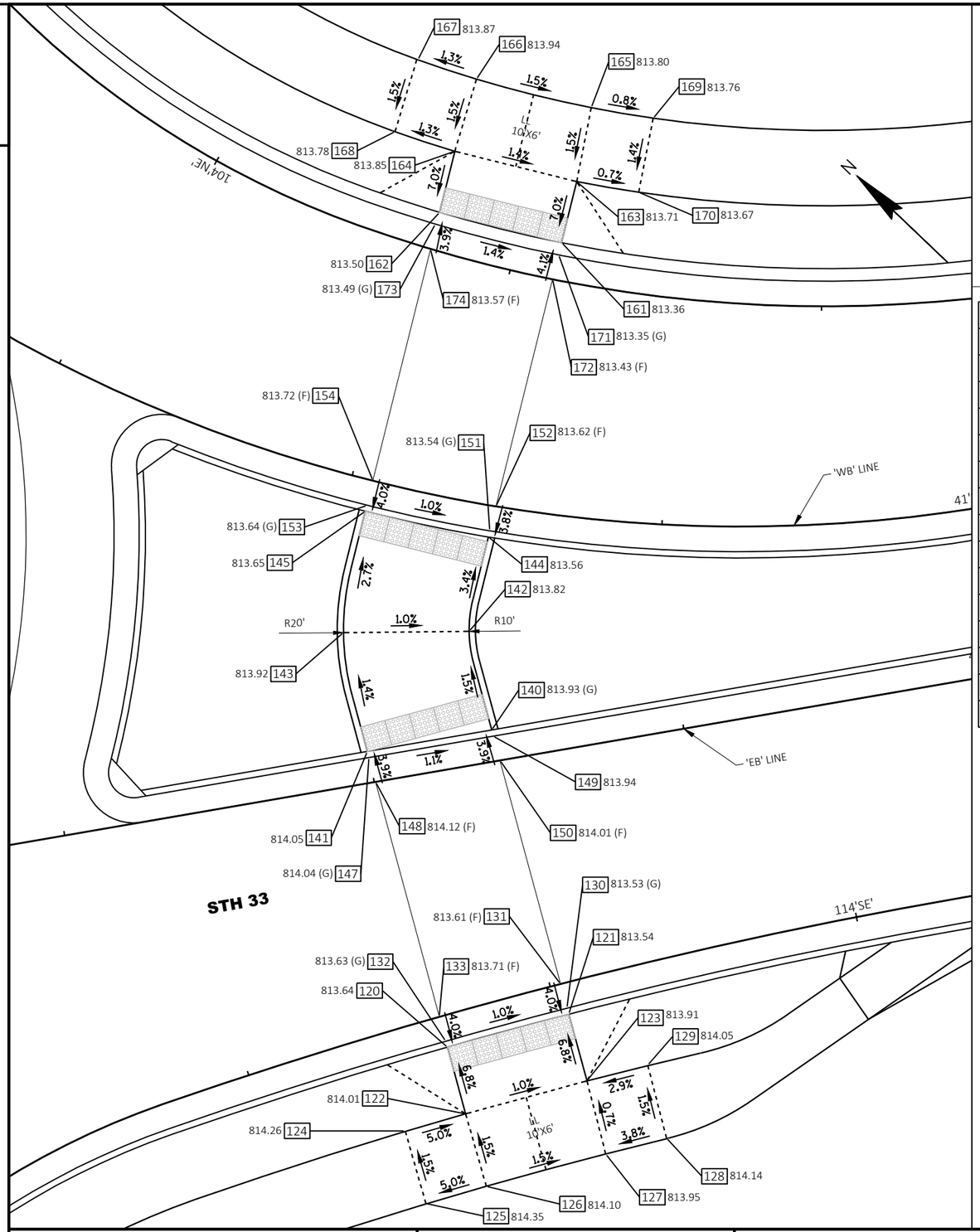
WEST LEG LT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	37+01.88'WA'	25.70' LT	1628.93	429898.25	587353.52
02	37+22.28'WA'	21.67' LT	813.67	429883.19	587367.85
03	37+12.31'WA'	20.85' LT	0.00	429888.27	587359.24
04	37+01.50'WA'	31.06' LT	1628.93	429902.86	587356.30
05	37+21.83'WA'	27.15' LT	814.03	429887.93	587370.64
06	37+11.86'WA'	26.33' LT	814.19	429893.01	587362.03
07	37+26.81'WA'	27.64' LT	814.07	429885.45	587374.99
08	37+31.90'WA'	28.19' LT	814.11	429882.96	587379.46
09	37+31.23'WA'	34.15' LT	814.20	429888.21	587382.35
11	37+26.26'WA'	33.61' LT	814.16	429890.65	587377.98
12	37+21.28'WA'	33.13' LT	814.12	429893.12	587373.64
13	37+11.43'WA'	32.32' LT	814.27	429898.15	587365.14
14	37+06.44'WA'	31.99' LT	814.49	429900.75	587360.87
15	37+06.87'WA'	26.00' LT	814.40	429895.62	587357.77
16	37+12.37'WA'	20.36' LT	813.79	429887.83	587359.00
17	37+12.44'WA'	18.36' LT	813.87	429886.16	587357.90
18	37+22.36'WA'	21.18' LT	813.66	429882.74	587367.63
19	37+22.51'WA'	19.18' LT	813.74	429881.02	587366.60

WEST LEG RT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
40	37+01.40'WA'	38.70' RT	814.05	429845.95	587315.95
41	37+10.39'WA'	43.07' RT	813.89	429837.18	587320.77
42	36+99.22'WA'	43.21' RT	814.38	429843.52	587311.57
43	37+08.21'WA'	47.58' RT	814.22	429834.76	587316.38
44	36+94.23'WA'	41.33' RT	814.54	429847.94	587308.58
45	36+92.27'WA'	47.00' RT	814.63	429844.44	587303.71
46	36+96.95'WA'	48.76' RT	814.44	429840.30	587306.51
47	37+05.17'WA'	52.76' RT	814.30	429832.29	587310.92
48	37+09.37'WA'	55.48' RT	814.27	429827.64	587312.77
49	37+13.30'WA'	58.57' RT	814.23	429822.84	587314.20
50	37+17.22'WA'	54.02' RT	814.14	429824.30	587320.02
51	37+12.86'WA'	50.60' RT	814.18	429829.61	587318.44
52	37+10.85'WA'	42.18' RT	813.88	429837.65	587321.66
53	37+11.70'WA'	40.36' RT	813.96	429838.64	587323.40
54	37+01.80'WA'	37.78' RT	814.04	429846.47	587316.81
55	37+02.71'WA'	35.99' RT	814.12	429847.40	587318.58

WEST LEG MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
20	37+19.15'EA'	21.25' LT	813.96	429862.31	587355.51
21	37+11.12'EA'	17.55' LT	814.08	429868.10	587347.32
22	37+13.95'EA'	9.98' LT	814.29	429861.22	587342.85
23	37+22.89'EA'	12.17' LT	814.15	429854.05	587349.82
24	37+23.50'EA'	2.50' LT	814.29	429848.76	587341.70
25	37+13.69'EA'	2.50' LT	814.40	429857.30	587336.48
26	37+18.94'EA'	21.69' LT	813.95	429862.75	587355.76
27	37+18.16'EA'	23.47' LT	814.03	429864.47	587356.79
28	37+10.97'EA'	18.02' LT	814.06	429868.51	587347.60
29	37+10.23'EA'	19.84' LT	814.15	429870.26	587348.60
30	37+23.45'EA'	2.00' LT	814.29	429848.55	587341.25
31	37+23.49'EA'	0.00'	814.36	429847.55	587339.52
32	37+13.67'EA'	2.00' LT	814.39	429857.03	587336.05
33	37+13.47'EA'	0.00'	814.47	429856.08	587334.28

CURB RAMP DETAILS - WEST LEG

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CURB RAMP DETAILS	SHEET 37	E



NOTES
1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. GRADE CHANGE BETWEEN THE GUTTER FLANGE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

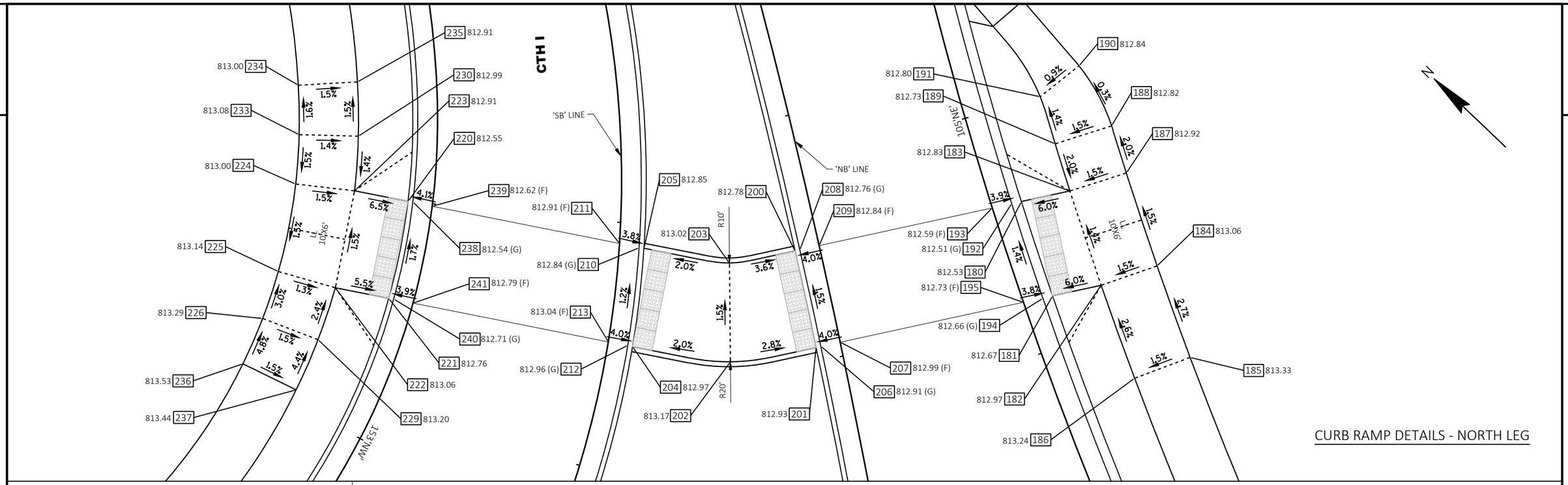
XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	FLANGE ELEVATION
XXX.XX (G)	GUTTER FLOWLINE ELEVATION

EAST LEG LT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
120	40+52.17'EB'	21.77' RT	0.00	429685.84	587442.62
121	40+62.13'EB'	20.83' RT	813.54	429680.67	587451.18
122	40+52.69'EB'	27.25' RT	814.01	429681.14	587439.77
123	40+62.65'EB'	26.30' RT	813.91	429675.96	587448.33
124	40+47.72'EB'	27.78' RT	814.26	429683.67	587435.46
125	40+48.36'EB'	33.75' RT	814.35	429678.50	587432.42
126	40+53.33'EB'	33.21' RT	814.10	429675.97	587436.73
127	40+63.13'EB'	32.28' RT	813.95	429670.87	587445.16
128	40+68.12'EB'	31.88' RT	814.14	429668.22	587449.40
129	40+67.63'EB'	25.90' RT	814.05	429673.32	587452.57
130	40+62.06'EB'	20.33' RT	813.53	429681.11	587451.42
131	40+61.89'EB'	18.34' RT	813.61	429682.81	587452.47
132	40+52.10'EB'	21.28' RT	813.63	429686.28	587442.86
133	40+51.94'EB'	19.28' RT	813.71	429687.98	587443.92

EAST LEG RT					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
161	70+41.53'SB'	127.79' RT	813.36	429723.46	587495.21
162	70+40.92'SB'	117.88' RT	813.50	429732.15	587490.26
163	70+43.71'SB'	127.18' RT	813.71	429725.93	587499.56
164	70+43.20'SB'	117.24' RT	813.85	429734.62	587494.61
165	70+46.33'SB'	126.30' RT	813.80	429729.16	587504.62
166	70+45.96'SB'	116.92' RT	813.94	429737.34	587499.96
167	70+45.93'SB'	112.02' RT	813.87	429741.77	587497.86
168	70+43.10'SB'	112.25' RT	813.78	429739.14	587492.46
169	70+46.68'SB'	131.24' RT	813.76	429725.01	587507.42
170	70+44.11'SB'	132.10' RT	813.67	429721.78	587502.35
171	40+63.71'WB'	20.55' LT	813.35	429722.96	587494.35
172	40+63.47'WB'	18.56' LT	813.43	429721.97	587492.61
173	40+51.50'WB'	21.02' LT	813.49	429731.74	587489.35
174	40+51.63'WB'	19.01' LT	813.57	429730.66	587487.65

EAST LEG MEDIAN					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
140	40+59.92'EB'	2.50' LT	813.94	429700.72	587463.31
141	40+49.87'EB'	2.50' LT	814.05	429706.70	587455.24
142	40+59.48'EB'	10.54' LT	813.82	429707.44	587467.75
143	40+49.61'EB'	12.14' LT	813.92	429714.60	587460.77
144	40+62.27'EB'	17.68' LT	813.56	429711.51	587474.24
145	40+52.96'EB'	21.36' LT	813.65	429720.01	587468.96
147	40+49.91'EB'	2.00' LT	814.04	429706.28	587454.98
148	40+50.11'EB'	0.00'	814.12	429704.55	587453.94
149	40+59.94'EB'	2.00' LT	813.93	429700.30	587463.03
150	40+60.16'EB'	0.00'	814.01	429698.57	587462.01
151	40+62.46'EB'	18.14' LT	813.55	429711.76	587474.67
152	40+63.28'EB'	19.98' LT	813.62	429712.75	587476.42
153	40+53.19'EB'	21.81' LT	813.64	429720.23	587469.41
154	40+53.97'EB'	23.65' LT	813.72	429721.24	587471.14

CURB RAMP DETAILS - EAST LEG



NOTES
1. SEE PLAN DETAILS FOR ADDITIONAL INFORMATION
2. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
3. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
4. DASHED LINES SHOWN FOR PROPOSED SIDEWALKS ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
5. GRADE CHANGE BETWEEN THE GUTTER FLANGE AND CURB RAMP SLOPE SHALL NOT EXCEED 11%.
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX (F)	FLANGE ELEVATION
XXX.XX (G)	GUTTER FLOWLINE ELEVATION

NORTH LEG LT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
180	70+61.30'NB'	20.96' RT	812.53	429831.48	587505.17
181	70+51.58'NB'	22.00' RT	812.67	429822.61	587500.44
182	70+51.61'NB'	27.04' RT	812.97	429819.78	587504.61
183	70+61.27'NB'	25.98' RT	812.83	429828.66	587509.33
184	70+52.33'NB'	32.99' RT	813.06	429817.04	587509.95
185	70+43.00'NB'	34.40' RT	813.33	429808.23	587505.55
186	70+42.07'NB'	28.48' RT	813.24	429810.84	587500.15
187	70+61.77'NB'	31.95' RT	812.92	429825.78	587514.60
188	70+66.55'NB'	31.56' RT	812.82	429830.15	587517.02
189	70+66.09'NB'	25.59' RT	812.73	429833.03	587511.77
190	70+72.96'NB'	29.75' RT	812.84	429836.73	587519.14
191	70+70.91'NB'	25.20' RT	812.80	429837.42	587514.16
192	70+61.32'NB'	19.95' RT	812.51	429832.05	587504.35
193	70+61.32'NB'	17.94' RT	812.59	429833.16	587502.68
194	70+51.54'NB'	21.00' RT	812.66	429823.14	587499.59
195	70+51.56'NB'	18.98' RT	812.73	429824.30	587497.94

NORTH LEG MEDIAN

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	70+61.45'NB'	2.50' LT	812.78	429844.62	587485.74
201	70+51.42'NB'	2.50' LT	812.93	429836.33	587480.14
202	70+51.79'NB'	11.29' LT	813.17	429841.60	587473.10
203	70+61.71'NB'	9.25' LT	813.02	429848.57	587480.27
204	70+55.44'NB'	20.66' LT	812.97	429849.83	587467.37
205	70+65.16'NB'	17.35' LT	812.85	429855.87	587475.39
206	70+51.45'NB'	2.00' LT	812.91	429836.07	587480.57
207	70+51.44'NB'	0.00'	812.99	429834.93	587482.21
208	70+61.44'NB'	2.00' LT	812.76	429844.33	587486.15
209	70+61.44'NB'	0.00'	812.84	429843.21	587487.81
210	70+65.33'NB'	17.83' LT	812.84	429856.27	587475.08
211	70+66.22'NB'	19.65' LT	812.91	429858.00	587474.03
212	70+55.69'NB'	21.10' LT	812.96	429850.28	587467.14
213	70+56.47'NB'	22.95' LT	813.04	429851.94	587466.03

NORTH LEG RT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
220	70+75.70'NB'	39.51' LT	812.55	429876.44	587462.32
221	70+66.07'NB'	43.68' LT	812.76	429871.08	587453.88
222	70+68.50'NB'	48.70' LT	813.06	429875.74	587450.92
223	70+78.18'NB'	44.51' LT	812.91	429881.10	587459.37
224	70+80.43'NB'	50.12' LT	813.00	429885.89	587455.75
225	70+71.64'NB'	53.94' LT	813.14	429881.04	587448.13
226	70+67.04'NB'	56.57' LT	813.29	429878.91	587443.60
229	70+63.43'NB'	51.59' LT	813.20	429873.37	587445.91
230	70+83.76'NB'	42.77' LT	812.99	429884.63	587463.64
233	70+85.52'NB'	48.54' LT	813.08	429889.08	587459.61
234	70+93.49'SB'	32.05' LT	813.00	429892.59	587463.17
235	70+92.77'SB'	26.07' LT	812.91	429888.48	587467.54
236	70+50.02'SB'	35.61' LT	813.53	429877.19	587438.90
237	70+48.64'SB'	29.68' LT	813.44	429871.47	587440.71
238	70+76.49'SB'	21.10' LT	812.54	429876.04	587462.62
239	70+76.03'SB'	19.13' LT	812.62	429874.32	587463.67
240	70+63.79'SB'	22.15' LT	812.71	429870.67	587454.18
241	70+63.64'SB'	20.15' LT	812.79	429868.96	587455.23

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CURB RAMP DETAILS	SHEET 39	E

2

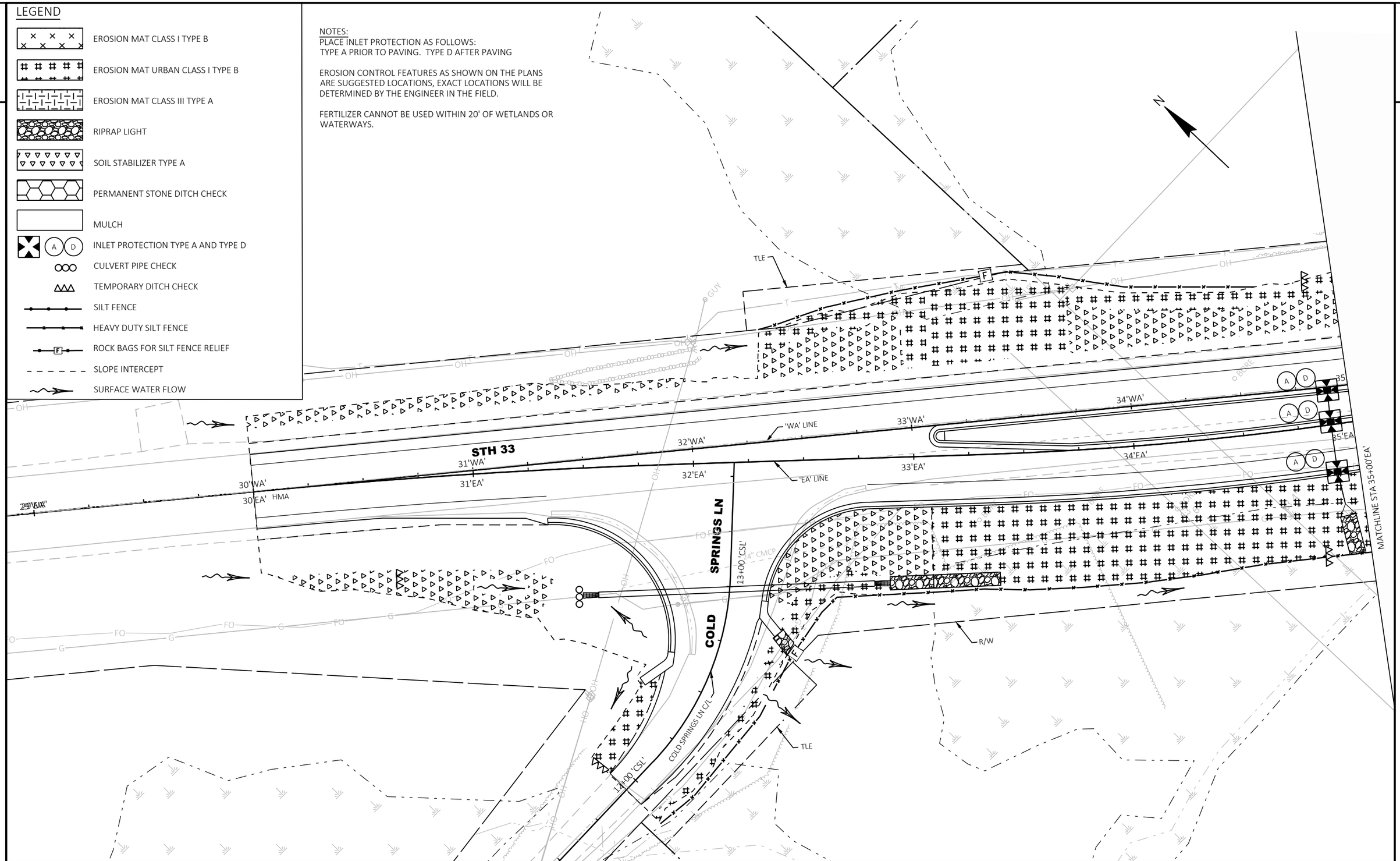
LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS III TYPE A
- RIPRAP LIGHT
- SOIL STABILIZER TYPE A
- PERMANENT STONE DITCH CHECK
- MULCH
- A D — INLET PROTECTION TYPE A AND TYPE D
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE
- HEAVY DUTY SILT FENCE
- F — ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

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

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

FERTILIZER CANNOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	EROSION CONTROL	SHEET 40	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 3/1/2022 3:42 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA 71+00'NB'

MATCHLINE STA 35+00'EA'

MATCHLINE STA 42+00'EB'

MATCHLINE STA 67+50'NA'

'WA' LINE

'EA' LINE

36'WA'

37'WA'

36'EA'

37'EA'

71'SB'

71'NB'

92

93

90

91

40'WB'

41'WB'

42'EB'

41'EB'

CENTRAL ISLAND R/L

STH 33

CTH I

69'SA'

69'NA'

68'NA'

68'SA'

R/W

LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS III TYPE A
- RIPRAP LIGHT
- SOIL STABILIZER TYPE A
- PERMANENT STONE DITCH CHECK
- MULCH
- INLET PROTECTION TYPE A AND TYPE D
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE
- HEAVY DUTY SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

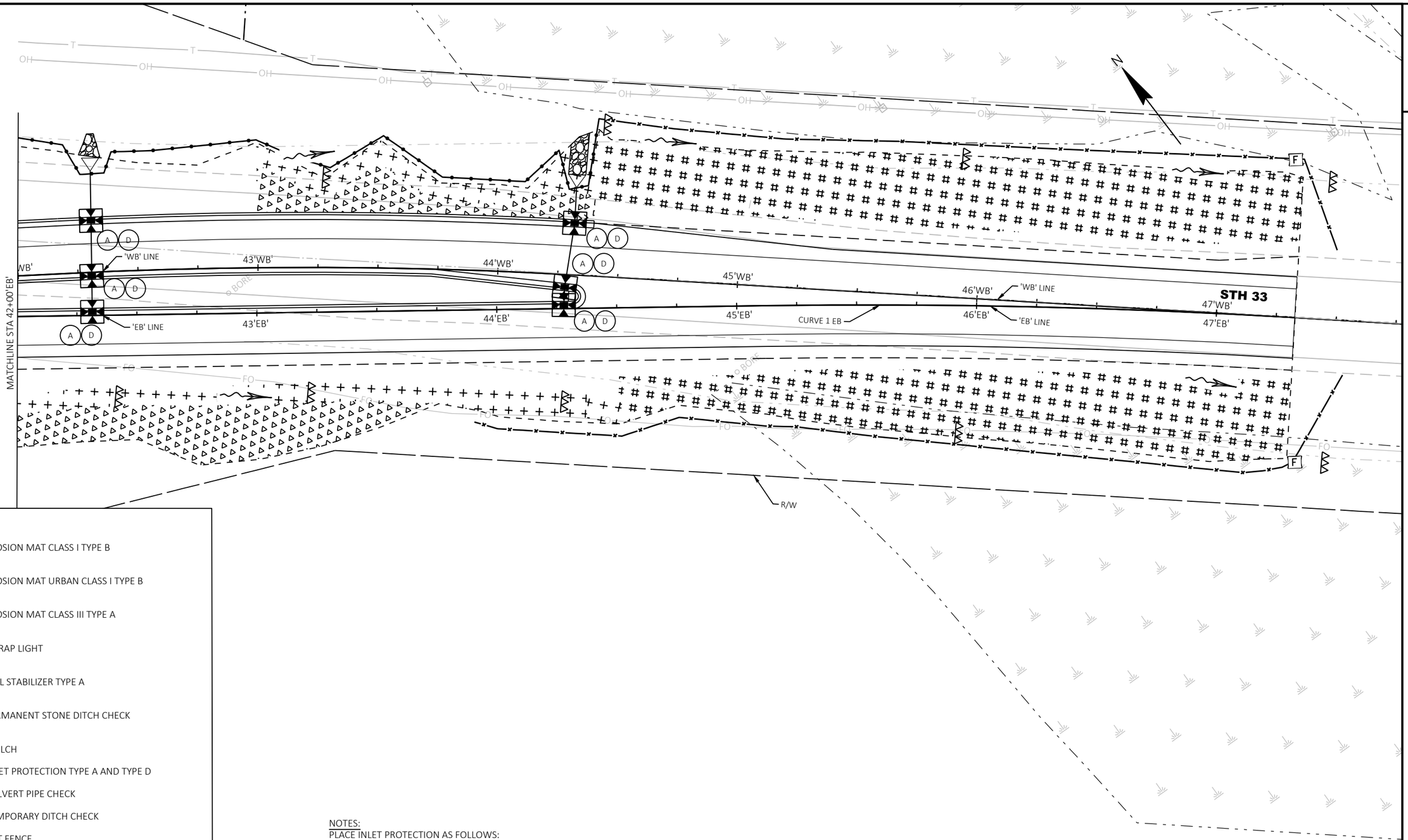
NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING

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

FERTILIZER CANNOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	EROSION CONTROL	SHEET 41	E

2



LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS III TYPE A
- RIPRAP LIGHT
- SOIL STABILIZER TYPE A
- PERMANENT STONE DITCH CHECK
- MULCH
- INLET PROTECTION TYPE A AND TYPE D
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE
- HEAVY DUTY SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

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

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

FERTILIZER CANNOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	EROSION CONTROL	SHEET 42	E

2

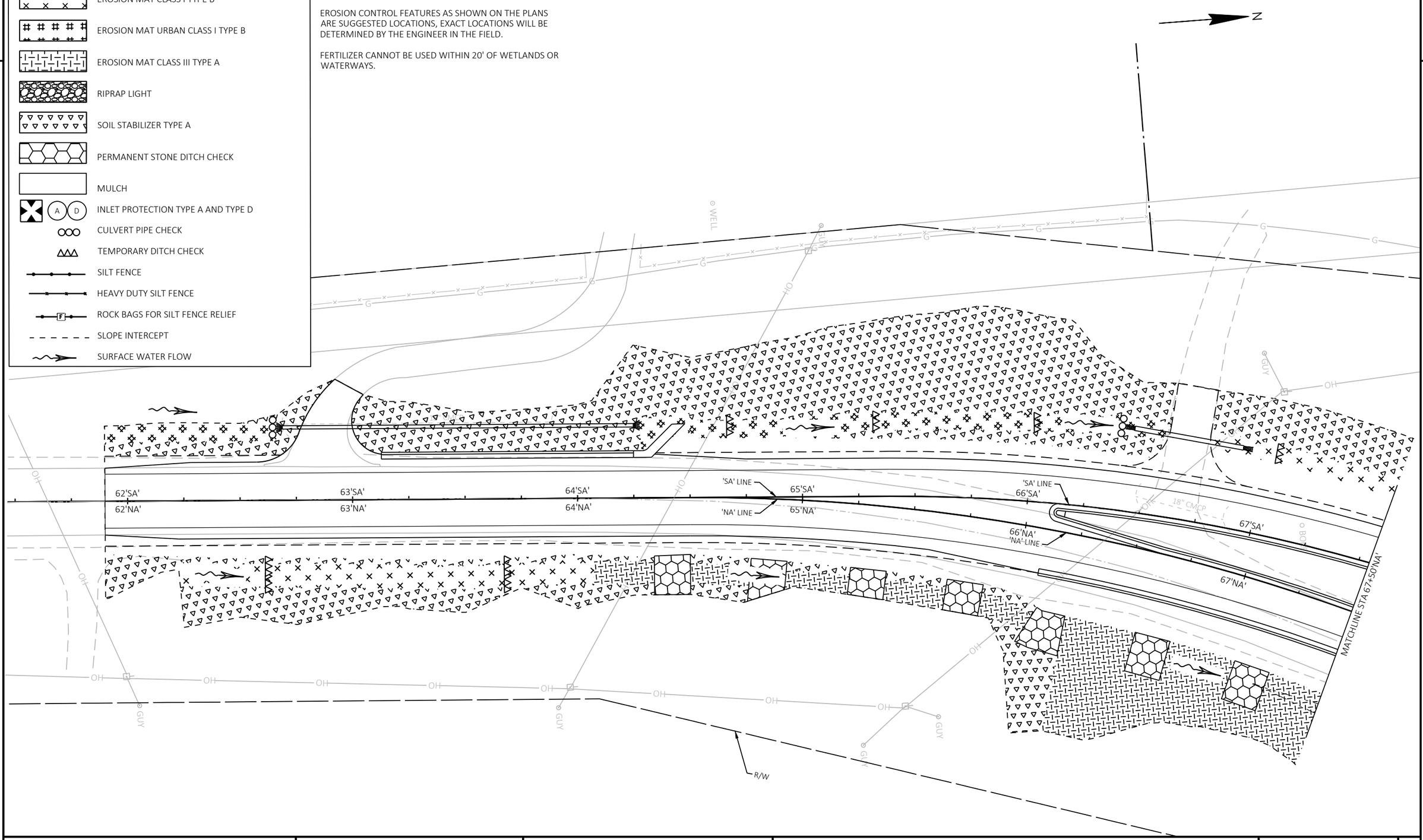
LEGEND

- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS III TYPE A
- RIPRAP LIGHT
- SOIL STABILIZER TYPE A
- PERMANENT STONE DITCH CHECK
- MULCH
- INLET PROTECTION TYPE A AND TYPE D
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE
- HEAVY DUTY SILT FENCE
- ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

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

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

FERTILIZER CANNOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

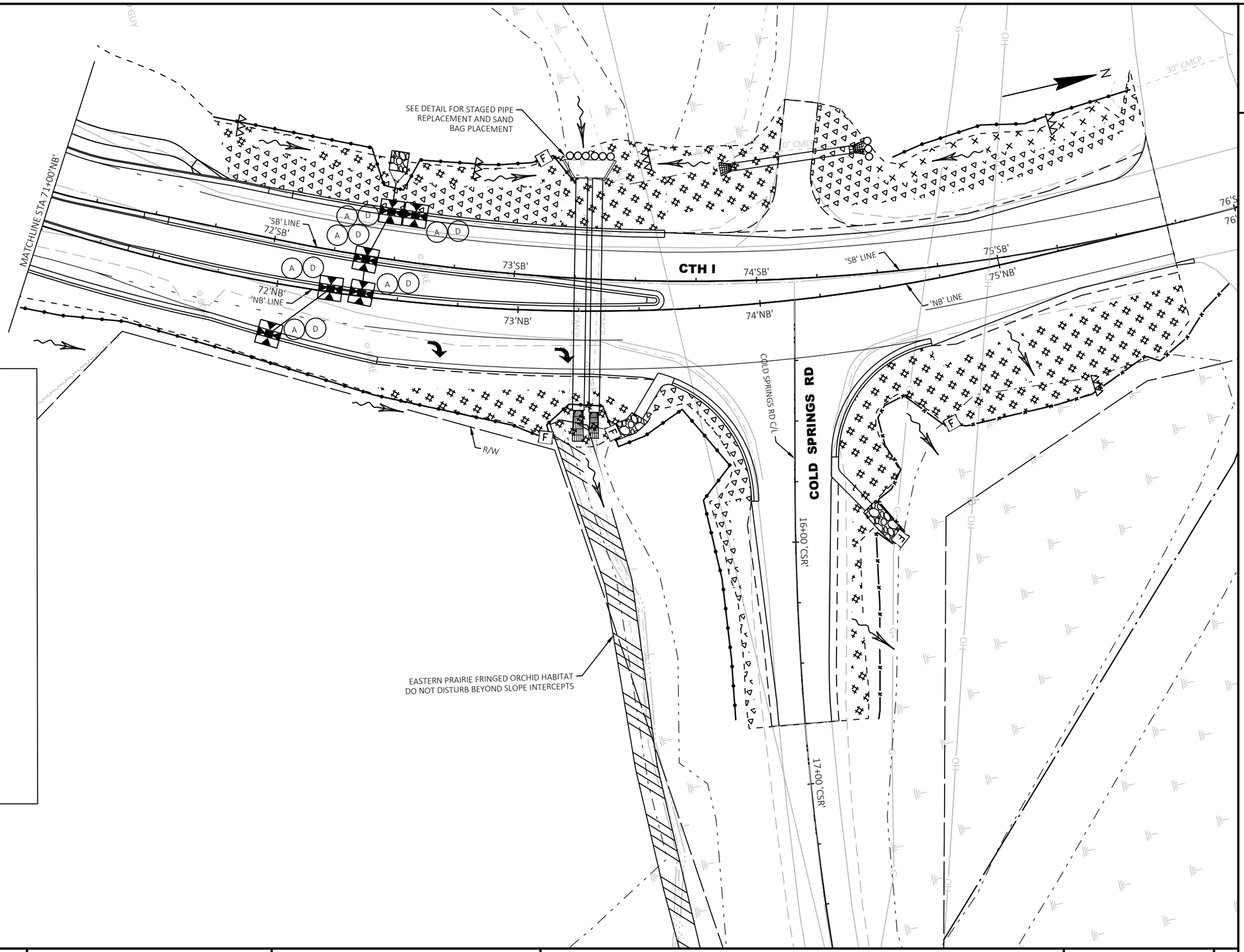


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	EROSION CONTROL	SHEET 43	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 1/25/2022 1:57 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

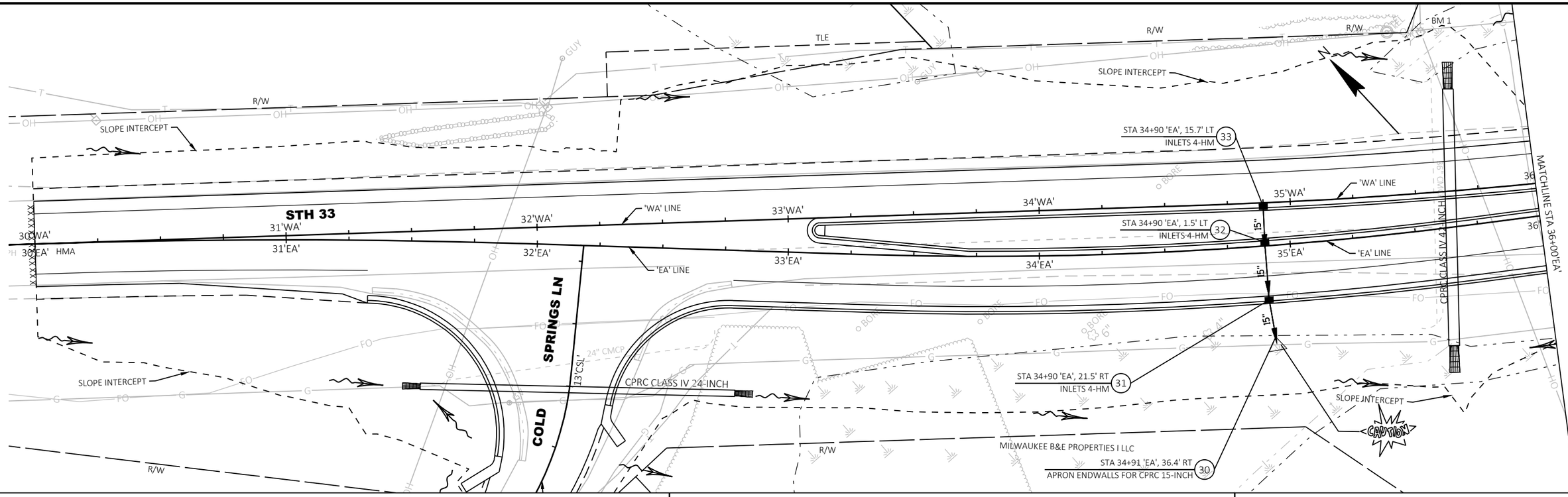
- EROSION MAT CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS III TYPE A
- RIPRAP LIGHT
- SOIL STABILIZER TYPE A
- PERMANENT STONE DITCH CHECK
- MULCH
- A D — INLET PROTECTION TYPE A AND TYPE D
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- SILT FENCE
- HEAVY DUTY SILT FENCE
- F — ROCK BAGS FOR SILT FENCE RELIEF
- SLOPE INTERCEPT
- SURFACE WATER FLOW

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

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

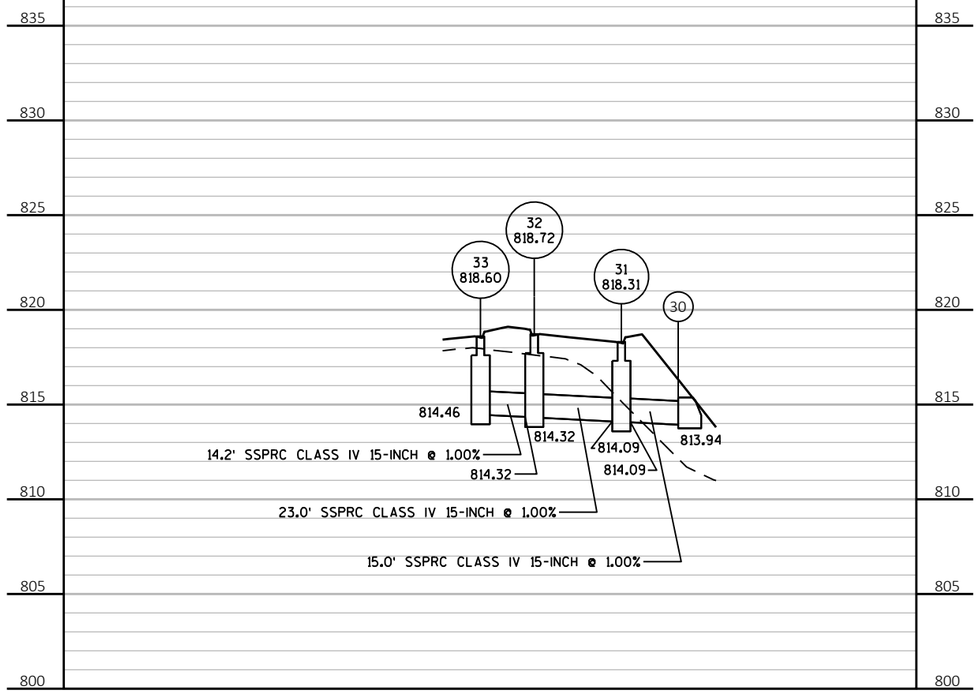
FERTILIZER CANNOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	EROSION CONTROL	SHEET 44	E



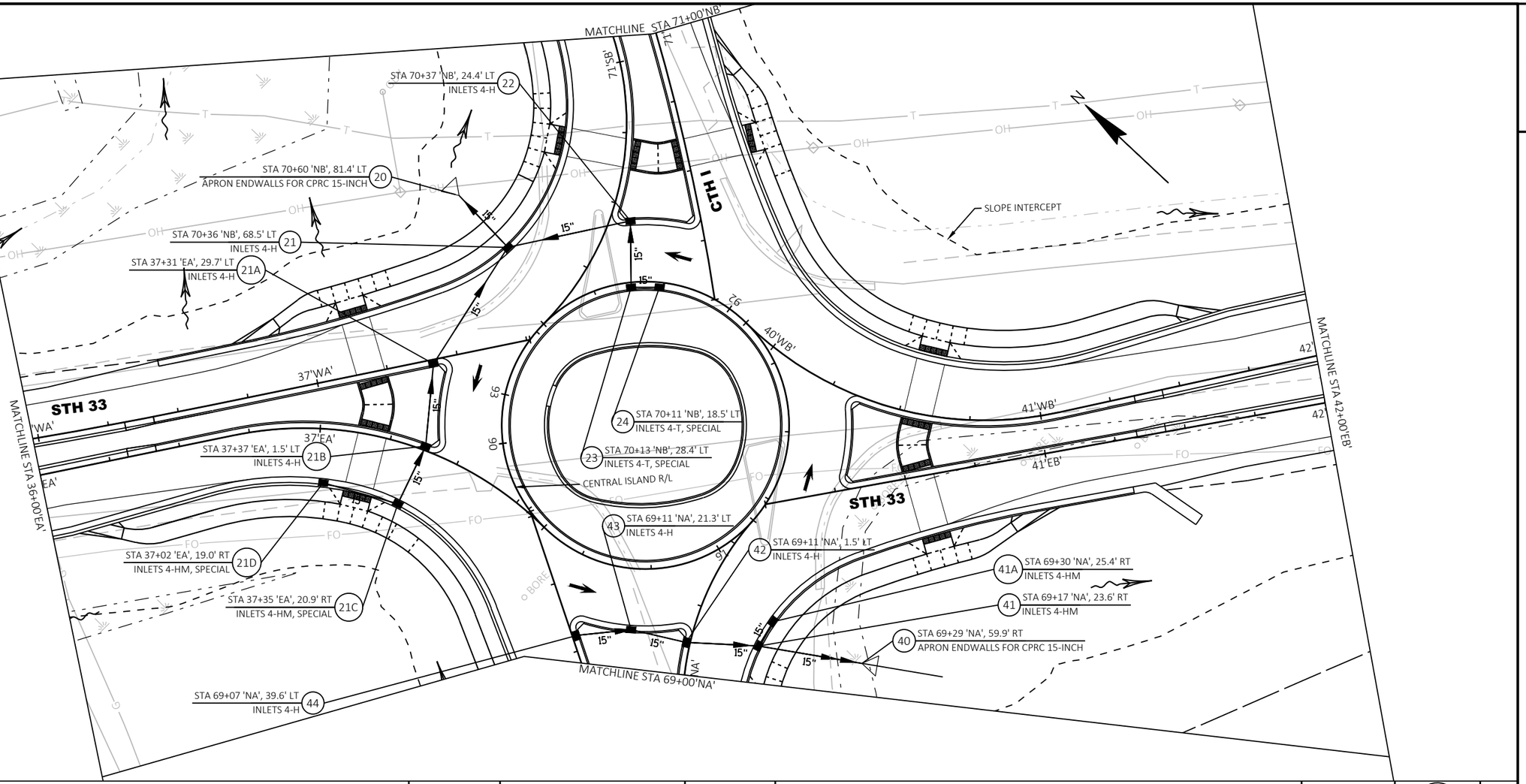
STORM SEWER GENERAL NOTES:

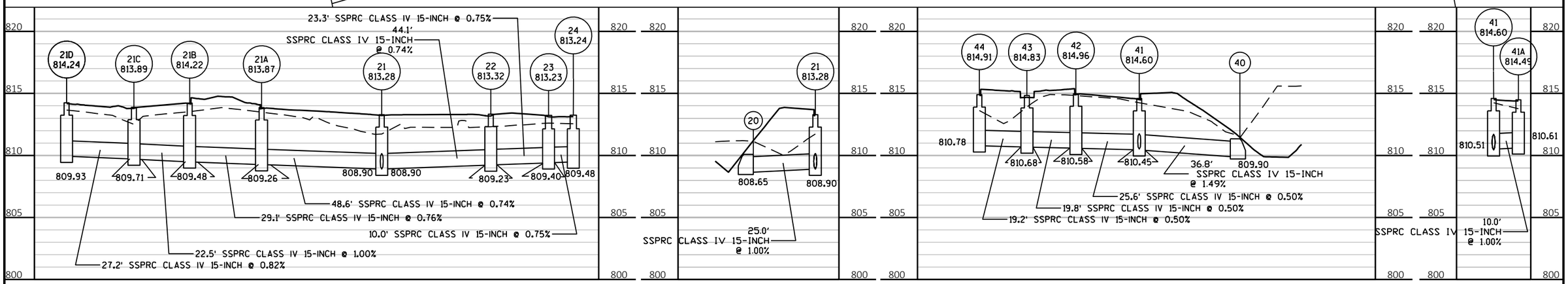
- ALL STA/OFFSET ARE MEASURE FROM THE NA, NB, EA OR EB R/L
- ALL STA/OFFSET ARE MEASURED TO THE CENTER OF STRUCTURE.
- RIM ELEVATIONS ARE GIVEN AT THE FLANGE LINE.
- PIPE LENGTHS REPRESENT THE LENGTH OF PIPE MEASURE FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE
- VERIFY THE EXISTING STORM SEWER CONNECTION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



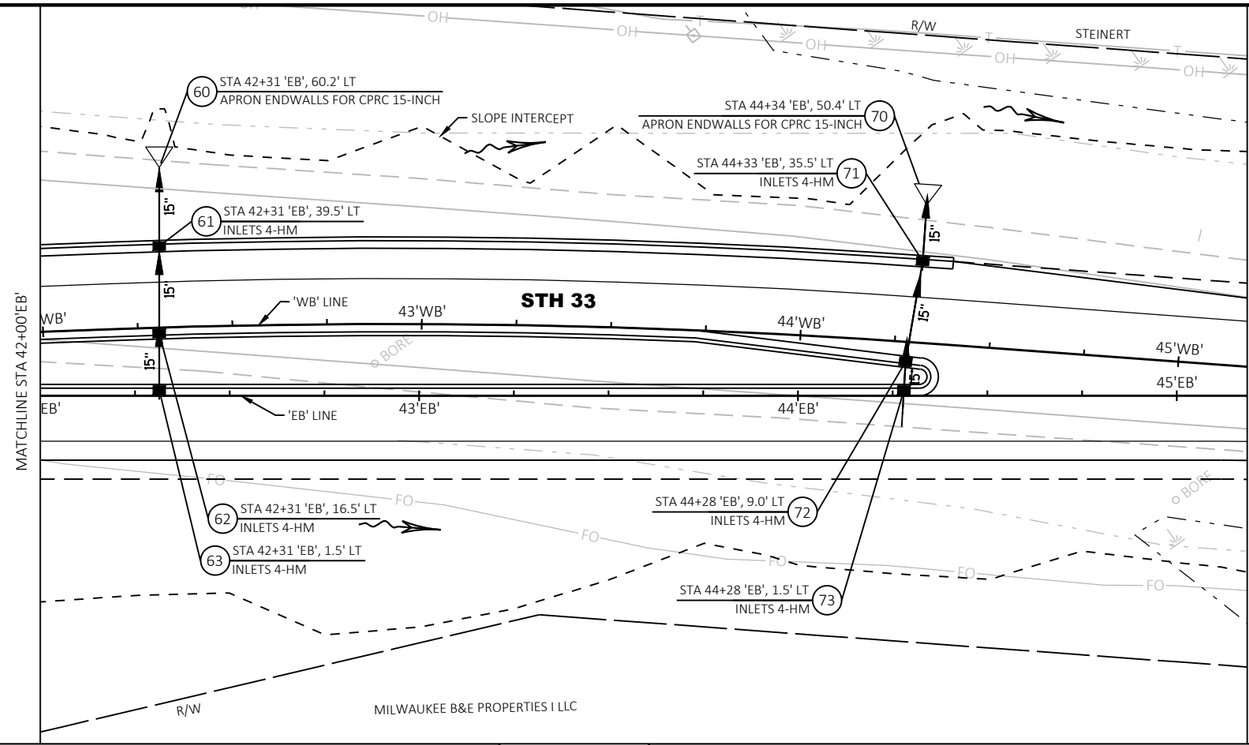
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	STORM SEWER	SHEET 45	E

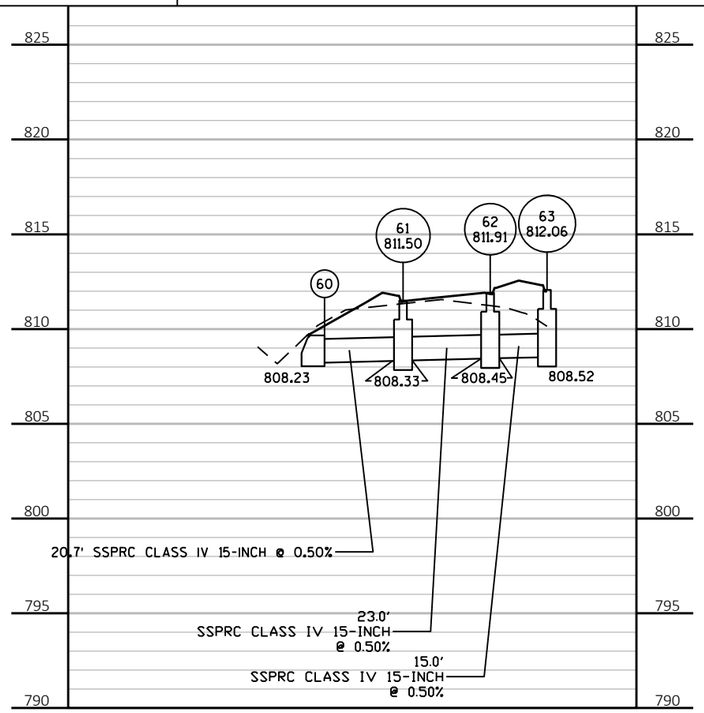
2

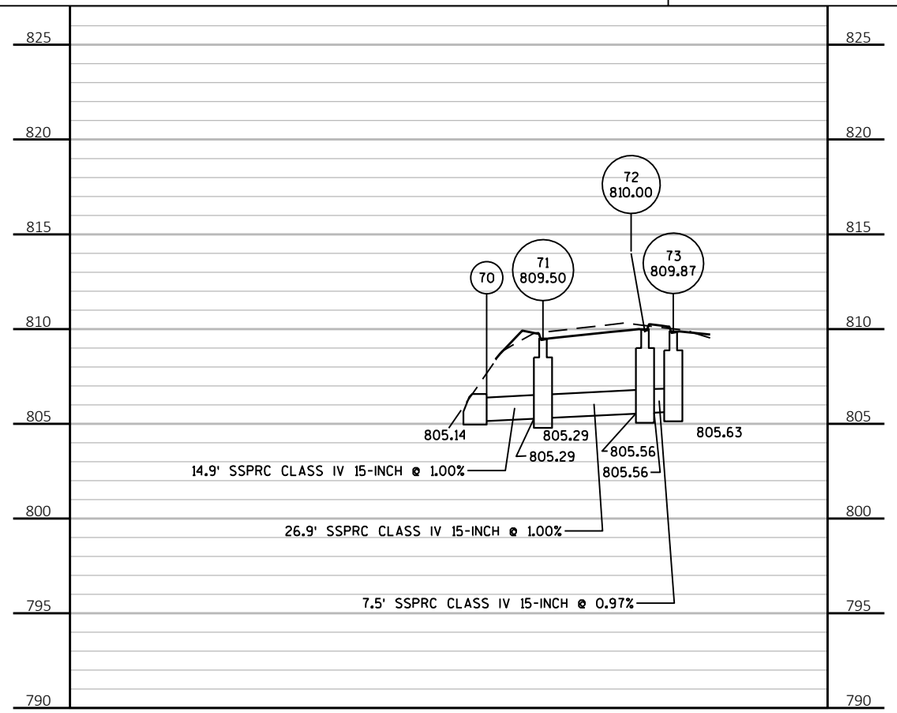




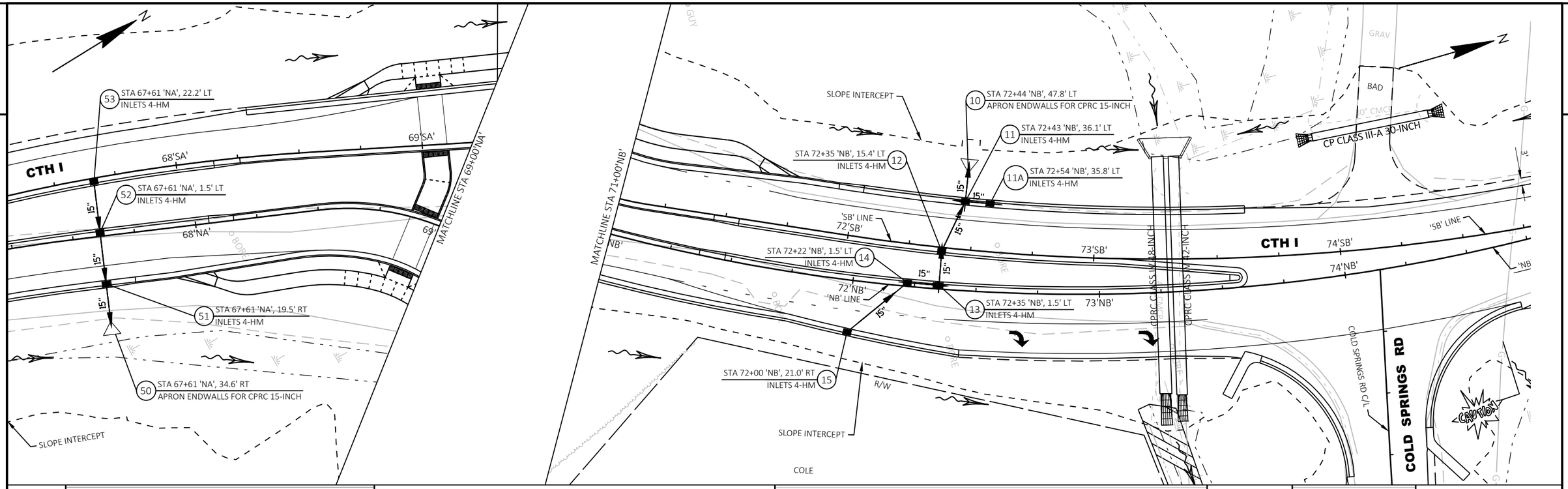
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	STORM SEWER	SHEET 46	E

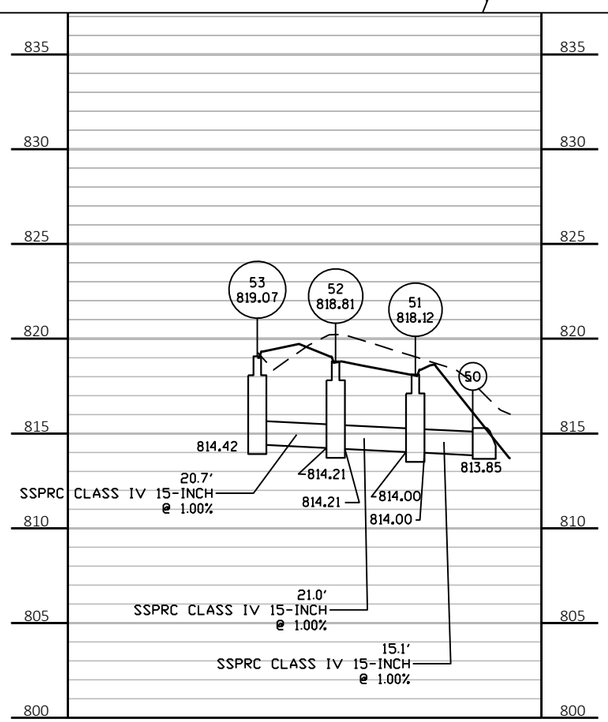


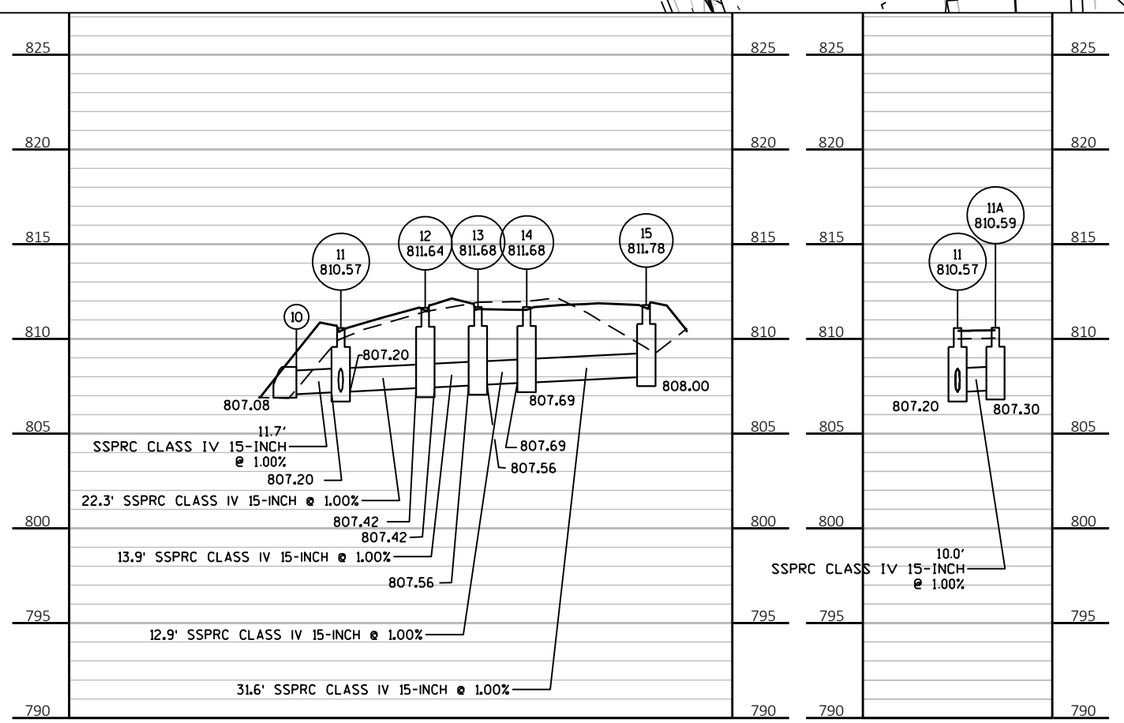




PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	STORM SEWER	SHEET 47	E







PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	STORM SEWER	SHEET 48	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 17

PLOT DATE : 1/25/2022 1:59 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

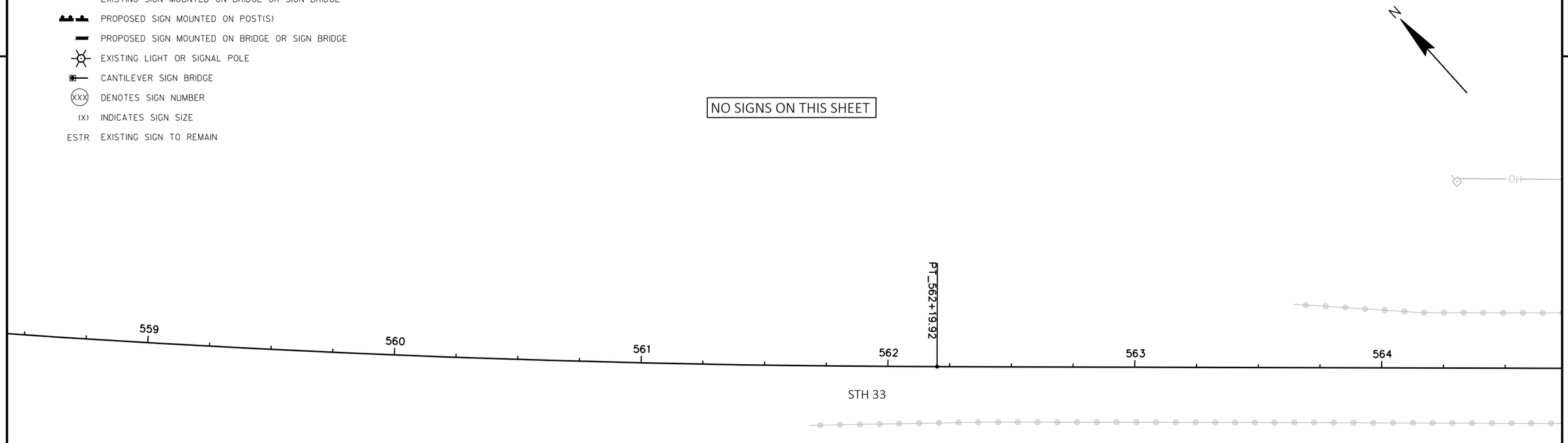
CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET



TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTY(S) PHONE*

- JENNY BUCKETT MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE 414-750-2427
- CHUCK SALDIVAR RACINE, WALWORTH, WAUKESHA 414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

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

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

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 49	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023101_PS
PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

GUY

OH

T

565 566 567 568 569 570

STH 33

GUY POLE

FO

G

Hawthorne Hills County Park

REMOVE

3R

JCT COUNTY I

REMOVE

4R

REMOVE

1R 2R

SHEET 2 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 50	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023102_PS

PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N

NO PASSING ZONE
REMOVE

5R

SPEED LIMIT 55
REMOVE

11R

WEST 33
REMOVE

571 572 573 574 575 576

STH 33

24" CMCP

36" CMCP

STREET NAME SIGN
TO BE MOVED BY
TOWN OF SAUKVILLE

DEAD END
REMOVE

6R

STOP
REMOVE

7R

RIGHT TURN LANE
REMOVE

8R

NO PASSING ZONE
REMOVE

RIGHT LANE MUST TURN RIGHT
REMOVE

9R

COUNTY I
REMOVE

10R

COLD SPRING LN

SHEET 3 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 51	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023103_PS

PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

14R STOP REMOVE
BLINKING SIGN* REMOVE
13R 33 REMOVE
*TURN OVER TO SIGN SHOP (CONTACT TOM HEYDEL, SE REGION TRAFFIC OPS)
15R REMOVE
16R STOP REMOVE
BLINKING SIGN*
*TURN OVER TO SIGN SHOP (CONTACT TOM HEYDEL, SE REGION TRAFFIC OPS)
12R STOP REMOVE
17R COUNTY REMOVE
NO PASSING ZONE REMOVE
18R
RIGHT LANE MUST TURN RIGHT REMOVE
CTH I
GUY
T
OH

577 578 579 580 581 STH 33 582

STH 33

FO
BORE
19R STOP REMOVE
BLINKING SIGN*
*TURN OVER TO SIGN SHOP (CONTACT TOM HEYDEL, SE REGION TRAFFIC OPS)
I55-56 MOVE
SEE PERMANENT SIGNING PLAN
ADOPT A HIGHWAY
24R EAST 33 REMOVE
25R SPEED LIMIT 55 REMOVE
20R REMOVE
21R STOP REMOVE
22R 33 REMOVE
23R STOP REMOVE
BLINKING SIGN*
*TURN OVER TO SIGN SHOP (CONTACT TOM HEYDEL, SE REGION TRAFFIC OPS)
CTH I

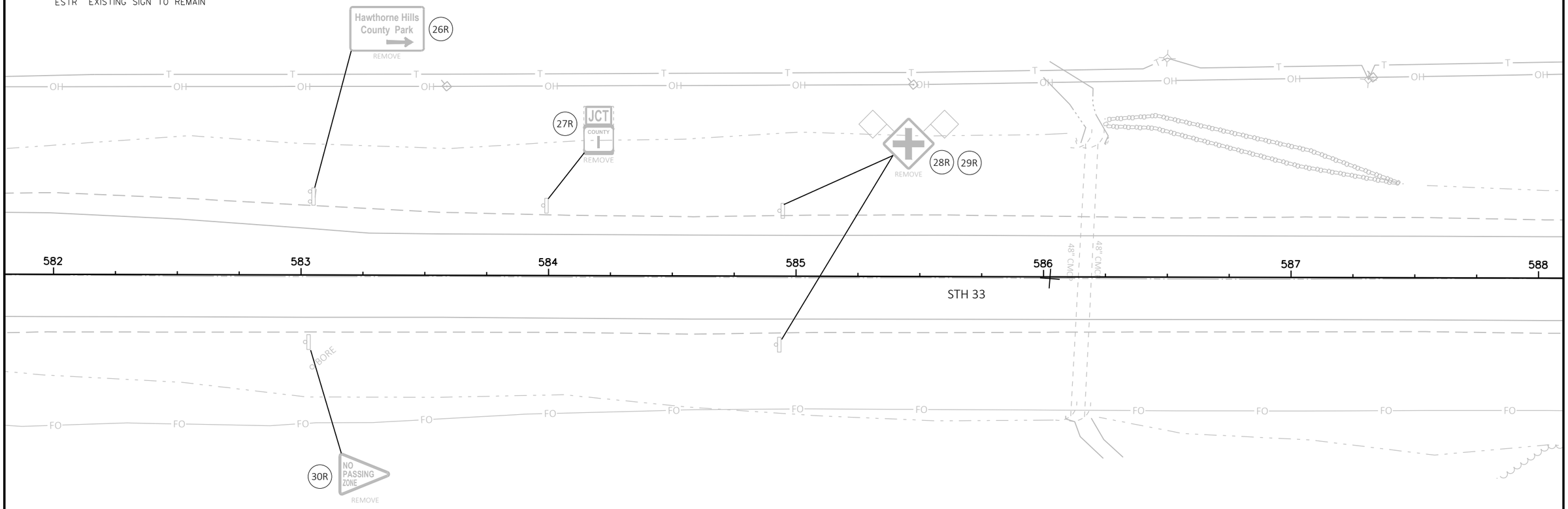
SHEET 4 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 52	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023104_PS
PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 5 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 53	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023105_PS

PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

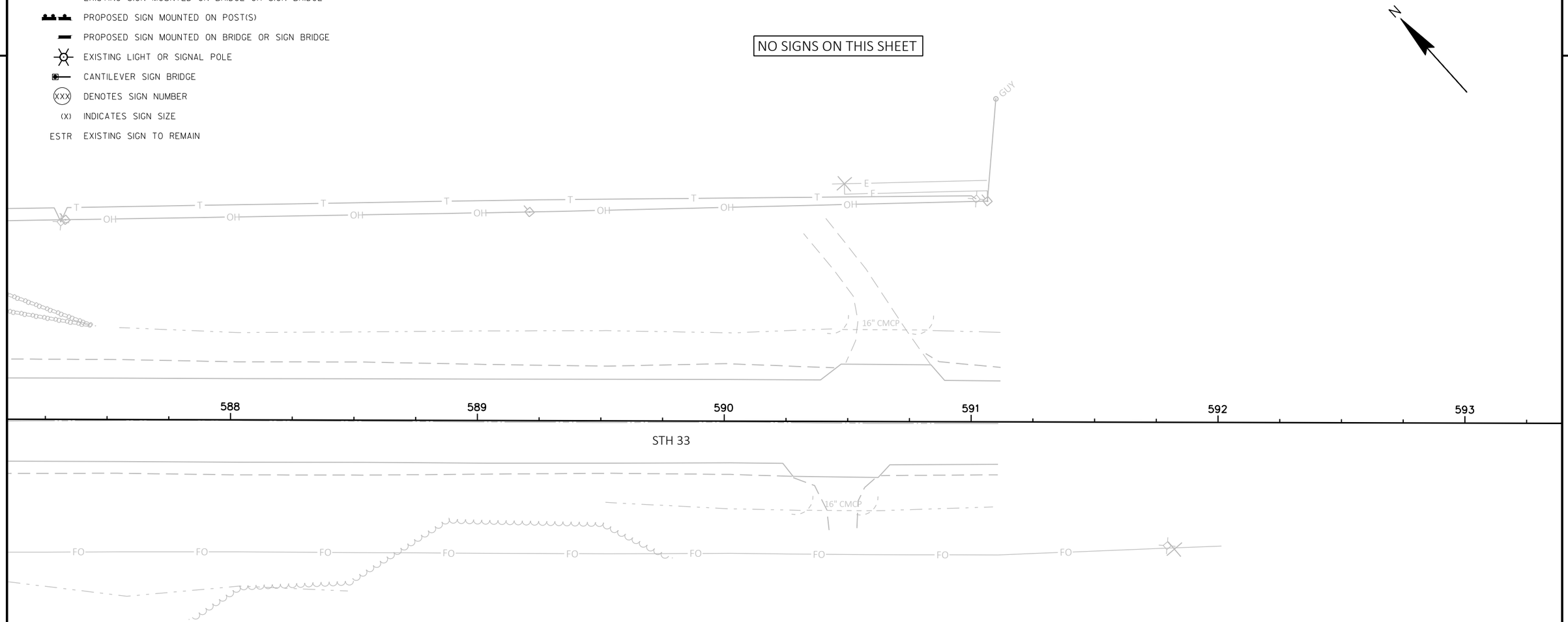
CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET



2

SHEET 6 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 54	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023106_PS

PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

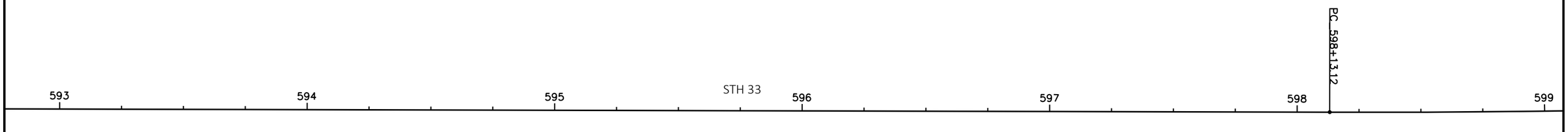
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET

N



2

SHEET 7 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 55	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023107_PS

PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

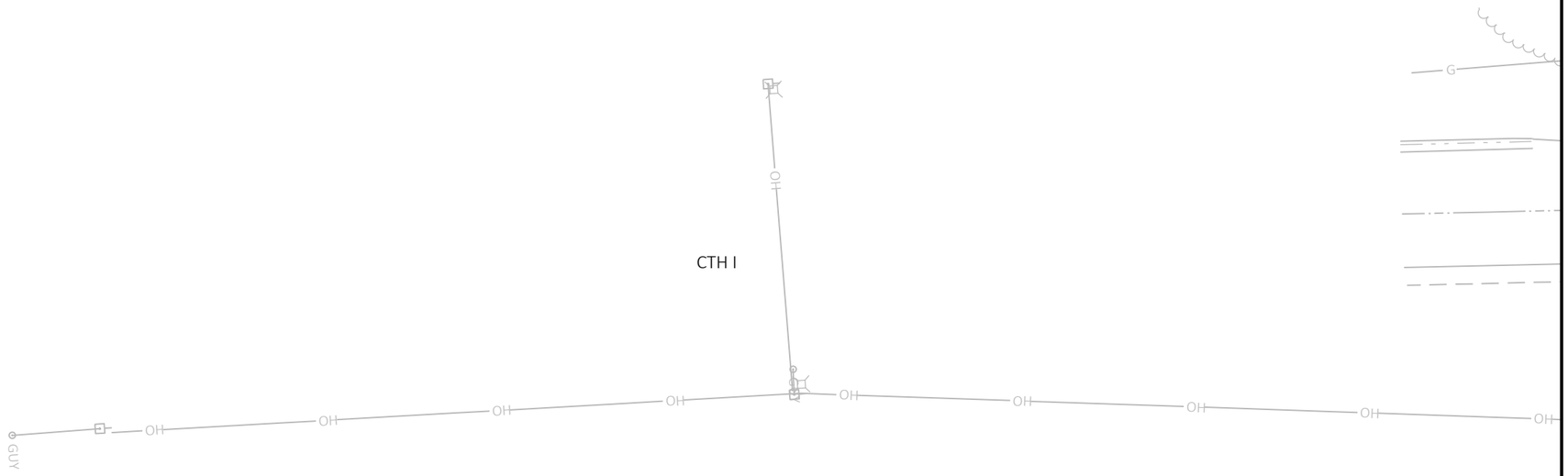
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

N

NO SIGNS ON THIS SHEET



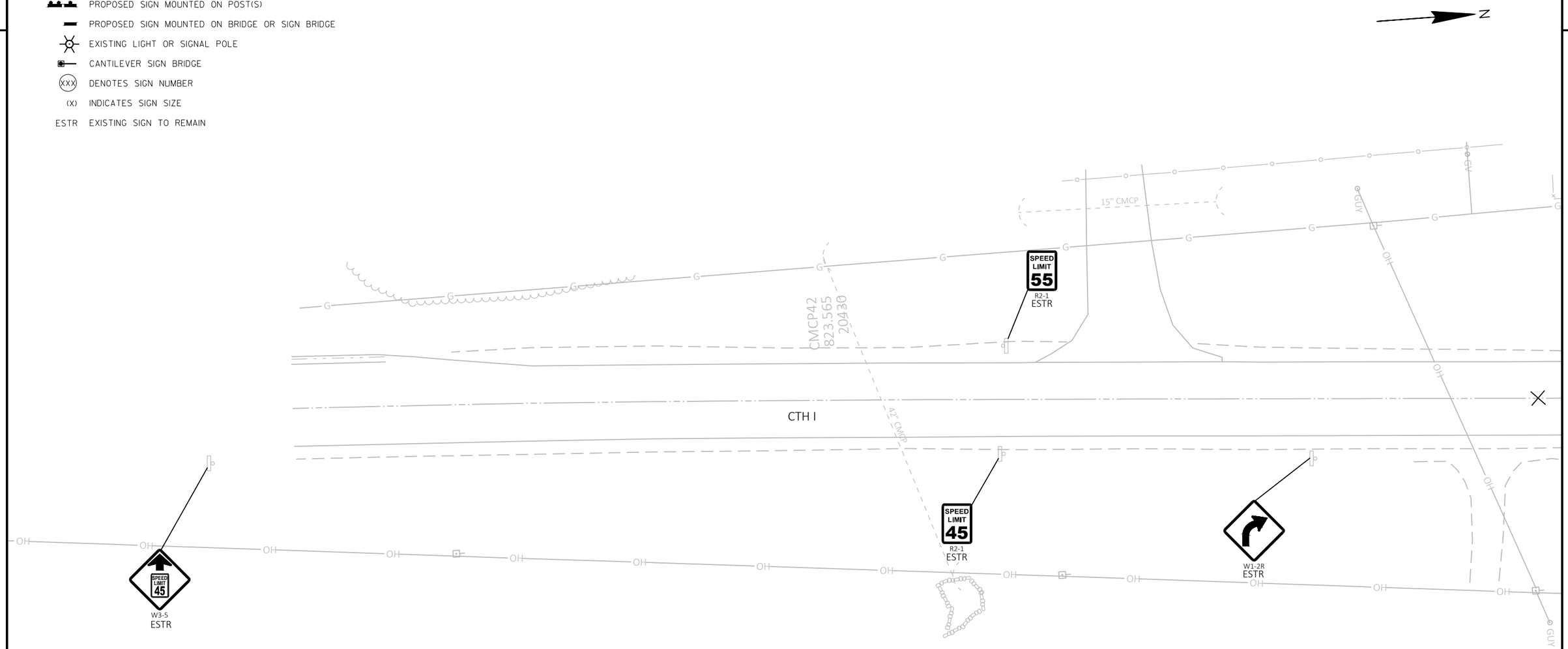
SHEET 8 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 56	E

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 9 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 57	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023109_PS

PLOT DATE : 8/10/2021 11:08 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

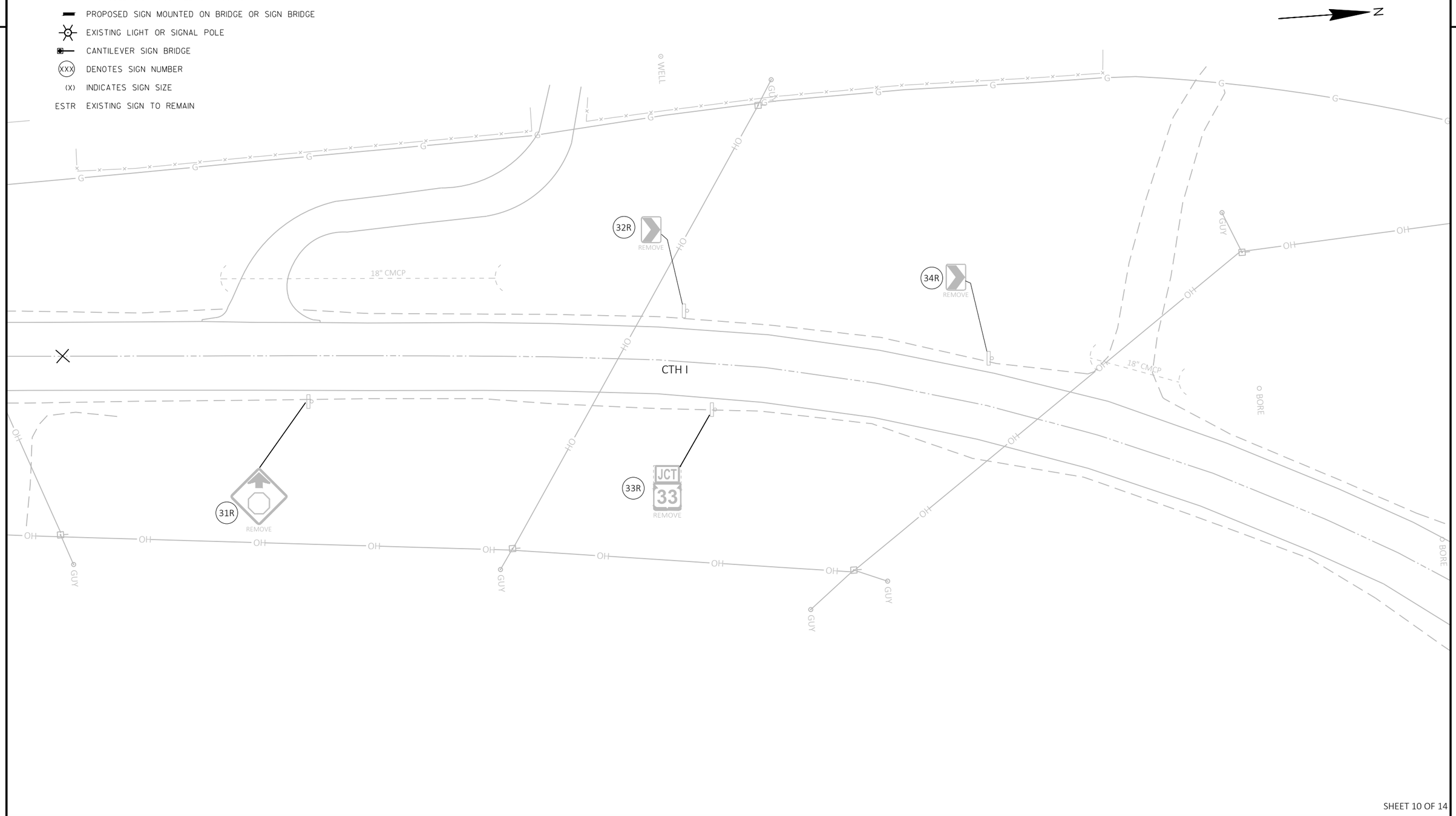
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 10 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 58	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023110_PS

PLOT DATE : 8/10/2021 11:09 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

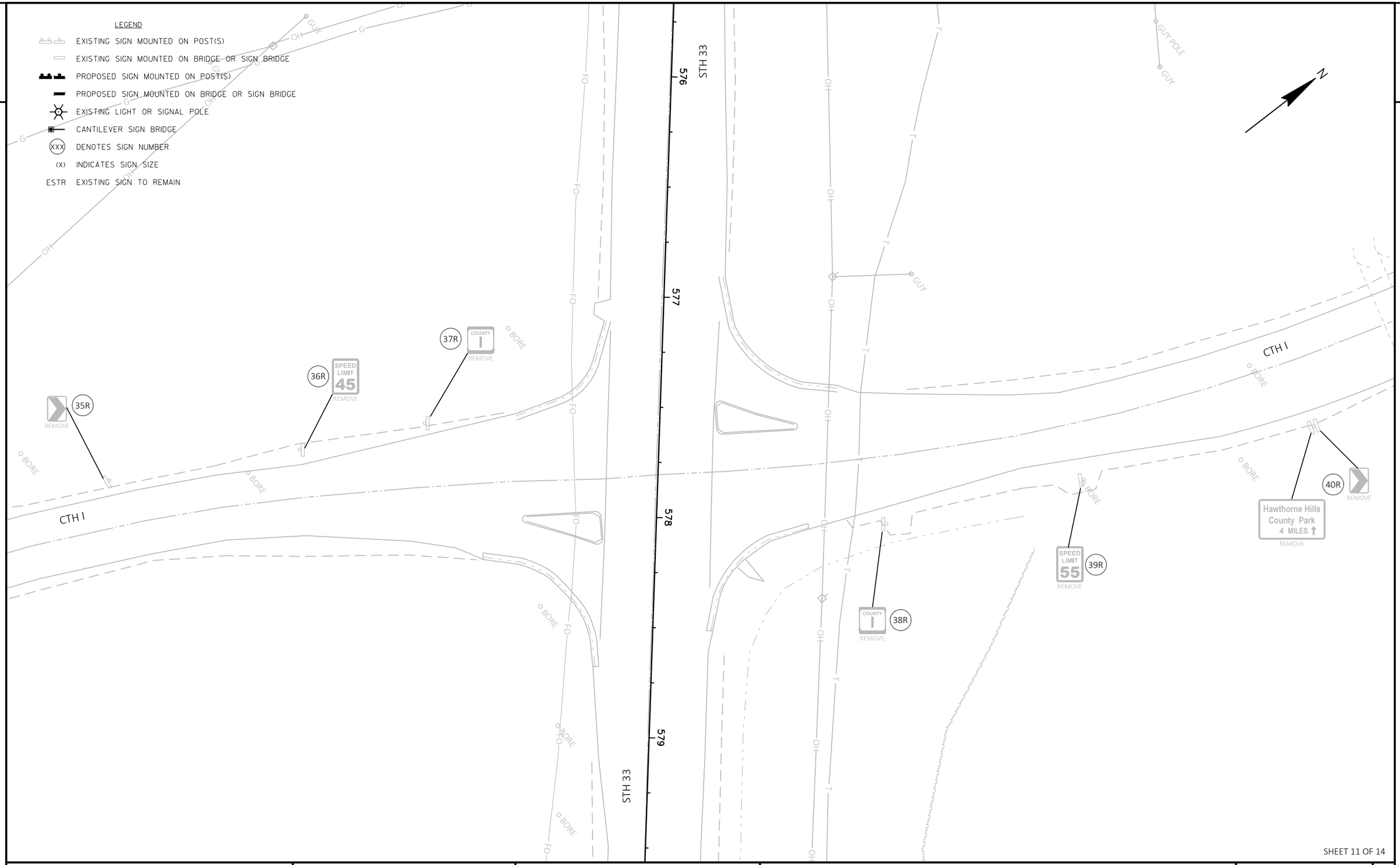
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 11 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 59	E

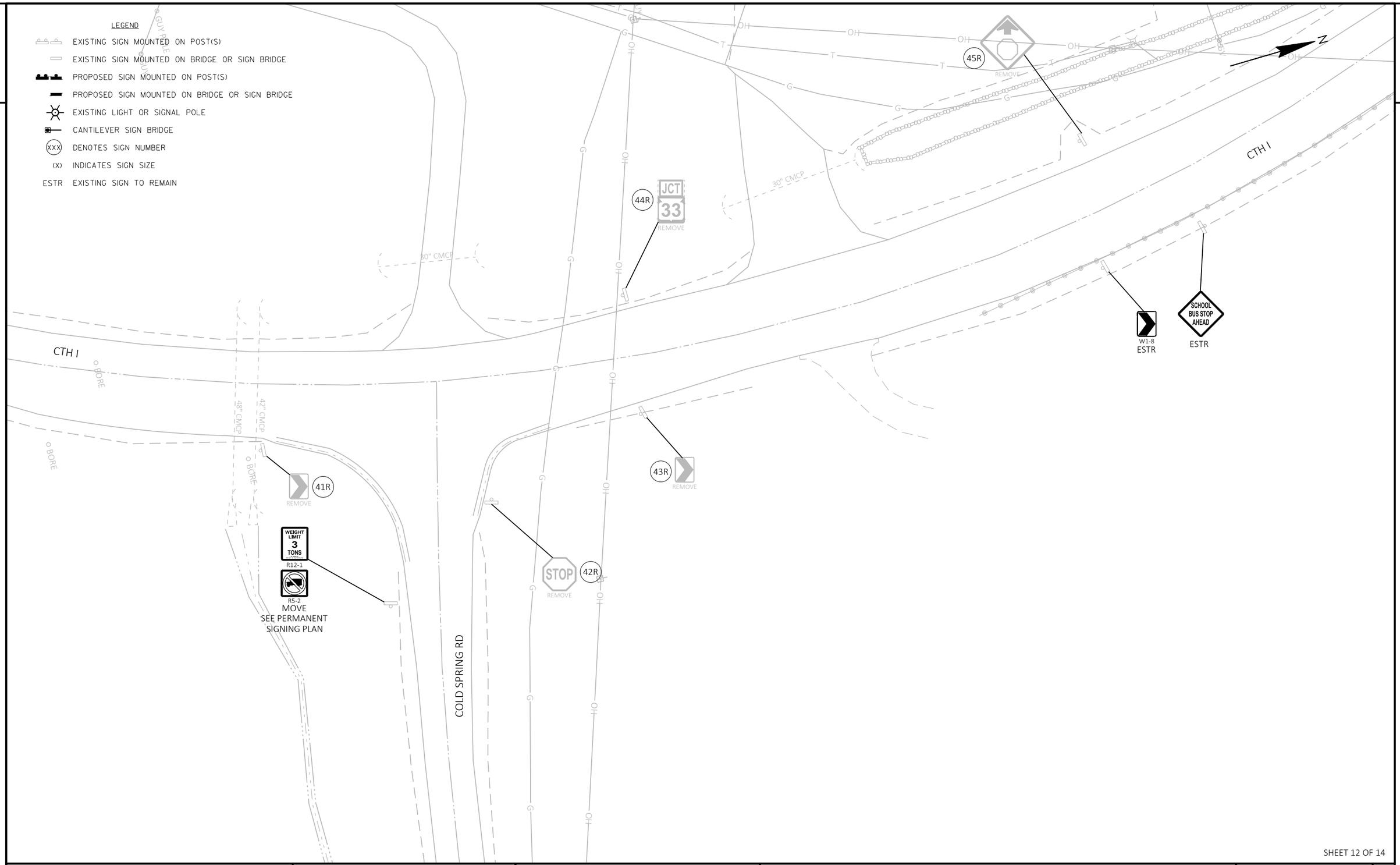
FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023111_PS

PLOT DATE : 8/10/2021 11:09 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 60	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023112_PS

PLOT DATE : 8/10/2021 11:09 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

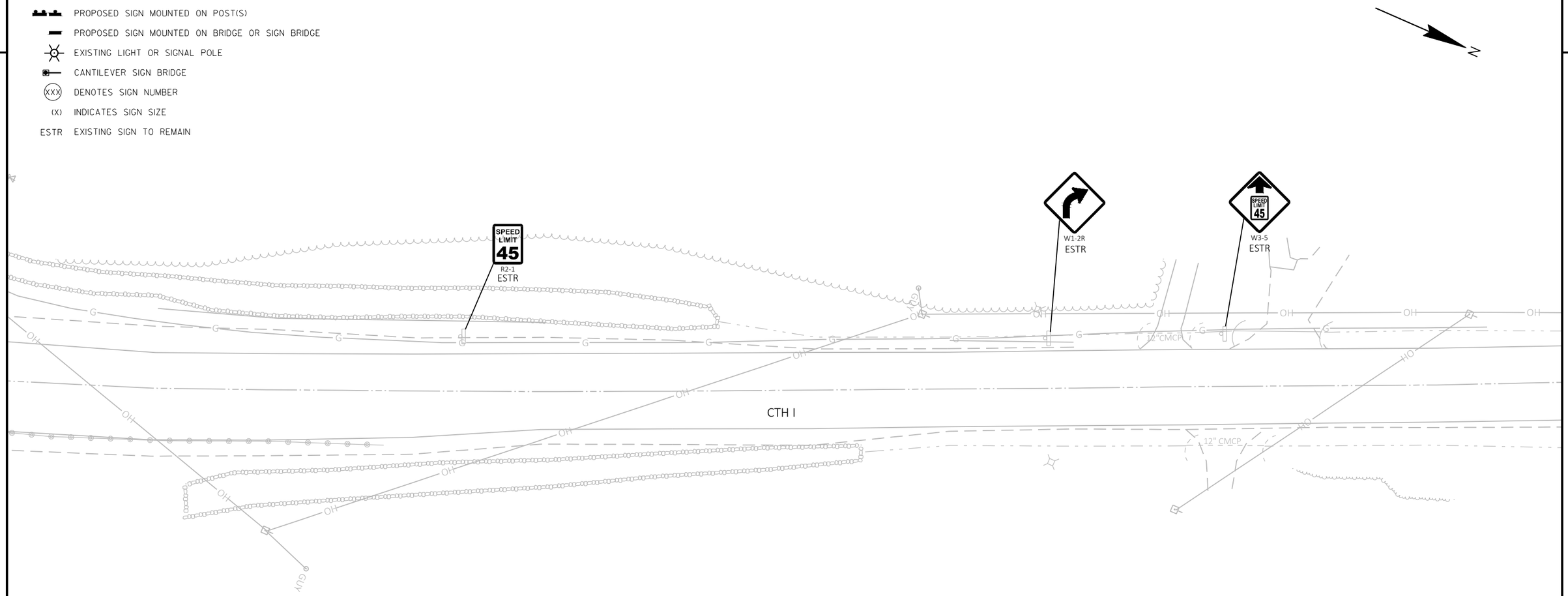
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN



SHEET 13 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 61	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023113_PS

PLOT DATE : 8/10/2021 11:09 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

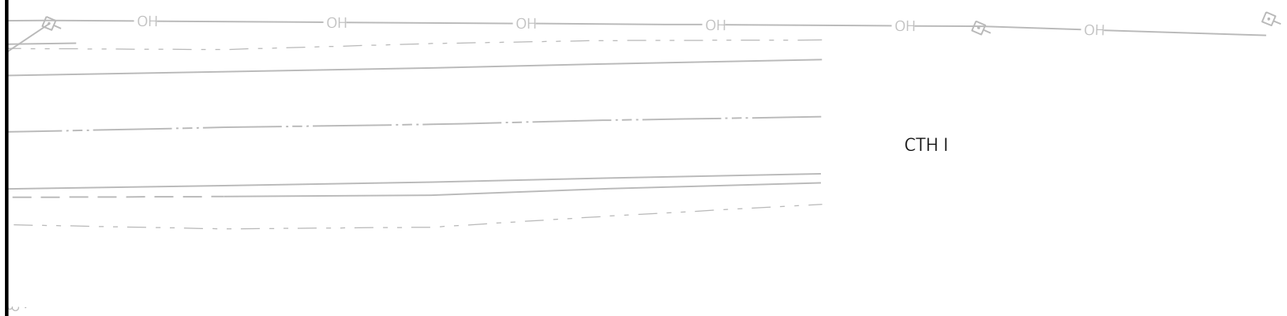
(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET

N



2

SHEET 14 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	SIGNING REMOVAL PLAN	SHEET 62	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023101_PS_20.DWG
LAYOUT NAME - 023114_PS

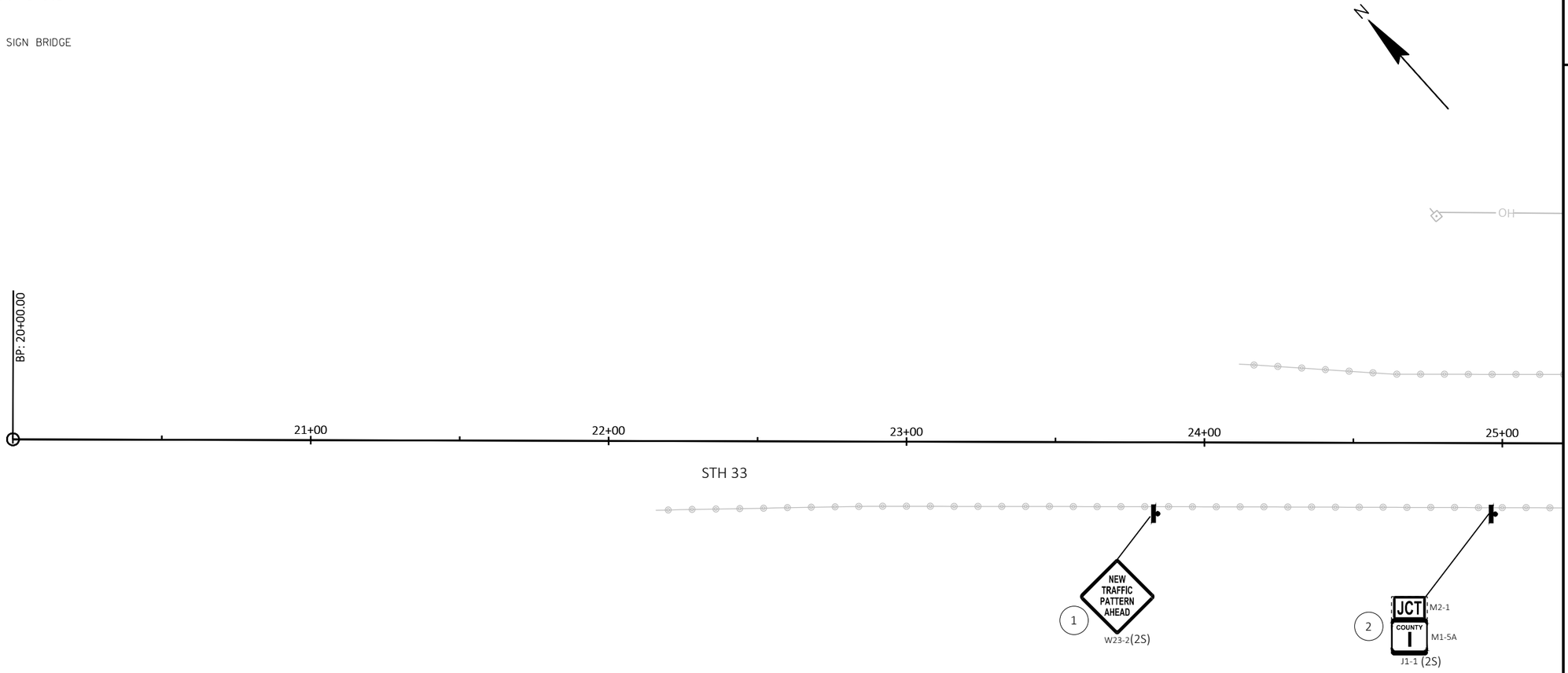
PLOT DATE : 8/10/2021 11:09 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN



TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTY(S) PHONE#

- JENNY BUCKETT MILWAUKEE, KENOSHA, WASHINGTON, OZAUKEE 414-750-2427
- CHUCK SALDIVAR RACINE, WALWORTH, WAUKESHA 414-750-1682

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

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

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

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

BOX OUT OR CORING OF CONCRETE FOR SIGN POSTS IS INCIDENTAL TO THE POST.

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 63	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023201_PS
PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

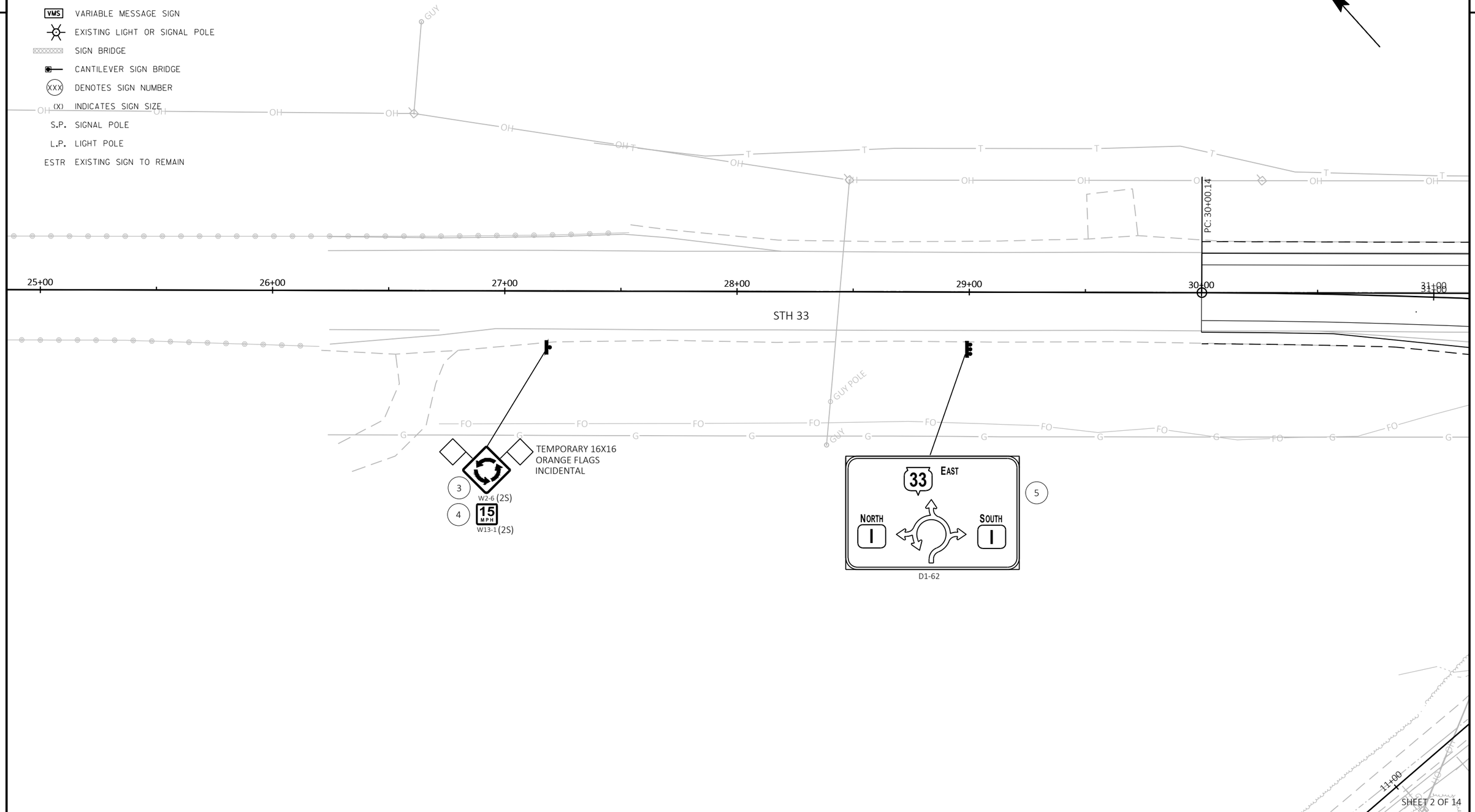
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN

NOTE:
LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM.
PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

N



SHEET 2 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 64	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023202_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN

7 W6-3(2S)

8 R4-7(3)

9 W5-54(2S)

10 DO NOT ENTER R5-1(3)

12 NO PASSING ZONE W14-3(2S)

13 SPEED LIMIT 55 R2-1(2S)

14 WEST M3-4 33 M1-6 J4-1(2S)

15 DEAD END W14-1(2S)

16 STOP R1-1(2S)

17 Hawthorne Hills County Park D7-68L

PT: 31+95.97

PC: 33+30.17

PC: 34+67.89

PT: 35+73.54

PT: 36+61.83

PC: 36+69.86

EP: 13+56.36

PT: 13+04.60

PC: 12+11.51

COLD SPRING LN

STH 33

SHEET 3 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 65	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023203_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN

N

21 YIELD R1-2 (2S)
22 TO TRAFFIC FROM LEFT R1-54 (2S)
23 YIELD R1-2 (2S)
24 25 W11-2 (2S) W16-7L (2S)
28 29 STATE LAW STOP HERE ON RED R1-6 (2S) 2' MOUNT HEIGHT
30 31 W11-2 (2S) W16-7L (2S)
32 NORTH I D1-1
20 WEST 33 D1-1
18 19 STATE LAW STOP HERE ON RED R1-6 (2S) 2' MOUNT HEIGHT
26 27 W11-2 (2S) W16-7L (2S)
33 35 ONE WAY R6-1R (2S)
34 36 R6-4B (2S)
37 YIELD R1-2 (2S)
38 TO TRAFFIC FROM LEFT R1-54 (2S)
39 YIELD R1-2 (2S)
40 41 W11-2 (2S) W16-7L (2S)
42 43 STATE LAW STOP HERE ON RED R1-6 (2S) 2' MOUNT HEIGHT
44 ADOPT A HIGHWAY I55-56 MOVE
67 W11-2 (2S)
68 W16-7L (2S)
64 YIELD R1-2 (2S)
65 TO TRAFFIC FROM LEFT R1-54 (2S)
66 YIELD R1-2 (2S)
62 W11-2 (2S)
63 W16-7L (2S)
61 SOUTH I D1-1
59 60 STATE LAW STOP HERE ON RED R1-6 (2S) 2' MOUNT HEIGHT
50 52 ONE WAY R6-1R (2S)
51 53 R6-4B (2S)
48 W11-2 (2S)
49 W16-7L (2S)
47 EAST 33 D1-1
54 YIELD R1-2 (2S)
55 TO TRAFFIC FROM LEFT R1-54 (2S)
56 YIELD R1-2 (2S)
57 W11-2 (2S)
58 W16-7L (2S)
46 EAST 33 M3-2 M1-6 J4-1 (2S)
45 SPEED LIMIT 55 R2-1 (2S)

PT: 36+61.83
PC: 36+69.86
37+00
STH 33
PT: 71+16.77
71+00
CTH I
BP: 70+10.00
EP: 71+76.22
BP: 70+03.88
68+00
BP: 98+00.00
EP: 37+87.99
EP: 69+60.52
BP: 40+00.00
40+00
BP: 89+87.21
PT: 41+06.25
41+00
42+00
PC: 42+17.52
43+00
44+00
EP: 63+75.84
91+00
69+00
PT: 68+54.05
PC: 68+50.01
CTH I
BP: 68+00.00

SHEET 4 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 66	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023204_PS
PLOT DATE : 9/14/2021 1:22 PM
PLOT BY : MARTENS, KAREN L
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

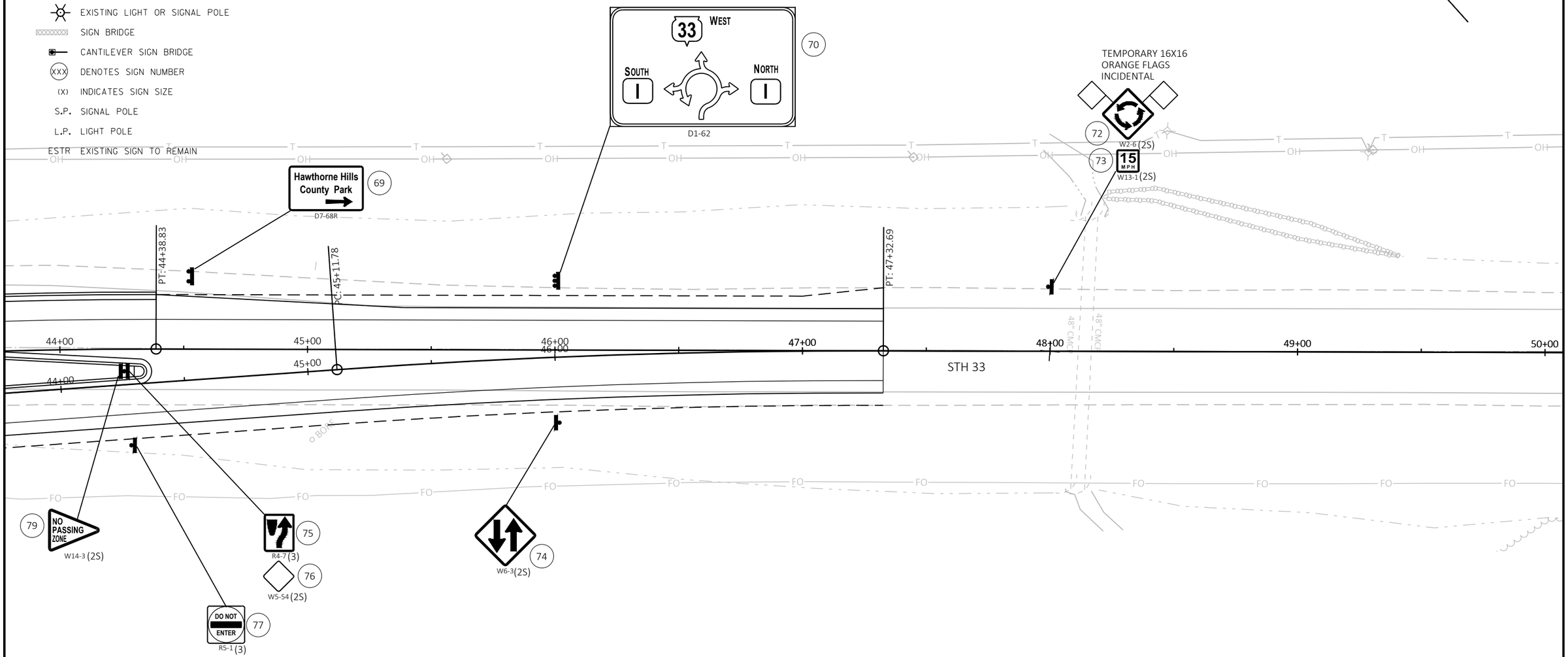
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE
- ESTR EXISTING SIGN TO REMAIN

NOTE:
LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM.
PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

N



SHEET 5 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 67	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023205_PS
PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

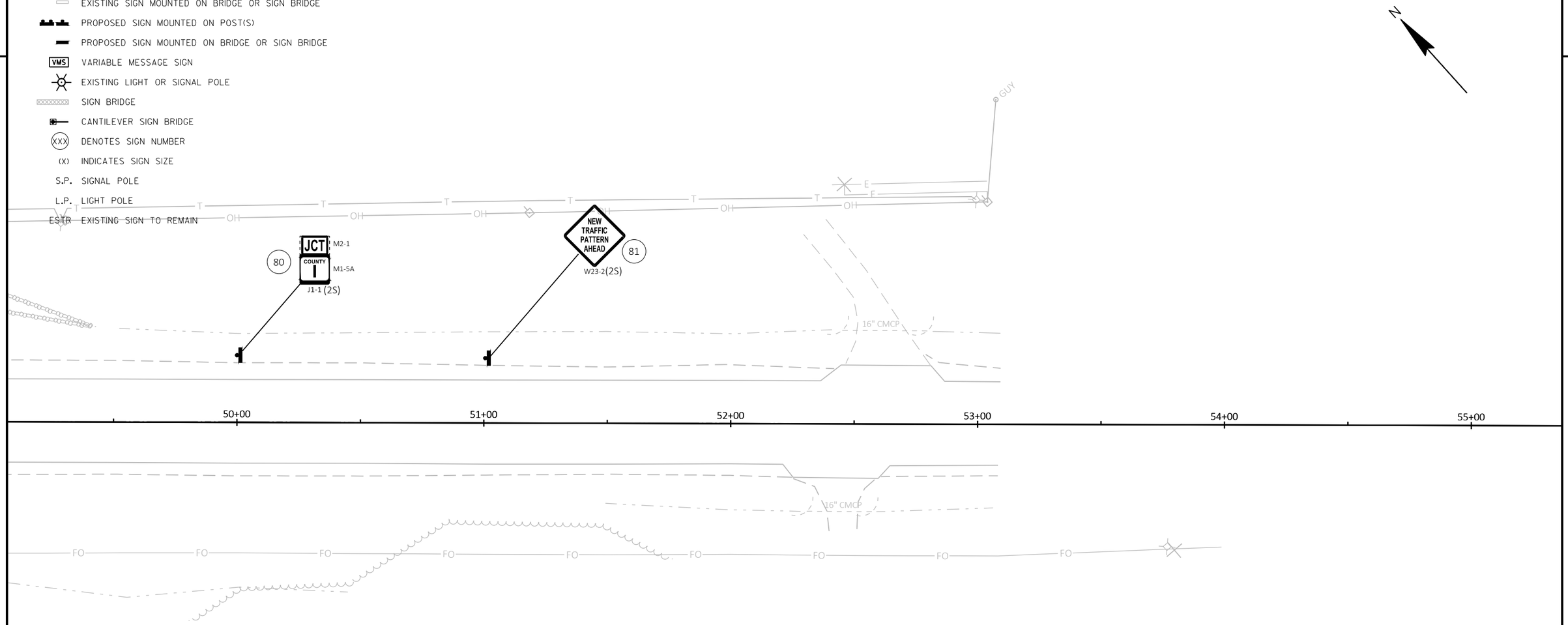
XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

S.P. SIGNAL POLE

L.P. LIGHT POLE

ESTR EXISTING SIGN TO REMAIN



SHEET 6 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 68	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023206_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

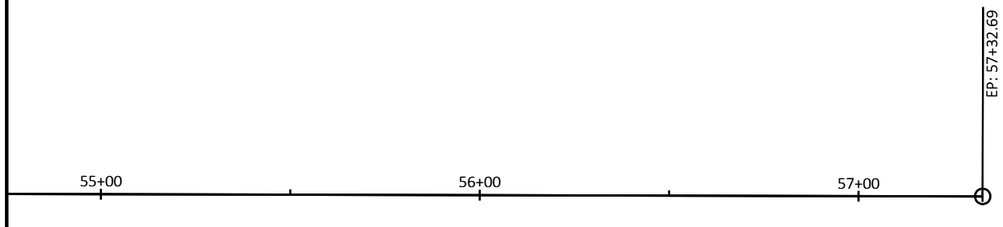
S.P. SIGNAL POLE

L.P. LIGHT POLE

ESTR EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET

N



STH 33

2

SHEET 7 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 69	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023207_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

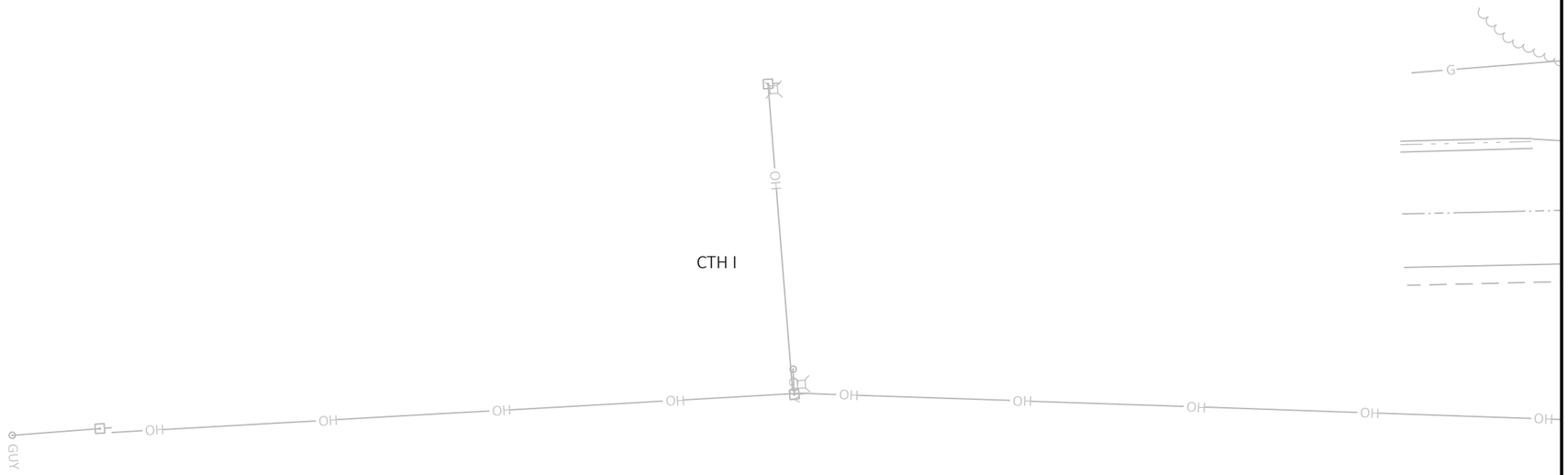
2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET

N



2

SHEET 8 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 70	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023208_PS

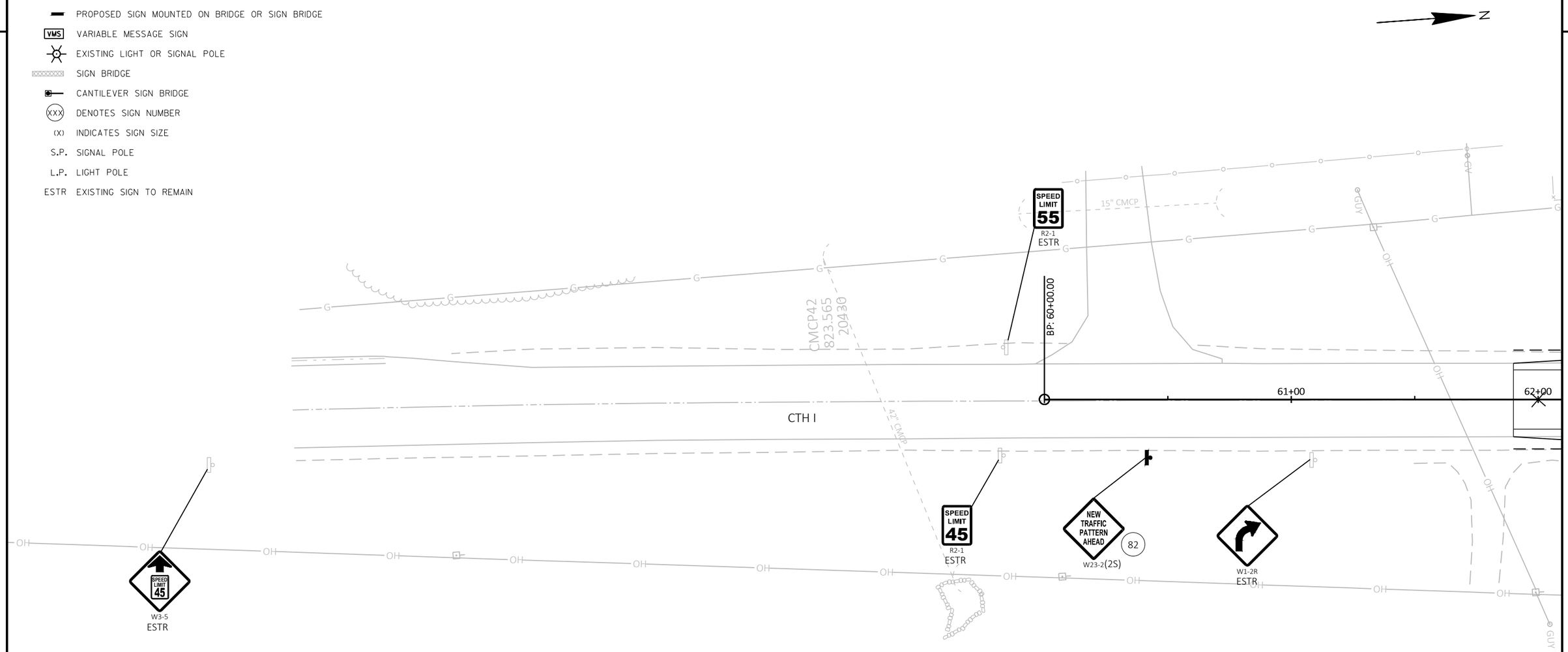
PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 9 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 71	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023209_PS

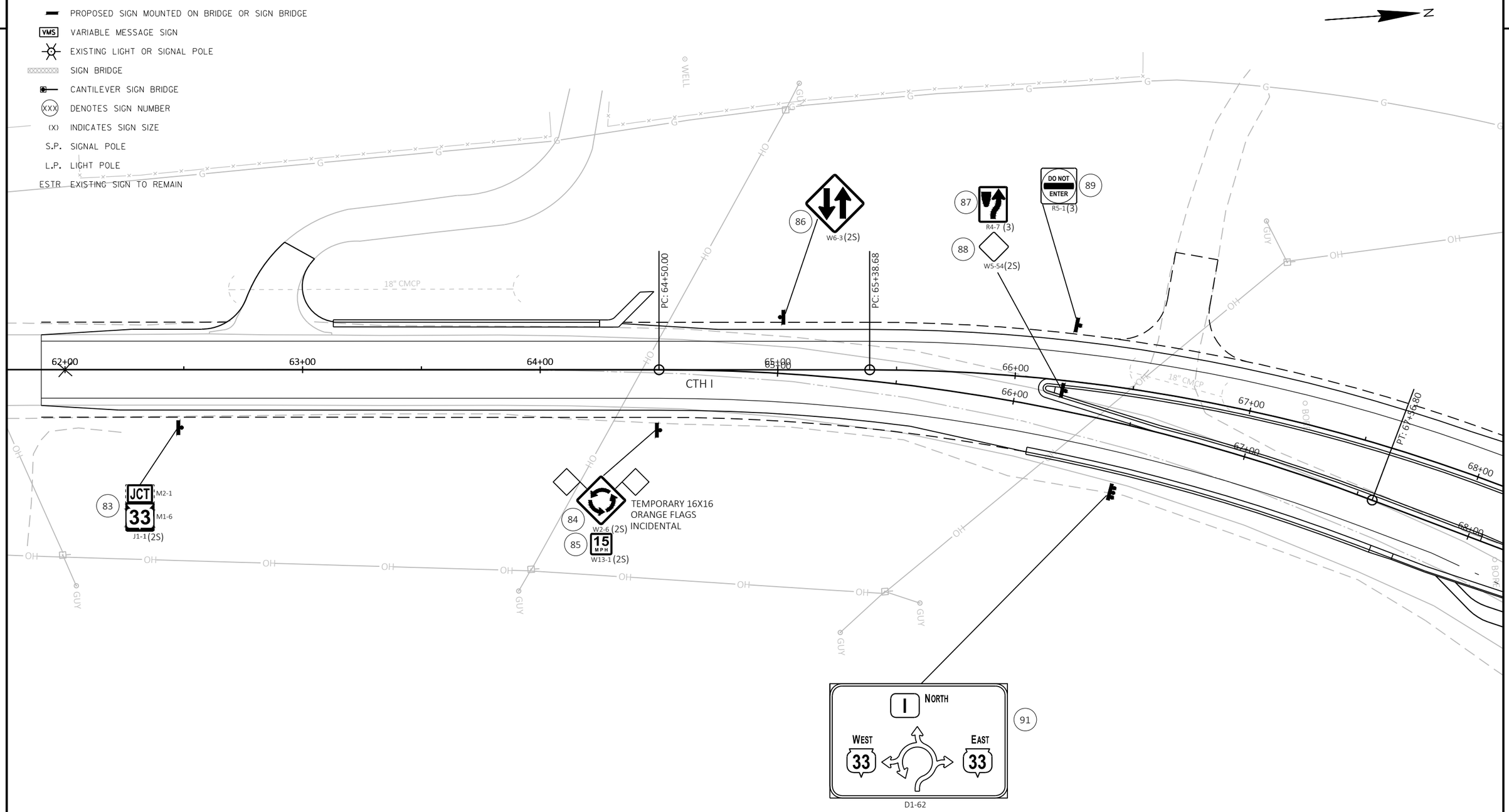
PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 10 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 72	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023210_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN

STH 33

PT: 36+61.83
PC: 36+69.86

37+00

92+00

EP: 37+69.80

BP: 70+00.00

EP: 37+76.22

BP: 70+03.88

PC: 71+98.15

PT: 71+16.77

CTH I

73+00

72+00

71+00

69+00

68+00

PT: 67+76.80

PC: 68+54.01

PT: 68+54.05

EP: 69+60.80

BP: 40+00.00

40+00

91+00

EP: 39+87.21

PT: 41+06.25

41+00

SEE SHEET 4 OF 14 FOR ADDITIONAL SIGNING

92 — SPEED LIMIT 45 — R2-1(2S)

93 — COUNTY I — M1-5A(2S)

94 — I SOUTH — EAST 33 — WEST 33 — D1-62

95 — Hawthorne Hills County Park 4 MILES — D7-67

96 — SPEED LIMIT 45 — R2-1(2S)

97 — COUNTY I — M1-5A(2S)

N

SHEET 11 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 73	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023211_PS

PLOT DATE : 3/1/2022 7:32 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN

N

CTH I

73+00

74+00

75+00

76+00

77+00

78+00

BP: 15+00.00

PC: 15+75.38

PT: 75+06.53

PC: 75+71.17

30" CMCP

99 — R4-7(3)

100 — W5-54 (2S)

TEMPORARY 16X16 ORANGE FLAGS INCIDENTAL

106 — W2-6 (2S)

107 — 15 MPH — W13-1(2S)

108 — JCT / 33 — M2-1 / M1-6 / J1-1 (2S)

110 — NEW TRAFFIC PATTERN AHEAD — W23-2(2S)

SCHOOL BUS STOP AHEAD — ESTR

W1-8 ESTR 4' MOUNT HEIGHT

109 — W6-3 (2S)

105 — W1-8(3) 4' MOUNT HEIGHT

102 — WEIGHT LIMIT 3 TONS — R12-1 MOVE

101 — DO NOT ENTER — R5-1(3)

103 — R5-2 MOVE

104 — STOP — R1-1(2S)

COLD SPRING RD

16+00

17+00

SHEET 12 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 74	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023212_PS

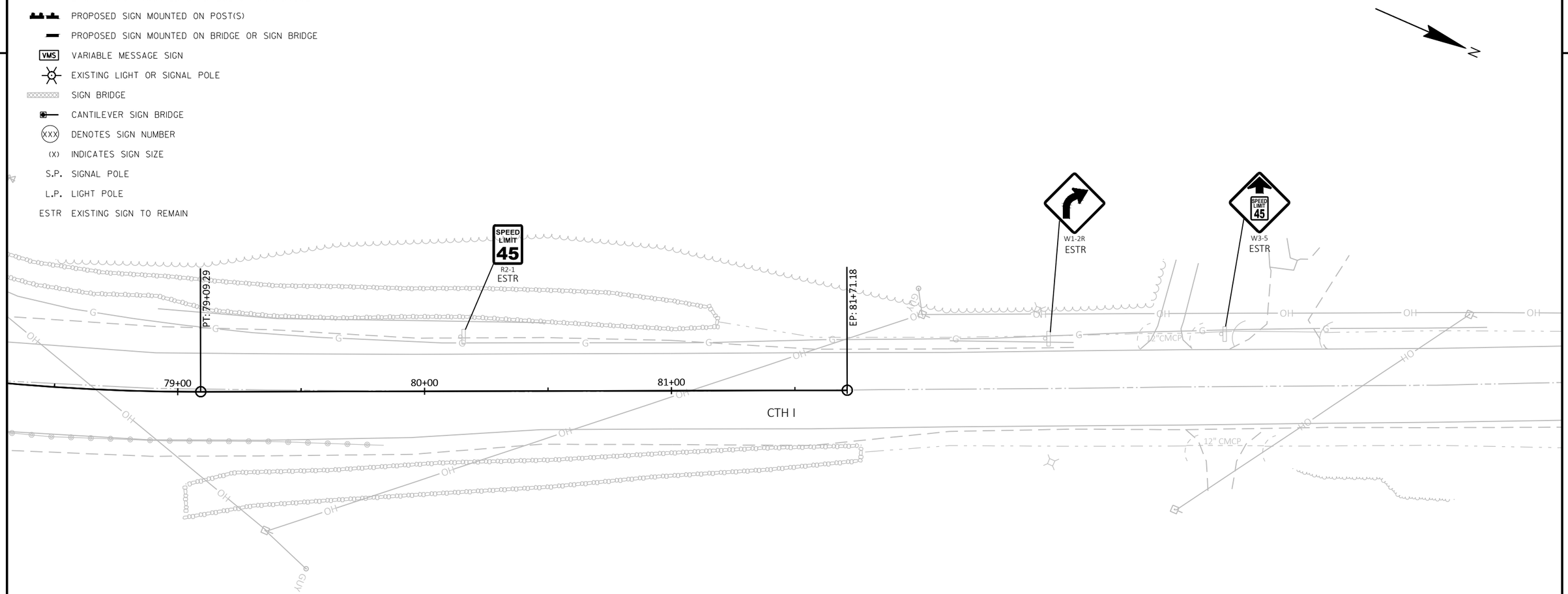
PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- ESTR — EXISTING SIGN TO REMAIN



SHEET 13 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 75	E

FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023213_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

VMS VARIABLE MESSAGE SIGN

EXISTING LIGHT OR SIGNAL POLE

SIGN BRIDGE

CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

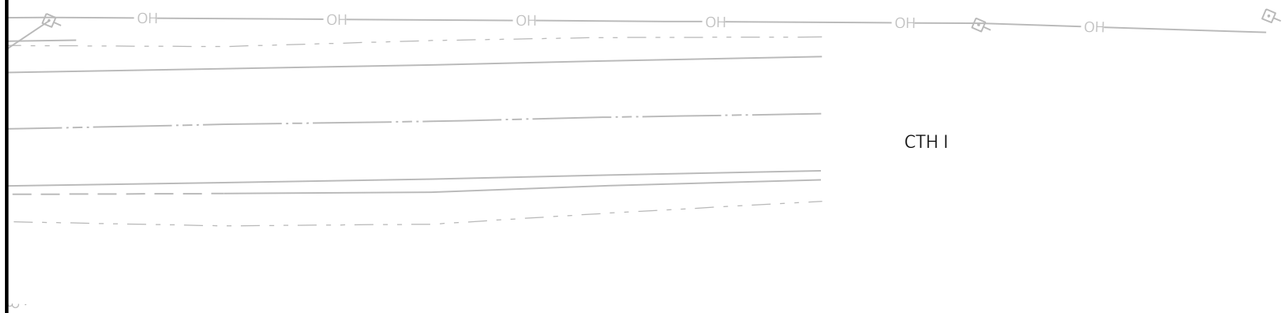
S.P. SIGNAL POLE

L.P. LIGHT POLE

ESTR EXISTING SIGN TO REMAIN

NO SIGNS ON THIS SHEET

N



CTH I

2

SHEET 14 OF 14

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PERMANENT SIGNING PLAN	SHEET 76	E

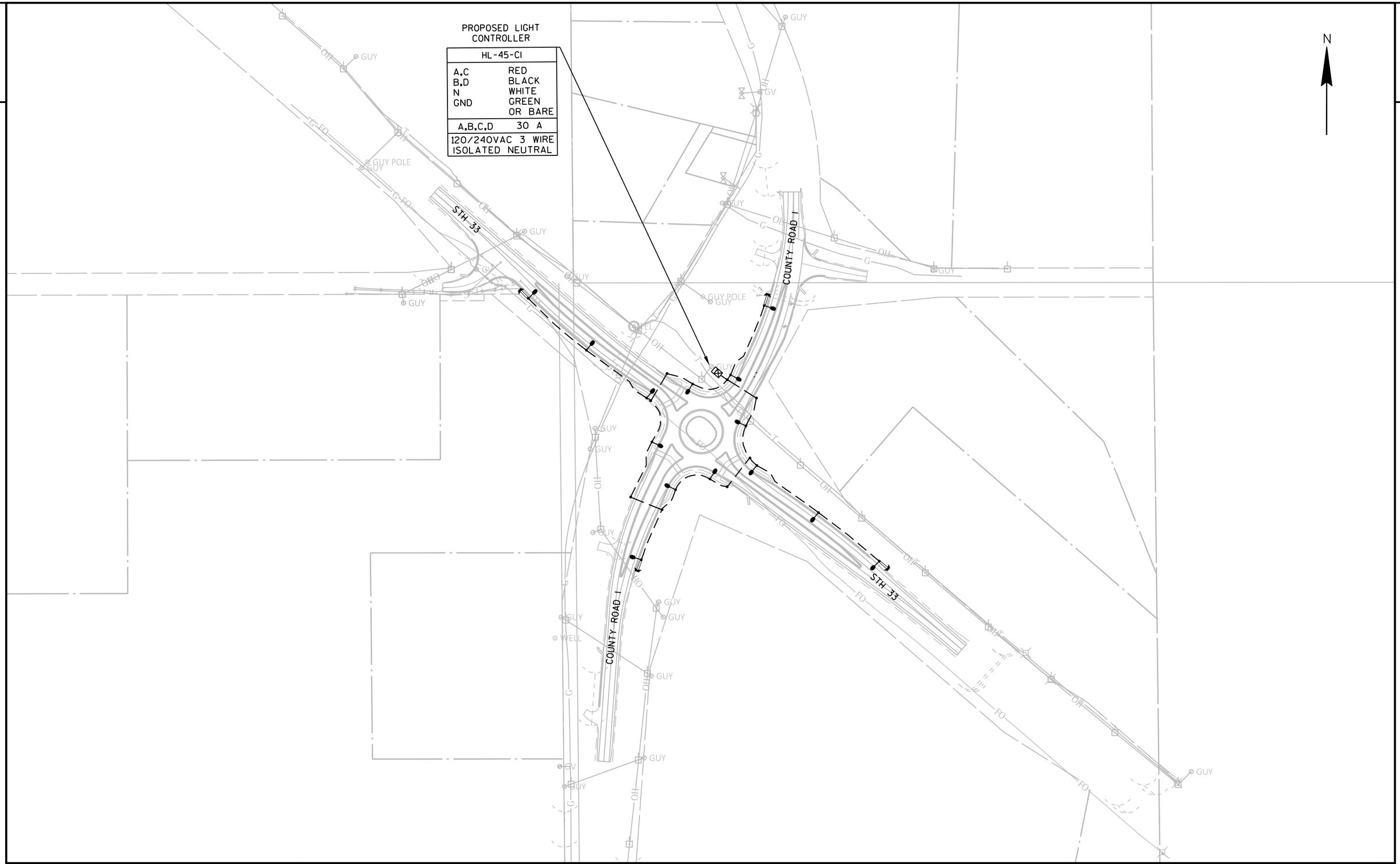
FILE NAME : N:\PDS\C3D\CAD\14100101\SIGN\023201_PS_20.DWG
LAYOUT NAME - 023214_PS

PLOT DATE : 9/14/2021 1:22 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

PROPOSED LIGHT CONTROLLER

HL-45-CI	
A,C	RED
B,D	BLACK
N	WHITE
GND	GREEN OR BARE
A,B,C,D	30 A
120/240VAC 3 WIRE ISOLATED NEUTRAL	



2

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - OVERVIEW	SHEET 77	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\020201_PO.DWG
LAYOUT NAME - 020201_po

PLOT DATE : 5/18/2021 6:20 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

GENERAL NOTES

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

LOCATIONS OF THE PVC CONDUITS ARE IDENTIFIED IN THE PLANS WHERE THEY ARE REQUIRED. APPROPRIATE ADJUSTMENT ON CONDUIT LOCATIONS MAY BE MADE IF THE FIELD CONDITIONS ARE SUCH THAT THE CONDUIT CANNOT BE INSTALLED AT THE SPECIFIED LOCATIONS. FIELD MARK EACH CONDUIT LOCATION IN RED.

