LAX

DECEMBER 2022

PROJECT ID: 5180-00-70

WITH: 5180-00-71

COUNTY: CRAWFORD

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.~~	~~8~~	~~Computer Earthwork Data~~
Section No.	9	Cross Sections

TOTAL SHEETS = 262



04

N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	2,600
A.A.D.T.	(2043)	=	3,100
D.H.V.	(2043)	=	605
D.D.		=	0.5
T.		=	19.5%
DESIGN SPEED		=	60MPH
ESALS		=	900,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BRIDGEPORT - BOSCOBEL

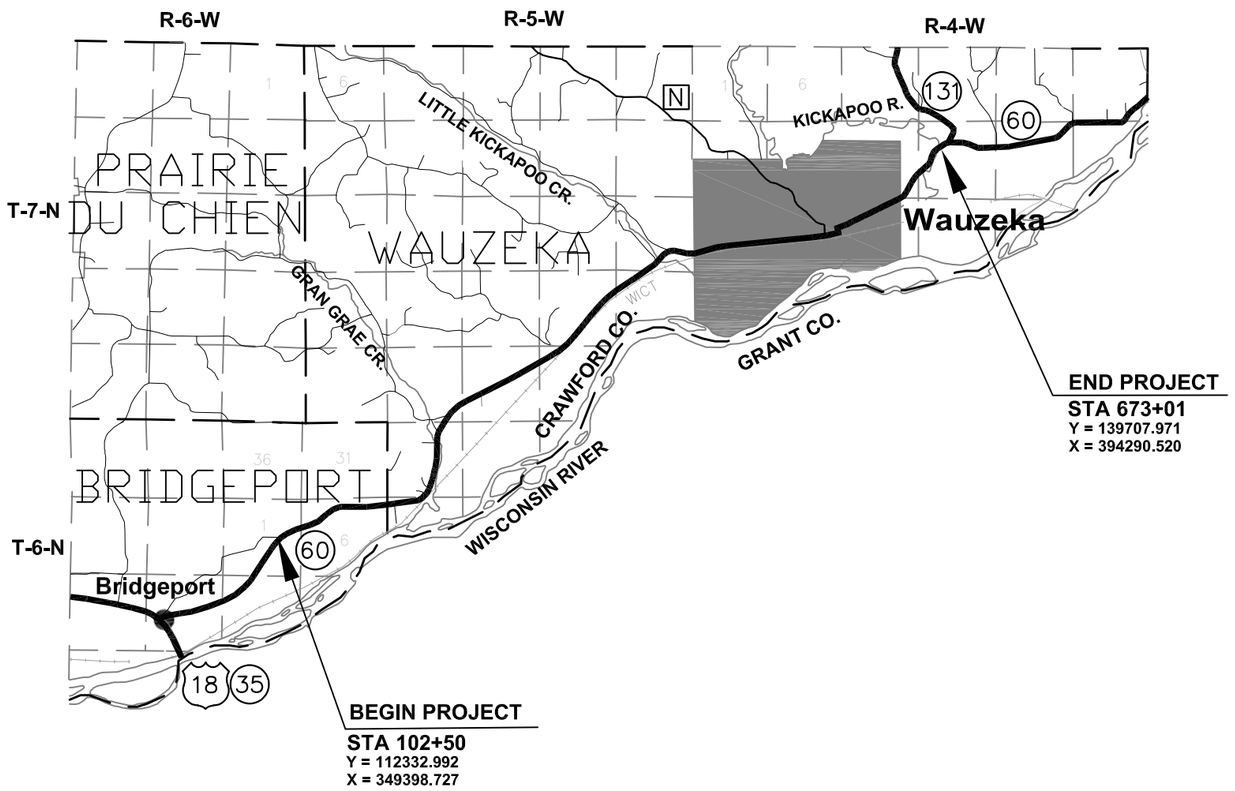
(E JCT OLD HWY 60 TO KICKAPOO RIVER)

STH 60
CRAWFORD COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5180-00-70	WISC 2023086	1

STATE PROJECT NUMBER

5180-00-70



LAYOUT SCALE 0 1 MI. 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 10.805 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), CRAWFORD NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

TEAM ENGINEERING
Transportation | Environmental | Agricultural | Municipal and Land Surveying

WISCONSIN
JEREMY F. KRACHEY
E-37258
WAUZEKA
WIS.
PROFESSIONAL ENGINEER

Digitally signed by Jeremy Krachey, PE
DN: C=US, E=jkrachey@teamenginc.com, O="TEAM Engineering, Inc.", CN=Jeremy Krachey, PE"
Date: 2022.07.08 15:01:13-05'00'

DATE: _____ (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	TEAM ENGINEERING
Designer	TEAM ENGINEERING
Regional Examiner	SW REGION
Regional Supervisor	DANIEL KLEINERTZ

APPROVED FOR THE DEPARTMENT

Digitally signed by Jered Lex
DN: C=US, E=jered.lex@dot.wi.gov, O=WI-DOT, CN=Jered Lex
Date: 2022.07.13 08:49:56-05'00'

DATE: 7/13/2022 Jered Lex (Signature)

E

LIST OF STANDARD ABBREVATIONS

ABUT.	Abutment
AC	Acre
AGG.	Aggregate
AH	Ahead
<	Angle
ASPH	Asphaltic
AVG.	Average
A.D.T.	Average Daily Traffic
BAD	Base Aggregate Dense
BK.	Back
BF	Back Face
B.M	Bench Mark
BR.	Bridge
C/L	Center Line
CC	Center to Center
CTH	County Trunk Highway
CR.	Creek
CY OR CU YD	Crushed
CP	Cubic Yard
C & G	Culvert Pipe
D	Curb and Gutter
DHV	Degree of Curve
DIA	Design Hour Volume
E	Diameter
X	East
ELEC	East Grid Coordinate
EL OR ELEV	Electric
ESALS	Elevation
EBS	Equivalent Single Axle Loads
FF	Excavation Below Subgrade
FE	Face to Face
F	Field Entrance
FG	Fill
FL OR F/L	Finished Grade
FT	Flow Line
FTG	Foot
GN	Footing
HT	Grid North
CWT	Height
HYD	Hundredweight
INL	Hydrant
ID	Inlet
INV	Inside Diameter
IP	Invert
IRS	Iron Pipe or Pin
	Iron Rod Set

JT	Joint
JCT	Junction
LHF	Left-Hand Forward
L	Length of Curve
LIN FT OR LF	Linear Foot
LC	Long Chord of Curve
MH	Manhole
MB	Mailbox
ML OR M/L	Match Line
N	North
Y	North Grid Coordiante
OAL	Overall Length
OD	Outside Diameter
PLE	Permanent Limited Easement
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PRC	Point of Reverse Curvature
PT	Point of Tangency
POC	Point on curve
POT	Point on Tangent
PVC	Polyvinyl Chloride
PCC	Portland Cement Concrete
LB	Pound
PSI	Pounds Per Square Inch
PE	Private Entrance
R	Radius
RR	Railroad
RL OR R/L	Reference Line
RP	Reference Point
RCCP	Reinforced Concrete Culvert Pipe
REQD	Required
RES	Residence or Residential
RW	Retaining Wall
RT	Right
RHF	Right-Hand Forward
R/W	Right-of-Way
R	River
RD	Road
RDWY	Roadway
SALV	Salvaged
SAN S	Sanitary Sewer

SEC	Section
SHLDR	Shoulder
SHR	Shrinkage
SW	Sidewalk
S	South
SQ	Square
SF OR SQ FT	Square feet
SY OR SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highways
STA	Station
SS	Storm Sewer
SG	Subgrade
SE	Superelevation
SL OR S/L	Survey Line
SV	Septic Vent
T	Tangent
TEL	Telephone
TEMP	Temporary
TI	Temporary Interest
TLE	Temporary Limited Easement
t	Ton
T OR TN	Town
TRANS	Transition
TL OR T/L	Transit Line
T	Trucks (percent of)
TYP	Typical
UNCL	Unclassified
UG	Underground Cable
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VERT	Vertical
VC	Vertical Curve
VOL	Volume
WM	Water Main
WV	Water Valve
W	West
WB	Westbound
YD	Yard

DESIGNER

TEAM ENGINEERING, INC.
210 GUARD STREET
WAUZEKA, WI 53826
ATTN: JEREMY KRACHEY, P.E.
PH: (608) 875-5075
jkrachey@teamenginc.com

DNR CONTACT

DEPARTMENT OF NATURAL RESOURCES
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
ATTN: KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
PH: (608) 785-9115
karen.kalvelage@wisconsin.gov

WISDOT CONTACT

ATTENTION: JERED LEX, P.E.
3550 MORMON COULEE RD
LA CROSSE, WI 54601
PHONE: (608) 785-9956
EMAIL: JERED.LEX@DOT.WI.GOV

UTILITIES

ATC MANAGEMENT, INC.
W 324 N 2000 RIDGEVIEW PARKWAY CT
P.O. BOX 47
WAUKESHA, WI 53187-0047
ATTN: ANTHONY MARCINIAK
PH: (920) 338-6582
amarciniak@atcllc.com
ELECTRIC

ALLIANT ENERGY
2200 E CAMPION BLVD
PRARIE DU CHIEN, WI 53821
ATTN: AL MUMM
PH: (608) 732-7925
allanmumm@alliantenergy.com
ELECTRIC

CENTURYLINK/LUMEN
135 N. BONSON STREET
PLATTEVILLE, WI 53818
ATTN: DOUG MCGOWAN
PH: (608) 482-5377
doug.mcgowan1@brightspeed.com
COMMUNICATION

DAIRYLAND POWER COOPERATIVE
3200 EAST AVE. S.
P.O. BOX 817
LA CROSSE, WI 54601
ATTN: MIKE LYDON
PH: (608) 787-1381
michael.lydon@dairylandpower.com
ELECTRIC

MADISON GAS AND ELECTRIC COMPANY
P.O. BOX 1231
MADISON, WI 53701-1231
ATTN: KRISTA STRASSMAN
PH: (608) 252-5695
kstrassman@mge.com
GAS

SCENIC RIVERS ENERGY COOPERATIVE
231 N SHERIDAN ST.
LANCASTER, WI 53813
ATTN: PHIL SCHNEIDER
PH: (608) 723-2121
PSCHNEIDER@srec.net
ELECTRIC

WAUZEKA MUNICIPAL WATER UTILITY
P.O. BOX 344
WAUZEKA, WI 53826-0344
ATTN: GARY GUNDLACH
PH: (608) 875-5281
villageofwauzeka@centurytel.net
WATER

WINDSTREAM KDL, LLC
314 N DANZ AVENUE
GREEN BAY, WI 54302-3526
ATTN: LORI KETTER
PH: (920) 410-6902
lori.ketter@windstream.com
COMMUNICATION

WAUZEKA MUNICIPAL WATER UTILITY
P.O. BOX 344
WAUZEKA, WI 53826-0344
ATTN: GARY GUNDLACH
PH: (608) 875-5281
villageofwauzeka@centurytel.net
SANITARY SEWER

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

* - NOT A MEMBER OF DIGGER'S HOTLINE.

GENERAL NOTES

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR 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.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

ALL RADII ARE MEASURED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE-LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

SAWCUT EXISTING ASPHALT PAVEMENT AT THE MATCHLINE AS INDICATED ON THE PLAN OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION LIMITS ON SIDE ROADS AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE ENGINEER AND SHALL BE RESTORED IN KIND.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

NO MILLING ON STH 60 FROM STA 245+50 TO STA 247+35 (B-12-031), STA 346+50 TO STA 346+99 (B-12-067), STA 449+15 TO STA 450+30 (B-12-036),

THE CONTRACTORS PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

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

APPLY TACK COAT BETWEEN LAYERS OF PAVEMENT AND TO MILLED SURFACES. THE APPLICATION RATE IS 0.07 GALLONS PER SQUARE YARD BETWEEN THE MILLED SURFACE, 0.05 GALLONS PER SQUARE YARD BETWEEN NEW HMA PAVEMENT LAYERS, OR AS DIRECTED BY THE ENGINEER.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINE IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES, COMMERCIAL, AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

SAME DAY EPOXY & TEMPORARY PAINT ARE INTENDED FOR CENTERLINE MARKINGS ONLY. TEMPORARY PAINT SHALL BE USED ON THE MILLED ASPHALT SURFACE & ON THE NEW HMA 4LT BINDER. SAME DAY EPOXY SHALL BE USED ON THE HMA 4LT SURFACE (RURAL AND URBAN). AFTER CENTERLINE RUMBLE STRIPS ARE COMPLETED, A FINAL COAT OF EPOXY (646.1020) SHALL BE APPLIED TO THOSE LOCATIONS. THE FINAL COAT OF EPOXY SHALL BE USED ON EXISTING CONCRETE APPROACH SLABS & CONCRETE STRUCTURES (CENTERLINE & EDGE LINES).

ALL LAYOUT DATA IS REFERENCED TO THE C/L UNLESS OTHERWISE NOTED.

THE QUANTITY OF THE ITEMS FOR EROSION PROTECTION INCLUDES AN UNDISTRIBUTED AMOUNT FOR PROTECTION, CONTROL AND ABATEMENT OF WATER POLLUTION RESULTING FROM SOIL EROSION. THE DISTRIBUTION AND LOCATION OF THESE MATERIALS ARE TO BE DETERMINED BY THE ENGINEER.

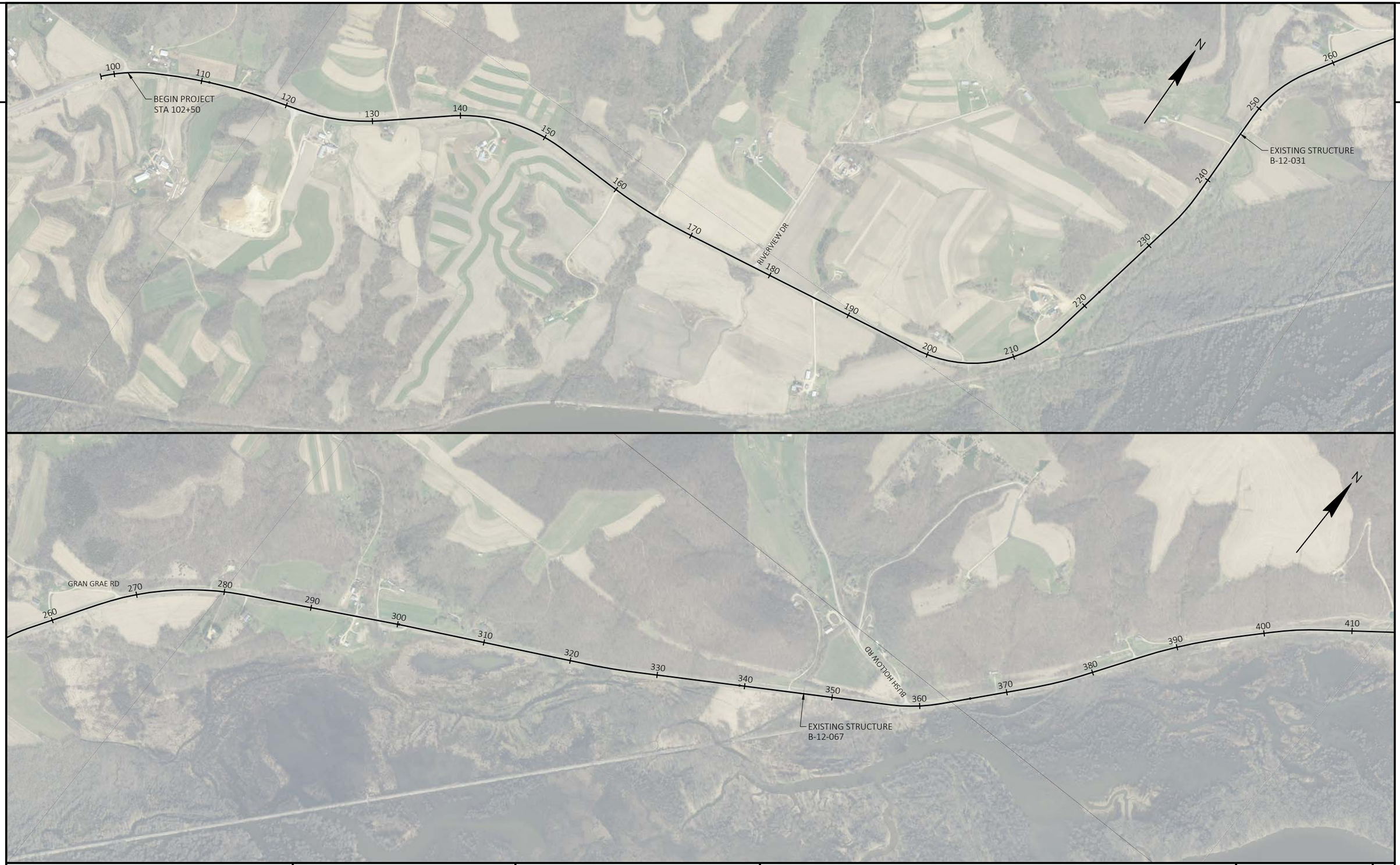
DISTURBED AREAS WITHIN THE RIGHT OF WAY ARE TO BE TOPSOILED, FERTILIZED, SEEDED, AND MULCHED OR EROSION CONTROL MAT PLACED AS DIRECTED BY THE ENGINEER.

TOPSOIL, MULCH, AND EROSION CONTROL MAT HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 5 FT BEYOND THE TOE OF THE SLOPE. SEEDING AND FERTILIZER HAS BEEN COMPUTED BY DIRECT MEASUREMENTS ON THE CROSS SECTIONS PLUS 10 FT.

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

HMA PAVEMENT			
LOCATION	HMA	LOWER LAYER	UPPER LAYER
STH 60 - MAINLINE AND SIDE ROADS - RURAL	4LT 58-28S	-	2 ½ "
STH 60 - MAINLINE - SHOULDER WIDENING	SEE LAYERS	1 ½ " ASP. SURF.	2 ½ " 4LT
STH 60 - MAINLINE AND SIDE ROADS - URBAN	4LT 58-28S	2 "	2 ½ "

2



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60 PROJECT OVERVIEW -WISDOT TEMPLATES.DWG
LAYOUT NAME - Project Overview 5

PLOT DATE : 6/1/2022 1:07 PM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:1000 FT

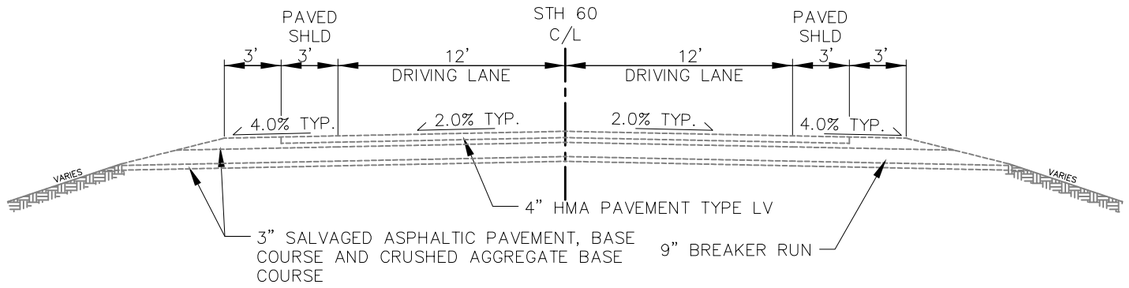
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	PROJECT OVERVIEW	SHEET 4	E

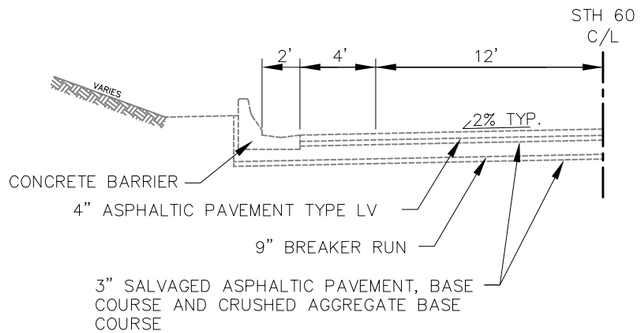
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LAYOUT NAME - Project Overview 6

PLOT DATE : 6/1/2022 1:07 PM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:1000 FT



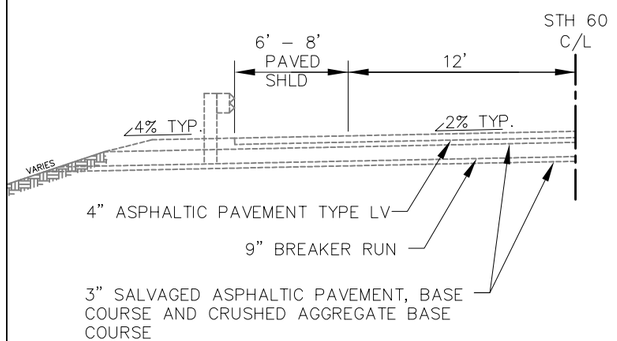
TYPICAL EXISTING SECTION

STH 60	STH 60
102+50 TO 117+96	380+55 TO 391+11
120+02 TO 192+82	427+24 TO 439+38
195+44 TO 221+11	446+08 TO 471+84
223+68 TO 235+82	477+73 TO 482+91
243+19 TO 269+83	485+72 TO 501+52
277+94 TO 282+95	503+58 TO 532+44
293+38 TO 296+33	533+26 TO 553+62
297+80 TO 310+69	555+68 TO 560+48
338+94 TO 345+58	632+23 TO 646+00
347+92 TO 356+38	667+50 TO 673+26



TYPICAL EXISTING SECTION

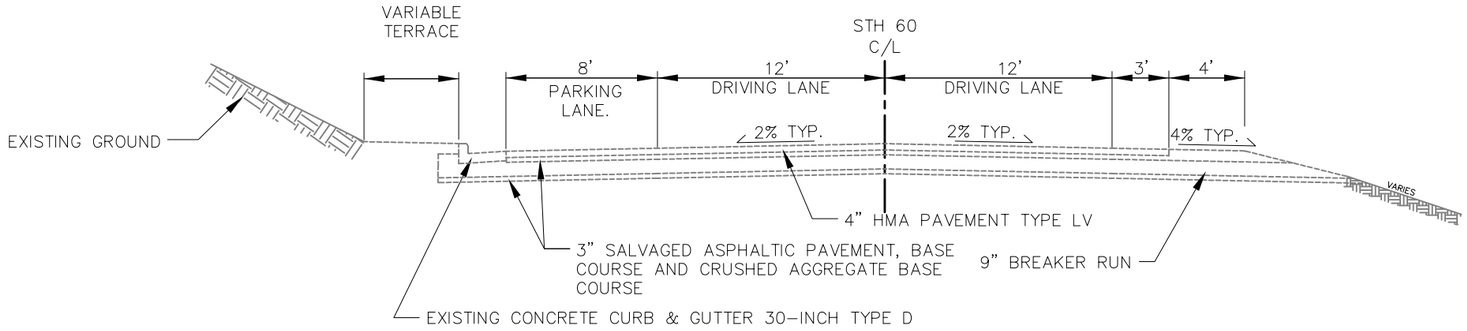
STH 60
236+75 TO 242+26 LT
270+75 TO 277+02 LT
283+50 TO 292+46 LT
311+59 TO 338+00 LT
392+90 TO 407+92 LT
417+32 TO 426+32 LT
440+31 TO 445+15 LT
472+78 TO 476+79 LT
646+85 TO 663+50 LT



STH 60	STH 60
117+96 TO 120+02 LT	391+11 TO 392+90 LT
192+82 TO 195+38 LT	393+36 TO 424+33 RT
192+88 TO 195+44 RT	407+92 TO 408+85 LT
221+11 TO 223+42 LT	415+90 TO 417+32 LT
221+12 TO 223+68 RT	426+32 TO 427+24 LT
235+82 TO 236+75 LT	439+38 TO 440+31 LT
242+26 TO 243+19 LT	445+15 TO 446+08 LT
269+83 TO 270+75 LT	471+84 TO 472+78 LT
277+02 TO 277+94 LT	476+79 TO 477+73 LT
282+95 TO 283+50 LT	482+91 TO 485+72 LT
292+46 TO 293+38 LT	482+91 TO 485+72 RT
296+33 TO 297+80 RT	501+52 TO 503+58 LT
296+38 TO 297+50 LT	501+52 TO 503+58 RT
310+69 TO 311+59 LT	532+44 TO 533+26 RT
338+00 TO 338+94 LT	553+62 TO 555+68 LT
345+58 TO 347+92 LT	553+62 TO 555+68 RT
345+58 TO 347+92 RT	646+00 TO 646+85 LT
356+38 TO 358+05 LT	652+60 TO 667+50 RT
356+69 TO 380+55 RT	663+50 TO 644+44 LT

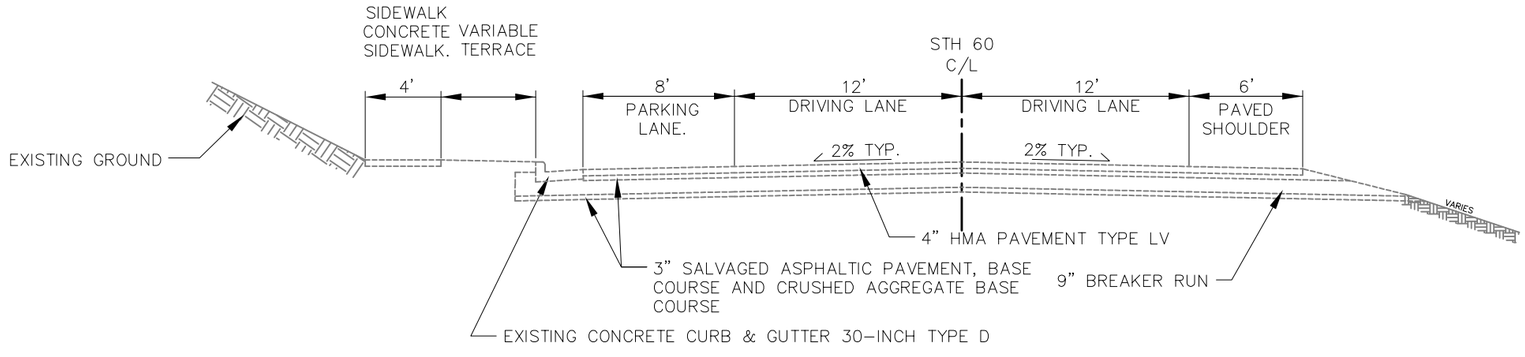
TYPICAL EXISTING SECTION

2



TYPICAL EXISTING SECTION

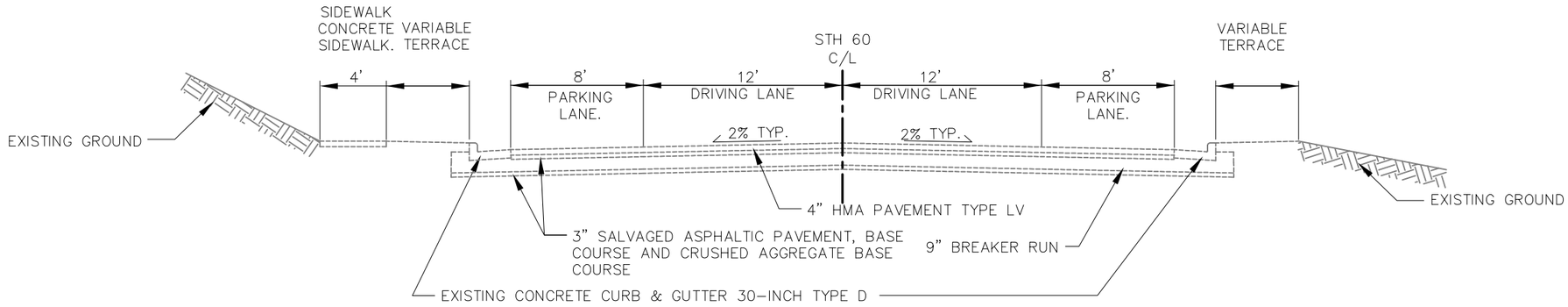
STH 60
560+48 TO 566+00
628+76 TO 632+23



TYPICAL EXISTING SECTION

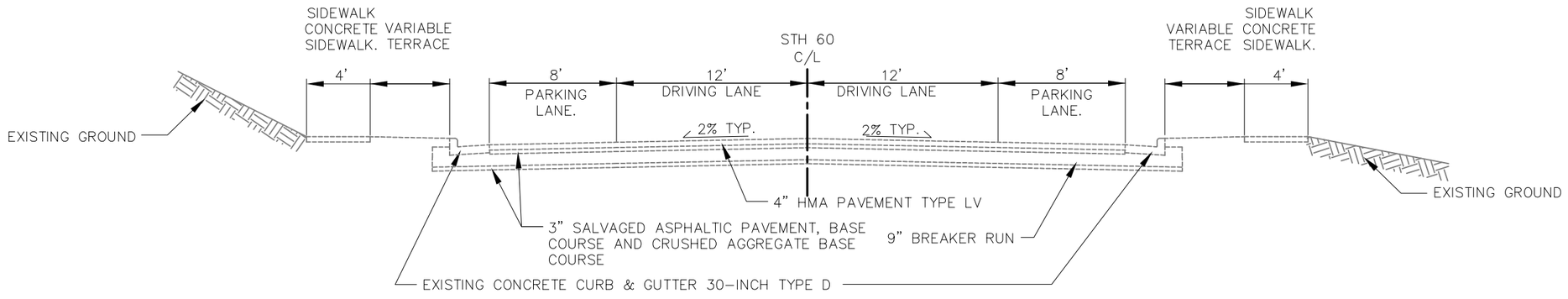
STH 60
566+00 TO 574+63

2



TYPICAL EXISTING SECTION

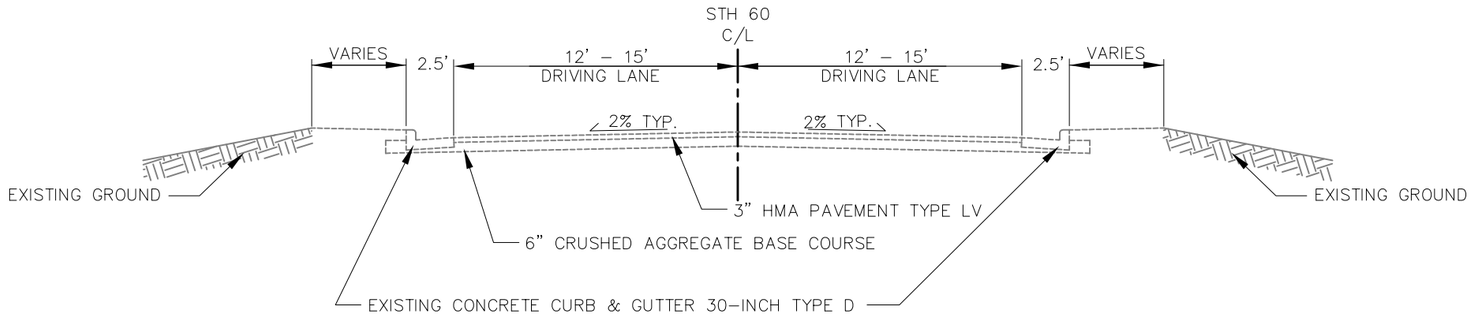
STH 60
574+63 TO 577+50



TYPICAL EXISTING SECTION

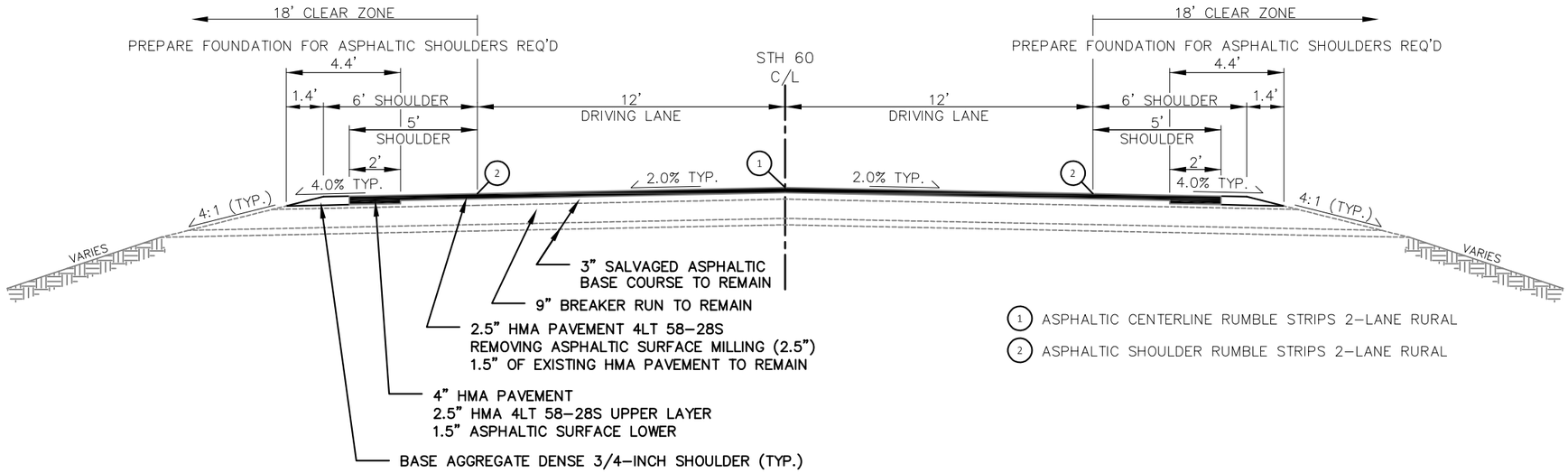
STH 60
577+50 TO 628+76

2



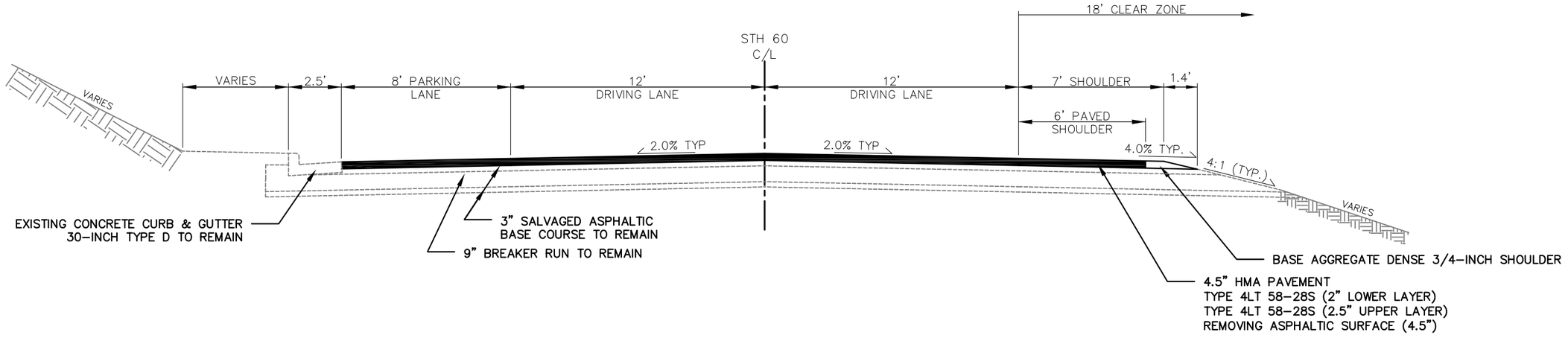
TYPICAL EXISTING SECTION

URBAN SIDE ROAD



TYPICAL FINISHED SECTION

STH 60
102+50 – 560+23
632+39 – 673+01

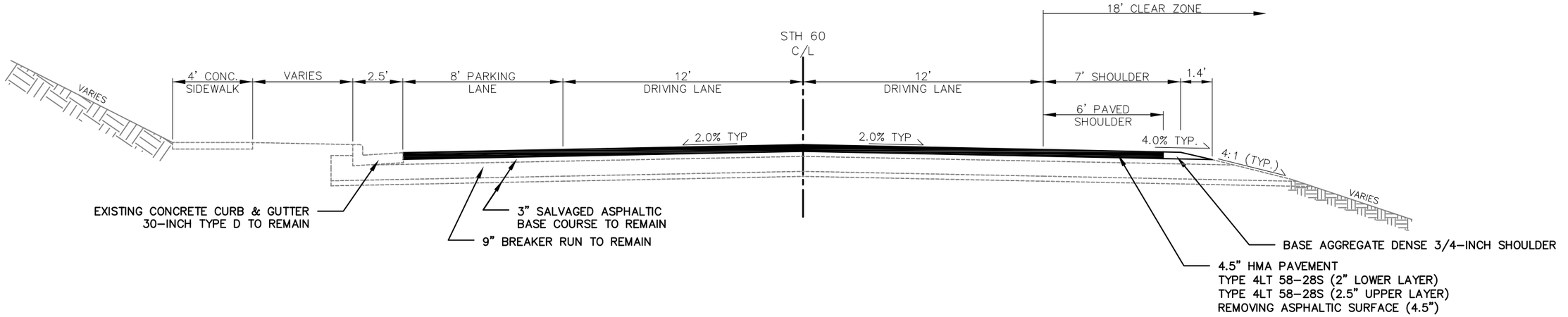


TYPICAL FINISHED SECTION

STH 60
560+23 TO 566+00
628+76 TO 632+39*

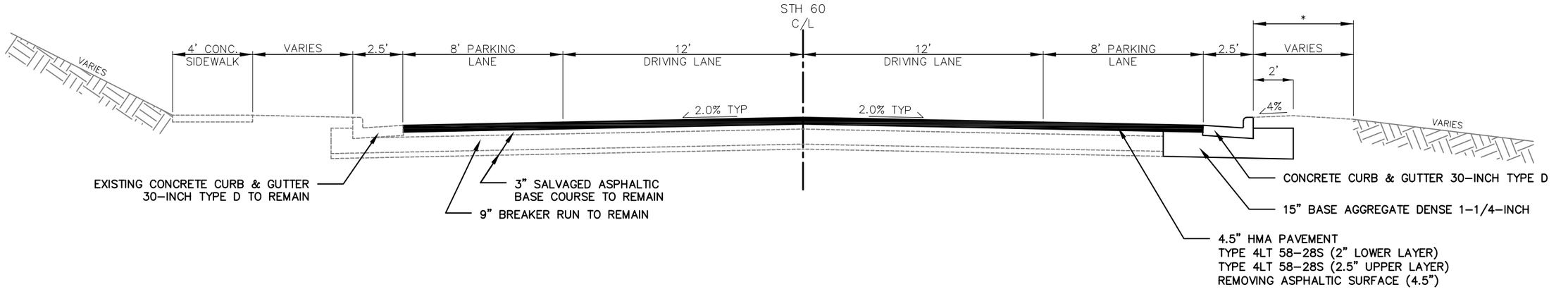
* SHOULDER IS 8' WIDE (7' PAVED) FROM 628+76 TO 632+39, RT

2



TYPICAL FINISHED SECTION

STH 60
566+00 TO 570+20

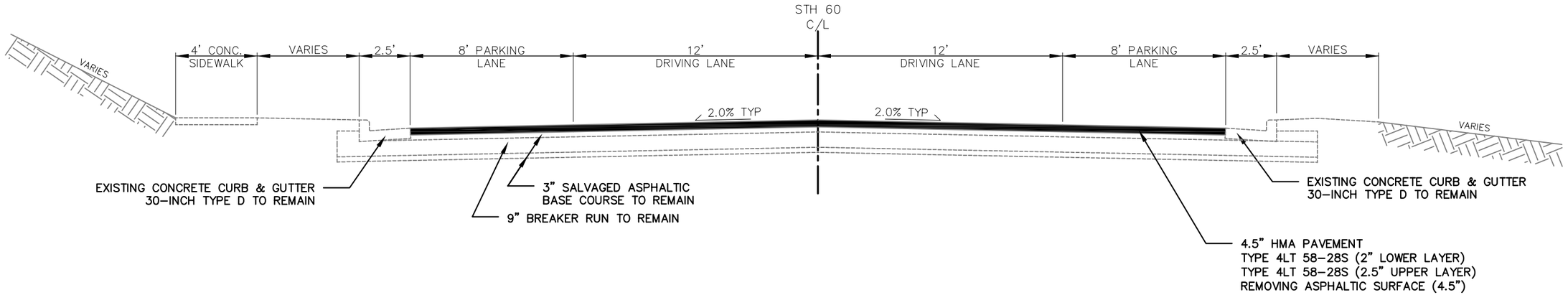


TYPICAL FINISHED SECTION

STH 60
570+20 TO 572+15 **
572+15 TO 574+63

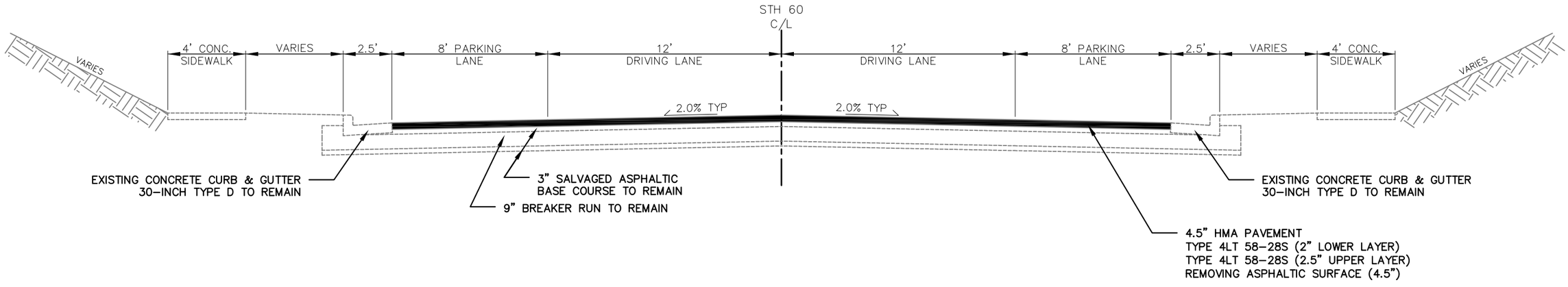
* LIMITS OF TOPSOIL, FERTILIZER, SEED, & EROSION MAT
** RT PARKING LANE IS 4' WIDE

2



TYPICAL FINISHED SECTION

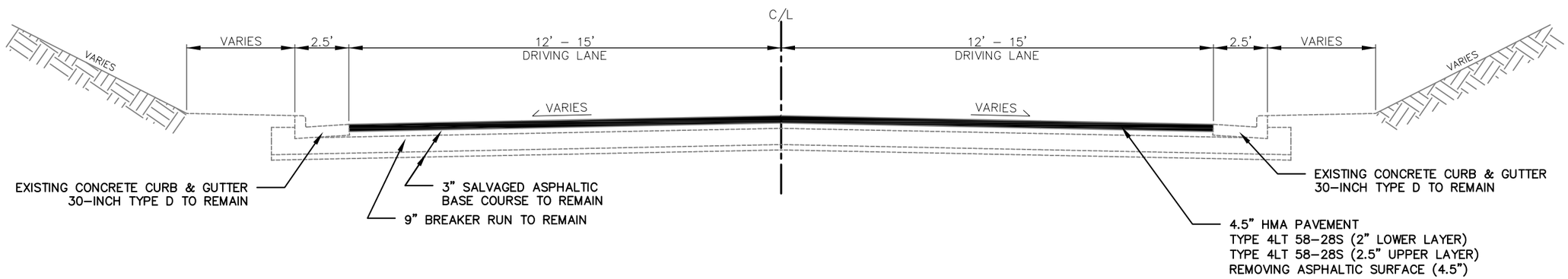
STH 60
574+63 TO 577+50



TYPICAL FINISHED SECTION

STH 60
577+50 TO 628+76

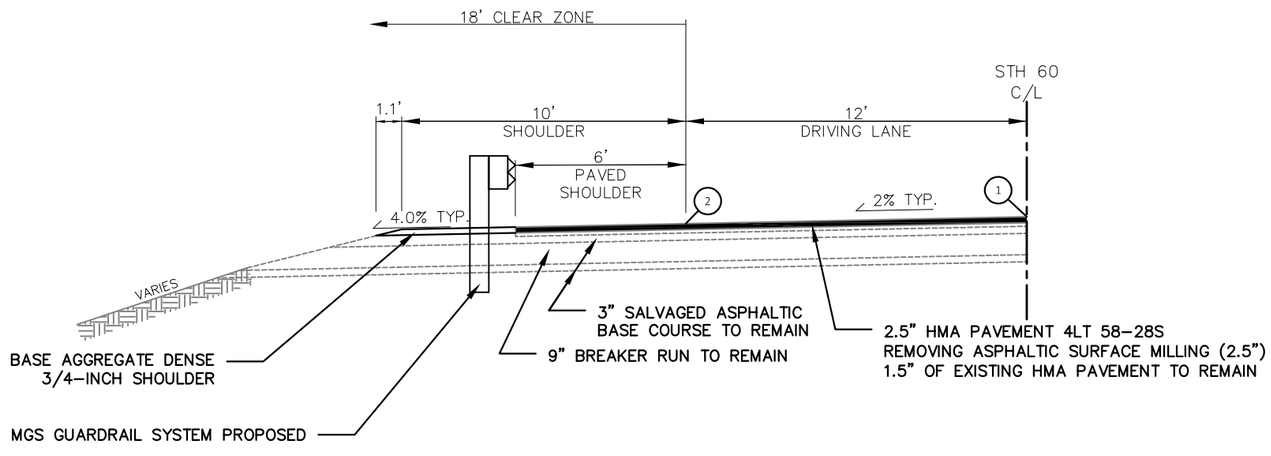
2



TYPICAL FINISHED SECTION

VILLAGE STREETS

CTH N	S. TALBOT ST.	N. WEBSTER ST.
McCLOSKEY AVE.	S. DOUSMAN ST.	N. MILL ST.
E. FRONT ST.	N. CASS ST.	JACKSON ST.
N. BUSINESS ST.	DITTMAN HILL RD	SMITH ST.
S. STATION ST.	N. PINE ST.	TIMBER ST.
N. TALBOT ST.	N. BURTON ST.	



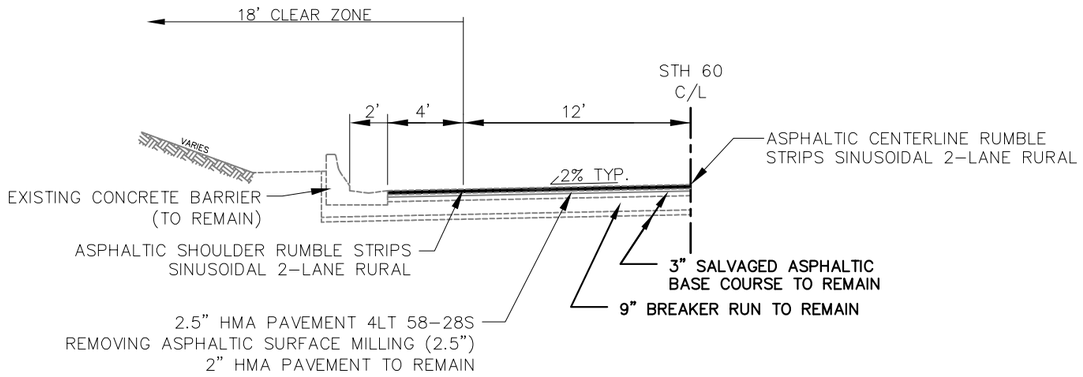
TYPICAL FINISHED HALF-SECTION

STH 60	STH 60
117+96 TO 120+12 LT	390+48 TO 392+90 LT
192+41 TO 195+80 LT	392+89 TO 424+78 RT
192+47 TO 195+85 RT	407+92 TO 408+85 LT
221+02 TO 224+01 LT	415+75 TO 417+32 LT
221+11 TO 223+67 RT	426+32 TO 427+24 LT
235+82 TO 236+75 LT	439+38 TO 440+31 LT
242+26 TO 243+19 LT	445+15 TO 446+08 LT
269+83 TO 270+75 LT	471+84 TO 472+78 LT
277+02 TO 277+94 LT	476+79 TO 477+73 LT
282+95 TO 283+50 LT	482+19 TO 485+72 LT
292+46 TO 293+38 LT	482+19 TO 485+72 RT
295+54 TO 297+80 RT	501+47 TO 503+38 LT
295+54 TO 297+58 LT	501+52 TO 503+58 RT
310+66 TO 311+59 LT	553+62 TO 555+99 LT
338+00 TO 338+94 LT	553+37 TO 556+25 RT
345+58 TO 346+50 LT	646+01 TO 646+85 LT
345+58 TO 346+50 RT	652+35 TO 667+53 RT
346+99 TO 347+92 LT	663+34 TO 644+27 LT
346+99 TO 347+92 RT	
356+39 TO 358+24 LT	
355+60 TO 381+37 RT	

(1) ASPHALTIC CENTERLINE RUMBLE STRIPS 2–LANE RURAL

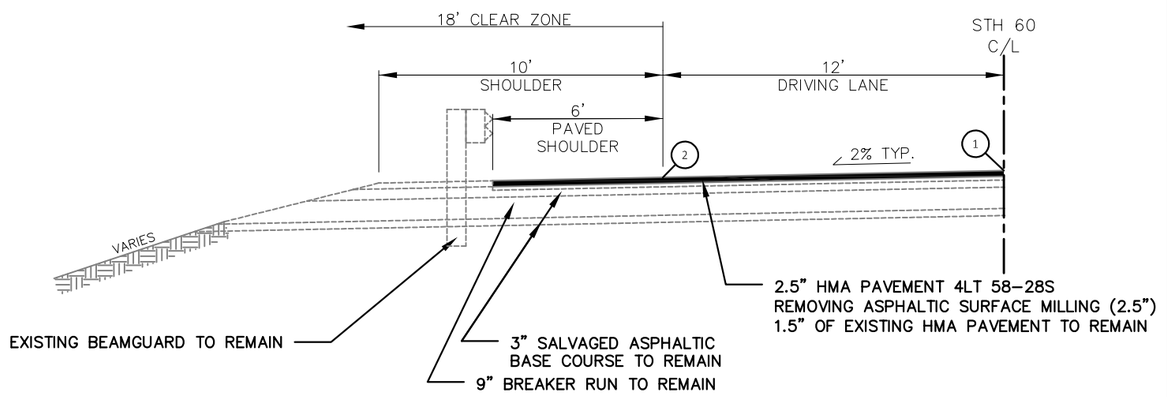
(2) ASPHALTIC SHOULDER RUMBLE STRIPS 2–LANE RURAL

2



TYPICAL FINISHED HALF-SECTION

STH 60
236+75 TO 242+26 LT
270+75 TO 277+02 LT
283+50 TO 292+46 LT
311+59 TO 338+00 LT
392+90 TO 407+92 LT
417+32 TO 426+32 LT
440+31 TO 445+15 LT
472+78 TO 476+79 LT
646+85 TO 663+34 LT

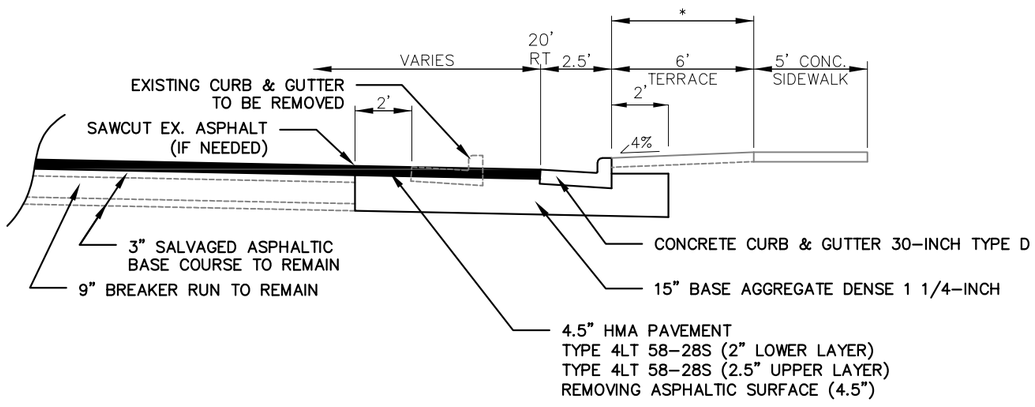


TYPICAL FINISHED HALF-SECTION

STH 60
245+05 TO 245+83 LT
244+77 TO 245+61 RT
247+20 TO 248+00 LT
246+98 TO 247+77 RT
448+41 TO 449+15 LT
448+41 TO 449+15 RT
450+30 TO 451+04 RT
450+30 TO 451+04 LT
532+44 TO 533+26 RT
672+12 TO 673+26 LT
672+33 TO 673+26 LT
(MAINTAIN MINIMUM 27-3/4"
RAIL HEIGHT)

(1) ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(2) ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

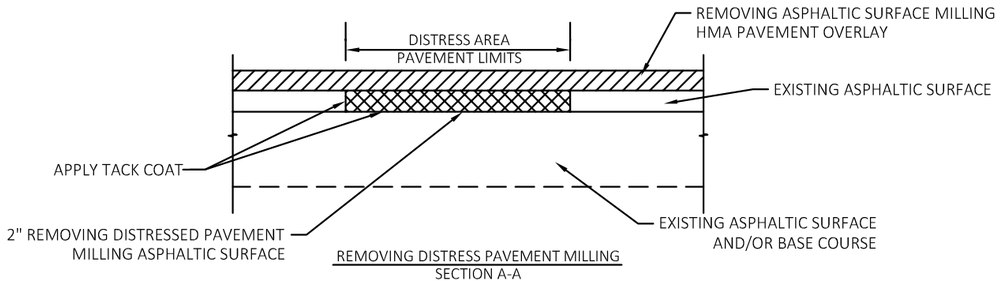


TYPICAL FINISHED HALF-SECTION

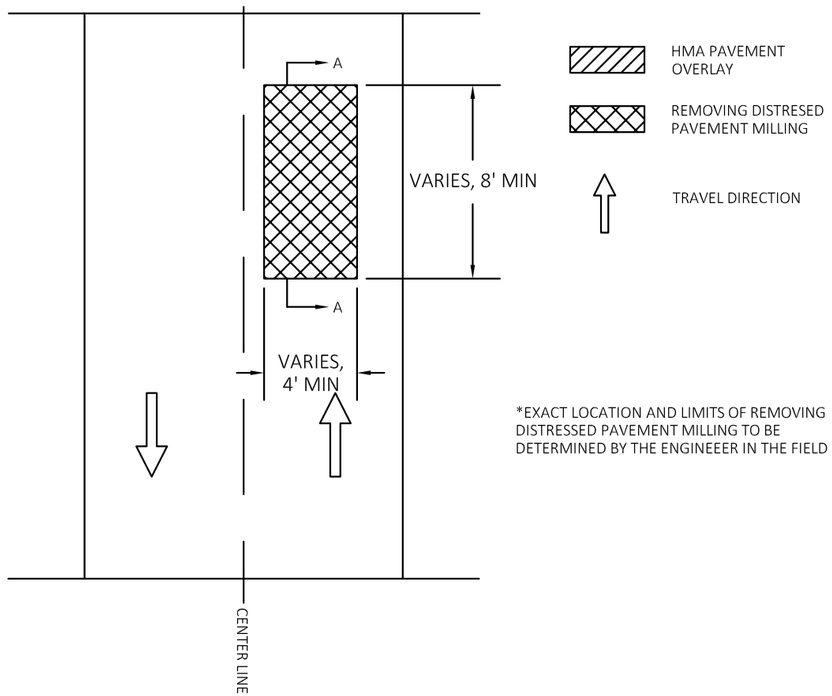
(ROADWAY WIDENING IN WAUZEKA)
580+27 TO 581+72, RT

* LIMITS OF TOPSOIL, FERTILIZER, SEED, & EROSION MAT

2



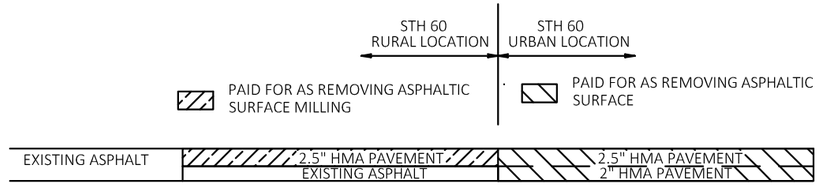
REMOVING DISTRESS PAVEMENT MILLING
SECTION A-A



*EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEEER IN THE FIELD

REMOVING DISTRESS PAVEMENT MILLING

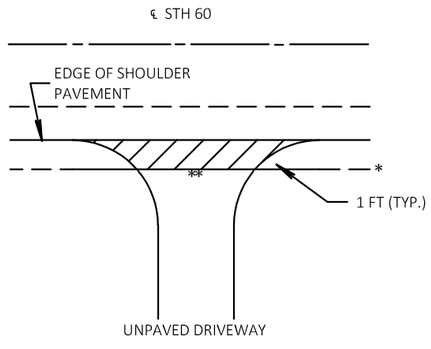
PLAN VIEW



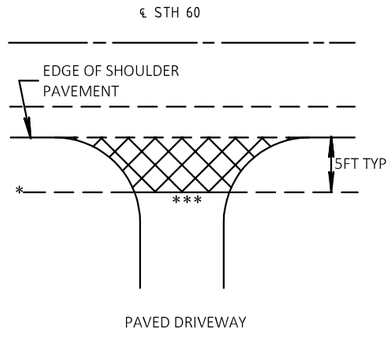
TRANSITION JOINT

560+23
632+39

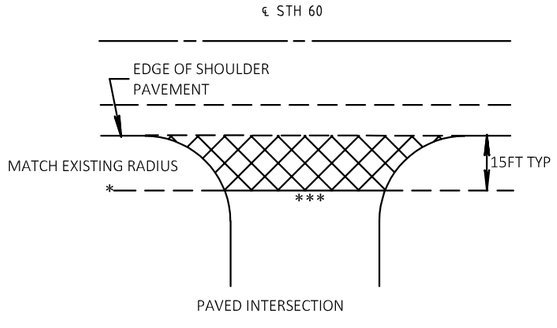
NOTES: ANY SAWCUT USED IN THIS OPERATION CONSIDERED INCIDENTAL TO THIS ITEM



PLAN VIEW



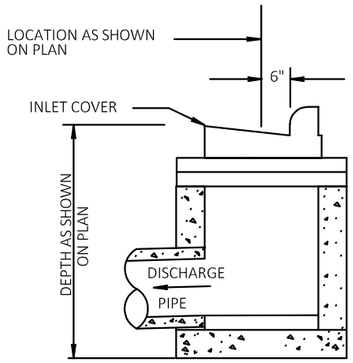
PLAN VIEW



PLAN VIEW

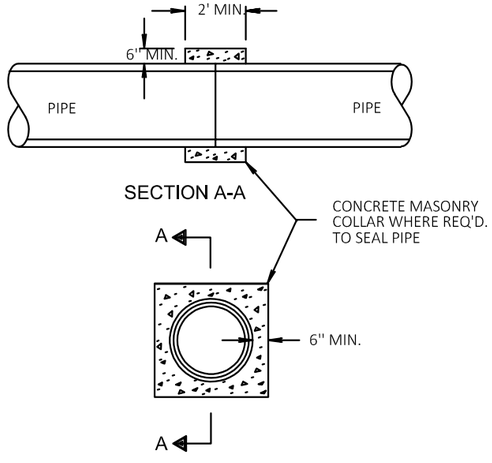
RURAL DRIVEWAY AND INTERSECTION DETAIL

* PAVEMENT LIMITS AT APPROACH
** ANY ADDITIONAL BASE AGG. DENSE REQ'D. SHALL BE PAID UNDER ITEM - "BASE AGGREGATE DENSE 3/4-INCH"
*** APPROACH PAVEMENT SHOULD MATCH EXISTING PAVEMENT

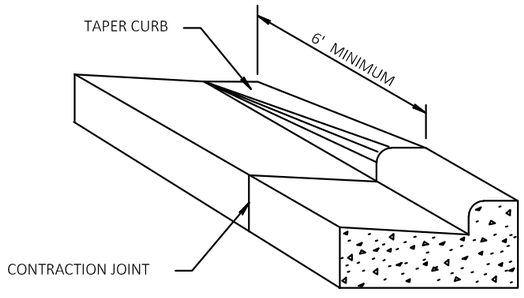


NOTE: DETAILS NOT SHOWN SHALL CONFORM TO STANDARD DETAIL DRAWINGS

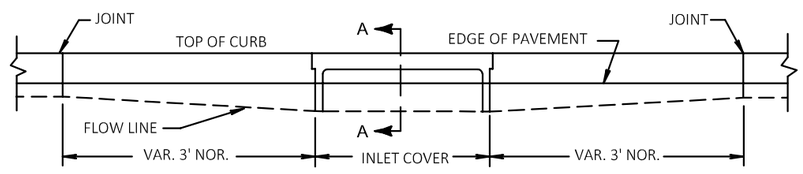
DETAIL FOR COMPUTING ELEVATIONS (INLETS AND MANHOLES)



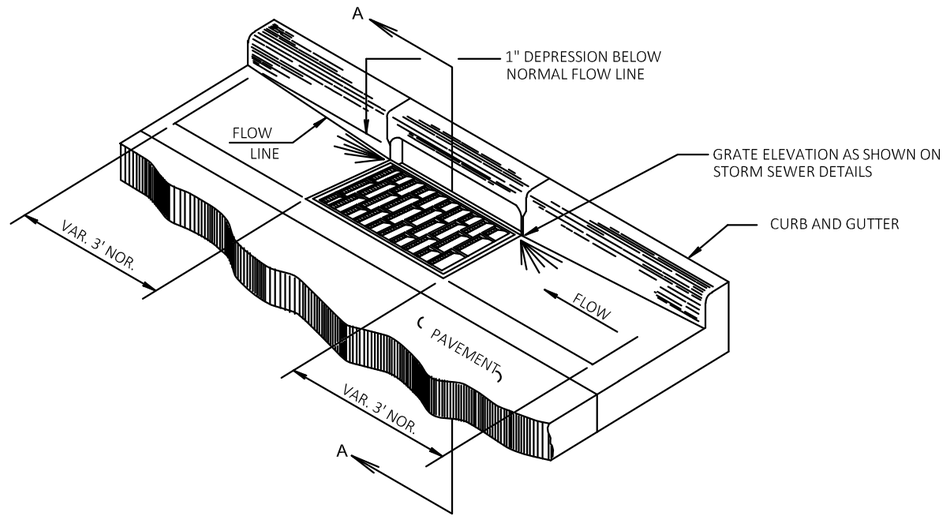
CONCRETE COLLAR DETAIL

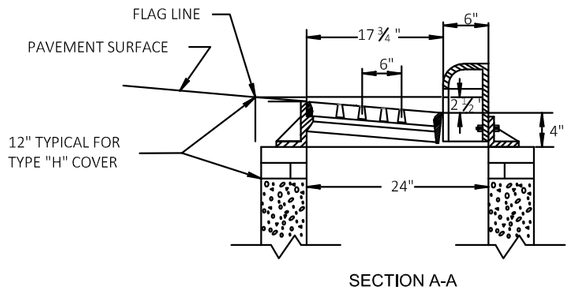


DETAIL OF CURB & GUTTER TERMINI



ELEVATION



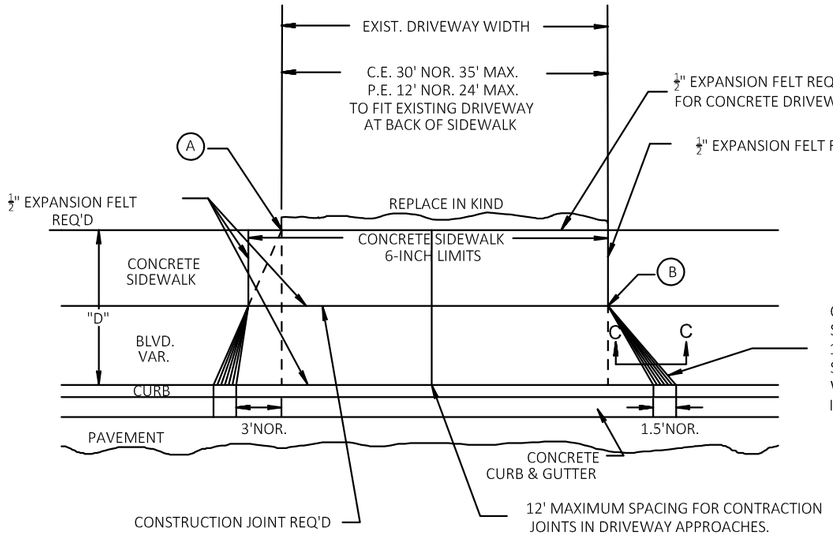


SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 3-H INLET SHOWN)

2

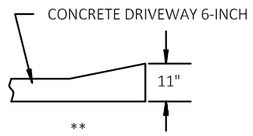


PLAN VIEW

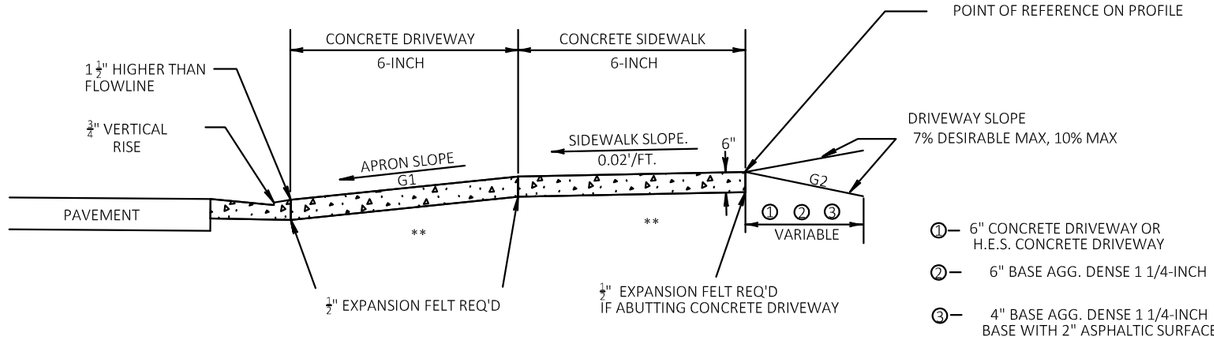
Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK

CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.



SECTION C-C



TYPICAL SIDEWALK SECTION

① 6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

② 6" BASE AGG. DENSE 1 1/4-INCH

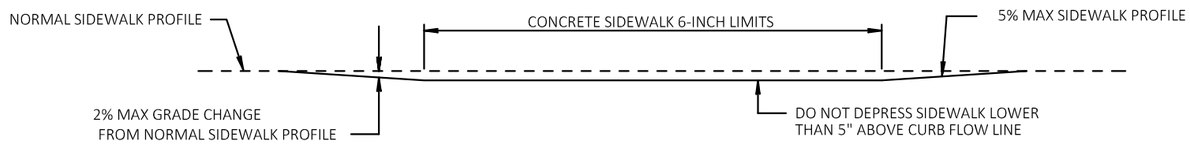
③ 4" BASE AGG. DENSE 1 1/4-INCH BASE WITH 2" ASPHALTIC SURFACE

** = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRWY

# TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

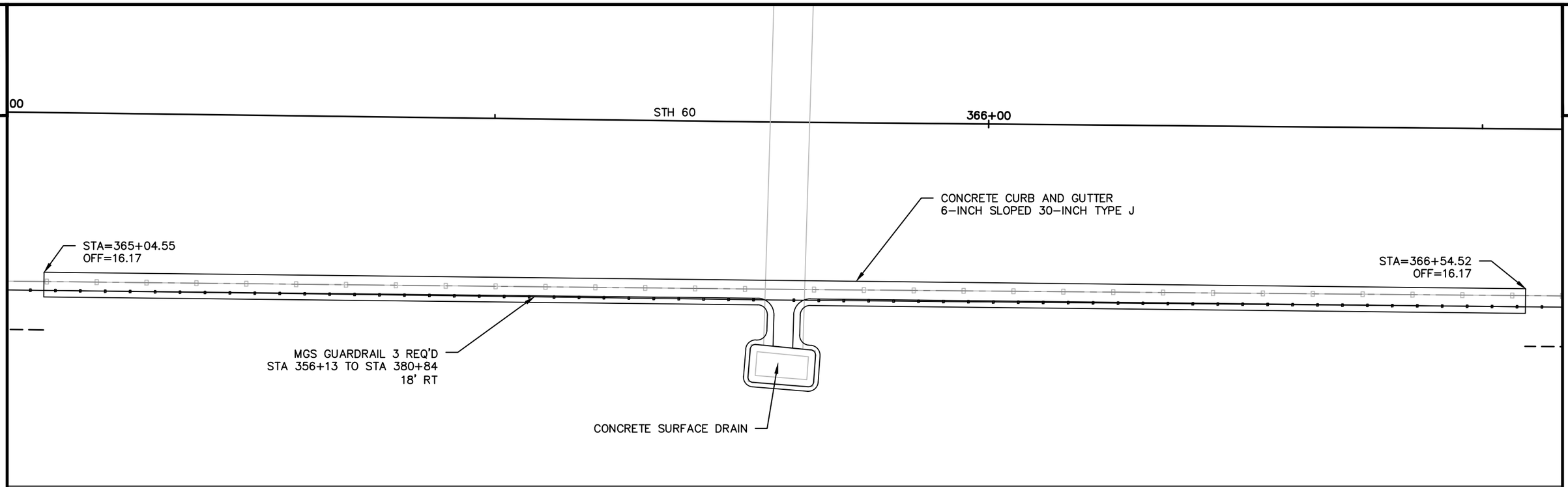
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

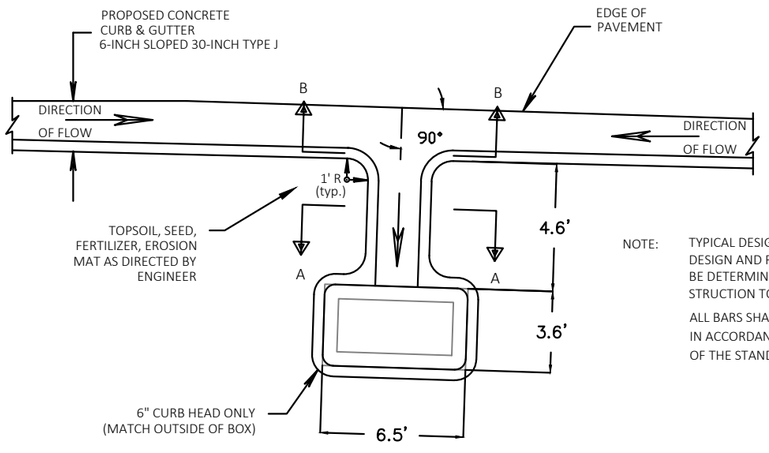
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



DEPRESSED SIDEWALK PROFILE DETAIL

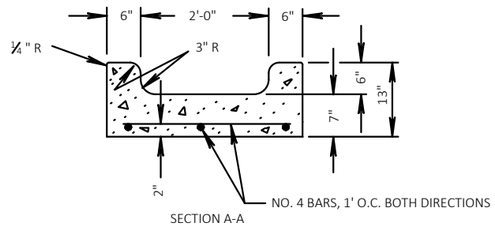
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



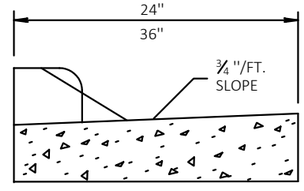


NOTE: TYPICAL DESIGN ONLY. EXACT DESIGN AND FLUME LENGTH SHALL BE DETERMINED AT TIME OF CONSTRUCTION TO FIT FIELD CONDITIONS.

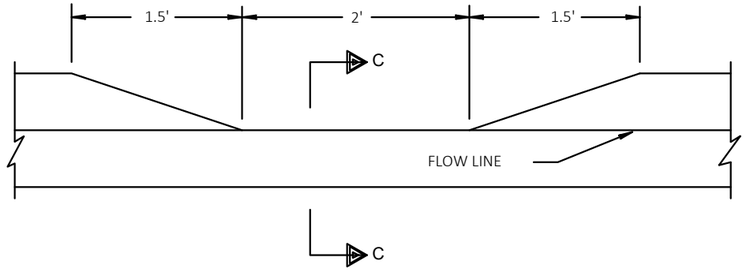
ALL BARS SHALL BE IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.



SECTION A-A



SECTION C-C



SECTION B-B

DETAIL OF CURB HEAD DEPRESSION FOR DRAINAGE AT CURB & GUTTER SECTION

CONCRETE SURFACE DRAIN

STA 365+80, RT

2

2

568+00

569+00

STH 60

570+00

571+00

572+0

STA=568+12.06
OFF=18.00' RT

STA=568+25.09
OFF=30.18' RT

C.E. ASPH

STA=569+42.03
OFF=27.49' RT

STA=569+16.21
OFF=30.10' RT

STA=569+57.72
OFF=27.12' RT

STA=569+64.95
OFF=28.95' RT

STA=570+39.01
OFF=16.00' RT

CONCRETE CURB AND GUTTER
30-INCH TYPE D

STA=570+19.67
OFF=25.16' RT

GUARD ST

STA=570+39.01
OFF=41.00' RT
25' RADIUS TO FLAG

PE
30' WIDE

DRAINAGE SWALE REQ'D

PE
23' WIDE

STA=570+78.93
OFF=32.26' RT

STA=571+84.62
OFF=30.42' RT

N

STA=572+28.00
OFF=30.00' LT
50' RADIUS TO FLAG

572+00

573+00

STH 60

574+00

575+00

576+00

STA=572+00.00
OFF=16.00' RT

STA=572+14.00
OFF=18.00' RT

STA=572+28.00
OFF=20.00' RT

CONCRETE CURB AND GUTTER
30-INCH TYPE D

STA=574+63.63
OFF=20.29' RT

STA=572+00.00
OFF=66.00' RT
50' RADIUS TO FLAG

N

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CONSTRUCTION DETAILS	SHEET	E

Curb Ramp # 1 Type 4B1			
Point	Station	Offset	Elevation
1.02	567+03.83	-36.533'	650.446'
1.03	566+99.74	-31.564'	650.307'
1.05	566+96.85	-31.580'	650.625'
1.06	566+96.88	-36.576'	650.550'
1.07	566+90.94	-36.638'	650.966'
1.08	566+90.91	-31.615'	651.041'
1.09	566+85.98	-31.263'	651.115'
1.10	566+89.34	-39.120'	651.016'
1.11	566+84.36	-41.667'	651.100'
1.12	566+80.67	-36.606'	651.194'
1.13	566+61.74	-21.295'	650.006'
1.14	566+60.72	-27.171'	650.147'
1.15	566+51.82	-26.945'	649.796'
1.16	566+51.75	-21.407'	649.593'

RADIAL DETECTOR FIELD NOTES
BACK OF CURB RADIUS = 35'
LANDING LENGTH = 7'
RADIAL WARNING FIELD AREA = 13.2 SQ FT
RADIAL LONG CHORD DIMENSION = 6.4'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1

Curb Ramp #2 Type 4B1			
Point	Station	Offset	Elevation
2.02	567+50.30	-36.228'	651.115'
2.03	567+55.12	-31.201'	650.996'
2.05	567+58.38	-31.183'	651.061'
2.06	567+58.42	-36.174'	651.156'
2.07	567+63.19	-36.143'	651.227'
2.08	567+63.15	-31.146'	651.133'
2.09	567+68.19	-36.110'	651.302'
2.10	567+68.15	-31.110'	651.208'
2.11	567+84.06	-35.370'	651.110'
2.12	567+84.03	-31.408'	650.993'

RADIAL DETECTOR FIELD NOTES
BACK OF CURB RADIUS = 35'
LANDING LENGTH = 8.1'
RADIAL WARNING FIELD AREA = 14.4 SQ FT
RADIAL LONG CHORD DIMENSION = 7.0'

45.0' RADIUS TO WALK
STA = 566+63.06
OFF = 103.69' LT
ACTUAL LOCATION NOT SHOWN

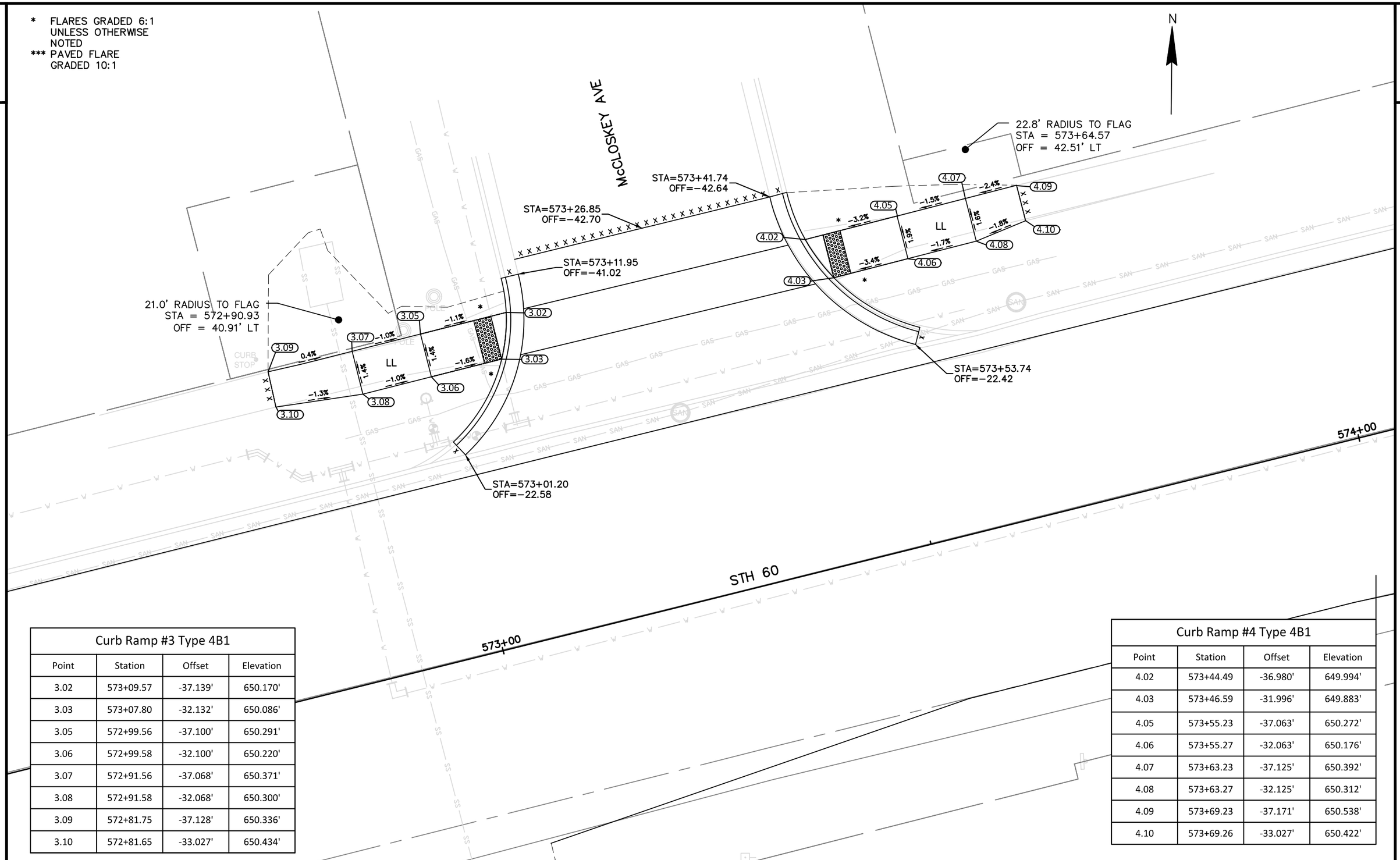
STA=567+24.74
OFF=-114.60
STA=567+22.43
OFF=-113.08
STA=567+08.34
OFF=-98.95
STA=567+18.95
OFF=-93.97
STA=567+20.37
OFF=-90.69
STA=567+06.81
OFF=-79.49
STA=566+99.72
OFF=-67.08

CTH N

37.7' RADIUS TO FLAG
STA = 566+74.76
OFF = 56.31' LT
20.0' RADIUS TO WALK
STA = 566+66.55
OFF = 50.78' LT
20.0' RADIUS TO WALK
STA = 566+56.55
OFF = 46.80' LT
STA=566+65.95
OFF=-23.56
STA=566+92.80
OFF=-52.21
STA 567+03, 46' LT
EXPOSE INLET
ELE 650.3
STA=567+26.68
OFF=-50.00
2.0' RADIUS TO WALK
STA = 566+91.27
OFF = 38.61' LT
STA=567+10.73
OFF=-45.15
STA=566+96.92
OFF=-25.86
STA=567+42.28
OFF=-46.15
51.7' RADIUS TO WALK
STA = 567+42.31
OFF = 37.54' LT
36.7' RADIUS TO FLAG
STA = 567+77.27
OFF = 57.29' LT
STA=567+66.57
OFF=-22.16

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/CTH N	SHEET	E

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



Curb Ramp #3 Type 4B1			
Point	Station	Offset	Elevation
3.02	573+09.57	-37.139'	650.170'
3.03	573+07.80	-32.132'	650.086'
3.05	572+99.56	-37.100'	650.291'
3.06	572+99.58	-32.100'	650.220'
3.07	572+91.56	-37.068'	650.371'
3.08	572+91.58	-32.068'	650.300'
3.09	572+81.75	-37.128'	650.336'
3.10	572+81.65	-33.027'	650.434'

Curb Ramp #4 Type 4B1			
Point	Station	Offset	Elevation
4.02	573+44.49	-36.980'	649.994'
4.03	573+46.59	-31.996'	649.883'
4.05	573+55.23	-37.063'	650.272'
4.06	573+55.27	-32.063'	650.176'
4.07	573+63.23	-37.125'	650.392'
4.08	573+63.27	-32.125'	650.312'
4.09	573+69.23	-37.171'	650.538'
4.10	573+69.26	-33.027'	650.422'

PROJECT NO: 5180−00−70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/McCLOSKEY AVE	SHEET 21	E

Curb Ramp #5 Type 1			
Point	Station	Offset	Elevation
5.02	577+48.21	-23.672'	648.792'
5.03	577+36.72	-24.201'	648.715'
5.05	577+62.01	-27.666'	648.875'
5.06	577+49.84	-27.294'	648.876'
5.07	577+36.46	-28.144'	648.877'
5.08	577+23.49	-30.141	648.879'
5.09	577+30.96	-34.267'	649.450'
5.10	577+56.04	-32.217'	649.480'
5.11	576+66.10	-38.424'	649.263'
5.12	576+66.11	-33.424'	649.073'
5.13	578+01.66	-28.248'	649.366'
5.14	578+01.64	-33.248'	649.635'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED

*** PAVED FLARE GRADED 10:1

35.4' RADIUS TO FLAG
STA = 577+77.42
OFF = 54.07' LT

STA=578+01.74
OFF=-19.16

STA=577+78.15
OFF=-18.68

ADJUSTING INLET COVER REQ'D

STA=576+90.45
OFF=-20.79

STA=576+78.85
OFF=-19.48

STA=576+66.03
OFF=-19.54

ADJUSTING INLET COVER REQ'D

578+00

577+00

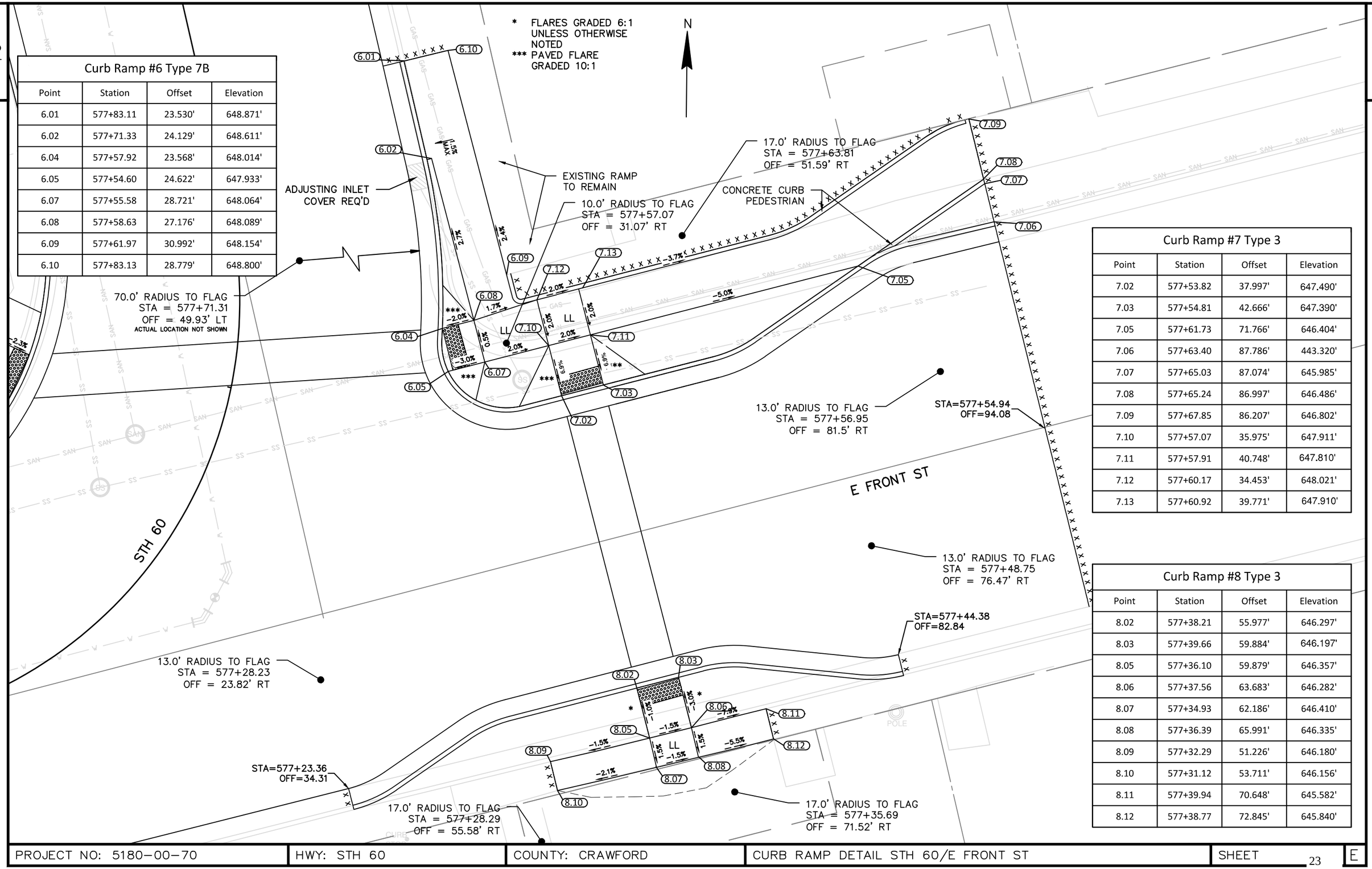
STH 60

E FRONT ST

SEE OTHER SHEETS FOR DETAILS

N

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/E FRONT ST	SHEET 22	E



Curb Ramp #6 Type 7B			
Point	Station	Offset	Elevation
6.01	577+83.11	23.530'	648.871'
6.02	577+71.33	24.129'	648.611'
6.04	577+57.92	23.568'	648.014'
6.05	577+54.60	24.622'	647.933'
6.07	577+55.58	28.721'	648.064'
6.08	577+58.63	27.176'	648.089'
6.09	577+61.97	30.992'	648.154'
6.10	577+83.13	28.779'	648.800'

Curb Ramp #7 Type 3			
Point	Station	Offset	Elevation
7.02	577+53.82	37.997'	647.490'
7.03	577+54.81	42.666'	647.390'
7.05	577+61.73	71.766'	646.404'
7.06	577+63.40	87.786'	443.320'
7.07	577+65.03	87.074'	645.985'
7.08	577+65.24	86.997'	646.486'
7.09	577+67.85	86.207'	646.802'
7.10	577+57.07	35.975'	647.911'
7.11	577+57.91	40.748'	647.810'
7.12	577+60.17	34.453'	648.021'
7.13	577+60.92	39.771'	647.910'

Curb Ramp #8 Type 3			
Point	Station	Offset	Elevation
8.02	577+38.21	55.977'	646.297'
8.03	577+39.66	59.884'	646.197'
8.05	577+36.10	59.879'	646.357'
8.06	577+37.56	63.683'	646.282'
8.07	577+34.93	62.186'	646.410'
8.08	577+36.39	65.991'	646.335'
8.09	577+32.29	51.226'	646.180'
8.10	577+31.12	53.711'	646.156'
8.11	577+39.94	70.648'	645.582'
8.12	577+38.77	72.845'	645.840'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/E FRONT ST	SHEET 23	E

Curb Ramp #10 Type 1			
Point	Station	Offset	Elevation
10.02	580+68.45	22.368'	653.077'
10.03	580+62.05	22.395'	652.870'
10.05	580+74.88	28.350'	653.482'
10.06	580+68.76	28.367'	653.288'
10.07	580+61.83	28.396'	653.230'
10.08	580+55.70	28.430'	653.274'
10.09	580+74.90	33.350'	653.557'
10.10	580+69.05	33.366'	653.363'
10.11	580+61.62	33.398'	653.305'
10.12	580+55.77	33.430'	653.349'

STH 60

581+00

N

STA=580+99.61
OFF=19.86

STA=581+65.66
OFF=−20.10

STA=580+27.18
OFF=20.18

STA=580+06.99
OFF=28.15

STA=580+27.47
OFF=33.68

STA=581+72.22
OFF=20.57

STA=581+71.98
OFF=29.07

STA=581+94.38
OFF=28.12

6.0

5.0

4.0

LL

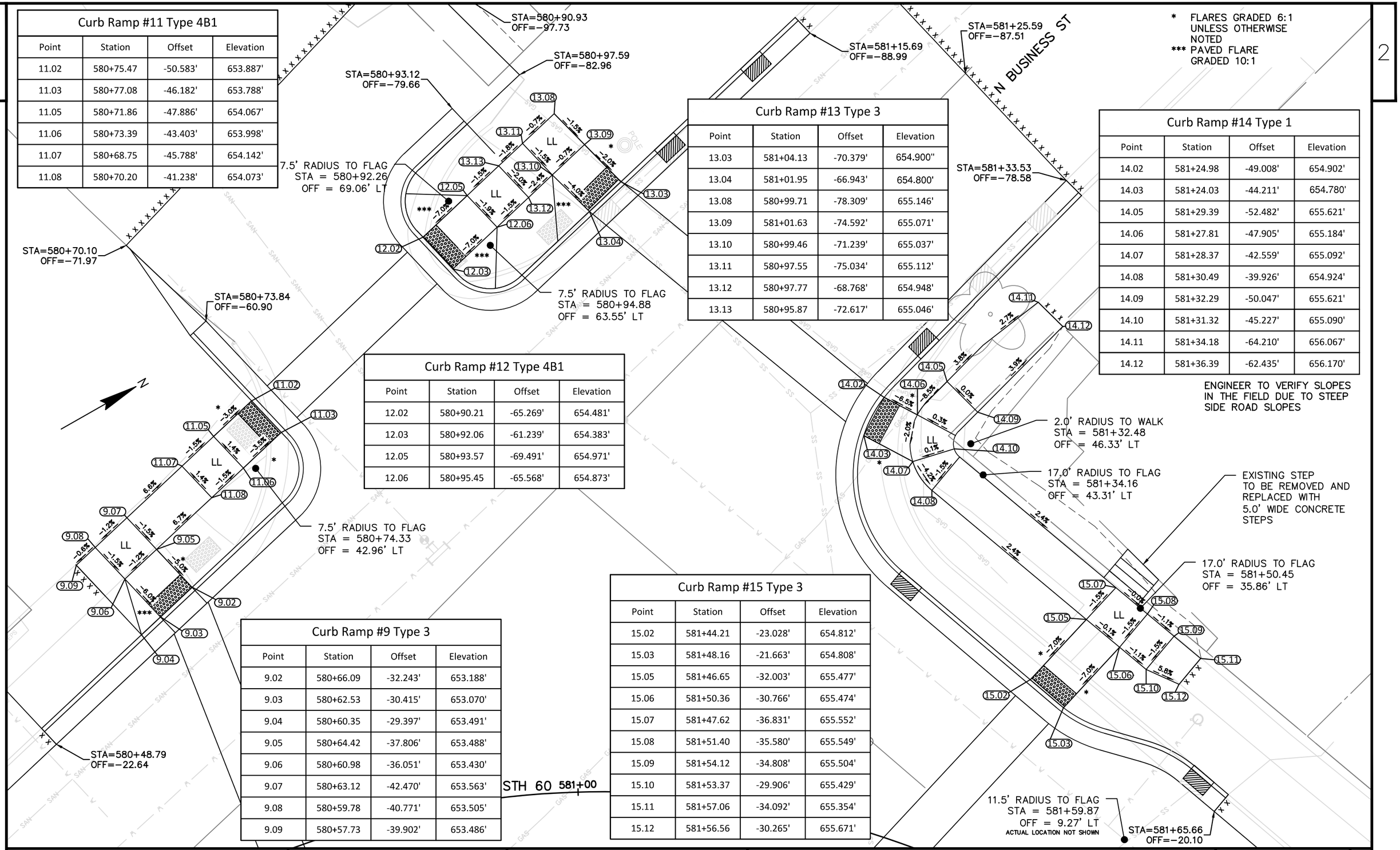
* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED

*** PAVED FLARE GRADED 10:1

80.0' RADIUS TO FLAG
STA = 580+85.51
OFF = 99.84' RT
ACTUAL LOCATION NOT SHOWN

Curb Ramp #16 Type 1			
Point	Station	Offset	Elevation
16.02	581+30.94	22.550'	654.333'
16.03	581+24.52	22.495'	654.317'
16.05	581+37.24	28.612'	654.721'
16.06	581+31.11	28.552'	654.633'
16.07	581+24.16	28.492'	654.617'
16.08	581+18.04	28.448'	654.661'
16.09	581+37.15	33.088'	654.789'
16.10	581+31.26	33.133'	654.702'
16.11	581+23.84	33.189'	654.688'
16.12	581+17.97	33.232'	654.733'

PROJECT NO: 5180−00−70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N BUSINESS ST	SHEET 24	E



* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED

*** PAVED FLARE GRADED 10:1

ENGINEER TO VERIFY SLOPES IN THE FIELD DUE TO STEEP SIDE ROAD SLOPES

Curb Ramp #11 Type 4B1

Point	Station	Offset	Elevation
11.02	580+75.47	-50.583'	653.887'
11.03	580+77.08	-46.182'	653.788'
11.05	580+71.86	-47.886'	654.067'
11.06	580+73.39	-43.403'	653.998'
11.07	580+68.75	-45.788'	654.142'
11.08	580+70.20	-41.238'	654.073'

Curb Ramp #12 Type 4B1

Point	Station	Offset	Elevation
12.02	580+90.21	-65.269'	654.481'
12.03	580+92.06	-61.239'	654.383'
12.05	580+93.57	-69.491'	654.971'
12.06	580+95.45	-65.568'	654.873'

Curb Ramp #13 Type 3

Point	Station	Offset	Elevation
13.03	581+04.13	-70.379'	654.900''
13.04	581+01.95	-66.943'	654.800'
13.08	580+99.71	-78.309'	655.146'
13.09	581+01.63	-74.592'	655.071'
13.10	580+99.46	-71.239'	655.037'
13.11	580+97.55	-75.034'	655.112'
13.12	580+97.77	-68.768'	654.948'
13.13	580+95.87	-72.617'	655.046'

Curb Ramp #14 Type 1

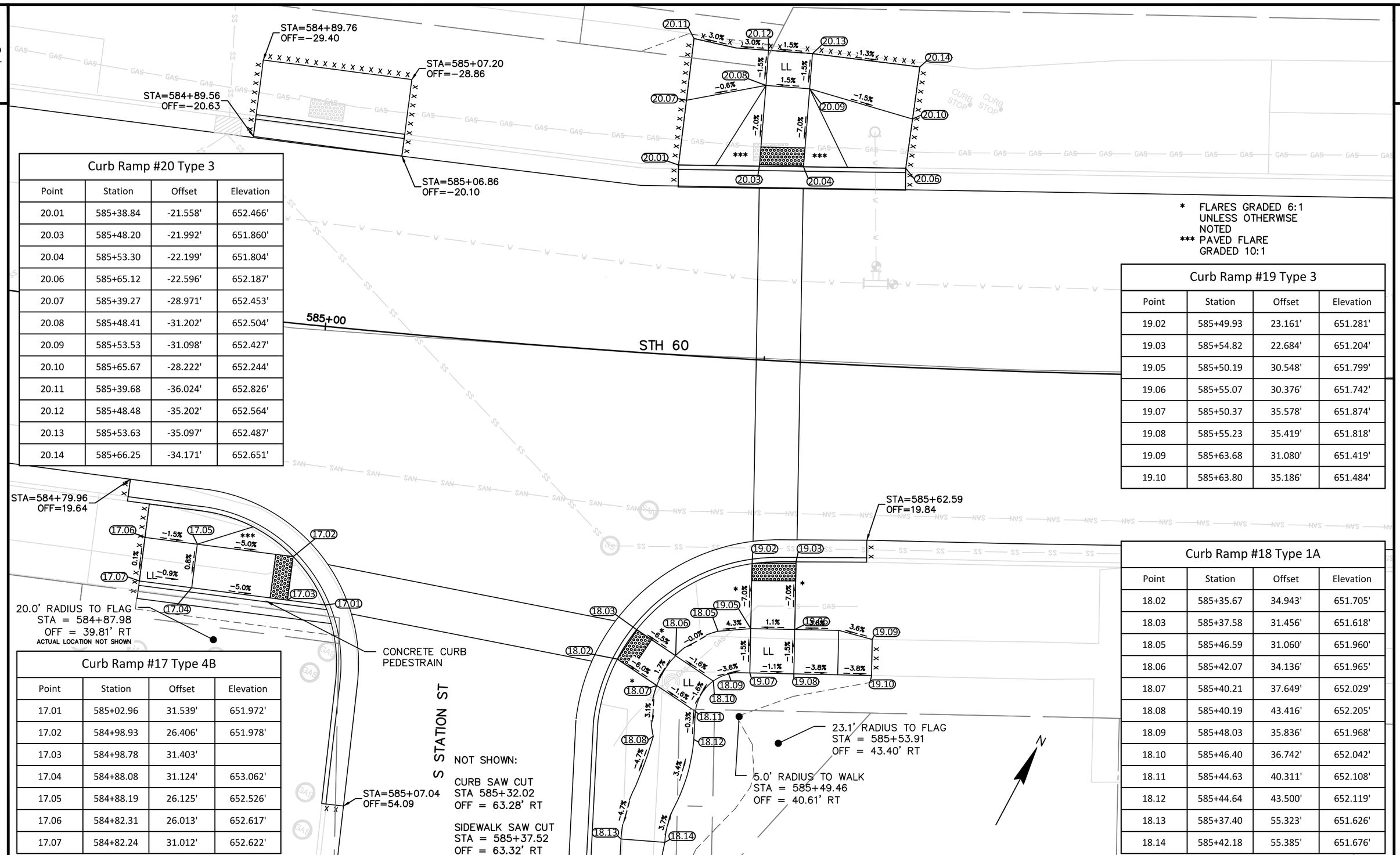
Point	Station	Offset	Elevation
14.02	581+24.98	-49.008'	654.902'
14.03	581+24.03	-44.211'	654.780'
14.05	581+29.39	-52.482'	655.621'
14.06	581+27.81	-47.905'	655.184'
14.07	581+28.37	-42.559'	655.092'
14.08	581+30.49	-39.926'	654.924'
14.09	581+32.29	-50.047'	655.621'
14.10	581+31.32	-45.227'	655.090'
14.11	581+34.18	-64.210'	656.067'
14.12	581+36.39	-62.435'	656.170'

Curb Ramp #9 Type 3

Point	Station	Offset	Elevation
9.02	580+66.09	-32.243'	653.188'
9.03	580+62.53	-30.415'	653.070'
9.04	580+60.35	-29.397'	653.491'
9.05	580+64.42	-37.806'	653.488'
9.06	580+60.98	-36.051'	653.430'
9.07	580+63.12	-42.470'	653.563'
9.08	580+59.78	-40.771'	653.505'
9.09	580+57.73	-39.902'	653.486'

Curb Ramp #15 Type 3

Point	Station	Offset	Elevation
15.02	581+44.21	-23.028'	654.812'
15.03	581+48.16	-21.663'	654.808'
15.05	581+46.65	-32.003'	655.477'
15.06	581+50.36	-30.766'	655.474'
15.07	581+47.62	-36.831'	655.552'
15.08	581+51.40	-35.580'	655.549'
15.09	581+54.12	-34.808'	655.504'
15.10	581+53.37	-29.906'	655.429'
15.11	581+57.06	-34.092'	655.354'
15.12	581+56.56	-30.265'	655.671'



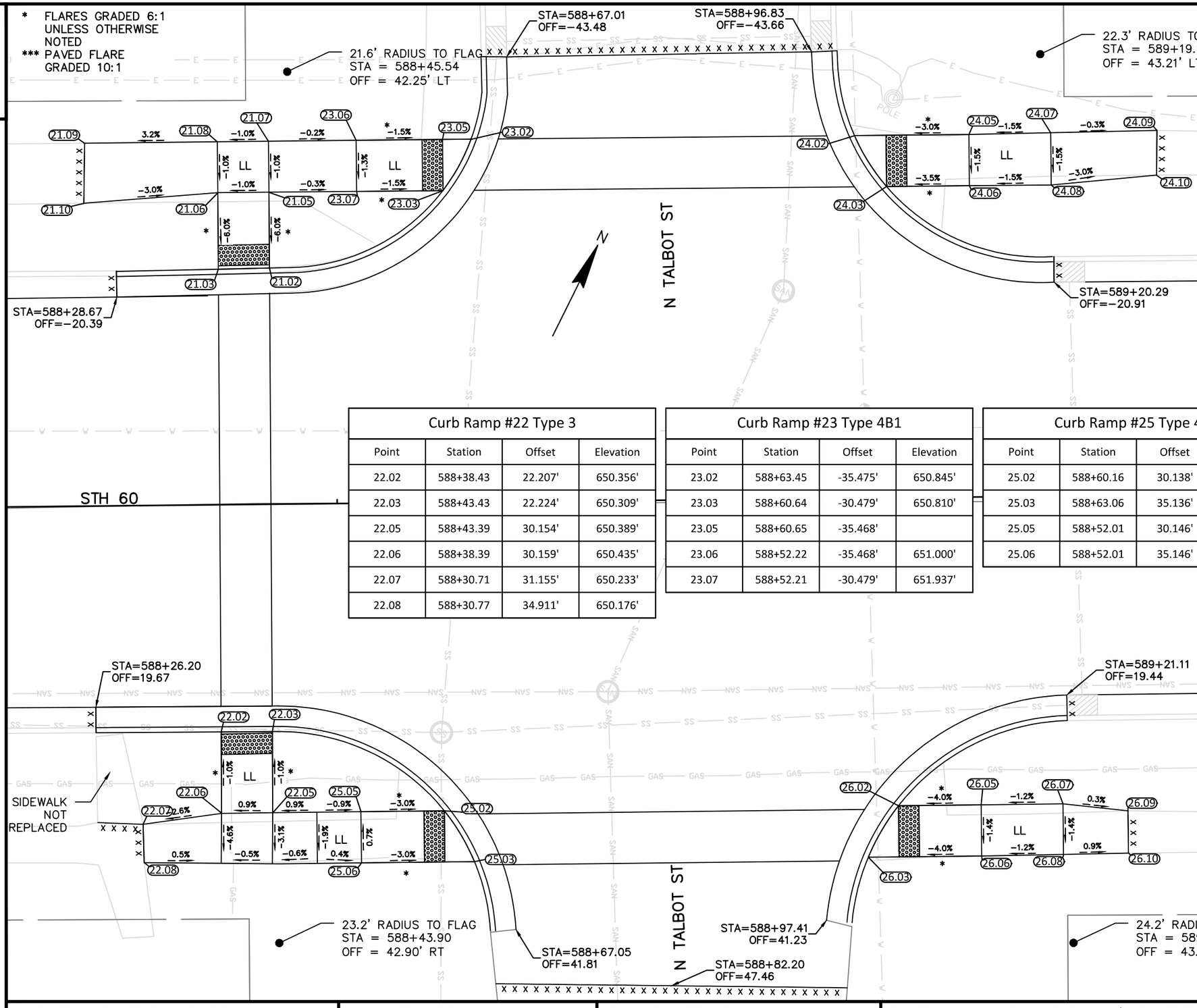
Curb Ramp #20 Type 3			
Point	Station	Offset	Elevation
20.01	585+38.84	-21.558'	652.466'
20.03	585+48.20	-21.992'	651.860'
20.04	585+53.30	-22.199'	651.804'
20.06	585+65.12	-22.596'	652.187'
20.07	585+39.27	-28.971'	652.453'
20.08	585+48.41	-31.202'	652.504'
20.09	585+53.53	-31.098'	652.427'
20.10	585+65.67	-28.222'	652.244'
20.11	585+39.68	-36.024'	652.826'
20.12	585+48.48	-35.202'	652.564'
20.13	585+53.63	-35.097'	652.487'
20.14	585+66.25	-34.171'	652.651'

Curb Ramp #19 Type 3			
Point	Station	Offset	Elevation
19.02	585+49.93	23.161'	651.281'
19.03	585+54.82	22.684'	651.204'
19.05	585+50.19	30.548'	651.799'
19.06	585+55.07	30.376'	651.742'
19.07	585+50.37	35.578'	651.874'
19.08	585+55.23	35.419'	651.818'
19.09	585+63.68	31.080'	651.419'
19.10	585+63.80	35.186'	651.484'

Curb Ramp #17 Type 4B			
Point	Station	Offset	Elevation
17.01	585+02.96	31.539'	651.972'
17.02	584+98.93	26.406'	651.978'
17.03	584+98.78	31.403'	
17.04	584+88.08	31.124'	653.062'
17.05	584+88.19	26.125'	652.526'
17.06	584+82.31	26.013'	652.617'
17.07	584+82.24	31.012'	652.622'

Curb Ramp #18 Type 1A			
Point	Station	Offset	Elevation
18.02	585+35.67	34.943'	651.705'
18.03	585+37.58	31.456'	651.618'
18.05	585+46.59	31.060'	651.960'
18.06	585+42.07	34.136'	651.965'
18.07	585+40.21	37.649'	652.029'
18.08	585+40.19	43.416'	652.205'
18.09	585+48.03	35.836'	651.968'
18.10	585+46.40	36.742'	652.042'
18.11	585+44.63	40.311'	652.108'
18.12	585+44.64	43.500'	652.119'
18.13	585+37.40	55.323'	651.626'
18.14	585+42.18	55.385'	651.676'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



Curb Ramp #24 Type 4B1			
Point	Station	Offset	Elevation
24.02	589+00.93	-35.433'	650.966'
24.03	589+04.01	-30.430'	650.851'
24.05	589+12.12	-35.422'	651.210'
24.06	589+12.11	-30.422'	651.135'
24.07	589+20.11	-35.517'	651.330'
24.08	589+20.11	-30.414'	651.255'
24.09	589+30.50	-35.641'	651.402'
24.10	589+30.42	-31.264'	651.164'

Curb Ramp #22 Type 3			
Point	Station	Offset	Elevation
22.02	588+38.43	22.207'	650.356'
22.03	588+43.43	22.224'	650.309'
22.05	588+43.39	30.154'	650.389'
22.06	588+38.39	30.159'	650.435'
22.07	588+30.71	31.155'	650.233'
22.08	588+30.77	34.911'	650.176'

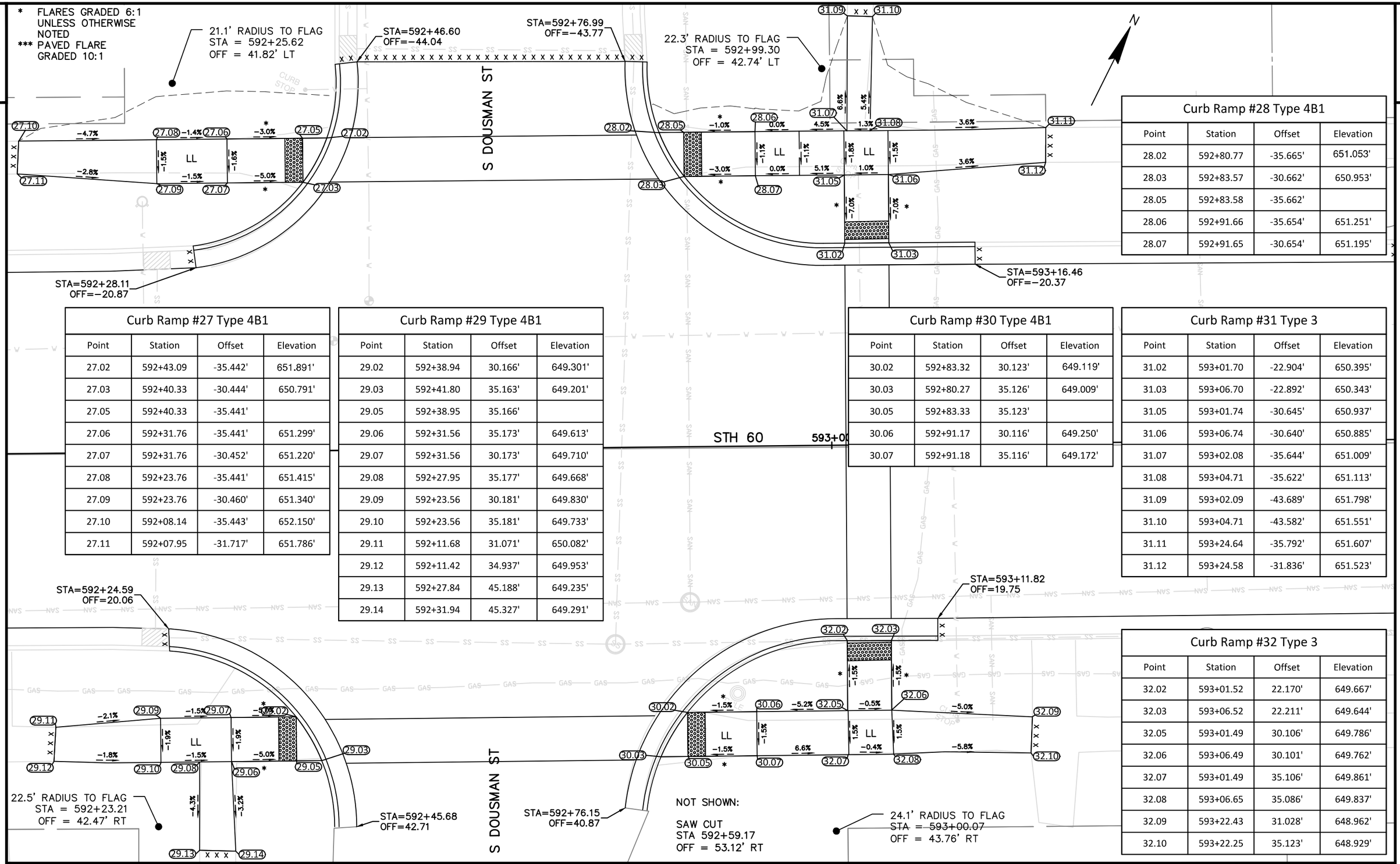
Curb Ramp #23 Type 4B1			
Point	Station	Offset	Elevation
23.02	588+63.45	-35.475'	650.845'
23.03	588+60.64	-30.479'	650.810'
23.05	588+60.65	-35.468'	
23.06	588+52.22	-35.468'	651.000'
23.07	588+52.21	-30.479'	651.937'

Curb Ramp #25 Type 4B1			
Point	Station	Offset	Elevation
25.02	588+60.16	30.138'	650.069'
25.03	588+63.06	35.136'	649.992'
25.05	588+52.01	30.146'	650.314'
25.06	588+52.01	35.146'	650.280'

Curb Ramp #21 Type 3			
Point	Station	Offset	Elevation
21.02	588+43.61	-23.079'	650.520'
21.03	588+38.61	-23.017'	650.468'
21.05	588+43.64	-30.487'	650.964'
21.06	588+38.64	-30.492'	650.916'
21.07	588+43.64	-35.468'	651.014'
21.08	588+38.64	-35.468'	650.966'
21.09	588+25.67	-35.455'	651.379'
21.10	588+25.54	-29.591'	651.312'

Curb Ramp #26 Type 4B1			
Point	Station	Offset	Elevation
26.02	589+04.56	30.096'	650.191'
26.03	589+01.55	35.099'	650.076'
26.05	589+12.64	30.088'	650.514'
26.06	589+12.64	35.088'	650.445'
26.07	589+20.64	30.080'	650.610'
26.08	589+20.64	35.013'	650.542'
26.09	589+26.98	30.827'	650.626'
26.10	589+26.99	34.953'	650.600'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N TALBOT ST	SHEET 27	E



Curb Ramp #27 Type 4B1			
Point	Station	Offset	Elevation
27.02	592+43.09	-35.442'	651.891'
27.03	592+40.33	-30.444'	650.791'
27.05	592+40.33	-35.441'	
27.06	592+31.76	-35.441'	651.299'
27.07	592+31.76	-30.452'	651.220'
27.08	592+23.76	-35.441'	651.415'
27.09	592+23.76	-30.460'	651.340'
27.10	592+08.14	-35.443'	652.150'
27.11	592+07.95	-31.717'	651.786'

Curb Ramp #29 Type 4B1			
Point	Station	Offset	Elevation
29.02	592+38.94	30.166'	649.301'
29.03	592+41.80	35.163'	649.201'
29.05	592+38.95	35.166'	
29.06	592+31.56	35.173'	649.613'
29.07	592+31.56	30.173'	649.710'
29.08	592+27.95	35.177'	649.668'
29.09	592+23.56	30.181'	649.830'
29.10	592+23.56	35.181'	649.733'
29.11	592+11.68	31.071'	650.082'
29.12	592+11.42	34.937'	649.953'
29.13	592+27.84	45.188'	649.235'
29.14	592+31.94	45.327'	649.291'

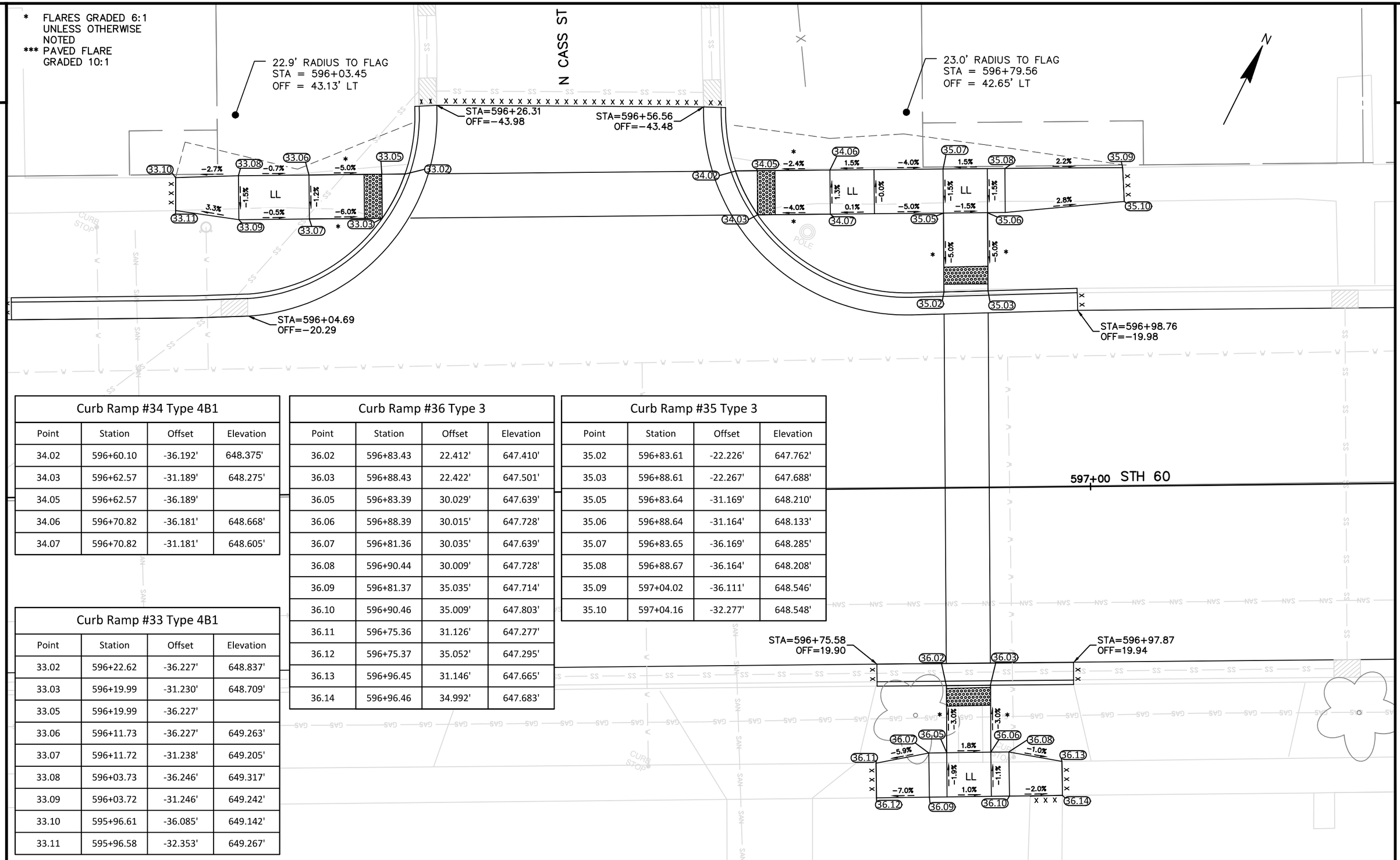
Curb Ramp #28 Type 4B1			
Point	Station	Offset	Elevation
28.02	592+80.77	-35.665'	651.053'
28.03	592+83.57	-30.662'	650.953'
28.05	592+83.58	-35.662'	
28.06	592+91.66	-35.654'	651.251'
28.07	592+91.65	-30.654'	651.195'

Curb Ramp #30 Type 4B1			
Point	Station	Offset	Elevation
30.02	592+83.32	30.123'	649.119'
30.03	592+80.27	35.126'	649.009'
30.05	592+83.33	35.123'	
30.06	592+91.17	30.116'	649.250'
30.07	592+91.18	35.116'	649.172'

Curb Ramp #31 Type 3			
Point	Station	Offset	Elevation
31.02	593+01.70	-22.904'	650.395'
31.03	593+06.70	-22.892'	650.343'
31.05	593+01.74	-30.645'	650.937'
31.06	593+06.74	-30.640'	650.885'
31.07	593+02.08	-35.644'	651.009'
31.08	593+04.71	-35.622'	651.113'
31.09	593+02.09	-43.689'	651.798'
31.10	593+04.71	-43.582'	651.551'
31.11	593+24.64	-35.792'	651.607'
31.12	593+24.58	-31.836'	651.523'

Curb Ramp #32 Type 3			
Point	Station	Offset	Elevation
32.02	593+01.52	22.170'	649.667'
32.03	593+06.52	22.211'	649.644'
32.05	593+01.49	30.106'	649.786'
32.06	593+06.49	30.101'	649.762'
32.07	593+01.49	35.106'	649.861'
32.08	593+06.65	35.086'	649.837'
32.09	593+22.43	31.028'	648.962'
32.10	593+22.25	35.123'	648.929'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



Curb Ramp #34 Type 4B1			
Point	Station	Offset	Elevation
34.02	596+60.10	-36.192'	648.375'
34.03	596+62.57	-31.189'	648.275'
34.05	596+62.57	-36.189'	
34.06	596+70.82	-36.181'	648.668'
34.07	596+70.82	-31.181'	648.605'

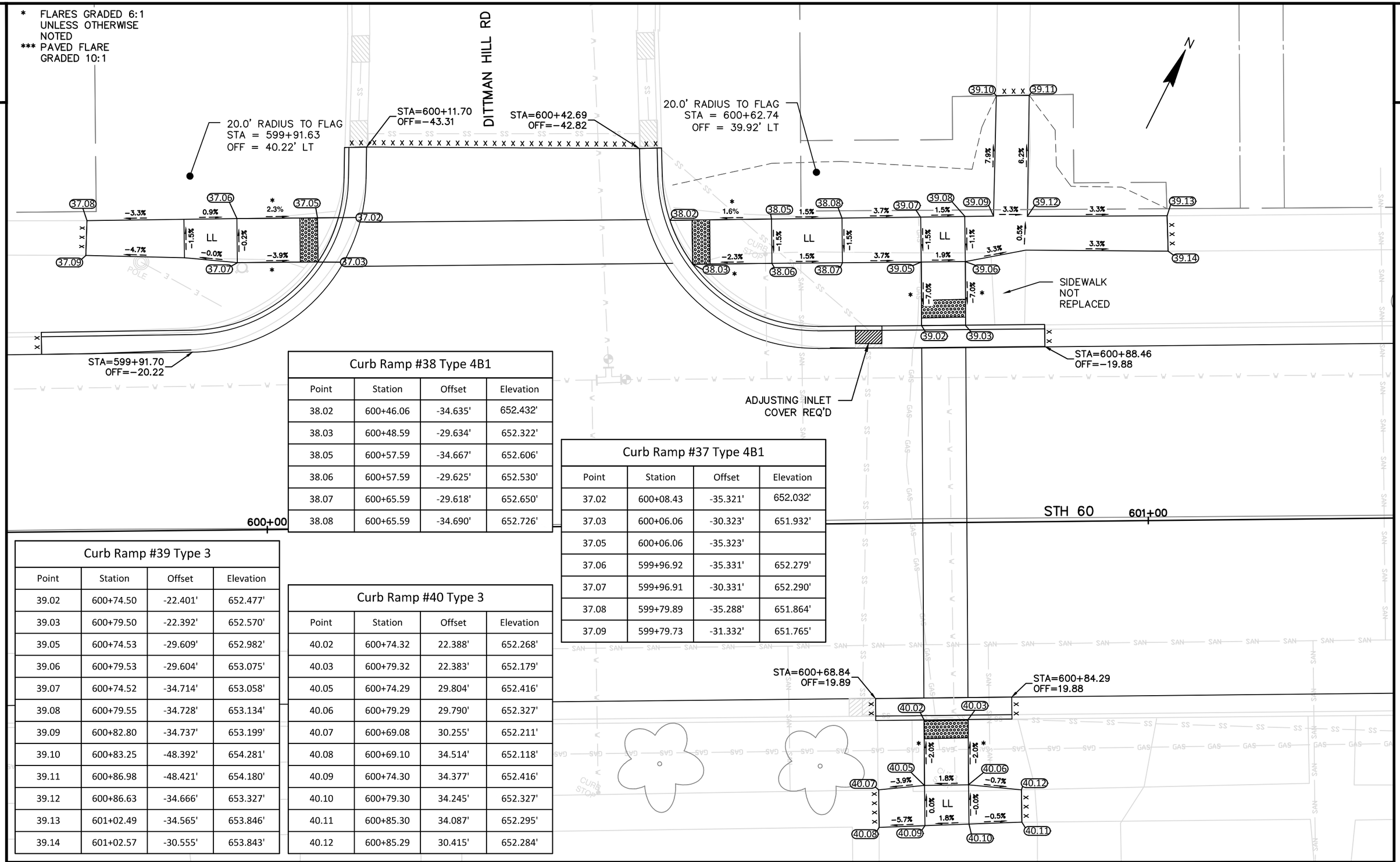
Curb Ramp #33 Type 4B1			
Point	Station	Offset	Elevation
33.02	596+22.62	-36.227'	648.837'
33.03	596+19.99	-31.230'	648.709'
33.05	596+19.99	-36.227'	
33.06	596+11.73	-36.227'	649.263'
33.07	596+11.72	-31.238'	649.205'
33.08	596+03.73	-36.246'	649.317'
33.09	596+03.72	-31.246'	649.242'
33.10	595+96.61	-36.085'	649.142'
33.11	595+96.58	-32.353'	649.267'

Curb Ramp #36 Type 3			
Point	Station	Offset	Elevation
36.02	596+83.43	22.412'	647.410'
36.03	596+88.43	22.422'	647.501'
36.05	596+83.39	30.029'	647.639'
36.06	596+88.39	30.015'	647.728'
36.07	596+81.36	30.035'	647.639'
36.08	596+90.44	30.009'	647.728'
36.09	596+81.37	35.035'	647.714'
36.10	596+90.46	35.009'	647.803'
36.11	596+75.36	31.126'	647.277'
36.12	596+75.37	35.052'	647.295'
36.13	596+96.45	31.146'	647.665'
36.14	596+96.46	34.992'	647.683'

Curb Ramp #35 Type 3			
Point	Station	Offset	Elevation
35.02	596+83.61	-22.226'	647.762'
35.03	596+88.61	-22.267'	647.688'
35.05	596+83.64	-31.169'	648.210'
35.06	596+88.64	-31.164'	648.133'
35.07	596+83.65	-36.169'	648.285'
35.08	596+88.67	-36.164'	648.208'
35.09	597+04.02	-36.111'	648.546'
35.10	597+04.16	-32.277'	648.548'

PROJECT NO: 5180−00−70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N CASS ST	SHEET	E

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



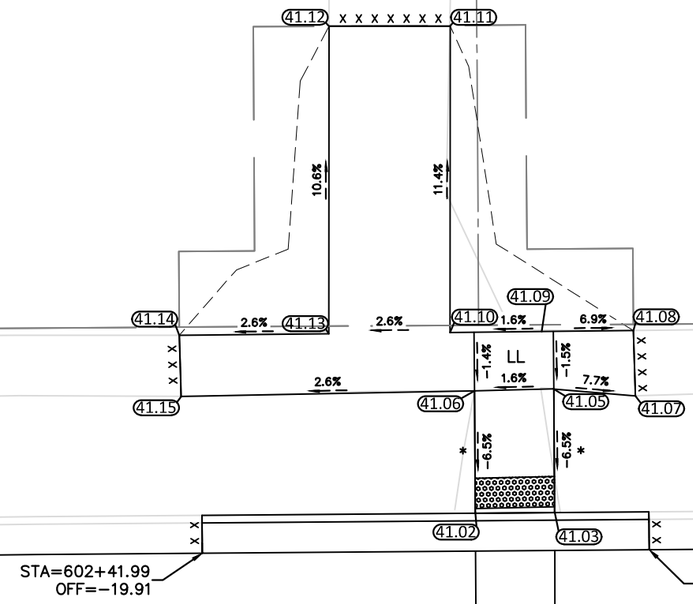
Curb Ramp #38 Type 4B1			
Point	Station	Offset	Elevation
38.02	600+46.06	-34.635'	652.432'
38.03	600+48.59	-29.634'	652.322'
38.05	600+57.59	-34.667'	652.606'
38.06	600+57.59	-29.625'	652.530'
38.07	600+65.59	-29.618'	652.650'
38.08	600+65.59	-34.690'	652.726'

Curb Ramp #37 Type 4B1			
Point	Station	Offset	Elevation
37.02	600+08.43	-35.321'	652.032'
37.03	600+06.06	-30.323'	651.932'
37.05	600+06.06	-35.323'	
37.06	599+96.92	-35.331'	652.279'
37.07	599+96.91	-30.331'	652.290'
37.08	599+79.89	-35.288'	651.864'
37.09	599+79.73	-31.332'	651.765'

Curb Ramp #39 Type 3			
Point	Station	Offset	Elevation
39.02	600+74.50	-22.401'	652.477'
39.03	600+79.50	-22.392'	652.570'
39.05	600+74.53	-29.609'	652.982'
39.06	600+79.53	-29.604'	653.075'
39.07	600+74.52	-34.714'	653.058'
39.08	600+79.55	-34.728'	653.134'
39.09	600+82.80	-34.737'	653.199'
39.10	600+83.25	-48.392'	654.281'
39.11	600+86.98	-48.421'	654.180'
39.12	600+86.63	-34.666'	653.327'
39.13	601+02.49	-34.565'	653.846'
39.14	601+02.57	-30.555'	653.843'

Curb Ramp #40 Type 3			
Point	Station	Offset	Elevation
40.02	600+74.32	22.388'	652.268'
40.03	600+79.32	22.383'	652.179'
40.05	600+74.29	29.804'	652.416'
40.06	600+79.29	29.790'	652.327'
40.07	600+69.08	30.255'	652.211'
40.08	600+69.10	34.514'	652.118'
40.09	600+74.30	34.377'	652.416'
40.10	600+79.30	34.245'	652.327'
40.11	600+85.30	34.087'	652.295'
40.12	600+85.29	30.415'	652.284'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



STA=602+41.99
OFF=-19.91

STA=602+71.48
OFF=-19.84

Curb Ramp #41 Type 3			
Point	Station	Offset	Elevation
41.02	602+60.03	-22.364'	653.067'
41.03	602+65.27	-22.351'	652.977'
41.05	602+65.30	-30.507'	653.507'
41.06	602+60.06	-30.436'	653.591'
41.07	602+70.67	-30.002'	653.922'
41.08	602+70.59	-34.307'	653.930'
41.09	602+65.32	-34.307'	653.564'
41.10	602+58.49	-34.307'	653.771'
41.11	602+58.71	-54.511'	656.072'
41.12	602+50.71	-54.597'	656.134'
41.13	602+50.49	-34.308'	653.980'
41.14	602+40.62	-34.308'	654.237'
41.15	602+40.70	-30.271'	654.104'

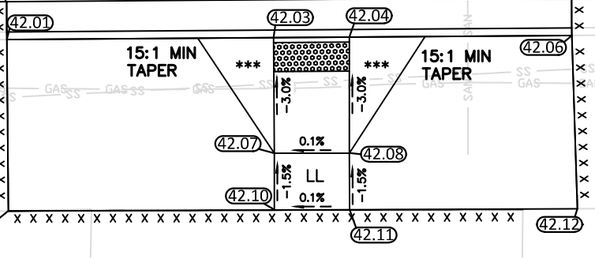
602+00

STH 60

603+00

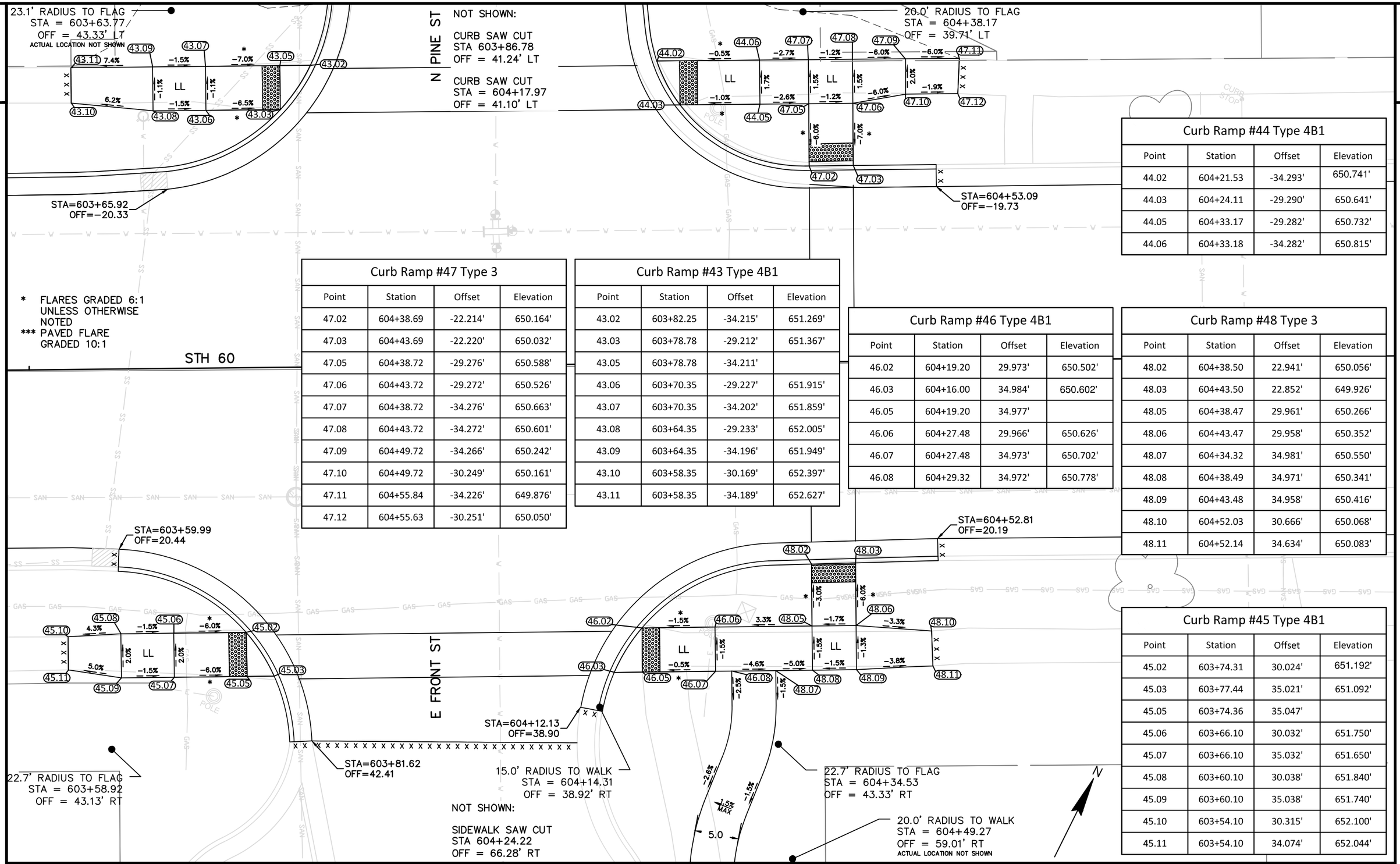
STA=602+42.26
OFF=19.91

STA=602+79.54
OFF=20.02



Curb Ramp #42 Type 3			
Point	Station	Offset	Elevation
42.01	602+42.25	22.413'	653.319'
42.03	602+59.85	22.465'	652.727'
42.04	602+64.85	22.480'	652.724'
42.06	602+79.53	22.523'	652.966'
42.07	602+59.82	30.089'	652.956'
42.08	602+64.78	30.041'	652.950'
42.09	602+42.24	33.720'	653.387'
42.10	602+59.80	33.831'	653.012'
42.11	602+64.76	33.862'	653.008'
42.12	602+79.79	33.957'	653.207'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/SACRED HEART CHURCH	SHEET	E



Curb Ramp #44 Type 4B1			
Point	Station	Offset	Elevation
44.02	604+21.53	-34.293'	650.741'
44.03	604+24.11	-29.290'	650.641'
44.05	604+33.17	-29.282'	650.732'
44.06	604+33.18	-34.282'	650.815'

Curb Ramp #47 Type 3			
Point	Station	Offset	Elevation
47.02	604+38.69	-22.214'	650.164'
47.03	604+43.69	-22.220'	650.032'
47.05	604+38.72	-29.276'	650.588'
47.06	604+43.72	-29.272'	650.526'
47.07	604+38.72	-34.276'	650.663'
47.08	604+43.72	-34.272'	650.601'
47.09	604+49.72	-34.266'	650.242'
47.10	604+49.72	-30.249'	650.161'
47.11	604+55.84	-34.226'	649.876'
47.12	604+55.63	-30.251'	650.050'

Curb Ramp #43 Type 4B1			
Point	Station	Offset	Elevation
43.02	603+82.25	-34.215'	651.269'
43.03	603+78.78	-29.212'	651.367'
43.05	603+78.78	-34.211'	
43.06	603+70.35	-29.227'	651.915'
43.07	603+70.35	-34.202'	651.859'
43.08	603+64.35	-29.233'	652.005'
43.09	603+64.35	-34.196'	651.949'
43.10	603+58.35	-30.169'	652.397'
43.11	603+58.35	-34.189'	652.627'

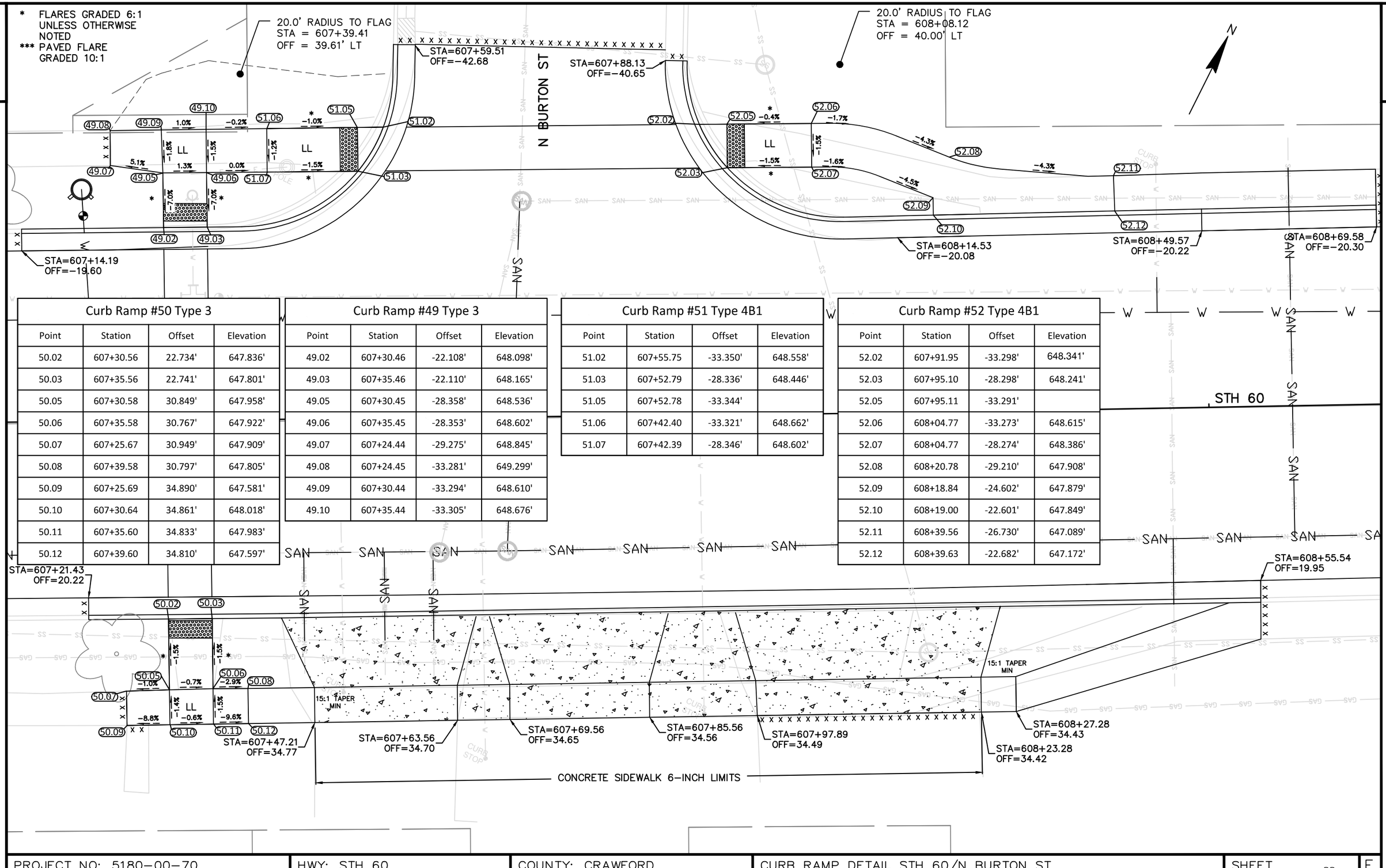
Curb Ramp #46 Type 4B1			
Point	Station	Offset	Elevation
46.02	604+19.20	29.973'	650.502'
46.03	604+16.00	34.984'	650.602'
46.05	604+19.20	34.977'	
46.06	604+27.48	29.966'	650.626'
46.07	604+27.48	34.973'	650.702'
46.08	604+29.32	34.972'	650.778'

Curb Ramp #48 Type 3			
Point	Station	Offset	Elevation
48.02	604+38.50	22.941'	650.056'
48.03	604+43.50	22.852'	649.926'
48.05	604+38.47	29.961'	650.266'
48.06	604+43.47	29.958'	650.352'
48.07	604+34.32	34.981'	650.550'
48.08	604+38.49	34.971'	650.341'
48.09	604+43.48	34.958'	650.416'
48.10	604+52.03	30.666'	650.068'
48.11	604+52.14	34.634'	650.083'

Curb Ramp #45 Type 4B1			
Point	Station	Offset	Elevation
45.02	603+74.31	30.024'	651.192'
45.03	603+77.44	35.021'	651.092'
45.05	603+74.36	35.047'	
45.06	603+66.10	30.032'	651.750'
45.07	603+66.10	35.032'	651.650'
45.08	603+60.10	30.038'	651.840'
45.09	603+60.10	35.038'	651.740'
45.10	603+54.10	30.315'	652.100'
45.11	603+54.10	34.074'	652.044'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N PINE ST	SHEET	E

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



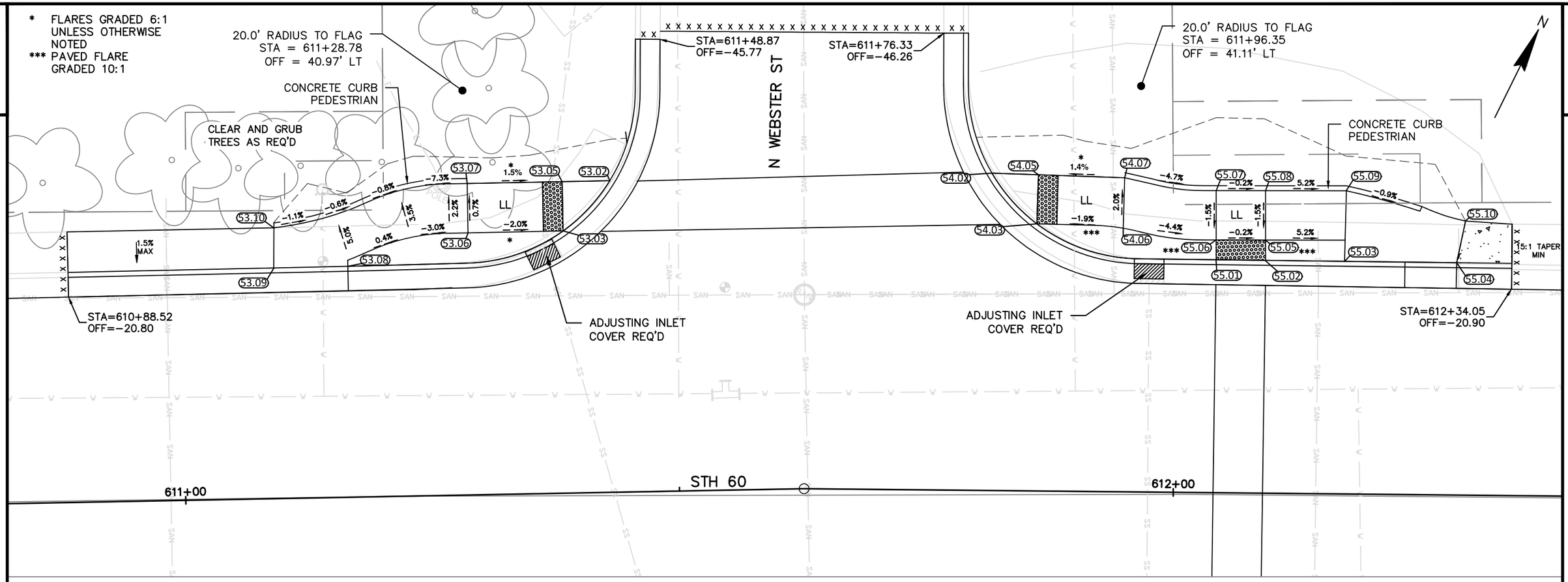
Curb Ramp #50 Type 3			
Point	Station	Offset	Elevation
50.02	607+30.56	22.734'	647.836'
50.03	607+35.56	22.741'	647.801'
50.05	607+30.58	30.849'	647.958'
50.06	607+35.58	30.767'	647.922'
50.07	607+25.67	30.949'	647.909'
50.08	607+39.58	30.797'	647.805'
50.09	607+25.69	34.890'	647.581'
50.10	607+30.64	34.861'	648.018'
50.11	607+35.60	34.833'	647.983'
50.12	607+39.60	34.810'	647.597'

Curb Ramp #49 Type 3			
Point	Station	Offset	Elevation
49.02	607+30.46	-22.108'	648.098'
49.03	607+35.46	-22.110'	648.165'
49.05	607+30.45	-28.358'	648.536'
49.06	607+35.45	-28.353'	648.602'
49.07	607+24.44	-29.275'	648.845'
49.08	607+24.45	-33.281'	649.299'
49.09	607+30.44	-33.294'	648.610'
49.10	607+35.44	-33.305'	648.676'

Curb Ramp #51 Type 4B1			
Point	Station	Offset	Elevation
51.02	607+55.75	-33.350'	648.558'
51.03	607+52.79	-28.336'	648.446'
51.05	607+52.78	-33.344'	
51.06	607+42.40	-33.321'	648.662'
51.07	607+42.39	-28.346'	648.602'

Curb Ramp #52 Type 4B1			
Point	Station	Offset	Elevation
52.02	607+91.95	-33.298'	648.341'
52.03	607+95.10	-28.298'	648.241'
52.05	607+95.11	-33.291'	
52.06	608+04.77	-33.273'	648.615'
52.07	608+04.77	-28.274'	648.386'
52.08	608+20.78	-29.210'	647.908'
52.09	608+18.84	-24.602'	647.879'
52.10	608+19.00	-22.601'	647.849'
52.11	608+39.56	-26.730'	647.089'
52.12	608+39.63	-22.682'	647.172'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N BURTON ST	SHEET	E



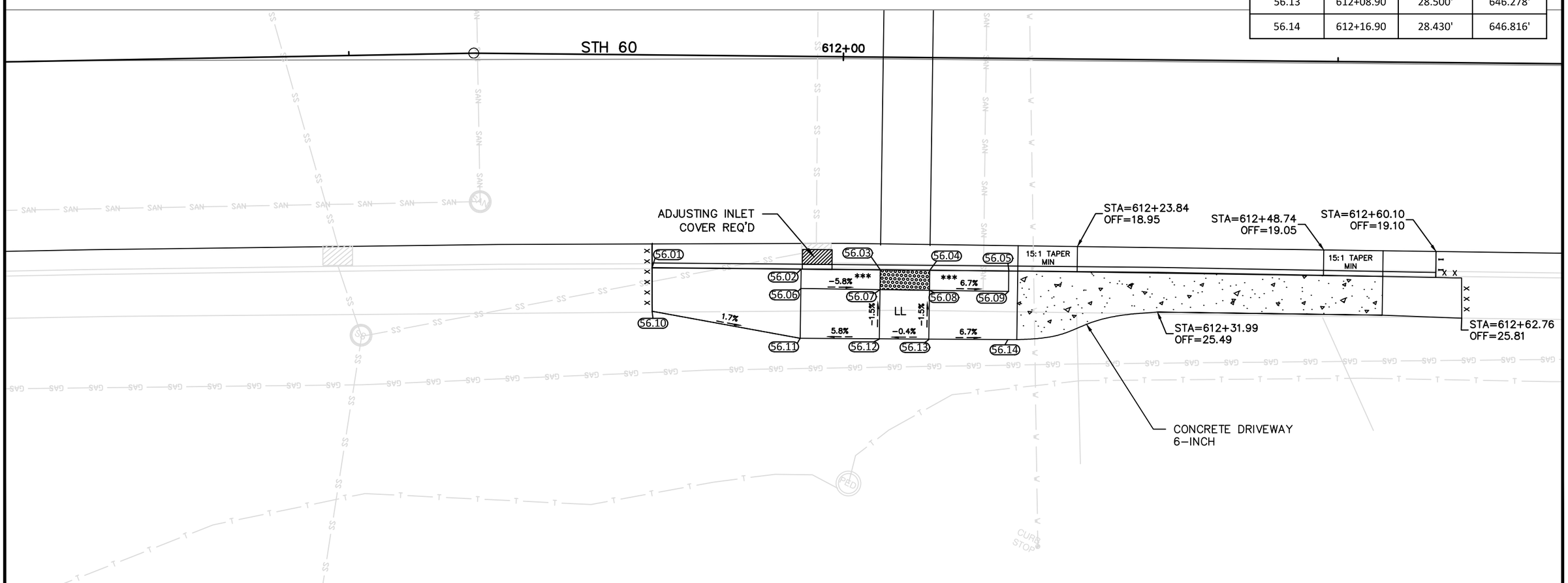
Curb Ramp #53 Type 4B1			
Point	Station	Offset	Elevation
53.02	611+43.54	-31.557'	646.242'
53.03	611+38.71	-26.558'	646.132'
53.05	611+38.71	-31.551'	
53.06	611+29.09	-26.541'	646.373'
53.07	611+29.08	-31.540'	646.455'
53.08	611+16.85	-23.419'	646.607'
53.09	611+09.35	-23.387'	646.681'
53.10	611+09.43	-27.414'	646.911'

