WKE Jan 10, 2023

PROJECT ID: 3755-02-70

WITH: N/A

COUNTY: RACINE

ORDER OF SHEETS

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

TOTAL SHEETS = 320

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH D

HERITAGE RD TO 753 FT W OF STATE ST

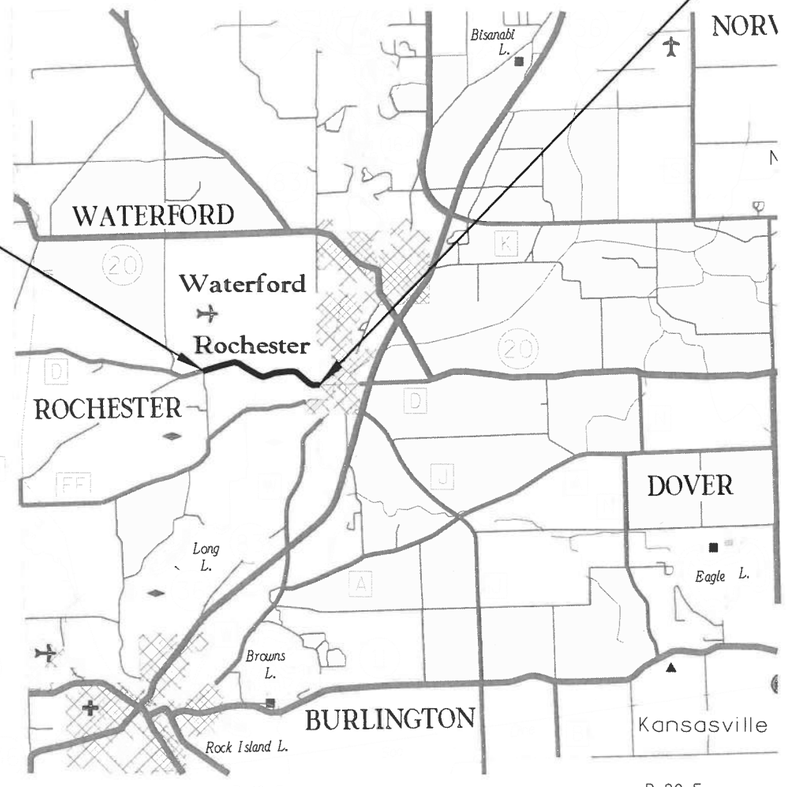
CTH D
RACINE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3755-02-70	WISC 2023150	1

STATE PROJECT NUMBER
3755-02-70

BEGIN PROJECT 3755-02-70
STA. 97+50.00
Y= 192,378.89
X= 511,578.27

END PROJECT 3755-02-70
STA. 197+06.36



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.733 MI. (RURAL)
0.153 MI. (URBAN)
1.886 MI. (TOTAL)

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Racine County. NAD83(2007)

Elevations shown on the plan are referenced to the National Geodetic Vertical Datum of 1929 (NGVD-29).

DESIGN DESIGNATION

CTH D

A.A.D.T.	2017	=	2500
A.A.D.T.	2043	=	2900
D.H.V.	2043	=	225
D.D.		=	62/38
T.		=	9.1
DESIGN SPEED		=	50 MPH
ESALS		=	532,900

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE (PL + 58.1)
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (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

ACCEPTED FOR
COUNTY of RACINE
7-12-2022 (Date)
Engineering Manager (Signature & Title of Official)

ORIGINAL PLANS PREPARED BY
GRAEF

WISCONSIN
STEVEN T. SCHOWALTER
37305
LISBON, WI
PROFESSIONAL ENGINEER

7/12/22 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GRAEF
Designer	GRAEF
Project Manager	MICHAEL BAIRD
Regional Examiner	
Regional Supervisor	JEFFREY BOHEN
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 7/26/2022 Michael J. Baird (Signature)

E

2

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

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

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES OR FROM GRUBBING OF TREES OR STUMPS SHALL BE BACKFILLED WITH GRANULAR BACKFILL. BACKFILL GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL RADIUS DIMENSIONS FOR CURB & GUTTER ARE GIVEN TO THE FLANGE. ALL ELEVATIONS ALONG CURB & GUTTER ARE GIVEN TO THE FLANGE. OFFSETS NOTED ARE TO THE FLANGE OR EDGE OF LANE IF NO CURB, UNLESS OTHERWISE NOTED.

THE LOCATION OF KNOWN EXISTING UTILITIES IN THE VICINITY OF THE PROJECT ON THE PLANS IS APPROXIMATE. THERE MAY BE OTHER UTILITIES IN THE AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PIROR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

ALL EROSION CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE INSTALLED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE SITE.

SILT FENCE SHALL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

ASPHALT AND CONCRETE DRIVEWAYS SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

REMOVAL OF EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE ITEM TRAFFIC CONTROL COVERING TYPE I SIGNS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONCRETE JOINTS SHALL MATCH ABUTTING PAVEMENT AND CURB AND GUTTER JOINTS UNLESS OTHERWISE DESIGNATED BY THE ENGINEER.

THE LOCATIONS OF LONGITUDINAL JOINTS IN HMA PAVEMENT SHALL BE APPROVED BY THE ENGINEER.

CONTACT THE PROJECT ENGINEER AND THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION (SEWRPC) AT LEAST TWO WEEKS PROR TO WORK NEAR ANY PUBLIC SURVEY MONUMENT.

HMA NOTES

HMA PAVEMENT, WHERE INDICATED ON THE PLANS, SHALL CONSIST OF LAYERS AS FOLLOWS, UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.

5" DEPTH 3" OF HMA PAVEMENT 3MT 58-28-S AS THE LOWER LAYER
2" OF HMA PAVEMENT 4MT 58-28-S AS THE UPPER LAYER

DESIGN CONSULTANTS

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ENVIRONMENTAL COORDINATOR

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
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BENTON.STELZEL@WISCONSIN.GOV

RACINE COUNTY

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TDS TELECOM
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MOBILE: 262-490-1259
ADAM.PSICIHULIS@WE-ENERGIES.COM

WE ENERGIES ELECTRIC DISPATCH
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WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

WE ENERGIES - GAS
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KAPUR & ASSOCIATES
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GREEN BAY, WI 5302-3526
920-410-6902
LORI.KETTER@WINDSTREAM.COM

INDEX OF TYPICAL SECTION AND DETAIL SHEETS

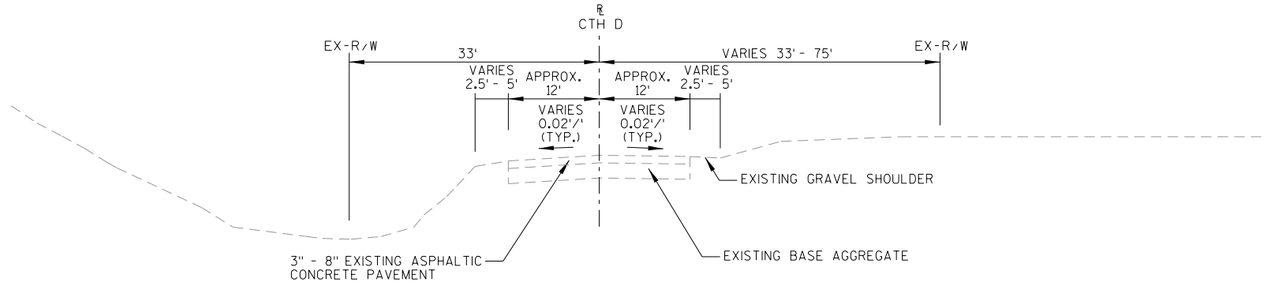
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLAN
INTERSECTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER
UTILITY PLAN
SIGNING AND PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOUR PLAN
ALIGNMENT

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CONC	CONCRETE
CP	CULVERT PIPE
CPCM	CULVERT PIPE CORRUGATED METAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CSCP	CORRUGATED STEEL CULVERT PIPE
CSPA	CORRUGATED STEEL PIPE ARCH
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
NTS	NOT TO SCALE
PAVT	PAVEMENT
PB	PULL BOX
PC	POINT-OF-CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASMENT
PT	POINT OF TANGENT
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RAD	RADIUS
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
RCHESS	REINFORCED CONCRETE HORIZONTAL ELLIPTICAL STORM SEWER
RCPSS	REINFORCED CONCRETE PIPE - STORM SEWER
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RT	RIGHT
SALV	SALVAGED
SB	SIGNAL BASE
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TC	TOP OF CURB
TLE	TEMPORARY LIMITED EASEMENT

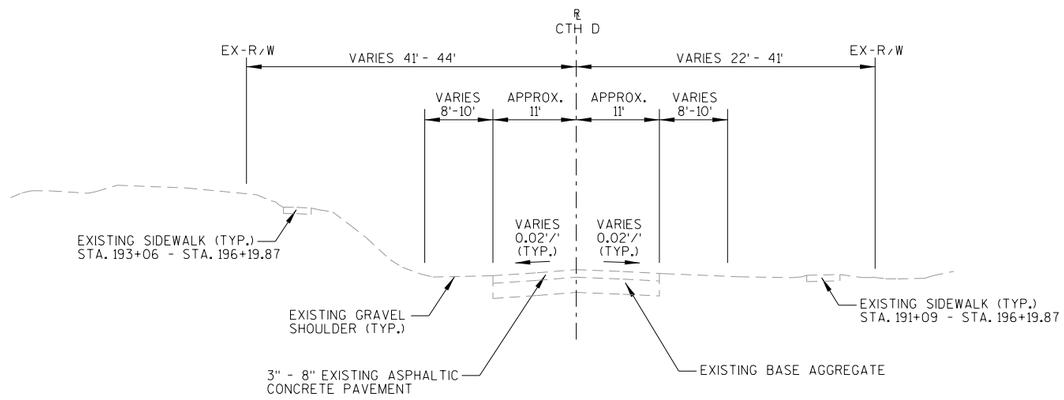
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PROJECT OVERVIEW	SHEET 3	E



TYPICAL EXISTING SECTION - CTH D

STA. 97+50.00 TO STA. 191+09.02

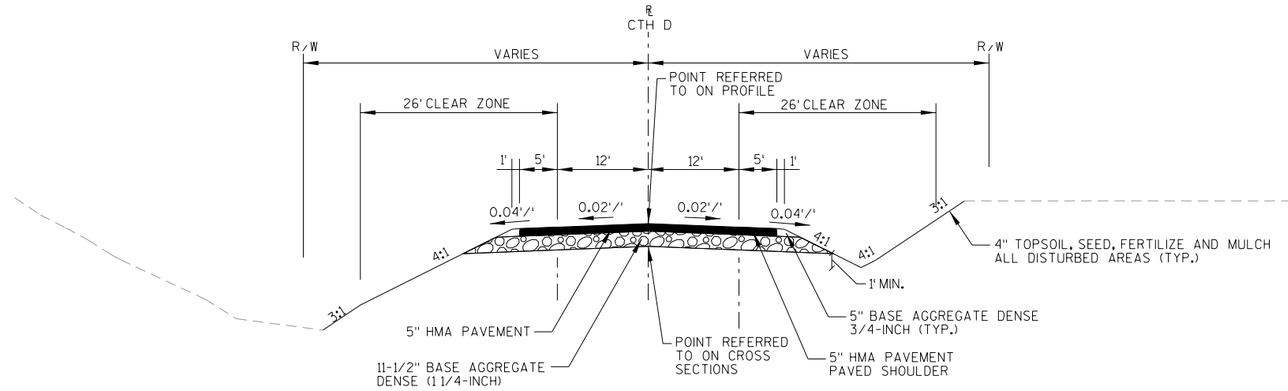


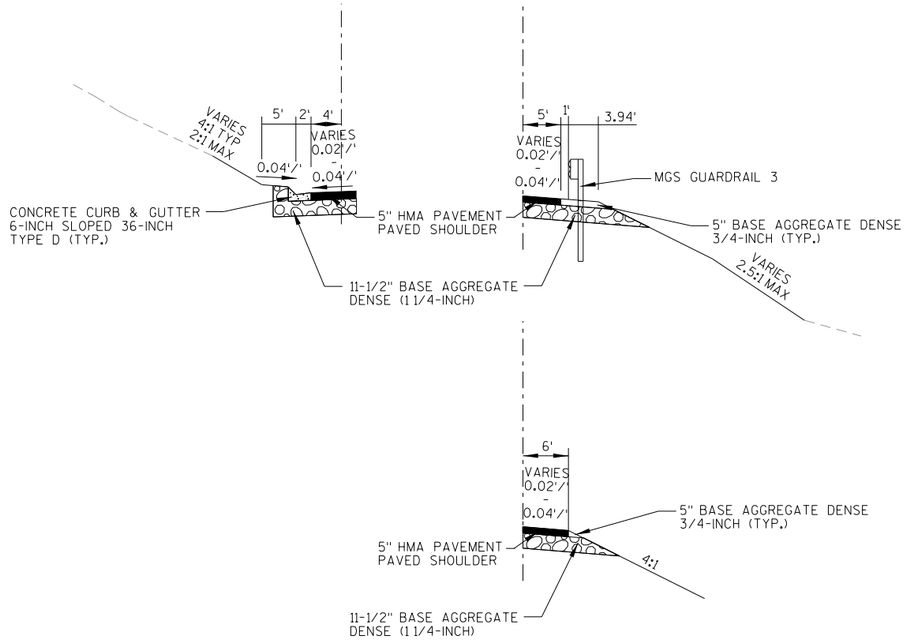
TYPICAL EXISTING SECTION - CTH D

STA. 191+09.02 TO STA. 197+06.36

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 4	E

2





CONCRETE CURB & GUTTER LOCATIONS

STA. 128+33 - STA. 137+61 LT
STA. 139+18 - STA. 147+00 LT
STA. 157+77 - STA. 161+15 LT
STA. 175+35 - STA. 185+76 LT
STA. 182+25 - STA. 184+24 RT

MGS GUARDRAIL LOCATIONS

STA. 117+54 - STA. 122+46 RT
STA. 124+79 - STA. 127+83 RT
STA. 140+54 - STA. 143+94 RT
STA. 184+39 - STA. 188+11 RT

FULL PAVED SHOULDER LOCATIONS

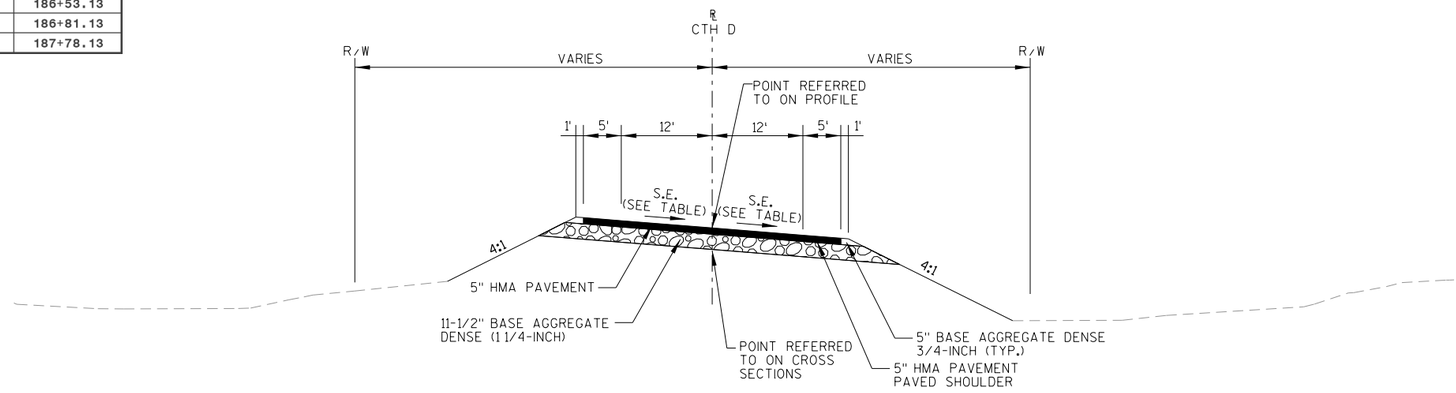
STA. 157+75 - STA. 163+85 RT
STA. 161+15 - STA. 163+85 LT

TYPICAL FINISHED SECTION - CTH D

STA. 97+50.00 TO STA. 189+20.00

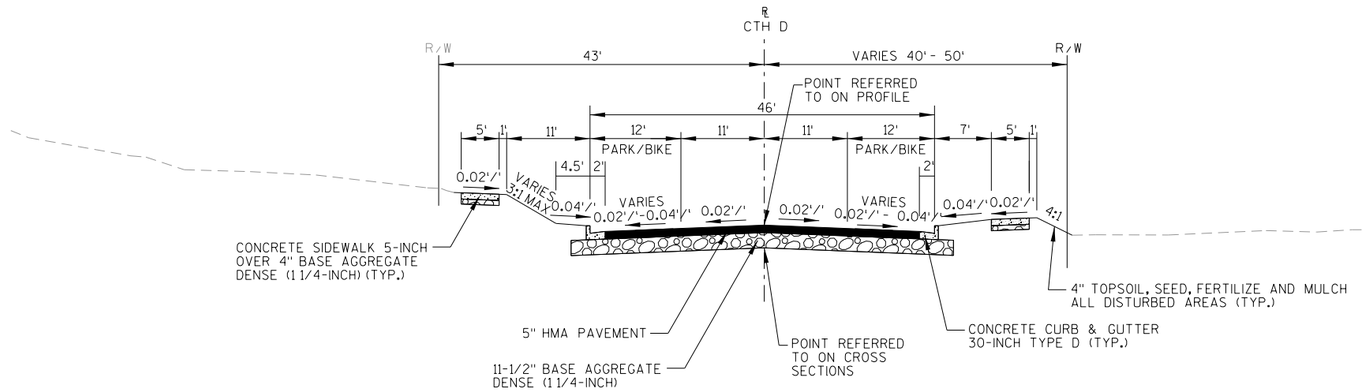
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 5	E

SUPERELEVATION TABLE					
LOCATION	STATION				
	CURVE 1	CURVE 2	CURVE 3	CURVE 4	CURVE 5
DESIGN SPEED (MPH)	50	50	50	50	40
SUPERELEVATION	4%	4%	3.5%	4%	4%
END NORMAL CROWN	120+15.50	141+16.18	151+97.45	165+68.90	181+85.21
P.C.	121+27.50	142+28.18	153+01.45	166+80.90	182+82.21
BEGIN FULL SUPERELEVATION	121+59.50	142+60.18	153+29.45	167+12.90	183+10.21
END FULL SUPERELEVATION	128+75.15	150+93.94	159+19.21	173+55.06	186+53.13
P.T.	129+07.15	151+25.94	159+47.21	173+87.06	186+81.13
BEGIN NORMAL CROWN	130+19.15	152+37.94	160+51.21	174+99.06	187+78.13



TYPICAL FINISHED SECTION - CTH D

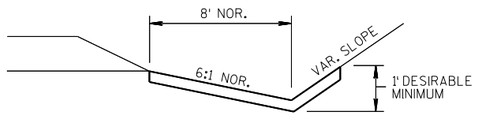
STA. 97+50.00 TO STA. 189+20.00
SUPERELEVATION



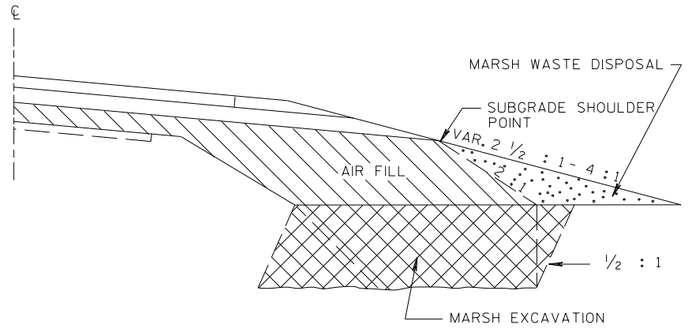
TYPICAL FINISHED SECTION - CTH D

STA. 189+20.00 TO STA. 196+19.87

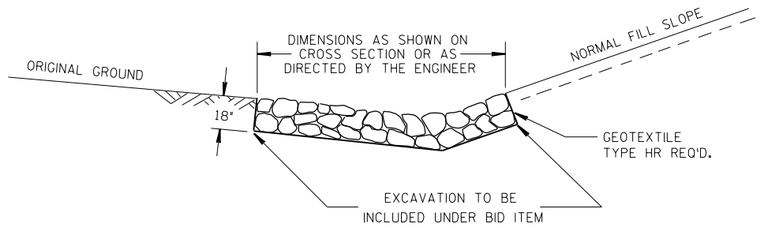
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	TYPICAL SECTIONS	SHEET 6	E



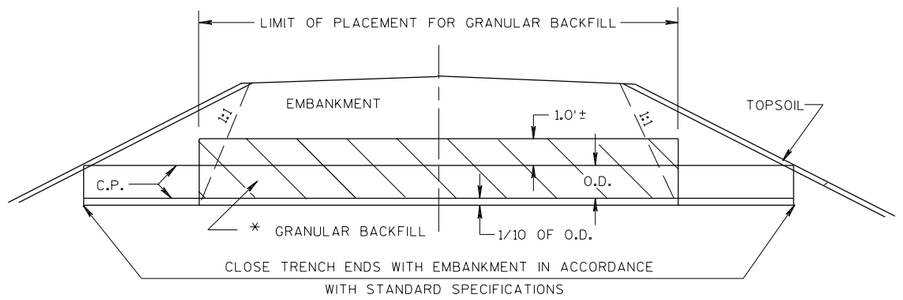
EROSION MAT DETAIL FOR DITCHES



TYPICAL MARSH EXCAVATION FOR RECONSTRUCTION

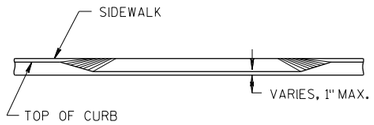


DETAIL FOR RIPRAP IN DITCHES

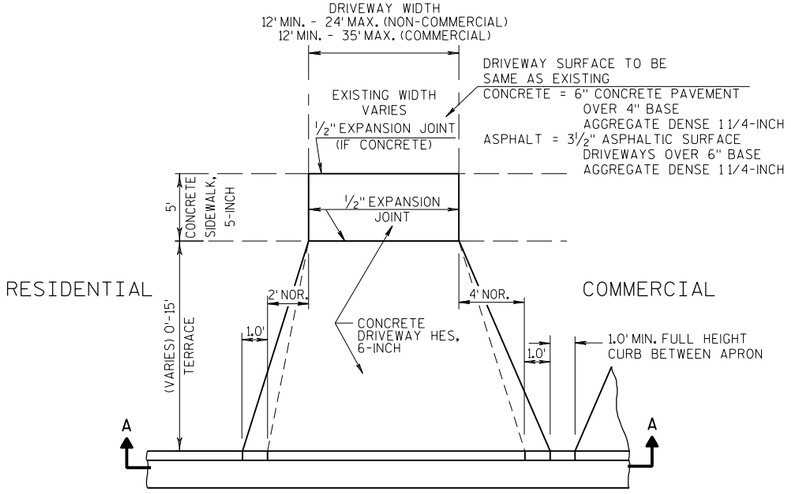


CULVERT BACKFILL DETAIL

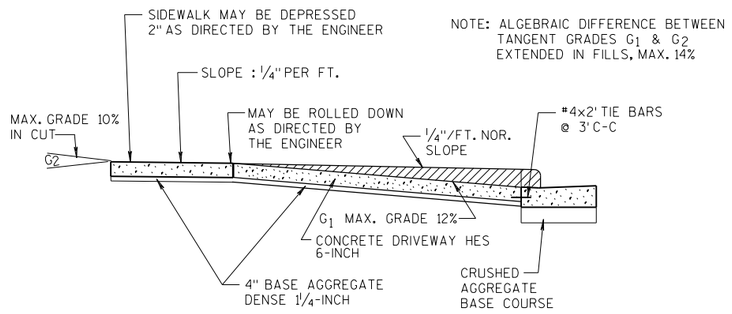
* GRANULAR BACKFILL INCIDENTAL TO CULVERT PIPE



SECTION A-A

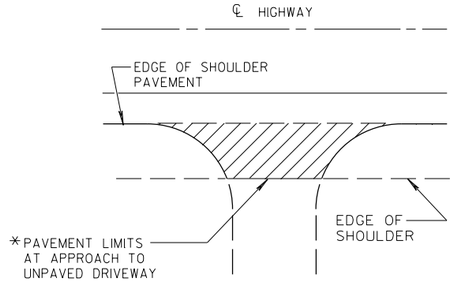


PLAN



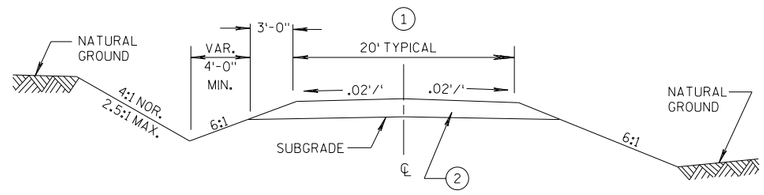
PROFILE

CONCRETE-FLARED DRIVEWAY DETAIL

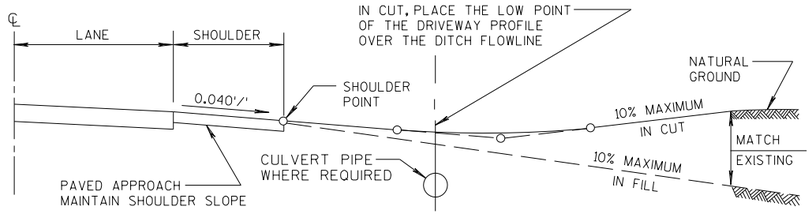


*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW



TYPICAL CROSS SECTION

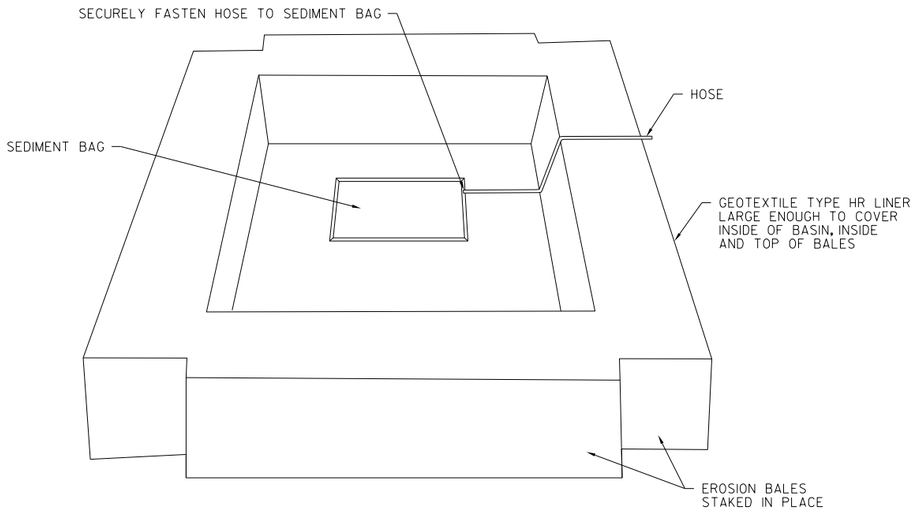


TYPICAL PROFILE

RURAL DRIVEWAY DETAIL

(1) DRIVEWAY WIDTHS:
COMMERCIAL, 35' MAX, 12' MIN
NON-COMMERCIAL, 24' MAX, 12' MIN
SEE PAVING DETAIL SHEETS FOR WIDTH REQUIRED

(2) DRIVEWAY SURFACE SHALL BE REPLACED IN-KIND WITH MINIMUM SECTION OF:
ASPHALT - 3 1/2" ASPHALTIC SURFACE DRIVEWAYS OVER 6" BASE AGGREGATE DENSE 1 1/4-INCH CONCRETE - 6" CONCRETE ON 6" BASE AGGREGATE DENSE 1 1/4-INCH



EXAMPLE TEMPORARY SETTLING BASIN DETAIL

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

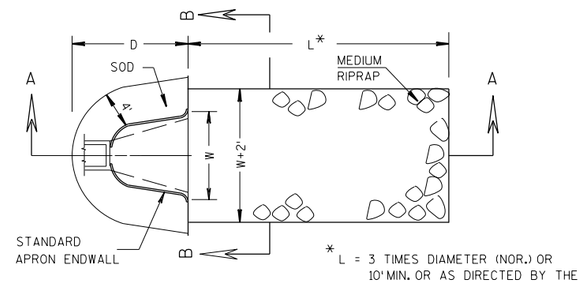
STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

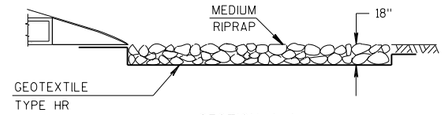
EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.
$\frac{800\ C.F.}{1.5\ FT.}$ = 533 S.F.
USE A 20 FT. X 27 FT. BASIN

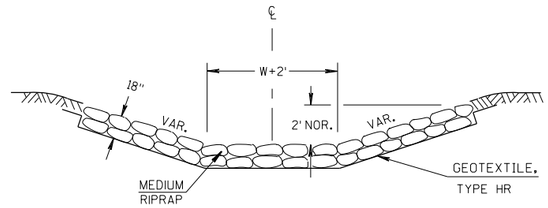
NOTES

1. CONTRACTOR SHALL PUMP TURBID WATER FROM EXCAVATION TO SEDIMENT BAG PLACED INSIDE FABRIC LINED STAKED BALE ENCLOSURE PRIOR TO DISCHARGING TO DITCHES/INLETS/WETLANDS OR WATERWAYS.
2. SEDIMENT BAG TO BE PLACED IN AN UPLAND VEGETATED AREA OR EQUIVALENT LOCATION APPROVED BY THE ENGINEER.
3. BASIN TO BE KEPT LESS THAN 10% FULL OF SEDIMENT. GEOTEXTILE FABRIC AND SEDIMENTS TO BE DISPOSED BY THE CONTRACTOR OFF OF THE PROJECT SITE.
4. TEMPORARY SETTLING BASIN AND SEDIMENT BAG TO BE INCIDENTAL TO CONTRACT.
5. SEDIMENT BAG TO BE REPLACED AS NECESSARY AND IS INCIDENTAL TO CONTRACT.
6. SIZE TO BE DETERMINED BY THE CONTRACTOR AS PART OF THE ECIP SUBMITTAL.



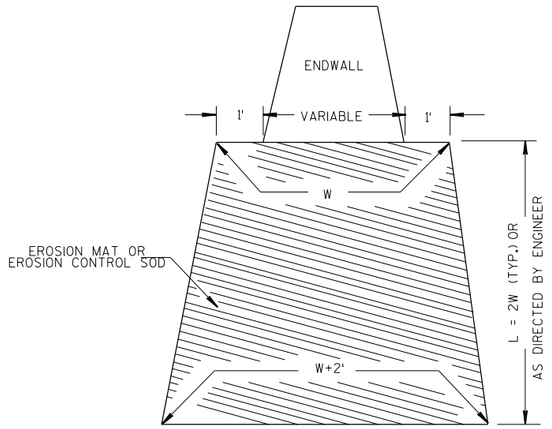


SECTION A-A

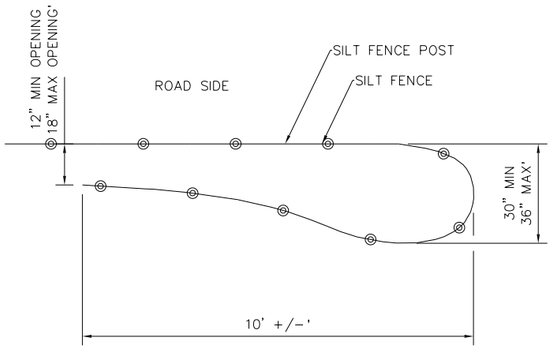


SECTION B-B

MEDIUM RIPRAP AND GEOTEXTILE
DETAIL AT APRON ENDWALLS

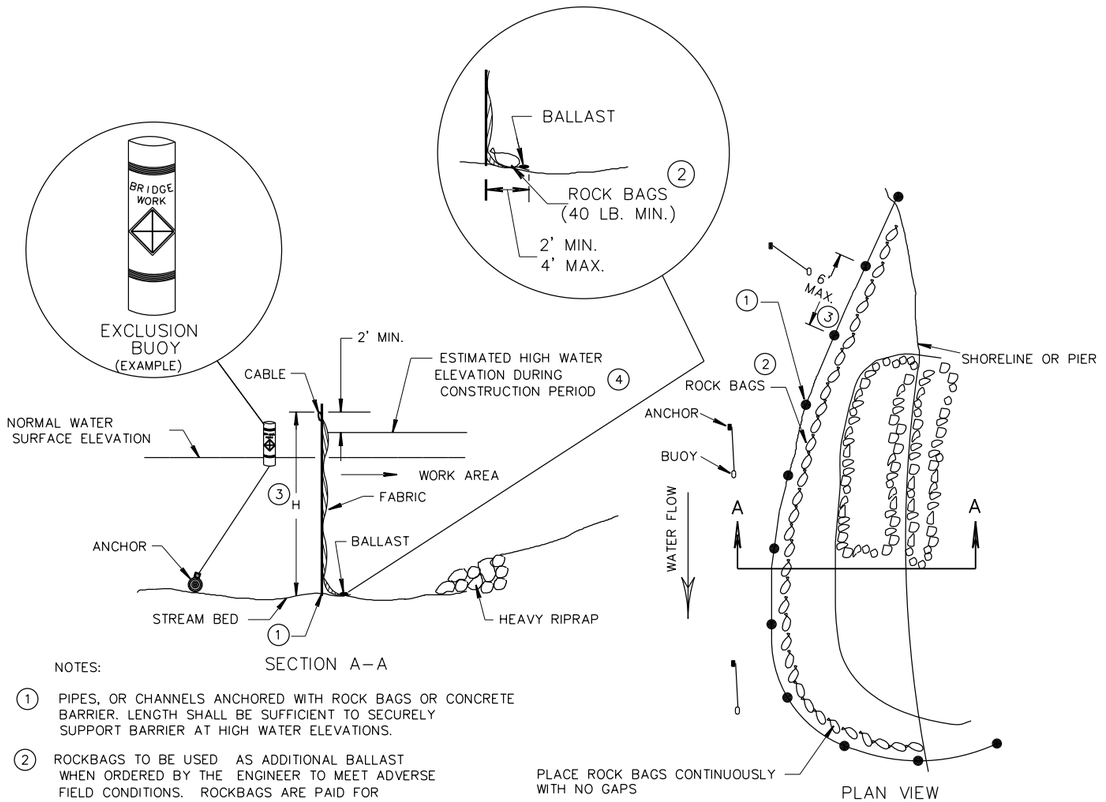


SOD OR EROSION MAT TREATMENT AT CULVERTS



SILT FENCE TURN–AROUND DETAIL

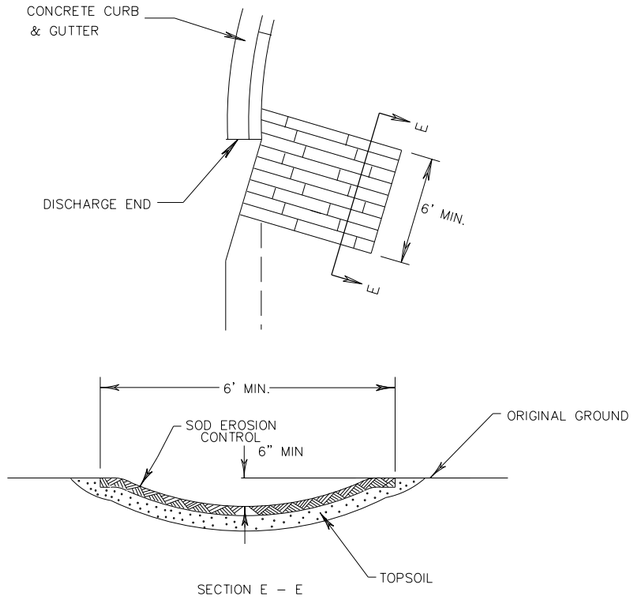
LOCATIONS SHOWN ON EROSION CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.



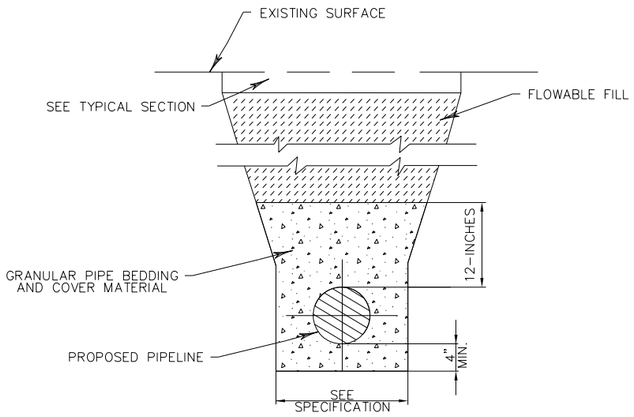
NOTES:

1. PIPES, OR CHANNELS ANCHORED WITH ROCK BAGS OR CONCRETE BARRIER. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
2. ROCKBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. ROCKBAGS ARE PAID FOR SEPARATELY.
3. WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.
4. ELEVATION VALUE TO BE ESTABLISHED BY THE CONTRACTOR BASED ON THE TIME OF YEAR AND DURATION OF THE ACTIVITY.

TURBIDITY BARRIER DETAIL



SOD FLUME DETAIL AT CURB RAMPS



TYPICAL TRENCH DETAIL UNDER PAVEMENTS

2

PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	CONSTRUCTION DETAILS	SHEET 11	E

2

2

LEGEND

CLEARING & GRUBBING

CLEARING & GRUBBING AREA

X X X X X X SAWING ASPHALT

Y Y Y Y Y Y SAWING CONCRETE

REMOVING FENCE

REMOVING CURB & GUTTER

REMOVING PAVEMENT

REMOVING CONCRETE SIDEWALK

N

THOMAS L. JUNG LLC
MAPLE RD

OAKES & JUNG LLC
WASHINGTON AV

WETLAND BOUNDARY

SCHRADER
32501 WASHINGTON AV

MOVE BOULDERS TO
37.5' LT.

REMOVING SMALL
PIPE CULVERTS

REMOVE CONCRETE
PLANTER. PAID FOR
AS REMOVING MASONRY.

SLOPE INTERCEPT
(TYP.)

REMOVING SMALL
PIPE CULVERTS

TLE

R/W

℄ CTH D

97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112

MATCH LINE STA. 112+00

CTH D

BEGIN PROJECT 3755-02-70
STA. 97+50.00

REMOVING SMALL
PIPE CULVERTS

TLE

BRAUSCH
2131 HERITAGE RD

HERITAGE ROAD

SLOPE INTERCEPT
(TYP.)

TLE

REMOVING SMALL
PIPE CULVERTS

POINTE WEST LLP
32929 OAK KNOLL RD

SCHRADER
32501 WASHINGTON AV

CONSTRUCTION LIMITS
STA. 102+16.27, 112.78' RT

LEFS TRANSITION TRUST
32501 WASHINGTON AV

SCHRADER
32417 WASHINGTON AV

HENRICHS
32327
WASHINGTON AV

SCHRADER
WASHINGTON AV

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 12	E

2

2

LEGEND

- CLEARING & GRUBBING
- CLEARING & GRUBBING AREA
- X X X X X SAWING ASPHALT
- Y Y Y Y Y SAWING CONCRETE
- —×——×— REMOVING FENCE
- //////// REMOVING CURB & GUTTER
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK

N

CONSTRUCTION LIMIT
STA. 126+18.96, 92.56' LT.

BANK OF AMERICA
32124 WASHINGTON AV

REMOVING SMALL
PIPE CULVERTS

HORIZON FARM, LLC
WASHINGTON AV

CENTER OF
24" WIDE DUCT

KNUTSON
32120
WASHINGTON
AV

MEHLHAFF
DRIVE

EXISTING R/W

TLE

GUY
GUY POLE

HORIZON FARM, LLC
WASHINGTON AV

REMOVING SMALL
PIPE CULVERTS

SLOPE INTERCEPT
(TYP.)

HORIZON FARM, LLC
WASHINGTON AV

℄ CTH D

CTH D

118+00
117+00
116+00
115+00
114+00
113+00
112+00
123+00
124+00
125+00
126+00
127+00
122+00
121+00
120+00
119+00

R/W

MATCH LINE STA. 112+00

MATCH LINE STA. 127+00

REMOVING GUARDRAIL
STA. 118+64 TO STA. 121+28

SLOPE INTERCEPT
(TYP.)

WETLAND BOUNDARY

TLE

REMOVING SMALL
PIPE CULVERTS

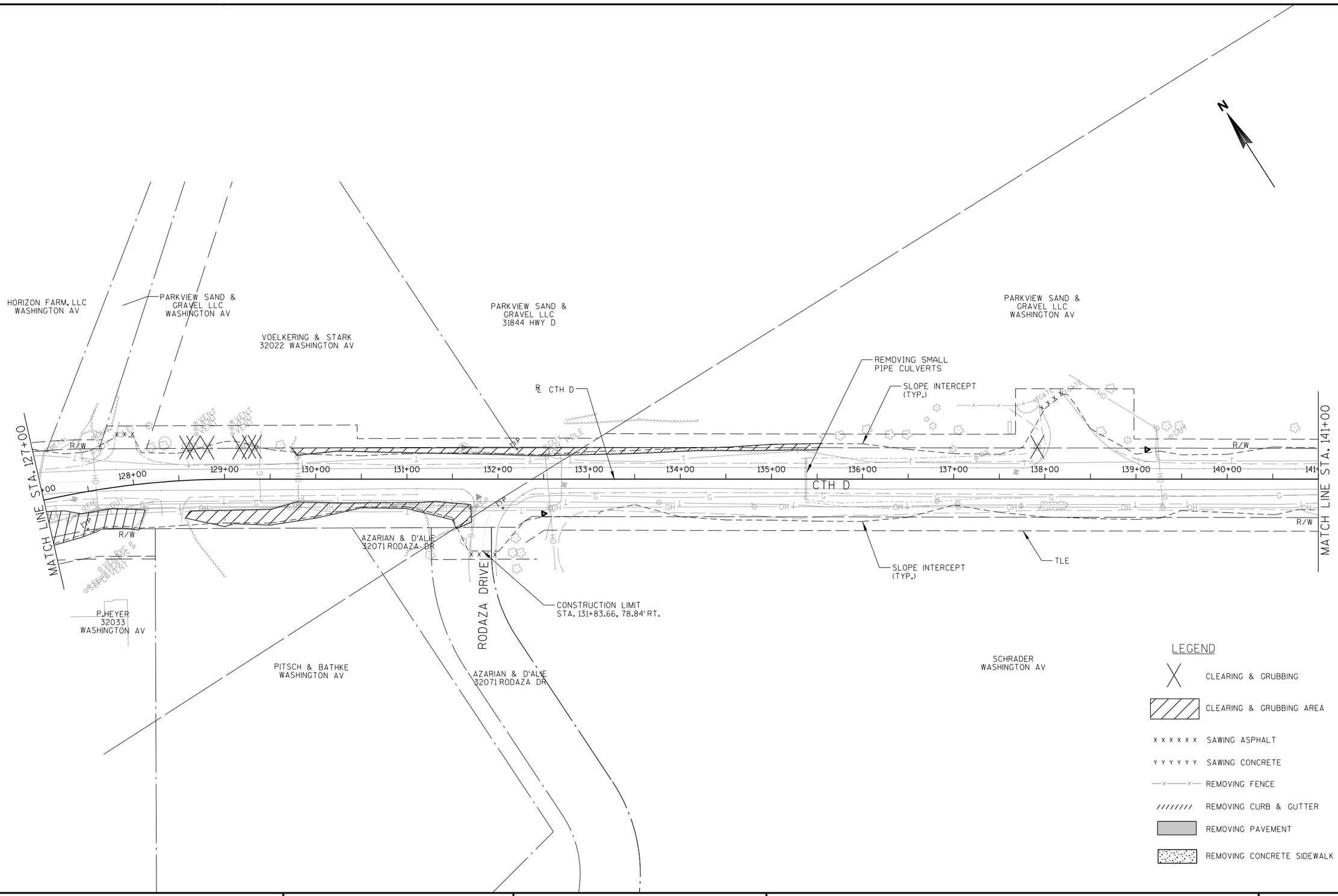
HENRICHS
32327 WASHINGTON AV

P. HEYER
32033 WASHINGTON AV

CENTER OF
24" WIDE DUCT

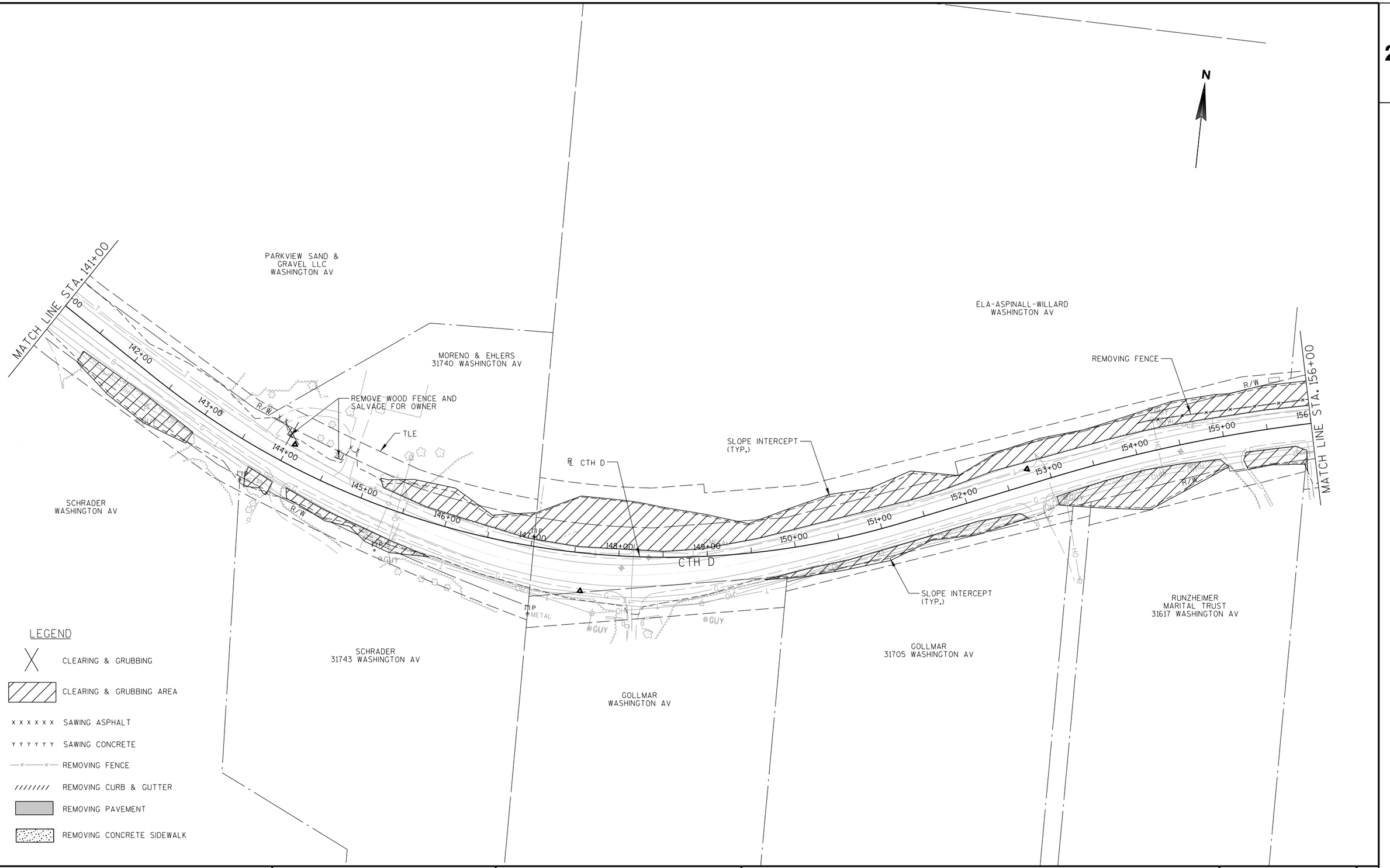
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 13	E

2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 14	E

2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 15	E

2

N

ROCHESTER CEMETERY CO
31440 WASHINGTON AV

ROCHESTER CEMETERY CO
31440 WASHINGTON AV

ELA-ASPINALL-WILLARD
31308 WASHINGTON AV

ELA-ASPINALL-WILLARD
WASHINGTON AV

REMOVING FENCE

℄ CTH D

CTH D

SLOPE INTERCEPT
(TYP.)

REMOVING FENCE

TLE

TLE

SLOPE INTERCEPT
(TYP.)

LINE STA. 156+00

MATCH LINE STA. 170+00

MATCH LINE

157+00

158+00

159+00

160+00

161+00

162+00

163+00

164+00

165+00

166+00

167+00

168+00

169+00

170

R/W

GUY POLE

OHMETAL

EXISTING WETLAND
BOUNDARY (TYP.)

SIPPEL REVOCABLE TRUST
31509 WASHINGTON AV

ELA-WILLARD
31219 WASHINGTON AV

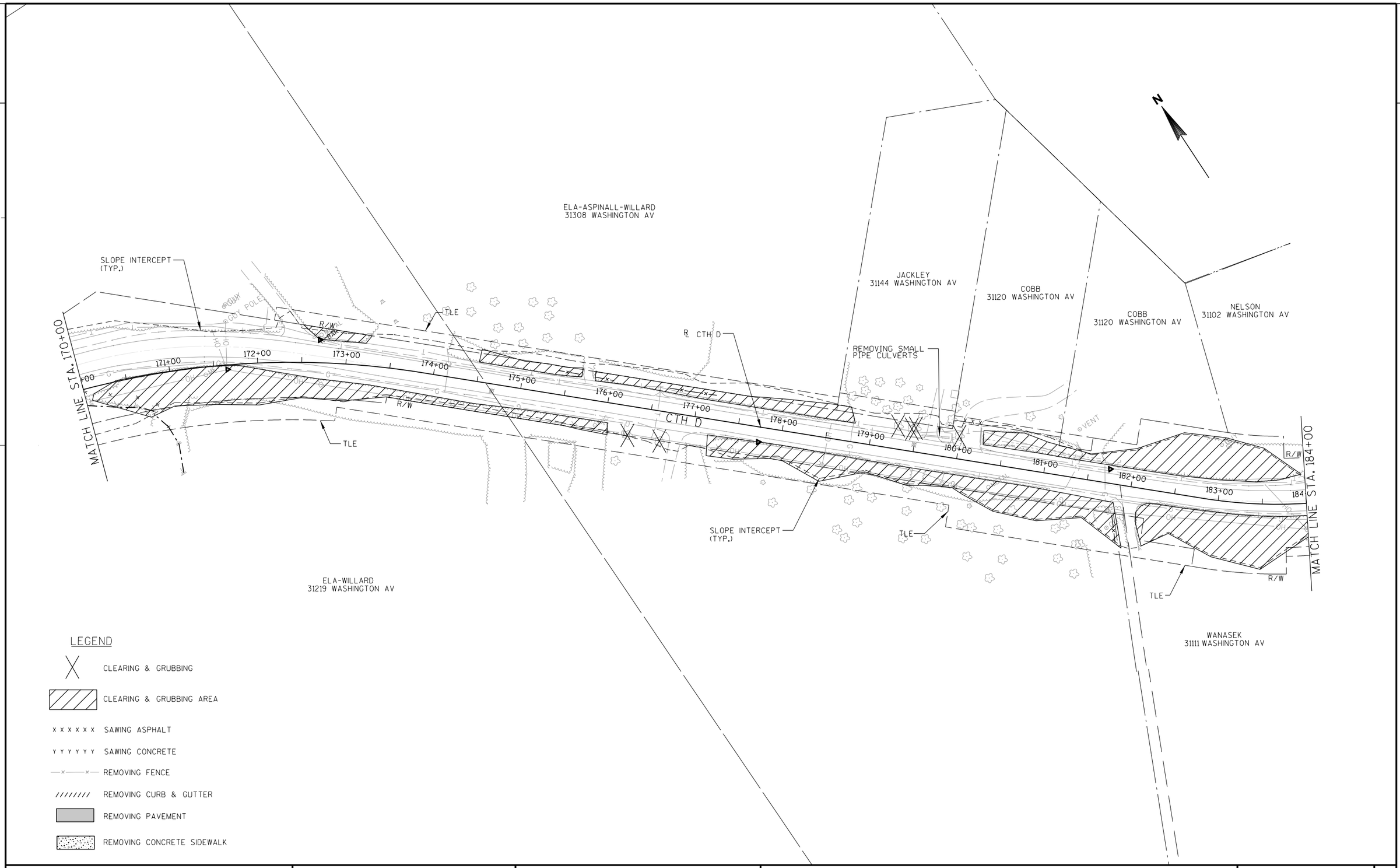
PETERSON TRUST
31539 WASHINGTON AV

LEGEND

- CLEARING & GRUBBING
- CLEARING & GRUBBING AREA
- x x x x x x SAWING ASPHALT
- y y y y y y SAWING CONCRETE
- REMOVING FENCE
- REMOVING CURB & GUTTER
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 16	E

2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 17	E

2

2

LEGEND

- CLEARING & GRUBBING
- CLEARING & GRUBBING AREA
- x x x x x x SAWING ASPHALT
- Y Y Y Y Y Y SAWING CONCRETE
- —×——×— REMOVING FENCE
- //////// REMOVING CURB & GUTTER
- REMOVING PAVEMENT
- REMOVING CONCRETE SIDEWALK

N

NELSON
31102 WASHINGTON AV

ELA & WILLARD

JENSEN
400 MAIN ST W

MASON
306 MAIN ST W

ROANHOUSE
304 MAIN ST W

ROANHOUSE
300 MAIN ST W

N. STATE STREET

EXISTING BLOCK WALL TO REMAIN

REMOVE WOOD PLANTER

SLOPE INTERCEPT (TYP.)

WETLAND BOUNDARY

SECTION CORNER MONUMENT

℄ CTH D

MATCH LINE STA. 184+00

184+00

185+00

186+00

187+00

188+00

189+00

190+00

191+00

192+00

193+00

194+00

195+00

196+00

197+00

198+00

200.11

N 89° 01' 12" E

CTH D

CONCRETE STEPS TO REMAIN

WETLAND BOUNDARY

REMOVING GUARDRAIL
STA. 184+45 TO STA. 188+08

REMOVE DEAD TREE.
REMAINING TREES ALONG
EX. ROW TO REMAIN

TLE

FIRST
CONGREGATIONAL
CHURCH

END PROJECT 3755-02-70
STA. 197+06.36

SLOPE INTERCEPT
(TYP.)

WANASEK
31111 WASHINGTON AV

KINSEY
31017 WASHINGTON AV

SCHRANK
31005 WASHINGTON AV

MASON
403 MAIN ST W

SCHRAM
309 MAIN ST W

BRAUN
307 MAIN ST W

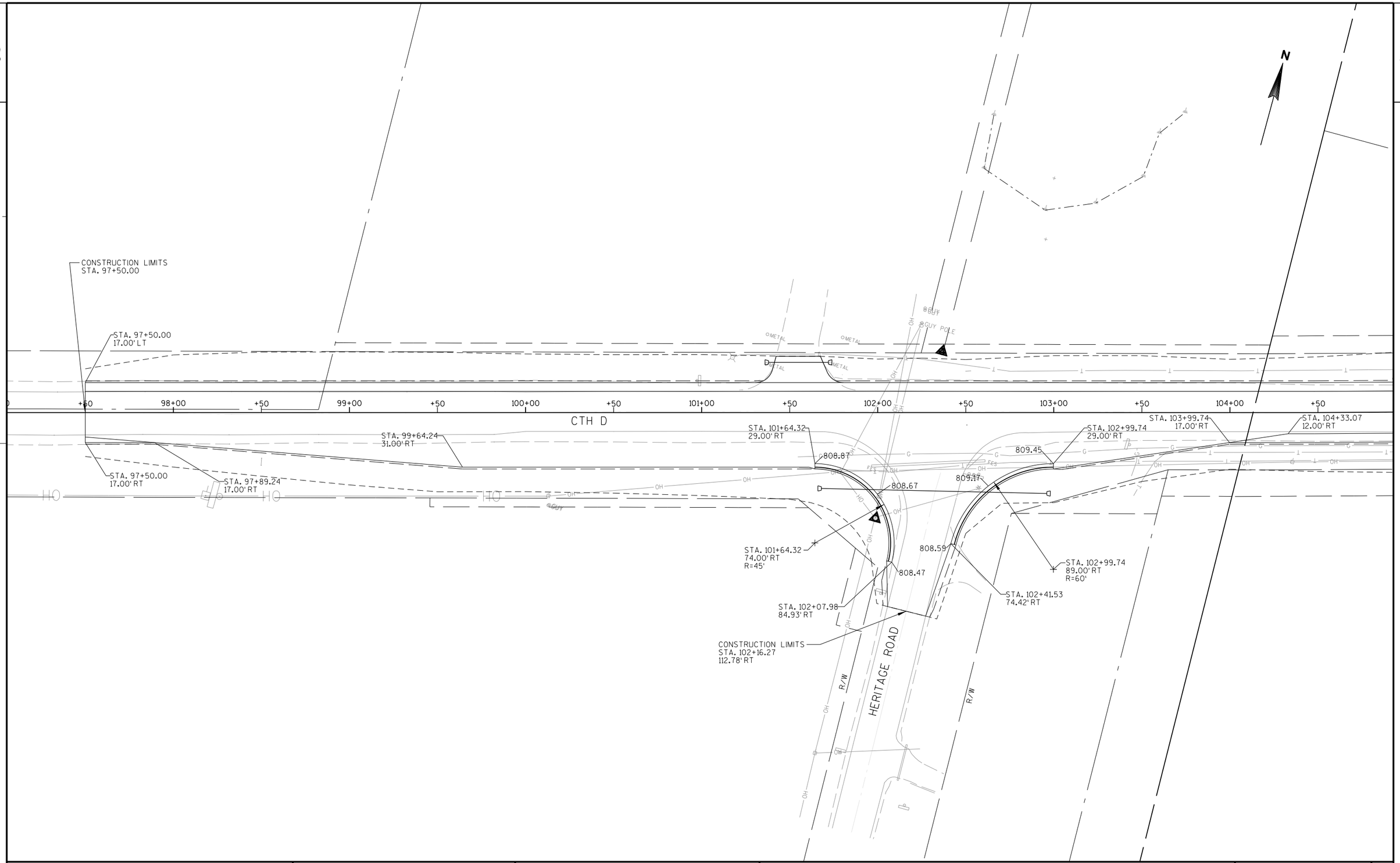
BAUMGART
305 MAIN ST W

LAUGHRAN
100 STATE ST S

S. STATE STREET

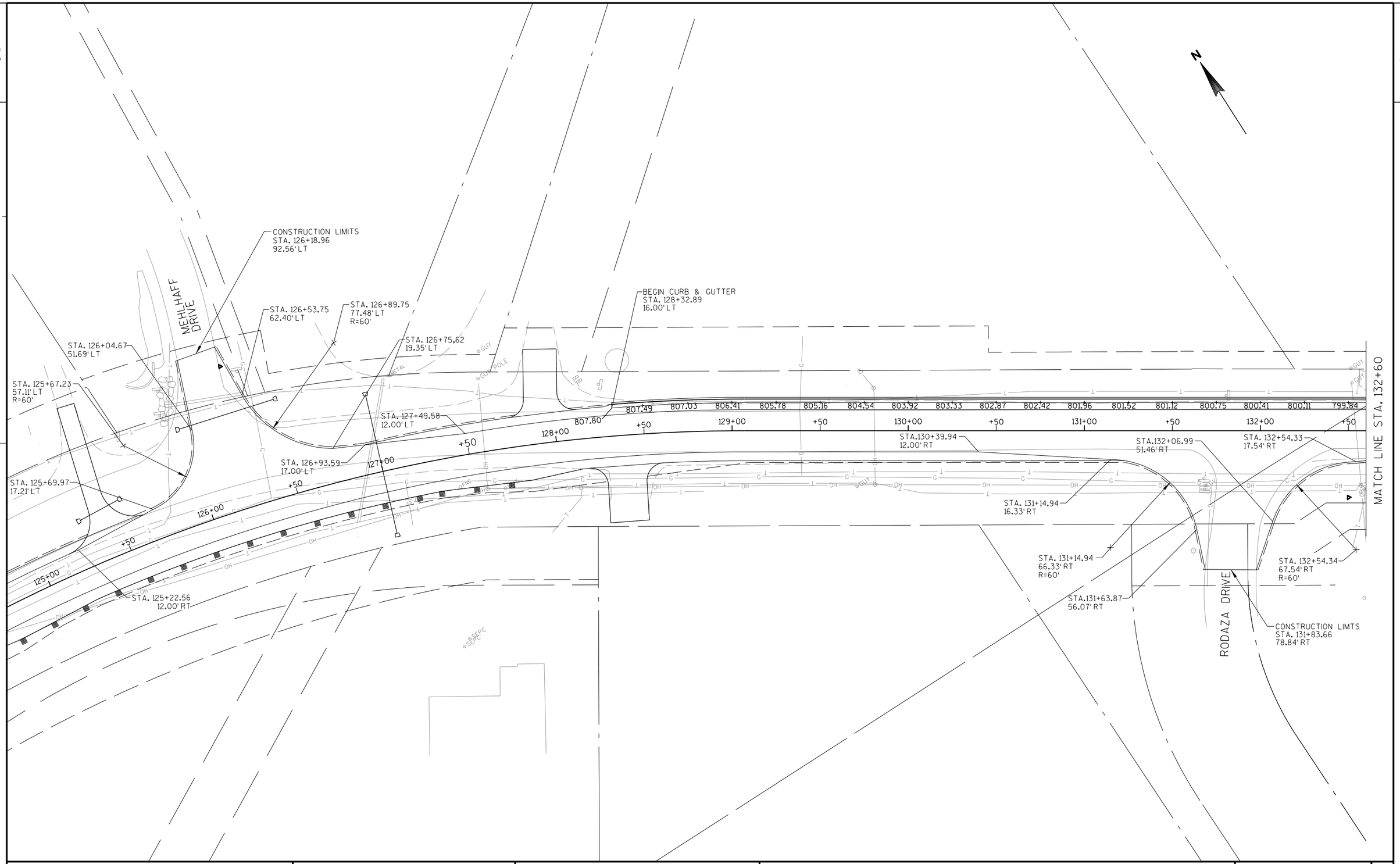
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	REMOVAL PLAN	SHEET 18	E

2



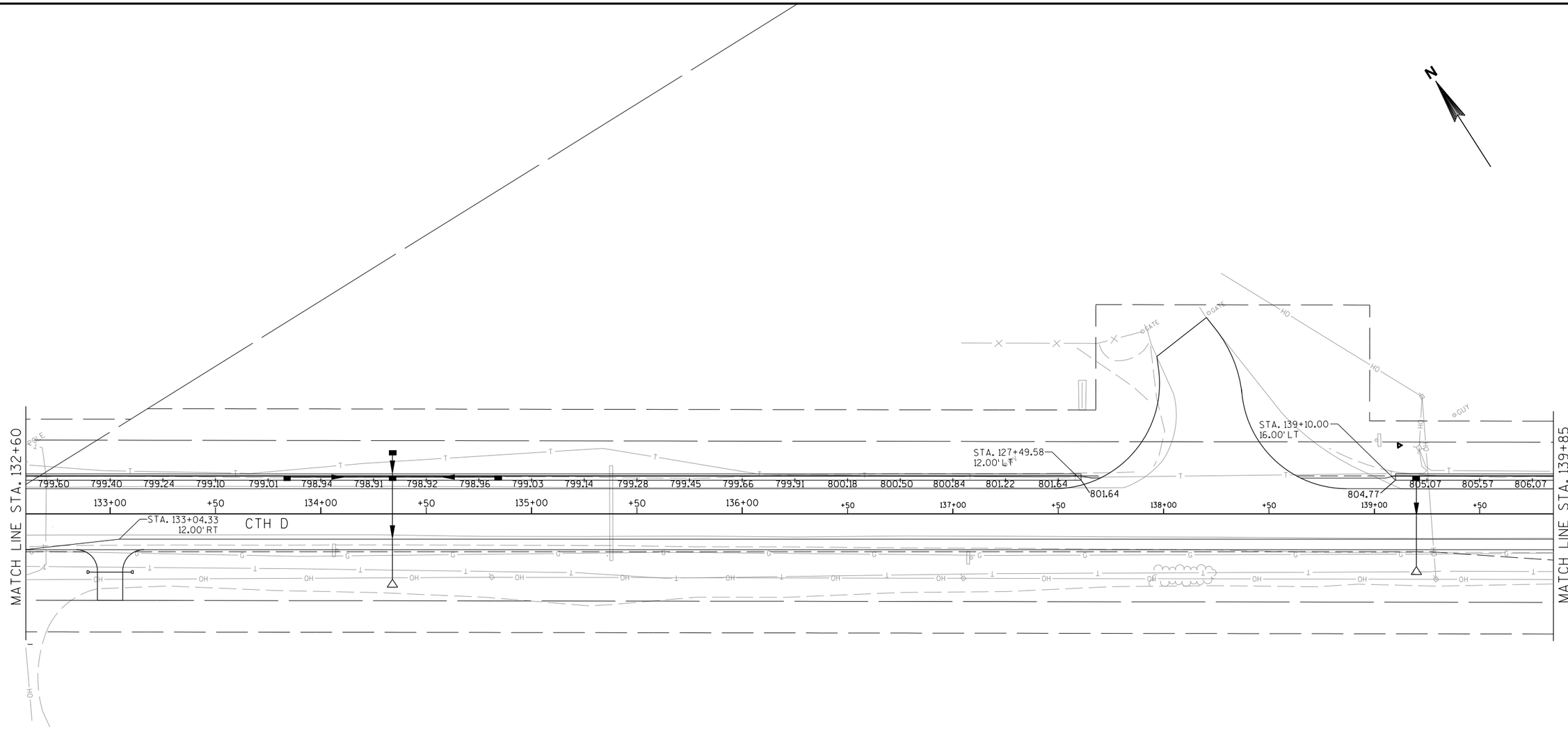
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	INTERSECTION DETAIL	SHEET 19	E

2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	INTERSECTION DETAIL	SHEET 20	E

2



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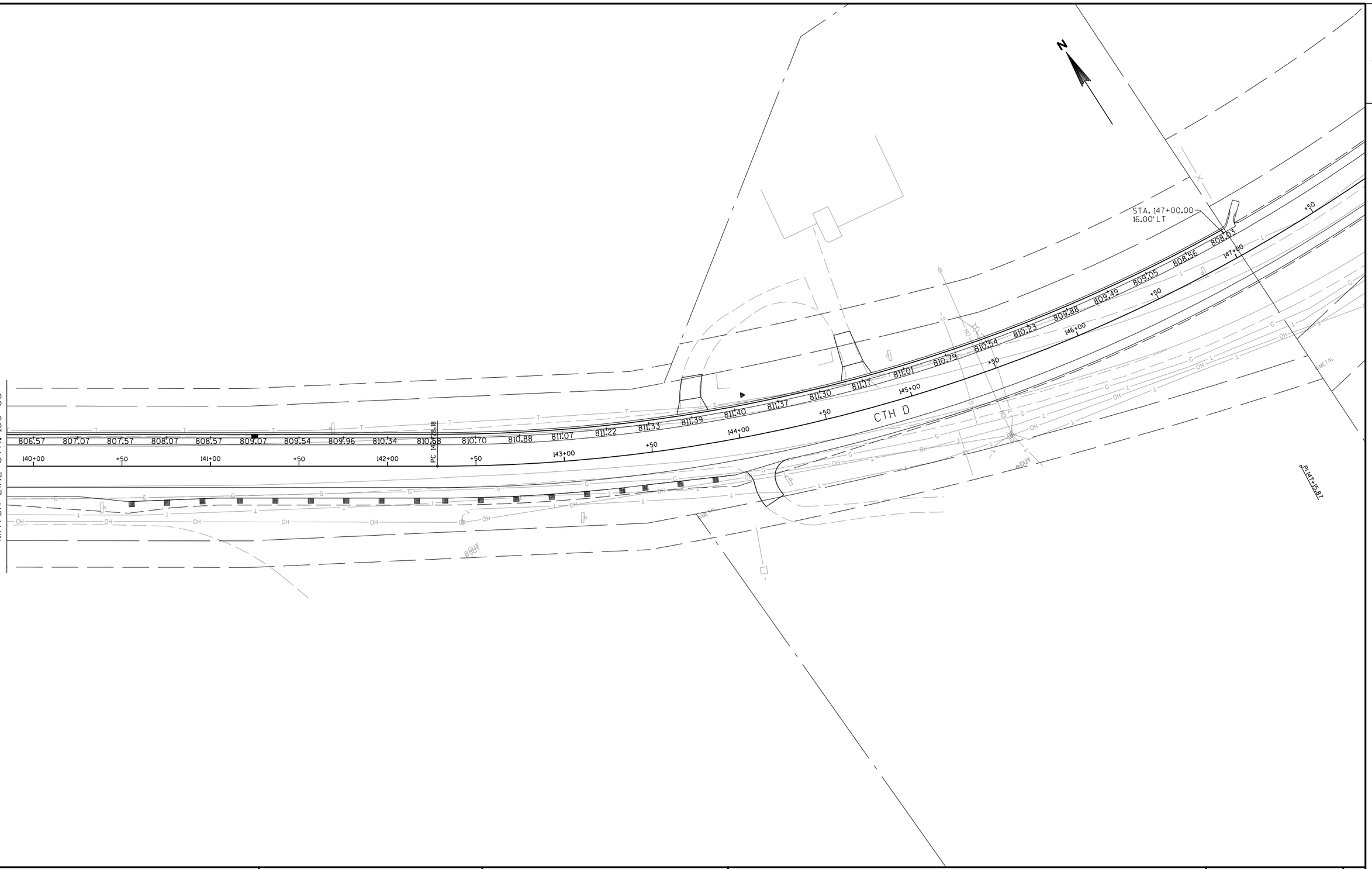
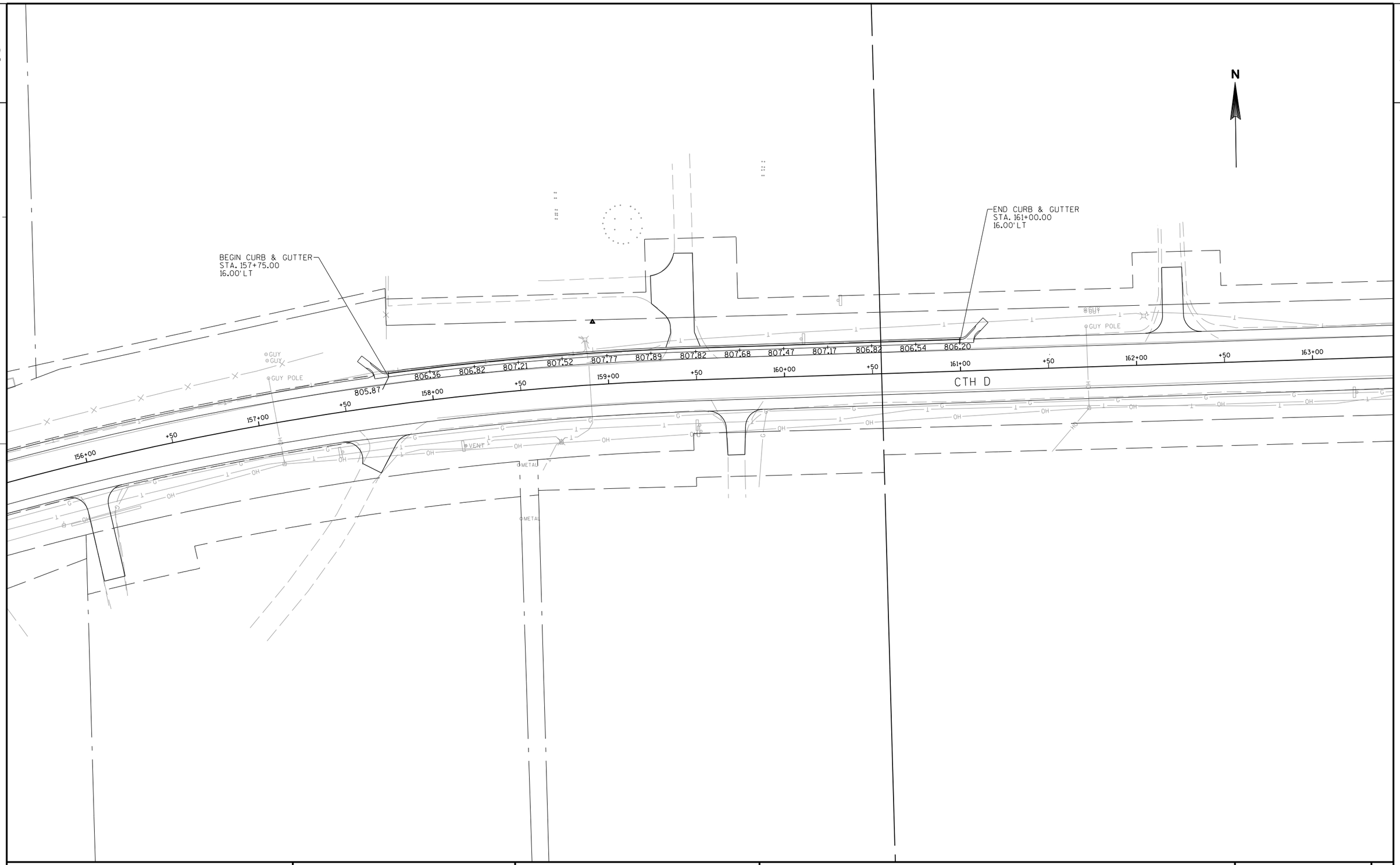
2



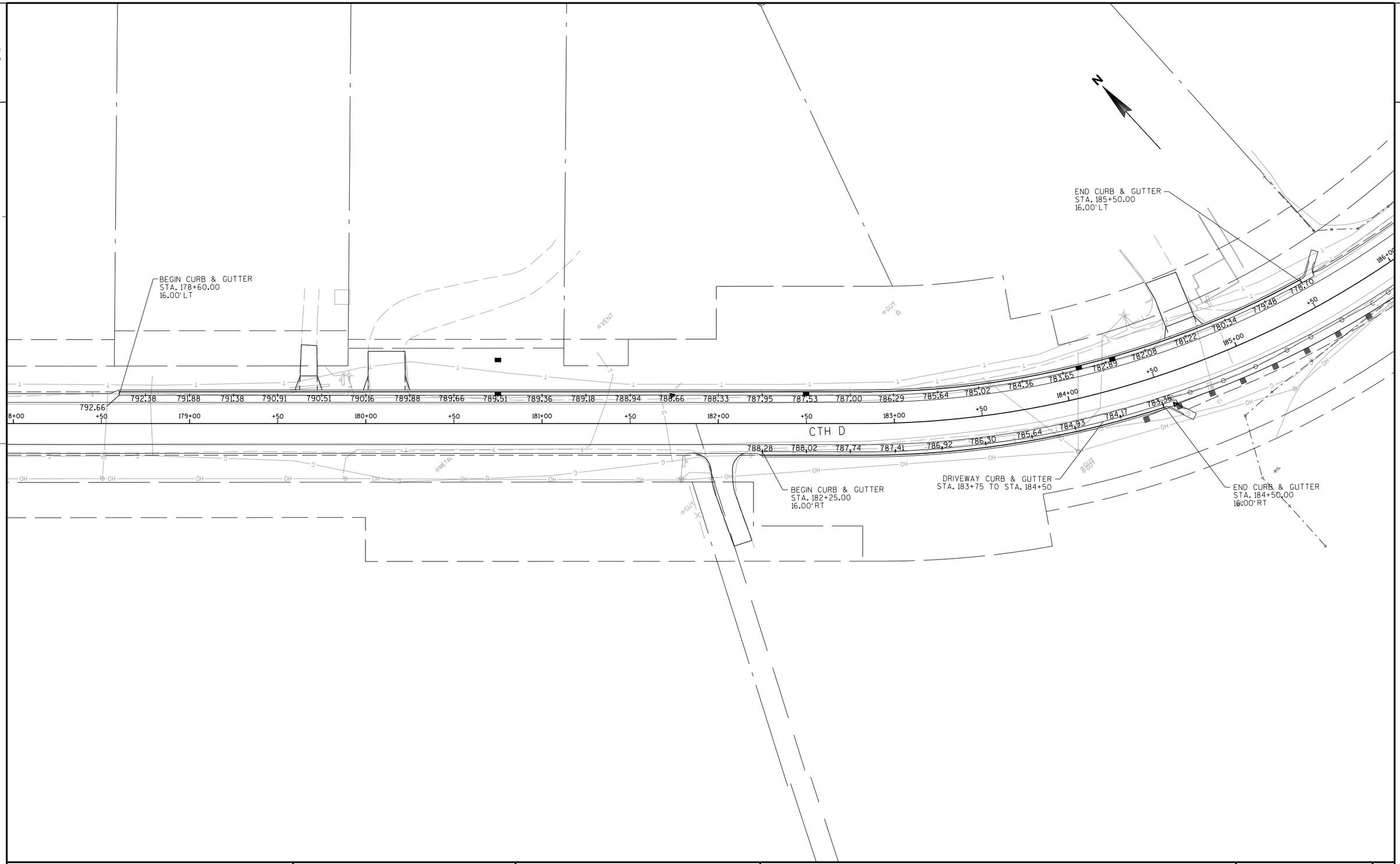
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	INTERSECTION DETAIL	SHEET 22	E

2

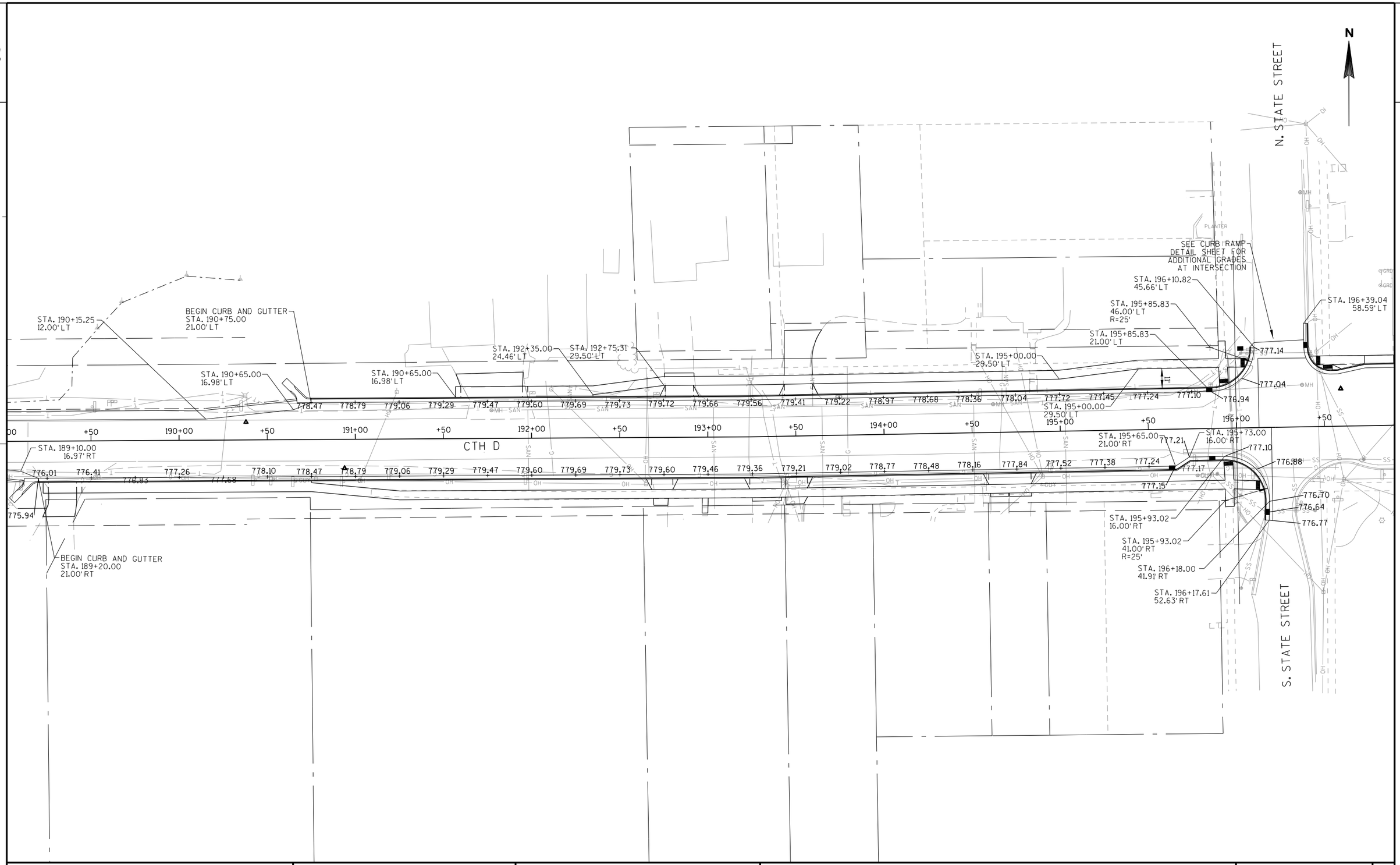


PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	INTERSECTION DETAIL	SHEET 23	E

2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	INTERSECTION DETAIL	SHEET 24	E

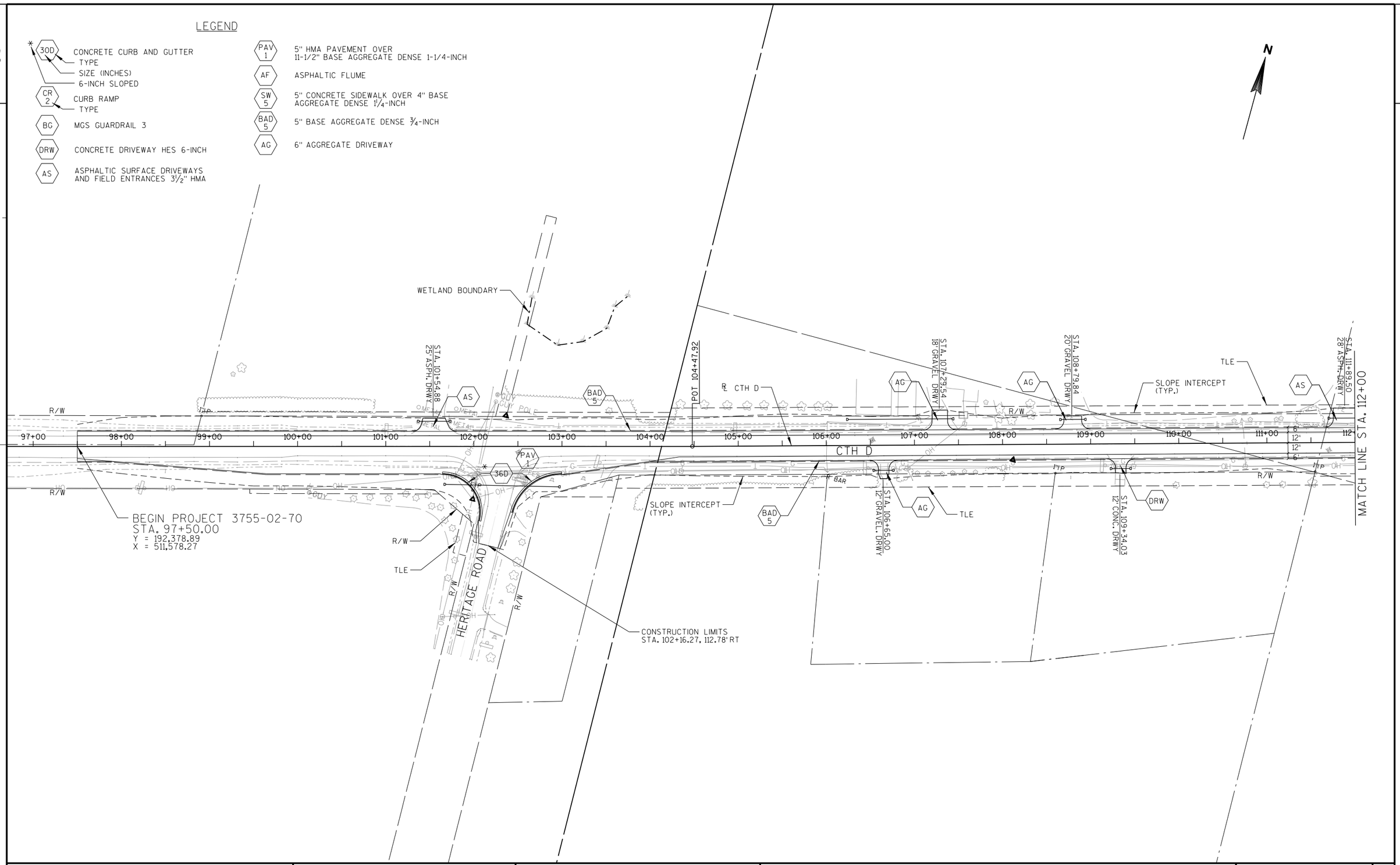


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	INTERSECTION DETAIL	SHEET 25	E

2

LEGEND

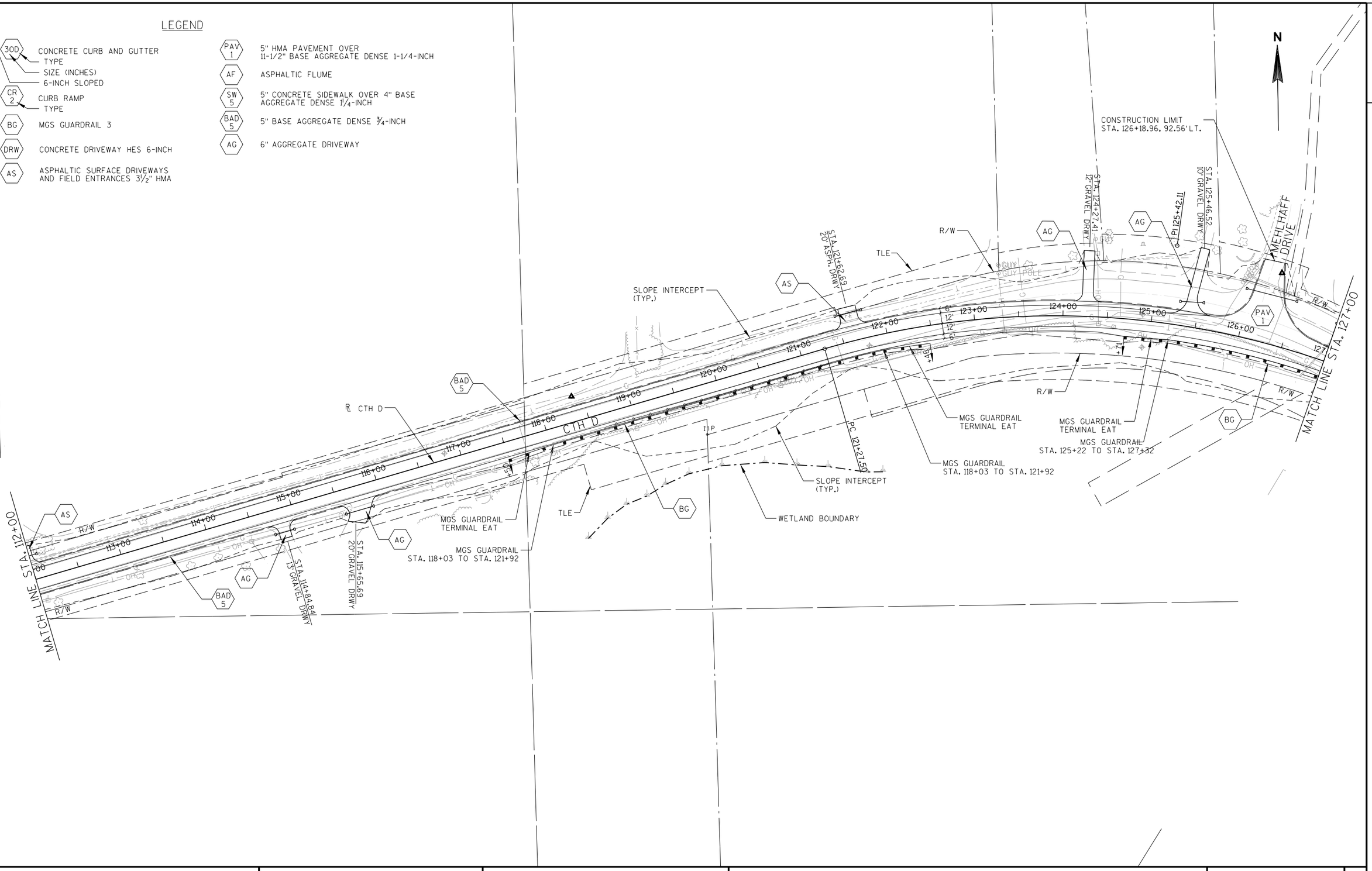
- 30D — CONCRETE CURB AND GUTTER (TYPE, SIZE (INCHES), 6-INCH SLOPED)
- CR 2 — CURB RAMP (TYPE)
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
- AF — ASPHALTIC FLUME
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 26	E

LEGEND

- 30D — CONCRETE CURB AND GUTTER TYPE (SIZE (INCHES) 6-INCH SLOPED)
- CR 2 — CURB RAMP TYPE
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
- AF — ASPHALTIC FLUME
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY

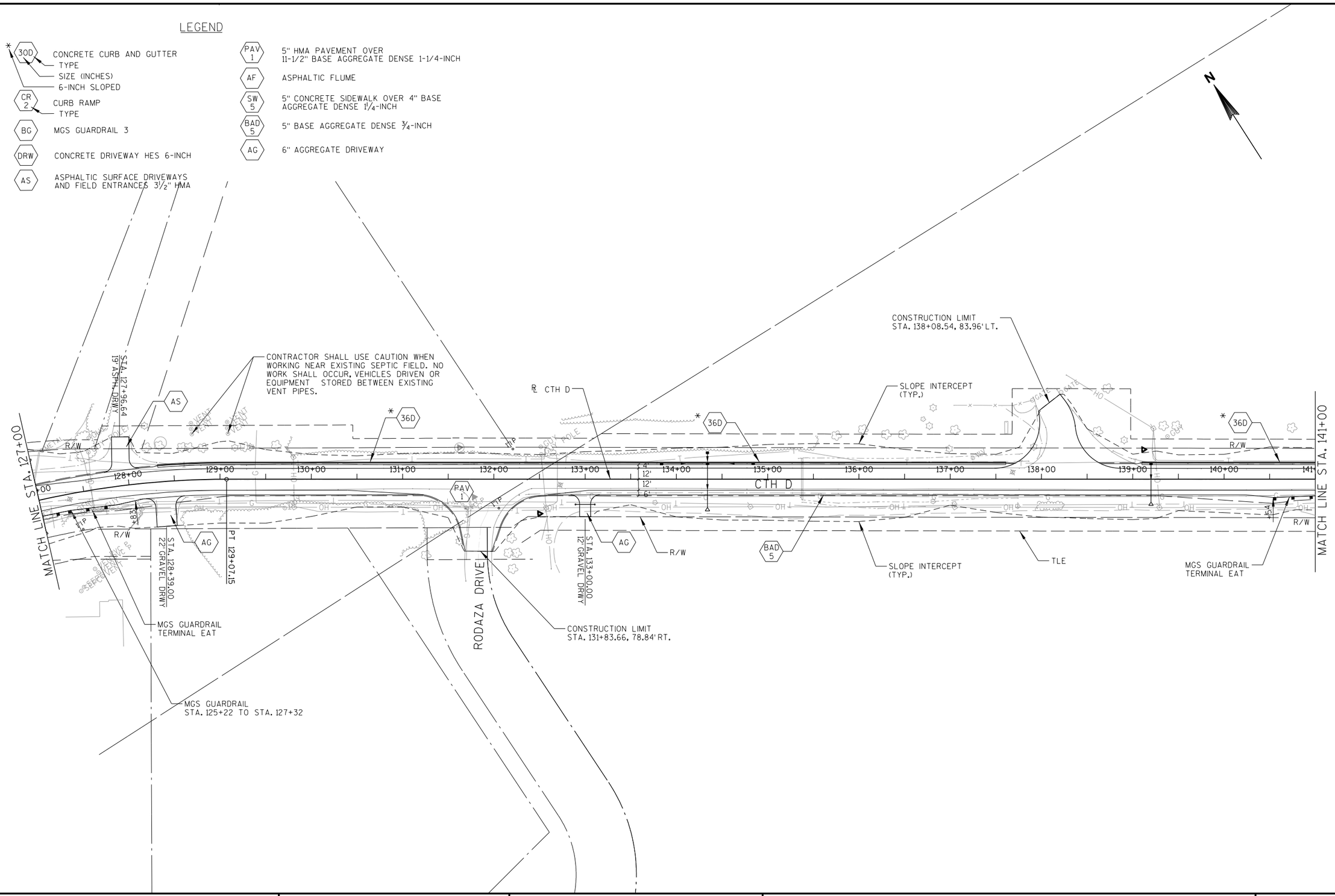


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 27	E

2

LEGEND

- *30D — CONCRETE CURB AND GUTTER; TYPE; SIZE (INCHES); 6-INCH SLOPED
- CR 2 — CURB RAMP; TYPE
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
- AF — ASPHALTIC FLUME
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 28	E

LEGEND

- 30D — CONCRETE CURB AND GUTTER (TYPE / SIZE (INCHES) / 6-INCH SLOPED)
- CR 2 — CURB RAMP (TYPE)
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
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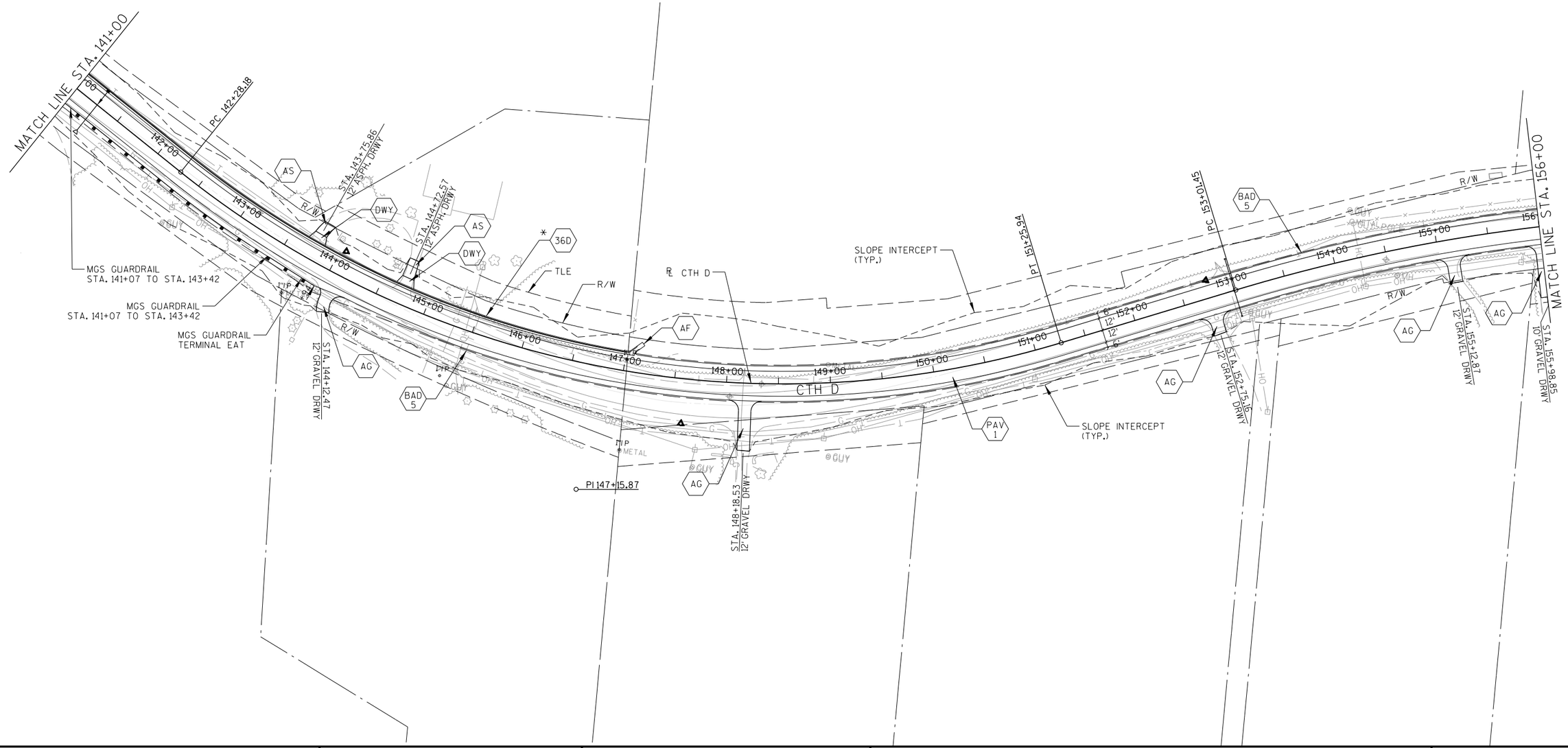
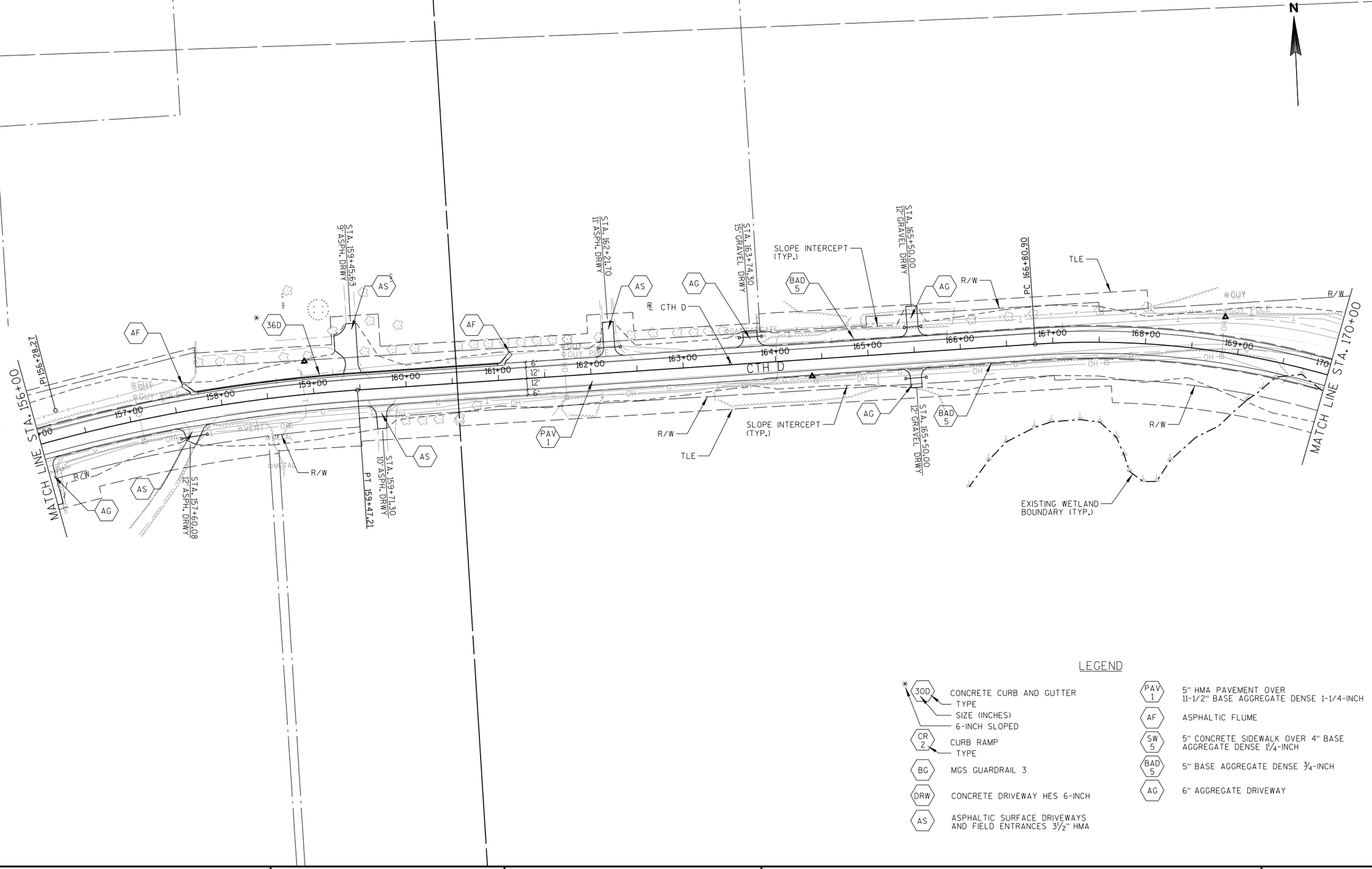
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 29	E

2

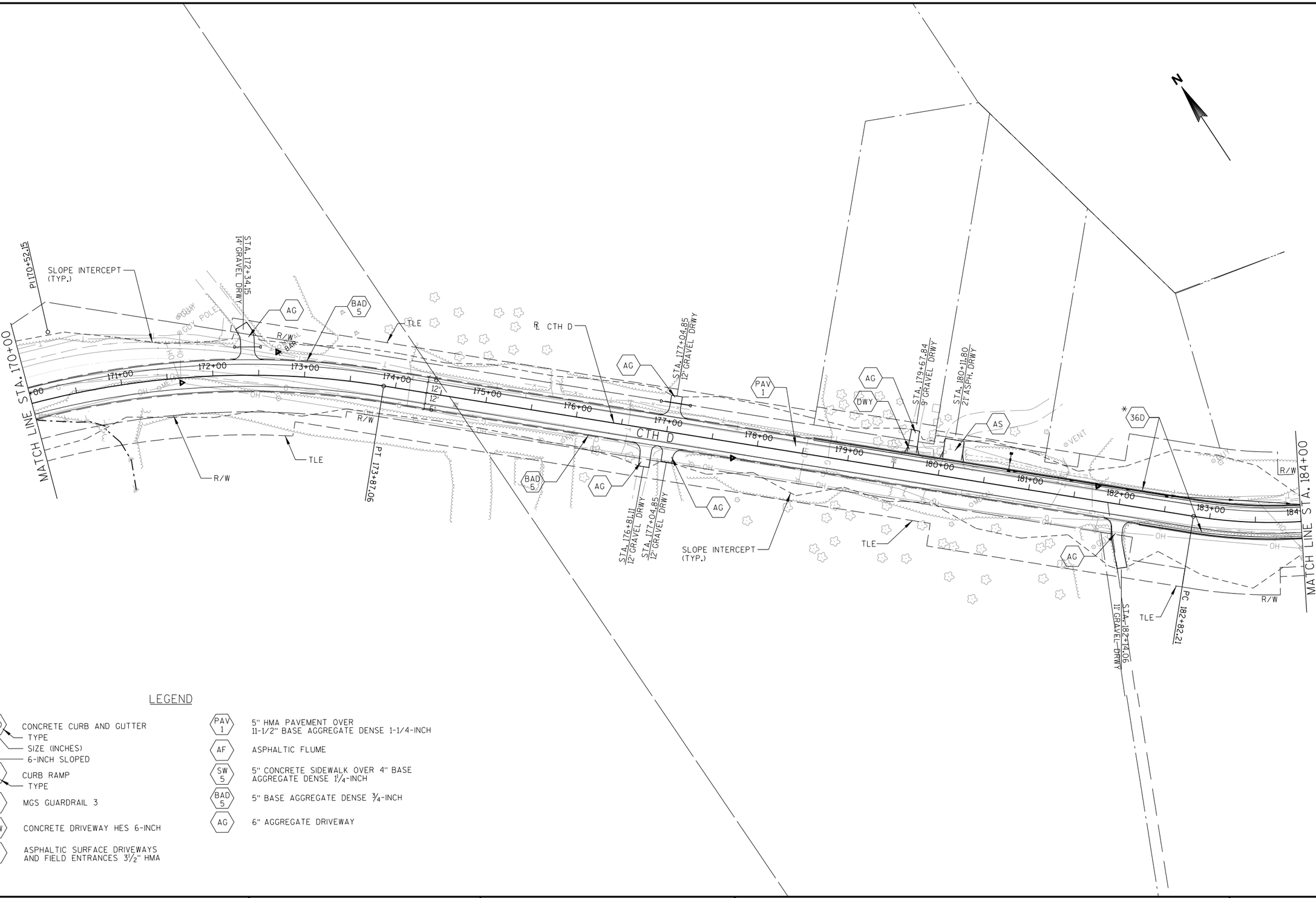


LEGEND

- 30D — CONCRETE CURB AND GUTTER
  - TYPE
  - SIZE (INCHES)
  - 6-INCH SLOPED
- CR 2 — CURB RAMP
  - TYPE
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
- AF — ASPHALTIC FLUME
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 30	E

2



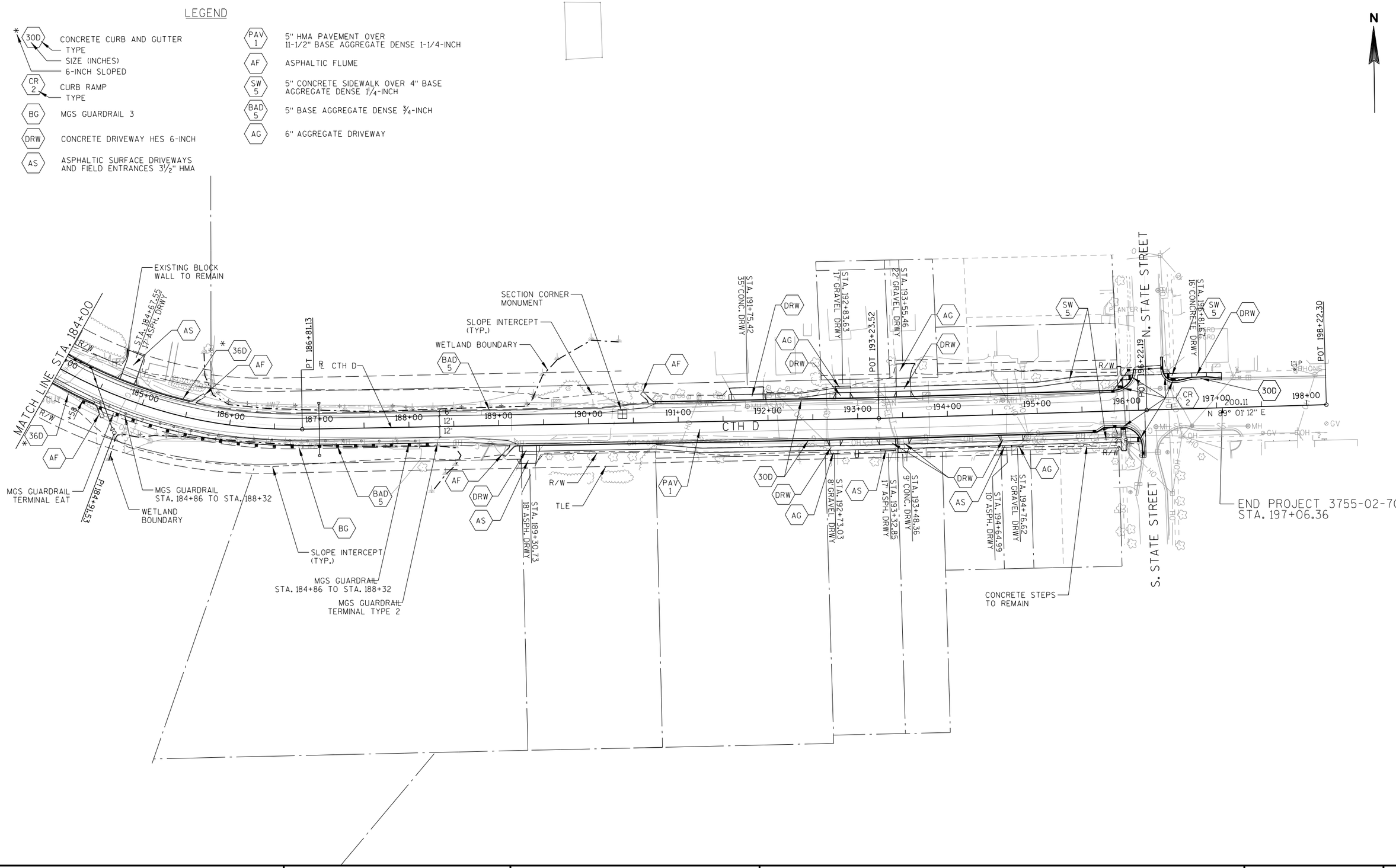
LEGEND

- 30D — CONCRETE CURB AND GUTTER (TYPE; SIZE (INCHES); 6-INCH SLOPED)
- CR 2 — CURB RAMP (TYPE)
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
- AF — ASPHALTIC FLUME
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 31	E

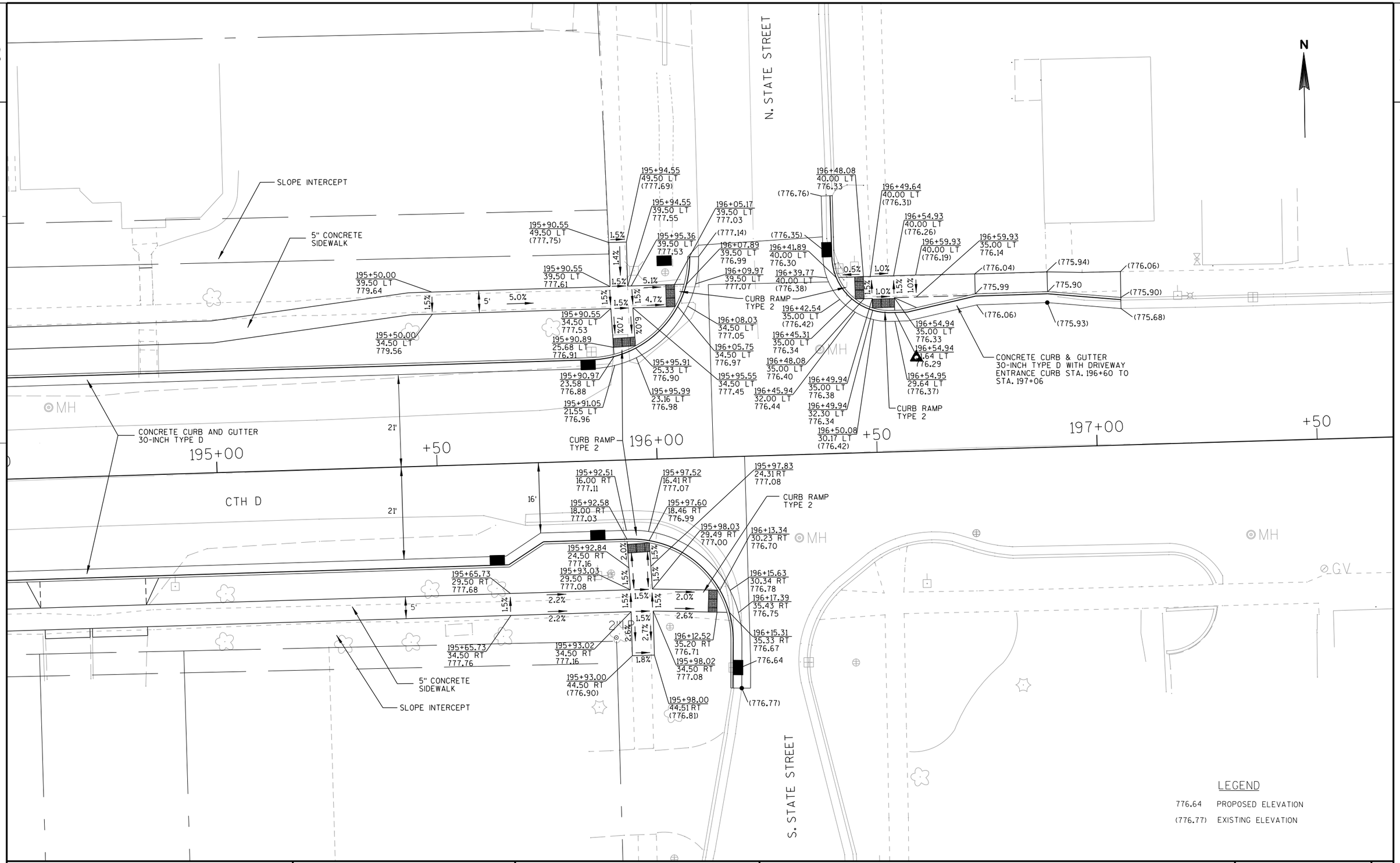
LEGEND

- 30D — CONCRETE CURB AND GUTTER; TYPE; SIZE (INCHES); 6-INCH SLOPED
- CR 2 — CURB RAMP; TYPE
- BG — MGS GUARDRAIL 3
- DRW — CONCRETE DRIVEWAY HES 6-INCH
- AS — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES 3½" HMA
- PAV 1 — 5" HMA PAVEMENT OVER 11-1/2" BASE AGGREGATE DENSE 1-1/4-INCH
- AF — ASPHALTIC FLUME
- SW 5 — 5" CONCRETE SIDEWALK OVER 4" BASE AGGREGATE DENSE 1¼-INCH
- BAD 5 — 5" BASE AGGREGATE DENSE ¾-INCH
- AG — 6" AGGREGATE DRIVEWAY



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN DETAIL	SHEET 32	E

2



LEGEND

776.64 PROPOSED ELEVATION

(776.77) EXISTING ELEVATION

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CURB RAMP DETAIL	SHEET 33	E

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS

N

WETLAND BOUNDARY

℄ CTH D

SLOPE INTERCEPT (TYP.)

97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112

CTH D

MATCH LINE STA. 112+00

ENDWALL WITH SOD EROSION CONTROL END PROTECTION

SLOPE INTERCEPT (TYP.)

BEGIN PROJECT 3755-02-70
STA. 97+50.00

CONSTRUCTION LIMITS
STA. 102+16.27, 112.78' RT.

HERITAGE ROAD

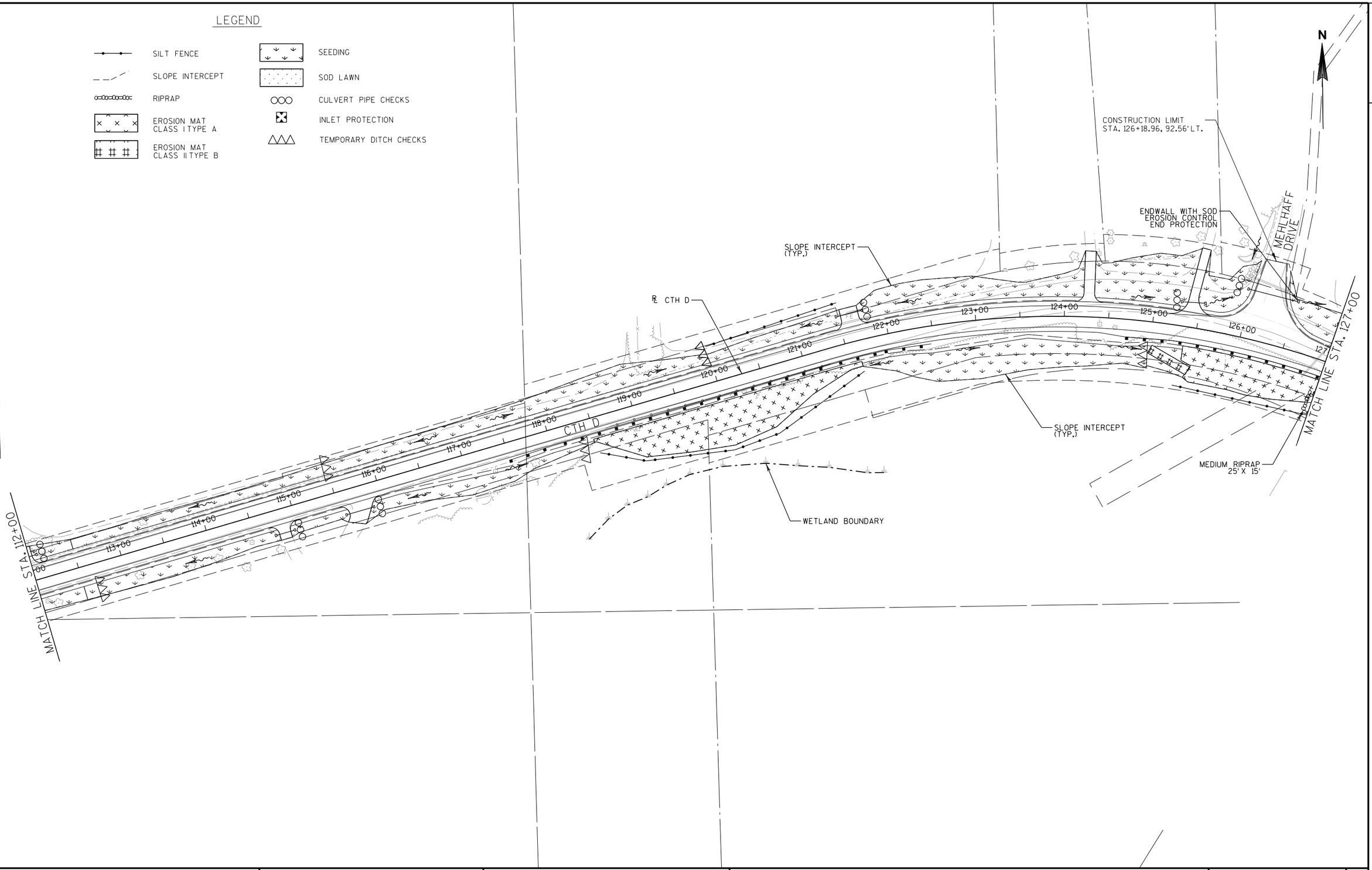
2

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 34	E

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS



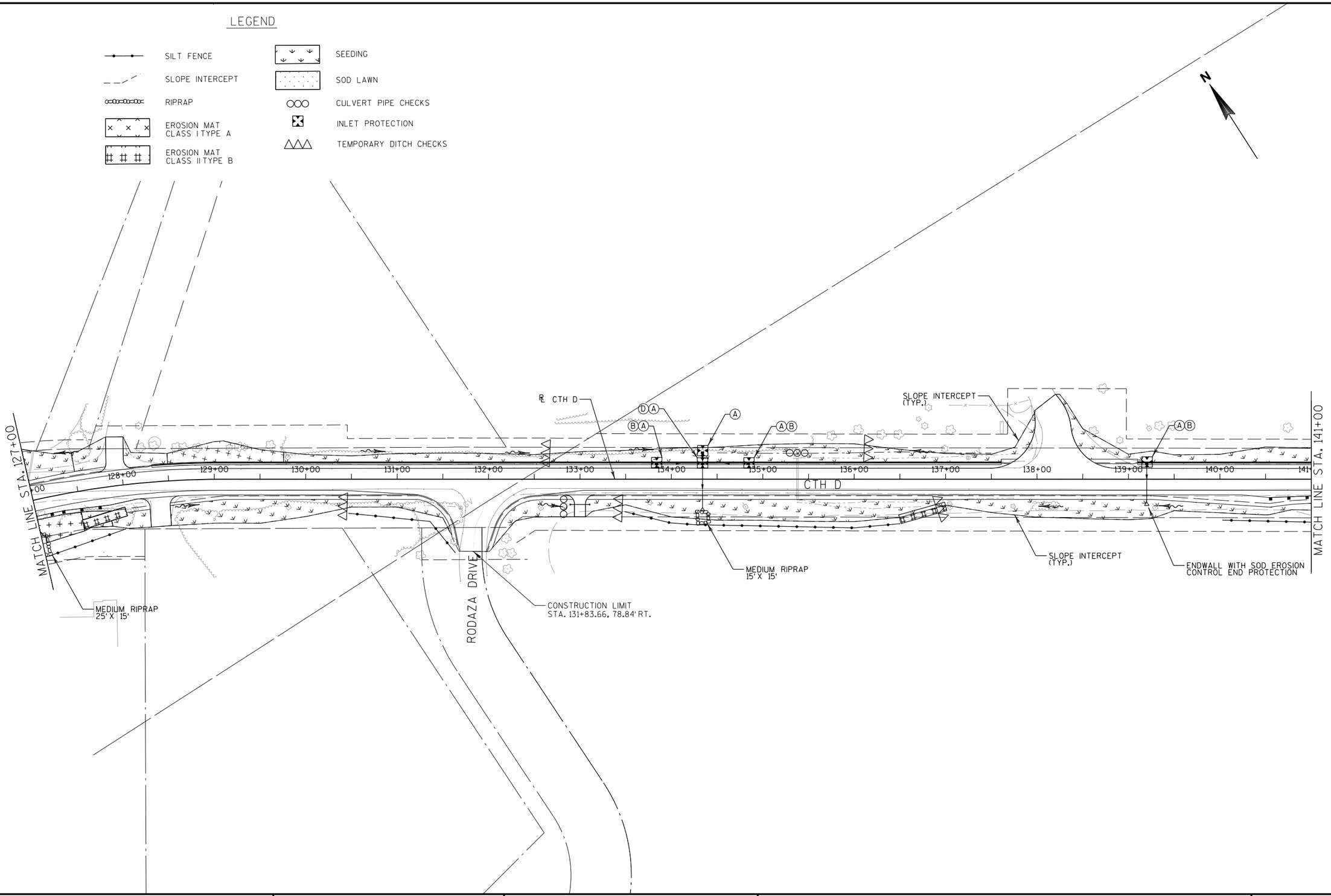
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 35	E

2

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 36	E

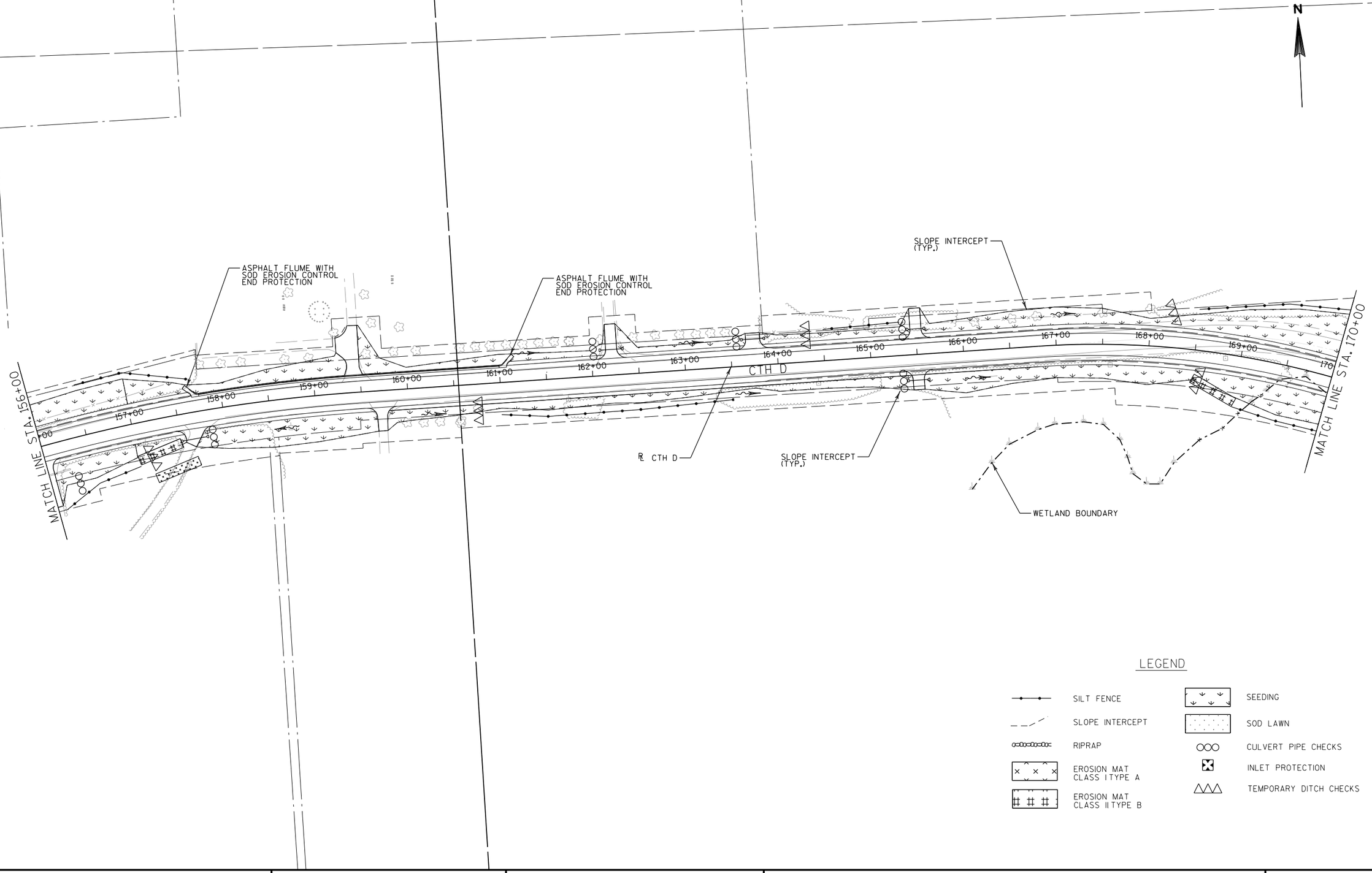
2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 37	E

2

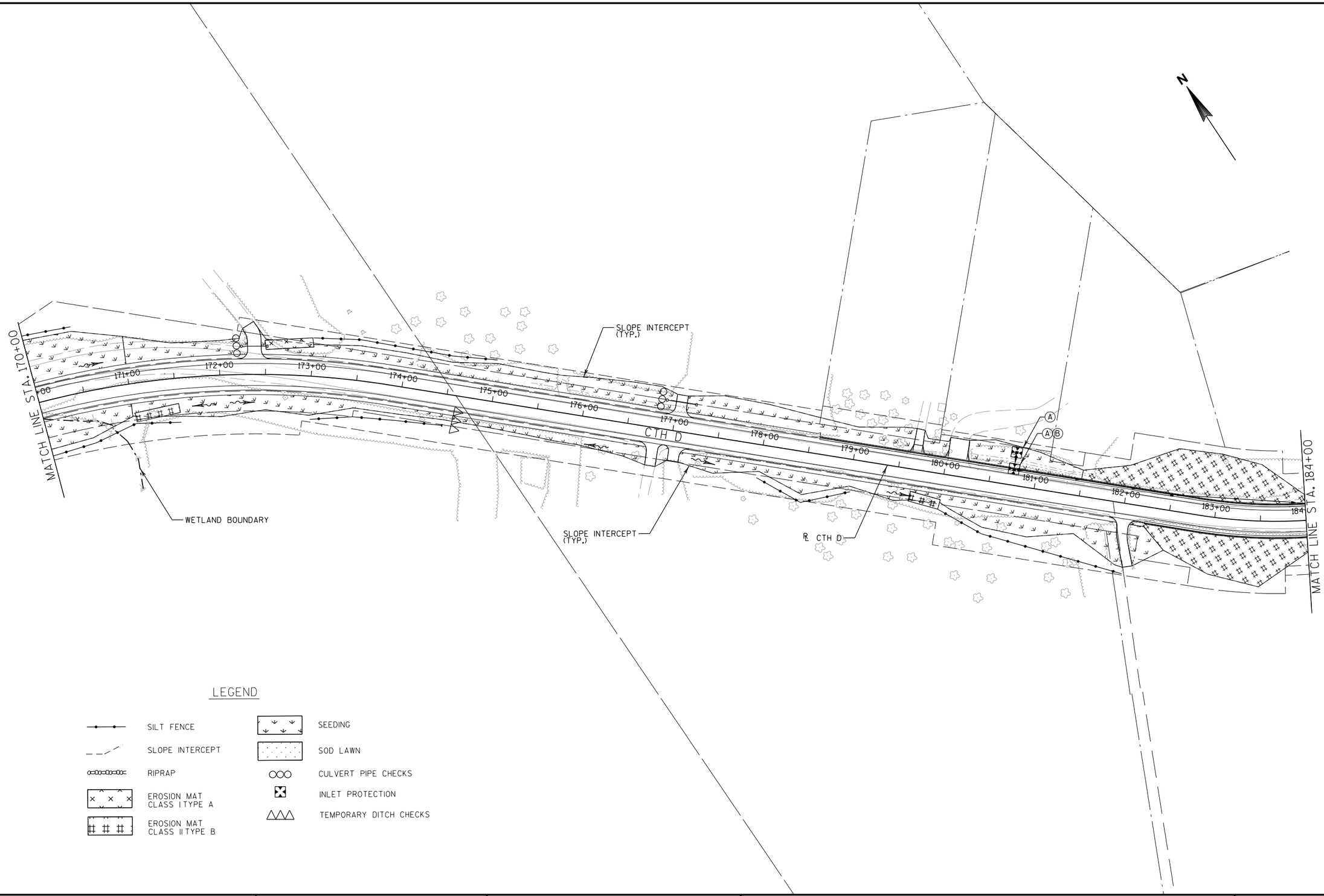


LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 38	E

2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 39	E

2

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS

N

MATCH LINE STA. 184+00

ASPHALT FLUME WITH SOD EROSION CONTROL END PROTECTION

SLOPE INTERCEPT (TYP.)

TURBIDITY BARRIER

WETLAND BOUNDARY

ASPHALT FLUME WITH SOD EROSION CONTROL END PROTECTION

℄ CTH D

185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00

CTH D

N. STATE STREET

S. STATE STREET

MH GV

WETLAND BOUNDARY

TURBIDITY BARRIER

ASPHALT FLUME WITH SOD EROSION CONTROL END PROTECTION

ASPHALT FLUME WITH SOD EROSION CONTROL END PROTECTION

SLOPE INTERCEPT (TYP.)

END PROJECT 3755-02-70
STA. 197+06.36

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 40	E

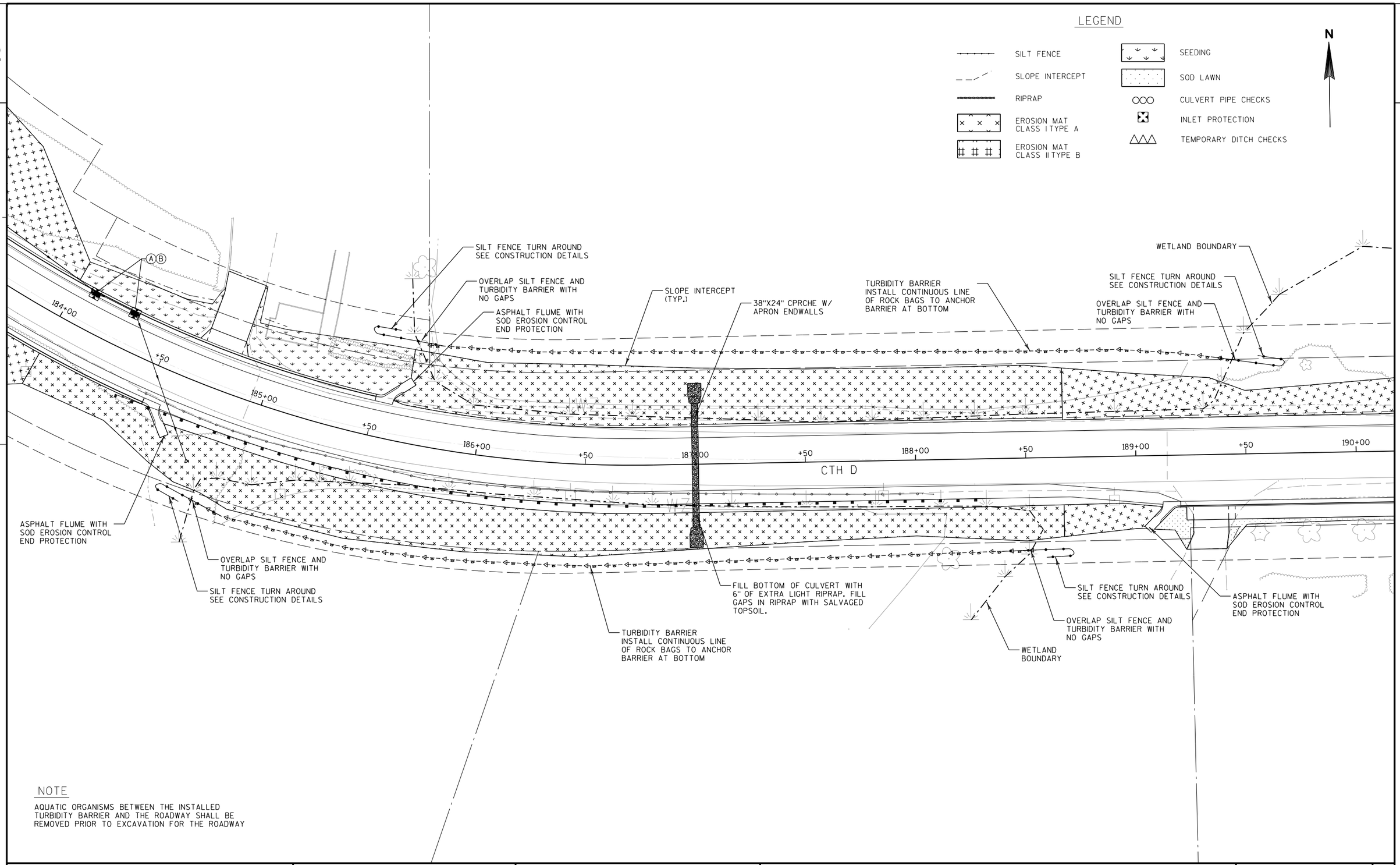
2

2

LEGEND

- SILT FENCE
- SLOPE INTERCEPT
- RIPRAP
- EROSION MAT CLASS I TYPE A
- EROSION MAT CLASS II TYPE B
- SEEDING
- SOD LAWN
- CULVERT PIPE CHECKS
- INLET PROTECTION
- TEMPORARY DITCH CHECKS

N

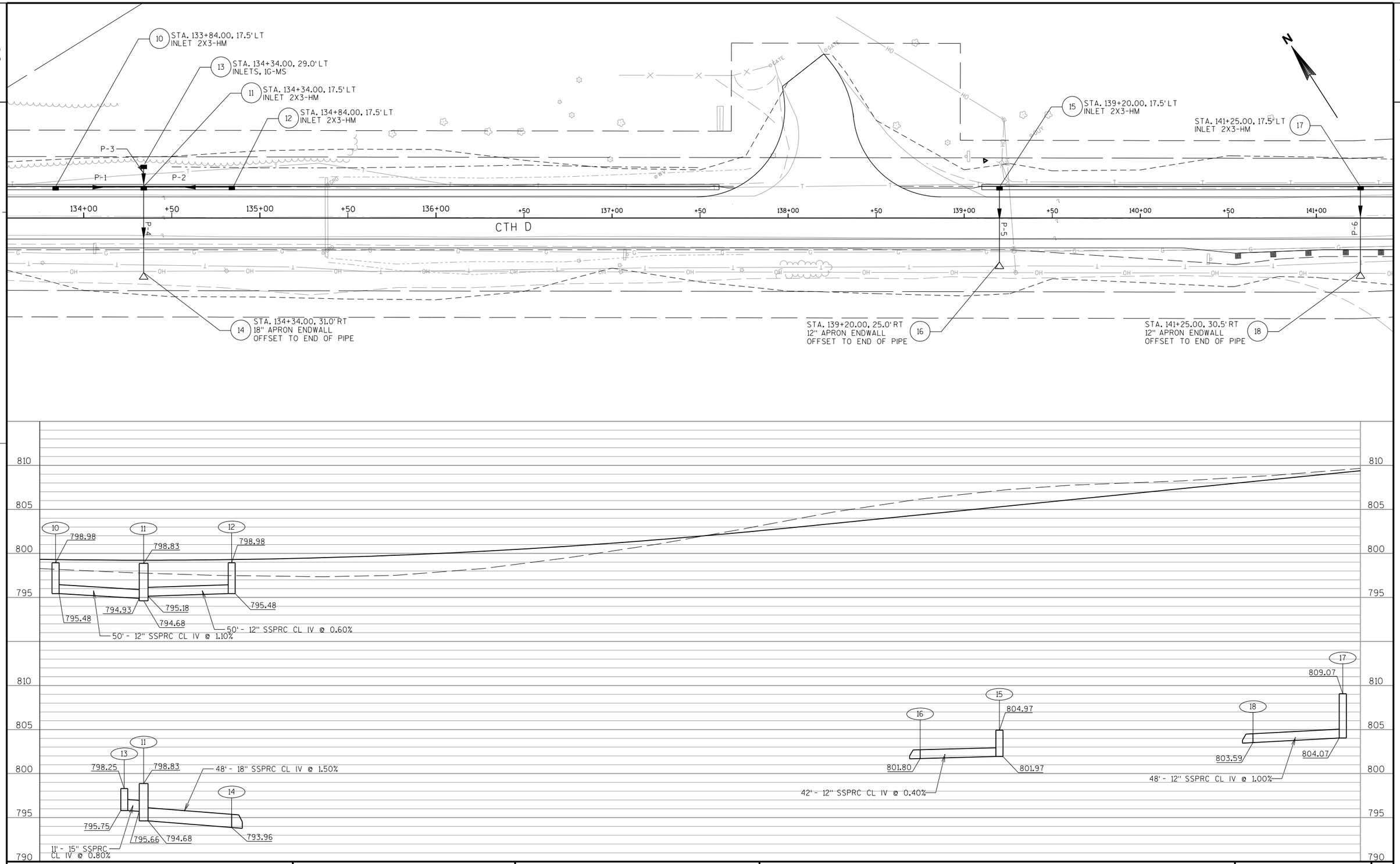


NOTE

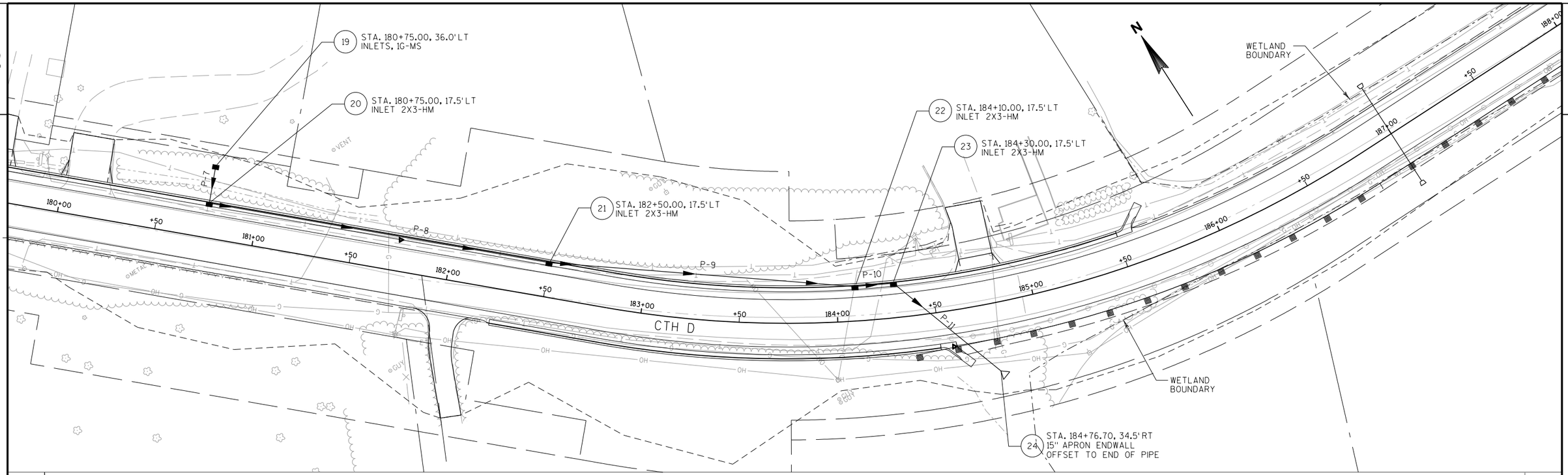
AQUATIC ORGANISMS BETWEEN THE INSTALLED TURBIDITY BARRIER AND THE ROADWAY SHALL BE REMOVED PRIOR TO EXCAVATION FOR THE ROADWAY

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	EROSION CONTROL	SHEET 41	E

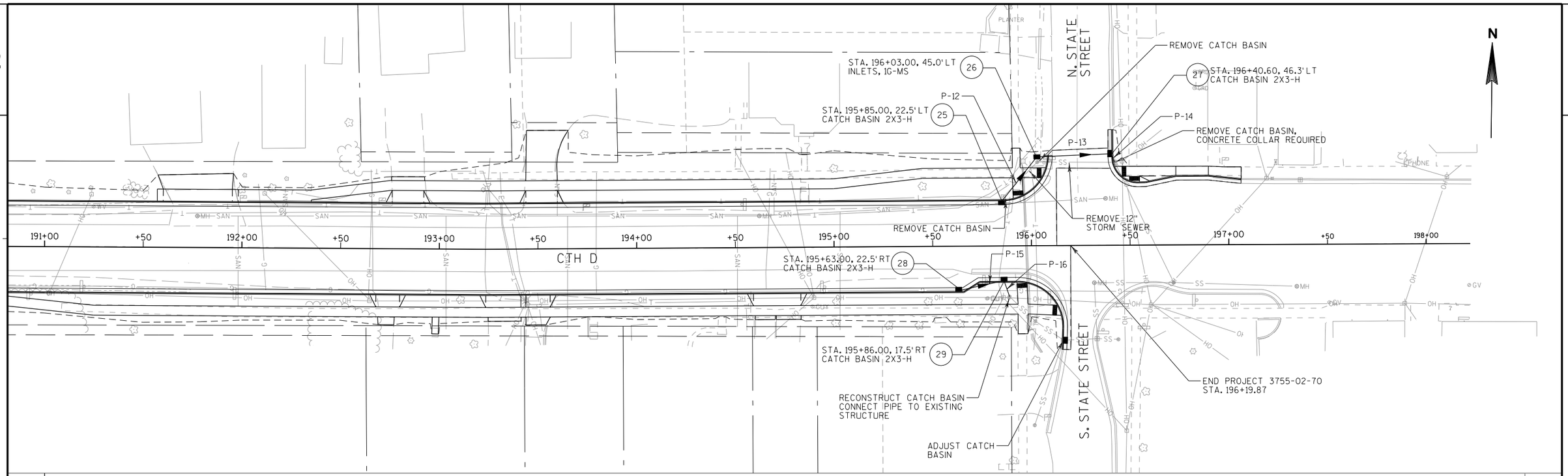
2



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	STORM SEWER PLAN	SHEET 42	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	STORM SEWER PLAN	SHEET 43	E



PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	STORM SEWER PLAN	SHEET 44	E

STRUCT. NO.	STATION	OFFSET	PIPE NO.	C-C (FT)	TO STRUCT.	INLET TYPE & COVER	CB TYPE & COVER	RIM/GRATE ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCH. ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	DISCHARGE PIPE CLASS	REMARKS
10	133+84.00	17.5' LT	P-1	50	11	2X3 HM		798.98	3.50	12	795.48	794.93	50.00	1.10	IV	
11	134+34.00	17.5' LT	P-4	48	14	2X3 HM		798.83	4.15	18	794.68	793.96	48.00	1.50	IV	APRON ENDWALL REQUIRED
12	134+84.00	17.5' LT	P-2	50	11	2X3 HM		798.98	3.50	12	795.48	795.18	50.00	0.60	IV	
13	134+34.00	29.0' LT	P-3	11	11	MED 1 MS		798.25	2.50	15	795.75	795.66	11.00	0.80	IV	
15	139+20.00	17.5' LT	P-5	42	16	2X3 HM		804.97	3.00	12	801.97	801.80	42.00	0.40	IV	APRON ENDWALL REQUIRED
17	141+25.00	17.5' LT	P-6	48	18	2X3 HM		809.07	5.00	12	804.07	803.59	48.00	1.00	IV	APRON ENDWALL REQUIRED
19	180+75.00	36.0' LT	P-7	18	20	2X3 HM		787.25	2.50	12	784.75	784.66	18.00	0.50	IV	
20	180+75.00	17.5' LT	P-8	175	21	2X3 HM		789.51	5.00	12	784.51	782.24	175.00	1.30	IV	
21	182+50.00	17.5' LT	P-9	155	22	2X3 HM		787.53	5.39	12	782.14	779.04	155.00	2.00	IV	
22	184+10.00	17.5' LT	P-10	19	23	2X3 HM		783.35	4.41	12	778.94	778.47	19.00	2.50	IV	
23	184+30.00	17.5' LT	P-11	70	24	2X3 HM		782.73	5.08	15	777.65	776.95	70.00	1.00	IV	APRON ENDWALL REQUIRED
25	195+85.00	22.5' LT	P-12	29	26		2X3 H	776.94	3.00	12	773.94	773.77	29.00	0.60	IV	
26	196+03.00	45.0' LT	P-13	38	27	MED 1 MS		776.10	4.00	12	772.10	771.53	38.00	1.50	IV	
27	196+40.60	46.3' LT	P-14	5	EXIST		2X3 H	776.44	6.00	12	770.44	770.34	5.00	2.00	IV	CONCRETE COLLAR REQUIRED
28	195+63.00	22.5' RT	P-15	24	29		2X3 H	777.15	4.00	12	773.15	773.03	24.00	0.50	IV	
29	195+86.00	17.5' RT	P-16	8	EXIST	MED 1 MS		777.14	4.31	12	772.83	772.75	8.00	1.00	IV	CONNECT TO EX. CATCH BASIN AND RECONSTRUCT

NOTES:

1. STATIONS AND OFFSETS TO MANHOLES AND MEDIAN GRATES ARE GIVEN TO THE CENTER OF STRUCTURE.
2. STATIONS AND OFFSETS TO INLETS AND CATCH BASINS ARE GIVEN TO THE CENTER OF THE STRUTURE.
3. MANHOLE RIM/GRATE ELEVATIONS ARE GIVEN TO THE CENTER OF STRUCTURE.
4. INLET AND CATCH BASIN RIM/GRATE ELEVATIONS ARE GIVEN TO THE FLANGE LINE.
5. DEPTH OF MANHOLES, CATCH BASINS AND INLETS ARE MEASURED FROM THE LOWEST INVERT OF THE STRUCTURE TO THE RIM/GRATE ELEVATION.
6. STATIONS AND OFFSETS AT ENDWALLS ARE GIVEN TO THE END OF THE PIPE.