ALL CONDUITS SHALL BE CAPPED OR PLUGGED WITH ENGINEER APPROVED FITTINGS IMMEDIATELY AFTER INSTALLATION. THE TRENCH SHALL NOT BE BACK FILLED PRIOR TO INSPECTION OF THE CONDUIT.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR IMMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT. ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON ALL CONDUITS.

PRIOR TO CONDUIT ACCEPTANCE, ALL CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND BE CAPPED WITH THE APPROPRIATE CAST PLASTIC CAP WHICH FITS SNUGGLY ON THE CONDUIT, BUT EASILY REMOVED IN THE FUTURE. DUCT TAPE OR ANY OTHER CAPPING METHOD IS NOT ACCEPTABLE.

CONDUIT RUNS SHALL BE THE SAME SIZE PIPE FROM ONE END TO THE OTHER (FROM PULL BOX–TO–PULL BOX OR JUNCTION BOX OR BASE–TO–BASE, ETC.) UNLESS OTHERWISE NOTED ON PLANS.

PULL ROPE (3/8–INCH NYLON) SHALL BE INSTALLED IN ALL NEW CONDUITS.

CONTRACTOR SHALL SUPPLY AS–BUILT DRAWING FOR ALL THE WORK BEING DONE.

INSTALLATION OF LATERAL UNDERGROUND CONDUIT UNDER PAVEMENT SHALL BE INSTALLED MINIMUM 30 INCHES BELOW PROPOSED GRADE. CONDUIT LATERALS SHALL BE TRENCHED UNDER PAVEMENT BEFORE PAVEMENT CONSTRUCTION. CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH ROADWAY CONSTRUCTION FOR CONDUIT LATERALS INSTALLATION.

PITCH ALL CONDUITS TOWARD PULL BOXES. INSTALL A 2" DRAIN DUCT TO STORM SEWER OR DRAIN SUMP AS REQUIRED FOR DRAINAGE. THE 2" DRAIN DUCT OR SUMP IS INCIDENTAL TO THE PULL BOX BID ITEM AND IS NOT SHOWN.

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

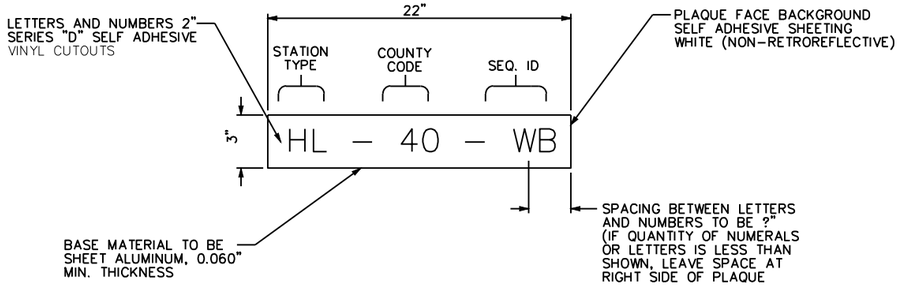
HAND DIGGING MAY BE REQUIRED FOR LOCATIONS ADJACENT TO EXISTING GAS AND POWER LINES. HAND EXCAVATION SHOULD BE ANTICIPATED & WILL BE CONSIDERED INCIDENTAL TO THE CONCRETE BASES BID ITEM. COORDINATE ALL WORK NEAR GAS LINE WITH WE ENERGIES.

PROVIDE MINIMUM CABLE SLACK AS NOTED BELOW:

PULL BOXES:	10–FT
POLES	5–FT IN AND 5–FT OUT
DISTRIBUTION CENTER/LOAD CENTER:	10–FT
CONDUCTOR COLORS:	120/240 VAC, 1 PHASE – RED/BLACK/WHITE (NEUTRAL)/GREEN OR BARE (GROUND)

2

2



DISTRIBUTION CENTER
IDENTIFICATION PLAQUE

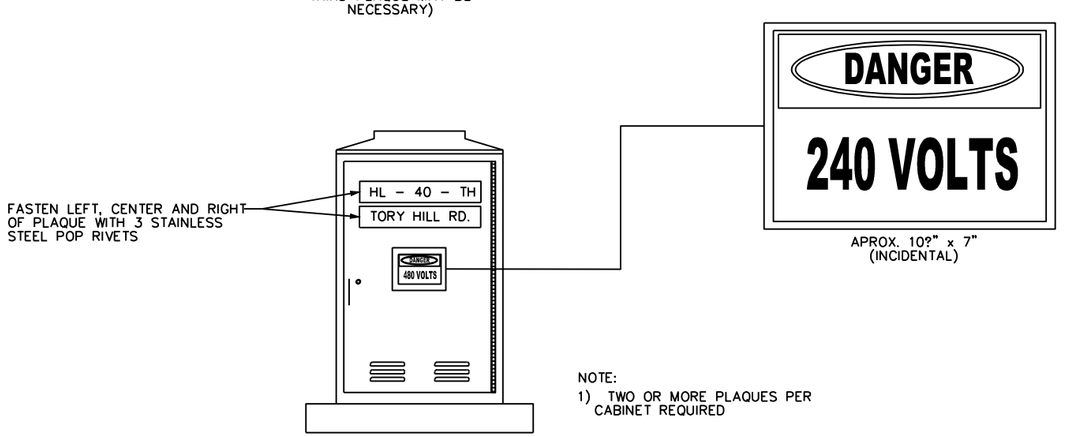
WISCONSIN AVE.

MNEMONIC

(SEE MISCELLANEOUS QUANTITIES)
(NUMBER OF CHARACTERS VARIES
THIRD PLAQUE MAY BE
NECESSARY)

GENERAL NOTE:

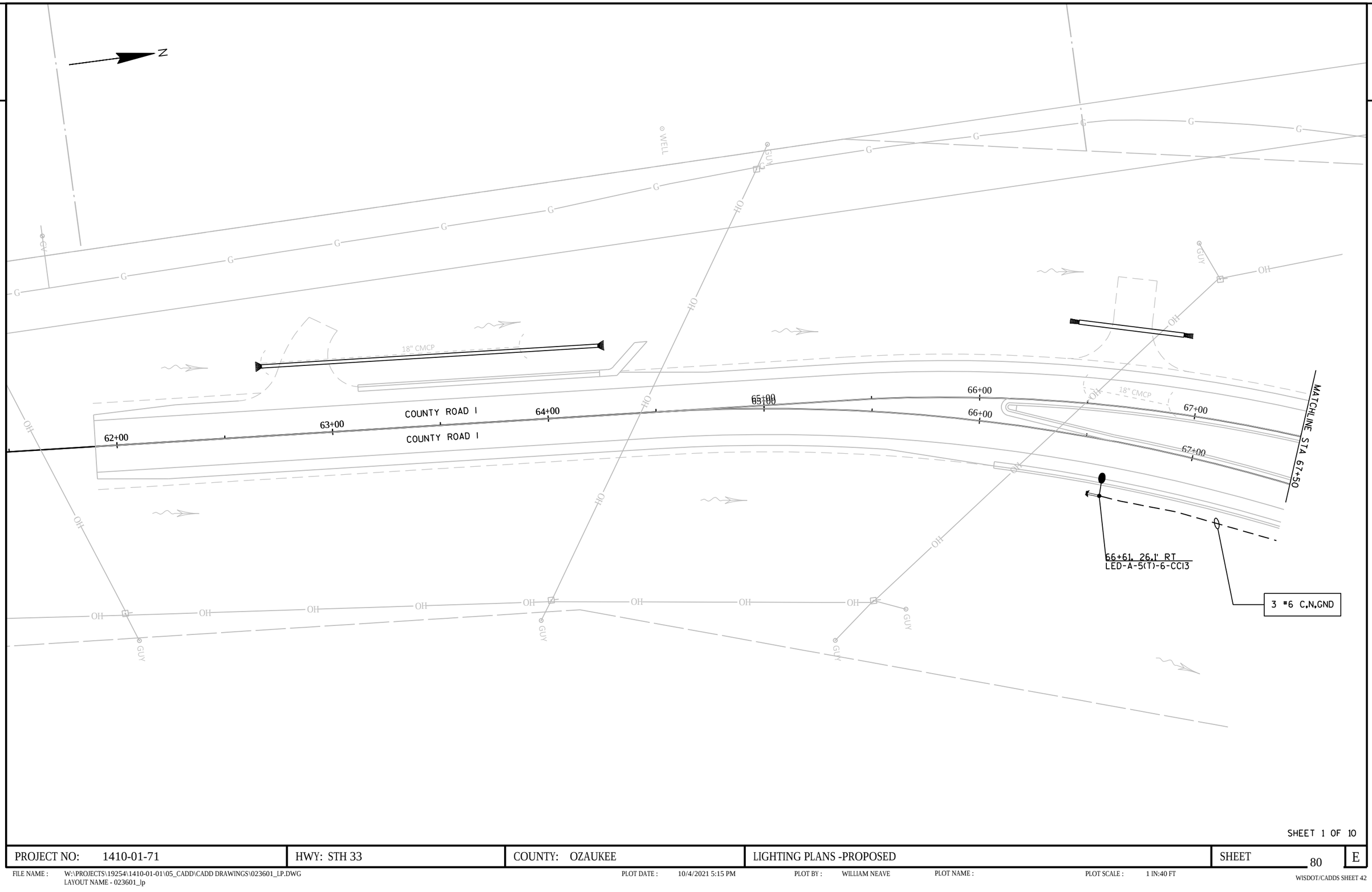
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS.



NOTE:
1) TWO OR MORE PLAQUES PER CABINET REQUIRED

DISTRIBUTION CENTER IDENTIFICATION PLAQUE
REQUIREMENTS AND PLACEMENTS
(TYPICAL ALL CONTROL CABINETS)

2



SHEET 1 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS -PROPOSED	SHEET 80	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023601_lp

PLOT DATE : 10/4/2021 5:15 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

62+00

63+00

COUNTY ROAD I

64+00

65+00

COUNTY ROAD I

66+00

66+00

67+00

67+00

MATCHLINE STA 67+50

66+61, 26.1' RT
LED-A-5(T)-6-CCI3

3 #6 C,N,GND

SHEET 2 OF 10

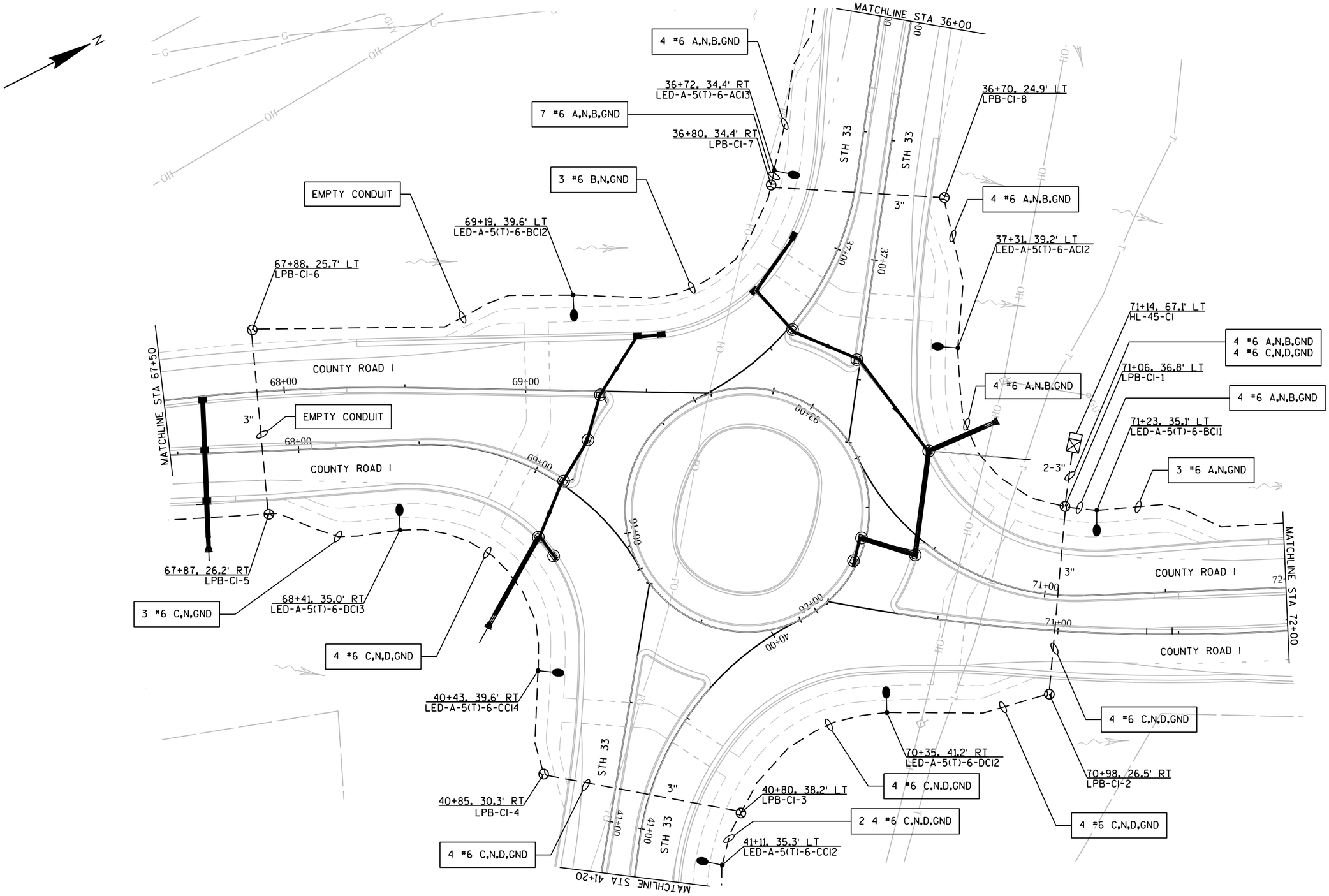
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - SCHEMATIC	SHEET 81	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023601_lp SCHEMATIC

PLOT DATE : 10/4/2021 5:16 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



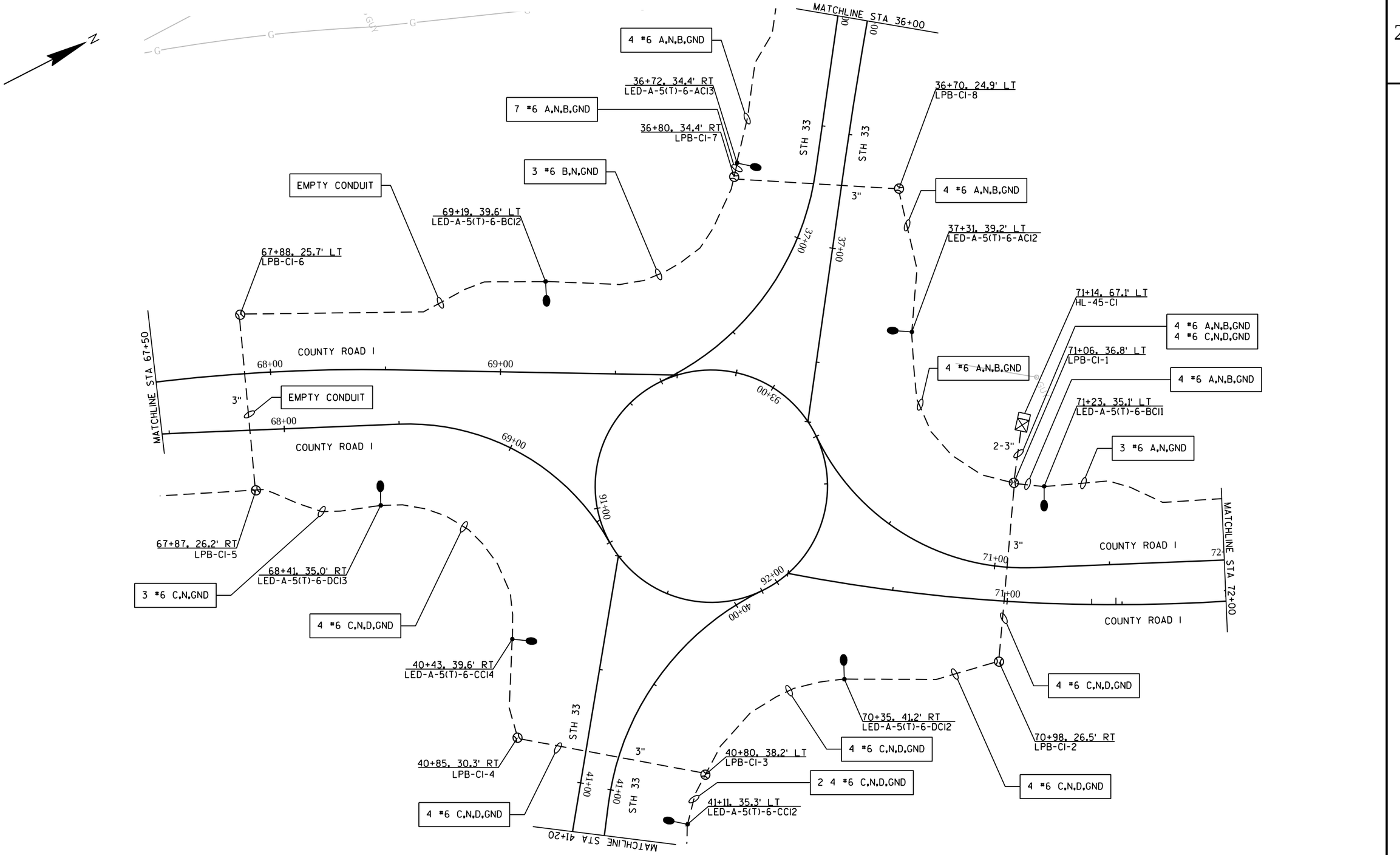
SHEET 3 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - PROPOSED	SHEET 82	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023602_lp

PLOT DATE : 10/4/2021 5:16 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



SHEET 4 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - SCHEMATIC	SHEET 83	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023602_lp SCHEMATIC

PLOT DATE : 10/4/2021 5:16 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

3 #6 A,N,GND

73+01, 25.9' LT
LED-A-5(T)-6-AC11

MATCHLINE STA 72+00

72+00

72+00

73+00

73+00

COUNTY ROAD I

74+00

74+00

75+00

75+00

76+00

77+00

COUNTY ROAD I

16+00

GUY POLE

GUY

30" CMCP

30" CMCP

G

T

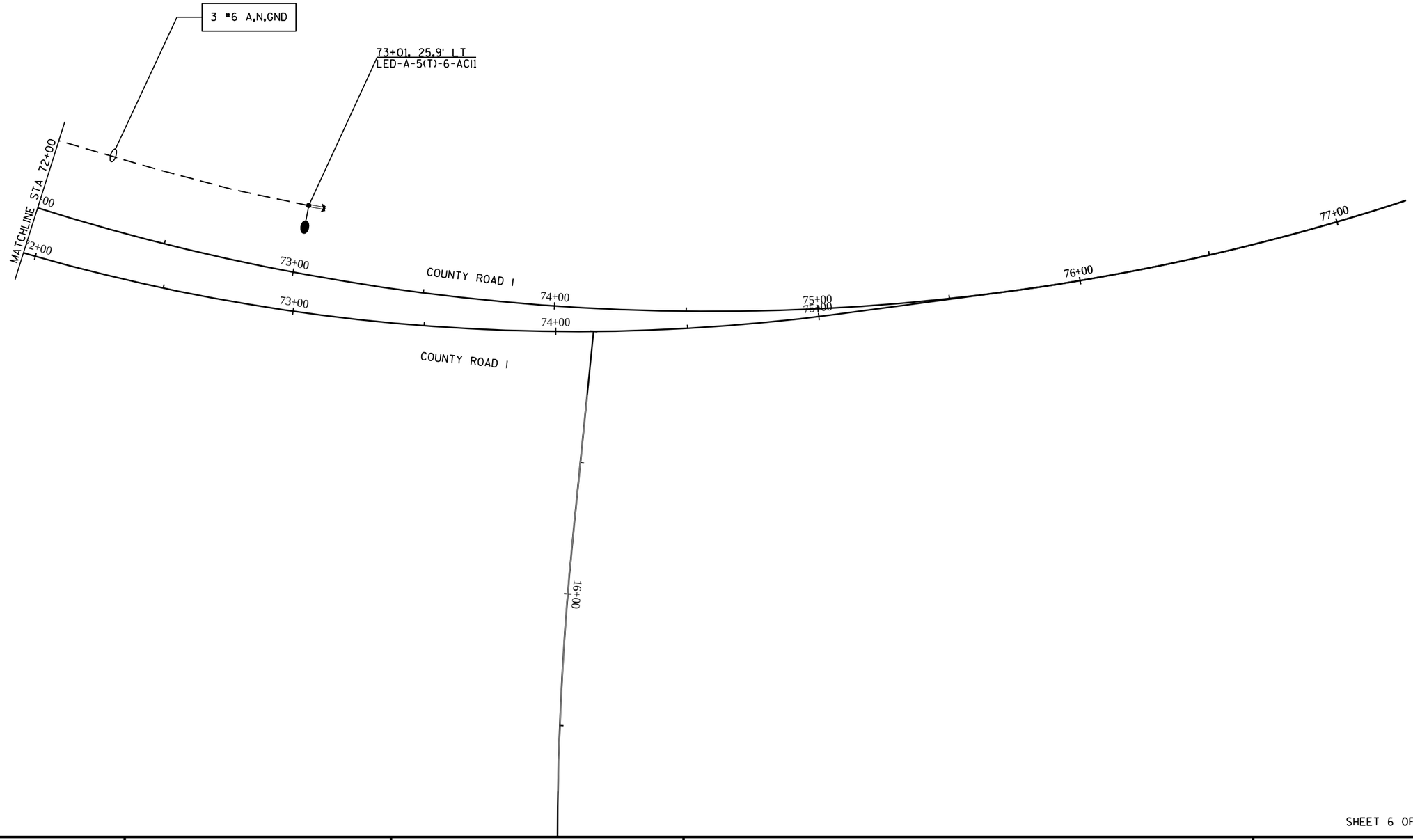
OH

SHEET 5 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - PROPOSED	SHEET 84	E

2

N



SHEET 6 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - SCHEMATIC	SHEET 85	E

2

2

N

30+00
31+00
32+00
33+00
34+00
35+00
36+00

STH 33

MATCHLINE STA 36+00

COLD SPRINGS LN

12+00

13+00

24" CMCP

36" CMCP

3 #6 A,N,GND

4 #6 A,N,B,GND

33+18, 42.4' RT
LED-A-5(T)-6-AC14

35+04, 45.3' RT
LED-A-5(T)-6-BC13

GUY

SHEET 7 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - PROPOSED	SHEET 86	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023604_lp

PLOT DATE : 10/4/2021 5:16 PM

PLOT BY : WILLIAM NEAVE

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

30+00
31+00
31+00
32+00
32+00
33+00
33+00
STH 33
34+00
34+00
35+00
35+00
36+
36+
STH 33
MATCHLINE STA 36+00

12+00
13+00
COLD SPRINGS LN

3 #6 A,N,GND

4 #6 A,N,B,GND

33+18, 42.4' RT
LED-A-5(T)-6-AC14

35+04, 45.3' RT
LED-A-5(T)-6-BC13

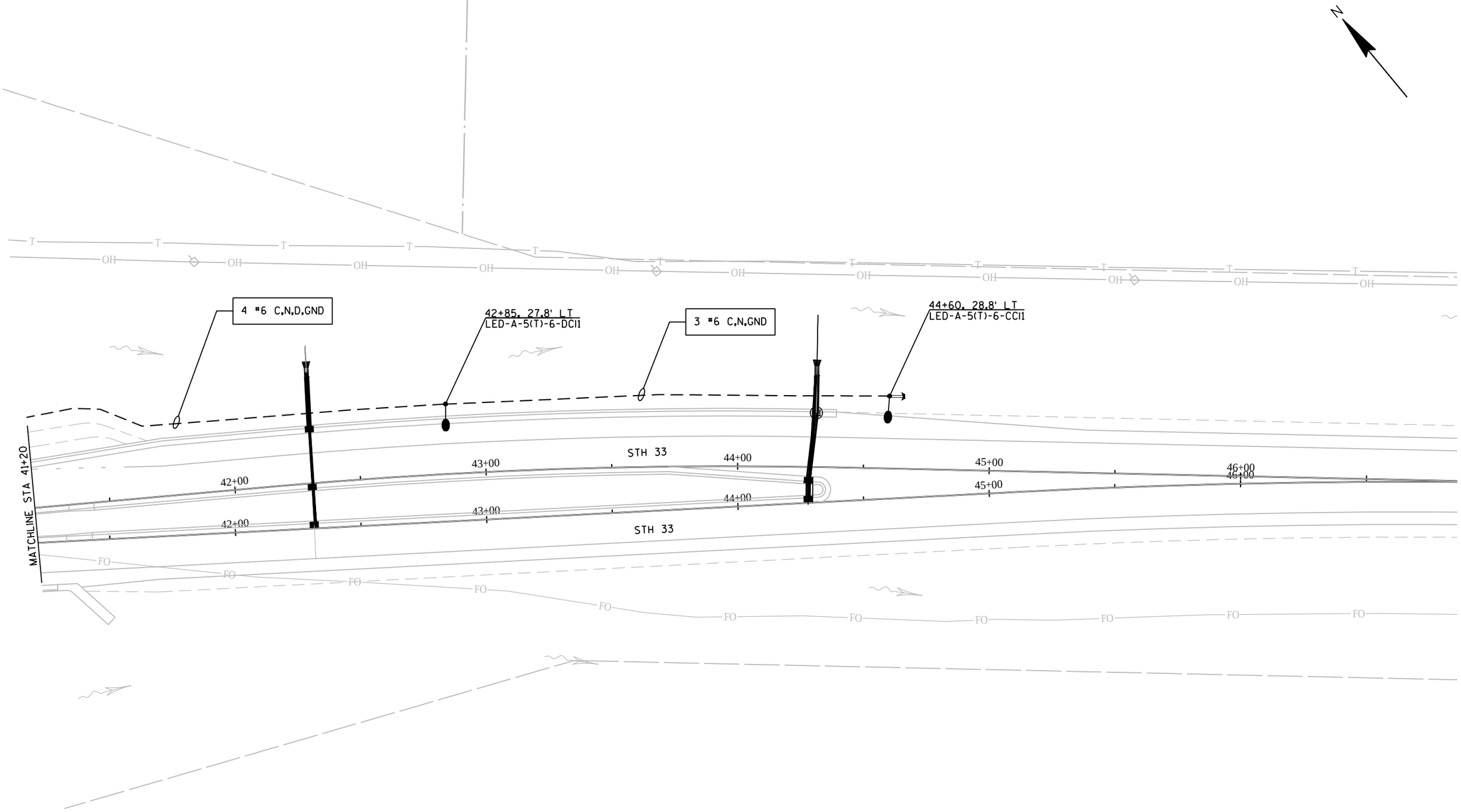
SHEET 8 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - SCHEMATIC	SHEET 87	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023604_lp SCHEMATIC

PLOT DATE : 10/4/2021 5:16 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



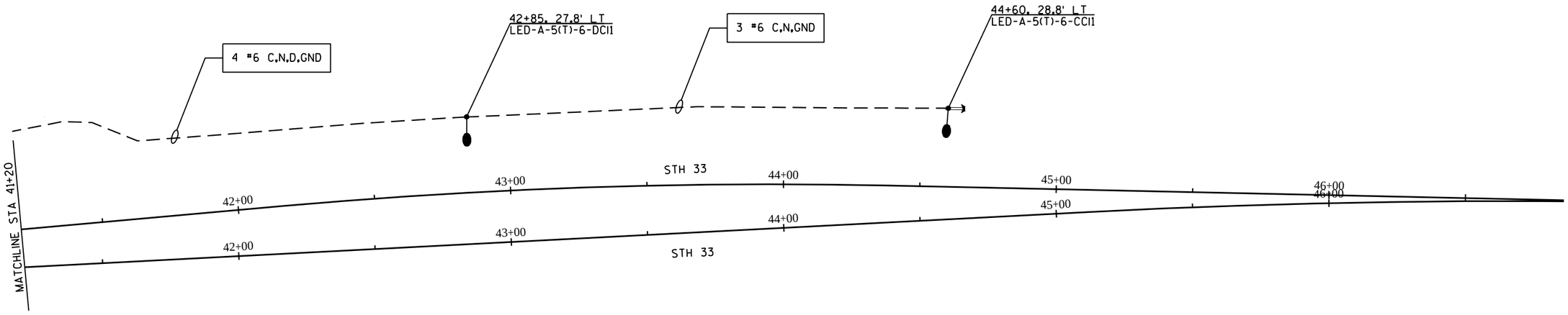
SHEET 9 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - PROPOSED	SHEET 88	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023605_lp

PLOT DATE : 10/4/2021 5:16 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



SHEET 10 OF 10

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	LIGHTING PLANS - SCHEMATIC	SHEET 89	E

FILE NAME : W:\PROJECTS\19254\1410-01-01\05_CADD\CADD DRAWINGS\023601_LP.DWG
LAYOUT NAME - 023605_lp SCHEMATIC

PLOT DATE : 10/4/2021 5:16 PM PLOT BY : WILLIAM NEAVE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4DGW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE) (FOR EXACT POSITION OF STOP BAR, SEE SDD STOP LINE AND CROSSWALK PAVEMENT MARKING).
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4GW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)

N

STH 33

COLD SPRINGS LN

+00
-12.00' LT

+00
12.00' RT

+25
0.00'

+22.57
21.44' RT

+32.49
25.88' RT

+11.96
-13.99' LT

+78.55
20.00' RT

+71.83
0.00'

+77.90
12.00' RT

30+00 'WA'

31+00 'WA'

32+00 'WA'

32+00 'EA'

33+00 'WA'

33+00 'EA'

34+00 'WA'

34+00 'EA'

'WA' LINE

'EA' LINE

25'

5'

12'

8'

35+0

MATCHLINE STA 35+00

4DY

4GW

12DY

CY

INY

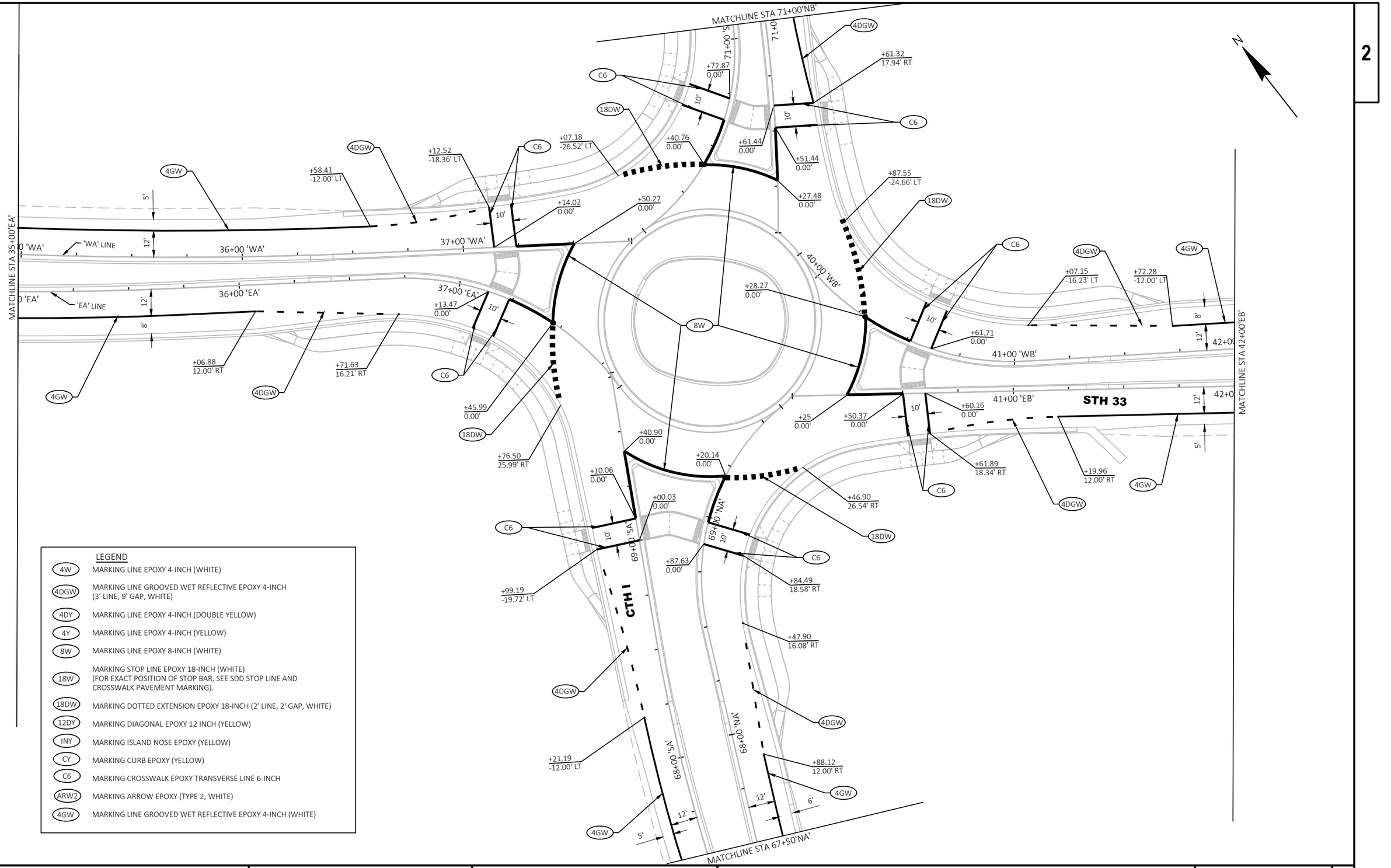
18W

PAINT DOUBLE YELLOW CENTERLINE WEST TO EXISTING DOUBLE YELLOW APPROXIMATELY 1000' BEYOND PROJECT LIMITS

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVEMENT MARKING	SHEET 90	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 1/25/2022 2:00 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

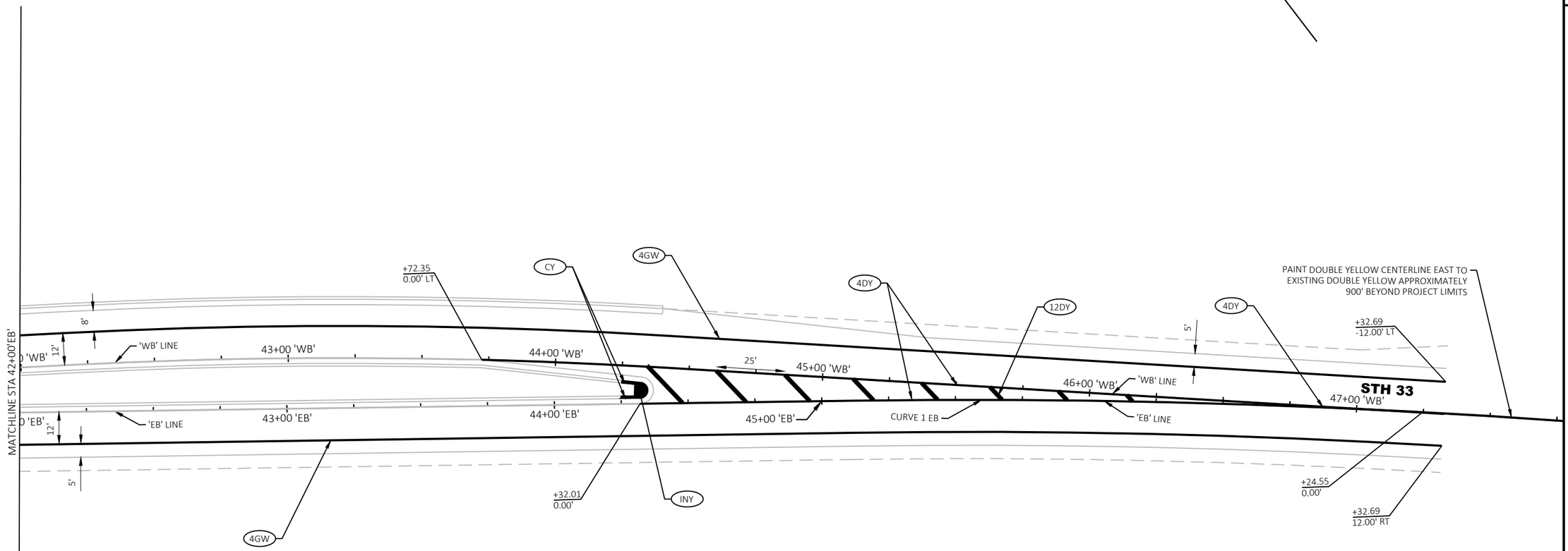


LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4DGW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE) (FOR EXACT POSITION OF STOP BAR, SEE SDD STOP LINE AND CROSSWALK PAVEMENT MARKING).
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4GW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVEMENT MARKING	SHEET 91	E

2



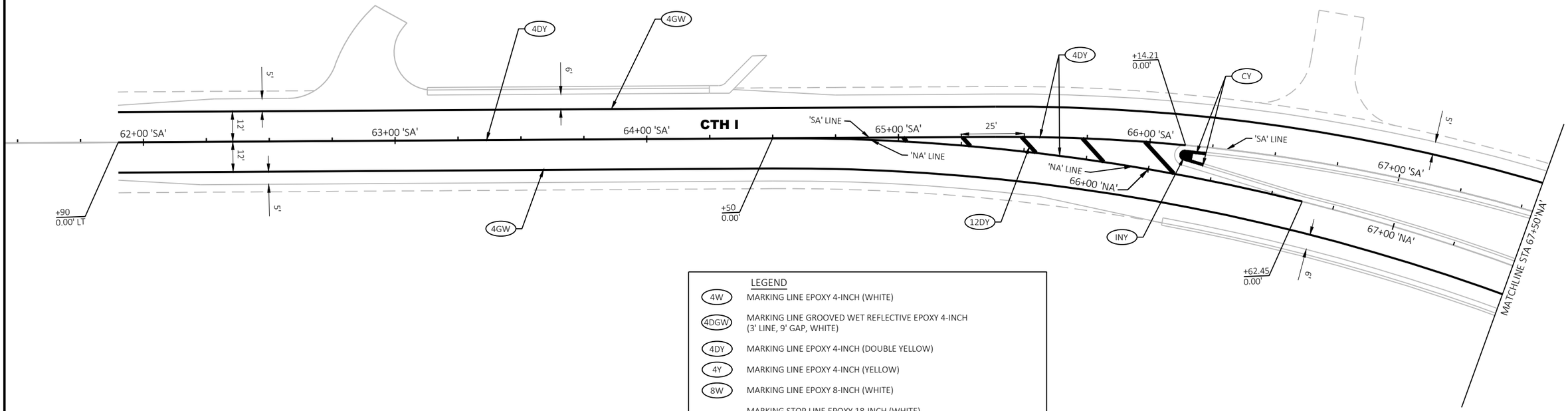
LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4DGW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE) (FOR EXACT POSITION OF STOP BAR, SEE SDD STOP LINE AND CROSSWALK PAVEMENT MARKING).
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4GW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVEMENT MARKING	SHEET 92	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 1/25/2022 2:00 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

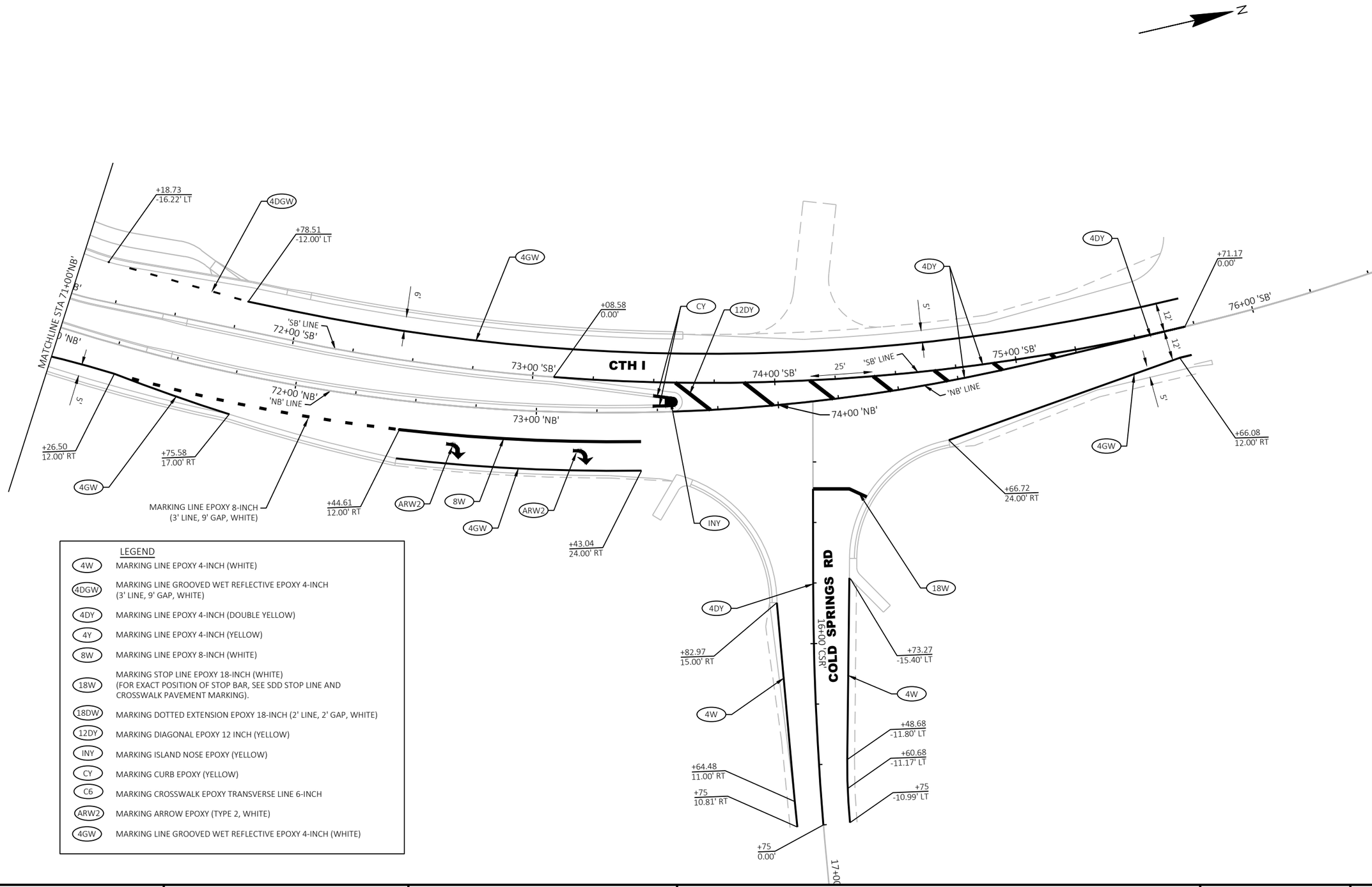
2



LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4DGW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
8W	MARKING LINE EPOXY 8-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE) (FOR EXACT POSITION OF STOP BAR, SEE SDD STOP LINE AND CROSSWALK PAVEMENT MARKING).
18DW	MARKING DOTTED EXTENSION EPOXY 18-INCH (2' LINE, 2' GAP, WHITE)
12DY	MARKING DIAGONAL EPOXY 12 INCH (YELLOW)
INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4GW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)

2



LEGEND

4W	MARKING LINE EPOXY 4-INCH (WHITE)
4DGW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (3' LINE, 9' GAP, WHITE)
4DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
4Y	MARKING LINE EPOXY 4-INCH (YELLOW)
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18W	MARKING STOP LINE EPOXY 18-INCH (WHITE) (FOR EXACT POSITION OF STOP BAR, SEE SDD STOP LINE AND CROSSWALK PAVEMENT MARKING).
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INY	MARKING ISLAND NOSE EPOXY (YELLOW)
CY	MARKING CURB EPOXY (YELLOW)
C6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
ARW2	MARKING ARROW EPOXY (TYPE 2, WHITE)
4GW	MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PAVEMENT MARKING	SHEET 94	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- WORK AREA

N

STH 33

CTH I

COLD SPRINGS LN

COLD SPRINGS RD

MOLE CREEK

TOWN OF SAUKVILLE

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B

ROAD CLOSED AHEAD W20-3A
PLACE JUST SOUTH OF W CENTER RD.

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED 500 FT W20-3D

500' TYP 500' TYP

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

SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES.

MAINTAIN LOCAL ACCESS BETWEEN THIS DRIVEWAY FROM CTH I TO THE NORTH AND COLD SPRINGS ROAD AT ALL TIMES. ACCESS MAY BE ON GRAVEL, EXISTING PAVEMENT, NEW PAVEMENT OR A COMBINATION THEREOF.

ROAD CLOSED AHEAD W20-3A

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED 500 FT W20-3D

1000' MINIMUM 500' TYP 500' TYP

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

ROAD CLOSED R11-2 48"X30"

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED AHEAD W20-3A

PLACE JUST WEST OF N DEKORA WOODS BLVD.

500' TYP 500' TYP

ROAD CLOSED R11-2 48"X30"

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

NOTES:
1. STH 33/CTH I INTERSECTION CLOSED TO THROUGH TRAFFIC. MAINTAIN EMERGENCY AND LOCAL RESIDENTIAL TRAFFIC AT ALL TIMES. SEE DETOUR PLAN.

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

SEE SDD BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL D

SEE SDD BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL D

SEE SDD BARRICADES AND SIGNS FOR VARIOUS CLOSURES, DETAIL D

ROAD CLOSED R11-2 48"X30"

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

SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES.

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED AHEAD W20-3A

PLACE JUST NORTH OF HILLCREST RD.

500' TYP 500' TYP

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED AHEAD W20-3A

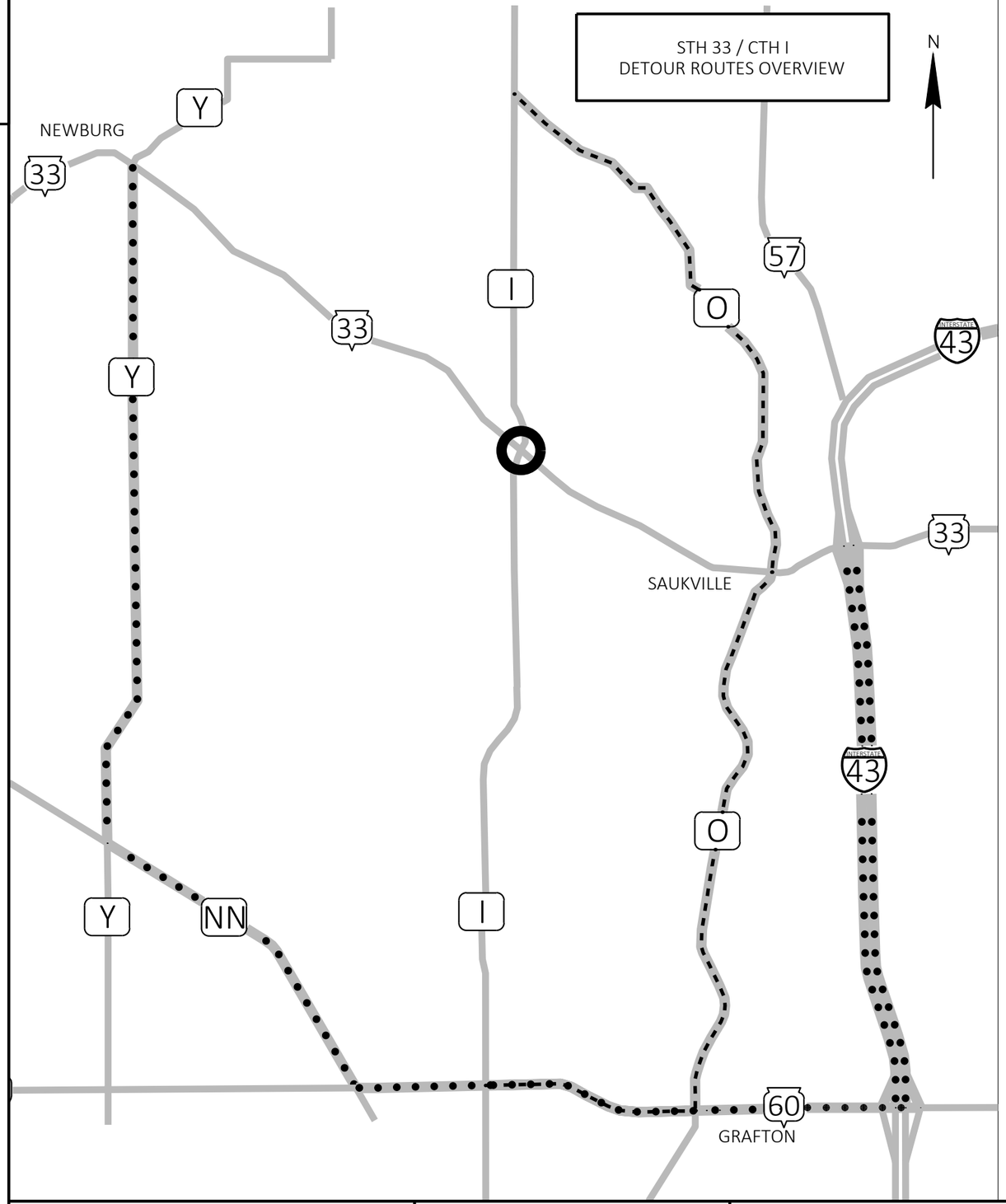
PLACE JUST WEST OF N DEKORA WOODS BLVD.

500' TYP

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	TRAFFIC CONTROL PLAN	SHEET 95	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - Plan 1 IN 200ft
PLOT DATE : 1/25/2022 2:00 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

STH 33 / CTH I
DETOUR ROUTES OVERVIEW



GENERAL NOTES:

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS.
3. THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
4. ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL.
5. PLACE TRAFFIC CONTROL SIGNS PCMS 7 CALENDAR DAYS PRIOR TO START OF DETOUR.
6. SEE TRAFFIC CONTROL PLANS FOR ADDITIONAL SIGNS AND TRAFFIC CONTROL DEVICES.
7. DO NOT PLACE ANY SIGNS OR OTHER TRAFFIC CONTROL DEVICES WITHIN 50' OF THE RAILROAD RIGHT-OF-WAY.

LEGEND

- WIS 33 DETOUR
- COUNTY I DETOUR
- PROJECT LOCATION
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- POST MOUNTED SIGN
- EXISTING SIGN
- COVERING SIGNS
- PCMS — TRAFFIC CONTROL SIGNS PCMS (PLACE 7 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE AT THE START OF CONSTRUCTION.)
- * — DO NOT PLACE ANY SIGNS OR OTHER TRAFFIC CONTROL DEVICES WITHIN 50' OF THE RAILROAD RIGHT-OF-WAY.

1. DETOUR AHEAD W20-2A
2. DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / COUNTY I M1-5A 24"X24"
3. DETOUR M4-8 24"X12" / SOUTH M3-3 24"X12" / COUNTY I M1-5A 24"X24"
4. DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 33 M1-6 24"X24"
5. DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 33 M1-6 24"X24"
6. END DETOUR M4-8A 24"X18" / NORTH M3-1 24"X12" / COUNTY I M1-5A 24"X24"
7. END DETOUR M4-8A 24"X18" / SOUTH M3-3 24"X12" / COUNTY I M1-5A 24"X24"
8. END DETOUR M4-8A 24"X18" / EAST M3-2 24"X12" / 33 M1-6 24"X24"
9. END DETOUR M4-8A 24"X18" / WEST M3-4 24"X12" / 33 M1-6 24"X24"
10. NORTH M3-1 24"X12" / COUNTY I M1-5A 24"X24"
11. SOUTH M3-3 24"X12" / COUNTY I M1-5A 24"X24"
12. EAST M3-2 24"X12" / 33 M1-6 24"X24"
13. WEST M3-4 24"X12" / 33 M1-6 24"X24"
14. ROAD CLOSED 2.5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"
15. ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"
16. ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"
17. 33 M1-6 24"X24"
18. COUNTY I M1-5A 24"X24"
19. DETOUR M4-8 36"X18" / EAST M3-2 36"X18" / 33 M1-6 36"X36"
20. DETOUR M4-8 36"X18" / WEST M3-4 36"X18" / 33 M1-6 36"X36"
21. END DETOUR M4-8A 30"X24" / EAST M3-2 36"X18" / 33 M1-6 36"X36"
22. EAST M3-2 36"X18" / 33 M1-6 36"X36"
23. WEST M3-4 36"X18" / 33 M1-6 36"X36"
24. HWY 33 CLOSED AT HWY I FOLLOW DETOUR FMS 132"X54"
25. HWY 33 CLOSED AT HWY I FOLLOW DETOUR FMS 78"x36"
26. ROAD CLOSED 1.5 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

A. MO6-1 21"X21"
B. MO5-1L 21"X21"
C. MO6-1 21"X21"
D. MO5-1R 21"X21"
E. MO6-1 21"X21"
F. MO5-2R 21"X21"
G. MO6-2 21"X21"
H. MO6-1 30"X30"
I. MO5-1R 30"X30"
J. MO6-1 30"X30"
K. MO5-2R 30"X30"
L. MO6-2 30"X30"

2

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	DETOUR	SHEET 96	E

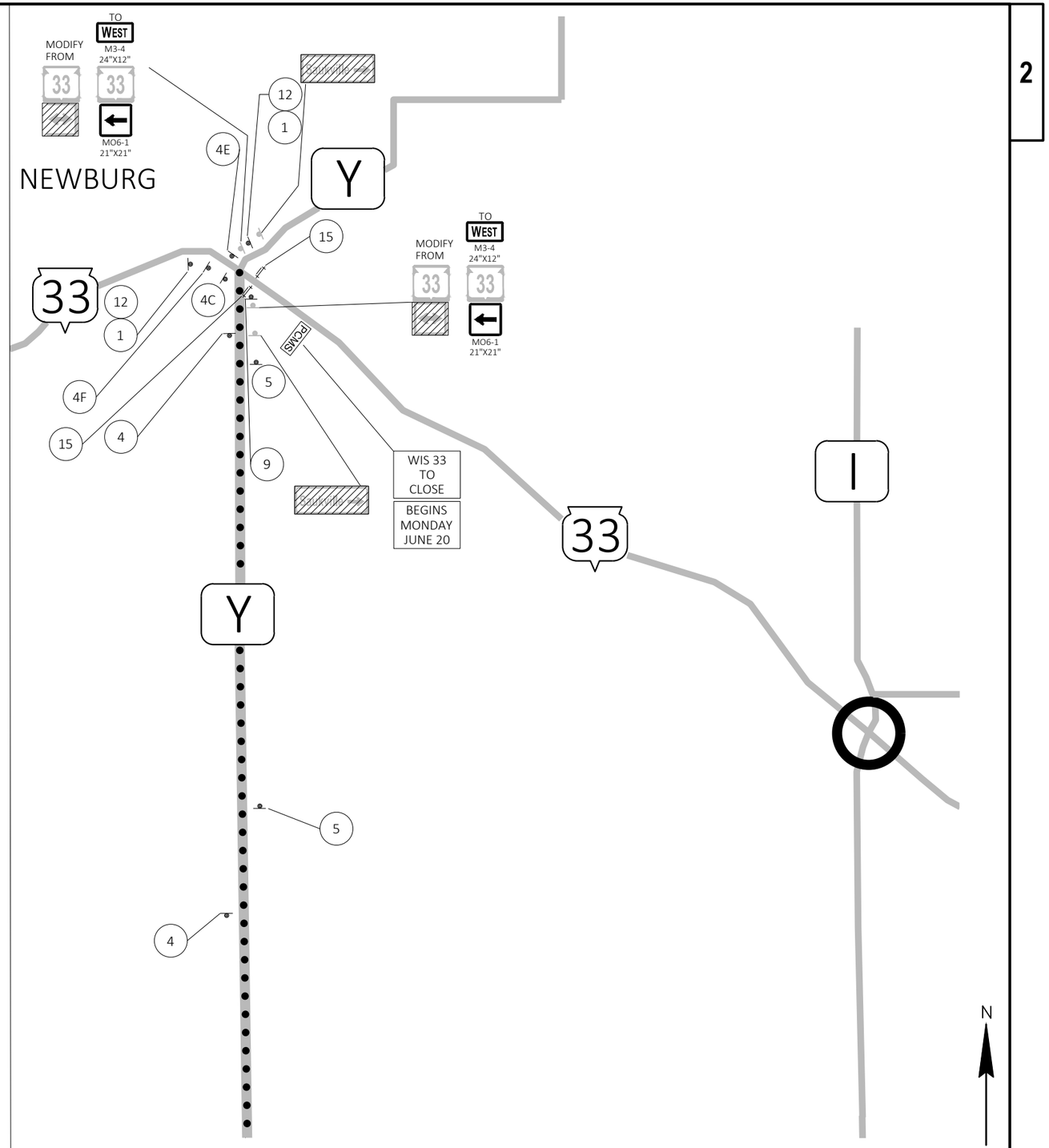
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LAYOUT NAME - 01
PLOT DATE : 1/27/2022 1:52 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN: 5000 FT
WISDOT/CADDS SHEET 42

LEGEND

- WIS 33 DETOUR
- COUNTY I DETOUR
- PROJECT LOCATION
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- POST MOUNTED SIGN
- EXISTING SIGN
- COVERING SIGNS
- PCMS — TRAFFIC CONTROL SIGNS PCMS (PLACE 7 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE AT THE START OF CONSTRUCTION.)
- * — DO NOT PLACE ANY SIGNS OR OTHER TRAFFIC CONTROL DEVICES WITHIN 50' OF THE RAILROAD RIGHT-OF-WAY.

1. DETOUR AHEAD — W20-2A
2. DETOUR — M4-8 24"X12"; NORTH — M3-1 24"X12"; COUNTY I — M1-5A 24"X24"
3. DETOUR — M4-8 24"X12"; SOUTH — M3-3 24"X12"; COUNTY I — M1-5A 24"X24"
4. DETOUR — M4-8 24"X12"; EAST — M3-2 24"X12"; 33 — M1-6 24"X24"
5. DETOUR — M4-8 24"X12"; WEST — M3-4 24"X12"; 33 — M1-6 24"X24"
6. END DETOUR — M4-8A 24"X18"; NORTH — M3-1 24"X12"; COUNTY I — M1-5A 24"X24"
7. END DETOUR — M4-8A 24"X18"; SOUTH — M3-3 24"X12"; COUNTY I — M1-5A 24"X24"
8. END DETOUR — M4-8A 24"X18"; EAST — M3-2 24"X12"; 33 — M1-6 24"X24"
9. END DETOUR — M4-8A 24"X18"; WEST — M3-4 24"X12"; 33 — M1-6 24"X24"
10. NORTH — M3-1 24"X12"; COUNTY I — M1-5A 24"X24"
11. SOUTH — M3-3 24"X12"; COUNTY I — M1-5A 24"X24"
12. EAST — M3-2 24"X12"; 33 — M1-6 24"X24"
13. WEST — M3-4 24"X12"; 33 — M1-6 24"X24"
14. ROAD CLOSED 2.5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"
15. ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"
16. ROAD CLOSED 5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"
17. 33 — M1-6 24"X24"
18. COUNTY I — M1-5A 24"X24"
19. DETOUR — M4-8 36"X18"; EAST — M3-2 36"X18"; 33 — M1-6 36"X36"
20. DETOUR — M4-8 36"X18"; WEST — M3-4 36"X18"; 33 — M1-6 36"X36"
21. END DETOUR — M4-8A 30"X24"; EAST — M3-2 36"X18"; 33 — M1-6 36"X36"
22. EAST — M3-2 36"X18"; 33 — M1-6 36"X36"
23. WEST — M3-4 36"X18"; 33 — M1-6 36"X36"
24. HWY 33 CLOSED AT HWY I FOLLOW DETOUR — FMS 132"X54"
25. HWY 33 CLOSED AT HWY I FOLLOW DETOUR — FMS 78"x36"
26. ROAD CLOSED 1.5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"

A. MO6-1 21"X21"
B. MO5-1L 21"X21"
C. MO6-1 21"X21"
D. MO5-1R 21"X21"
E. MO6-1 21"X21"
F. MO5-2R 21"X21"
G. MO6-2 21"X21"
H. MO6-1 30"X30"
I. MO5-1R 30"X30"
J. MO6-1 30"X30"
K. MO5-2R 30"X30"
L. MO6-2 30"X30"



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	DETOUR	SHEET 97	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 02

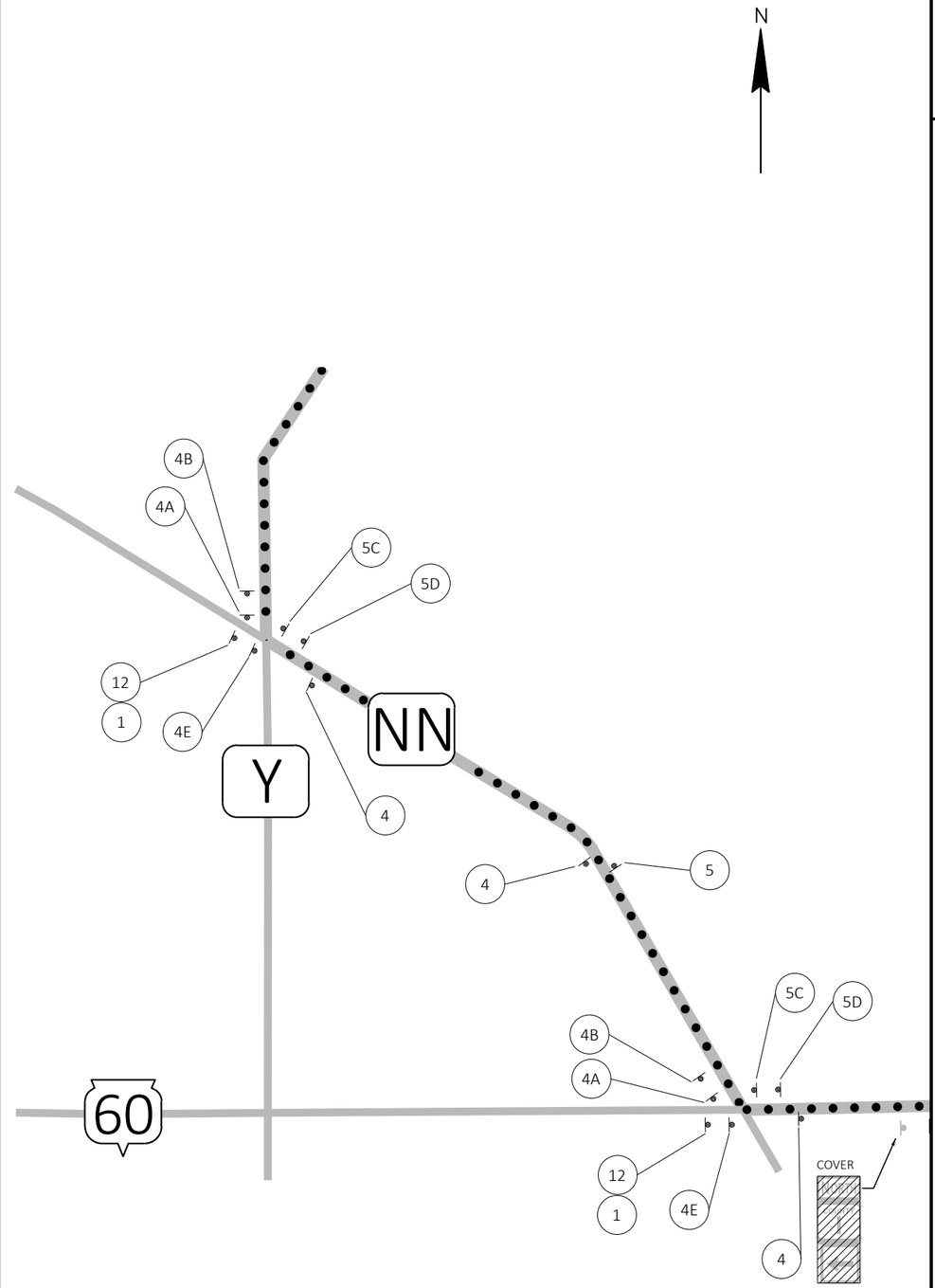
PLOT DATE : 1/27/2022 1:52 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN: 3000 FT

LEGEND

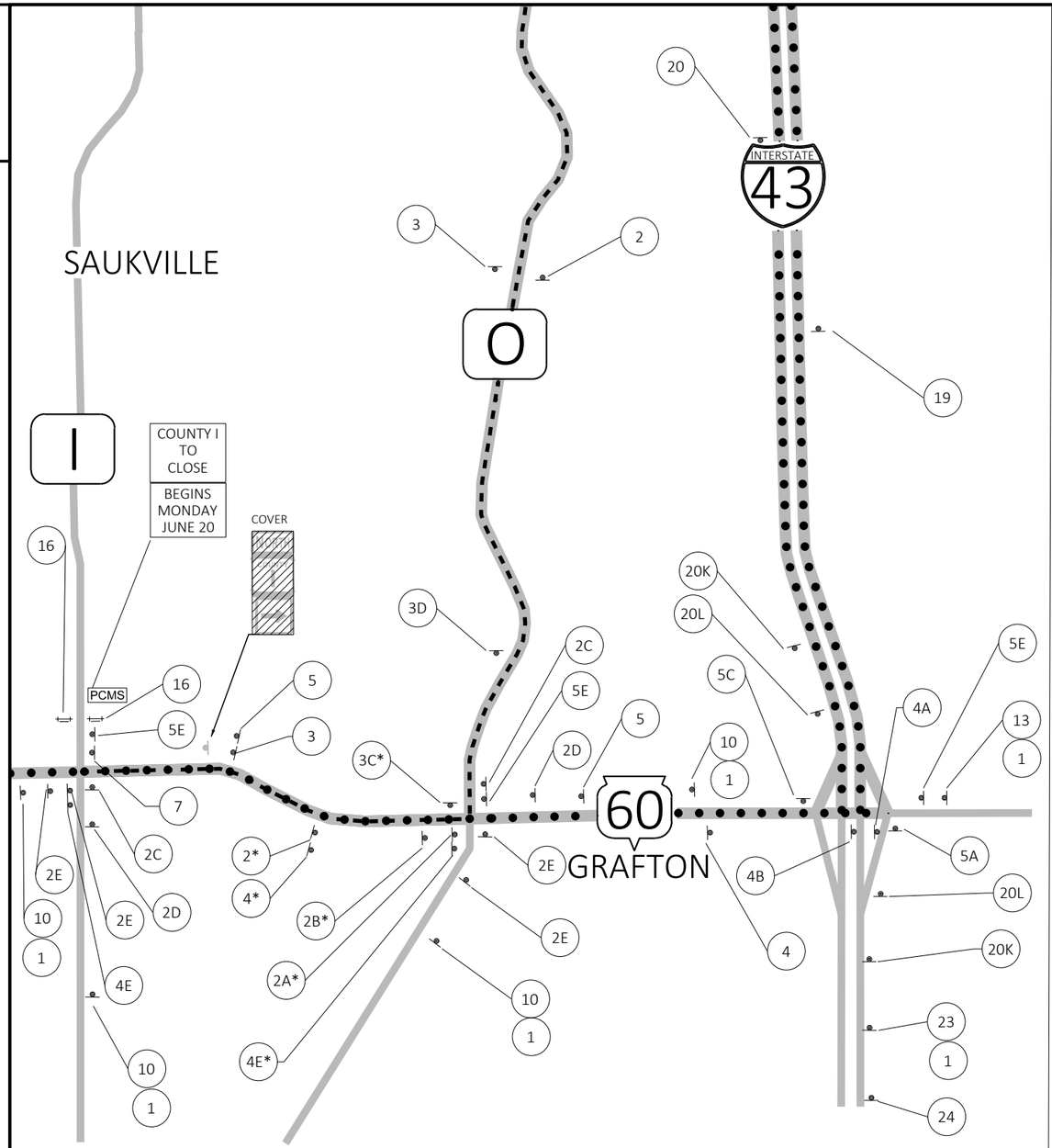
- WIS 33 DETOUR
- COUNTY I DETOUR
- PROJECT LOCATION
- BARRICADE TYPE III WITH TWO TYPE A WARNING LIGHTS AND ATTACHED SIGN
- POST MOUNTED SIGN
- EXISTING SIGN
- COVERING SIGNS
- PCMS — TRAFFIC CONTROL SIGNS PCMS (PLACE 7 CALENDAR DAYS PRIOR TO THE START OF CONSTRUCTION. REMOVE AT THE START OF CONSTRUCTION.)
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25. HWY 33 CLOSED AT HWY I FOLLOW DETOUR — FMS 78"x36"
26. ROAD CLOSED 1.5 MILES AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"

A. MO6-1 21"X21"
B. MO5-1L 21"X21"
C. MO6-1 21"X21"
D. MO5-1R 21"X21"
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F. MO5-2R 21"X21"
G. MO6-2 21"X21"
H. MO6-1 30"X30"
I. MO5-1R 30"X30"
J. MO6-1 30"X30"
K. MO5-2R 30"X30"
L. MO6-2 30"X30"



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	DETOUR	SHEET 98	E



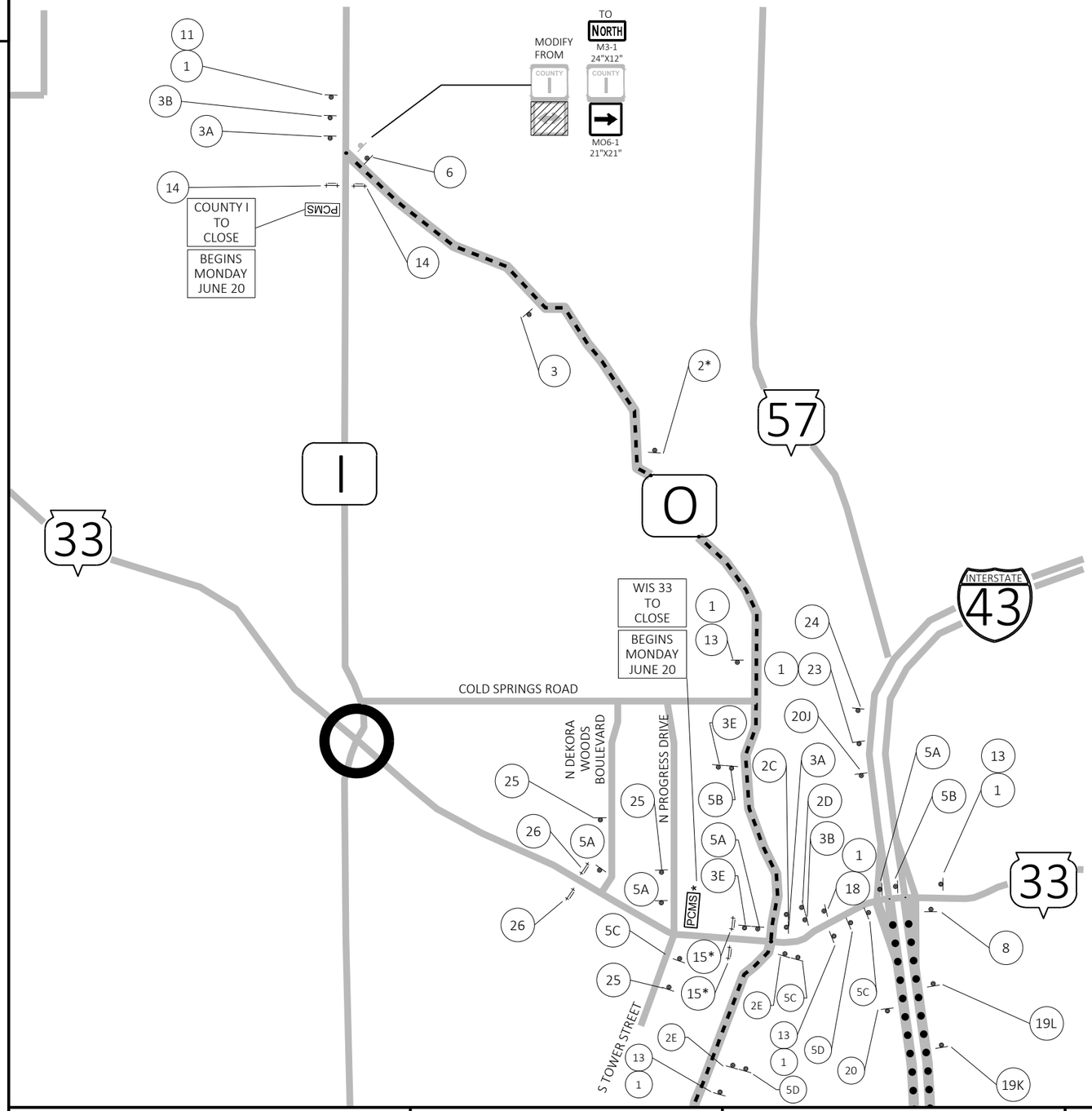


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- COUNTY I DETOUR
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J. MO6-1 30"X30"
K. MO5-2R 30"X30"
L. MO6-2 30"X30"



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19. DETOUR M4-8 36"X18" / EAST M3-2 36"X18" / 33 M1-6 36"X36"
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22. EAST M3-2 36"X18" / 33 M1-6 36"X36"
23. WEST M3-4 36"X18" / 33 M1-6 36"X36"
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A. MO6-1 21"X21" — B. MO5-1L 21"X21" — C. MO6-1 21"X21" — D. MO5-1R 21"X21" — E. MO6-1 21"X21" — F. MO5-2R 21"X21" — G. MO6-2 21"X21" — H. MO6-1 30"X30" — I. MO5-1R 30"X30" — J. MO6-1 30"X30" — K. MO5-2R 30"X30" — L. MO6-2 30"X30"

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	DETOUR	SHEET 100	E

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

N

BERNSTEN MON
Y=432762.69
X=587085.24
T 11 N
21 22
21 21
R 21 E

BERNSTEN MON
Y=430120.85
X=587114.64
T 11 N
21 22
28 27
R 21 E

CP906
BERNTSEN FENO MARKER W/ CAP
LABELED "WISDOT CONTROL"
LOCATED APPROXIMATE 1245' NORTHWEST OF CTH I ON THE
NORTHEAST SIDE OF STH 33 BEHIND THE GUARD RAIL
N: 430,616.01
E: 586,504.50
ELEV: 858.94

CP907
BERNTSEN FENO MARKER W/ CAP
LABELED "WISDOT CONTROL"
LOCATED APPROXIMATE 96' SOUTHEAST
OF COLD SPRINGS LANE CENTERLINE ON
THE NORTHEAST SIDE OF STH 33
N: 430,138.08
E: 587,058.58
ELEV: 821.71

STH 33

21'WA' 21'EA' | 22'WA' 22'EA' | 23'WA' 23'EA' | 24'WA' 24'EA' | 25'WA' 25'EA' L1 | 26'WA' 26'EA' | 27'WA' 27'EA' L4 | 28'WA' 28'EA' | 29'WA' 29'EA' | 30'WA' 30'EA' | 31'WA' 31'EA' C = 1 | 32'WA' 32'EA' | 33'WA' 33'EA' L22 | 34'WA' 34'EA' | 35' 35' C = 2 | 121'SW' 122'SW' C = 18

'WA' LINE
'EA' LINE
'SW' LINE

LN 13'CSL' L7 C = 5

COLD SPRINGS 11'CSL' L6 | 12'CSL' COLD SPRINGS LN C/L

MATCH LINE 35+00'EA'

BERNSTEN MON
Y=430109.04
X=584463.37
T 11 N
21 21
28 28
R 21 E

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	ALIGNMENT PLAN	SHEET 101	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 1/25/2022 2:01 PM
PLOT BY : SIEBERT, LUKE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

CP904
BERNTSEN FENO MARKER W/ CAP
LABELED "WISDOT CONTROL"
LOCATED APPROXIMATE 142' NORTH
OF COLD SPRINGS ROAD CENTERLINE
ON THE EAST SIDE OF CTH I
N: 430,307.37
E: 587,647.31
ELEV: 814.85

BERNSTEN MON
Y=430127.44
X=589743.78
T 11 N
22 22
27 27
R 21 E

N

MATCHLINE STA 76+00'NB'

COLD SPRINGS RD

COLD SPRINGS RD C/L

'NB' LINE

'SB' LINE

CTH I

'NW' LINE

'NE' LINE

'WB' LINE

'EB' LINE

'SE' LINE

'SA' LINE

'NA' LINE

'WA' LINE

'EA' LINE

'SW' LINE

CENTRAL
ISLAND R/L

INNER
ISLAND R/L

STH 33

MATCH LINE 35+00'EA'

MATCHLINE STA 68+00'NA'

BM1000
RAILROAD SPIKE IN SIDE OF POWER POLE
LOCATED 266' NORTHWEST OF CTH I ON
THE NORTHEAST SIDE OF STH 33
N: 430,013.40
E: 587,261.73
ELEV: 813.02

CP908
BERNTSEN FENO MARKER W/ CAP
LABELED "WISDOT CONTROL"
LOCATED APPROXIMATE 345' SOUTHEAST OF
CTH I ON THE SOUTHWEST SIDE OF STH 33
N: 429,506.32
E: 587,641.97
ELEV: 813.69

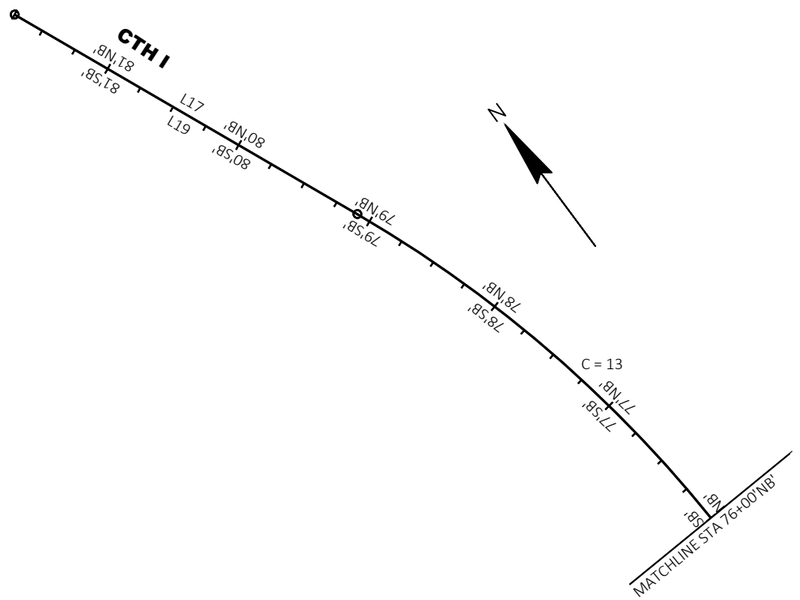
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X=587146.00
T 11 N
28 27
28 27
R 21 E

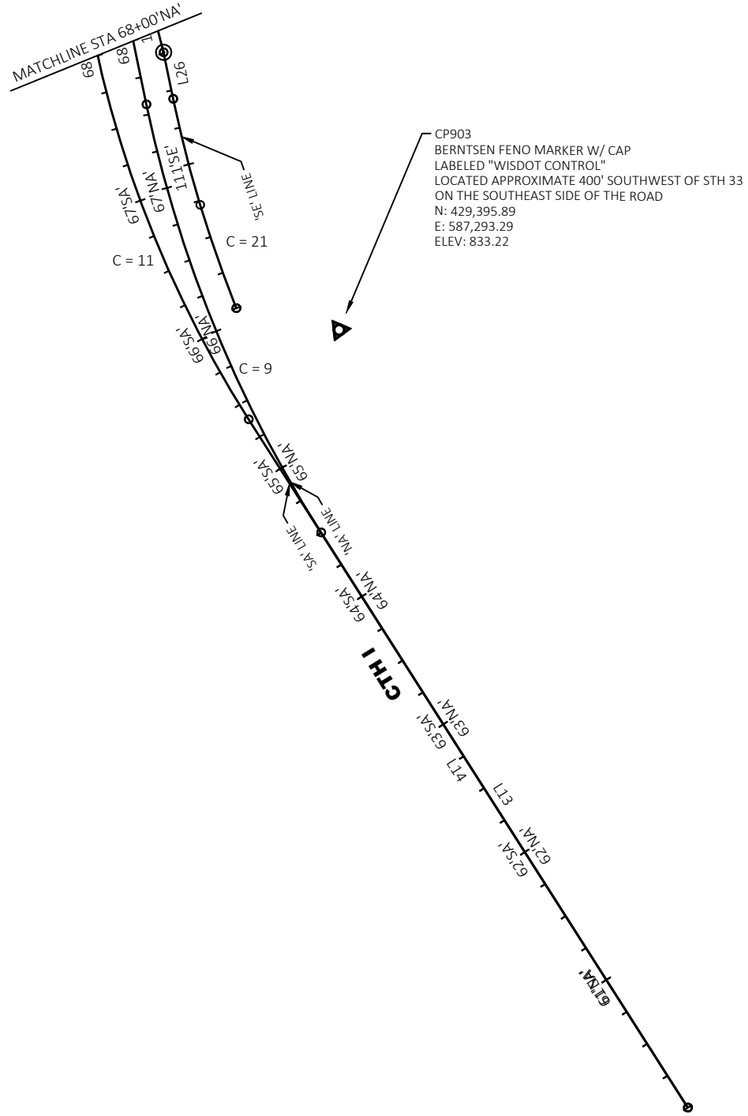
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	ALIGNMENT PLAN	SHEET 102	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 02

PLOT DATE : 1/25/2022 2:01 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42





2

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	ALIGNMENT PLAN	SHEET 103	E

2

EA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	20+00.00	30+00.14	430979.13 586042.22	430325.51 586799.23						1000.14'						S49°11'30.8"E
C = 1					30+98.09	430261.49 586873.37	3°44'24"	1°54'35"	97.95'	195.83'	1.60'	3000.00'	30+00.14	31+95.97	S49°11'30.8"E	S45°27'06.7"E
L2	31+95.97	33+30.17	430192.78 586943.17	430098.64 587038.81						134.20'						S45°27'06.7"E
C = 2					34+52.12	430013.09 587125.72	9°17'45"	3°49'11"	121.95'	243.37'	4.95'	1500.00'	33+30.17	35+73.54	S45°27'06.7"E	S54°44'52.1"E
L3	35+73.54	36+69.86	429942.70 587225.31	429887.11 587303.97						96.32'						S54°44'52.1"E
C = 3					37+34.20	429849.97 587356.51	56°24'12"	47°44'47"	64.35'	118.13'	16.16'	120.00'	36+69.86	37+87.99	S54°44'52.1"E	S1°39'19.5"W

WA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L4	20+00.00	34+67.89	430979.13 586042.22	430019.82 587153.27						1467.89'						S49°11'30.8"E
C = 4					35+64.94	429956.39 587226.73	5°33'21"	2°51'53"	97.05'	193.94'	2.35'	2000.00'	34+67.89	36+61.83	S49°11'30.8"E	S54°44'52.1"E
L5	36+61.83	37+76.22	429900.38 587305.98	429834.36 587399.39						114.39'						S54°44'52.1"E

Cold Springs Lane																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L6	10+00.00	12+11.51	430109.03 586624.05	430109.92 586835.56						211.51'						N89°45'33.4"E
C = 5					12+60.20	430110.12 586884.25	41°29'08"	44°33'58"	48.69'	93.09'	8.91'	128.56'	12+11.51	13+04.60	N89°45'33.4"E	N48°16'25.0"E
L7	13+04.60	13+56.36	430142.53 586920.59	430176.98 586959.22						51.76'						N48°16'25.0"E

EB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L8	40+00.00	45+11.78	429734.42 587413.71	429429.39 587824.65						511.78'						S53°24'53.4"E
C = 6					46+22.28	429363.53 587913.38	4°13'08"	1°54'35"	110.50'	220.91'	2.03'	3000.00'	45+11.78	47+32.69	S53°24'53.4"E	S49°11'45.1"E
L9	47+32.69	57+32.69	429291.32 587997.03	428637.84 588753.97						1000.00'						S49°11'45.1"E

WB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 7					40+52.15	429718.12 587454.15	56°50'14"	47°44'47"	64.93'	119.04'	16.44'	120.00'	39+87.21	41+06.25	S1°18'04.6"W	S55°32'09.2"E
L10	41+06.25	42+17.52	429681.38 587507.68	429618.41 587599.42						111.26'						S55°32'09.2"E
C = 8					43+28.28	429555.73 587690.74	6°20'24"	2°51'53"	110.77'	221.31'	3.07'	2000.00'	42+17.52	44+38.83	S55°32'09.2"E	S49°11'45.1"E
L11	44+38.83	57+32.69	429483.35 587774.59	428637.84 588753.97						1293.86'						S49°11'45.1"E

NA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L13	60+00.00	64+50.00	428846.86 587171.59	429295.70 587203.88						450.00'						N4°06'54.3"E
C = 9					66+05.09	429450.40 587215.01	20°42'33"	6°45'00"	155.09'	306.80'	14.05'	848.83'	64+50.00	67+56.80	N4°06'54.3"E	N24°49'26.9"E
L12	67+56.80	68+50.01	429591.16 587280.12	429675.75 587319.25						93.20'						N24°49'26.9"E
C = 10					69+11.67	429731.72 587345.14	63°19'06"	57°17'45"	61.66'	110.51'	17.48'	100.00'	68+50.01	69+60.52	N24°49'26.9"E	N88°08'32.8"E

SA Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L14	60+00.00	65+38.68	428846.86 587171.59	429384.16 587210.24						538.68'						N4°06'54.3"E
C = 11					66+98.73	429543.79 587221.73	24°05'31"	7°38'22"	160.05'	315.36'	16.89'	750.00'	65+38.68	68+54.05	N4°06'54.3"E	N28°12'25.3"E
L15	68+54.05	69+76.84	429684.83 587297.38	429793.05 587355.42						122.80'						N28°12'25.3"E

NB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 12					72+65.05	430002.17 587615.17	38°23'58"	7°38'22"	261.17'	502.65'	44.17'	750.00'	70+03.88	75+06.53	N38°04'48.6"E	N0°19'09.7"W
L16	75+06.53	75+71.17	430263.34 587613.71	430327.99 587613.35						64.65'						N0°19'09.7"W
C = 13					77+42.50	430499.31 587612.40	22°49'21"	6°45'00"	171.33'	338.11'	17.12'	848.83'	75+71.17	79+09.29	N0°19'09.7"W	N23°08'30.9"W
L17	79+09.29	81+71.18	430656.86 587545.07	430897.67 587442.14						261.89'						N23°08'30.9"W

SB Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 14					70+66.07	429832.63 587472.73	66°54'21"	57°17'45"	66.07'	116.77'	19.86'	100.00'	70+00.00	71+16.77	S88°14'04.5"E	N24°51'34.7"E
L18	71+16.77	71+98.15	429892.58 587500.50	429966.41 587534.71						81.38'						N24°51'34.7"E
C = 15					75+76.09	430309.33 587693.60	48°00'06"	6°45'00"	377.94'	711.14'	80.34'	848.83'	71+98.15	79+09.29	N24°51'34.7"E	N23°08'30.9"W
L19	79+09.29	81+71.18	430656.86 587545.07	430897.67 587442.14						261.89'						N23°08'30.9"W

Cold Springs Road																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L20	15+00.00	15+75.38	430171.33 587608.57	430154.38 587682.01						75.38'						S77°00'21.3"E
C = 16					17+16.66	430122.62 587819.68	13°08'15"	4°40'11"	141.28'	281.33'	8.11'	1226.93'	15+75.38	18+56.71	S77°00'21.3"E	N89°51'23.4"E
L21	18+56.71	19+47.85	430122.97 587960.96	430123.20 588052.10						91.14'						N89°51'23.4"E

Central Island																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 17					90+00.00	429816.39 587366.23	359°59'56"	113°27'25"	0.00'	317.30'	101.00'	50.50'	90+00.00	93+17.30	S39°36'58.9"W	S39°37'02.6"W

SW Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L22	120+00.00	120+51.62	430120.60 586987.99	430084.39 587024.78						51.62'						S45°27'06.7"E
C = 18					121+75.20	429997.70 587112.85	9°17'45"	3°46'10"	123.58'	246.61'	5.02'	1520.00'	120+51.62	122+98.23	S45°27'06.7"E	S54°44'52.1"E
L23	122+98.23	123+31.58	429926.37 587213.76	429907.12 587240.99						33.34'						S54°44'52.1"E
L24	123+31.58	123+81.58	429907.12 587240.99	429881.38 587283.85						50.00'						S59°00'13.0"E
C = 19					124+08.07	429867.73 587306.57	28°19'37"	54°34'03"	26.50'	51.91'	3.29'	105.00'	123+81.58	124+33.49	S59°00'13.0"E	S30°40'36.1"E
C = 20					124+71.00	429812.68 587339.23	56°22'19"	81°51'04"	37.51'	68.87'	9.42'	70.00'	124+33.49	125+02.36	S30°40'36.1"E	S25°41'43.2"W
L25	125+02.36	126+21.72	429778.87 587322.96	429671.32 587271.21						119.36'						S25°41'43.2"W

SE Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 21					110+72.42	429517.87 587266.05	9°57'49"	6°53'46"	72.42'	144.48'	3.15'	830.83'	110+00.00	111+44.48	N14°51'38.3"E	N24°49'26.9"E
L26	111+44.48	111+75.80	429583.60 587296.46	429612.03 587309.61						31.32'						N24°49'26.9"E
L27	111+75.80	112+25.80	429612.03 587309.61	429658.23 587328.72						50.00'						N22°28'17.0"E
C = 22					112+43.15	429674.26 587335.35	21°49'20"	63°39'43"	17.35'	34.28'	1.66'	90.00'	112+25.80	112+60.07	N22°28'17.0"E	N44°17'37.1"E
C = 23					113+08.04	429721.02 587380.97	72°51'19"	88°08'50"	47.97'	82.65'	15.78'	65.00'	112+60.07	113+42.73	N44°17'37.1"E	S62°51'03.6"E
C = 24					113+75.74	429684.06 587453.03	9°26'10"	14°19'26"	33.01'	65.88'	1.36'	400.00'	113+42.73	114+08.60	S62°51'03.6"E	S53°24'53.4"E
L28	114+08.60	114+42.33	429664.39 587479.54	429644.28 587506.62						33.73'						S53°24'53.4"E

NE Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 25					101+11.88	429571.59 587702.98	6°20'24"	2°50'11"	111.88'	223.52'	3.10'	2020.00'	100+00.00	102+23.52	N49°11'45.1"W	N55°32'09.2"W
L29	102+23.52	102+68.77	429634.90 587610.74	429660.51 587573.44						45.25'						N55°32'09.2"W
L30	102+68.77	103+18.77	429660.51 587573.44	429685.67 587530.23						50.00'						N59°46'41.1"W
C = 26					103+54.34	429703.58 587499.50	35°50'16"	52°05'13"	35.57'	68.80'	5.61'	110.00'	103+18.77	103+87.57	N59°46'41.1"W	N23°56'25.4"W
C = 27					104+20.03	429765.76 587471.89	46°48'35"	76°23'40"	32.46'	61.27'	6.72'	75.00'	103+87.57	104+48.85	N23°56'25.4"W	N22°52'09.4"E
C = 28					104+80.89	429825.20 587496.96	9°09'42"	14°19'26"	32.05'	63.96'	1.28'	400.00'	104+48.85	105+12.81	N22°52'09.4"E	N32°01'51.0"E
C = 29					105+60.25	429892.58 587539.12	7°04'44"	7°28'12"	47.44'	94.76'	1.47'	767.00'	105+12.81	106+07.57	N32°01'51.0"E	N24°57'07.4"E
C = 35					106+43.15	429966.22 587577.27	5°19'52"	7°29'47"	35.58'	71.12'	0.83'	764.32'	106+07.57	106+78.68	N30°37'51.9"E	N25°17'59.9"E

NW Line																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 30					150+80.35	430046.89 587552.16	11°02'54"	6°53'46"	80.35'	160.21'	3.88'	830.83'	150+00.00	151+60.21	S13°48'40.4"W	S24°51'34.7"W
L31	151+60.21	151+79.85	429973.98 587518.38	429956.16 587510.13						19.64'						S24°51'34.7"W
L32	151+79.85	152+29.85	429956.16 587510.13	429910.01 587490.88						50.00'						S22°38'39.6"W
C = 31					152+47.43	429893.79 587484.11	22°06'21"	63°39'43"	17.58'	34.72'	1.70'	90.00'	152+29.85	152+64.57	S22°38'39.6"W	S44°45'01.0"W
C = 32					153+15.57	429845.09 587435.83	72°08'39"	81°51'04"	50.99'	88.14'	16.60'	70.00'	152+64.57	153+52.71	S44°45'01.0"W	N63°06'20.1"W
C = 33					153+86.73	429883.55 587360.01	7°47'06"	11°27'33"	34.02'	67.94'	1.16'	500.00'	153+52.71	154+20.65	N63°06'20.1"W	N55°19'14.2"W
C = 34					154+38.21	429912.89 587317.59	1°00'53"	2°53'22"	17.56'	35.12'	0.08'	1983.00'	154+20.65	154+55.77	N55°19'14.2"W	N54°18'21.2"W

Inner Island																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 36					1+18.30	429812.15 587376.61	54°32'35"	161°23'48"	18.30'	33.79'	4.44'	35.50'	1+00.00	1+33.79	S71°41'53.6"W	S17°09'18.5"W
C = 37					1+42.50	429786.34 587368.65	47°02'56"	286°28'44"	8.71'	16.42'	1.81'	20.00'	1+33.79	1+50.22	S17°09'18.5"W	S29°53'37.9"E
C = 38					1+70.14	429761.52 587382.91	31°20'34"	80°41'54"	19.92'	38.84'	2.74'	71.00'	1+50.22	1+89.06	S29°53'37.9"E	S61°14'11.9"E
C = 39					1+97.76	429747.75 587408.01	47°02'56"	286°28'44"	8.71'	16.42'	1.81'	20.00'	1+89.06	2+05.48	S61°14'11.9"E	N71°42'51.7"E
C = 40					2+23.79	429756.22 587433.65	54°33'33"	161°23'48"	18.31'	33.80'	4.44'	35.50'	2+05.48	2+39.28	N71°42'51.7"E	N17°09'18.5"E
C = 41					2+47.99	429782.04 587441.62	47°02'56"	286°28'44"	8.71'	16.42'	1.81'	20.00'	2+39.28	2+55.71	N17°09'18.5"E	N29°53'37.9"W
C = 42					2+75.63	429806.85 587427.36	31°20'34"	80°41'54"	19.92'	38.84'	2.74'	71.00'	2+55.71	2+94.55	N29°53'37.9"W	N61°14'11.9"W
C = 43					3+03.25	429820.63 587402.26	47°02'56"	286°28'44"	8.71'	16.42'	1.81'	20.00'	2+94.55	3+10.97	N61°14'11.9"W	S71°42'51.7"W

1410-01-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	2.000	2.000
0004	201.0120	Clearing	ID	10.000	10.000
0006	201.0205	Grubbing	STA	2.000	2.000
0008	201.0220	Grubbing	ID	10.000	10.000
0010	203.0100	Removing Small Pipe Culverts	EACH	7.000	7.000
0012	204.0100	Removing Concrete Pavement	SY	3,515.000	3,515.000
0014	204.0130	Removing Curb	LF	180.000	180.000
0016	204.0150	Removing Curb & Gutter	LF	619.000	619.000
0018	205.0100	Excavation Common	CY	25,339.000	25,339.000
0020	213.0100	Finishing Roadway (project) 01. 1410-01-71	EACH	1.000	1.000
0022	305.0110	Base Aggregate Dense 3/4-Inch	TON	590.000	590.000
0024	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	18,840.000	18,840.000
0026	312.0110	Select Crushed Material	TON	21,667.000	21,667.000
0028	371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH	9.000	9.000
0030	405.0100	Coloring Concrete WisDOT Red	CY	507.000	507.000
0032	415.0120	Concrete Pavement 12-Inch	SY	522.000	522.000
0034	416.0512	Concrete Truck Apron 12-Inch	SY	403.000	403.000
0036	455.0605	Tack Coat	GAL	1,300.000	1,300.000
0038	460.2000	Incentive Density HMA Pavement	DOL	3,830.000	3,830.000
0040	460.6223	HMA Pavement 3 MT 58-28 S	TON	4,450.000	4,450.000
0042	460.6224	HMA Pavement 4 MT 58-28 S	TON	1,520.000	1,520.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	32.000	32.000
0046	465.0315	Asphaltic Flumes	SY	55.000	55.000
0048	504.0900	Concrete Masonry Endwalls	CY	8.000	8.000
0050	520.1030	Apron Endwalls for Culvert Pipe 30-Inch	EACH	2.000	2.000
0052	520.3318	Culvert Pipe Class III-A 18-Inch	LF	49.000	49.000
0054	520.3330	Culvert Pipe Class III-A 30-Inch	LF	48.000	48.000
0056	521.0342	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 42-Inch 4 to 1	EACH	3.000	3.000
0058	521.0348	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 48-Inch 4 to 1	EACH	1.000	1.000
0060	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	2.000	2.000
0062	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	2.000	2.000
0064	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000
0066	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	156.000	156.000
0068	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	126.000	126.000
0070	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	198.000	198.000
0072	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	96.000	96.000
0074	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	7.000	7.000
0076	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	205.000	205.000
0078	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,481.000	1,481.000
0080	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	4,091.000	4,091.000
0082	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	302.000	302.000
0084	601.0600	Concrete Curb Pedestrian	LF	160.000	160.000
0086	602.0410	Concrete Sidewalk 5-Inch	SF	22,048.000	22,048.000
0088	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	320.000	320.000
0090	606.0100	Riprap Light	CY	71.000	71.000
0092	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	660.600	660.600
0094	611.0624	Inlet Covers Type H	EACH	7.000	7.000
0096	611.0627	Inlet Covers Type HM	EACH	22.000	22.000
0098	611.0652	Inlet Covers Type T	EACH	2.000	2.000

1410-01-71

Line	Item	Item Description	Unit	Total	Qty
0100	611.3004	Inlets 4-FT Diameter	EACH	27.000	27.000
0102	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	250.000	250.000
0104	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1410-01-71	EACH	1.000	1.000
0106	619.1000	Mobilization	EACH	1.000	1.000
0108	620.0300	Concrete Median Sloped Nose	SF	344.000	344.000
0110	624.0100	Water	MGAL	1,039.000	1,039.000
0112	625.0500	Salvaged Topsoil	SY	15,780.000	15,780.000
0114	627.0200	Mulching	SY	4,541.000	4,541.000
0116	628.1104	Erosion Bales	EACH	120.000	120.000
0118	628.1504	Silt Fence	LF	1,249.000	1,249.000
0120	628.1520	Silt Fence Maintenance	LF	5,196.000	5,196.000
0122	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0124	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0126	628.2004	Erosion Mat Class I Type B	SY	1,164.000	1,164.000
0128	628.2008	Erosion Mat Urban Class I Type B	SY	6,849.000	6,849.000
0130	628.2031	Erosion Mat Class III Type A	SY	1,119.000	1,119.000
0132	628.6505	Soil Stabilizer Type A	ACRE	1.800	1.800
0134	628.7005	Inlet Protection Type A	EACH	41.000	41.000
0136	628.7020	Inlet Protection Type D	EACH	41.000	41.000
0138	628.7504	Temporary Ditch Checks	LF	562.000	562.000
0140	628.7515.S	Stone Ditch Checks	CY	76.000	76.000
0142	628.7555	Culvert Pipe Checks	EACH	36.000	36.000
0144	628.7560	Tracking Pads	EACH	4.000	4.000
0146	628.7570	Rock Bags	EACH	175.000	175.000
0148	629.0210	Fertilizer Type B	CWT	15.400	15.400
0150	630.0130	Seeding Mixture No. 30	LB	417.000	417.000
0152	630.0200	Seeding Temporary	LB	303.000	303.000
0154	630.0300	Seeding Borrow Pit	LB	158.000	158.000
0156	630.0500	Seed Water	MGAL	519.000	519.000
0158	633.5200	Markers Culvert End	EACH	13.000	13.000
0160	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	44.000	44.000
0162	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	12.000	12.000
0164	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	36.000	36.000
0166	637.2210	Signs Type II Reflective H	SF	552.400	552.400
0168	637.2230	Signs Type II Reflective F	SF	203.120	203.120
0170	638.2102	Moving Signs Type II	EACH	3.000	3.000
0172	638.2602	Removing Signs Type II	EACH	45.000	45.000
0174	638.3000	Removing Small Sign Supports	EACH	49.000	49.000
0176	642.5401	Field Office Type D	EACH	1.000	1.000
0178	643.0300	Traffic Control Drums	DAY	6,690.000	6,690.000
0180	643.0420	Traffic Control Barricades Type III	DAY	4,990.000	4,990.000
0182	643.0705	Traffic Control Warning Lights Type A	DAY	9,980.000	9,980.000
0184	643.0900	Traffic Control Signs	DAY	44,135.000	44,135.000
0186	643.0920	Traffic Control Covering Signs Type II	EACH	11.000	11.000
0188	643.1000	Traffic Control Signs Fixed Message	SF	157.500	157.500
0190	643.1050	Traffic Control Signs PCMS	DAY	38.000	38.000
0192	643.5000	Traffic Control	EACH	1.000	1.000
0194	645.0120	Geotextile Type HR	SY	201.000	201.000
0196	645.0130	Geotextile Type R	SY	520.000	520.000

1410-01-71

Line	Item	Item Description	Unit	Total	Qty
0198	646.1020	Marking Line Epoxy 4-Inch	LF	8,716.000	8,716.000
0200	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	4,018.000	4,018.000
0202	646.3020	Marking Line Epoxy 8-Inch	LF	483.000	483.000
0204	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0206	646.6120	Marking Stop Line Epoxy 18-Inch	LF	55.000	55.000
0208	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	81.000	81.000
0210	646.7120	Marking Diagonal Epoxy 12-Inch	LF	282.000	282.000
0212	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	303.000	303.000
0214	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0216	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0218	650.4000	Construction Staking Storm Sewer	EACH	38.000	38.000
0220	650.4500	Construction Staking Subgrade	LF	5,706.000	5,706.000
0222	650.5000	Construction Staking Base	LF	5,706.000	5,706.000
0224	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	5,572.000	5,572.000
0226	650.6000	Construction Staking Pipe Culverts	EACH	4.000	4.000
0228	650.8500	Construction Staking Electrical Installations (project) 01. 1410-01-71	LS	1.000	1.000
0230	650.9000	Construction Staking Curb Ramps	EACH	12.000	12.000
0232	650.9910	Construction Staking Supplemental Control (project) 01. 1410-01-71	LS	1.000	1.000
0234	650.9920	Construction Staking Slope Stakes	LF	5,706.000	5,706.000
0236	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,885.000	1,885.000
0238	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	380.000	380.000
0240	653.0140	Pull Boxes Steel 24x42-Inch	EACH	8.000	8.000
0242	654.0105	Concrete Bases Type 5	EACH	14.000	14.000
0244	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0246	655.0610	Electrical Wire Lighting 12 AWG	LF	1,638.000	1,638.000
0248	655.0615	Electrical Wire Lighting 10 AWG	LF	480.000	480.000
0250	655.0625	Electrical Wire Lighting 6 AWG	LF	7,815.000	7,815.000
0252	655.0640	Electrical Wire Lighting 1 AWG	LF	18.000	18.000
0254	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 33 & CTH I	LS	1.000	1.000
0256	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	14.000	14.000
0258	657.0322	Poles Type 5-Aluminum	EACH	14.000	14.000
0260	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	14.000	14.000
0262	659.1205	Luminaires Underdeck LED A	EACH	14.000	14.000
0264	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0266	690.0150	Sawing Asphalt	LF	203.000	203.000
0268	690.0250	Sawing Concrete	LF	40.000	40.000
0270	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0272	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,280.000	2,280.000
0274	SPV.0045	Special 01. Portable Speed Trailer	DAY	90.000	90.000
0276	SPV.0060	Special 01. Inlets 4-FT Special	EACH	4.000	4.000
0278	SPV.0060	Special 02. Sand Bags	EACH	450.000	450.000
0280	SPV.0060	Special 03. Lighting System Integrator	EACH	1.000	1.000
0282	SPV.0060	Special 04. Lighting System Survey	EACH	1.000	1.000
0284	SPV.0085	Special 01. Low Maintenance Seed Mix	LB	20.000	20.000
0286	SPV.0090	Special 01. Silt Fence Heavy Duty	LF	2,448.000	2,448.000
0288	SPV.0170	Special 01. Proof Rolling	STA	64.000	64.000

3

CLEARING & GRUBBING

ROADWAY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
STH 33								
	32+00.00'EA'	-	34+00.00'EA'	RT	2	---	2	---
	34+20.30'EA'	-	---	RT	---	6	---	6
	34+65.32'EA'	-	---	RT	---	4	---	4
				TOTAL 0010	2	10	2	10

REMOVING SMALL PIPE CULVERTS

ROADWAY	STATION,OFFSET	DESCRIPTION	203.0100 REMOVING SMALL PIPE CULVERTS EACH
STH33			
	35+54.41 'EA' , 37.27'RT	36" CMCP , 98LF	1
CTH I			
	62+68.92 'NA' , 33.61'LT	18" CMCP , 120LF	1
	66+44.99 'NA' , 21.95'LT	18" CMCP , 40LF	1
	73+21.42 'NB' , 41.65'RT	48" CMCP , 86LF	1
	73+30.62 'NB' , 41.88'RT	42" CMCP , 86LF	1
	73+93.75 'NA' , 61.91'LT	30" CMCP , 44LF	1
COLD SPRINGS LANE			
	13+21.75 'CSL' , 53.45'RT	24" CMCP , 105LF	1
		TOTAL 0010	7

REMOVING CONCRETE ITEMS

ROADWAY	STATION	TO	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF
STH 33						
	30+00.00'EA'	-	33+11.23'EA'	684	---	---
	33+11.23'EA'	-	37+42.97'EA'	958	91	153
	40+27.90'EB'	-	44+34.28'EB'	866	89	156
	44+34.28'EB'	-	47+32.69'EB'	657	---	---
CIRCULATORY ROADWAY						
	90+00.00	-	93+17.30	350	---	---
COLD SPRINGS LANE						
	11+94.00'CSL'	-	12+95.17'CSL'	---	---	159
COLD SPRINGS ROAD						
	15+82.97'CSR'	-	16+75.00'CSR'	---	---	151
			TOTAL 0010	3,515	180	619

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EARTHWORK SUMMARY

ALIGNMENT NAME	STATION TO STATION	LOCATION	205.0100 COMMON EXCAVATION [CY] (1) CUT [CY] (2)	205.0100 COMMON EXCAVATION [CY] (1) EBS EXCAVATION [CY] (3)	* SALVAGED/ UNUSABLE PAVEMENT MATERIAL [CY] (4)	* AVAILABLE MATERIAL [CY] (5)	** 312.0110 SELECT CRUSHED MATERIAL (TON) FACTOR 1.90	* EXPANDED EBS BACKFILL [CY] (6) FACTOR 1.10	* UNEXPANDED FILL [CY]	* EXPANDED FILL [CY] FACTOR 1.30	* MASS ORDINATE +/- [CY] (7)	* WASTE [CY]
EA LINE	30+00.1'EA' - 37+27.098'EA	STH 33 - WEST LEG	3,133	---	397	2,736	---	---	1,677	2,180	556	556
WA LINE	33+50'WA' - 37+34.052'WA'	STH 33 - WEST LEG	933	---	481	452	---	---	205	267	186	186
EB LINE	40+50'EB' - 47+32.598'EB'	STH 33 - EAST LEG	3,800	180	153	3,647	375	197	465	605	3,043	3,222
WB LINE	40+50'WB' - 44+00'WB'	STH 33 - EAST LEG	979	---	586	393	---	---	85	111	282	282
NA LINE	61+90.399'NA' - 69+00'NA'	CTH I - SOUTH LEG	3,742	---	260	3,482	---	---	114	148	3,333	3,333
SA LINE	64+50'SA' - 69+00'SA'	CTH I - SOUTH LEG	4,404	33	84	4,320	69	36	0	0	4,320	4,353
NB LINE	70+50'NB' - 75+71.17'NB'	CTH I - NORTH LEG	2,718	113	186	2,532	236	124	252	328	2,205	2,318
SB LINE	70+50'SB' - 73+50'SB'	CTH I - NORTH LEG	770	---	194	576	---	---	419	545	31	31
CENTRAL ISLAND	90+00.02 - 93+17.30	ROUNDABOUT	1,444	---	420	1,024	---	---	1,482	1,927	-903	0
COLD SPRINGS LN	11+93.759 - 12+77.846	COLD SPRINGS LN	312	---	29	283	---	---	3	4	279	279
COLD SPRINGS RD	15+66 - 16+74.6	COLD SPRINGS RD	478	---	45	433	---	---	2	3	430	430
ALIGNMENT SUBTOTALS			22,713	326	2,836	19,877	680	358	4,704	6,115	13,762	14,991
UNDISTRIBUTED EBS			---	2,300	---	---	4,807	2,530	---	---	---	2,530
SUBTOTALS			22,713	2,626	2,836	19,877	5,487	2,888	4,704	6,115	13,762	17,521
TOTALS			25,339		2,836	19,877	5,487	2,888	4,704	6,115	13,762	17,521

NOTES:

* NOT A BID ITEM, FOR INFORMATION ONLY

** ADDITIONAL QUANTITIES SHOW ELSEWHERE IN THE PLANS. SEE BASE COURSE TABLE.

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. EBS MATERIAL SHALL BE WASTED.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL, ITEM NUMBER 312.0110.

(7) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL. "PLUS" INDICATES AN EXCESS OF MATERIAL. "MINUS" INDICATES A SHORTAGE OF MATERIAL.

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

(9) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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BASE COURSE

CATEGORY	STATION	TO	STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER (AGGREGATE COMPACTION) MGAL	624.0100 WATER (DUST CONTROL) MGAL
STH 33								
	30+00.00'EA'	-	33+11.23'EA'	80	1,910	1,850	21	86
	33+11.23'EA'	-	37+42.97'EA'	60	2,710	2,320	29	120
	40+27.90'EB'	-	44+34.28'EB'	60	2,590	2,160	27	115
	44+34.28'EB'	-	47+32.69'EB'	110	1,400	1,380	17	79
CTH I								
	61+90.00'NA'	-	66+07.19'NA'	90	1,090	1,020	12	51
	66+07.19'NA'	-	69+16.85'NA'	100	2,870	2,340	30	131
	70+30.45'NB'	-	73+60.19'NB'	10	2,030	1,640	22	85
	73+60.19'NB'	-	75+71.17'NB'	40	1,450	1,350	16	72
CIRCULATORY ROADWAY								
	90+00.00	-	93+17.30	---	1,540	1,640	16	59
COLD SPRINGS LANE								
	11+94.00'CSL'	-	12+95.17'CSL'	20	280	200	4	17
COLD SPRINGS ROAD								
	15+82.97'CSR'	-	16+75.00'CSR'	20	370	280	5	22
UNDISTRIBUTED								
				---	600	---	---	---
SUBTOTAL								
				590	18,840	16,180	199	840
			TOTAL 0010	590	18,840	16,180	1,039	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS. SEE EARTHWORK SUMMARY TABLE.

3

CONCRETE ITEMS

ROADWAY	STATION	TO	STATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0120 CONCRETE PAVEMENT 12-INCH SY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	620.0300 CONCRETE MEDIAN SLOPED NOSE TYPE 2 SF
STH 33															
	30+00.00'EA'	-	33+11.23'EA'	---	---	---	---	---	189	---	---	---	---	---	---
	33+11.23'EA'	-	37+42.97'EA'	92	155	---	---	293	1,097	---	36	4,950	80	60	31
	40+27.90'EB'	-	44+34.28'EB'	92	128	---	---	313	987	---	35	5,350	80	60	31
	44+34.28'EB'	-	47+32.69'EB'	---	---	---	---	---	---	---	---	---	---	---	---
CTH I															
	61+90.00'NA'	-	66+07.19'NA'	---	---	---	---	---	112	---	---	---	---	---	---
	66+07.19'NA'	-	69+16.85'NA'	93	63	---	---	344	667	---	54	6,300	80	50	31
	70+30.45'NB'	-	73+60.19'NB'	70	88	---	---	328	826	---	35	4,478	80	50	31
	73+60.19'NB'	-	75+71.17'NB'	---	---	---	---	---	116	---	---	---	---	---	---
CIRCULATORY ROADWAY															
	90+00.00	-	93+17.30	160	88	403	205	203	97	302	---	970	---	---	---
COLD SPRINGS LANE															
	11+94.00'CSL'	-	12+95.17'CSL'	---	---	---	---	---	---	---	---	---	---	---	---
COLD SPRINGS ROAD															
	15+82.97'CSR'	-	16+75.00'CSR'	---	---	---	---	---	---	---	---	---	---	---	---
SUBTOTALS				507	522	403	205	1,481	4,091	302	160	22,048	320	220	124
			TOTAL 0010	507	522	403	205	1,481	4,091	302	160	22,048	320	344	

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				HMA PAVEMENT				
				455.0605	460.6223	460.6224	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	465.0315
ROADWAY	STATION	TO	STATION	TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S TON	HMA PAVEMENT 4 MT 58-28 S TON	TON	ASPHALTIC FLUMES SY
STH 33								
	30+00.00'EA'	-	33+11.23'EA'	150	510	200	---	---
	33+11.23'EA'	-	37+42.97'EA'	176	610	190	---	---
	40+27.90'EB'	-	44+34.28'EB'	165	560	180	---	11
	44+34.28'EB'	-	47+32.69'EB'	120	410	140	---	---
CTH I								
	61+90.00'NA'	-	66+07.19'NA'	89	310	110	15	11
	66+07.19'NA'	-	69+16.85'NA'	186	640	210	---	---
	70+30.45'NB'	-	73+60.19'NB'	148	500	150	---	9
	73+60.19'NB'	-	75+71.17'NB'	116	400	150	17	15
CIRCULATORY ROADWAY								
	90+00.00	-	93+17.30	124	420	130	---	---
COLD SPRINGS LANE								
	11+94.00'CSL'	-	12+95.17'CSL'	11	40	30	---	9
COLD SPRINGS ROAD								
	15+82.97'CSR'	-	16+75.00'CSR'	15	50	30	---	---
			TOTAL 0010	1,300	4,450	1,520	32	55

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CULVERT PIPE ITEMS

INLET STATION	INLET OFFSET	INLET ELEV	DISCHARGE STATION	DISCHARGE OFFSET	DISCHARGE ELEV	SLOPE FT/FT	504.0900 CONCRETE MASONRY ENDWALLS CY	520.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH EACH	520.3318 CULVERT PIPE CLASS III-A 18-INCH LF	520.3330 CULVERT PIPE CLASS III-A 30-INCH LF	521.0342 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 4 TO 1 EACH	521.0348 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 48-INCH 4 TO 1 EACH	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1 EACH
STH 33														
35+59.96'EA'	46.88' RT	808.40	35+70.15'EA'	54.87' LT	807.80	0.0059	---	---	---	---	2	---	---	---
CTH I														
62+68.87'NA'	32.31' LT	832.98	64+25.00'NA'	32.30' LT	829.17	0.0244	---	---	---	---	---	---	2	---
66+38.13'NA'	51.58' LT	822.04	66+84.23'NA'	54.71' LT	820.19	0.0378	---	---	49	---	---	---	---	2
73+26.00'NB'	54.98' LT	803.60	73+25.17'NB'	41.02' RT	803.20	0.0042	8	---	---	---	---	1	---	---
73+33.06'NB'	54.89' LT	804.10	73+31.36'NB'	41.79' RT	803.70	0.0042	---	---	---	---	1	---	---	---
74+46.20'NB'	58.50' LT	806.44	73+94.33'NB'	57.09' LT	805.08	0.0283	---	2	---	48	---	---	---	---
COLD SPRINGS LANE														
12+85.54'CSL'	58.64' LT	825.50	13+03.96'CSL'	65.60' RT	818.20	0.0579	---	---	---	---	---	---	---	---
						TOTAL 0010	8	2	49	48	3	1	2	2

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

INLET STATION	INLET OFFSET	INLET ELEV	DISCHARGE STATION	DISCHARGE OFFSET	DISCHARGE ELEV	SLOPE FT/FT	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	522.0448 CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	* 633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	MINIMUM METAL PIPE THICKNESS IN
STH 33														
35+59.96'EA'	46.88' RT	808.40	35+70.15'EA'	54.87' LT	807.80	0.0059	---	---	---	102	---	2	1	N/A
CTH I														
62+68.87'NA'	32.31' LT	832.98	64+25.00'NA'	32.30' LT	829.17	0.0244	---	156	---	---	---	---	---	0.064
66+38.13'NA'	51.58' LT	822.04	66+84.23'NA'	54.71' LT	820.19	0.0378	---	---	---	---	---	---	---	0.064
73+26.00'NB'	54.98' LT	803.60	73+25.17'NB'	41.02' RT	803.20	0.0042	---	---	---	---	96	2	1	N/A
73+33.06'NB'	54.89' LT	804.10	73+31.36'NB'	41.79' RT	803.70	0.0042	---	---	---	96	---	---	1	N/A
74+46.20'NB'	58.50' LT	806.44	73+94.33'NB'	57.09' LT	805.08	0.0283	---	---	---	---	---	---	---	0.079
COLD SPRINGS LANE														
12+85.54'CSL'	58.64' LT	825.50	13+03.96'CSL'	65.60' RT	818.20	0.0579	2	---	126	---	---	2	1	N/A
						TOTAL 0010	2	156	126	198	96	6	4	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET	RIM ELEVATION	INVERT ELEVATION	DEPTH FT	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0652 INLET COVERS TYPE T EACH	611.3004 INLETS 4-FT DIAMETER EACH	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH EACH	* 633.5200 MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	SPV.0060.01 INLETS 4-FT DIAMETER, SPECIAL EACH
10	72+43.87'NB'	47.82' LT	--	807.08	---	1	---	---	---	---	---	1	1	---
11	72+43.40'NB'	36.13' LT	810.57	807.20	2.56	---	---	1	---	1	10	---	1	---
11A	72+53.91'NB'	35.80' LT	810.59	807.30	2.48	---	---	1	---	1	10	---	1	---
12	72+34.92'NB'	15.37' LT	811.64	807.42	3.41	---	---	1	---	1	20	---	1	---
13	72+34.91'NB'	1.50' LT	811.68	807.56	3.31	---	---	1	---	1	10	---	1	---
14	72+22.02'NB'	1.50' LT	811.68	807.69	3.18	---	---	1	---	1	10	---	1	---
15	72+00.14'NB'	21.00' RT	811.78	808.00	2.97	---	---	1	---	1	20	---	1	---
20	70+59.87'NB'	81.42' LT	---	808.65	---	1	---	---	---	---	---	1	1	---
21	70+36.05'NB'	68.49' LT	813.28	808.90	3.57	---	1	---	---	1	---	---	1	---
21A	37+31.35'EA'	29.73' LT	813.87	809.26	3.80	---	1	---	---	1	20	---	1	---
21B	37+37.48'EA'	1.50' LT	814.22	809.48	3.93	---	1	---	---	1	20	---	1	---
21C	37+35.05'EA'	20.88' RT	813.89	809.71	3.62	---	---	1	---	---	20	---	1	1
21D	37+02.38'EA'	19.00' RT	814.24	809.93	3.75	---	---	1	---	---	---	---	1	1
22	70+36.77'NB'	24.41' LT	813.32	809.23	3.28	---	1	---	---	1	20	---	1	---
23	70+12.95'NB'	28.38' LT	813.23	809.40	3.19	---	---	---	1	---	10	---	1	1
24	70+11.28'NB'	18.51' LT	813.24	809.48	3.12	---	---	---	1	---	10	---	1	1
30	34+91.45'EA'	36.42' RT	---	813.94	---	1	---	---	---	---	---	1	1	---
31	34+90.00'EA'	21.50' RT	818.31	814.09	3.41	---	---	1	---	1	---	---	1	---
32	34+89.95'EA'	1.50' LT	818.72	814.32	3.59	---	---	1	---	1	---	---	1	---
33	34+90.39'EA'	15.67' LT	818.60	814.46	3.33	---	---	1	---	1	---	---	1	---
40	69+28.54'NA'	59.85' RT	---	809.90	---	1	---	---	---	---	---	1	1	---
41	69+17.33'NA'	23.55' RT	814.60	810.45	3.34	---	---	1	---	1	10	---	1	---
41A	69+30.34'NA'	25.42' RT	814.49	810.61	3.07	---	---	1	---	1	10	---	1	---
42	69+11.35'NA'	1.50' LT	814.96	810.58	3.57	---	1	---	---	1	20	---	1	---
43	69+11.32'NA'	21.27' LT	814.83	810.68	3.34	---	1	---	---	1	20	---	1	---
44	69+06.81'NA'	39.59' LT	814.91	810.78	3.32	---	1	---	---	1	10	---	1	---
50	67+61.16'NA'	34.65' RT	---	813.85	---	1	---	---	---	---	---	1	1	---
51	67+61.16'NA'	19.50' RT	818.12	814.00	3.31	---	---	1	---	1	---	---	1	---
52	67+61.16'NA'	1.50' LT	818.81	814.21	3.79	---	---	1	---	1	---	---	1	---
53	67+61.16'NA'	22.20' LT	819.07	814.42	3.84	---	---	1	---	1	---	---	1	---
60	42+31.42'EB'	60.21' LT	---	808.23	---	1	---	---	---	---	---	1	1	---
61	42+31.42'EB'	39.49' LT	811.50	808.33	2.36	---	---	1	---	1	---	---	1	---
62	42+31.42'EB'	16.48' LT	811.91	808.45	2.65	---	---	1	---	1	---	---	1	---
63	42+31.42'EB'	1.50' LT	812.06	808.52	2.73	---	---	1	---	1	---	---	1	---
70	44+34.02'EB'	50.37' LT	---	805.14	---	1	---	---	---		---	1	1	---
71	44+32.99'EB'	35.51' LT	809.50	805.29	3.40	---	---	1	---	1	---	---	1	---
72	44+28.45'EB'	8.96' LT	810.00	805.56	3.63	---	---	1	---	1	---	---	1	---
73	44+27.99'EB'	1.50' LT	809.87	805.63	3.43	---	---	1	---	1	---	---	1	---
					TOTALS	7	7	22	2	27	250	7	38	4

STR DEPTH = RIM ELEV - INVERT ELEV - CASTING HEIGHT - ADJUSTMENT RING HEIGHT + LOWEST PIPE THICKNESS
CASTING HEIGHT = 6" FOR TYPE H, HM COVERS, 7" FOR TYPE T COVERS
ADJUSTMENT RING HEIGHT = 6" TYPICAL, 3" FOR INLETS 4-FT DIAMETER, SPECIAL
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.

STORM SEWER PIPES

FROM	-	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF
11	-	10	807.20	807.08	0.0100	11.7
11A	-	11	807.30	807.20	0.0100	10.0
12	-	11	807.42	807.20	0.0100	22.3
13	-	12	807.56	807.42	0.0100	13.9
14	-	13	807.69	807.56	0.0100	12.9
15	-	14	808.00	807.69	0.0100	31.6
21	-	20	808.90	808.65	0.0100	25.0
21A	-	21	809.26	808.90	0.0074	48.6
21B	-	21A	809.48	809.26	0.0076	29.1
21C	-	21B	809.71	809.48	0.0100	22.5
21D	-	21C	809.93	809.71	0.0082	27.2
22	-	21	809.23	808.90	0.0074	44.1
23	-	22	809.40	809.23	0.0075	23.3
24	-	23	809.48	809.40	0.0075	10.0
31	-	30	814.09	813.94	0.0100	15.0
32	-	31	814.32	814.09	0.0100	23.0
33	-	32	814.46	814.32	0.0100	14.2
41	-	40	810.45	809.90	0.0149	36.8
41A	-	41	810.61	810.51	0.0100	10.0
42	-	41	810.58	810.45	0.0050	25.6
43	-	42	810.68	810.58	0.0050	19.8
44	-	43	810.78	810.68	0.0050	19.2
51	-	50	814.00	813.85	0.0100	15.1
52	-	51	814.21	814.00	0.0100	21.0
53	-	52	814.42	814.21	0.0100	20.7
61	-	60	808.33	808.23	0.0050	20.7
62	-	61	808.45	808.33	0.0050	23.0
63	-	62	808.52	808.45	0.0050	15.0
71	-	70	805.29	805.14	0.0100	14.9
72	-	71	805.56	805.29	0.0100	26.9
73	-	72	805.63	805.56	0.0097	7.5
					TOTALS	660.6

EROSION CONTROL

ROADWAY	STATION	TO	STATION	606.0100 RIPRAP LIGHT CY	627.0200 MULCHING SY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2031 EROSION MAT CLASS III TYPE A SY
STH 33													
	30+00.00'EA'	-	33+11.23'EA'	7	456	---	---	231	---	---	---	175	---
	33+11.23'EA'	-	37+42.97'EA'	12	291	40	---	1079	---	---	---	2050	---
	40+27.90'EB'	-	44+34.28'EB'	11	1064	---	260	461	---	---	435	---	---
	44+34.28'EB'	-	47+32.69'EB'	---	10	---	30	1058	---	---	32	1762	---
CTH I													
	61+90.00'NA'	-	66+07.19'NA'	---	---	---	---	---	---	---	215	90	32
	66+07.19'NA'	-	69+16.85'NA'	7	1061	---	---	---	---	---	147	195	857
	70+30.45'NB'	-	73+60.19'NB'	5	645	40	471	707	---	---	---	440	---
	73+60.19'NB'	-	75+71.17'NB'	---	---	---	146	482	---	---	95	622	---
CIRCULATORY ROADWAY													
	90+00.00	-	93+17.30	4	84	---	---	---	---	---	---	---	---
COLD SPRINGS LANE													
	11+94.00'CSL'	-	12+95.17'CSL'	---	20	---	---	---	---	---	---	90	---
COLD SPRINGS ROAD													
	15+82.97'CSR'	-	16+75.00'CSR'	5	---	---	92	138	---	---	---	55	---
UNDISTRIBUTED													
	---	-	---	20	910	40	250	1040	10	6	240	1370	230
			TOTAL 0010	71	4,541	120	1,249	5,196	10	6	1,164	6,849	1,119

ROADWAY	STATION	TO	STATION	628.6505 SOIL STABILIZER TYPE A ACRE	628.7005 INLET PROTECTION TYPE A EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7515.S STONE DITCH CHECKS CY	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	645.0120 GEOTEXTILE TYPE HR SY	645.0130 GEOTEXTILE TYPE R SY	SPV.0060.02 SAND BAGS EACH	SPV.0090.01 SILT FENCE HEAVY DUTY LF
STH 33															
	30+00.00'EA'	-	33+11.23'EA'	0.1	---	---	13	---	2	---	15	---	28	---	154
	33+11.23'EA'	-	37+42.97'EA'	0.1	6	6	52	---	6	---	15	67	48	---	719
	40+27.90'EB'	-	44+34.28'EB'	0.2	6	6	78	---	---	---	---	---	48	---	47
	44+34.28'EB'	-	47+32.69'EB'	0.1	---	---	65	---	---	---	30	---	---	---	675
CTH I															
	61+90.00'NA'	-	66+07.19'NA'	0.2	---	---	52	7	2	---	---	---	---	---	---
	66+07.19'NA'	-	69+16.85'NA'	0.4	6	6	104	49	2	---	---	---	226	---	---
	70+30.45'NB'	-	73+60.19'NB'	0.1	6	6	39	---	---	---	45	67	23	360	---
	73+60.19'NB'	-	75+71.17'NB'	0.1	---	---	26	---	14	---	15	---	---	---	175
CIRCULATORY ROADWAY															
	90+00.00	-	93+17.30	---	7	7	---	---	---	---	---	---	17	---	---
COLD SPRINGS LANE															
	11+94.00'CSL'	-	12+95.17'CSL'	---	---	---	13	---	---	---	---	---	---	---	97
COLD SPRINGS ROAD															
	15+82.97'CSR'	-	16+75.00'CSR'	0.1	---	---	---	---	---	---	15	---	20	---	91
UNDISTRIBUTED															
	---	-	---	0.4	10	10	120	20	10	4	40	67	110	90	490
			TOTAL 0010	1.8	41	41	562	76	36	4	175	201	520	450	2,448

*USED AS PART OF SETTLING BASIN CONSTRUCTION DETAIL.

3

				RESTORATION						
				625.0500	* 629.0210	630.0130	630.0200	630.0300	630.0500	SPV.0085.01
ROADWAY	STATION	TO	STATION	SALVAGED TOPSOIL SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 30 LB	SEEDING TEMPORARY LB	SEEDING BORROW PIT LB	SEED WATER MGAL	LOW MAINTENANCE SEED MIX LB
STH 33										
	30+00.00'EA'	-	33+11.23'EA'	1,330	1.0	30	24	---	38	---
	33+11.23'EA'	-	37+42.97'EA'	2,640	1.2	51	41	---	64	---
	40+27.90'EB'	-	44+34.28'EB'	2,330	1.7	47	38	---	59	---
	44+34.28'EB'	-	47+32.69'EB'	1,810	0.7	40	32	---	50	---
CTH I										
	61+90.00'NA'	-	66+07.19'NA'	1,160	0.9	24	20	---	30	---
	66+07.19'NA'	-	69+16.85'NA'	3,910	2.7	77	62	---	96	---
	70+30.45'NB'	-	73+60.19'NB'	1,310	0.8	26	21	---	32	---
	73+60.19'NB'	-	75+71.17'NB'	990	0.6	23	---	---	28	---
CIRCULATORY ROADWAY										
	90+00.00	-	93+17.30	90	0.1	---	0	---	2	10
COLD SPRINGS LANE										
	11+94.00'CSL'	-	12+95.17'CSL'	110	0.1	4	4	---	4	---
COLD SPRINGS ROAD										
	15+82.97'CSR'	-	16+75.00'CSR'	100	0.1	5	---	---	6	---
UNDISTRIBUTED										
	---	-	---	---	5.5	90	61	158	110	10
			TOTAL 0010	15,780	15.4	417	303	158	519	20

*FERTILIZER SHALL NOT BE USED WITHIN 20' OF WETLANDS OR WATERWAYS.