Curb Ramp #54 Type 4B1			
Point	Station	Offset	Elevation
54.02	611+81.33	-32.136'	646.550'
54.03	611+85.93	-27.054'	646.449'
54.05	611+86.05	-32.019'	
54.06	611+94.68	-26.691'	646.624'
54.07	611+94.78	-31.802'	646.726'

Curb Ramp #55 Type 7B			
Point	Station	Offset	Elevation
55.01	612+04.11	-23.565'	646.179'
55.02	612+09.11	-23.537'	646.170'
55.03	612+17.13	-23.493'	646.656'
55.04	612+28.47	-23.430'	646.687'
55.05	612+09.10	-25.634'	646.202'
55.06	612+04.10	-25.589'	646.210'
55.07	612+04.05	-30.588'	646.285'
55.08	612+09.05	-30.634'	646.277'
55.09	612+17.23	-30.708'	646.703'
55.10	612+29.33	-27.755'	646.731'

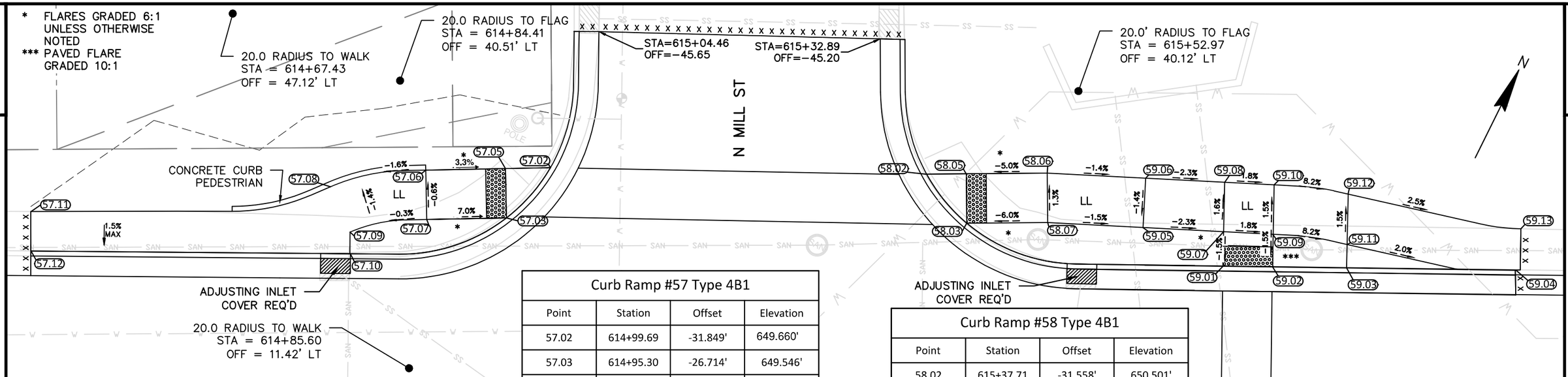
* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1

Curb Ramp #56 Type 7B			
Point	Station	Offset	Elevation
56.01	611+80.86	21.500'	646.544'
56.02	611+95.93	21.500'	646.606'
56.03	612+03.93	21.500'	646.151'
56.04	612+08.93	21.500'	646.173'
56.05	612+16.93	21.500'	646.700'
56.06	611+95.92	23.469'	646.645'
56.07	612+03.92	23.500'	646.181'
56.08	612+08.92	23.520'	646.203'
56.09	612+16.92	23.551'	646.741'
56.10	611+80.91	25.911'	646.457'
56.11	611+95.90	28.500'	646.721'
56.12	612+03.90	28.500'	646.256'
56.13	612+08.90	28.500'	646.278'
56.14	612+16.90	28.430'	646.816'



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N WEBSTER ST	SHEET 35	E

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



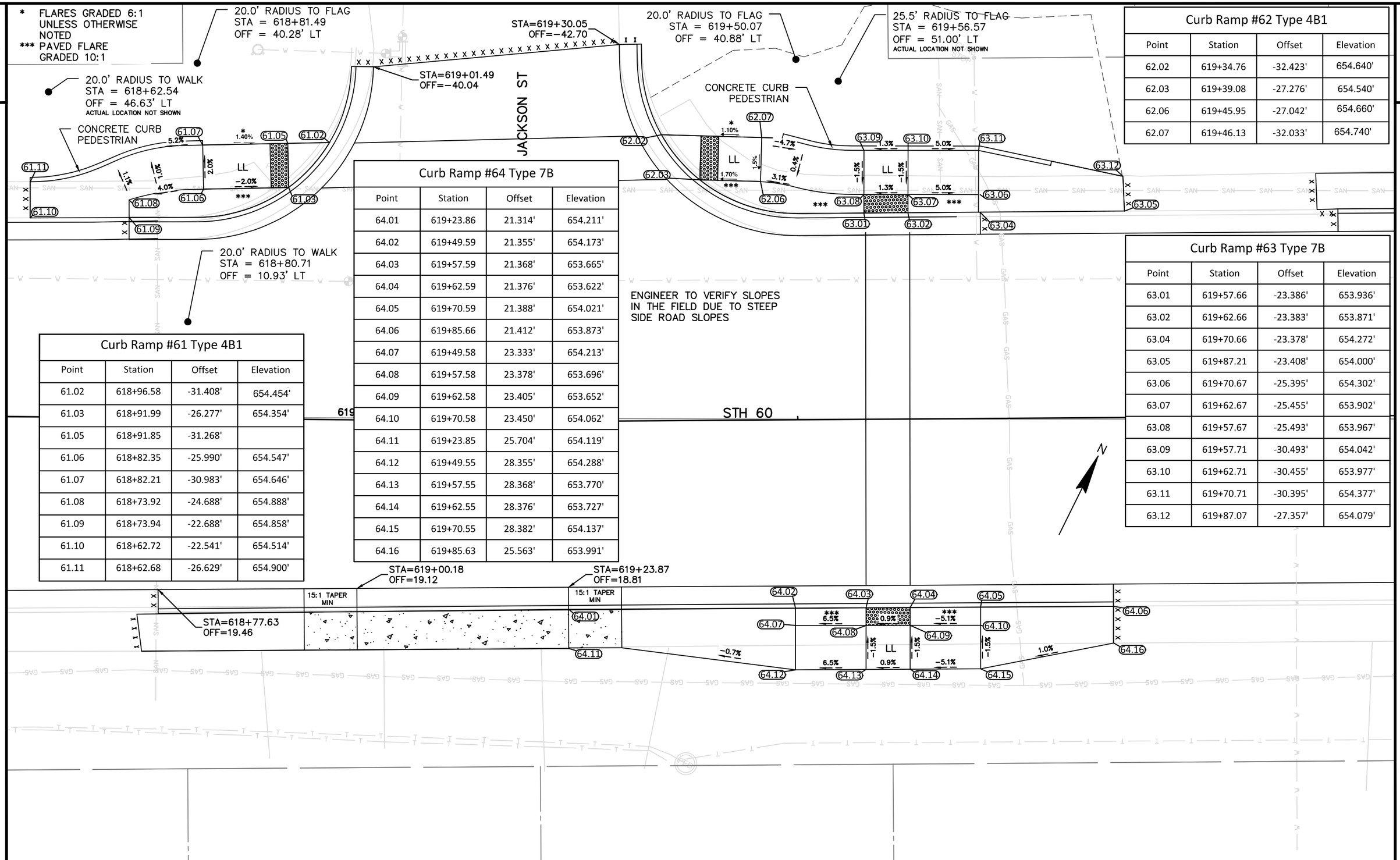
Curb Ramp #57 Type 4B1			
Point	Station	Offset	Elevation
57.02	614+99.69	-31.849'	649.660'
57.03	614+95.30	-26.714'	649.546'
57.05	614+95.15	-31.714'	
57.06	614+87.24	-26.484'	650.082'
57.07	614+87.10	-31.476'	650.110'
57.08	614+77.48	-29.700'	649.851'
57.09	614+79.51	-25.130'	649.690'
57.10	614+79.51	-22.938'	649.359'
57.11	614+47.23	-26.895'	648.774'
57.12	614+47.28	-22.907'	648.750'

Curb Ramp #58 Type 4B1			
Point	Station	Offset	Elevation
58.02	615+37.71	-31.558'	650.501'
58.03	615+41.81	-26.637'	650.356'
58.05	615+41.72	-31.630'	
58.06	615+49.90	-31.778'	650.910'
58.07	615+49.99	-26.785'	650.847'

Curb Ramp #60 Type 7B			
Point	Station	Offset	Elevation
60.01	615+16.38	22.079'	649.843'
60.02	615+59.58	22.277'	650.812'
60.03	615+67.58	22.313'	650.513'
60.04	615+72.58	22.336'	650.603'
60.05	615+80.58	22.373'	651.228'
60.06	615+95.66	22.442'	651.481'
60.07	615+59.56	24.245'	650.851'
60.08	615+67.56	24.313'	650.543'
60.09	615+72.56	24.356'	650.634'
60.10	615+80.56	24.424'	651.269'
60.11	615+16.35	26.416'	649.819'
60.12	615+59.52	29.244'	650.926'
60.13	615+67.52	29.313'	650.618'
60.14	615+72.52	29.356'	650.709'
60.15	615+80.52	29.424'	651.344'
60.16	615+95.68	26.636'	651.460'

Curb Ramp #59 Type 7B			
Point	Station	Offset	Elevation
59.01	615+67.74	-22.531'	650.461'
59.02	615+72.77	-22.510'	650.555'
59.03	615+80.23	-22.480'	651.199'
59.04	615+97.37	-22.410'	651.597'
59.05	615+59.63	-26.368'	650.702'
59.06	615+59.85	-31.363'	650.774'
59.07	615+67.78	-26.026'	650.513'
59.08	615+67.83	-31.026'	650.588'
59.09	615+72.78	-25.816'	650.604'
59.10	615+72.83	-30.814'	650.679'
59.11	615+80.26	-24.856'	651.223'
59.12	615+80.32	-29.957'	651.299'
59.13	615+97.80	-26.610'	651.747'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/N MILL ST	SHEET E



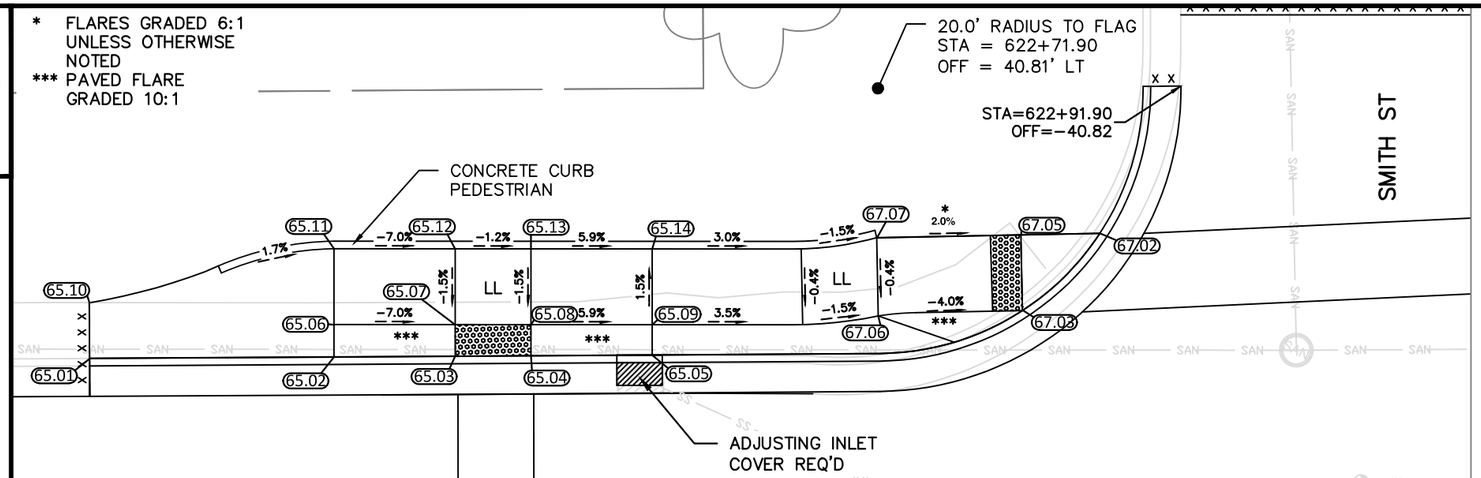
Curb Ramp #61 Type 4B1			
Point	Station	Offset	Elevation
61.02	618+96.58	-31.408'	654.454'
61.03	618+91.99	-26.277'	654.354'
61.05	618+91.85	-31.268'	
61.06	618+82.35	-25.990'	654.547'
61.07	618+82.21	-30.983'	654.646'
61.08	618+73.92	-24.688'	654.888'
61.09	618+73.94	-22.688'	654.858'
61.10	618+62.72	-22.541'	654.514'
61.11	618+62.68	-26.629'	654.900'

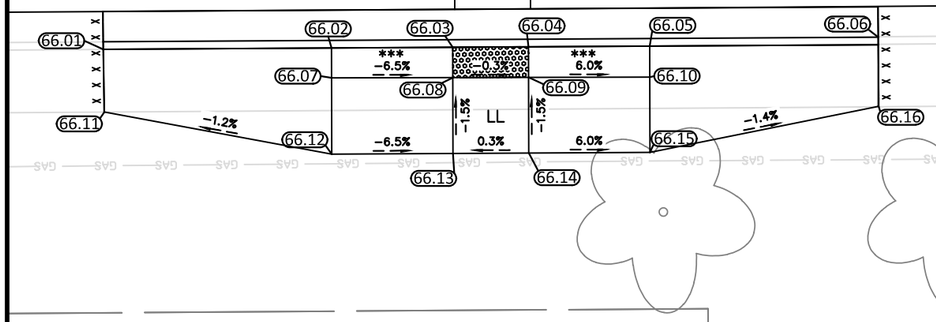
Curb Ramp #64 Type 7B			
Point	Station	Offset	Elevation
64.01	619+23.86	21.314'	654.211'
64.02	619+49.59	21.355'	654.173'
64.03	619+57.59	21.368'	653.665'
64.04	619+62.59	21.376'	653.622'
64.05	619+70.59	21.388'	654.021'
64.06	619+85.66	21.412'	653.873'
64.07	619+49.58	23.333'	654.213'
64.08	619+57.58	23.378'	653.696'
64.09	619+62.58	23.405'	653.652'
64.10	619+70.58	23.450'	654.062'
64.11	619+23.85	25.704'	654.119'
64.12	619+49.55	28.355'	654.288'
64.13	619+57.55	28.368'	653.770'
64.14	619+62.55	28.376'	653.727'
64.15	619+70.55	28.382'	654.137'
64.16	619+85.63	25.563'	653.991'

Curb Ramp #62 Type 4B1			
Point	Station	Offset	Elevation
62.02	619+34.76	-32.423'	654.640'
62.03	619+39.08	-27.276'	654.540'
62.06	619+45.95	-27.042'	654.660'
62.07	619+46.13	-32.033'	654.740'

Curb Ramp #63 Type 7B			
Point	Station	Offset	Elevation
63.01	619+57.66	-23.386'	653.936'
63.02	619+62.66	-23.383'	653.871'
63.04	619+70.66	-23.378'	654.272'
63.05	619+87.21	-23.408'	654.000'
63.06	619+70.67	-25.395'	654.302'
63.07	619+62.67	-25.455'	653.902'
63.08	619+57.67	-25.493'	653.967'
63.09	619+57.71	-30.493'	654.042'
63.10	619+62.71	-30.455'	653.977'
63.11	619+70.71	-30.395'	654.377'
63.12	619+87.07	-27.357'	654.079'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1





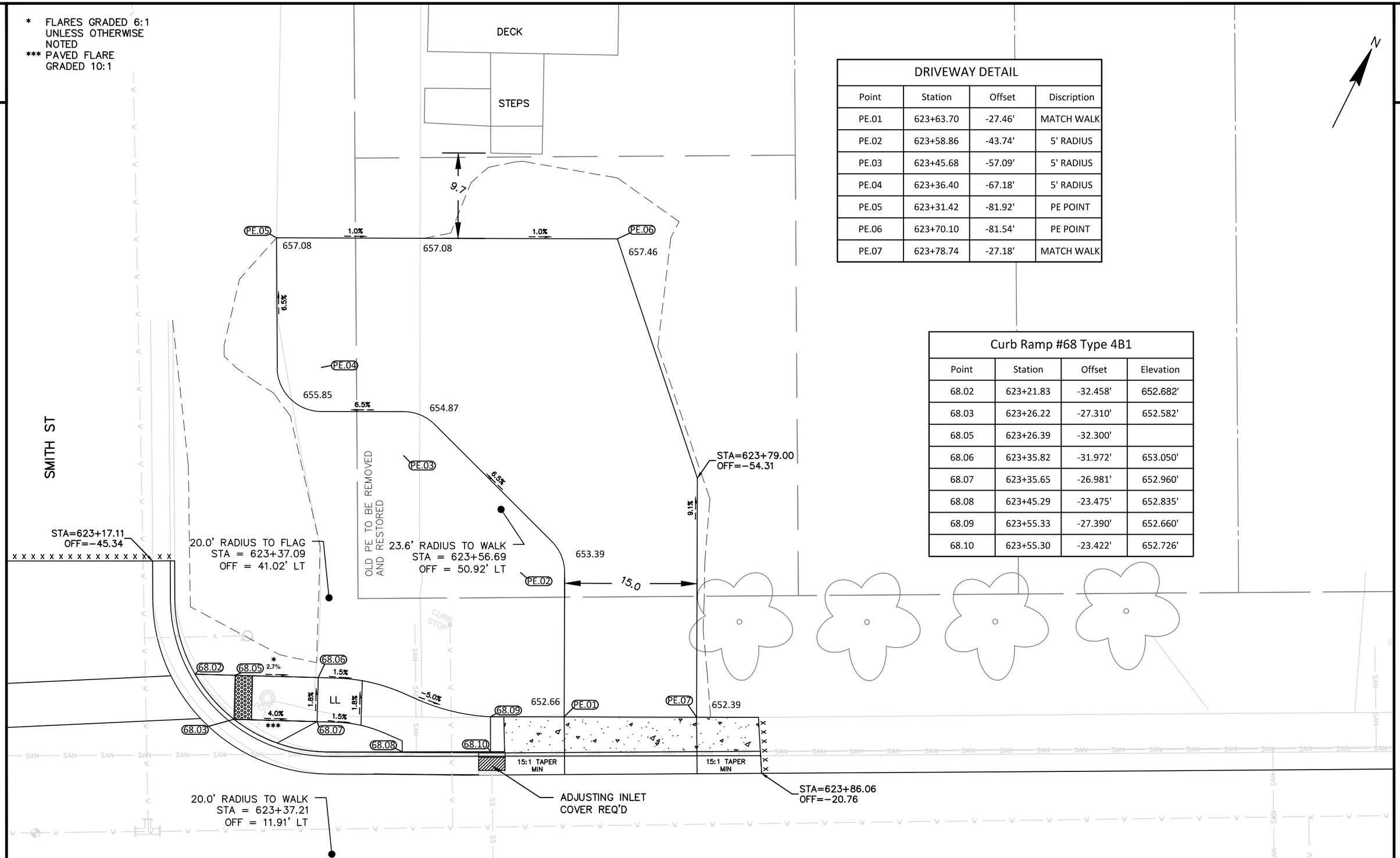
Curb Ramp #67 Type 4B1			
Point	Station	Offset	Elevation
67.02	622+86.48	-31.132'	653.042'
67.03	622+81.36	-26.085'	652.942'
67.05	622+81.28	-31.065'	
67.06	622+71.82	-25.788'	653.324'
67.07	622+71.76	-30.941'	653.343'

Curb Ramp #65 Type 7B			
Point	Station	Offset	Elevation
65.01	622+19.76	-23.336'	653.136'
65.02	622+35.88	-23.327'	653.161'
65.03	622+43.88	-23.322'	652.605'
65.04	622+48.88	-23.320'	652.544'
65.05	622+56.84	-23.315'	653.019'
65.06	622+35.90	-25.459'	653.193'
65.07	622+43.90	-25.399'	652.636'
65.08	622+48.90	-25.362'	652.575'
65.09	622+56.90	-25.301'	653.049'
65.10	622+19.77	-27.016'	652.979'
65.11	622+35.93	-30.459'	653.268'
65.12	622+43.93	-30.399'	652.711'
65.13	622+48.93	-30.361'	652.650'
65.14	622+56.93	-30.301'	653.123'

Curb Ramp #66 Type 7B			
Point	Station	Offset	Elevation
66.01	622+20.60	21.732'	652.974'
66.02	622+35.68	21.747'	652.974'
66.03	622+43.68	21.754'	652.460'
66.04	622+48.68	21.759'	652.447'
66.05	622+56.68	21.767'	652.919'
66.06	622+71.75	21.781'	652.834'
66.07	622+35.67	23.719'	653.013'
66.08	622+43.67	23.755'	652.490'
66.09	622+48.67	23.778'	652.478'
66.10	622+56.67	23.814'	652.960'
66.11	622+20.65	25.869'	652.902'
66.12	622+35.64	28.746'	653.088'
66.13	622+43.64	28.754'	652.565'
66.14	622+48.64	28.759'	652.552'
66.15	622+56.64	28.766'	653.035'
66.16	622+71.73	25.838'	652.818'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/SMITH ST	SHEET	E

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1

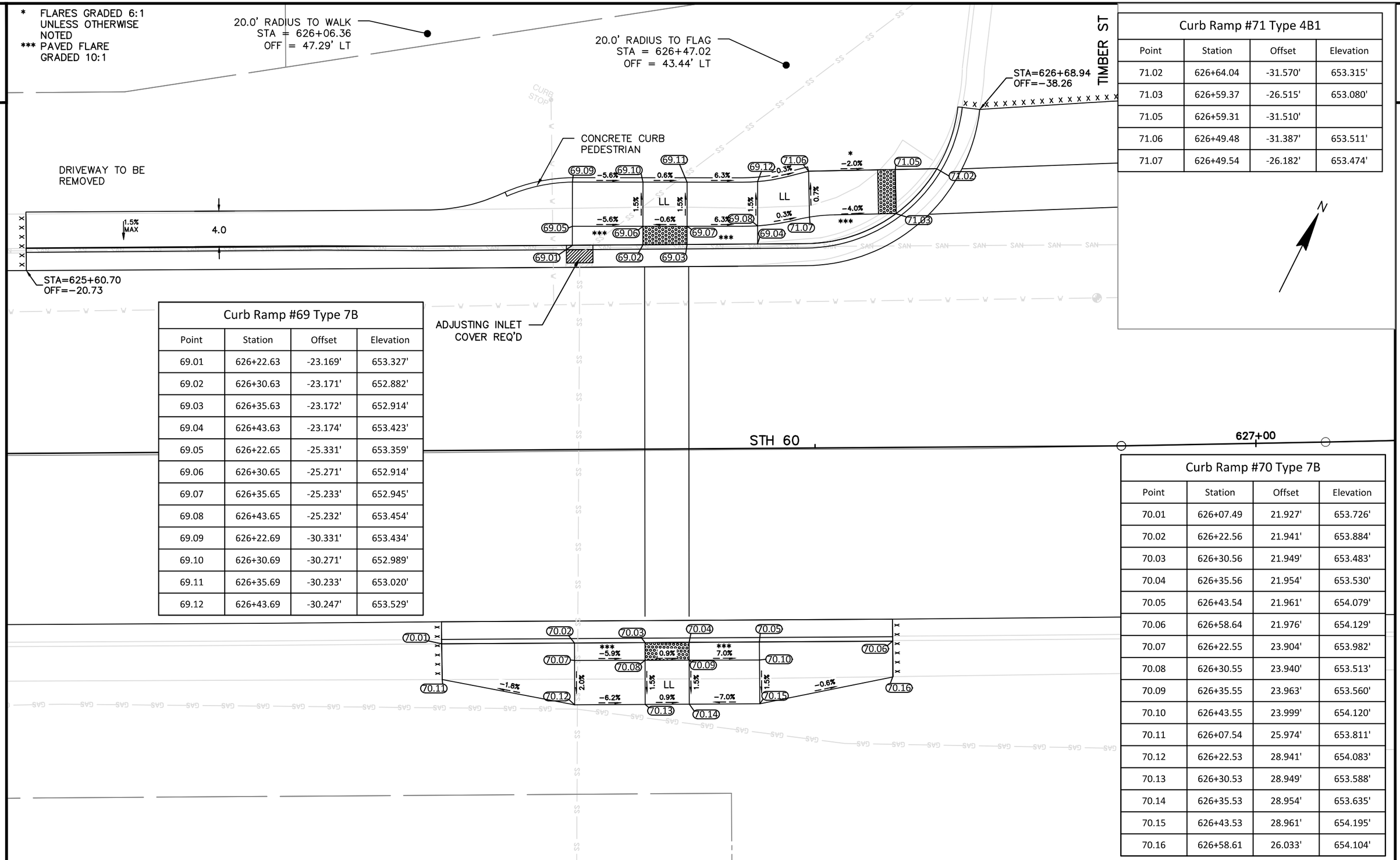


DRIVEWAY DETAIL			
Point	Station	Offset	Discription
PE.01	623+63.70	-27.46'	MATCH WALK
PE.02	623+58.86	-43.74'	5' RADIUS
PE.03	623+45.68	-57.09'	5' RADIUS
PE.04	623+36.40	-67.18'	5' RADIUS
PE.05	623+31.42	-81.92'	PE POINT
PE.06	623+70.10	-81.54'	PE POINT
PE.07	623+78.74	-27.18'	MATCH WALK

Curb Ramp #68 Type 4B1			
Point	Station	Offset	Elevation
68.02	623+21.83	-32.458'	652.682'
68.03	623+26.22	-27.310'	652.582'
68.05	623+26.39	-32.300'	
68.06	623+35.82	-31.972'	653.050'
68.07	623+35.65	-26.981'	652.960'
68.08	623+45.29	-23.475'	652.835'
68.09	623+55.33	-27.390'	652.660'
68.10	623+55.30	-23.422'	652.726'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/SMITH ST	SHEET 39	E

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1



Curb Ramp #71 Type 4B1			
Point	Station	Offset	Elevation
71.02	626+64.04	-31.570'	653.315'
71.03	626+59.37	-26.515'	653.080'
71.05	626+59.31	-31.510'	
71.06	626+49.48	-31.387'	653.511'
71.07	626+49.54	-26.182'	653.474'

Curb Ramp #69 Type 7B			
Point	Station	Offset	Elevation
69.01	626+22.63	-23.169'	653.327'
69.02	626+30.63	-23.171'	652.882'
69.03	626+35.63	-23.172'	652.914'
69.04	626+43.63	-23.174'	653.423'
69.05	626+22.65	-25.331'	653.359'
69.06	626+30.65	-25.271'	652.914'
69.07	626+35.65	-25.233'	652.945'
69.08	626+43.65	-25.232'	653.454'
69.09	626+22.69	-30.331'	653.434'
69.10	626+30.69	-30.271'	652.989'
69.11	626+35.69	-30.233'	653.020'
69.12	626+43.69	-30.247'	653.529'

Curb Ramp #70 Type 7B			
Point	Station	Offset	Elevation
70.01	626+07.49	21.927'	653.726'
70.02	626+22.56	21.941'	653.884'
70.03	626+30.56	21.949'	653.483'
70.04	626+35.56	21.954'	653.530'
70.05	626+43.54	21.961'	654.079'
70.06	626+58.64	21.976'	654.129'
70.07	626+22.55	23.904'	653.982'
70.08	626+30.55	23.940'	653.513'
70.09	626+35.55	23.963'	653.560'
70.10	626+43.55	23.999'	654.120'
70.11	626+07.54	25.974'	653.811'
70.12	626+22.53	28.941'	654.083'
70.13	626+30.53	28.949'	653.588'
70.14	626+35.53	28.954'	653.635'
70.15	626+43.53	28.961'	654.195'
70.16	626+58.61	26.033'	654.104'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1

TIMBER ST

20.0' RADIUS TO FLAG
STA = 627+21.66
OFF = 39.72' LT

20.0' RADIUS TO WALK
STA = 627+40.11
OFF = 46.82' LT

STA=627+01.27
OFF=-39.81

72.02 72.05 72.06 72.08 72.03 72.07 72.09 72.10

* 0.0%
-1.1%
LL
-1.5%
-1.5%
***
-1.3%

STA=627+33.74
OFF=-27.58

5.0
1.5% MAX

STA=627+41.17
OFF=-20.26

STA=628+03.65
OFF=-19.64

STA 627+80, 21.5' RT
REMOVE EX. INLET COVER AND
REPLACE WITH INLET COVER TYPE H

20.0' RADIUS TO WALK
STA = 627+20.35
OFF = 11.75' LT

627+00

STH 60

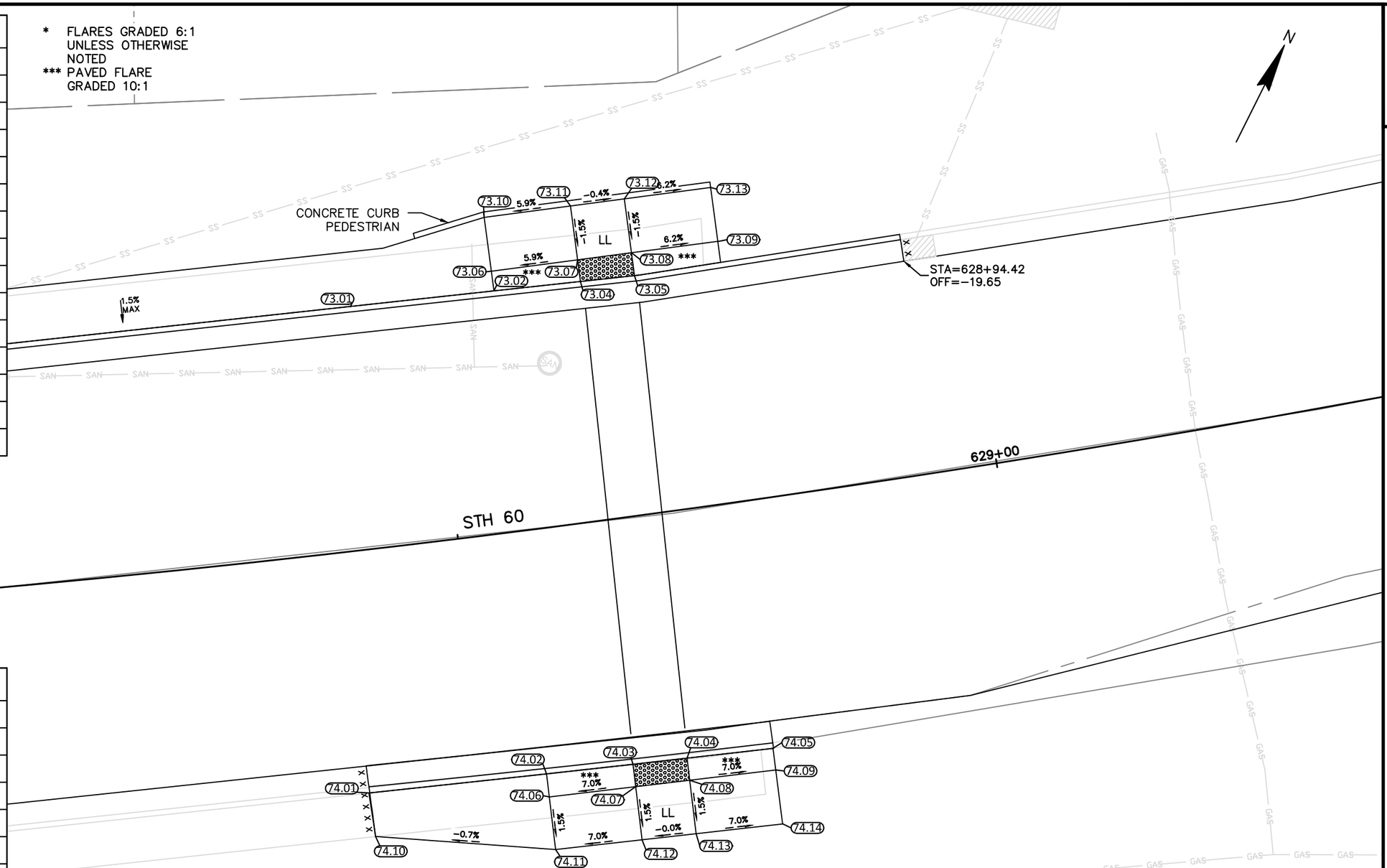
628+00

Curb Ramp #72 Type 4B1			
Point	Station	Offset	Elevation
72.02	627+05.35	-32.522'	653.569'
72.03	627+08.97	-27.354'	653.469'
72.05	627+09.22	-32.341'	
72.06	627+19.35	-31.831'	653.694'
72.07	627+19.08	-26.844'	653.618'
72.08	627+31.07	-28.858'	653.568'
72.09	627+28.84	-24.358'	653.493'
72.10	627+28.91	-22.400'	653.463'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60/TIMBER ST	SHEET	E

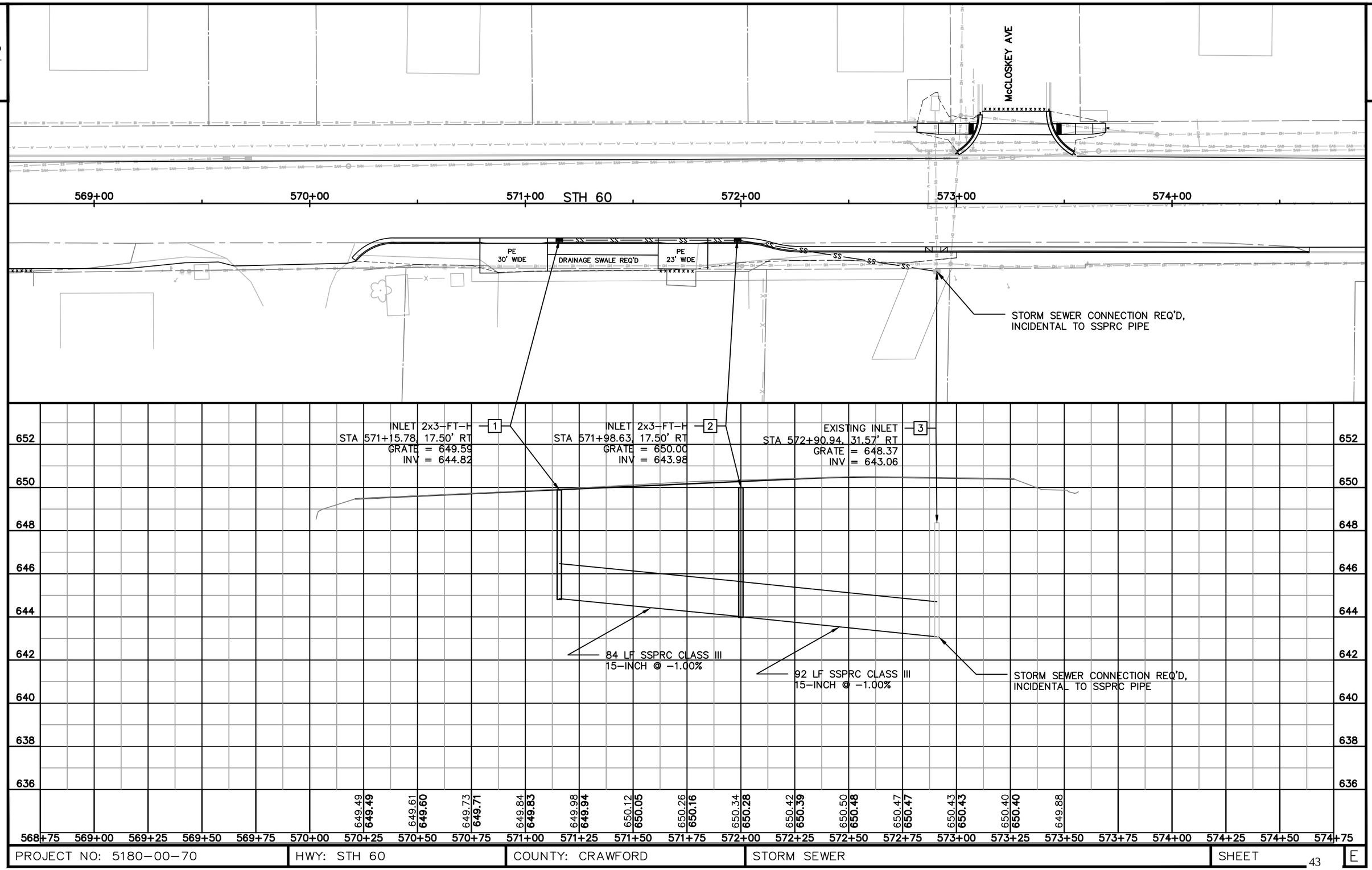
Curb Ramp #74 Type 7B			
Point	Station	Offset	Elevation
74.01	628+39.22	22.229'	655.195'
74.02	628+55.39	22.451'	655.270'
74.03	628+63.26	22.591'	654.813'
74.04	628+68.18	22.690'	654.835'
74.05	628+75.99	22.865'	655.364'
74.06	628+55.37	24.585'	655.404'
74.07	628+63.23	24.657'	654.844'
74.08	628+68.15	24.725'	654.844'
74.09	628+76.00	24.871'	655.404'
74.10	628+39.38	26.289'	655.355'
74.11	628+55.34	29.451'	655.478'
74.12	628+63.18	29.591'	654.918'
74.13	628+68.07	29.683'	654.918'
74.14	628+75.90	29.870'	655.478'

* FLARES GRADED 6:1 UNLESS OTHERWISE NOTED
*** PAVED FLARE GRADED 10:1

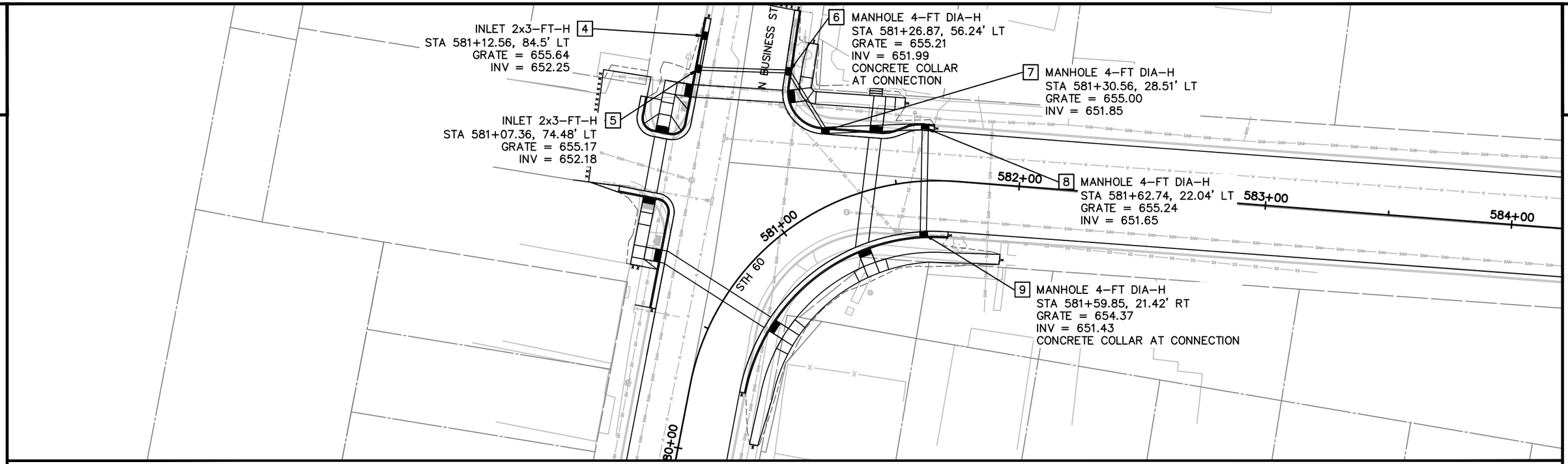


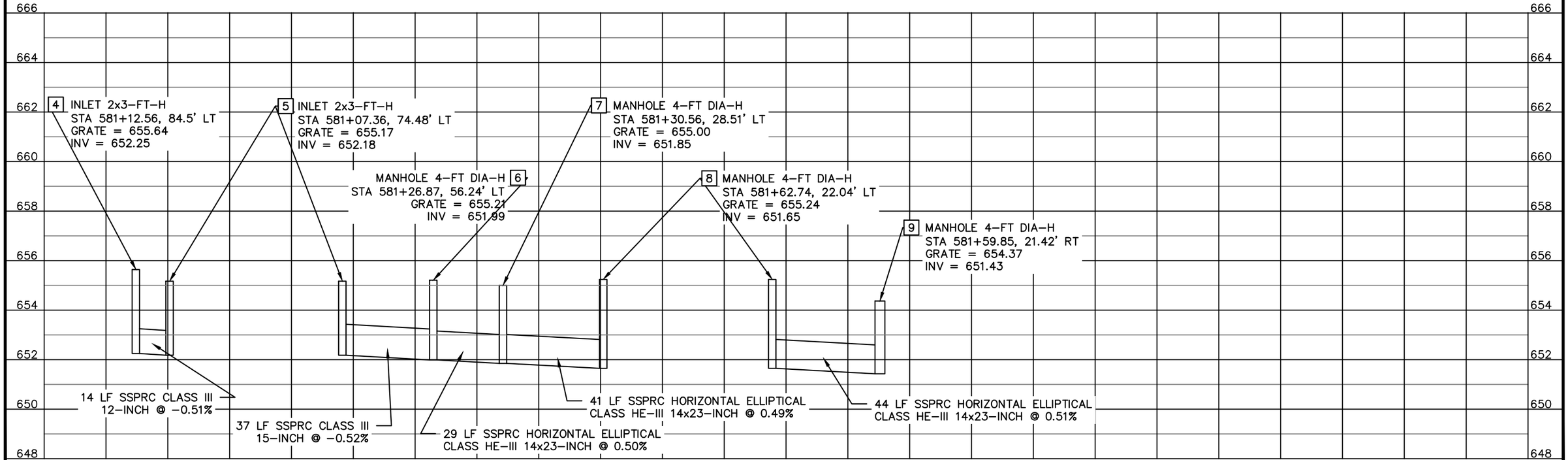
Curb Ramp #73 Type 7B			
Point	Station	Offset	Elevation
73.01	628+42.66	-22.376'	653.704'
73.02	628+56.14	-22.205'	653.710'
73.04	628+64.27	-22.040'	653.232'
73.05	628+69.35	-21.913'	653.210'
73.06	628+56.13	-24.021'	653.737'
73.07	628+64.27	-24.041'	653.262'
73.08	628+69.36	-24.029'	653.242'
73.09	628+77.50	-23.972'	653.742'
73.10	628+56.10	-29.021'	653.812'
73.11	628+64.27	-29.041'	653.337'
73.12	628+69.38	-29.029'	653.317'
73.13	628+77.55	-28.972'	653.817'

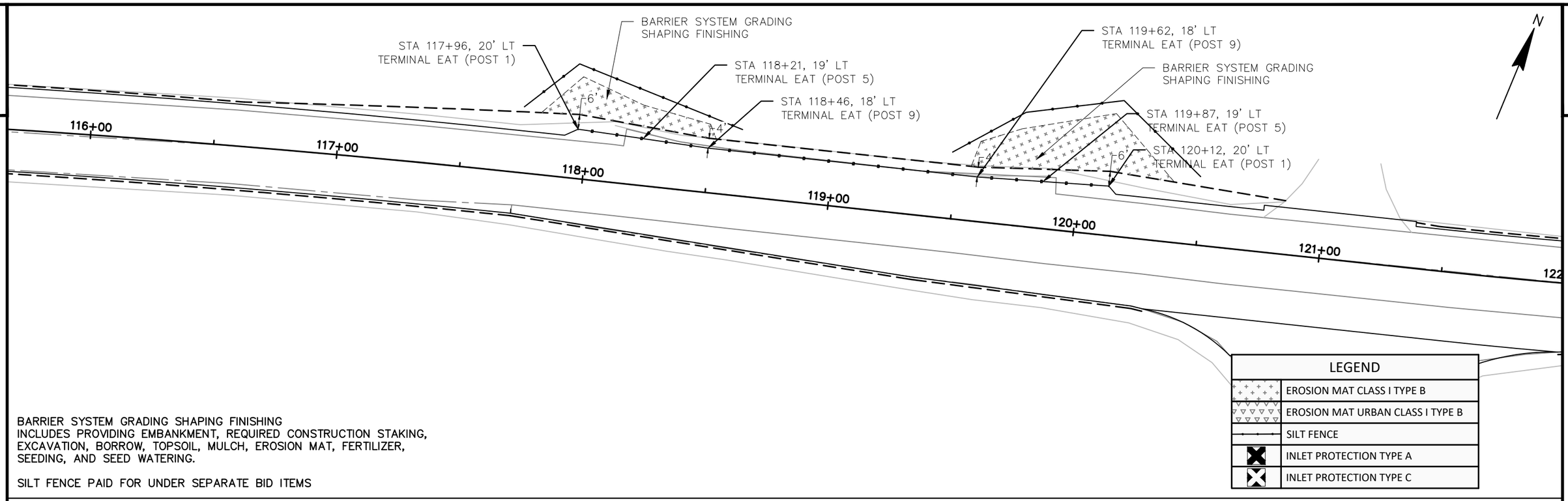
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	CURB RAMP DETAIL STH 60	SHEET 42	E



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	STORM SEWER	SHEET 43 E

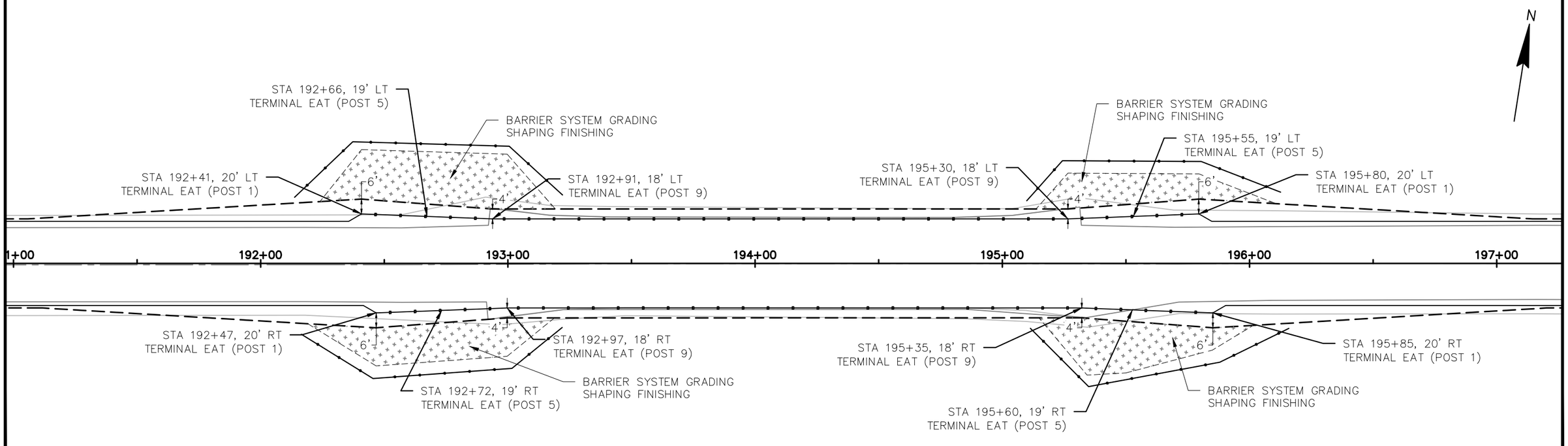

4 INLET 2x3-FT-H
STA 581+12.56, 84.5' LT
GRATE = 655.64
INV = 652.25
5 INLET 2x3-FT-H
STA 581+07.36, 74.48' LT
GRATE = 655.17
INV = 652.18
6 MANHOLE 4-FT DIA-H
STA 581+26.87, 56.24' LT
GRATE = 655.21
INV = 651.99
CONCRETE COLLAR
AT CONNECTION
7 MANHOLE 4-FT DIA-H
STA 581+30.56, 28.51' LT
GRATE = 655.00
INV = 651.85
8 MANHOLE 4-FT DIA-H
STA 581+62.74, 22.04' LT
GRATE = 655.24
INV = 651.65
9 MANHOLE 4-FT DIA-H
STA 581+59.85, 21.42' RT
GRATE = 654.37
INV = 651.43
CONCRETE COLLAR AT CONNECTION
N BUSINESS ST
STH 60
580+00
581+00
582+00
583+00
584+00


666
664
662
660
658
656
654
652
650
648
4 INLET 2x3-FT-H
STA 581+12.56, 84.5' LT
GRATE = 655.64
INV = 652.25
5 INLET 2x3-FT-H
STA 581+07.36, 74.48' LT
GRATE = 655.17
INV = 652.18
6 MANHOLE 4-FT DIA-H
STA 581+26.87, 56.24' LT
GRATE = 655.21
INV = 651.99
7 MANHOLE 4-FT DIA-H
STA 581+30.56, 28.51' LT
GRATE = 655.00
INV = 651.85
8 MANHOLE 4-FT DIA-H
STA 581+62.74, 22.04' LT
GRATE = 655.24
INV = 651.65
9 MANHOLE 4-FT DIA-H
STA 581+59.85, 21.42' RT
GRATE = 654.37
INV = 651.43
14 LF SSPRC CLASS III
12-INCH @ -0.51%
37 LF SSPRC CLASS III
15-INCH @ -0.52%
29 LF SSPRC HORIZONTAL ELLIPTICAL
CLASS HE-III 14x23-INCH @ 0.50%
41 LF SSPRC HORIZONTAL ELLIPTICAL
CLASS HE-III 14x23-INCH @ 0.49%
44 LF SSPRC HORIZONTAL ELLIPTICAL
CLASS HE-III 14x23-INCH @ 0.51%

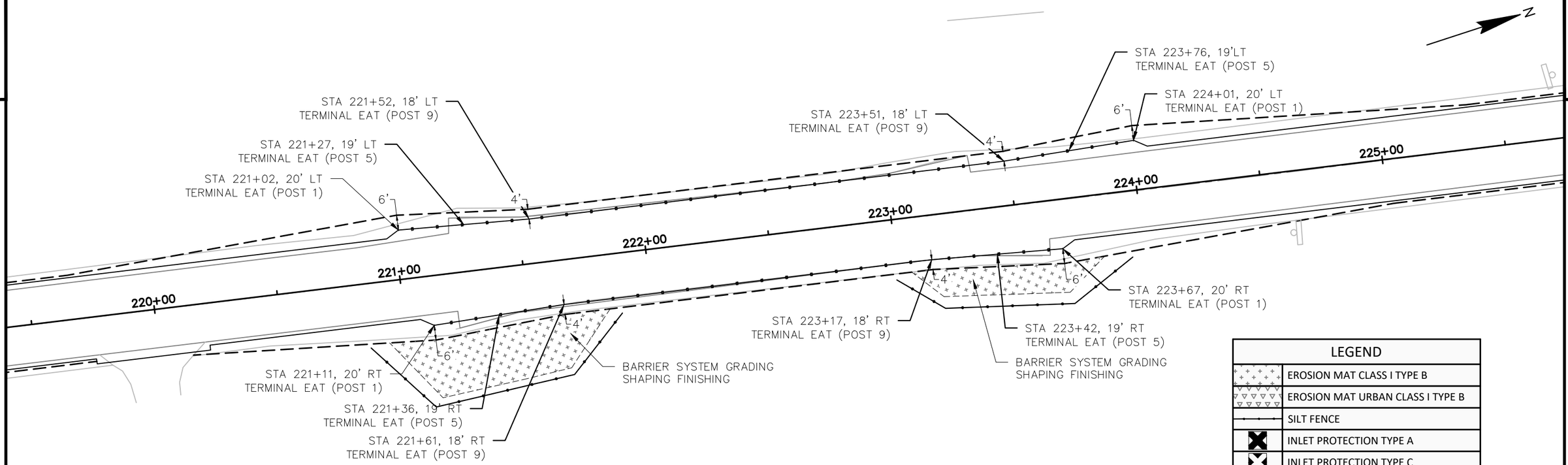


BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS

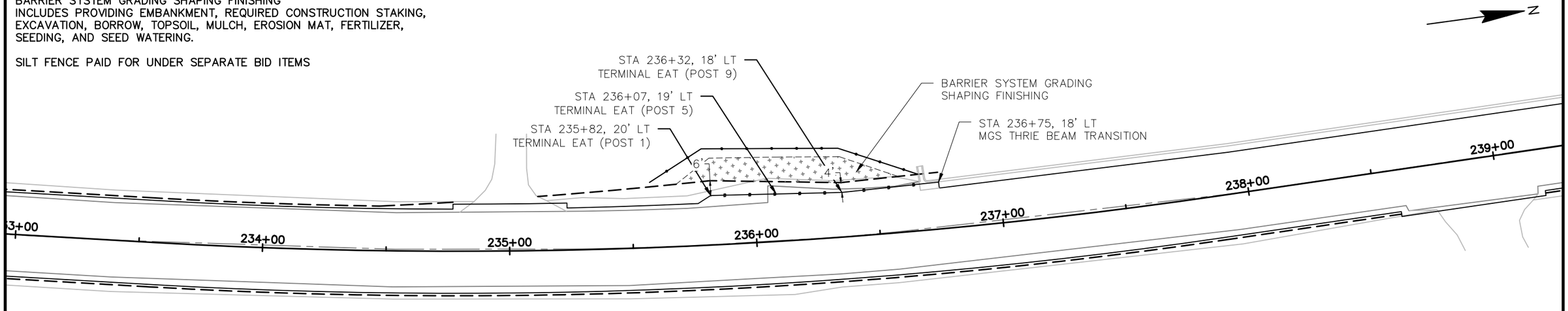


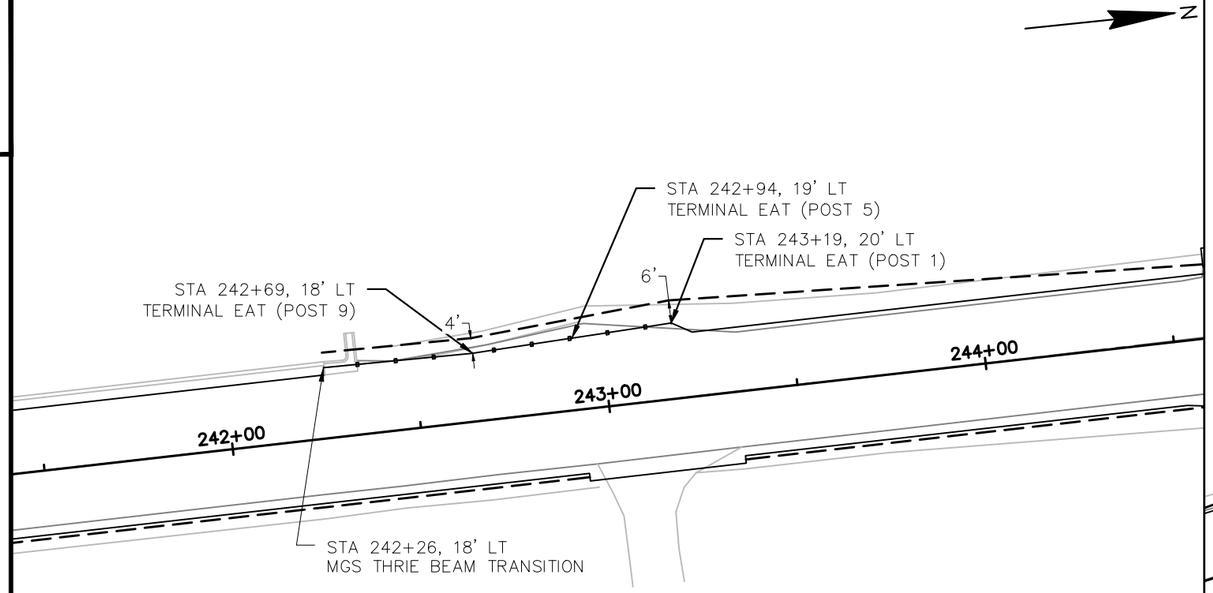
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BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

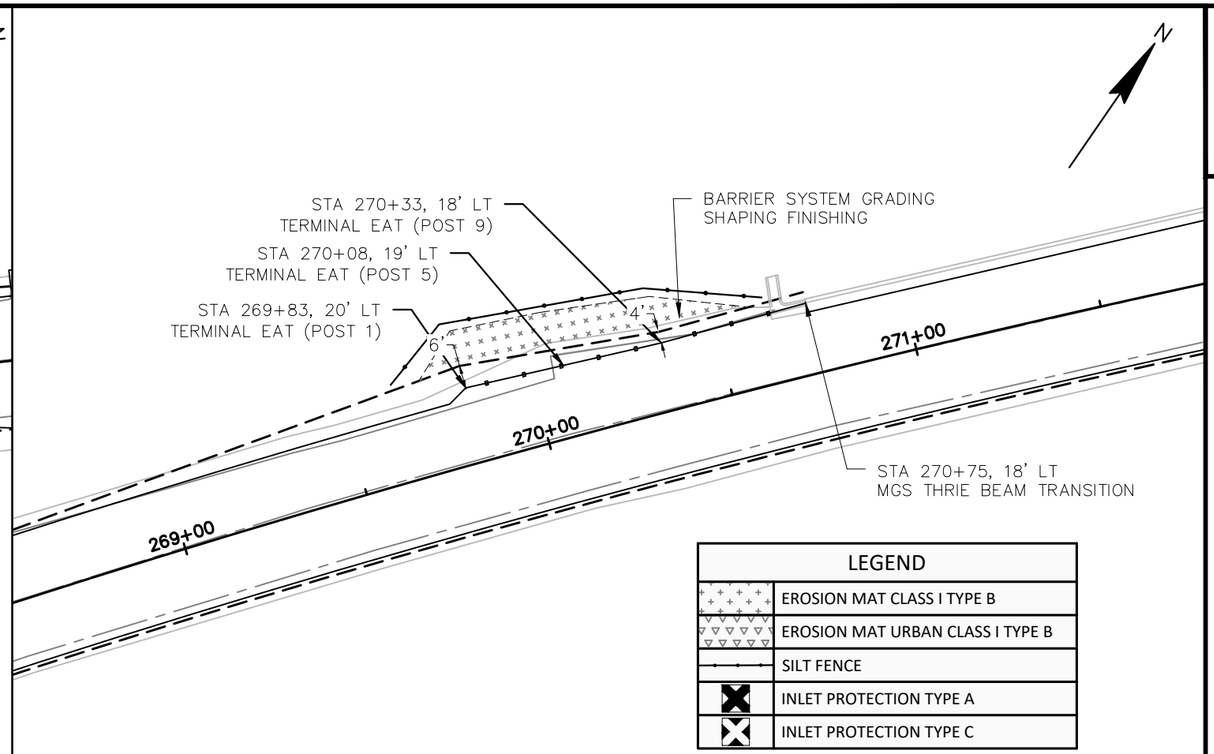
SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS

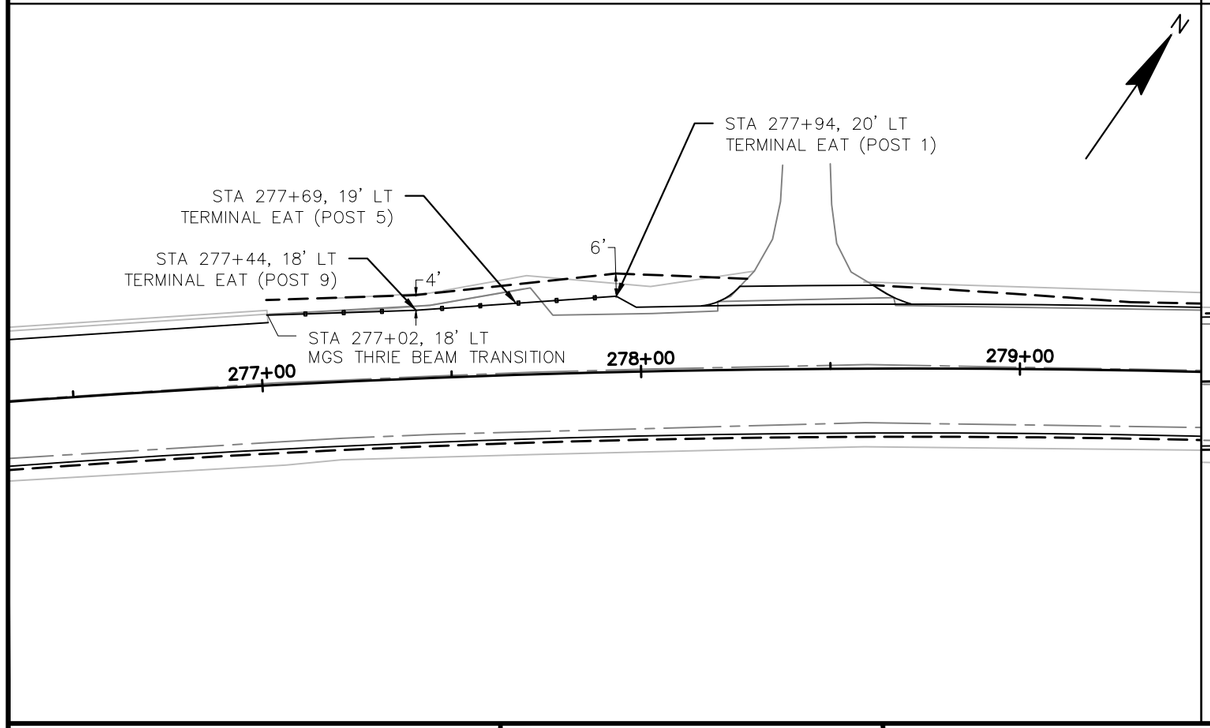


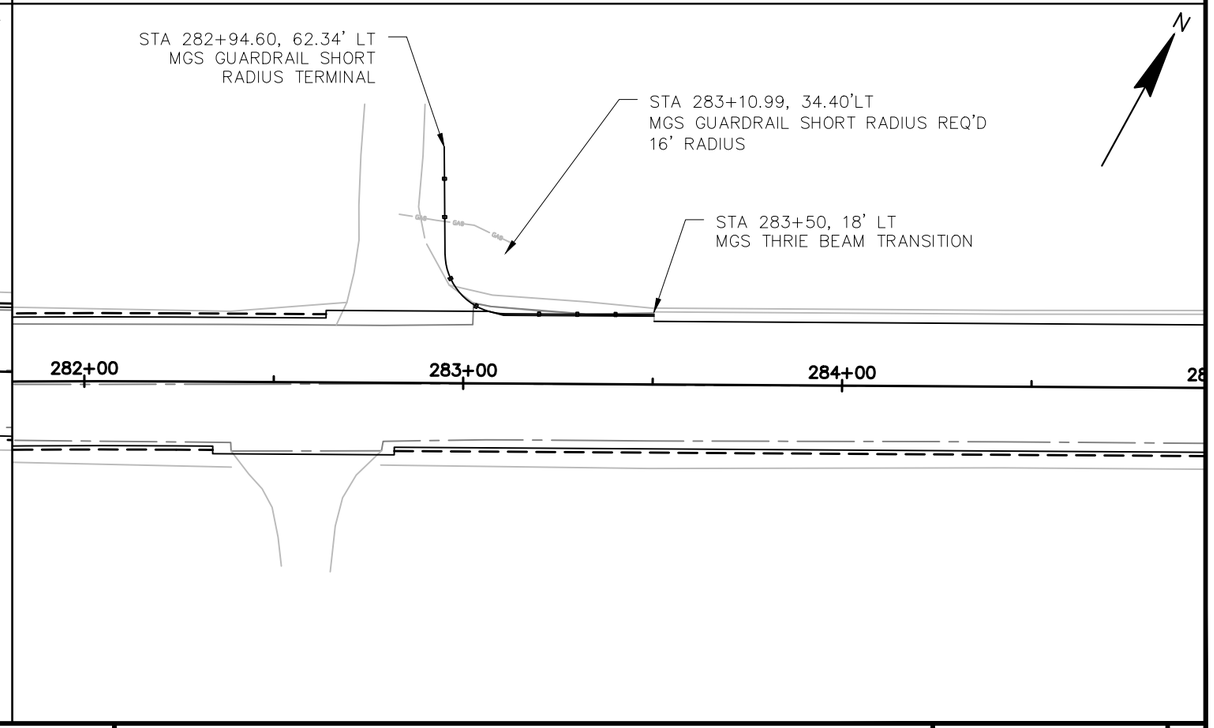


BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

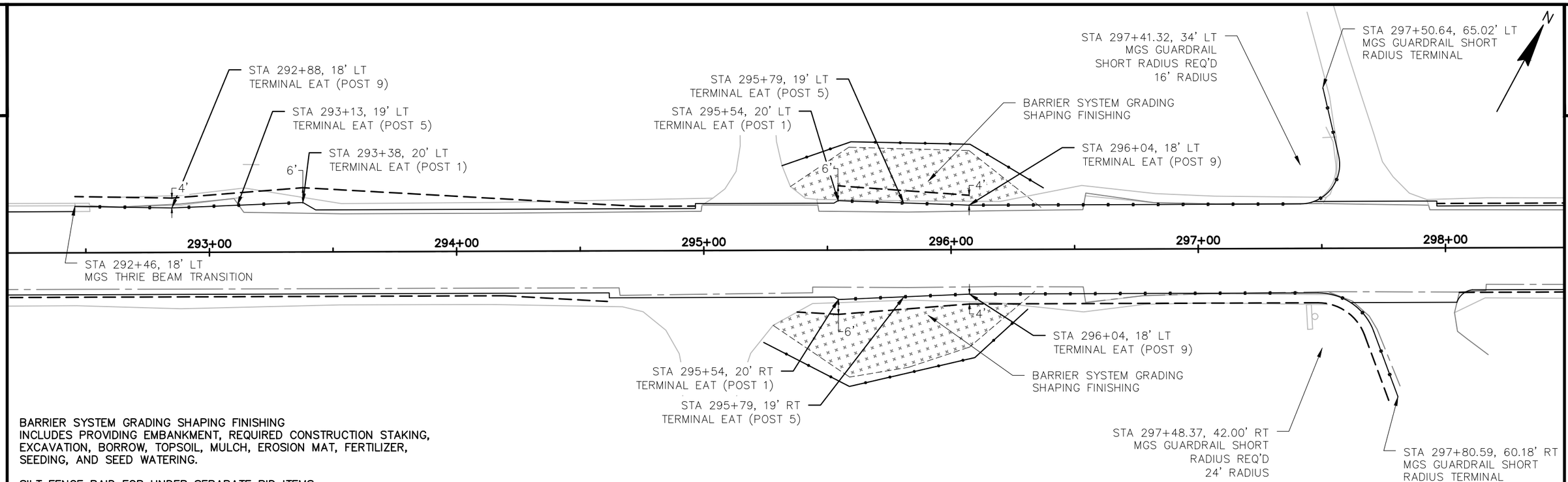
SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS





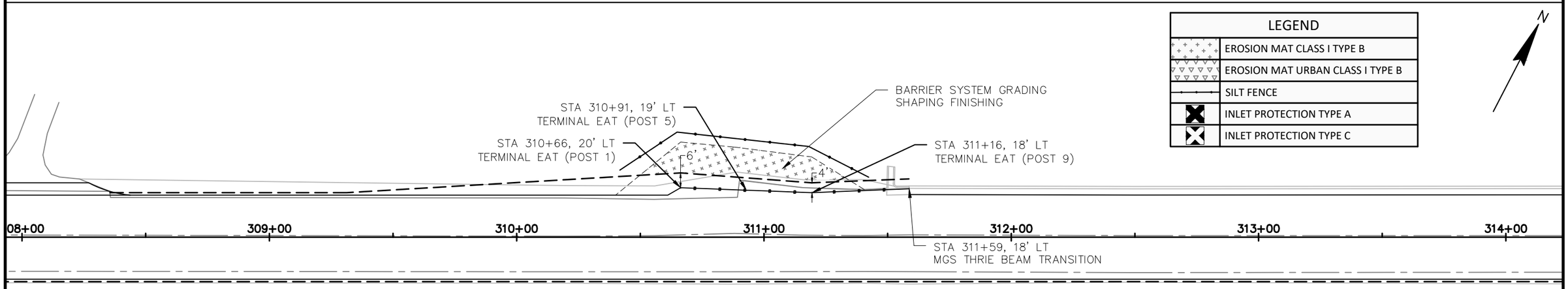


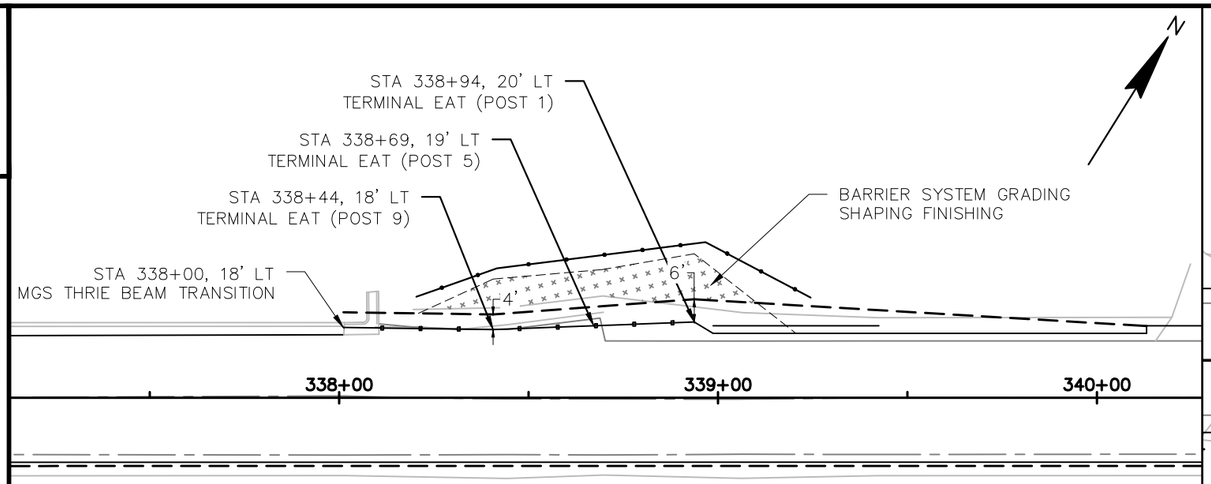
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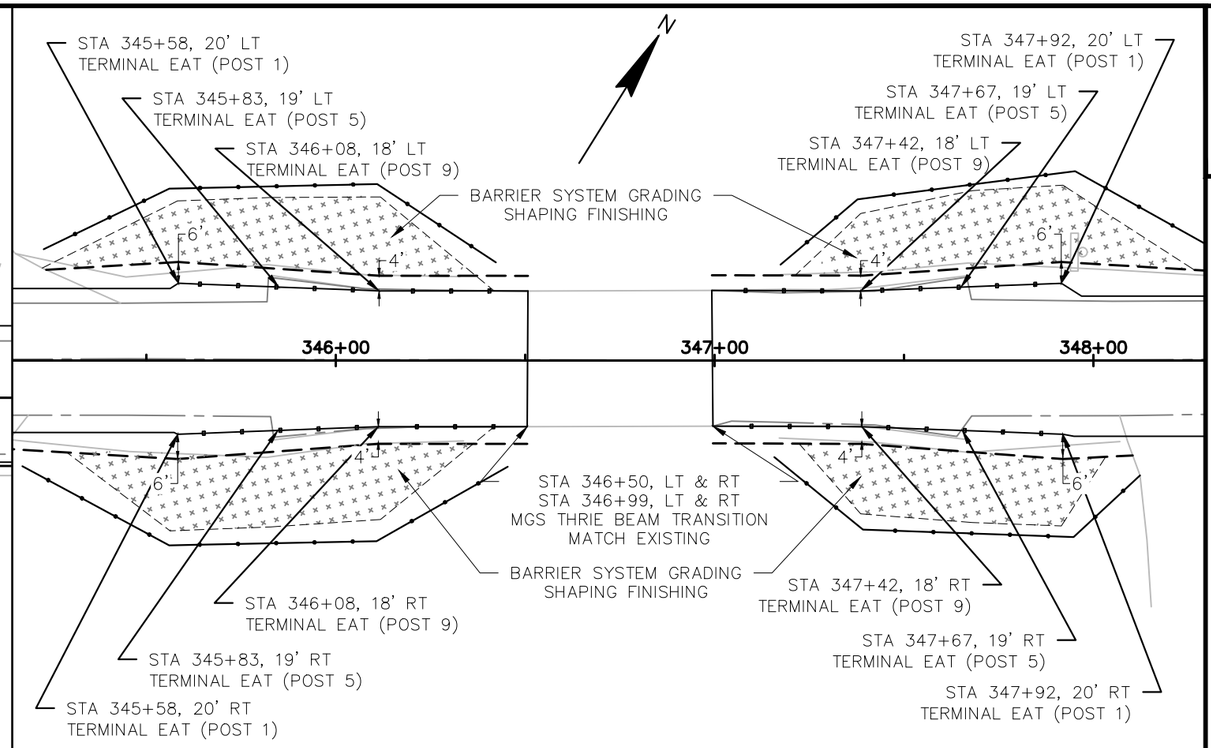


BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS

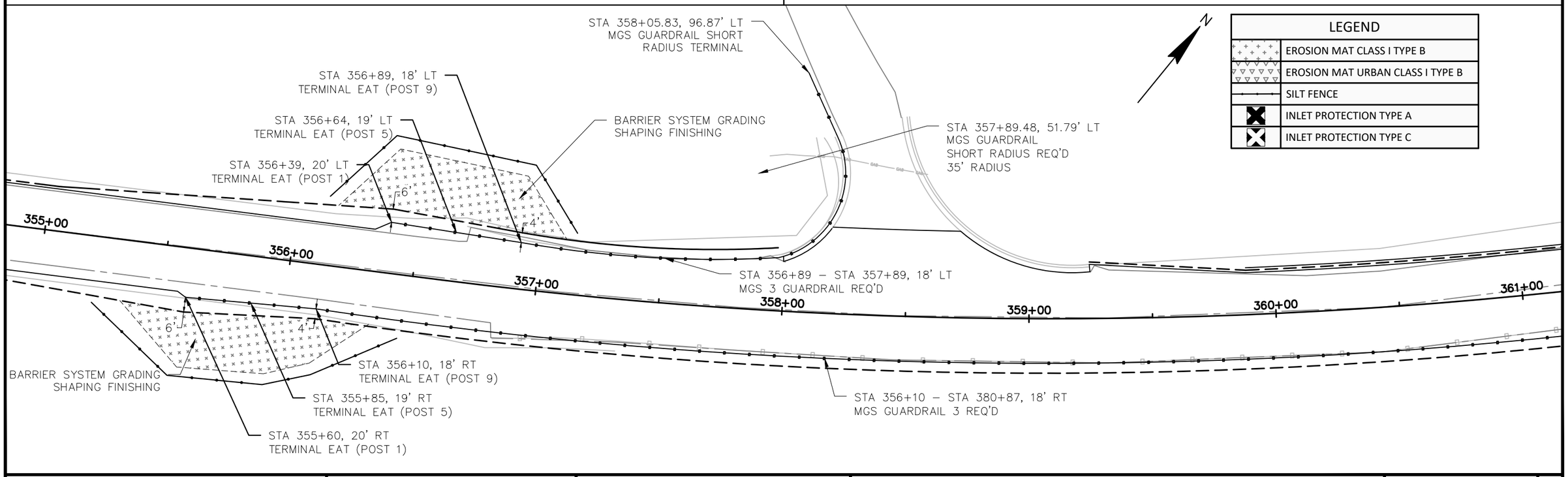


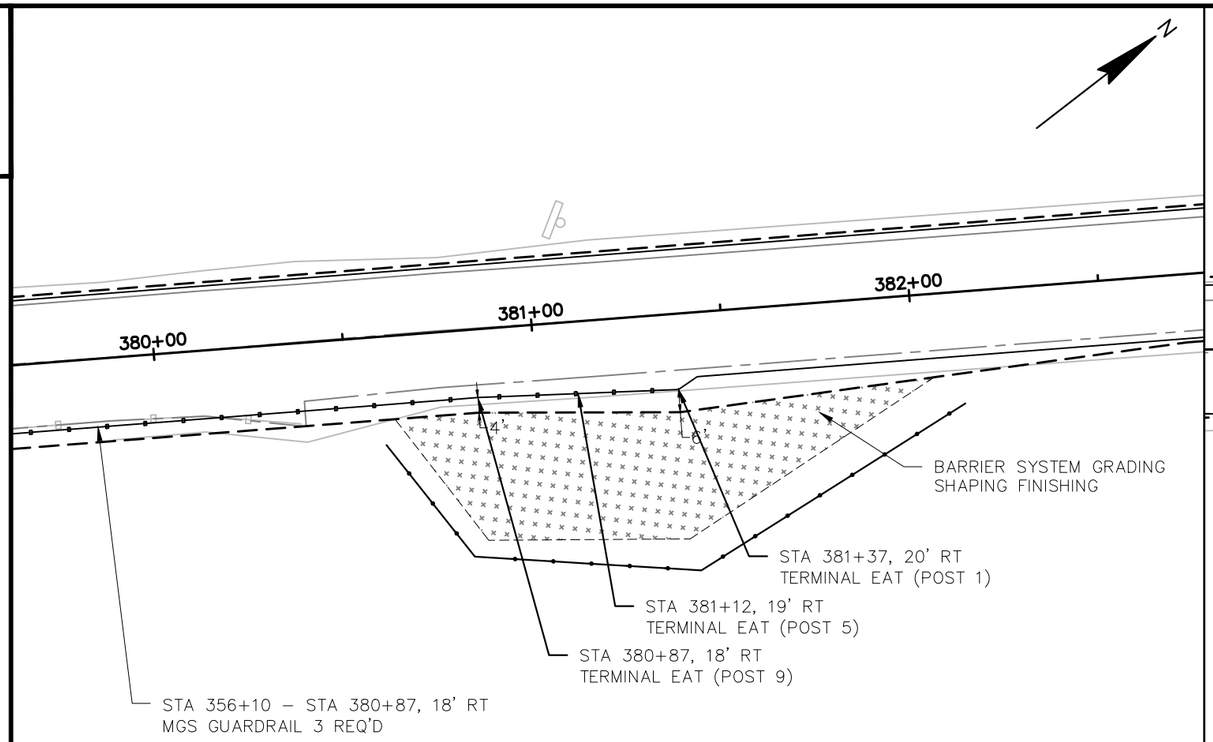


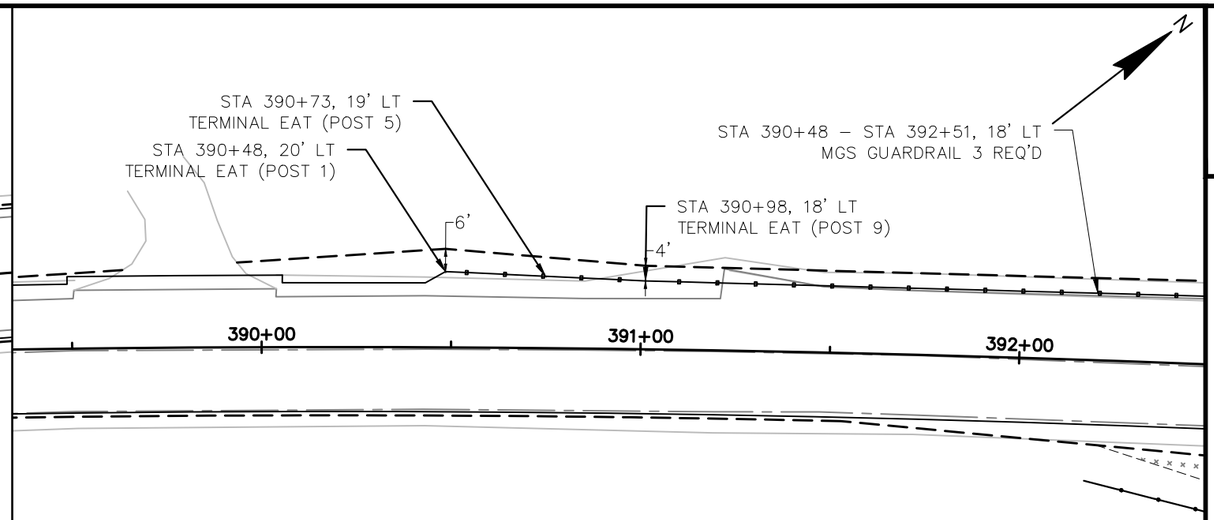


BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS



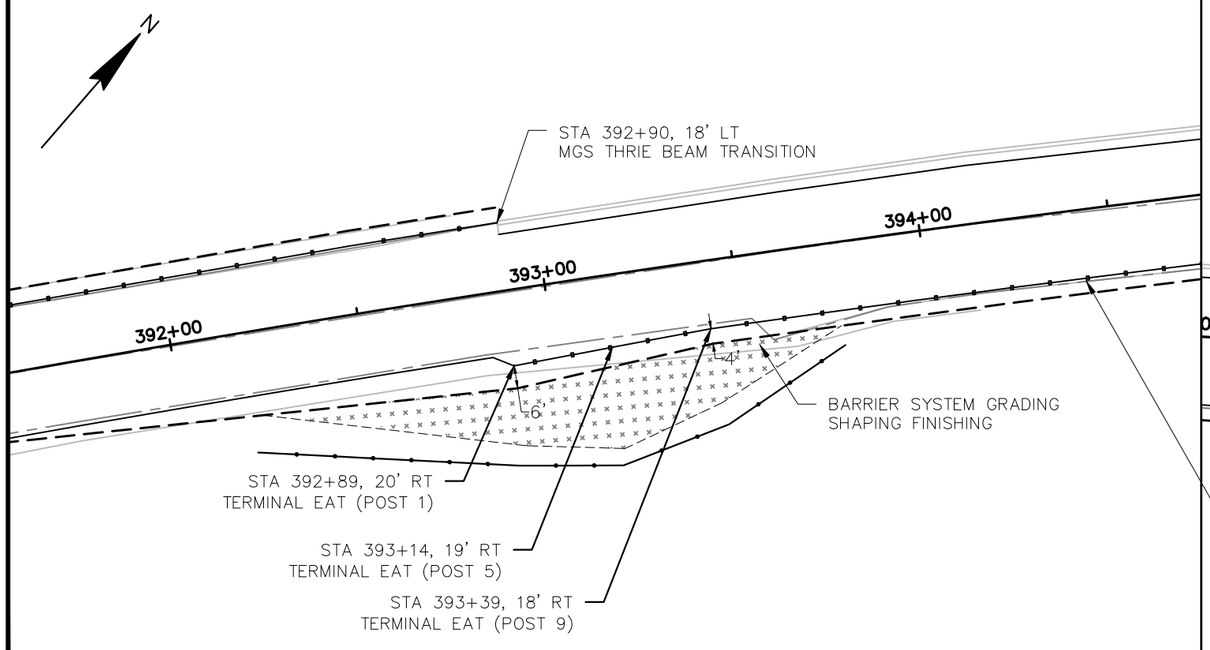


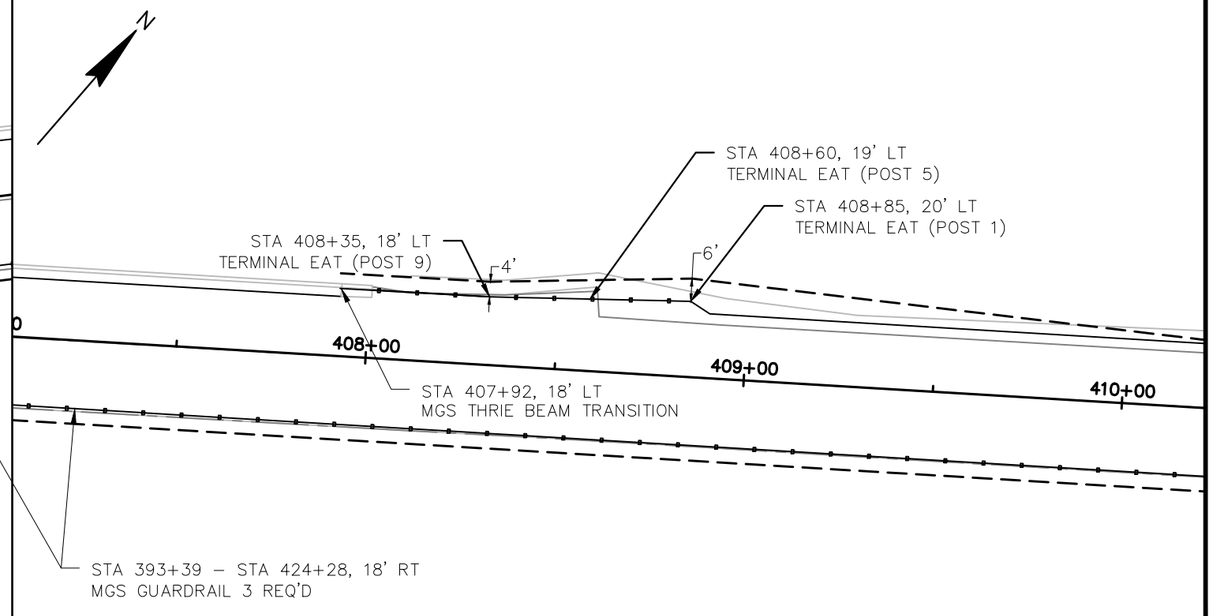


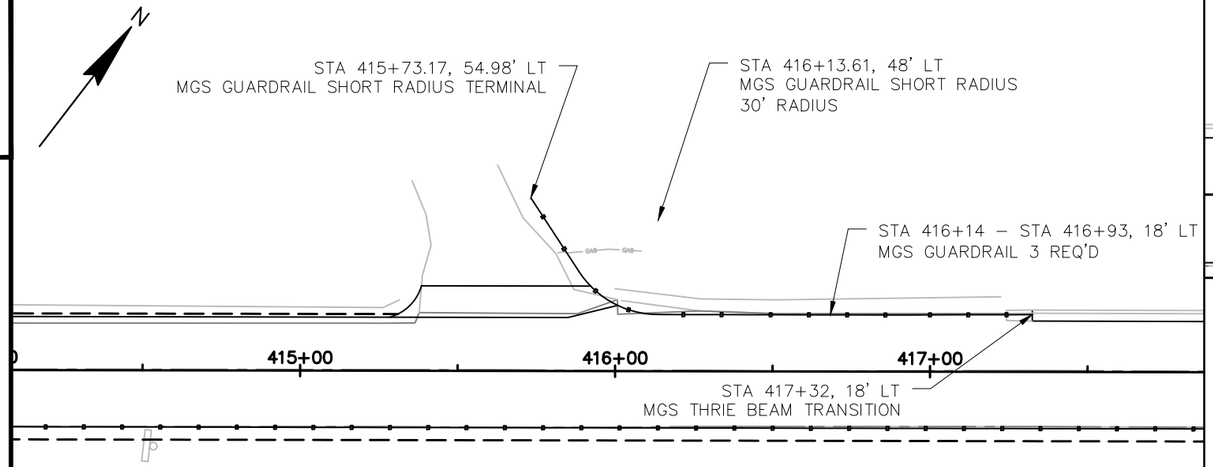
BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS

LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

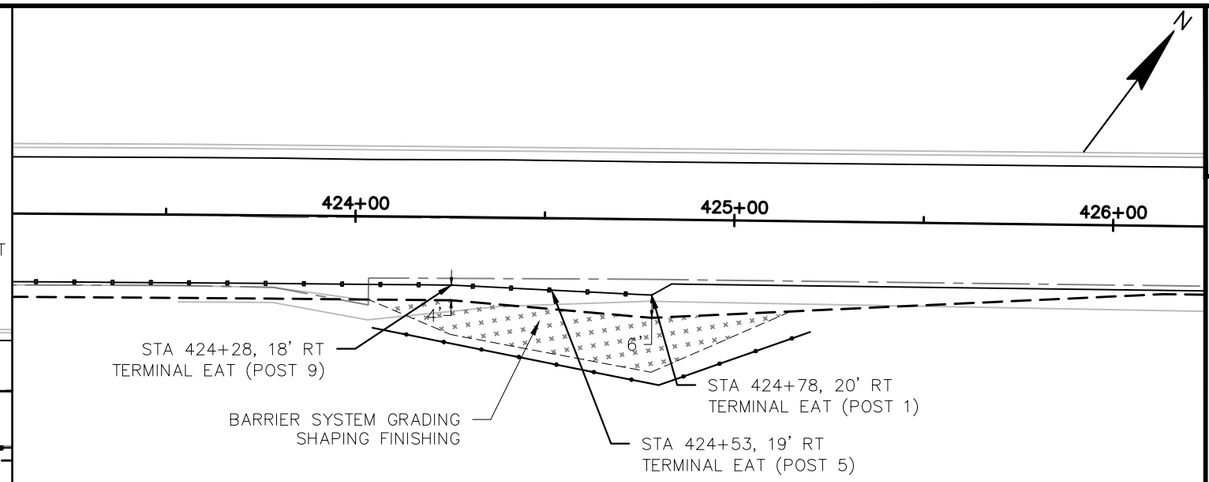




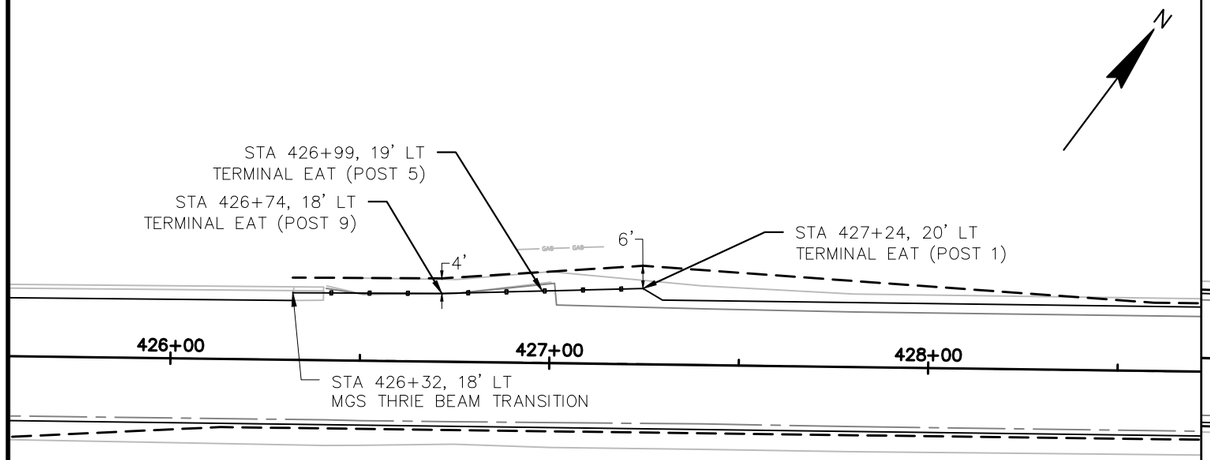


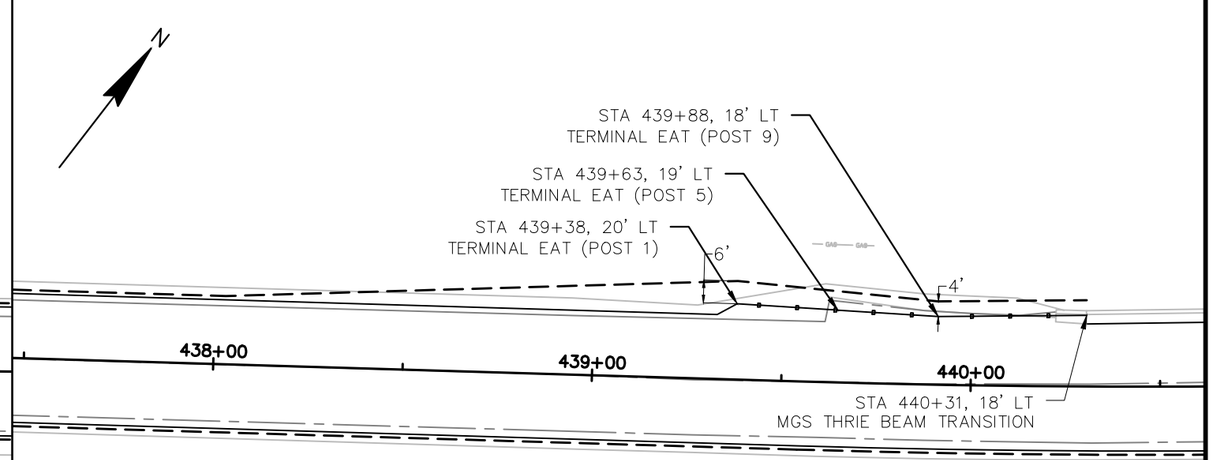
BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

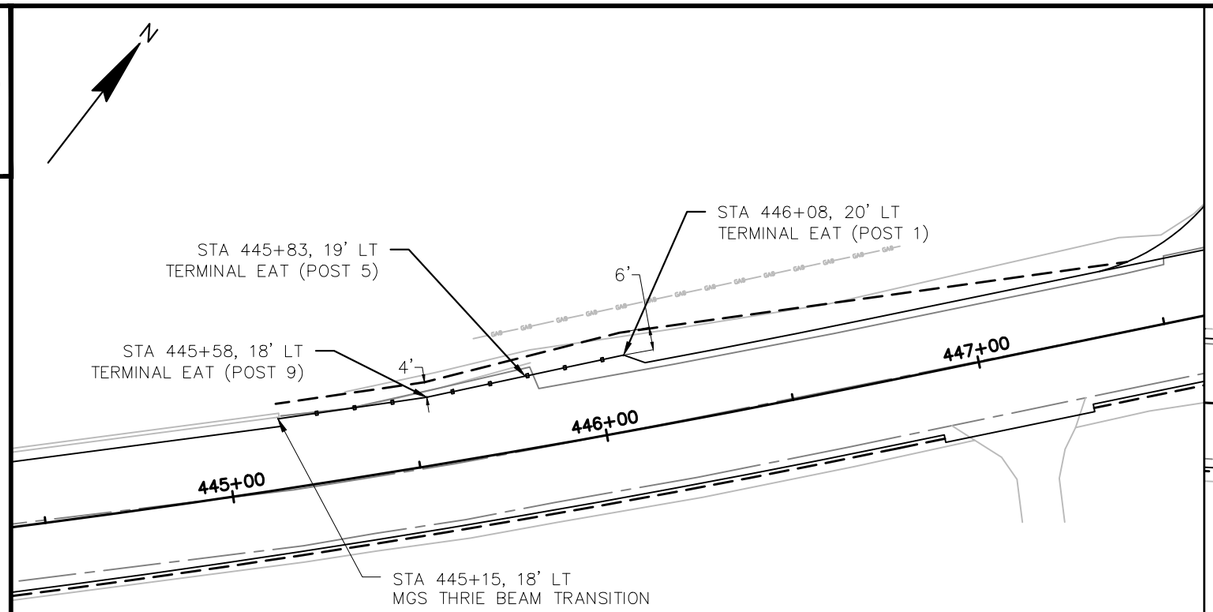
SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS



LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

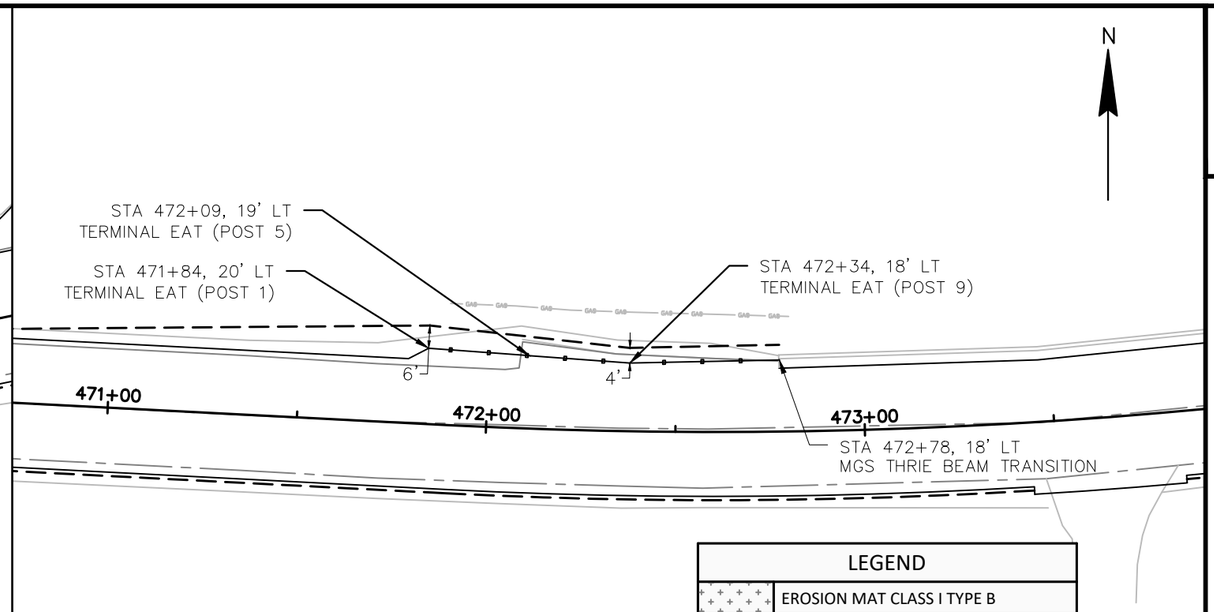




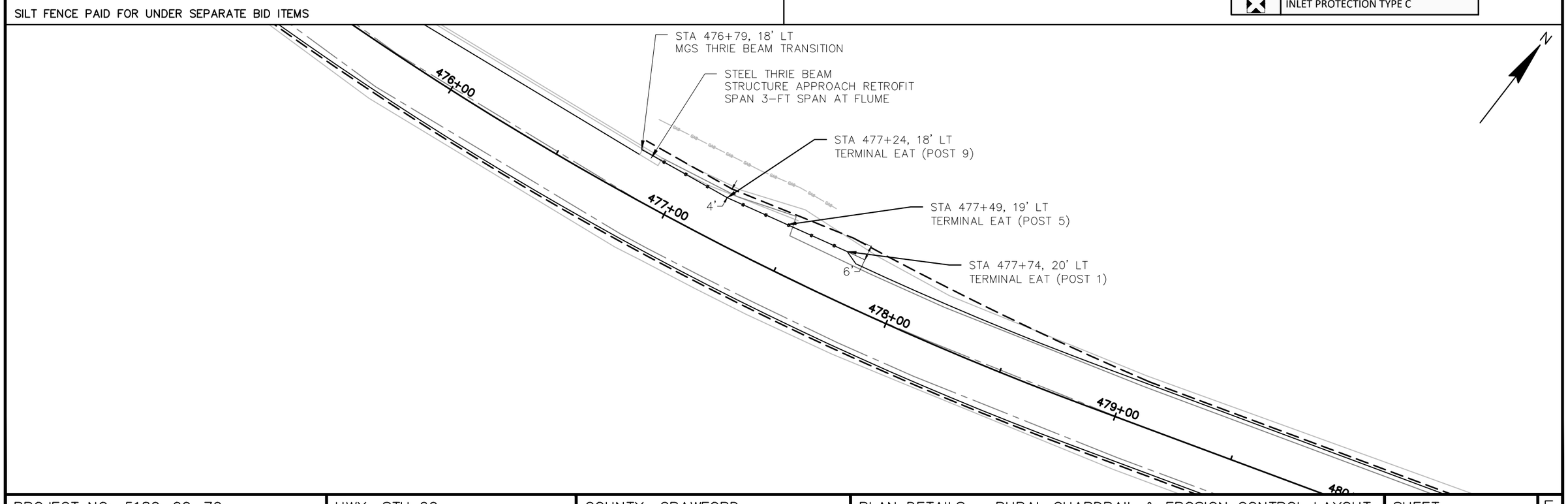


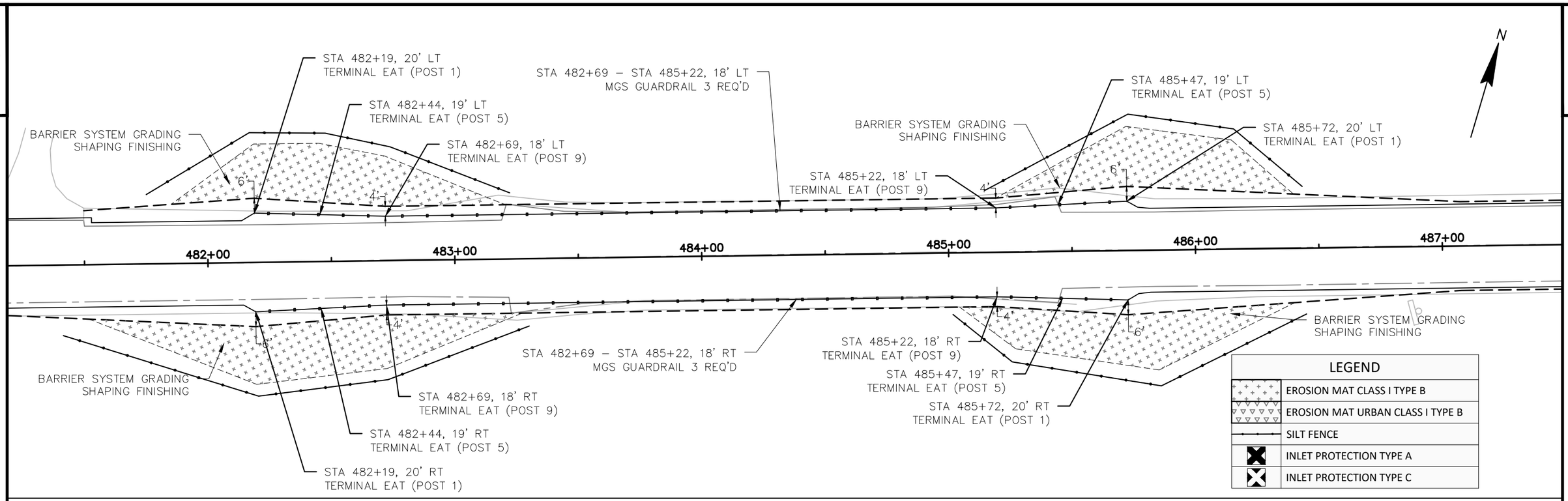
BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS



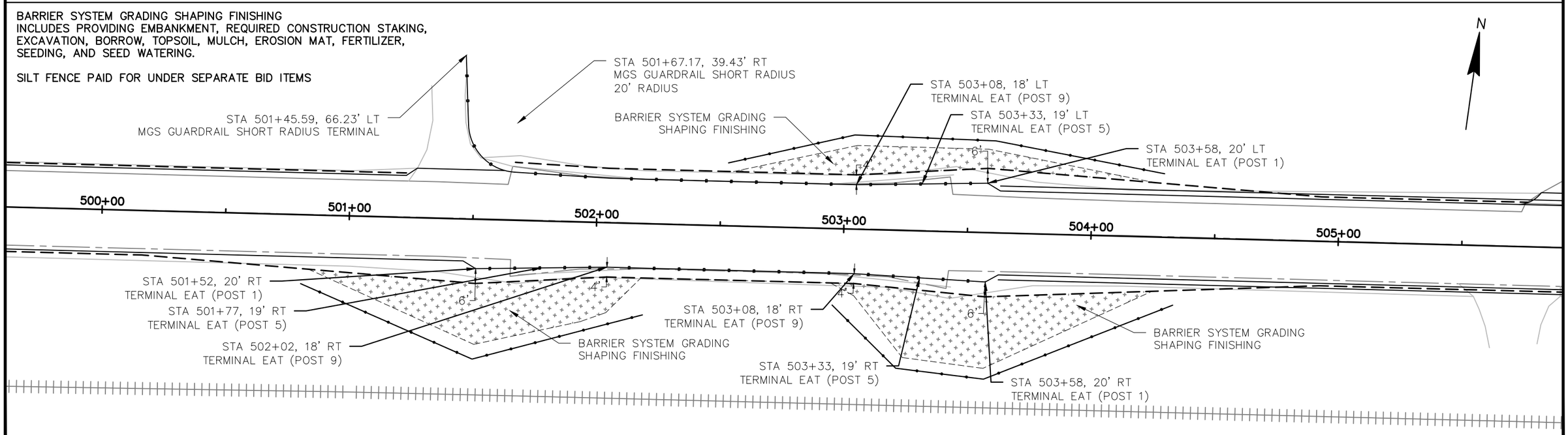
LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

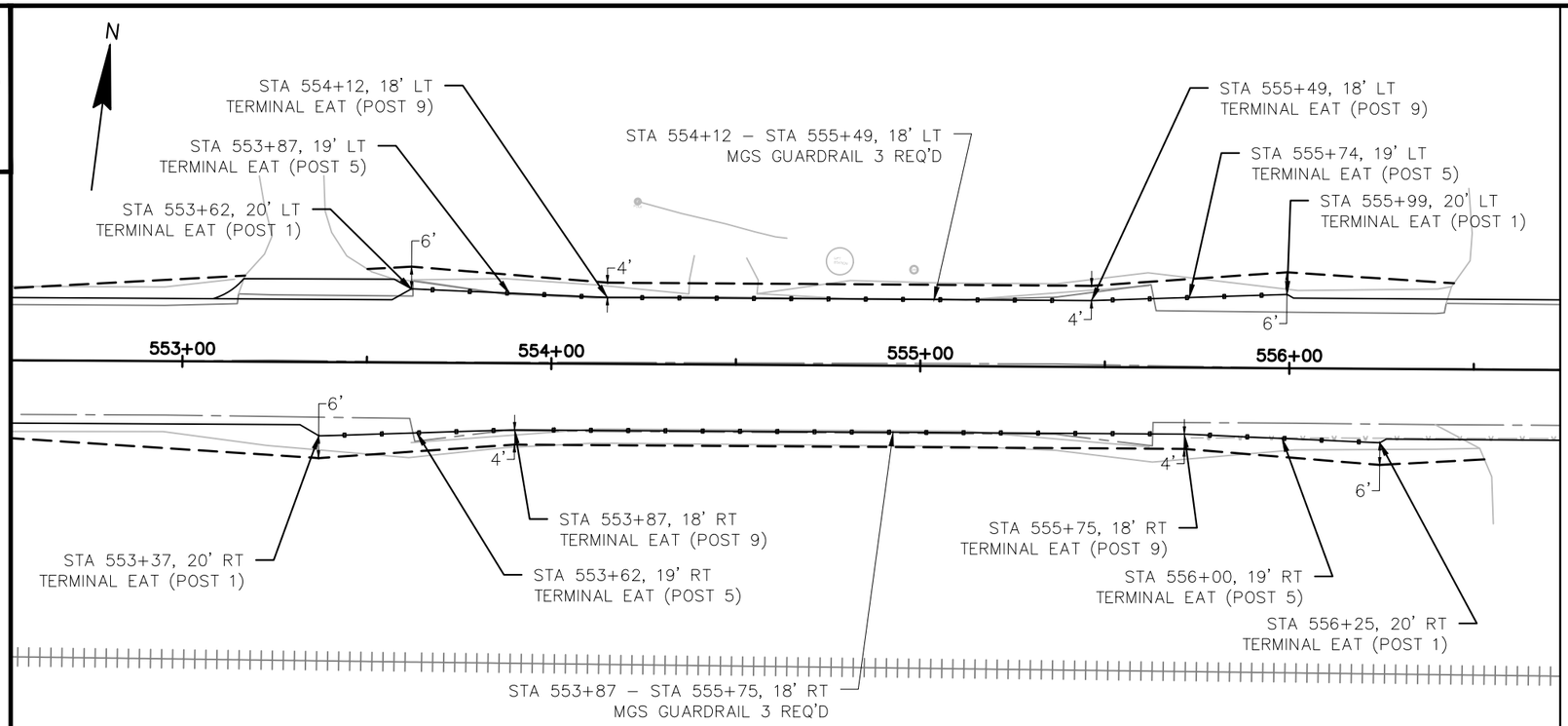


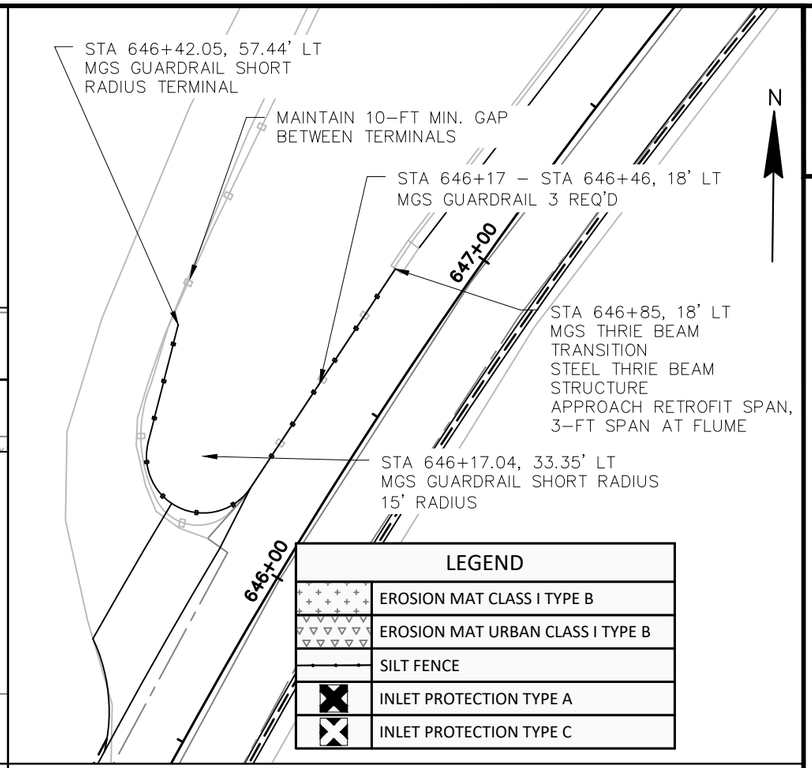


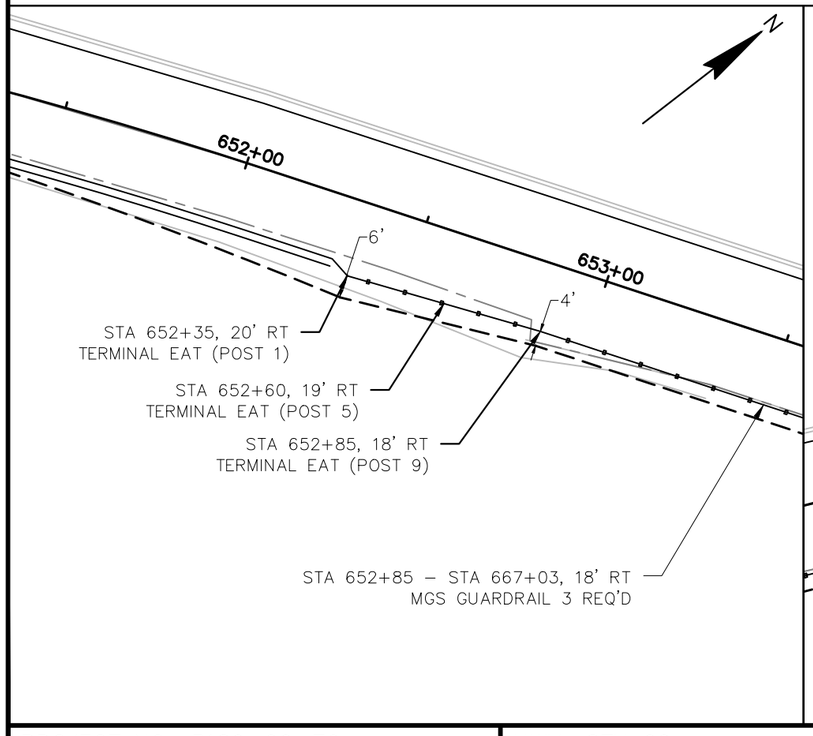
BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

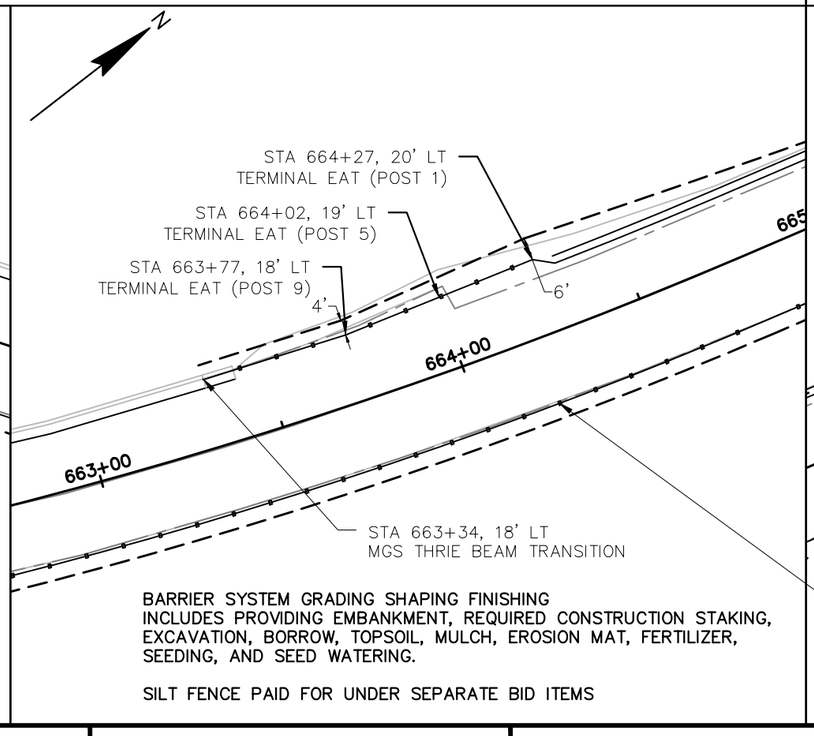
SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS





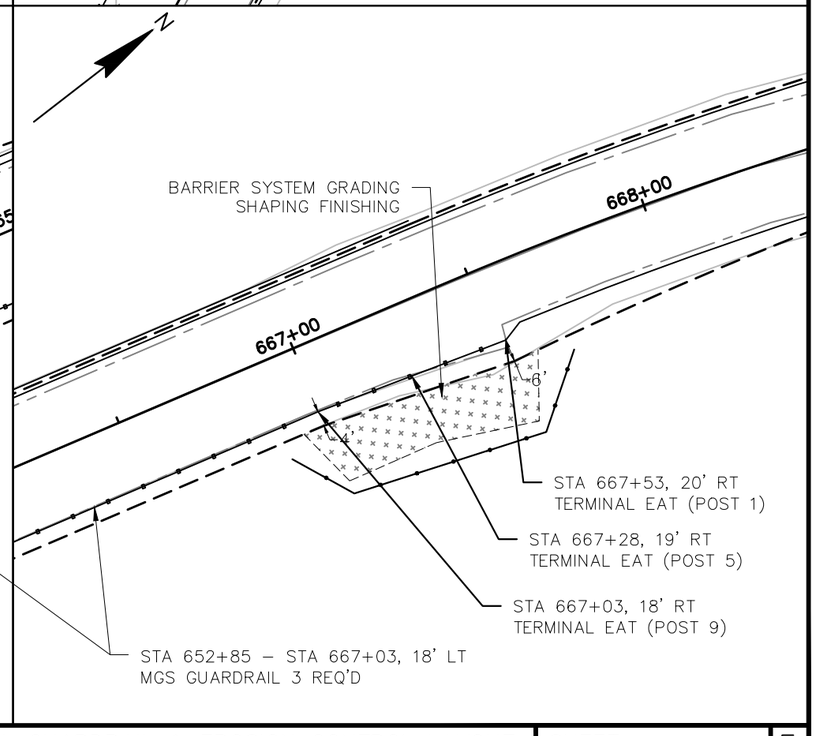






BARRIER SYSTEM GRADING SHAPING FINISHING
INCLUDES PROVIDING EMBANKMENT, REQUIRED CONSTRUCTION STAKING, EXCAVATION, BORROW, TOPSOIL, MULCH, EROSION MAT, FERTILIZER, SEEDING, AND SEED WATERING.

SILT FENCE PAID FOR UNDER SEPARATE BID ITEMS



2

N

INLET PROTECTION TYPE C
563+05 LT
563+15 LT
563+80 LT
563+95 LT

Expose Inlet
ELE 650.3

565+00 566+00 567+00 568+00 569+00 570+00

LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

N

571+00 572+00 573+00 574+00 575+00 576+00

PE
30' WIDE

DRAINAGE SWALE REQ'D

PE
23' WIDE

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN DETAILS – URBAN EROSION CONTROL LAYOUT	SHEET 55	E

2

N

577+00

578+00

579+00

580+00

581+00

582+00

583+00

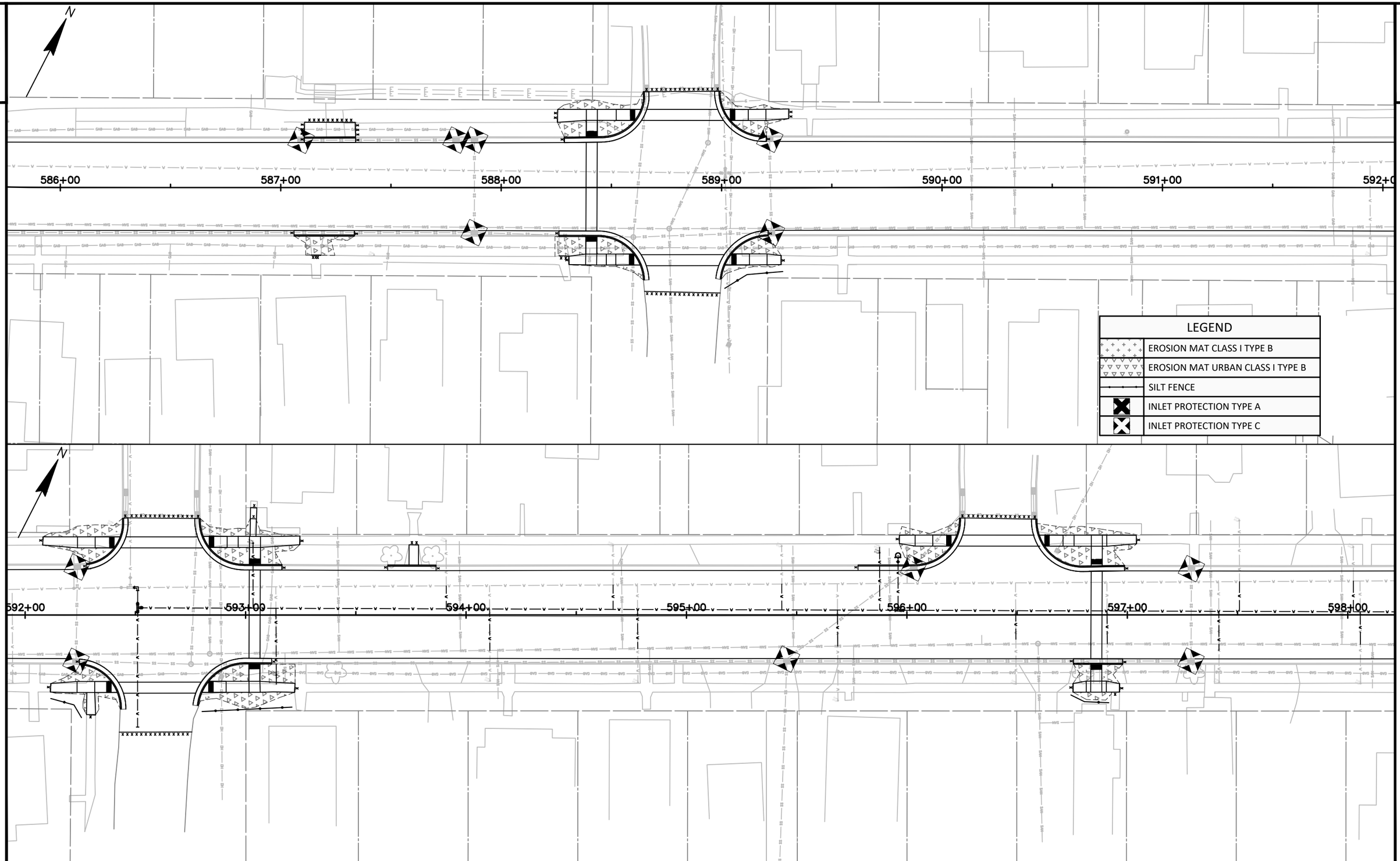
584+00

585+00

LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN DETAILS – URBAN EROSION CONTROL LAYOUT	SHEET E

2


N
586+00
587+00
588+00
589+00
590+00
591+00
592+00
LEGEND
EROSION MAT CLASS I TYPE B
EROSION MAT URBAN CLASS I TYPE B
SILT FENCE
INLET PROTECTION TYPE A
INLET PROTECTION TYPE C
N
592+00
593+00
594+00
595+00
596+00
597+00
598+00

2

2

599+00

600+00

601+00

602+00

603+00

604+00

605+00

606+00

607+00

608+00

609+00

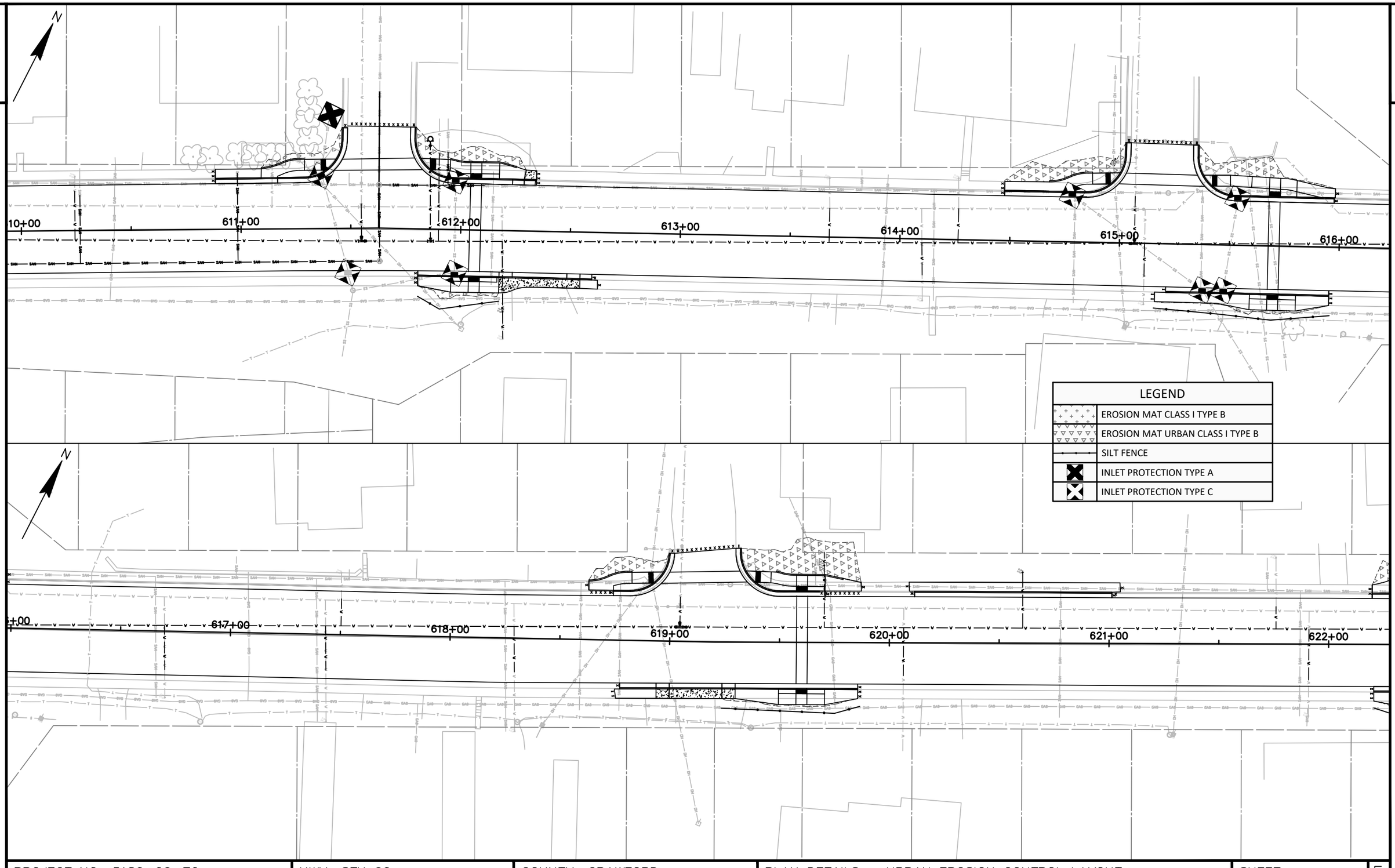
610+00

611+00

LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN DETAILS – URBAN EROSION CONTROL LAYOUT	SHEET 58	E

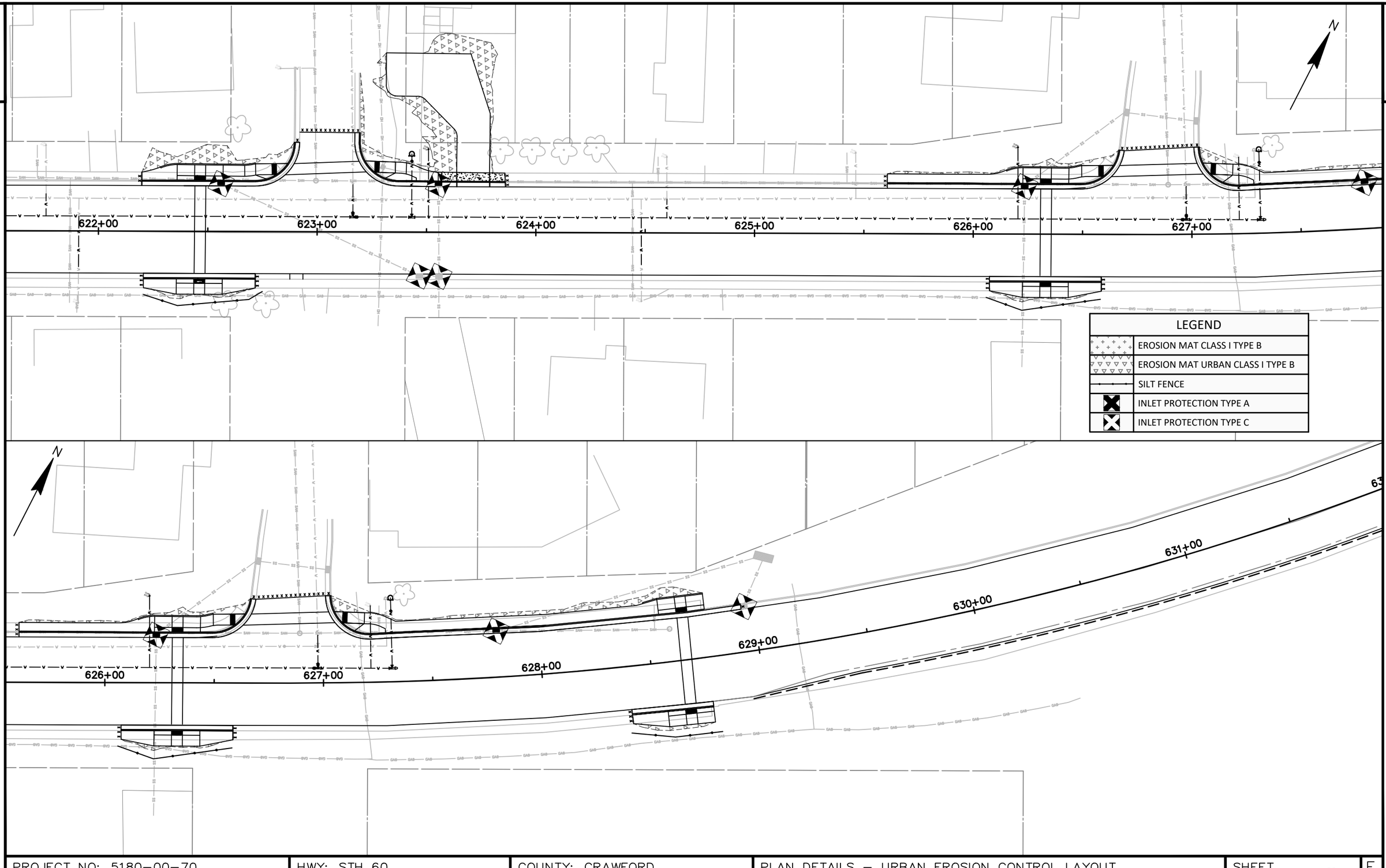
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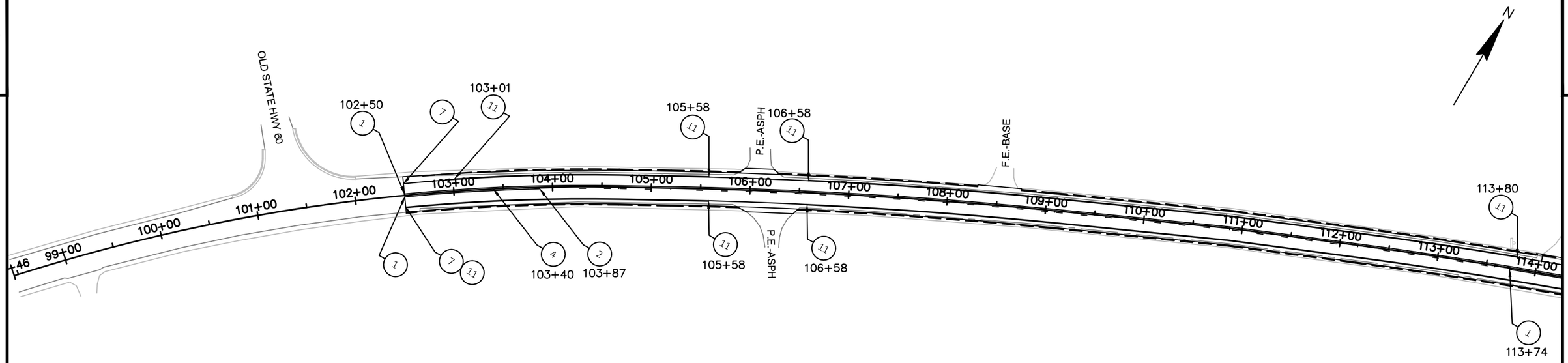
LEGEND	
	EROSION MAT CLASS I TYPE B
	EROSION MAT URBAN CLASS I TYPE B
	SILT FENCE
	INLET PROTECTION TYPE A
	INLET PROTECTION TYPE C

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN DETAILS – URBAN EROSION CONTROL LAYOUT	SHEET E

2



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN DETAILS – URBAN EROSION CONTROL LAYOUT	SHEET	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

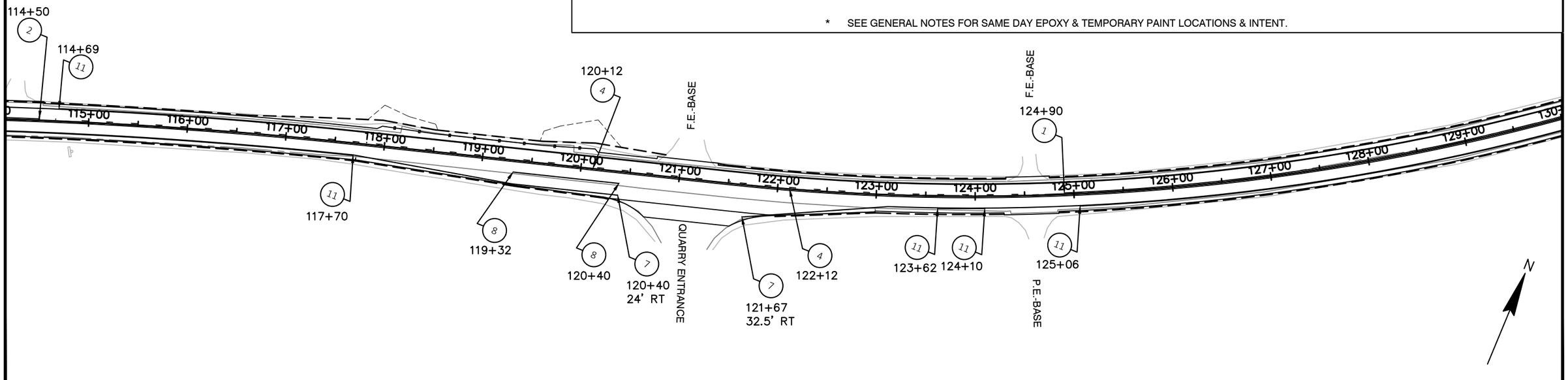
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

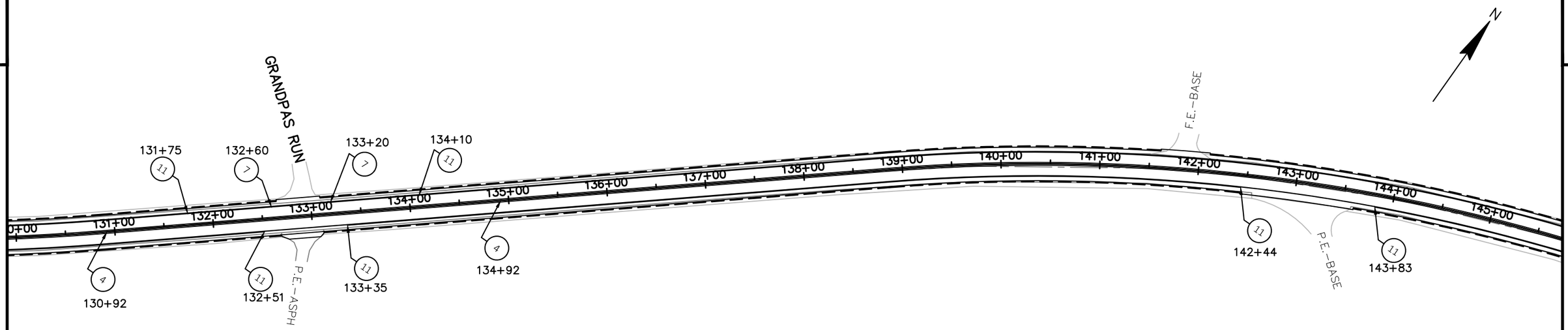
(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

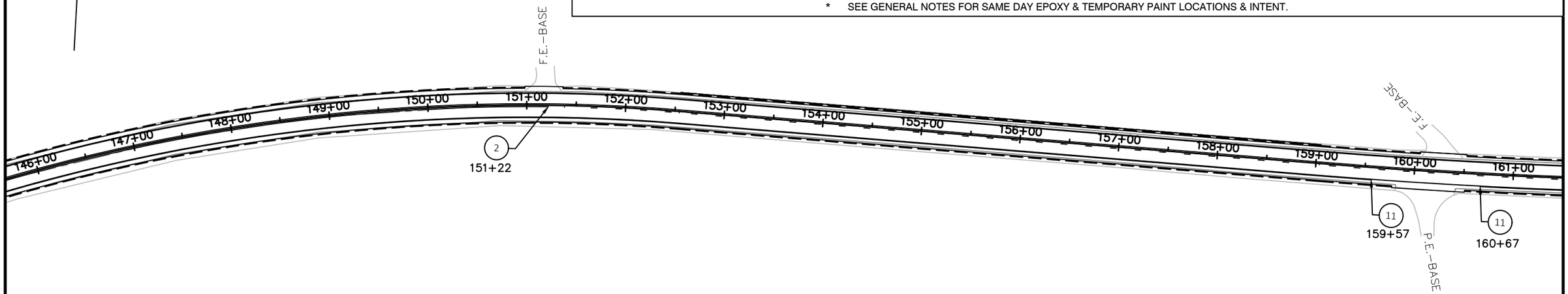
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

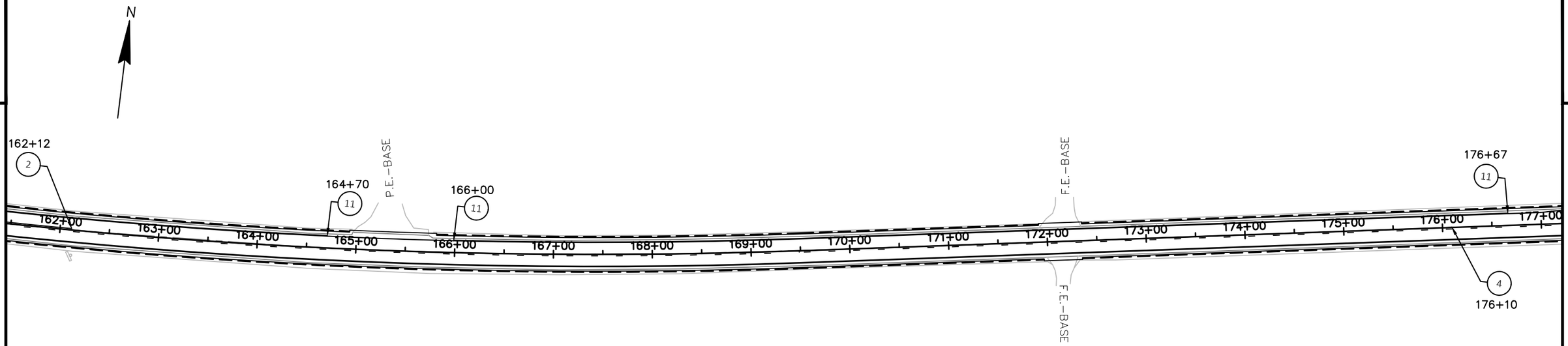
(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 62	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

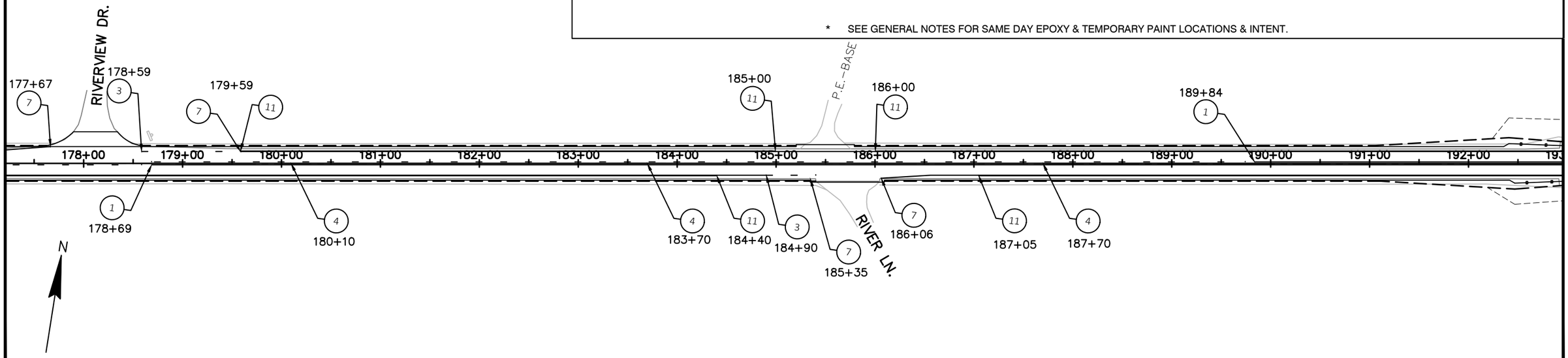
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

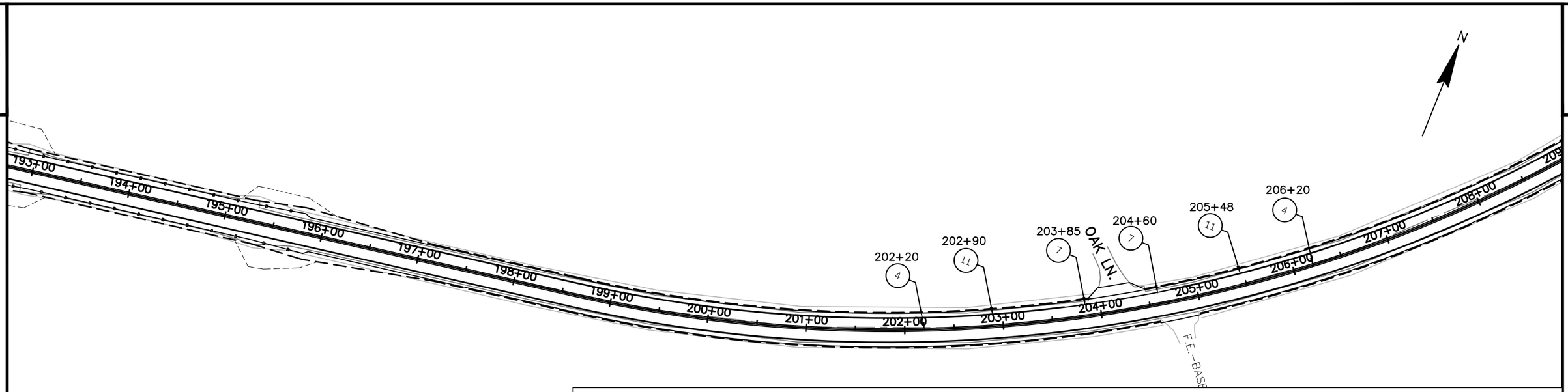
(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.





NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

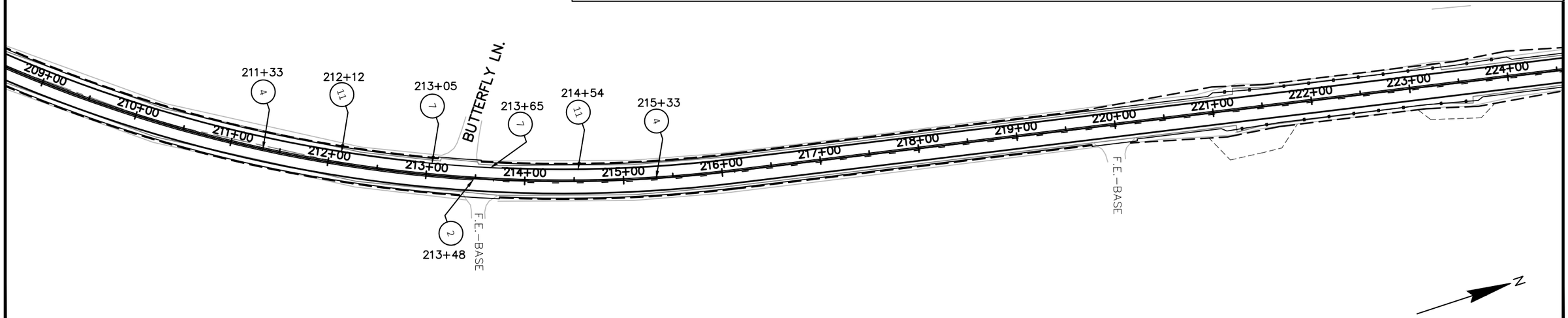
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

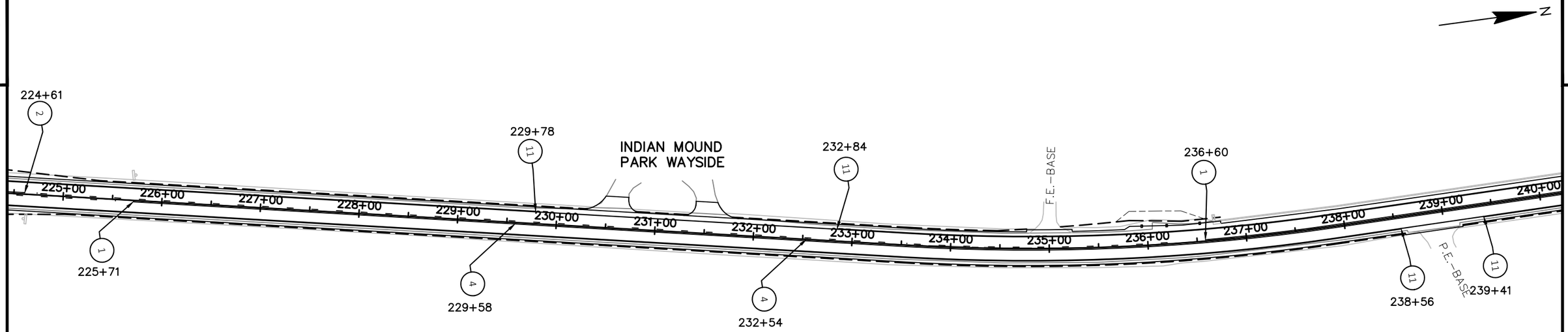
(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 64	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

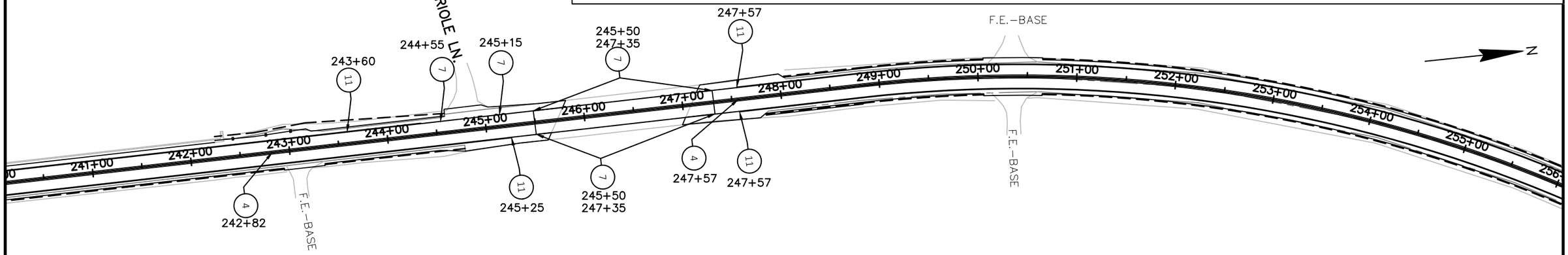
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

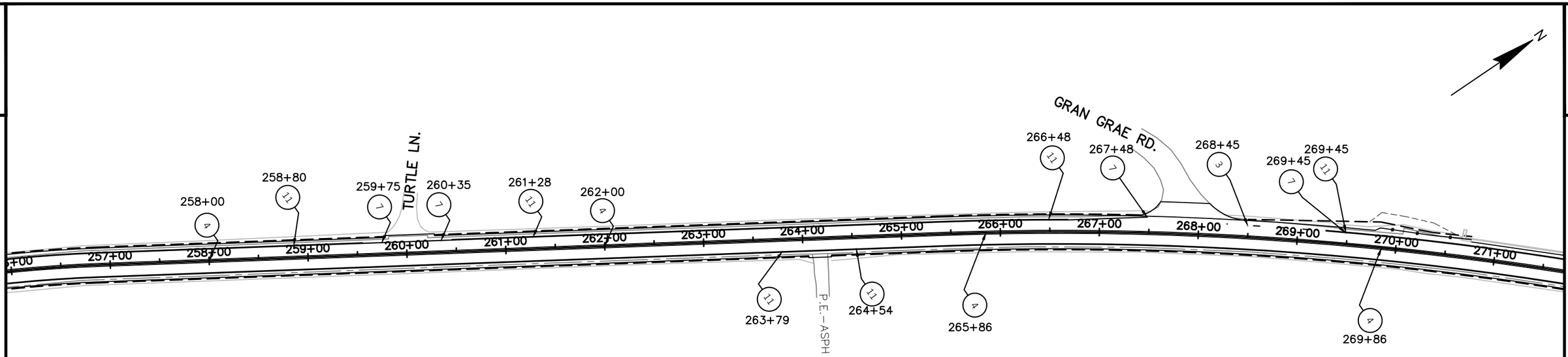
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 65	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) – 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) – 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) – 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) – 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) – 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

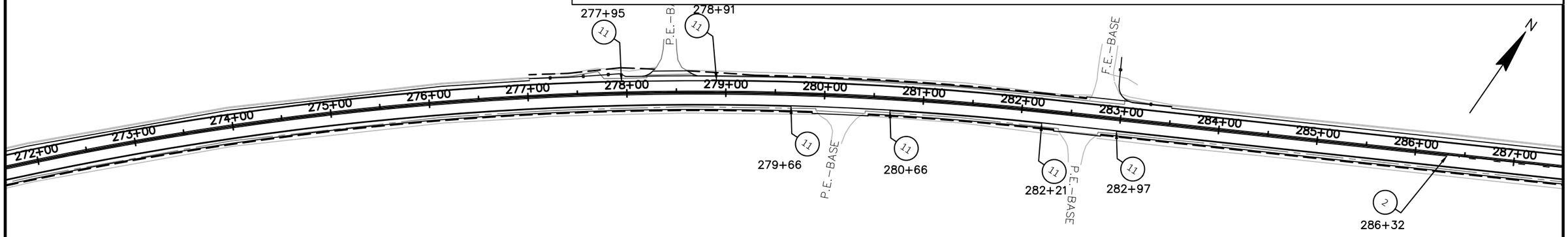
(8) – 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) – 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) – 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

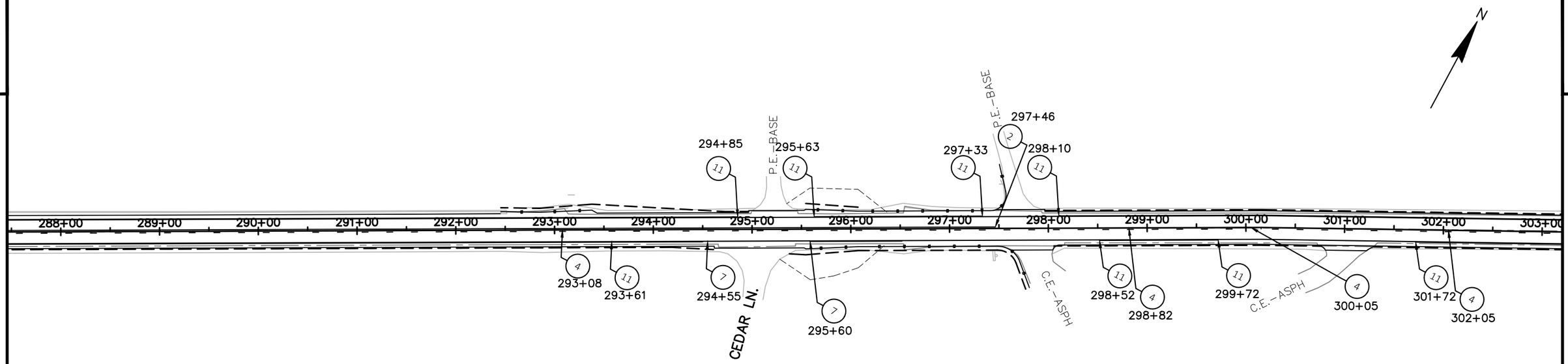
(11) – 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 66	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) – 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) – 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) – 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) – 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) – 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

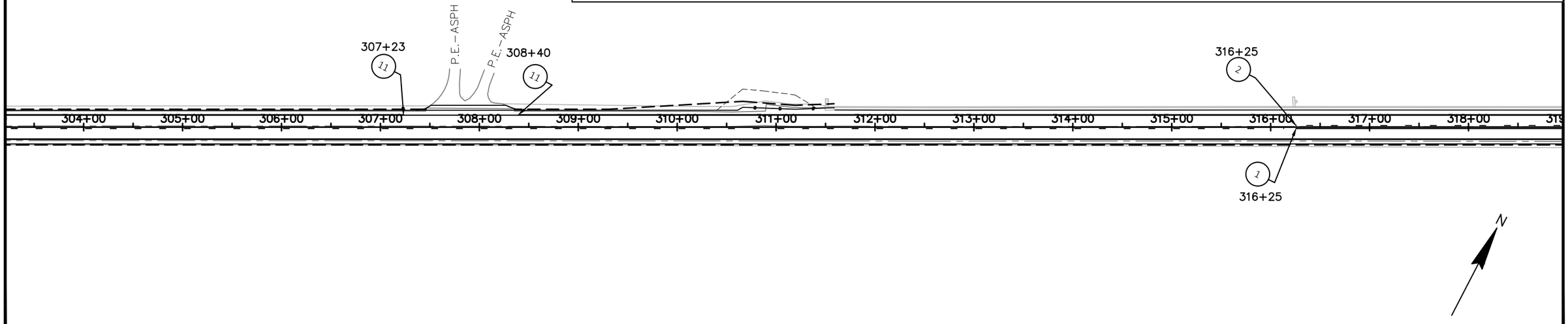
(8) – 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) – 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) – 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

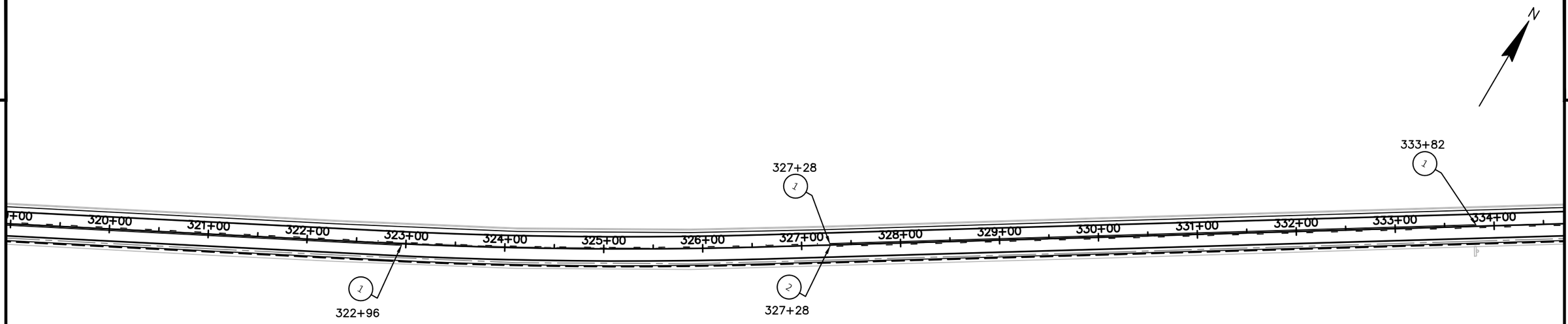
(11) – 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 67	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

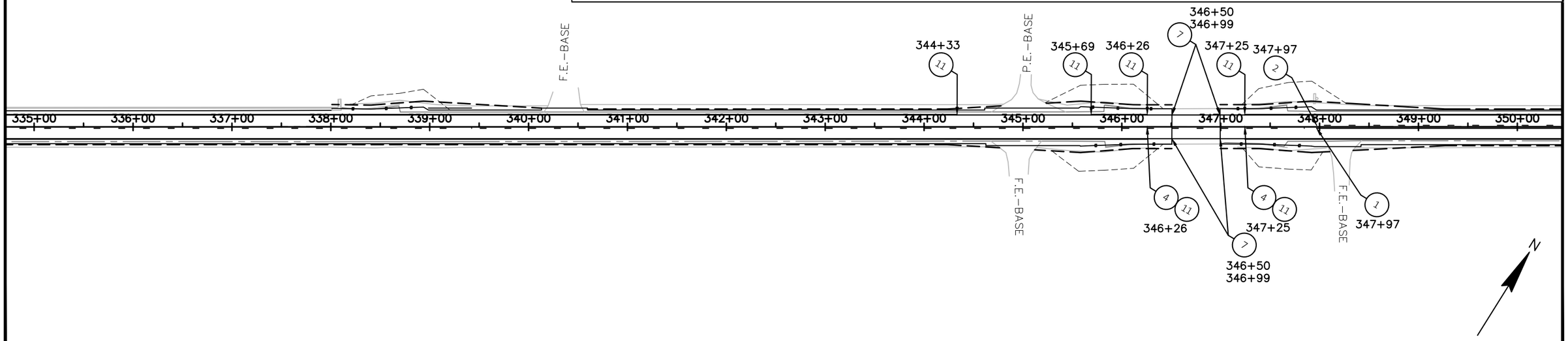
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

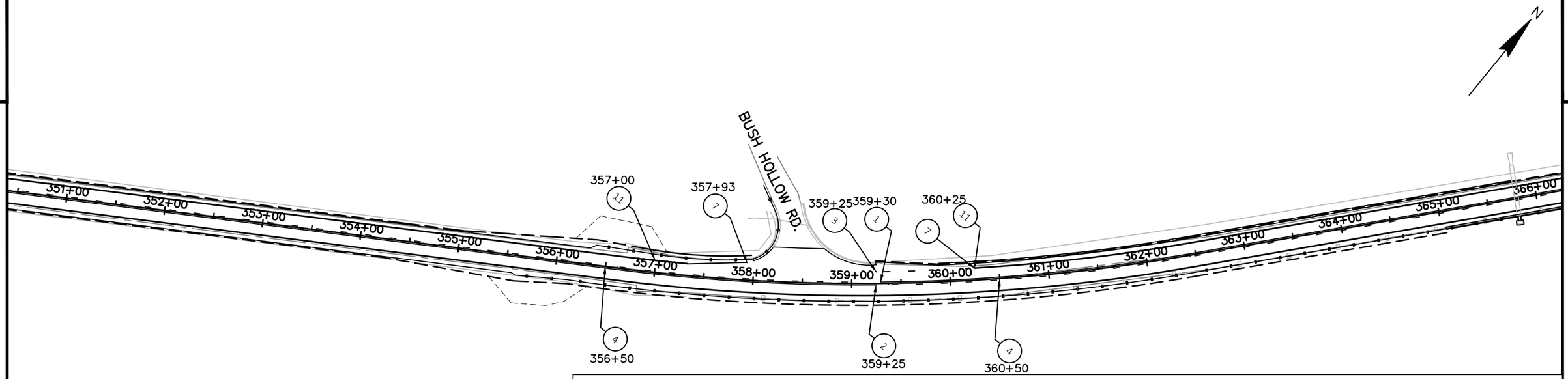
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 68	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

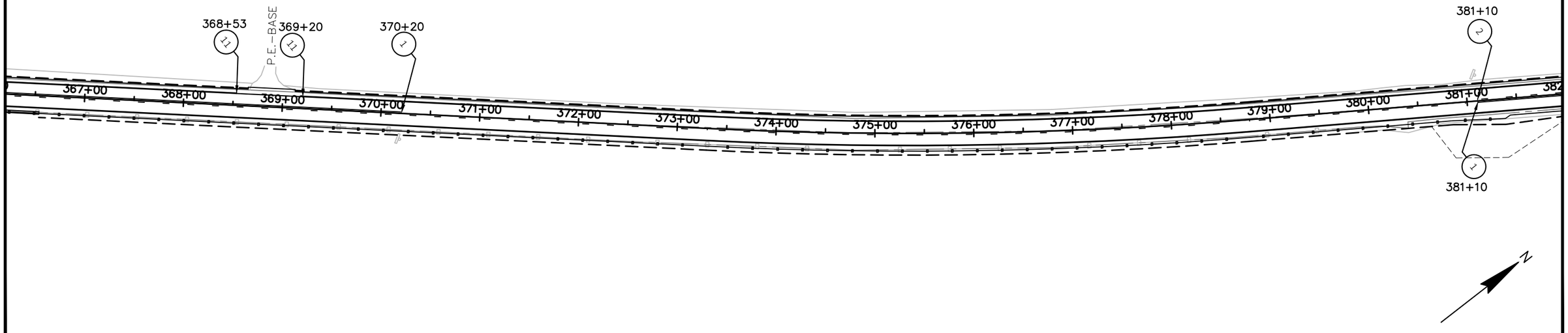
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

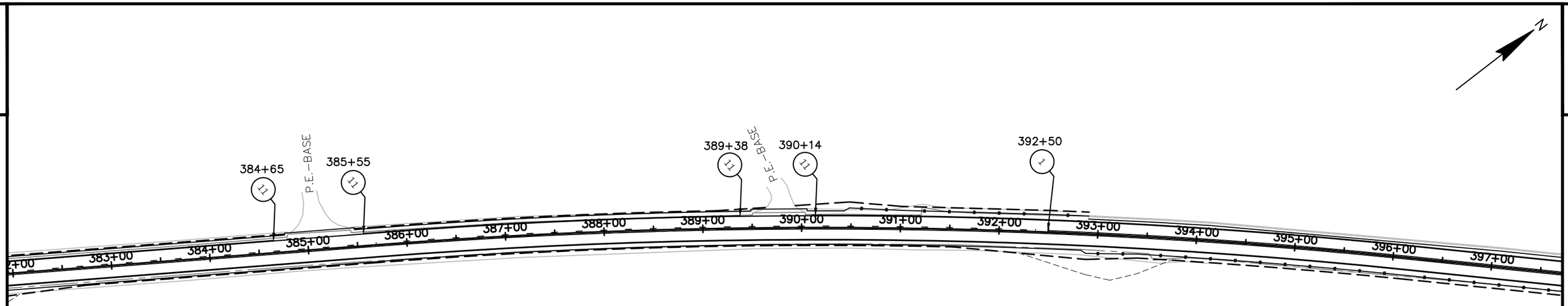
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 69	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

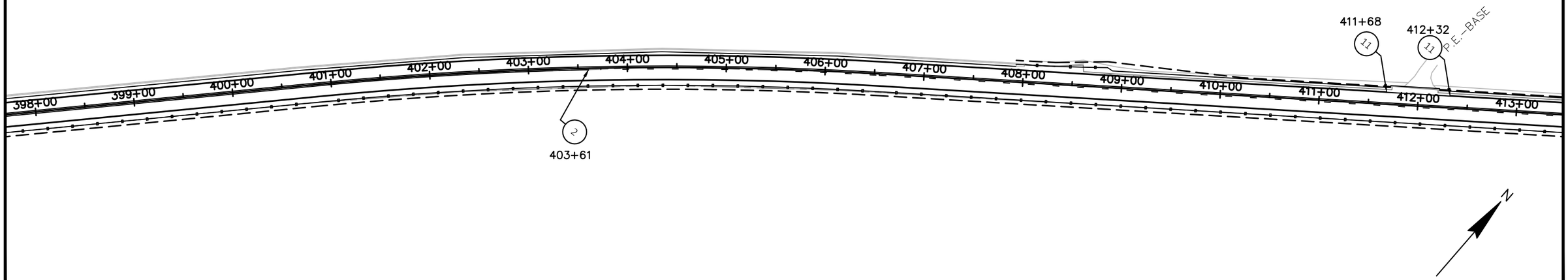
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

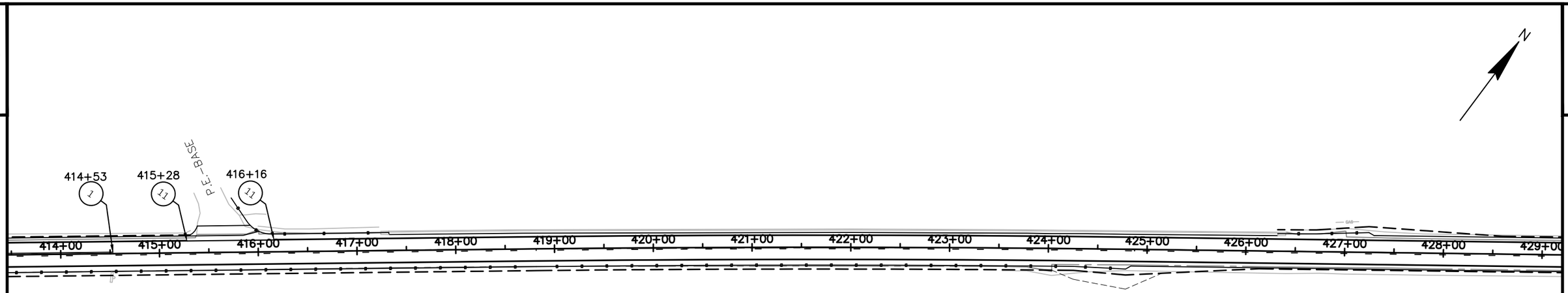
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 70	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

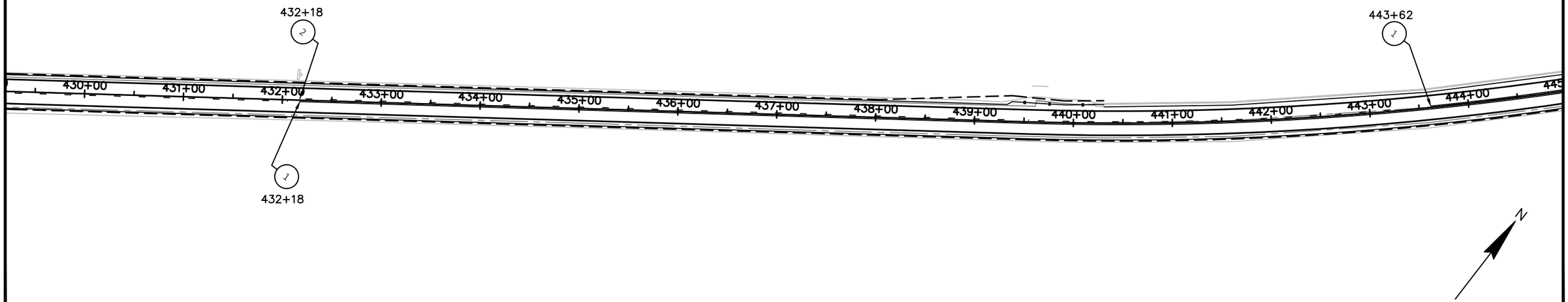
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

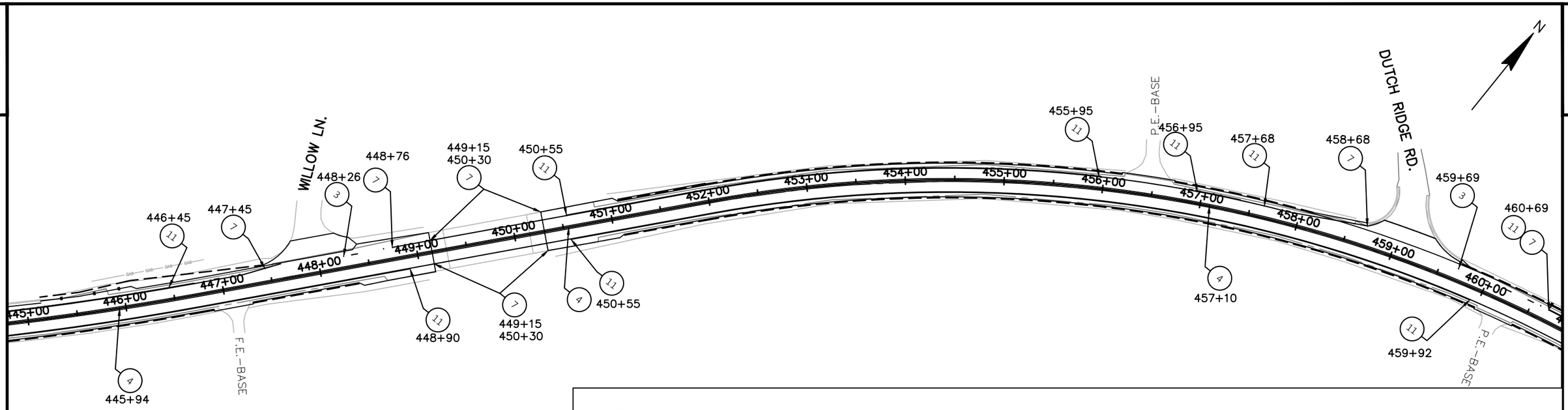
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

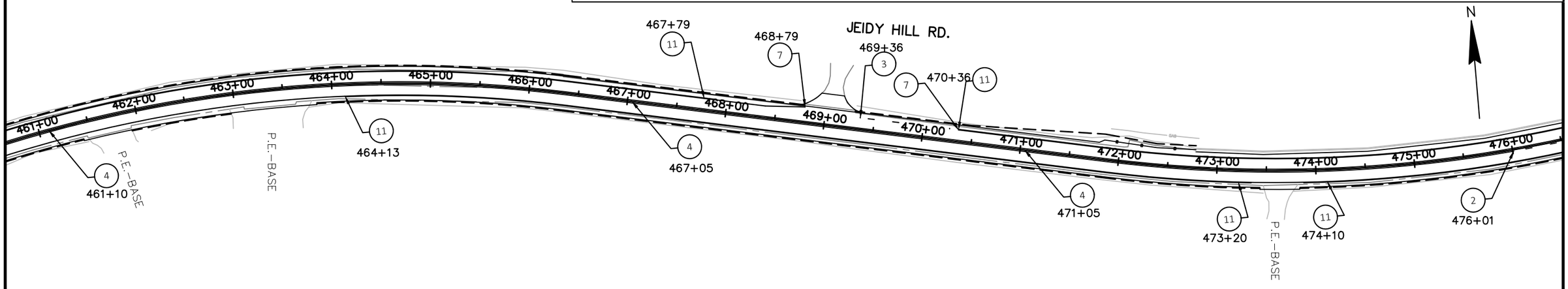
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

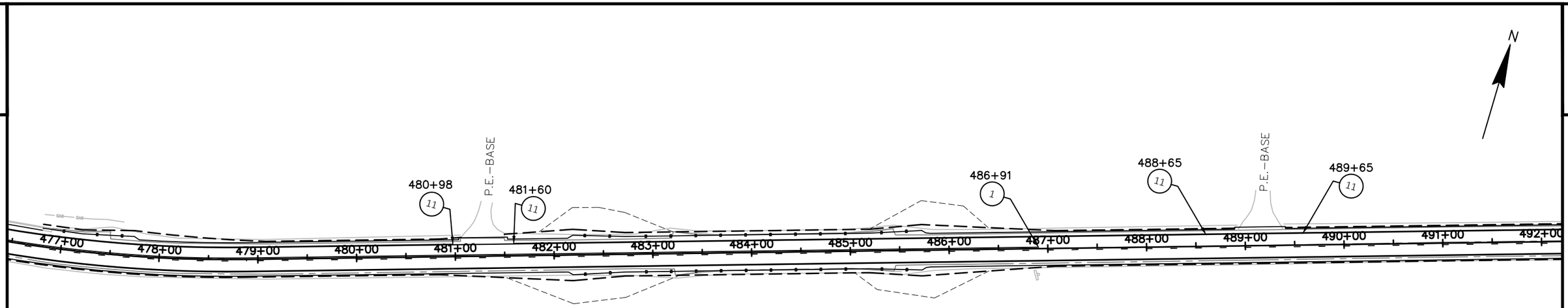
(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 72	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

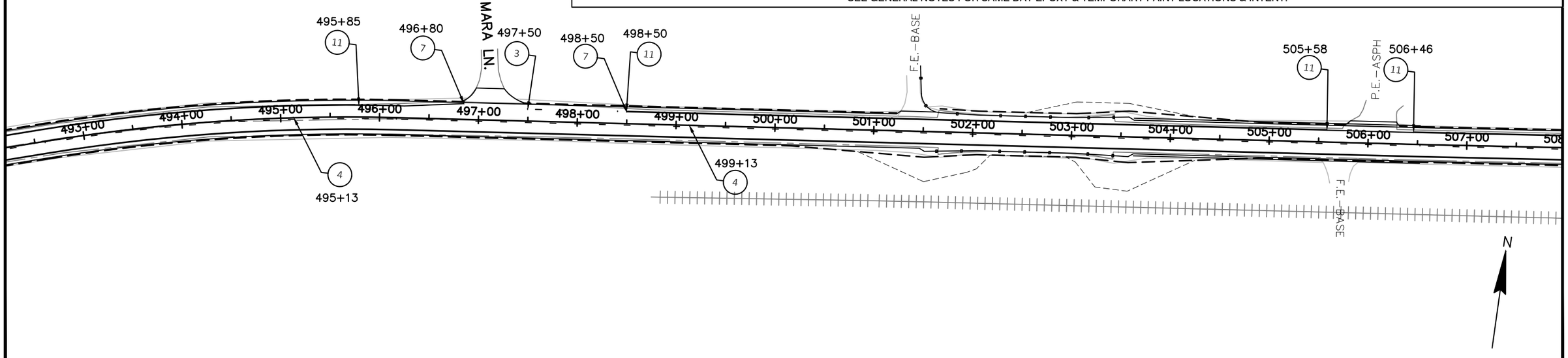
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

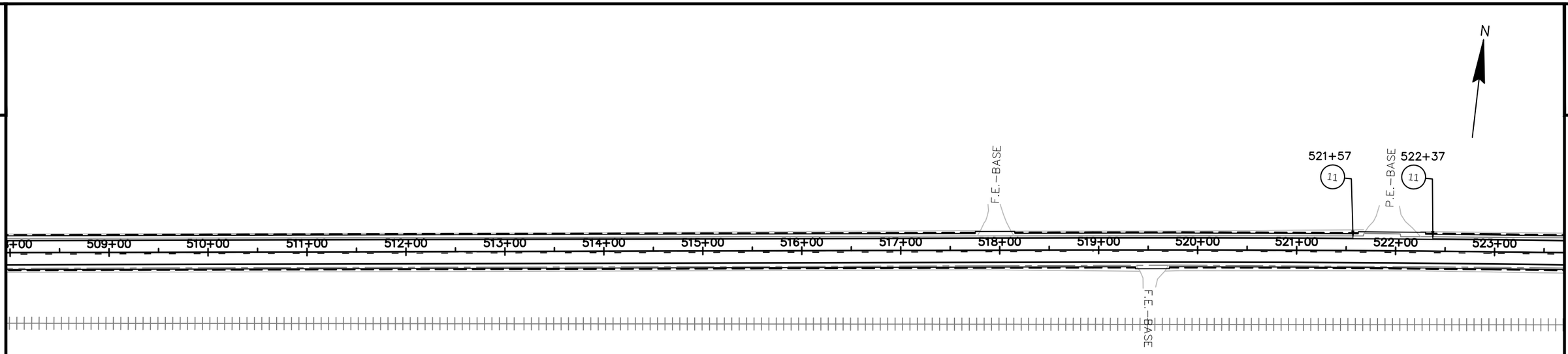
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 73	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

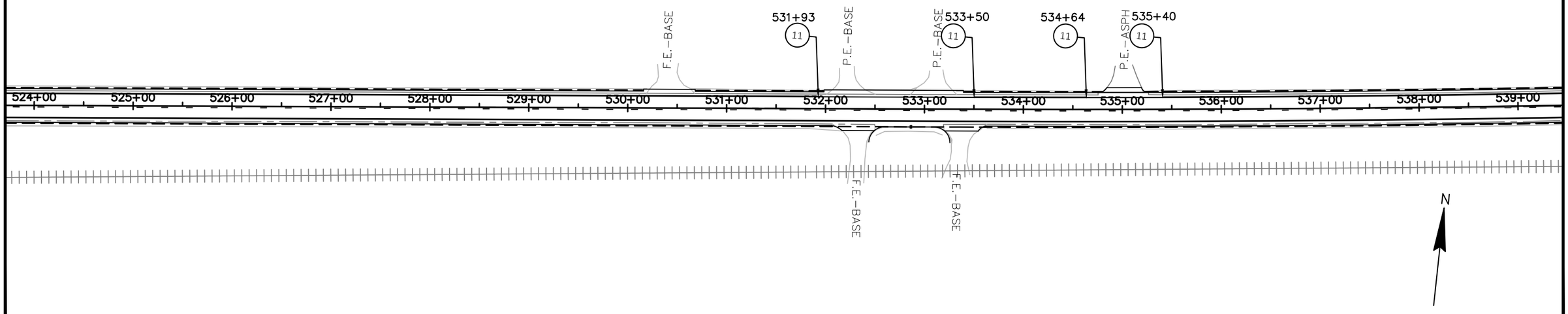
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

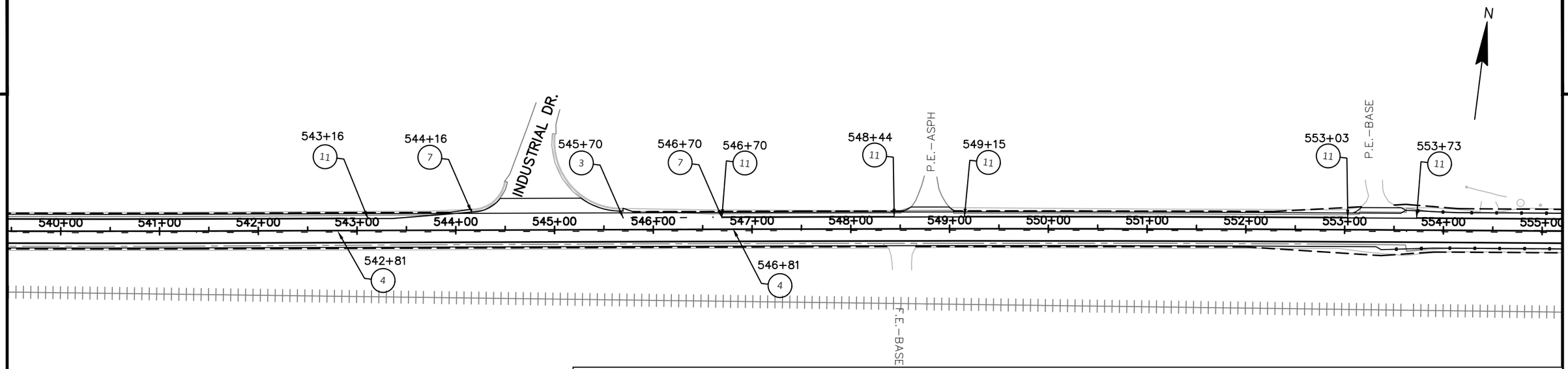
(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 74	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

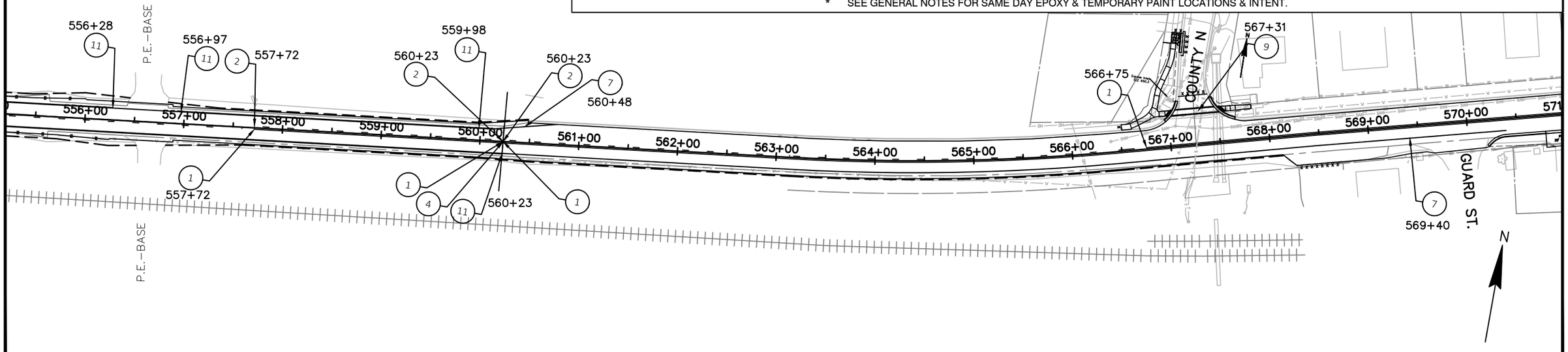
(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

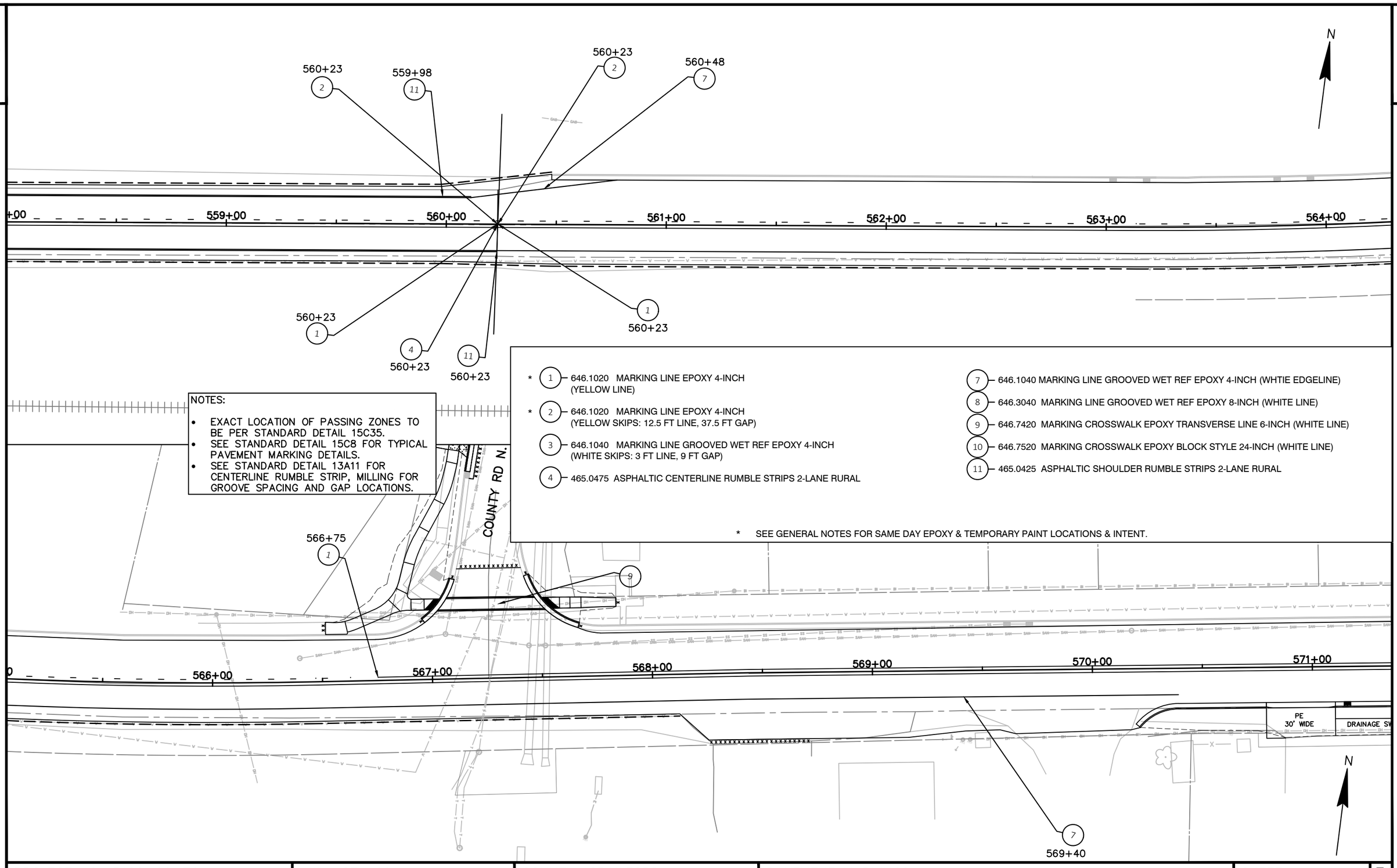
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

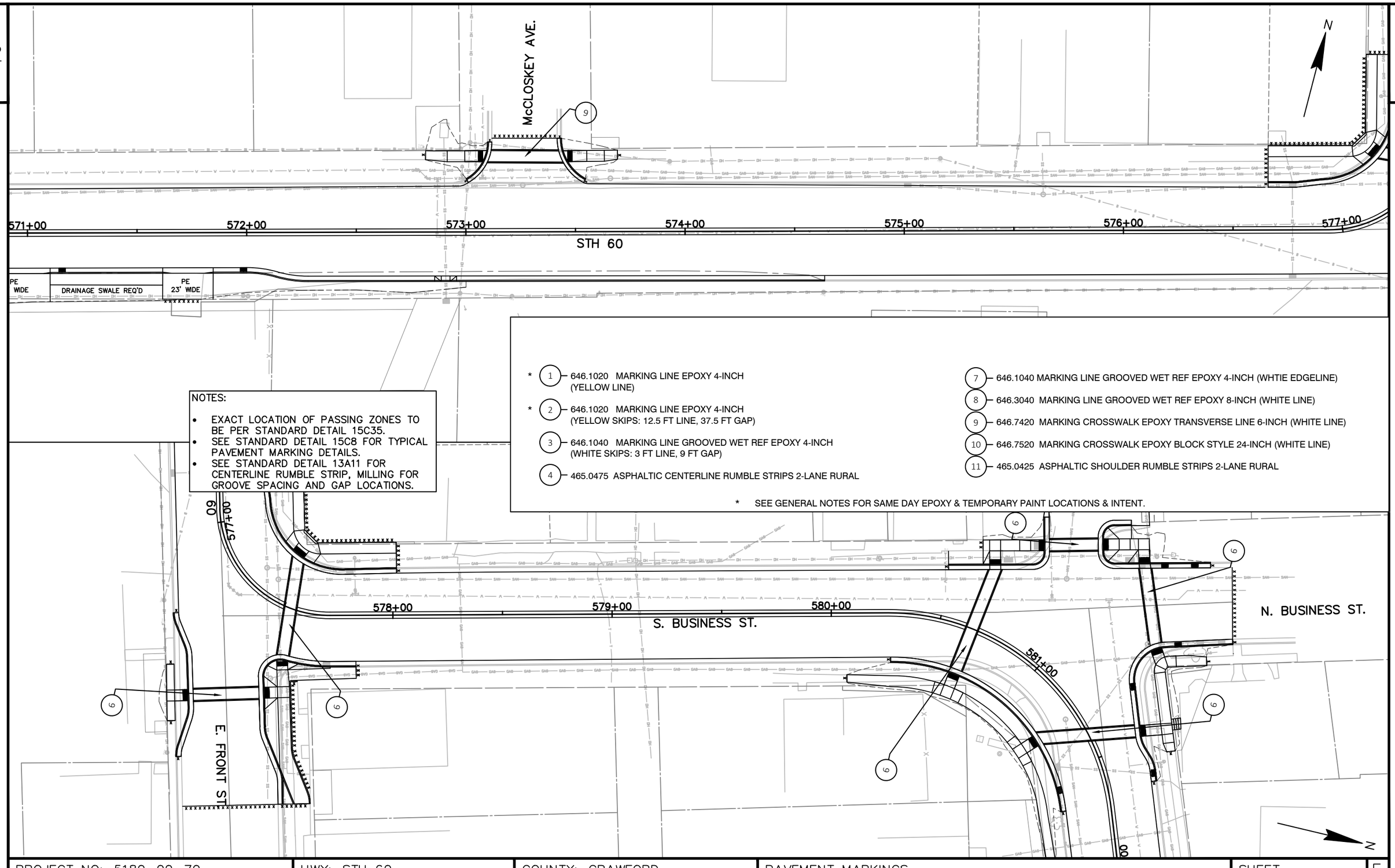
* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 75	E



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

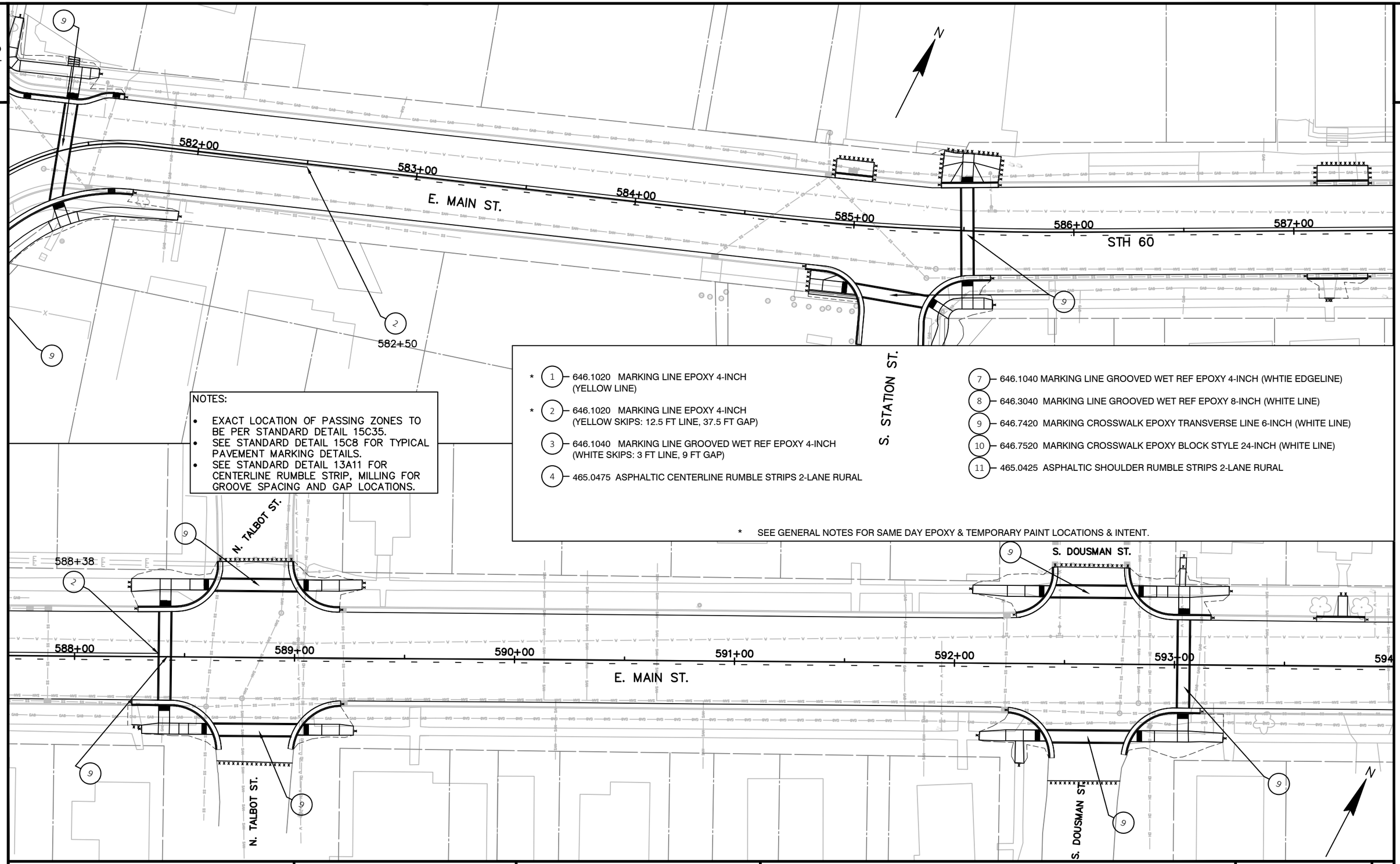
(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

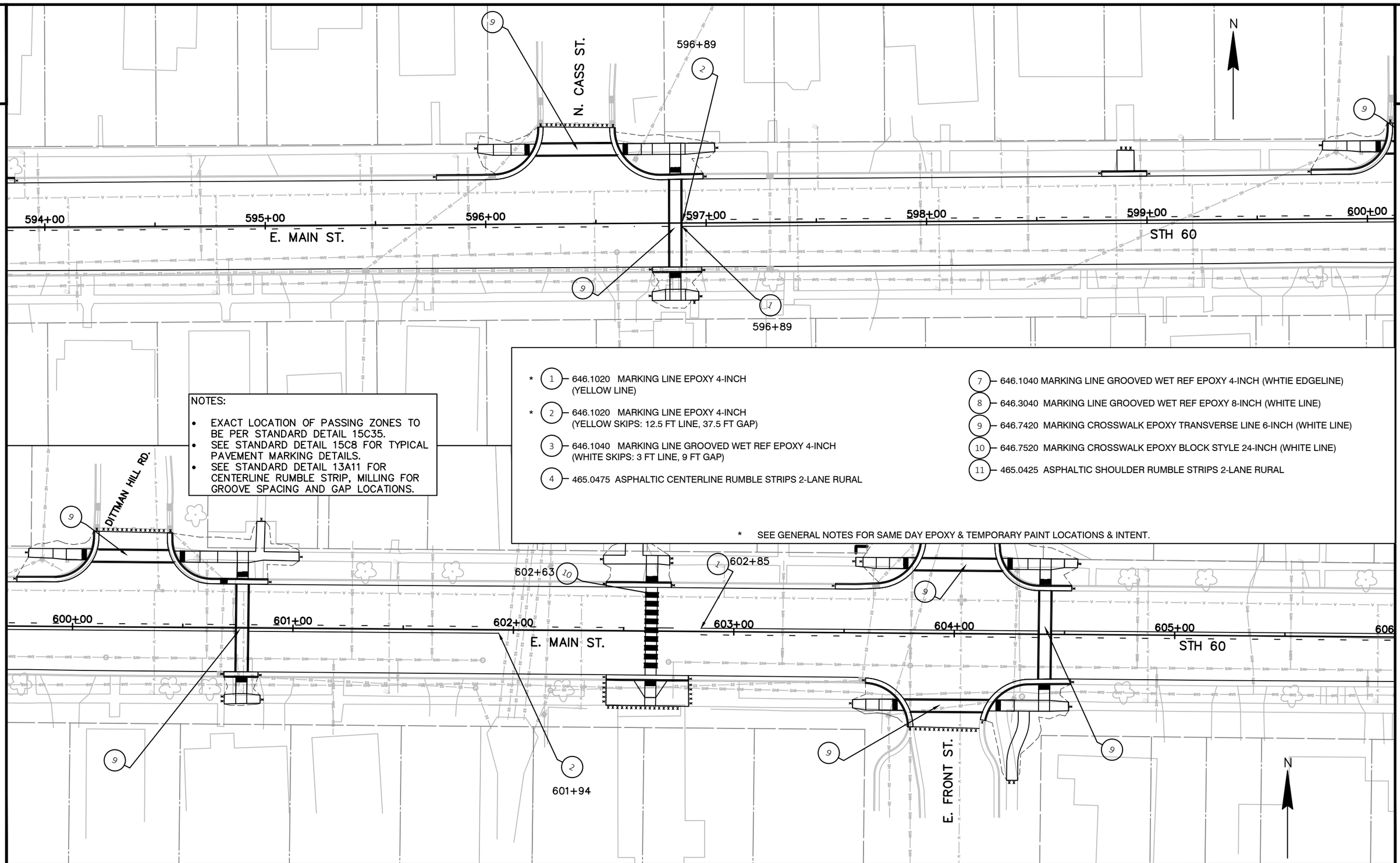
(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

* (1) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW LINE)

* (2) 646.1020 MARKING LINE EPOXY 4-INCH (YELLOW SKIPS: 12.5 FT LINE, 37.5 FT GAP)

(3) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE SKIPS: 3 FT LINE, 9 FT GAP)

(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

(8) 646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE LINE)

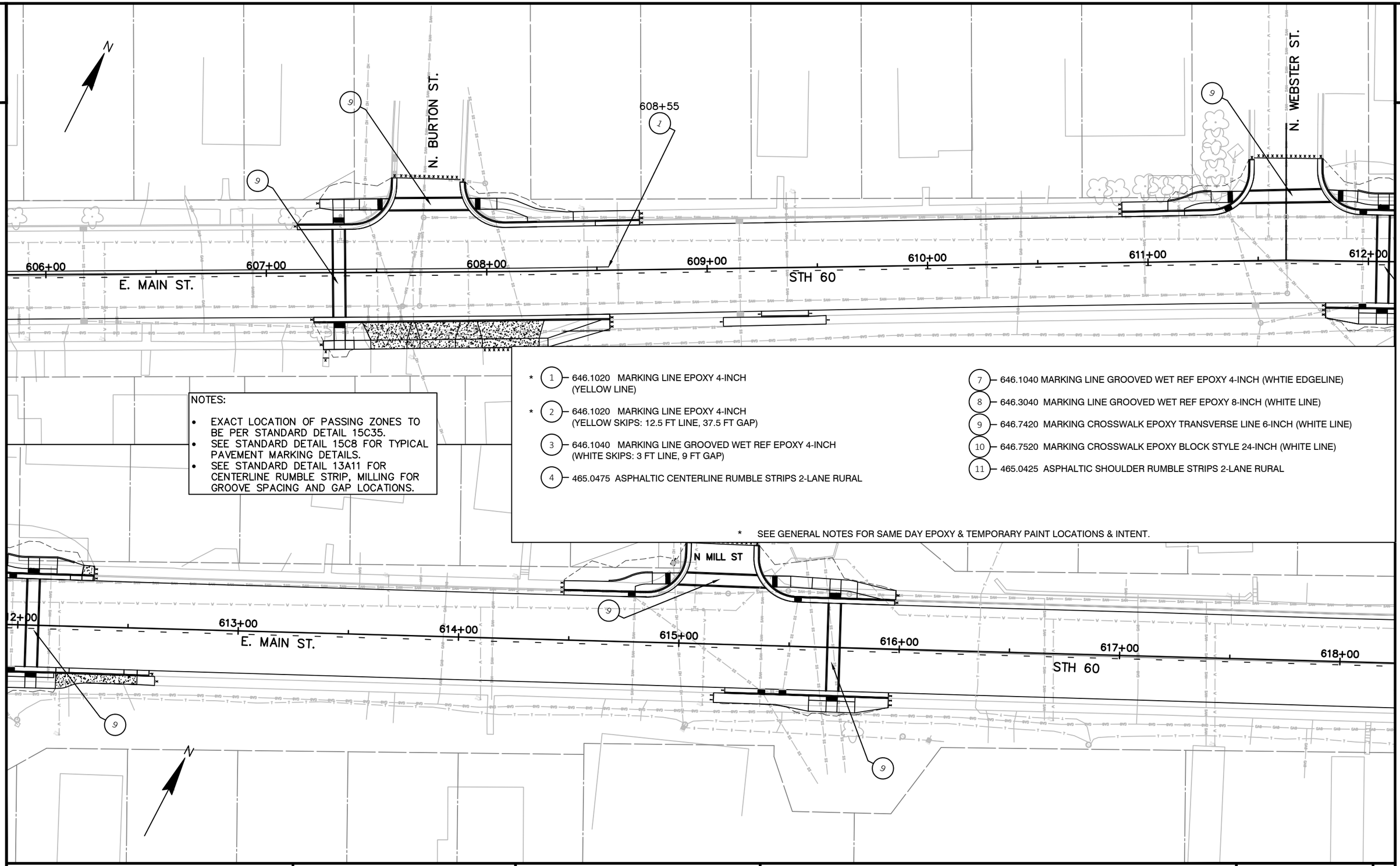
(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

(10) 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 79	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

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(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

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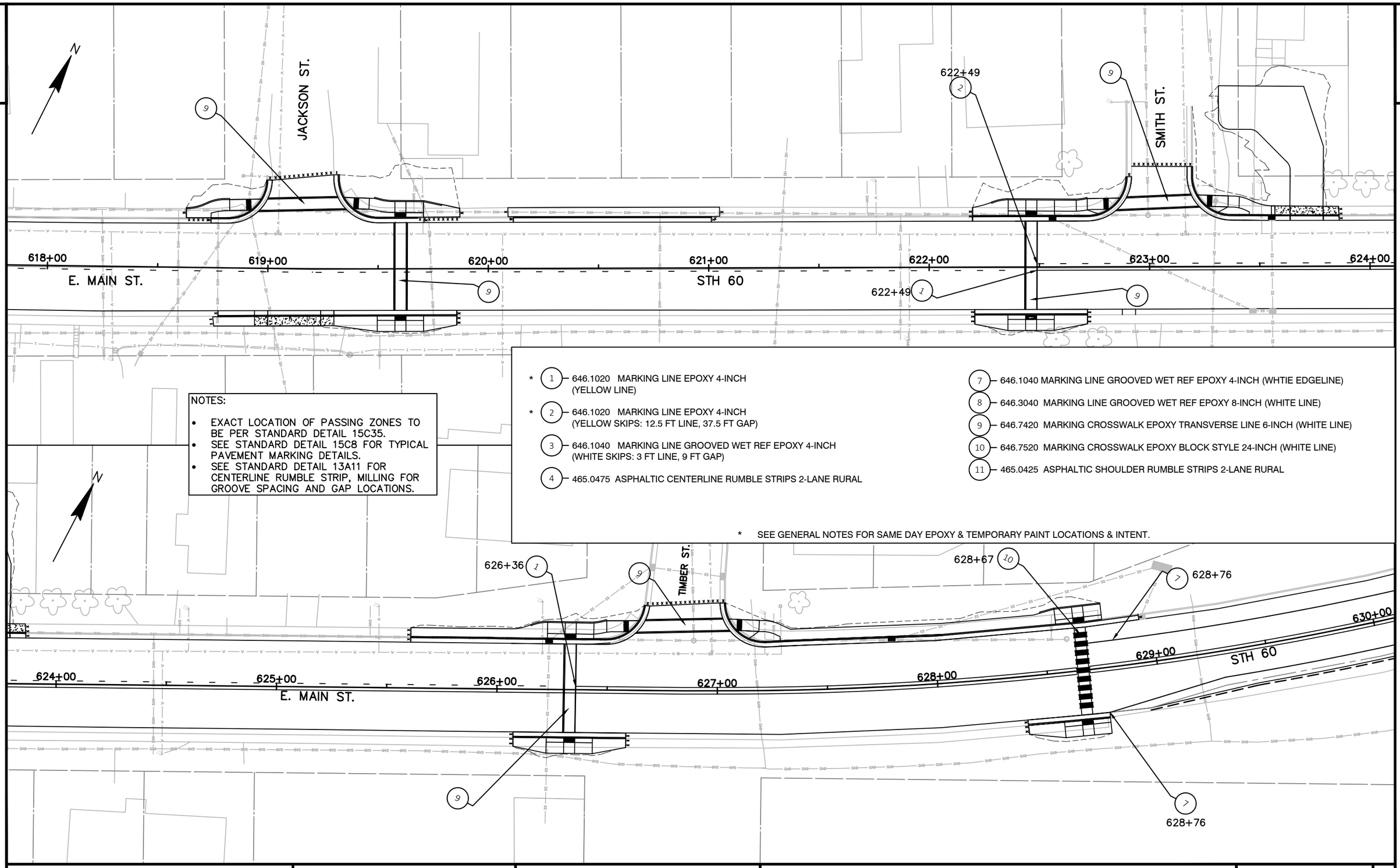
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(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET 80	E



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

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(9) 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE LINE)

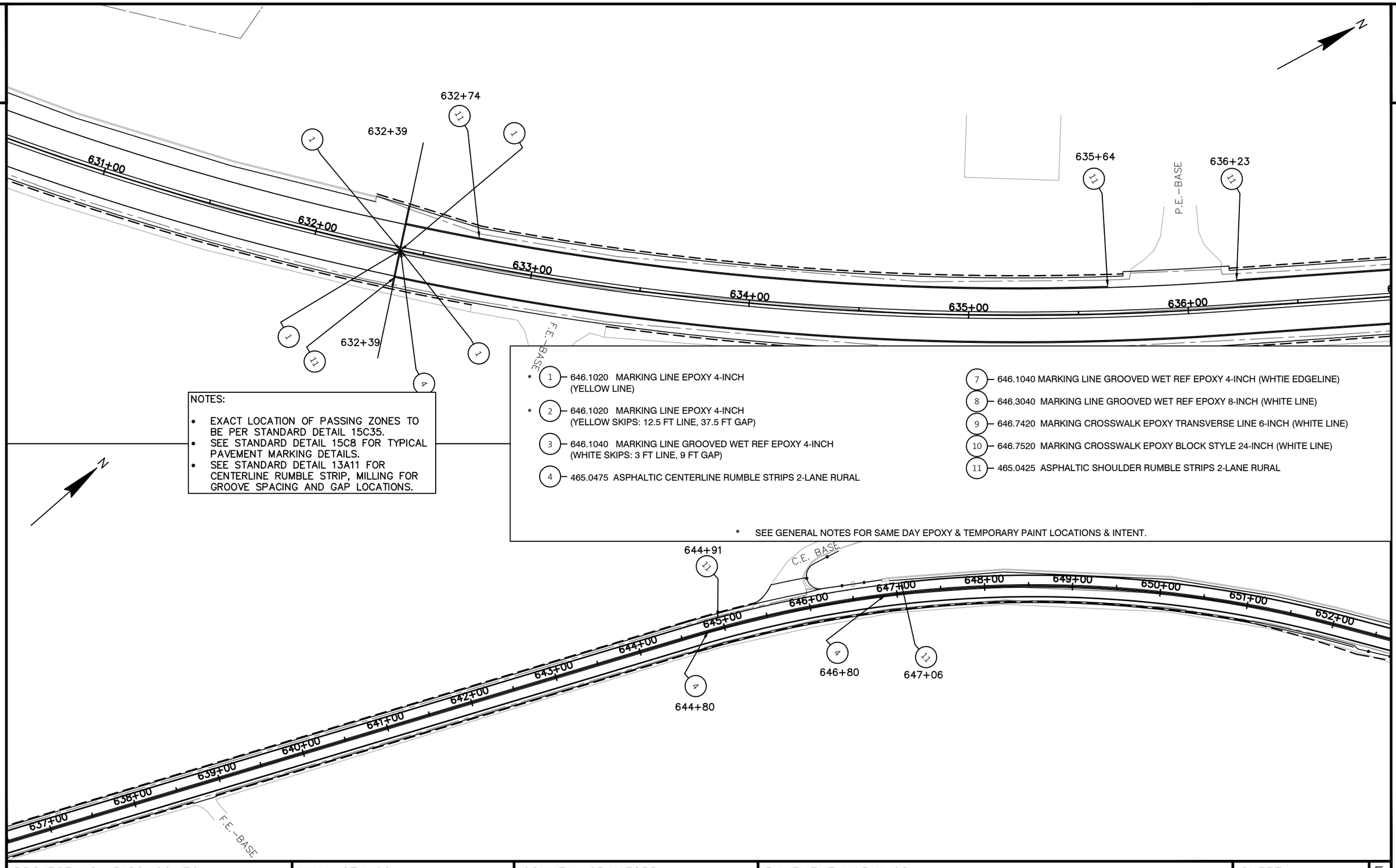
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(11) 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET	E

2



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
- SEE STANDARD DETAIL 13A11 FOR CENTERLINE RUMBLE STRIP, MILLING FOR GROOVE SPACING AND GAP LOCATIONS.

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(4) 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

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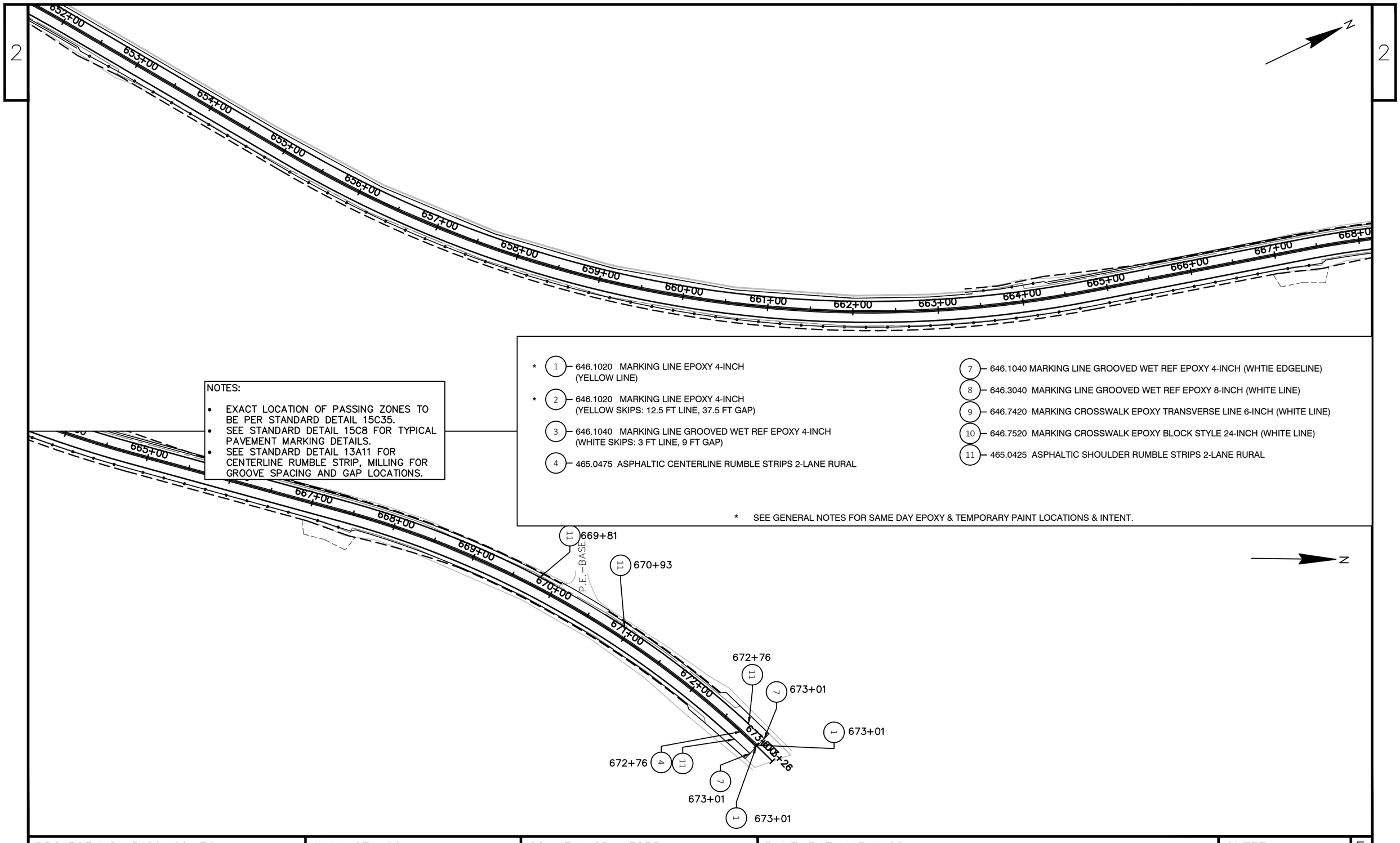
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* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.



NOTES:

- EXACT LOCATION OF PASSING ZONES TO BE PER STANDARD DETAIL 15C35.
- SEE STANDARD DETAIL 15C8 FOR TYPICAL PAVEMENT MARKING DETAILS.
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(4) — 465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

(7) — 646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHTIE EDGELINE)

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(10) — 646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE LINE)

(11) — 465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

* SEE GENERAL NOTES FOR SAME DAY EPOXY & TEMPORARY PAINT LOCATIONS & INTENT.

PROJECT NO: 5180—00—70	HWY: STH 60	COUNTY: CRAWFORD	PAVEMENT MARKINGS	SHEET	E

N

LEGEND

DETOUR ROUTE (STH 60)

ROAD CLOSED TO THROUGH TRAFFIC

GENERAL NOTES

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

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

ALL MO5 AND MO6 ARROW SIGNS AND "WO" SHALL BE THE SAME AS "M" AND "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ANY "STOP" SIGNS THAT ARE REMOVED FOR CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.

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

ALL M3 SERIES SIGNS (NORTH, EAST, SOUTH, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SI SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

SEE DETAIL SHEET 4 OF 5

SEE DETAIL SHEET 5 OF 5

SEE DETAIL SHEET 5 OF 5

SEE DETAIL SHEET 1 OF 5

SEE DETAIL SHEET 2 OF 5

SEE DETAIL SHEET 3 OF 5

DETOUR EAST 60 A — M4-8 24" x 12"

DETOUR WEST 60 B — M3-X 24" x 12"

M1-6 24" x 24"

DETOUR SIGN REQ'D ■

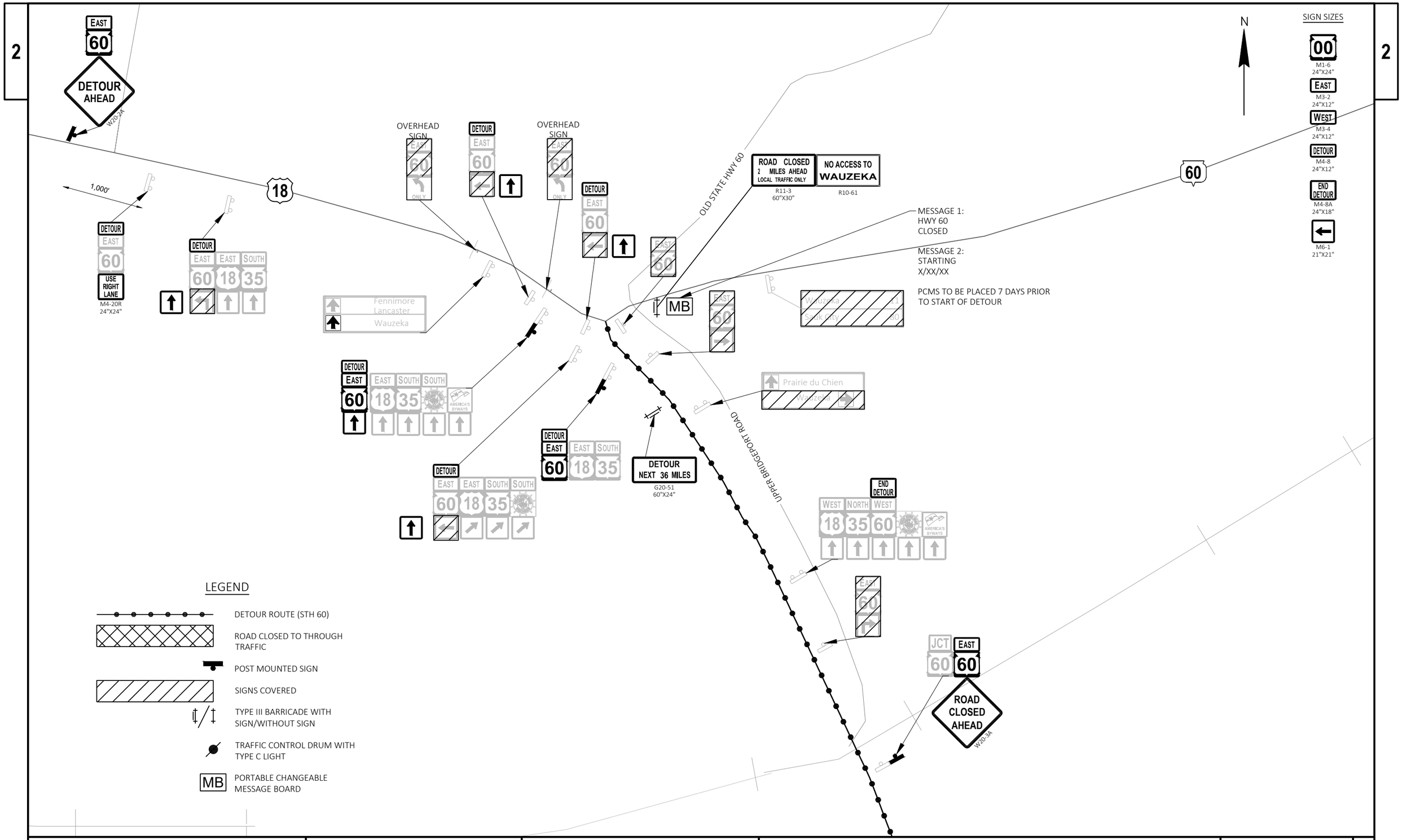
USH 18 & CTH C	(1A & 1B)
USH 18 & STH 133	(3A & 3B)
USH 18 & CTH K	(2A & 2B)
USH 61 & CTH T	(1A & 1B)
USH 61 & STH 133	(2A & 2B)
USH 61 & STH 133	(4A & 4B)

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	DETOUR ROUTE	SHEET 84 E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\DETOUR ROUTE\STH 60 DETOUR ROUTE - WISDOT TEMPLATE.DWG
LAYOUT NAME - Detour Route Overview

PLOT DATE : 6/30/2022 10:18 AM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN: 2 MI

WISDOT/CADDS SHEET 42



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	DETOUR PLAN DETAIL - SHEET 1 OF 5 (BRIDGEPORT)	SHEET 85	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\DETOUR ROUTE\STH 60 DETOUR ROUTE - WISDOT TEMPLATE.DWG
LAYOUT NAME - Detail Sheet 1
PLOT DATE : 6/30/2022 10:18 AM
PLOT BY : TYLER BUCHANAN
PLOT NAME :
PLOT SCALE : 1 IN:500 FT

2

2

N

SIGN SIZES

00 M1-6 24"X24"

EAST M3-2 24"X12"

WEST M3-4 24"X12"

DETOUR M4-8 24"X12"

END DETOUR M4-8A 24"X18"

M6-1 21"X21"

18

P

133

DETOUR WEST 60 — WEST NORTH 18 35

DETOUR WEST 60 — WEST NORTH 18 35

DETOUR WEST 60 — WEST NORTH 18 35

DETOUR EAST 60 — EAST SOUTH 18 35

DETOUR EAST 60 — EAST NORTH 18 133

DETOUR EAST 60 — EAST NORTH 18 133

LEGEND

- DETOUR ROUTE (STH 60)
- ROAD CLOSED TO THROUGH TRAFFIC
- POST MOUNTED SIGN
- SIGNS COVERED
- TYPE III BARRICADE WITH SIGN/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	DETOUR PLAN DETAIL - SHEET 2 OF 5 (PATCH GROVE)	SHEET 86	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\DETOUR ROUTE\STH 60 DETOUR ROUTE - WISDOT TEMPLATE.DWG
LAYOUT NAME - Detail Sheet 2

PLOT DATE : 6/30/2022 10:18 AM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

2

N

SIGN SIZES

00 M1-6 24"X24"

EAST M3-2 24"X12"

WEST M3-4 24"X12"

DETOUR M4-8 24"X12"

END DETOUR M4-8A 24"X18"

M6-1 21"X21"

M5-1L 21"X21"

JCT 18

DETOUR WEST 60 | EAST 18 | SOUTH 61 | WEST 18

61

DETOUR WEST 60 | WEST 18

DETOUR WEST 60 | EAST 18 | SOUTH 61 | WEST 18

DETOUR EAST 60 | NORTH 61

18

WEST 18 | NORTH 61

WEST 18 | NORTH 61

DETOUR EAST 60 | NORTH 61 | SOUTH 18 | SOUTH 61

DETOUR EAST 60 | NORTH 61 | SOUTH 18 | SOUTH 61

61

CITY OF FENNIMORE

LEGEND

- DETOUR ROUTE (STH 60)
- ROAD CLOSED TO THROUGH TRAFFIC
- POST MOUNTED SIGN
- SIGNS COVERED
- TYPE III BARRICADE WITH SIGN/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	DETOUR PLAN DETAIL - SHEET 3 OF 5 (FENNIMORE)	SHEET 87	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\DETOUR ROUTE\STH 60 DETOUR ROUTE - WISDOT TEMPLATE.DWG
LAYOUT NAME - Detail Sheet 3

PLOT DATE : 6/30/2022 10:18 AM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42

2

N

SIGN SIZES

00 M1-6 24"X24"

EAST M3-2 24"X12"

WEST M3-4 24"X12"

DETOUR M4-8 24"X12"

END DETOUR M4-8A 24"X18"

M6-1 21"X21"

M5-1L 21"X21"

WEST 60 DETOUR AHEAD W20-2A

60

1,000'

DETOUR SOUTH 61 WEST 60

DETOUR SOUTH WEST 61 60

WEST NORTH EAST 60 61 60

NO ACCESS TO WAUZEKA R10-61

ROAD CLOSED 8 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

Wauzeka

Boscobel

NORTH EAST 61 60

MESSAGE 1: HWY 60 CLOSED

MESSAGE 2: STARTING X/XX/XX

PCMS TO BE PLACED 7 DAYS PRIOR TO START OF DETOUR

E

MB

WEST NORTH EAST 60 61 60

60

WEST 60

DETOUR WEST 60 SOUTH 61

NO ACCESS TO WAUZEKA R10-61

ROAD CLOSED 8 MILES AHEAD LOCAL TRAFFIC ONLY R11-3 60"X30"

60

DETOUR WEST 60 NORTH 61 EAST 60 SOUTH 61

END DETOUR

WEST NORTH EAST 60 61 60

DETOUR WEST 60 SOUTH 61

DETOUR NEXT 36 MILES G20-51 60"X24"

WEST 60 ROAD CLOSED AHEAD W20-3A

61

CITY OF BOSCOBEL

LEGEND

- DETOUR ROUTE (STH 60)
- ROAD CLOSED TO THROUGH TRAFFIC
- POST MOUNTED SIGN
- SIGNS COVERED
- TYPE III BARRICADE WITH SIGN/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- MB PORTABLE CHANGEABLE MESSAGE BOARD

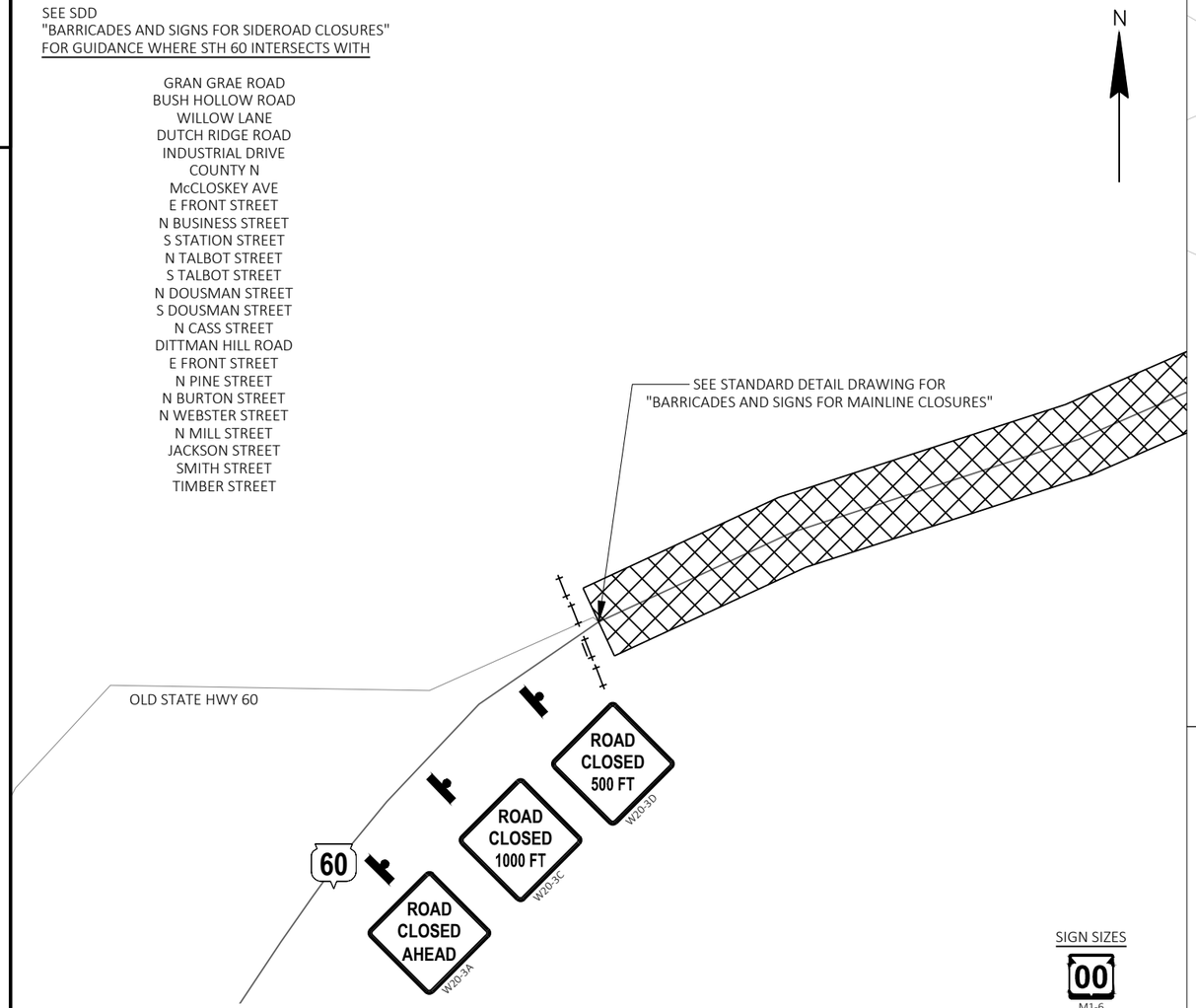
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	DETOUR PLAN DETAIL - SHEET 4 OF 5 (BOSCOBEL)	SHEET 88	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\DETOUR ROUTE\STH 60 DETOUR ROUTE - WISDOT TEMPLATE.DWG
LAYOUT NAME - Detail Sheet 4
PLOT DATE : 6/30/2022 10:18 AM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

2

SEE SDD
"BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
FOR GUIDANCE WHERE STH 60 INTERSECTS WITH

GRAN GRAE ROAD
BUSH HOLLOW ROAD
WILLOW LANE
DUTCH RIDGE ROAD
INDUSTRIAL DRIVE
COUNTY N
McCLOSKEY AVE
E FRONT STREET
N BUSINESS STREET
S STATION STREET
N TALBOT STREET
S TALBOT STREET
N DOUSMAN STREET
S DOUSMAN STREET
N CASS STREET
DITTMAN HILL ROAD
E FRONT STREET
N PINE STREET
N BURTON STREET
N WEBSTER STREET
N MILL STREET
JACKSON STREET
SMITH STREET
TIMBER STREET

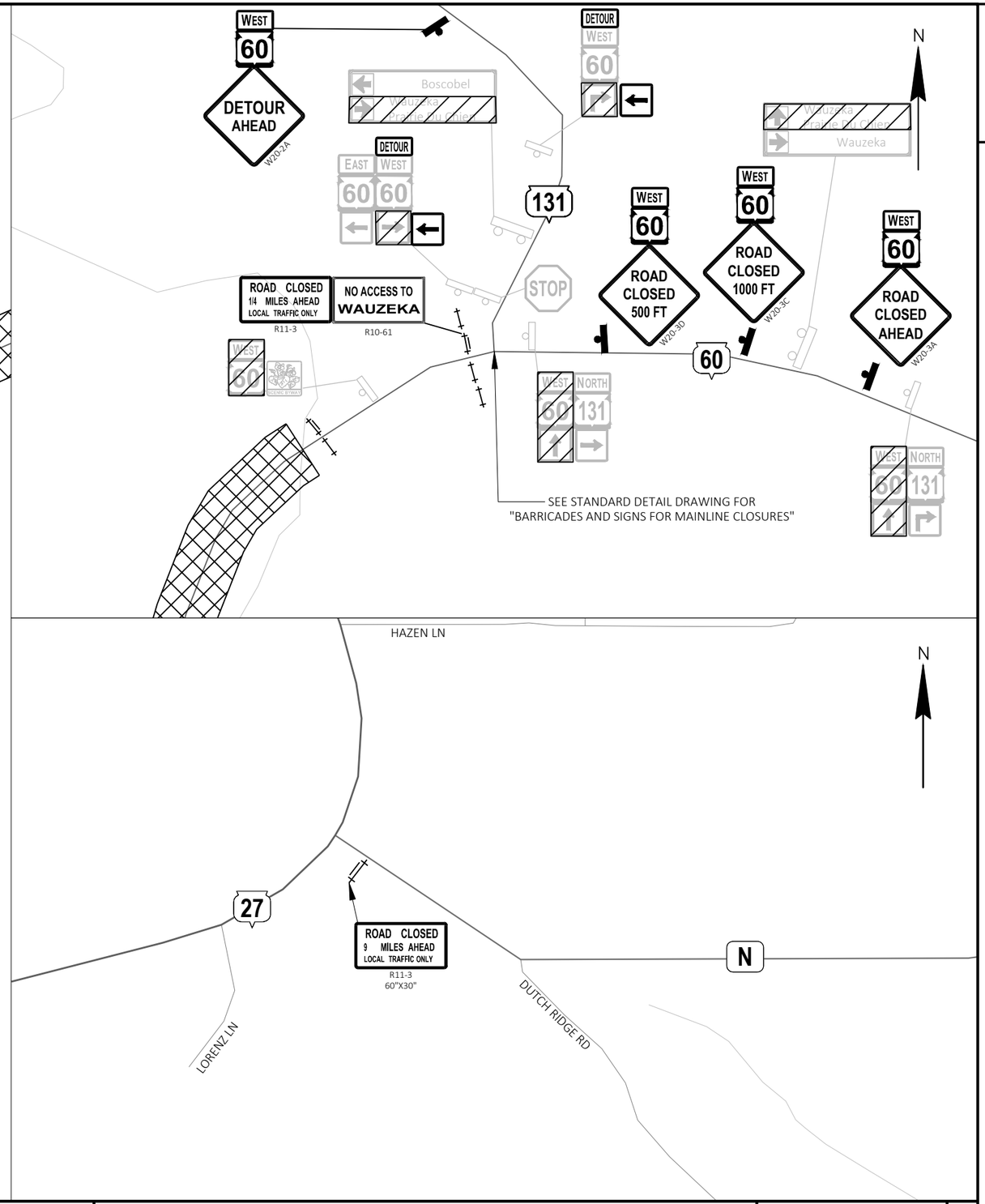


LEGEND

- DETOUR ROUTE (STH 60)
- ROAD CLOSED TO THROUGH TRAFFIC
- POST MOUNTED SIGN
- SIGNS COVERED
- TYPE III BARRICADE WITH SIGN/WITHOUT SIGN
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD

SIGN SIZES

- 00 — M1-6 24"X24"
- EAST — M3-2 24"X12"
- WEST — M3-4 24"X12"
- DETOUR — M4-8 24"X12"
- END DETOUR — M4-8A 24"X18"
- M6-1 21"X21"
- M5-1L 21"X21"



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	DETOUR PLAN DETAIL - SHEET 5 OF 5	SHEET 89	E

2

S DOUSMAN ST

N CASS ST

DITTMAN HILL RD

+00 592+00 593+00 594+00 595+00 596+00 597+00 598+00 599+00 600+00 601+00 602+00 603+00

S DOUSMAN ST

N PINE ST

N BURTON ST

N WEBSTER ST

N MILL ST

604+00 605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00 615+00 616

LEGEND

WORK ZONE

TYPE III BARRICADE WITH SIGN/WITHOUT SIGN

ROAD CLOSED
R11-2

ROAD CLOSED AHEAD SIGN (48"X30") FOR BARRICADES WITH SIGNS

NOTE:
SEE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR MORE INFORMATION

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	TRAFFIC CONTROL FOR STAGE 1 UTILITIES	SHEET 90 E

2



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	TRAFFIC CONTROL FOR STAGE 2 UTILITIES	SHEET 91	E

2

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PARALLEL REQ'D

CLOSE PARKING
LANE ONLY

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PARALLEL REQ'D

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PERPENDICULAR REQ'D

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PARALLEL REQ'D

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PERPENDICULAR REQ'D

COUNTY N

McCLOSKEY AVE

E FRONT ST

STAGE 1A

STAGE 1B

566+00 567+00 568+00 569+00 570+00 571+00 572+00 573+00 574+00 575+00 576+00 577+00 578+00 579+00 580+00 581+00 582+00 583+00 584+00

LEGEND

CURB RAMP/SIDEWALK RECONSTRUCTION

SIDEWALKS AND CROSSWALKS OPEN TO PEDESTRIANS

TEMPORARY PEDESTRIAN BARRICADE

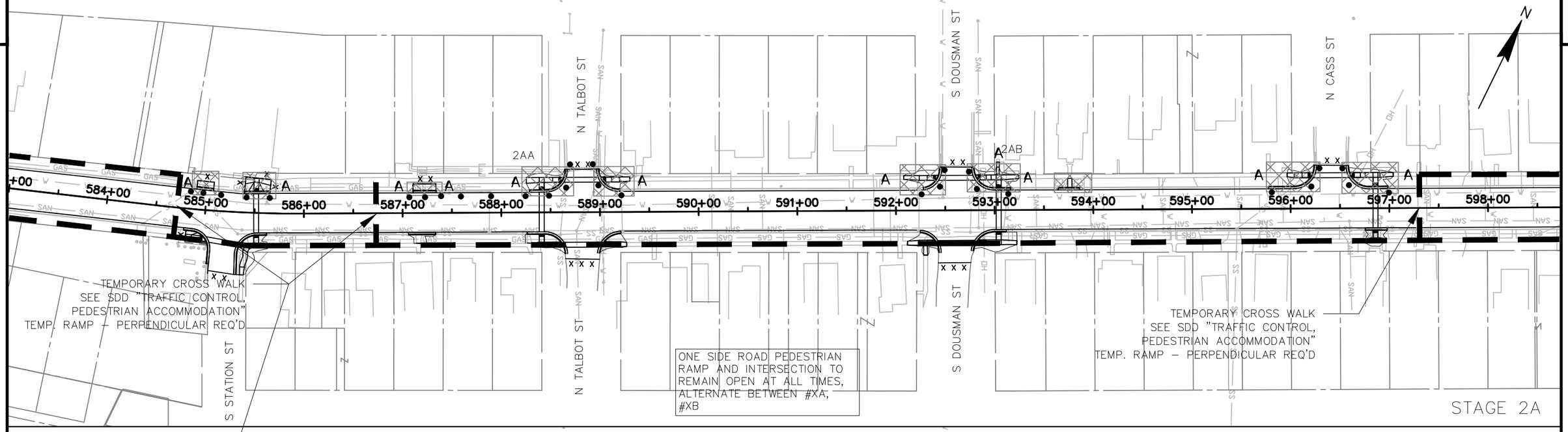
TRAFFIC CONTROL DRUM WITH LIGHT/WITHOUT LIGHT

A TRAFFIC CONTROL BARRICADE TYPE II WITH A SIDEWALK CLOSED SIGN (R9-9)

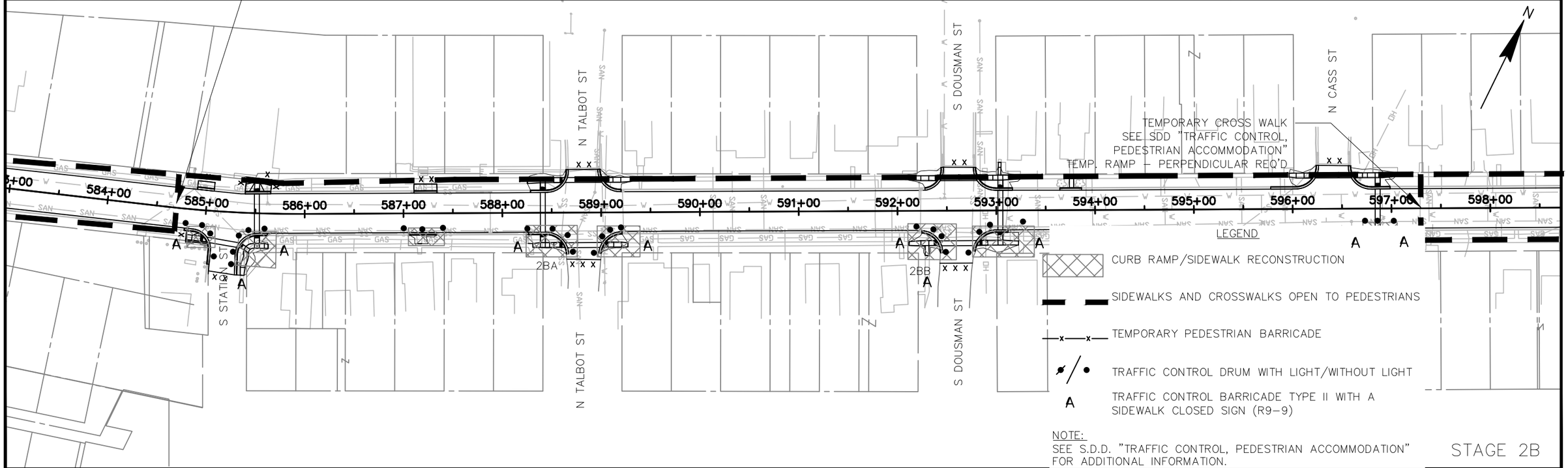
NOTE:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
FOR ADDITIONAL INFORMATION.

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	DETOUR PLAN – PEDESTRIAN DETAILS STAGE 1A / 1B	SHEET 92	E

2



STAGE 2A



NOTE:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

STAGE 2B

PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	DETOUR PLAN – PEDESTRIAN DETAILS STAGE 2A / 2B	SHEET 93	E

DITTMAN HILL RD

N PINE ST

N BURTON ST

N WEBSTER ST

E FRONT ST

599+00 600+00 601+00 602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00

3AA

3AB

ONE SIDE ROAD PEDESTRIAN RAMP AND INTERSECTION TO REMAIN OPEN AT ALL TIMES, ALTERNATE BETWEEN #XA, #XB

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PERPENDICULAR REQ'D

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PERPENDICULAR REQ'D

LEGEND

CURB RAMP/SIDEWALK RECONSTRUCTION

SIDEWALKS AND CROSSWALKS OPEN TO PEDESTRIANS

TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL DRUM WITH LIGHT/WITHOUT LIGHT

A TRAFFIC CONTROL BARRICADE TYPE II WITH A SIDEWALK CLOSED SIGN (R9–9)

NOTE:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

STAGE 3A

DITTMAN HILL RD

N PINE ST

N BURTON ST

N WEBSTER ST

E FRONT ST

599+00 600+00 601+00 602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00

3BA

3BB

STAGE 3B

PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	DETOUR PLAN – PEDESTRIAN DETAILS STAGE 3A / 3B	SHEET 94 E

2

N MILL ST

JACKSON ST

SMITH ST

TIMBER ST

4AA

4AB

615+00 616+00 617+00 618+00 619+00 620+00 621+00 622+00 623+00 624+00 625+00 626+00 627+00 628+00 629+00

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PERPENDICULAR REQ'D

ONE SIDE ROAD PEDESTRIAN
RAMP AND INTERSECTION TO
REMAIN OPEN AT ALL TIMES,
ALTERNATE BETWEEN #XA,
#XB

TEMPORARY CROSS WALK
SEE SDD "TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION"
TEMP. RAMP – PERPENDICULAR REQ'D

STAGE 4A

STAGE 4B

LEGEND

CURB RAMP/SIDEWALK RECONSTRUCTION

SIDEWALKS AND CROSSWALKS OPEN TO PEDESTRIANS

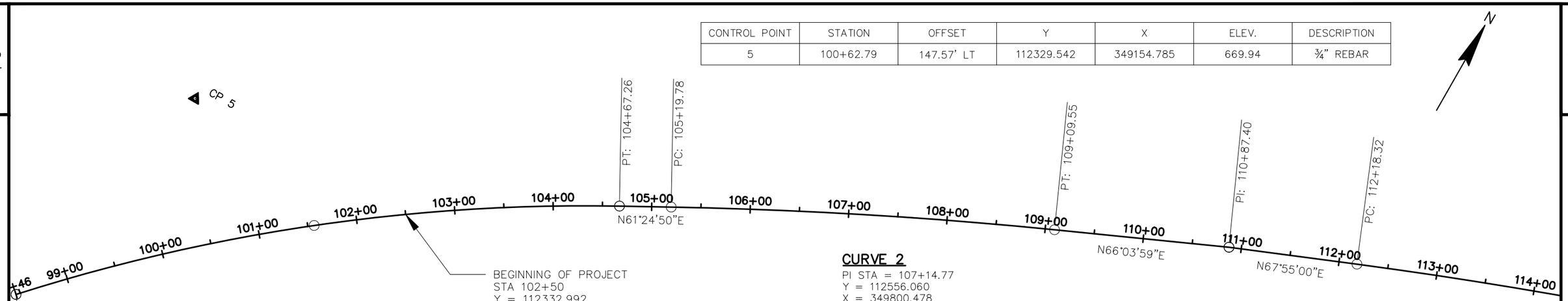
TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC CONTROL DRUM WITH LIGHT/WITHOUT LIGHT

A TRAFFIC CONTROL BARRICADE TYPE II WITH A SIDEWALK CLOSED SIGN (R9-9)

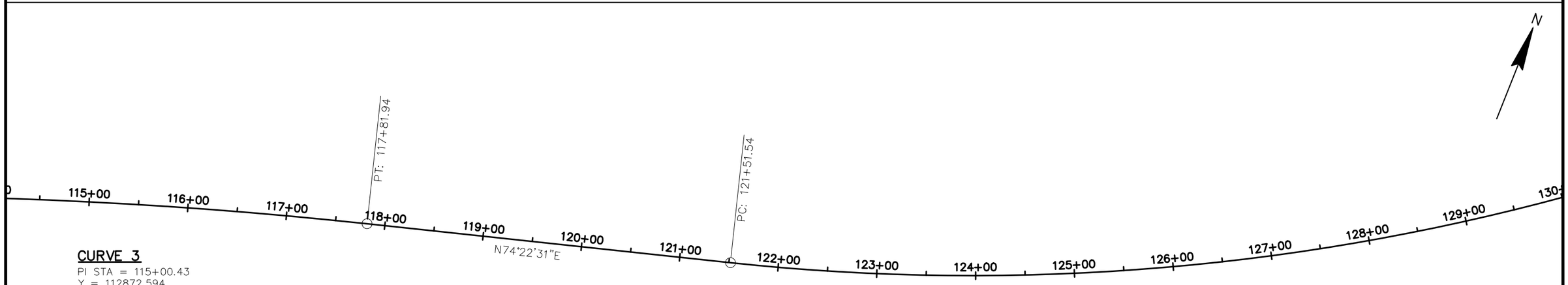
NOTE:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
5	100+62.79	147.57' LT	112329.542	349154.785	669.94	¾" REBAR



CURVE 1
PI STA = 101+59.27
Y = 112297.578
X = 349307.760
PC STA = 98+45.67
PT STA = 104+67.26
R = 1896.83'
D = 3°01'14"
Δ = 18°46'33"
L = 621.59'
T = 313.60'

CURVE 2
PI STA = 107+14.77
Y = 112556.060
X = 349800.478
PC STA = 105+19.78
PT STA = 109+09.55
R = 4800.00'
D = 1°11'37"
Δ = 4°39'09"
L = 389.77'
T = 194.99'

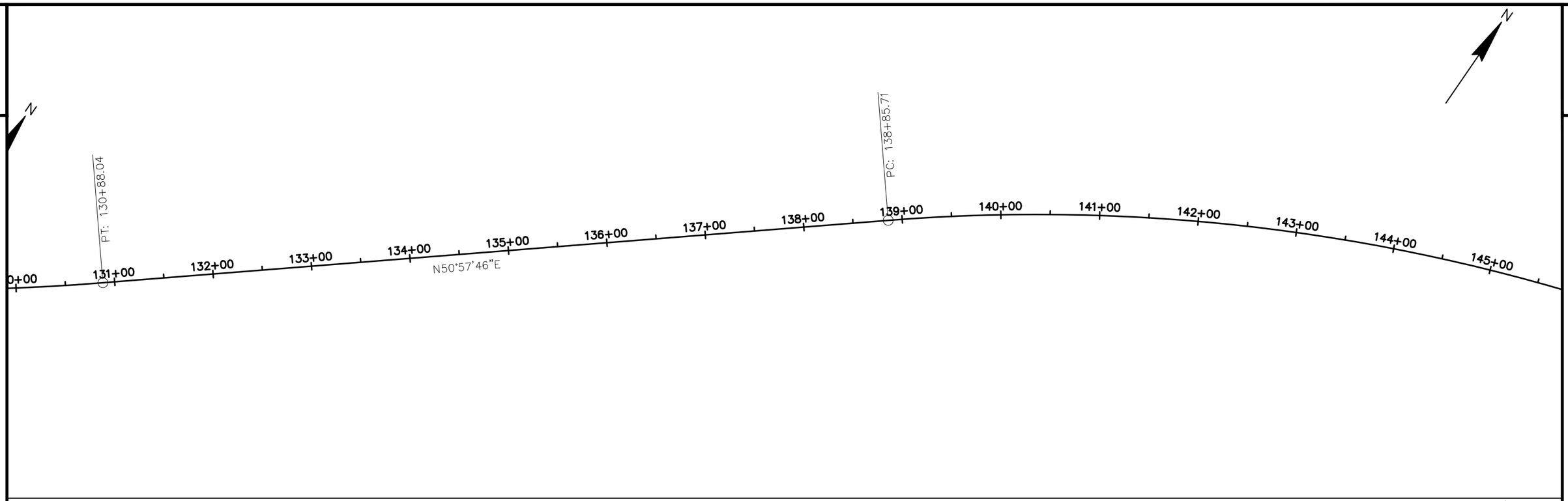


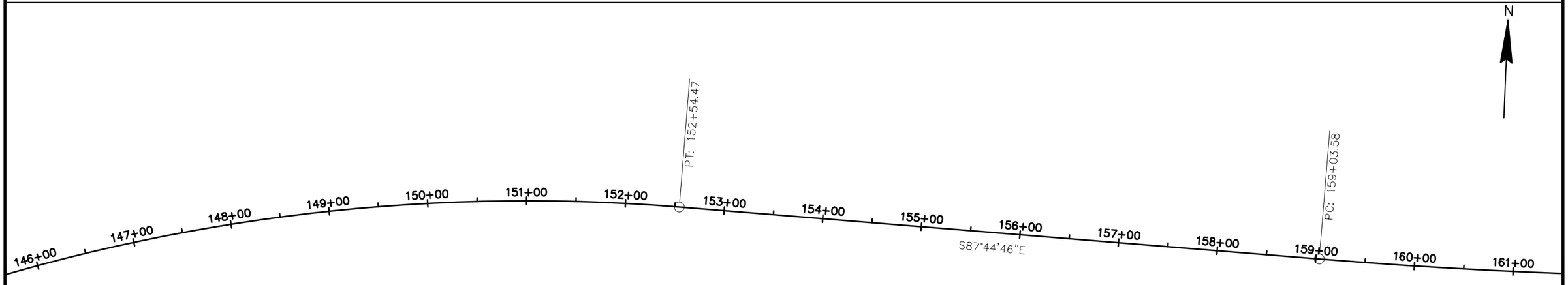
CURVE 3
PI STA = 115+00.43
Y = 112872.594
X = 350523.992
PC STA = 112+18.32
PT STA = 117+81.94
R = 5000.00'
D = 1°08'45"
Δ = 6°27'31"
L = 563.62'
T = 282.11'

CURVE 4
PI STA = 126+26.42
Y = 113176.024
X = 351608.948
PC STA = 121+51.54
PT STA = 130+88.04
R = 2291.83'
D = 2°30'00"
Δ = 23°24'45"
L = 936.50'
T = 474.87'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 96	E

2





CURVE 5

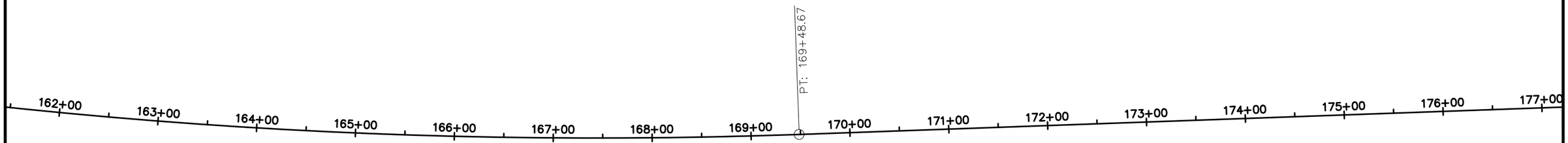
PI STA = 146+01.33
Y = 114428.217
X = 353153.232
PC STA = 138+85.71
PT STA = 152+54.47
R = 1899.31'
D = 3°01'00"
Δ = 41°17'27"
L = 1368.76'
T = 715.62'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 97	E

2

2

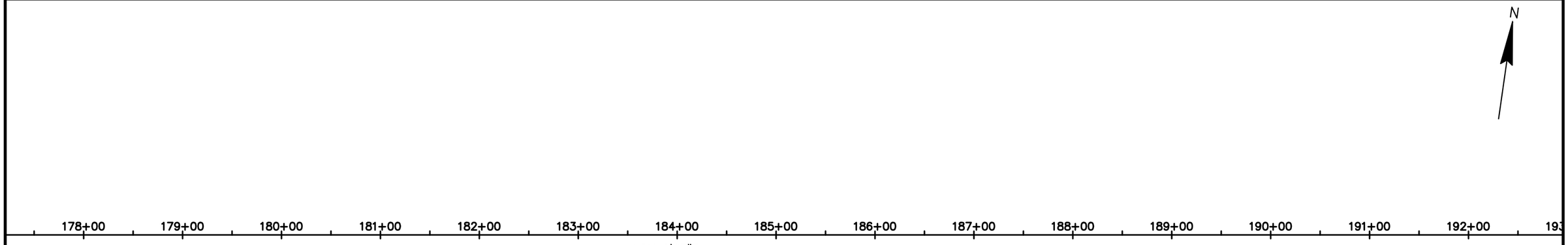
N



CURVE 6

PI STA = 164+27.58
Y = 114353.939
X = 335040.504
PC STA = 159+03.58
PT STA = 169+48.67
R = 5729.00'
D = 1°00'00"
Δ = 10°27'07"
L = 1045.08'
T = 524.00'

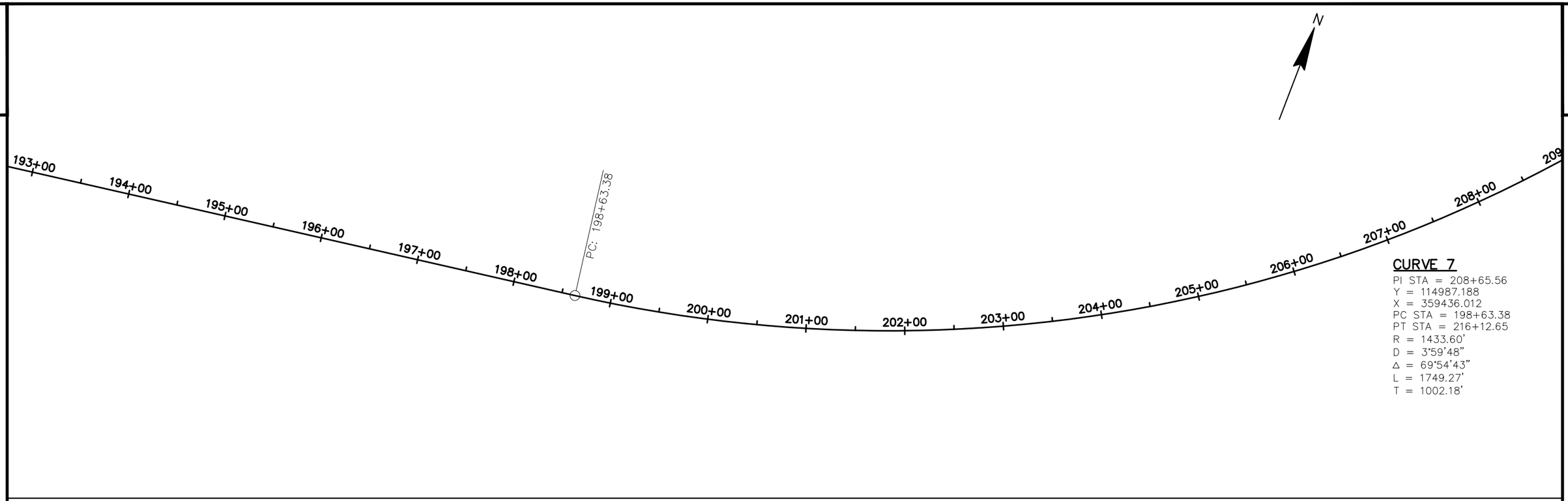
N



N81°48'07"E

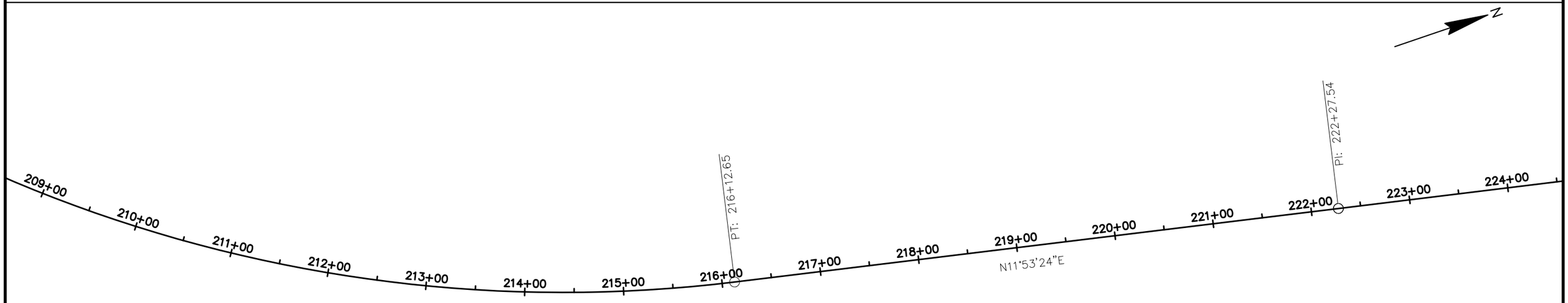
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 98	E

2

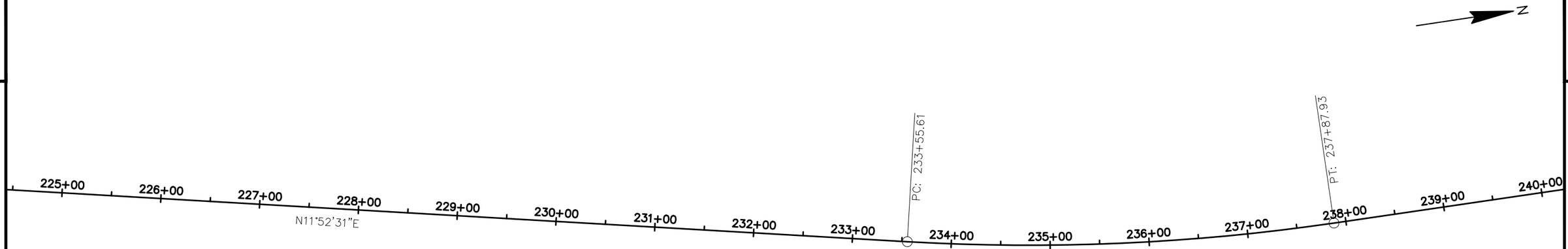


CURVE 7

PI STA = 208+65.56
Y = 114987.188
X = 359436.012
PC STA = 198+63.38
PT STA = 216+12.65
R = 1433.60'
D = 3°59'48"
Δ = 69°54'43"
L = 1749.27'
T = 1002.18'

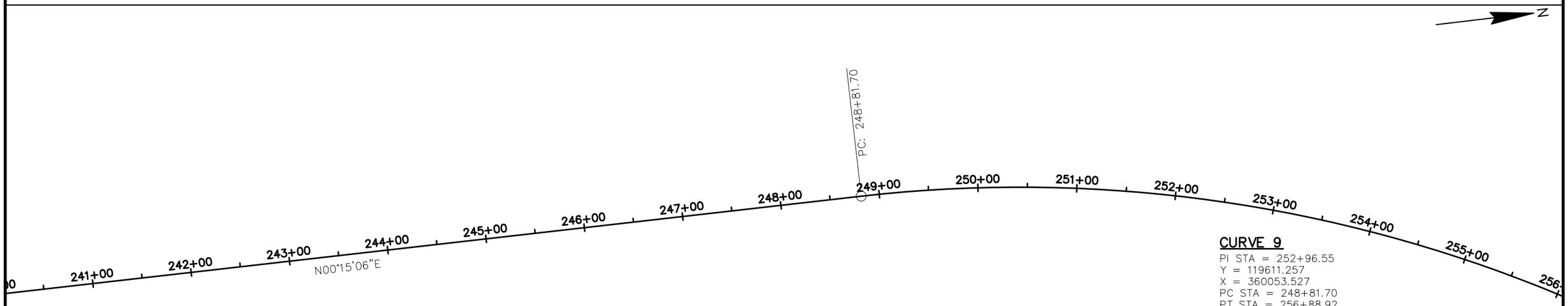


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CURVE 8

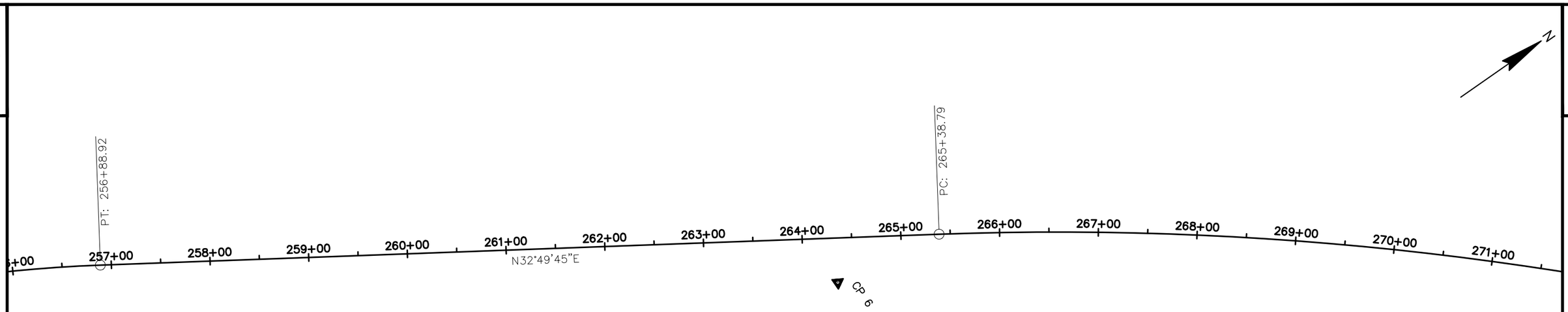
PI STA = 235+72.51
Y = 117885.748
X = 360045.950
PC STA = 233+55.61
PT STA = 237+87.93
R = 2131.00'
D = 2°41'19"
Δ = 11°37'25"
L = 432.32'
T = 216.90'



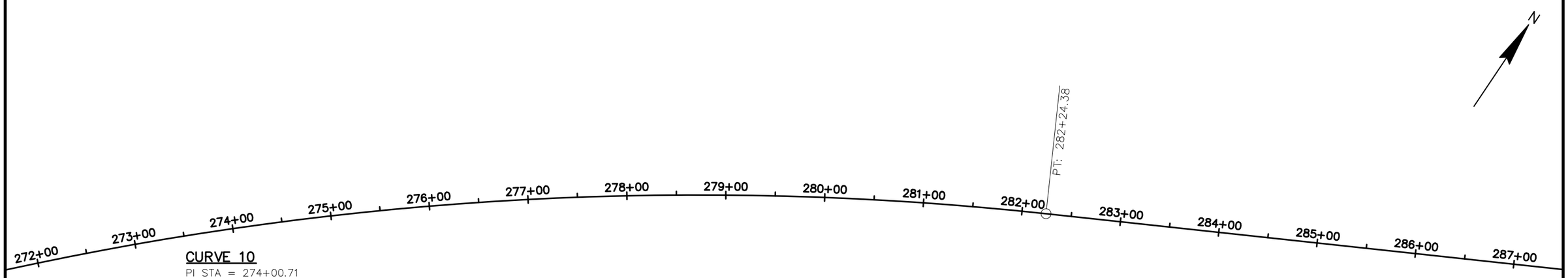
CURVE 9

PI STA = 252+96.55
Y = 119611.257
X = 360053.527
PC STA = 248+81.70
PT STA = 256+88.92
R = 1419.70'
D = 4°02'09"
Δ = 32°34'40"
L = 807.22'
T = 414.85'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 100	E



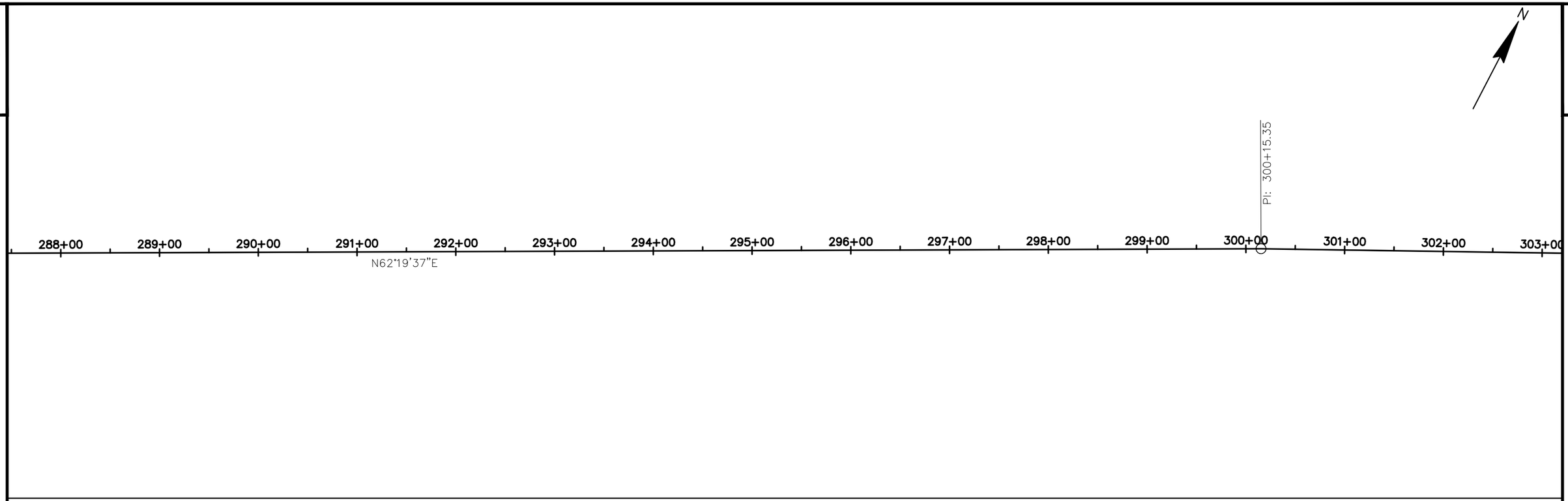
CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
6	264+34.50	44.97' RT	120561.971	360720.421	675.39	¾" REBAR

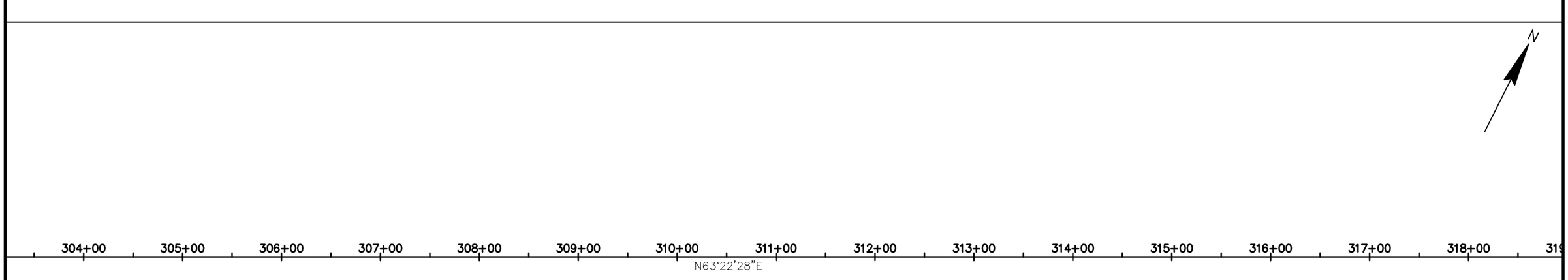


CURVE 10

PI STA = 274+00.71
Y = 121398.247
X = 361206.454
PC STA = 265+38.79
PT STA = 282+24.38
R = 3274.05'
D = 1°45'00"
Δ = 29°29'52"
L = 1685.59'
T = 861.92'

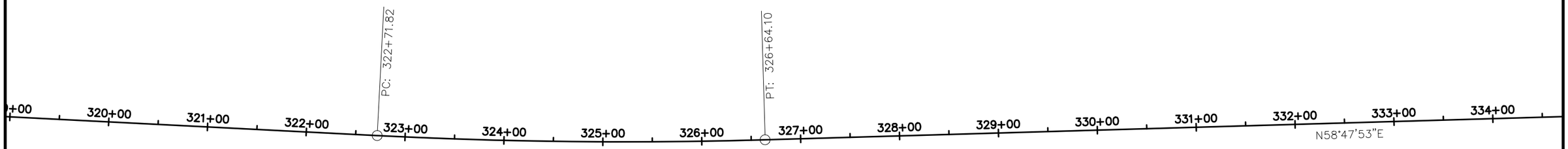
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 101	E





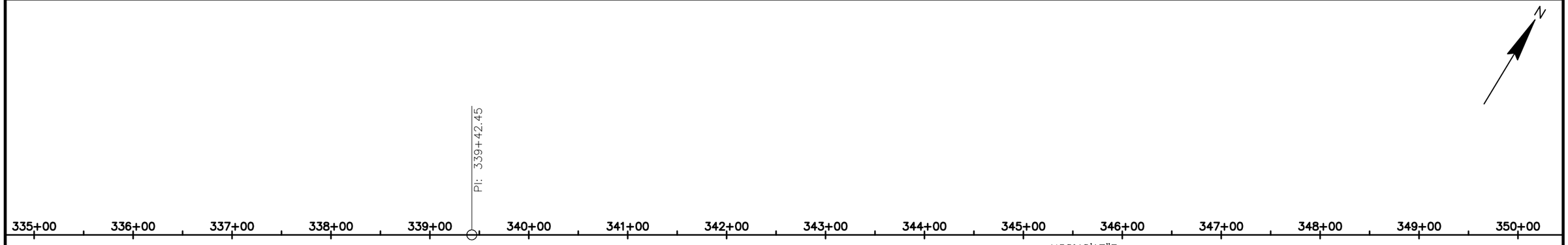
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 102	E

2

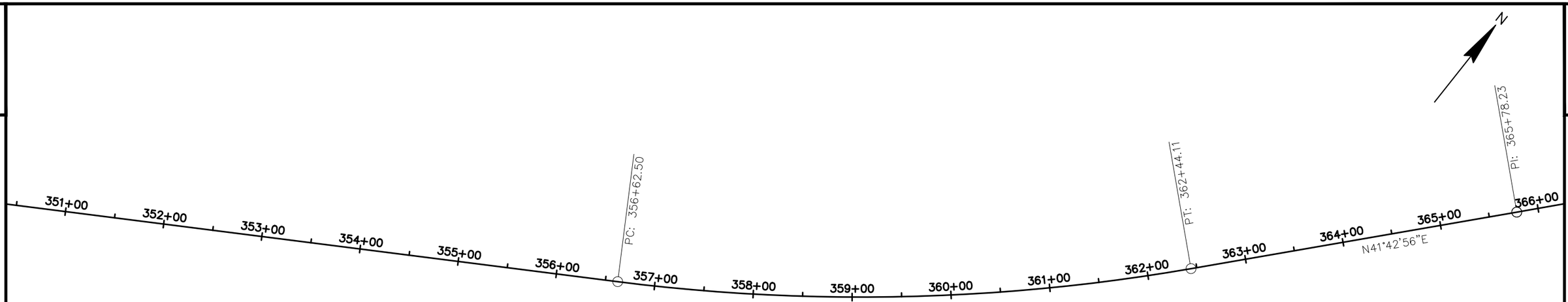


CURVE 11

PI STA = 324+68.06
Y = 123729.516
X = 365748.497
PC STA = 322+71.82
PT STA = 326+64.10
R = 4911.07'
D = 1°10'00"
Δ = 4°34'36"
L = 392.28'
T = 196.24'

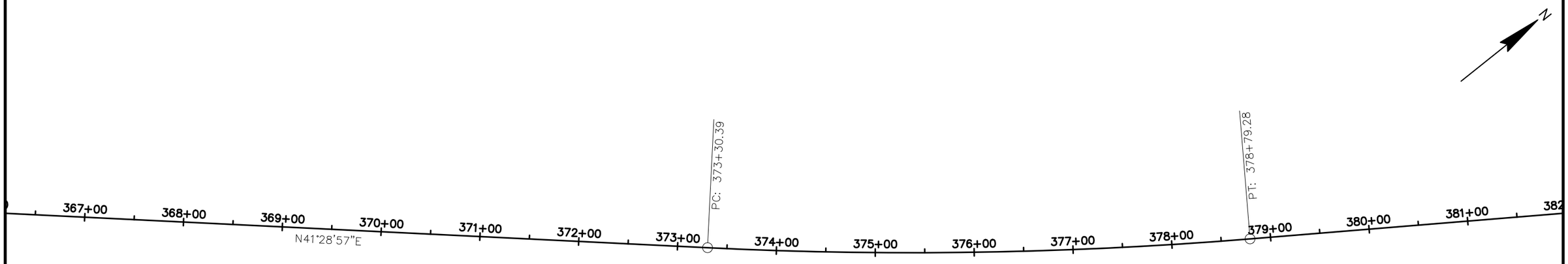


2



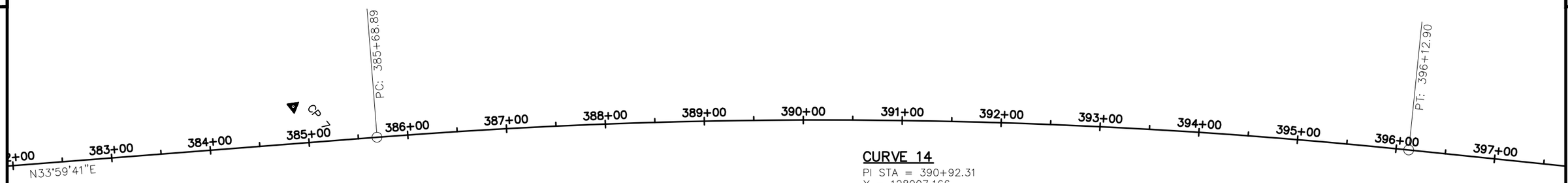
CURVE 12

PI STA = 359+55.48
Y = 125536.107
X = 368731.743
PC STA = 356+62.50
PT STA = 362+44.11
R = 1950.00'
D = 2°56'18"
Δ = 17°05'20"
L = 581.60'
T = 292.98'



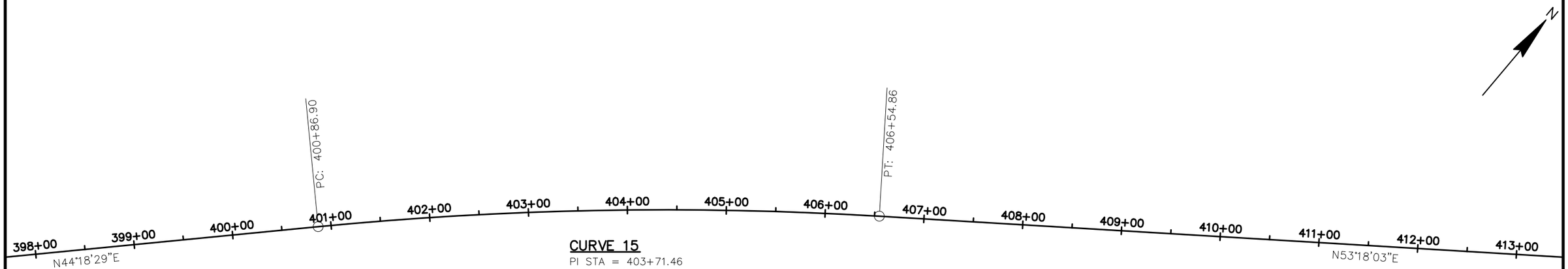
CURVE 13

PI STA = 376+05.22
Y = 126773.589
X = 369829.307
PC STA = 373+30.39
PT STA = 378+79.28
R = 4200.00'
D = 1°21'51"
Δ = 7°29'16"
L = 548.89'
T = 274.84'



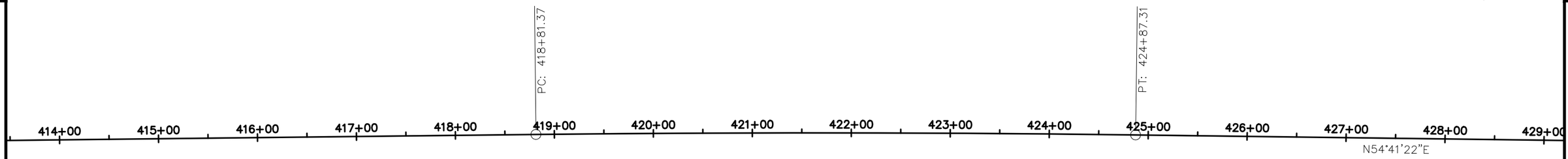
CURVE 14
PI STA = 390+92.31
Y = 128007.166
X = 370661.195
PC STA = 385+68.89
PT STA = 396+12.90
R = 5800.00'
D = 0°59'16"
Δ = 10°18'48"
L = 1044.01'
T = 523.42'

CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
7	384+86.84	37.47' LT	127526.130	370291.603	646.16	¾" REBAR



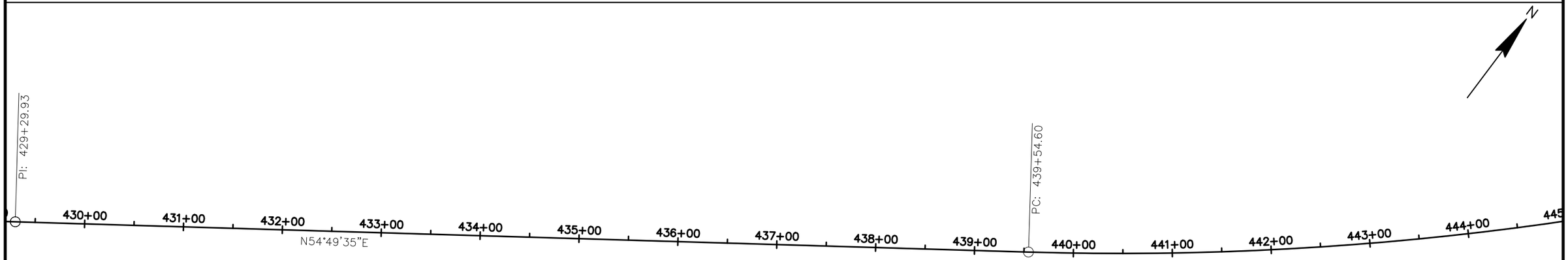
CURVE 15
PI STA = 403+71.46
Y = 128924.549
X = 371556.679
PC STA = 400+86.90
PT STA = 406+54.86
R = 3618.68'
D = 1°35'00"
Δ = 8°59'34"
L = 567.97'
T = 284.57'

2



CURVE 16

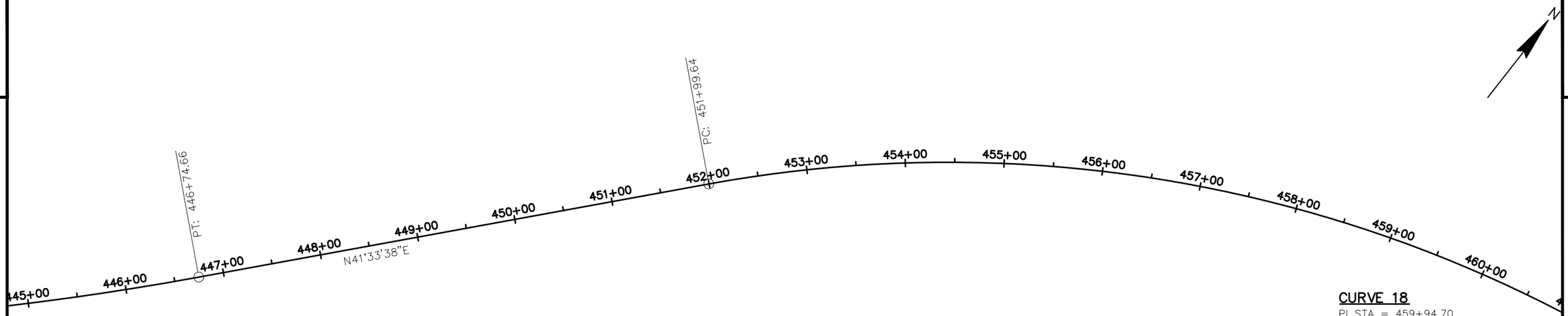
PI STA = 421+84.35
Y = 130008.658
X = 373011.162
PC STA = 418+81.37
PT STA = 424+87.31
R = 25000.00'
D = 0°13'45"
Δ = 1°23'19"
L = 605.94'
T = 302.98'



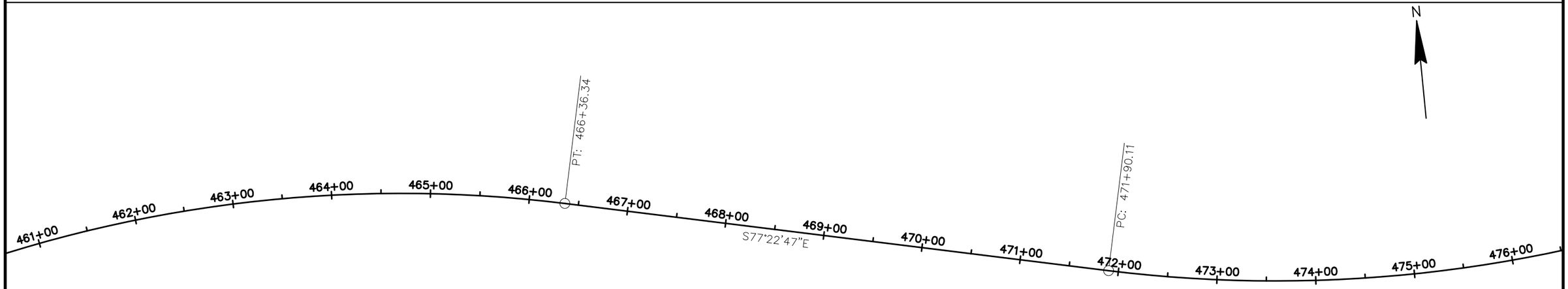
CURVE 17

PI STA = 443+16.25
Y = 131238.222
X = 374752.794
PC STA = 439+54.60
PT STA = 446+74.66
R = 3110.00'
D = 1°50'32"
Δ = 13°15'57"
L = 720.06'
T = 361.65'

2



CURVE 18
PI STA = 459+94.70
Y = 132496.544
X = 375868.441
PC STA = 451+99.64
PT STA = 466+36.34
R = 1348.14'
D = 4°15'00"
Δ = 61°03'34"
L = 1436.70'
T = 795.06'



CURVE 19
PI STA = 475+47.08
Y = 132123.848
X = 377533.032
PC STA = 471+90.11
PT STA = 478+88.63
R = 1375.00'
D = 4°10'01"
Δ = 29°06'25"
L = 698.52'
T = 356.97'

2

2

N

PT: 478+88.63

477+00 478+00 479+00 480+00 481+00 482+00 483+00 484+00 485+00 486+00 487+00 488+00 489+00 490+00 491+00 492+00

N73°30'48"E

N

PC: 492+60.25

PT: 496+17.15

PI: 506+52.60

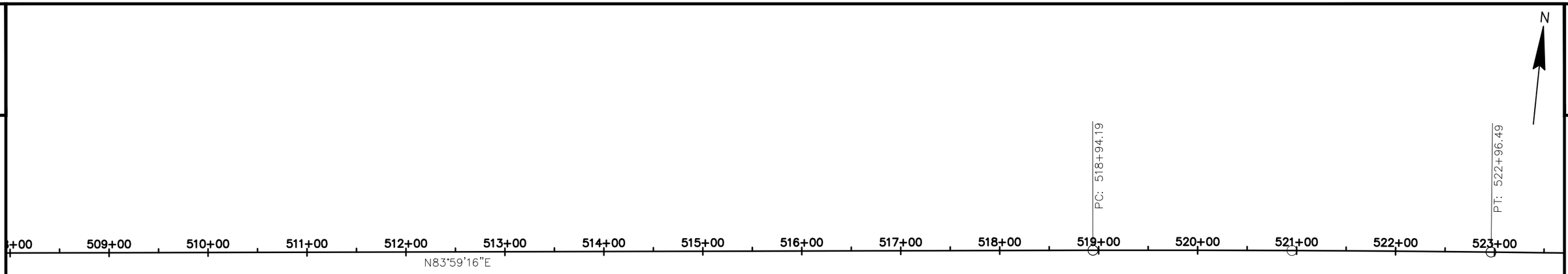
493+00 494+00 495+00 496+00 497+00 498+00 499+00 500+00 501+00 502+00 503+00 504+00 505+00 506+00 507+00 508

N84°13'13"E

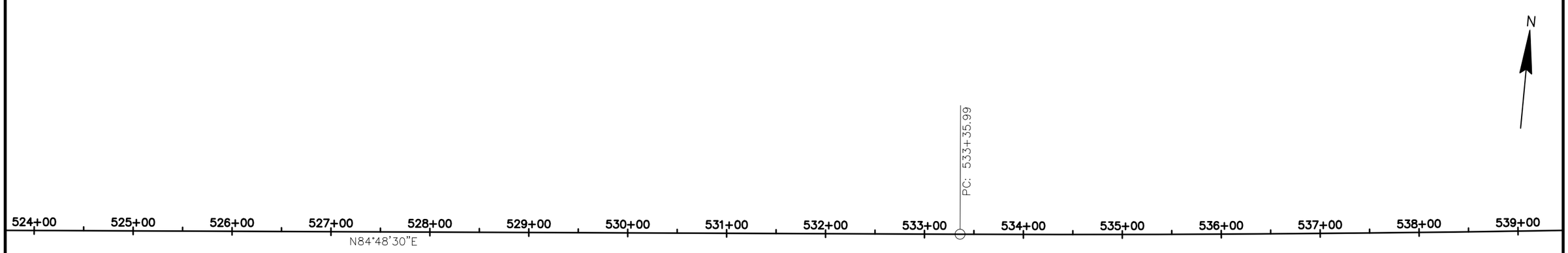
CURVE 20

PI STA = 494+39.22
Y = 132665.200
X = 379362.160
PC STA = 492+60.25
PT STA = 496+17.15
R = 1909.86'
D = 3°00'00"
Δ = 10°42'25"
L = 356.90'
T = 178.97'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 108	E

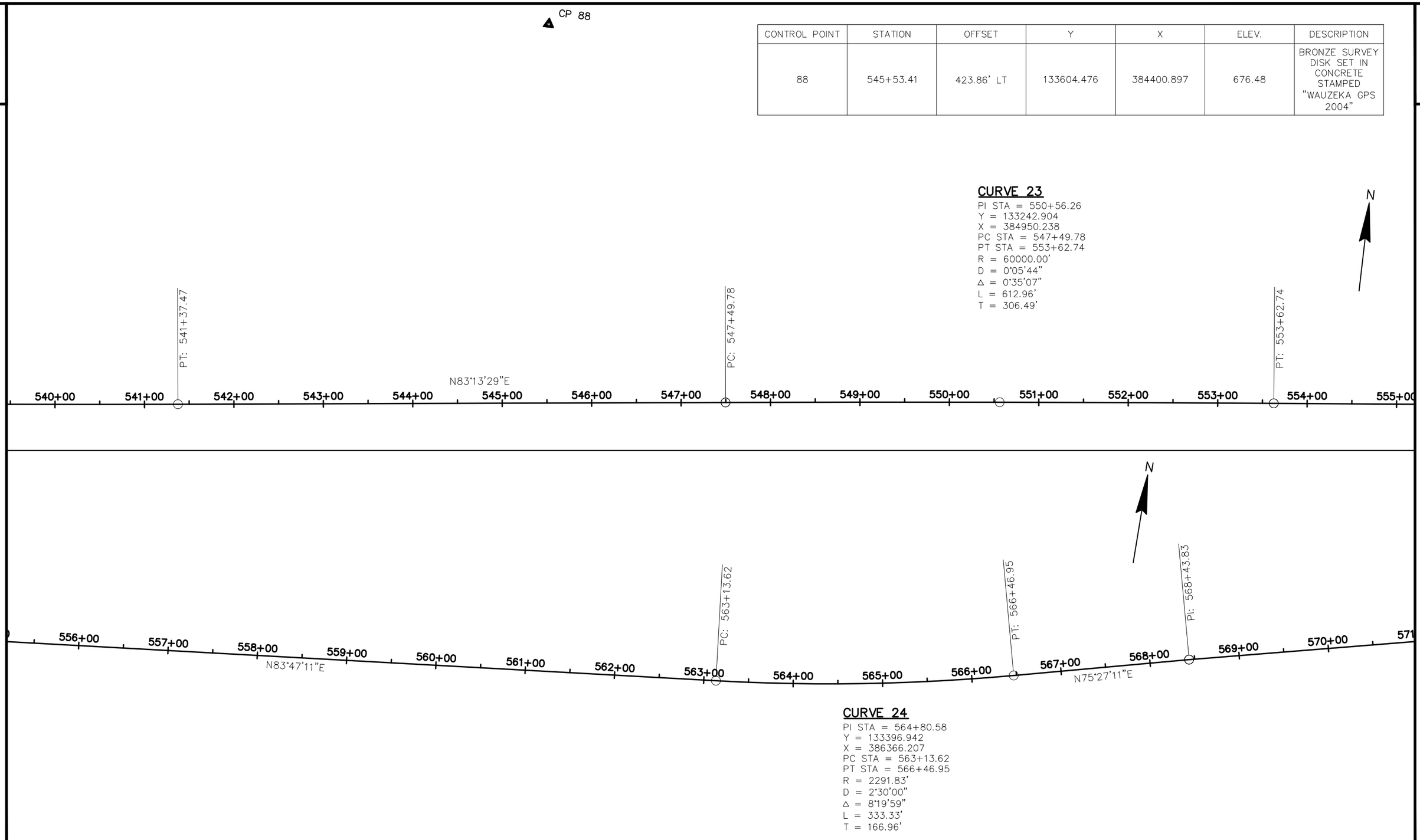


CURVE 21
PI STA = 520+95.35
Y = 132938.611
X = 382005.223
PC STA = 518+94.19
PT STA = 522+96.49
R = 29000.00'
D = 0°11'51"
Δ = 0°47'41"
L = 402.30'
T = 201.15'



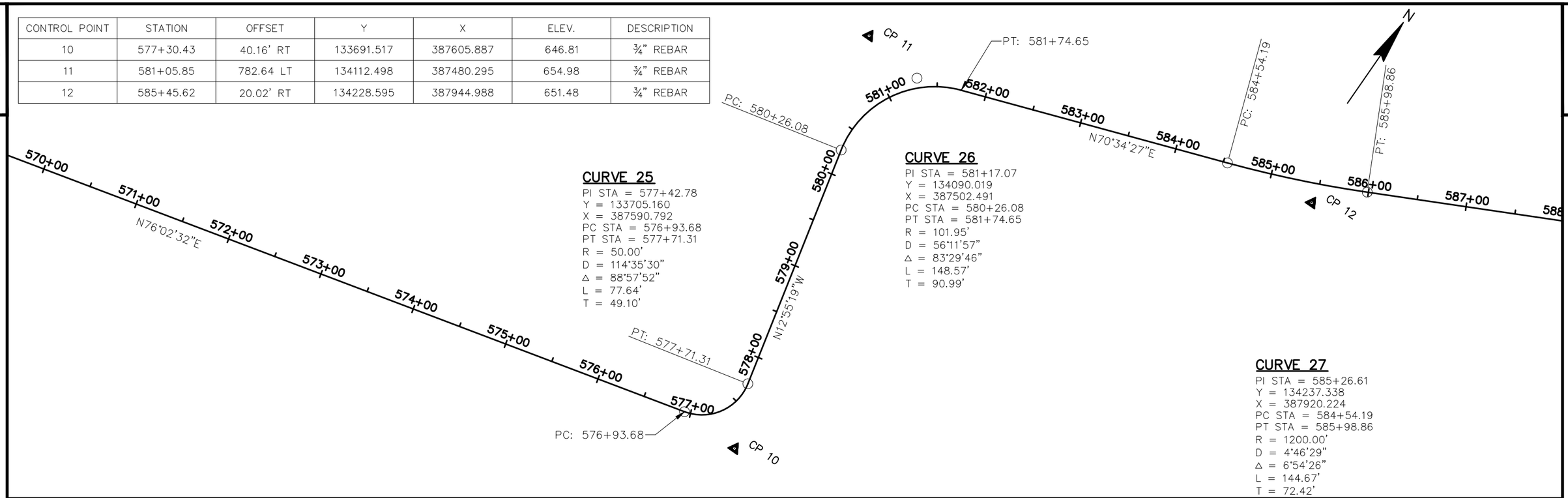
CURVE 22
PI STA = 537+36.76
Y = 133087.231
X = 383639.897
PC STA = 533+35.99
PT STA = 541+37.47
R = 29000.00'
D = 00°11'51"
Δ = 1°35'01"
L = 801.48'
T = 400.76'

CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
88	545+53.41	423.86' LT	133604.476	384400.897	676.48	BRONZE SURVEY DISK SET IN CONCRETE STAMPED "WAUZEKA GPS 2004"

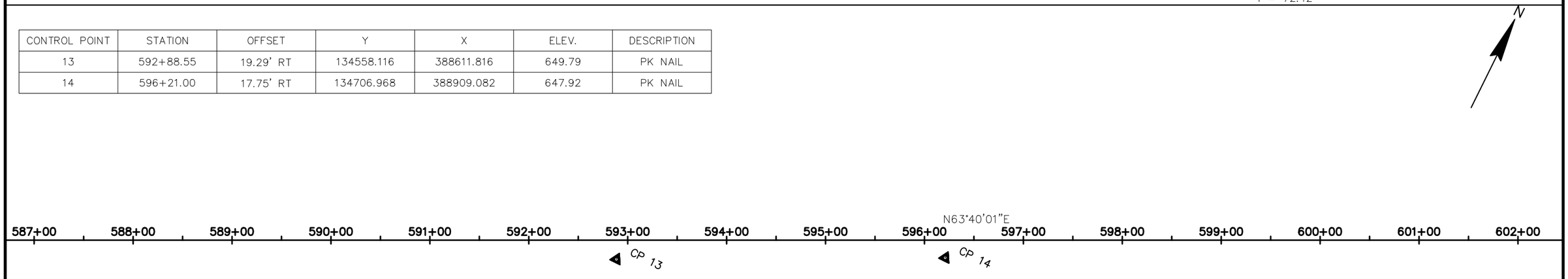


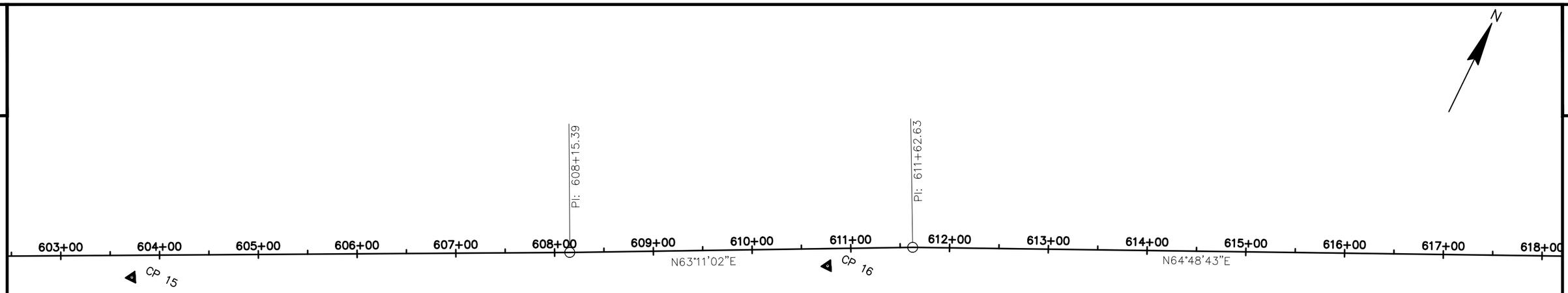
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 110	E

CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
10	577+30.43	40.16' RT	133691.517	387605.887	646.81	¾" REBAR
11	581+05.85	782.64 LT	134112.498	387480.295	654.98	¾" REBAR
12	585+45.62	20.02' RT	134228.595	387944.988	651.48	¾" REBAR



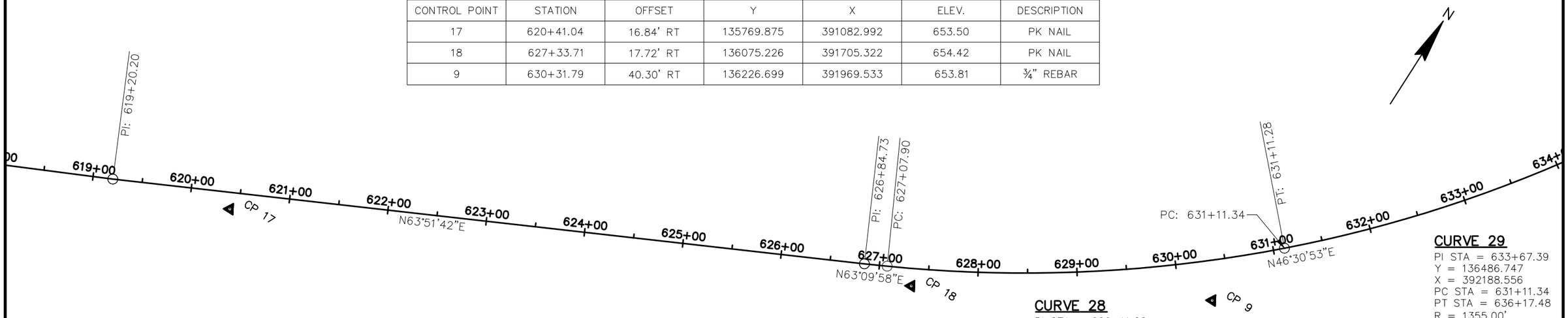
CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
13	592+88.55	19.29' RT	134558.116	388611.816	649.79	PK NAIL
14	596+21.00	17.75' RT	134706.968	388909.082	647.92	PK NAIL





CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
15	603+71.82	22.32' RT	135035.927	389584.018	651.73	PK NAIL
16	610+76.19	17.52' RT	135354.719	390212.314	646.62	PK NAIL

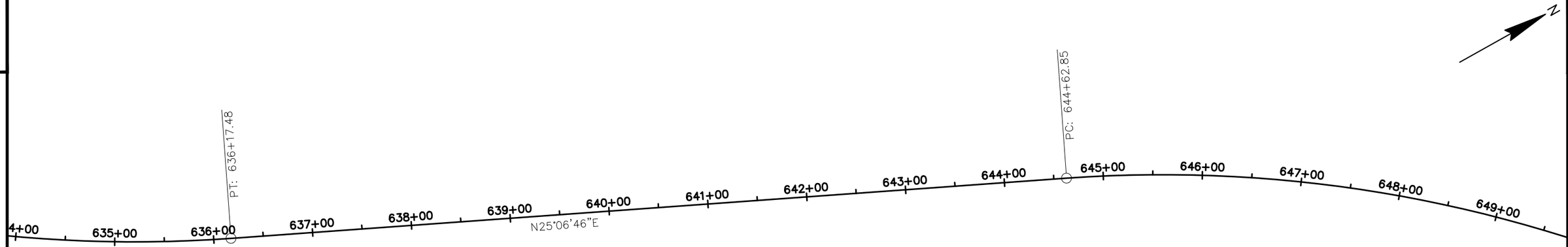
CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
17	620+41.04	16.84' RT	135769.875	391082.992	653.50	PK NAIL
18	627+33.71	17.72' RT	136075.226	391705.322	654.42	PK NAIL
9	630+31.79	40.30' RT	136226.699	391969.533	653.81	¾" REBAR



CURVE 28
PI STA = 629+11.02
Y = 136170.717
X = 391855.358
PC STA = 627+07.90
PT STA = 631+11.28
R = 1388.00'
D = 4°07'41"
Δ = 16°39'05"
L = 403.38'
T = 203.12'