2

JENSEN
400 MAIN ST W

MASON
306 MAIN ST W

ROANHOUSE
304 MAIN ST W

ROANHOUSE
300 MAIN ST W

N. STATE STREET

N

R/W

TLE

ADJUST SANITARY MANHOLE

ADJUST SANITARY MANHOLE

+50 191+00 +50 192+00 +50 193+00 +50 194+00 +50 195+00 +50 196+00 +50

CTH D

LOCATE END OF EXISTING SANITARY LATERAL AND EXTEND TO R/W

10' SANITARY SEWER 6-INCH 1/8" PER FOOT MIN. SLOPE

PROVIDE PLUG OR END CAP WITH THRUST BLOCK

SCHRANK
407 MAIN ST W

MASON
403 MAIN ST W

BANK OF AMERICA
309 MAIN ST W

BRAUN
307 MAIN ST W

BAUMGART
305 MAIN ST W

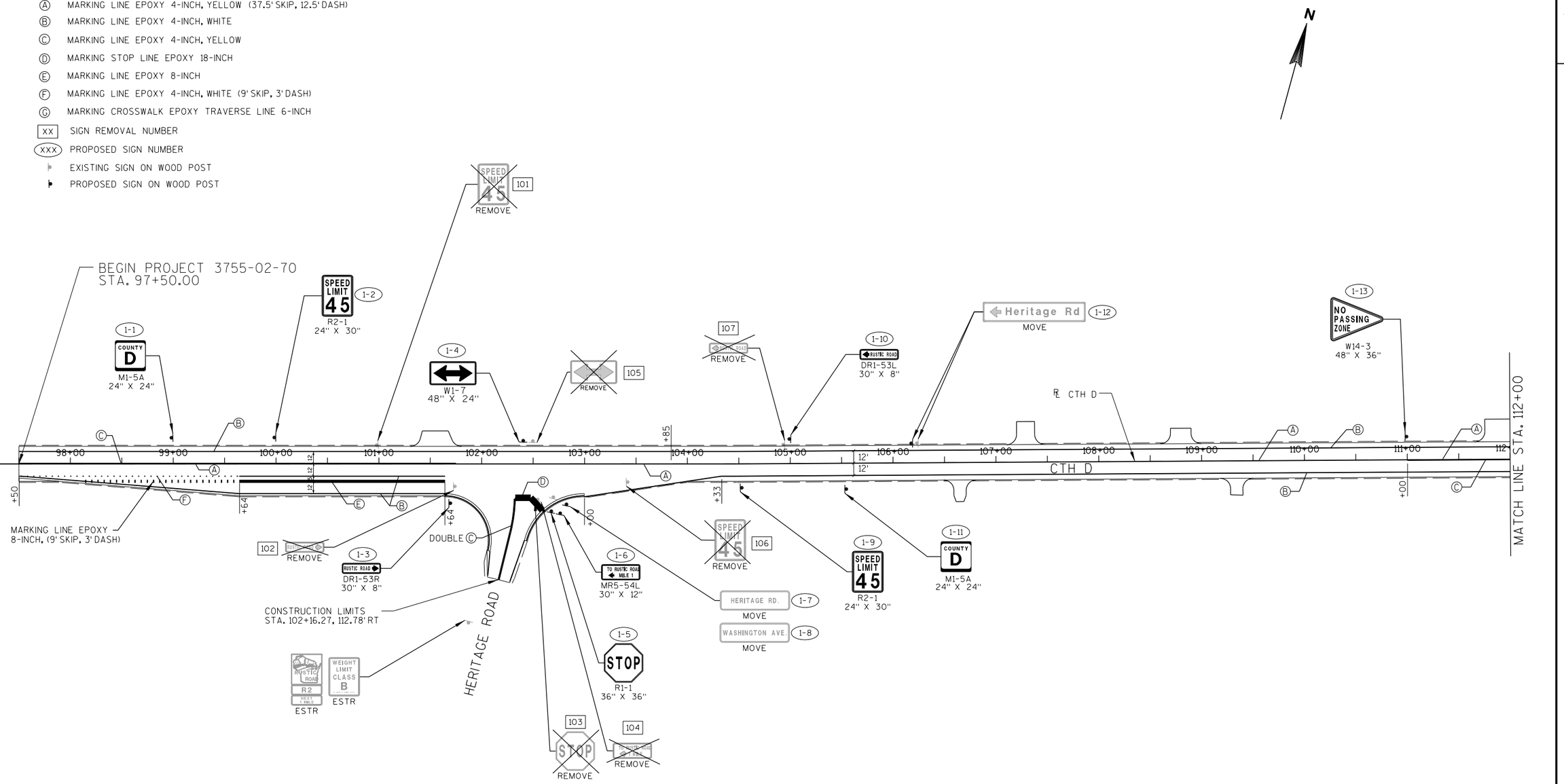
LAUGHRAN
100 STATE ST S

S. STATE STREET

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	UTILITY PLAN	SHEET 46	E

LEGEND

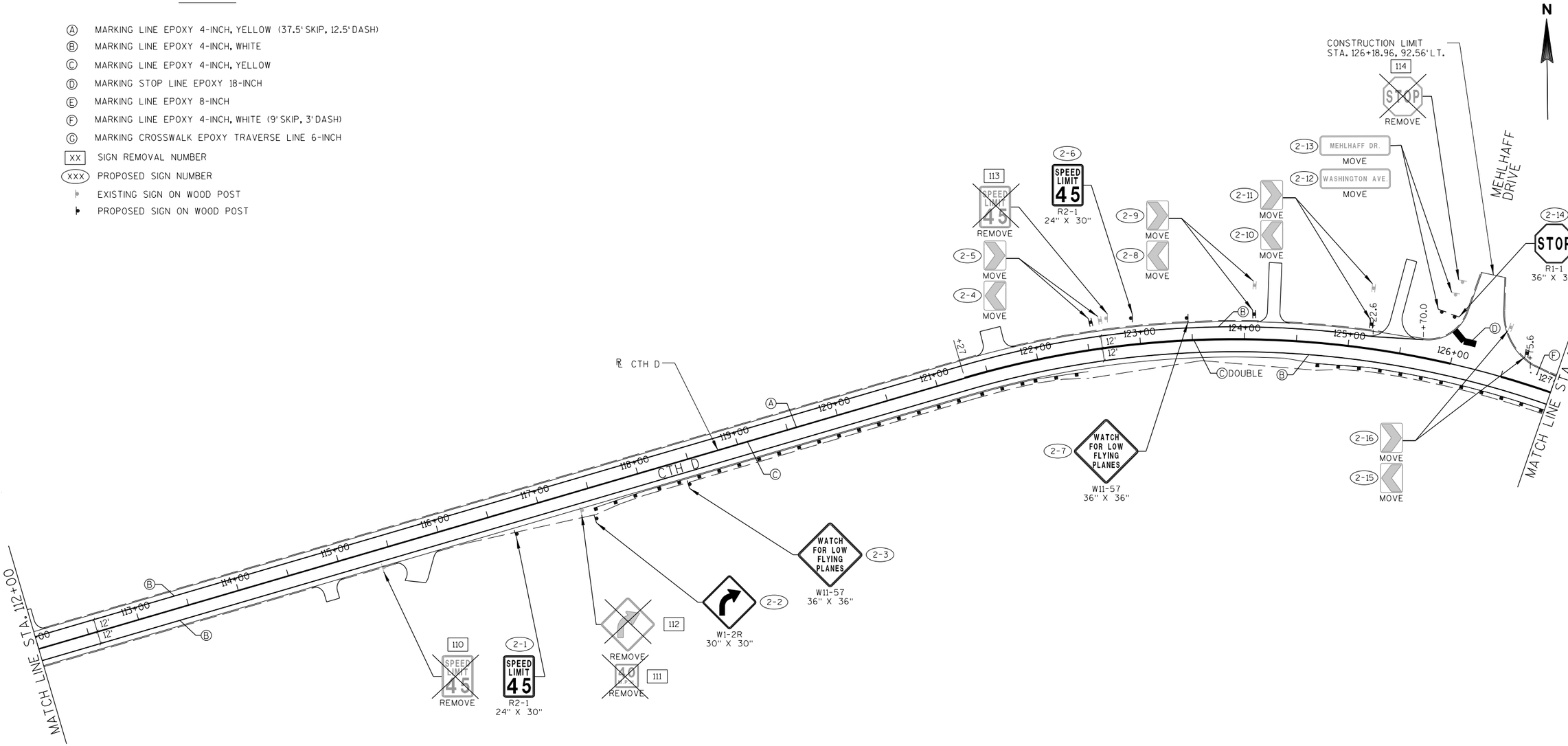
- (A) MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- (B) MARKING LINE EPOXY 4-INCH, WHITE
- (C) MARKING LINE EPOXY 4-INCH, YELLOW
- (D) MARKING STOP LINE EPOXY 18-INCH
- (E) MARKING LINE EPOXY 8-INCH
- (F) MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- (G) MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 47	E

LEGEND

- (A) MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- (B) MARKING LINE EPOXY 4-INCH, WHITE
- (C) MARKING LINE EPOXY 4-INCH, YELLOW
- (D) MARKING STOP LINE EPOXY 18-INCH
- (E) MARKING LINE EPOXY 8-INCH
- (F) MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- (G) MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST

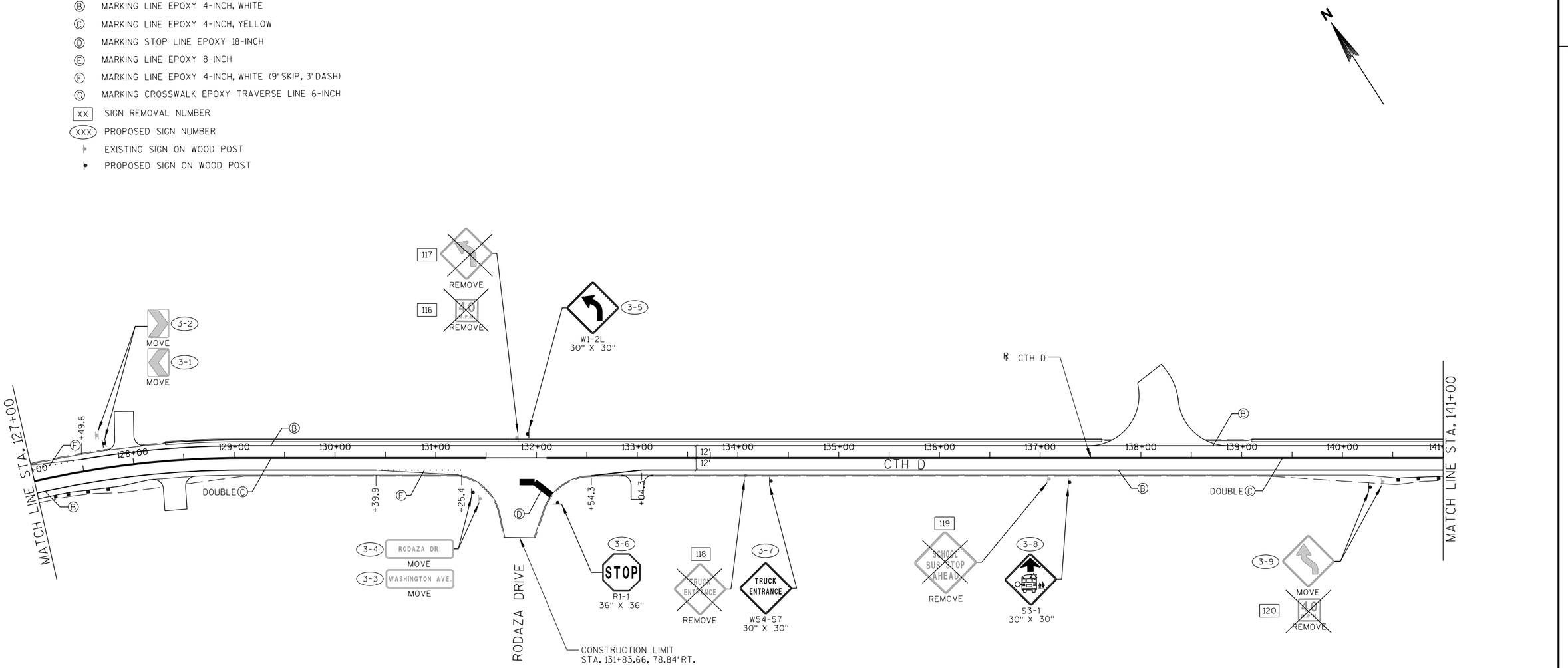


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 48	E

2

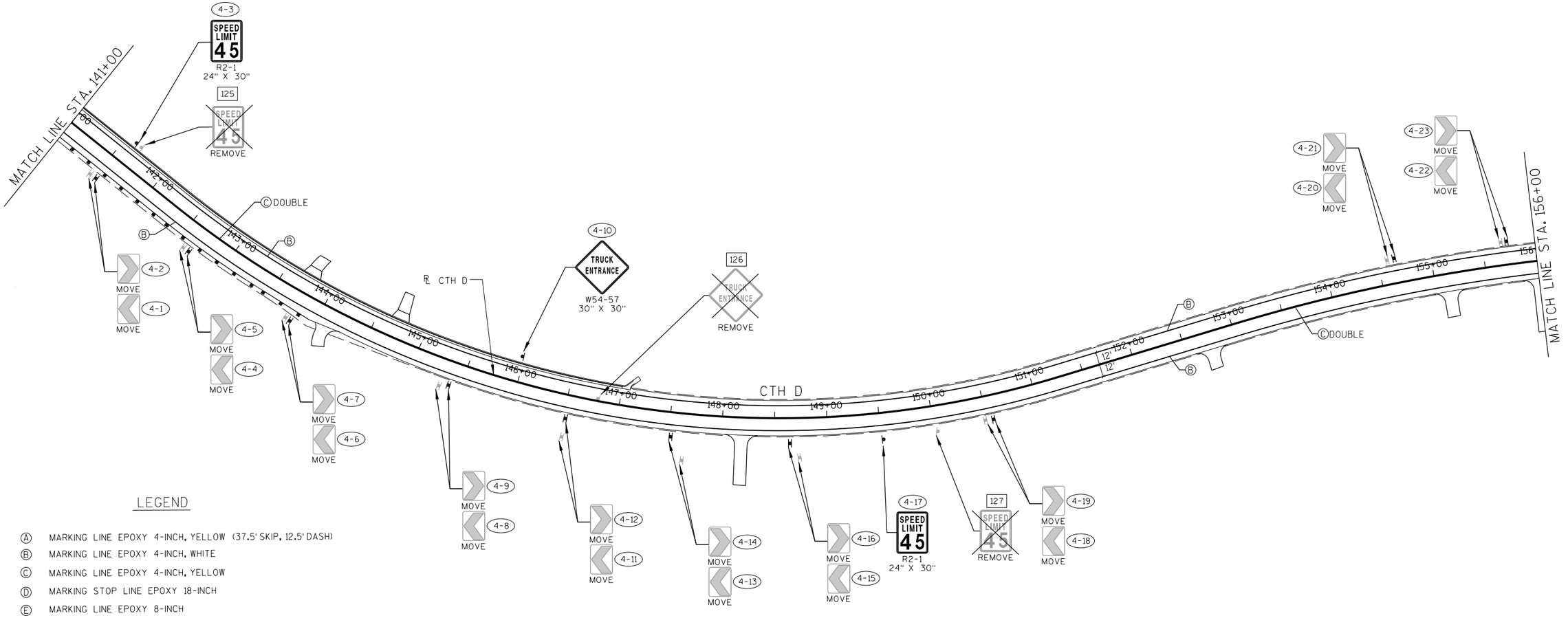
LEGEND

- (A) MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- (B) MARKING LINE EPOXY 4-INCH, WHITE
- (C) MARKING LINE EPOXY 4-INCH, YELLOW
- (D) MARKING STOP LINE EPOXY 18-INCH
- (E) MARKING LINE EPOXY 8-INCH
- (F) MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- (G) MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 49	E

2



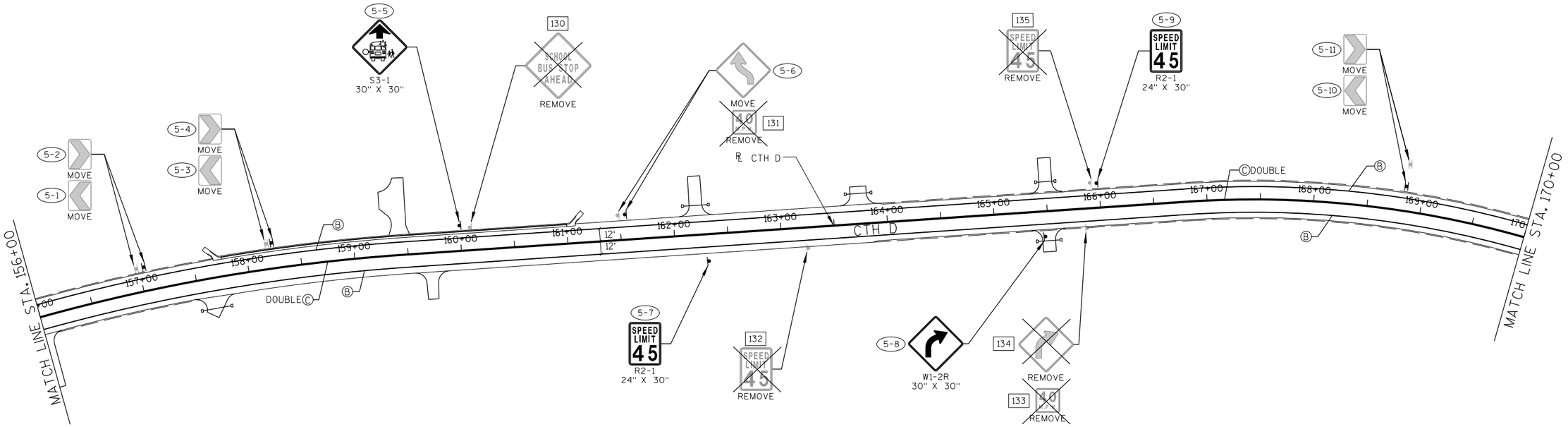
LEGEND

- (A) MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- (B) MARKING LINE EPOXY 4-INCH, WHITE
- (C) MARKING LINE EPOXY 4-INCH, YELLOW
- (D) MARKING STOP LINE EPOXY 18-INCH
- (E) MARKING LINE EPOXY 8-INCH
- (F) MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- (G) MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 50	E

2

N

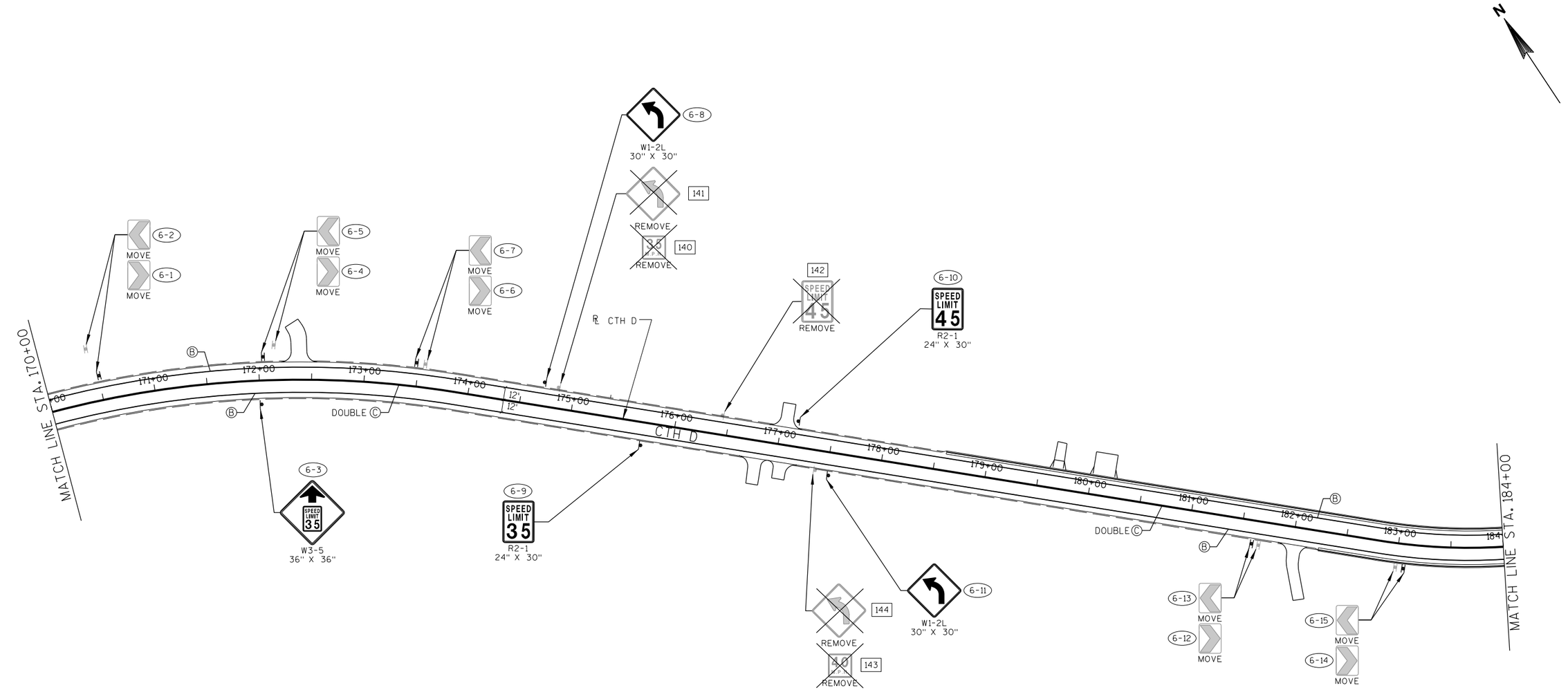


LEGEND

- Ⓐ MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- Ⓑ MARKING LINE EPOXY 4-INCH, WHITE
- Ⓒ MARKING LINE EPOXY 4-INCH, YELLOW
- Ⓓ MARKING STOP LINE EPOXY 18-INCH
- Ⓔ MARKING LINE EPOXY 8-INCH
- Ⓕ MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- Ⓖ MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 51	E

2



LEGEND

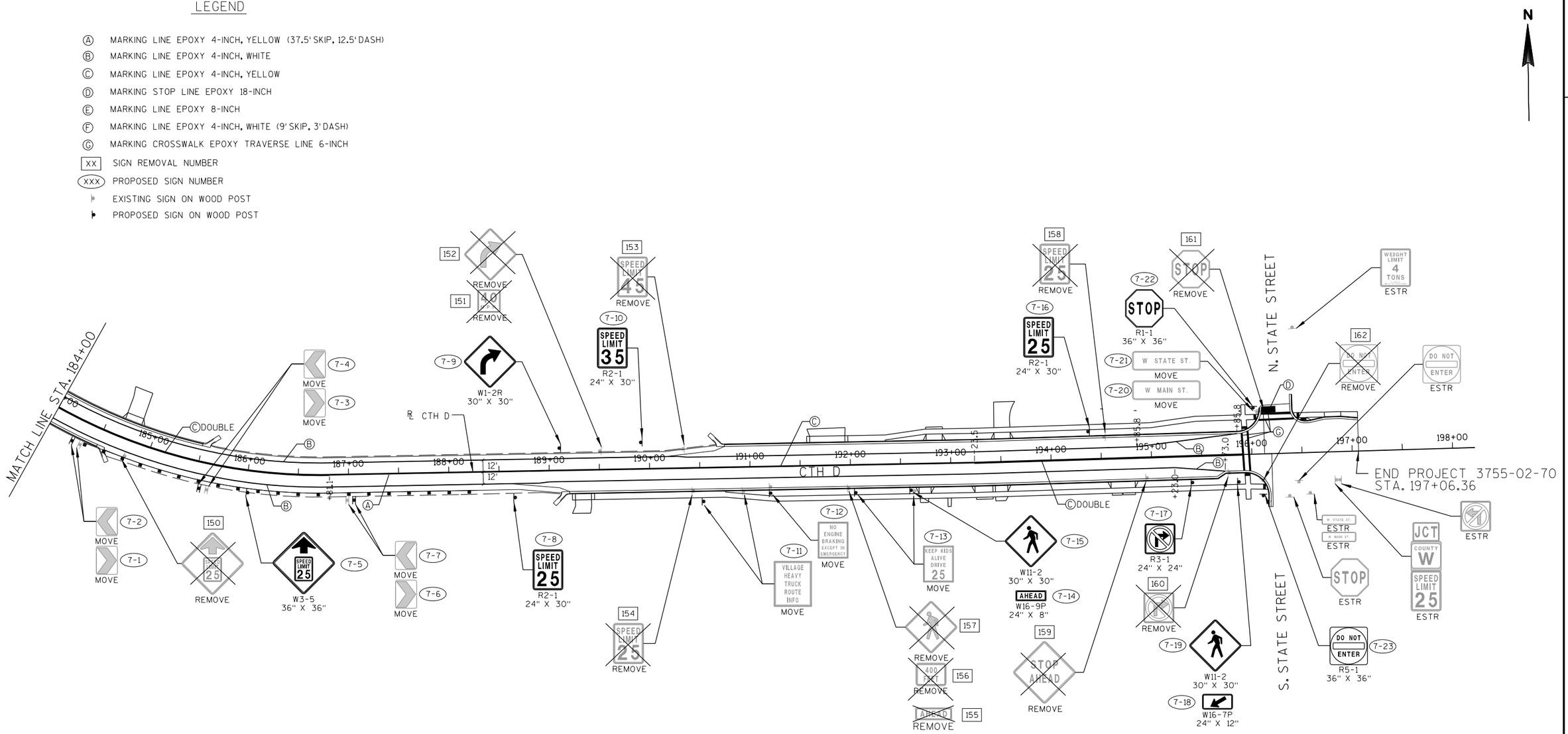
- Ⓐ MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- Ⓑ MARKING LINE EPOXY 4-INCH, WHITE
- Ⓒ MARKING LINE EPOXY 4-INCH, YELLOW
- Ⓓ MARKING STOP LINE EPOXY 18-INCH
- Ⓔ MARKING LINE EPOXY 8-INCH
- Ⓕ MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- Ⓖ MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PERMANENT SIGNING & PAVEMENT MARKING	SHEET 52	E

2

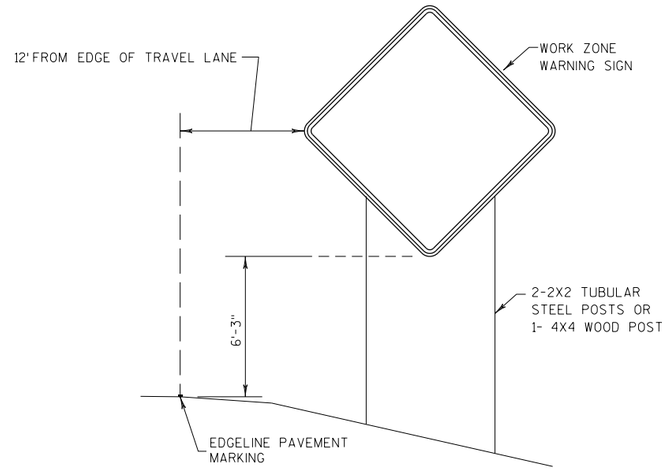
LEGEND

- (A) MARKING LINE EPOXY 4-INCH, YELLOW (37.5' SKIP, 12.5' DASH)
- (B) MARKING LINE EPOXY 4-INCH, WHITE
- (C) MARKING LINE EPOXY 4-INCH, YELLOW
- (D) MARKING STOP LINE EPOXY 18-INCH
- (E) MARKING LINE EPOXY 8-INCH
- (F) MARKING LINE EPOXY 4-INCH, WHITE (9' SKIP, 3' DASH)
- (G) MARKING CROSSWALK EPOXY TRAVERSE LINE 6-INCH
- [XX] SIGN REMOVAL NUMBER
- (XXX) PROPOSED SIGN NUMBER
- EXISTING SIGN ON WOOD POST
- PROPOSED SIGN ON WOOD POST


N
MATCH LINE STA. 184+00
185+00
186+00
187+00
188+00
189+00
190+00
191+00
192+00
193+00
194+00
195+00
196+00
197+00
198+00
CTH D
℄ CTH D
12'
12'
Ⓒ DOUBLE
Ⓑ
Ⓐ
Ⓓ
Ⓖ
3.0
4.0
4.0
4

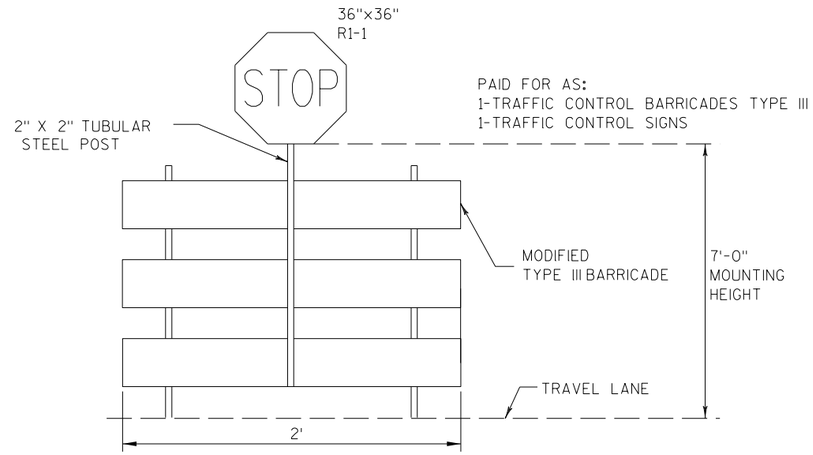
TRAFFIC CONTROL NOTES

1. MAINTAIN ACCESS FOR EMERGENCY VEHICLES AND LOCAL TRAFFIC ON CTH D AT ALL TIMES.
2. THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING OF SIGNS IS INCLUDED IN "TRAFFIC CONTROL COVERING SIGNS TYPE II" ITEM.
3. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DIRECTIONAL ARROWS, LIGHTS, TEMPORARY MARKINGS, FLAGMEN, AND SAFETY DEVICES AS CALLED FOR ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
4. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
5. ALL SIGNS ARE 48" X 48" EXCEPT OTHERWISE NOTED.
6. ANY "STOP" SIGNS THAT ARE REMOVED FOR A CONSTRUCTION OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED.
7. THE EXACT LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD LOCATIONS AS APPROVED BY THE ENGINEER IN THE FIELD.
8. MAINTAIN ACCESS TO DRIVEWAYS DURING CONSTRUCTION. FOR PROPERTIES WITH MULTIPLE DRIVEWAYS, ONLY ONE DRIVEWAY CAN BE CLOSED/WORKED ON AT ANY TIME.



TYPICAL TEMPORARY TRAFFIC CONTROL DETAIL
MOUNTING ON FIXED SUPPORT

LONG TERM
7 DAYS OR MORE



TEMPORARY STOP SIGN

2

LEGEND

- WORK ZONE AREA
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- TEMPORARY TRAFFIC CONTROL SIGN POST
- DIRECTION OF TRAFFIC FLOW
- TYPE II BARRICADE
- MB PORTABLE CHANGEABLE MESSAGE SIGN

FOX RIVER AIRPORT

MEHLHAFF DRIVE

N

QUARRY

BEGIN PROJECT 3755-02-70
STA. 97+50.00

100 105 110 115 120 125 130 135 140 145

CTH D (WASHINGTON AVENUE)

ROAD CLOSED 1000 FT
W20-3C

ROAD CLOSED 500 FT
W20-3D

END ROAD WORK
G20-2A
48" X 24"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

MB

FRAME 1	FRAME 2
ROAD TO CLOSE	XXXDAY XX XX XX

PLACE SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE

ROAD CLOSED 1 MILE AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

RODAZA DRIVE

ROAD CLOSED AHEAD
W20-3A

VISTA VIEW

HERITAGE ROAD

MATCHLINE 150+00

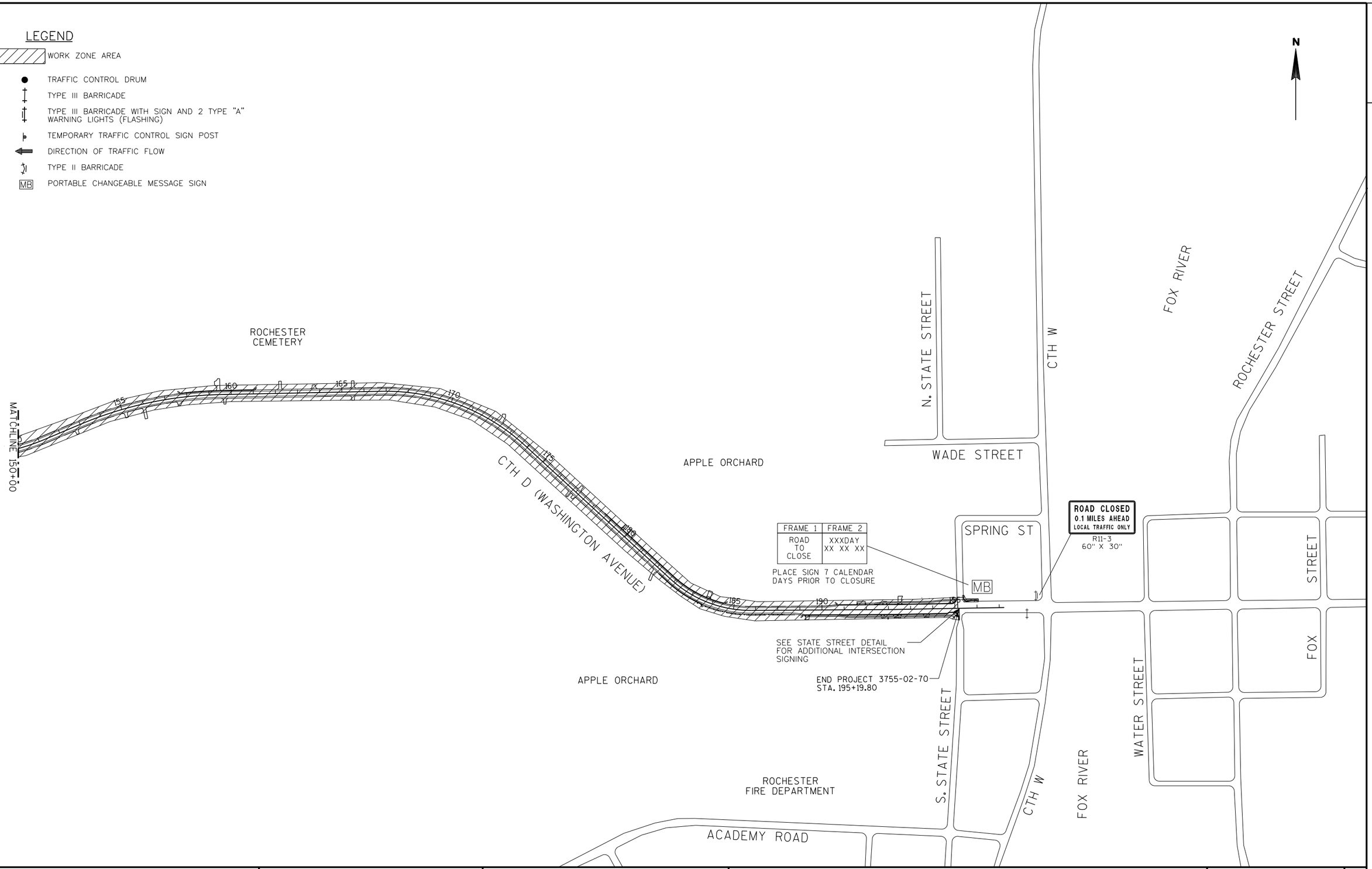
2

PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	TRAFFIC CONTROL STAGE 1	SHEET 55	E

2

LEGEND

- WORK ZONE AREA
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- TEMPORARY TRAFFIC CONTROL SIGN POST
- DIRECTION OF TRAFFIC FLOW
- TYPE II BARRICADE
- MB PORTABLE CHANGEABLE MESSAGE SIGN



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1	SHEET 56	E

2

LEGEND

- WORK ZONE AREA
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- TEMPORARY TRAFFIC CONTROL SIGN POST
- DIRECTION OF TRAFFIC FLOW
- TYPE II BARRICADE
- MB PORTABLE CHANGEABLE MESSAGE SIGN

ROAD WORK AHEAD
W20-1A

SPRING STREET

N. STATE STREET

CTH W

END ROAD WORK
G20-2A
48" X 24"

STOP
R1-1
30" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED CROSS HERE
R9-11A
24" X 12"

TEMPORARY PEDESTRIAN SURFACE PLATE

TEMPORARY DETECTABLE WARNING FIELD

SIDEWALK CLOSED
R9-9
24" X 12"

END ROAD WORK
G20-2A
48" X 24"

TEMPORARY PEDESTRIAN SURFACE PLATE

TEMPORARY PEDESTRIAN CURB RAMP

CTH D (WASHINGTON AVENUE)

S. STATE STREET

CTH W

ROAD WORK AHEAD
W20-1A

2

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1A	SHEET 57	E

2

LEGEND

- WORK ZONE AREA
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- TEMPORARY TRAFFIC CONTROL SIGN POST
- DIRECTION OF TRAFFIC FLOW
- TYPE II BARRICADE
- MB PORTABLE CHANGEABLE MESSAGE SIGN

ROAD WORK AHEAD
W20-1A

SPRING STREET

CTH W

END ROAD WORK
G20-2A
48" X 24"

STOP
R1-1
30" X 30"

N. STATE STREET

TEMPORARY PEDESTRIAN BARRICADE

TEMPORARY DETECTABLE WARNING FIELD

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED AHEAD
R9-11
24" X 12"

188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00 196+00 197+00 198+00

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED AHEAD
R9-11
24" X 12"

CTH D (WASHINGTON AVENUE)

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

END ROAD WORK
G20-2A
48" X 24"

CTH W

S. STATE STREET

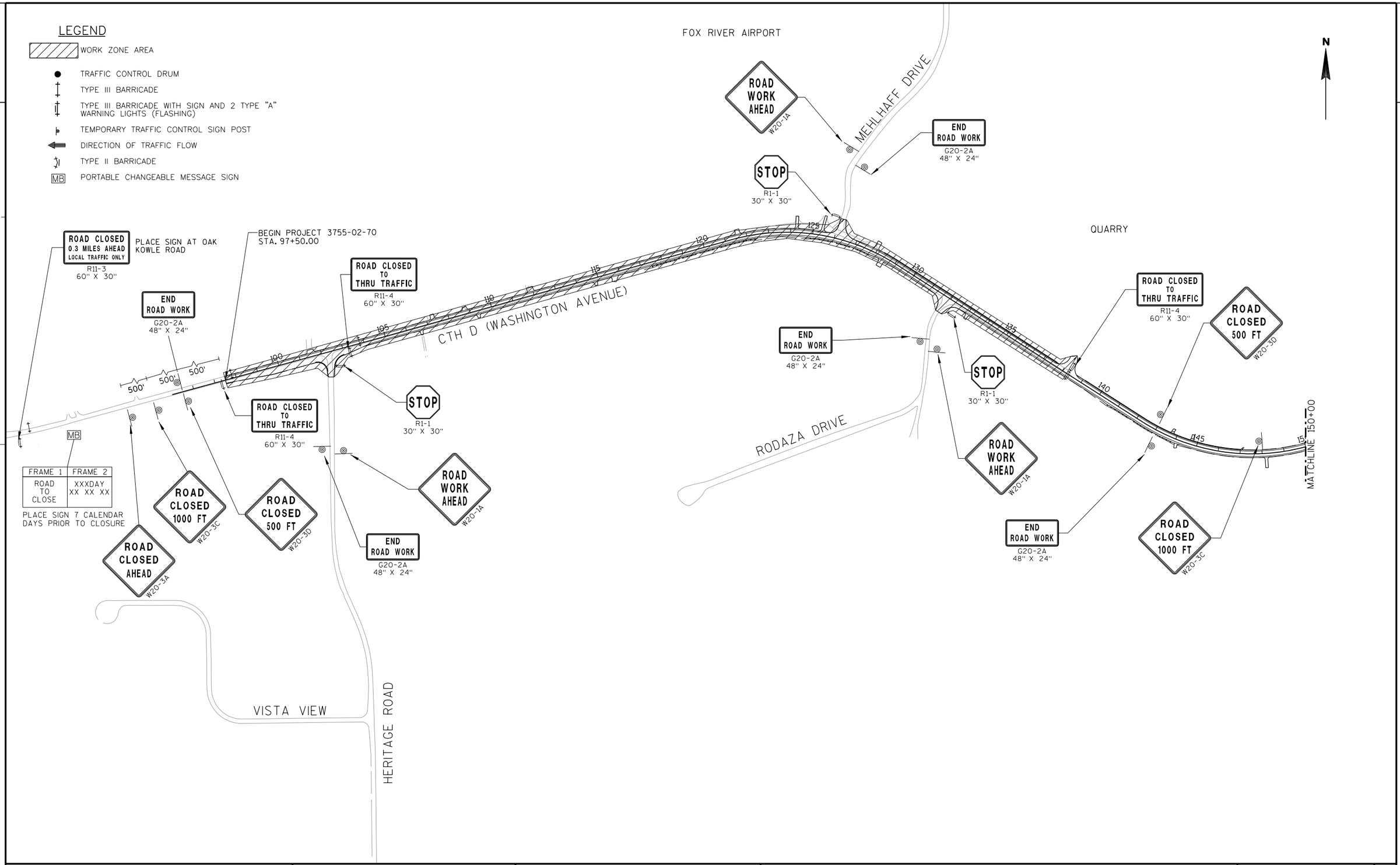
ROAD WORK AHEAD
W20-1A

2

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	TRAFFIC CONTROL STAGE 1B	SHEET 58	E

LEGEND

- WORK ZONE AREA
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- TEMPORARY TRAFFIC CONTROL SIGN POST
- DIRECTION OF TRAFFIC FLOW
- TYPE II BARRICADE
- MB PORTABLE CHANGEABLE MESSAGE SIGN

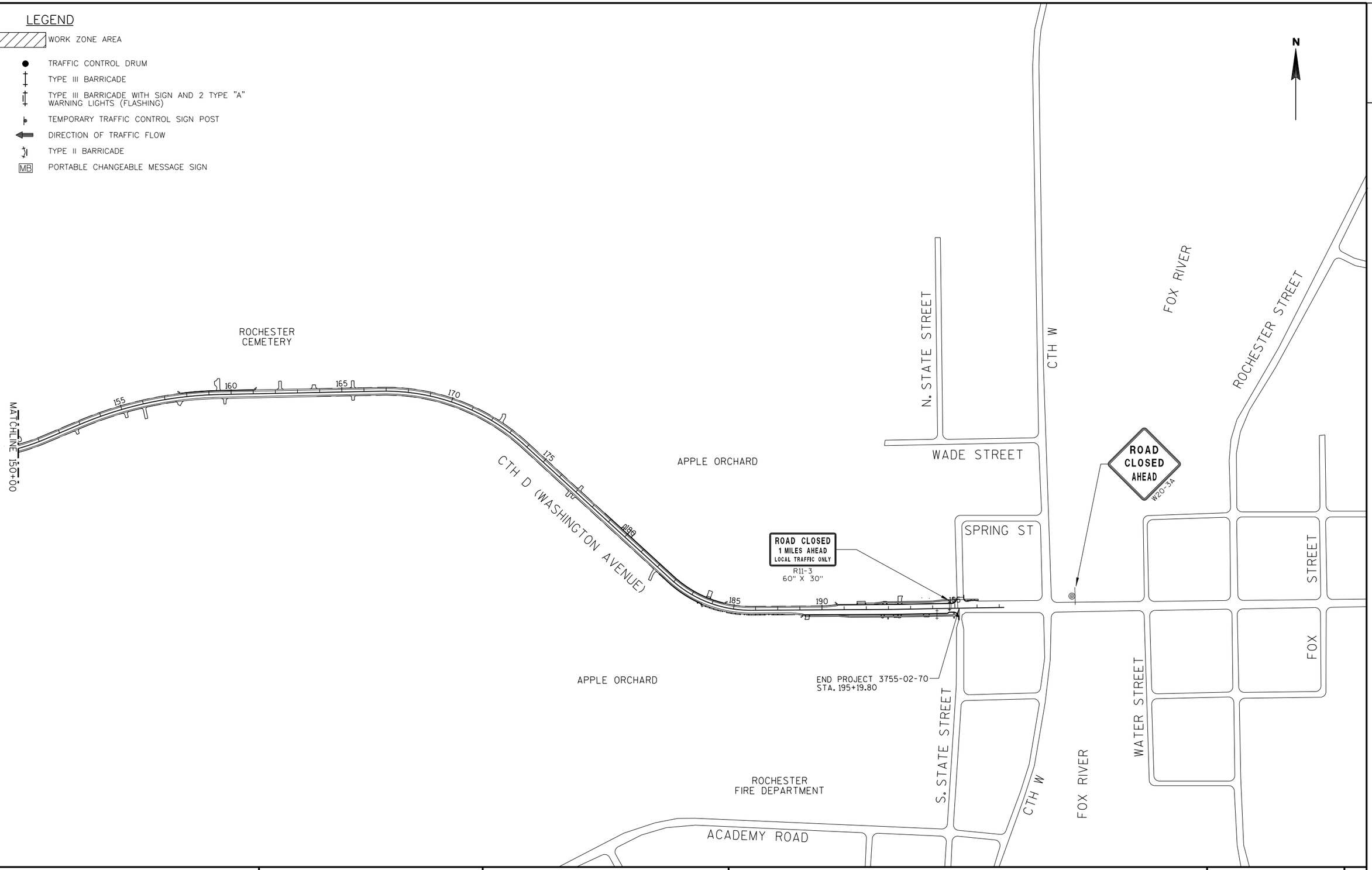


PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	TRAFFIC CONTROL STAGE 2	SHEET 59	E

2

LEGEND

- WORK ZONE AREA
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- TEMPORARY TRAFFIC CONTROL SIGN POST
- DIRECTION OF TRAFFIC FLOW
- TYPE II BARRICADE
- MB PORTABLE CHANGEABLE MESSAGE SIGN



PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	TRAFFIC CONTROL STAGE 2	SHEET 60	E

2

(1) COUNTY D M1-5A 24" X 24"
DETOUR AHEAD W20-2A

(2) DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / COUNTY D M1-5A 24" X 24" / M06-1 21" X 21"

(3) DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / COUNTY D M1-5A 24" X 24" / M05-1L 21" X 21"

(4) DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / COUNTY D M1-5A 24" X 24" / M06-1 21" X 21"

(5) DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / COUNTY D M1-5A 24" X 24" / M06-1 21" X 21"

(6) DETOUR M4-8 24" X 12" / EAST M3-2 24" X 12" / COUNTY D M1-5A 24" X 24" / M05-1R 21" X 21"

(7) END DETOUR M4-8A 24" X 18" / COUNTY D M1-5A 24" X 24"

(8) R11-3 60" X 30" ROAD CLOSED TO THRU TRAFFIC 0.5 MILES AHEAD
TYPE III BARRICADE

(10) DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / COUNTY D M1-5A 24" X 24" / M05-1R 21" X 21"

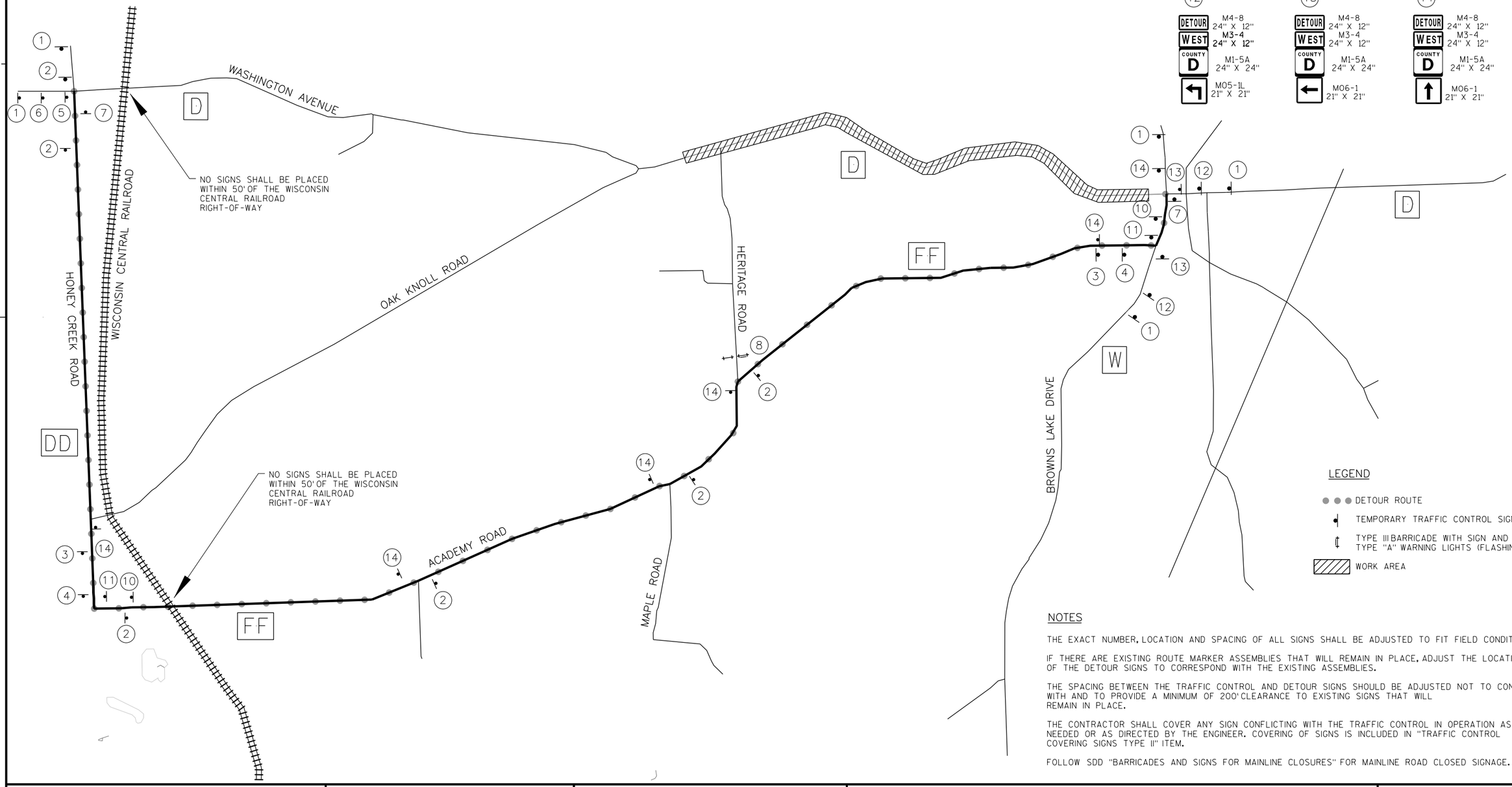
(11) DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / COUNTY D M1-5A 24" X 24" / M06-1 21" X 21"

(12) DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / COUNTY D M1-5A 24" X 24" / M05-1L 21" X 21"

(13) DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / COUNTY D M1-5A 24" X 24" / M06-1 21" X 21"

(14) DETOUR M4-8 24" X 12" / WEST M3-4 24" X 12" / COUNTY D M1-5A 24" X 24" / M06-1 21" X 21"

N



LEGEND

- DETOUR ROUTE
- TEMPORARY TRAFFIC CONTROL SIGN POST
- TYPE III BARRICADE WITH SIGN AND 2 TYPE "A" WARNING LIGHTS (FLASHING)
- WORK AREA

NOTES

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

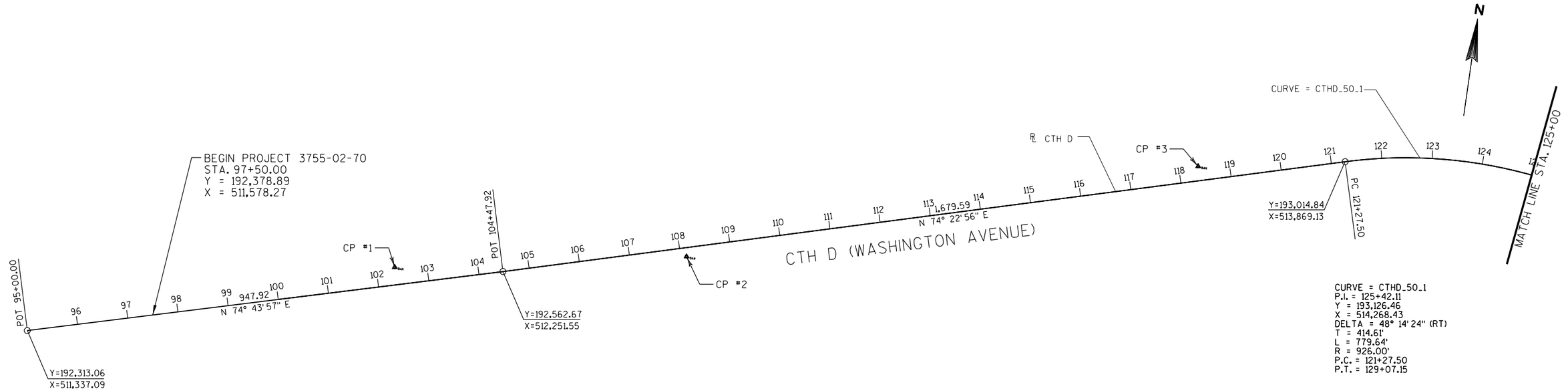
IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES.

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

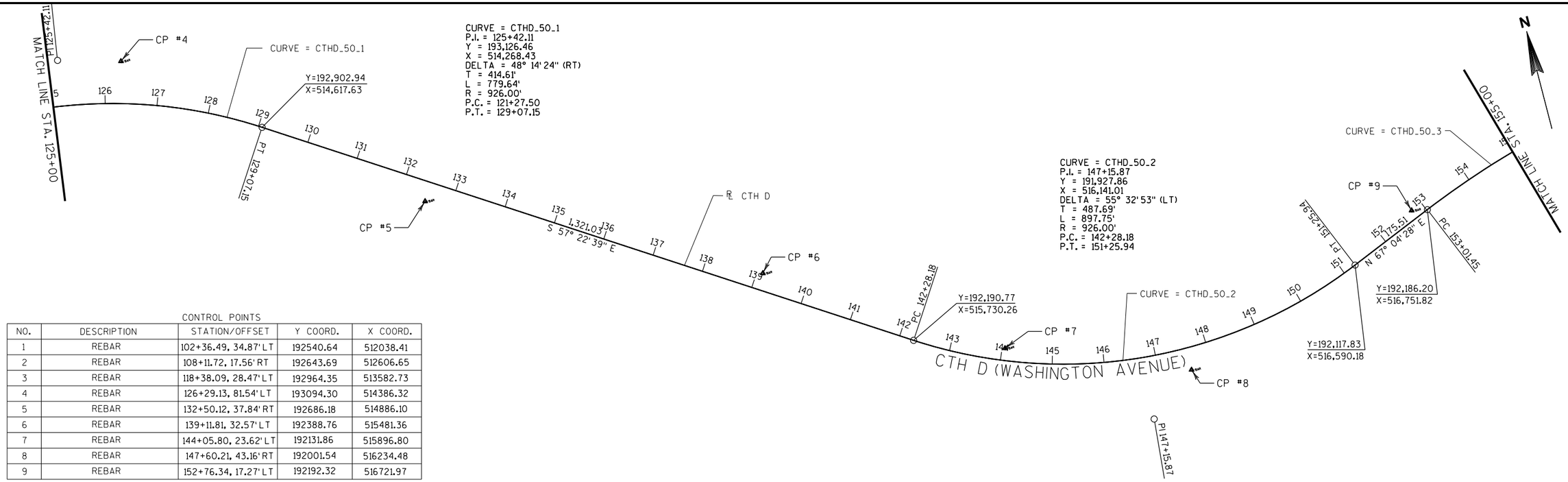
THE CONTRACTOR SHALL COVER ANY SIGN CONFLICTING WITH THE TRAFFIC CONTROL IN OPERATION AS NEEDED OR AS DIRECTED BY THE ENGINEER. COVERING OF SIGNS IS INCLUDED IN "TRAFFIC CONTROL COVERING SIGNS TYPE II" ITEM.

FOLLOW SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" FOR MAINLINE ROAD CLOSED SIGNAGE.

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	DETOUR PLAN	SHEET 61	E



CURVE = CTHD_50_1
P.I. = 125+42.11
Y = 193,126.46
X = 514,268.43
DELTA = 48° 14' 24" (RT)
T = 414.61'
L = 779.64'
R = 926.00'
P.C. = 121+27.50
P.T. = 129+07.15



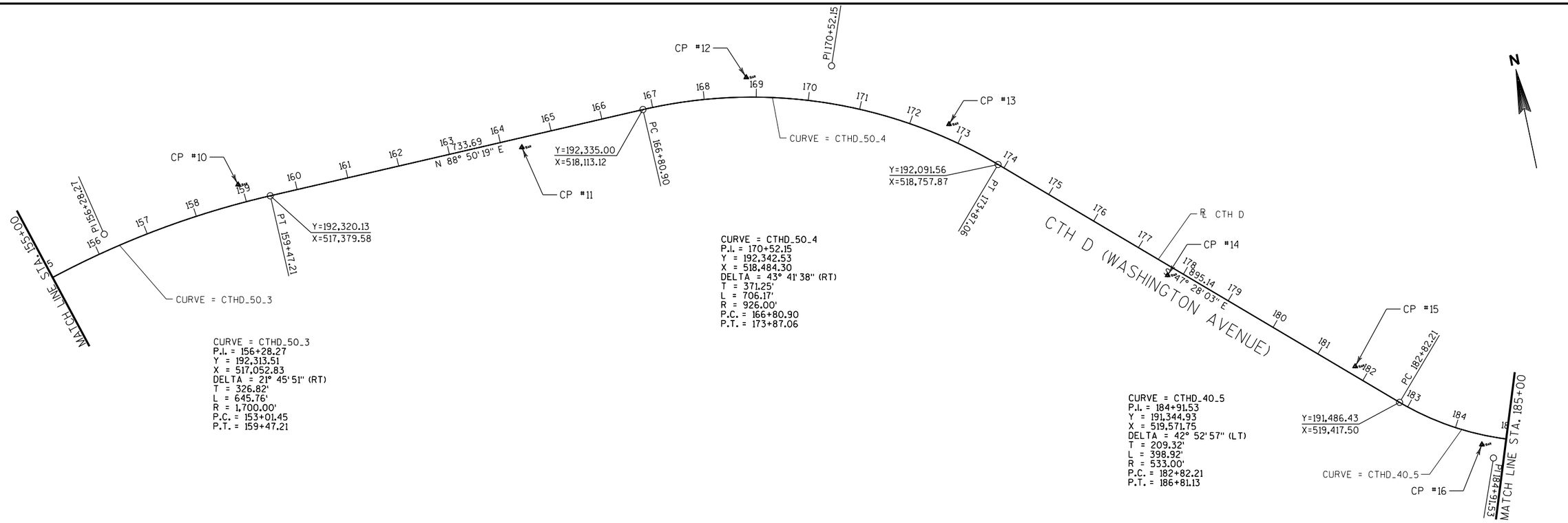
CURVE = CTHD_50_1
P.I. = 125+42.11
Y = 193,126.46
X = 514,268.43
DELTA = 48° 14' 24" (RT)
T = 414.61'
L = 779.64'
R = 926.00'
P.C. = 121+27.50
P.T. = 129+07.15

CURVE = CTHD_50_2
P.I. = 147+15.87
Y = 191,927.86
X = 516,141.01
DELTA = 55° 32' 53" (LT)
T = 487.69'
L = 897.75'
R = 926.00'
P.C. = 142+28.18
P.T. = 151+25.94

CONTROL POINTS

NO.	DESCRIPTION	STATION/OFFSET	Y COORD.	X COORD.
1	REBAR	102+36.49, 34.87' LT	192540.64	512038.41
2	REBAR	108+11.72, 17.56' RT	192643.69	512606.65
3	REBAR	118+38.09, 28.47' LT	192964.35	513582.73
4	REBAR	126+29.13, 81.54' LT	193094.30	514386.32
5	REBAR	132+50.12, 37.84' RT	192686.18	514886.10
6	REBAR	139+11.81, 32.57' LT	192388.76	515481.36
7	REBAR	144+05.80, 23.62' LT	192131.86	515896.80
8	REBAR	147+60.21, 43.16' RT	192001.54	516234.48
9	REBAR	152+76.34, 17.27' LT	192192.32	516721.97

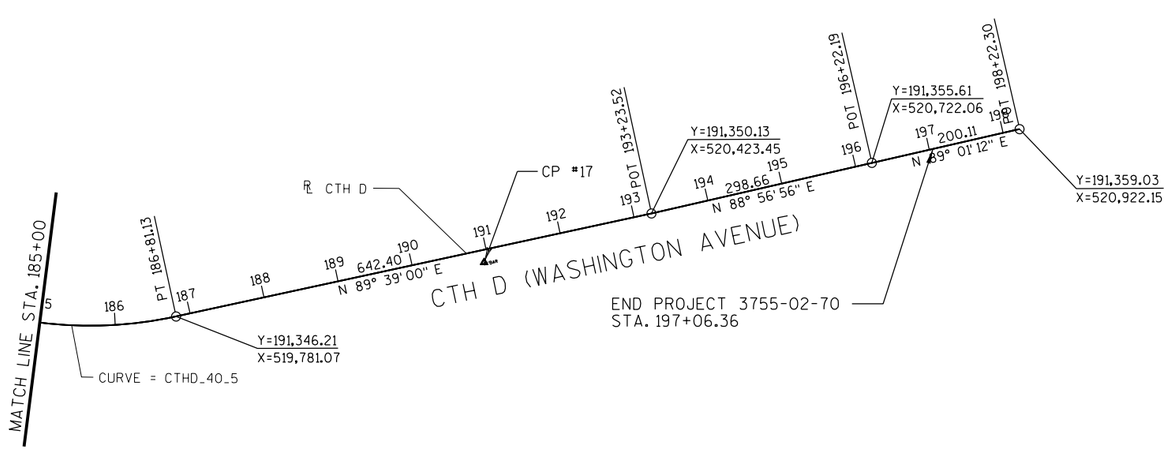
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	ALIGNMENT PLAN	SHEET 62	E



CURVE = CTHD_50_3
P.I. = 156+28.27
Y = 192,313.51
X = 517,052.83
DELTA = 21° 45' 51" (RT)
T = 326.82'
L = 645.76'
R = 1,700.00'
P.C. = 153+01.45
P.T. = 159+47.21

CURVE = CTHD_50_4
P.I. = 170+52.15
Y = 192,342.53
X = 518,484.30
DELTA = 43° 41' 38" (RT)
T = 371.25'
L = 706.17'
R = 926.00'
P.C. = 166+80.90
P.T. = 173+87.06

CURVE = CTHD_40_5
P.I. = 184+91.53
Y = 191,344.93
X = 519,571.75
DELTA = 42° 52' 57" (LT)
T = 209.32'
L = 398.92'
R = 533.00'
P.C. = 182+82.21
P.T. = 186+81.13



CURVE = CTHD_40_5
P.I. = 184+91.53
Y = 191,344.93
X = 519,571.75
DELTA = 42° 52' 57" (LT)
T = 209.32'
L = 398.92'
R = 533.00'
P.C. = 182+82.21
P.T. = 186+81.13

CONTROL POINTS

NO.	DESCRIPTION	STATION/OFFSET	Y COORD.	X COORD.
10	REBAR	158+93.08, 35.68' LT	192353.80	517323.64
11	REBAR	164+38.21, 18.27' RT	192311.82	517870.86
12	REBAR	168+81.27, 37.88' LT	192354.60	518319.71
13	REBAR	172+69.79, 26.06' LT	192186.43	518681.72
14	REBAR	177+75.09, 17.05' RT	191816.69	519032.28
15	REBAR	181+73.74, 15.93' LT	191571.50	519348.34
16	REBAR	184+56.52, 18.28' RT	191374.77	519555.39
17	REBAR	190+93.83, 16.39' RT	191332.34	520193.86

3755-02-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	75.000	75.000
0004	201.0205	Grubbing	STA	75.000	75.000
0006	203.0100	Removing Small Pipe Culverts	EACH	8.000	8.000
0008	204.0100	Removing Concrete Pavement	SY	119.000	119.000
0010	204.0150	Removing Curb & Gutter	LF	79.000	79.000
0012	204.0155	Removing Concrete Sidewalk	SY	427.000	427.000
0014	204.0165	Removing Guardrail	LF	632.000	632.000
0016	204.0170	Removing Fence	LF	565.000	565.000
0018	204.0185	Removing Masonry	CY	2.000	2.000
0020	204.0215	Removing Catch Basins	EACH	3.000	3.000
0022	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	64.000	64.000
0024	205.0100	Excavation Common	CY	34,040.000	34,040.000
0026	205.0400	Excavation Marsh	CY	306.000	306.000
0028	213.0100	Finishing Roadway (project) 01. 3755-02-70	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,219.000	1,219.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	34,006.000	34,006.000
0034	311.0110	Breaker Run	TON	6,121.000	6,121.000
0036	416.0260	Concrete Driveway HES 6-Inch	SY	271.000	271.000
0038	455.0605	Tack Coat	GAL	1,995.000	1,995.000
0040	460.2000	Incentive Density HMA Pavement	DOL	7,420.000	7,420.000
0042	460.6223	HMA Pavement 3 MT 58-28 S	TON	6,943.000	6,943.000
0044	460.6224	HMA Pavement 4 MT 58-28 S	TON	4,629.000	4,629.000
0046	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	140.000	140.000
0048	465.0315	Asphaltic Flumes	SY	45.000	45.000
0050	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0052	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	36.000	36.000
0054	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	538.000	538.000
0056	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	240.000	240.000
0058	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	92.000	92.000
0060	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	2.000	2.000
0062	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	1.000	1.000
0064	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	7.000	7.000
0066	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0068	522.2324	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	56.000	56.000
0070	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0072	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,356.000	1,356.000
0074	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	3,104.000	3,104.000
0076	602.0410	Concrete Sidewalk 5-Inch	SF	5,626.000	5,626.000
0078	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	60.000	60.000
0080	606.0050	Riprap Extra-Light	CY	3.000	3.000
0082	606.0200	Riprap Medium	CY	46.000	46.000
0084	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	661.000	661.000
0086	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	81.000	81.000
0088	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	48.000	48.000
0090	611.0410	Reconstructing Catch Basins	EACH	1.000	1.000
0092	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0094	611.0627	Inlet Covers Type HM	EACH	10.000	10.000
0096	611.0642	Inlet Covers Type MS	EACH	3.000	3.000
0098	611.1230	Catch Basins 2x3-FT	EACH	3.000	3.000

3755-02-70

Line	Item	Item Description	Unit	Total	Qty
0100	611.3230	Inlets 2x3-FT	EACH	10.000	10.000
0102	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000
0104	611.8105	Adjusting Catch Basin Covers	EACH	1.000	1.000
0106	611.8120.S	Cover Plates Temporary	EACH	2.000	2.000
0108	612.0104	Pipe Underdrain 4-Inch	LF	50.000	50.000
0110	612.0106	Pipe Underdrain 6-Inch	LF	50.000	50.000
0112	612.0108	Pipe Underdrain 8-Inch	LF	50.000	50.000
0114	612.0700	Drain Tile Exploration	LF	100.000	100.000
0116	614.2300	MGS Guardrail 3	LF	1,145.000	1,145.000
0118	614.2610	MGS Guardrail Terminal EAT	EACH	7.000	7.000
0120	614.2620	MGS Guardrail Terminal Type 2	EACH	1.000	1.000
0122	619.1000	Mobilization	EACH	1.000	1.000
0124	624.0100	Water	MGAL	881.000	881.000
0126	625.0100	Topsoil	SY	4,533.000	4,533.000
0128	625.0500	Salvaged Topsoil	SY	40,797.000	40,797.000
0130	627.0200	Mulching	SY	34,952.000	34,952.000
0132	628.1104	Erosion Bales	EACH	50.000	50.000
0134	628.1504	Silt Fence	LF	5,261.000	5,261.000
0136	628.1520	Silt Fence Maintenance	LF	5,261.000	5,261.000
0138	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0140	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0142	628.2002	Erosion Mat Class I Type A	SY	6,007.000	6,007.000
0144	628.2023	Erosion Mat Class II Type B	SY	2,914.000	2,914.000
0146	628.6005	Turbidity Barriers	SY	360.000	360.000
0148	628.7005	Inlet Protection Type A	EACH	21.000	21.000
0150	628.7010	Inlet Protection Type B	EACH	12.000	12.000
0152	628.7015	Inlet Protection Type C	EACH	6.000	6.000
0154	628.7020	Inlet Protection Type D	EACH	4.000	4.000
0156	628.7504	Temporary Ditch Checks	LF	315.000	315.000
0158	628.7555	Culvert Pipe Checks	EACH	29.000	29.000
0160	628.7560	Tracking Pads	EACH	4.000	4.000
0162	628.7570	Rock Bags	EACH	150.000	150.000
0164	629.0210	Fertilizer Type B	CWT	26.000	26.000
0166	630.0140	Seeding Mixture No. 40	LB	665.000	665.000
0168	630.0160	Seeding Mixture No. 60	LB	53.000	53.000
0170	630.0200	Seeding Temporary	LB	10.000	10.000
0172	631.0300	Sod Water	MGAL	33.000	33.000
0174	631.1000	Sod Lawn	SY	1,457.000	1,457.000
0176	631.1100	Sod Erosion Control	SY	43.000	43.000
0178	633.5200	Markers Culvert End	EACH	10.000	10.000
0180	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	35.000	35.000
0182	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	40.000	40.000
0184	637.2210	Signs Type II Reflective H	SF	134.170	134.170
0186	637.2230	Signs Type II Reflective F	SF	121.330	121.330
0188	638.2102	Moving Signs Type II	EACH	66.000	66.000
0190	638.2602	Removing Signs Type II	EACH	44.000	44.000
0192	638.3000	Removing Small Sign Supports	EACH	67.000	67.000
0194	638.4000	Moving Small Sign Supports	EACH	5.000	5.000
0196	642.5201	Field Office Type C	EACH	1.000	1.000

3755-02-70

Line	Item	Item Description	Unit	Total	Qty
0198	643.0300	Traffic Control Drums	DAY	848.000	848.000
0200	643.0410	Traffic Control Barricades Type II	DAY	424.000	424.000
0202	643.0420	Traffic Control Barricades Type III	DAY	1,460.000	1,460.000
0204	643.0705	Traffic Control Warning Lights Type A	DAY	3,768.000	3,768.000
0206	643.0900	Traffic Control Signs	DAY	23,876.000	23,876.000
0208	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0210	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0212	643.5000	Traffic Control	EACH	1.000	1.000
0214	645.0120	Geotextile Type HR	SY	275.000	275.000
0216	646.1020	Marking Line Epoxy 4-Inch	LF	35,904.000	35,904.000
0218	646.3020	Marking Line Epoxy 8-Inch	LF	238.000	238.000
0220	646.6120	Marking Stop Line Epoxy 18-Inch	LF	107.000	107.000
0222	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	142.000	142.000
0224	650.4000	Construction Staking Storm Sewer	EACH	16.000	16.000
0226	650.4500	Construction Staking Subgrade	LF	9,870.000	9,870.000
0228	650.5000	Construction Staking Base	LF	9,870.000	9,870.000
0230	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,460.000	4,460.000
0232	650.6000	Construction Staking Pipe Culverts	EACH	21.000	21.000
0234	650.9000	Construction Staking Curb Ramps	EACH	5.000	5.000
0236	650.9500	Construction Staking Sidewalk (project) 01. 3755-02-70	EACH	1.000	1.000
0238	650.9911	Construction Staking Supplemental Control (project) 01. 3755-02-70	EACH	1.000	1.000
0240	650.9920	Construction Staking Slope Stakes	LF	9,870.000	9,870.000
0242	690.0150	Sawing Asphalt	LF	631.000	631.000
0244	690.0250	Sawing Concrete	LF	193.000	193.000
0246	740.0440	Incentive IRI Ride	DOL	7,477.000	7,477.000
0248	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,200.000	1,200.000
0250	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,400.000	2,400.000
0252	SPV.0060	Special 01. Adjusting Sanitary Manholes	EACH	2.000	2.000
0254	SPV.0060	Special 02. Section Corner Monuments	EACH	1.000	1.000
0256	SPV.0090	Special 01. Sanitary Sewer 6-Inch	LF	10.000	10.000

3

CLEARING AND GRUBBING

STREET	STATION	TO	STATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
CTH D	97+50	-	112+00	4	4
CTH D	112+00	-	127+00	12	12
CTH D	127+00	-	141+00	10	10
CTH D	141+00	-	156+00	15	15
CTH D	156+00	-	170+00	14	14
CTH D	170+00	-	184+00	14	14
CTH D	184+00		188+67	2	2
CTH D (URBAN)	188+67	-	196+20	4	4
				75	75

REMOVING SMALL PIPE CULVERTS

STREET	STATION	SIZE (IN)	LENGTH (FT)	203.0100 EACH
CTH D	102+28	-	65	1
CTH D	106+53	15	14	1
CTH D	109+34	18	23	1
CTH D	111+81	-	21	1
CTH D	121+63	18	19	1
CTH D	126+16	18	45	1
CTH D	126+95	-	82	1
CTH D	135+37	18	45	1
CTH D	179+68	15	22	1
			PROJECT TOTAL	8

REMOVING CONCRETE PAVEMENT

STREET	STATION	TO	STATION	204.0100 SY
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	119
			PROJECT TOTAL	119

REMOVING CURB & GUTTER

STREET	STATION	TO	STATION	204.0150 LF
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	79
			PROJECT TOTAL	79

REMOVING CONCRETE SIDEWALK

STREET	STATION	TO	STATION	204.0155 SY
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	427
			PROJECT TOTAL	427

REMOVING GUARDRAIL

STREET	STATION	TO	STATION	OFFSET	204.0165 LF
CTH D	118+64	-	121+28	RT	264
CTH D	184+45	-	188+08	RT	368
			PROJECT TOTAL		632

REMOVING MASONRY

STREET	STATION	OFFSET	204.0185 CY
CTH D	107+56	33.0' LT	2
		PROJECT TOTAL	2

ALL ITEMS CATEGORY 0010

3

REMOVING FENCE

STREET	STATION	TO	STATION	204.0170 LF
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	227
CTH D	156+00	-	170+00	338
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	0
			PROJECT TOTAL	565

REMOVING CATCH BASINS

STREET	STATION	OFFSET	204.0215 EACH
CTH D	195+86	24.5' LT	1
CTH D	196+03	42.3' LT	1
CTH D	196+42	42.0' LT	1
		PROJECT TOTAL	3

REMOVING STORM SEWER

STREET	STA START	OFFSET	STA END	OFFSET	REMOVING STORM SEWER 12-INCH 204.0245.01 LF
CTH D	195+86	24.5' LT	196+03	42.3' LT	25
CTH D	196+03	42.3' LT	196+42	42.0' LT	39
				PROJECT TOTAL	64

3

	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON CY (1) CUT (2)	EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL CY (4)	AVAILABLE MATERIAL CY (5)	205.0400 EXCAVATION MARSH CY (6)	UNEXPANDED FILL CY	EXPANDED FILL CY (7) FACTOR 1.20	311.0110 BREAKER RUN TON	MASS ORDINATE +/- CY (8)	WASTE CY	COMMENT
STAGE 1	137+50 to 188+50	CTH D	16,248	0	0	16,248	306	11,535	13,843	551	2,406	2,406	
STAGE 1	188+50 to 197+00	URBAN	2,581	0	0	2,581	0	235	282	0	2,299	2,299	
	UNDISTRIBUTED	EBS		1,883						3,389			ASSUMED 10% OF CUT
STAGE 1 SUBTOTAL			18,830	1,883	0	18,830		11,770	14,125	3,941	4,705	4,705	
STAGE 2	97+50 to 137+50	CTH D	12,116	0	0	12,116	0	5,084	6,101	0	6,014	6,014	
	UNDISTRIBUTED	EBS		1,212						2,181			ASSUMED 10% OF CUT
STAGE 2 SUBTOTAL			12,116	1,212	0	12,116		5,084	6,101	2,181	6,014	6,014	
GRAND TOTAL			30,945	3,095	0	30,945	306	16,855	20,226	6,121	10,719		
TOTAL COMMON EXC			34,040										

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) EXCAVATION MARSH - TO BE BACKFILLED WITH BREAKER RUN

(7) EXPANDED FILL FACTOR = 1.20

(8) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

ALL ITEMS CATEGORY 0010

3

FINISHING ROADWAY

STREET	213.0100.01 EACH
PROJECT 3755-02-70	1
PROJECT TOTAL	1

BASE AGGREGATE DENSE 3/4-INCH

STREET	STATION	TO	STATION	305.0110 TON
CTH D	97+50	-	112+00	172
CTH D	112+00	-	127+00	341
CTH D	127+00	-	141+00	152
CTH D	141+00	-	156+00	192
CTH D	156+00	-	170+00	122
CTH D	170+00	-	184+00	127
CTH D	184+00	-	188+67	96
CTH D (URBAN)	188+67	-	196+20	17
			PROJECT TOTAL	1,219

3

BASE AGGREGATE DENSE 1-1/4-INCH

STREET	STATION	TO	STATION	305.0120 TON
CTH D	97+50	-	112+00	5,363
CTH D	112+00	-	127+00	5,411
CTH D	127+00	-	141+00	4,944
CTH D	141+00	-	156+00	4,859
CTH D	156+00	-	170+00	4,433
CTH D	170+00		184+00	4,430
CTH D	184+00		188+67	1,589
CTH D (URBAN)	188+67	-	196+20	2,977
			PROJECT TOTAL	34,006

CONCRETE DRIVEWAY HES 6-INCH

STREET	STATION	TO	STATION	416.0260 SY
CTH D	97+50	-	112+00	27
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	25
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	12
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	207
PROJECT TOTAL				271

ASPHALTIC PAVEMENT

STREET	STATION	TO	STATION	LOCATION	460.6223 HMA PAVEMENT 3 MT 58-28 S (TON)	460.6224 HMA PAVEMENT 4 MT 58-28 S (TON)	455.0605 TACK COAT (GAL)
CTH D	097+50	-	112+00	MAINLINE & SHOULDER	1148	765	330
CTH D	112+00	-	127+00	MAINLINE & SHOULDER	1049	699	301
CTH D	127+00	-	141+00	MAINLINE & SHOULDER	1028	685	295
CTH D	141+00	-	156+00	MAINLINE & SHOULDER	974	650	280
CTH D	156+00	-	170+00	MAINLINE & SHOULDER	931	621	268
CTH D	170+00	-	184+00	MAINLINE & SHOULDER	907	604	261
CTH D	184+00	-	188+67	MAINLINE & SHOULDER	303	202	87
CTH D (URBAN)	188+67	-	196+20	MAINLINE & SHOULDER	602	402	173
PROJECT TOTAL					6943	4629	1995

ALL ITEMS CATEGORY 0010

3

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STREET	STATION	TO	STATION	465.0120 TON
CTH D	97+50	-	112+00	26
CTH D	112+00	-	127+00	11
CTH D	127+00	-	141+00	17
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	48
CTH D	170+00	-	184+00	18
CTH D	184+00	-	188+67	14
CTH D (URBAN)	188+67	-	196+20	6
PROJECT TOTAL				140

STEEL CULVERT PIPES

STREET	STATION	OFFSET	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF
CTH D	101+55	29.5' LT	2	34
CTH D	106+65	28.5' RT	2	20
CTH D	106+84	29.5' LT	2	118
CTH D	108+81	28.0' LT	2	26
CTH D	109+35	28.0' RT	2	20
CTH D	111+90	27.6' LT	2	36
CTH D	114+85	27.6' RT	2	20
CTH D	115+74	27.6' RT	2	30
CTH D	121+63	32.0' LT	2	28
CTH D	125+42	28.3' LT	2	24
CTH D	133+00	27.6' LT	2	20
CTH D	157+63	28.5' RT	2	26
CTH D	162+22	27.6' LT	2	22
CTH D	163+74	28.5' LT	2	22
CTH D	165+50	27.6' LT	2	16
CTH D	165+50	27.6' RT	2	20
CTH D	172+38	31.0' LT	2	26
CTH D	177+05	32.0' LT	2	30
PROJECT TOTALS			36	538

ASPHALTIC FLUMES

STREET	STATION	TO	STATION	465.0315 SY
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	9
CTH D	156+00	-	170+00	18
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	18
CTH D (URBAN)	188+67	-	196+20	18
		PROJECT TOTAL		45

CONCRETE CULVERT PIPES

STREET	STATION	OFFSET	522.0418 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.1018 * APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.2324 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH LF	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH
CTH D	102+32	44' RT	128	-	2	-	-	-
CTH D	126+25	55' LT	56	-	2	-	-	-
CTH D	127+00	-	-	92	-	2	-	-
CTH D	153+00	-	56	-	2	-	-	-
CTH D	187+00	-	-	-	-	-	56	2
PROJECT TOTALS			240	92	6	2	56	2

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ALL ITEMS CATEGORY 0010

CONCRETE CURB & GUTTER 30-INCH TYPE D

STREET	STATION	TO	STATION	LF
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	1356
PROJECT TOTAL				1356

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

STREET	STATION	TO	STATION	601.0557 LF
CTH D	97+50	-	112+00	155
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	1120
CTH D	141+00	-	156+00	591
CTH D	156+00	-	170+00	326
CTH D	170+00	-	184+00	715
CTH D	184+00	-	188+67	197
CTH D (URBAN)	188+67	-	196+20	0
PROJECT TOTAL				3104

3

CONCRETE SIDEWALK 5-INCH

STREET	STATION	TO	STATION	602.0410 SF
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	5626
PROJECT TOTAL				5626

CURB RAMP DETECTABLE WARNING FIELD YELLOW

STREET	STATION	TO	STATION	602.0505 SF
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	60
			PROJECT TOTAL	60

ALL ITEMS CATEGORY 0010

3

RIPRAP & GEOTEXTILE FABRIC

STREET	FROM		TO	606.0050 RIPRAP EXTRA LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120* GEOTEXTILE TYPE HR EACH
CTH D	97+50	-	112+00	0	0	0
CTH D	112+00	-	127+00	0	21	55
CTH D	127+00	-	141+00	0	13	35
CTH D	141+00	-	156+00	0	13	35
CTH D	156+00		170+00	0	0	0
CTH D	170+00		184+00	0	0	0
CTH D	184+00		188+67	3	0	0
CTH D (URBAN)	188+67	-	196+20	0	0	0
		PROJECT TOTAL		3	46	125

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

STORM SEWER SUMMARY

ITEM NUMBER	ITEM		UNIT
520.8000	Concrete Collars for Pipe	1	EACH
522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	2	EACH
522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	1	EACH
522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	1	EACH *
608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	661	LF
608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	81	LF
608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	48	LF
611.0410	Reconstructing Catch Basins	1	EACH
611.0624	Inlet Covers Type H	3	EACH
611.0627	Inlet Covers Type HM	10	EACH
611.0642	Inlet Covers Type MS	3	EACH
611.1230	Catch Basins 2x3-FT	3	EACH
611.3230	Inlets 2x3-FT	10	EACH
611.3901	Inlets Median 1 Grate	3	EACH

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

ADJUSTING CATCH BASIN COVERS

STREET	STATION	OFFSET	611.8105 EACH
CTH D	196+16	47.8' RT	1
		PROJECT TOTAL	1

PIPE UNDERDRAIN

STREET	STATION TO STATION	612.0104 4-INCH LF	612.0106 6-INCH LF	612.0108 8-INCH LF	612.0700 DRAIN TILE EXPLORATION LF
CTH D (RURAL)	UNDISTRIBUTED	50	50	50	100
PROJECT TOTAL		50	50	50	100

ALL ITEMS CATEGORY 0010

3

MGS GUARDRAIL 3

STREET	STATION	TO	STATION	614.2300 LF
CTH D	97+50	-	112+00	0
CTH D	112+00	-	127+00	719
CTH D	127+00	-	141+00	128
CTH D	141+00	-	156+00	298
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	403
CTH D (URBAN)	188+67	-	196+20	0
			PROJECT TOTAL	1,145

MGS GUARDRAIL TERMINAL

STREET	FROM		TO	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
CTH D	97+50	-	112+00	0	0
CTH D	112+00	-	127+00	3	0
CTH D	127+00	-	141+00	2	0
CTH D	141+00	-	156+00	1	0
CTH D	156+00		170+00	0	0
CTH D	170+00		184+00	0	0
CTH D	184+00		188+67	1	1
CTH D (URBAN)	188+67	-	196+20	0	0
			PROJECT TOTAL	7	1

MOBILIZATION

LOCATION	619.1000 EACH
CTH D	1
PROJECT TOTAL	1

WATER

STREET	FROM	TO	TO	624.0100 MGAL
CTH D	97+50	-	112+00	111
CTH D	112+00	-	127+00	115
CTH D	127+00	-	141+00	102
CTH D	141+00	-	156+00	101
CTH D	156+00	-	170+00	91
CTH D	170+00	-	184+00	91
CTH D	184+00	-	188+67	34
CTH D (URBAN)	188+67	-	196+20	60
UNDISTRIBUTED				176
			PROJECT TOTAL	881

ALL ITEMS CATEGORY 0010

3

MULCHING

STREET	FROM	TO	TO	627.0200 SY
CTH D	97+50	-	112+00	3,478
CTH D	112+00	-	127+00	5,425
CTH D	127+00	-	141+00	4,386
CTH D	141+00	-	156+00	5,642
CTH D	156+00	-	170+00	4,710
CTH D	170+00	-	184+00	4,041
CTH D	184+00	-	188+67	258
CTH D (URBAN)	188+67	-	196+20	21
UNDISTRIBUTED				6,990
			PROJECT TOTAL	34,952

TEMPORARY SETTLING BASINS

STREET	FROM	TO	628.1104 EROSION BALES EACH	645.0120* GEOTEXTILE TYPE HR SY
UNDISTRIBUTED			50	150
		PROJECT TOTALS	50	150

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

SILT FENCE

STREET	FROM	TO	TO	628.1504 SILT FENCE LF	628.1520 MAINTENANCE LF
CTH D	97+50	-	112+00	0	0
CTH D	112+00	-	127+00	638	638
CTH D	127+00	-	141+00	629	629
CTH D	141+00	-	156+00	1,239	1,239
CTH D	156+00	-	170+00	825	825
CTH D	170+00	-	184+00	878	878
CTH D	184+00	-	188+67	0	0
CTH D (URBAN)	188+67	-	196+20	0	0
UNDISTRIBUTED				1,052	1,052
			PROJECT TOTALS	5,261	5,261

EROSION CONTROL MOBILIZATIONS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT 3755-02-70	2	4
PROJECT TOTAL	2	4

ALL ITEMS CATEGORY 0010

3

EROSION MAT

STREET	FROM	TO	TO	628.2002 EROSION MAT CLASS I TYPE A SY	628.2023 EROSION MAT CLASS II TYPE B SY
CTH D	97+50	-	112+00	0	0
CTH D	112+00	-	127+00	1,869	55
CTH D	127+00	-	141+00	387	110
CTH D	141+00	-	156+00	294	172
CTH D	156+00	-	170+00	0	113
CTH D	170+00	-	184+00	59	1,816
CTH D	184+00	-	188+67	1,801	64
CTH D (URBAN)	188+67	-	196+20	395	0
UNDISTRIBUTED				1,201	583
			PROJECT TOTALS	6,007	2,914

TURBIDITY BARRIERS

STREET	FROM	TO	TO	628.6005 TURBIDITY BARRIERS SY	628.7570 ROCK BAGS EACH
CTH D	184+00	-	188+67	360	150
			PROJECT TOTALS	360	150

3

TRACKING PADS

STREET	FROM	TO	628.7560 EACH
UNDISTRIBUTED			4
		PROJECT TOTALS	4

INLET PROTECTION

STREET	STATION	TO	STATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
CTH D	97+50	-	112+00	0	0	0	0
CTH D	112+00	-	127+00	0	0	0	0
CTH D	127+00	-	141+00	5	3	0	1
CTH D	141+00	-	156+00	1	1	0	0
CTH D	156+00	-	170+00	0	0	0	0
CTH D	170+00	-	184+00	2	1	0	0
CTH D	184+00	-	188+67	2	2	0	0
CTH D (URBAN)	188+67	-	196+20	7	1	5	2
UNDISTRIBUTED				4	4	1	1
			PROJECT TOTALS	21	12	6	4

ALL ITEMS CATEGORY 0010

3

SEEDING QUANTITIES

STREET	STATION	TO	STATION	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB
CTH D	97+50	-	112+00	2.2	63	0.0	0.0
CTH D	112+00	-	127+00	4.6	132	0.0	0.0
CTH D	127+00	-	141+00	3.1	88	0.0	0.0
CTH D	141+00	-	156+00	3.8	110	0.0	0.0
CTH D	156+00	-	170+00	3.0	83	5.2	0.0
CTH D	170+00	-	184+00	3.7	104	3.7	0.0
CTH D	184+00	-	188+67	1.3	2	33.1	0.0
CTH D (URBAN)	188+67	-	196+20	1.0	0	0.0	0.0
UNDISTRIBUTED				5.7	145	11	10
			PROJECT TOTALS	26	665	53	10

3

TOPSOIL AND SOD QUANTITIES

STREET	STATION	TO	STATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	631.1100 SOD EROSION CONTROL SY
CTH D	97+50	-	112+00	348	3,130	0	0	3
CTH D	112+00	-	127+00	735	6,614	0	0	3
CTH D	127+00	-	141+00	488	4,395	0	0	3
CTH D	141+00	-	156+00	611	5,498	0	0	3
CTH D	156+00	-	170+00	482	4,341	0	0	6
CTH D	170+00	-	184+00	592	5,324	0	0	3
CTH D	184+00	-	188+67	212	1,911	0	0	6
CTH D (URBAN)	188+67	-	196+20	158	1,424	26	1,166	6
UNDISTRIBUTED				907	8,159	7	291	10
			PROJECT TOTAL	4,533	40,797	33	1,457	43

ALL ITEMS CATEGORY 0010

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EXISTING SIGNS

REMOVAL NO.	STATION	OFFSET	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH
101	100+97	LT	1	1
102	101+74	RT	1	1
103	102+52	RT	1	1
104	102+57	RT	1	1
105	102+50	LT	1	1
106	103+43	RT	1	1
107	104+93	LT	1	1
110	115+41	RT	1	1
111	117+40	RT	1	1
112	117+40	RT	1	-
113	122+70	LT	1	1
114	125+95	LT	1	1
116	131+80	LT	1	1
117	131+80	LT	1	-
118	134+08	RT	1	1
119	137+09	RT	1	1
120	140+40	RT	1	1
125	141+67	LT	1	1
126	146+80	LT	1	1
127	150+03	RT	1	1
130	160+10	LT	1	1
131	161+50	LT	1	1
132	163+25	RT	1	1
133	165+86	RT	1	1
134	165+86	RT	1	-
135	165+90	RT	1	1
140	174+85	LT	1	1
141	174+85	LT	1	-
142	176+43	LT	1	1
143	177+39	RT	1	1
144	177+39	RT	1	-
150	184+80	RT	1	1
151	189+50	LT	1	1
152	189+50	LT	1	-
153	190+33	LT	1	1
154	190+45	RT	1	1
155	191+98	RT	1	1
156	191+98	RT	1	-
157	191+98	RT	1	-
158	194+53	RT	1	1
159	194+95	RT	1	1
160	195+77	RT	1	1
161	196+08	LT	1	1
162	196+10	RT	1	1
PROJECT TOTAL			44	36

*** ADDITIONAL QUANTITIES SHOWN ELSEWHERE**

PIPE & DITCH CHECKS

STREET	STATION	TO	STATION	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH
CTH D	97+50	-	112+00	60	6
CTH D	112+00	-	127+00	50	6
CTH D	127+00	-	141+00	50	2
CTH D	141+00	-	156+00	30	1
CTH D	156+00	-	170+00	50	6
CTH D	170+00	-	184+00	10	1
CTH D	184+00	-	188+67	0	1
CTH D (URBAN)	188+67	-	196+20	0	0
UNDISTRIBUTED				65	6
			PROJECT TOTAL	315	29

MARKERS CULVERT END

LOCATION	STATION	633.5200 EACH
CTH D	127+00, RT	1
CTH D	127+00, LT	1
CTH D	134+34, RT	1
CTH D	139+20, RT	1
CTH D	141+25, RT	1
CTH D	153+00, RT	1
CTH D	153+00, LT	1
CTH D	184+77, RT	1
CTH D	187+00, RT	1
CTH D	187+00, LT	1
PROJECT TOTAL		10

ALL ITEMS CATEGORY 0010

TYPE II SIGNS

SIGN NO.	LOCATION	STATION		SIGN CODE	MESSAGE	SIZE		637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	634.0612 POSTS WOOD 4"X6"X12' EACH	634.0614 POSTS WOOD 4"X6"X14' EACH	REMARKS
1-1	CTH D	99+00	LT	M1-5A	D	24	X 24	4.0	-	-	-	-	-	1	-
1-2	CTH D	100+00	LT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
1-3	CTH D	101+68	RT	DR1-53R	-	30	X 8	1.67	-	-	-	-	1	-	-
1-4	CTH D	102+40	LT	W1-7	-	48	X 24	-	8.00	-	-	-	-	1	-
1-5	CTH D	102+70	RT	R1-1	-	36	X 36	7.46	-	-	-	-	-	1	-
1-6	CTH D	102+75	RT	MR5-54L	-	30	X 12	2.5	-	-	-	-	-	1	-
1-7	CTH D	102+82	RT	-	STREET SIGN	-	-	-	-	1	1	-	-	-	-
1-8	CTH D	102+82	RT	-	STREET SIGN	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 1-7
1-9	CTH D	104+50	RT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
1-10	CTH D	105+00	LT	DR1-53L	-	30	X 8	1.67	-	-	-	-	1	-	-
1-11	CTH D	105+55	RT	M1-5A	D	24	X 24	4.0	-	-	-	-	-	1	-
1-12	CTH D	106+20	LT	-	STREET SIGN	-	-	-	-	1	-	2	2	-	-
1-13	CTH D	111+00	LT	W14-3	-	46	X 36	-	11.50	-	-	-	-	1	-
2-1	CTH D	116+70	RT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
2-2	CTH D	117+50	RT	W1-2R	-	30	X 30	-	6.25	-	-	-	-	1	-
2-3	CTH D	118+45	RT	W11-57	-	36	X 36	-	9.00	-	-	-	-	1	-
2-4	CTH D	122+55	LT	-	-	-	-	-	-	1	-	1	1	-	-
2-5	CTH D	122+55	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 2-3
2-6	CTH D	122+95	LT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
2-7	CTH D	123+45	RT	W11-57	-	36	X 36	-	9.00	-	-	-	-	1	-
2-8	CTH D	124+10	LT	-	-	-	-	-	-	1	-	1	1	-	-
2-9	CTH D	124+10	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 2-6
2-10	CTH D	125+10	LT	-	-	-	-	-	-	1	-	1	1	-	-
2-11	CTH D	125+10	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 2-8
2-12	CTH D	125+80	LT	-	STREET SIGN	-	-	-	-	1	-	-	-	-	-
2-13	CTH D	125+80	LT	-	STREET SIGN	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 2-10
2-14	CTH D	125+95	LT	R1-1	-	36	X 36	7.46	-	-	-	-	-	1	-
2-15	CTH D	126+70	LT	-	-	-	-	-	-	1	-	1	1	-	-
2-16	CTH D	126+70	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 2-13
3-1	CTH D	127+75	LT	-	-	-	-	-	-	1	-	1	1	-	-
3-2	CTH D	127+75	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 3-1
3-3	CTH D	131+35	RT	-	STREET SIGN	-	-	-	-	1	1	-	-	-	-
3-4	CTH D	131+35	RT	-	STREET SIGN	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 3-3
3-5	CTH D	131+90	LT	W1-2L	-	30	X 30	-	6.25	-	-	-	-	1	-
3-6	CTH D	132+20	RT	R1-1	-	36	X 36	7.46	-	-	-	-	-	1	-
3-7	CTH D	134+30	RT	W54-57	-	30	X 30	-	6.25	-	-	-	-	1	-
3-8	CTH D	137+30	RT	S3-1	-	30	X 30	6.25	-	-	-	-	-	1	-
3-9	CTH D	140+30	RT	W1-4L		-	-	-	-	1	-	-	1	-	-
4-1	CTH D	141+50	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-2	CTH D	141+50	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-1
4-3	CTH D	141+67	LT	R2-1	-	24	X 30	5.0	-	-	-	-	-	1	-
4-4	CTH D	142+65	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-5	CTH D	142+65	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-4
4-6	CTH D	143+80	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-7	CTH D	143+80	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-6
4-8	CTH D	145+40	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-9	CTH D	145+40	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-8
4-10	CTH D	146+00	LT	W54-57	-	30	X 30	-	6.25	-	-	-	-	1	-
4-11	CTH D	146+50	RT	-	-	-	-	-	-	1	-	1	1	-	-

ALL ITEMS CATEGORY 0010

TYPE II SIGNS

SIGN NO.	LOCATION	STATION		SIGN CODE	MESSAGE	SIZE		637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	634.0612 POSTS WOOD 4"X6"X12' EACH	634.0614 POSTS WOOD 4"X6"X14' EACH	REMARKS
4-12	CTH D	146+50	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-11
4-13	CTH D	147+50	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-14	CTH D	147+50	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-13
4-15	CTH D	148+65	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-16	CTH D	148+65	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-15
4-17	CTH D	149+50	RT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
4-18	CTH D	150+55	RT	-	-	-	-	-	-	1	-	1	1	-	-
4-19	CTH D	150+55	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-18
4-20	CTH D	154+65	LT	-	-	-	-	-	-	1	-	1	1	-	-
4-21	CTH D	154+65	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-20
4-22	CTH D	155+75	LT	-	-	-	-	-	-	1	-	1	1	-	-
4-23	CTH D	155+75	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 4-22
5-1	CTH D	157+05	LT	-	-	-	-	-	-	1	-	1	1	-	-
5-2	CTH D	157+05	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 5-1
5-3	CTH D	158+25	LT	-	-	-	-	-	-	1	-	1	1	-	-
5-4	CTH D	158+25	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 5-3
5-5	CTH D	160+00	LT	S3-1	-	30	X 30	6.25	-	-	-	-	-	1	-
5-6	CTH D	161+55	LT	W1-4L	-	-	-	-	-	1	-	-	1	-	-
5-7	CTH D	162+30	RT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
5-8	CTH D	165+45	RT	W1-2R	-	30	X 30	-	6.25	-	-	-	-	1	-
5-9	CTH D	166+00	LT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
5-10	CTH D	168+85	LT	-	-	-	-	-	-	1	-	1	1	-	-
5-11	CTH D	168+85	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 5-10
6-1	CTH D	170+50	LT	-	-	-	-	-	-	1	-	1	1	-	-
6-2	CTH D	170+50	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 6-1
6-3	CTH D	172+00	RT	W3-5	35	36	X 36	-	9.0	-	-	-	-	1	-
6-4	CTH D	172+05	LT	-	-	-	-	-	-	1	-	1	1	-	-
6-5	CTH D	172+05	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 6-4
6-6	CTH D	173+50	LT	-	-	-	-	-	-	1	-	1	1	-	-
6-7	CTH D	173+50	LT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 6-6
6-8	CTH D	174+70	LT	W1-2L	-	30	X 30	-	6.25	-	-	-	-	1	-
6-9	CTH D	175+70	RT	R2-1	35	24	X 30	5.0	-	-	-	-	-	1	-
6-10	CTH D	177+15	LT	R2-1	45	24	X 30	5.0	-	-	-	-	-	1	-
6-11	CTH D	177+50	RT	W1-2L	-	30	X 30	-	6.25	-	-	-	-	1	-
6-12	CTH D	181+60	RT	-	-	-	-	-	-	1	-	1	1	-	-
6-13	CTH D	181+60	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 6-12
6-14	CTH D	183+05	RT	-	-	-	-	-	-	1	-	1	1	-	-
6-15	CTH D	183+05	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 6-14
7-1	CTH D	184+25	RT	-	-	-	-	-	-	1	-	1	1	-	-
7-2	CTH D	184+25	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 7-1
7-3	CTH D	185+55	RT	-	-	-	-	-	-	1	-	1	1	-	-
7-4	CTH D	185+55	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 7-3
7-5	CTH D	186+00	RT	W3-5	25	36	X 36	-	9.0	-	-	-	-	1	-
7-6	CTH D	187+05	RT	-	-	-	-	-	-	1	-	1	1	-	-
7-7	CTH D	187+05	RT	-	-	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 7-6
7-8	CTH D	188+65	RT	R2-1	25	24	X 30	5.0	-	-	-	-	-	1	-
7-9	CTH D	189+10	LT	W1-2R	-	30	X 30	-	6.25	-	-	-	-	1	-
7-10	CTH D	189+90	LT	R2-1	35	24	X 30	5.0	-	-	-	-	-	1	-
7-11	CTH D	190+50	RT	-	HEAVY TRUCK INFORMATION	-	-	-	-	1	1	1	1	-	-
7-12	CTH D	191+20	RT	-	ENGINE BRAKING	-	-	-	-	1	1	1	1	-	-
7-13	CTH D	192+00	RT	-	DRIVE 25	-	-	-	-	1	-	1	1	-	-
7-14	CTH D	192+60	RT	W16-9P	-	24	X 8	-	1.33	-	-	-	-	-	-
7-15	CTH D	192+60	RT	W11-2	-	30	X 30	-	6.25	-	-	-	-	1	PLACE ON SAME POST AS SIGN 7-14

ALL ITEMS CATEGORY 0010

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TYPE II SIGNS

SIGN NO.	LOCATION	STATION		SIGN CODE	MESSAGE	SIZE		637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	638.3000 * REMOVING SMALL SIGN SUPPORTS EACH	634.0612 POSTS WOOD 4"X6"X12' EACH	634.0614 POSTS WOOD 4"X6"X14' EACH	REMARKS
7-16	CTH D	194+35	LT	R2-1	25	24	X 30	5.0	-	-	-	-	-	1	-
7-17	CTH D	195+40	RT	R3-1	-	24	X 24	4.0	-	-	-	-	-	1	-
7-18	CTH D	195+85	RT	W16-7P	-	24	X 12	-	2.0	-	-	-	-	-	-
7-19	CTH D	195+85	RT	W11-2	-	30	X 30	-	6.25	-	-	-	-	1	PLACE ON SAME POST AS SIGN 7-18
7-20	CTH D	196+00	LT	-	STREET SIGN	-	-	-	-	1	1	-	-	-	-
7-21	CTH D	196+00	LT	-	STREET SIGN	-	-	-	-	1	-	-	-	-	PLACE ON SAME POST AS SIGN 7-20
7-22	CTH D	196+05	LT	R1-1	-	36	X 36	7.46	-	-	-	-	-	1	-
7-23	CTH D	196+10	RT	R5-1	-	36	X 36	9.0	-	-	-	-	-	1	-
						TOTAL		134.17	121.33	66	5	31	35	40	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

FIELD OFFICE TYPE C

LOCATION	642.5201 EACH
PROJECT 3755-02-70	1
PROJECT TOTAL	1

TRAFFIC CONTROL

LOCATION	643.5000 EACH
PROJECT 3755-02-70	1
PROJECT TOTAL	1

TRAFFIC CONTROL

STAGE	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	CYCLES	SIGNS	DAY	643.0300 TRAFFIC CONTROL DRUMS EACH	DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
STAGE 1	4	1	4	106	8	848	4	424	8	848	24	2,544	138	14,628	14
STAGE 2				68					9	612	18	1,224	136	9,248	14
PROJECT TOTAL			4	174		848		424		1460		3768		23876	28

ALL ITEMS CATEGORY 0010

3

3

PAVEMENT MARKING

STREET	STATION	TO	STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF
CTH D	97+50	-	112+00	3085	1026	238	32	0
CTH D	112+00	-	127+00	2875	2205	0	25	0
CTH D	127+00	-	141+00	2570	2680	0	36	0
CTH D	141+00	-	156+00	3000	3000	0	0	0
CTH D	156+00	-	170+00	2800	2800	0	0	0
CTH D	170+00	-	184+00	2800	2800	0	0	0
CTH D	184+00	-	188+67	934	796	0	0	0
CTH D (URBAN)	188+67	-	196+20	1426	1107	0	14	142
SUBTOTAL				19490	16414	238	107	142
PROJECT TOTAL				35904		238	107	142

CONSTRUCTION STAKING MAINLINE ITEMS

ITEM	QUANTITY	UNIT	DESCRIPTION
650.4000	16	EACH	CONSTRUCTION STAKING STORM SEWER
650.4500	9,870	LF	CONSTRUCTION STAKING SUBGRADE
650.5000	9,870	LF	CONSTRUCTION STAKING BASE
650.5500	4,460	LF	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
650.6000	21	EACH	CONSTRUCTION STAKING PIPE CULVERTS
650.9000	5	EACH	CONSTRUCTION STAKING CURB RAMPS
650.9500	1	EACH	CONSTRUCTION STAKING SIDEWALK (3755-02-70)
650.9911	1	EACH	CONSTRUCTION STAKING SUPLEMENTAL CONTROL (3755-02-70)
650.9920	9,870	LF	CONSTRUCTION STAKING SLOPE STAKES

ALL ITEMS CATEGORY 0010

3

SAWING ASPHALT

STREET	STATION	TO	STATION	690.0150 LF
CTH D	97+50	-	112+00	141
CTH D	112+00	-	127+00	43
CTH D	127+00	-	141+00	78
CTH D	141+00	-	156+00	21
CTH D	156+00	-	170+00	60
CTH D	170+00	-	184+00	21
CTH D	184+00	-	188+67	19
CTH D (URBAN)	188+67	-	196+20	248
			PROJECT TOTAL	631

SAWING CONCRETE

STREET	STATION	TO	STATION	690.0250 LF
CTH D	97+50	-	112+00	12
CTH D	112+00	-	127+00	0
CTH D	127+00	-	141+00	0
CTH D	141+00	-	156+00	0
CTH D	156+00	-	170+00	0
CTH D	170+00	-	184+00	0
CTH D	184+00	-	188+67	0
CTH D (URBAN)	188+67	-	196+20	181
			PROJECT TOTAL	193

SECTION CORNER MONUMENTS

STREET	STATION	OFFSET	SPV.0060.02 EACH
CTH D	190+37.96	10.13 LT	1
PROJECT TOTAL			1

SANITARY SEWER 6-INCH

STREET	STATION	OFFSET	CAT 0020 SPV.0090.01 LF
CTH D	191+97	RT	10
PROJECT TOTAL			10

ADJUST SANITARY MANHOLE COVER

STREET	STATION	OFFSET	CAT 0020 611.8120.S COVER PLATES TEMPORARY EACH	CAT 0020 SPV.0060.01 ADJUST SANITARY MANHOLE EACH
CTH D	191+77.35	16.0 LT	1	1
CTH D	194+62.22	16.0 LT	1	1
PROJECT TOTAL			2	2

ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE SHOWN

PROJECT ID: 3755-02-70

COUNTY: RACINE

WITH:

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	SECTION LINE	S/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	C.S.M.	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
HIGHWAY EASEMENT	H.E.	**CURVE DATA**	
LAND CONTRACT	LC	POINT OF INTERSECTION	P.I.
MONUMENT	MON.	LONG CHORD	LCH
PAGE	P.	LONG CHORD BEARING	LCB
PERMANENT LIMITED EASEMENT	PLE	RADIUS	R
PROPERTY LINE	P/L	DEGREE OF CURVE	D
RECORDED AS	(100')	CENTRAL ANGLE OR DELTA	DELTA
		LENGTH OF CURVE	L
		TANGENT	T

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	⌀ (IF UNLESS NOTED)	PROPOSED R/W LINE
R/W MONUMENT	▫ (SET)	EXISTING H.E. LINE
R/W STANDARD	▫ (SET)	PROPERTY LINE
SIGN	SIGN	LOT & TIE LINES
SECTION CORNER MONUMENT	●	SLOPE INTERCEPTS
SECTION CORNER SYMBOL		CORPORATE LIMITS
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
TEMPORARY LIMITED EASEMENT		ACCESS RESTRICTED (BY ACQUISITION)
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)
PARCEL NUMBER	10	SECTION LINE
UTILITY PARCEL NUMBER	92	QUARTER LINE
SIGN NUMBER (OFF PREMISE)	21	SIXTEENTH LINE
		EXISTING CENTERLINE
		PROPOSED REFERENCE LINE
		PARALLEL OFFSET
		BUILDING B

CONVENTIONAL UTILITY SYMBOLS

WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES ELECTRIC	OH / E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
FENCE		NON COMPENSABLE / COMPENSABLE
POWER POLE		NON COMPENSABLE / COMPENSABLE
TELEPHONE POLE		NON COMPENSABLE / COMPENSABLE
TELEPHONE PEDESTAL		NON COMPENSABLE / COMPENSABLE
ELECTRIC TOWER		NON COMPENSABLE / COMPENSABLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CTH D

HERITAGE ROAD TO N. STATE STREET

RACINE COUNTY

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
3755-02-00	4.01	
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT OF WAY REQUIRED FOR

HERITAGE ROAD TO N. STATE STREET

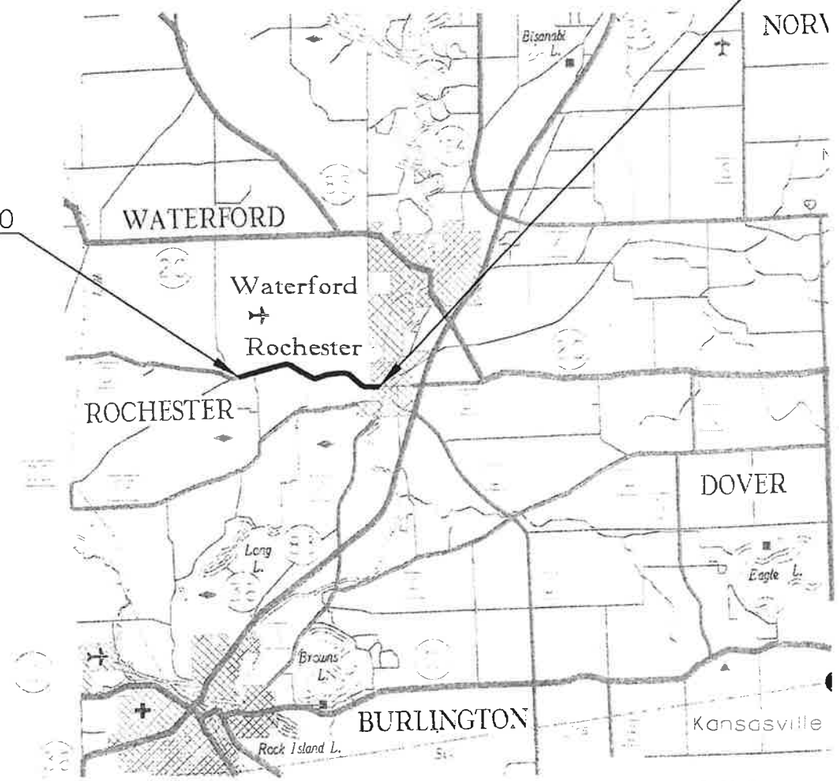
CTH D — RACINE CO

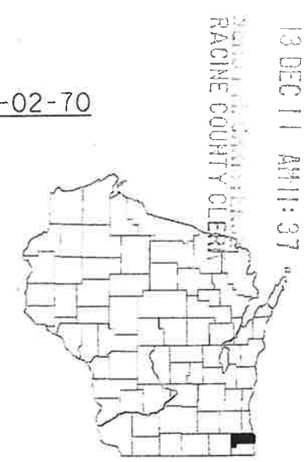
STATE PROJECT NUMBER

3755-02-70

BEGIN PROJECT 3755-02-70
STA. 97+50.00
662' +/- WEST OF AND
981' +/- NORTH OF THE
S. 1/4 CORNER SECT. 4, T.3N., R.19E.

END PROJECT 3755-02-70
STA. 196+19.87
2079' +/- WEST OF AND
29' +/- SOUTH OF THE
S. 1/4 CORNER SECT. 2,
T.3N., R.19E.





FILED
13 DEC 11 AM 11:37
RACINE COUNTY CLERK

NOTES

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, RACINE COUNTY ZONE, NAD83 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

ALL DISTANCES AND BEARINGS ARE TO/ALONG THE P/L (NOT RFERENCE LINE R/L) UNLESS NOTED OTHERWISE.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH D ESTABLISHED FROM PREVIOUS PROJECT 61-80D, CERTIFIED SURVEY MAPS 1817 AND 2586; PLAT OF SURVEY BY MARK A. BOLENDER R.L.S. 1784, DATED JULY 17, 2000; PLAT OF SURVEY BY JOHN F. DEGEN R.L.S. 242, DATED OCTOBER 19, 1976: SUBDIVISION PLATS OF THE ORIGINAL PLAT OF ROCEHSTER AND GODFREY'S ADDITION, AND DEEDS OF THE FRONTING PROPERTIES.

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

FOR CURRENT ACCESS AND DRIVEWAY INFORMATION, CONTACT THE RACINE COUNTY DEPARTMENT OF PUBLIC WORKS.

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.733 MI. (RURAL)
0.136 MI. (URBAN)
1.869 MI. (TOTAL)

ORGINAL PLAT PREPARED BY

GRAEF

WISCONSIN
DAVID L. KOSLO
S-2437-008
KEWASKUM, WI
LAND SURVEYOR

7/15/2013
DATE: (SIGNATURE)

ACCEPTED BY RACINE COUNTY DEPARTMENT OF PUBLIC WORKS

DATE: 7-15-2013 (SIGNATURE)

REVISION DATE
11-21-2013

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSED ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W ACRES REQUIRED			TOTAL ACRES REMAINING	P.L.E. ACRES	T.L.E. ACRES	PARCEL NUMBER
					NEW	EXISTING	TOTAL				
1	4.05	OAKS & JUNG, L.L.C.	TLE	18.38	0.000	0.402	0.402	17.978	---	0.061	1
2	4.05	GARY W. SCHRADER AND DEAN A. SCHRADER	TLE	40.99	0.000	0.715	0.715	40.275	---	0.240	2
3	4.05	POINTE WEST, LLP, A LIMITED PARTNERSHIP	FEE, TLE	36.15	0.024	0.033	0.059	36.091	---	0.038	3
4	4.05	WILLIAM A. BRAUSCH AND PATRICIA B. BRAUSCH	FEE, TLE	0.50	0.024	0.000	0.024	0.476	---	0.024	4
5	4.05	LAUREL SCHRADER, GARY W. SCHRADER AND DEAN A. SCHRADER, AND LIFE ESTATE OF WAYNE M. SCHRADER AND JOYCE R. SCHRADER	TLE	3.92	0.000	0.135	0.135	3.785	---	0.014	5
6	4.05	LAUREL SCHRADER	TLE	1.45	0.000	0.196	0.196	1.254	---	0.089	6
7	4.05	GARY M. SCHRADER AND JOYCE R. SCHRADER, GARY W. SCHRADER AND DEAN A. SCHRADER	TLE	1.33	0.000	0.225	0.225	1.105	---	0.101	7
8	4.06	HORIZON FARM, LLC	FEE, TLE	20.46	0.033	0.464	0.497	19.963	---	0.108	8
9	4.06, 4.07	JERRY K. MEHLHAFF AND CHARLENE A. MEHLHAFF	FEE, TLE	26.88	0.084	0.422	0.506	26.374	---	0.319	9
10	4.06	JOHN M. HENRICHS AND THERESA M. HENRICHS	FEE, TLE	15.01	0.095	0.625	0.720	14.290	---	0.286	10
11	4.06, 4.07	PAULA K. HEYER	FEE, TLE	10.22	0.134	0.000	0.134	10.086	---	0.554	11
12	4.07	SCOTT E. KARA AND DANELLE L. KARA	TLE	1.00	0.000	0.091	0.091	0.909	---	0.055	12
13	4.07	THOMAS C. KNUTSON AND CYNTHIA K. KNUTSON	TLE	1.40	0.000	0.100	0.100	1.300	---	0.092	13
14	4.07, 4.08	PARK VIEW SAND AND GRAVEL	TLE	38.00	0.000	0.893	0.893	37.107	---	0.492	14
15	4.07, 4.08	HENRY VOELKERING JR. AND PAMELA J. STARK	TLE	2.61	0.000	0.358	0.358	1.938	---	0.199	15
16	---	REMOVED	---	---	---	---	---	---	---	---	16
17	---	REMOVED	---	---	---	---	---	---	---	---	17
18	---	REMOVED	---	---	---	---	---	---	---	---	18
19	4.08	GARY W. SCHRADER AND DEAN A. SCHRADER, LAUREL SCHRADER	FEE, TLE	24.60	0.271	0.882	1.153	23.447	---	0.402	19
20	4.09	CONRADO B. MORENO AND NADINE M. EHLERS	FEE, TLE	1.33	0.032	0.263	0.295	1.035	---	0.145	20
21	4.09	EDWIN G. ELA AND ROBERT P. WILLARD AND EDWIN ELA AND LAURENCE ASPINALL	FEE, TLE	51.00	0.234	1.027	1.261	49.739	---	0.559	21
22	4.09	GARY W. SCHRADER AND TERESA F. SCHRADER	FEE, TLE	3.06	0.082	0.272	0.354	2.706	---	0.123	22
23	4.09	ROBERT H. GOLLMAR AND DOROTHY MAY GOLLMAR	FEE, TLE	9.05	0.038	0.474	0.512	8.488	---	0.312	23
24	---	REMOVED	---	---	---	---	---	---	---	---	24
25	4.09	RHODA A. RUNZHEIMER, TRUSTEE OF THE RHODA A. RUNZHEIMER REVOCABLE TRUST DATED MAY 12, 2004	TLE	2.60	0.000	0.018	0.018	2.582	---	0.007	25
26	4.09	TRUSTEE OF THE RHODA RUNZHEIMER MARITAL TRUST	FEE, TLE	4.69	0.016	0.191	0.207	4.483	---	0.128	26
27	4.10	ROCHESTER CEMETARY CO.	TLE	9.84	0.000	0.000	0.000	9.840	---	0.222	27
28	4.10	CURTIS P. PETERSON AND DONNA L. PETERSON, REVOCABLE TRUST	FEE, TLE	5.78	0.091	0.198	0.289	5.491	---	0.139	28
29	4.10	THE LLOYD F. SIPPEL AND JOAN A. SIPPEL REVOCABLE TRUST	FEE, TLE	5.00	0.022	0.149	0.171	4.829	---	0.101	29
30	4.10 - 4.12	EDWIN G. ELA AND ROBERT P. WILLARD	FEE, TLE	29.50	0.312	1.363	1.625	28.358	---	1.030	30
31	4.11	EDWIN G. ELA AND LAURENCE A. ASPINALL AND ROBERT P. WILLARD	FEE, TLE	57.57	0.058	1.151	1.209	56.361	---	0.357	31
32	4.12	JAMES J. JACKLEY AND TERRI L. JACKLEY	TLE	1.19	0.000	0.100	0.100	1.090	---	0.061	32

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4

REVISION DATE	DATE 07/15/2013	SCALE, FEET 0 N/A	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.02	
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 84	E

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSED ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

					R/W ACRES REQUIRED						
PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	NEW	EXISTING	TOTAL	TOTAL ACRES REMAINING	P.L.E. ACRES	T.L.E. ACRES	PARCEL NUMBER
33	4.12	JEFFREY D. COBB AND CARLA R. COBB	FEE, TLE	2.00	0.159	0.256	0.415	1.585	---	0.027	33
34	---	REMOVED	---	---	---	---	---	---	---	---	34
35	4.12	RANDY K. NELSON AND LUANNE M. GILBOY	FEE, TLE	1.25	0.069	0.181	0.250	1.000	---	0.071	35
36	4.12	EDWIN G. ELA AND ROBERT P. WILLARD	TLE	54.50	0.000	0.347	0.347	54.153	---	0.158	36
37	4.12	BRIAN R. WANASEK AND DIANE M. WANASEK	FEE, TLE	16.25	0.238	0.357	0.595	15.655	---	0.121	37
38	4.12, 4.13	SHAWN L. KINSEY	FEE, TLE	2.96	0.101	0.215	0.316	2.644	---	0.068	38
39	4.12, 4.13	JOAN T. SCHRANK	FEE, TLE	1.28	0.034	0.114	0.148	1.132	---	0.049	39
40	4.13	DAVID R. MASON	TLE	0.22	---	---	---	---	---	0.009	40
41	4.13	EDWIN L. ROANHOUSE	FEE, TLE	0.39	0.023	0.000	0.023	0.367	---	0.070	41
42	---	REMOVED	---	---	---	---	---	---	---	---	42
43	---	REMOVED	---	---	---	---	---	---	---	---	43
44	4.13	DAVID R. MASON	FEE, TLE	1.43	0.074	0.143	0.217	1.213	---	0.022	44
45	4.13	SHALLIN R. SCHRAM	FEE, TLE	0.62	0.031	0.000	0.031	0.589	---	0.009	45
46	4.13	JEREMY BRAUN	FEE, TLE	0.38	0.020	0.000	0.020	0.360	---	0.006	46
47	4.13	ROBB D. CARTWRIGHT	TLE	0.30	---	---	---	---	---	0.011	47
48		REMOVED	---	---	---	---	---	---	---	---	48
49	4.13	HAZEL F. LAUGHRAN LIVING TRUST	TLE	0.29	---	---	---	---	---	0.011	49
50	4.07	ANTHONY AND VANNETTE AND ANTHONY AND KAREN AZARIAN	TLE	23.56	---	---	---	---	---	0.084	50
51	---	REMOVED	---	---	---	---	---	---	---	---	51
UTILITY NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED								UTILITY NUMBER
100	4.05 - 4.13	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	---	---	---	---	---	---	---	100
101	4.05 - 4.09	TOWN OF ROCHESTER	RELEASE OF RIGHTS	---	---	---	---	---	---	---	101
102	4.05	TDS TELECOM	RELEASE OF RIGHTS	---	---	---	---	---	---	---	102
103	4.07	WE ENERGIES - GAS	RELEASE OF RIGHTS	---	---	---	---	---	---	---	103
104	4.06, 4.07	ATC (AMERICAN TRANSMISSION COMPANY)	RELEASE OF RIGHTS	---	---	---	---	---	---	---	104
105	4.13	AT&T WISCONSIN	RELEASE OF RIGHTS	---	---	---	---	---	---	---	105

4

4

REVISION DATE

DATE 07/15/2013

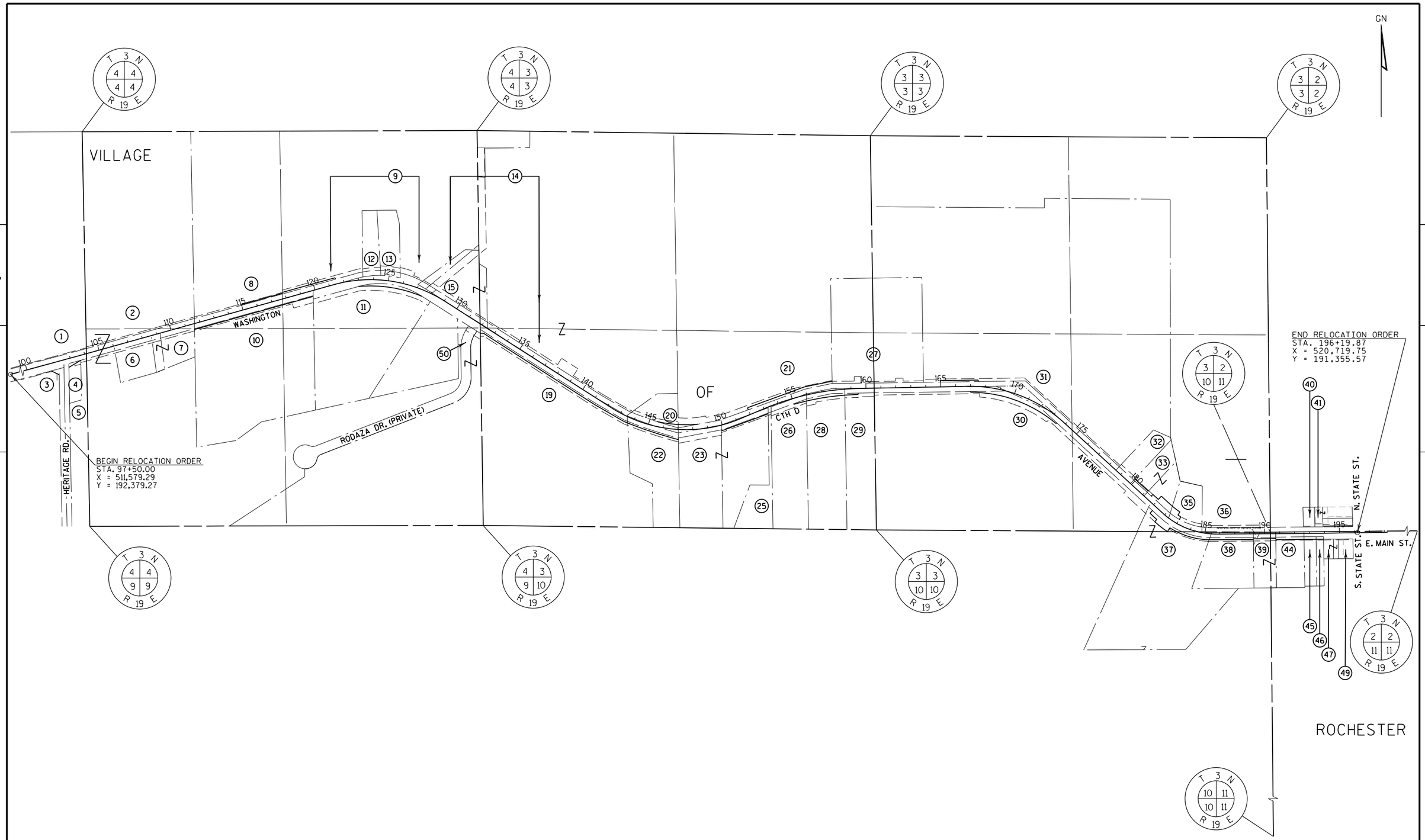
SCALE: FEET
0 N/A

HWY: CTH D
COUNTY: RACINE

STATE R/W PROJECT NUMBER 3755-02-00
CONSTRUCTION PROJECT NUMBER 3755-02-70

PLAT SHEET 4.03
PS&E SHEET 85

E



REVISION DATE	DATE 07/15/2013	0 300 600 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.04
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 86 E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040404_rl.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 600.0000 sf / in.

WISDOT/CADDS SHEET 70

UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
100	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION	365279	1
		12'	188132	1
		GENERAL DESCRIPTION	305629	2,6,7
		GENERAL DESCRIPTION	305632	3
		GENERAL DESCRIPTION	421958	3
		GENERAL DESCRIPTION	647499	3
101	TOWN OF ROCHESTER	GENERAL DESCRIPTION	802889	2,5,6,7
102	TDS TELECOM	GENERAL DESCRIPTION	1744465	3
		GENERAL DESCRIPTION	2082240	3

COURSE TABLE			
FROM	TO	BEARING	DISTANCE
1	2	N.01°05'49"W.	5.15'
2	3	N.01°05'49"W.	34.02'
3	4	N.01°05'49"W.	34.02'
4	5	N.01°05'49"W.	15.46'
5	6	N.01°05'49"W.	15.49'
6	3	N.01°05'49"W.	34.08'
3	7	N.01°05'49"W.	34.08'
7	8	N.01°05'49"W.	10.33'

DETAIL A
N.T.S.

DETAIL B
N.T.S.

CONCRETE MONUMENT WITH BRASS CAP
X = 512,189.60
Y = 194,038.85

DIMENSION FROM REFERENCE LINE R/L TO PROPERTY LINE P/L
N.T.S.

VILLAGE OF ROCHESTER

NW-SE

SE-SW

SW-SE

OAKS & JUNG, L.L.C. (1) (100)

GARY W. SCHRADER AND DEAN A. SCHRADER (2) (100) (101)

POINTE WEST, LLP, A LIMITED PARTNERSHIP (3) (100) (102)

WILLIAM A. BRAUSCH AND PATRICIA B. BRAUSCH (4)

LAUREL SCHRADER, GARY W. SCHRADER AND DEAN A. SCHRADER, AND LIFE ESTATE OF WAYNE M. SCHRADER AND JOYCE R. SCHRADER (5) (101)

LAUREL SCHRADER (6) (100) (101)

GARY M. SCHRADER AND JOYCE R. SCHRADER, GARY W. SCHRADER AND DEAN A. SCHRADER (7) (100) (101)

SIXTEENTH LINE
APPROXIMATE (FOR REFERENCE ONLY)

WASHINGTON AVENUE

CTH D

HERITAGE ROAD

BEGIN RELOCATION ORDER
STA. 97+50.00
X = 511,578.27
Y = 192,378.89

STA. 104+13.18 R/L-ORT/L

STA. 110+32.65 R/L-SIXTH/L

CONCRETE MONUMENT WITH BRASS CAP
X = 512,240.17
Y = 191,398.23

MATCH LINE - SEE SHEET 4.06

REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.05
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 87 E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040405_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0002 ' / in.

WISDOT/CADDS SHEET 70

CURVE DATA TABLE

CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C1	632.99'	05°28'26"RT	60.47'	N.77°10'49"E.	60.45'
C2	607.99'	05°05'20"RT	54.00'	N.76°59'16"E.	53.98'
C3	574.99'	04°31'44"LT	45.45'	S.76°42'28"W.	45.44'
C16	519.99'	47°56'02"RT	435.03'	S.81°35'23"E.	422.45'
C17	884.00'	28°10'21"RT	434.67'	S.81°11'05"E.	430.30'
C18	854.00'	27°49'40"LT	414.77'	N.81°10'39"W.	410.71'
R/L-1	926.00'	48°14'24"RT	779.64'	S.81°29'51"E.	756.82'

DELTA DIRECTIONS CAN BE USED AS EITHER LT OR RT
DEPENDING ON WHICH COURSE IT REFERS TO

COURSE TABLE			
FROM	TO	BEARING	DISTANCE
9	10	S.00°59'38"E.	15.50'
10	11	S.00°59'38"E.	5.166'
11	12	S.00°59'38"E.	5.166'
12	13	S.00°59'38"E.	34.10'

UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
100	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION	305628	8,9
		GENERAL DESCRIPTION	346211	8,11
		GENERAL DESCRIPTION	465057	8,9
		GENERAL DESCRIPTION	465058	8,9
101	TOWN OF ROCHESTER	GENERAL DESCRIPTION	346211	10
		GENERAL DESCRIPTION	802889	8,10,11

GN

VILLAGE

NW-SE

HORIZON FARM, LLC
8
100
101

NE-SE

JERRY K. MEHLHAFF AND
CHARLENE A. MEHLHAFF
9 (CONTINUES ON SHEET 4.07)
100

INGRESS/EGRESS EASEMENT
GENERAL DESCRIPTION
DOC. 1341609

N.01°05'49"W.
P/L
LINE OF
N.00°48'32"W.
P/L
MATCH LINE - SEE SHEET 4.07

111+74.17 42.81
TLE SLOPES (TYP.)
10.33'
111+71.58 32.81
34.08'
111+63.03 0.18
111+54.49 33.17
5.16'
10.33'
111+50.61 48.17
MATCH LINE - SEE SHEET 4.05
P/L
10'
612.07'
328.35'
N.15°33'24"W. 5.00'
114+99.94 37.46
114+99.93 32.46
285.00'
5'
33'
283.70'
5'
33'
115+00
N.74°22'56"E. 1679.59' R/L
N.74°26'36"E. 611.99' P/L
WASHINGTON AVENUE
824.52'
679.51'
824.51'
10'
STA. 117+75.24
R/L-SIXTH/L
EASEMENT FOR HIGHWAY PURPOSES
DOC. 752606
SIXTEENTH S.89°51'07"E.
10 117+86.24 42.16
11 117+84.94 37.16
12 117+83.63 32.16
SLOPE INTERCEPT (TYP.)
117+90.15 57.15
9
15'
496.79'
365.00'
367.60'
10
120+00
212.55'
117+75.02 0.83
13
5'
118+30.11 48.89
N.15°33'24"W. 30.00'
118+30.08 78.89
137.24'
40'
SEE DETAIL A
312.98'
318.01'
30'
PC 121+27.50
CTH D
299.30'
55'
121+50.21 42.06
121+50.44 32.06
N.15°33'24"W. 10.00'
25'
122+76.45 69.48
123+31.89 78.03
C1
135.68'
122+80.25 44.80
C2
P/L
C3
122+95.29 41.90
R/L-1
0.55'
122+94.72 42.00
P/C C16
C17
C18
CLEAR-VIEW SITE EASEMENT
DOC. 1073857
122+97.62 72.00
25.35'
123+30.98 52.71
33.50'
123+29.71 19.23
P/L
N.00°48'32"W.
MATCH LINE - SEE SHEET 4.07

ROCHESTER

C.S.M. 2586
LOT 1

PAULA K. HEYER
11
100
101
104

JOHN M. HENRICHS AND
THERESA M. HENRICHS
10
100
101

SW-SE

SE-SE

SIXTEENTH S.00°59'38"E.
LINE
S.01°03'34"E.
P/L

119+87.57 1.06
P/L
119+79.01 34.05
34.09'
5.16'
119+77.71 39.05
17.56'
119+73.29 56.04
P/L
23.76'
119+67.32 79.04
7.23
119+65.50 86.03
S.01°03'34"E.
P/L

DETAIL A
N.T.S.

REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.06
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 88 E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040406_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 70

4

DELTA DIRECTIONS CAN BE USED AS EITHER LT OR RT
DEPENDING WHICH COURSE IT REFERS TO

CURVE DATA TABLE

CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C4	627.99'	10°47'43"RT	118.32'	N.85°14'25"E.	118.15'
C5	607.99'	11°14'30"LT	119.29'	S.85°09'11"W.	119.10'
C6	574.99'	12°02'48"LT	120.89'	S.84°59'44"W.	120.67'
C7	637.99'	12°01'18"RT	133.86'	S.83°24'57"E.	133.62'
C8	607.99'	12°29'45"LT	132.60'	N.82°58'41"W.	132.34'
C9	574.99'	13°04'38"LT	131.24'	N.82°26'33"W.	130.95'
C10	642.99'	9°22'50"RT	105.27'	S.72°49'15"E.	105.16'
C11	607.99'	14°54'47"LT	158.25'	N.69°16'25"W.	157.80'
C12	617.99'	6°45'23"RT	72.87'	S.64°45'08"E.	72.83'
C13	617.99'	3°44'02"RT	40.27'	S.59°30'26"E.	40.27'
C14	607.99'	4°11'40"LT	44.51'	N.59°43'12"W.	44.50'
C15	574.99'	5°46'47"LT	58.00'	N.60°30'46"W.	57.98'
C16	519.99'	47°56'02"RT	435.03'	S.81°35'23"E.	422.45'
C17	884.00'	28°10'21"LT	434.67'	N.81°11'05"W.	430.30'
C18	854.00'	27°49'40"LT	414.77'	N.81°10'39"W.	410.71'
C63	233.00'	01°99'14"RT	6.05'	N.31°41'38"E.	6.05'
R/L-1	926.00'	48°14'24"RT	779.64'	S.81°29'51"E.	756.82'

UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION	346211	11
		GENERAL DESCRIPTION	305628	12,13
		GENERAL DESCRIPTION	465057	14,15
		GENERAL DESCRIPTION	465058	12,13
		GENERAL DESCRIPTION	565412	12,13
		GENERAL DESCRIPTION	346211	50
(101)	TOWN OF ROCHESTER	GENERAL DESCRIPTION	802889	11,50
(103)	WE ENERGIES - GAS	10'	1329959	9
(104)	ATC (AMERICAN TRANSMISSION COMPANY)	GENERAL DESCRIPTION	1763585	11
		GENERAL DESCRIPTION	1763586	11
		GENERAL DESCRIPTION	1763587	11
		GENERAL DESCRIPTION	1763588	11
		GENERAL DESCRIPTION	1763589	11

DETAIL A
N.T.S.

DETAIL B
N.T.S.

DETAIL C
N.T.S.

DETAIL D
N.T.S.

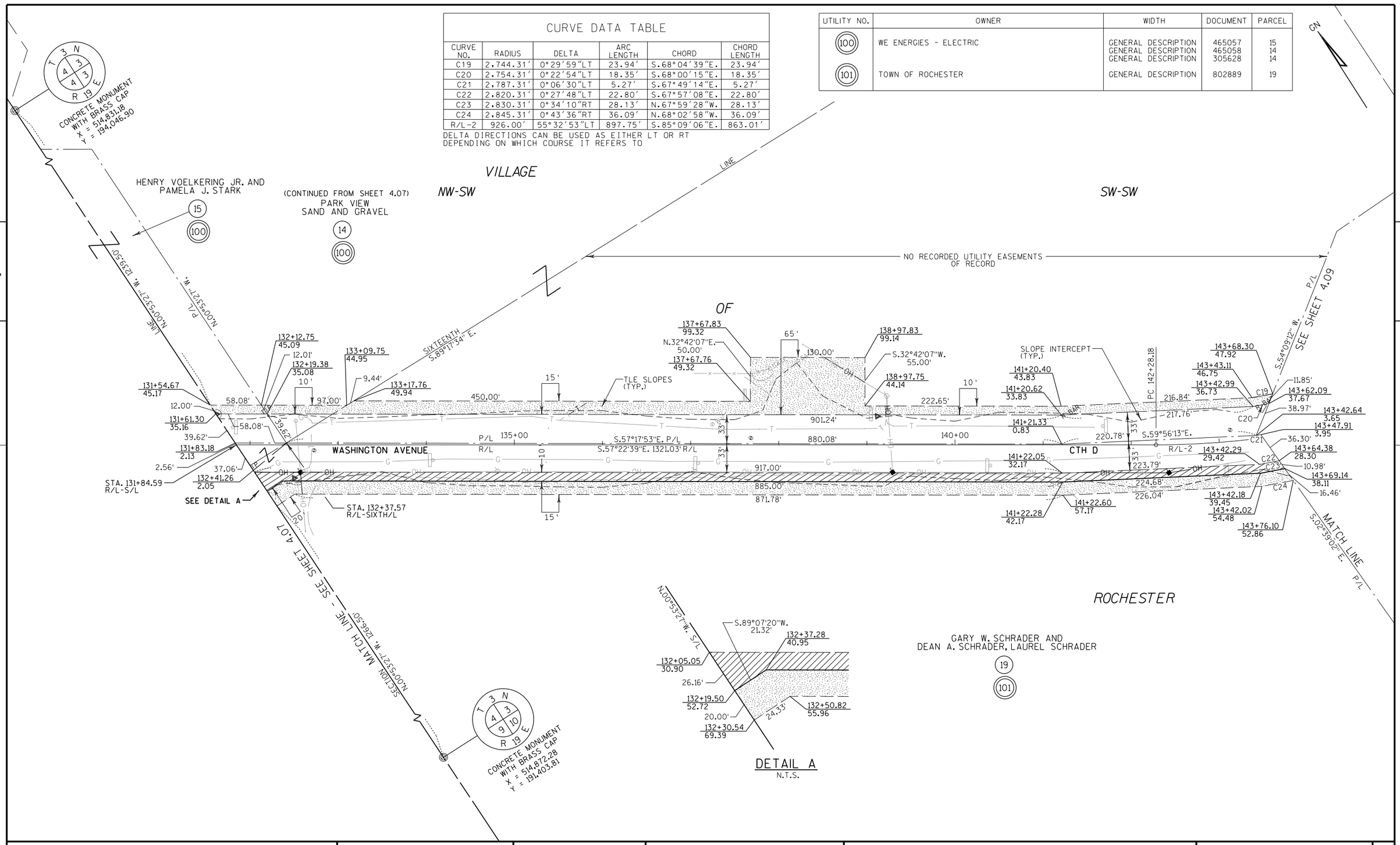
REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.07	
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 89	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040407_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0000 sf / in.

CURVE DATA TABLE					
CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C19	2,744.31'	0°29'59"LT	23.94'	S.68°04'39"E.	23.94'
C20	2,754.31'	0°22'54"LT	18.35'	S.68°00'15"E.	18.35'
C21	2,787.31'	0°06'30"LT	5.27'	S.67°49'14"E.	5.27'
C22	2,820.31'	0°27'48"LT	22.80'	S.67°57'08"E.	22.80'
C23	2,830.31'	0°34'10"RT	28.13'	N.67°59'28"W.	28.13'
C24	2,845.31'	0°43'36"RT	36.09'	N.68°02'58"W.	36.09'
R/L-2	926.00'	55°32'53"LT	897.75'	S.85°09'06"E.	863.01'

DELTA DIRECTIONS CAN BE USED AS EITHER LT OR RT
DEPENDING ON WHICH COURSE IT REFERS TO

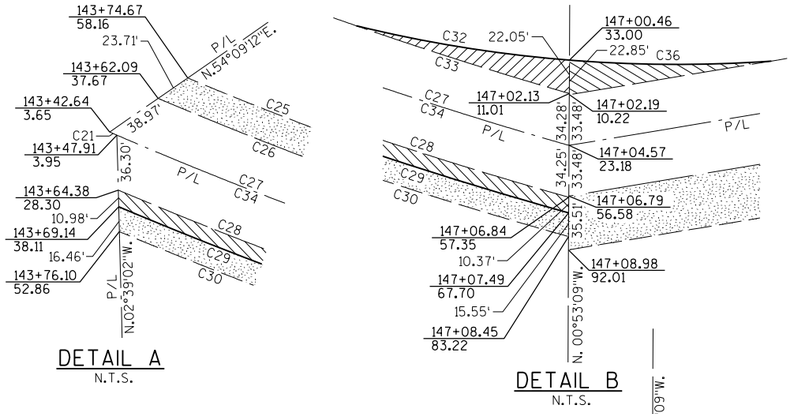
UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION GENERAL DESCRIPTION GENERAL DESCRIPTION	465057 465058 305628	15 14 14
(101)	TOWN OF ROCHESTER	GENERAL DESCRIPTION	802889	19



REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.08
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 90 E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040408_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 70



DETAIL A
N.T.S.

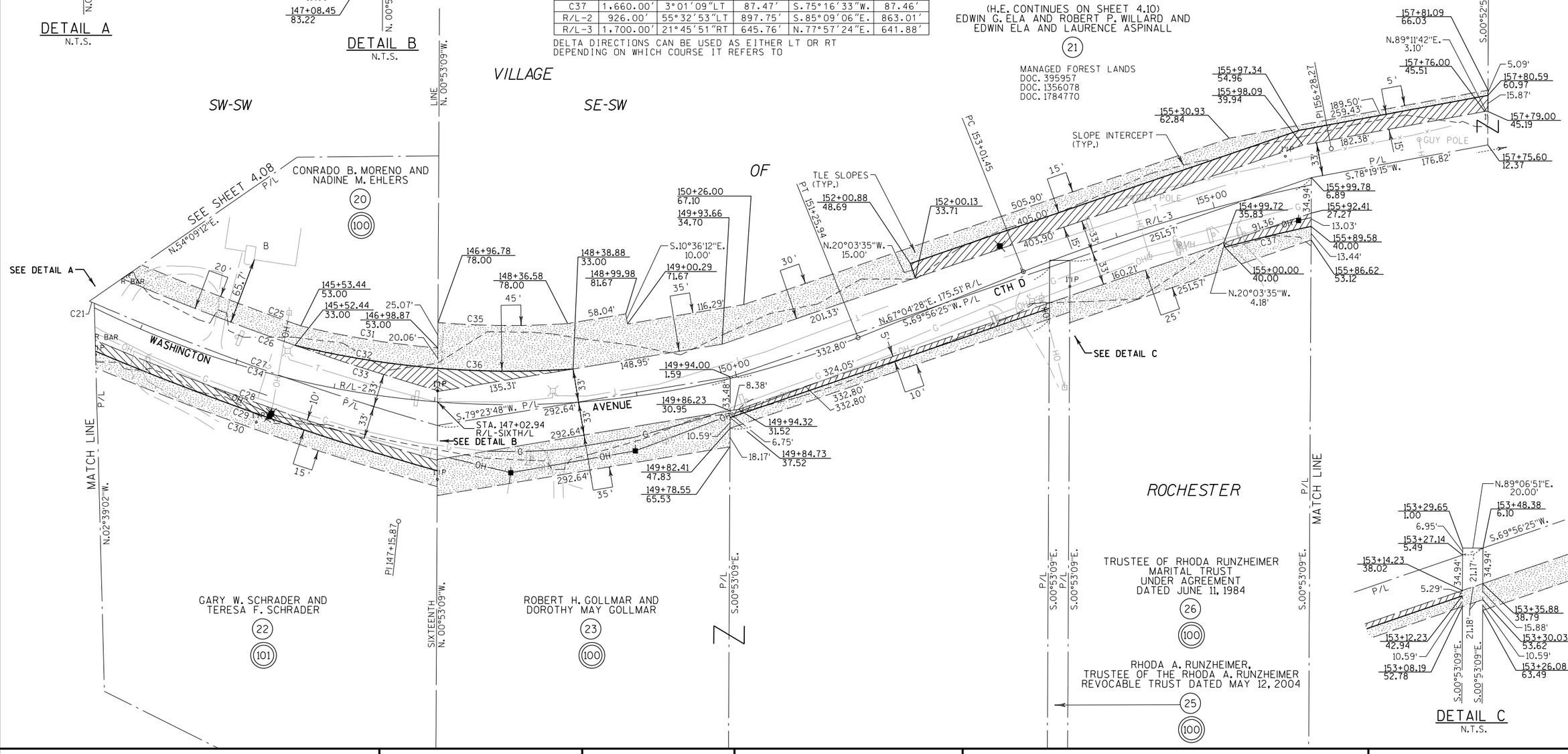
DETAIL B
N.T.S.