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
1	W23-2(2S)	--	36 x 36	--	9.000	--	1	--	--	--	--	--
2	J1-1(2S)	--	24 x 39	6.500	--	--	1	--	--	--	--	--
	M2-1		21 x 15									
	M1-5A		24 x 24									
3	W2-6(2S)	--	30 x 30	--	6.250	--	1	--	--	--	--	TEMPORARY FLAGS INCIDENTAL
4	W13-1(2S)	15 MPH	18 x 18	--	2.250	--	--	--	--	--	3	--
5	D1-62	[33] EAST NORTH SOUTH [I] [ARROW] [I]	102 x 66	46.750	--	--	--	3	--	--	--	--
6	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
7	W6-3(2S)	--	36 x 36	--	9.000	--	1	--	--	--	--	--
8	R4-7(3)	--	36 x 48	12.000	--	--	1	--	--	--	--	--
9	W5-54(2S)	--	18 x 18	--	2.250	--	--	--	--	--	8	--
10	R5-1(3)	--	36 x 36	9.000	--	--	1	--	--	--	--	--
11	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
12	W14-3(2S)	--	48 x 36	--	5.560	--	--	--	--	--	8	--
13	R2-1(2S)	55 MPH	24 x 30	5.000	--	--	1	--	--	--	--	--
14	J4-1(2S)	--	24 x 36	6.000	--	--	1	--	--	--	--	--
	M3-4	WEST	24 x 12									
	M1-6	STH 33	24 x 24									
15	W14-1(2S)	--	30 x 30	--	6.250	--	1	--	--	--	--	--
16	R1-1(2S)	--	30 x 30	5.180	--	--	1	--	--	--	--	--
17	D7-68L	HAWTHORNE HILLS COUNTY PARK	78 x 36	19.500	--	--	2	--	--	--	--	--
18	R1-6(2S)	--	12 x 36	3.000	--	--	--	--	1	--	--	--
19	R1-6(2S)	--	12 x 36	3.000	--	--	--	--	--	--	18	--
20	D1-2	[33] WEST [TA]	42 x 30	8.750	--	--	--	--	2	--	--	--
21	R1-2(2S)	--	36 x 31	3.880	--	--	--	--	1	--	--	--
22	R1-54(2S)	--	24 x 15	2.500	--	--	--	--	--	--	21	--
23	R1-2(2S)	--	36 x 31	3.880	--	--	--	--	1	--	--	--
24	W11-2(2S)	--	30 x 30	--	6.250	--	--	--	1	--	--	--
25	W16-7L(2S)	--	24 x 12	--	2.000	--	--	--	--	--	24	--
26	W11-2(2S)	--	30 x 30	--	6.250	--	--	--	1	--	--	--
27	W16-7L(2S)	--	24 x 12	--	2.000	--	--	--	--	--	26	--

ALL ITEMS ARE CATEGORY 0010.

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
28	R1-6(2S)	--	12	x	36	3.000	--	--	--	--	1	--	--	--
29	R1-6(2S)	--	12	x	36	3.000	--	--	--	--	--	--	28	--
30	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	1	--	--	--
31	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	30	--
32	D1-2	[I] NORTH [TA]	42	x	30	8.750	--	--	--	--	2	--	--	--
33	R6-1R(2S)	--	36	x	12	3.000	--	--	--	--	2	--	--	--
34	R6-4B(2S)	--	60	x	24	10.000	--	--	--	--	--	--	33	--
35	R6-1R(2S)	--	36	x	12	3.000	--	--	--	--	2	--	--	--
36	R6-4B(2S)	--	60	x	24	10.000	--	--	--	--	--	--	35	--
37	R1-2(2S)	--	36	x	31	3.880	--	--	--	--	1	--	--	--
38	R1-54(2S)	--	24	x	15	2.500	--	--	--	--	--	--	37	--
39	R1-2(2S)	--	36	x	31	3.880	--	--	--	--	1	--	--	--
40	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	1	--	--	--
41	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	40	--
42	R1-6(2S)	--	12	x	36	3.000	--	--	--	--	1	--	--	--
43	R1-6(2S)	--	12	x	36	3.000	--	--	--	--	--	--	42	--
44	I55-56	--	--	x	--	--	--	1	1	--	--	1	--	MOVE SIGN TO STA 43+50
45	R2-1(2S)	55 MPH	24	x	30	5.000	--	--	1	--	--	--	--	--
46	J4-1(2S)	--	24	x	36	6.000	--	--	1	--	--	--	--	--
	M3-2	EAST	24	x	12									
	M1-6	STH 33	24	x	24									
47	D1-2	[33] EAST [TA]	42	x	30	8.750	--	--	--	--	2	--	--	--
48	W11-2(2S)	--	30	x	30	--	6.250	--	--	--	1	--	--	--
49	W16-7L(2S)	--	24	x	12	--	2.000	--	--	--	--	--	48	--
50	R6-1R(2S)	--	36	x	12	3.000	--	--	--	--	2	--	--	--
51	R6-4B(2S)	--	60	x	24	10.000	--	--	--	--	--	--	50	--
52	R6-1R(2S)	--	36	x	12	3.000	--	--	--	--	2	--	--	--
53	R6-4B(2S)	--	60	x	24	10.000	--	--	--	--	--	--	52	--
54	R1-2(2S)	--	36	x	31	3.880	--	--	--	--	1	--	--	--
55	R1-54(2S)	--	24	x	15	2.500	--	--	--	--	--	--	54	--
56	R1-2(2S)	--	36	x	31	3.880	--	--	--	--	1	--	--	--

ALL ITEMS ARE CATEGORY 0010.

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
57	W11-2(2S)	--	30 x 30	--	6.250	--	--	--	1	--	--	--
58	W16-7L(2S)	--	24 x 12	--	2.000	--	--	--	--	--	57	--
59	R1-6(2S)	--	12 x 36	3.000	--	--	--	--	1	--	--	--
60	R1-6(2S)	--	12 x 36	3.000	--	--	--	--	--	--	59	--
61	D1-2	[I] SOUTH [TA]	42 x 30	8.750	--	--	--	--	2	--	--	--
62	W11-2(2S)	--	30 x 30	--	6.250	--	--	--	1	--	--	--
63	W16-7L(2S)	--	24 x 12	--	2.000	--	--	--	--	--	62	--
64	R1-2(2S)	--	36 x 31	3.880	--	--	--	--	1	--	--	--
65	R1-54(2S)	--	24 x 15	2.500	--	--	--	--	--	--	64	--
66	R1-2(2S)	--	36 x 31	3.880	--	--	--	--	1	--	--	--
67	W11-2(2S)	--	30 x 30	--	6.250	--	--	--	1	--	--	--
68	W16-7L(2S)	--	24 x 12	--	2.000	--	--	--	--	--	67	--
69	D7-68R	HAWTHORNE HILLS COUNTY PARK	78 x 36	19.500	--	--	2	--	--	--	--	--
70	D1-62	[33] WEST SOUTH NORTH [I] [ARROW] [I]	102 x 66	46.750	--	--	--	3	--	--	--	--
71	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
72	W2-6(2S)	--	30 x 30	--	6.250	--	1	--	--	--	--	TEMPORARY FLAGS INCIDENTAL
73	W13-1(2S)	15 MPH	18 x 18	--	2.250	--	--	--	--	--	72	--
74	W6-3(2S)	--	36 x 36	--	9.000	--	1	--	--	--	--	--
75	R4-7(3)	--	36 x 48	12.000	--	--	1	--	--	--	--	--
76	W5-54(2S)	--	18 x 18	--	2.250	--	--	--	--	--	75	--
77	R5-1(3)	--	36 x 36	9.000	--	--	1	--	--	--	--	--
78	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
79	W14-3(2S)	--	48 x 36	--	5.560	--	--	--	--	--	75	--
80	J1-1(2S)	--	24 x 39	6.500	--	--	1	--	--	--	--	--
	M2-1	--	21 x 15									
	M1-5A	CTH I	24 x 24									
81	W23-2(2S)	--	36 x 36	--	9.000	--	1	--	--	--	--	--
82	W23-2(2S)	--	36 x 36	--	9.000	--	1	--	--	--	--	--

ALL ITEMS ARE CATEGORY 0010.

SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.] x H [IN.]	637.2210 SIGNS TYPE II REFLC H [SF]	637.2230 SIGNS TYPE II REFLC F [SF]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	634.0618 WOOD POSTS 4"X 6"X18' [EA]	634.0622 WOOD POSTS 4"X6"X22' [EA]	634.0814 POSTS TUBULAR STEEL 2"X2"X14' [EA]	638.2102 MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
83	J1-1(2S) M2-1 M1-6	--	24 x 39 21 x 15 24 x 24	6.500	--	--	1	--	--	--	--	--
84	W2-6(2S)	--	30 x 30	--	6.250	--	1	--	--	--	--	--
85	W13-1(2S)	15 MPH	24 x 12	--	2.000	--	--	--	--	--	84	--
86	W6-3(2S)	--	36 x 36	--	9.000	--	1	--	--	--	--	--
87	R4-7(3)	--	36 x 48	12.000	--	--	1	--	--	--	--	--
88	W5-54(2S)	--	18 x 18	--	2.250	--	--	--	--	--	87	--
89	R5-1(3)	--	36 x 36	9.000	--	--	1	--	--	--	--	--
90	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
91	D1-62	[I] NORTH WEST EAST [33] [ARROW] [33]	96 x 66	44.000	--	--	--	3	--	--	--	--
92	R2-1(2S)	45 MPH	24 x 30	5.000	--	--	1	--	--	--	--	--
93	M1-5A(2S)	CTH I	24 x 24	4.000	--	--	1	--	--	--	--	--
94	D1-62	[I] SOUTH EAST WEST [33] [ARROW] [33]	96 x 66	44.000	--	--	--	3	--	--	--	--
95	D7-67	HAWTHORNE HILLS COUNTY PARK 4 MILES [UA]	78 x 36	19.500	--	--	2	--	--	--	--	--
96	R2-1(2S)	45 MPH	24 x 30	5.000	--	--	1	--	--	--	--	--
97	M1-5A(2S)	CTH I	24 x 24	4.000	--	--	1	--	--	--	--	--
98	NOT USED	--	-- x --	--	--	--	--	--	--	--	--	--
99	R4-7(3)	--	36 x 48	12.000	--	--	1	--	--	--	--	--
100	W5-54(2S)	--	18 x 18	--	2.250	--	--	--	--	--	99	--
101	R5-1(3)	--	36 x 36	9.000	--	--	1	--	--	--	--	--
102	R12-1	--	-- x --	--	--	1	1	--	--	1	--	--
103	R5-2	--	-- x --	--	--	--	--	--	--	1	102	--
104	R1-1(2S)	--	30 x 30	5.180	--	--	1	--	--	--	--	--
105	W1-8(3)	--	24 x 30	--	5.000	--	1	--	--	--	--	4' MOUNT HEIGHT

ALL ITEMS ARE CATEGORY 0010.

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SIGN NO.	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W [IN.]	x	H [IN.]	**637.2210** SIGNS TYPE II REFLC H [SF]	**637.2230** SIGNS TYPE II REFLC F [SF]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	**634.0618** WOOD POSTS 4"X 6"X18' [EA]	**634.0622** WOOD POSTS 4"X6"X22' [EA]	**634.0814** POSTS TUBULAR STEEL 2"X2"X14' [EA]	**638.2102** MOVE SIGNS TYPE II [EA]	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION
106	W2-6(2S)	--	30	x	30	--	6.250	--	1	--	--	--	--	TEMPORARY FLAGS INCIDENTAL
107	W13-1(2S)	15 MPH	18	x	18	--	2.250	--	--	--	--	--	106	--
108	J1-1(2S)	--	24	x	39	6.500	--	--	1	--	--	--	--	--
	M2-1	--	21	x	15									
	M1-6	STH 33	24	x	24									
109	W6-3(2S)	--	36	x	36	--	9.000	--	1	--	--	--	--	--
110	W23-2(2S)	--	36	x	36	--	9.000	--	1	--	--	--	--	--
--	--	--	--	x	--	--	--	--	--	--	--	--	--	--
--	--	--	--	x	--	--	--	--	--	--	--	--	--	--
TOTALS						552.400	203.120	2	44	12	36	3		

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ALL ITEMS ARE CATEGORY 0010.

ALL ITEMS ARE CATEGORY 0010.

TYPE II SIGN REMOVAL

1410-01-71 STH 33

3

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
1R	W2-1	--	1	1	--
2R	W2-1	--	1	1	--
3R	D7-68L	--	1	2	--
4R	J1-1	--	1	1	--
5R	R2-1	--	1	1	REMOVE W14-3 PART OF 5R
6R	W14-1	--	1	1	--
7R	R1-1	--	1	1	--
8R	R3-55R	--	1	1	REMOVE W14-3 PART OF 8R
9R	R3-7R	--	1	1	--
10R	J13-1	--	1	1	--
11R	J4-1	--	1	1	--
12R	R1-1	--	1	1	REMOVE W4-4C PART OF 12R
13R	J13-1	--	1	1	--
14R	W4-4C	--	1	1	RETURN BLINKING STOP TO SIGN SHOP
15R	W12-1D	--	1	1	--
16R	R1-1	--	1	1	RETURN BLINKING STOP TO SIGN SHOP
17R	J13-1	--	1	1	--
18R	W14-3	--	1	1	REMOVE R3-7R PART OF 18R
19R	R1-1	--	1	1	RETURN BLINKING STOP TO SIGN SHOP
20R	W12-1D	--	1	1	--
21R	W4-4C	--	1	1	RETURN BLINKING STOP TO SIGN SHOP
22R	J13-1	--	1	1	--
23R	R1-1	--	1	1	REMOVE W4-4C PART OF 23R
24R	J4-1	--	1	1	--
25R	R2-1	--	1	1	--
26R	D7-68R	--	1	2	--
27R	J1-1	--	1	1	--
28R	W2-1	--	1	1	--
29R	W2-1	--	1	1	--
30R	W14-3	--	1	1	--

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ALL ITEMS ARE CATEGORY 0010.

TYPE II SIGN REMOVAL **1410-01-71 STH 33**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
31R	W3-1	--	1	1	--
32R	W1-8	--	1	1	--
33R	J1-1	--	1	1	--
34R	W1-8	--	1	1	--
35R	W1-8	--	1	1	--
36R	R2-1	--	1	1	--
37R	M1-5A	--	1	1	--
38R	M1-5A	--	1	1	--
39R	R2-1	--	1	1	--
40R	D7-67	--	1	1	REMOVE W1-8 PART OF 40R
41R	W1-8	--	1	1	--
42R	R1-1	--	1	1	--
43R	W1-8	--	1	1	--
44R	J1-1	--	1	1	--
45R	W3-1	--	1	1	--
TOTALS			45	47	

TRAFFIC CONTROL

**		*	*	*		
	643.0300	643.0420	643.0705	643.0900	643.1050	643.5000

ESTIMATED CALENDAR DAYS	TRAFFIC CONTROL DRUMS ** EACH	TRAFFIC CONTROL DRUMS DAY	TRAFFIC CONTROL BARRICADES TYPE III ** EACH	TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL SIGNS ** EACH	TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS PCMS ** EACH	TRAFFIC CONTROL SIGNS PCMS DAY	TRAFFIC CONTROL EACH	REMARKS
7	---	---	---	---	---	---	---	---	4	28	---	PRIOR TO CONSTRUCTION
5	20	100	---	---	---	---	5	25	---	---	---	SHOULDER CLOSURES
105	50	5,250	30	3,150	60	6,300	24	2,520	---	---	---	DURING CONSTRUCTION
---	---	1,340	---	790	---	1,580	---	640	---	10	1	UNDISTRIBUTED
TOTAL 0010		6,690		3,940		7,880		3,185		38	1	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.
**FOR INFORMATIONAL PURPOSES ONLY.

DETOUR

**	*	*	*	
	643.0420	643.0705	643.0900	643.1000

ESTIMATED CALENDAR DAYS	TRAFFIC CONTROL BARRICADES TYPE III ** EACH	TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A ** EACH	TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL SIGNS ** EACH	TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS FIXED MESSAGE SF
105	10	1,050	20	2,100	390	40,950	157.50
TOTAL 0010		1,050		2,100		40,950	157.50

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN THE PLANS.
**FOR INFORMATIONAL PURPOSES ONLY.

TRAFFIC CONTROL COVERING SIGNS

STAGE	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
1	1	11	11
TOTAL 0010			11

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PAVEMENT MARKINGS

ROADWAY	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
STH 33														
	20+00.00'EA'	-	33+11.23'EA'	---	3230	466	---	---	32	---	81	---	---	---
	33+11.23'EA'	-	37+42.97'EA'	---	138	681	---	---	---	---	---	74	10	1
	40+27.90'EB'	-	44+34.28'EB'	---	138	613	---	---	---	---	---	75	10	1
	44+34.28'EB'	-	56+32.69'EB'	---	2984	592	---	---	---	---	84	---	---	---
CTH I														
	61+90.00'NA'	-	66+07.19'NA'	---	260	520	---	---	---	---	---	---	---	---
	66+07.19'NA'	-	69+16.85'NA'	---	576	745	---	---	---	---	46	78	10	1
	70+30.45'NB'	-	73+60.19'NB'	---	115	401	130	2	---	---	---	76	10	1
	73+60.19'NB'	-	75+71.17'NB'	---	805	---	---	---	---	---	71	---	---	---
CIRCULATORY ROADWAY														
	90+00.00	-	93+17.30	---	---	---	353	---	---	81	---	---	---	---
COLD SPRINGS ROAD														
	15+82.97'CSR'	-	16+75.00'CSR'	194	276	---	---	---	23	---	---	---	---	---
SUBTOTALS														
				194	8,522	4,018	483	2	55	81	282	303	40	4
			TOTAL 0010	8,716		4,018	483	2	55	81	282	303	40	4

CONSTRUCTION STAKING

ROADWAY	STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (01. 1410-01-71) LS	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
STH 33									
	30+00.00'EA'	-	37+42.97'EA'	743	743	189	2	---	743
	30+00.00'WA'	-	37+50.27'WA'	751	751	1390	1	---	751
	40+27.90'EB'	-	47+32.69'EB'	705	705	1300	2	---	705
	40+28.69'WB'	-	47+32.69'WB'	704	704	---	1	---	704
CTH I									
	61+90.00'NA'	-	64+50.00'NA'	260	260	112	---	---	260
	64+50.00'NA	-	69+16.85'NA'	467	467	1011	2	---	467
	64+50.00'SA	-	69+40.90'SA'	491	491	1154	1	---	491
	70+30.45'NB'	-	75+71.17'NB'	541	541	116	2	---	541
	70+40.37'SB'	-	75+71.17'SB'	531	531	---	1	---	531
CIRCULATORY ROADWAY									
	90+00.00	-	93+17.30	318	318	300	---	---	318
COLD SPRINGS LANE									
	11+94.00'CSL'	-	12+95.17'CSL'	102	102	---	---	---	102
COLD SPRINGS ROAD									
	15+82.97'CSR'	-	16+75.00'CSR'	93	93	---	---	---	93
PROJECT WIDE									
				---	---	---	---	1	---
			TOTAL 0010	5,706	5,706	5,572	12	1	5,706

NOTE: ITEMS 650.4000 CONSTRUCTION STAKING STORM SEWER & 650.6000 CONSTRUCTION STAKING PIPE CULVERTS ARE SHOWN IN THE STORM SEWER AND CULVERT PIPE TABLES.

PORTABLE SPEED TRAILER

LOCATION	SPV.0045.01 PORTABLE SPEED TRAILER DAY
PROJECT WIDE	
1410-01-71	90
TOTAL 0010	90

PROOF ROLLING

ROADWAY	STATION	TO	STATION	SPV.0170.01 PROOF ROLLING STA
STH 33				
	30+00.00'EA'	-	37+42.97'EA'	8
	30+00.00'WA'	-	37+50.27'WA'	8
	40+27.90'EB'	-	47+32.69'EB'	8
	40+28.69'WB'	-	47+32.69'WB'	8
CTH I				
	61+90.00'NA'	-	64+50.00'NA'	4
	64+50.00'NA	-	69+16.85'NA'	6
	64+50.00'SA	-	69+40.90'NA'	6
	70+30.45'NB'	-	75+71.17'NB'	6
	70+40.37'NB'	-	75+71.17'SB'	6
CIRCULATORY ROADWAY				
	90+00.00	-	93+17.30	4
			TOTAL 0010	64

SAWING PAVEMENT

ROADWAY	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STH 33				
	30+00.00'EA'	LT+RT	34	20
	47+32.69'EB'	LT+RT	34	20
CTH I				
	61+90.00'NA'	LT+RT	30	---
	62+88.00'NA'	LT	15	---
	74+18.00'NB'	LT	14	---
	75+71.17'NB'	LT+RT	54	---
COLD SPRINGS ROAD				
	16+75.00'CSR'	LT+RT	22	---
		TOTAL 0010	203	40

ALL ITEMS ARE CATEGORY 0010.

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3

LIGHTING - PULL BOXES

653.0140 PULL BOXES STEEL 24X42-INCH
655.0615 ELECTRICAL WIRE LIGHTING 10 AWG (GROUNDING WIRE)

CATEGORY	STAGE	SYSTEM	DESCRIPTION / SEQUENCE	LOCATION STATION	LOCATION OFFSET	653.0140 PULL BOXES STEEL 24X42-INCH	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG	COMMENTS
						EACH	LF	
0010	1	HL-45-CI	LPB-CI-1	71+06	36.8' LT	1	20	--
			LPB-CI-2	70+98	26.5' RT	1	80	--
			LPB-CI-3	40+80	38.2' LT	1	30	--
			LPB-CI-4	40+85	30.3' RT	1	60	--
			LPB-CI-5	67+87	26.2' RT	1	70	--
			LPB-CI-6	67+88	25.7' LT	1	140	--
			LPB-CI-7	36+80	34.4' RT	1	10	--
			LPB-CI-8	36+70	24.9' LT	1	70	--
0010					TOTALS	8	480	

SHEET 1 OF 4

LIGHTING - CONDUIT AND WIRE

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH
652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
655.0625 ELECTRICAL WIRE LIGHTING 6 AWG

CATEGORY	STAGE	SYSTEM	CIRCUIT	LOCATION FROM	LOCATION TO	652.0225 CONDUIT 2-INCH SCHEDULE 40 LF	652.0235 CONDUIT 3-INCH SCHEDULE 40 LF	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG LF	COMMENTS
0010	1	HL-45-CI	A/N/B/GND	HL-45-CI	LPB-CI-1	--	30	140	--
				LPB-CI-1	BCI1	20	--	95	--
				BCI1	ACI1	180	--	550	--
				ACI1	STUBOUT NE	15	--	--	--
				LPB-CI-1	ACI2	90	--	375	--
				ACI2	LPB-CI-8	65	--	275	--
				LPB-CI-8	LPB-CI-7	--	75	320	--
				LPB-CI-7	ACI3	5	--	50	--
				ACI3	BCI3	175	--	710	--
				BCI3	ACI4	200	--	610	--
				ACI4	STUBOUT NW	15	--	--	--
				LPB-CI-7	BCI2	105	--	330	--
				BCI2	LPB-CI-6	135	--	--	--
				LPB-CI-6	LPB-CI-5	--	80	--	--
			C/N/D/GND	HL-45-CI	LPB-CI-1	--	30	140	--
				LPB-CI-1	LPB-CI-2	--	80	340	--
				LPB-CI-2	DCI2	70	--	295	--
				DCI2	LPB-CI-3	80	--	335	--
				LPB-CI-3	CCI2	30	--	255	--
				CCI2	DCI1	180	--	730	--
				DCI1	CCI1	180	--	730	--
				CCI1	STUBOUT SE	15	--	--	--
				LPB-CI-3	LPB-CI-4	--	85	360	--
				LPB-CI-4	CCI4	45	--	195	--
				CCI4	DCI3	100	--	410	--
				DCI3	LPB-CI-5	55	--	180	--
				LPB-CI-5	CCI3	125	--	390	--
0010					TOTALS	1,885	380	7,815	

LIGHTING - LUMINAIRE ARMS AND POLES

654.0105 CONCRETE BASES TYPE 5
655.0610 ELECTRICAL WIRE LIGHTING 12 AWG
657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 - INCH BOLT CIRCLE
657.0322 POLES TYPE 5 - ALUMINUM
657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT
659.1205 LUMINAIRES UTILITY LED A

CATEGORY	STAGE	SYSTEM	DESCRIPTION / SEQUENCE	LOCATION STATION	LOCATION OFFSET	654.0105 CONCRETE BASES TYPE 5	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2 - INCH BOLT CIRCLE	657.0322 POLES TYPE 5 ALUMINUM	657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT	659.1205 LUMINAIRES UTILITY LED A	COMMENTS
						EACH	LF	EACH	EACH	EACH	EACH	
0010	1	HL-45-CI	ACI1	73+01	25.9' LT	1	117	1	1	1	1	--
			BCI1	71+23	35.1' LT	1	117	1	1	1	1	"
			ACI2	37+31	39.2' LT	1	117	1	1	1	1	"
			BCI2	69+19	39.6' LT	1	117	1	1	1	1	"
			ACI3	36+72	34.4' RT	1	117	1	1	1	1	"
			BCI3	35+04	45.3' RT	1	117	1	1	1	1	"
			ACI4	33+18	42.4' RT	1	117	1	1	1	1	"
			CCI1	44+60	28.8' LT	1	117	1	1	1	1	"
			DCI1	42+85	27.8' LT	1	117	1	1	1	1	"
			CCI2	41+11	35.3' LT	1	117	1	1	1	1	"
			DCI2	70+35	41.2' RT	1	117	1	1	1	1	"
			CCI3	66+61	26.1' RT	1	117	1	1	1	1	--
			DCI3	68+41	35.0' RT	1	117	1	1	1	1	--
			CCI4	40+43	39.6' RT	1	117	1	1	1	1	--
0010					TOTALS	14	1,638	14	14	14	14	

3

LIGHTING - CONTROL AND SERVICES
120/240 VAC 3-WIRE

650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (1410-01-71)
654.0230 CONCRETE CONTROL CABINET BASES TYPE L30
655.0640 ELECTRICAL WIRE LIGHTING 1 AWG
656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CI)
659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH
SPV.0060.03 LIGHTING SYSTEM INTEGRATOR (1410-01-71)
SPV.0060.04 LIGHTING SYSTEM SURVEY (1410-01-71)

CATEGORY	STAGE	DESCRIPTION / SEQUENCE	LOCATION STATION	LOCATION OFFSET	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (1410-01-71)	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (CI)	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH	SPV.0060.03 LIGHTING SYSTEM INTEGRATOR (1410-01-71)	SPV.0060.04 LIGHTING SYSTEM SURVEY (1410-01-71)	COMMENTS
					LS	EACH	LF	LS	EACH	EACH	EACH	
0010	1	HL-45-CI	PROJECT LIMIT		1	--	--	--	--	1	1	--
			71+14	67.1' LT	--	1	18	1	1	--	--	STH 33 / CTH I - NE QUADRANT
0010				TOTALS	1	1	18	1	1	1	1	

PLAQUE TEXT LIGHTING CONTROL
STH 33 / CTH I
2 - 240 VAC WARNING (2 REQUIRED PER LOCATION; METER PEDESTAL AND CABINET DOOR)

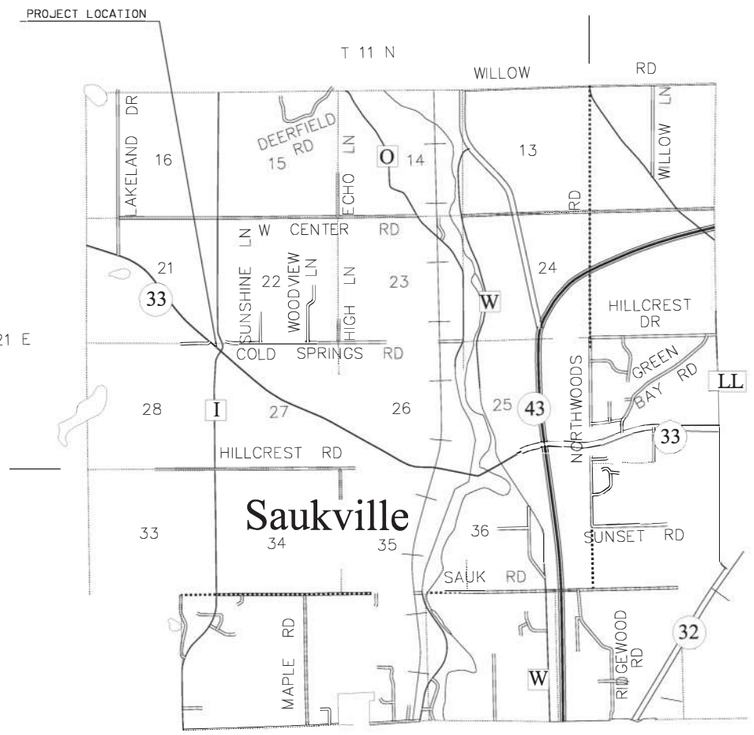
SHEET 4 OF 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1410-01-21
STH 33
INTERSECTION WITH CTH I ROUND-ABOUT

This is a copy.
The original is at
the Register of
Deeds office.



OZAUKEE COUNTY



LAYOUT
1" = 3852.25'

CONVENTIONAL SYMBOLS

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

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

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

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1410-01-21

NOTES:

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

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

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

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

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

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

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

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

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

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

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

PROJECT NUMBER 1410-01-21 -4. 01
SHEET 2 OF 2
AMENDMENT NO:
133

FILE NAME : S:\5168150\DWG\1410-01-21\PLAT\TPP100.DWG
APPRAISAL PLAT DATE: 03-09-2021
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : SCHWEITZER, JEFFREY PLOT NAME : _____
APPRAISAL PLAT DATE :
CONSTRUCTION NO. 1410-01-71
1410-01-21 4. 00

4

TRANSPORTATION PROJECT PLAT NO: 1410-01-21 - 4.01

THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 28, LOT 2 OF CERTIFIED SURVEY MAP 3642 IN AND INCLUDING THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 21 AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 27, TOWN OF SAUKVILLE, ALL IN TOWNSHIP 11 NORTH, RANGE 21 EAST, OZAUKEE COUNTY, WISCONSIN.

RELOCATION ORDER STH 33 INTERSECTION WITH CTH I ROUND-ABOUT, OZAUKEE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SUBSECTIONS 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-NAMED 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OZAUKEE 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 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA COUNTY.

FOR ADDITIONAL INFORMATION SEE SHEET 2 OF 2 OF THIS DOCUMENT

EXISTING ACCESS CONTROL ALONG STH 33 AND COLD SPRINGS LANE ESTABLISHED FROM PROJECT 1410-00-20

1119230
RONALD A. VOIGT
OZAUKEE COUNTY
REGISTER OF DEEDS
RECORDED ON
06/07/2021 08:08 AM
REC FEE: 25.00
TRANS FEE:
PAGES: 2
EXEMPT #:
ELECTRONICALLY RECORDED

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1410-01-21 - 4.01
SHEET 1 OF 2
AMENDMENT NO:

This is a copy.
The original is at
the Register of
Deeds office.

GN

0 50 100
SCALE

200 WE ENERGIES-GAS
NO RECORD OF EASEMENT. PARCEL 1

201 AT&T WISCONSIN-TELEPHONE
NO RECORD OF EASEMENT. PARCEL 2

T 11 N R 21 E
21 22 / 21 22 — BERNSTEN MON
Y=432762.69
X=587085.24

T 11 N R 21 E
21 21 / 28 28 — BERNSTEN MON
Y=430109.04
X=584463.37

T 11 N R 21 E
21 22 / 28 27 — BERNSTEN MON
Y=430120.85
X=587114.64

T 11 N R 21 E
22 22 / 27 27 — BERNSTEN MON
Y=430127.44
X=589743.78

T 11 N R 21 E
28 27 / 28 27 — BERNSTEN MON
Y=427469.56
X=587146.00

CSM 3642
LOT 2
DOC. 855692

CSM 3962
LOT 1
DOC. 1029463

TOWN OF SAUKVILLE

STH 33

COLD SPRINGS LANE

SE-SE

SW-SW

NW-NW

NE-NE

CTH I

SEC LN=N00°45'57"E 2642.00'

SEC LN=S89°44'41"W 2651.30'

SEC LN=S88°44'24"E 2629.15'

SEC LN=S00°40'40"E 2650.80'

2622.37' TO R/W

2606.69' TO R/W

2463.41' TO R/W

RL=S49°11'38"E 50'

75'

570

STH 33 572+67.07

STH 33 573+69.45

SLOPE INTERCEPT

TLE, SLOPES 2

TLE, SLOPES 1

571+82.00 50.00' EX305

571+82.00 68.00' TLE702

573+09.34 68.00' TLE703

573+11.91 65.00' EX306

N40°48'22"E 50.00'

L1 N49°11'38"W 17.79'

L2 N57°43'21"W 100.73'

L3 N49°11'38"W 12.50'

LINE	BEARING	DISTANCE
L1	N49°11'38"W	17.79'
L2	N57°43'21"W	100.73'
L3	N49°11'38"W	12.50'

85.07'

76.70'

19.63'

226.06'

N89°44'41"E 60.90'

102.38'

67.25'

22.46'

86.03'

104.26' ERW TO RL

65'

S34°04'58"E 101.80'

S13°13'56"E 20.26'

N40°48'22"E 90.41'

N49°11'38"W 247.59'

S11°49'49"E 18.23'

TELEPHONE MANHOLE

2348.54'

102.38'

S49°11'38"E 87.09'

N00°45'19"W 24.75'

571+12.88 167.15' EX301

571+22.73 178.46' TLE700

571+98.13 112.78' TLE701

571+88.28 101.47' EX302

572+01.44 90.00' RW300

574+49.03 90.00' RW303

574+55.48 90.00' RW304

573+49.03 90.00' RW303

15.88' ERW TO R/W

SEC LINE

N49°11'38"W 247.59'

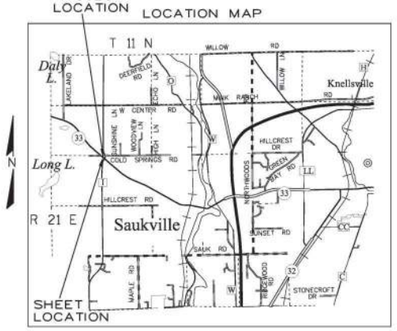
N49°11'38"W 5.89'

DETAIL
NOT TO SCALE

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

PROJECT LOCATION

LOCATION MAP



NOT TO SCALE

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
CTH I	1410-63-71	VARIES	2007
STH 33	CSM 3962	VARIES	2016
STH 33	CSM 3642	VARIES	2006
COLD SPRINGS LANE	1410-00-20	VARIES	1988
STH 33	1410-00-20	VARIES	1988

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER	INTERESTS REQUIRED	AREAS ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES	PLE ACRES
1	MILWAUKEE B&E PARTNERS I LLC	FEE, TLE	0.17	-	0.17	0.03	-
2	KEVIN J. KELLEY & MARGARET E. KELLEY	TLE	-	-	-	0.03	-

raSmith
CREATIVITY BEYOND ENGINEERING

16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

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

WISCONSIN MICHAEL J. RATZBURG S-2236 WAUKESHA WI LAND SURVEYOR

06/08/2021
DATE

MICHAEL J. RATZBURG
AGENT FOR raSmith
S-2236

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

Robert L. Duffeck
PRINTED NAME

SIGNATURE

06/08/21
DATE

FILE NAME : S:\5168150\DWG\1410-01-21\PLAT\TPP100.DWG
APPRAISAL PLAT DATE : 03-09-2021

PLOT DATE : 6/4/2021 11:58 AM
PLOT BY : SCHWEITZER, JEFFREY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

CONSTRUCTION NO. 1410-01-71

1410-01-21 4.01

KOPINESS

R/W

SLOPE INTERCEPT

5'

5'

12'

12'

5'

STH 33

28'WA'
28'EA'

29'WA'
29'EA'

30'WA'
30'EA'

ASPH

HMA

31'WA'
31'EA'

32'WA'
32'EA'

'WA' LINE

'EA' LINE

94°

CURVE 1 EA

33'WA'
33'EA'

MATCHLINE STA 33+00'EA'

TLE

OHT

OH

T

FO

G

GUY POLE

GUY

BEGIN PROJECT
STA 30+00'EA'
Y = 430,325.5063
X = 586,799.2293

SLOPE INTERCEPT

CAUTION

TYPE D INTERSECTION

SPRINGS LN

13'CSL'

24" CMCP

RPRC CLASS IV 24-INCH

COLD

R/W

HAAS

N

5

5

EA PROFILE

STA 30+00.00
EL 839.27

-5.00%

VCL = 575.00

K = 144.85

COLD SPRINGS LANE

FINISHED PROFILE

EXISTING PROFILE

VPC STA 31+51.32
VPC EL 831.70

EXISTING PROFILE ELEVATION

FINISHED PROFILE ELEVATION

845 840 835 830

835 830 825 820

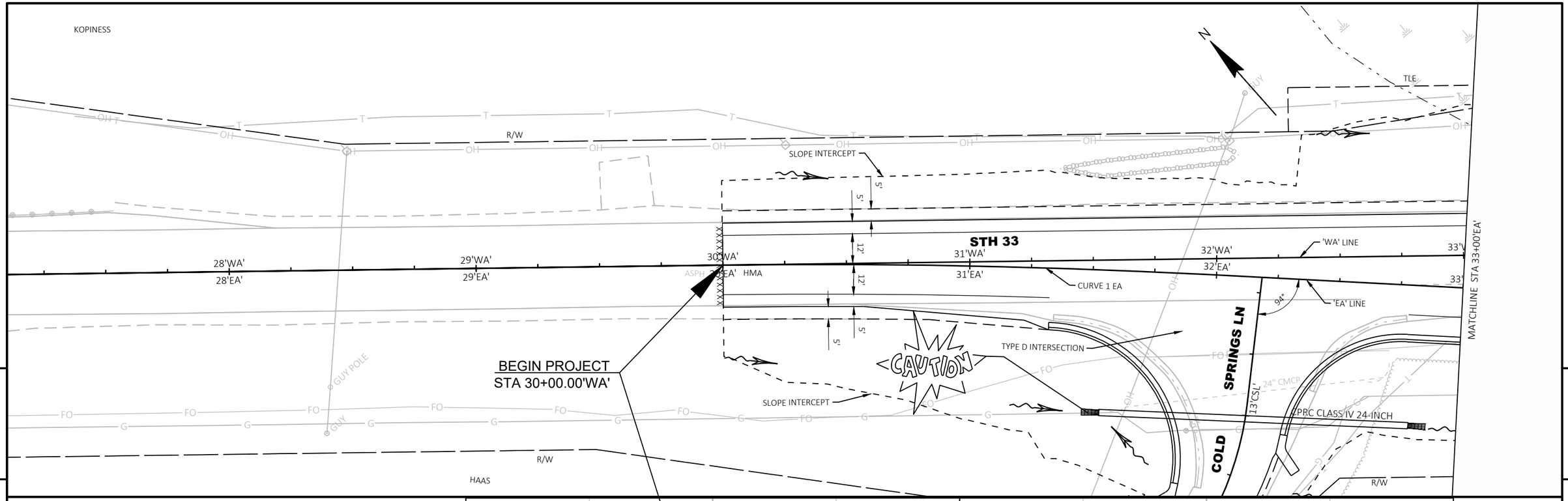
844.37 841.81 839.27 839.27 836.73 836.76 834.17 834.26 831.51 831.76 828.85 829.34 826.38 827.09 823.99 825.02

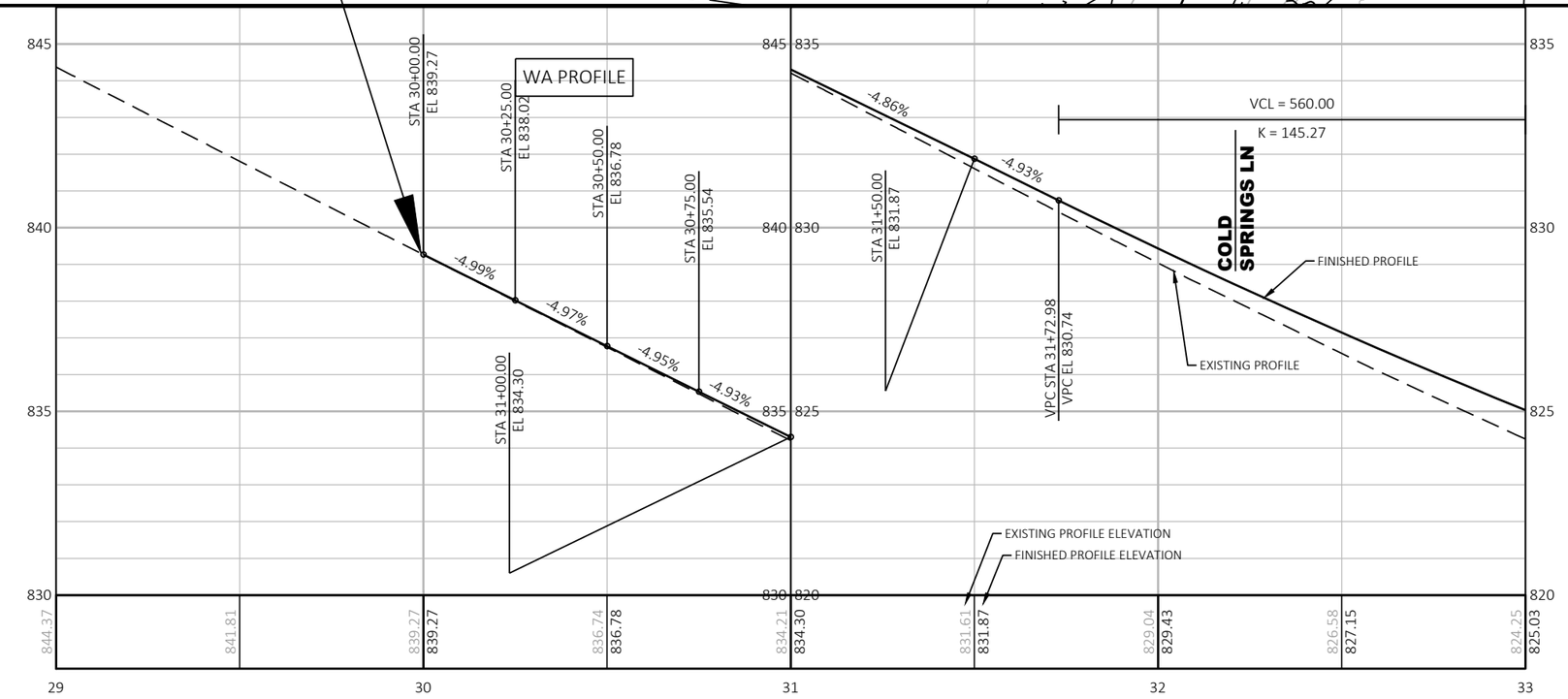
29 30 31 32 33

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'EA' LINE	SHEET 135	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 3/1/2022 4:16 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

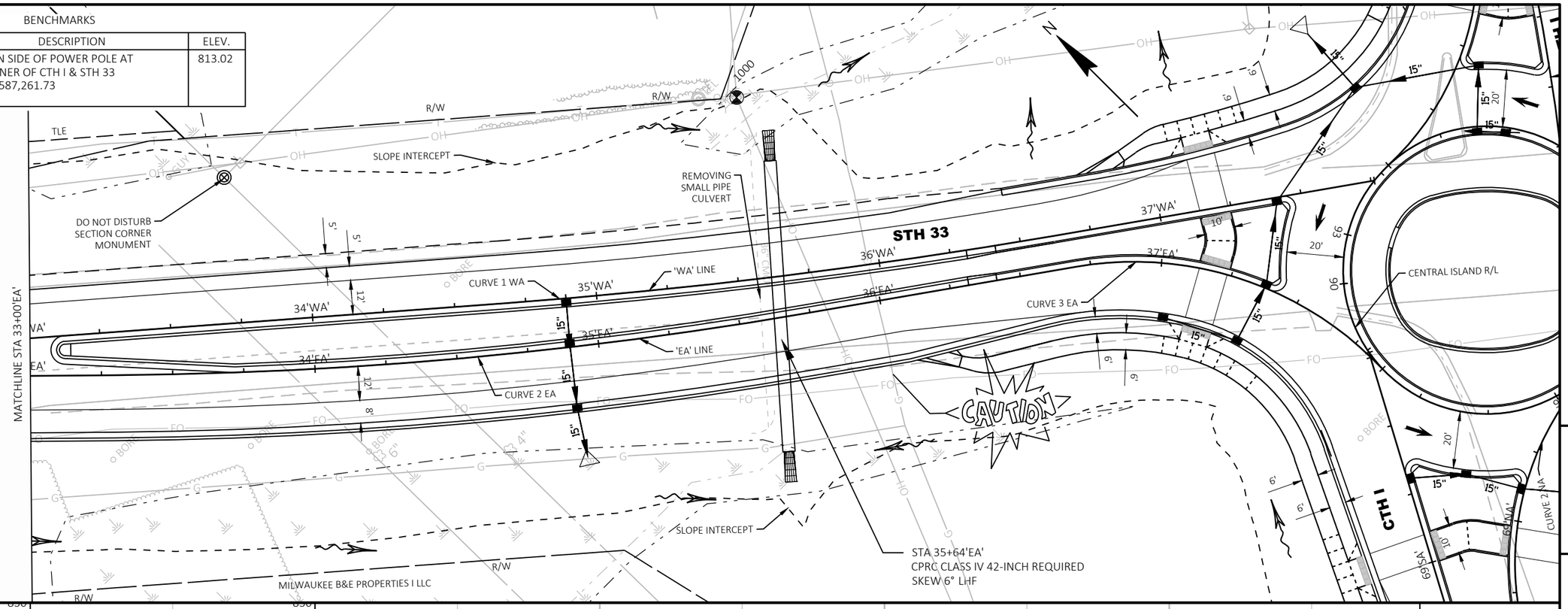




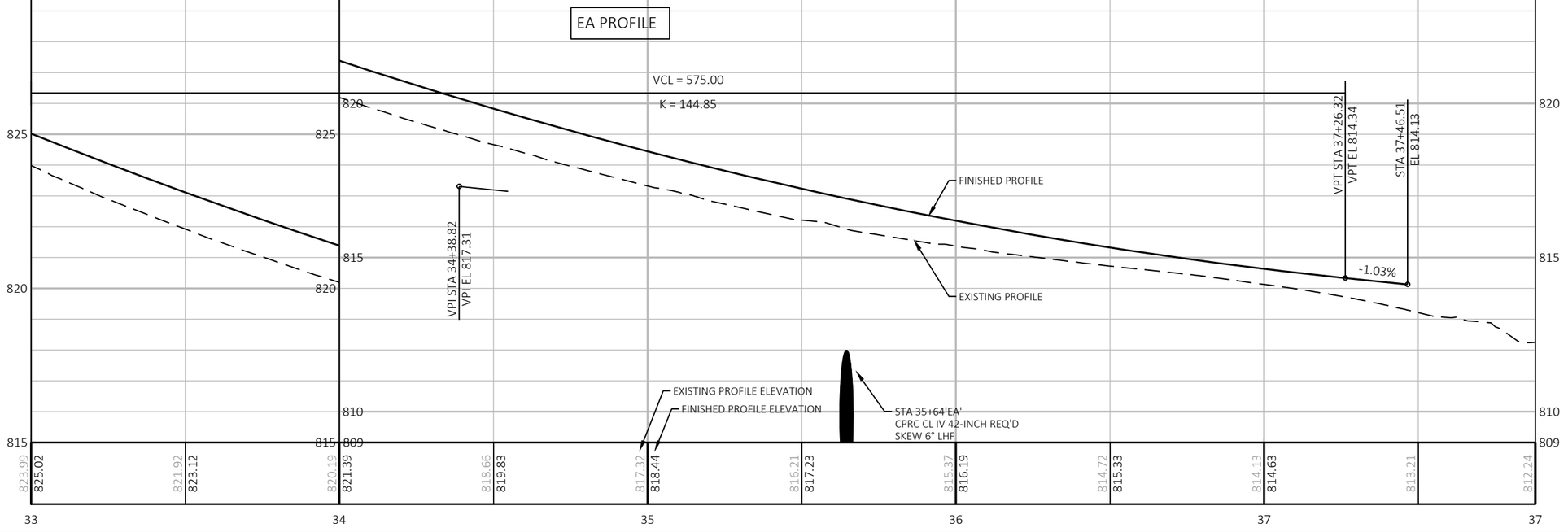
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'WA' LINE	SHEET 136	E

BENCHMARKS

NO.	DESCRIPTION	ELEV.
1000	RAILROAD SPIKE IN SIDE OF POWER POLE AT NORTHWEST CORNER OF CTH I & STH 33 N=430,013.40, E=587,261.73	813.02



EA PROFILE



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'EA' LINE	SHEET 137	E

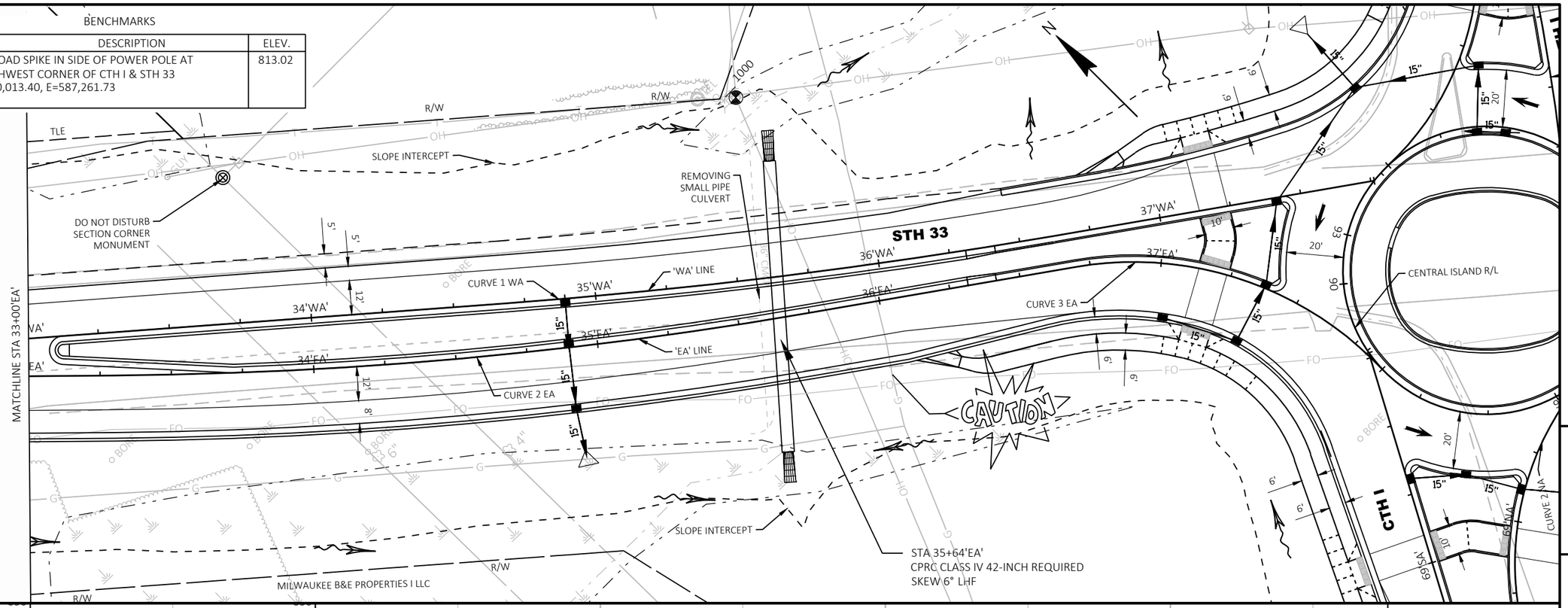
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 02

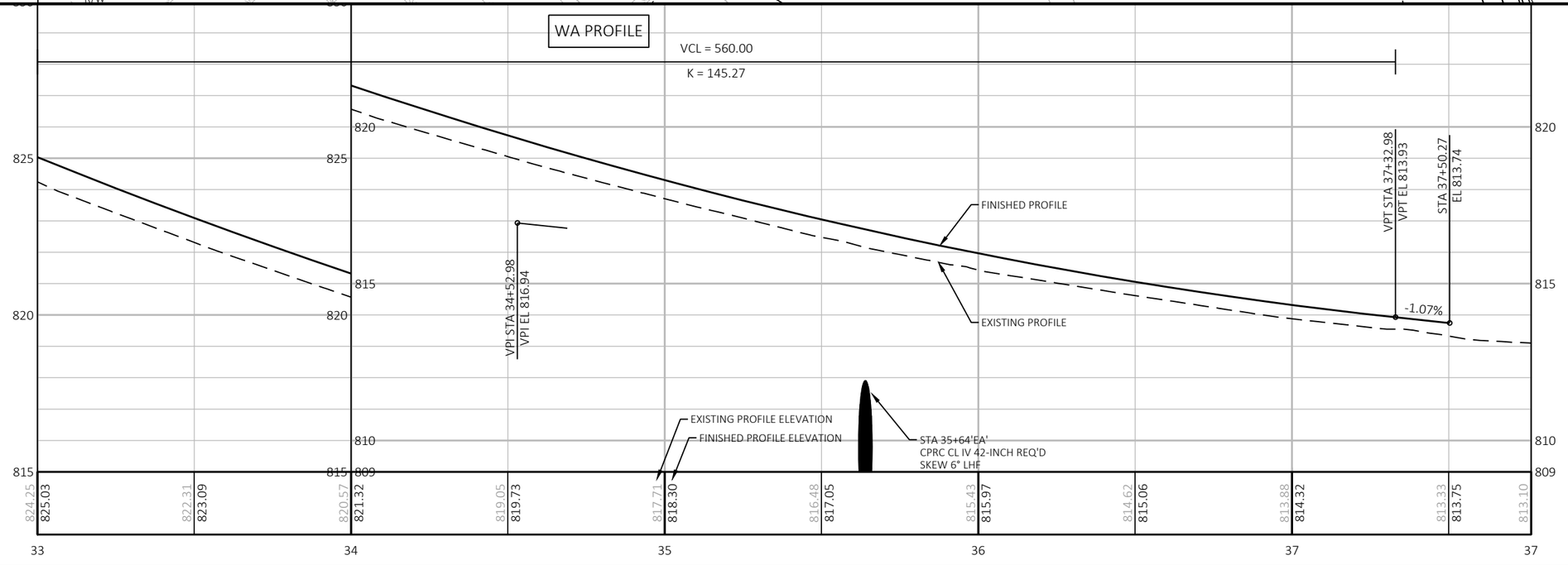
PLOT DATE : 1/31/2022 11:36 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	DESCRIPTION	ELEV.
1000	RAILROAD SPIKE IN SIDE OF POWER POLE AT NORTHWEST CORNER OF CTH I & STH 33 N=430,013.40, E=587,261.73	813.02



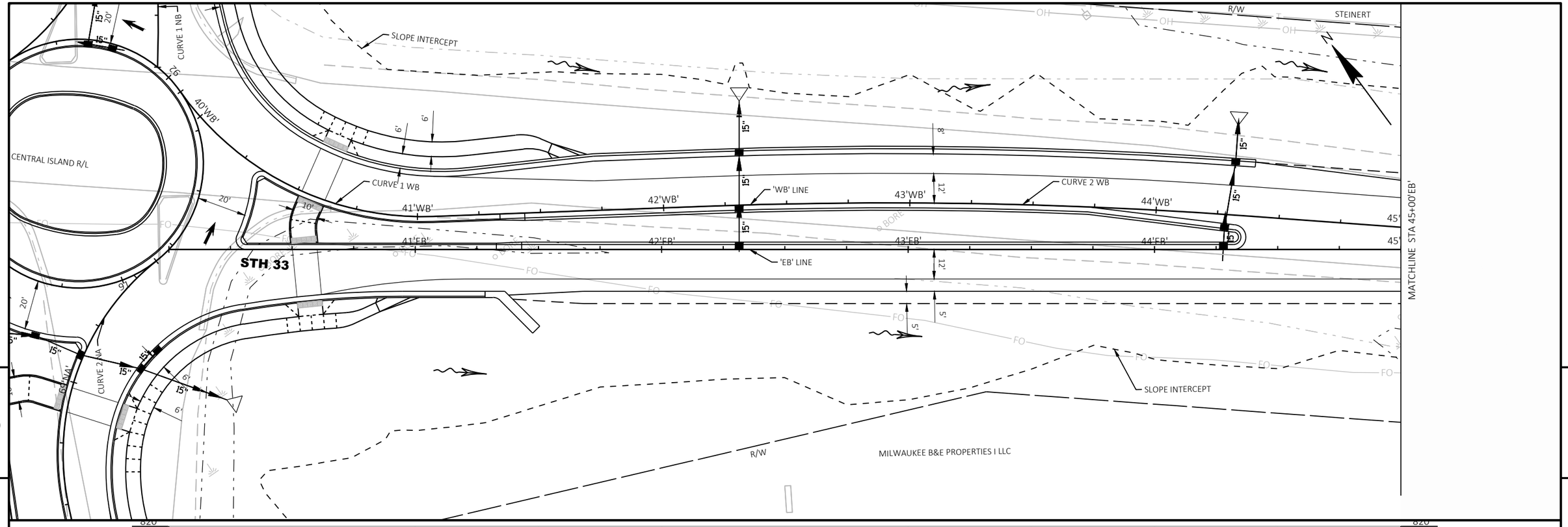


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'WA' LINE	SHEET 138 E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 02 (WA)

PLOT DATE : 1/31/2022 11:36 AM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

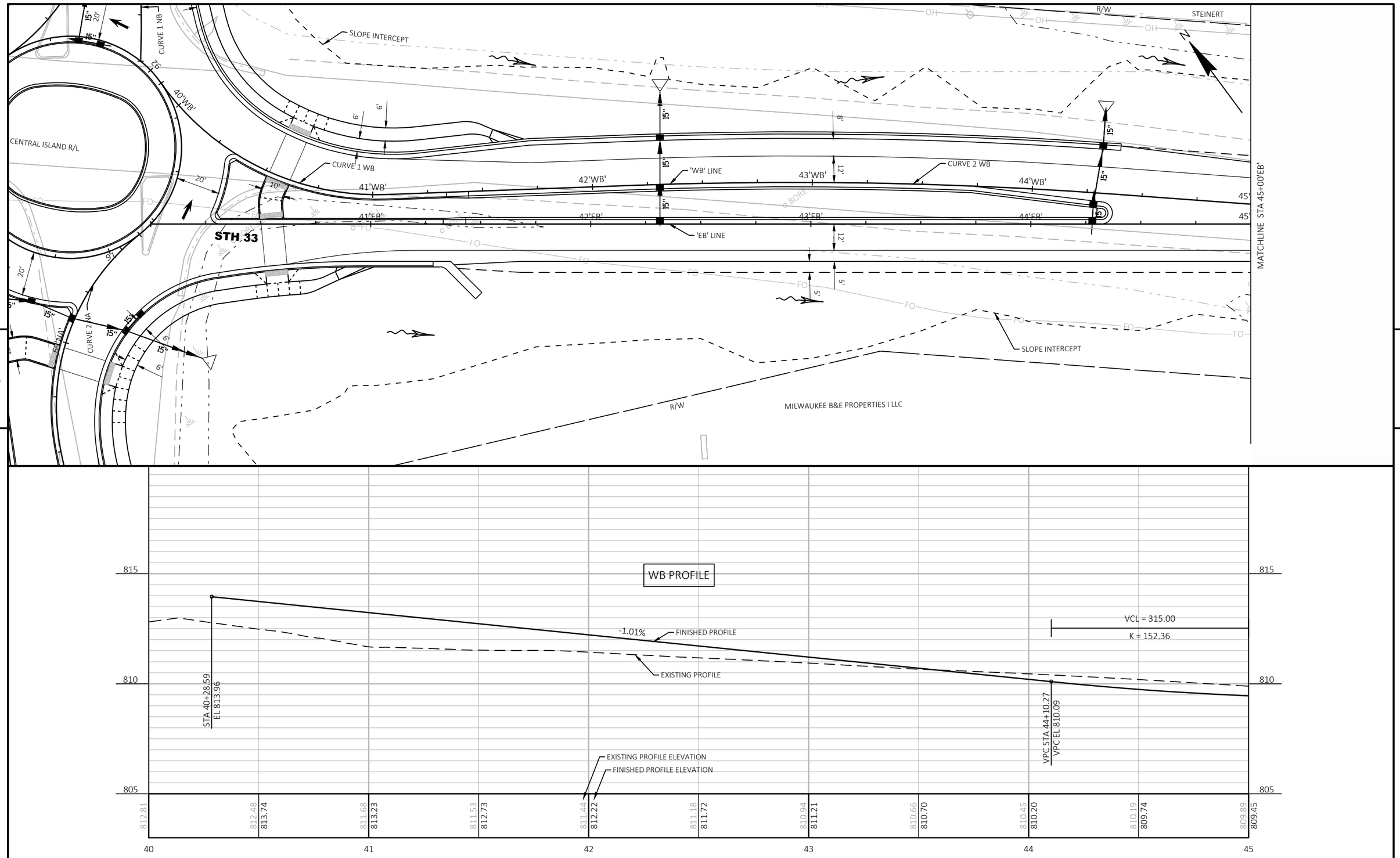


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'EB' LINE	SHEET 139 E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04

PLOT DATE : 1/25/2022 2:03 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

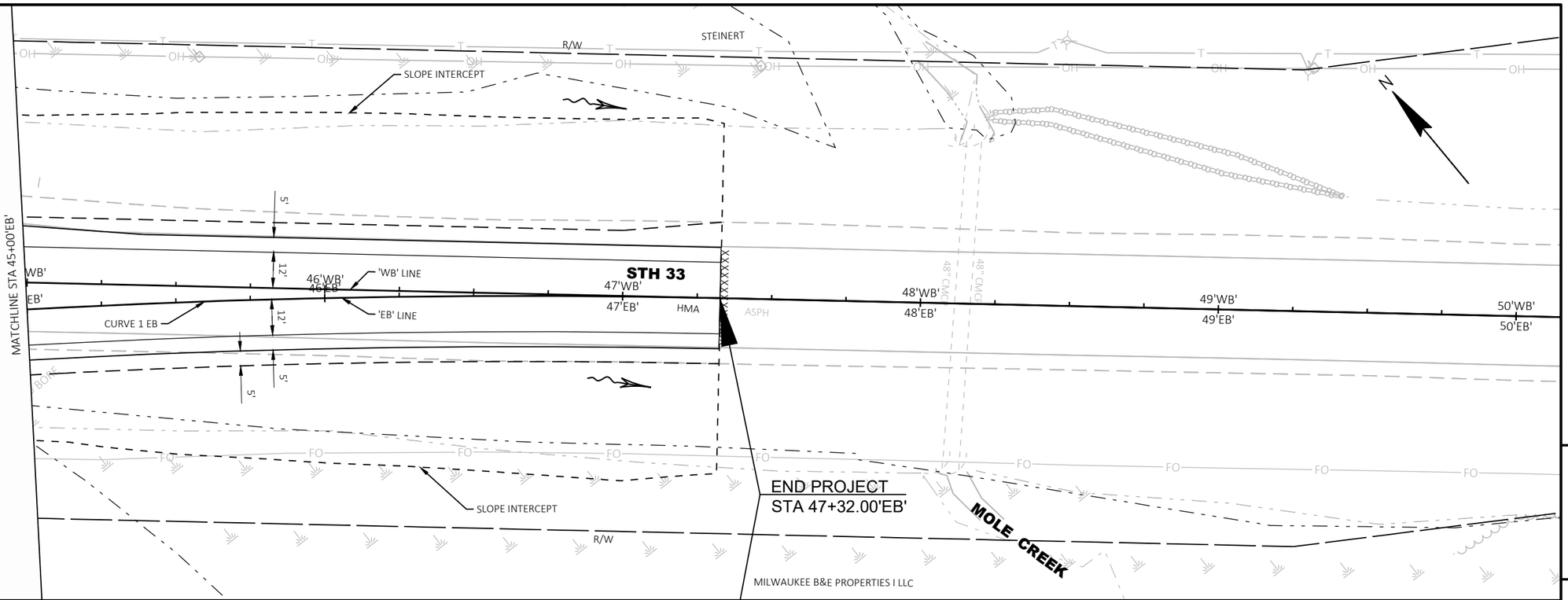


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'WB' LINE	SHEET 140	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 04 (WB)

PLOT DATE : 1/25/2022 2:03 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'EB' & 'WB' LINE	SHEET 141	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 05

PLOT DATE : 1/25/2022 2:03 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

BEST LIVING TRUST

MILWAUKEE B&E PROPERTIES I LLC

R/W

15" CMCP

WDNR

OH

G

SLOPE INTERCEPT

15'

REMOVING SMALL PIPE CULVERT

18" CMCP

CPCS 18-INCH

CAUTION

5'

3'

12'

'SA' LINE

'NA' LINE

65'

MATCHLINE STA 65+00'NA'

CTH I

61'SA'
61'NA'

62'SA'
62'NA'

HMA

63'SA'
63'NA'

64'SA'
64'NA'

ASPH

42" CMCP

BEGIN CONSTRUCTION
STA 61+90.00'NA'

SLOPE INTERCEPT

5

R/W

MILWAUKEE B&E PROPERTIES I LLC

NA PROFILE

-1.70%

STA 61+90.00
EL 837.48

VPC STA 62+04.82
VPC EL 837.23

VCL = 365.00

K = 150.91

EXISTING PROFILE

FINISHED PROFILE

VPI STA 63+87.32
VPI EL 834.12

EXISTING PROFILE ELEVATION

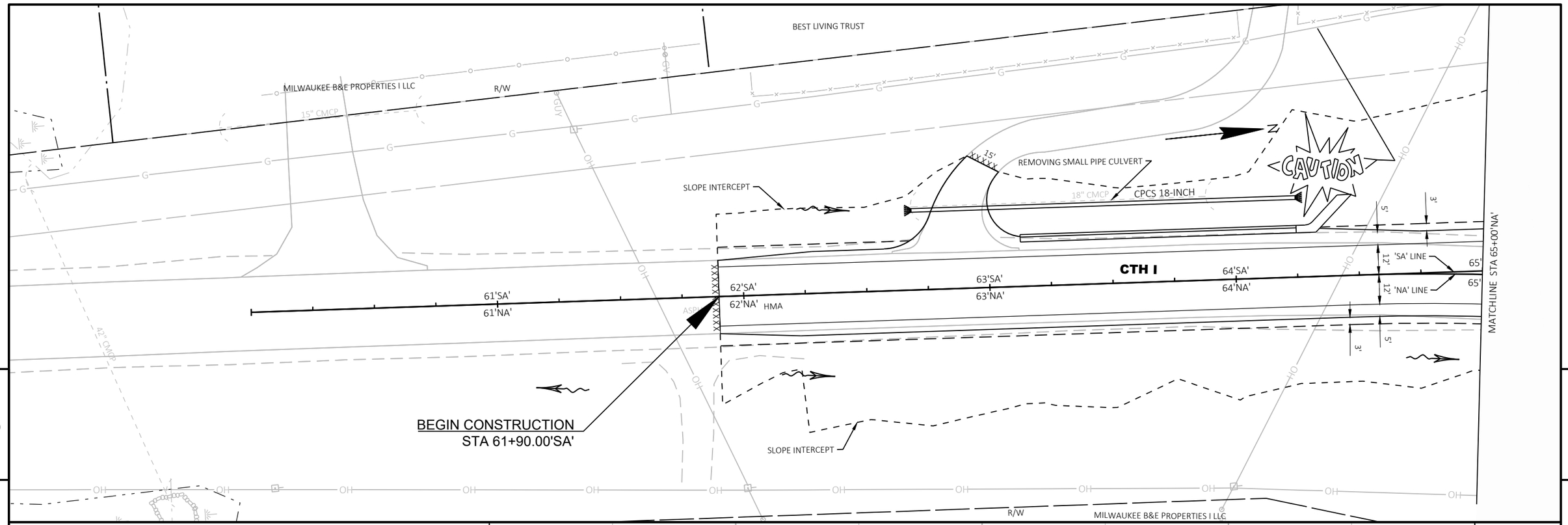
FINISHED PROFILE ELEVATION

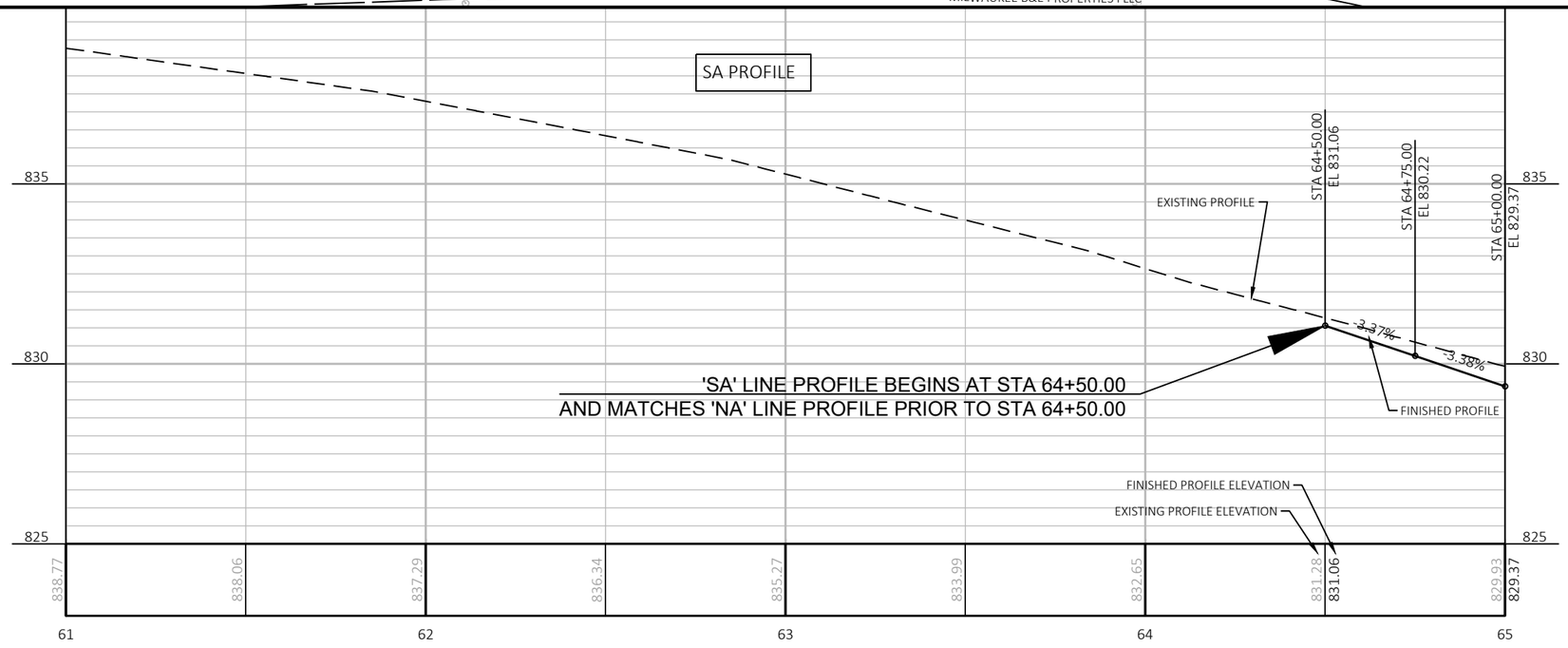
	835	830	825
61	838.77	838.06	837.29
62	837.31	836.34	836.39
63	835.27	835.31	833.99
64	834.06	832.65	832.64
65	831.28	831.06	829.85
			829.32

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'NA' LINE	SHEET 142	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 06

PLOT DATE : 1/25/2022 2:03 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT



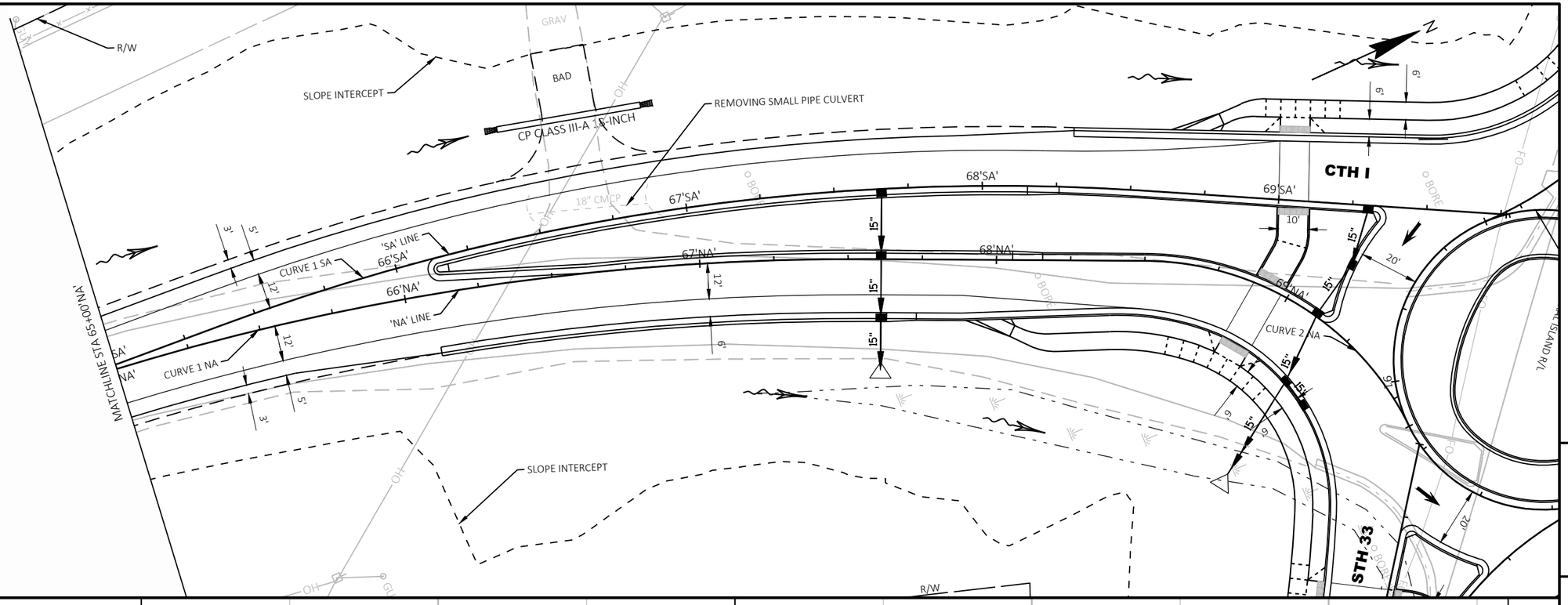


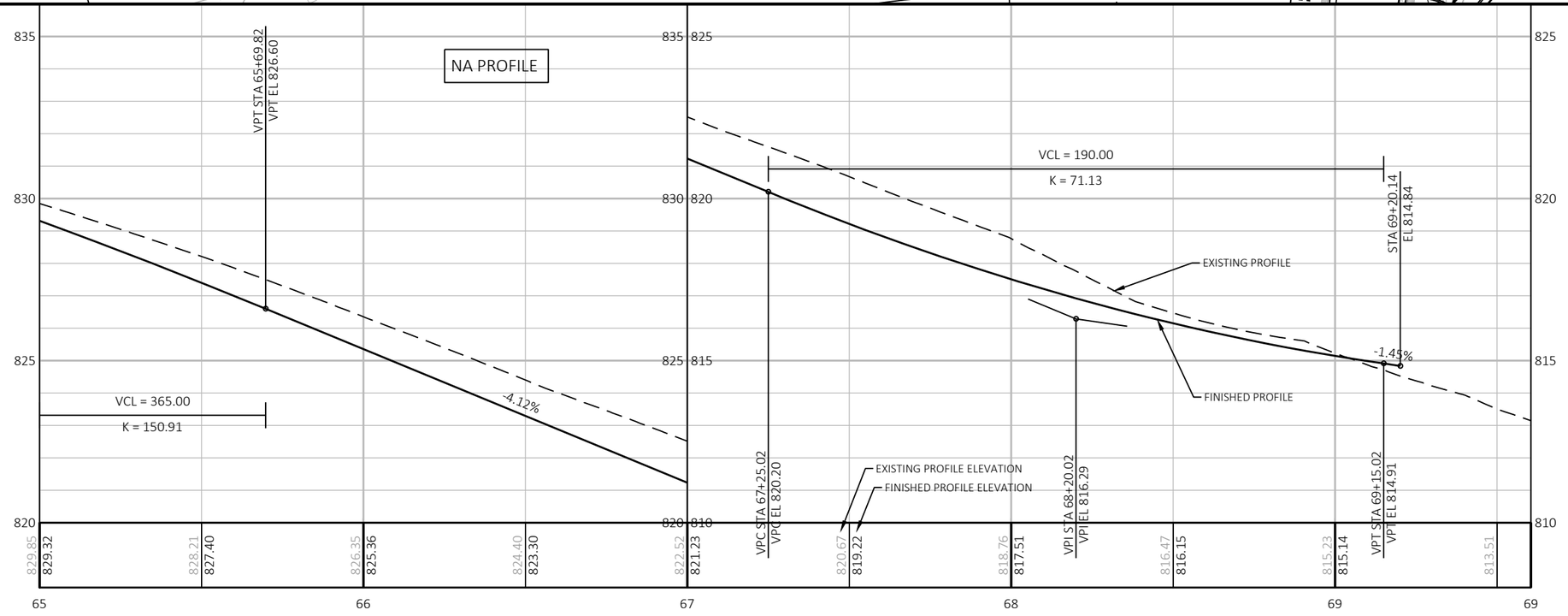
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'SA' LINE	SHEET 143	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 06 (SA)

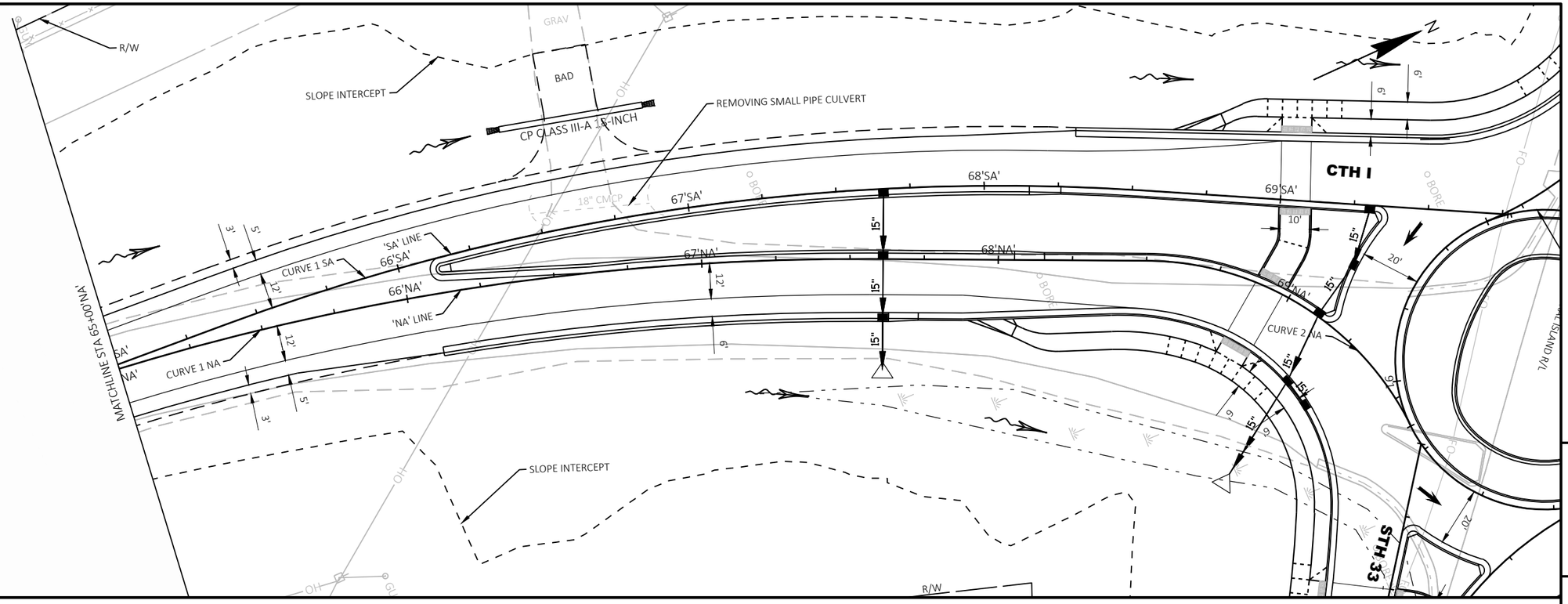
PLOT DATE : 1/25/2022 2:03 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





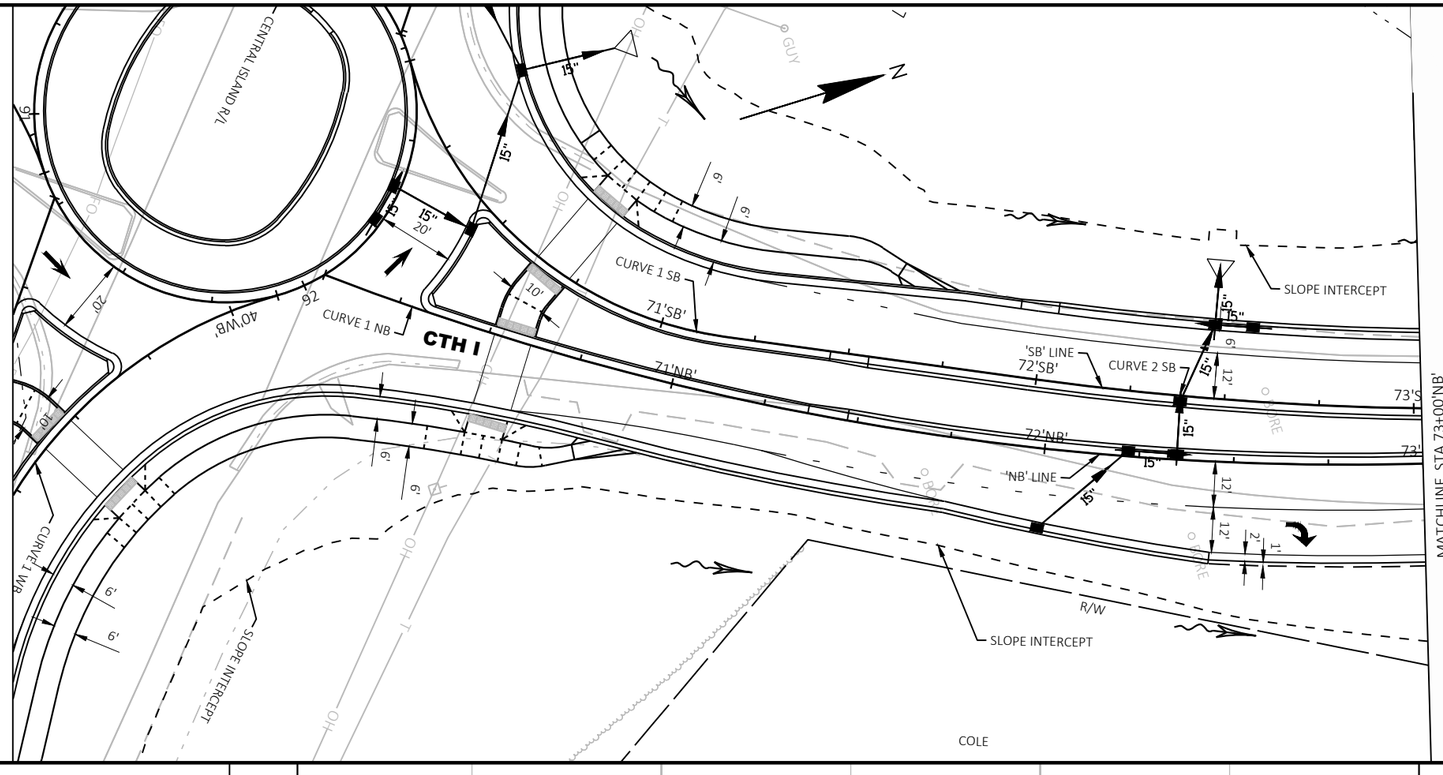
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'NA' LINE	SHEET 144	E

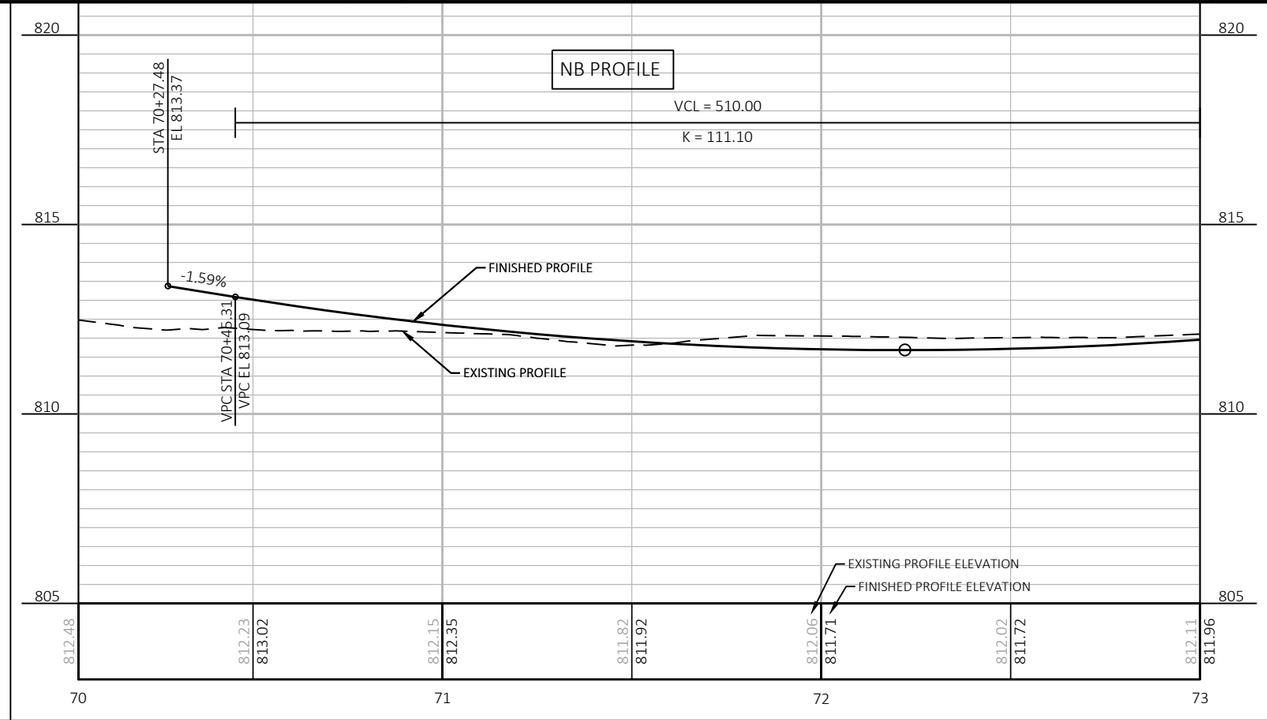


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'SA' LINE	SHEET 145	E

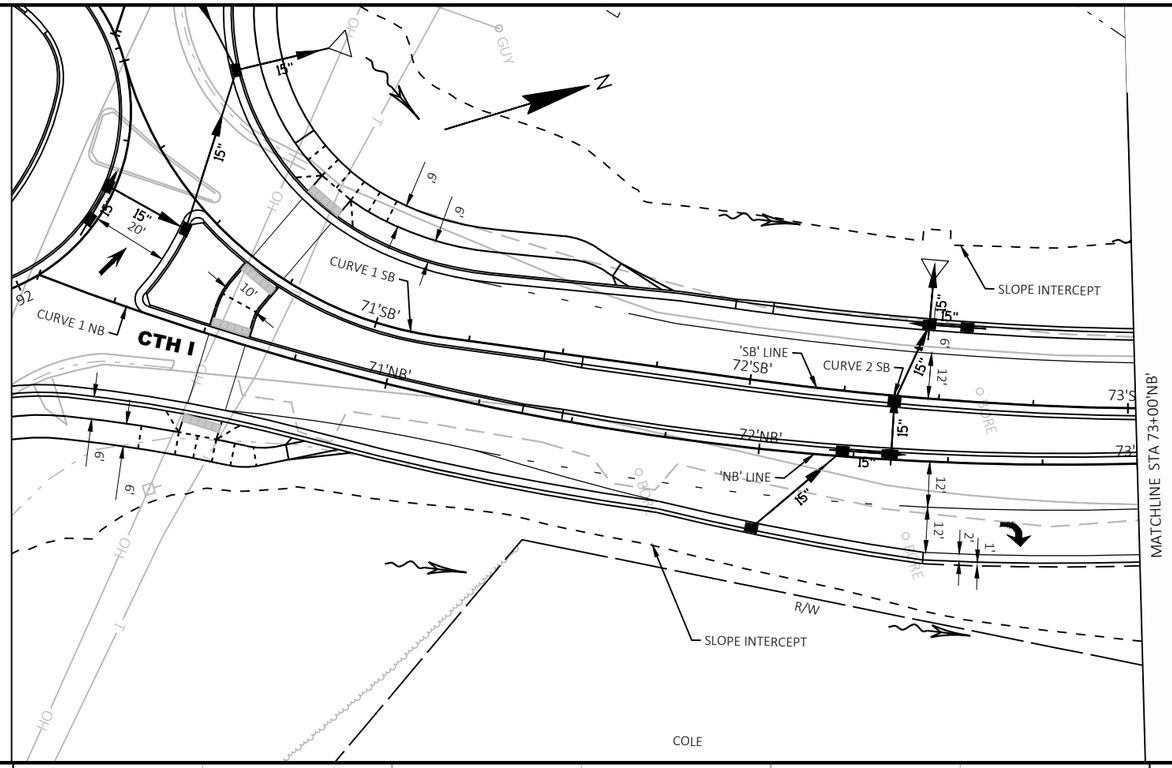
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 07 (SA)

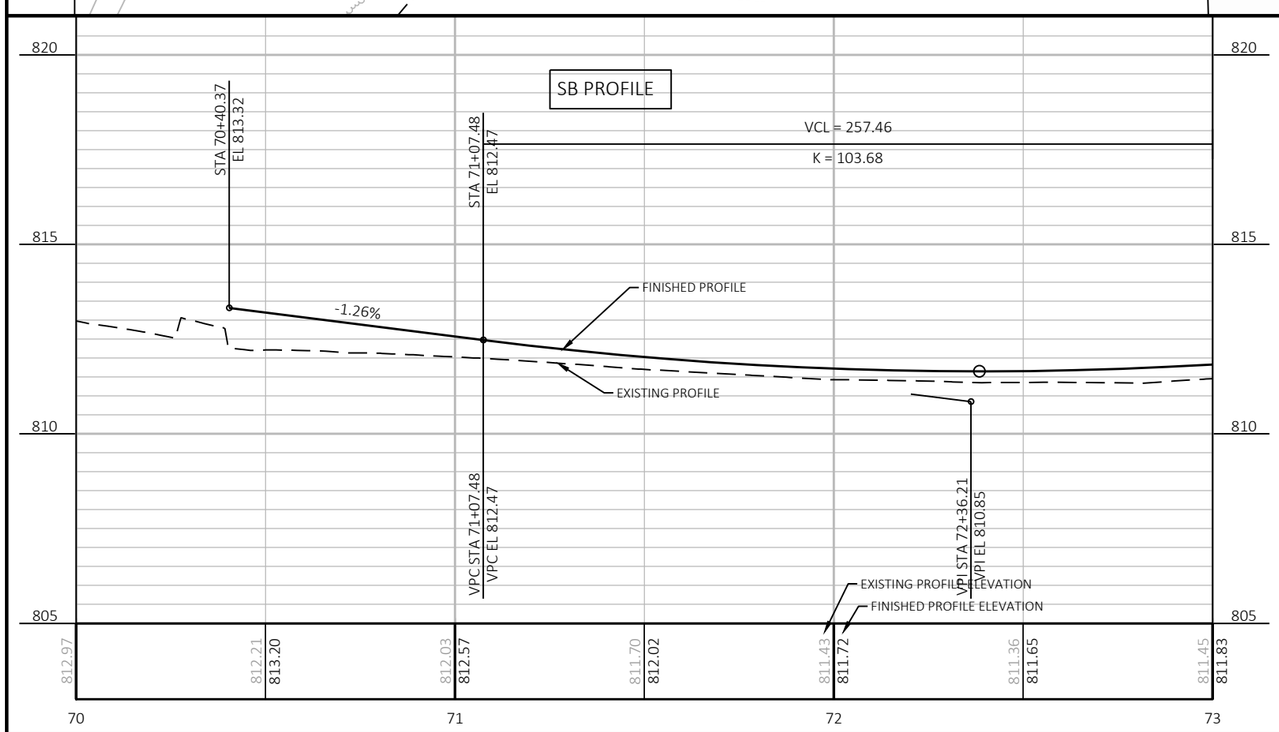
PLOT DATE : 1/25/2022 2:04 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT





PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'NB' LINE	SHEET 146	E

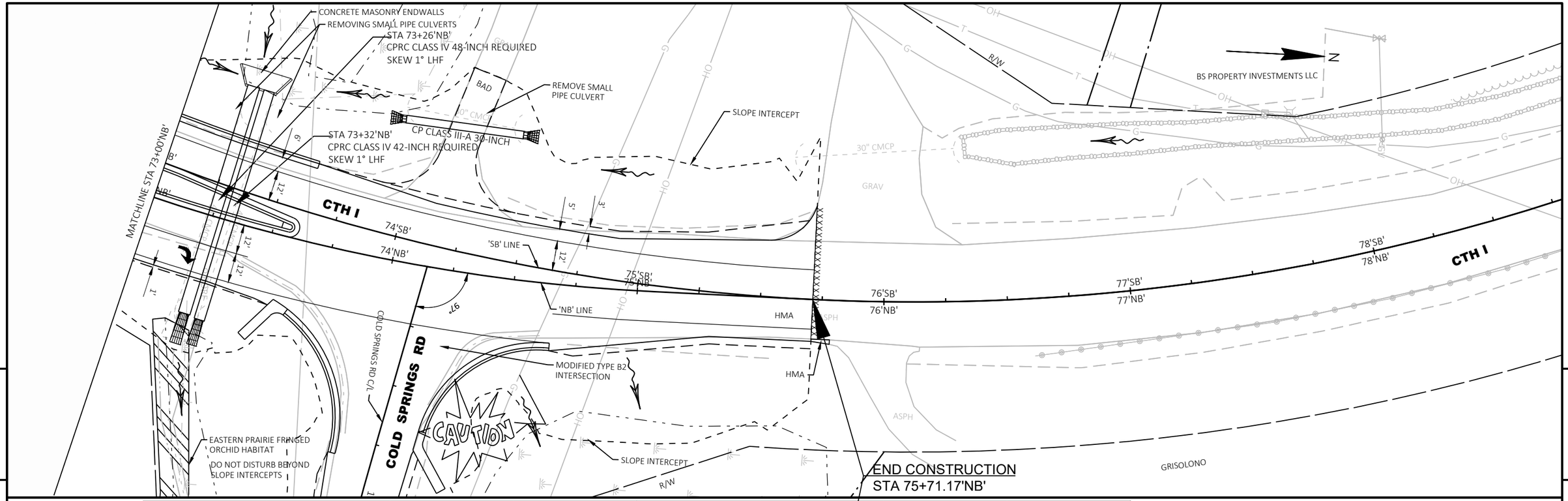




PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'SB' LINE	SHEET 147 E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 08 (SB)

PLOT DATE : 1/25/2022 2:04 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'NB' LINE	SHEET 148 E

CONCRETE MASONRY ENDWALLS
REMOVING SMALL PIPE CULVERTS
STA 73+26'NB'
CPRC CLASS IV 48-INCH REQUIRED
SKEW 1° LHF

REMOVE SMALL PIPE CULVERT

BAD

30" CMCP

CP CLASS III-A 30-INCH

SLOPE INTERCEPT

STA 73+32'NB'
CPRC CLASS IV 42-INCH REQUIRED
SKEW 1° LHF

MATCHLINE STA 73+00'NB'

CTH I

74'SB'
74'NB'

'SB' LINE

'NB' LINE

75'SB'
75'NB'

76'SB'
76'NB'

77'SB'
77'NB'

78'SB'
78'NB'

CTH I

HMA

HMA

97°

COLD SPRINGS RD

COLD SPRINGS RD C/L

MODIFIED TYPE B2
INTERSECTION

CAUTION

SLOPE INTERCEPT

EASTERN PRAIRIE FRINGED
ORCHID HABITAT

DO NOT DISTURB BEYOND
SLOPE INTERCEPTS

R/W

R/W

BS PROPERTY INVESTMENTS LLC

GRAV

GRISOLONO

END CONSTRUCTION
STA 75+71.17'SB'

VCL = 257.46
K = 103.68

FINISHED PROFILE

EXISTING PROFILE

0.65%
1.23%
1.80%
2.40%
2.43%
3.00%

SB PROFILE

VPT STA 73+64.94
VPT EL 812.42

STA 73+81.98
EL 812.53

STA 74+00.00
EL 812.75

STA 74+23.90
EL 813.18

STA 74+50.00
EL 813.81

STA 75+00.00
EL 815.02

STA 75+71.17
EL 817.16

COLD SPRINGS RD

STA 73+32
CPRC CL IV 42" REQ'D
SKEW 1° LHF

STA 73+26
CPRC CL IV 48" REQ'D
SKEW 1° LHF

EXISTING PROFILE ELEVATION
FINISHED PROFILE ELEVATION

811.45	811.83	811.90	812.25	812.70	812.75	813.67	813.81	814.96	815.02	816.46	816.52	818.08	820.19	822.57

815 810 805 800

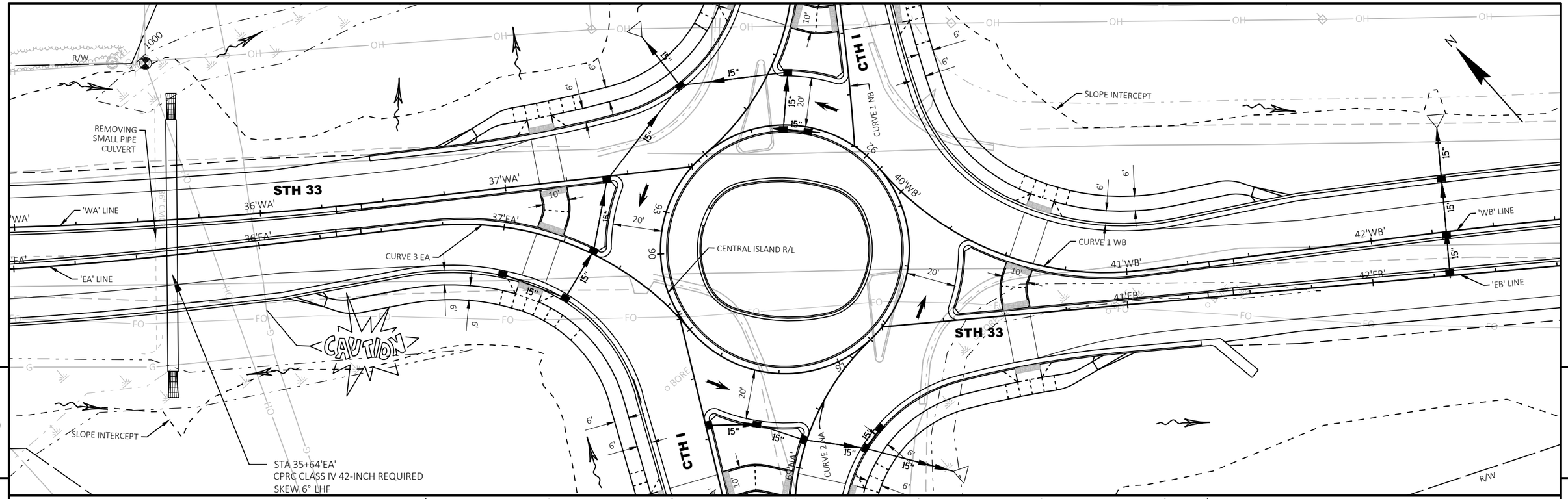
825 820 815 810

73 74 75 76 77

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: 'SB' LINE	SHEET 149	E

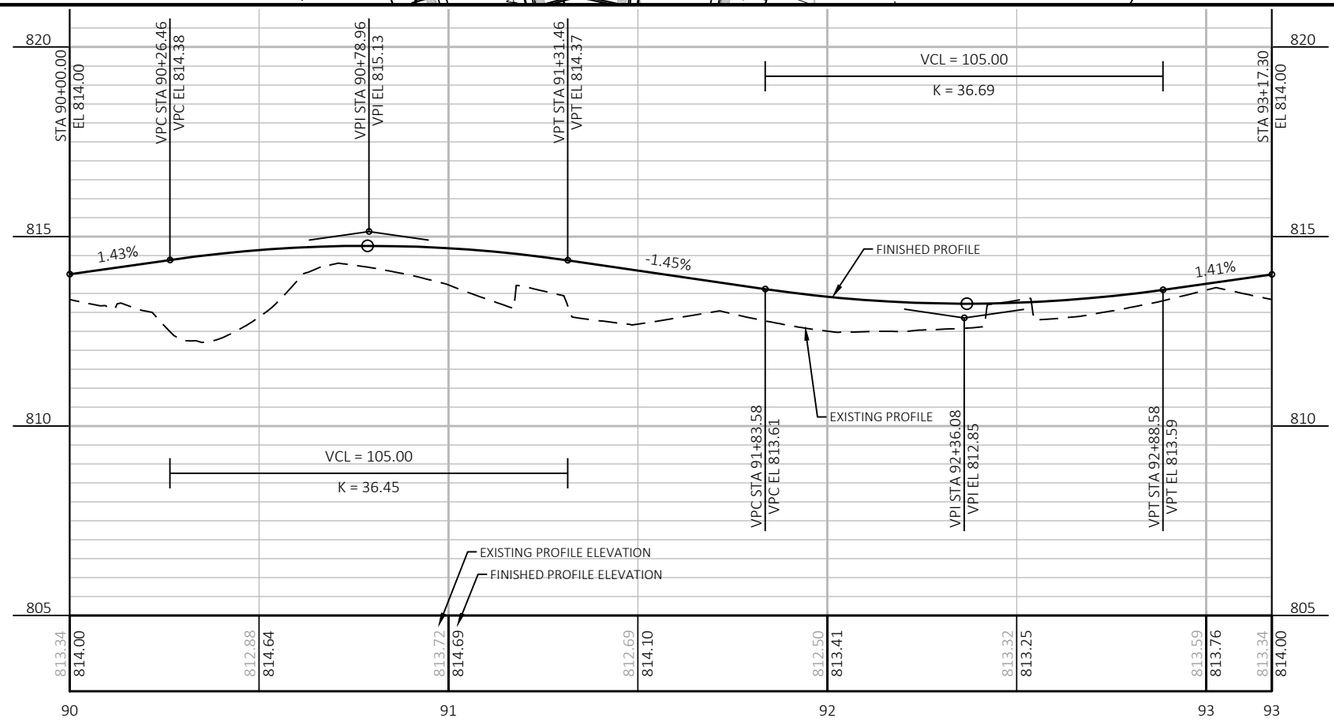
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 09 (SB)

PLOT DATE : 1/25/2022 2:04 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

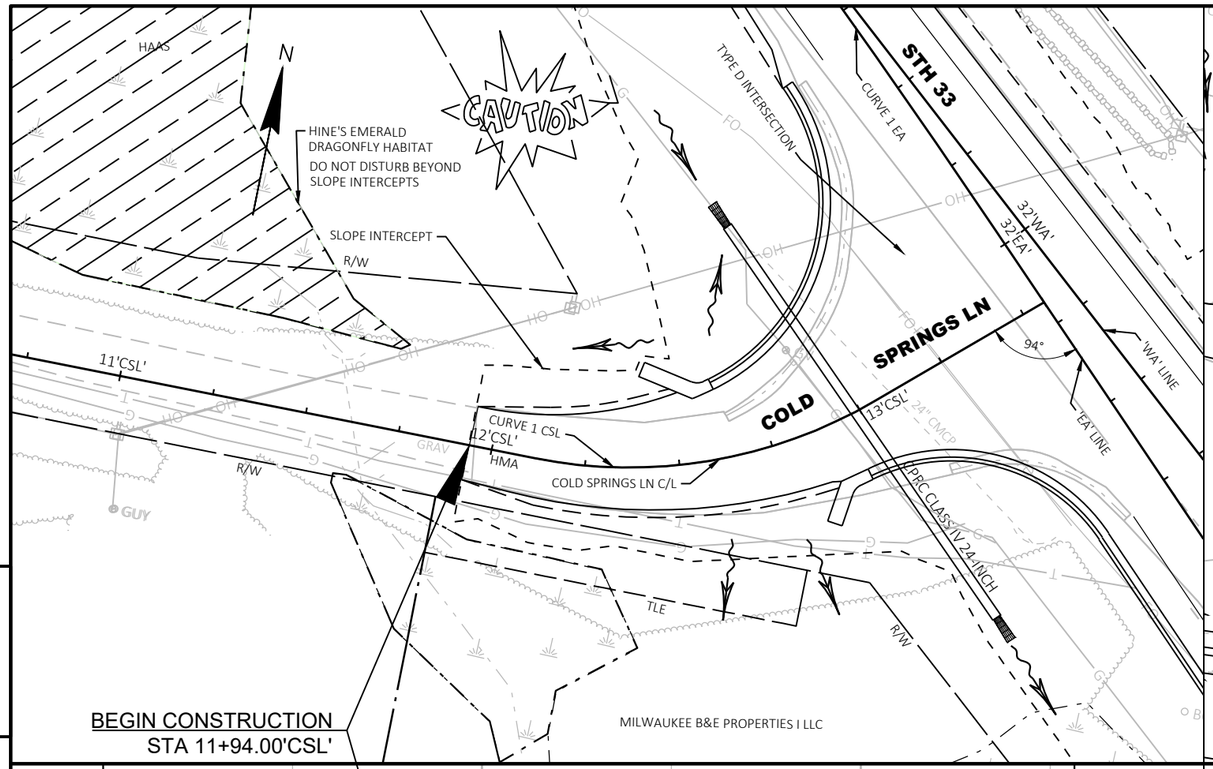


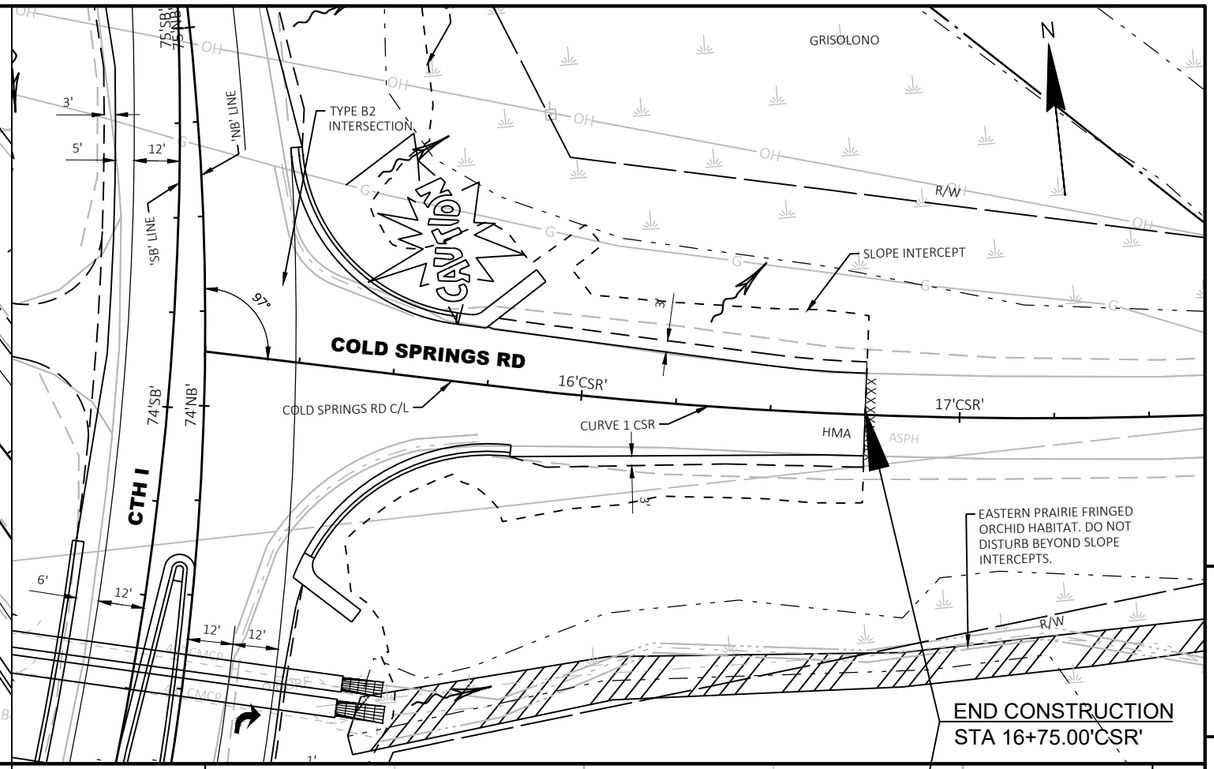
BENCHMARKS

NO.	DESCRIPTION	ELEV.
1000	RAILROAD SPIKE IN SIDE OF POWER POLE AT NORTHWEST CORNER OF CTH I & STH 33 N=430,013.40, E=587,261.73	813.02



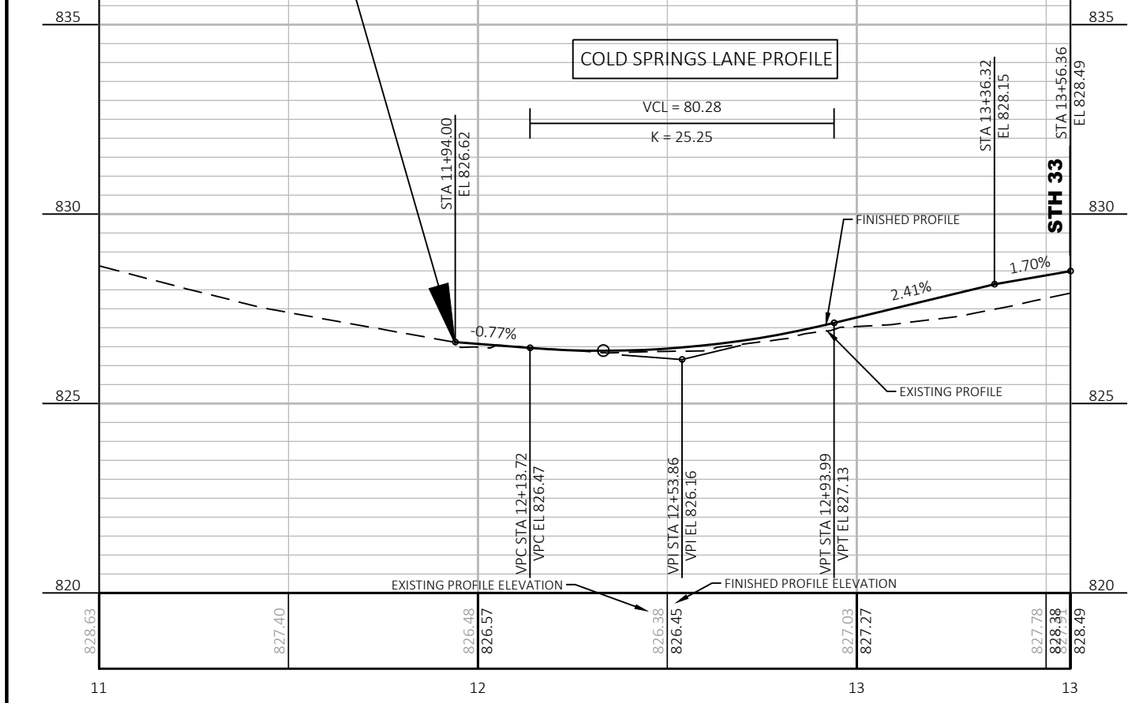
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: CENTRAL ISLAND	SHEET 150	E

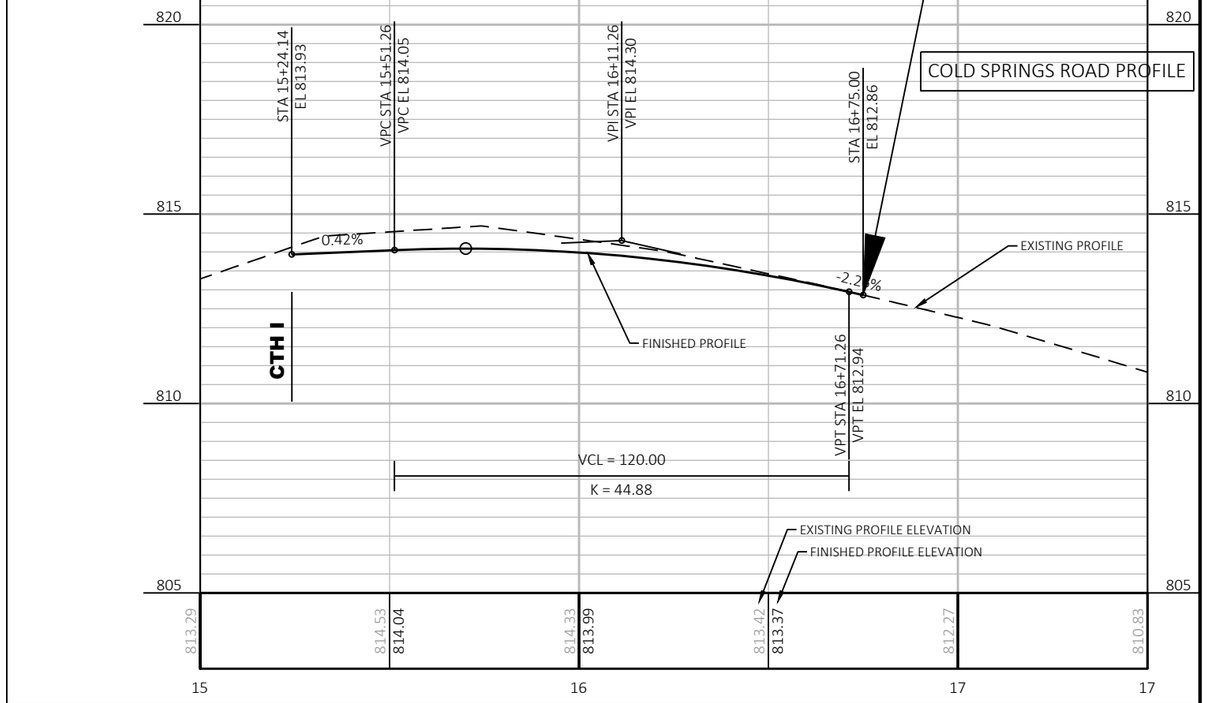




5

5





PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	PLAN AND PROFILE: COLD SPRINGS LANE & COLD SPRINGS ROAD	SHEET 151	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 10

PLOT DATE : 3/1/2022 4:18 PM PLOT BY : SIEBERT, LUKE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

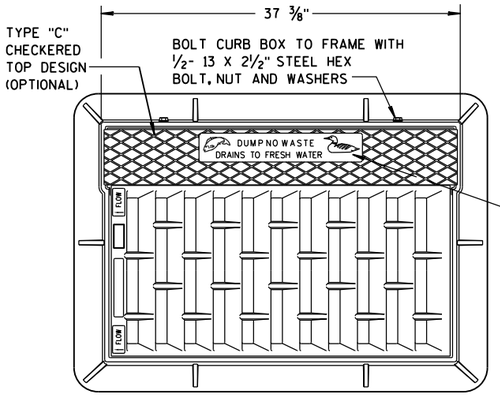
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
10A01-03	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A05-03	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C04-17	URBAN NON-DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C18-07F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-08	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-05B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

6

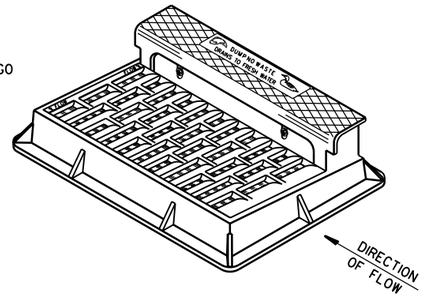
Standard Detail Drawing List

15D29-06 TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

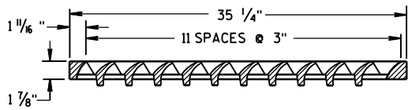
6

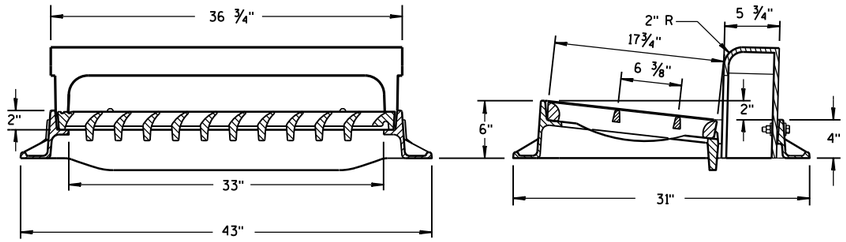


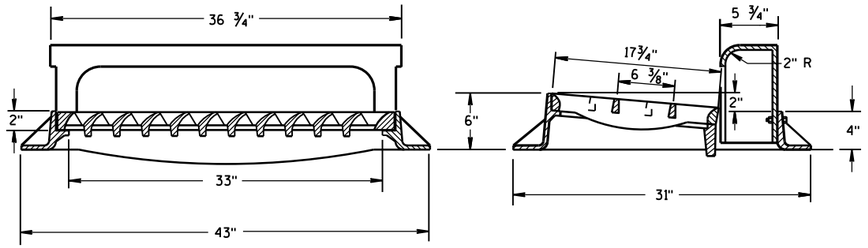
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

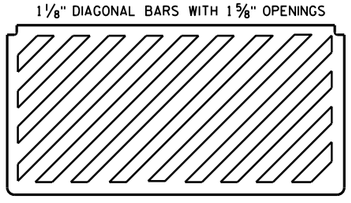






TYPE "H"

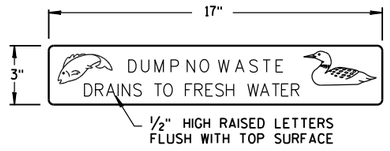
NOTE: EITHER CASTING IS ACCEPTABLE



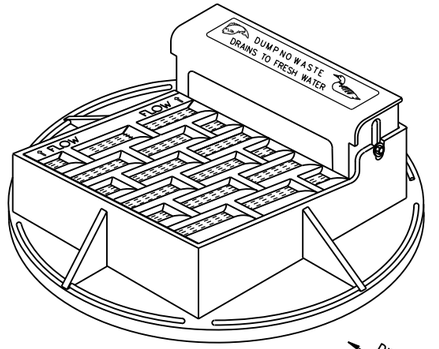
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

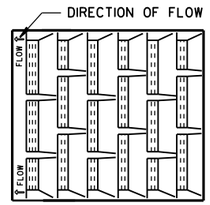
NOTE:
GRATE IS REVERSIBLE.

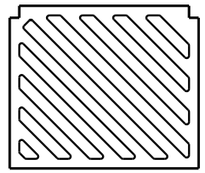
GENERAL NOTES

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

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

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

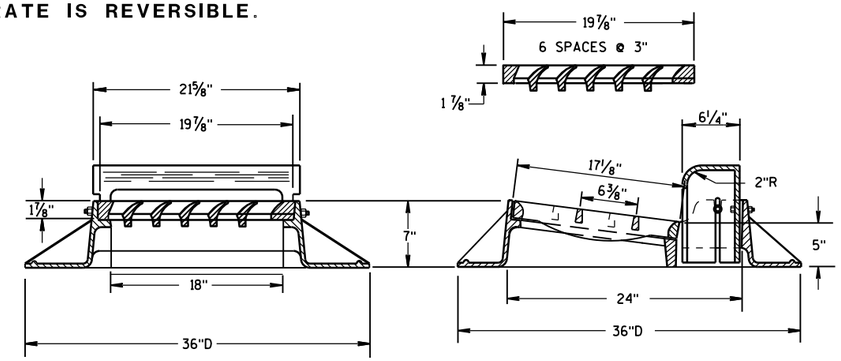




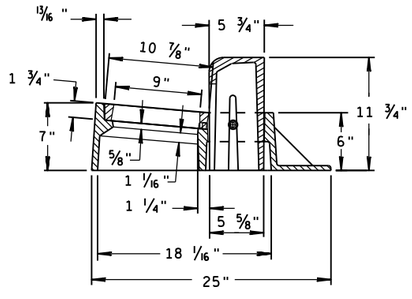
SPECIAL GRATE FOR TYPE "A" COVER

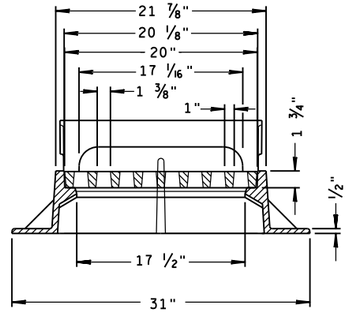
(MEASURES 19 3/4" X 17" X 1 7/8")

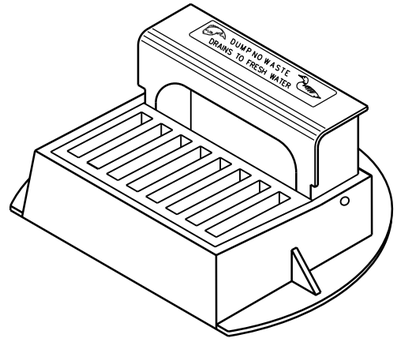
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

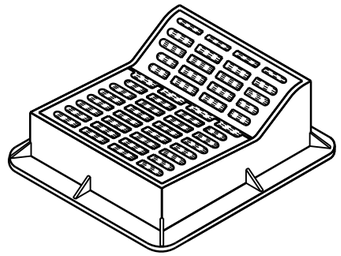
INLET COVERS
TYPE A, H, A-S, H-S & Z

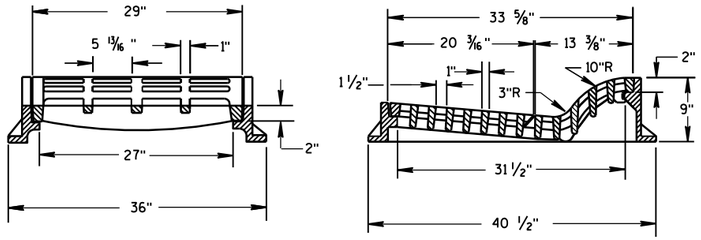
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

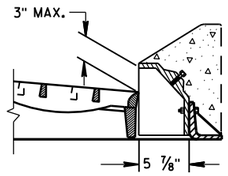
S.D.D. 8 A 5-19a





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

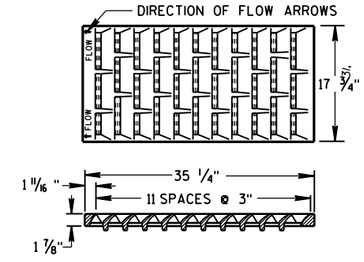
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

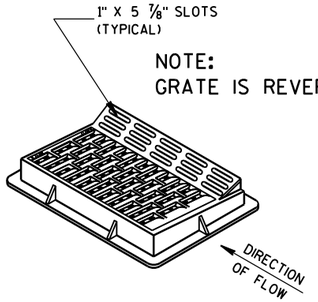
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

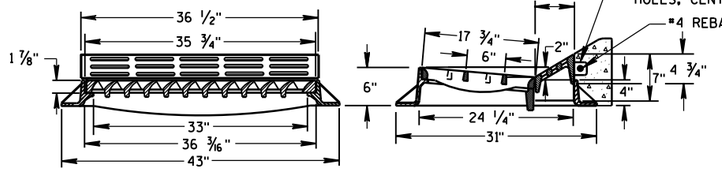
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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





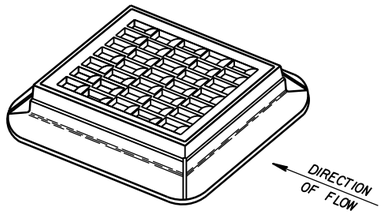
NOTE:
GRATE IS REVERSIBLE.