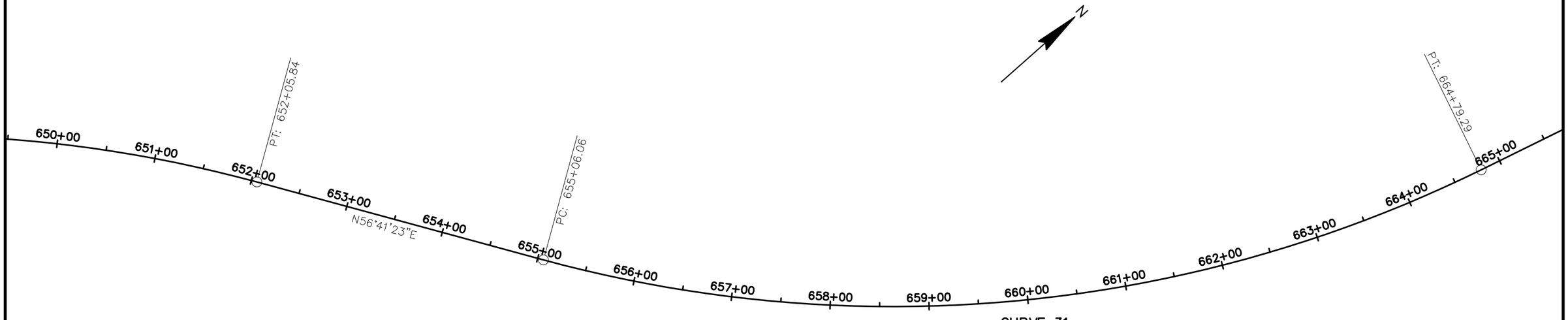
CURVE 29
PI STA = 633+67.39
Y = 136486.747
X = 392188.556
PC STA = 631+11.34
PT STA = 636+17.48
R = 1355.00'
D = 4°13'42"
Δ = 21°24'07"
L = 506.14'
T = 256.05'

2



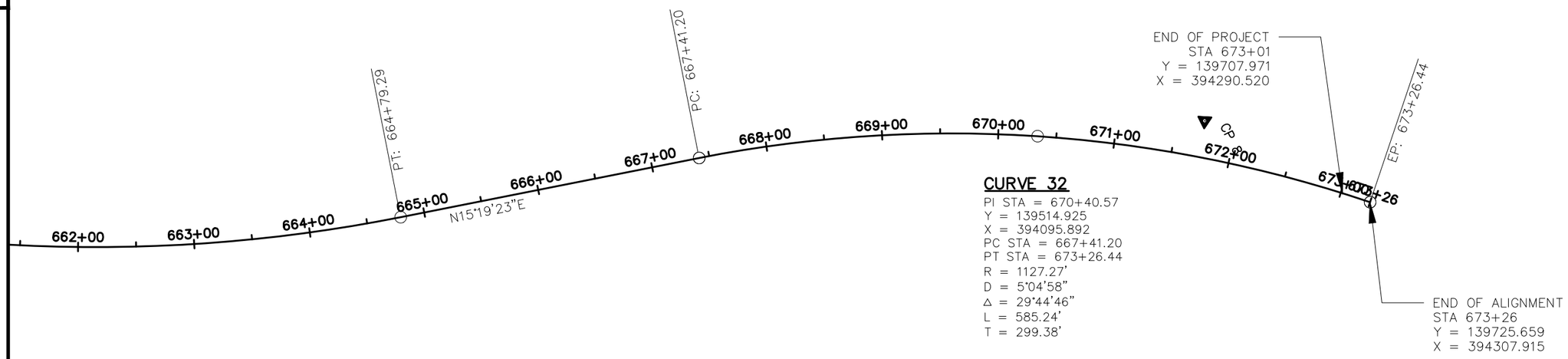
CURVE 29
PI STA = 633+67.39
Y = 136486.747
X = 392188.556
PC STA = 631+11.34
PT STA = 636+17.48
R = 1355.00'
D = 4°13'42"
Δ = 21°24'07"
L = 506.14'
T = 256.05'

CURVE 30
PI STA = 648+44.05
Y = 137829.222
X = 392817.782
PC STA = 644+62.85
PT STA = 652+05.84
R = 1348.14'
D = 4°15'00"
Δ = 31°34'37"
L = 742.99'
T = 381.19'



CURVE 31
PI STA = 660+14.98
Y = 138482.915
X = 393812.548
PC STA = 655+06.06
PT STA = 664+79.29
R = 1348.00'
D = 4°15'02"
Δ = 41°22'00"
L = 973.23'
T = 508.92'

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN – ALIGNMENT DETAILS	SHEET 113	E



CURVE 32

PI STA = 670+40.57
Y = 139514.925
X = 394095.892
PC STA = 667+41.20
PT STA = 673+26.44
R = 1127.27'
D = 5°04'58"
Δ = 29°44'46"
L = 585.24'
T = 299.38'

CONTROL POINT	STATION	OFFSET	Y	X	ELEV.	DESCRIPTION
8	671+72.95	31.51' LT	139629.825	394182.018	658.53	2" ALUM CAP

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Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	176.000	176.000
0004	201.0220	Grubbing	ID	176.000	176.000
0006	204.0100	Removing Concrete Pavement	SY	93.000	93.000
0008	204.0110	Removing Asphaltic Surface	SY	37,214.000	37,214.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	171,344.000	171,344.000
0012	204.0150	Removing Curb & Gutter	LF	3,352.000	3,352.000
0014	204.0155	Removing Concrete Sidewalk	SY	1,573.000	1,573.000
0016	204.0165	Removing Guardrail	LF	11,330.000	11,330.000
0018	204.0210	Removing Manholes	EACH	2.000	2.000
0020	204.0220	Removing Inlets	EACH	3.000	3.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	62.000	62.000
0024	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	34.000	34.000
0026	204.0245	Removing Storm Sewer (size) 03. 19-Inch X 30-Inch	LF	78.000	78.000
0028	205.0100	Excavation Common	CY	1,750.000	1,750.000
0030	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5180-00-70	EACH	1.000	1.000
0032	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	790.000	790.000
0034	213.0100	Finishing Roadway (project) 01. 5180-00-70	EACH	1.000	1.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,800.000	5,800.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,100.000	2,100.000
0040	416.0160	Concrete Driveway 6-Inch	SY	76.000	76.000
0042	416.1010	Concrete Surface Drains	CY	2.000	2.000
0044	455.0605	Tack Coat	GAL	13,480.000	13,480.000
0046	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0048	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0050	460.2000	Incentive Density HMA Pavement	DOL	2,600.000	2,600.000
0052	460.2005	Incentive Density PWL HMA Pavement	DOL	20,640.000	20,640.000
0054	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	28,360.000	28,360.000
0056	460.2010	Incentive Air Voids HMA Pavement	DOL	33,350.000	33,350.000
0058	460.5224	HMA Pavement 4 LT 58-28 S	TON	35,079.000	35,079.000
0060	465.0105	Asphaltic Surface	TON	2,362.000	2,362.000
0062	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	100.000	100.000
0064	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	90,000.000	90,000.000
0066	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	43,000.000	43,000.000
0068	520.8000	Concrete Collars for Pipe	EACH	2.000	2.000
0070	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,836.000	3,836.000
0072	601.0415	Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type J	LF	150.000	150.000
0074	601.0600	Concrete Curb Pedestrian	LF	297.000	297.000
0076	602.0405	Concrete Sidewalk 4-Inch	SF	17,179.000	17,179.000
0078	602.0415	Concrete Sidewalk 6-Inch	SF	827.000	827.000
0080	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	720.000	720.000
0082	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	20.000	20.000
0084	602.1500	Concrete Steps	SF	20.000	20.000
0086	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	14.000	14.000
0088	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	213.000	213.000
0090	608.2314	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	114.000	114.000
0092	611.0624	Inlet Covers Type H	EACH	9.000	9.000
0094	611.2004	Manholes 4-FT Diameter	EACH	4.000	4.000
0096	611.3230	Inlets 2x3-FT	EACH	4.000	4.000
0098	611.8115	Adjusting Inlet Covers	EACH	14.000	14.000

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Line	Item	Item Description	Unit	Total	Qty
0100	611.8120.S	Cover Plates Temporary	EACH	8.000	8.000
0104	614.0010	Barrier System Grading Shaping Finishing	EACH	31.000	31.000
0106	614.0215	Steel Thrie Beam Structure Approach Retrofit Span	EACH	10.000	10.000
0108	614.0216	Steel Thrie Beam Structure Approach Retrofit Post	EACH	20.000	20.000
0110	614.0400	Adjusting Steel Plate Beam Guard	LF	68.000	68.000
0112	614.2300	MGS Guardrail 3	LF	9,900.000	9,900.000
0114	614.2350	MGS Guardrail Short Radius	LF	248.000	248.000
0116	614.2500	MGS Thrie Beam Transition	LF	866.800	866.800
0118	614.2610	MGS Guardrail Terminal EAT	EACH	49.000	49.000
0120	614.2630	MGS Guardrail Short Radius Terminal	EACH	6.000	6.000
0122	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5180-00-70	EACH	1.000	1.000
0124	619.1000	Mobilization	EACH	0.900	0.900
0126	624.0100	Water	MGAL	140.000	140.000
0128	625.0100	Topsoil	SY	1,700.000	1,700.000
0130	627.0200	Mulching	SY	500.000	500.000
0132	628.1504	Silt Fence	LF	5,119.000	5,119.000
0134	628.1520	Silt Fence Maintenance	LF	10,238.000	10,238.000
0136	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0138	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0140	628.2004	Erosion Mat Class I Type B	SY	100.000	100.000
0142	628.2008	Erosion Mat Urban Class I Type B	SY	1,700.000	1,700.000
0144	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0146	628.7015	Inlet Protection Type C	EACH	59.000	59.000
0148	628.7504	Temporary Ditch Checks	LF	200.000	200.000
0150	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0152	629.0210	Fertilizer Type B	CWT	1.500	1.500
0154	630.0140	Seeding Mixture No. 40	LB	35.000	35.000
0156	630.0200	Seeding Temporary	LB	50.000	50.000
0158	630.0500	Seed Water	MGAL	40.000	40.000
0160	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	35.000	35.000
0162	638.2102	Moving Signs Type II	EACH	48.000	48.000
0164	638.3000	Removing Small Sign Supports	EACH	35.000	35.000
0166	642.5001	Field Office Type B	EACH	1.000	1.000
0168	643.0300	Traffic Control Drums	DAY	12,800.000	12,800.000
0170	643.0410	Traffic Control Barricades Type II	DAY	1,050.000	1,050.000
0172	643.0420	Traffic Control Barricades Type III	DAY	11,650.000	11,650.000
0174	643.0705	Traffic Control Warning Lights Type A	DAY	21,820.000	21,820.000
0176	643.0715	Traffic Control Warning Lights Type C	DAY	5,320.000	5,320.000
0178	643.0900	Traffic Control Signs	DAY	50,560.000	50,560.000
0180	643.0920	Traffic Control Covering Signs Type II	EACH	20.000	20.000
0182	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0184	643.3105	Temporary Marking Line Paint 4-Inch	LF	70,000.000	70,000.000
0186	643.5000	Traffic Control	EACH	1.000	1.000
0188	644.1410	Temporary Pedestrian Surface Asphalt	SF	6,300.000	6,300.000
0190	644.1430	Temporary Pedestrian Surface Plate	SF	100.000	100.000
0192	644.1601	Temporary Pedestrian Curb Ramp	DAY	480.000	480.000
0194	644.1810	Temporary Pedestrian Barricade	LF	700.000	700.000
0196	646.1020	Marking Line Epoxy 4-Inch	LF	62,500.000	62,500.000
0198	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	100,000.000	100,000.000

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Line	Item	Item Description	Unit	Total	Qty
0200	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	108.000	108.000
0202	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	70,000.000	70,000.000
0204	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,640.000	2,640.000
0206	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	130.000	130.000
0208	648.0100	Locating No-Passing Zones	MI	10.810	10.810
0210	650.4000	Construction Staking Storm Sewer	EACH	8.000	8.000
0212	650.5000	Construction Staking Base	LF	7,216.000	7,216.000
0214	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,986.000	3,986.000
0216	650.8000	Construction Staking Resurfacing Reference	LF	56,702.000	56,702.000
0218	650.9000	Construction Staking Curb Ramps	EACH	74.000	74.000
0220	650.9500	Construction Staking Sidewalk (project) 01. 5180-00-70	EACH	1.000	1.000
0222	650.9911	Construction Staking Supplemental Control (project) 01. 5180-00-70	EACH	1.000	1.000
0224	690.0150	Sawing Asphalt	LF	2,484.000	2,484.000
0226	690.0250	Sawing Concrete	LF	1,001.000	1,001.000
0228	740.0440	Incentive IRI Ride	DOL	43,220.000	43,220.000
0230	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,000.000	1,000.000
0232	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	500.000	500.000
0268	SPV.0060	Special 30. Adjusting Manhole Covers	EACH	8.000	8.000
0296	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	8,533.000	8,533.000

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	102+50	-	245+50	STH 60	-	-	-	-	BOP to B-12-31
0010	247+35	-	346+50	STH 60	-	-	-	-	B-12-31 to B-12-67
0010	346+99	-	449+15	STH 60	-	-	55	1	B-12-67 to B-12-36
0010	450+30	-	560+23	STH 60	-	-	-	-	B-12-36 to VIL. OF WAUZEKA
0010	560+23	-	632+39	STH 60	-	445	1,385	33	VIL. OF WAUZEKA (UNDER SIDEWALK)
0010	632+39	-	673+01	STH 60	-	-	-	-	VIL. OF WAUZEKA to EOP
0010				TEMPORARY ACCESS	-	-	500	-	
0010				UNDISTRIBUTED	-	35	160	6	
				TOTAL 0010	0	480	2,100	40	
0030	102+50	-	245+50	STH 60	269	1,420	-	26	BOP to B-12-31
0030	247+35	-	346+50	STH 60	149	919	-	17	B-12-31 to B-12-67
0030	346+99	-	449+15	STH 60	111	985	-	18	B-12-67 to B-12-36
0030	450+30	-	560+23	STH 60	202	1,292	-	23	B-12-36 to VIL. OF WAUZEKA
0030	560+23	-	632+39	STH 60	8	22	-	1	VILLAGE OF WAUZEKA
0030	632+39	-	673+01	STH 60	51	311	-	6	VIL. OF WAUZEKA to EOP
0030				UNDISTRIBUTED	-	371	-	9	
				TOTAL 0030	790	5,320	0	100	
				PROJECT TOTAL	790	5,800	2,100	140	

CLEARING AND GRUBBING

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID	REMARKS
0010	611+06	33'LT	55	55	CEDAR CLUSTER (12", 10", 10" 9", 8", 6")
0010	611+12	33'LT	22	22	CEDAR CLUSTER (9", 8", 5")
0010	611+21	34'LT	43	43	CEDAR CLUSTER (10", 10", 9", 7", 7")
0010	611+32	34'LT	15	15	CEDAR CLUSTER (9", 6")
0010	611+32	41'LT	41	41	CEDAR CLUSTER (8", 7", 6", 6", 5", 5", 4")
		TOTAL 0010	176	176	

EXCAVATION COMMON

CATEGORY	STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	REMARKS
0010	102+50	-	245+50	STH 60	-	BOP to B-12-31
0010	247+35	-	346+50	STH 60	-	B-12-31 to B-12-67
0010	346+99	-	449+15	STH 60	50	B-12-67 to B-12-36 (CURB AREAS ONLY
0010	450+30	-	560+23	STH 60	-	B-12-36 to VIL. OF WAUZEKA
0010	560+23	-	632+39	STH 60	1,700	VILLAGE OF WAUZEKA (CURB AND SIDEWALK AREAS)
0010	632+39	-	673+01	STH 60	-	VIL. OF WAUZEKA to EOP
				TOTAL 0010	1,750	

ASPHALT REMOVAL ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	690.0150 SAWING ASPHALT LF	SPV.0180.01 SPECIAL 01. REMOVING DISTRESSED PAVEMENT MILLING SY	REMARKS
0010	102+50	-	245+50	STH 60	-	48,983	-	2,433	BOP to B-12-31
0010	247+35	-	346+50	STH 60	-	33,918	-	1,700	B-12-31 to B-12-67
0010	346+99	-	449+15	STH 60	-	36,691	-	1,833	B-12-67 to B-12-36
0010	450+30	-	560+23	STH 60	-	37,361	-	1,867	B-12-36 to VILLAGE OF WAUZEKA
0010	560+23	-	632+39	STH 60	29,129	-	-	-	VILLAGE OF WAUZEKA
0010	632+39	-	673+01	STH 60	-	14,391	-	700	VILLAGE OF WAUZEKA to EOP
0010		-		RAMP #1	-	-	33	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	567+19	-	567+22	LT (ON CTH N)	-	-	24	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		CTH N	167	-	29	-	
0010		-		RAMP #2	-	-	44	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	568+25	-	568+71	CE RT	156	-	46	-	
0010	570+20	-	574+63	RT	-	-	455	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	571+66	-	571+80	PE RT	118	-	14	-	
0010		-		RAMP #3	-	-	32	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		MCCLOSKEY AVE.	87	-	29	-	
0010		-		RAMP #4	-	-	33	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMP #5	-	-	109	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMPS #6 & #7	-	-	117	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		E. FRONT ST.	364	-	43	-	
0010		-		RAMP #8	-	-	77	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMPS #9 & #11	-	-	74	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	580+71	-	580+93	PE LT	146	-	50	-	
0010		-		RAMPS #10 & #16	-	-	123	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMPS #12 & #13	-	-	86	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		N. BUSINESS ST.	418	-	32	-	
0010		-		RAMPS #14 & #15	-	-	112	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	584+90	-	585+07	LT	-	-	27	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMP #17	-	-	61	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		S. STATION ST.	143	-	32	-	
0010		-		RAMPS #18 & #19	-	-	72	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMP #20	-	-	36	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	587+06	-	587+34	RT	-	-	38	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010	587+11	-	587+34	LT	-	-	33	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMPS #21 & #23	-	-	59	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMPS #22 & #25	-	-	60	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		N. TALBOT ST. (LT)	98	-	30	-	
0010		-		N. TALBOT ST. (RT)	121	-	34	-	
0010		-		RAMP #24	-	-	44	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		RAMP #26	-	-	42	-	SAWCUT AROUND PROPOSED C&G (IF NEEDED)
0010		-		S. DOUSMAN ST. (LT)	100	-	30	-	
0010		-		S. DOUSMAN ST. (RT)	134	-	35	-	
0010		-		N. CASS ST.	105	-	30	-	
0010		-		DITTMAN HILL RD.	99	-	30	-	
0010		-		N. PINE ST.	96	-	30	-	
0010		-		E. FRONT ST.	99	-	30	-	
0010		-		N. BURTON ST.	90	-	28	-	
0010		-		N. WEBSTER ST.	101	-	29	-	
0010		-		N. MILL ST.	99	-	28	-	
0010		-		JACKSON ST.	83	-	28	-	
0010		-		SMITH ST.	88	-	25	-	
0010		-		TIMBER ST.	85	-	31	-	
				TOTAL 0010	32,126	171,344	2,484	8,533	
0020	560+23	-	628+76	STH 60	5,088	-	-	-	PARKING LANES
				TOTAL 0020	5,088	0	0	0	
				PROJECT TOTAL	37,214	171,344	2,484	8,533	

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ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING 5180-00-70 EACH	455.0605 TACK COAT GAL	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	* 465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD TON	REMARKS
0010	102+50	-	245+50	STH 60	-	2,946	-	-	6,874	273	5	BOP to B-12-31
0010	247+35	-	346+50	STH 60	-	2,039	-	-	4,757	191	7	B-12-31 to B-12-67
0010	346+99	-	449+15	STH 60	-	2,209	-	-	5,154	206	-	B-12-67 to B-12-36
0010	450+30	-	560+23	STH 60	-	2,255	-	-	5,261	210	5	B-12-36 to VILLAGE OF WAUZEKA
0010	560+23	-	632+39	STH 60	-	1,751	-	-	7,355	-	83	VILLAGE OF WAUZEKA
0010	632+39	-	673+01	STH 60	-	855	-	-	1,995	78	-	VILLAGE OF WAUZEKA to EOP
0010	102+50		673+01	STH 60	1	-	1	1	-	-	-	TEST STRIP FOR "4 LT"
				TOTAL 0010	1	12,055	1	1	31,396	958	100	
0020	102+50	-	245+50	STH 60	-	-	-	-	-	-		BOP to B-12-31
0020	247+35	-	346+50	STH 60	-	-	-	-	-	-		B-12-31 to B-12-67
0020	346+99	-	449+15	STH 60	-	-	-	-	-	-		B-12-67 to B-12-36
0020	450+30	-	560+23	STH 60	-	-	-	-	-	-		B-12-36 to VILLAGE OF WAUZEKA
0020	560+23	-	632+39	STH 60	-	320	-	-	1,350	-		VILLAGE OF WAUZEKA
0020	632+39	-	673+01	STH 60	-	-	-	-	-	-		VILLAGE OF WAUZEKA to EOP
				TOTAL 0020	0	320	0	0	1,350	0	0	
0030	102+50	-	245+50	STH 60	-	320	-	-	801	482		BOP to B-12-31
0030	247+35	-	346+50	STH 60	-	220	-	-	448	270		B-12-31 to B-12-67
0030	346+99	-	449+15	STH 60	-	230	-	-	322	194		B-12-67 to B-12-36
0030	450+30	-	560+23	STH 60	-	245	-	-	607	365		B-12-36 to VILLAGE OF WAUZEKA
0030	560+23	-	632+39	STH 60	-	-	-	-	-	-		VILLAGE OF WAUZEKA
0030	632+39	-	673+01	STH 60	-	90	-	-	155	93		VILLAGE OF WAUZEKA to EOP
				TOTAL 0030	0	1,105	0	0	2,333	1,404	0	
				PROJECT TOTAL	1	13,480	1	1	35,079	2,362	100	

*465.0105 - (0010 - USE WITH SPV.0108.01, 0030 USE WITH SHOULDER WIDENING REQUIREMENTS)

PWL MIXTURE USE TABLE

STATION - STATION	LOCATION	LAYER / USE	UNDERLYING SURFACE	BID ITEM	QUANTITY (TONS)	LAYER THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
102+50 - 560+23	12' DRIVING LANE	UPPER LAYER	HMA SURFACE	4 LT 58-28 S	17,088 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
	SHOULDERS OVER EX. ASPHALT SHOULDERS	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	4,944 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
	SHOULDER WIDENING	UPPER LAYER	HMA SURFACE	4 LT 58-28 S	2,180 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
	INTERSECTIONS / SIDEROADS	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	59 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
560+23 - 628+76	12' DRIVING LANE	UPPER LAYER	HMA SURFACE	4 LT 58-28 S	2,694 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
	PARKING LANE / SHOULDER	UPPER LAYER	HMA SURFACE	4 LT 58-28 S	1,738 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
	INTERSECTIONS / SIDEROADS	UPPER LAYER	HMA SURFACE	4 LT 58-28 S	360 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
	12' DRIVING LANE	LOWER LAYER	EXISTING BASE AGGREGATE	4 LT 58-28 S	2,155 TONS	2"	QMP AS PER SS 460	460.2000 INCENTIVE DENSITY HMA PAVEMENT
	PARKING LANE / SHOULDER	LOWER LAYER	EXISTING BASE AGGREGATE	4 LT 58-28 S	1,390 TONS	2"	QMP AS PER SS 460	460.2000 INCENTIVE DENSITY HMA PAVEMENT
	INTERSECTIONS / SIDEROADS	LOWER LAYER	EXISTING BASE AGGREGATE	4 LT 58-28 S	288 TONS	2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
628+76 - 673+01	12' DRIVING LANE	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	1,516 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	460.2005 INCENTIVE DENSITY PWL HMA PAVEMENT
	SHOULDERS OVER EX. ASPHALT SHOULDERS	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	487 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.
	SHOULDER WIDENING	UPPER LAYER	HMA SURFACE	4 LT 58-28 S	155 TONS	2-1/2"	460.2010 INCENTIVE AIR VOIDS HMA PAVEMENT (PWL)	ACCEPTANCE TESTING BY THE DEPARTMENT. NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE.

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STORM SEWER ITEMS

CATEGORY	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER 12-INCH LF	204.0245.02 REMOVING STORM SEWER 15-INCH LF	204.0245.03 REMOVING STORM SEWER 19-INCH X 30-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.2314 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 14X23-INCH LF	REMARKS
0010		INLET-1 - INLET-2	-	-	-	-	-	84	-	
0010		INLET-2 - INLET-3	-	-	-	-	-	92	-	
0010		INLET-4 - INLET-5	-	-	-	-	14	-	-	
0010		INLET-5 - MH-6	-	-	-	-	-	37	-	
0010	581+23.87	56.24' LT	-	-	-	1	-	-	-	MH-6
0010		MH-6 - MH-7	-	-	-	-	-	-	29	
0010		MH-7 - MH-8	-	-	-	-	-	-	41	
0010		MH-8 - MH-9	-	-	-	-	-	-	44	
0010	581+59.85	21.42' RT	-	-	-	1	-	-	-	MH-9
0010	581+03 - 581+07	67' LT - 74' LT	8	-	-	-	-	-	-	8' OF 12" RCPSS
0010	581+03 - 581+21	67' LT - 45' LT	-	34	-	-	-	-	-	34' OF 15" RCPSS
0010	581+21 - 581+30	45' LT - 65' LT	13	-	-	-	-	-	-	REMOVE SOUTH 13' (OF 22') OF 12" RCPSS
0010	581+21 - 581+47	45' LT - 19' RT	-	-	68	-	-	-	-	68' OF 19"x30" RCHEPSS
0010	581+47 - 581+63	19' RT - 21' LT	41	-	-	-	-	-	-	41' OF 12" RCPSS
0010	581+47 - 581+59.85	19' RT - 21.42' RT	-	-	10	-	-	-	-	REMOVE WEST 10' OF 19"x30" RCHEPSS
		TOTAL 0010	62	34	78	2	14	213	114	

MANHOLE AND INLET ITEMS

CATEGORY	STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	611.0624 INLET COVERS TYPE H EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	** SPV.0060.30 SPECIAL (ADJUSTING MANHOLE COVERS) EACH	REMARKS
0010	571+15.78	17' RT	-	-	1	-	1	-	-	1	-	INLET-1
0010	571+98.63	17' RT	-	-	1	-	1	-	-	1	-	INLET-2
0010	581+12.56	84.5' LT	-	-	1	-	1	-	-	1	-	INLET-4
0010	581+07.36	74.48' LT	-	-	1	-	1	-	-	1	-	INLET-5
0010	581+23.87	56.24' LT	-	-	1	1	-	-	-	1	-	MH-6
0010	581+30.56	28.51' LT	-	-	1	1	-	-	-	1	-	MH-7
0010	581+62.74	22.04' LT	-	-	1	1	-	-	-	1	-	MH-8
0010	581+59.85	21.42' RT	-	-	1	1	-	-	-	1	-	MH-9
0010	576+77	20' LT	-	-	-	-	-	1	-	-	-	
0010	577+70	22' RT	-	-	-	-	-	1	-	-	-	
0010	577+80	20' LT	-	-	-	-	-	1	-	-	-	
0010	600+68	21' LT	-	-	-	-	-	1	-	-	-	
0010	611+37	24' LT	-	-	-	-	-	1	-	-	-	
0010	611+97	22' LT	-	-	-	-	-	1	-	-	-	
0010	611+97	20' RT	-	-	-	-	-	1	-	-	-	
0010	614+78	21' LT	-	-	-	-	-	1	-	-	-	
0010	615+38	21' RT	-	-	-	-	-	1	-	-	-	
0010	615+47	21' RT	-	-	-	-	-	1	-	-	-	
0010	615+53	21' LT	-	-	-	-	-	1	-	-	-	
0010	622+56	22' LT	-	-	-	-	-	1	-	-	-	
0010	623+55	22' LT	-	-	-	-	-	1	-	-	-	
0010	626+23	22' LT	-	-	-	-	-	1	-	-	-	
0010	627+80	21' LT	-	-	1	-	-	-	-	-	-	
0010	581+03	67' LT	-	1	-	-	-	-	-	-	-	INLET & CASTING
0010	581+07	74' LT	-	1	-	-	-	-	-	-	-	INLET & CASTING
0010	581+21	45' LT	1	-	-	-	-	-	-	-	-	MH & CASTING (BURIED)
0010	581+47	19' RT	1	-	-	-	-	-	-	-	-	MH W/ INLET CASTING
0010	581+63	21' LT	-	1	-	-	-	-	-	-	-	INLET & CASTING
0010	575+63	16' LT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	577+32	10' LT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	577+54	33' RT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	581+20	45' LT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	588+34	22' RT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	588+60	22' RT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	592+75	22' RT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
0010	608+17	27' RT	-	-	-	-	-	-	1	-	1	EX. STORM SEWER MH
		TOTAL 0010	2	3	9	4	4	14	8	8	8	

**SEE DETAIL IN 5180-00-71 PLAN

CONCRETE CURB AND GUTTER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	416.1010 CONCRETE SURFACE DRAINS CY	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	365+05	-	366+55	RT	-	-	-	150	150	-	
0010	365+80	-		RT	-	2	-	-	-	-	
0010	566+97	-	567+11	LT	23	-	23	-	23	5	CTH N, NW RADIUS
0010	567+19	-	567+22	LT	14	-	14	-	14	2.5	W SIDE OF CTH N
0010	567+42	-	567+67	LT	34	-	34	-	34	5	CTH N, NE RADIUS
0010	570+20	-	574+63	RT	-	-	445	-	445	-	
0010	573+01	-	573+12	LT	22	-	22	-	22	5	MCCLOSKEY AVE, NW RADIUS
0010	573+42	-	573+54	LT	23	-	23	-	23	5	MCCLOSKEY AVE, NE RADIUS
0010	576+66	-	578+02	LT	97	-	99	-	99	5	
0010	577+23	-	577+44	RT	65	-	67	-	67	5	FRONT ST, SE RADIUS
0010	577+54	-	577+83	RT	94	-	107	-	107	5	FRONT ST, NE RADIUS
0010	580+07	-	581+72	RT	122	-	113	-	113	5	
0010	580+60	-	580+77	LT	57	-	64	-	64	2.5	N. BUSINESS ST, SW RADIUS
0010	580+90	-	581+16	LT	73	-	76	-	76	2.5	N. BUSINESS ST, NW RADIUS
0010	581+24	-	581+66	LT	94	-	102	-	102	5	N. BUSINESS ST, NE RADIUS
0010	584+80	-	585+07	RT	51	-	51	-	51	5	S. STATION ST, SW RADIUS
0010	584+90	-	585+07	LT	17	-	17	-	17	5	
0010	585+32	-	585+63	RT	62	-	62	-	62	2.5	S. STATION ST, SE RADIUS
0010	585+39	-	585+65	LT	26	-	26	-	26	5	
0010	587+06		587+34	RT	28	-	28	-	28	5	
0010	587+11		587+34	LT	23	-	23	-	23	5	
0010	588+26	-	588+67	RT	50	-	50	-	50	2.5	N. TALBOT ST, SW RADIUS
0010	588+29	-	588+67	LT	49	-	49	-	49	5	N. TALBOT ST, NW RADIUS
0010	588+97	-	589+20	LT	34	-	34	-	34	5	N. TALBOT ST, NE RADIUS
0010	588+97	-	589+21	RT	32	-	32	-	32	2.5	N. TALBOT ST, SE RADIUS
0010	592+25	-	592+46	RT	31	-	31	-	31	2.5	S. DOUSMAN ST, SW RADIUS
0010	592+28	-	592+47	LT	30	-	30	-	30	5	S. DOUSMAN ST, NW RADIUS
0010	592+76	-	593+12	RT	43	-	43	-	43	2.5	S. DOUSMAN ST, SE RADIUS
0010	592+77	-	593+16	LT	50	-	50	-	50	5	S. DOUSMAN ST, NE RADIUS
0010	593+64	-	593+86	LT	22	-	22	-	22	5	
0010	596+05	-	596+26	LT	32	-	32	-	32	5	N. CASS ST, NW RADIUS
0010	596+57	-	596+99	LT	53	-	53	-	53	5	N. CASS ST, NE RADIUS
0010	596+76	-	596+98	RT	22	-	22	-	22	5	
0010	598+80	-	599+00	LT	20	-	20	-	20	5	
0010	599+92	-	600+12	LT	30	-	31	-	31	5	DITTMAN HILL RD, NW RADIUS
0010	600+43	-	600+88	LT	56	-	57	-	57	5	DITTMAN HILL RD, NE RADIUS
0010	600+69	-	600+84	RT	15	-	15	-	15	5	
0010	602+42	-	602+71	LT	29	-	29	-	29	5	AT SACRED HEART CHURCH
0010	602+42	-	602+80	RT	37	-	37	-	37	5	AT SACRED HEART CHURCH
0010	603+60	-	603+82	RT	31	-	31	-	31	5	E. FRONT ST, SW RADIUS
0010	603+66	-	603+87	LT	29	-	29	-	29	5	N. PINE ST, NW RADIUS
0010	604+12	-	604+53	RT	47	-	47	-	47	5	E. FRONT ST, SE RADIUS
0010	604+18	-	604+53	LT	45	-	45	-	45	5	N. PINE ST, NE RADIUS
0010	607+14	-	607+60	LT	55	-	57	-	57	5	N. BURTON ST, NW RADIUS
0010	607+21	-	608+56	RT	134	-	134	-	134	5	
0010	607+88	-	608+70	LT	89	-	90	-	90	5	N. BURTON ST, NE RADIUS
0010	609+24	-	609+46	RT	22	-	22	-	22	5	
0010	610+89	-	611+49	LT	73	-	73	-	73	5	N. WEBSTER ST, NW RADIUS
0010	611+76	-	612+34	LT	70	-	71	-	71	5	N. WEBSTER ST, NE RADIUS
0010	611+81	-	612+60	RT	79	-	79	-	79	5	
0010	614+47	-	615+04	LT	70	-	71	-	71	5	N. MILL ST, NW RADIUS
0010	615+21	-	615+96	RT	74	-	74	-	74	5	
0010	615+33	-	615+97	LT	78	-	78	-	78	5	N. MILL ST, NE RADIUS
0010	618+74	-	619+01	LT	35	-	36	-	36	5	JACKSON ST, NW RADIUS
0010	618+78	-	619+86	RT	108	-	108	-	108	5	
0010	619+30	-	619+71	LT	50	-	51	-	51	5	JACKSON ST, NE RADIUS
0010	620+11	-	621+01	LT	90	-	90	-	90	5	
0010	622+20	-	622+92	LT	79	-	80	-	80	5	SMITH ST, NW RADIUS
0010	622+21	-	622+72	RT	51	-	51	-	51	5	
0010	623+17	-	624+08	LT	81	-	82	-	82	5	SMITH ST, NE RADIUS
0010	625+61	-	626+69	LT	113	-	114	-	114	5	TIMBER ST, NW RADIUS
0010	626+07	-	626+59	RT	51	-	51	-	51	5	
0010	627+01	-	628+94	LT	201	-	202	-	202	5	TIMBER ST, NE RADIUS
0010	628+39	-	628+76	RT	37	-	37	-	37	5	
				TOTAL 0010	3,352	2	3,836	150	3,986	285 *	* MORE LISTED IN CONCRETE SIDEWALK MQ'S

CONCRETE SIDEWALK ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0155 REMOVING CONCRETE SIDEWALK SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	602.1500 CONCRETE STEPS SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	690.0250 SAWING CONCRETE LF	REMARKS
0010		-		CURB RAMP #1	1	33	6	-	597	50	-	10	-	1	15	
0010		-		CURB RAMP #2	-	16	-	-	150	-	-	10	-	1	4	
0010		-		CURB RAMP #3	-	13	-	-	131	-	10	-	-	1	4	
0010		-		CURB RAMP #4	-	12	-	-	117	-	10	-	-	1	4	
0010		-		CURB RAMP #5	-	122	-	-	1,160	-	10	-	-	1	109	
0010		-		CURB RAMPS #6 & #7	-	61	-	73	829	-	20	-	-	2	77	
0010		-		CURB RAMP 8	-	10	-		121	-	10	-	-	1	7	
0010		-		CURB RAMPS #9 & #11	-	21	-	-	187	-	20	-	-	2	5	
0010		-		CURB RAMPS #10 & #16	-	70	-	-	713	-	20	-	-	2	7	
0010		-		CURB RAMPS #12 & #13	-	20	-	-	295	-	20	-	-	2	-	
0010		-		CURB RAMPS #14 & #15	-	32	-	-	371	-	20	-	20	2	8	
0010		-		CURB RAMP #17	-	18	-	-	149	-	10	-	-	1	11	
0010		-		CURB RAMPS #18 & #19	-	28	-	-	300	-	20	-	-	2	8	
0010		-		CURB RAMP #20	-	37	-	-	333	-	10	-	-	1	81	
0010	587+11	-	587+34	LT	-	17	-	-	154	-	-	-	-	-	37	
0010	587+14	-	587+18	RT	-	5	-	-	-	-	-	-	-	-	4	
0010		-		CURB RAMPS #21 & #23	-	27	-	-	225	-	20	-	-	2	6	
0010		-		CURB RAMPS #22 & #25	-	18	-	-	189	-	20	-	-	2	8	
0010		-		CURB RAMP #24	-	16	-	-	139	-	10	-	-	1	4	
0010		-		CURB RAMP #26	-	13	-	-	117	-	10	-	-	1	4	
0010		-		CURB RAMP #27	-	16	-	-	159	-	10	-	-	1	4	
0010		-		CURB RAMPS #28 & #31	-	22	-	-	227	-	20	-	-	2	7	
0010		-		CURB RAMP #29	-	23	-	-	178	-	10	-	-	1	8	
0010		-		CURB RAMPS #30 & #32	-	19	-	-	234	-	20	-	-	2	4	
0010	593+75	-	593+79	LT	-	6	-	-	39	-	-	-	-	-	8	
0010		-		CURB RAMP #33	-	12	-	-	120	-	10	-	-	1	4	
0010		-		CURB RAMPS #34 & #35	-	20	-	-	251	-	20	-	-	2	4	
0010		-		CURB RAMP #36	-	12	-	-	137	-	10	-	-	1	8	
0010	598+86	-	598+94	LT	-	9	-	-	72	-	-	-	-	-	8	
0010		-		CURB RAMP #37	-	14	-	-	127	-	10	-	-	1	4	
0010		-		CURB RAMPS #38 & #39	-	35	-	-	346	-	20	-	-	2	8	
0010		-		CURB RAMP #40	-	10	-	-	107	-	10	-	-	1	8	
0010		-		CURB RAMP #41	-	38	-	-	333	-	10	-	-	1	16	
0010		-		CURB RAMP #42	-	47	-	-	426	-	10	-	-	1	60	
0010		-		CURB RAMP #43	-	11	-	-	123	-	10	-	-	1	4	
0010		-		CURB RAMPS #44 & #47	-	15	-	-	192	-	20	-	-	2	4	
0010		-		CURB RAMP #45	-	11	-	-	106	-	10	-	-	1	4	
0010		-		CURB RAMPS #46 & #48	-	33	-	-	365	-	20	-	-	2	9	
0010		-		CURB RAMPS #49 & #51	-	15	-	-	177	-	20	-	-	2	4	
0010		-		CURB RAMP #50	52	47	70	-	242	325	10	-	-	1	36	
0010		-		CURB RAMP #52	-	34	-	-	357	-	10	-	-	1	4	
0010	609+07	-	609+54	RT	-	20	-	-	184	-	-	-	-	-	8	
0010		-		CURB RAMP #53	-	27	-	20	292	-	10	-	-	1	4	
0010		-		CURB RAMPS #54 & #55	-	23	-	30	304	20	20	-	-	2	4	
0010		-		CURB RAMP #56	18	20	-	-	270	162	10	-	-	1	8	
0010		-		CURB RAMP #57	-	22	-	20	281	-	10	-	-	1	4	
0010		-		CURB RAMPS #58 & #59	-	30	-	-	429	-	20	-	-	2	4	
0010		-		CURB RAMP #60	-	38	-	-	440	-	10	-	-	1	9	
0010		-		CURB RAMP #61	-	12	-	20	206	-	10	-	-	1	4	
0010		-		CURB RAMPS #62 & #63	-	27	-	29	332	-	20	-	-	2	4	
0010		-		CURB RAMP #64	17	35	-	-	414	153	10	-	-	1	8	
0010	620+09	-	621+04	LT	-	44	-	-	395	-	-	-	-	-	8	
0010		-		CURB RAMPS #65 & #67	-	28	-	43	443	-	20	-	-	2	4	
0010		-		CURB RAMP #66	-	23	-	-	314	-	10	-	-	1	8	
0010		-		CURB RAMP #68	5	20	-	-	214	117	10	-	-	1	4	
0010		-		CURB RAMPS #69 & #71	-	43	-	34	556	-	20	-	-	2	4	
0010		-		CURB RAMP #70	-	23	-	-	313	-	10	-	-	1	8	
0010		-		CURB RAMPS #72 & #73	-	84	-	28	960	-	20	-	-	2	-	
0010		-		CURB RAMP #74	-	16	-	-	237	-	10	-	-	1	4	
				TOTAL 0010	93	1,573	76	297	17,179	827	720	20	20	74	716 *	* MORE LISTED IN C&G MQ'S

3

PEDESTRIAN TRAFFIC CONTROL

CATEGORY	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	REMARKS
0010	STAGE 1A & 1B	2,400	-	120	500	8 RAMP LOCATIONS
0010	STAGE 2A & 2B	1,200	-	120	-	6 RAMP LOCATIONS
0010	STAGE 3A & 3B	1,500	-	120	-	6 RAMP LOCATIONS
0010	STAGE 4A & 4B	1,200	-	120	-	6 RAMP LOCATIONS
0010	UNDISTRIBUTED	-	100	-	200	
	TOTAL 0010	6,300	100	480	700	

FINISHING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
0010	560+23	-	632+39	STH 60	1,620	-	-	1,620	1.0	29	44	36	VILLAGE OF WAUZEKA
0010		-		UNDISTRIBUTED	80	500	100	80	0.5	6	6	4	
				TOTAL 0010	1,700	500	100	1,700	1.5	35	50	40	

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	117+73	-	118+62	LT	100	200	-	-	-	-	-	-	
0010	119+48	-	120+49	LT	118	236	-	-	-	-	-	-	
0010	192+15	-	193+23	LT	125	250	-	-	-	-	-	-	
0010	192+16	-	193+21	RT	117	234	-	-	-	-	-	-	
0010	195+10	-	196+15	LT	112	224	-	-	-	-	-	-	
0010	195+12	-	196+16	RT	118	236	-	-	-	-	-	-	
0010	220+86	-	221+88	RT	125	250	-	-	-	-	-	-	
0010	222+99	-	223+95	RT	105	210	-	-	-	-	-	-	
0010	235+58	-	236+67	LT	114	228	-	-	-	-	-	-	
0010	269+64	-	270+65	LT	107	214	-	-	-	-	-	-	
0010	295+32	-	296+37	LT	112	224	-	-	-	-	-	-	
0010	295+38	-	296+31	RT	120	240	-	-	-	-	-	-	
0010	310+42	-	311+42	LT	109	218	-	-	-	-	-	-	
0010	338+20	-	339+24	LT	109	218	-	-	-	-	-	-	
0010	345+24	-	346+43	LT	130	260	-	-	-	-	-	-	
0010	345+18	-	346+45	RT	139	278	-	-	-	-	-	-	
0010	347+17	-	348+42	LT	132	264	-	-	-	-	-	-	
0010	347+16	-	348+07	RT	110	220	-	-	-	-	-	-	
0010	355+22	-	356+46	RT	139	278	-	-	-	-	-	-	
0010	356+13	-	357+14	LT	126	252	-	-	-	-	-	-	
0010	380+60	-	382+13	RT	180	360	-	-	-	-	-	-	
0010	392+19	-	393+76	RT	164	328	-	-	-	-	-	-	
0010	424+05	-	425+21	RT	119	238	-	-	-	-	-	-	
0010	481+76	-	483+22	LT	158	316	-	-	-	-	-	-	
0010	481+42	-	483+30	RT	197	394	-	-	-	-	-	-	
0010	485+15	-	486+43	LT	145	290	-	-	-	-	-	-	
0010	485+01	-	486+44	RT	158	316	-	-	-	-	-	-	
0010	500+81	-	502+17	RT	147	294	-	-	-	-	-	-	
0010	502+54	-	504+30	LT	179	358	-	-	-	-	-	-	
0010	502+96	-	504+34	RT	154	308	-	-	-	-	-	-	
0010	585+42	-	585+65	RT	35	70	-	-	-	-	-	-	
0010	589+02	-	589+28	RT	28	56	-	-	-	-	-	-	
0010	592+11	-	592+26	RT	18	36	-	-	-	-	-	-	
0010	592+80	-	593+21	RT	41	82	-	-	-	-	-	-	
0010	596+74	-	596+91	RT	18	36	-	-	-	-	-	-	
0010	600+69	-	600+86	RT	17	34	-	-	-	-	-	-	
0010	603+54	-	603+79	RT	25	50	-	-	-	-	-	-	
0010	604+31	-	604+53	RT	41	82	-	-	-	-	-	-	
0010	611+80	-	612+18	RT	39	78	-	-	-	-	-	-	
0010	615+35	-	615+95	RT	80	160	-	-	-	-	-	-	
0010	619+24	-	619+86	RT	63	126	-	-	-	-	-	-	
0010	622+21	-	622+75	RT	56	112	-	-	-	-	-	-	
0010	626+06	-	626+58	RT	53	106	-	-	-	-	-	-	
0010	628+37	-	628+79	RT	42	84	-	-	-	-	-	-	
0010	666+88	-	667+67	RT	95	190	-	-	-	-	-	-	
0010	563+05	-		LT	-	-	-	-	-	1	-	-	
0010	563+15	-		LT	-	-	-	-	-	1	-	-	
0010	563+80	-		LT	-	-	-	-	-	1	-	-	
0010	563+95	-		LT	-	-	-	-	-	1	-	-	
0010	567+02	-		LT	-	-	-	-	1	-	-	-	
		-											
				PAGE TOTAL 0010	4,619	9,238	0	0	1	4	0	0	

EROSION CONTROL CONT'D

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
0010	567+17	-		LT	-	-	-	-	-	1	-	-	
0010	569+61	-		LT	-	-	-	-	-	1	-	-	
0010	569+71	-		LT	-	-	-	-	-	1	-	-	
0010	571+16	-		RT	-	-	-	-	-	1	-	-	INLET-1
0010	571+99	-		RT	-	-	-	-	-	1	-	-	INLET-2
0010	572+91	-		LT	-	-	-	-	1	-	-	-	
0010	572+91	-		RT	-	-	-	-	1	-	-	-	EX. INLET-3
0010	575+02	-		LT	-	-	-	-	-	1	-	-	
0010	576+77	-		LT & RT	-	-	-	-	-	2	-	-	
0010	577+70	-		RT	-	-	-	-	-	1	-	-	
0010	577+80	-		LT	-	-	-	-	-	1	-	-	
0010	581+07	-		LT	-	-	-	-	-	1	-	-	INLET-5
0010	581+13	-		LT	-	-	-	-	-	1	-	-	INLET-4
0010	581+24	-		LT	-	-	-	-	-	1	-	-	MH-6
0010	581+30	-		LT	-	-	-	-	-	1	-	-	
0010	581+31	-		LT	-	-	-	-	-	1	-	-	MH-7
0010	581+32	-		LT	-	-	-	-	-	1	-	-	
0010	581+60	-		RT	-	-	-	-	-	1	-	-	MH-9
0010	581+63	-		LT	-	-	-	-	-	1	-	-	MH-8
0010	584+38	-		RT	-	-	-	-	-	1	-	-	
0010	584+86	-		LT	-	-	-	-	-	1	-	-	
0010	587+09	-		LT	-	-	-	-	-	1	-	-	
0010	587+79	-		LT	-	-	-	-	-	1	-	-	
0010	587+88	-		LT & RT	-	-	-	-	-	2	-	-	
0010	589+22	-		LT & RT	-	-	-	-	-	2	-	-	
0010	592+23	-		LT & RT	-	-	-	-	-	2	-	-	
0010	595+46	-		RT	-	-	-	-	-	1	-	-	
0010	596+03	-		LT	-	-	-	-	-	1	-	-	
0010	597+29	-		LT & RT	-	-	-	-	-	2	-	-	
0010	600+68	-		LT & RT	-	-	-	-	-	2	-	-	
0010	603+59	-		RT	-	-	-	-	-	1	-	-	
0010	603+64	-		LT	-	-	-	-	-	1	-	-	
0010	606+17	-		LT & RT	-	-	-	-	-	2	-	-	
0010	609+15	-		LT & RT	-	-	-	-	-	2	-	-	
0010	611+37	-		LT	-	-	-	-	-	1	-	-	
0010	611+40	-		LT	-	-	-	-	1	-	-	-	
0010	611+49	-		RT	-	-	-	-	-	1	-	-	
0010	611+97	-		LT & RT	-	-	-	-	-	2	-	-	
0010	614+78	-		LT	-	-	-	-	-	1	-	-	
0010	615+38	-		RT	-	-	-	-	-	1	-	-	
0010	615+47	-		RT	-	-	-	-	-	1	-	-	
0010	615+53	-		LT	-	-	-	-	-	1	-	-	
0010	622+56	-		LT	-	-	-	-	-	1	-	-	
0010	623+47	-		RT	-	-	-	-	-	1	-	-	
0010	623+55	-		LT & RT	-	-	-	-	-	2	-	-	
0010	626+23	-		LT	-	-	-	-	-	1	-	-	
0010	627+80	-		LT	-	-	-	-	-	1	-	-	
0010	628+97	-		LT	-	-	-	-	-	1	-	-	
0010		-		WASTE SITES	500	1,000	10	5	-	-	200	20	
		-		PAGE TOTAL 0010	500	1,000	10	5	3	55	200	20	
				TOTAL 0010	5,119	10,238	10	5	4	59	200	20	

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BARRIER SYSTEM GRADING

CATEGORY	STATION	TO	STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	FOR INFORMATION ONLY BORROW CY	EXCAVATION COMMON CY	SALVAGED TOPSOIL SY	EROSION MAT CLASS I TYPE B SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING TEMPORARY LB	SEED WATER MGAL	CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	117+96	-	118+46	LT	1	0	14	70	125	0.1	3	3	3	50	
0010	119+62	-	120+12	LT	1	56	9	142	207	0.1	6	6	5	50	
0010	192+41	-	192+91	LT	1	70	8	182	251	0.2	7	7	6	50	
0010	192+47	-	192+97	RT	1	6	12	124	189	0.1	5	5	4	50	
0010	195+30	-	195+80	LT	1	5	12	101	163	0.1	4	4	4	50	
0010	195+35	-	195+85	RT	1	11	12	130	195	0.1	5	5	4	50	
0010	221+11	-	221+61	RT	1	63	8	181	250	0.2	7	7	6	50	
0010	223+17	-	223+67	RT	1	10	13	82	141	0.1	4	4	3	50	
0010	235+82	-	236+32	LT	1	9	9	78	142	0.1	4	4	3	50	
0010	269+83	-	270+33	LT	1	14	9	78	138	0.1	4	4	3	50	
0010	295+54	-	296+04	LT	1	43	10	174	236	0.1	6	6	5	50	
0010	295+54	-	296+04	RT	1	44	6	192	259	0.2	7	7	6	50	
0010	310+66	-	311+16	LT	1	4	14	82	142	0.1	4	4	3	50	
0010	338+44	-	338+94	LT	1	10	15	69	130	0.1	4	4	3	50	
0010	345+58	-	346+08	LT	1	16	12	167	240	0.2	6	6	5	50	
0010	345+58	-	346+08	RT	1	39	17	178	255	0.2	7	7	6	50	
0010	347+42	-	347+92	LT	1	24	9	169	242	0.2	7	7	5	50	
0010	347+42	-	347+92	RT	1	39	12	136	197	0.1	5	5	4	50	
0010	355+60	-	356+10	RT	1	76	6	184	261	0.2	7	7	6	50	
0010	356+39	-	356+89	LT	1	61	9	193	263	0.2	7	7	6	50	
0010	380+87	-	381+37	RT	1	115	7	366	466	0.3	13	13	10	50	
0010	392+89	-	393+39	RT	1	41	7	195	286	0.2	8	8	6	50	
0010	424+28	-	424+78	RT	1	18	10	109	175	0.1	5	5	4	50	
0010	482+19	-	482+69	LT	1	118	5	229	317	0.2	9	9	7	50	
0010	482+19	-	482+69	RT	1	52	7	287	396	0.2	11	11	9	50	
0010	485+22	-	485+72	LT	1	18	15	207	288	0.2	8	8	6	50	
0010	485+22	-	485+72	RT	1	38	12	217	305	0.2	8	8	7	50	
0010	501+52	-	502+02	RT	1	42	9	221	303	0.2	8	8	7	50	
0010	503+08	-	503+58	LT	1	4	10	120	219	0.1	6	6	5	50	
0010	503+08	-	503+58	RT	1	42	12	252	337	0.2	9	9	8	50	
0010	667+03	-	667+53	RT	1	26	11	101	153	0.1	4	4	3	50	
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BEAMGUARD ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	614.0215 STEEL THRIE BEAM STRUCTURE APPROACH RETROFIT SPAN EACH	614.0216 STEEL THRIE BEAM STRUCTURE APPROACH RETROFIT POST EACH	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.2300 MGS GUARDRAIL 3 LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH	REMARKS
0010	117+96	-	120+12	LT	177	-	-	-	116	-	-	2	-	
0010	192+41	-	195+80	LT	239	-	-	-	239	-	-	2	-	
0010	192+47	-	195+85	RT	239	-	-	-	238	-	-	2	-	
0010	221+02	-	224+01	LT	200	-	-	-	199	-	-	2	-	
0010	221+11	-	223+67	RT	239	-	-	-	156	-	-	2	-	
0010	235+82	-	236+75	LT	72	1	2	-	-	-	39.4	1	-	
0010	242+26	-	243+19	LT	69	1	2	-	-	-	39.4	1	-	
0010	269+83	-	270+75	LT	68	1	2	-	-	-	39.4	1	-	
0010	277+02	-	277+94	LT	68	-	-	-	-	-	39.4	1	-	
0010	282+95	-	283+50	LT	68	-	-	-	28	25	39.4	-	1	
0010	292+46	-	293+38	LT	68	-	-	-	-	-	39.4	1	-	
0010	295+54	-	297+58	LT	127	-	-	-	166	29	-	1	1	
0010	295+54	-	297+80	RT	150	-	-	-	172	29	-	1	1	
0010	310+66	-	311+59	LT	68	1	2	-	-	-	39.4	1	-	
0010	338+00	-	338+94	LT	61	1	2	-	-	-	39.4	1	-	
0010	345+58	-	346+50	LT	68	-	-	-	-	-	39.4	1	-	
0010	345+58	-	346+50	RT	68	-	-	-	-	-	39.4	1	-	
0010	345+58	-	346+50	LT	68	-	-	-	-	-	39.4	1	-	
0010	345+58	-	346+50	RT	68	-	-	-	-	-	39.4	1	-	
0010	346+99	-	347+92	LT	68	-	-	-	-	-	39.4	1	-	
0010	346+99	-	347+92	RT	68	-	-	-	-	-	39.4	1	-	
0010	355+60	-	381+37	RT	2,361	-	-	-	2,477	-	-	2	-	
0010	356+39	-	358+24	LT	188	-	-	-	128	63	-	1	1	
0010	390+48	-	392+90	LT	168	1	2	-	153	-	39.4	1	-	
0010	392+89	-	424+78	RT	3,036	-	-	-	3,089	-	-	2	-	
0010	407+92	-	408+85	LT	68	1	2	-	-	-	39.4	1	-	
0010	415+75	-	417+32	LT	131	-	-	-	116	30	39.4	-	1	
0010	426+32	-	427+24	LT	60	1	2	-	-	-	39.4	1	-	
0010	439+38	-	440+31	LT	60	1	2	-	-	-	39.4	1	-	
0010	445+15	-	446+08	LT	68	-	-	-	-	-	39.4	1	-	
0010	471+84	-	472+78	LT	68	-	-	-	-	-	39.4	1	-	
0010	476+79	-	477+73	LT	61	1	2	-	-	-	39.4	1	-	
0010	482+19	-	485+72	LT	226	-	-	-	253	-	-	2	-	
0010	482+19	-	485+72	RT	225	-	-	-	253	-	-	2	-	
0010	501+47	-	503+58	LT	179	-	-	-	180	30	-	1	1	
0010	501+52	-	503+58	RT	175	-	-	-	106	-	-	2	-	
0010	532+50	-	533+18	RT	-	-	-	68	-	-	-	-	-	
0010	553+37	-	556+25	RT	200	-	-	-	188	-	-	2	-	
0010	553+62	-	555+99	LT	181	-	-	-	137	-	-	2	-	
0010	646+01	-	646+85	LT	148	-	-	-	88	42	39.4	-	-	
0010	652+35	-	667+53	RT	1,474	-	-	-	1,418	-	-	2	-	
0010	663+34	-	664+27	LT	68	-	-	-	-	-	39.4	1	-	
				TOTAL 0010	11,330	10	20	68	9,900	248	866.8	49	6	

3

STAKING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 5180-00-70 EACH	REMARKS
0010	102+50	-	245+50	STH 60	-	14,300		BOP to B-12-31
0010	247+35	-	346+50	STH 60	-	9,915		B-12-31 to B-12-67
0010	346+99	-	449+15	STH 60	-	10,216		B-12-67 to B-12-36
0010	450+30	-	560+23	STH 60	-	10,993		B-12-36 to VIL. OF WAUZEKA
0010	560+23	-	632+39	STH 60	7,216	7,216		VILLAGE OF WAUZEKA
0010	632+39	-	673+01	STH 60	-	4,062		VIL. OF WAUZEKA to EOP
0010				PROJECT	-	-	1	
				TOTAL 0010	7,216	56,702	1	

TRAFFIC CONTROL

CATEGORY	LOCATION	CALENDAR DAYS	NO	643.0300 TRAFFIC CONTROL DRUMS DAY	NO	643.0410 CONTROL BARRICADES TYPE II DAY	NO	643.0420 CONTROL BARRICADES TYPE III DAY	NO	643.0705 CONTROL WARNING LIGHTS TYPE A DAY	NO	643.0715 CONTROL WARNING LIGHTS TYPE C DAY	NO	643.0900 TRAFFIC CONTROL SIGNS DAY	NO	CYCLES	643.0920 CONTROL COVERING SIGNS TYPE II EACH	NO	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
0010	DETOUR ROUTE	139	-	-	-	-	55	7,645	103	14,317	-	-	307	42,673	20	1	20	2	14	
0010	UTILITY STAGE 1	71	20	1,420	-	-	16	1,136	28	1,988	-	-	2	142	-	-	-	-	-	
0010	UTILITY STAGE 2	21	20	420	-	-	12	252	20	420	-	-	2	42	-	-	-	-	-	
0010	PEDESTRIAN STAGE 1A	19	105	1,995	13	247	16	304	32	608	64	1,216	13	247	-	-	-	-	-	
0010	PEDESTRIAN STAGE 1B	5	48	240	4	20	8	40	16	80	32	160	4	20	-	-	-	-	-	
0010	PEDESTRIAN STAGE 2A	13	70	910	11	143	12	156	24	312	48	624	11	143	-	-	-	-	-	
0010	PEDESTRIAN STAGE 2B	12	58	696	10	120	8	96	16	192	32	384	10	120	-	-	-	-	-	
0010	PEDESTRIAN STAGE 3A	16	96	1,536	10	160	20	320	40	640	80	1,280	10	160	-	-	-	-	-	
0010	PEDESTRIAN STAGE 3B	9	52	468	10	90	12	108	24	216	48	432	10	90	-	-	-	-	-	
0010	PEDESTRIAN STAGE 4A	15	48	720	7	105	8	120	16	240	32	480	7	105	-	-	-	-	-	
0010	PEDESTRIAN STAGE 4B	8	32	256	9	72	8	64	16	128	32	256	9	72	-	-	-	-	-	
0010	POST DETOUR	43	70	3,010	-	-	8	344	16	688	-	-	50	2,150	-	-	-	-	-	"ROAD WORK" SIGNAGE
0010	UNDISTRIBUTED		VARIES	1,129	VARIES	93	VARIES	1,065	VARIES	1,991	VARIES	488	VARIES	4,596	-	-	-	-	-	
	TOTAL 0010			12,800		1,050		11,650		21,820		5,320		50,560			20		14	

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF	COLOR	646.1020 MARKING LINE EPOXY 4-INCH LF	COLOR	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH LF	COLOR	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH LF	COLOR	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH LF	COLOR	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	COLOR	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	648.0100 LOCATING NO-PASSING ZONES MI	COLOR	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH LF	REMARKS
0010	102+50	-	245+50	STH 60	-	11,446	YELLOW	20,682	WHITE	27,991	WHITE	108	YELLOW	20,682		-		-	-	YELLOW	20,682	BOP to B-12-31
0010	245+50	-	247+35	STH 60	-	-	YELLOW	740		-		-		-		-		-	-		-	ACROSS B-12-31 & APPROACH SLABS
0010	247+35	-	346+50	STH 60	-	8,295	YELLOW	11,663	WHITE	19,492		-	YELLOW	11,663		-		-	-	YELLOW	11,663	B-12-31 to B-12-67
0010	346+50	-	346+99	STH 60	-	-	YELLOW	123		-		-		-		-		-	-		-	ACROSS B-12-67
0010	346+99	-	449+15	STH 60	-	9,469	YELLOW	11,072	WHITE	20,105		-	YELLOW	11,072		-		-	-	YELLOW	11,072	B-12-67 to B-12-36
0010	449+15	-	450+30	STH 60	-	-	YELLOW	460		-		-		-		-		-	-		-	ACROSS B-12-36 & APPROACH SLABS
0010	450+30	-	560+23	STH 60	-	9,368	YELLOW	8,608	WHITE	21,300		-	YELLOW	8,608		-		-	-	YELLOW	8,608	B-12-36 to VILLAGE OF WAUZEKA
0010	560+23	-	632+39	STH 60	-	-		-	WHITE	1,668		-	YELLOW	8,321		-		-	-	YELLOW	8,321	TEMP ON BINDER & SAME DAY ON SURFACE
0010	632+39	-	673+01	STH 60	-	3,837	YELLOW	8,124	WHITE	8,124		-	YELLOW	8,124		-		-	-	YELLOW	8,124	VILLAGE OF WAUZEKA to EOP
0010	102+50	-	673+01	STH 60	-	-		-		-		-		-		-		-	10.81		-	
0010		-		CTH N	-	-		-		-		-		-	WHITE	88		-	-		-	
0010		-		MCCLOSKEY AVE.	-	-		-		-		-		-	WHITE	65		-	-		-	
0010		-		E. FRONT ST.	-	-		-		-		-		-	WHITE	60		-	-		-	
0010	577+52	-			-	-		-		-		-		-	WHITE	88		-	-		-	
0010	580+65	-			-	-		-		-		-		-	WHITE	96		-	-		-	
0010	580+80	-			-	-		-		-		-		-	WHITE	46		-	-		-	
0010		-		N. BUSINESS ST.	-	-		-		-		-		-	WHITE	70		-	-		-	
0010	581+61	-			-	-		-		-		-		-	WHITE	86		-	-		-	
0010		-		S. STATION ST.	-	-		-		-		-		-	WHITE	61		-	-		-	
0010	585+52	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010	588+40	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		N. TALBOT ST. (LT)	-	-		-		-		-		-	WHITE	70		-	-		-	
0010		-		N. TALBOT ST. (RT)	-	-		-		-		-		-	WHITE	70		-	-		-	
0010		-		S. DOUSMAN ST. (LT)	-	-		-		-		-		-	WHITE	70		-	-		-	
0010		-		S. DOUSMAN ST. (RT)	-	-		-		-		-		-	WHITE	70		-	-		-	
0010	593+04	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		N. CASS ST.	-	-		-		-		-		-	WHITE	69		-	-		-	
0010	596+87	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		DITTMAN HILL RD.	-	-		-		-		-		-	WHITE	70		-	-		-	
0010	600+77	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010	602+63	-			-	-		-		-		-		-		-	WHITE	60	-		-	
0010		-		E. FRONT ST.	-	-		-		-		-		-	WHITE	70		-	-		-	
0010		-		N. PINE ST.	-	-		-		-		-		-	WHITE	75		-	-		-	
0010	604+41	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010	607+33	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		N. BURTON ST.	-	-		-		-		-		-	WHITE	67		-	-		-	
0010		-		N. WEBSTER ST.	-	-		-		-		-		-	WHITE	73		-	-		-	
0010	612+07	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		N. MILL ST.	-	-		-		-		-		-	WHITE	72		-	-		-	
0010	615+70	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		JACKSON ST.	-	-		-		-		-		-	WHITE	71		-	-		-	
0010	619+60	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010	622+47	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		SMITH ST.	-	-		-		-		-		-	WHITE	67		-	-		-	
0010	626+33	-			-	-		-		-		-		-	WHITE	80		-	-		-	
0010		-		TIMBER ST.	-	-		-		-		-		-	WHITE	78		-	-		-	
0010	628+67	-			-	-		-		-		-		-		-	WHITE	60	-		-	
0010				UNDISTRIBUTED	-	585		1,028		1,320		-		1,530		28		10	-		1,530	
				TOTAL 0010	0	43,000		62,500		100,000		108		70,000		2,640		130	10.81		70,000	
0030	102+50	-	245+50	STH 60	25,111	-		-		-		-		-		-		-	-		-	BOP to B-12-31
0030	247+35	-	346+50	STH 60	17,747	-		-		-		-		-		-		-	-		-	B-12-31 to B-12-67
0030	346+99	-	449+15	STH 60	19,375	-		-		-		-		-		-		-	-		-	B-12-67 to B-12-36
0030	450+30	-	560+23	STH 60	19,350	-		-		-		-		-		-		-	-		-	B-12-36 to VILLAGE OF WAUZEKA
0030	560+23	-	632+39	STH 60	-	-		-		-		-		-		-		-	-		-	VILLAGE OF WAUZEKA
0030	632+39	-	673+01	STH 60	7,653	-		-		-		-		-		-		-	-		-	VILLAGE OF WAUZEKA to EOP
0030				UNDISTRIBUTED	764	-		-		-		-		-		-		-	-		-	
				TOTAL 0030	90,000	0		0		0		0		0		0		0	0.00		0	
				PROJECT TOTAL	90,000	43,000		62,500		100,000		108		70,000		2,640		130	10.81		70,000	

3

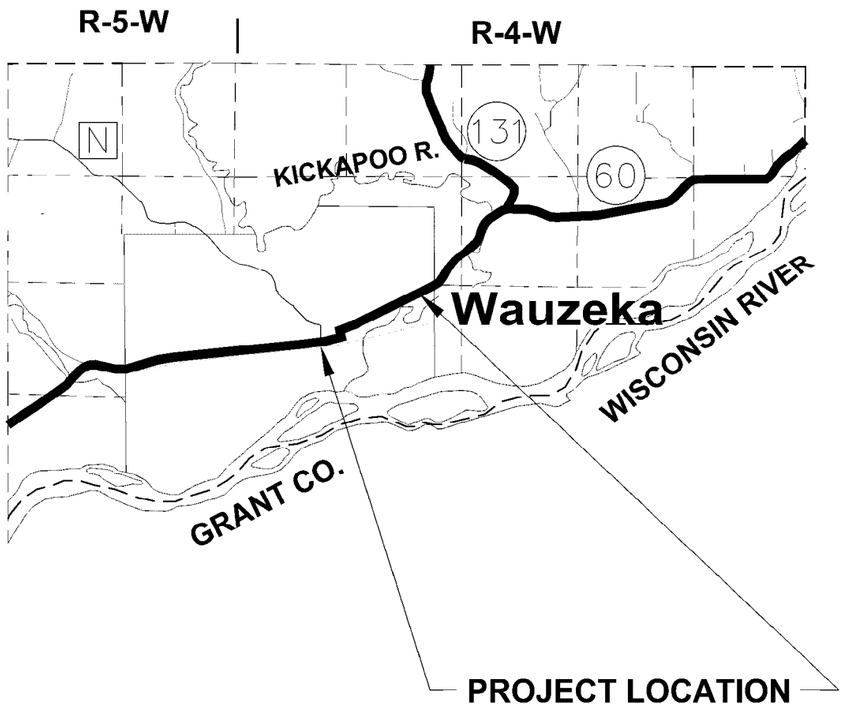
SIGNS

CATEGORY	STATION	LOCATION	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	113+70	LT	1	1	1	S-1: NO PASSING ZONE
0010	114+80	RT	1	1	1	S-2: NO PASSING ZONE
0010	162+10	RT	1	1	1	S-3: NO PASSING ZONE
0010	178+70	LT	1	1	1	S-4: NO PASSING ZONE
0010	224+60	RT	1	1	1	S-5: NO PASSING ZONE
0010	225+70	LT	1	1	1	S-6: NO PASSING ZONE
0010	297+45	RT	1	1	1	S-7: NO PASSING ZONE
0010	316+25	LT	1	1	1	S-8: NO PASSING ZONE
0010	333+80	RT	1	1	1	S-9: NO PASSING ZONE
0010	348+00	LT	1	1	1	S-10: NO PASSING ZONE
0010	370+20	RT	1	1	1	S-11: NO PASSING ZONE
0010	381+10	LT	1	1	1	S-12: NO PASSING ZONE
0010	414+55	RT	1	1	1	S-13: NO PASSING ZONE
0010	432+15	LT	1	1	1	S-14: NO PASSING ZONE
0010	486+85	RT	1	1	1	S-15: NO PASSING ZONE
0010	557+70	LT	1	1	1	S-16: NO PASSING ZONE
0010	577+60	RT	1	1	1	STOP
0010	577+85	LT	1	2	1	STOP & RT TURN NO STOP
0010	580+45	RT	1	5	1	STOP, RTNS, EAST, 60, & ARROW
0010	581+30	LT	1	3	1	WEST, 60, & ARROW
0010	581+55	RT	1	3	1	PEDESTRIAN, AHEAD, & FINES HIGHER
0010	584+80	RT	1	2	1	PEDESTRIAN & ARROW
0010	585+40	RT	1	1	1	STOP
0010	588+40	LT	1	1	1	NO PARKING
0010	588+45	RT	1	2	1	PEDESTRIAN & ARROW
0010	589+00	RT	1	1	1	STOP
0010	592+40	LT	1	1	1	STOP
0010	592+80	RT	1	1	1	STOP
0010	596+80	LT	1	1	1	SPEED LIMIT 30
0010	604+15	RT	1	1	1	STOP
0010	607+55	LT	1	1	1	STOP
0010	612+10	LT	1	3	1	WEST, 60, & SCENIC BYWAY
0010	618+70	LT	1	1	1	SPEED LIMIT 30
0010	618+90	RT	1	1	1	SPEED LIMIT 30
0010	622+60	LT	1	1	1	NO PASSING ZONE
		TOTAL 0010	35	48	35	

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5180-00-20
BRIDGEPORT - BOSCOBEL
E JCT OLD HWY 60 TO KICKAPOO RIVER
S.T.H. 60
CRAWFORD COUNTY





THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5180-00-20

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), CRAWFORD 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.

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

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

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE, WI.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TRANSPORTATION PROJECT PLAT DETAIL SHEETS.

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

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (T, 23, 24, 26, 25, R)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN (61-25)
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4-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	P.L.
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

LAYOUT
SCALE 0 1 MI.

PROJECT NUMBER	5180-00-20 4.01
SHEET	2 OF 2

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FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\RW TITLE.DWG
LAYOUT NAME: TPP Title 34x22
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : STEVE ALT PLOT NAME : _____

5180-00-20 4.01

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.01

THAT PART OF THE NORTHWEST QUARTER (NW ¼) OF THE SOUTHEAST QUARTER (SE ¼), THE NORTHEAST QUARTER (NE ¼) OF THE SOUTHEAST QUARTER (SE ¼) AND THE SOUTHWEST QUARTER (SW ¼) OF THE NORTHEAST QUARTER (NE ¼) OF SECTION 18, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: PROJECT RIGHT OF WAY PLAT NO.5180-06-22 & 5180-06-21, POS 9/16/90, POS 2/25/72, CSM 389, DOCUMENT NO. 221926 AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR CTH N: DOC. NO.314662, PROJECT RIGHT OF WAY PLAT NO.5180-06-22 AND FOUND MONUMENTATION.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

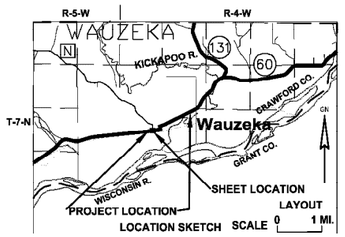
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

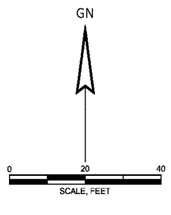
FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

4

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
99-100	N00°14'31"E	39.14'
100-101	S89°45'29"E	70.00'
101-102	S00°14'31"W	44.47'
102-103	S25°29'19"E	21.81'
103-104	N75°48'38"E	104.13'
104-PROP102	N75°48'38"E	134.01'
PROP102-105	S29°59'39"E	37.72'
105-PROP103	S60°11'16"E	42.98'
PROP103-106	S75°16'45"W	336.94'
106-107	N74°46'57"W	66.11'
107-108	N01°03'52"E	30.34'
108-99	N21°05'03"E	63.13'

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
99	566+94.94	80.53' LT	133528.881	386554.040
100	567+04.93	118.38' LT	133568.026	386554.205
PROP100	567+62.78	63.26' LT	133529.203	386624.042
101	567+72.61	100.51' LT	133567.730	386624.205
102	567+61.26	57.51' LT	133523.259	386624.017
103	567+65.41	36.10' LT	133503.573	386633.405
PROP101	568+53.37	35.65' LT	133525.226	386719.047
104	568+69.17	35.71' LT	133529.098	386734.361
PROP102	570+03.18	36.26' LT	133561.949	386864.283
105	570+44.64	0.00' RT	133529.278	386883.141
PROP103	570+44.64	29.73' RT	133507.911	386920.431
106	567+07.38	32.82' RT	133422.293	386594.554
107	566+51.36	0.00' RT	133439.644	386530.767
108	566+58.16	29.22' LT	133469.979	386531.330
TLE100	567+64.46	41.00' LT	133508.077	386631.257
TLE101	567+84.07	41.00' LT	133513.004	386650.244
TLE102	567+84.07	35.98' LT	133508.148	386651.504

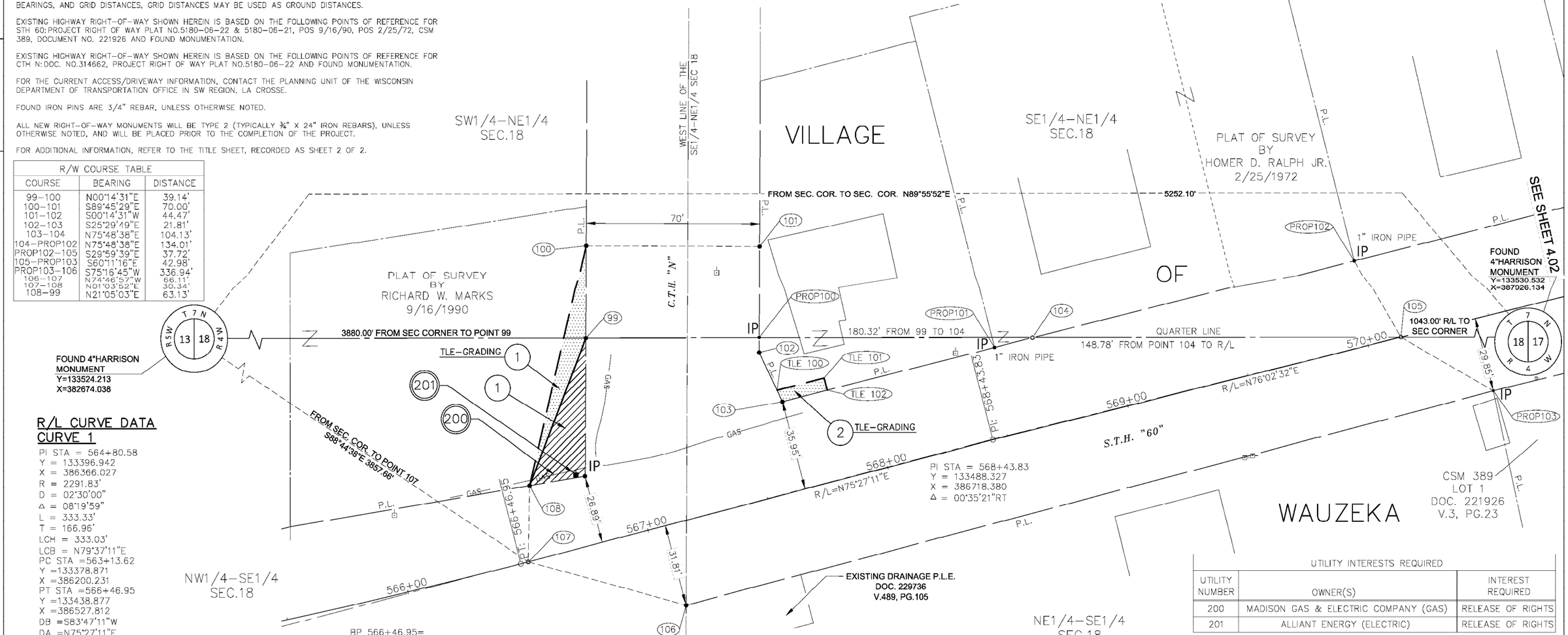




344585

RECORDED 03/25/2021 01:50 PM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 2
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.01
SHEET 1 OF 2



R/L CURVE DATA
CURVE 1

PI STA = 564+80.58
Y = 133396.942
X = 386366.027
R = 2291.83'
D = 02°30'00"
Δ = 08°19'59"
L = 333.33'
T = 166.96'
LCH = 333.03'
LCB = N79°37'11"E
PC STA =563+13.62
Y =133378.871
X =386200.231
PT STA =566+46.95
Y =133438.877
X =386527.812
DB =S83°47'11"W
DA =N75°27'11"E

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
1	KIMBERLY K. WAGNER	FEE, TLE	619	–	619	440
2	LARRY ZEFFH	TLE	–	–	–	94

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	MADISON GAS & ELECTRIC COMPANY (GAS)	RELEASE OF RIGHTS
201	ALLIANT ENERGY (ELECTRIC)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL NUMBER	INTEREST DESCRIPTION	RECORDING DATA
200	1	NO EASEMENT OF RECORD	–
201	1	NO EASEMENT OF RECORD	–

TEAM ENGINEERING

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

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

SIGNATURE: _____ DATE: 3/17/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 3/17/21
PRINT NAME: CORY SCHLAGEL

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : 3-17-21
PLOT DATE : 3/18/2021 2:11 PM PLOT BY : JADAMS PLOT NAME : PLOT SCALE : 1 IN:20FT

5180-00-20 - 4.01

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.02

THAT PART OF LOT 2 OF CSM 700 LOCATED IN AND INCLUDING PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE NORTHEAST QUARTER (NE ¼), PART OF LOT 1 OF CSM 389 LOCATED IN THE NORTHEAST QUARTER (NE ¼) OF THE SOUTHEAST QUARTER (SE ¼) AND PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE NORTHEAST QUARTER (NE ¼), ALL IN SECTION 18, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60:PROJECT RIGHT OF WAY PLAT NO.5180-06-22, POS 2/28/72, POS 11/19/15, "SURVEY MAP NO. 5", CSM 389, CSM 700, AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR MCCLOSKEY AVENUE: "SURVEY MAP NO. 5", CSM 700, AND FOUND MONUMENTATION.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

NO UTILITY INTEREST REQUIRED.

TLE'S ARE REQUIRED FOR GRADING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

4

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
PROP103-105	N60°11'16"W	42.98'
105-PROP102	N29°59'39"W	37.72'
PROP102-110	N75°48'38"E	294.24'
110-PROP104	N14°20'01"W	133.40'
PROP104-PROP105	N44°54'09"E	69.83'
PROP105-PROP106	S14°20'01"E	169.05'
	(S14°21'40"E)	(169.09')
PROP106-PROP107	N75°48'17"E	175.83'
	(N75°38'20"E)	(175.83')
PROP107-111	S14°11'43"E	38.63'
111-112	S14°11'43"E	27.37'
112-PROP108	S75°48'17"W	173.75'
PROP108-PROP109	S13°52'49"E	1.76'
	(S13°52'49"E)	(1.76')
PROP109-PROP111	S75°45'44"W	147.86'
	(S75°45'44"W)	(147.86')
PROP111-113	S76°19'46"W	76.22'
113-PROP103	S76°19'46"W	91.05'

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
PROP103	570+44.64	29.73' RT	133507.911	386920.431
105	570+44.64	0.00' RT	133529.278	386833.141
PROP102	570+03.18	36.26' LT	133561.948	386864.282
110	572+97.42	37.44' LT	133634.076	387149.544
PROP104	572+96.54	170.85' LT	133763.325	387116.518
PROP105	573+56.30	206.95' LT	133812.783	387165.808
PROP106	573+57.41	37.90' LT	133648.993	387207.660
PROP107	575+33.24	38.63' LT	133692.110	387378.118
111	575+33.40	0.00' RT	133654.657	387387.592
112	575+33.51	27.37' RT	133628.125	387394.303
PROP108	573+59.77	28.09' RT	133585.518	387225.860
PROP109	573+59.76	29.85' RT	133583.809	387226.282
PROP110	572+96.90	30.15' RT	133568.349	387165.353
PROP111	572+11.91	30.57' RT	133547.443	387082.964
113	571+35.59	30.17' RT	133529.429	387008.899
TLE103	573+57.38	43.00' LT	133653.930	387206.399
TLE104	573+70.00	43.00' LT	133656.974	387218.645
TLE105	573+70.00	38.07' LT	133652.185	387219.836
TLE106	572+75.71	35.26' RT	133558.284	387146.020
TLE106A	572+77.75	30.25' RT	133563.637	387146.783
TLE107	570+75.18	36.24' RT	133508.962	386951.640
TLE108	570+75.15	29.91' RT	133515.099	386950.083

344918

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CRAWFORD COUNTY, WI
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PROJECT NUMBER: 5180-00-20 - 4.02

GN
0 20 40
SCALE, FEET

VILLAGE
PLAT OF SURVEY
BY
HOMER D. RALPH JR.
2/28/1972

"SURVEY MAP NO. 5"
BY HOMER RALPH
2/28/1972

MCCLOSKEY AVENUE

STA. 572+00.00, 0.00 RT
=STA 14+95 (PROJECT 5180-06-22)
Y=133574.238
X=387064.037

SE1/4-NE1/4
SEC.18

CSM 700
LOT 2
DOC. 247261
V.5, PG.107

STH "60" / GUARD STREET

OF

PARCEL "A"
PLAT OF SURVEY
BY
RICHARD W. MARKS
11/19/2015

PARCEL "B"
PLAT OF SURVEY
BY
RICHARD W. MARKS
11/19/2015

CSM 389
LOT 1
DOC. 221926
V.3, PG.23

CSM 388
LOT 1
DOC. 221925
V.3, PG.22

NE1/4-SE1/4
SEC.18

WAUZEKA

N77°01'16"W 552.66'
FROM SEC
CORNER
TO POINT 111

125.67' FROM R/L TO POINT 113

1043.00' FROM SEC CORNER TO POINT 105
917.33' FROM SEC CORNER TO POINT 113

4209.11'
FROM SEC
CORNER
TO POINT 105

FROM SEC. TO SEC. N89°55'52"E 5252.10'

EXISTING DRAINAGE PLE
DOC. 229738
V.489, PG.108

EXISTING DRAINAGE P.L.E.
DOC. 229736
V.489, PG.110

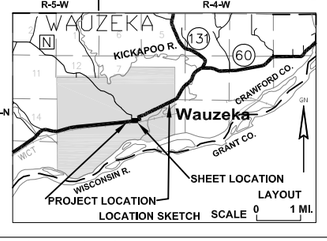
TLE-GRADING 6
TLE-GRADING 4
TLE-GRADING 3

SEE SHEET 4.01

SEE SHEET 4.03

FOUND 4"HARRISON MONUMENT
Y=133524.213
X=382674.038

FOUND 4"HARRISON MONUMENT
Y=133530.532
X=387926.134



SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
3	LARRY LARSON	TLE	–	–	–	747
4	MICHAEL J. BASSETT	TLE	–	–	–	324
6	GARY E. & RENATA K. GUNDLACH	TLE	–	–	–	62

TEAM ENGINEERING
Transportation Environmental Agricultural Municipal and Land Surveying

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

SIGNATURE: _____ DATE: 4/20/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 4/22/21
PRINT NAME: CORY SCHLAGEL

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : APRIL 20, 2021
PLOT DATE : 4/20/2021 10:47 AM PLOT BY : JADAMS PLOT NAME : PLOT SCALE : 1 IN:20FT

5180-C0-20 - 4.02

344919
RECORDED 04/27/2021 11:44 AM
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CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
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TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.03

THAT PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE NORTHEAST QUARTER (NE ¼), OUTLOT 1 OF HURLBUT'S PLAT OF THE OUTLOTS OF THE VILLAGE OF WAUZEKA, AND LOT 6, BLOCK 1 OF MCHARG'S ADDITION TO THE VILLAGE OF WAUZEKA, LOCATED IN THAT PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE NORTHEAST QUARTER (NE ¼) OF SECTION 18, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: PROJECT RIGHT OF WAY PLAT NO.5180-06-22, POS 1/18/83, POS 11/19/15, CSM 388, CSM 700, HURLBUT'S PLAT OF THE OUTLOTS OF THE VILLAGE OF WAUZEKA, MCHARG'S ADDITION TO THE VILLAGE OF WAUZEKA AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR FRONT STREET: PROJECT RIGHT OF WAY PLAT NO.5180-06-22, POS 11/19/15, MCHARGS ADDITION AND FOUND MONUMENTATION.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

TLE'S ARE REQUIRED FOR GRADING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

4

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
4	MICHAEL J. BASSETT	TLE	–	–	–	358
7	G&G ENTITIES, LLC	FEE, TLE	16	–	16	44
8	FREDRICK J. DRENGBERG	TLE	–	–	–	165

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL NUMBER	INTEREST DESCRIPTION	RECORDING DATA
200	7	NO EASEMENT OF RECORD	–

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	MADISON GAS & ELECTRIC COMPANY (GAS)	RELEASE OF RIGHTS

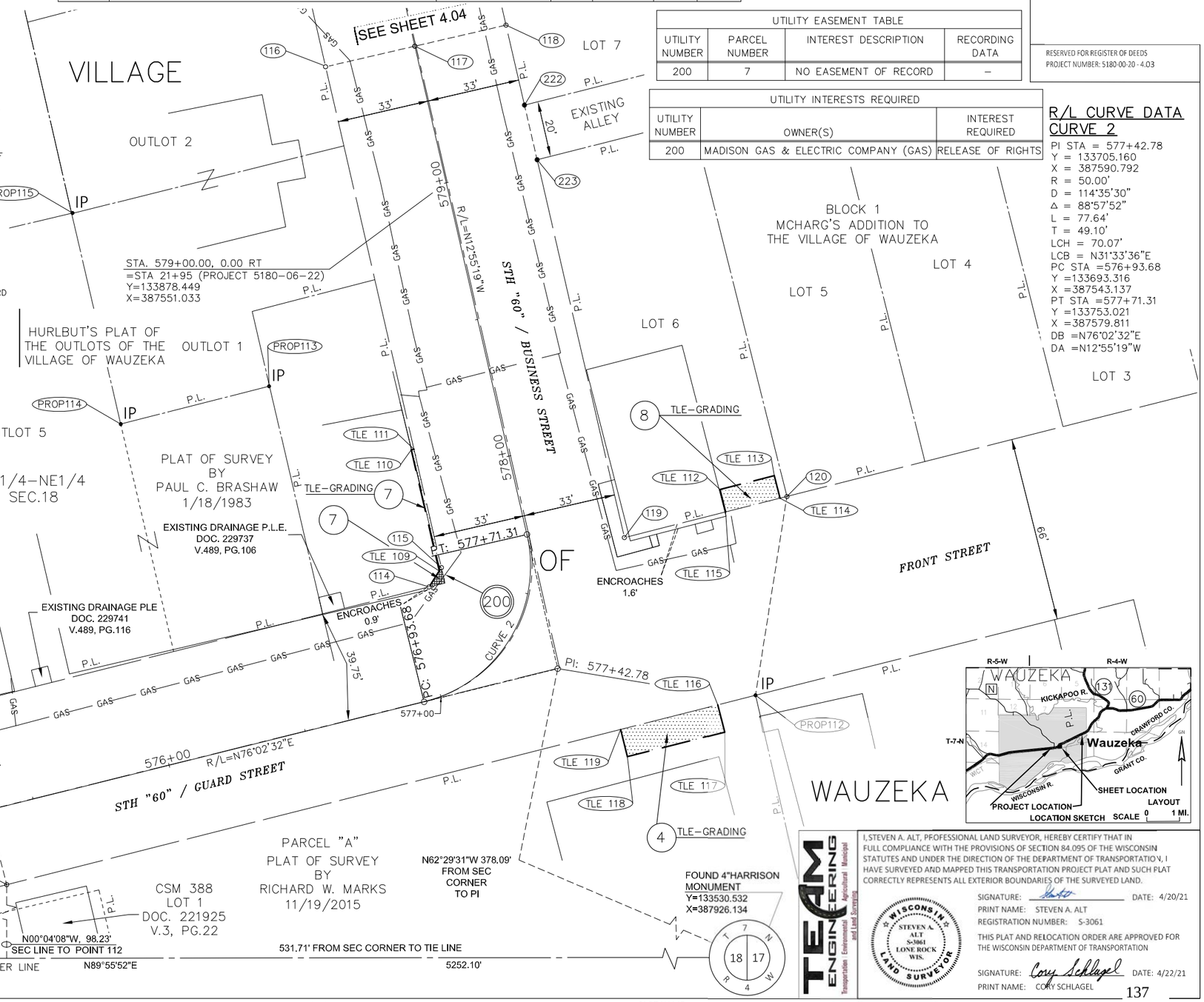
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.03

R/L CURVE DATA CURVE 2

PI STA = 577+42.78
Y = 133705.160
X = 387590.792
R = 50.00'
D = 114°35'30"
Δ = 88°57'52"
L = 77.64'
T = 49.10'
LCH = 70.07'
LCB = N31°33'36"E
PC STA =576+93.68
Y =133693.316
X =387543.137
PT STA =577+71.31
Y =133753.021
X =387579.811
DB =N76°02'32"E
DA =N12°55'19"W

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
111	575+33.40	0.00' RT	133654.656	387387.591
112	575+33.51	27.37' RT	133628.126	387394.302
PROP107	575+33.24	38.63' LT	133692.110	387378.117
114	577+35.12	34.23' LT	133734.304	387544.926
115	577+58.26	31.77' LT	133741.191	387549.291
116	579+49.95	32.66' LT	133919.833	387508.030
117	579+50.00	0.00' RT	133927.183	387539.852
118	579+50.05	33.34' RT	133934.686	387572.337
222	579+20.77	33.38' RT	133906.156	387578.927
223	579+00.76	33.41' RT	133886.665	387583.429
119	577+66.04	34.08' RT	133751.917	387614.551
120	577+68.69	93.57' RT	133766.574	387672.498
PROP112	577+43.00	88.17' RT	133695.664	387661.305
PROP113	578+43.39	77.80' LT	133805.873	387487.865
PROP114	576+12.59	122.24' LT	133792.387	387434.964
PROP115	579+19.31	132.29' LT	133867.687	387417.774
TLE109	577+44.83	29.59' LT	133735.728	387550.553
TLE110	578+09.95	33.46' LT	133783.199	387538.562
TLE111	578+09.95	32.46' LT	133783.424	387539.537
TLE112	577+71.56	70.66' RT	133769.063	387648.627
TLE113	577+72.00	90.66' RT	133773.967	387668.016
TLE114	577+68.63	91.04' RT	133765.953	387670.044
TLE115	577+68.00	71.11' RT	133761.048	387650.654
TLE116	577+39.96	76.86' RT	133692.260	387647.848
TLE117	577+36.97	83.15' RT	133682.565	387650.300
TLE118	577+26.16	58.54' RT	133673.797	387615.637
TLE119	577+29.15	50.73' RT	133683.492	387613.185

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
112–111	N14°11'43"W	27.37'
111–PROP107	N14°11'43"W	38.63'
PROP107–114	N75°48'17"E	172.06'
114–115	N32°22'08"E	8.15'
115–116	N13°00'19"W	183.35'
116–117	N76°59'41"E	32.66'
117–118	N76°59'41"E	33.34'
118–222	S13°00'19"E	29.28'
222–223	S13°00'19"E	20.00'
223–119	S13°00'19"E	138.30'
119–120	N75°48'17"E	59.77'
120–PROP112	S08°58'14"W	71.79'
PROP112–112	S75°48'17"W	275.41'



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

SIGNATURE: _____ DATE: 4/20/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 4/22/21
PRINT NAME: CORY SCHLAGEL

TEAM ENGINEERING Transportation Environmental Agricultural Municipal and Land Surveying

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : APRIL 20, 2021
PLOT DATE : 4/20/2021 10:49 AM PLOT BY : JADAMS PLOT NAME : PLOT SCALE : 1 IN:20FT

5180-00-20 - 4.03

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.04

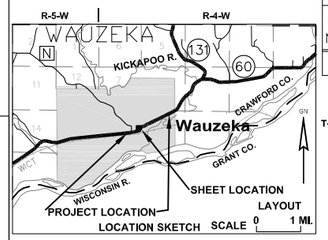
THAT PART OF TRACT 1 AND 3 OF CSM NO. 228 AND LOT 7, BLOCK 1 OF MCHARG'S ADDITION TO THE VILLAGE OF WAUZEKA LOCATED IN AND INCLUDING PART OF THE SOUTHEAST QUARTER (SE ¼) OF THE NORTHEAST QUARTER (NE ¼) OF SECTION 18 TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
200	MADISON GAS & ELECTRIC COMPANY (GAS)	RELEASE OF RIGHTS

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: PROJECT RIGHT OF WAY PLAT NO.5180-06-22, POS 7/21/90, POS 5/18/18, CSM 228, HURLBUT'S PLAT OF THE OUTLOTS OF THE VILLAGE OF WAUZEKA, MCHARG'S ADDITION TO THE VILLAGE OF WAUZEKA AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR MAIN STREET & NORTH BUSINESS STREET: POS 5/18/18, CSM 228, HURLBUT'S PLAT OF THE OUTLOTS OF THE VILLAGE OF WAUZEKA AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR SOUTH STATION STREET: POS 7/21/90 AND FOUND MONUMENTATION.

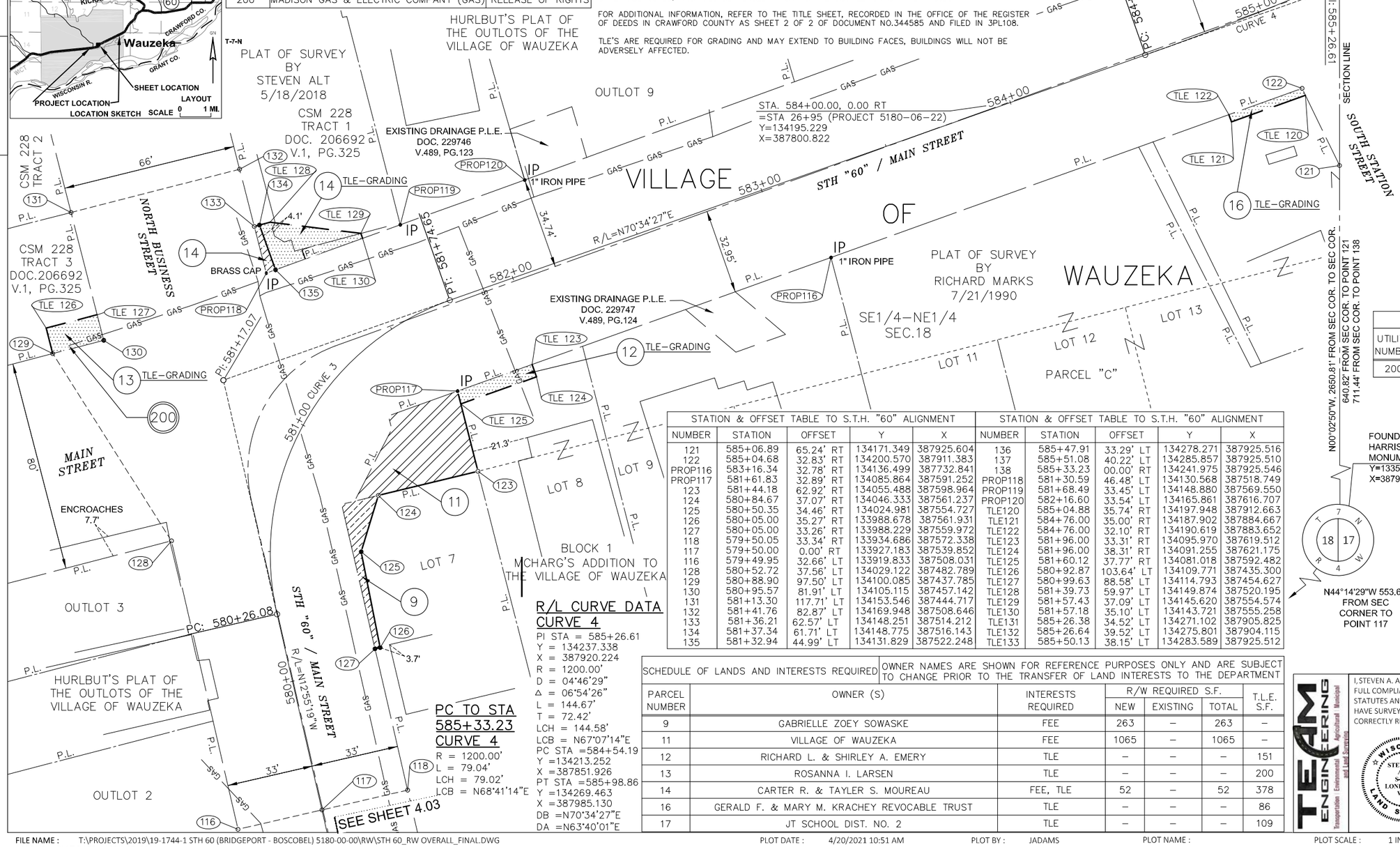
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

TLE'S ARE REQUIRED FOR GRADING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.



STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT					STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X	NUMBER	STATION	OFFSET	Y	X
121	585+06.89	65.24' RT	134171.349	387925.604	136	585+47.91	33.29' LT	134278.271	387925.516
122	585+04.68	32.83' RT	134200.570	387911.383	137	585+51.08	40.22' LT	134285.857	387925.510
PROP116	583+16.34	32.78' RT	134136.499	387732.841	138	585+33.23	00.00' RT	134241.975	387925.546
PROP117	581+61.83	32.89' RT	134085.864	387591.252	PROP118	581+30.59	46.48' LT	134130.568	387518.749
123	581+44.18	62.92' RT	134055.488	387598.964	PROP119	581+68.49	33.45' LT	134148.880	387569.550
124	580+84.67	37.07' RT	134046.333	387561.237	PROP120	582+16.60	33.54' LT	134165.861	387616.707
125	580+50.35	34.46' RT	134024.981	387554.727	TLE120	585+04.88	35.74' RT	134197.948	387912.663
126	580+05.00	35.27' RT	133988.678	387561.931	TLE121	584+76.00	35.00' RT	134187.902	387884.667
127	580+05.00	33.26' RT	133988.229	387559.972	TLE122	584+76.00	32.10' RT	134190.619	387883.652
118	579+50.05	33.34' RT	133934.686	387572.338	TLE123	581+96.00	33.31' RT	134095.970	387619.512
117	579+50.00	0.00' RT	133927.183	387539.852	TLE124	581+96.00	38.31' RT	134091.255	387621.175
116	579+49.95	32.66' LT	133919.833	387508.031	TLE125	581+60.12	37.77' RT	134081.018	387592.482
128	580+52.72	37.56' LT	134029.122	387482.789	TLE126	580+92.87	103.64' LT	134109.771	387435.300
129	580+88.90	97.50' LT	134100.085	387437.785	TLE127	580+99.63	88.58' LT	134114.793	387454.627
130	580+95.57	81.91' LT	134105.115	387457.142	TLE128	581+39.73	59.97' LT	134149.874	387520.195
131	581+13.30	117.71' LT	134153.546	387444.717	TLE129	581+57.43	37.09' LT	134145.620	387554.574
132	581+41.76	82.87' LT	134169.948	387508.646	TLE130	581+57.18	35.10' LT	134143.721	387555.258
133	581+36.21	62.57' LT	134148.251	387514.212	TLE131	585+26.38	34.52' LT	134271.102	387905.825
134	581+37.34	61.71' LT	134148.775	387516.143	TLE132	585+26.64	39.52' LT	134275.801	387904.115
135	581+32.94	44.99' LT	134131.829	387522.248	TLE133	585+50.13	38.15' LT	134283.589	387925.512

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	R/W REQUIRED S.F. EXISTING	R/W REQUIRED S.F. TOTAL	T.L.E. S.F.
9	GABRIELLE ZOEY SOWASKE	FEE	263	–	263	–
11	VILLAGE OF WAUZEKA	FEE	1065	–	1065	–
12	RICHARD L. & SHIRLEY A. EMERY	TLE	–	–	–	151
13	ROSANNA I. LARSEN	TLE	–	–	–	200
14	CARTER R. & TAYLER S. MOUREAU	FEE, TLE	52	–	52	378
16	GERALD F. & MARY M. KRACHEY REVOCABLE TRUST	TLE	–	–	–	86
17	JT SCHOOL DIST. NO. 2	TLE	–	–	–	109

R/L CURVE DATA CURVE 3

PI STA = 581+17.07
Y = 134090.019
X = 387502.491
R = 101.95'
D = 56°11'57"
Δ = 83°29'46"
L = 148.57'
T = 90.99'
LCH = 135.77'
LCB = N28°49'34"E
PC STA =580+26.08
Y =134001.334
X =387522.839
PT STA =581+74.65
Y =134120.281
X =387588.301
DB =N12°55'19"W
DA =N70°34'27"E

R/L CURVE DATA CURVE 4

PI STA = 585+26.61
Y = 134237.338
X = 387920.224
R = 1200.00'
D = 04°46'29"
Δ = 06°54'26"
L = 144.67'
T = 72.42'
LCH = 144.58'
LCB = N67°07'14"E
PC STA =584+54.19
Y =134213.252
X =387851.926
PT STA =585+98.86
Y =134269.463
X =387985.130
DB =N70°34'27"E
DA =N63°40'01"E

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL NUMBER	INTEREST DESCRIPTION	RECORDING DATA
200	13	NO EASEMENT OF RECORD	–

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
121–122	N25°57'14"W	32.50'
122–PROP116	S70°15'33"W	189.69'
PROP116–PROP117	S70°19'18"W	150.37'
PROP117–123	S14°14'44"E	31.34'
123–124	S76°21'36"W	38.82'
124–125	S16°57'27"W	22.32'
125–126	S11°13'25"E	37.01'
126–127	S77°04'41"W	2.01'
127–118	S13°00'19"E	54.95'
118–117	S76°59'41"W	33.34'
117–116	S76°59'41"W	32.66'
116–128	N13°00'19"W	112.17'
128–129	N32°22'58"W	84.03'
129–130	N75°26'00"E	20.00'
130–131	N14°23'21"W	50.00'
131–132	N75°36'39"E	66.00'
132–133	S14°23'21"E	22.40'
133–134	N74°49'19"E	2.00'
134–135	S19°48'47"E	18.01'
135–PROP120	N70°11'14"E	100.40'
PROP120–136	N69°59'53"E	328.63'
136–138	S00°02'50"E	36.30'
138–121	S00°02'50"E	70.63'

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.04

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

SIGNATURE: _____ DATE: 4/20/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 4/22/21
PRINT NAME: CORY SCHLAGEL

TEAM ENGINEERING — Transportation, Environmental, Agricultural, Municipal and Land Surveying

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

4

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.05

THAT PART OF LOT 1, BLOCK 7 OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, ALL IN GOVERNMENT LOT 3 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, FOUND MONUMENTATION AND PROJECT RIGHT OF WAY PLAT NO. 5180-06-22 (FOR ALIGNMENT INFORMATION ONLY).

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR TALBOT STREET: POS 2/22/87, ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR SOUTH STATION STREET: POS 7/21/90, ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA AND FOUND MONUMENTATION.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

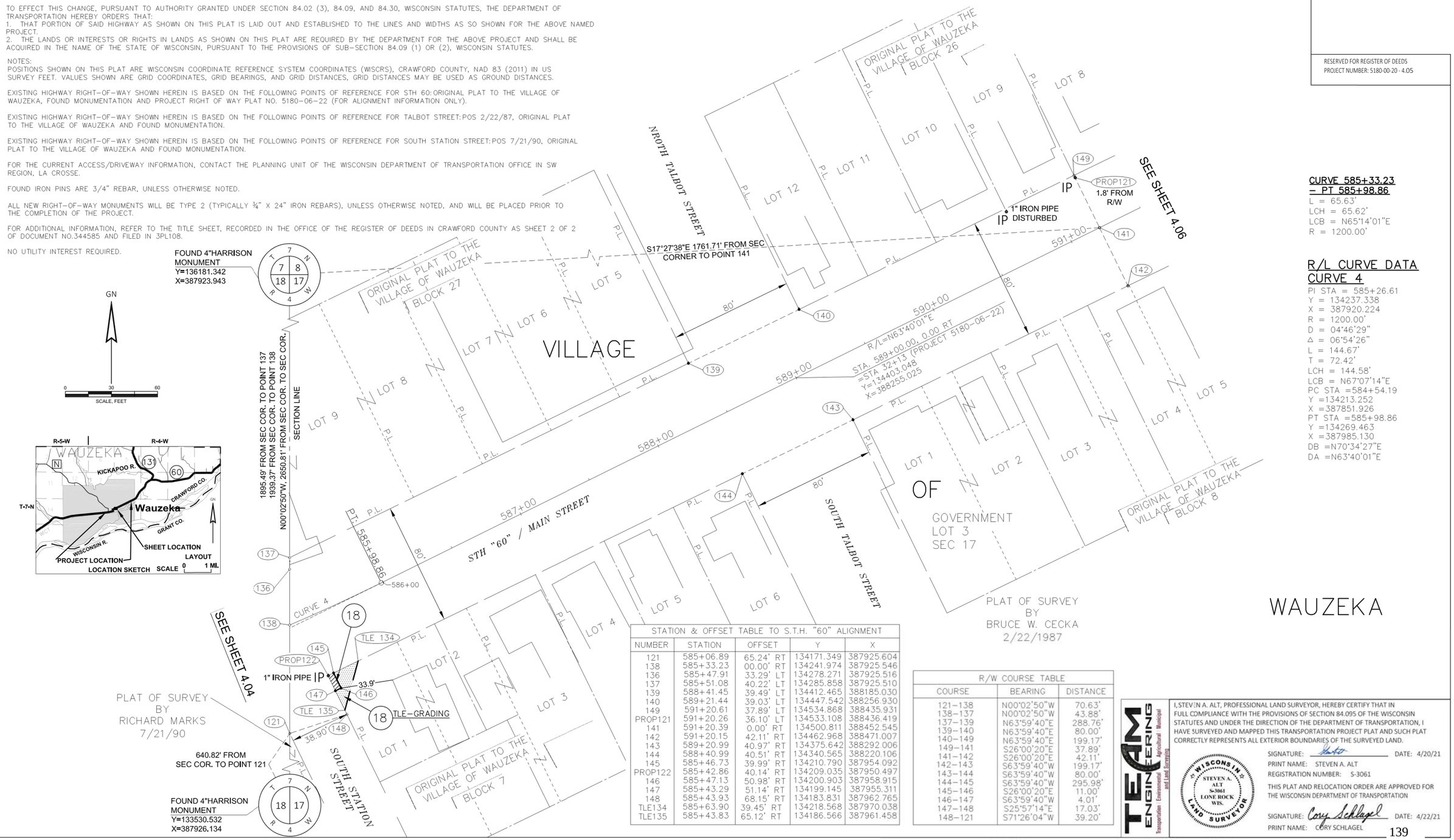
NO UTILITY INTEREST REQUIRED.

4

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	R/W REQUIRED S.F. EXISTING	R/W REQUIRED S.F. TOTAL	T.L.E. S.F.
18	HOWARD A.V. ROTH JR.	FEE, TLE	44	–	44	228

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.05



CURVE 585+33.23 – PT 585+98.86
L = 65.63'
LCH = 65.62'
LCB = N65°14'01"E
R = 1200.00'

R/L CURVE DATA CURVE 4
PI STA = 585+26.61
Y = 134237.338
X = 387920.224
R = 1200.00'
D = 04°46'29"
Δ = 06°54'26"
L = 144.67'
T = 72.42'
LCH = 144.58'
LCB = N67°07'14"E
PC STA =584+54.19
Y =134213.252
X =387851.926
PT STA =585+98.86
Y =134269.463
X =387985.130
DB =N70°34'27"E
DA =N63°40'01"E

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
121	585+06.89	65.24' RT	134171.349	387925.604
138	585+33.23	00.00' RT	134241.974	387925.546
136	585+47.91	33.29' LT	134278.271	387925.516
137	585+51.08	40.22' LT	134285.858	387925.510
139	588+41.45	39.49' LT	134412.465	388185.030
140	589+21.44	39.03' LT	134447.542	388256.930
149	591+20.61	37.89' LT	134534.868	388435.931
PROP121	591+20.26	36.10' LT	134533.108	388436.419
141	591+20.39	0.00' RT	134500.811	388452.545
142	591+20.15	42.11' RT	134462.968	388471.007
143	589+20.99	40.97' RT	134375.642	388292.006
144	588+40.99	40.51' RT	134340.565	388220.106
145	585+46.73	39.99' RT	134210.790	387954.092
PROP122	585+42.86	40.14' RT	134209.035	387950.497
146	585+47.13	50.98' RT	134200.903	387958.915
147	585+43.29	51.14' RT	134199.145	387955.311
148	585+43.93	68.15' RT	134183.831	387962.765
TLE134	585+63.90	39.45' RT	134218.568	387970.038
TLE135	585+43.83	65.12' RT	134186.566	387961.458

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
121-138	N00°02'50"W	70.63'
138-137	N00°02'50"W	43.88'
137-139	N63°59'40"E	288.76'
139-140	N63°59'40"E	80.00'
140-149	N63°59'40"E	199.17'
149-141	S26°00'20"E	37.89'
141-142	S26°00'20"E	42.11'
142-143	S63°59'40"W	199.17'
143-144	S63°59'40"W	80.00'
144-145	S63°59'40"W	295.98'
145-146	S26°00'20"E	11.00'
146-147	S63°59'40"W	4.01'
147-148	S25°57'14"E	17.03'
148-121	S71°26'04"W	39.20'

TEAM ENGINEERING
Transportation Environmental Agricultural Municipal and Land Surveying

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

SIGNATURE: _____ DATE: 4/20/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 4/22/21
PRINT NAME: CORY SCHLAGEL

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : APRIL 20, 2021
PLOT DATE : 4/20/2021 10:52 AM PLOT BY : JADAMS PLOT NAME : PLOT SCALE : 1 IN:20FT

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.06

THAT PART OF LOT 7, BLOCK 26, LOT 7 AND 12 BLOCK 25 AND LOT 12, BLOCK 24, OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, ALL IN GOVERNMENT LOT 3 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

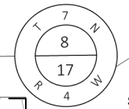


FOUND 4"HARRISON MONUMENT
Y=136181.342
X=387923.943

S17°27'38"E 1761.71' FROM SEC CORNER TO POINT 141

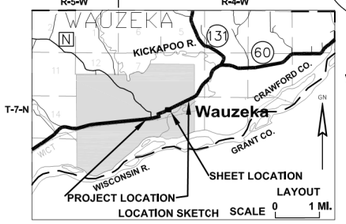
S89°13'55"W 2615.67'
2125.80'
489.87'

SECTION LINE



FOUND 4"HARRISON MONUMENT
Y=136216.403
X=390539.377

S46°51'19"W 2115.53' FROM SEC CORNER TO POINT 159



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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, VAUGHN'S ADDITION, FOUND MONUMENTATION AND PROJECT RIGHT OF WAY PLAT NO. 5180-06-22 (FOR ALIGNMENT INFORMATION ONLY).

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR DOUSMAN STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, VAUGHN'S ADDITION AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR CASS STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA AND FOUND MONUMENTATION.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

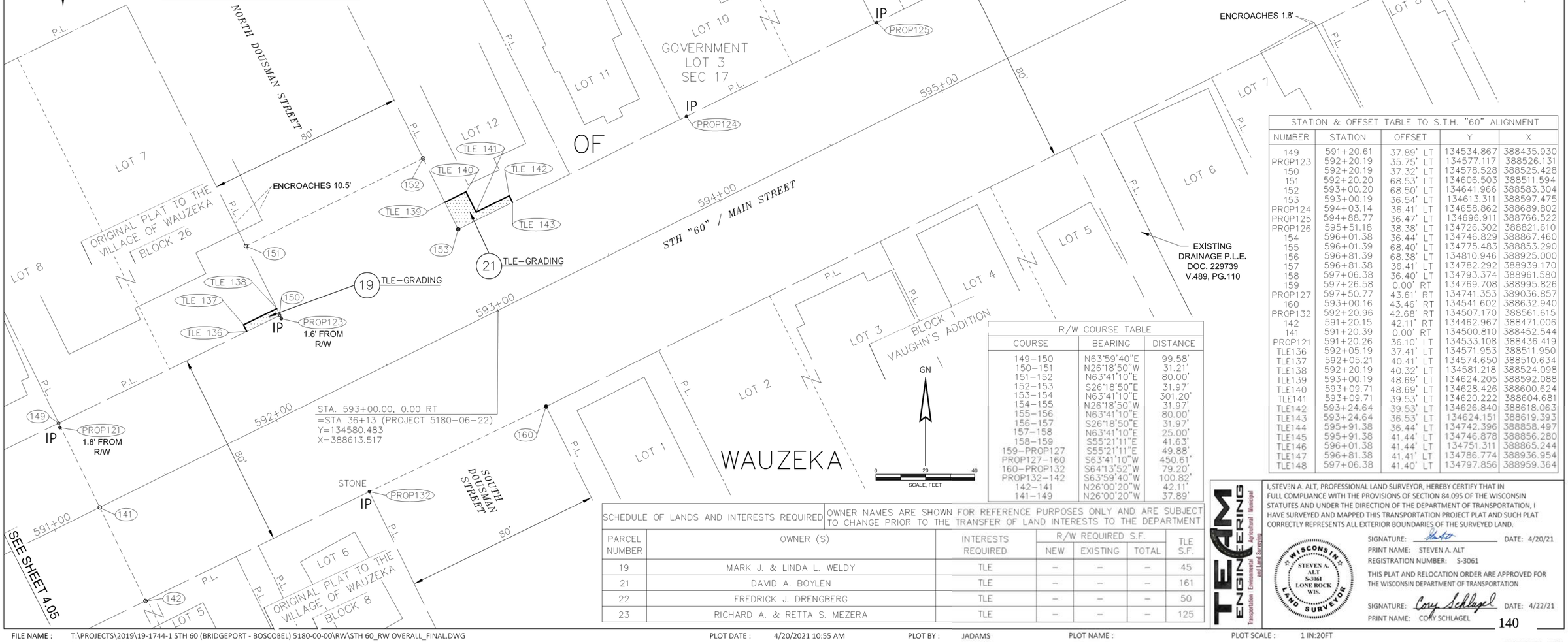
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

NO UTILITY INTEREST REQUIRED.

344922
RECORDED 04/27/2021 11:51 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.06



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
149–150	N63°59'40"E	99.58'
150–151	N26°18'50"W	31.21'
151–152	N63°41'10"E	80.00'
152–153	S26°18'50"E	31.97'
153–154	N63°41'10"E	301.20'
154–155	N26°18'50"W	31.97'
155–156	N63°41'10"E	80.00'
156–157	S26°18'50"E	31.97'
157–158	N63°41'10"E	25.00'
158–159	S55°21'11"E	41.63'
159–PROP127	S55°21'11"E	49.88'
PROP127–160	S63°41'10"W	450.61'
160–PROP132	S64°13'52"W	79.20'
PROP132–142	S63°59'40"W	100.82'
142–141	N26°00'20"W	42.11'
141–149	N26°00'20"W	37.89'

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
149	591+20.61	37.89' LT	134534.867	388435.930
PROP123	592+20.19	35.75' LT	134577.117	388526.131
150	592+20.19	37.32' LT	134578.528	388525.428
151	592+20.20	68.53' LT	134606.503	388511.594
152	593+00.20	68.50' LT	134641.966	388583.304
153	593+00.19	36.54' LT	134613.311	388597.475
PRCP124	594+03.14	36.41' LT	134658.862	388689.802
PRCP125	594+88.77	36.47' LT	134696.911	388766.522
PRCP126	595+51.18	38.38' LT	134726.302	388821.610
154	596+01.38	36.44' LT	134746.829	388867.460
155	596+01.39	68.40' LT	134775.483	388853.290
156	596+81.39	68.38' LT	134810.946	388925.000
157	596+81.38	36.41' LT	134782.292	388939.170
158	597+06.38	36.40' LT	134793.374	388961.580
159	597+26.58	0.00' RT	134769.708	388995.826
PRCP127	597+50.77	43.61' RT	134741.353	389036.857
160	593+00.16	43.46' RT	134541.602	388632.940
PRCP132	592+20.96	42.68' RT	134507.170	388561.615
142	591+20.15	42.11' RT	134462.967	388471.006
141	591+20.39	0.00' RT	134500.810	388452.544
PROP121	591+20.26	36.10' LT	134533.108	388436.419
TLE136	592+05.19	37.41' LT	134571.953	388511.950
TLE137	592+05.21	40.41' LT	134574.650	388510.634
TLE138	592+20.19	40.32' LT	134581.218	388524.098
TLE139	593+00.19	48.69' LT	134624.205	388592.088
TLE140	593+09.71	48.69' LT	134628.426	388600.624
TLE141	593+09.71	39.53' LT	134620.222	388604.681
TLE142	593+24.64	39.53' LT	134626.840	388618.063
TLE143	593+24.64	36.53' LT	134624.151	388619.393
TLE144	595+91.38	36.44' LT	134742.396	388858.497
TLE145	595+91.38	41.44' LT	134746.878	388856.280
TLE146	596+01.38	41.44' LT	134751.311	388865.244
TLE147	596+81.38	41.41' LT	134786.774	388936.954
TLE148	597+06.38	41.40' LT	134797.856	388959.364

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
19	MARK J. & LINDA L. WELDY	TLE	–	–	–	45
21	DAVID A. BOYLEN	TLE	–	–	–	161
22	FREDRICK J. DRENGBERG	TLE	–	–	–	50
23	RICHARD A. & RETTA S. MEZERA	TLE	–	–	–	125

TEAM ENGINEERING
Transportation Environmental Agricultural Municipal and Land Surveying

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

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

SIGNATURE: _____ DATE: 4/20/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: Cory Schlagel DATE: 4/22/21
PRINT NAME: CORY SCHLAGEL

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : APRIL 20, 2021
PLOT DATE : 4/20/2021 10:55 AM PLOT BY : JADAMS PLOT NAME : PLOT SCALE : 1 IN:20FT

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.07

THAT PART OF LOT 8, LOT 9 AND LOT 12, BLOCK 23, OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, LOCATED IN GOVERNMENT LOT 2 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: PROJECT RIGHT OF WAY PLAT NO.5180-06-22, POS 4/8/83, ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, VAUGHN'S ADDITION AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR DITTMAN HILL ROAD: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

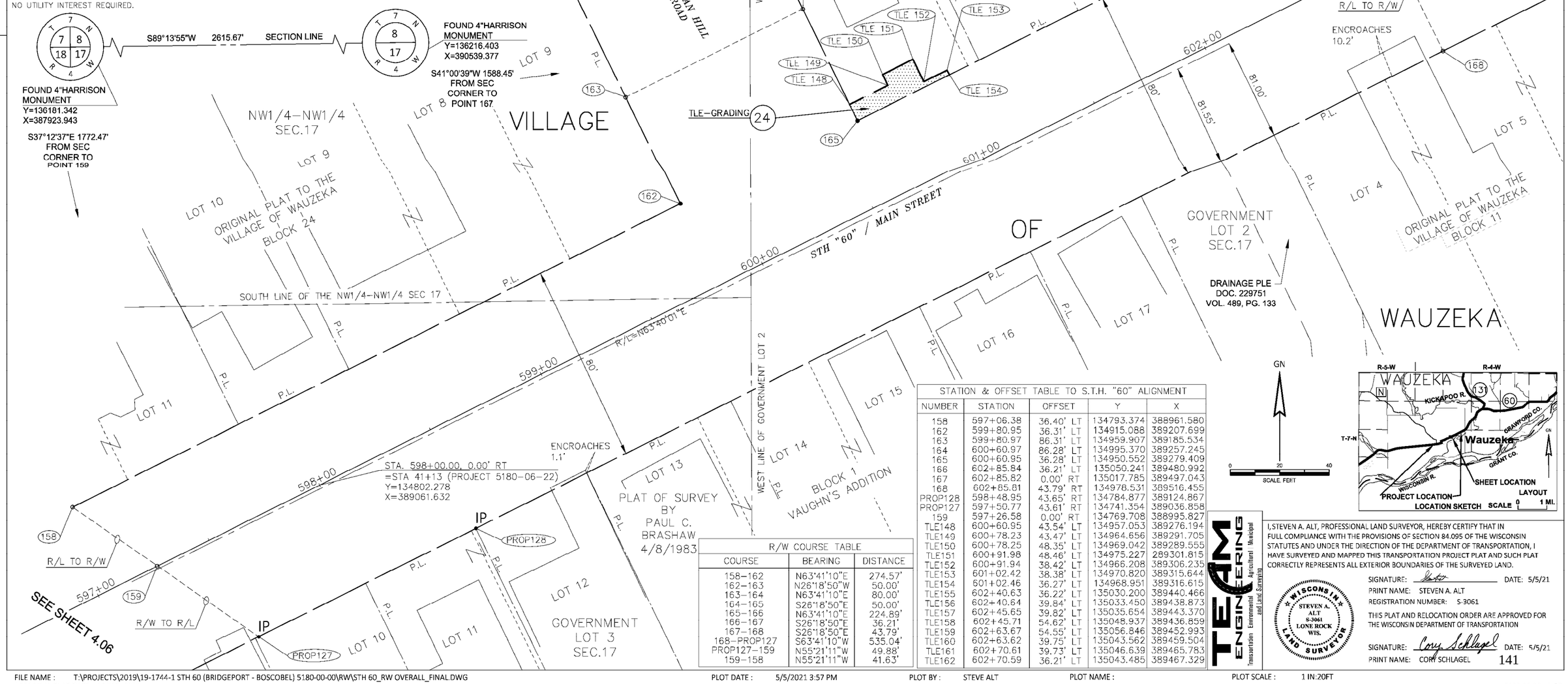
NO UTILITY INTEREST REQUIRED.

4

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	R/W REQUIRED S.F. EXISTING	R/W REQUIRED S.F. TOTAL	TLE S.F.
24	DARREN L. MINDHAM	TLE	–	–	–	314
26	SACRED HEART OF JESUS PARISH	TLE	–	–	–	373

345023
RECORDED 05/07/2021 08:05 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
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PAGES: 1
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.07



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
158–162	N63°41'10"E	274.57'
162–163	N26°18'50"W	50.00'
163–164	N63°41'10"E	80.00'
164–165	S26°18'50"E	50.00'
165–166	N63°41'10"E	224.89'
166–167	S26°18'50"E	36.21'
167–168	S26°18'50"E	43.79'
168–PROP127	S63°41'10"W	535.04'
PROP127–159	N55°21'11"W	49.88'
159–158	N55°21'11"W	41.63'

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
158	597+06.38	36.40' LT	134793.374	388961.580
162	599+80.95	36.31' LT	134915.088	389207.699
163	599+80.97	86.31' LT	134959.907	389185.534
164	600+60.97	86.28' LT	134995.370	389257.245
165	600+60.95	36.28' LT	134950.552	389279.409
166	602+85.84	36.21' LT	135050.241	389480.992
167	602+85.82	0.00' RT	135017.785	389497.043
168	602+85.81	43.79' RT	134978.531	389516.455
PROP128	598+48.95	43.65' RT	134784.877	389124.867
PROP127	597+50.77	43.61' RT	134741.354	389036.858
159	597+26.58	0.00' RT	134769.708	388995.827
TLE148	600+60.95	43.54' LT	134957.053	389276.194
TLE149	600+78.23	43.47' LT	134964.656	389291.705
TLE150	600+78.25	48.35' LT	134969.042	389289.555
TLE151	600+91.98	48.46' LT	134975.227	289301.815
TLE152	600+91.94	38.42' LT	134966.208	389306.235
TLE153	601+02.42	38.38' LT	134970.820	389315.644
TLE154	601+02.46	36.27' LT	134968.951	389316.615
TLE155	602+40.63	36.22' LT	135030.200	389440.466
TLE156	602+40.64	39.84' LT	135033.450	389438.873
TLE157	602+45.65	39.82' LT	135035.654	389443.370
TLE158	602+45.71	54.62' LT	135048.937	389436.859
TLE159	602+63.67	54.55' LT	135056.846	389452.993
TLE160	602+63.62	39.75' LT	135043.562	389459.504
TLE161	602+70.61	39.73' LT	135046.639	389465.783
TLE162	602+70.59	36.21' LT	135043.485	389467.329

GN
0 20 40
SCALE: FEET

TEAM ENGINEERING
Transportation Environmental Agricultural Municipal and Land Surveying

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

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: CORY SCHLAGEL

141

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : MAY 5, 2021
PLOT DATE : 5/5/2021 3:57 PM
PLOT BY : STEVE ALT
PLOT NAME :
PLOT SCALE : 1 IN:20FT

5180-00-20 - 4.07

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.08

THAT PART OF LOT 7, BLOCK 23 AND LOT 7 AND 12, BLOCK 22 OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, LOCATED IN GOVERNMENT LOT 2 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: CSM 774 AND THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR N. PINE STREET, S. PINE STREET, NORTH BURTON STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

NO UTILITY INTEREST REQUIRED.

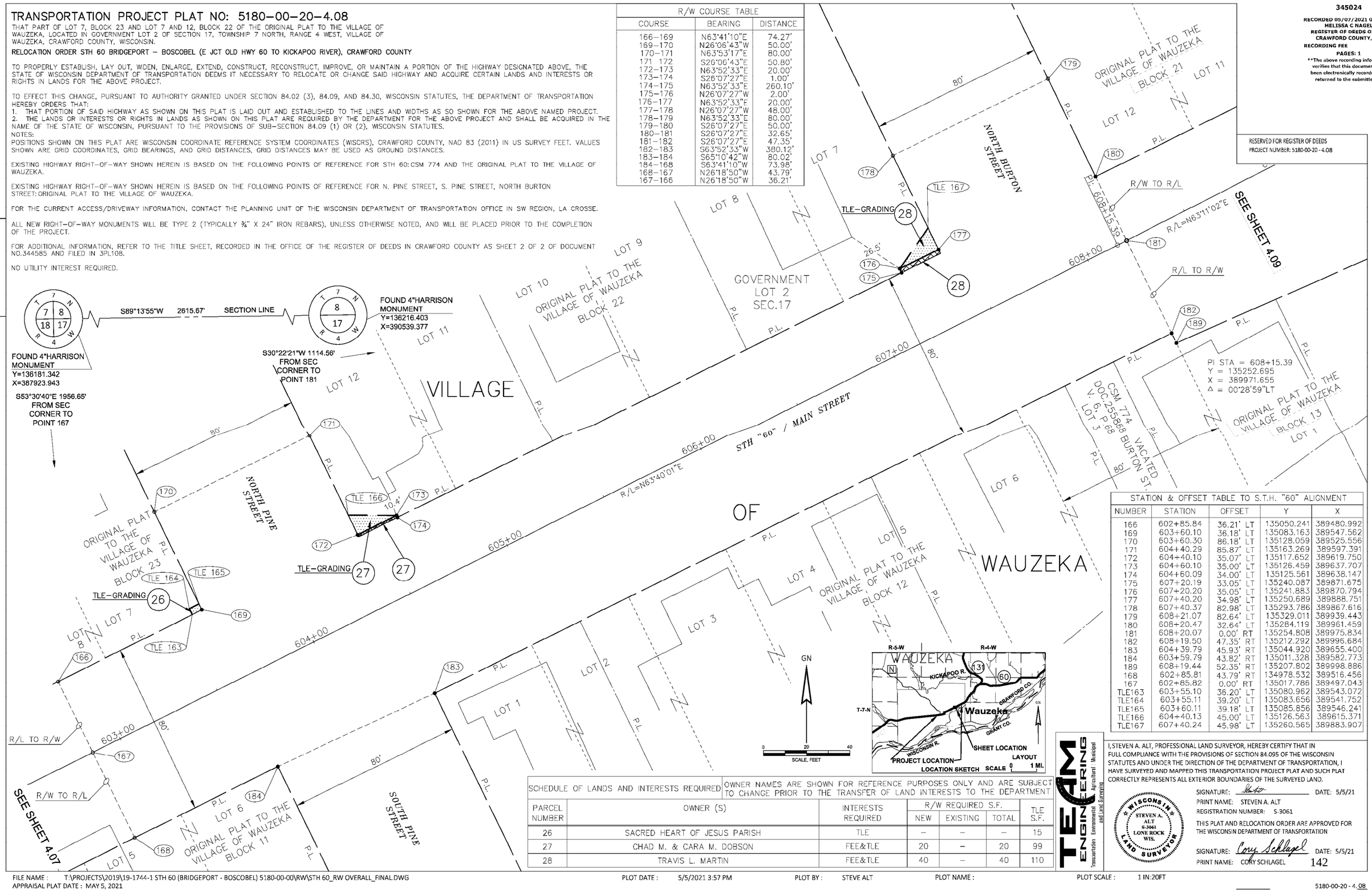
4

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
166–169	N63°41'10"E	74.27'
169–170	N26°06'43"W	50.00'
170–171	N63°53'17"E	80.00'
171 172	S26°06'43"E	50.80'
172–173	N63°52'33"E	20.00'
173–174	S26°07'27"E	1.00'
174–175	N63°52'33"E	260.10'
175–176	N26°07'27"W	2.00'
176–177	N63°52'33"E	20.00'
177–178	N26°07'27"W	48.00'
178–179	N63°52'33"E	80.00'
179–180	S26°07'27"E	50.00'
180–181	S26°07'27"E	32.65'
181–182	S26°07'27"E	47.35'
182–183	S63°52'33"W	380.12'
183–184	S65°10'42"W	80.02'
184–168	S63°41'10"W	73.98'
168–167	N26°18'50"W	43.79'
167–166	N26°18'50"W	36.21'

345024

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PROJECT NUMBER: 5180-00-20 - 4.08



STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
166	602+85.84	36.21' LT	135050.241	389480.992
169	603+60.10	36.18' LT	135083.163	389547.562
170	603+60.30	86.18' LT	135128.059	389525.556
171	604+40.29	85.87' LT	135163.269	389597.391
172	604+40.10	35.07' LT	135117.652	389619.750
173	604+60.10	35.00' LT	135126.459	389637.707
174	604+60.09	34.00' LT	135125.561	389638.147
175	607+20.19	33.05' LT	135240.087	389871.675
176	607+20.20	35.05' LT	135241.883	389870.794
177	607+40.20	34.98' LT	135250.689	389888.751
178	607+40.37	82.98' LT	135293.786	389867.616
179	608+21.07	82.64' LT	135329.011	389939.443
180	608+20.47	32.64' LT	135284.119	389961.459
181	608+20.07	0.00' RT	135254.808	389975.834
182	608+19.50	47.35' RT	135212.292	389996.684
183	604+39.79	45.93' RT	135044.920	389655.400
184	603+59.79	43.82' RT	135011.328	389582.773
189	608+19.44	52.35' RT	135207.802	389998.886
168	602+85.81	43.79' RT	134978.532	389516.456
167	602+85.82	0.00' RT	135017.786	389497.043
TLE163	603+55.10	36.20' LT	135080.962	389543.072
TLE164	603+55.11	39.20' LT	135083.656	389541.752
TLE165	603+60.11	39.18' LT	135085.856	389546.241
TLE166	604+40.13	45.00' LT	135126.563	389615.371
TLE167	607+40.24	45.98' LT	135260.565	389883.907

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
26	SACRED HEART OF JESUS PARISH	TLE	–	–	–	15
27	CHAD M. & CARA M. DOBSON	FEE&TLE	20	–	20	99
28	TRAVIS L. MARTIN	FEE&TLE	40	–	40	110

TEAM ENGINEERING Transportation Environmental Agricultural Municipal and Land Surveying

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

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: CORY SCHLAGEL

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : MAY 5, 2021
PLOT DATE : 5/5/2021 3:57 PM PLOT BY : STEVE ALT PLOT NAME : PLOT SCALE : 1 IN:20FT

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.09

THAT PART OF LOT 7, BLOCK 21 AND LOT 7 AND LOT 12, BLOCK 20 OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA LOCATED IN GOVERNMENT LOT 2 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: PROJECT RIGHT OF WAY PLAT NO. 5180-06-21, POS 5/20/88, CSM 774, AND ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR NORTH WEBSTER STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

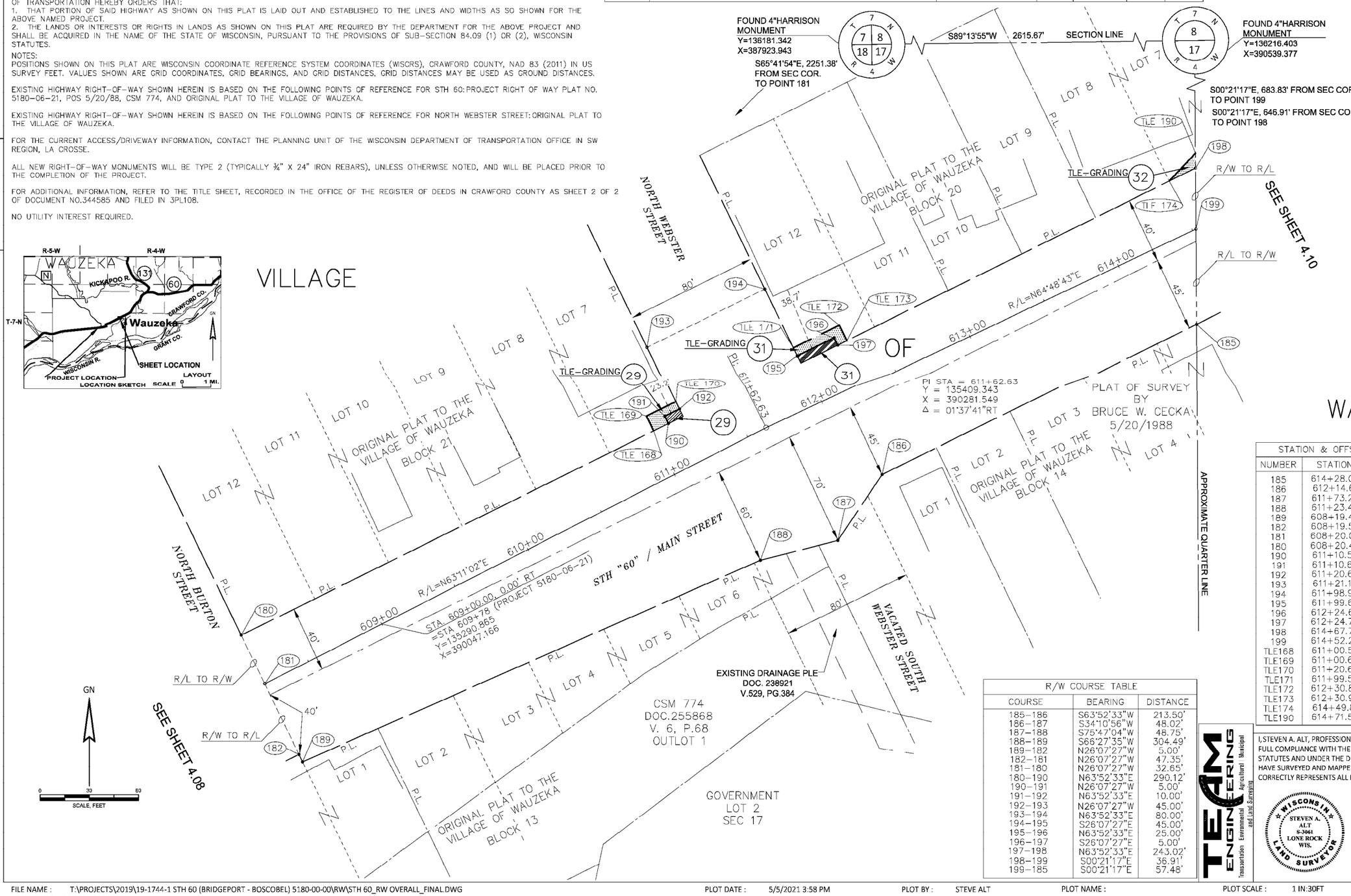
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

NO UTILITY INTEREST REQUIRED.

4

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	EXISTING	TOTAL	TLE S.F.
29	JEFFREY M. & ANGELA L. FINNEY	FEE&TLE	50	–	50	150
31	ALFRED ACHENBACH, JR. & GLORIA ACHENBACH, LF EST.	FEE&TLE	125	–	125	201
32	DANA M. WARD	TLE	–	–	–	73



VILLAGE OF WAUZEKA

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
185	614+28.08	52.16' LT	135475.119	390543.965
186	612+14.61	55.65' RT	135381.109	390352.272
187	611+73.29	80.12' RT	135341.385	390325.293
188	611+23.43	69.75' RT	135329.413	390278.036
189	608+19.44	52.35' RT	135207.802	389998.886
182	608+19.50	47.35' RT	135212.291	389996.684
181	608+20.07	0.00' RT	135254.808	389975.834
180	608+20.47	32.64' LT	135284.119	389961.459
190	611+10.56	29.14' LT	135411.862	390221.937
191	611+10.62	34.14' LT	135416.351	390219.736
192	611+20.62	34.02' LT	135420.754	390228.714
193	611+21.16	79.02' LT	135461.157	390208.900
194	611+98.93	79.11' LT	135496.383	390280.727
195	611+99.66	34.12' LT	135455.980	390300.541
196	612+24.66	34.53' LT	135466.988	390322.987
197	612+24.74	29.53' LT	135462.498	390325.189
198	614+67.72	33.50' LT	135569.504	390543.382
199	614+52.22	0.00' RT	135532.594	390543.610
TLE168	611+00.56	29.26' LT	135407.459	390212.958
TLE169	611+00.68	39.26' LT	135416.437	390208.555
TLE170	611+20.68	39.02' LT	135425.243	390226.512
TLE171	611+99.57	39.56' LT	135460.866	390298.145
TLE172	612+30.80	40.07' LT	135474.619	390326.188
TLE173	612+30.97	29.63' LT	135465.244	390330.786
TLE174	614+49.81	33.21' LT	135561.613	390527.290
TLE190	614+71.52	41.69' LT	135578.529	390543.325

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
185–186	S63°52'33"W	213.50'
186–187	S34°10'56"W	48.02'
187–188	S75°47'04"W	48.75'
188–189	S66°27'35"W	304.49'
189–182	N26°07'27"W	5.00'
182–181	N26°07'27"W	47.35'
181–180	N26°07'27"W	32.65'
180–190	N63°52'33"E	290.12'
190–191	N26°07'27"W	5.00'
191–192	N63°52'33"E	10.00'
192–193	N26°07'27"W	45.00'
193–194	N63°52'33"E	80.00'
194–195	S26°07'27"E	45.00'
195–196	N63°52'33"E	25.00'
196–197	S26°07'27"E	5.00'
197–198	N63°52'33"E	243.02'
198–199	S00°21'17"E	36.91'
199–185	S00°21'17"E	57.48'

TEAM ENGINEERING Transportation Environmental Agricultural Municipal and Land Surveying

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

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: CORY SCHLAGEL

345025
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CRAWFORD COUNTY, WI
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PROJECT NUMBER: 5180-00-20 - 4.09

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.10

THAT PART OF LOT 7, BLOCK 20 OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA LOCATED IN GOVERNMENT LOT 1 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

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

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: RIGHT OF WAY PLAT NO.5180-06-21, POS 5/10/88, POS 10/19/07, ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR NORTH MILL STREET & NORTH JACKSON STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

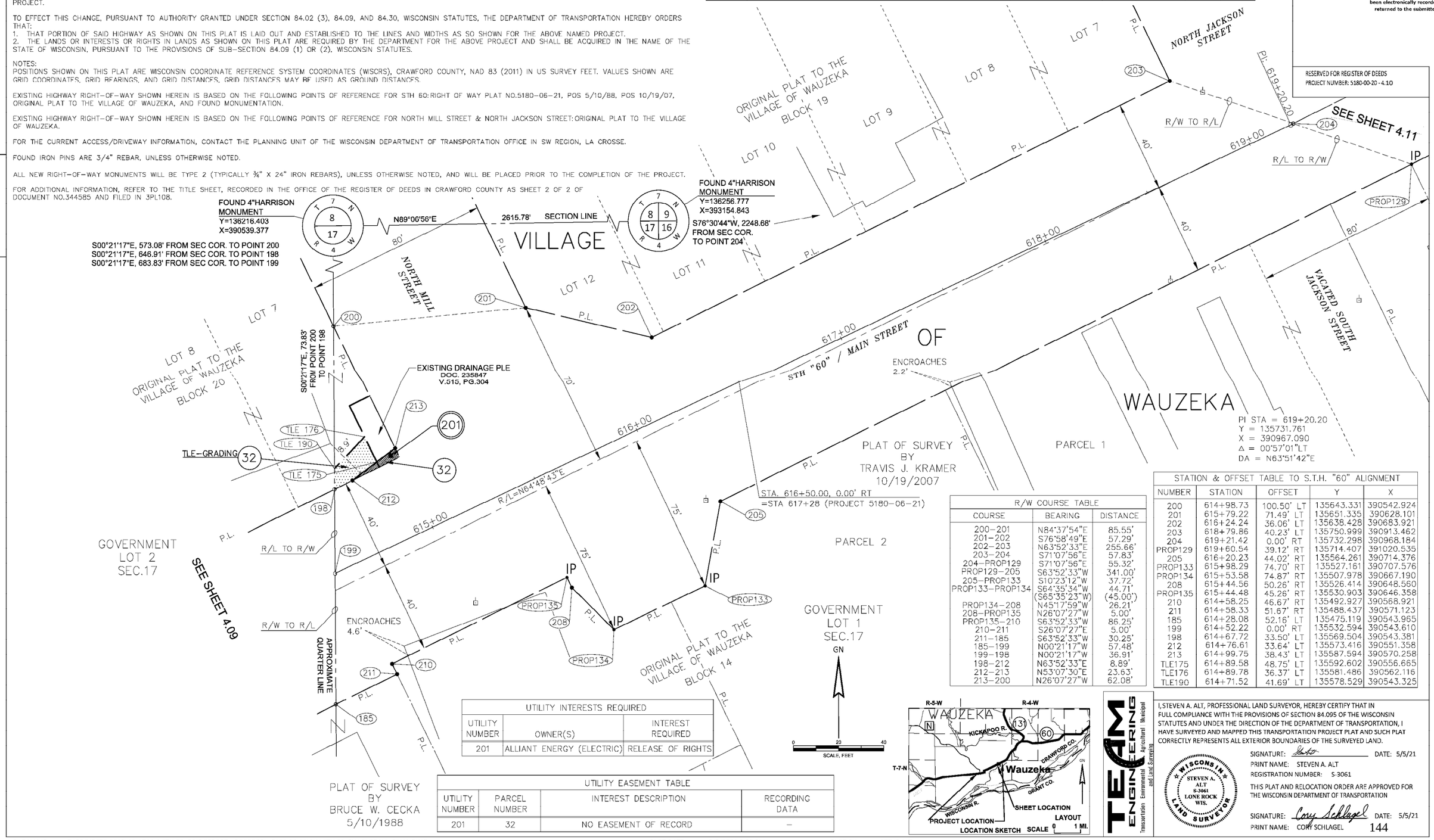
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PROJECT NUMBER: 5180-00-20 - 4.10

SCHEDULE OF LANDS AND INTERESTS REQUIRED		OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT				
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	R/W REQUIRED S.F. EXISTING	R/W REQUIRED S.F. TOTAL	TLE S.F.
32	DANA M. WARD	FEE&TLE	51	–	51	208



R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
200-201	N84°37'54"E	85.55'
201-202	S76°58'49"E	57.29'
202-203	N63°52'33"E	255.66'
203-204	S71°07'56"E	57.83'
204-PROP129	S71°07'56"E	55.32'
PROP129-205	S63°52'33"W	341.00'
205-PROP133	S10°23'12"W	37.72'
PROP133-PROP134	S64°35'34"W	44.71'
	(S65°35'23"W)	(45.00')
PROP134-208	N45°17'59"W	26.21'
208-PROP135	N26°07'27"W	5.00'
PROP135-210	S63°52'33"W	86.25'
210-211	S26°07'27"E	5.00'
211-185	S63°52'33"W	30.25'
185-199	N00°21'17"W	57.48'
199-198	N00°21'17"W	36.91'
198-212	N63°52'33"E	8.89'
212-213	N53°07'30"E	23.63'
213-200	N26°07'27"W	62.08'

STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
200	614+98.73	100.50' LT	135643.331	390542.924
201	615+79.22	71.49' LT	135651.335	390628.101
202	616+24.24	36.06' LT	135638.428	390683.921
203	618+79.86	40.23' LT	135750.999	390913.462
204	619+21.42	0.00' RT	135732.298	390968.184
PROP129	619+60.54	39.12' RT	135714.407	391020.535
205	616+20.23	44.02' RT	135564.261	390714.376
PROP133	615+98.29	74.70' RT	135527.161	390707.576
PROP134	615+53.58	74.87' RT	135507.978	390667.190
208	615+44.56	50.26' RT	135526.414	390648.560
PROP135	615+44.48	45.26' RT	135530.903	390646.358
210	614+58.25	46.67' RT	135492.927	390568.921
211	614+58.33	51.67' RT	135488.437	390571.123
185	614+28.08	52.16' LT	135475.119	390543.965
199	614+52.22	0.00' RT	135532.594	390543.610
198	614+67.72	33.50' LT	135569.504	390543.381
212	614+76.61	33.64' LT	135573.416	390551.358
213	614+99.75	38.43' LT	135587.594	390570.258
TLE175	614+89.58	48.75' LT	135592.602	390556.665
TLE176	614+89.78	36.37' LT	135581.486	390562.116
TLE190	614+71.52	41.69' LT	135578.529	390543.325

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	ALLIANT ENERGY (ELECTRIC)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL NUMBER	INTEREST DESCRIPTION	RECORDING DATA
201	32	NO EASEMENT OF RECORD	–

TEAM ENGINEERING
Transportation Environmental Agriculture Municipal and Land Surveying

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

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: CORY SCHLAGEL

WISCONSIN — STEVEN A. ALT — S-3061 — LONE ROCK WIS. — LAND SURVEYOR

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : MAY 5, 2021
PLOT DATE : 5/5/2021 3:58 PM
PLOT BY : STEVE ALT
PLOT NAME :
PLOT SCALE : 1 IN:20FT

TRANSPORTATION PROJECT PLAT NO: 5180-00-20-4.11

THAT PART OF LOT 12, BLOCK 18 AND LOT 12 BLOCK 17 OF THE ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA LOCATED IN GOVERNMENT LOT 1 OF SECTION 17, TOWNSHIP 7 NORTH, RANGE 4 WEST, VILLAGE OF WAUZEKA, CRAWFORD COUNTY, WISCONSIN.

RELOCATION ORDER STH 60 BRIDGEPORT – BOSCOBEL (E JCT OLD HWY 60 TO KICKAPOO RIVER), CRAWFORD COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE 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 SUB-SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 60: RIGHT OF WAY PLAT NO.5180-06-21, ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA, AND FOUND MONUMENTATION.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR NORTH SMITH STREET AND SOUTH SMITH STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR NORTH JACKSON STREET: ORIGINAL PLAT TO THE VILLAGE OF WAUZEKA.

FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SW REGION, LA CROSSE.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS IN CRAWFORD COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.344585 AND FILED IN 3PL108.

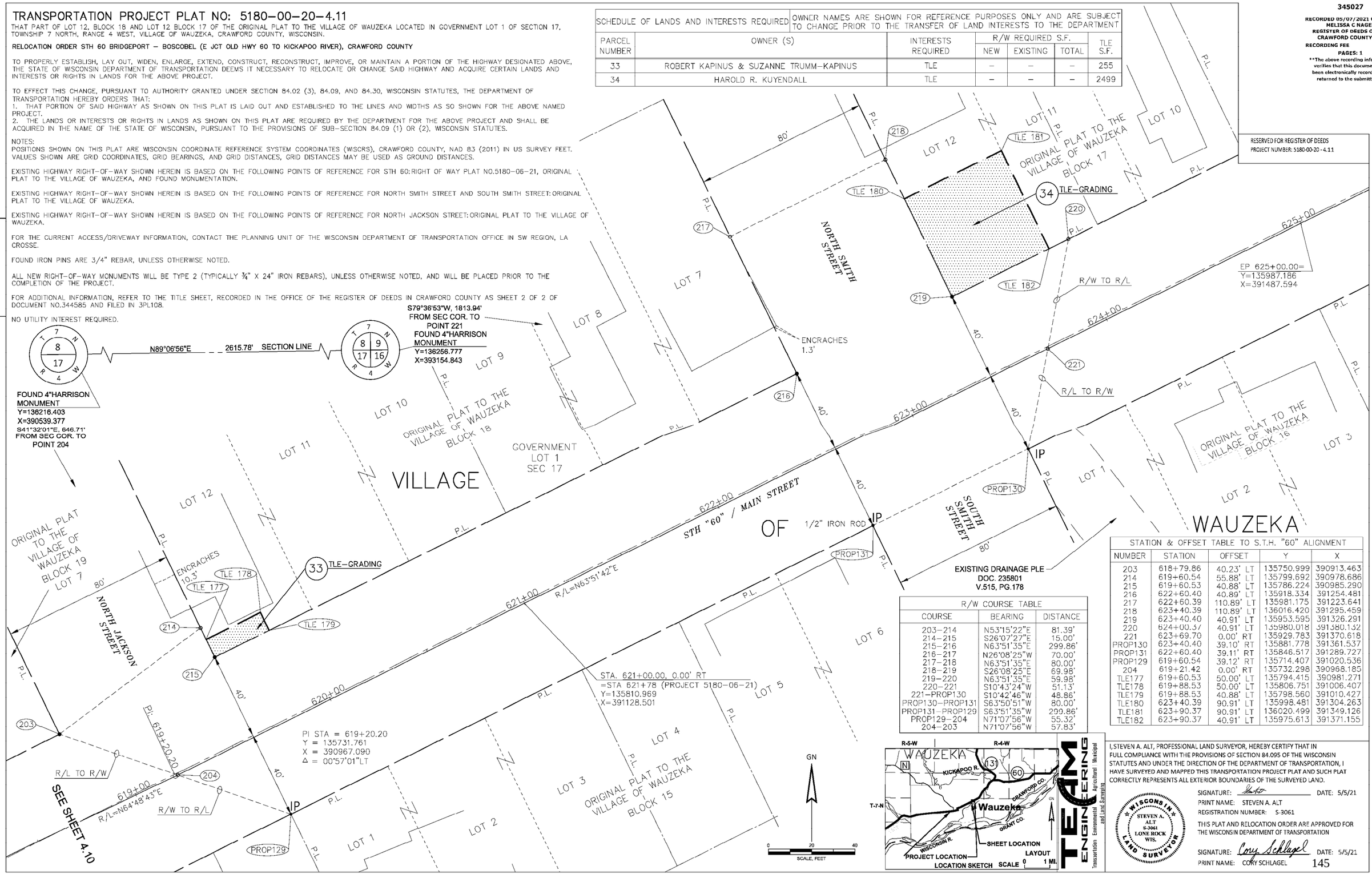
NO UTILITY INTEREST REQUIRED.

4

SCHEDULE OF LANDS AND INTERESTS REQUIRED	OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT					
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W REQUIRED S.F. NEW	R/W REQUIRED S.F. EXISTING	R/W REQUIRED S.F. TOTAL	TLE S.F.
33	ROBERT KAPINUS & SUZANNE TRUMM-KAPINUS	TLE	–	–	–	255
34	HAROLD R. KUYENDALL	TLE	–	–	–	2499

345027
RECORDED 05/07/2021 08:15 AM
MELISSA C NAGEL
REGISTER OF DEEDS OFFICE
CRAWFORD COUNTY, WI
RECORDING FEE 25.00
PAGES: 1
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5180-00-20 - 4.11



STATION & OFFSET TABLE TO S.T.H. "60" ALIGNMENT				
NUMBER	STATION	OFFSET	Y	X
203	618+79.86	40.23' LT	135750.999	390913.463
214	619+60.54	55.88' LT	135799.692	390978.686
215	619+60.53	40.88' LT	135786.224	390985.290
216	622+60.40	40.89' LT	135918.334	391254.481
217	622+60.39	110.89' LT	135981.175	391223.641
218	623+40.39	110.89' LT	136016.420	391295.459
219	623+40.40	40.91' LT	135953.595	391326.291
220	624+00.37	40.91' LT	135980.018	391380.132
221	623+69.70	0.00' RT	135929.783	391370.618
PROP130	623+40.40	39.10' RT	135881.778	391361.537
PROP131	622+60.40	39.11' RT	135846.517	391289.727
PROP129	619+60.54	39.12' RT	135714.407	391020.536
204	619+21.42	0.00' RT	135732.298	390968.185
TLE177	619+60.53	50.00' LT	135794.415	390981.271
TLE178	619+88.53	50.00' LT	135806.751	391006.407
TLE179	619+88.53	40.88' LT	135798.560	391010.427
TLE180	623+40.39	90.91' LT	135998.481	391304.263
TLE181	623+90.37	90.91' LT	136020.499	391349.126
TLE182	623+90.37	40.91' LT	135975.613	391371.155

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
203-214	N53°15'22"E	81.39'
214-215	S26°07'27"E	15.00'
215-216	N63°51'35"E	299.86'
216-217	N26°08'25"W	70.00'
217-218	N63°51'35"E	80.00'
218-219	S26°08'25"E	69.98'
219-220	N63°51'35"E	59.98'
220-221	S10°43'24"W	51.13'
221-PROP130	S10°42'46"W	48.86'
PROP130-PROP131	S63°50'51"W	80.00'
PROP131-PROP129	S63°51'35"W	299.86'
PROP129-204	N71°07'56"W	55.32'
204-203	N71°07'56"W	57.83'

TEAM ENGINEERING
Transportation Environmental Agricultural Municipal and Land Surveying

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

WISCONSIN STEVEN A. ALT S-3061 LONE ROCK WIS. LAND SURVEYOR

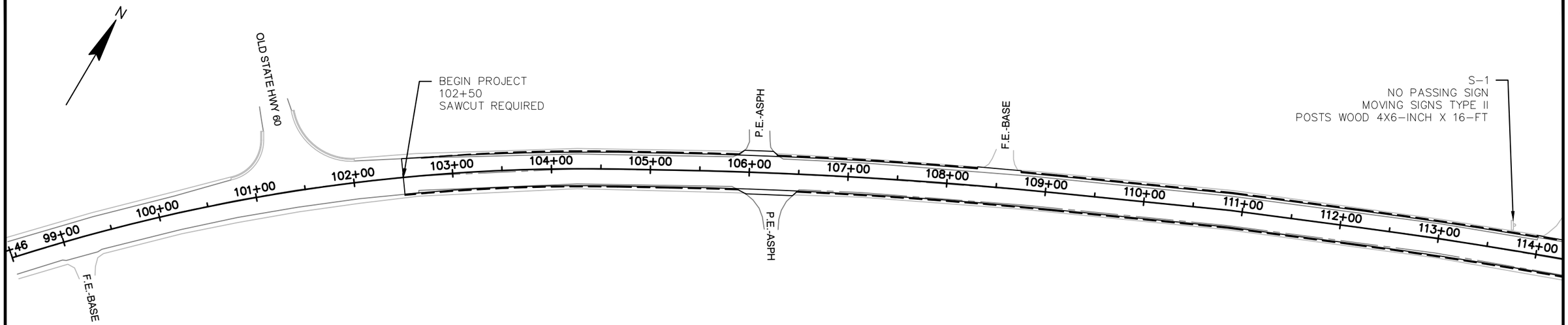
SIGNATURE: _____ DATE: 5/5/21
PRINT NAME: STEVEN A. ALT
REGISTRATION NUMBER: S-3061

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

SIGNATURE: Cory Schlagel DATE: 5/5/21
PRINT NAME: CORY SCHLAGEL

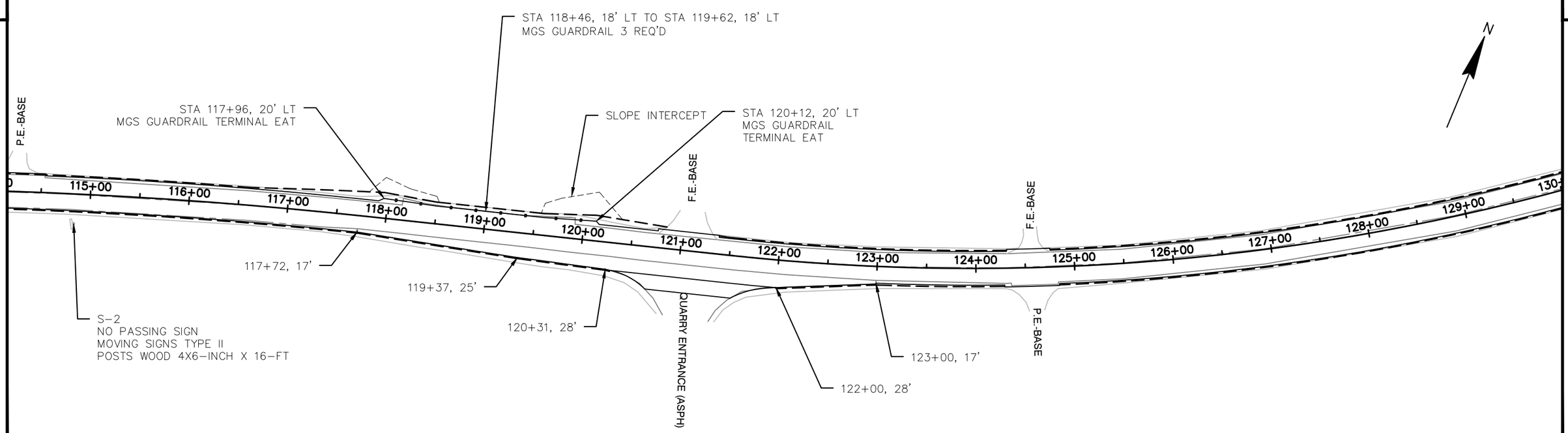
FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\RW\STH 60_RW OVERALL_FINAL.DWG
APPRAISAL PLAT DATE : MAY 5, 2021
PLOT DATE : 5/5/2021 3:59 PM PLOT BY : STEVE ALT PLOT NAME : PLOT SCALE : 1 IN:20FT

5180-00-20 - 4.11

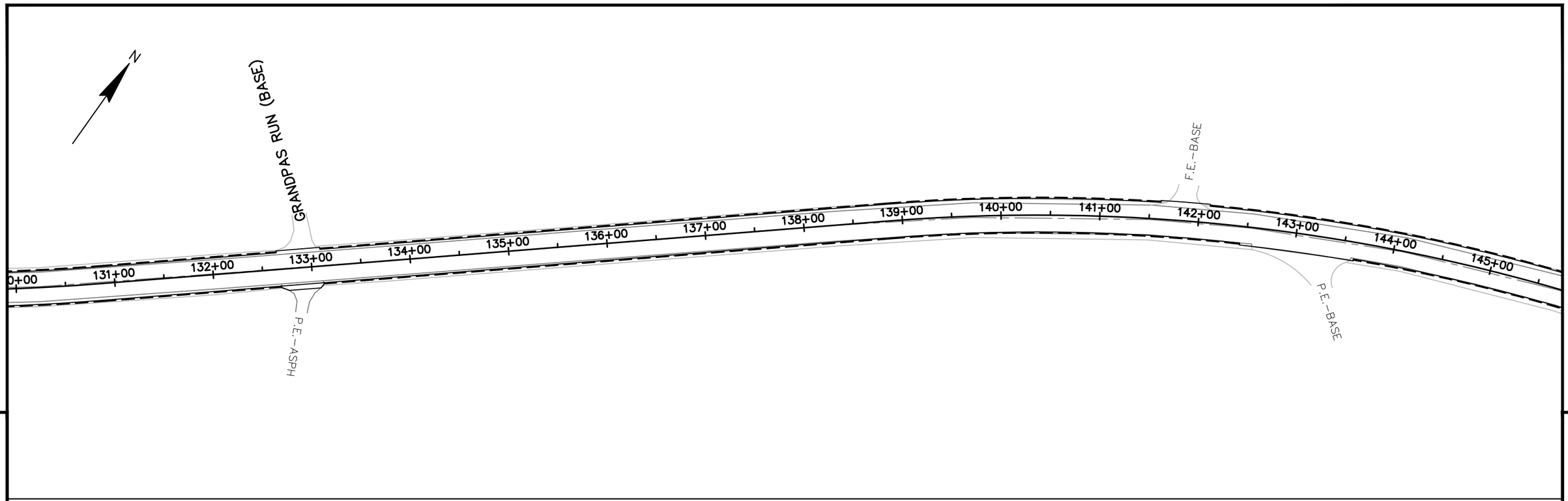


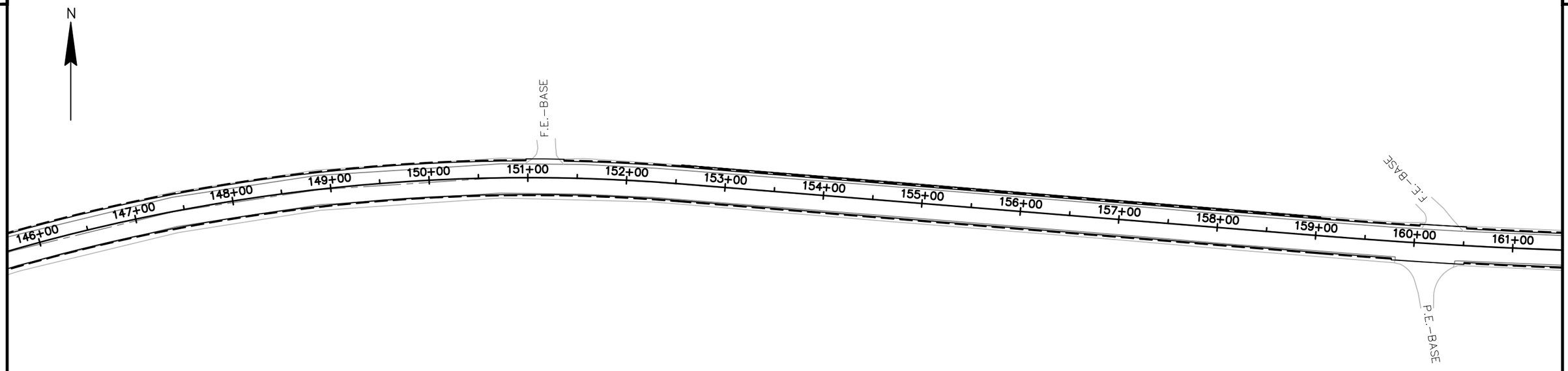
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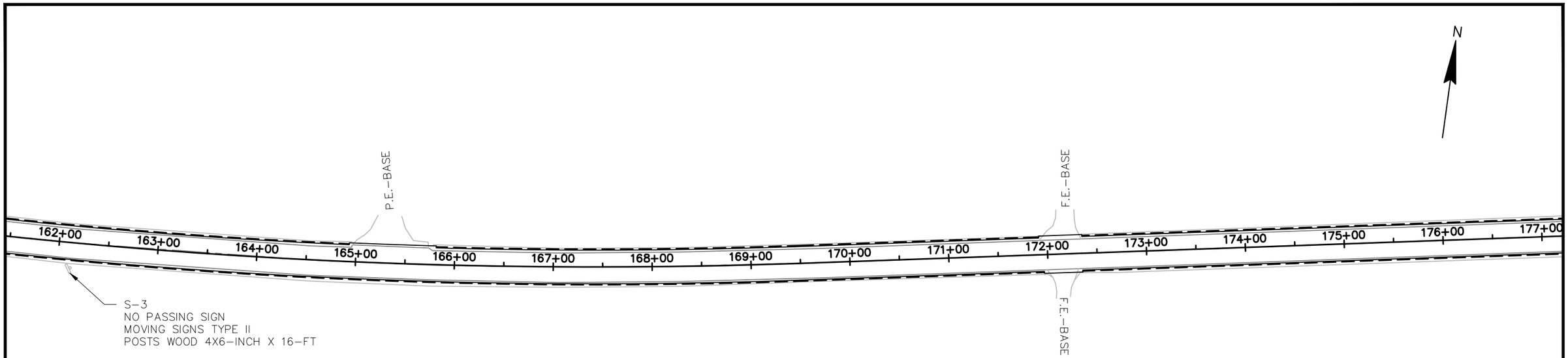


PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 146	E



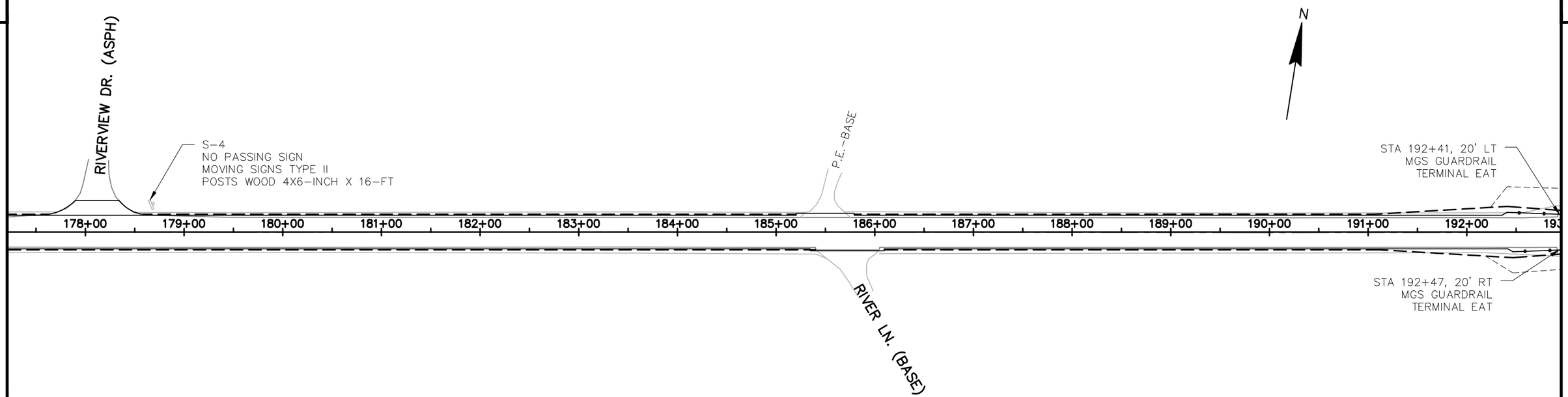


PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 147	E

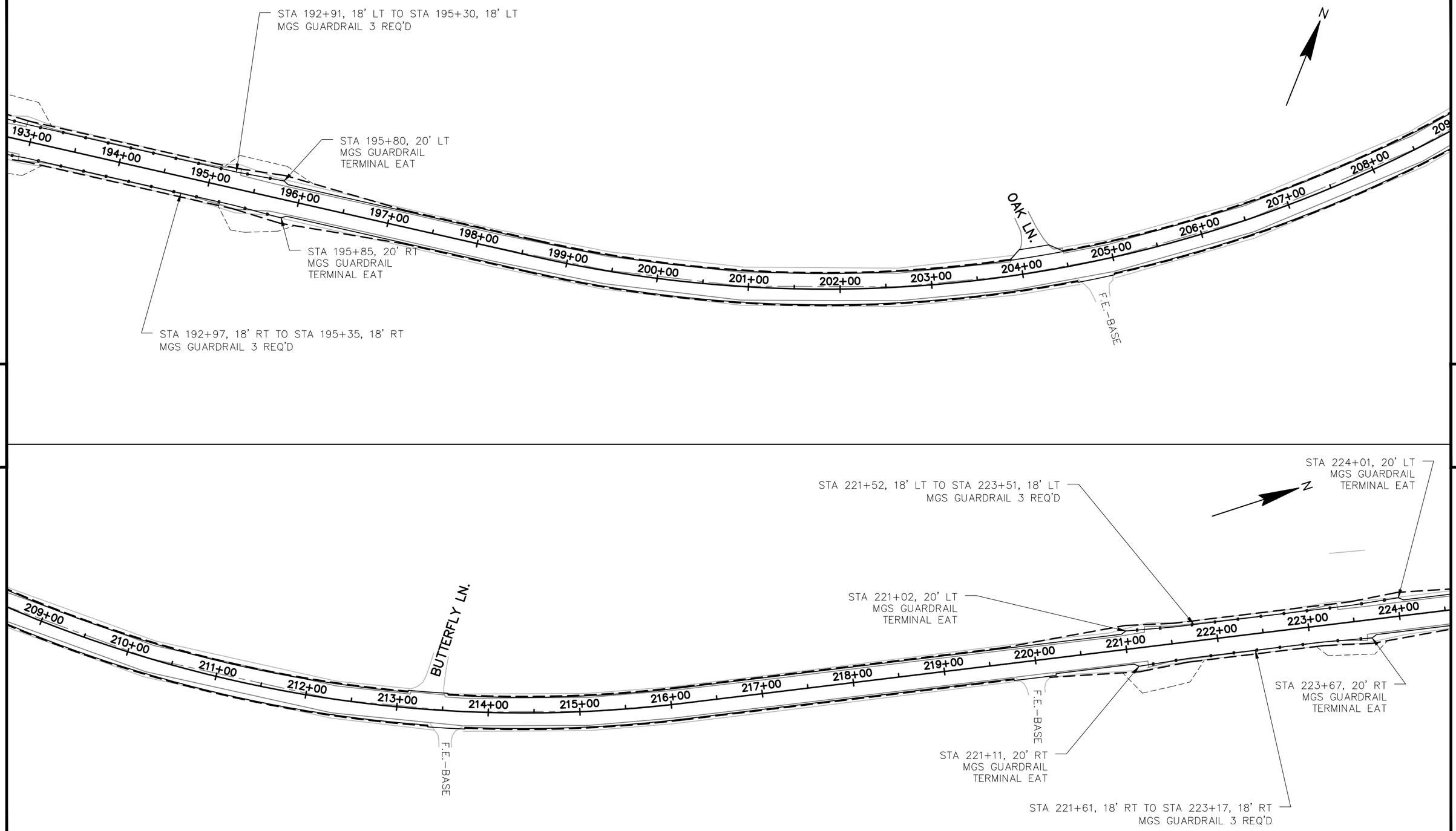


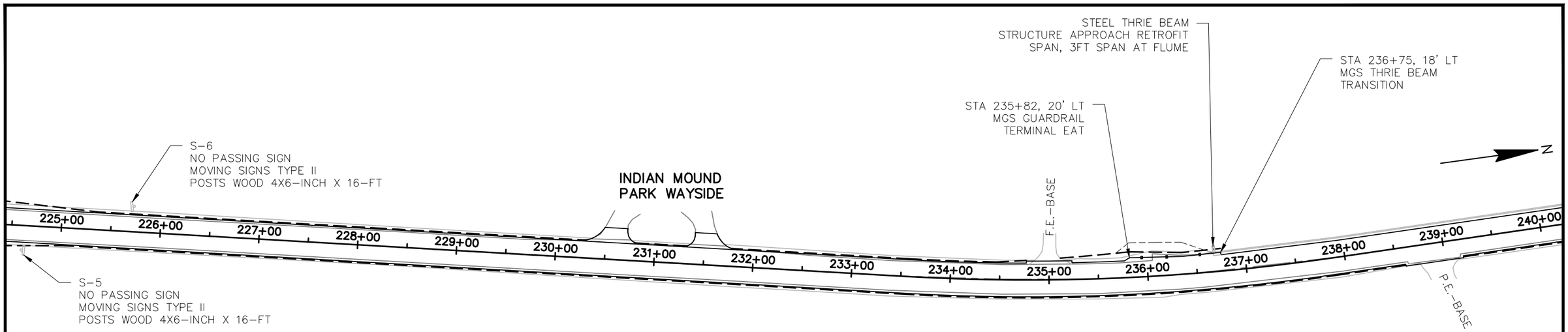
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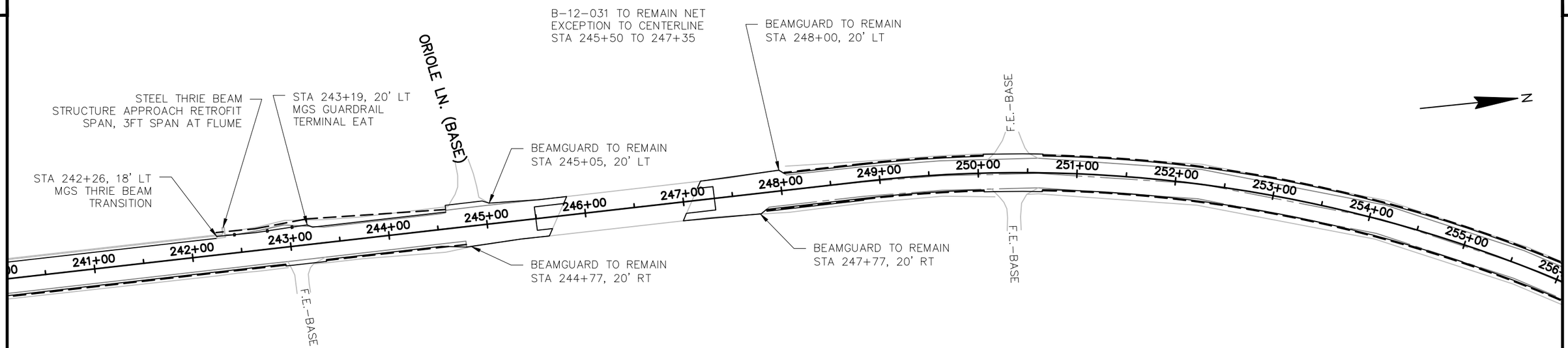
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 148	E

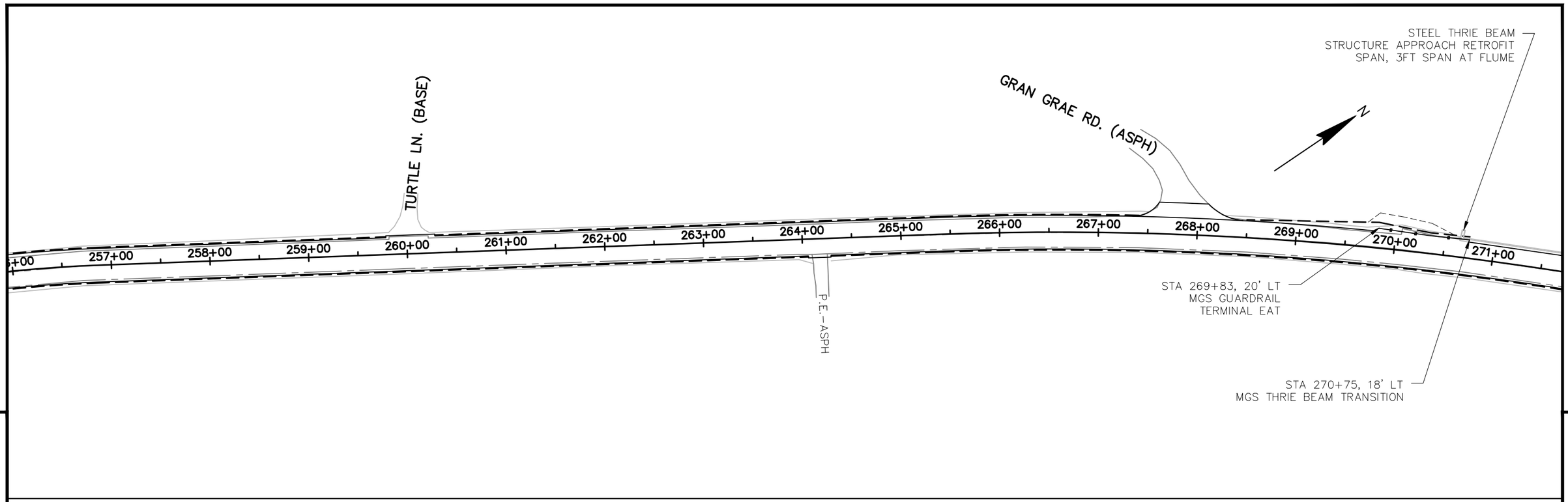

STA 192+91, 18' LT TO STA 195+30, 18' LT
MGS GUARDRAIL 3 REQ'D
STA 195+80, 20' LT
MGS GUARDRAIL
TERMINAL EAT
STA 195+85, 20' RT
MGS GUARDRAIL
TERMINAL EAT
STA 192+97, 18' RT TO STA 195+35, 18' RT
MGS GUARDRAIL 3 REQ'D
N
193+00
194+00
195+00
196+00
197+00
198+00
199+00
200+00
201+00
202+00
203+00
204+00
205+00
206+00
207+00
208+00
OAK LN.
F.E.-BASE
209+00
210+00
211+00
212+00
213+00
214+00
215+00
216+00
217+00
218+00
219+00
220+00
221+00
222+00
223+00
224+00
BUTTERFLY LN.
F.E.-BASE
STA 221+52, 18' LT TO STA 223+51, 18' LT
MGS GUARDRAIL 3 REQ'D
STA 224+01, 20' LT
MGS GUARDRAIL
TERMINAL EAT
STA 221+02, 20' LT
MGS GUARDRAIL
TERMINAL EAT
STA 223+67, 20' RT
MGS GUARDRAIL
TERMINAL EAT
STA 221+11, 20' RT
MGS GUARDRAIL
TERMINAL EAT
STA 221+61, 18' RT TO STA 223+17, 18' RT
MGS GUARDRAIL 3 REQ'D



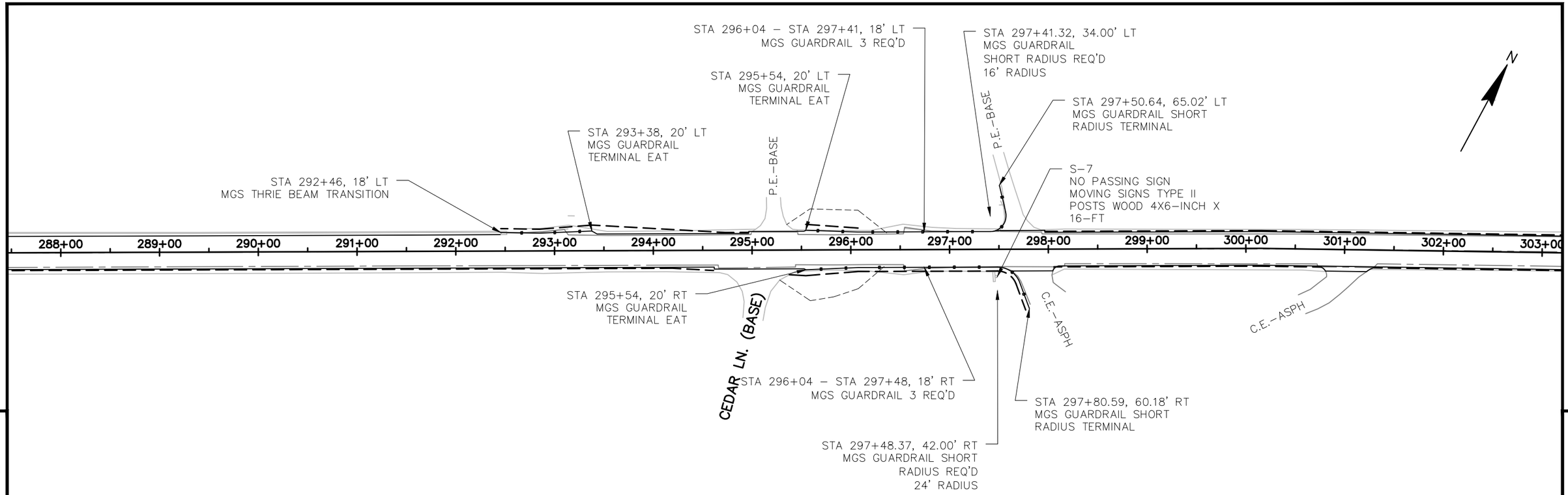


EXISTING BEAMGUARD TO BE LEFT IN PLACE
SHALL MAINTAIN A MINIMUM OF 26-1/2" RAIL
HEIGHT TO FINISHED SHOULDER.
SHOULDER MODIFICATIONS TO BE AS DIRECTED
BY ENGINEER WITH REDUCED THICKNESS
SURFACE COURSE

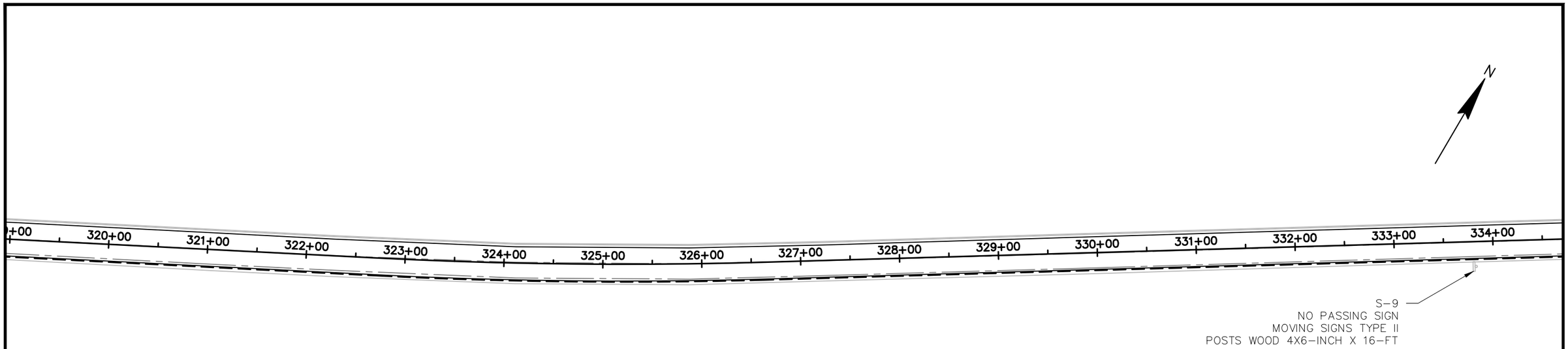
STA 246+50 TO 247+35
APPROACH SLAB TO REMAIN,
SHOULDERS TO BE MILLED AND
REPAVED TO MATCH PROPOSED
TYPICAL SECTIONS, MATCH EXISTING

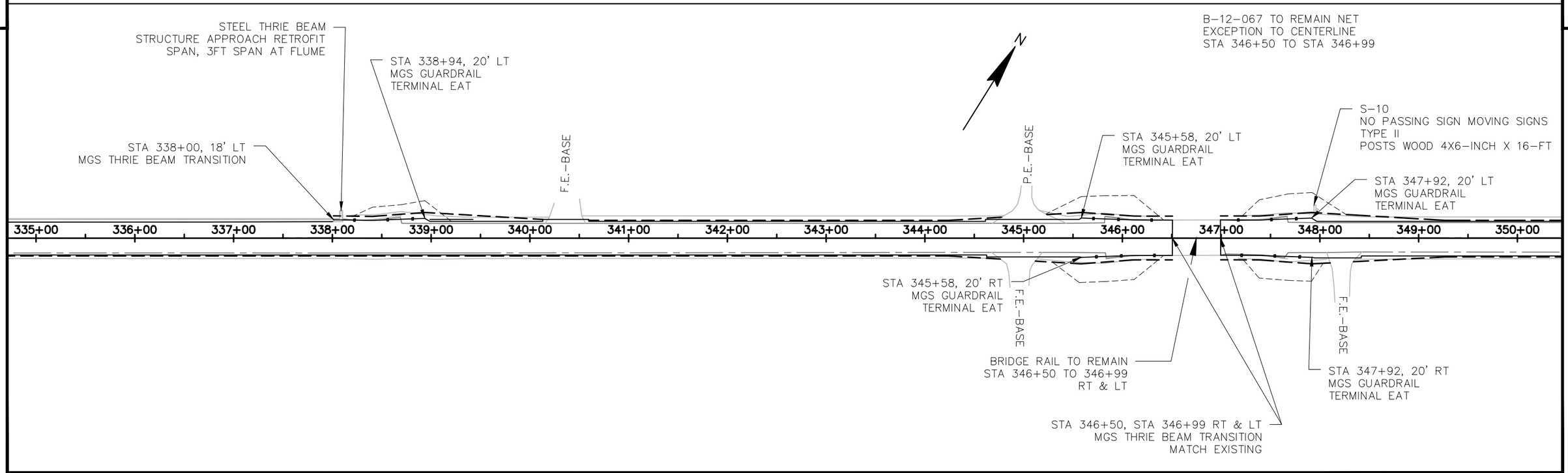


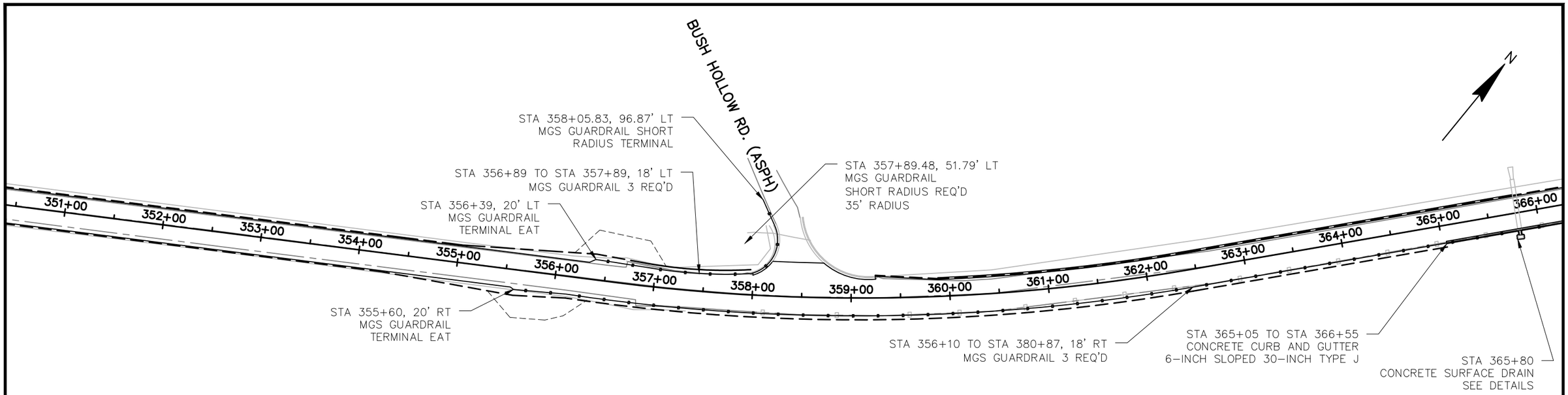
PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 151	E

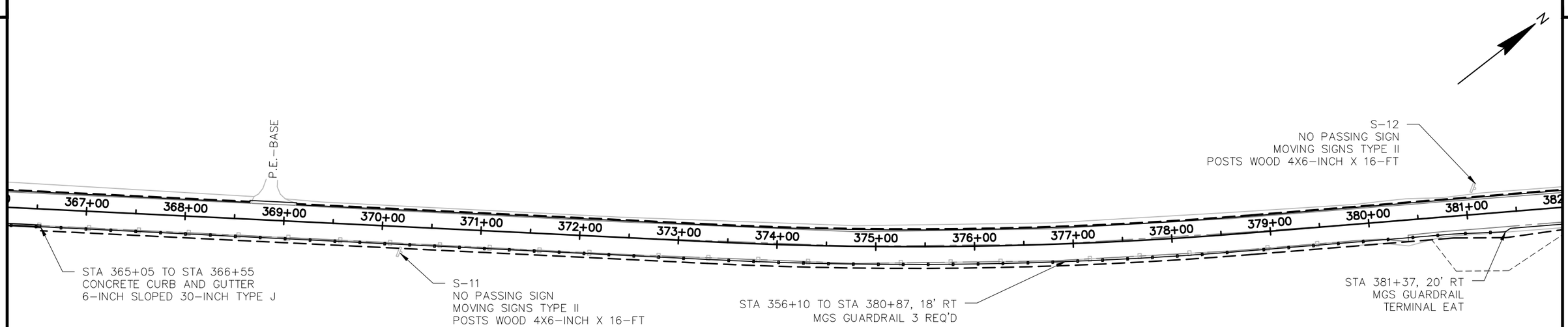


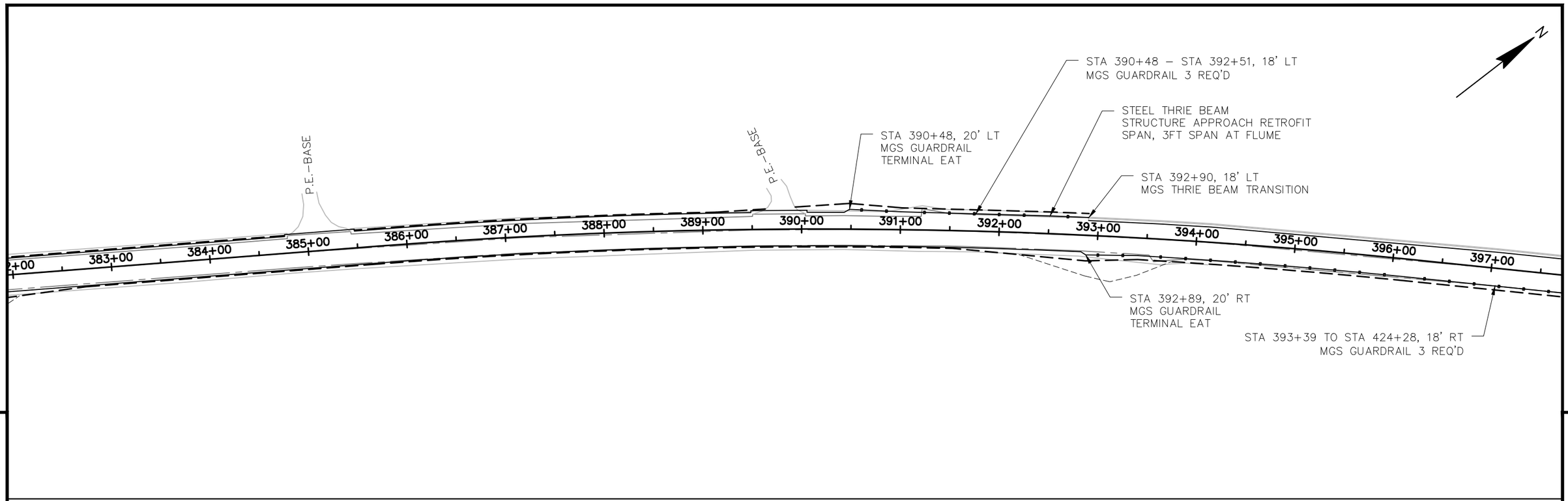
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 152	E

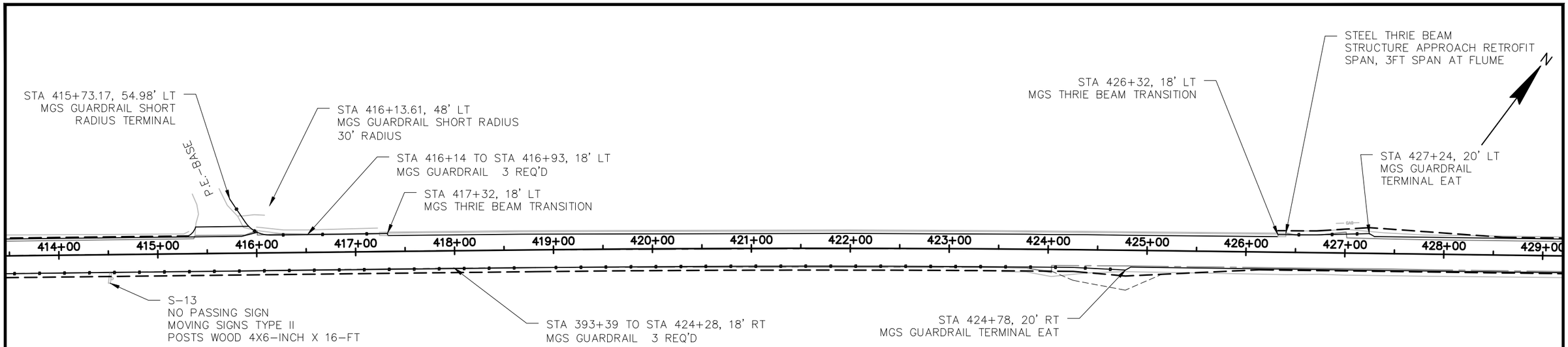

N
320+00
321+00
322+00
323+00
324+00
325+00
326+00
327+00
328+00
329+00
330+00
331+00
332+00
333+00
334+00
S–9
NO PASSING SIGN
MOVING SIGNS TYPE II
POSTS WOOD 4X6–INCH X 16–FT

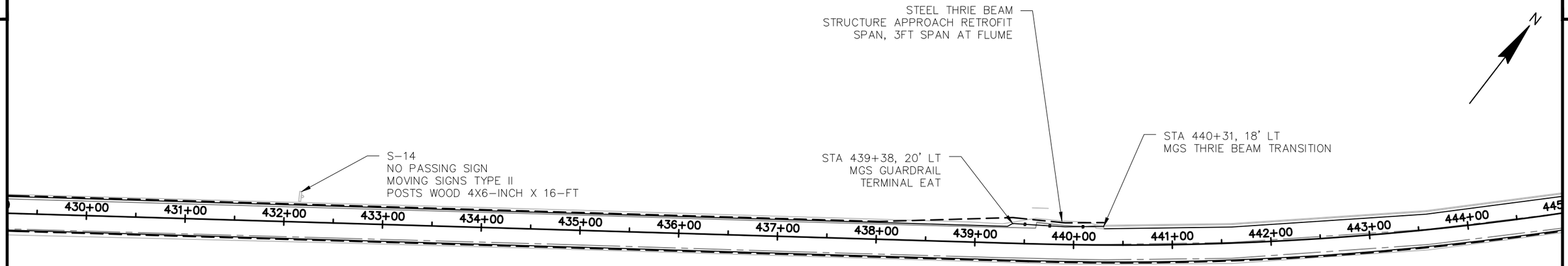

STEEL THRIE BEAM
STRUCTURE APPROACH RETROFIT
SPAN, 3FT SPAN AT FLUME
STA 338+94, 20' LT
MGS GUARDRAIL
TERMINAL EAT
STA 338+00, 18' LT
MGS THRIE BEAM TRANSITION
F.E.–BASE
B–12–067 TO REMAIN NET
EXCEPTION TO CENTERLINE
STA 346+50 TO STA 346+99
N
P.E.–BASE
STA 345+58, 20' LT
MGS GUARDRAIL
TERMINAL EAT
S–10
NO PASSING SIGN MOVING SIGNS
TYPE II
POSTS WOOD 4X6–INCH X 16–FT
STA 347+92, 20' LT
MGS GUARDRAIL
TERMINAL EAT
335+00
336+00
337+00
338+00
339+00
340+00
341+00
342+00
343+00
344+00
345+00
346+00
347+00
348+00
349+00
350+00
STA 345+58, 20' RT
MGS GUARDRAIL
TERMINAL EAT
F.E.–BASE
F.E.–BASE
BRIDGE RAIL TO REMAIN
STA 346+50 TO 346+99
RT & LT
STA 347+92, 20' RT
MGS GUARDRAIL
TERMINAL EAT
STA 346+50, STA 346+99 RT & LT
MGS THRIE BEAM TRANSITION
MATCH EXISTING

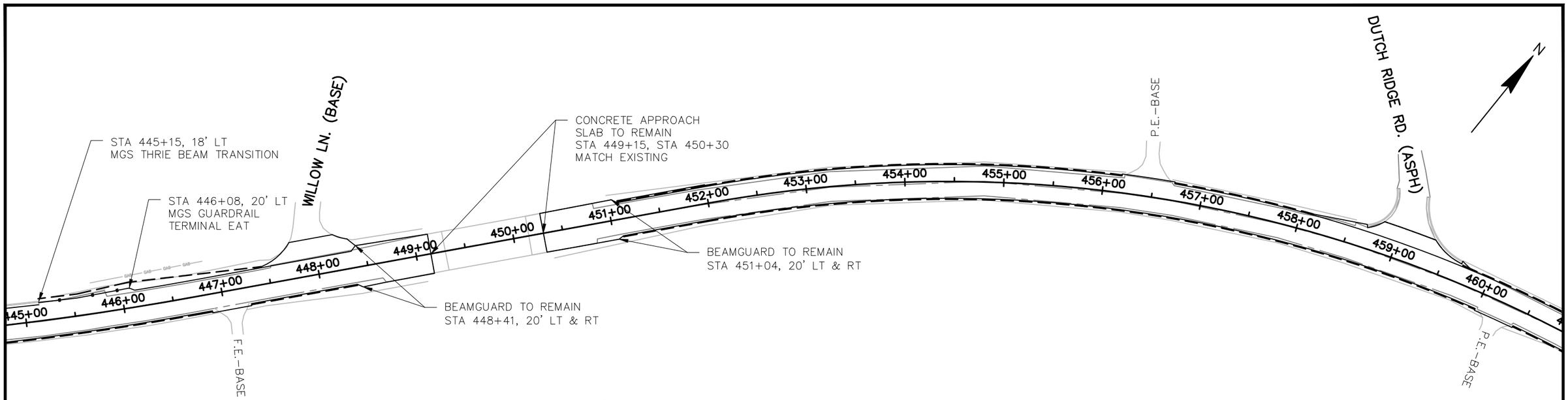

BUSH HOLLOW RD. (ASPH)
N
STA 358+05.83, 96.87' LT
MGS GUARDRAIL SHORT
RADIUS TERMINAL
STA 356+89 TO STA 357+89, 18' LT
MGS GUARDRAIL 3 REQ'D
STA 356+39, 20' LT
MGS GUARDRAIL
TERMINAL EAT
STA 357+89.48, 51.79' LT
MGS GUARDRAIL
SHORT RADIUS REQ'D
35' RADIUS
351+00
352+00
353+00
354+00
355+00
356+00
357+00
358+00
359+00
360+00
361+00
362+00
363+00
364+00
365+00
366+00
STA 355+60, 20' RT
MGS GUARDRAIL
TERMINAL EAT
STA 356+10 TO STA 380+87, 18' RT
MGS GUARDRAIL 3 REQ'D
STA 365+05 TO STA 366+55
CONCRETE CURB AND GUTTER
6-INCH SLOPED 30-INCH TYPE J
STA 365+80
CONCRETE SURFACE DRAIN
SEE DETAILS


N
P.E.-BASE
S-12
NO PASSING SIGN
MOVING SIGNS TYPE II
POSTS WOOD 4X6-INCH X 16-FT
367+00
368+00
369+00
370+00
371+00
372+00
373+00
374+00
375+00
376+00
377+00
378+00
379+00
380+00
381+00
382
STA 365+05 TO STA 366+55
CONCRETE CURB AND GUTTER
6-INCH SLOPED 30-INCH TYPE J
S-11
NO PASSING SIGN
MOVING SIGNS TYPE II
POSTS WOOD 4X6-INCH X 16-FT
STA 356+10 TO STA 380+87, 18' RT
MGS GUARDRAIL 3 REQ'D
STA 381+37, 20' RT
MGS GUARDRAIL
TERMINAL EAT


N
STA 390+48 – STA 392+51, 18' LT
MGS GUARDRAIL 3 REQ'D
STEEL THRIE BEAM
STRUCTURE APPROACH RETROFIT
SPAN, 3FT SPAN AT FLUME
STA 390+48, 20' LT
MGS GUARDRAIL
TERMINAL EAT
STA 392+90, 18' LT
MGS THRIE BEAM TRANSITION
P.E.-BASE
P.E.-BASE
382+00
383+00
384+00
385+00
386+00
387+00
388+00
389+00
390+00
391+00
392+00
393+00
394+00
395+00
396+00
397+00
STA 392+89, 20' RT
MGS GUARDRAIL
TERMINAL EAT
STA 393+39 TO STA 424+28, 18' RT
MGS GUARDRAIL 3 REQ'D
5
5
N
STEEL THRIE BEAM
STRUCTURE APPROACH RETROFIT
SPAN, 3FT SPAN AT FLUME
STA 407+92, 18' LT
MGS THRIE BEAM TRANSITION
STA 408+85, 20' LT
MGS GUARDRAIL
TERMINAL EAT
P.E.-BASE
398+00
399+00
400+00
401+00
402+00
403+00
404+00
405+00
406+00
407+00
408+00
409+00
410+00
411+00
412+00
413+00
STA 393+39 TO STA 424+28, 18' RT
MGS GUARDRAIL 3 REQ'D
STA 393+39 TO STA 424+28, 18' RT
MGS GUARDRAIL 3 REQ'D

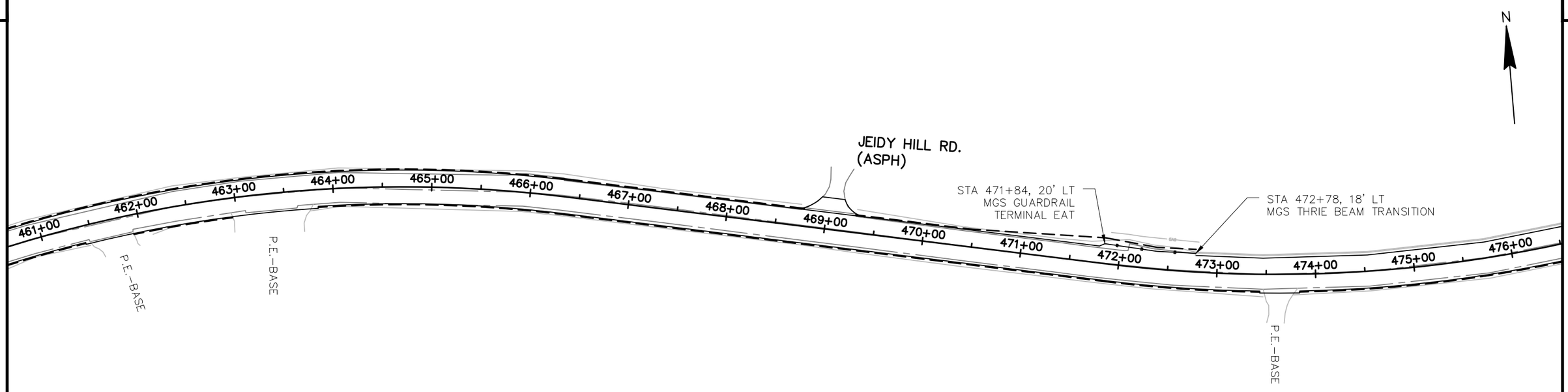

STA 415+73.17, 54.98' LT
MGS GUARDRAIL SHORT
RADIUS TERMINAL
P.E.-BASE
STA 416+13.61, 48' LT
MGS GUARDRAIL SHORT RADIUS
30' RADIUS
STA 416+14 TO STA 416+93, 18' LT
MGS GUARDRAIL 3 REQ'D
STA 417+32, 18' LT
MGS THRIE BEAM TRANSITION
STA 426+32, 18' LT
MGS THRIE BEAM TRANSITION
STEEL THRIE BEAM
STRUCTURE APPROACH RETROFIT
SPAN, 3FT SPAN AT FLUME
STA 427+24, 20' LT
MGS GUARDRAIL
TERMINAL EAT
414+00
415+00
416+00
417+00
418+00
419+00
420+00
421+00
422+00
423+00
424+00
425+00
426+00
427+00
428+00
429+00
S-13
NO PASSING SIGN
MOVING SIGNS TYPE II
POSTS WOOD 4X6-INCH X 16-FT
STA 393+39 TO STA 424+28, 18' RT
MGS GUARDRAIL 3 REQ'D
STA 424+78, 20' RT
MGS GUARDRAIL TERMINAL EAT


STEEL THRIE BEAM
STRUCTURE APPROACH RETROFIT
SPAN, 3FT SPAN AT FLUME
STA 440+31, 18' LT
MGS THRIE BEAM TRANSITION
STA 439+38, 20' LT
MGS GUARDRAIL
TERMINAL EAT
S-14
NO PASSING SIGN
MOVING SIGNS TYPE II
POSTS WOOD 4X6-INCH X 16-FT
430+00
431+00
432+00
433+00
434+00
435+00
436+00
437+00
438+00
439+00
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441+00
442+00
443+00
444+00

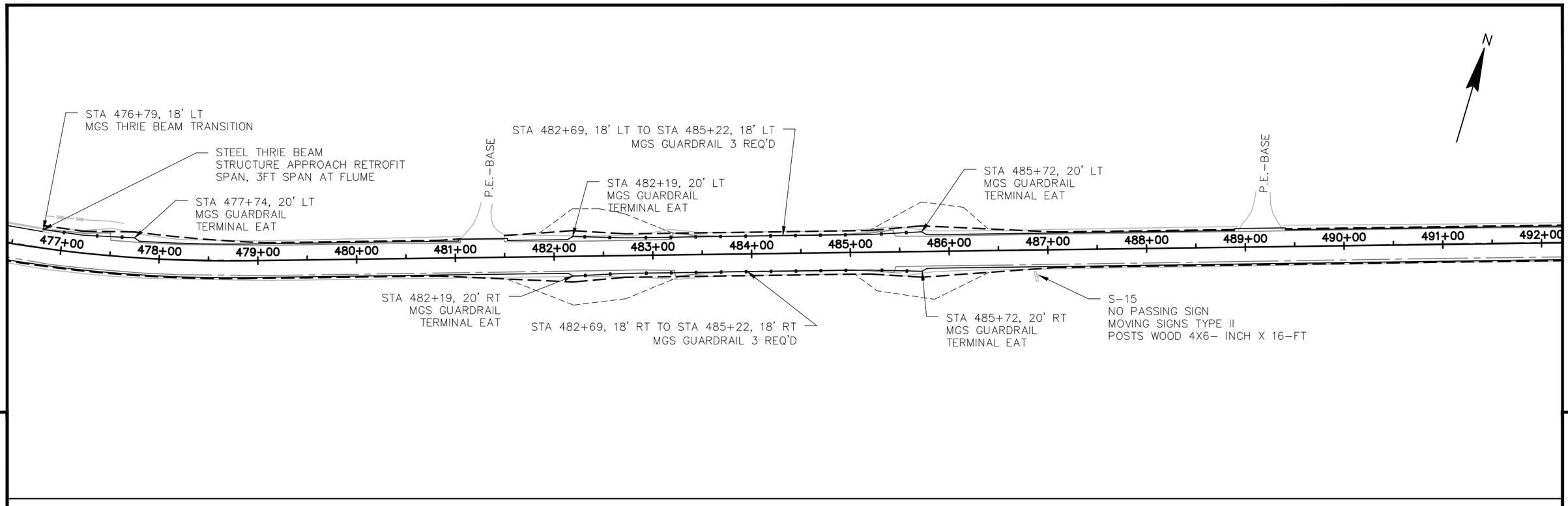


B-12-036 TO REMAIN
NET EXCEPTION TO
CENTERLINE STA
449+15 TO STA
450+30

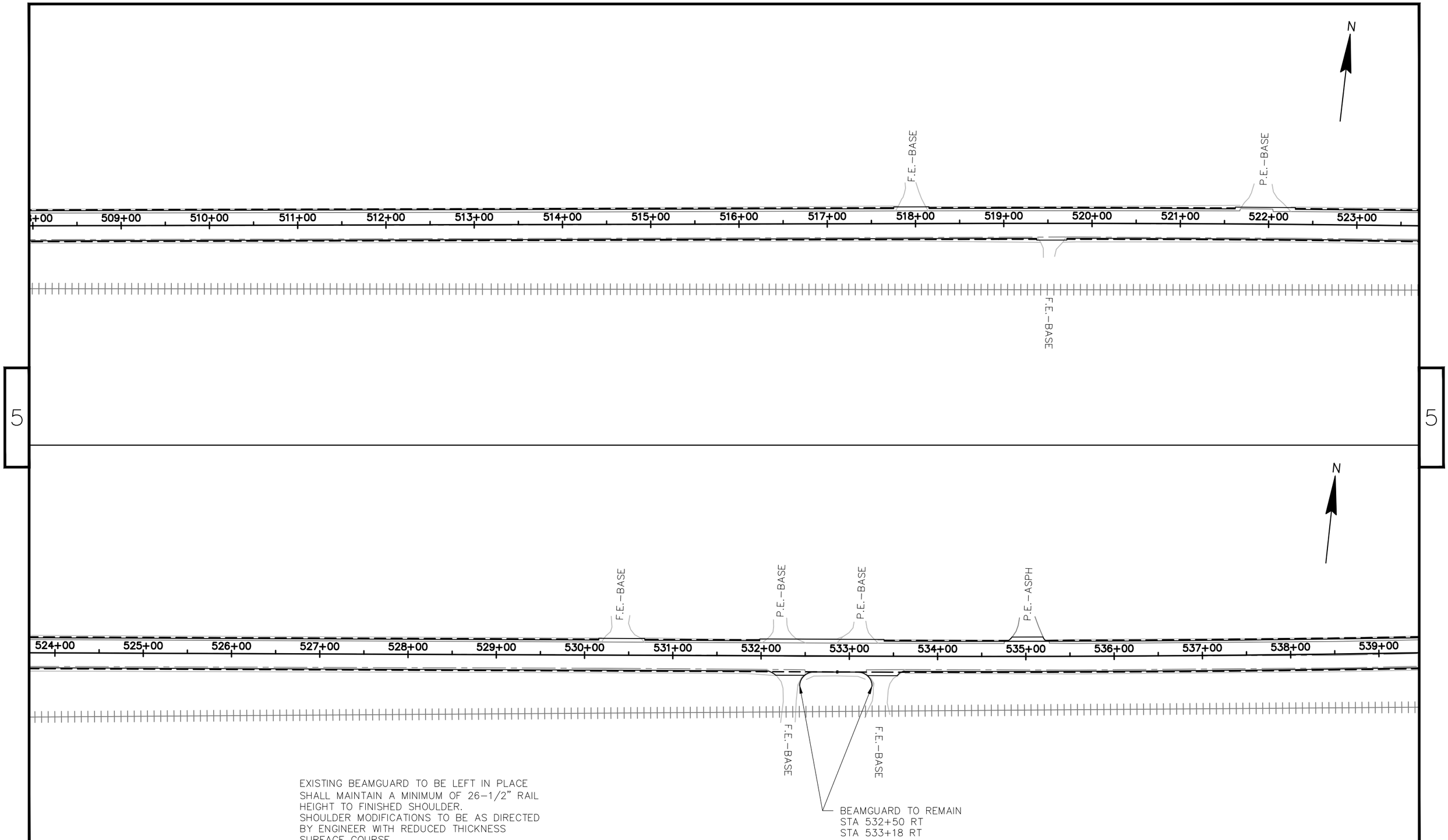
EXISTING BEAMGUARD TO BE LEFT IN PLACE
SHALL MAINTAIN A MINIMUM OF 26-1/2" RAIL
HEIGHT TO FINISHED SHOULDER.
SHOULDER MODIFICATIONS TO BE AS DIRECTED
BY ENGINEER WITH REDUCED THICKNESS
SURFACE COURSE



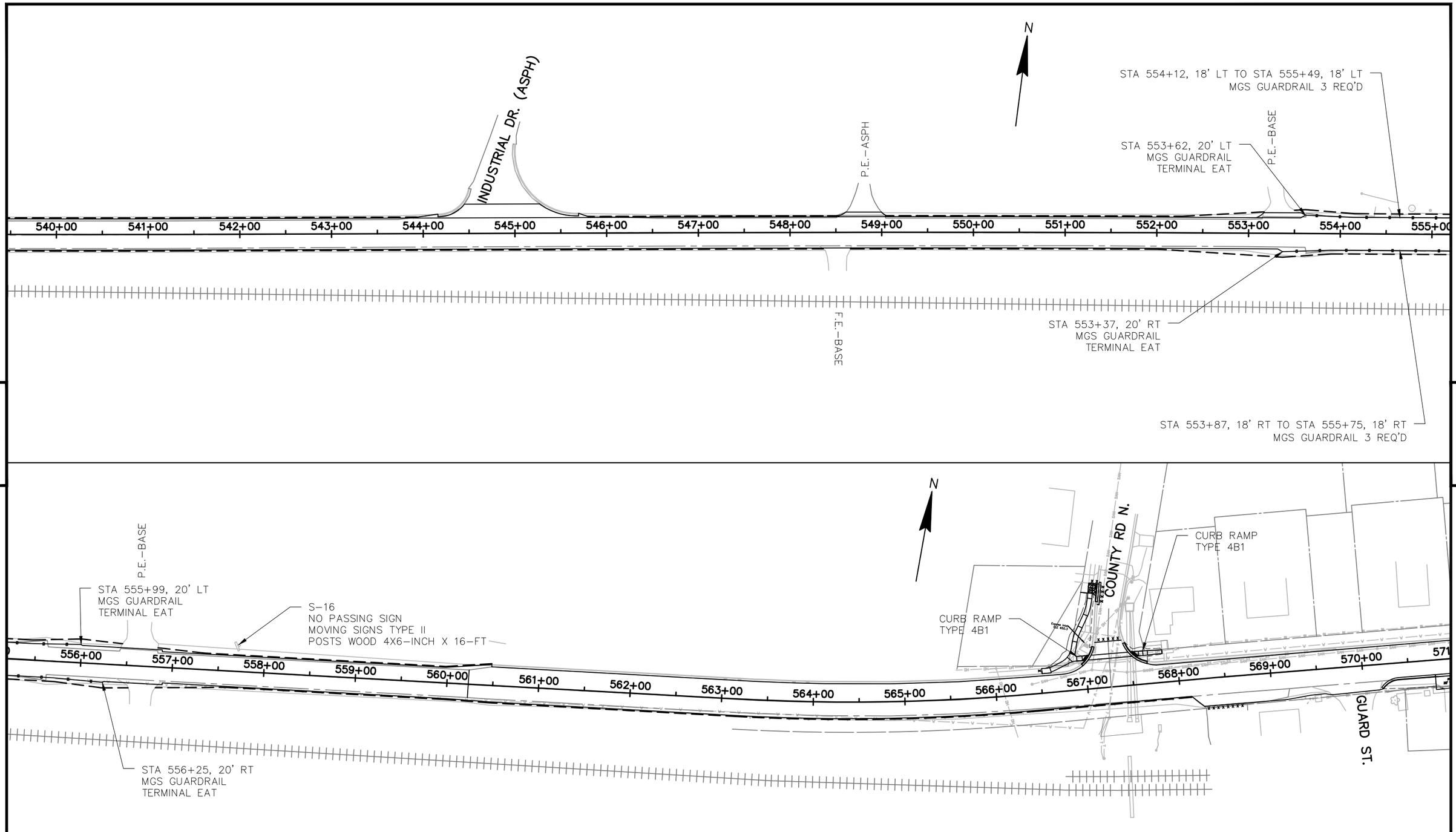
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 157	E



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 158	E



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 159 E



PROJECT NO: 5180–00–70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 160	E

N

559+98, 17' LT

560+48, 22.5' LT

+00 559+00 560+00 561+00 562+00 563+00 564+00

559+98, 17' RT

STA 560+23
TRANSITION JOINT
SEE DETAIL

560+48, 18' RT

5

5

N

COUNTY RD N.

Expose Inlet
ELE 650.3

CURB RAMP #1
TYPE 4B1

CURB RAMP #2
TYPE 4B1

0 566+00 567+00 568+00 569+00 570+00 571+00

569+57.72, 27' RT

570+19.67, 25' RT

PE
30" WIDE

DRAINAGE SY

568+12, 18' RT

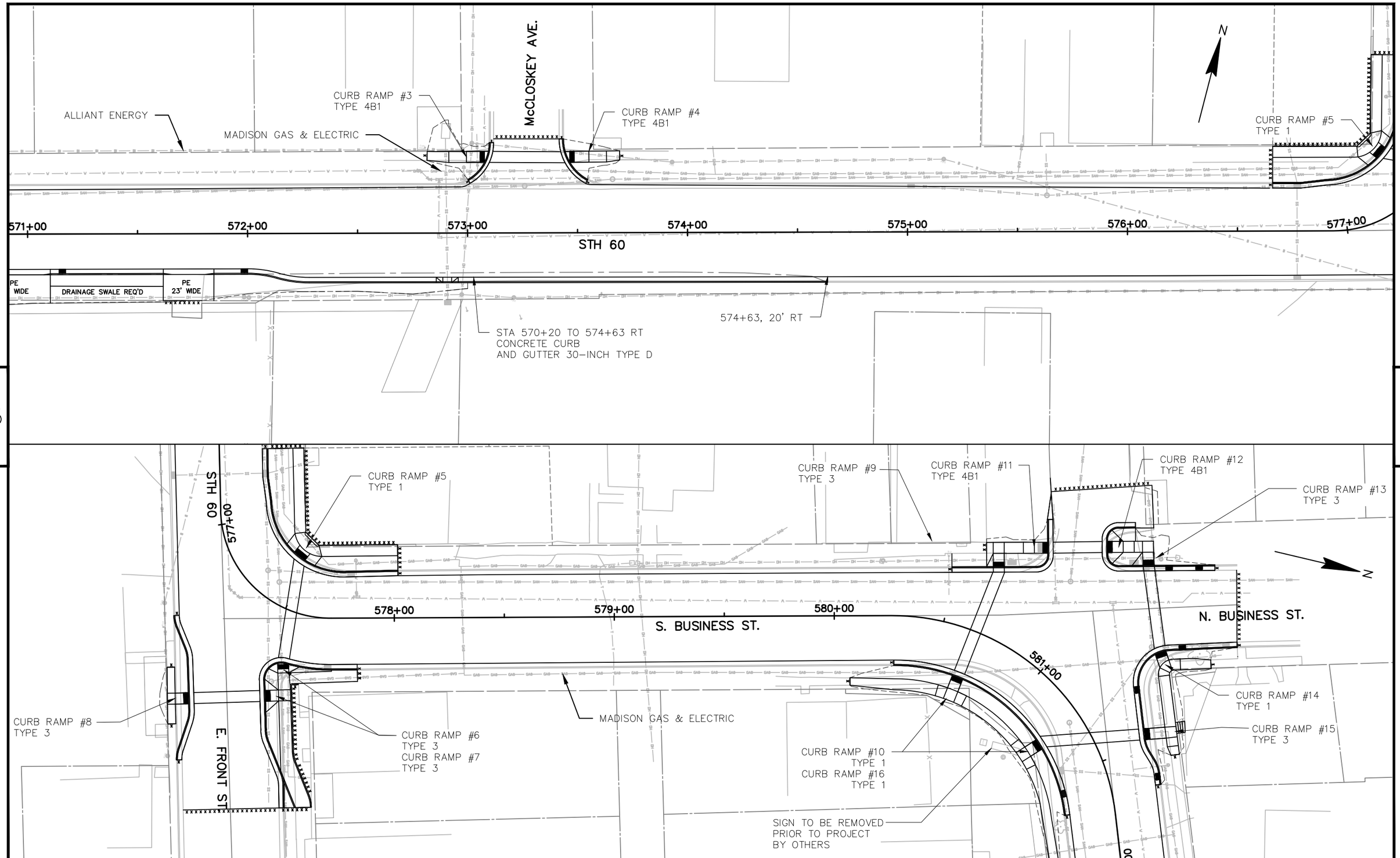
568+25, 30' RT

569+16, 30' RT

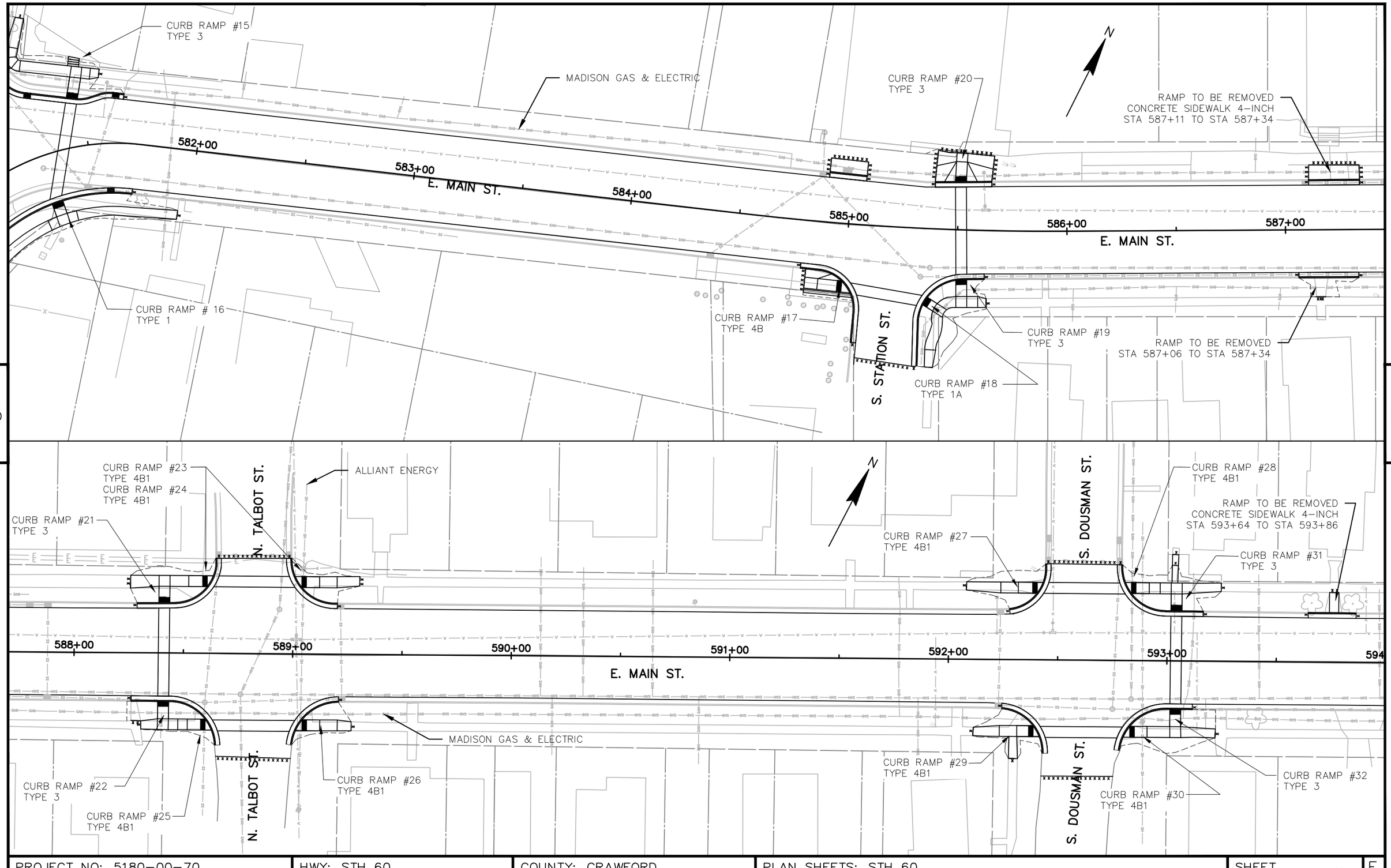
569+65.05, 29 ' RT

STA 570+20 TO 574+63 RT
CONCRETE CURB
AND GUTTER 30-INCH TYPE D

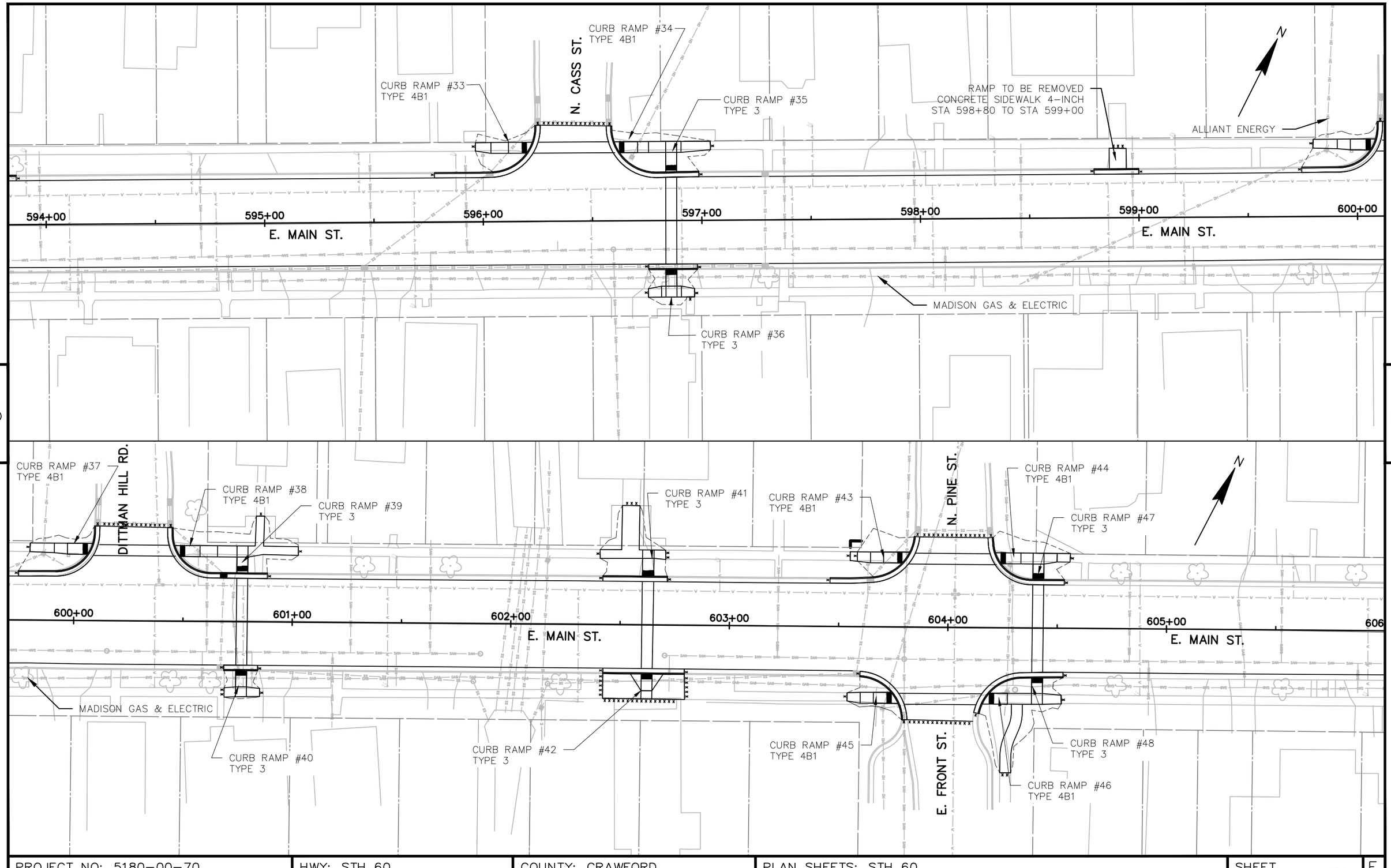
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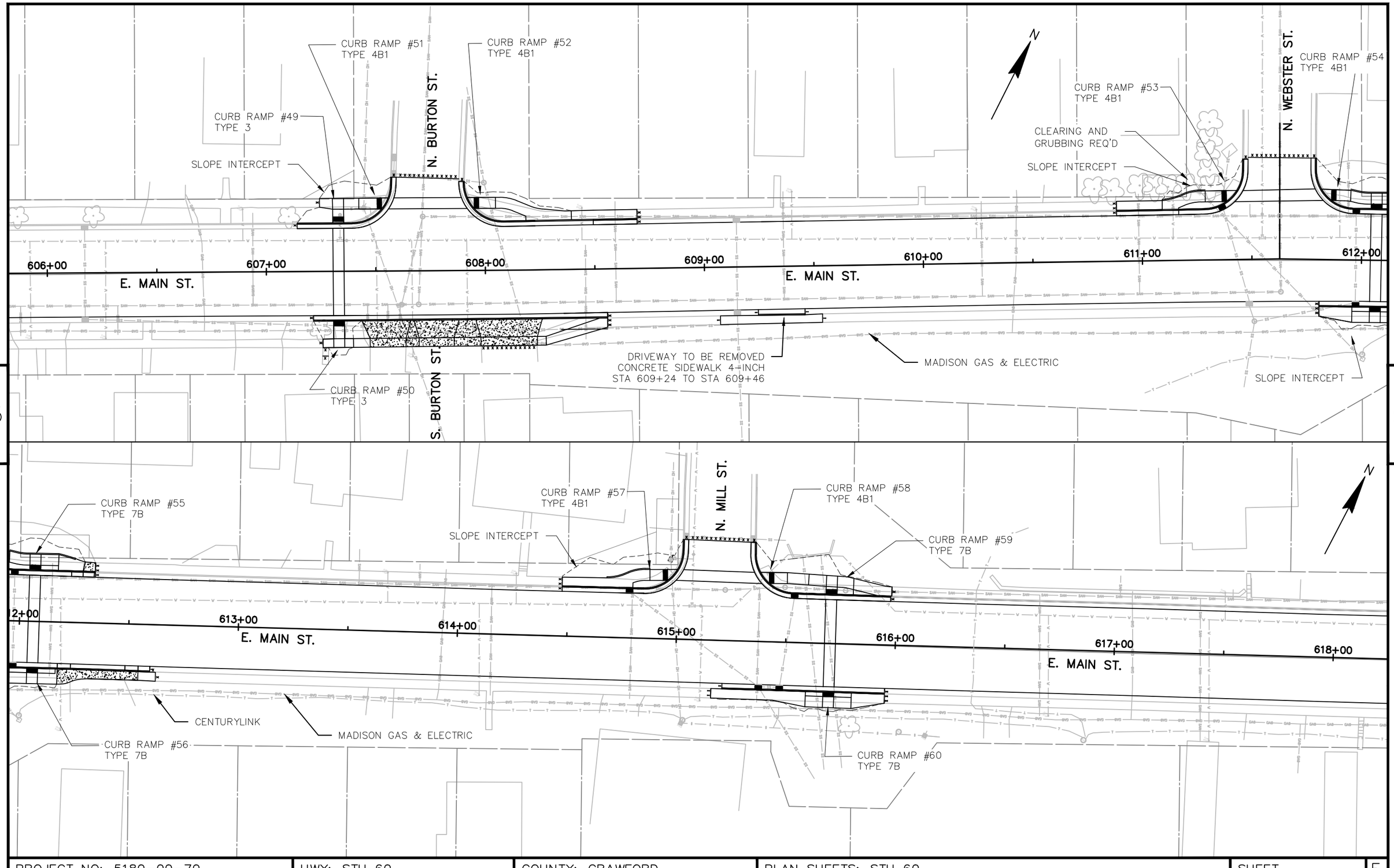
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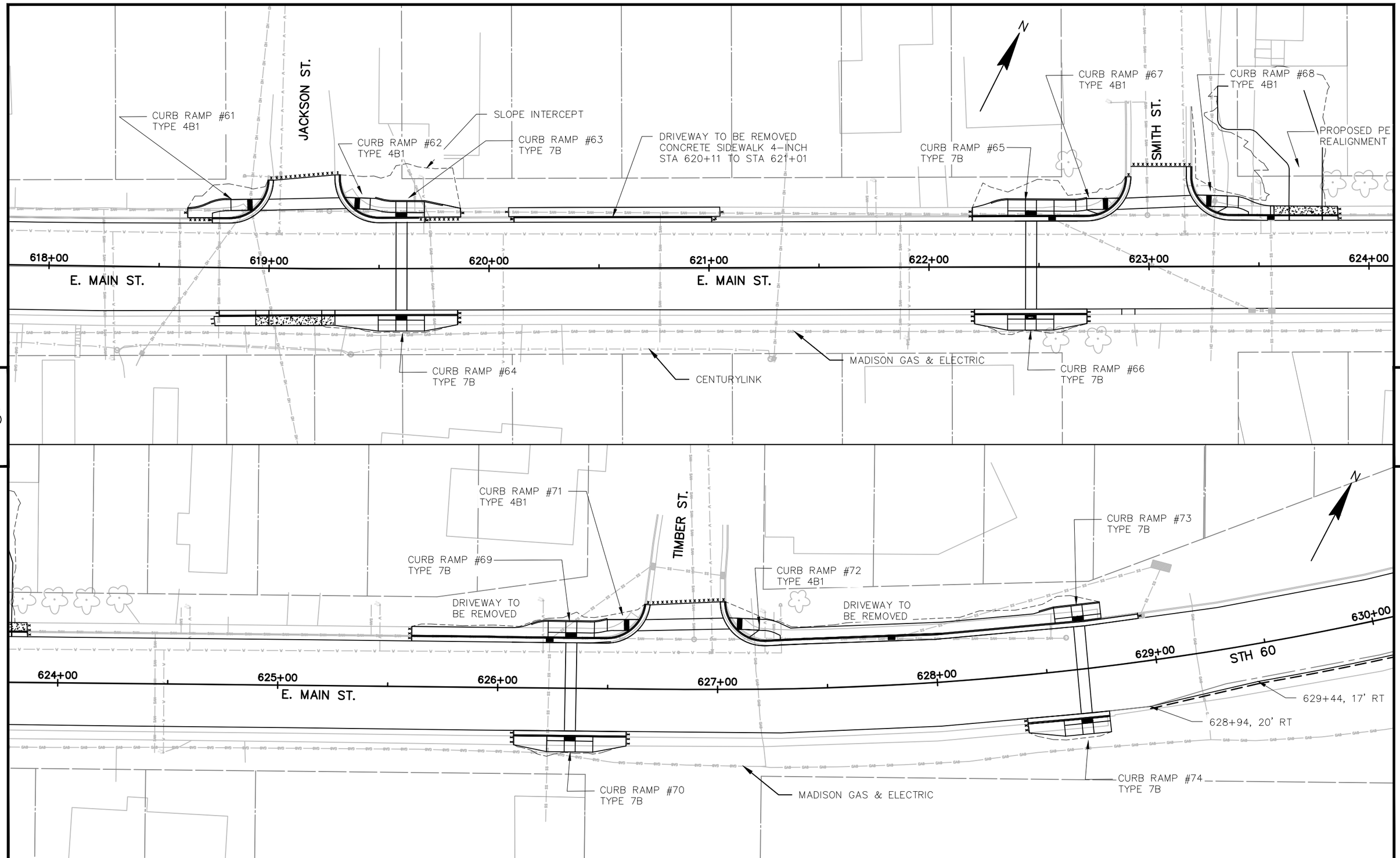
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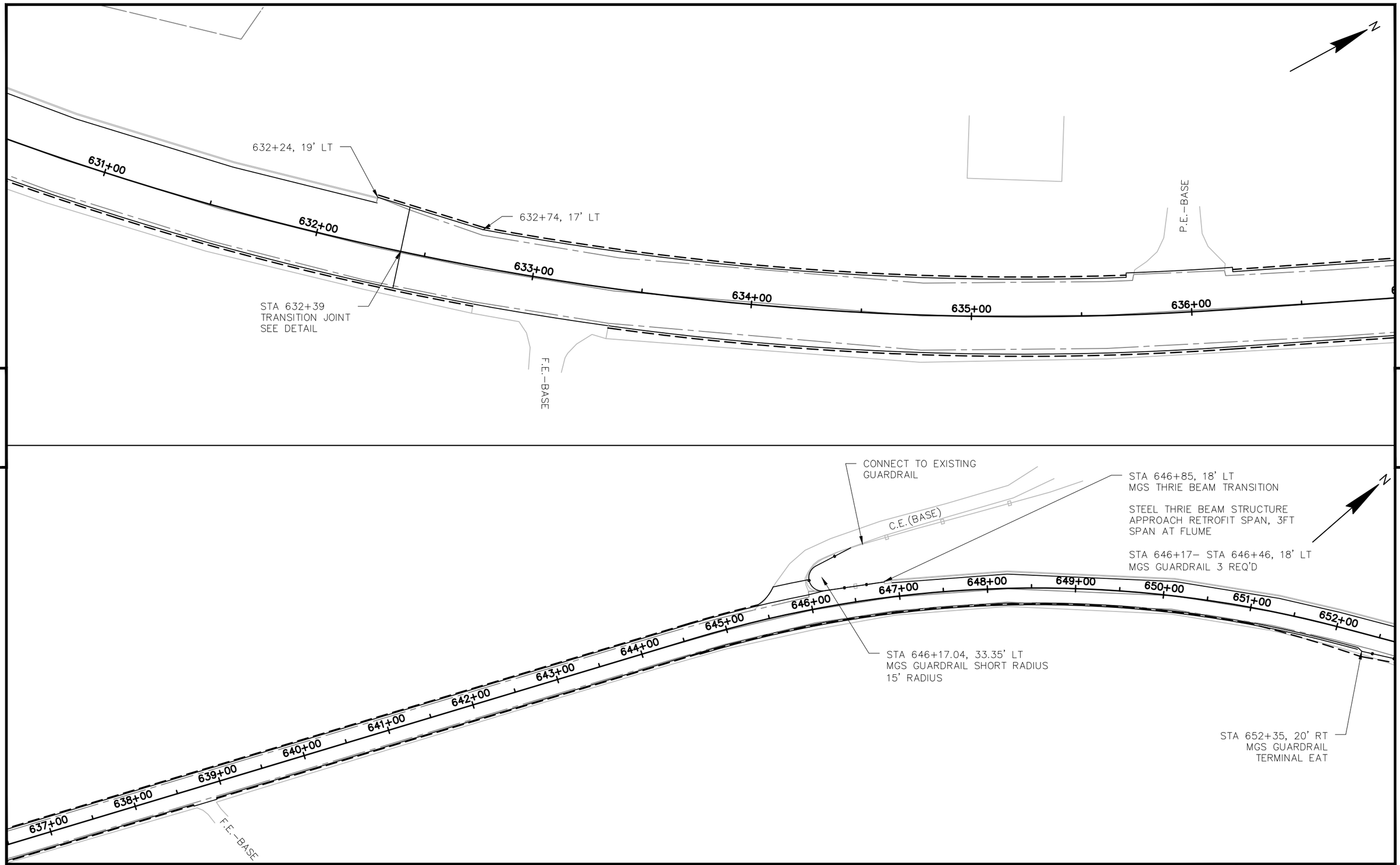
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 164 E



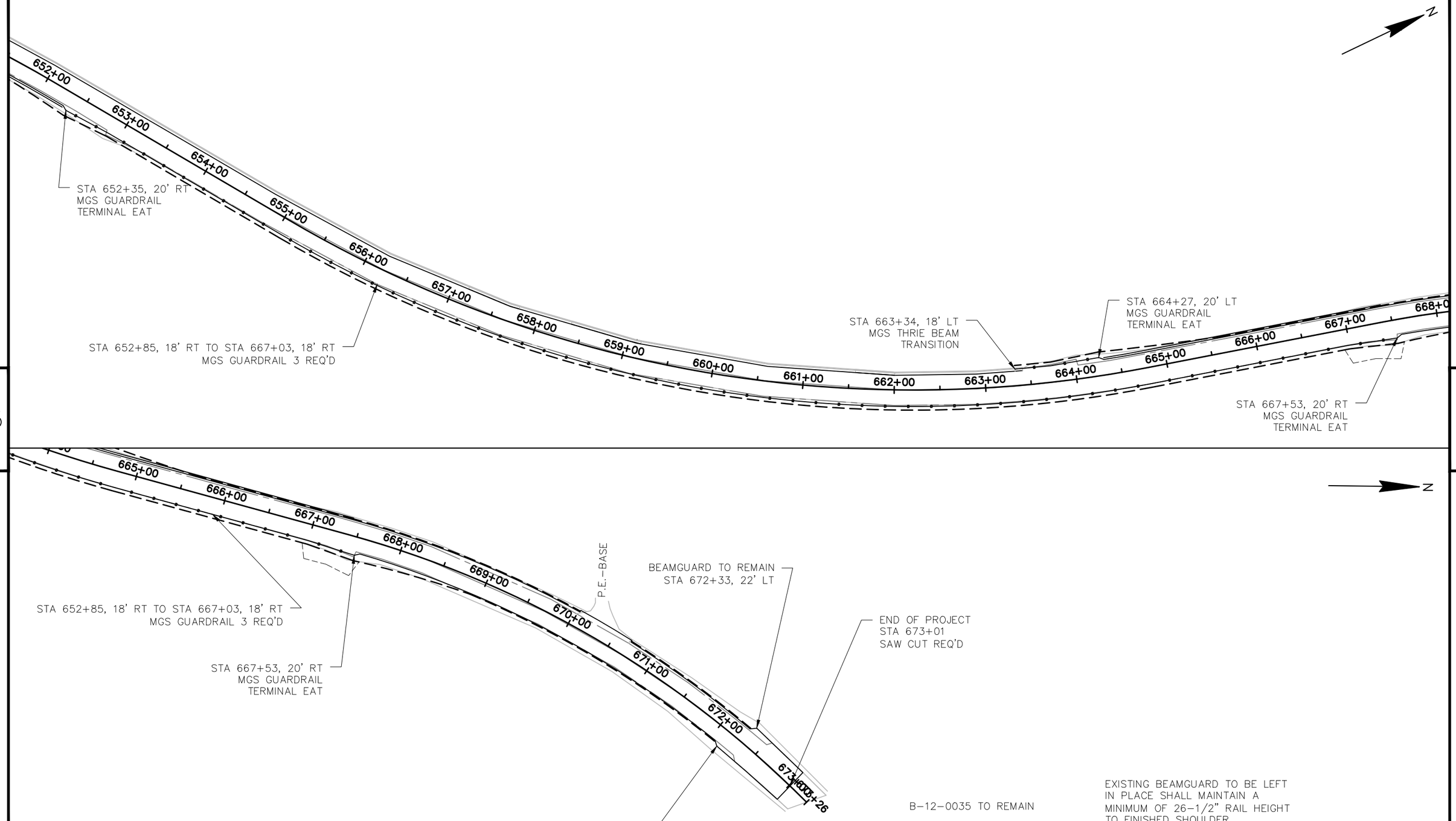
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 166	E



PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: CRAWFORD	PLAN SHEETS: STH 60	SHEET 167 E

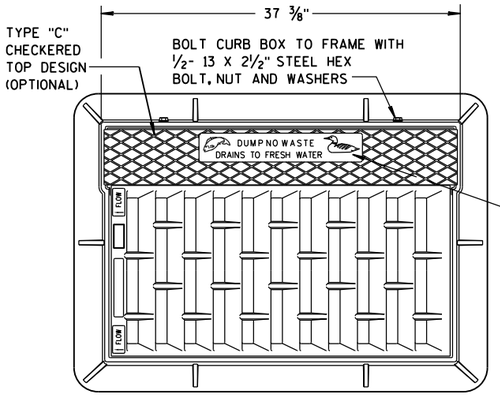


EXISTING BEAMGUARD TO BE LEFT IN PLACE SHALL MAINTAIN A MINIMUM OF 26-1/2" RAIL HEIGHT TO FINISHED SHOULDER. SHOULDER MODIFICATIONS TO BE AS DIRECTED BY ENGINEER WITH REDUCED THICKNESS SURFACE COURSE.

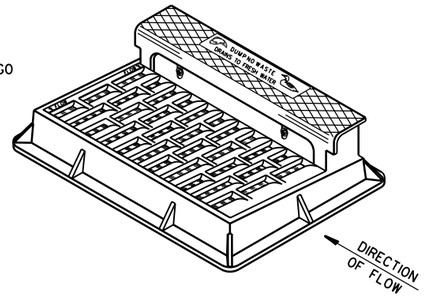
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-03	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B50-01A	THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST
14B50-01B	THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST
14B50-01C	THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

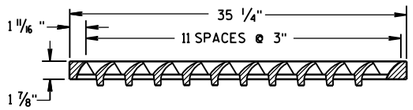
6

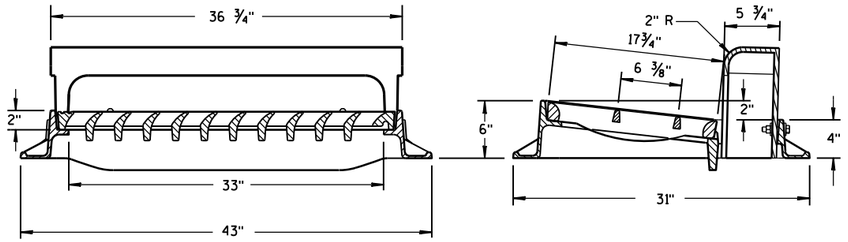


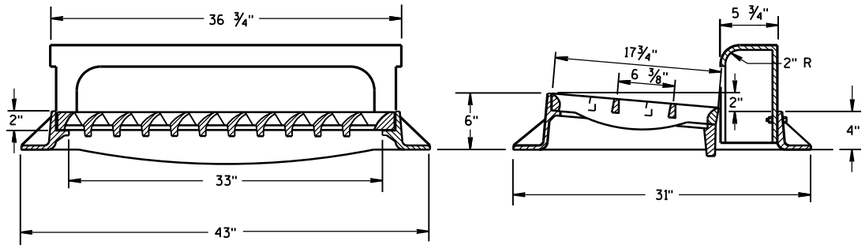
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

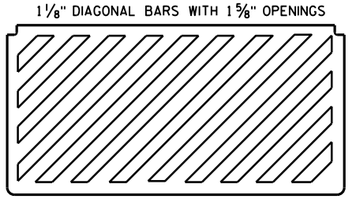






TYPE "H"

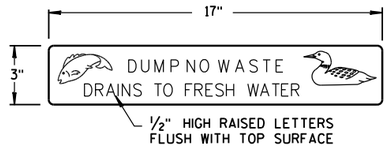
NOTE: EITHER CASTING IS ACCEPTABLE



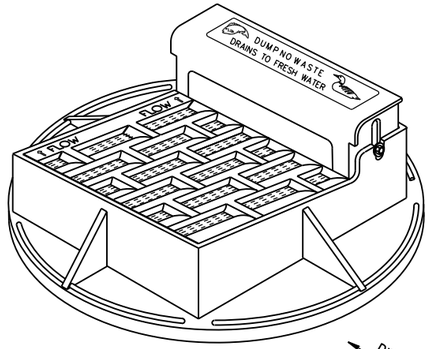
SPECIAL GRATE FOR TYPE "H" COVER

(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"

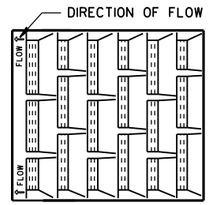
NOTE:
GRATE IS REVERSIBLE.

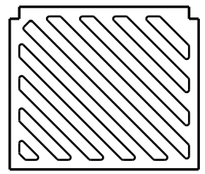
GENERAL NOTES

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.

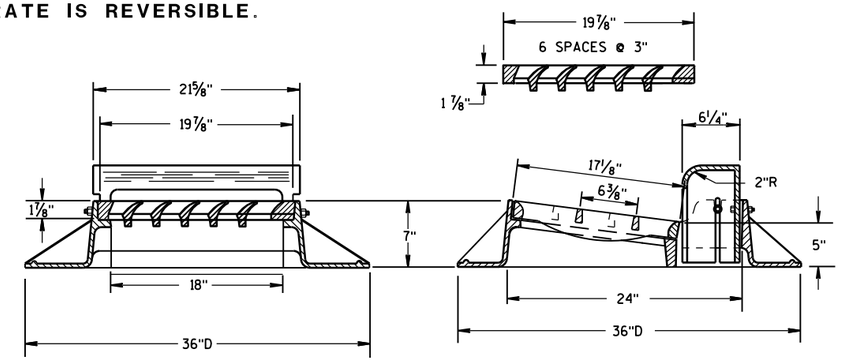




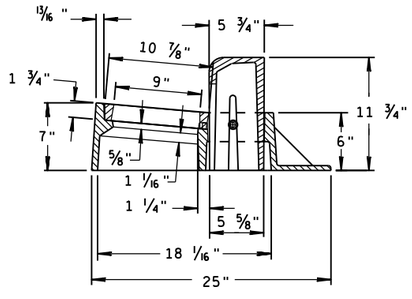
SPECIAL GRATE FOR TYPE "A" COVER

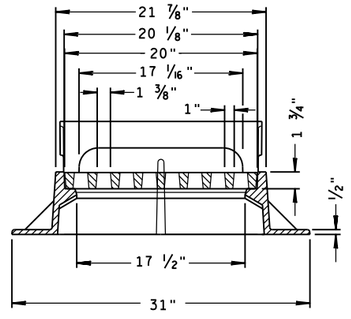
(MEASURES 19 3/4" X 17" X 1 7/8")

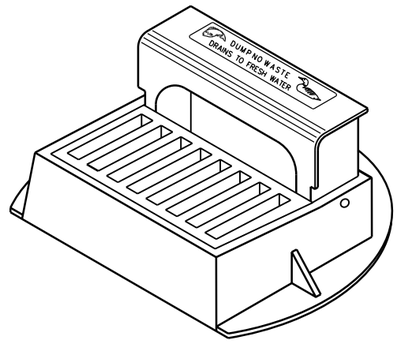
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

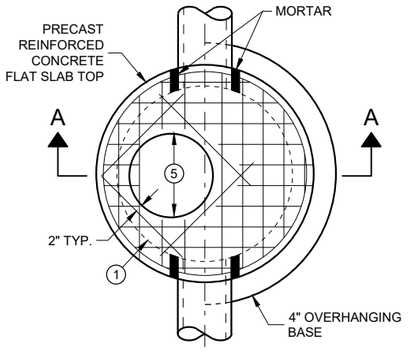
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

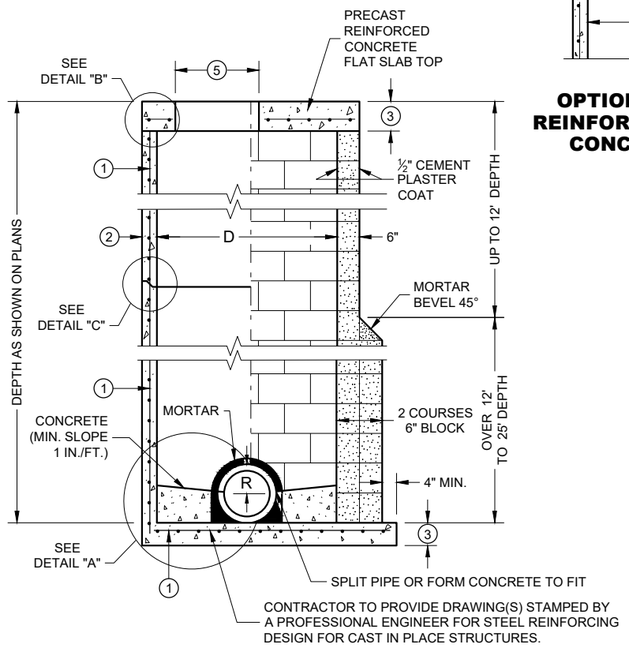
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

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



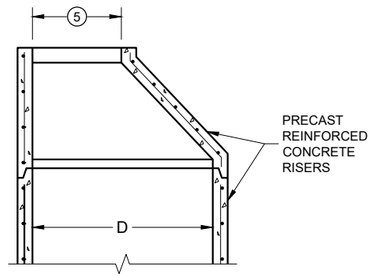
PLAN VIEW
CIRCULAR OPENING



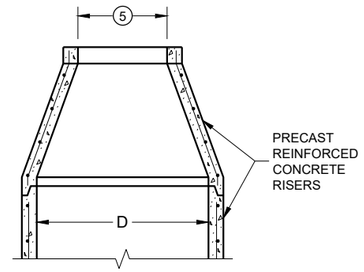
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

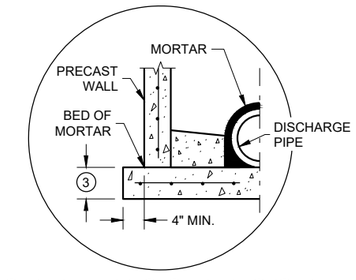
MANHOLE COVER OPENING MATRIX

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

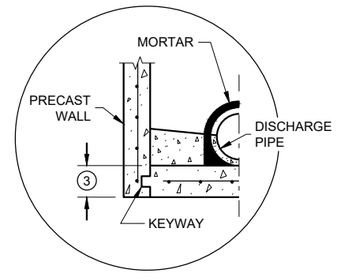
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

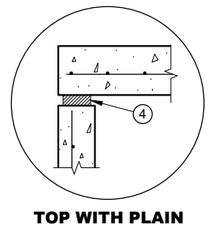


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

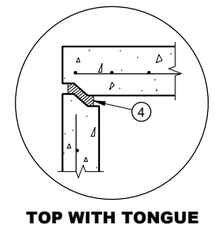


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

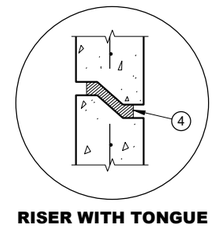
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

ALL PRECAST MANHOLE 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.

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

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 "D".

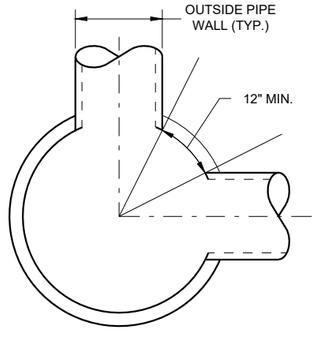
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

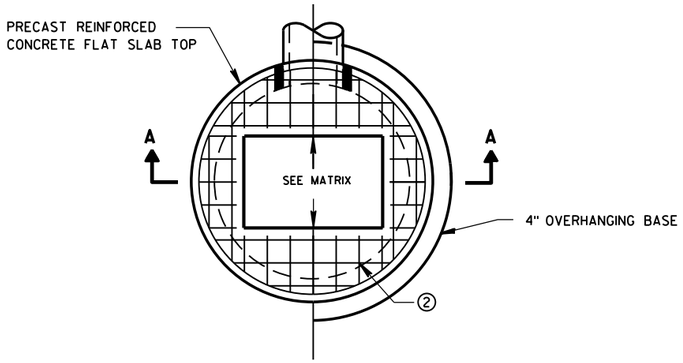
MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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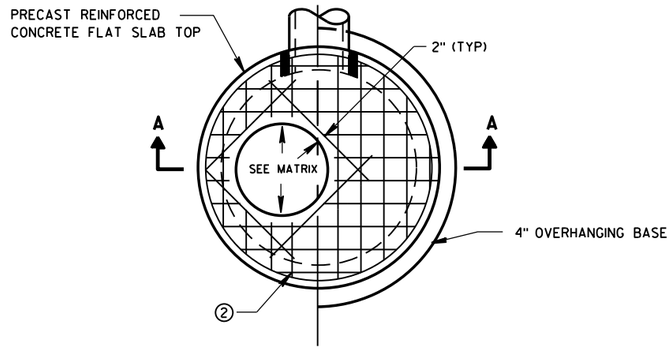
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MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

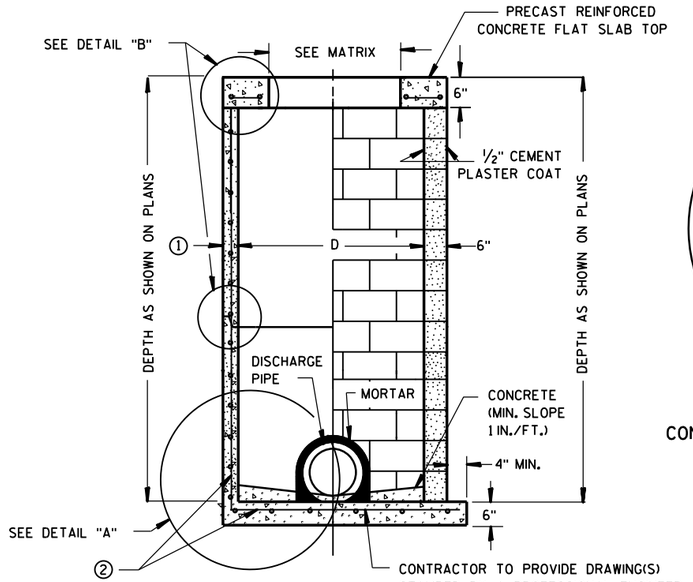
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PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

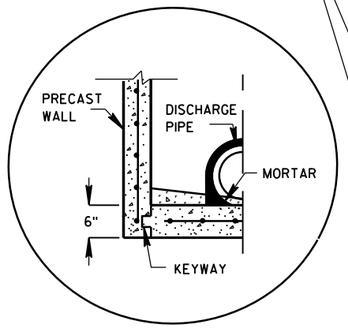


SECTION A-A

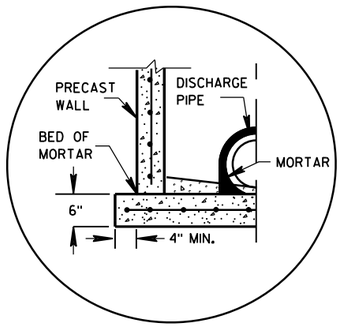
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

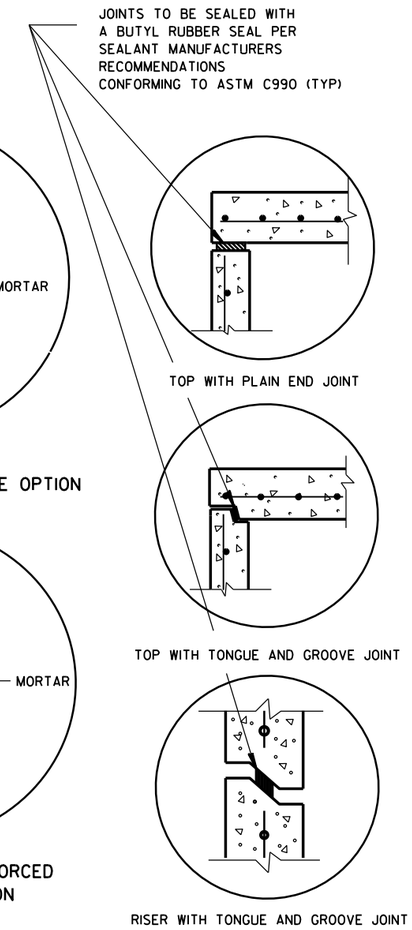


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

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.

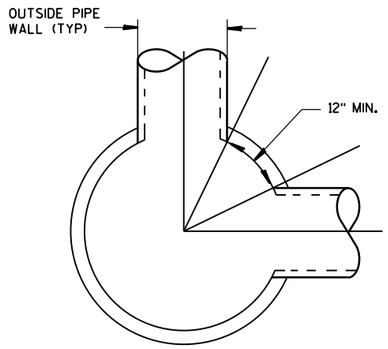
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

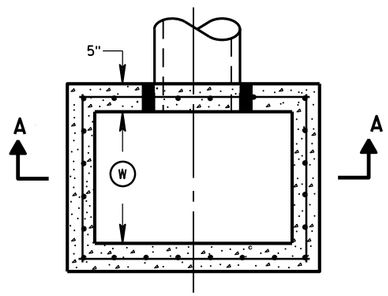
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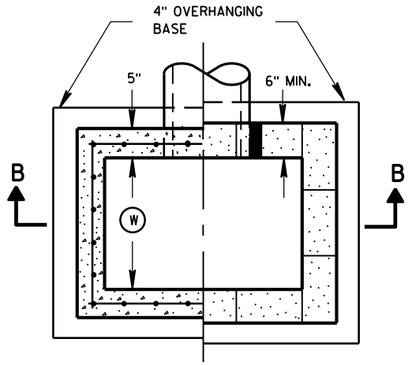
INLETS 3-FT AND 4-FT DIAMETER

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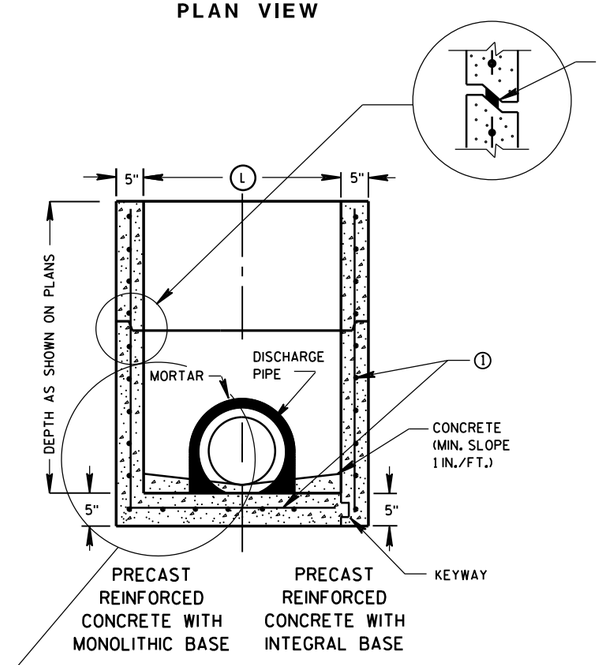
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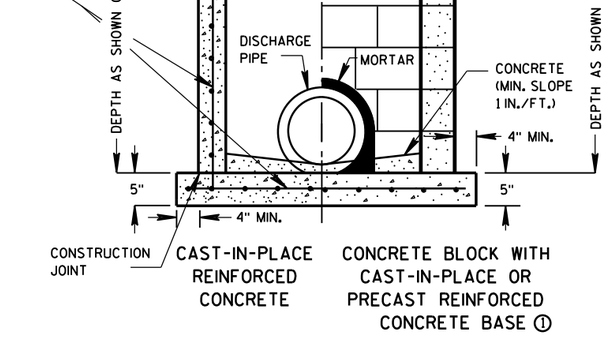
PLAN VIEW



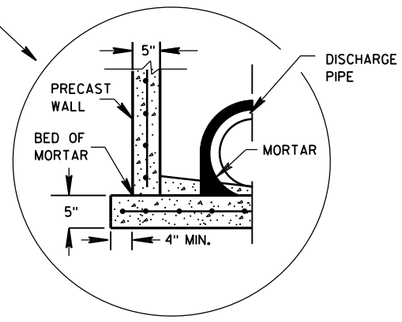
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

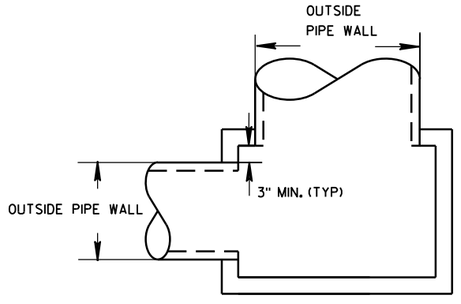
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



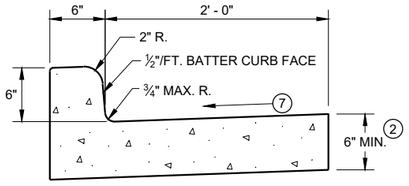
DETAIL "A"

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

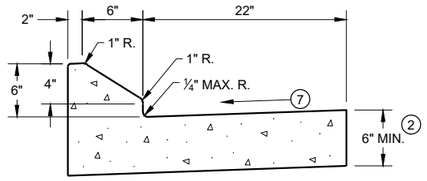
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Sept., 2016 — DATE
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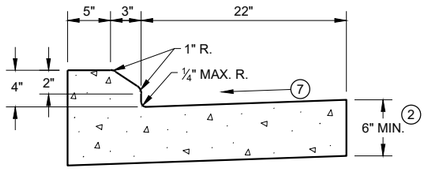
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



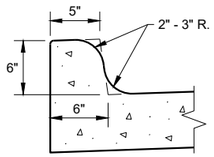
TYPES A (1) & D



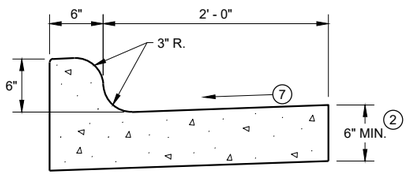
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

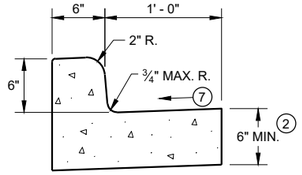


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



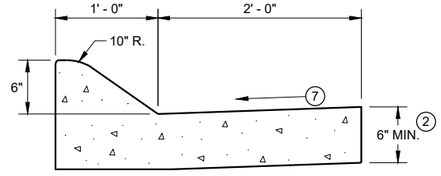
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

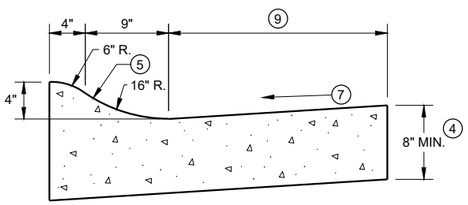
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

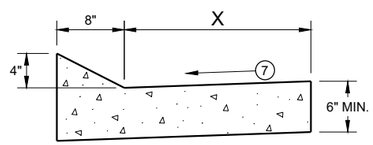
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

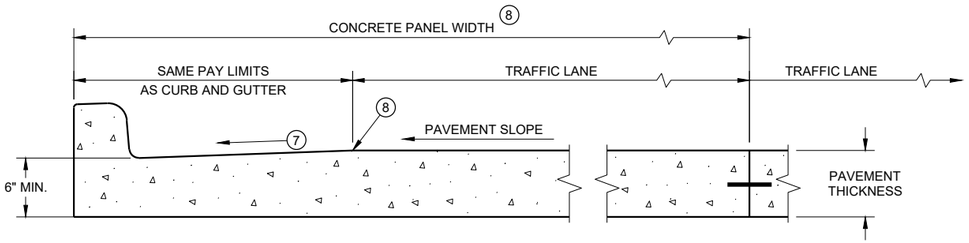


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

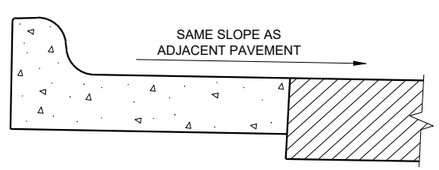
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

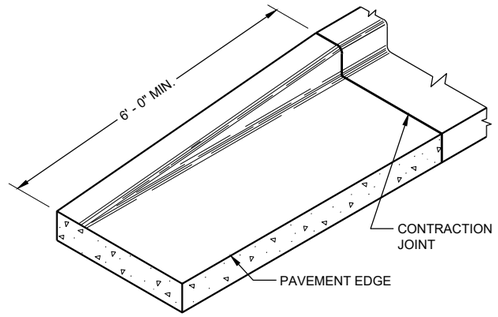
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

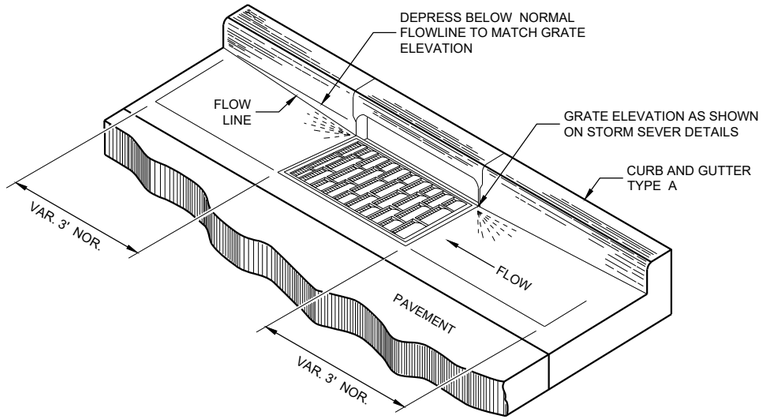
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

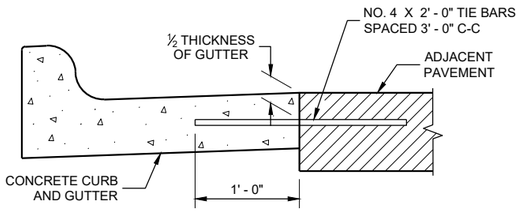
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

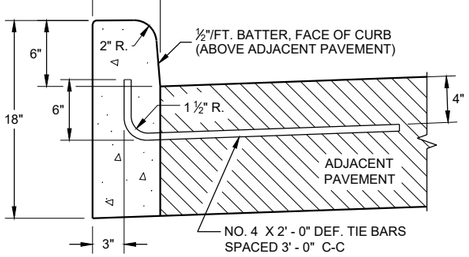
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

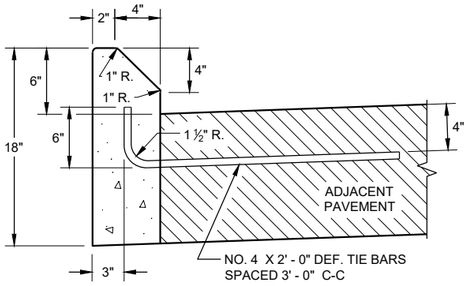
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

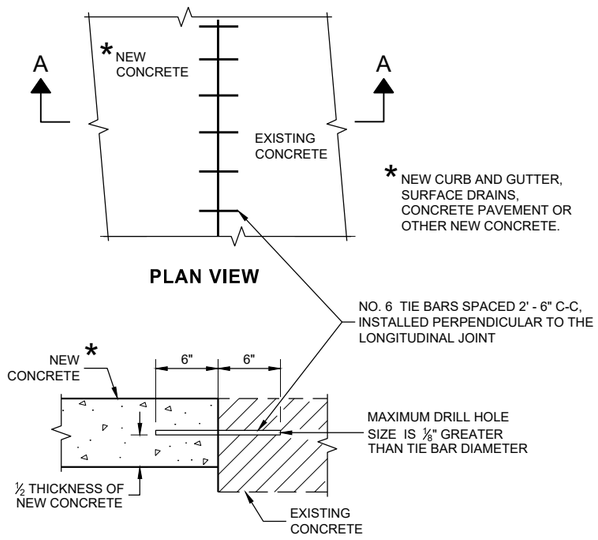


TYPES A (1) & D

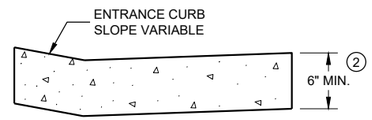


TYPES G (1) & J

CONCRETE CURB



TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD08D01 - 22b

6

SDD08D01 - 22b

GENERAL NOTES

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

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

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

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

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

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

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

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

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

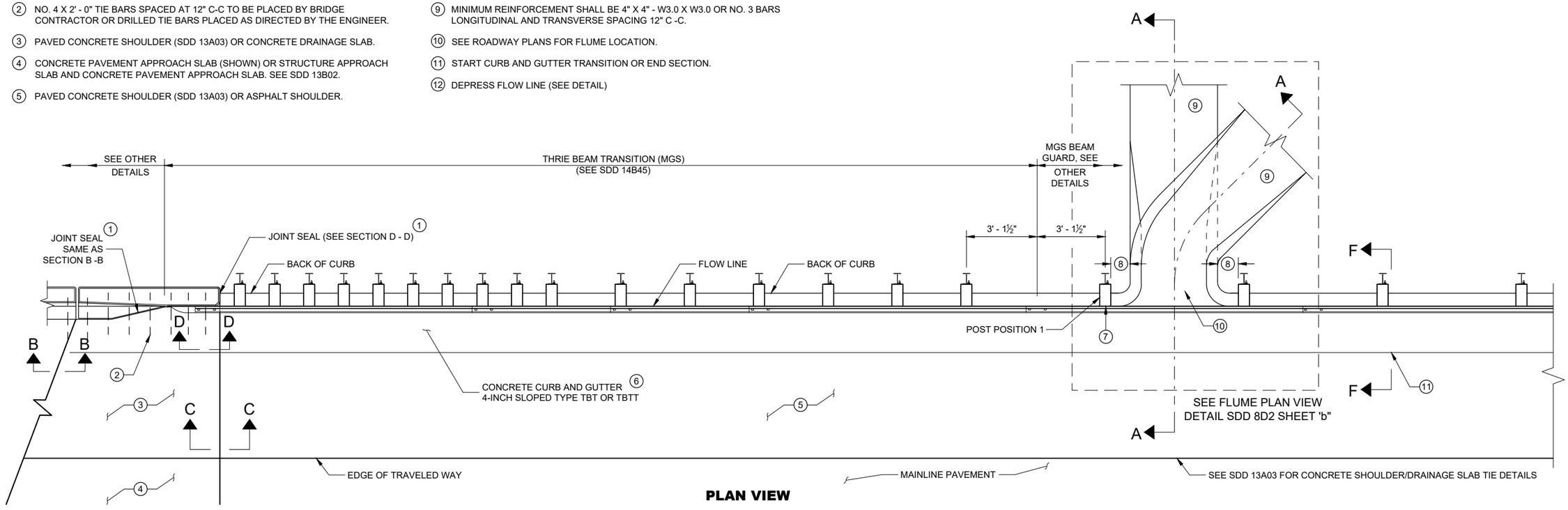
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

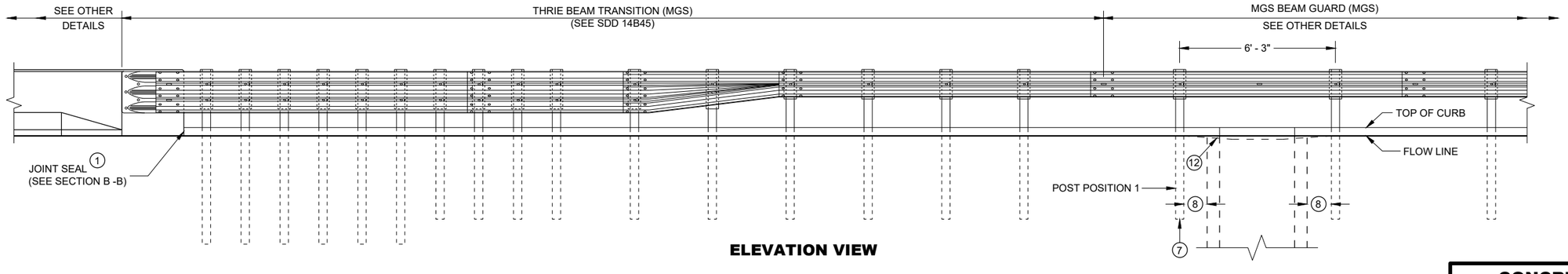
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



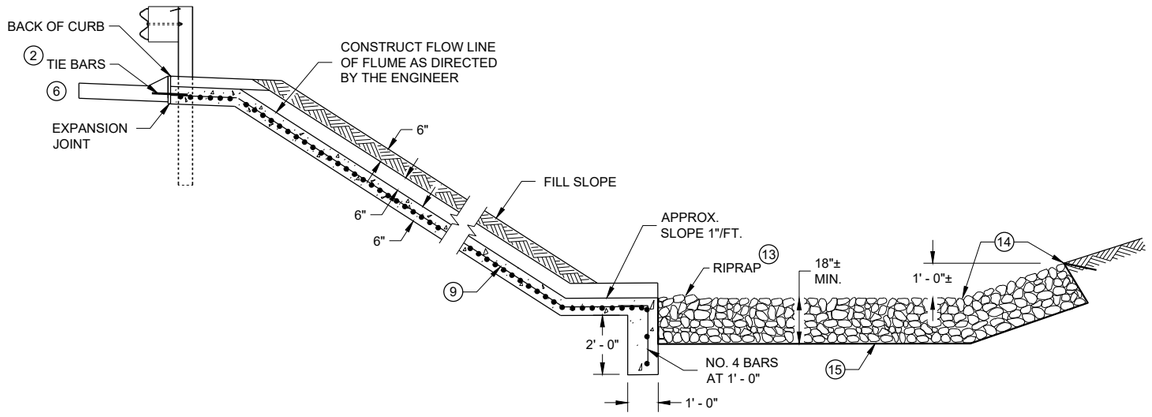
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

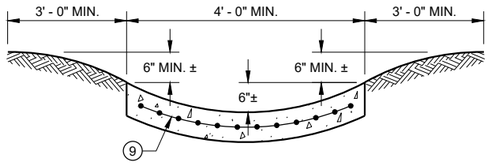
STATE OF WISCONSIN
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SDD 08D02 - 07a

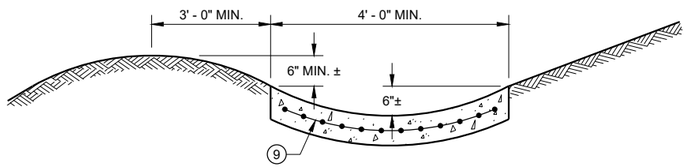
SDD 08D02 - 07a



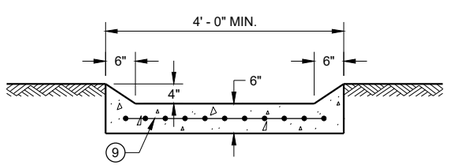
SECTION A - A



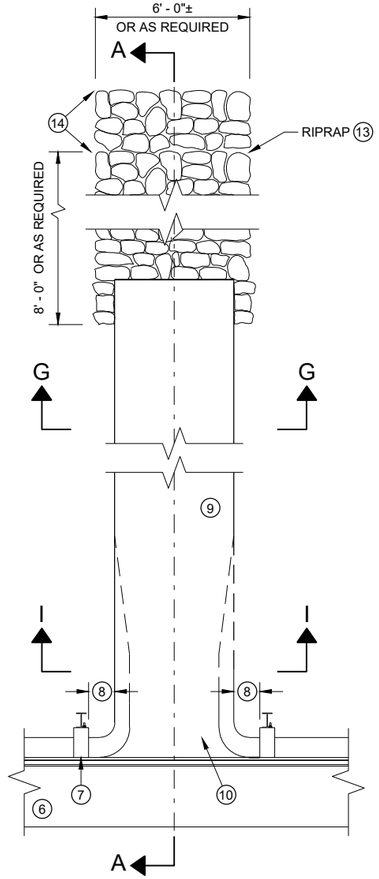
SECTION G - G



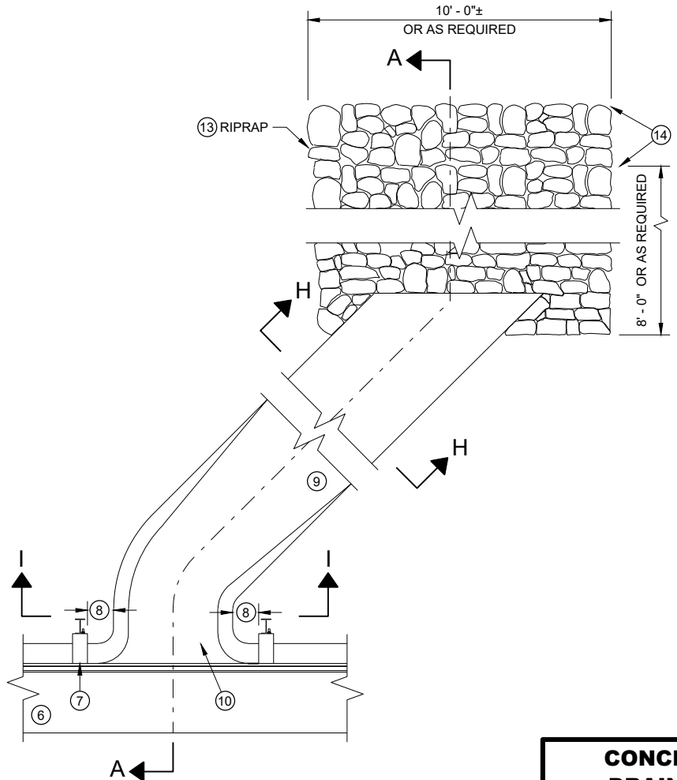
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

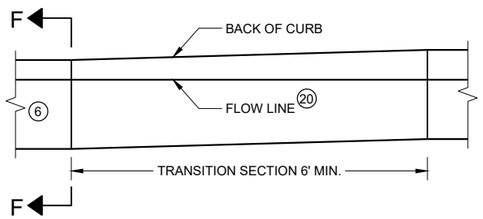
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
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3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD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

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

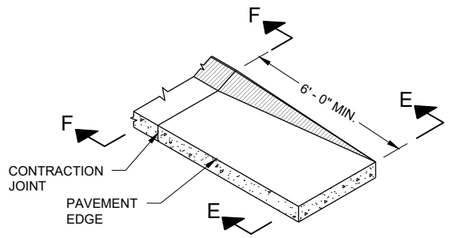
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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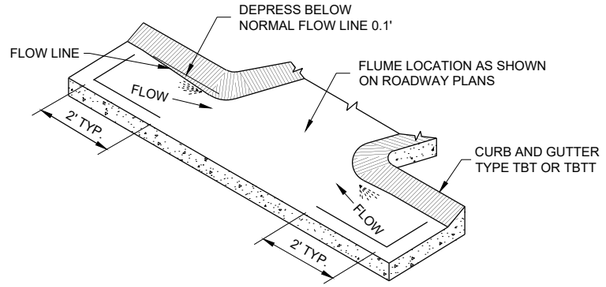
SDD 08D02 - 07b
SDD 08D02 - 07b



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

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

(15) GEOTEXTILE FABRIC TYPE HR.

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

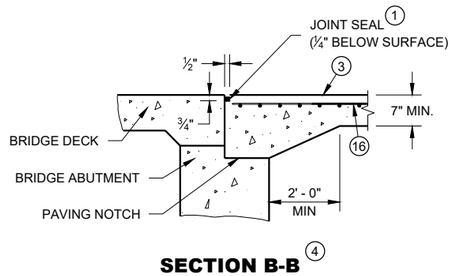
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

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

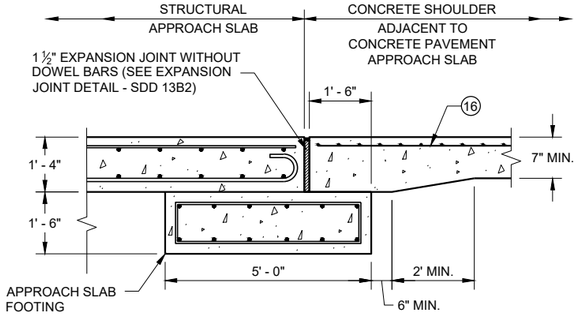
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

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

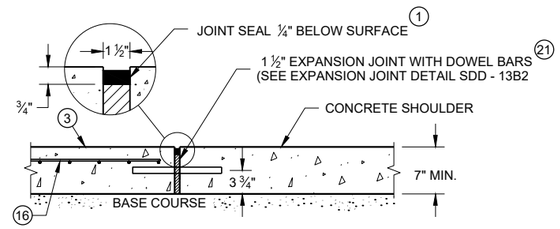
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



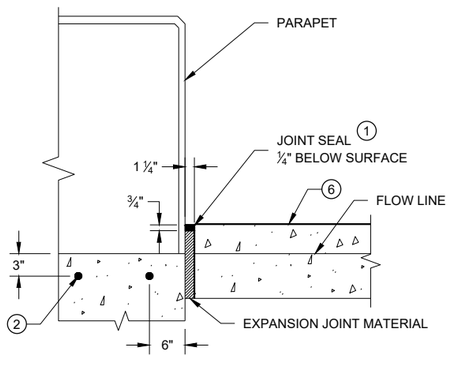
SECTION B-B



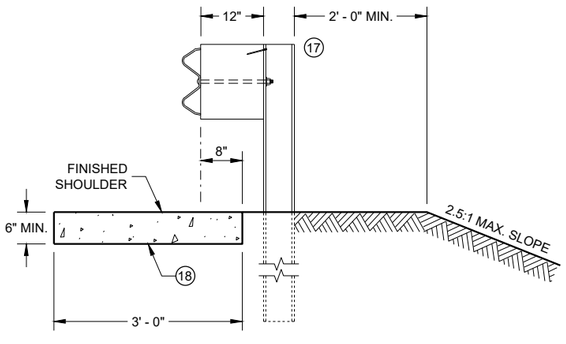
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



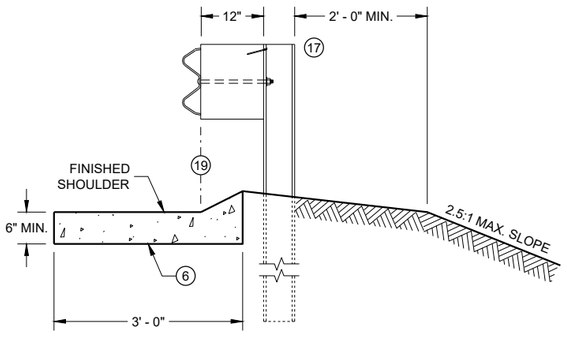
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

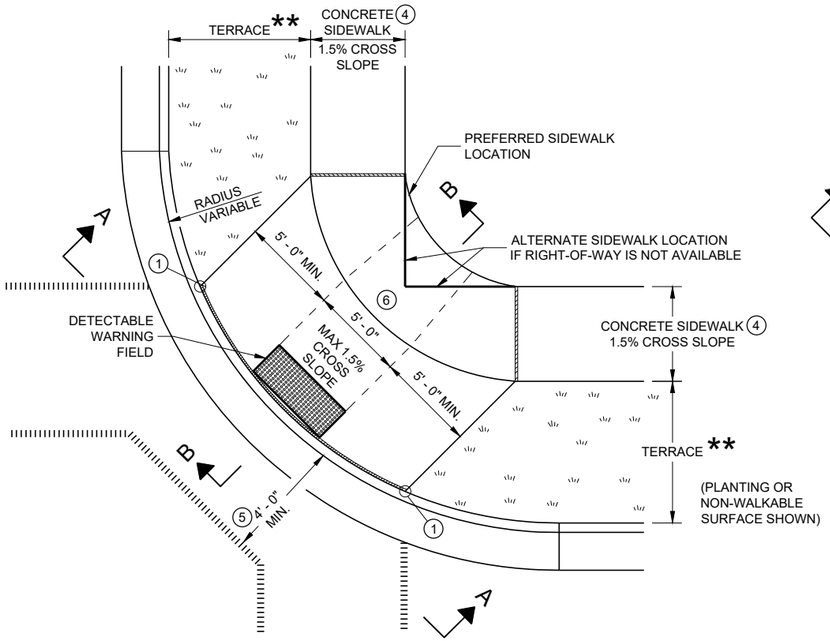
APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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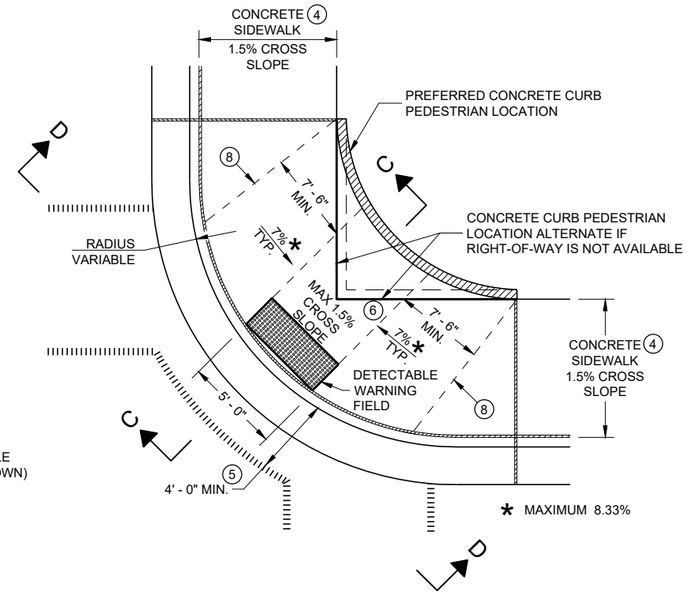
SDD 08D02 - 07c



PLAN VIEW

CURB RAMP TYPE 1

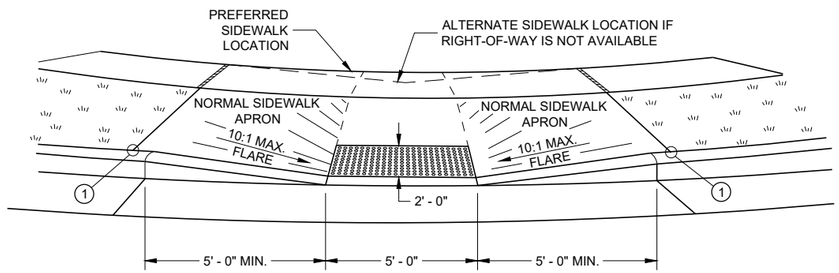
(CENTER OF CORNER RADIUS)



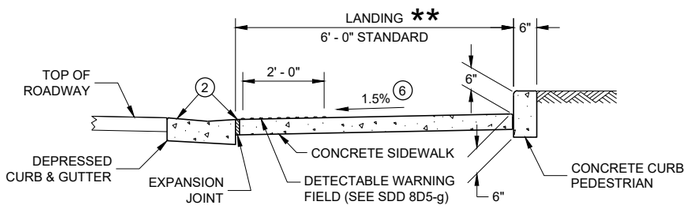
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

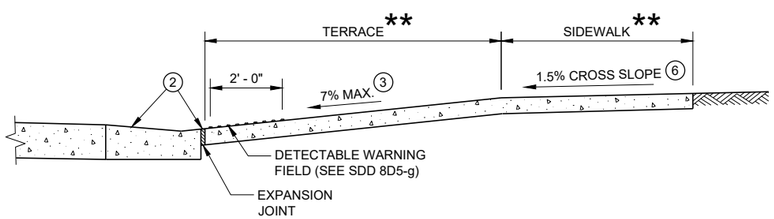


VIEW A - A FOR TYPE 1

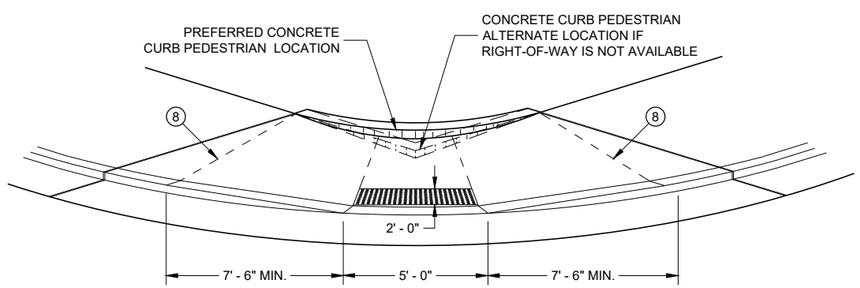


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

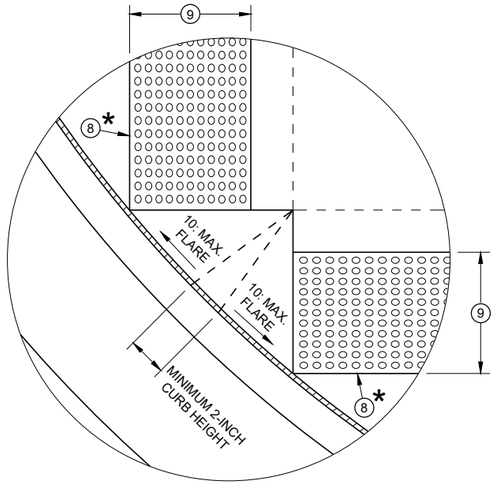
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

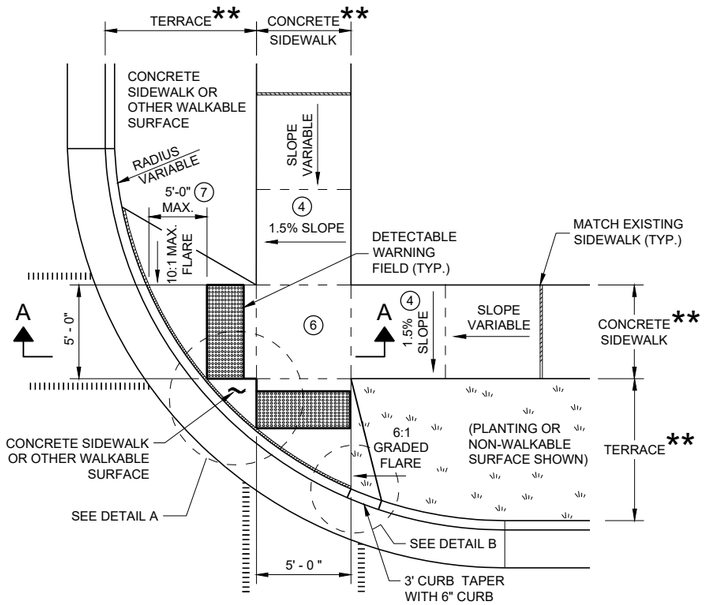
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

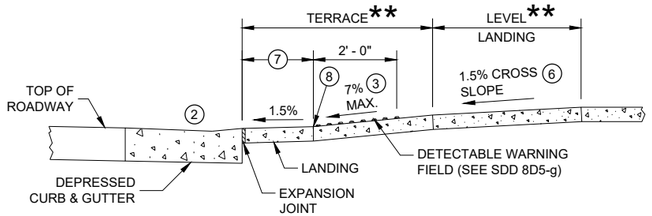
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

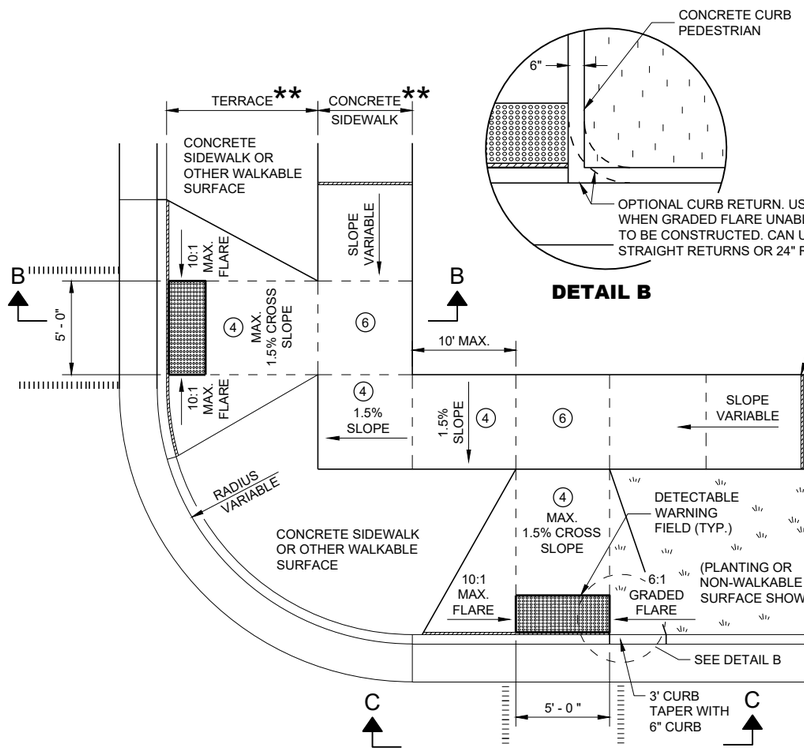
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

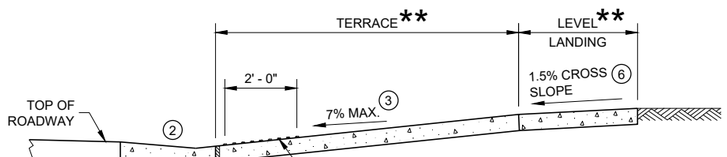
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

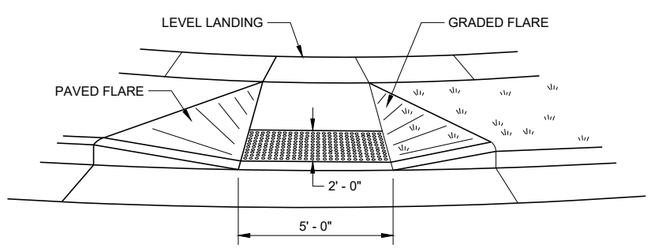


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

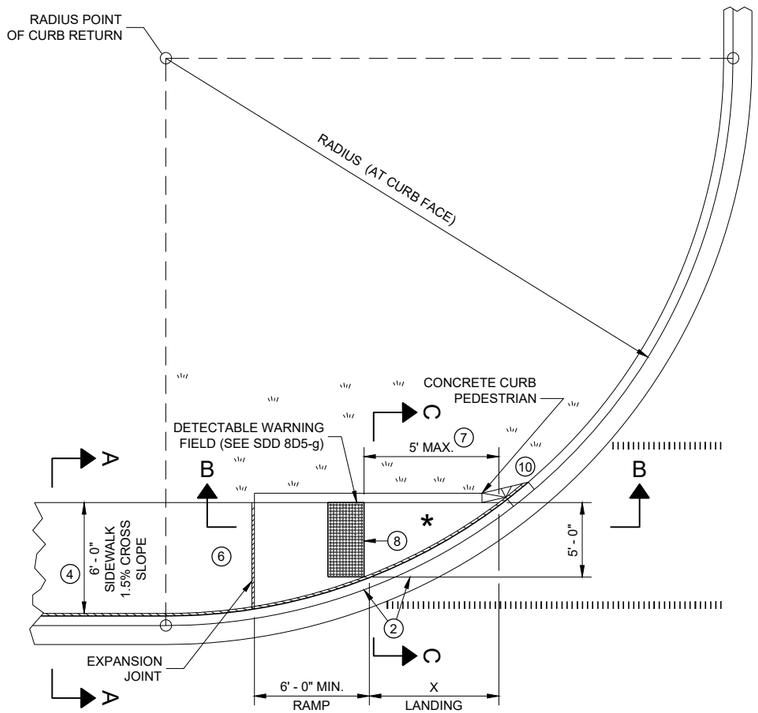
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

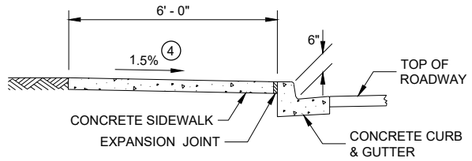


PLAN VIEW

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.