CURVE DATA TABLE

CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C21	2,787.31'	0°06'30"LT	5.27'	S.67°49'14"E.	5.27'
C25	2,734.31'	3°31'05"LT	167.89'	S.70°13'12"E.	167.86'
C26	2,754.31'	3°48'14"RT	182.86'	N.70°05'49"W.	182.82'
C27	2,787.31'	7°29'44"RT	364.64'	N.71°30'51"W.	364.38'
C28	2,820.31'	7°15'56"RT	357.64'	N.71°49'00"W.	357.40'
C29	2,830.31'	7°13'46"RT	357.12'	N.71°53'26"W.	356.88'
C30	2,845.31'	7°10'33"RT	356.35'	N.72°00'02"W.	356.11'
C31	873.00'	8°59'54"LT	137.11'	S.82°00'08"E.	136.96'
C32	893.00'	9°09'32"RT	142.75'	N.82°01'13"W.	142.60'
C33	2,754.31'	3°04'16"RT	147.63'	N.73°32'04"W.	147.61'
C34	2,787.31'	7°23'14"LT	359.37'	S.71°34'06"E.	359.12'
C35	848.00'	8°39'00"LT	128.02'	N.89°18'11"E.	127.90'
C36	893.00'	8°33'53"LT	133.49'	N.89°07'05"E.	133.36'
C37	1,660.00'	3°01'09"LT	87.47'	S.75°16'33"W.	87.46'
R/L-2	926.00'	55°32'53"LT	897.75'	S.85°09'06"E.	863.01'
R/L-3	1,700.00'	21°45'51"RT	645.76'	N.77°57'24"E.	641.88'

DELTA DIRECTIONS CAN BE USED AS EITHER LT OR RT
DEPENDING ON WHICH COURSE IT REFERS TO

UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION GENERAL DESCRIPTION GENERAL DESCRIPTION GENERAL DESCRIPTION GENERAL DESCRIPTION	567399 453505 553391 305625 553396	20 23 23,25 26 26
(101)	TOWN OF ROCHESTER	GENERAL DESCRIPTION	802889	22

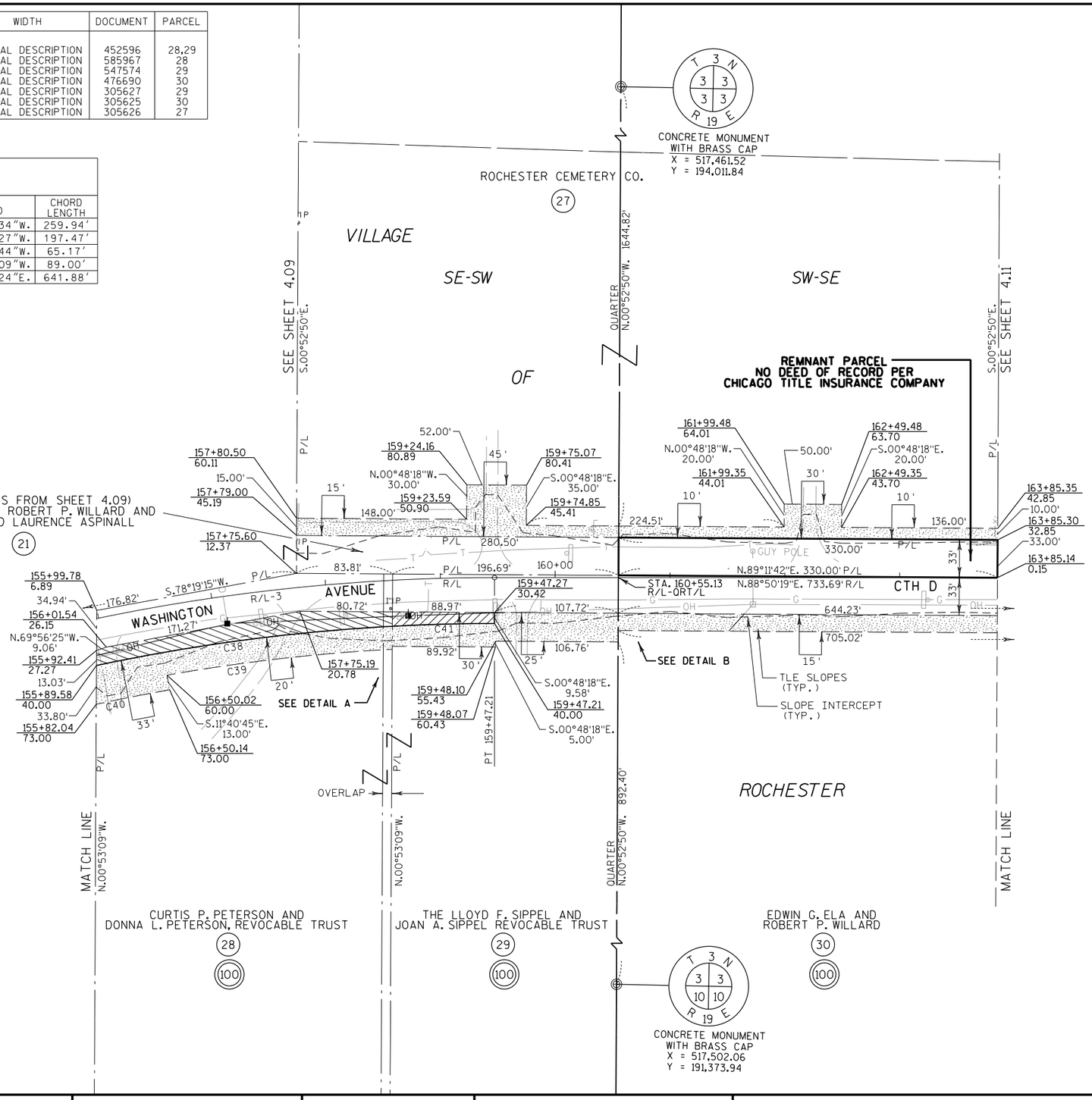


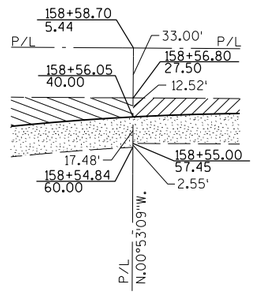
UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION	452596	28,29
		GENERAL DESCRIPTION	585967	28
		GENERAL DESCRIPTION	547574	29
		GENERAL DESCRIPTION	476690	30
		GENERAL DESCRIPTION	305627	29
		GENERAL DESCRIPTION	305625	30
		GENERAL DESCRIPTION	305626	27

CURVE DATA TABLE

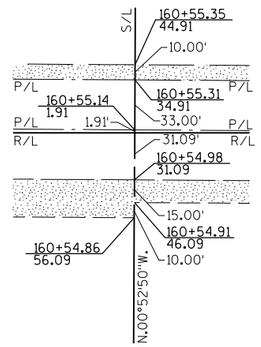
CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C38	1,660.00'	8°58'52"LT	260.20'	S.81°16'34"W.	259.94'
C39	1,640.00'	6°54'12"LT	197.59'	S.82°16'27"W.	197.47'
C40	1,627.00'	2°17'42"LT	65.17'	S.77°40'44"W.	65.17'
C41	1,660.00'	3°04'20"LT	89.01'	S.87°18'09"W.	89.00'
R/L-3	1,700.00'	21°45'51"RT	645.76'	N.77°57'24"E.	641.88'

DELTA DIRECTIONS CAN BE USED AS LT OR RT
DEPENDING ON WHICH COURSE IT REFERS TO





DETAIL A
N.T.S.



DETAIL B
N.T.S.

REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.10	
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 92	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040410_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 70

UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION GENERAL DESCRIPTION	476690 305625	30,31 31

GN

CURVE DATA TABLE

CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C42	886.00'	40°13'06"LT	621.92'	N.69°52'12"W.	609.23'
C43	861.00'	32°29'06"LT	488.16'	N.69°39'39"W.	481.65'
R/L-4	926.00'	43°41'38"RT	706.17'	S.69°18'52"E.	689.18'

DELTA DIRECTIONS CAN BE USED AS EITHER LT OR RT DEPENDING ON WHICH COURSE IT REFERS TO

VILLAGE

OF

SW-SE

SE-SE

ROCHESTER

EDWIN G. ELA AND LAURENCE A. ASPINALL AND ROBERT P. WILLARD

31

100

EDWIN G. ELA AND ROBERT P. WILLARD

30

100

MANAGED FOREST LANDS
DOC. 1356078

RACINE COUNTY
DOC. 348786

WASHINGTON

AVENUE

CTH D

SIXTEENTH
N.00°43'35" W.

LINE
N.00°43'35" W.

S.00°52'50"E. P/L

MATCH LINE - SEE SHEET 4.10

MATCH LINE - SEE SHEET 4.12

163+85.40
52.85

163+85.30
32.85

165+00.36
42.14

165+00.30
32.14

420.00'

252.00'

167+49.23
43.21

N.00°48'18"W.
10.00'

167+98.35
58.15

N.00°48'18"W.
10.00'

S.00°48'18"E.
20.00'

168+00.66
38.30

52.97'

263.26'

PI 170+52.15

185.37'

169+42.50
0.12

76.87'

204.56'

259.28'

172+20.13
47.92

N.42°29'30"E.
15.00'

172+22.64
62.68

171+73.89
9.72

229.80'

107.52'

PT 173+87.06

173.62'

172+90.89
65.00

S.42°29'30"W.
15.84'

172+92.61
49.25

173+50.00
40.00

S.42°29'30"W.
6.95'

173+50.28
33.06

STA. 174+59.67
R/L-SIXTH/L

645.00'

644.86'

S.41°28'03"E.
S.41°30'30"E.

833.55'

702.00'

895.14' R/L
516.72' P/L

S.43°02'30"W.

178+57.44
47.60

178+57.30
32.60

178+57.01
0.40

15.00'

33.00'

20.00'

33.00'

115.00'

252.00'

52.97'

644.23'

239.87'

705.02'

166+99.92
34.91

N.00°48'18"W.
5.09'

167+00.00
40.00

167+64.24
46.92

N.00°48'18"W.
18.15'

167+65.87
65.00

163+85.14
0.15

165+00

N.88°50'19"E. 733.69' R/L
N.89°11'42"E. 484.72' P/L

167+49.88
33.23

170+00

S.65°22'57"E.

SLOPE INTERCEPT
(TYP.)

TLE SLOPES
(TYP.)

C42

C43

R/L-4

P/L

GUY POLE

OH

G

T

33'

10'

20'

15'

25'

REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.11	
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 93	E

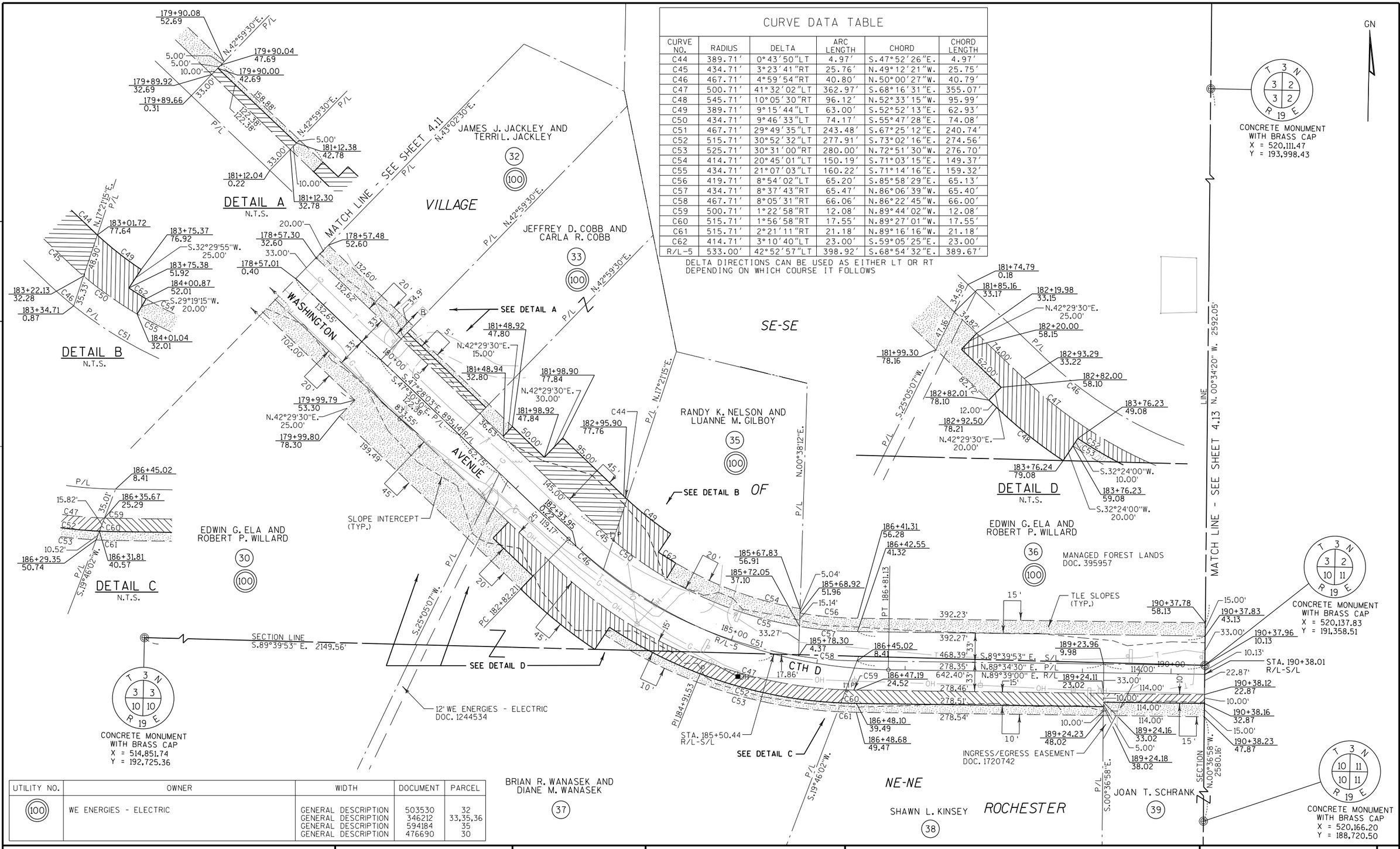
FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040411_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDS SHEET 70

CURVE DATA TABLE

CURVE NO.	RADIUS	DELTA	ARC LENGTH	CHORD	CHORD LENGTH
C44	389.71'	0°43'50"LT	4.97'	S.47°52'26"E.	4.97'
C45	434.71'	3°23'41"RT	25.76'	N.49°12'21"W.	25.75'
C46	467.71'	4°59'54"RT	40.80'	N.50°00'27"W.	40.79'
C47	500.71'	41°32'02"LT	362.97'	S.68°16'31"E.	355.07'
C48	545.71'	10°05'30"RT	96.12'	N.52°33'15"W.	95.99'
C49	389.71'	9°15'44"LT	63.00'	S.52°52'13"E.	62.93'
C50	434.71'	9°46'33"LT	74.17'	S.55°47'28"E.	74.08'
C51	467.71'	29°49'35"LT	243.48'	S.67°25'12"E.	240.74'
C52	515.71'	30°52'32"LT	277.91'	S.73°02'16"E.	274.56'
C53	525.71'	30°31'00"RT	280.00'	N.72°51'30"W.	276.70'
C54	414.71'	20°45'01"LT	150.19'	S.71°03'15"E.	149.37'
C55	434.71'	21°07'03"LT	160.22'	S.71°14'16"E.	159.32'
C56	419.71'	8°54'02"LT	65.20'	S.85°58'29"E.	65.13'
C57	434.71'	8°37'43"RT	65.47'	N.86°06'39"W.	65.40'
C58	467.71'	8°05'31"RT	66.06'	N.86°22'45"W.	66.00'
C59	500.71'	1°22'58"RT	12.08'	N.89°44'02"W.	12.08'
C60	515.71'	1°56'58"RT	17.55'	N.89°27'01"W.	17.55'
C61	515.71'	2°21'11"RT	21.18'	N.89°16'16"W.	21.18'
C62	414.71'	3°10'40"LT	23.00'	S.59°05'25"E.	23.00'
R/L-5	533.00'	42°52'57"LT	398.92'	S.68°54'32"E.	389.67'

DELTA DIRECTIONS CAN BE USED AS EITHER LT OR RT DEPENDING ON WHICH COURSE IT FOLLOWS



UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION	503530	32
		GENERAL DESCRIPTION	346212	33,35,36
		GENERAL DESCRIPTION	594184	35
		GENERAL DESCRIPTION	476690	30

REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.12
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 94 E

UTILITY NO.	OWNER	WIDTH	DOCUMENT	PARCEL
(100)	WE ENERGIES - ELECTRIC	GENERAL DESCRIPTION	741313	41
(105)	AT&T WISCONSIN	GENERAL DESCRIPTION	741313	41

GN

CONCRETE MONUMENT
WITH BRASS CAP
X = 520,111.47
Y = 193,998.43

VILLAGE

SW-SW

1"IP

BLOCK 13
ORIGINAL PLAT OF ROCHESTER

EDWIN L. ROANHOUSE 41 (100) (105)

OF

10' INGRESS/EGRESS EASEMENT
DOC. 1066966

N.01°59'27"W.

DAVID R. MASON 40

SEE DETAIL A

N. STATE STREET

SEE SHEET 4.12

LINE
N. 00°34'20" W. 2607.05

192+60.08
48.95
192+60.22
43.95
190+37.83
43.13
192+62.56
10.96
192+62.90
22.04
192+63.08
39.04
192+63.13
44.04
193+23.52
52.5'
193+36.82
64.07
193+37.07
49.07
193+37.15
44.07
193+90.38
63.61
193+90.46
58.61
193+90.62
48.61
193+90.71
43.61
195+90.42
56.91
195+90.58
46.91
195+90.66
41.90
195+89.51
41.09
195+89.50
46.09

N.89°26'16"E. 2436.86'S/L

N.89°39'00"E. 642.40'R/L

N.88°56'56"E. 298.66'R/L

E. MAIN ST. CTH D

SECTION LINE

END RELOCATION ORDER
STA. 196+19.87
X = 520,719.75
Y = 191,355.57

CONCRETE MONUMENT
WITH BRASS CAP
X = 522,799.17
Y = 191,384.63

STA. 190+38.01
R/L-S/L

MATCH LINE

SEE DETAIL B

SEE DETAIL C

TLE SLOPES (TYP.)

SLOPE INTERCEPT (TYP.)

DAVID R. MASON 44

JOAN T. SCHRANK 39

SHALLIN R. SCHRAM 45

JEREMY BRAUN 46

ROBB D. CARTWRIGHT 47

HAZEL F. LAUGHRAN LIVING TRUST 49

SECTION
N.00°36'58" W. 2583.16'

S.00°56'46"E.

S.00°36'58"E.

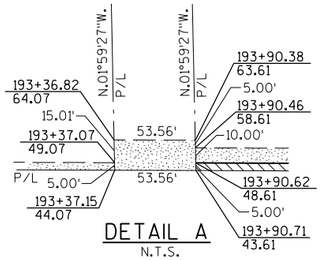
BLOCK 3
GODFREY'S ADDITION

ROCHESTER

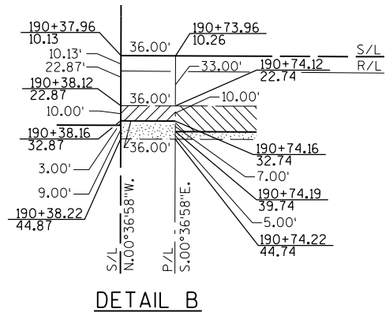
CONCRETE MONUMENT
WITH BRASS CAP
X = 520,137.83
Y = 191,358.51

CONCRETE MONUMENT
WITH BRASS CAP
X = 520,166.20
Y = 188,720.50

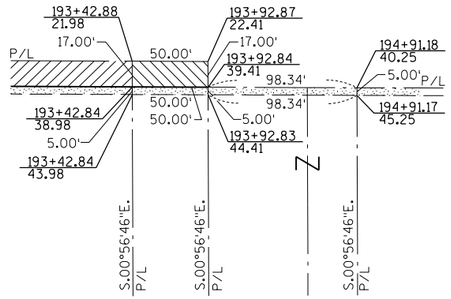
NW-NW



DETAIL A
N.T.S.



DETAIL B
N.T.S.

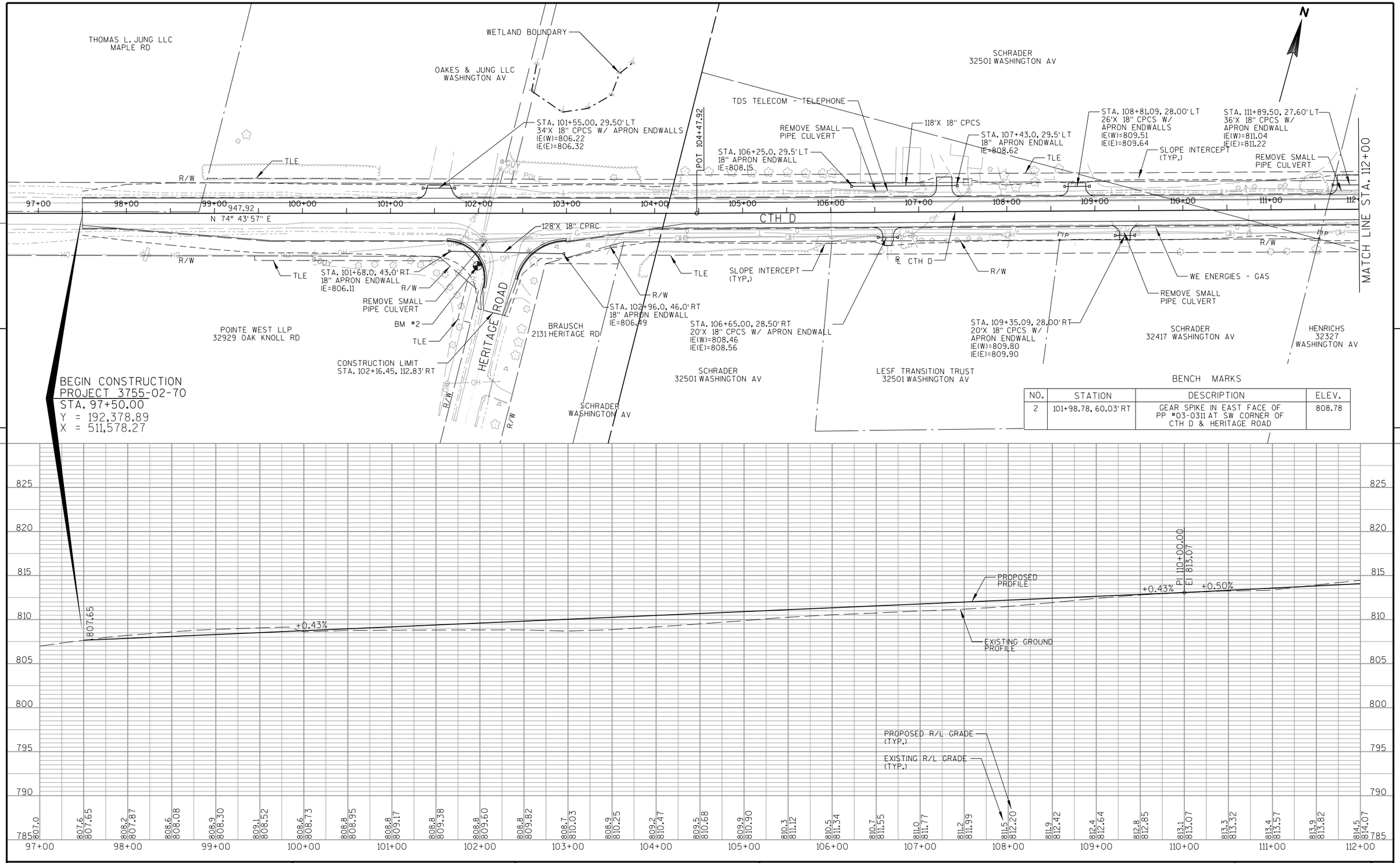


DETAIL C
N.T.S.

REVISION DATE	DATE 07/15/2013	0 50 100 SCALE, FEET	HWY: CTH D	STATE R/W PROJECT NUMBER 3755-02-00	PLAT SHEET 4.13	
			COUNTY: RACINE	CONSTRUCTION PROJECT NUMBER 3755-02-70	PS&E SHEET 95	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\040413_rp.dgn PLOT DATE : 7/12/2013 PLOT BY : GRAEF PLOT NAME : PLOT SCALE : 100.0000 sf / in.

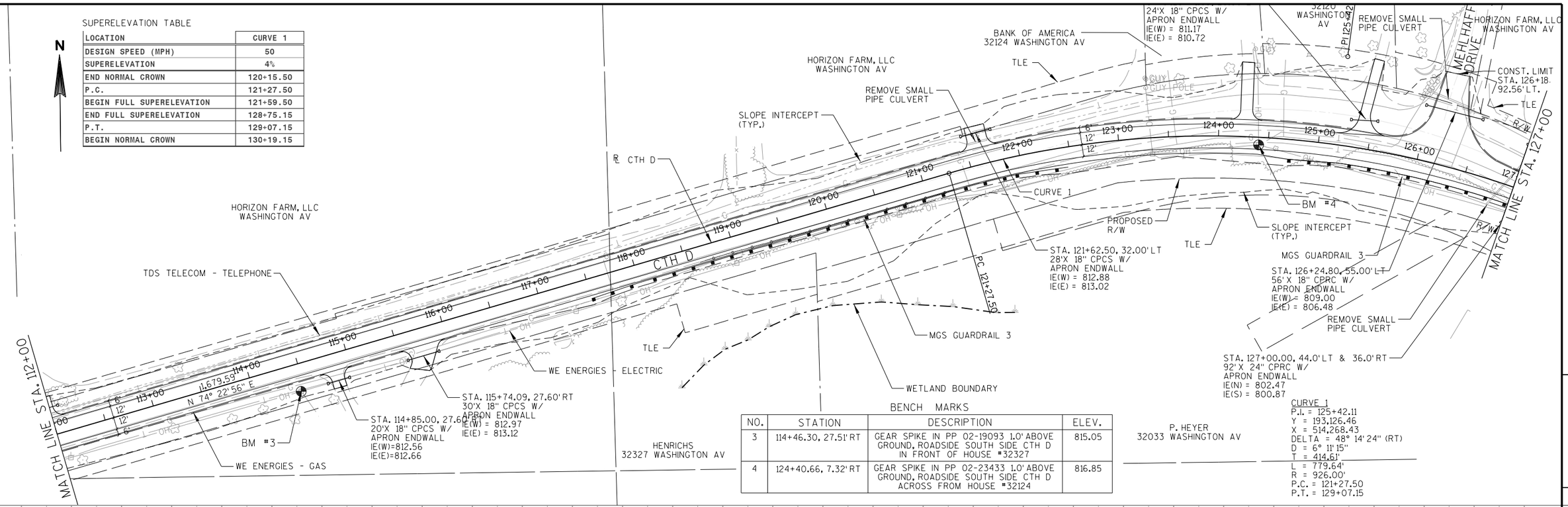
WISDOT/CADDS SHEET 70



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN AND PROFILE	SHEET 96	E

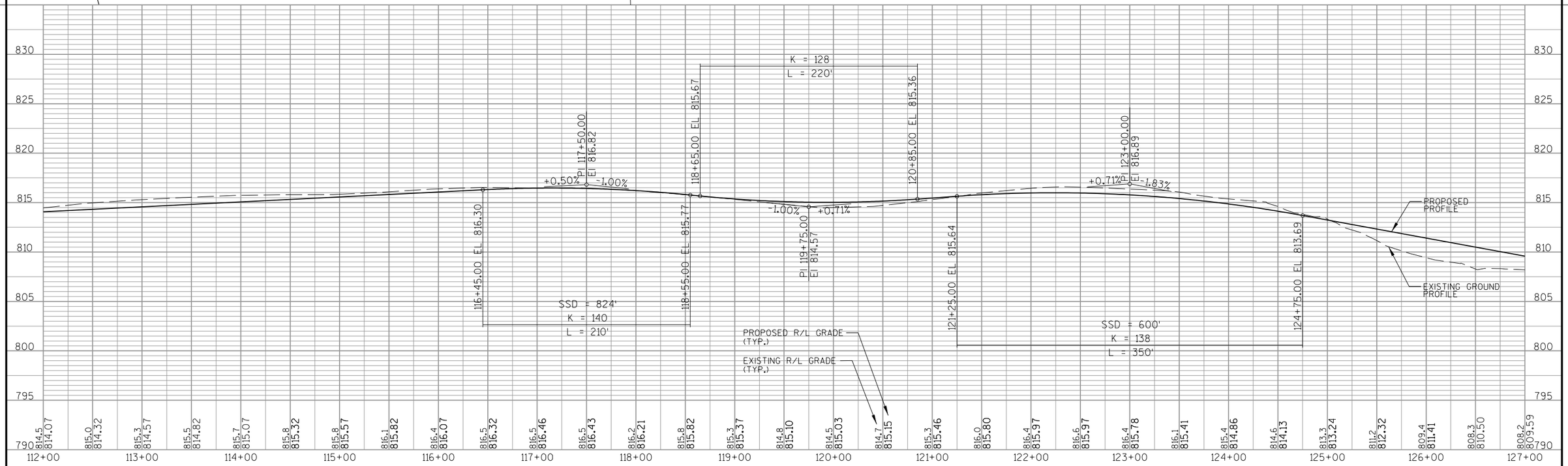
SUPERELEVATION TABLE

LOCATION	CURVE 1
DESIGN SPEED (MPH)	50
SUPERELEVATION	4%
END NORMAL CROWN	120+15.50
P.C.	121+27.50
BEGIN FULL SUPERELEVATION	121+59.50
END FULL SUPERELEVATION	128+75.15
P.T.	129+07.15
BEGIN NORMAL CROWN	130+19.15



BENCH MARKS

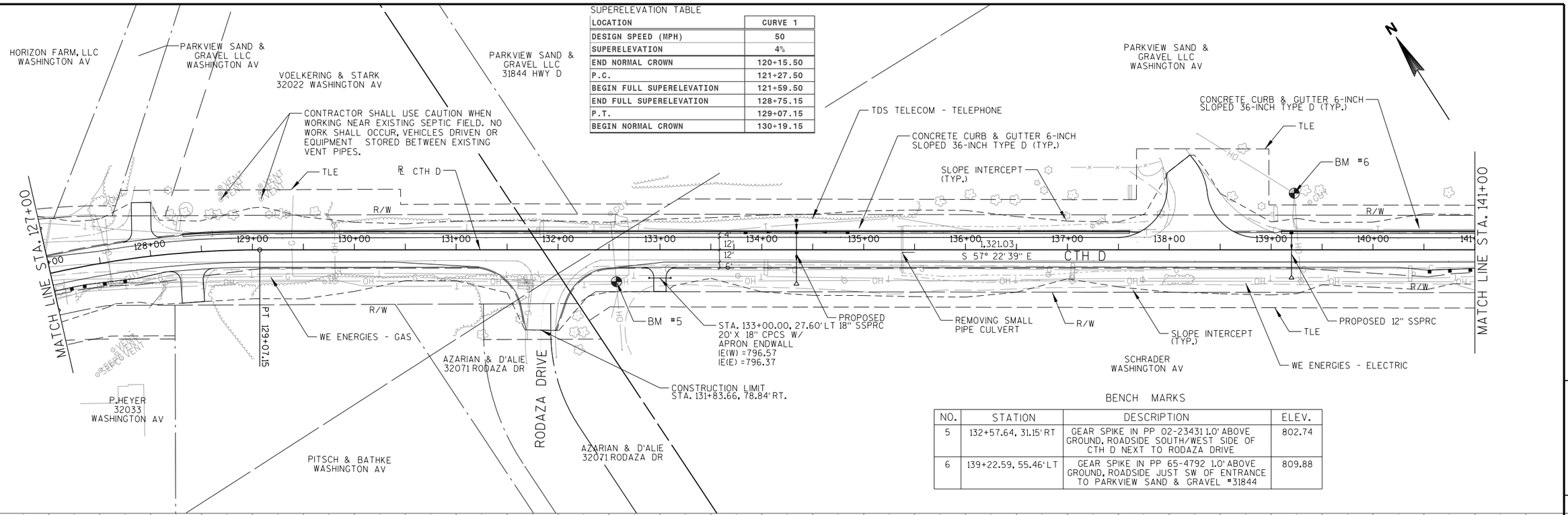
NO.	STATION	DESCRIPTION	ELEV.
3	114+46.30, 27.51' RT	GEAR SPIKE IN PP 02-19093 1.0' ABOVE GROUND, ROADSIDE SOUTH SIDE CTH D IN FRONT OF HOUSE #32327	815.05
4	124+40.66, 7.32' RT	GEAR SPIKE IN PP 02-23433 1.0' ABOVE GROUND, ROADSIDE SOUTH SIDE CTH D ACROSS FROM HOUSE #32124	816.85



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN AND PROFILE	SHEET 97	E

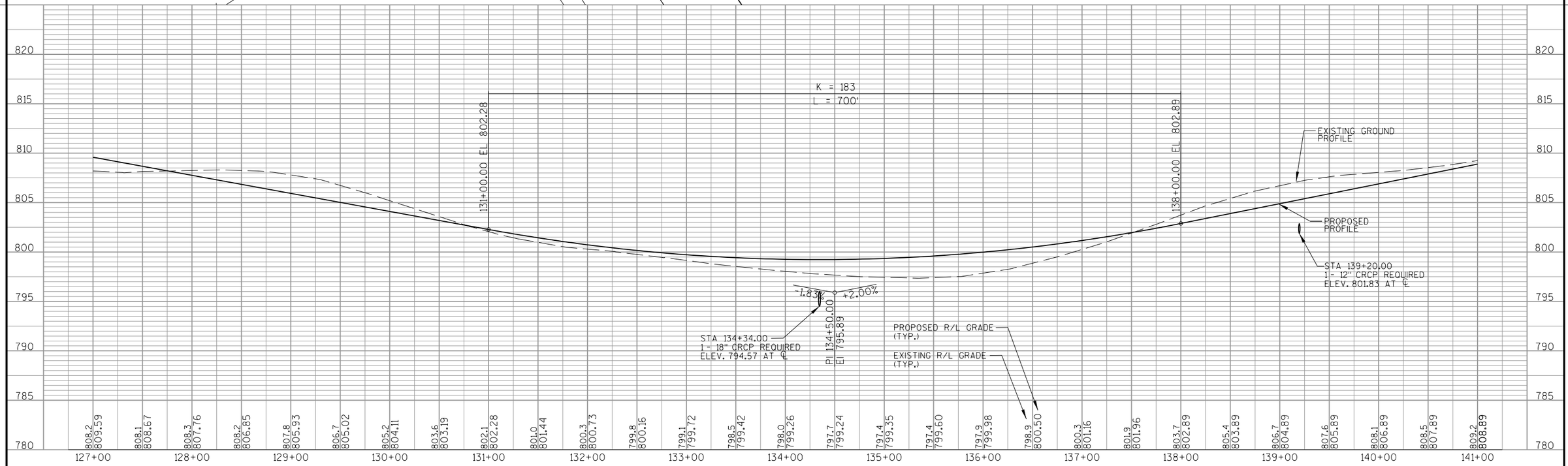
SUPERELEVATION TABLE

LOCATION	CURVE 1
DESIGN SPEED (MPH)	50
SUPERELEVATION	4%
END NORMAL CROWN	120+15.50
P.C.	121+27.50
BEGIN FULL SUPERELEVATION	121+59.50
END FULL SUPERELEVATION	128+75.15
P.T.	129+07.15
BEGIN NORMAL CROWN	130+19.15

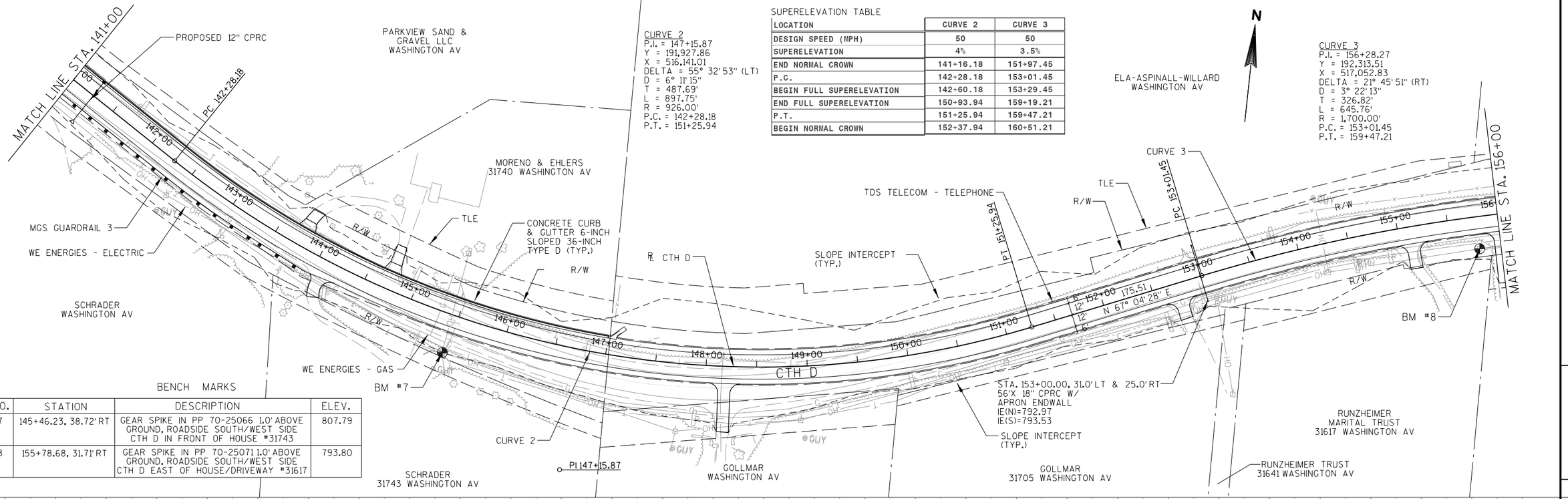


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	132+57.64, 31.15' RT	GEAR SPIKE IN PP 02-23431 1.0' ABOVE GROUND, ROADSIDE SOUTH/WEST SIDE OF CTH D NEXT TO RODAZA DRIVE	802.74
6	139+22.59, 55.46' LT	GEAR SPIKE IN PP 65-4792 1.0' ABOVE GROUND, ROADSIDE JUST SW OF ENTRANCE TO PARKVIEW SAND & GRAVEL #31844	809.88



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN AND PROFILE	SHEET 98	E



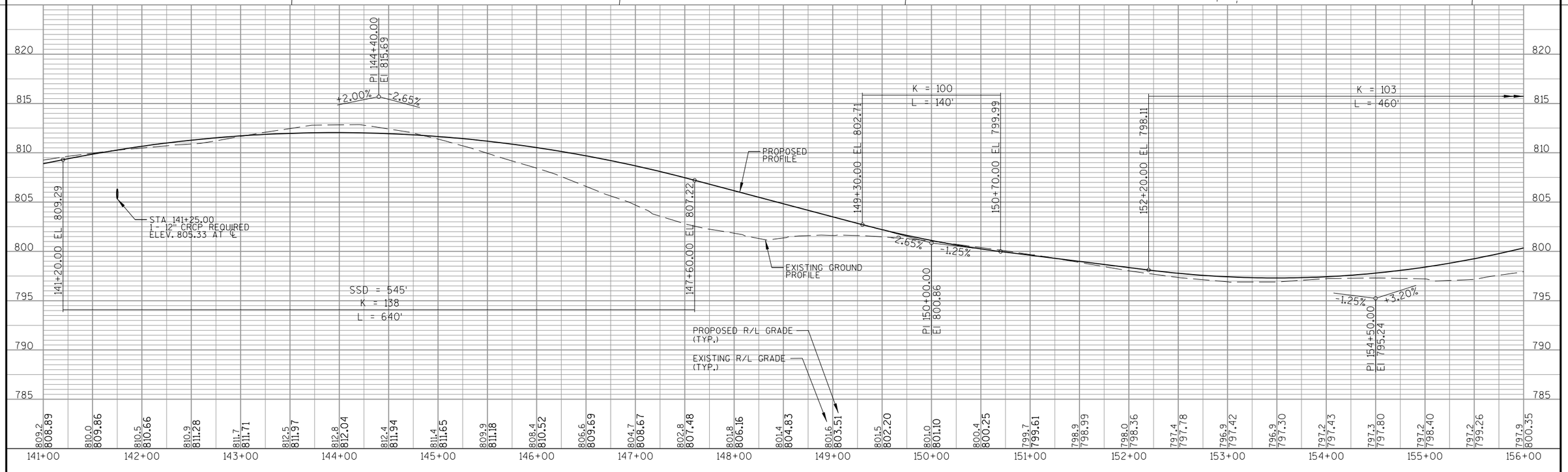
CURVE 2
P.I. = 147+15.87
Y = 191,927.86
X = 516,141.01
DELTA = 55° 32' 53" (LT)
D = 6° 11' 15"
T = 487.69'
L = 897.75'
R = 926.00'
P.C. = 142+28.18
P.T. = 151+25.94

SUPERELEVATION TABLE

LOCATION	CURVE 2	CURVE 3
DESIGN SPEED (MPH)	50	50
SUPERELEVATION	4%	3.5%
END NORMAL CROWN	141+16.18	151+97.45
P.C.	142+28.18	153+01.45
BEGIN FULL SUPERELEVATION	142+60.18	153+29.45
END FULL SUPERELEVATION	150+93.94	159+19.21
P.T.	151+25.94	159+47.21
BEGIN NORMAL CROWN	152+37.94	160+51.21

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7	145+46.23, 38.72' RT	GEAR SPIKE IN PP 70-25066 1.0' ABOVE GROUND, ROADSIDE SOUTH/WEST SIDE CTH D IN FRONT OF HOUSE #31743	807.79
8	155+78.68, 31.71' RT	GEAR SPIKE IN PP 70-25071 1.0' ABOVE GROUND, ROADSIDE SOUTH/WEST SIDE CTH D EAST OF HOUSE/DRIVEWAY #31617	793.80



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN AND PROFILE	SHEET 99	E

SUPERELEVATION TABLE

LOCATION	CURVE 3	CURVE 4
DESIGN SPEED (MPH)	50	50
SUPERELEVATION	3.5%	4%
END NORMAL CROWN	151+97.45	165+68.90
P.C.	153+01.45	166+80.90
BEGIN FULL SUPERELEVATION	153+29.45	167+12.90
END FULL SUPERELEVATION	159+19.21	173+55.06
P.T.	159+47.21	173+87.06
BEGIN NORMAL CROWN	160+51.21	174+99.06

CURVE 3
P.I. = 156+28.27
Y = 192,313.51
X = 517,052.83
DELTA = 21° 45' 51" (RT)
D = 3° 22' 13"
T = 326.82'
L = 645.76'
R = 1,700.00'
P.C. = 153+01.45
P.T. = 159+47.21

CURVE 4
P.I. = 170+52.15
Y = 192,342.53
X = 518,484.30
DELTA = 43° 41' 38" (RT)
D = 6° 11' 15"
T = 371.25'
L = 706.17'
R = 926.00'
P.C. = 166+80.90
P.T. = 173+87.06

N

ROCHESTER CEMETERY CO
31440 WASHINGTON AV

ELA-ASPINALL-WILLARD
31308 WASHINGTON AV

ELA-ASPINALL-WILLARD
WASHINGTON AV

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (TYP.)

STA. 162+21.60, 27.60' LT
22'X 18" CPCS W/ APRON ENDWALL
IE(W) =801.49
IE(E) =801.09

STA. 163+74.30, 28.50' LT
22'X 18" CPCS W/ APRON ENDWALL
IE(W) =798.93
IE(E) =798.82

STA. 165+50.00, 27.60' LT
16'X 18" CPCS W/ APRON ENDWALL
IE(W) =798.03
IE(E) =797.95

TDS TELECOM
TELEPHONE

SLOPE INTERCEPT (TYP.)

℄ CTH D

TLE

R/W

PC 166+80.90

CURVE 3

CURVE 4

MATCH LINE STA. 156+00

MATCH LINE STA. 170+00

PI 156+28.27

733.69
N 88° 50' 19" E

6'
12'
12'
6'

BM #9

WE ENERGIES ELECTRIC

WE ENERGIES - GAS

STA. 165+50.00, 27.60' RT
20'X 18" CPCS W/ APRON ENDWALL
IE(W) =798.07
IE(E) =797.90

SLOPE INTERCEPT (TYP.)

EXISTING WETLAND BOUNDARY (TYP.)

STA. 157+62.80, 28.50' RT
26'X 18" CPCS W/ APRON ENDWALL
IE(W) =801.47
IE(E) =802.05

PT 159+47.21

PETERSON TRUST
31539 WASHINGTON AV

SIPPEL REVOCABLE TRUST
31509 WASHINGTON AV

ELA-WILLARD
31219 WASHINGTON AV

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
9	161+72.47, 23.35' RT	GEAR SPIKE IN PP 70-25071 1.0' ABOVE ROADSIDE BETWEEN CP-11 & CP-10 SOUTH/WEST SIDE CTH D	803.33

K = 103
L = 460'

PI 159+25.00
El 810.45

+3.20%
-2.15%

EXISTING GROUND PROFILE

PROPOSED PROFILE

156+80.00 EL 802.60

156+95.00 EL 803.08

161+75.00 EL 805.08

161+55.00 EL 805.51

SSD = 431'
K = 86
L = 460'

K = 152
L = 250'

164+25.00 EL 801.77

PI 163+00.00
El 802.40

164+30.00 EL 801.75

-2.15%
-0.50%

PI 166+00.00
El 800.90

-0.50%
-1.77%

167+70.00 EL 797.90

SSD = 1020'
K = 268
L = 340'

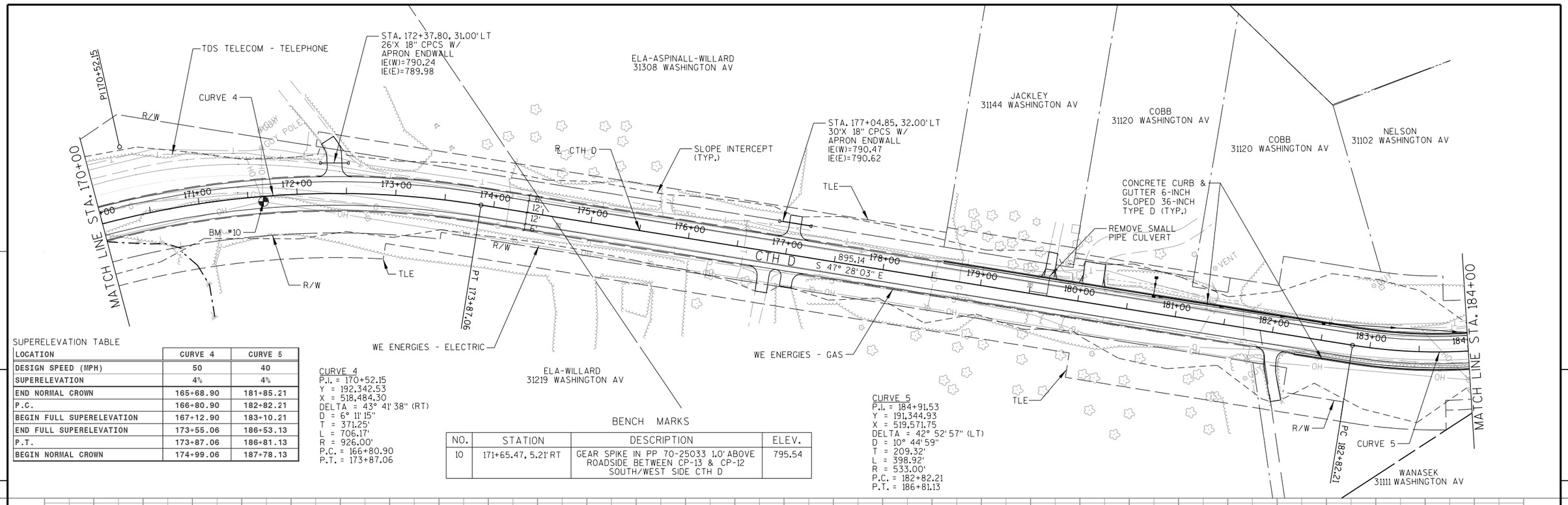
168+35.00 EL 796.75

K = 264
L = 730'

PROPOSED R/L GRADE (TYP.)

EXISTING R/L GRADE (TYP.)

| | | |



SUPERELEVATION TABLE

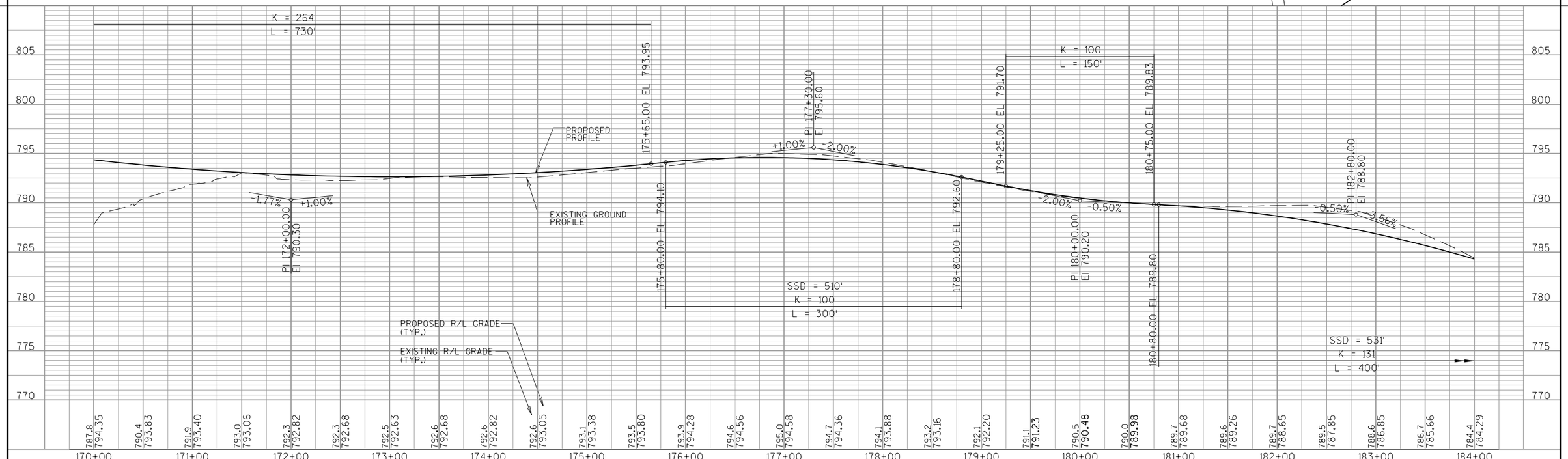
LOCATION	CURVE 4	CURVE 5
DESIGN SPEED (MPH)	50	40
SUPERELEVATION	4%	4%
END NORMAL CROWN	165+68.90	181+85.21
P.C.	166+80.90	182+82.21
BEGIN FULL SUPERELEVATION	167+12.90	183+10.21
END FULL SUPERELEVATION	173+55.06	186+53.13
P.T.	173+87.06	186+81.13
BEGIN NORMAL CROWN	174+99.06	187+78.13

CURVE 4
P.I. = 170+52.15
Y = 192,342.53
X = 518,484.30
DELTA = 43° 41' 38" (RT)
D = 6° 11' 15"
T = 371.25'
L = 706.17'
R = 926.00'
P.C. = 166+80.90
P.T. = 173+87.06

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
10	171+65.47, 5.21' RT	GEAR SPIKE IN PP 70-25033 1.0' ABOVE ROADSIDE BETWEEN CP-13 & CP-12 SOUTH/WEST SIDE CTH D	795.54

CURVE 5
P.I. = 184+91.53
Y = 191,344.93
X = 519,571.75
DELTA = 42° 52' 57" (LT)
D = 10° 44' 59"
T = 209.32'
L = 398.92'
R = 533.00'
P.C. = 182+82.21
P.T. = 186+81.13



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN AND PROFILE	SHEET 101	E

CURVE 5
P.I. = 184+91.53
Y = 191,344.93
X = 519,571.75
DELTA = 42° 52' 57" (LT)
D = 10° 44' 59"
T = 209.32'
L = 398.92'
R = 533.00'
P.C. = 182+82.21
P.T. = 186+81.13

SUPERELEVATION TABLE

LOCATION	CURVE 5
DESIGN SPEED (MPH)	40
SUPERELEVATION	4%
END NORMAL CROWN	181+85.21
P.C.	182+82.21
BEGIN FULL SUPERELEVATION	183+10.21
END FULL SUPERELEVATION	186+53.13
P.T.	186+81.13
BEGIN NORMAL CROWN	187+78.13

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
12	191+02.91, 23.52' RT	ROUND RR SPIKE IN THE NE FACE PP #87-0091 FROM DOSSIER FOR NE COR. 10-T3N, R19E. (780.082)	780.08

N

NELSON
31102 WASHINGTON AV

CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D (TYP.)

PROPOSED 18" SSPRC

MATCH LINE STA. 184+00

CURVE 5

PT 186+81.13

STA. 187+00, 27.5'LT & 28.5'RT
56'x 38"X24" CPRCHE W/
APRON ENDWALLS
IE(N) = 771.60
IE(S) = 771.32

EVA A WILLARD

TDS TELECOM - TELEPHONE

WETLAND BOUNDARY

R CTH D

JENSEN
400 MAIN ST W

CONCRETE CURB & GUTTER 30-INCH TYPE D (TYP.)

SLOPE INTERCEPT (TYP.)

MASON
306 MAIN ST W

ROANHOUSE
304 MAIN ST W

CONCRETE SIDEWALK 5-INCH (TYP.)

ROANHOUSE
300 MAIN ST W

N. STATE STREET

CONSTRUCTION LIMIT
STA. 197+06.36, 31.01'LT

POT 193+23.52

POT 196+22.19

POT 198+22.30

TLE

R/W

642.40
N 89° 39' 00" E

298.66
N 88° 56' 56" E

CTH D

BM #12

WE ENERGIES - ELECTRIC

WE ENERGIES - GAS

SLOPE INTERCEPT (TYP.)

MGS GUARDRAIL 3

WETLAND BOUNDARY

PI 184+91.53

VILLAGE OF ROCHESTER
SEWER DEPT. - STORM SEWE

FIRST
CONGREGATIONAL
CHURCH

S. STATE STREET

END CONSTRUCTION
PROJECT 3755-02-70
STA. 196+19.87

WANASEK
31111 WASHINGTON AV

KINSEY
31017 WASHINGTON AV

SCHRANK
31005 WASHINGTON AV

MASON
403 MAIN ST W

SCHRAM
309 MAIN ST W

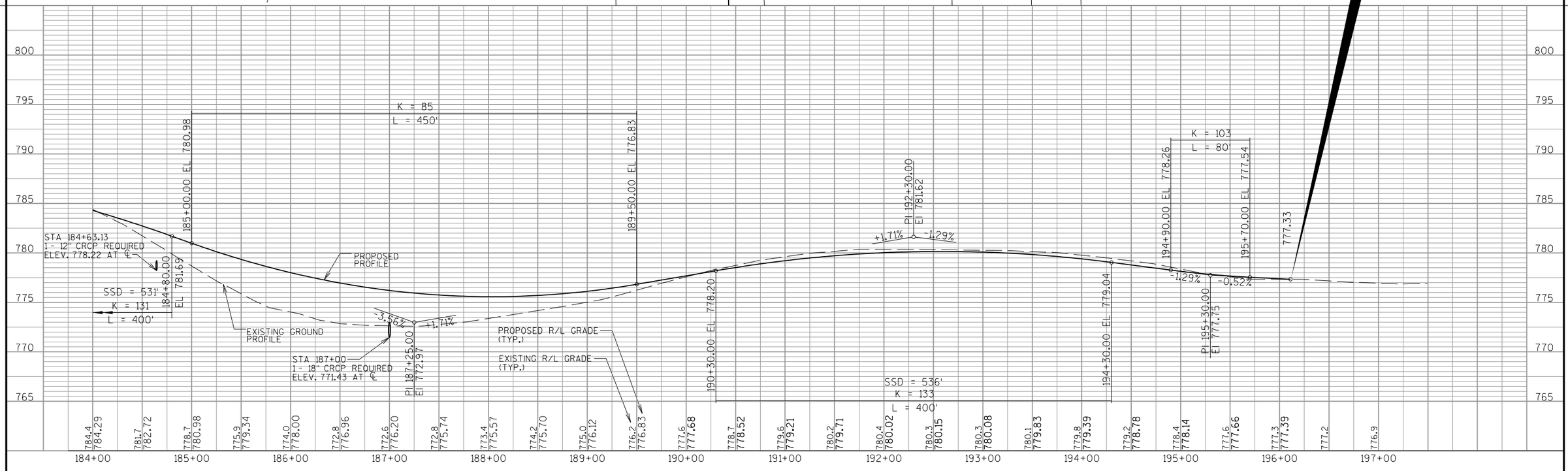
BRAUN
307 MAIN ST W

BAUMGART
305 MAIN ST W

LAUGHRAN
100 STATE ST S

5

5



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	PLAN AND PROFILE	SHEET 102	E

Standard Detail Drawing List

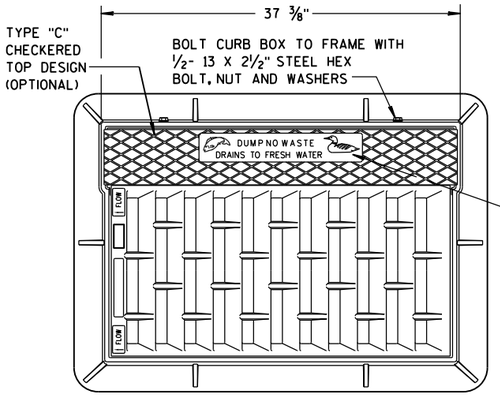
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13C19-03	HMA LONGITUDINAL JOINTS
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)
14B47-03A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-03G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

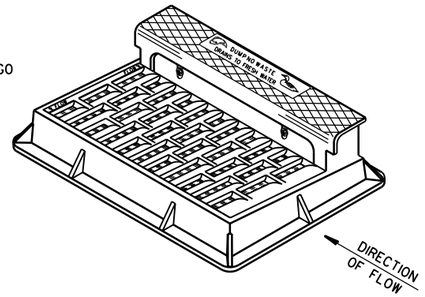
Standard Detail Drawing List

15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

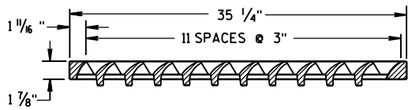
6

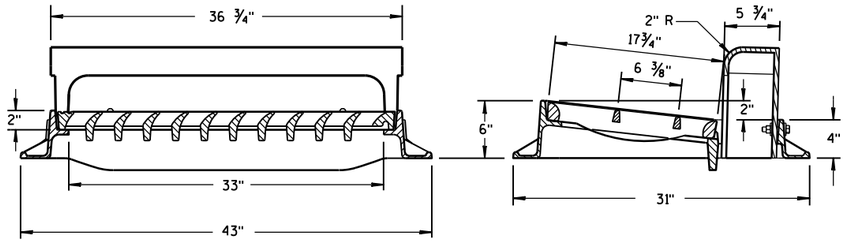


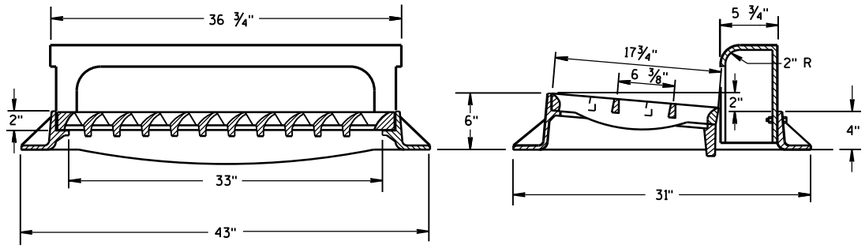
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

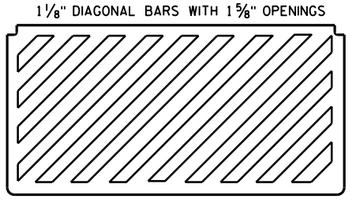






TYPE "H"

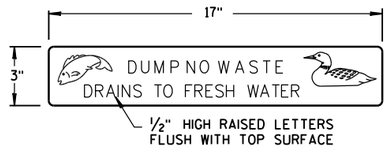
NOTE: EITHER CASTING IS ACCEPTABLE



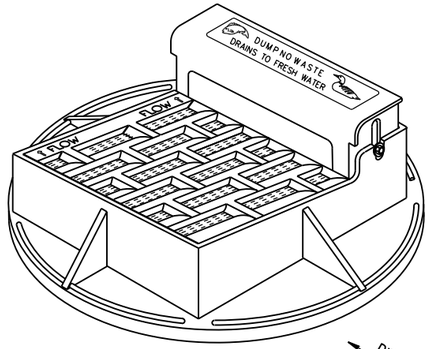
SPECIAL GRATE FOR TYPE "H" COVER

(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"

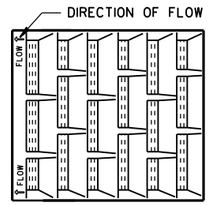
NOTE:
GRATE IS REVERSIBLE.

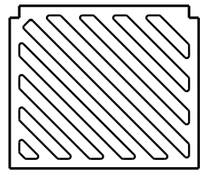
GENERAL NOTES

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.

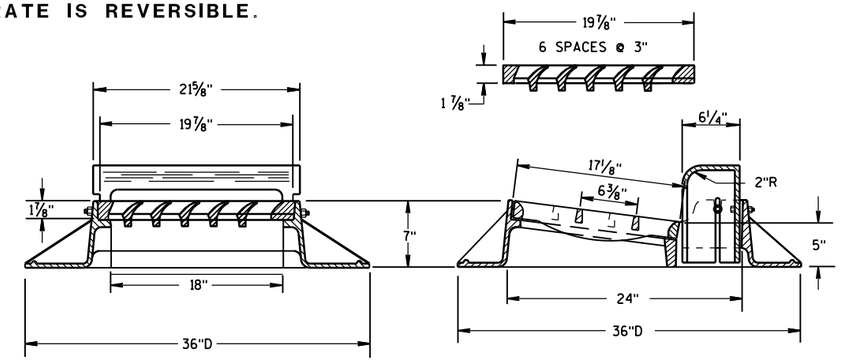




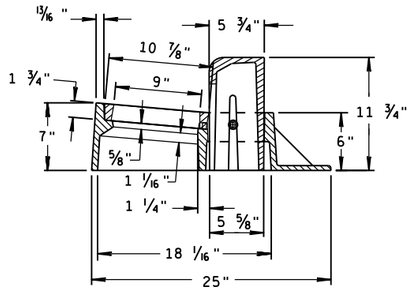
SPECIAL GRATE FOR TYPE "A" COVER

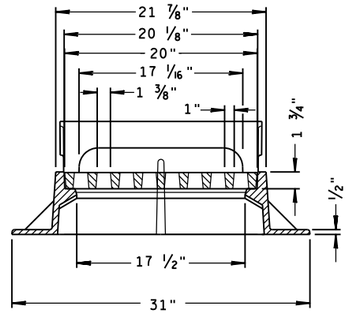
(MEASURES 19 3/4" X 17" X 1 7/8")

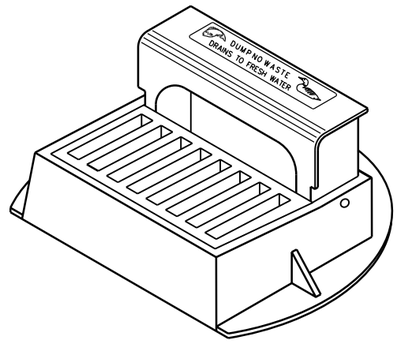
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



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

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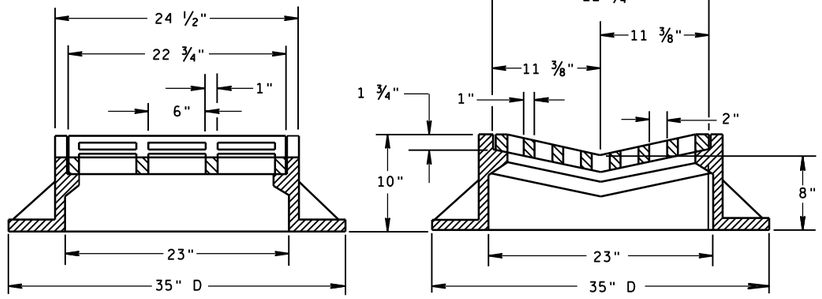
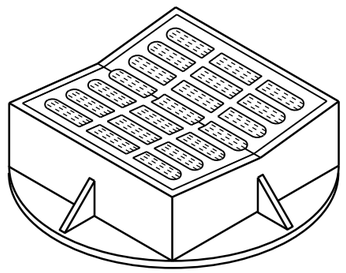
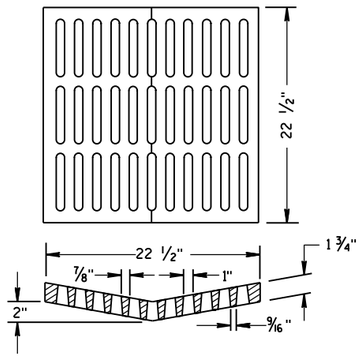
S.D.D. 8 A 5-19a



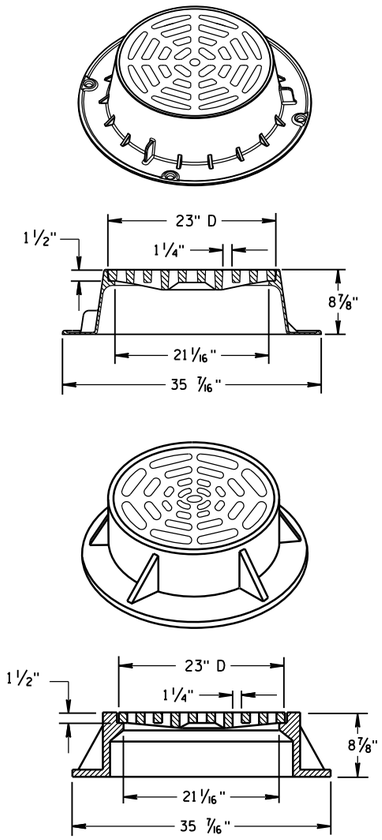


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

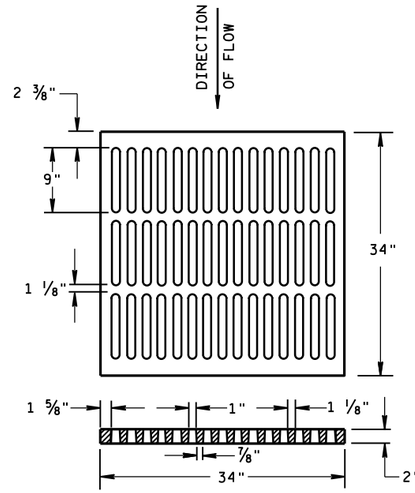
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

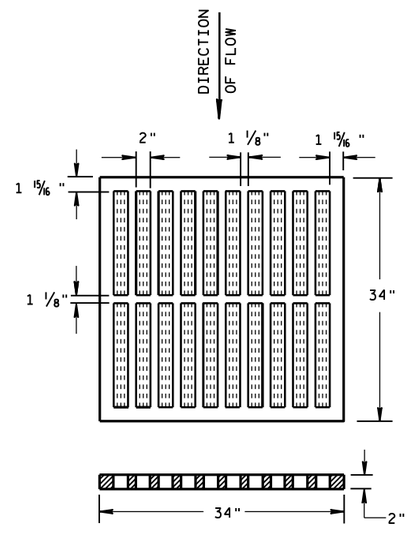
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



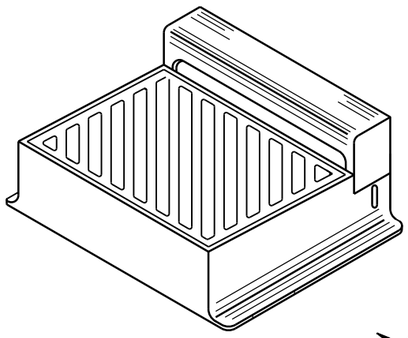
ALTERNATIVE TYPE "MS"

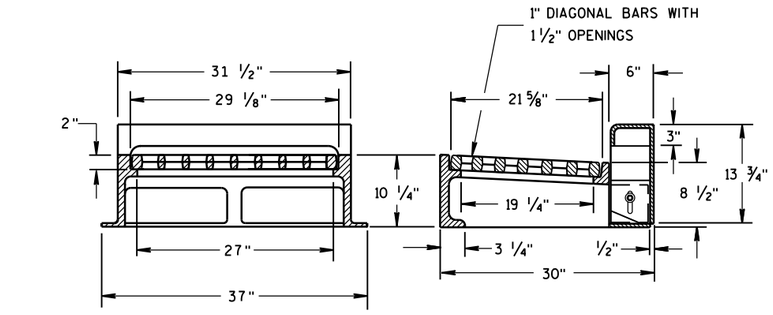
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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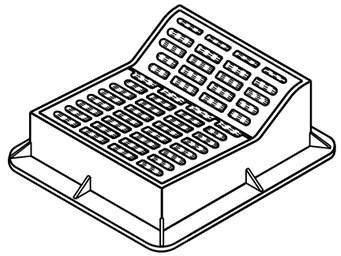
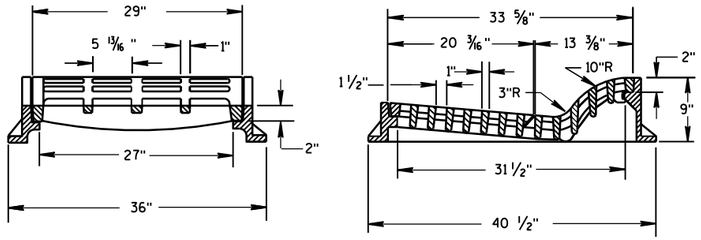
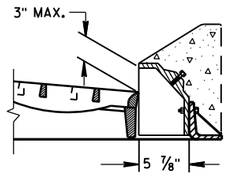
S.D.D. 8 A 5-19b





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

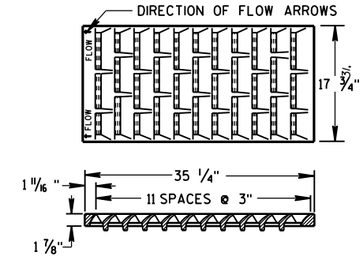
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

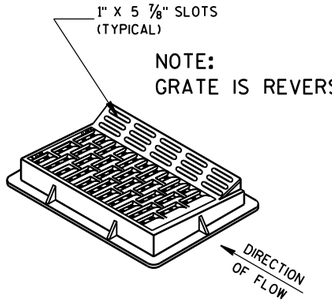
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

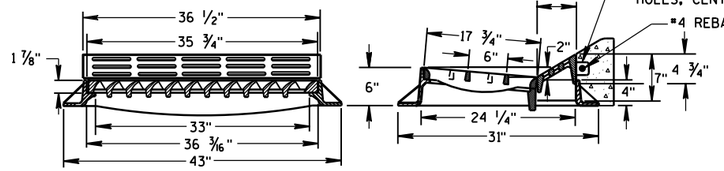
GENERAL NOTES

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

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



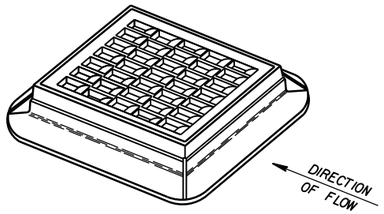


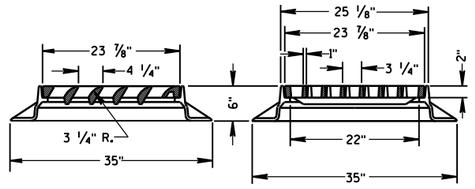


TYPE "HM"

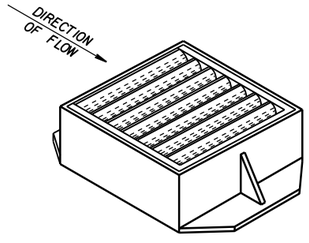
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

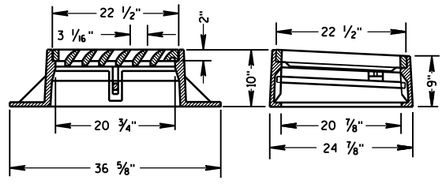
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



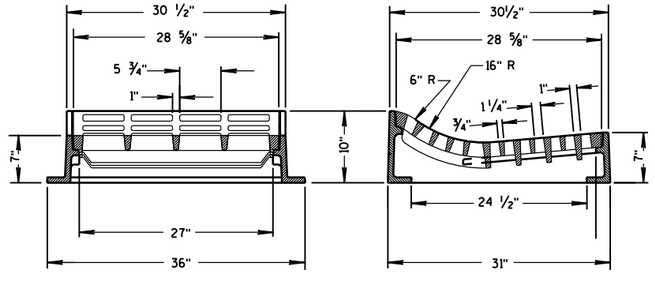


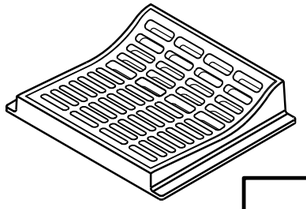
TYPE "S"





TYPE "V"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

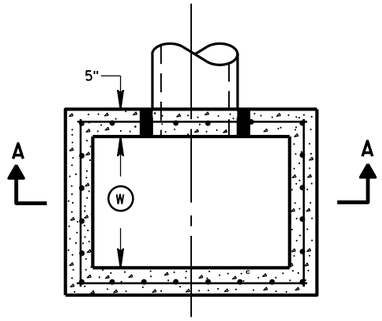
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

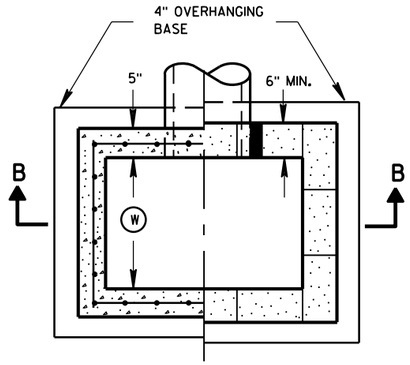
FHWA

6

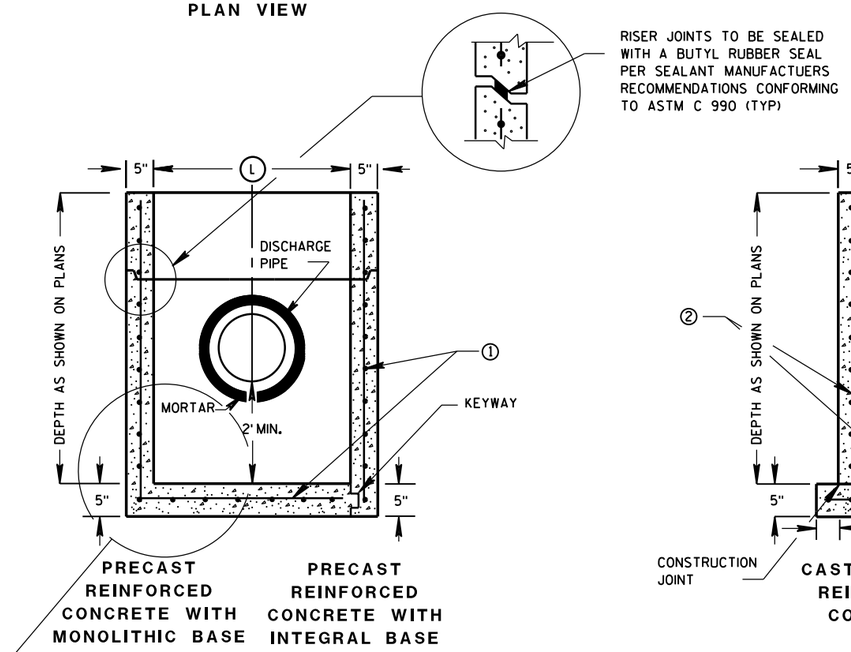
S.D.D. 8 A 5-19c



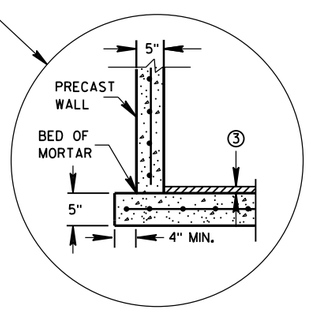
PLAN VIEW



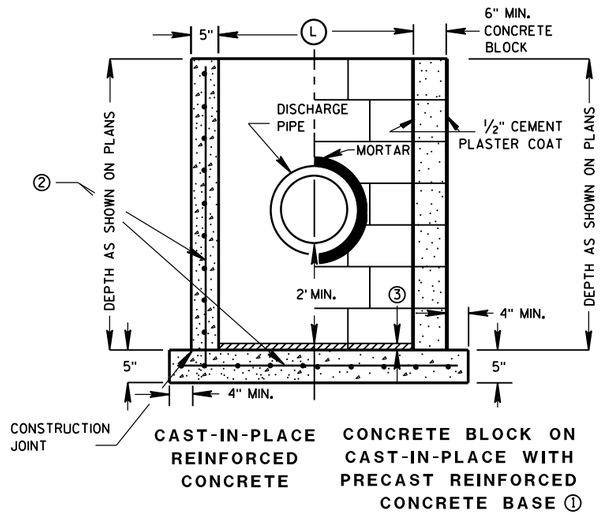
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



SECTION B-B

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST CATCH BASIN 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 CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

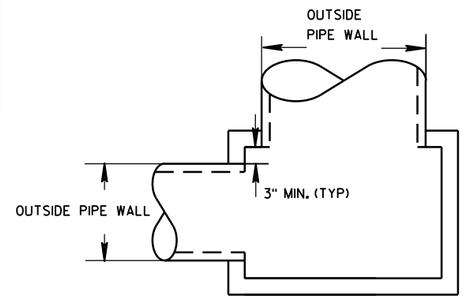
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

S.D.D. 8 A 9-2

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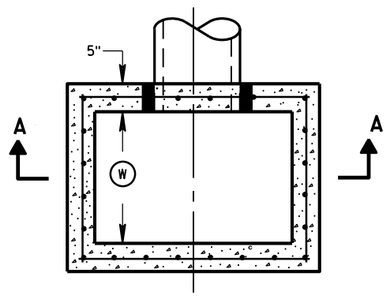
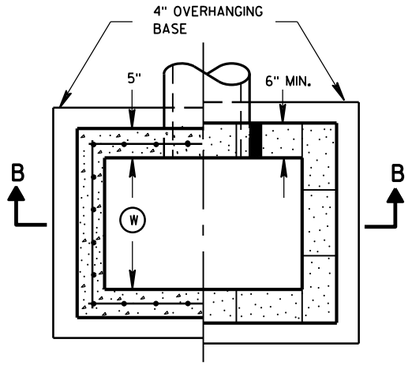
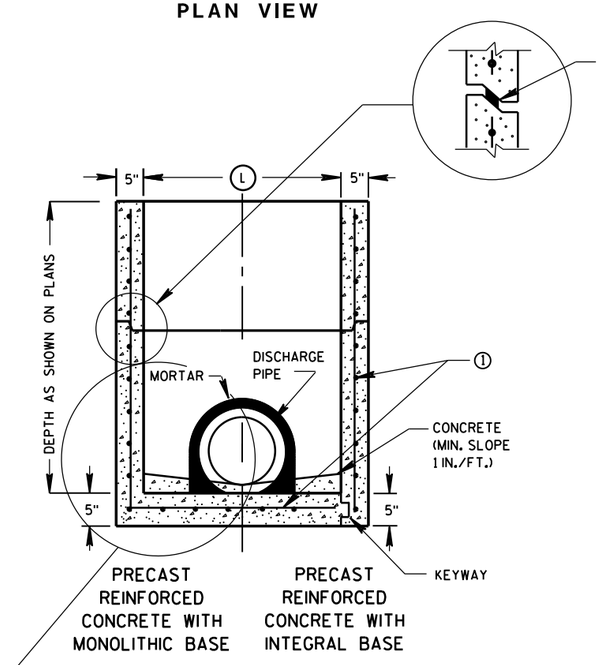


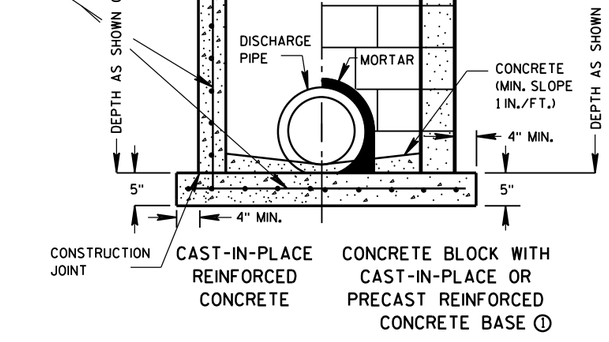
PLAN VIEW



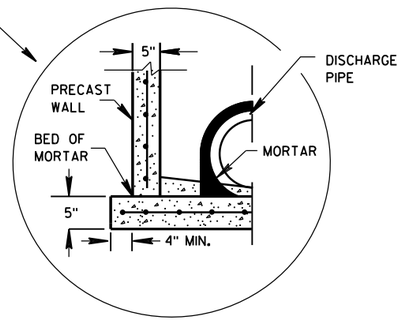
PLAN VIEW



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.

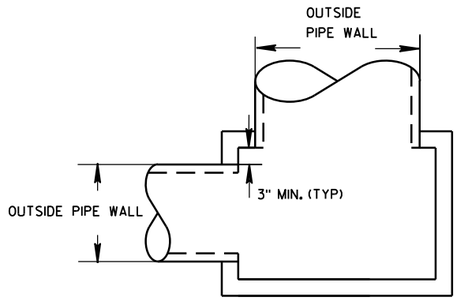
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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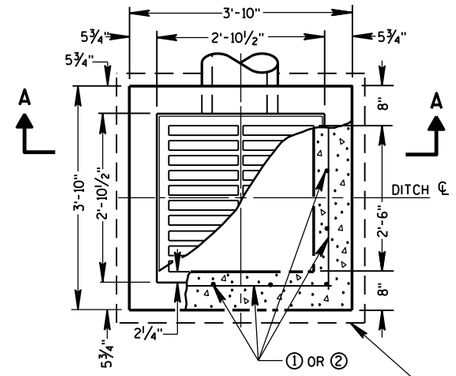
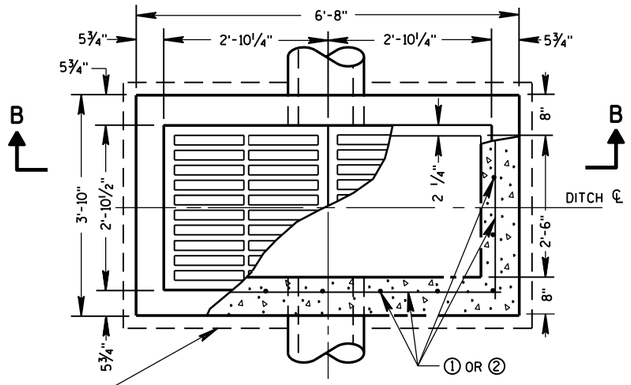
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

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

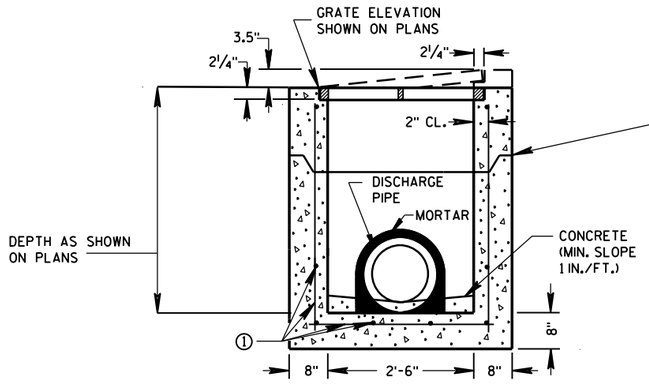


PLAN VIEW

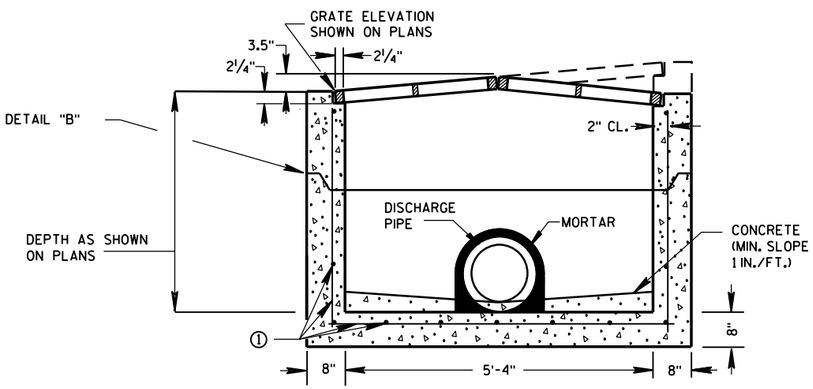


PLAN VIEW

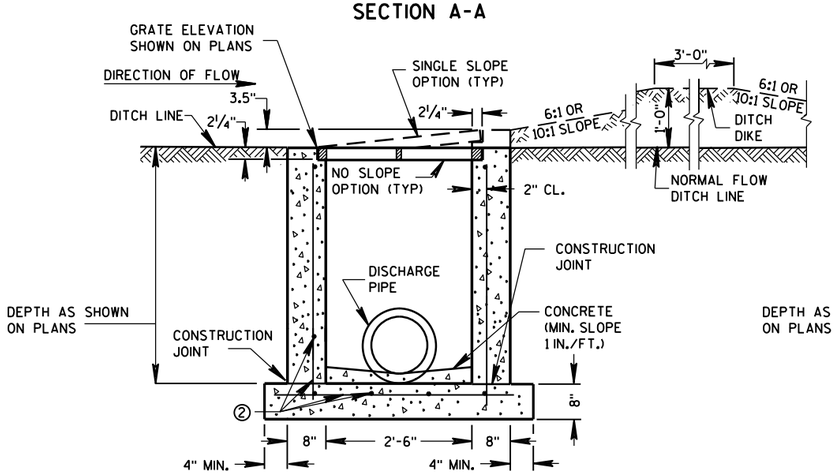
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



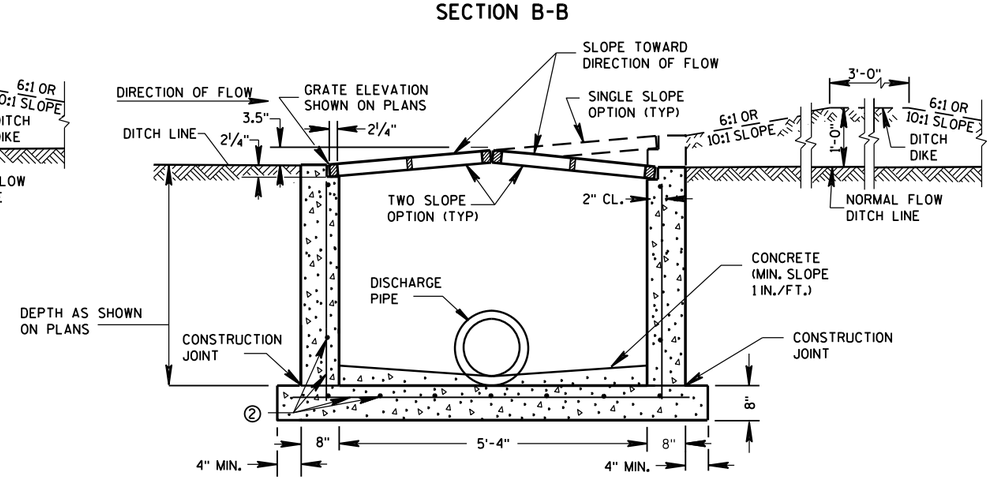
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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 INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE 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.

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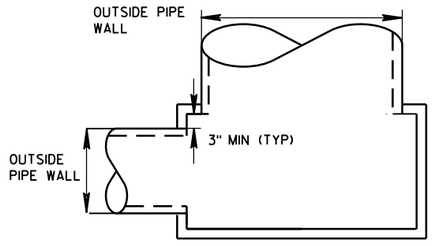
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

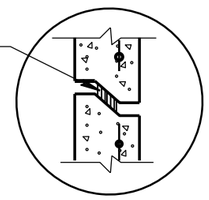
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

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



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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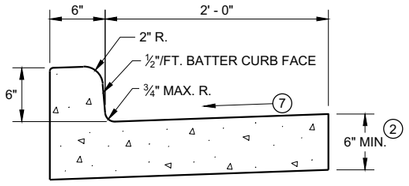
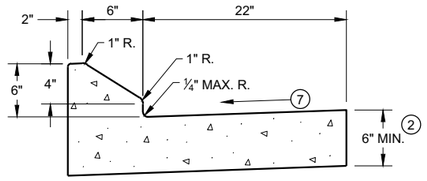
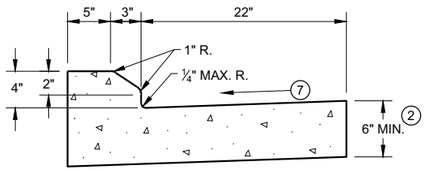


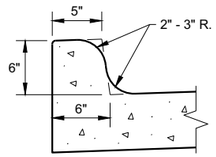
TYPES A (1) & D



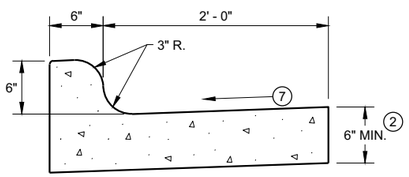
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

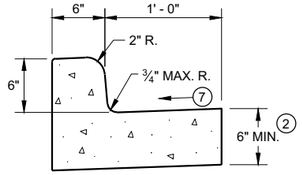


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



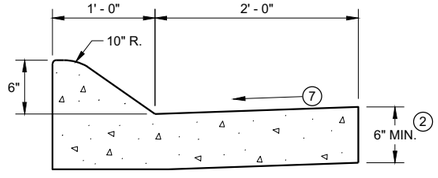
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

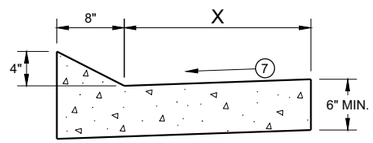


6" SLOPED CURB TYPES A (1) & D

4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"

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

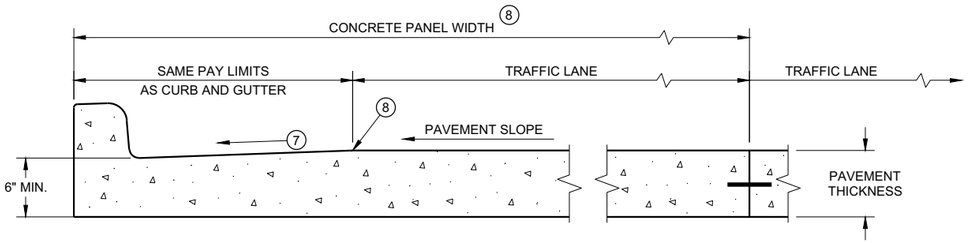


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

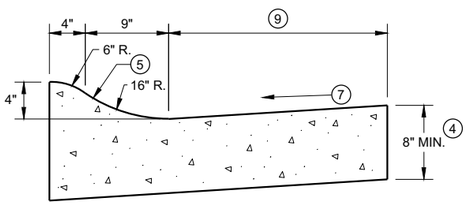
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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

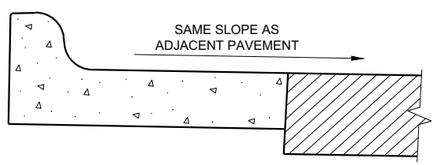


PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



4" SLOPED CURB TYPES R (1) & T



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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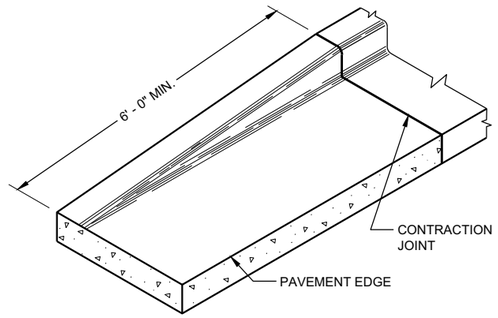
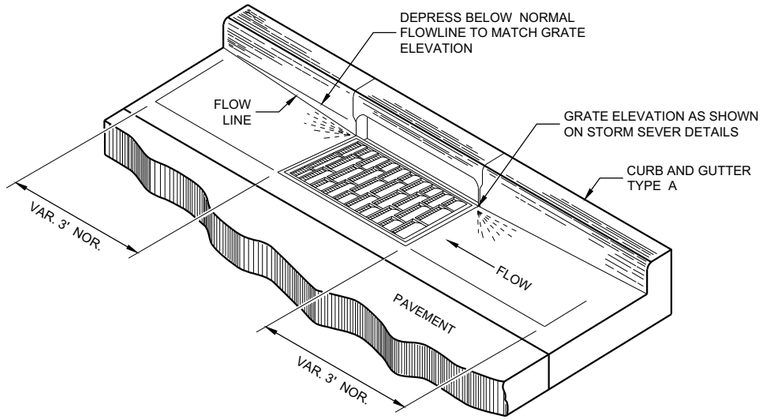


END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

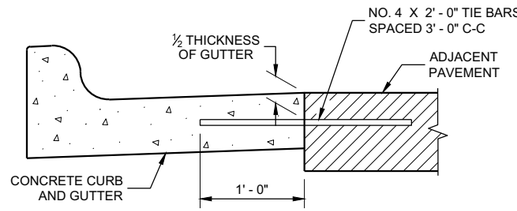
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

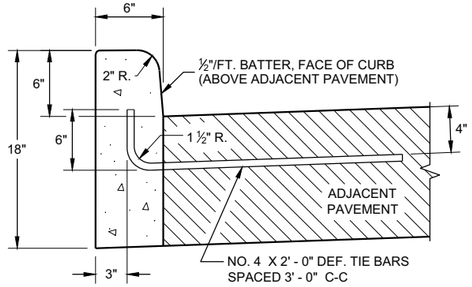
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

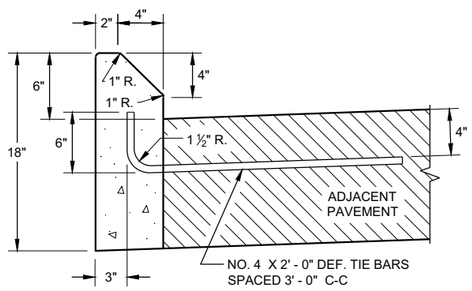
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

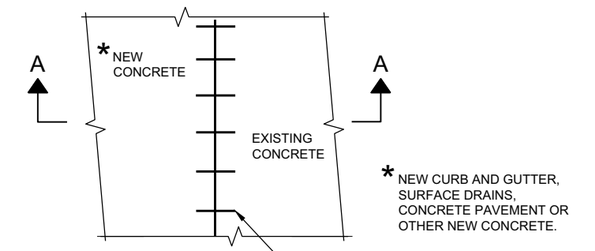


TYPES A (1) & D

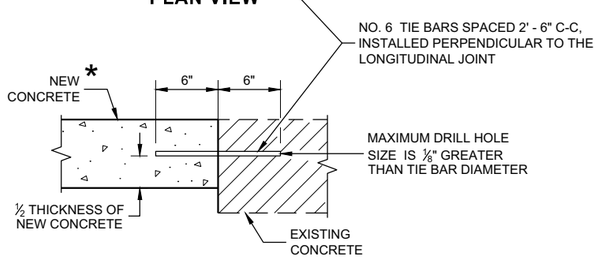


TYPES G (1) & J

CONCRETE CURB

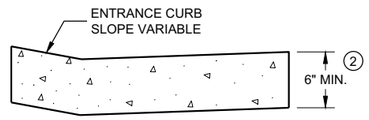


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

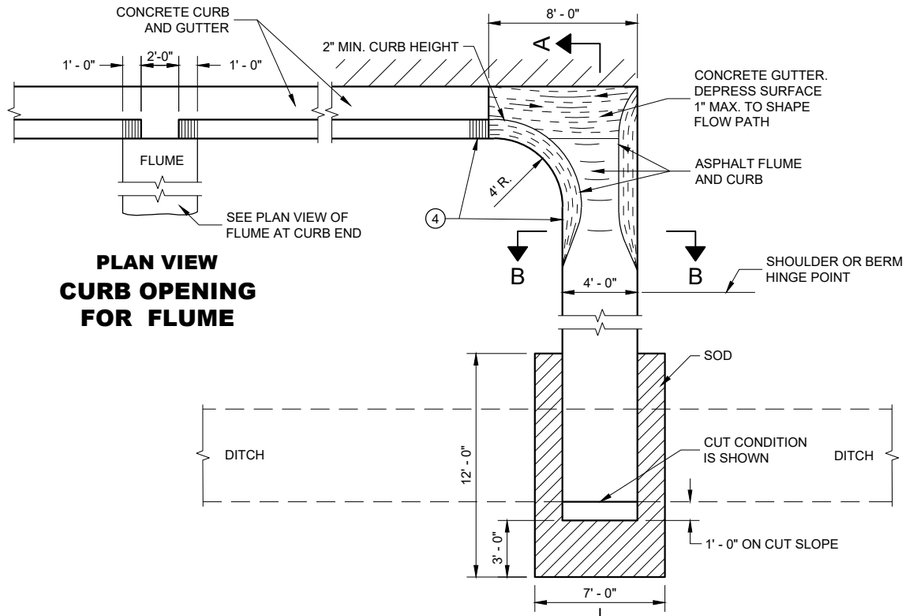
SDD08D01 - 22b

6

SDD08D01 - 22b

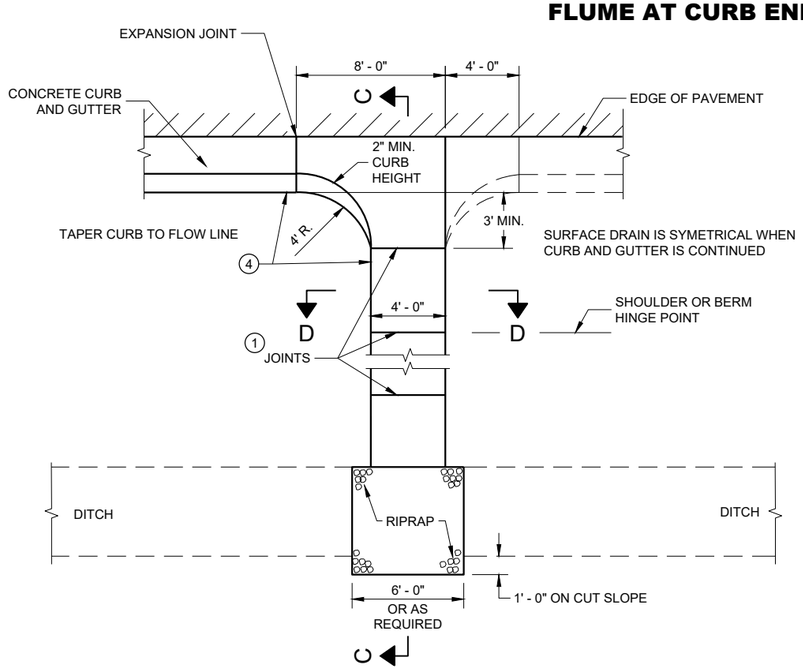
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



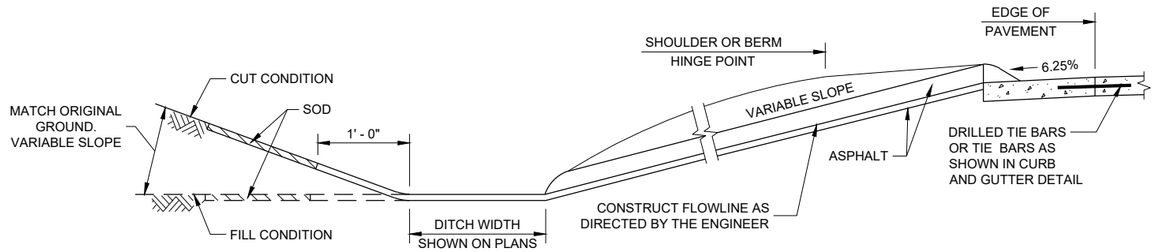
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

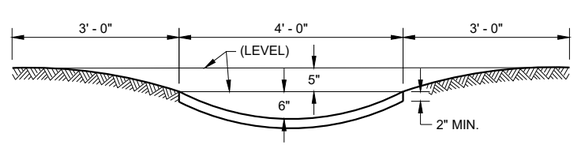
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

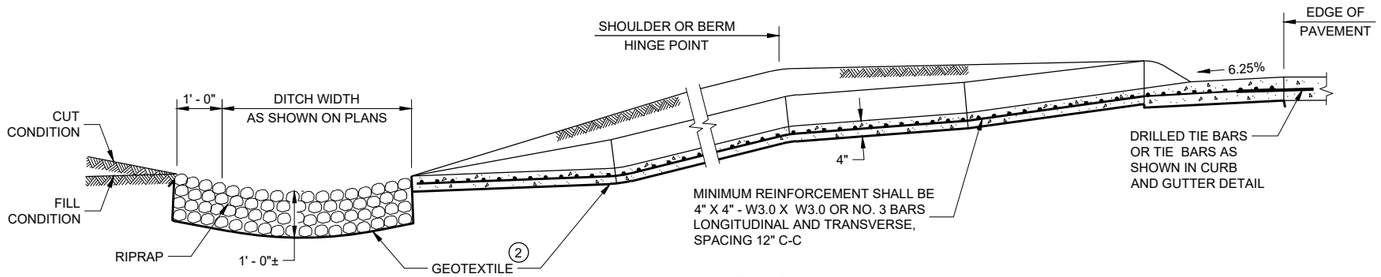
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4.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



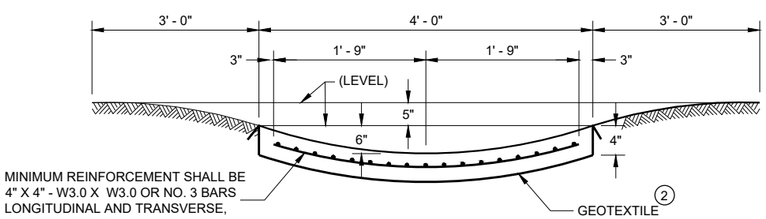
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

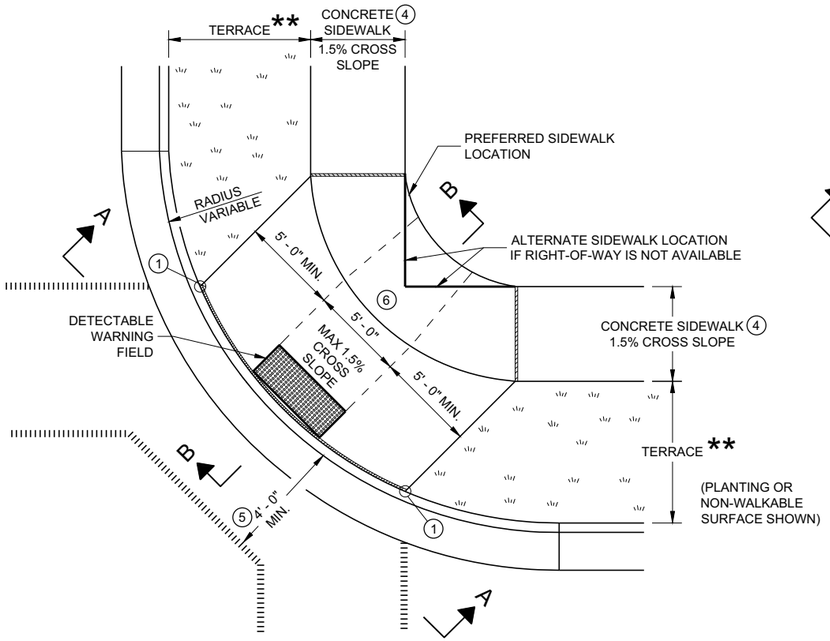
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

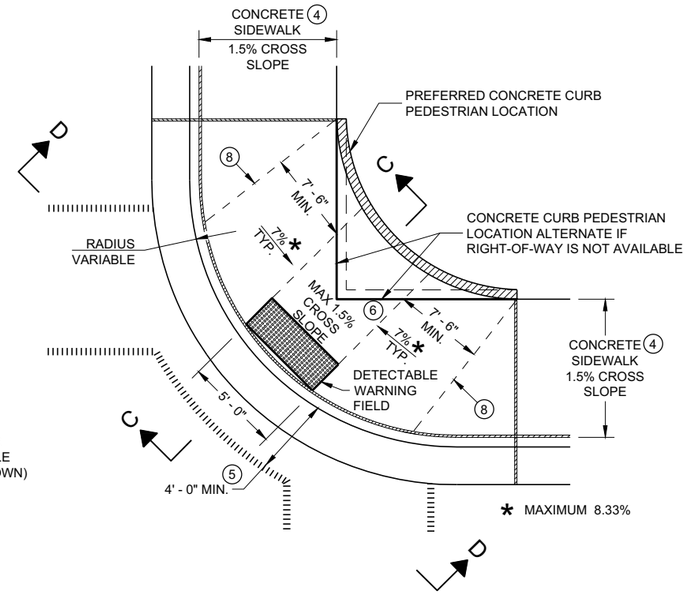
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

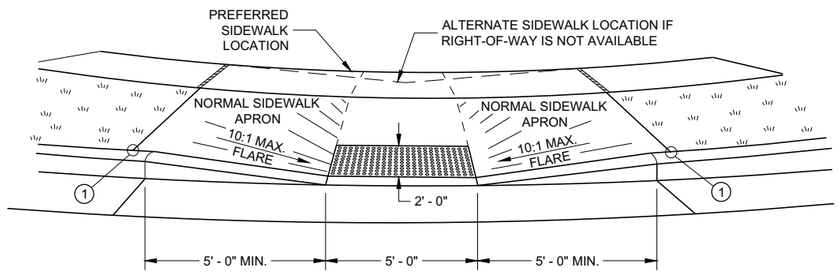
(CENTER OF CORNER RADIUS)



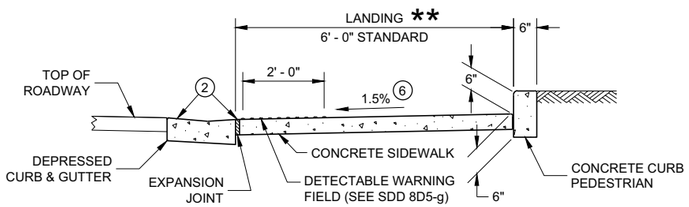
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

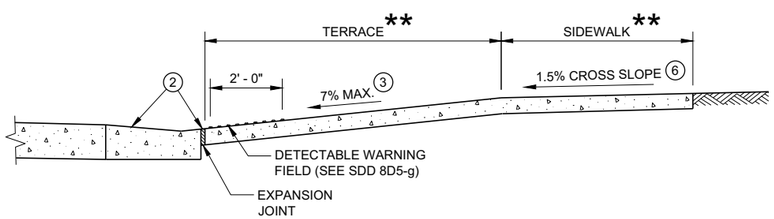


VIEW A - A FOR TYPE 1

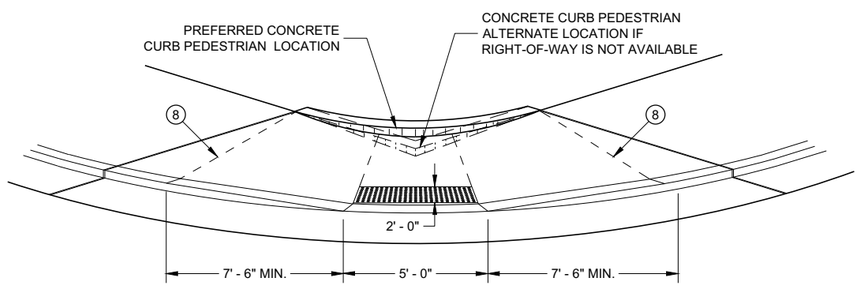


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

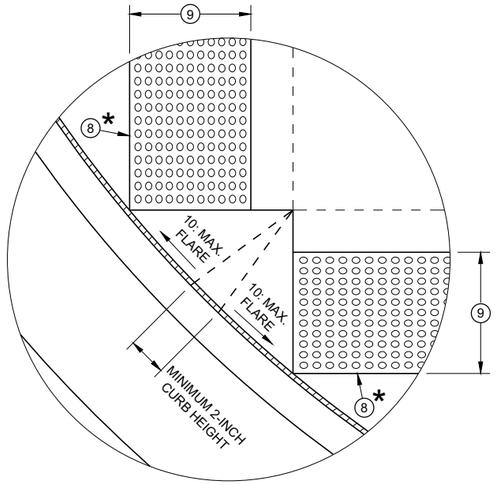
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

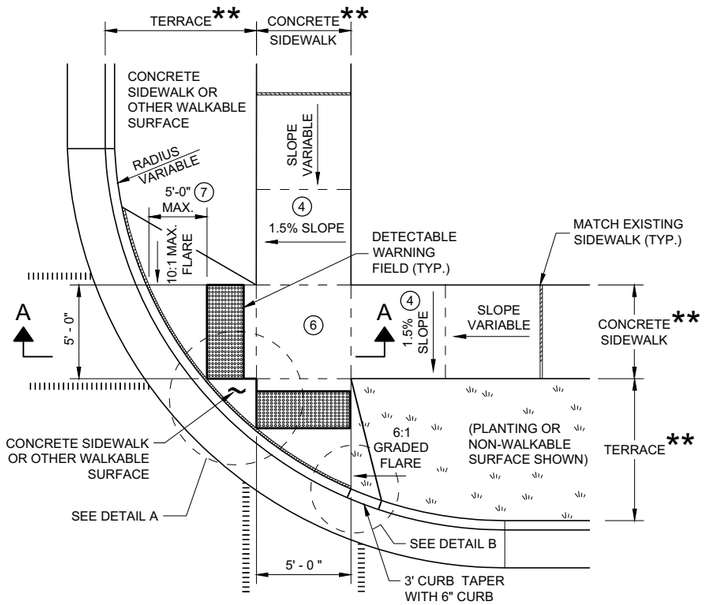
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

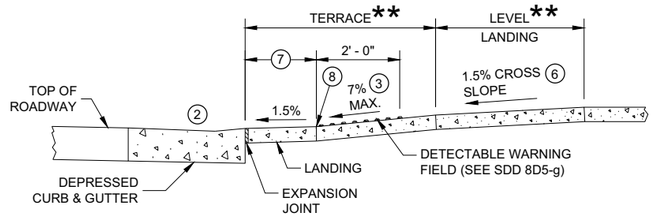
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

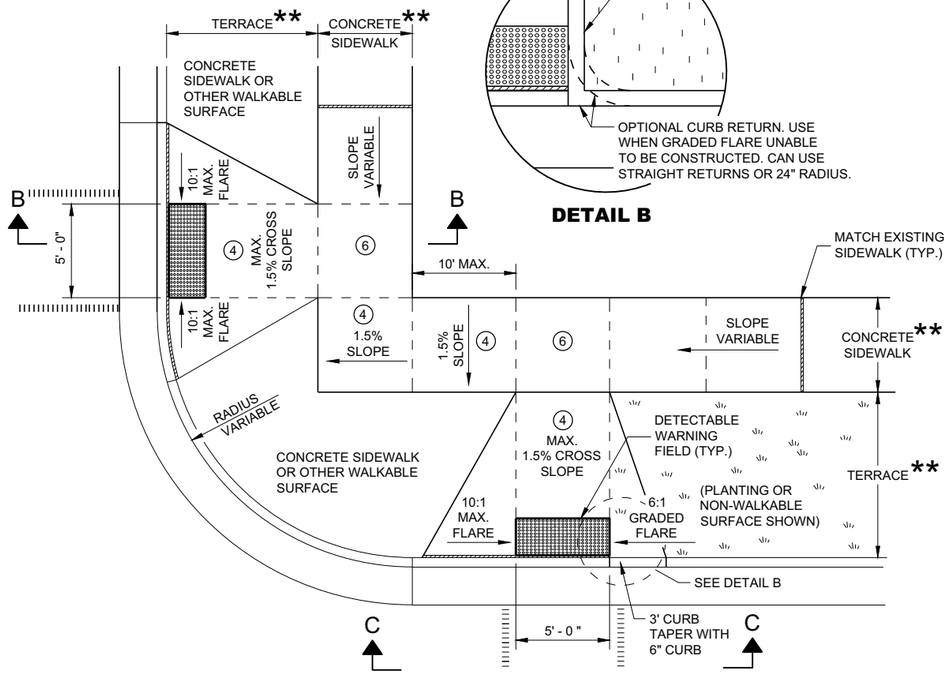
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



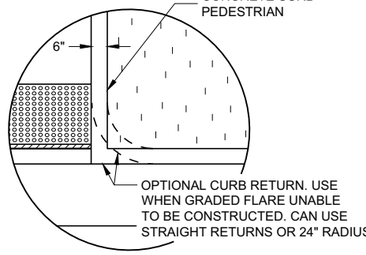
SECTION A - A FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



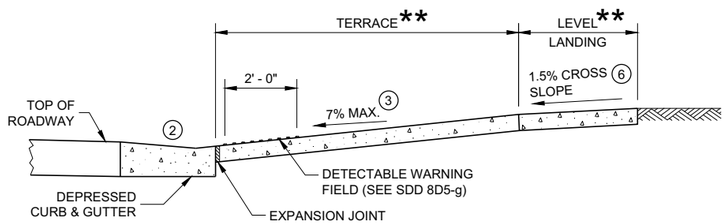
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



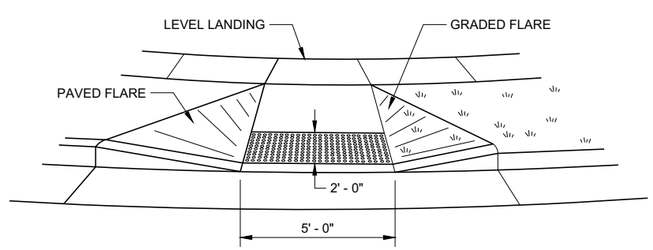
DETAIL B

LEGEND

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



SECTION B - B FOR TYPE 3



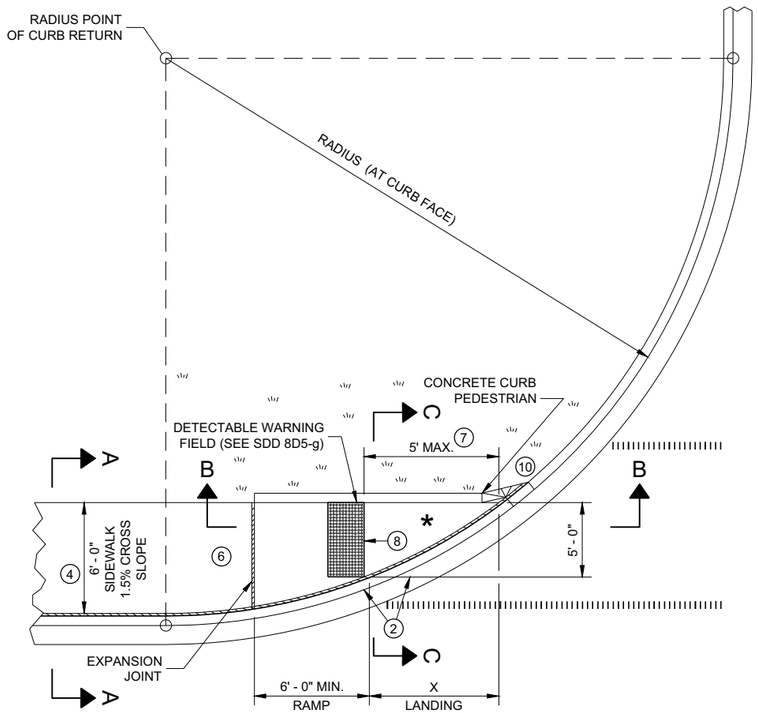
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

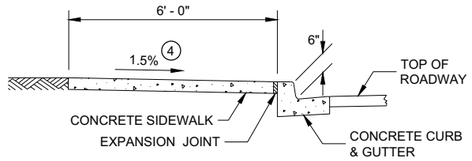


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

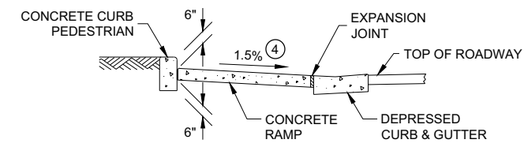
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

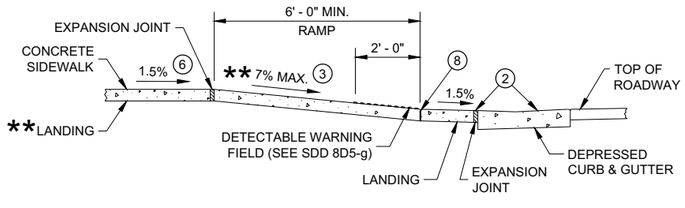
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



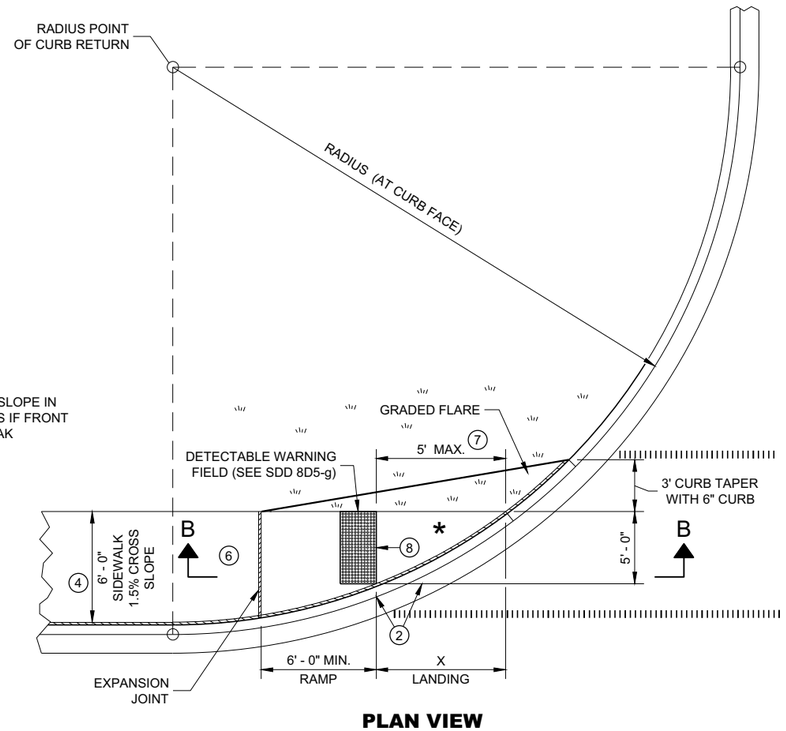
SECTION C - C FOR TYPE 4A



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

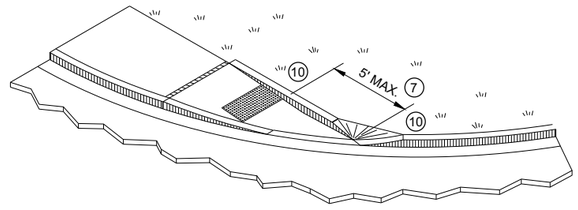
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

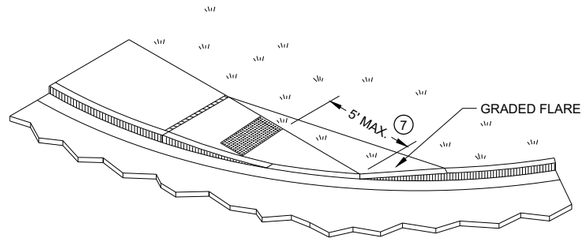


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



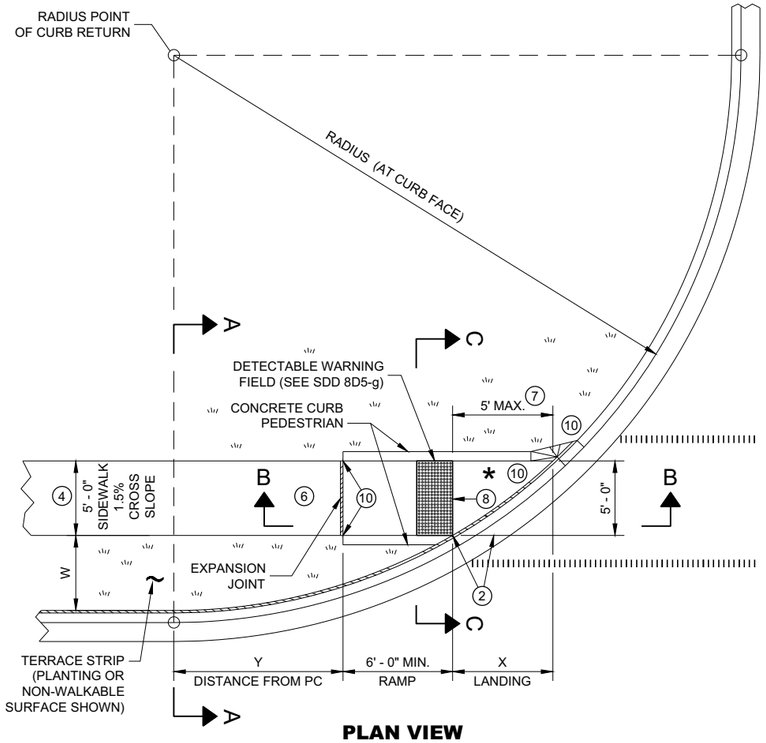
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

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.

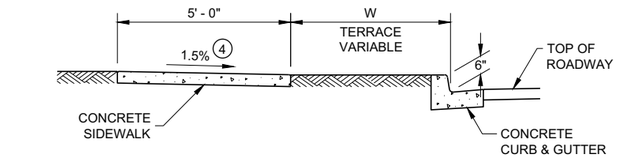
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

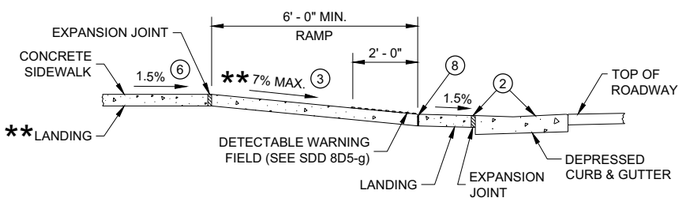
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

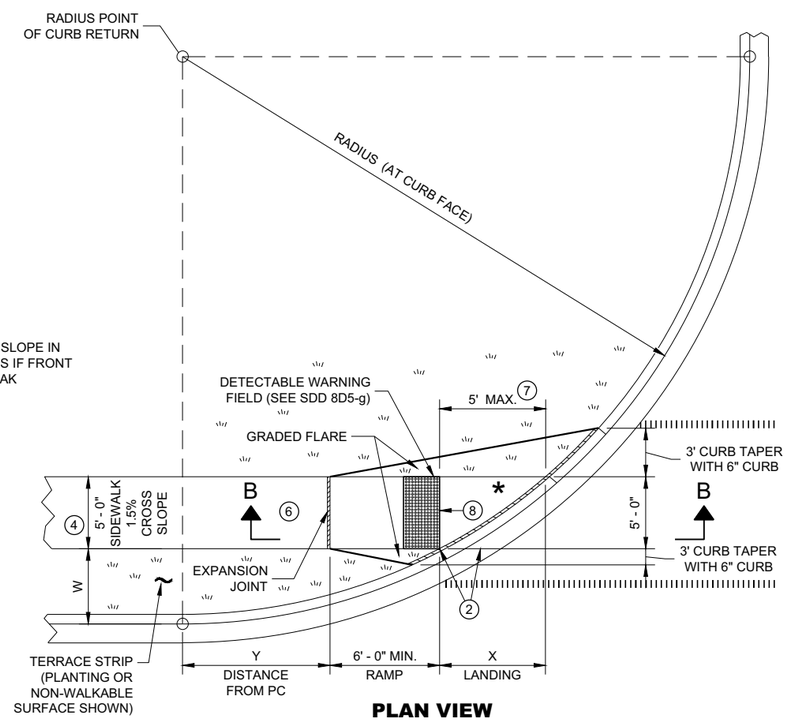


SECTION A - A FOR TYPE 4B



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

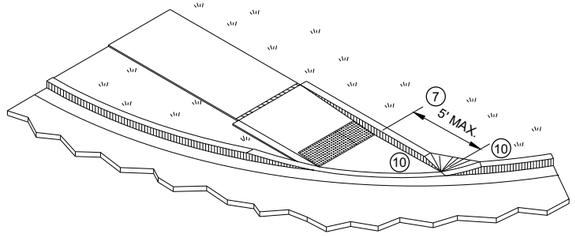
SECTION B - B FOR TYPE 4B AND TYPE 4B1



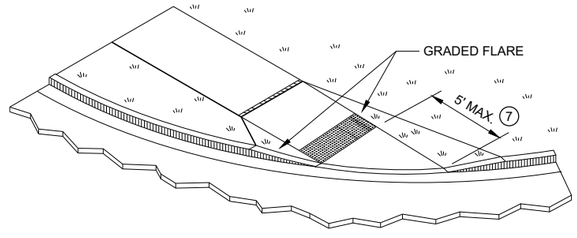
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



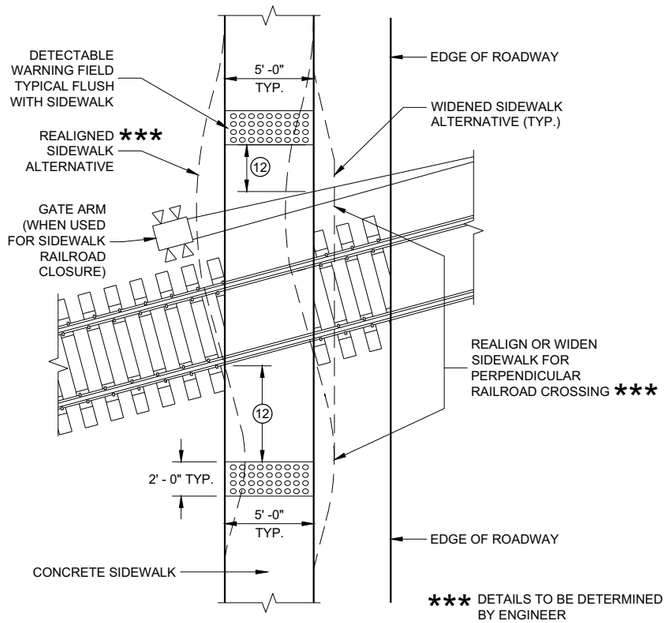
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

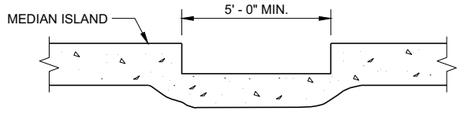
6

SDD 08D05 - 20d

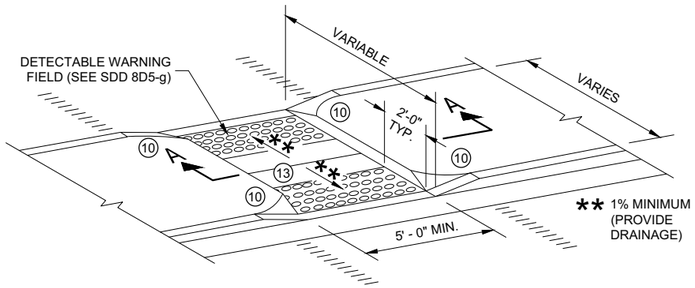


CURB RAMP TYPE 8

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.

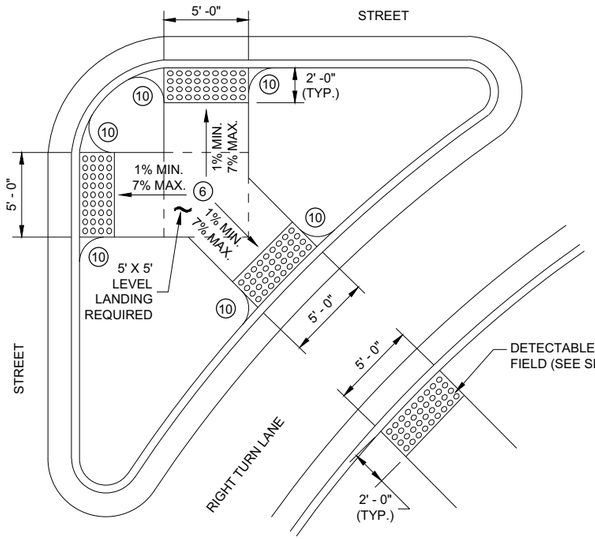
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

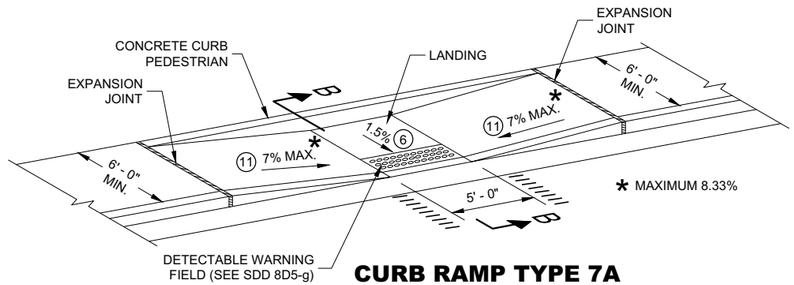
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

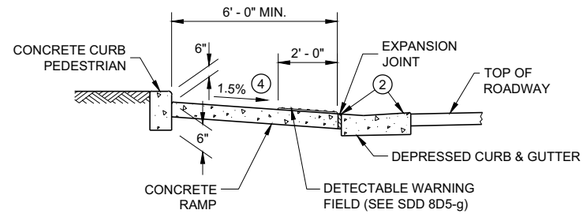
DETECTABLE WARNING AT ISLANDS

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

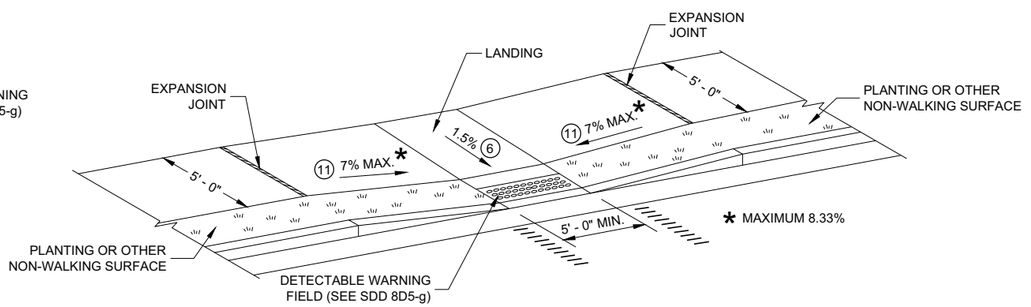


CURB RAMP TYPE 7A

MID BLOCK CROSSING



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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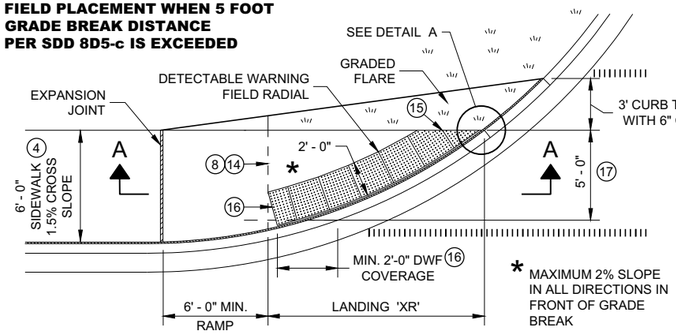
SDD 08D05 - 20e

6

SDD 08D05 - 20e

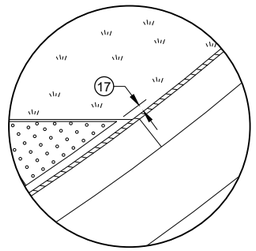
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



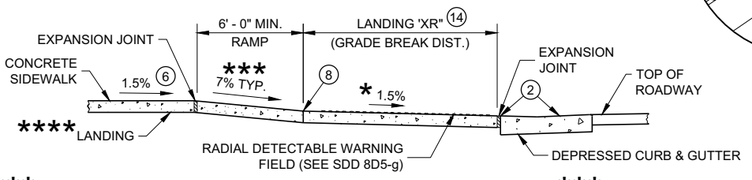
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

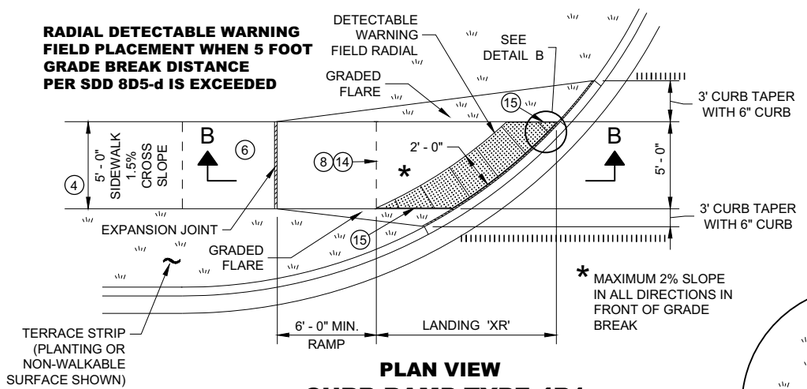


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

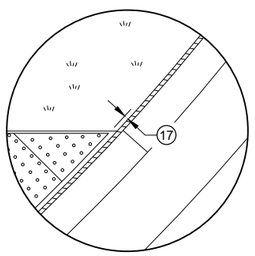
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



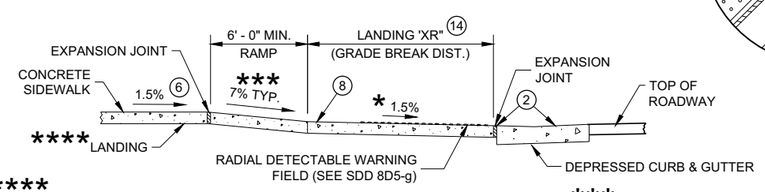
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

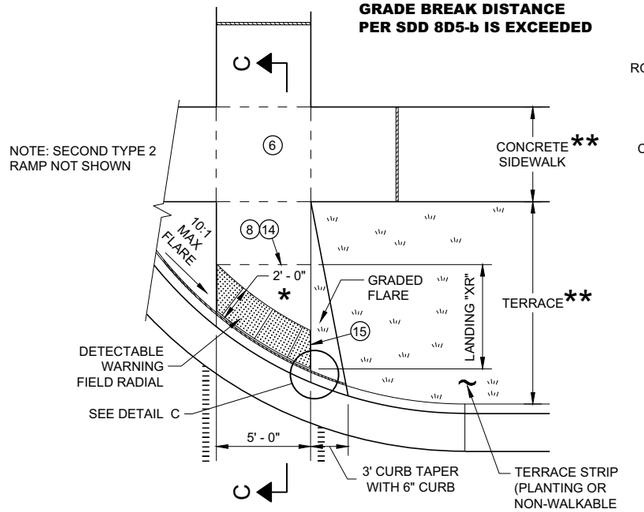
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

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

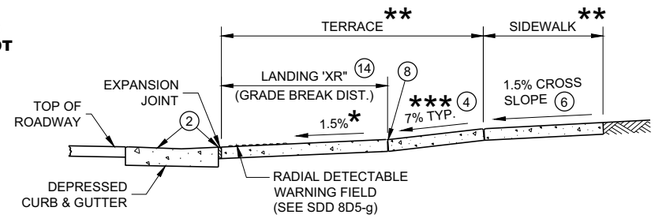


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

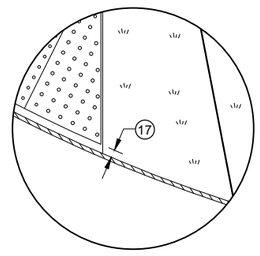


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

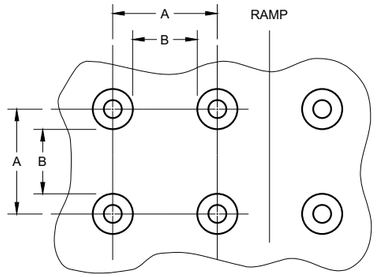
SDD 08D05 - 20f

6

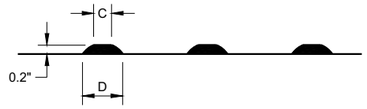
SDD 08D05 - 20f

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

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

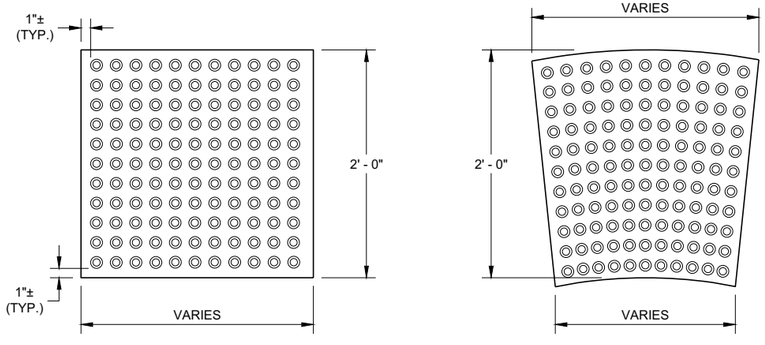


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

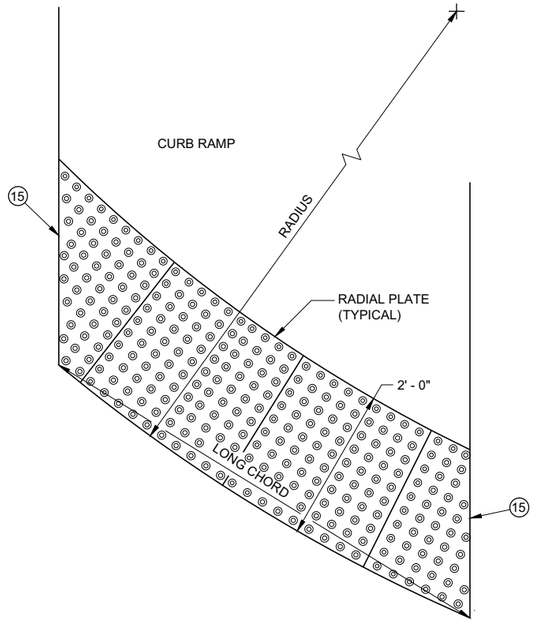
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

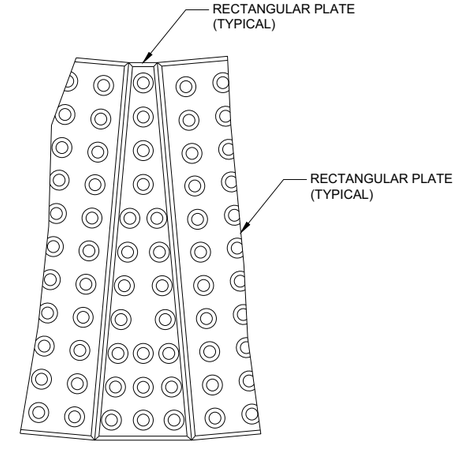
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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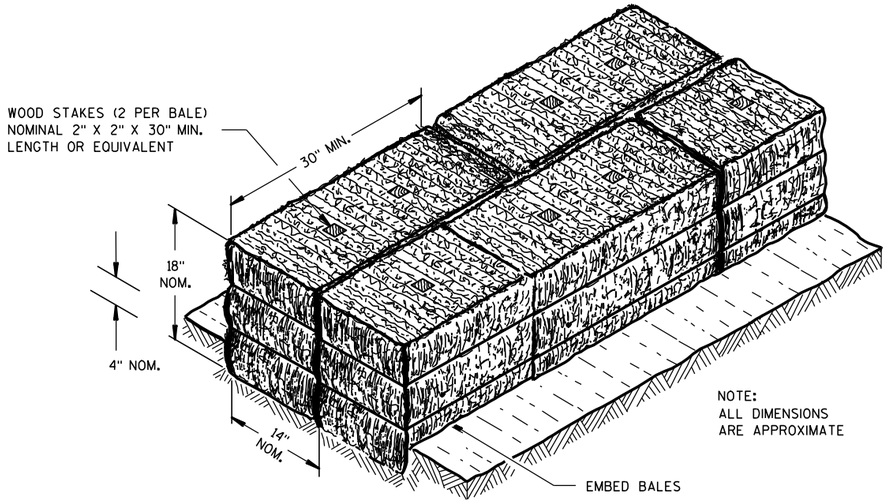
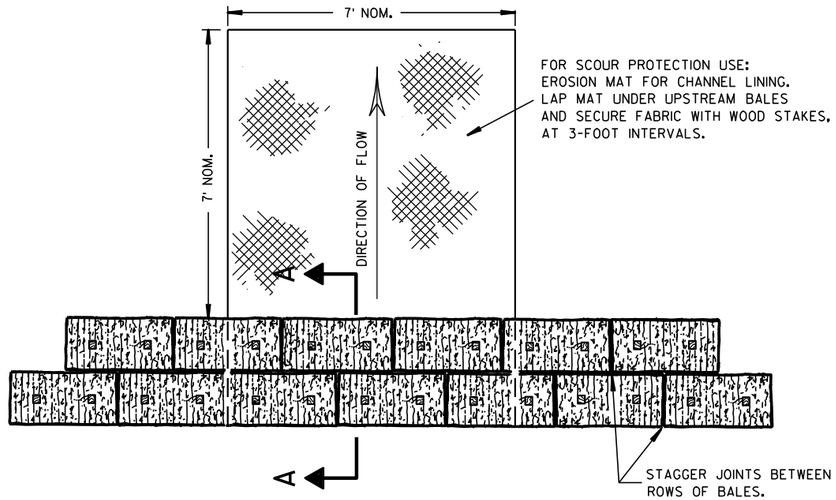
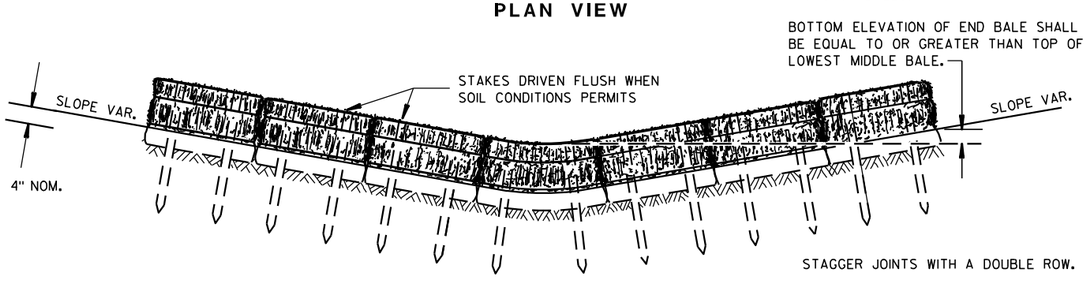
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



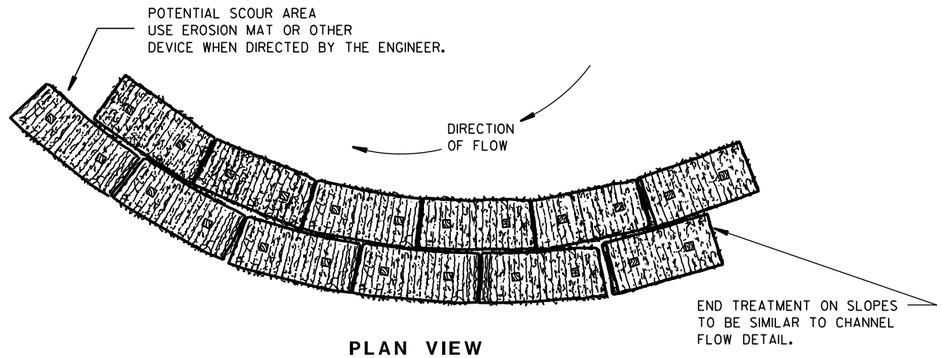
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

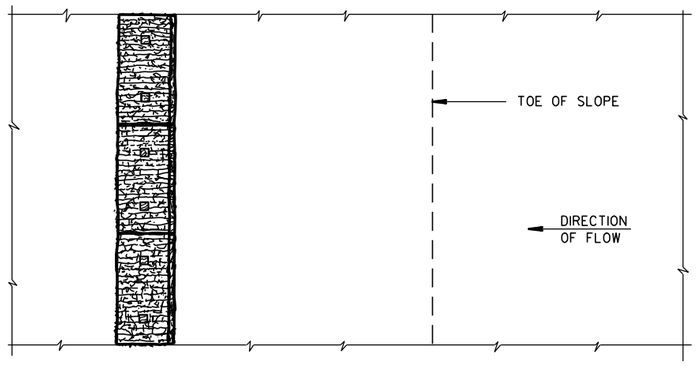
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

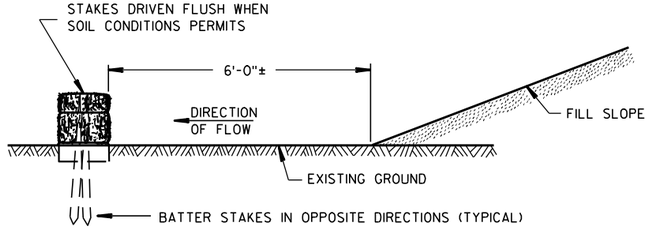


PLAN VIEW

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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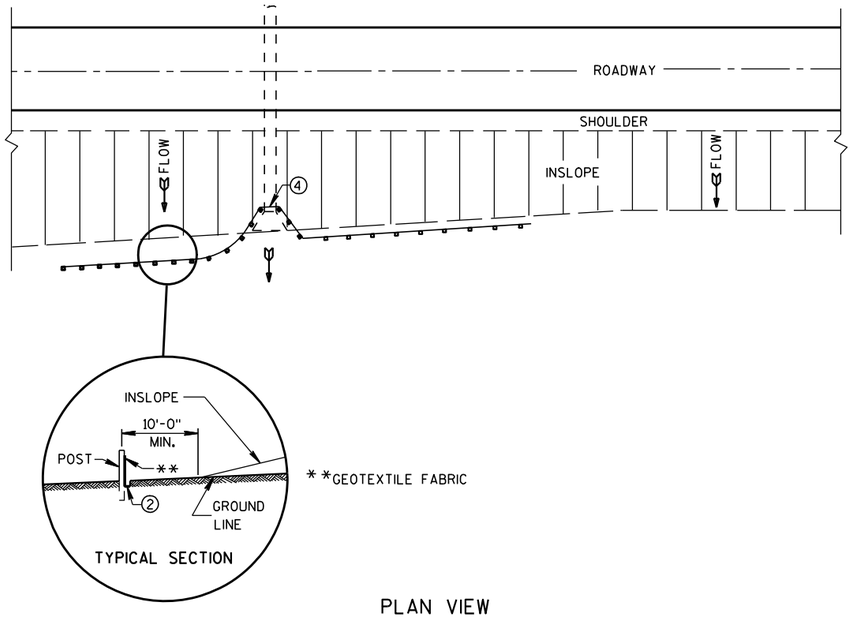
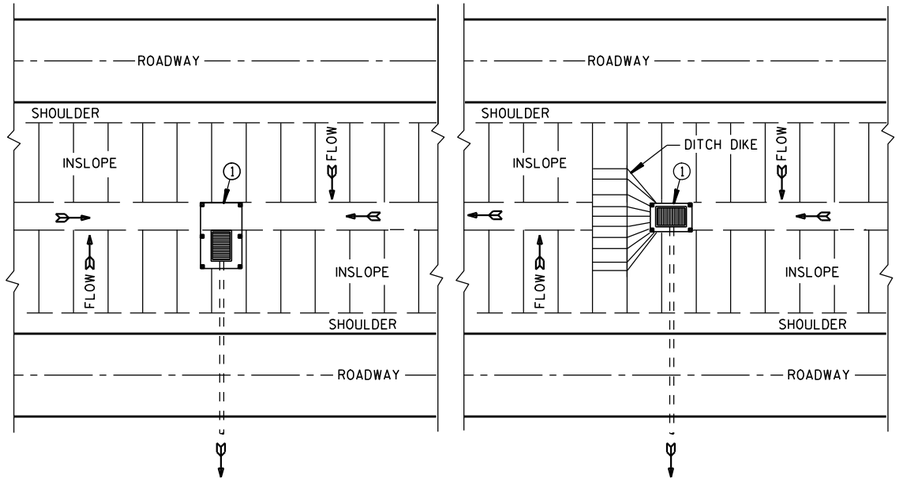
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



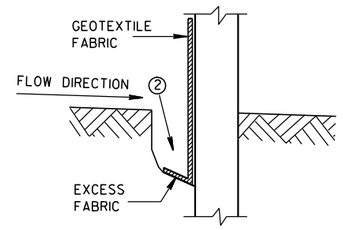
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

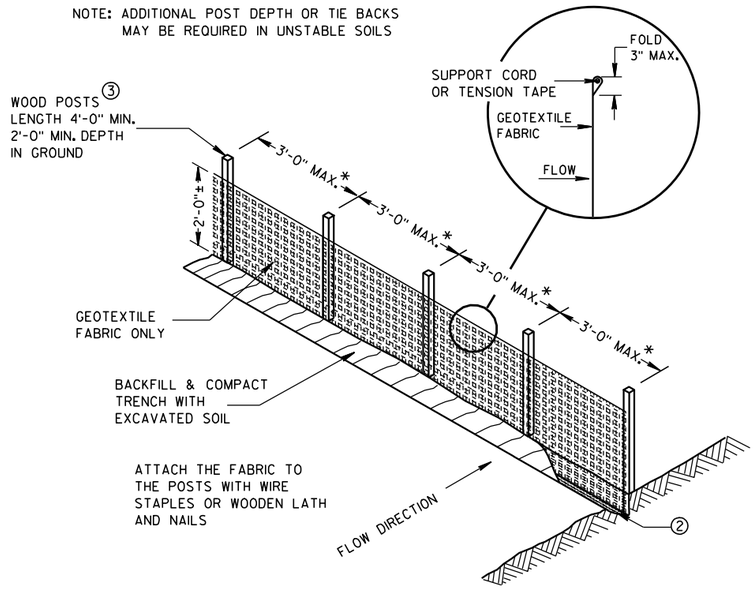
GENERAL NOTES

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.