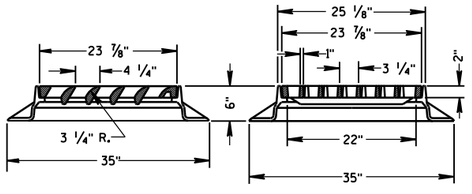


TYPE "HM"

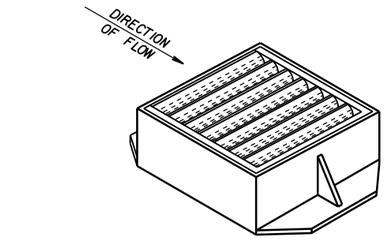
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

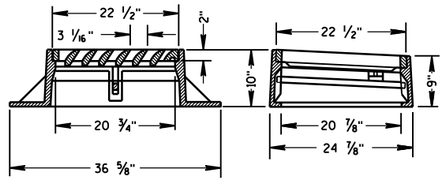
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



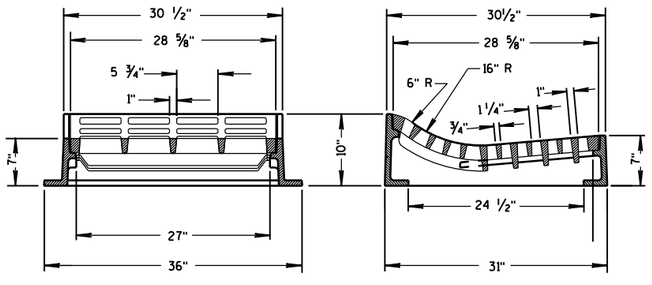


TYPE "S"



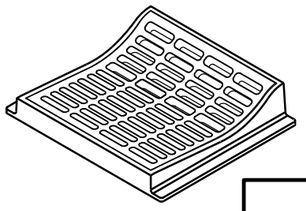


TYPE "V"



TYPE "T"

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

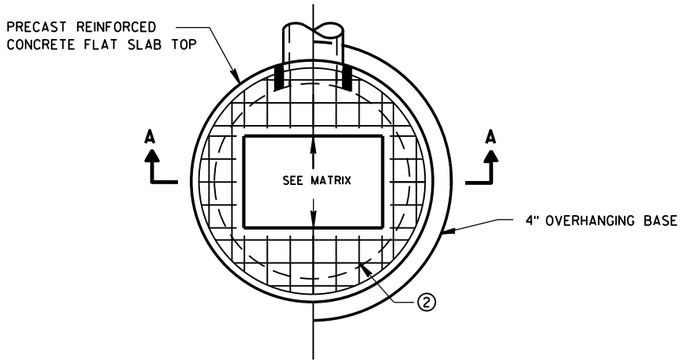
FHWA

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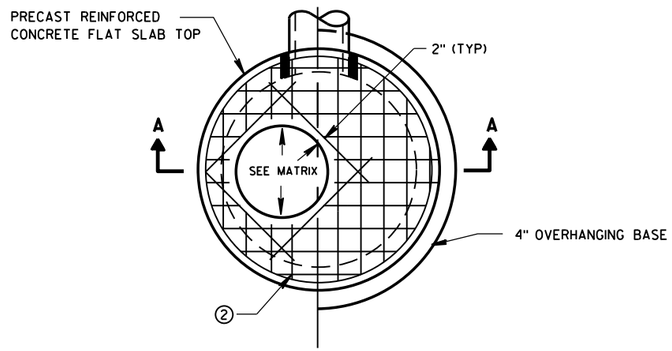
S.D.D. 8 A 5-19c

6

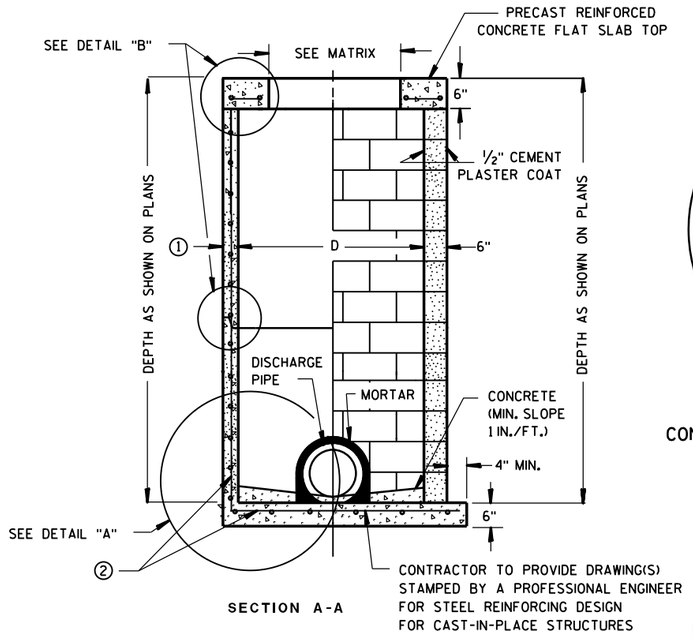
S.D.D. 8 A 5-19c



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

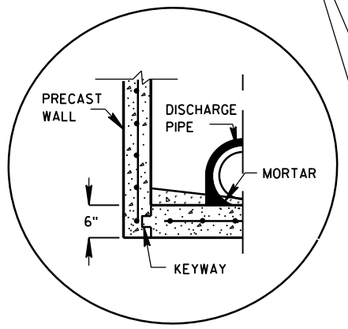


SECTION A-A

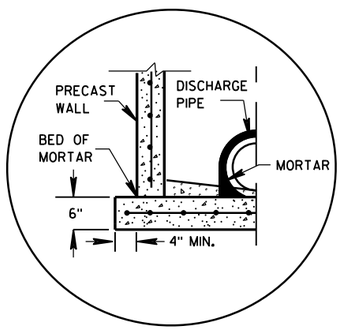
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

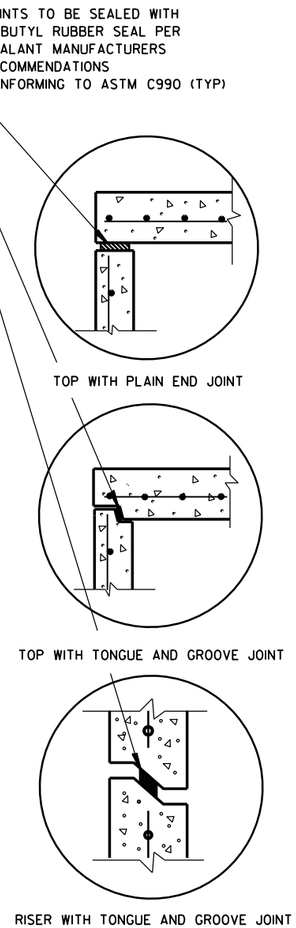


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

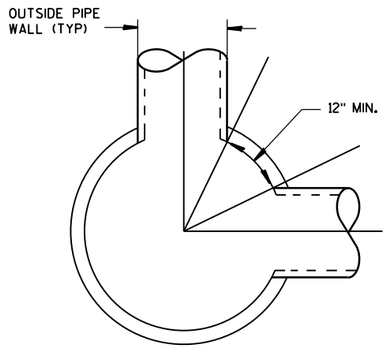
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

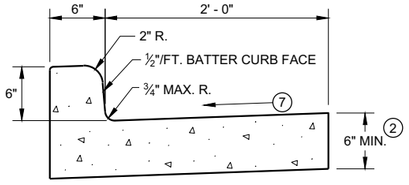
APPROVED
Sept.. 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | ENT
FHWA — UNIT SUPERVI

6

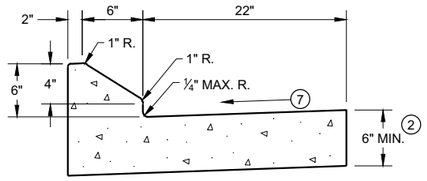
S.D.D. 8 C 6-2

6

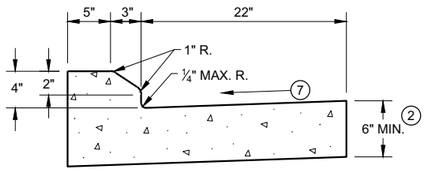
S.D.D. 8 C 6-2



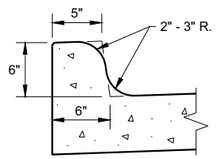
TYPES A (1) & D



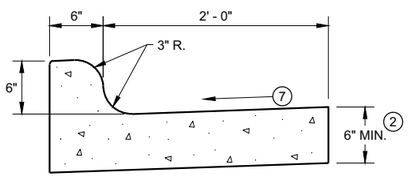
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

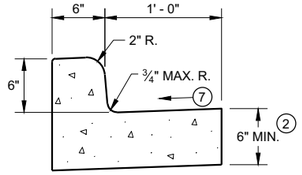


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



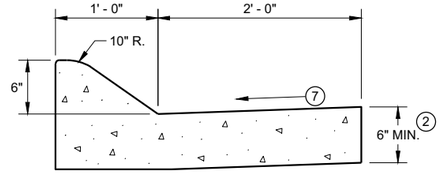
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

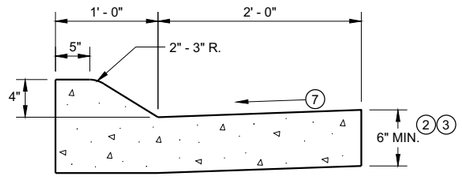


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

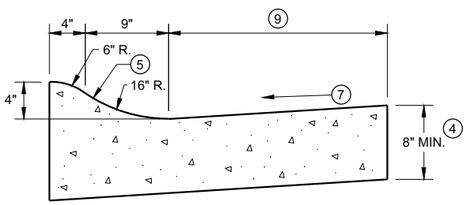


6" SLOPED CURB TYPES A (1) & D



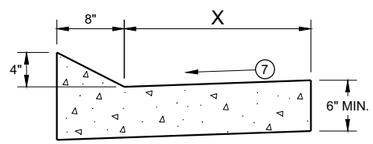
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

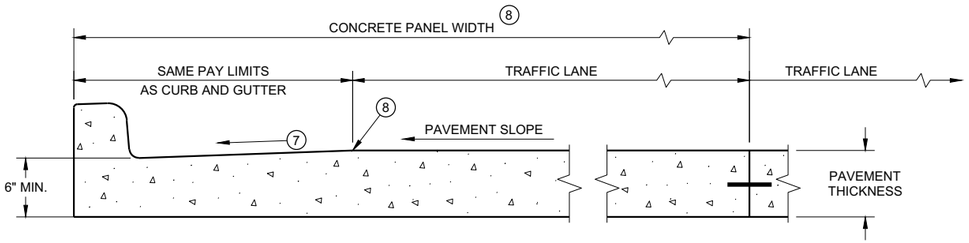


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

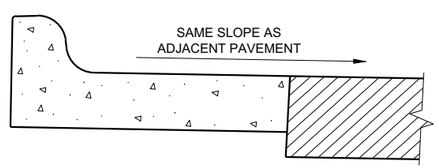
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

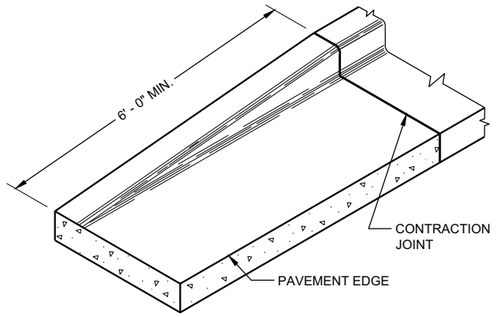
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

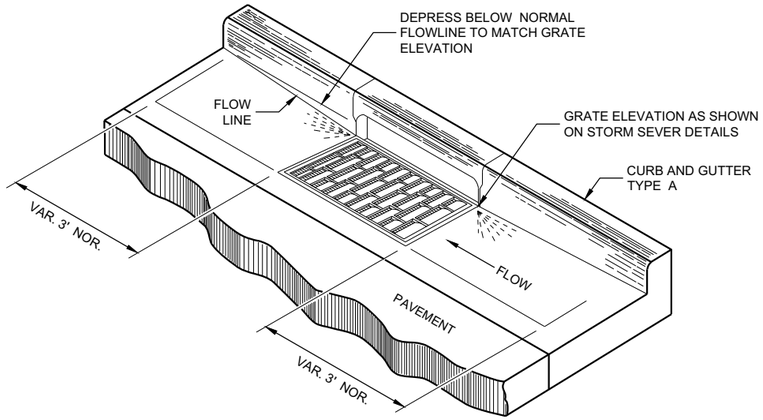
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

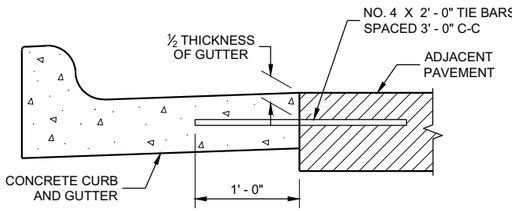
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

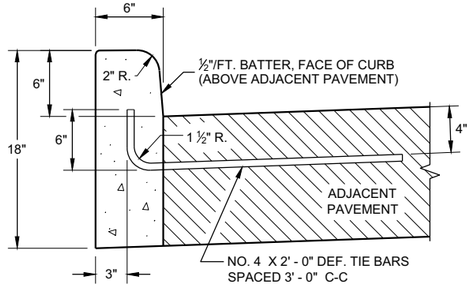
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

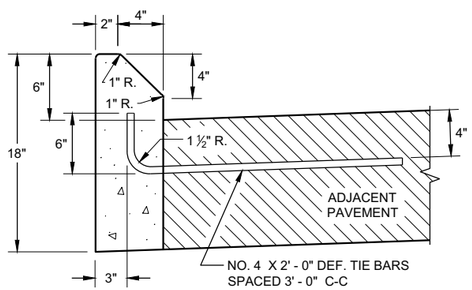
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

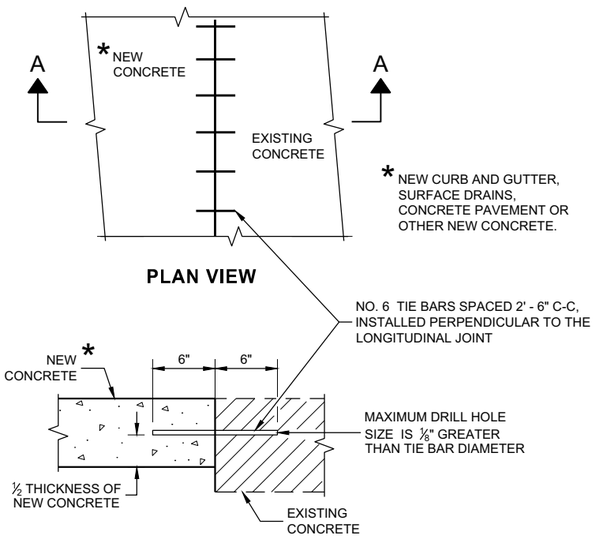


TYPES A (1) & D



TYPES G (1) & J

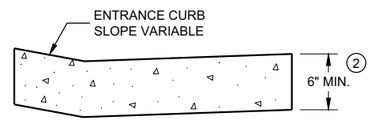
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

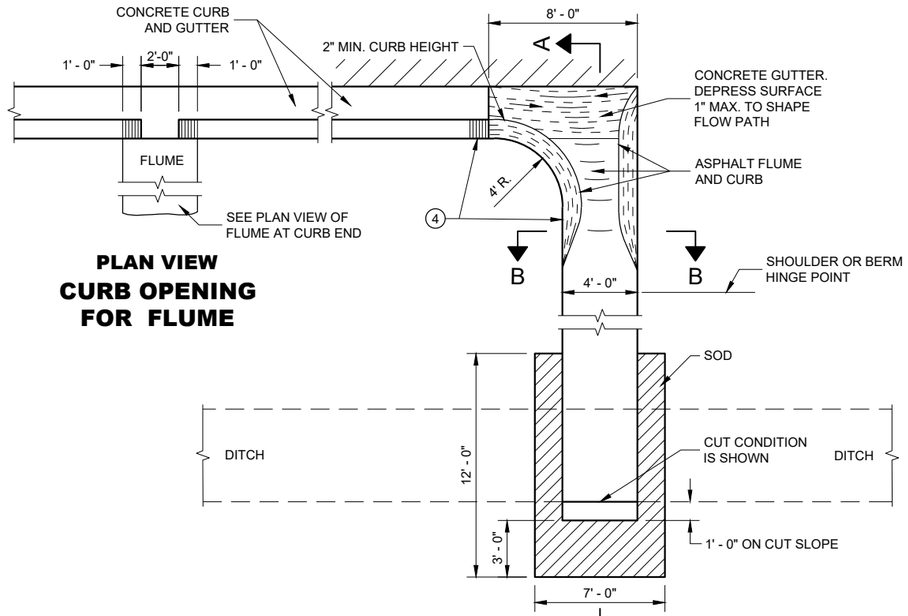
6

SDD08D01 - 22b

SDD08D01 - 22b

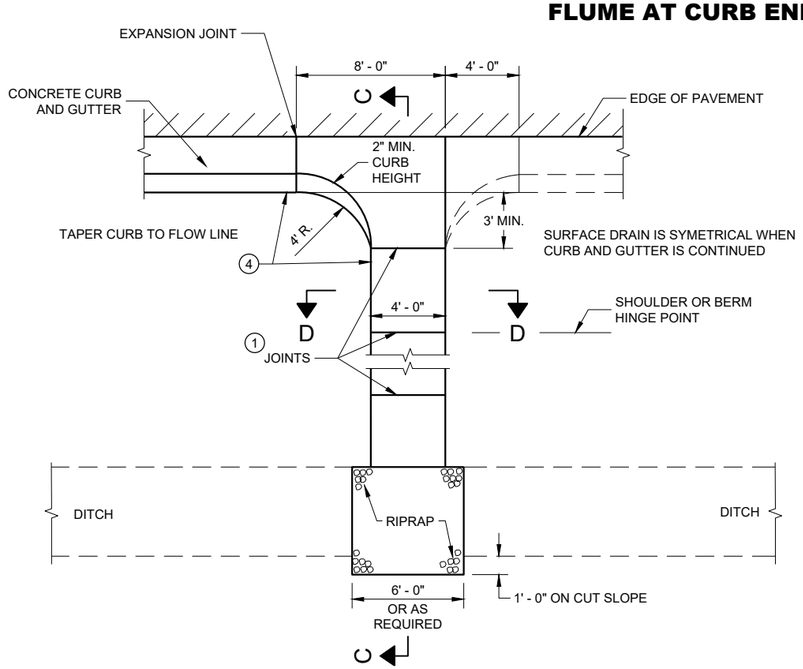
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



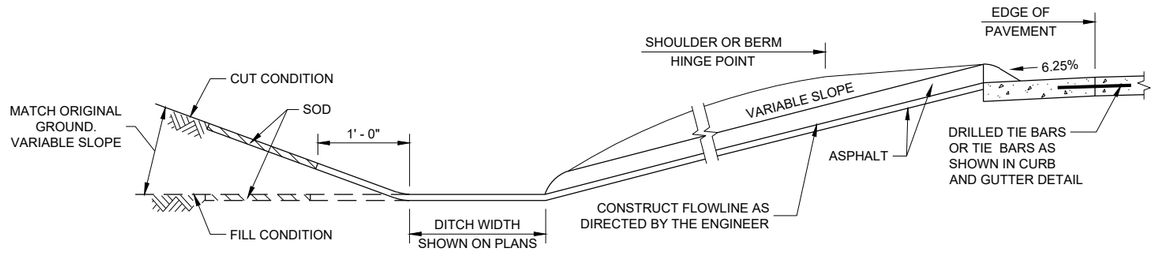
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

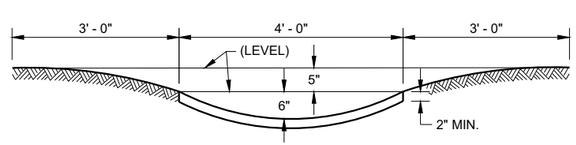
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

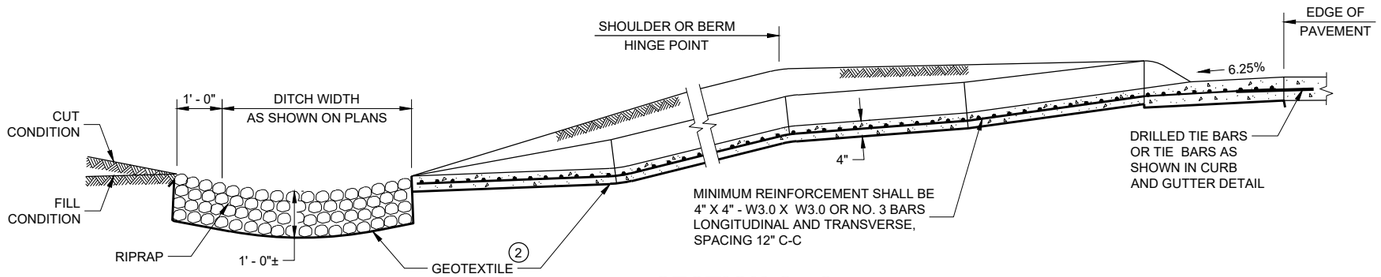
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4.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



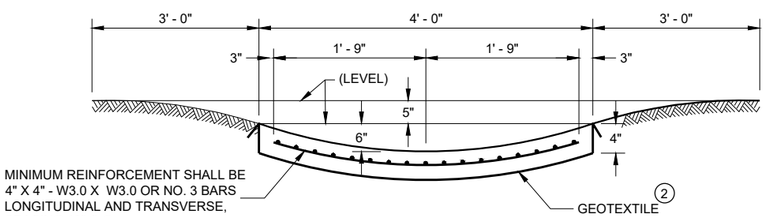
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

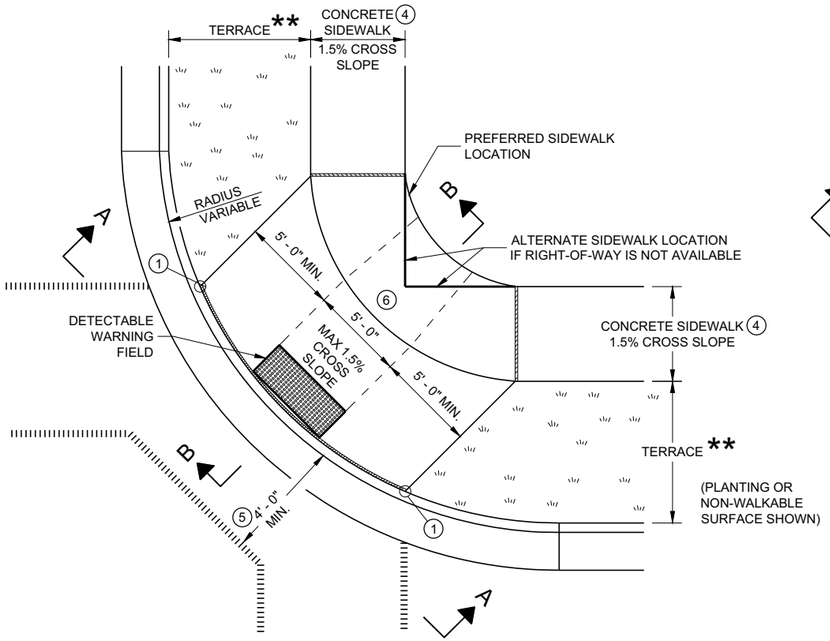
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D04 - 06

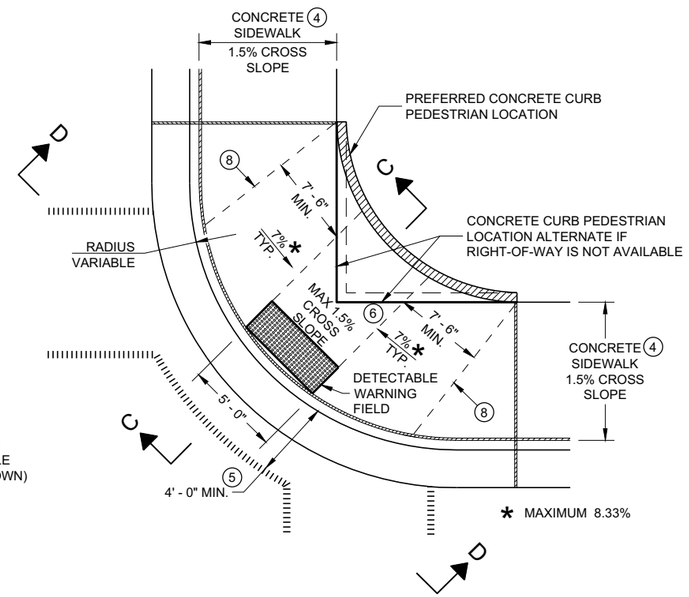
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

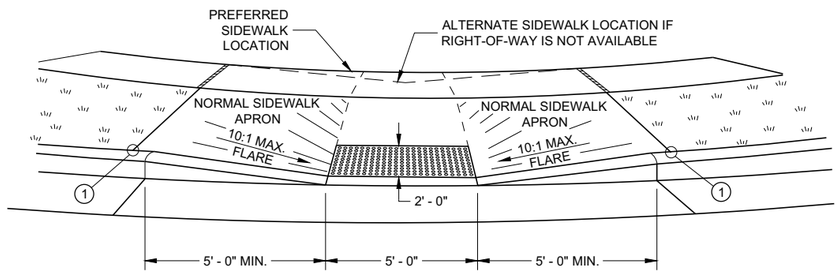
(CENTER OF CORNER RADIUS)



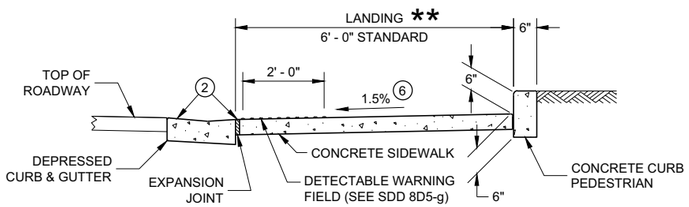
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

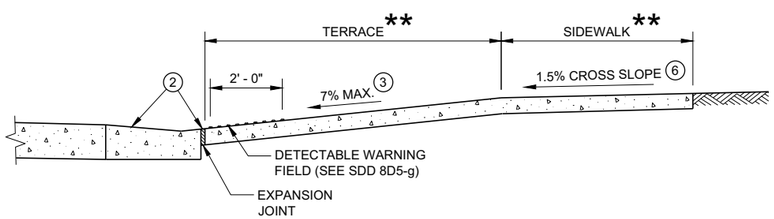


VIEW A - A FOR TYPE 1

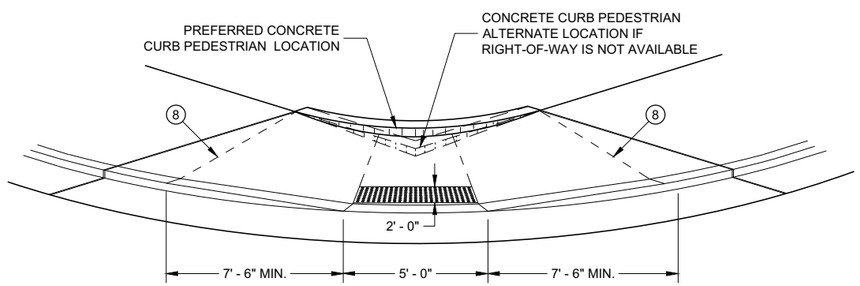


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

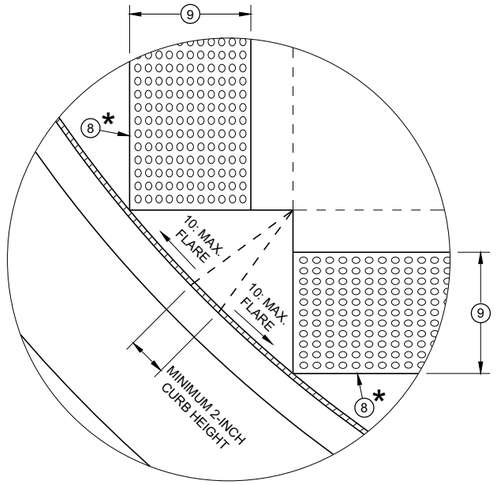
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

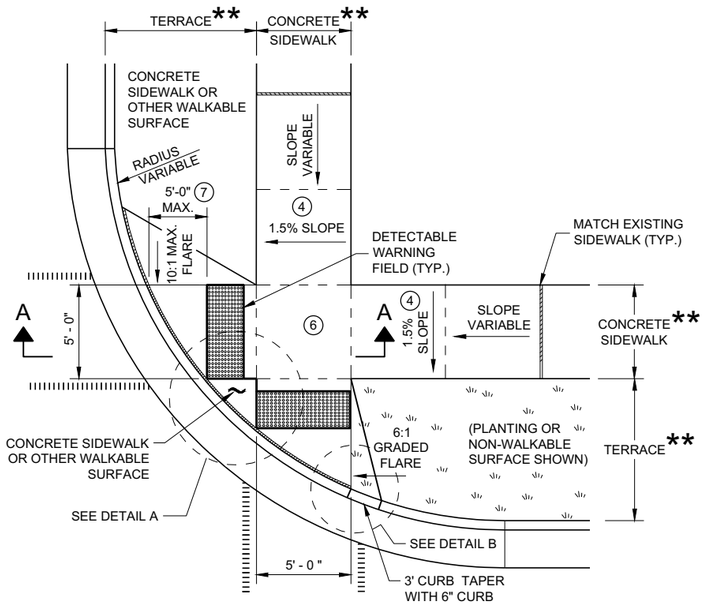
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

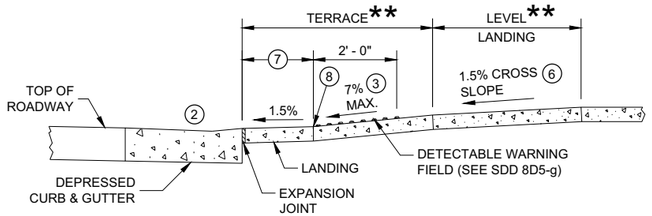
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

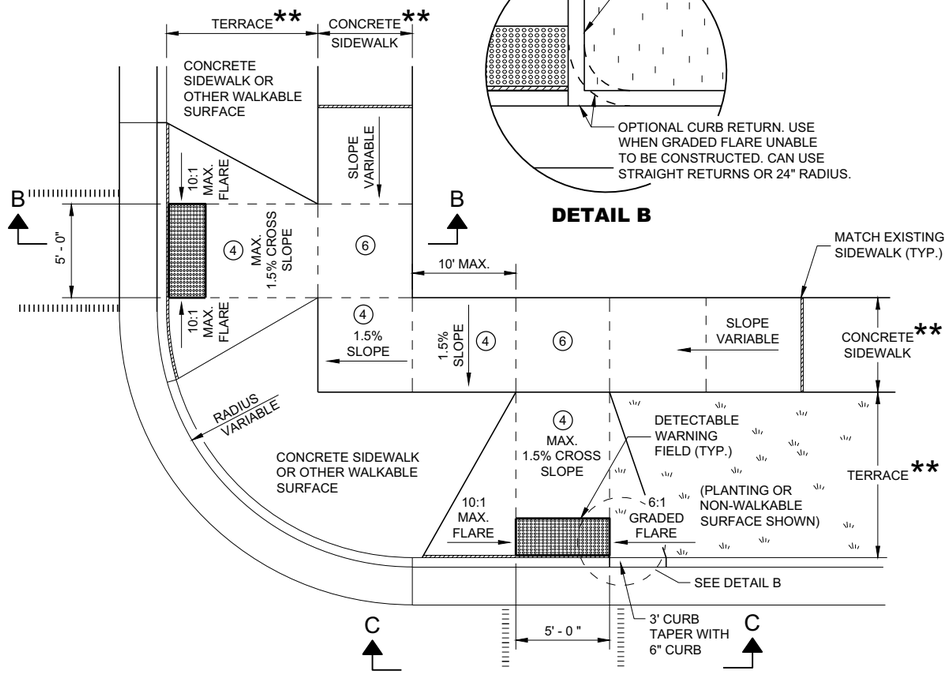
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



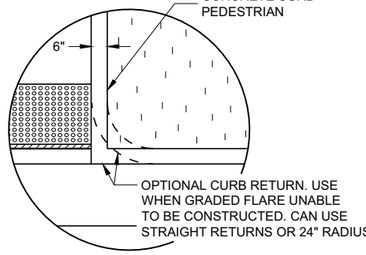
SECTION A - A FOR TYPE 2

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

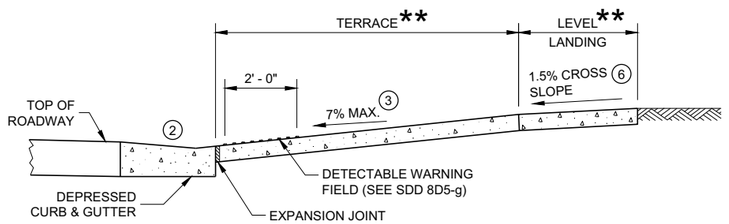
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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



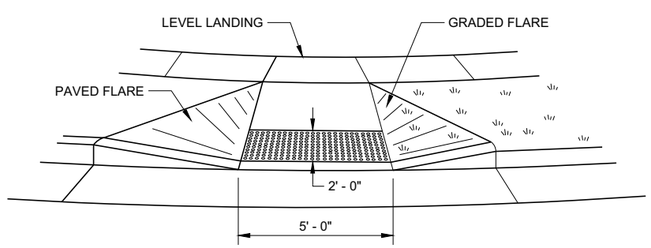
DETAIL B



SECTION B - B FOR TYPE 3

LEGEND

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



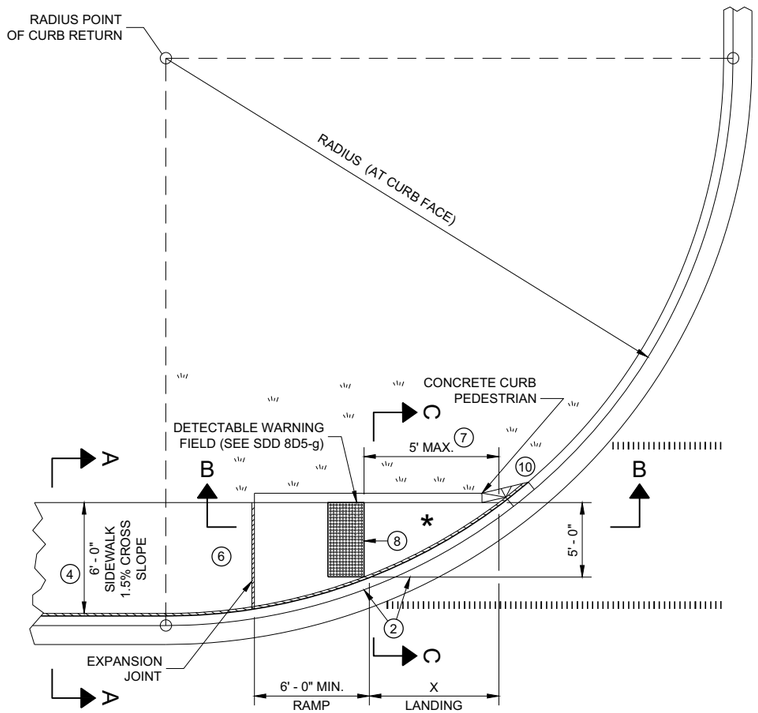
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

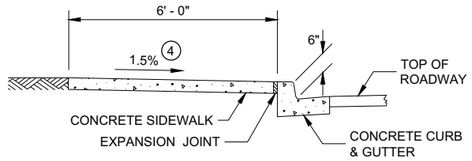


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

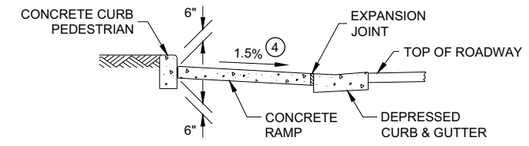
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

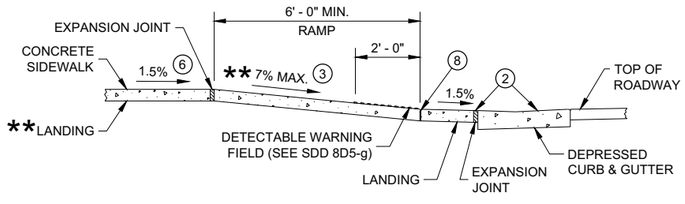
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



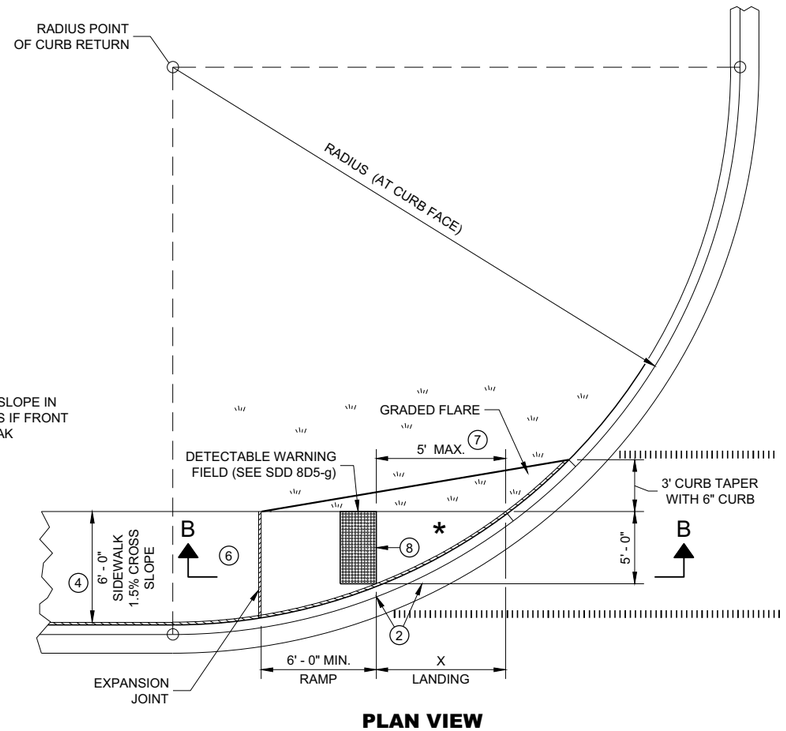
SECTION C - C FOR TYPE 4A



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

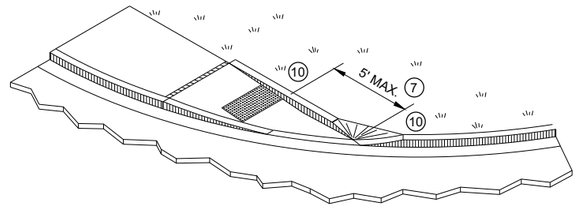
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

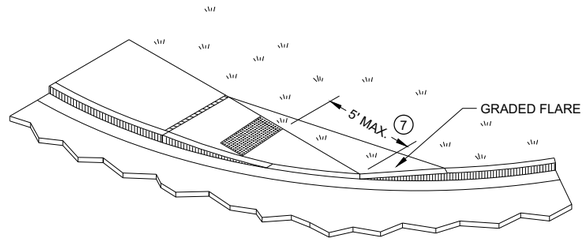


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



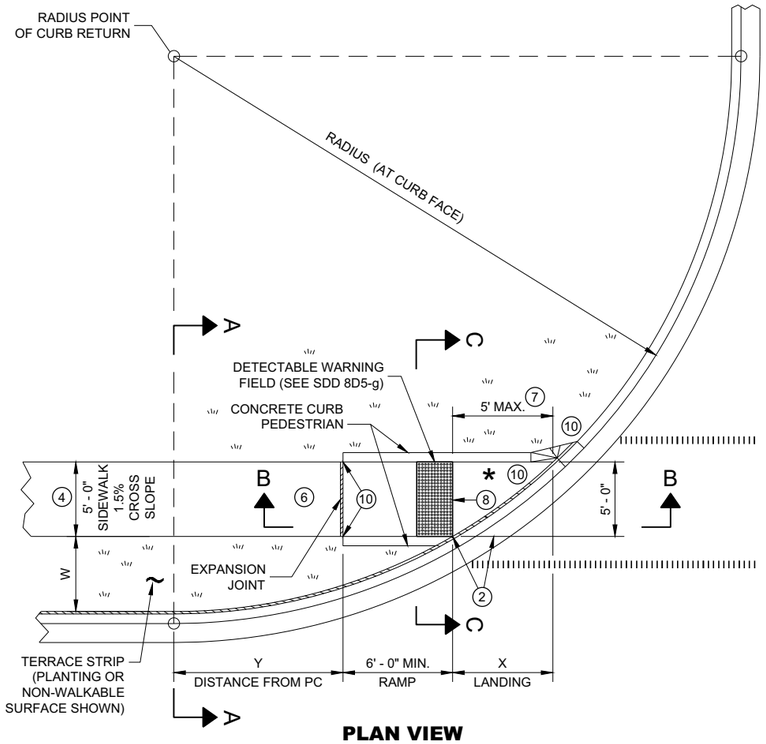
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

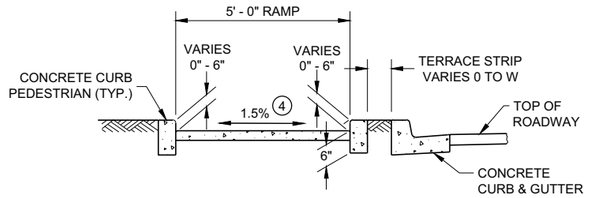
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

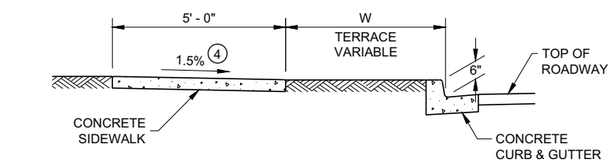
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

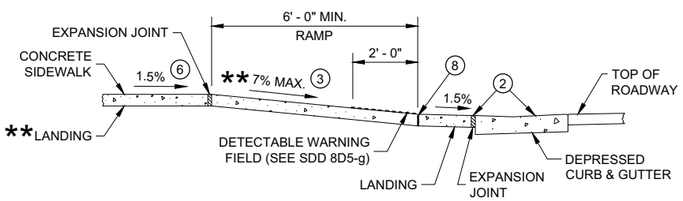
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B



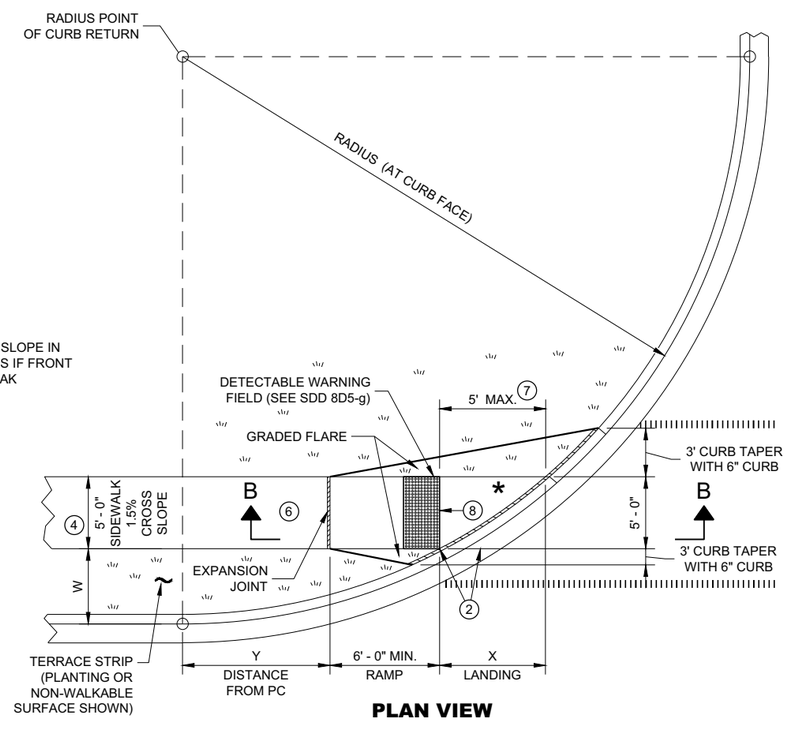
SECTION A - A FOR TYPE 4B



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

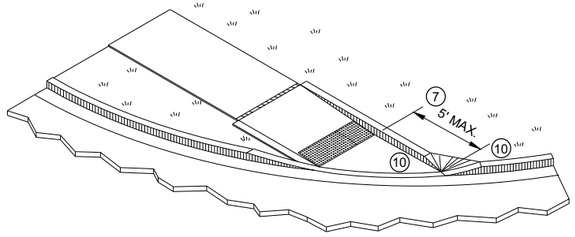
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

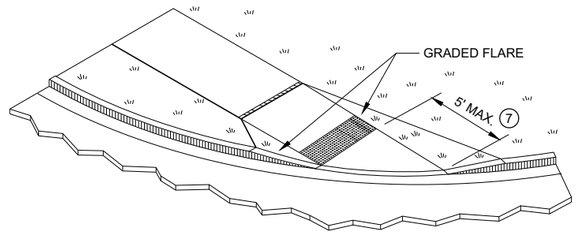


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



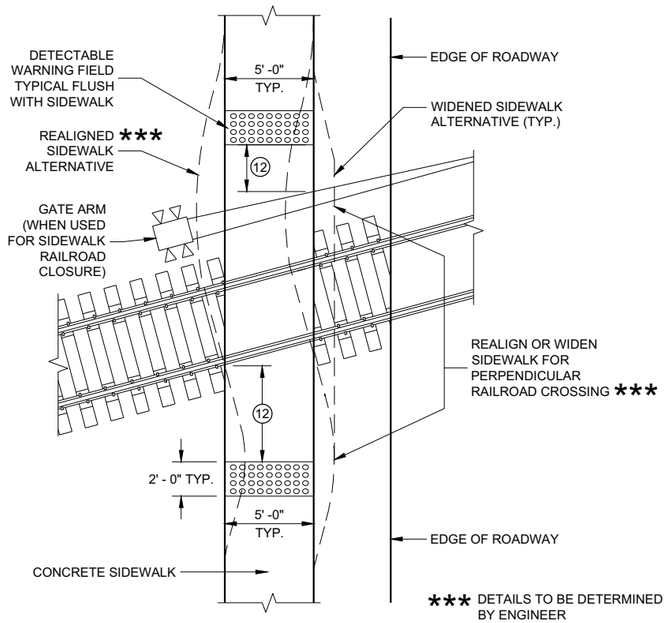
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

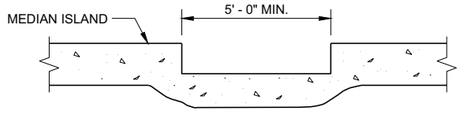
6

SDD 08D05 - 20d

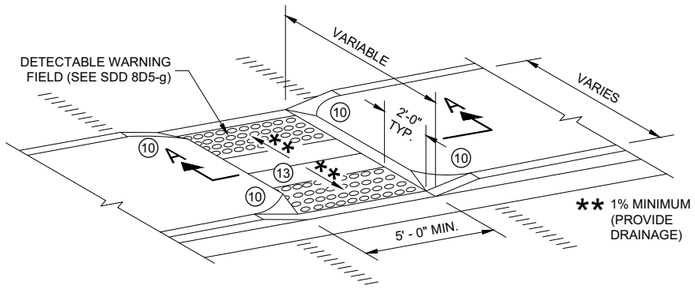


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

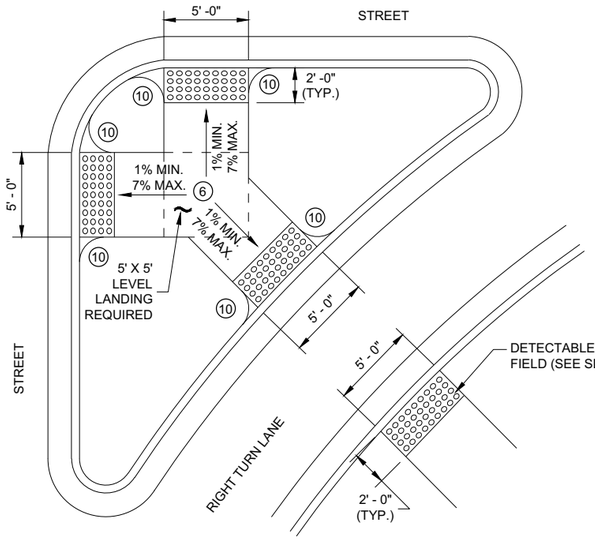
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

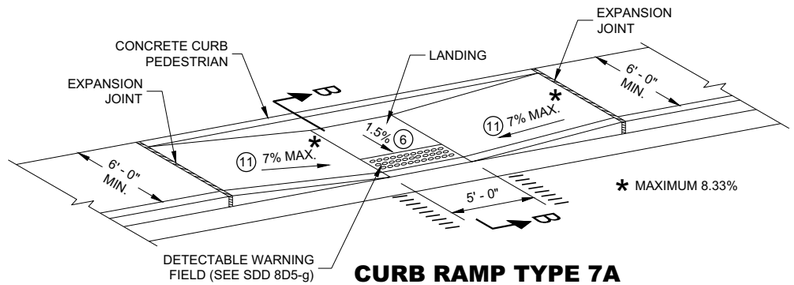
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

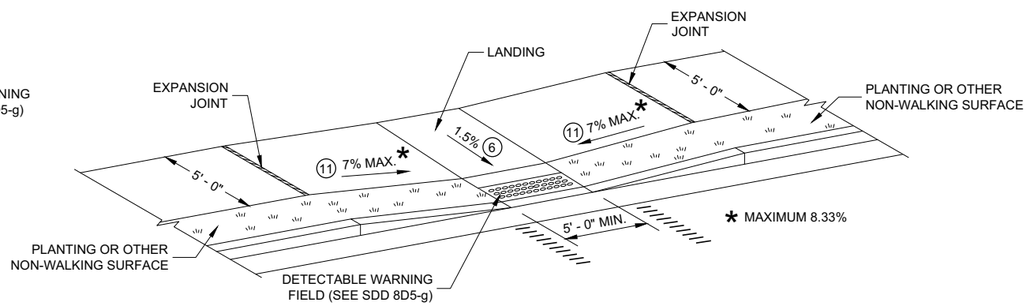
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

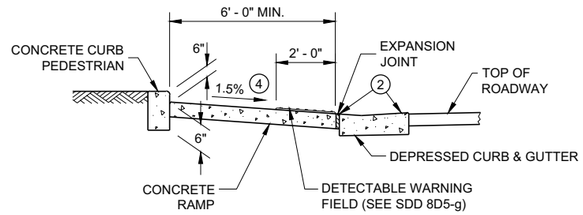
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

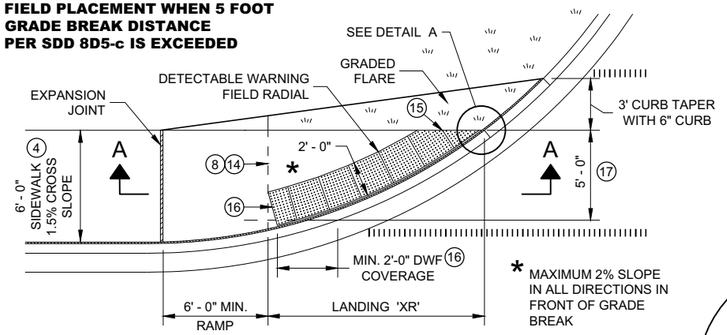
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

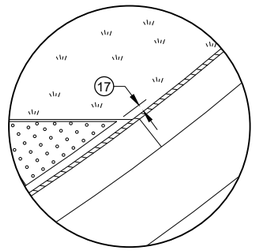
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



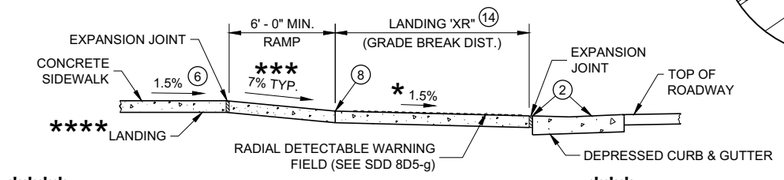
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

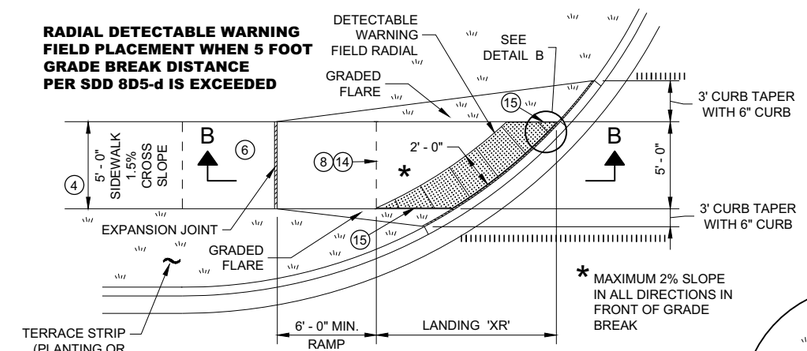


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

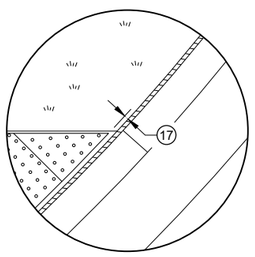
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



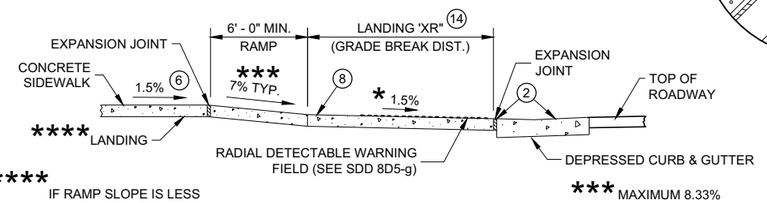
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

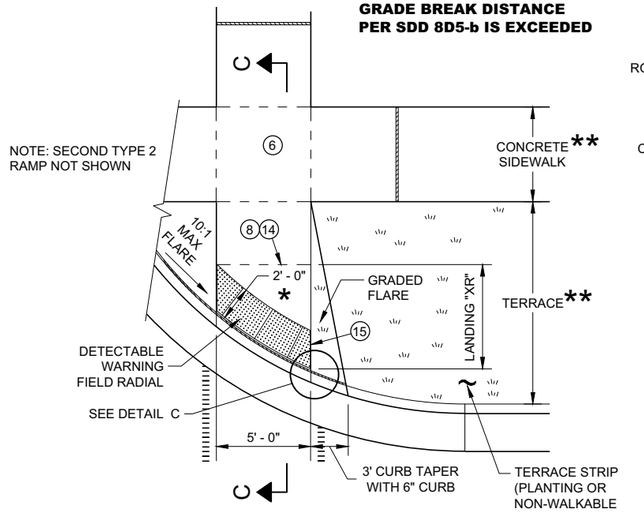
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

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

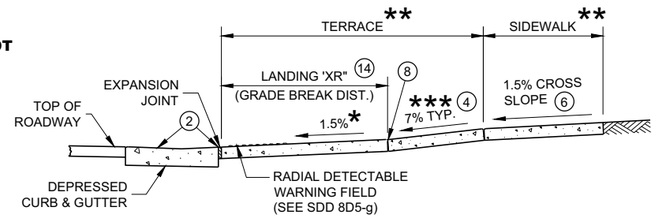


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

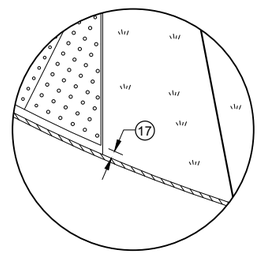


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

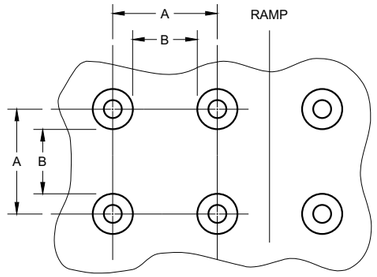
SDD 08D05 - 20f

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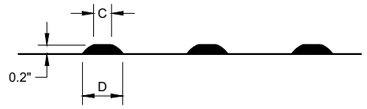
SDD 08D05 - 20f

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

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

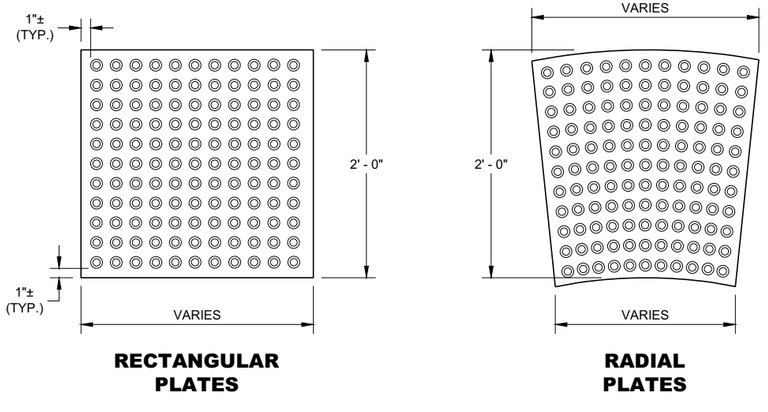


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

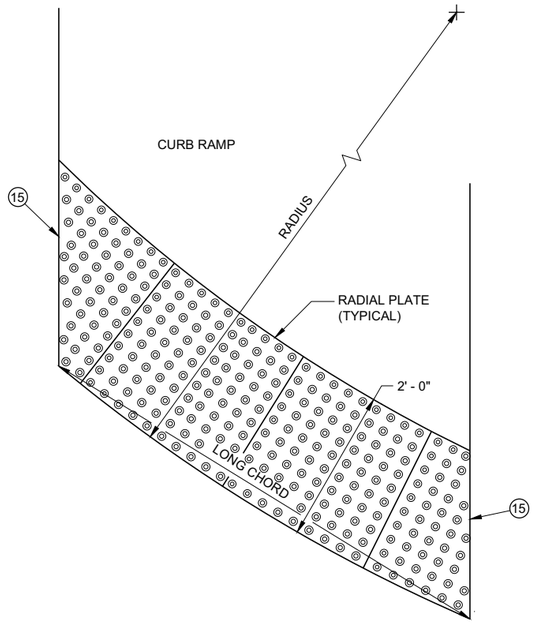
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

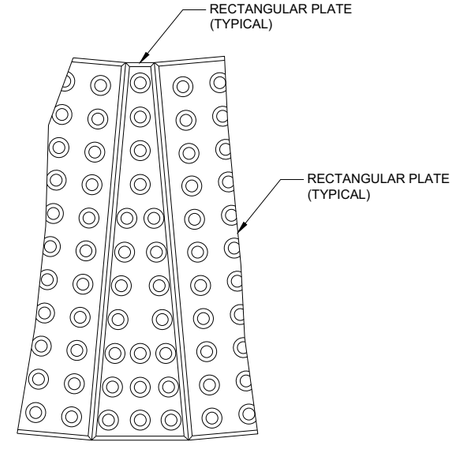
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

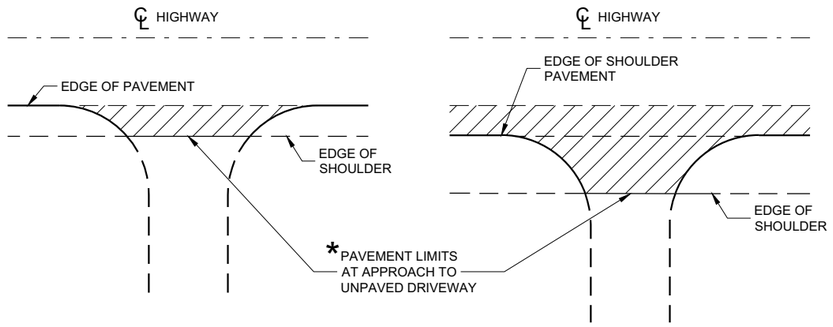
FHWA

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SDD 08D05 - 20g

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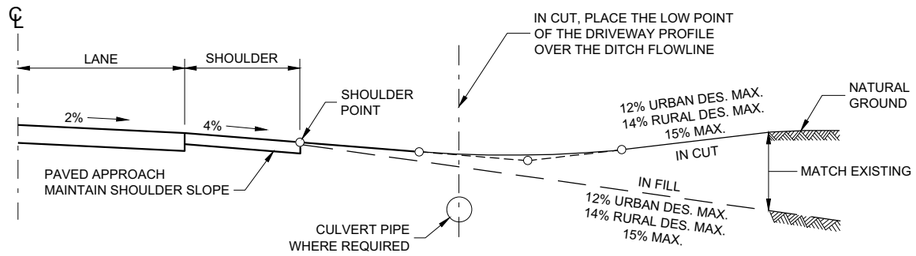
SDD 08D05 - 20g



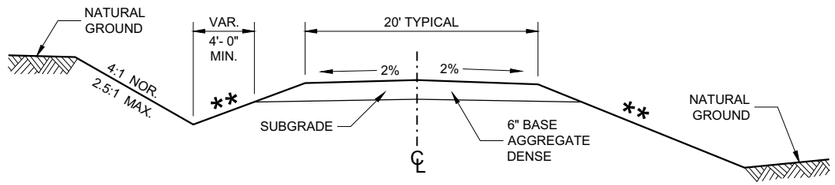
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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



TYPICAL DRIVEWAY PROFILES

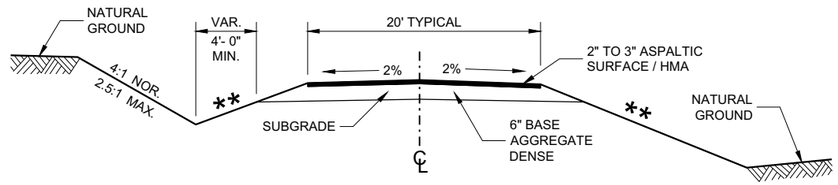


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

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

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



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

SDD 08D21 - 01

DRIVEWAYS WITHOUT CURB AND GUTTER

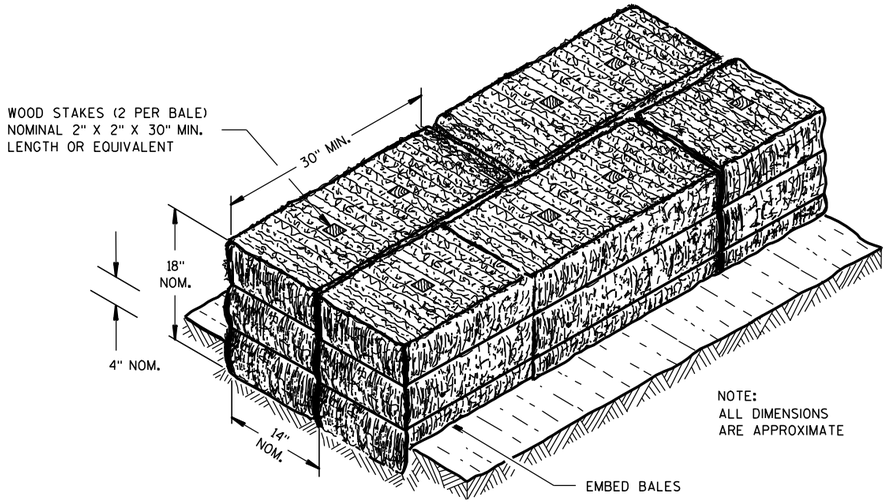
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

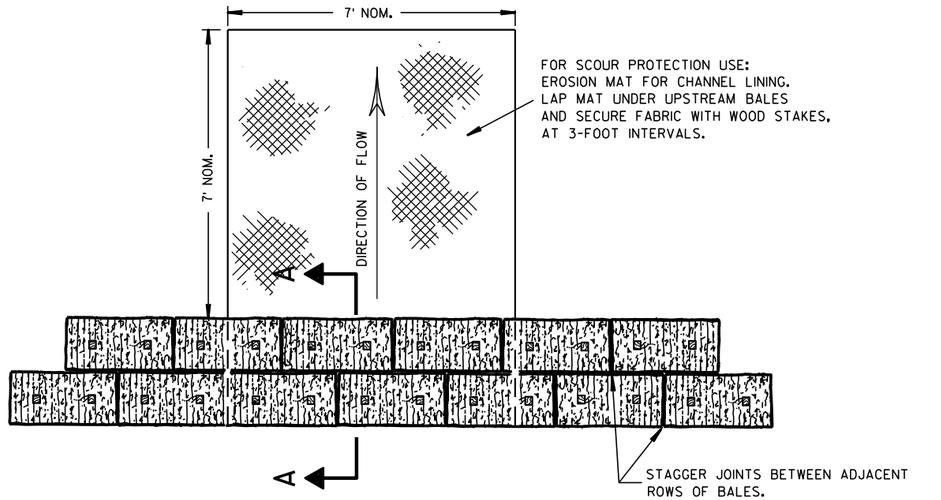
FHWA

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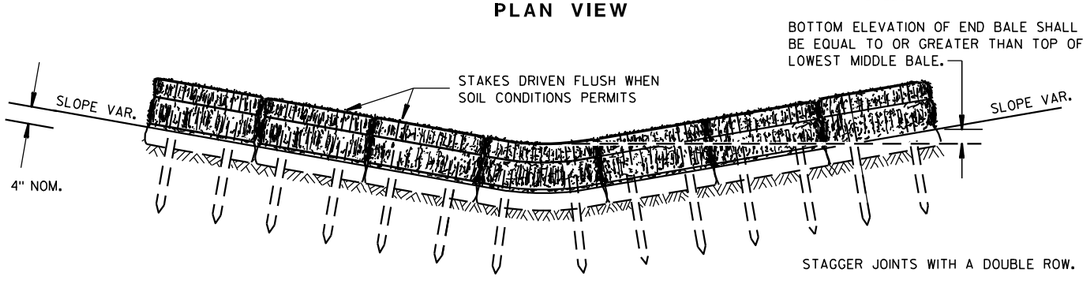
SDD 08D21 - 01



SECTION A-A



PLAN VIEW



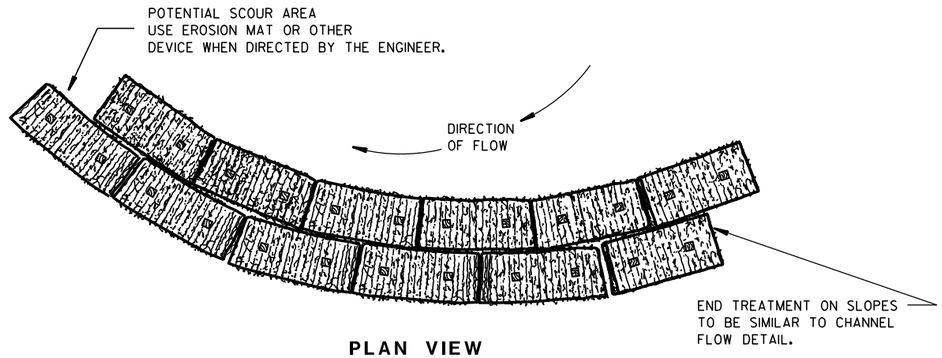
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

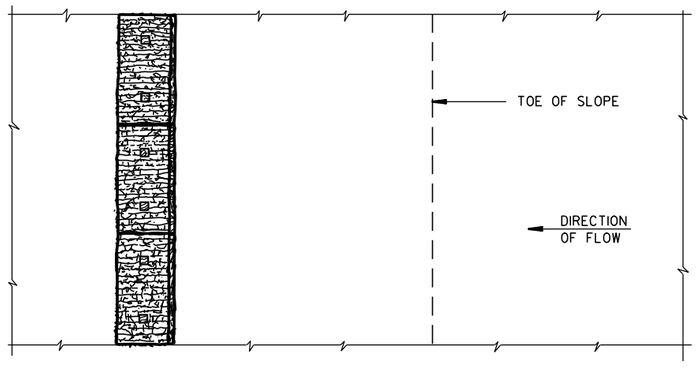
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

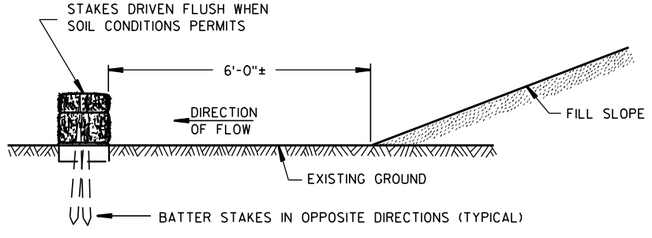


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

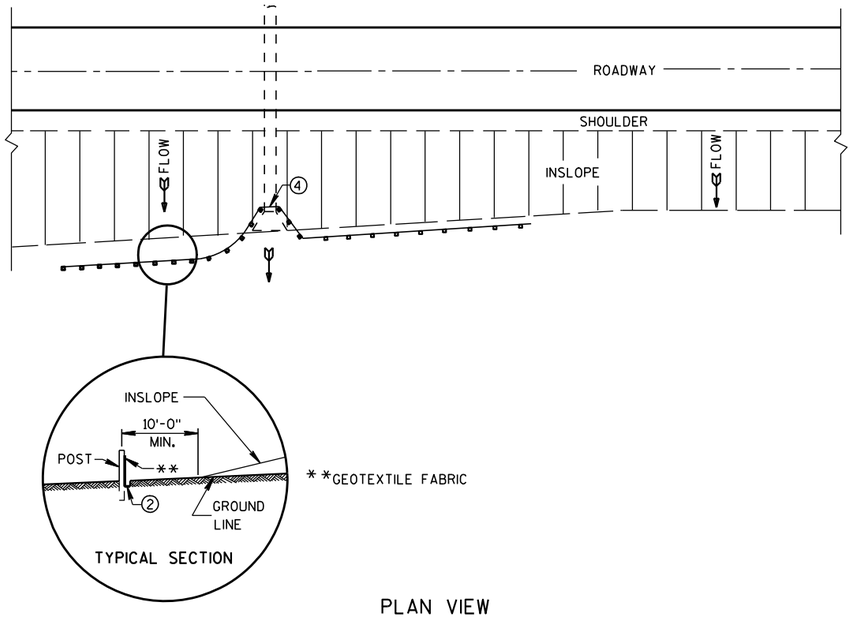
FHWA

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S.D.D. 8 E 8-3

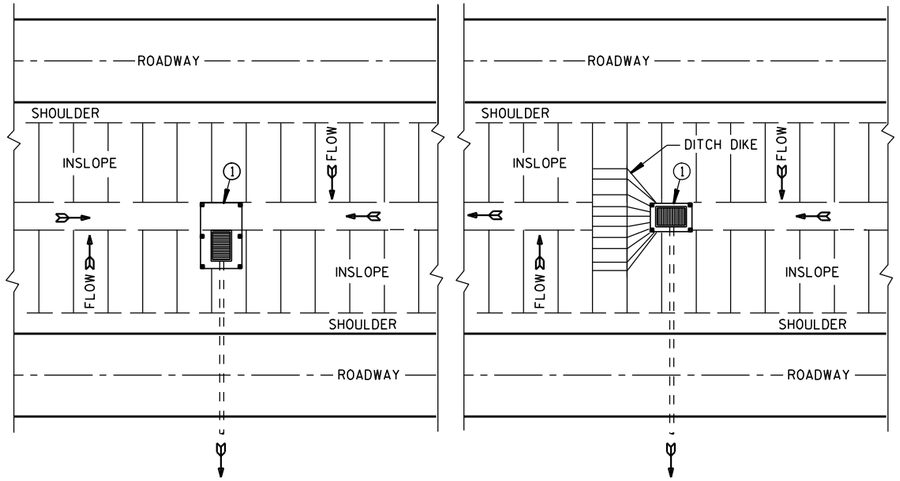
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



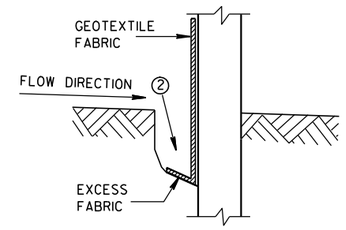
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

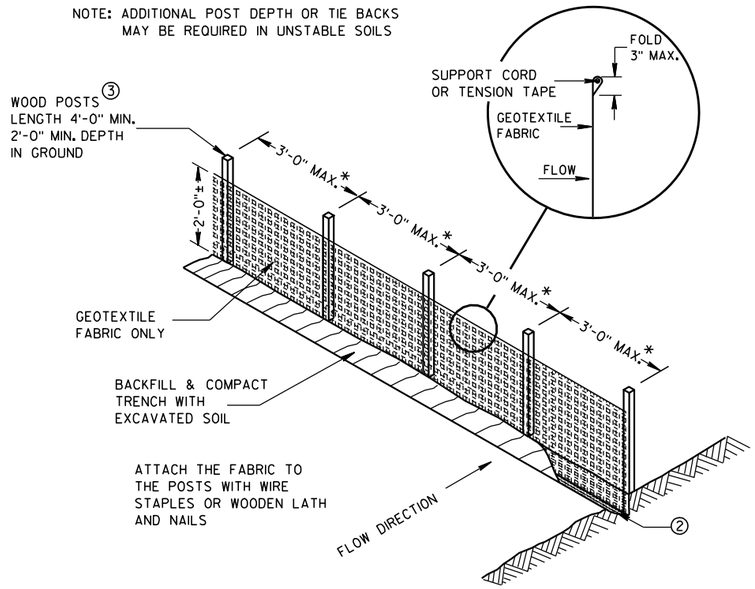
GENERAL NOTES

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

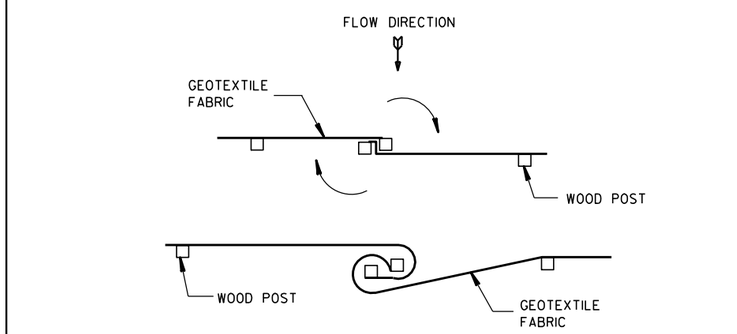
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



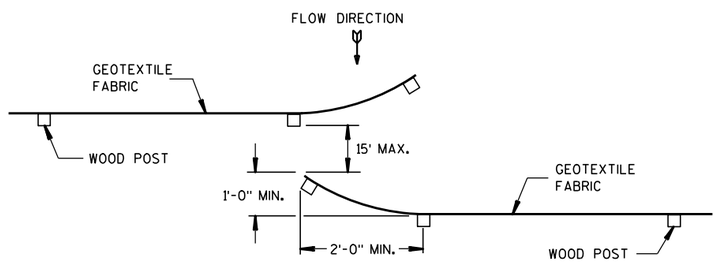
TRENCH DETAIL



SILT FENCE

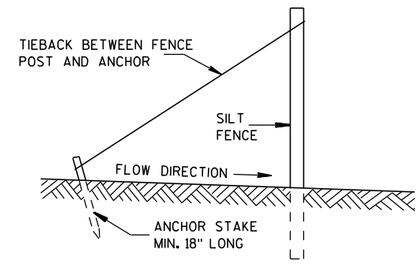


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

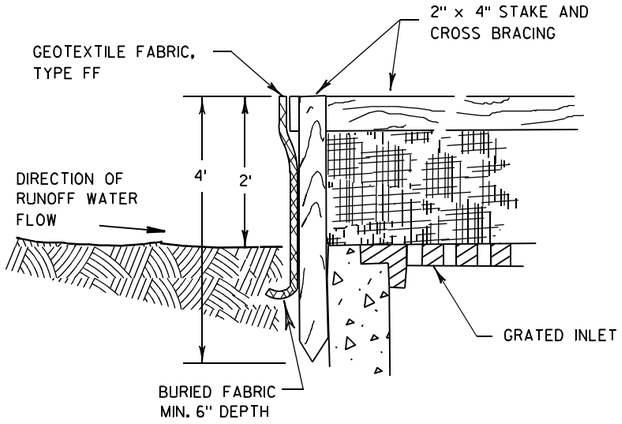
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

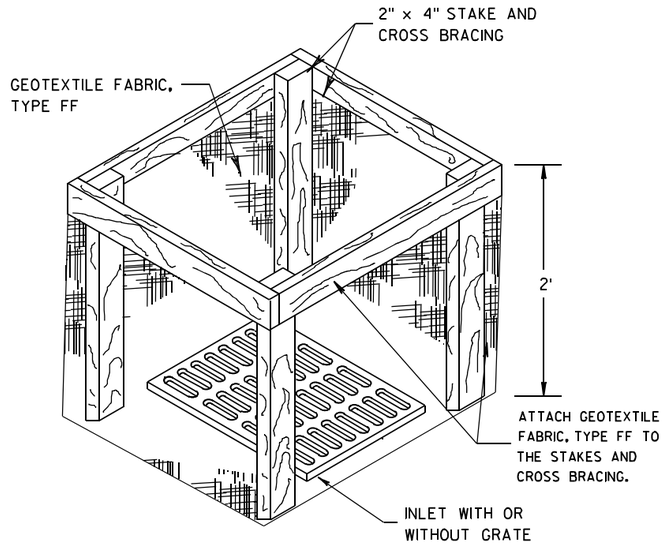
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S.D.D. 8 E 9-6

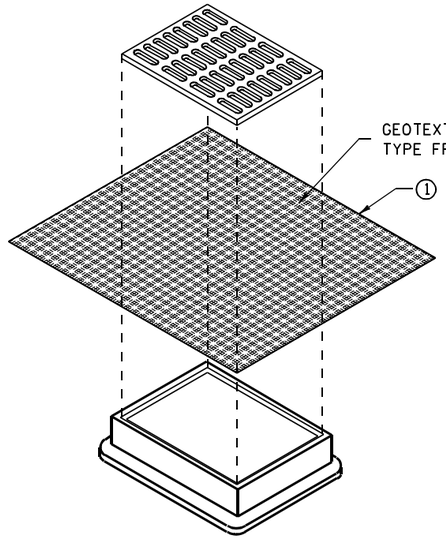
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S.D.D. 8 E 9-6



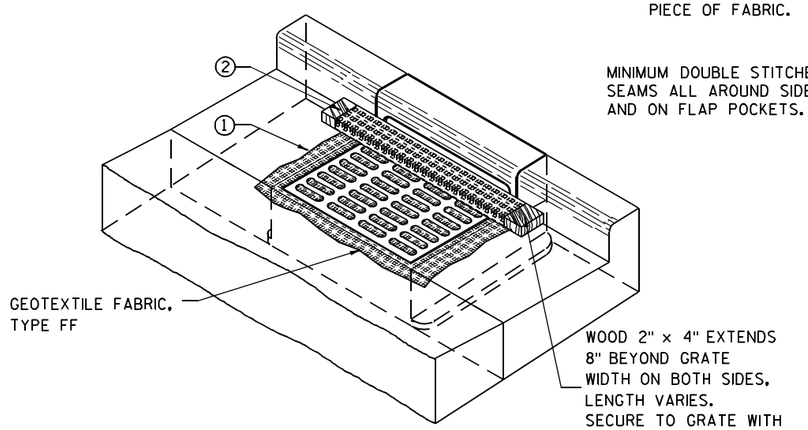


INLET PROTECTION, TYPE A

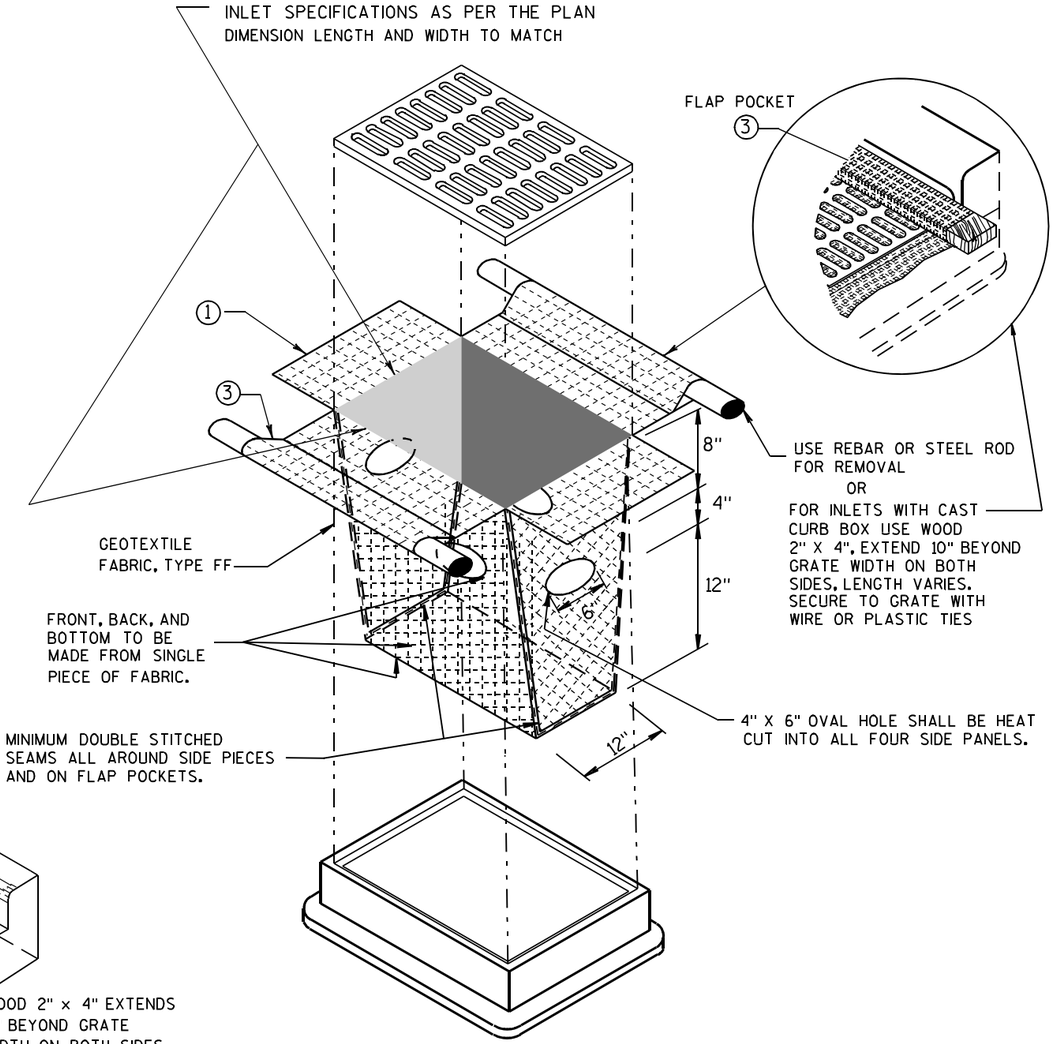


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

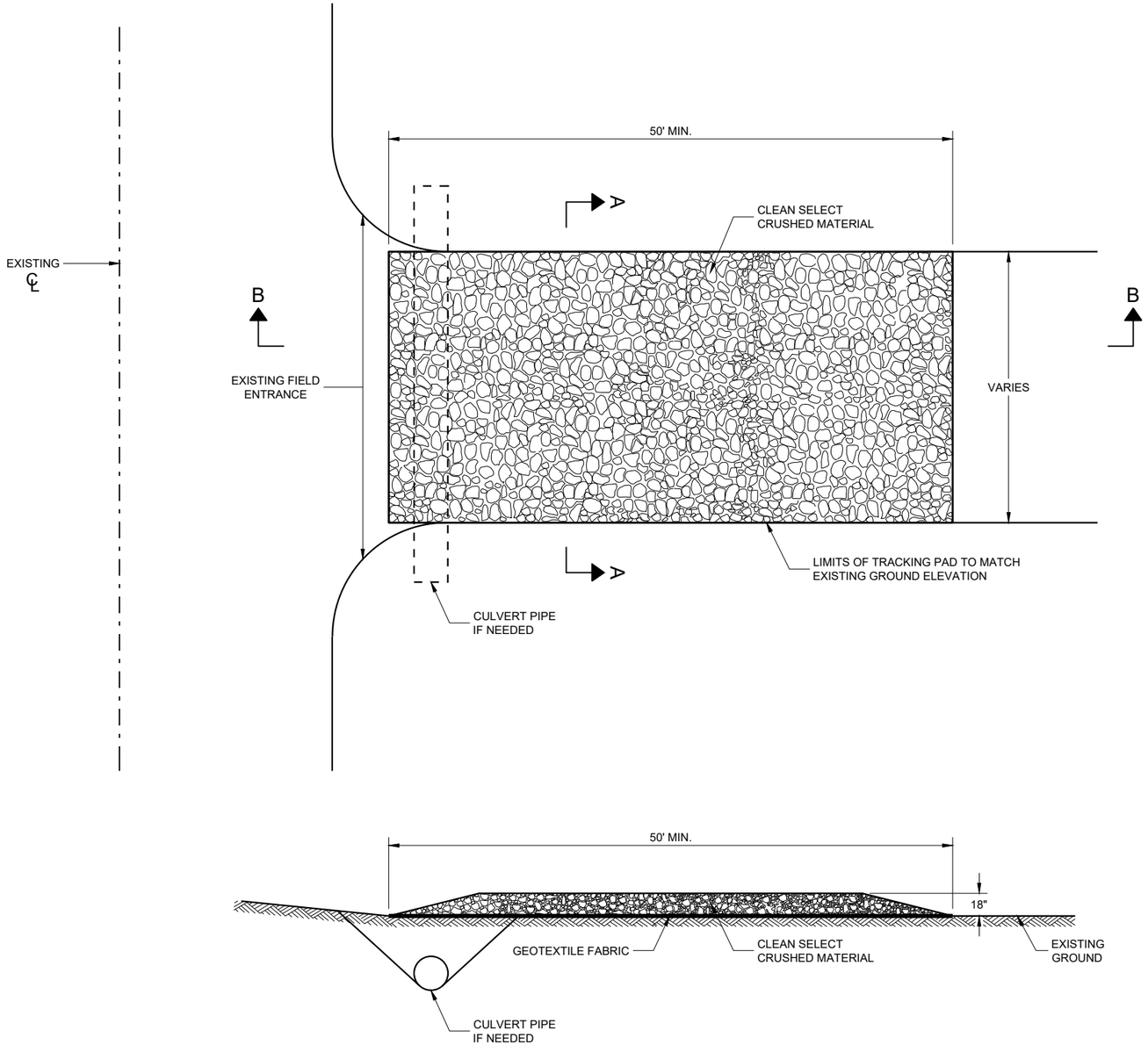
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



SECTION B - B

GENERAL NOTES

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

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

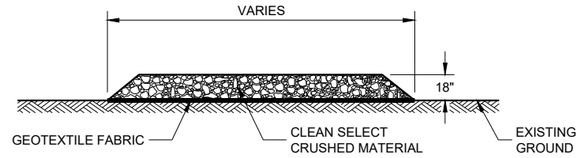
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

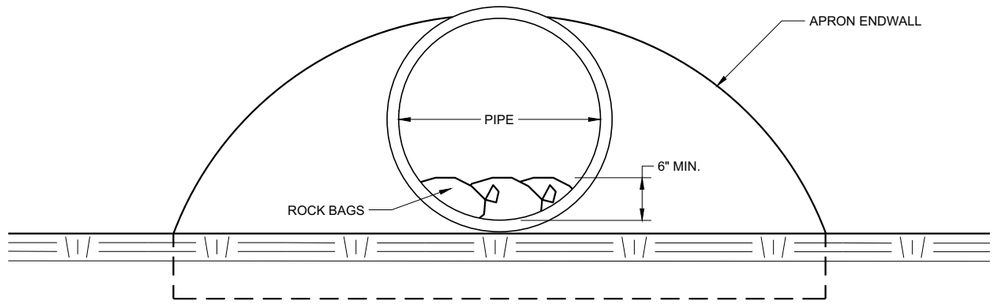
APPROVED
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

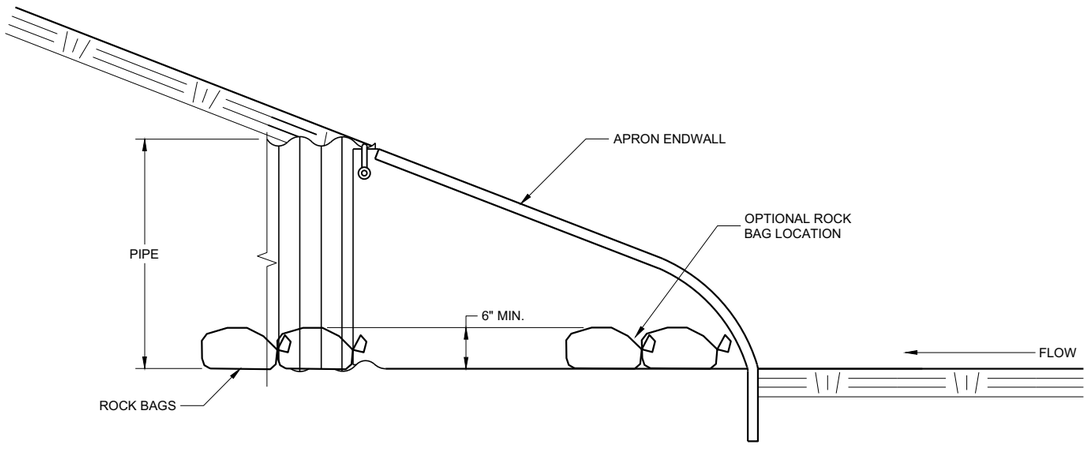
FHWA

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SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

METAL APRON ENDWALLS

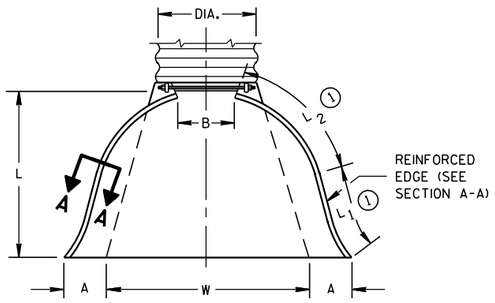
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

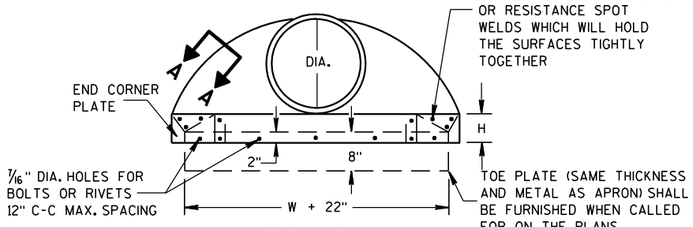
REINFORCED CONCRETE APRON ENDWALLS

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

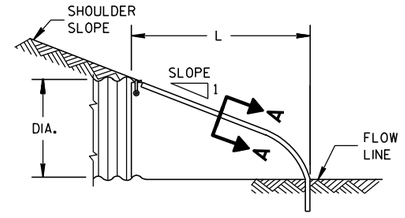
* MINIMUM
** MAXIMUM



PLAN VIEW

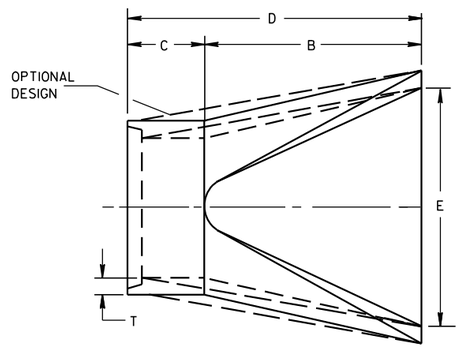


END VIEW

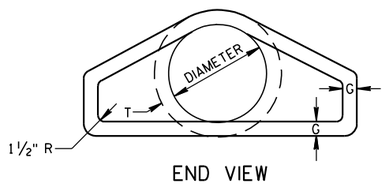


SIDE ELEVATION

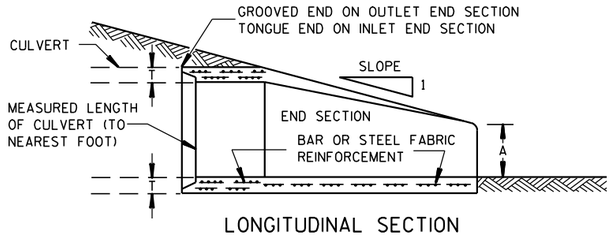
METAL ENDWALLS



PLAN

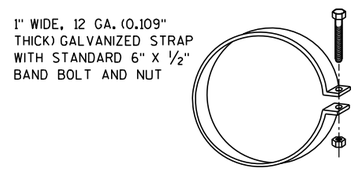


END VIEW



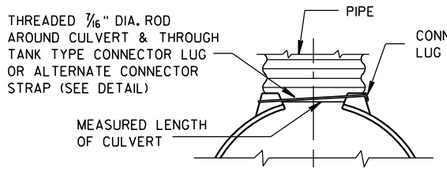
LONGITUDINAL SECTION

CONCRETE ENDWALLS

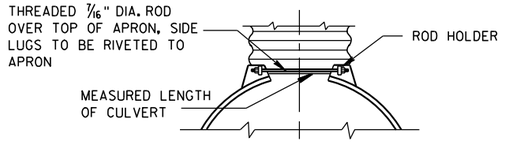


ALTERNATE FOR TYPE 1 CONNECTION

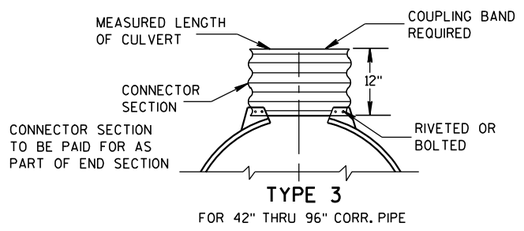
END SECTION CONNECTOR STRAP



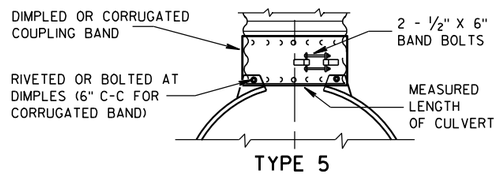
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

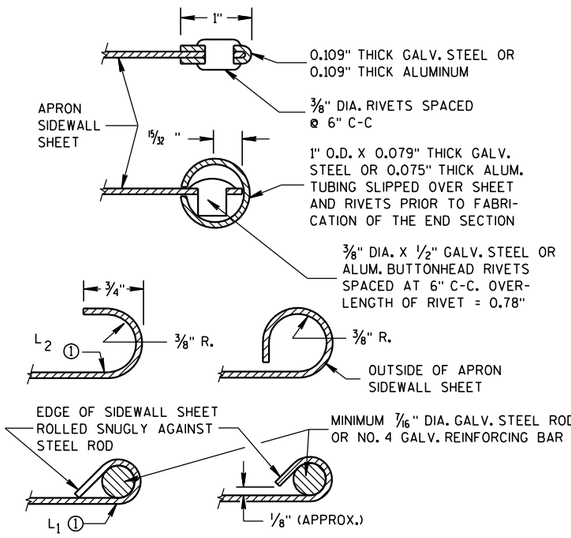
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

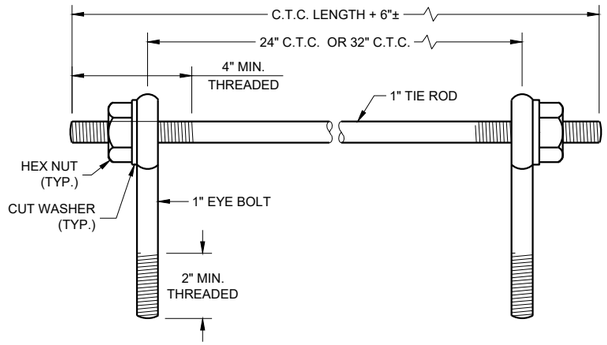
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

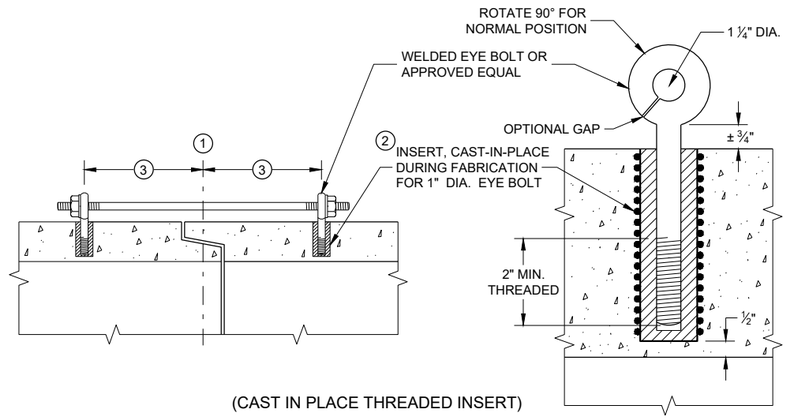
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

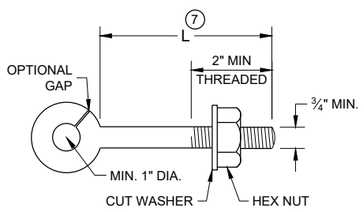
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

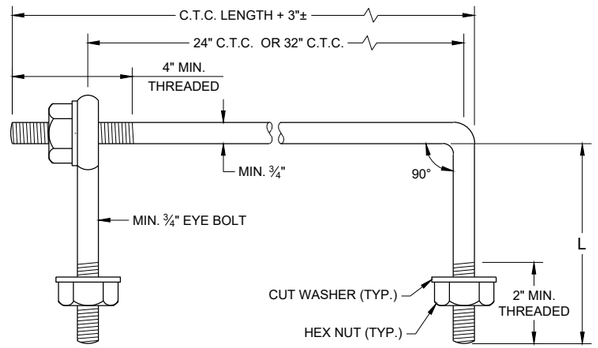
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

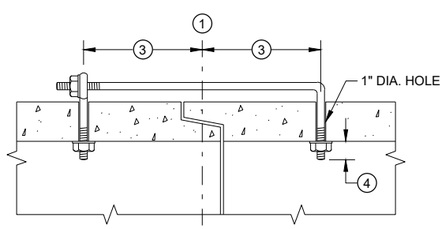


EYE BOLT (7)

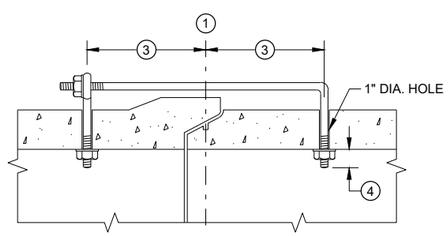
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

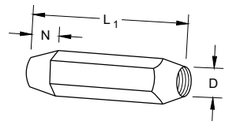
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

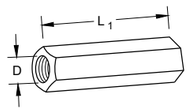
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



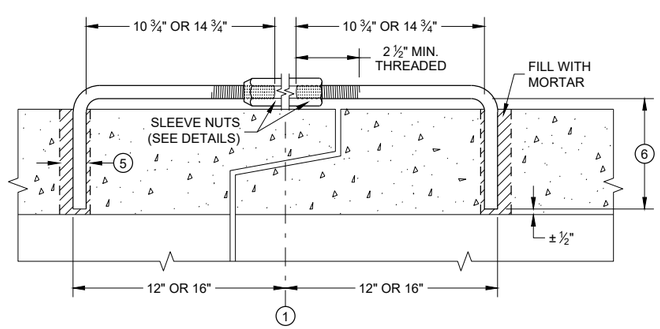
TAPERED



PLAIN

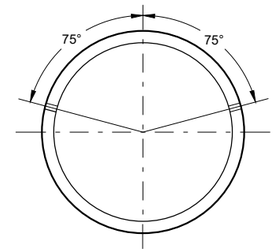
RIGHT AND LEFT THREADS

SLEEVE NUTS



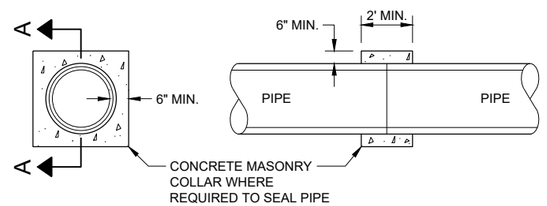
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

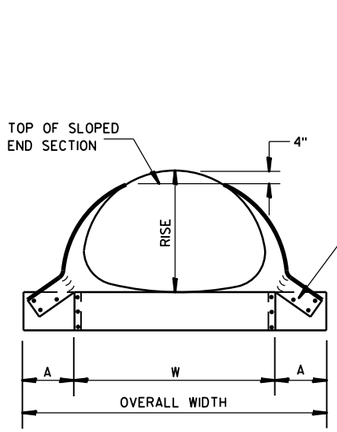
JOINT TIES FO CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

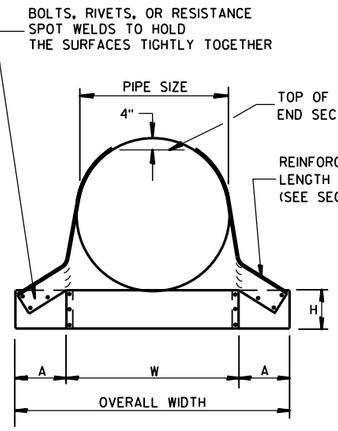
APPROVED
November 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

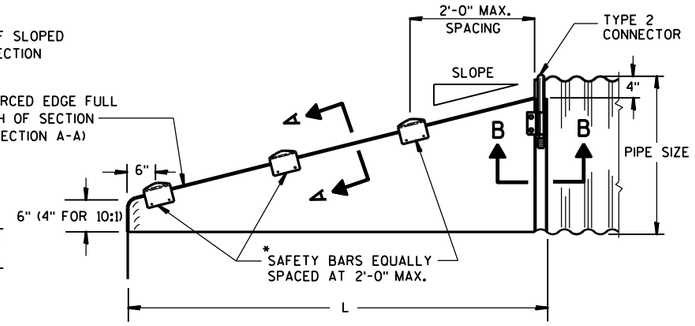
6
SDD 08F04 - 08



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

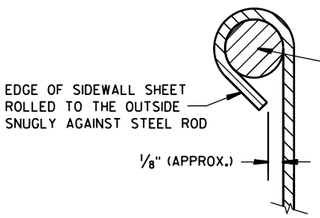
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

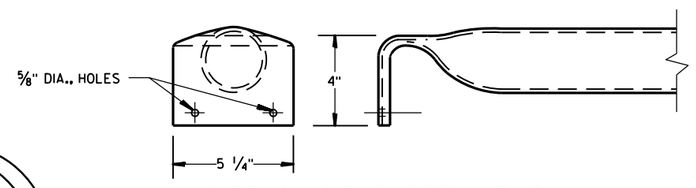
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1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



SECTION A-A

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

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

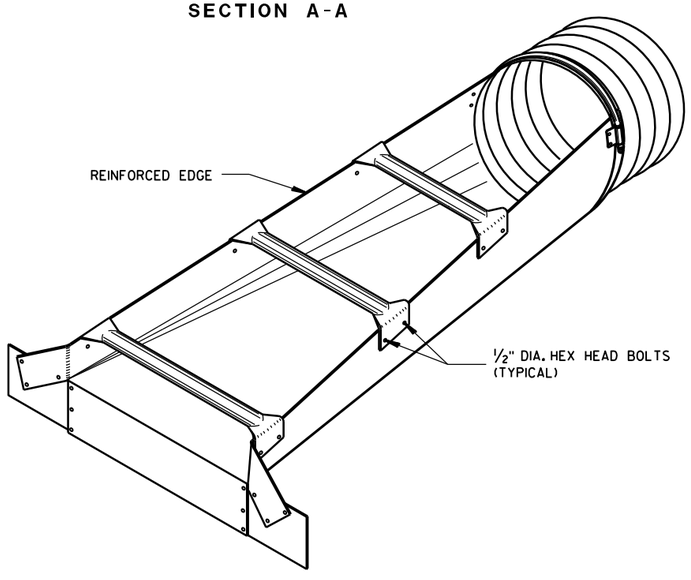


DETAIL OF SAFETY BAR

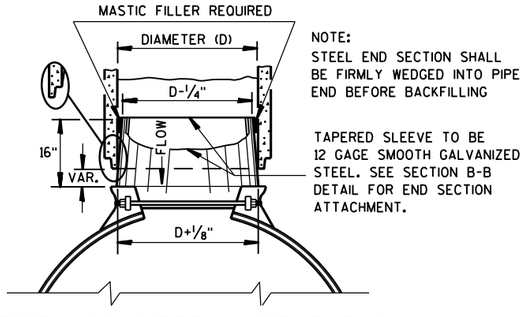
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

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

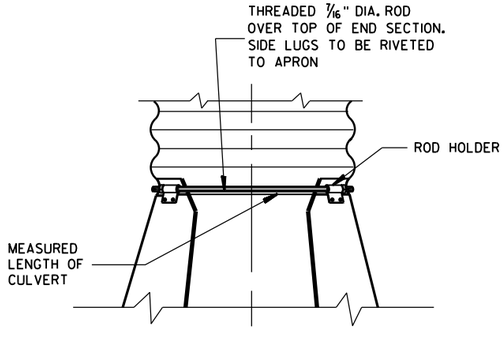
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



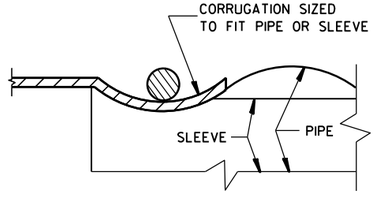
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

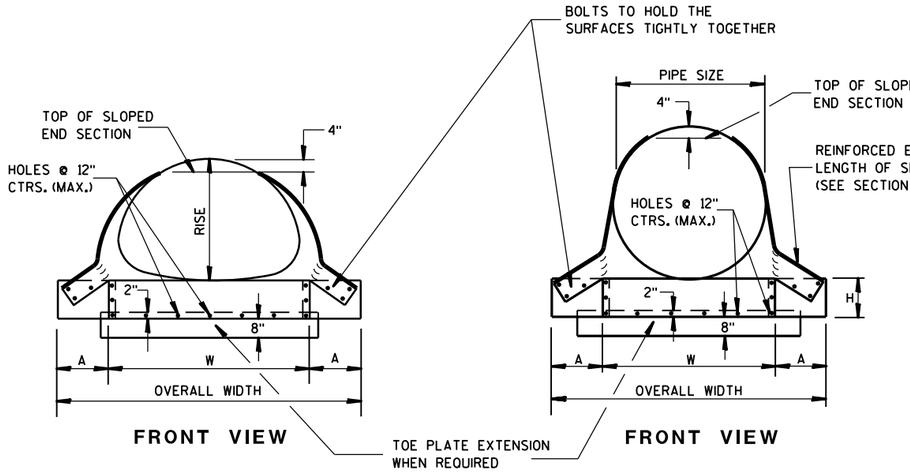
APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 7-5

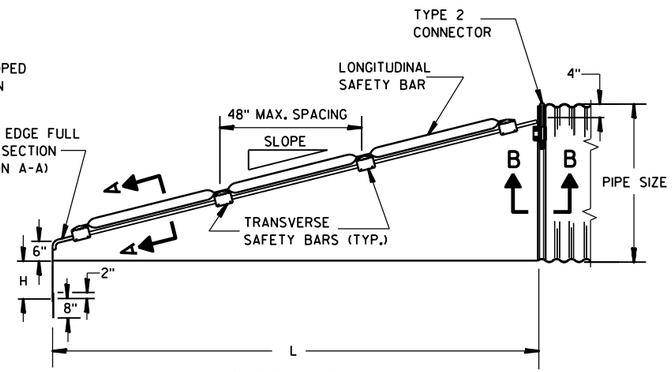
6

S.D.D. 8 F 7-5



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

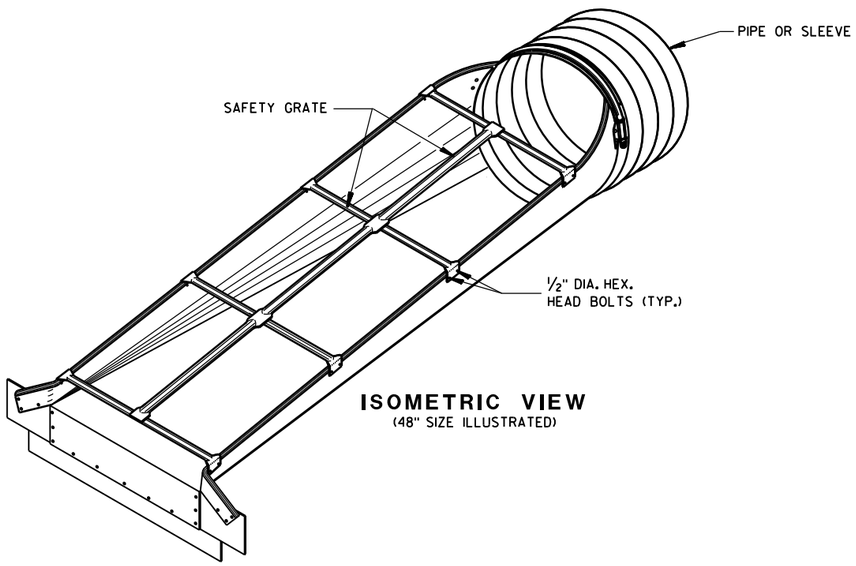
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

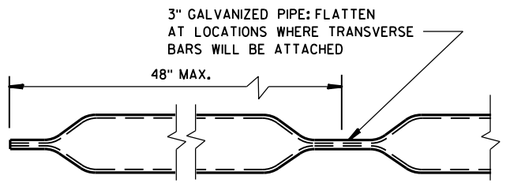
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

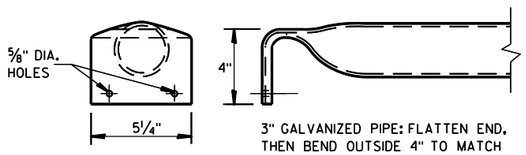
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109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



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



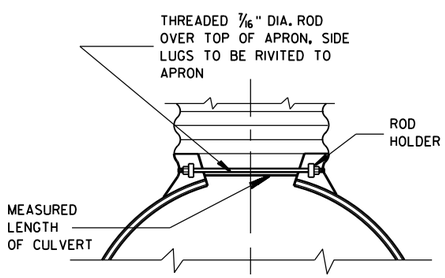
LONGITUDINAL SAFETY BAR



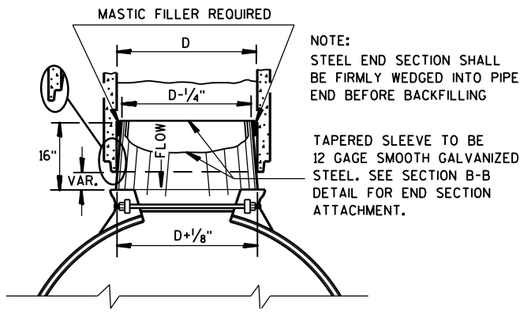
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

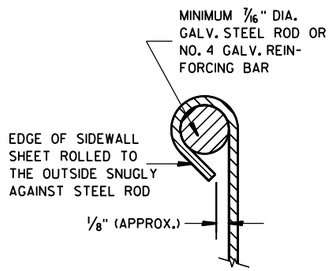
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109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



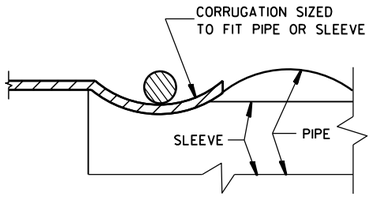
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

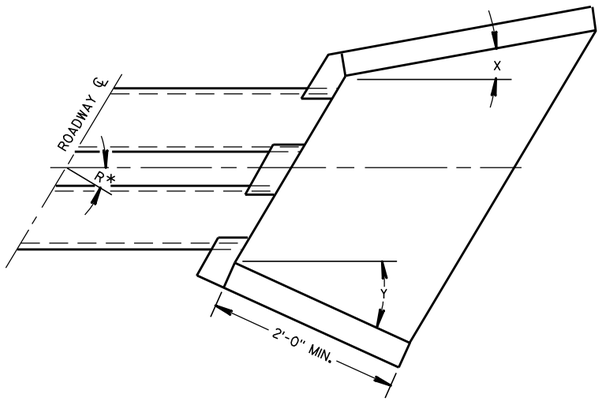
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 8-2

6

S.D.D. 8 F 8-2



WINGWALL ANGLE DETAILS

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

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

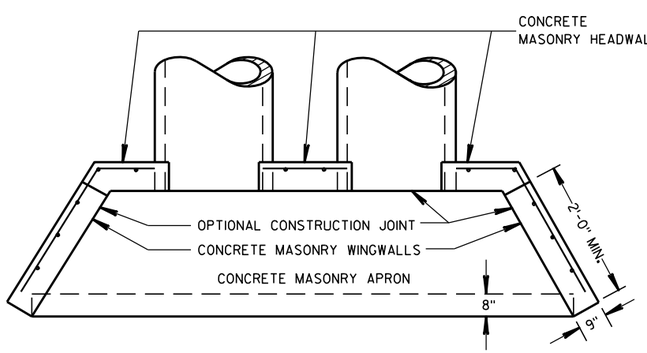
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

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

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

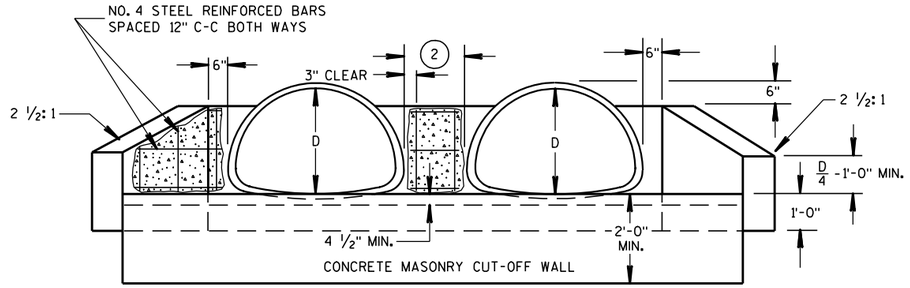
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

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



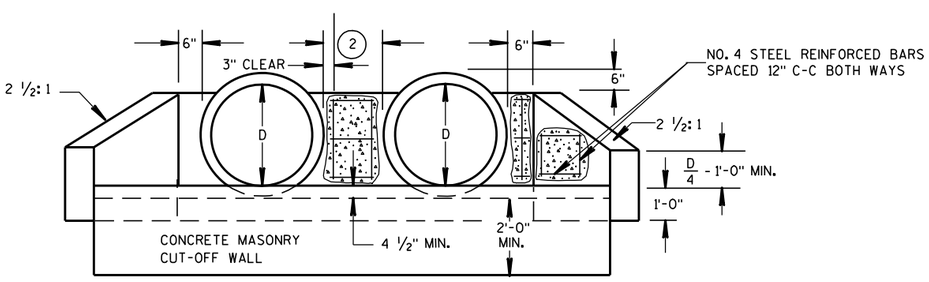
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



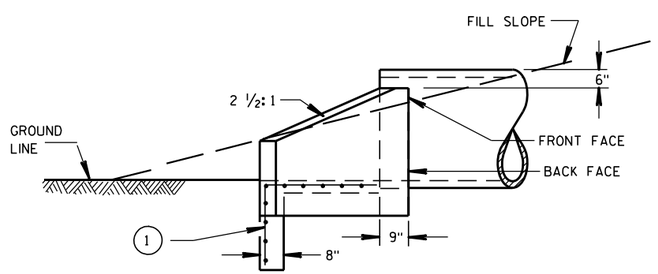
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

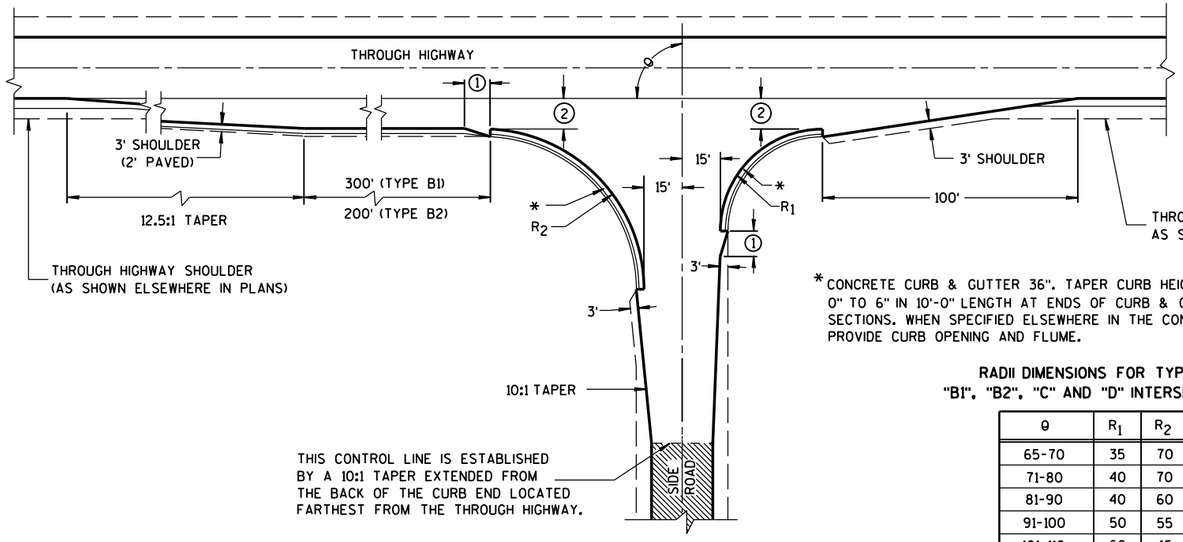
CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 10-1

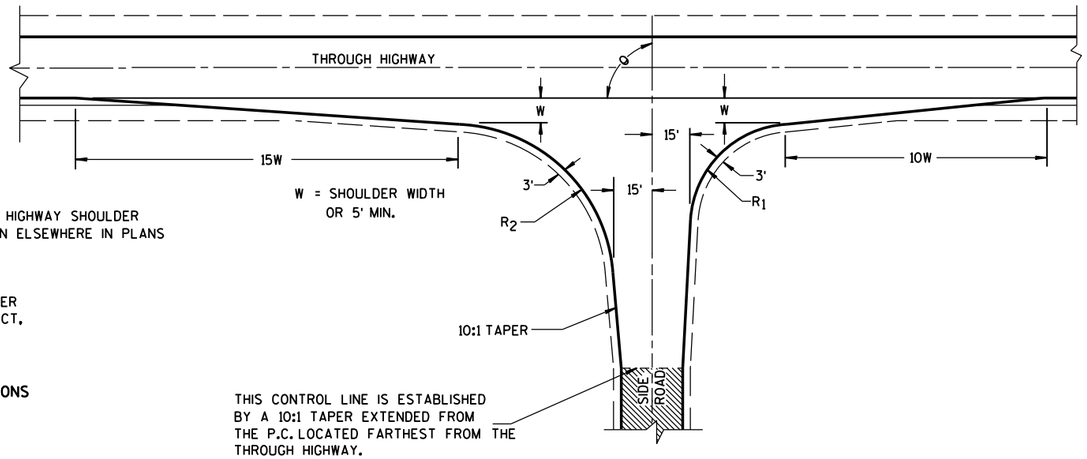


TYPE "B1" AND "B2"

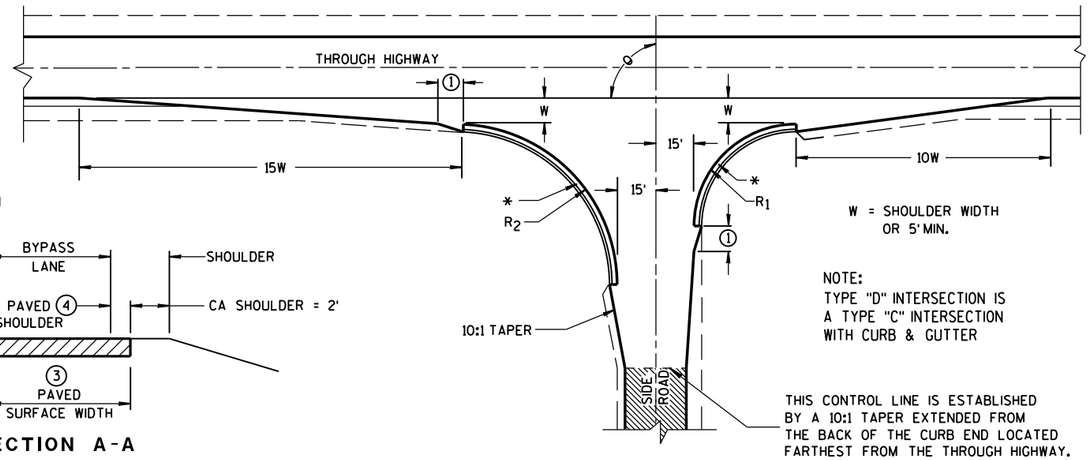
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

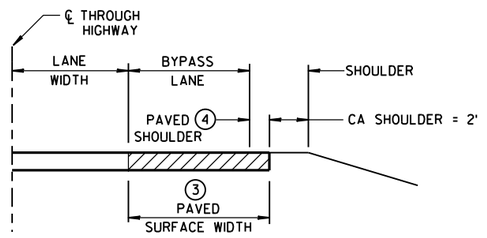
(1) 10-FT TYPICAL.