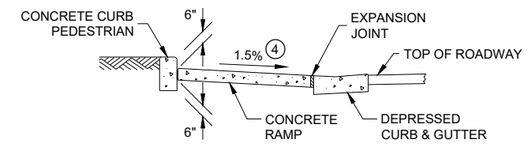
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

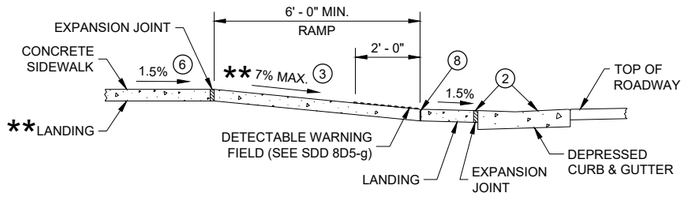
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



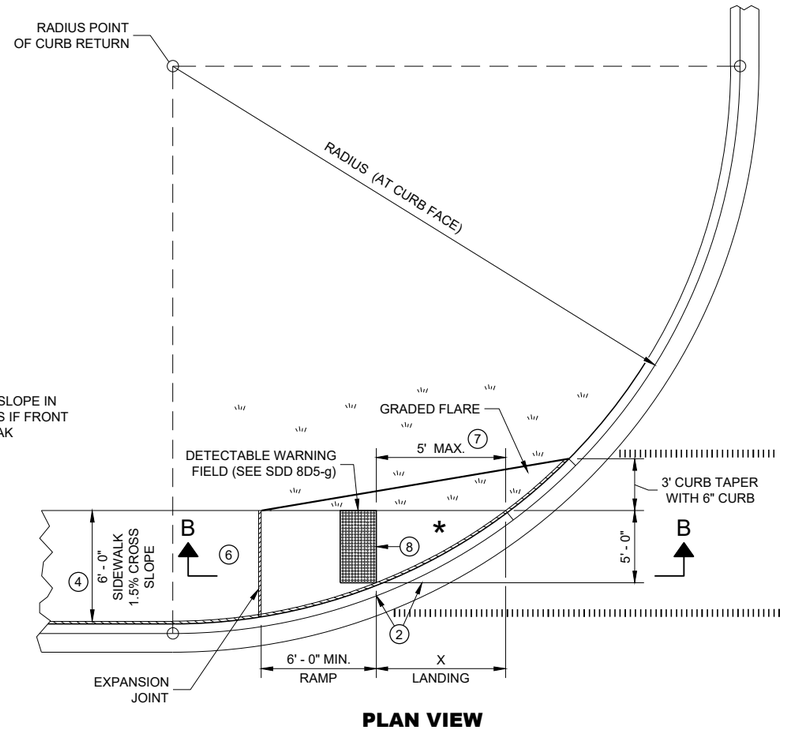
SECTION C - C FOR TYPE 4A



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

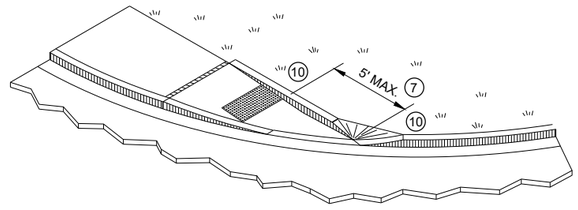
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

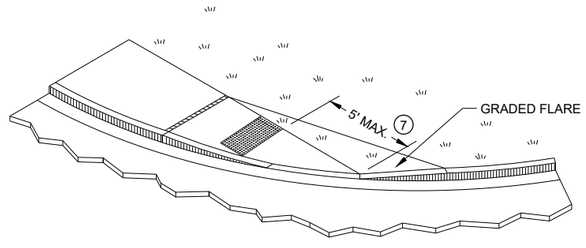


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



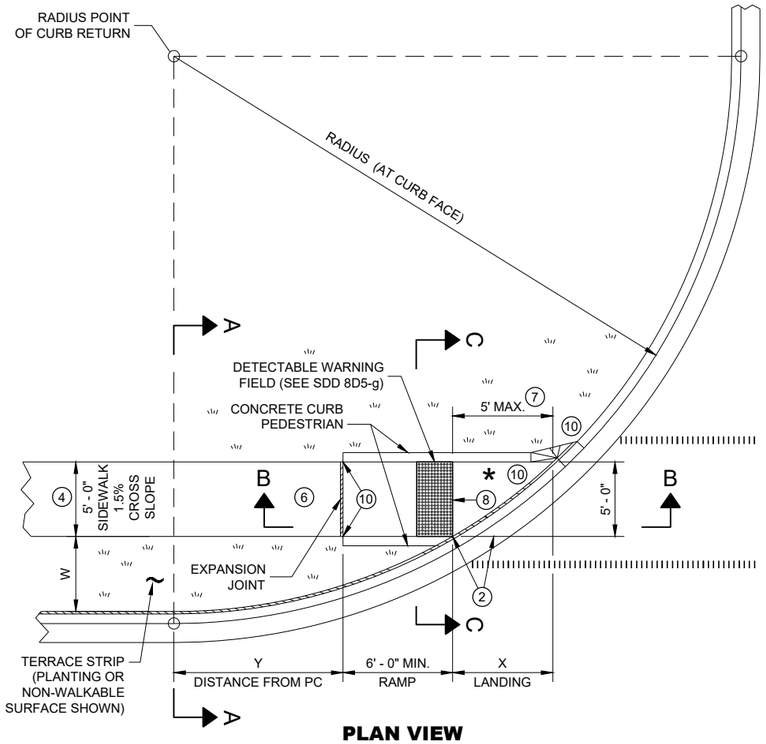
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20c

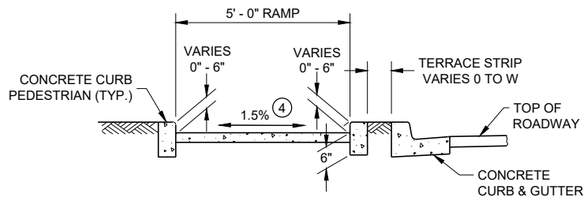


PLAN VIEW

CURB RAMP TYPE 4B

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

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

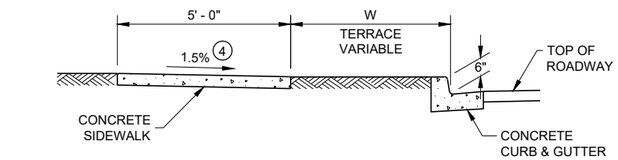
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

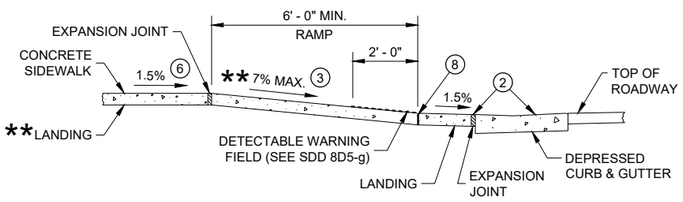
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



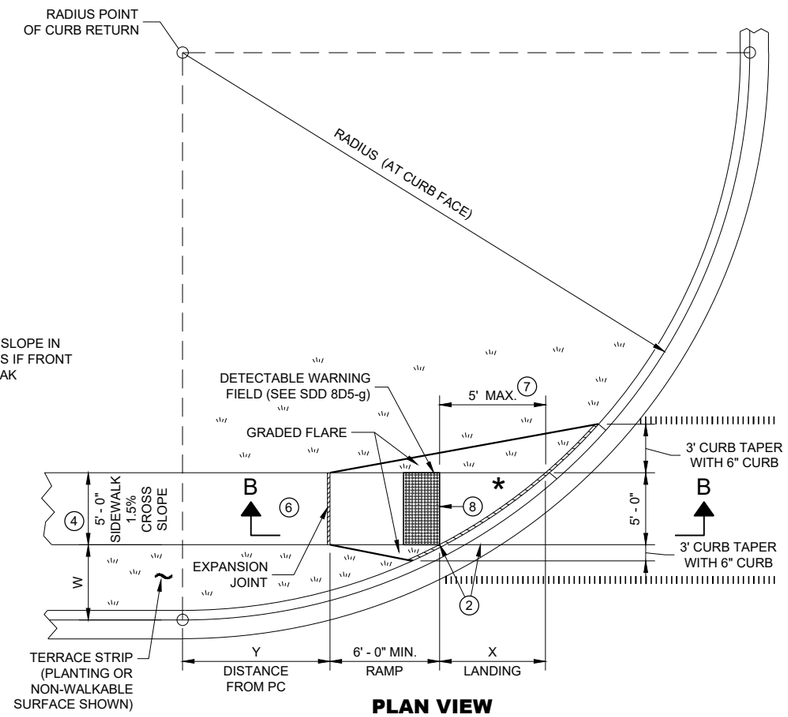
SECTION A - A FOR TYPE 4B



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

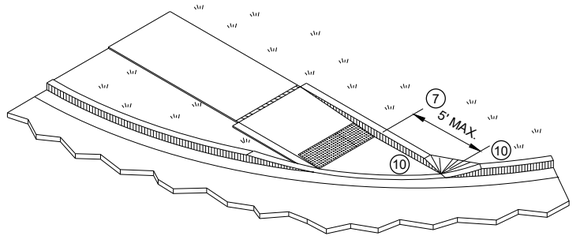
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

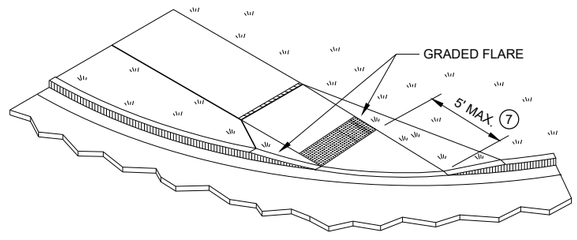


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



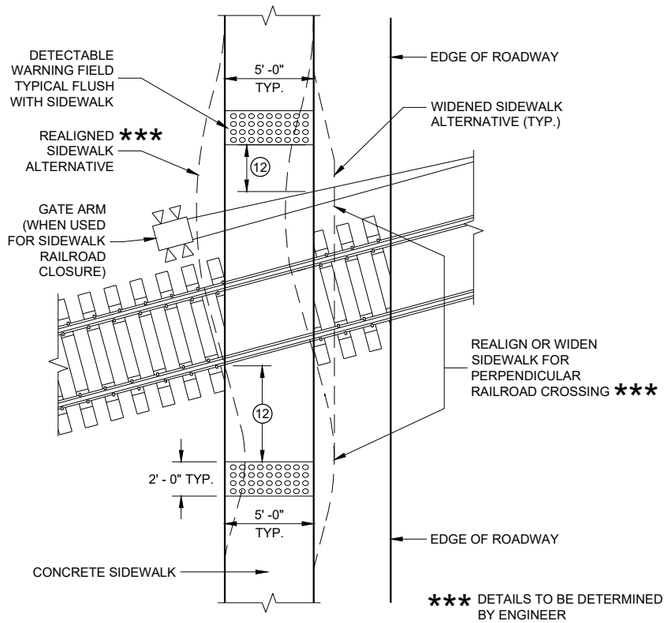
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

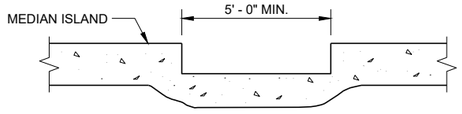
6

SDD 08D05 - 20d

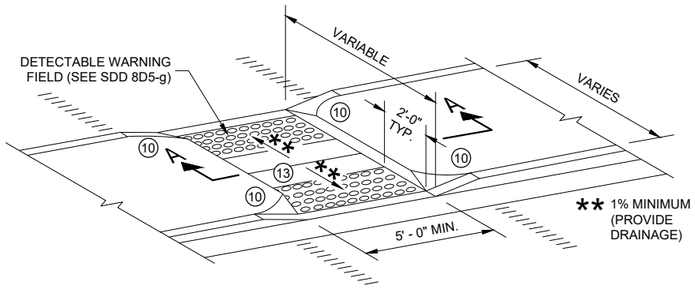


CURB RAMP TYPE 8

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 ½ - 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.

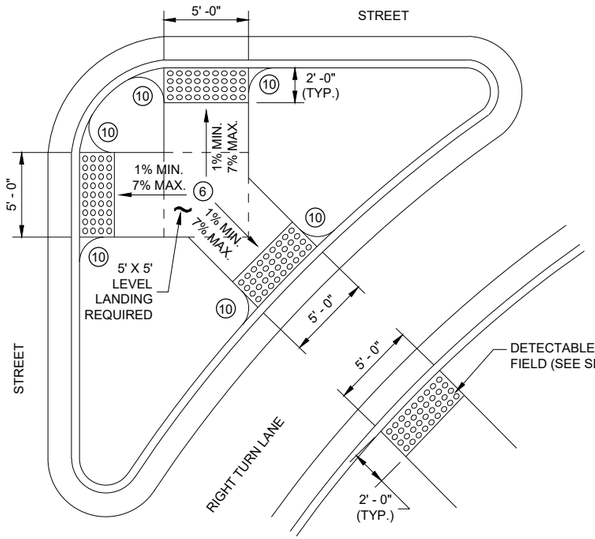
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

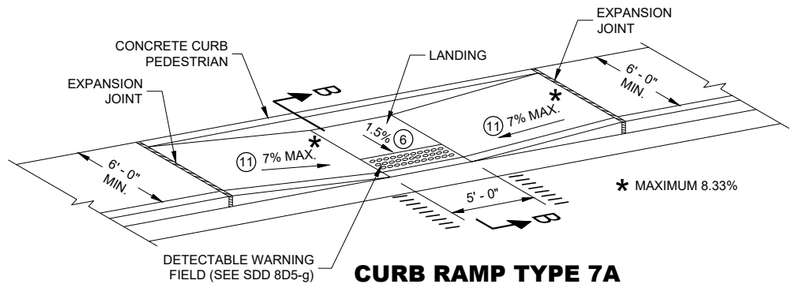
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

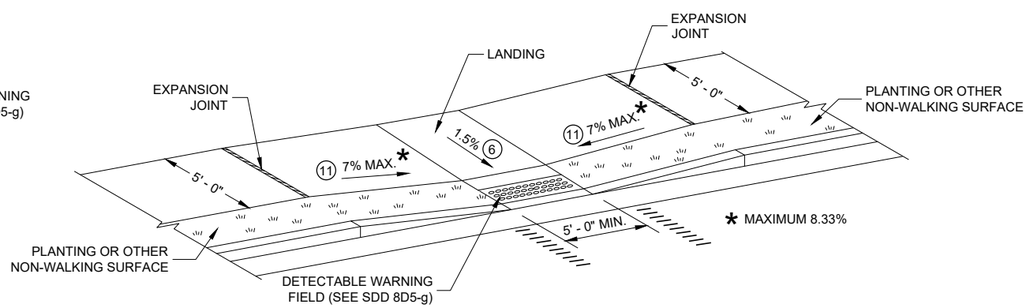
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

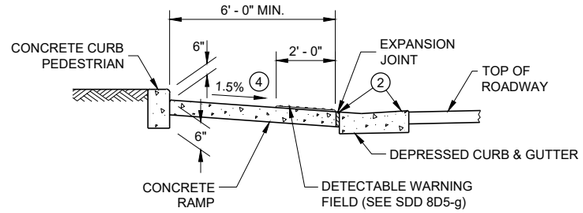
MID BLOCK CROSSING



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

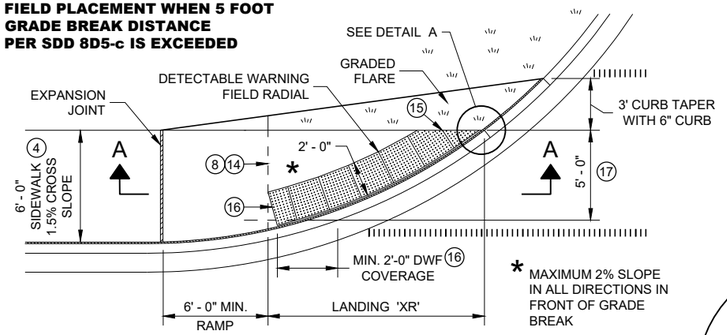
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

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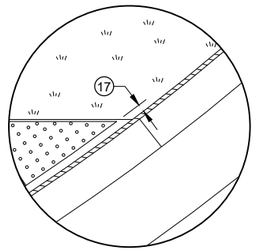
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



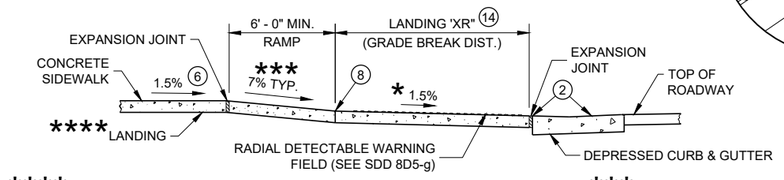
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

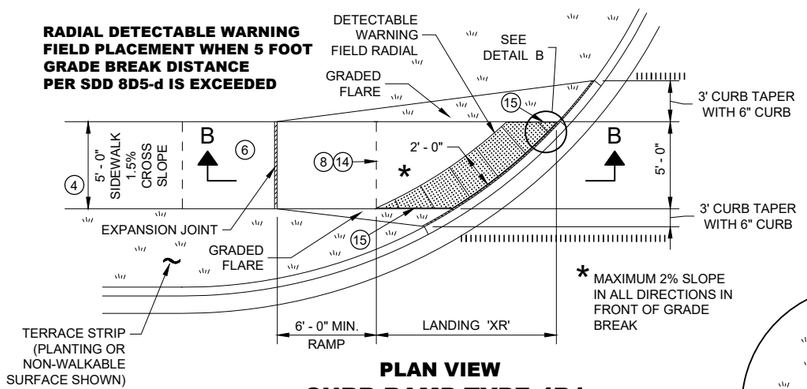


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

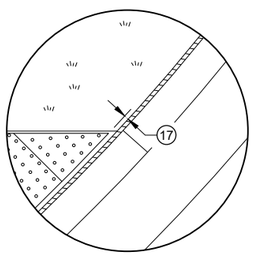
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



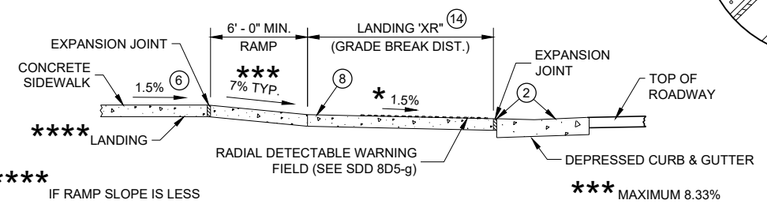
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

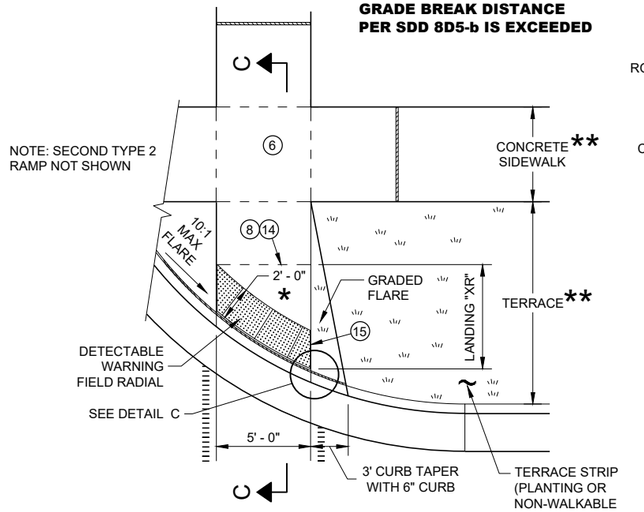
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

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

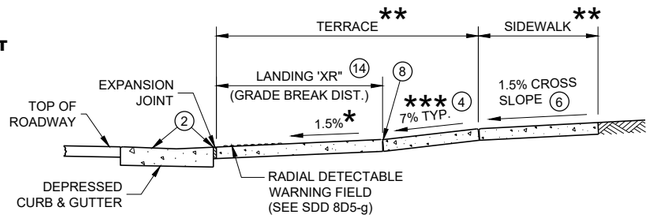


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

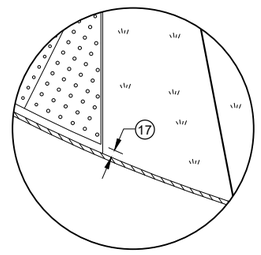


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

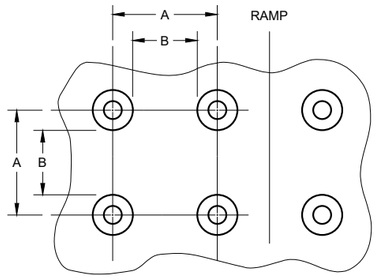
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SDD 08D05 - 20f

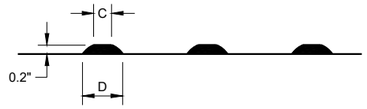
SDD 08D05 - 20f

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

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

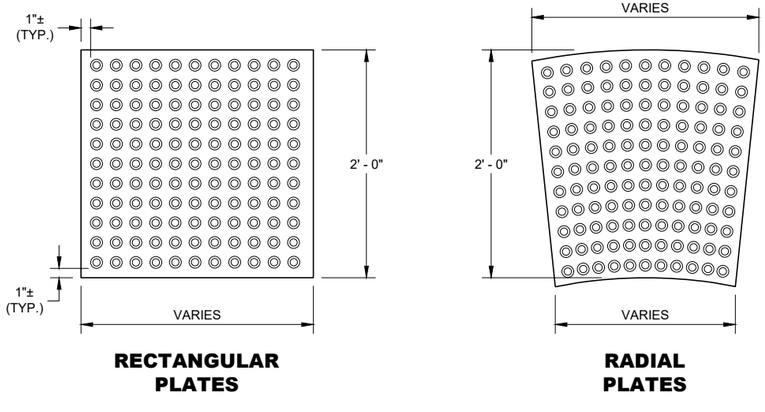


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

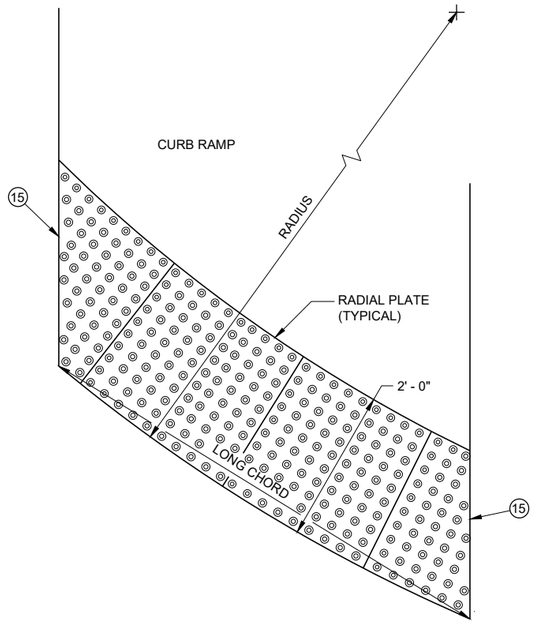
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

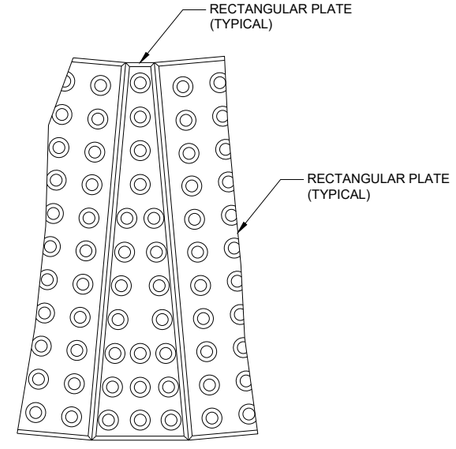
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

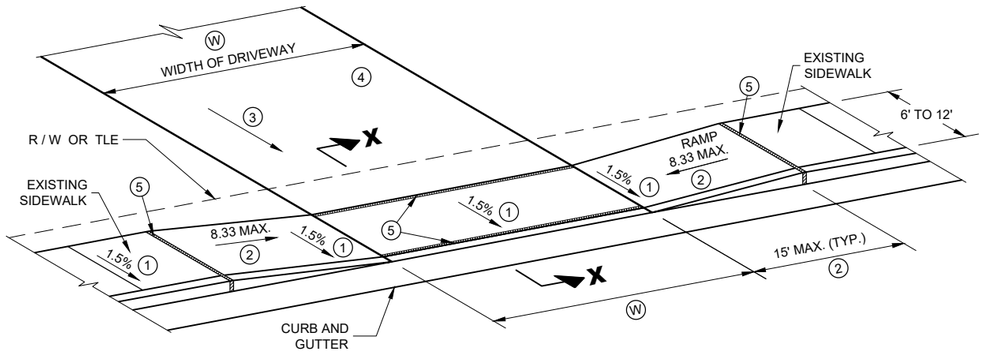
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

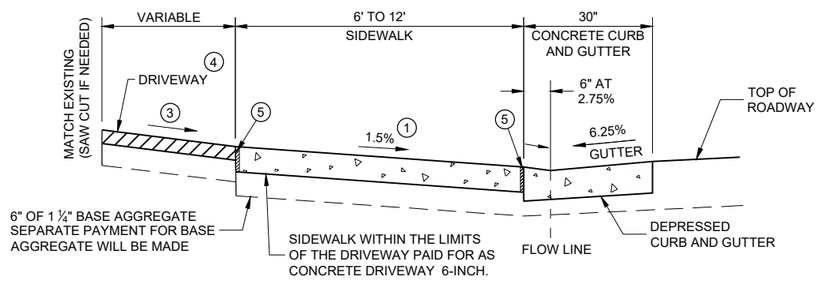
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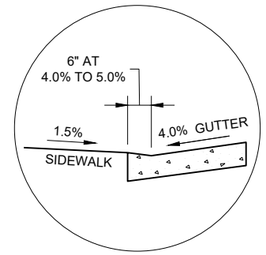
SDD 08D05 - 20g



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



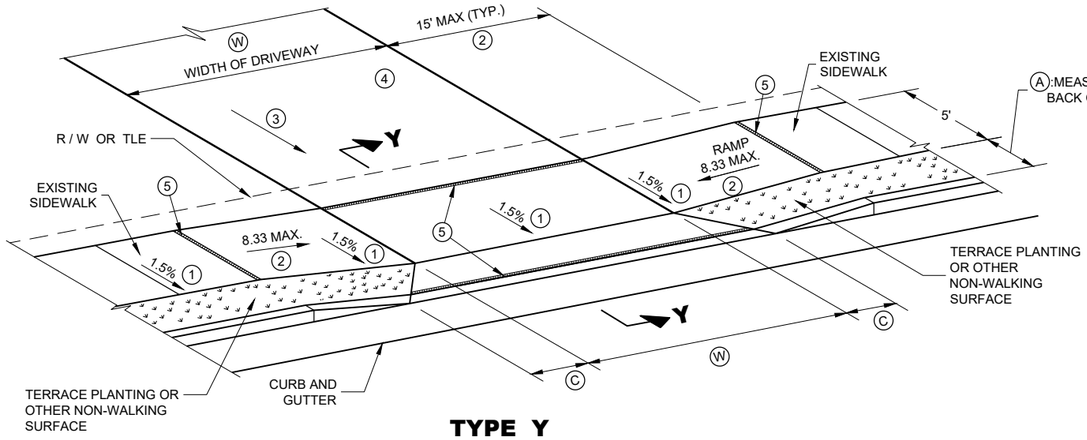
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

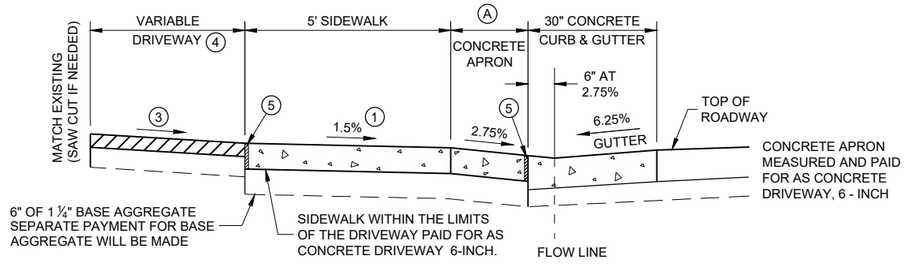
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

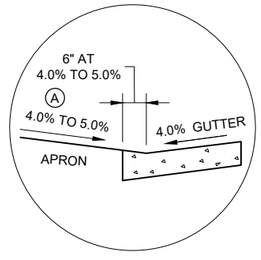
Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

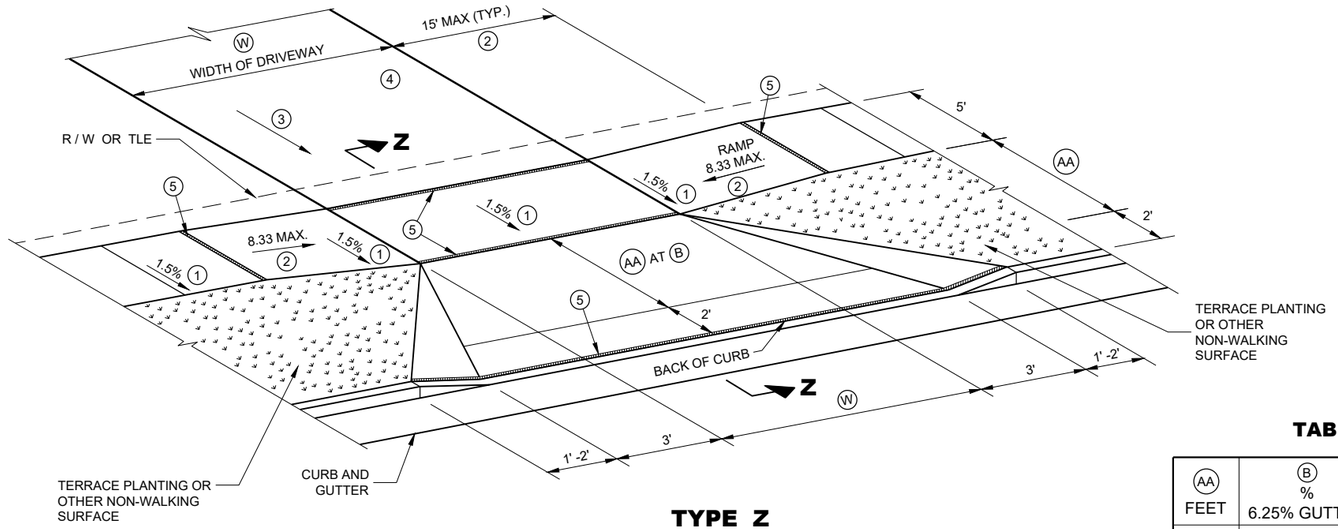
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February 2022
DATE
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ROADWAY STANDARDS DEVE ENGINEER

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TYPE Z
SIDEWALK WITH WIDER TERRACE
TERRACE VARIES 7 TO 12 FEET

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

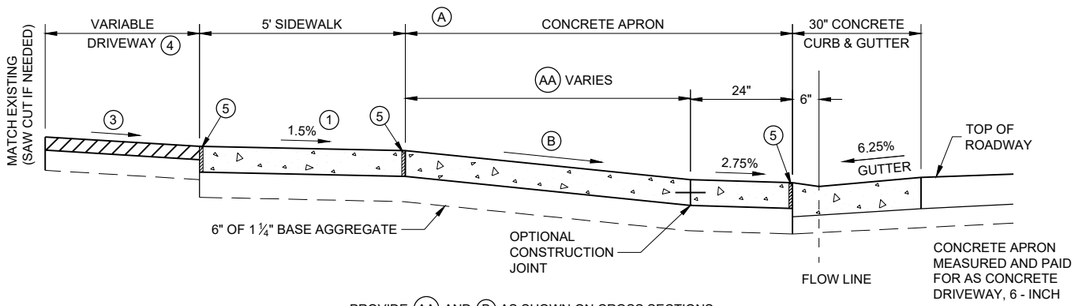
(5) ½" EXPANSION JOINT FILLER.

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

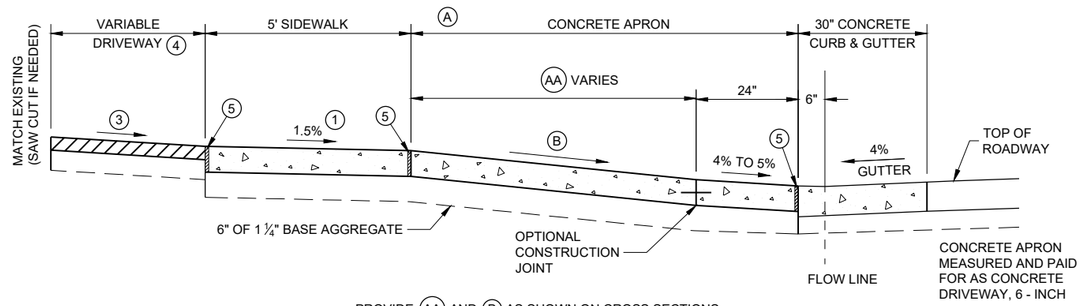
Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

6.25% GUTTER SLOPE



PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

4% GUTTER SLOPE

NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

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

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z - Z

DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

(URBAN AND SUBURBAN)

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

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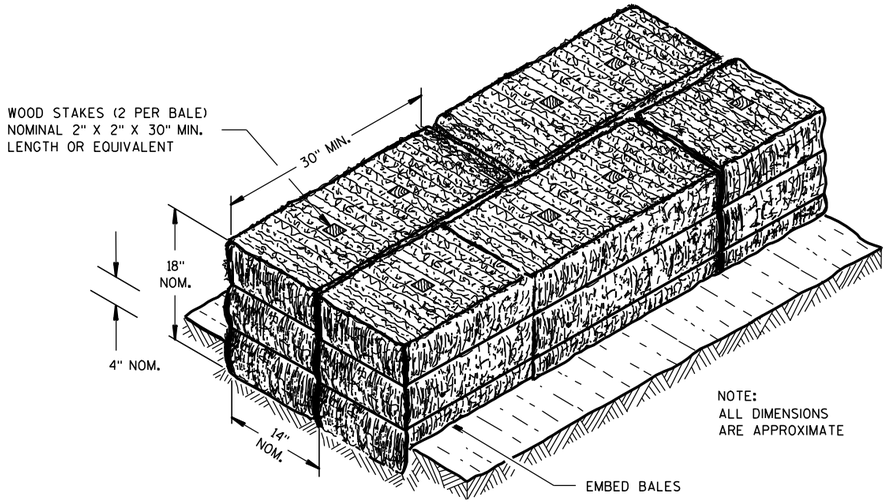
APPROVED
February 2022
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

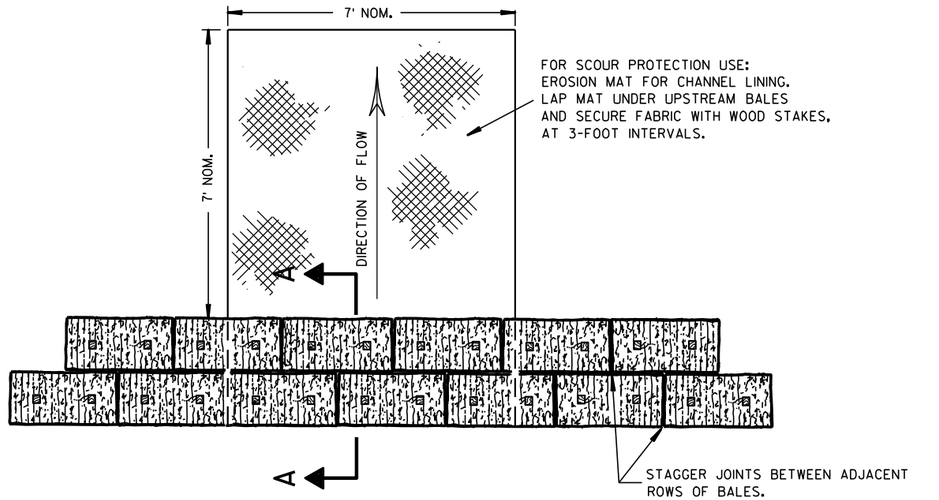
FHWA

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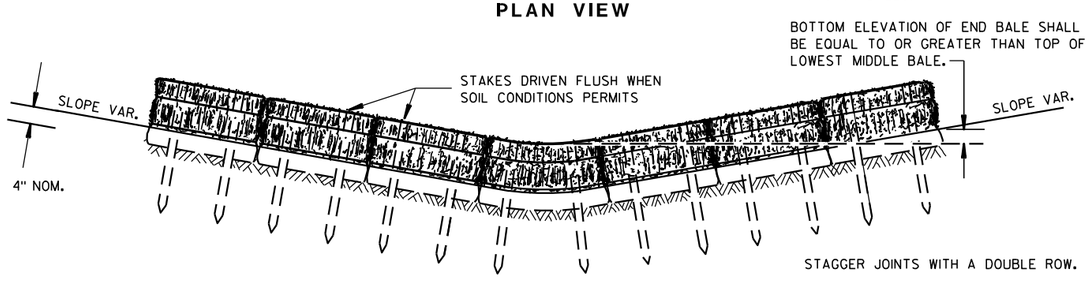
SDD 08D19 - 03



SECTION A-A



PLAN VIEW



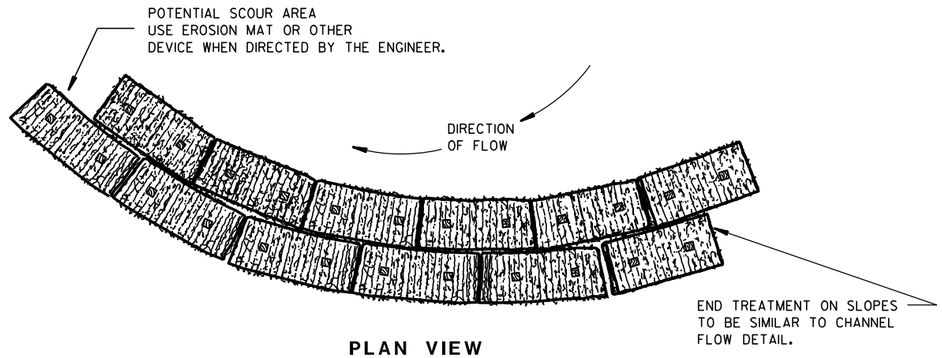
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

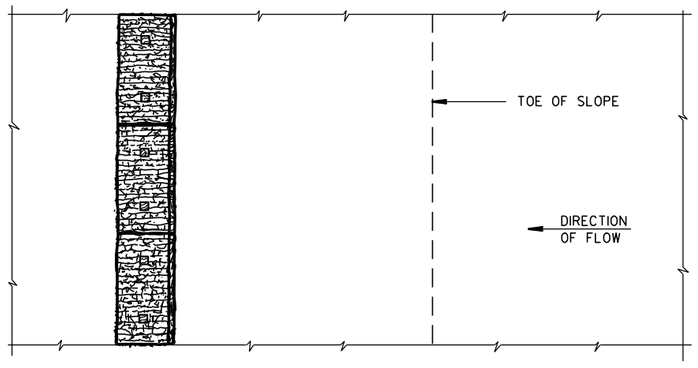
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

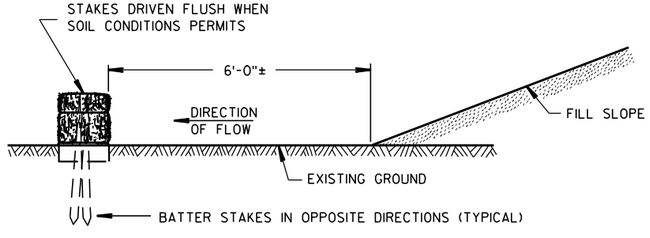


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

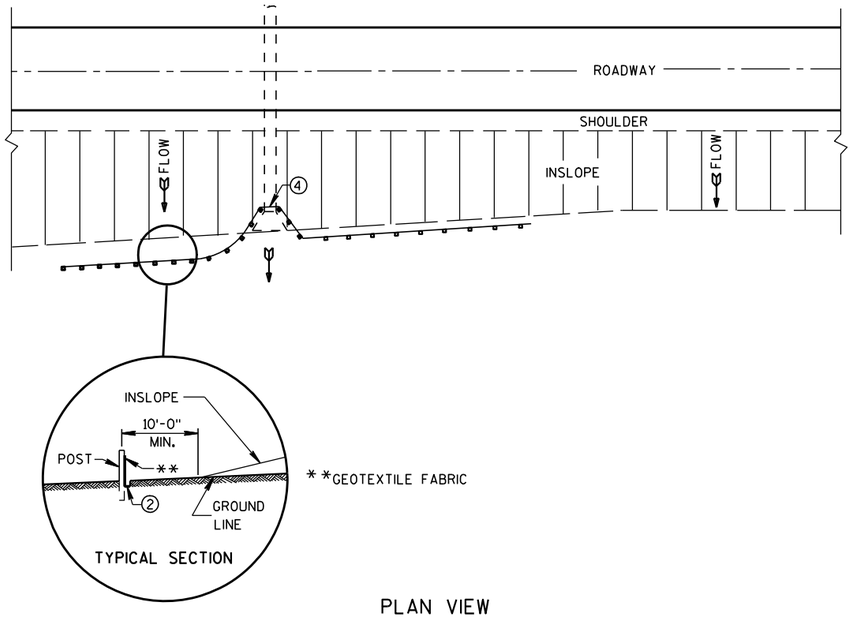
FHWA

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S.D.D. 8 E 8-3

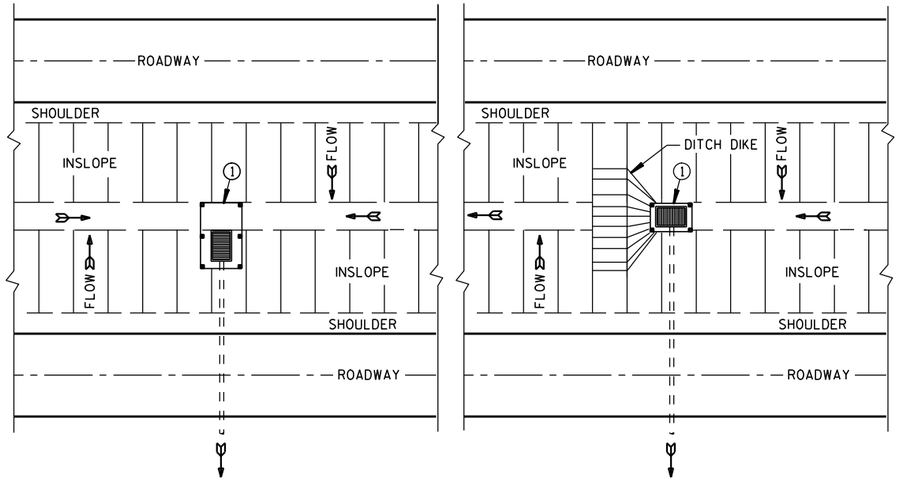
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



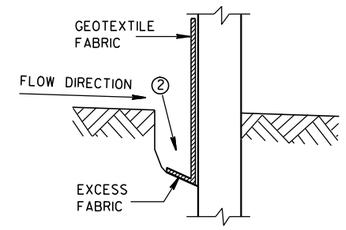
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

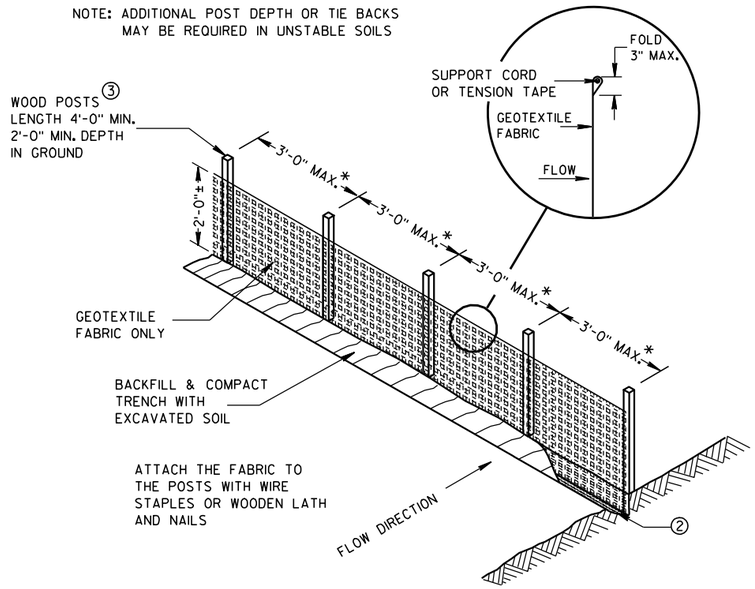
GENERAL NOTES

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

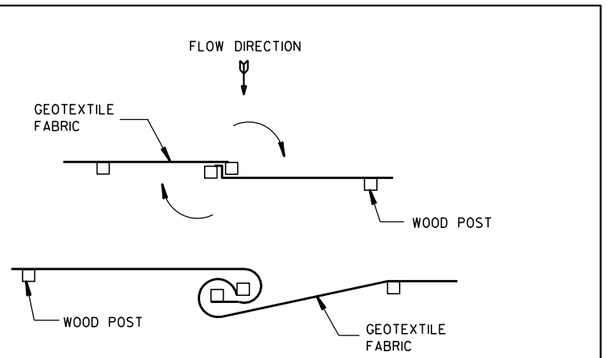
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



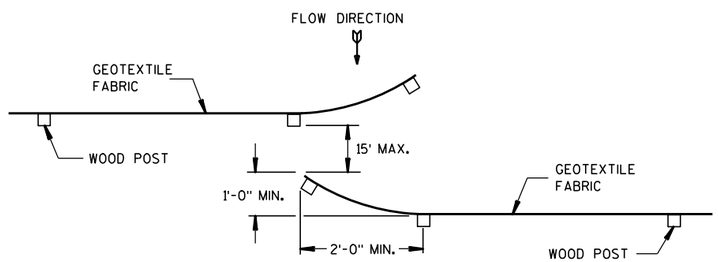
TRENCH DETAIL



SILT FENCE

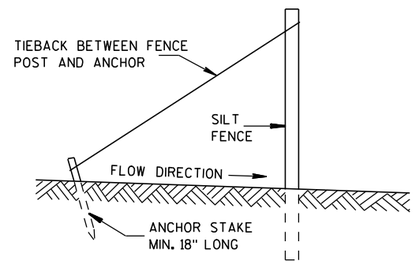


TWIST METHOD



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

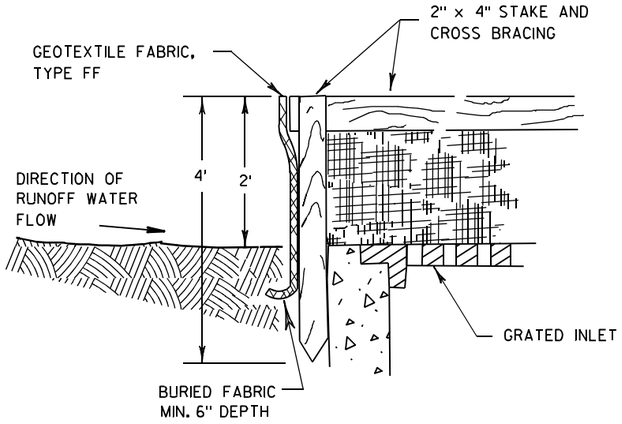
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

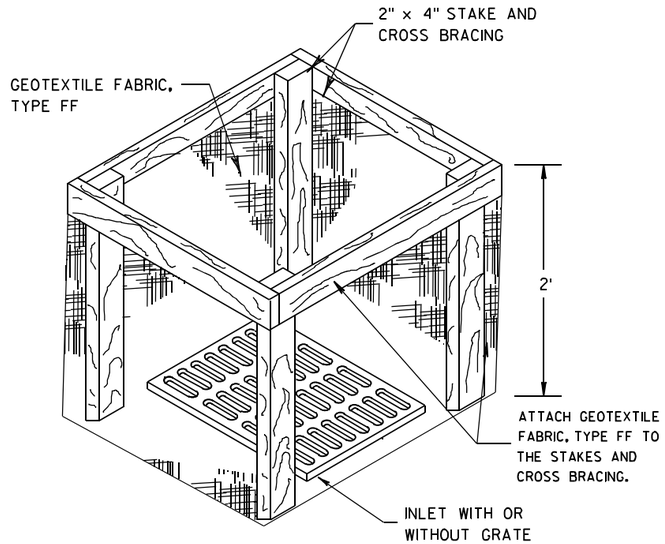
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S.D.D. 8 E 9-6

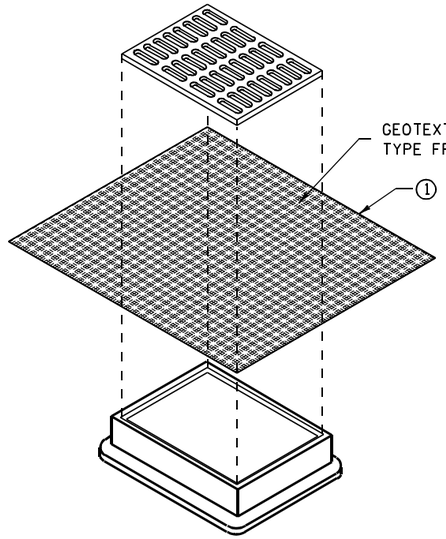
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S.D.D. 8 E 9-6



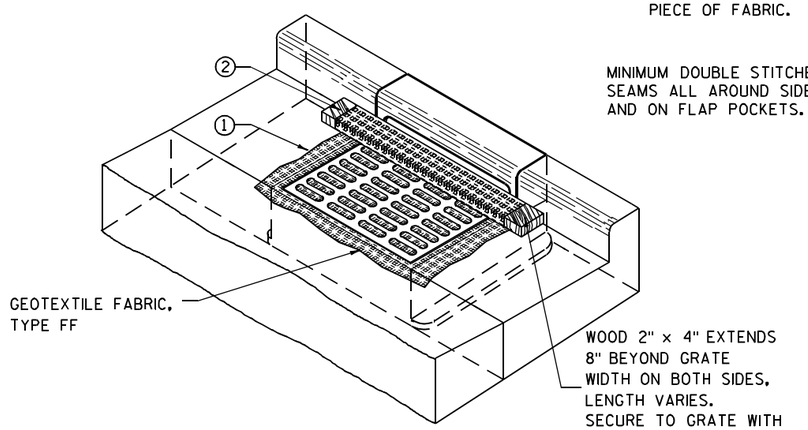


INLET PROTECTION, TYPE A

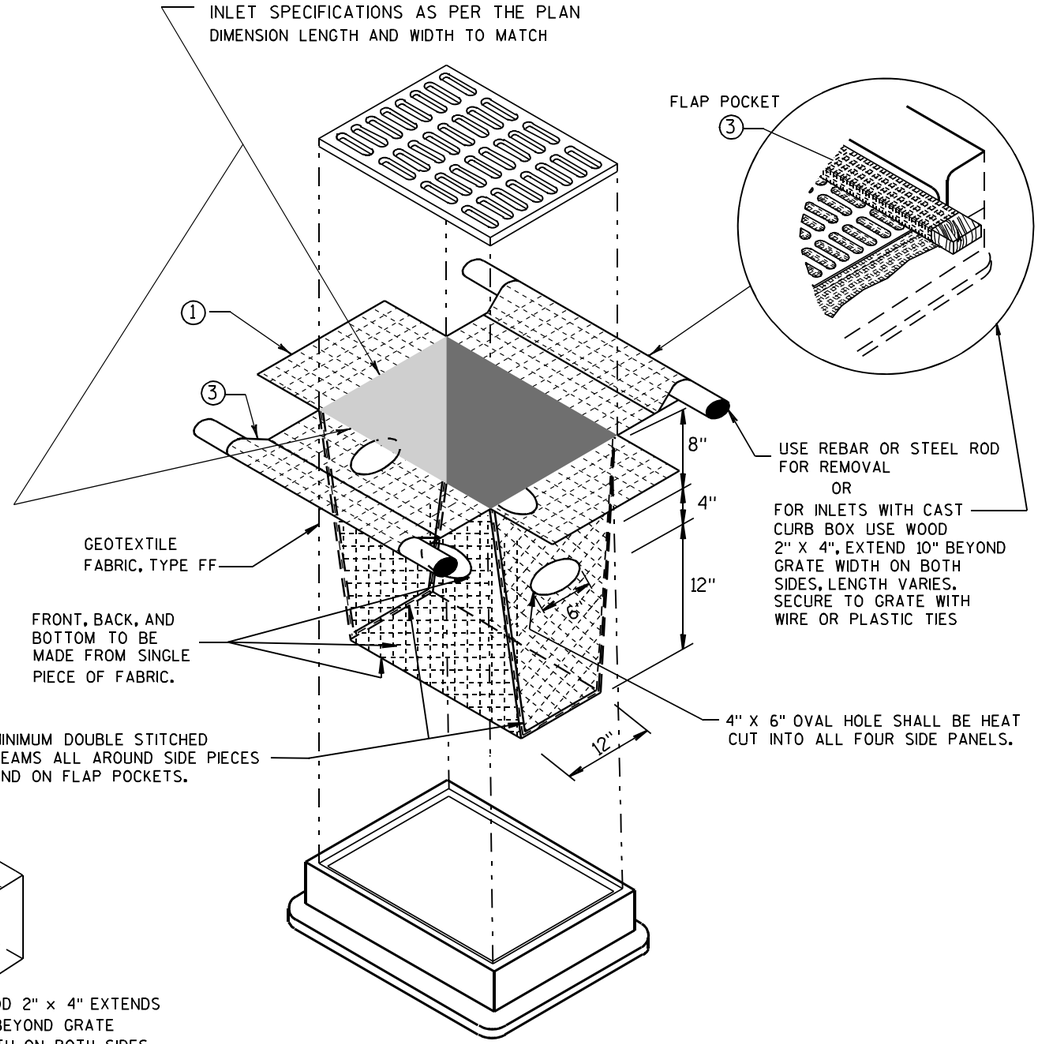


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

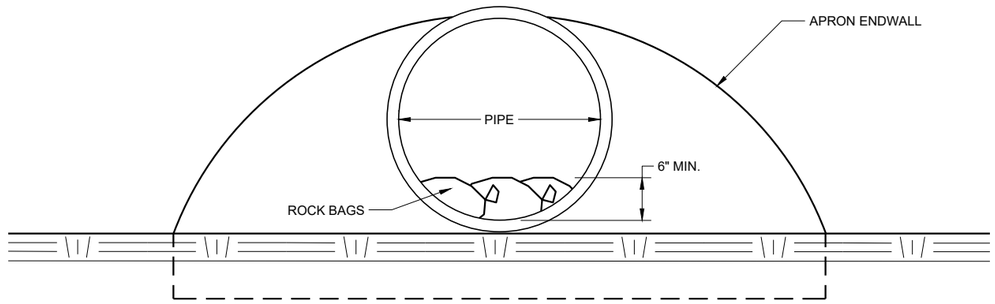
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

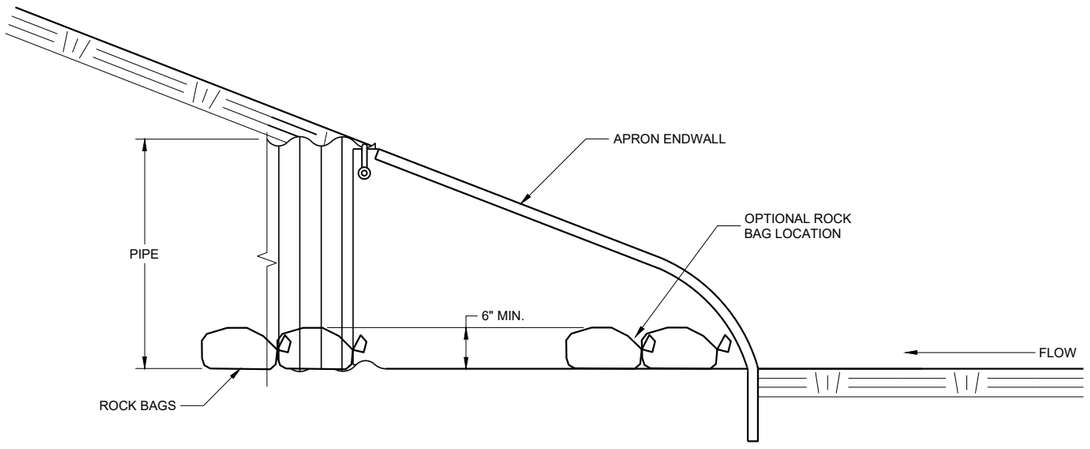
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

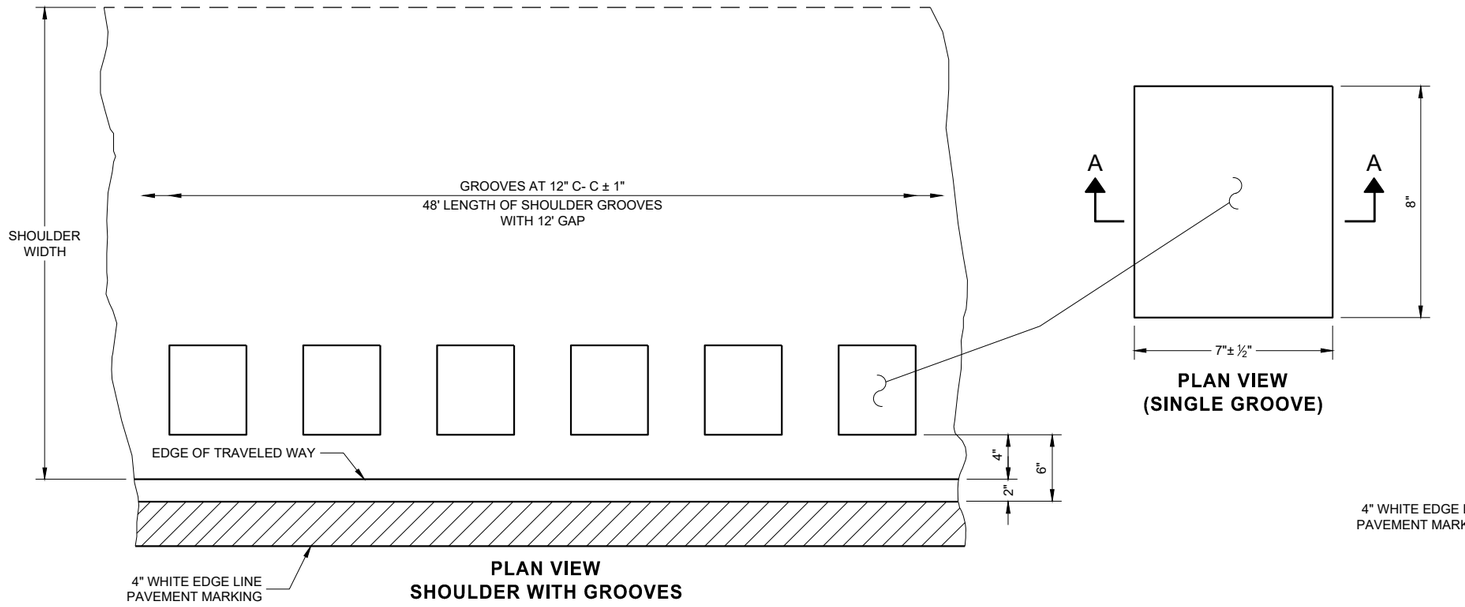
FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

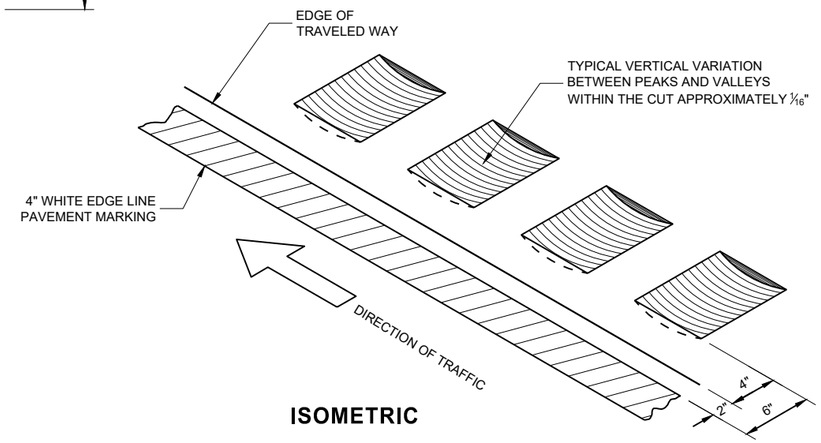
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

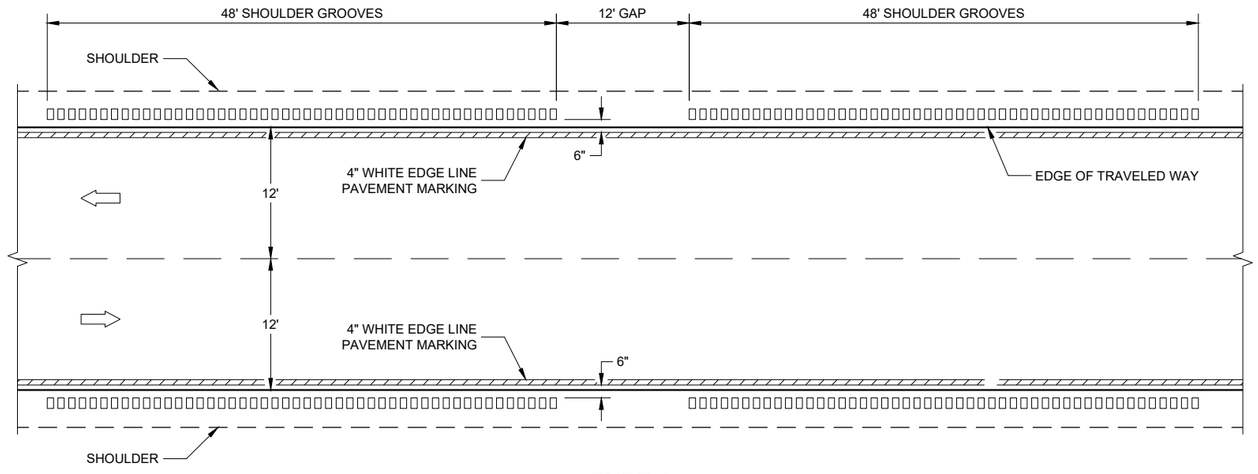
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

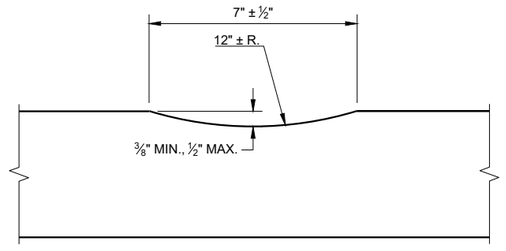
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

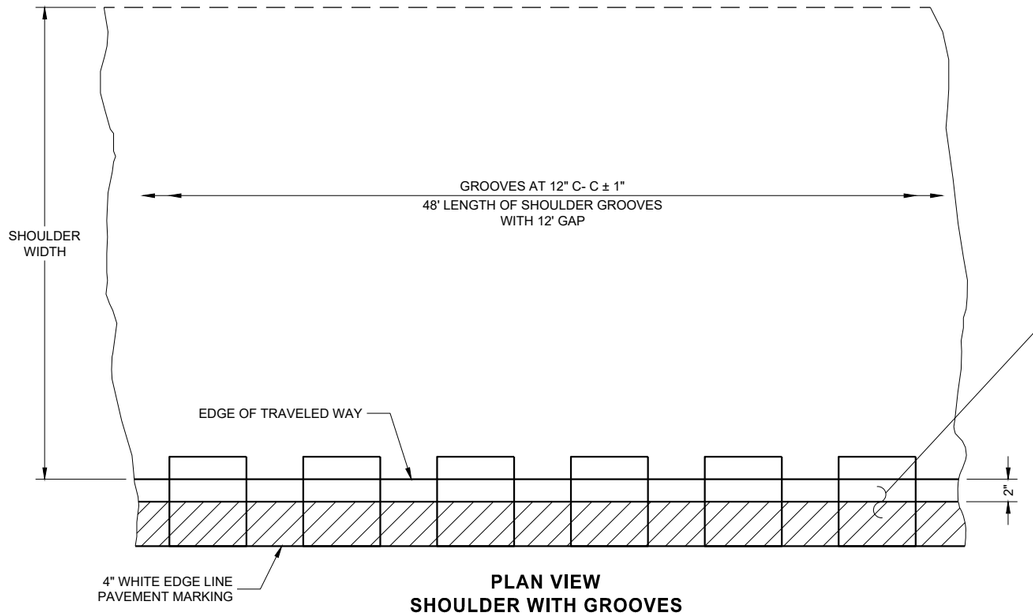
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

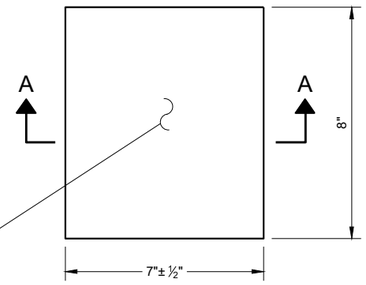
SDD 13A10 - 02a

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SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



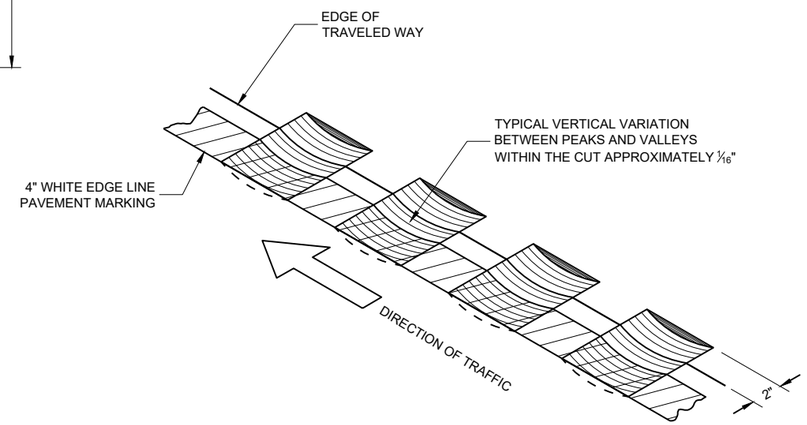
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

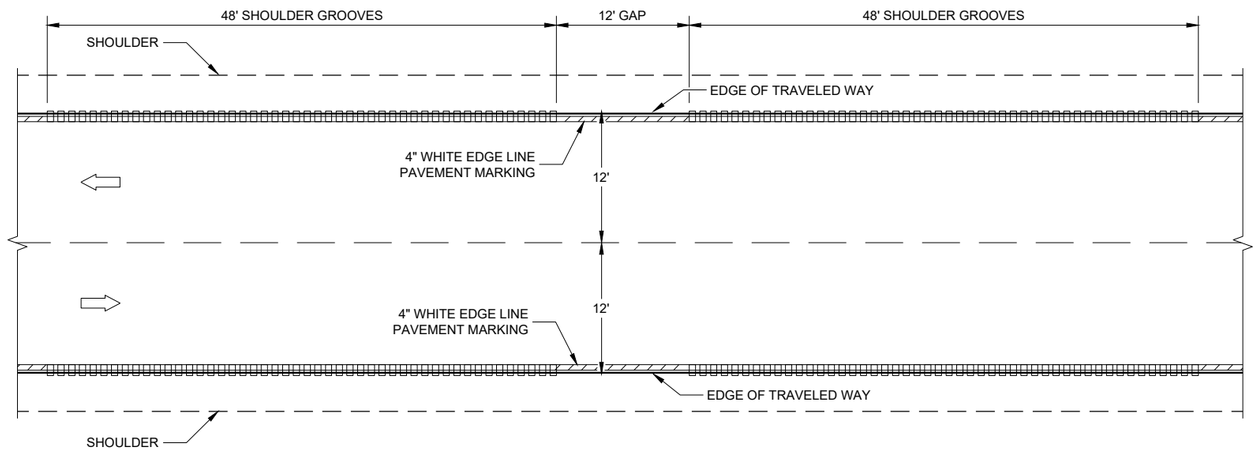
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

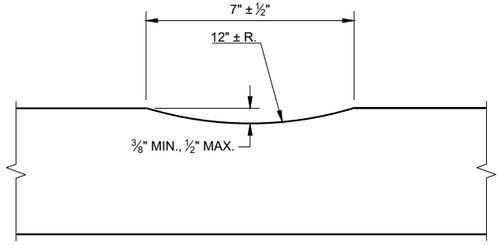


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



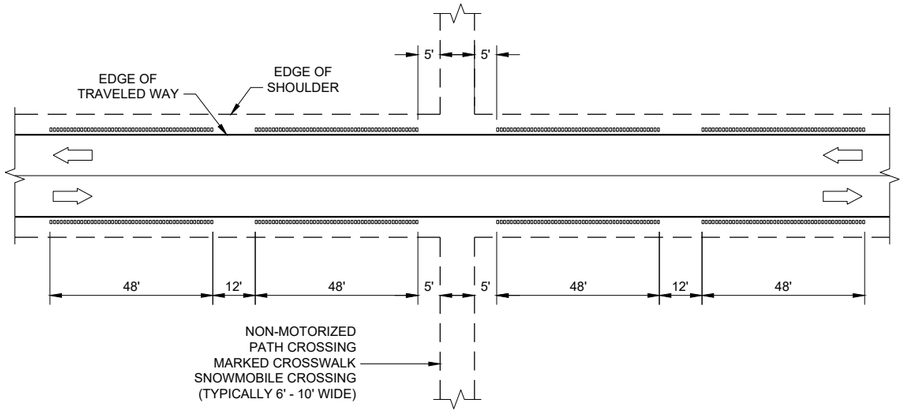
SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

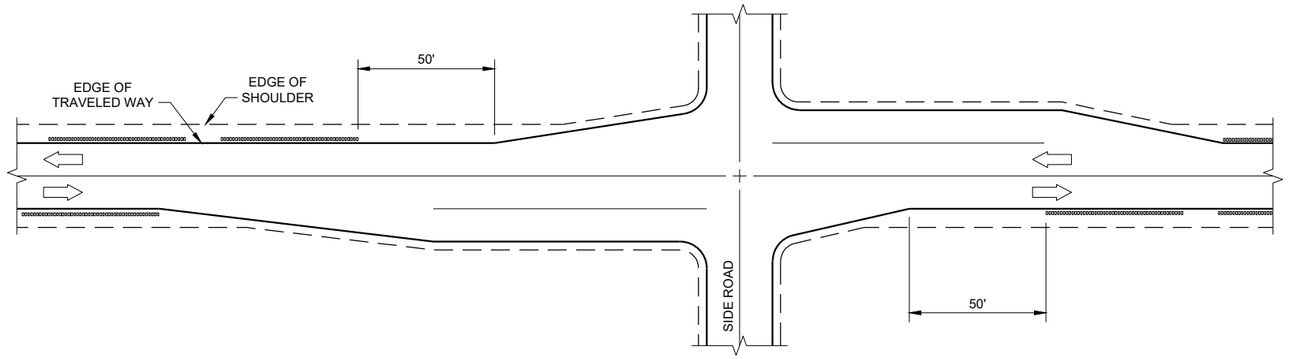
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13A10 - 02b

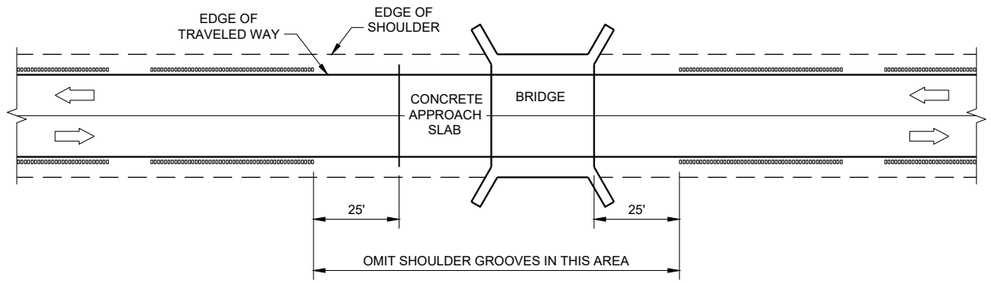
SDD 13A10 - 02b



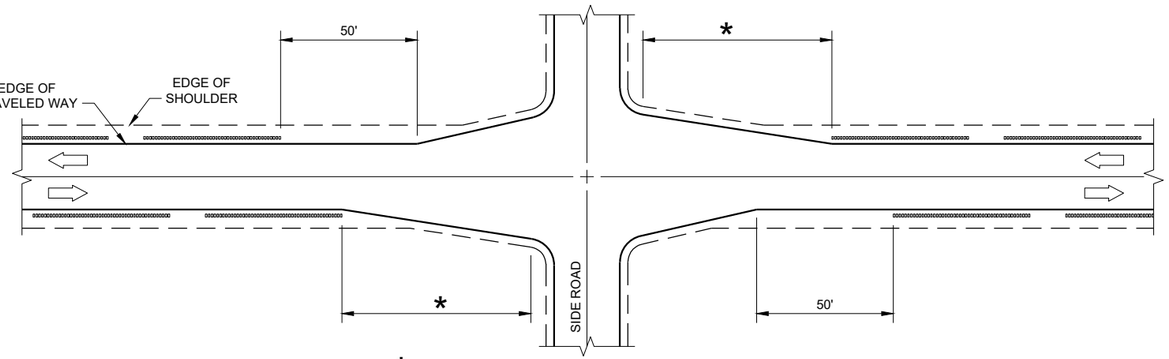
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

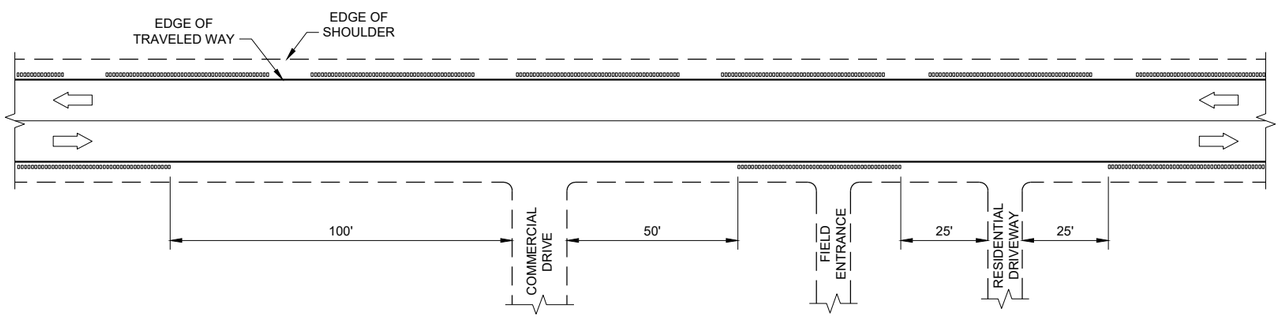


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

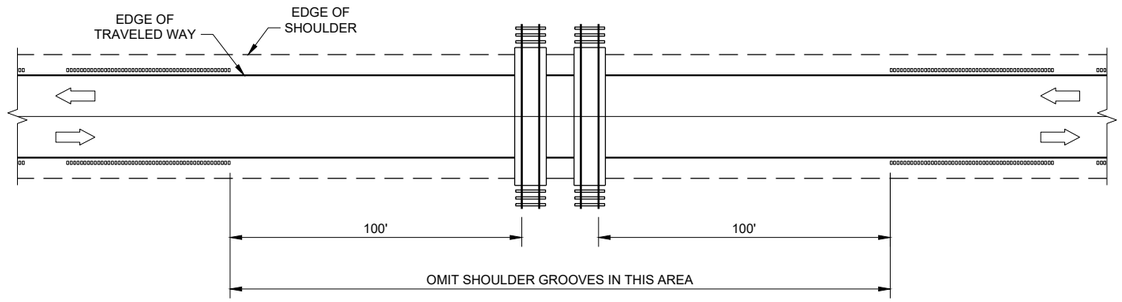
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

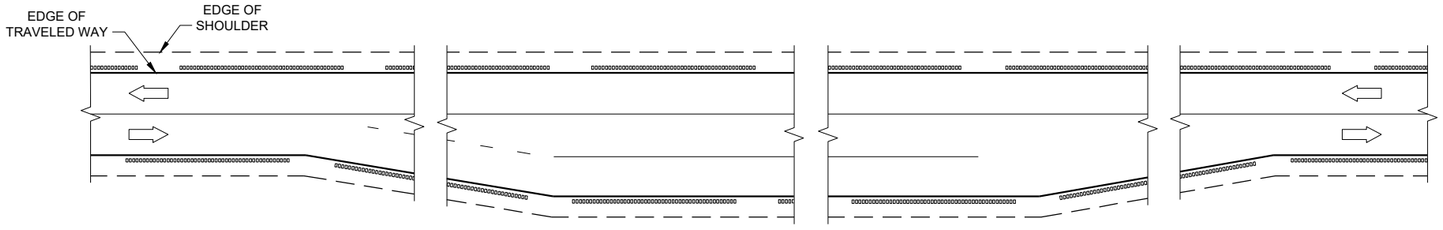
SDD 13A10 - 02c

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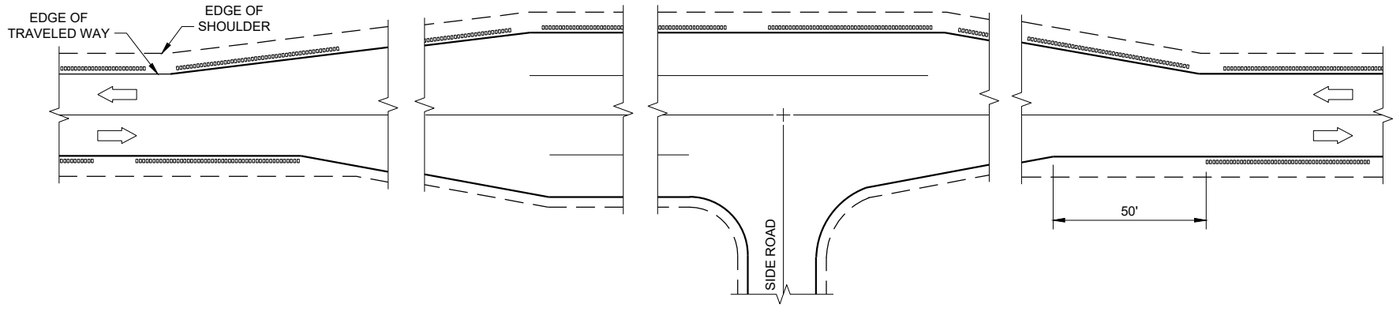
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

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SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

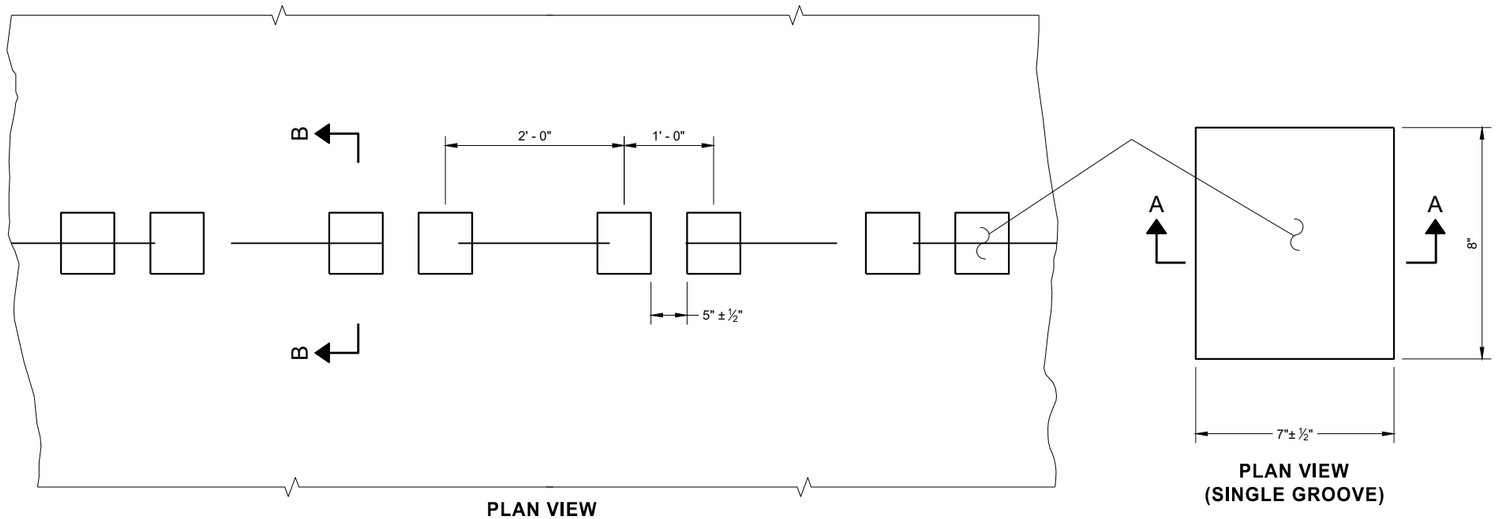
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

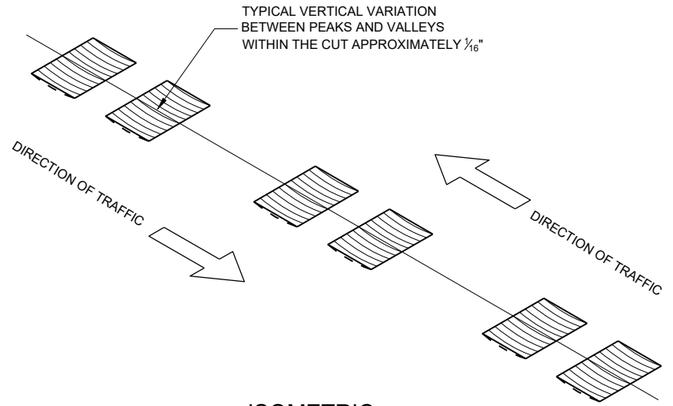
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

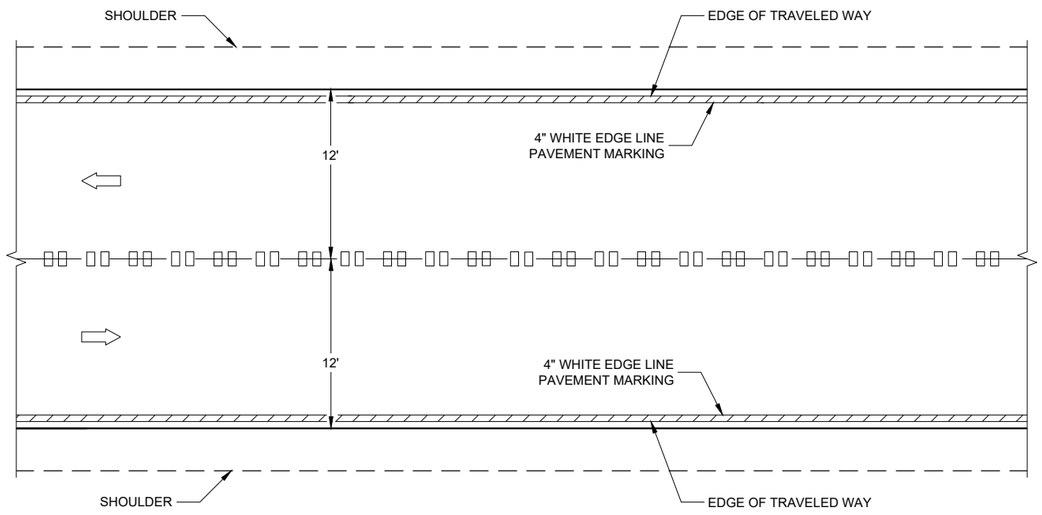
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

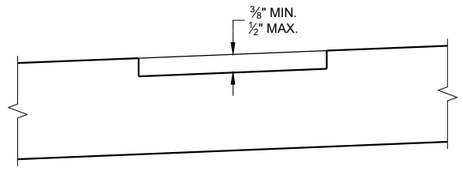
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



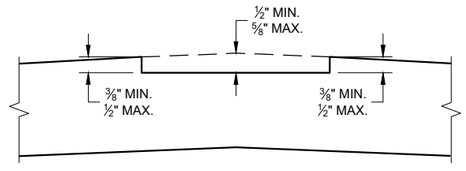
ISOMETRIC



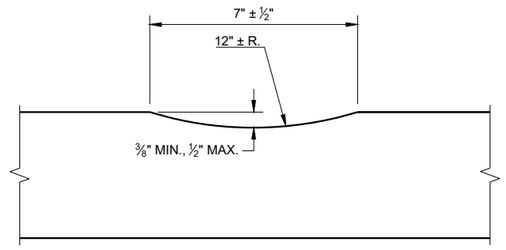
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

6

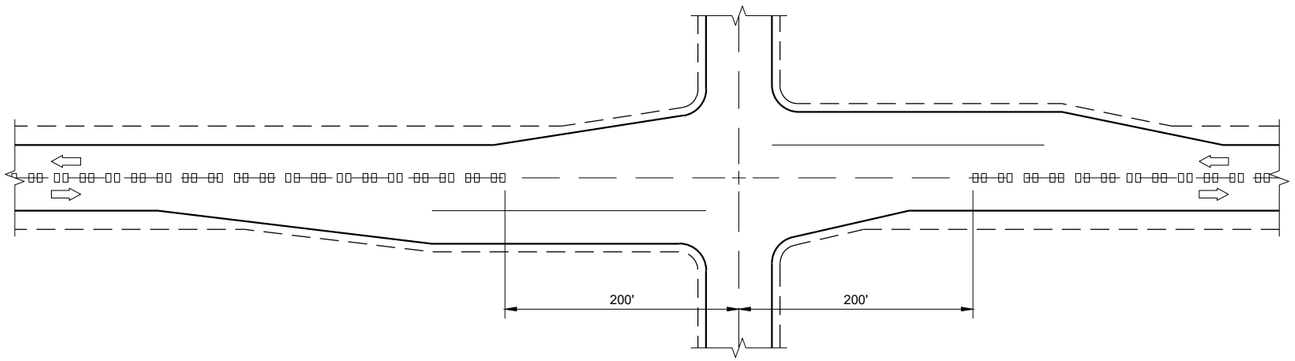
SDD 13A11 - 03a

6

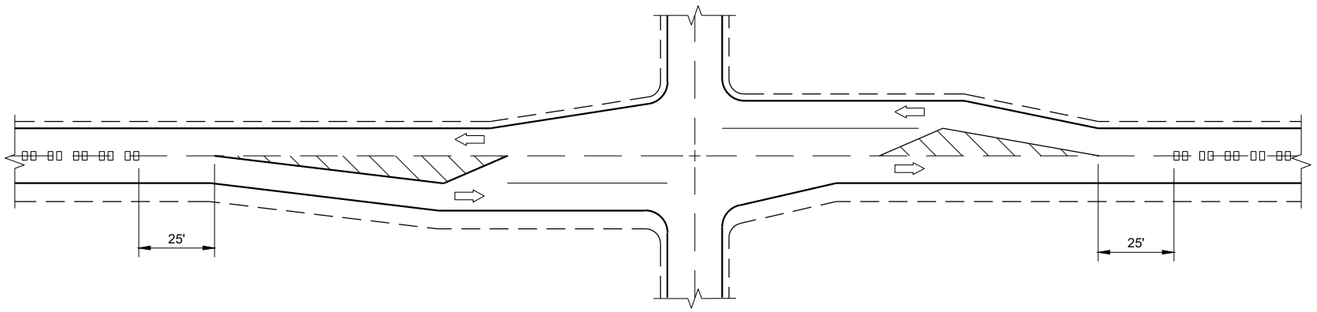
SDD 13A11 - 03a

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

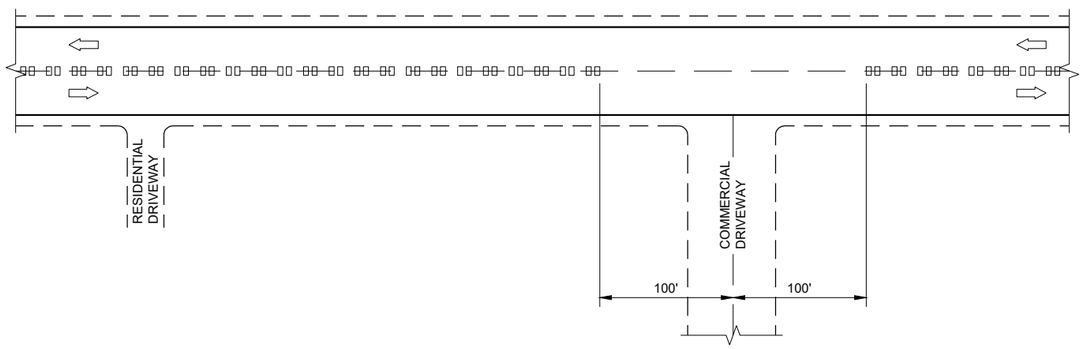
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



CENTERLINE GROOVES AT INTERSECTIONS



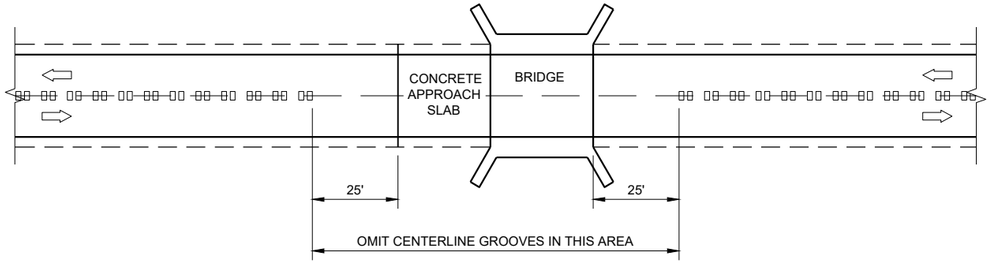
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



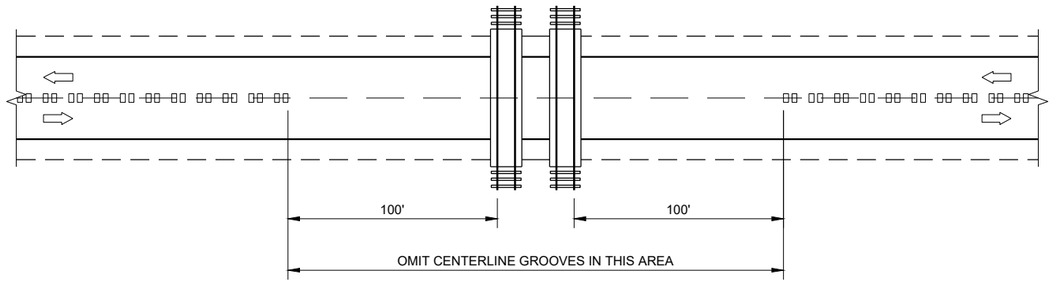
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL
CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

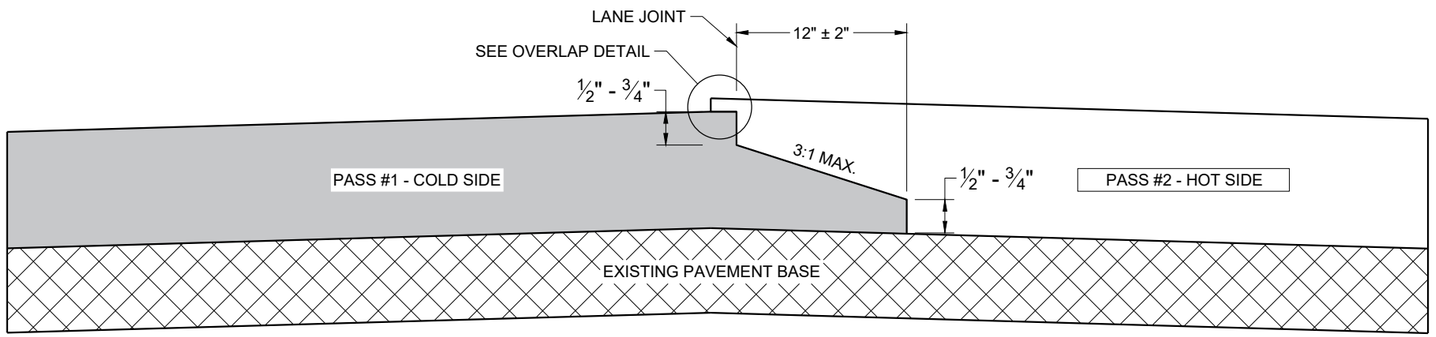
FHWA

6

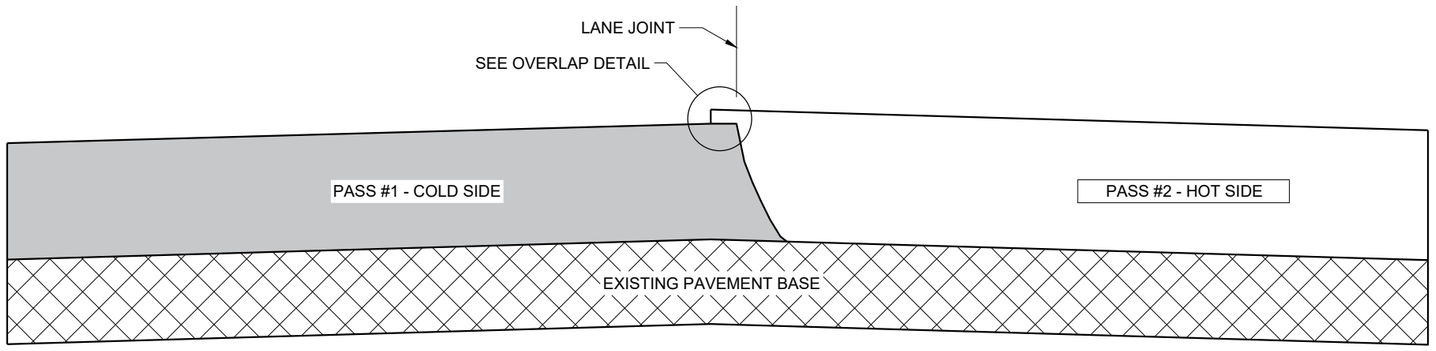
SDD 13A11 - 03b

6

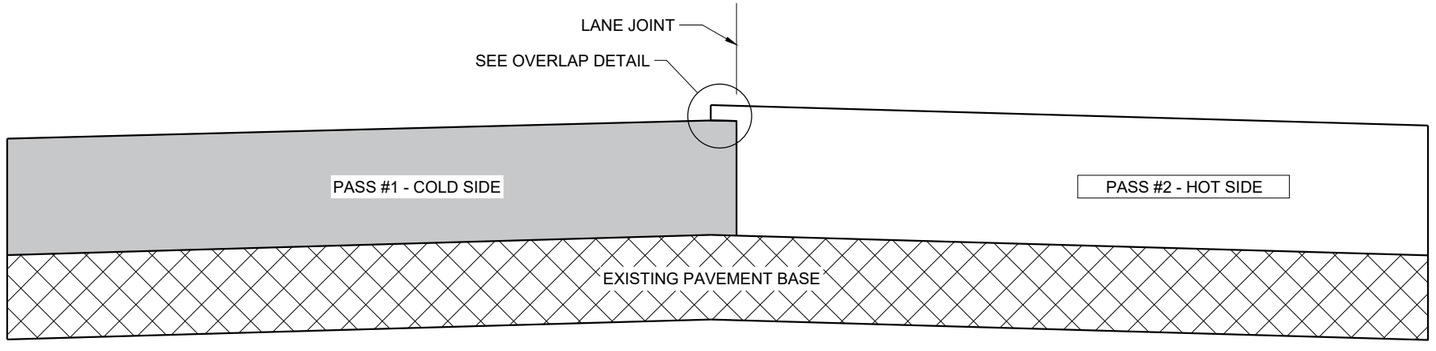
SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

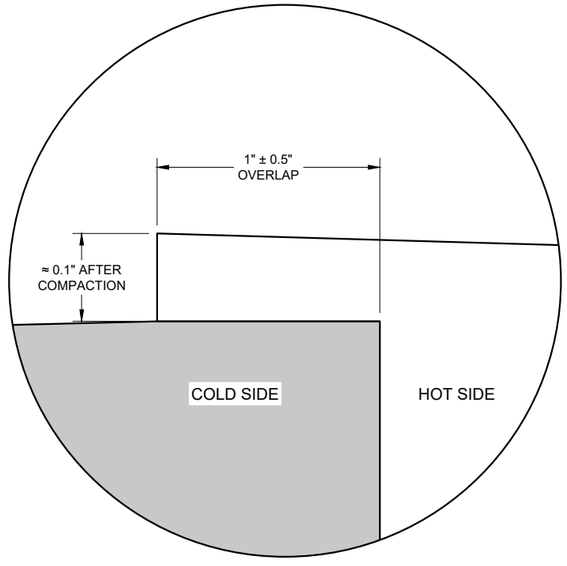
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

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

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

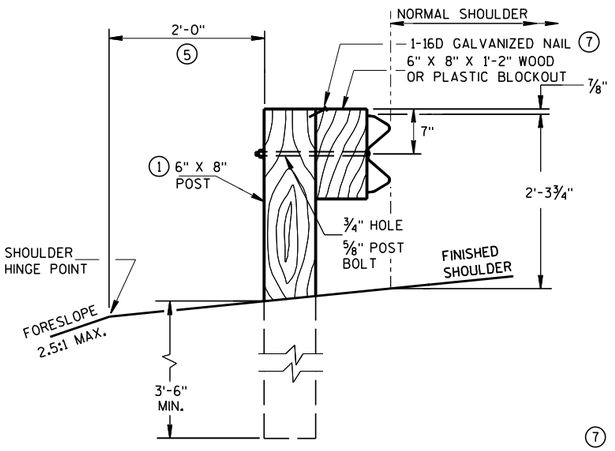
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

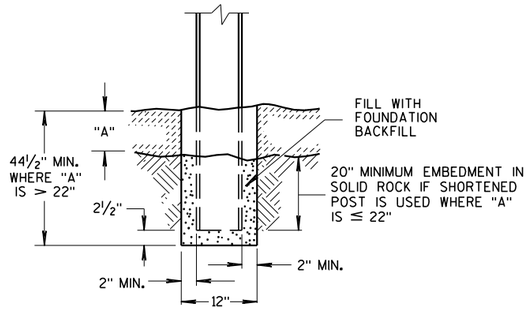
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

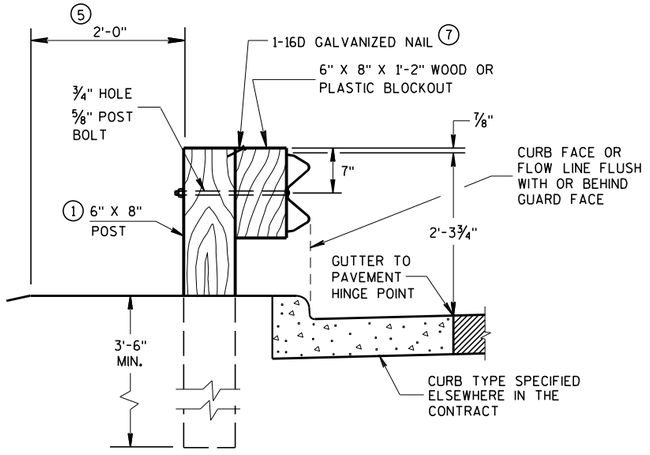
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



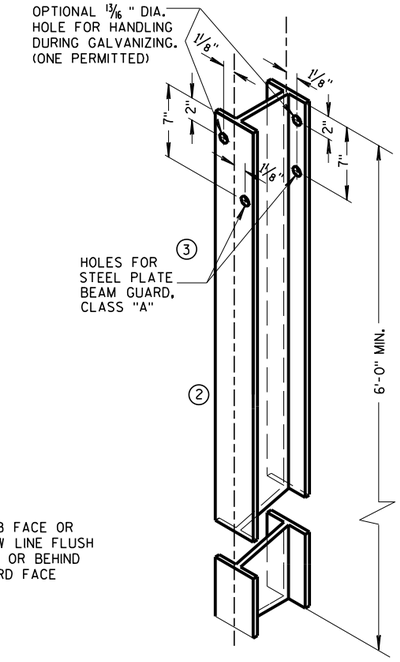
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

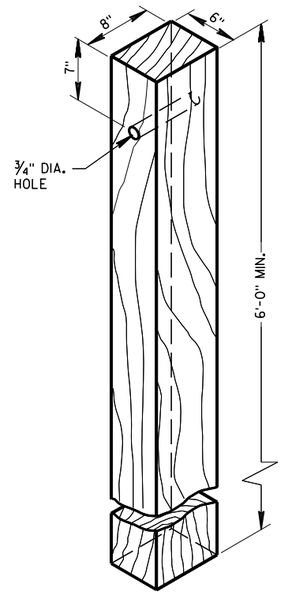


END VIEW
LOCATED ALONG A CURBED ROADWAY

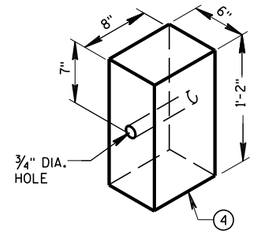


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

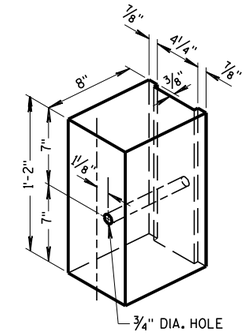
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



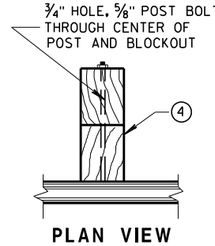
WOOD POST
(6"X8") NOMINAL



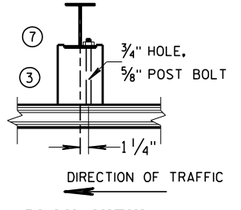
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



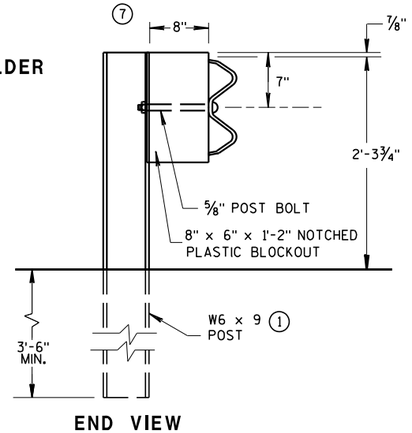
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



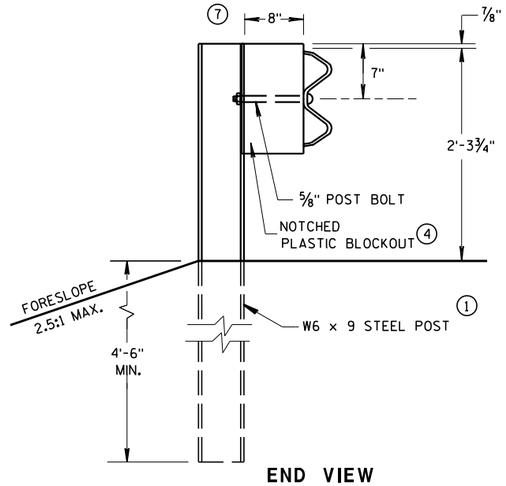
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



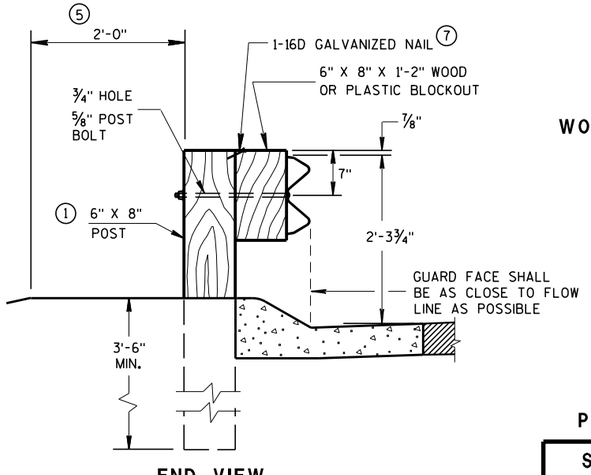
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 15-11a

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

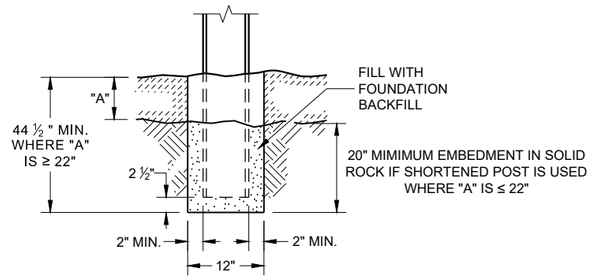
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

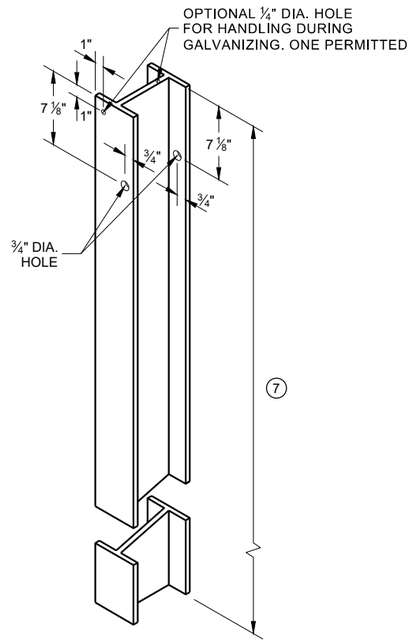
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

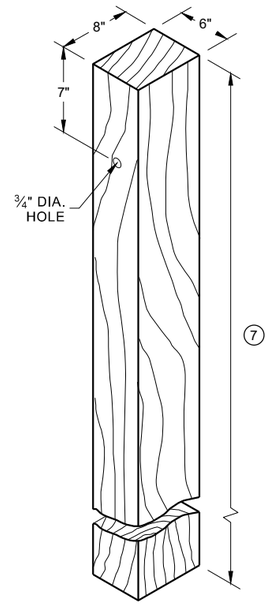
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



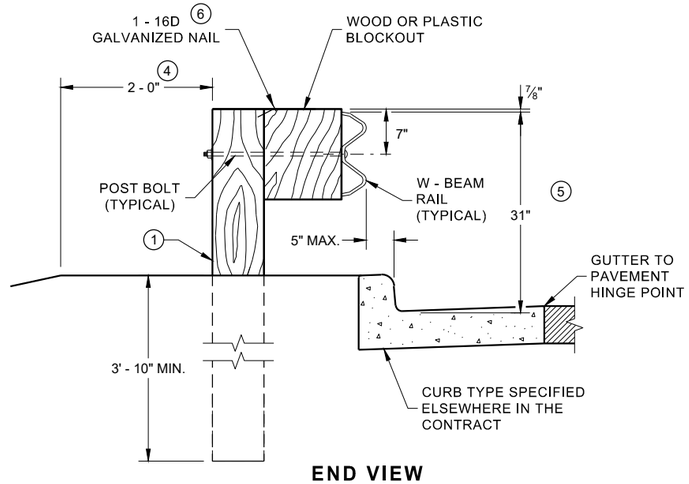
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



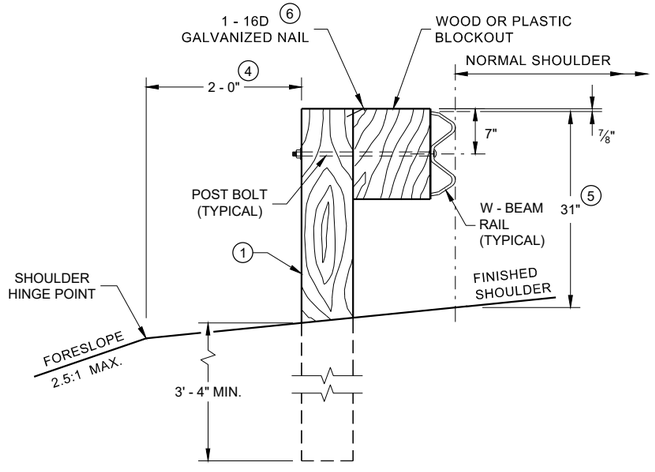
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



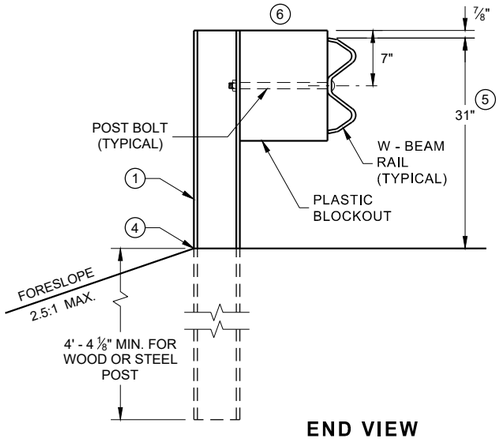
WOOD POST (6" X 8") NOMINAL (1)



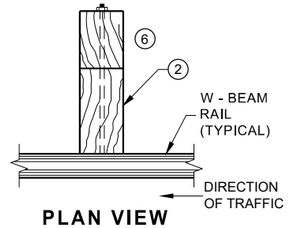
END VIEW
LOCATED ALONG A CURBED ROADWAY



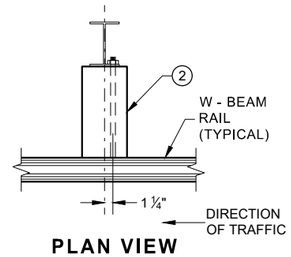
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



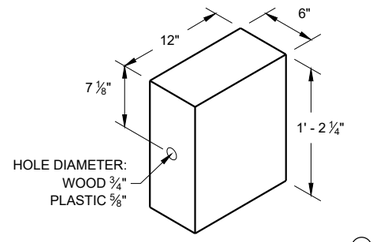
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

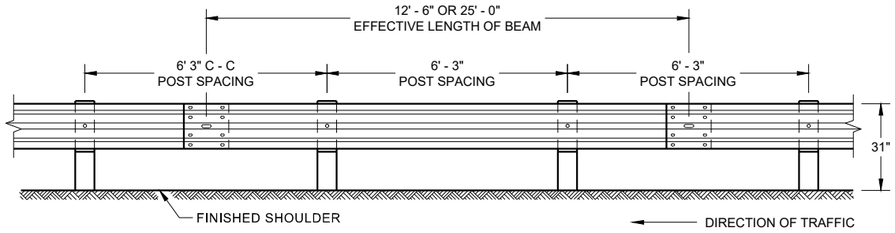
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

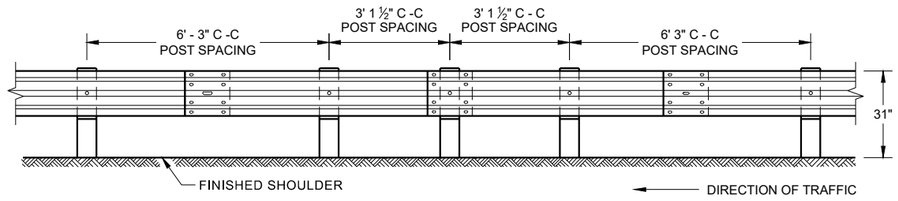
SDD14B42 - 07a

SDD14B42 - 07a

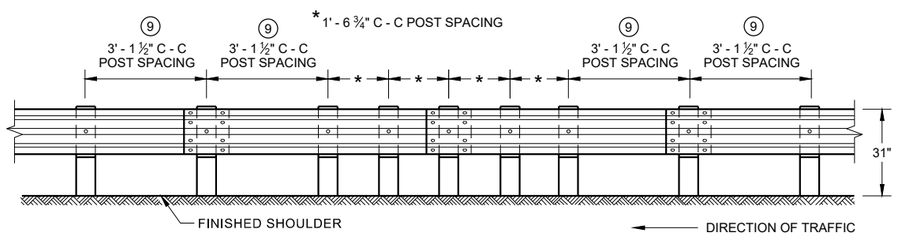
6



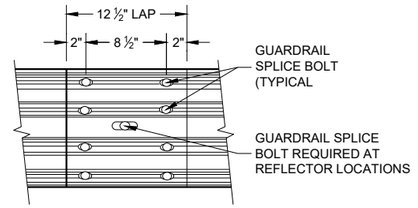
FRONT VIEW
POST SPACING STANDARD INSTALLATION



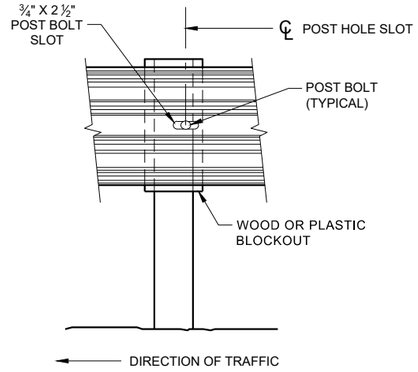
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



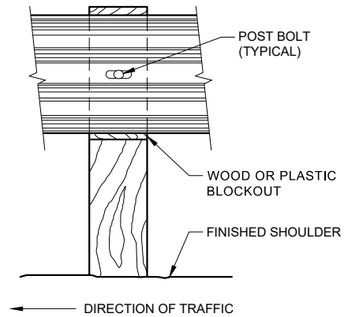
FRONT VIEW
QUARTER POST SPACING (QS)



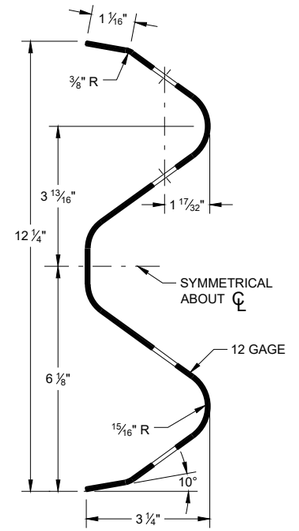
FRONT VIEW
MID-SPAN BEAM SPLICE



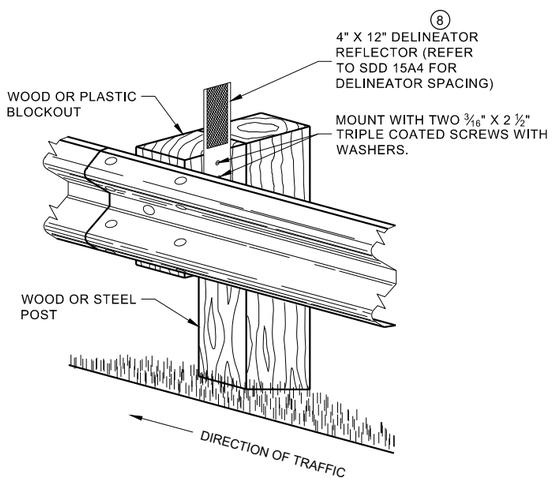
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

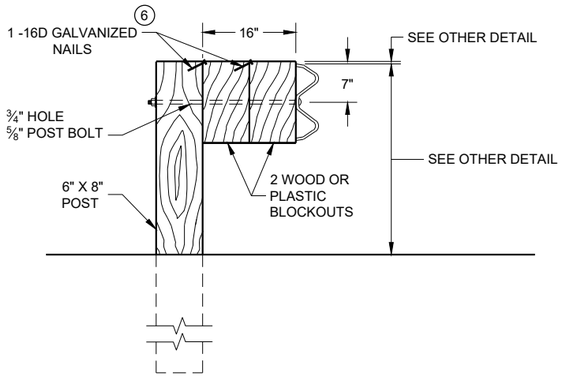
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

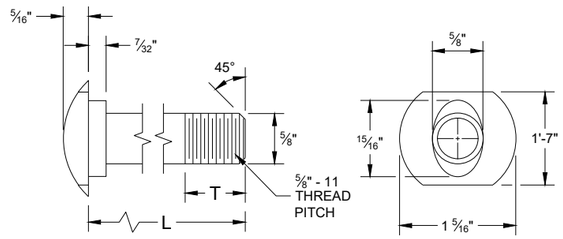


DETAIL FOR 16" BLOCKOUT DEPTH

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

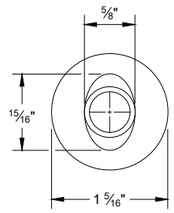
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

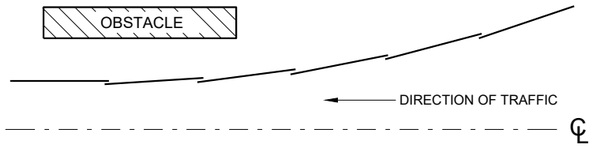


POST BOLT TABLE

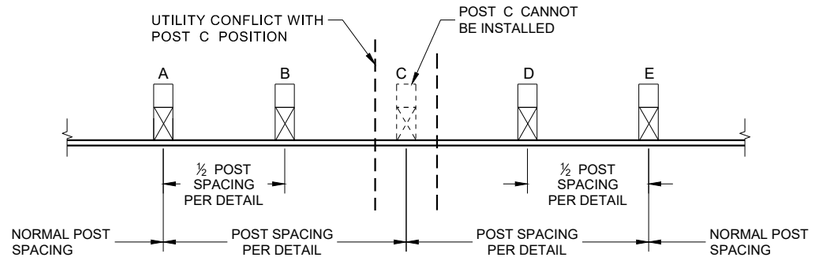
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



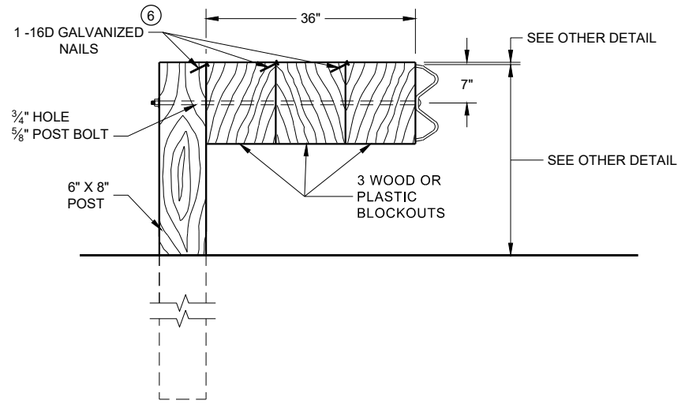
ALTERNATE BOLT HEAD



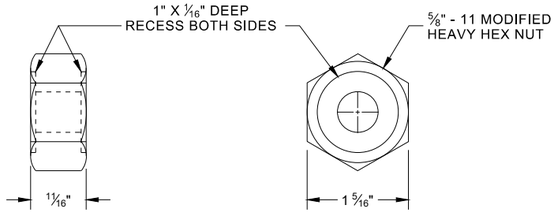
PLAN VIEW
BEAM LAPPING DETAIL



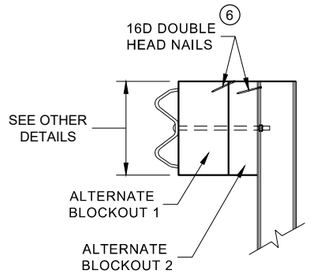
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



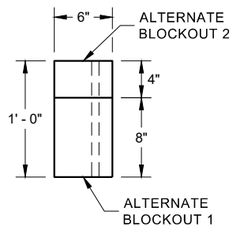
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

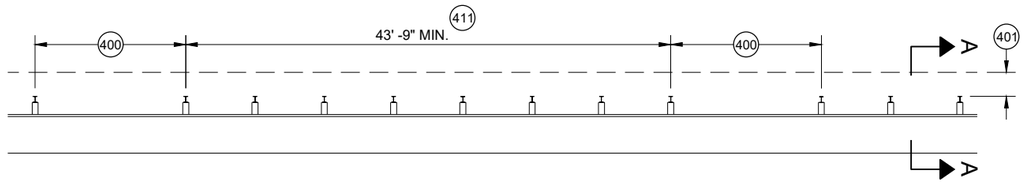
ALTERNATE WOOD BLOCKOUT DETAIL

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

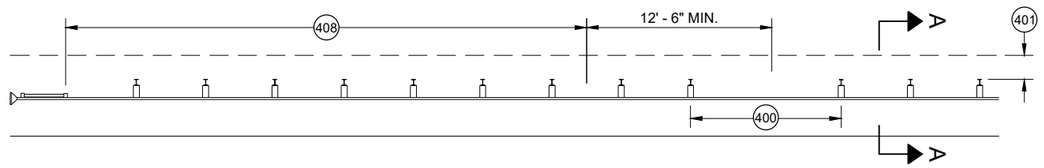
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

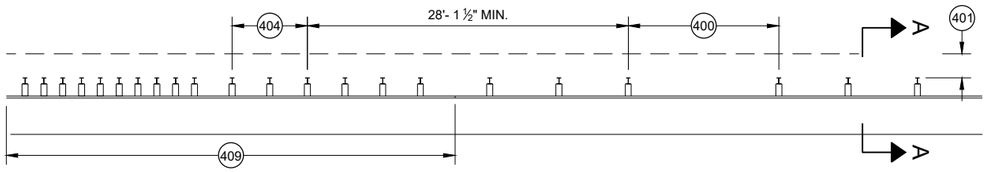
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



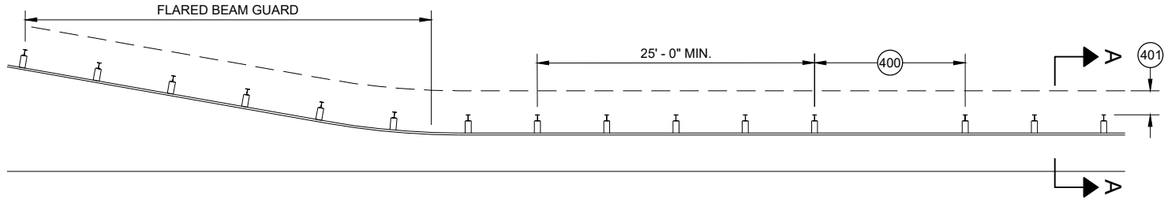
MISSING POST IN MGS GUARDRAIL



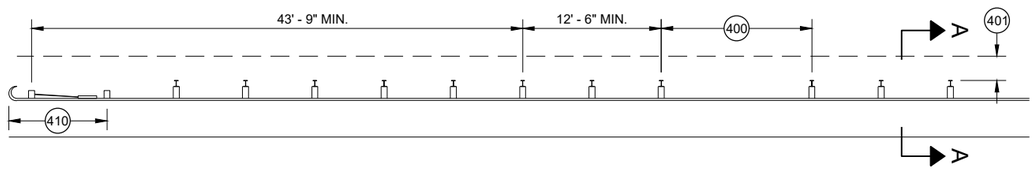
MISSING POST IN MGS GUARDRAIL NEAR EAT



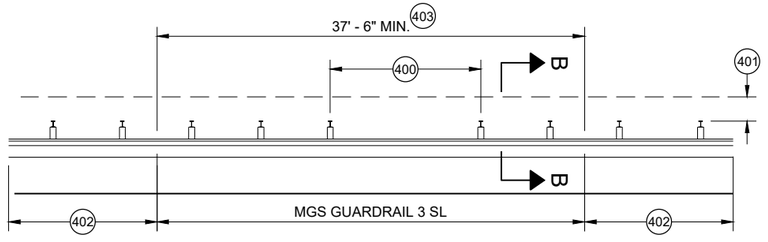
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

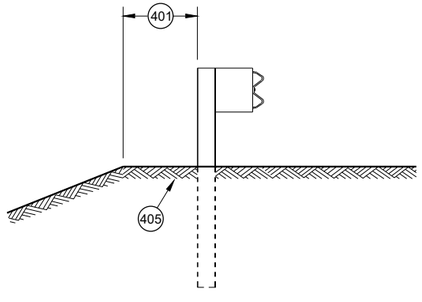


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

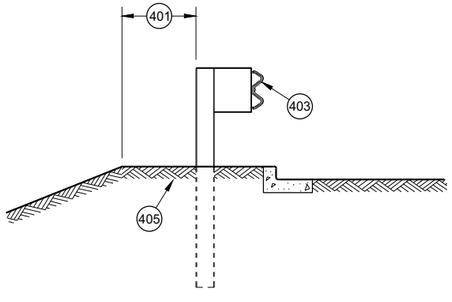


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

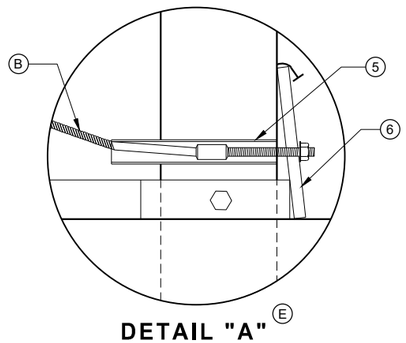
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

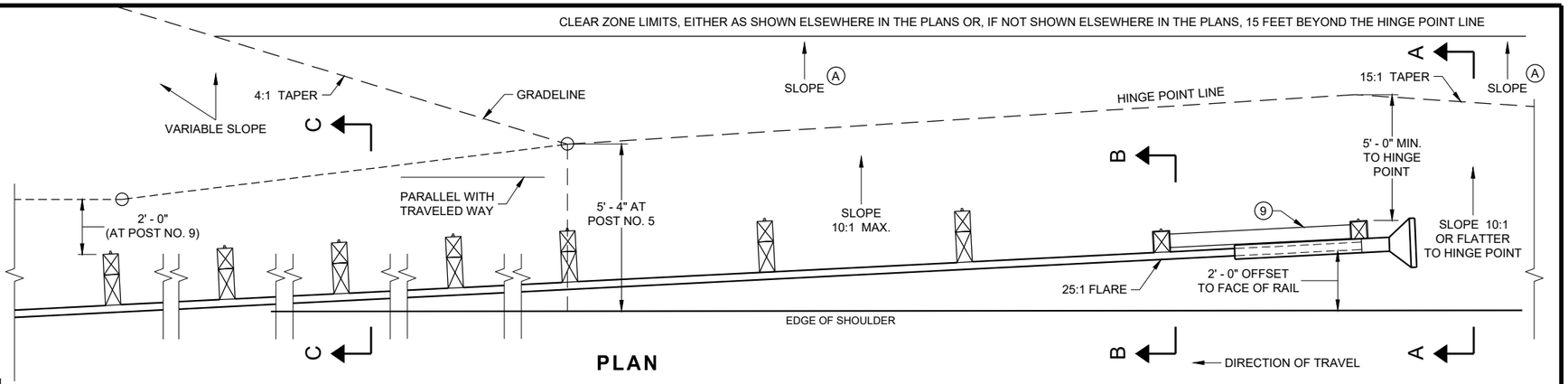
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

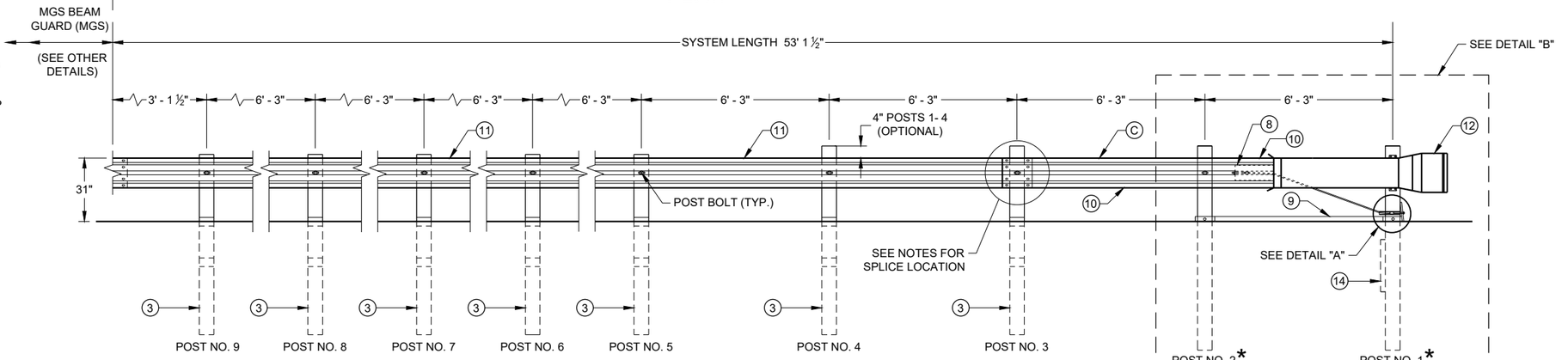
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



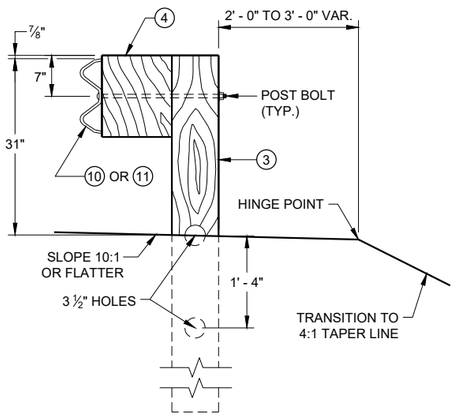
DETAIL "A" (E)



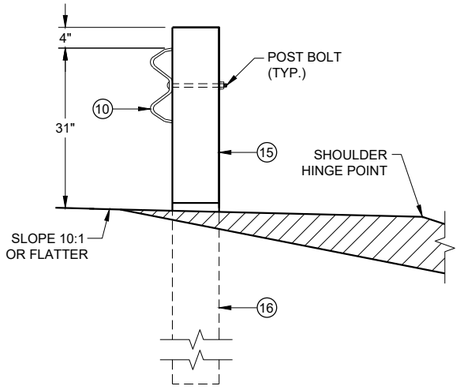
PLAN



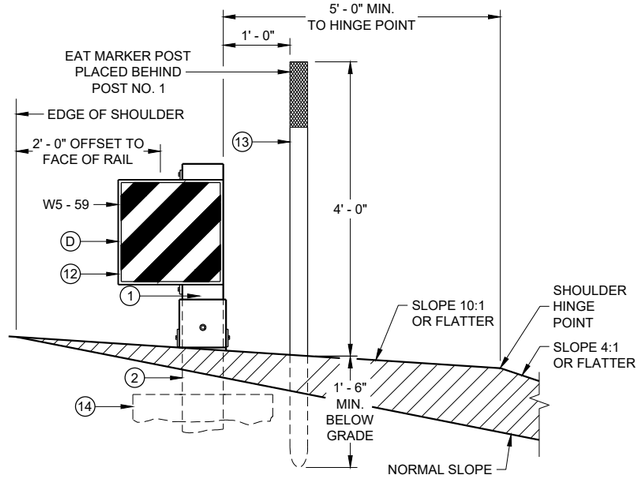
ELEVATION



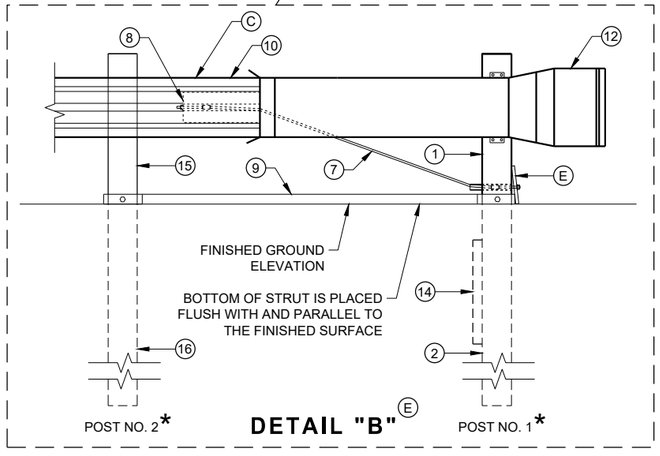
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



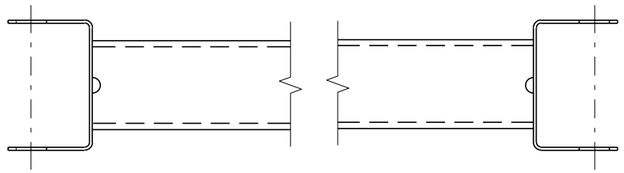
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

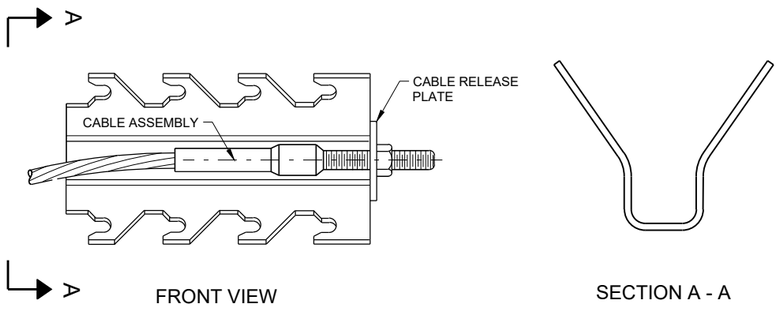
SDD 14B44 - 04a



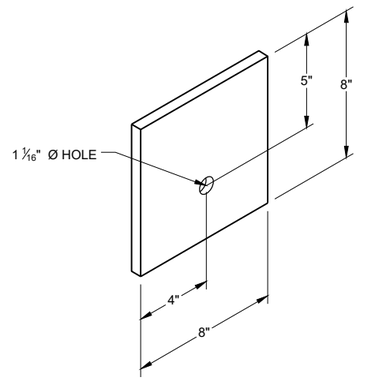
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

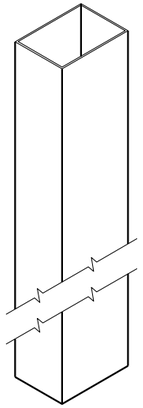
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SDD 14B44 - 04b

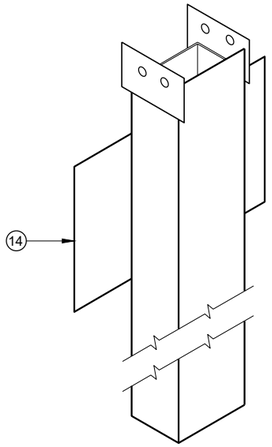
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

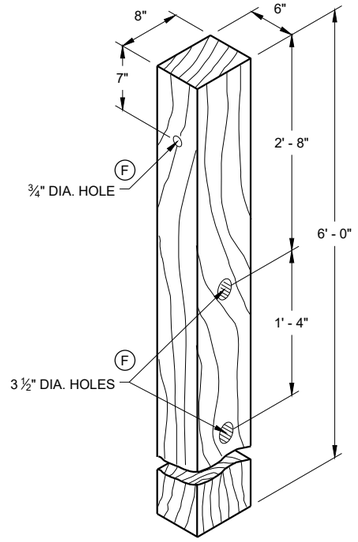
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



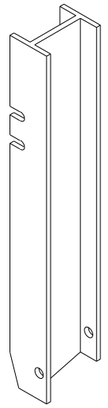
UPPER POST NO. 1 (1) (E)



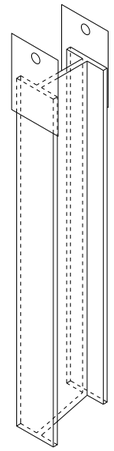
LOWER POST NO. 1 (2) (E)



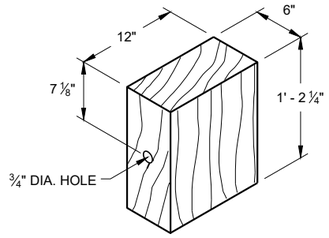
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



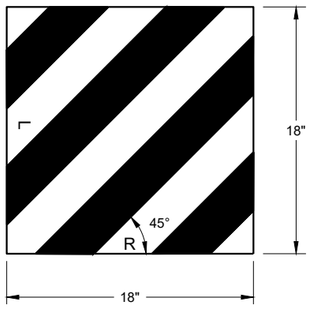
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

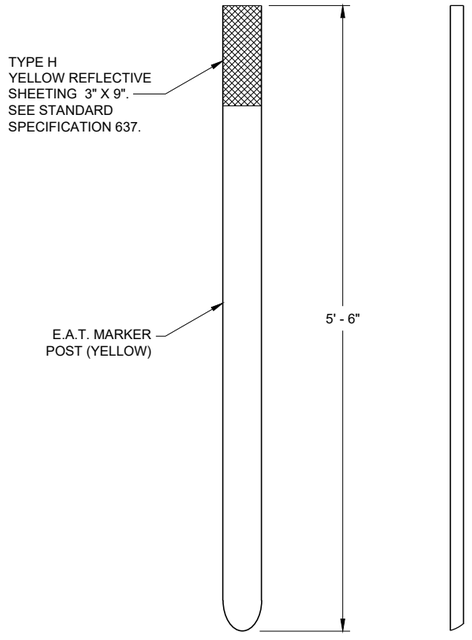


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



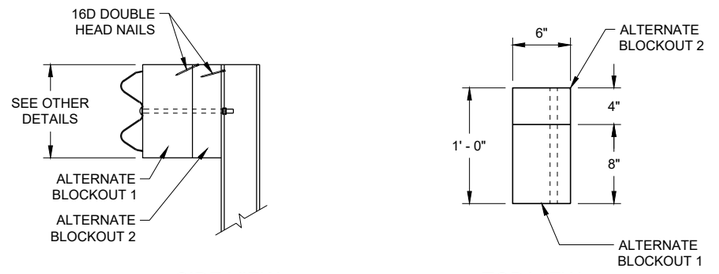
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

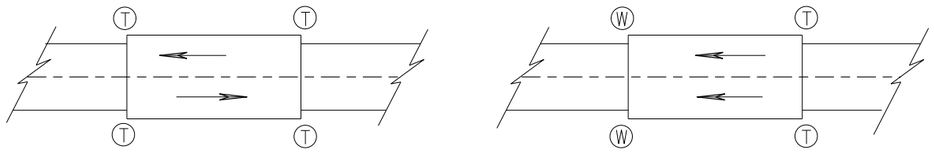
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

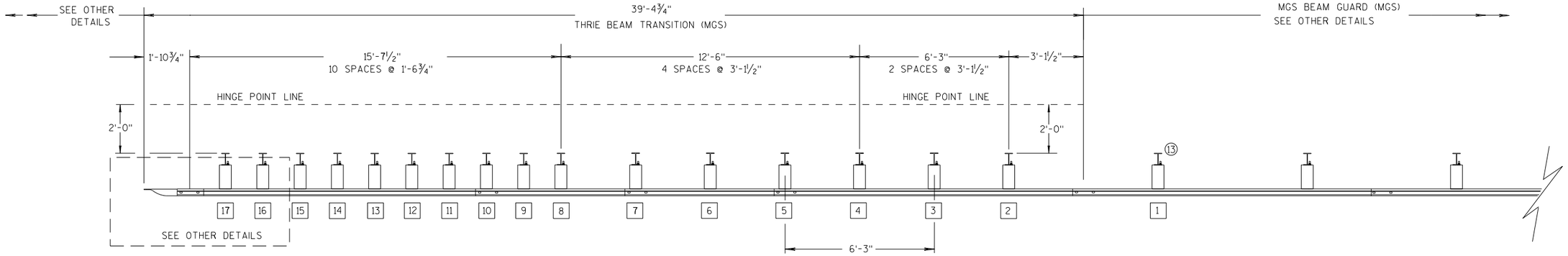
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

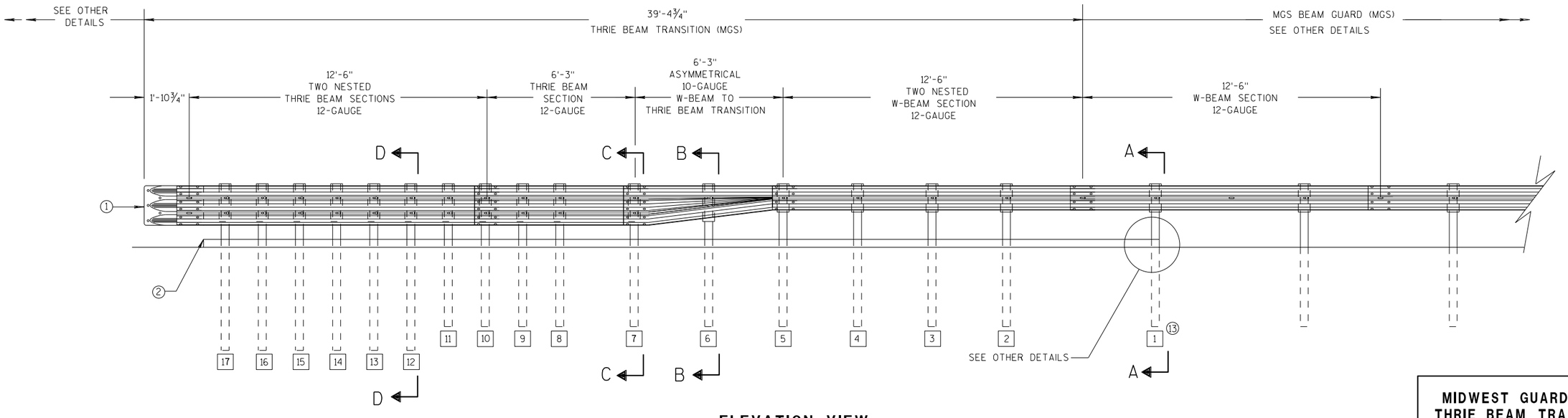
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

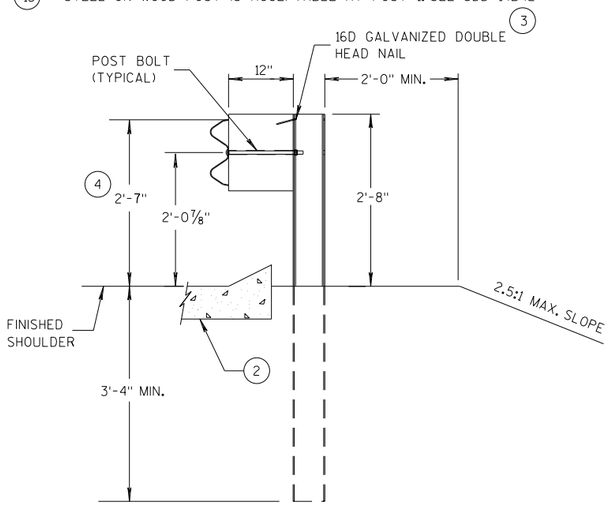
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

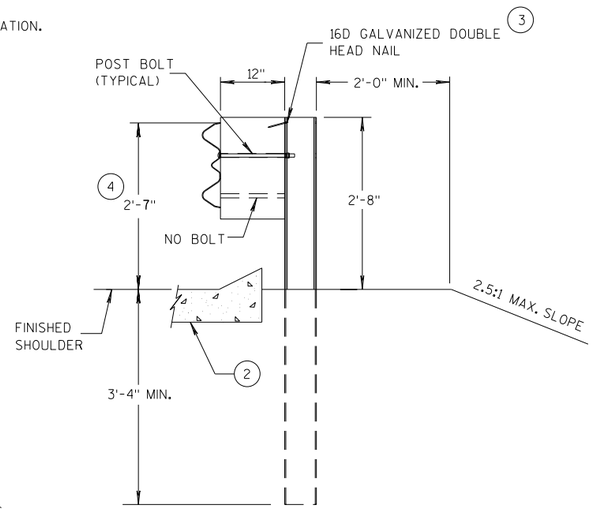
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



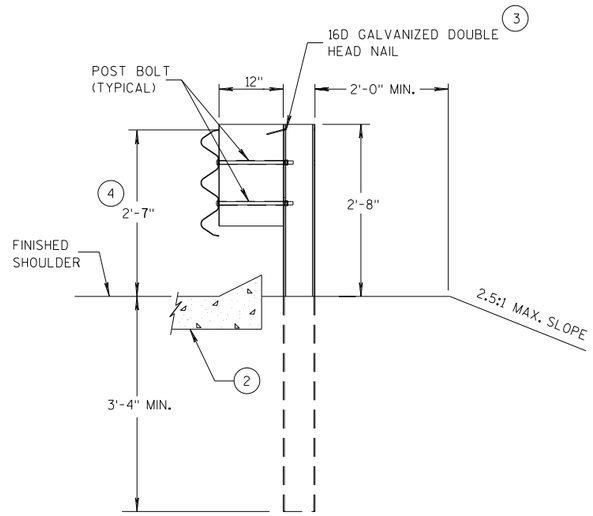
SECTION A-A (13)

POSTS 1-5



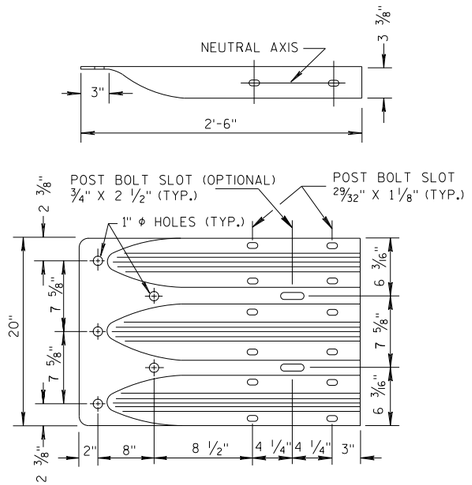
SECTION B-B

POST 6

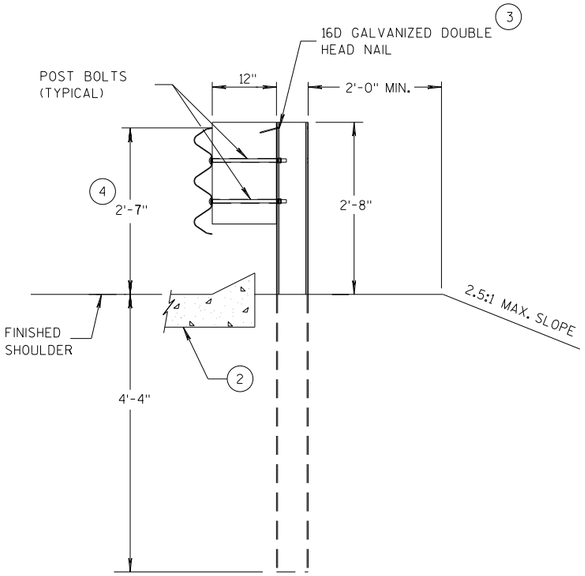


SECTION C-C

POSTS 7-11

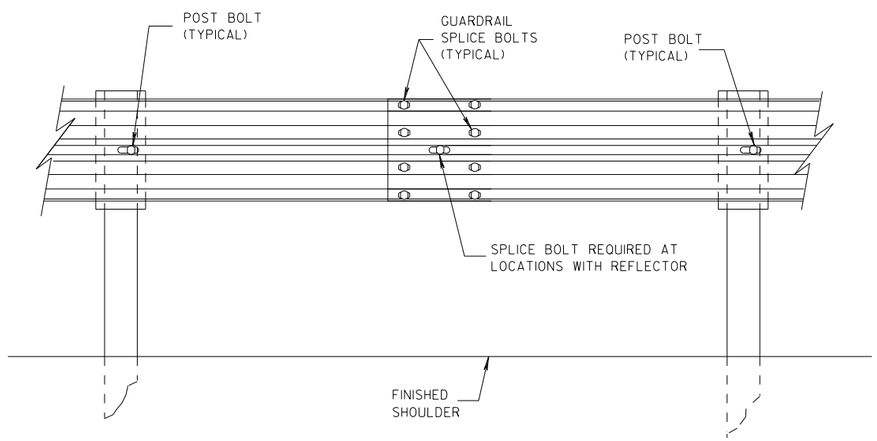


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

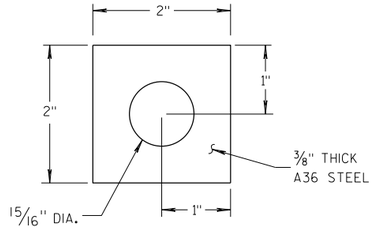
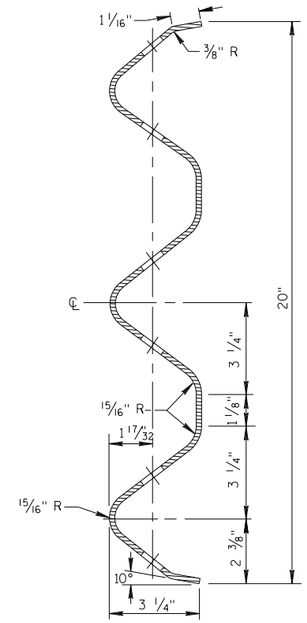