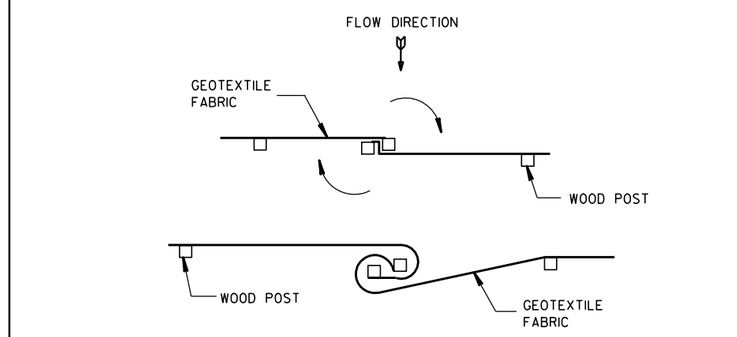


TRENCH DETAIL

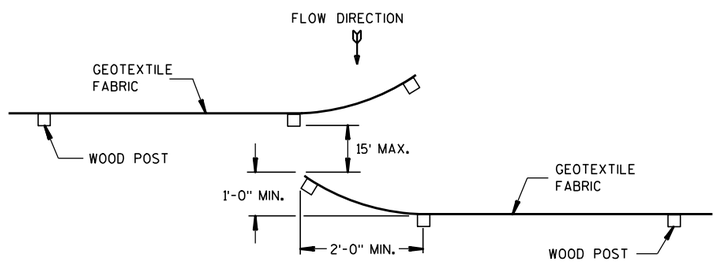


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

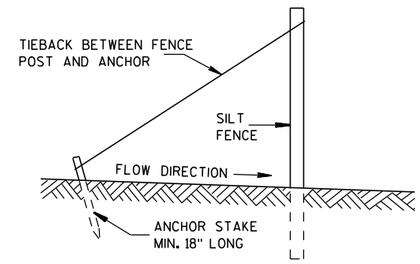


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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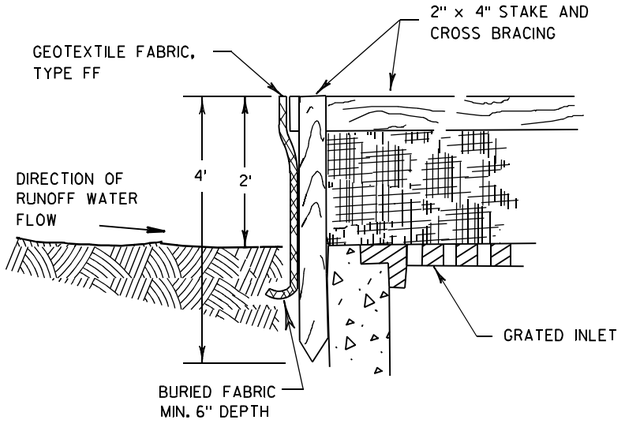
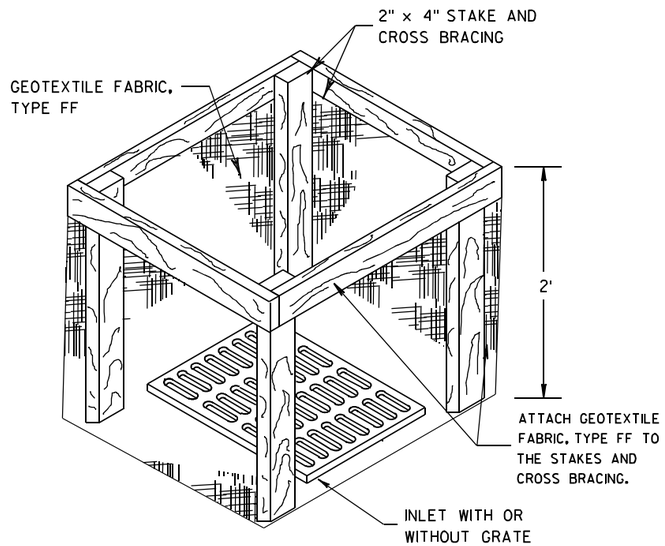
S.D.D. 8 E 9-6

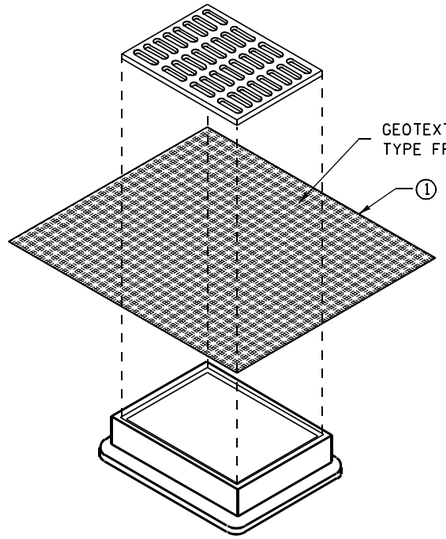
6

S.D.D. 8 E 9-6



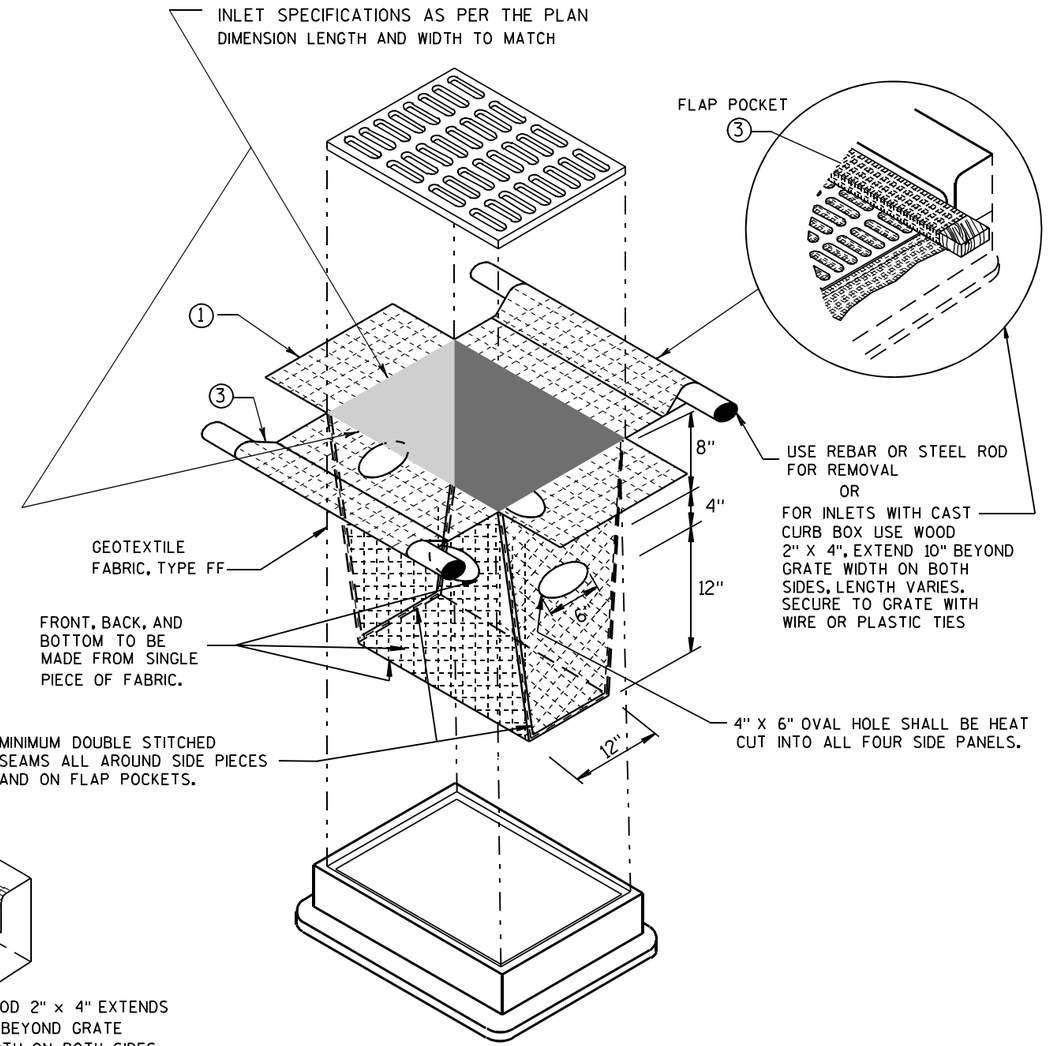


INLET PROTECTION, TYPE A



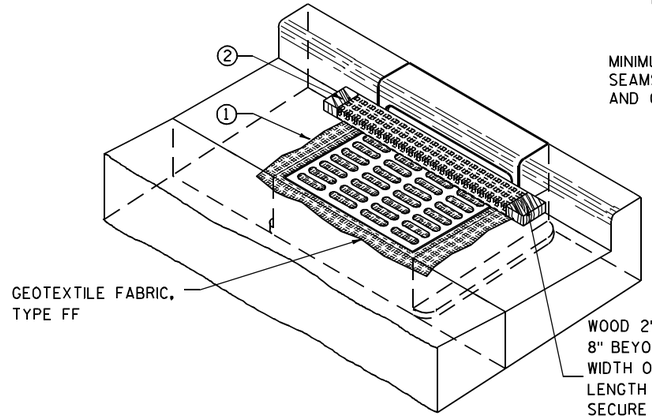
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

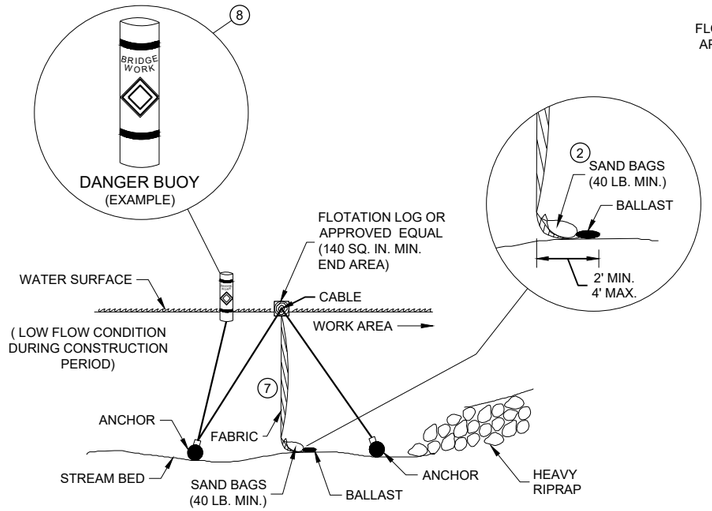
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

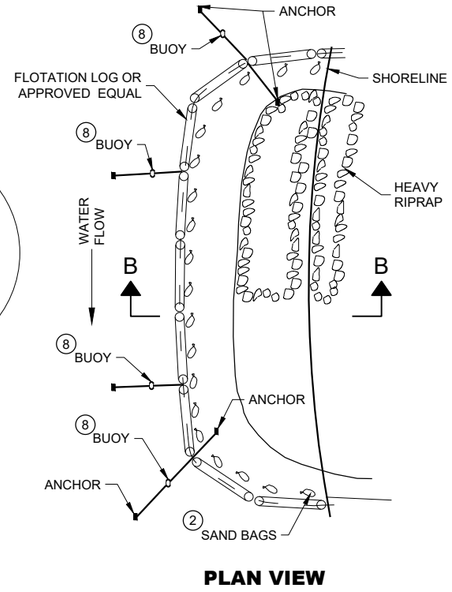
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

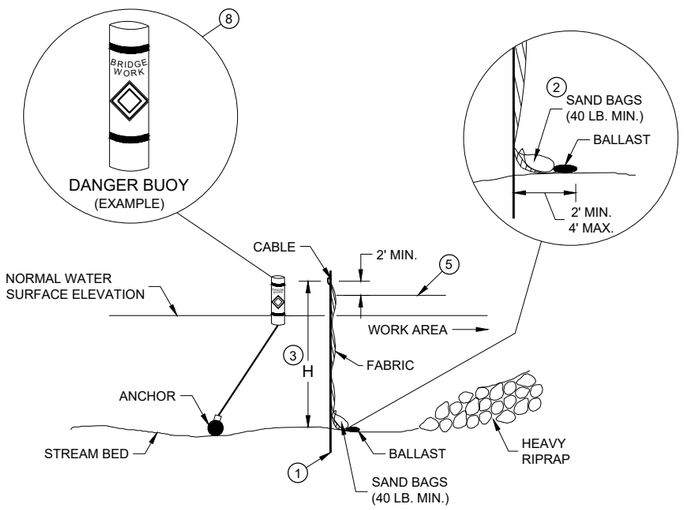


SECTION B - B

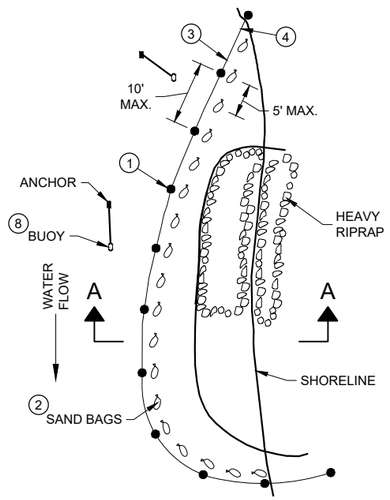


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) SAND BAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

(3) WHEN BARRIER HEIGHT "H" EXCEEDS 8 FEET, POST SPACING MAY NEED TO BE DECREASED.

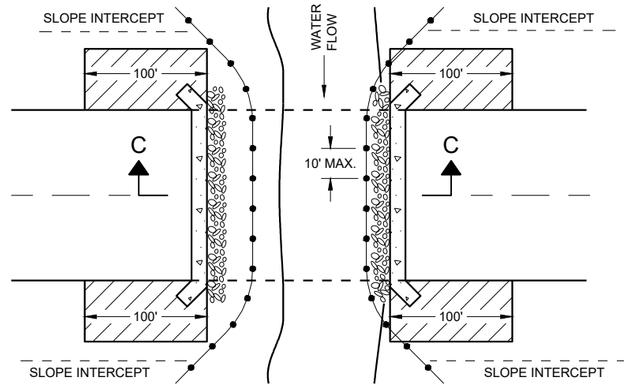
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(5) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

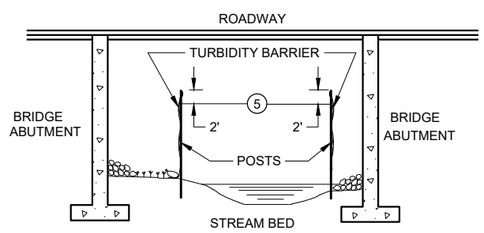
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(7) ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

(8) USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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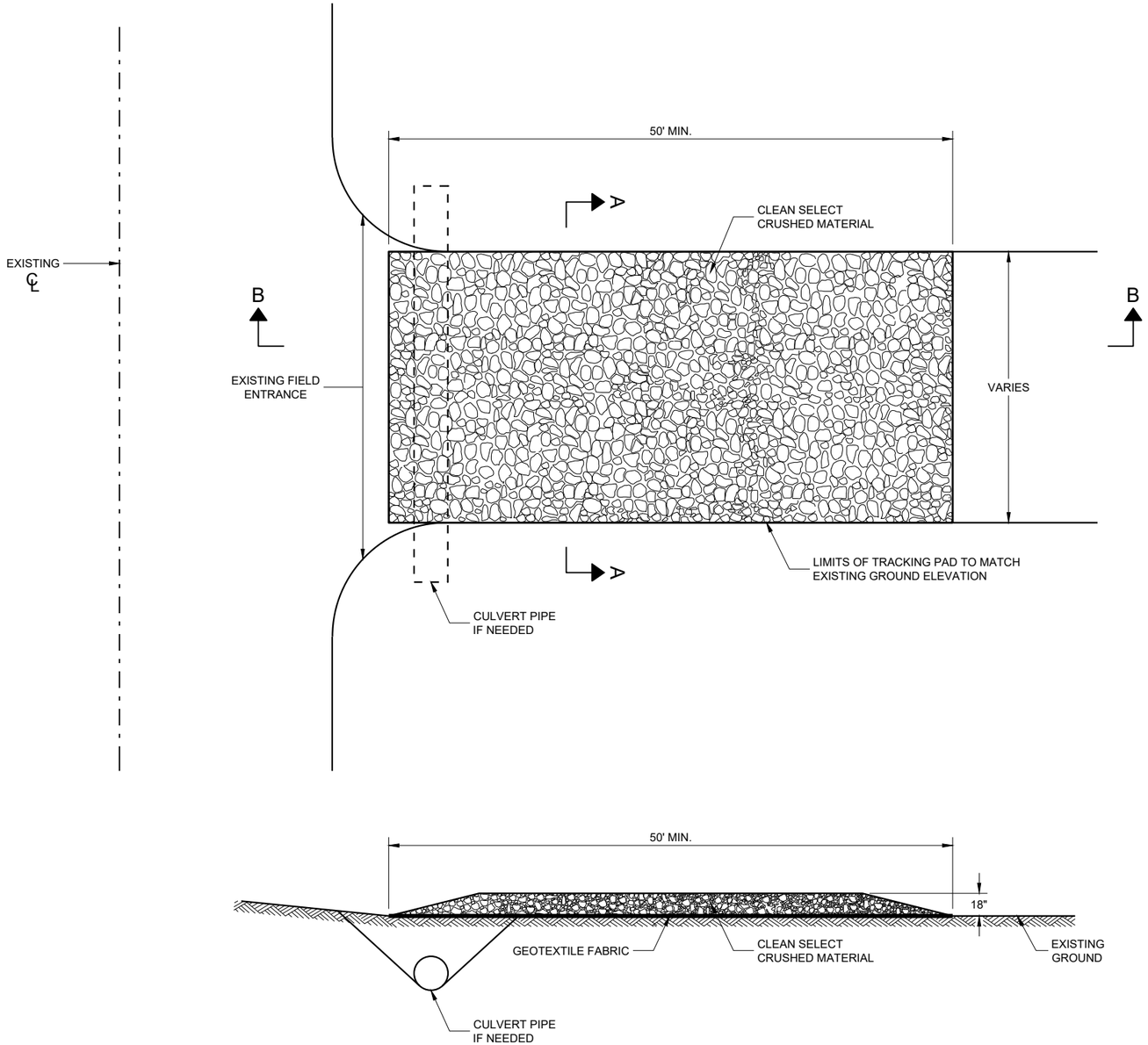
SDD 08E11 - 02



SECTION B - B

GENERAL NOTES

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

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

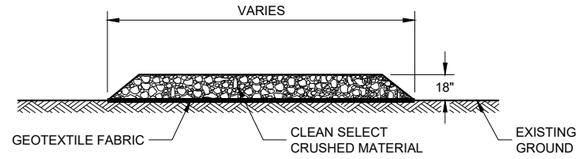
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A - A

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SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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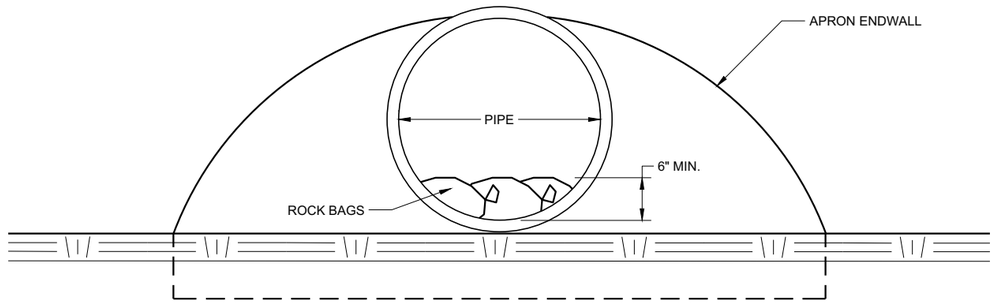
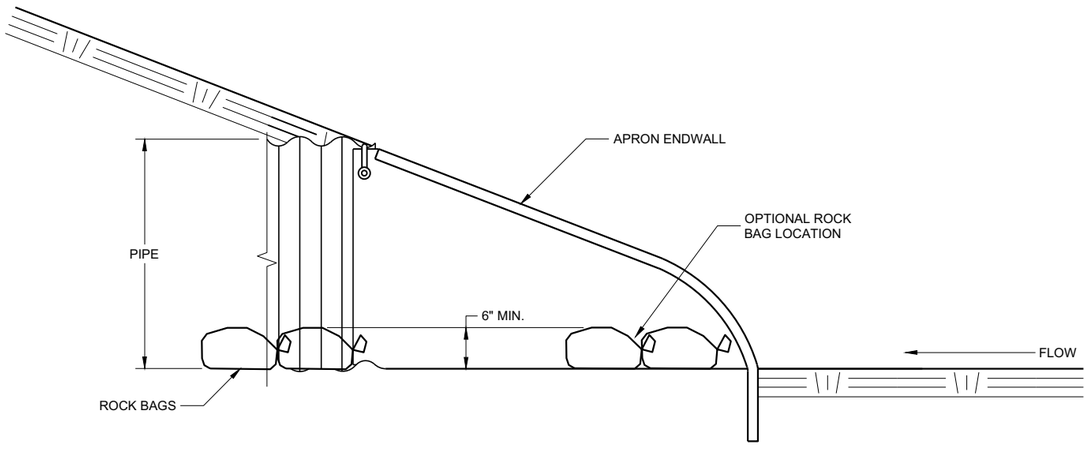
SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

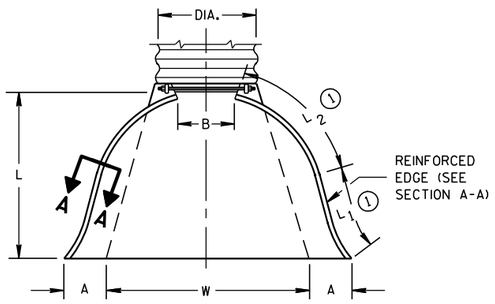
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

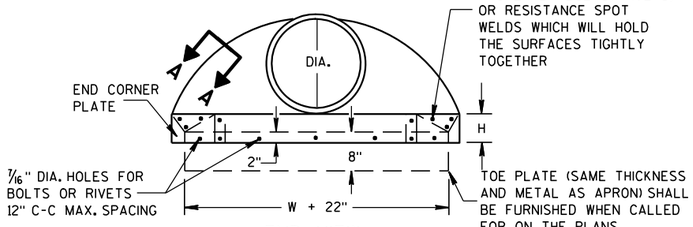
REINFORCED CONCRETE APRON ENDWALLS

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

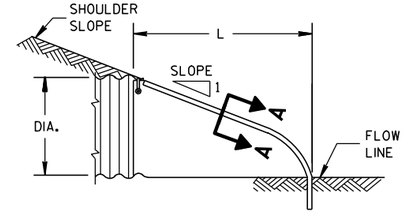
*MINIMUM
**MAXIMUM



PLAN VIEW

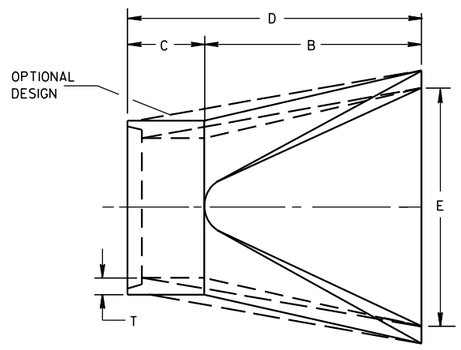


END VIEW

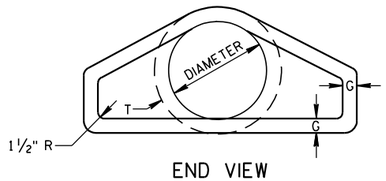


SIDE ELEVATION

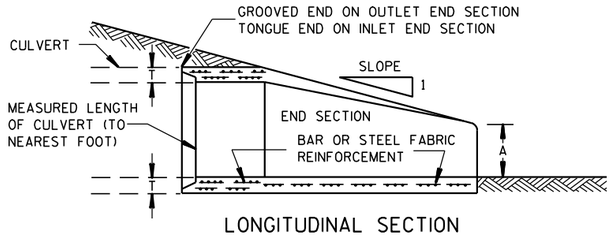
METAL ENDWALLS



PLAN

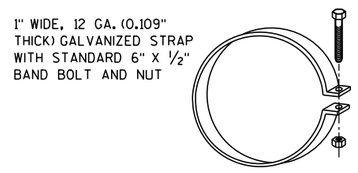


END VIEW



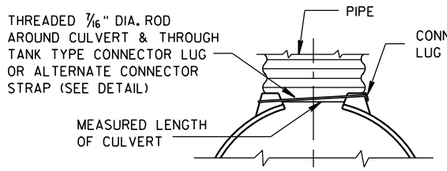
LONGITUDINAL SECTION

CONCRETE ENDWALLS

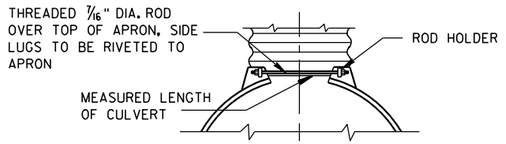


ALTERNATE FOR TYPE 1 CONNECTION

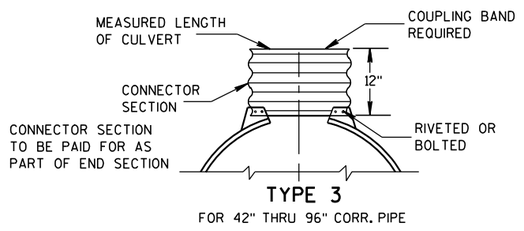
END SECTION CONNECTOR STRAP



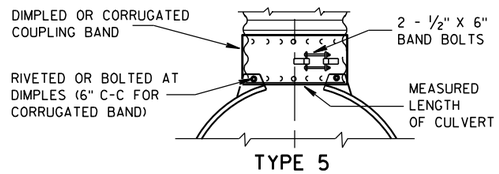
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

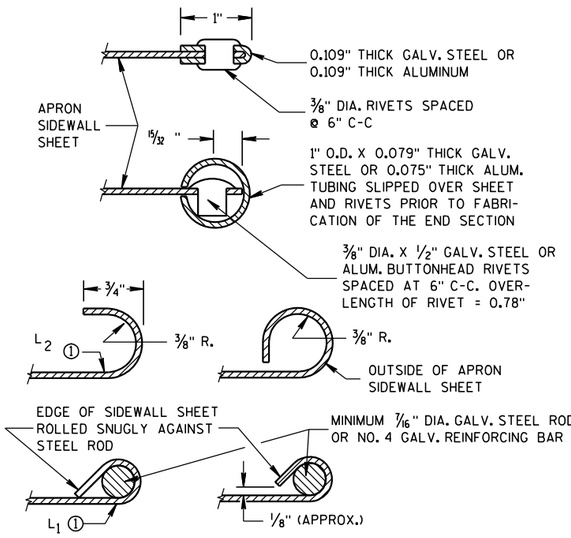
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

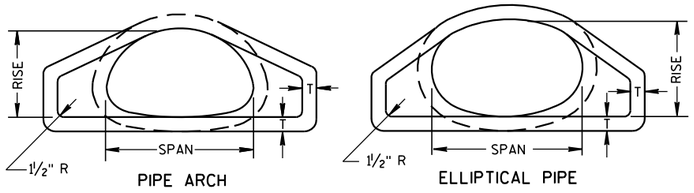
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

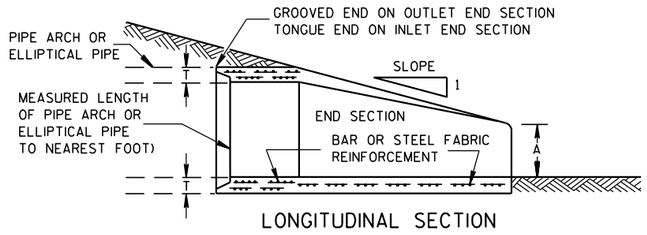
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

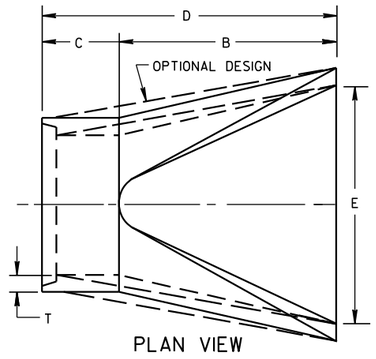
6
S.D.D. 8 F 1-11



END VIEW

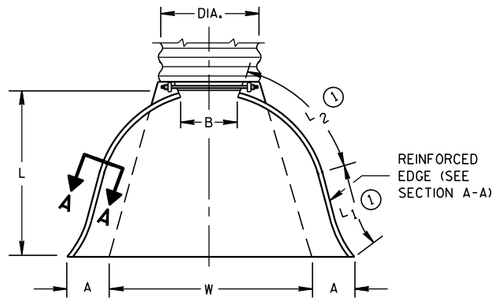


LONGITUDINAL SECTION

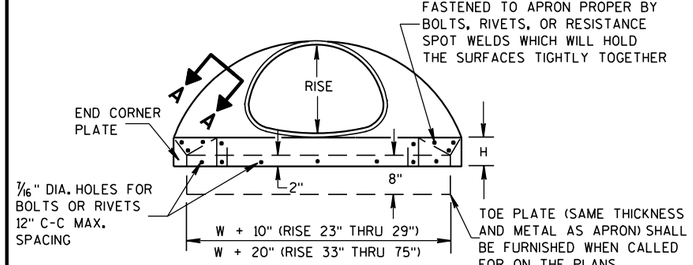


PLAN VIEW

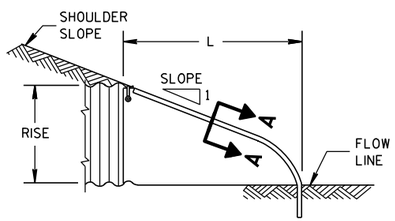
CONCRETE ENDWALLS



PLAN VIEW

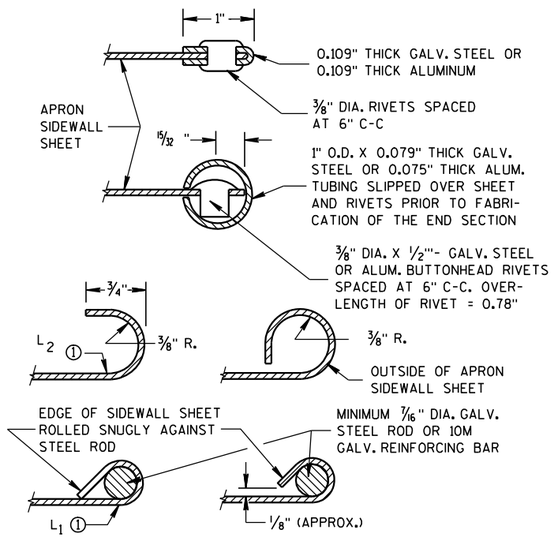


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

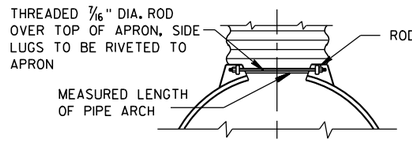
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

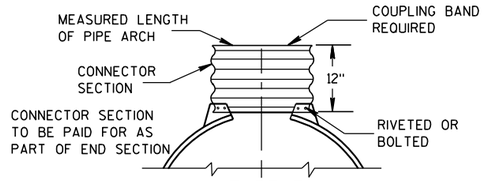
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



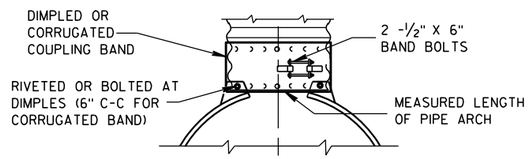
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

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

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 2-1

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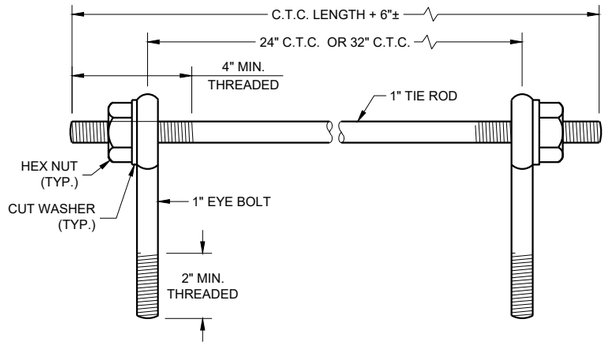
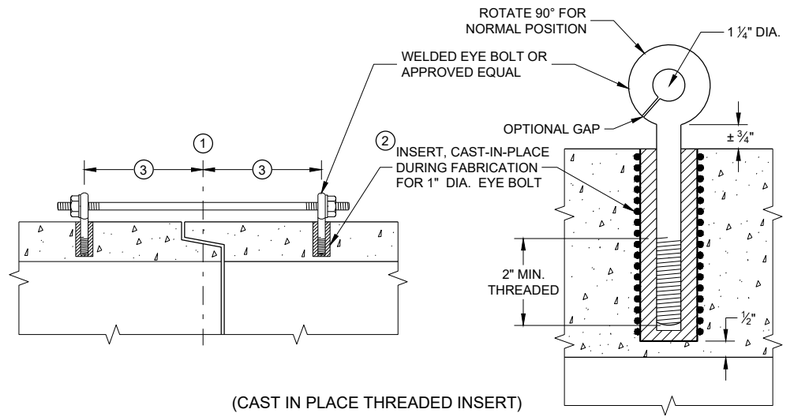
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

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

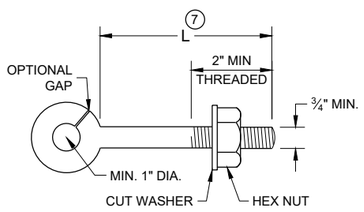
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

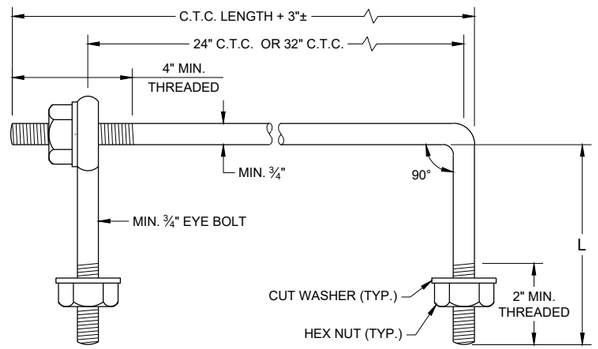
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

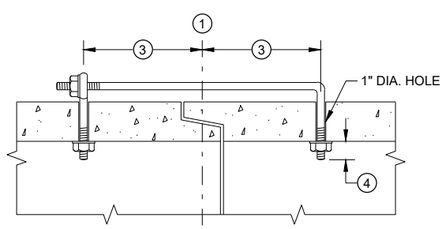


EYE BOLT (7)

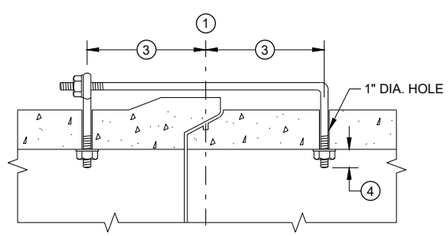
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

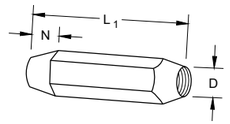
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

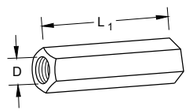
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



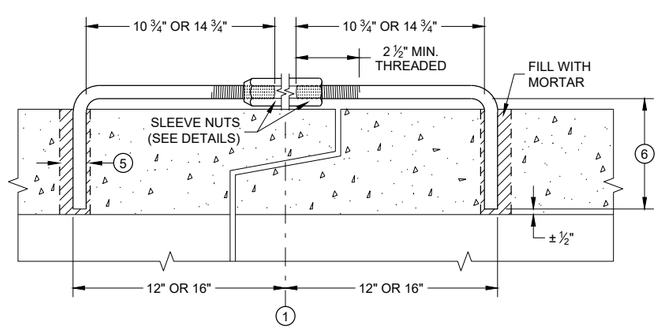
TAPERED



PLAIN

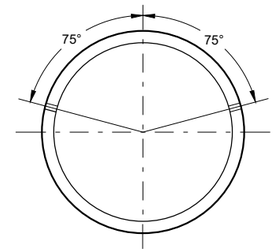
RIGHT AND LEFT THREADS

SLEEVE NUTS



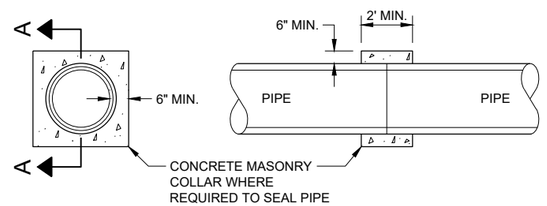
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

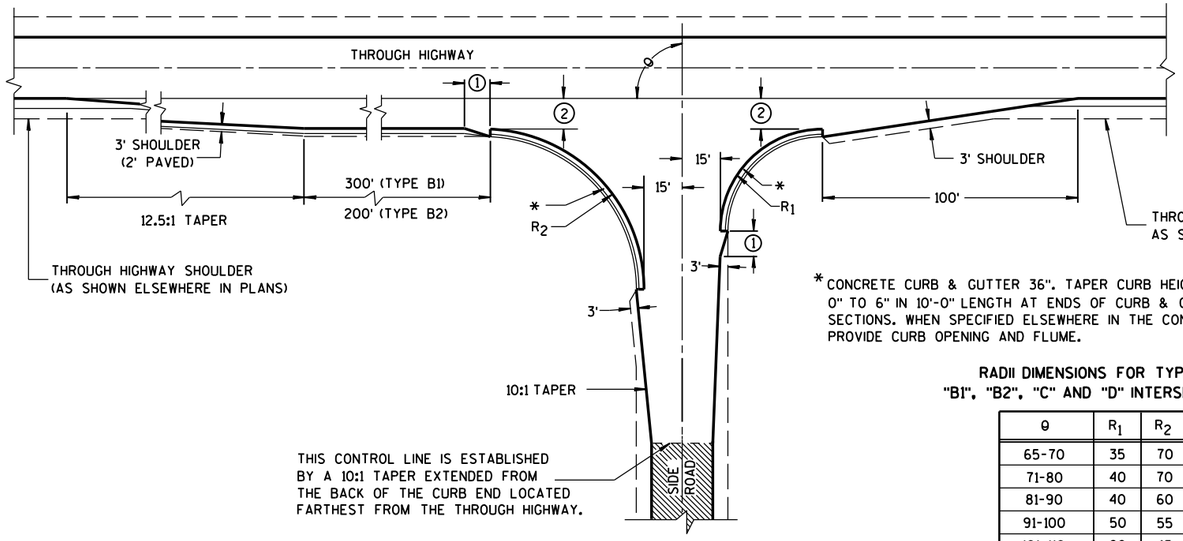
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

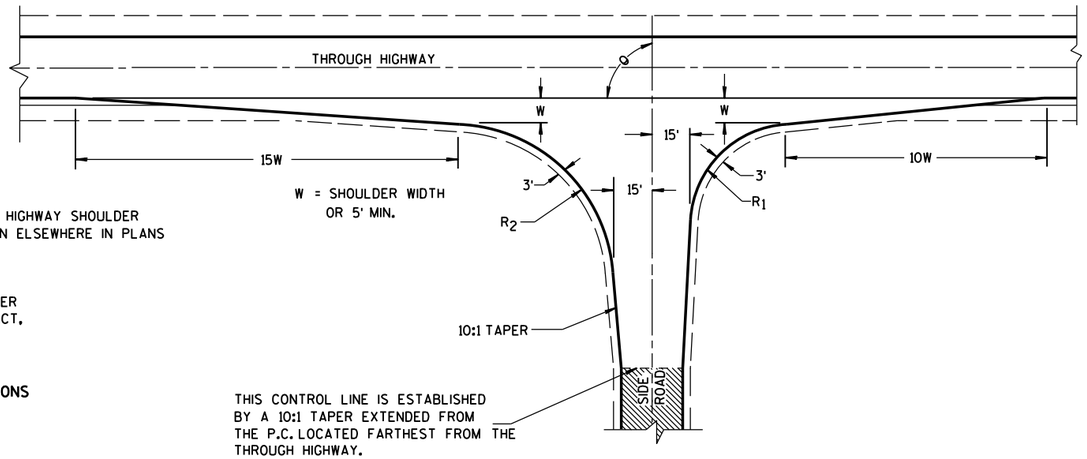


TYPE "B1" AND "B2"

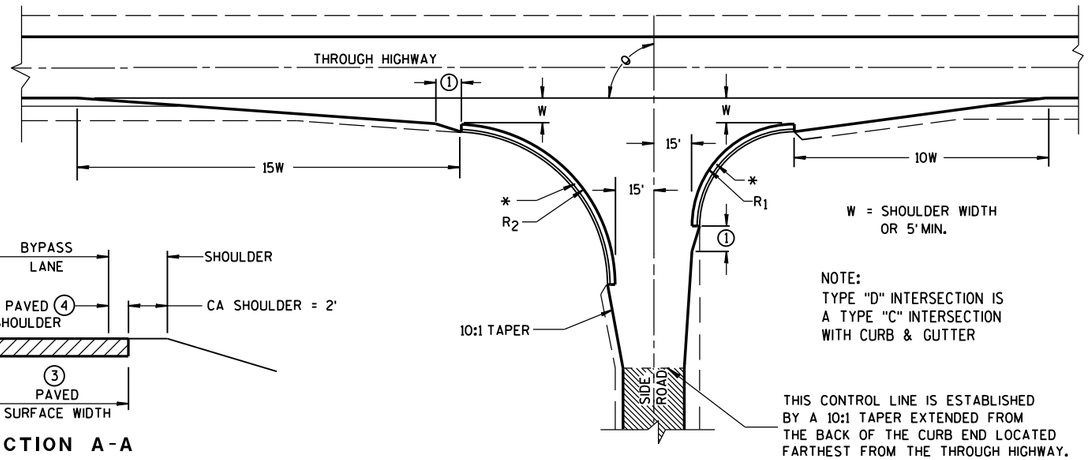
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

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



TYPE "C"



TYPE "D"

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

EXISTING PAVED SURFACE

BYPASS LANE

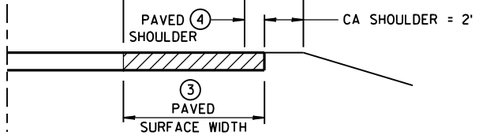
(1) 10-FT TYPICAL.

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

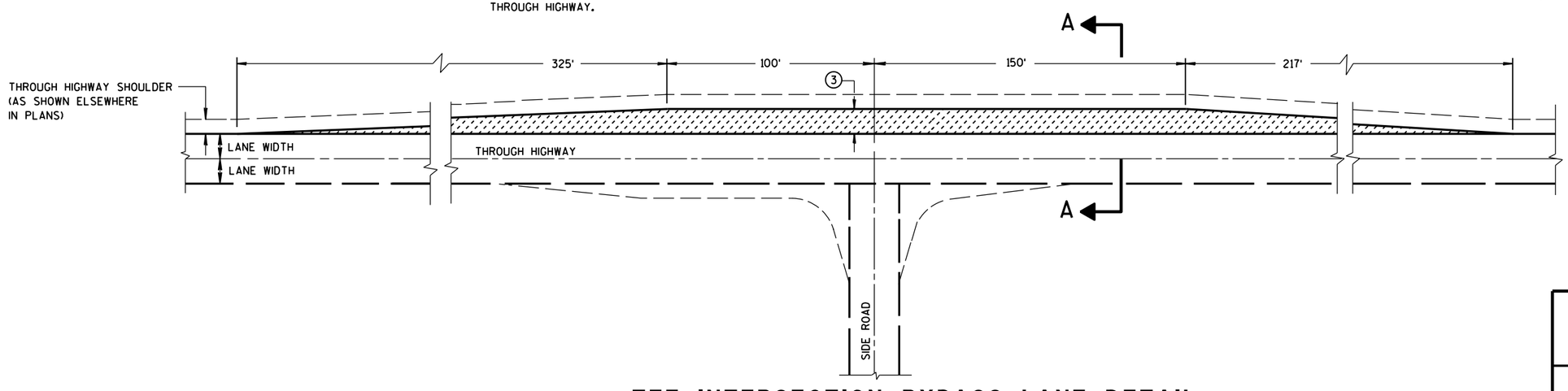
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



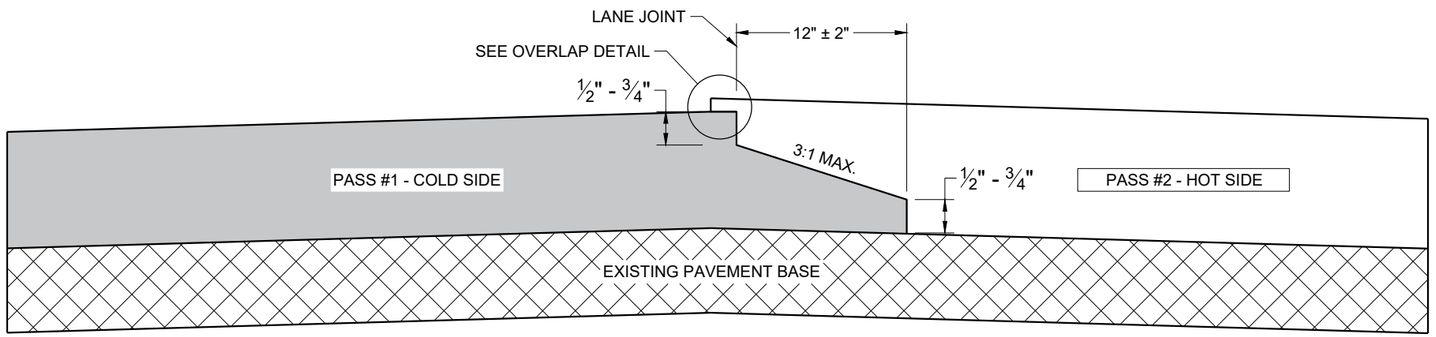
TEE INTERSECTION BYPASS LANE DETAIL

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

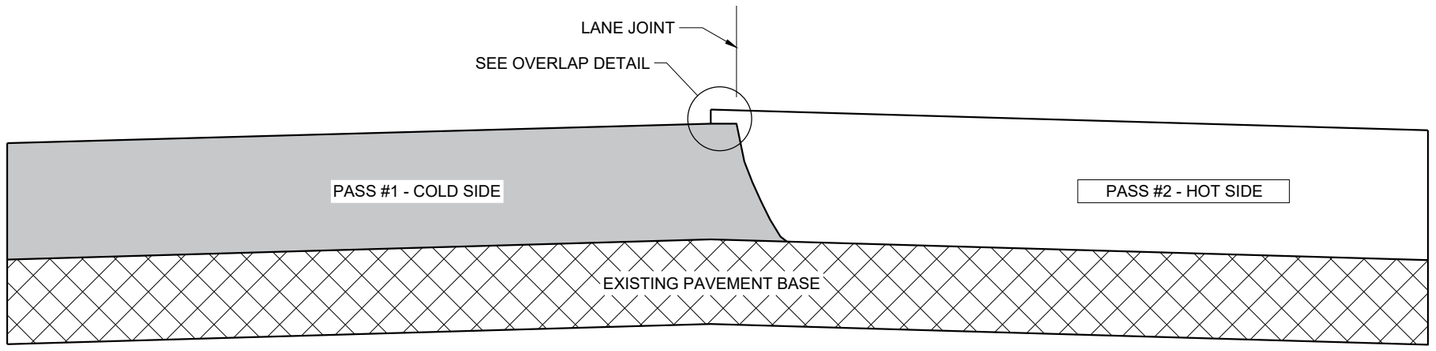
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

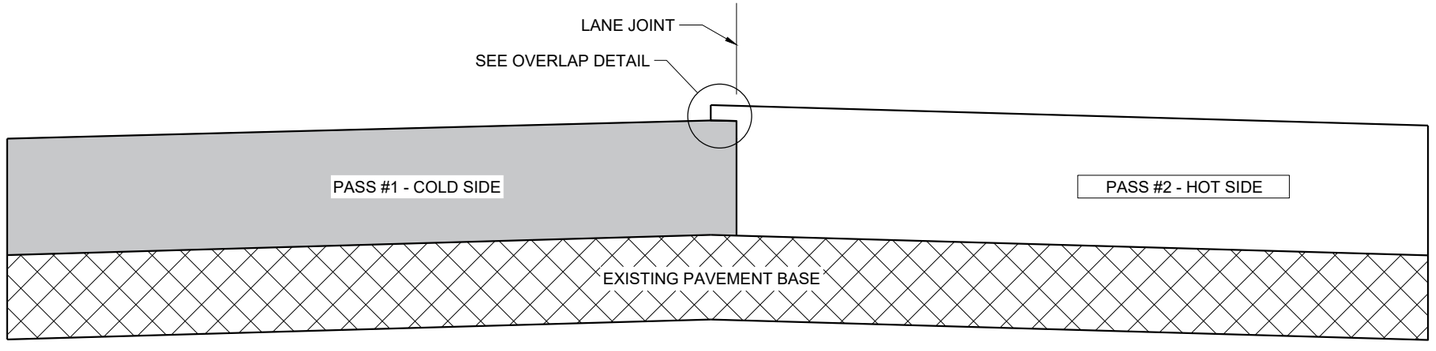
S.D.D. 9 A 1-13a



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

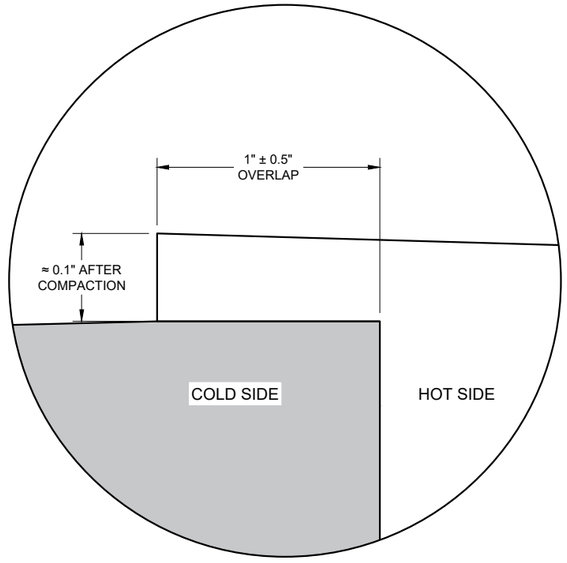
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

(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.

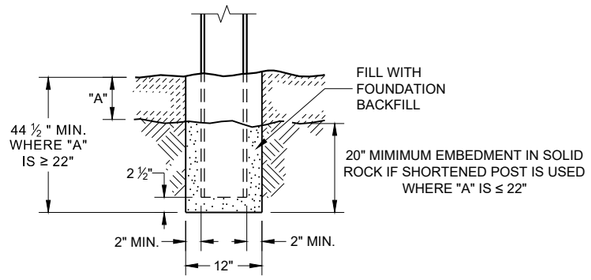
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

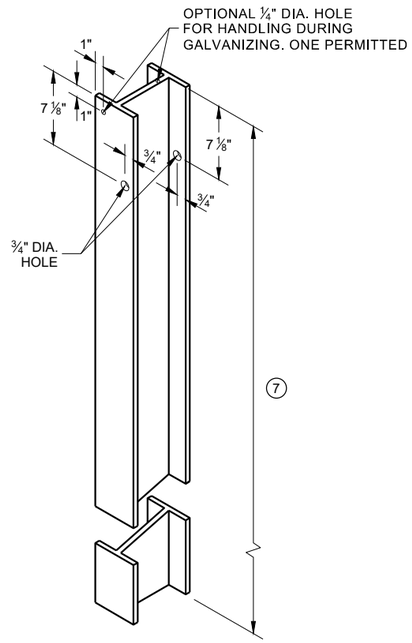
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

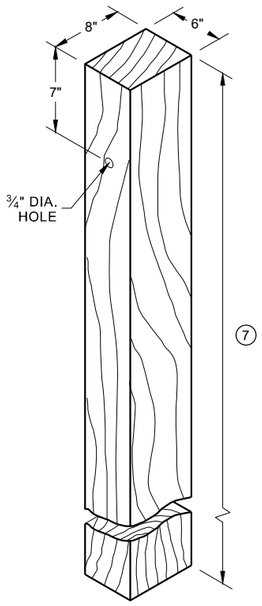
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



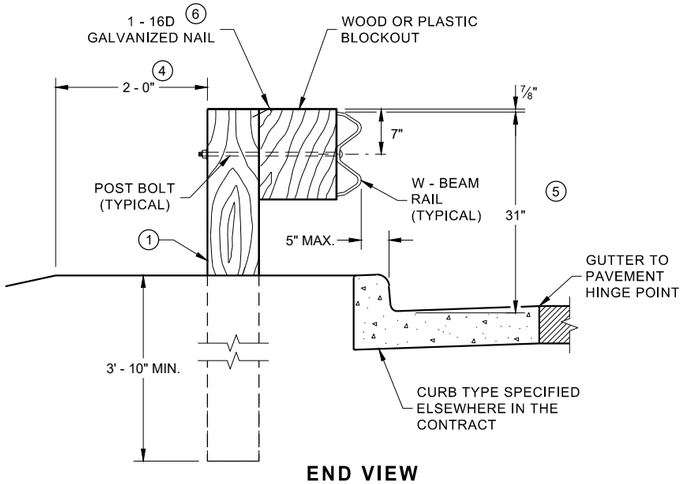
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



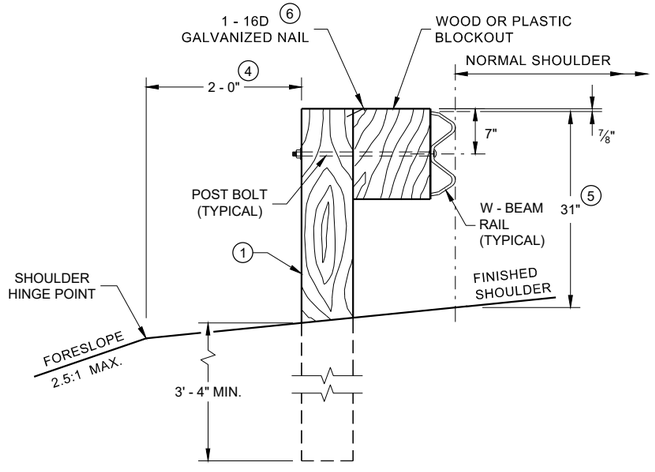
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



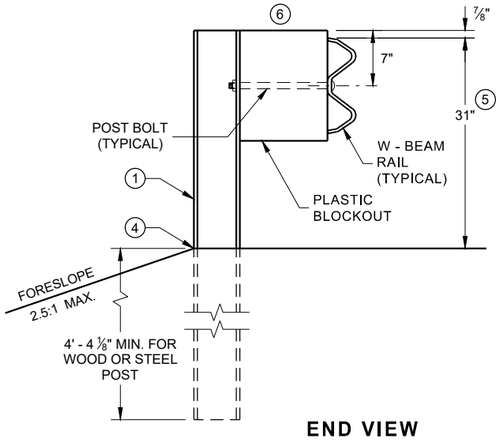
WOOD POST (6" X 8") NOMINAL (1)



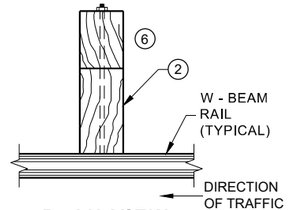
END VIEW
LOCATED ALONG A CURBED ROADWAY



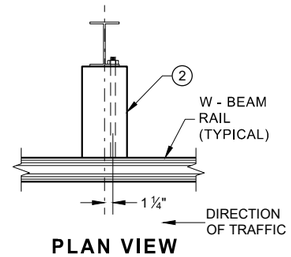
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



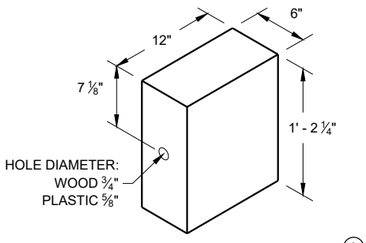
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



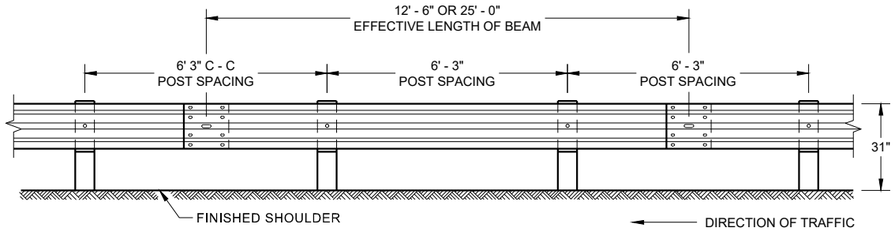
PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



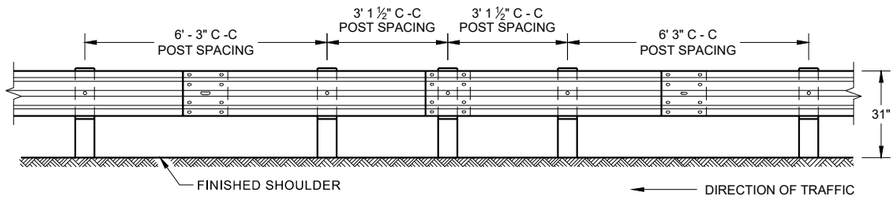
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

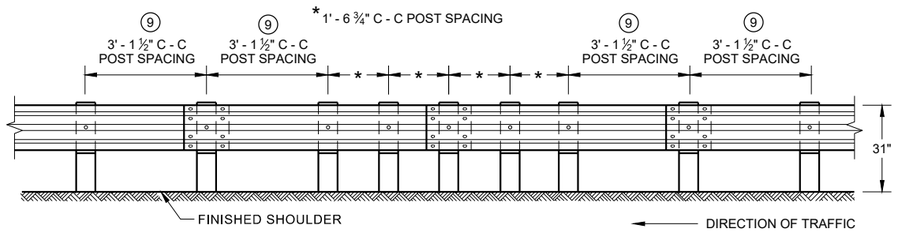
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



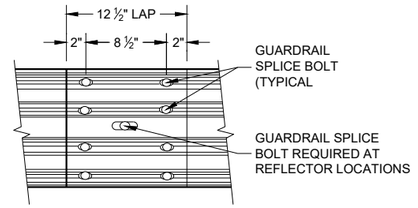
FRONT VIEW
POST SPACING STANDARD INSTALLATION



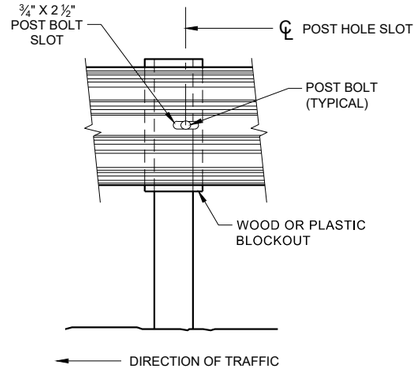
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



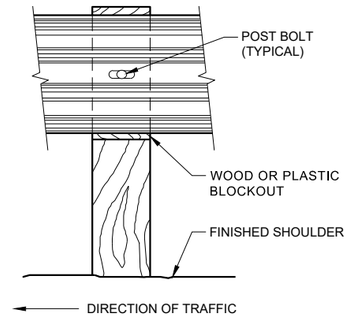
FRONT VIEW
QUARTER POST SPACING (QS)



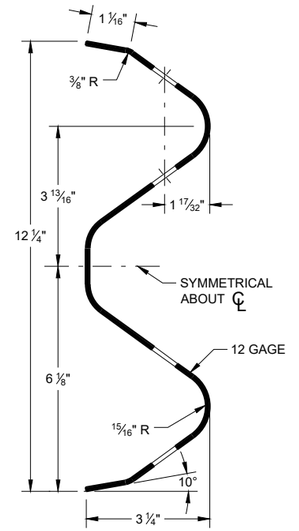
FRONT VIEW
MID-SPAN BEAM SPLICE



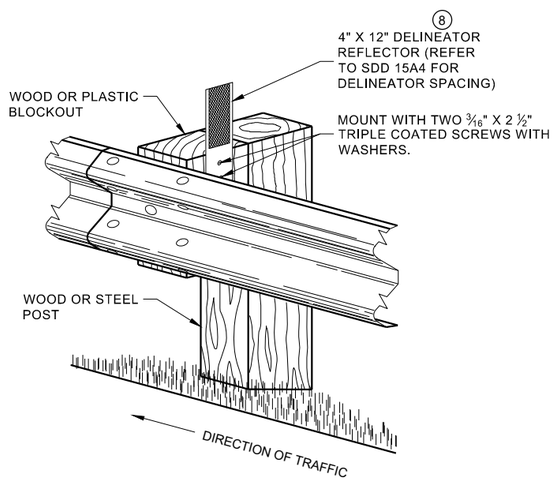
FRONT VIEW AT STEEL POST



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

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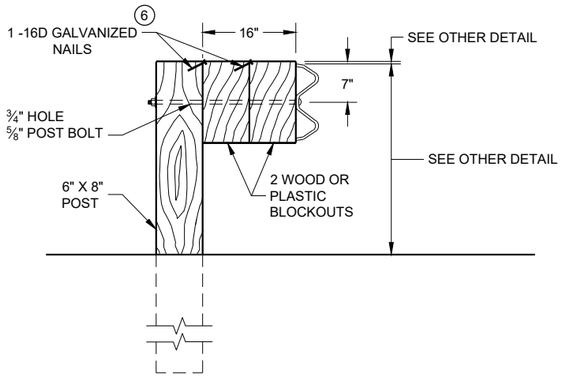
SDD 14B42 - 07b
SDD 14B42 - 07b

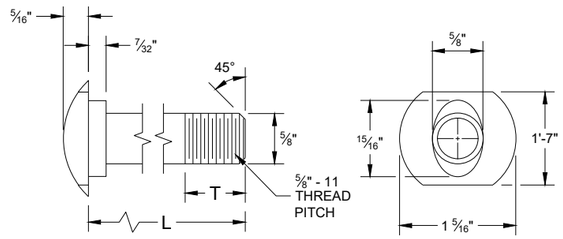


DETAIL FOR 16" BLOCKOUT DEPTH

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.

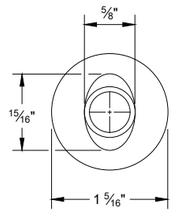
NOTE:

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.

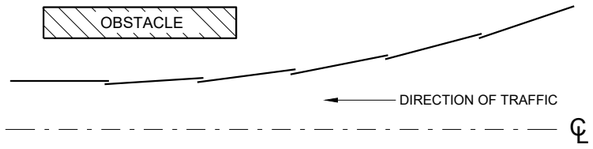


POST BOLT TABLE

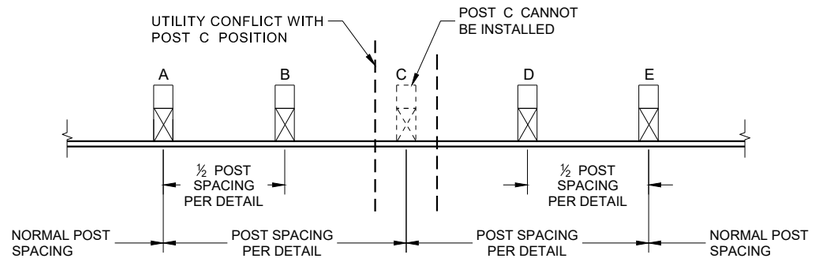
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



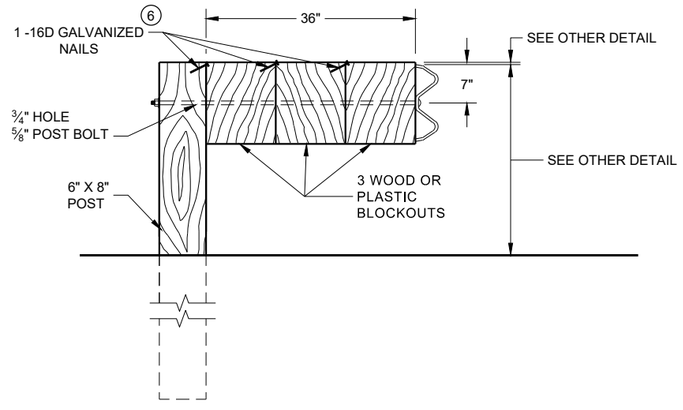
ALTERNATE BOLT HEAD



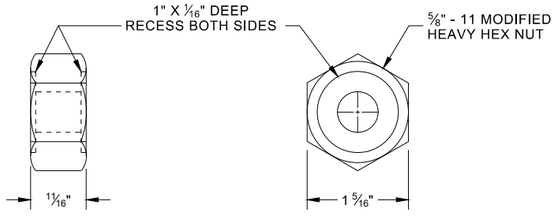
PLAN VIEW
BEAM LAPPING DETAIL



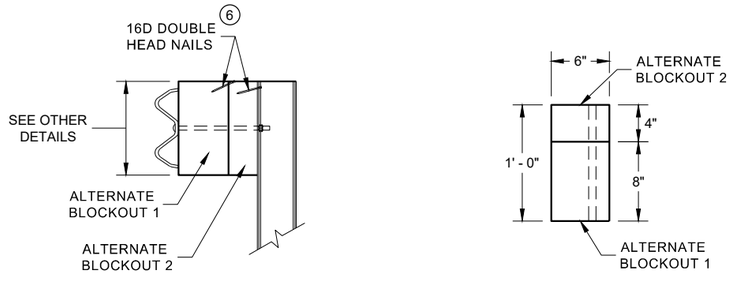
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW PLAN VIEW

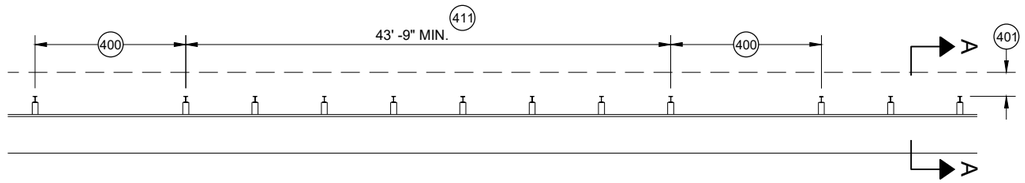
ALTERNATE WOOD BLOCKOUT DETAIL

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.

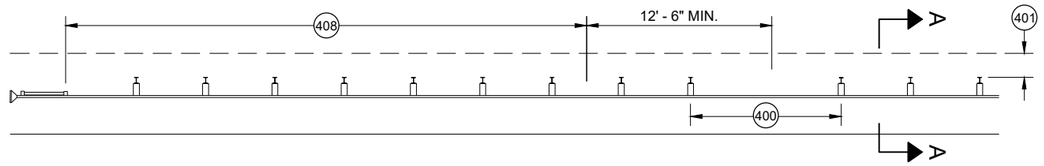
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

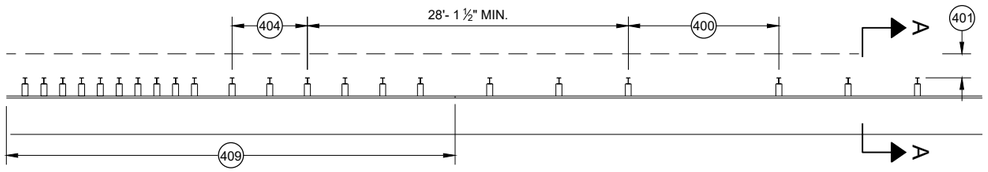
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



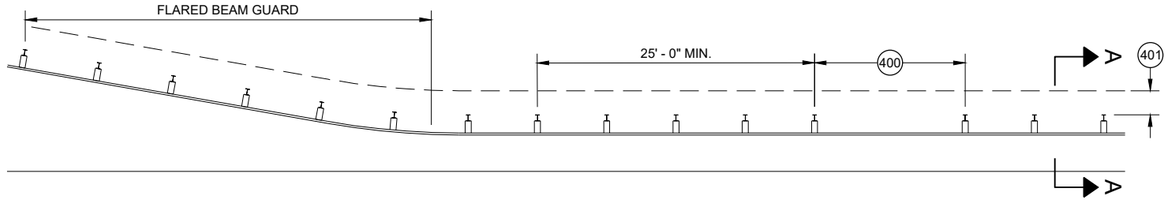
MISSING POST IN MGS GUARDRAIL



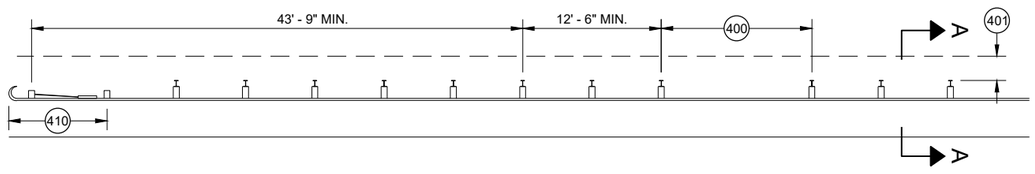
MISSING POST IN MGS GUARDRAIL NEAR EAT



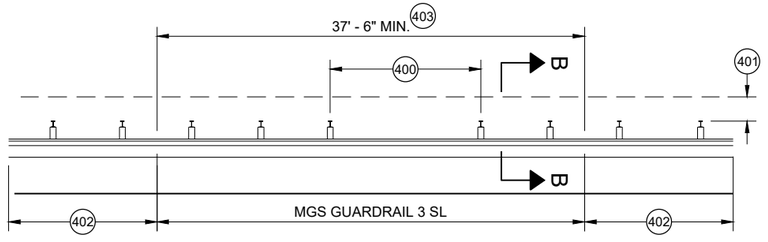
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

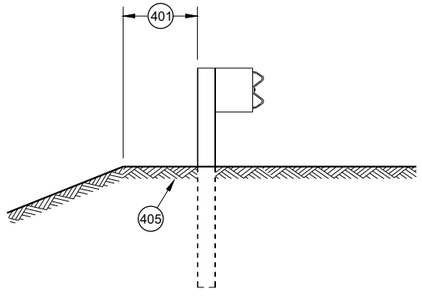


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

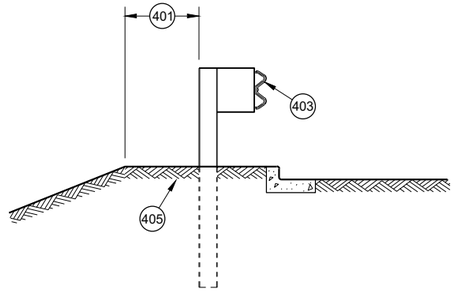


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

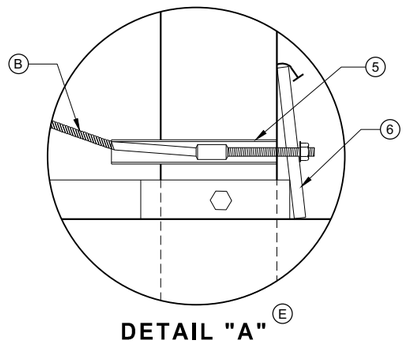
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

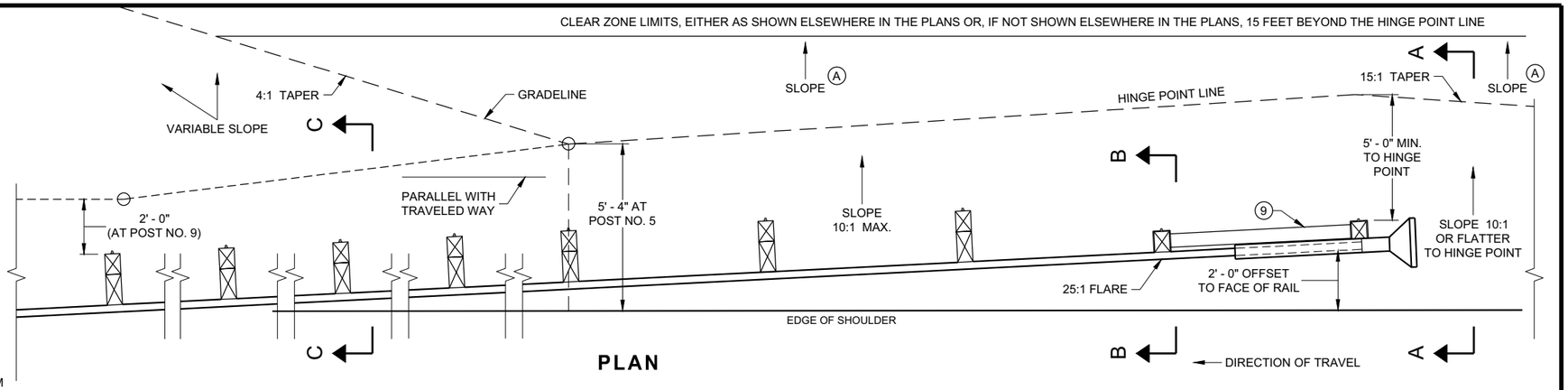
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

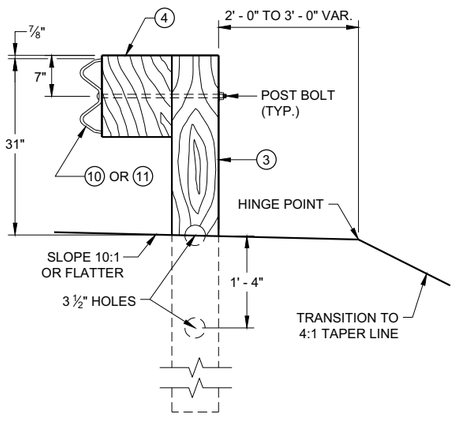
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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.

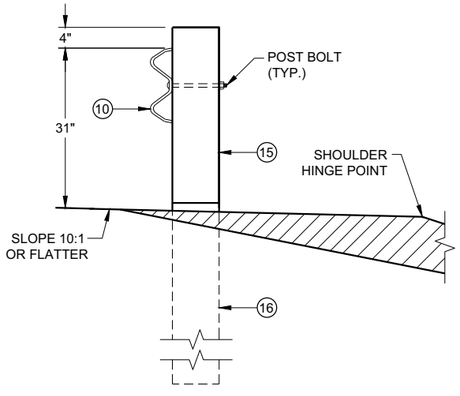


DETAIL "A" (E)

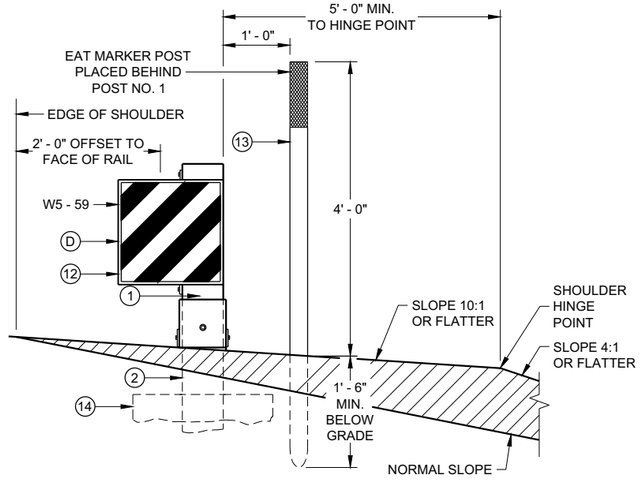




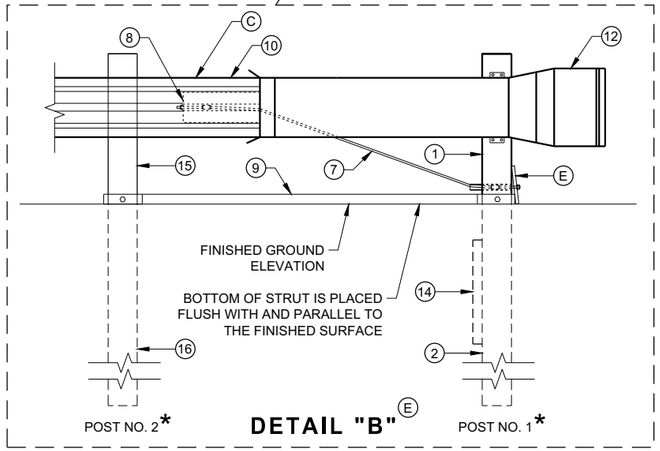
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



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

6

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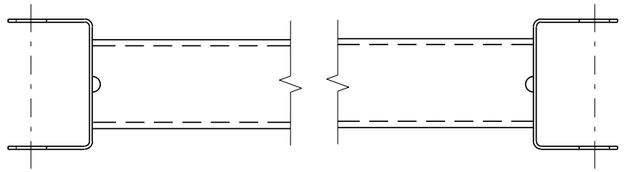
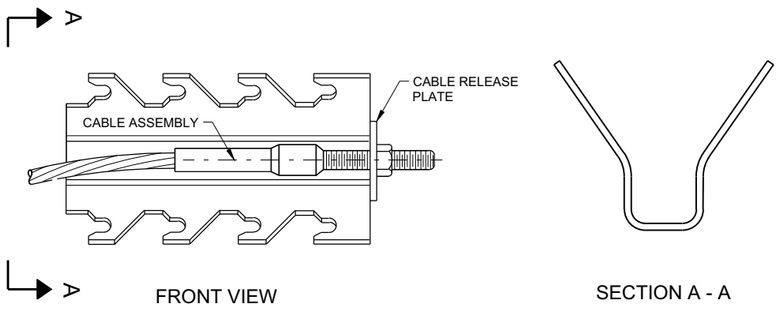


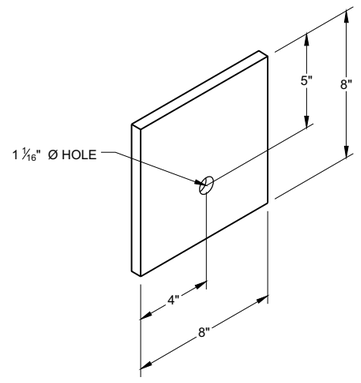
GENERIC GROUND STRUT (9) (E)

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) (E)



BEARING PLATE (6) (E)

6

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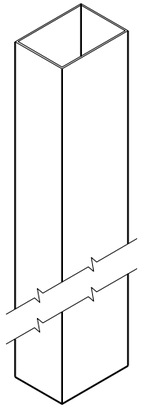
SDD 14B44 - 04b

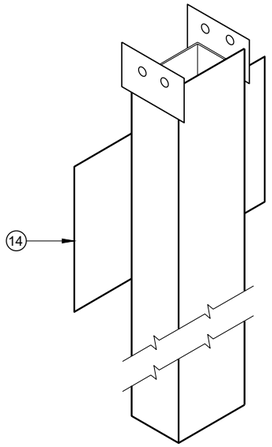
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

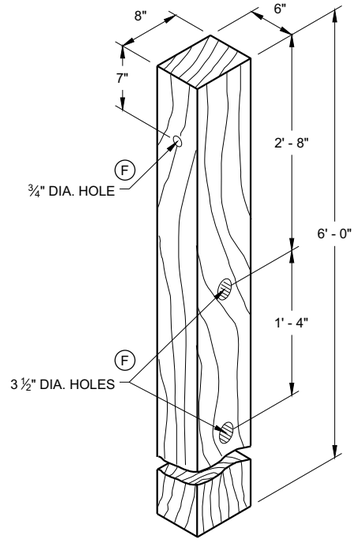
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



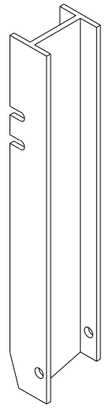
UPPER POST NO. 1 (1) (E)



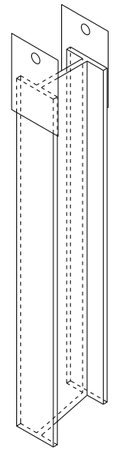
LOWER POST NO. 1 (2) (E)



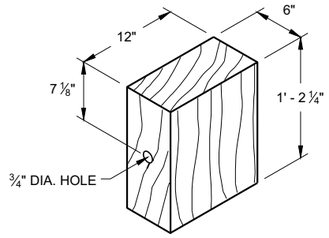
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



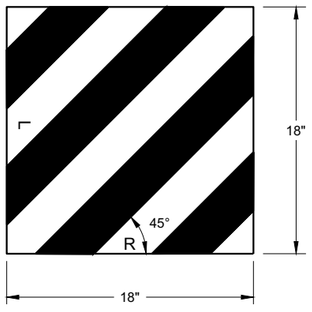
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

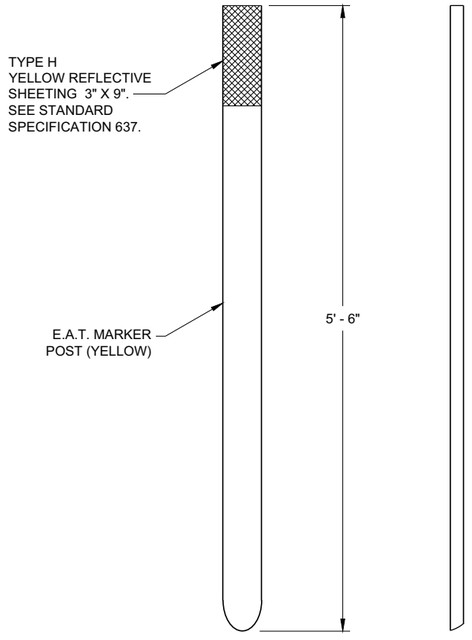


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



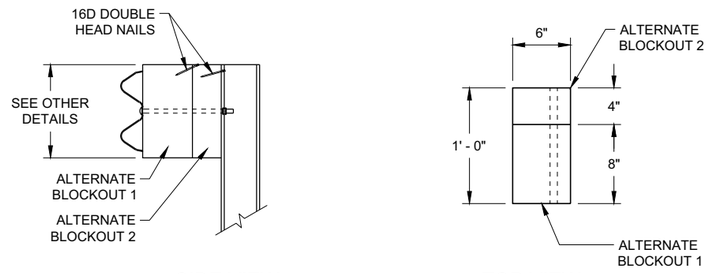
W5 - 59

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)

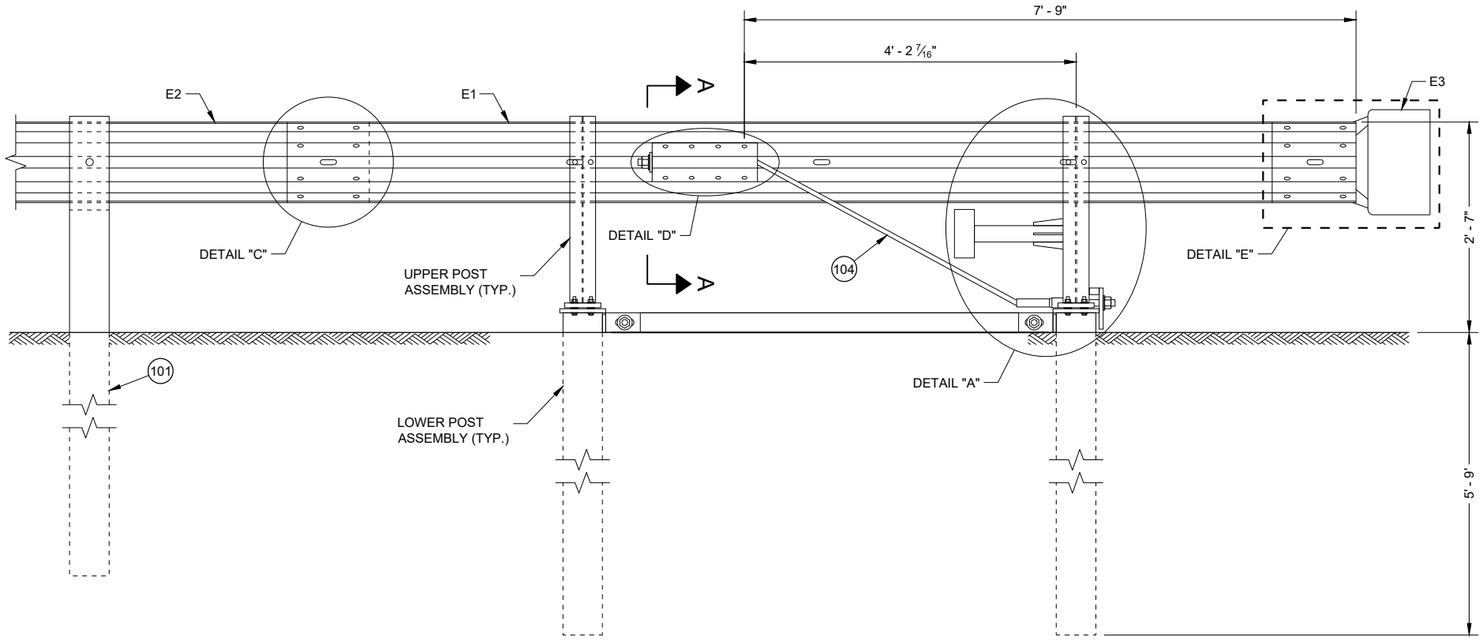
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

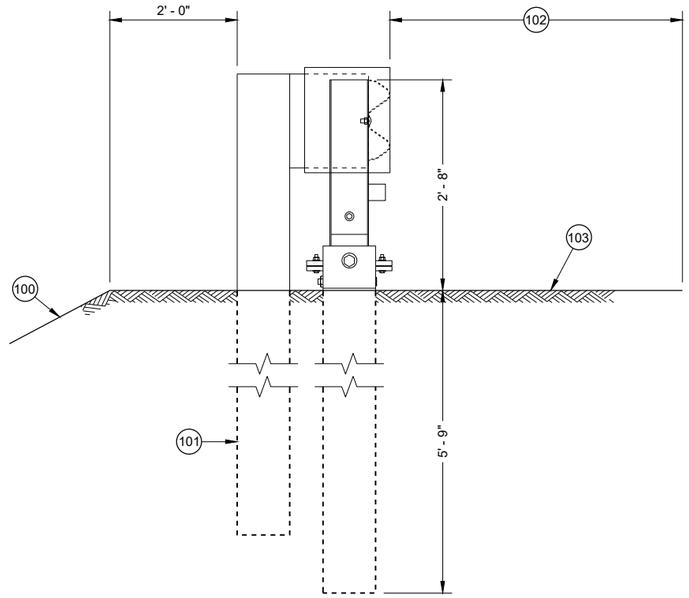
FHWA

6

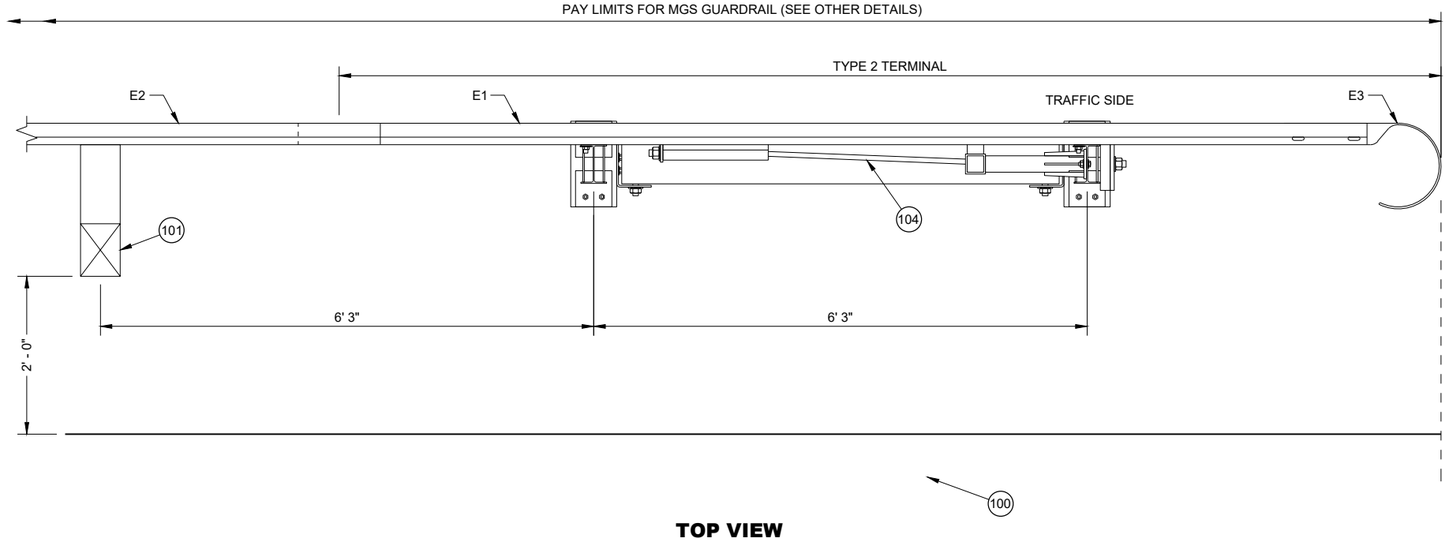
SDD 14B44 - 04c



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

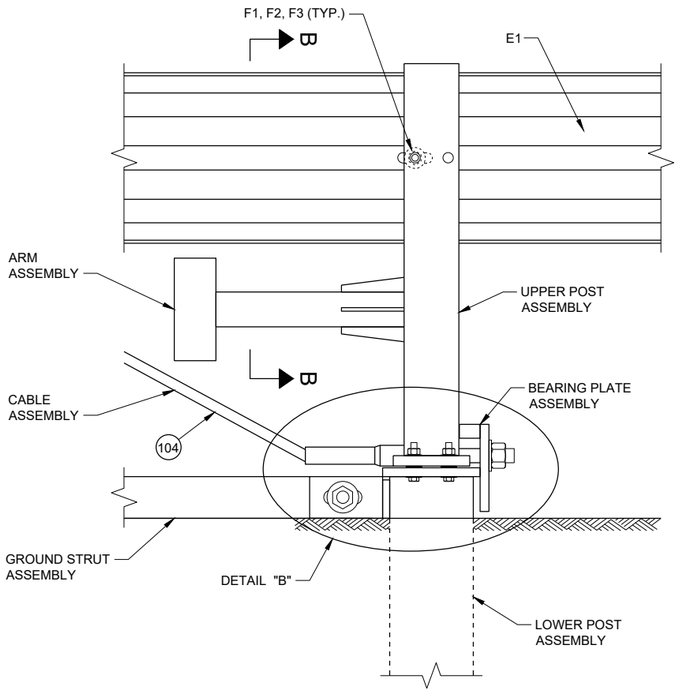
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

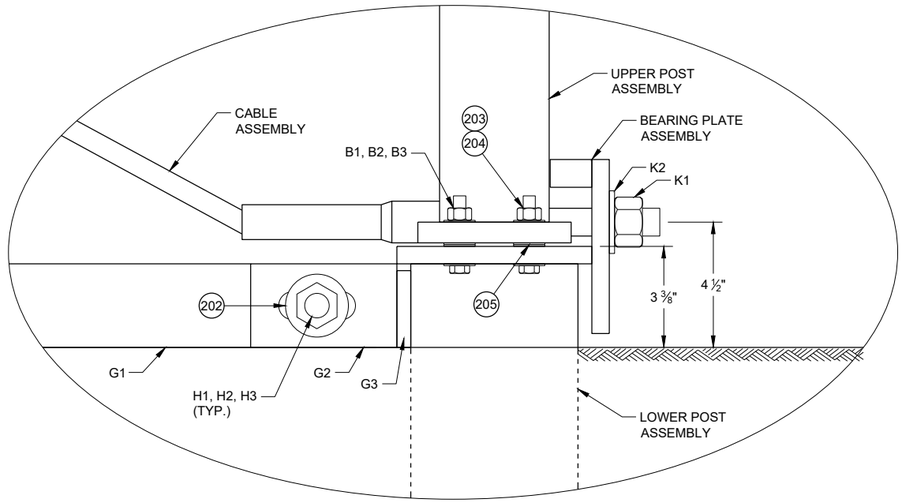
6

SDD 14B47 - 03a

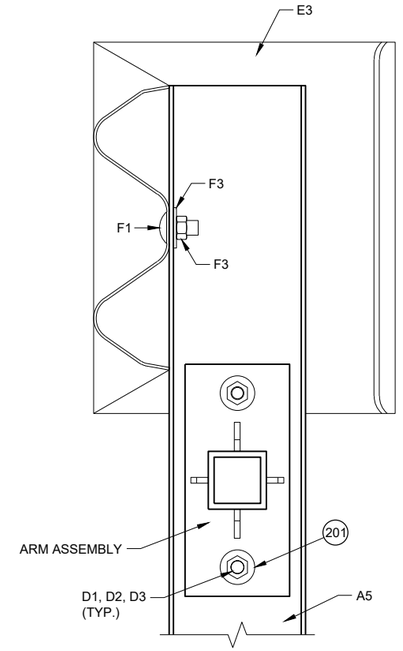
SDD 14B47 - 03a



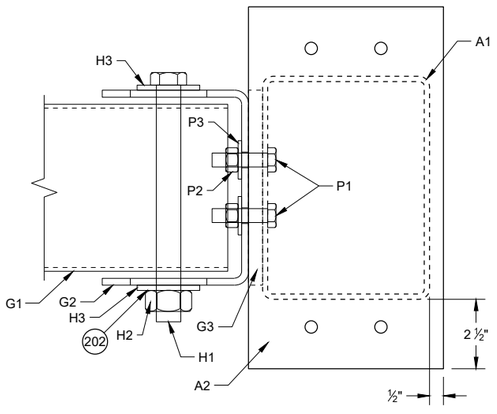
DETAIL "A"



DETAIL "B"

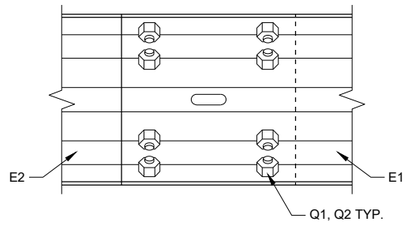


SECTION B - B

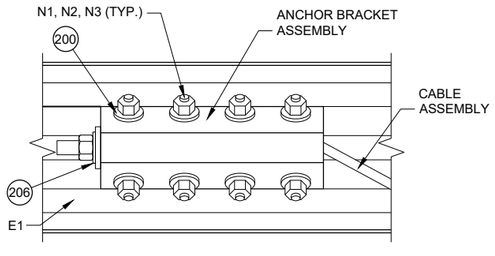


TOP VIEW

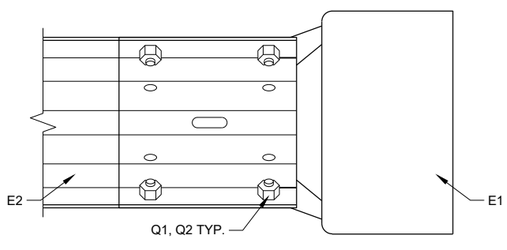
GROUND STRUT CONNECTION DETAIL



DETAIL "C"



DETAIL "D"



DETAIL "E"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

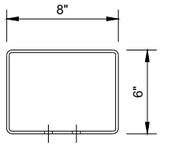
206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

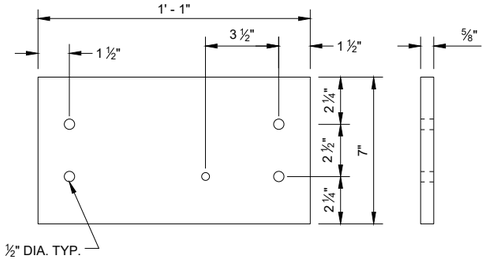
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

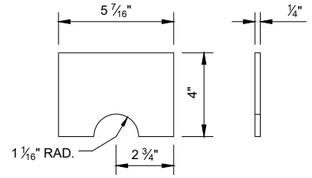
SDD 14B47 - 03b



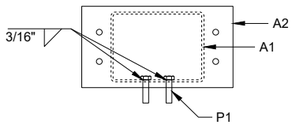
TOP VIEW



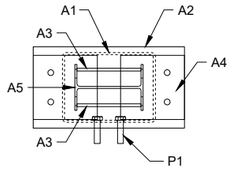
LOWER PLATE (A2)

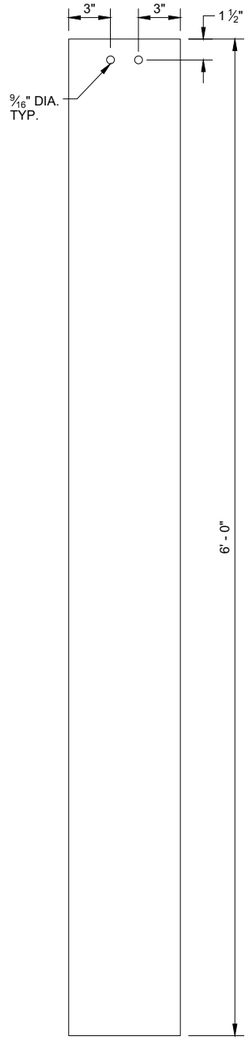


POST GUSSET (A3)



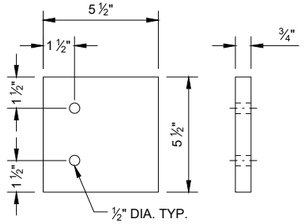
PLAN VIEW



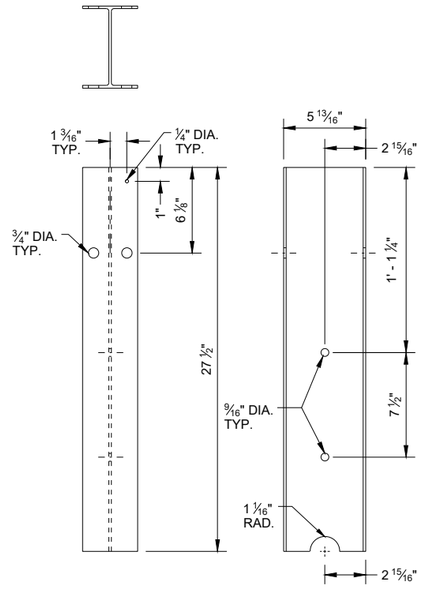


SIDE VIEW

FOUNDATION TUBE (A1)

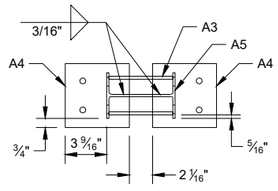


UPPER PLATE (A4)

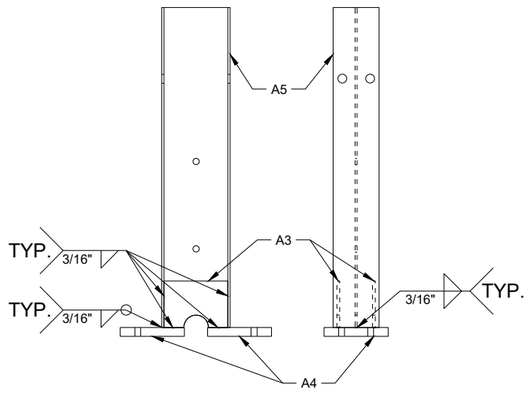


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

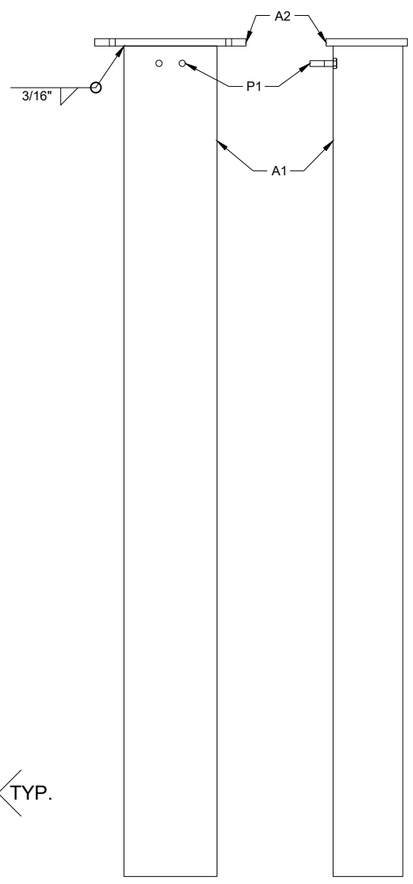


PLAN VIEW



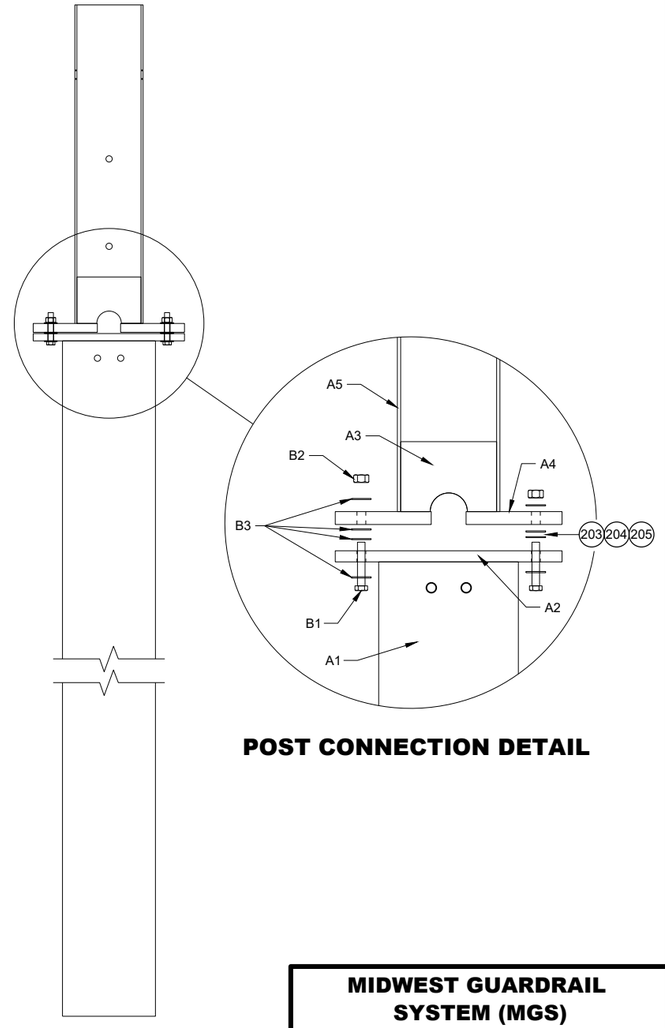
SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY



FRONT VIEW SIDE VIEW

LOWER POST ASSEMBLY



ASSEMBLED POST

POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD14B47 - 03c

6

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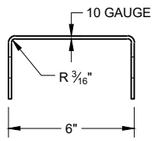
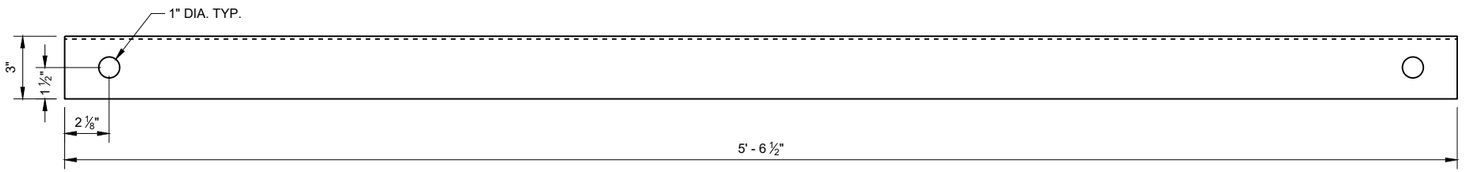
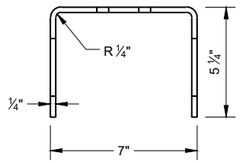


SIDE VIEW

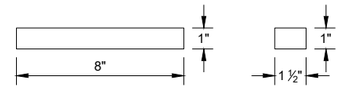


FRONT VIEW

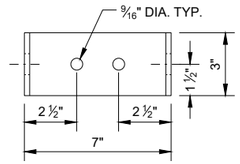
GROUND STRUT CHANNEL (G1)



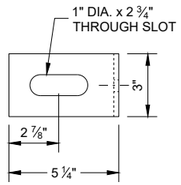
TOP VIEW



BEARING PLATE FLANGE (L2)

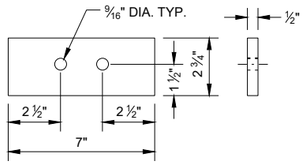


FRONT VIEW

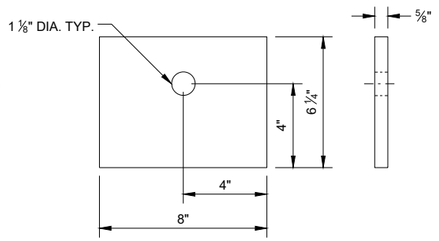


SIDE VIEW

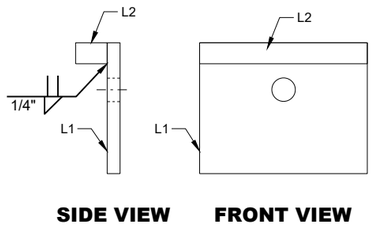
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)



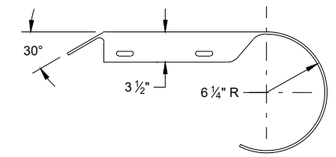
BEARING PLATE (L1)



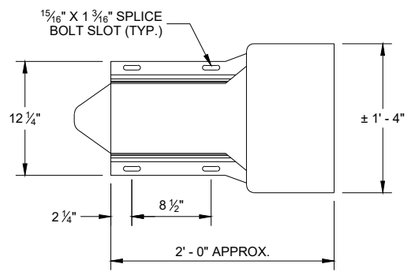
SIDE VIEW

FRONT VIEW

BEARING PLATE ASSEMBLY

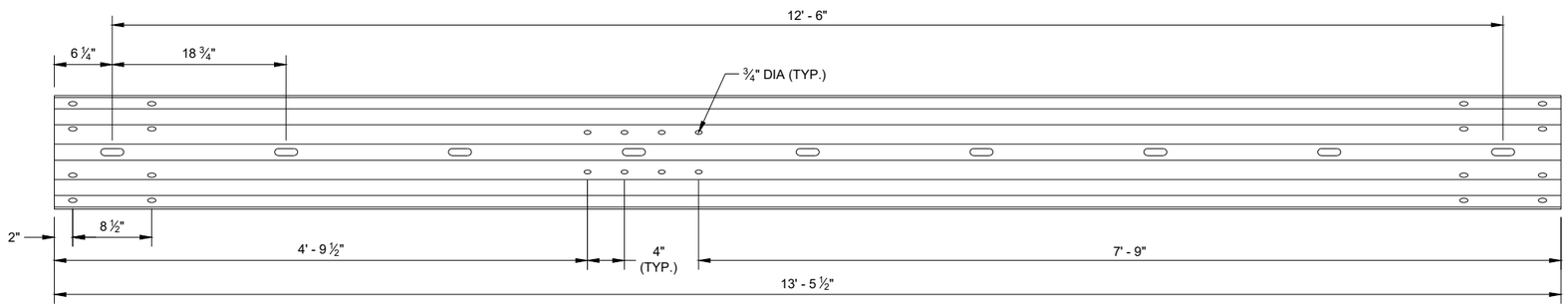


PLAN VIEW

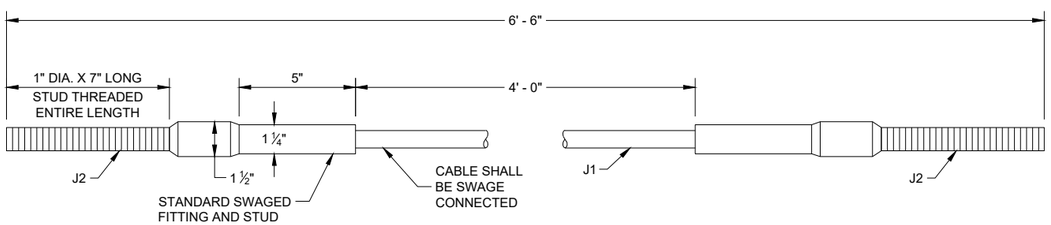


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



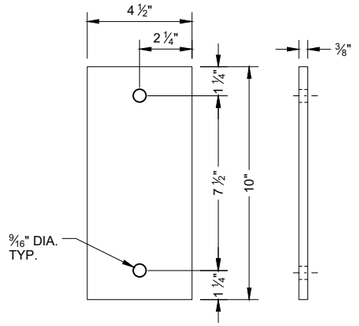
CABLE ASSEMBLY

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

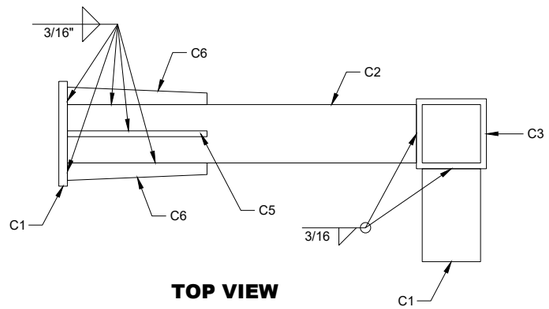
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

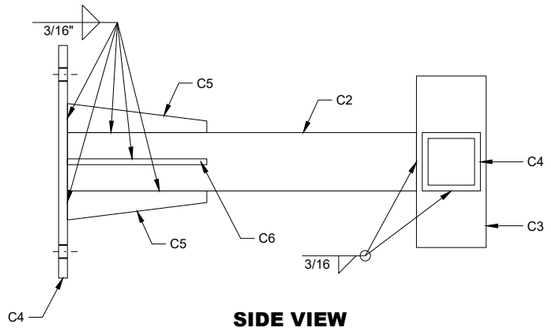
SDD 14B47 - 03d
SDD 14B47 - 03d



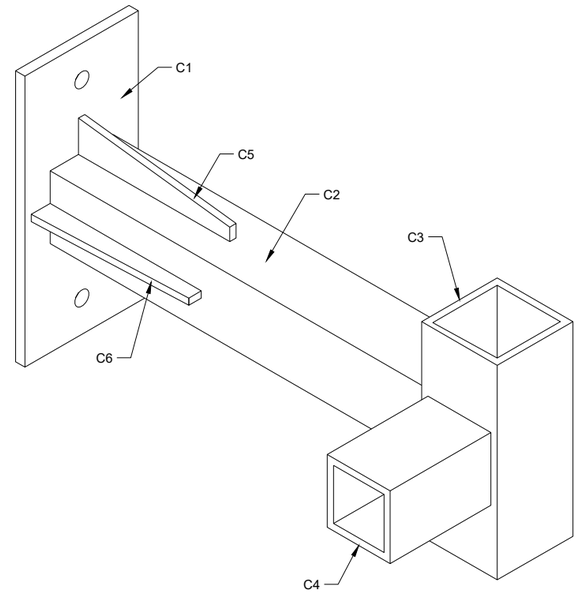
ARM PLATE (C1)



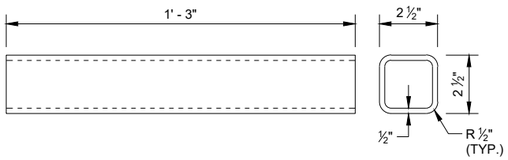
TOP VIEW
ARM ASSEMBLY



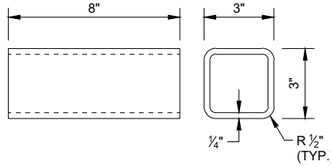
SIDE VIEW
ARM ASSEMBLY



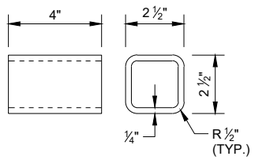
ISOMETRIC VIEW
ARM ASSEMBLY



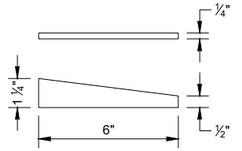
ARM TUBE 1 (C2)



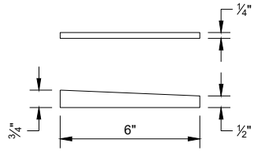
ARM TUBE 2 (C3)



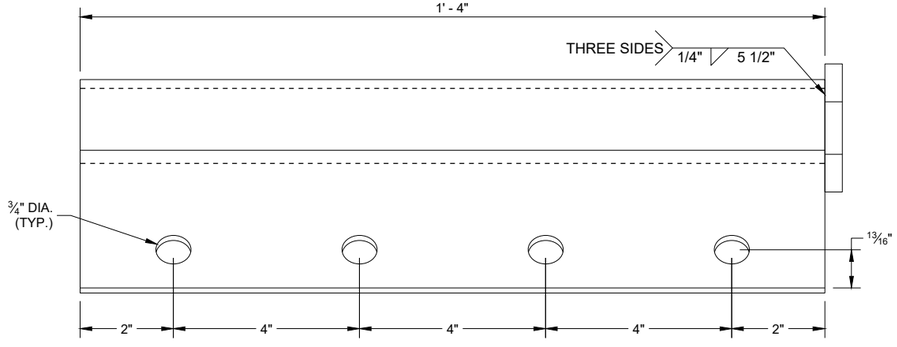
ARM TUBE 3 (C4)

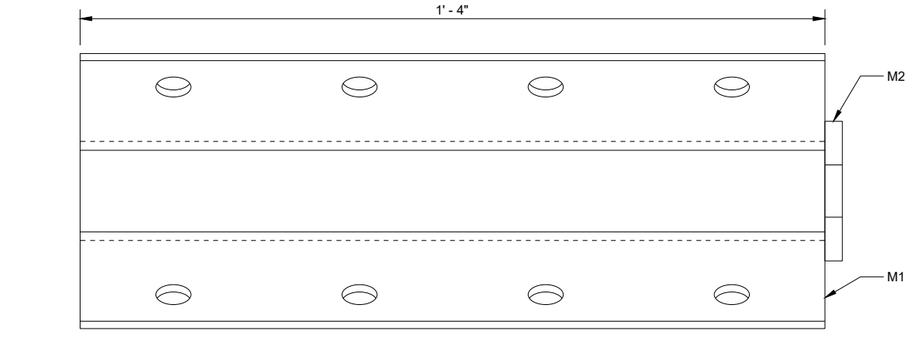


ARM GUSSET PLATE 1 (C5)

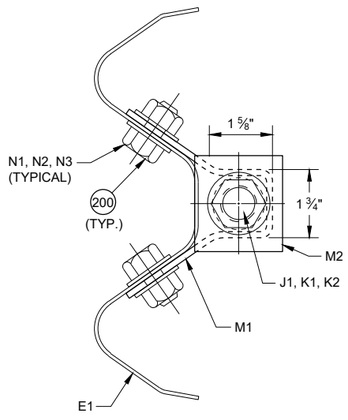


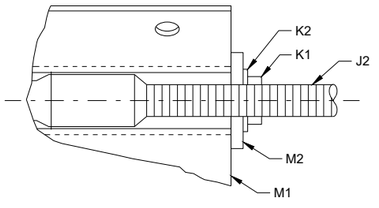
ARM GUSSET PLATE 2 (C6)



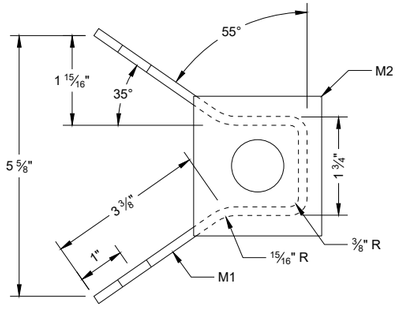


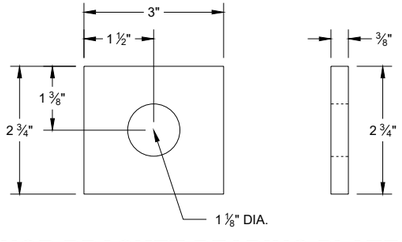
ANCHOR BRACKET (M1, M2)





SECTION A - A





ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 14B47 - 03e

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 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	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 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	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 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	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 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	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 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	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 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	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 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	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 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	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 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	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 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	1/2" THICKNESS

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SDD 14B47 - 03f

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 14B47 - 03f

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	**3/4" DIA.**
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 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	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 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	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 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	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 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	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
P2	FOUNDATION TUBE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDENED WASHER ONLY)	1/2" DIA.
P3	FOUNDATION TUBE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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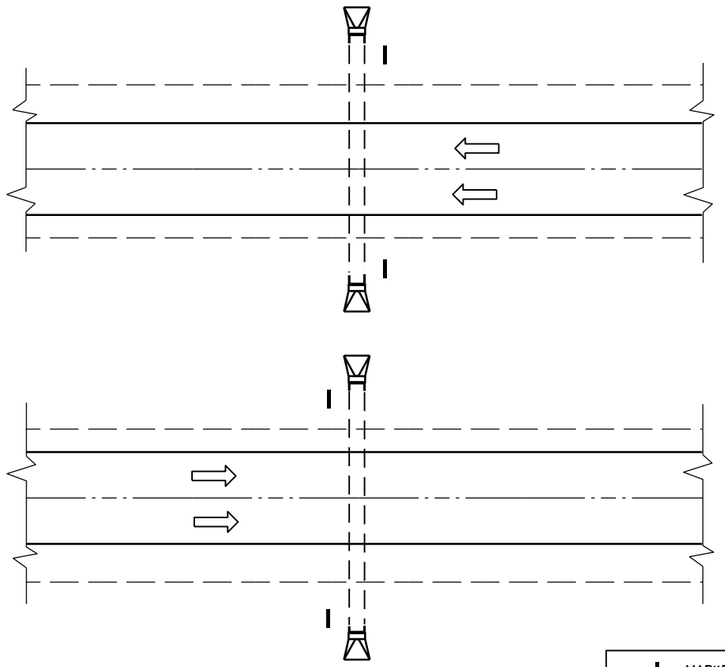
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

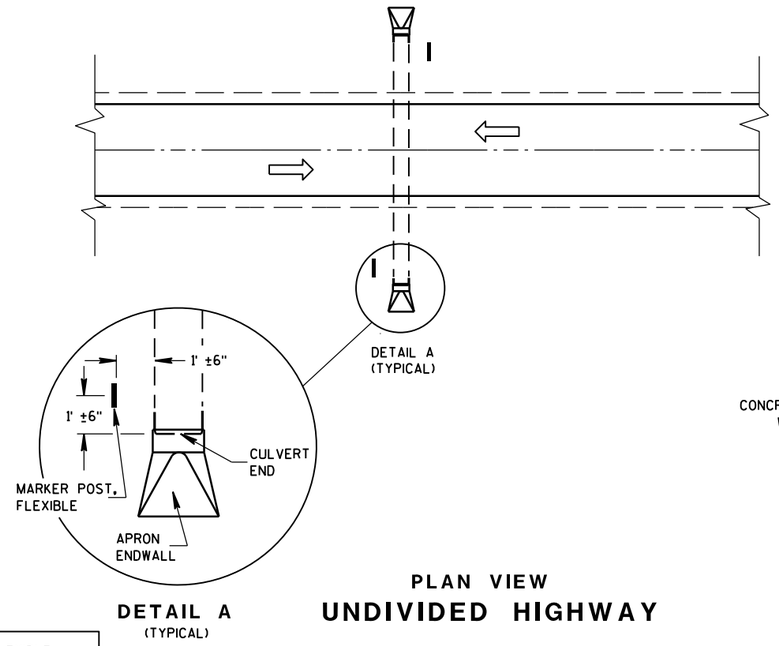
APPROVED
August 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 14B47 - 03g



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

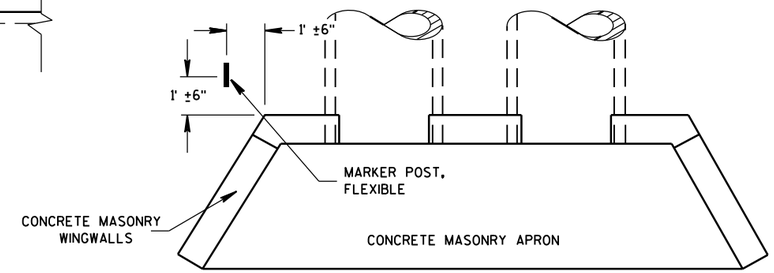
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

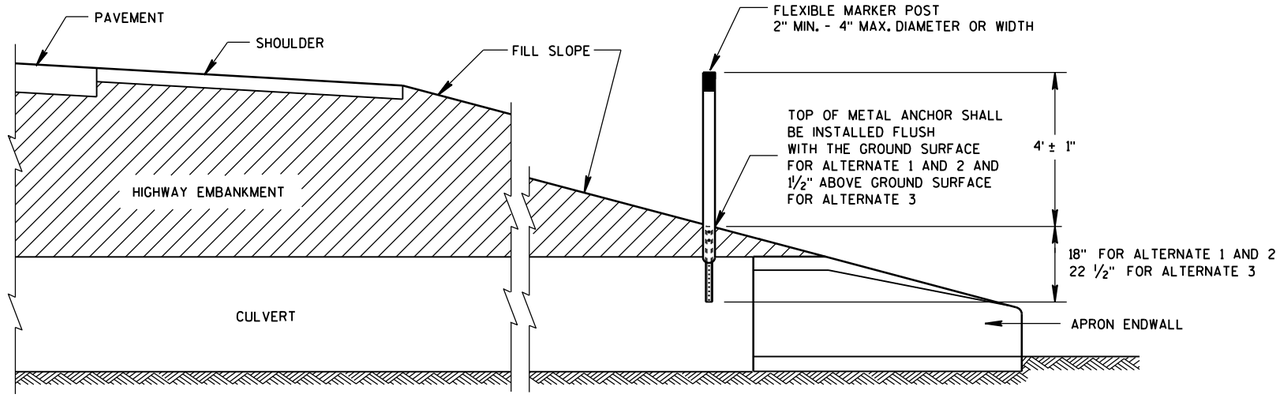
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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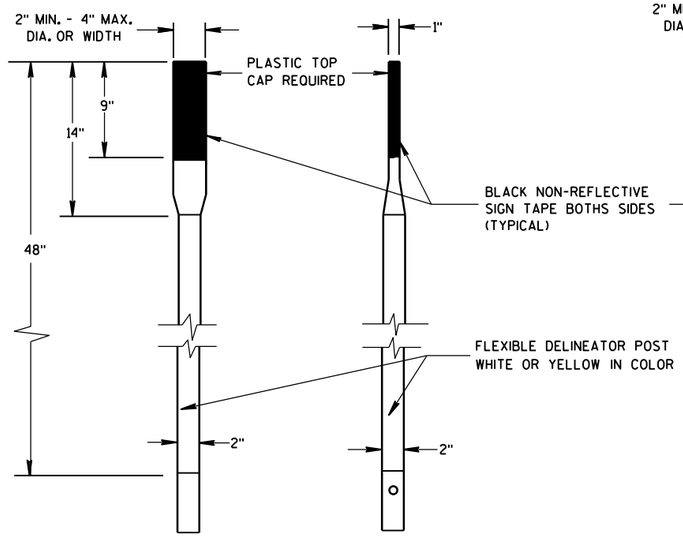
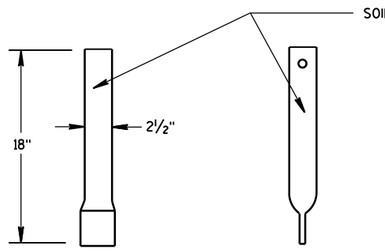
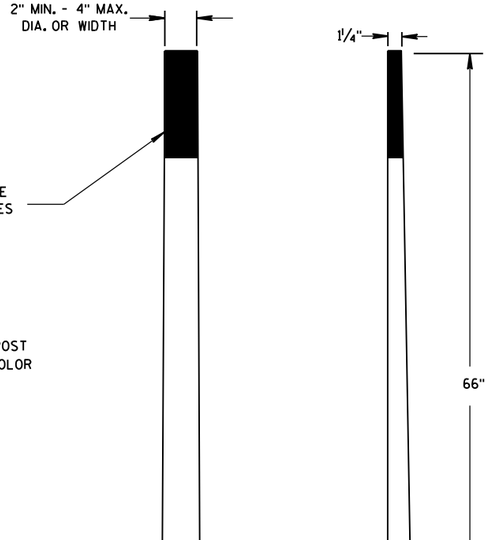
S.D.D. 15 A 3-2a





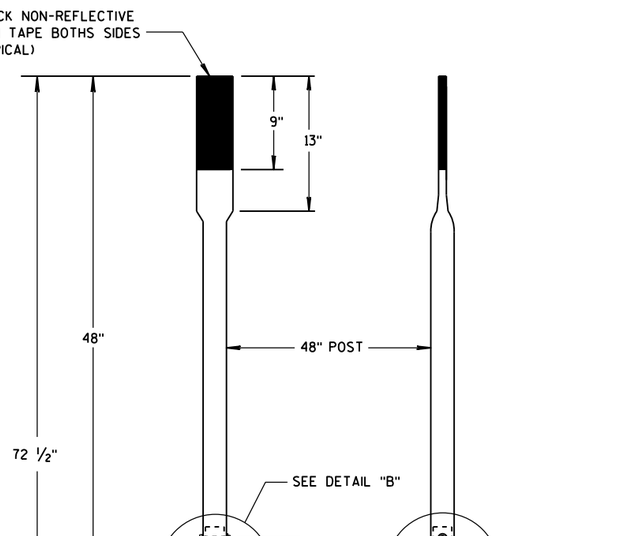
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

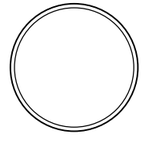
ALTERNATE 2



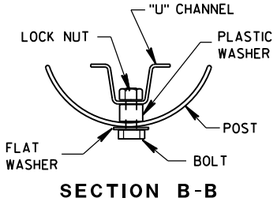
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS



SECTION A-A



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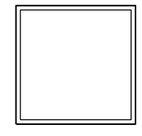
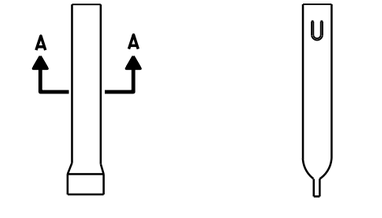
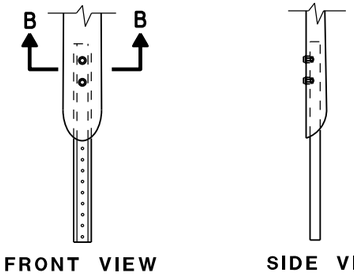


SECTION C-C



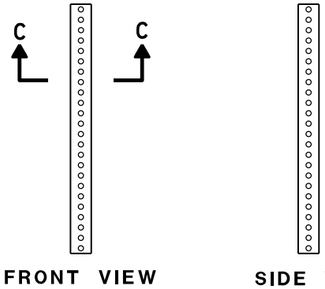
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

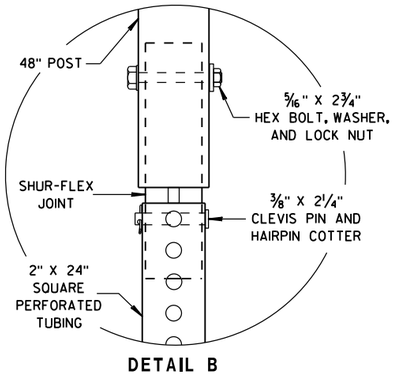
ALTERNATE 2



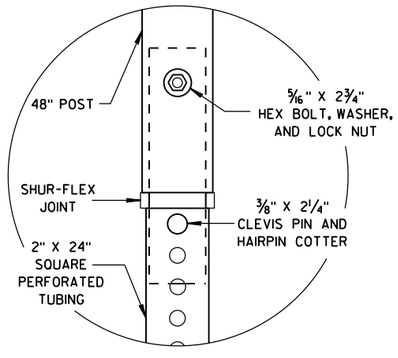
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

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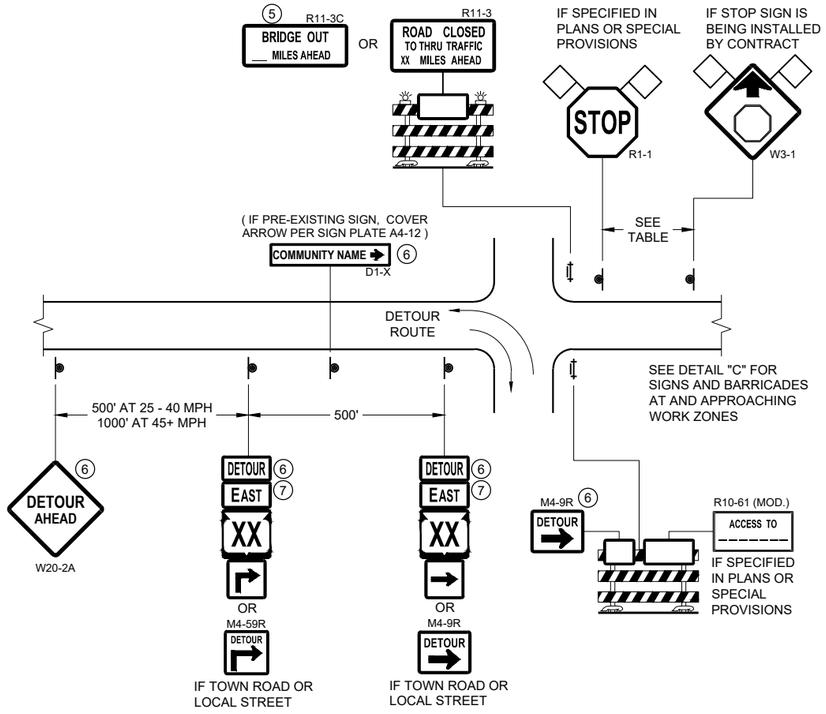
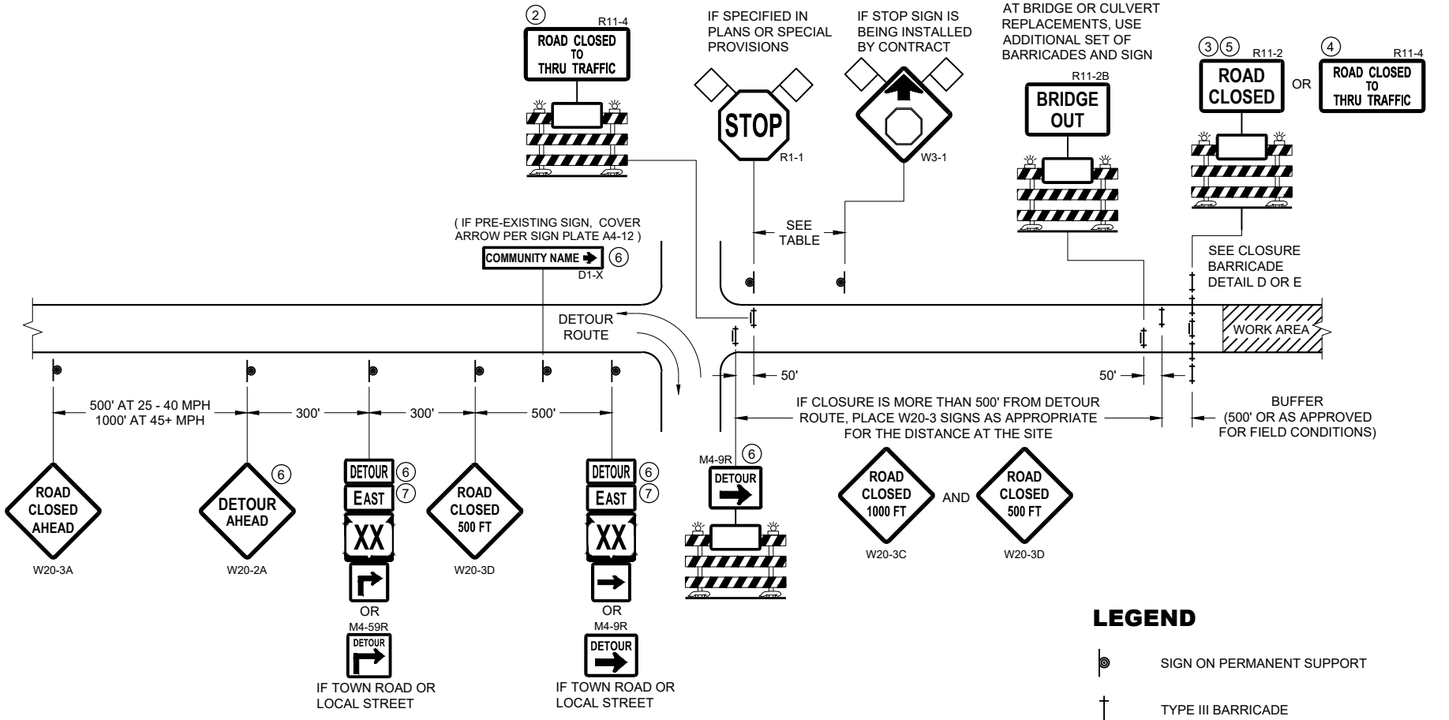
S.D.D. 15 A 3-2b



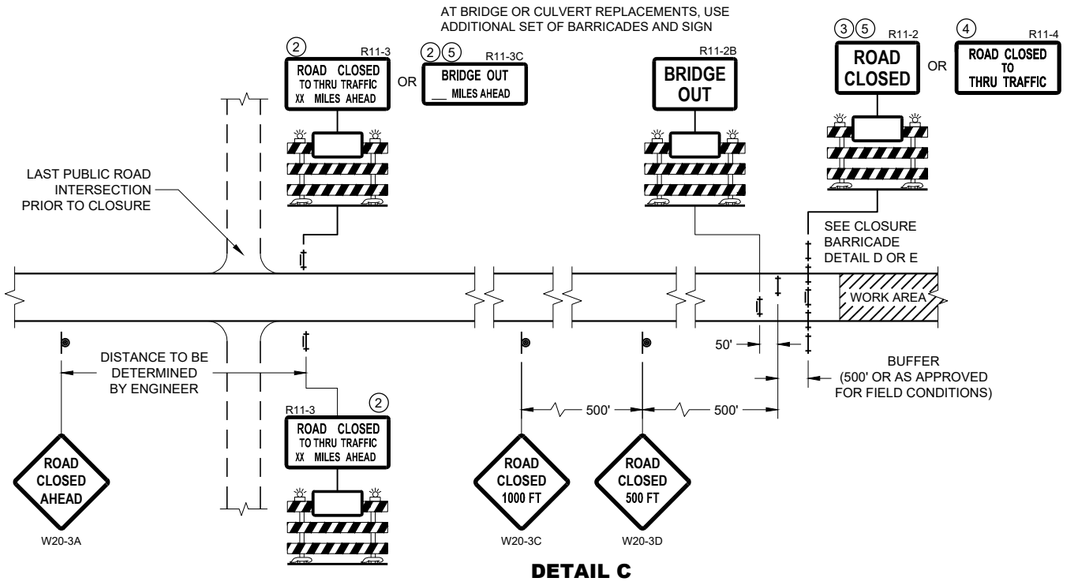
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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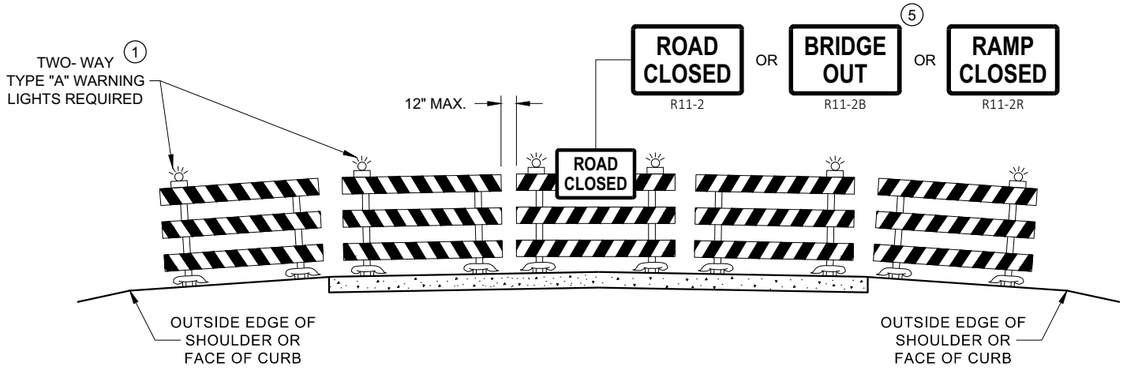
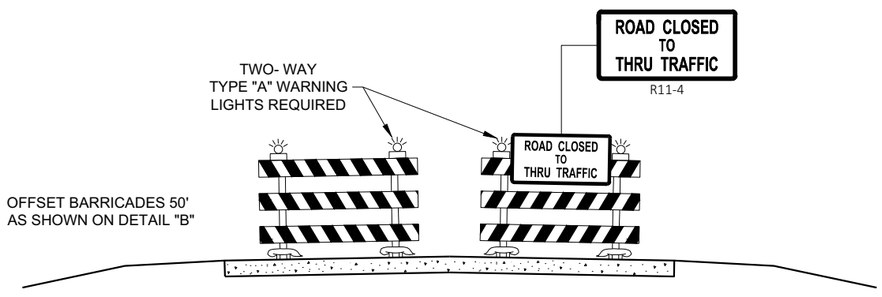
SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- 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.

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

500' AT 25-40 MPH
1000' AT 45+ MPH

500'

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

M4-8a END DETOUR WEST *

DETOUR ROUTE

WORK AREA

DETOUR NEXT X MILES *
G20-51

M4-9L DETOUR ** OR
IF TOWN ROAD OR LOCAL STREET

M4-59L DETOUR ** OR
IF TOWN ROAD OR LOCAL STREET

MATCH POINT

M4-59L DETOUR ** OR
IF TOWN ROAD OR LOCAL STREET

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

M4-9L DETOUR ** OR
IF TOWN ROAD OR LOCAL STREET

M4-9R DETOUR ** OR
IF TOWN ROAD OR LOCAL STREET

M4-59R DETOUR ** OR
IF TOWN ROAD OR LOCAL STREET

500' AT 25 - 40 MPH
1000' AT 45+ MPH

500'

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR AS SPECIFIED IN THE CONTRACT

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

D1-X COMMUNITY NAME *
(IF PRE-EXISTING SIGN, COVER ARROW PER SIGN PLATE A4-12)

PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

500' AT 25 - 40 MPH
1000' AT 45+ MPH

M3-X 24" X 12"
M1-X 24" X 24"
DETOUR AHEAD
W20-2A
USE ON STATE TRUNK, U.S. OR INTERSTATE HIGHWAYS, OR 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

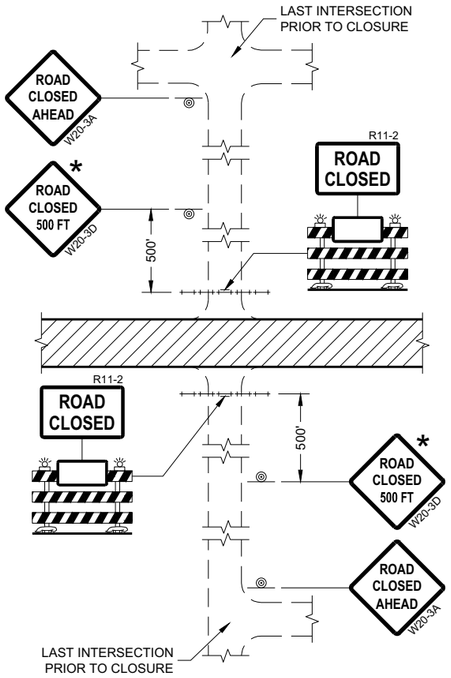
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

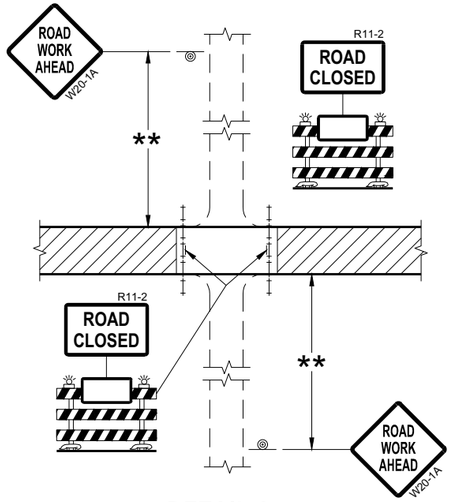
6

SDD 15C02 - 08c

SDD 15C02 - 08c



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.