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

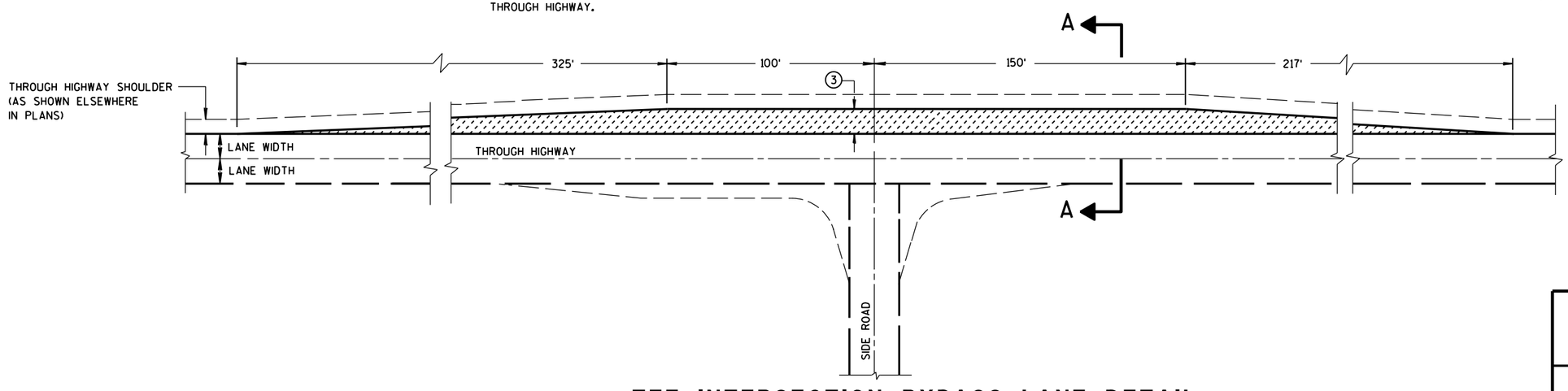
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



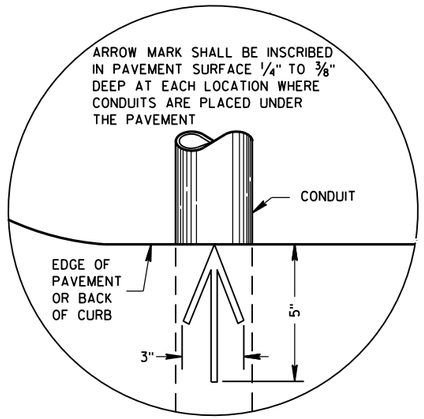
TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

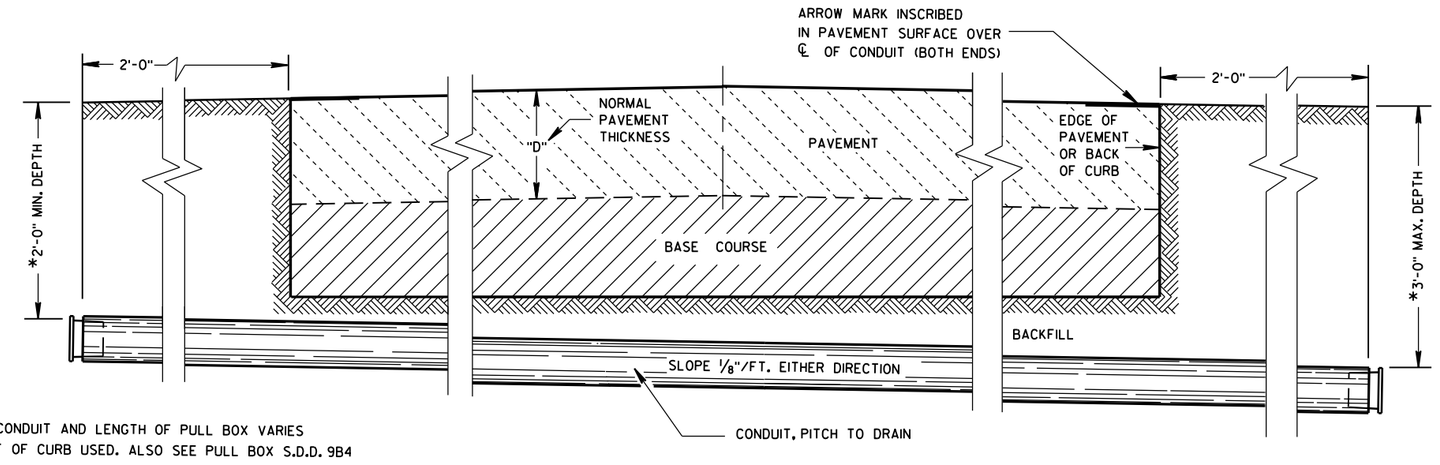
6

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



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

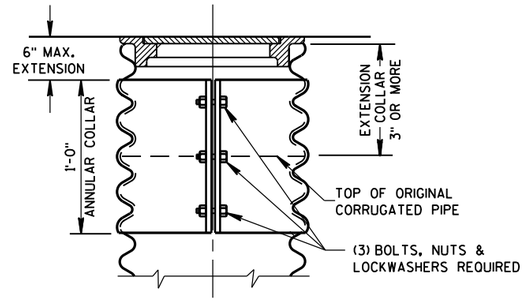
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

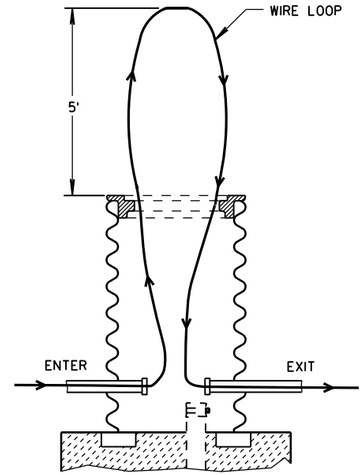
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

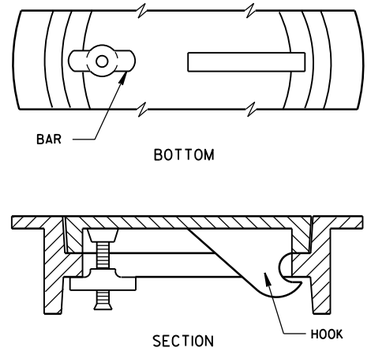
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

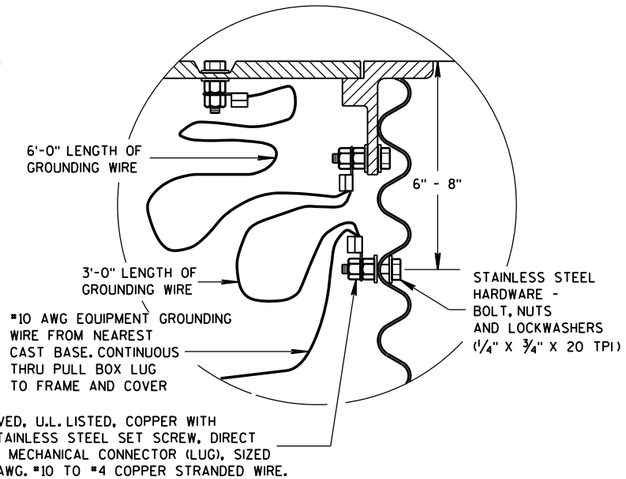


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

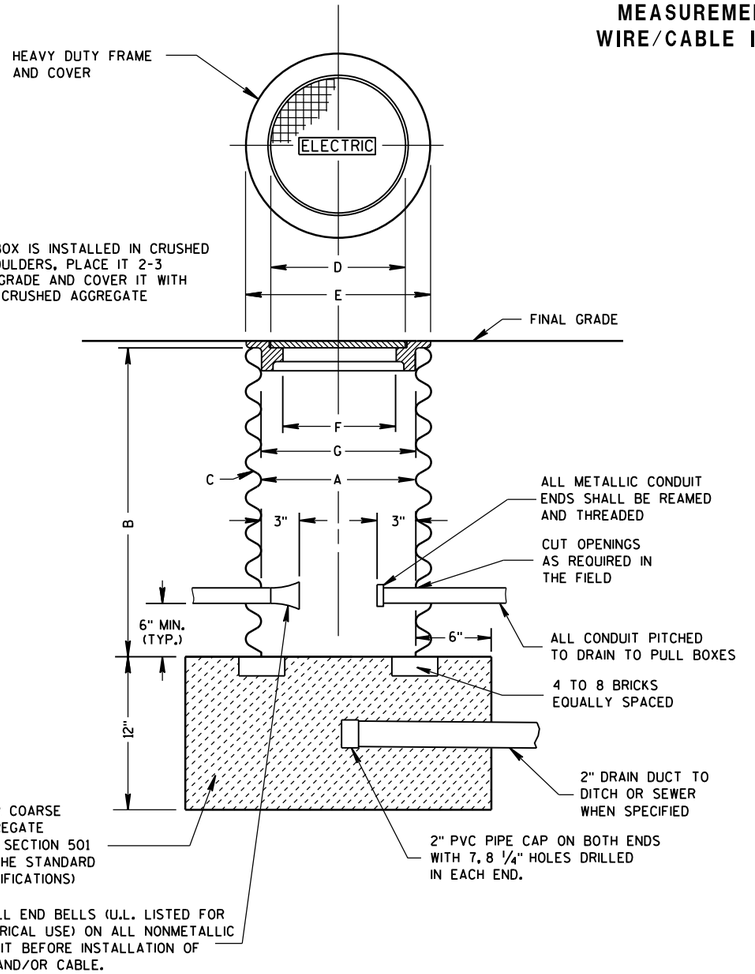


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

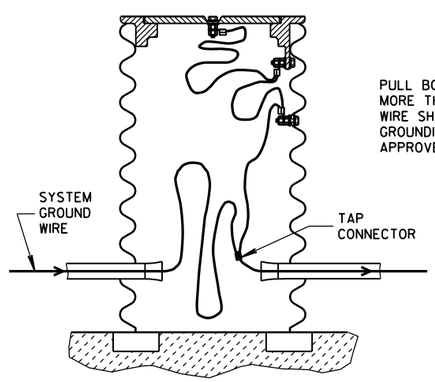
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

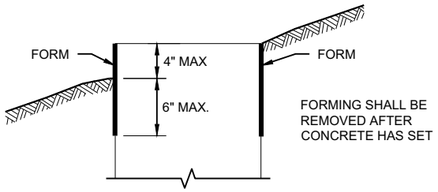
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

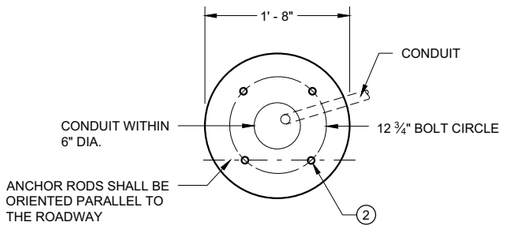
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

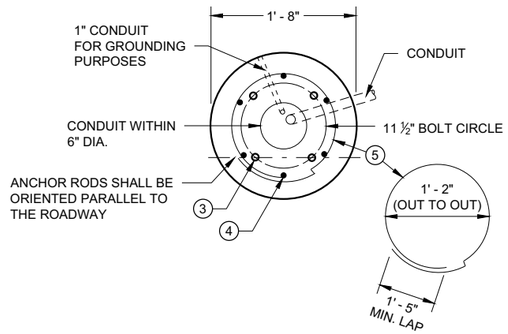
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

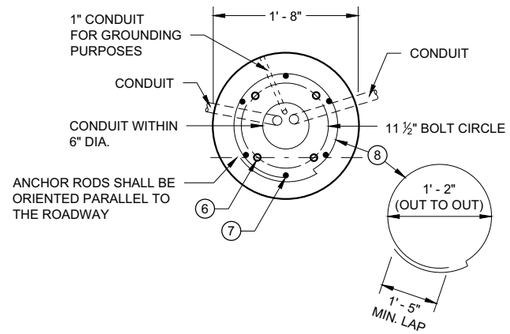
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

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

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

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

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

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

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

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

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

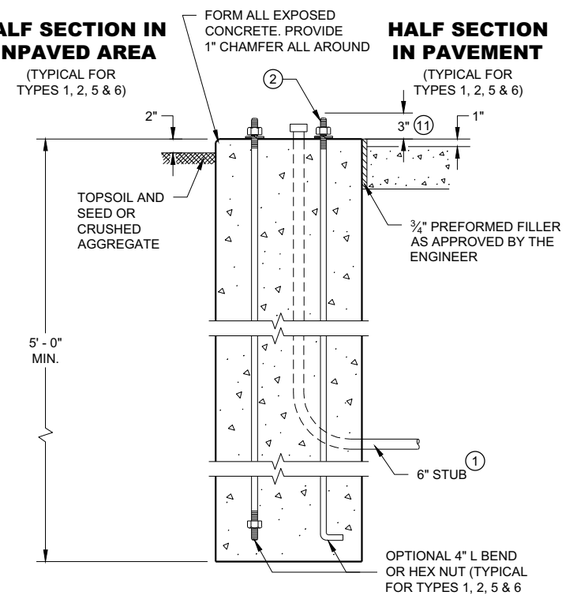
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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

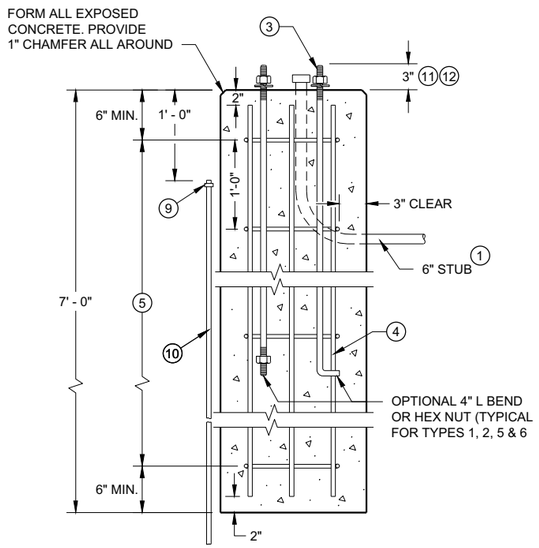
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

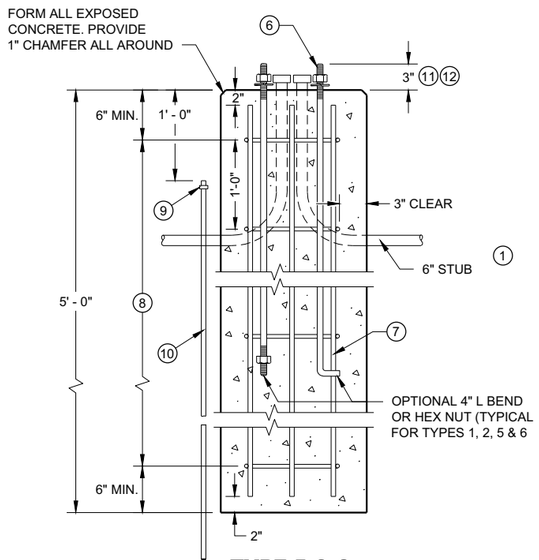
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

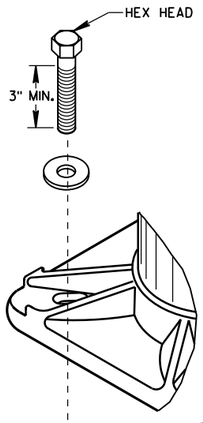
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

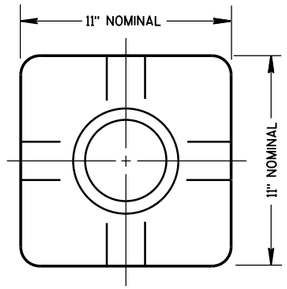
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

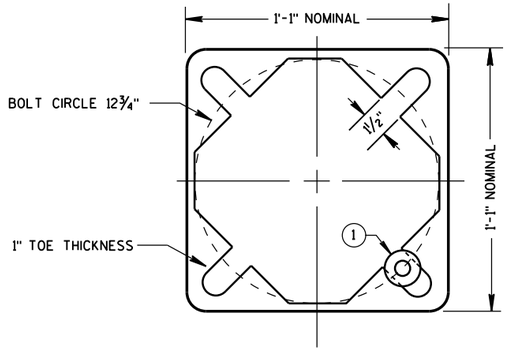
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

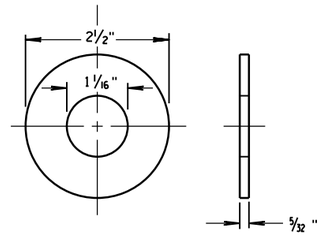




TOP VIEW
(PEDESTAL BASE)

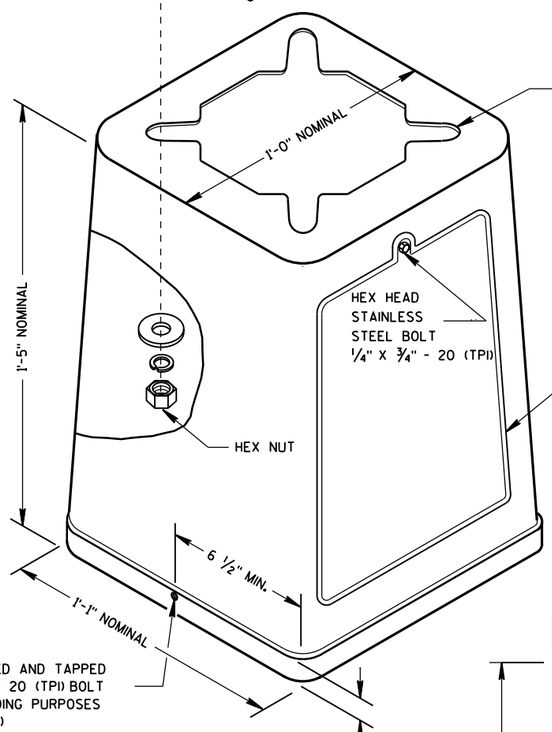


BOTTOM VIEW
(PEDESTAL BASE)

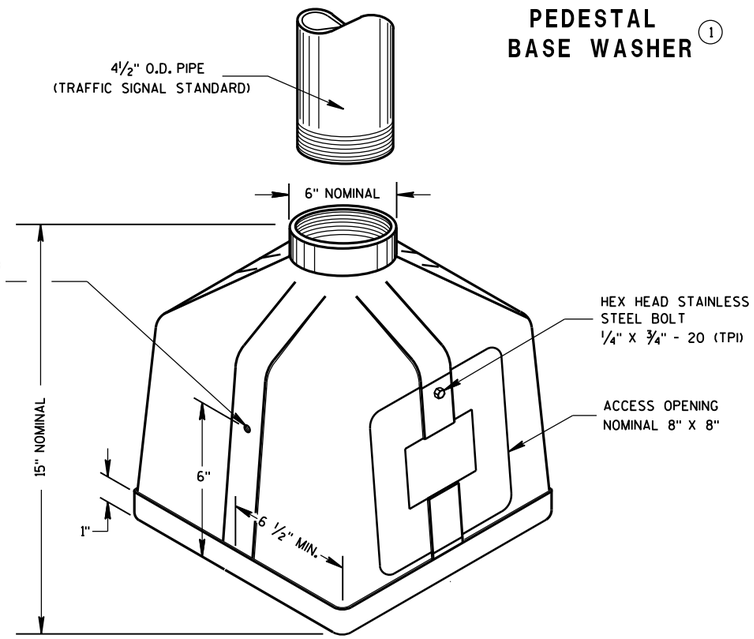


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

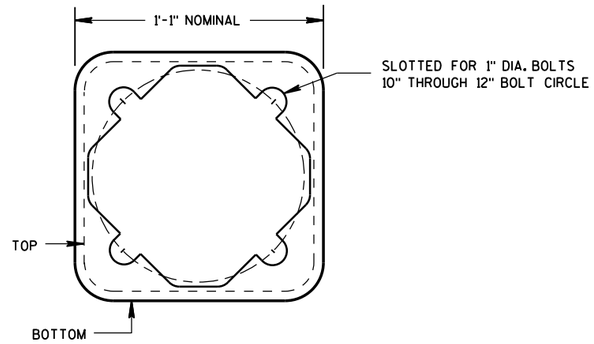


ISOMETRIC VIEW

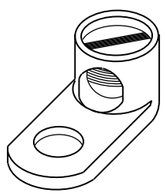


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

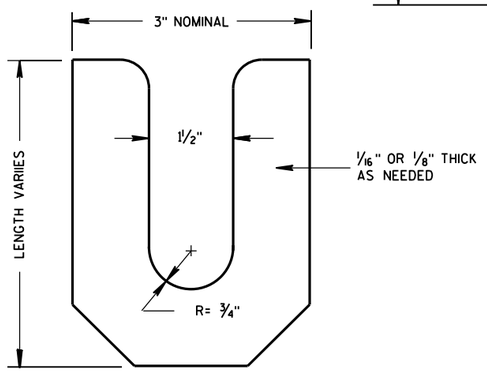


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

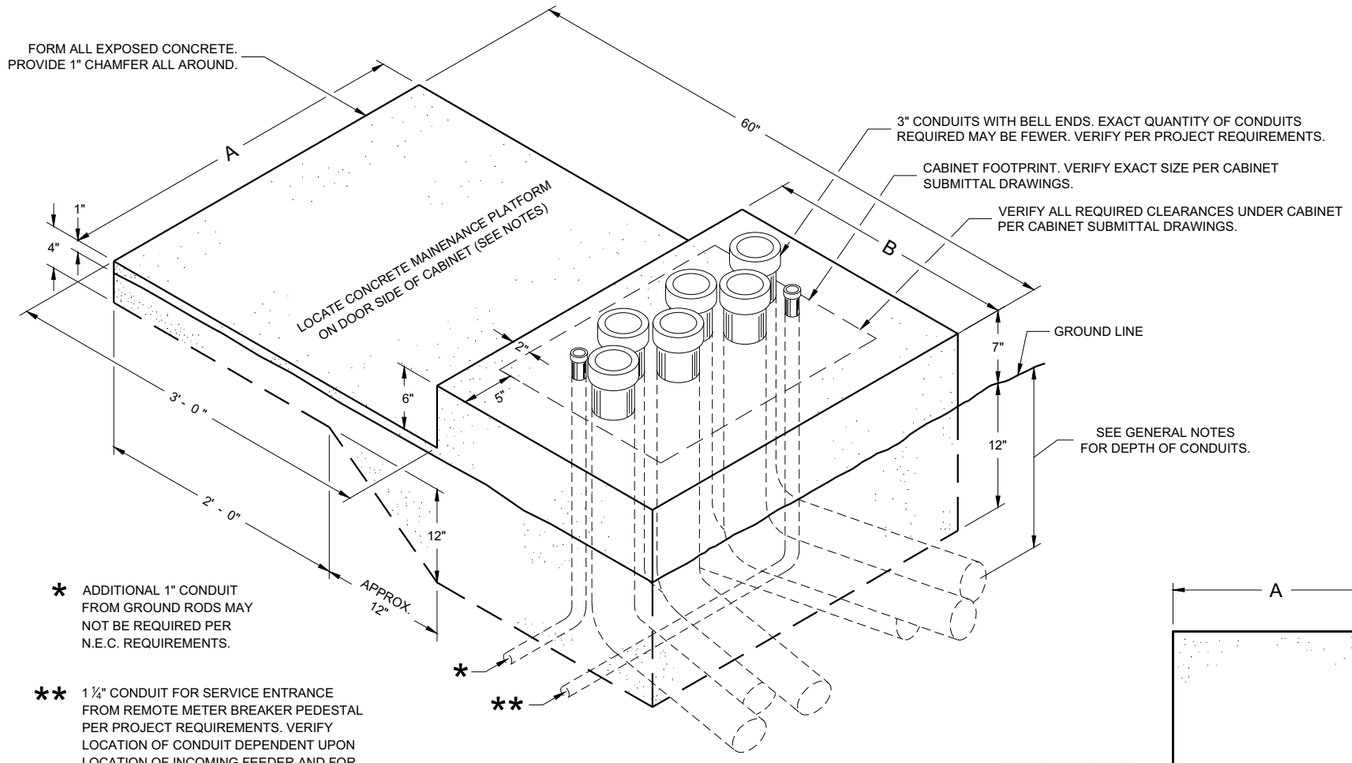
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

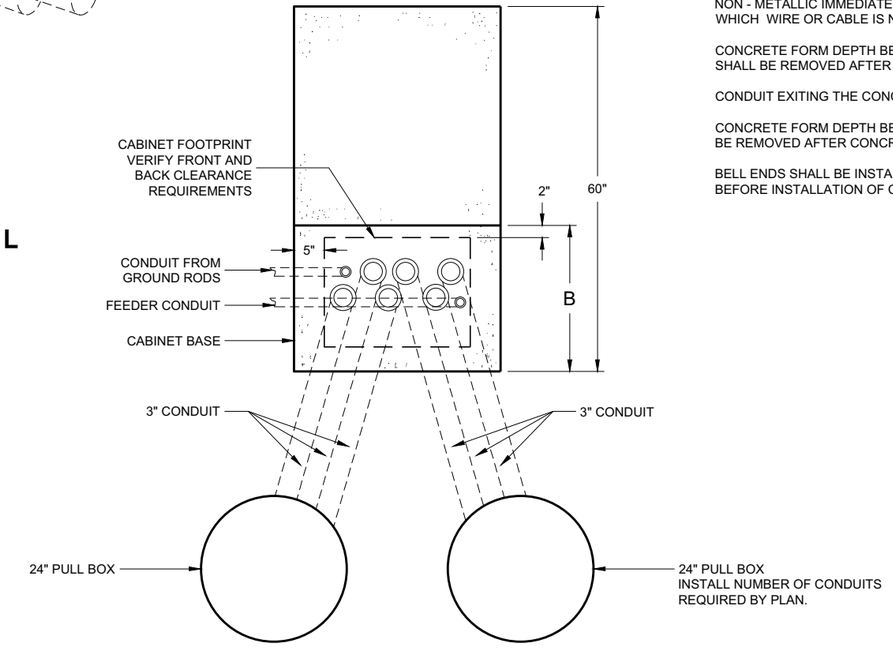
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

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

CONCRETE CONTROL CABINET BASE, TYPE L

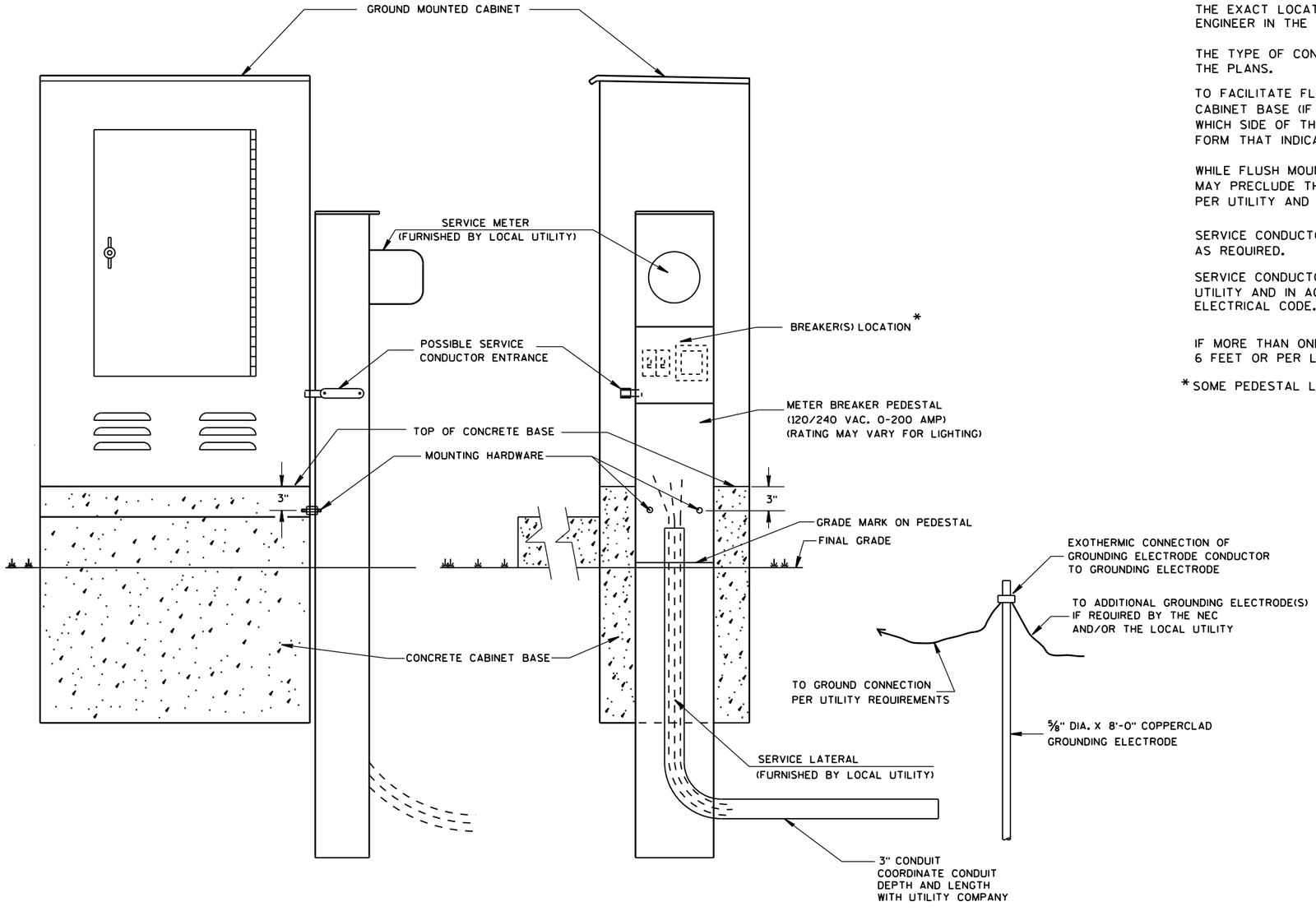
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 183

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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

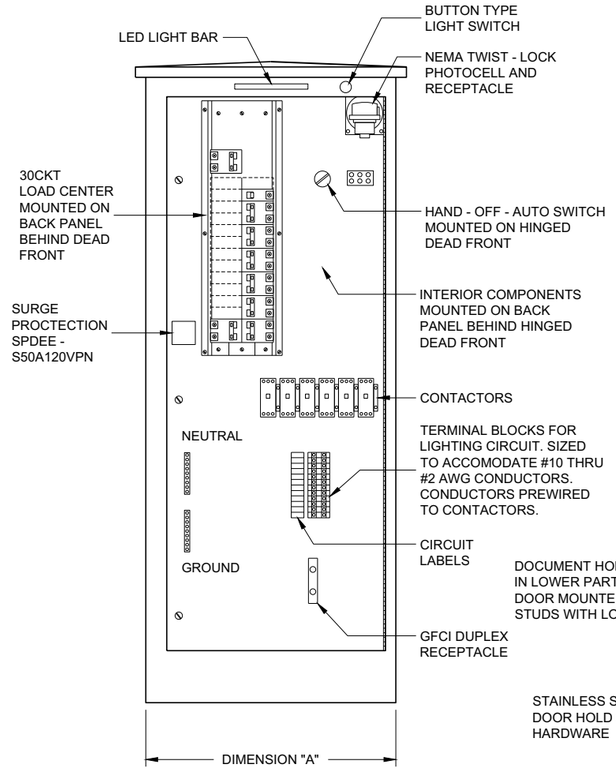
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

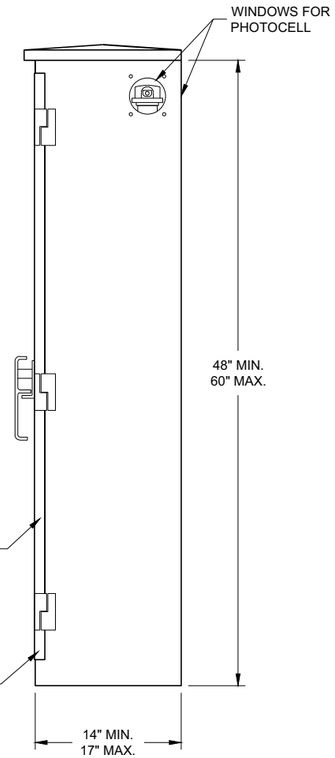
/S/ Ahmet Demirbilek
STATE ELECTRICAL

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FRONT INTERIOR ELEVATION



SIDE VIEW



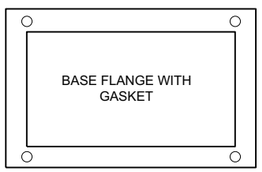
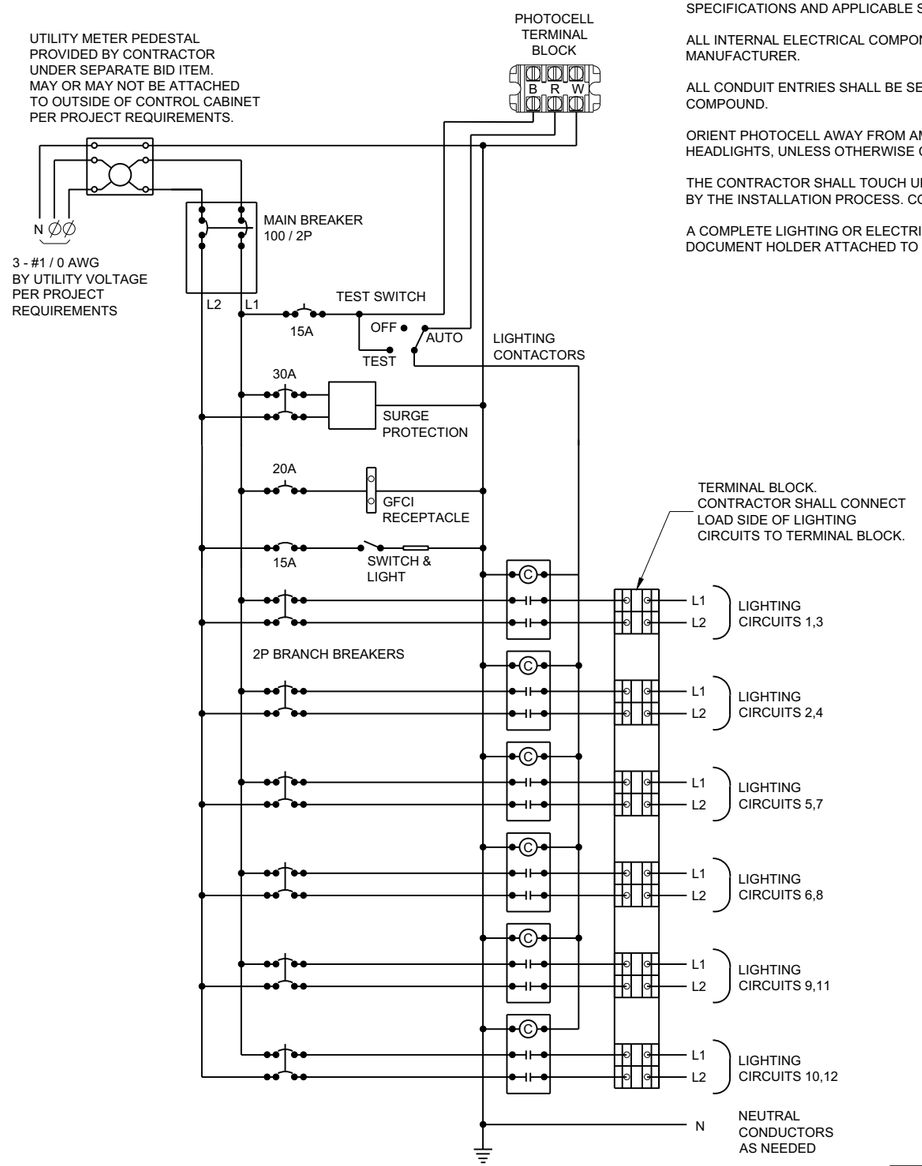


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

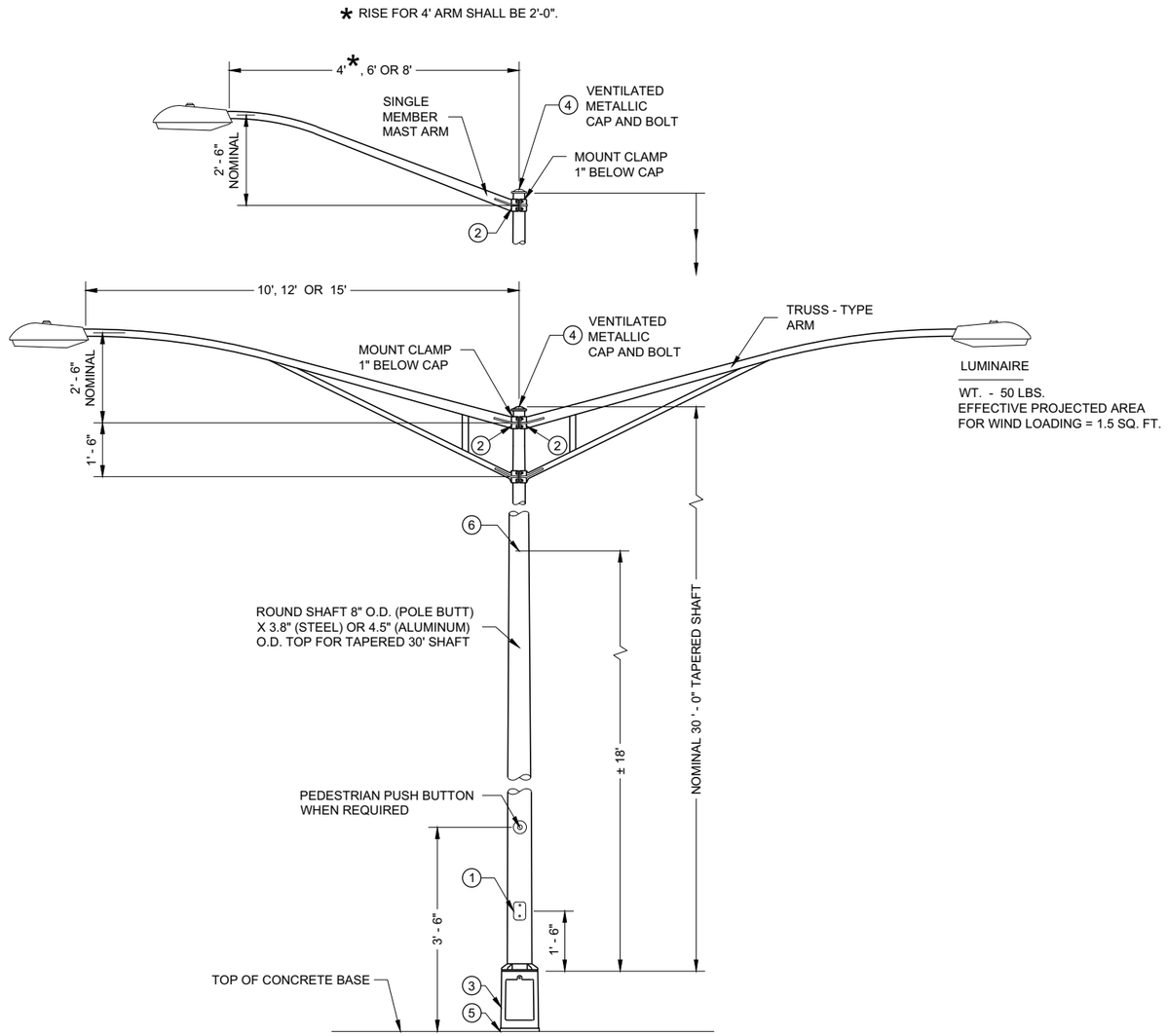
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November 2018
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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

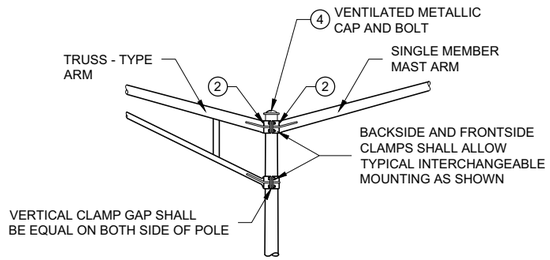
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

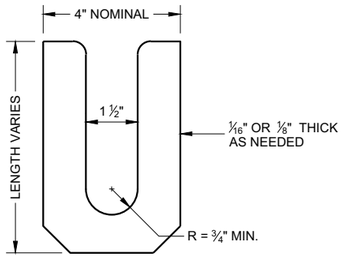
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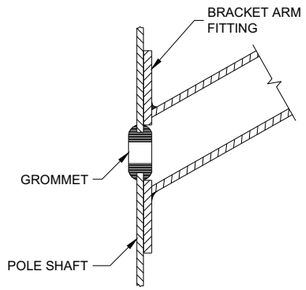
SDD 09E01 - 15d

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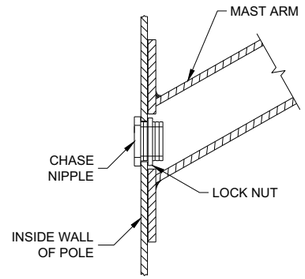
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LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

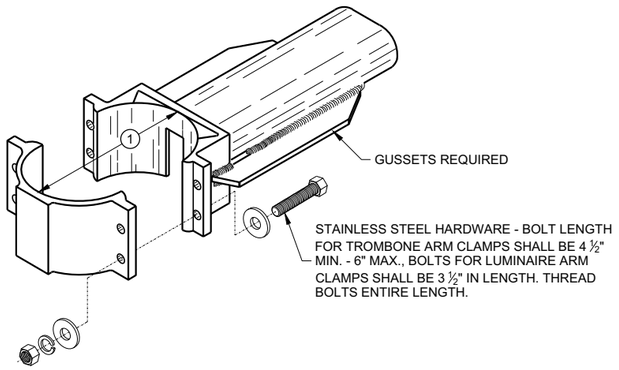
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

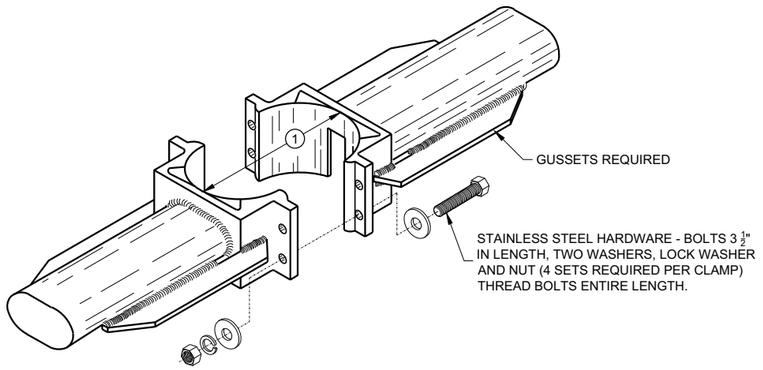
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

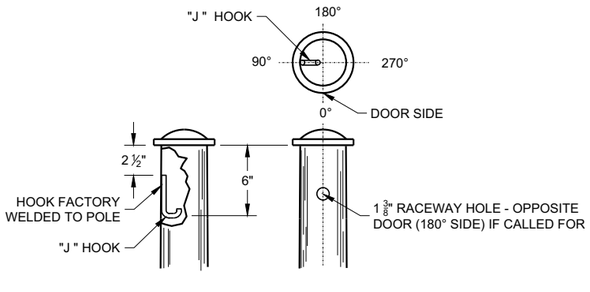
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



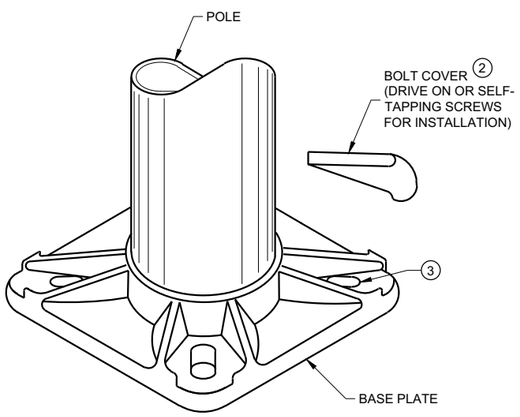
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



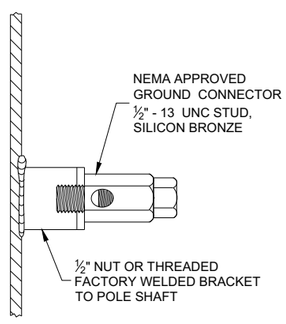
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

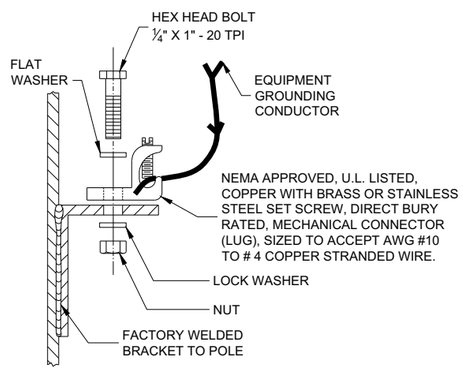


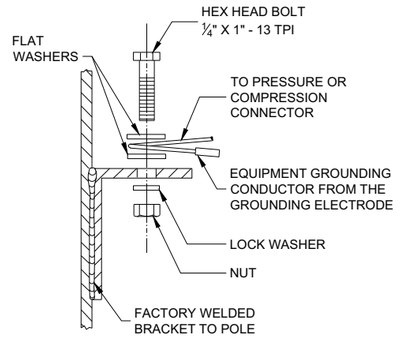
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

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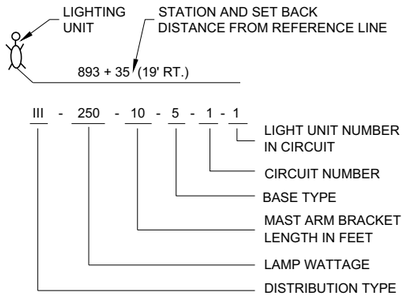
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GENERAL NOTES

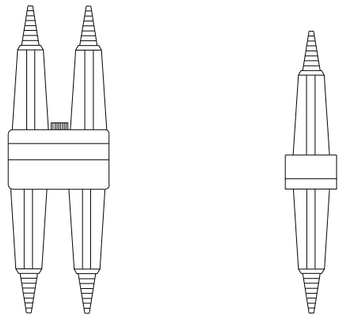
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

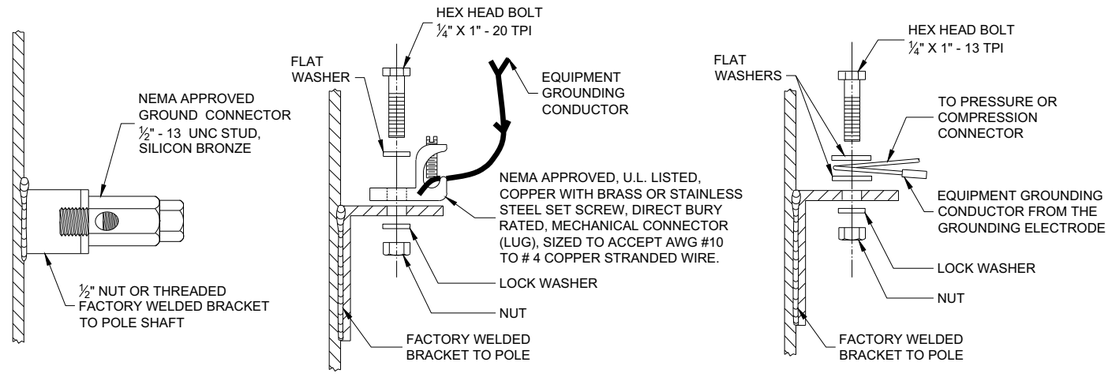


LIGHTING UNIT CODE
(TYPICAL)

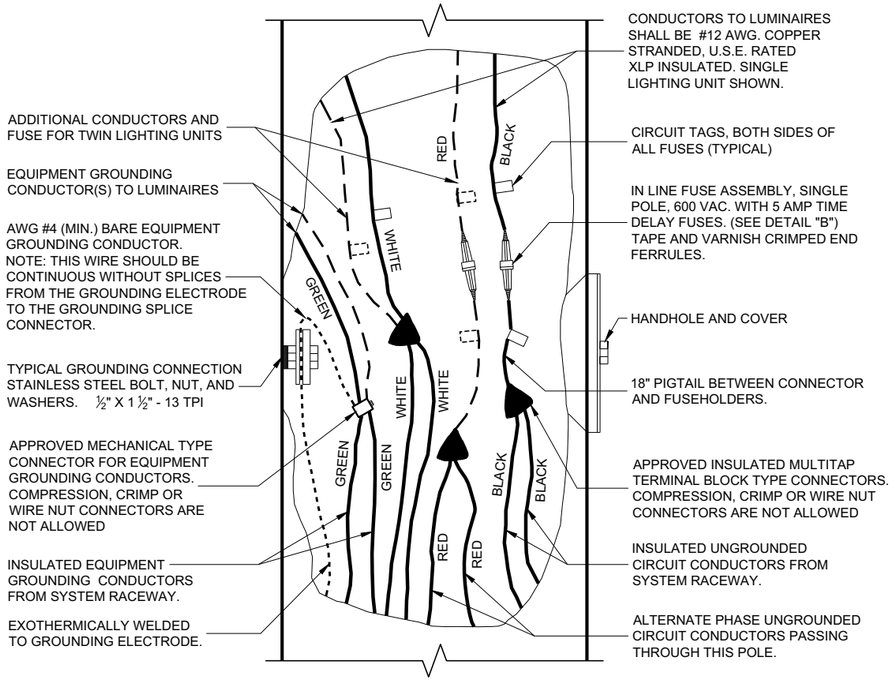


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

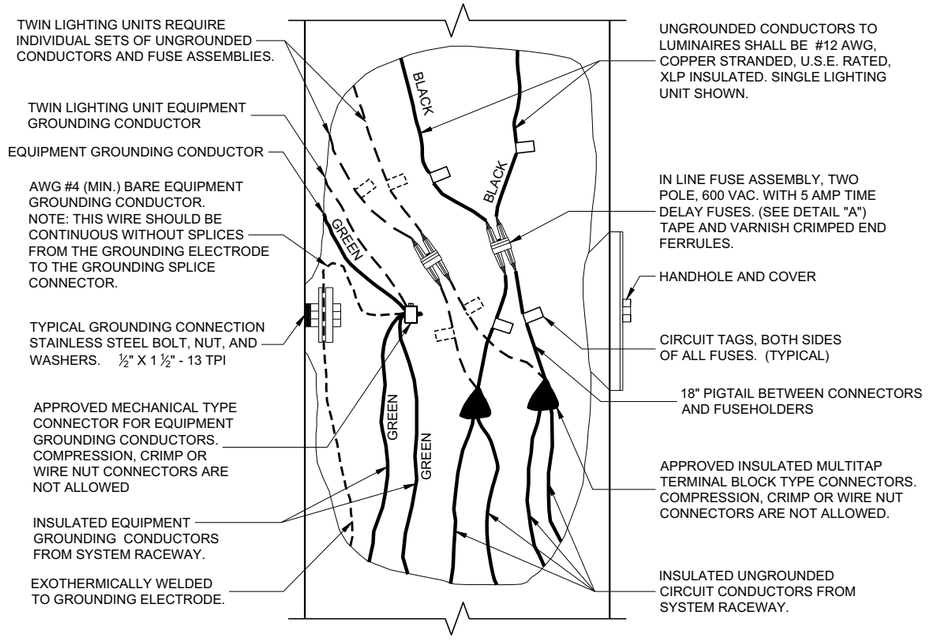
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



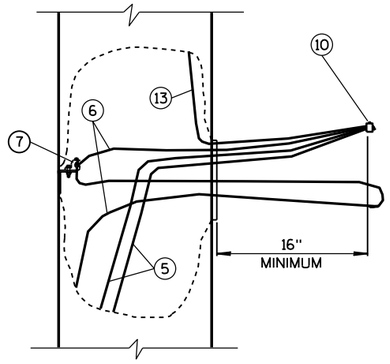
2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

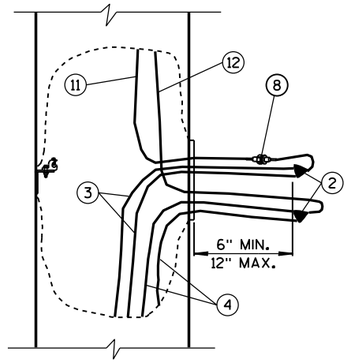
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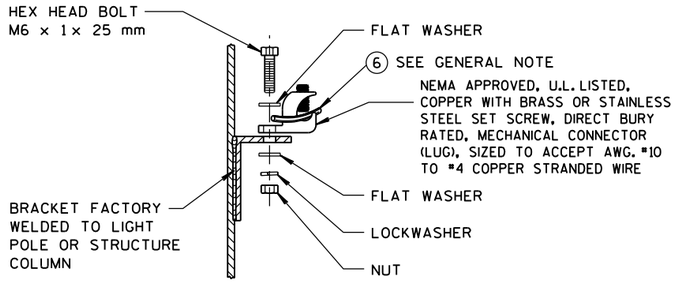


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



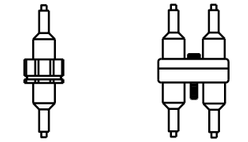
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES

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

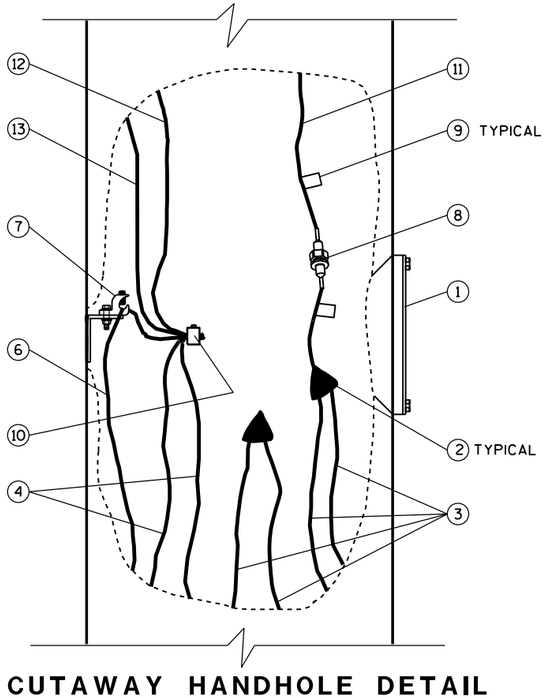
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

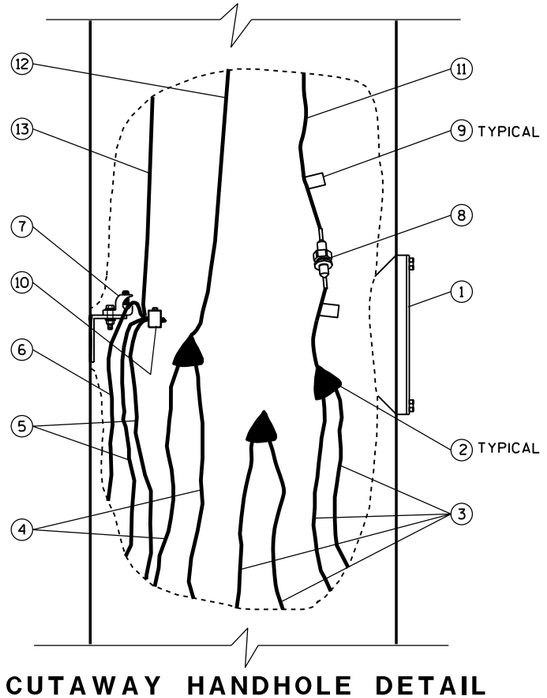
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

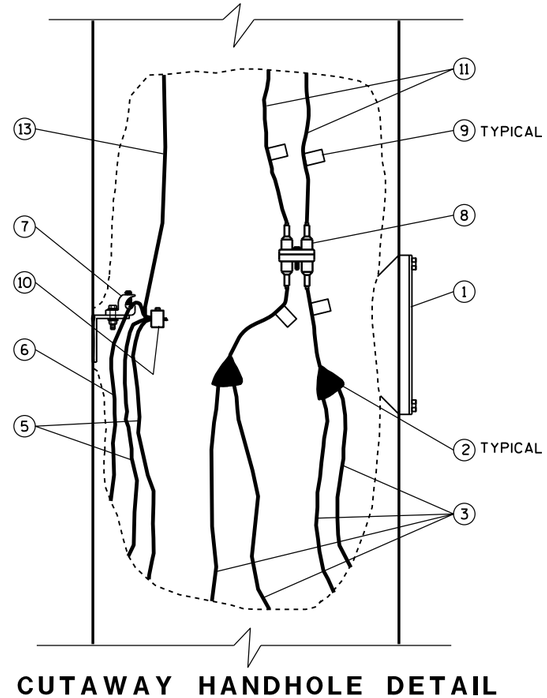
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



CUTAWAY HANDHOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

(1) HANDHOLE AND COVER
(2) INSULATED SPLICE
(3) UNGROUNDED LINE WIRE
(4) GROUNDED LINE WIRE
(5) SYSTEM GROUNDING LINE WIRE
(6) GROUNDING ELECTRODE CONDUCTOR
(7) HANDHOLE GROUNDING LUG
(8) FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
(9) CIRCUIT TAG (SEE GENERAL NOTE)
(10) REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
(11) UNGROUNDED POLE WIRE
(12) GROUNDED POLE WIRE
(13) EQUIPMENT GROUNDING POLE WIRE

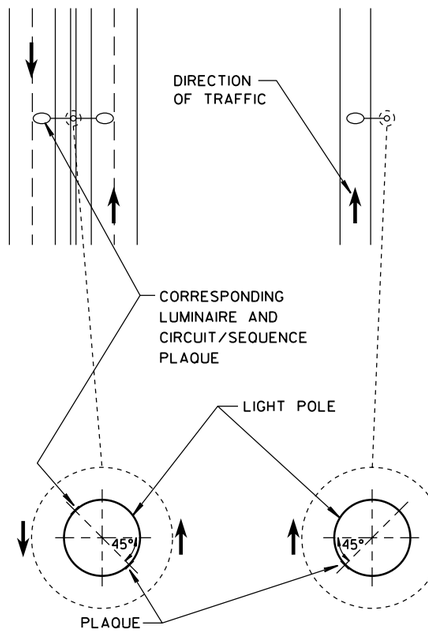
ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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S.D.D. 10 A 1-3



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

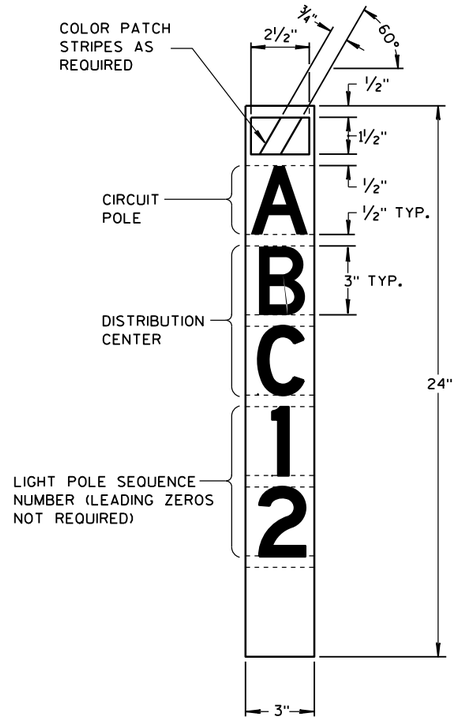
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

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S.D.D. 10 A 2-3

IDENTIFICATION PLAQUES
LIGHT POLES

STATE OF WISCONSIN
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S.D.D. 10 A 2-3

GENERAL NOTES

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

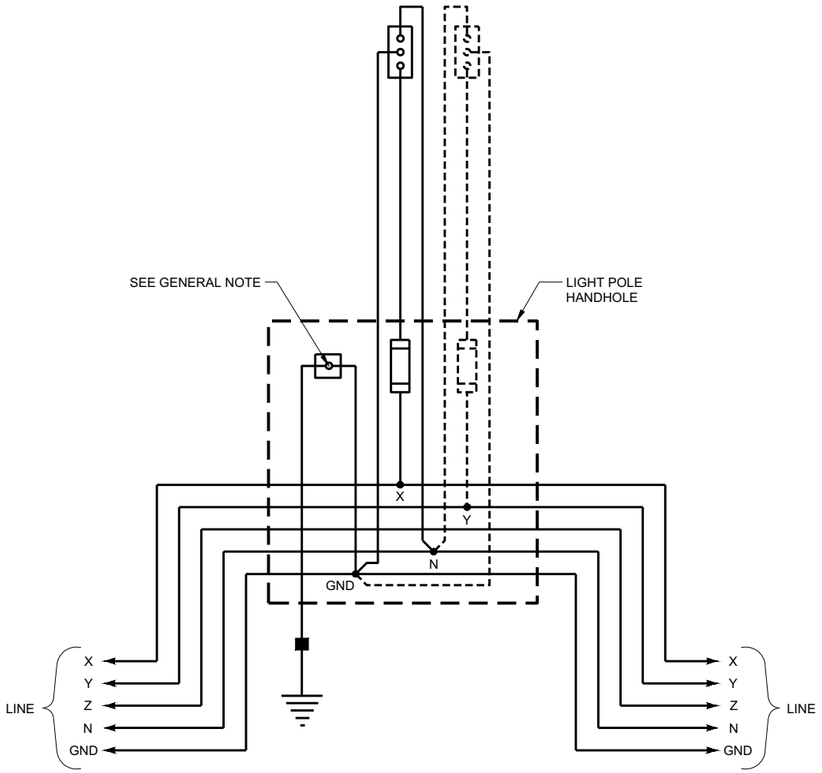
THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLD GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

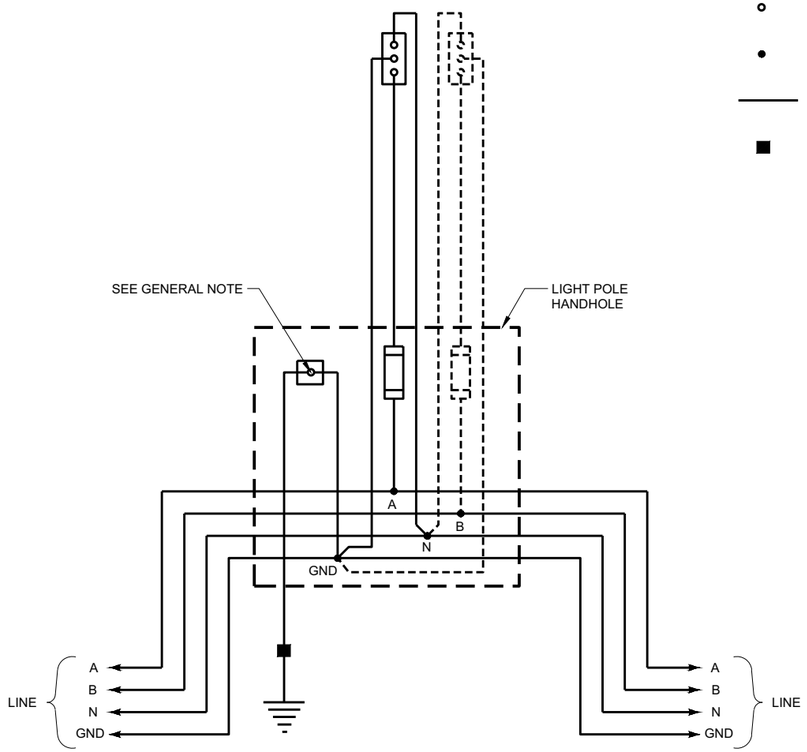
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
ϕ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
3 - ϕ 208Y / 120VAC OR 480Y / 277VAC 4 WIRE



TYPICAL WIRING DIAGRAM

ISOLATED NEUTRAL SYSTEM
1 - ϕ 120 / 240VAC OR 240 / 480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 191

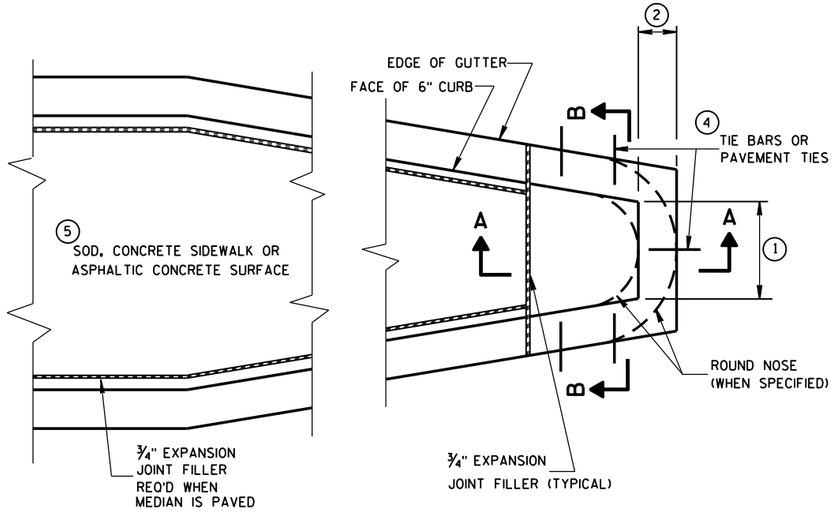
FHWA

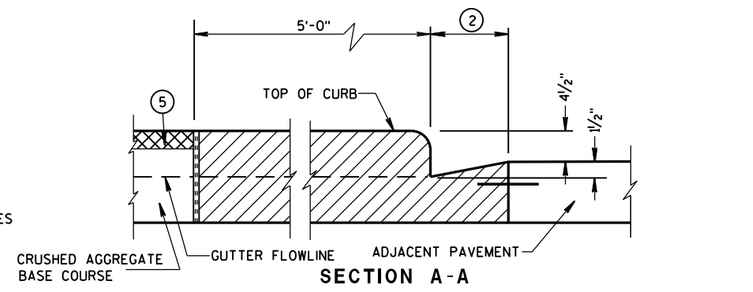
6

SDD 10A05 - 03

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SDD 10A05 - 03





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

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

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

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

(1) NEW OR EXISTING CONCRETE PAVEMENT.

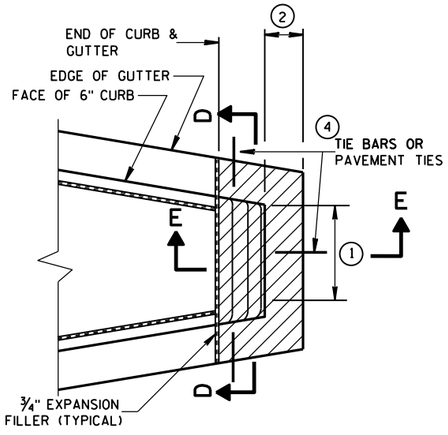
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

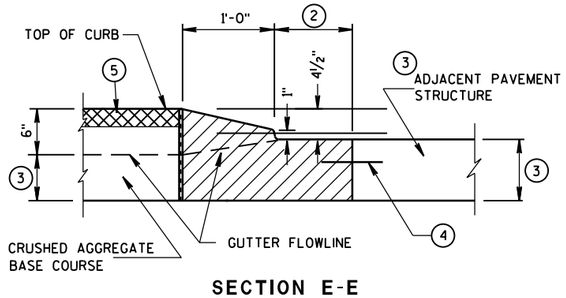
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

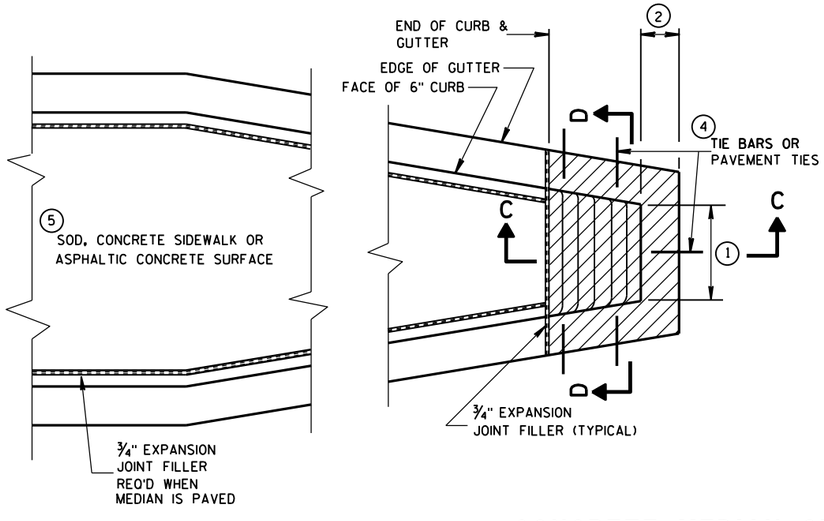
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

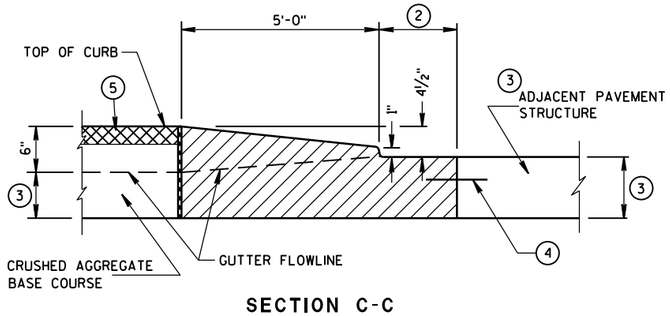
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



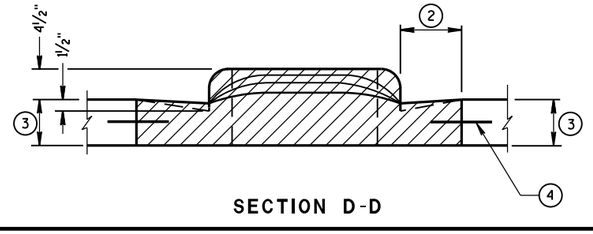


CONCRETE MEDIAN SLOPED NOSE TYPE 2





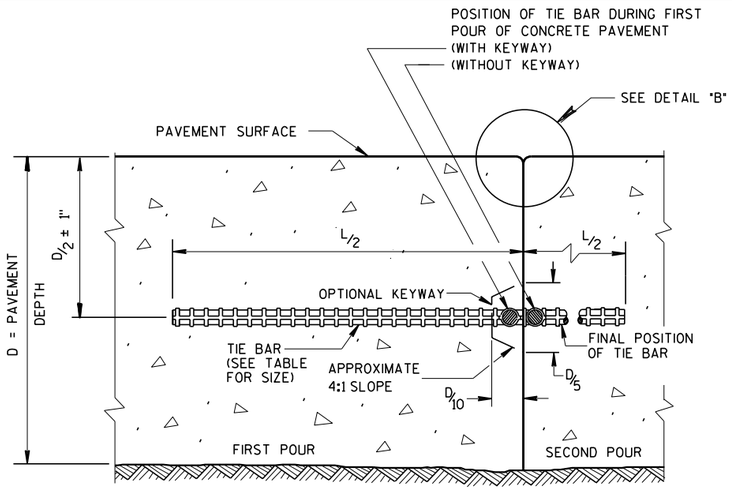
CONCRETE MEDIAN SLOPED NOSE TYPE 1



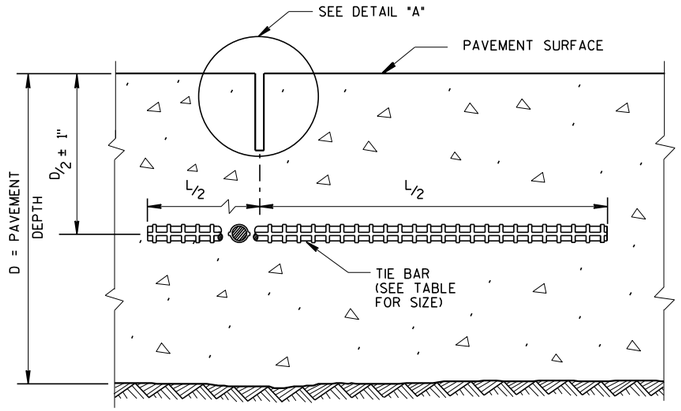
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

S.D.D. 11 B 2-2

6



CONSTRUCTION JOINT



SAWED JOINT

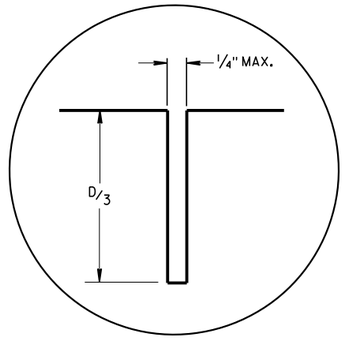
GENERAL NOTES

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

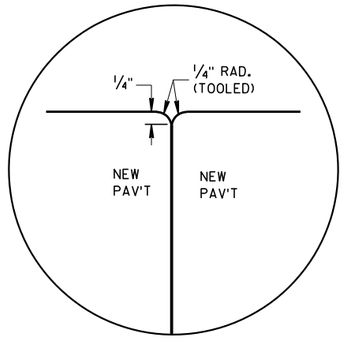
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

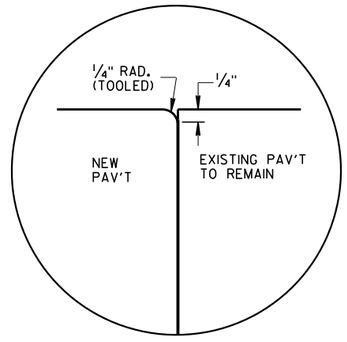
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



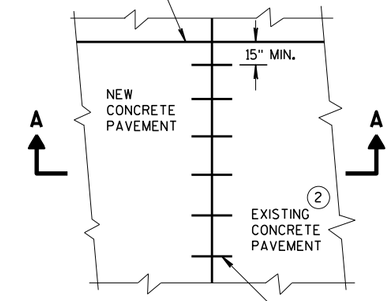
DETAIL "A"



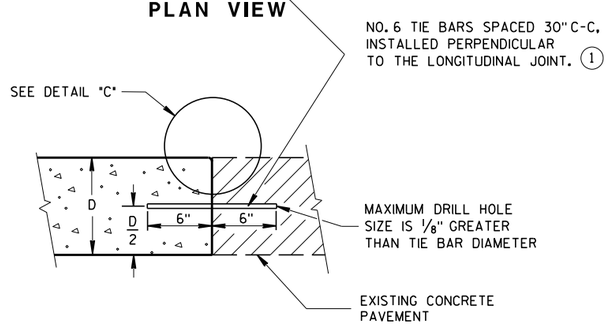
DETAIL "B"



DETAIL "C"



PLAN VIEW



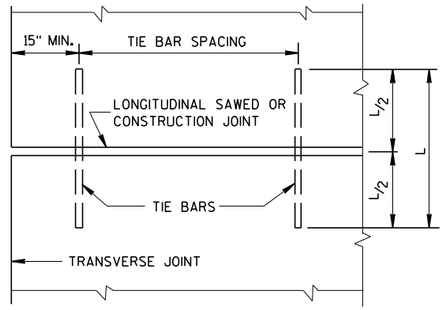
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

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

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

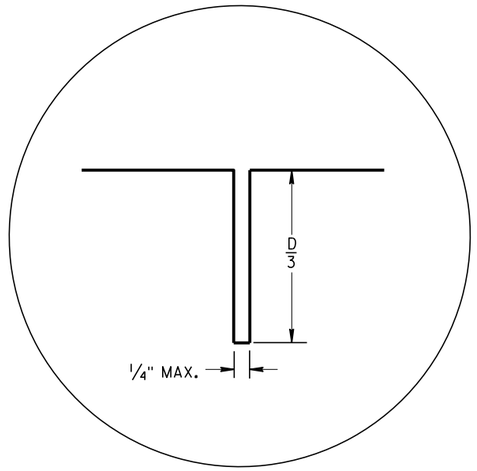
APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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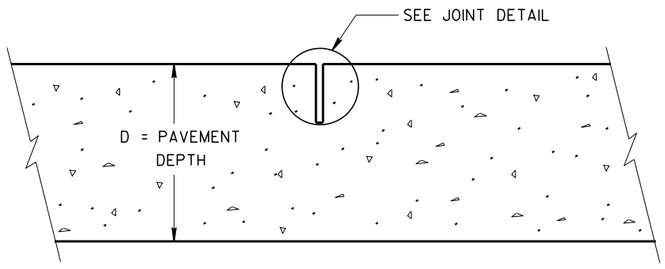
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19



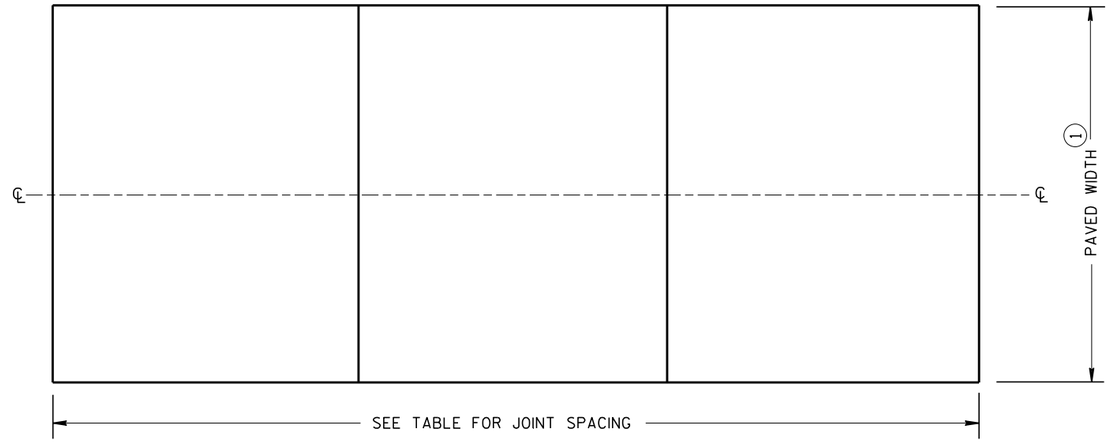
JOINT DETAIL



CONTRACTION JOINT

PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE.

LOCATE AND ORIENT CONTRACTION JOINTS THROUGH INTERSECTIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION JOINTS

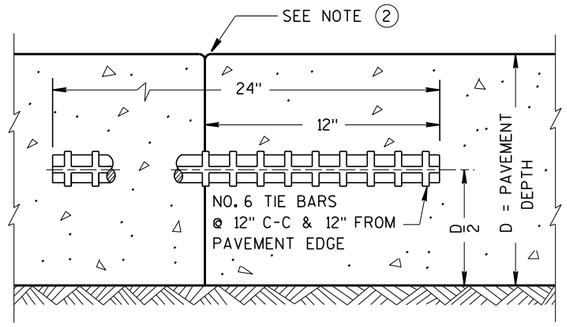
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

FORM OR SAW CONSTRUCTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

(1) REFER TO TYPICAL CROSS SECTIONS FOR PAVED WIDTH AND LOCATION OF LONGITUDINAL JOINTS.

(2) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.



TIED TRANSVERSE CONSTRUCTION JOINT

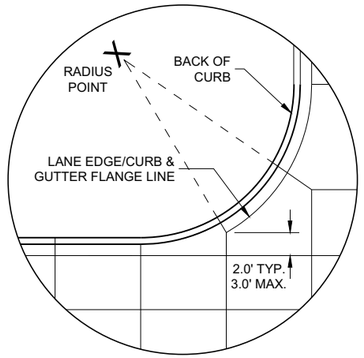
URBAN
NON-DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

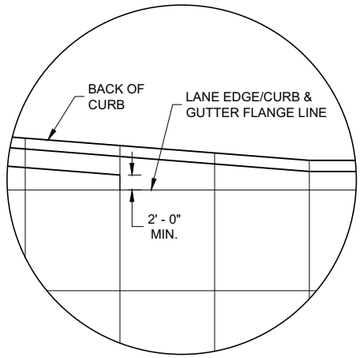
APPROVED
March 2018
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPI
FHWA

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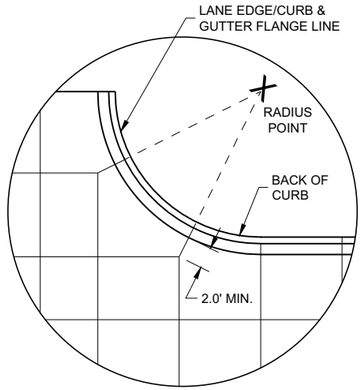
S.D.D. 13 C 4-17



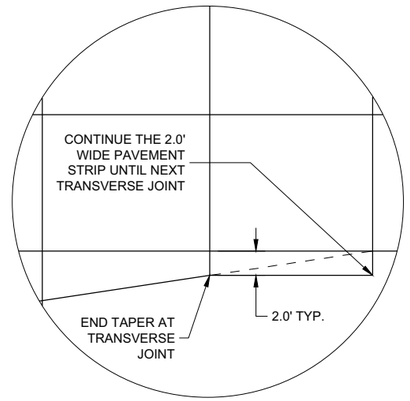
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

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

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

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

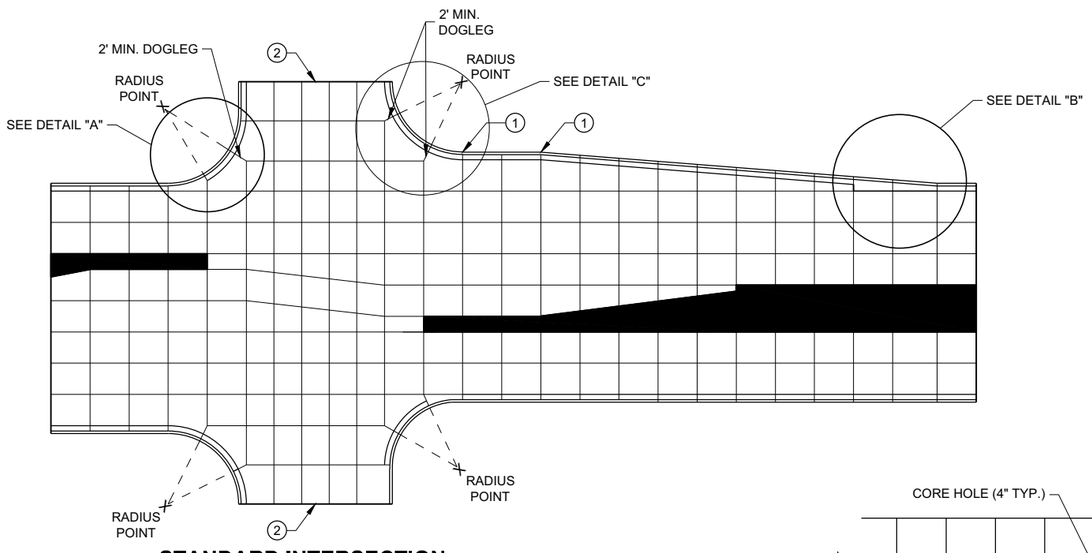
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.

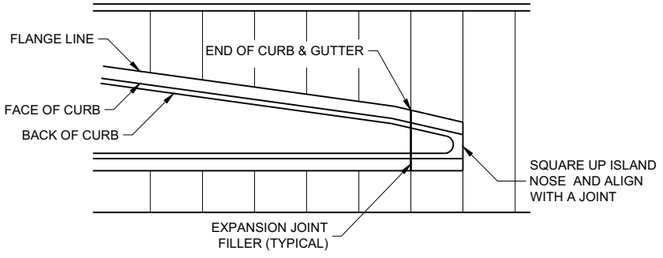


STANDARD INTERSECTION

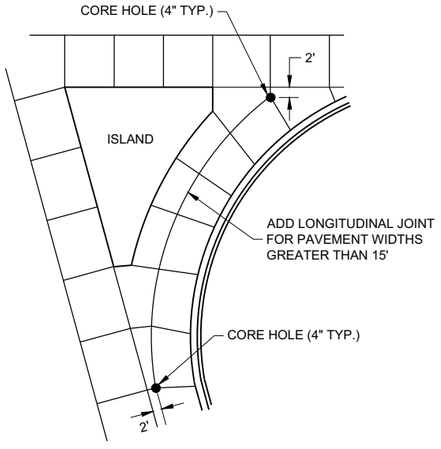
PAVEMENT DEPTH AND JOINT SPACING TABLE

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

SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

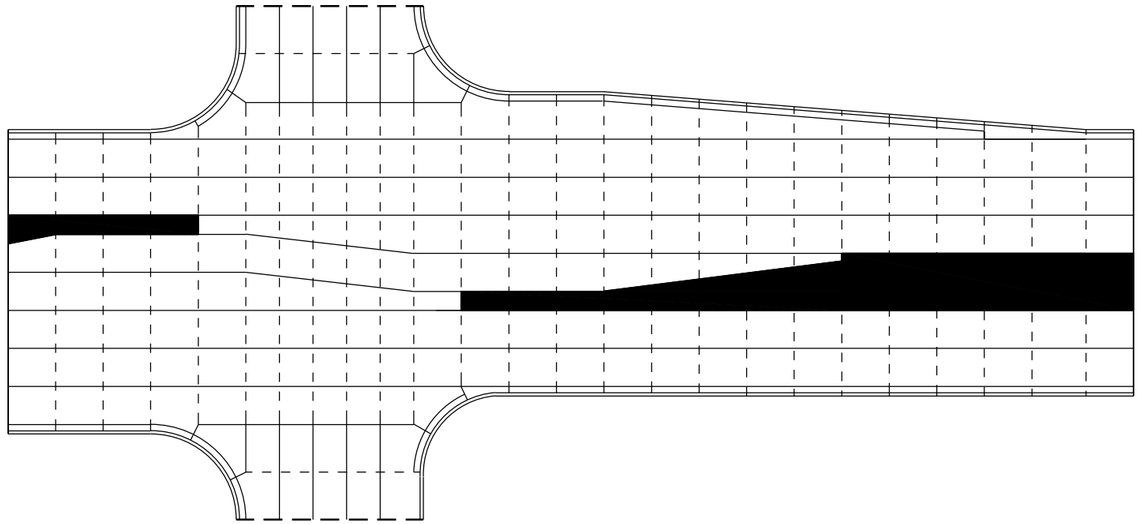
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

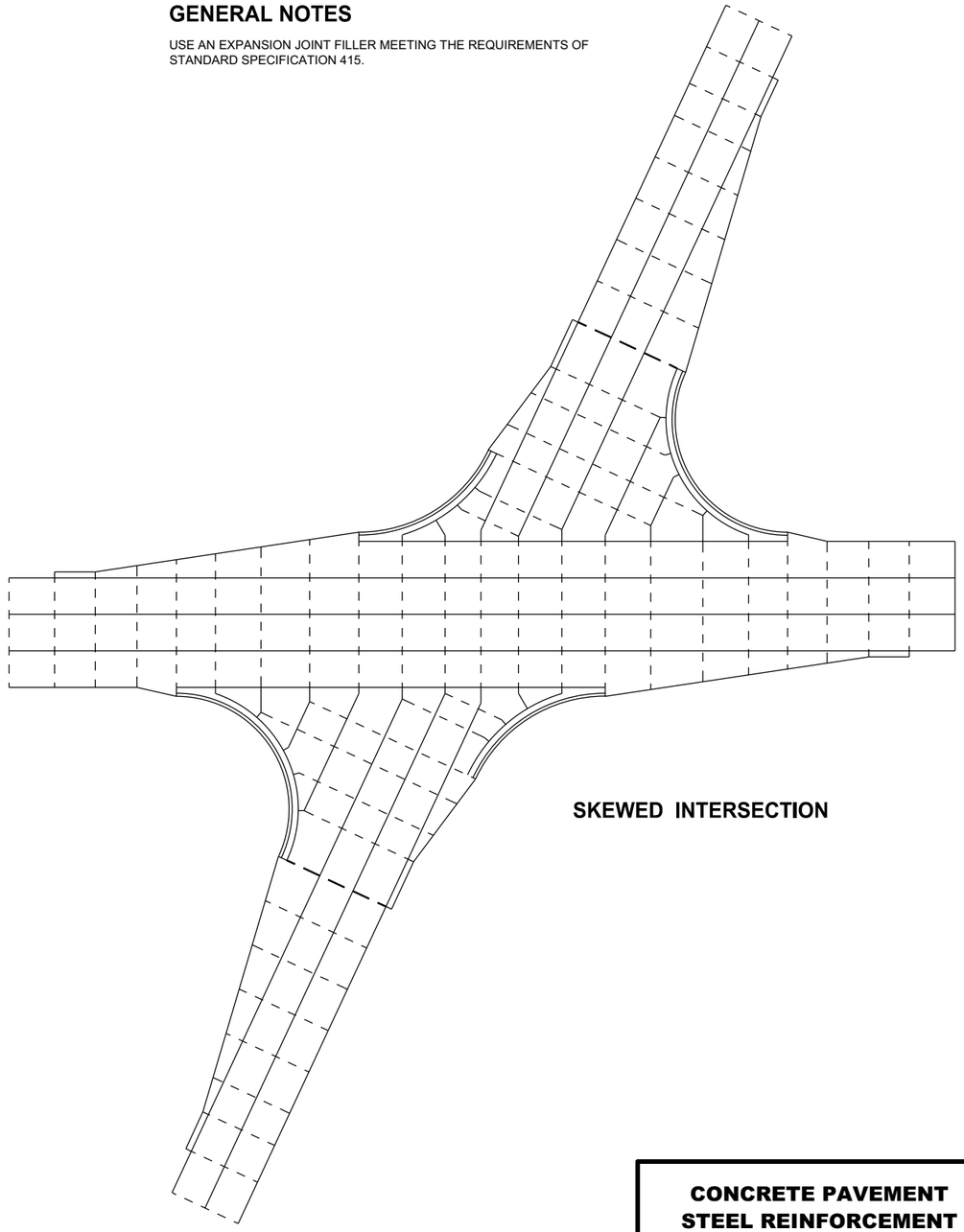
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

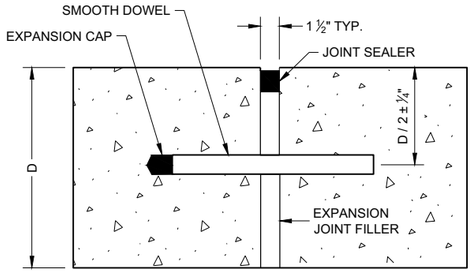
SDD 13C18 - 07b

CONCRETE PAVEMENT STEEL REINFORCEMENT

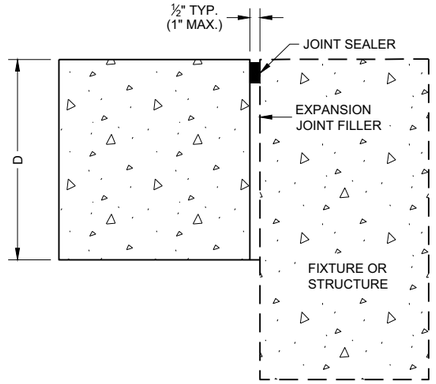
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

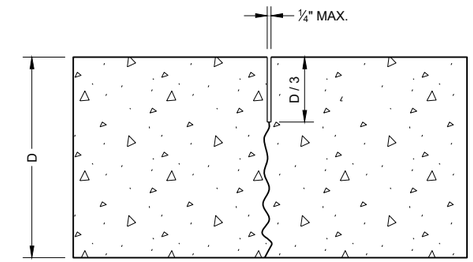
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

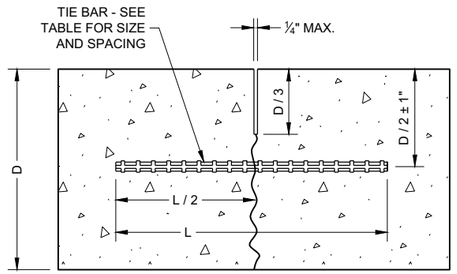
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

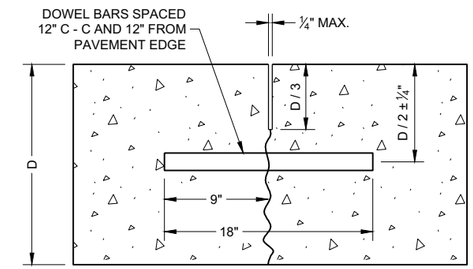
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM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



UNDOWELED TRANSVERSE

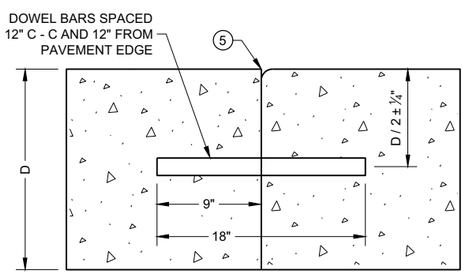


TIED LONGITUDINAL

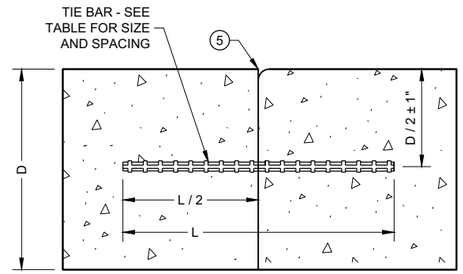


DOWELED TRANSVERSE

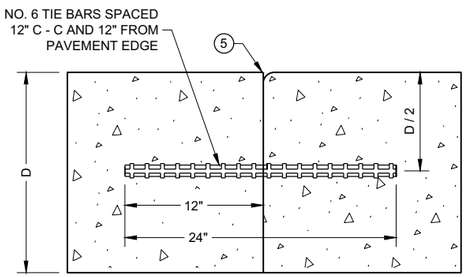
CONTRACTION JOINTS (2)



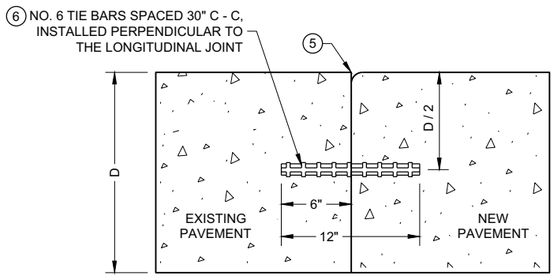
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



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



TIED LONGITUDINAL TO EXISTING

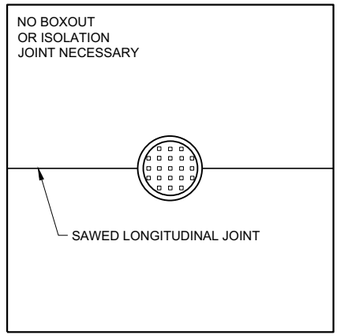
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

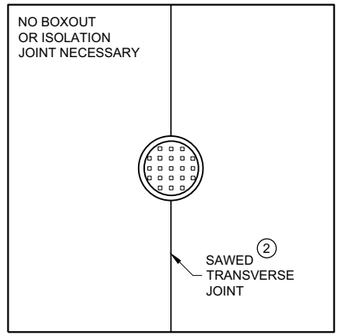
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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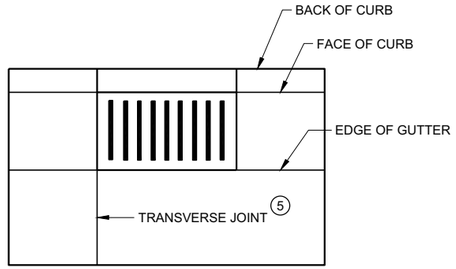
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



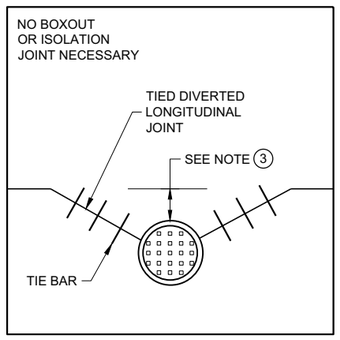
MANHOLE WITH TRANSVERSE JOINT



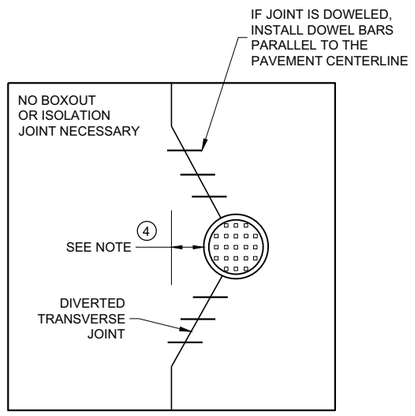
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

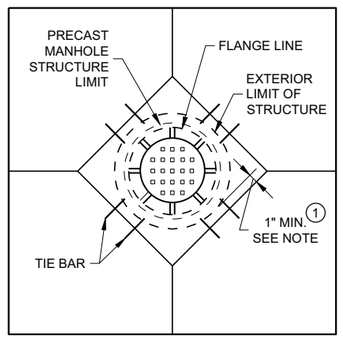
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF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



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

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DEPARTMENT OF TRANSPORTATION

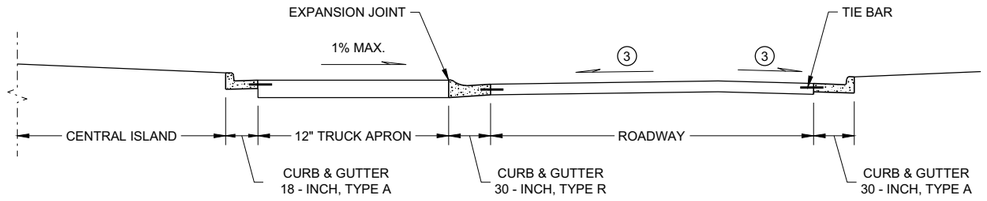
APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

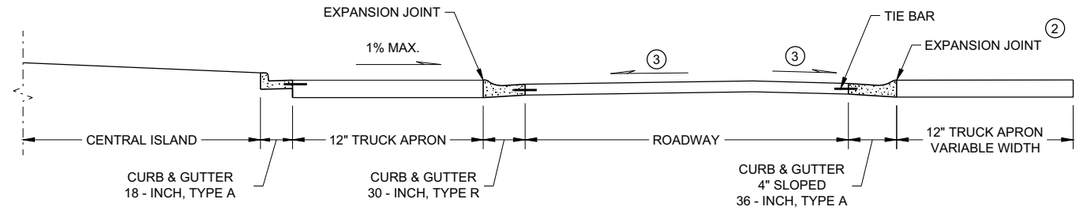
FHWA

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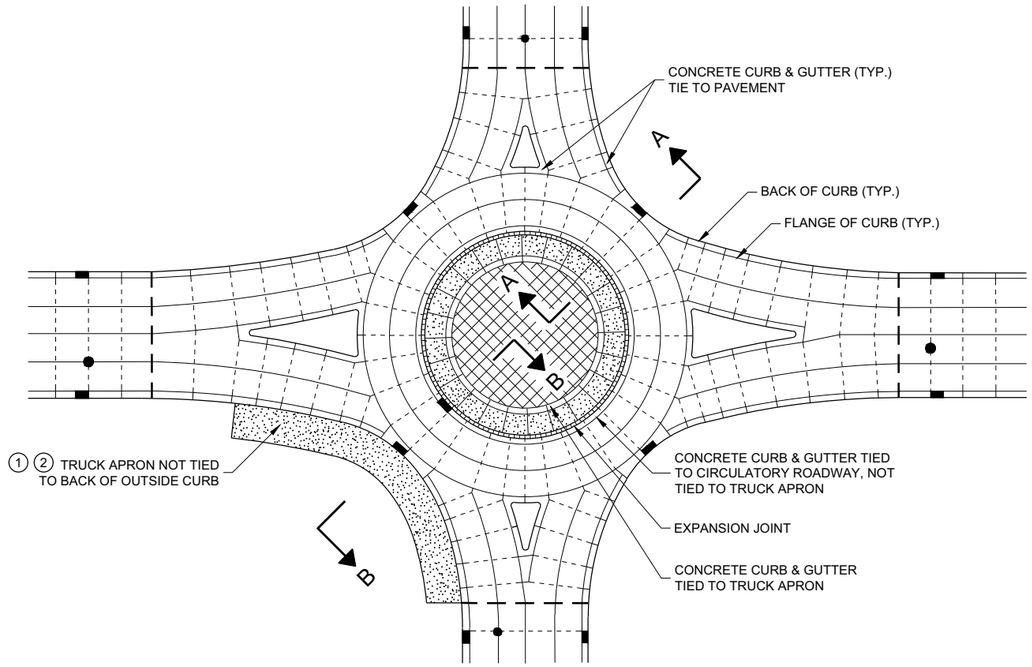
SDD 13C18 - 07d



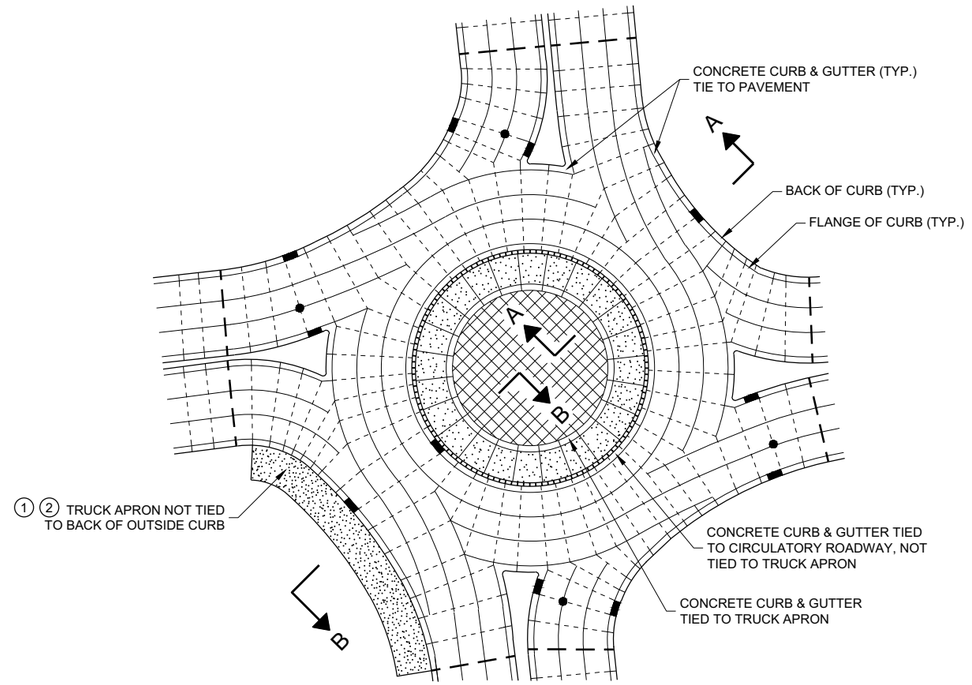
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2018
DATE

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PAVEMENT SUPERVIS

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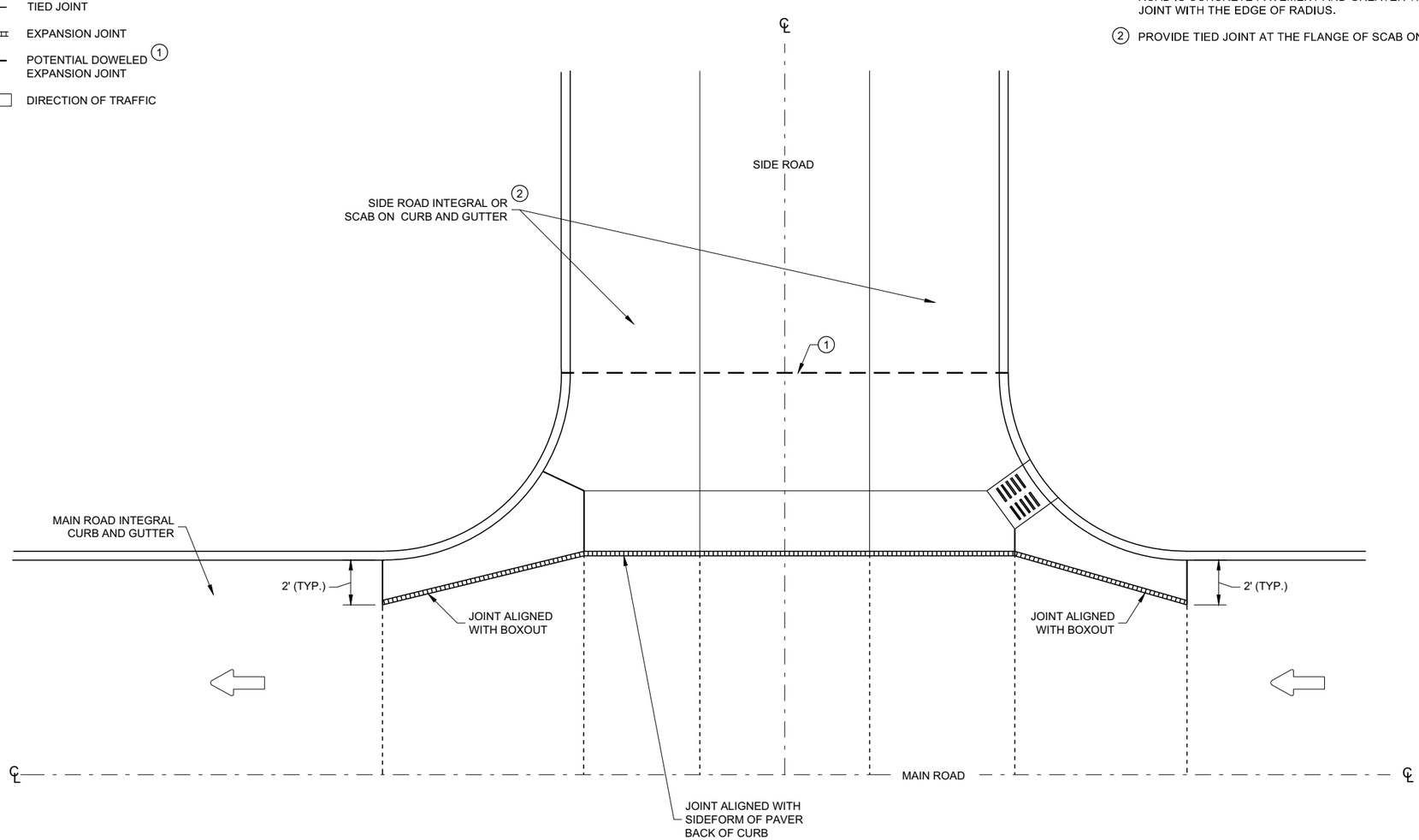
SDD 13C18 - 07e

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SDD 13C18 - 07e

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

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DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

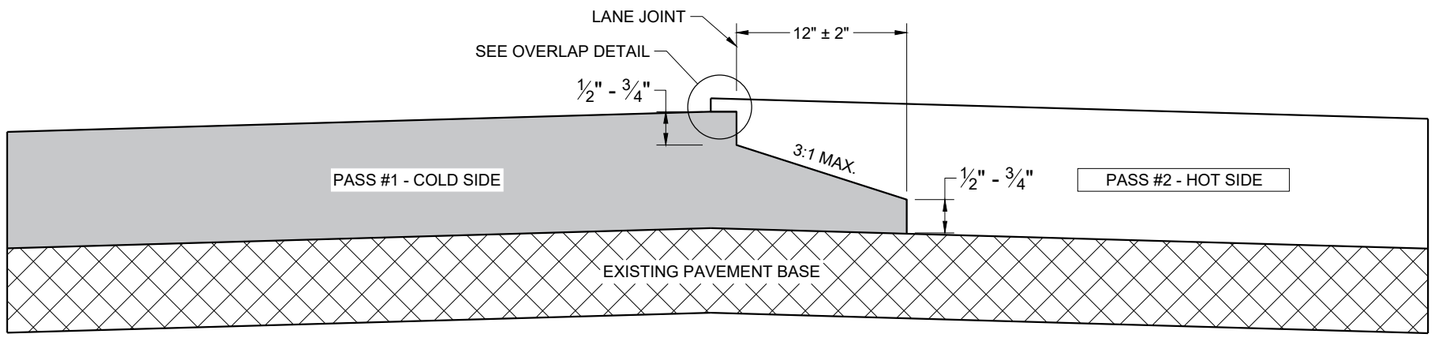
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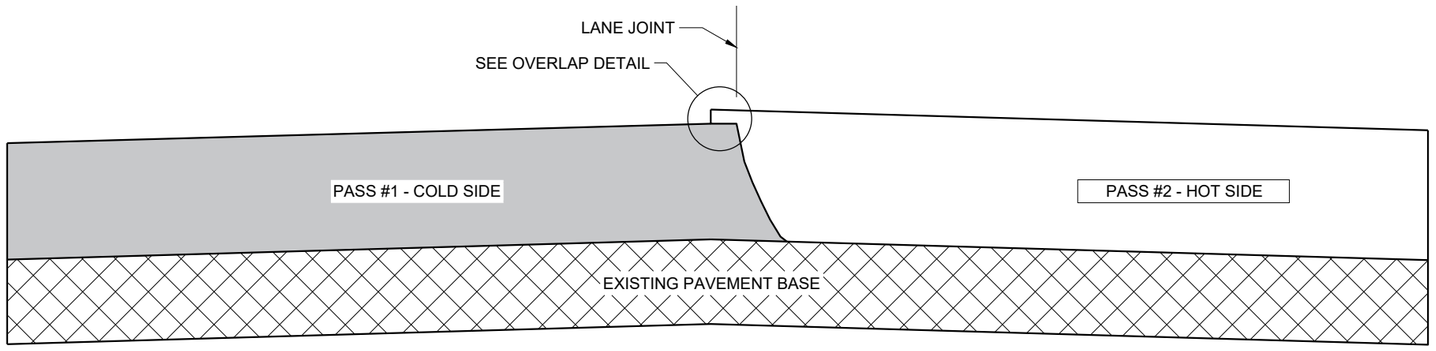
SDD 13C18 - 07f

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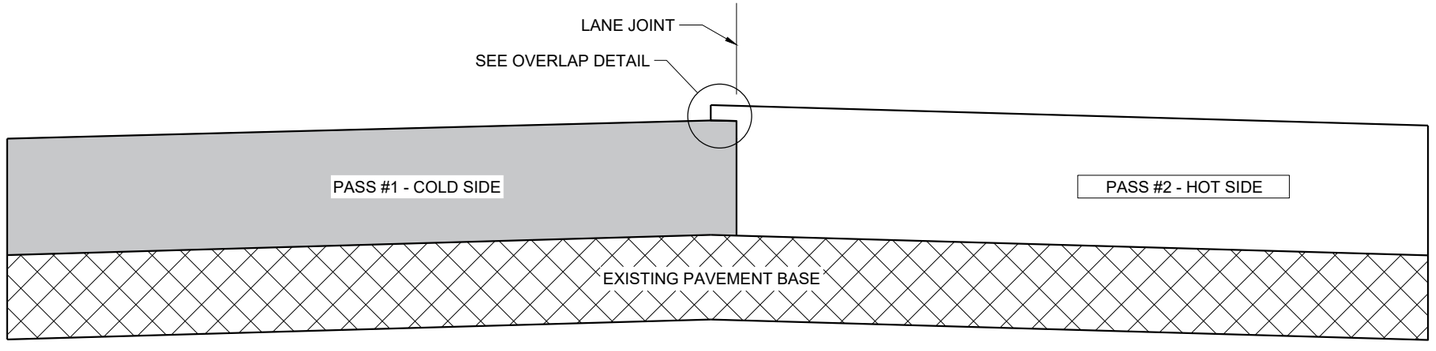
SDD 13C18 - 07f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

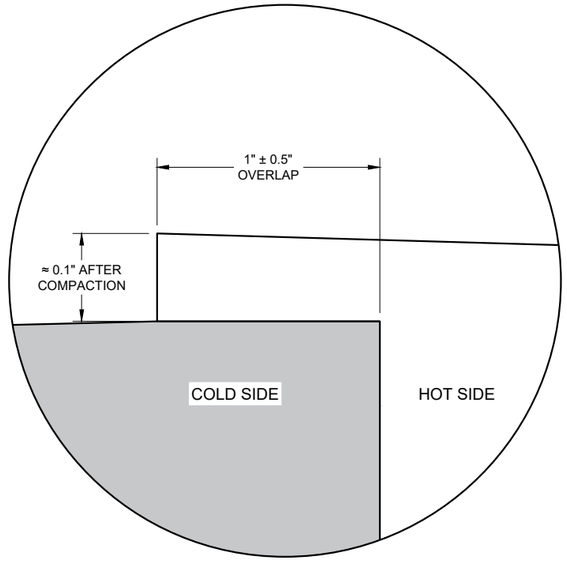
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

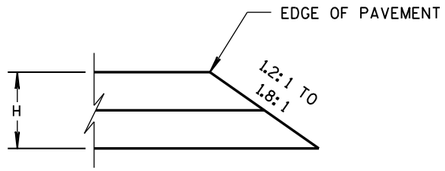
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2020
DATE

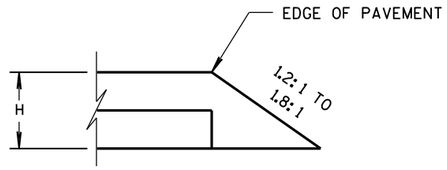
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



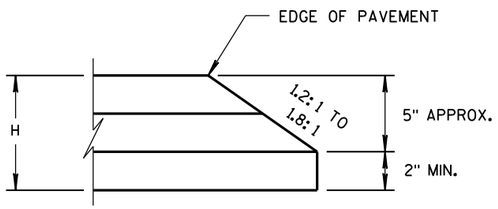
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



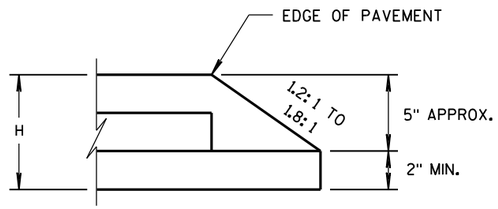
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

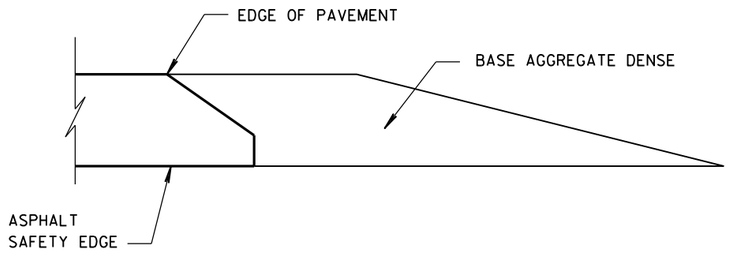
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

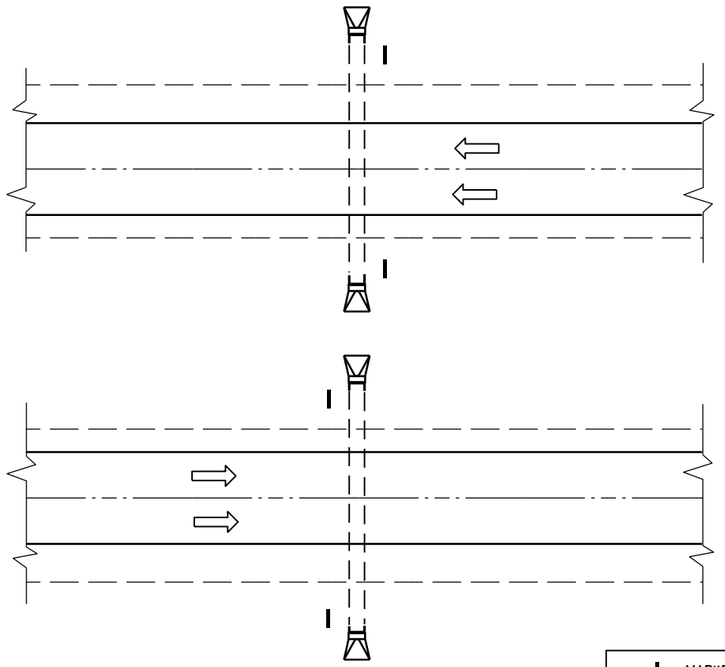
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APPROVED

11/30/2012
DATE

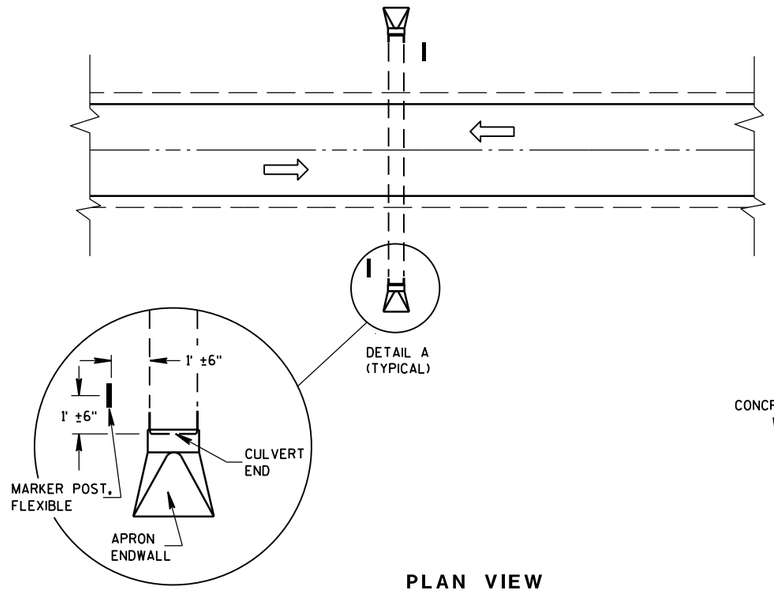
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

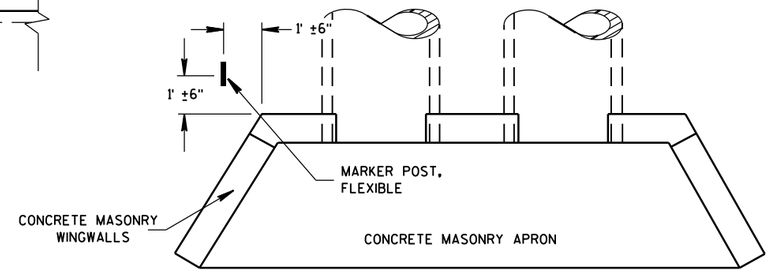
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

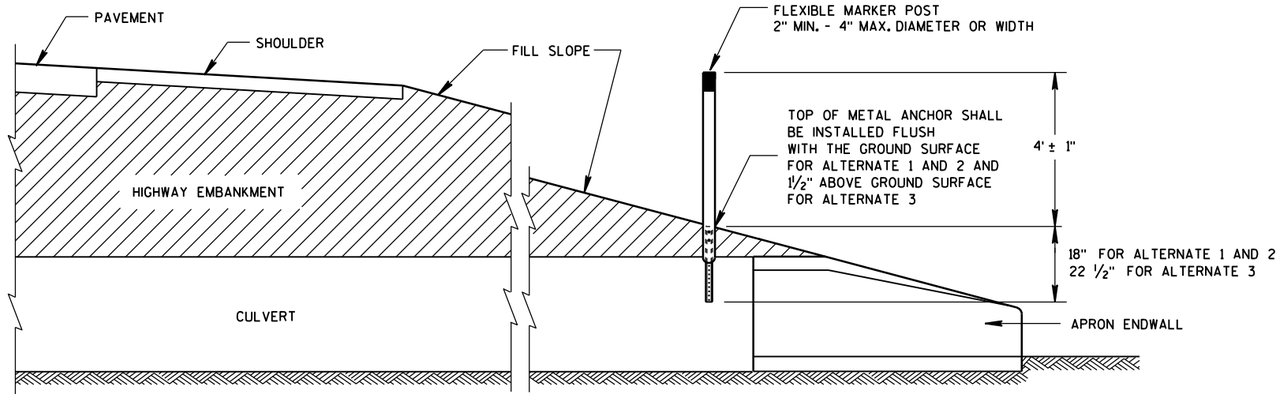
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

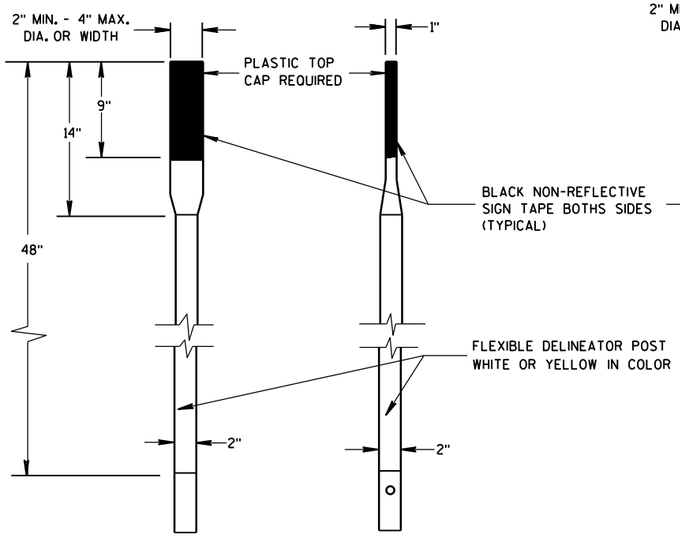
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

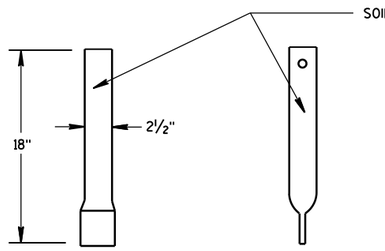
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S.D.D. 15 A 3-2a

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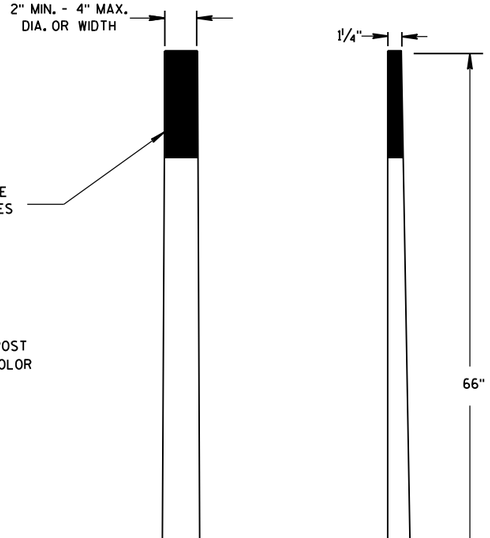
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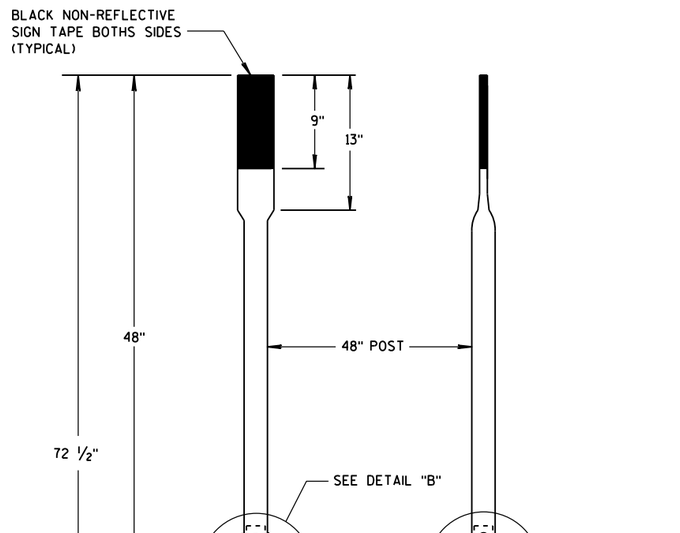
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

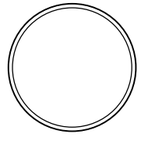
ALTERNATE 2



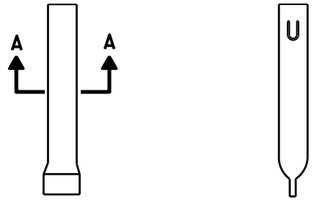
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

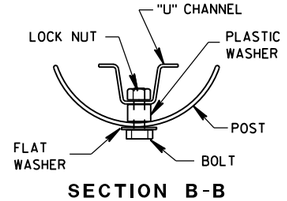


SECTION A-A

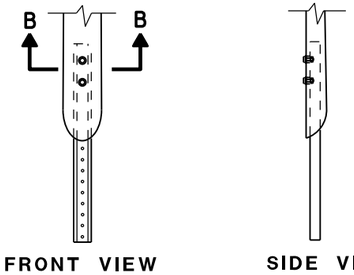


FRONT VIEW SIDE VIEW

ALTERNATE 1

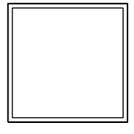


SECTION B-B

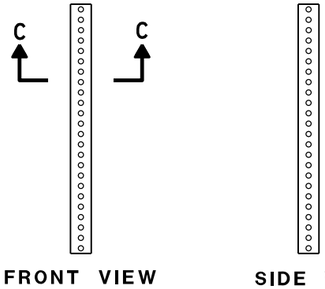


FRONT VIEW SIDE VIEW

ALTERNATE 2



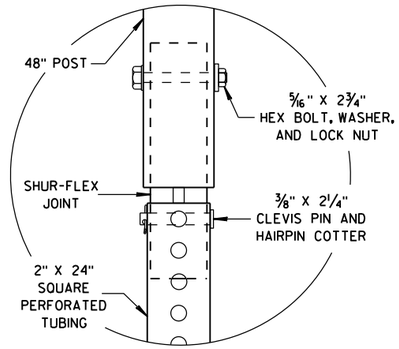
SECTION C-C



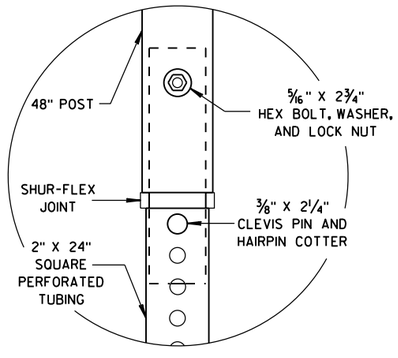
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

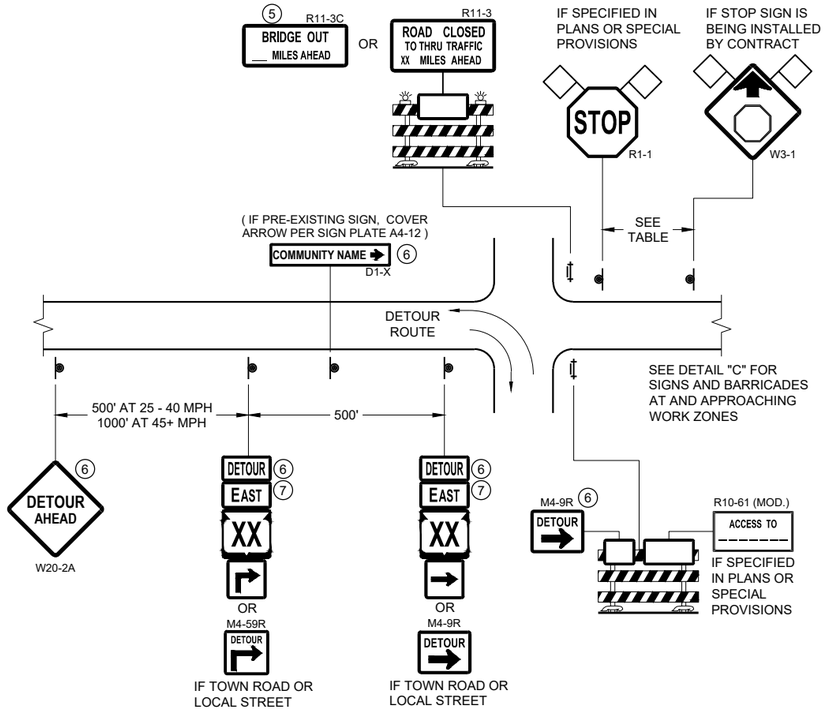
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

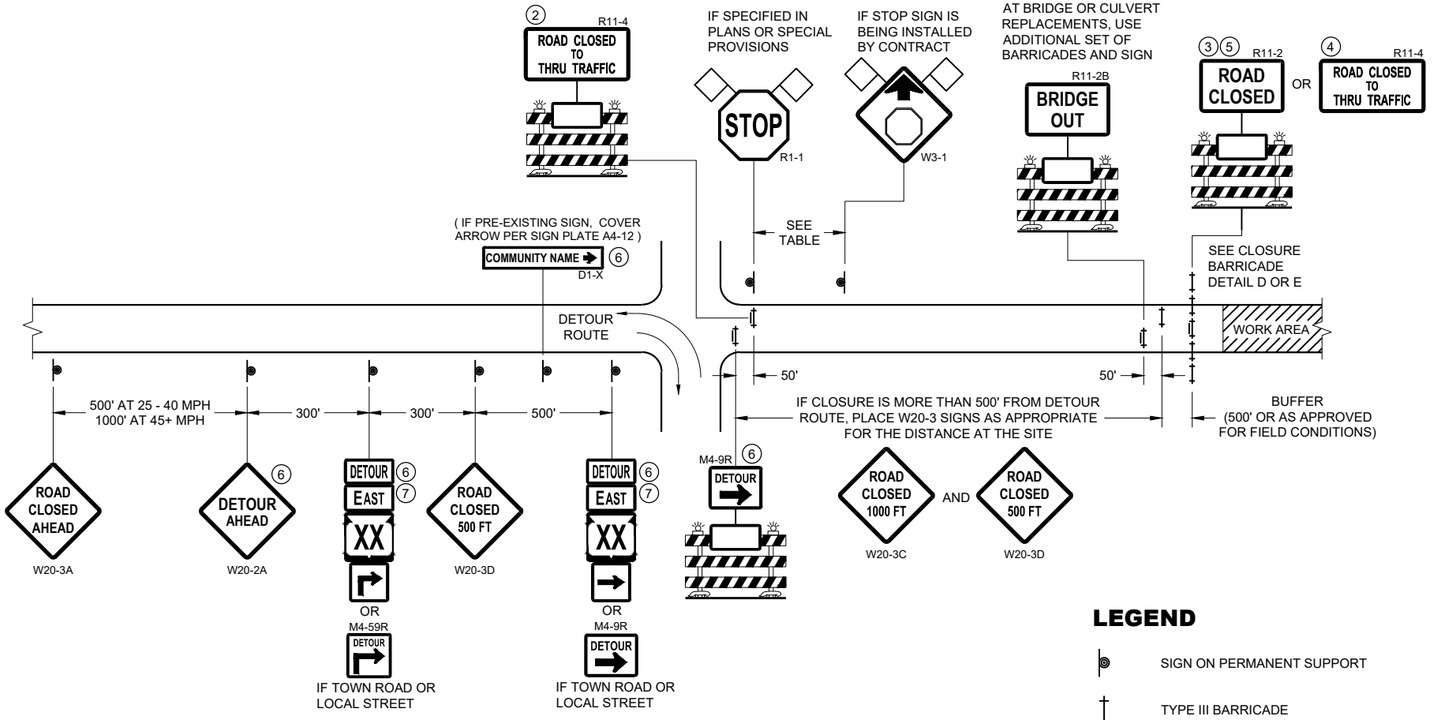
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S.D.D. 15 A 3-2b



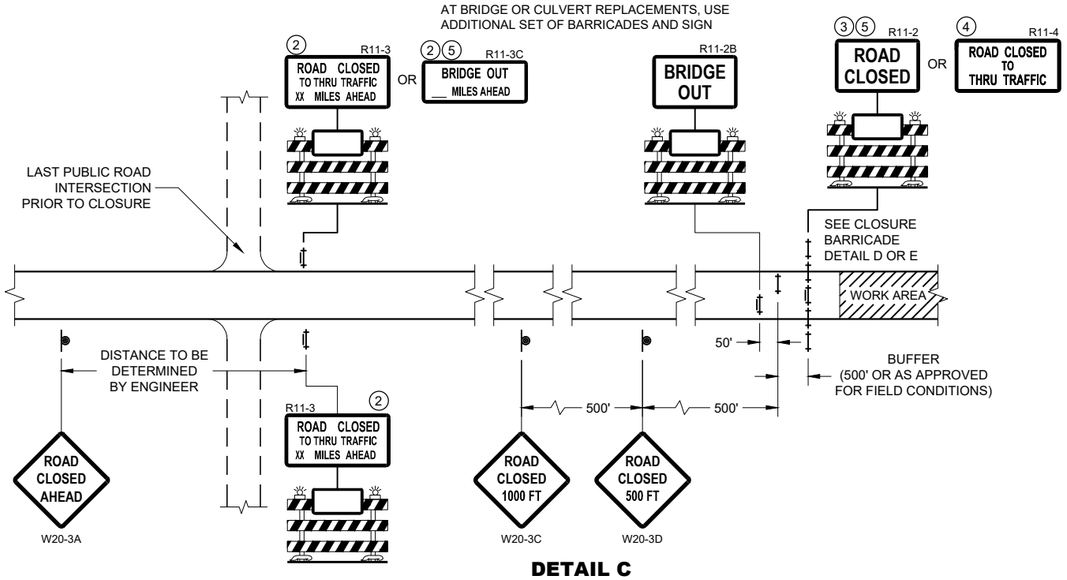
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

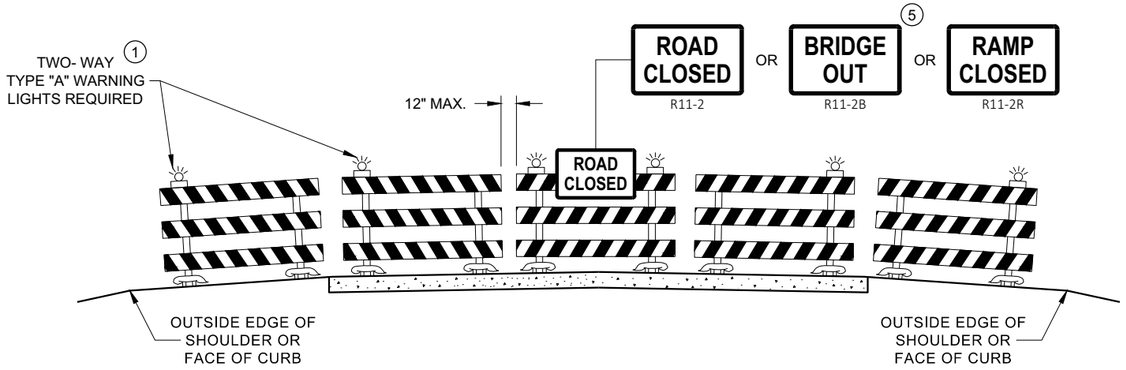
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

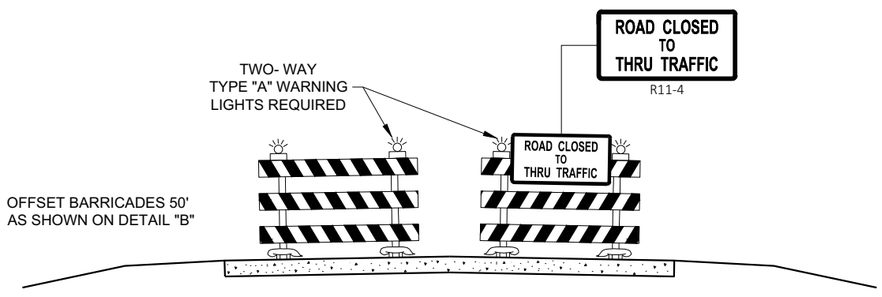
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SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C02 - 08b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

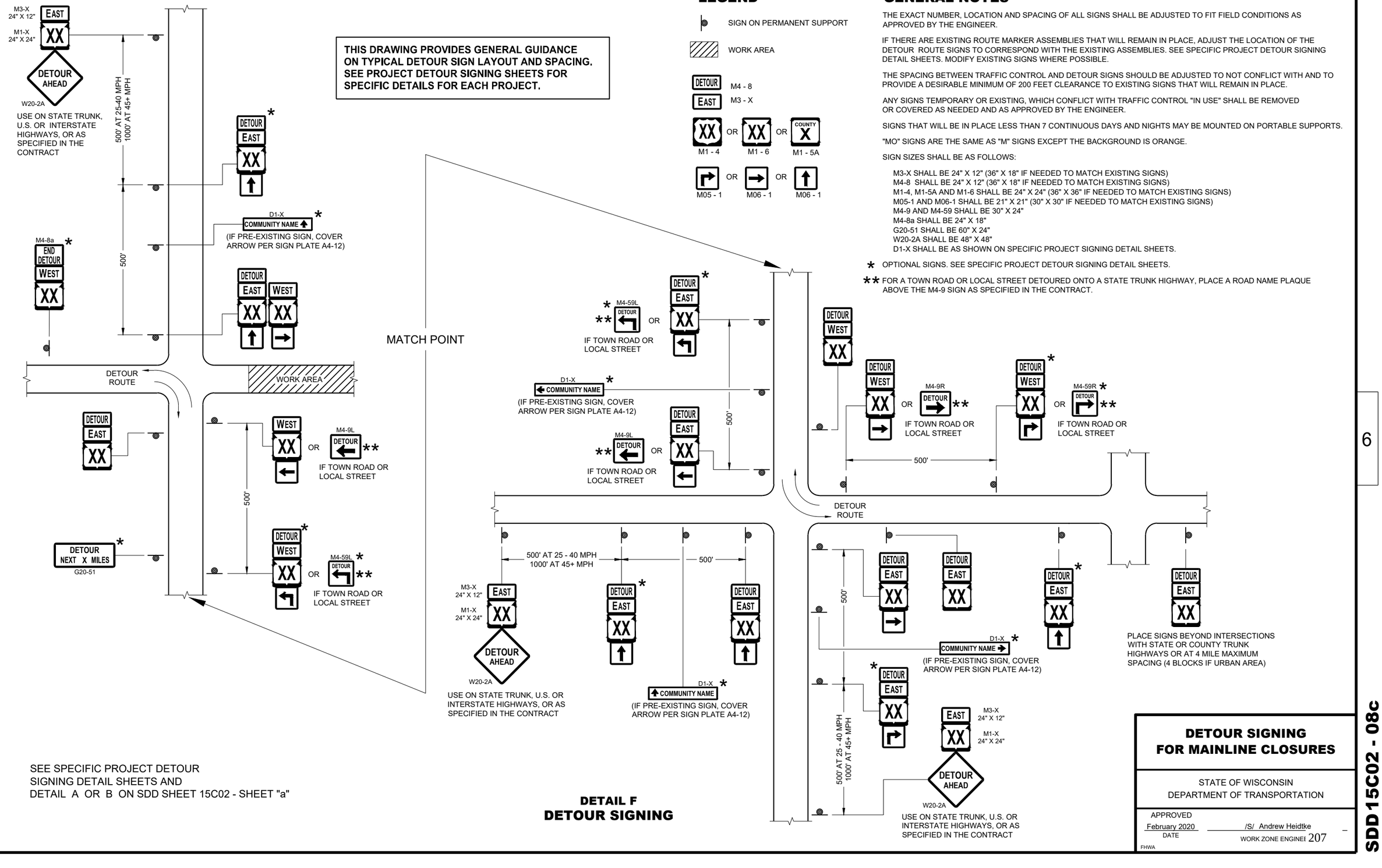
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

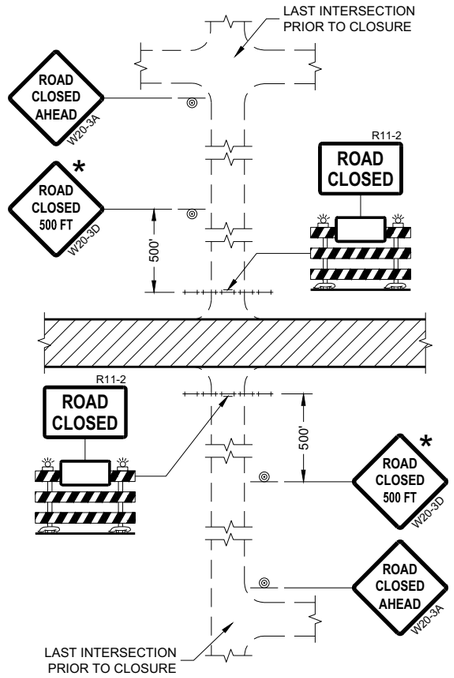
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

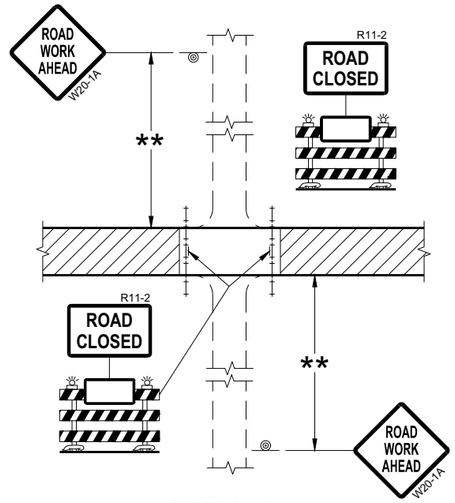
FHWA

SDD 15C02 - 08c

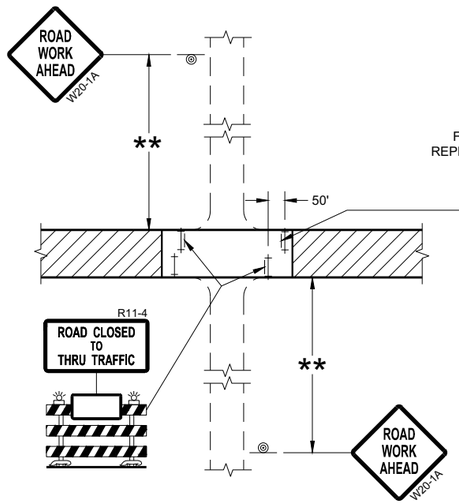
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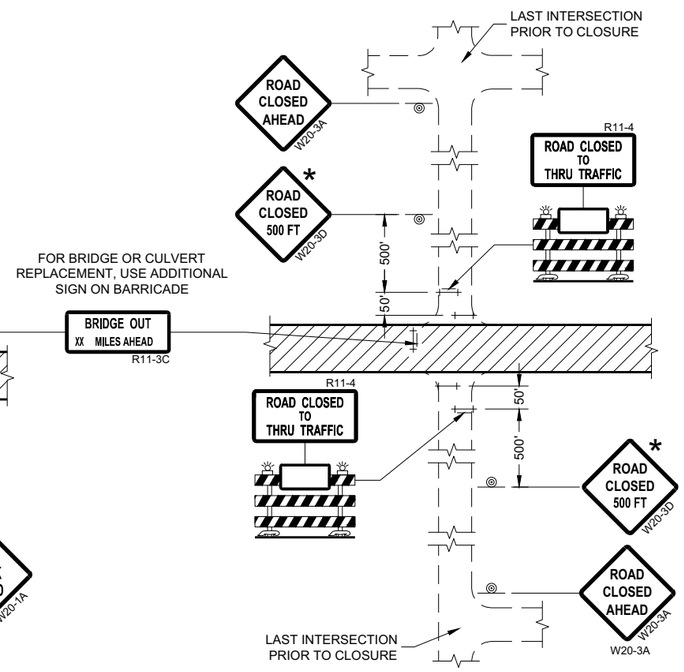
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

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

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

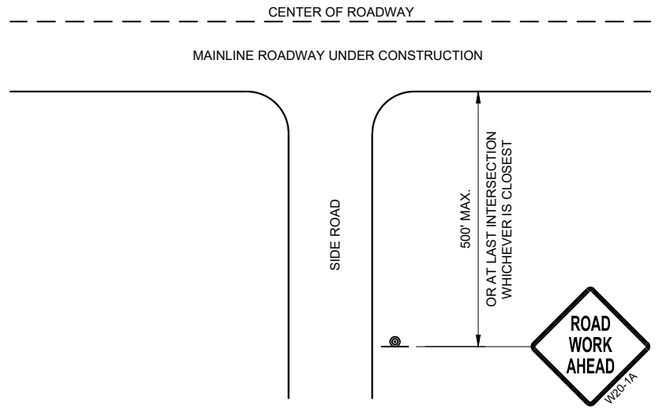
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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



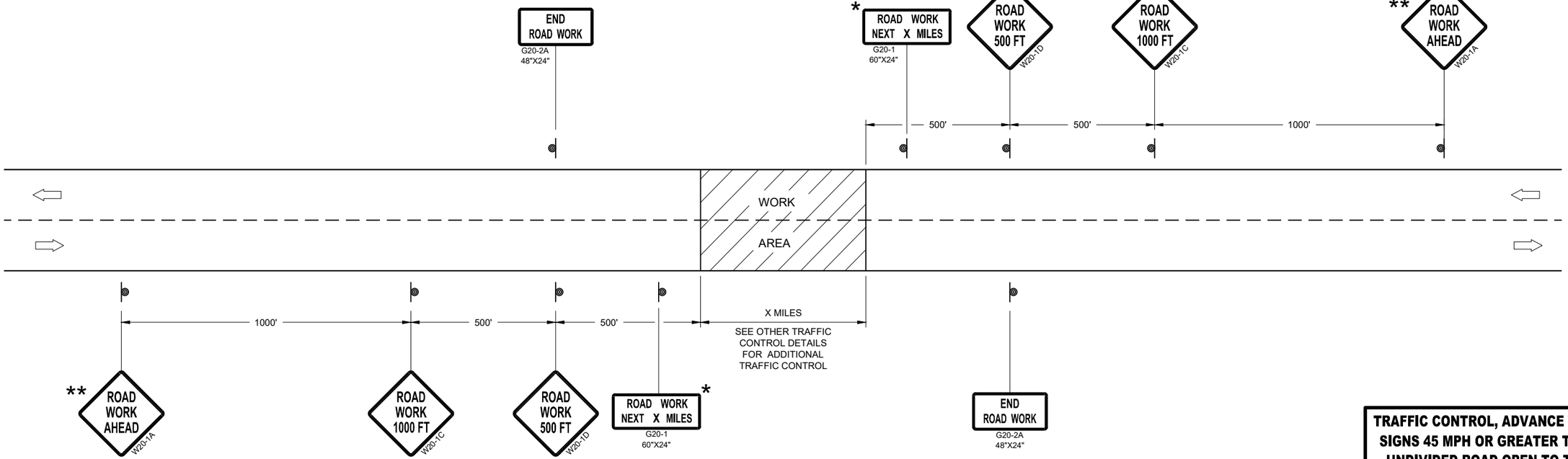
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

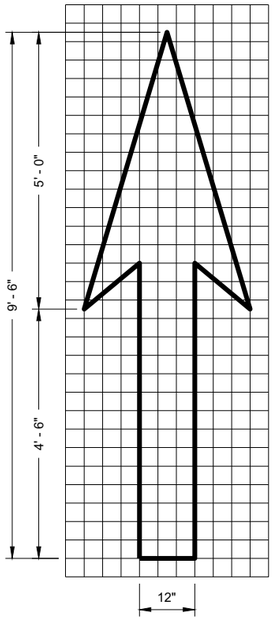
FHWA

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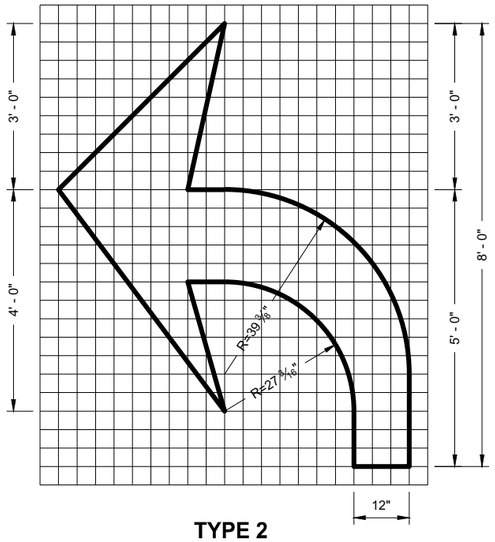
SDD 15C04 - 05

GENERAL NOTES

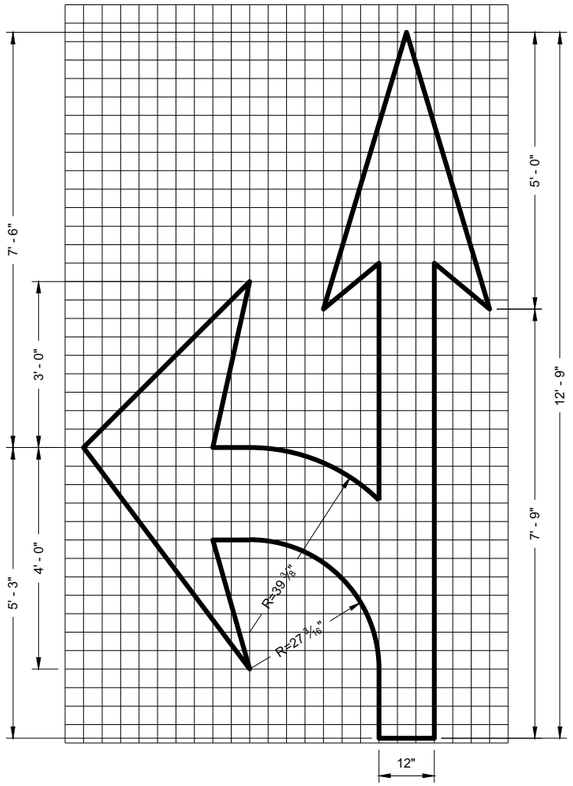
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



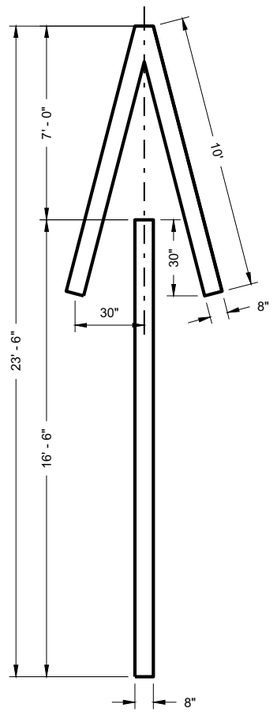
TYPE 1



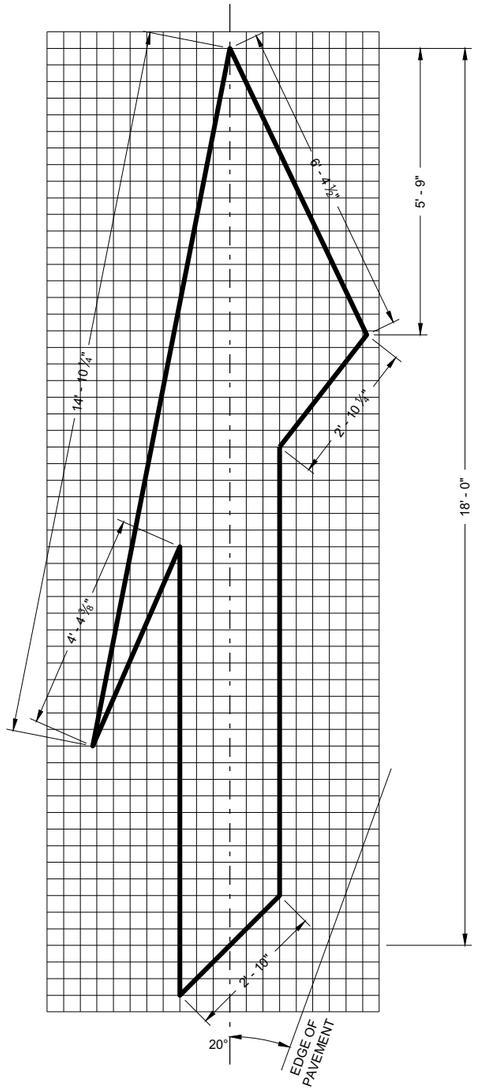
TYPE 2



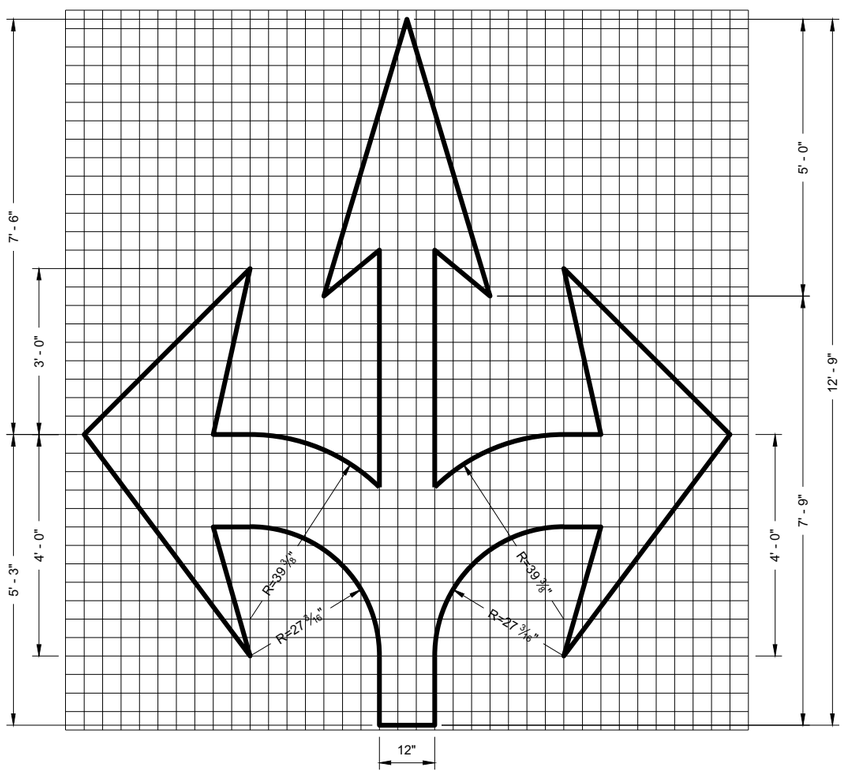
TYPE 3



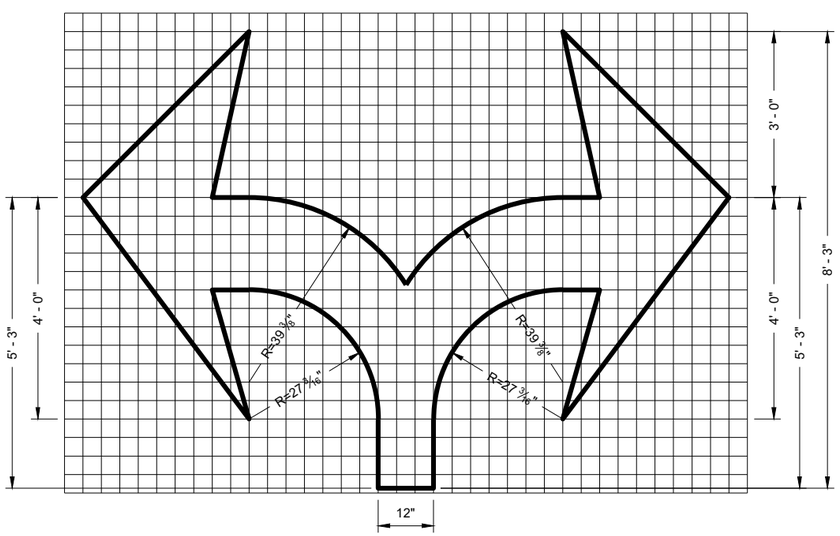
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

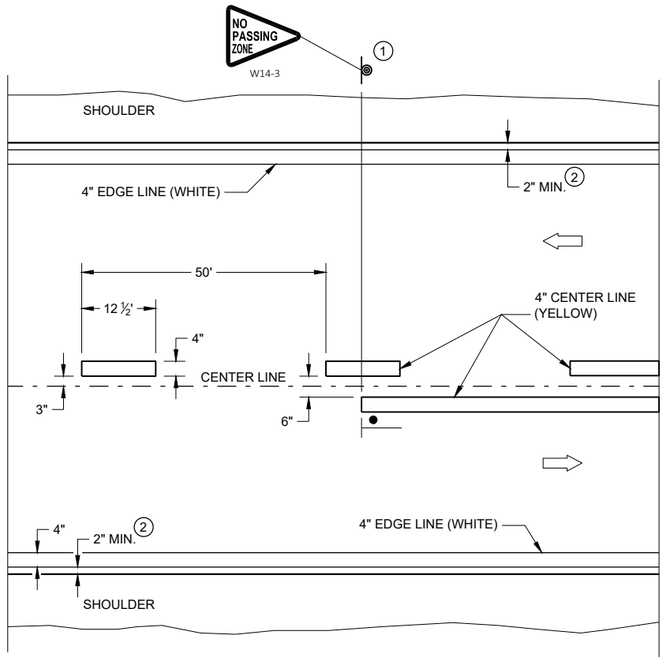
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6

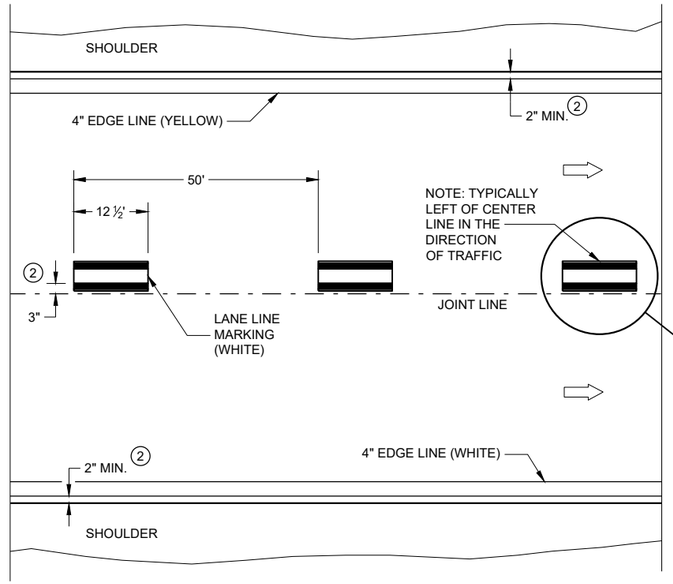
SDD 15C07 - 15c

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SDD 15C07 - 15c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

TWO WAY TRAFFIC

ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

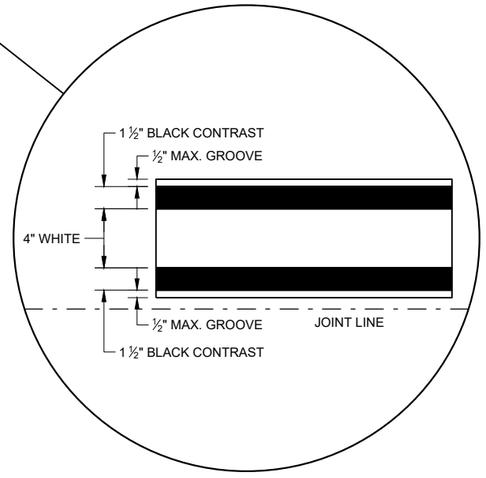
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

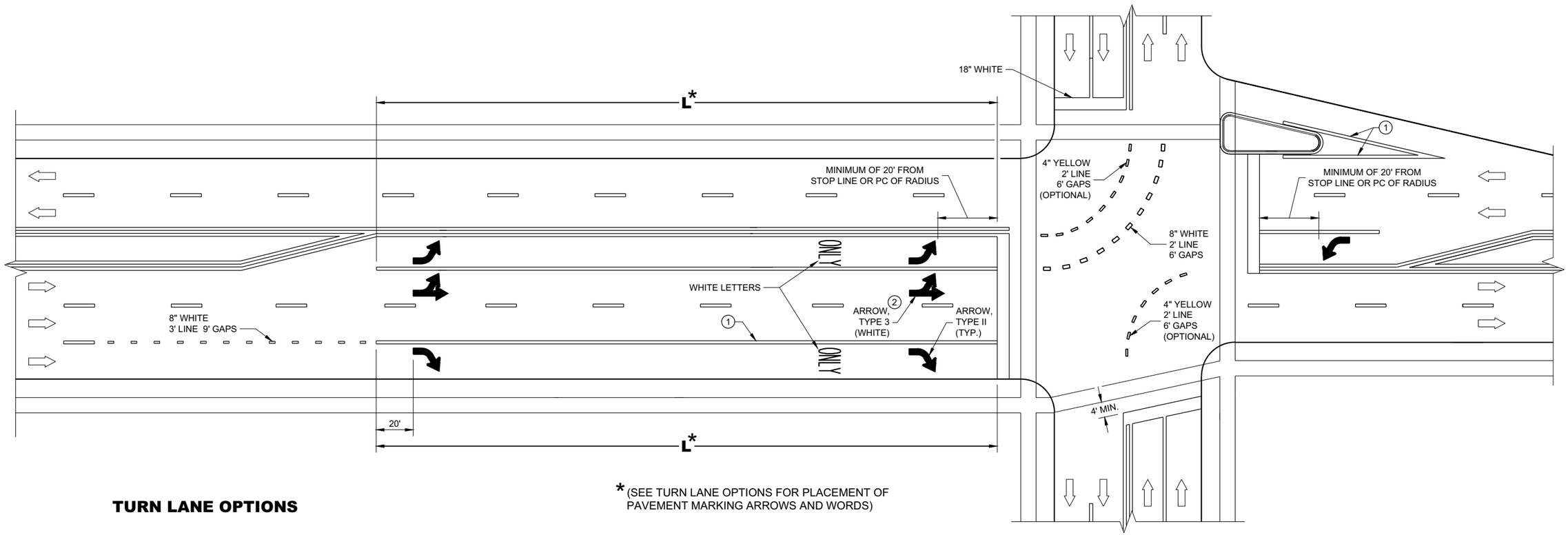
APPROVED
February 2020 — DATE
/S/ Matthew Rauch — STATEWIDE SIGNING AND M ENGINEER

FHWA

SDD 15C08 - 20a

6

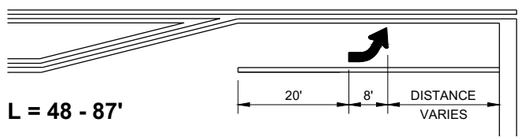
SDD 15C08 - 20a



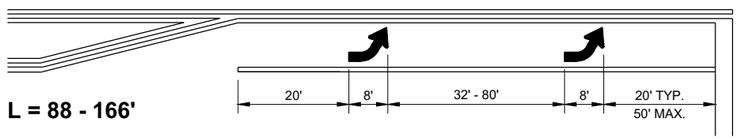
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

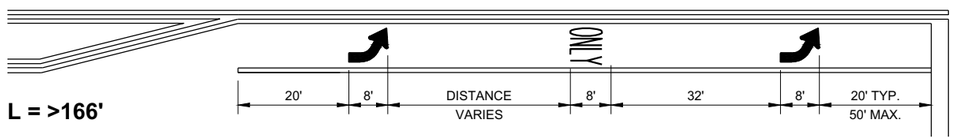
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

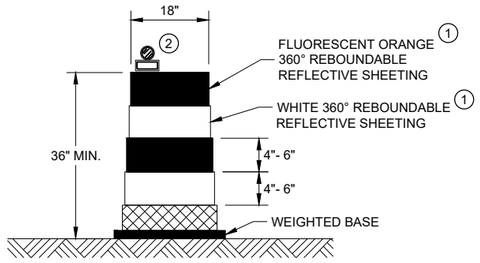
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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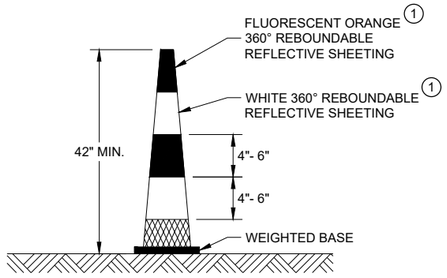
SDD 15C08 - 20c

GENERAL NOTES

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

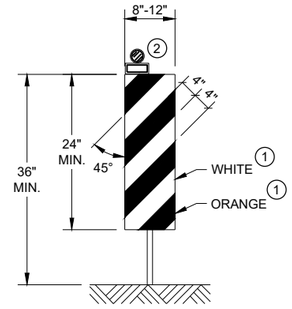


DRUM



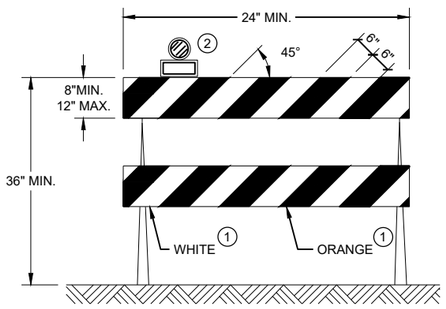
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



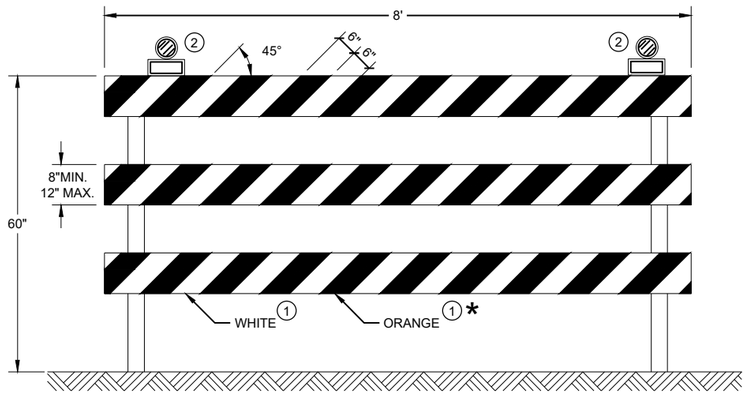
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
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SDD15C11 - 09b

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SDD15C11 - 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.