PLATE WASHER DETAIL



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

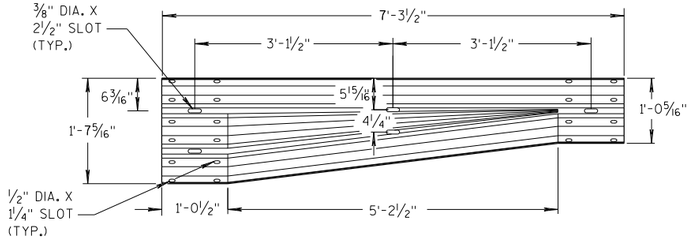
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 208

6

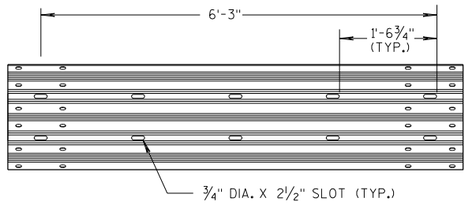
S.D.D. 14 B 45-5b

6

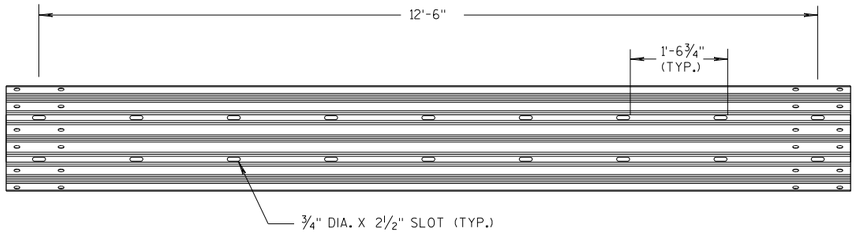
S.D.D. 14 B 45-5b



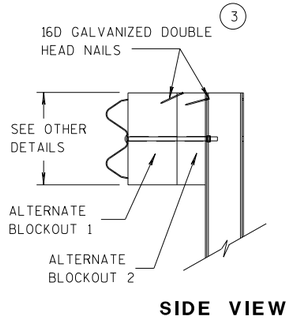
W-BEAM TO THRIE BEAM TRANSITION SECTION



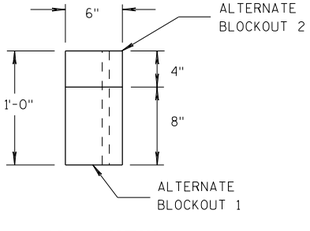
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

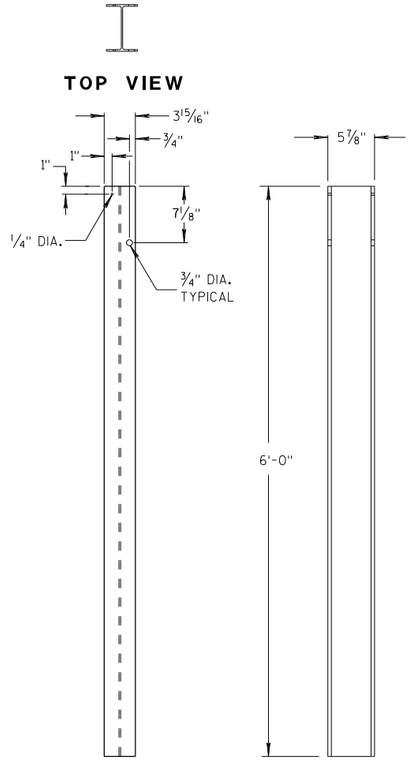


SIDE VIEW



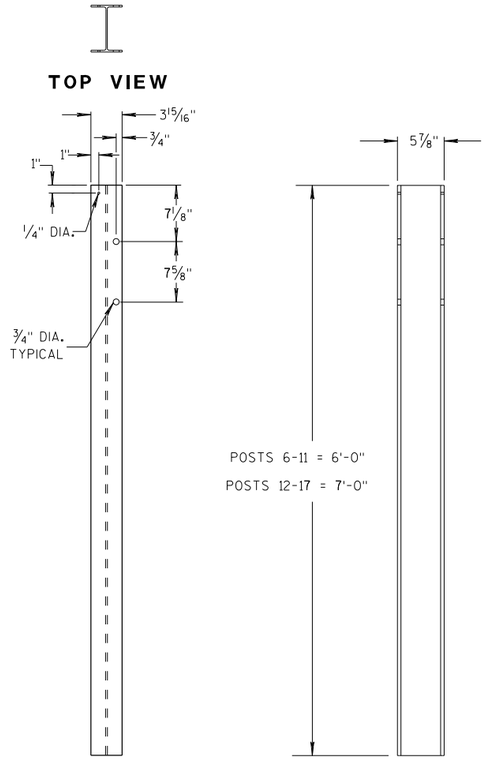
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



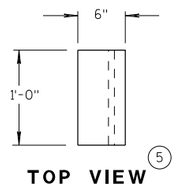
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

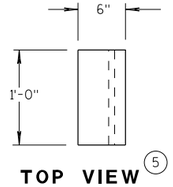


FRONT VIEW SIDE VIEW

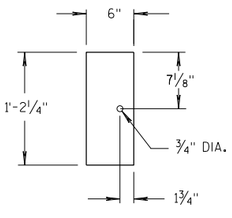
STEEL POSTS 6-17



TOP VIEW (5)

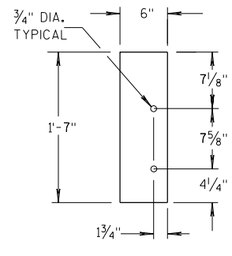


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

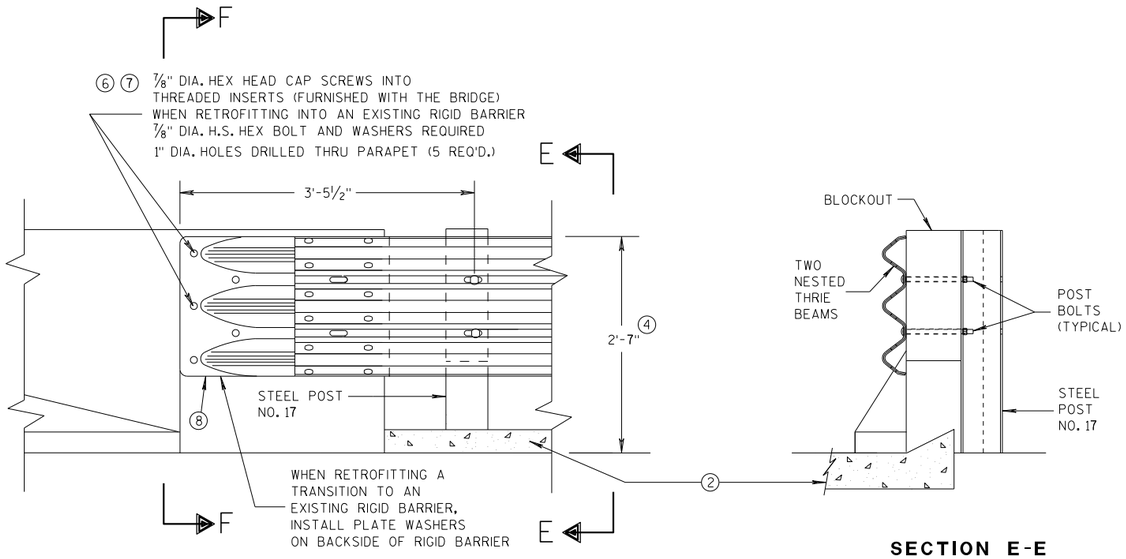
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 209

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

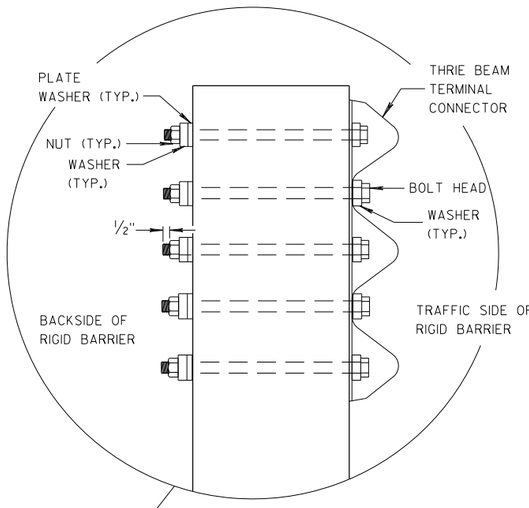
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

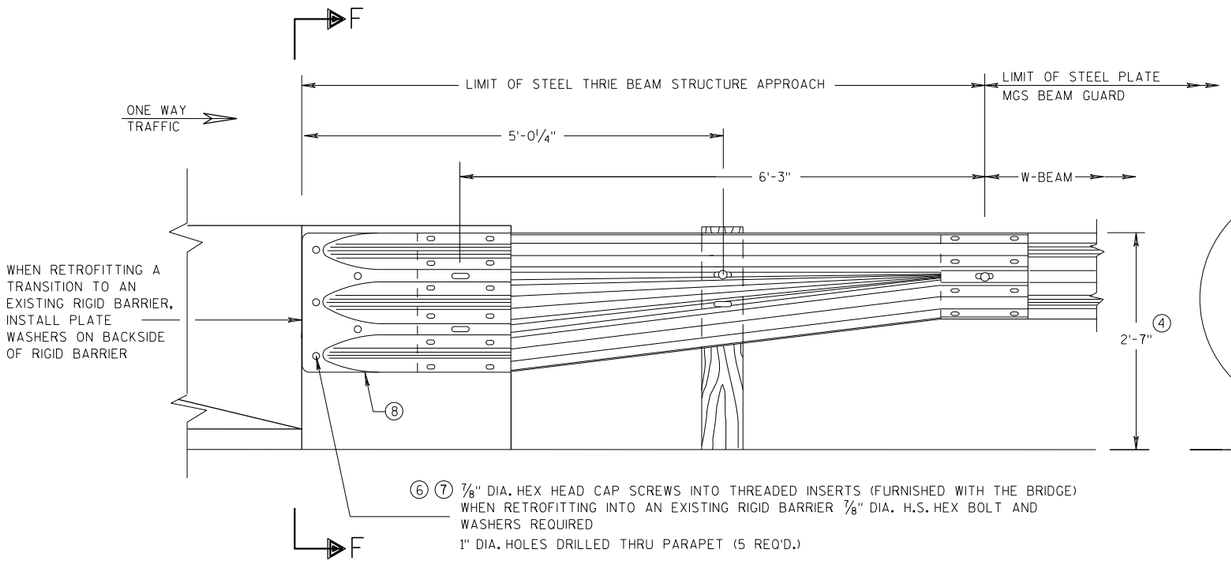
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

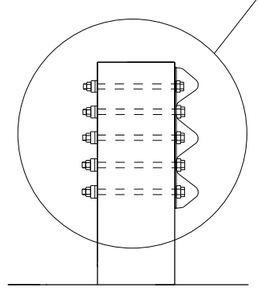
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

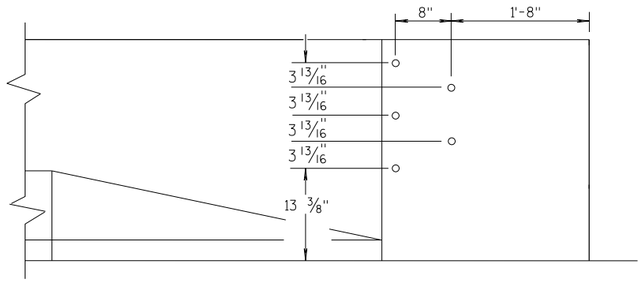




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVI NT
FHWA

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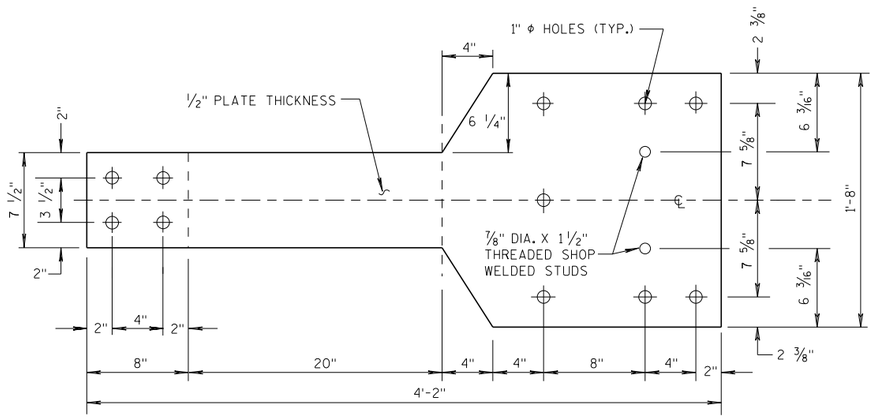
S.D.D. 14 B 45-5d

6

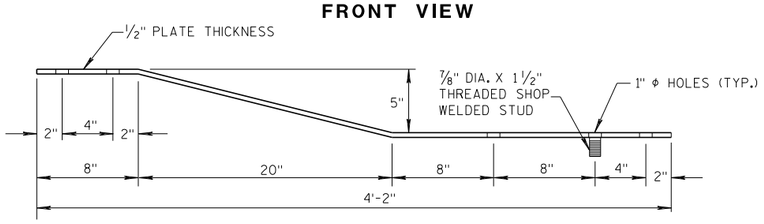
S.D.D. 14 B 45-5d

GENERAL NOTES

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

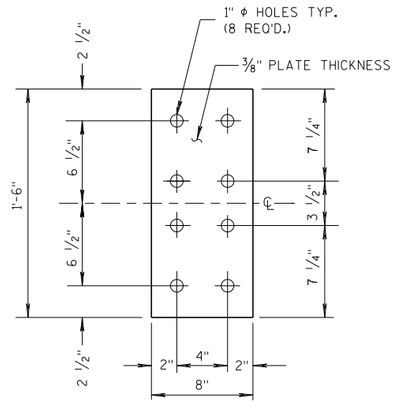


FRONT VIEW



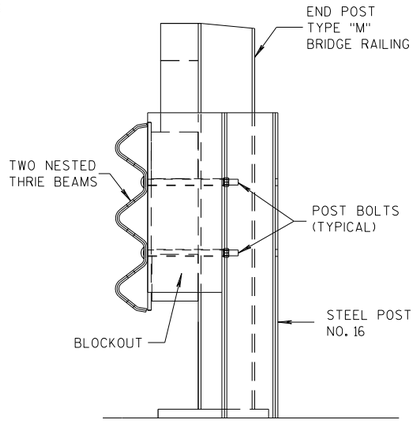
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

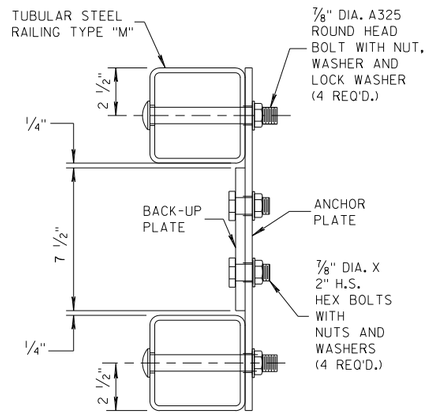


FRONT VIEW

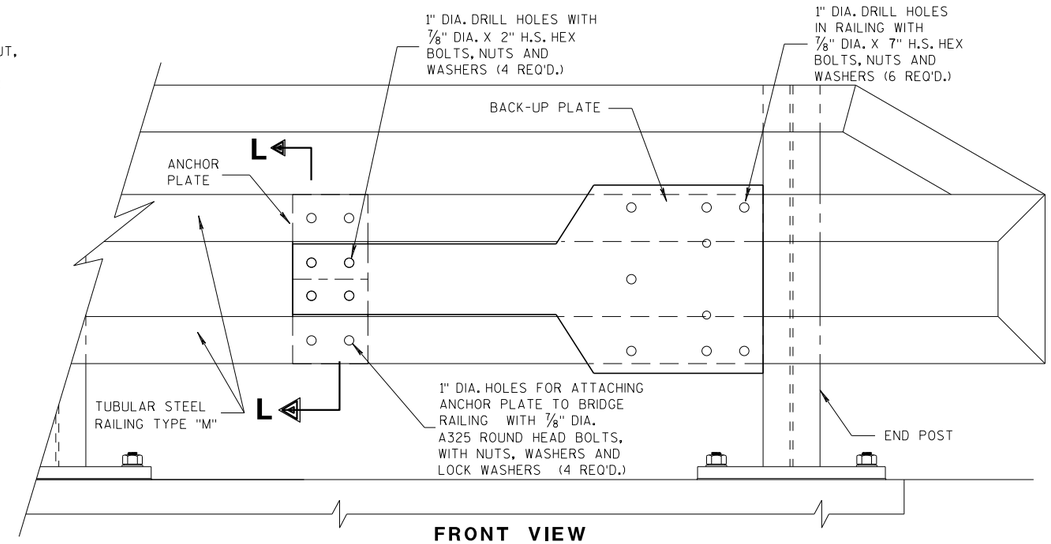
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

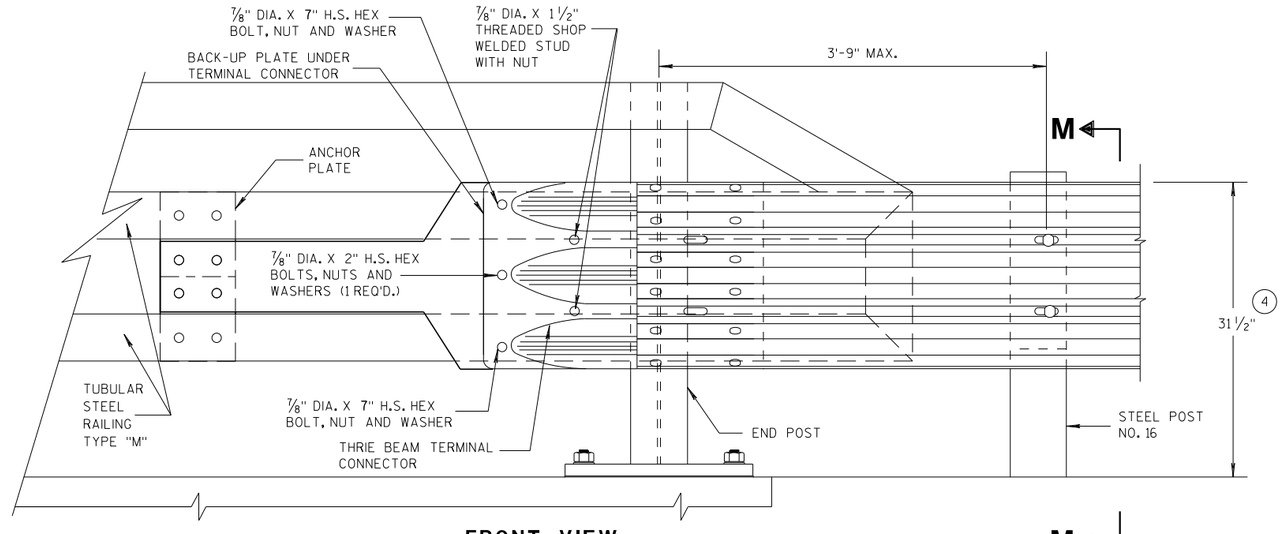


SECTION L-L

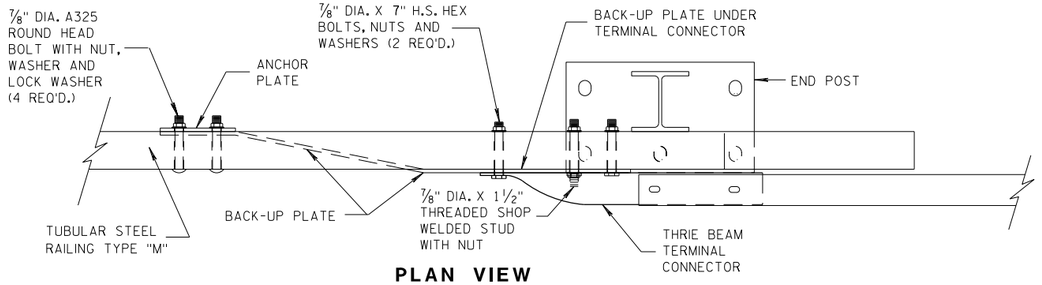


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

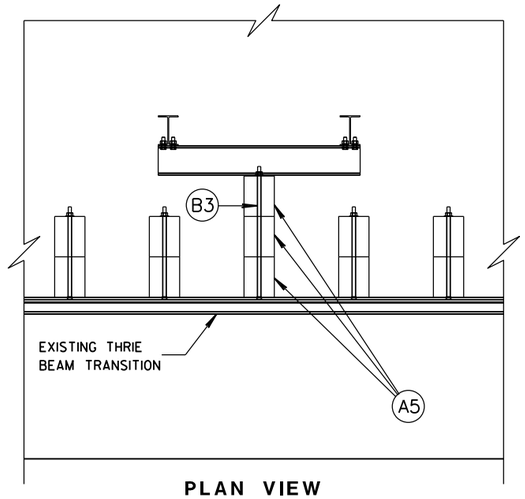
APPROVED
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/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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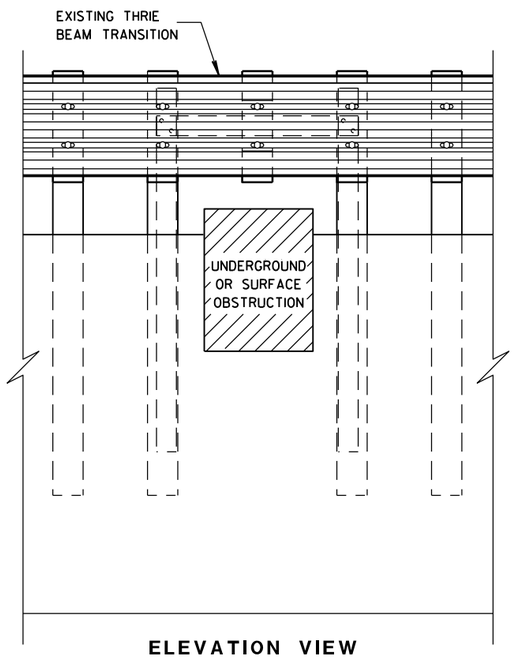
S.D.D. 14 B 45-5h

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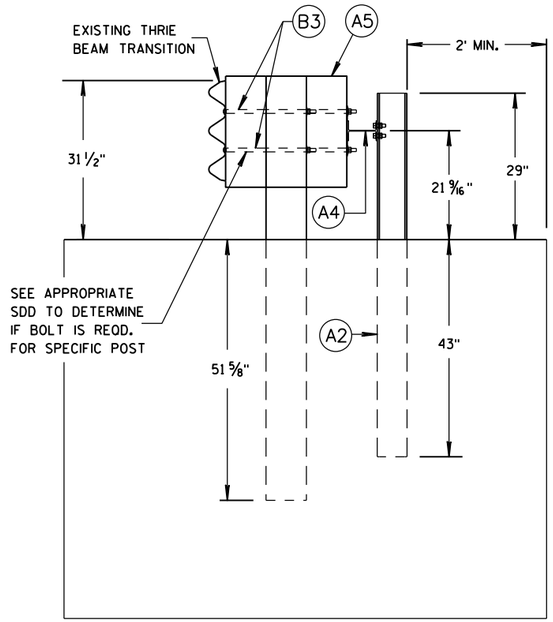
S.D.D. 14 B 45-5h



PLAN VIEW



ELEVATION VIEW



SIDE VIEW

72" MISSING POST CROSS-BEAM

GENERAL NOTES

ONLY ONE SUCH POST RETROFIT PER SYSTEM.

SEE SDD 14B20 FOR MORE INFORMATION ON THE THRIE BEAM TRANSITIONS.

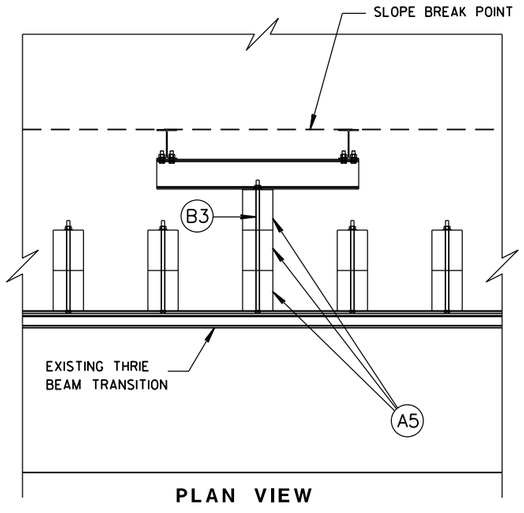
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½-INCHES AND 12-INCHES IN DIAMETER AROUND POST. SEE SDD 14B20 OR 14B45 FOR MORE DETAILS.

ONLY STEEL POST CAN BE USED.

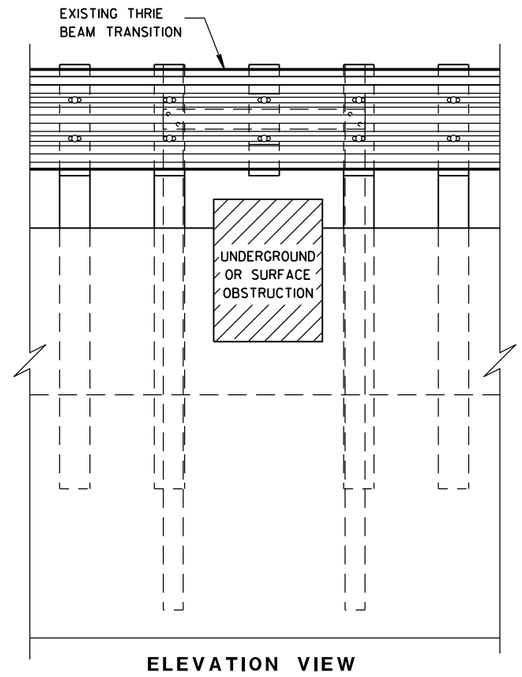
BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN ALL HARDWARE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH.

ONLY ONE WASHER AND ONE NUT CAN BE INSTALLED AT A CONNECTION. CUT THREADING OF BOLTS SO THAT NO MORE THAN ¼-INCH TO ½-INCH OF THREADING IS BEYOND THE NUT.

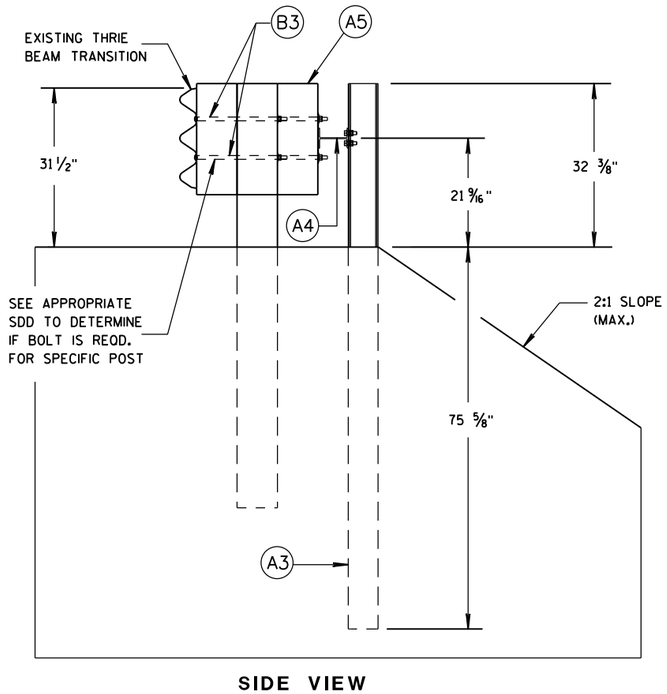
WHEN USING APPROACH RETROFIT POST BID ITEM, REVIEW SDD 14B20 INSTALL POST INFORMATION AND LOCATION, BLOCK AND HARDWARE.



PLAN VIEW



ELEVATION VIEW



SIDE VIEW

108" MISSING POST CROSS-BEAM

THRIE BEAM APPROACH
RETROFIT INSTALLATION
OF MISSING POST

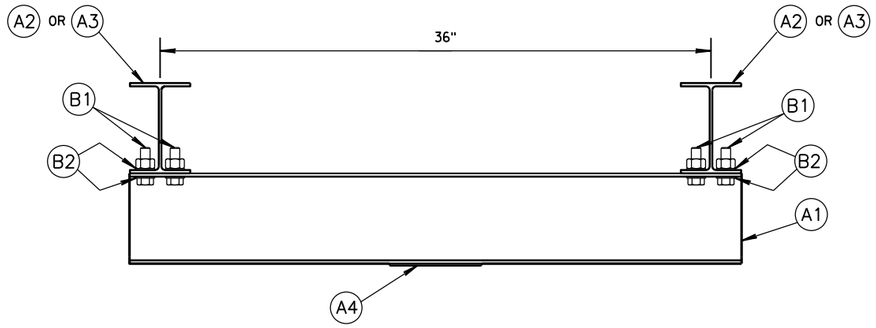
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

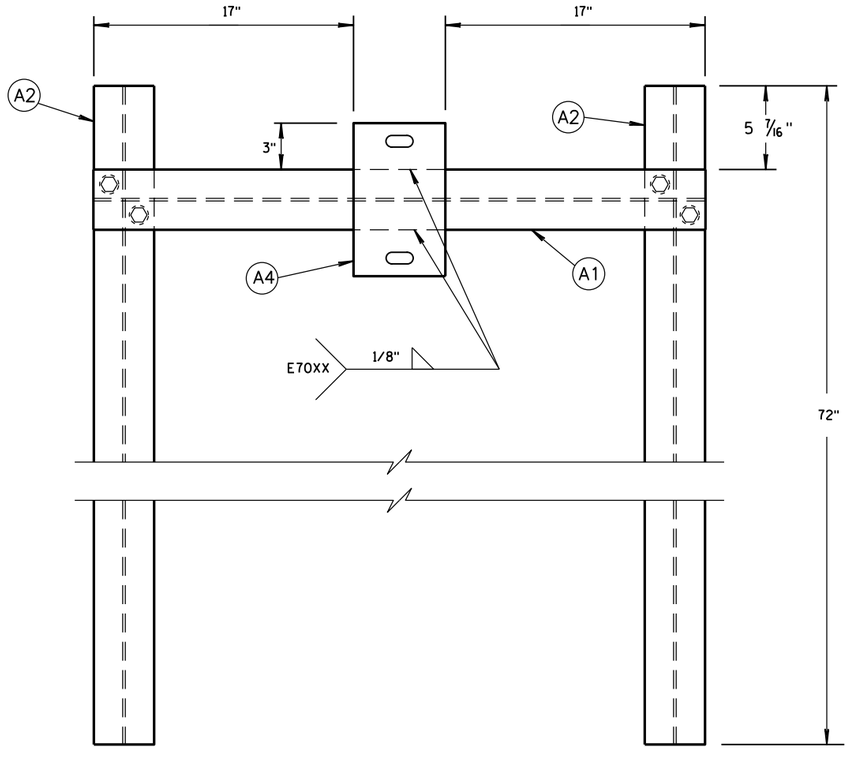
S.D.D. 14 B 50-1a

6

S.D.D. 14 B 50-1a

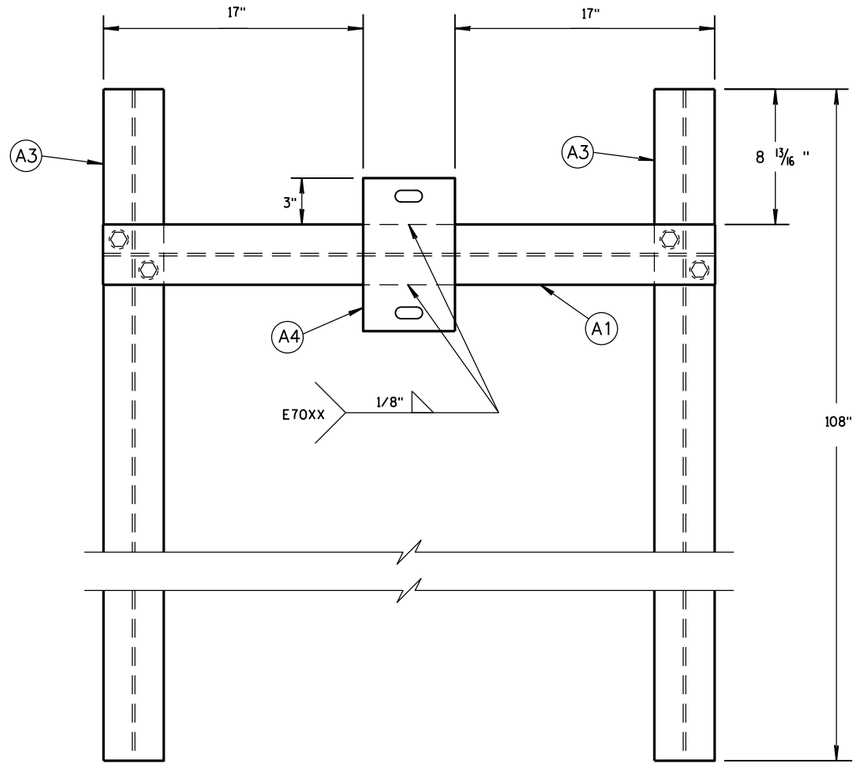


PLAN VIEW



ELEVATION VIEW

72" POST



ELEVATION VIEW

108" POST

MISSING POST CROSS-BEAM DETAIL

THRIE BEAM APPROACH
RETROFIT INSTALLATION
OF MISSING POST

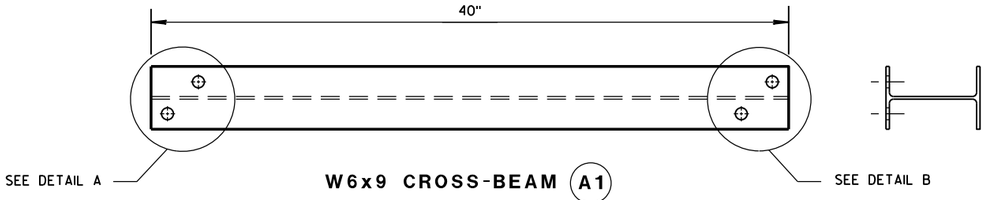
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 50-1b

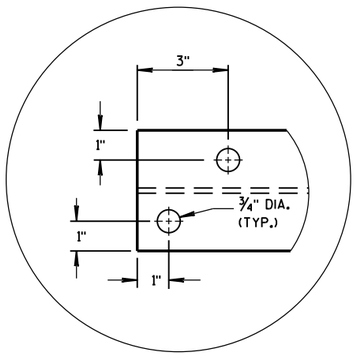
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S.D.D. 14 B 50-1b

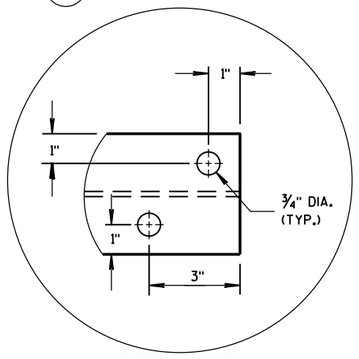


W6x9 CROSS-BEAM (A1)

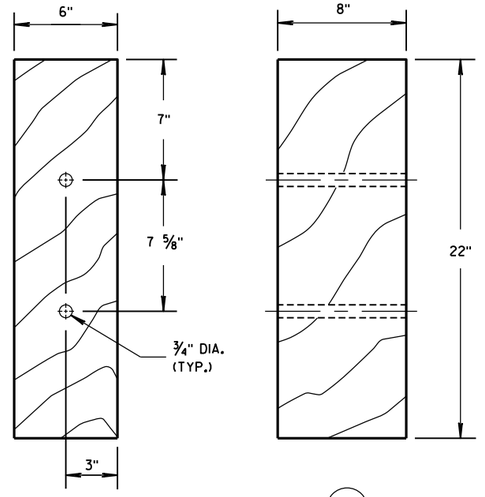
BILL OF MATERIALS			
ITEM NO.	QTY.	DESCRIPTION	MATERIAL SPECIFICATION
(A1)	1	40" LONG W6x9 CROSS-BEAM	ASTM A992 GR. 50 OR ASTM A36
(A2)	2	72" LONG W6x9 POST	ASTM A992 GR. 50 OR ASTM A36
(A3)	2	108" LONG W6x9 POST	ASTM A992 GR. 50 OR ASTM A36
(A4)	1	6" x 10" x 1/8" BACKUP PLATE	ASTM A992 GR. 50 OR ASTM A36
(A5)	3	6" x 8" x 22" BLOCKOUT	
(B1)	4	5/8" DIA. - HEX HEAD BOLT	BOLT: HEAVY HEX HEAD ASTM A307 OR SAE J429 GRADE 2 NUT: HEAVY HEX HEAD ASTM A563 A
(B2)	8	5/8" DIA. NARROW FLAT WASHER	ASTM F436
(B3)	2	LONG, 5/8" DIA. - POST BOLT AND NUT	BOLT: SAE J429 GRADE 2 OR ASTM A307 GRADE C OR ASTM F1554 GRADE 36 NUT: 5/8" DIA. ASTM A563 A DOUBLE RECESSED (DR) HEAVY HEX HEAD
(B4)	2	5/8" DIA. PLAIN ROUND WASHER	ASTM F844



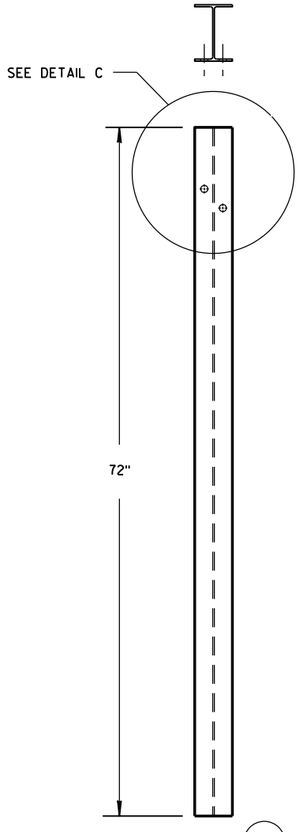
DETAIL A



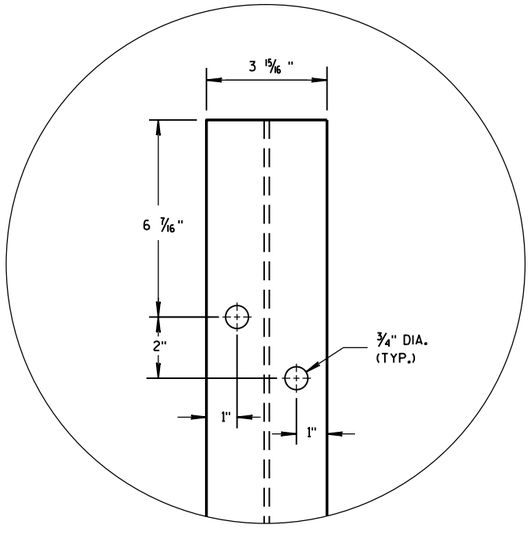
DETAIL B



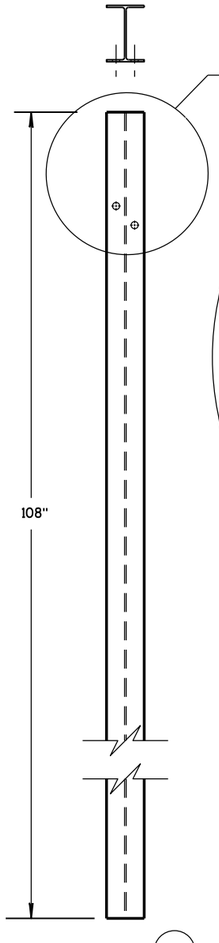
BLOCKOUT (A5)



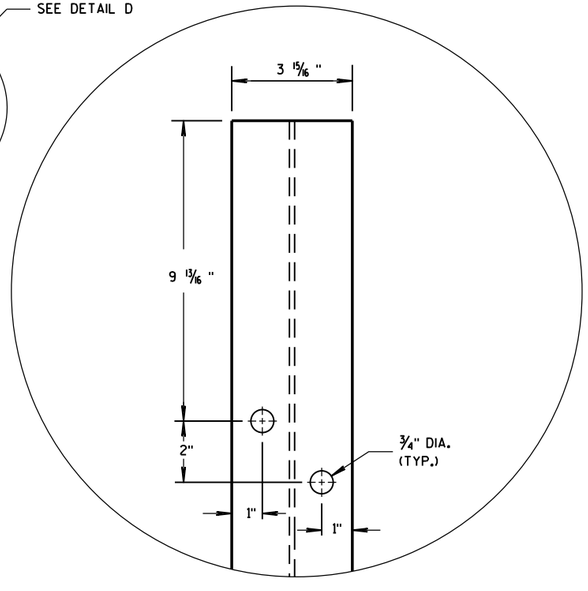
W6x9 POST (A2)



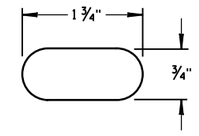
DETAIL C



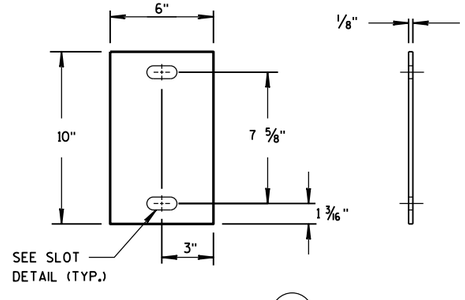
W6x9 POST (A3)



DETAIL D



SLOT DETAIL



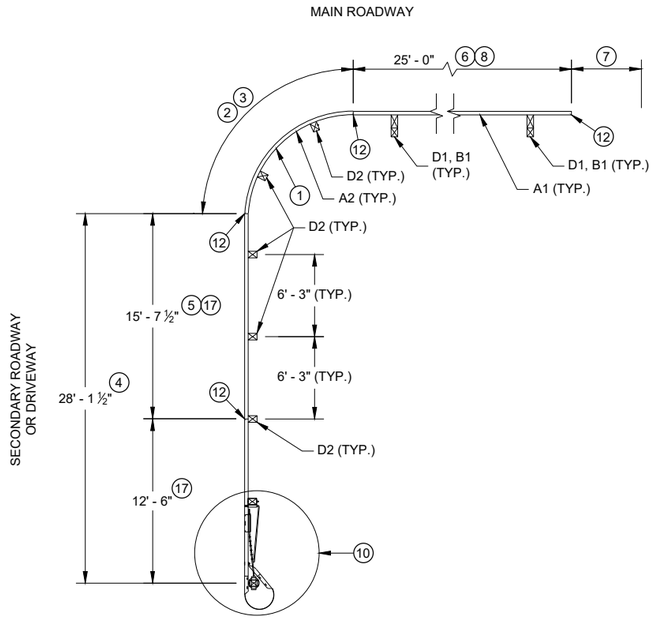
BLACKUP PLATE (A4)

THRIE BEAM APPROACH RETROFIT INSTALLATION OF MISSING POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

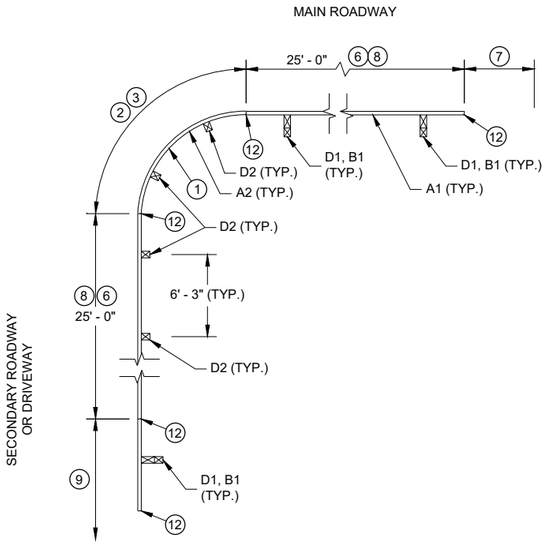
APPROVED
June 2014
DATE
/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER
FHWA

6
S.D.D. 14 B 50-1c



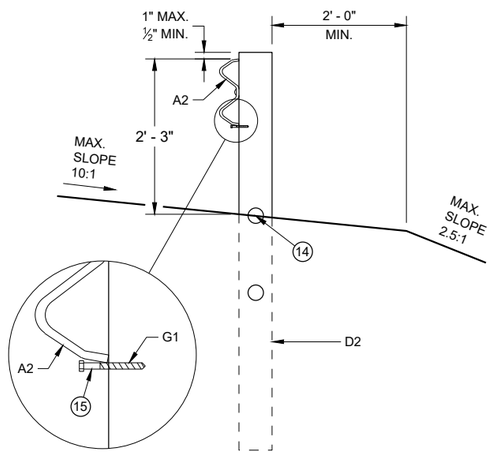
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

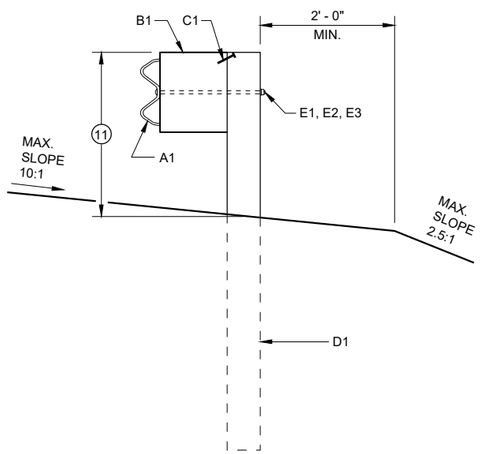


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



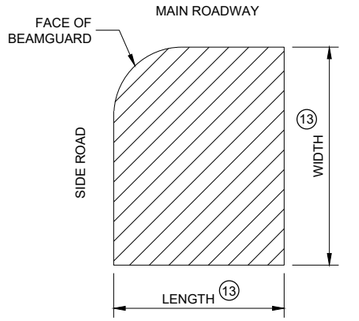
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



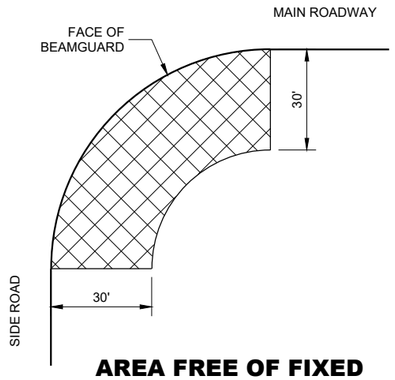
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

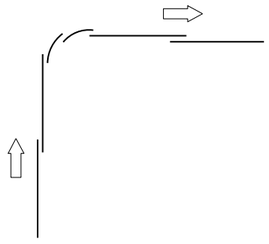
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

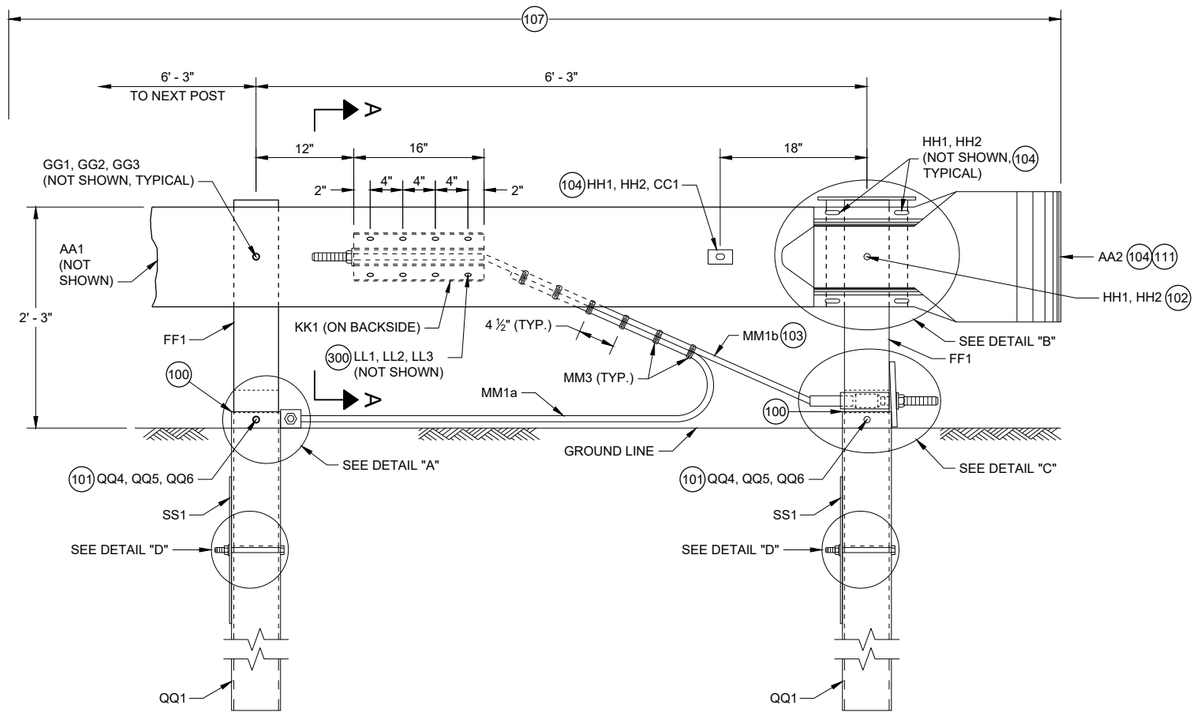
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02a

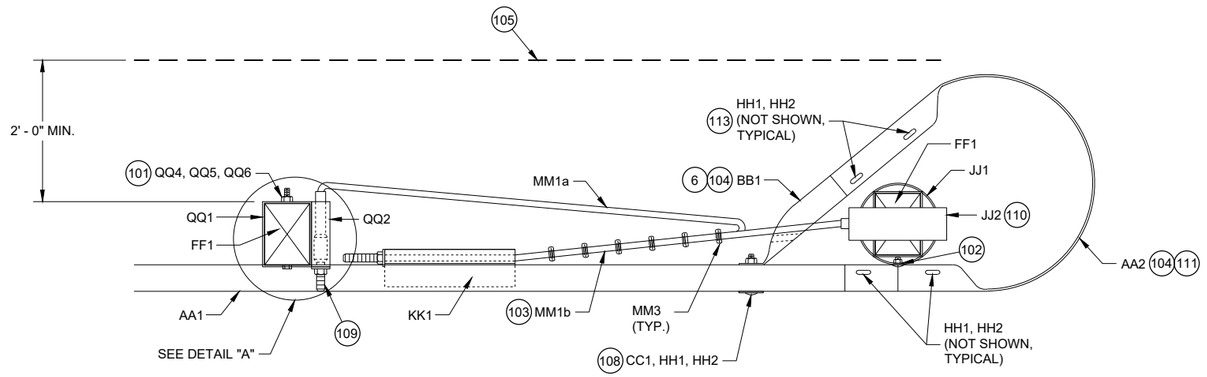
6

SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

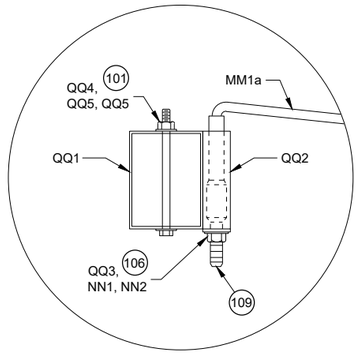
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

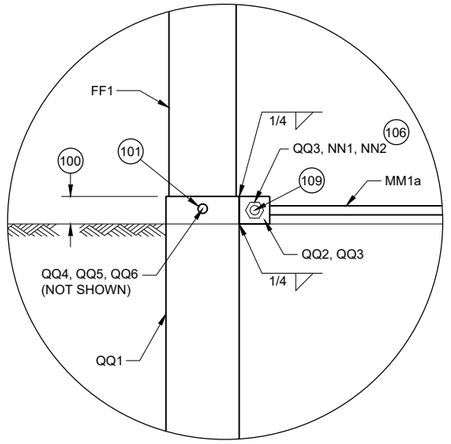
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

SDD 14B53 - 02b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

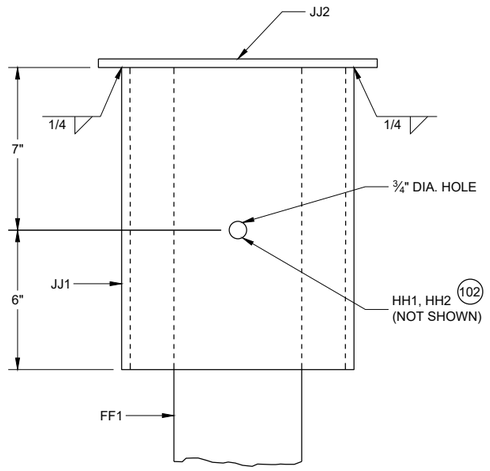
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02b

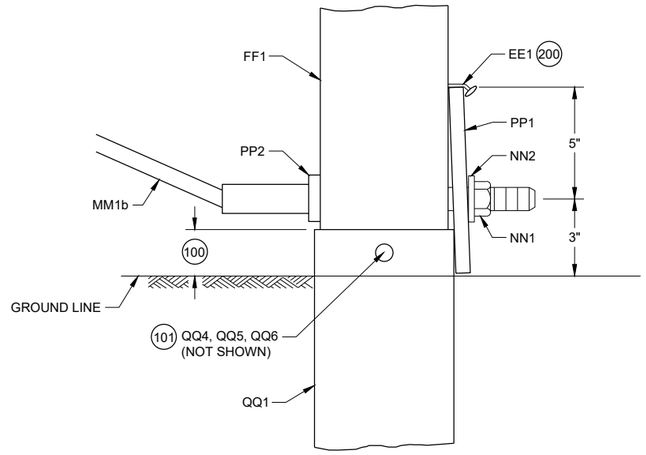
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



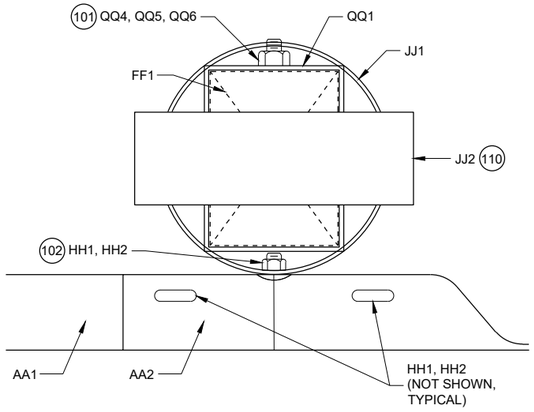
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



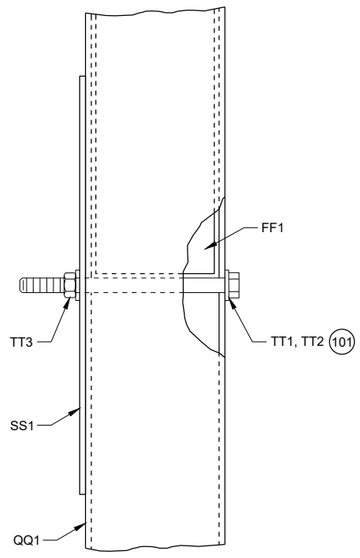
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

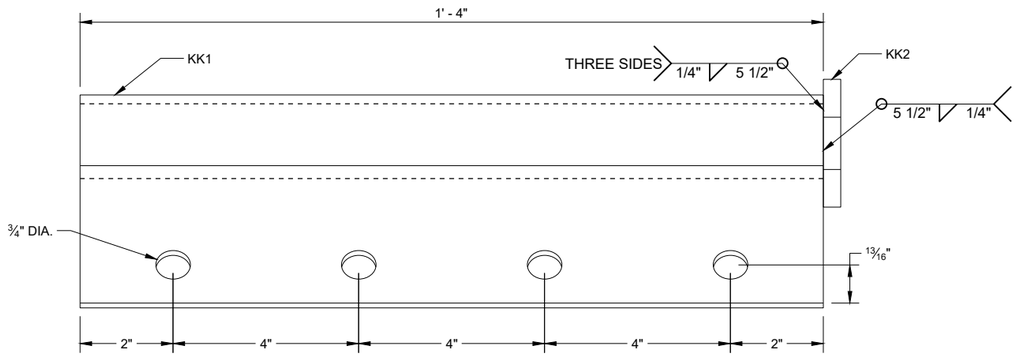
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

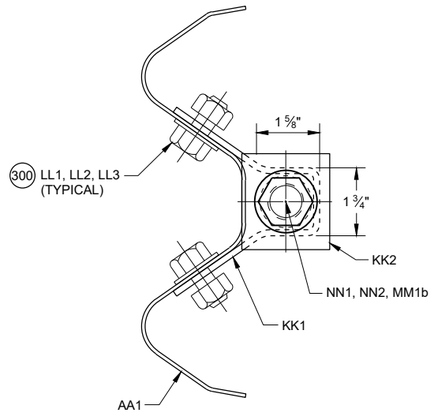
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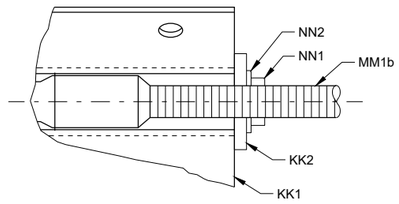
SDD 14B53 - 02c

GENERAL NOTES

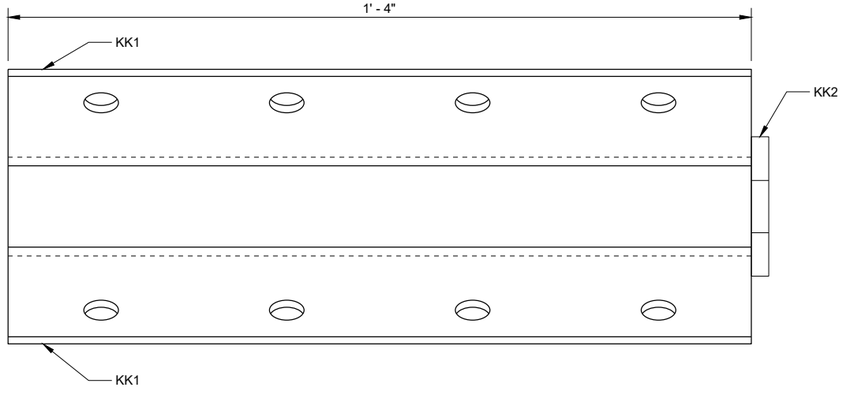
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

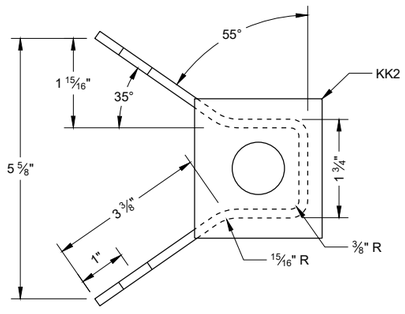




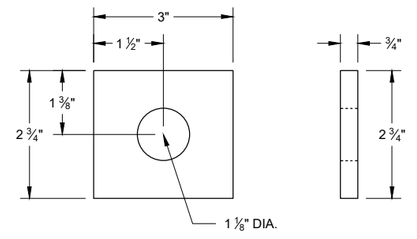


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

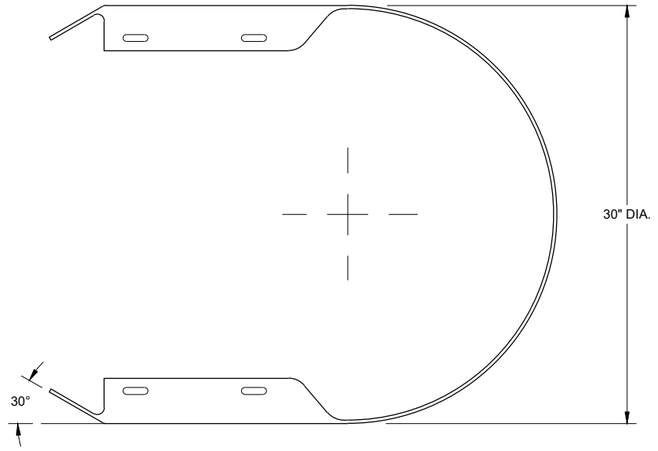
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SDD 14B53 - 02d

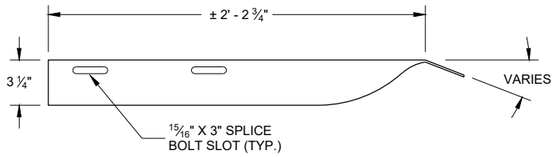
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

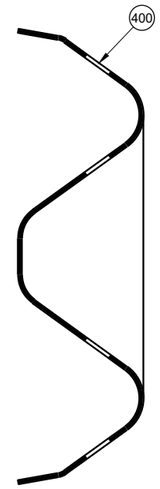
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



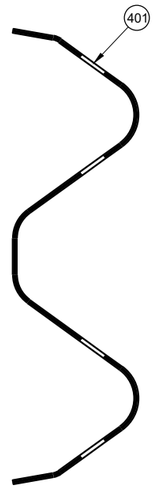
TOP VIEW



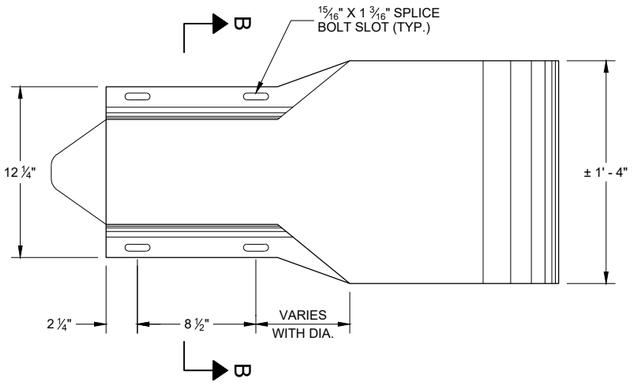
TOP VIEW



SECTION B -B

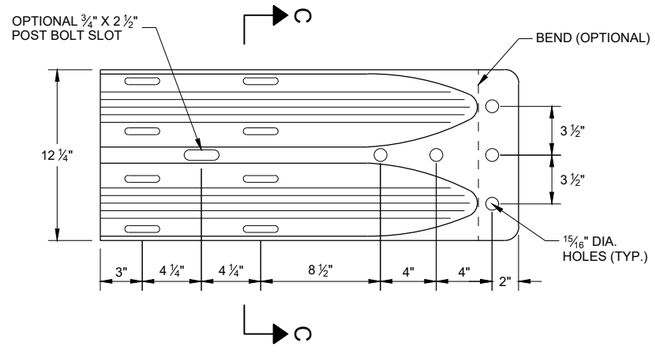


SECTION C -C



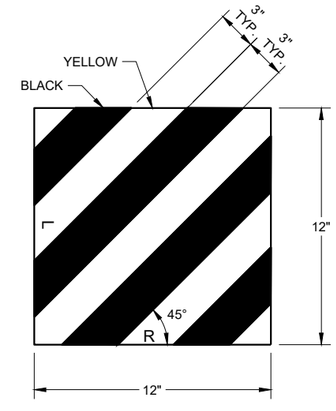
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)

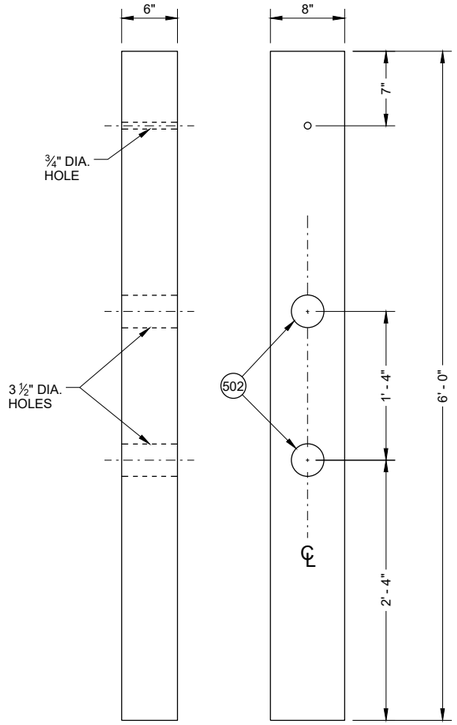


REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

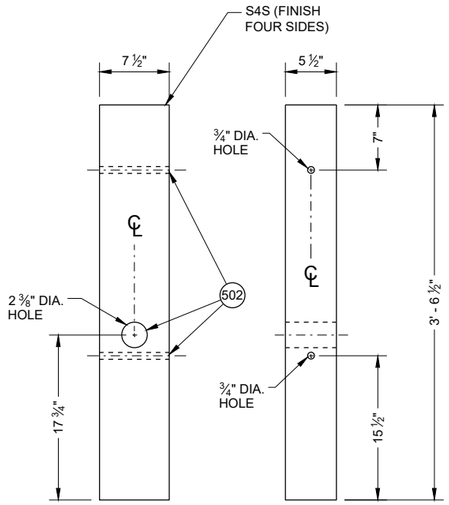
SDD 14B53 - 02e

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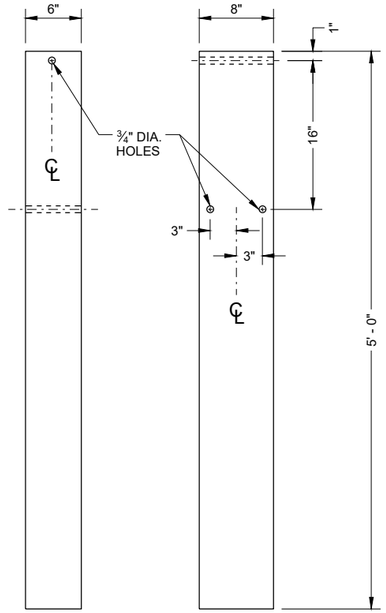
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

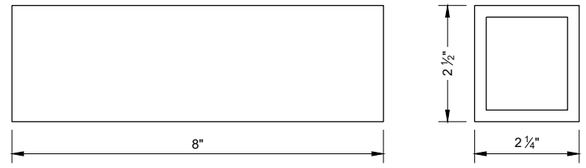
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

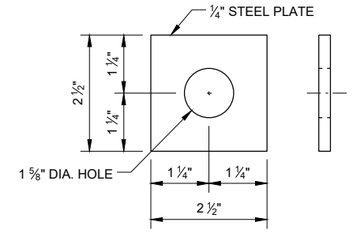
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

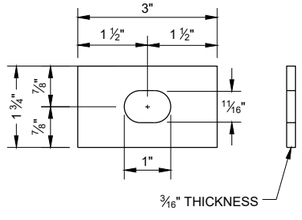
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



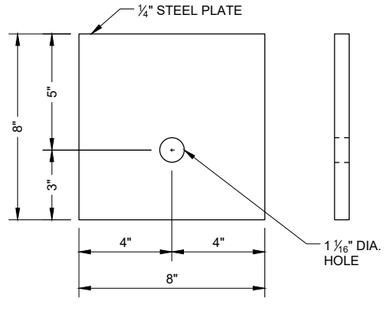
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



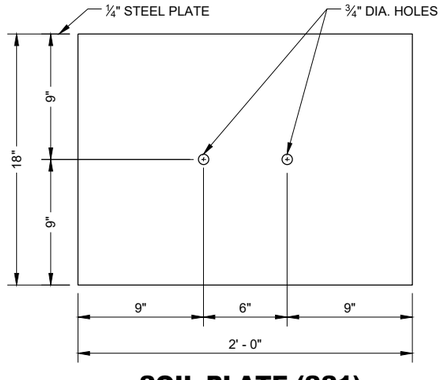
ANCHOR CABLE TUBE END PLATE (QQ3)



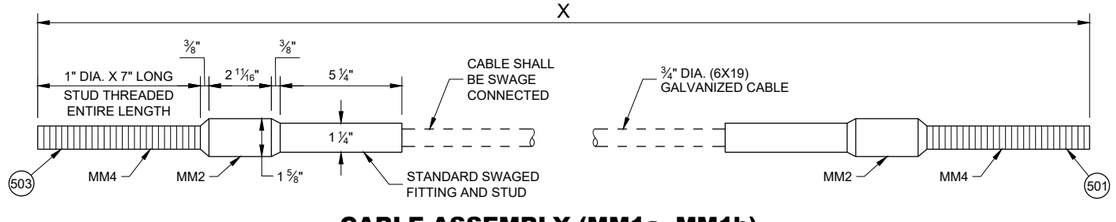
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 02h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

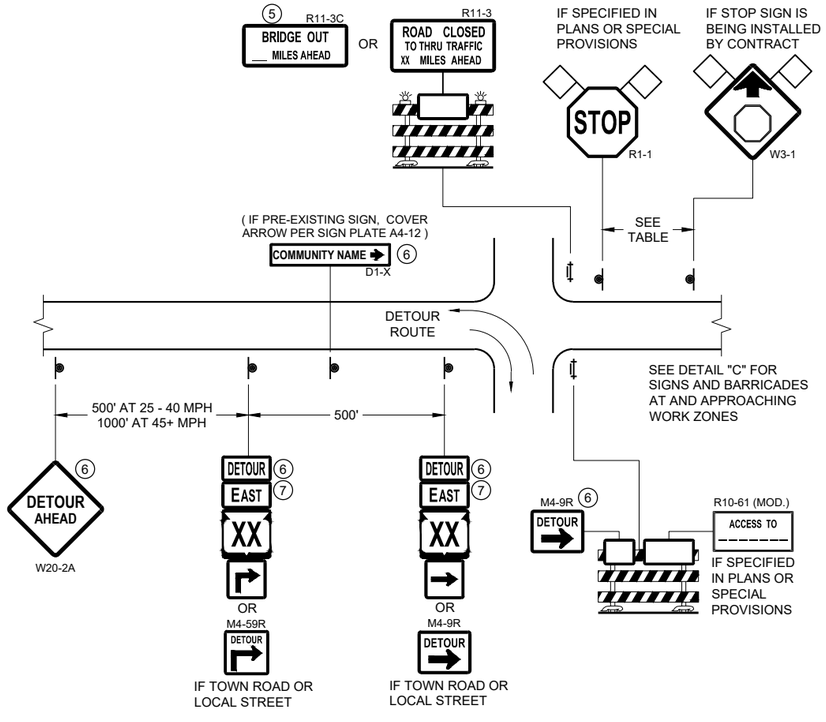
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

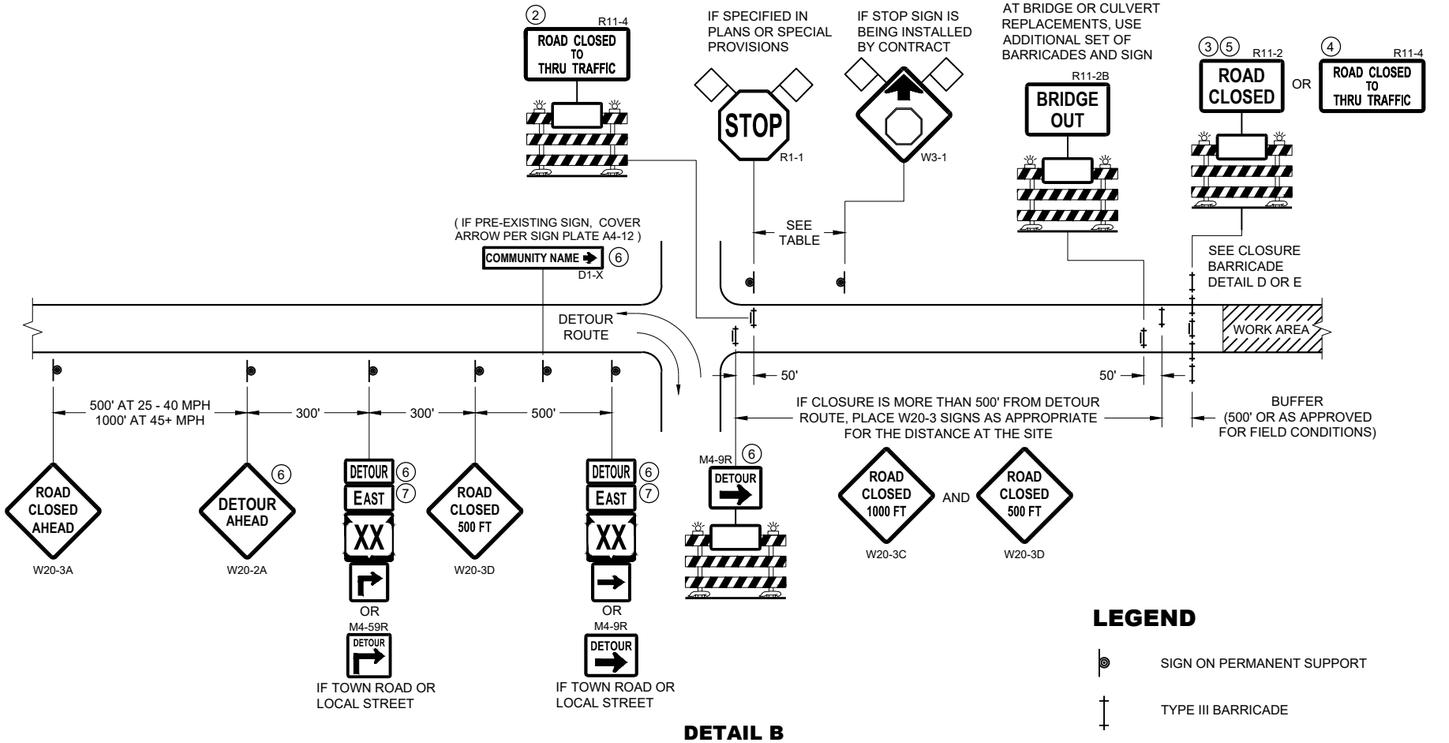
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SDD 14B53 - 02i



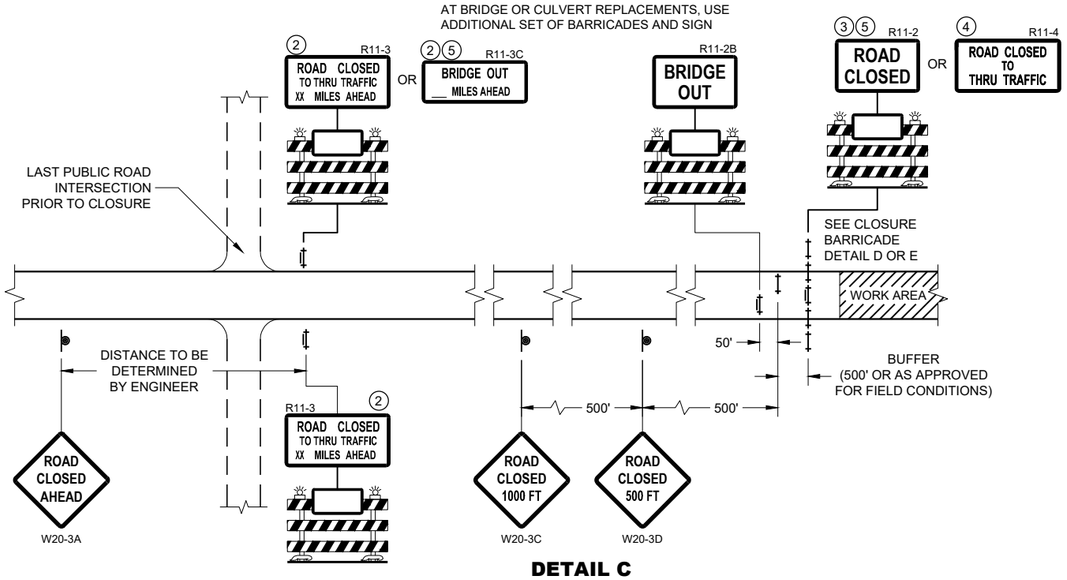
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

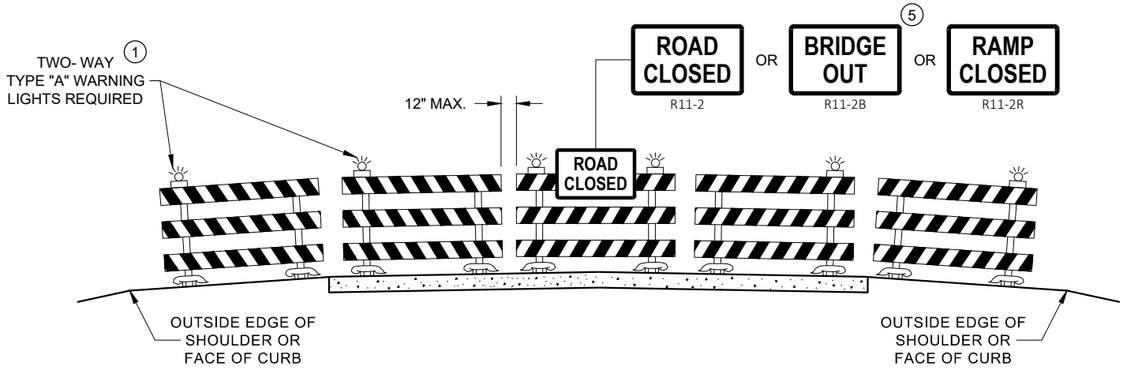
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

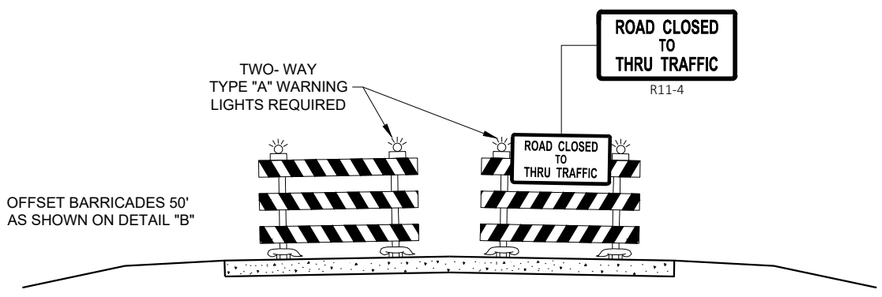
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SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 08b

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

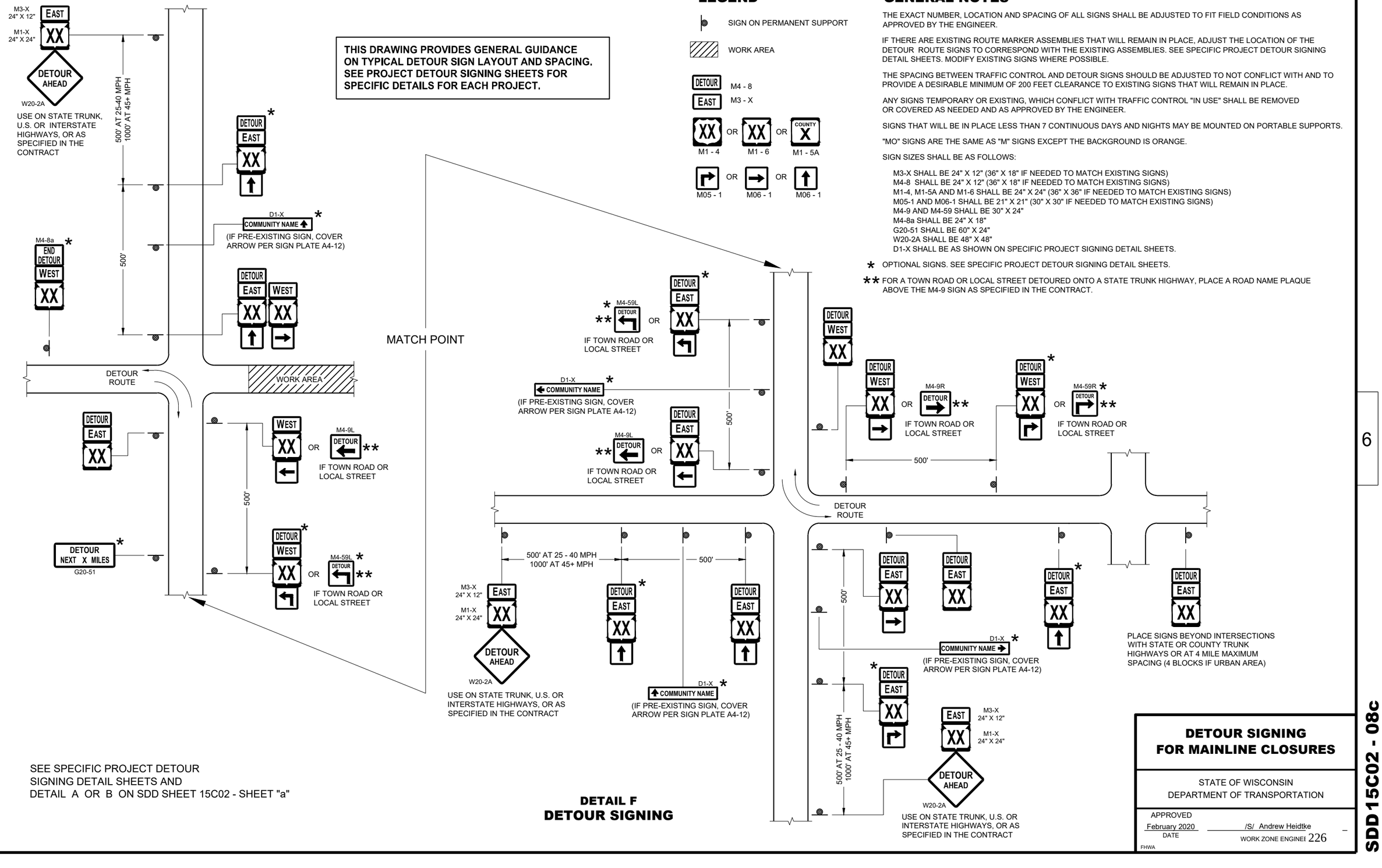
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

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

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

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



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

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

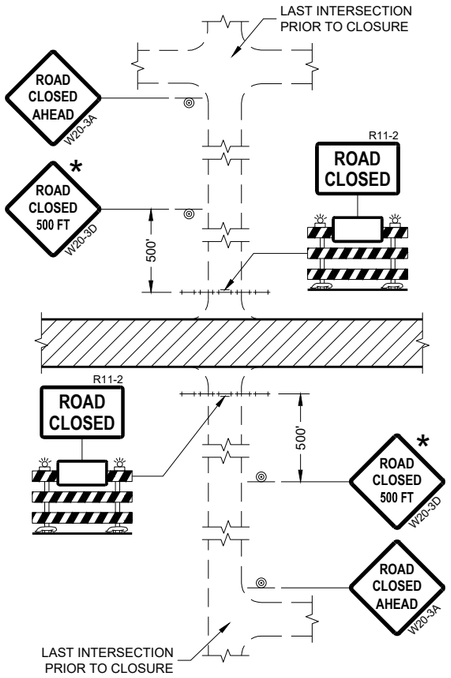
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

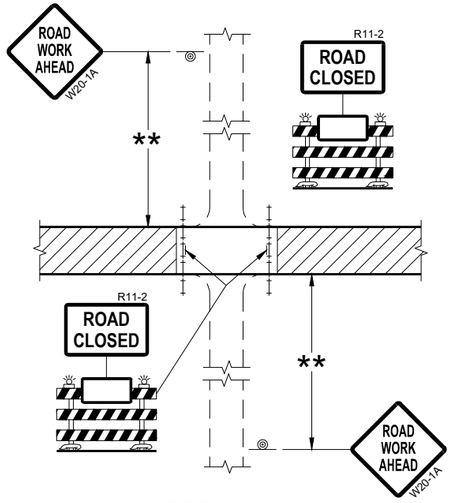
SDD 15C02 - 08c

SDD 15C02 - 08c

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DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

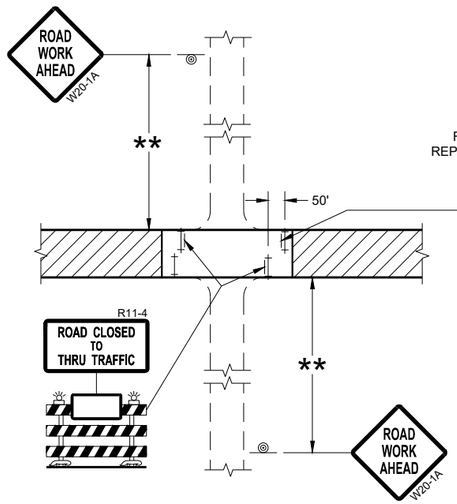
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

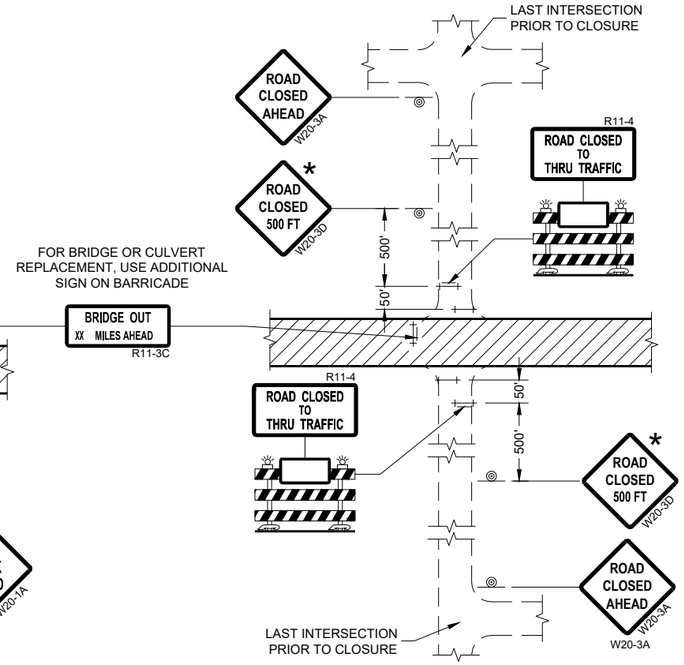
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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.

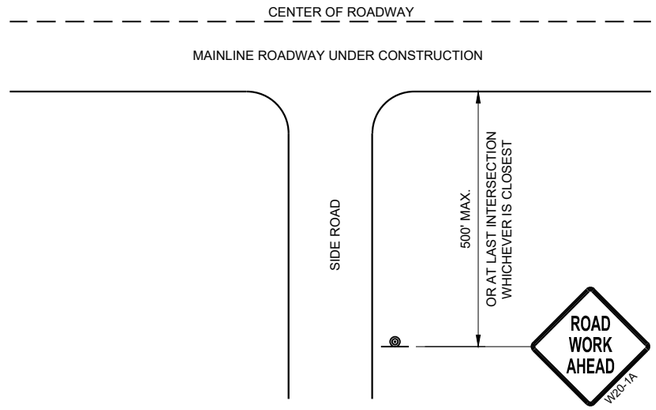
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



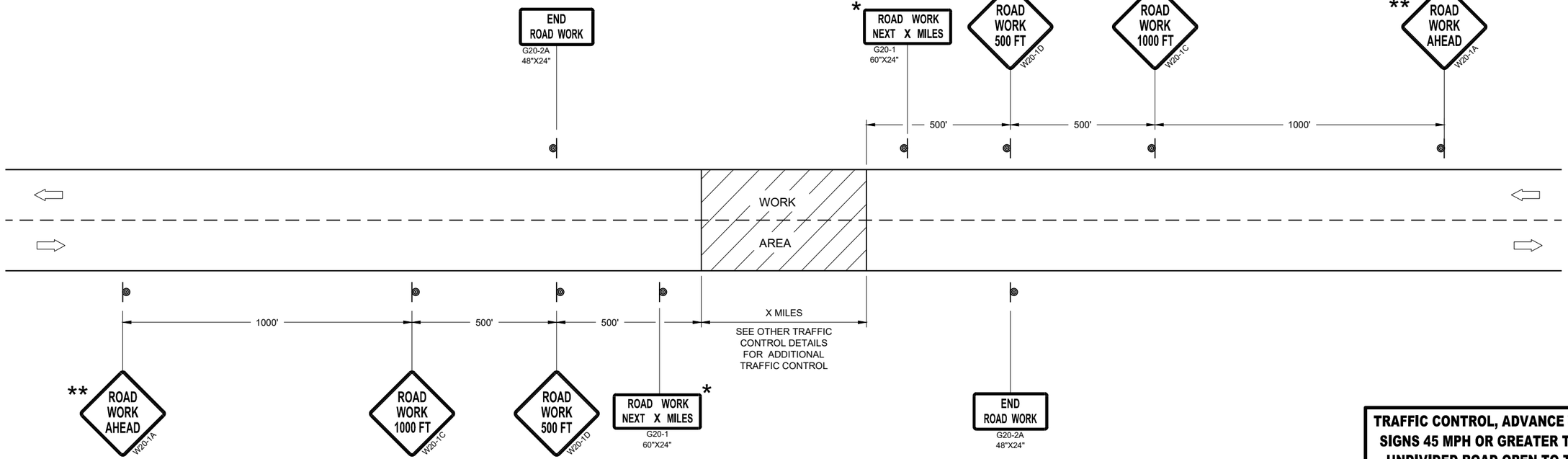
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

6

SDD 15C04 - 05

GENERAL NOTES

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

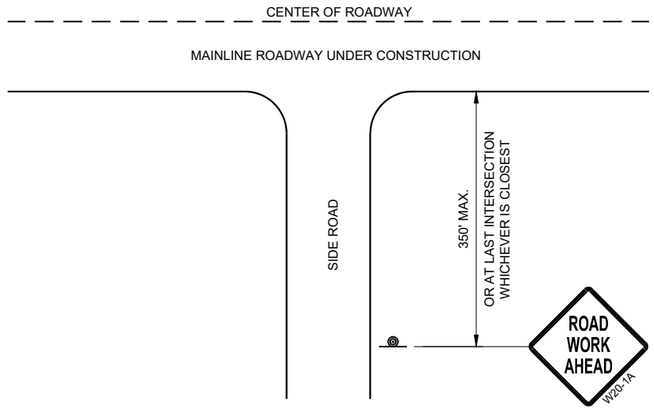
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

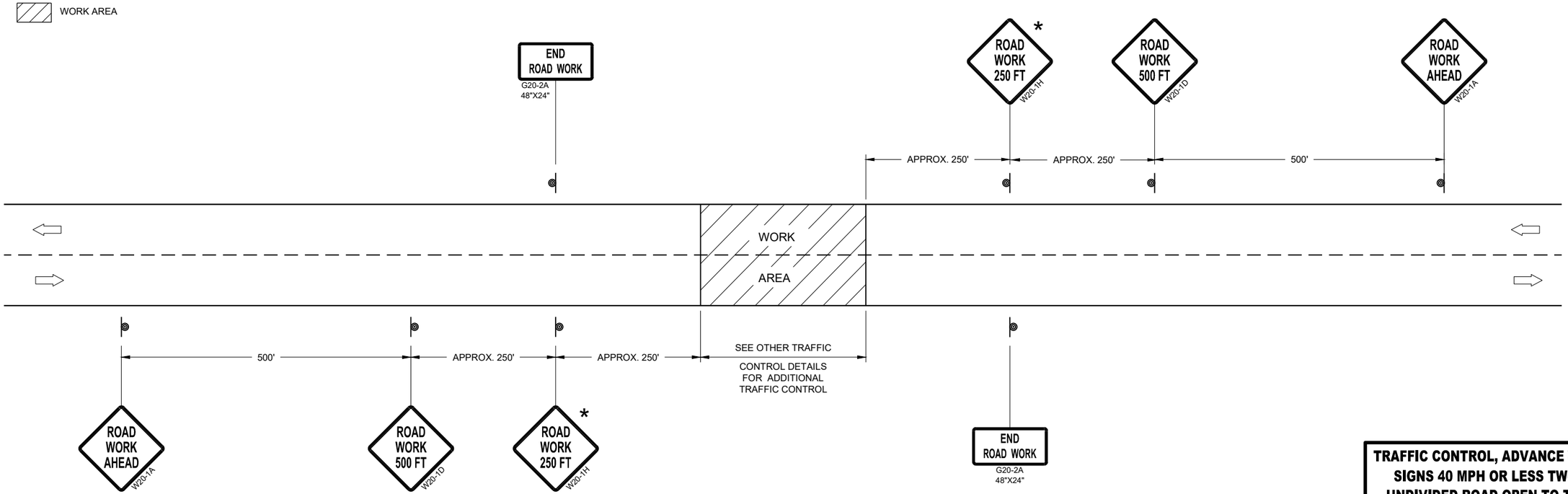
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05

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

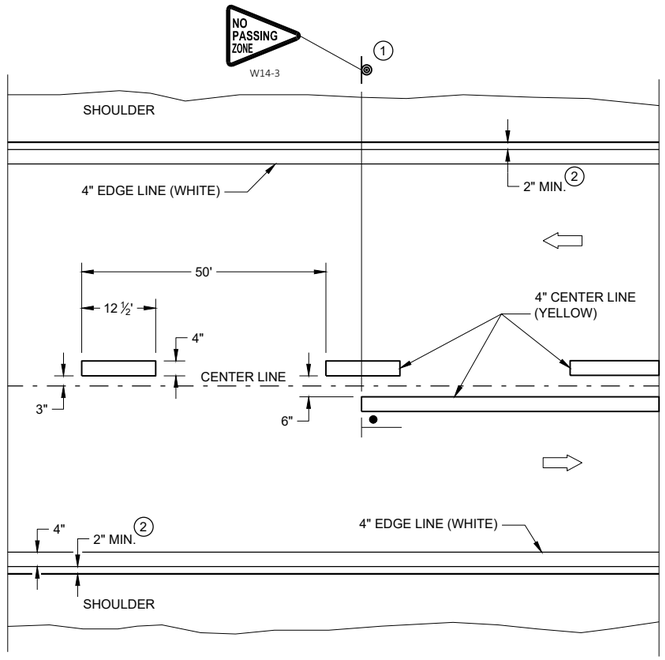
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

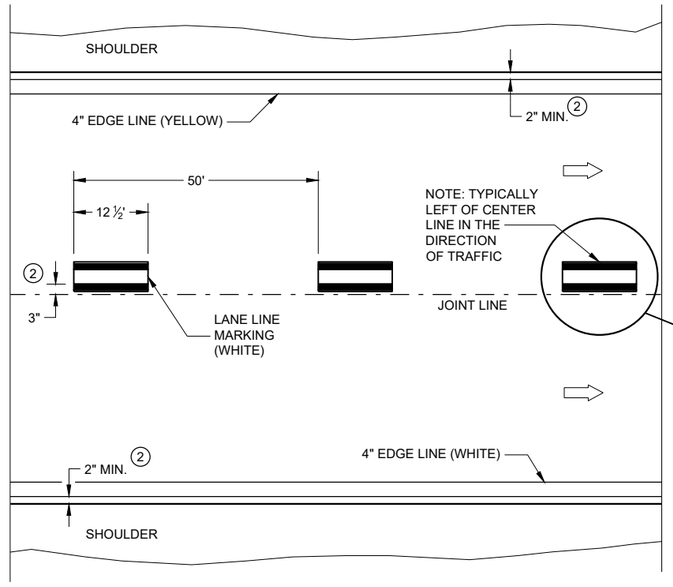
"T" MARKING

SIGN ON PERMANENT SUPPORT

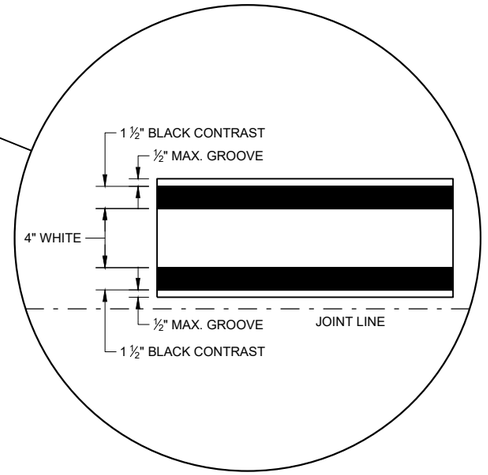
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

SDD 15C08 - 21a

SDD 15C08 - 21a

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

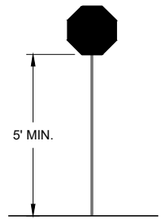
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

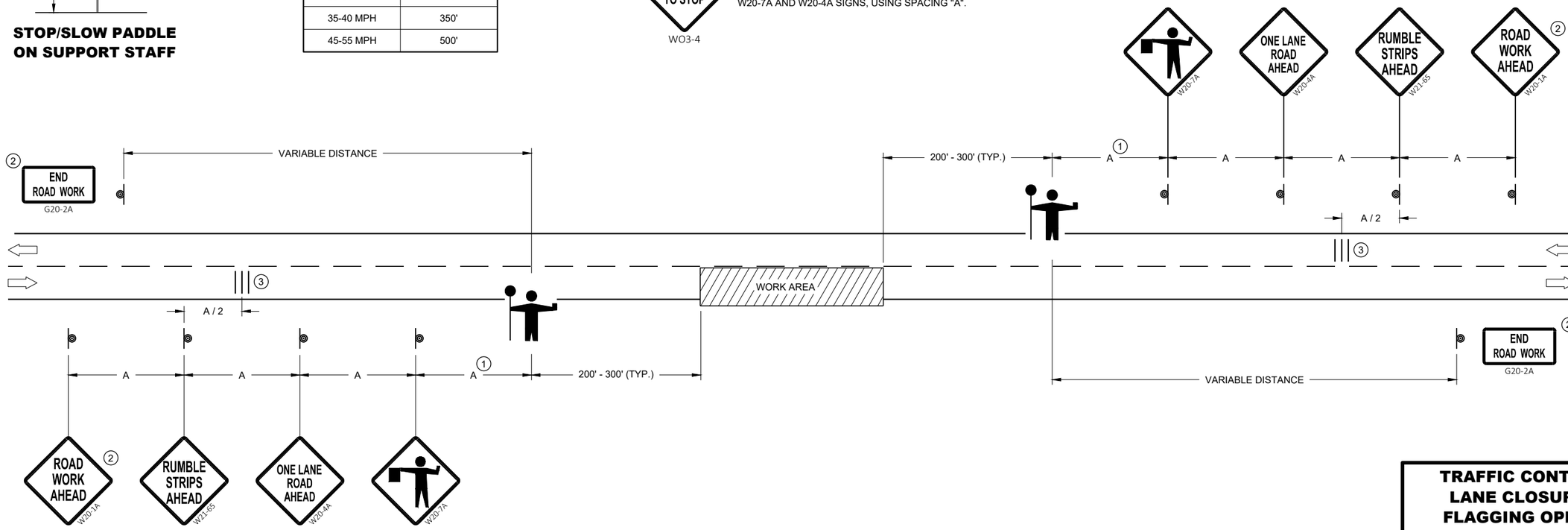
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

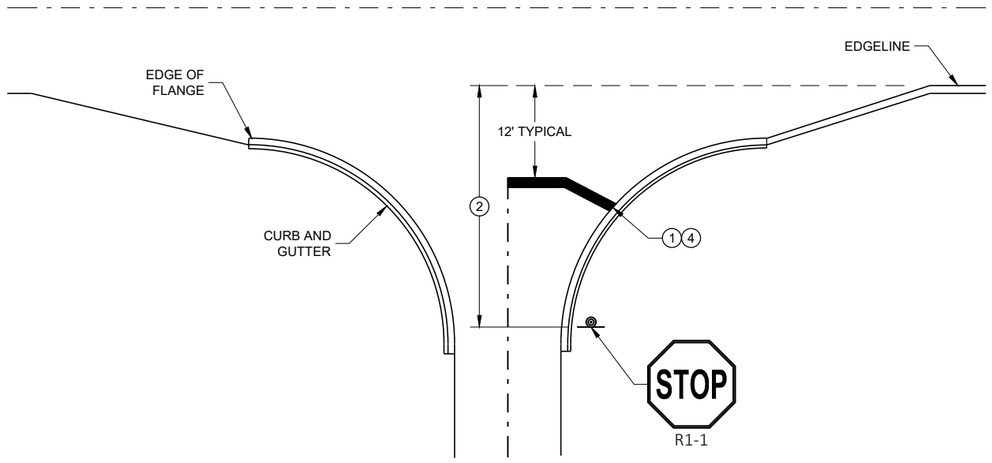
SDD 15C12 - 09a

SDD 15C12 - 09a

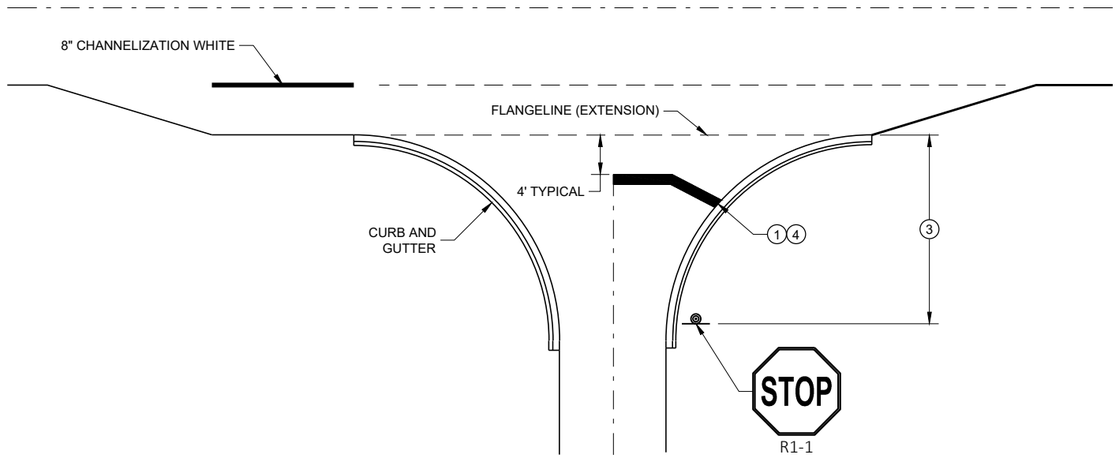
GENERAL NOTES

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

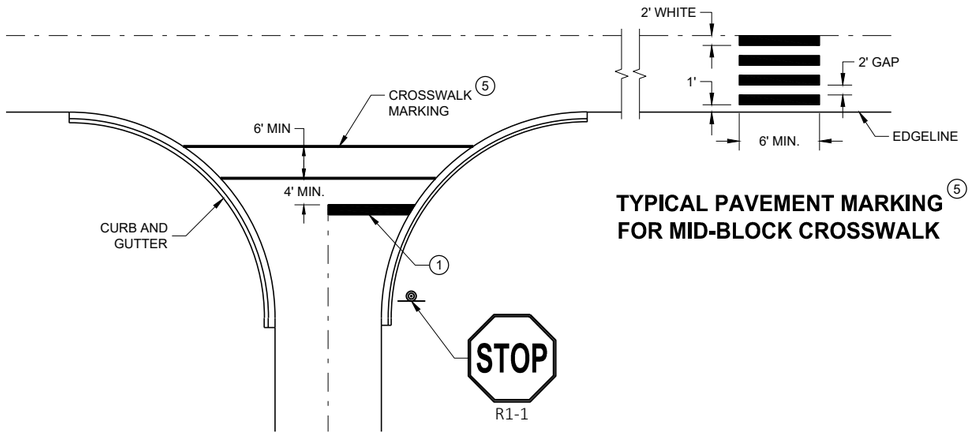
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

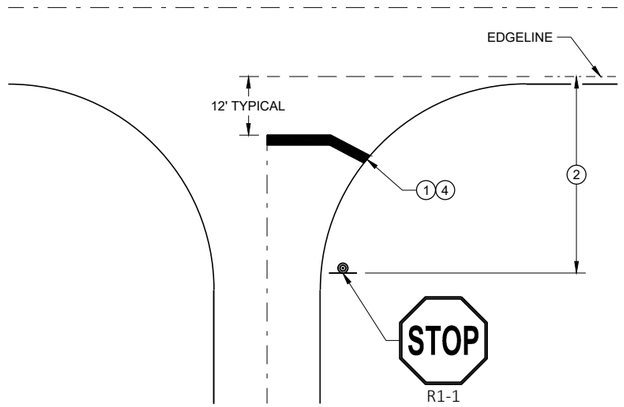


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

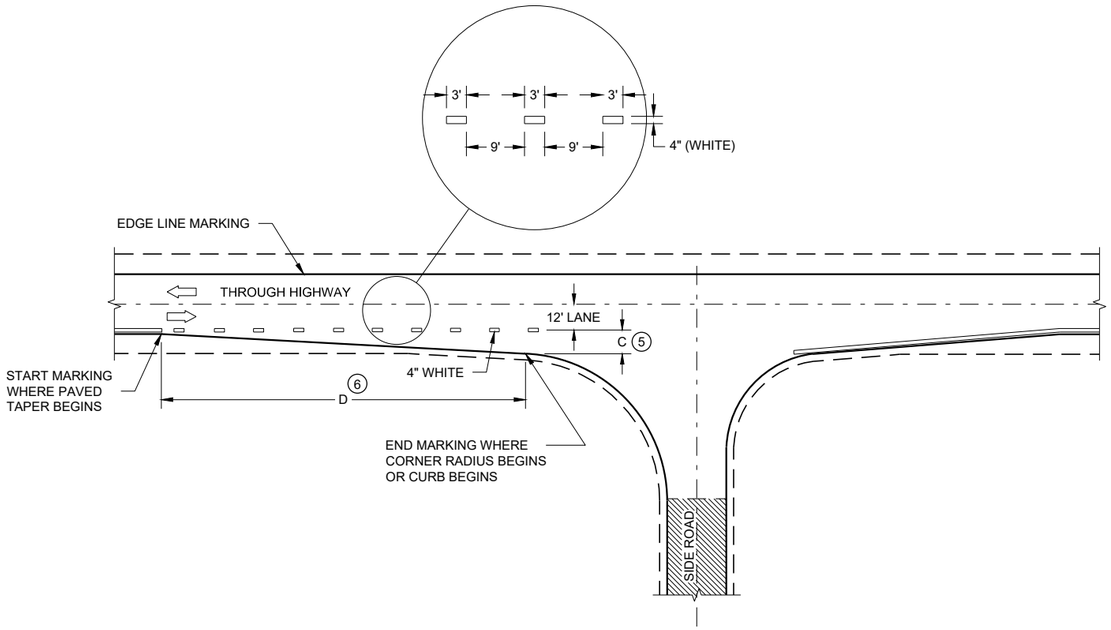
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C33 - 04



MINOR INTERSECTION

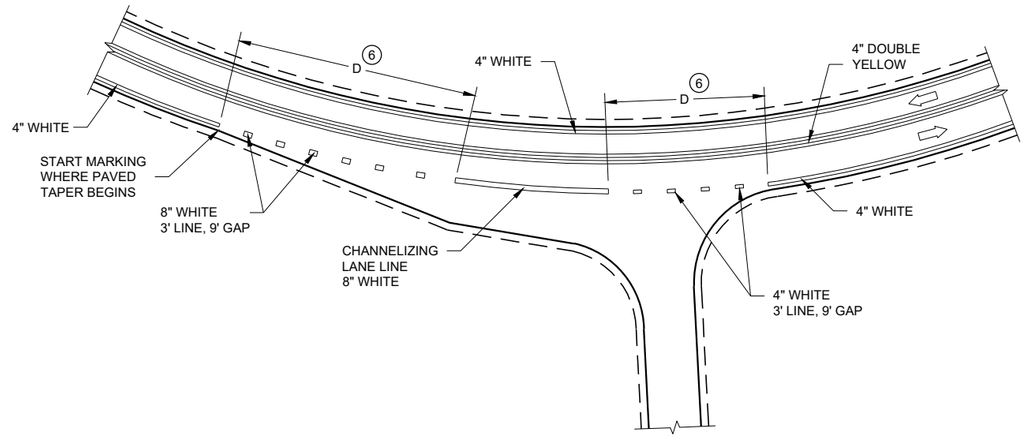
GENERAL NOTES

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

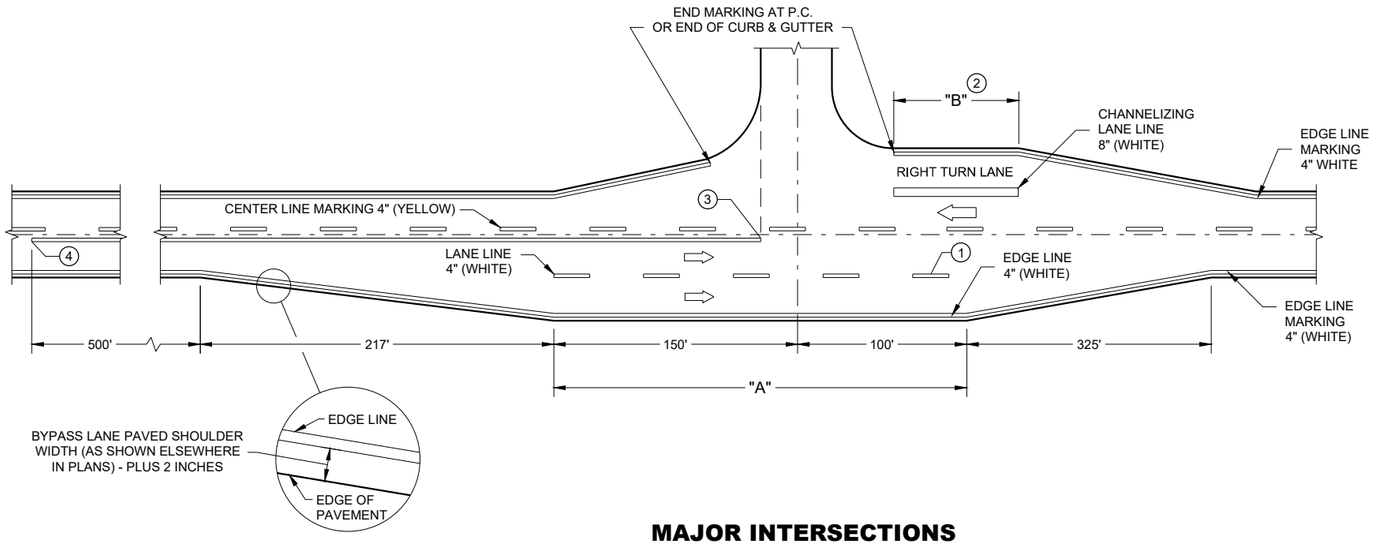
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

GENERAL NOTES

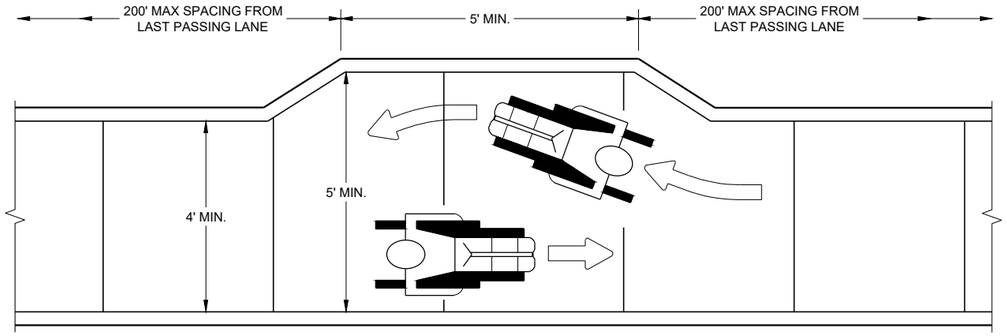
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

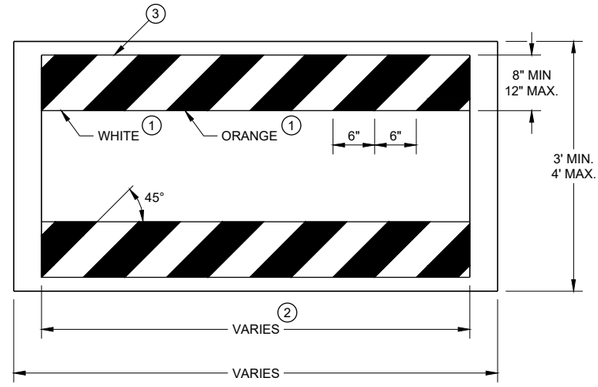
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

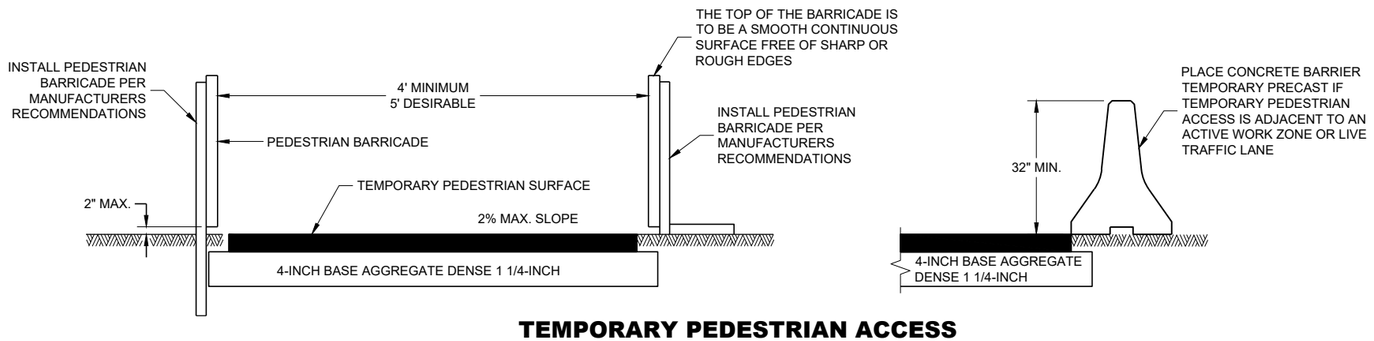
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

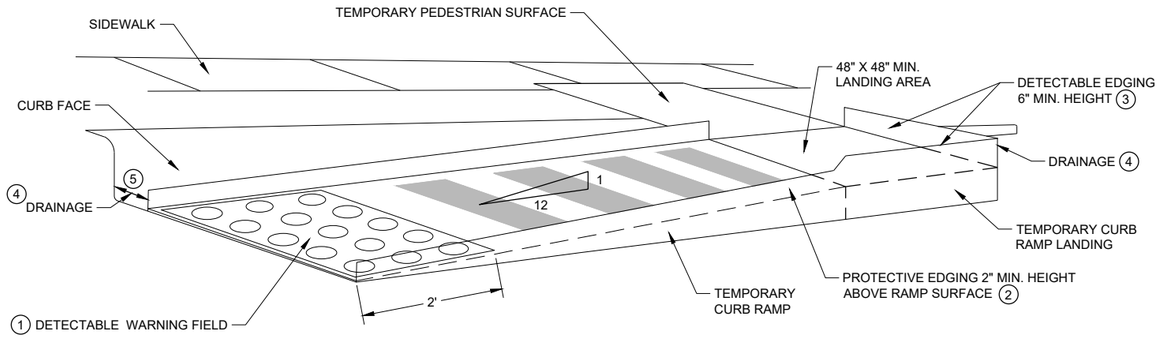
6

6

SDD 15D30 - 07a

SDD 15D30 - 07a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

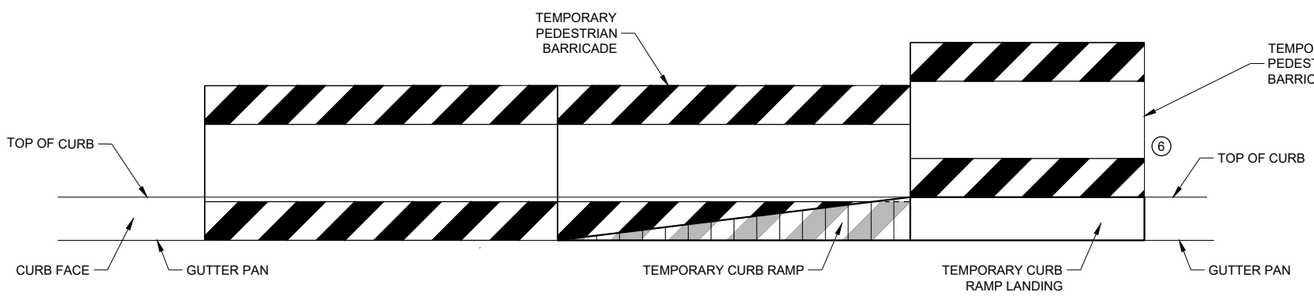
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

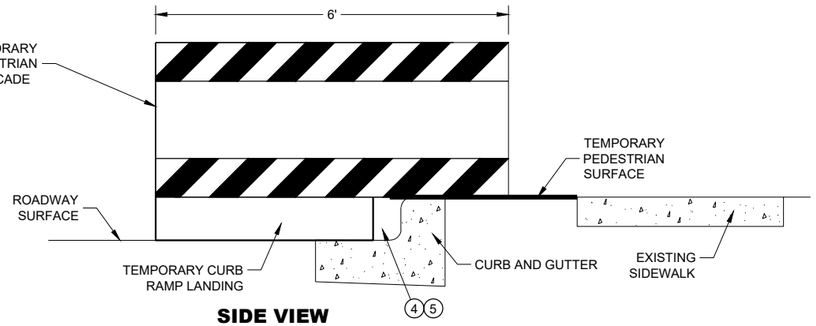
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

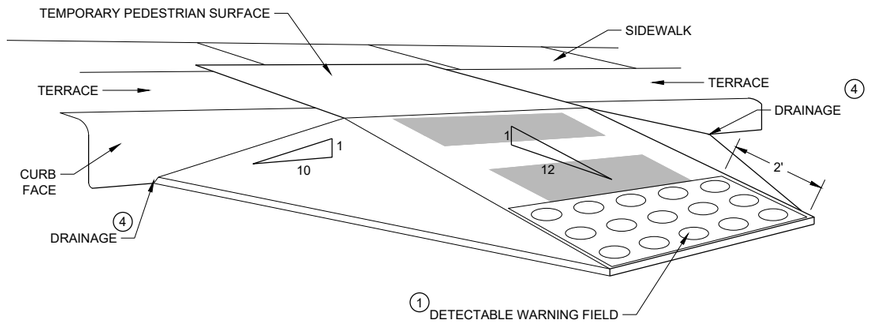
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

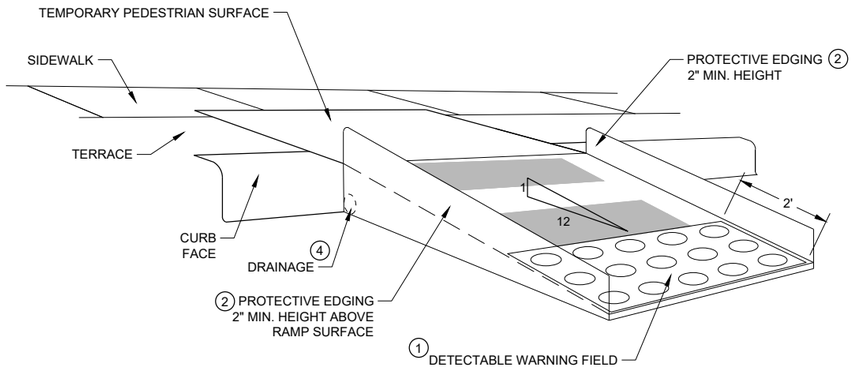
SDD 15D30 - 07b

6

SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

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

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

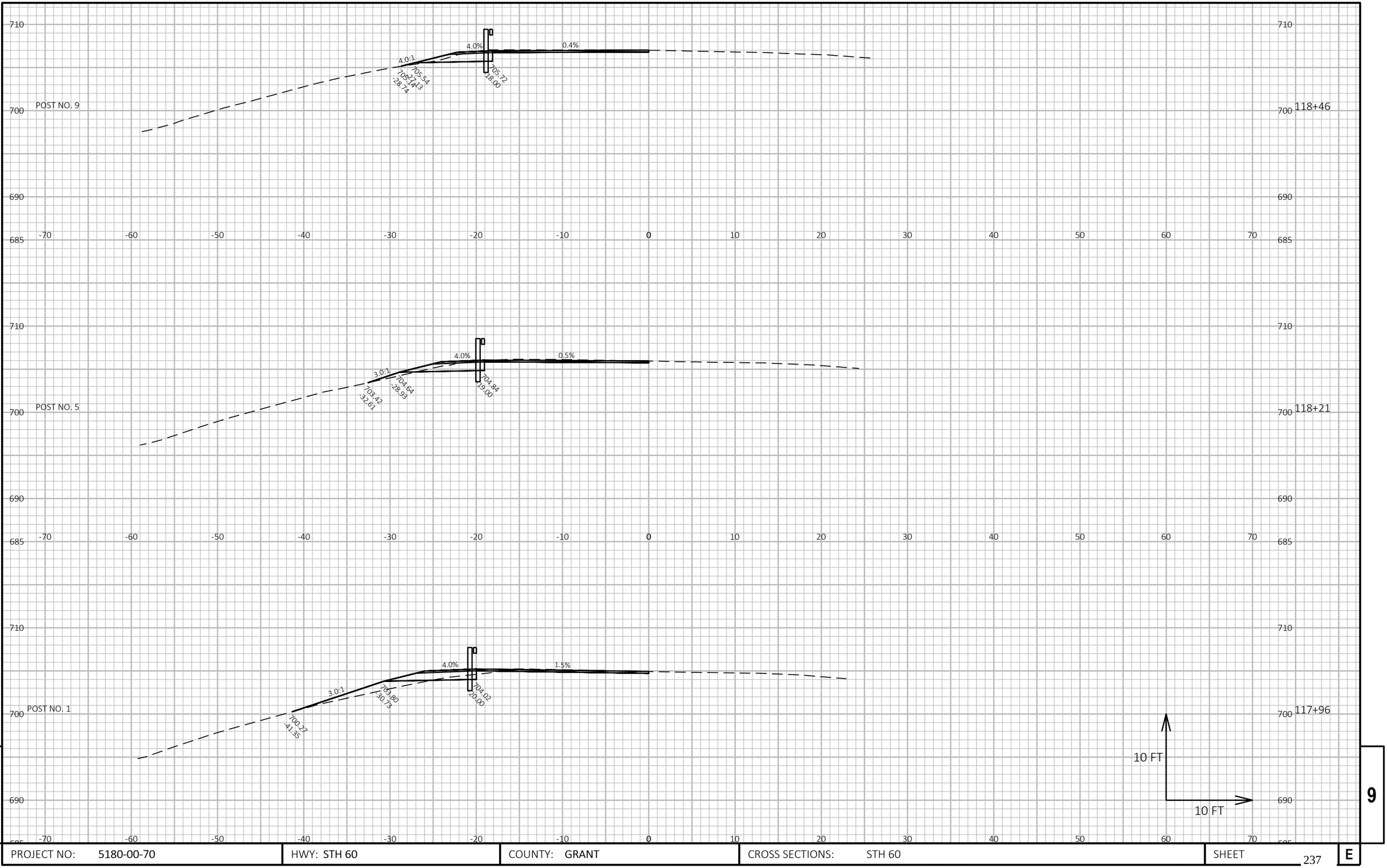
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 07c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



9

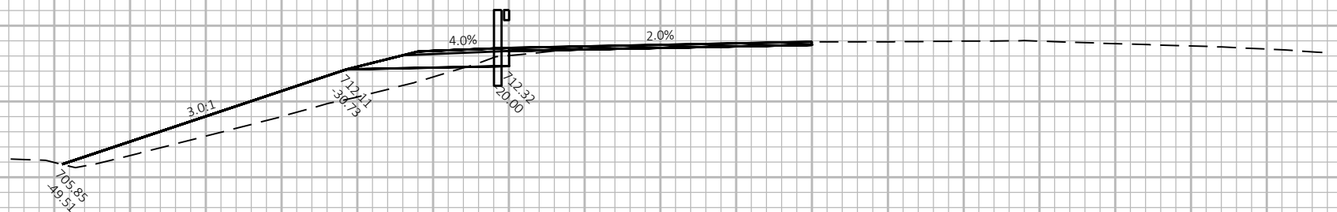
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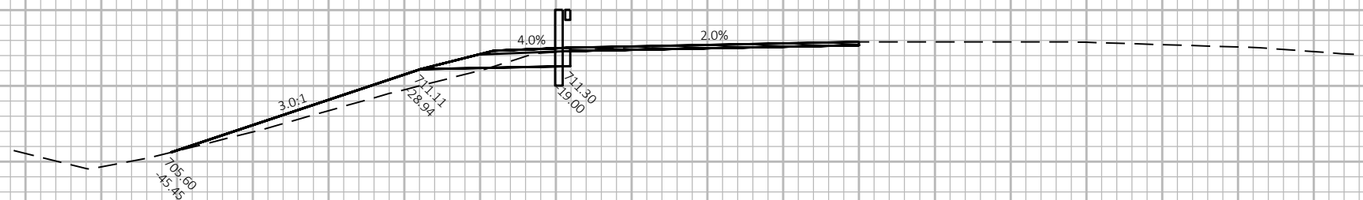
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 237	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 1

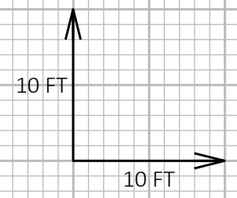
PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









720 710 700 695 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

120+12

119+87

119+62

9

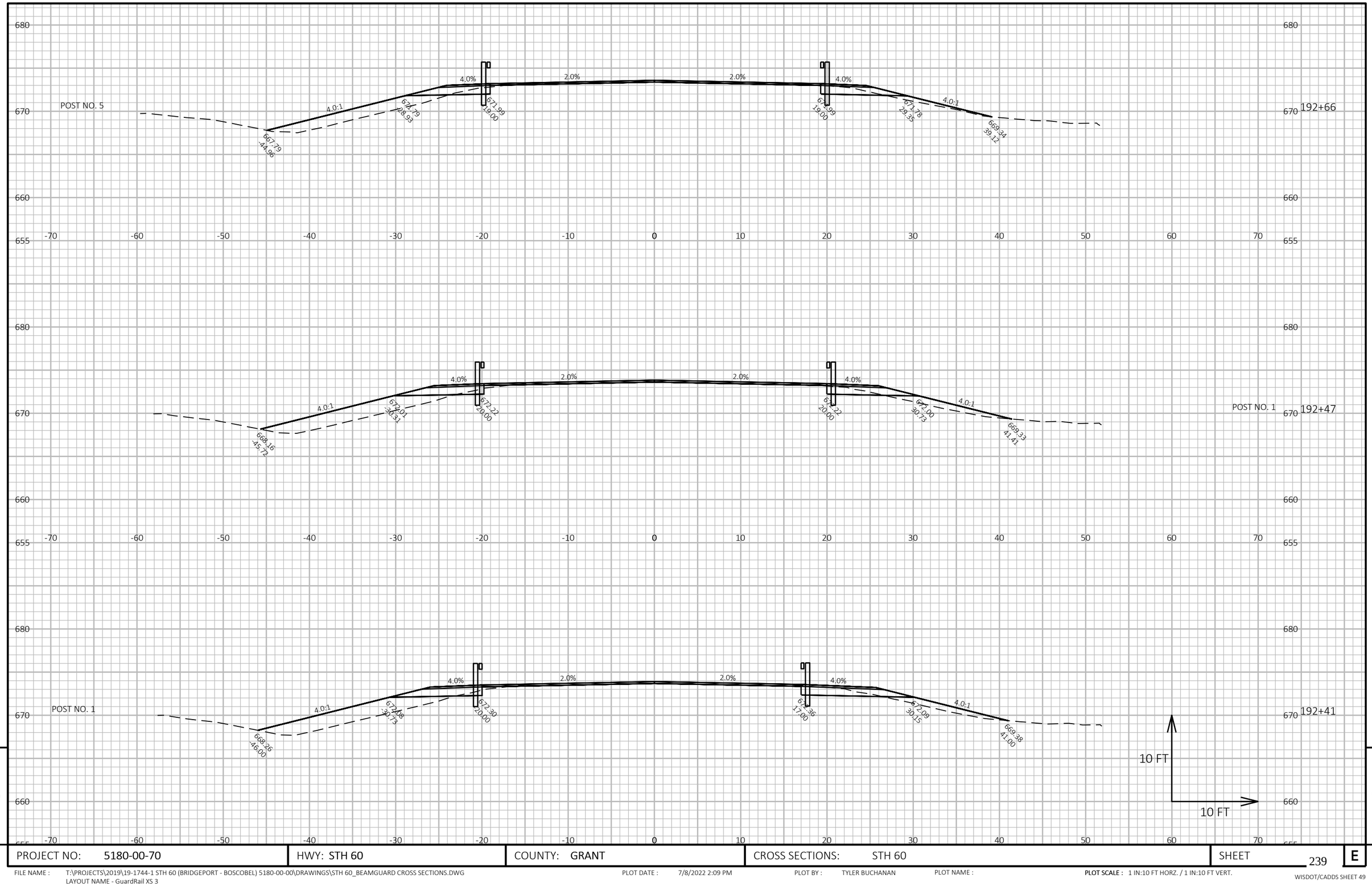
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 238	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 2

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

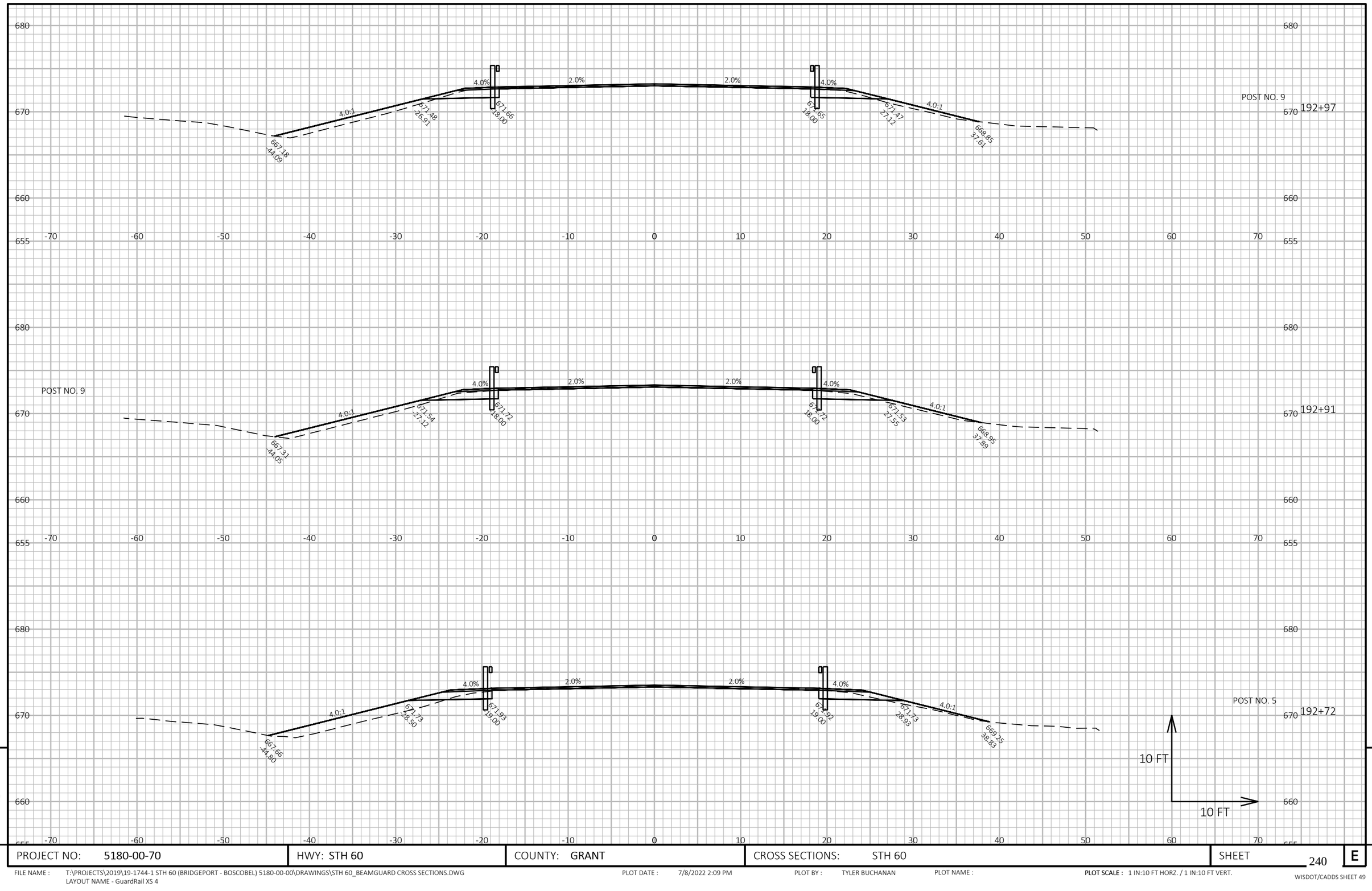


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LAYOUT NAME - GuardRail XS 3

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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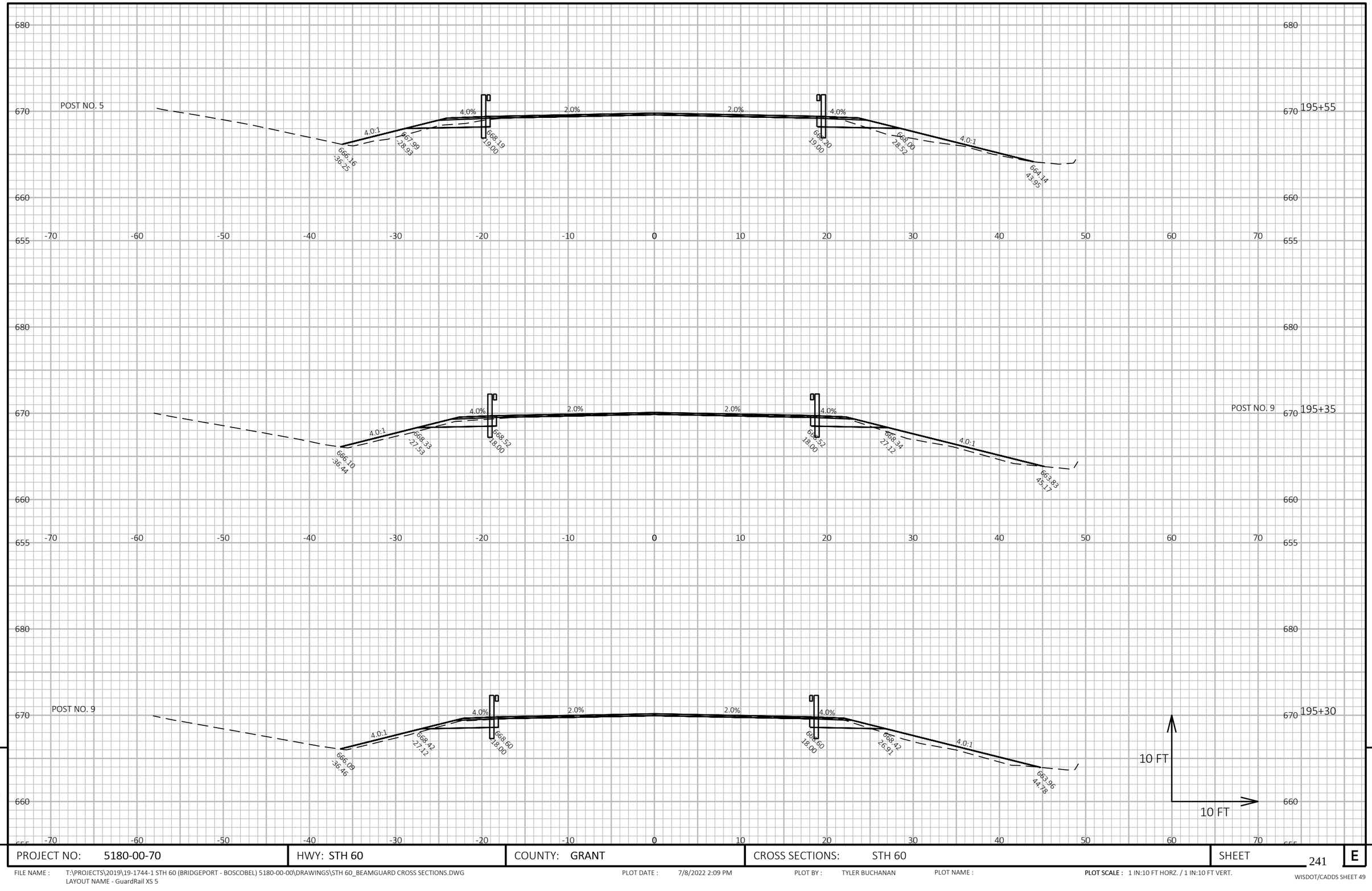
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LAYOUT NAME - GuardRail XS 4

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



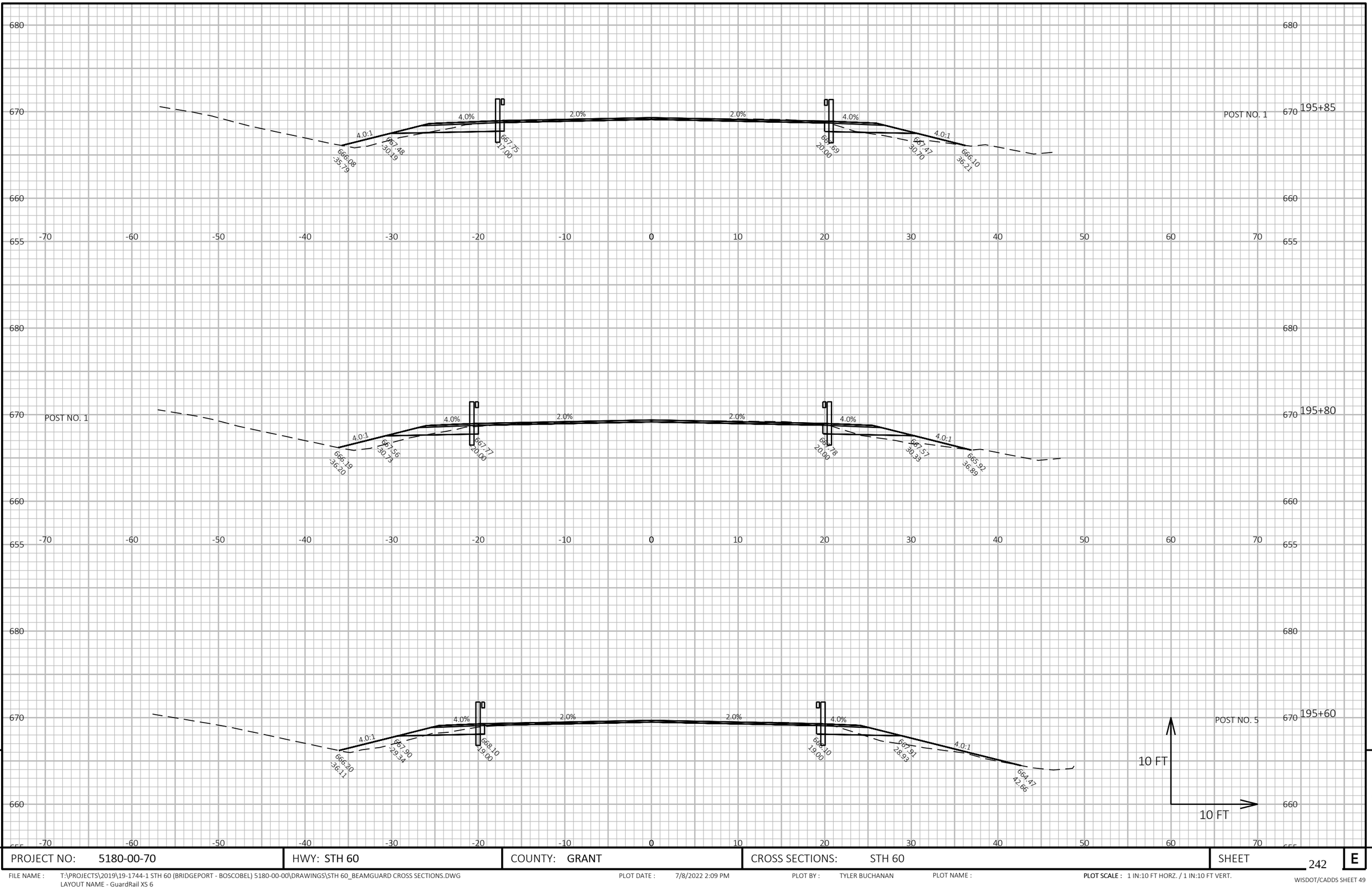
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 241	E

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LAYOUT NAME - GuardRail XS 5

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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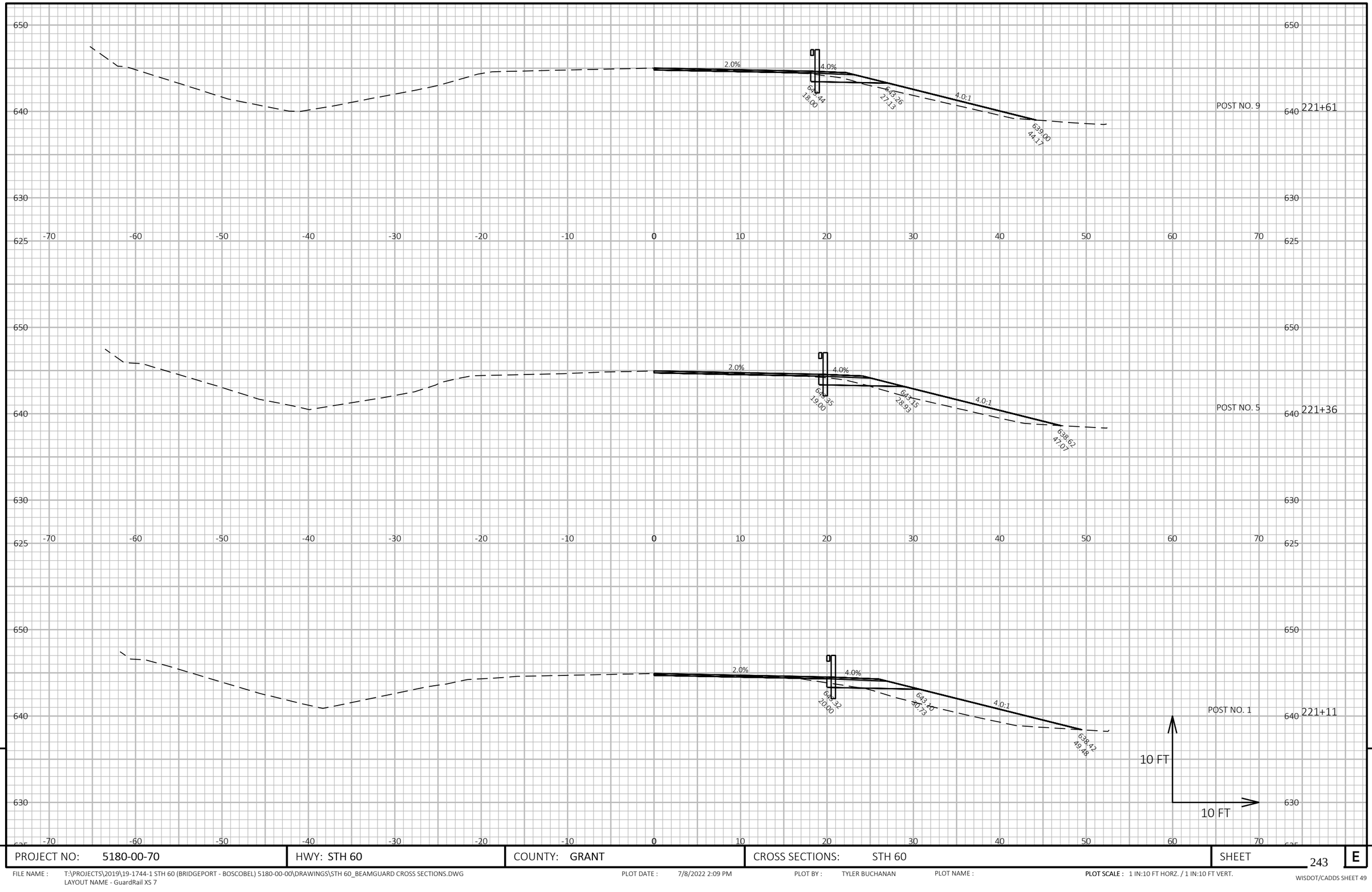
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LAYOUT NAME - GuardRail XS 6

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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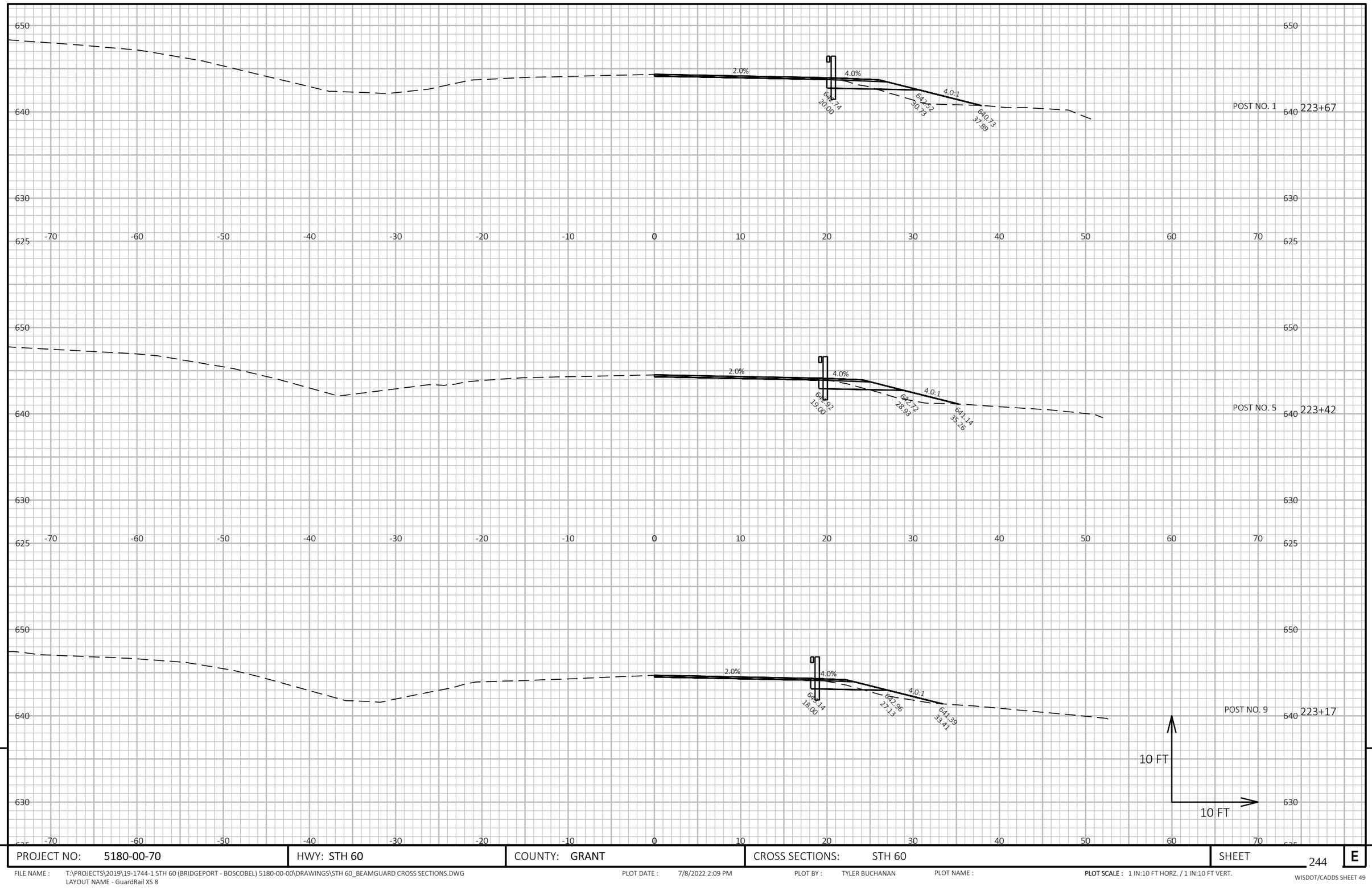
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LAYOUT NAME - GuardRail XS 7