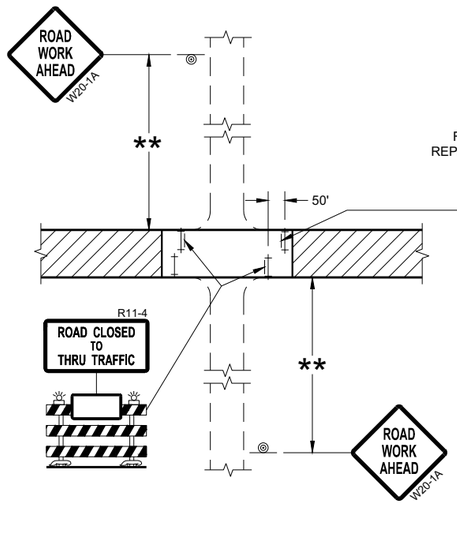
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

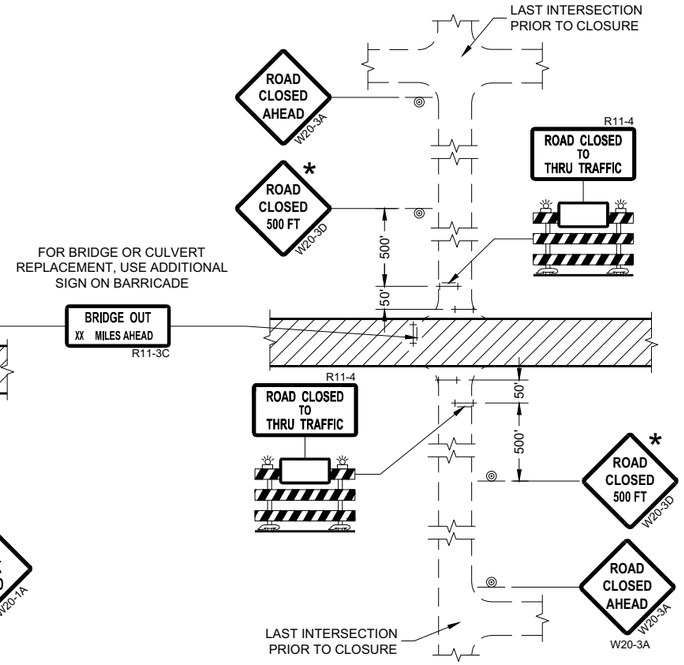
** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

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.

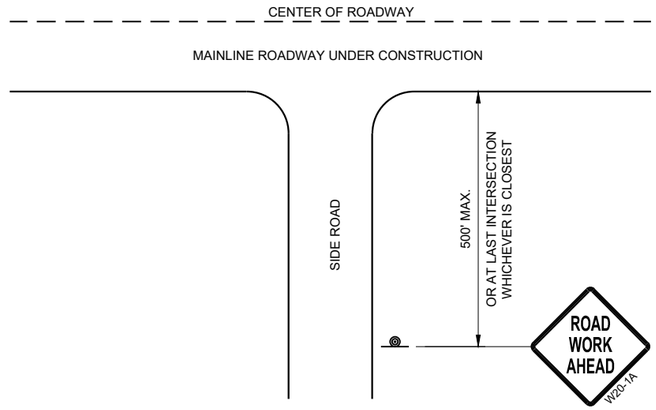
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

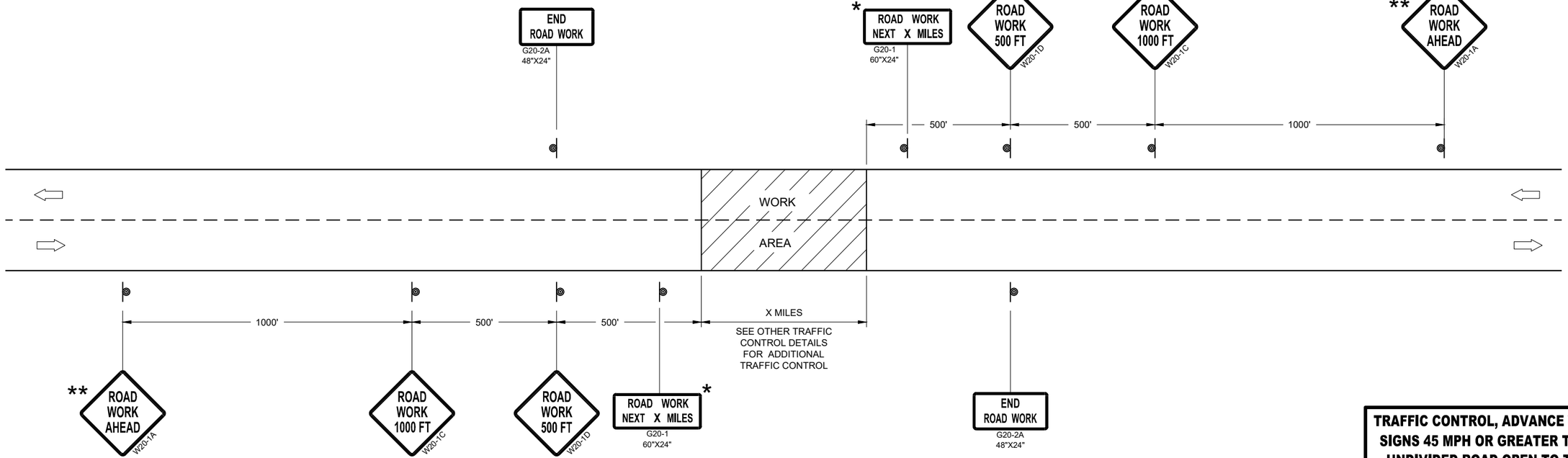
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



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.

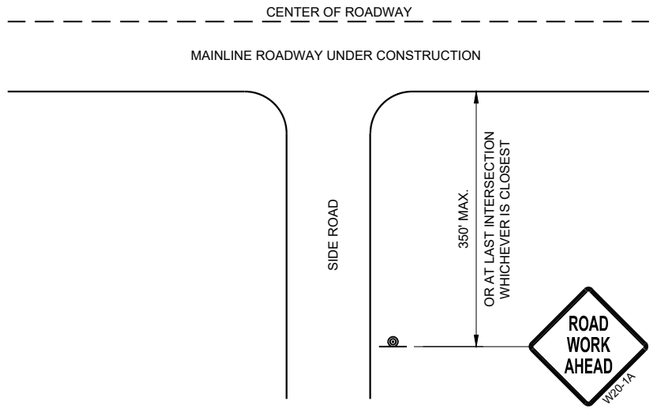
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



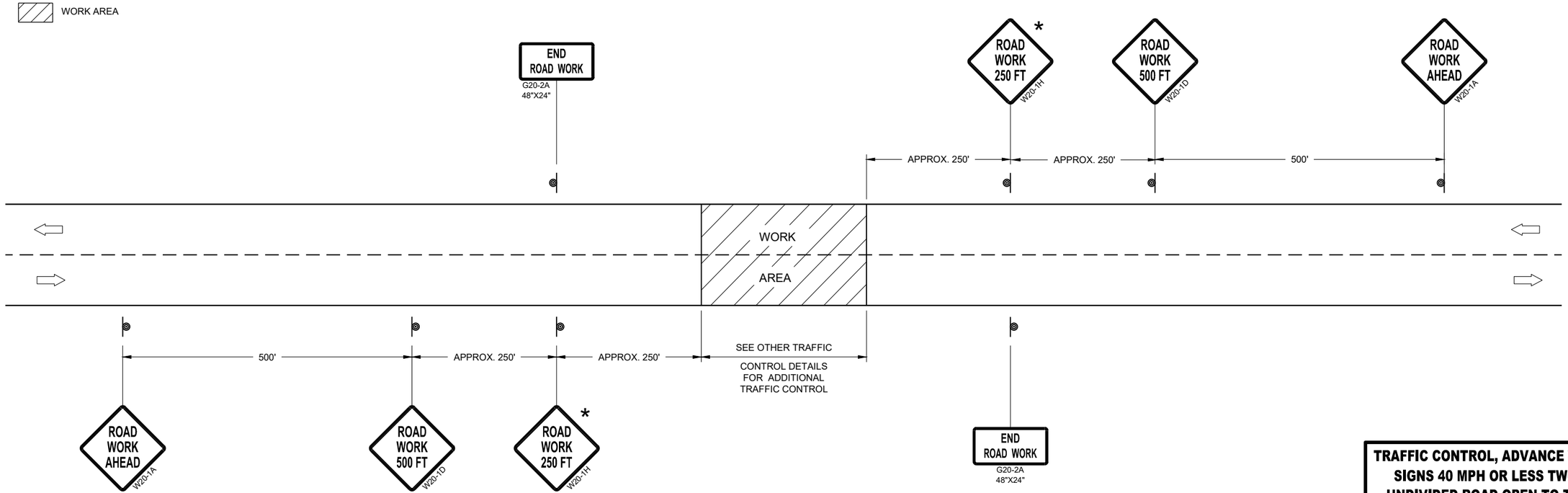
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

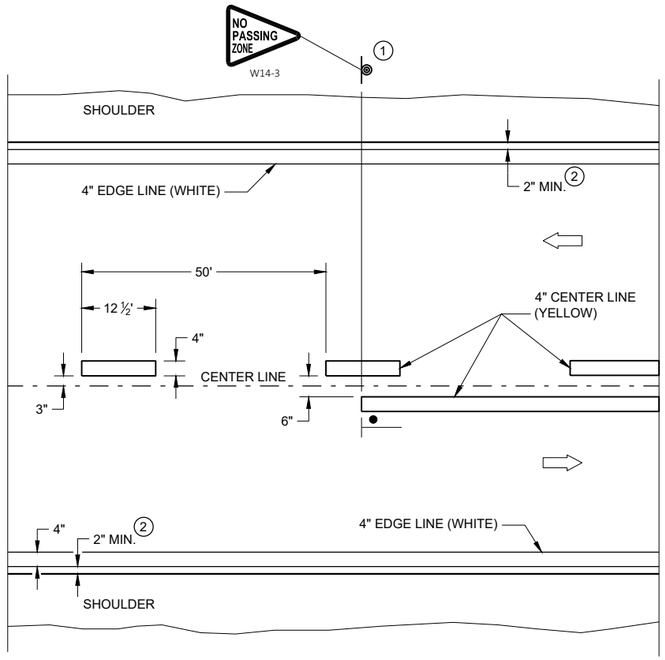
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

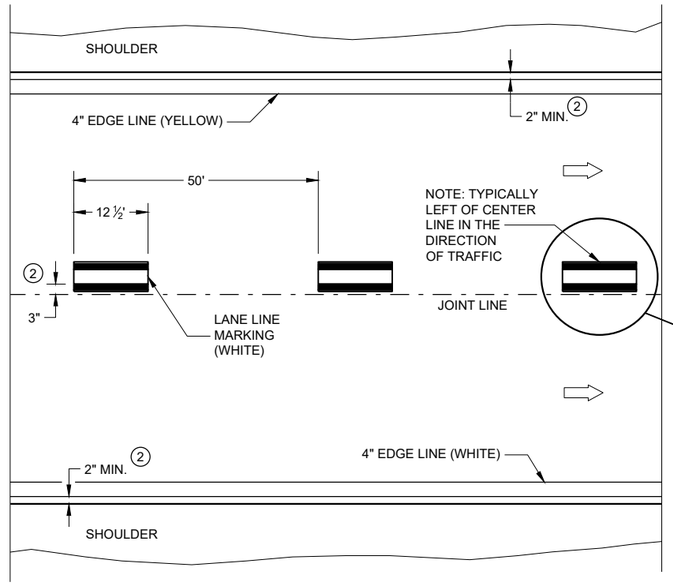
"T" MARKING

SIGN ON PERMANENT SUPPORT

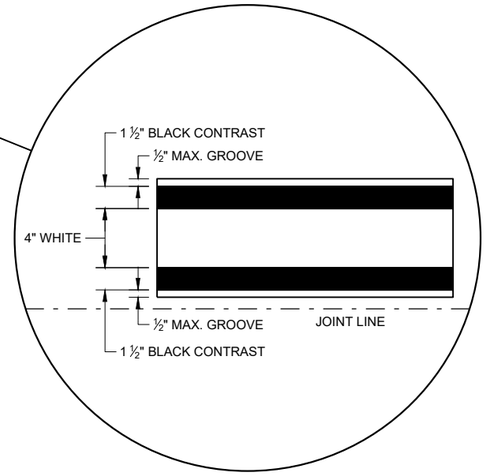
DIRECTION OF TRAFFIC



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

6

SDD 15C08 - 21a

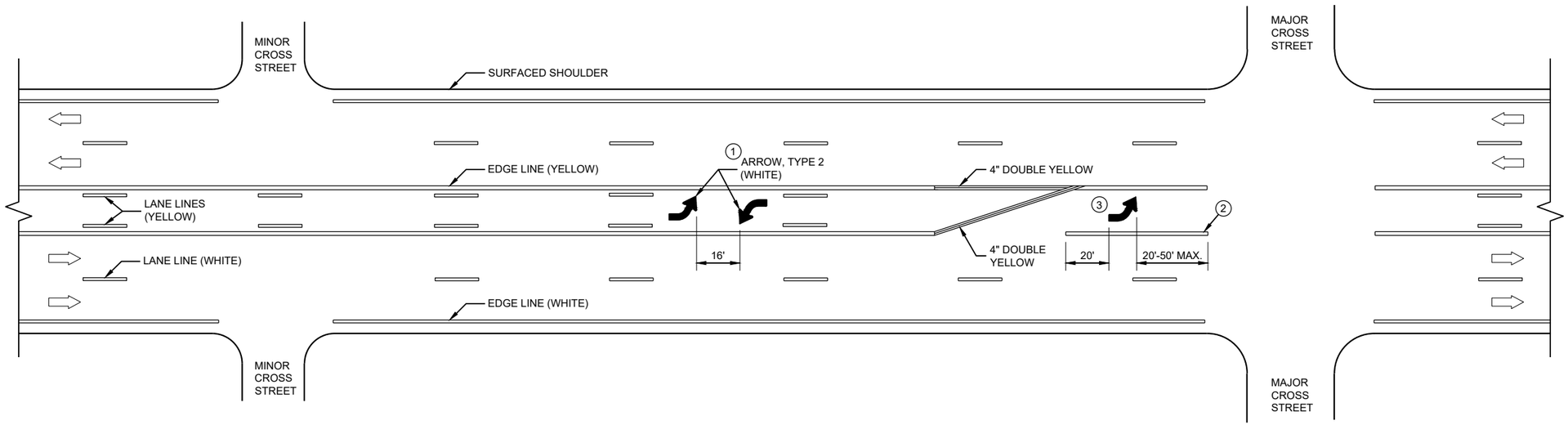
6

SDD 15C08 - 21a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

6

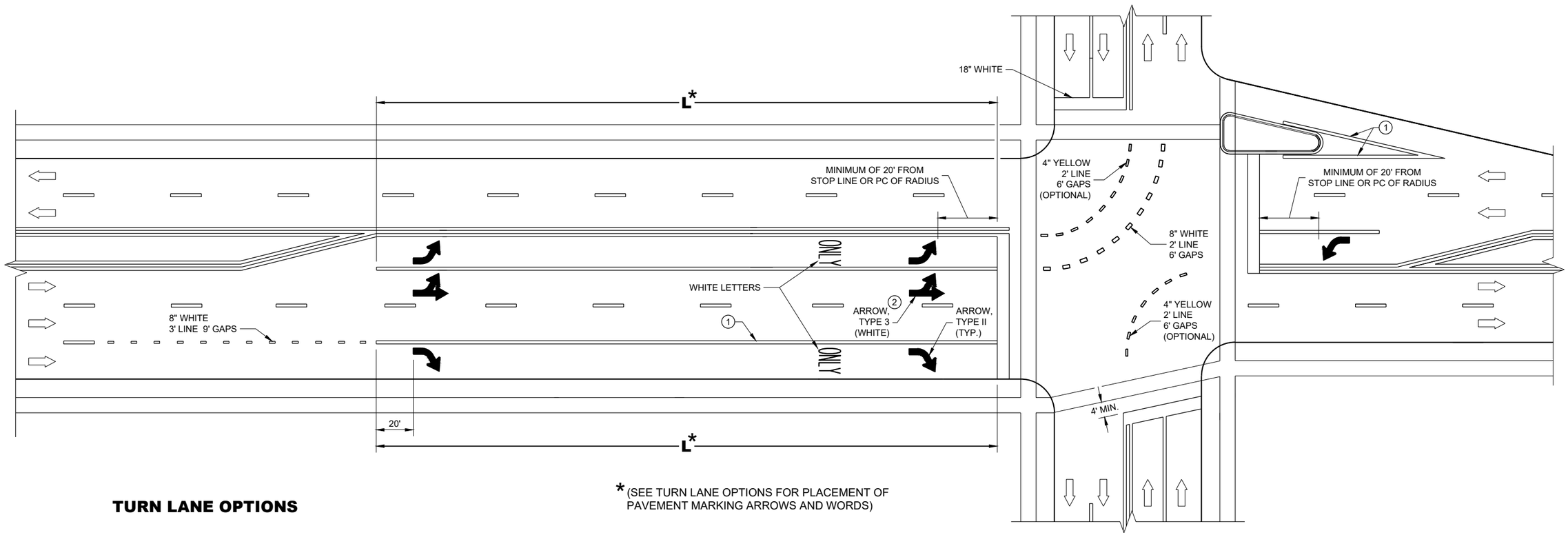
SDD 15C08 - 21c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

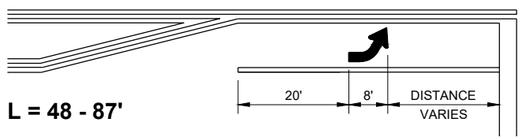
SDD 15C08 - 21c



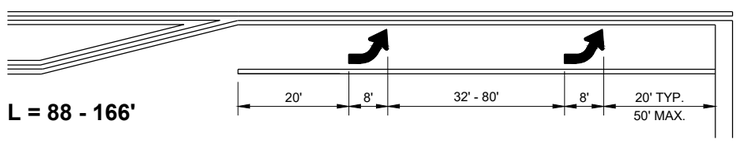
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

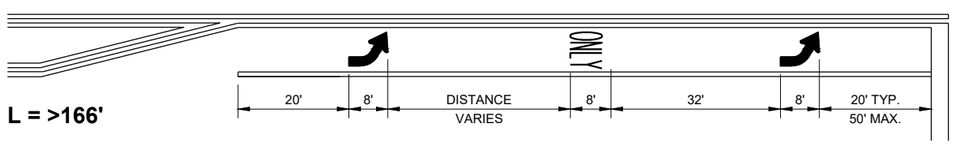
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

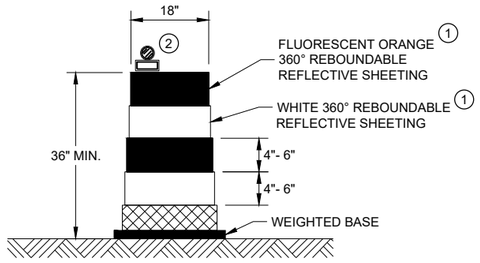
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

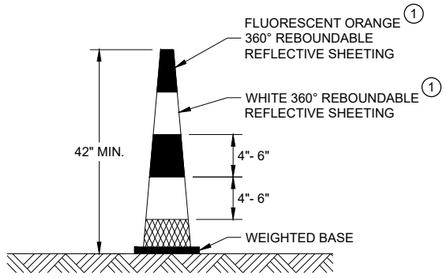
SDD 15C08 - 21d

GENERAL NOTES

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

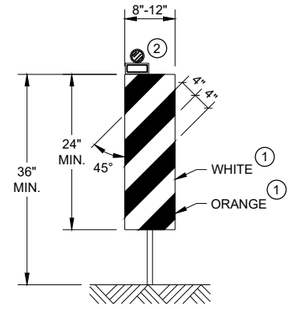


DRUM



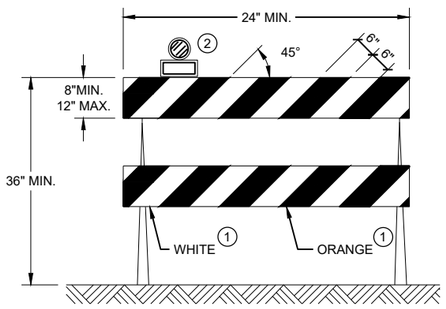
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



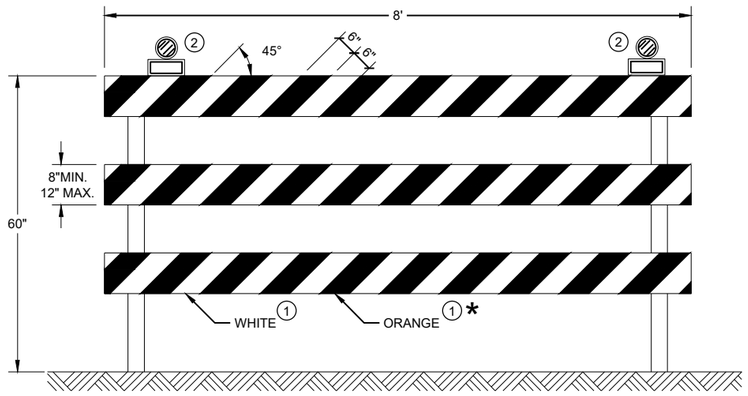
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD15C11 - 09b

6

SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

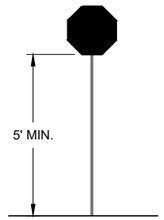
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



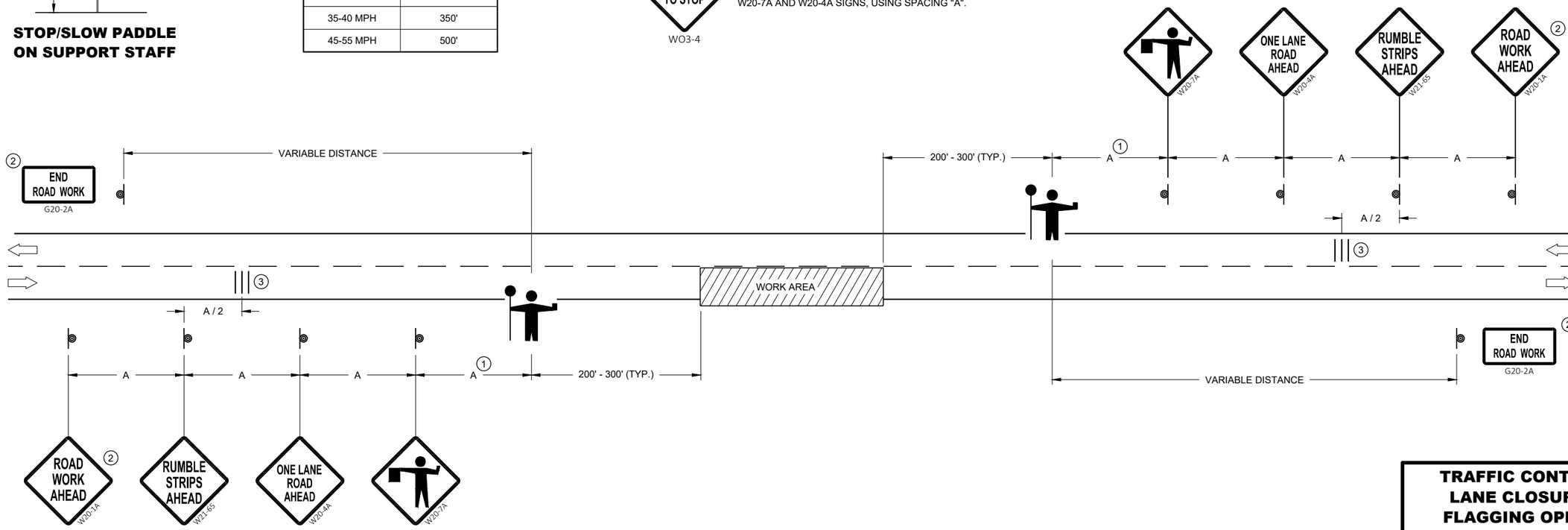
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

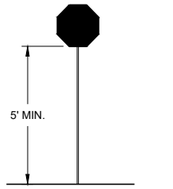
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

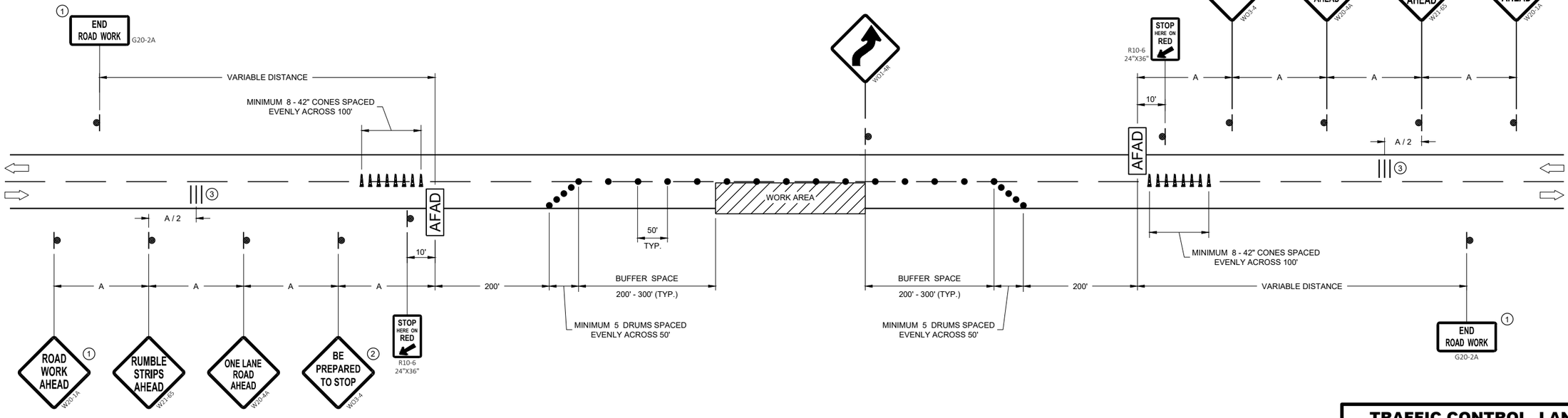
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 09b

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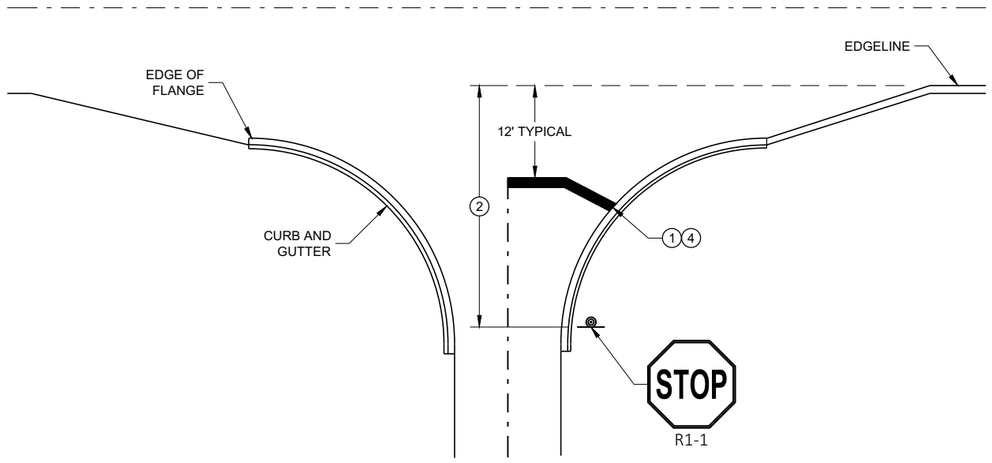
SDD 15D12 - 09b

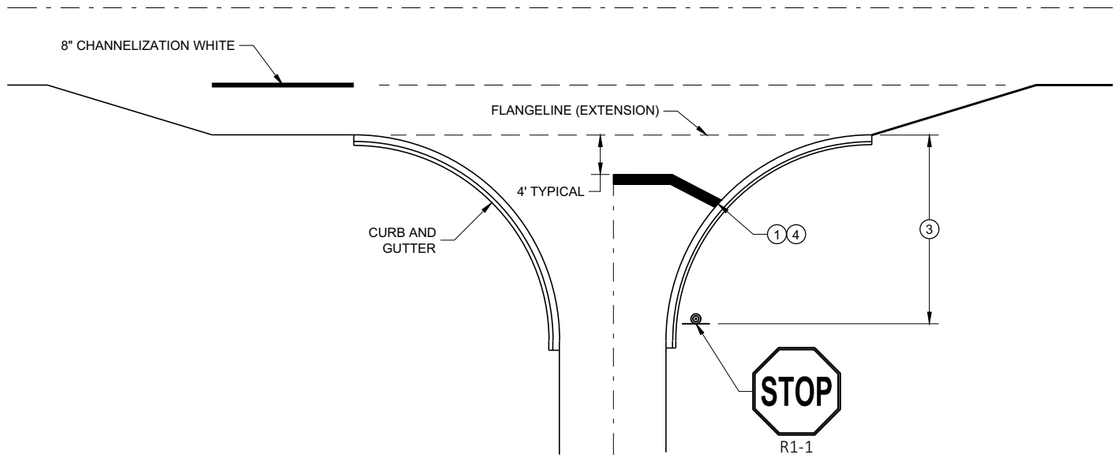
GENERAL NOTES

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

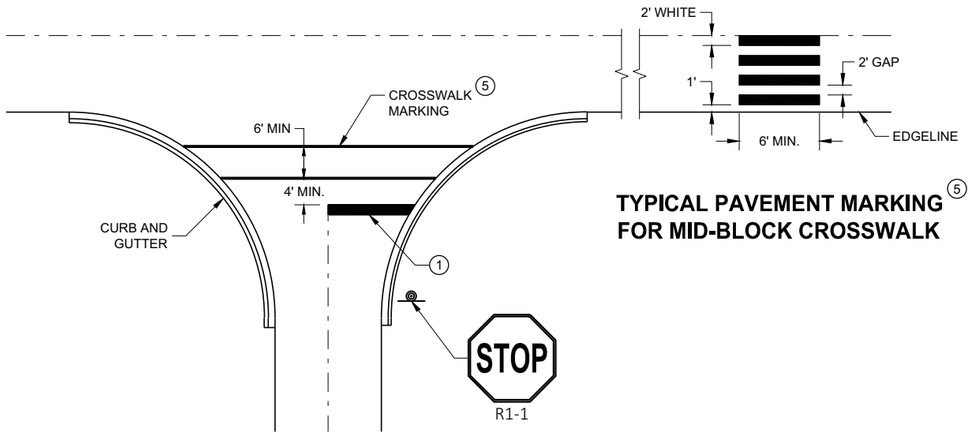
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

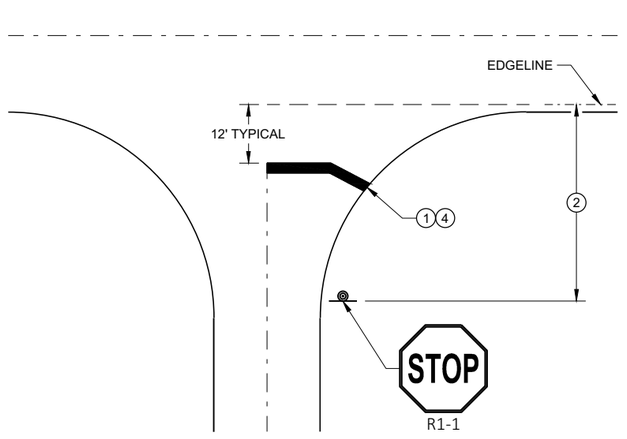


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

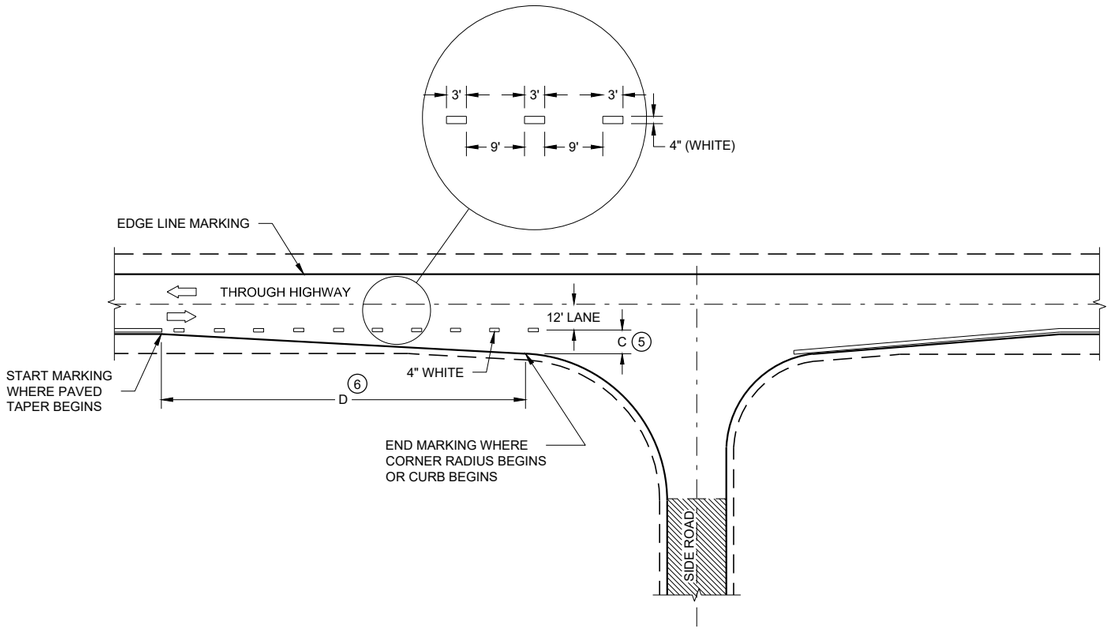
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C33 - 04

SDD 15C33 - 04



MINOR INTERSECTION

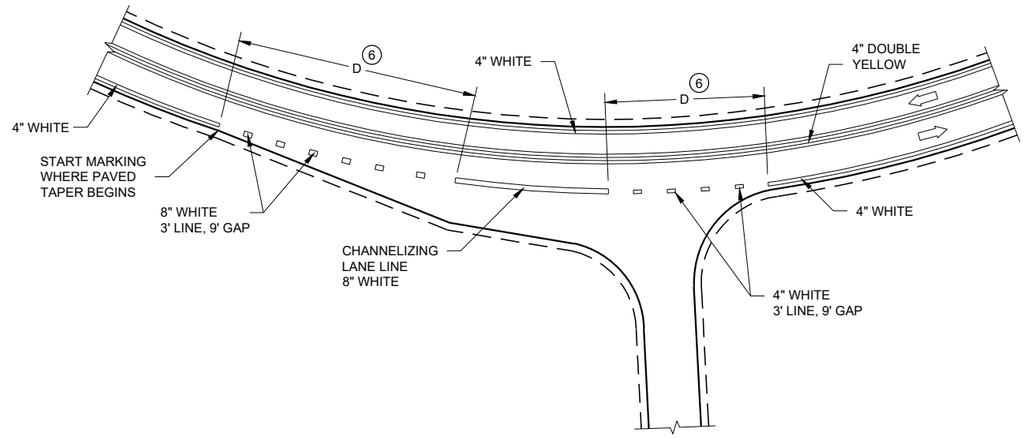
GENERAL NOTES

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

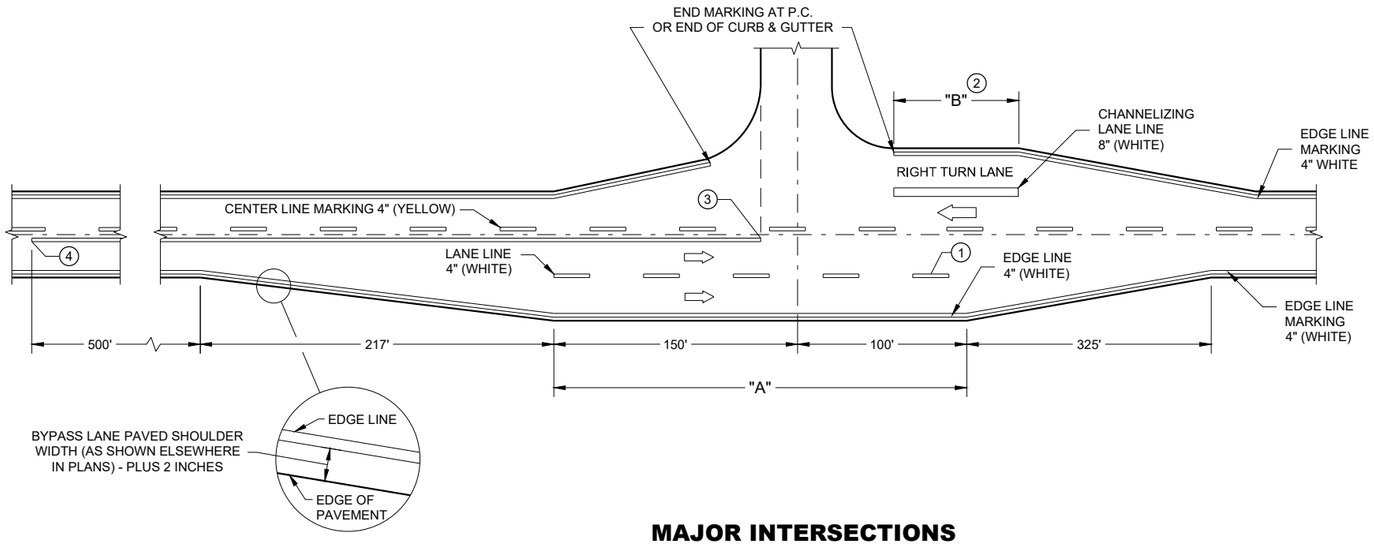
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15C35 - 05a
SDD 15C35 - 05a

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

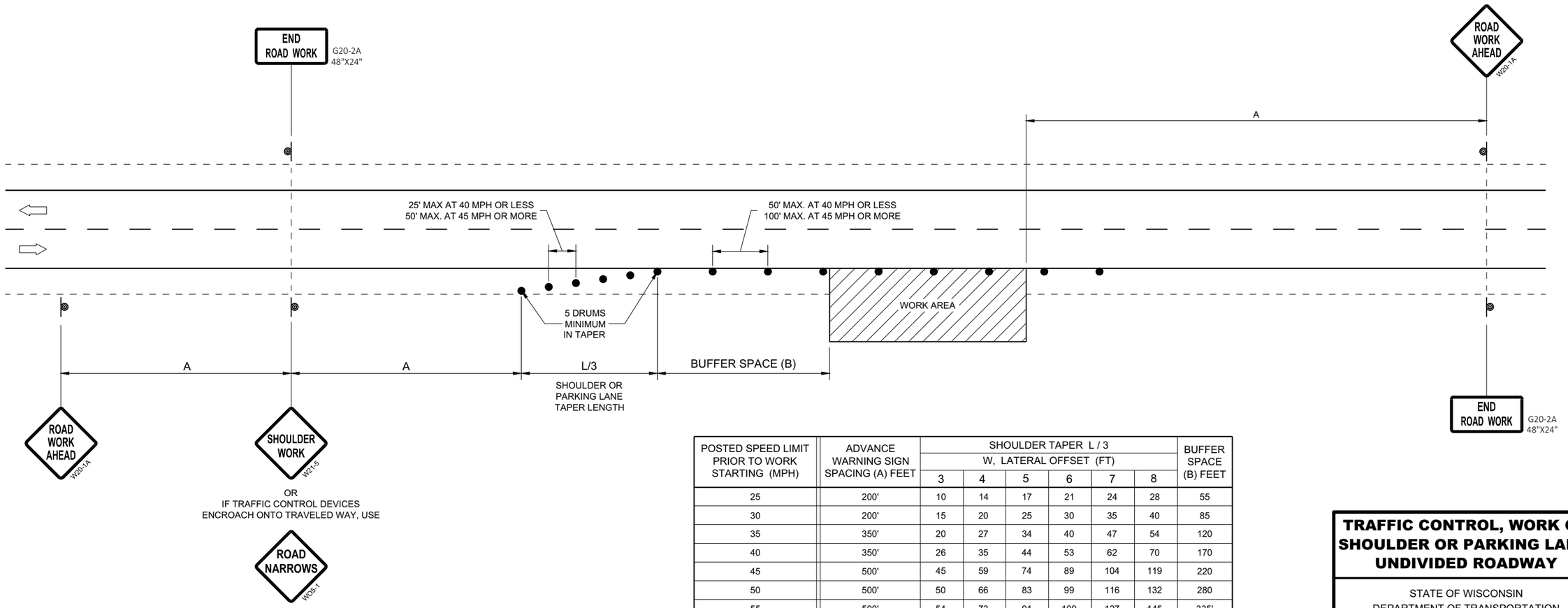
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

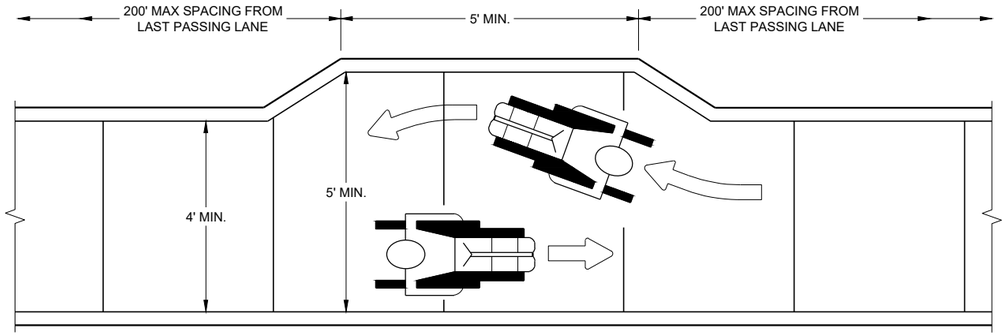
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

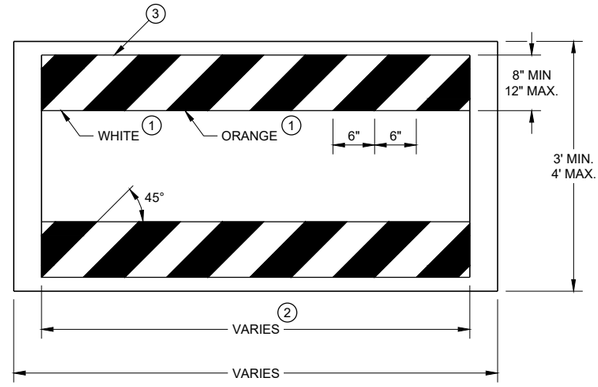
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

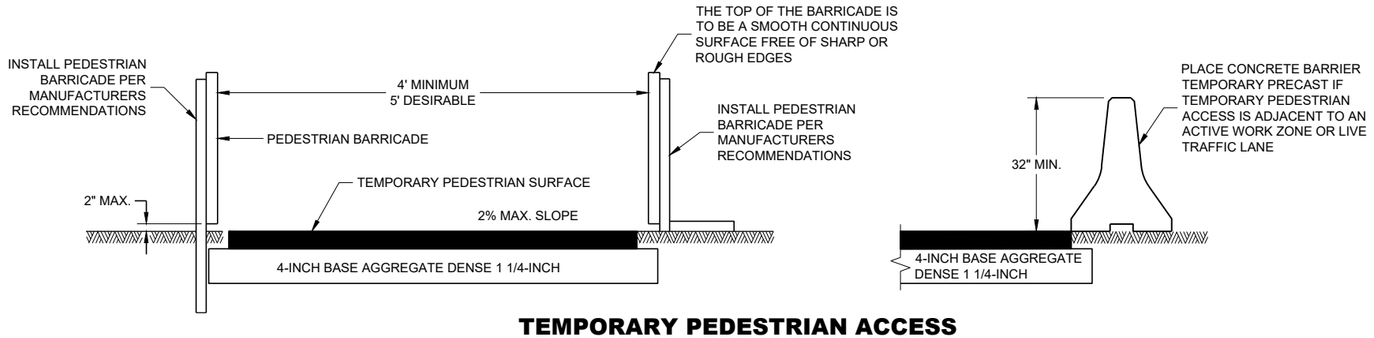
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

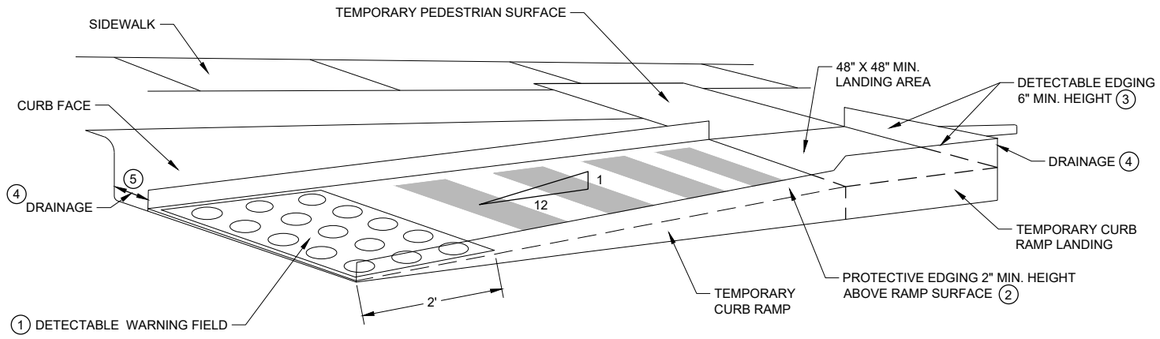


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 07a



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.

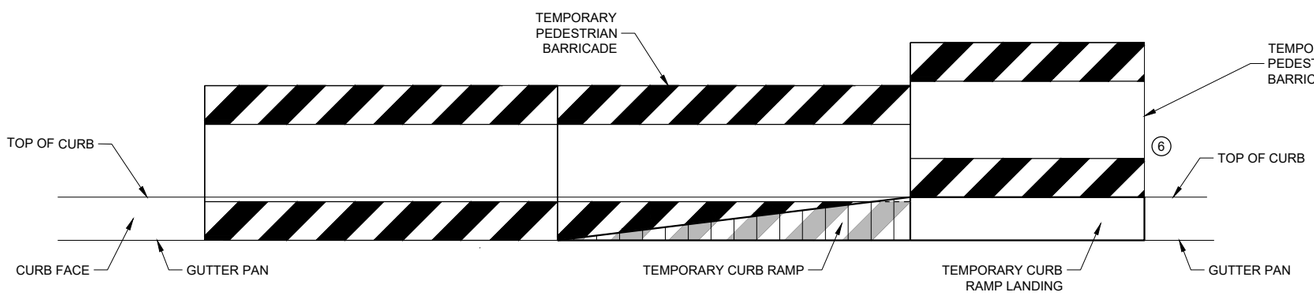
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

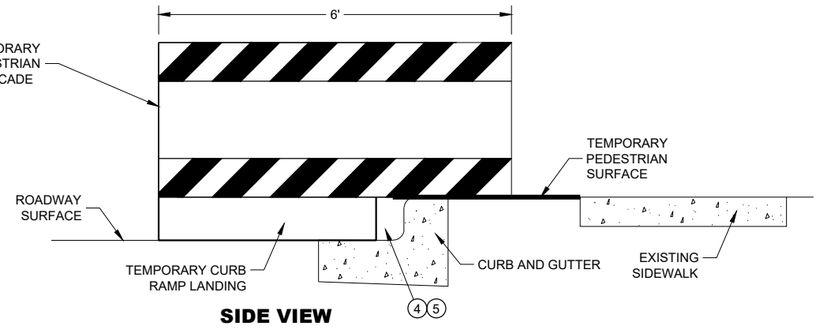
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

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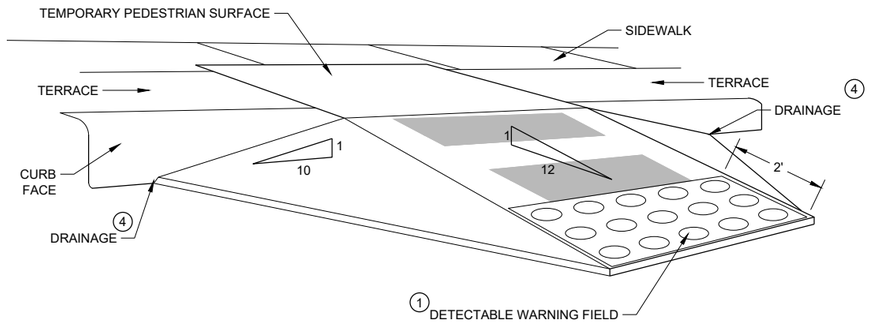
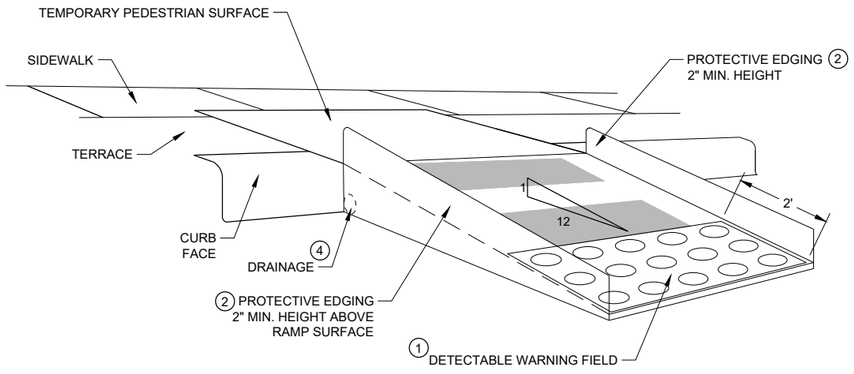


WITH SIDE APRON (5)



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.

GENERAL NOTES

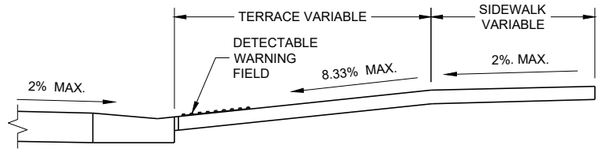
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

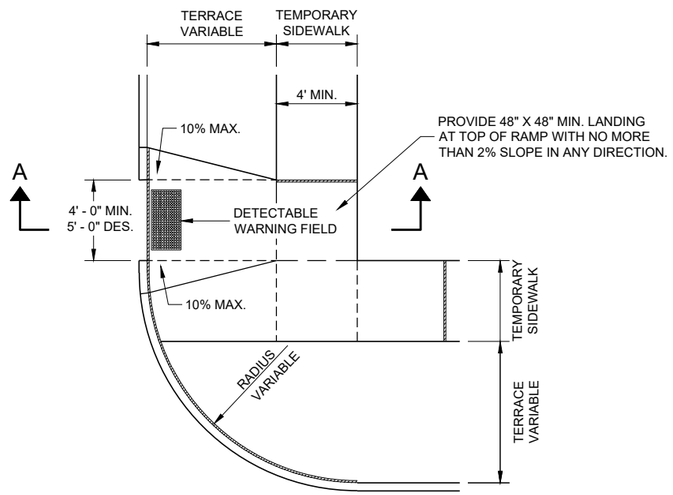
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D30 - 07d

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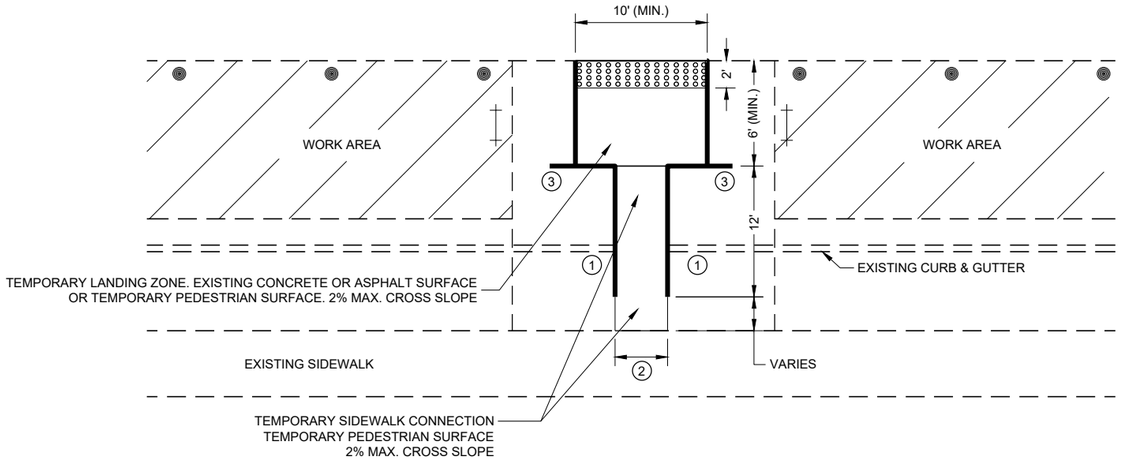
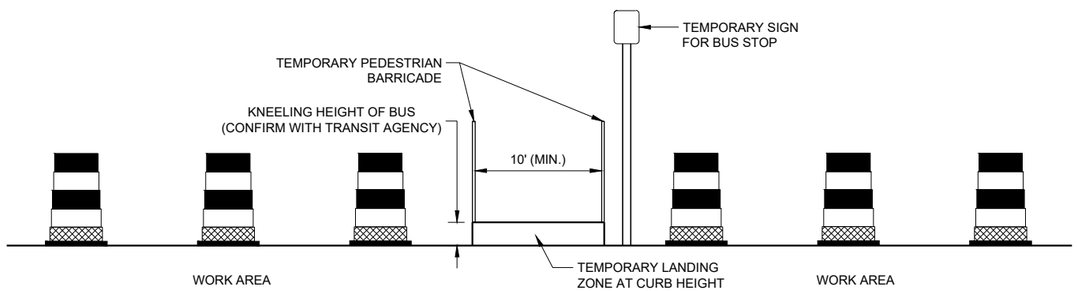
SDD 15D30 - 07d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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.

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

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".

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

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

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

6

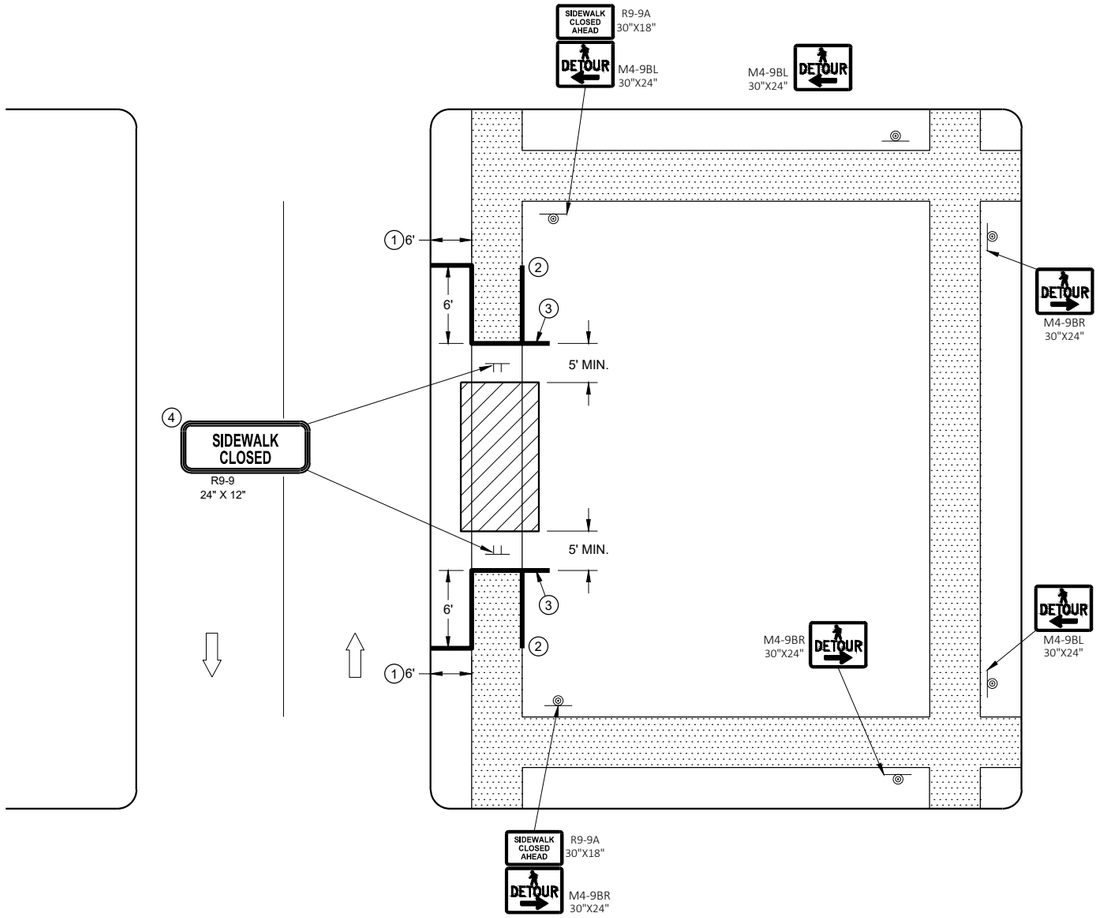
SDD 15D30 - 07e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 167

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

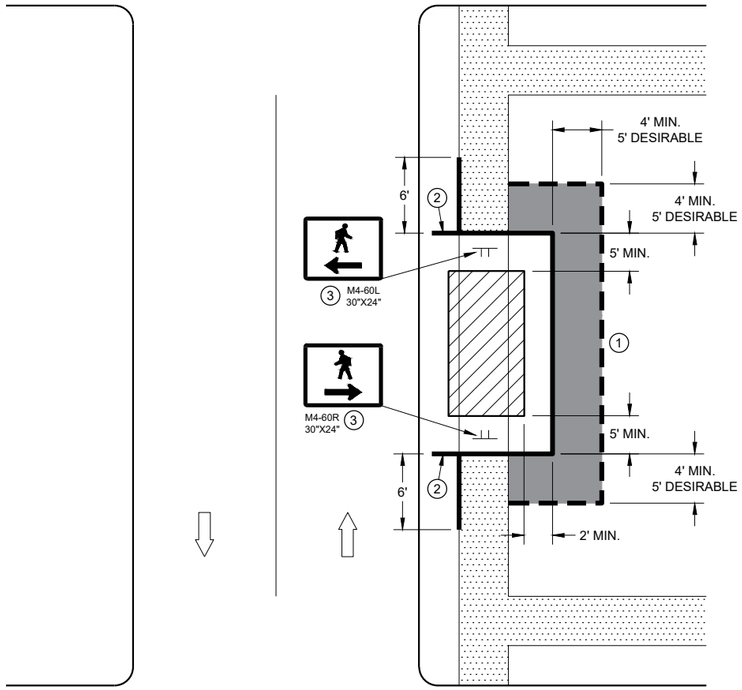
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 07g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 07g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

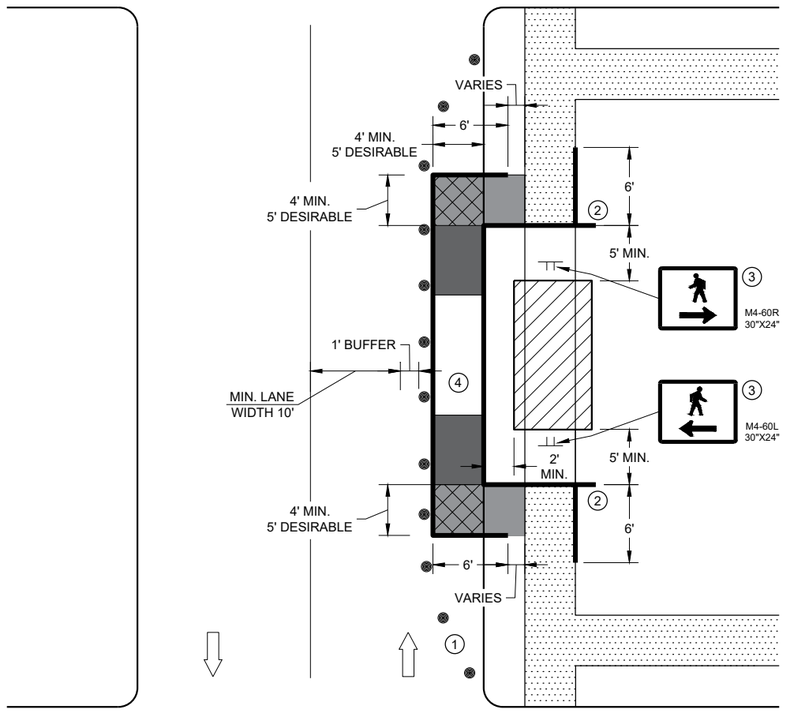
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

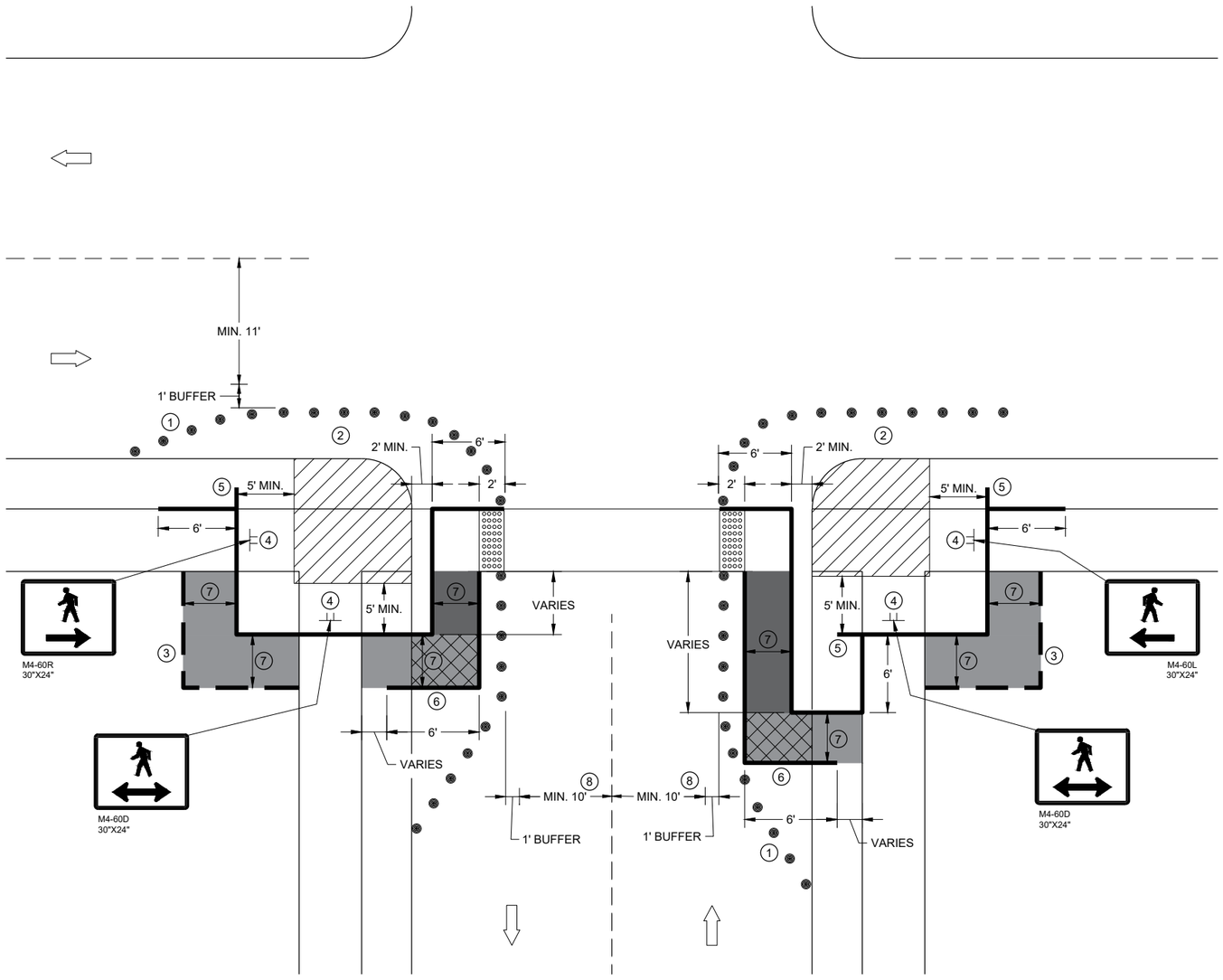
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 07h

6

SDD 15D30 - 07h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

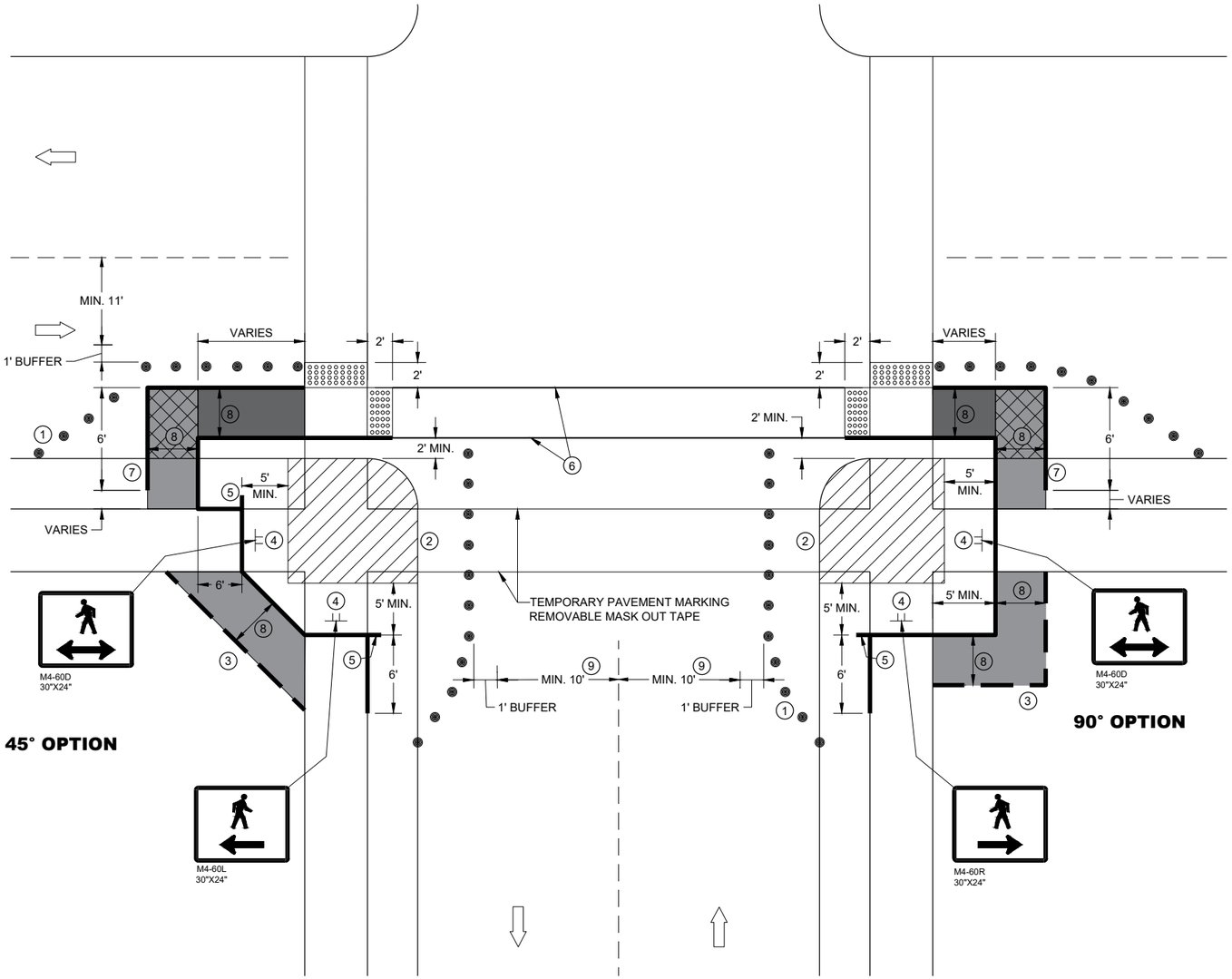
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 07i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

6

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

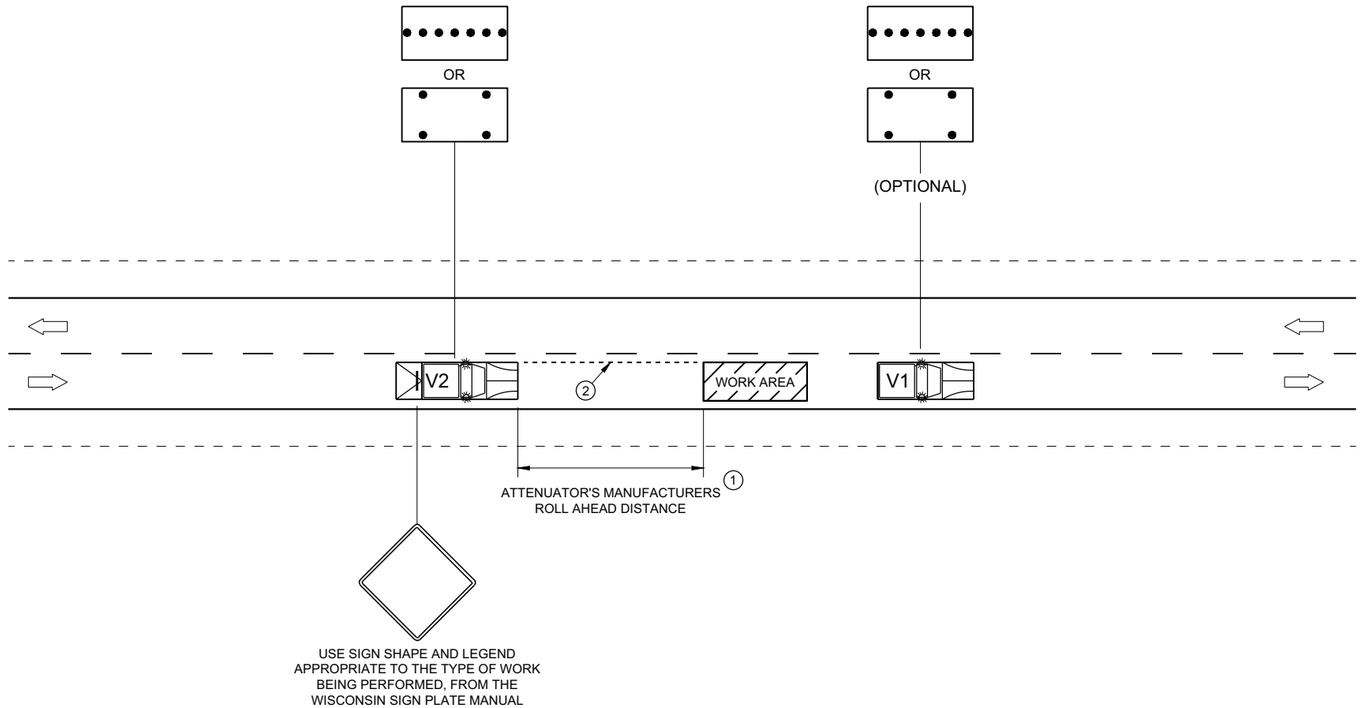
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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

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

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

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



6

SDD 15D51 - 01

TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

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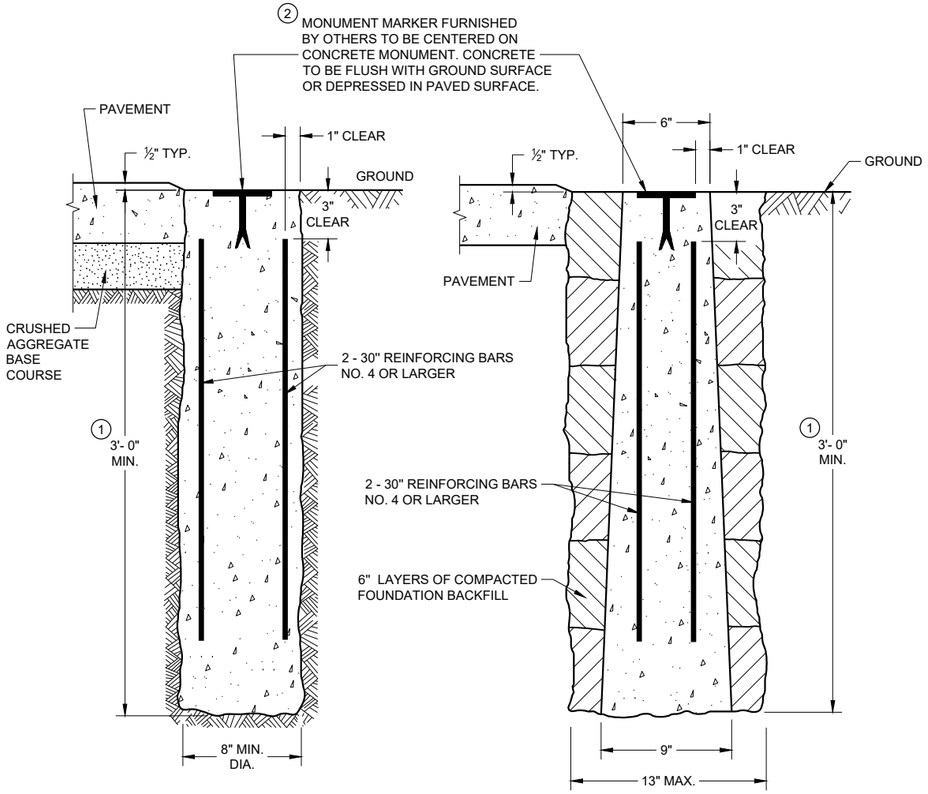
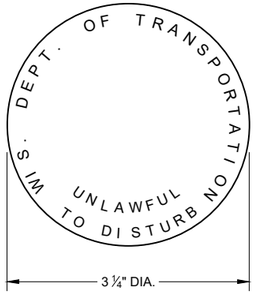
SDD 15D51 - 01



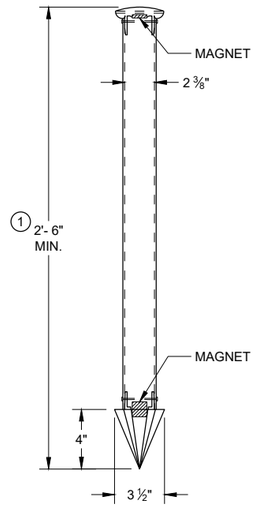
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

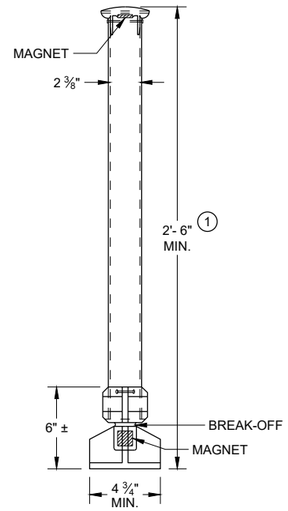


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

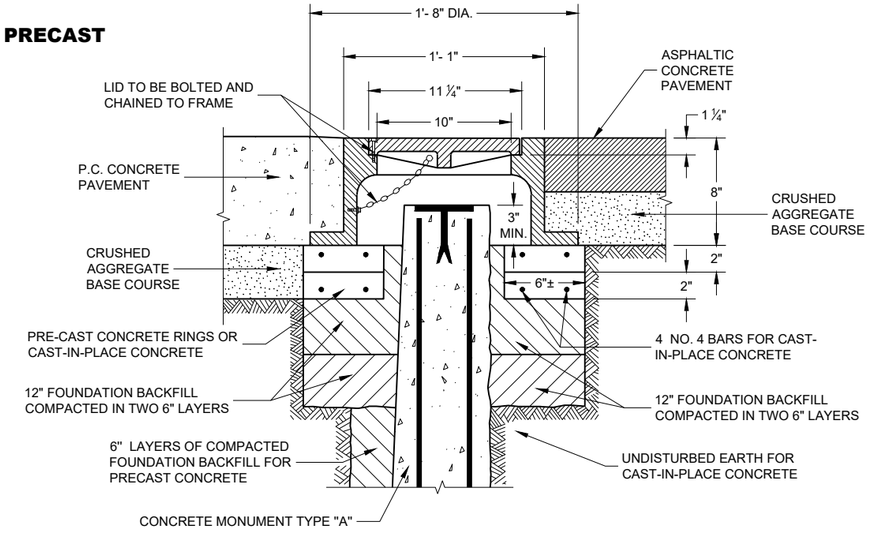


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

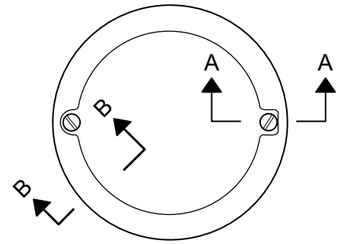
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

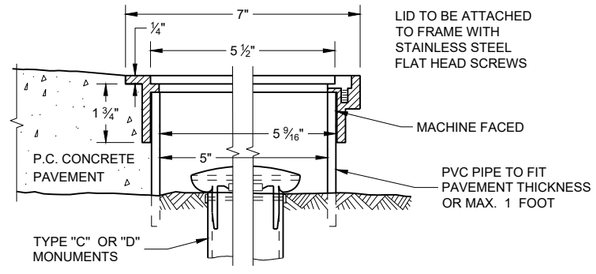
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MA
ENGINEER

FHWA

SDD 16A01 - 07

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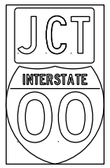
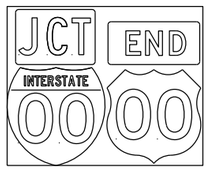
SDD 16A01 - 07

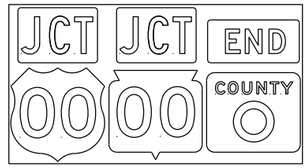
TYPICAL ASSEMBLIES



J1-1



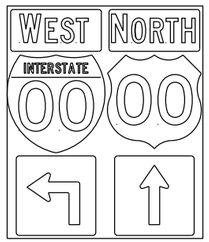
J1-2



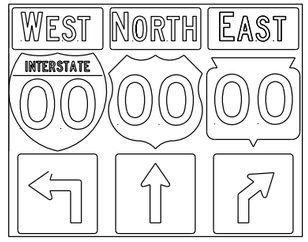
J1-3

JR1-1

J2-1

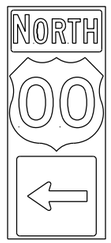


J2-2

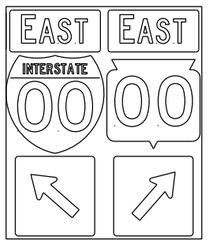


J2-3

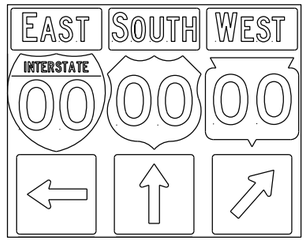
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



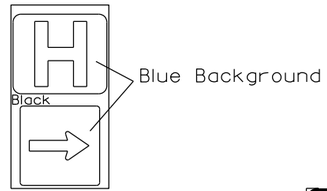
J3-1



J3-2

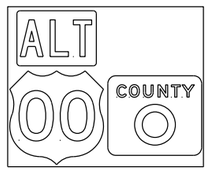


J3-3

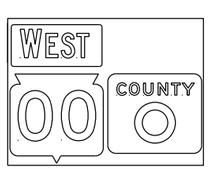


JH-1

J4-1

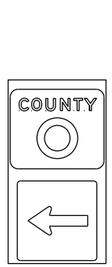


J4-2



J4-2

J12-1



J13-1

J32-1

J33-1

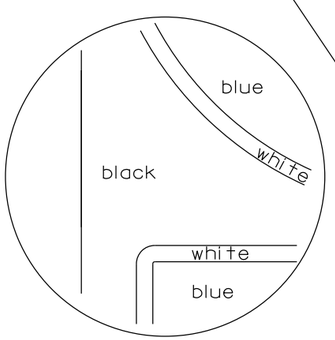
J22-1

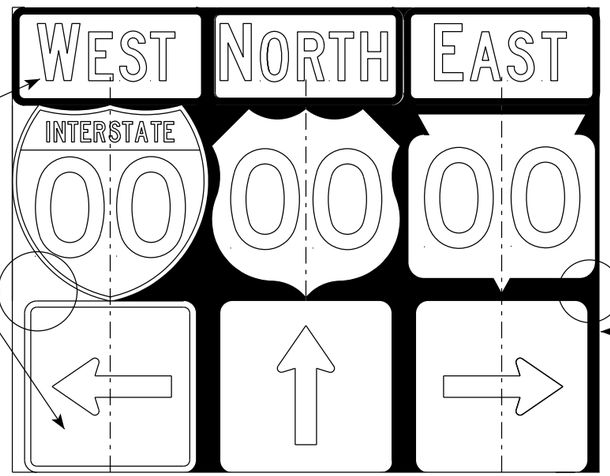
J23-1

JR13-1

JR23-1

JR99-1





NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 175 E

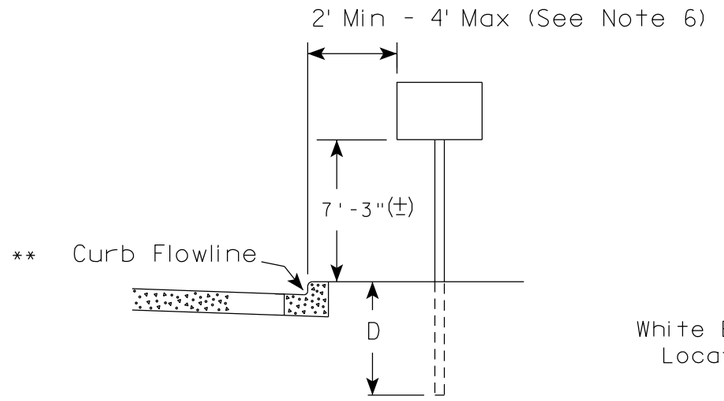
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

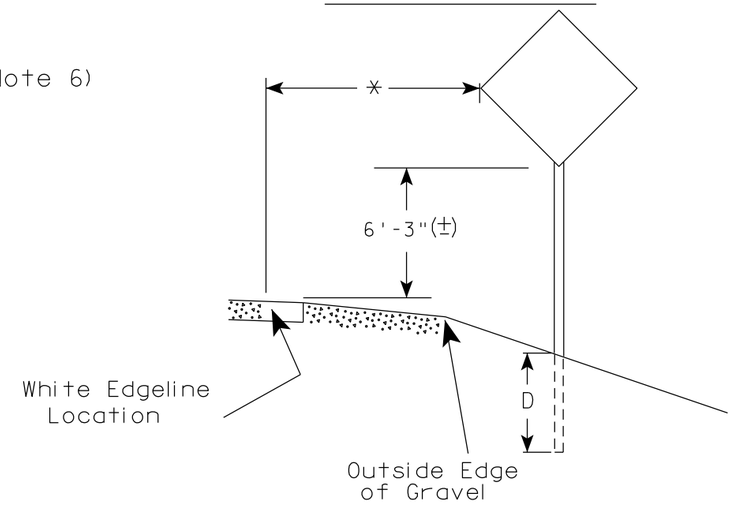
7

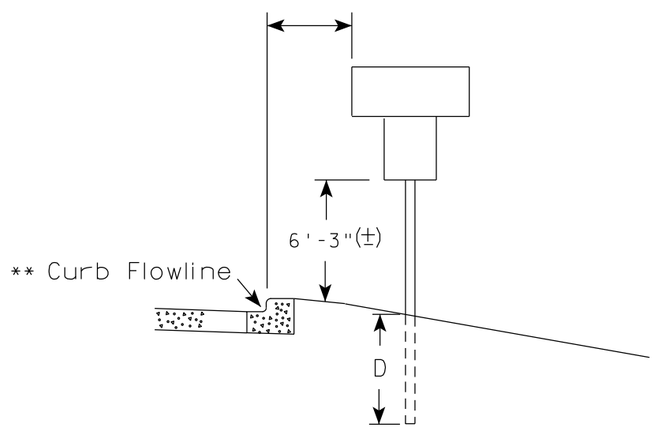
7

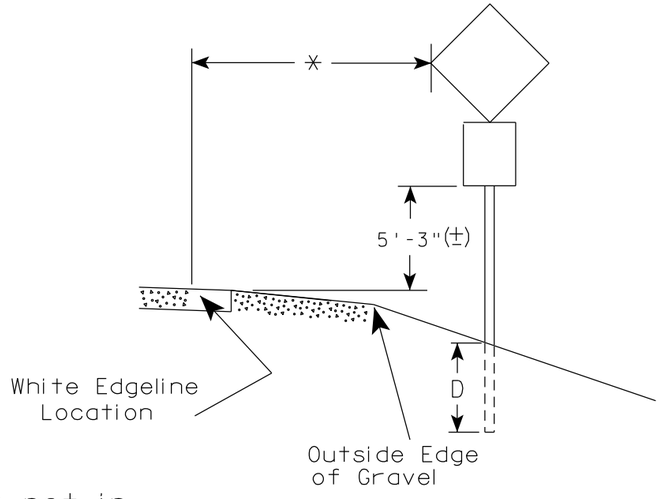
URBAN AREA



RURAL AREA (See Note 2)







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

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

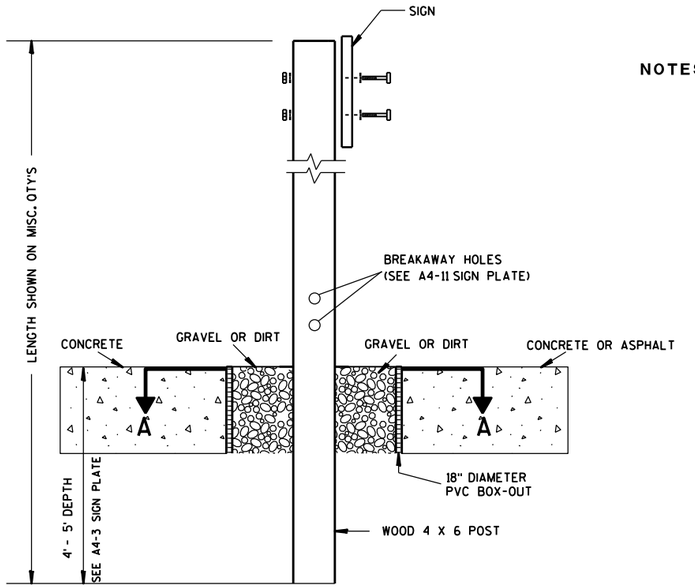
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

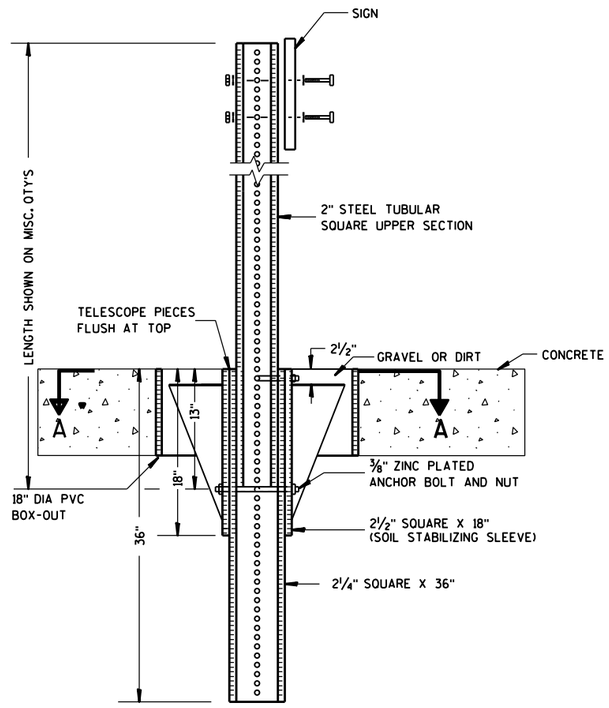
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 176	E



ELEVATION VIEW

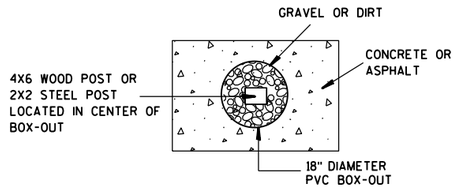
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

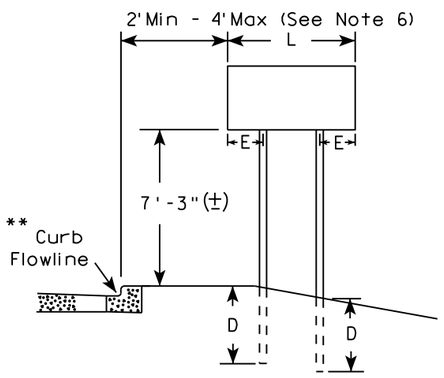
APPROVED Matthew R Rauch
for State Traffic Engineer

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

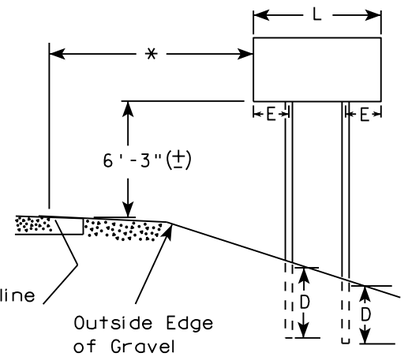
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

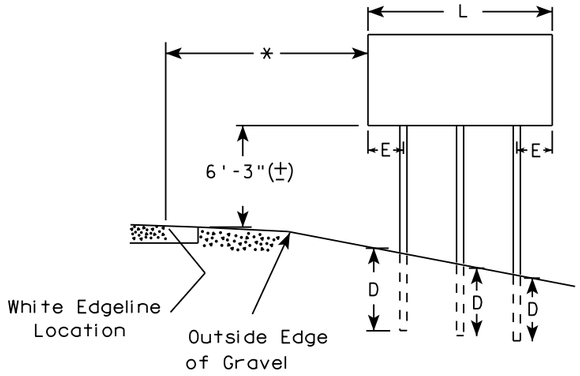
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

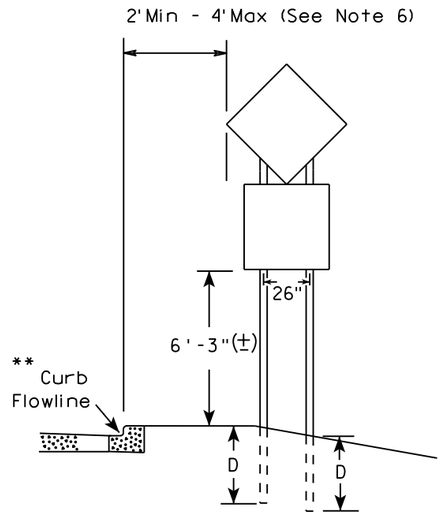
URBAN AREA



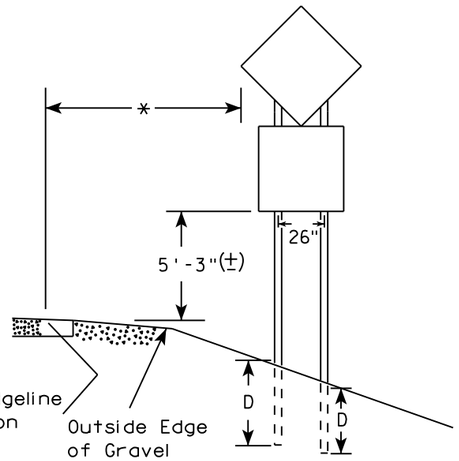
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

GENERAL NOTES

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

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

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

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

POST EMBEDMENT DEPTH

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

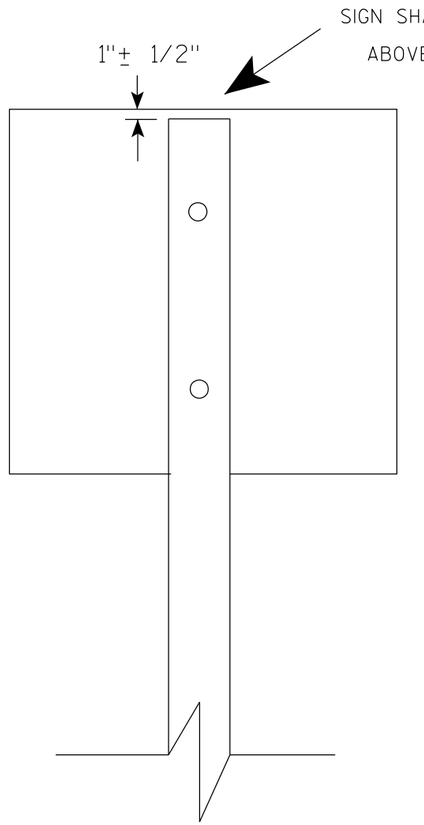
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

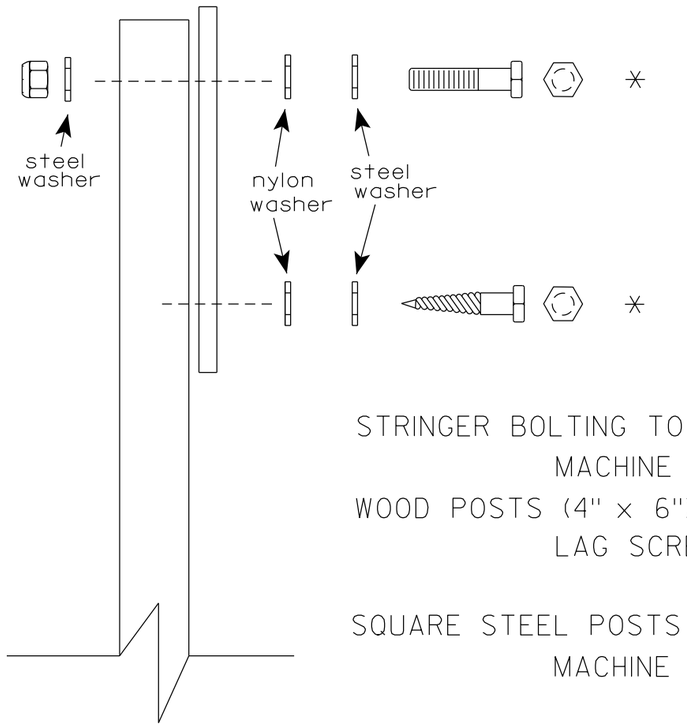
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 178	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

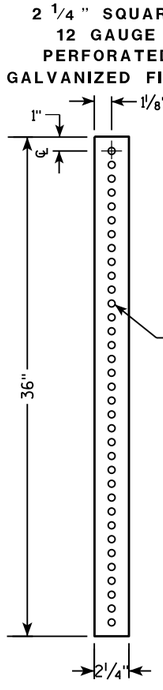
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

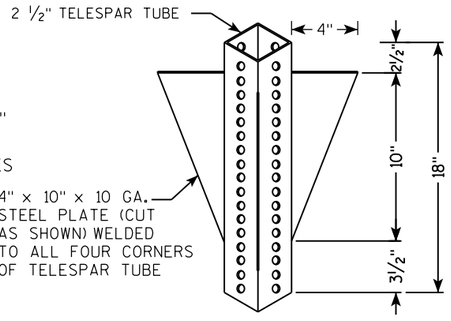
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

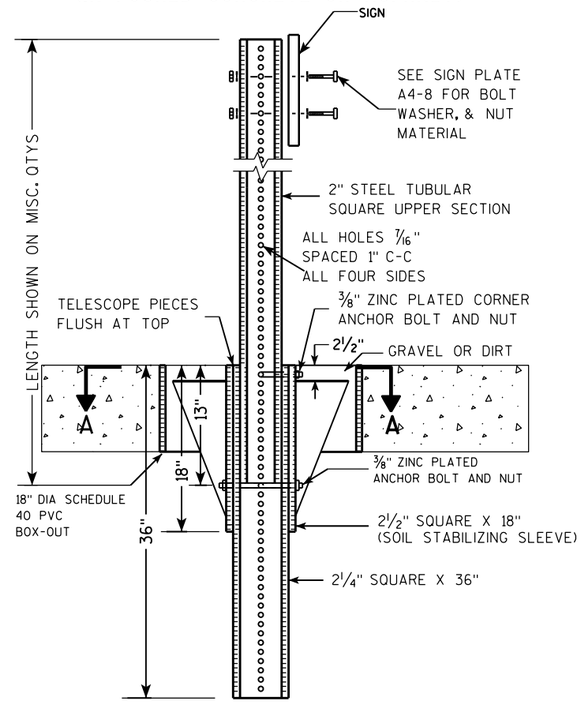
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



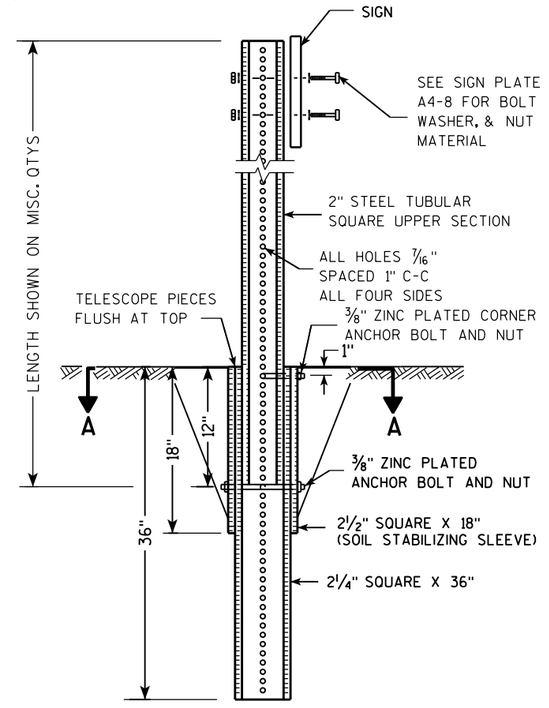
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

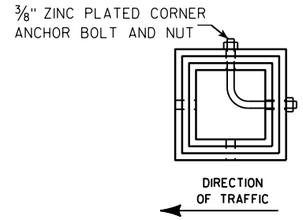


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

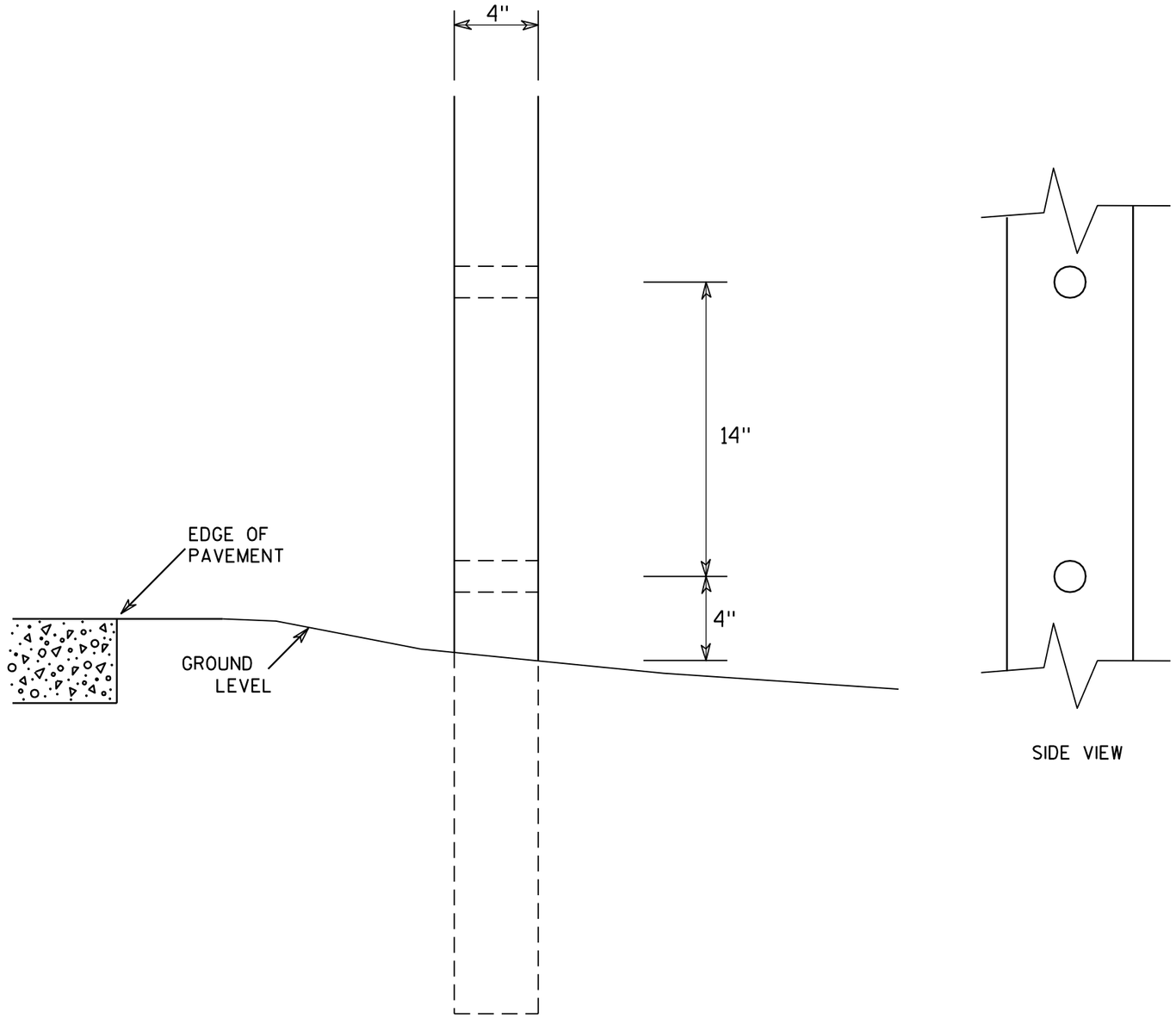
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 180 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

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

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

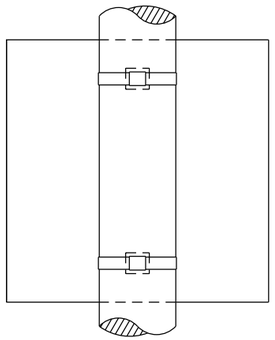
APPROVED Chester J Spang for State Traffic Engineer

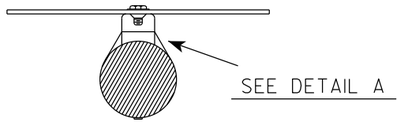
DATE 3/27/97 PLATE NO. A4-11.2

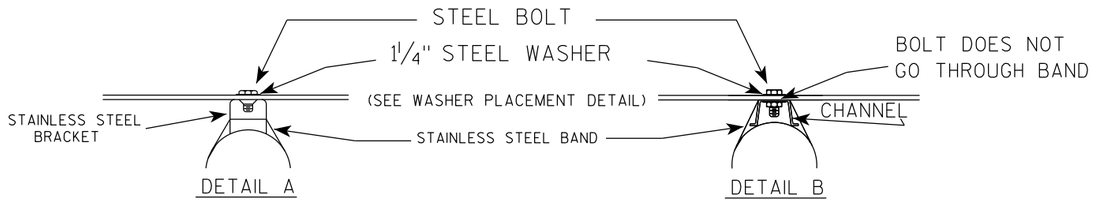
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	E

BANDING

SINGLE SIGN



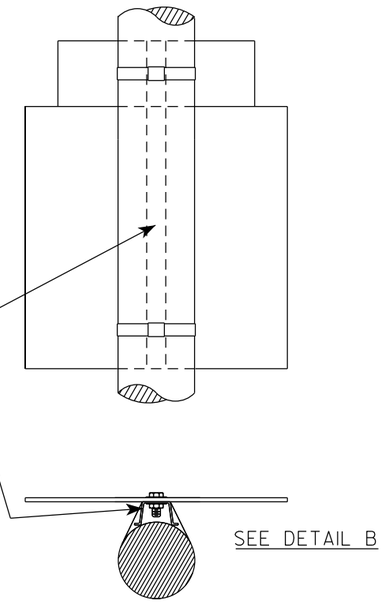




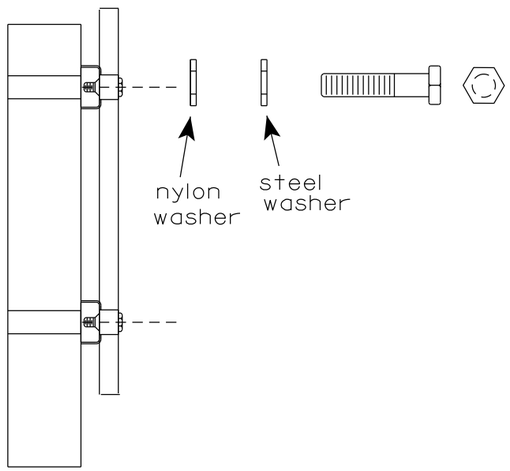
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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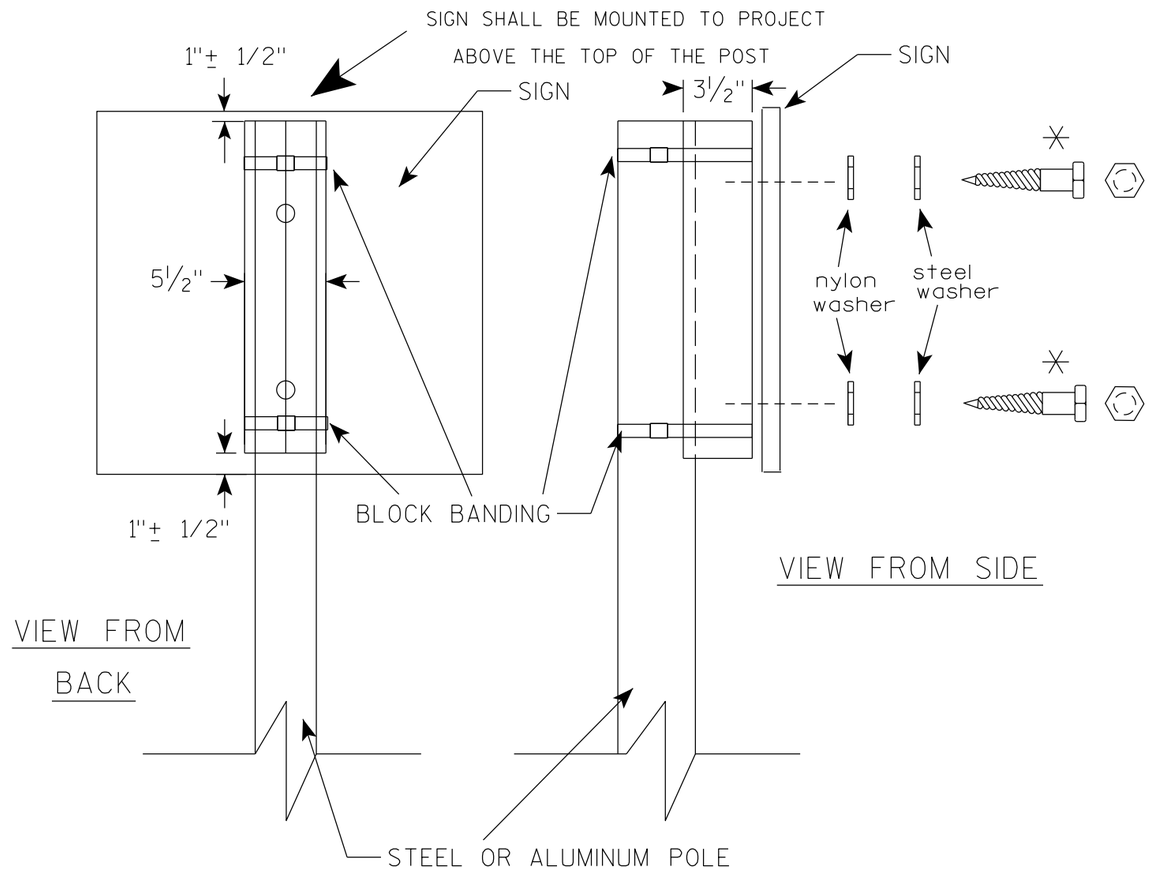
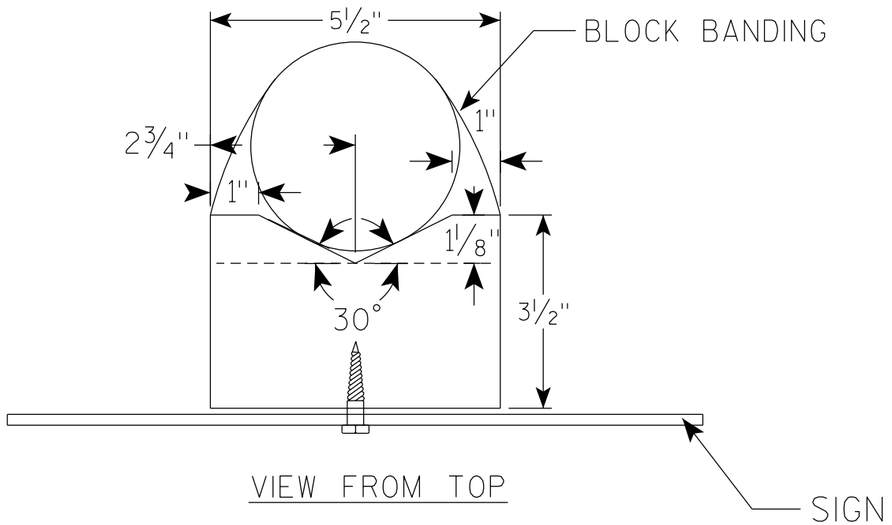
7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

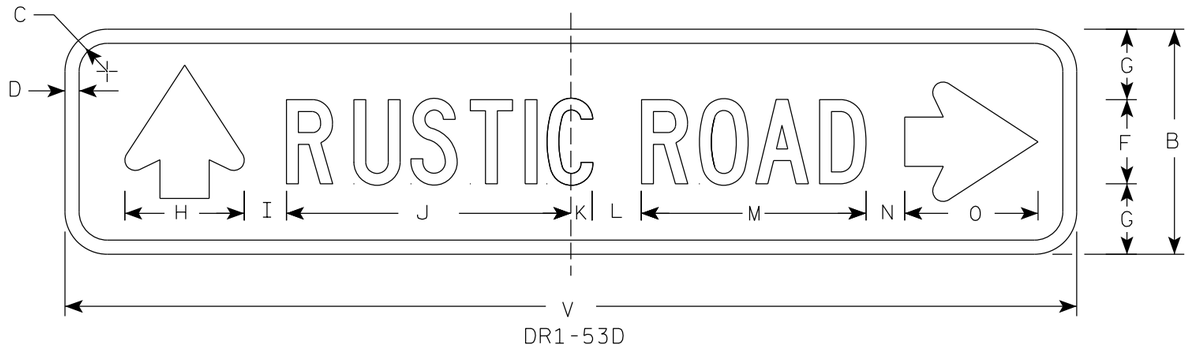
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

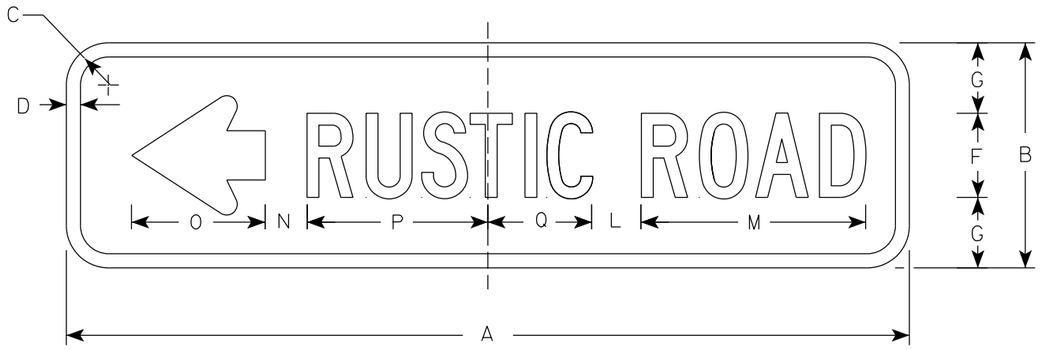
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

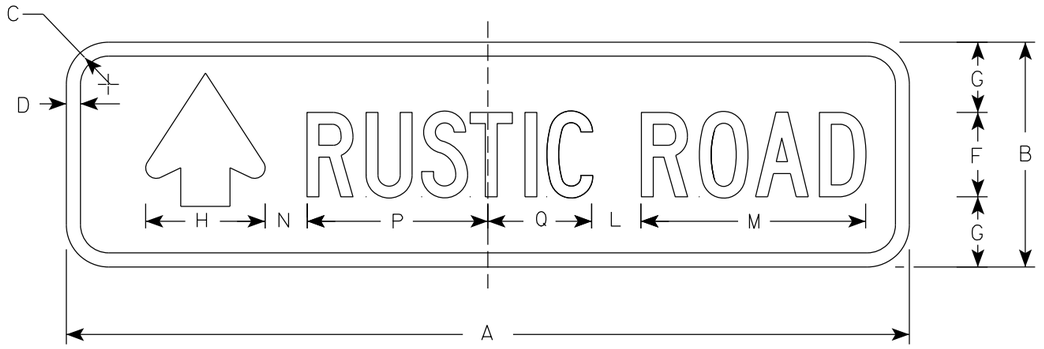
SHEET NO: 183 E



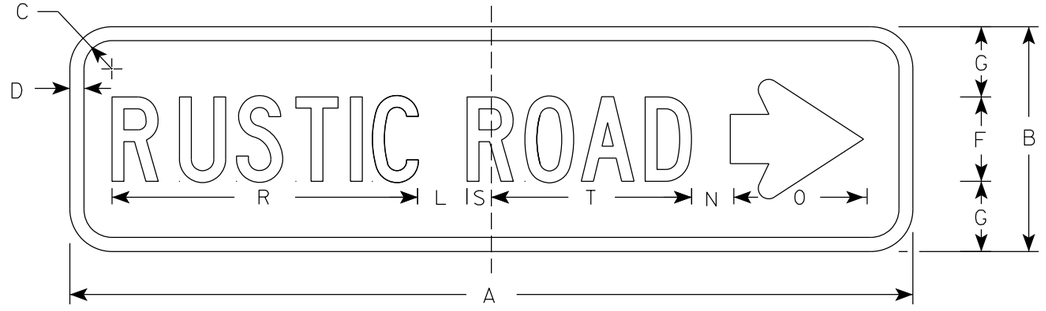
DR1-53D



DR1-53L



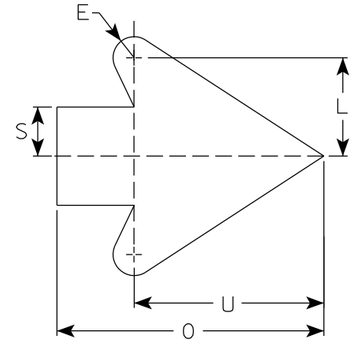
DR1-53A



DR1-53R

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	DR1-53A DR1-53L DR1-53R Area sq. ft.	DR1-53D Area sq. ft.
1																												
2	30	8	1 1/8	1/2		3	2 1/2	4 1/4	1 1/2	10 1/8	3/4	1 3/4	8	1 3/8	4 3/4	6 3/8	3 3/4	10 7/8	7/8	7 1/8	3 3/8	36					1.67	2.00
3																												
4																												
5																												

STANDARD SIGN

DR1-53

WISCONSIN DEPT OF TRANSPORTATION

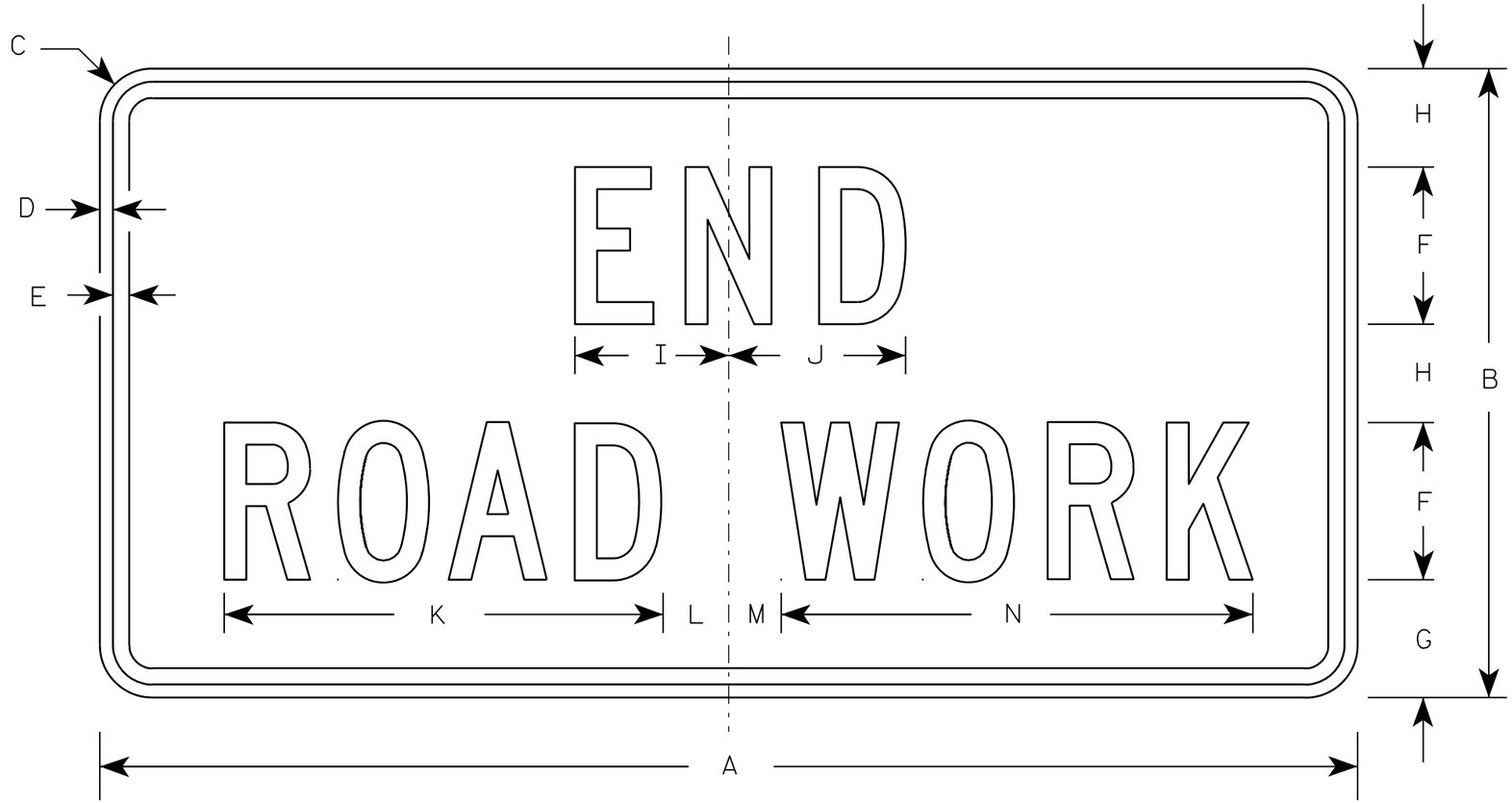
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/18/19 PLATE NO. DR1-53.6

PROJECT NO:

SHEET NO: 184 E



G20-2A

NOTES

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

Metric equivalent for this sign is:

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

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

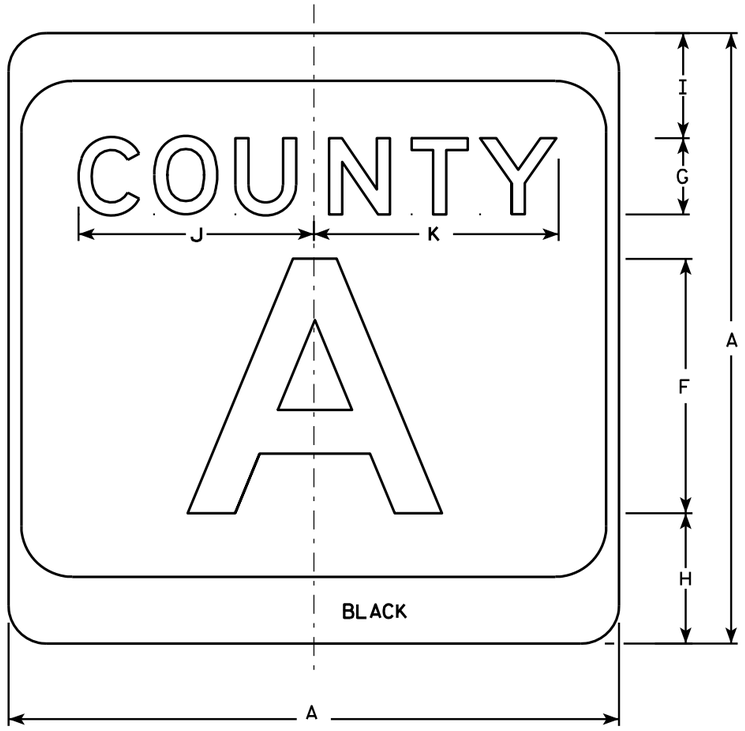
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

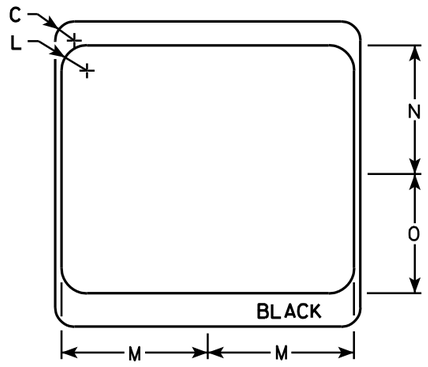
APPROVED Matthew R Rauch
for State Traffic Engineer

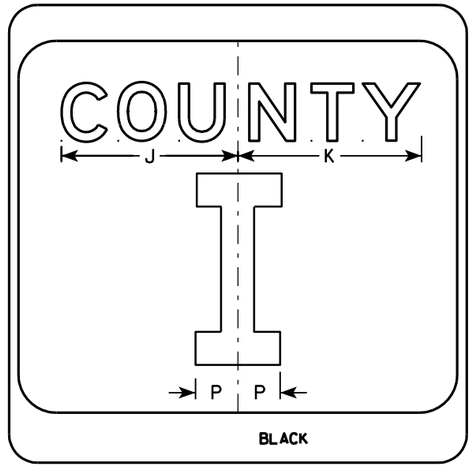
DATE 9/30/09 PLATE NO. G20-2A.8

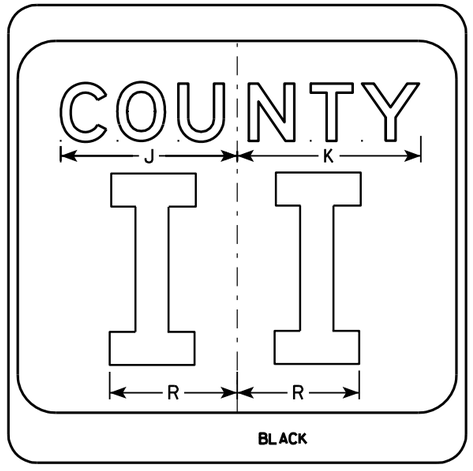
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 185	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

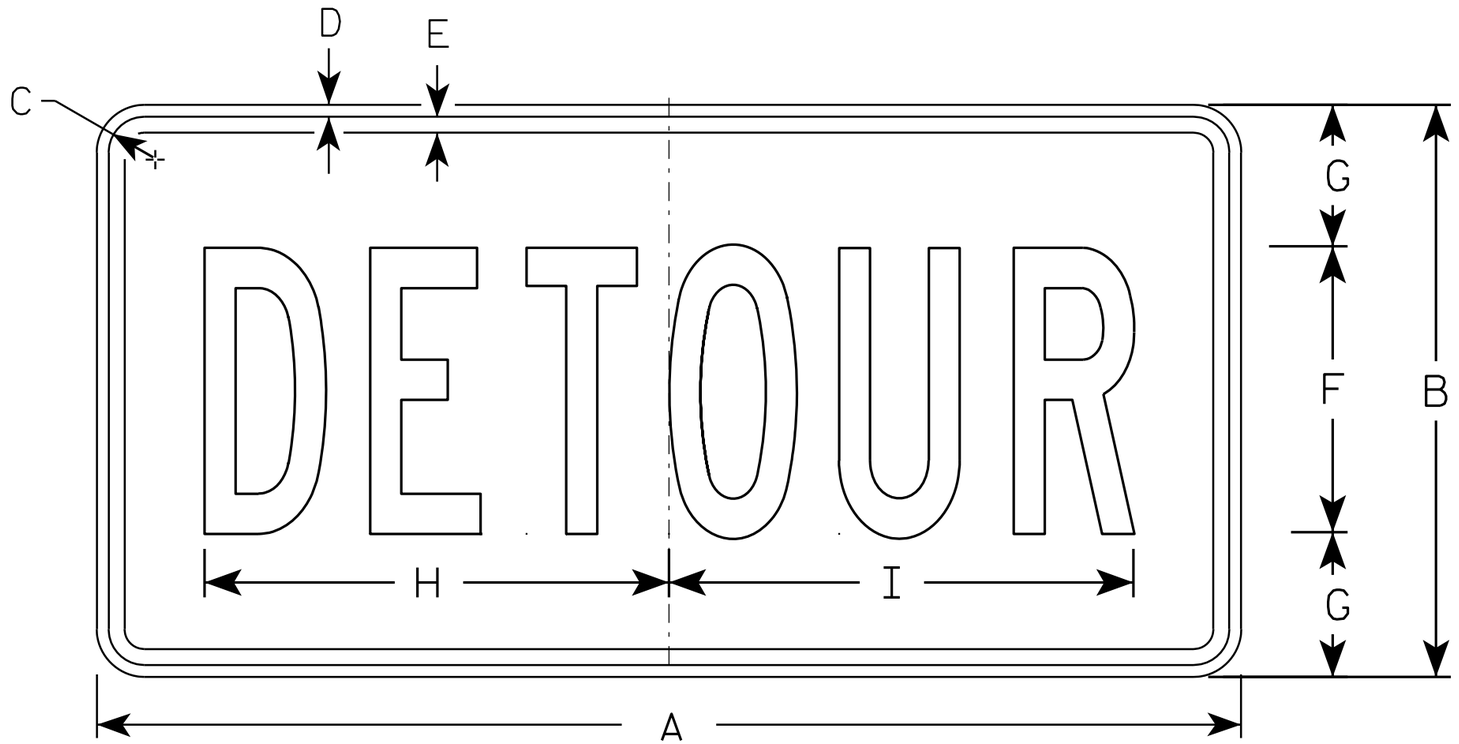
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 186	E



M4-8

NOTES

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

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

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

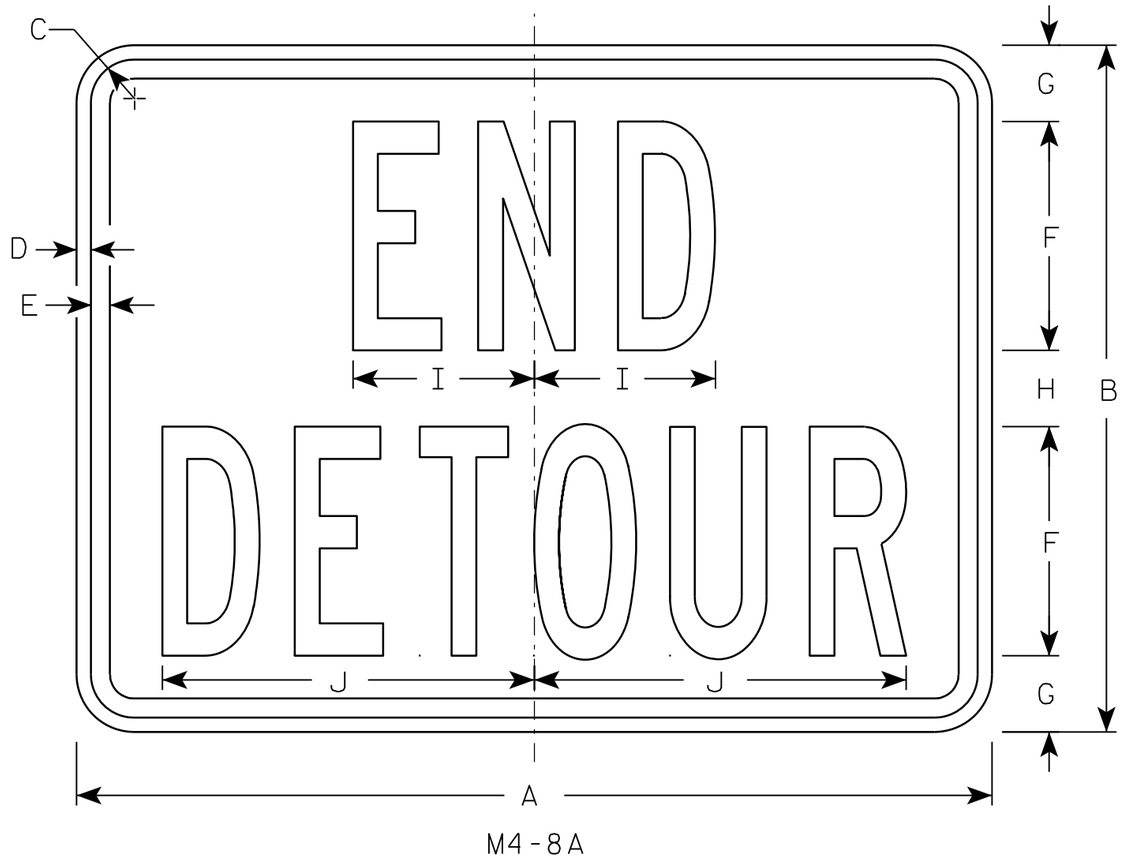
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 187	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M48.DGN PLOT DATE : 10-NOV-2010 13:18 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.767233:1.000000

WISDOT/CADDS SHEET 42

7

7



M4-8A

NOTES

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

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

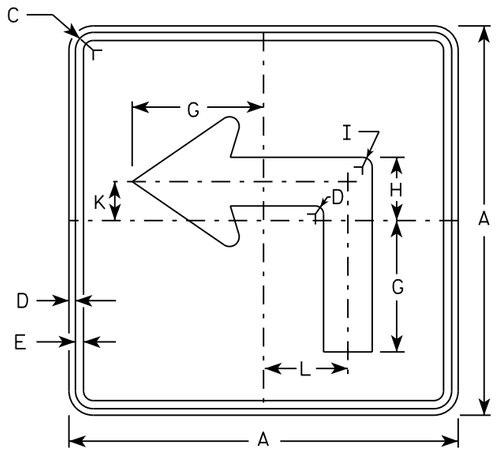
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

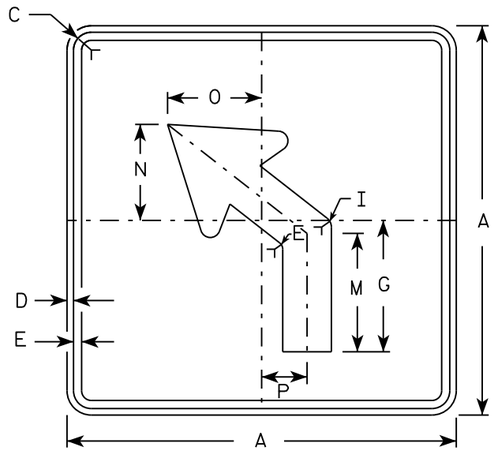
APPROVED Matthew R Rauch
for State Traffic Engineer

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

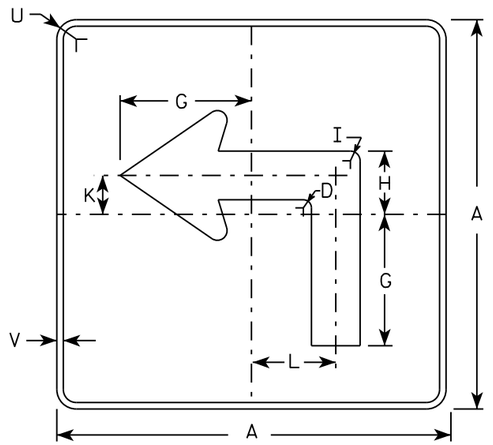
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 188	E



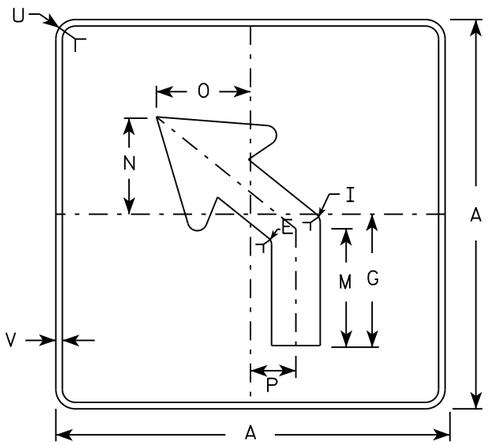
M5-1L
MM5-1L
MO5-1L
MP5-1L



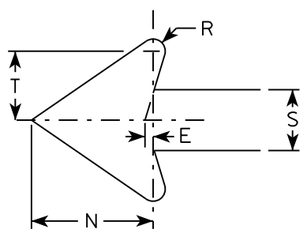
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

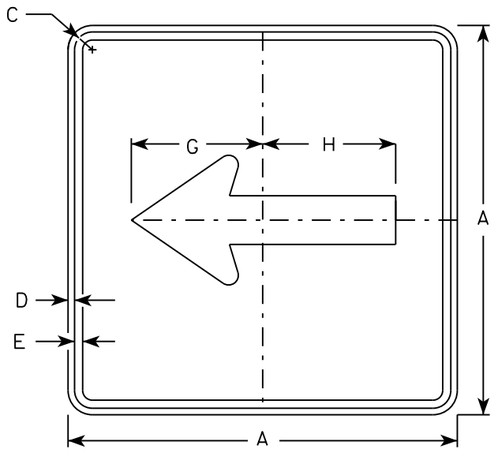
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

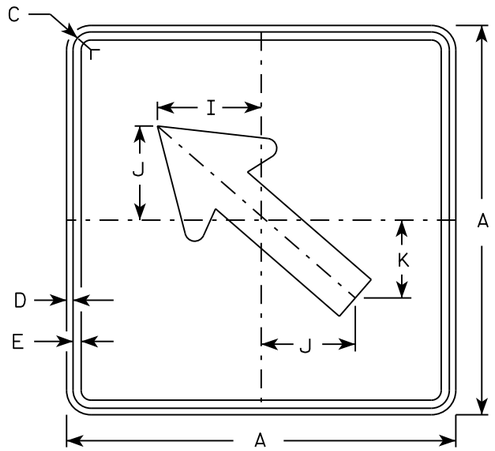
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



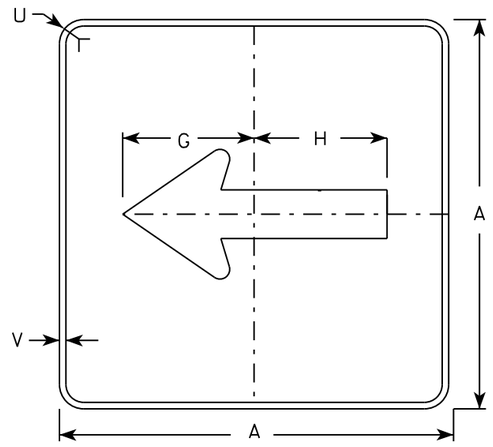
M6-1
MM6-1
MO6-1
MP6-1



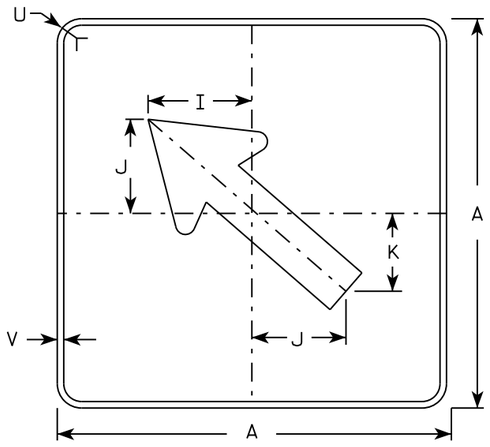
M6-2
MM6-2
MO6-2
MP6-2

NOTES

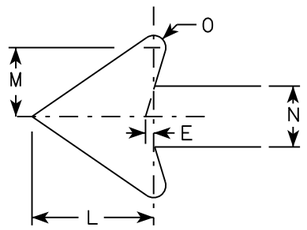
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

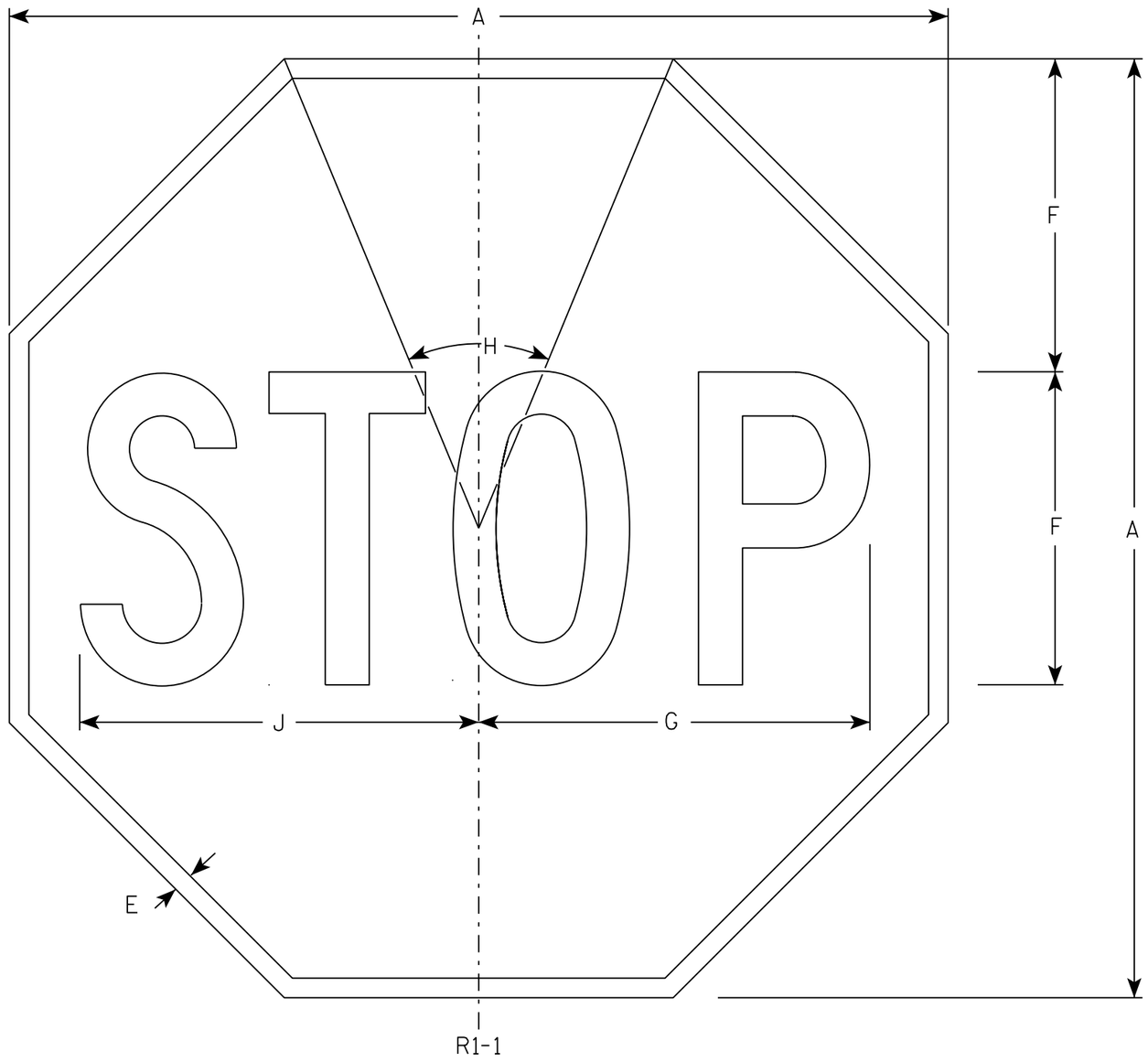
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 190 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

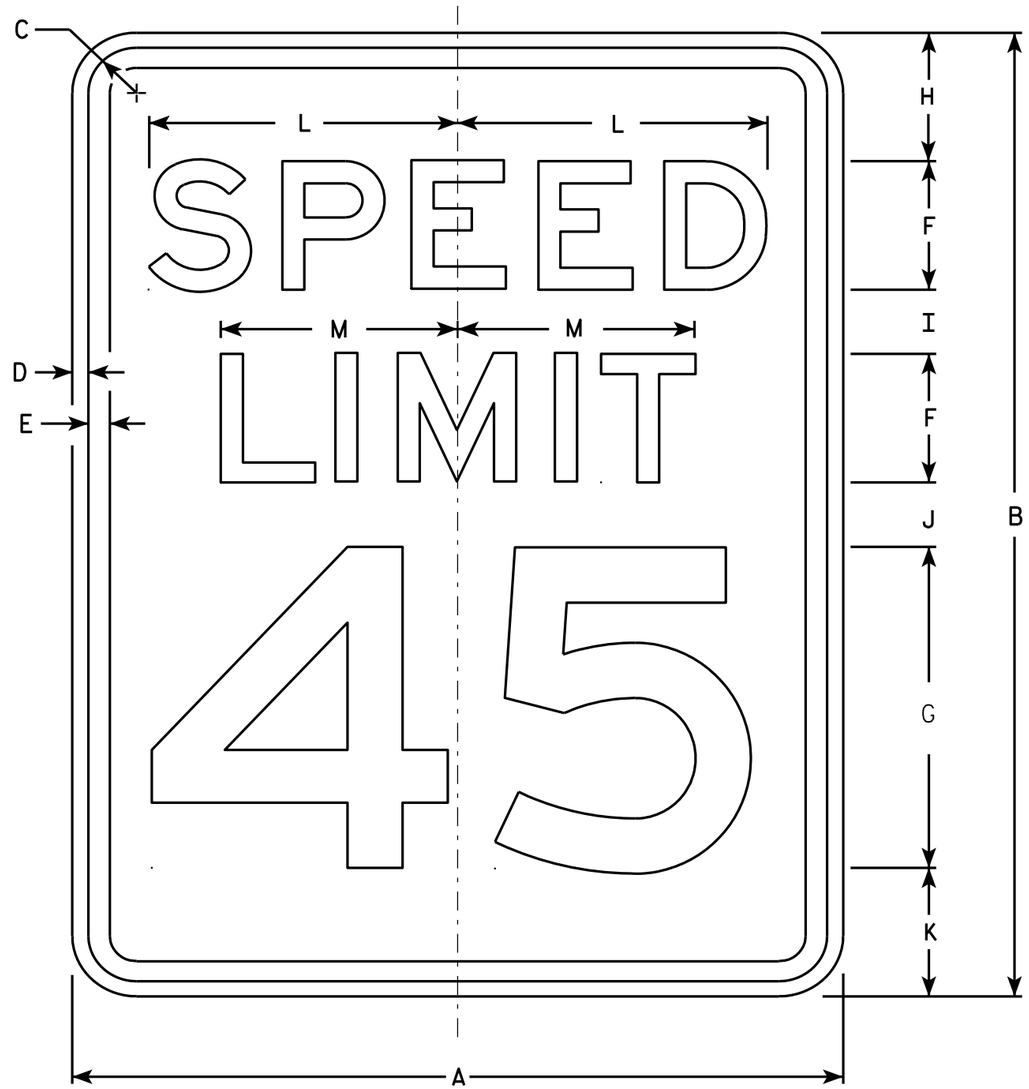
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