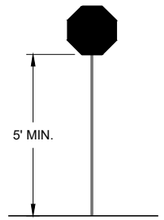
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

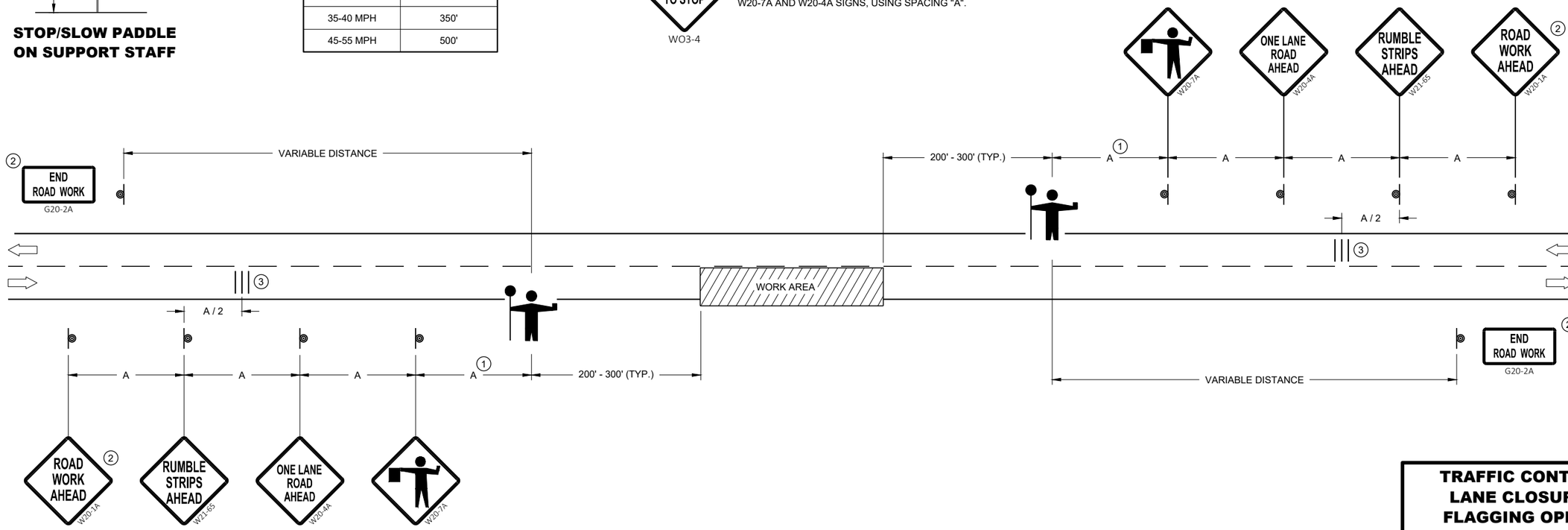
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

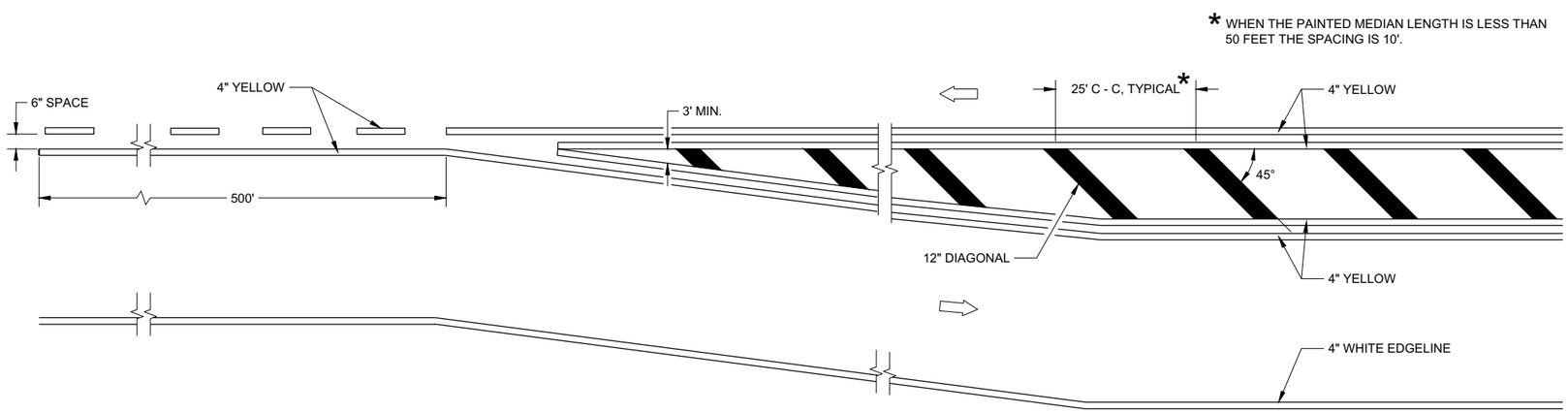
FHWA

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SDD 15C12 - 08

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SDD 15C12 - 08

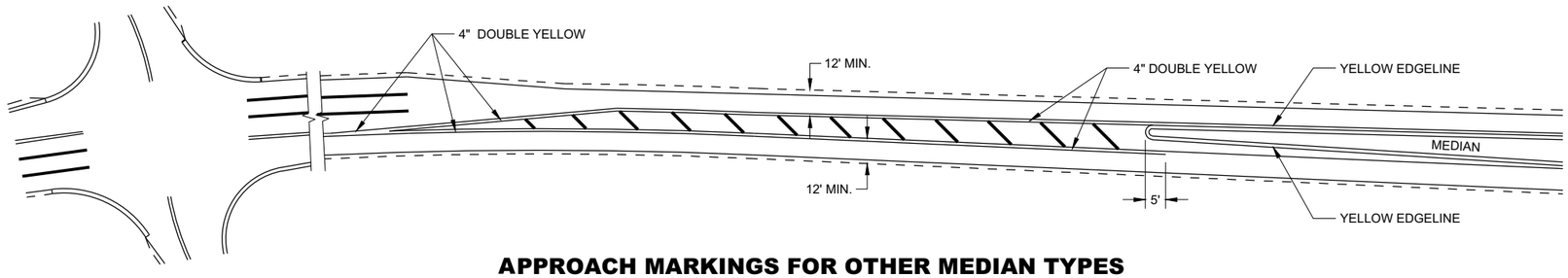


MEDIAN ISLAND DETAIL

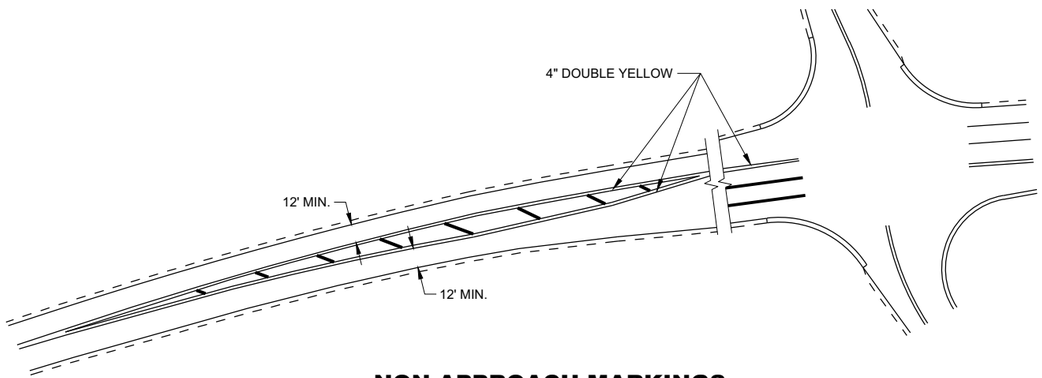
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

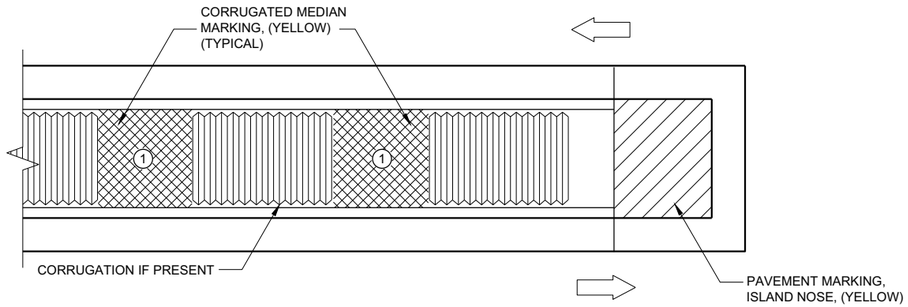
FHWA

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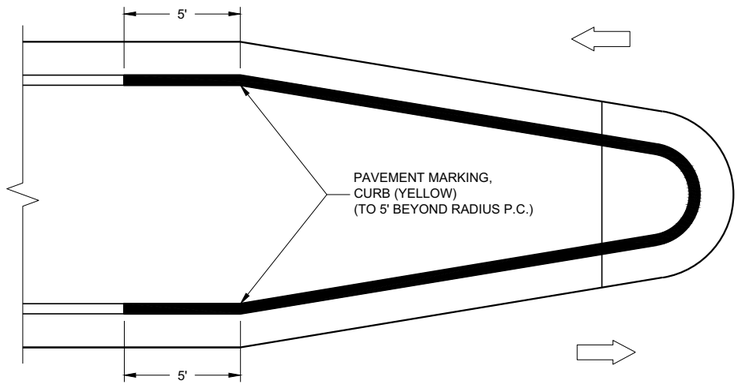
SDD 15C18 - 05a

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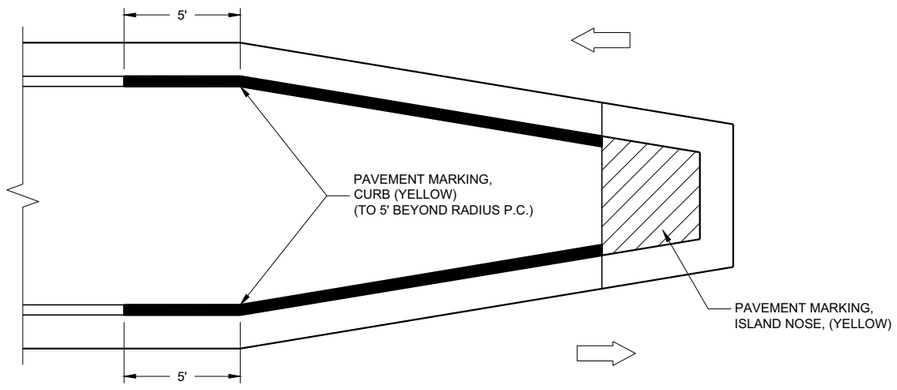
SDD 15C18 - 05a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

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

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
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APPROVED

February 2021
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STATE SIGNING AND MAR
ENGINEER

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SDD 15C18 - 05b

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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.

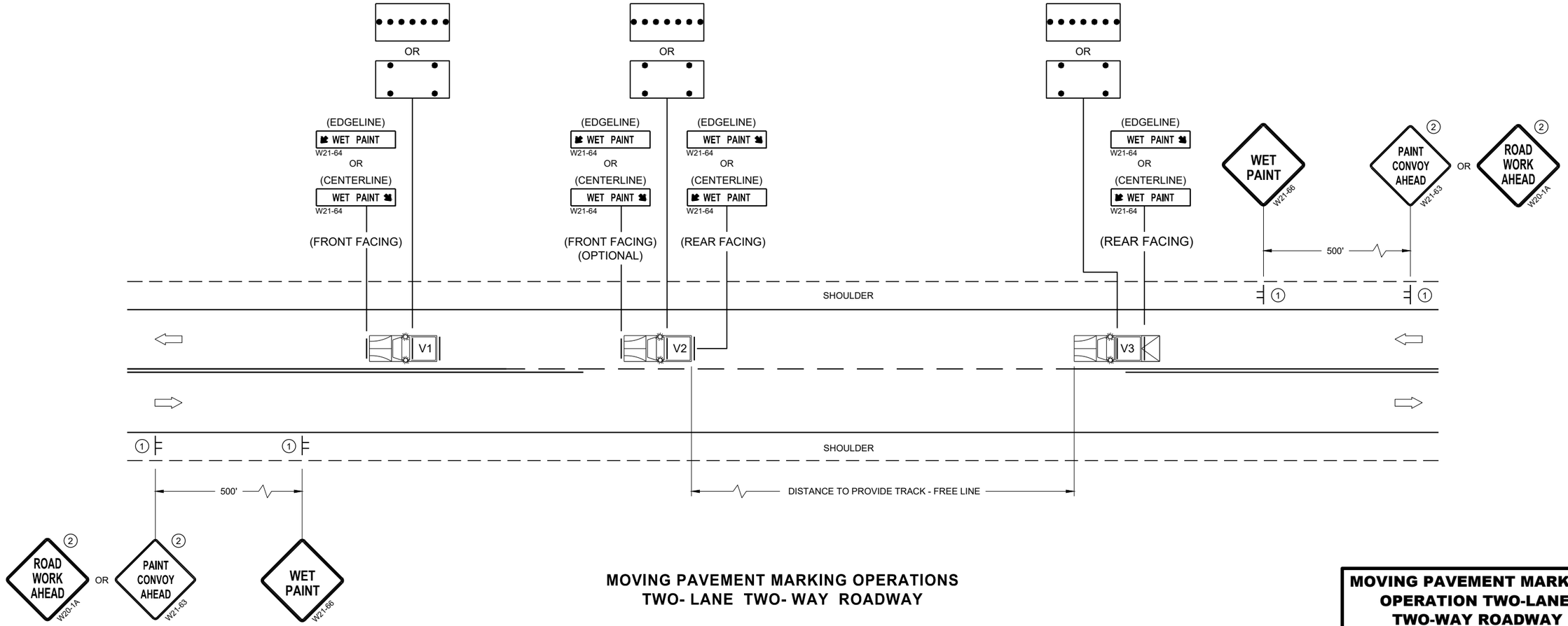
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

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

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SDD 15C19 - 06a

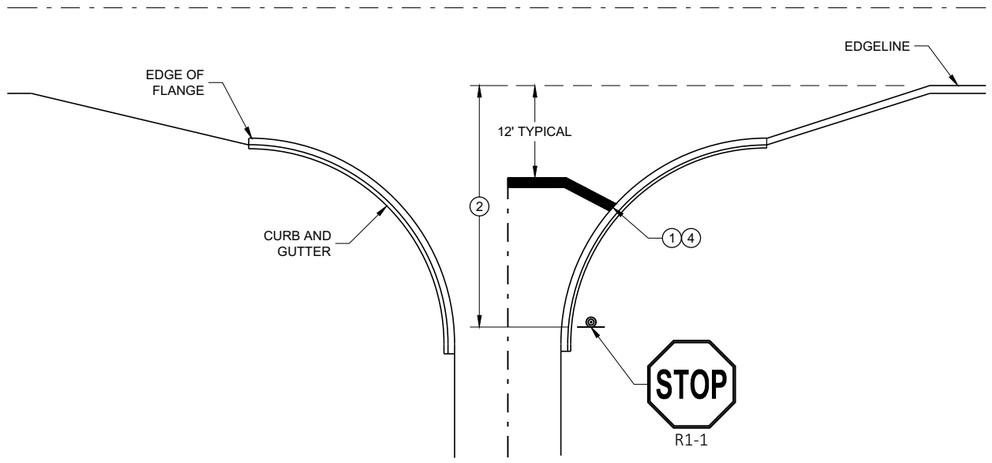
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SDD 15C19 - 06a

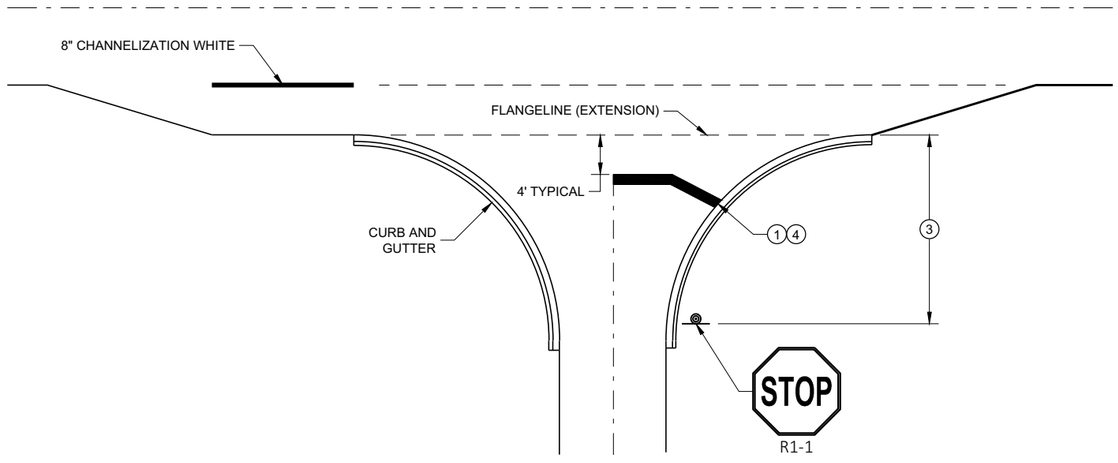
GENERAL NOTES

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

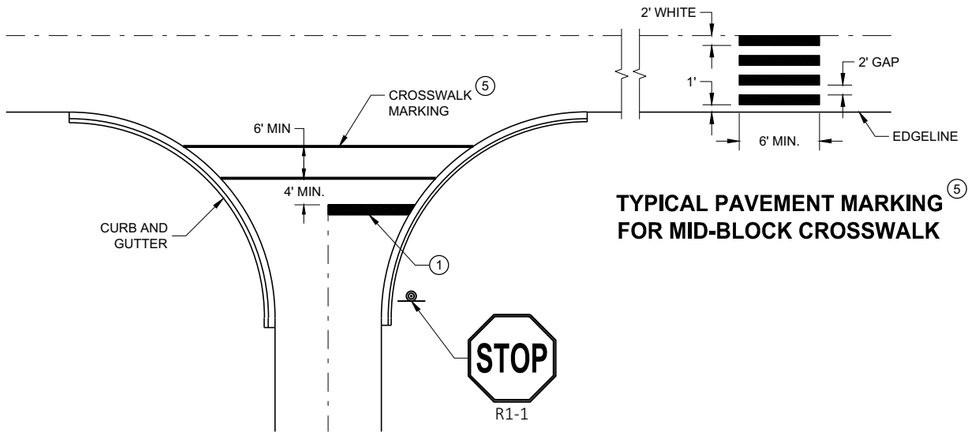
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

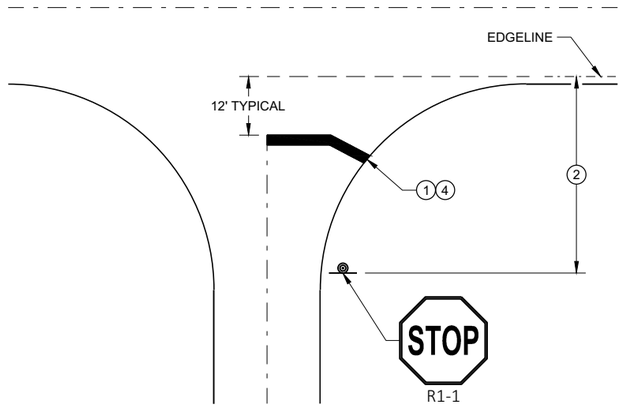


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C33 - 04

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SDD 15C33 - 04

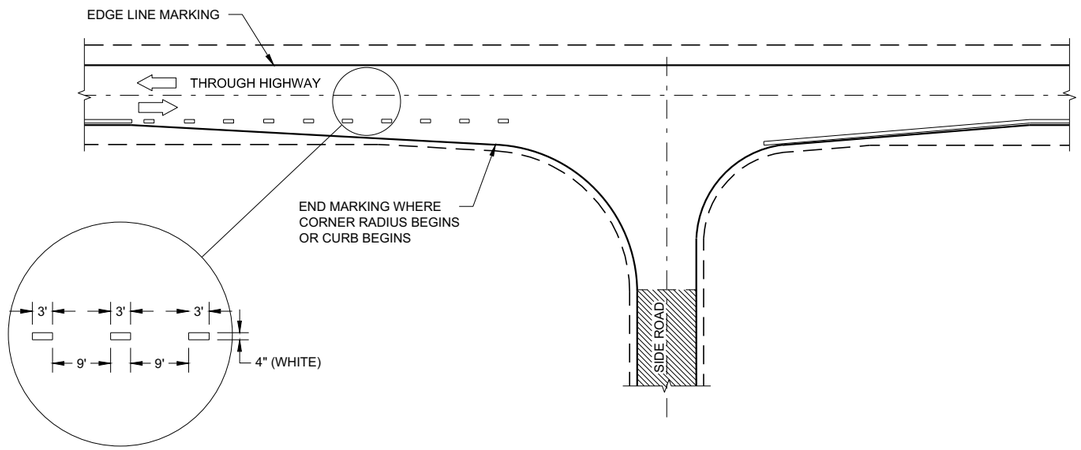
GENERAL NOTES

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

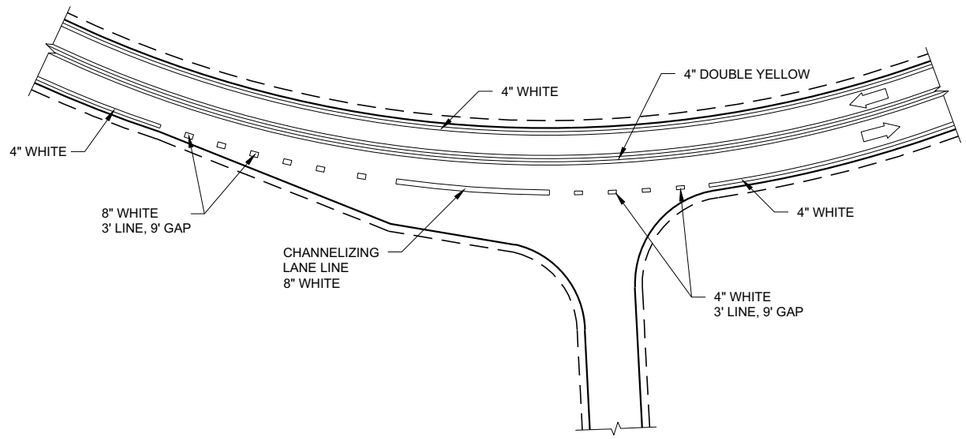
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

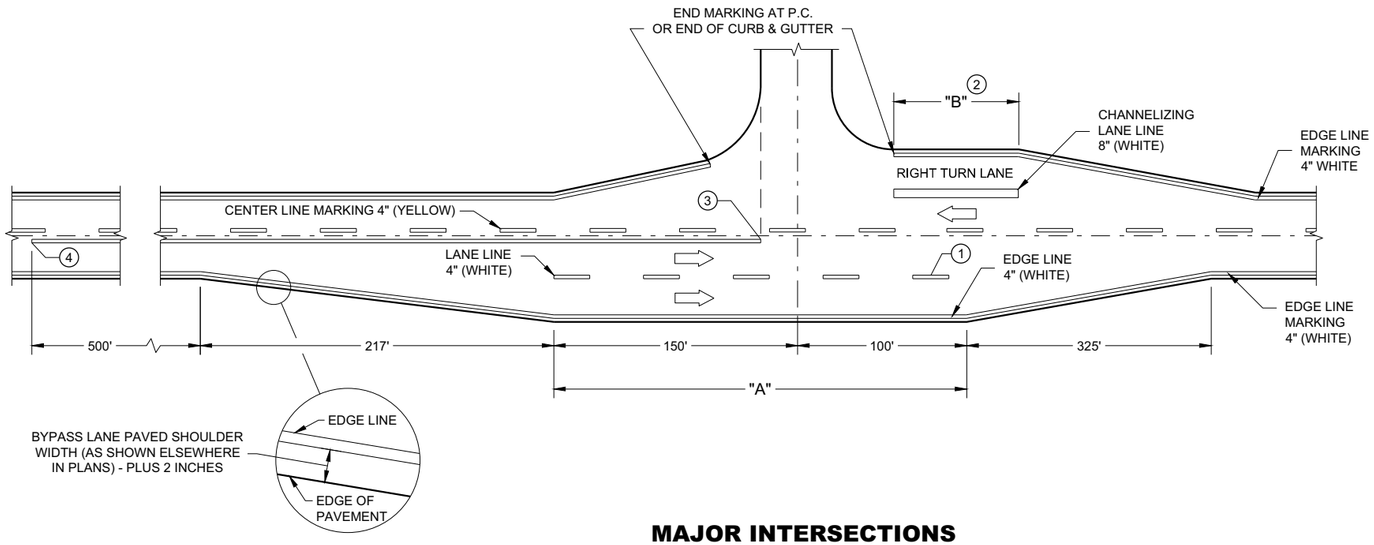
DIRECTION OF TRAVEL



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 TRANSPORTATION

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SDD 15C35 - 04a

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

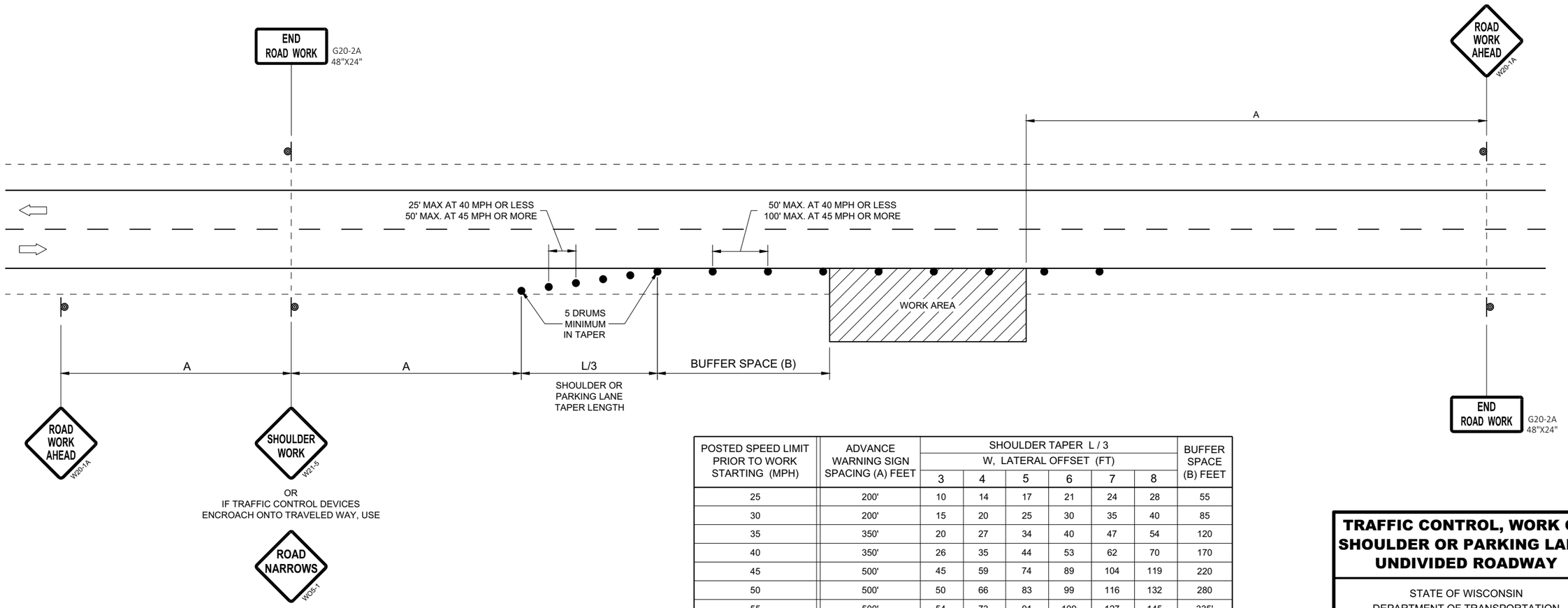
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

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SDD 15D28 - 04

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET
0-30	200'
35-40	350'
45-55	500'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

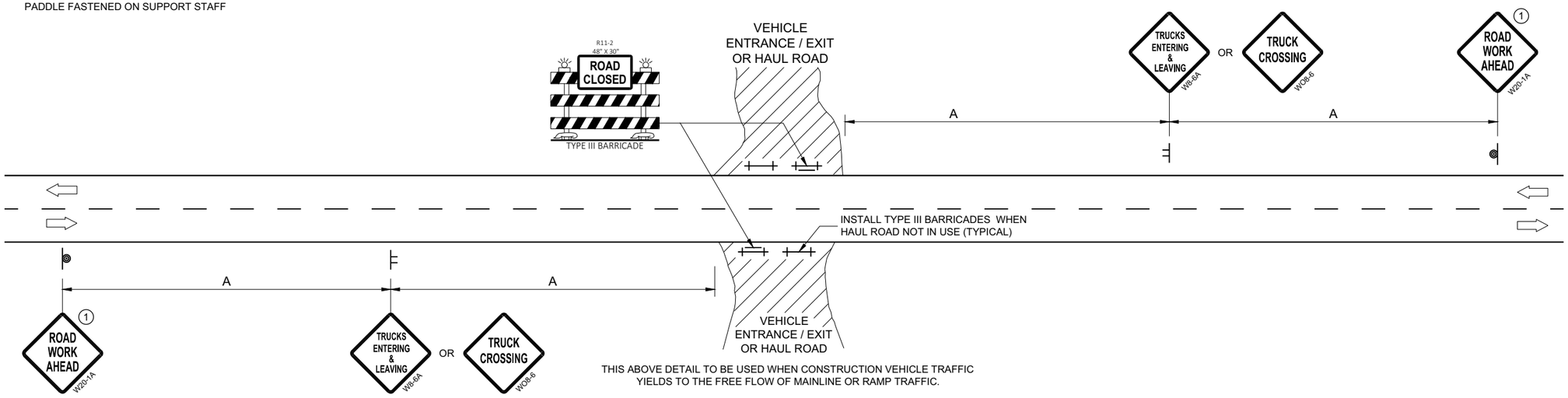
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

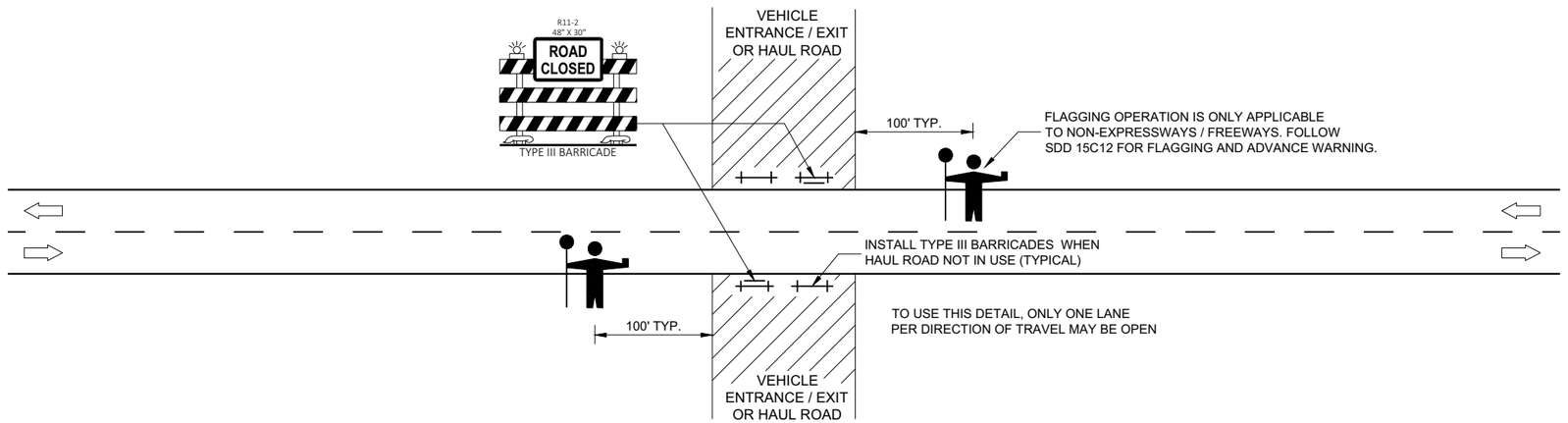
WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.



THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.



TO USE THIS DETAIL, ONLY ONE LANE PER DIRECTION OF TRAVEL MAY BE OPEN

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

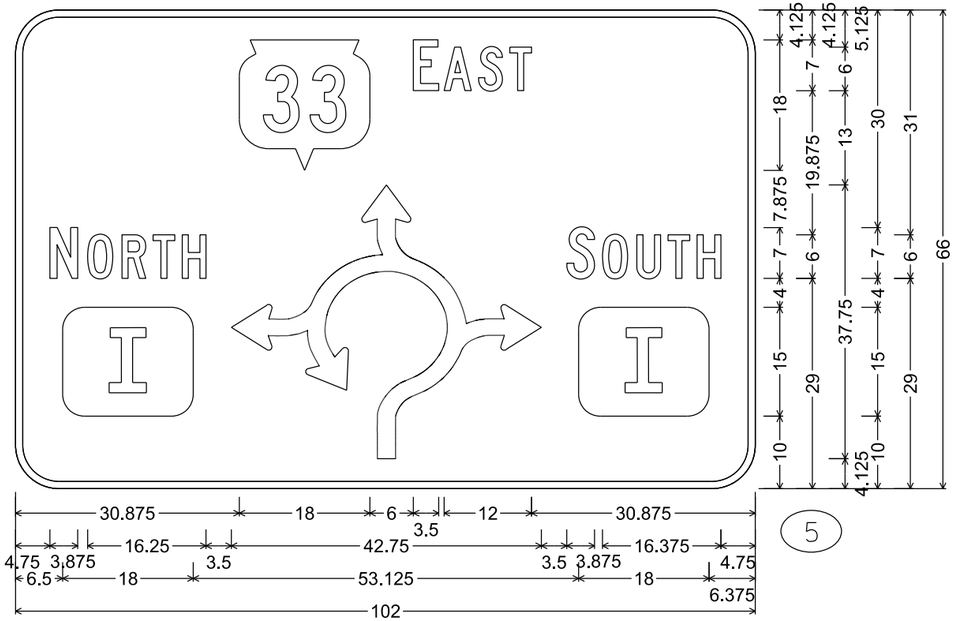
FHWA

6

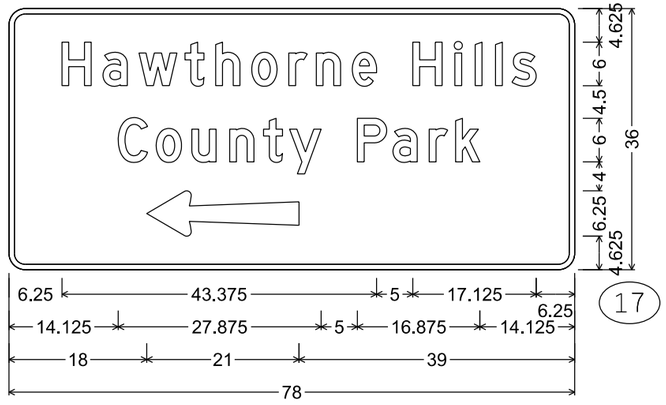
SDD 15D29 - 06

NOTES

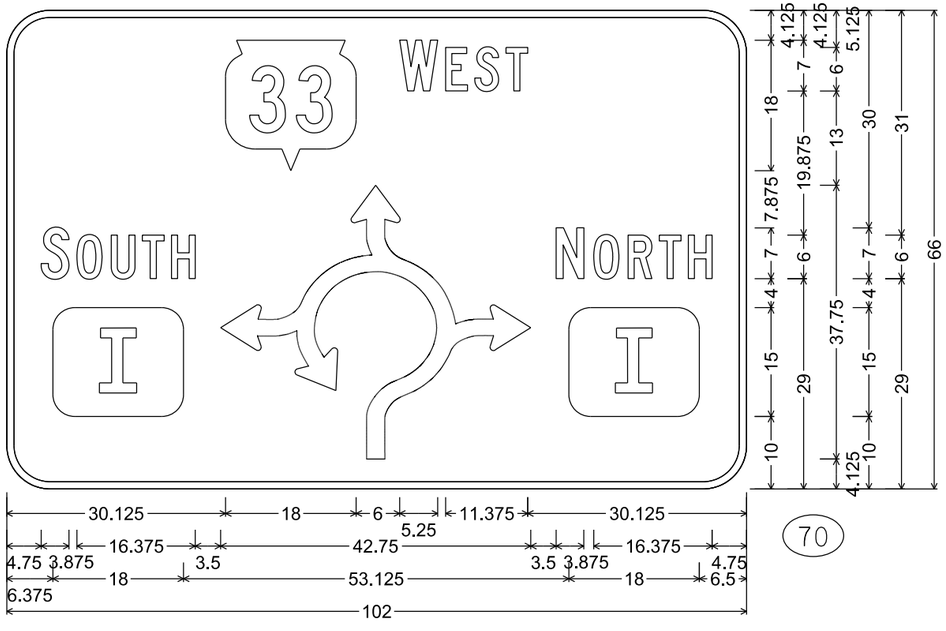
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - As noted



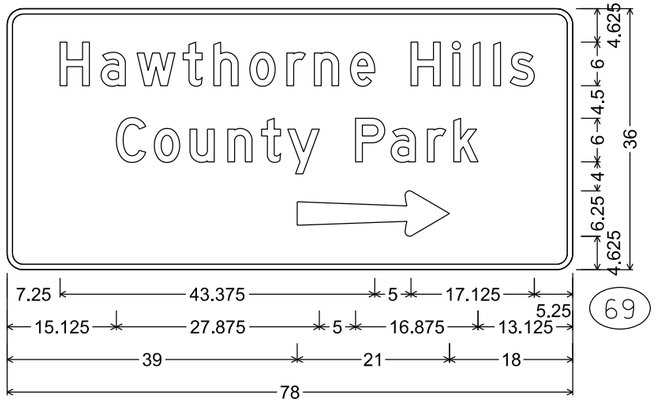
D1-62; 6.000" Radius, 1.000" Border,
"EAST", C; "NORTH", C; "SOUTH", C



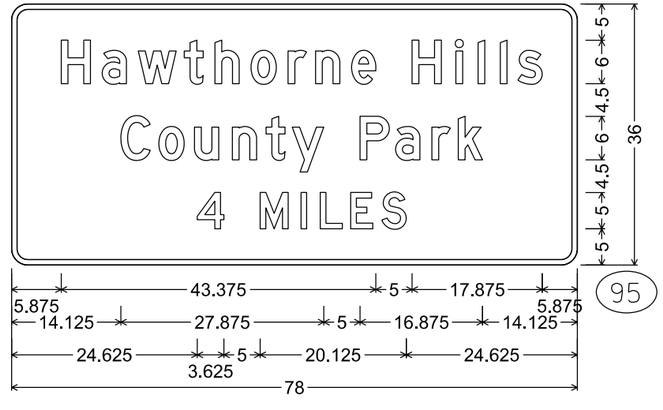
D7-68L; 2.250" Radius, 0.750" Border, White on, Brown;
"Hawthorne", D; "Hills", D; "County", D; "Park", D



D1-62; 6.000" Radius, 1.000" Border,
"WEST", C; "SOUTH", C; "NORTH", C



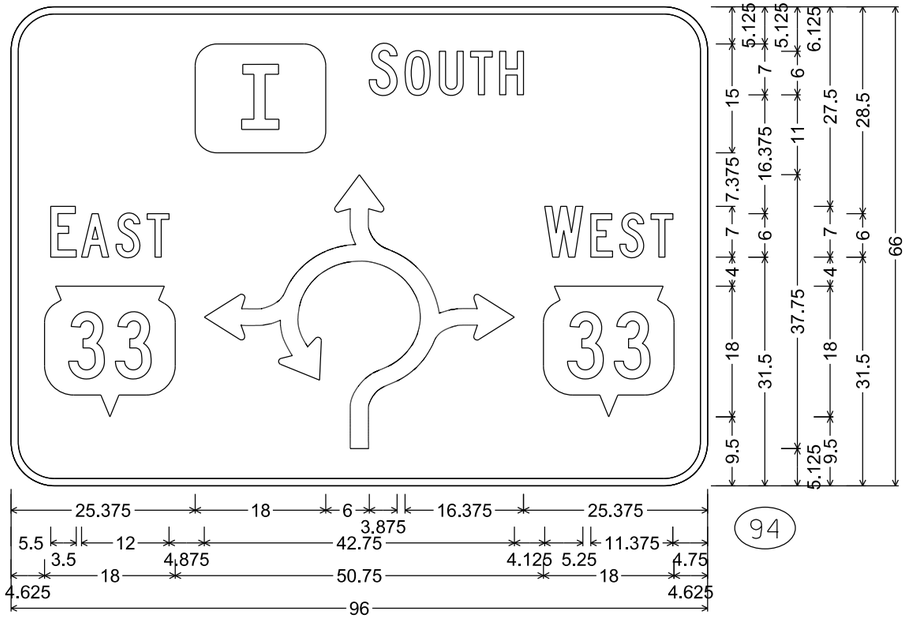
D7-68R; 2.250" Radius, 0.750" Border, White on, Brown;
"Hawthorne", D; "Hills", D; "County", D; "Park", D



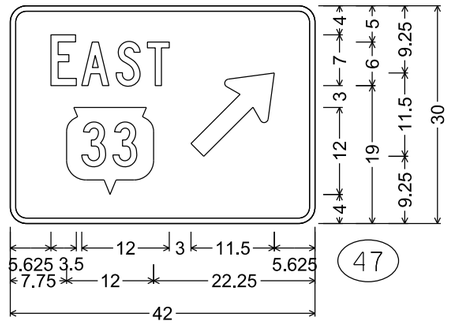
D7-67; 2.250" Radius, 0.750" Border, White on, Brown;
"Hawthorne", D; "Hills", D; "County", D; "Park", D; "4", D; "MILES", D

NOTES

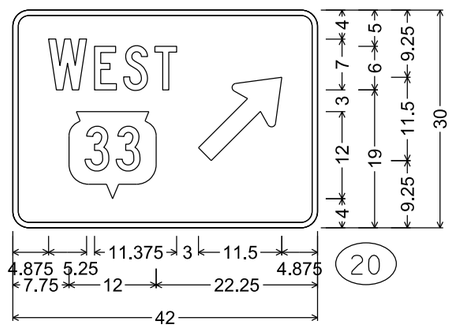
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



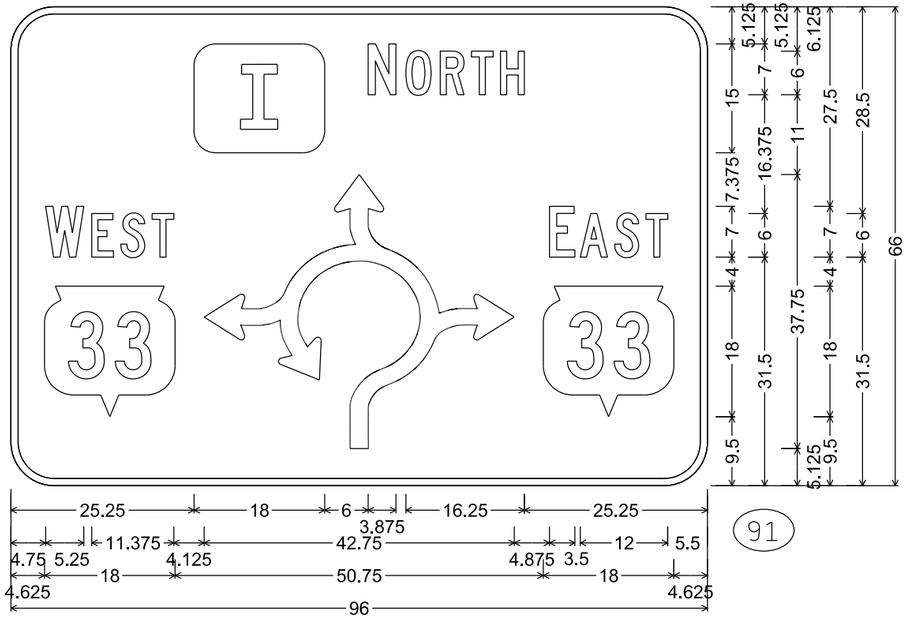
D1-62; 6.000" Radius, 1.000" Border,
"SOUTH", C; "EAST", C; "WEST", C



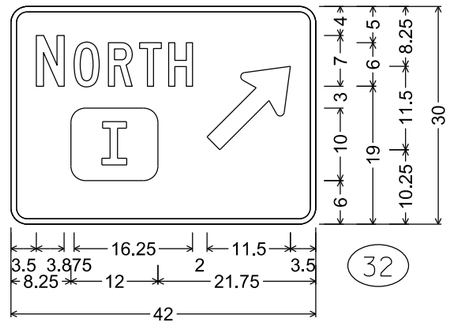
D1-1; 2.250" Radius, 0.750" Border,
"EAST", C



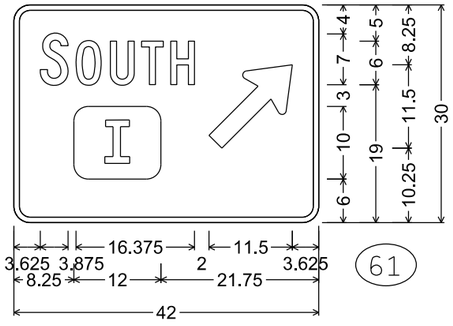
D1-1; 2.250" Radius, 0.750" Border,
"WEST", C



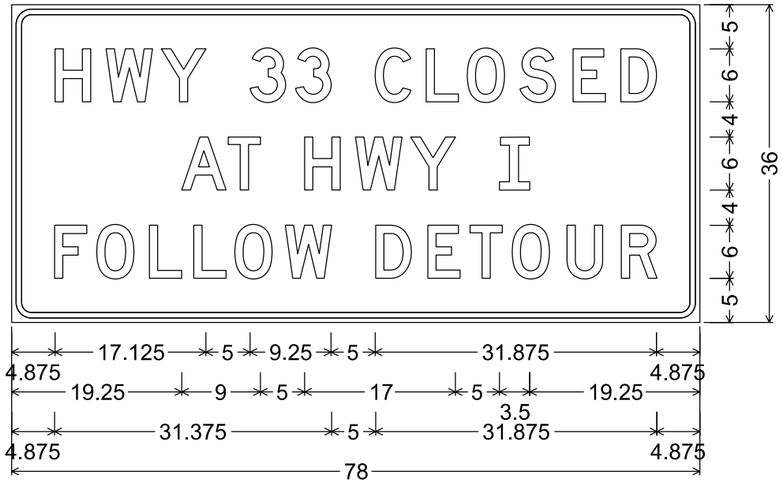
D1-62; 6.000" Radius, 1.000" Border,
"NORTH", C; "WEST", C; "EAST", C



D1-1; 2.250" Radius, 0.750" Border,
"NORTH", C



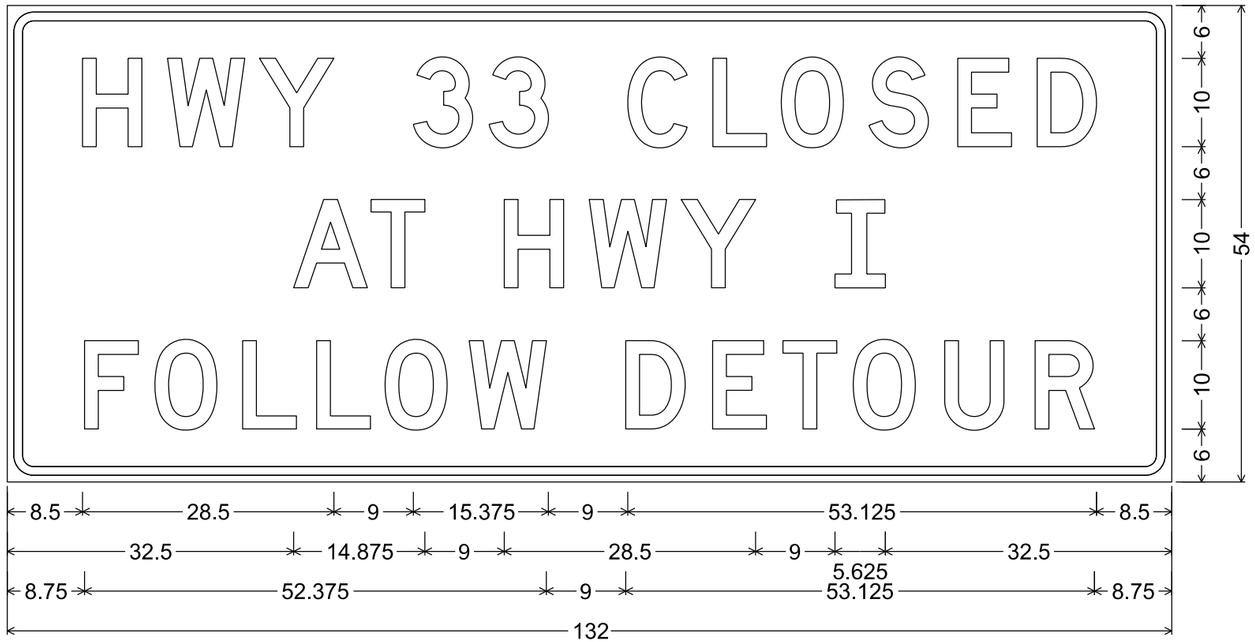
D1-1; 2.250" Radius, 0.750" Border,
"SOUTH", C



2.250" Radius, 0.625" Border, 0.500" Indent

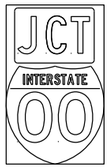
NOTES

1. Fixed Message Signs - Type II Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

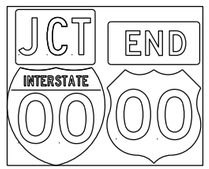


3.000" Radius, 1.000" Border, 0.750" Indent

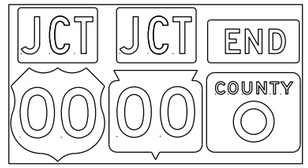
TYPICAL ASSEMBLIES



J1-1



J1-2



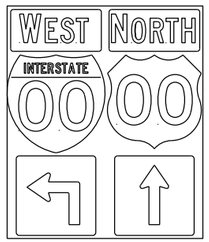
J1-3



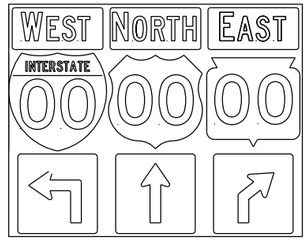
JR1-1



J2-1



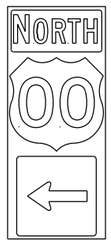
J2-2



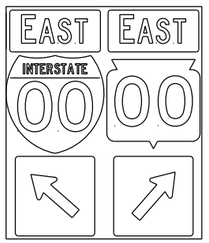
J2-3



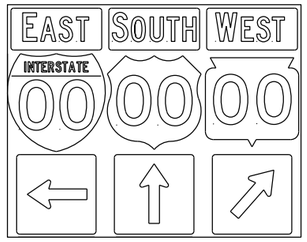
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



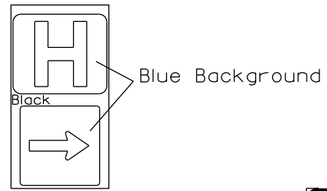
J3-1



J3-2



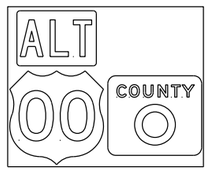
J3-3



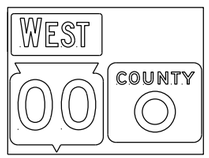
JH-1



J4-1



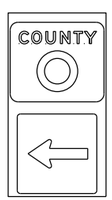
J4-2



J4-2



J12-1



J13-1



J32-1



J33-1



J22-1



J23-1



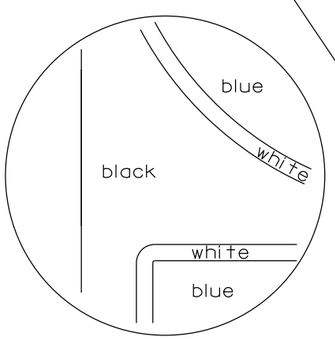
JR13-1

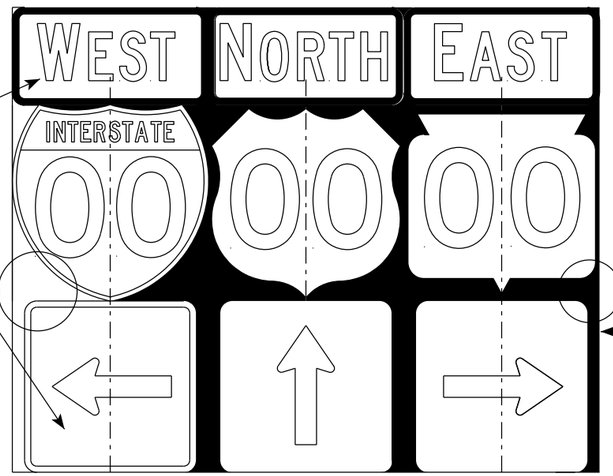


JR23-1



JR99-1





NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 225 E

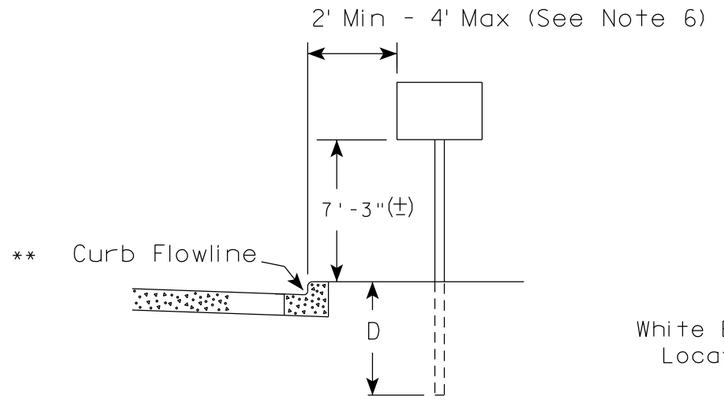
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

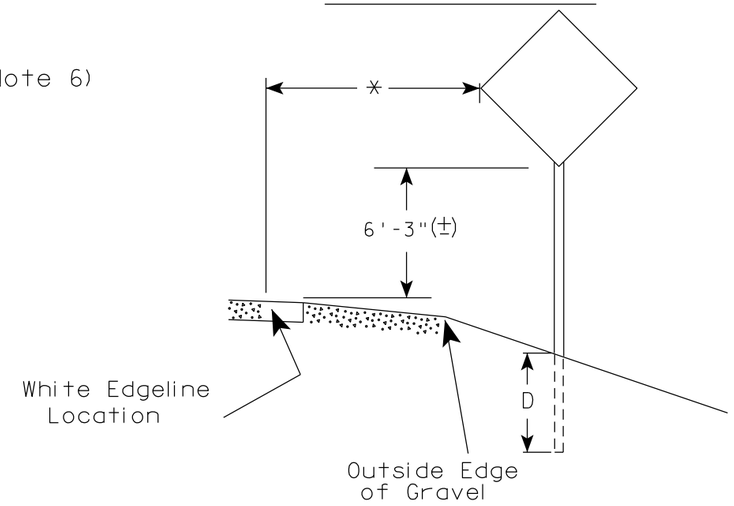
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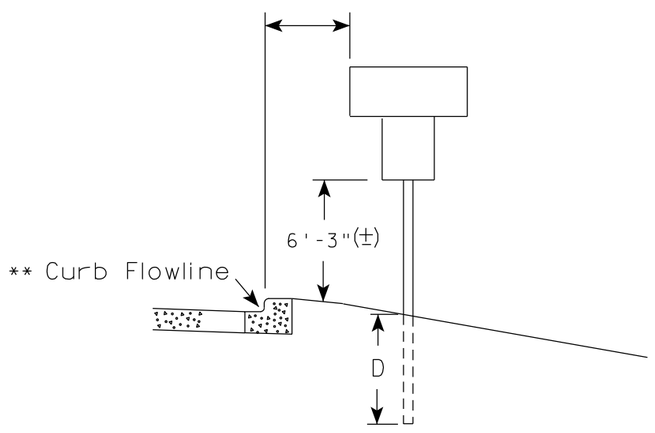
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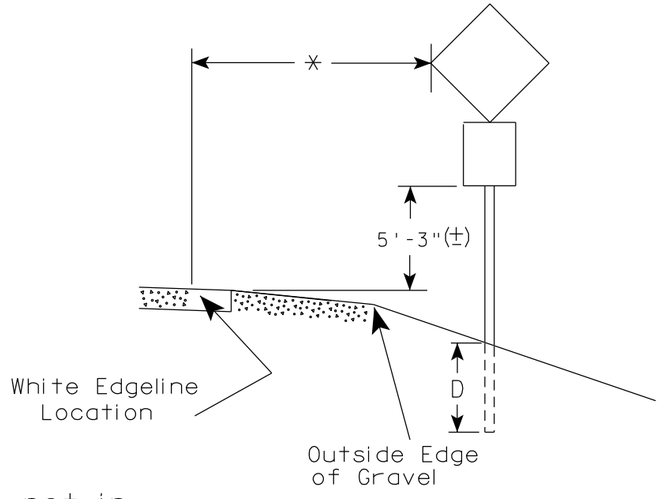
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

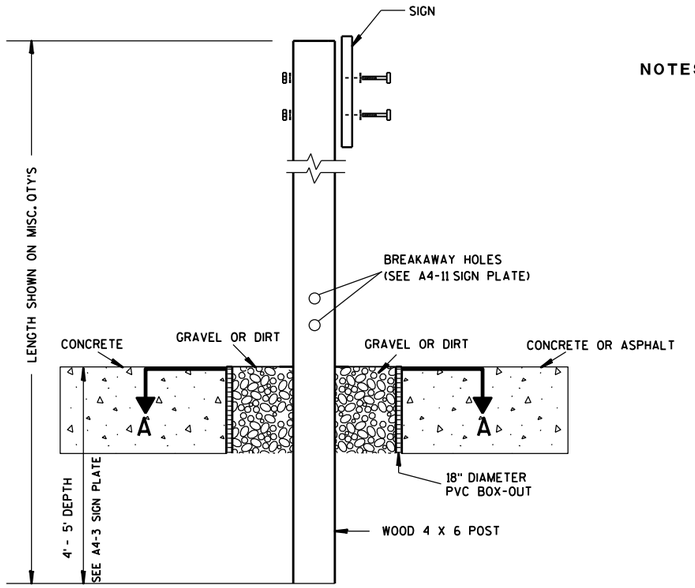
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

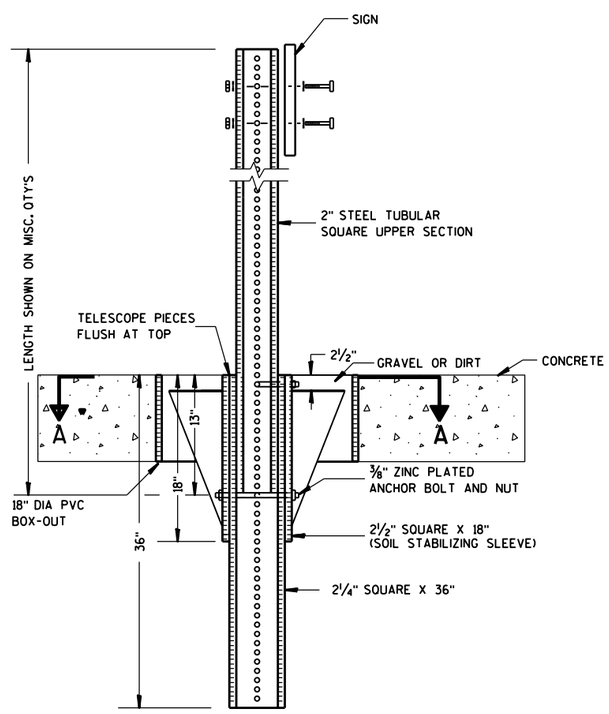
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



ELEVATION VIEW

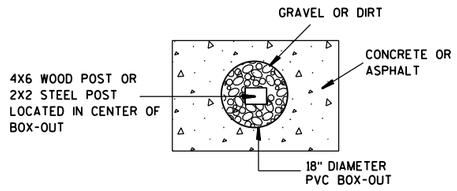
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

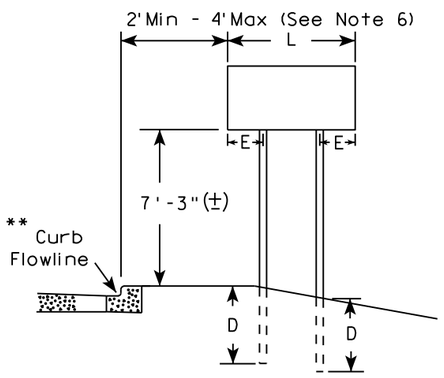
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

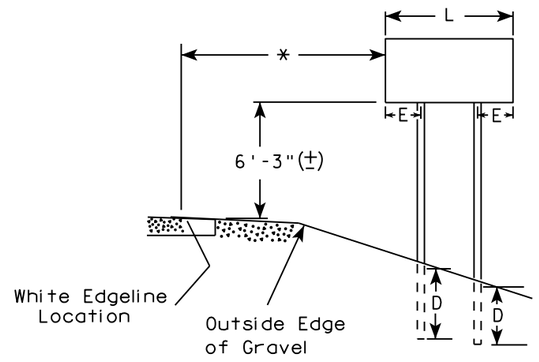
DATE 1/27/14 PLATE NO. A4-3B.1

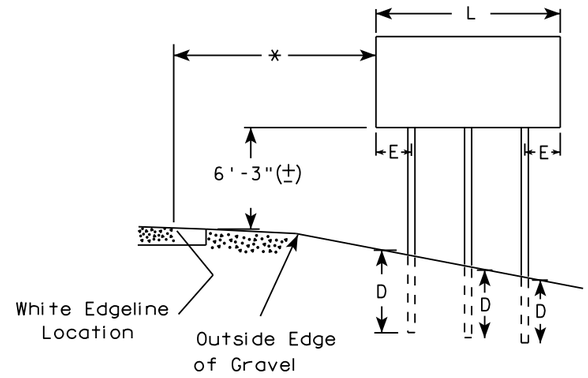
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

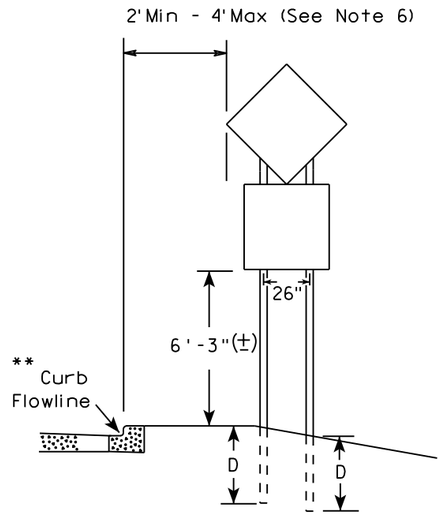
URBAN AREA



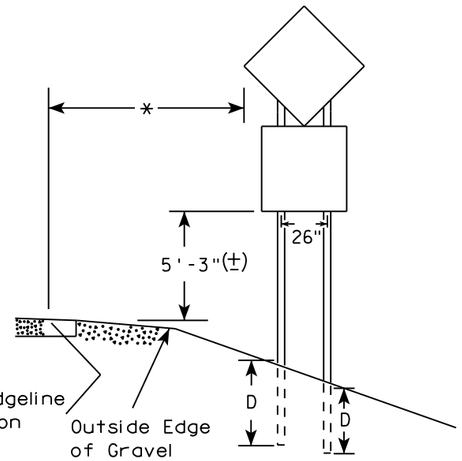
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

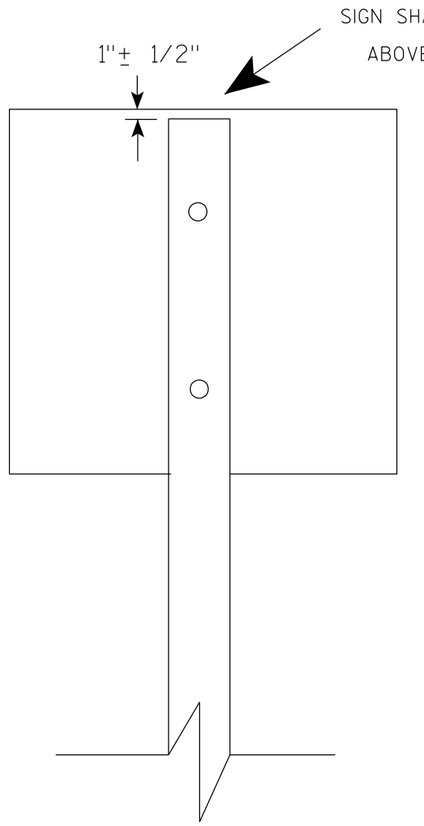
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

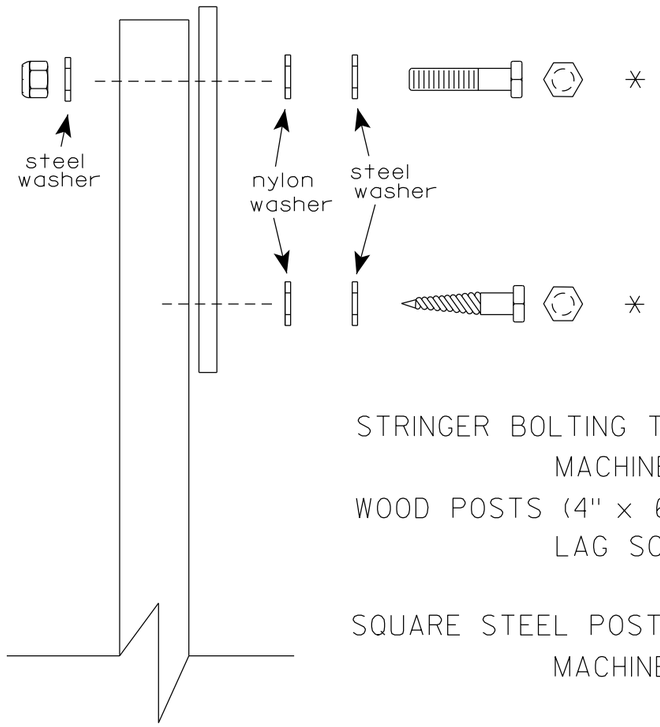
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 228	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

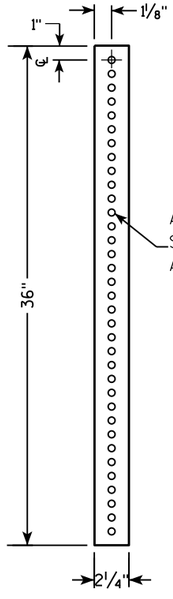
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

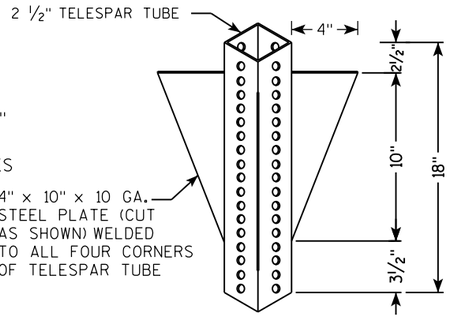
SHEET NO: 229 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

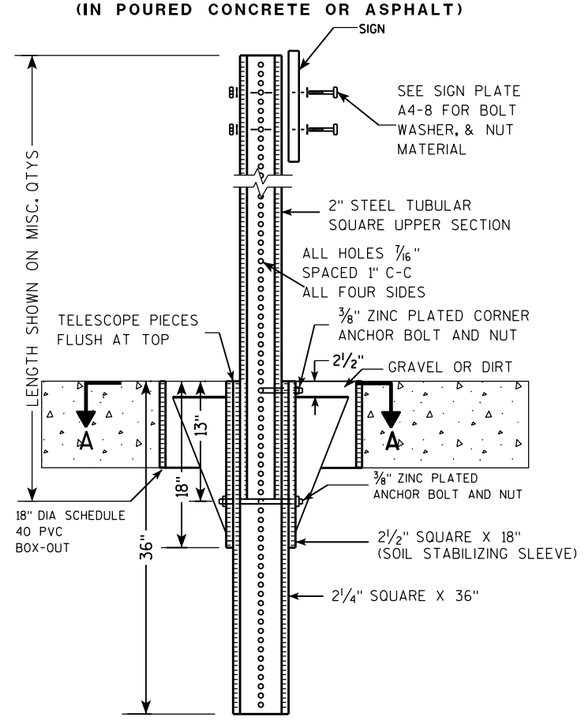
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



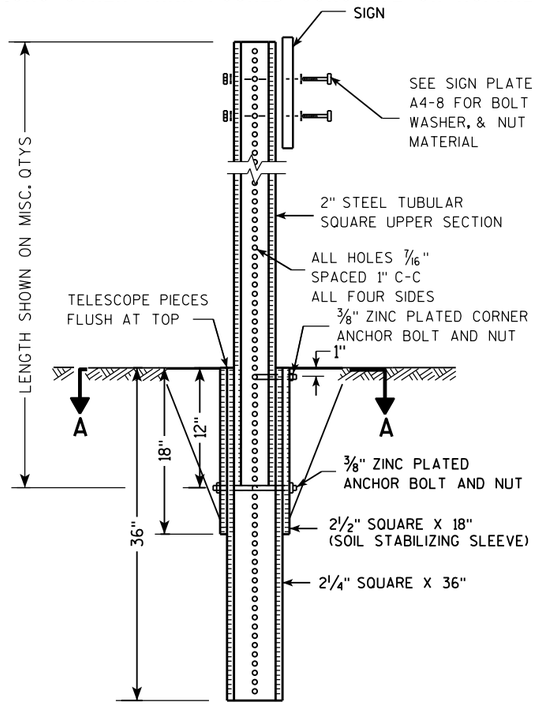
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

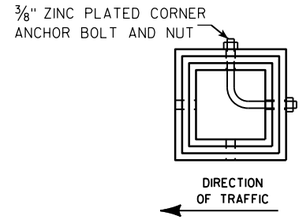


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

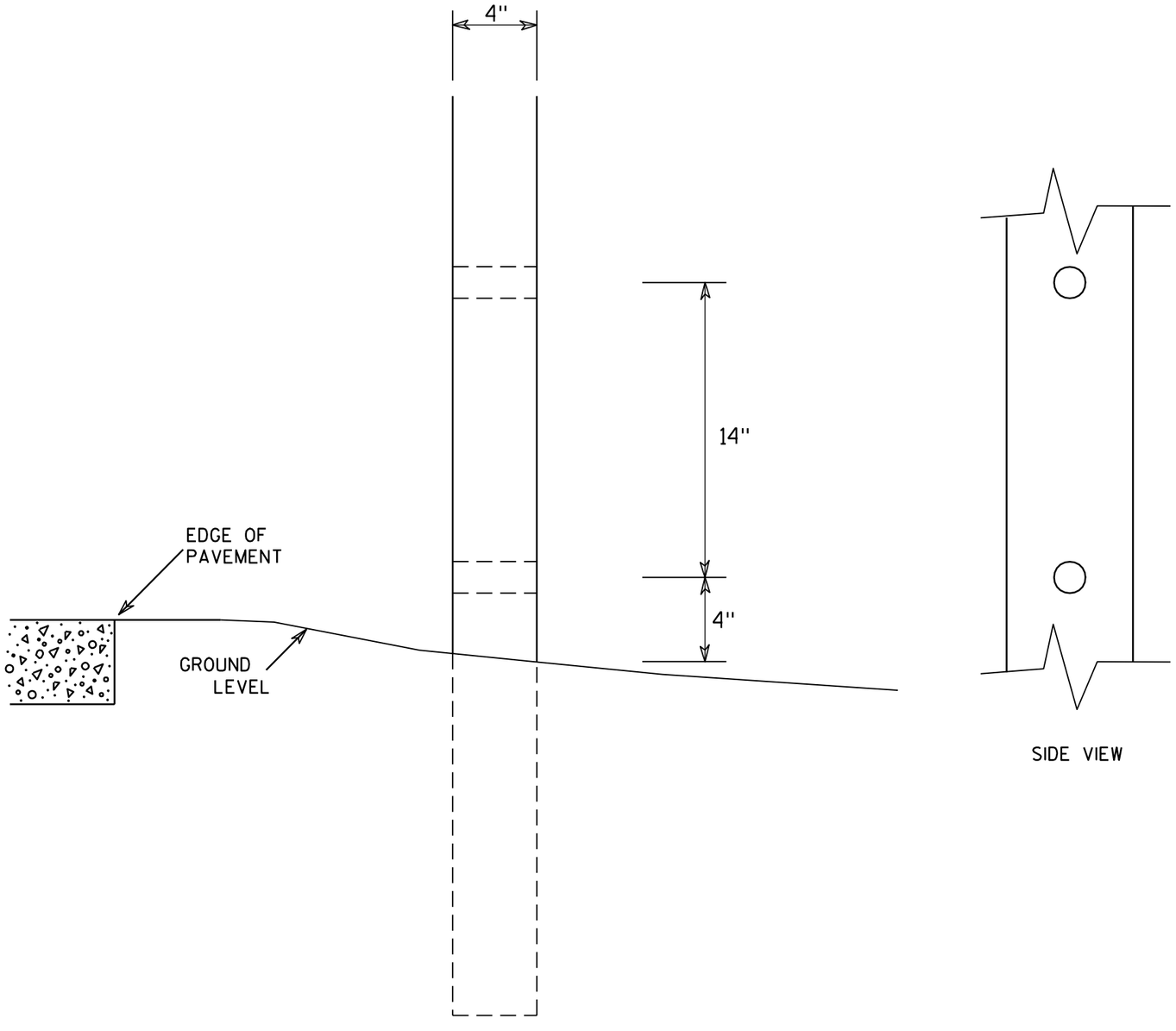
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 230 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

7

7

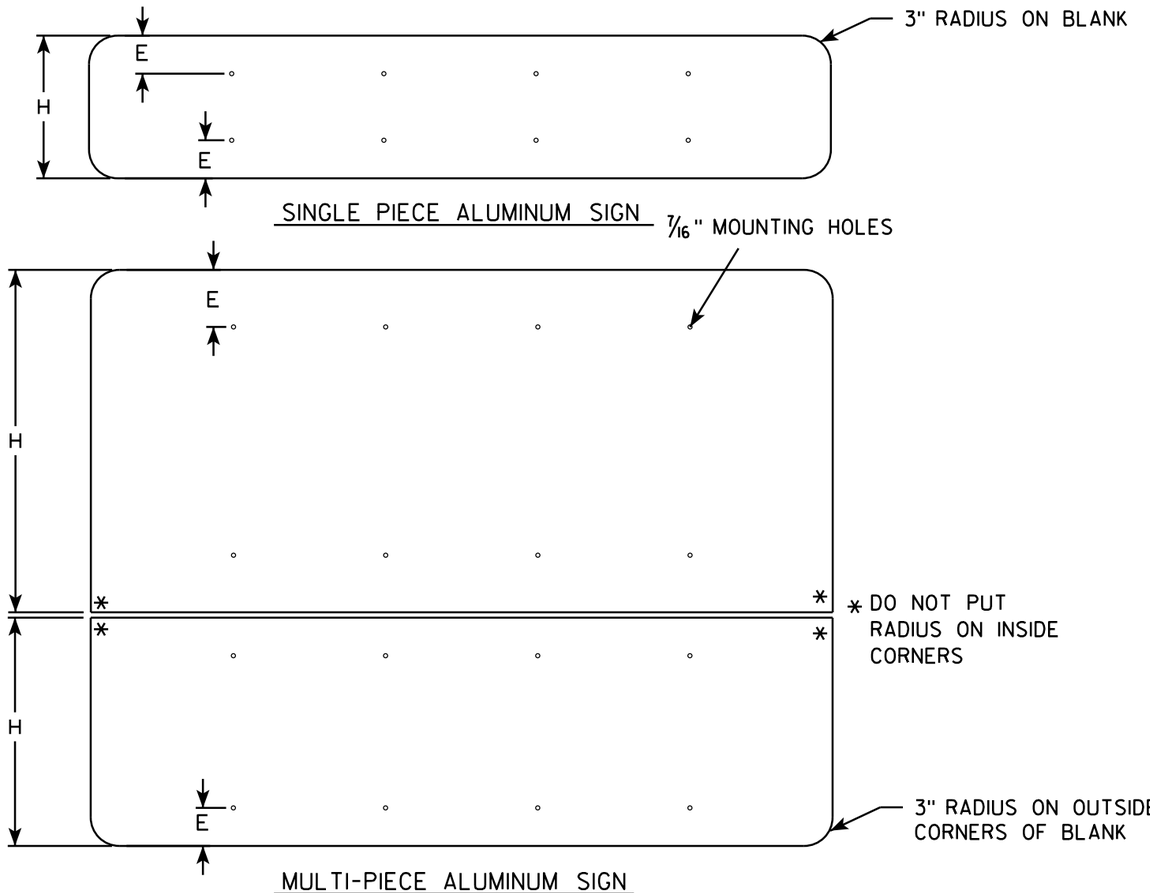
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

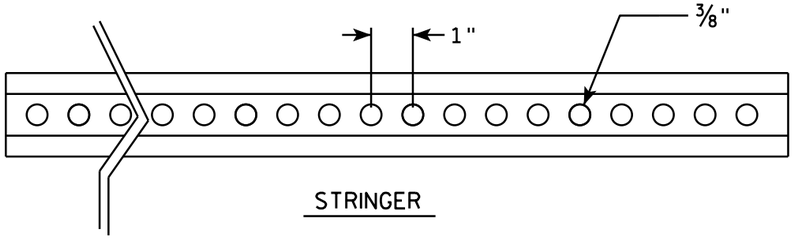
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	E



GENERAL NOTES

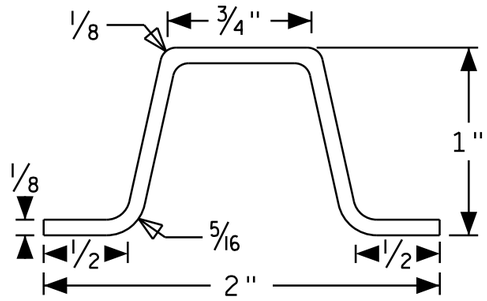
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

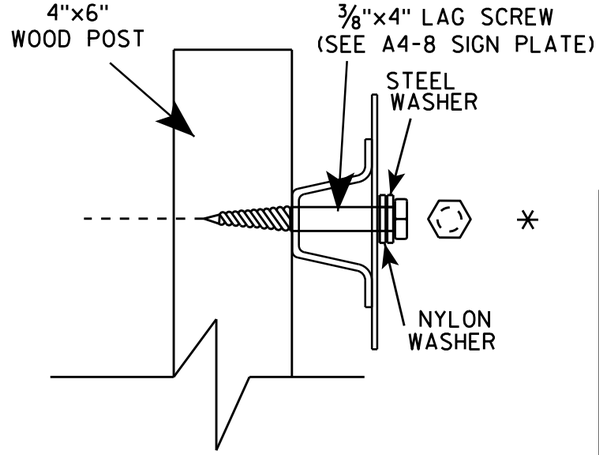


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

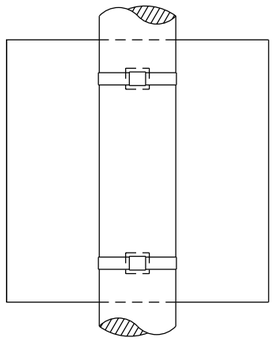
DATE 4/26/16 PLATE NO A4-18.1

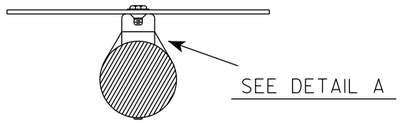
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

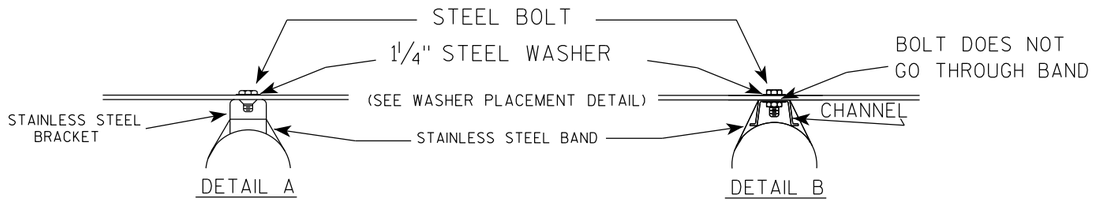
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

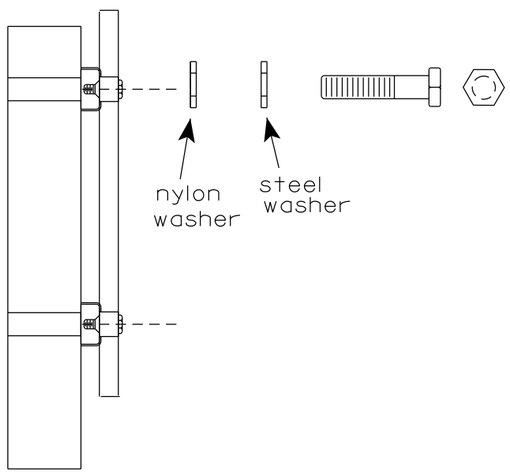
SINGLE SIGN







WASHER PLACEMENT

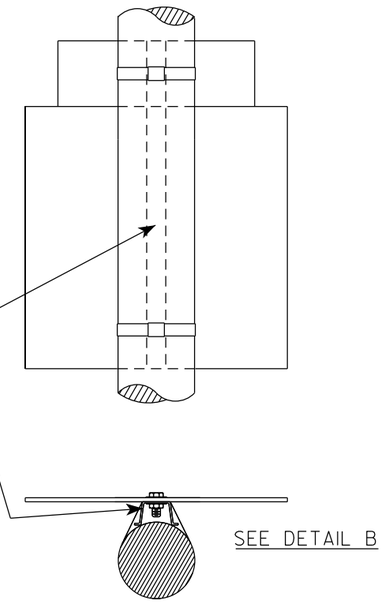


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

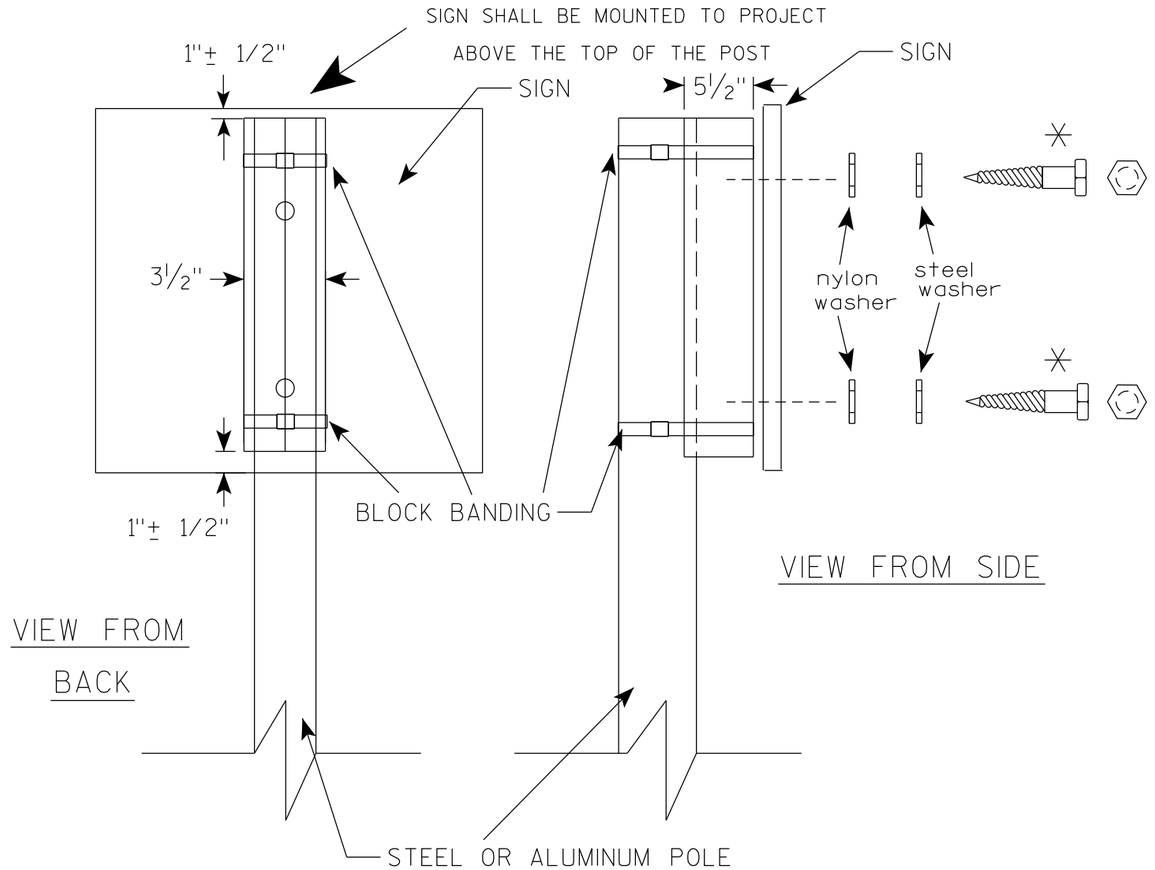
DATE 6/10/19 PLATE NO. A5-9.4

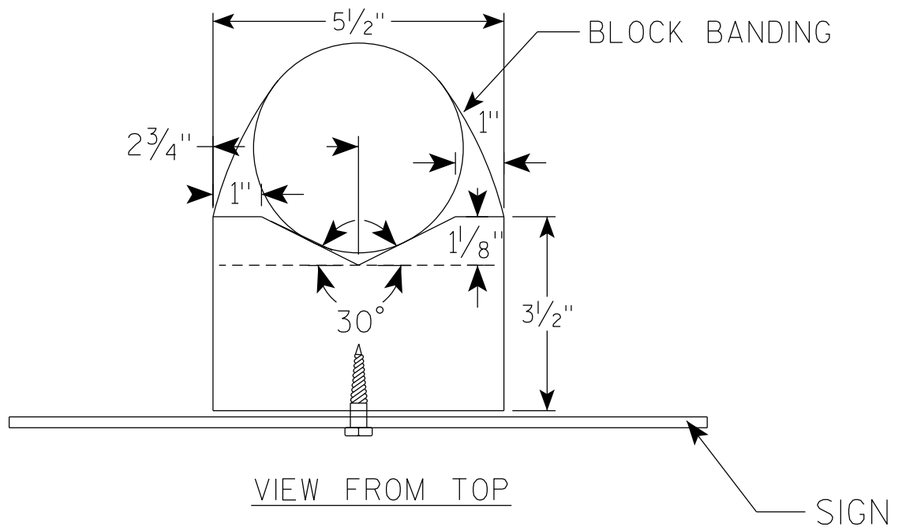
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 233	E

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

7

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GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

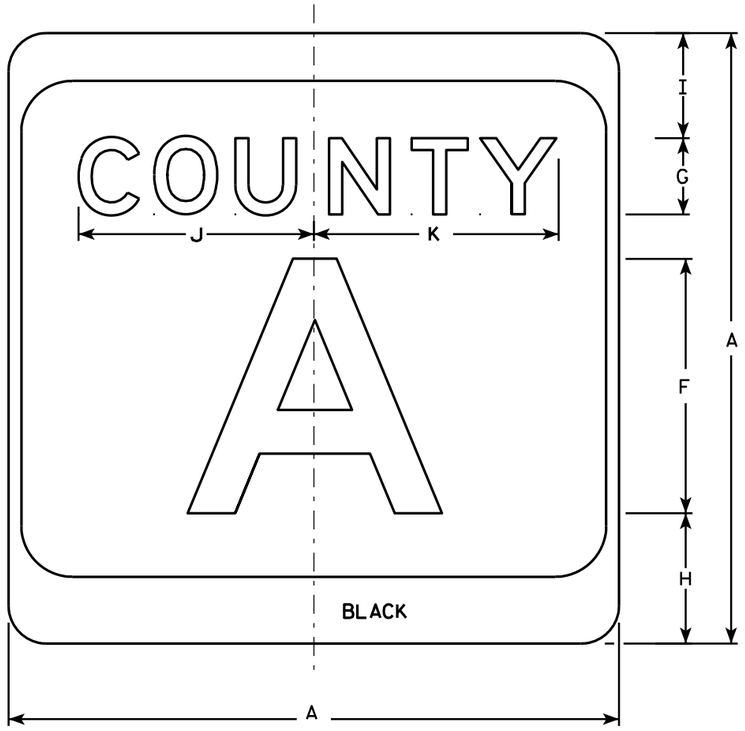
BLOCK BANDING DETAIL (V-BLOCK OPTION)

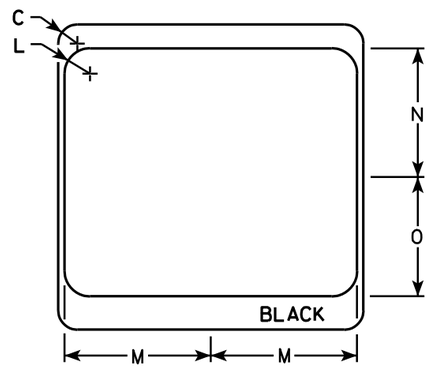
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

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

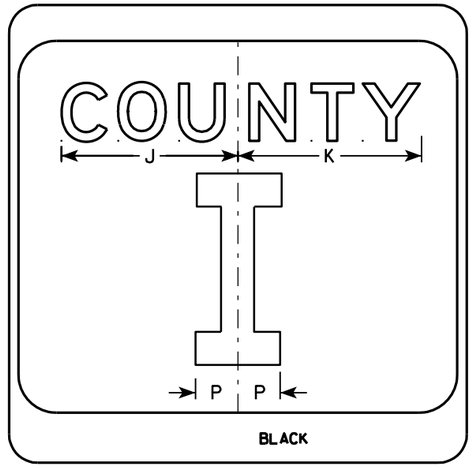
PROJECT NO:				SHEET NO: 234	E

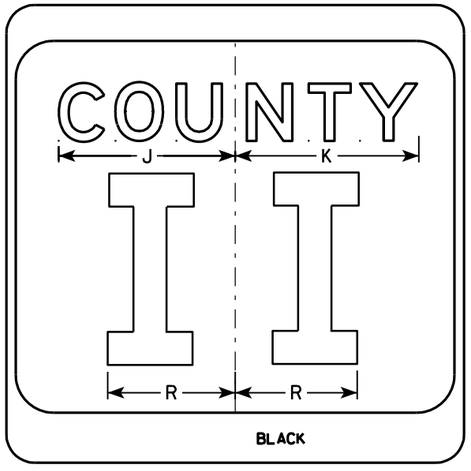




NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

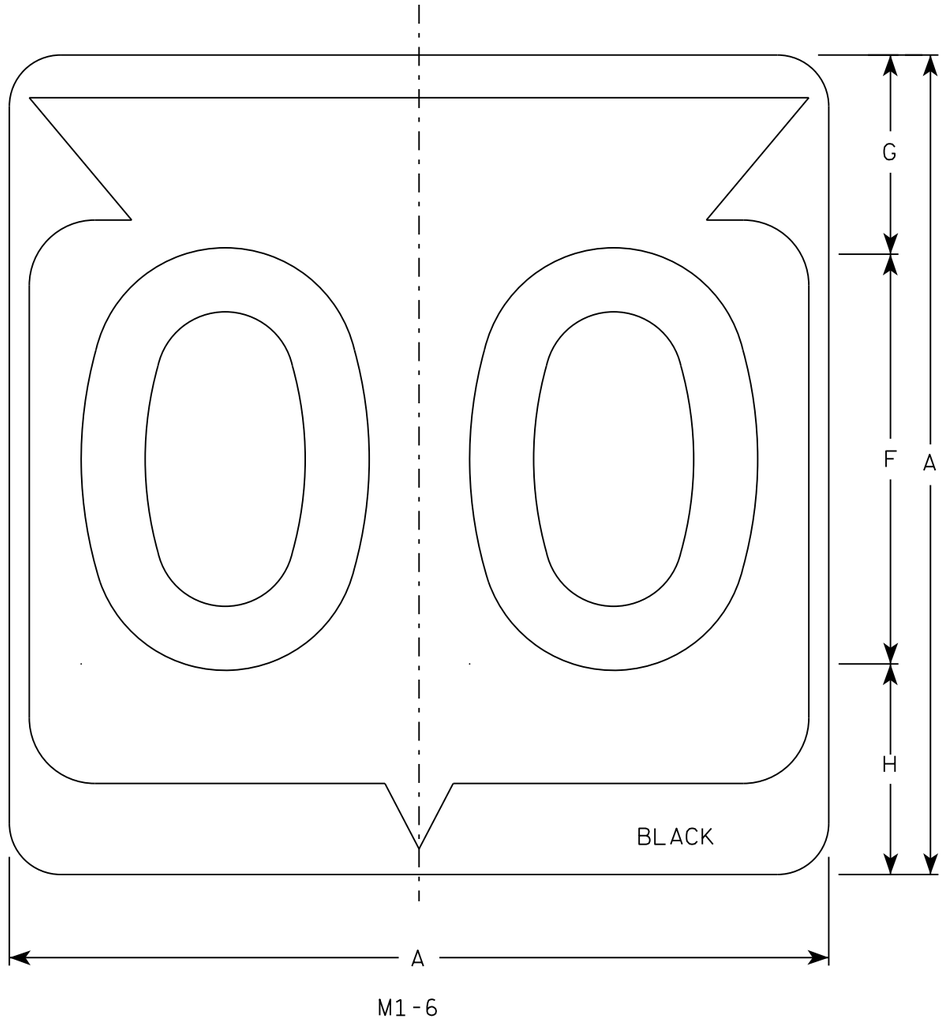
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

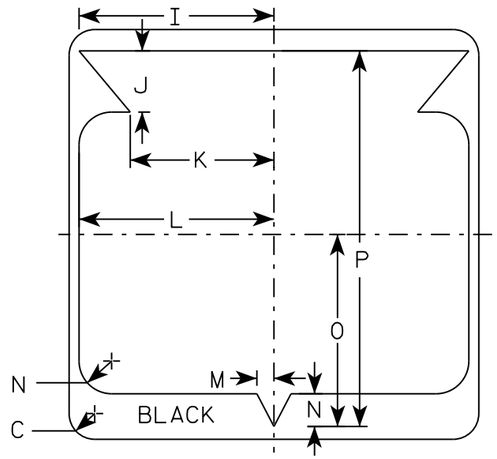
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



M1-6

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

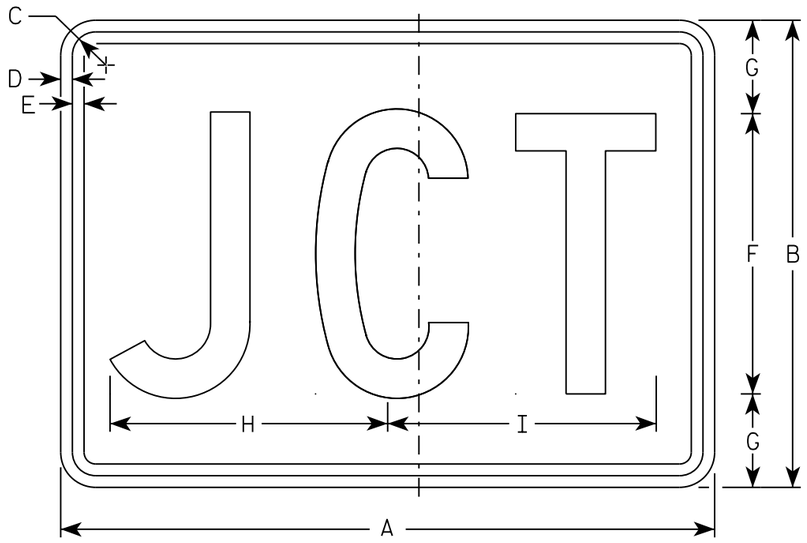
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

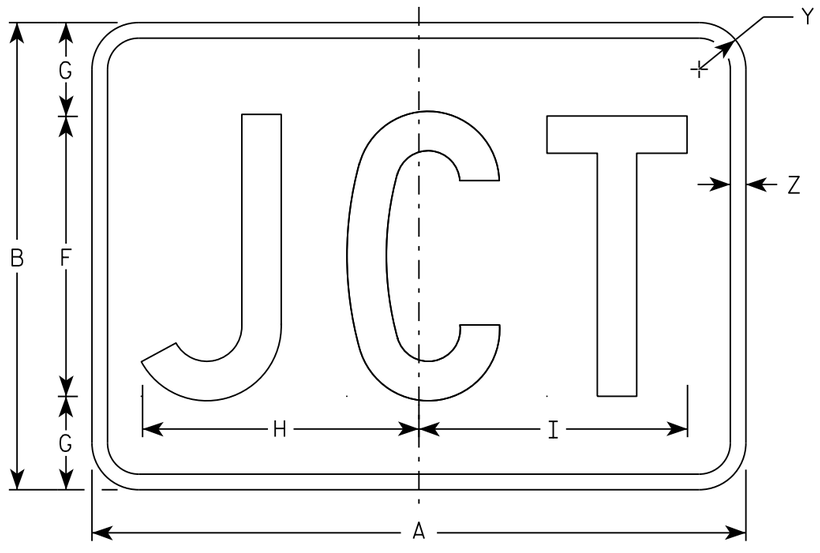
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

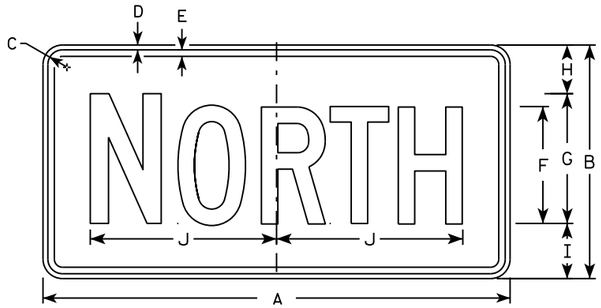
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

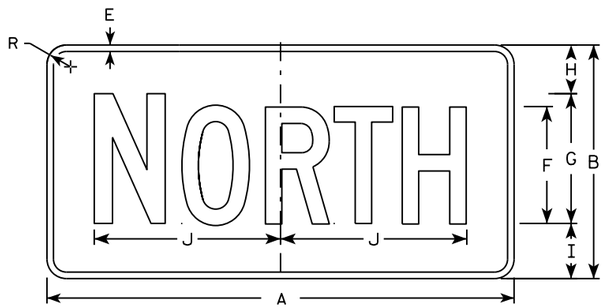
DATE 10/15/15 PLATE 237 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



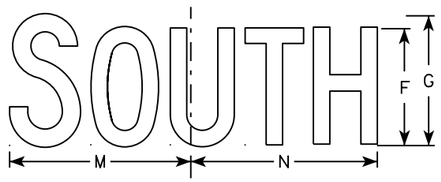
MB3-1
MK3-1
MN3-1



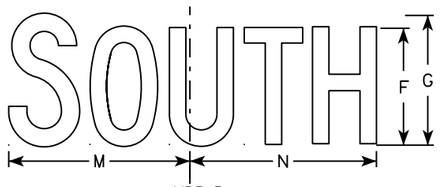
M3-2
MM3-2
MP3-2



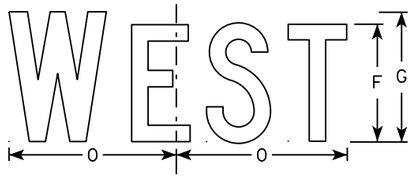
MB3-2
MK3-2
MN3-2



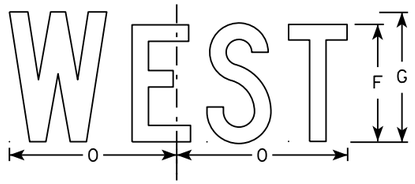
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

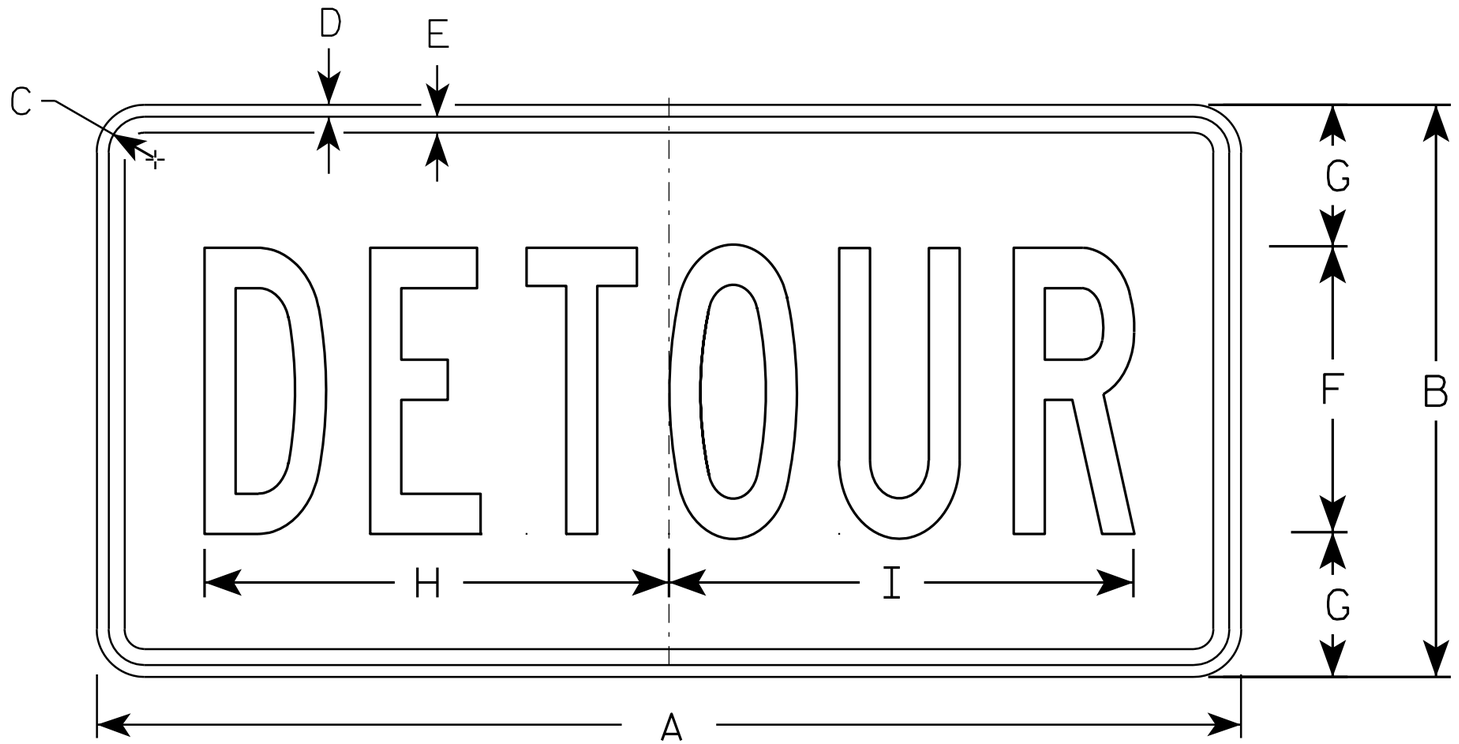
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

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

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

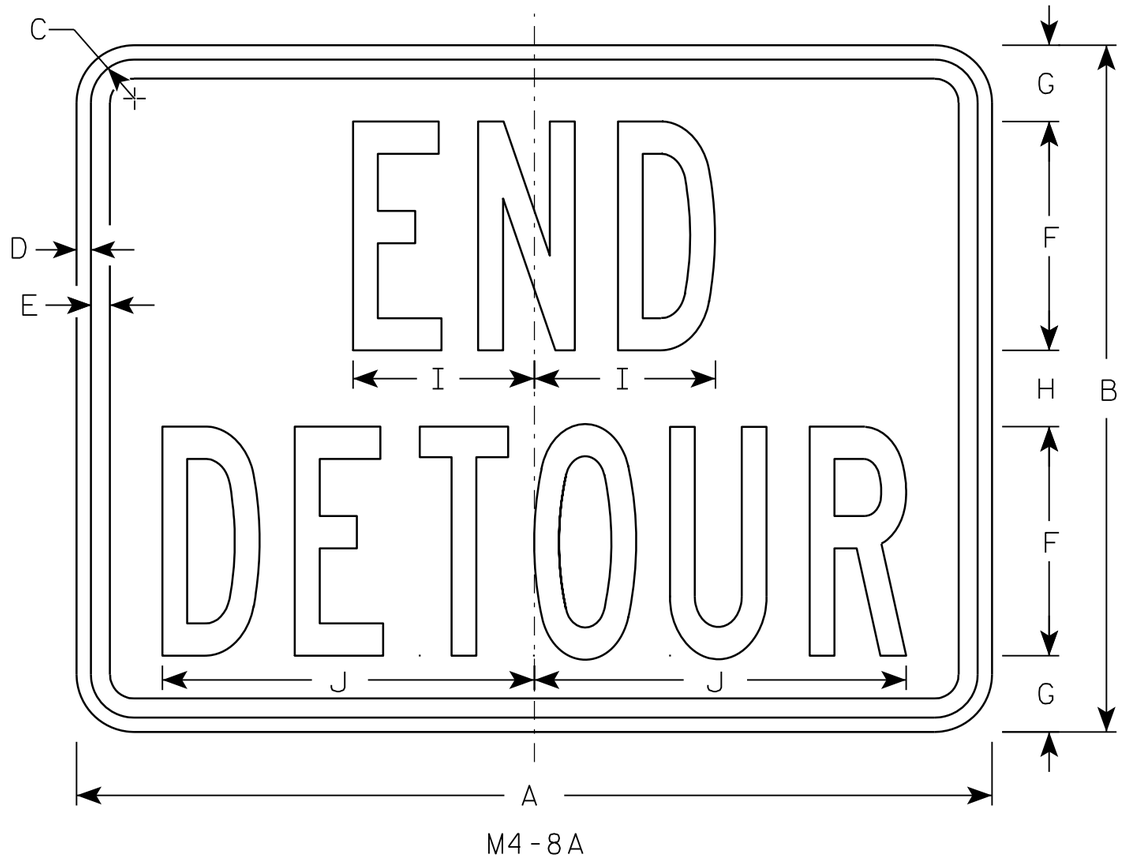
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 239	E



M4-8A

NOTES

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

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

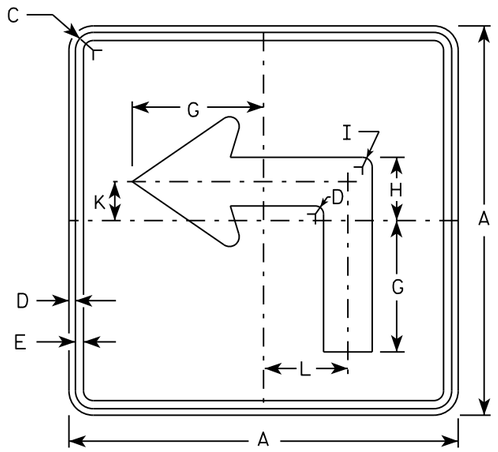
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

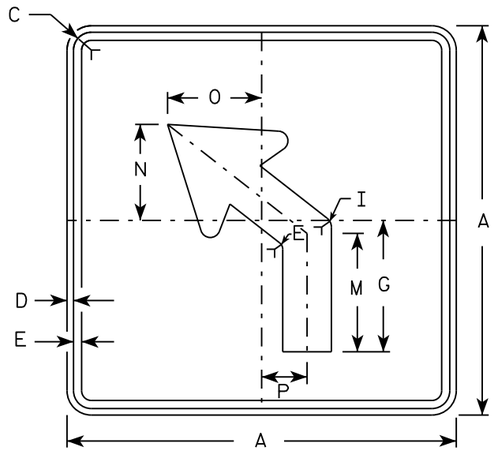
APPROVED Matthew R Rauch
for State Traffic Engineer

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

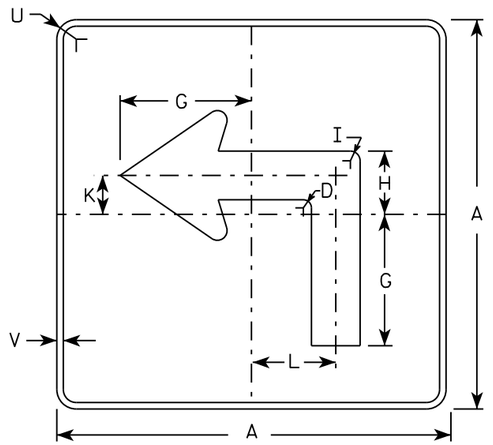
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 240	E



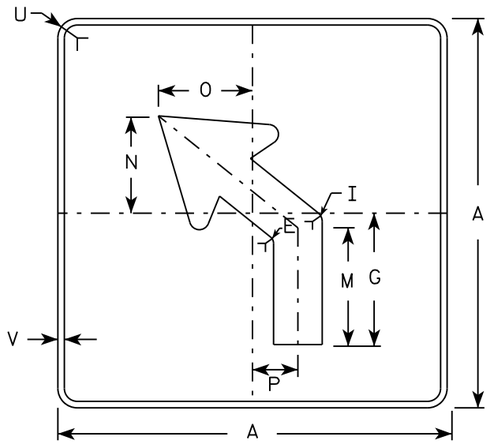
M5-1L
MM5-1L
MO5-1L
MP5-1L



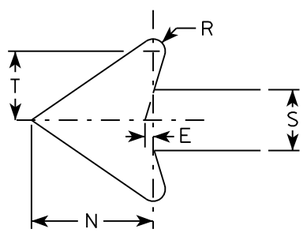
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

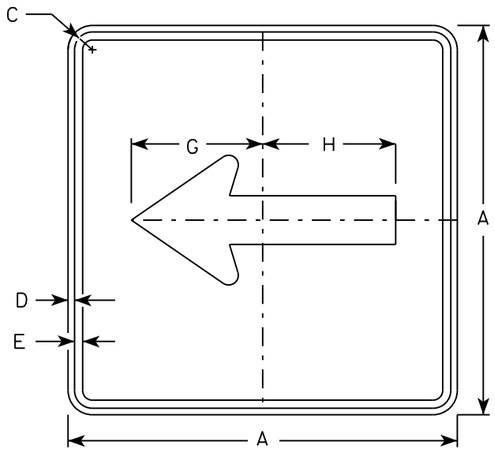
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

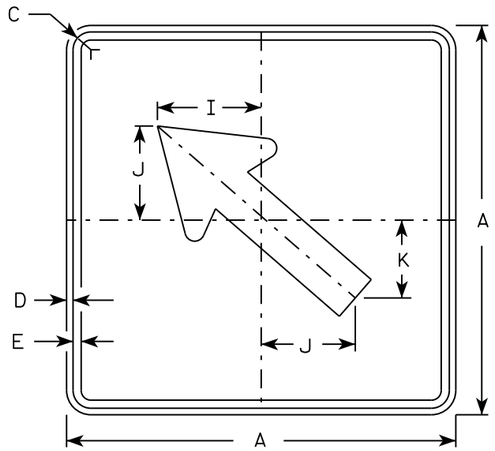
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