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



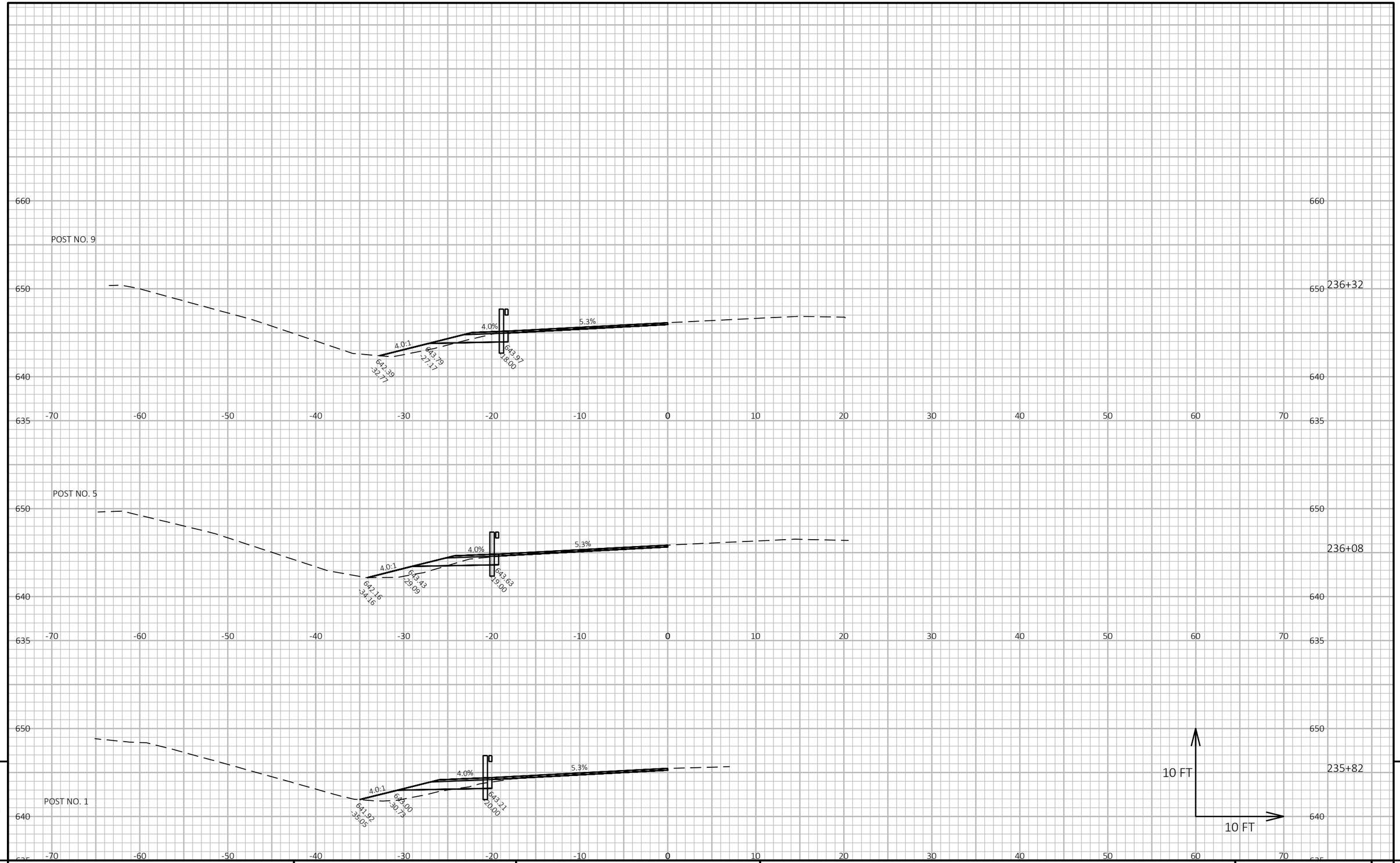
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LAYOUT NAME - GuardRail XS 8

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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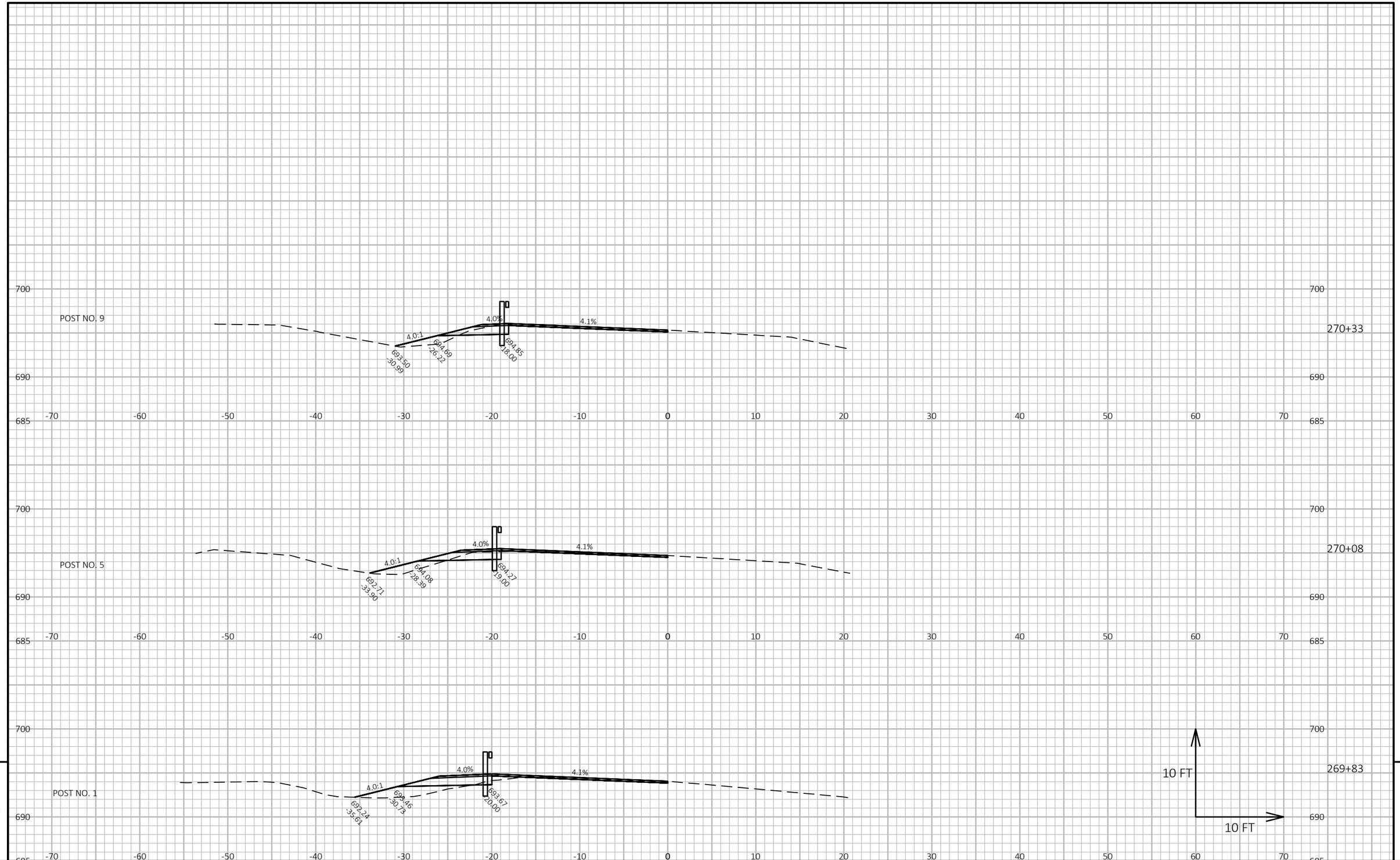
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LAYOUT NAME - GuardRail XS 9

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



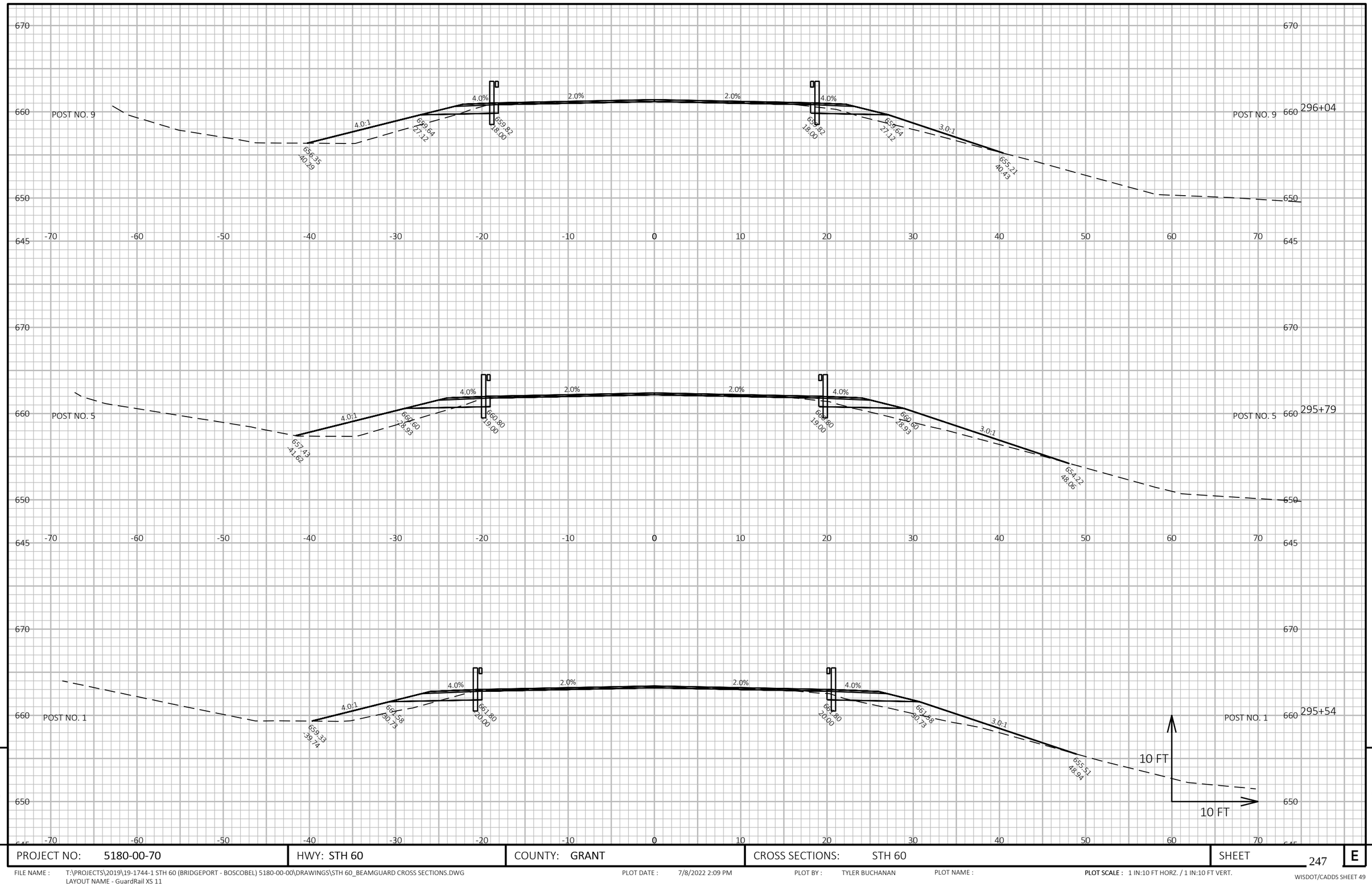
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LAYOUT NAME - GuardRail XS 10

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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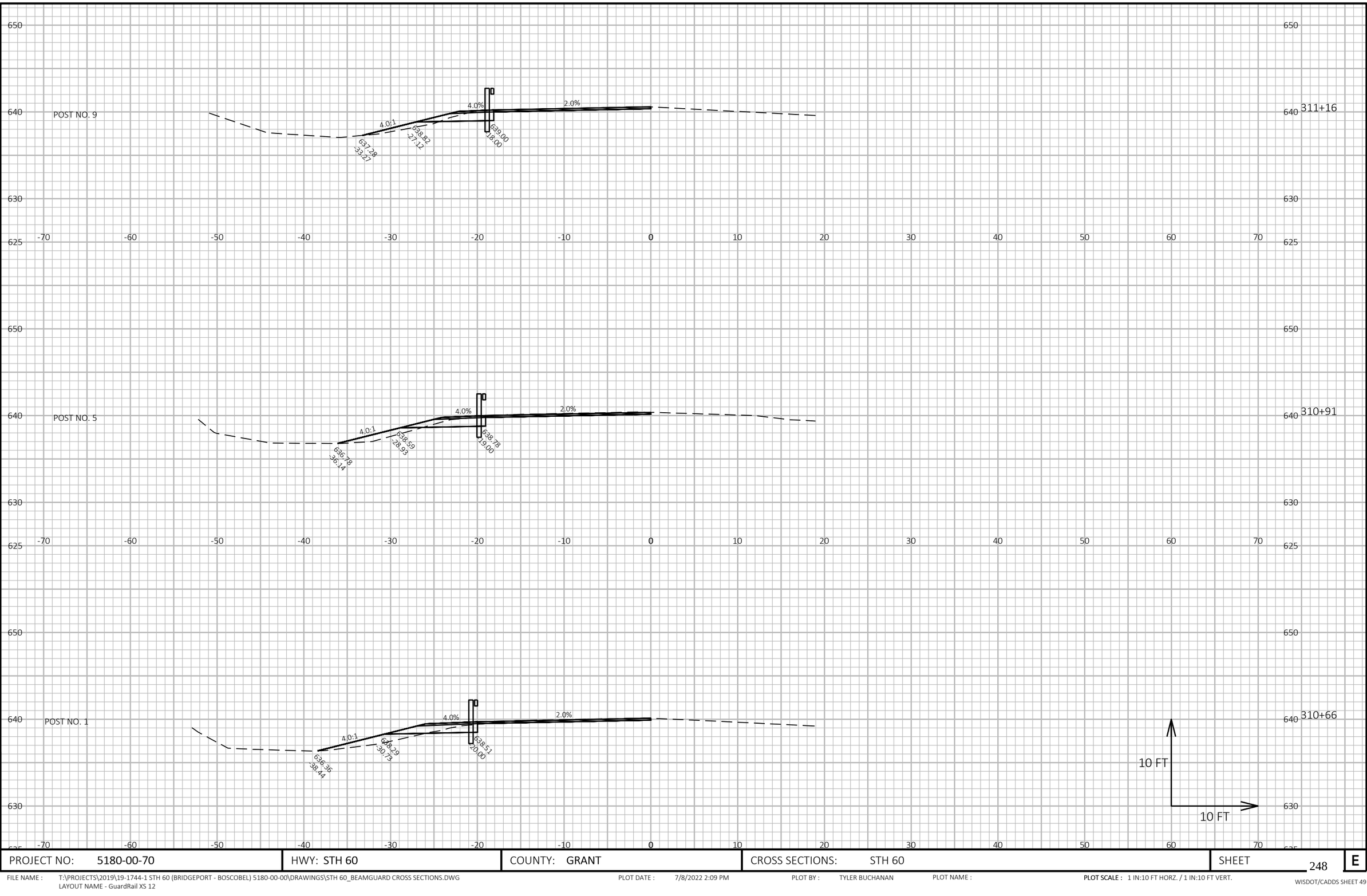
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LAYOUT NAME - GuardRail XS 11

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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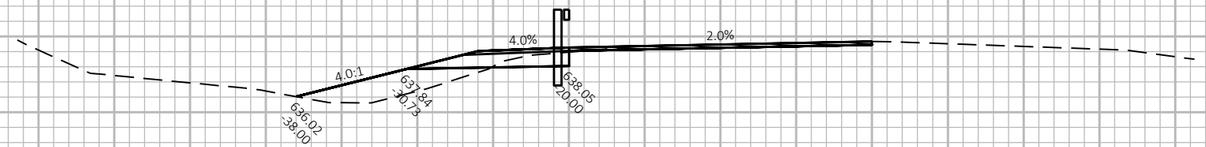
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LAYOUT NAME - GuardRail XS 12

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

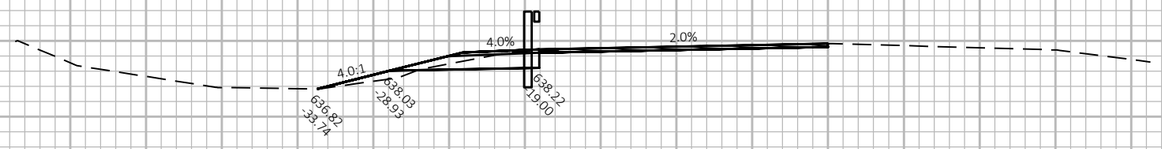
WISDOT/CADDS SHEET 49

POST NO. 1



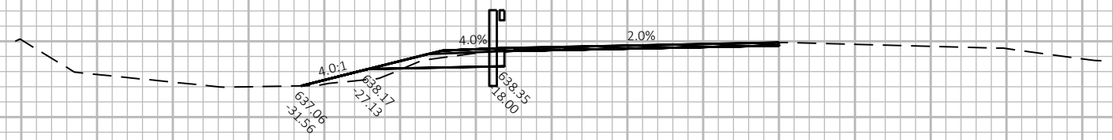
338+94

POST NO. 5

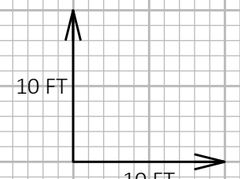


338+69

POST NO. 9



338+44

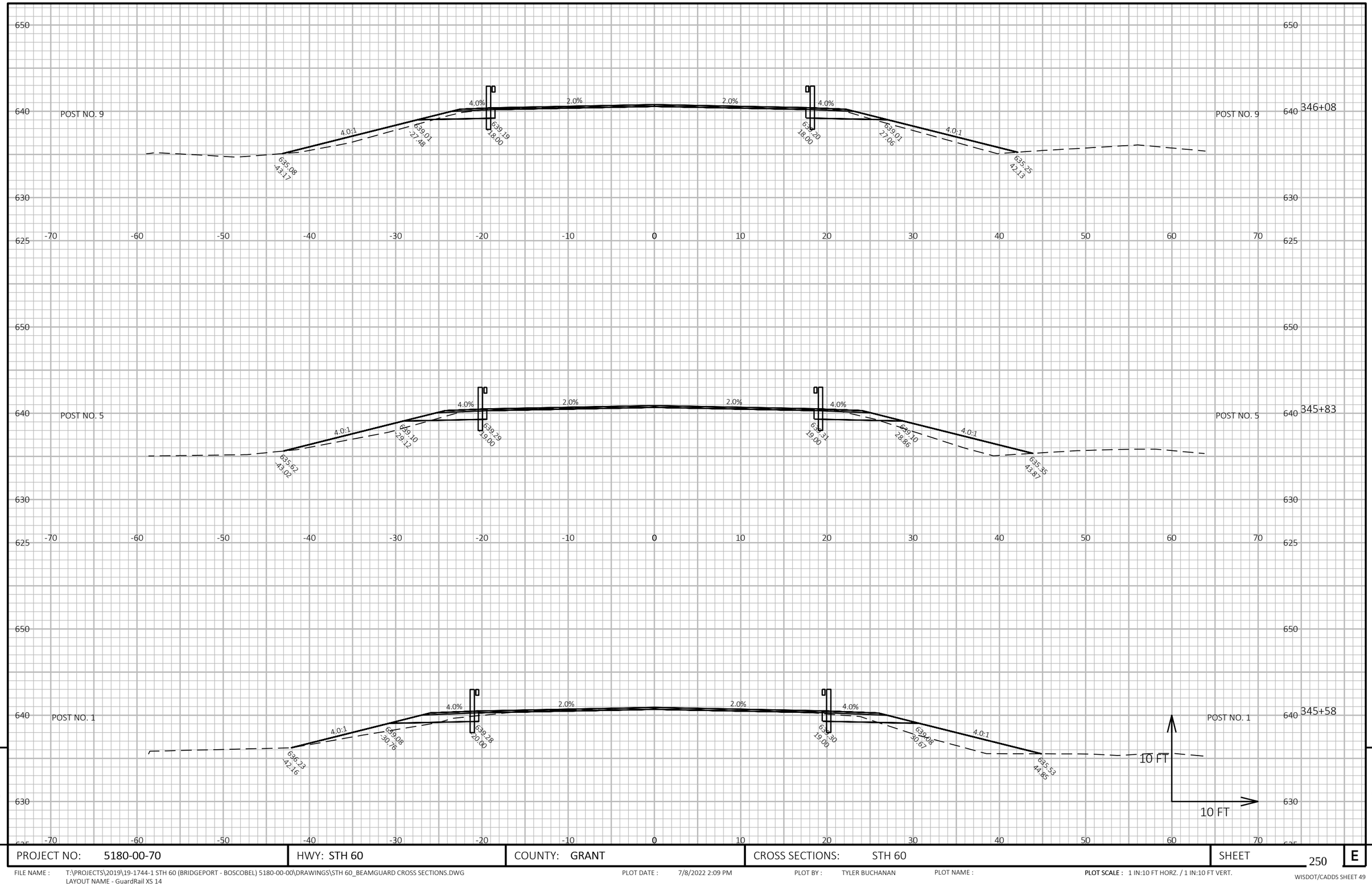


9 9

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 249	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 13

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

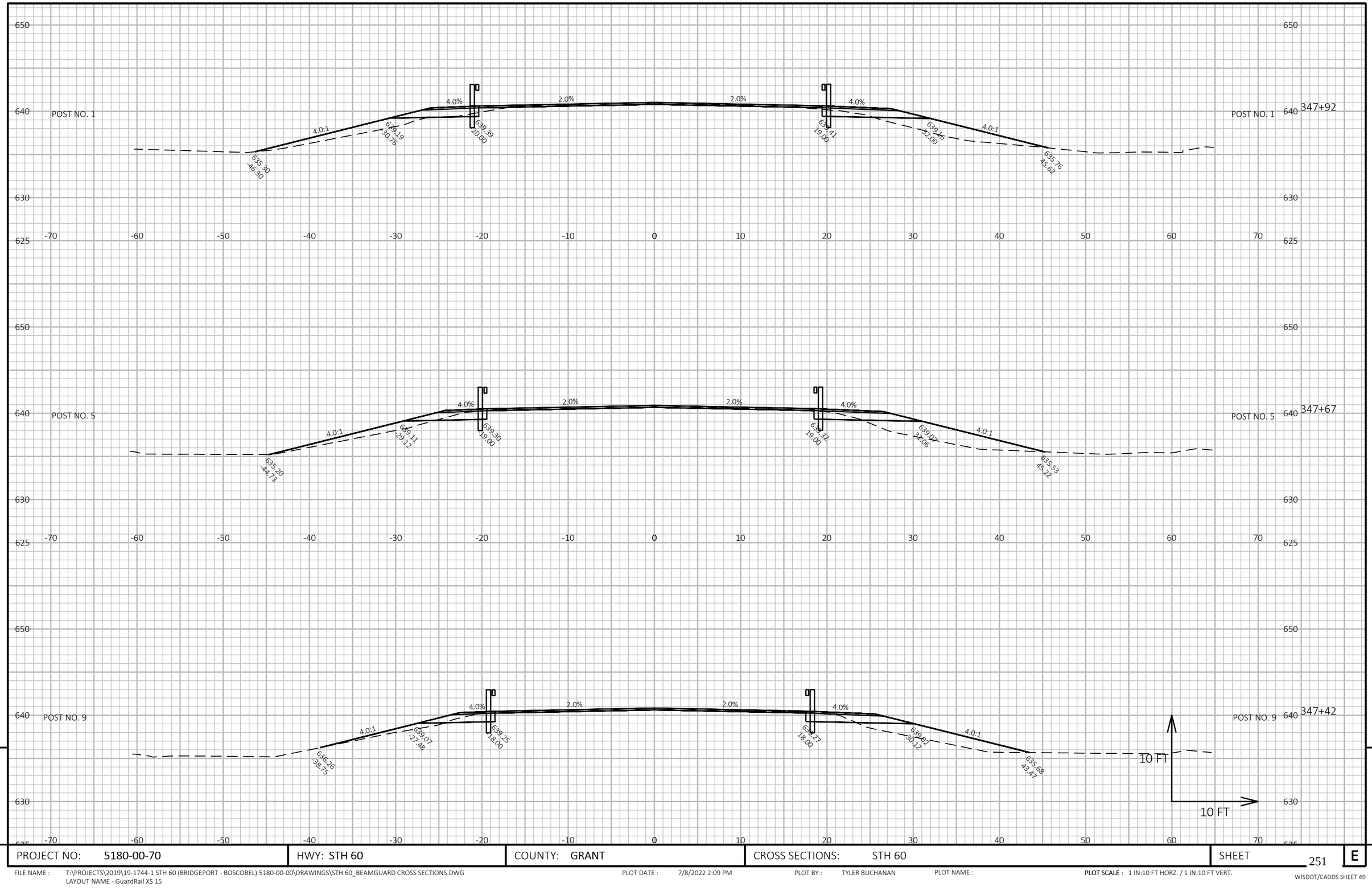


PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 250	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 14

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

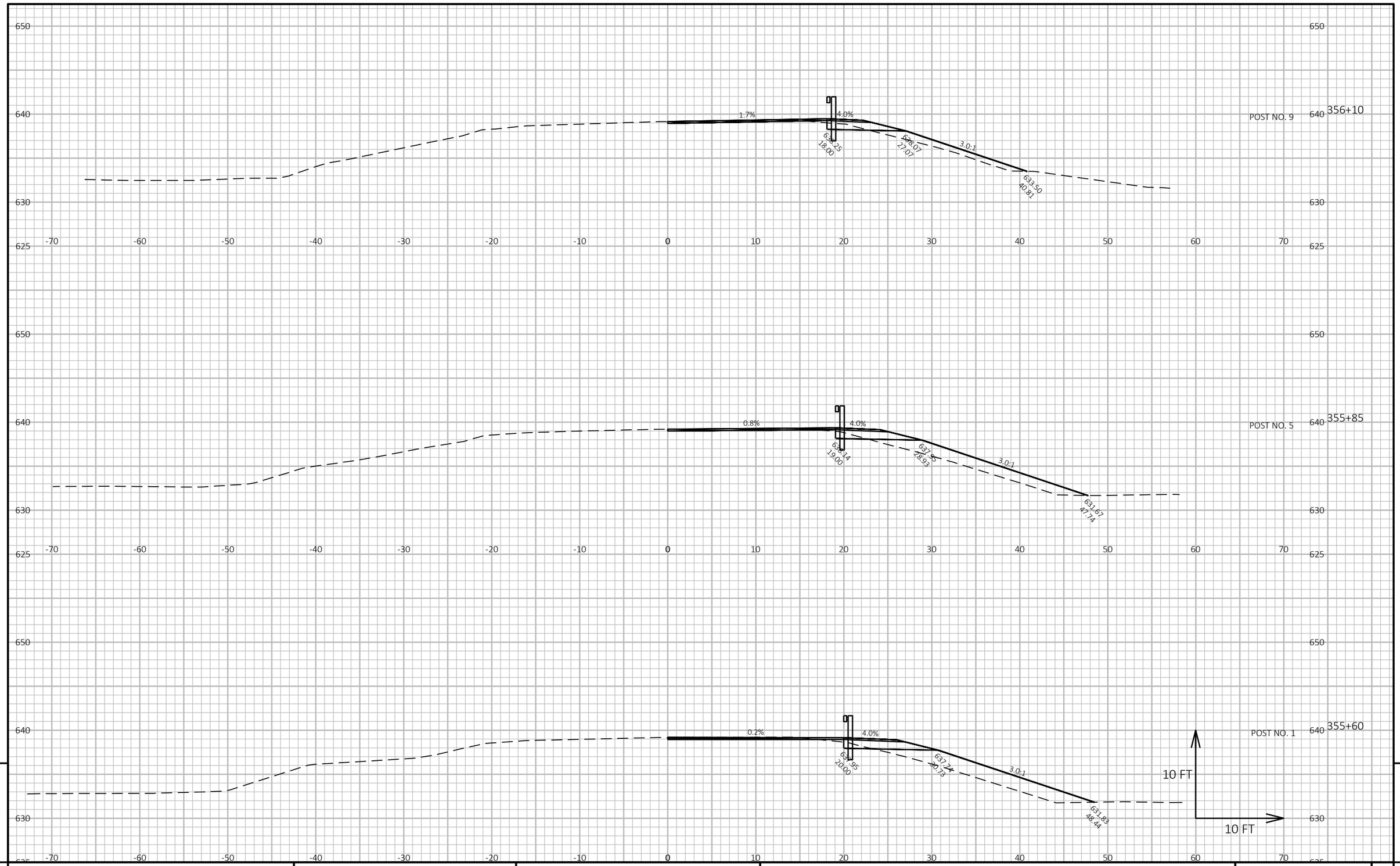
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 251	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 15

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

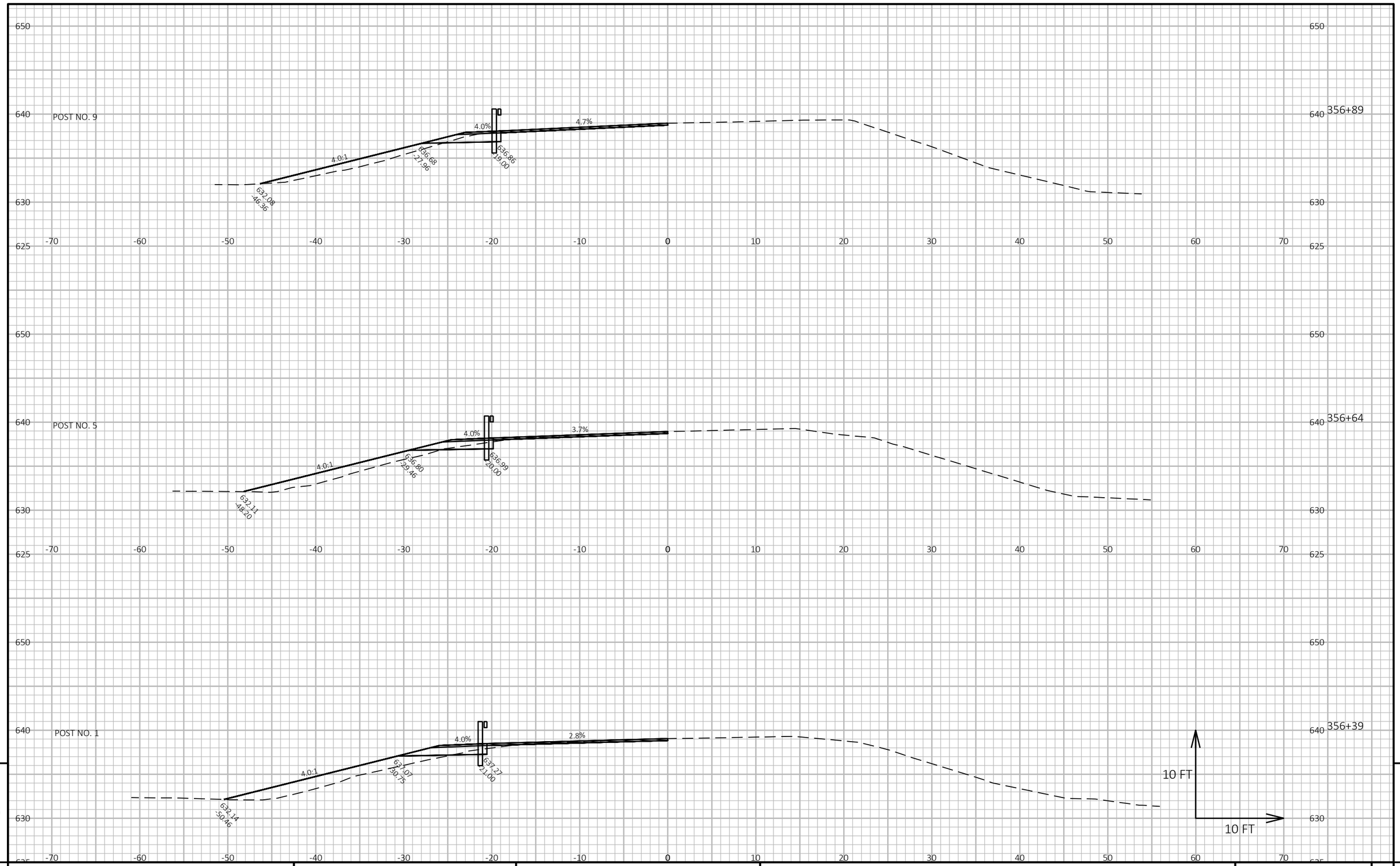
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 252	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 16

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

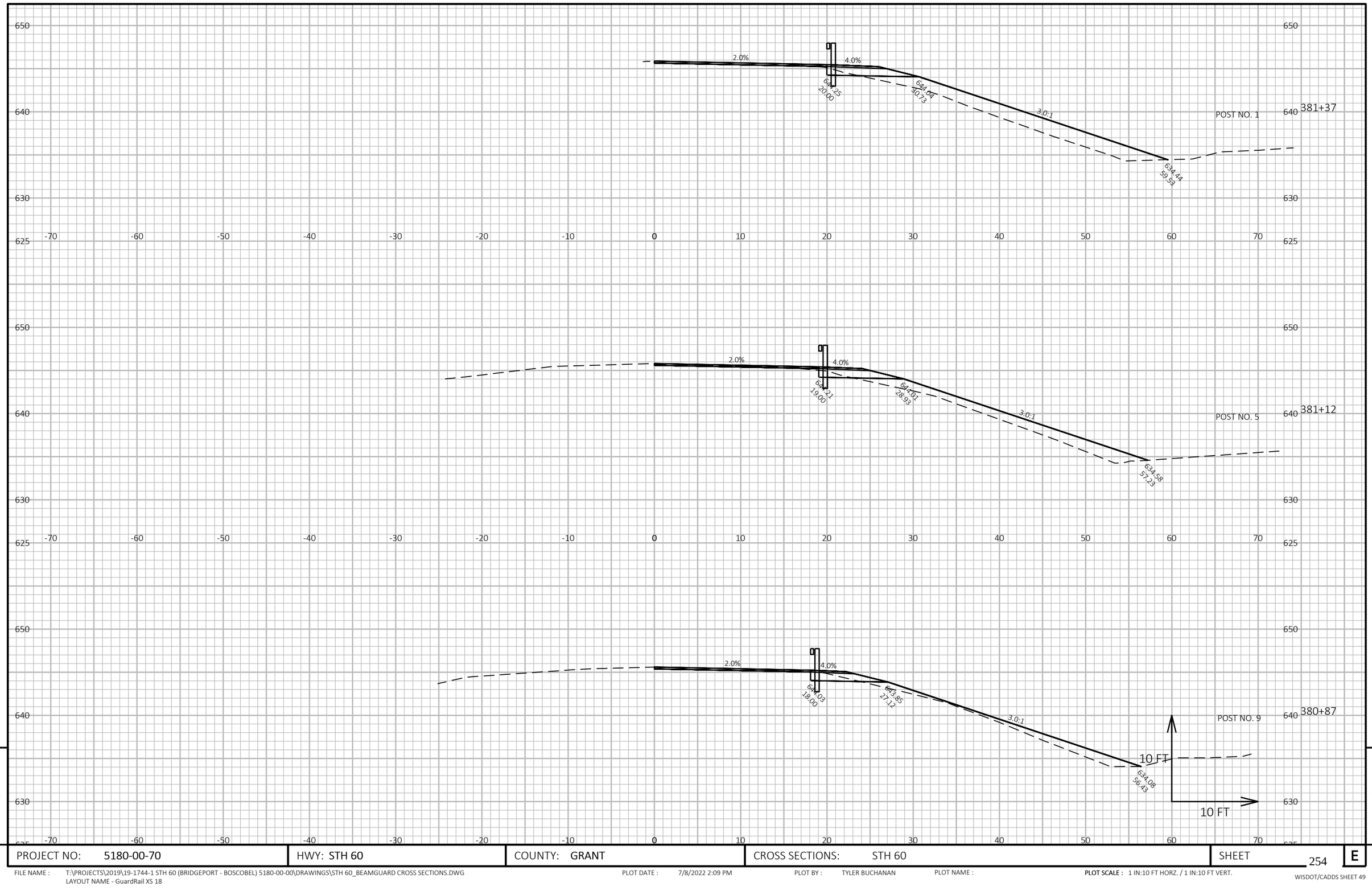
PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 253	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 17

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

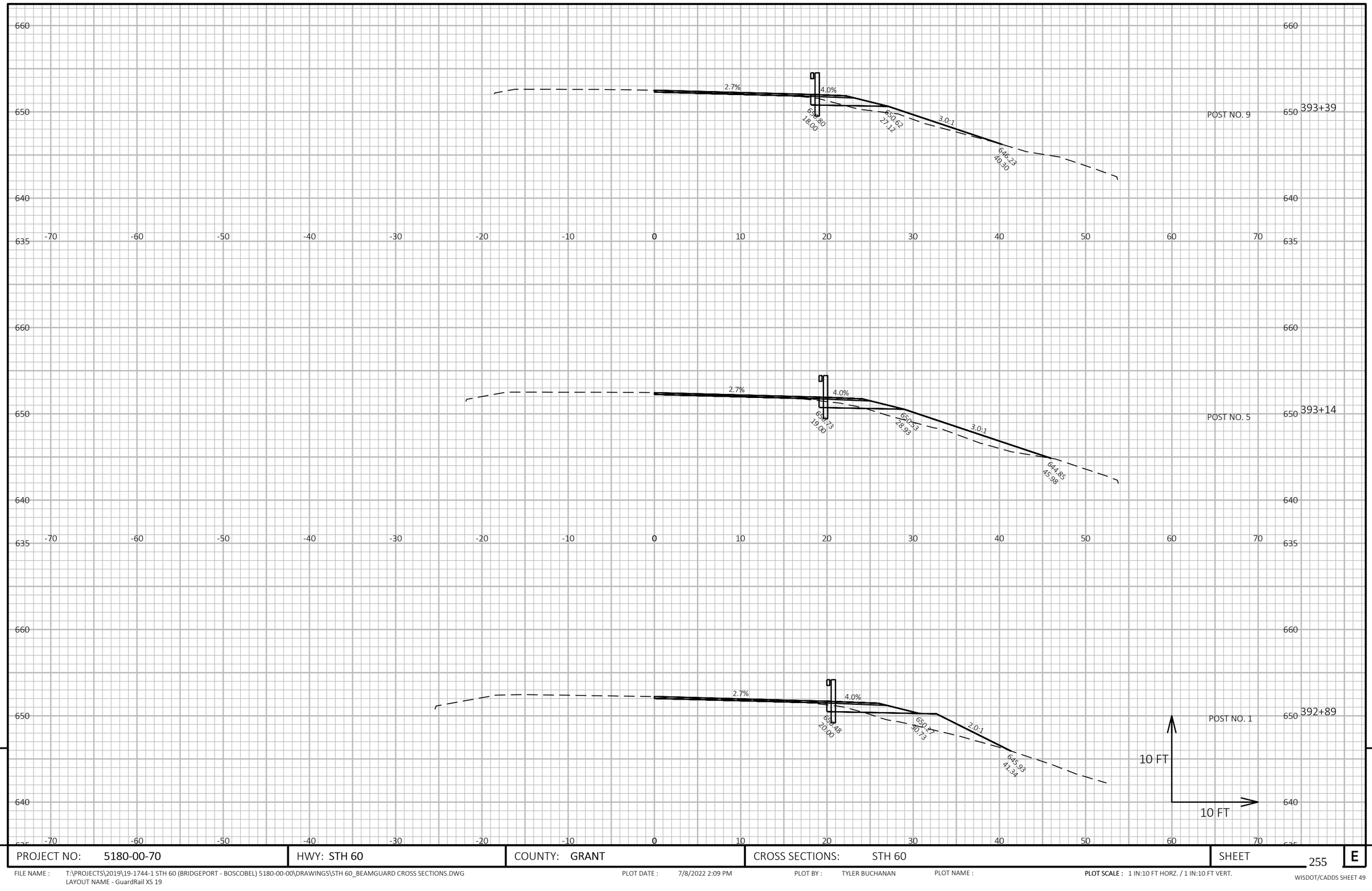
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 254	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 18

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

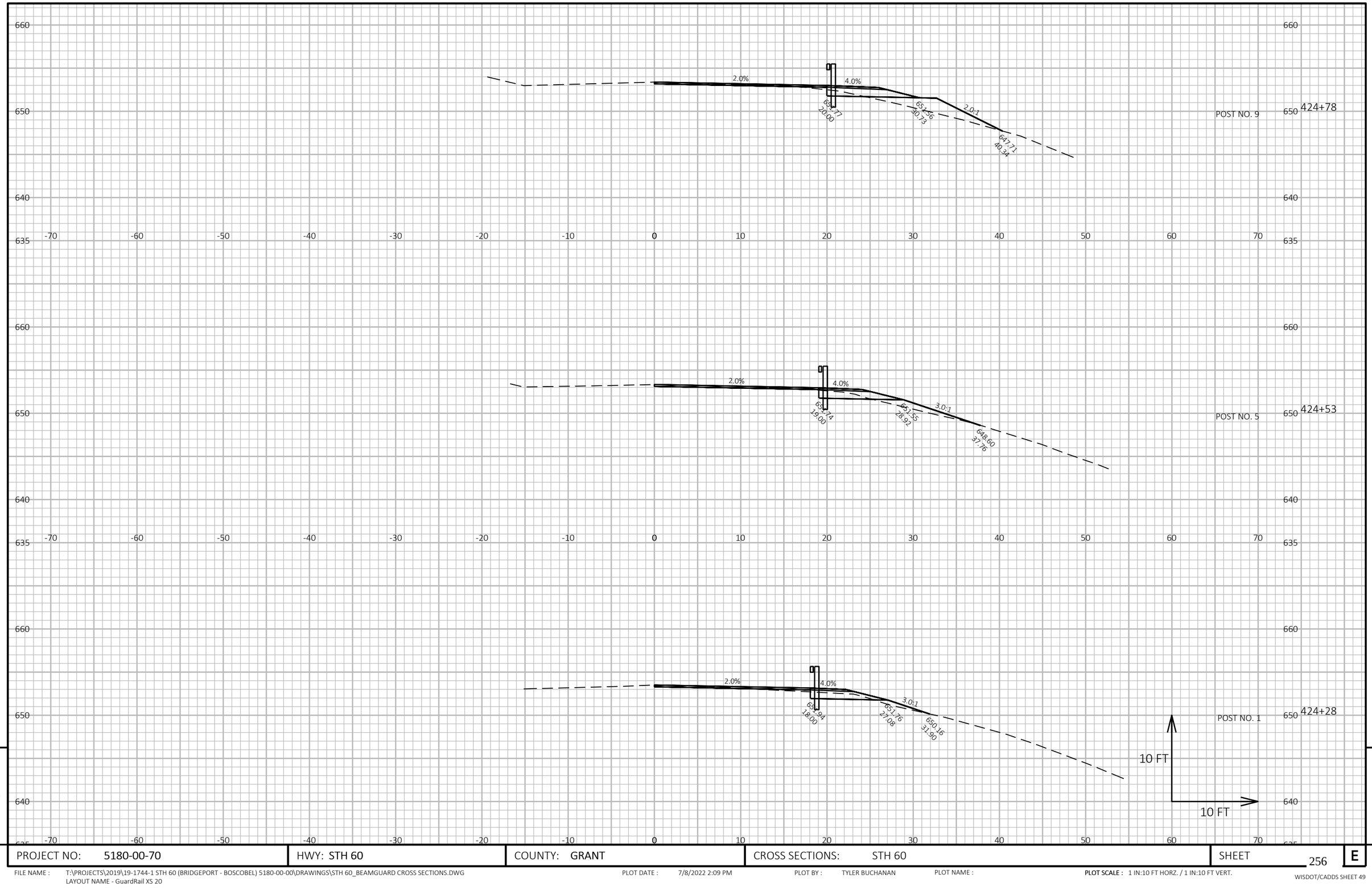
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 255	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 19

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

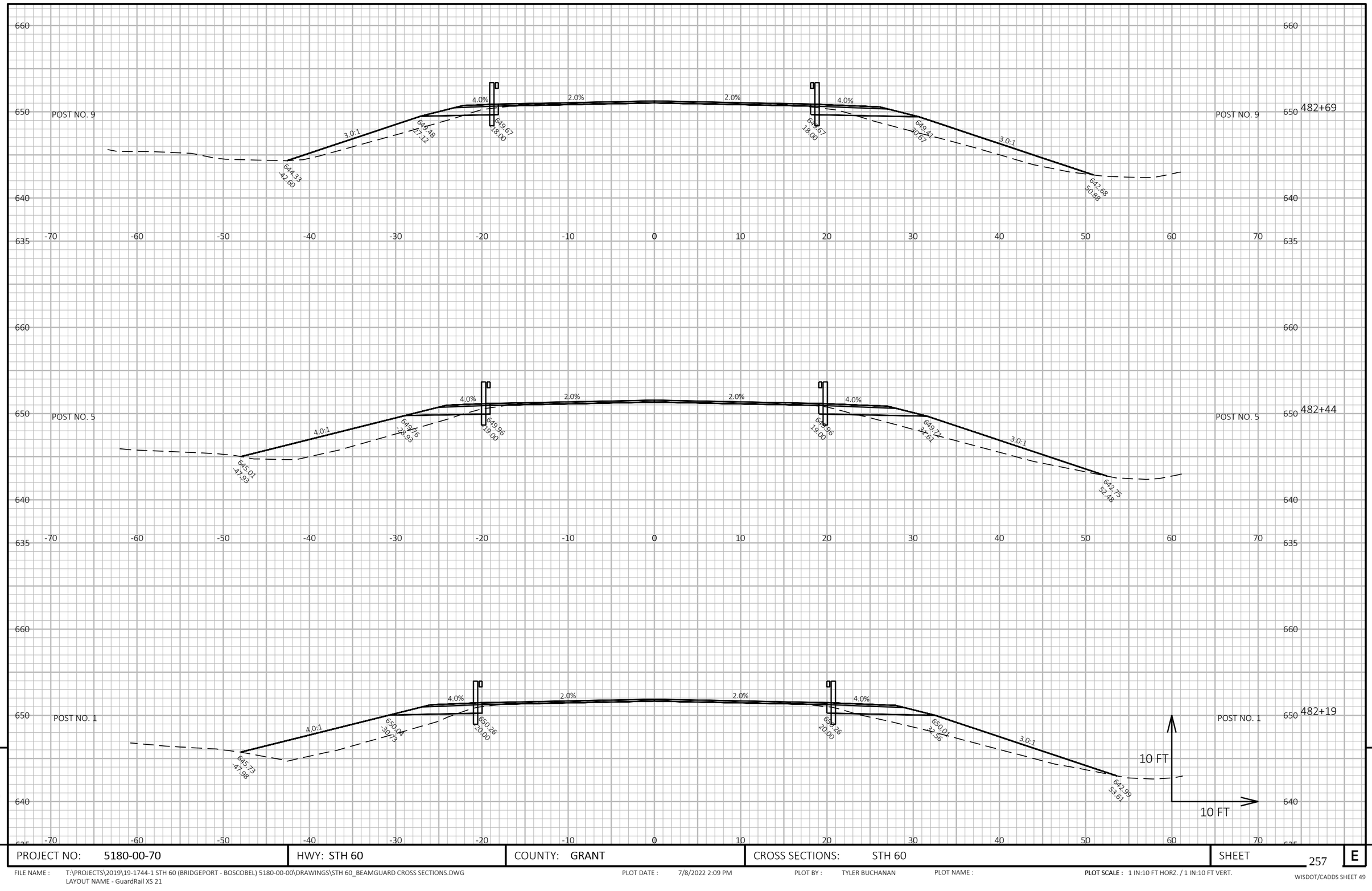
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 256	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 20

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

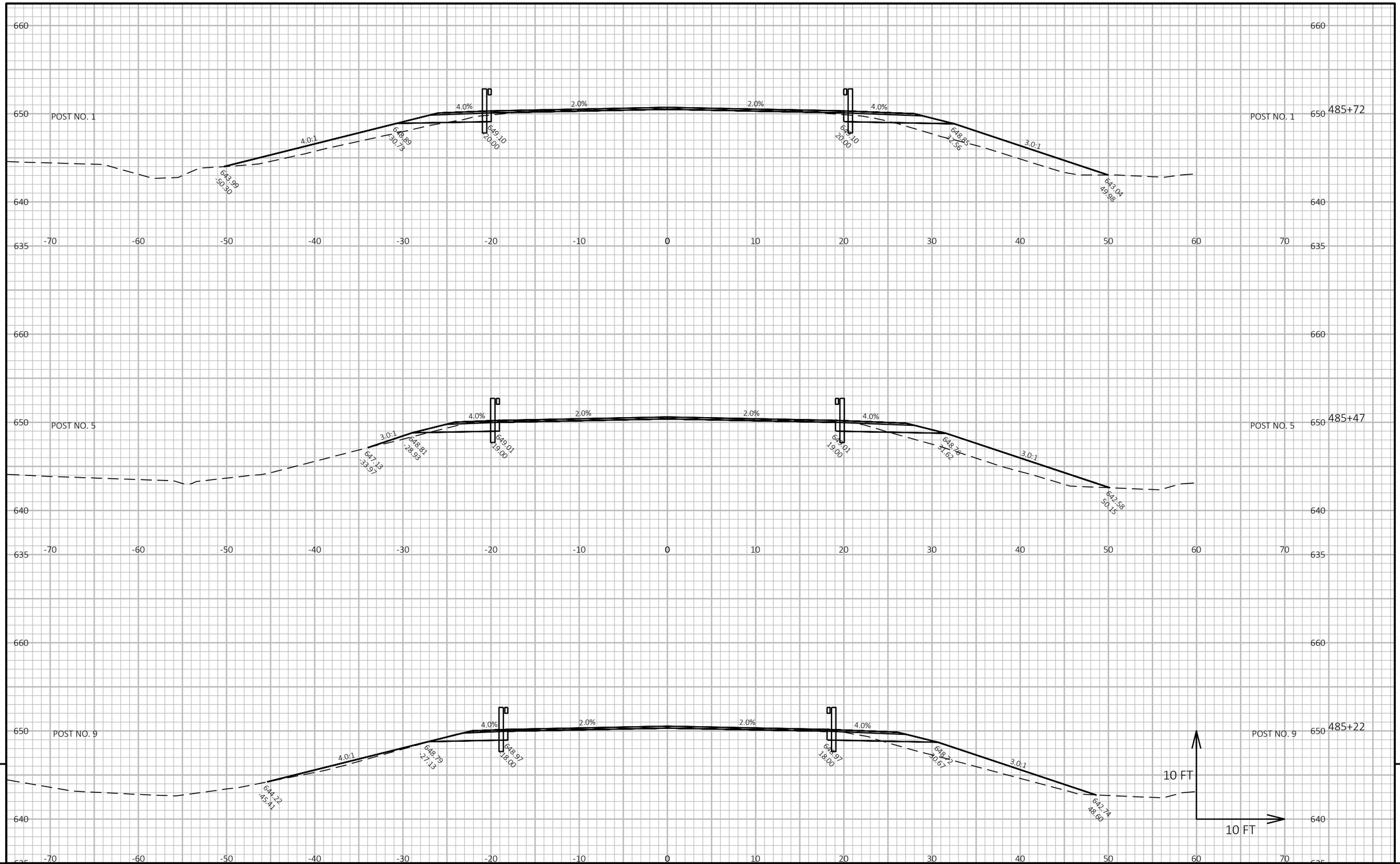
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 257	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 21

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



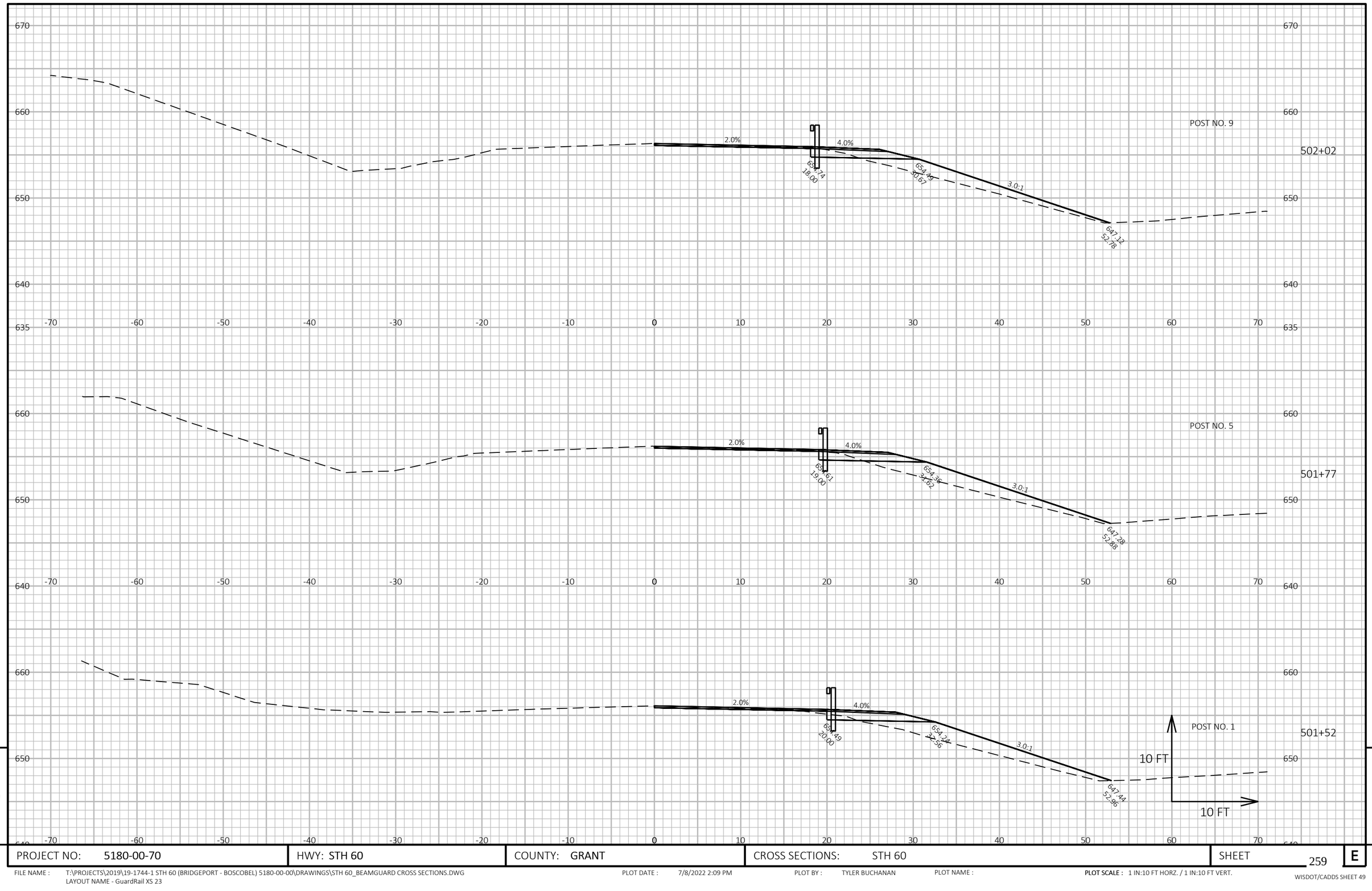
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 258	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 22

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

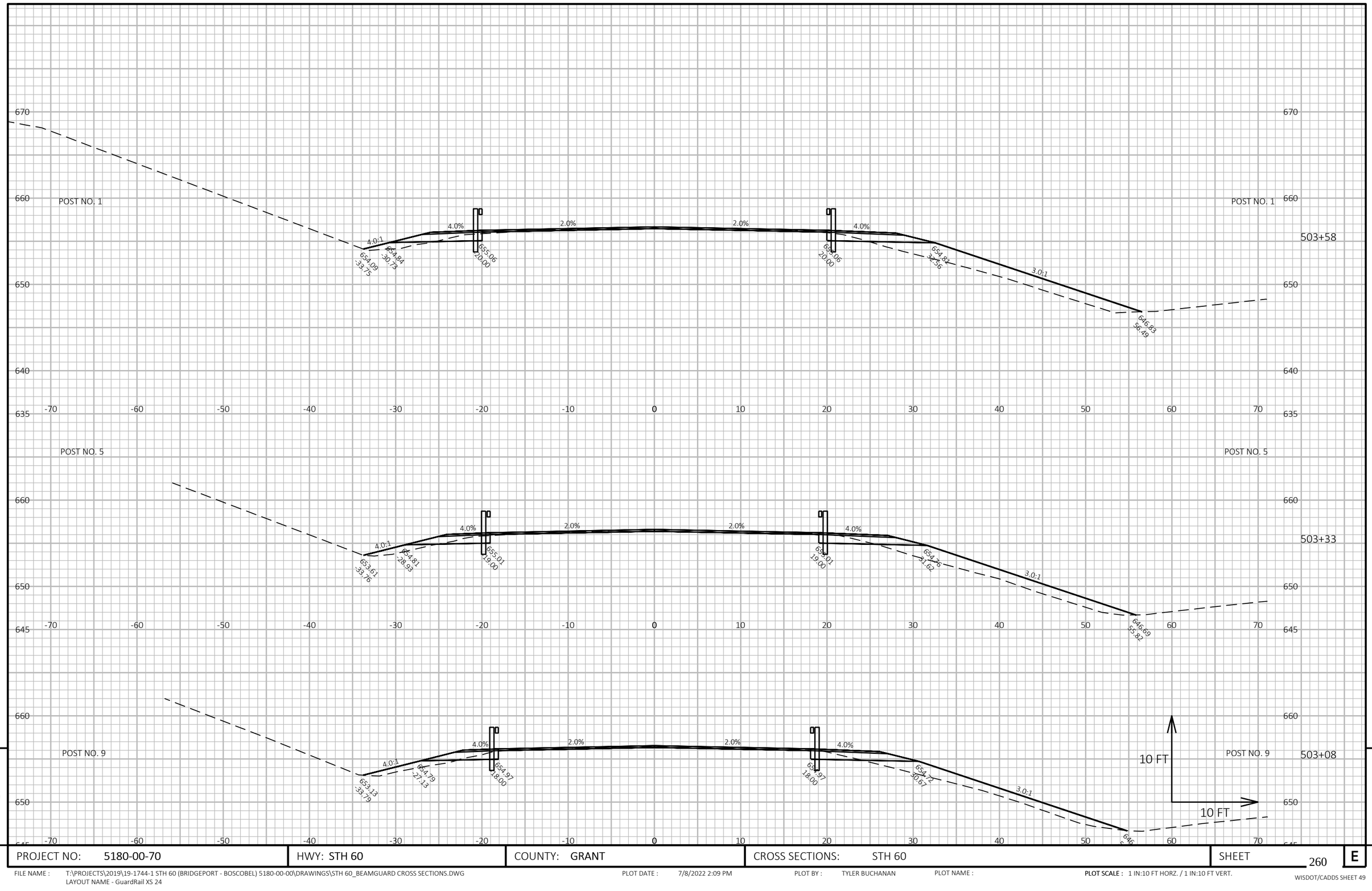
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 259	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 23

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

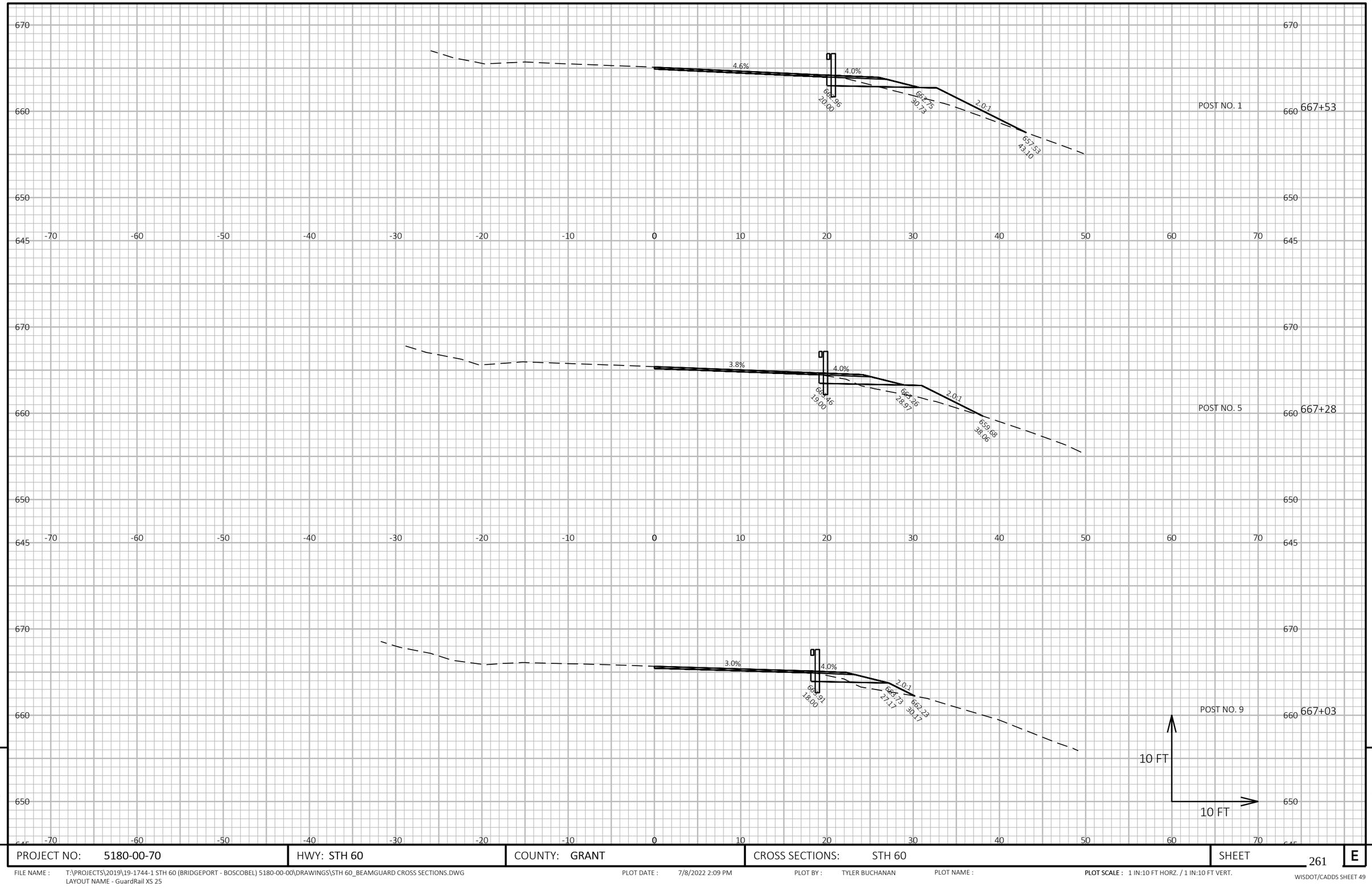
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PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 260	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 24

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5180-00-70	HWY: STH 60	COUNTY: GRANT	CROSS SECTIONS: STH 60	SHEET 261	E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\STH 60_BEAMGUARD CROSS SECTIONS.DWG
LAYOUT NAME - GuardRail XS 25

PLOT DATE : 7/8/2022 2:09 PM PLOT BY : TYLER BUCHANAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

LAX

DECEMBER 2022

PROJECT ID: 5180-00-71

WITH: 5180-00-70

COUNTY: CRAWFORD

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 = 24



04

N

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	2,600
A.A.D.T.	(2043)	=	3,100
D.H.V.	(2043)	=	605
D.D.		=	0.5
T.		=	19.5%
DESIGN SPEED		=	60MPH
ESALS		=	900,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

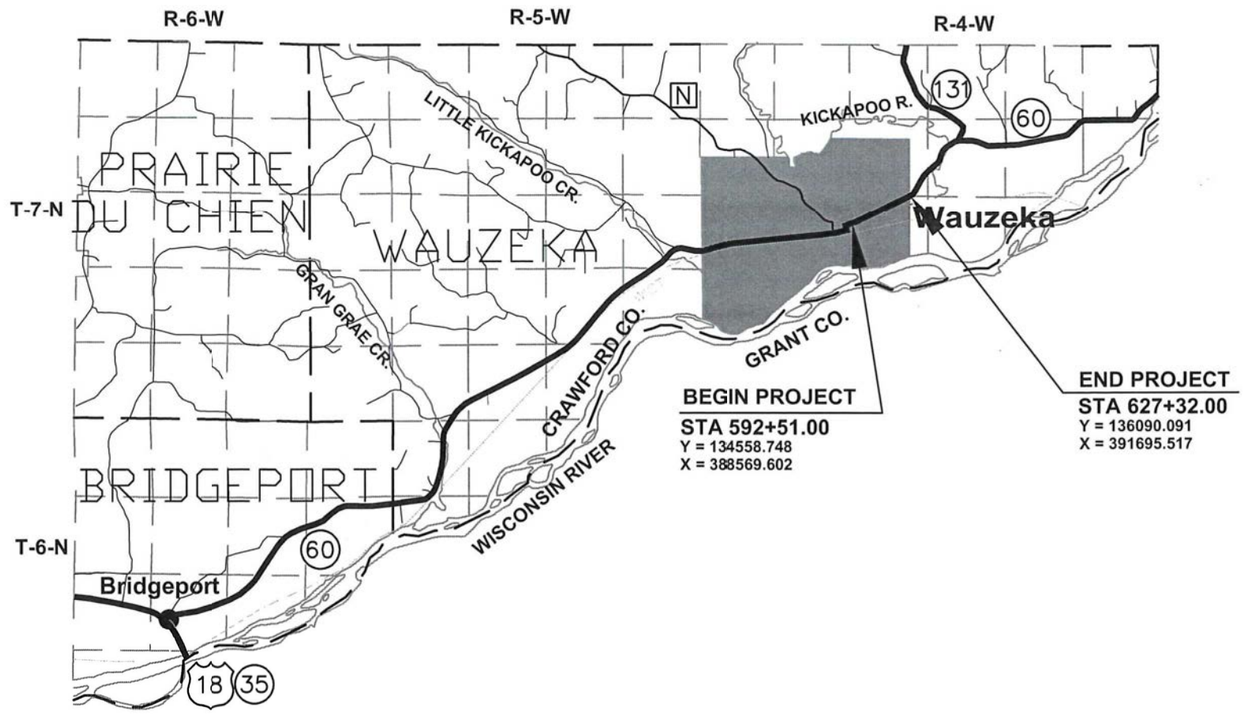
BRIDGEPORT - BOSCOBEL

(E JCT OLD HWY 60 TO KICKAPOO RIVER)

STH 60
CRAWFORD COUNTY

STATE PROJECT NUMBER
5180-00-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5180-00-71	———	———



LAYOUT

SCALE 0 1 MI. 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.66 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), CRAWFORD NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED FOR

VILLAGE OF WAUZEKA

1-27-22 (Date) VILLAGE PRESIDENT

ORIGINAL PLANS PREPARED BY

TEAM ENGINEERING

Transportation · Environmental · Agricultural · Municipal and Land Surveying

WISCONSIN JEREMY F. KRACHEY E-37258 WAUZEKA WIS. PROFESSIONAL ENGINEER

Digitally signed by Jeremy Krachey, PE
DN: CN=Jeremy Krachey, PE, E=jkrachey@teamgbc.com, O=TEAM Engineering, Inc., C=US
Date: 2022.01.26 07:07:06 -06'00'

DATE: (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	TEAM ENGINEERING
Designer	TEAM ENGINEERING
Regional Examiner	JERED LEX
Regional Supervisor	DANIEL KLEINERTZ

APPROVED FOR THE DEPARTMENT

DATE: 7/18/2022 Jered Lex (Signature)

E

FILE NAME : T:\PROJECTS\2019\19-1744-1 STH 60 (BRIDGEPORT - BOSCOBEL) 5180-00-00\DRAWINGS\FINAL PLANS\WAUZEKA_TITLE.DWG

PLOT DATE : 1/25/2022 8:49 AM

PLOT BY : REID SHOWERS

PLOT NAME :

LIST OF STANDARD ABBREVATIONS

ABUT.	Abutment
AC	Acre
AGG.	Aggregate
AH	Ahead
<	Angle
ASPH	Asphaltic
AVG.	Average
A.D.T.	Average Daily Traffic
BAD	Base Aggregate Dense
BK.	Back
BF	Back Face
B.M	Bench Mark
BR.	Bridge
C/L	Center Line
CC	Center to Center
CTH	County Trunk Highway
CR.	Creek
CY OR CU YD	Crushed
CP	Cubic Yard
C & G	Culvert Pipe
D	Curb and Gutter
DHV	Degree of Curve
DIA	Design Hour Volume
E	Diameter
X	East
ELEC	East Grid Coordinate
EL OR ELEV	Electric
ESALS	Elevation
EBS	Equivalent Single Axle Loods
FF	Excavation Below Subgrade
FE	Face to Face
F	Field Entrance
FG	Fill
FL OR F/L	Finished Grade
FT	Flow Line
FTG	Foot
GN	Footing
HT	Grid North
CWT	Height
HYD	Hundredweight
INL	Hydrant
ID	Inlet
INV	Inside Diameter
IP	Invert
IRS	Iron Pipe or Pin
	Iron Rod Set
JT	Joint
JCT	Junction
LHF	Left-Hand Forward
L	Length of Curve
LIN FT OR LF	Linear Foot
LC	Long Chord of Curve
MH	Manhole
MB	Mailbox
ML OR M/L	Match Line
N	North
Y	North Grid Coordiante
OAL	Overall Length
OD	Outside Diameter
PLE	Permanent Limited Easement
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PRC	Point of Reverse Curvature
PT	Point of Tangency
POC	Point on curve
POT	Point on Tangent
PVC	Polyvinyl Chloride
PCC	Portland Cement Concrete
LB	Pound
PSI	Pounds Per Square Inch
PE	Private Entrance
R	Radius
RR	Railroad
RL OR R/L	Reference Line
RP	Reference Point
RCCP	Reinforced Concrete Culvert Pipe
REQD	Required
RES	Residence or Residential
RW	Retaining Wall
RT	Right
RHF	Right-Hand Forward
R/W	Right-of-Way
R	River
RD	Road
RDWY	Roadway
SALV	Salvaged
SAN S	Sanitary Sewer
SEC	Section
SHLDR	Shoulder
SHR	Shrinkage
SW	Sidewalk
S	South
SQ	Square
SF OR SQ FT	Square feet
SY OR SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highways
STA	Station
SS	Storm Sewer
SG	Subgrade
SE	Superelevation
SL OR S/L	Survey Line
SV	Septic Vent
T	Tangent
TEL	Telephone
TEMP	Temporary
TI	Temporary Interest
TLE	Temporary Limited Easement
t	Ton
T OR TN	Town
TRANS	Transition
TL OR T/L	Transit Line
T	Trucks (percent of)
TYP	Typical
UNCL	Unclassified
UG	Underground Cable
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VERT	Vertical
VC	Vertical Curve
VOL	Volume
WM	Water Main
WV	Water Valve
W	West
WB	Westbound
YD	Yard

DESIGNER

TEAM ENGINEERING, INC.
210 GUARD STREET
WAUZEKA, WI 53826
ATTN: JEREMY KRACHEY, P.E.
PH: (608) 875-5075
jkrachey@teamenginc.com

UTILITIES

ATC MANAGEMENT, INC.
W 324 N 2000 RIDGEVIEW PARKWAY CT
P.O. BOX 47
WAUKESHA, WI 53187-0047
ATTN: ANTHONY MARCINIAK
PH: (920) 338-6582
amarciniak@atcllc.com
ELECTRIC

ALLIANT ENERGY
2200 E CAMPION BLVD
PRARIE DU CHIEN, WI 53821
ATTN: AL MUMM
PH: (608) 732-7925
allanmumm@alliantenergy.com
ELECTRIC

CENTURYLINK/LUMEN
135 N. BONSON STREET
PLATTEVILLE, WI 53818
ATTN: DOUG MCGOWAN
PH: (608) 482-5377
doug.mcgowan1@brightspeed.com
COMMUNICATION

DAIRYLAND POWER COOPERATIVE
3200 EAST AVE. S.
P.O. BOX 817
LA CROSSE, WI 54601
ATTN: MIKE LYDON
PH: (608) 787-1381
michael.lydon@dairylandpower.com
ELECTRIC

MADISON GAS AND ELECTRIC COMPANY
P.O. BOX 1231
MADISON, WI 53701-1231
ATTN: KRISTA STRASSMAN
PH: (608) 252-5695
kstrassman@mge.com
GAS

SCENIC RIVERS ENERGY COOPERATIVE
231 N SHERIDAN ST.
LANCASTER, WI 53813
ATTN: PHIL SCHNEIDER
PH: (608) 723-2121
PSCHNEIDER@srec.net
ELECTRIC

WAUZEKA MUNICIPAL WATER UTILITY
P.O. BOX 344
WAUZEKA, WI 53826-0344
ATTN: GARY GUNDLACH
PH: (608) 875-5281
villageofwauzeka@centurytel.net
WATER

WAUZEKA MUNICIPAL WATER UTILITY
P.O. BOX 344
WAUZEKA, WI 53826-0344
ATTN: GARY GUNDLACH
PH: (608) 875-5281
villageofwauzeka@centurytel.net
SANITARY SEWER

WINDSTREAM KDL, LLC
314 N DANZ AVENUE
GREEN BAY, WI 54302-3526
ATTN: LORI KETTER
PH: (920) 410-6902
lori.ketter@windstream.com
COMMUNICATION

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

* - NOT A MEMBER OF DIGGER'S HOTLINE.

GENERAL NOTES

GENERAL NOTES:

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR 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.

UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PLANS THEREOF, AND SHALL BE EXECUTED UNDER THE REQUIREMENTS OF THE "STANDARD SPECIFICATION FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN", SIXTH EDITION, DECEMBER 22, 2003 WITH ADDENDUM NO. 1, DECEMBER 22, 2004.

ALL UNDERGROUND UTILITIES NOTES:

IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT DIGGERS HOTLINE A MINIMUM OF THREE DAYS PRIOR TO BEGINNING ANY WORK.

THE CONTRACTOR SHALL PROVIDE A MINIMUM OF A ONE YEAR WARRANTY ON ALL WORK, WORKMANSHIP, MATERIALS, MACHINERY, AND LABOR FROM THE DATE OF FINAL PAYMENT IS MADE BY THE OWNER. THE CONTRACTOR AGREES TO MAKE ANY REQUIRED REPAIRS, AT NO COST, AS REQUIRED BY THE OWNER OR ENGINEER.

CONTRACTOR OR MATERIAL SUPPLIER SHALL PROVIDE ALL APPLICABLE SHOP DRAWINGS TO THE OWNER OR ENGINEER PRIOR TO ANY WORK BEING COMPLETED.

CONTRACTOR SHALL SUBMIT TO THE OWNER OR ENGINEER ONE SET OF AS BUILT DRAWINGS. THE DRAWINGS SHALL SHOW ANY DEVIATIONS FROM THE ORIGINAL PROPOSED PLAN.

THE BEDDING REQUIREMENTS FOR WATERMAIN AND SANITARY SEWER AS SHOWN FOR CLASS C BEDDING ARE HEREBY MODIFIED TO REQUIRE THE CONTRACTOR TO PROVIDE SELECT FILL TO A POINT TWELVE INCHES (12") ABOVE THE TOP OF PIPE.

BACKFILL MATERIAL SHALL BE FREE OF VEGETATION, ORGANIC MATTER, TOPSOIL, FROZEN SOIL, CLODS AND STONES OVER 6" IN DIAMETER OR ANY OTHER UNSUITABLE MATERIAL. ALL BACKFILL SHALL BE CAREFULLY PLACED TO PREVENT DAMAGE TO OR DISPLACEMENT OF THE PIPE.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PRIVATE DRIVEWAYS AT ALL TIMES ACCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. IN NO CASE SHALL A DRIVEWAY BE CLOSED OVERNIGHT.

SANITARY SEWER NOTES:

SANITARY SEWER SHALL BE INSTALLED TO THE LINES AND GRADES AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED OR DIRECTED BY THE ENGINEER. IF A CONFLICT OR ERROR IS ENCOUNTERED THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY BEFORE PROCEEDING WITH ANY WORK.

CONTRACTOR IS TO INSTALL SERVICE WYES AT ALL SERVICES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ANY REQUIRED BYPASS PUMPING DURING INSTALLATION IS THE RESPONSIBILITY OF THE CONTRACTOR AND IS CONSIDERED INCIDENTAL TO THAT ITEM OF WORK.

ALL REQUIRED TESTING OF INSTALLED SANITARY SEWER SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PERFORMED AS OUTLINED IN THE SPECIFICATIONS.

WATER MAIN NOTES:

THE CONTRACTOR SHALL NOTIFY ALL AFFECTED PROPERTY OWNERS WHEN THERE IS A DISRUPTION TO THE WATER SERVICE OR SANITARY SEWER DURING INSTALLATION.

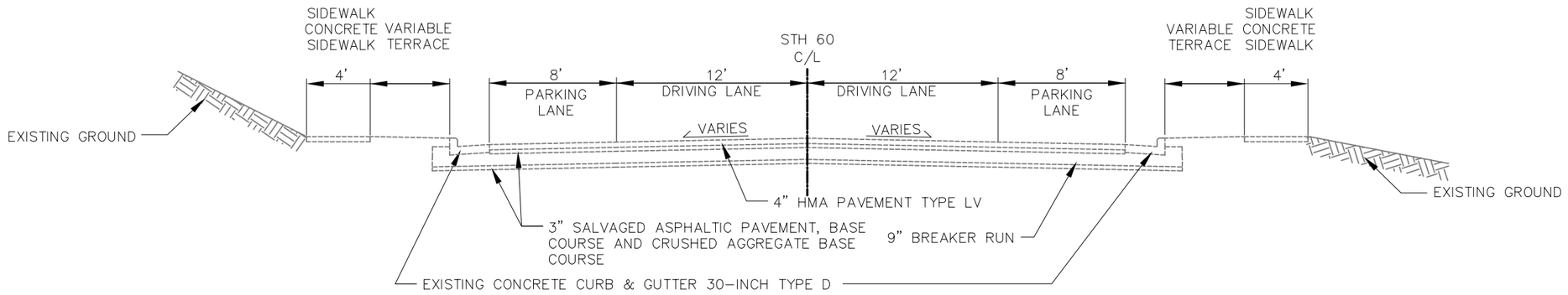
ALL PVC WATER MAINS SHALL BE LAID WITH A MINIMUM OF SEVEN (7') FEET OF COVER FROM FINISHED GRADE UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL ADJUST ALL VALVE BOXES AND CURB BOXES TO FINISHED GRADE. BOXES DAMAGED PRIOR TO ACCEPTANCE SHALL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.

HYDRANTS SHALL BE SET WITH THE CENTER OF THE PUMPER NOZZLE TWENTY-FOUR INCHES (24") ABOVE THE TOP OF EXISTING GROUND. ALL HYDRANTS SHALL HAVE A SIX-INCH (6") AUXILIARY VALVE INSTALLED.

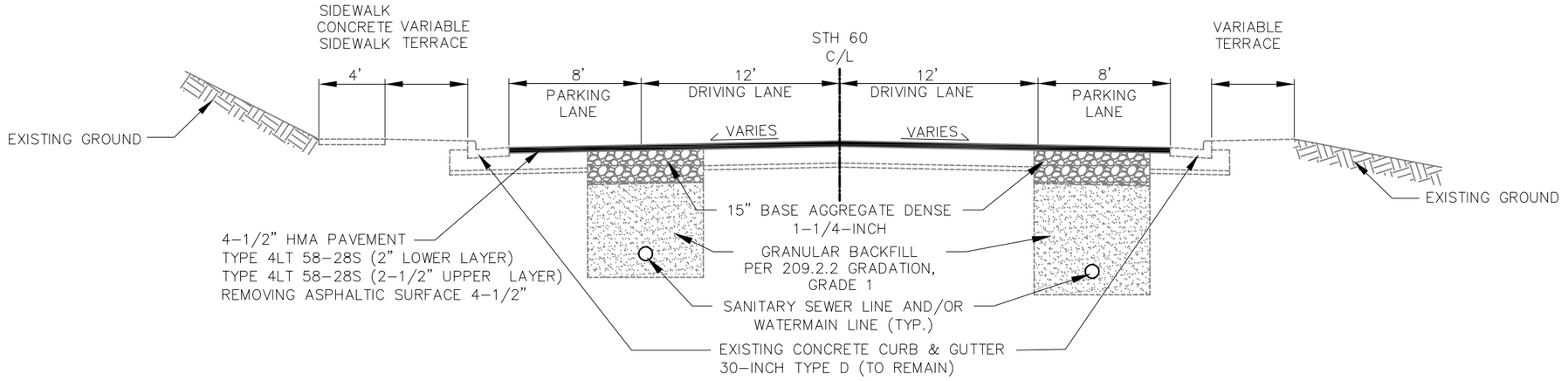
CONTRACTOR SHALL INSTALL A 12 AWG TRACER WIRE ON ALL WATERMAIN, WATER SERVICES, AND SANITARY SEWER LATERALS. THE CONTRACTOR SHALL SUPPLY A 1-INCH ID CONDUIT WITH CAP OR OTHER APPROVED DEVICE TO CONTAIN THE TRACER WIRE AT THE FINISHED GROUND ELEVATION. THE CONDUIT SHALL BE BURIED A MINIMUM OF 4-FEET OR AS DIRECTED BY THE ENGINEER.

ALL REQUIRED TESTING OF INSTALLED WATERMAIN SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND PERFORMED AS OUTLINED IN THE SPECIFICATIONS.



TYPICAL EXISTING SECTION

STH 60
577+50 TO 628+66

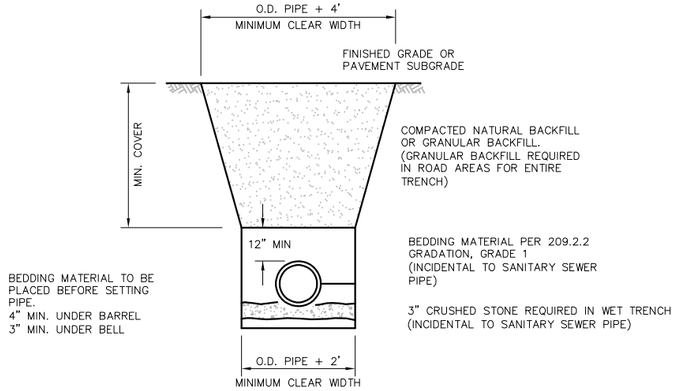


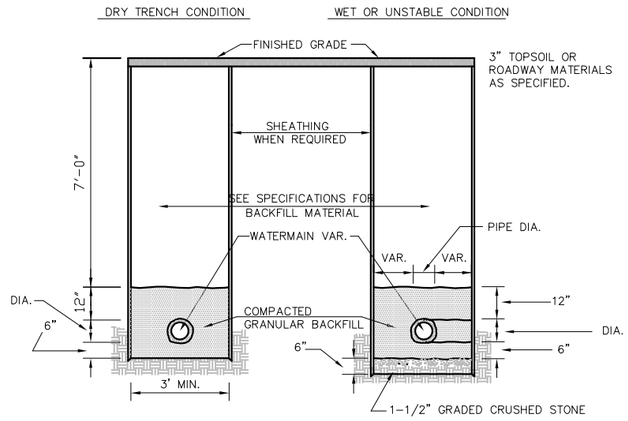
TYPICAL FINISHED SECTION

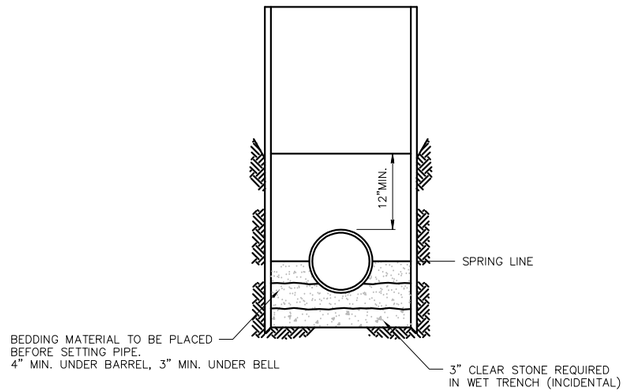
STH 60
574+63 TO 577+50

PROJECT NO: 5180-00-71	HWY: STH 60	COUNTY: CRAWFORD	TYPICAL SECTIONS	SHEET 4	E

2





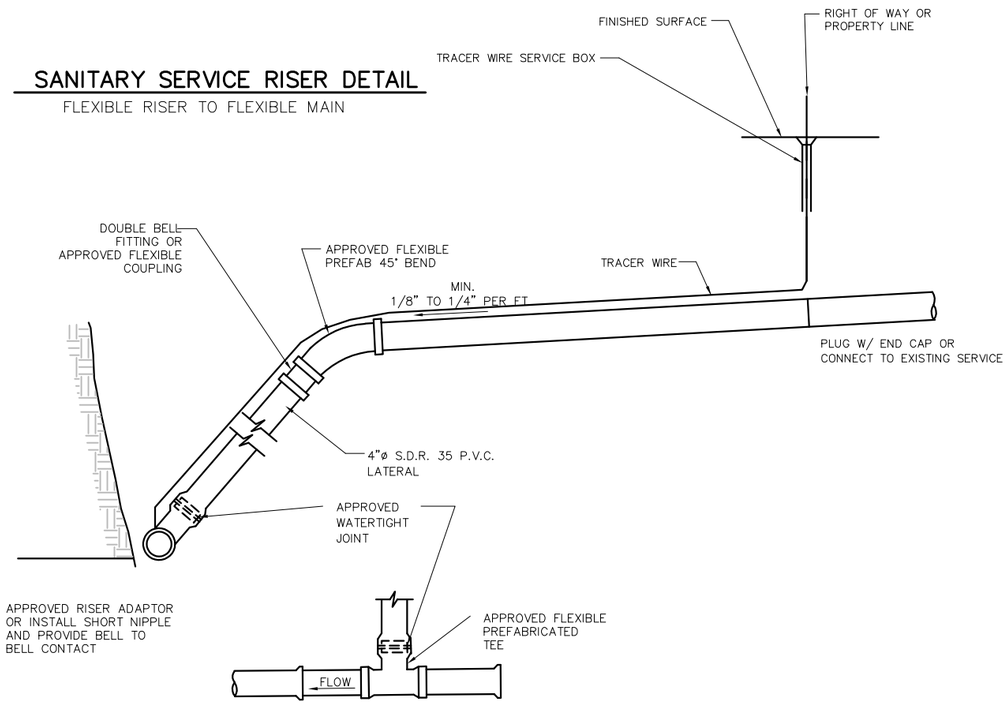


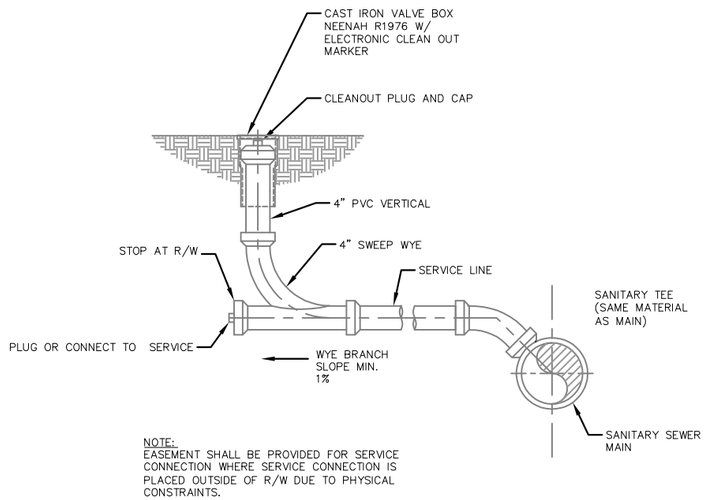
BEDDING DETAILS

N.T.S.

SANITARY SERVICE RISER DETAIL

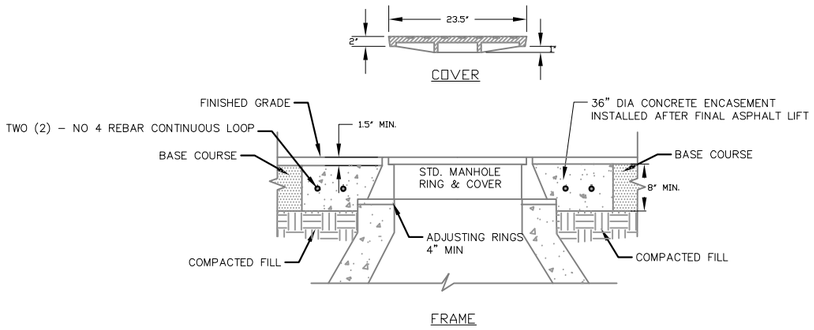
FLEXIBLE RISER TO FLEXIBLE MAIN





SEWER SERVICE W/ CLEAN OUT DETAIL

NOT TO SCALE

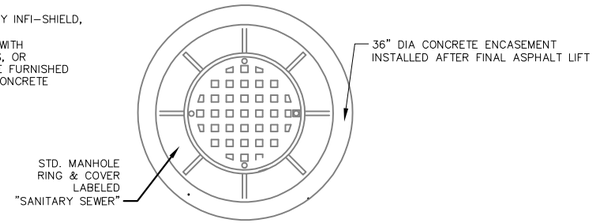


STANDARD MANHOLE FRAME & COVER

NOT TO SCALE

SPV.0060.29 (SPECIAL 29. SANITARY SEWER MANHOLE CASTING)
SPV.0060.30 (SPECIAL 30. ADJUSTING MANHOLE COVERS)

1) EXTERNAL JOINT SEALS SHALL BE ATOR WRAP BY INFI–SHIELD, INC. OR APPROVED EQUAL
2) MANHOLE CASTINGS SHALL BE NEENAH R–1540 WITH NON–ROCKING LIDS AND CONCEALED PICK HOLES, OR APPROVED EQUAL. MANHOLE CASTINGS SHALL BE FURNISHED ALONG WITH THE PROPER AMOUNT OF 2–INCH CONCRETE ADJUSTMENT RINGS.

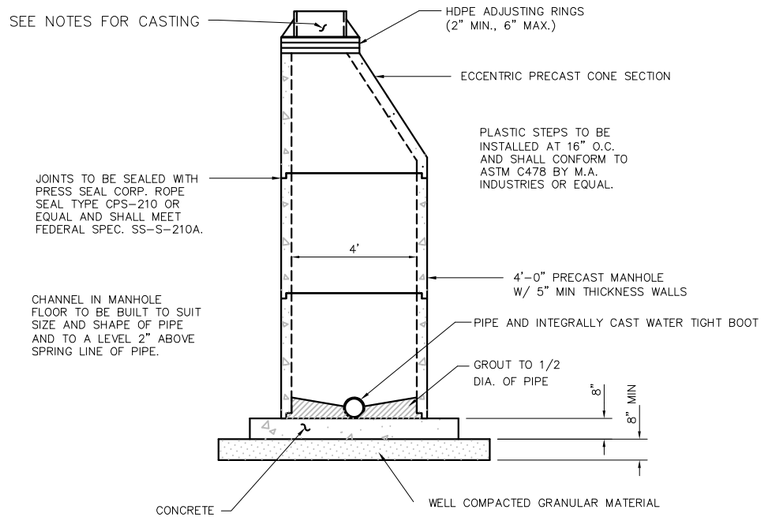


FRAME & COVER

NOTE:
CONCRETE ENCASEMENT SHALL ONLY BE USED IN AREAS WHERE COVER IS TO BE FLUSH WITH PAVEMENT OR CONCRETE. CONCRETE ENCASEMENT SHALL NOT BE USED IN NON–TRAFFIC AREAS.

SPV.0060.30 (SPECIAL 30. ADJUSTING MANHOLE COVERS) REQUIRES SALVAGING AND RESETTING EXISTING MANHOLE COVERS USING THE HERIN SHOWN DETAILS. (NEW CASTING NOT REQUIRED)

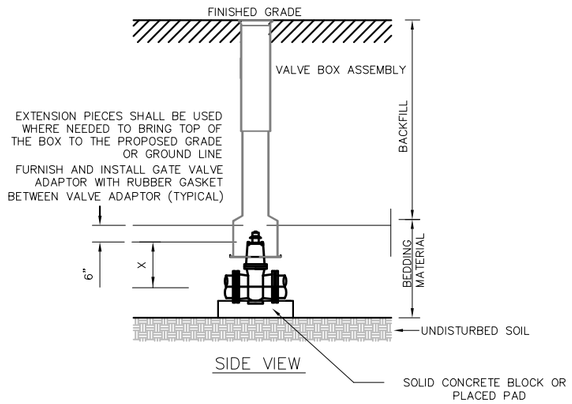
1) EXTERNAL JOINT SEALS SHALL BE ATOR WRAP BY INFI–SHIELD, INC. OR APPROVED EQUAL.
2) MANHOLE CASTINGS SHALL BE NEENAH R–1540 WITH NON–ROCKING LIDS AND CONCEALED PICK HOLES, OR APPROVED EQUAL. MANHOLE CASTINGS SHALL BE FURNISHED ALONG WITH THE PROPER AMOUNT OF 2–INCH CONCRETE ADJUSTMENT RINGS.



SANITARY MANHOLE

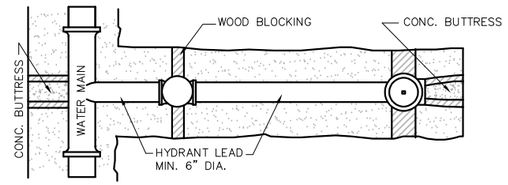
ADJUST FRAME TO GRADE WITH BRICK OR CONCRETE RINGS OF VARIABLE THICKNESS, MAXIMUM RING HEIGHT = 6", MINIMUM RING HEIGHT = 2". CONCRETE RINGS SHALL BE REINFORCED WITH ONE LINE OF STEEL CENTERED WITHIN THE RING. WHERE NECESSARY, RINGS SHAILL BE GROOVED TO RECEIVE STEP.

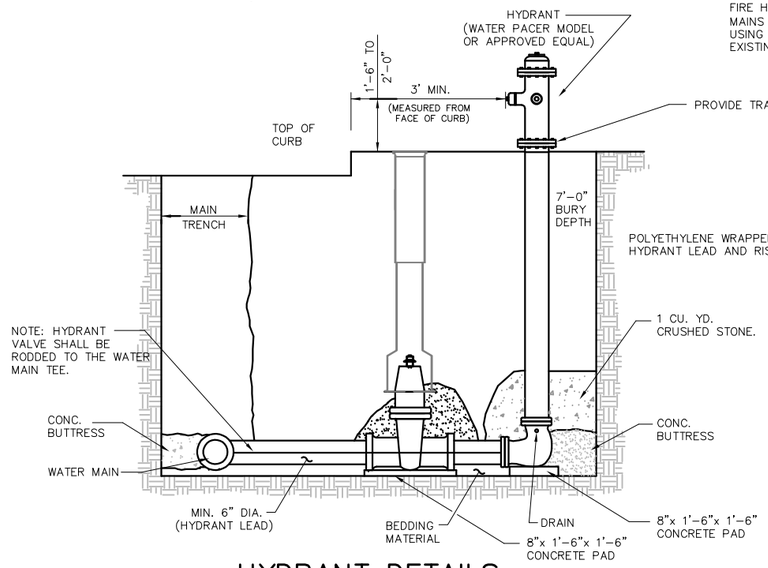
CONCRETE AND STEEL REINFORCEMENT SHALL CONFORM TO THE REQUIREMENTS OUTLINED IN ASTM C–478. REQUIREMENTS OF ASTM SPECIFICATIONS.



GATE VALVE BOX DETAIL

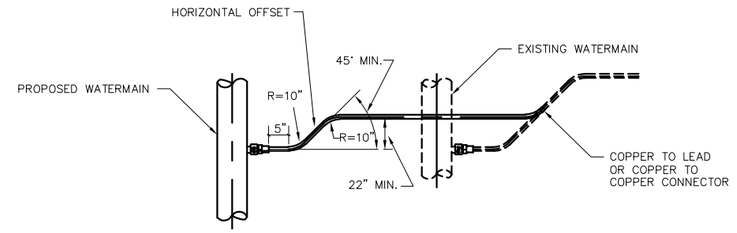
PIPE DIA. (INCHES)	2	2	2	2	2	2	2
X=SETTING (INCHES)	6	6	6	6	6	6	6



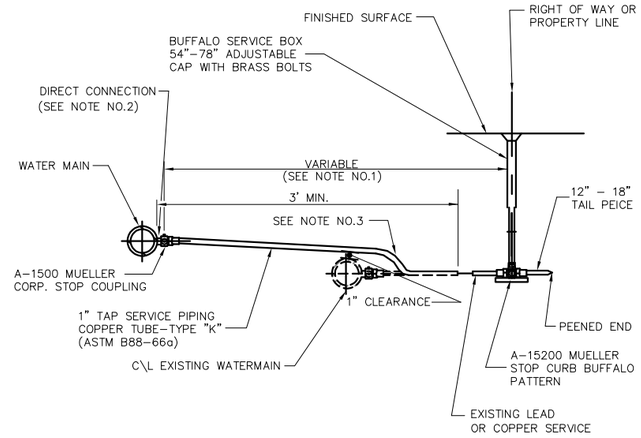


HYDRANT DETAILS

NOTE:
1. MIN. OF 4 CU. FT. STONE (MORE IF REQ'D).
2. CONC. THRUST BLOCK TO HAVE MIN. OF 6 SQ. FT. BEARING ON SOLID BANK (MORE IF REQ'D.).
3. DRAIN HOLES AND FLANGES SHALL BE CLEAR OF CONC.
4. FIRE HYDRANT BARREL SHALL BE PLUMB.
5. ALL MATERIALS USED IN THE POTABLE WATER SYSTEM MUST BE NSF61 AND NSF372 CERTIFIED AND MEET THE LATEST FEDERAL SAFE DRINKING WATER ACT REQUIREMENTS.
6. ALL JOINTS SHALL BE MECHANICAL TYPE WITH RETAINER GLANDS
7. FIRE HYDRANTS INSTALLED ON EXISTING 6" WATER MAINS, MUST BE INSTALLED USING A 6"X6" TEE CUT INTO THE EXISTING WATER MAIN. FIRE HYDRANTS INSTALLED ON EXISTING WATER MAINS LARGER THAN 6", CAN BE INSTALLED USING A TAPPING SLEEVE AND VALVE ON THE EXISTING WATER MAIN.



1" SERVICE TAP



TAP SERVICE PIPING

FROM NEW WATER MAIN TO EXISTING COPPER OR LEAD SERVICE

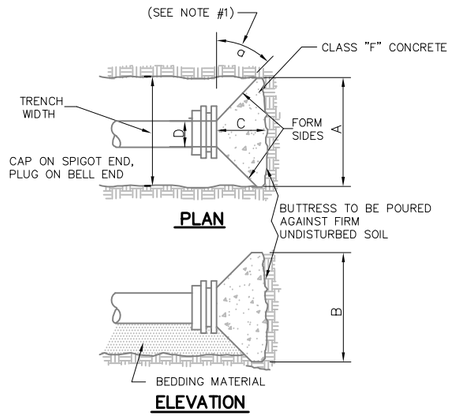
SERVICE PIPE	CORP. STOP	CURB BOX	SERVICE BOX
1"	1"	1"	2 ½"
1 ¼"	1 ¼"	1 ¼"	3"
1 ½"	1 ¼"x 1 ½"	1 ½"	3"
* 2"	1 ½"x 2"	2"	3"

* FOR A 2" SERVICE PIPE CORPORATION STOP FOR A 6" WATER MAIN, REQUIRES A TAP WITH A CLAMP.

1. NO JOINTS ALLOWED WITHOUT PERMISSION OF THE ENGINEER.
2. SERVICE LATERAL WILL BE TAPPED SUCH THAT THE GOOSENECK OF THE LATERAL WILL NOT BE INSTALLED HIGHER THAN THE TOP OF THE WATER MAIN.
3. NEWSERVICE (HORIZONTAL OFFSET) GOOSENECK SHALL BE ROTATED DOWNWARD TO 1" ABOVE OLD MAIN TO PROVIDE MAXIMUM COVER COPPER TUBE -TYPE "K"

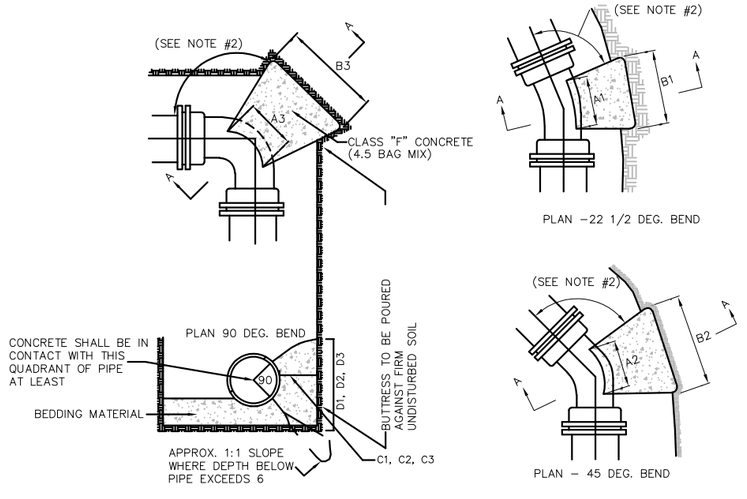
NOTE: WATER SERVICE MAY BE INSTALLED UNDER EXISTING WATER MAIN, IF 7 FEET MINIMUM COVER IS NOT AVAILABLE, THE NEW INSTALLATION SHALL BE INSULATED. CONNECTIONS SHALL BE TESTED FOR LEAKAGE PRIOR TO BACKFILL AFTER SUPPORT HAS BEEN COMPACTED. MINIMUM RADII ARE AS FOLLOWS: 1" = 6", 1 ¼" = 8", 1 ½" = 10" 2" = 12". TAP AND SERVICE SHALL BE SAME SIZE AS EXISTING WITH A MINIMUM OF 1".

BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'-6"	1'-2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'-0"	1'-4"		
12"	2'-5"	1'-10"		
16"	3'-4"	2'-4"		
20"	4'-3"	2'-10"		
24"	5'-2"	3'-4"		
30"	6'-9"	4'-0"		



BUTTRESS FOR DEAD ENDS AND TEES

1. DIMENSION "C" SHOULD BE LARGE ENOUGH TO MAKE ANGLE "a" EQUAL TO OR LARGER THAN 45 DEGREES.
2. DIMENSION "D" EQUALS APPROXIMATE I.D. OF PIPE LESS 2. AN EFFORT SHOULD BE MADE TO PREVENT THE CONCRETE FROM COVERING THE M.J. BOLTS.
3. WHERE THE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, STRAPPING SHALL BE PERMITTED.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF 2000 psi AND A WATER PRESSURE OF 150 psi.

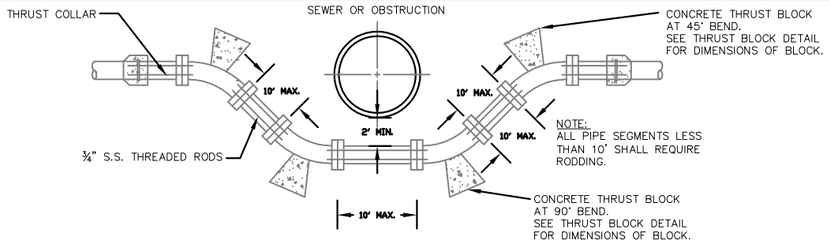


BUTTRESS FOR BENDS

BUTTRESS DIMENSIONS						
PIPE	22 1/2° BENDS		45° BENDS		90° BENDS	
SIZE	B1	D1	B2	D2	B3	D3
6"	1'-0"	1'-0"	1'-0"	1'-0"	1'-4"	1'-2"
8"	1'-0"	1'-0"	1'-4"	1'-2"	1'-10"	1'-0"
10"	1'-2"	1'-2"	1'-7"	1'-6"	2'-4"	1'-0"
12"	1'-4"	1'-4"	1'-10"	1'-10"	2'-9"	1'-0"
16"	1'-10"	1'-8"	2'-6"	2'-4"	3'-10"	1'-0"
20"	2'-4"	2'-0"	3'-3"	2'-10"	6'-0"	1'-0"
24"	2'-10"	2'-4"	4'-0"	3'-3"	6'-4"	1'-0"
30"	3'-6"	3'-0"	8'-4"	3'-10"	8'-0"	1'-0"

NOTES

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF AT LEAST 150 PSI, AND ON EARTH RESISTANCE OF 2 TONS PER SQ. FT.
2. DIMENSION C1, C2, C3, SHOULD BE LARGE ENOUGH TO MAKE ANGLE "A" EQUAL OR LARGER THAN 45 DEG.
3. DIMENSION A1, A2, A3, SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERRING WITH M.J. BOLTS.
4. SHAPE OF BACK OF BUTTRESS MAY VARY AS LONG AS POUR IS AGAINST FIRM UNDISTURBED EARTH.
5. ALL IRON PIPE AND FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.



ROD REQUIREMENTS

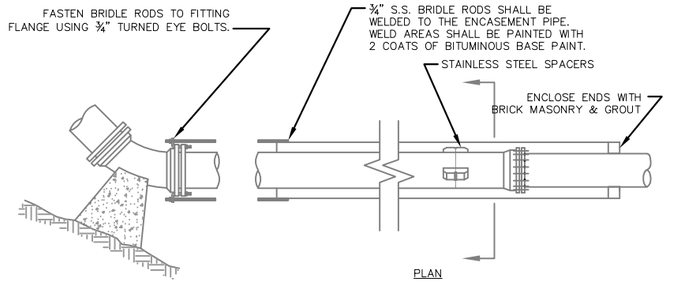
SIZE OF 45° BEND	STATIC THRUST IN POUNDS	NUMBER OF RODS REQUIRED
6"	4,328	2
8"	7,694	2
12"	17,312	4
16"	30,779	6
20"	48,091	8
24"	69,252	10

NOTE:
ALL PIPE SEGMENTS LESS THAN 10' SHALL REQUIRE RODDING.
ALL JOINTS SHALL BE MECHANICAL TYPE WITH RETAINER GLANDS

GENERAL NOTES
1. RODS AND NUTS SHALL BE OF TYPE 304 OR TYPE 316 STAINLESS STEEL.
2. CONCRETE SHALL NOT CONTACT BOLTS OR ENDS OF MECHANICAL JOINT BENDS.

VERTICAL BEND RODDING AND BLOCKING DETAIL

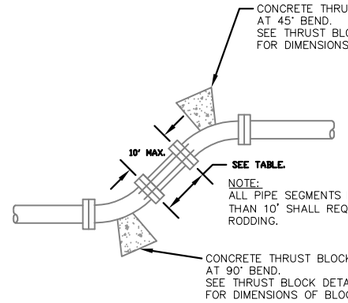
NOT TO SCALE



NOTES:
1. CARRIER PIPE SHALL BE D.I.P. UNLESS EXPRESSLY APPROVED BY THE ENGINEER.
2. STAINLESS STEEL SPACERS SHALL BE USED. NO TIMBER SKIDS ARE ALLOWED.
3. TWO SPACERS PER JOINT SHALL BE USED FOR D.I.P. CARRIER PIPE.
4. THREE SPACERS PER JOINT SHALL BE USED FOR PVC CARRIER PIPE.
5. ENCASED BORES ALONG GRAVITY COLLECTION SYSTEMS SHALL NOT REQUIRE BRIDLE RODS.
6. 2 EA. ¾" S.S. BRIDLE RODS SHALL BE REQUIRED ON ALL LINES 8"ø AND SMALLER. 4 EA. ¾" S.S. BRIDLE RODS SHALL BE REQUIRED ON ALL LINES 10"ø AND LARGER.
7. CARRIER PIPE SHALL BE INSTALLED USING 'FIELD LOK' GASKETS OR APPROVED EQUAL.

STANDARD BORE ENCASEMENT

NOT TO SCALE



GENERAL NOTES
1. RODS AND NUTS SHALL BE OF TYPE 304 OR TYPE 316 STAINLESS STEEL.
2. CONCRETE SHALL NOT CONTACT BOLTS OR ENDS OF MECHANICAL JOINT BENDS.

ROD REQUIREMENTS

PIPE DIA	DEAD END TEE BRANCH OR 90 DEG BEND	45 DEG BEND	22.5 DEG BEND
6"	23 LF	7 LF	0 LF
8"	30 LF	10 LF	2 LF
12"	38 LF	12 LF	3 LF
16"	50 LF	14 LF	3 LF

*ALL WATER MAIN SHALL BE INSTALLED WITH APPROVED JOINT RESTRAINT CLAMPS, RODS, AND DEVICES AS APPROVED BY ENGINEER AT EACH FITTING BASED UPON 150PSI TEST PRESSURE AND 7'-0" COVER.
*ALL PIPE SEGMENTS LESS THAN 10' SHALL REQUIRE RODDING.
*ALL JOINTS SHALL BE MECHANICAL TYPE WITH RETAINER GLANDS

VERTICAL JOINT RESTRAINT AND BLOCKING DETAIL

NOT TO SCALE

5180-00-71

Line	Item	Item Description	Unit	Total	Qty
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,200.000	5,200.000
0100	611.8120.S	Cover Plates Temporary	EACH	22.000	22.000
0102	612.0902.S	Insulation Board Polystyrene (inch) 01. 2-Inch	SY	200.000	200.000
0124	619.1000	Mobilization	EACH	0.100	0.100
0126	624.0100	Water	MGAL	60.000	60.000
0234	SPV.0060	Special 01. Fire Hydrant	EACH	7.000	7.000
0236	SPV.0060	Special 02. 6" Gate Valve and Box	EACH	9.000	9.000
0238	SPV.0060	Special 03. 8" Gate Valve and Box	EACH	20.000	20.000
0240	SPV.0060	Special 05. Watermain Tee, 8-Inch x 6-Inch	EACH	9.000	9.000
0242	SPV.0060	Special 06. Watermain Tee, 8-Inch x 8-Inch	EACH	5.000	5.000
0244	SPV.0060	Special 07. Watermain Cross, 8-Inch x 8-Inch	EACH	1.000	1.000
0246	SPV.0060	Special 08. Watermain Elbow 90 Deg, 8-Inch	EACH	1.000	1.000
0248	SPV.0060	Special 10. Watermain Plug, 8-Inch	EACH	1.000	1.000
0250	SPV.0060	Special 14. Lower Watermain	EACH	3.000	3.000
0252	SPV.0060	Special 15. Connect to Existing Watermain, 6-Inch	EACH	2.000	2.000
0254	SPV.0060	Special 16. Connect to Existing Watermain, 8-Inch	EACH	7.000	7.000
0256	SPV.0060	Special 17. Connect to Existing Water Service, 1-Inch or Smaller	EACH	59.000	59.000
0258	SPV.0060	Special 18. 1" Curb Stop and Box	EACH	16.000	16.000
0260	SPV.0060	Special 19. 1" Corporation	EACH	59.000	59.000
0262	SPV.0060	Special 25. Adjusting Existing Watermain Valve Box	EACH	19.000	19.000
0264	SPV.0060	Special 28. Sanitary Sewer Manholes	EACH	5.000	5.000
0266	SPV.0060	Special 29. Sanitary Sewer Manhole Casting	EACH	5.000	5.000
0268	SPV.0060	Special 30. Adjusting Manhole Covers	EACH	22.000	22.000
0270	SPV.0060	Special 31. Sanitary Wye, 8-Inch x 4-Inch	EACH	3.000	3.000
0272	SPV.0060	Special 32. Sanitary Wye, 10-Inch x 4-Inch	EACH	14.000	14.000
0274	SPV.0060	Special 33. Connect to Existing Sanitary Sewer	EACH	5.000	5.000
0276	SPV.0060	Special 34. Connect to Existing Sanitary Service, 4-Inch or Smaller	EACH	17.000	17.000
0278	SPV.0060	Special 35. Abandon Existing Water System	EACH	1.000	1.000
0280	SPV.0060	Special 36. Abandon Existing Sanitary Sewer System	EACH	1.000	1.000
0282	SPV.0090	Special 10. Watermain PVC, 6-Inch	LF	51.000	51.000
0284	SPV.0090	Special 11. Watermain PVC, 8-Inch	LF	3,626.000	3,626.000
0286	SPV.0090	Special 12. Hydrant Lead, Watermain Ductile Iron, 6-Inch	LF	213.000	213.000
0288	SPV.0090	Special 13. Water Service, Copper, 1-Inch	LF	1,186.000	1,186.000
0290	SPV.0090	Special 15. Sanitary Sewer, PVC, 8-Inch, SDR 35	LF	270.000	270.000
0292	SPV.0090	Special 16. Sanitary Sewer, PVC, 10-Inch, SDR 35	LF	782.000	782.000
0294	SPV.0090	Special 17. Sanitary Service, PVC, 4-Inch, SDR 35	LF	358.000	358.000

ROADWAY ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
0010	592+51	-	627+32	LT & RT	2,920	40	WATERMAIN & HYDRANT LEAD TRENCHES
0010	593+03	-	627+22	LT & RT	720	6	WATER SERVICE TRENCHES
0010		-		UNDISTRIBUTED	390	3	
				TOTAL 0010	4,030	49	
0020	602+70	-	612+13	LT & RT	780	6	SANITARY SEWER MAIN TRENCHES
0020	602+73	-	611+94		280	3	SANITARY LATERAL TRENCHES
0020		-		UNDISTRIBUTED	110	2	
				TOTAL 0020	1,170	11	
				PROJECT TOTAL	5200	60	
						*QUANTIY SHOWN ELSEWHERE	

SANITARY SEWER SERVICE ITEMS

CATEGORY	STATION	LOCATION	SPV.0060.31 (SPECIAL 31. SANITARY WYE, 8-INCH X 4-INCH) EACH	SPV.0060.32 (SPECIAL 32. SANITARY WYE, 10-INCH X 4-INCH) EACH	SPV.0060.34 (SPECIAL 34. CONNECT TO EXISTING SANITARY SERVICE, 4-INCH OR SMALLER) EACH	SPV.0090.17 (SPECIAL 17. SANITARY SERVICE, PVC, 4-INCH, SDR 35) LF	REMARKS
0020	602+73	RT	1		1	15	
0020	603+22	LT	1		1	30	
0020	604+83	LT		1	1	30	
0020	604+92	RT		1	1	6	
0020	605+53	LT		1	1	30	
0020	605+88	RT		1	1	6	
0020	606+32	RT		1	1	6	
0020	606+94	LT		1	1	30	
0020	607+46	RT		1	1	10	
0020	607+55	RT		1	1	10	
0020	607+61	RT		1	1	10	
0020	608+46	RT		1	1	10	
0020	608+60	LT		1	1	46	
0020	609+36	LT		1	1	32	
0020	610+27	LT		1	1	32	
0020	610+99	LT		1	1	41	
0020	611+94	LT	1		1	14	
		TOTAL 0020	3	14	17	358	

3

WATERMAIN FITTINGS AND MISC

CATEGORY	STATION	LOCATION	SPV.0060.01 (SPECIAL 01. FIRE HYDRANT) EACH	SPV.0060.02 (SPECIAL 02. 6" GATE VALVE AND BOX) EACH	SPV.0060.03 (SPECIAL 03. 8" GATE VALVE AND BOX) EACH	SPV.0060.05 (SPECIAL 05. WATERMAIN TEE, 8-INCH X 6-INCH) EACH	SPV.0060.06 (SPECIAL 06. WATERMAIN TEE, 8-INCH X 8-INCH) EACH	SPV.0060.07 (SPECIAL 07. WATERMAIN CROSS, 8-INCH X 8-INCH) EACH	SPV.0060.08 (SPECIAL 08. WATERMAIN ELBOW 90 DEG, 8-INCH) EACH	SPV.0060.10 (SPECIAL 10. WATERMAIN PLUG, 8-INCH) EACH	REMARKS
0010	592+51	13' LT							1		
0010	592+51	3.2' LT			3		1				
0010	595+96	27' LT	1	1							
0010	595+96	2.1' LT			1	1					
0010	599+84	27' LT	1	1							
0010	599+84	0.8' LT				1					
0010	600+39	0.6' LT		1	1	1					
0010	603+56	27' LT	1	1							
0010	603+56	0.3' RT				1					
0010	604+03	0.5' RT			4			1			
0010	607+21	27' LT	1	1							
0010	607+21	1.5' RT			1	1					
0010	611+56	5.8' RT			2		1				
0010	611+86	41' LT	1	1							
0010	611+86	5.5' RT				1					
0010	615+07	0.1' RT		1	1	1					
0010	619+04	6.5' LT			3		1				
0010	623+16	6.9' LT			2		1				
0010	623+46	36' LT	1	1							
0010	623+46	6.9' LT				1					
0010	626+96	6.1' LT			2		1				
0010	627+32	38' LT	1	1							
0010	627+32	6.1' LT				1				1	
		TOTAL 0010	7	9	20	9	5	1	1	1	

WATERMAIN ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	612.0902.S.01 INSULATION BOARD POLYSTYRENE (SPECIAL 01. 2-INCH) SY	SPV.0060.14 (SPECIAL 14. LOWER WATERMAIN) EACH	SPV.0060.15 (SPECIAL 15. CONNECT TO EXISTING WATERMAIN, 6-INCH) EACH	SPV.0060.16 (SPECIAL 16. CONNECT TO EXISTING WATERMAIN, 8-INCH) EACH	SPV.0060.25 (SPECIAL 25. ADJUSTING EXISTING WATERMAIN VALVE BOX) EACH	SPV.0090.10 (SPECIAL 10. WATERMAIN PVC, 6-INCH) LF	SPV.0090.11 (SPECIAL 11. WATERMAIN PVC, 8-INCH) LF	SPV.0090.12 (SPECIAL 12. HYDRANT LEAD, WATERMAIN DUCTILE IRON, 6-INCH) LF	SPV.0060.35 (SPECIAL 35. ABANDON EXISTING WATER SYSTEM) EACH	REMARKS
0010	566+99	-		63'LT					1					
0010	567+26	-		28'LT					2					
0010	572+98	-		26'LT					1					
0010	573+03	-		24'LT					1					
0010	577+29	-		8'RT					1					
0010	577+83	-		12'LT					1					
0010	580+87	-		31'LT					1					
0010	581+05	-		43'LT					1					
0010	581+12	-		59'LT					1					
0010	585+63	-		10'LT					2					
0010	589+02	-		7'LT					4					
0010	592+22	-		12'LT					1					
0010	592+37	-	592+51	3.2'LT-52'RT							54			
0010	592+47	-		13'LT					2					
0010	592+51	-		3.2'LT-13'LT				1			10			
0010	592+51	-	595+96	3.2'LT-2.1'LT							345			
0010	595+96	-	600+39	2.1'LT-0.6'LT							443			
0010	595+96	-		2.1'LT-27'LT								25		
0010	599+84	-		0.8'LT-27'LT								26		
0010	600+39	-	604+03	0.6'LT-0.5'RT							364			
0010	600+39	-		0.6'LT-30'LT			1			30				
0010	601+91	-	602+15	C/L	22	1								
0010	603+56	-		0.3'RT-27'LT								27		
0010	604+03	-	607+21	0.5'RT-1.5'RT							318			
0010	604+03	-		5'RT-15'LT				2			20			
0010	607+21	-	611+56	1.5'RT-5.8'RT							435			
0010	607+21	-		1.5'RT-27'LT								28		
0010	611+45	-		6'RT		1								
0010	611+56	-	615+07	5.8'RT-0.1'RT							351			
0010	611+56	-		5.8'RT-12'LT				1			18			
0010	611+86	-		5.5'RT-41'LT								46		
0010	615+07	-	619+04	0.1'RT-6.5'LT							397			
0010	615+07	-		0.1'RT-21'LT			1			21				
0010	615+54	-	615+78	1'LT	22	1								
0010	619+04	-	623+16	6.5'LT-6.9'LT							412			
0010	619+04	-		6.5'LT-20'LT				1			13			
0010	623+16	-	626+96	6.9'LT-6.1'LT							380			
0010	623+16	-		6.9'LT-22'LT				1			15			
0010	623+43	-		6.9'LT-36'LT								29		
0010	626+96	-	627+32	6.1'LT							36			
0010	626+96	-		6.1'LT-21'LT				1			15			
0010	627+32	-		6.1'LT-38'LT								32		
0010	592+51	-	627+30	LT									1	
				TOTAL 0010	44	3	2	7	19	51	3,626	213	1	

WATER SERVICE ITEMS

CATEGORY	STATION	LOCATION	SPV.0060.17 CONNECT TO EXISTING WATER SERVICE, 1-INCH OR SMALLER) EACH	SPV.0060.18 (SPECIAL 18. 1" CURB STOP AND BOX) EACH	SPV.0060.19 (SPECIAL 19. 1" CORPORATION) EACH	SPV.0090.13 (SPECIAL 13. WATER SERVICE, COPPER, 1-INCH) LF	REMARKS
0010	593+03	LT	1	1	1	29	
0010	593+14	RT	1	1	1	31	
0010	593+91	LT	1		1	10	
0010	594+11	RT	1		1	19	
0010	594+67	LT	1		1	11	
0010	594+78	RT	1		1	18	
0010	595+43	LT	1		1	12	
0010	595+69	RT	1		1	16	
0010	595+88	LT	1	1	1	26	
0010	596+49	RT	1		1	15	
0010	596+91	RT	1		1	15	
0010	597+41	RT	1		1	15	
0010	597+51	LT	1		1	14	
0010	598+03	LT	1		1	14	
0010	598+06	RT	1		1	15	
0010	598+34	LT	1		1	14	
0010	598+86	RT	1		1	15	
0010	599+17	LT	1		1	15	
0010	599+21	RT	1		1	17	
0010	599+80	LT	1	1	1	26	
0010	600+37	RT	1		1	15	
0010	600+57	LT	1	1	1	26	
0010	600+78	RT	1		1	15	
0010	601+44	RT	1		1	14	
0010	601+48	LT	1		1	16	
PAGE TOTAL 0010			25	5	25	433	

WATER SERVICE ITEMS CONT'D

CATEGORY	STATION	LOCATION	SPV.0060.17 CONNECT TO EXISTING WATER SERVICE, 1-INCH OR SMALLER) EACH	SPV.0060.18 (SPECIAL 18. 1" CURB STOP AND BOX) EACH	SPV.0060.19 (SPECIAL 19. 1" CORPORATION) EACH	SPV.0090.13 (SPECIAL 13. WATER SERVICE, COPPER, 1-INCH) LF	REMARKS
0010	602+31	RT	1		1	14	
0010	602+96	LT	1		1	16	
0010	604+88	LT	1		1	16	
0010	604+88	RT	1		1	16	
0010	605+58	LT	1		1	16	
0010	605+92	RT	1		1	16	
0010	606+27	RT	1		1	16	
0010	606+89	LT	1		1	16	
0010	607+50	RT	1	1	1	32	
0010	607+66	RT	1	1	1	37	
0010	607+92	RT	1	1	1	33	
0010	608+58	LT	1	1	1	30	
0010	609+40	LT	1		1	16	
0010	610+24	LT	1		1	22	
0010	611+90	LT	1	1	1	40	
0010	612+19	RT	1	1	1	44	
0010	613+68	LT	1		1	16	
0010	614+10	RT	1		1	15	
0010	614+26	LT	1		1	16	
0010	615+11	RT	1		1	15	
0010	616+70	RT	1		1	20	
0010	617+43	RT	1		1	20	
0010	617+50	LT	1		1	12	
0010	618+29	RT	1		1	20	
0010	619+70	LT	1	1	1	34	
0010	620+07	RT	1		1	22	
0010	620+60	LT	1	1	1	26	
0010	621+76	LT	1		1	11	
0010	621+91	RT	1		1	23	
0010	623+51	LT	1	1	1	31	
0010	624+48	RT	1		1	22	
0010	624+60	LT	1		1	9	
0010	626+21	LT	1	1	1	32	
0010	627+22	LT	1	1	1	29	
PAGE TOTAL 0010			34	11	34	753	
TOTAL 0010			59	16	59	1,186	

SANITARY SEWER ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	611.8120.S COVER PLATES TEMPORARY EACH	612.0902.S.01 INSULATION BOARD POLYSTYRENE (INCH) (SPECIAL 01. 2-INCH) SY	SPV.0060.28 (SPECIAL 28. SANITARY SEWER MANHOLES) EACH	SPV.0060.29 (SPECIAL 29. SANITARY SEWER MANHOLE CASTING) EACH	SPV.0060.30 (SPECIAL 30. ADJUSTING MANHOLE COVERS) EACH	SPV.0060.33 (SPECIAL 33. CONNECT TO EXISTING SANITARY SEWER) EACH	SPV.0090.15 (SPECIAL 15. SANITARY SEWER, PVC, 8-INCH, SDR 35) LF	SPV.0090.16 (SPECIAL 16. SANITARY SEWER, PVC, 10-INCH, SDR 35) LF	SPV.0060.36 (SPECIAL 36. ABANDON EXISTING SANITARY SEWER SYSTEM) EACH	REMARKS
0020	566+40	-		11'LT	1				1					EX. SAN. MH
0020	567+06	-		21'LT	1				1					EX. SAN. MH
0020	567+45	-		15'LT	1				1					EX. SAN. MH
0020	567+52	-		15'LT	1				1					EX. SAN. MH
0020	570+18	-		17'LT	1				1					EX. SAN. MH
0020	573+25	-		21'LT	1				1					EX. SAN. MH
0020	577+42	-		9'LT	1				1					EX. SAN. MH
0020	580+88	-		40'LT	1				1					EX. SAN. MH
0020	581+27	-		5'RT	1				1					EX. SAN. MH
0020	585+33	-		22'RT	1				1					EX. SAN. MH
0020	588+77	-		19'RT	1				1					EX. SAN. MH
0020	588+94	-		20'LT	1				1					EX. SAN. MH
0020	592+84	-		18'RT	1				1					EX. SAN. MH
0020	596+59	-		13'RT	1				1					EX. SAN. MH
0020	600+15	-		14'RT	1				1					EX. SAN. MH
0020	601+86	-		14'RT	1				1					EX. SAN. MH
0020	602+70.50	-		14.0'RT			1	1						SAN. MH #8
0020	602+70.50	-	603+80	RT							109			SAN. MH #8 to SAN. MH #7
0020	603+80	-		15.0'RT			1	1						SAN. MH #7
0020	603+80	-	607+69.50	RT								389		SAN. MH #7 to SAN. MH #9A
0020	603+80	-		15'RT-23'RT						1	8			SAN. MH #7 to Existing San. Sewer Line
0020	603+80	-		15'RT-7'RT						1	8			SAN. MH #7 to Existing San. Sewer Line
0020	607+69.50	-		15.5'RT			1	1						SAN. MH #9A
0020	607+69.50	-	611+63	RT		118						393		SAN. MH #9A to SAN. MH #11A
0020	607+69.50	-		15.5'RT-35'LT						1	50			SAN. MH #9A to Existing San. Sewer Line
0020	611+63	-		15.0'RT			1	1						SAN. MH # 11A
0020	611+63	-		20.0'LT			1	1						SAN. MH # 11
0020	611+63	-	611+63	15'RT-20'LT		16					35			SAN. MH #11A to SAN. MH #11
0020	611+63	-	612+11	20'LT		22				1	50			SAN. MH #11 to Existing San. Sewer Line
0020	611+63	-	611+63	20'LT-30'LT						1	10			SAN. MH #11 to Existing San. Sewer Line
0020	615+22	-		23'LT	1				1					EX. SAN. MH
0020	615+49	-		25'LT	1				1					EX. SAN. MH
0020	615+76	-		24'LT	1				1					EX. SAN. MH
0020	619+28	-		26'LT	1				1					EX. SAN. MH
0020	623+00	-		23'LT	1				1					EX. SAN. MH
0020	628+90	-		22'LT	1				1					EX. SAN. MH
0020	602+70	-	612+11	LT & RT									1	
				TOTAL 0020	22	156	5	5	22	5	270	782	1	

STA 592+51, 13' LT
1-CONNECT TO WATER MAIN
DUCTILE IRON 90 DEGREE BEND, 8-INCH, CL 52
STA 592+51, 3.2' LT
WATER MAIN TEE, 8x8-INCH, CL 52
3-WATER VALVE AND BOX, 8-INCH

STA 593+03
29' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 595+88
26' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 595+96, 27' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 649.42
25' HYDRANT LEAD, WATER MAIN DUCTILE IRON, 6-INCH, CL 52
WATER VALVE AND BOX, 6-INCH
7.0' BURY
STA 595+96, 2.1'LT
WATER VALVE AND BOX, 8-INCH
WATER MAIN TEE, 8x6-INCH, CL 52

S. DOUSMAN ST.

N CASS ST.

592+00 593+00 594+00 595+00 596+00 597+00 598+00

S. DOUSMAN ST.

STA 592+37, 52' RT
54', WATER MAIN, 8-INCH, CL 52

STA 593+14
31' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

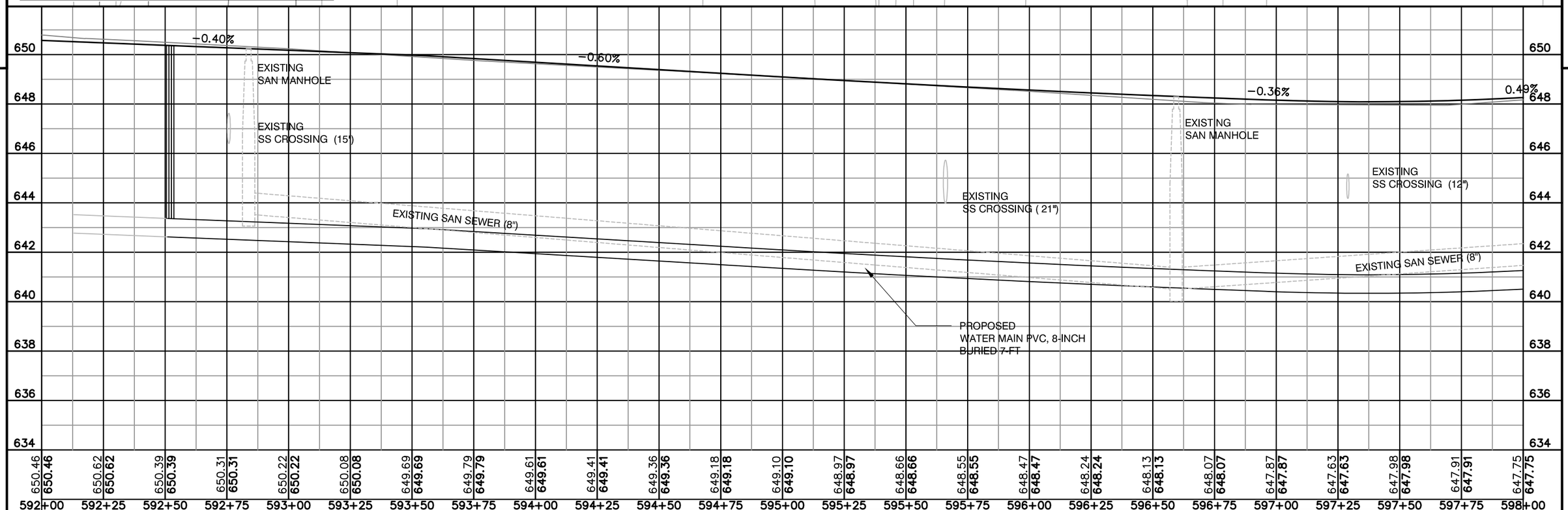
WATER SERVICE, COPPER, 1-INCH, TYPE K

STA 593+91	(10')
STA 594+11	(19')
STA 594+67	(11')
STA 594+78	(18')
STA 595+43	(12')

WATER SERVICE, COPPER, 1-INCH, TYPE K

STA 595+69	(16')
STA 596+49	(15')
STA 596+91	(15')
STA 597+41	(15')
STA 597+51	(14')
STA 598+03	(14')
STA 598+06	(15')

5



PROJECT NO: 5180−00−71	HWY: STH 60	COUNTY: CRAWFORD	PLAN & PROFILE 5180−00−71 WATER MAIN PLAN	SHEET 17 E

WATER SERVICE, COPPER, 1-INCH, TYPE K
STA 598+34 (14')
STA 598+86 (15')
STA 599+17 (15')
STA 599+21 (17')
STA 600+37 (15')
STA 600+78 (15')

STA 599+84, 27' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 651.73
26' HYDRANT LEAD, WATER MAIN
DUCTILE IRON, 6-INCH, CL 52
WATER VALVE AND BOX, 6-INCH
7.0' BURY
STA 599+84, 0.8' LT
WATER MAIN TEE, 8x6-INCH, CL 52

DITTMAN HILL RD.

STA 600+39, 0.6' LT
WATER VALVE AND BOX, 8-INCH
WATER VALVE AND BOX, 6-INCH
WATER MAIN TEE, 8x6-INCH, CL 52
30' 6-INCH WATER MAIN
STA 600+39, 30' LT
1-CONNECT WATER MAIN

SANITARY SEWER WYE, 8x4-INCH
CONNECT TO EXSTING SANITARY SEWER LATERAL
SANITARY SEWER LATERAL, PVC, 4-INCH, SDR 35
STA 602+73, 15'
STA 603+22, 30'

24' x 8' INSULATION REQ'D

STA 603+56, 27' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 652.61
27' HYDRANT LEAD, WATER MAIN
DUCTILE IRON, 6-INCH, CL 52
WATER VALVE AND BOX, 6-INCH
7.0' BURY
STA 603+56, 0.3' RT
WATER MAIN TEE, 8x6-INCH, CL 52

604+03, 15' LT
REMOVE EXISTING VALVE
1-CONNECT WATER MAIN
604+03, 5' RT
1-CONNECT WATER MAIN

STA 604+03, 0.5' RT
WATER MAIN CROSS, 8x8-INCH, CL 52
4-WATER VALVE AND BOX, 8-INCH

N PINE ST.

599+00 600+00 601+00 602+00 603+00 604+00

E FRONT ST.

WATER SERVICE, COPPER, 1-INCH, TYPE K
STA 601+44 (14')
STA 601+48 (16')
STA 602+31 (14')
STA 602+96 (16')

STA 599+80
26' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 600+57
26' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

SAN. MH #8
STA. 602+70.50, 14.0' RT
RIM. 652.94
INV. 644.64 E - 8-INCH PVC
REMOVE EXISTING MANHOLE

SAN. MH #7
STA. 603+80.00, 15.0' RT
RIM. 651.79
INV. 641.14 W - 8-INCH PVC
INV. 642.10 N - 8-INCH PVC (8')
INV. 640.14 E - 10-INCH PVC
INV. 640.04 S - 8-INCH PVC (8')
REMOVE EXISTING MANHOLE

656
654
652
650
648
646
644
642
640

1.45%
1.98%
0.42%
-0.36%
-2.32%

EXISTING SAN SEWER (8")

EXISTING
SAN MANHOLE

EXISTING
SS CROSSING (18")

EXISTING
SAN MANHOLE

EXISTING
SS CROSSING (18")

24' x 8' INSULATION REQ'D

EXISTING
SS CROSSING
2-53X33 RCCP ELLIPTICAL

LOWER WATERMAIN REQ'D

PROPOSED
WATER MAIN PVC, 8-INCH
BURIED 7-FT

SANITARY SEWER, PVC, 8-INCH, SDR 35
(109 LF @ 3.21%)

| | | |

WATER SERVICE, COPPER, 1-INCH, TYPE K
STA 604+88 (16' LT & 16' RT)
STA 605+58 (16')
STA 605+92 (16')
STA 606+27 (16')
STA 606+89 (16')
STA 609+40 (16')
STA 610+24 (22')

STA 607+21, 27' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 648.73
28' HYDRANT LEAD, WATER MAIN DUCTILE IRON, 6-INCH, CL 52
WATER VALVE AND BOX, 6-INCH
7.0' BURY
STA 607+21, 1.5' RT
WATER VALVE AND BOX, 8-INCH
WATER MAIN TEE, 8x6-INCH, CL 52

STA 607+50
32' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 607+66
37' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 608+58
30' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 607+92
33' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

N BURTON ST.

605+00 606+00 607+00 608+00 609+00 610+00

SANITARY SEWER WYE, 10x4-INCH
CONNECT TO EXSTING SANITARY SEWER LATERAL
SANITARY SEWER LATERAL, PVC, 4-INCH, SDR 35
STA 604+83, 30'
STA 604+92, 6'
STA 605+53, 30'
STA 605+88, 6'
STA 606+32, 6'
STA 606+94, 30'

STA. 607+61, 15.5' RT
REMOVE EXISTING MANHOLE

STA 607+71.50, 25' LT
REMOVE EXISTING MANHOLE
CAP EXISTING MAIN
REMOVE SANITARY LINE SAN. MH #9 TO SAN. MH #10
50 LF SANITARY SEWER, 8-INCH PVC

SAN. MH #9A
STA. 607+69.50, 15.5' RT
RIM. 647.80
INV. 641.04 W - 10-INCH PVC
INV. 641.14 E - 10-INCH PVC
INV. 641.14 N - 8-INCH PVC (50')

SANITARY SEWER WYE, 10x4-INCH
CONNECT TO EXSTING SANITARY SEWER LATERAL
SANITARY SEWER LATERAL, PVC, 4-INCH, SDR 35
STA 607+46, 10'
STA 607+55, 10'
STA 607+61, 10'
STA 608+46, 10'
STA 608+60, 46'
STA 609+36, 32'
STA 610+27, 32'

PLACE INSULATION BOARD POLYSTYRENE 2-INCH OVER SANITARY SEWER, 4FT WIDTH, FROM STA 609+00 RT TO 612+00 LT, WHERE DEPTH LESS THAN 5FT

3.07% −1.66% −0.18% 2.08% −0.70% −1.16% −0.82% 0.75%

650 648 646 644 642 640 638 636 634

PROPOSED
WATER MAIN PVC, 8-INCH
BURIED 7-FT

EXISTING
SS CROSSING (15")

EXISTING
SS CROSSING (24" x 37")

EXISTING
SS CROSSING (15")

SANITARY SEWER, PVC, 10-INCH, SDR 35 (389 LF @ 0.23%)

SANITARY SEWER, PVC, 10-INCH, SDR 35 (393 LF @ 0.25%)

PROPOSED
WATER MAIN PVC, 8-INCH
BURIED 7-FT

| | | |

WATER SERVICE, COPPER, 1-INCH, TYPE K
STA 613+68 (16')
STA 614+10 (15')
STA 614+26 (16')
STA 615+11 (15')

SAN. MH #11
STA. 611+63, 20'LT
RIM. 646.27
INV. 642.35 E - 8-INCH PVC (50')
INV. 642.31 S - 8-INCH PVC (35')
INV. 643.03 N - 8-INCH PVC (10')
REMOVE EXISTING MANHOLE

STA 611+86, 41' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 647.58
46' HYDRANT LEAD, WATER MAIN
DUCTILE IRON, 6-INCH, CL 52
WATER VALVE AND BOX, 6-INCH
7.0' BURY
STA 611+86, 5.5' RT
WATER MAIN TEE, 8x6-INCH, CL 52

N WEBSTER ST.

N MILL ST.

24' x 8' INSULATION REQ'D

610+00 611+00 612+00 613+00 614+00 615+00 616+00

STA 611+90
40' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 612+19
44' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 615+07, 0.1' RT
WATER MAIN TEE, 8x6-INCH, CL 52
WATER VALVE AND BOX, 8-INCH
WATER VALVE AND BOX, 6-INCH

STA 615+07, 21' LT
1-CONNECT WATER MAIN

SANITARY SEWER WYE, 10x4-INCH
CONNECT TO EXSTING SANITARY SEWER LATERAL
SANITARY SEWER LATERAL, PVC, 4-INCH, SDR 35
STA 610+99, 41'
STA 611+94, 14'

STA 611+56, 5.8' RT
2-WATER VALVE AND BOX, 8-INCH
WATER MAIN TEE, 8x8-INCH, CL 52
611+56, 47'LT
1-CONNECT TO WATERMAIN

SAN. MH #11A
STA. 611+63, 15.0' RT
RIM. 646.11
INV. 642.13 W - 10-INCHPVC
INV. 642.23 N - 8-INCH PVC
REMOVE EXISTING MANHOLE

PLACE INSULATION BOARD POLYSTYRENE 2-INCH OVER SANITARY SEWER, 4FT WIDTH, FROM STA 609+00 RT TO 612+00 LT, WHERE DEPTH LESS THAN 5FT

650 648 646 644 642 640 638 636 634

−0.14% 0.15% 0.64% 1.87%

EXISTING SS CROSSING 2- 60"X44" ELLIPTICAL

EXISTING SS CROSSING (12")

24' x 8' INSULATION REQ'D

EXISTING SS CROSSING (12")

EXISTING SAN SEWER (8")

SANITARY SEWER, PVC, 10-INCH, SDR 35 (393 @ 0.25%)

EXISTING SS CROSSING (24")

EXISTING SS CROSSING (24")

LOWER WATERMAIN REQ'D

LOWERING WATERMAIN REQ'D

PROPOSED WATER MAIN PVC, 8-INCH BURIED 7-FT

610+00	610+25	610+50	610+75	611+00	611+25	611+50	611+75	612+00	612+25	612+50	612+75	613+00	613+25	613+50	613+75	614+00	614+25	614+50	614+75	615+00	615+25	615+50	615+75	616+00
646.89	646.97	647.08	646.42	646.32	646.63	645.91	646.32	646.62	646.26	646.61	646.93	646.91	647.10	647.23	647.20	647.81	648.14	648.52	648.96	649.47	649.64	650.43	650.75	651.21
646.87	**646.83**	**646.81**	**646.79**	**646.78**	**646.77**	**646.78**	**646.80**	**646.83**	**646.86**	**646.91**	**647.00**	**647.12**	**647.27**	**647.47**	**647.71**	**648.02**	**648.37**	**648.79**	**649.25**	**649.72**	**650.19**	**650.66**	**651.14**	**651.62**

PROJECT NO: 5180−00−71	HWY: STH 60	COUNTY: CRAWFORD	PLAN & PROFILE 5180−00−71 WATER MAIN PLAN	SHEET 20 E

WATER SERVICE, COPPER, 1-INCH, TYPE K
STA 616+70 (20')
STA 617+43 (20')
STA 617+50 (12')
STA 618+29 (20')
STA 620+07 (22')
STA 621+76 (11')
STA 621+91 (23')

STA 619+70
34' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 620+60
26' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

JACKSON ST.

616+00 617+00 618+00 619+00 620+00 621+00 622+00

STA 619+04, 6.5' LT
3-WATER VALVE AND BOX, 8-INCH
WATER MAIN TEE, 8x8-INCH, CL 52

STA 619+04, 20' LT
1-CONNECT TO WATER MAIN

5

654 652 650 648 646 644 642 640 638 637

1.94% 0.40% −0.56% −0.20%

EXISTING SAN SEWER (8")

PROPOSED
WATER MAIN PVC, 8-INCH
BURIED 7-FT

616+00	616+25	616+50	616+75	617+00	617+25	617+50	617+75	618+00	618+25	618+50	618+75	619+00	619+25	619+50	619+75	620+00	620+25	620+50	620+75	621+00	621+25	621+50	621+75	622+00
651.21	652.19	652.65	653.43	653.49	654.03	654.44	654.24	654.46	654.57	654.53	654.40	654.03	654.02	653.96	653.97	653.60	653.83	653.72	653.29	653.30	653.35	652.86	652.85	653.00
651.62	**652.10**	**652.58**	**653.03**	**653.41**	**653.72**	**653.96**	**654.12**	**654.22**	**654.28**	**654.31**	**654.30**	**654.25**	**654.17**	**654.05**	**653.91**	**653.78**	**653.66**	**653.55**	**653.45**	**653.36**	**653.28**	**653.22**	**653.16**	**653.12**

5

PROJECT NO: 5180−00−71	HWY: STH 60	COUNTY: CRAWFORD	PLAN & PROFILE 5180−00−71 WATER MAIN PLAN	SHEET 21	E

STA 623+43, 36' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 653.42
29' HYDRANT LEAD, WATER MAIN
DUCTILE IRON, 6-INCH, CL 52
WATER VALVE AND BOX, 6-INCH
7.0' BURY
STA 623+43, 6.9' LT
WATER MAIN TEE, 8x6-INCH, CL 52

STA 623+51
31' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 626+21
32' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

STA 627+32, 38' LT
FIRE HYDRANT ASSEMBLY
FLANGE ELE. = +- 659.25
WATER VALVE AND BOX, 6-INCH
32' HYDRANT LEAD, WATER MAIN DUCTILE IRON, 6-INCH, CL 52
7.0' BURY
STA 627+32, 6.1' LT
WATER MAIN TEE, 8x6-INCH, CL 52
WATER MAIN CAP 8-INCH, CL 52

SMITH ST.

TIMBER ST.

623+00 624+00 625+00 626+00 627+00 628+00

STA 623+16, 6.9' LT
2-WATER VALVE AND BOX, 8-INCH, CL 52
WATER MAIN TEE, 8x8-INCH, CL 52

STA 623+ 16, 22' LT
1-CONNECT WATER MAIN

WATER SERVICE, COPPER, 1-INCH, TYPE K
STA 624+48 (22')
STA 624+60 (9')

STA 626+96, 6.1' LT
2- WATER VALVE AND BOX, 8-INCH
WATER MAIN TEE, 8x8-INCH, CL 52

STA 626+96, 21' LT
1-CONNECT WATER MAIN

STA 627+22
29' WATER SERVICE, COPPER, 1-INCH, TYPE K
CURB STOP AND BOX, 1-INCH

5

656 654 652 650 648 646 644 642 640

GRADE
ELEV =

−0.04%

0.37%

EXISTING
SS CROSSING (12")

EXISTING
SS CROSSING (24")

EXISTING SAN SEWER (8")

PROPOSED
WATER MAIN PVC, 8-INCH
BURIED 7-FT

622+00	622+25	622+50	622+75	623+00	623+25	623+50	623+75	624+00	624+25	624+50	624+75	625+00	625+25	625+50	625+75	626+00	626+25	626+50	626+75	627+00	627+25	627+50	627+75	628+00
653.00	652.67	652.69	652.96	652.64	652.56	652.74	652.34	652.50	652.71	652.69	652.78	652.88	652.96	653.03	653.21	653.27	653.14	653.47	653.59	653.79	653.91	653.88	653.78	654.24
653.12	**653.07**	**653.03**	**653.00**	**652.97**	**652.95**	**652.93**	**652.92**	**652.90**	**652.90**	**652.91**	**652.94**	**652.97**	**653.02**	**653.09**	**653.16**	**653.25**	**653.34**	**653.44**	**653.53**	**653.62**	**653.71**	**653.81**	**653.90**	

Notes

Wisconsin Department of Transportation

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