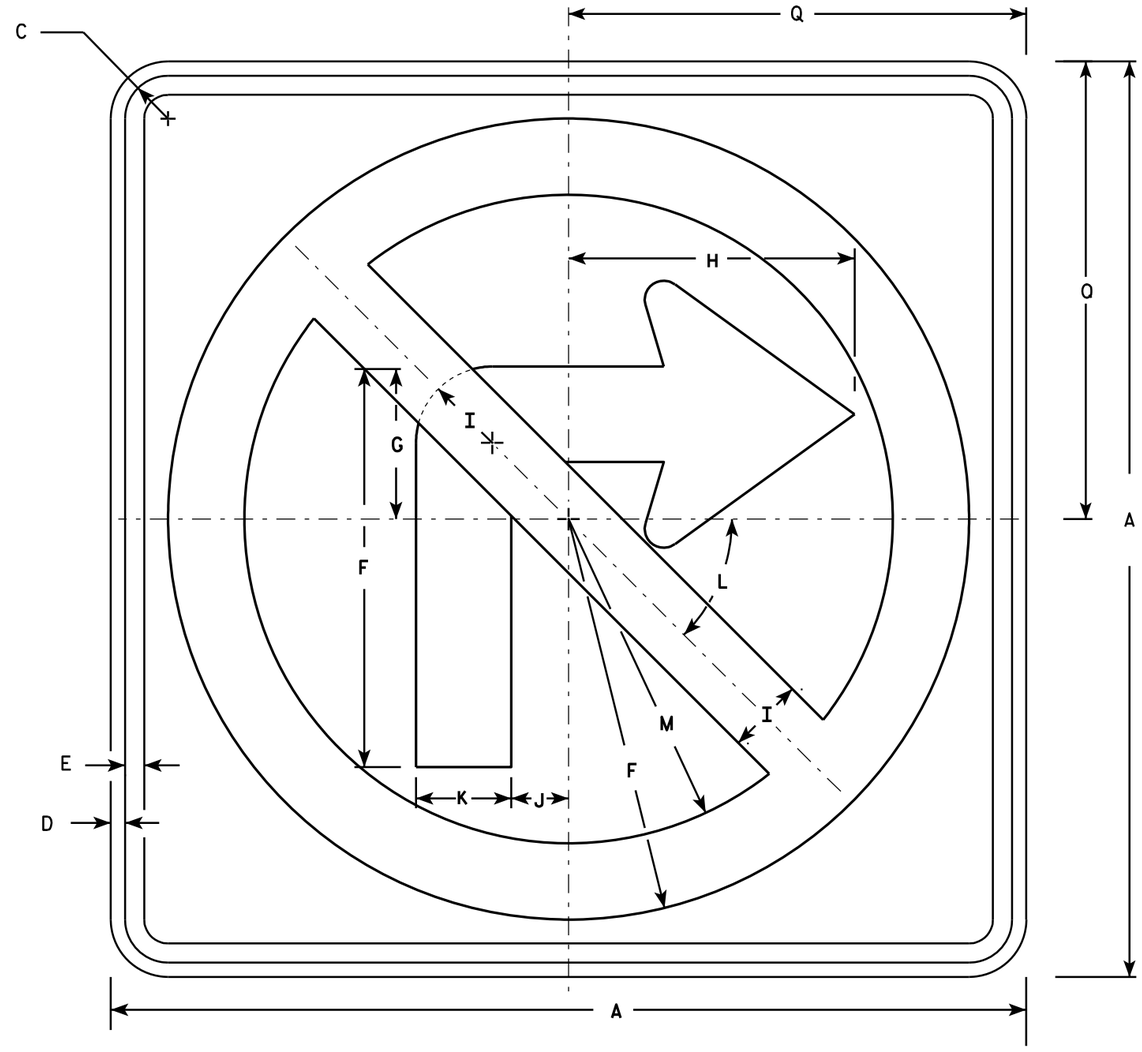
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E

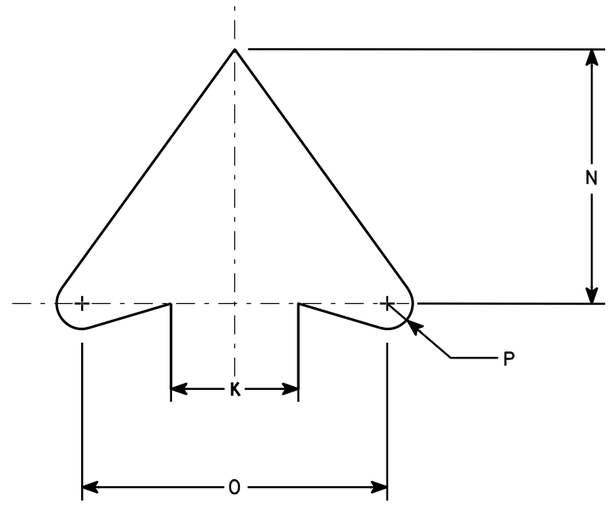
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000
WISDOT/CADDS SHEET 42



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

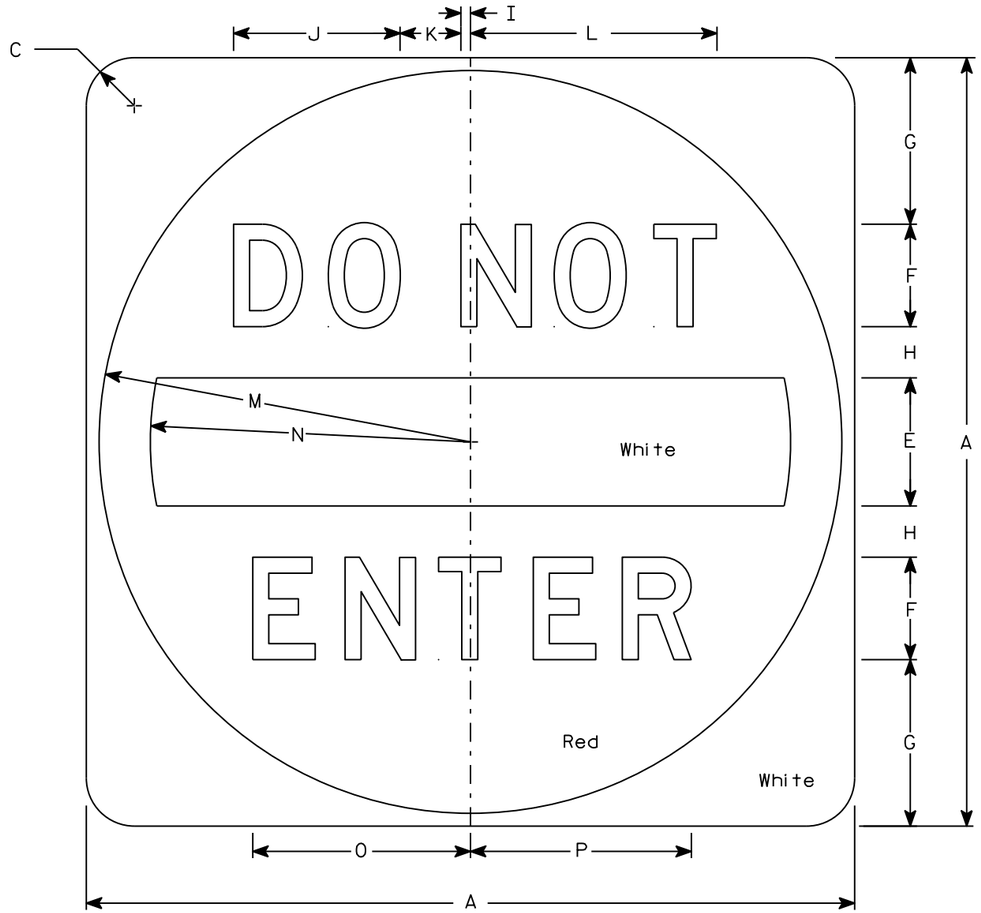
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

STANDARD SIGN
R5-1

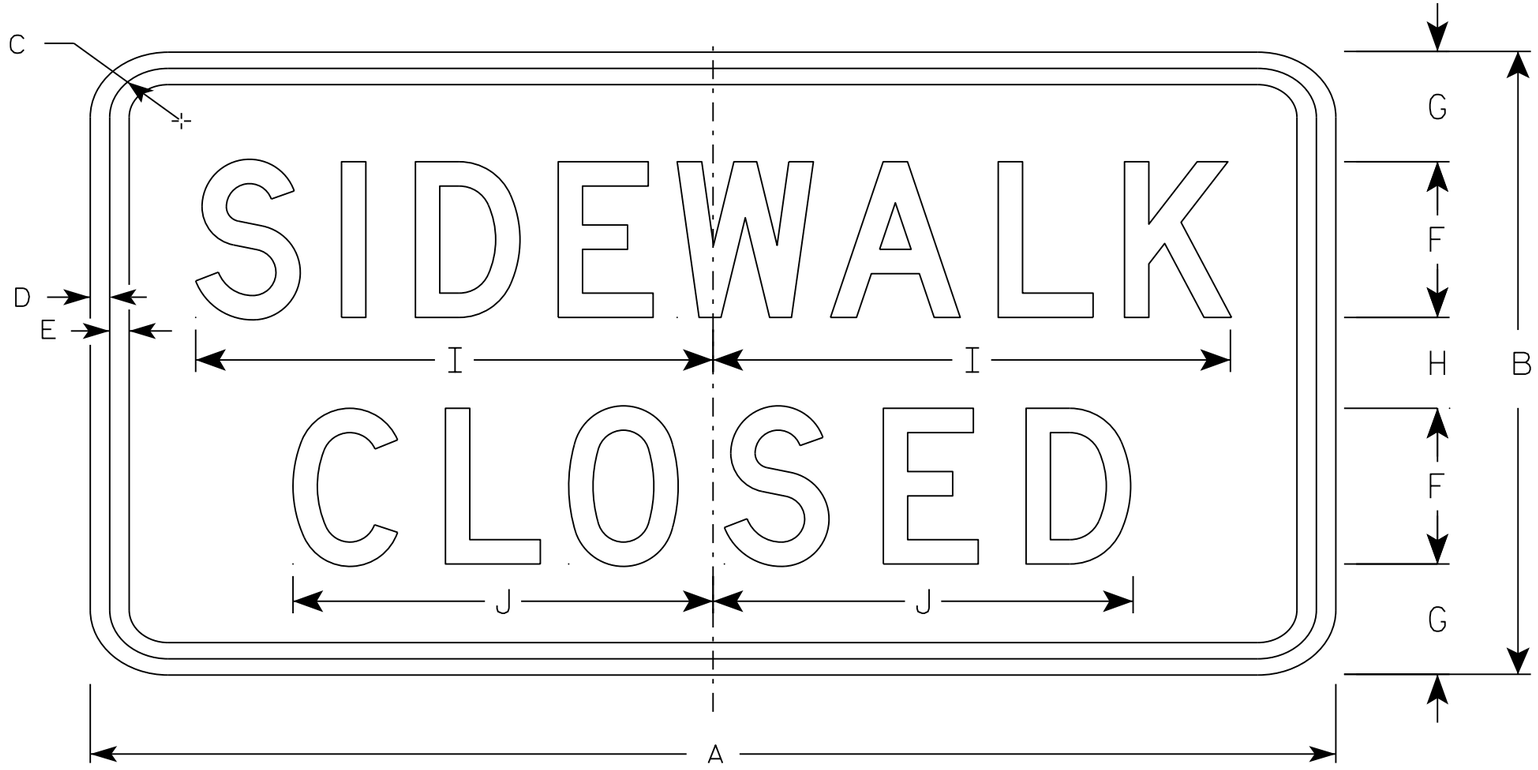
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R51.DGN PLOT DATE : 15-MAR-2018 14:31 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.914594:1.000000 WISDOT/CADDS SHEET 42



R9-9

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

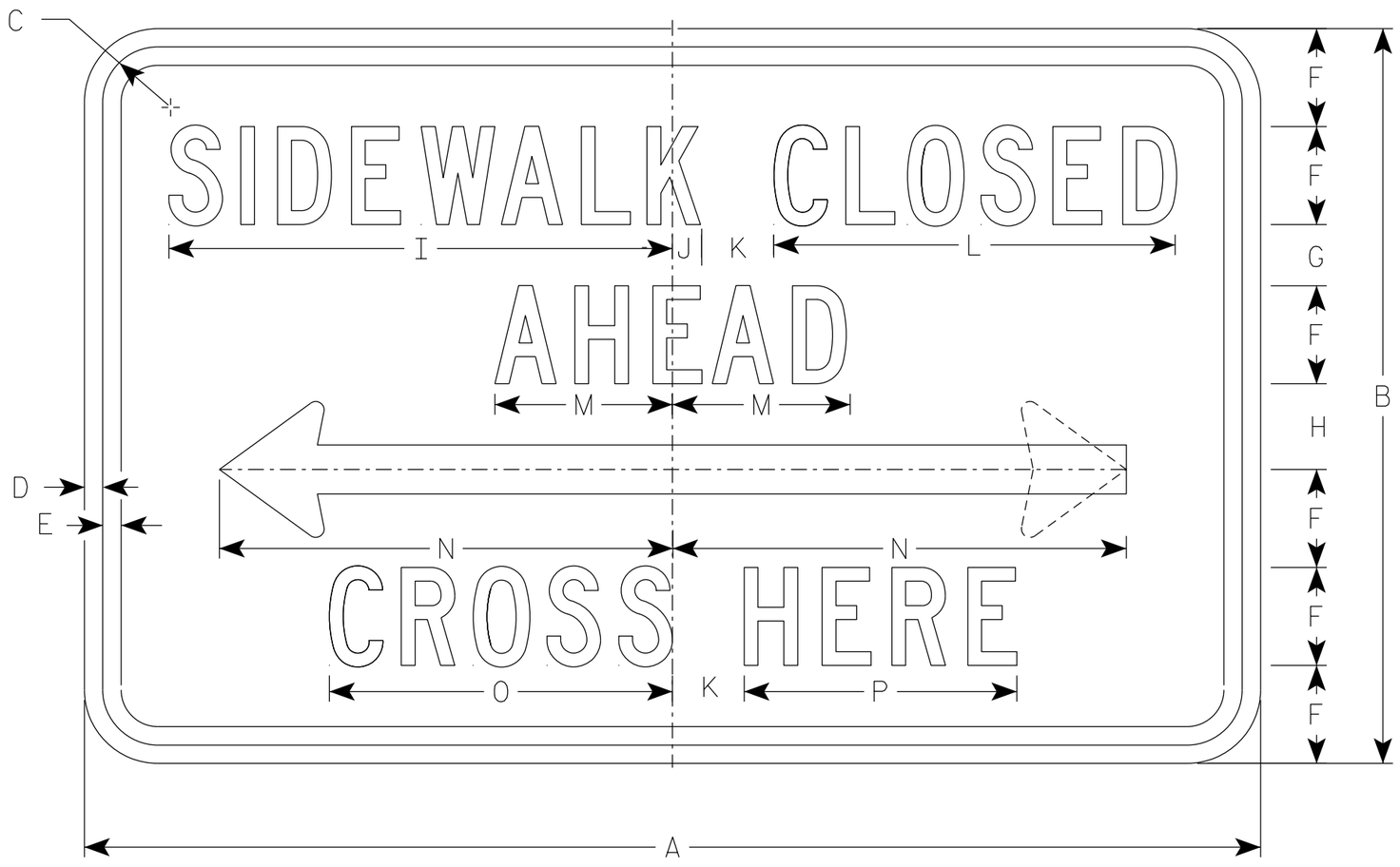
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

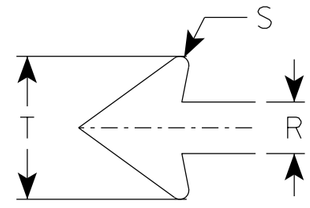
DATE 8/11/16 PLATE 195 R9-9.6

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

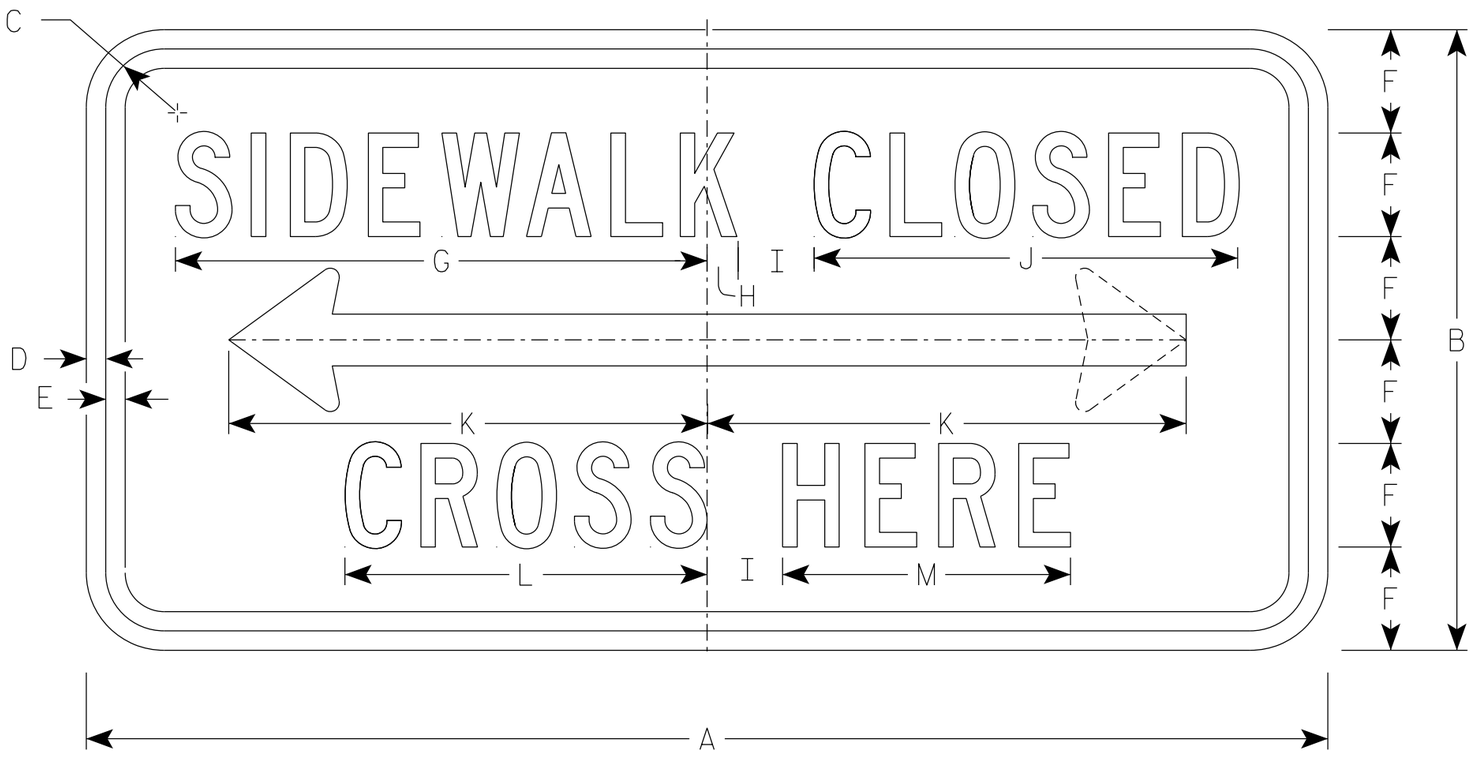
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 196 | E

7

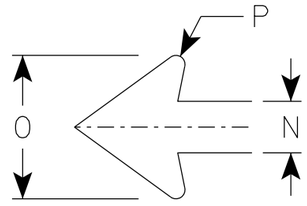
7



R9-11A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.
6. R9-11AD (double arrow)
   R9-11AL (left arrow)
   R9-11AR (right arrow)



ARROW DETAIL

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

STANDARD SIGN
R9-11A

WISCONSIN DEPT OF TRANSPORTATION

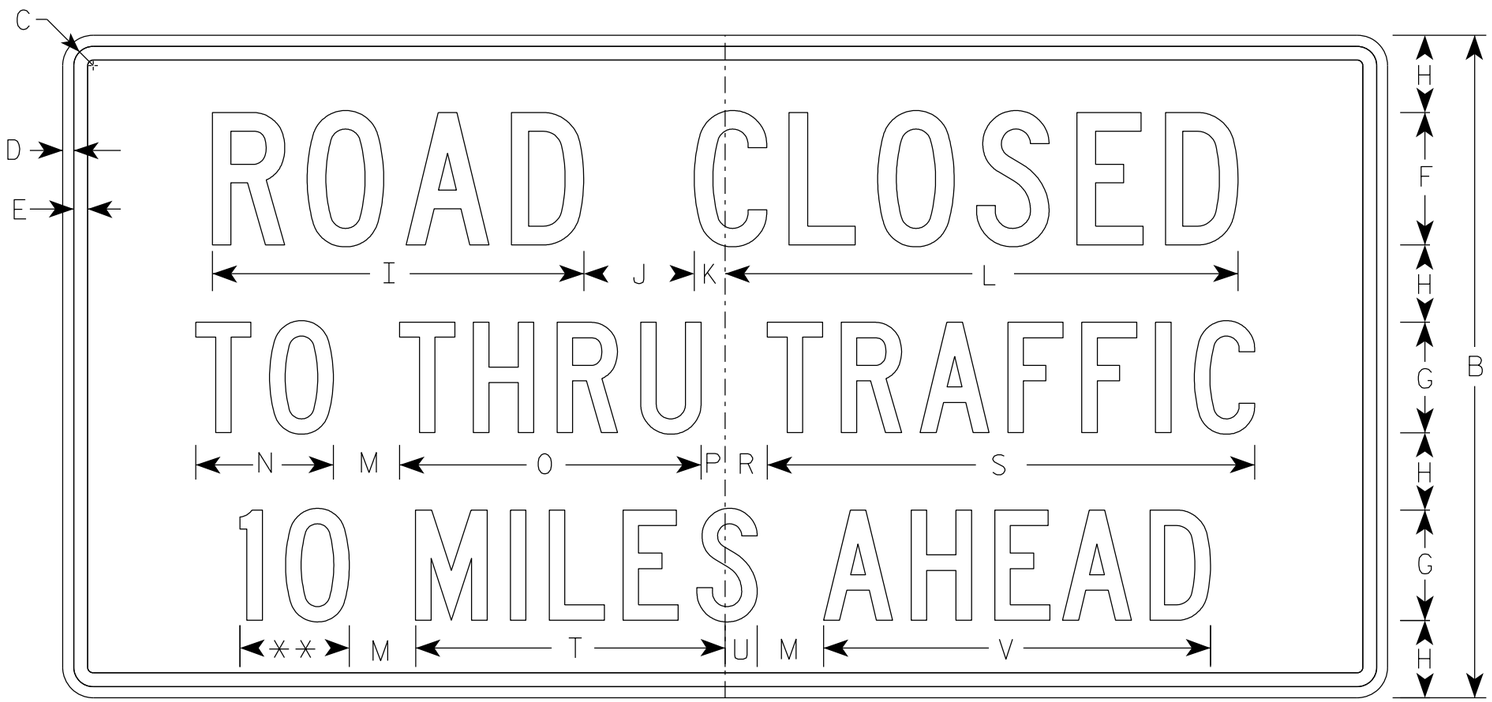
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | E

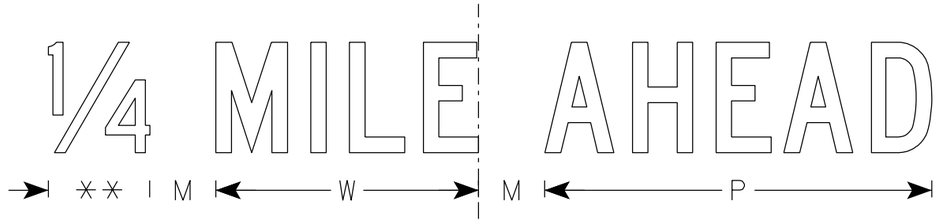
NOTES

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



R11-3

** See Note 5



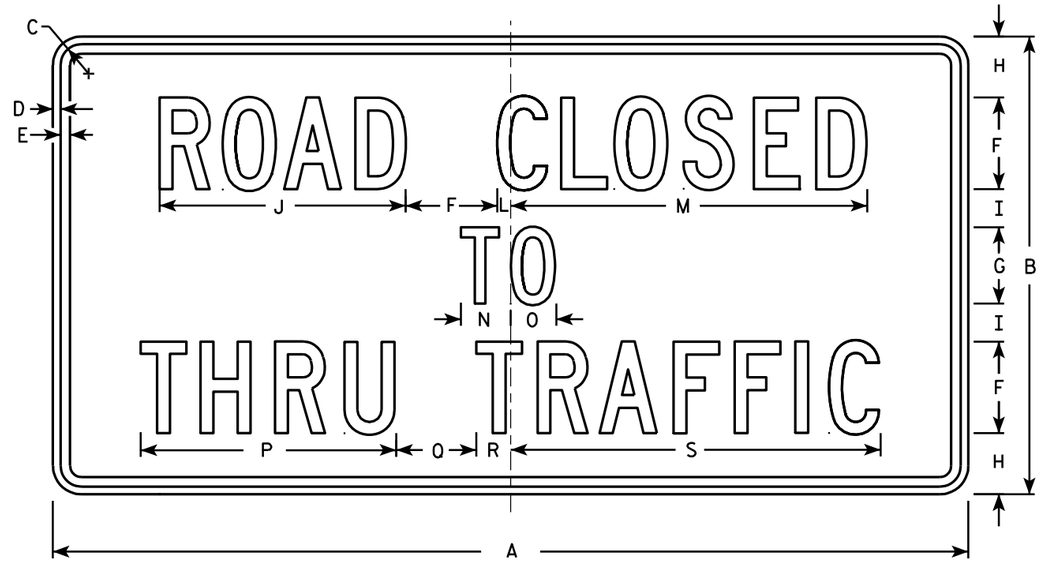
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5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

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

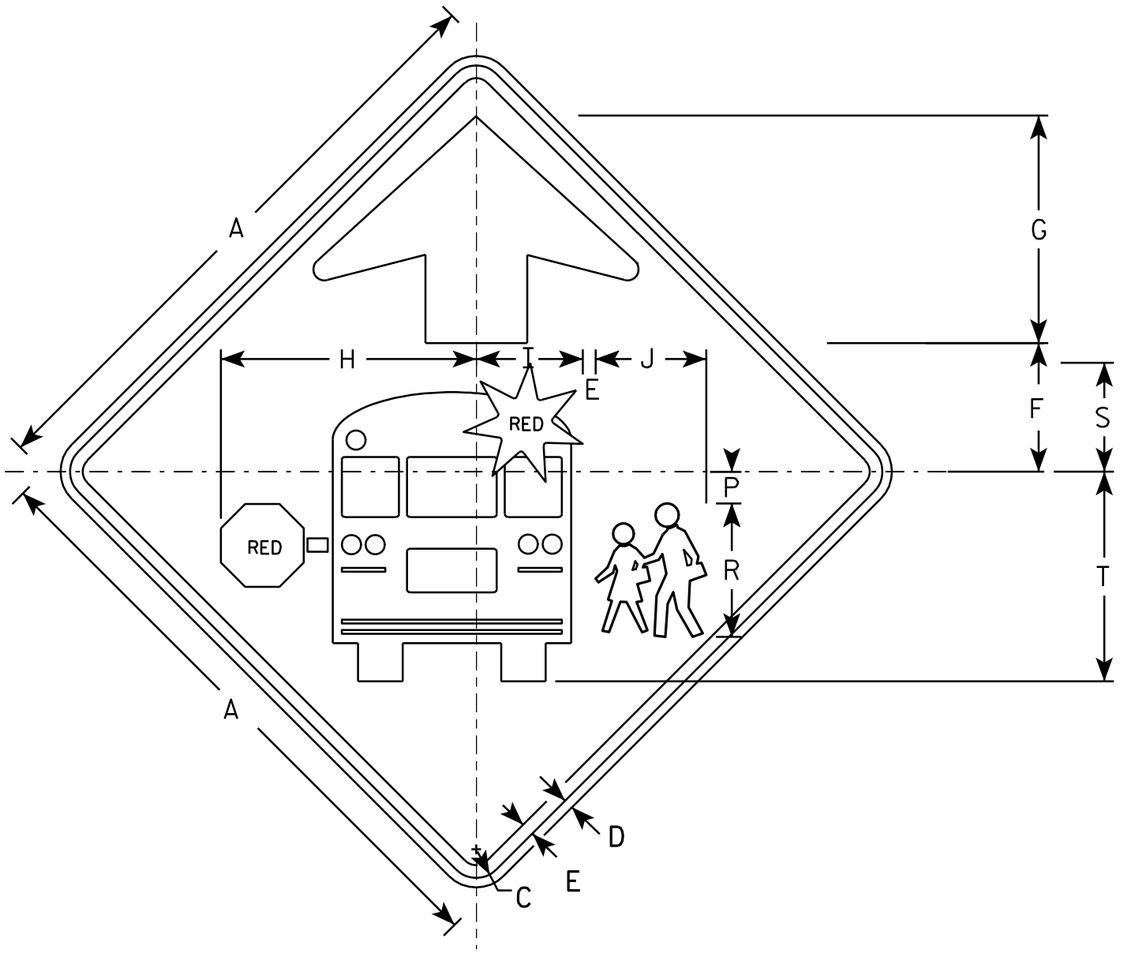
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

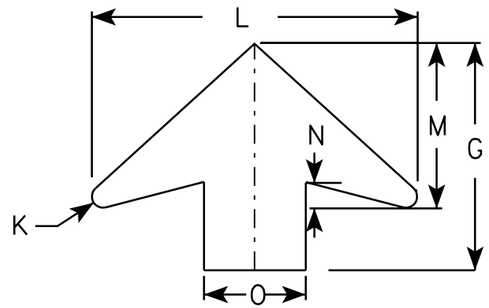
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E



S3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW-GREEN
   Message - BLACK except as noted
   Circles except PEDS- RED BACKGROUND
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	12 1/2	5 1/4	5 1/2	1/2	16	8	1 1/4	5	1 1/2		6 5/8	5 3/8	10 3/8							6.25
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	15 1/8	6 1/4	6 1/2	5/8	19 1/4	9 3/4	1 5/8	6	1 7/8		7 7/8	6 3/8	12 3/8							9.0
3	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
4	48		2 1/4	3/4	1	10	17 7/8	20 1/8	8 3/8	8 3/4	7/8	25 5/8	13	2	8	2 1/2		10 1/2	8 1/2	16 1/2							16.0
5																											

STANDARD SIGN
S3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

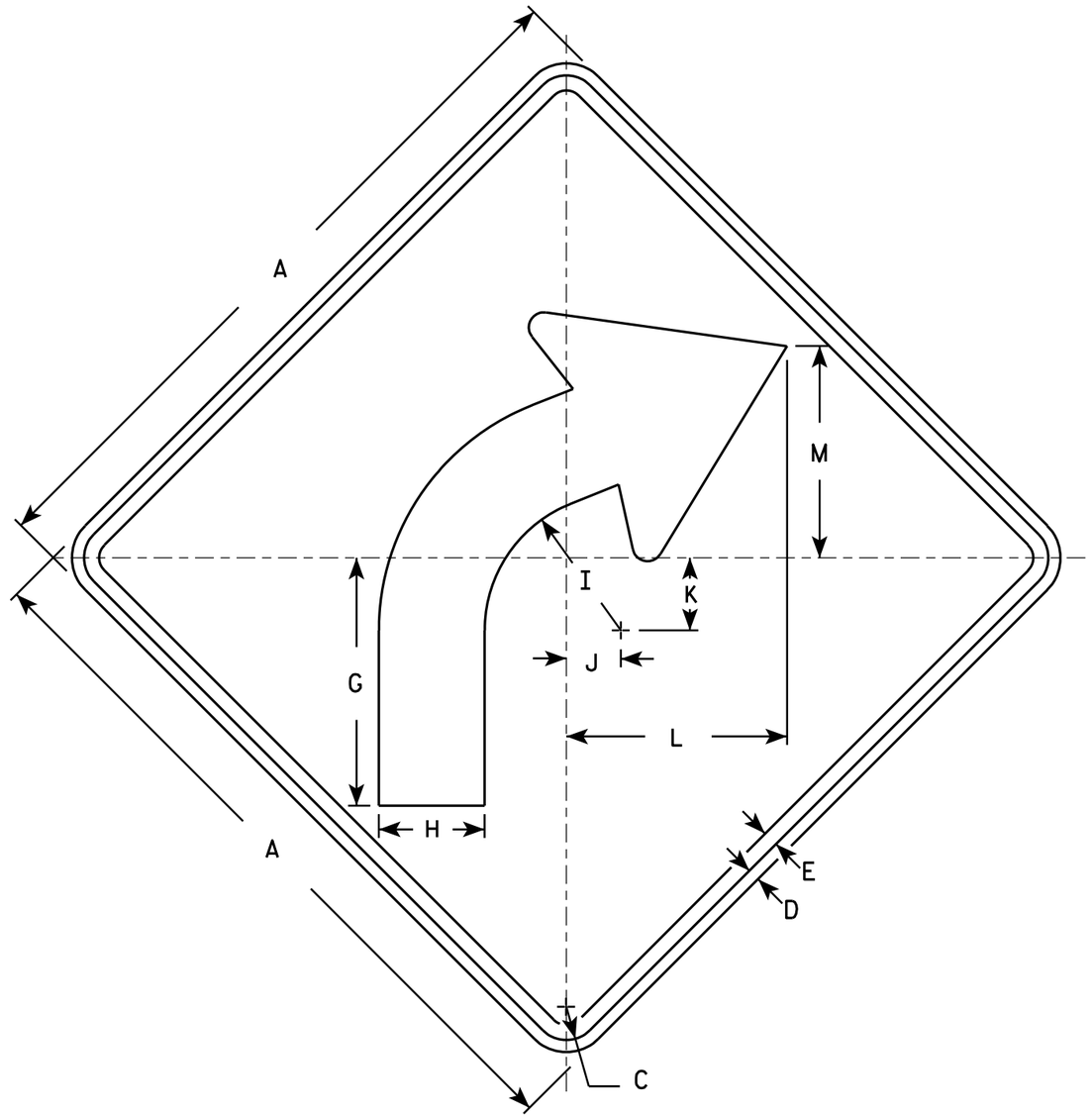
DATE 6/8/10 PLATE NO. S3-1.6

PROJECT NO:

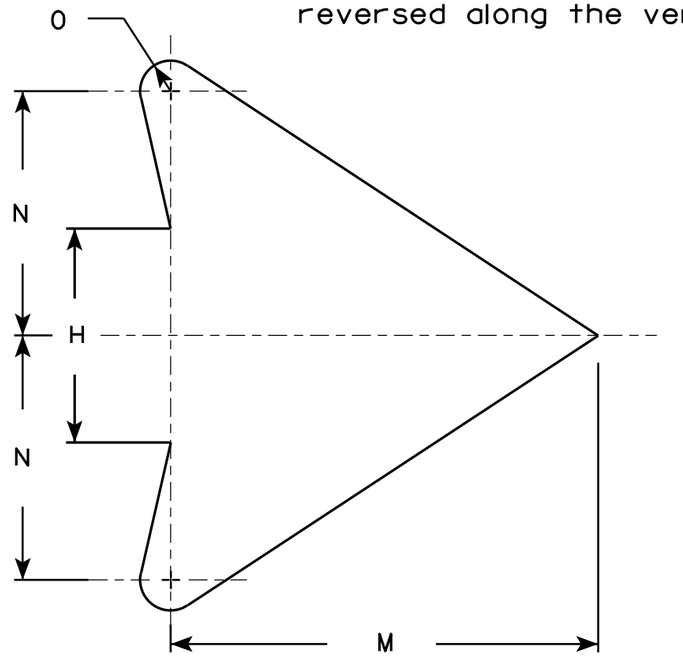
SHEET NO: 200 E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

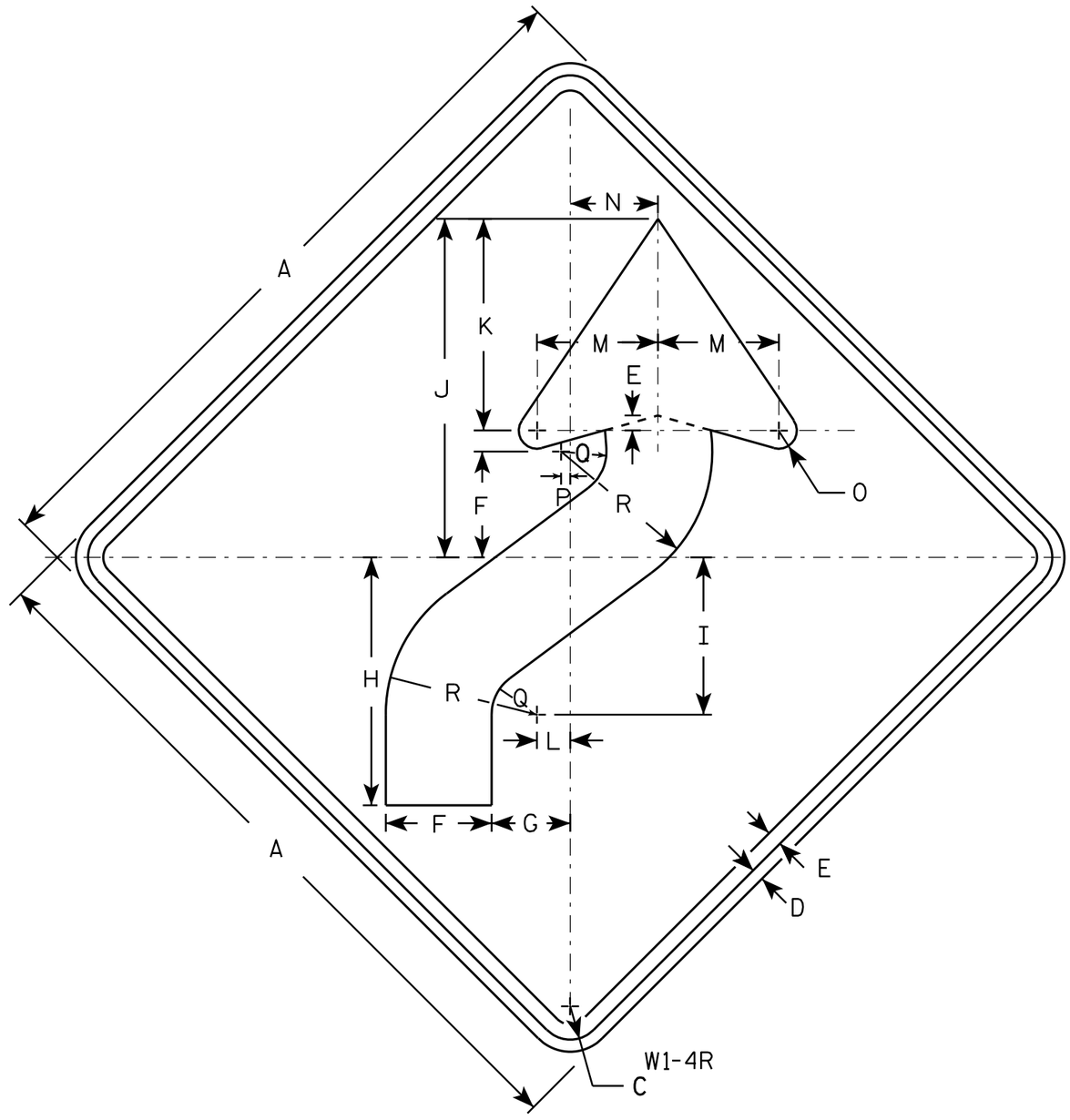
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

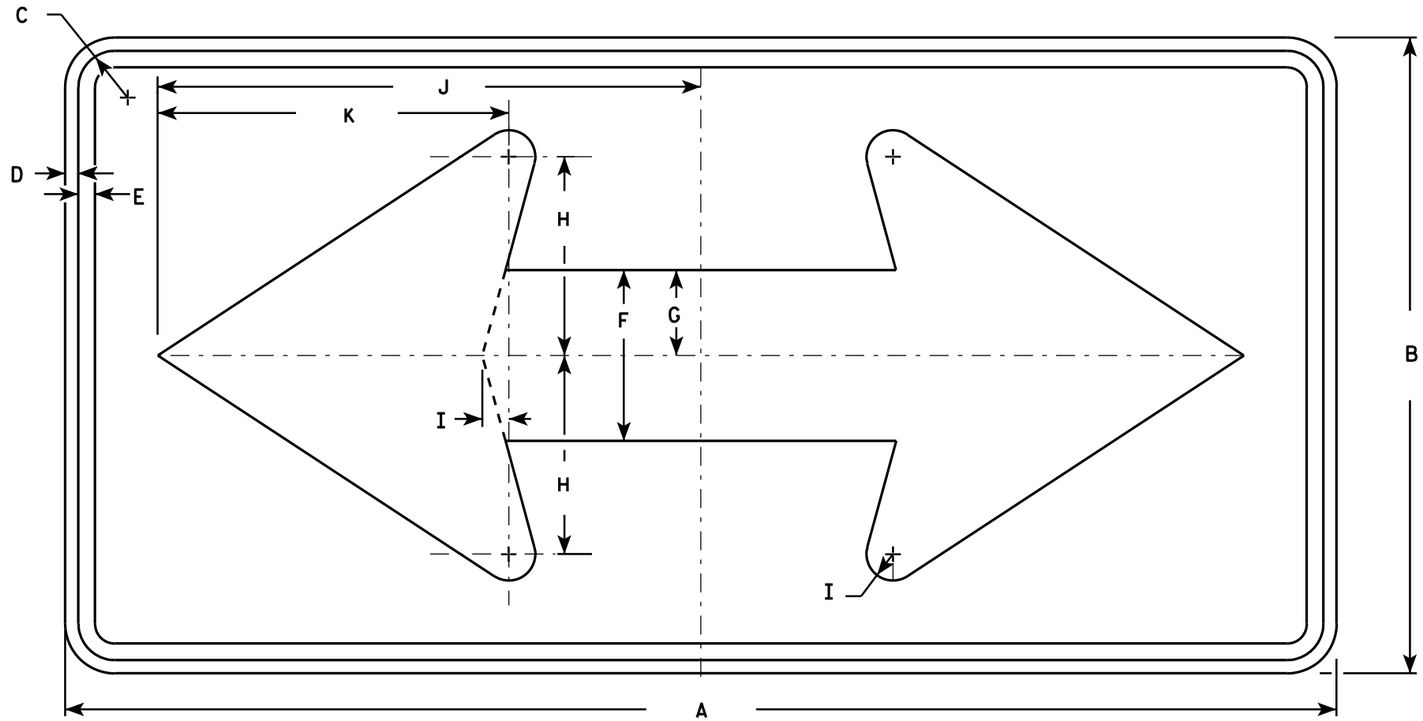
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E



W1-7

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

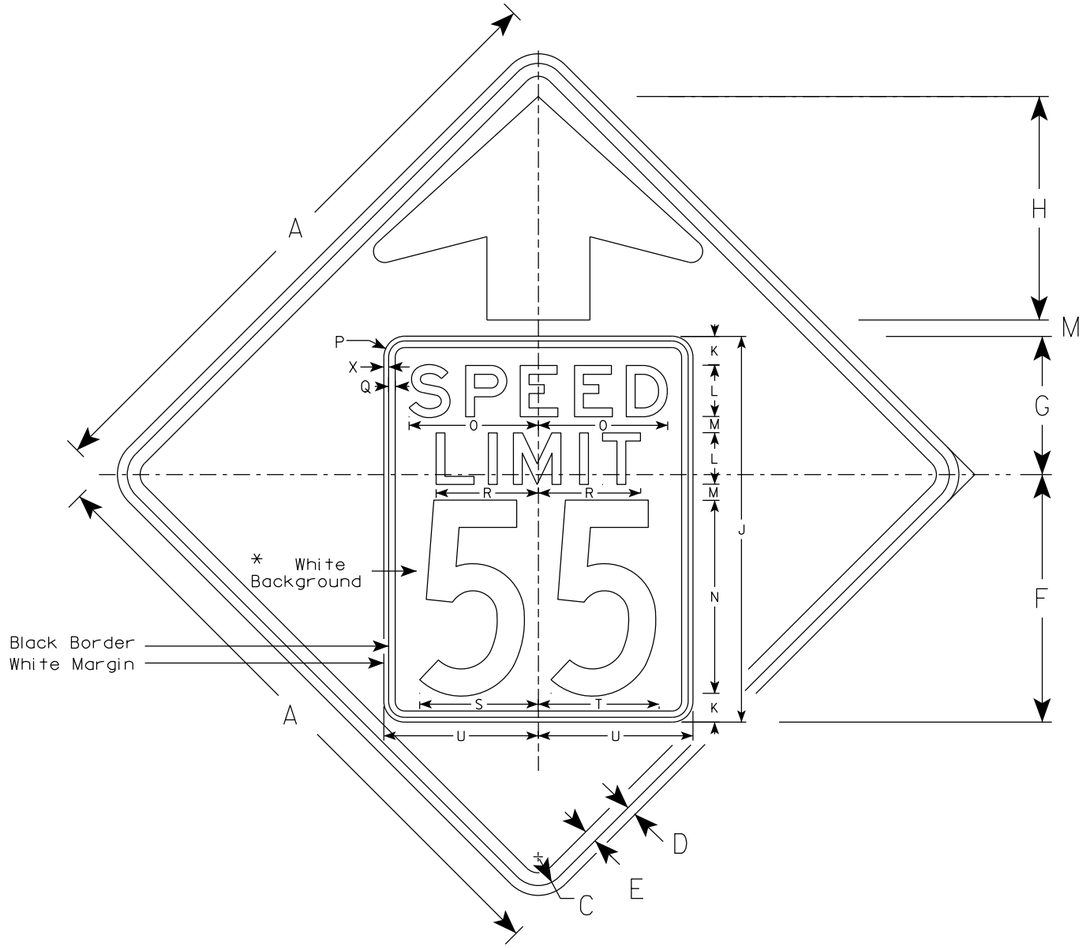
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E

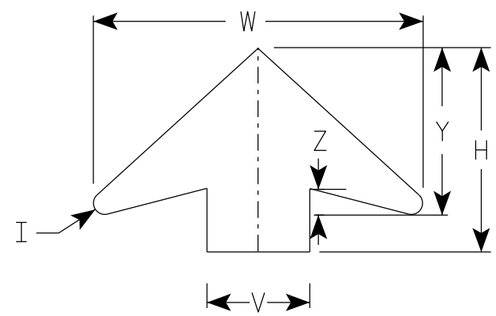


W3-5

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color: *
   Background - Yellow* (Type F Reflective)
   Message - Black
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

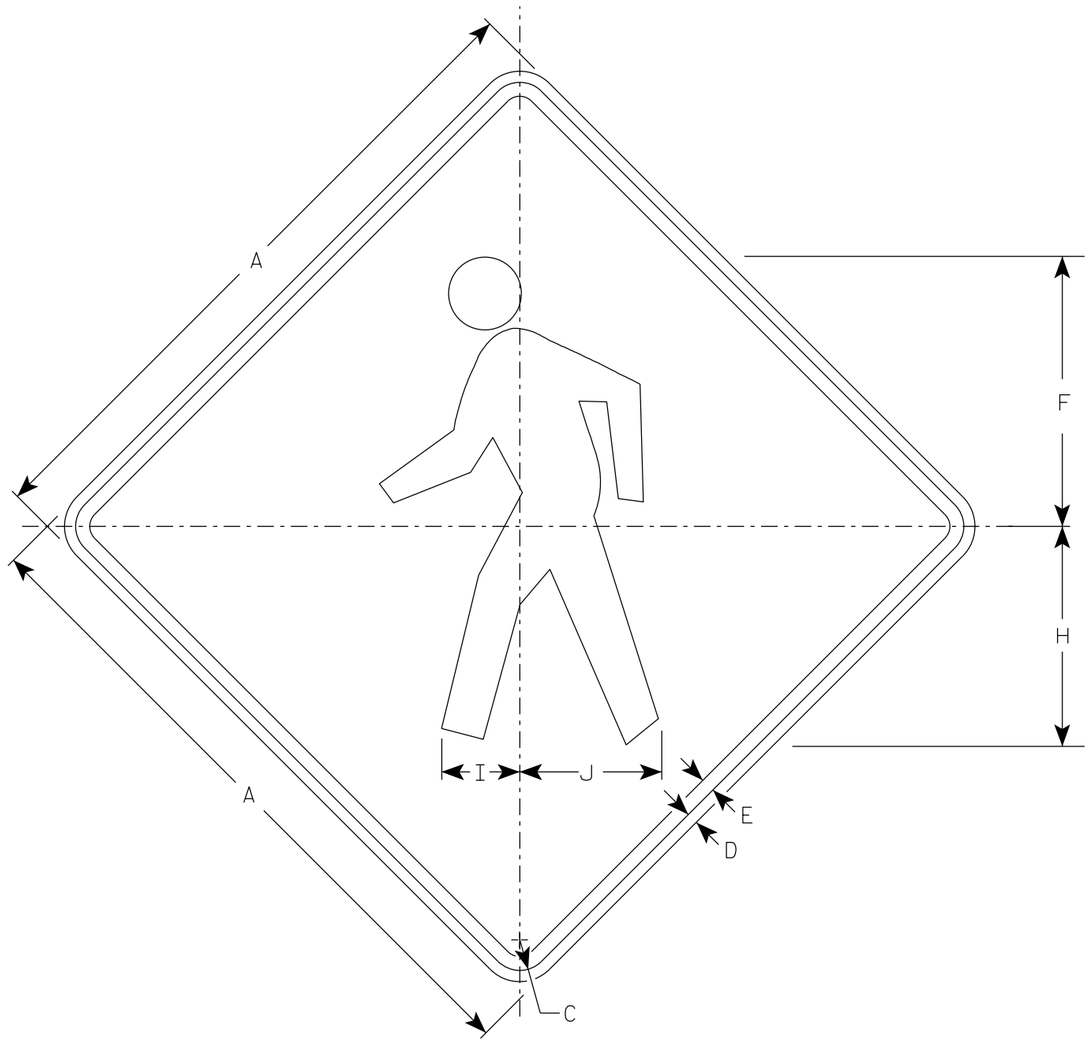
DATE 7/27/2020 PLATE NO. W3-5.6

PROJECT NO:

SHEET NO: 204 E

NOTES

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



W11-2

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

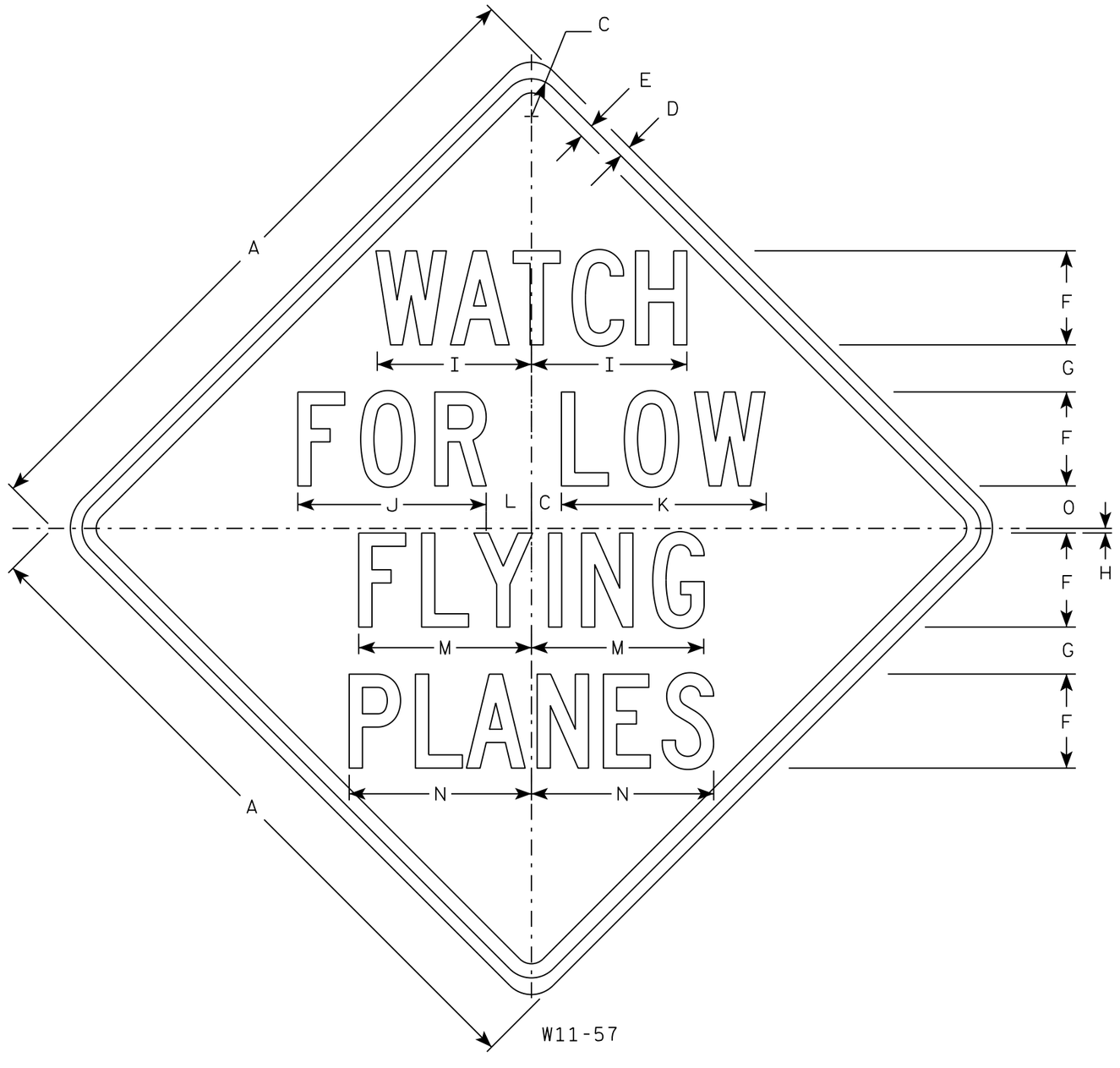
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 E



NOTES

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

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

STANDARD SIGN
W11-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

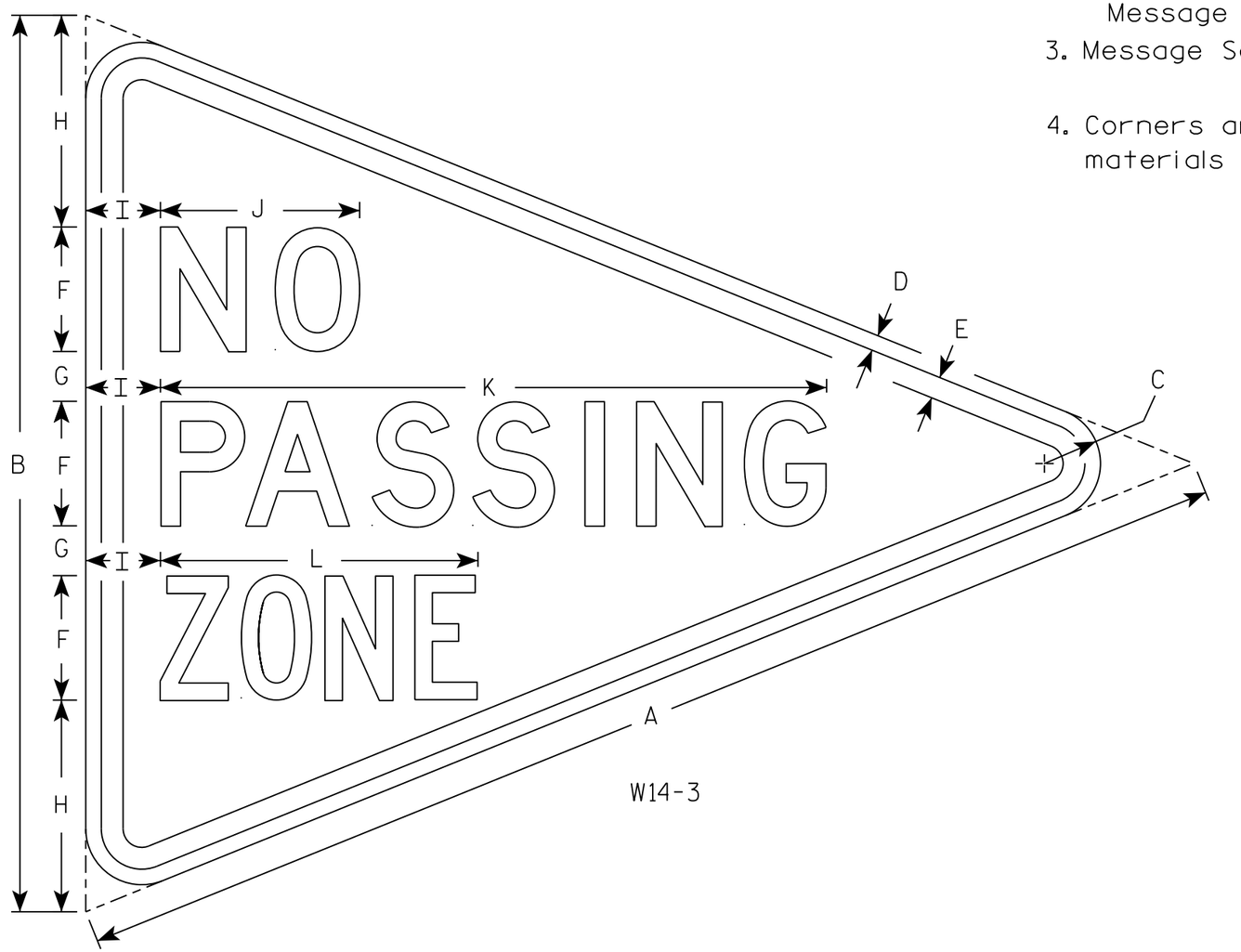
DATE 7/20/16 PLATE 206 W11-57.8

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W1157.DGN PLOT DATE : 20-JUL-2016 10:40 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

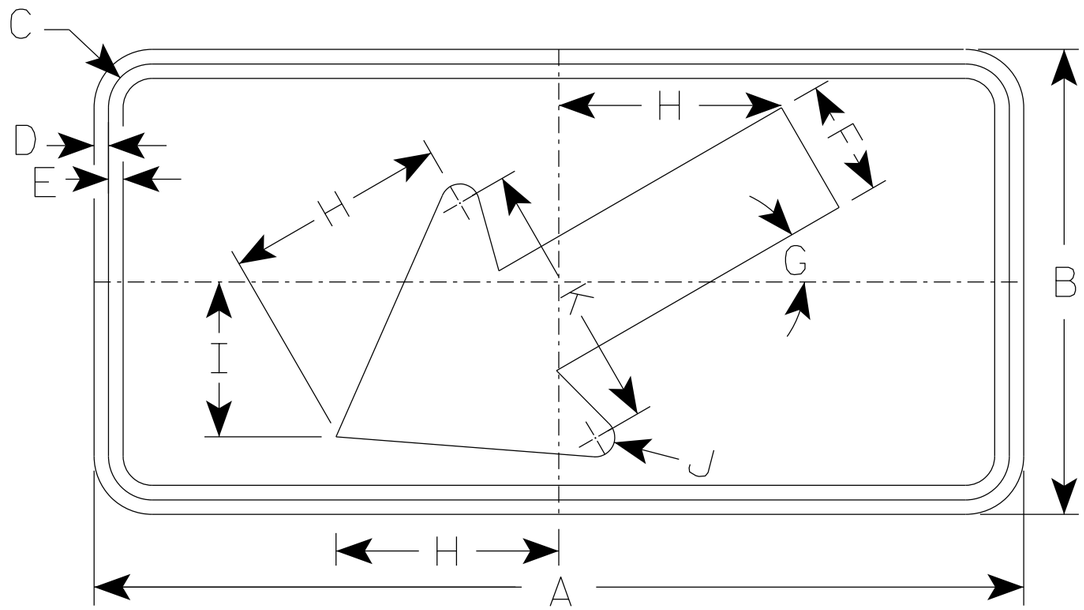
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	3	30°	5 3/4	4	1/2	7																2.0
* 2M	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 3	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
* 4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

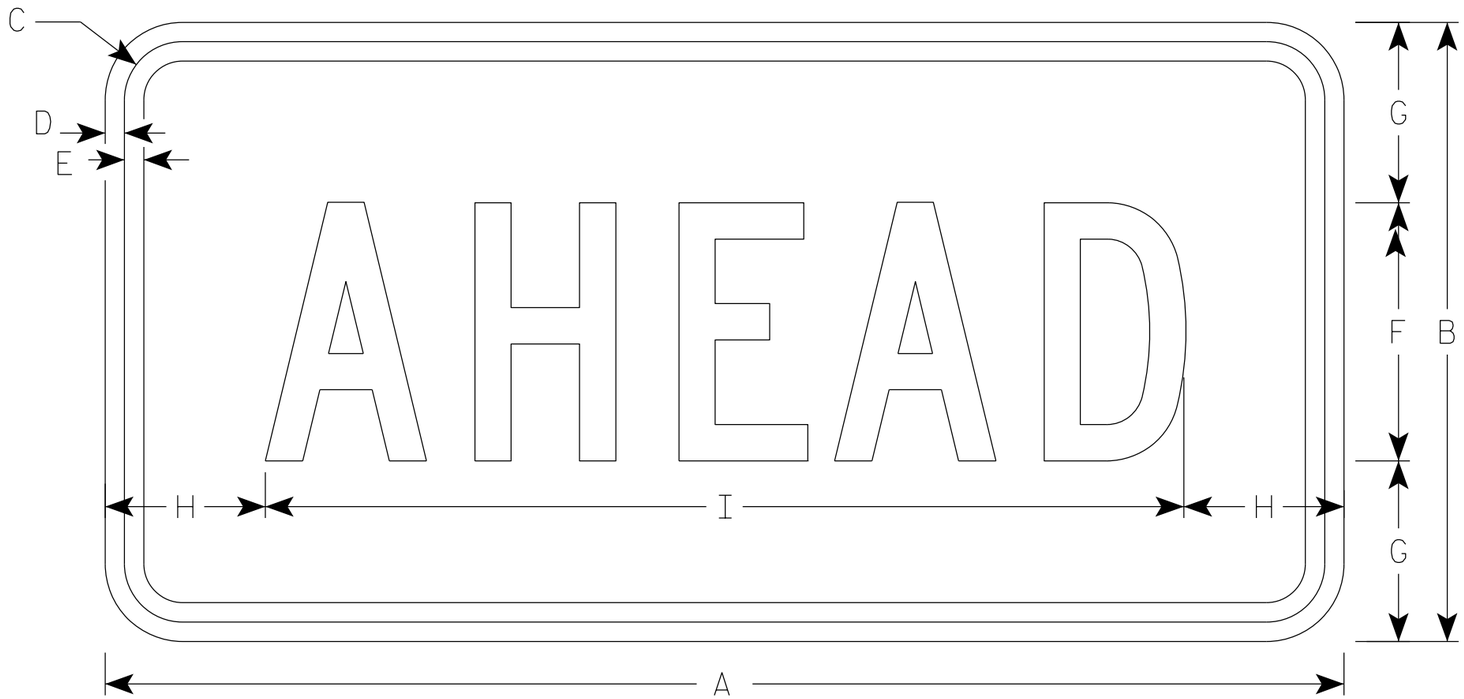
DATE 3/16/2021 PLATE NO. W16-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 208	E

7

NOTES

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



W16-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

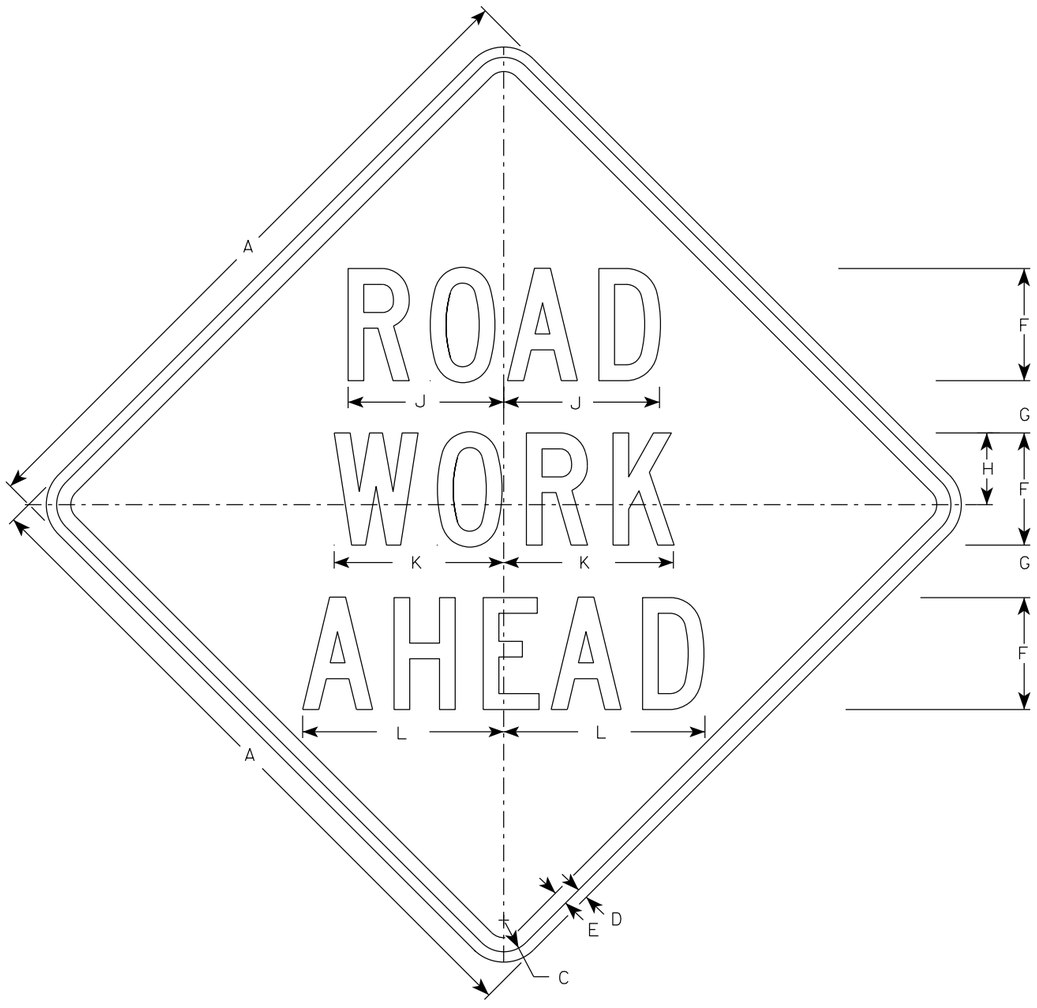
APPROVED Matthew R Rauch
for State Traffic Engineer

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

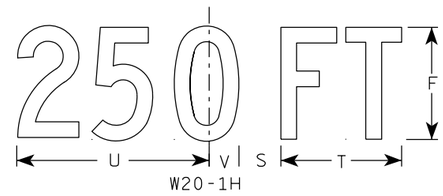
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 E

NOTES

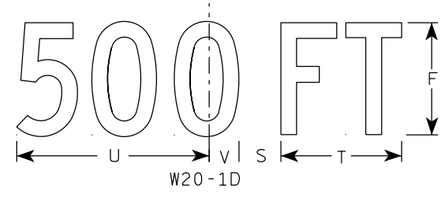
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

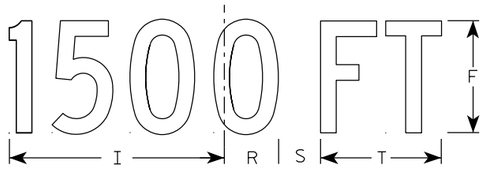


W20-1H

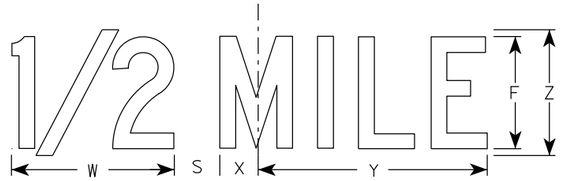


W20-1D

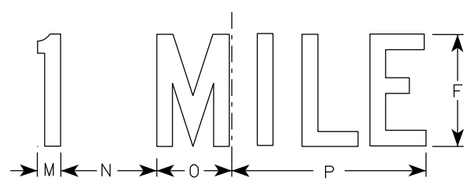
W20-1C



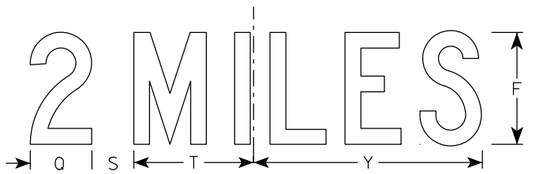
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

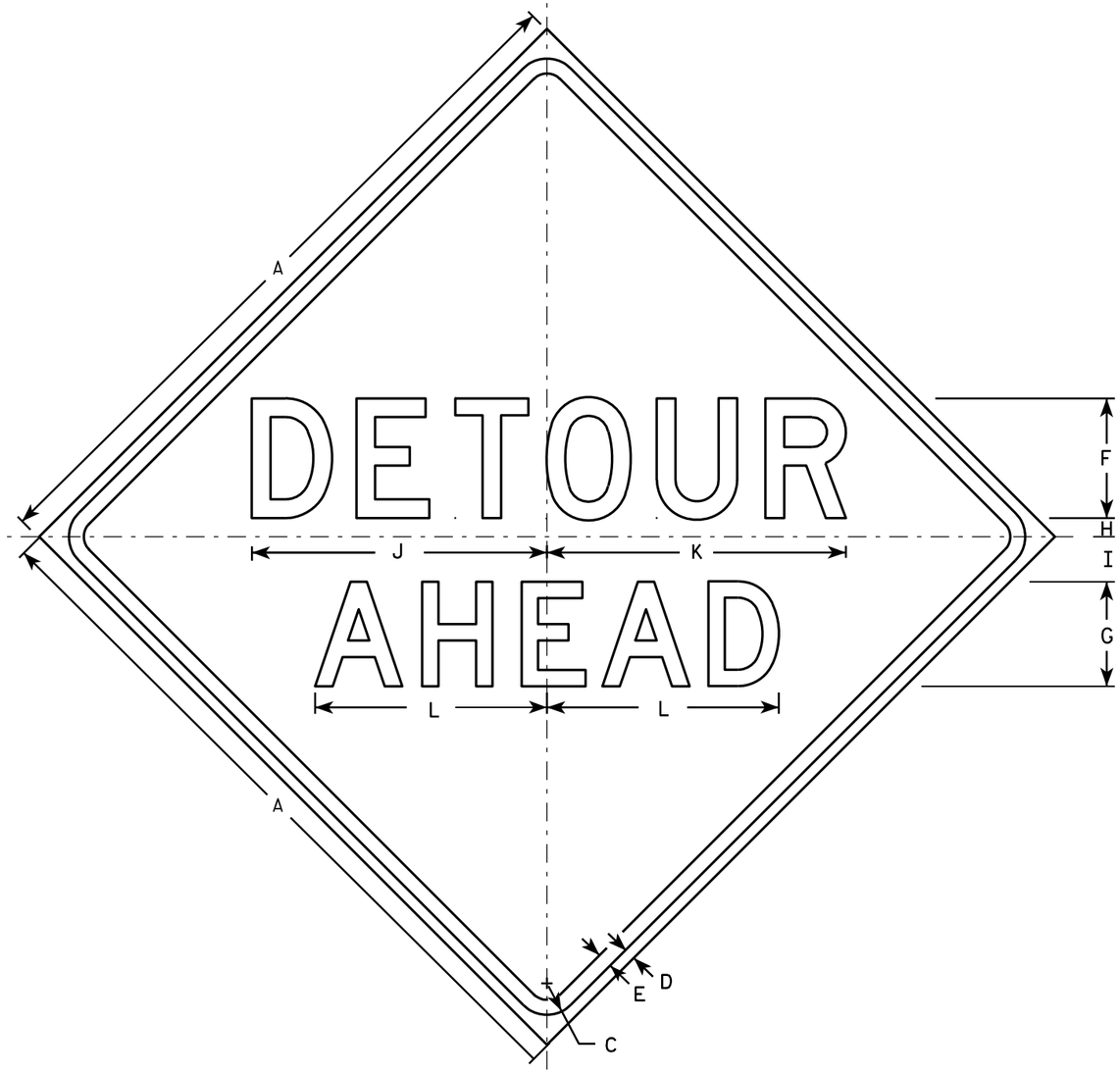
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

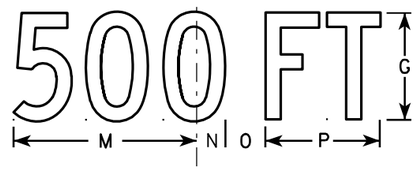
WISDOT/CADDS SHEET 42

7

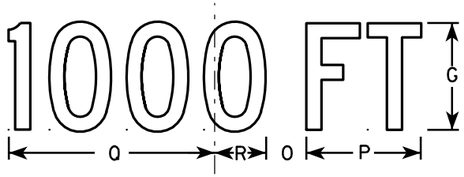
7



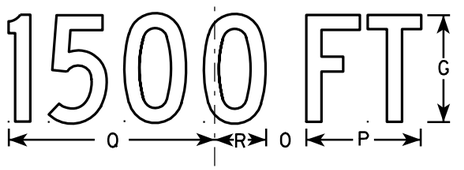
W20-2A



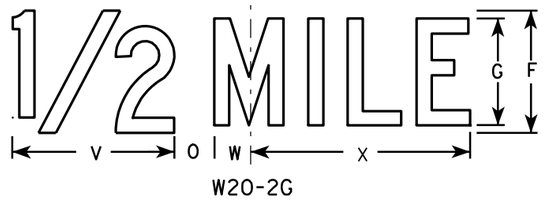
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

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

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

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

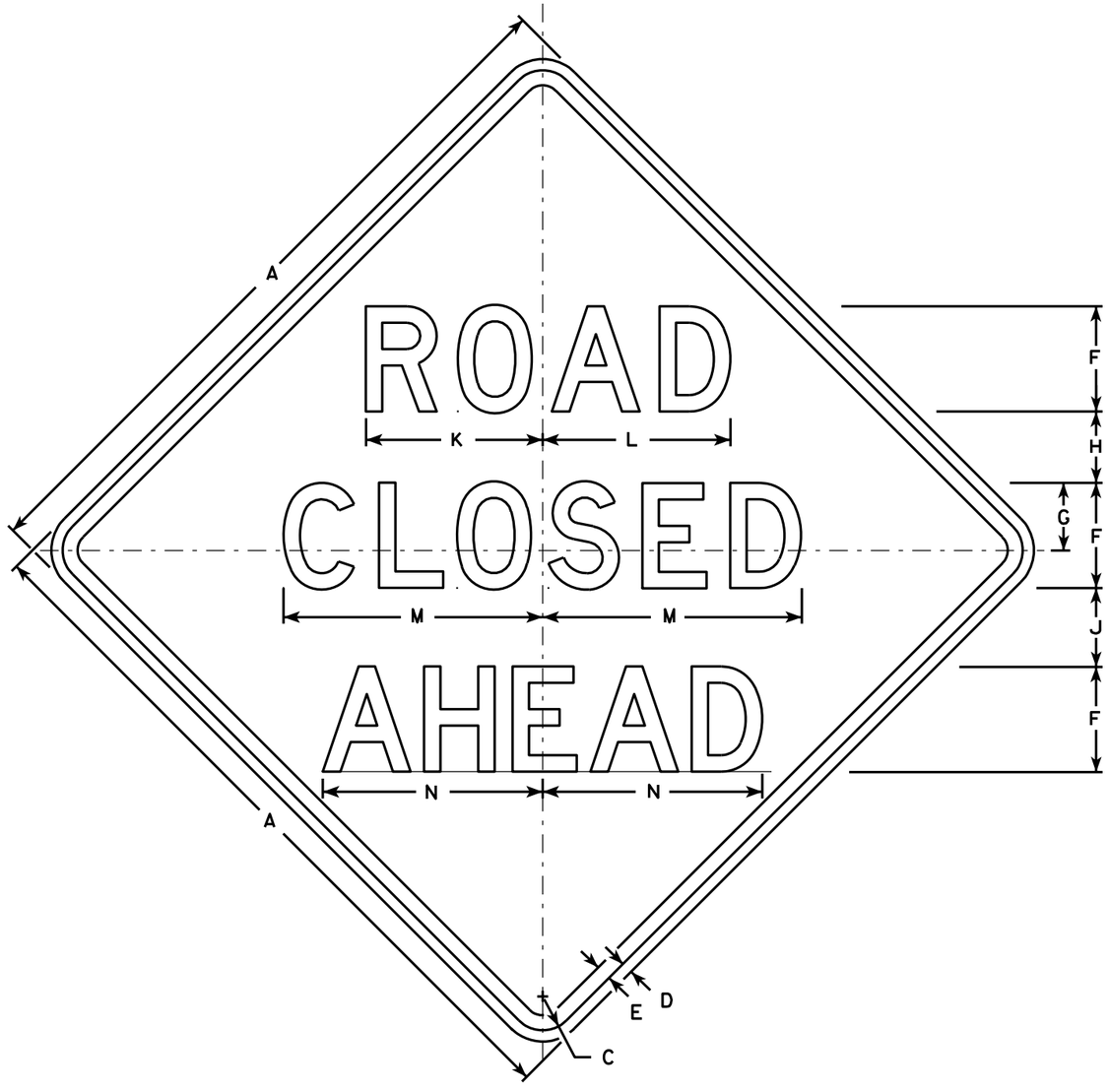
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

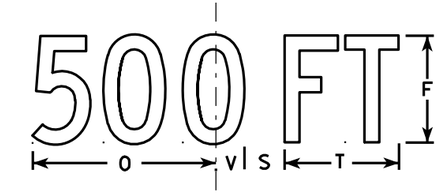
DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E

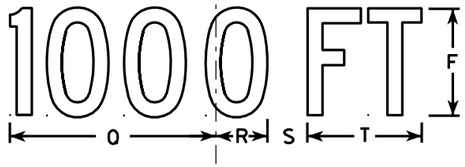
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



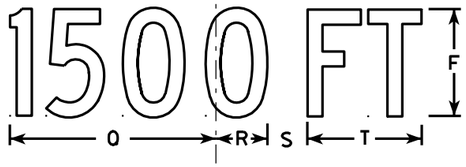
W20-3A



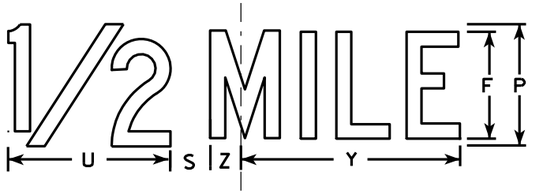
W20-3D



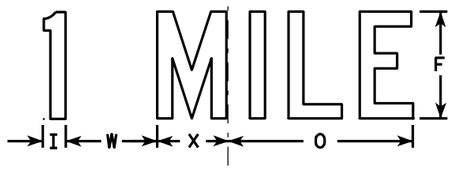
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

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

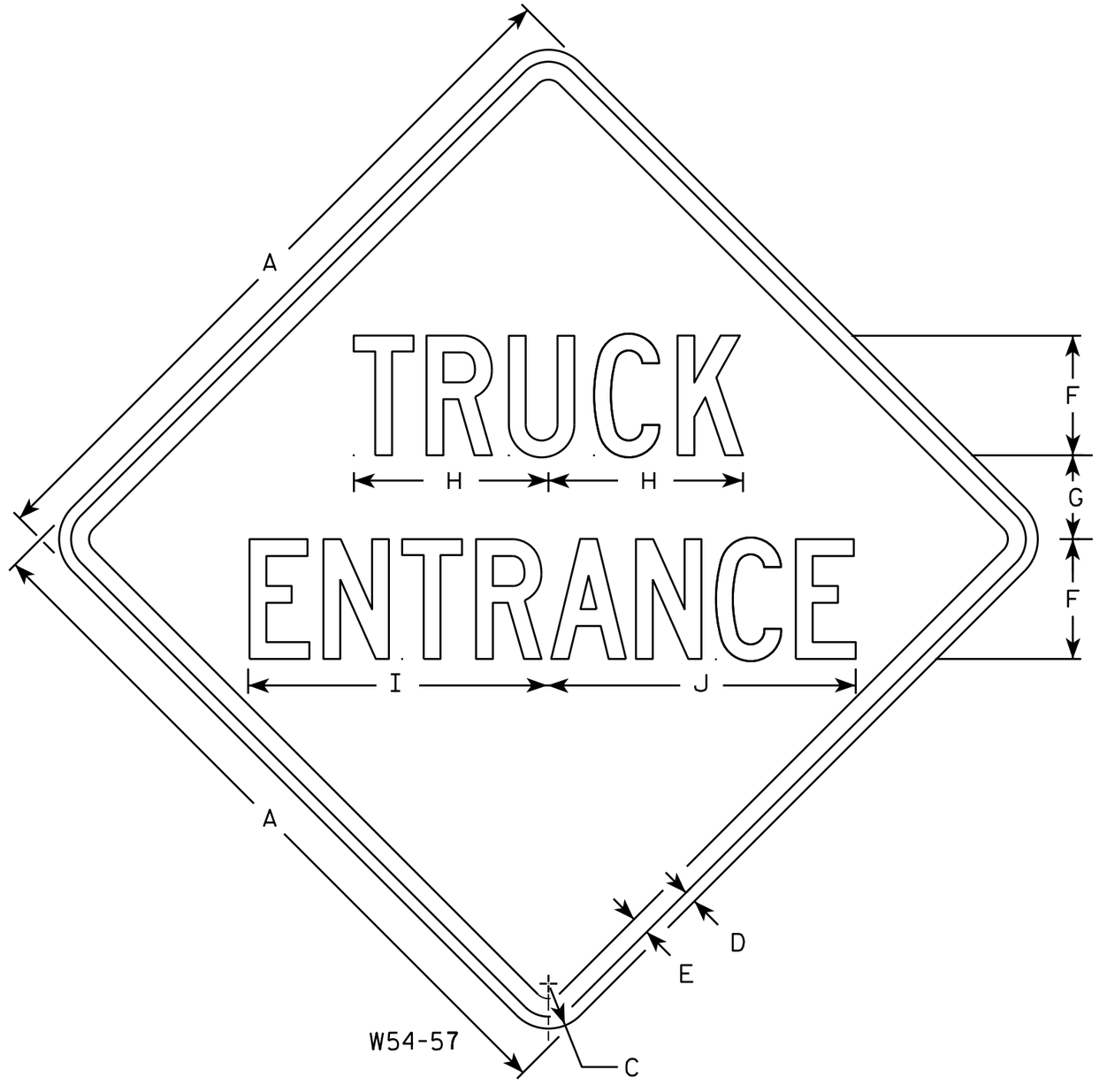
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

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

WISCONSIN DEPT OF TRANSPORTATION

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	3 1/2	8 1/8	12 1/2	12 7/8																	6.25
2M	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
3	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00
4	48		2 1/4	3/4	1	8	5 1/2	13	20	20 5/8																	16.00
5																											

STANDARD SIGN
W54-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE W54-57.9

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W5457.DGN PLOT DATE : 27-APR-2016 10:05 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.594294:1.000000 WISDOT/CADDS SHEET 42

CTH D - STAGE1 RURAL

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
137+50.00		74	0	6	0	0	0	0	0	0	0	0
138+00.00	50	203	0	0	0	256	0	6	0	256	7	250
138+20.00	20	238	0	0	0	163	0	0	0	420	7	413
138+50.00	30	199	0	0	0	243	0	0	0	663	7	656
139+00.00	50	211	0	0	0	380	0	0	0	1042	7	1035
139+26.00	26	217	0	0	0	206	0	0	0	1248	7	1241
139+50.00	24	162	0	0	0	168	0	0	0	1417	7	1410
140+00.00	50	104	0	7	0	246	0	6	0	1663	15	1648
140+50.00	50	91	0	11	0	181	0	17	0	1844	36	1808
140+53.50	4	91	0	11	0	12	0	1	0	1855	38	1818
140+78.50	25	88	0	3	0	83	0	6	0	1938	46	1892
141+00.00	22	89	0	6	0	70	0	4	0	2009	50	1958
141+03.50	4	88	0	7	0	11	0	1	0	2020	51	1969
141+50.00	47	65	0	30	0	132	0	32	0	2152	91	2061
142+00.00	50	40	0	103	0	97	0	123	0	2249	245	2004
142+50.00	50	34	0	132	0	69	0	218	0	2318	517	1801
143+00.00	50	43	0	65	0	71	0	182	0	2389	745	1644
143+45.00	45	67	0	2	0	92	0	56	0	2481	815	1666
143+50.00	5	77	0	1	0	13	0	0	0	2494	815	1679
143+70.00	20	134	0	0	0	78	0	0	0	2572	816	1756
143+75.00	5	151	0	0	0	26	0	0	0	2599	816	1783
143+94.00	19	120	0	0	0	95	0	0	0	2694	816	1878
144+00.00	6	106	0	0	0	25	0	0	0	2719	816	1903
144+10.00	10	98	0	0	0	38	0	0	0	2757	816	1941
144+50.00	40	71	0	8	0	125	0	6	0	2882	823	2059
144+73.00	23	81	0	11	0	65	0	8	0	2947	833	2114
145+00.00	27	41	0	9	0	61	0	10	0	3008	846	2162
145+21.50	11	24	0	13	0	13	0	4	0	3020	851	2169
145+50.00	40	22	0	8	0	34	0	15	0	3054	870	2184
146+00.00	50	19	0	35	0	38	0	40	0	3092	920	2172
146+50.00	50	11	0	64	0	28	0	92	0	3120	1035	2085
147+00.00	50	10	0	132	0	19	0	181	0	3139	1261	1878
147+50.00	50	12	0	464	0	20	0	552	0	3160	1951	1208
148+00.00	50	12	0	433	0	22	0	831	0	3182	2989	192
148+20.00	20	5	0	405	0	6	0	310	0	3188	3377	-189
148+50.00	30	14	0	296	0	11	0	389	0	3199	3864	-666
149+00.00	50	15	0	103	0	27	0	369	0	3225	4326	-1101
149+50.00	50	41	0	0	0	52	0	95	0	3277	4445	-1168
150+00.00	50	134	0	0	0	162	0	0	0	3439	4445	-1006
150+50.00	50	127	0	5	0	242	0	5	0	3681	4451	-770
151+00.00	50	77	0	14	0	189	0	18	0	3870	4473	-603
151+50.00	50	103	0	7	0	167	0	19	0	4037	4497	-461
152+00.00	50	30	0	31	0	123	0	35	0	4160	4541	-382
152+50.00	50	27	0	69	0	53	0	93	0	4213	4657	-445
152+75.00	25	33	0	50	0	28	0	55	0	4240	4726	-486

CTH D - STAGE1 RURAL

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
153+00.00	25	24	0	53	0	26	0	48	0	4267	4786	-519
153+50.00	50	62	0	33	0	80	0	80	0	4346	4885	-539
154+00.00	50	217	0	15	0	258	0	44	0	4605	4941	-336
154+50.00	50	117	0	14	0	309	0	27	0	4914	4974	-60
155+00.00	50	15	0	34	0	122	0	44	0	5036	5030	6
155+13.00	13	4	0	48	0	5	0	20	0	5041	5054	-14
155+50.00	37	4	0	104	0	5	0	104	0	5046	5185	-138
156+00.00	50	4	0	141	0	7	0	227	0	5054	5468	-415
156+50.00	50	0	0	210	0	4	0	325	0	5057	5874	-817
157+00.00	50	0	0	143	0	0	0	327	0	5057	6283	-1226
157+50.00	50	8	0	25	0	7	0	156	0	5065	6477	-1413
157+65.00	15	26	0	6	0	9	0	9	0	5074	6488	-1414
158+00.00	35	115	0	7	0	91	0	8	0	5166	6499	-1333
158+50.00	50	202	0	0	0	294	0	6	0	5459	6507	-1048
159+00.00	50	261	0	0	0	429	0	0	0	5888	6507	-619
159+45.00	45	328	0	0	0	491	0	0	0	6379	6507	-128
159+50.00	5	279	0	0	0	56	0	0	0	6435	6507	-72
159+72.00	22	169	0	0	0	183	0	0	0	6617	6507	110
160+00.00	28	120	0	0	0	150	0	0	0	6767	6507	260
160+50.00	50	69	0	5	0	175	0	5	0	6942	6513	430
161+00.00	50	26	0	18	0	88	0	21	0	7030	6539	491
161+50.00	50	5	0	22	0	29	0	37	0	7059	6586	473
162+00.00	50	3	0	22	0	7	0	41	0	7066	6636	430
162+22.00	22	8	0	23	0	4	0	18	0	7071	6659	411
162+50.00	28	3	0	19	0	6	0	22	0	7076	6687	390
163+00.00	50	5	0	15	0	7	0	31	0	7084	6726	358
163+50.00	50	14	0	5	0	18	0	19	0	7101	6749	352
163+74.30	24	25	0	1	0	18	0	3	0	7119	6752	367
164+00.00	26	24	0	2	0	23	0	1	0	7142	6754	388
164+50.00	50	29	0	2	0	49	0	4	0	7191	6759	432
165+00.00	50	43	0	2	0	67	0	4	0	7258	6763	495
165+50.00	50	93	0	0	0	126	0	2	0	7384	6766	618
166+00.00	50	167	0	0	0	241	0	0	0	7625	6766	859
166+50.00	50	157	0	0	0	300	0	0	0	7925	6766	1159
167+00.00	50	145	0	0	0	280	0	0	0	8204	6766	1439
167+50.00	50	125	0	0	0	250	0	0	0	8454	6766	1689
168+00.00	50	123	0	0	0	230	0	0	0	8684	6766	1918
168+50.00	50	74	0	0	0	182	0	0	0	8866	6766	2101
169+00.00	50	64	0	146	0	128	0	135	0	8994	6935	2059
169+50.00	50	75	0	370	47	129	0	478	44	9123	7499	1624
170+00.00	50	89	0	340	44	152	0	657	84	9275	8258	1017
170+50.00	50	94	0	215	10	169	0	514	50	9444	8863	582
171+00.00	50	72	0	17	0	154	0	215	9	9598	9124	474
171+50.00	50	171	0	0	0	225	0	16	0	9823	9144	679
172+00.00	50	166	0	0	0	312	0	0	0	10135	9144	991

CTH D - STAGE1 RURAL

STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
172+37.00	37	98	0	0	0	181	0	0	0	10316	9144	1172
172+50.00	13	89	0	0	0	45	0	0	0	10361	9144	1217
173+00.00	50	40	0	15	0	119	0	14	0	10480	9161	1319
173+50.00	50	35	0	36	0	69	0	47	0	10550	9220	1329
174+00.00	50	26	0	39	0	56	0	69	0	10606	9307	1299
174+50.00	50	22	0	27	0	44	0	61	0	10651	9383	1267
175+00.00	50	36	0	10	0	54	0	34	0	10704	9426	1278
175+50.00	50	59	0	3	0	88	0	12	0	10792	9441	1351
175+72.00	22	48	0	1	0	44	0	2	0	10836	9443	1392
176+00.00	28	85	0	2	0	69	0	2	0	10905	9445	1459
176+50.00	50	144	0	0	0	212	0	2	0	11117	9448	1669
176+81.00	31	169	0	0	0	180	0	0	0	11297	9448	1849
177+00.00	19	190	0	0	0	126	0	0	0	11423	9448	1975
177+50.00	50	192	0	0	0	354	0	0	0	11777	9448	2329
178+00.00	50	147	0	1	0	314	0	1	0	12090	9449	2642
178+50.00	50	109	0	30	0	237	0	29	0	12327	9485	2843
179+00.00	50	72	0	0	0	168	0	28	0	12495	9519	2976
179+50.00	50	74	0	13	0	135	0	12	0	12630	9534	3096
179+67.00	17	74	0	0	0	47	0	4	0	12677	9540	3137
180+00.00	33	46	0	34	0	73	0	21	0	12750	9566	3185
180+12.00	12	56	0	23	0	23	0	13	0	12773	9581	3191
180+50.00	38	43	0	150	0	70	0	122	0	12843	9734	3109
181+00.00	50	42	0	151	0	79	0	279	0	12921	10082	2839
181+50.00	50	64	0	36	0	98	0	173	0	13019	10298	2721
182+00.00	50	225	0	0	0	268	0	33	0	13287	10340	2947
182+50.00	50	483	0	0	0	656	0	0	0	13943	10340	3602
183+00.00	50	522	0	0	0	931	0	0	0	14873	10340	4533
183+50.00	50	398	0	8	0	852	0	7	0	15725	10349	5376
184+00.00	50	79	0	7	0	442	0	14	0	16167	10367	5800
184+38.00	38	21	0	31	0	70	0	27	0	16237	10400	5837
184+50.00	12	10	0	42	0	7	0	16	0	16244	10420	5823
184+62.00	12	1	0	54	0	2	0	21	0	16246	10447	5799
184+75.00	13	4	0	69	0	1	0	30	0	16248	10484	5763
184+87.00	12	0	0	115	0	1	0	41	0	16248	10535	5713
185+00.00	13	0	0	168	0	0	0	68	0	16248	10620	5628
185+50.00	50	0	0	315	10	0	0	447	9	16248	11173	5076
186+00.00	50	0	0	312	18	0	0	581	25	16248	11880	4369
186+50.00	50	0	0	282	17	0	0	550	32	16248	12543	3705
187+00.00	50	0	0	225	12	0	0	469	27	16248	13109	3139
187+50.00	50	0	0	176	7	0	0	371	18	16248	13560	2688
188+00.00	50	0	0	134	1	0	0	287	7	16248	13914	2335
188+50.00	50	0	0	105	0	0	0	221	1	16248	14190	2059
							0					
							0					
						16248	0	11535	306			

9

9

PROJECT NO: 3755-02-70 | HWY: CTH D | COUNTY: RACINE | EARTHWORK DATA | SHEET: 216 E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

CTH D - STAGE 1 URBAN

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
188+50.00		0	0	105	0	0	0	0	0	0
189+00.00	50	7	0	48	6	0	142	6	177	-171
189+34.00	34	50	0	24	36	0	45	42	234	-191
189+50.00	16	45	0	6	28	0	9	71	245	-174
190+00.00	50	68	0	0	105	0	6	175	252	-77
190+50.00	50	82	0	1	139	0	1	314	253	61
191+00.00	50	83	0	4	153	0	5	467	259	208
191+50.00	50	92	0	2	162	0	6	629	266	363
191+79.00	29	112	0	0	110	0	1	738	267	471
192+00.00	21	97	0	0	81	0	0	820	267	553
192+50.00	50	84	0	0	168	0	0	987	267	720
192+73.00	123	95	0	2	408	0	5	1395	273	1122
192+84.00	-89	92	0	1	-308	0	-5	1087	267	820
193+00.00	16	97	0	0	56	0	0	1143	267	876
193+33.00	33	124	0	0	135	0	0	1278	267	1011
193+50.00	17	178	0	0	95	0	0	1373	267	1106
193+78.00	28	130	0	0	160	0	0	1533	267	1266
194+00.00	22	131	0	0	106	0	0	1639	267	1372
194+50.00	50	151	0	0	261	0	0	1900	267	1633
194+65.00	15	162	0	0	87	0	0	1987	267	1720
194+77.00	12	159	0	0	71	0	0	2058	267	1791
194+85.00	8	141	0	1	44	0	0	2103	267	1836
195+00.00	15	133	0	2	76	0	1	2179	268	1911
195+50.00	50	78	0	10	195	0	11	2374	282	2092
195+93.00	43	88	0	0	132	0	8	2506	292	2214
196+00.00	7	79	0	4	22	0	1	2528	293	2235
196+12.00	12	114	0	0	43	0	1	2571	294	2277
196+50.00	0	6	0	0	0	0	0	2571	294	2277
197+00.00	50	5	0	0	10	0	0	2581	294	2287
						0				
						0				
					2581	0	235			

CTH D - STAGE 2

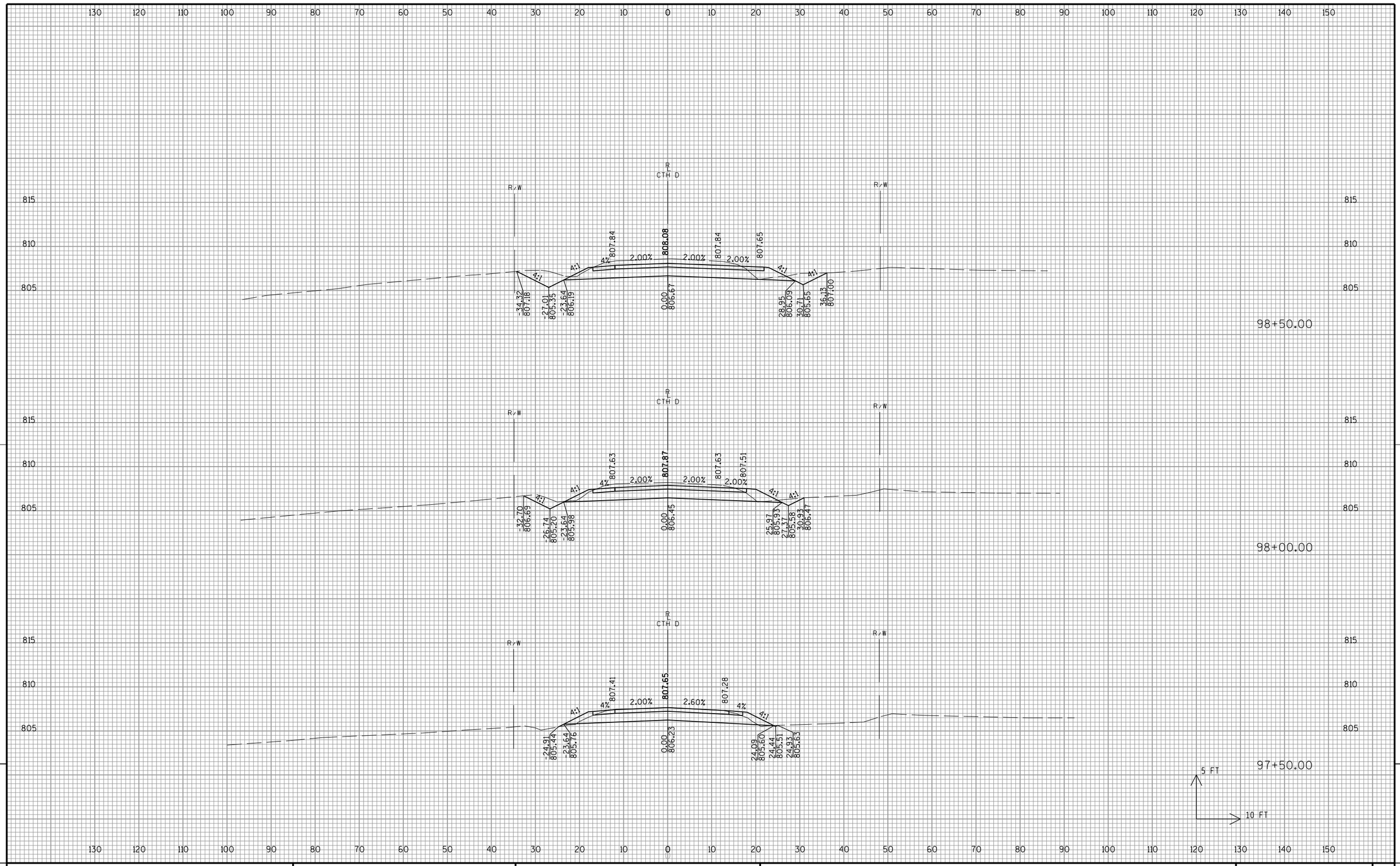
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
97+50.00		50	0	1	0	0	0	0	0	0
98+00.00	50	71	0	0	112	0	1	112	1	111
98+50.00	50	89	0	0	148	0	0	260	1	259
99+00.00	50	96	0	0	171	0	0	431	1	430
99+50.00	50	98	0	0	180	0	0	611	1	610
100+00.00	50	63	0	0	149	0	0	760	1	759
100+50.00	50	54	0	1	108	0	1	869	2	866
101+00.00	50	46	0	6	93	0	6	961	10	951
101+50.00	50	50	0	7	89	0	12	1050	25	1025
102+00.00	50	28	0	26	72	0	31	1122	64	1059
102+25.00	25	105	0	6	62	0	15	1184	82	1102
102+50.00	25	17	0	20	56	0	12	1240	97	1143
103+00.00	50	6	0	41	21	0	56	1262	168	1094
103+50.00	50	2	0	30	7	0	66	1269	250	1019
104+00.00	50	3	0	19	5	0	45	1274	307	967
104+50.00	50	11	0	12	13	0	29	1287	343	944
105+00.00	50	23	0	7	31	0	18	1318	365	953
105+50.00	50	30	0	8	49	0	14	1367	382	985
106+00.00	50	29	0	7	55	0	14	1422	399	1022
106+50.00	50	27	0	4	52	0	10	1474	412	1062
106+65.00	15	26	0	8	15	0	3	1488	416	1072
107+00.00	35	32	0	6	38	0	9	1526	428	1098
107+30.00	30	35	0	3	37	0	5	1563	434	1129
107+50.00	20	44	0	0	29	0	1	1592	435	1157
108+00.00	50	37	0	0	75	0	0	1667	435	1232
108+50.00	50	52	0	0	82	0	0	1750	435	1315
108+80.00	30	50	0	0	57	0	0	1806	435	1371
109+00.00	20	57	0	0	40	0	0	1846	435	1411
109+34.00	34	69	0	1	79	0	1	1925	436	1489
109+50.00	16	69	0	1	41	0	1	1966	437	1530
110+00.00	50	67	0	1	126	0	2	2092	439	1653
110+50.00	50	58	0	1	116	0	2	2208	441	1767
111+00.00	50	51	0	2	101	0	3	2309	445	1864
111+50.00	50	79	0	0	120	0	2	2429	447	1982
112+00.00	50	98	0	0	164	0	0	2593	447	2146
112+50.00	50	108	0	0	191	0	0	2784	447	2337
113+00.00	50	117	0	0	208	0	0	2992	447	2545
113+50.00	50	118	0	0	218	0	0	3210	447	2763
114+00.00	50	107	0	0	208	0	0	3418	447	2971
114+50.00	50	87	0	0	180	0	0	3598	447	3151
114+85.00	35	76	0	0	106	0	0	3703	447	3256
115+00.00	15	72	0	0	41	0	0	3745	447	3297
115+50.00	50	76	0	1	137	0	1	3882	448	3433
115+73.00	23	89	0	0	70	0	0	3952	449	3503
116+00.00	27	103	0	0	96	0	0	4048	449	3599

CTH D - STAGE 2

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
116+22.00	22	107	0	0	86	0	0	4133	449	3685
116+50.00	28	108	0	0	111	0	0	4245	449	3796
117+00.00	50	120	0	0	211	0	0	4456	449	4007
117+50.00	50	117	0	0	219	0	0	4675	449	4227
117+75.00	25	103	0	0	102	0	0	4777	449	4329
118+00.00	25	106	0	0	97	0	0	4874	449	4425
118+50.00	50	115	0	1	205	0	1	5079	450	4629
119+00.00	50	116	0	77	214	0	72	5293	540	4752
119+50.00	50	48	0	163	152	0	222	5444	818	4626
120+00.00	50	28	0	283	70	0	413	5515	1334	4181
120+50.00	50	29	0	193	53	0	441	5568	1885	3682
121+00.00	50	41	0	49	65	0	224	5632	2165	3467
121+50.00	50	58	0	18	92	0	62	5724	2243	3481
121+63.00	13	75	0	0	32	0	4	5756	2248	3508
121+95.00	32	165	0	0	142	0	0	5898	2248	3650
122+00.00	5	177	0	0	32	0	0	5930	2248	3682
122+21.00	21	247	0	0	165	0	0	6095	2248	3847
122+46.00	25	295	0	0	251	0	0	6346	2248	4098
122+50.00	4	298	0	0	44	0	0	6390	2248	4142
123+00.00	50	316	0	0	569	0	0	6958	2248	4710
123+50.00	50	258	0	0	531	0	0	7490	2248	5242
123+58.00	8	248	0	0	75	0	0	7565	2248	5316
124+00.00	42	260	0	0	395	0	0	7960	2248	5712
124+27.00	27	285	0	0	273	0	0	8232	2248	5984
124+50.00	23	277	0	0	239	0	0	8472	2248	6223
124+70.00	20	250	0	1	195	0	0	8667	2249	6418
124+95.00	25	228	0	3	221	0	2	8888	2251	6637
125+00.00	5	208	0	3	40	0	1	8929	2252	6677
125+22.00	22	197	0	0	165	0	1	9094	2253	6840
125+43.00	21	162	0	0	140	0	0	9233	2253	6980
125+50.00	7	85	0	1	32	0	0	9265	2253	7012
126+00.00	50	70	0	303	144	0	281	9409	2605	6803
126+20.00	20	71	0	346	52	0	240	9461	2906	6555
126+50.00	30	23	0	313	52	0	366	9513	3363	6150
127+00.00	50	74	0	186	90	0	462	9603	3941	5662
127+32.00	32	54	0	111	76	0	176	9679	4161	5518
127+50.00	18	58	0	75	37	0	62	9716	4238	5478
127+58.00	8	66	0	53	18	0	19	9735	4262	5472
127+83.00	25	59	0	8	58	0	28	9792	4297	5495
128+00.00	17	122	0	0	57	0	3	9849	4301	5549
128+50.00	50	146	0	2	248	0	2	10098	4303	5795
129+00.00	50	223	0	0	342	0	2	10439	4305	6134
129+10.00	10	222	0	0	82	0	0	10522	4305	6216
129+50.00	40	217	0	0	325	0	0	10847	4305	6542
130+00.00	50	145	0	0	335	0	0	11182	4305	6877

CTH D - STAGE 2

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
130+50.00	50	73	0	5	202	0	5	11384	4311	7073
131+00.00	50	46	0	12	110	0	16	11494	4331	7163
131+50.00	50	30	0	27	70	0	36	11564	4376	7189
131+85.00	35	78	0	12	70	0	25	11634	4407	7227
132+00.00	15	71	0	12	41	0	7	11676	4416	7260
132+50.00	50	83	0	11	143	0	21	11818	4442	7376
133+00.00	50	49	0	16	122	0	25	11941	4474	7467
133+50.00	50	15	0	25	59	0	38	12000	4521	7479
134+00.00	50	3	0	76	17	0	94	12016	4638	7379
134+50.00	50	0	0	122	3	0	183	12019	4867	7152
135+00.00	50	0	0	151	0	0	253	12019	5183	6836
135+50.00	50	0	0	169	0	0	296	12019	5553	6466
136+00.00	50	0	0	159	0	0	304	12019	5933	6086
136+50.00	50	0	0	83	0	0	224	12019	6213	5806
137+00.00	50	15	0	17	14	0	93	12033	6329	5704
137+50.00	50	74	0	6	82	0	21	12116	6356	5760
						0				
						0				
					12116	0	5084			



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 221	E

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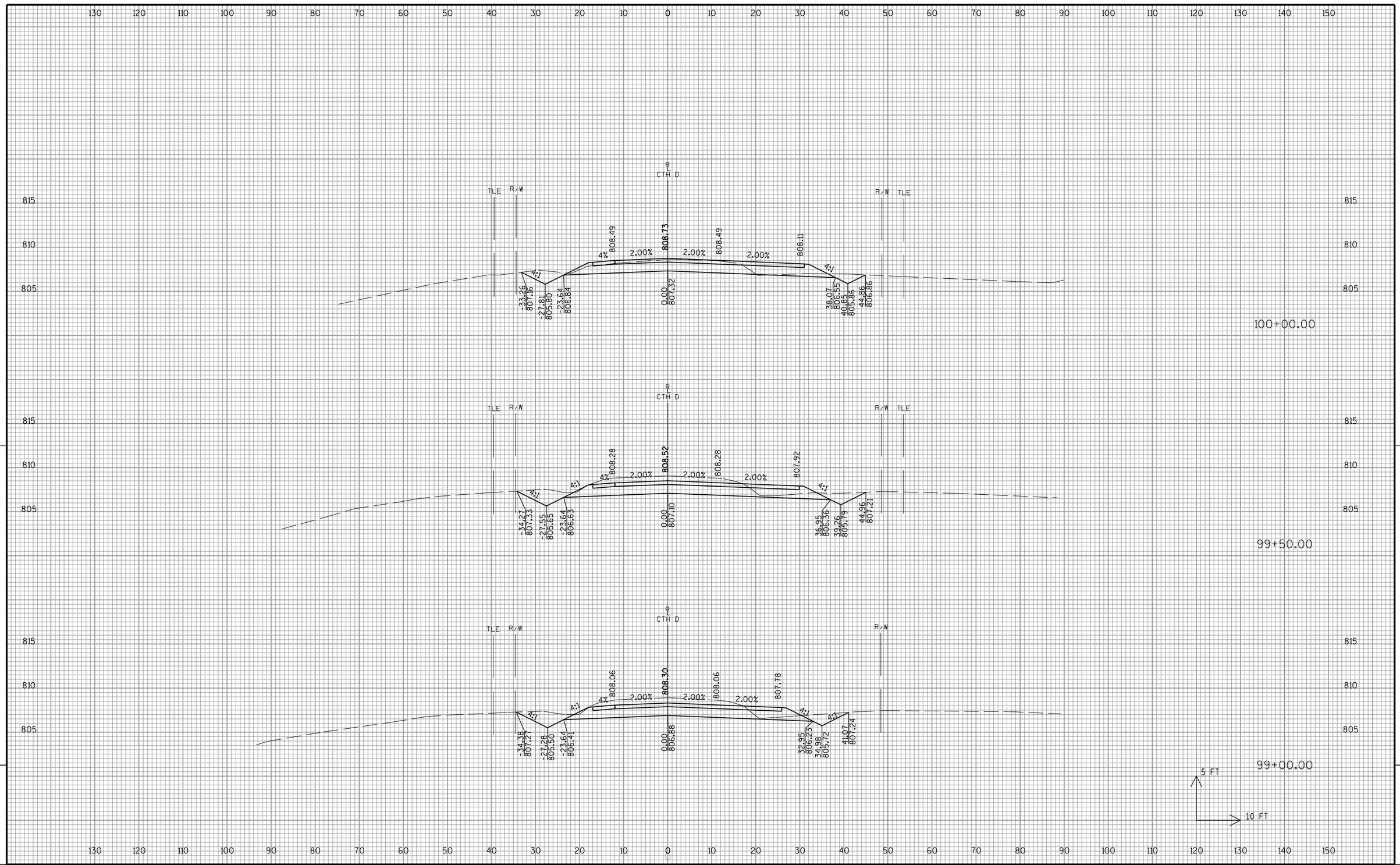

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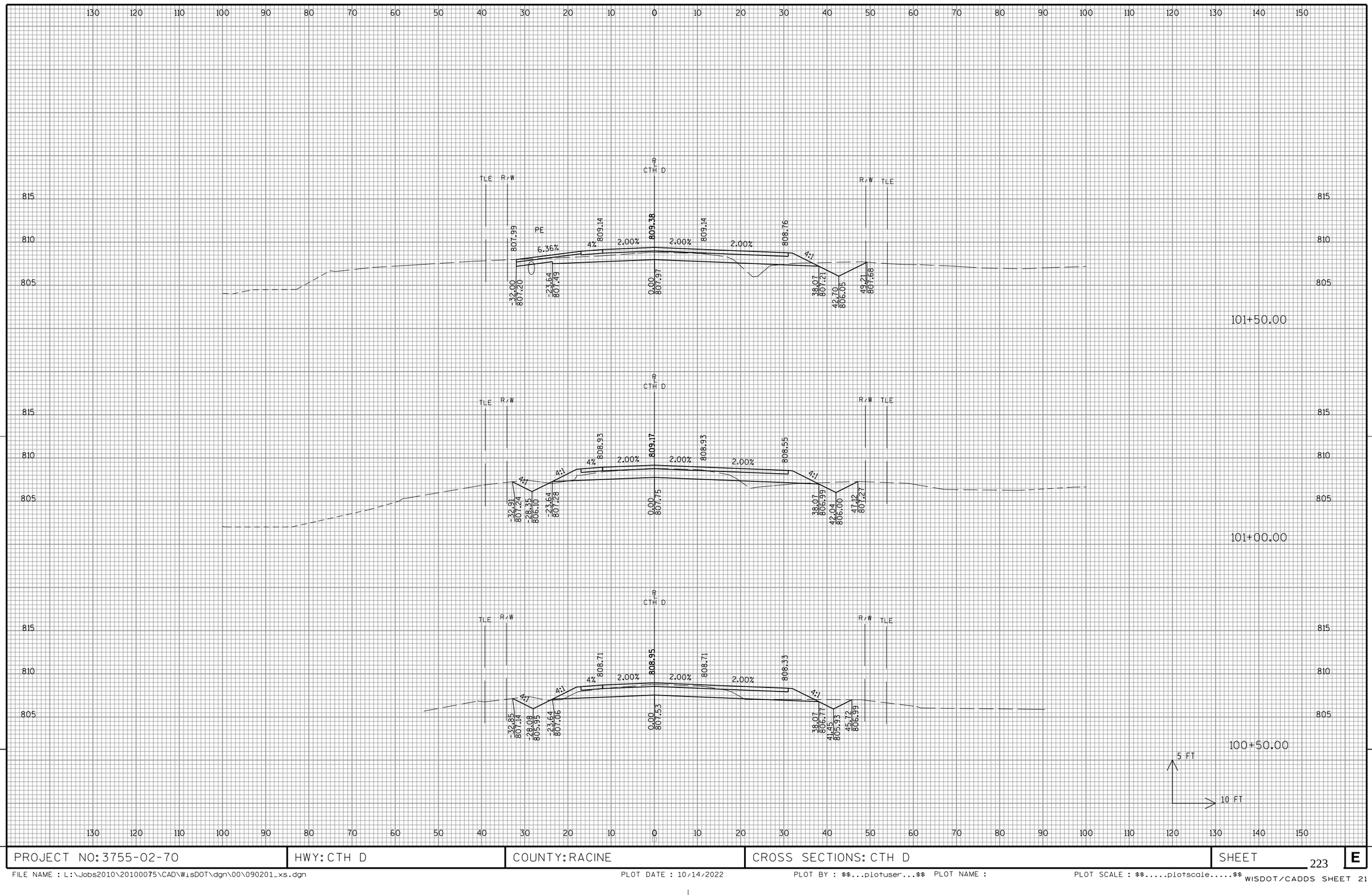

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 223	E

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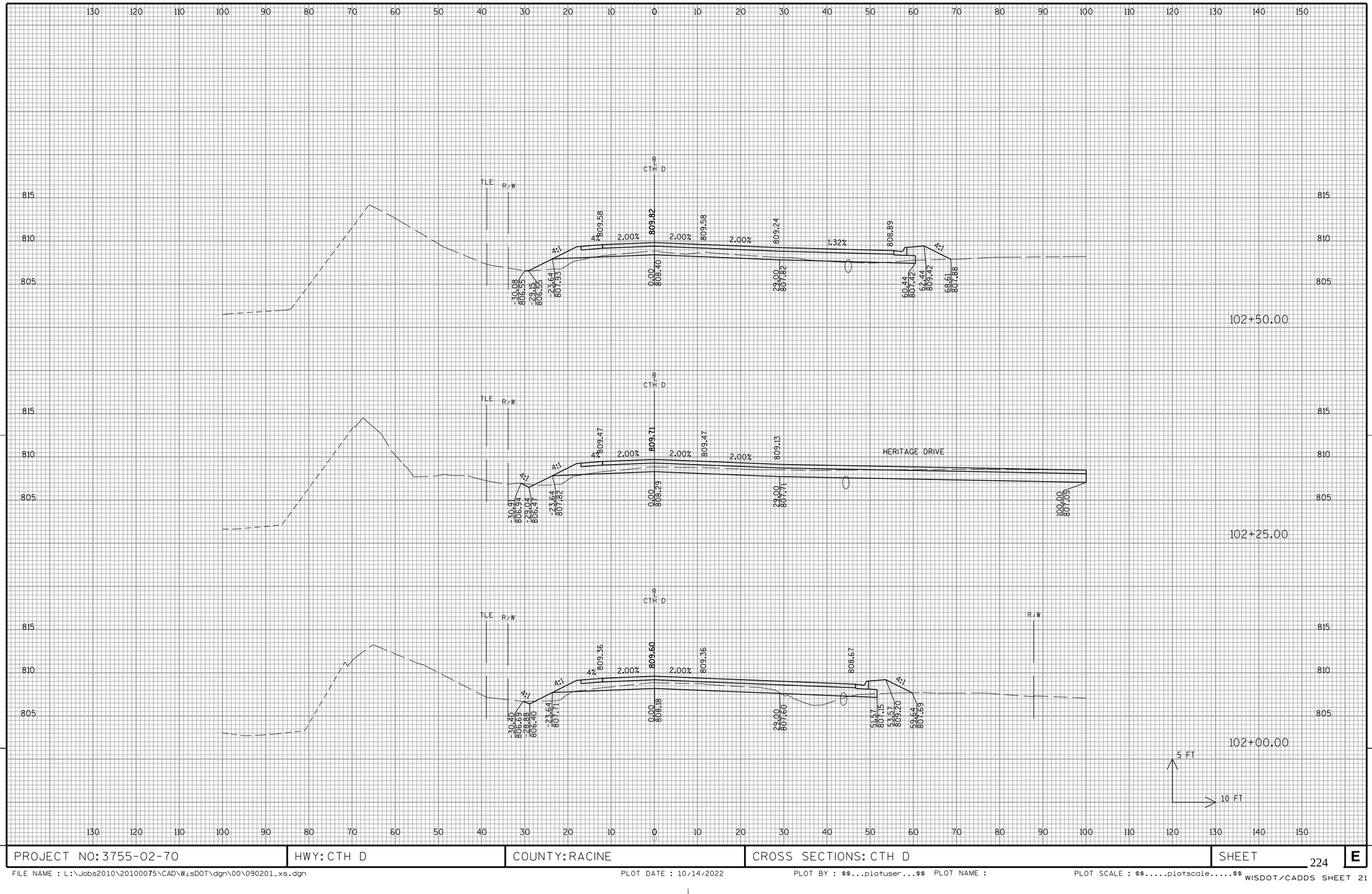
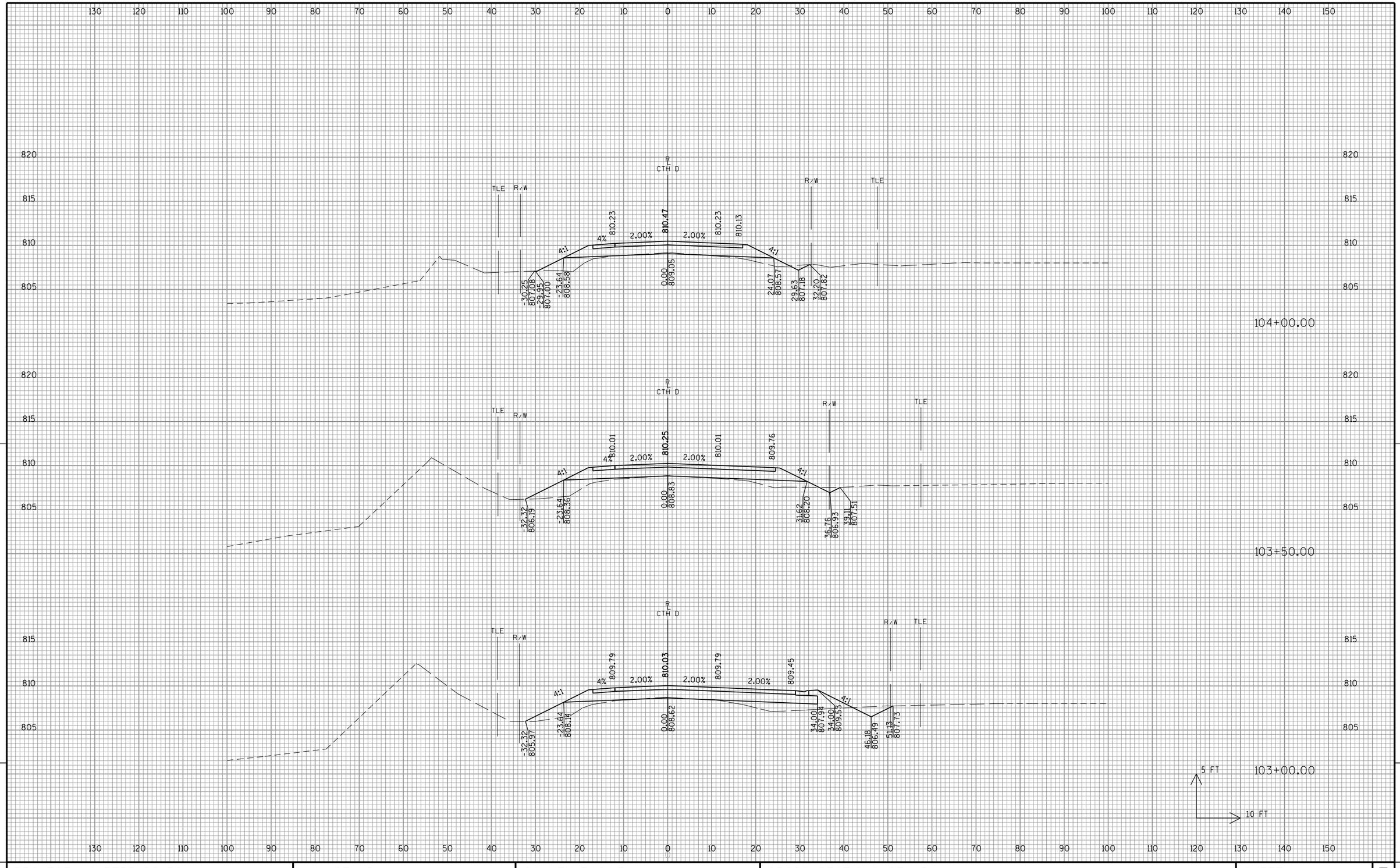


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 224	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 225	E

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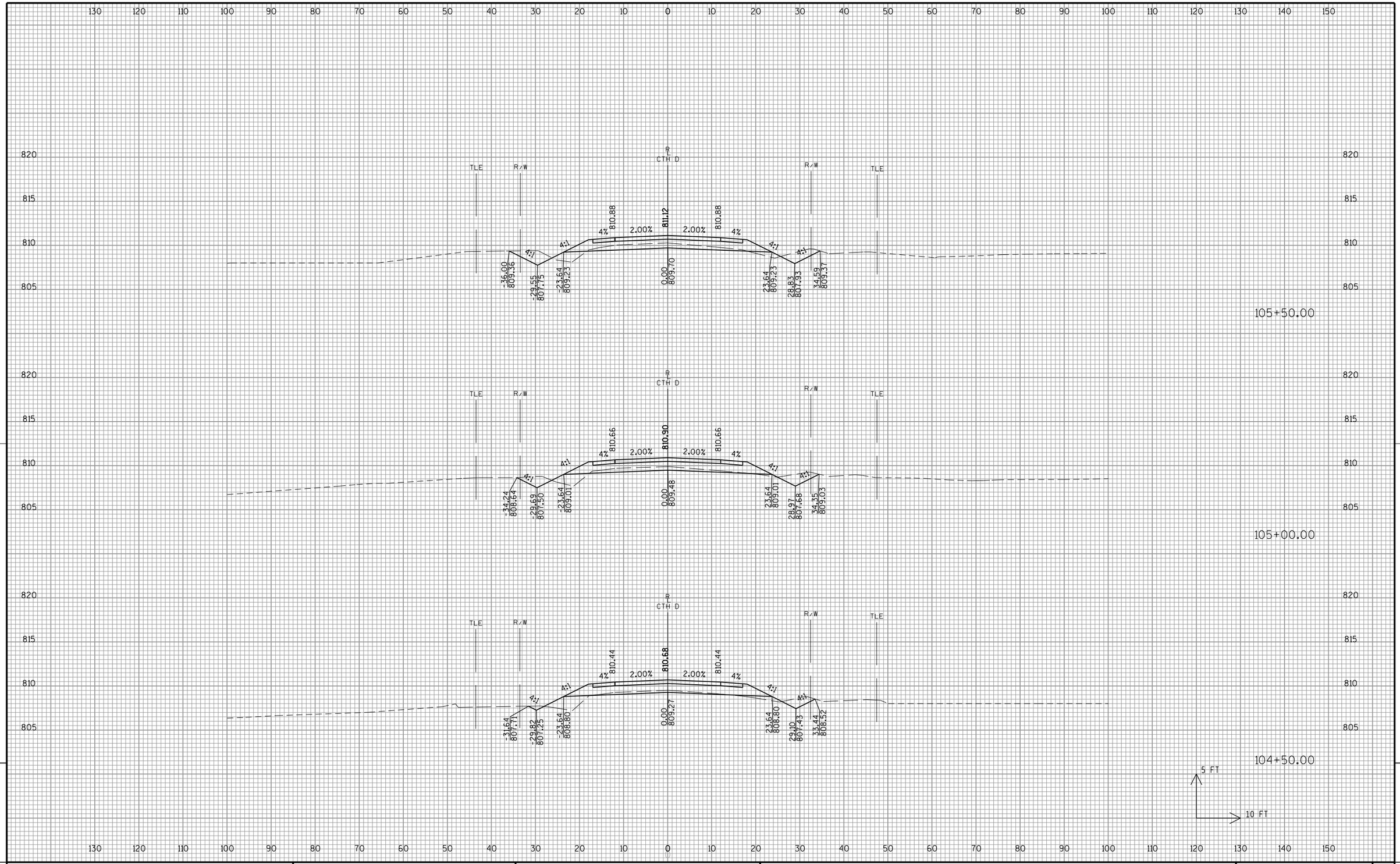
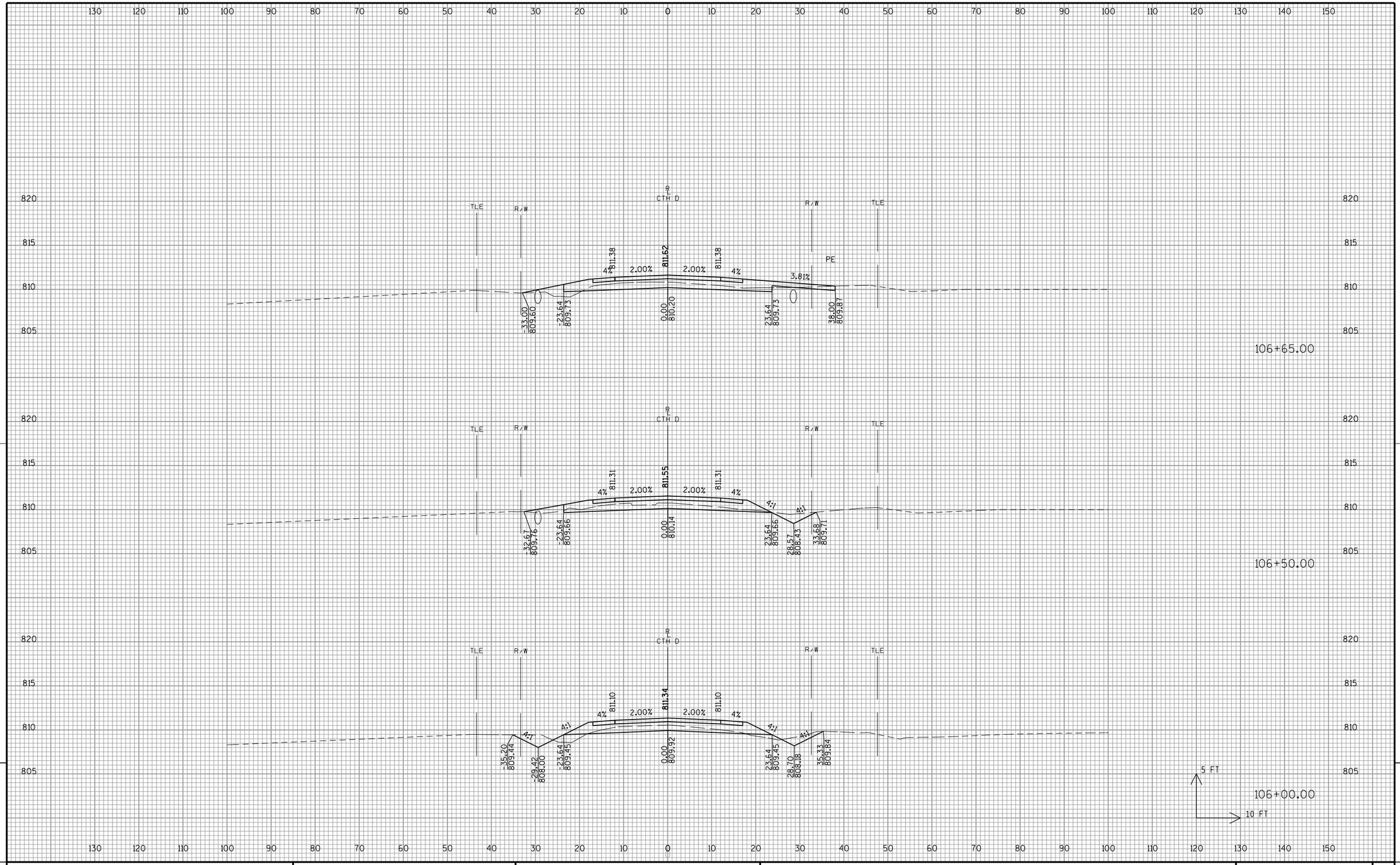
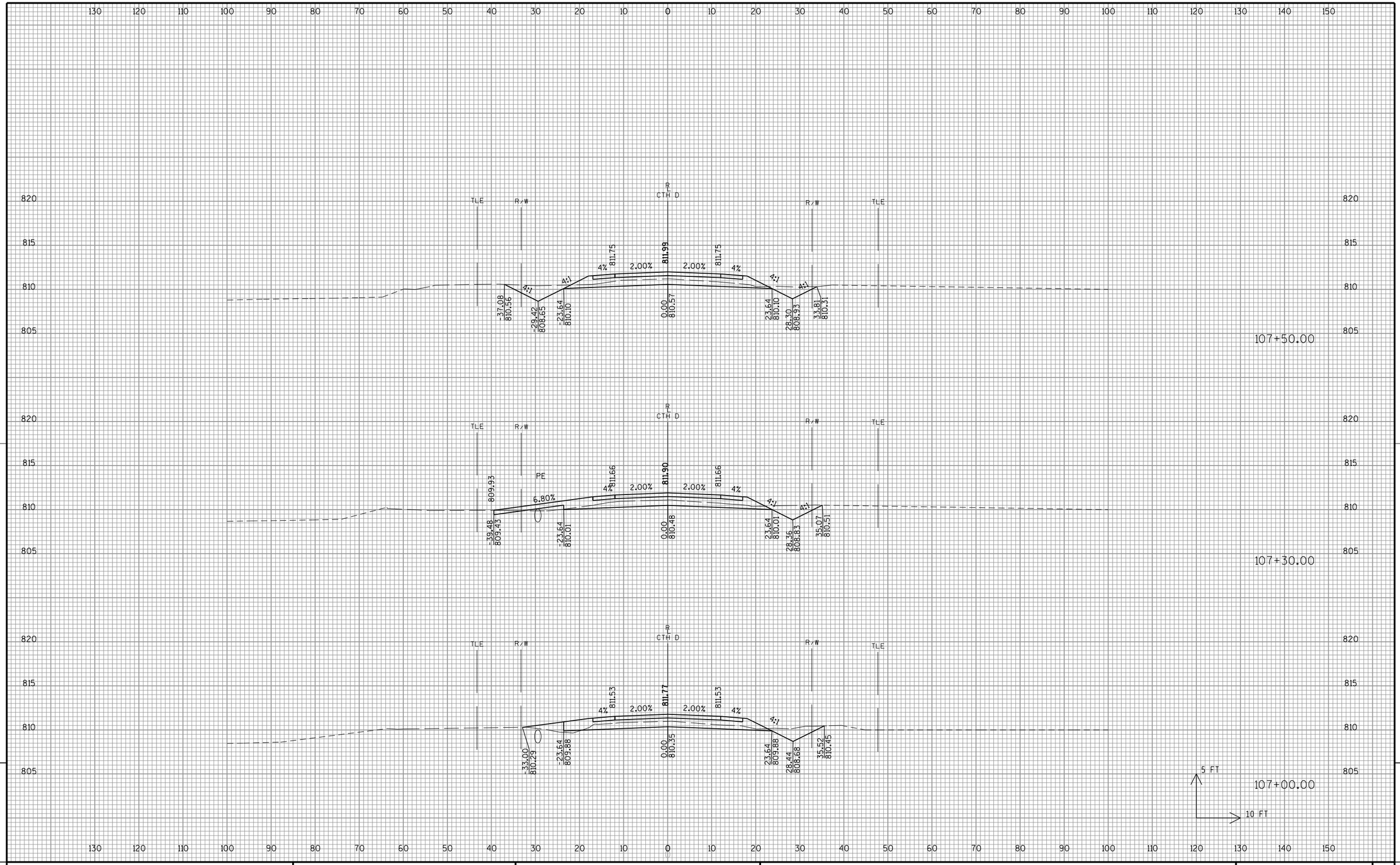


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 226	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 227	E



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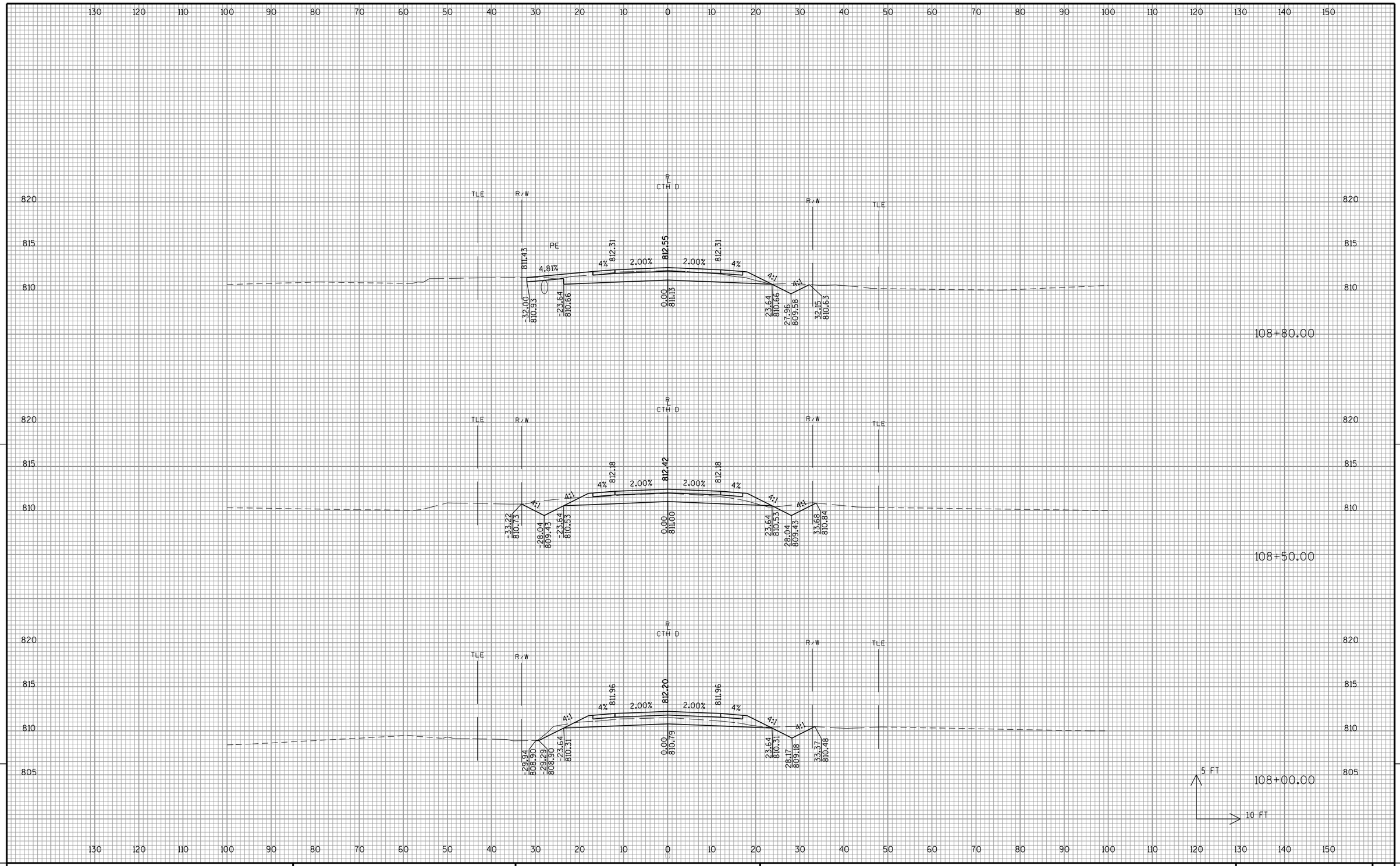
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 228	E



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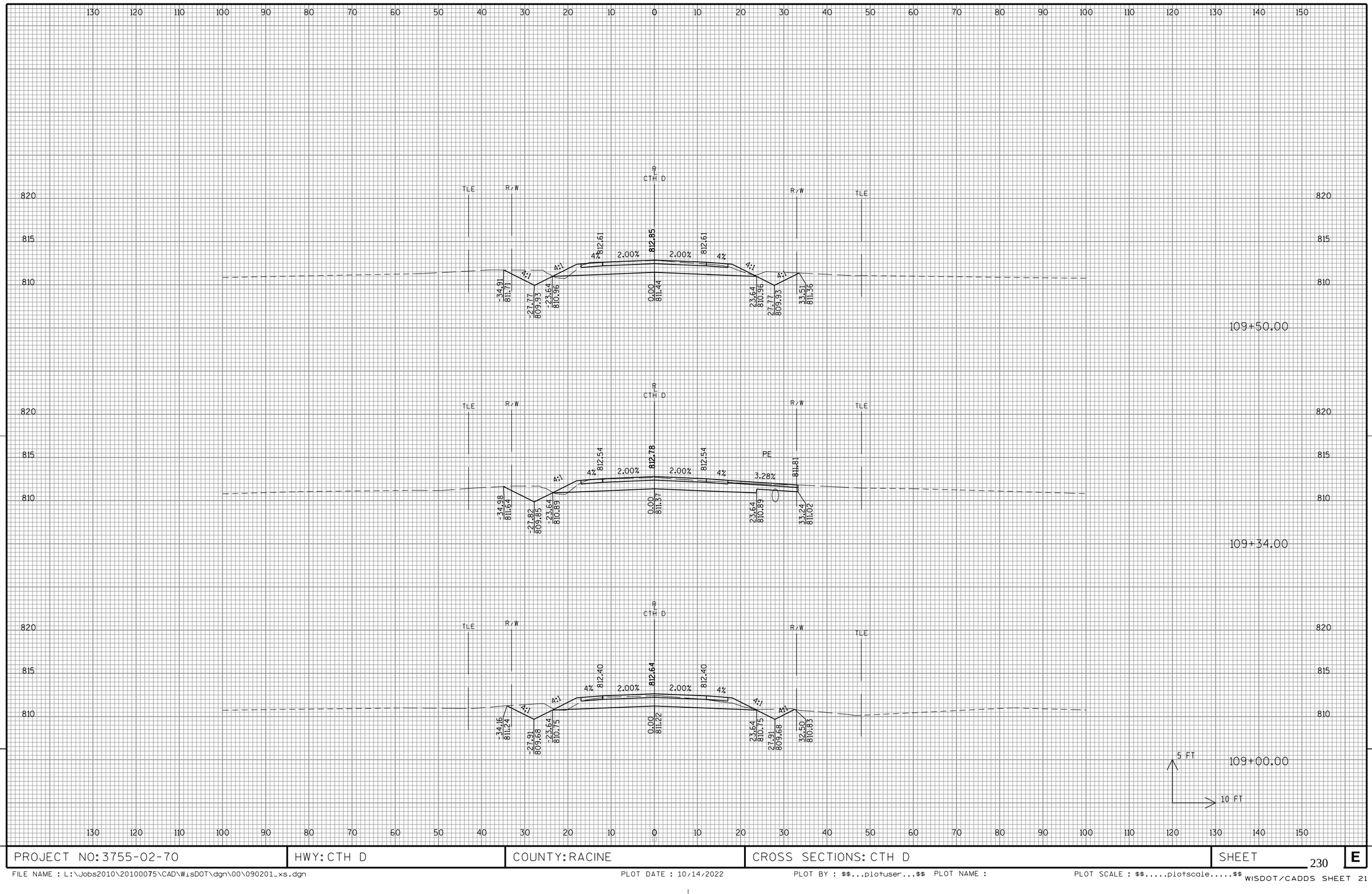

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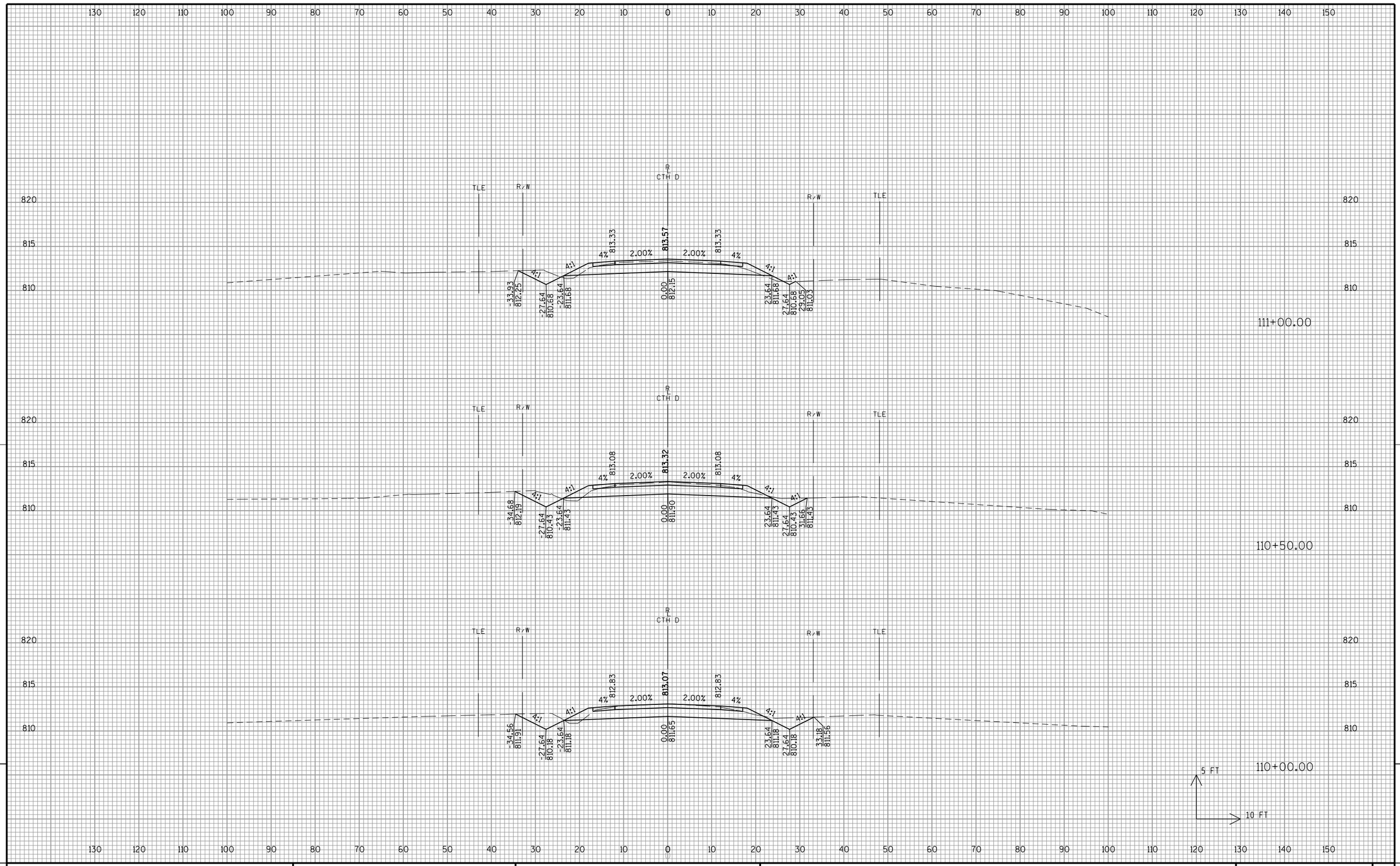