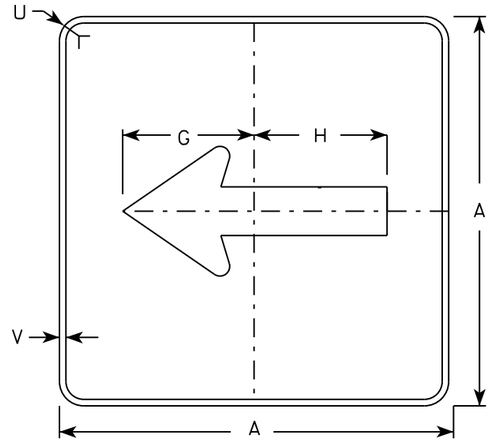
M6-1
MM6-1
MO6-1
MP6-1



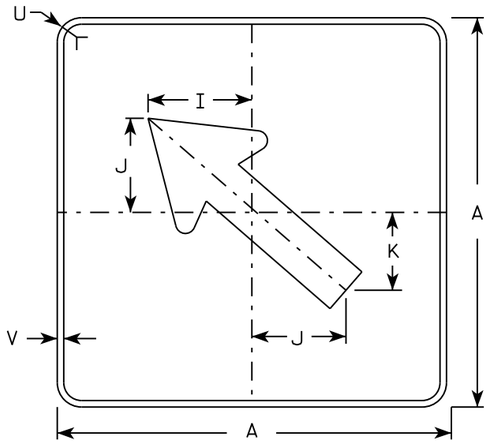
M6-2
MM6-2
MO6-2
MP6-2

NOTES

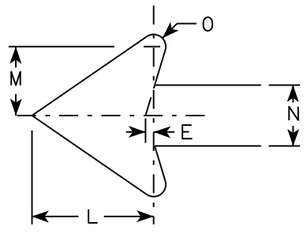
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background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



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



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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

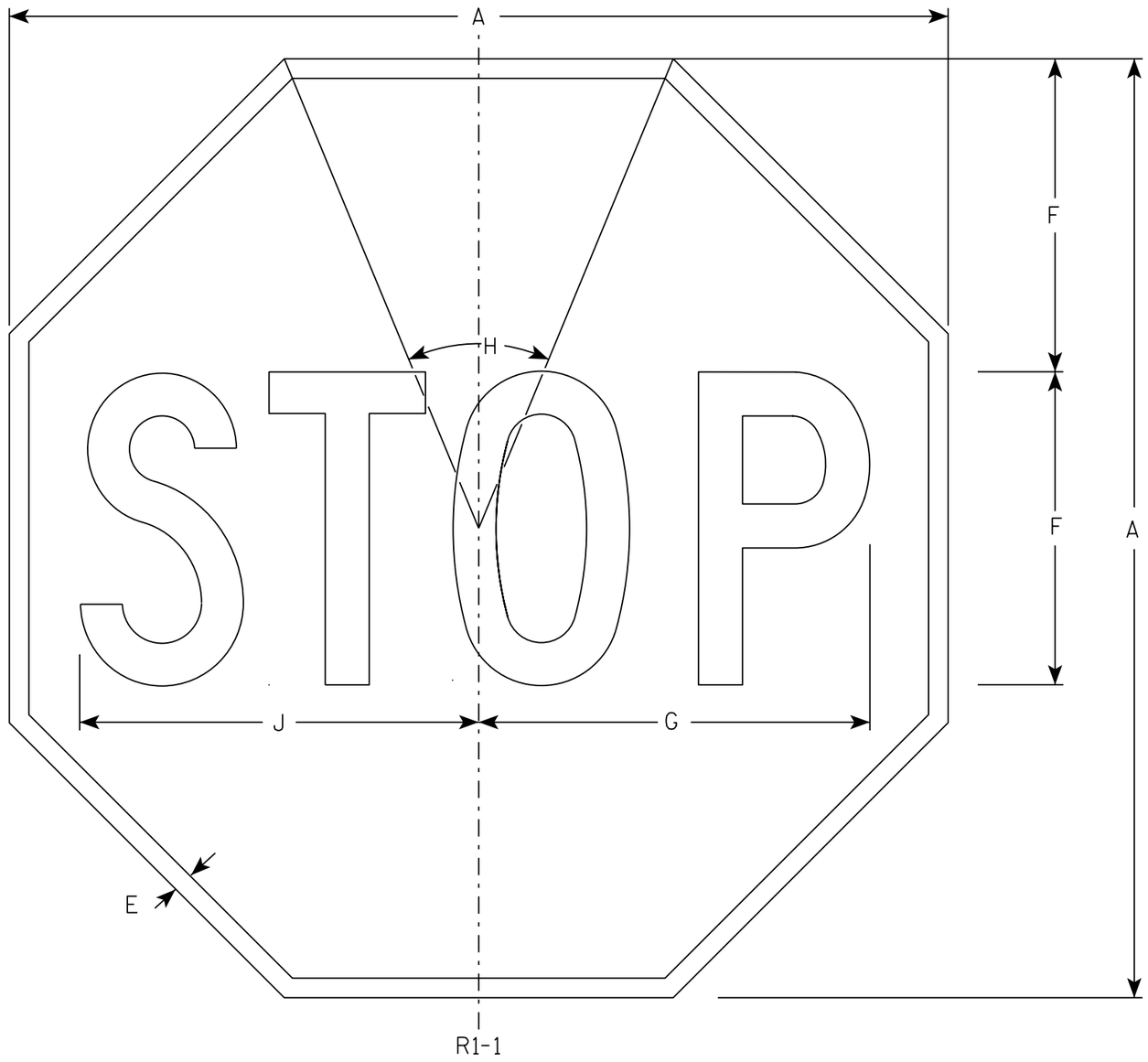
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 242 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

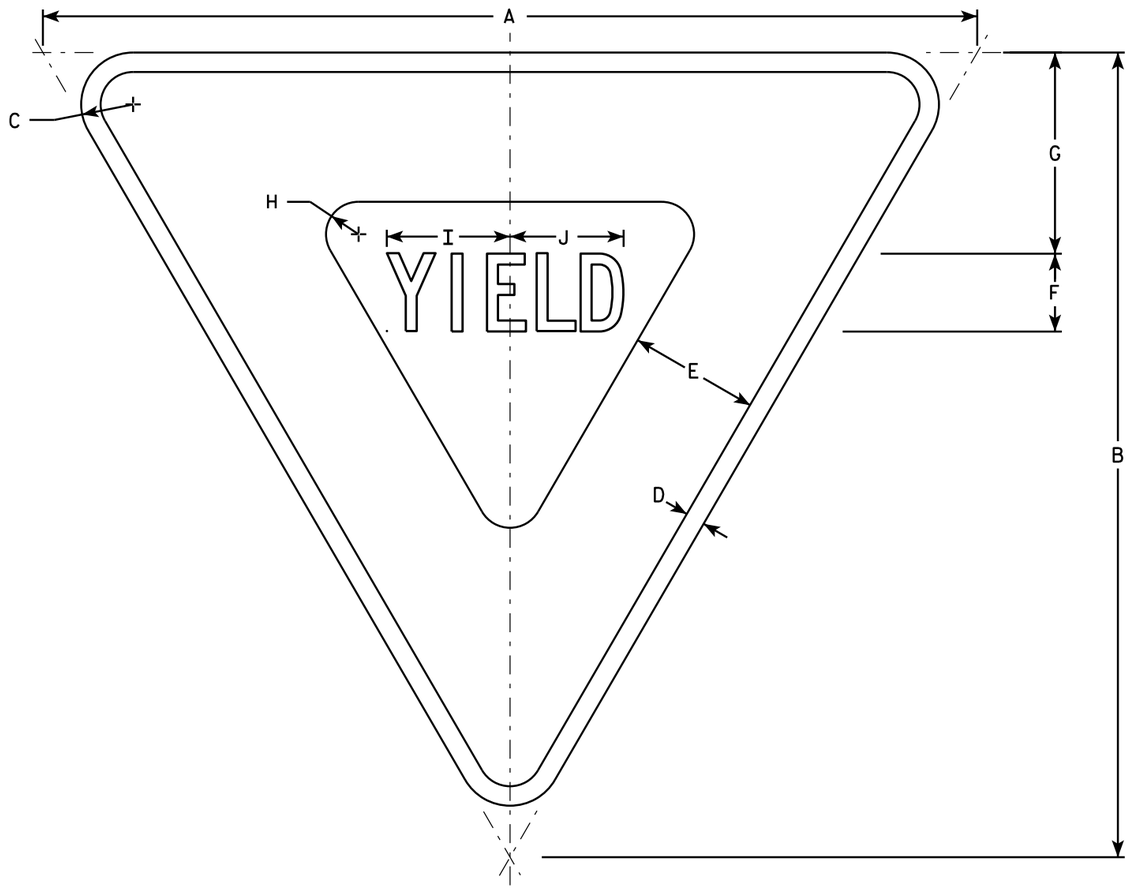
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 243	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

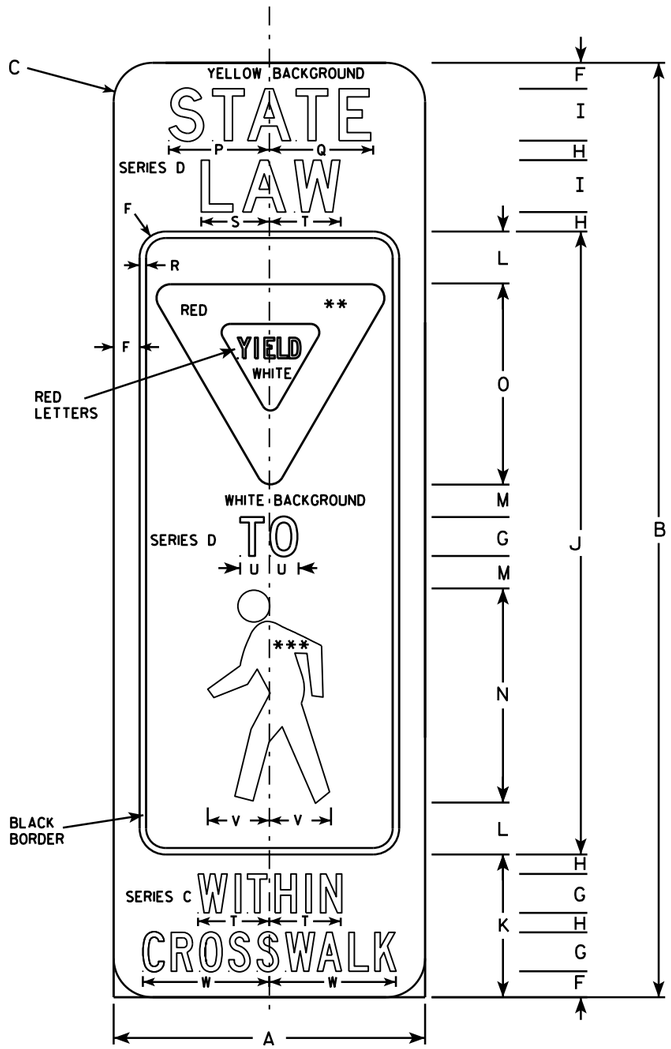
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-6

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON WHITE
3. Message Series - AS SHOWN AND IN TABLE
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
2M	12	36	1 ½			1	1 ½C	¾	2 D	24	5 ½	2	1 ¼	8 ¼	7 ¾	3 ⅞	4	¼	2 ⅝	2 ¾	1 ⅛	2 ⅜	4 ⅞				3.0
3																											
4																											
5																											

STANDARD SIGN
R1-6

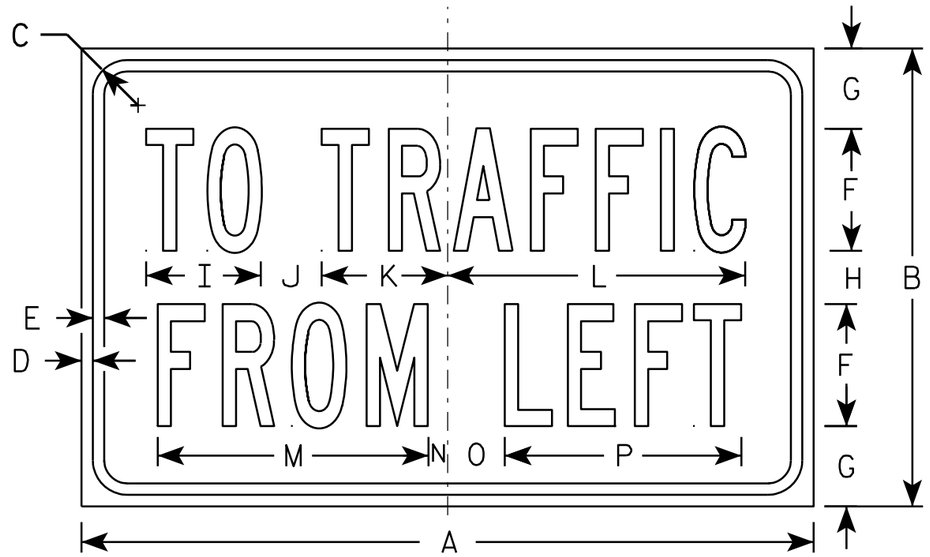
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/29/14 PLATE NO. R1-6.3

PROJECT NO:

SHEET NO: E



R1-54

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 - B

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	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

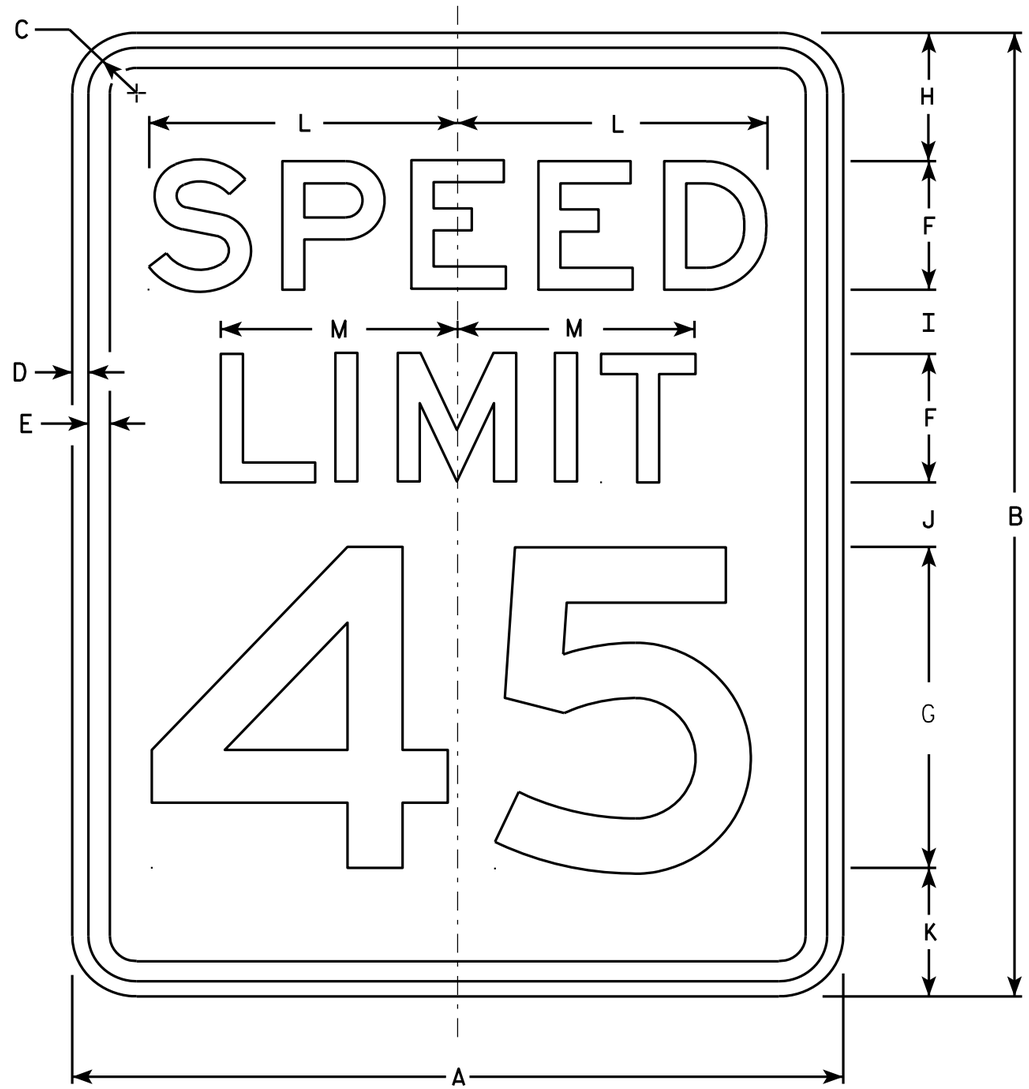
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

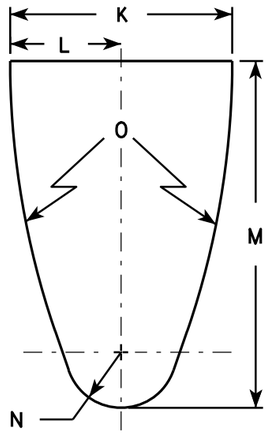
STANDARD SIGN
R2-1

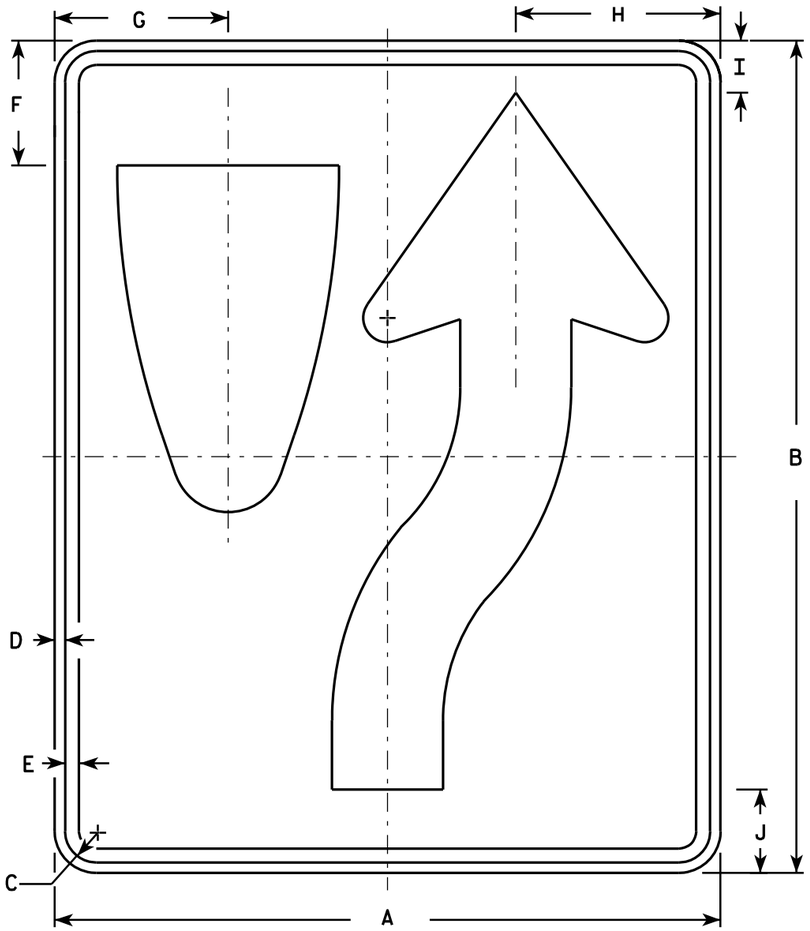
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 247	E

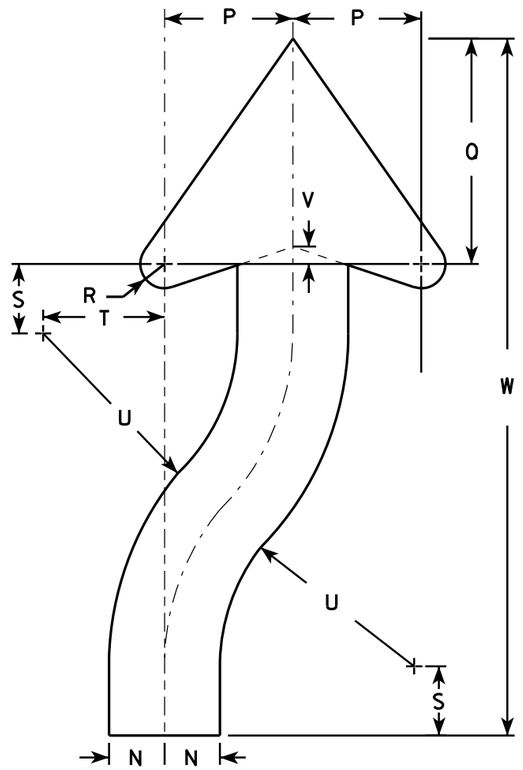




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

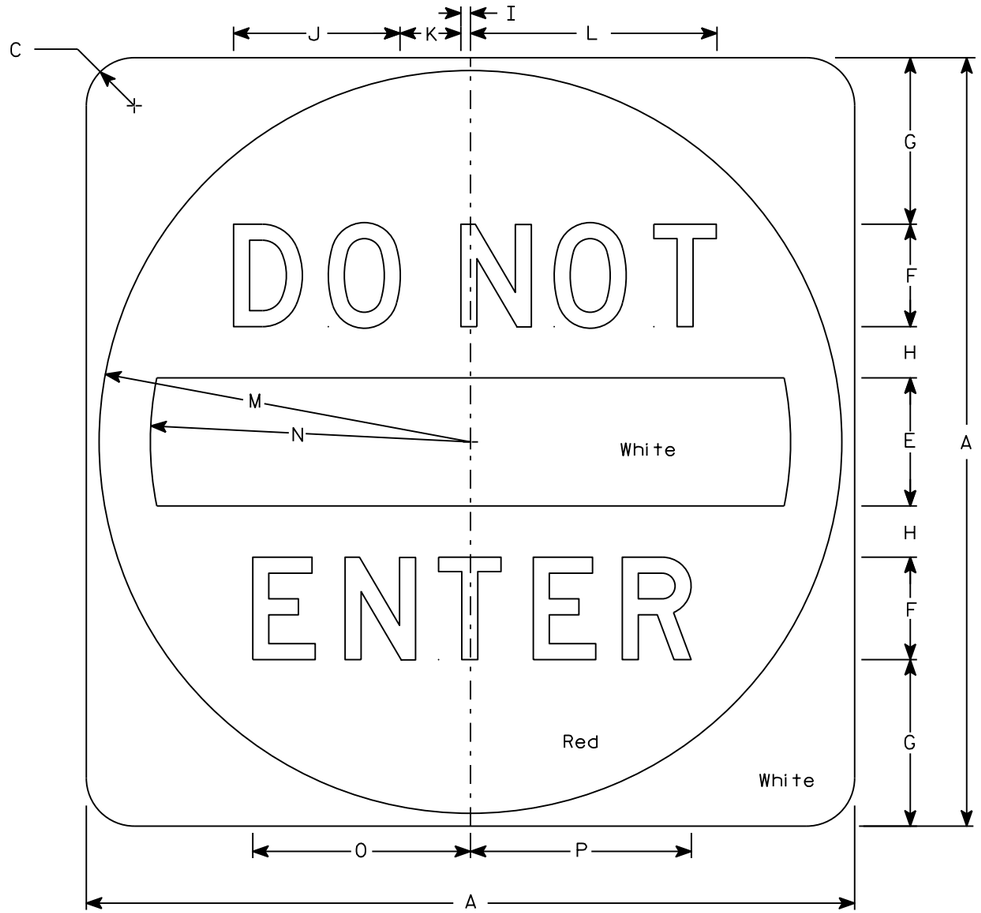
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 248	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

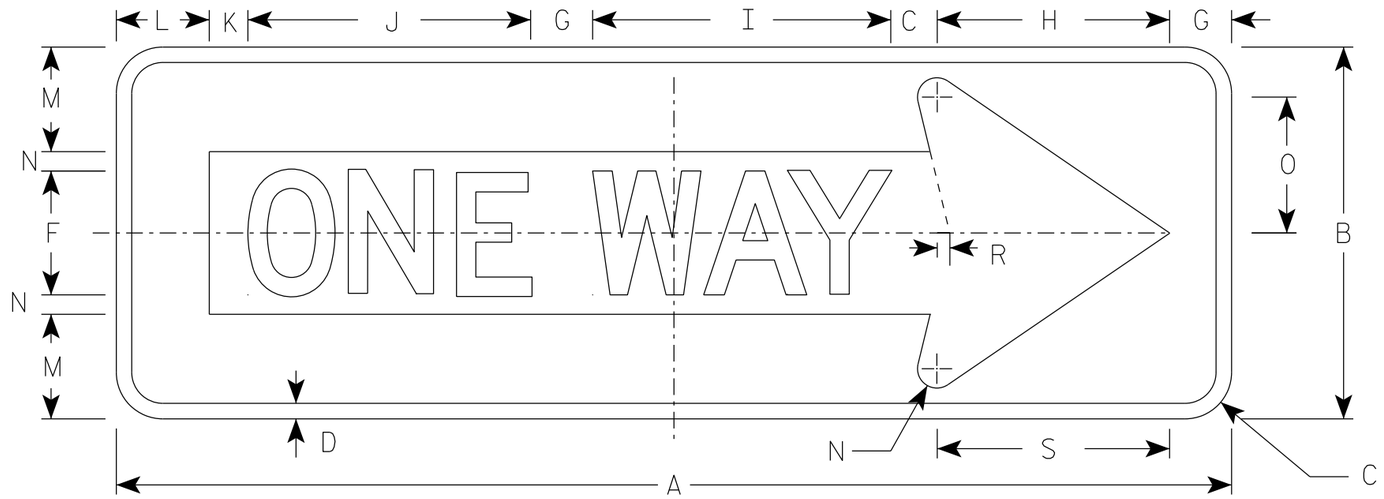
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

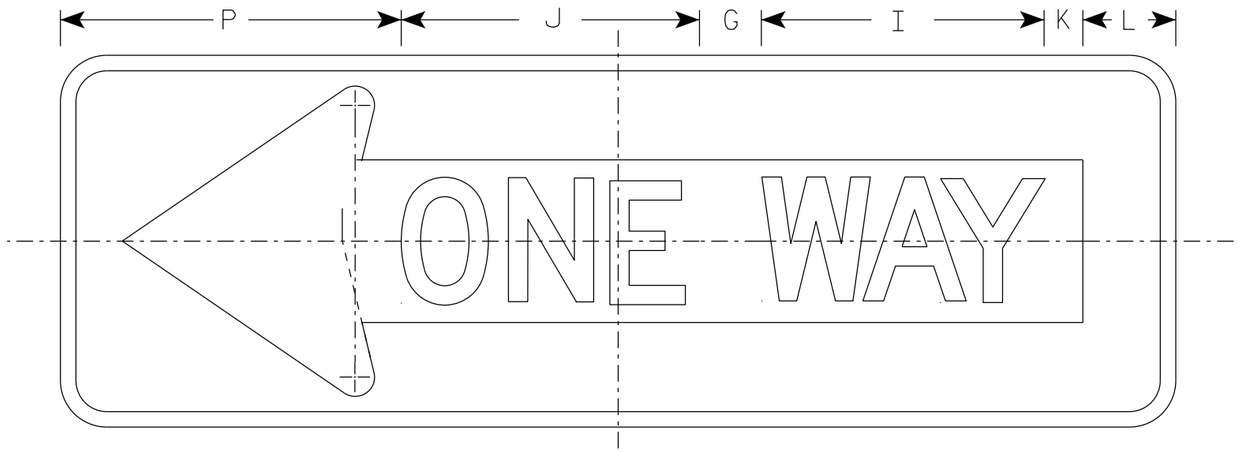
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

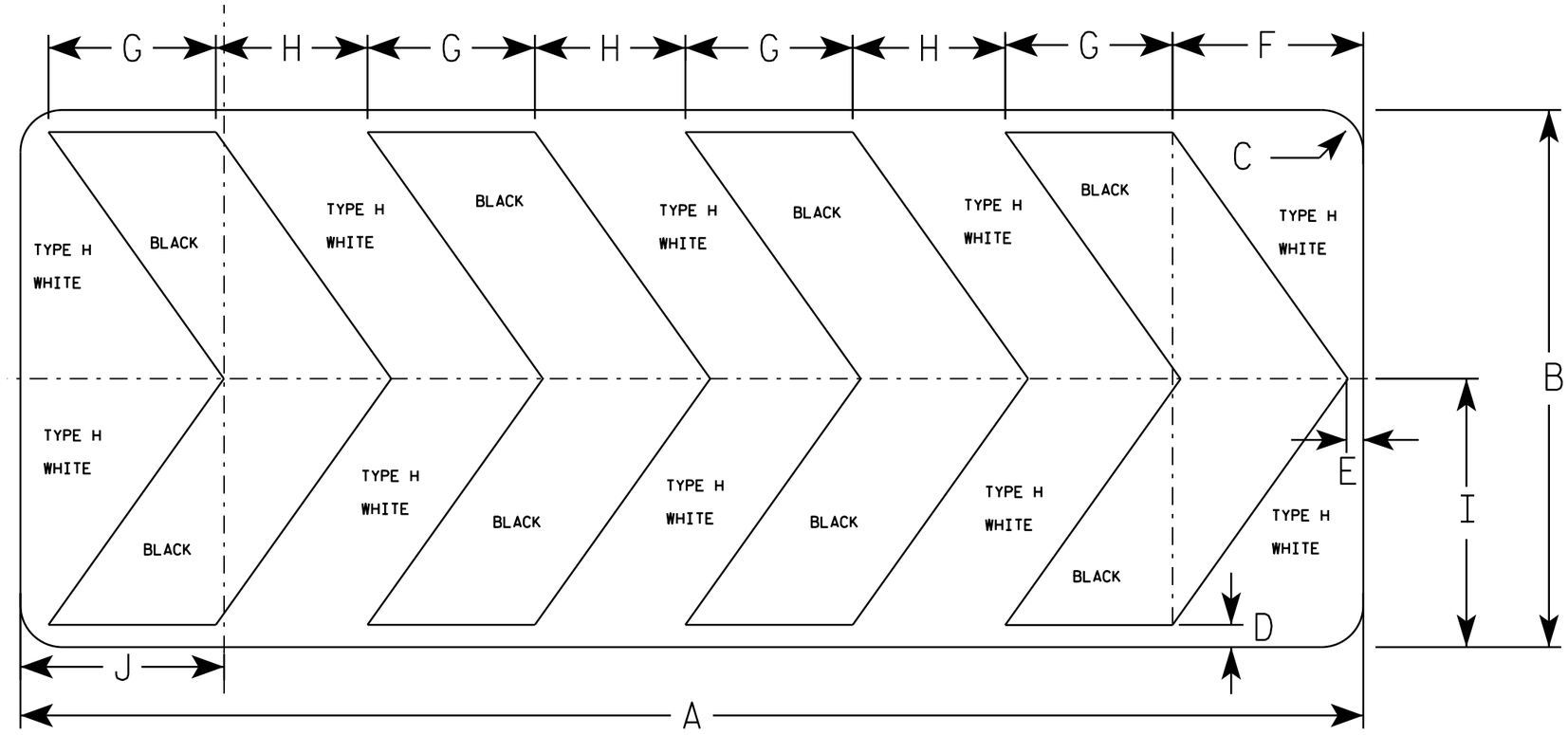
DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

SHEET NO: 250 E

NOTES

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



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

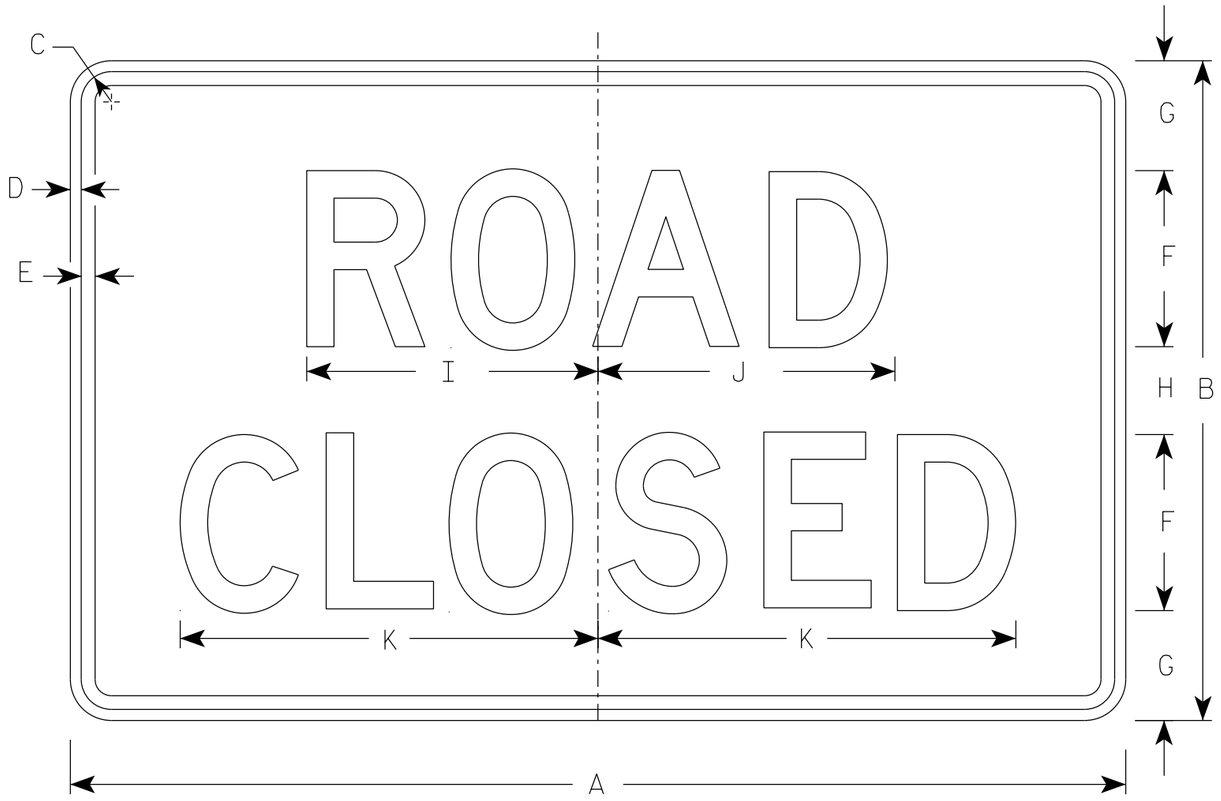
STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

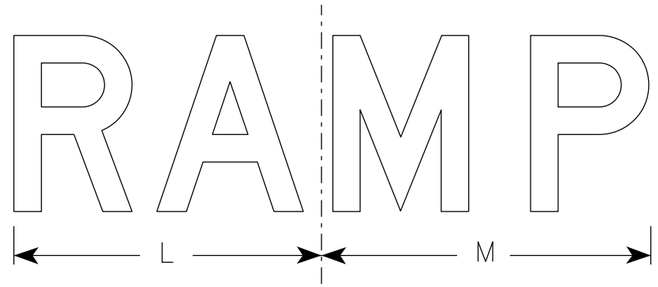
PROJECT NO: SHEET NO: E



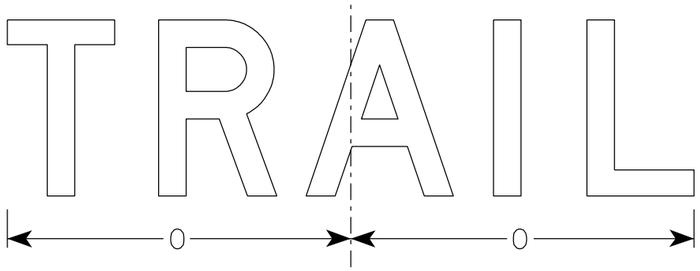
R11-2

NOTES

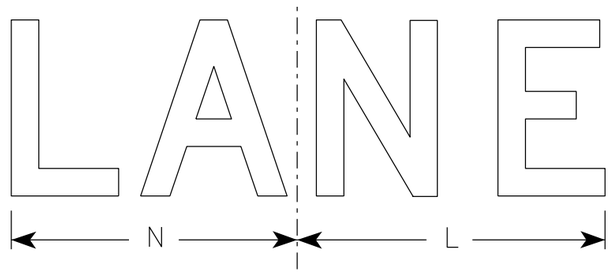
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the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



R11-2R



R11-2T



R11-2L

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

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

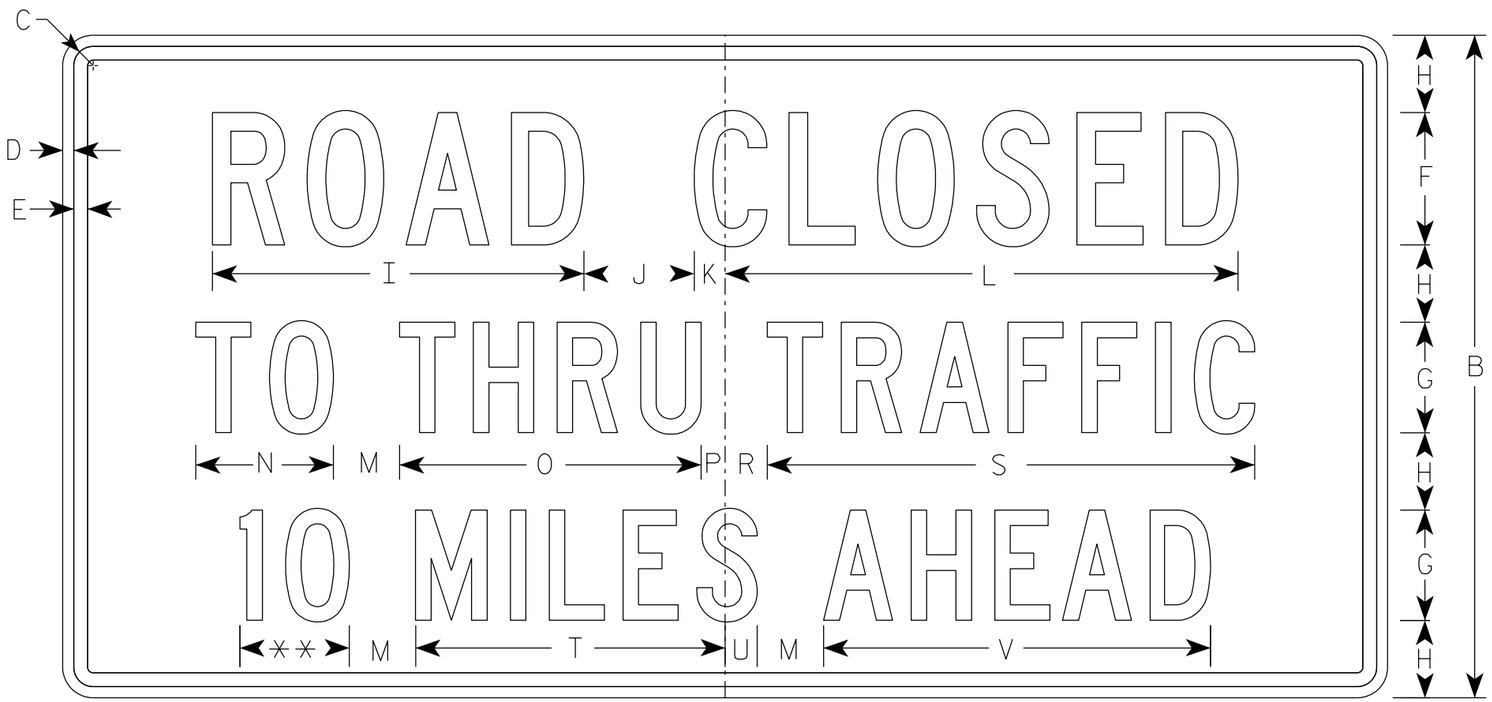
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 252	E

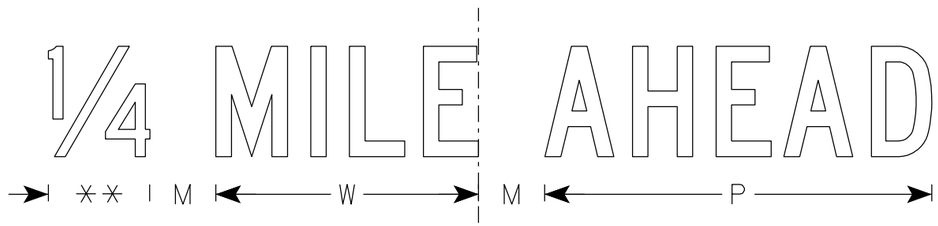
NOTES

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



R11-3

** See Note 5



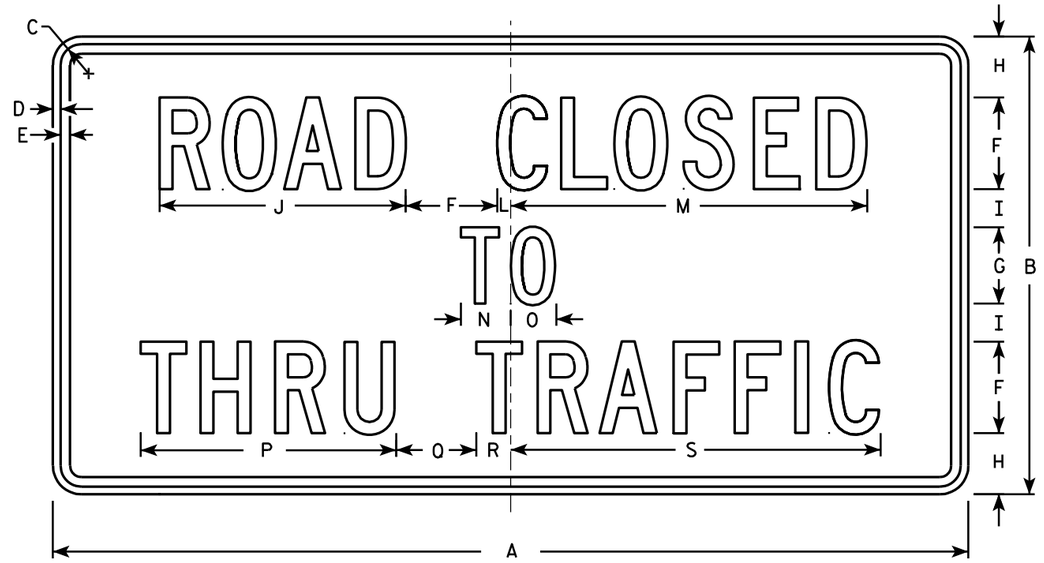
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5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

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 253	E



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

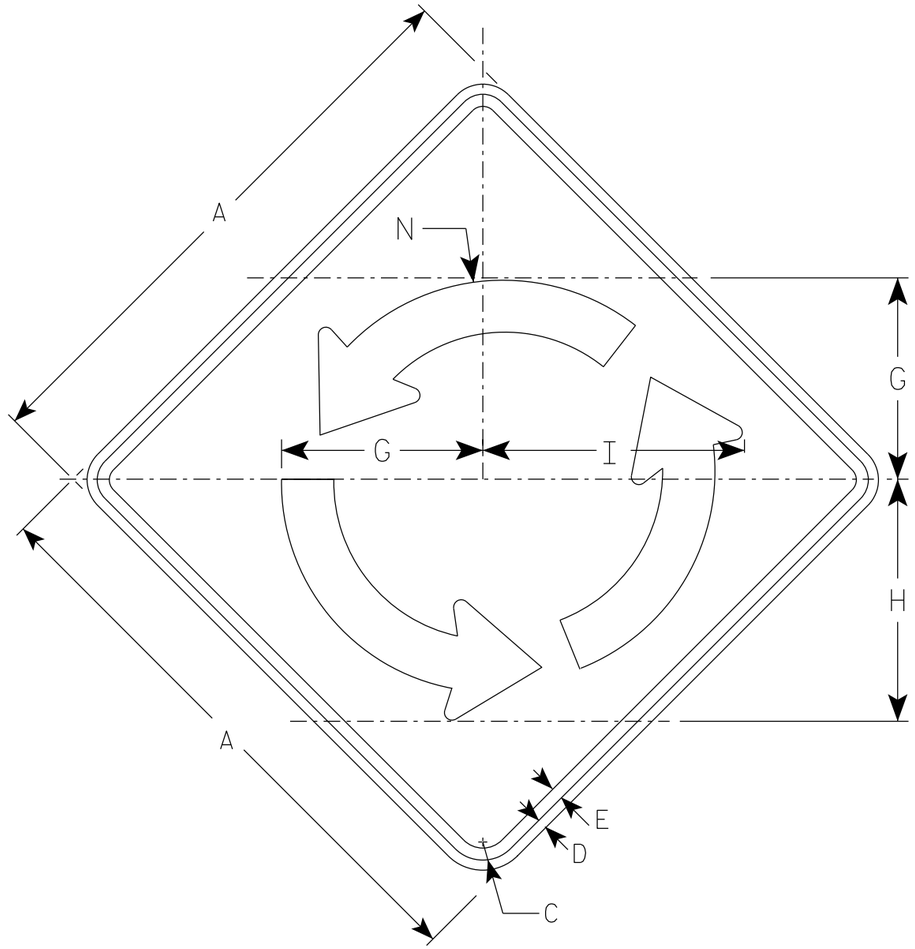
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E

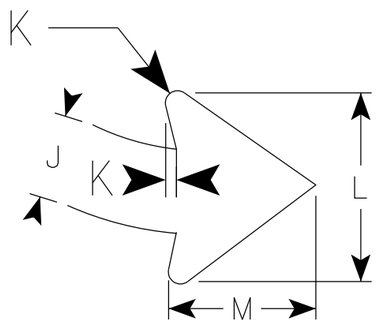


W2-6

NOTES

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

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

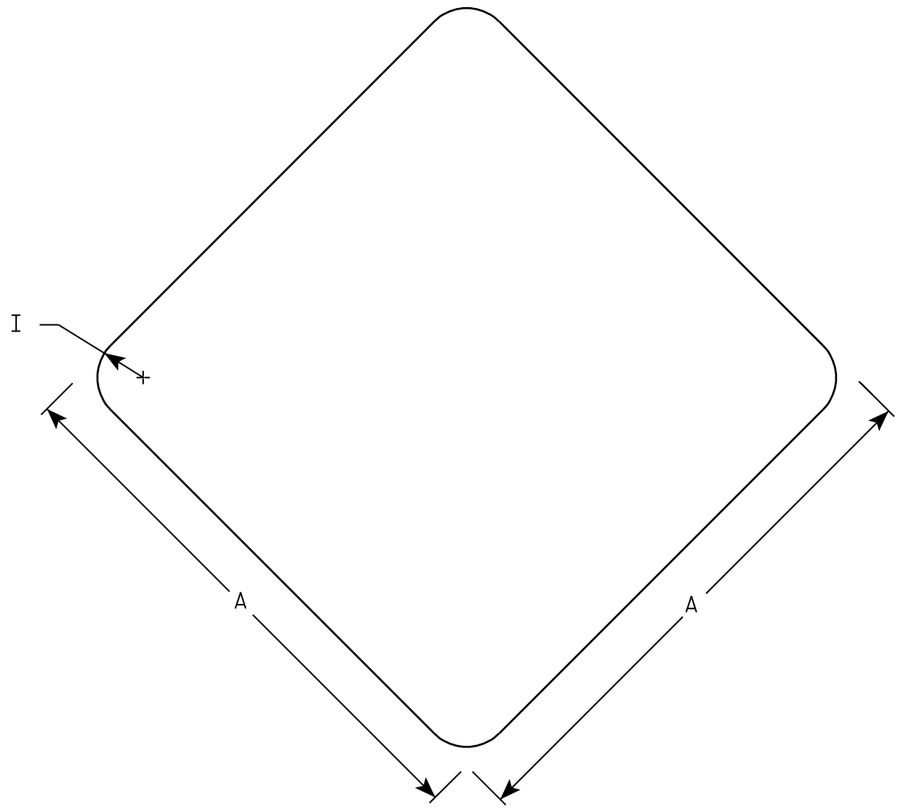
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

SHEET NO: 255 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

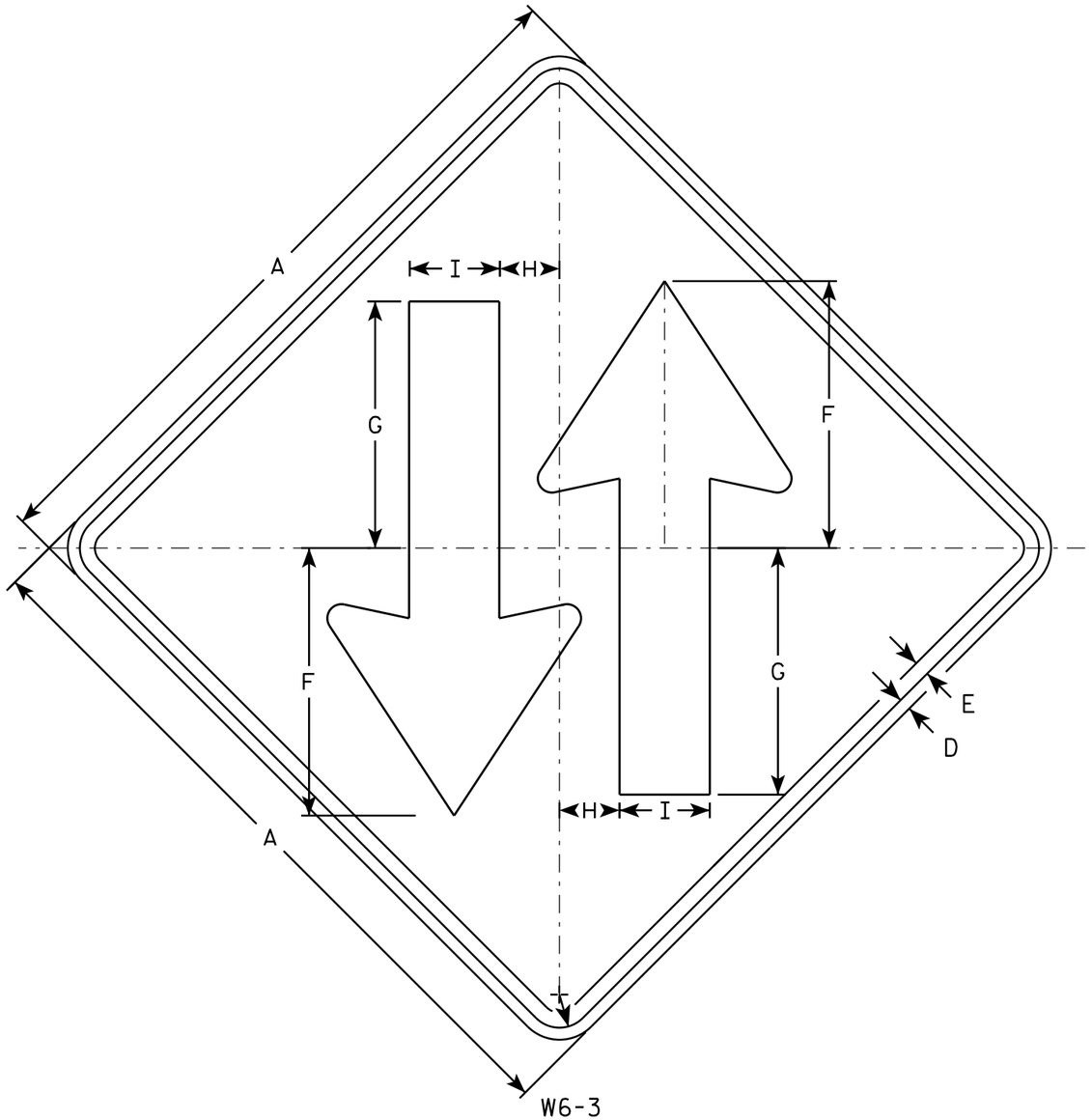
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

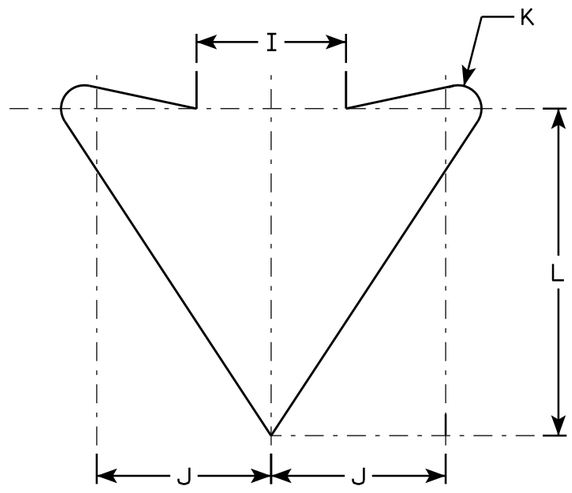
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E



W6-3

NOTES

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



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

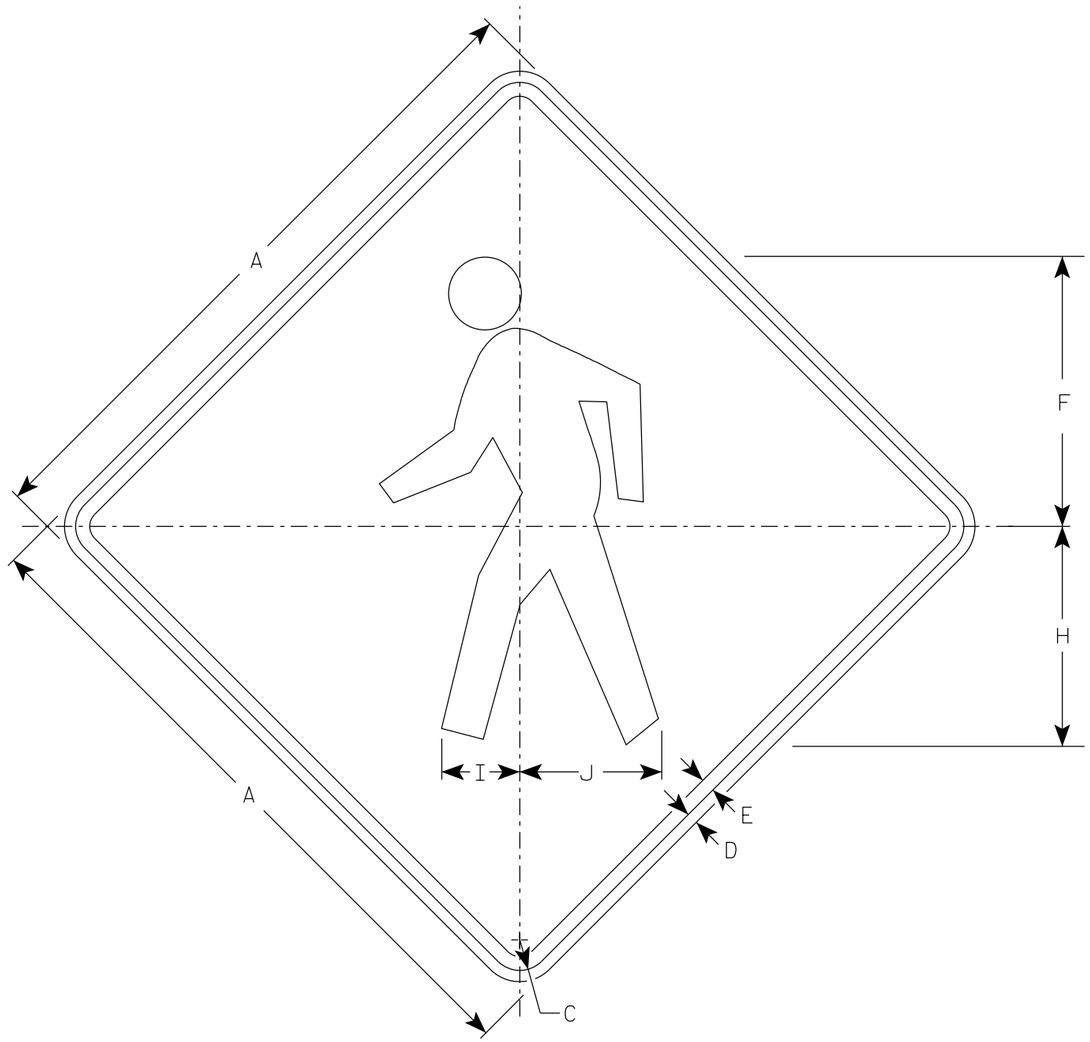
DATE 3/10/16 PLATE No. W6-3.11

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000 WISDOT/CADDS SHEET 42

NOTES

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



W11-2

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

STANDARD SIGN

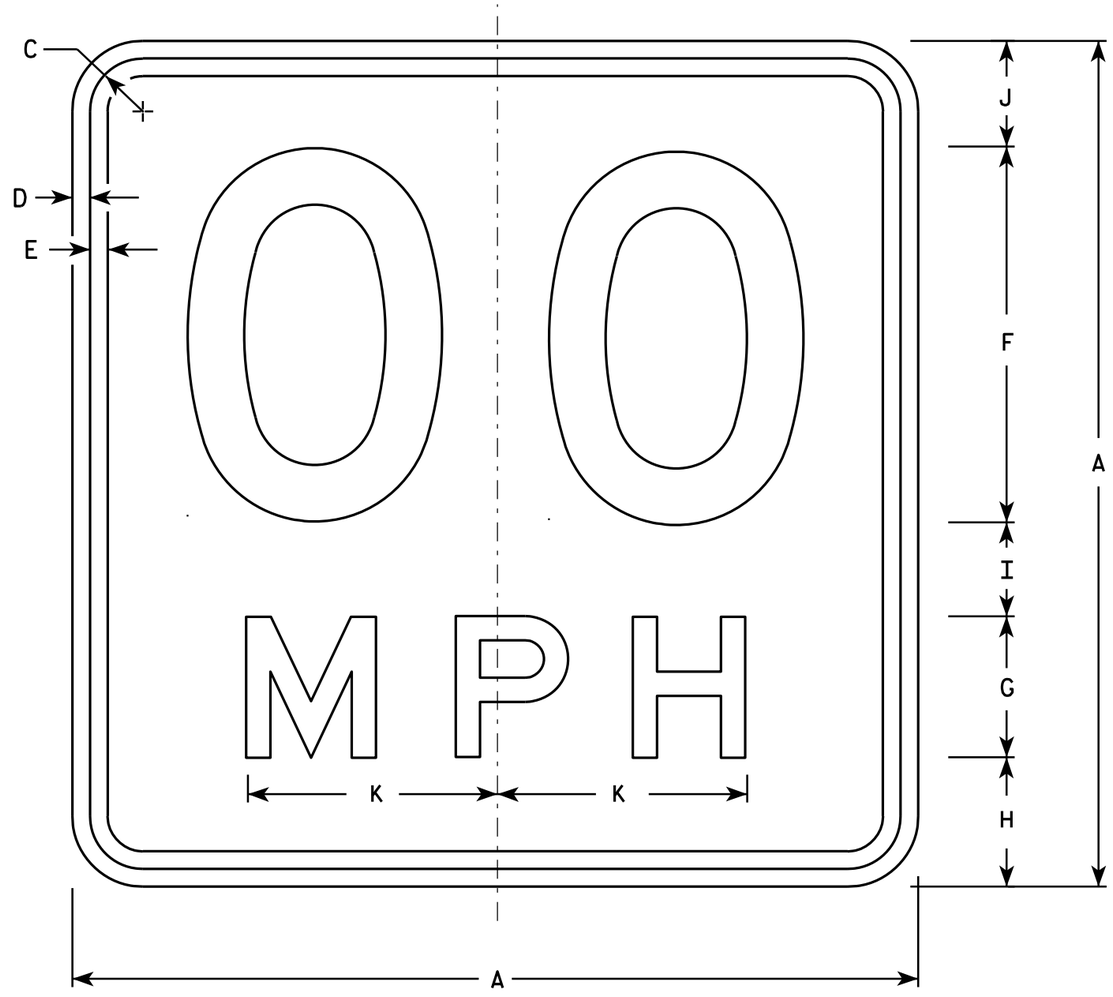
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

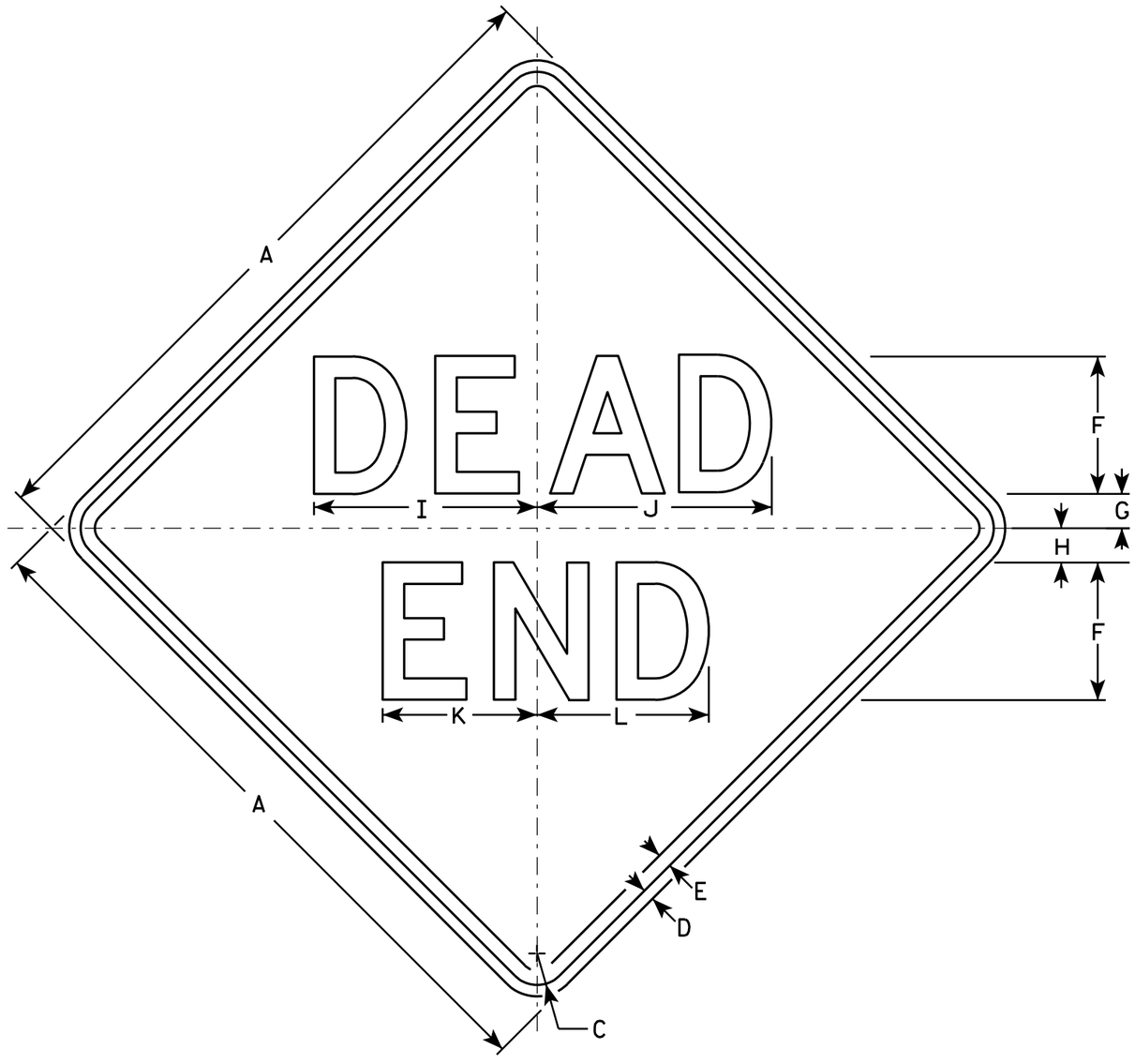
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 259 | E



W14-1

NOTES

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

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

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

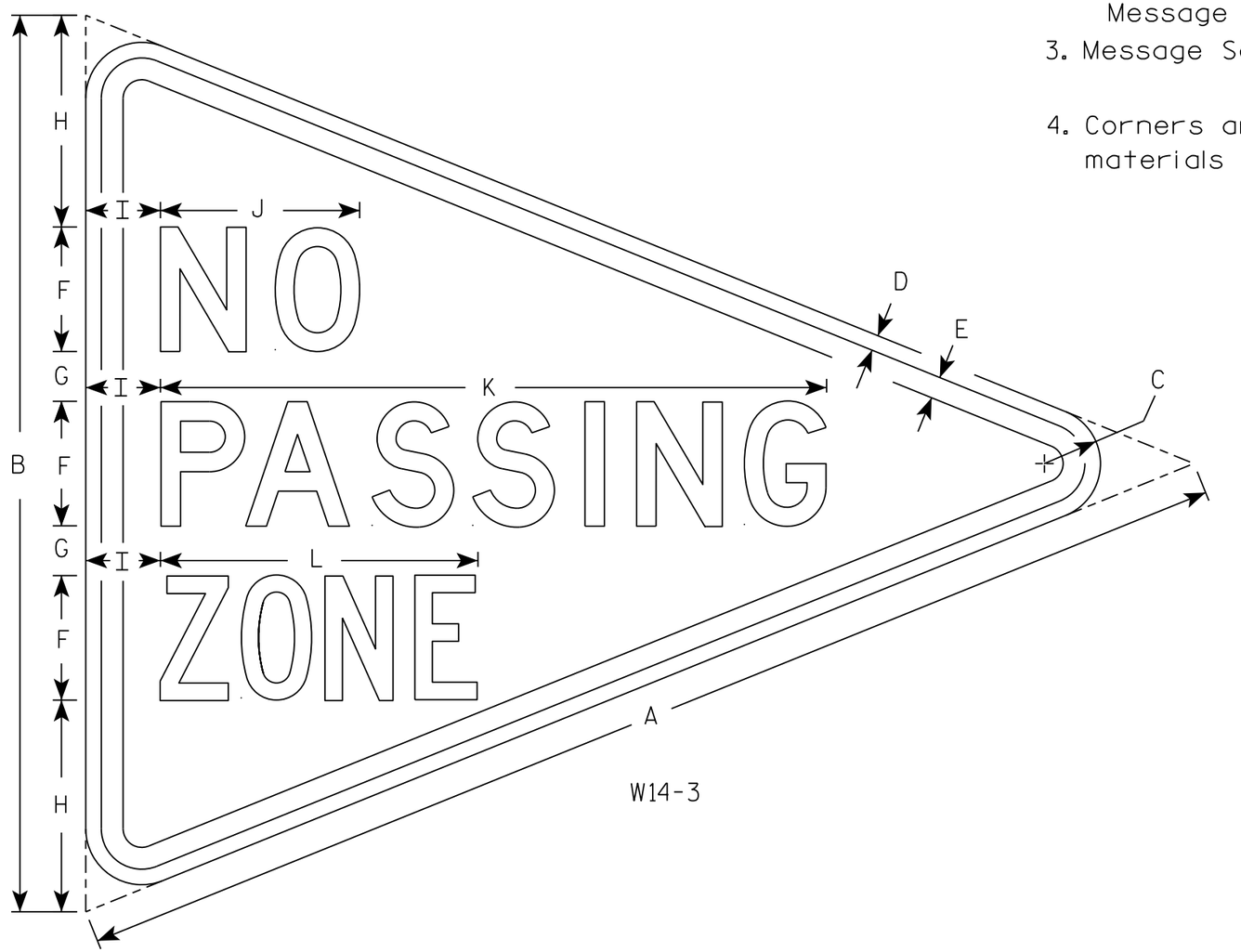
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W14-1.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 260	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

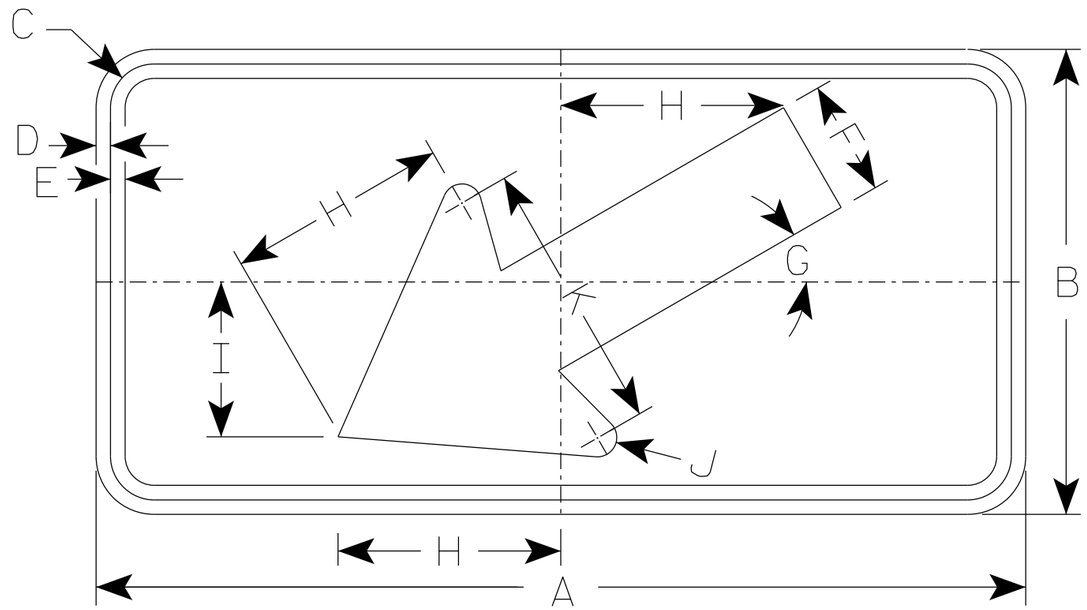
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 | E

7

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W143.DGN PLOT DATE : 21-MAR-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.650195:1.000000
WISDOT/CADDS SHEET 42



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

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	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

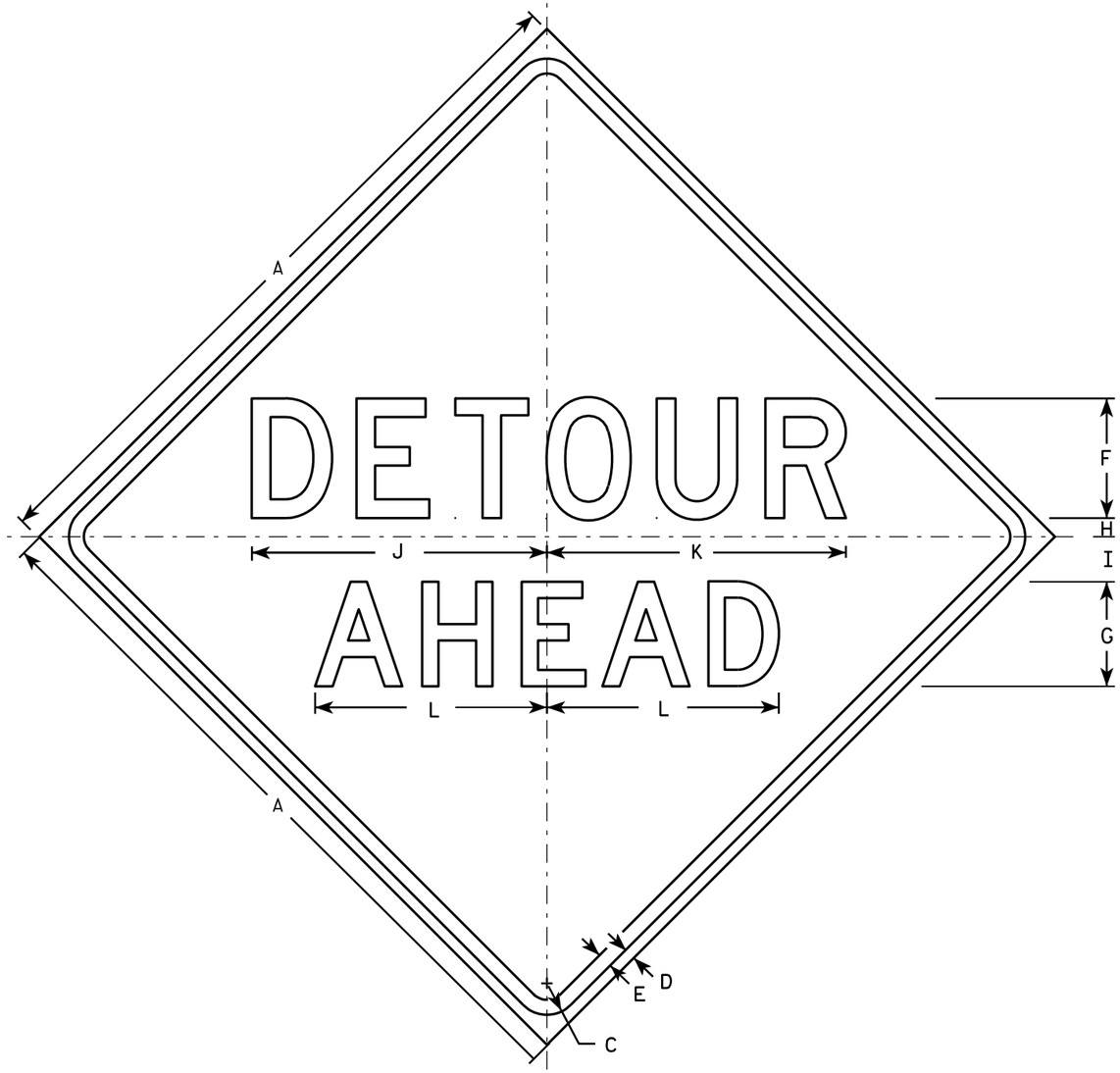
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

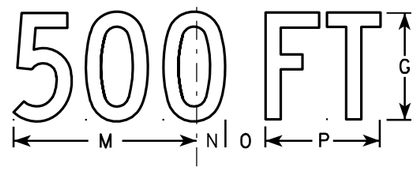
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/2021 PLATE NO. W16-7.8

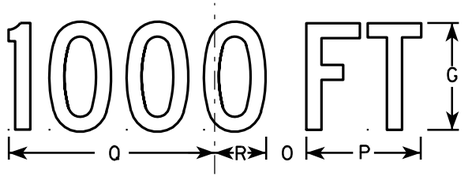
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 262 E



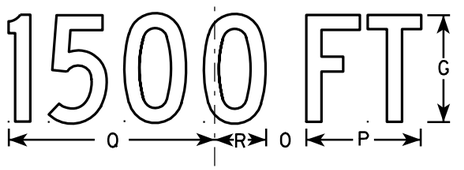
W20-2A



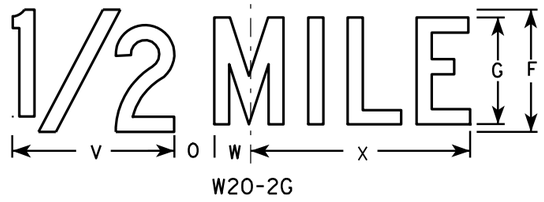
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

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

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

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

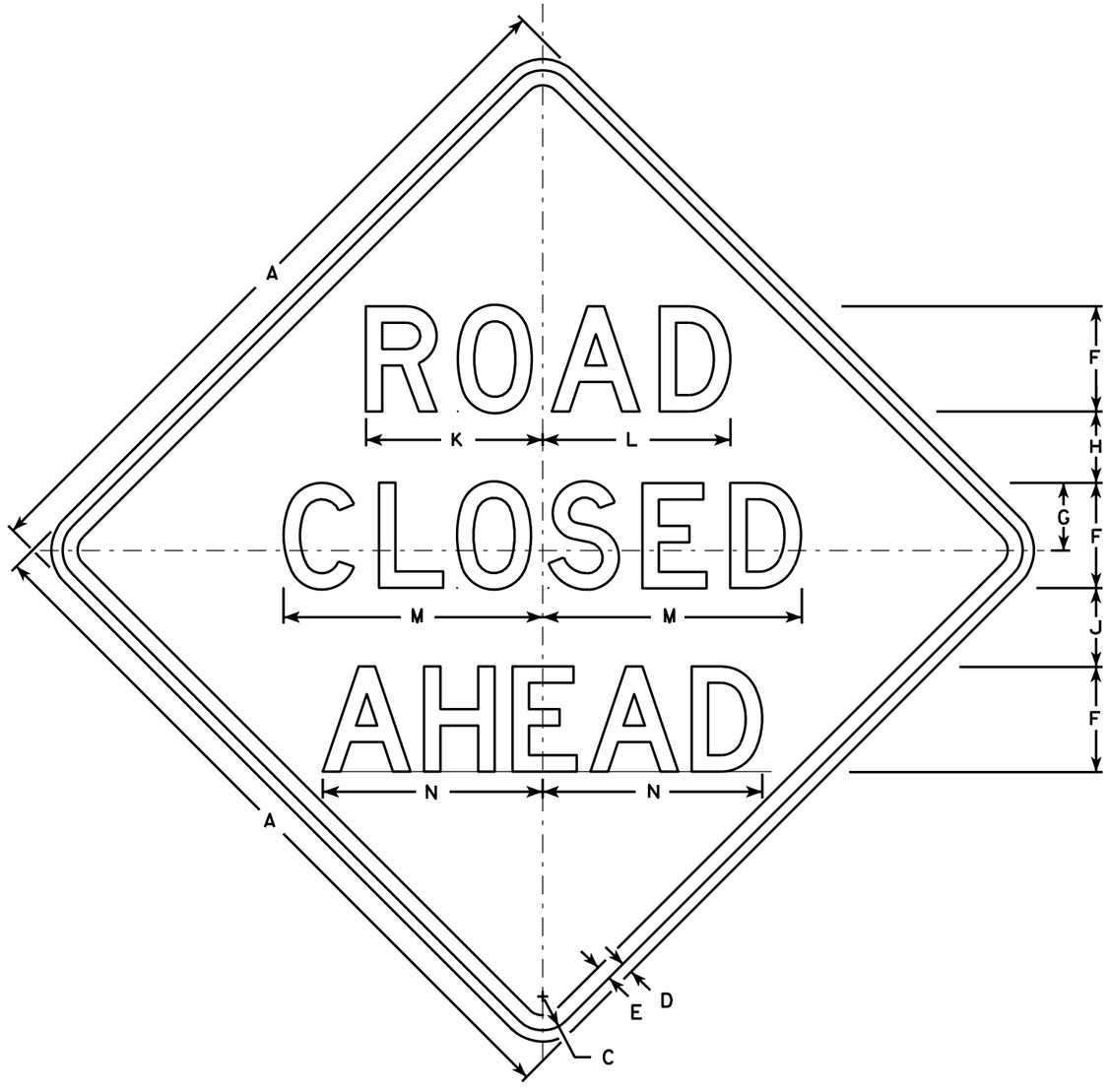
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

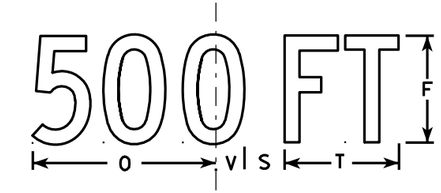
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 263 | E

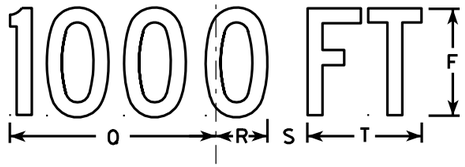
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



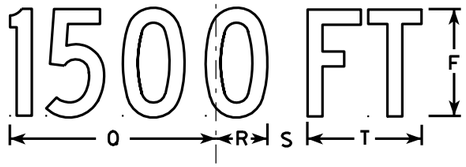
W20-3A



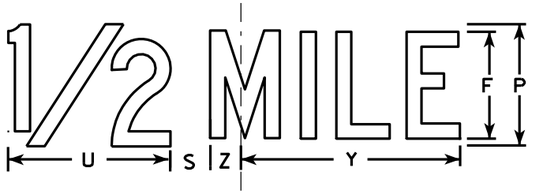
W20-3D



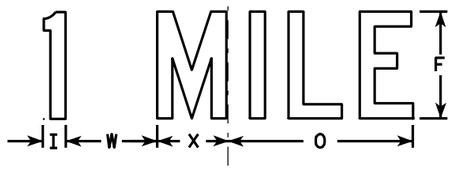
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

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

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

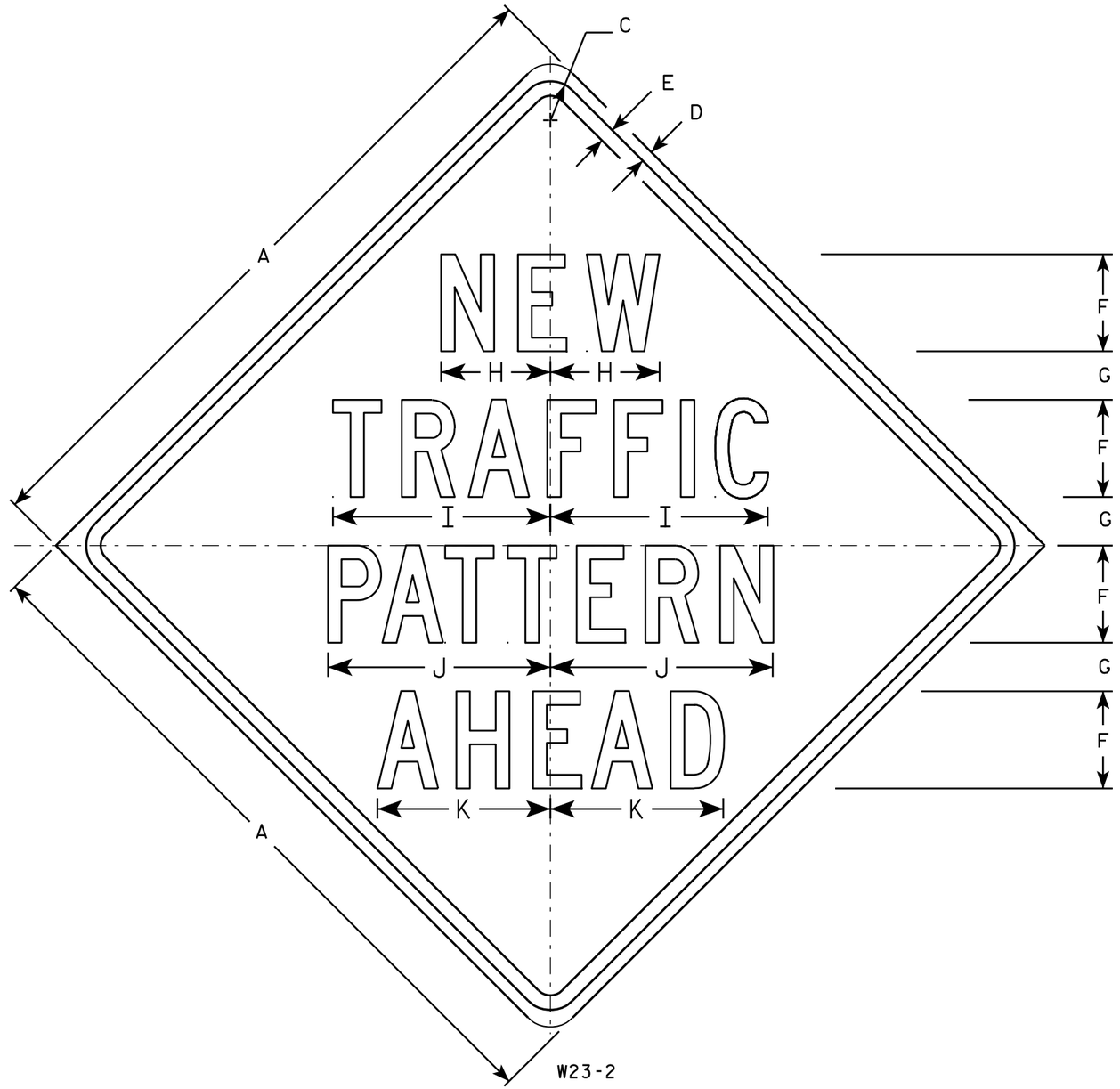
WISCONSIN DEPT OF TRANSPORTATION

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 264 | E

7

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



NOTES

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

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

STANDARD SIGN
W23-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W23-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 265 | E

DIVISION -- EA LINE

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	CUMULATIVE VOL (CY) CUT 1.00	CUMULATIVE VOL (CY) EXPANDED FILL 1.30	CUMULATIVE VOL (CY) MASS ORDINATE
30+00.1	0.00	151.17	0.00	0	0	0	0	0	0
30+50	49.90	172.40	0.00	299	25	0	299	0	274
31+00	50.00	191.05	0.00	337	25	0	636	0	586
31+50	50.00	176.11	25.96	340	25	24	976	31	870
32+00	50.00	275.31	0.00	418	25	24	1,394	62	1,232
32+50	50.00	163.30	33.21	406	25	31	1,800	103	1,573
33+00	50.00	113.41	128.17	256	25	149	2,056	296	1,611
33+50	50.00	39.60	151.76	142	25	259	2,198	633	1,391
34+00	50.00	49.28	146.08	82	25	276	2,280	992	1,090
34+50	50.00	52.35	127.20	94	25	253	2,374	1,321	830
35+00	50.00	57.28	102.87	102	25	213	2,476	1,598	630
35+50	50.00	71.23	84.59	119	25	174	2,595	1,824	498
35+60.784	10.78	99.21	74.30	34	25	32	2,629	1,866	466
36+00	39.22	73.85	28.36	126	25	75	2,755	1,963	470
36+50	50.00	74.60	43.20	137	25	66	2,892	2,049	496
37+00	50.00	79.37	31.35	143	25	69	3,035	2,139	525
37+27.098	27.10	115.93	33.05	98	25	32	3,133	2,180	556

DIVISION -- WA LINE

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	CUMULATIVE VOL (CY) CUT 1.00	CUMULATIVE VOL (CY) EXPANDED FILL 1.30	CUMULATIVE VOL (CY) MASS ORDINATE
33+50	0.00	66.65	51.19	0	0	0	0	0	0
34+00	50.00	58.58	21.93	116	53	68	116	88	-26
34+50	50.00	61.19	8.02	111	53	28	227	125	-5
35+00	50.00	65.15	2.09	117	53	9	344	137	47
35+50	50.00	70.90	1.03	126	53	3	470	140	116
35+65.829	15.83	90.97	0.00	47	53	0	517	140	110
36+00	34.17	64.68	0.01	98	53	0	615	140	154
36+50	50.00	60.62	10.74	116	53	10	731	153	204
37+00	50.00	68.74	35.88	120	53	43	851	209	215
37+34.052	34.05	61.54	34.61	82	53	44	933	267	186

DIVISION -- EB LINE

STATION	DISTANCE	AREA (SF) CUT	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOL (CY) (UNADJUSTED) CUT	INCREMENTAL VOL (CY) (UNADJUSTED) SALVAGED/UNUSABLE PAVEMENT MATERIAL	INCREMENTAL VOL (CY) (UNADJUSTED) FILL	INCREMENTAL VOL (CY) (UNADJUSTED) EBS	CUMULATIVE VOL (CY) CUT 1.00	CUMULATIVE VOL (CY) EXPANDED FILL 1.30	CUMULATIVE VOL (CY) EXPANDED EBS BACKFILL 1.10	CUMULATIVE VOL (CY) MASS ORDINATE
40+50	0.00	230.11	0.04	13.50	0	0	0	13	0	0	0	0
41+00	50.00	158.21	2.55	10.30	360	11	2	22	360	3	24	346
41+50	50.00	159.90	0.00	7.70	295	11	2	17	655	5	43	627
42+00	50.00	143.05	0.00	7.10	281	11	0	14	936	5	58	897
42+50	50.00	146.06	0.02	0.00	268	11	0	7	1,204	5	66	1,154
43+00	50.00	155.38	0.00	0.00	279	11	0	0	1,483	5	66	1,422
43+50	50.00	89.43	0.37	27.70	227	11	0	26	1,710	5	95	1,638
44+00	50.00	52.20	13.65	22.30	131	11	13	46	1,841	22	145	1,741
44+50	50.00	210.35	23.33	7.70	243	11	34	28	2,084	66	176	1,928
45+00	50.00	186.43	26.38	0.00	367	11	46	7	2,451	126	184	2,224
45+50	50.00	168.81	49.50	0.00	329	11	70	0	2,780	217	184	2,451
46+00	50.00	156.35	61.20	0.00	301	10	103	0	3,081	351	184	2,608
46+50	50.00	146.28	41.40	0.00	280	10	95	0	3,361	475	184	2,754
47+00	50.00	141.73	33.44	0.00	267	10	69	0	3,628	564	184	2,921
47+32.598	32.60	143.15	17.96	0.00	172	10	31	0	3,800	605	184	3,043

DIVISION -- WB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
40+50	0.00	61.09	13.41	0	0	0	0	0	0
41+00	50.00	53.23	10.75	106	84	22	106	29	-6
41+50	50.00	66.94	6.48	111	84	16	217	49	0
42+00	50.00	77.06	4.42	133	84	10	350	62	37
42+50	50.00	77.53	3.62	143	84	7	493	72	87
43+00	50.00	80.36	5.60	146	84	9	639	83	137
43+50	50.00	83.82	7.42	152	84	12	791	99	190
44+00	50.00	118.72	2.00	188	84	9	979	111	283

DIVISION -- NA LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
61+90.399	0.00	139.92	2.07	0	0	0	0	0	0
62+00	9.60	130.28	2.03	48	17	1	48	1	29
62+50	50.00	141.54	0.68	252	17	3	300	5	260
63+00	50.00	188.39	0.12	349	17	0	649	5	592
63+50	50.00	141.82	18.13	306	17	17	955	27	858
64+00	50.00	136.38	31.00	258	17	45	1,213	86	1,041
64+50	50.00	66.96	5.58	188	17	34	1,401	130	1,167
65+00	50.00	91.04	0.00	146	17	5	1,547	137	1,289
65+50	50.00	113.32	0.01	189	17	0	1,736	137	1,461
66+00	50.00	130.98	0.00	226	17	0	1,962	137	1,669
66+50	50.00	158.12	0.00	268	17	0	2,230	137	1,920
67+00	50.00	156.29	0.00	291	17	0	2,521	137	2,194
67+50	50.00	161.49	0.00	294	17	0	2,815	137	2,470
68+00	50.00	192.00	0.00	327	17	0	3,142	137	2,780
68+50	50.00	141.94	2.17	309	17	2	3,451	139	3,069
69+00	50.00	172.48	5.66	291	17	7	3,742	148	3,333

DIVISION -- SA LINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.30	EXPANDED EBS BACKFILL 1.10	MASS ORDINATE
64+50	0.00	148.04	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
65+00	50.00	160.66	0.03	0.00	286.00	10.00	0.00	0.00	286.00	0.00	0.00	276.00
65+50	50.00	240.94	0.00	0.00	372.00	10.00	0.00	0.00	658.00	0.00	0.00	638.00
66+00	50.00	334.97	0.00	0.00	533.00	10.00	0.00	0.00	1191.00	0.00	0.00	1161.00
66+50	50.00	215.83	0.02	0.00	510.00	9.00	0.00	0.00	1701.00	0.00	0.00	1662.00
67+00	50.00	298.21	0.00	0.00	552.00	9.00	0.00	0.00	2253.00	0.00	0.00	2205.00
67+50	50.00	334.60	0.00	0.00	586.00	9.00	0.00	0.00	2839.00	0.00	0.00	2782.00
68+00	50.00	312.71	0.00	0.00	599.00	9.00	0.00	0.00	3438.00	0.00	0.00	3372.00
68+50	50.00	263.87	0.00	11.90	534.00	9.00	0.00	11.00	3972.00	0.00	12.10	3897.00
69+00	50.00	202.93	0.00	12.00	432.00	9.00	0.00	22.00	4404.00	0.00	36.30	4320.00

DIVISION -- NB LINE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
		CUT	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.30	EXPANDED EBS BACKFILL 1.10	MASS ORDINATE
70+50	0.00	97.49	23.32	22.80	0	0	0	0	0	0	0	0
71+00	50.00	75.42	9.76	16.20	160	14	31	36	160	40	40	105
71+50	50.00	82.74	6.09	18.50	146	14	15	32	306	60	75	218
72+00	50.00	93.80	9.60	15.00	163	14	15	31	469	79	109	347
72+50	50.00	96.23	16.72	0.00	176	14	24	14	645	111	124	477
73+00	50.00	94.22	31.91	0.00	176	14	45	0	821	169	124	581
73+25.136	25.14	73.39	32.12	0.00	78	14	30	0	899	208	124	605
73+32.043	6.91	75.29	28.65	0.00	19	14	8	0	918	218	124	600
73+50	17.96	103.96	0.04	0.00	60	14	10	0	978	231	124	632
74+00	50.00	389.80	0.00	0.00	457	14	0	0	1,435	231	124	1,075
74+50	50.00	193.70	3.93	0.00	540	14	4	0	1,975	237	124	1,595
75+00	50.00	157.42	27.69	0.00	325	14	29	0	2,300	274	124	1,868
75+50	50.00	149.67	7.97	0.00	284	14	33	0	2,584	317	124	2,095
75+71.17	21.17	193.36	11.89	0.00	134	14	8	0	2,718	328	124	2,205

DIVISION -- SB LINE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
70+50	0.00	79.22	48.91	0	0	0	0	0	0
71+00	50.00	66.73	25.67	135	24	69	135	90	21
71+50	50.00	62.53	43.97	120	24	64	255	173	34
72+00	50.00	64.63	33.19	118	24	71	373	265	35
72+50	50.00	67.82	27.20	123	24	56	496	338	61
73+00	50.00	65.64	39.23	124	24	62	620	419	80
73+27.772	27.77	83.53	59.23	77	24	51	697	485	66
73+34.089	6.32	85.69	56.49	20	24	14	717	503	44
73+50	15.91	95.43	51.61	53	24	32	770	545	31

DIVISION -- CENTRAL ISLAND

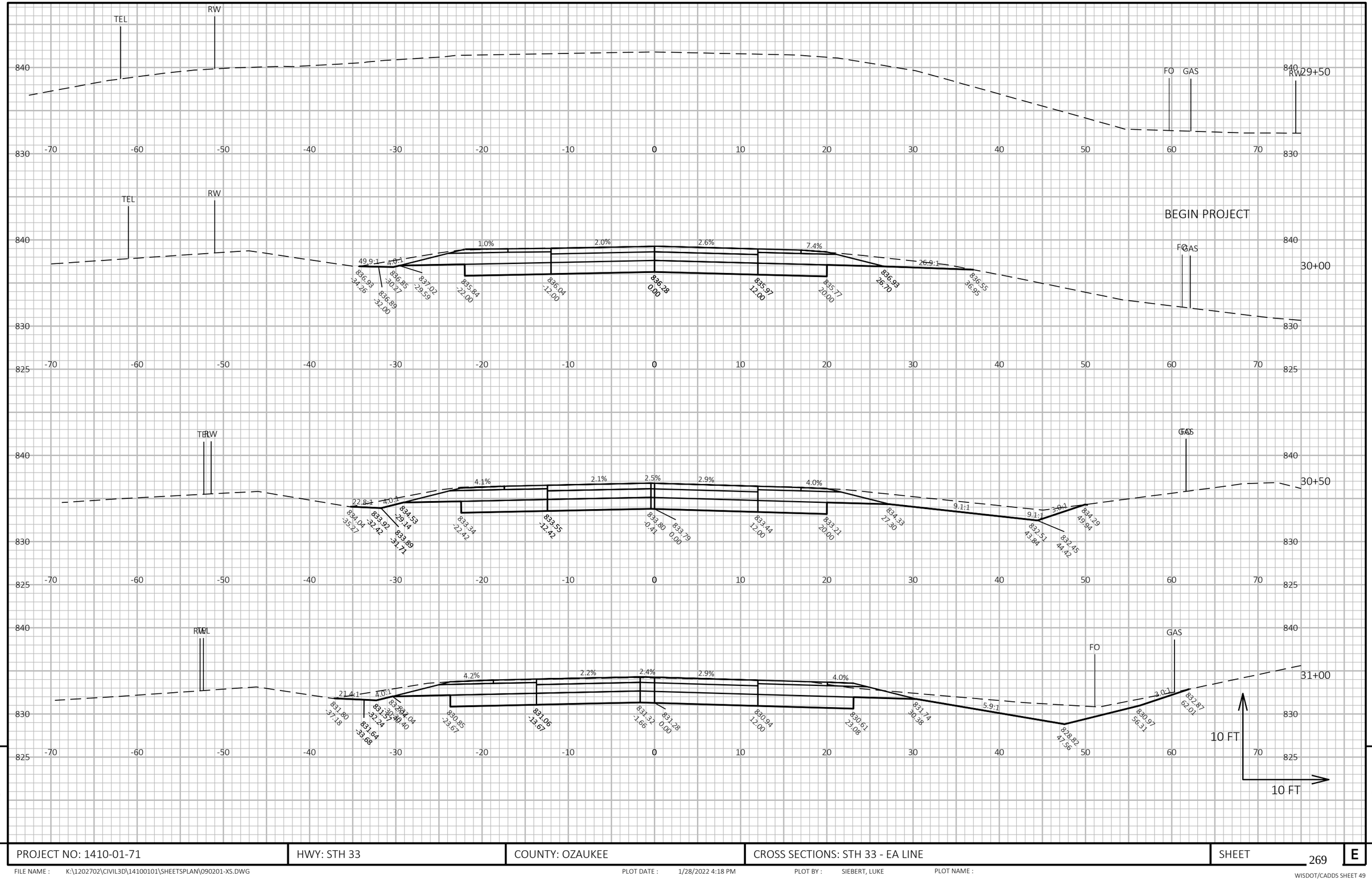
STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
90+00.02	0.00	130.30	123.18	0	0	0	0	0	0
90+25	24.98	58.13	144.65	87	32	124	87	161	-107
90+50	25.00	179.96	116.64	110	32	121	197	319	-186
90+75	25.00	177.34	107.69	165	32	104	362	454	-189
91+00	25.00	119.77	129.83	138	32	110	500	597	-226
91+25	25.00	80.30	146.87	93	32	128	593	763	-332
91+50	25.00	83.08	131.64	76	32	129	669	931	-456
91+75	25.00	110.38	138.24	90	32	125	759	1,093	-560
92+00	25.00	107.89	154.72	101	32	136	860	1,270	-669
92+25	25.00	140.72	89.12	115	32	113	975	1,417	-733
92+50	25.00	153.86	90.14	136	32	83	1,111	1,525	-737
92+75	25.00	120.15	147.53	127	32	110	1,238	1,668	-785
93+00	25.00	138.22	115.68	120	32	122	1,358	1,827	-856
93+17.30	17.30	130.30	123.18	86	32	77	1,444	1,927	-903

DIVISION -- COLD SPRINGS LANE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
11+93.759	0.00	0.00	0.00	0	0	0	0	0	0
12+00	6.24	70.64	0.52	8	10	0	8	0	-2
12+50	50.00	109.91	2.00	167	10	2	175	3	152
12+77.846	27.85	155.47	0.13	137	9	1	312	4	279

DIVISION -- COLD SPRINGS ROAD

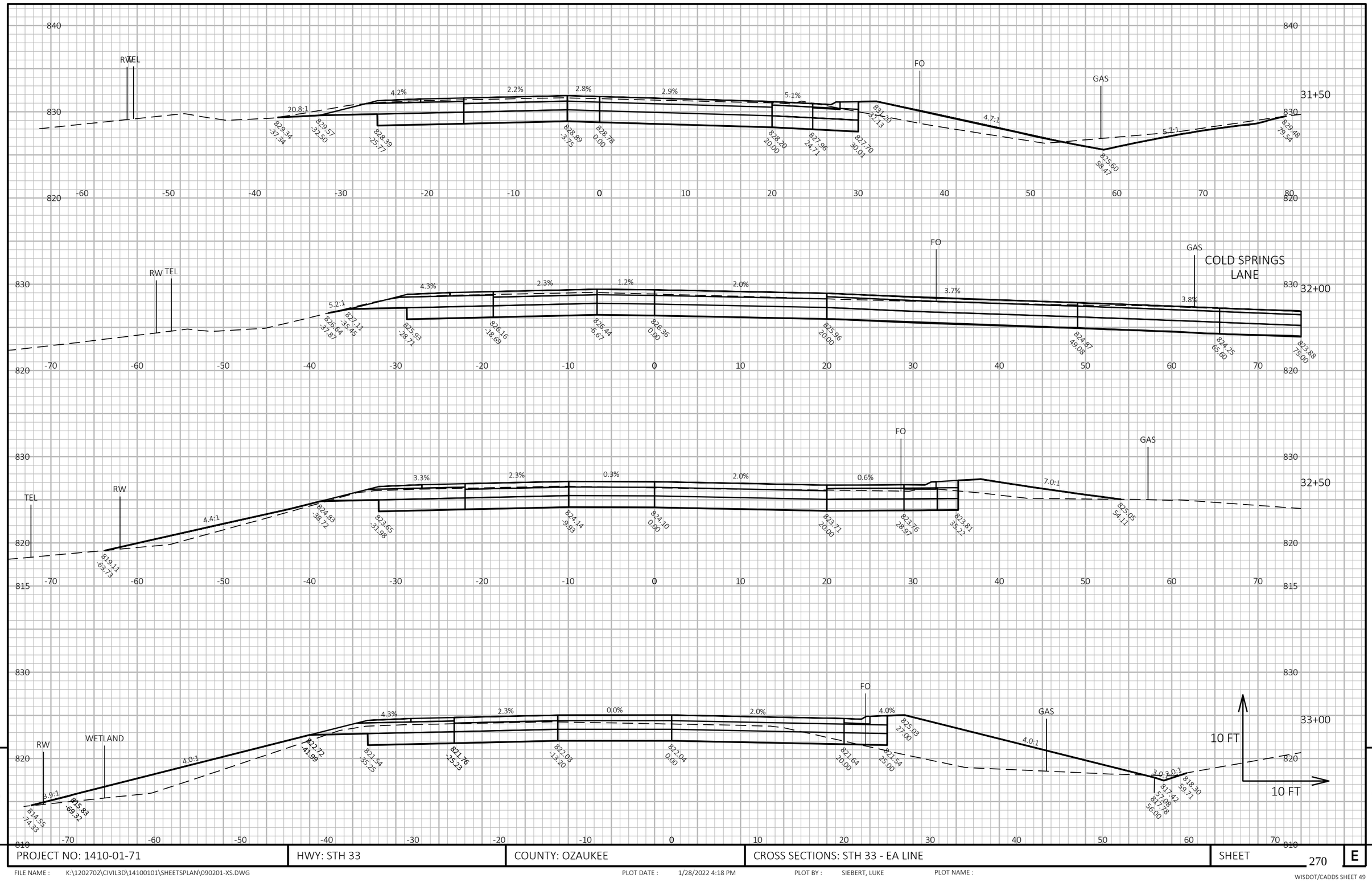
STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.30	MASS ORDINATE
15+66	0.00	154.20	2.69	0	0	0	0	0	0
16+00	34.00	127.07	0.00	177	15	2	177	3	159
16+50	50.00	100.69	0.00	211	15	0	388	3	355
16+74.6	24.60	95.96	0.00	90	15	0	478	3	430



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EA LINE	SHEET 269	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:18 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



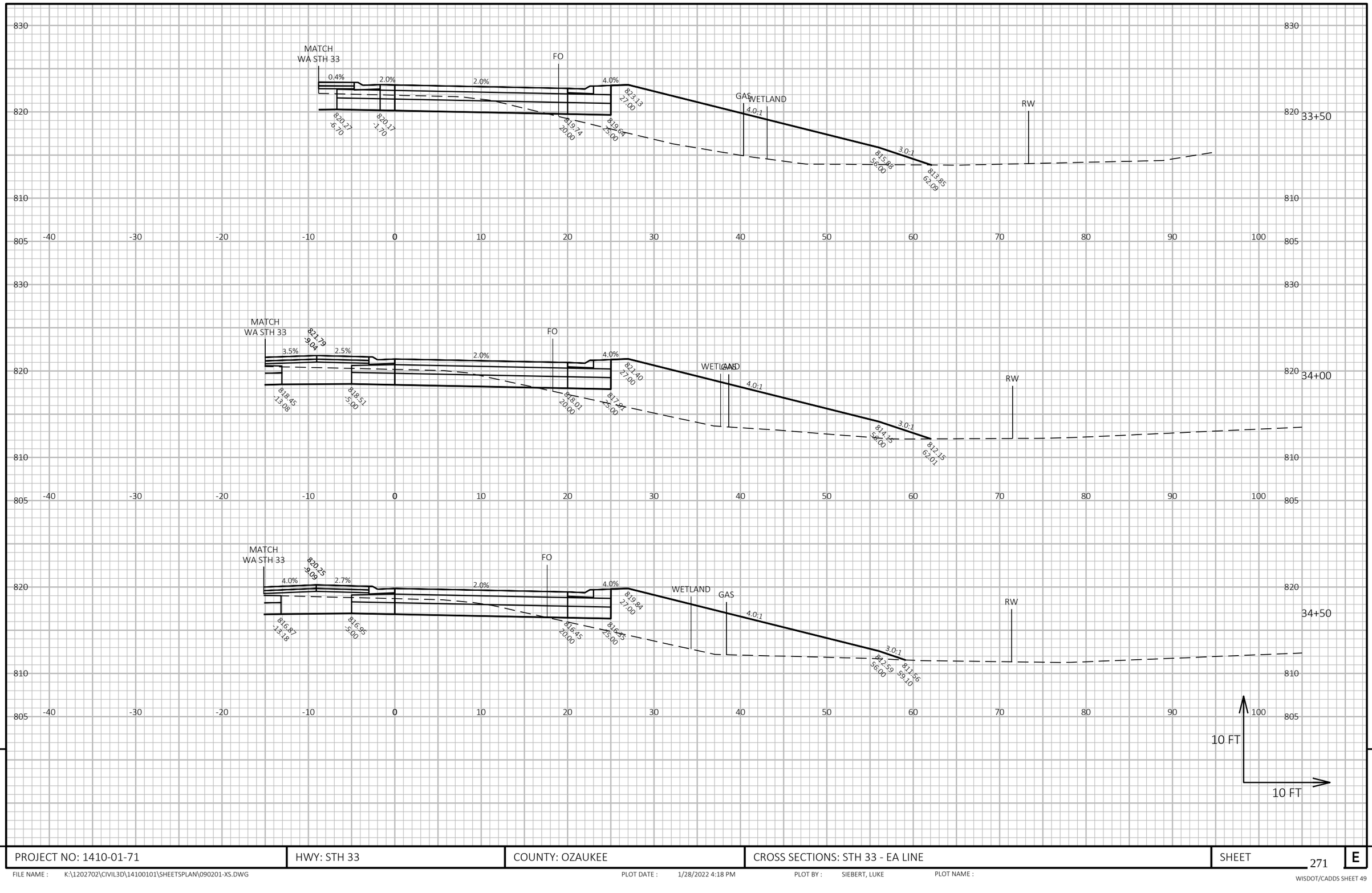
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EA LINE	SHEET 270	E

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WISDOT/CADDS SHEET 49

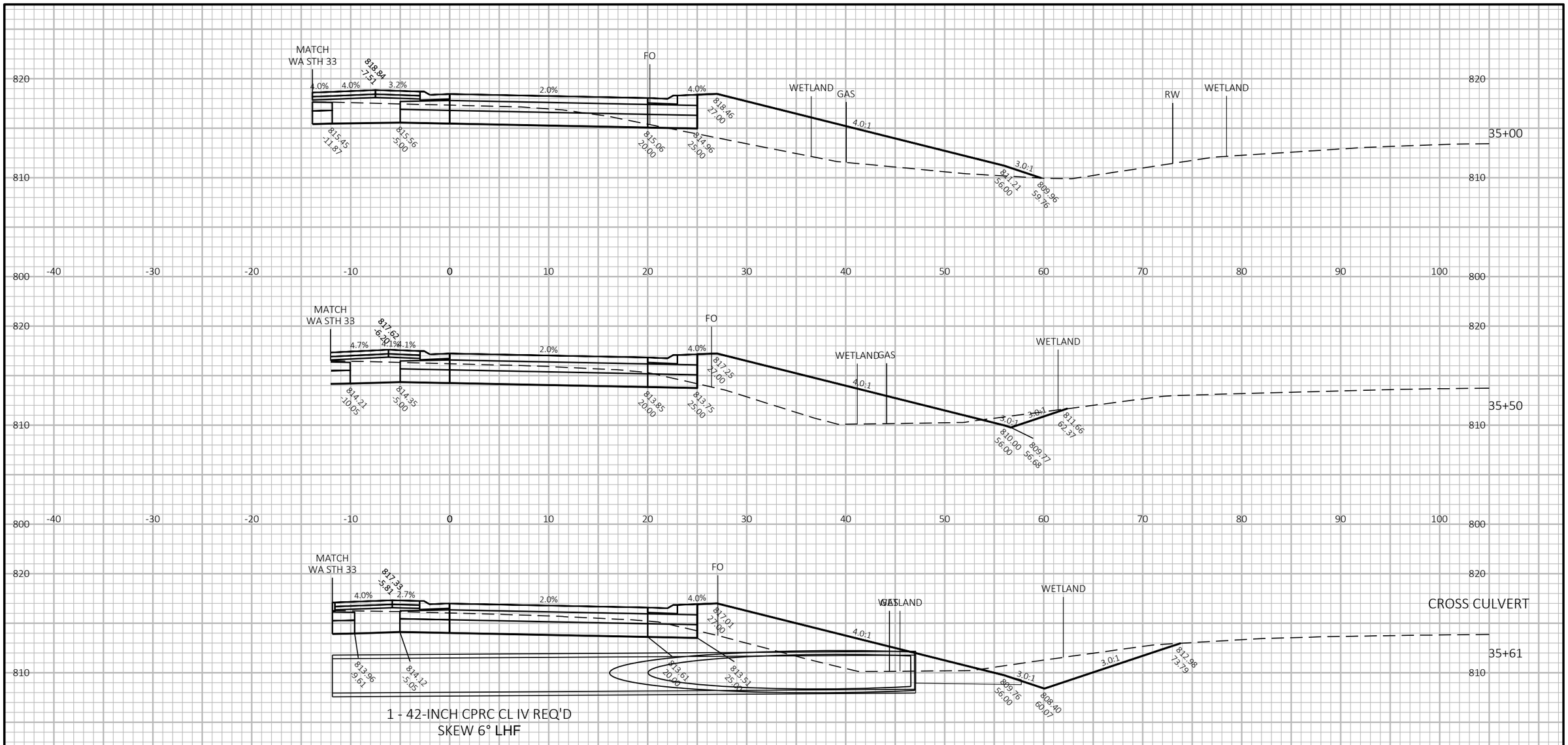
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EA LINE	SHEET 271	E

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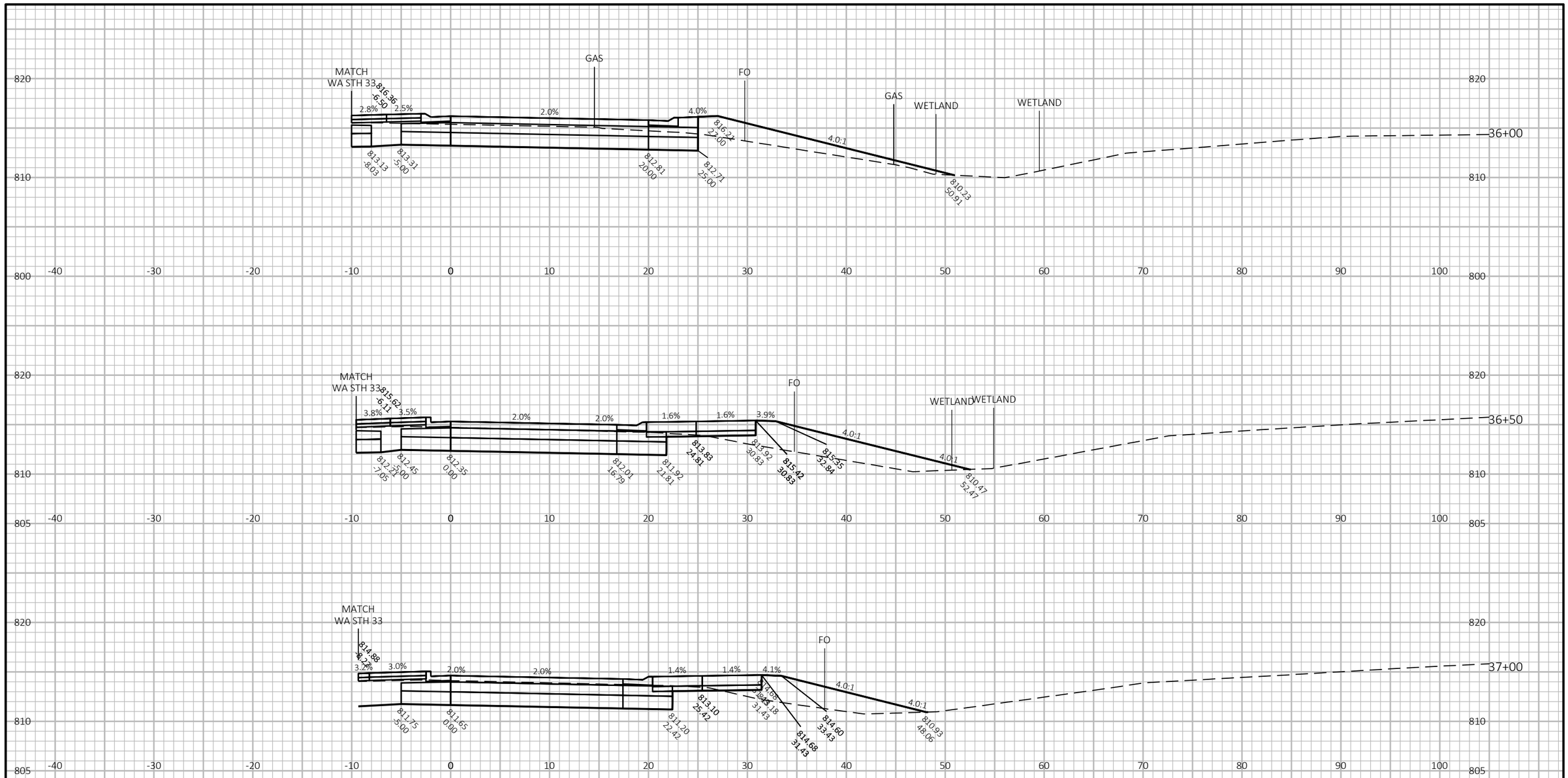
WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EA LINE	SHEET 272	E



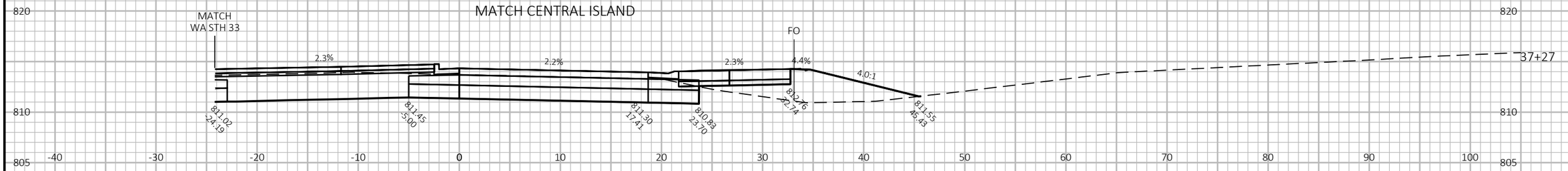
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EA LINE	SHEET 273	E

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WISDOT/CADDS SHEET 49



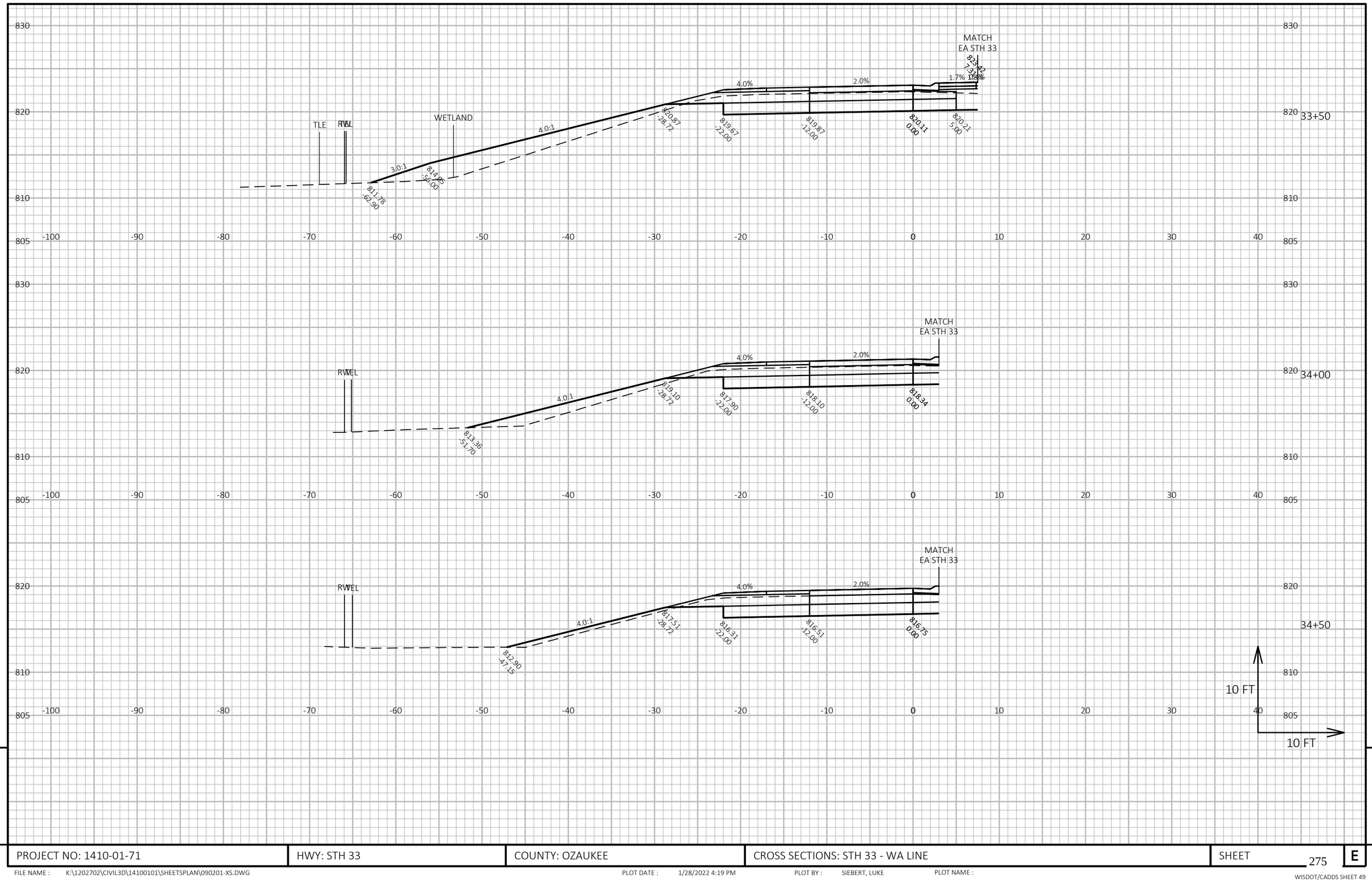


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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EA LINE	SHEET 274	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:18 PM PLOT BY : SIEBERT, LUKE PLOT NAME :



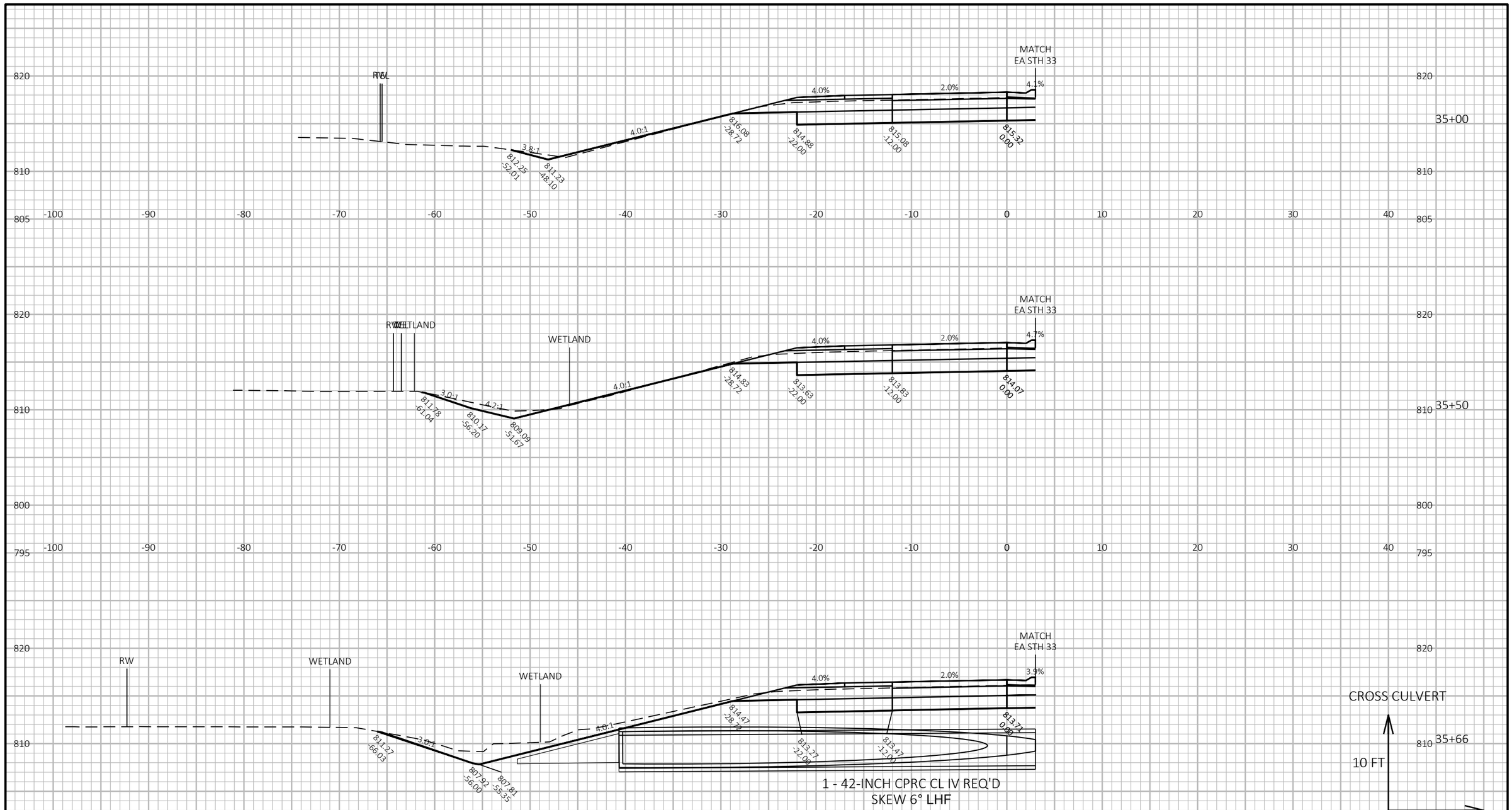
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WA LINE	SHEET 275	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:19 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

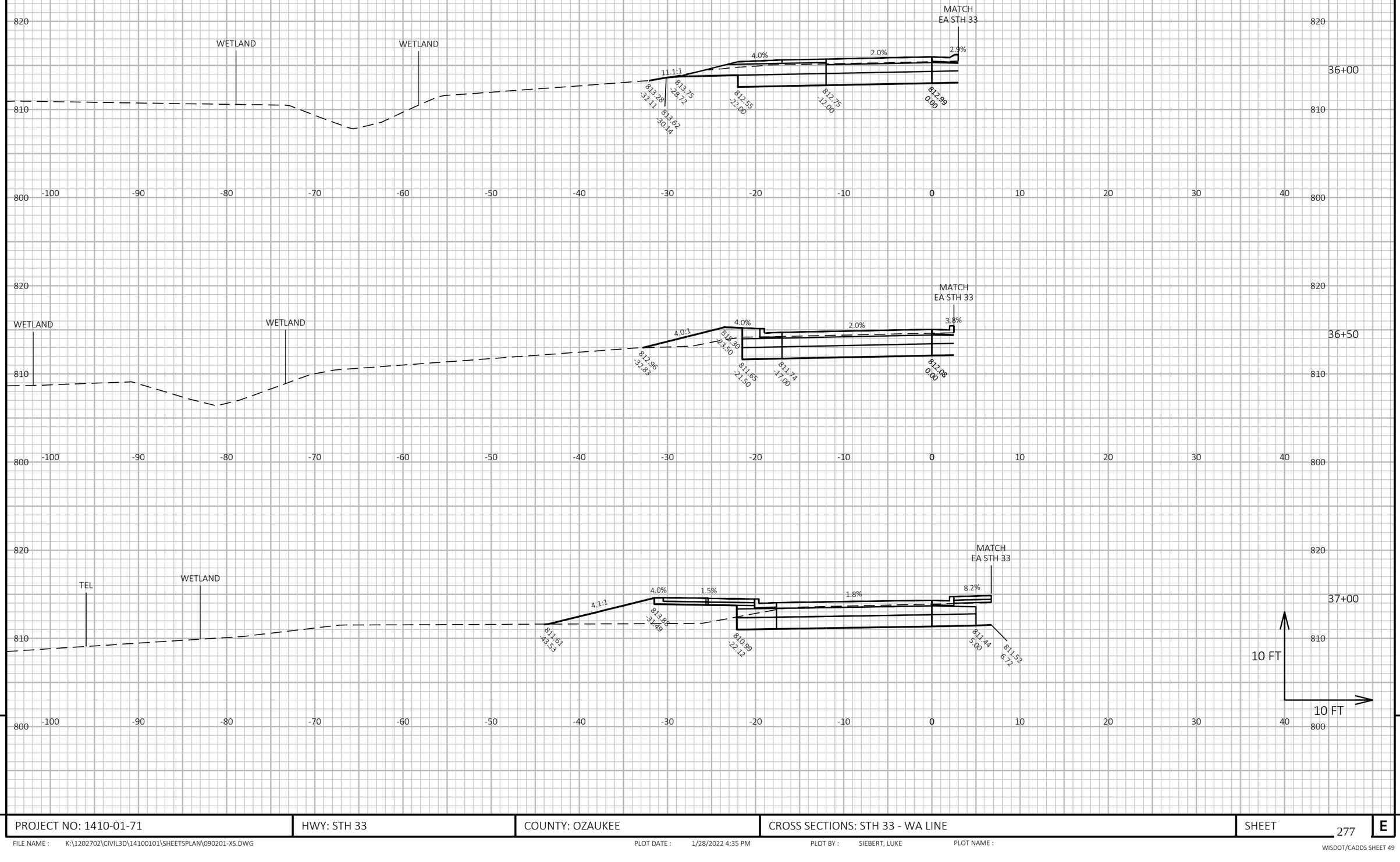
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WA LINE	SHEET 276	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:34 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

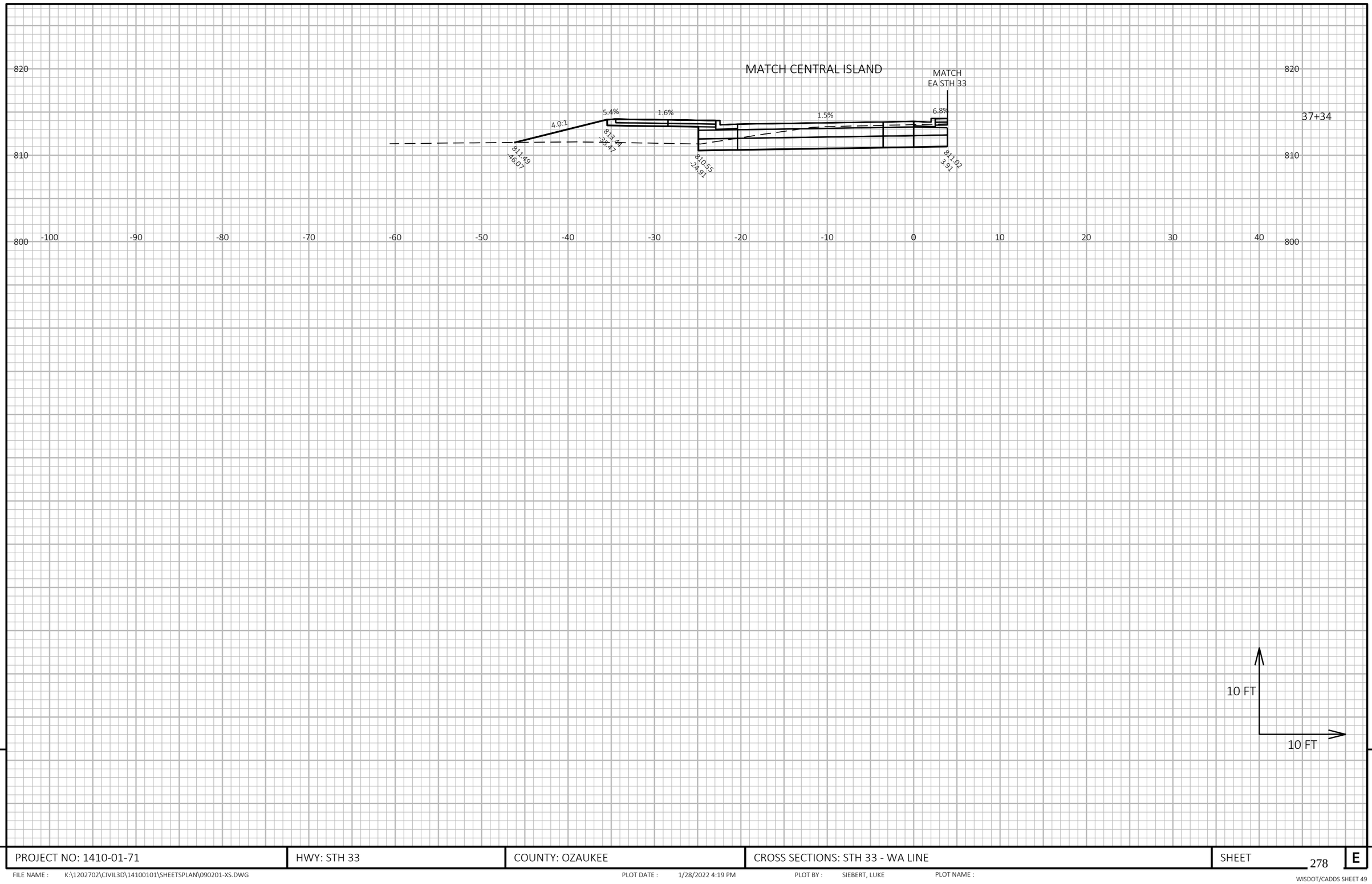
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WA LINE	SHEET 277	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:35 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

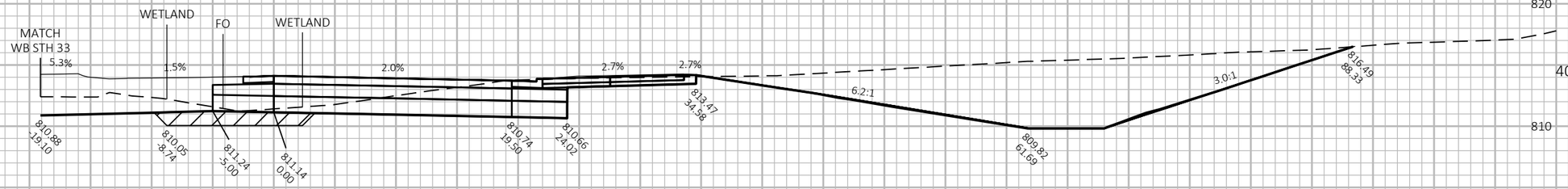
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WA LINE	SHEET 278	E

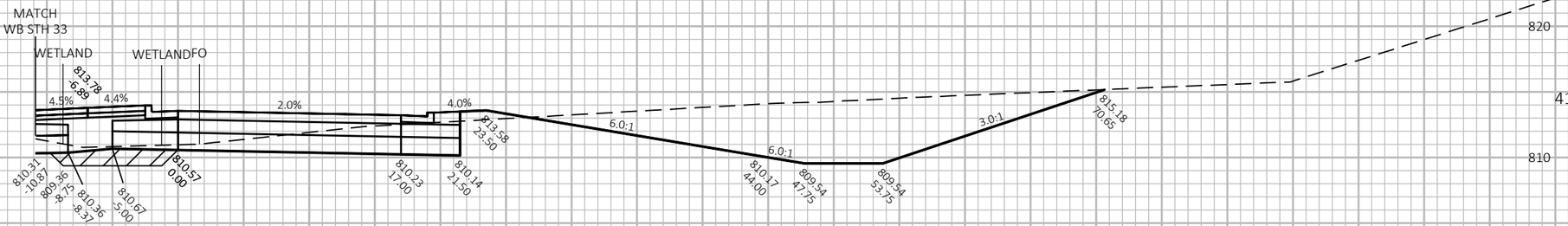
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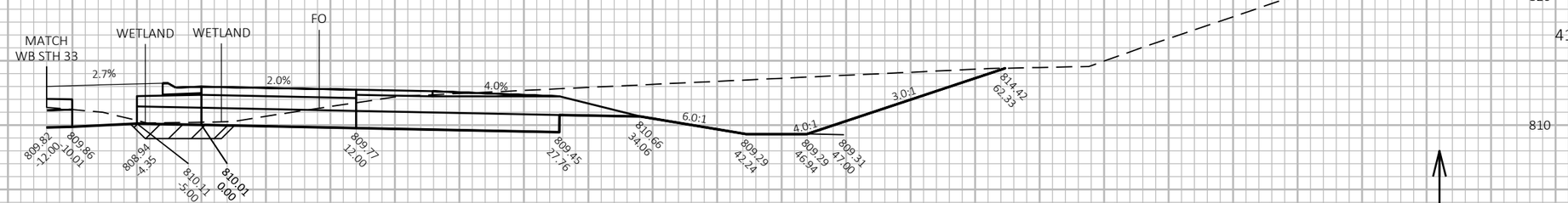
WISDOT/CADDS SHEET 49

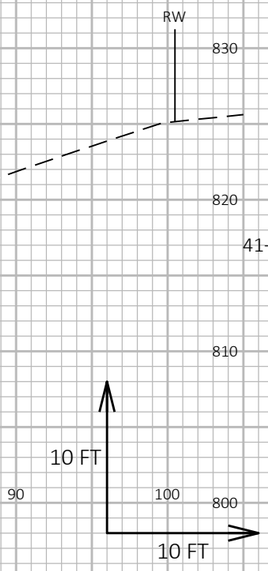
APPROXIMATE EBS AREAS

MATCH CENTRAL ISLAND









PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EB LINE	SHEET 279	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:20 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

APPROXIMATE EBS AREAS

RW

42+00

MATCH
WB STH 33

FO

812.77
-16.89

4.1%

2.6%

2.0%

4.0%

3.0:1

814.02
53.90

6.0:1

4.0:1

810.20
28.72

810.72
44.00

809.31
-12.46

809.45
-11.86

809.35
-5.00

809.54
0.00

809.44
0.00

808.30
5.35

809.20
12.00

809.00
22.00

809.05
35.61

809.05
37.31

RW

42+50

MATCH
WB STH 33

812.22
-9.71

3.6%

2.0%

2.0%

4.0%

3.0:1

813.88
51.51

6.0:1

4.0:1

809.63
28.72

811.38
44.00

808.81
-15.46

808.85
-13.46

808.97
-5.00

808.87
0.00

808.63
12.00

808.43
22.00

808.80
33.69

840
830
820
810
805
800

-40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100

10 FT

10 FT

9

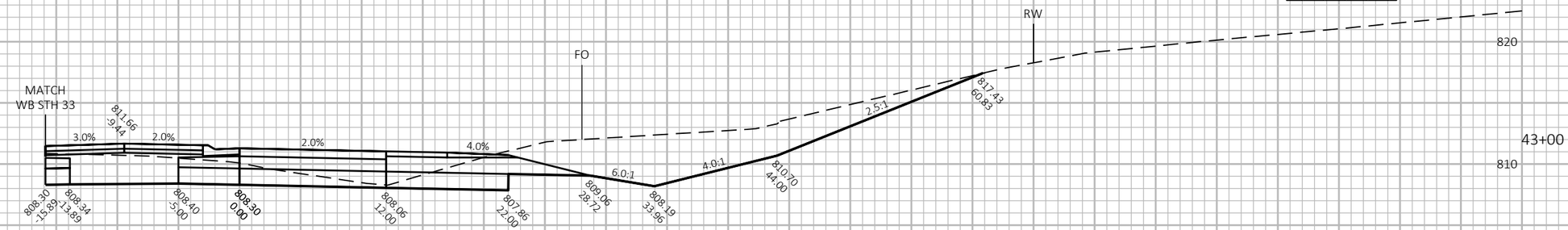
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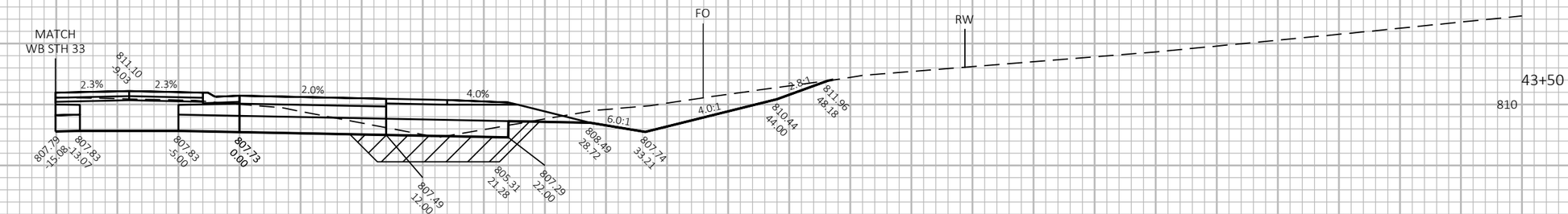
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EB LINE	SHEET 280	E

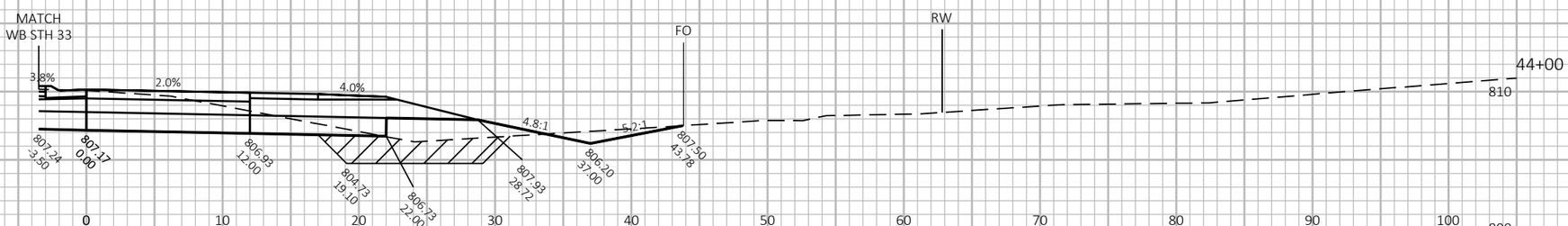
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:20 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

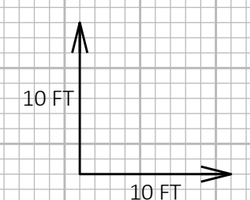
WISDOT/CADDS SHEET 49

APPROXIMATE EBS AREAS







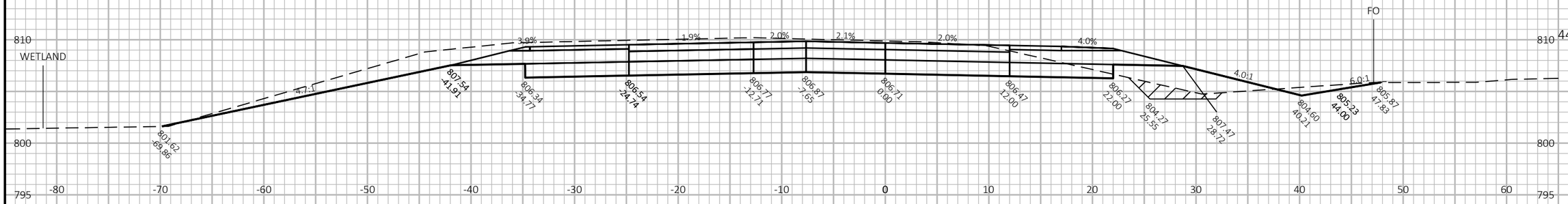


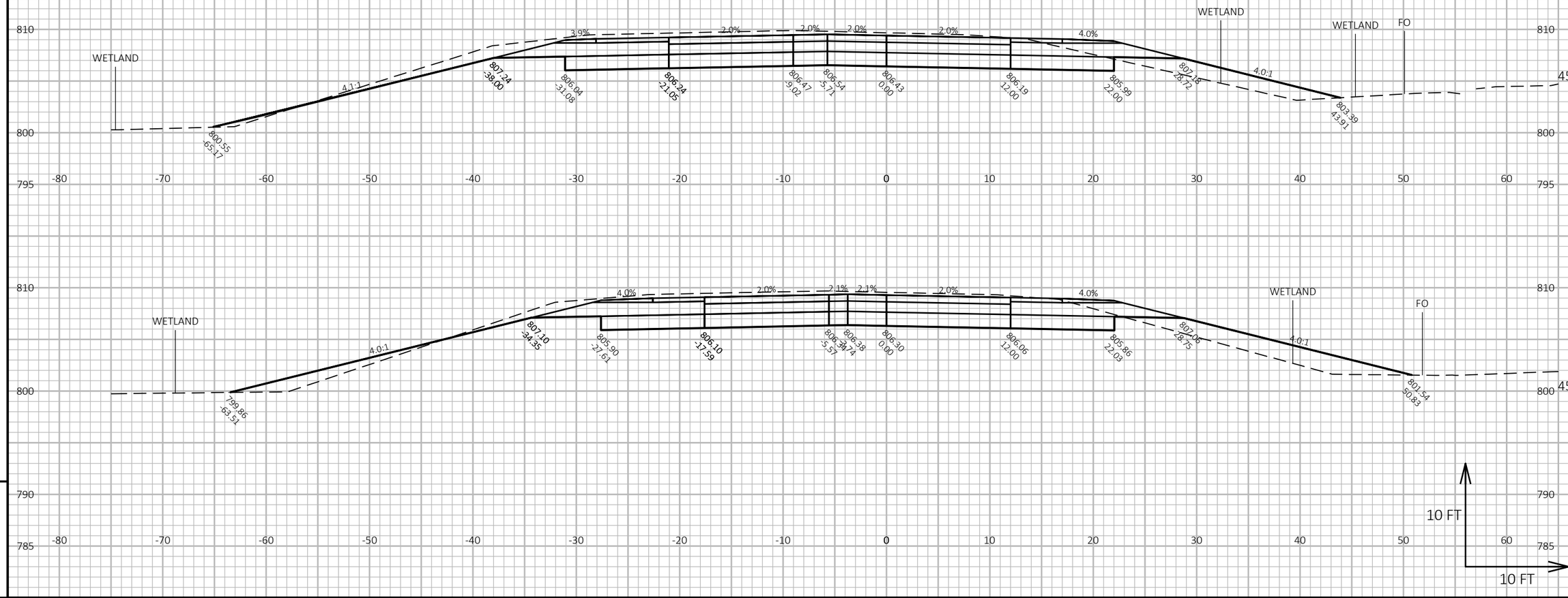
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EB LINE	SHEET 281	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:20 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

APPROXIMATE EBS AREAS





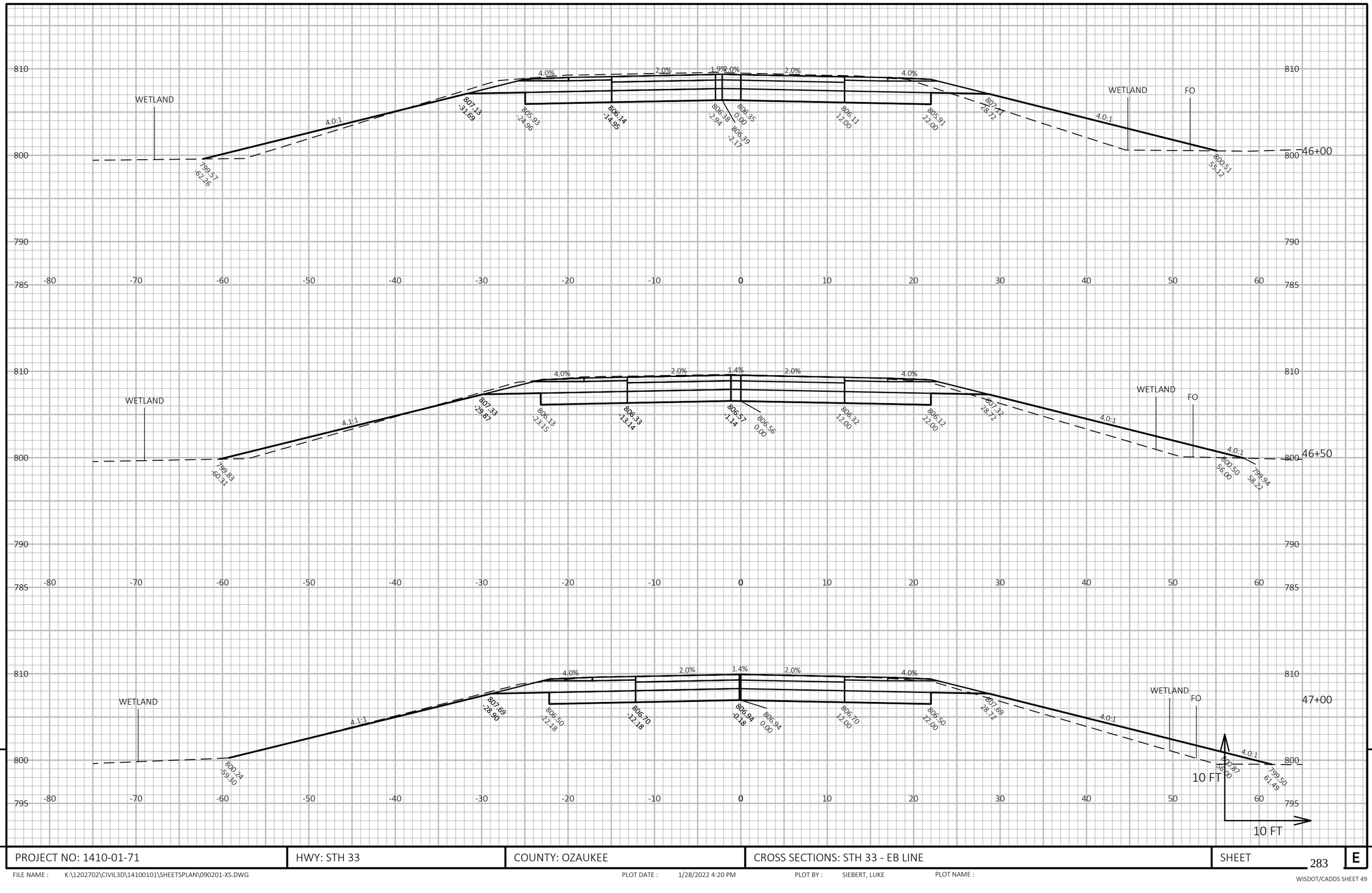
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EB LINE	SHEET 282	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:20 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

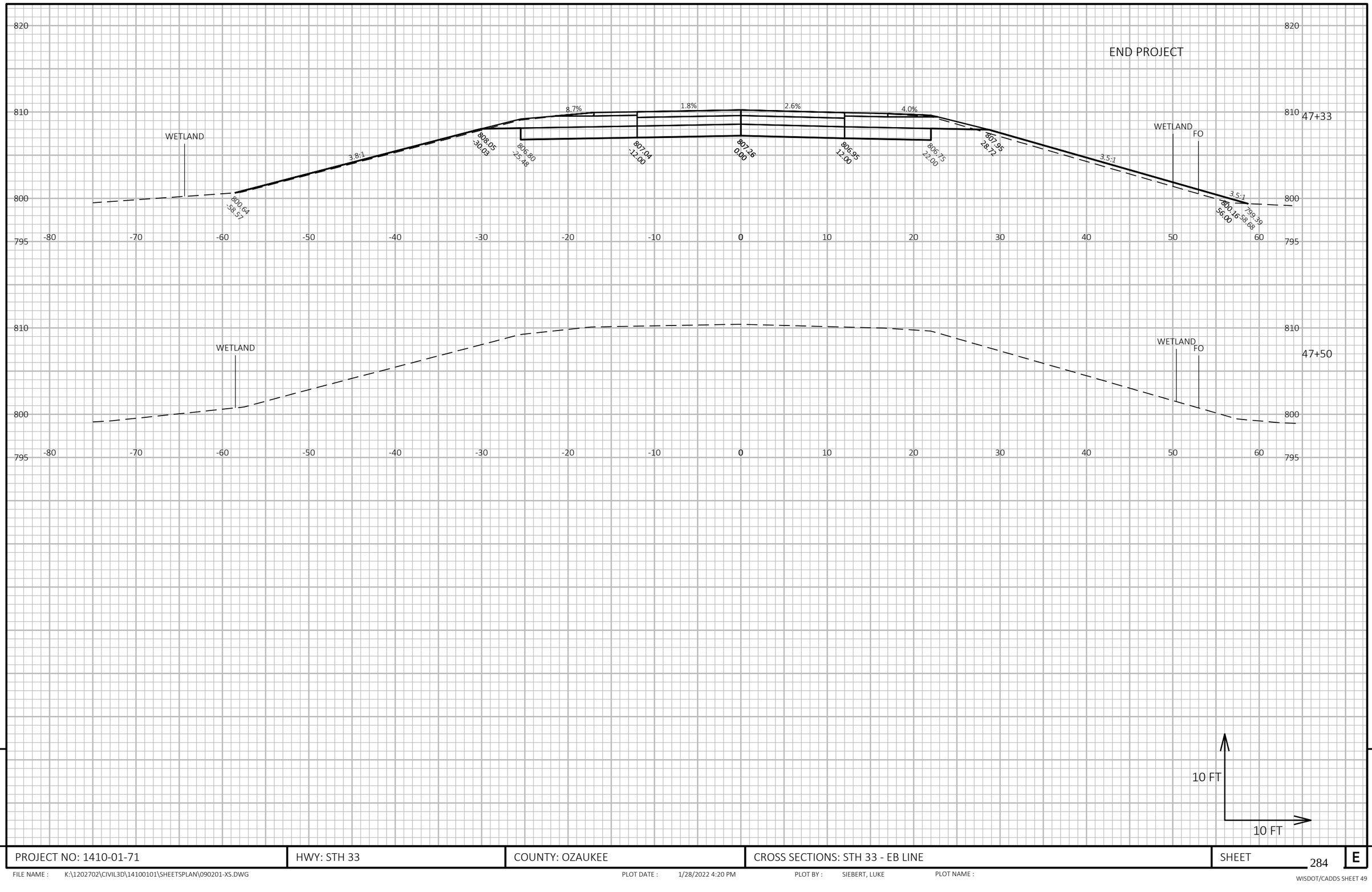
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EB LINE	SHEET 283	E



9

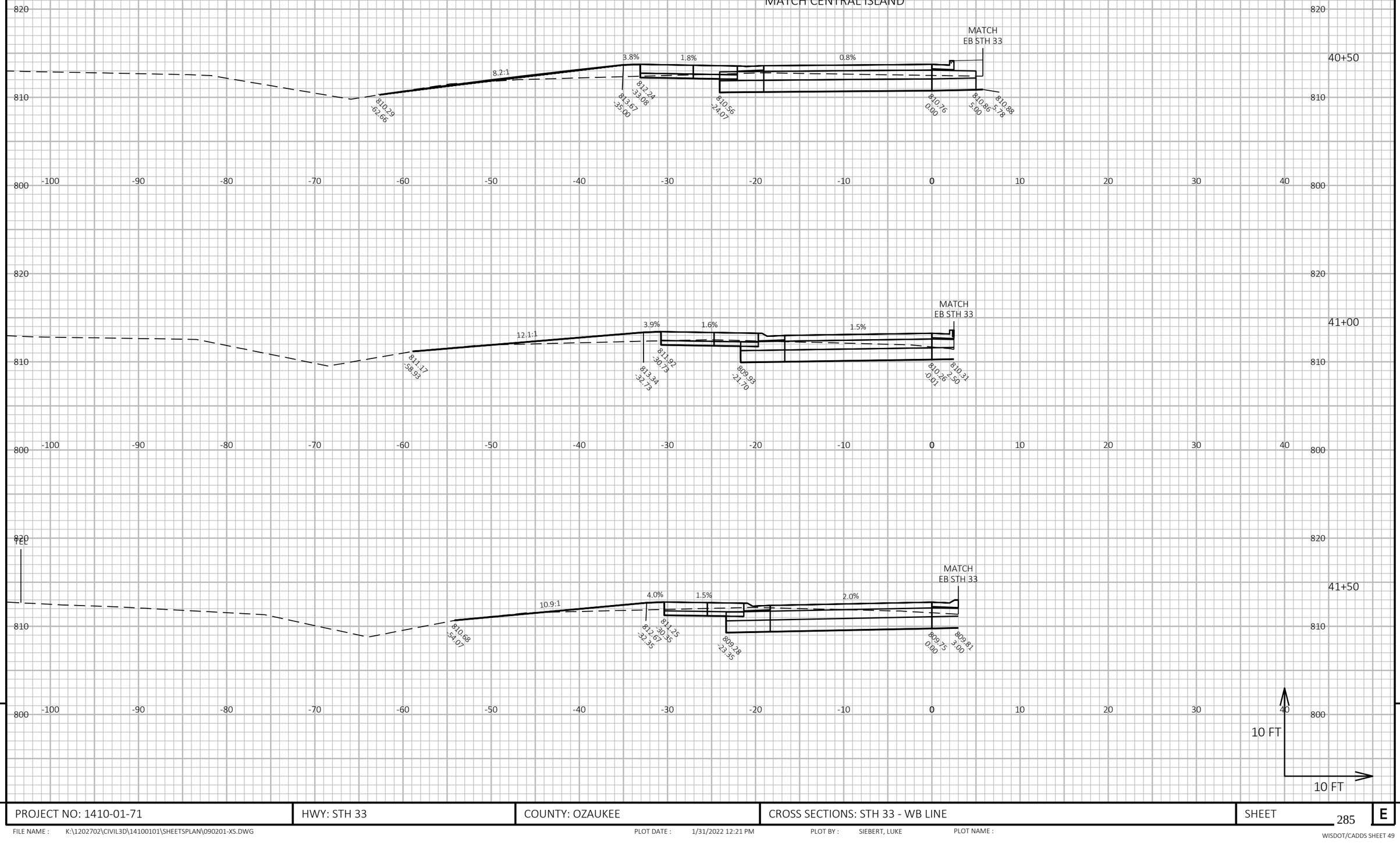
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - EB LINE	SHEET 284	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:20 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

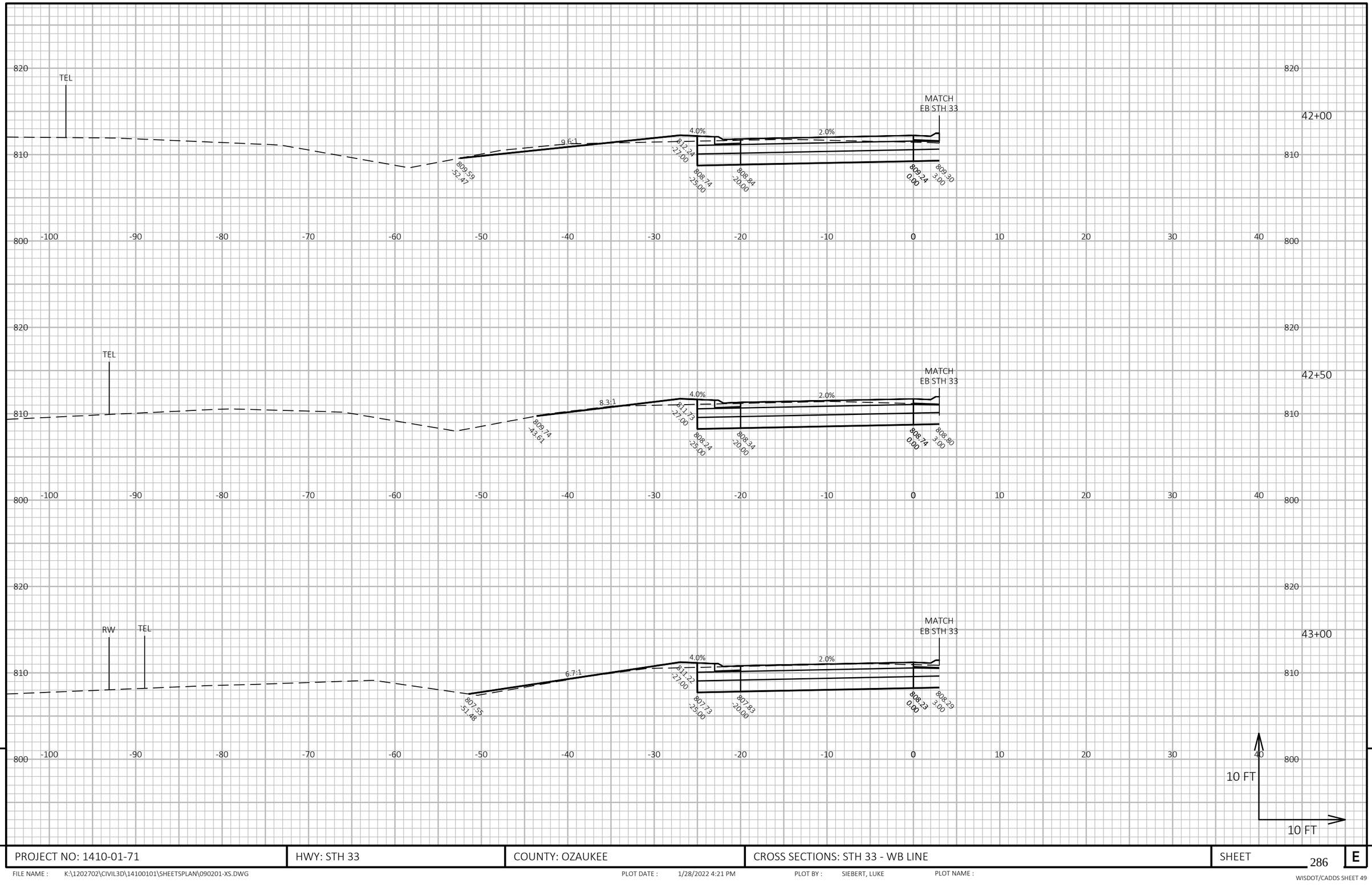
MATCH CENTRAL ISLAND



9

9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WB LINE	SHEET 285	E



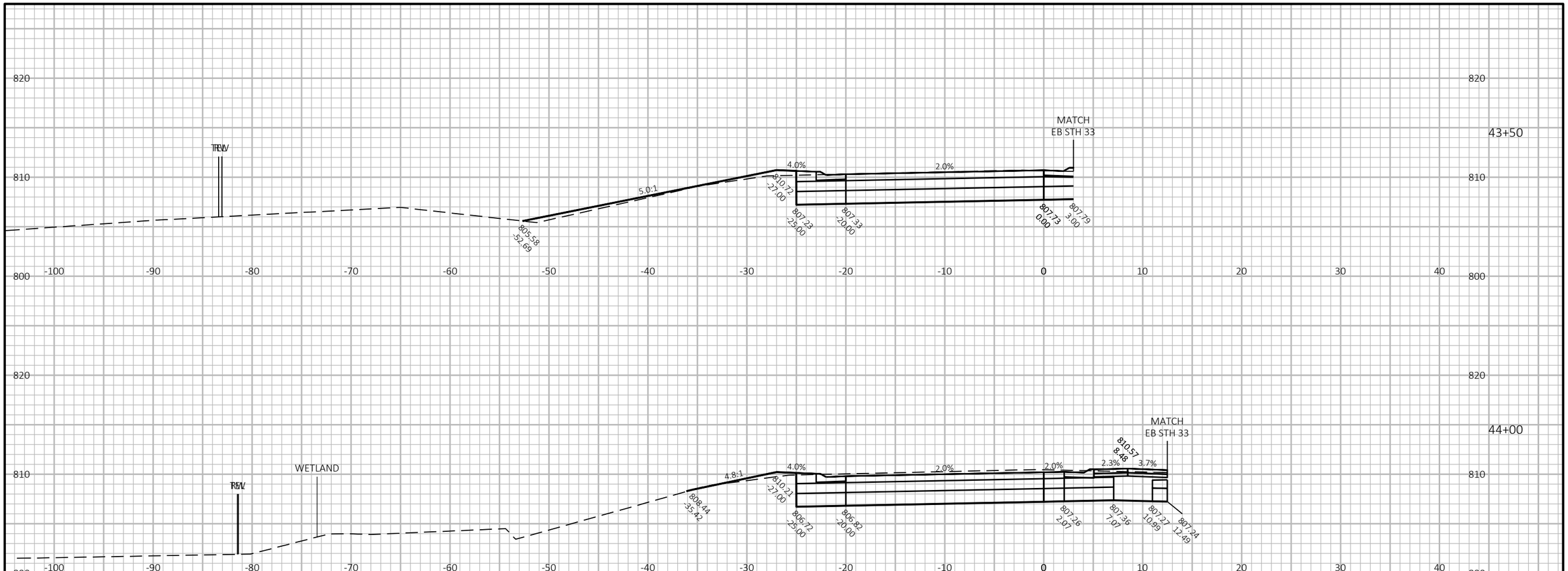
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WB LINE	SHEET 286	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:21 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

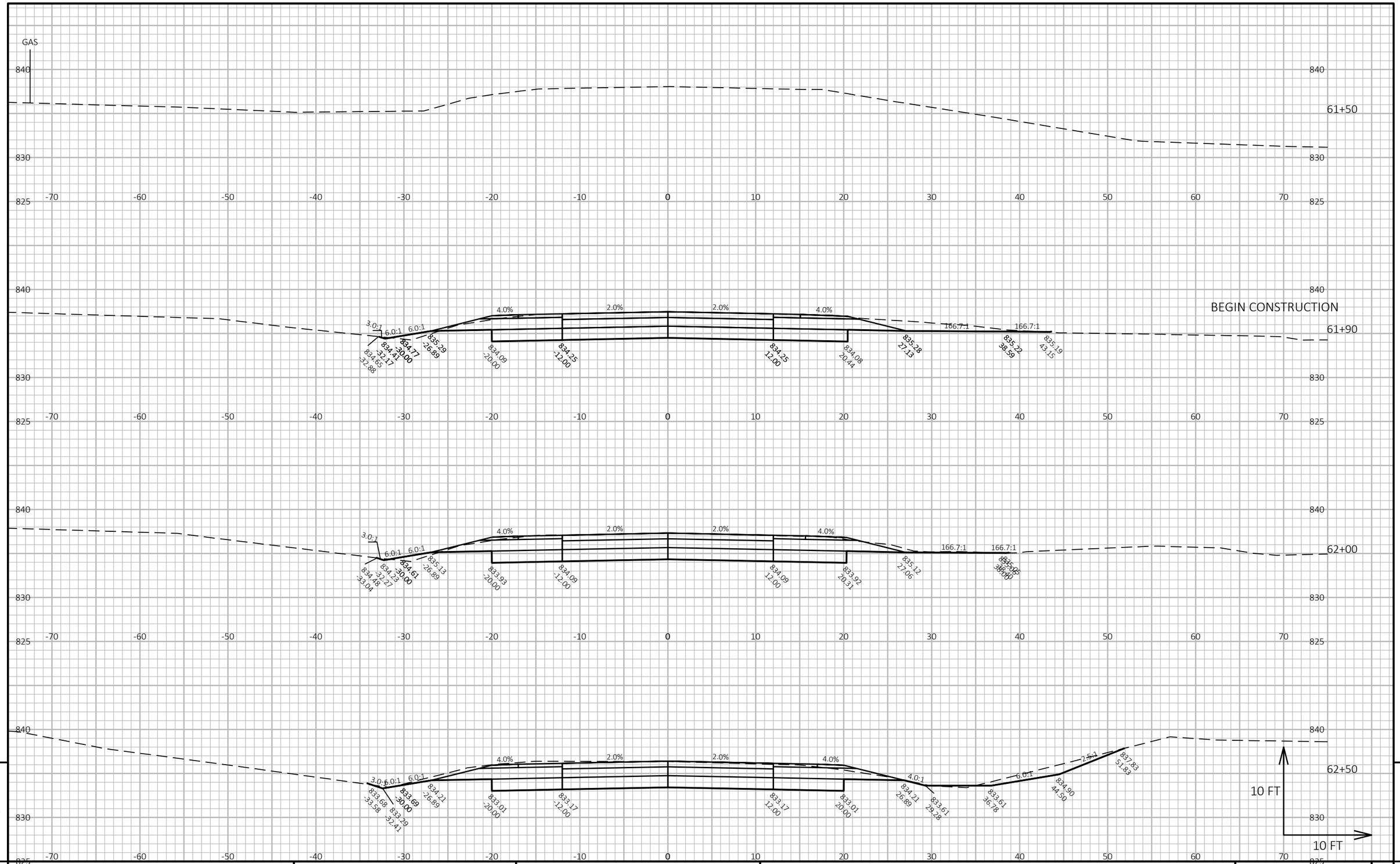
WISDOT/CADDS SHEET 49



9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: STH 33 - WB LINE	SHEET 287	E

9



9

9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 288	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

PE LT
NOT FOR YARDAGE

62+88

63+00

63+50

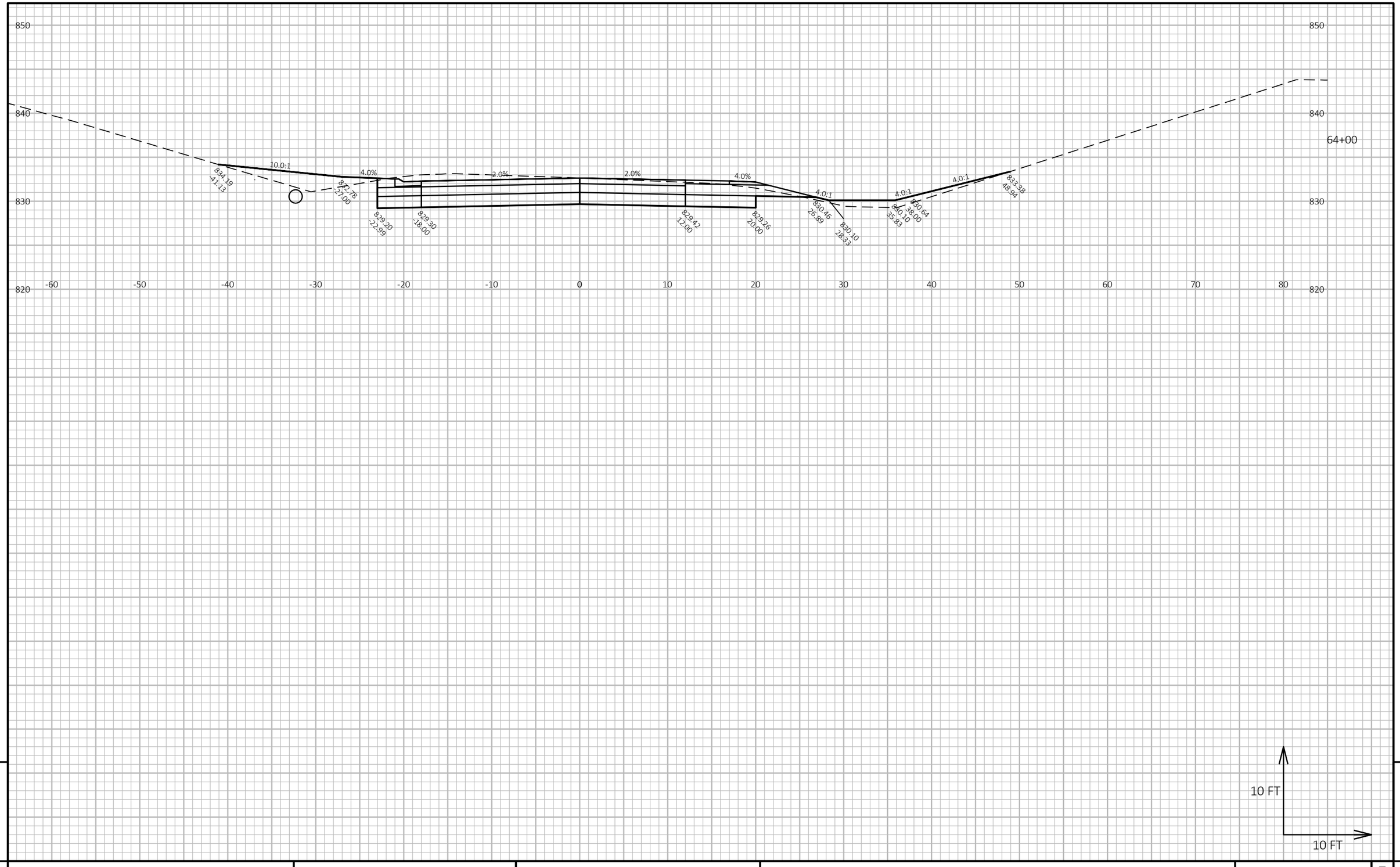
10 FT

10 FT

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 289	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

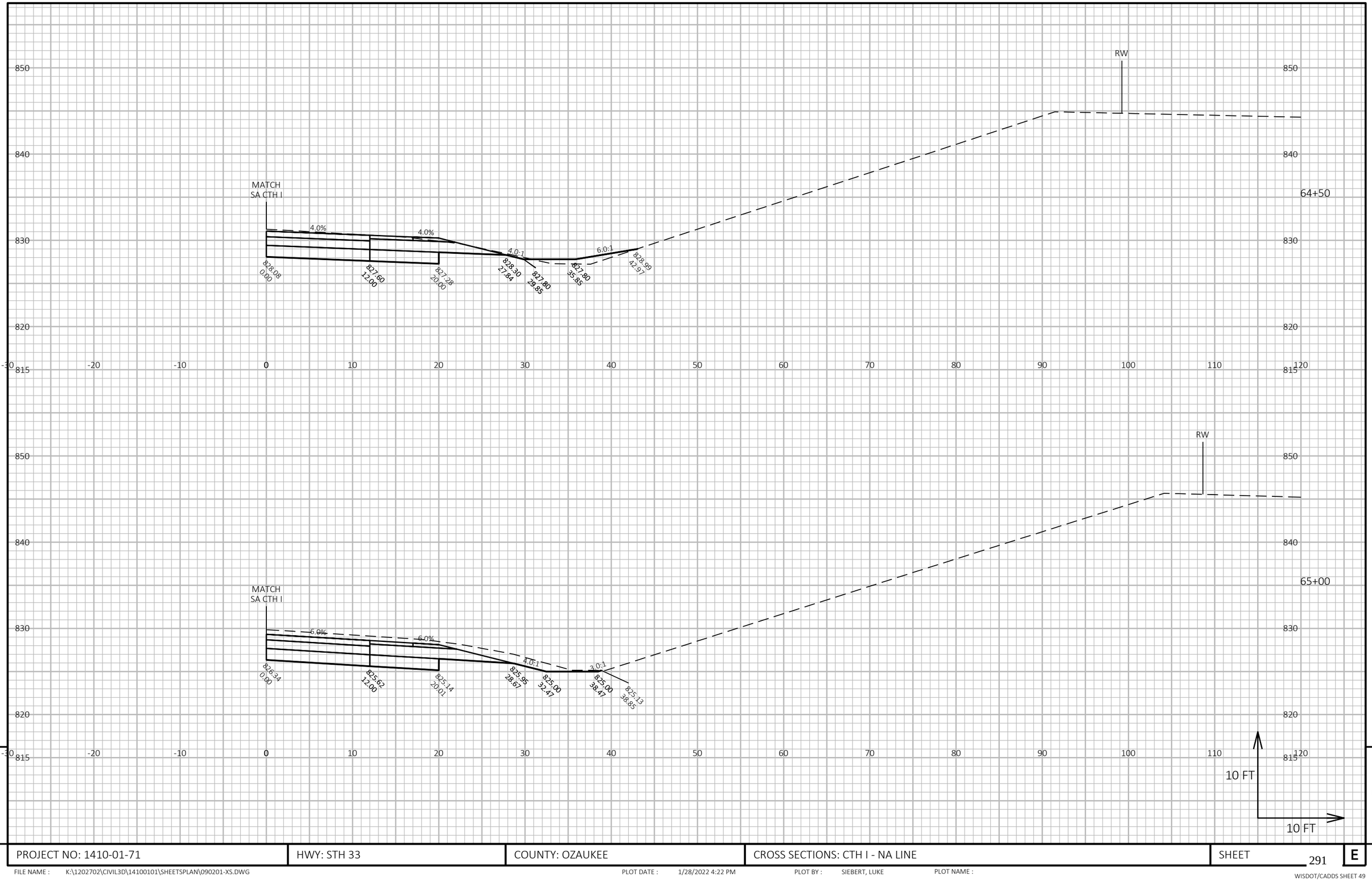
WISDOT/CADDS SHEET 49



9

9

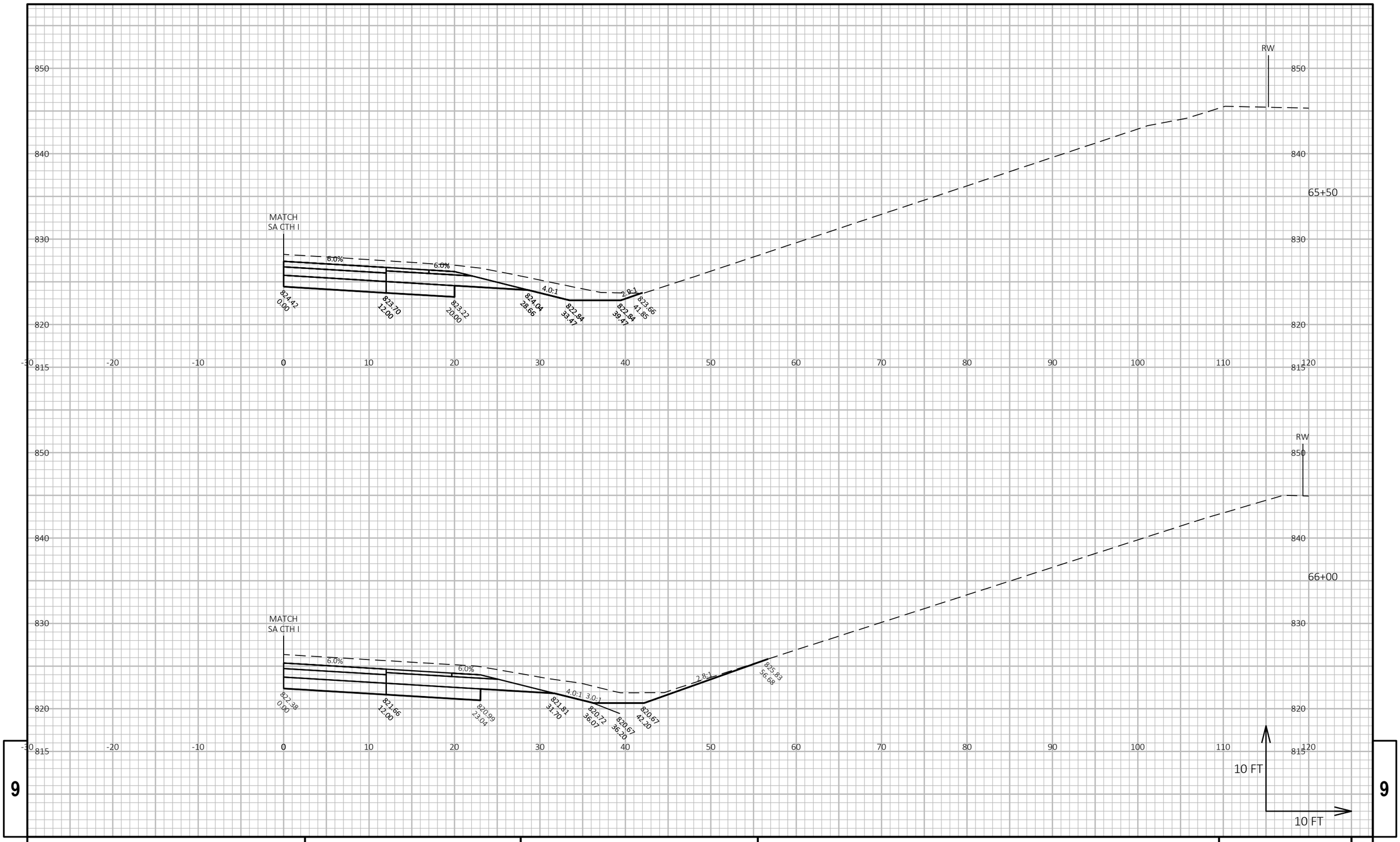
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 290	E



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 291	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



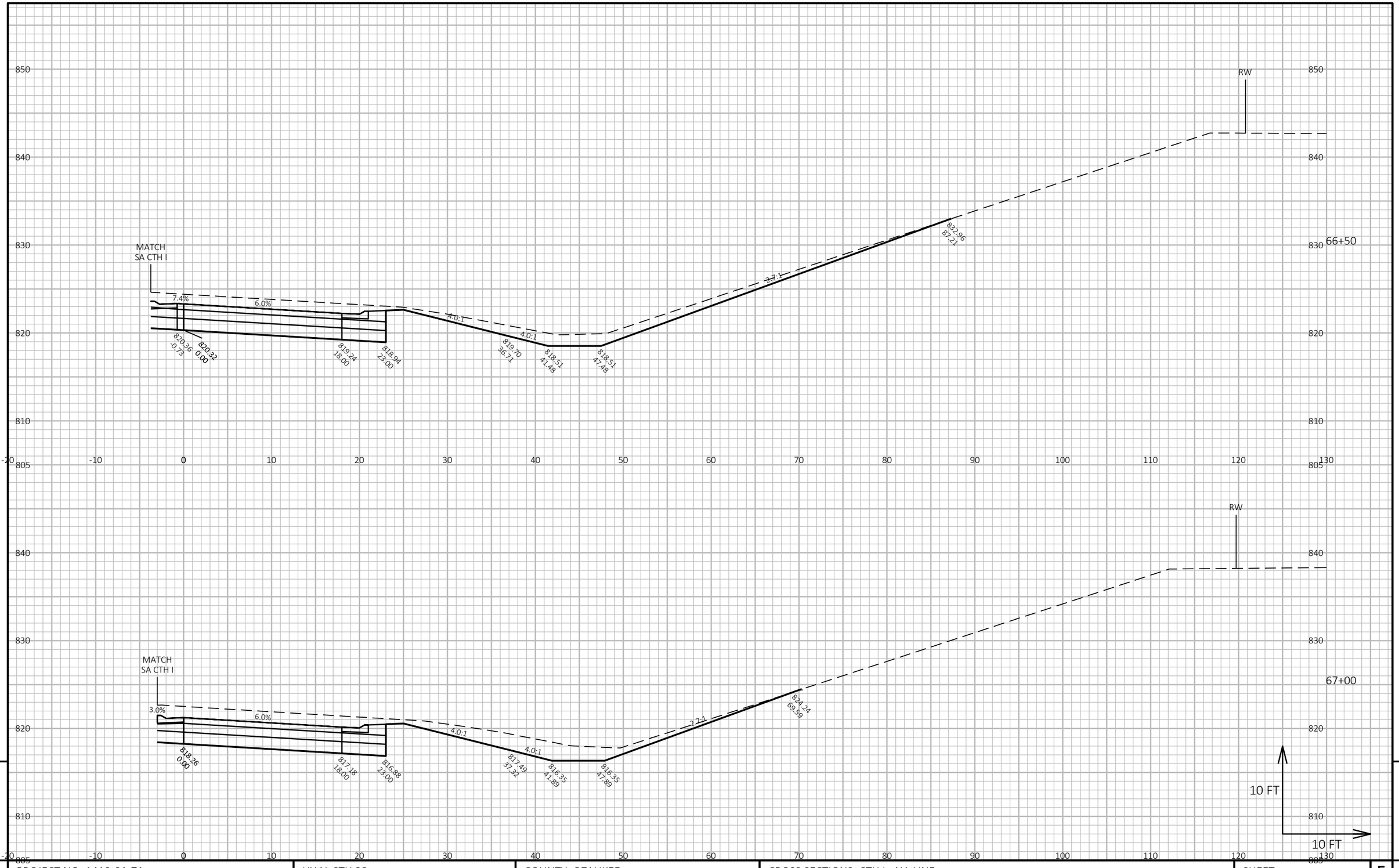
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9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 292	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



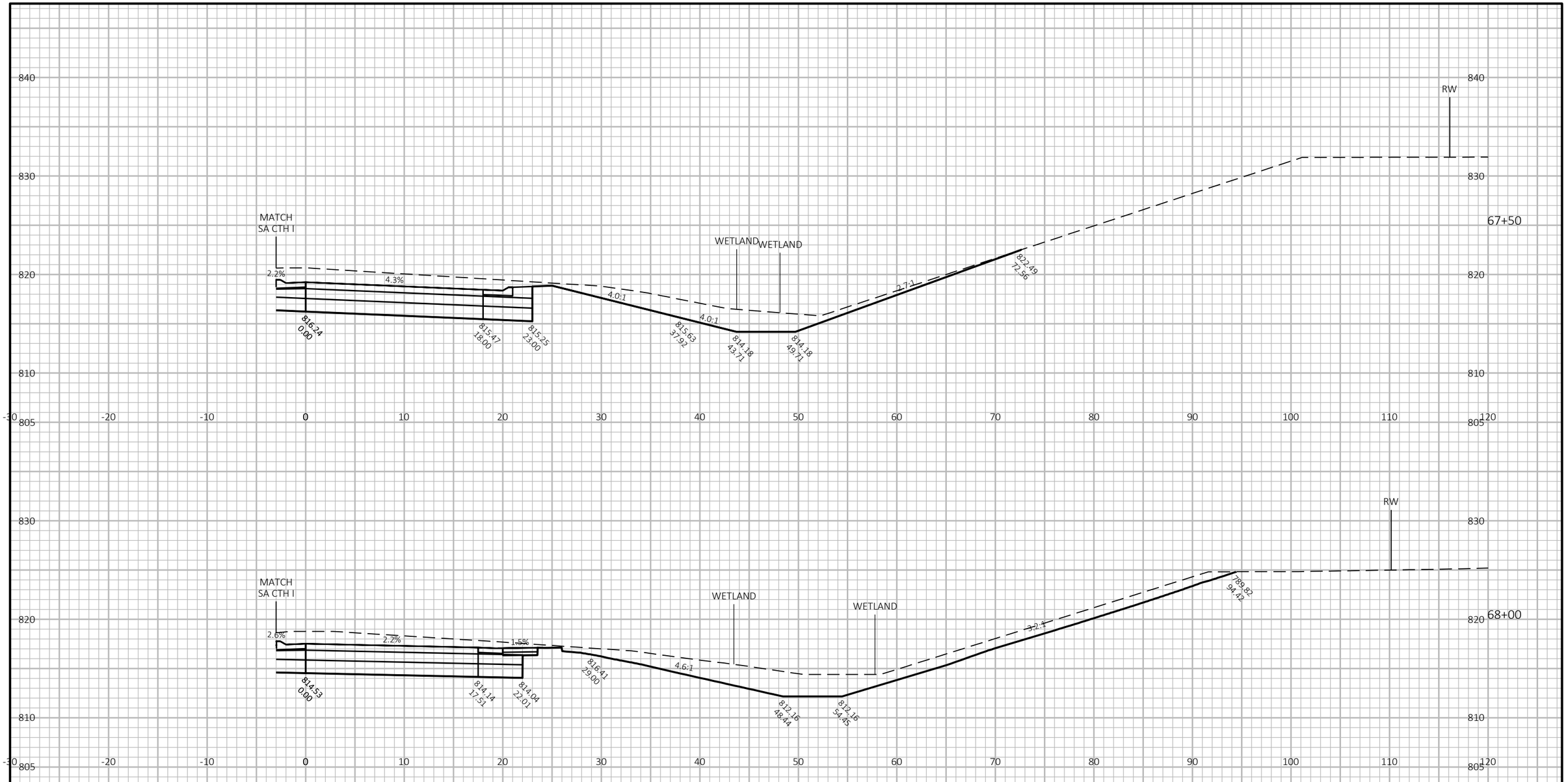
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 293	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



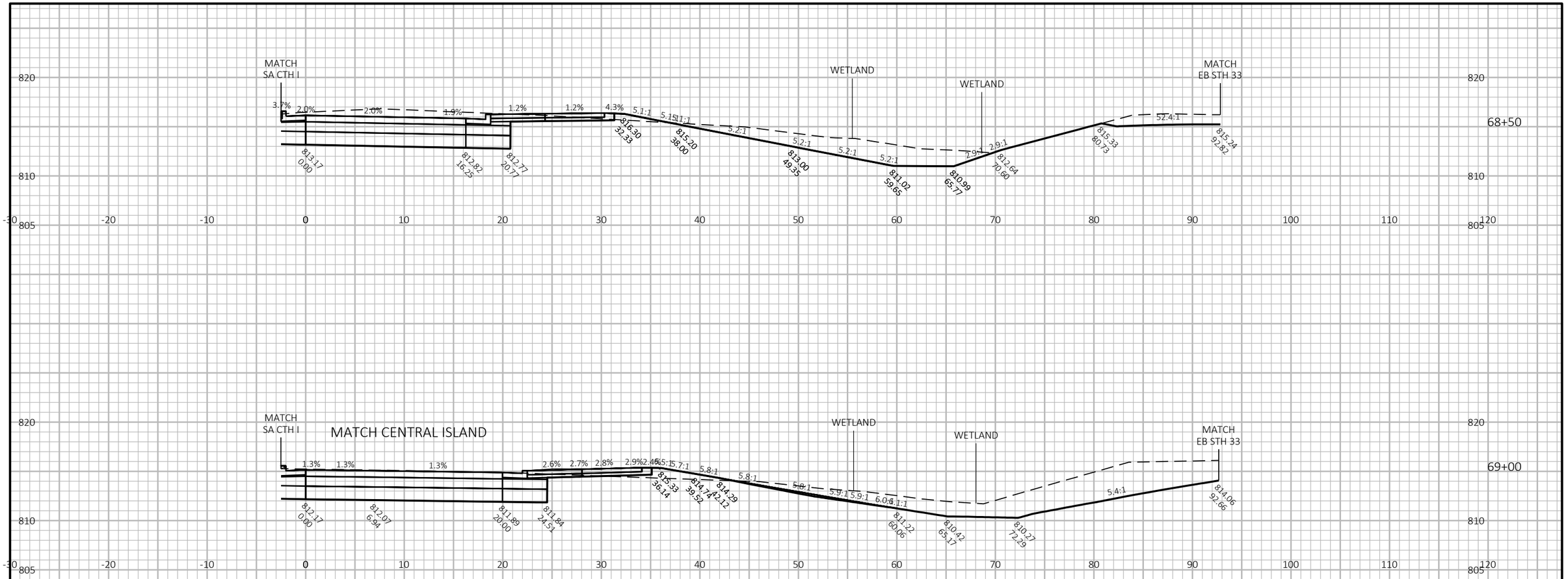
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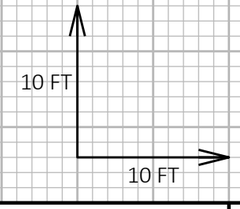
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 294	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49





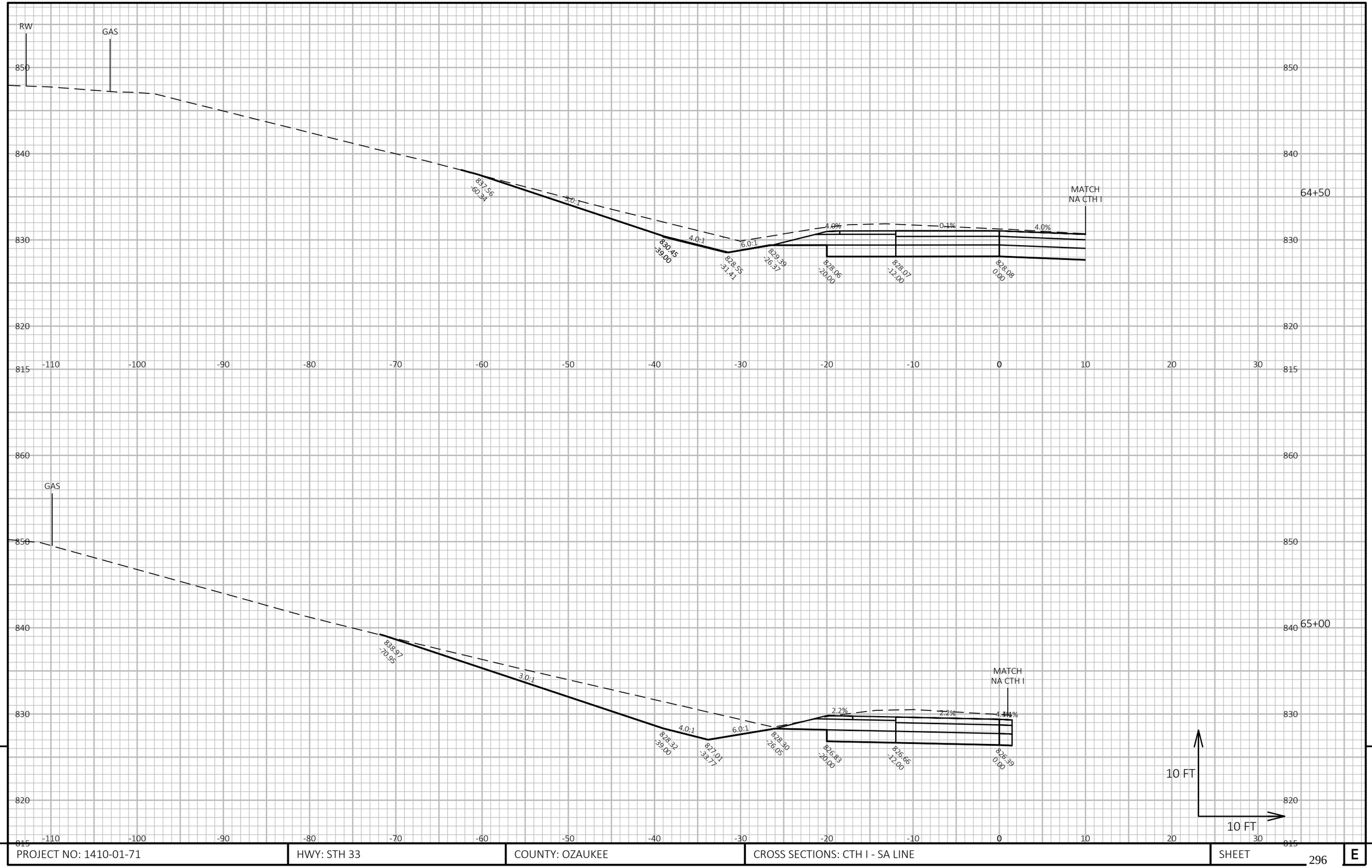
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NA LINE	SHEET 295	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:22 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SA LINE	SHEET 296	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:23 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

GAS

65+50

839.75
-80.29

3.0:1

4.0:1

825.98
-39.00

825.29
-36.92

6.0:1

827.23
-25.59

825.65
-20.00

825.29
-12.00

824.76
0.00

4.4%

4.4%

5.8%

5.8%

MATCH
NA CTH I

66+00

838.76
-82.47

3.0:1

4.0:1

824.28
-39.00

823.77
-37.01

6.0:1

825.10
-29.01

825.71
-25.33

824.07
-20.00

823.59
-12.00

822.89
0.00

5.9%

5.9%

4.7%

MATCH
NA CTH I

10 FT

10 FT

850
840
830
820
815

-110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30

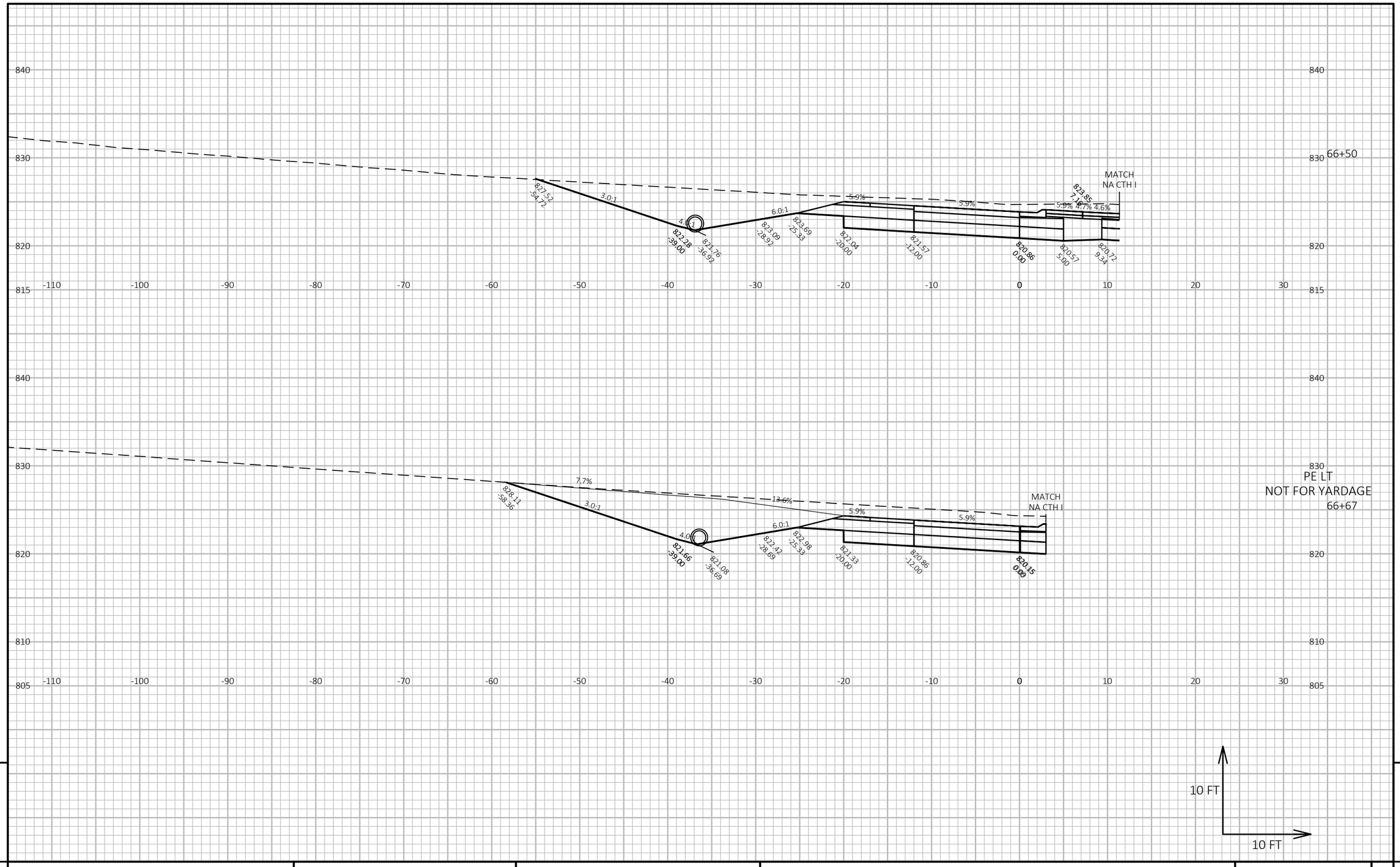
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SA LINE	SHEET 297	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:23 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

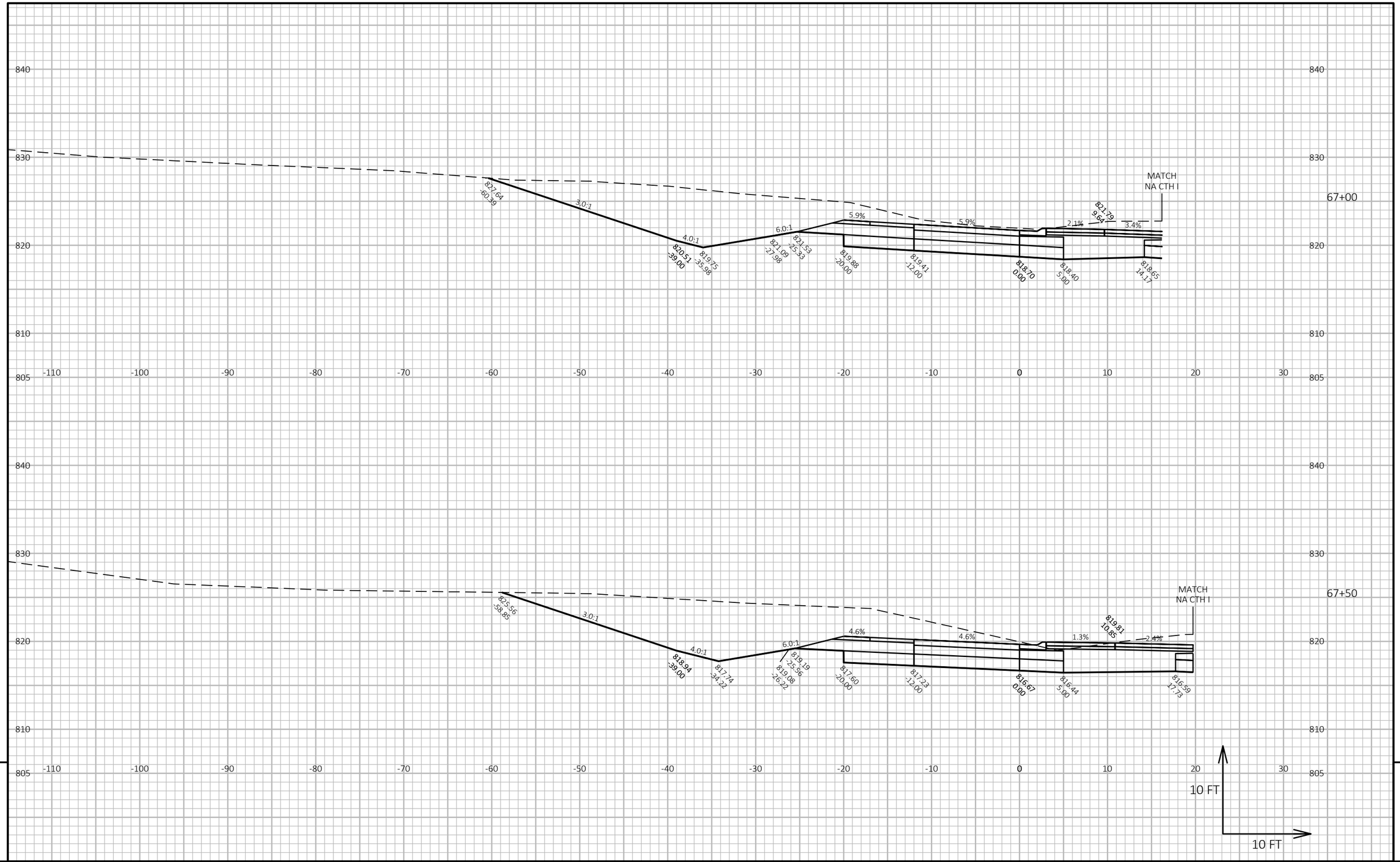
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SA LINE	SHEET 298	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:23 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

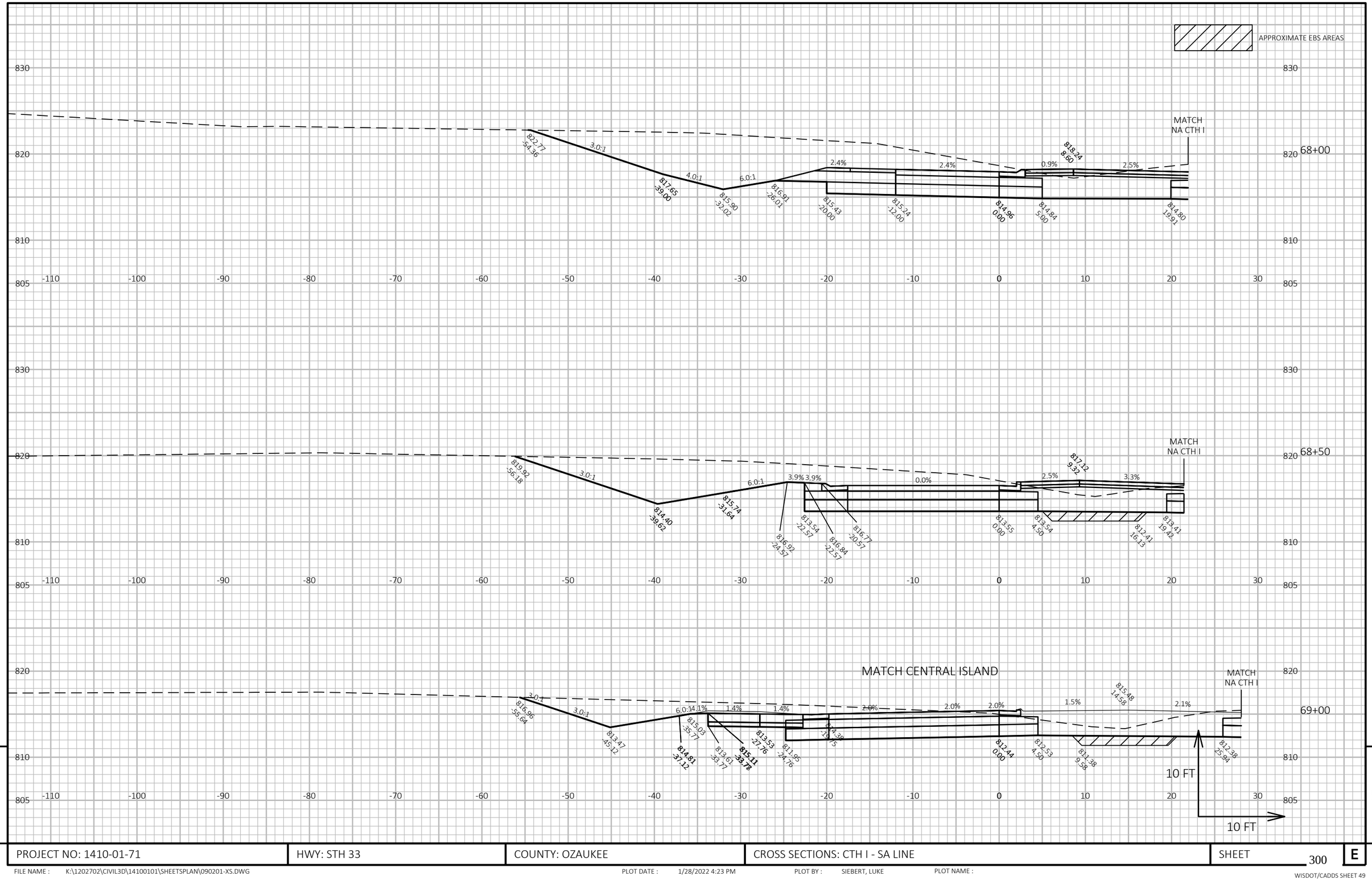
WISDOT/CADDS SHEET 49



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SA LINE	SHEET 299 E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:23 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

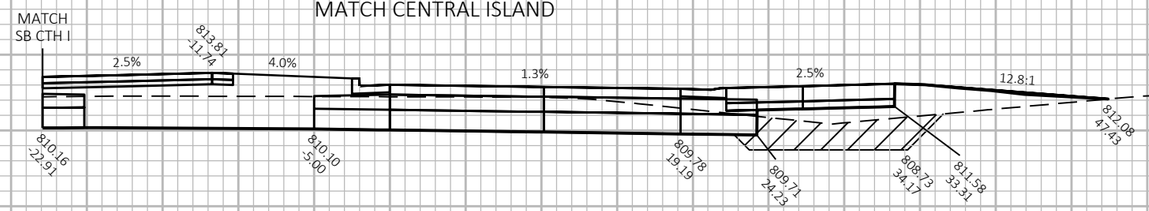


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SA LINE	SHEET 300	E

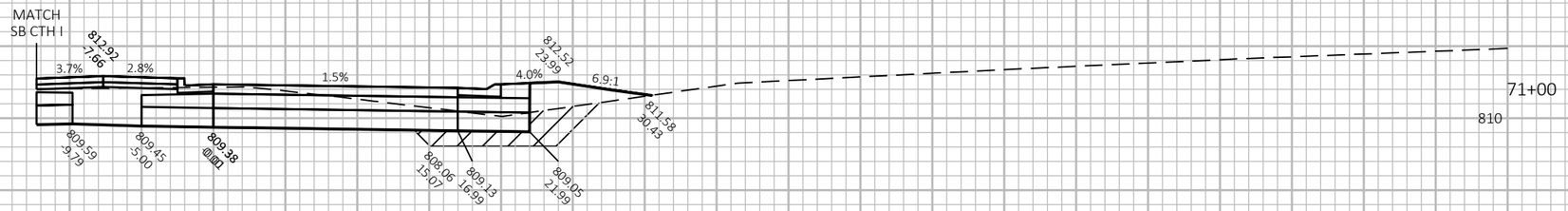
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:23 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH CENTRAL ISLAND



APPROXIMATE EBS AREAS





10 FT

10 FT

9

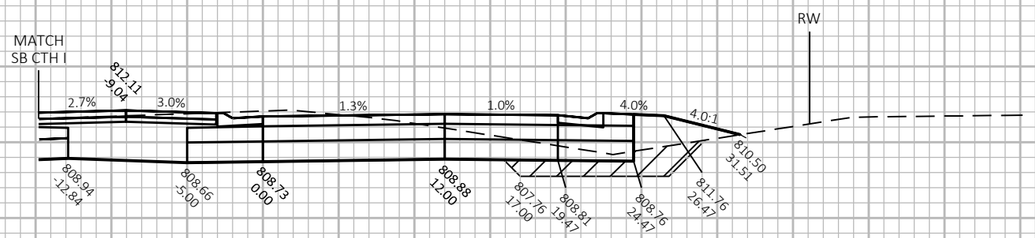
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NB LINE	SHEET 301	E

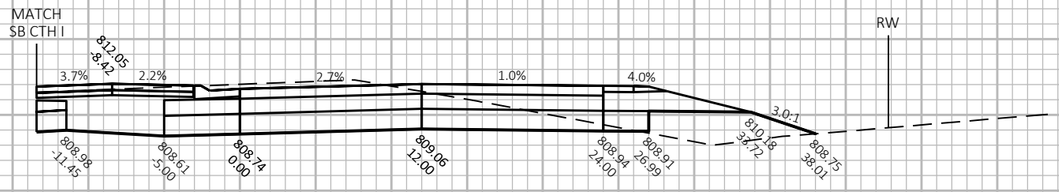
FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:24 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

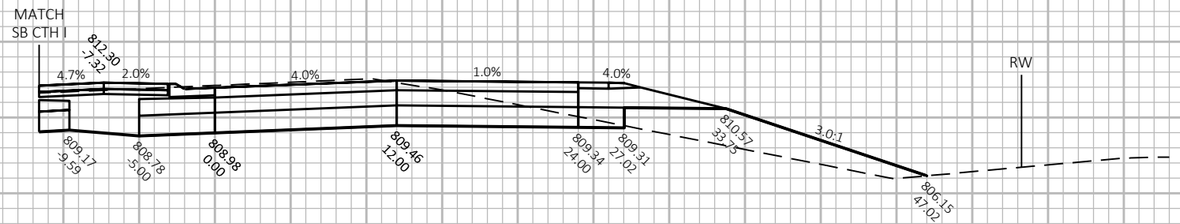
APPROXIMATE EBS AREAS



72+00



72+50



73+00

10 FT

10 FT

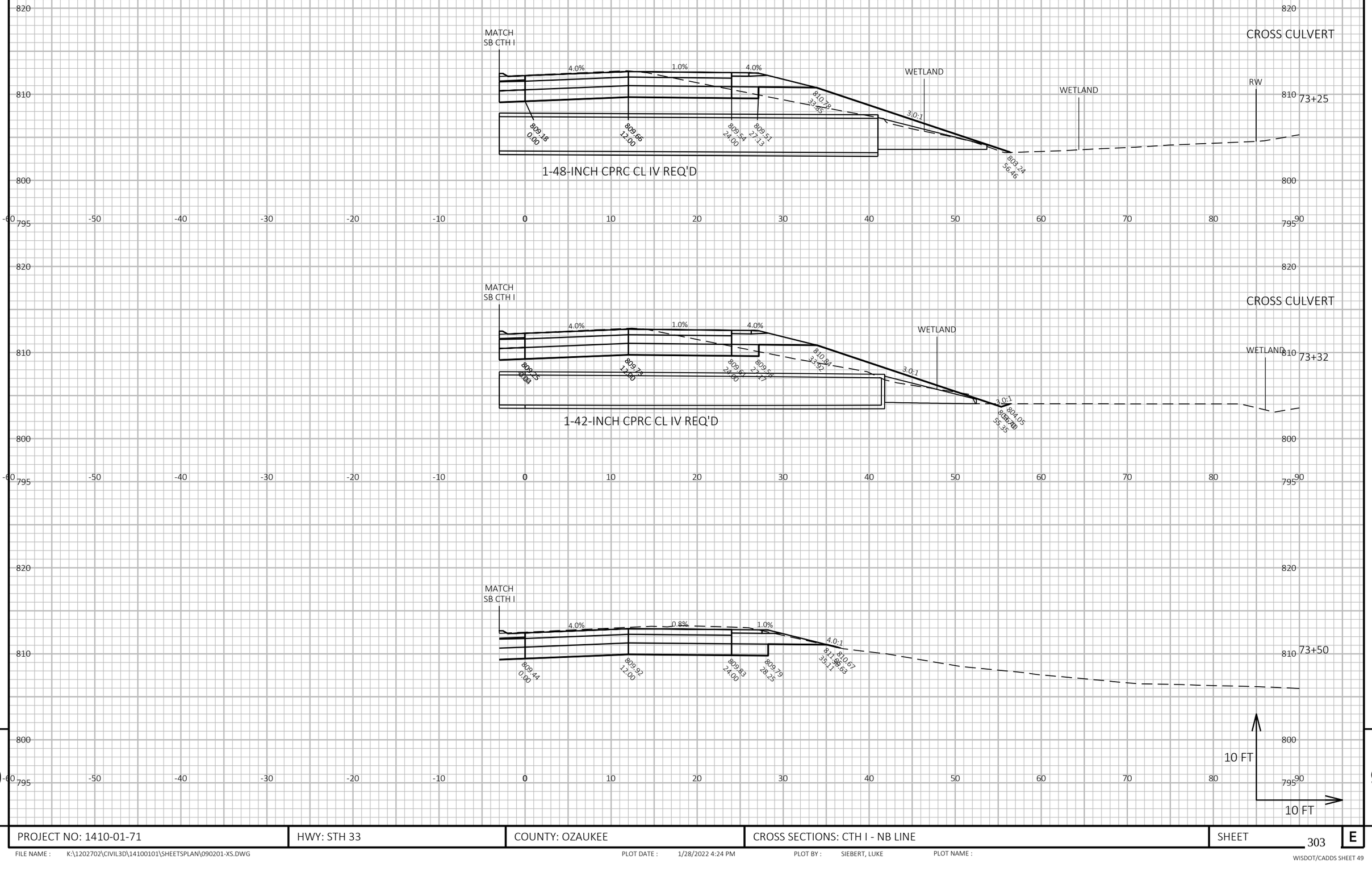
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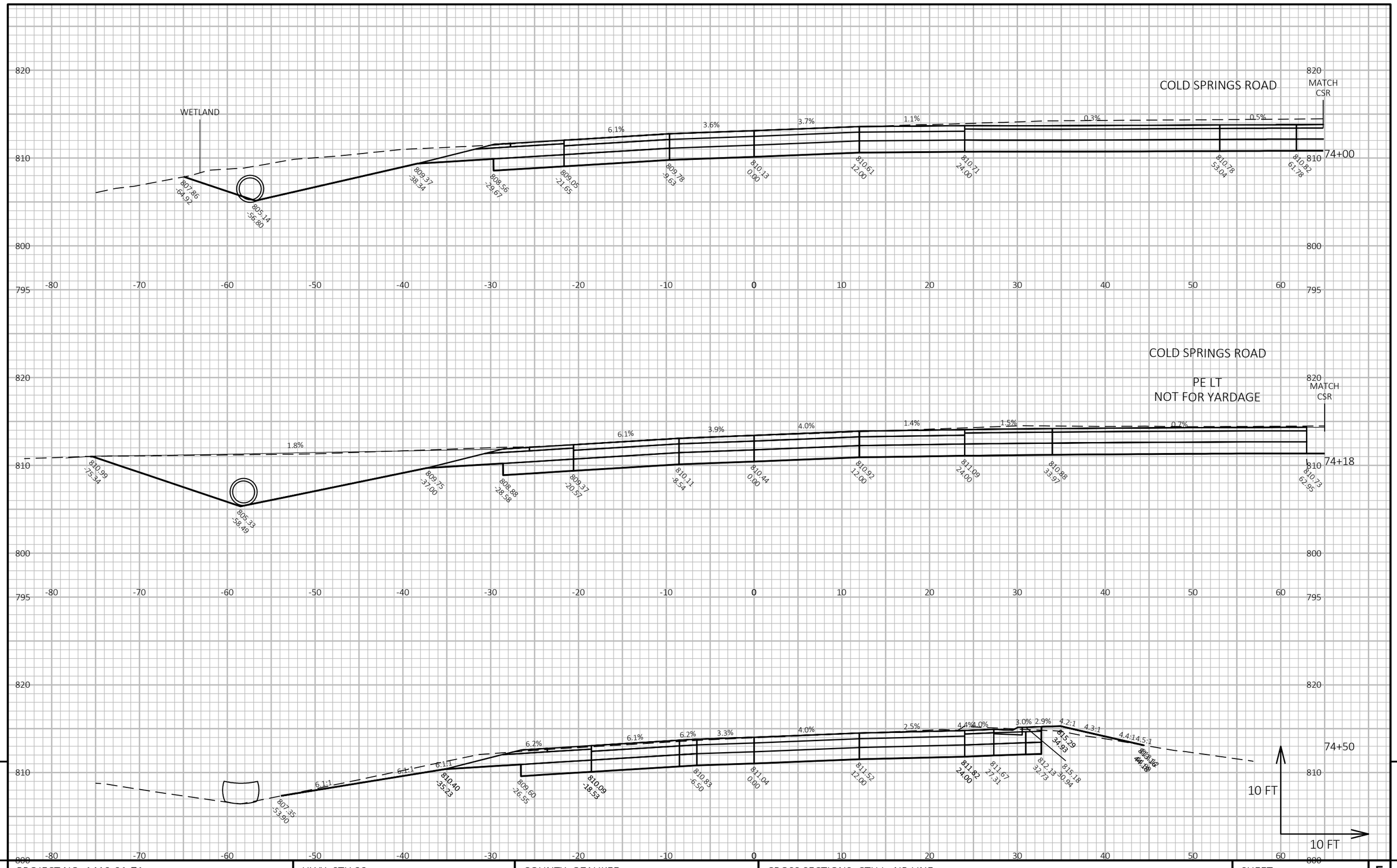
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NB LINE	SHEET 302	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:24 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NB LINE	SHEET 303	E



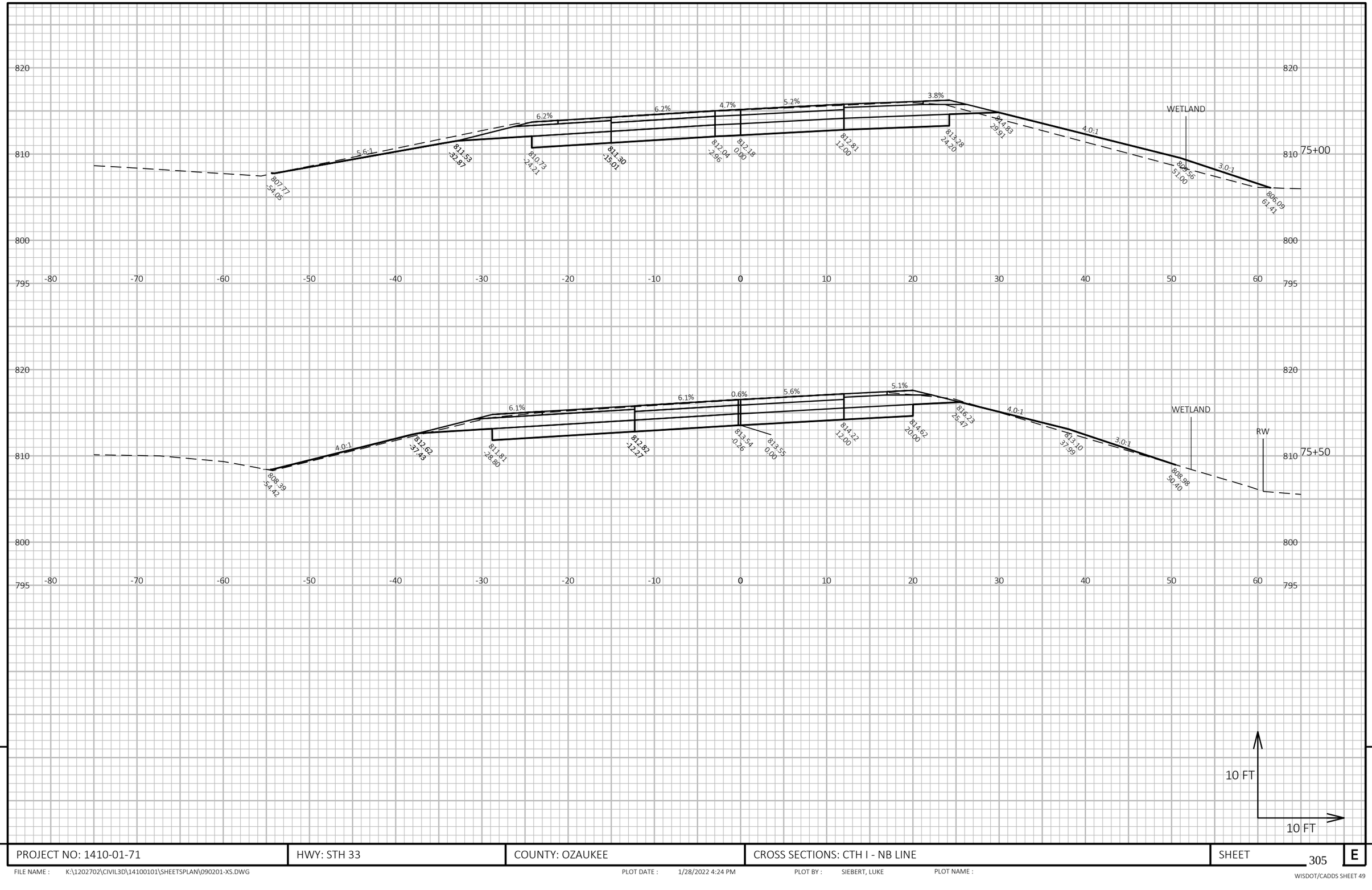
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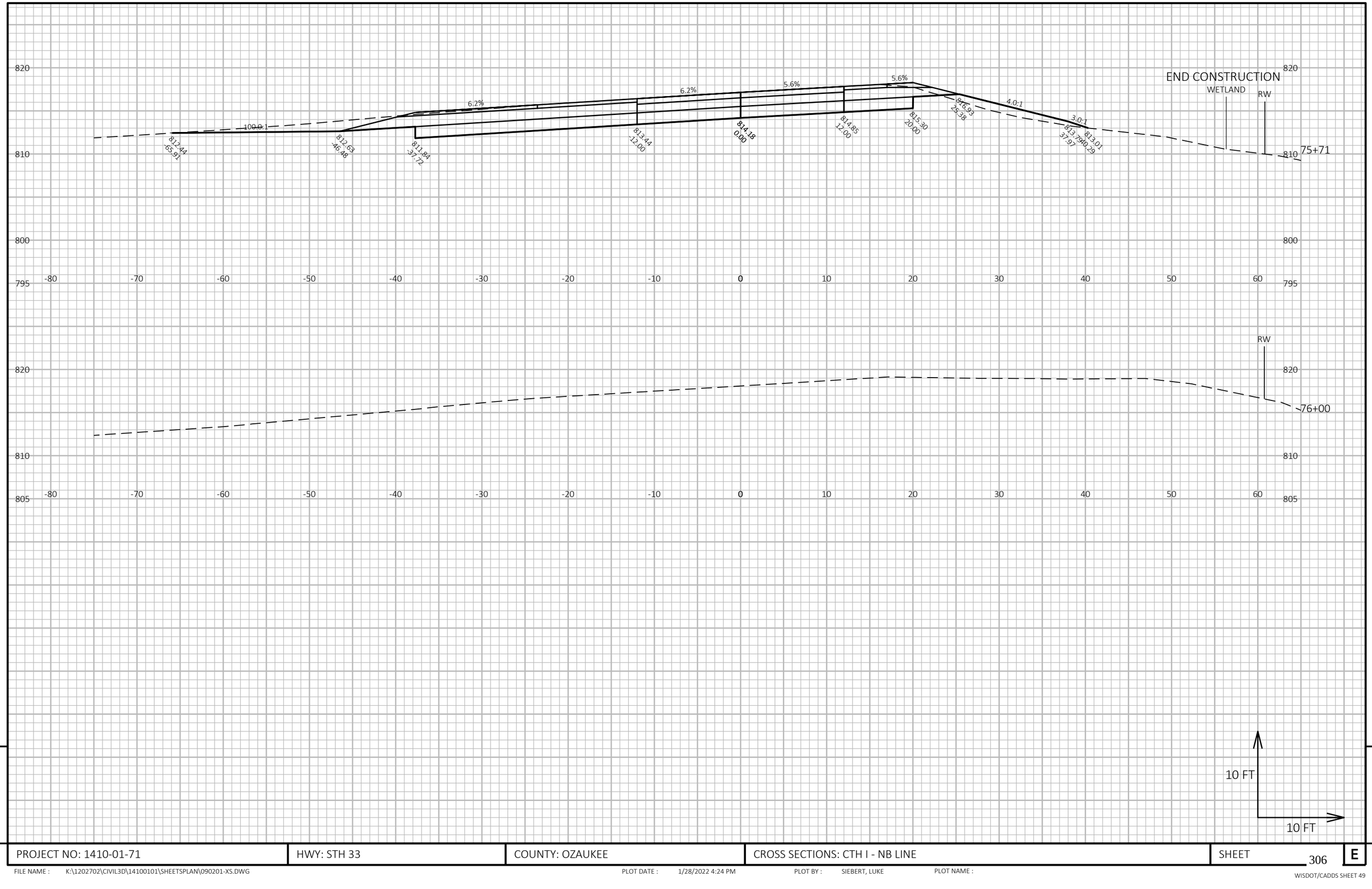
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NB LINE	SHEET 304	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:24 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

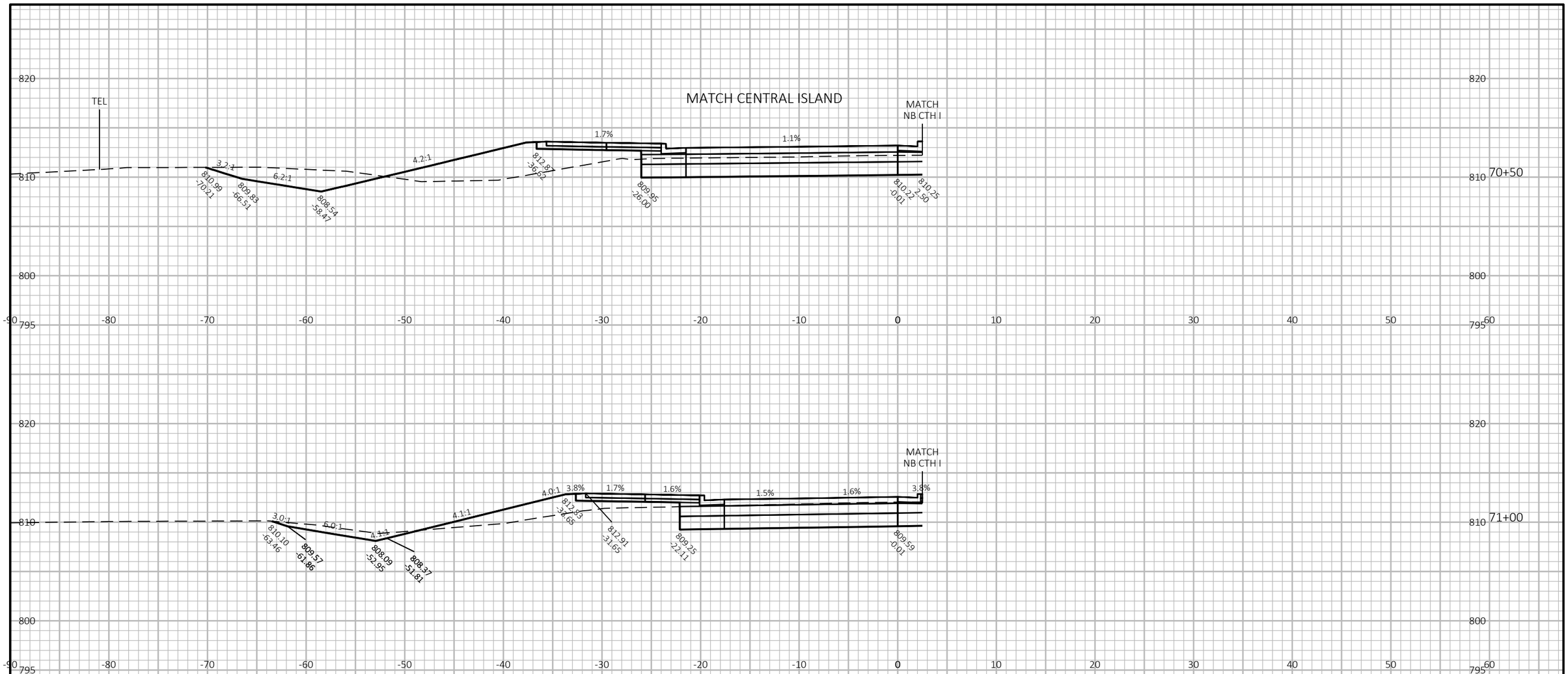


PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NB LINE	SHEET 305	E



9	PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - NB LINE	SHEET 306 E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:24 PM PLOT BY : SIEBERT, LUKE PLOT NAME :



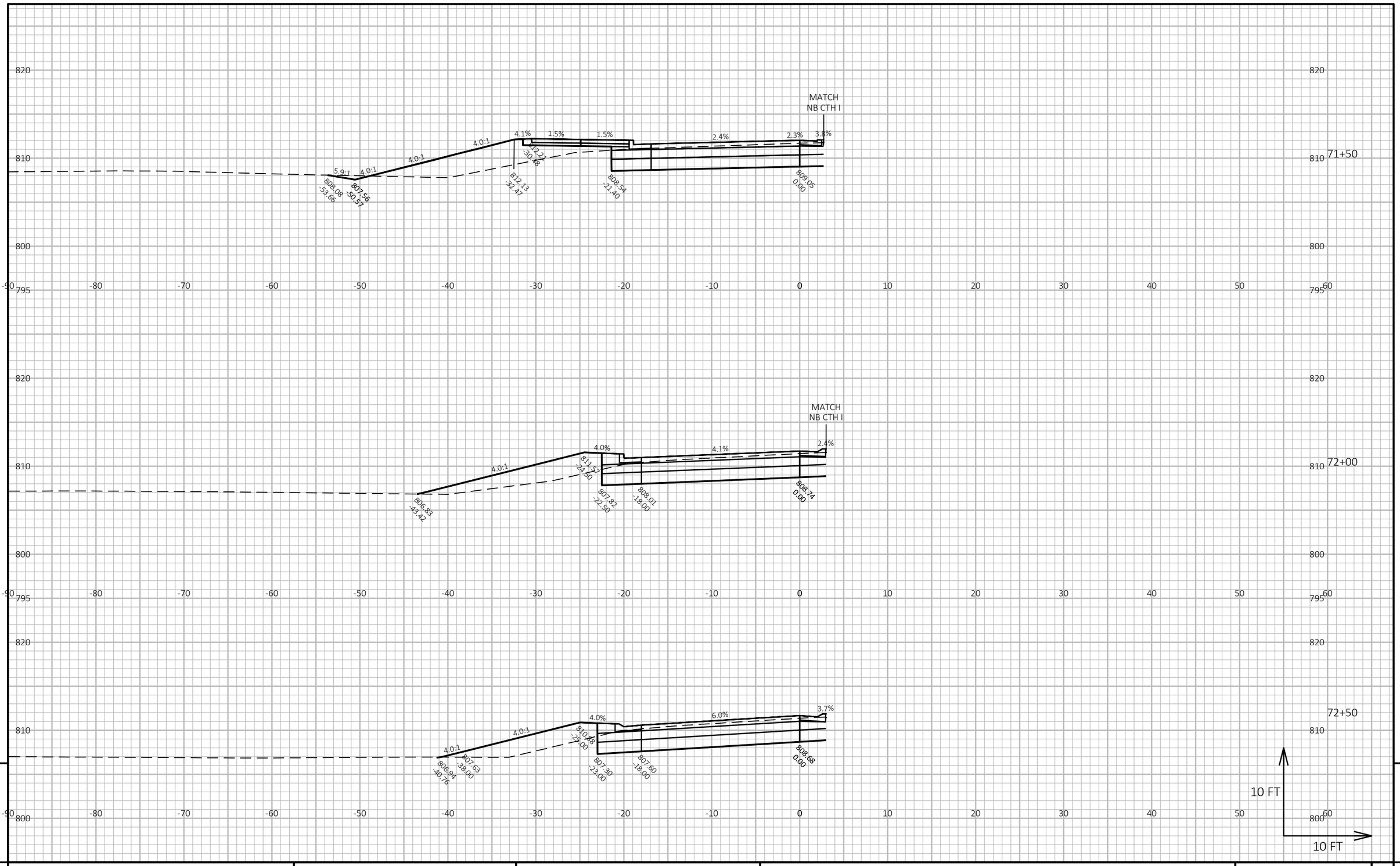
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SB LINE	SHEET 307	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 6/15/2021 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

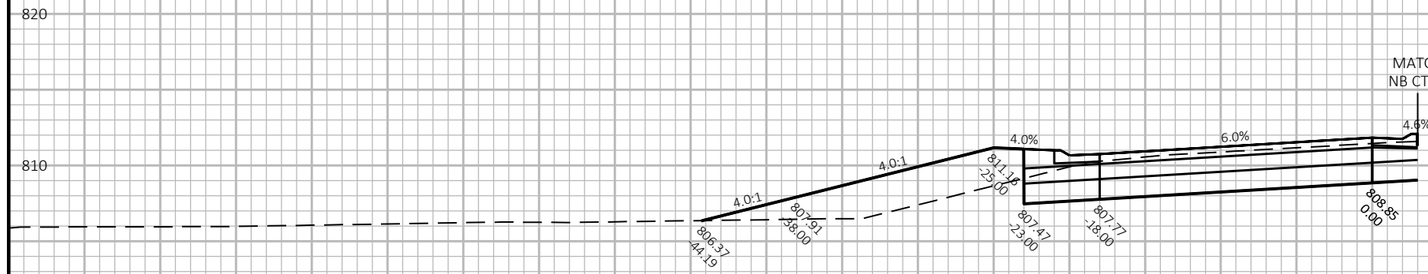
WISDOT/CADDS SHEET 49



9

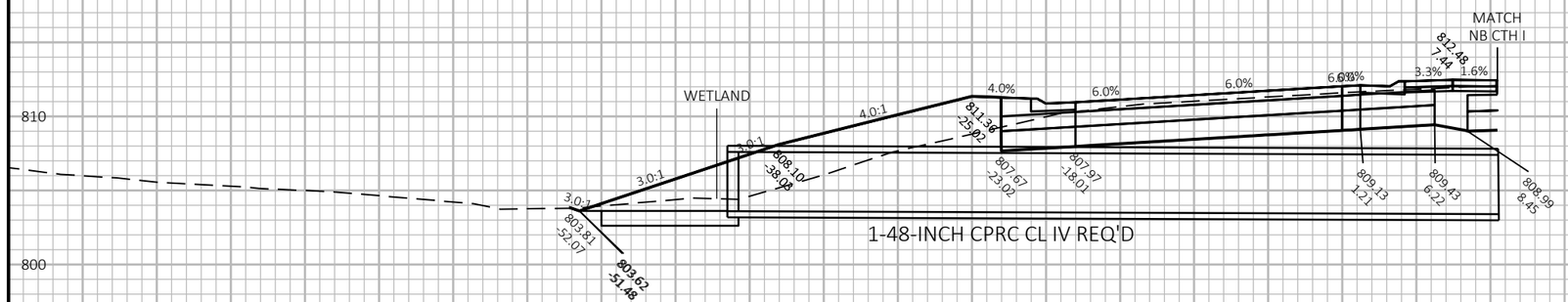
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SB LINE	SHEET 308	E



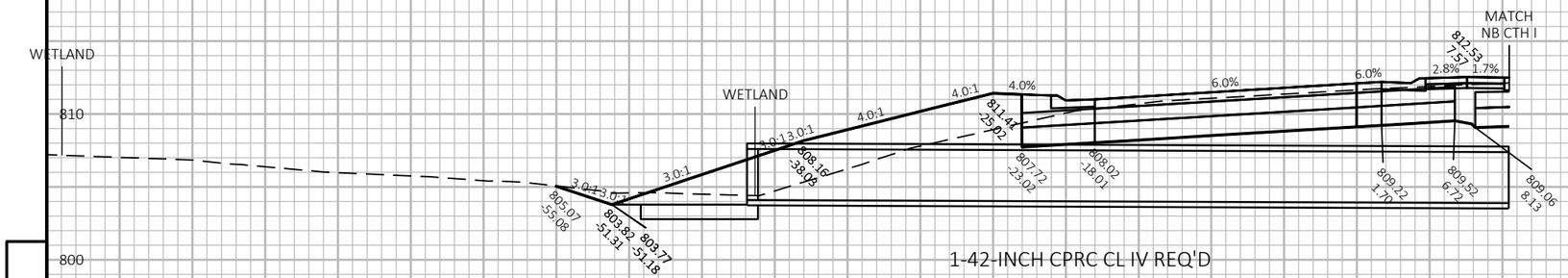
73+00

CROSS CULVERT



73+28

CROSS CULVERT



73+34

CROSS CULVERT

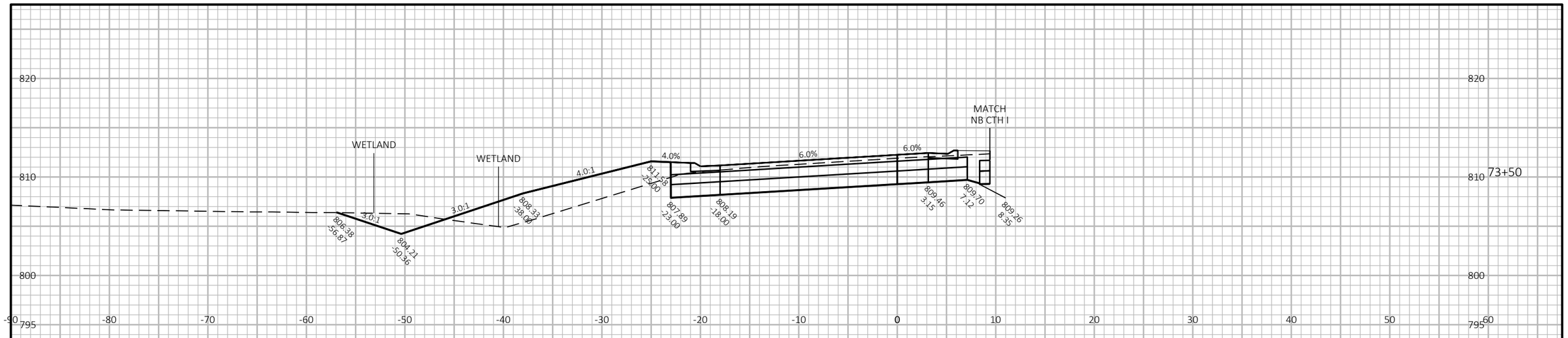
10 FT

10 FT

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SB LINE	SHEET 309	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 6/15/2021 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



10 FT

10 FT

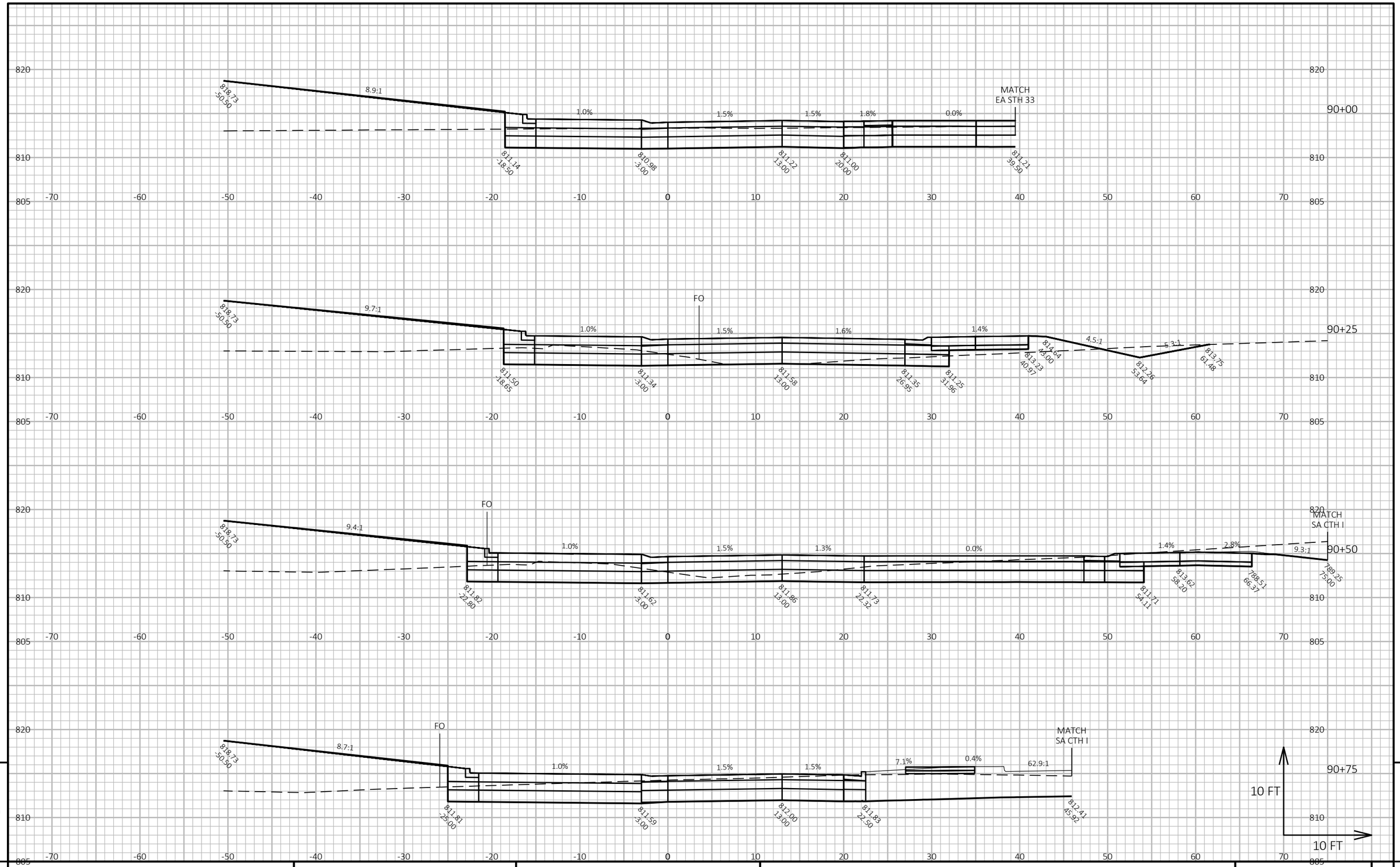
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CTH I - SB LINE	SHEET 310	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 6/15/2021 11:47 AM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

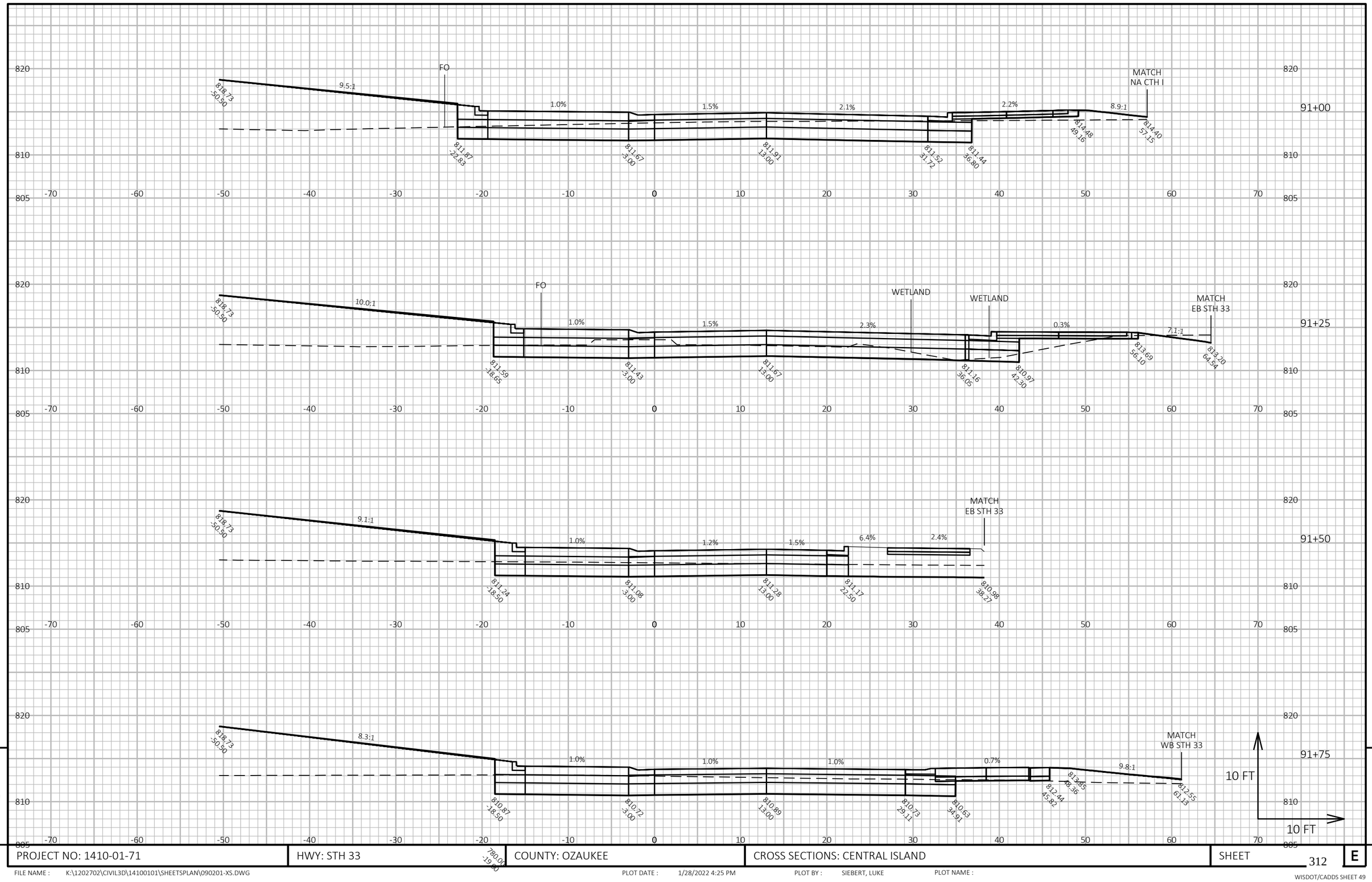


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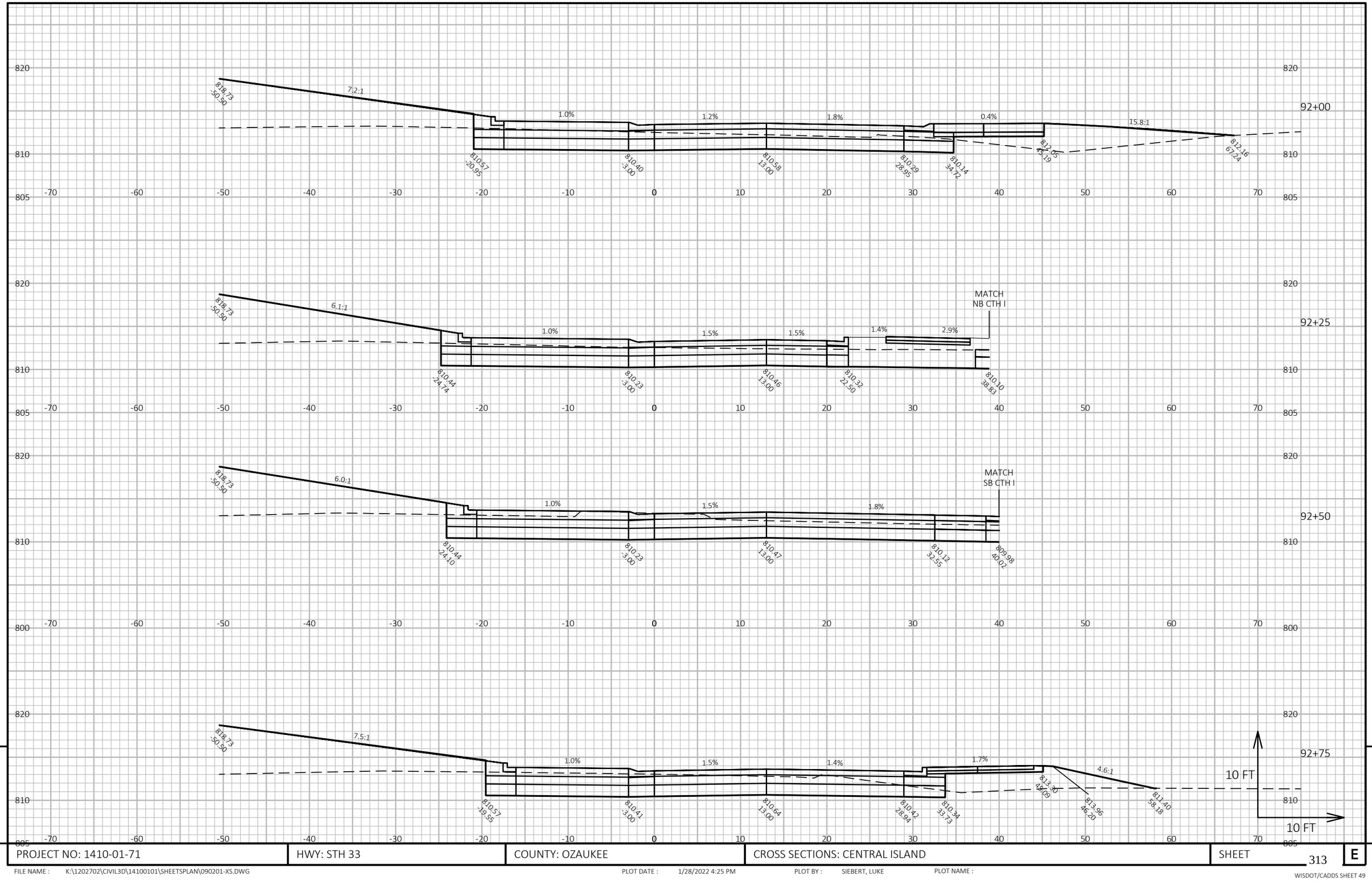
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CENTRAL ISLAND	SHEET 311	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME :



PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CENTRAL ISLAND	SHEET 312	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME :



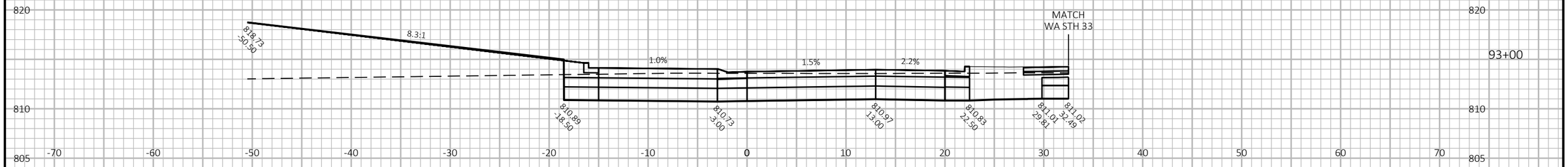
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: CENTRAL ISLAND	SHEET 313	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49


820
810
805
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70
8:1
8:1
8:1

11+94

RW
RW
RW
WETLAND
TLE

BEGIN CONSTRUCTION

12+00

RW
RW
RW
WETLAND
TLE

8.9:1
4.0%
0.7%
2.0%
4.0%
6.5:1
825.39 -22.40
823.63 -11.58
823.67 -10.53
823.40 -9.64
823.40 10.23
824.73 16.72
824.48 18.38

12+50

MATCH EA STH 33
RW
TLE

7.3:1
13.6:1
35.3:1
4.0%
1.4%
2.0%
4.0%
10.0:1
828.89 -55.64
827.16 -42.93
825.99 -24.87
823.14 -20.90
823.21 -18.71
823.23 11.76
823.23 13.76
824.57 20.02
824.05 25.20

10 FT
10 FT

9

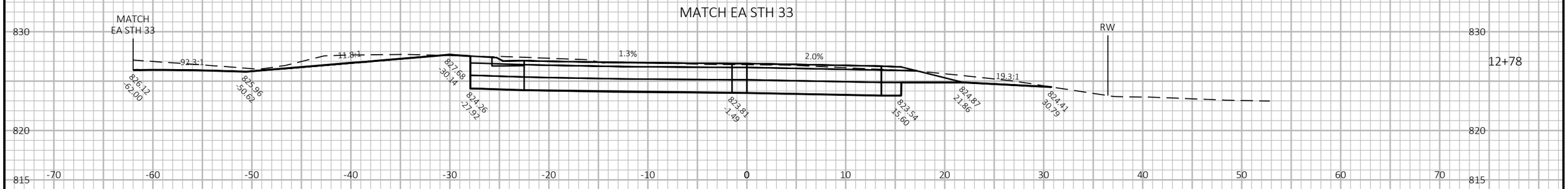
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: COLD SPRINGS LANE	SHEET 315	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH EA STH 33



10 FT

10 FT

9

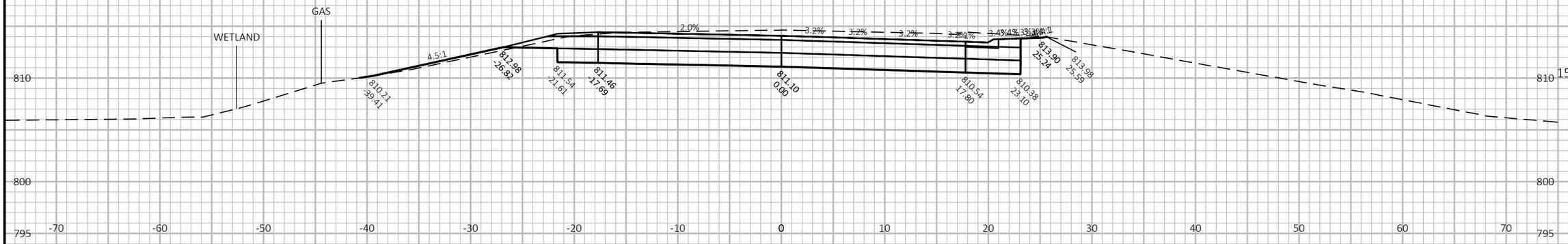
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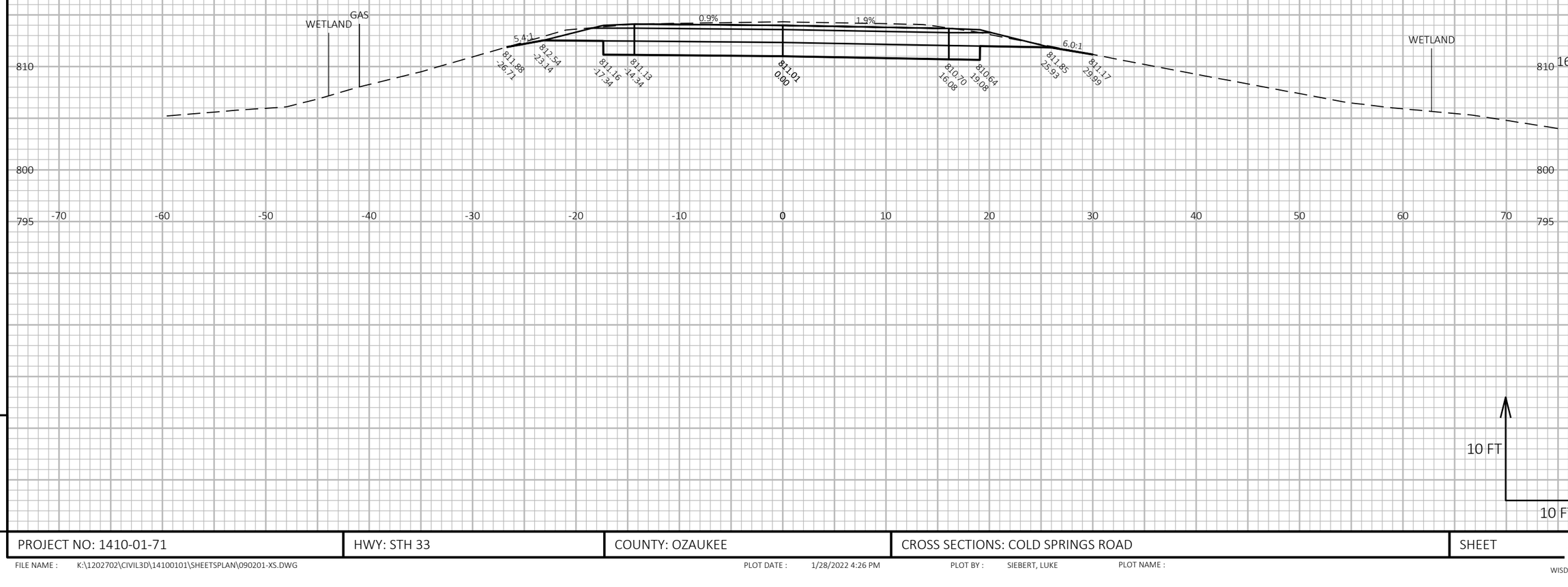
PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: COLD SPRINGS LANE	SHEET 316	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:25 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH NB CTH I





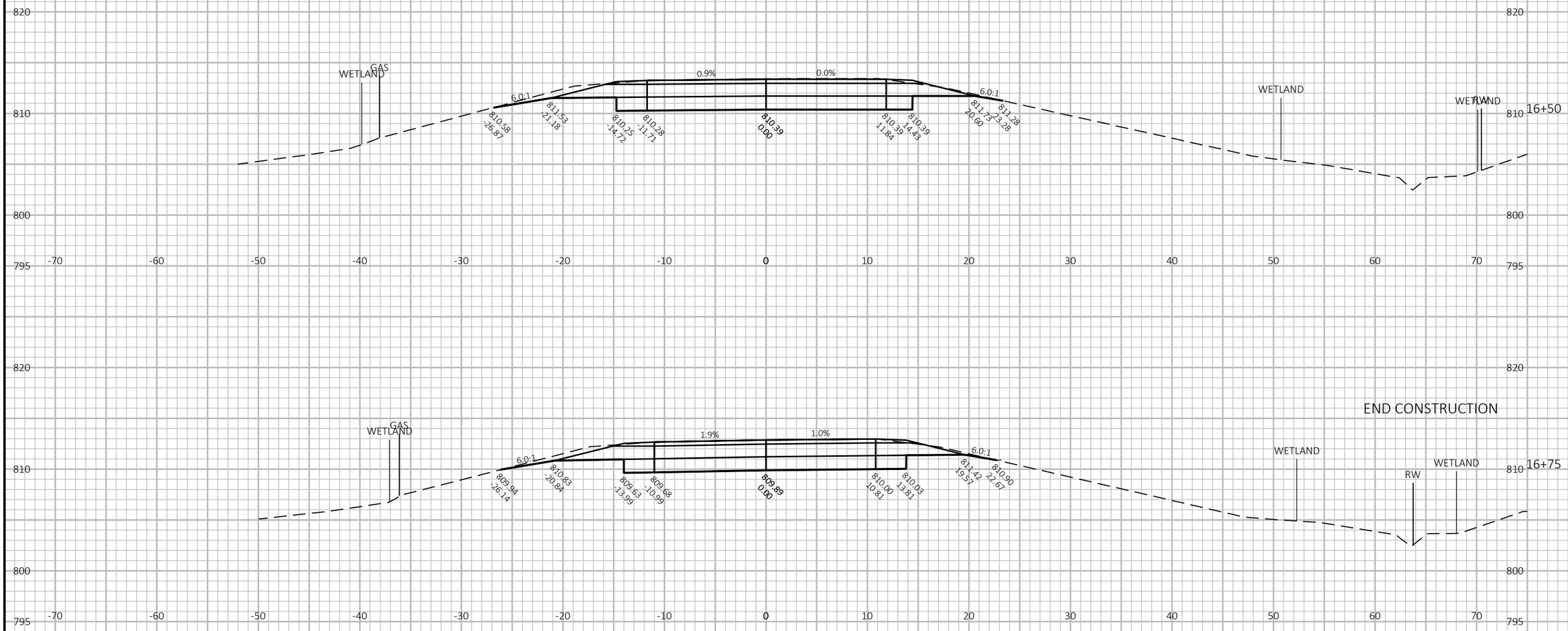
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: COLD SPRINGS ROAD	SHEET 317	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:26 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



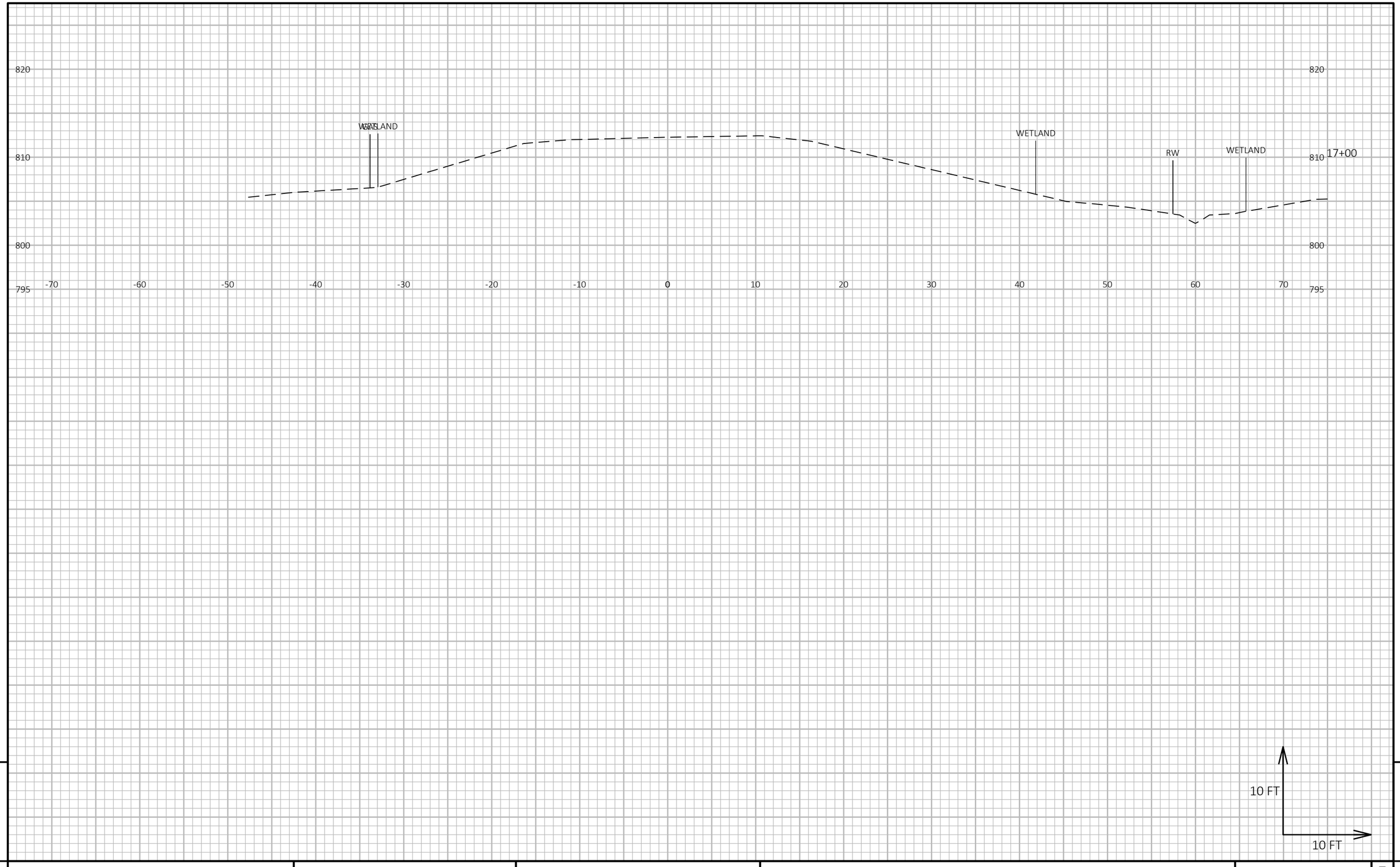
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PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: COLD SPRINGS ROAD	SHEET 318	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:26 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1410-01-71	HWY: STH 33	COUNTY: OZAUKEE	CROSS SECTIONS: COLD SPRINGS ROAD	SHEET 319	E

FILE NAME : K:\1202702\CIVIL3D\14100101\SHEETSPLAN\090201-XS.DWG PLOT DATE : 1/28/2022 4:26 PM PLOT BY : SIEBERT, LUKE PLOT NAME :

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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