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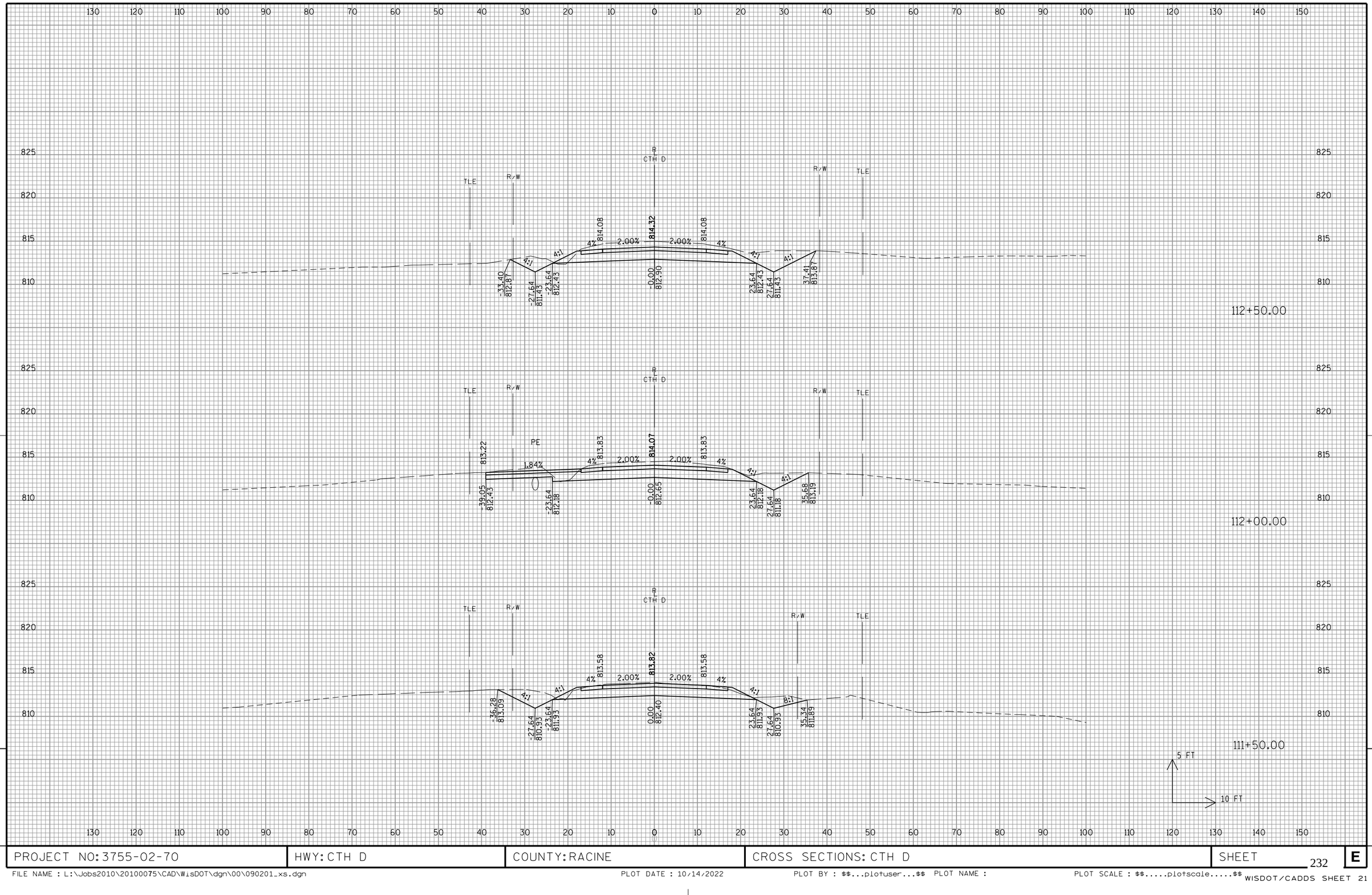
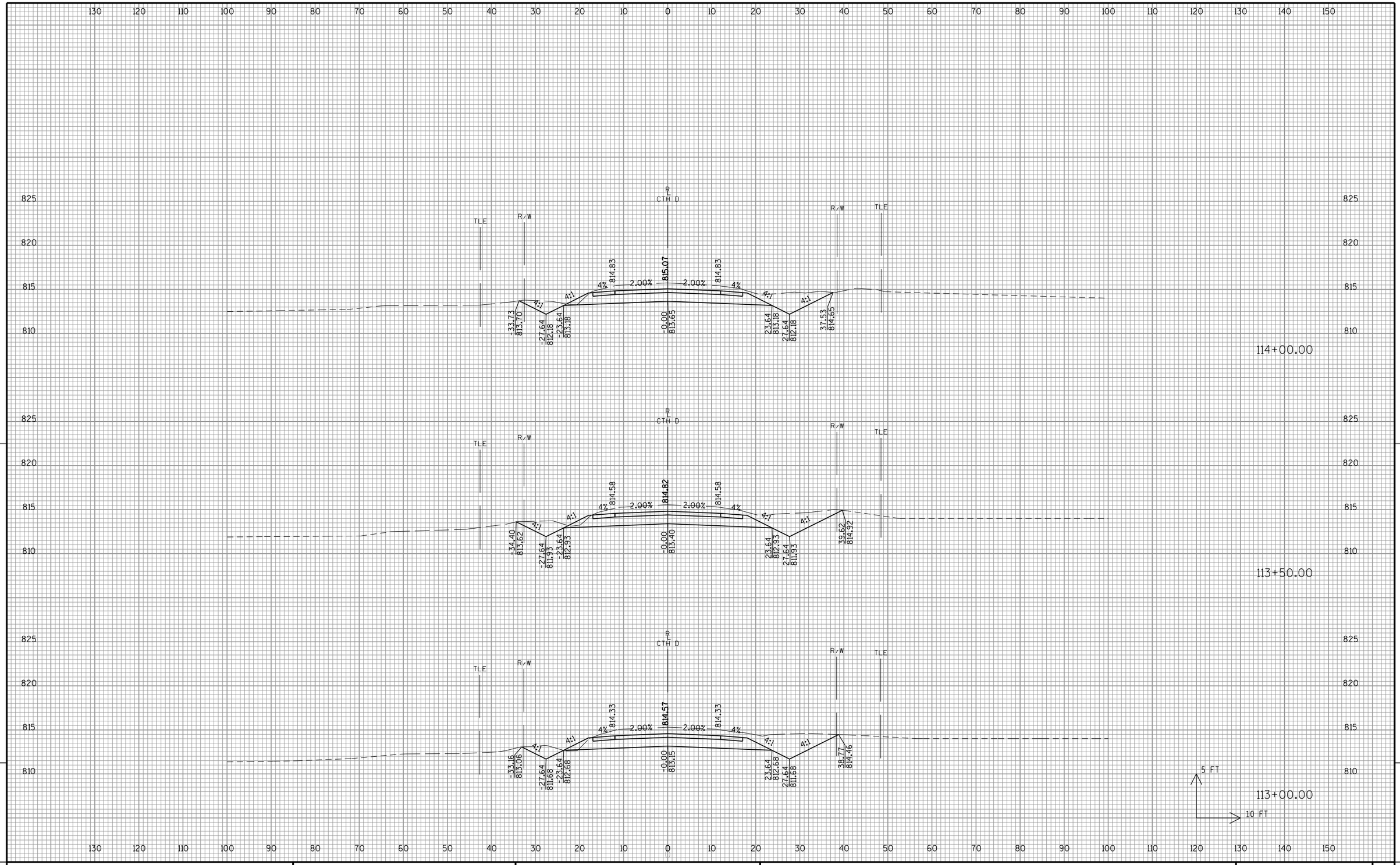
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 231	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 232	E



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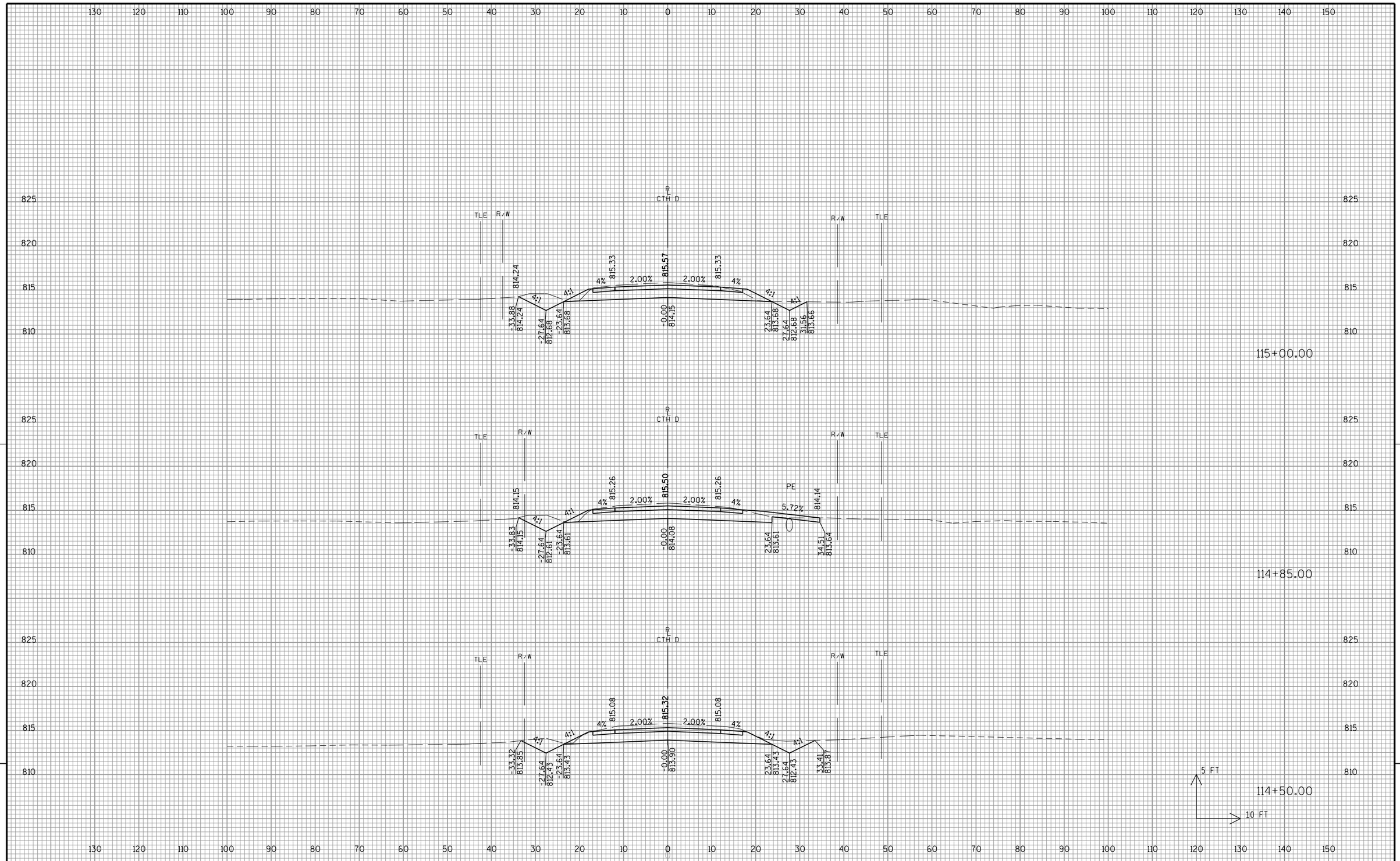
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 233	E



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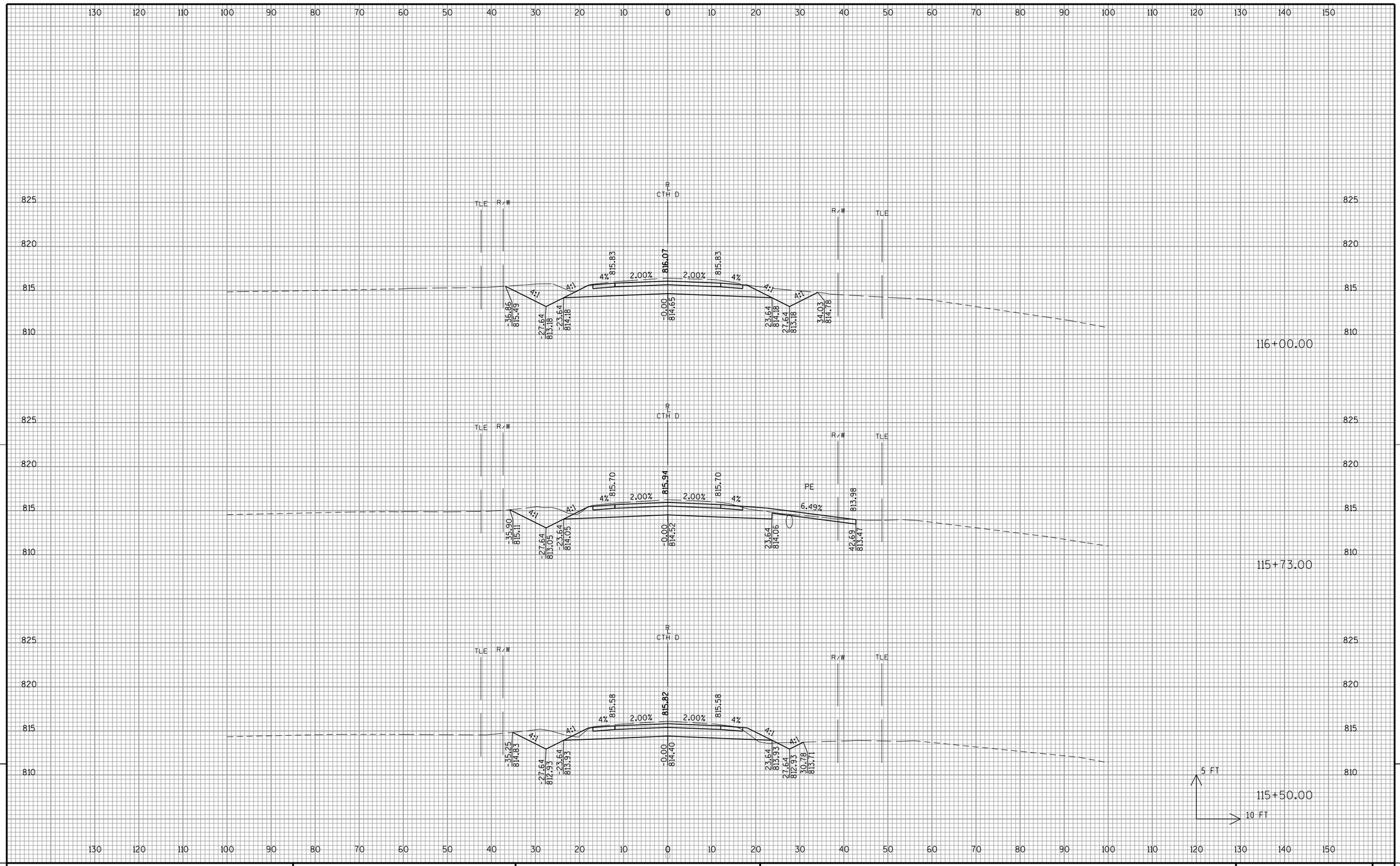

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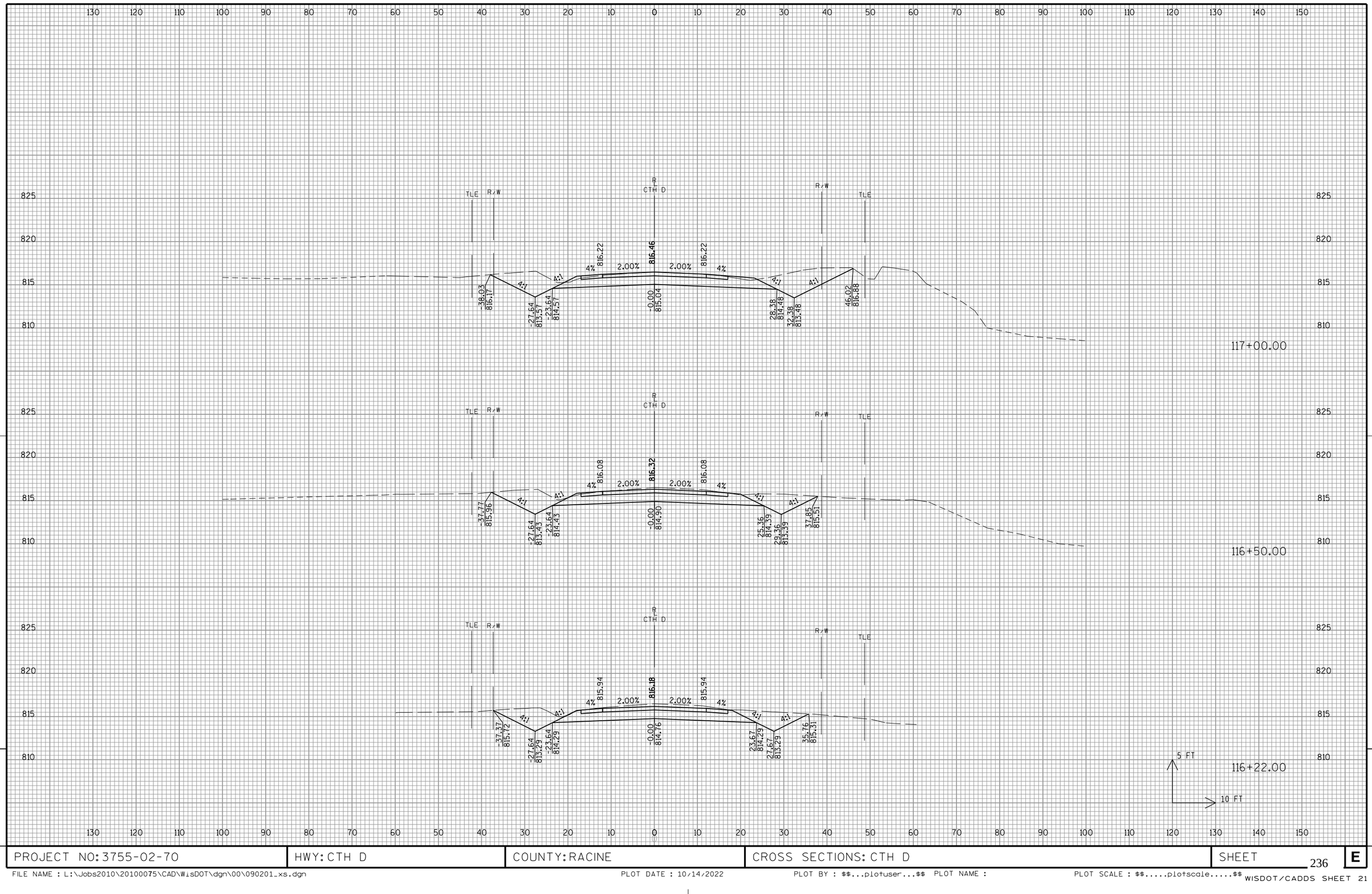
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 235	E



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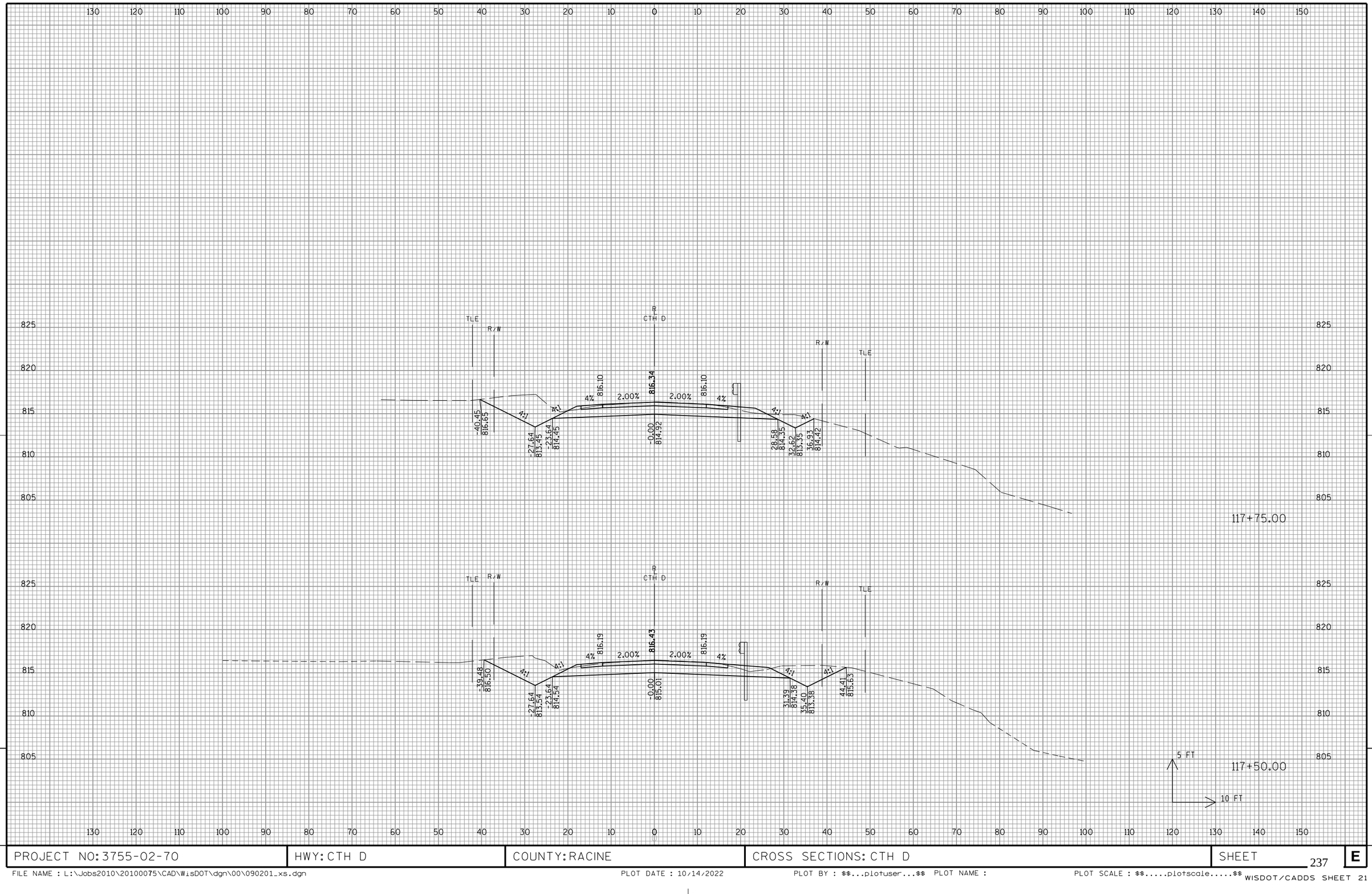
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 236	E



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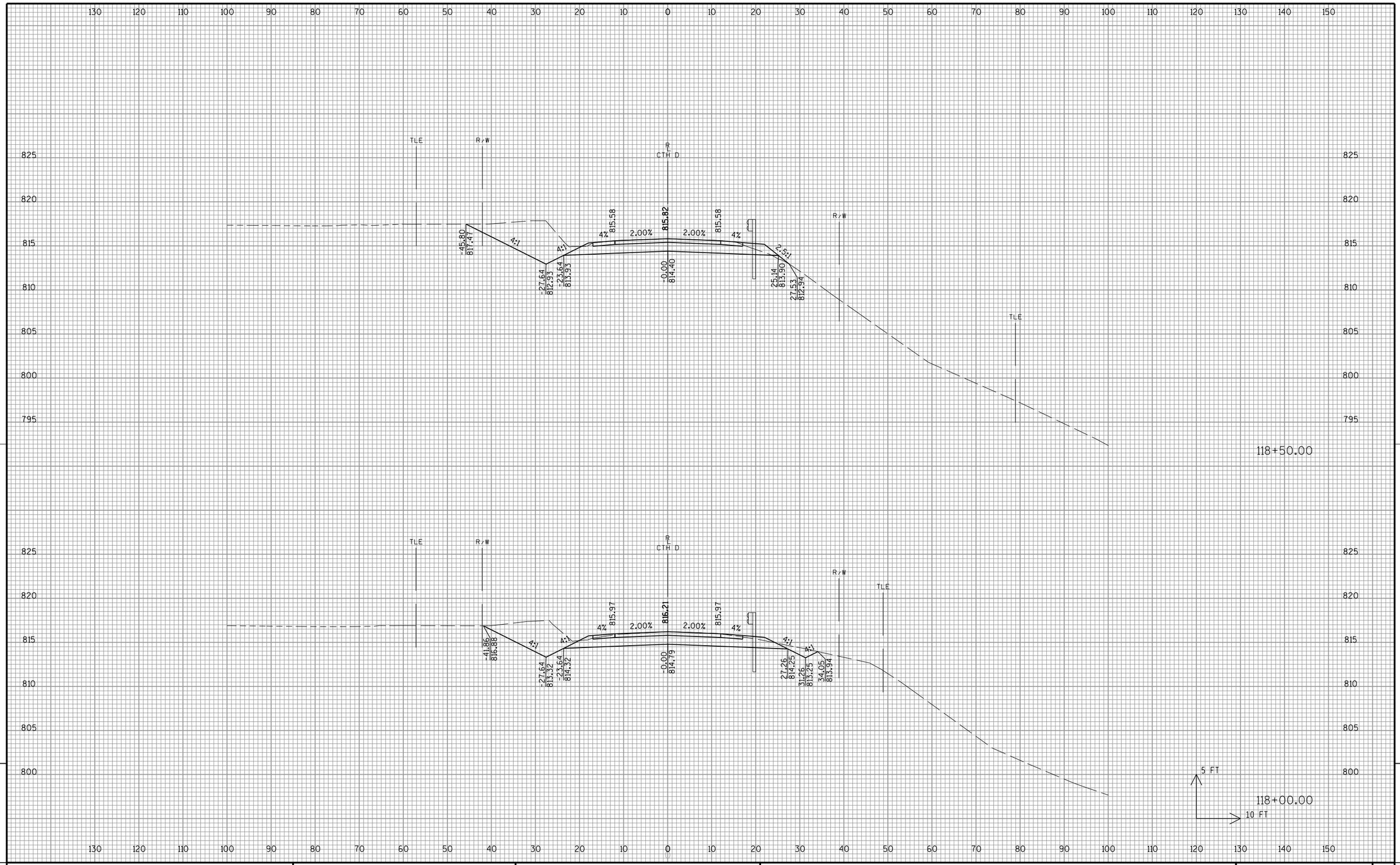
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 237	E



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PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 238	E

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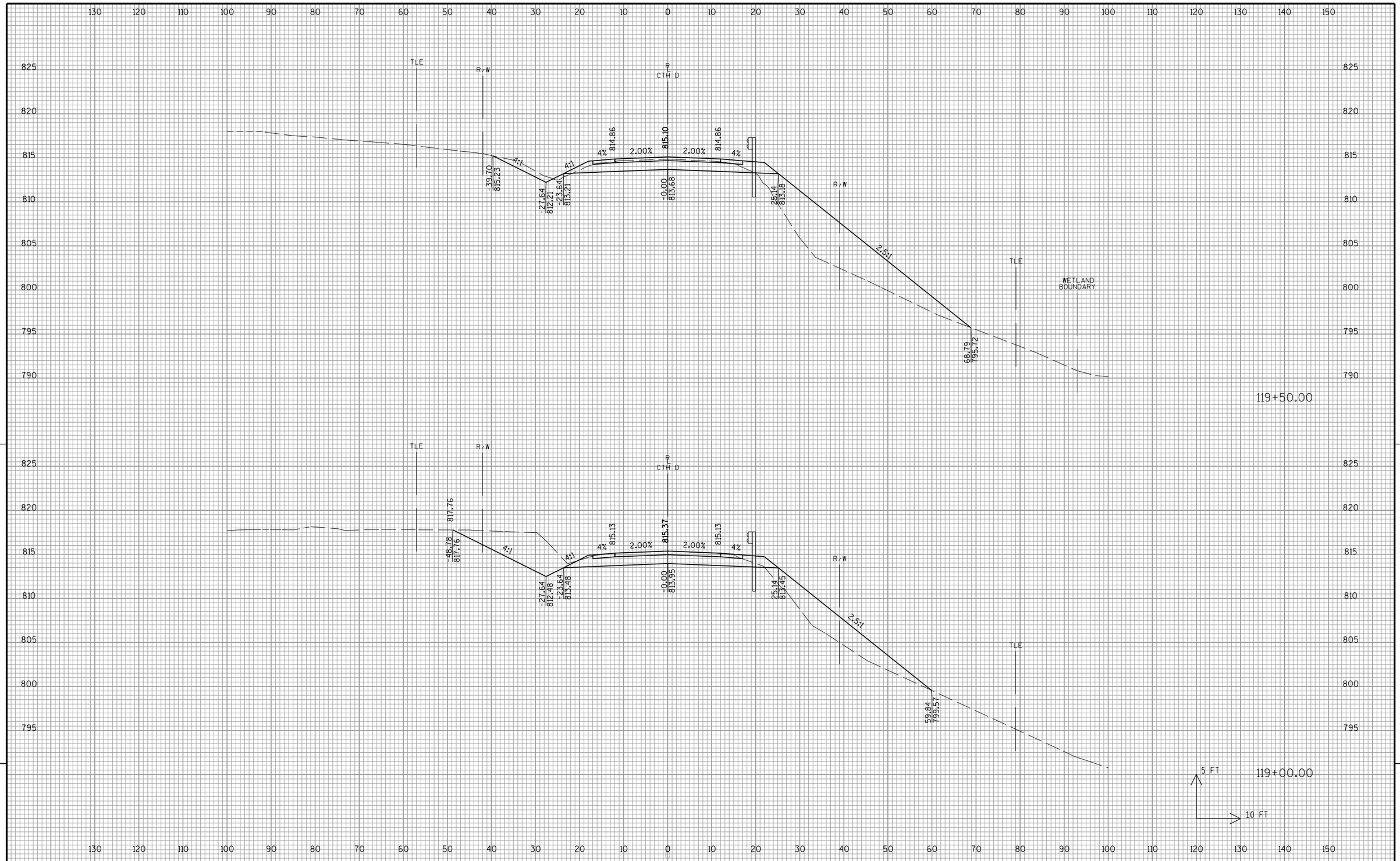

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 239	E

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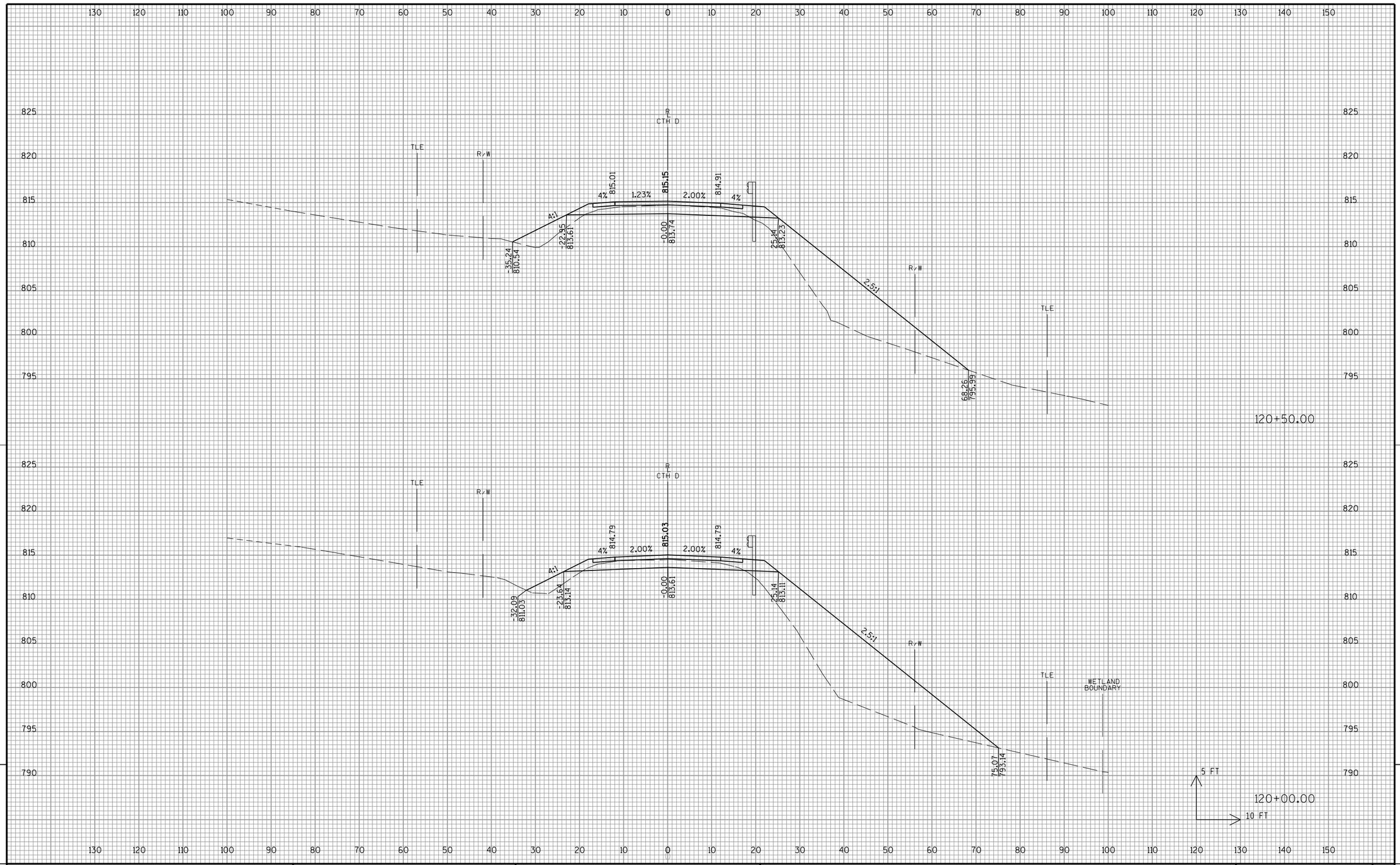

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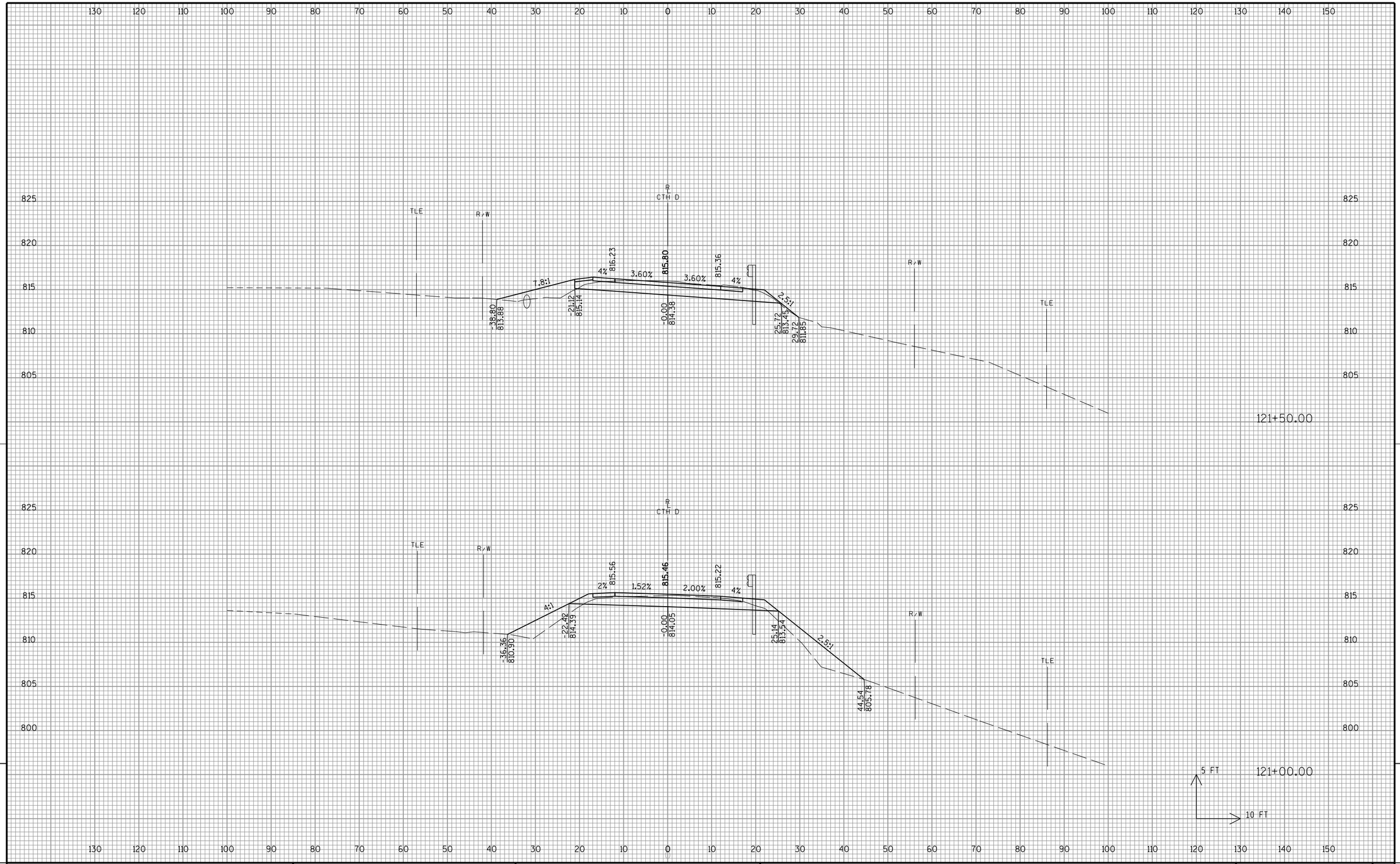

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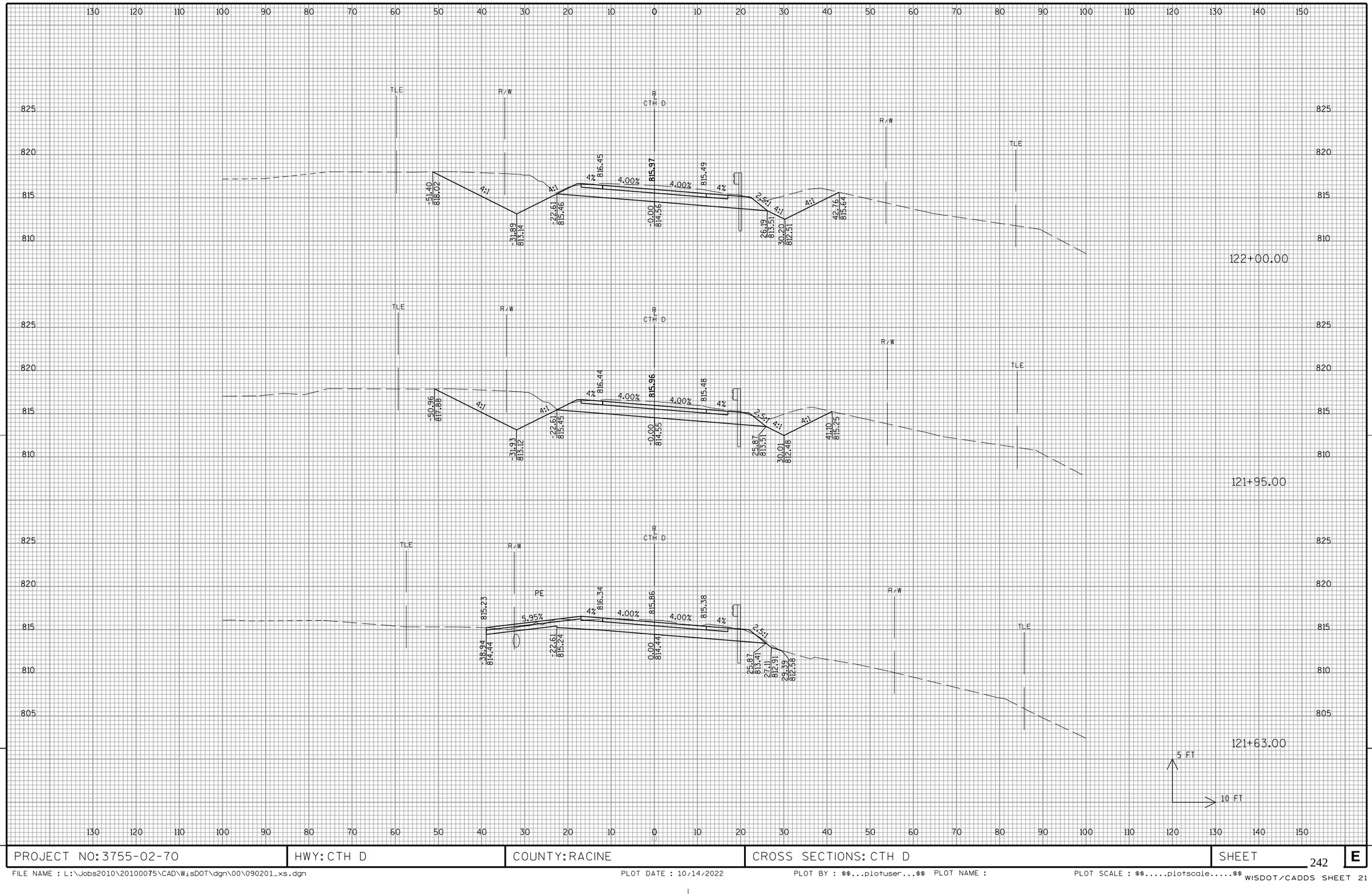
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 241	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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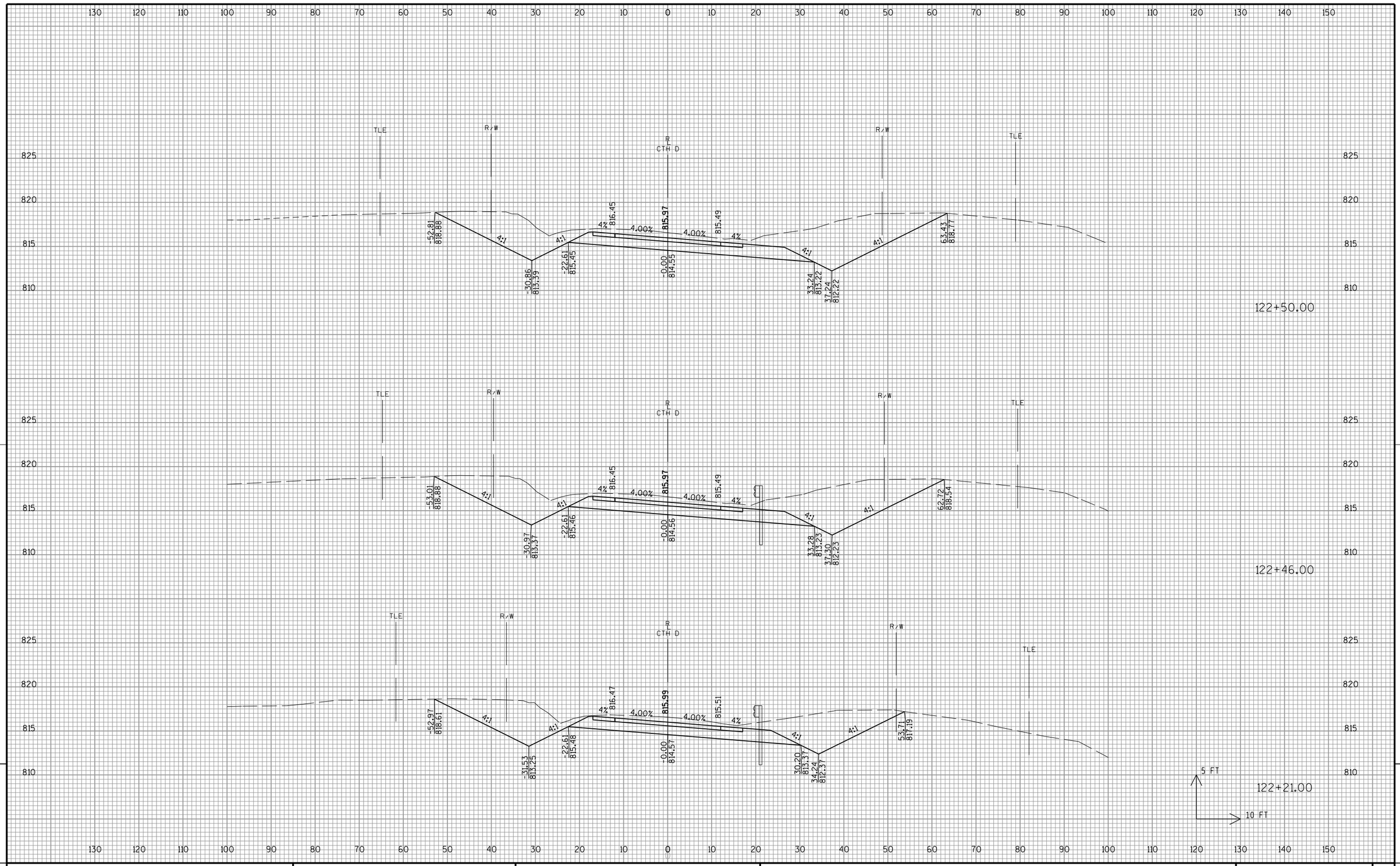
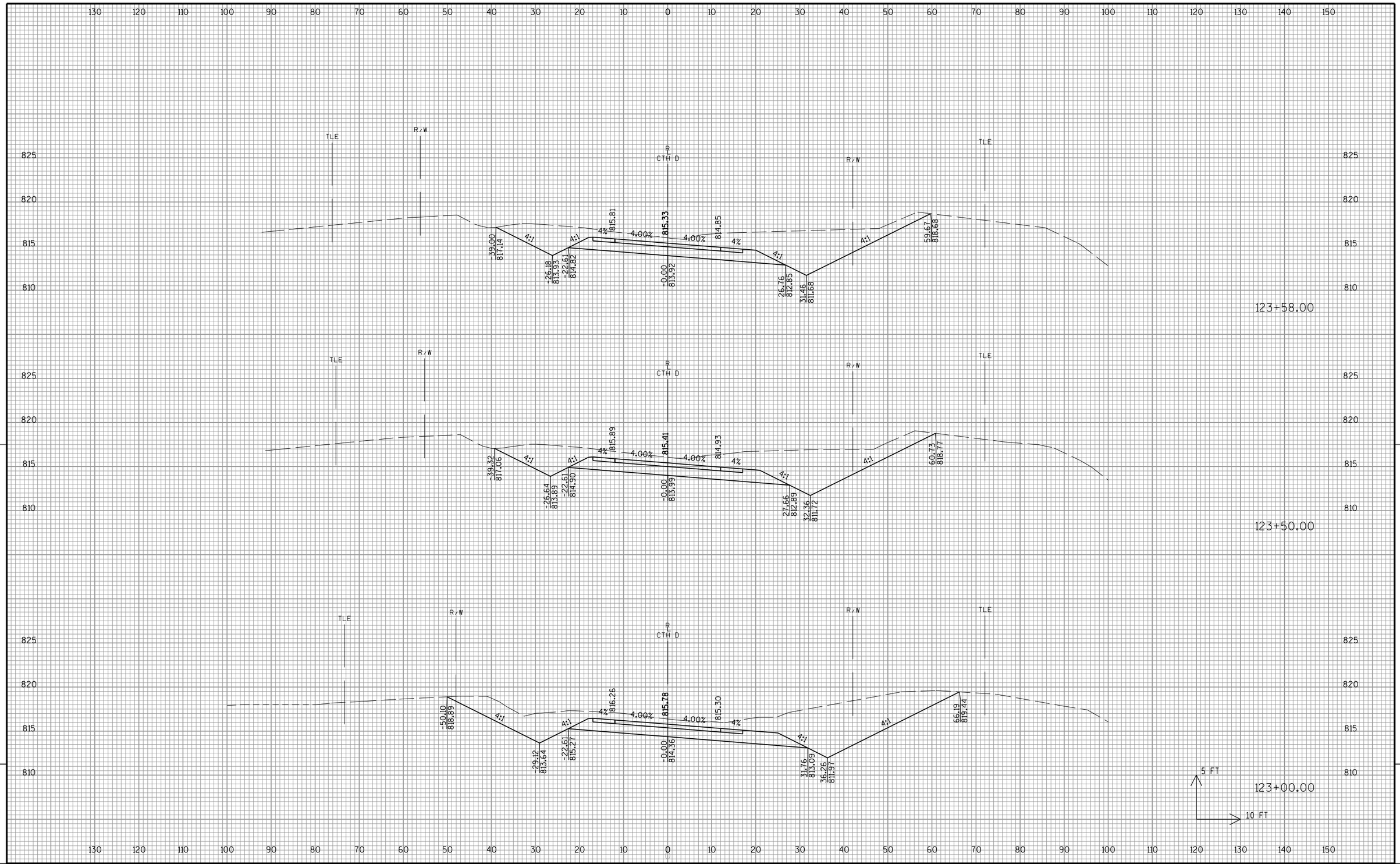
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 242	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 243	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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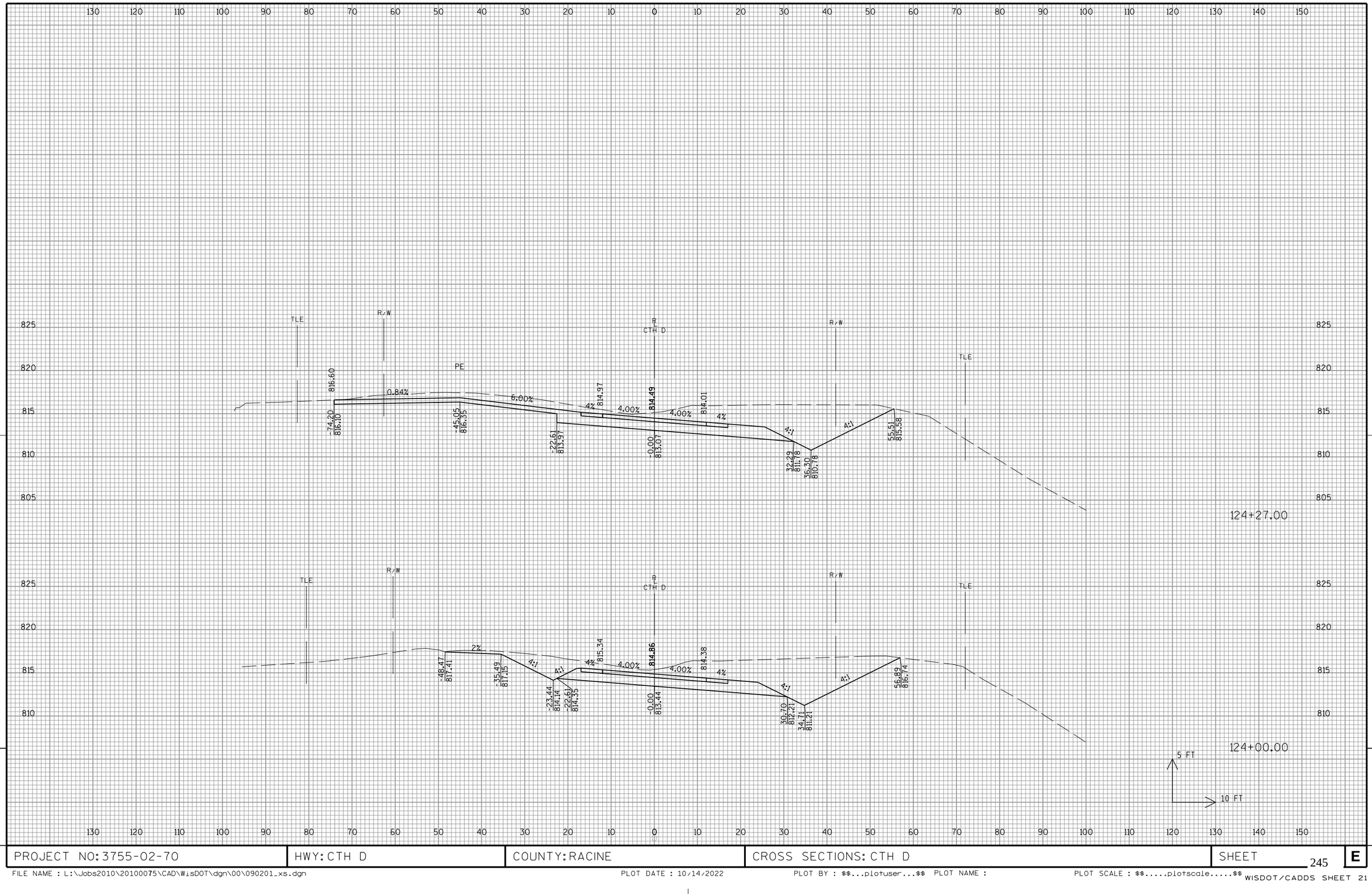
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 244	E



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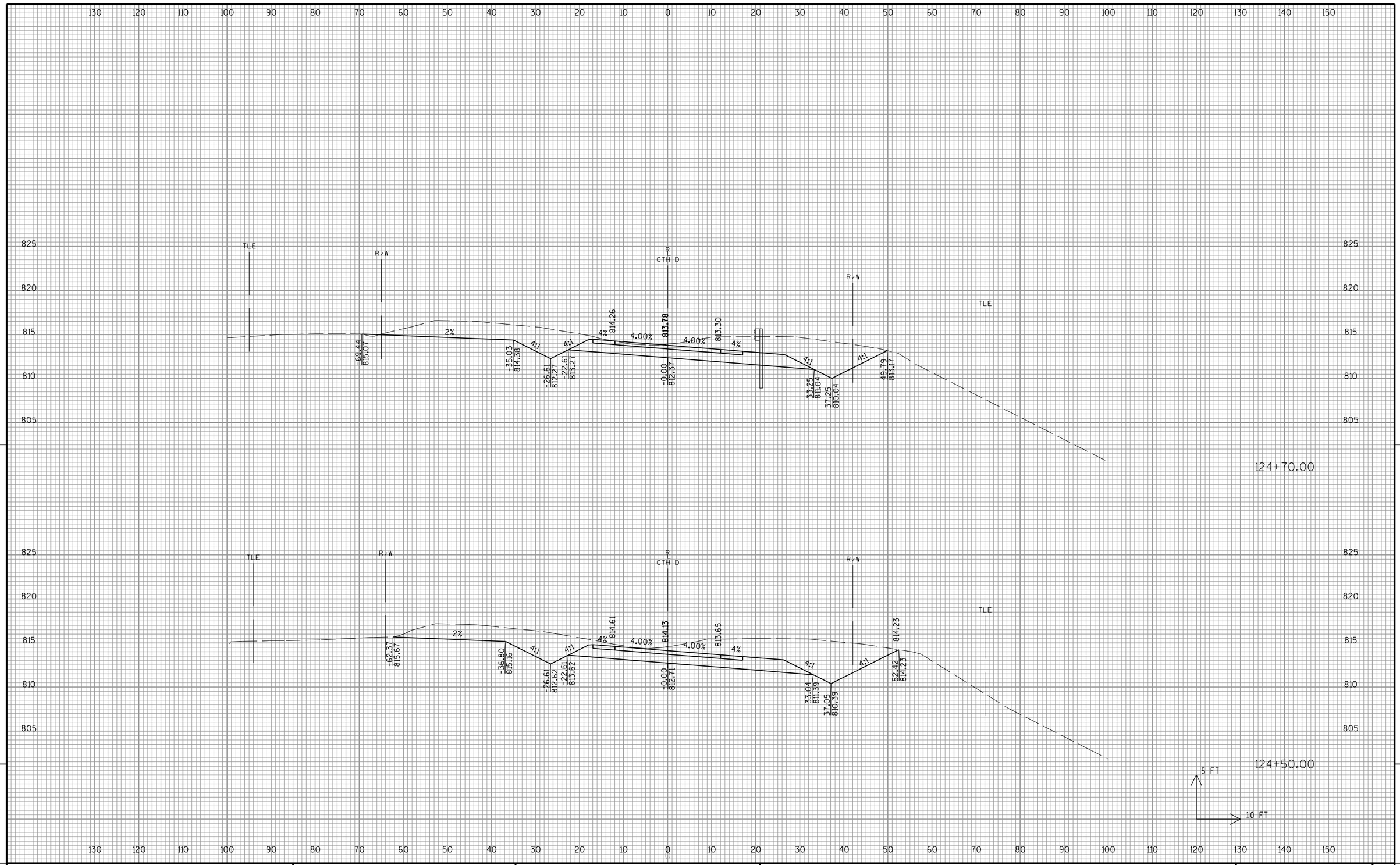
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 245	E



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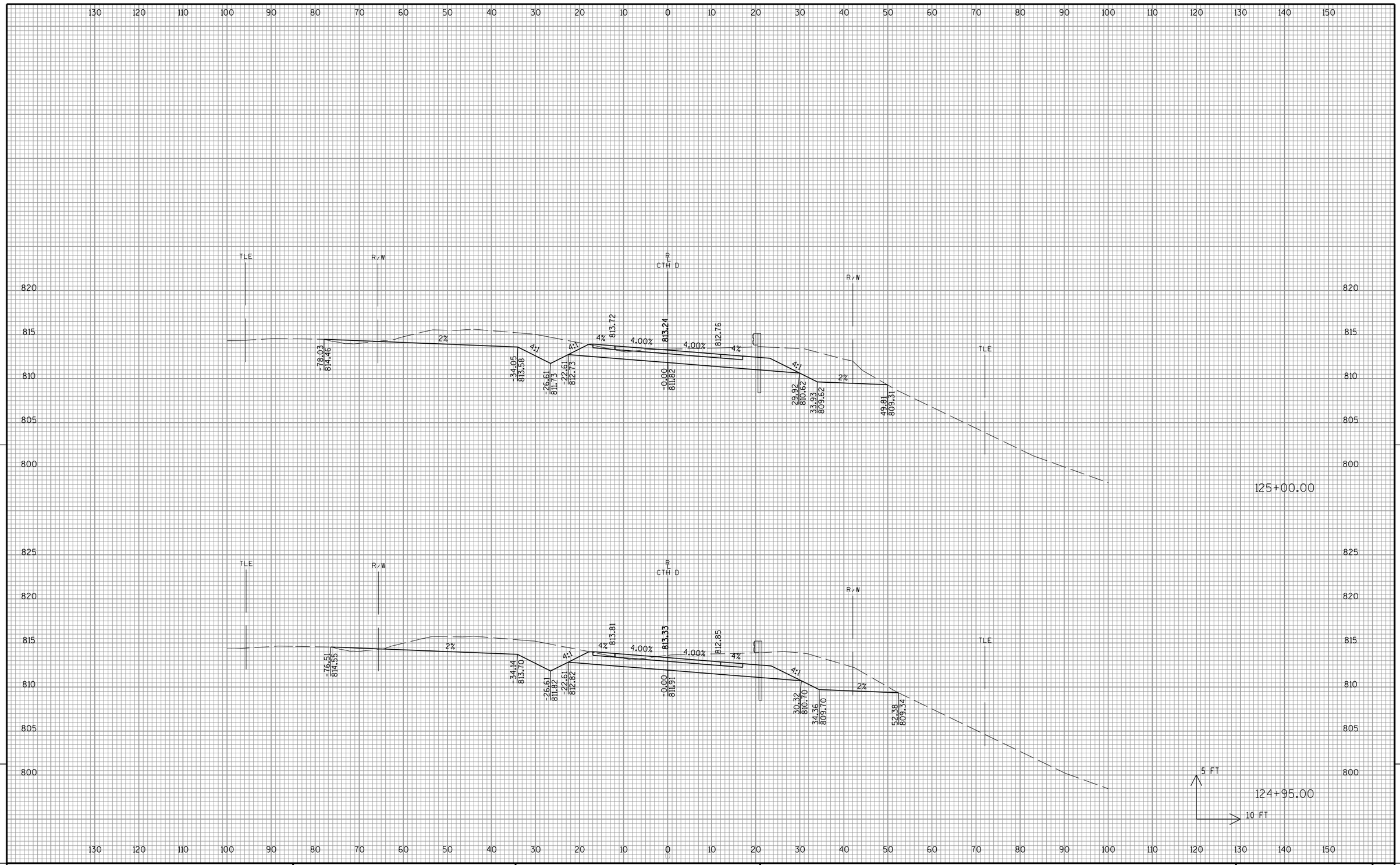
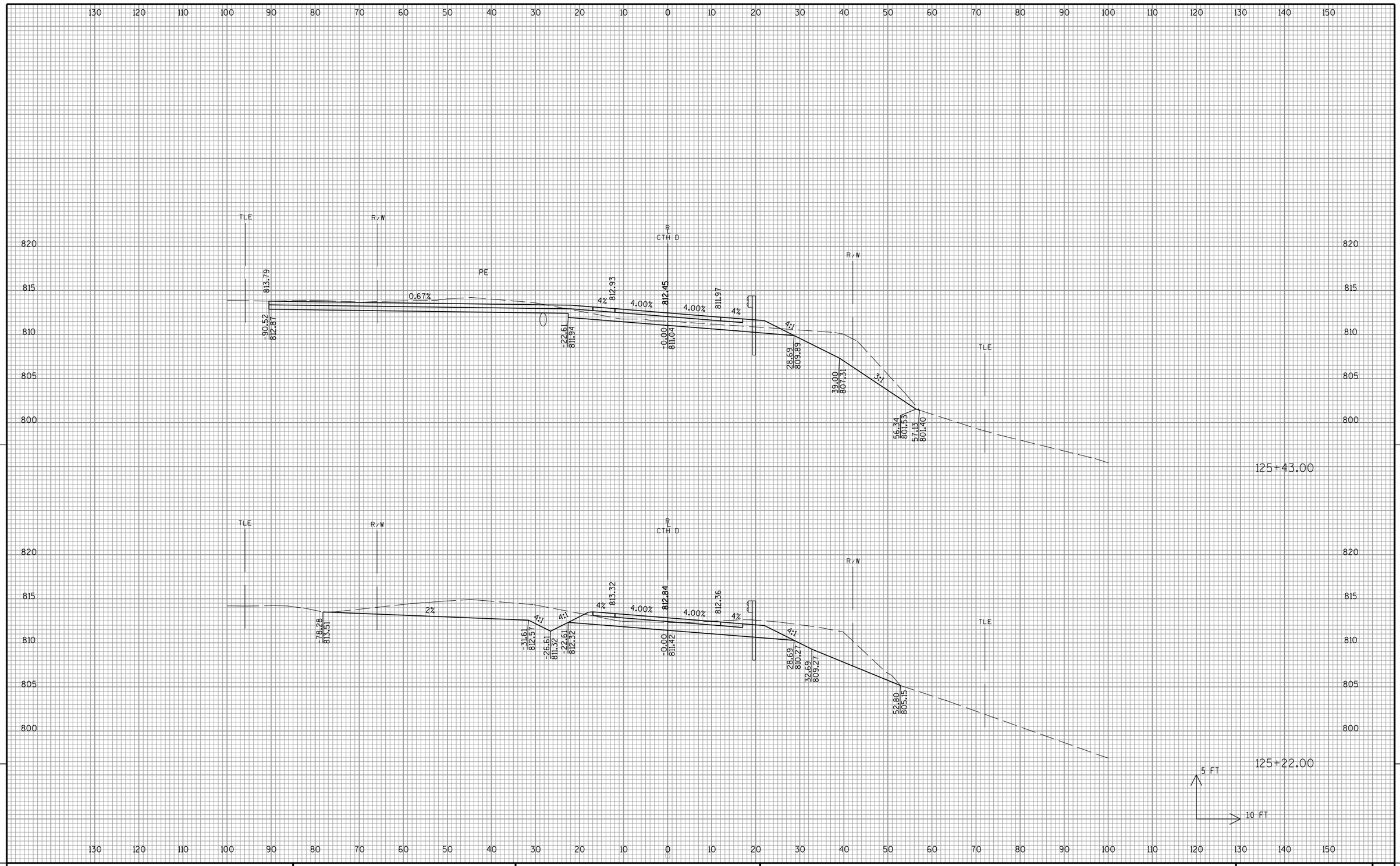
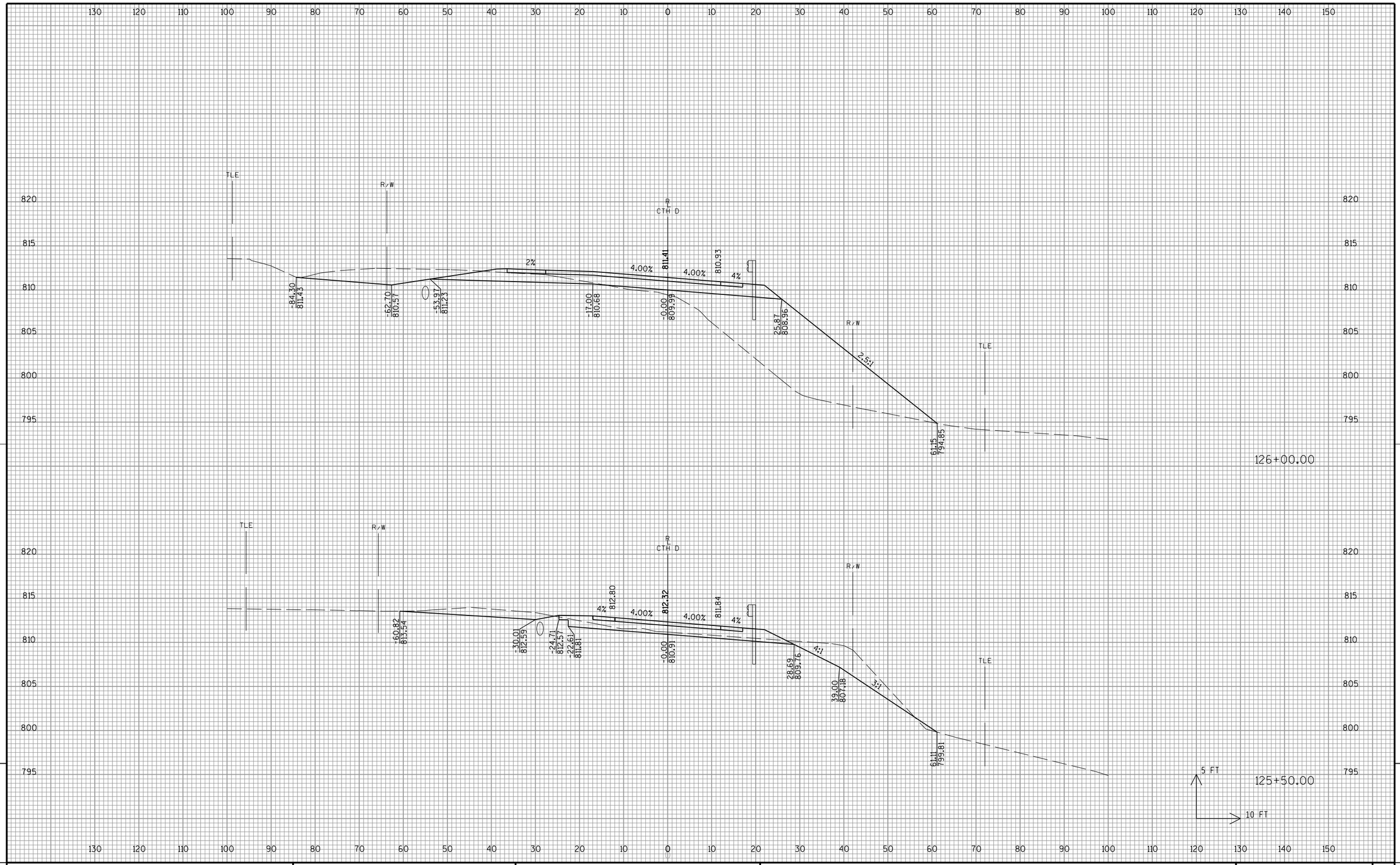
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 246	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 247	E

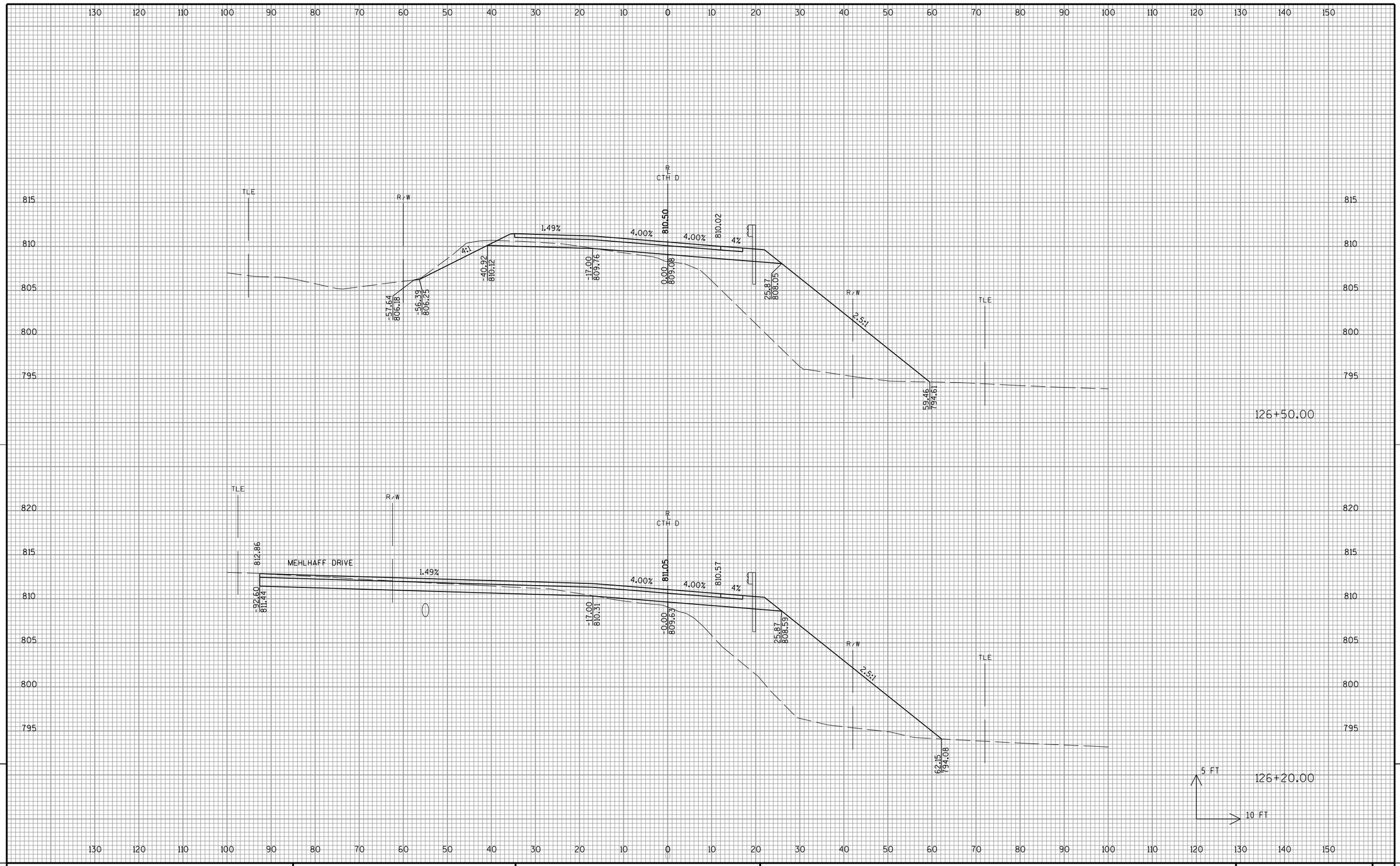


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 248	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 249	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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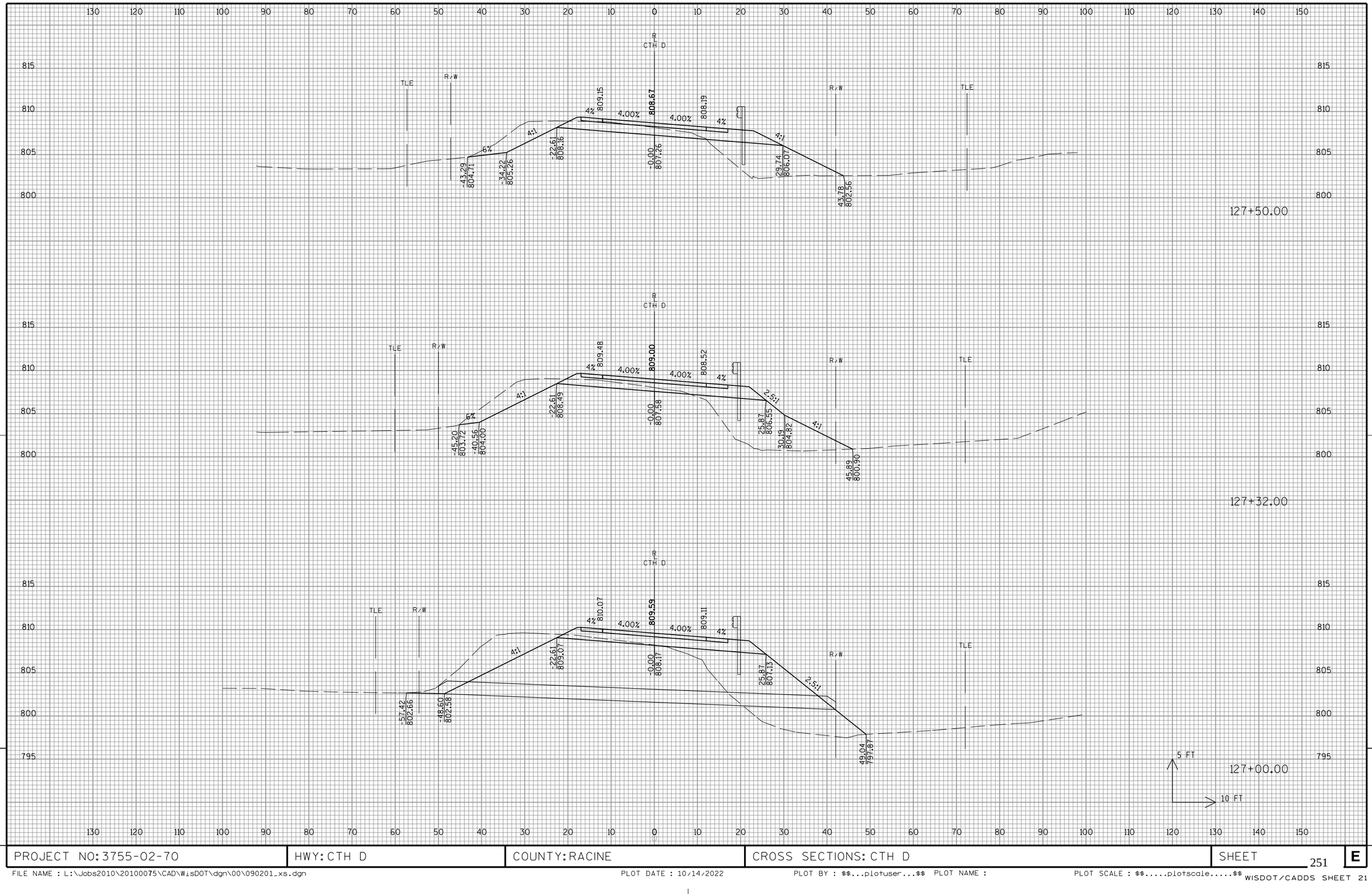
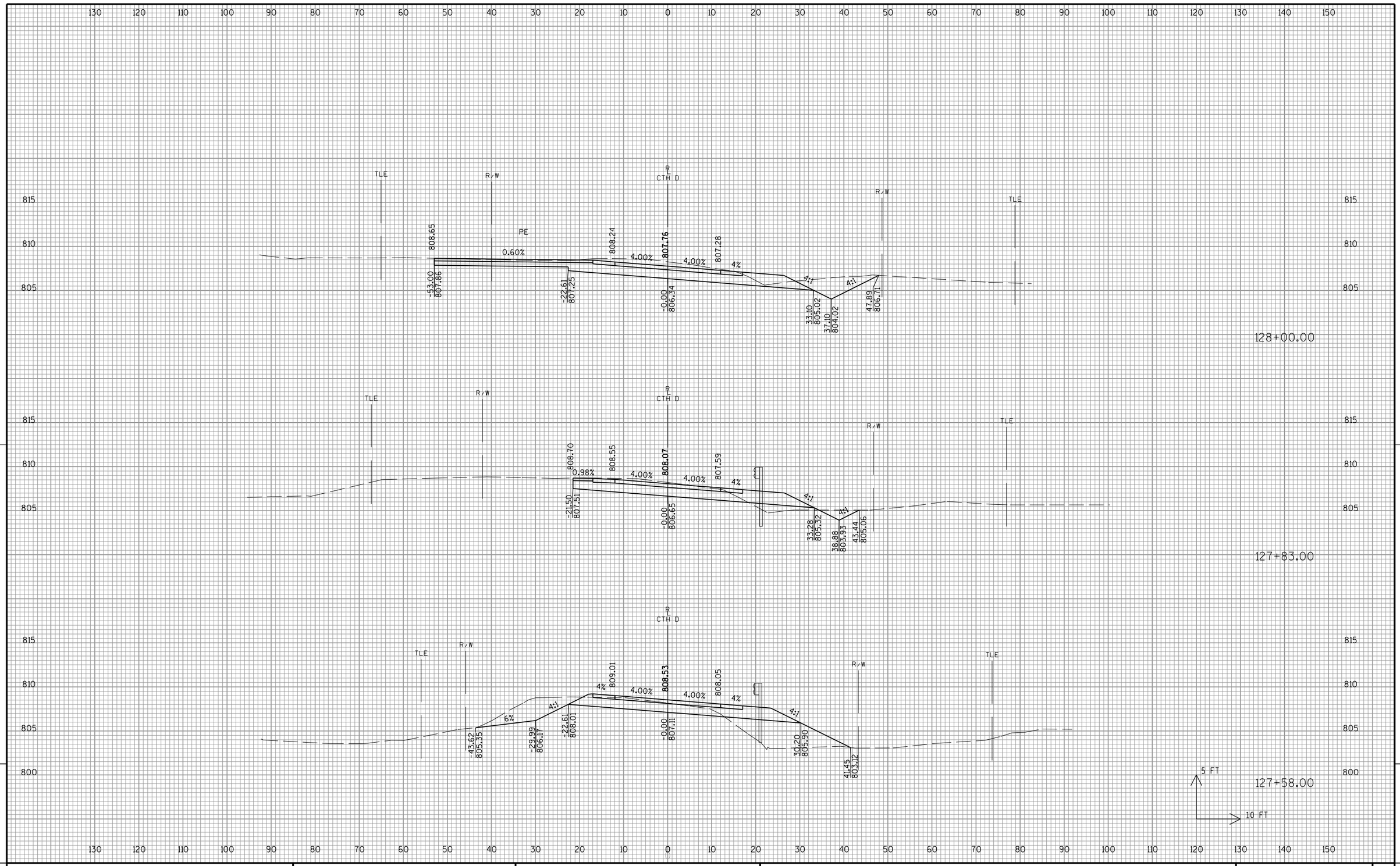
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 250	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 251	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 252	E

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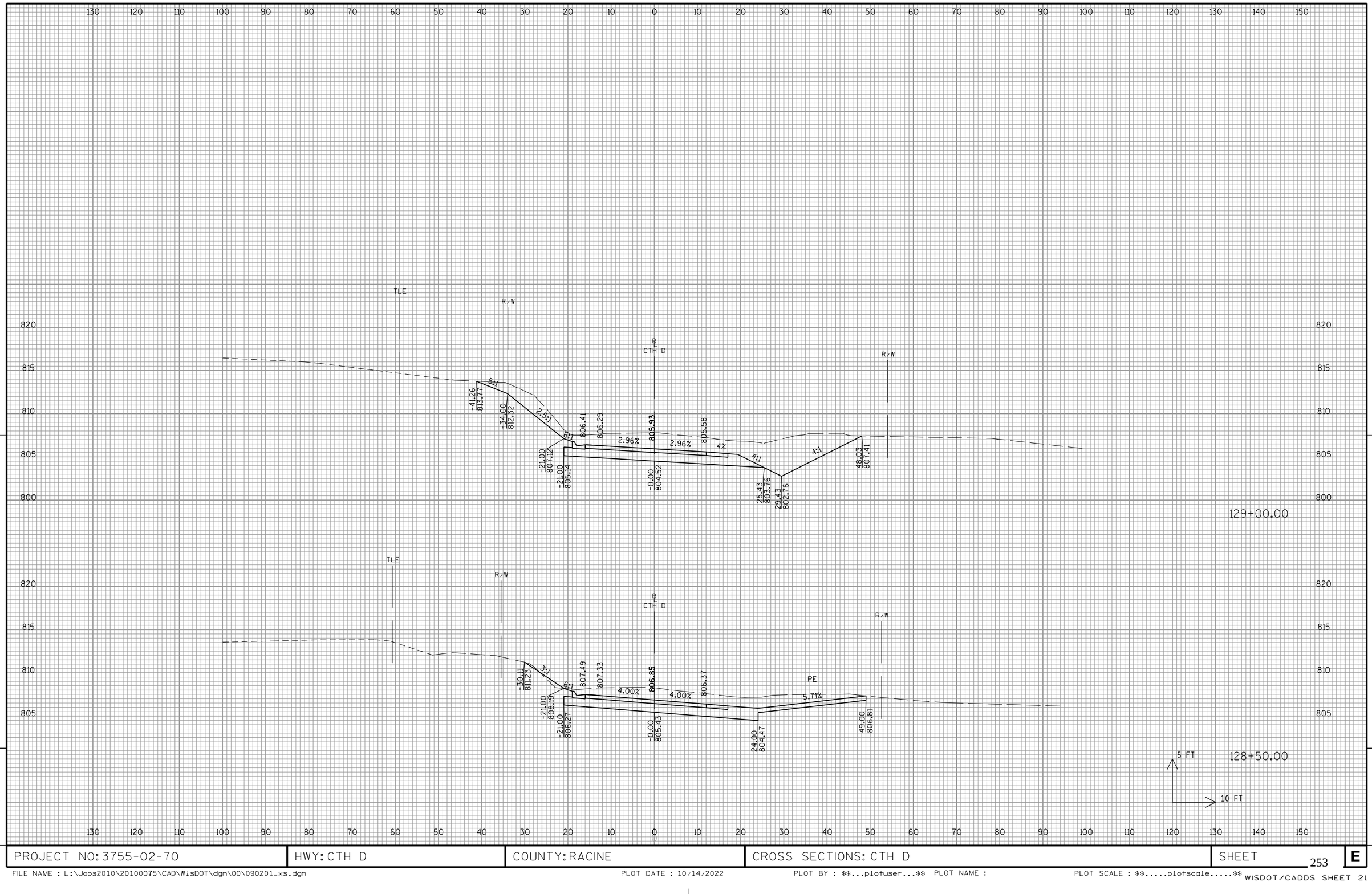
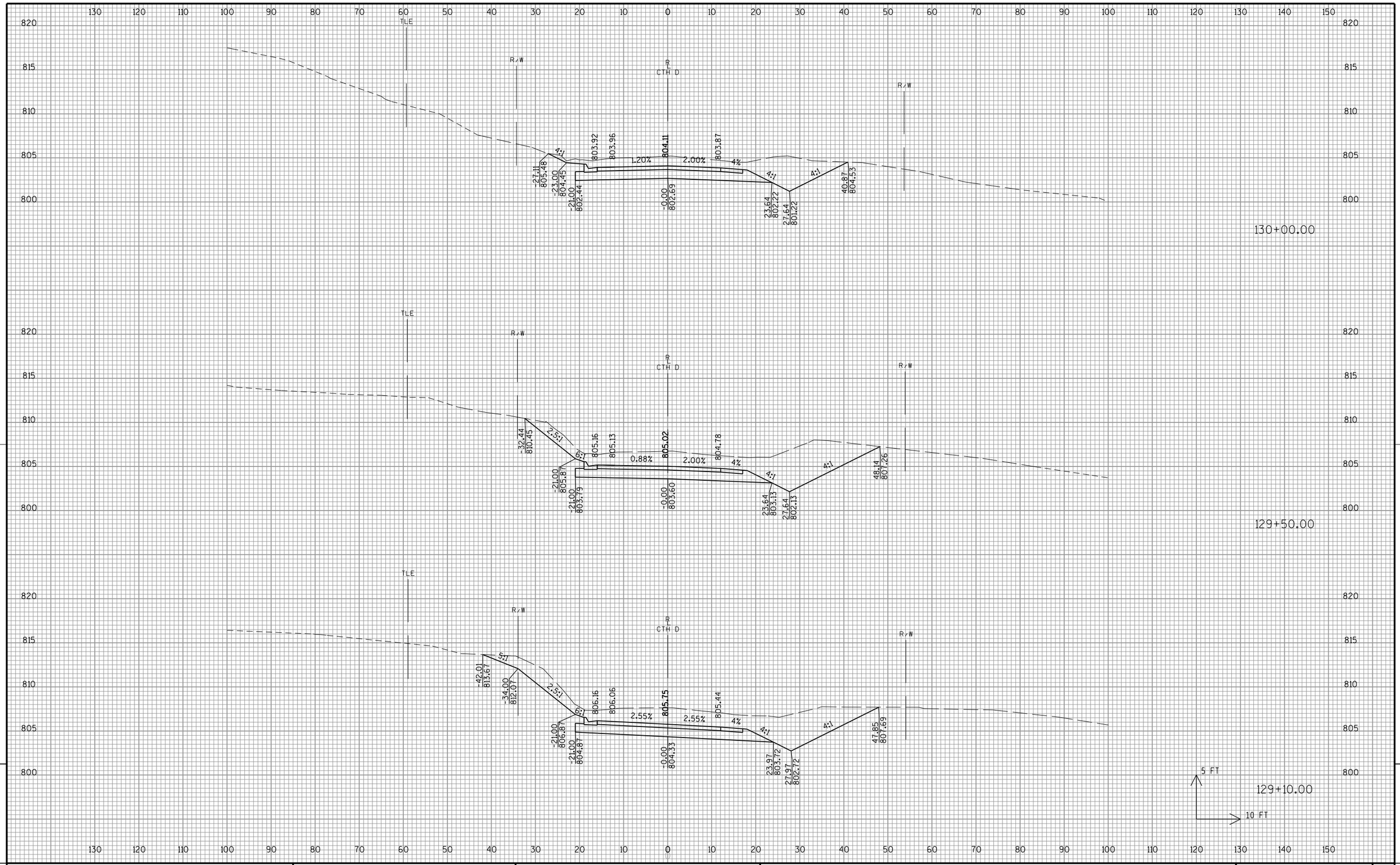


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 253	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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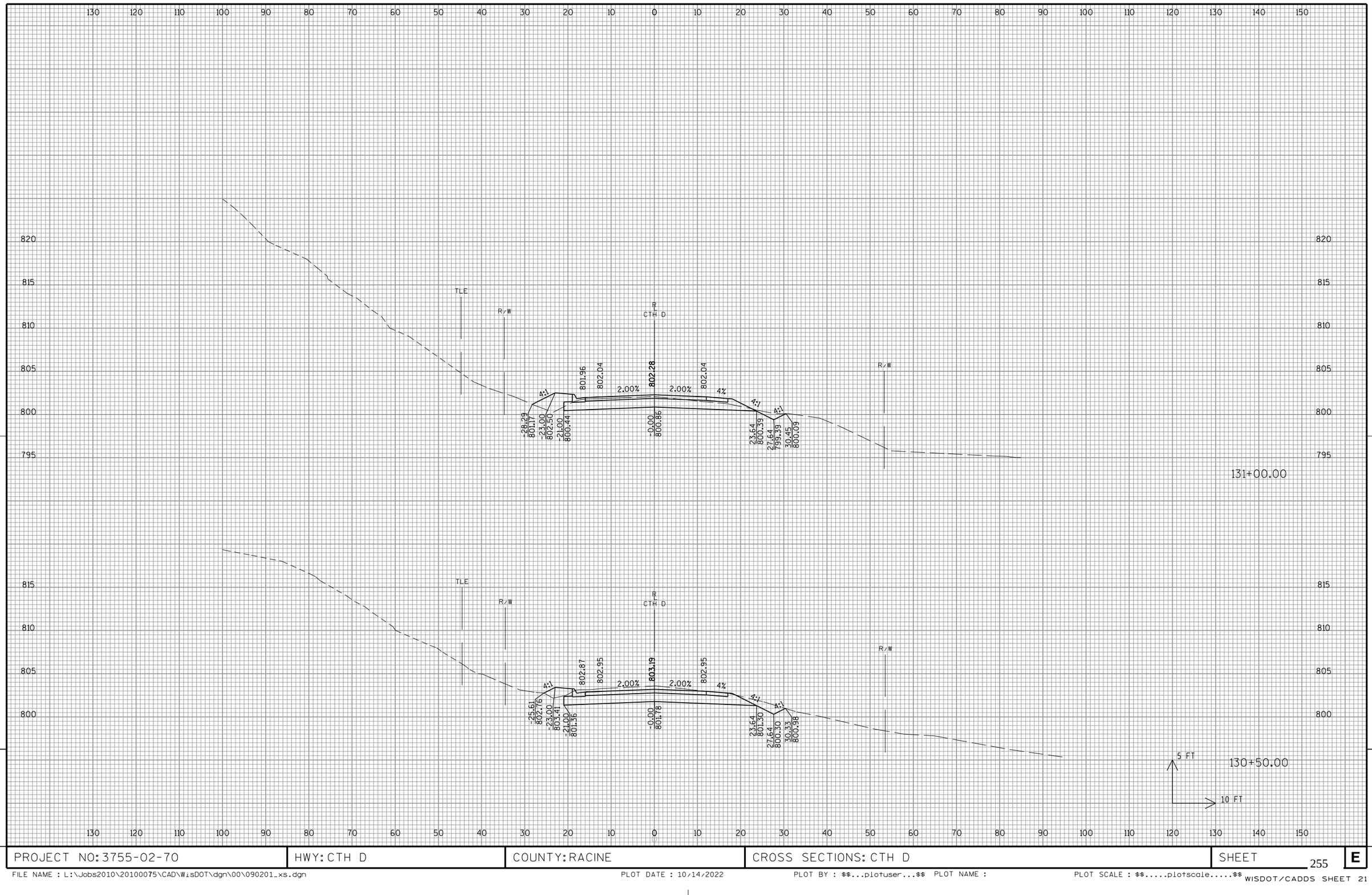
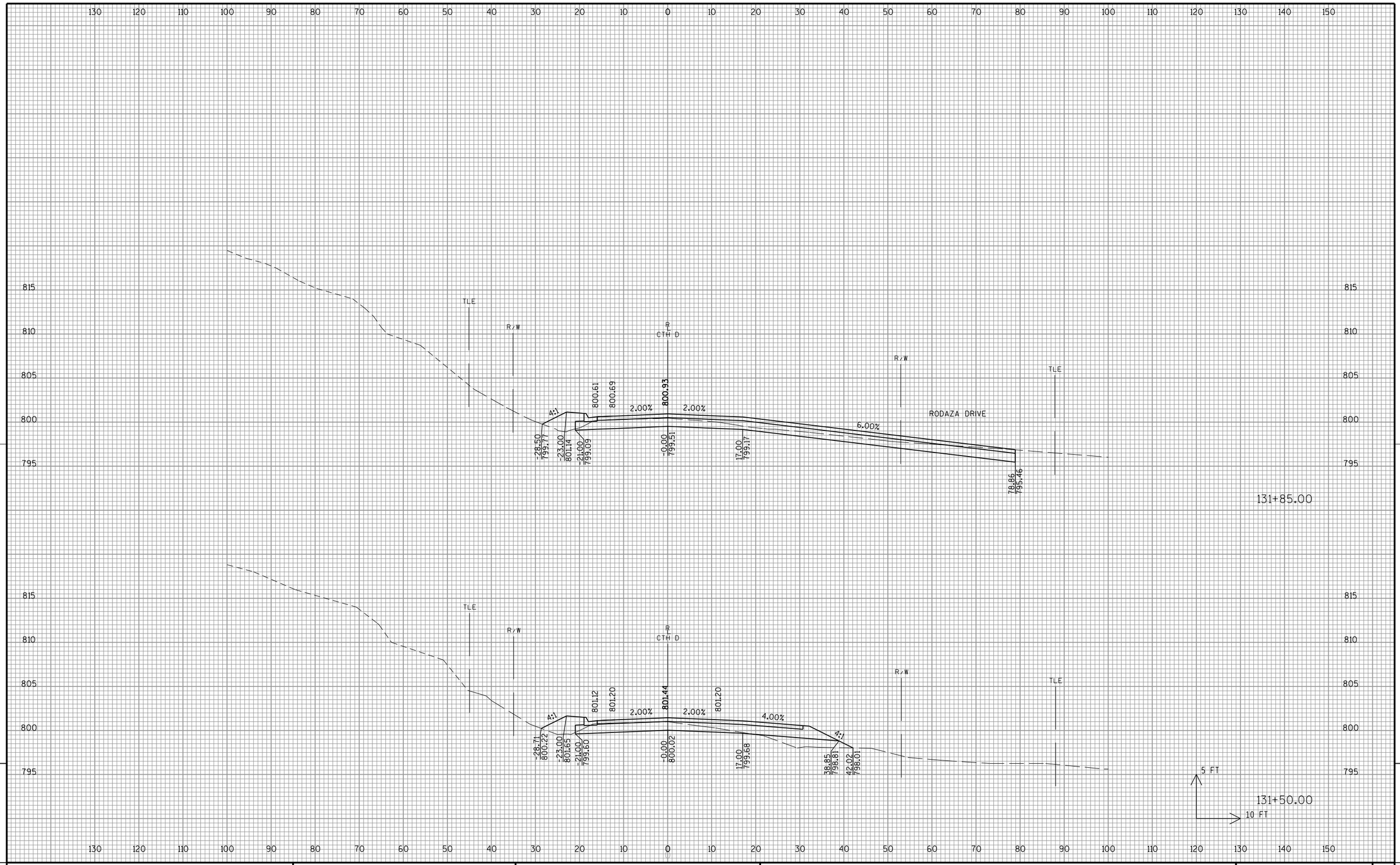
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 254	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 255	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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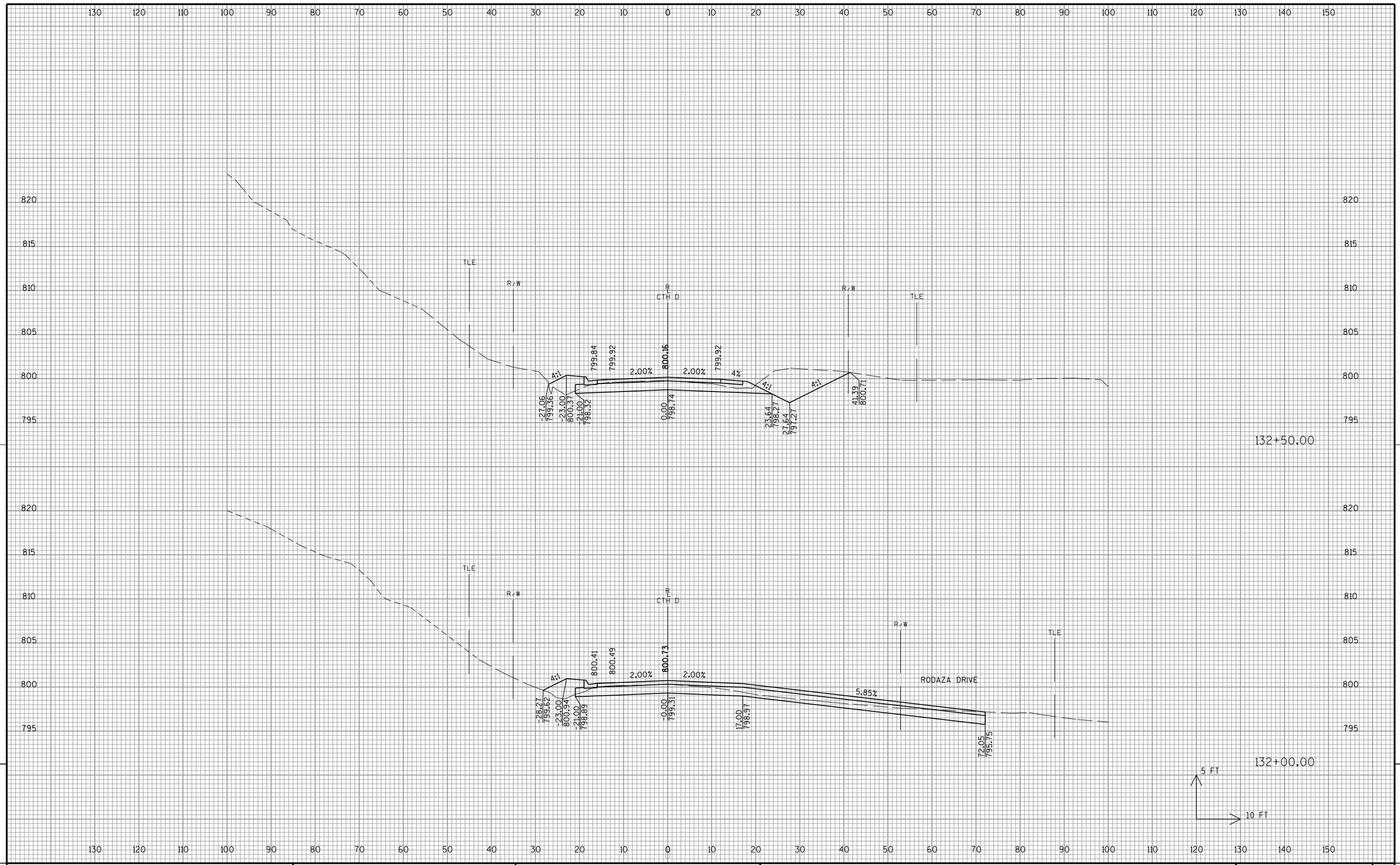
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 256	E



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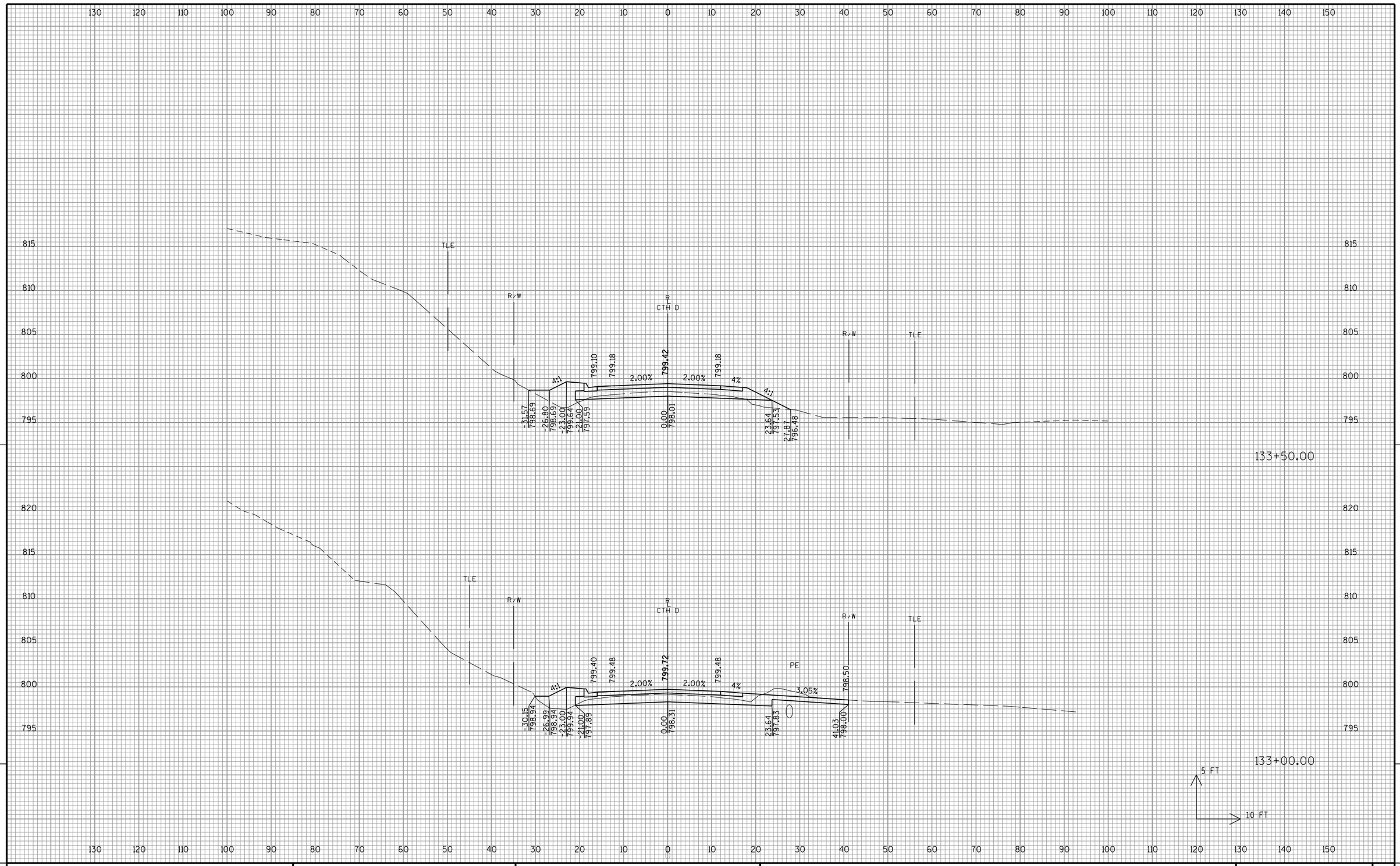
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 257	E



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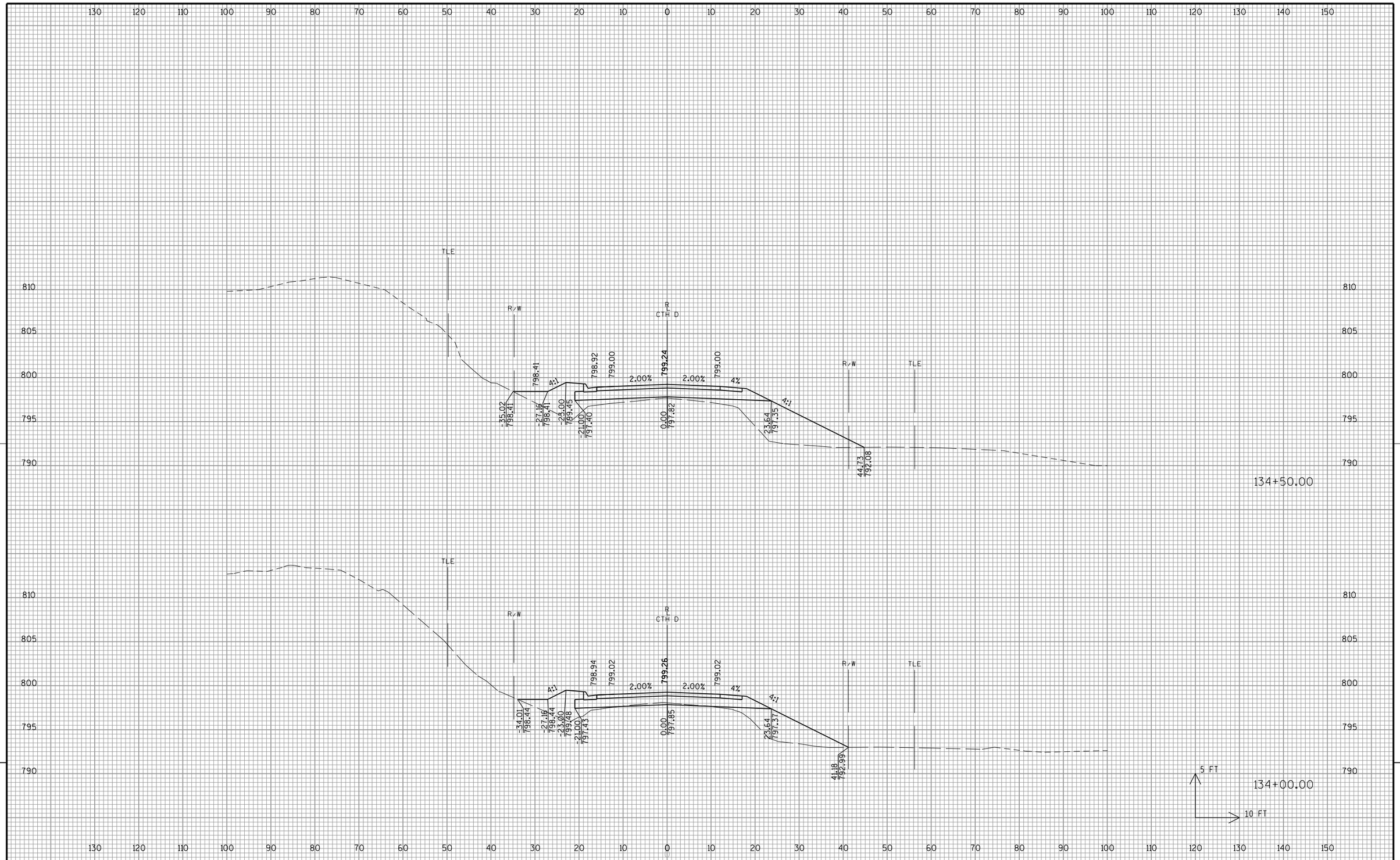
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 258	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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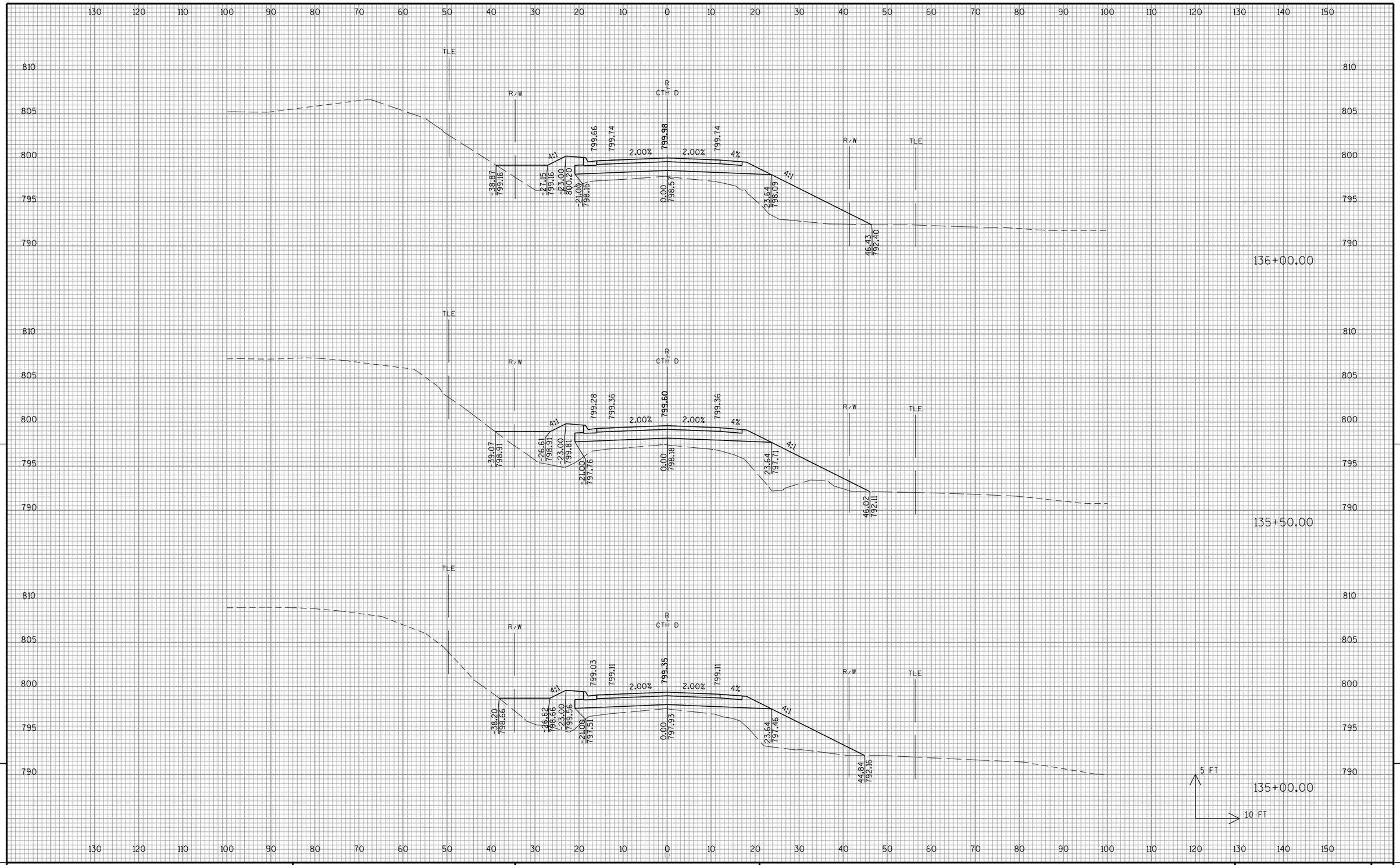
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 259	E



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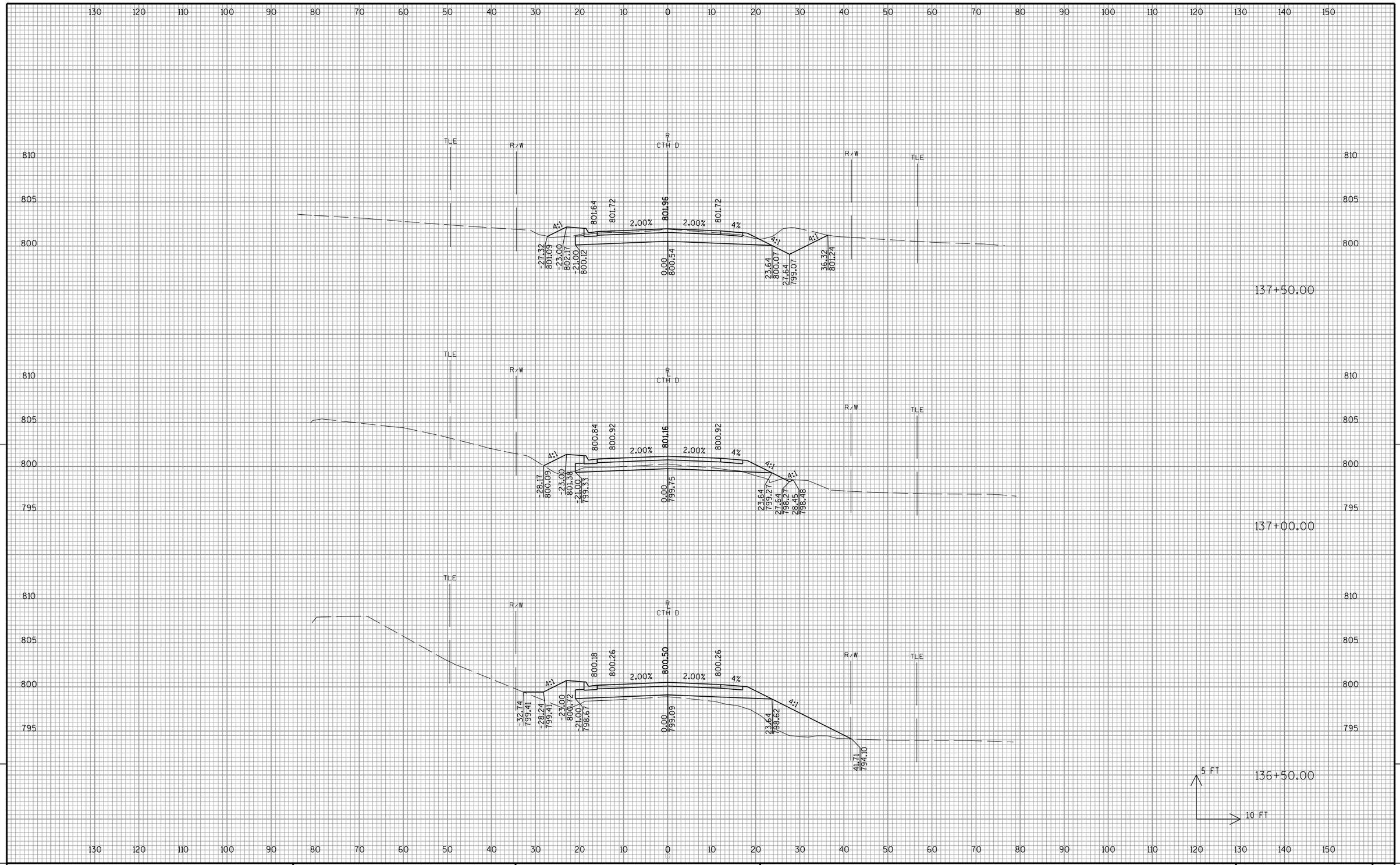
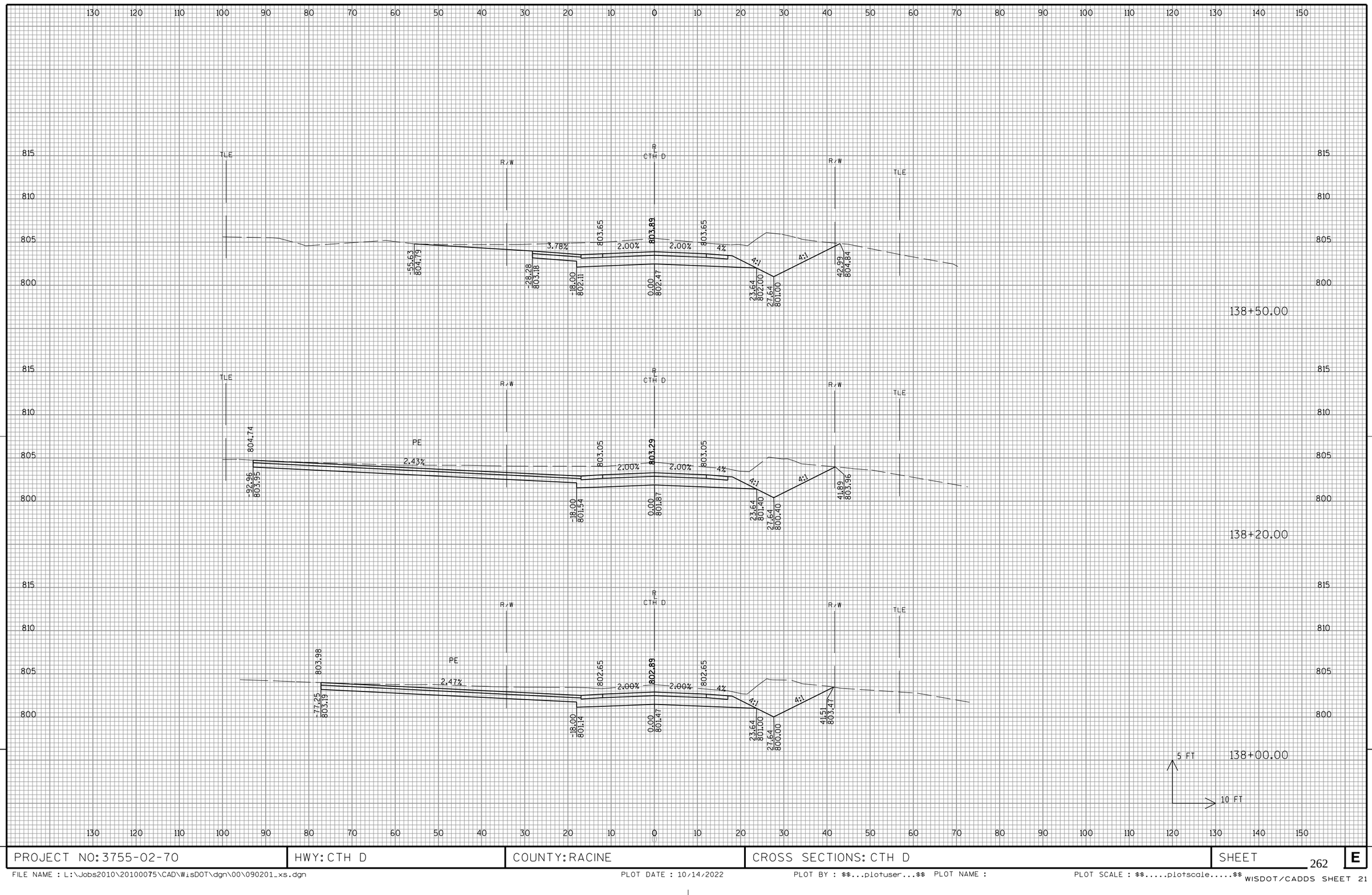
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 260	E

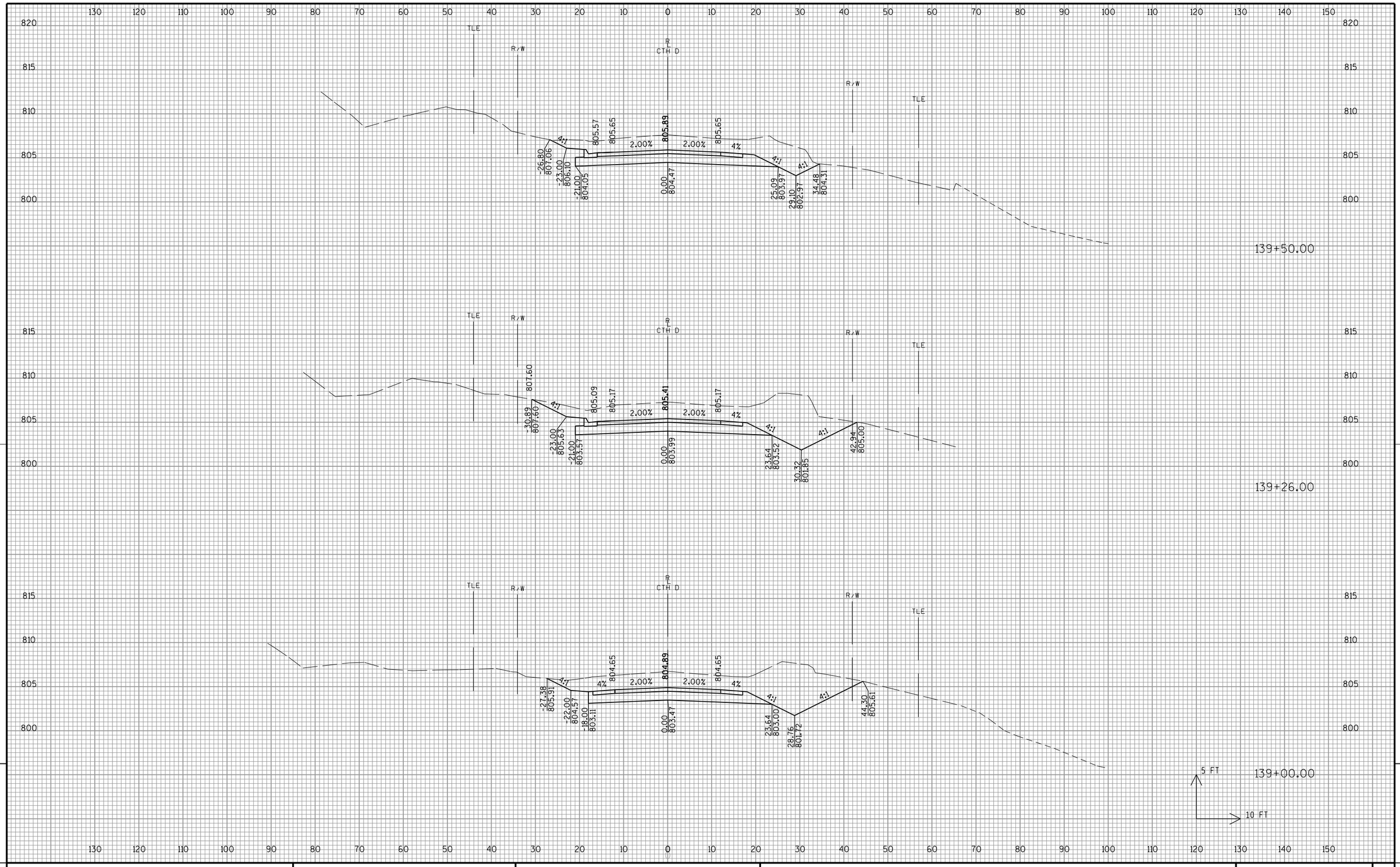


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 261	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 262	E



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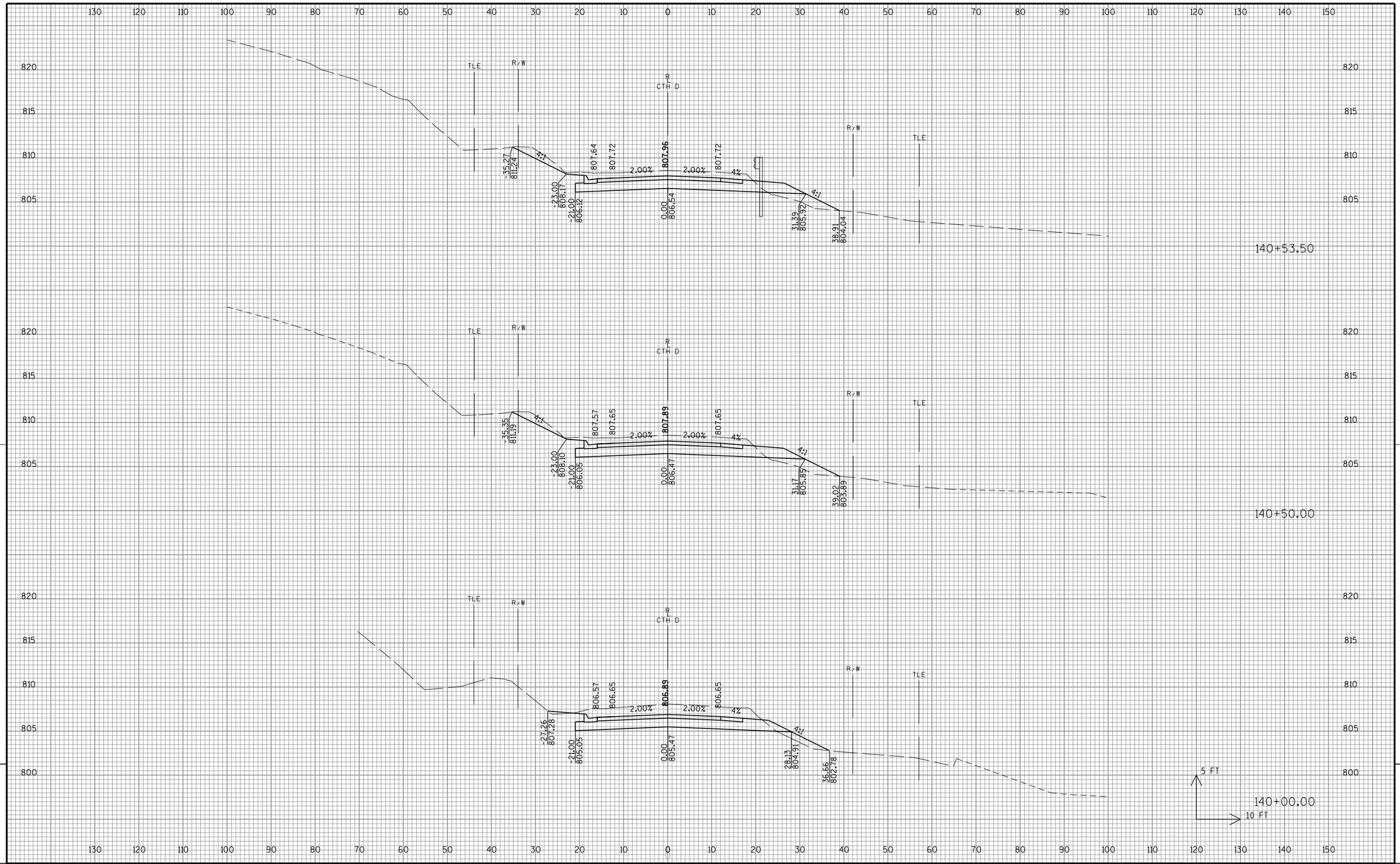
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 263	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 264	E

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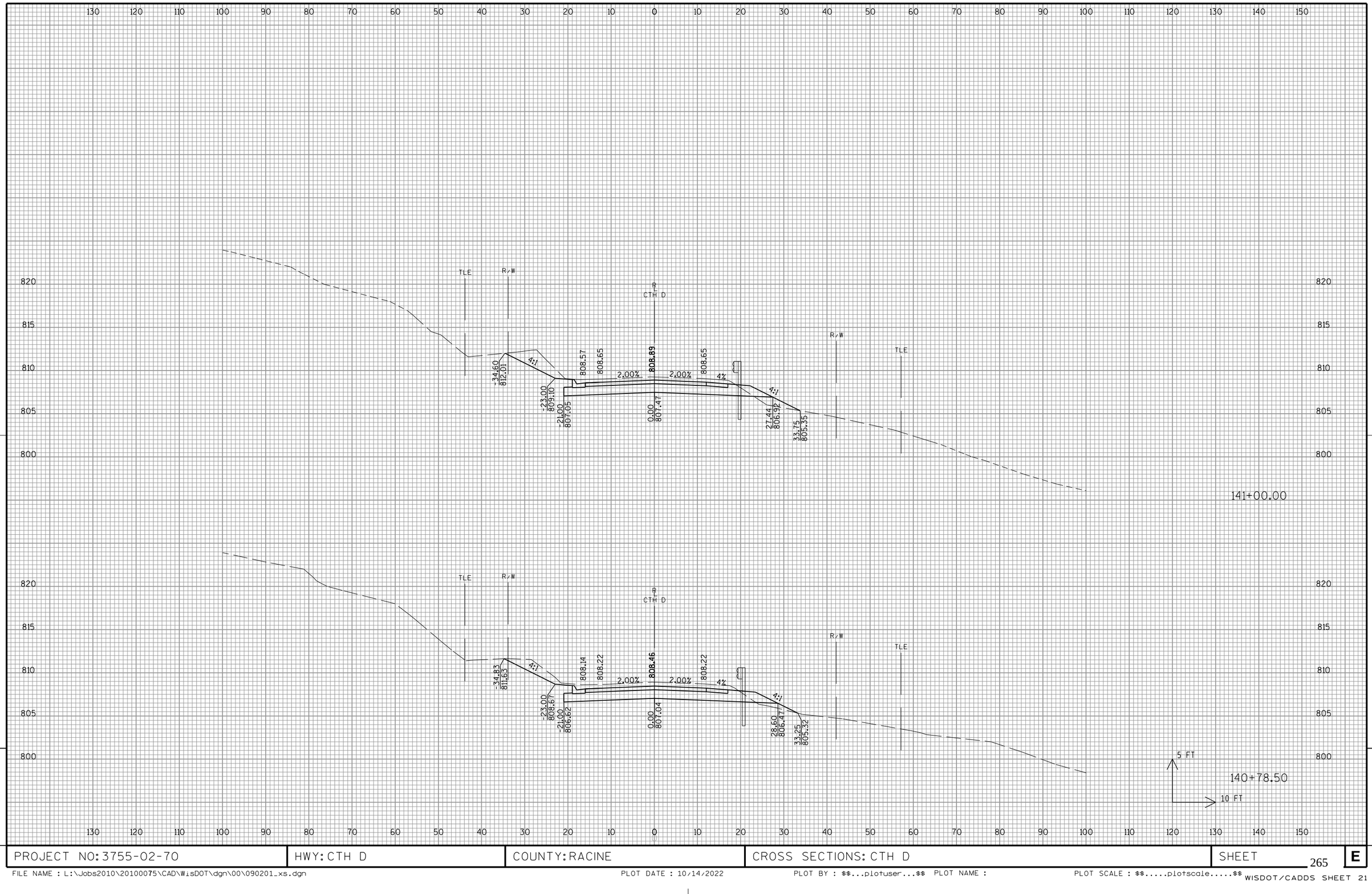

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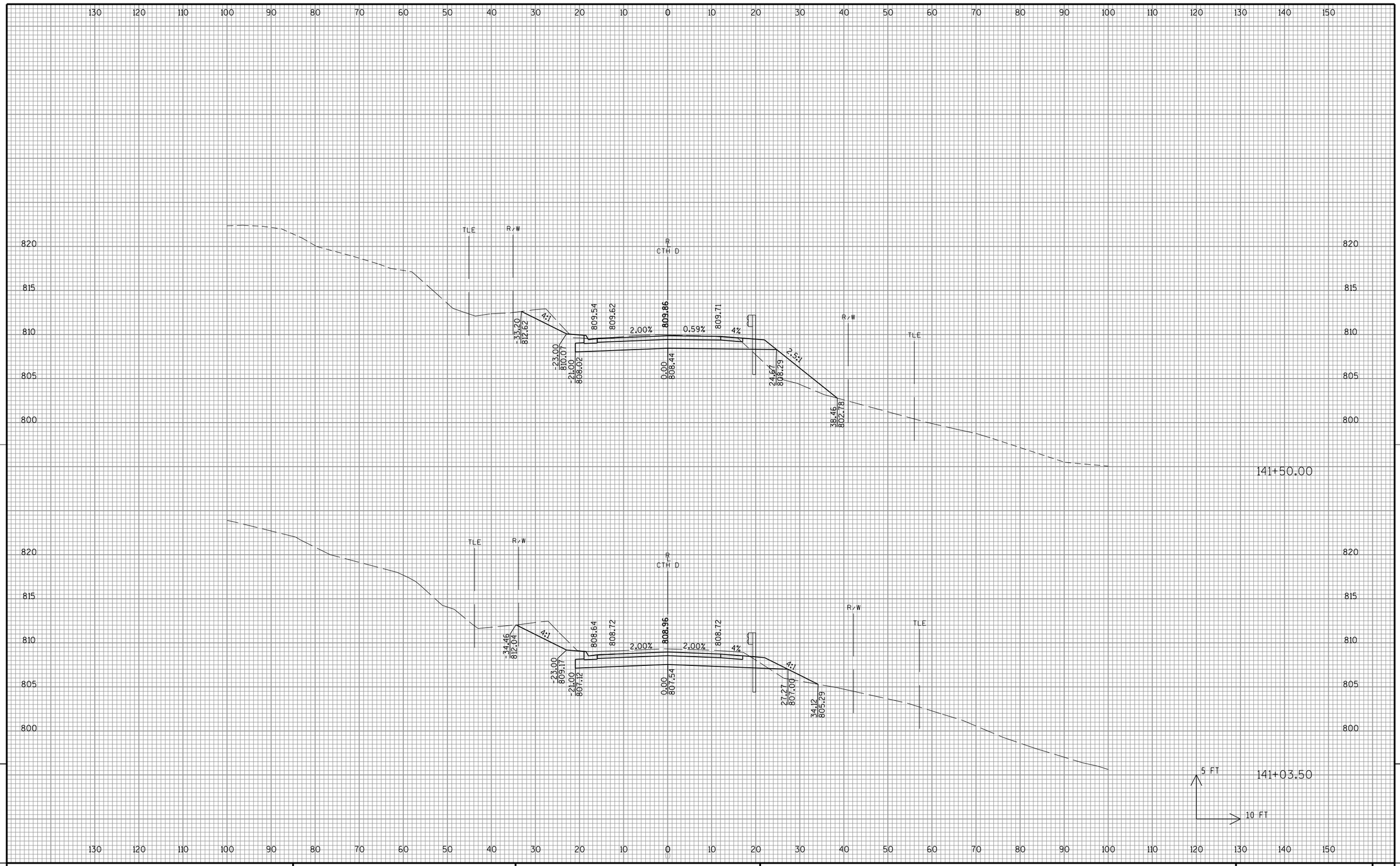
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 265	E



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PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 266	E

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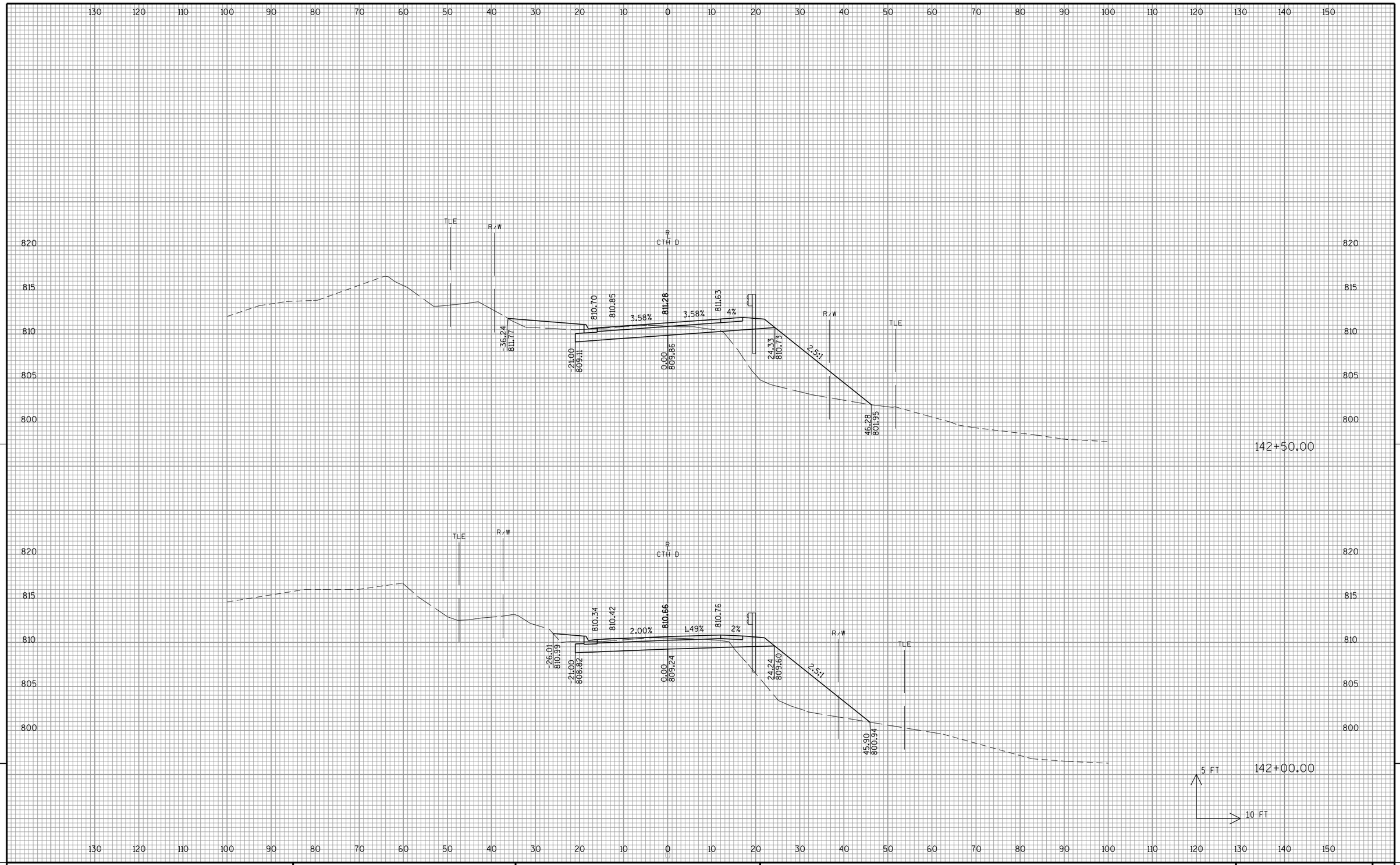

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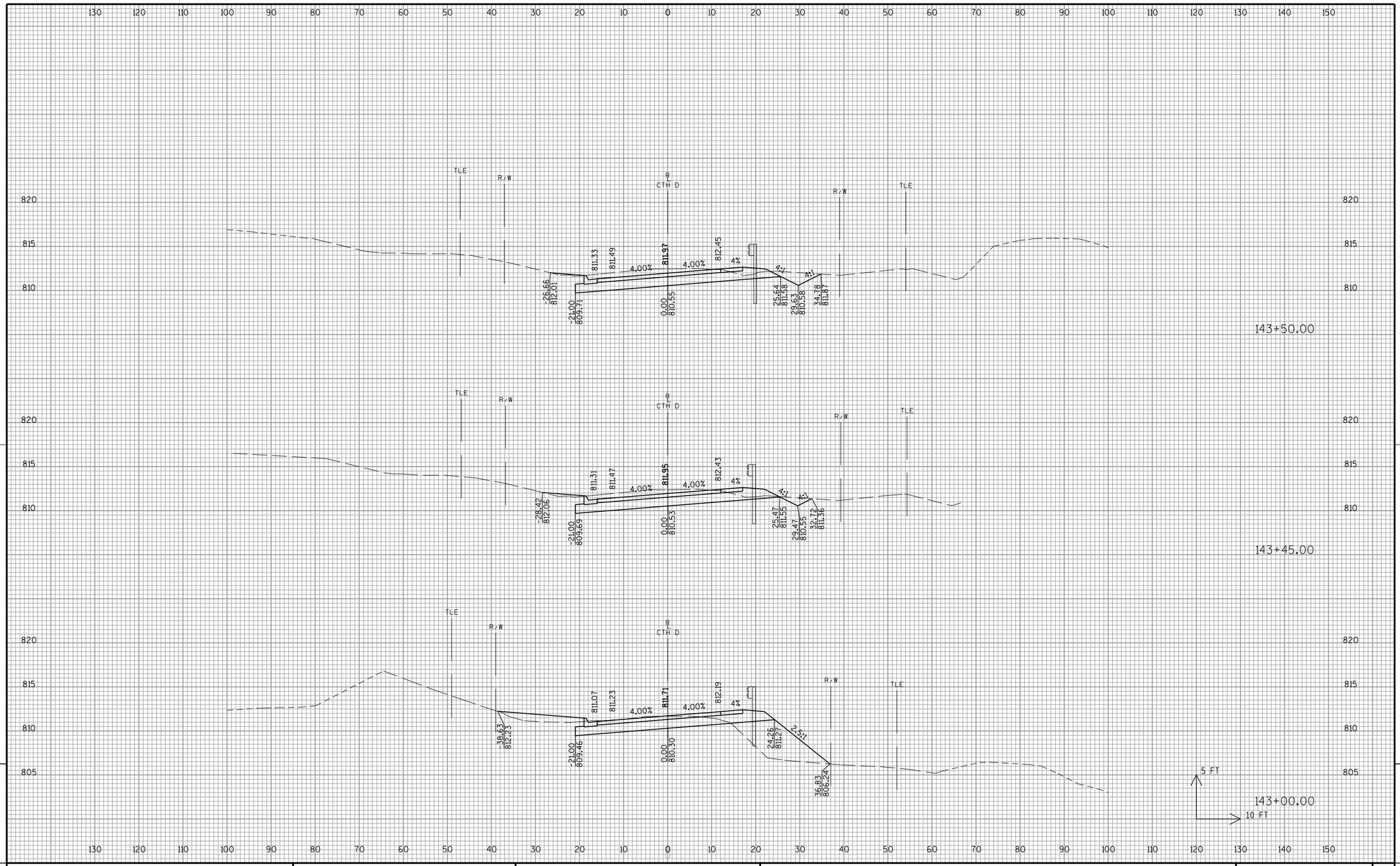
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 267	E



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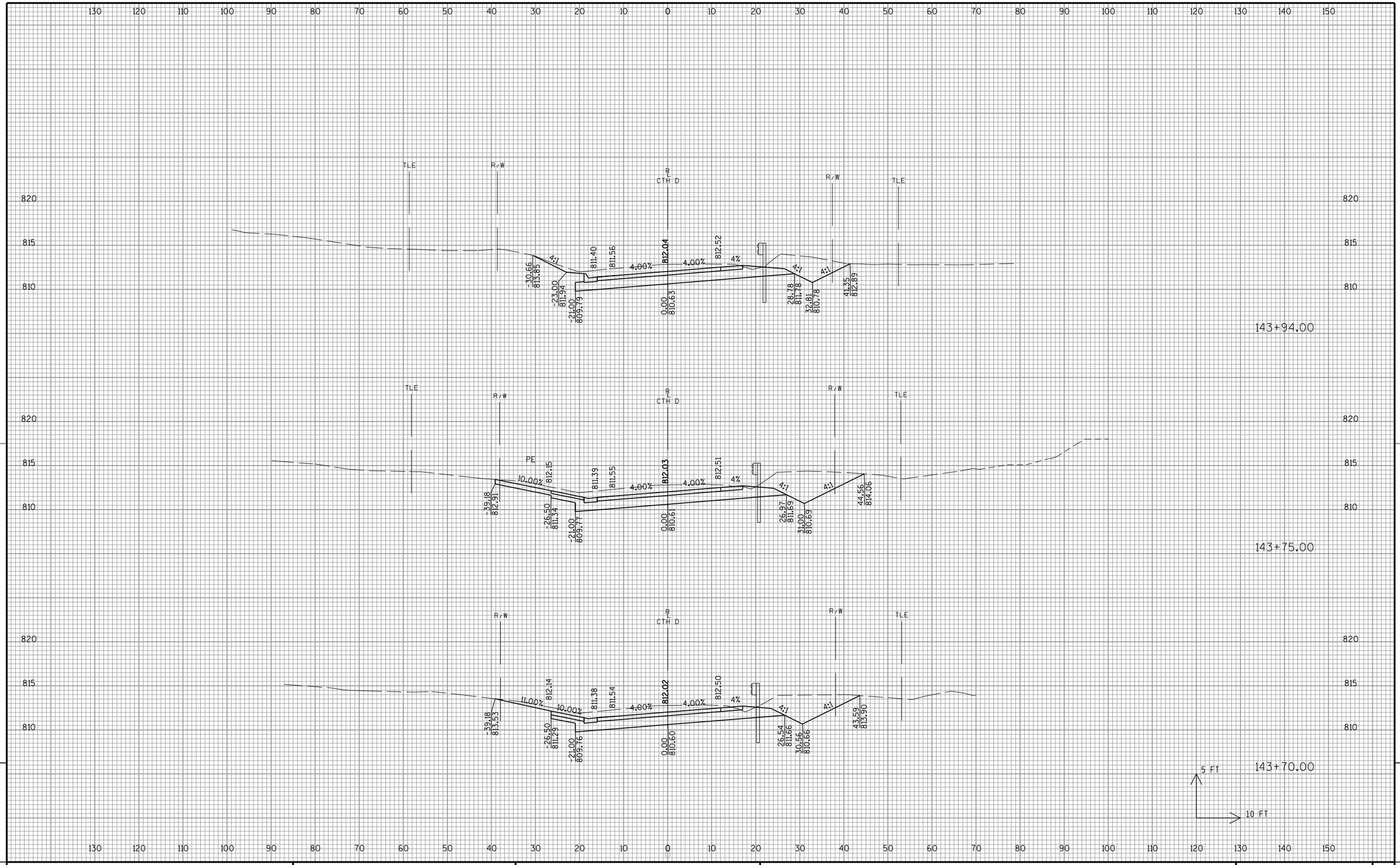
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 268	E



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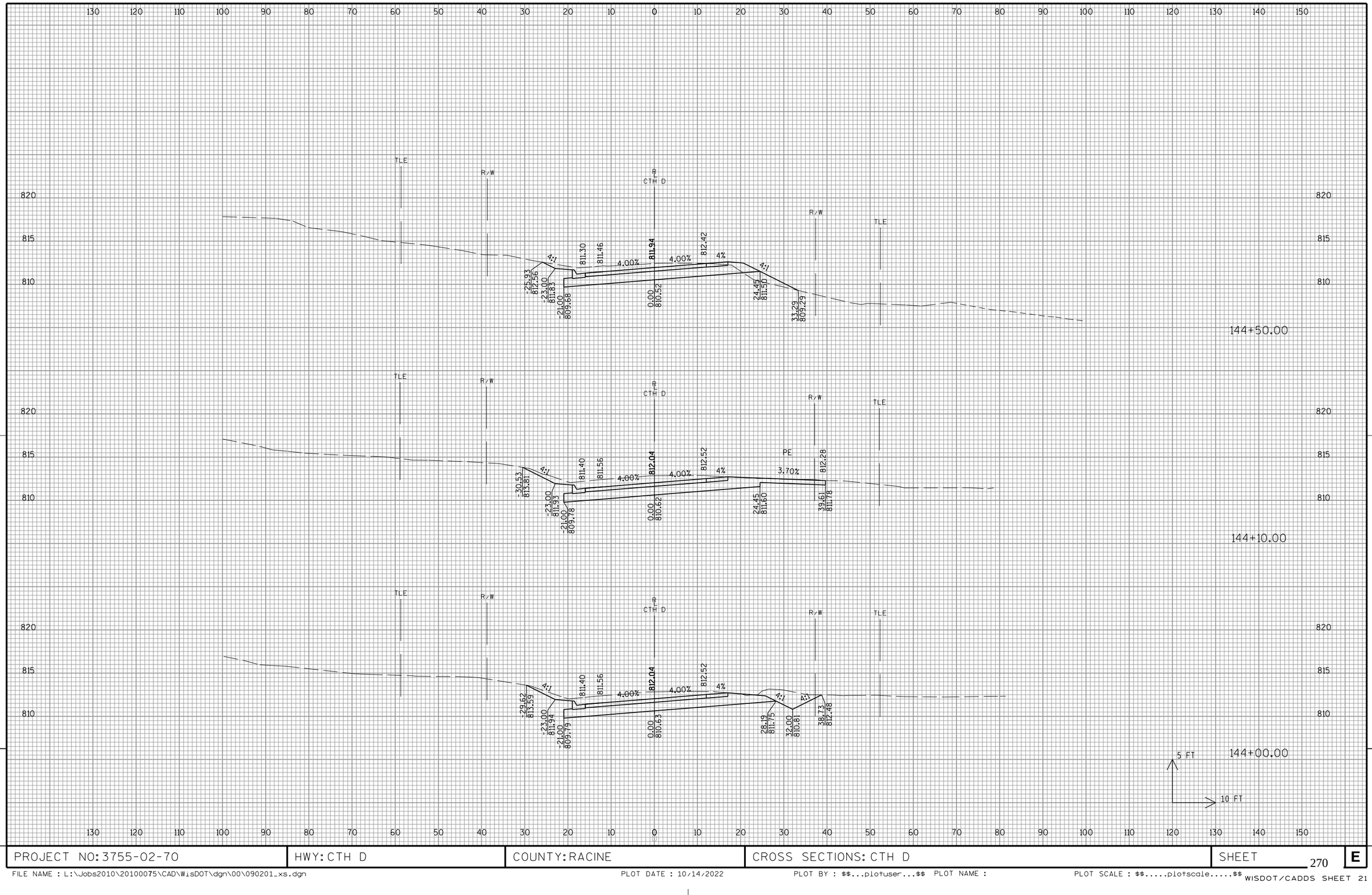
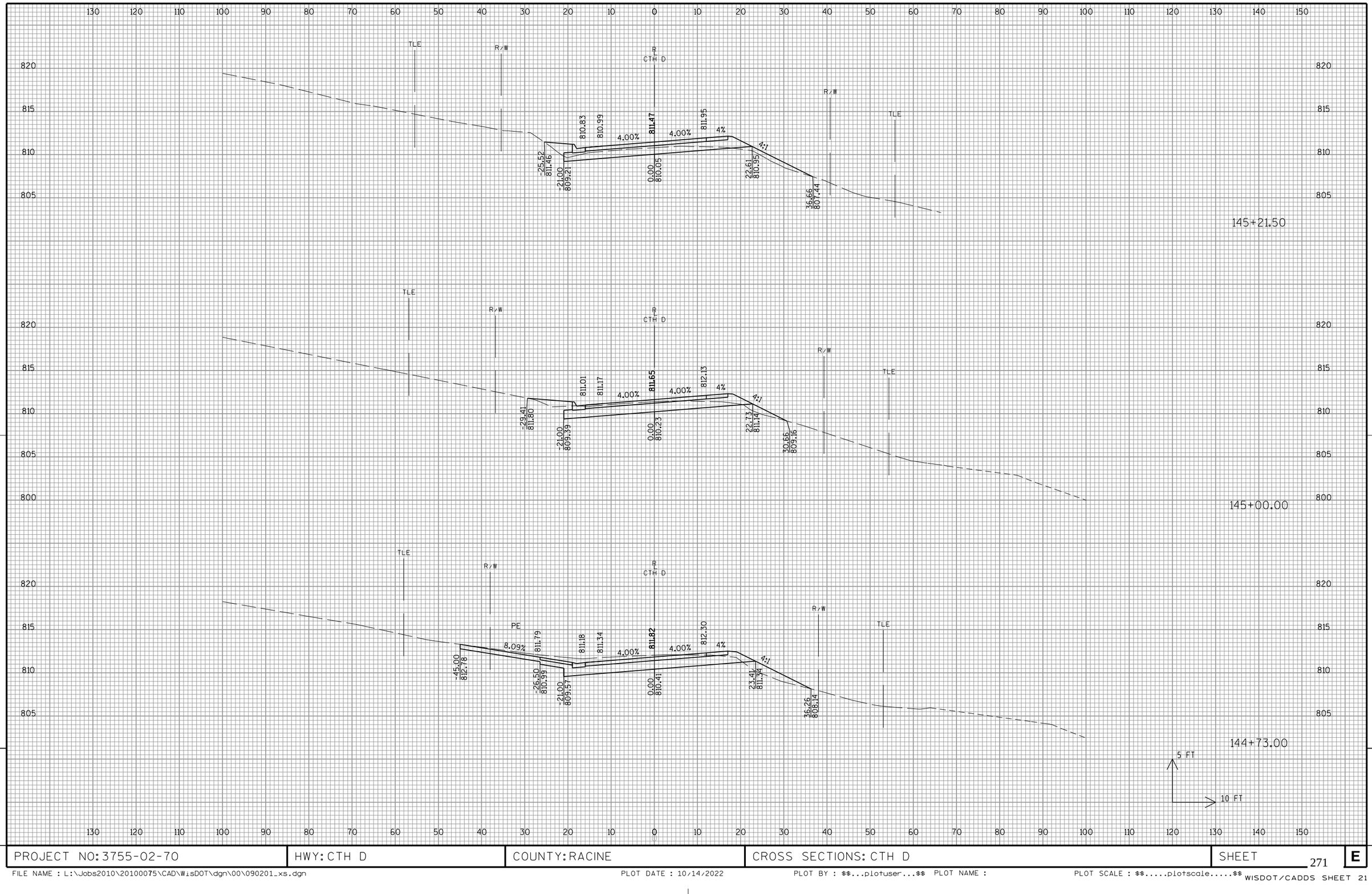
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 269	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 270	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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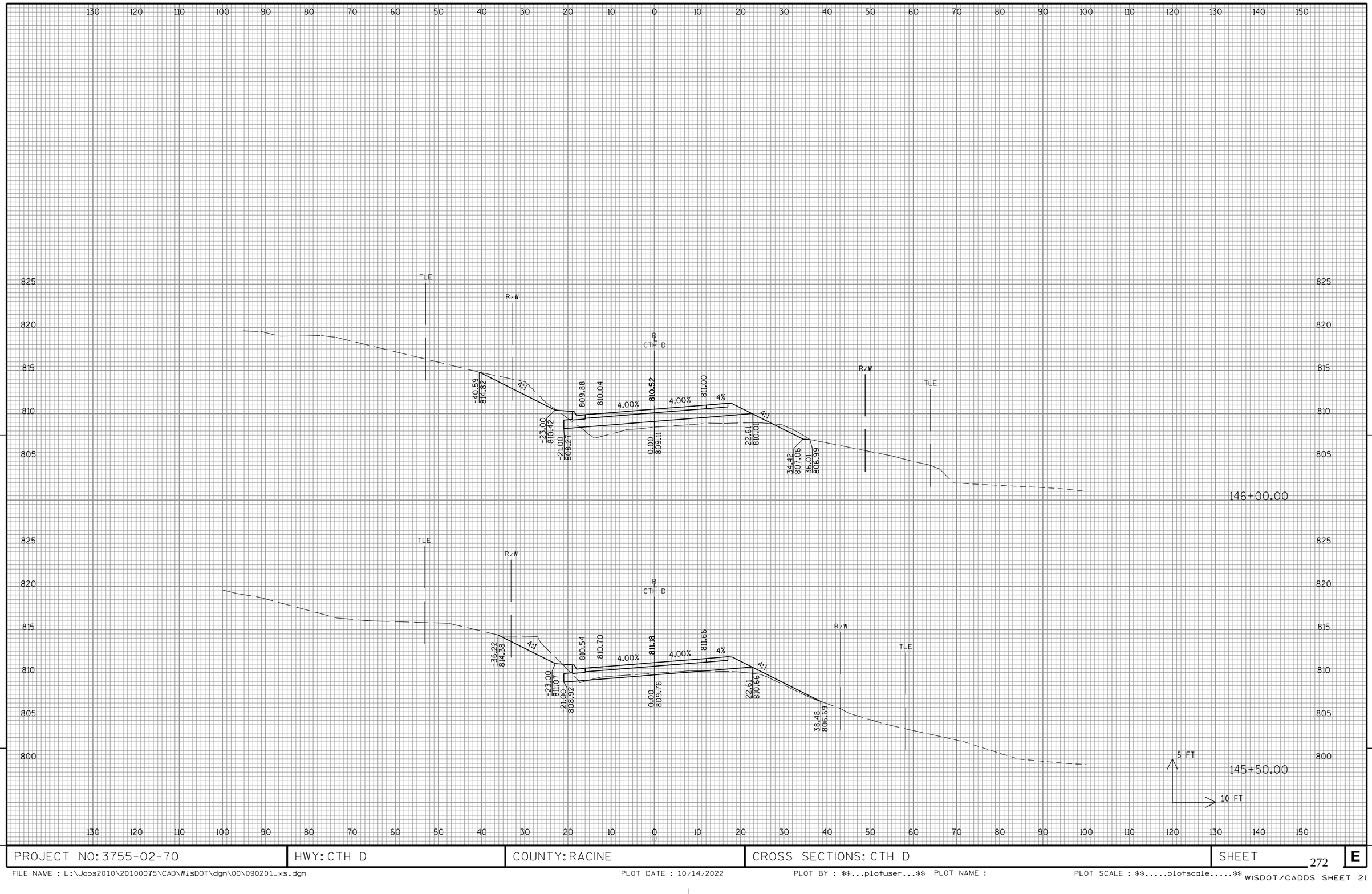
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 271	E



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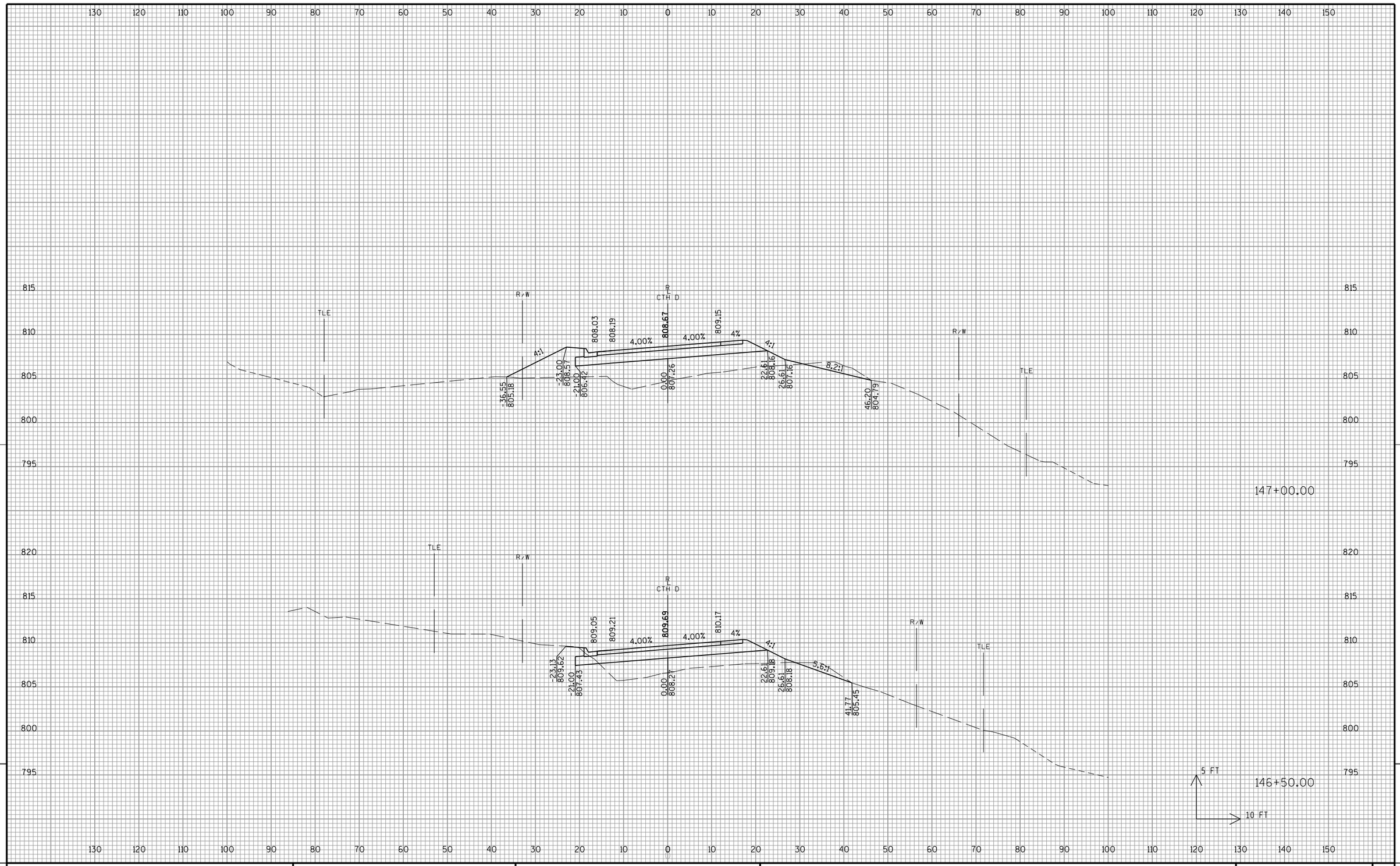
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 272	E



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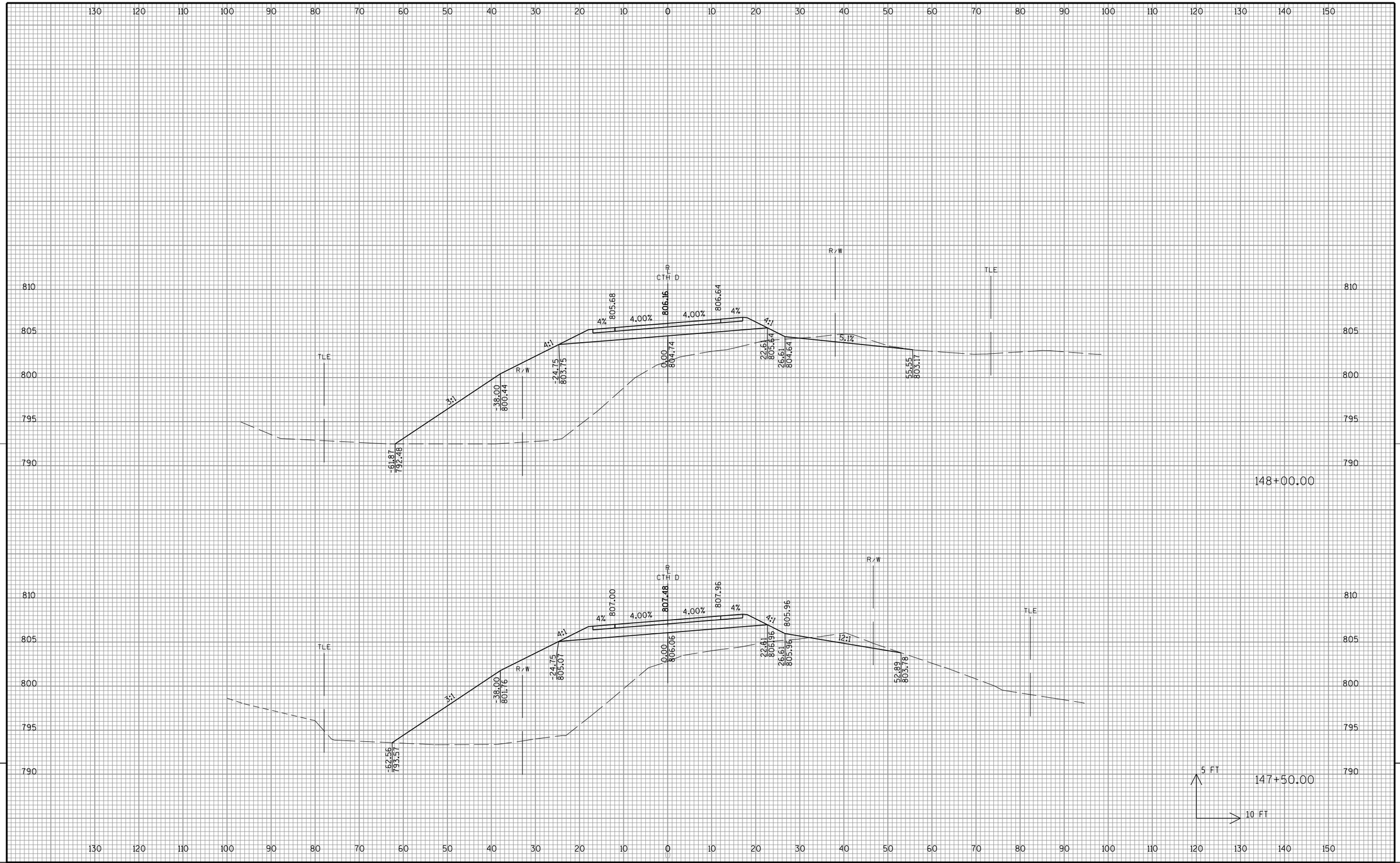
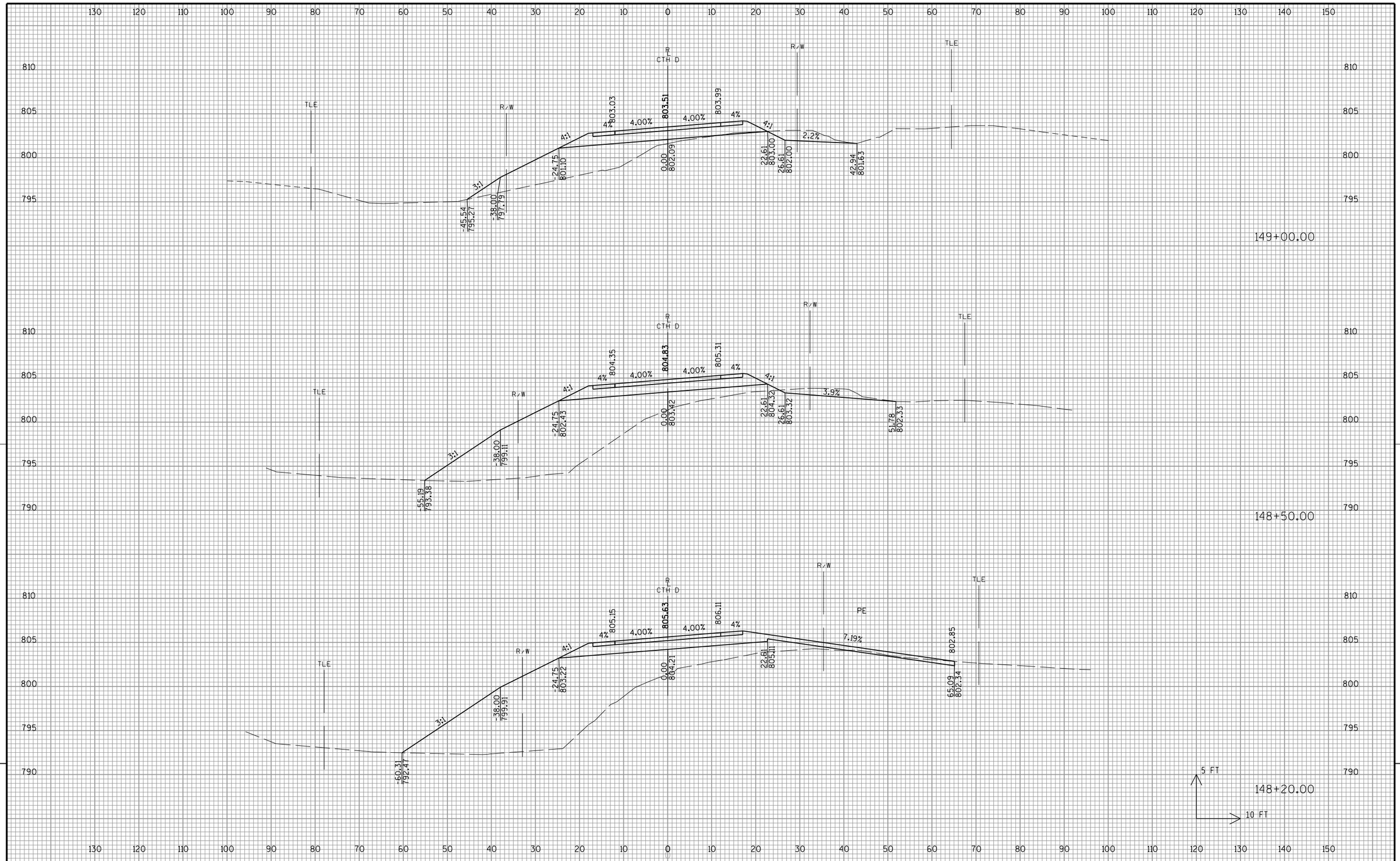
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 273	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 274	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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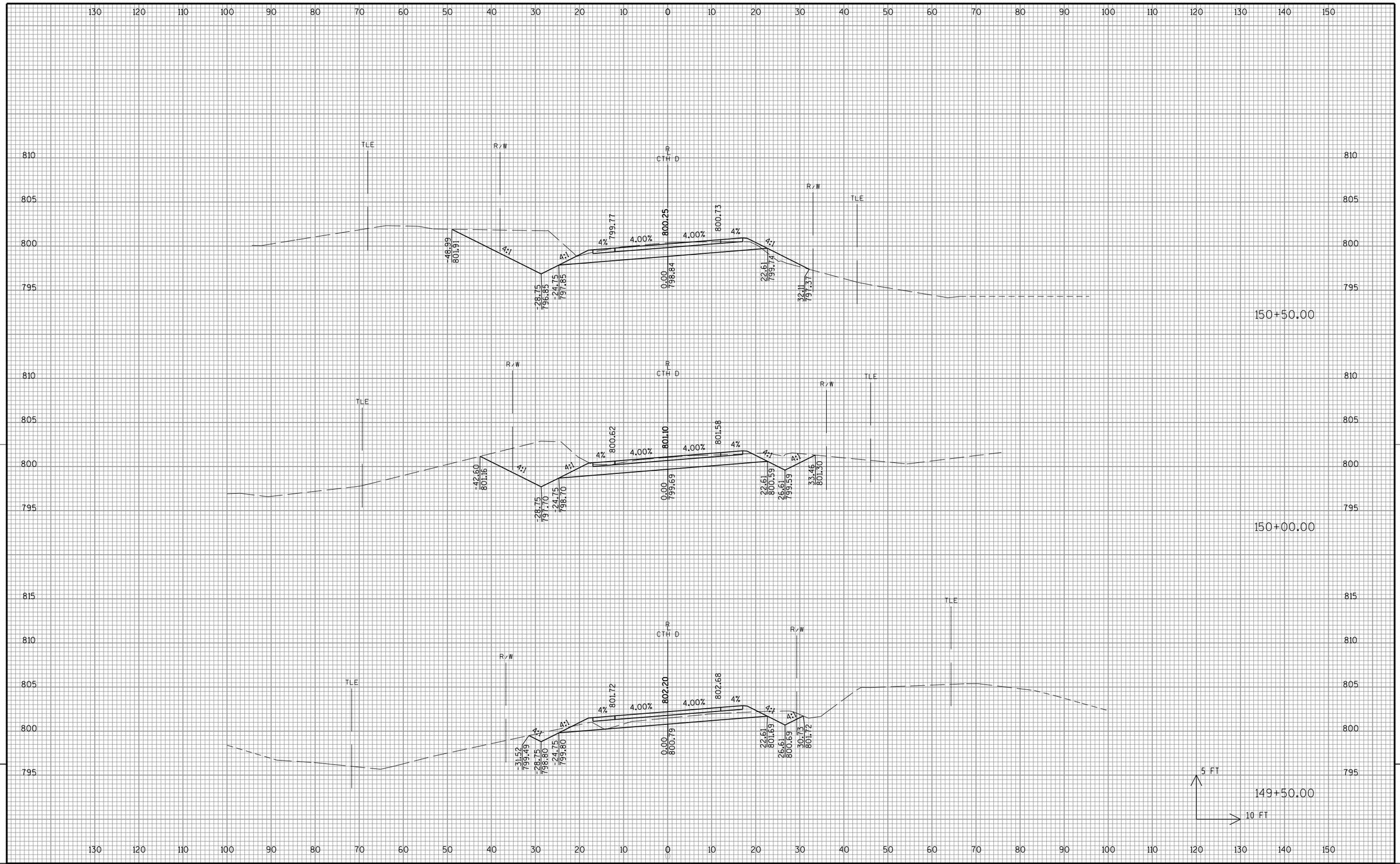
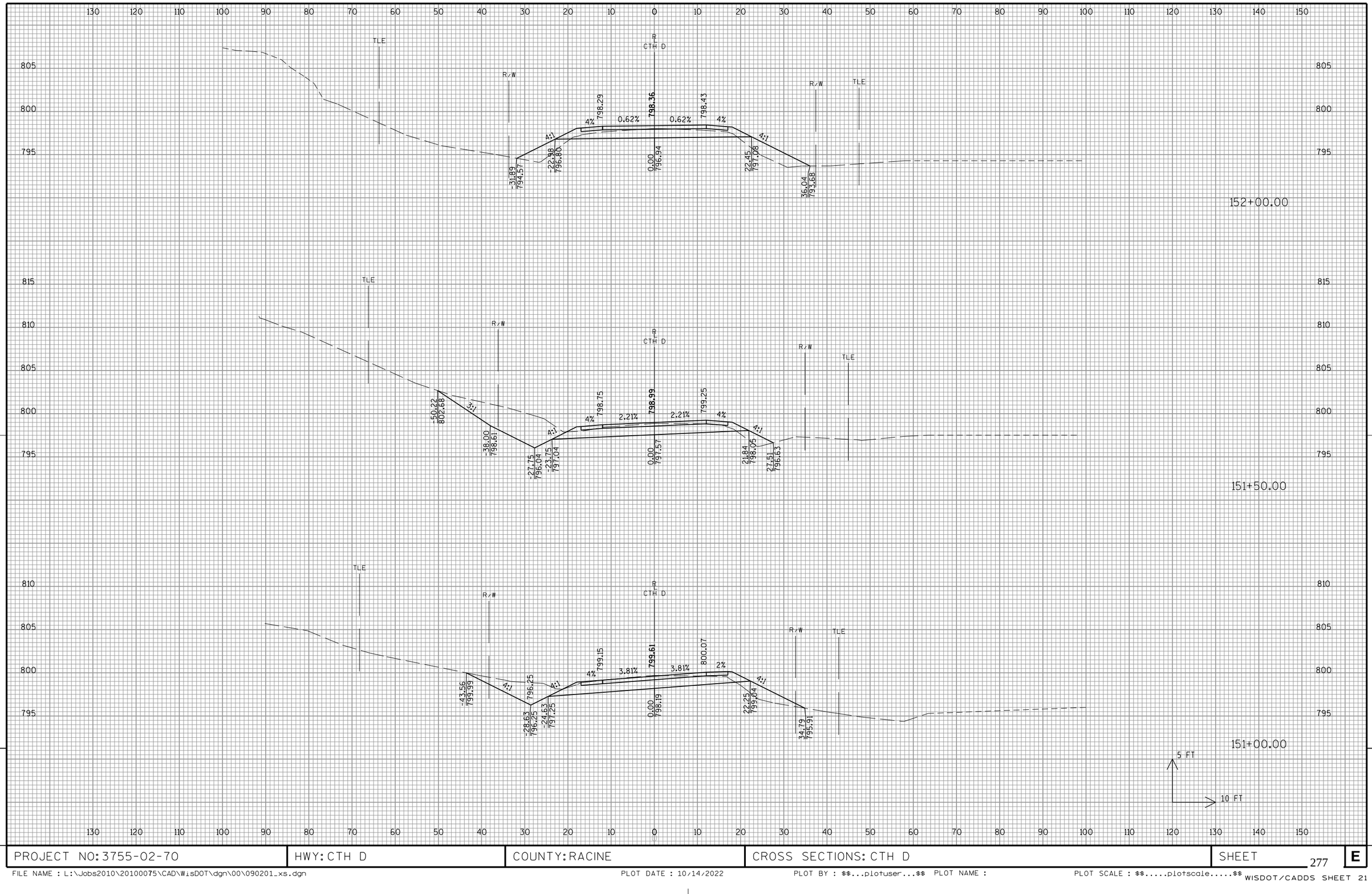
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 275	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 276	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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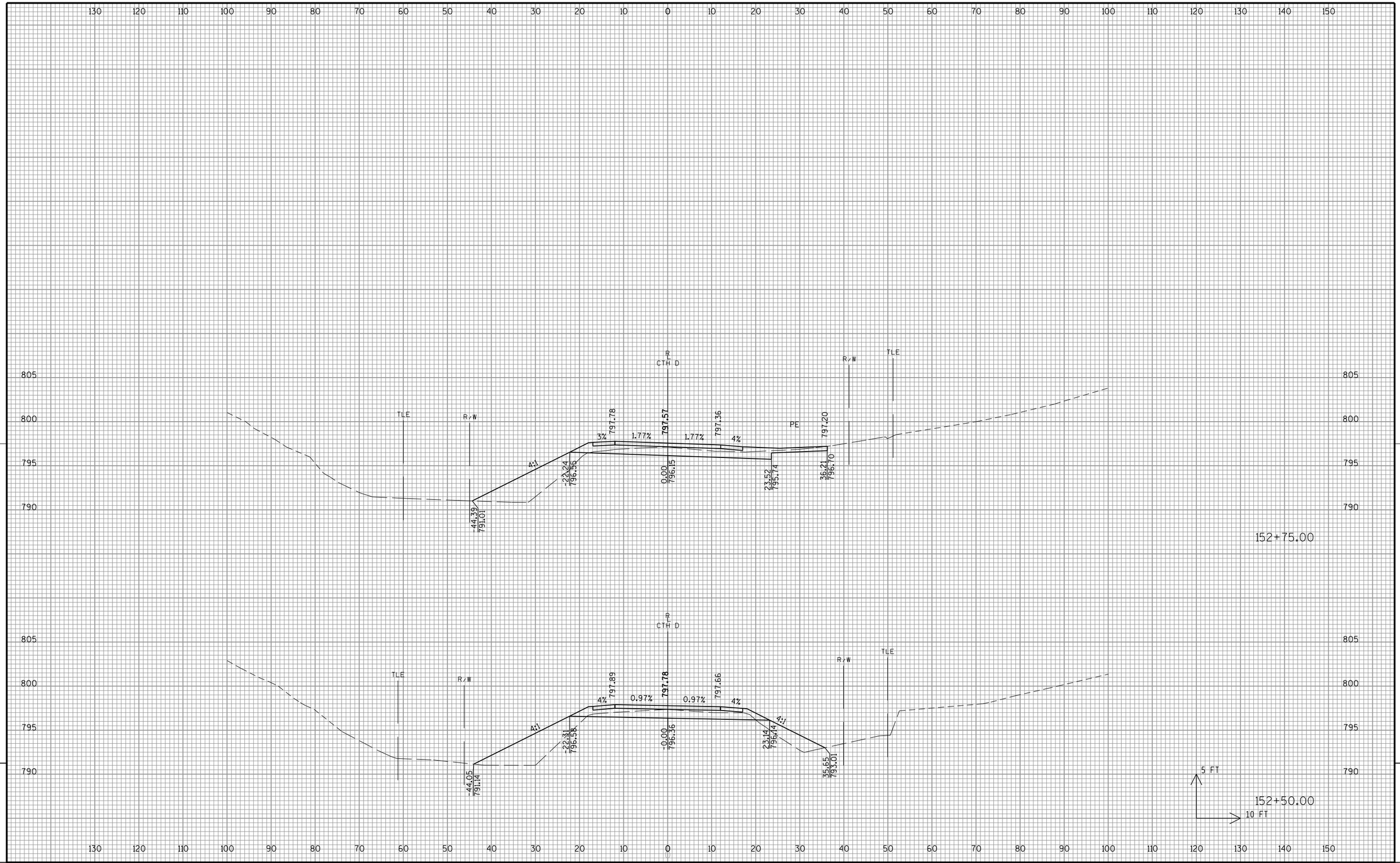
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 277	E



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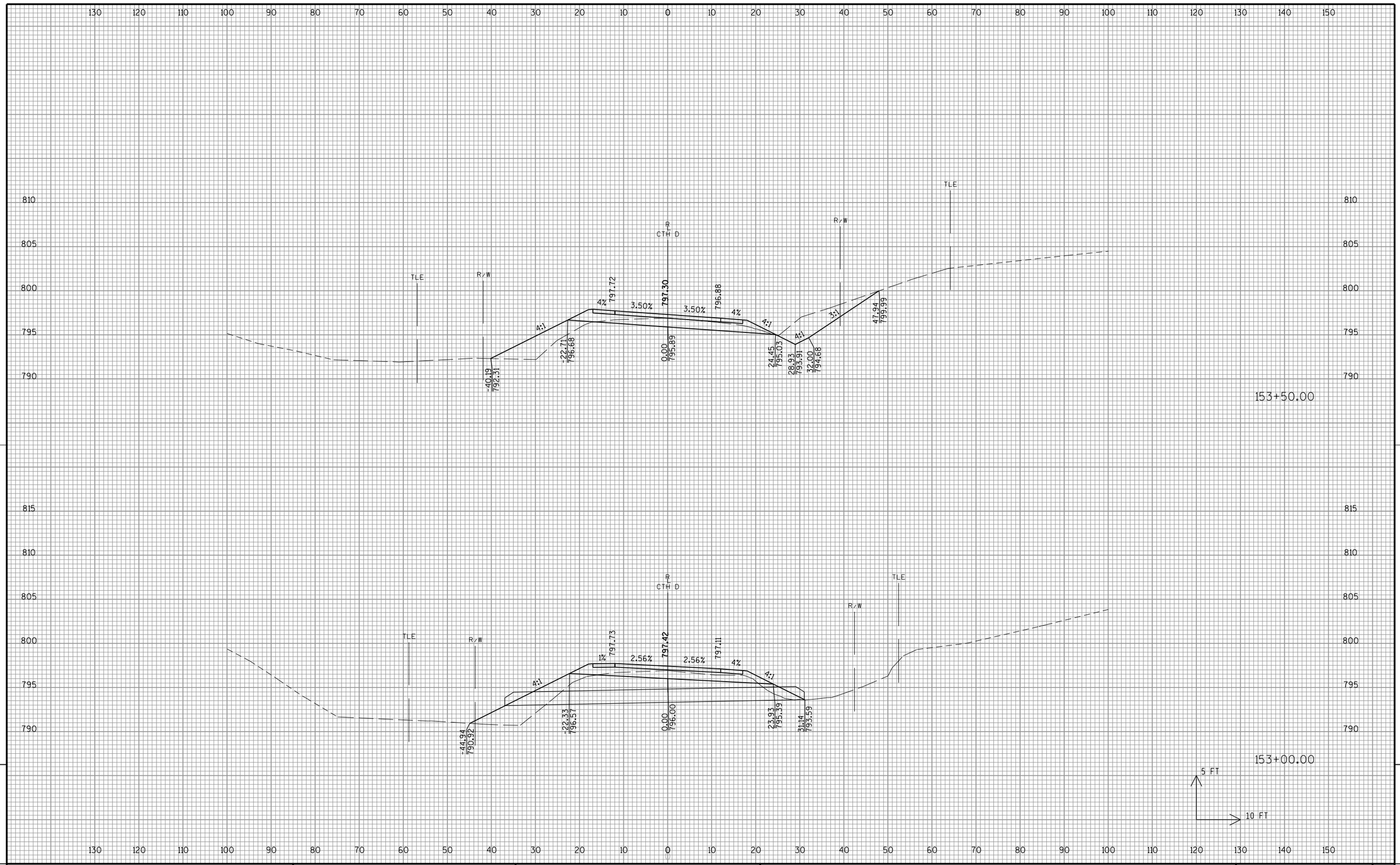
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 278	E



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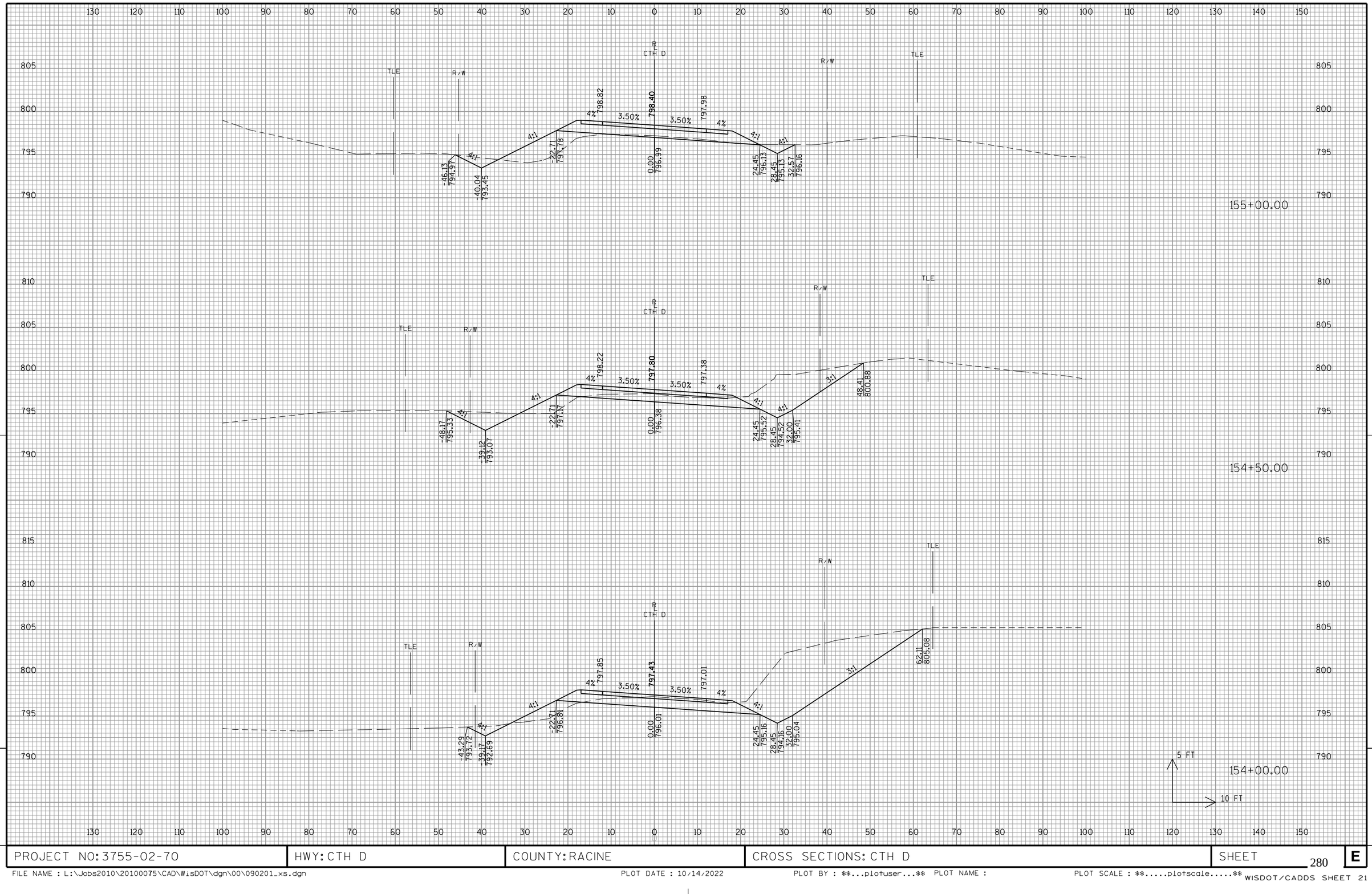
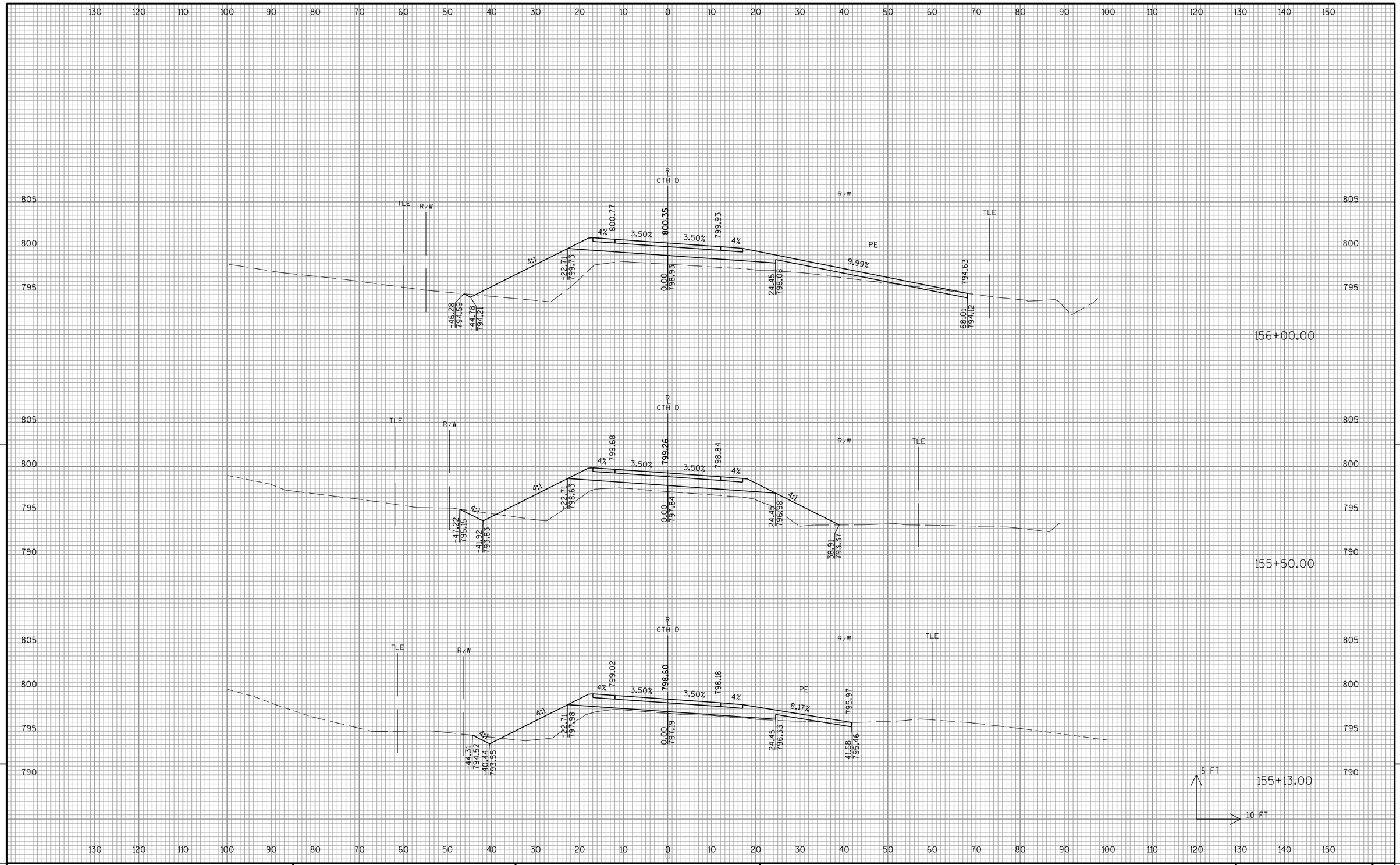
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 279	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 280	E



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PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 281	E

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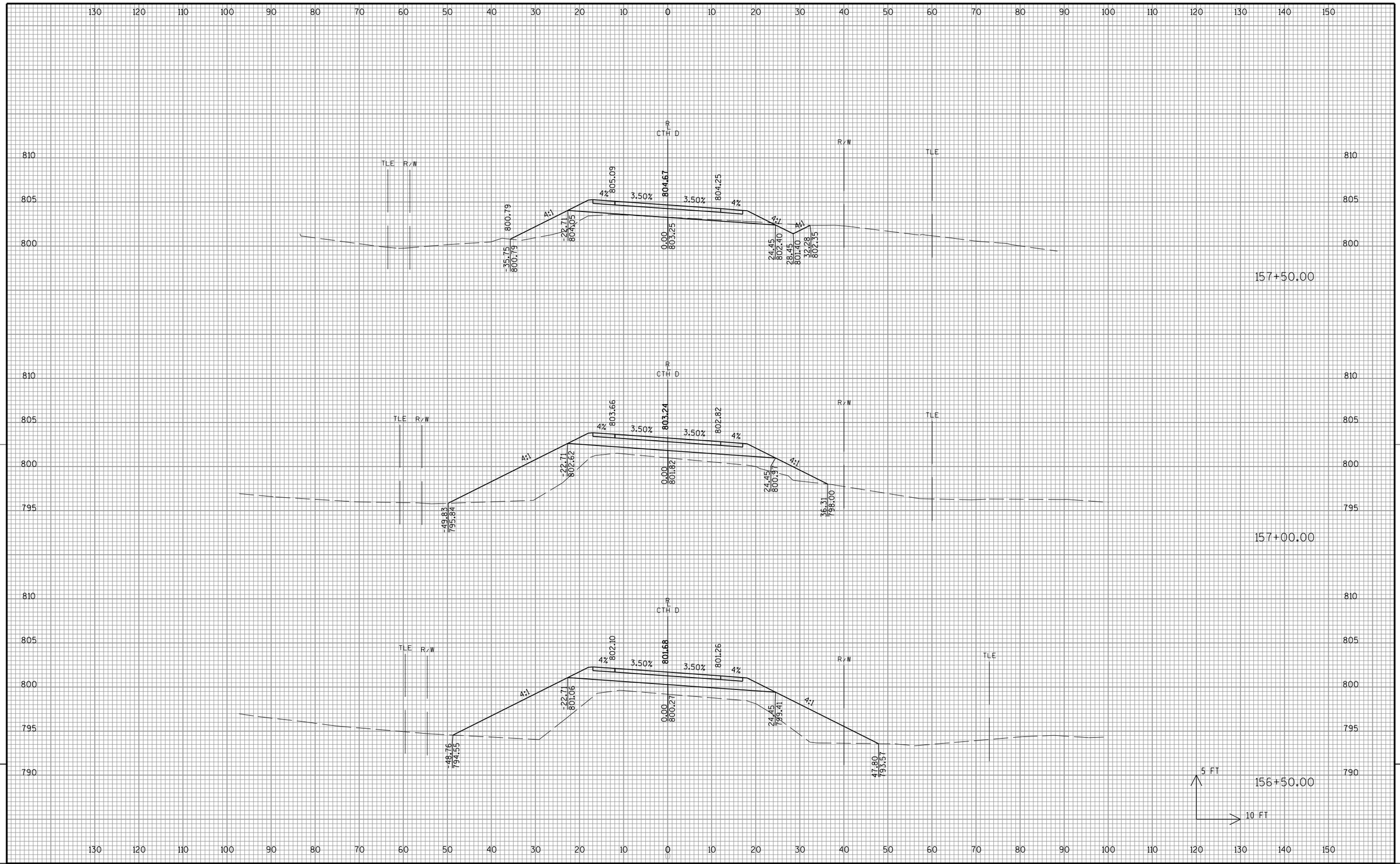

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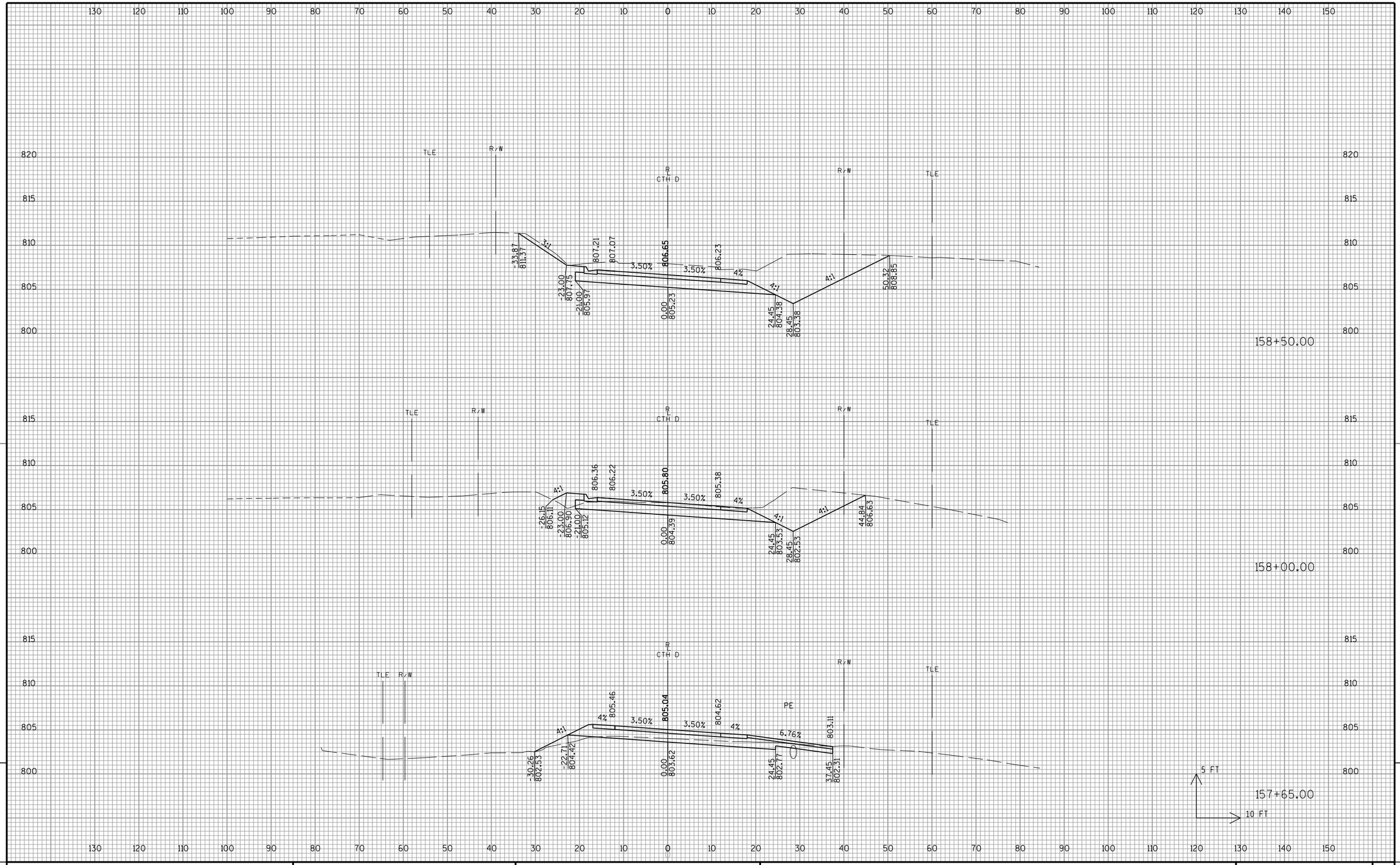
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 282	E



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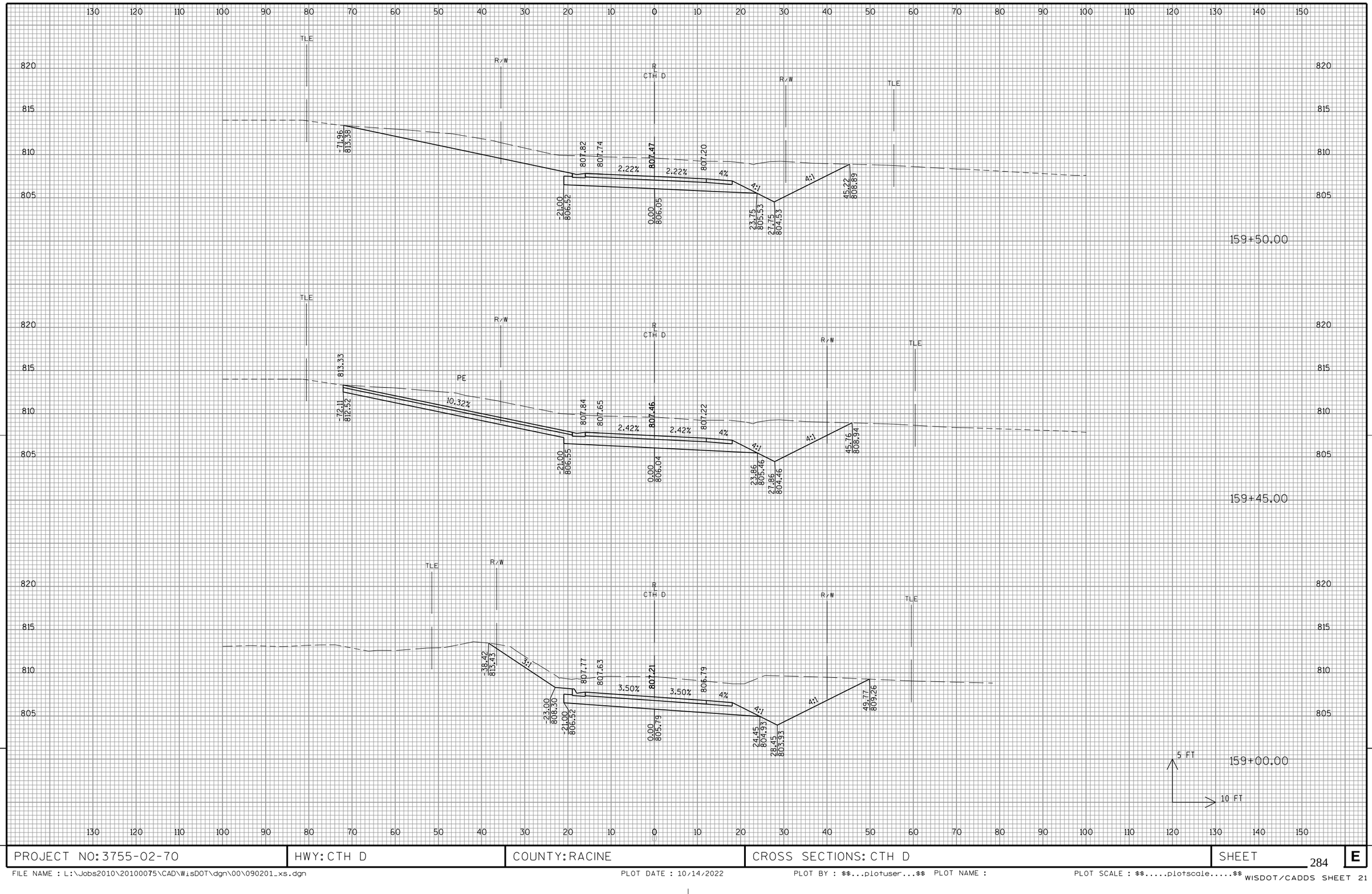
PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	CROSS SECTIONS:CTH D	SHEET 283	E



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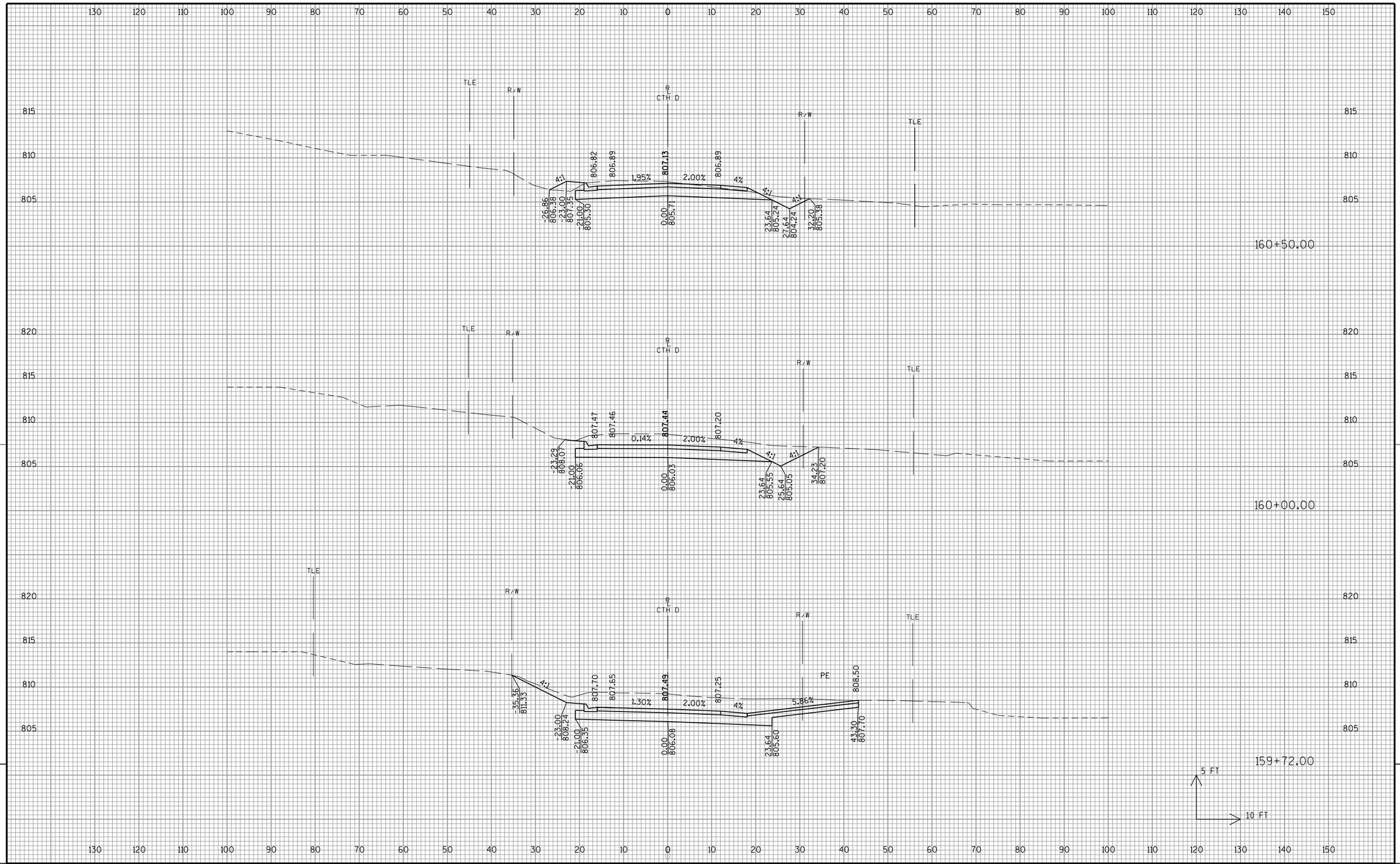
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 284	E



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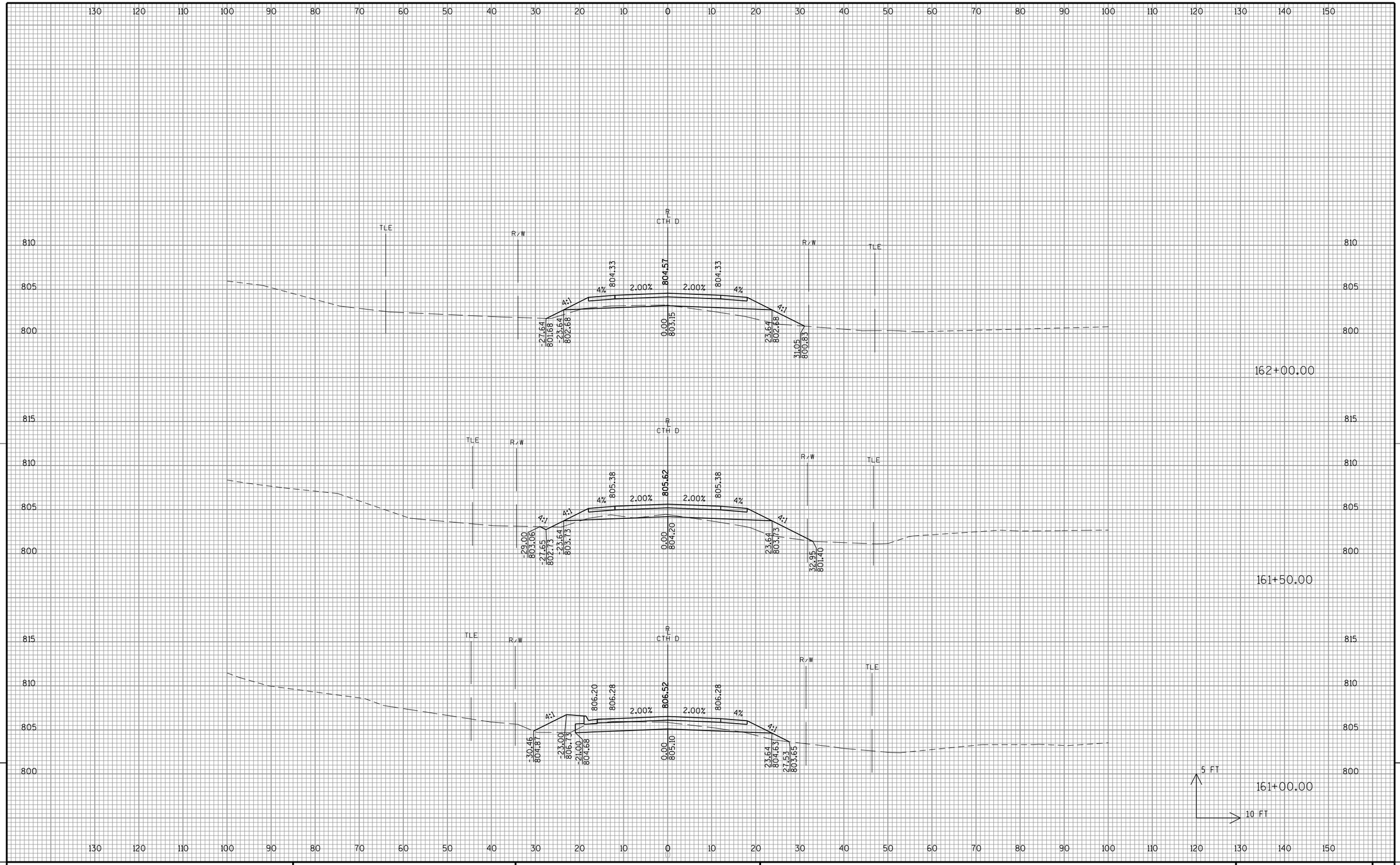
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 285	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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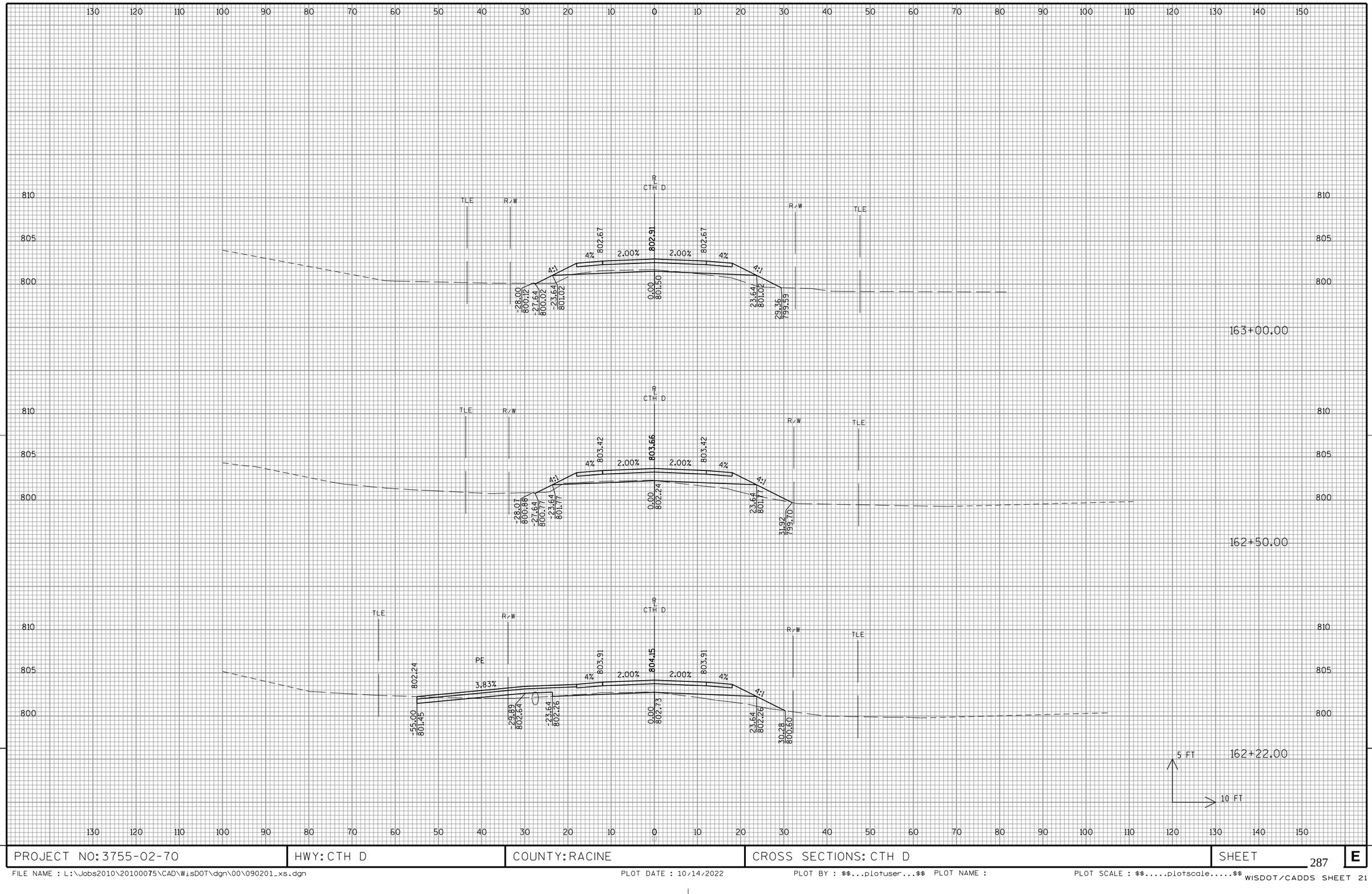
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 286	E



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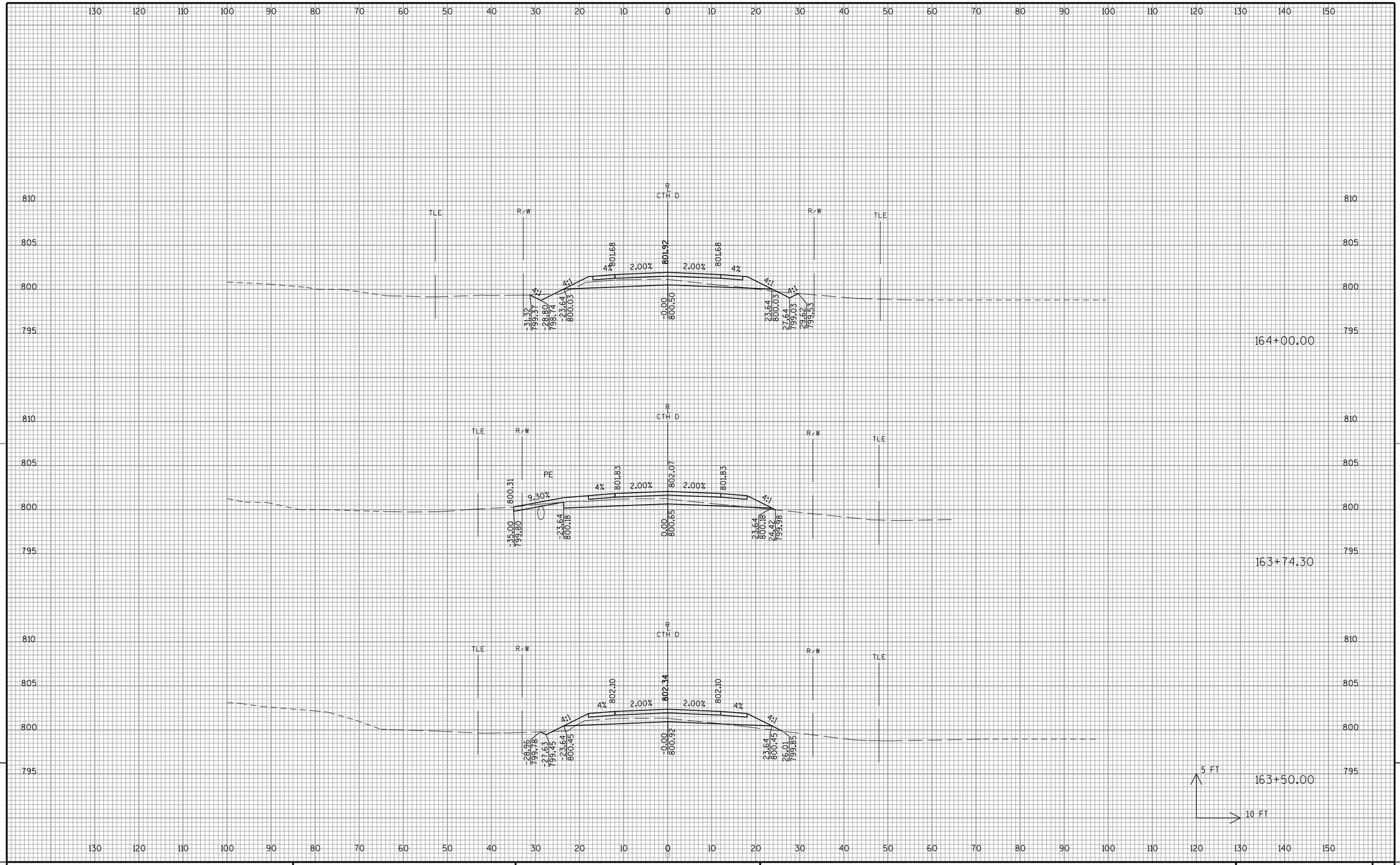
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 287	E



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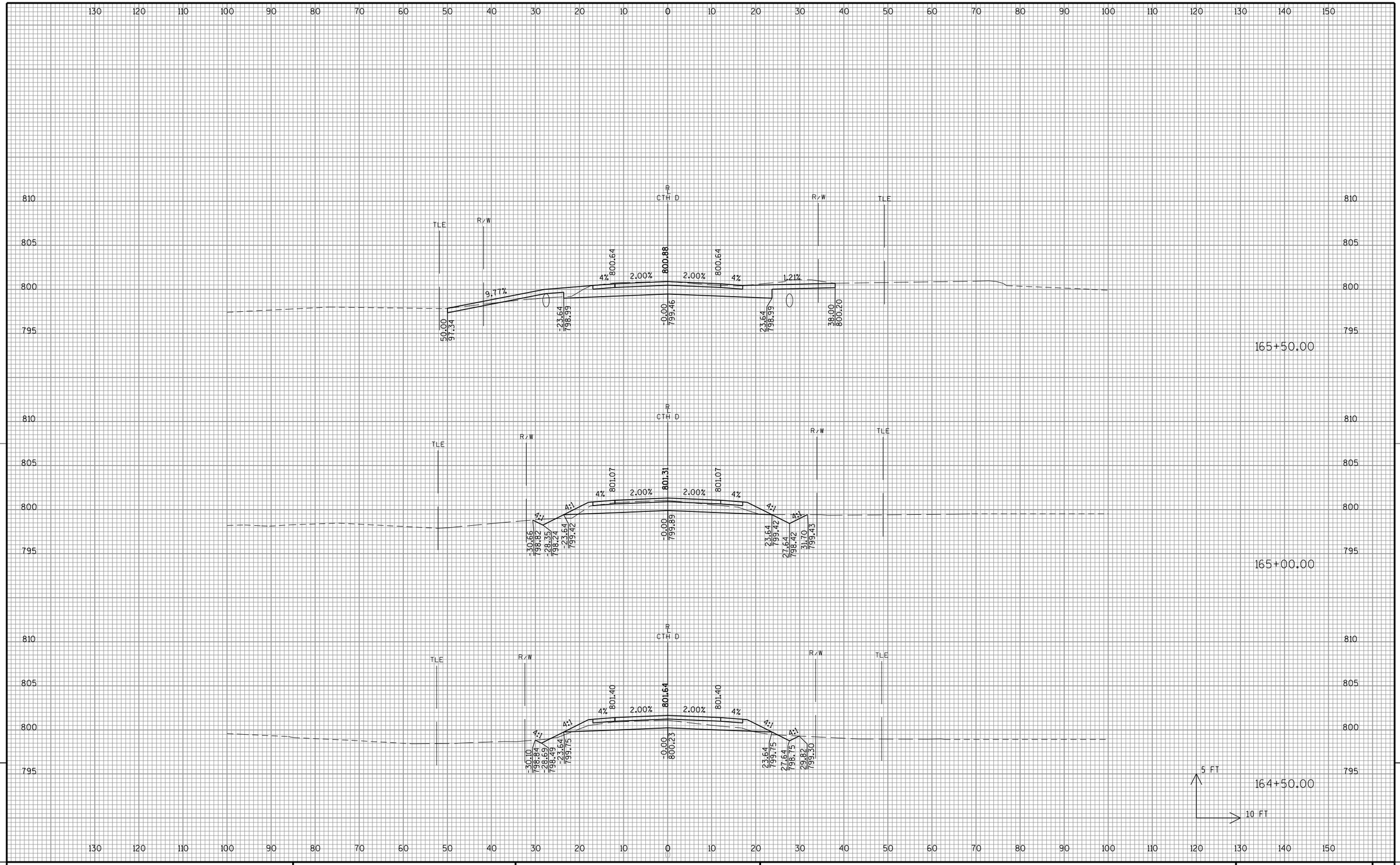
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 288	E



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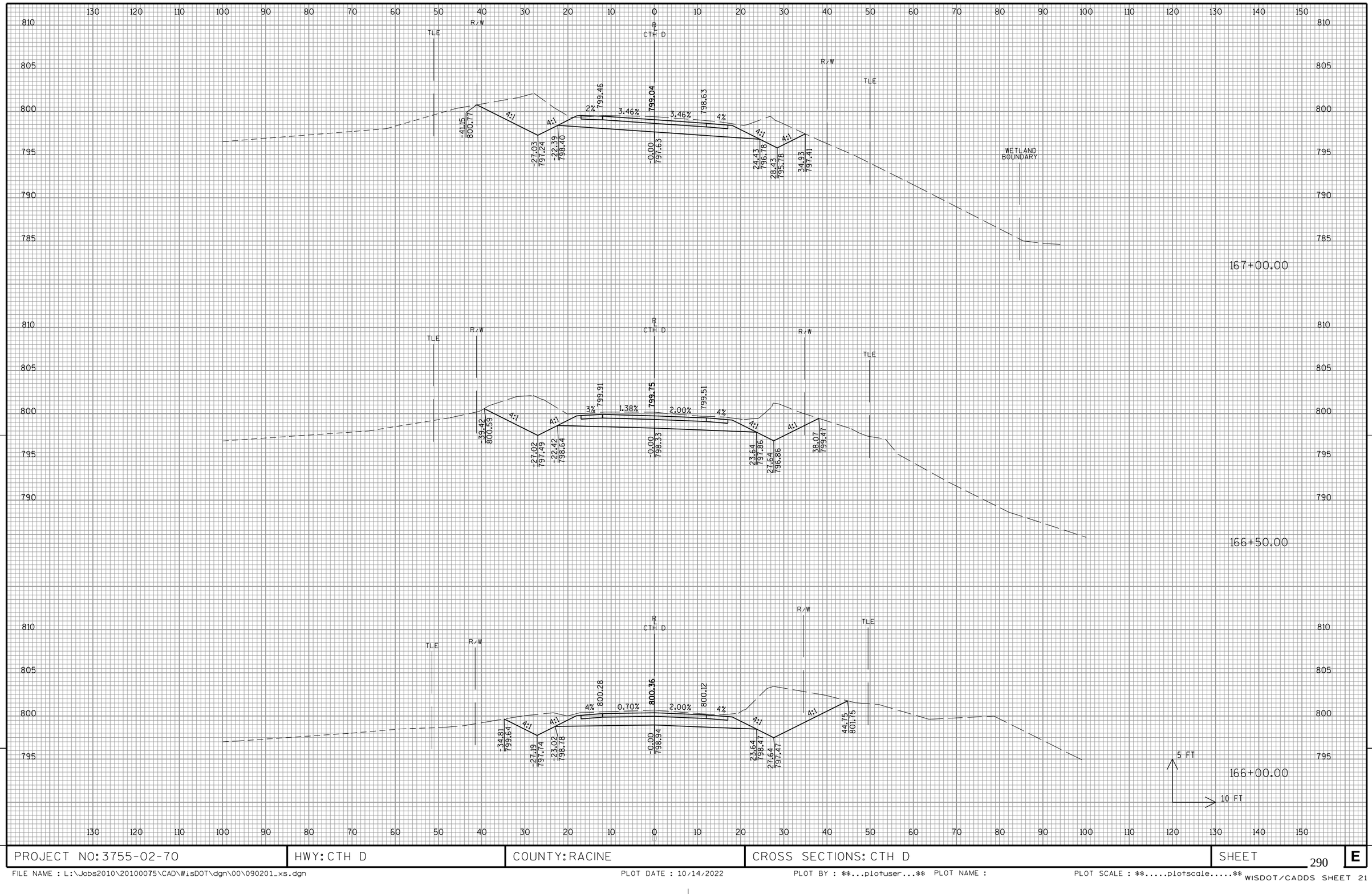
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 289	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 290	E

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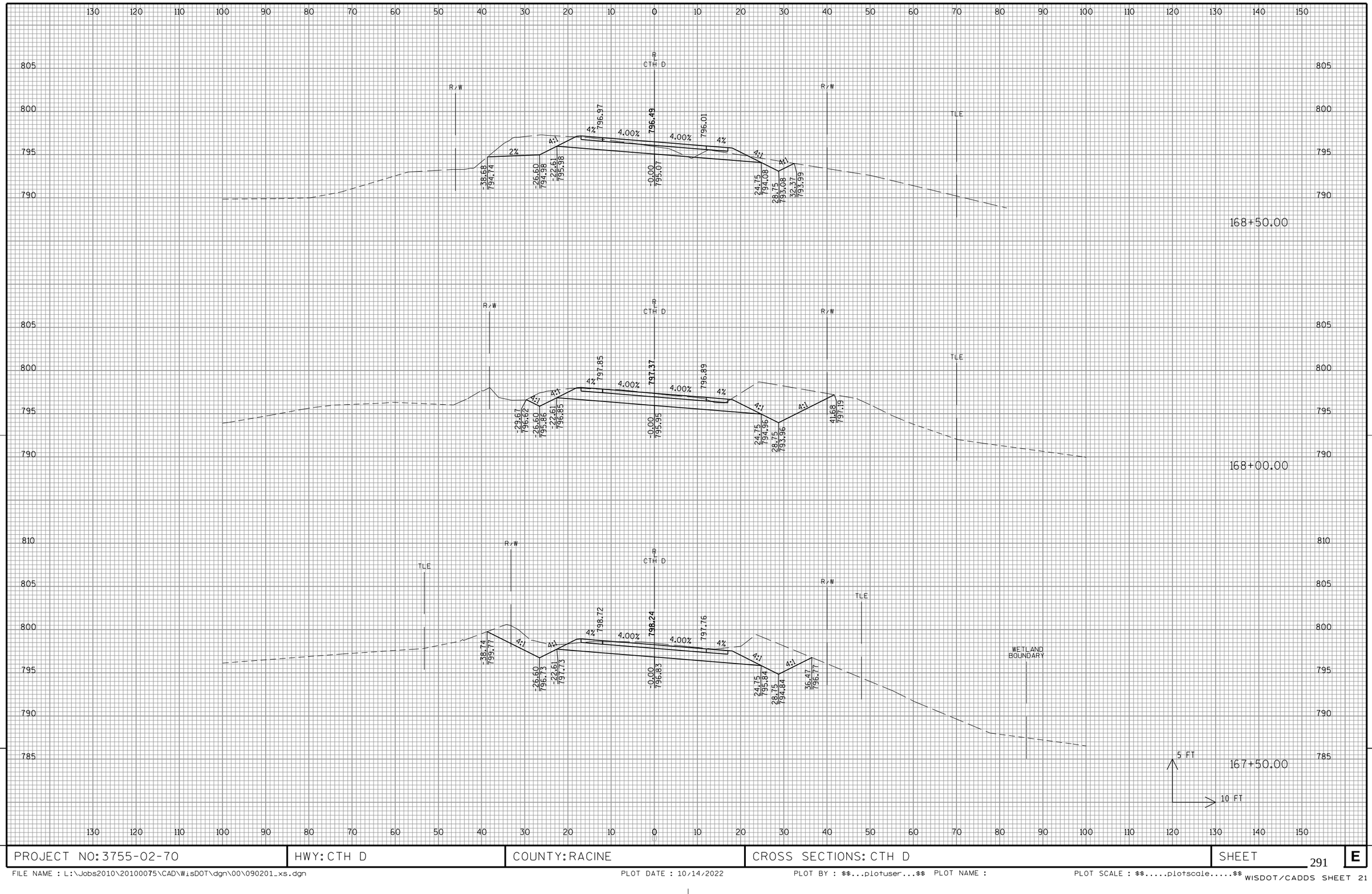

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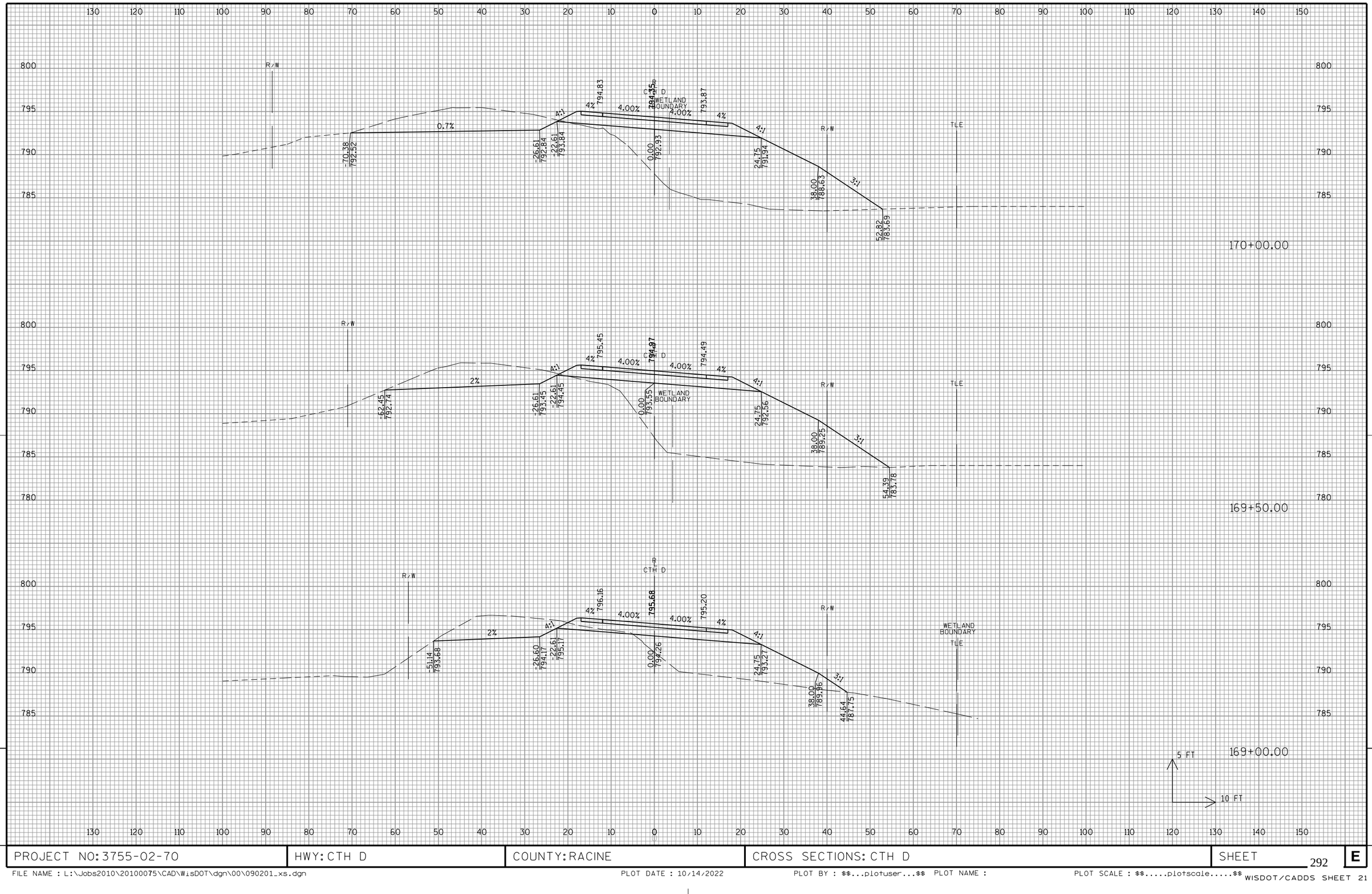
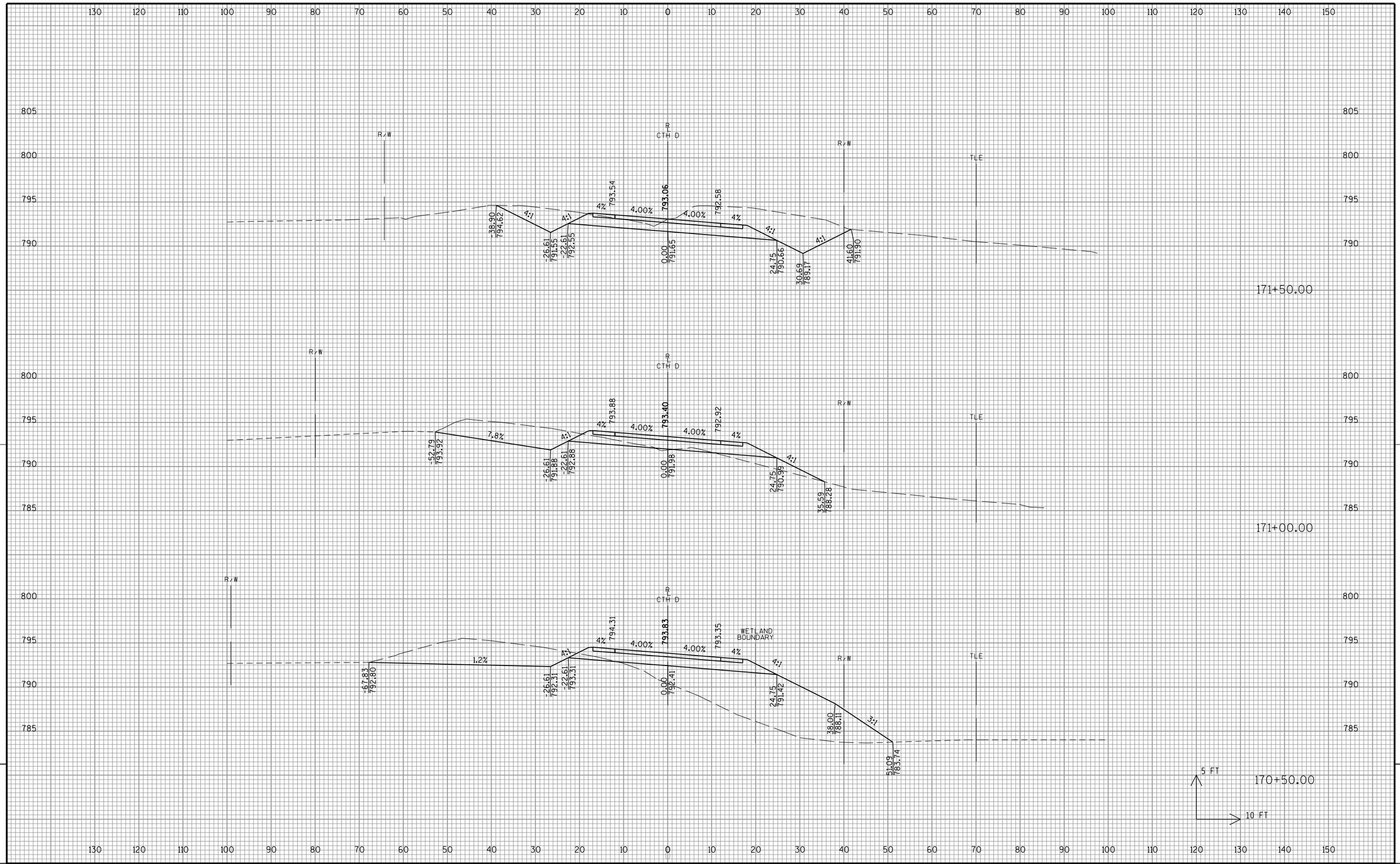
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 291	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 292	E



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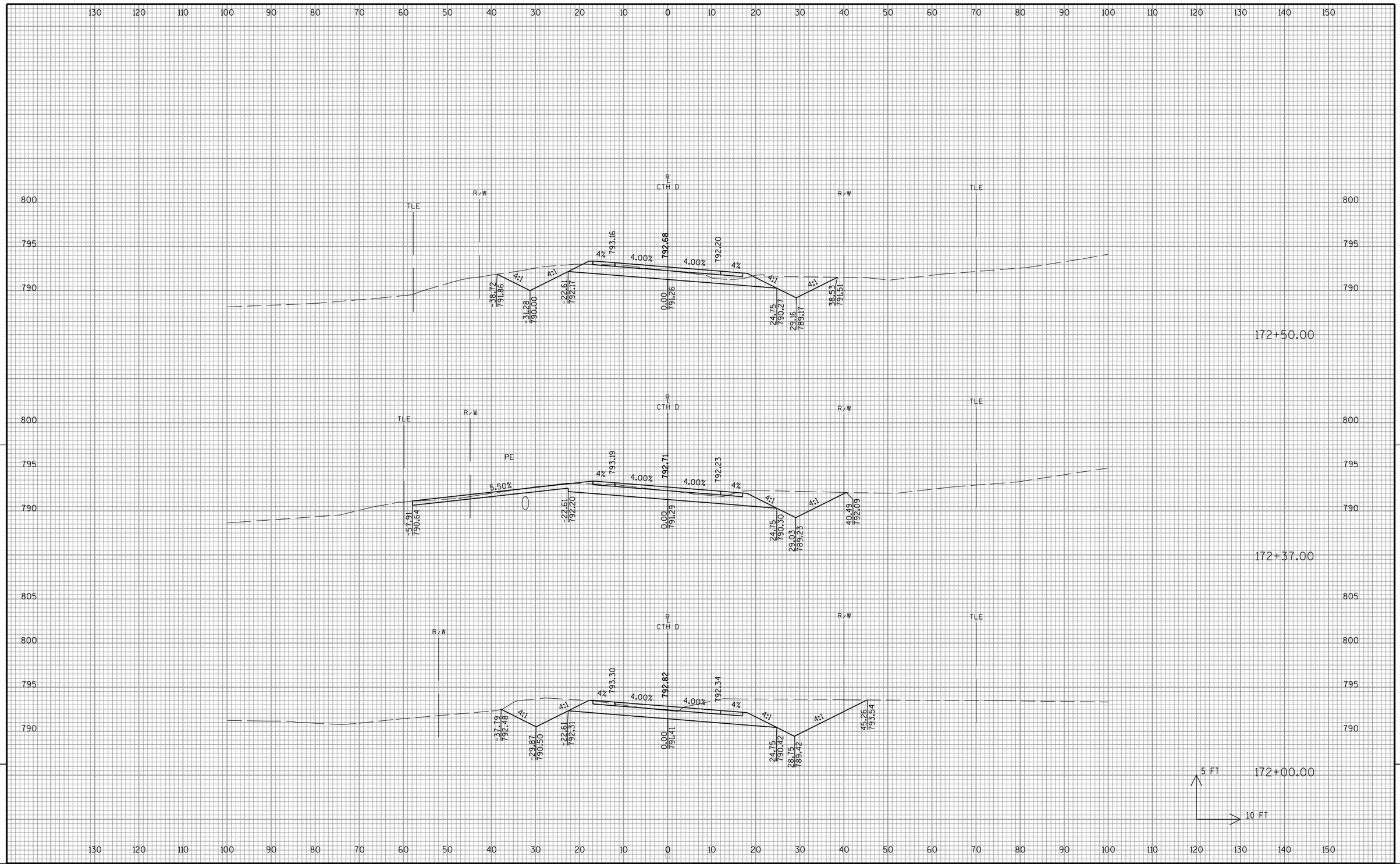
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 293	E



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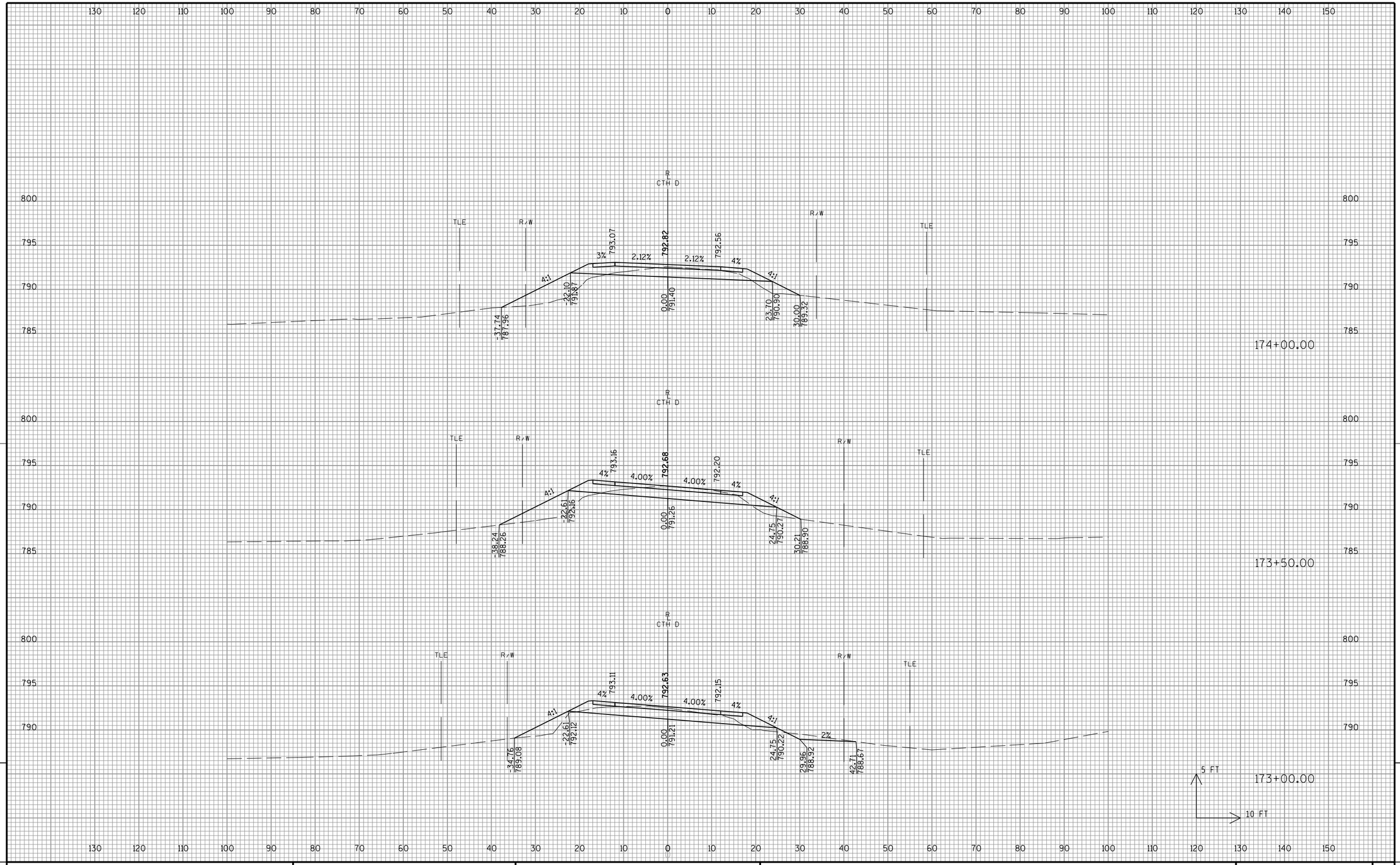
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 294	E



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PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 295	E

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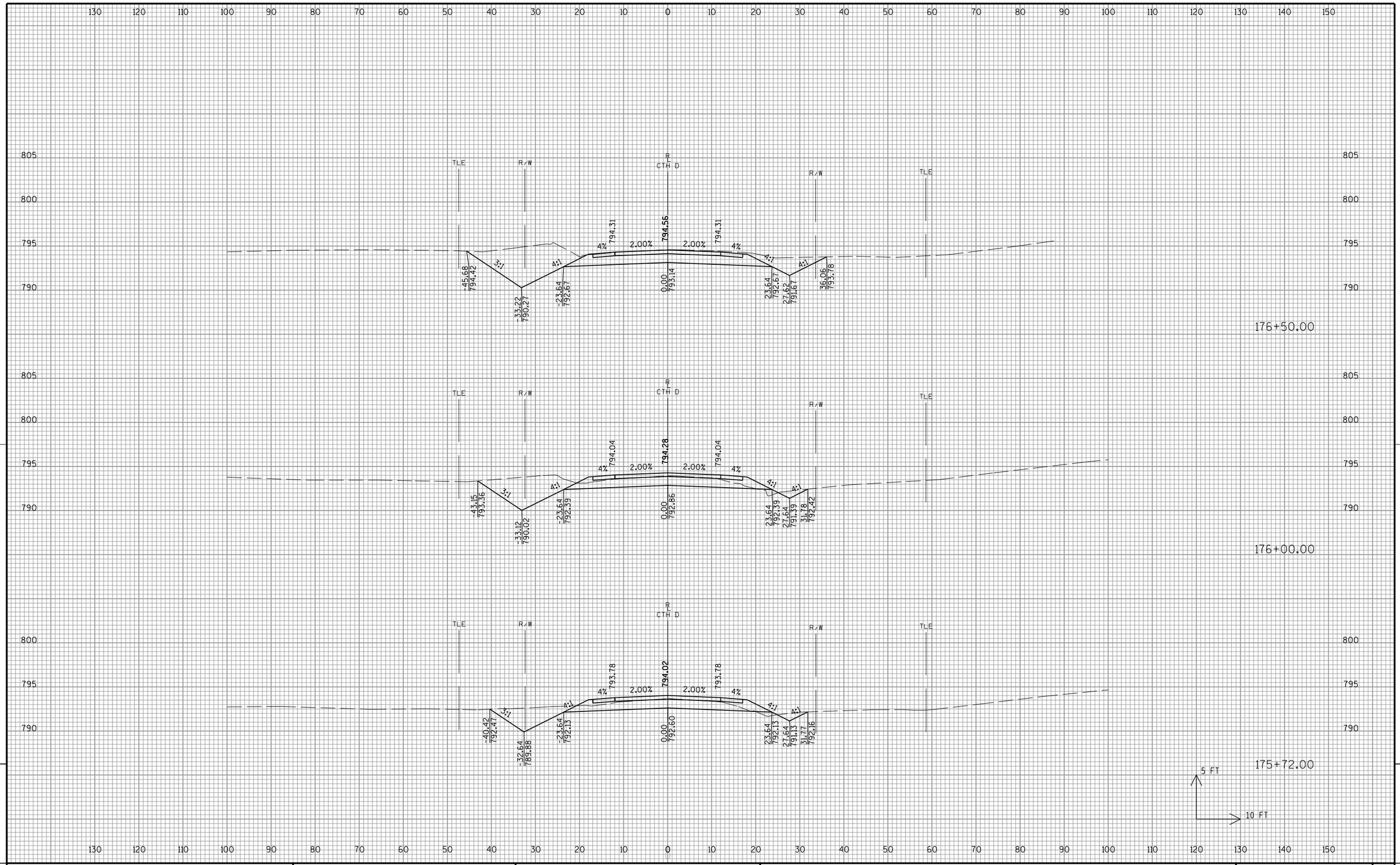
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 296	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 297	E

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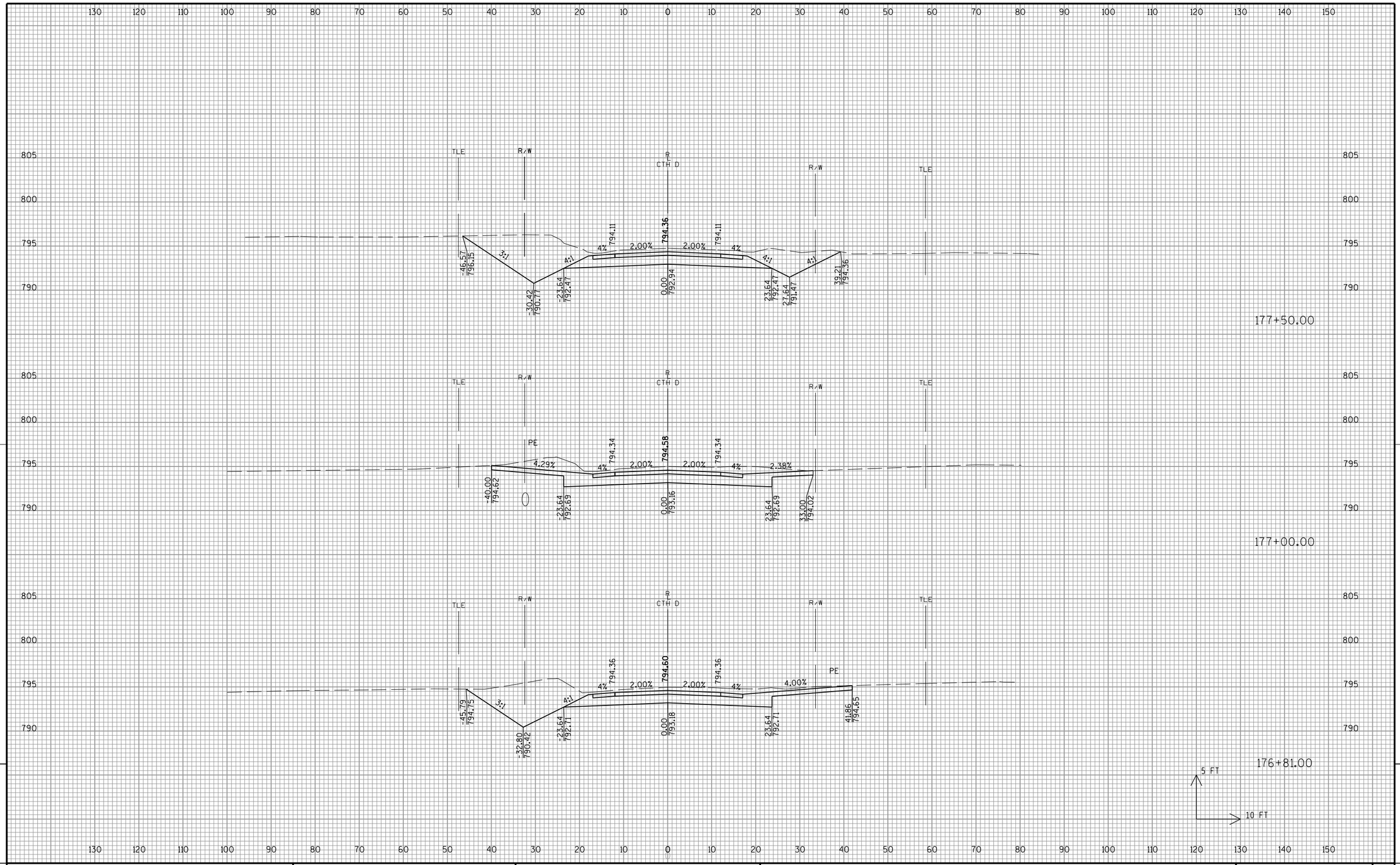

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 298	E

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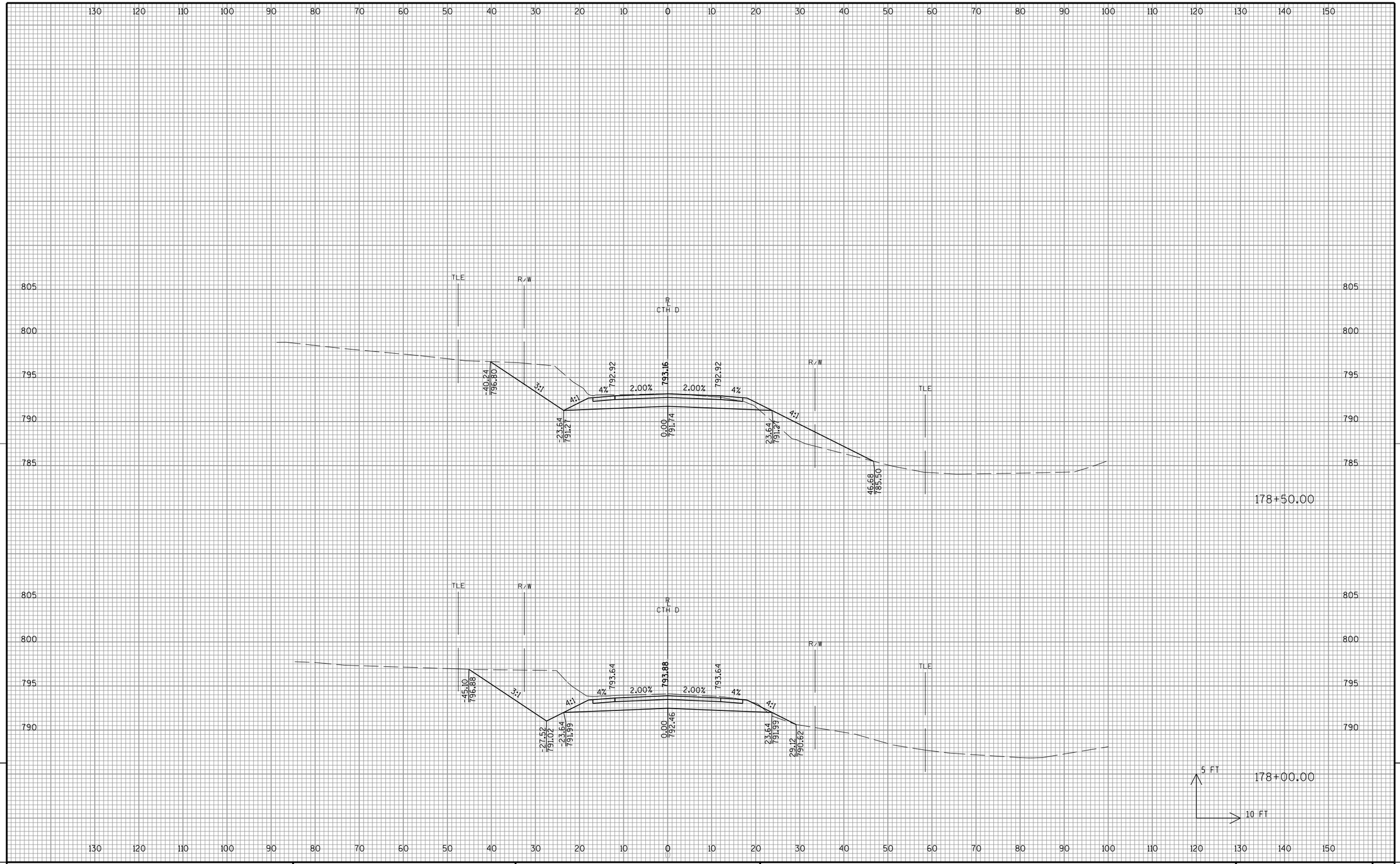

PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 299	E

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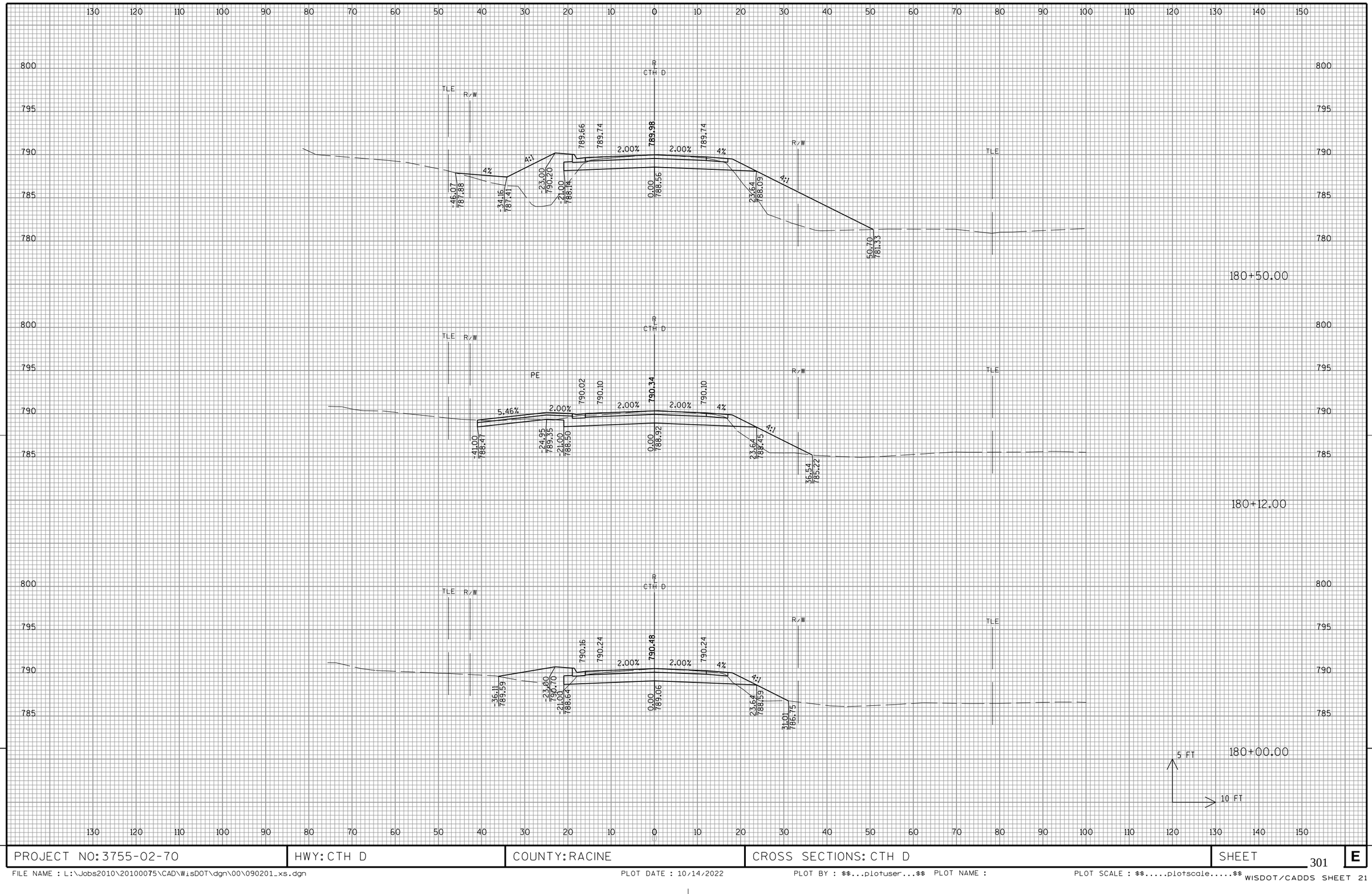
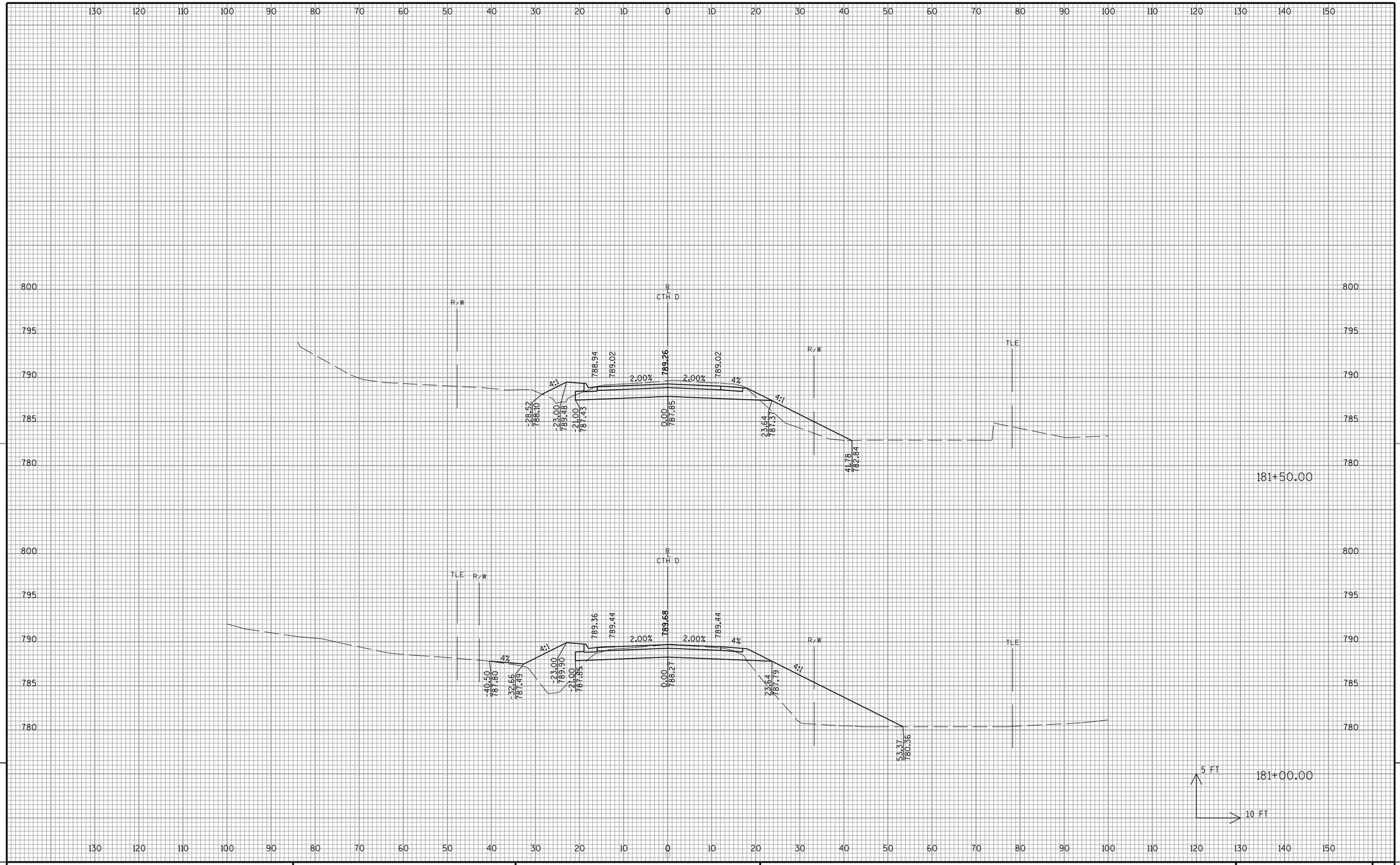
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 300	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 301	E



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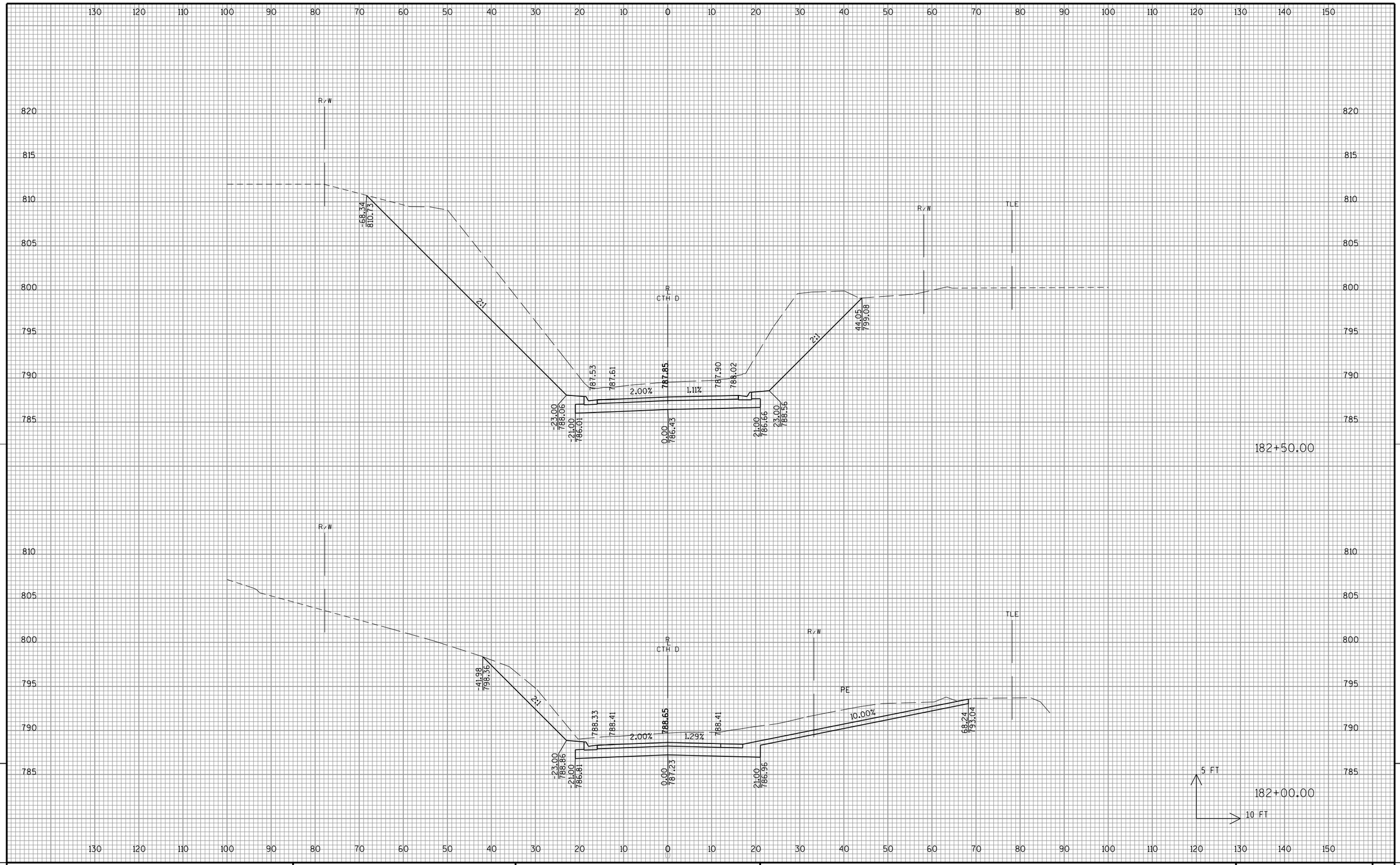
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 302	E



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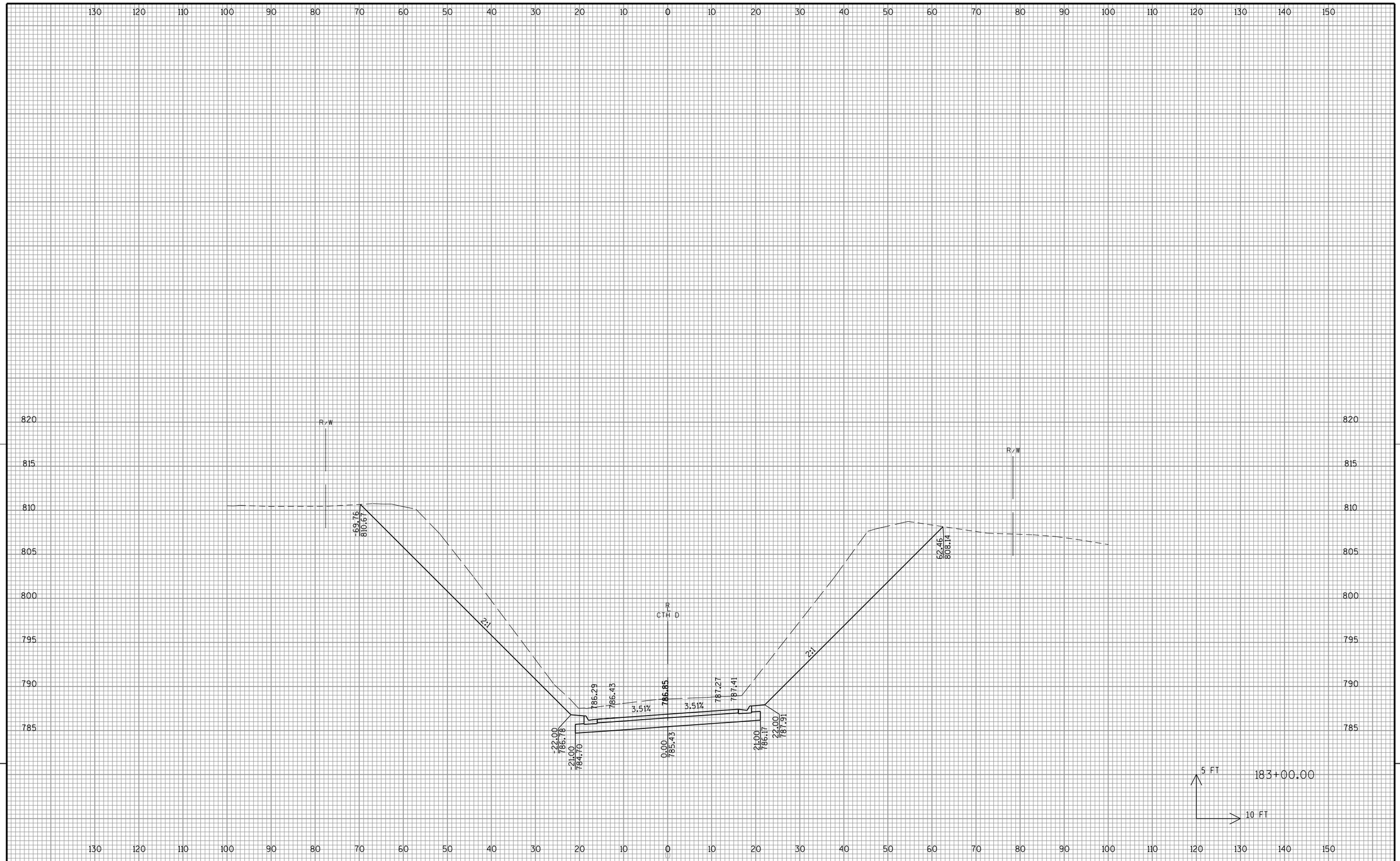
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 303	E



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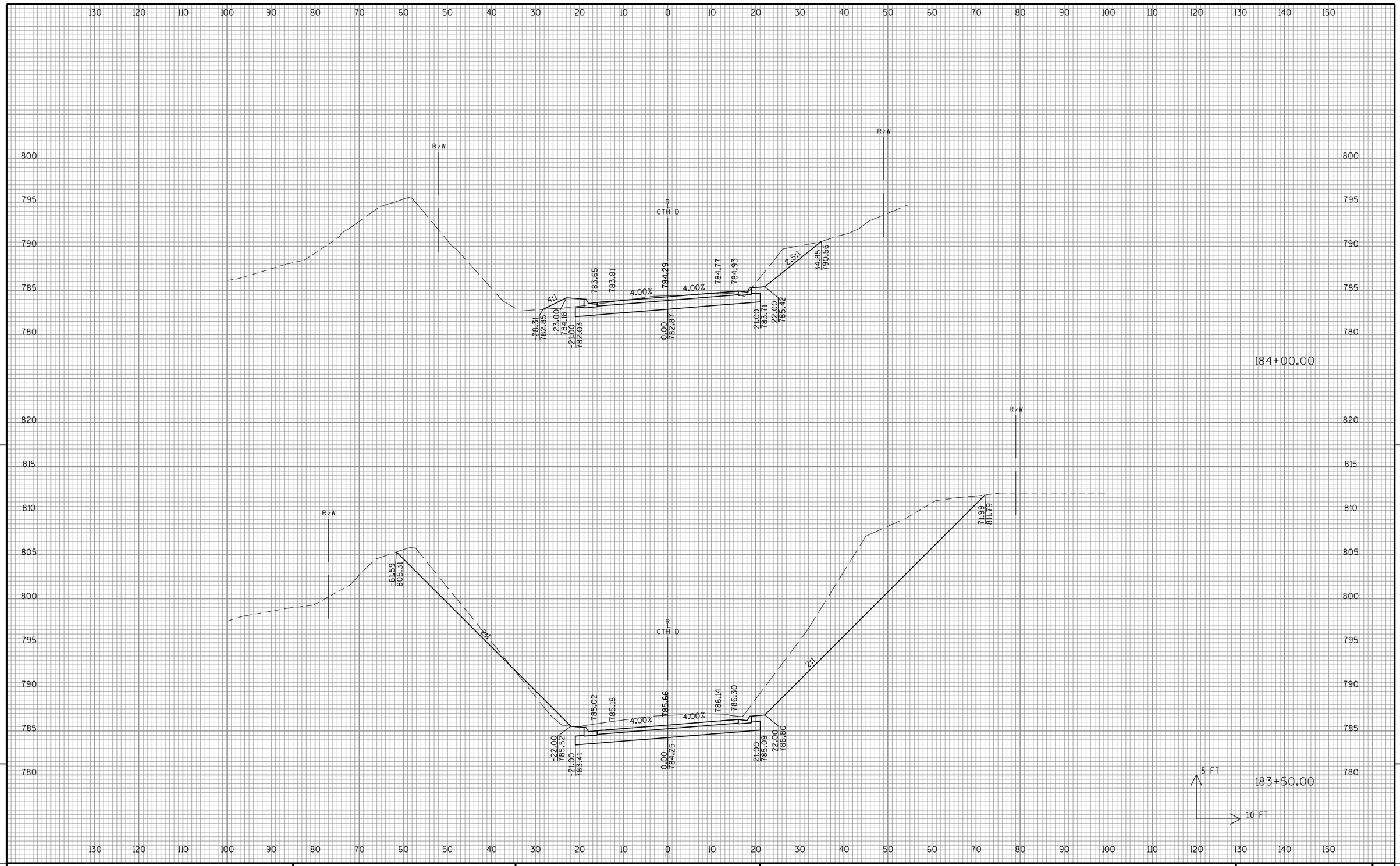
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 304	E



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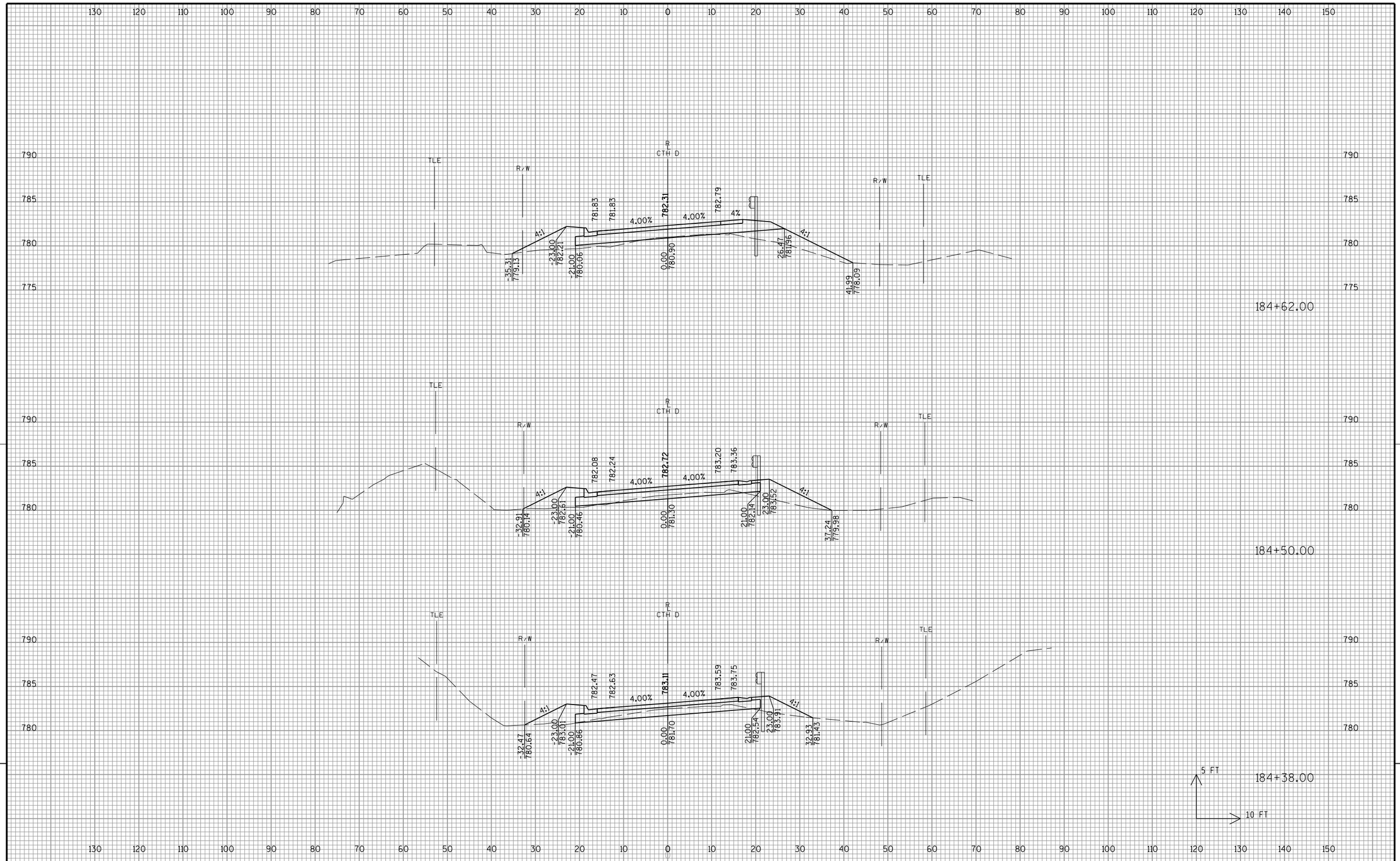
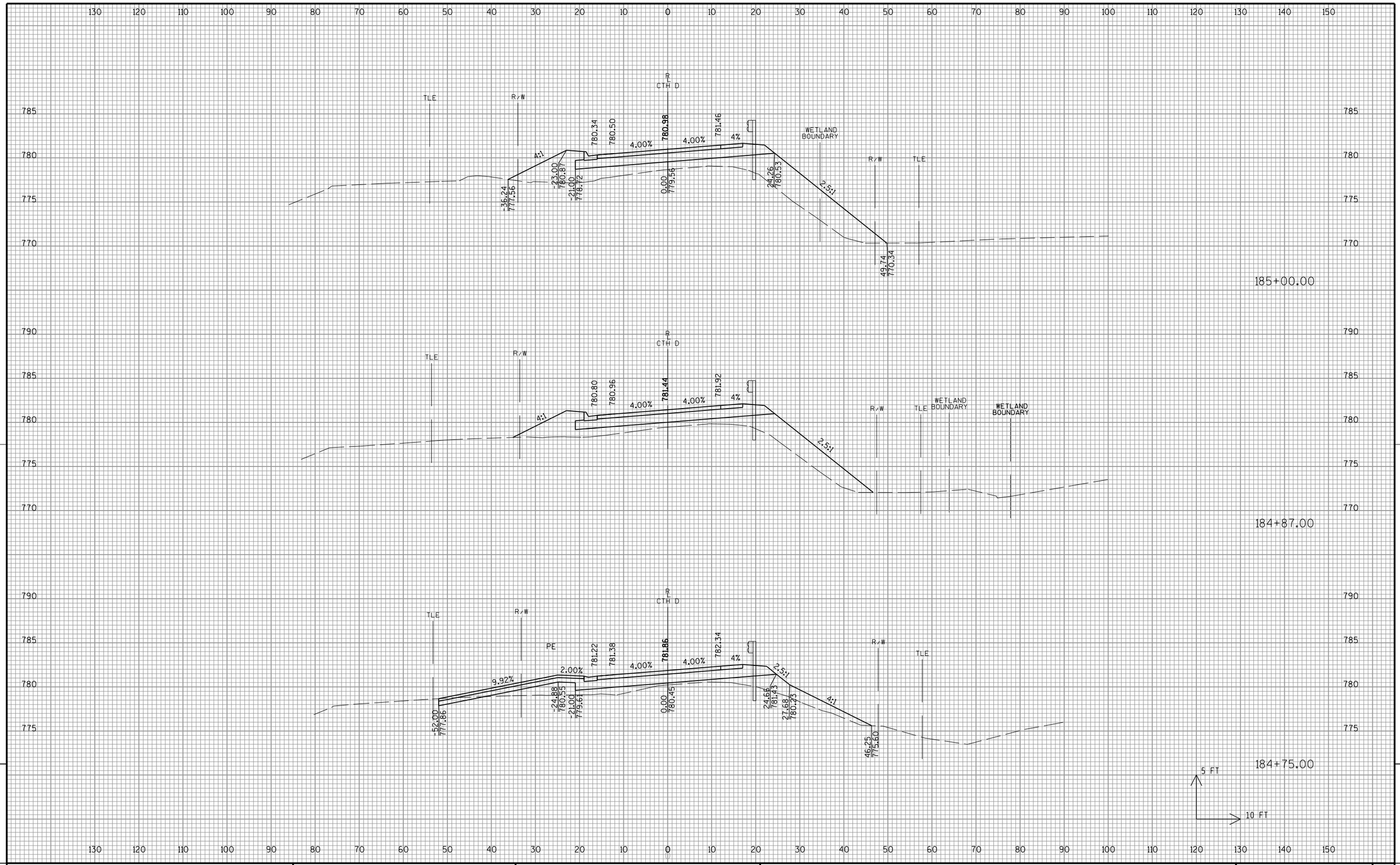
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 305	E

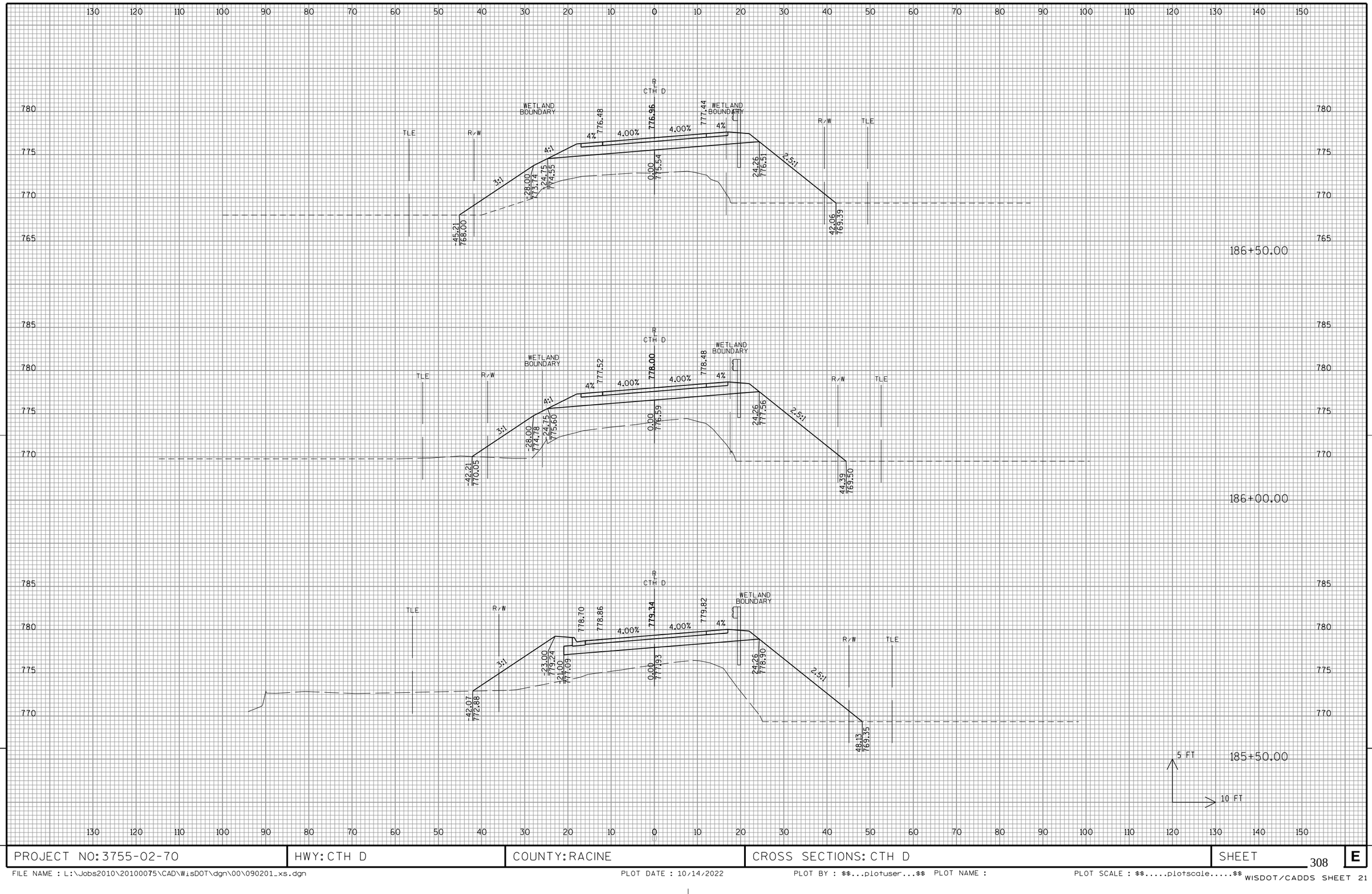


PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 306	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 307	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 308	E

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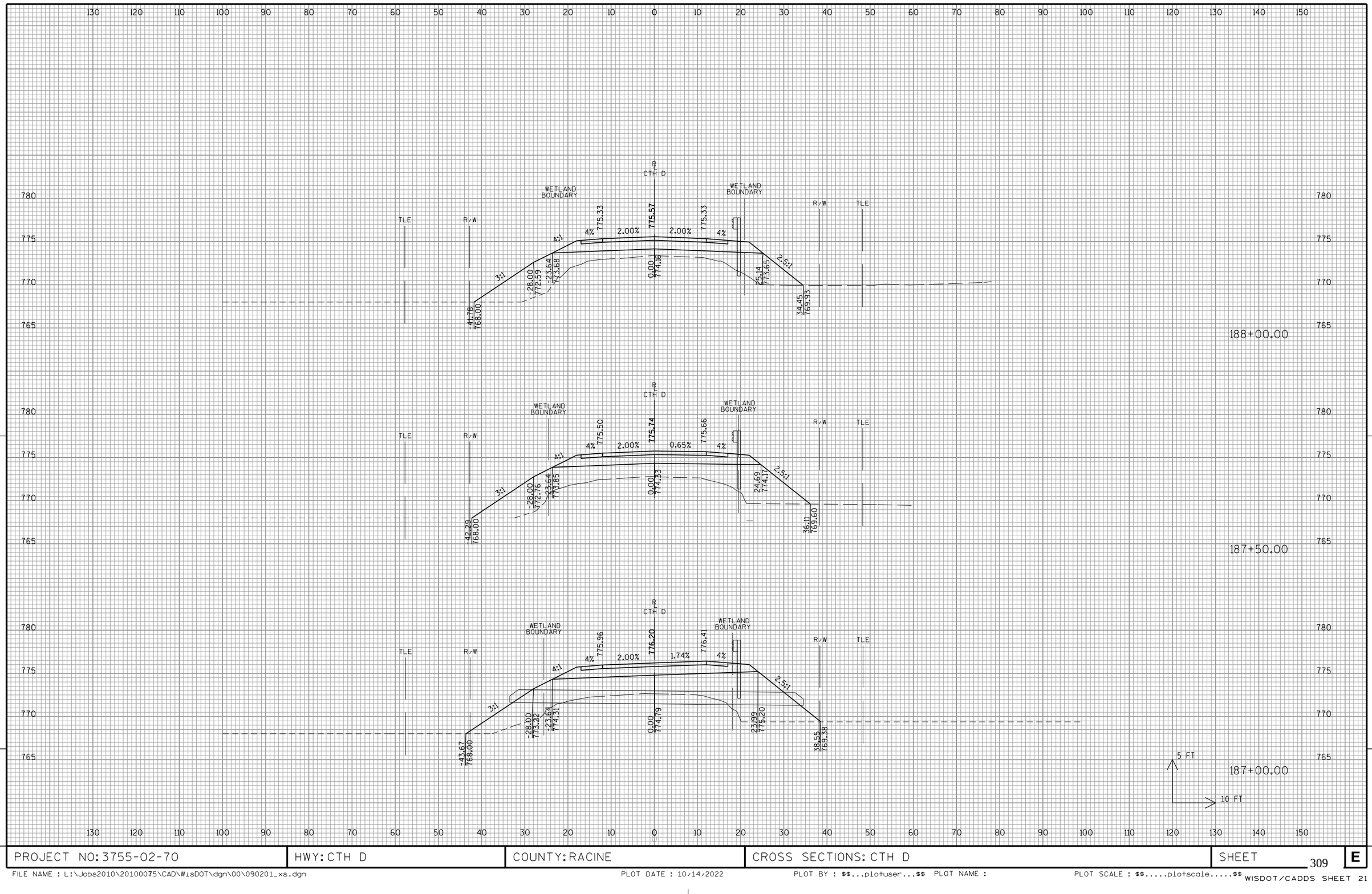

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PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 309	E

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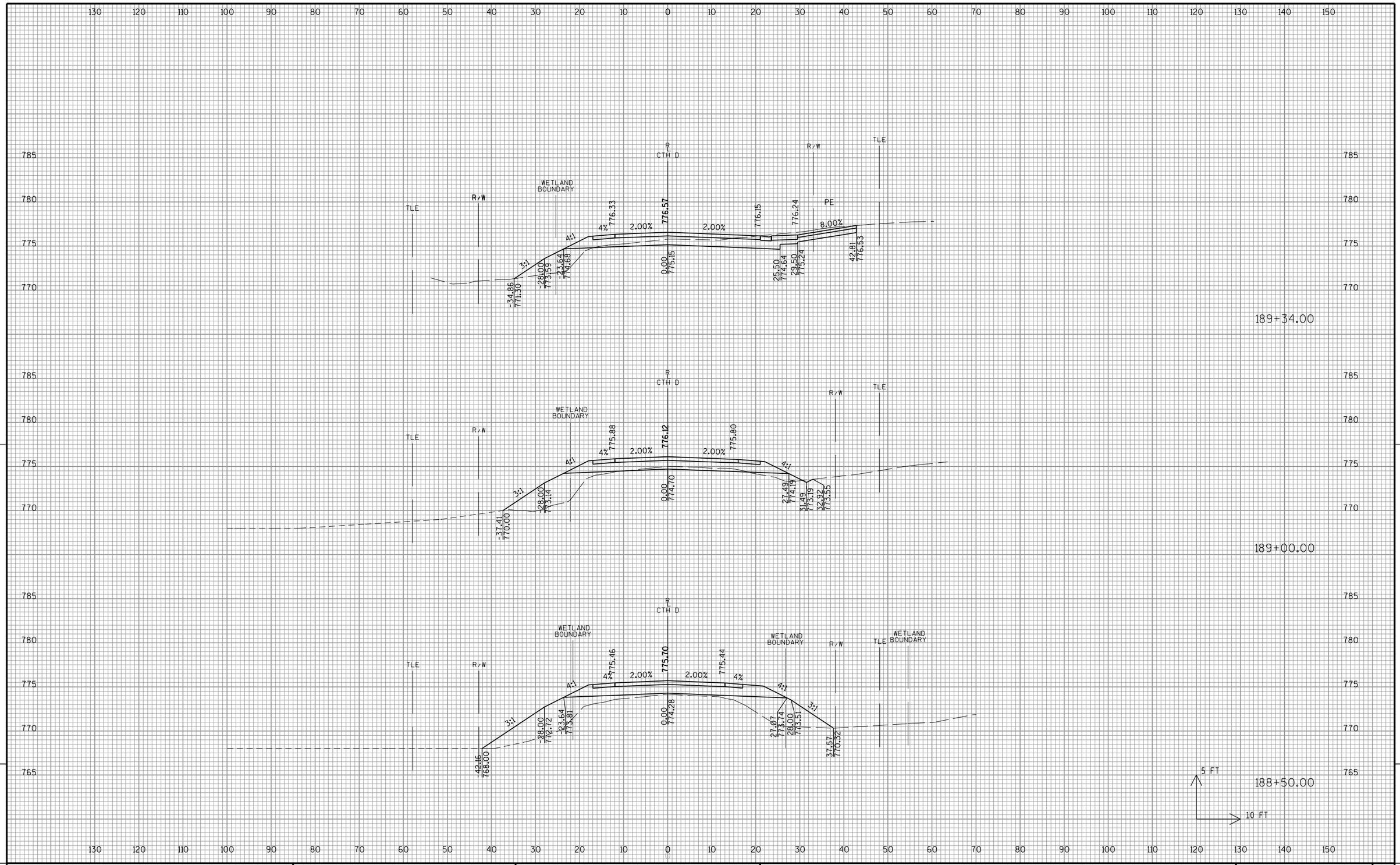

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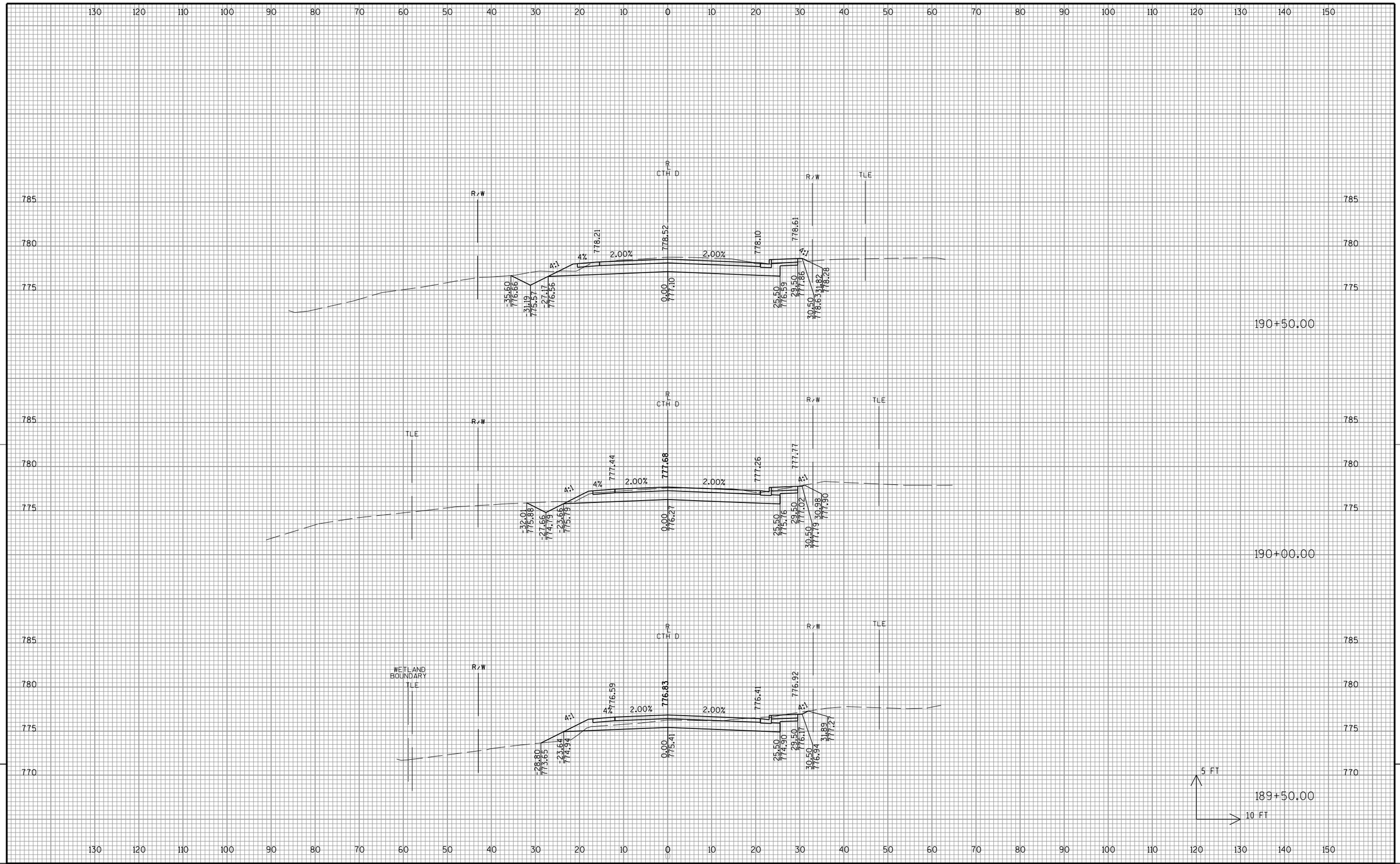
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 310	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 311	E

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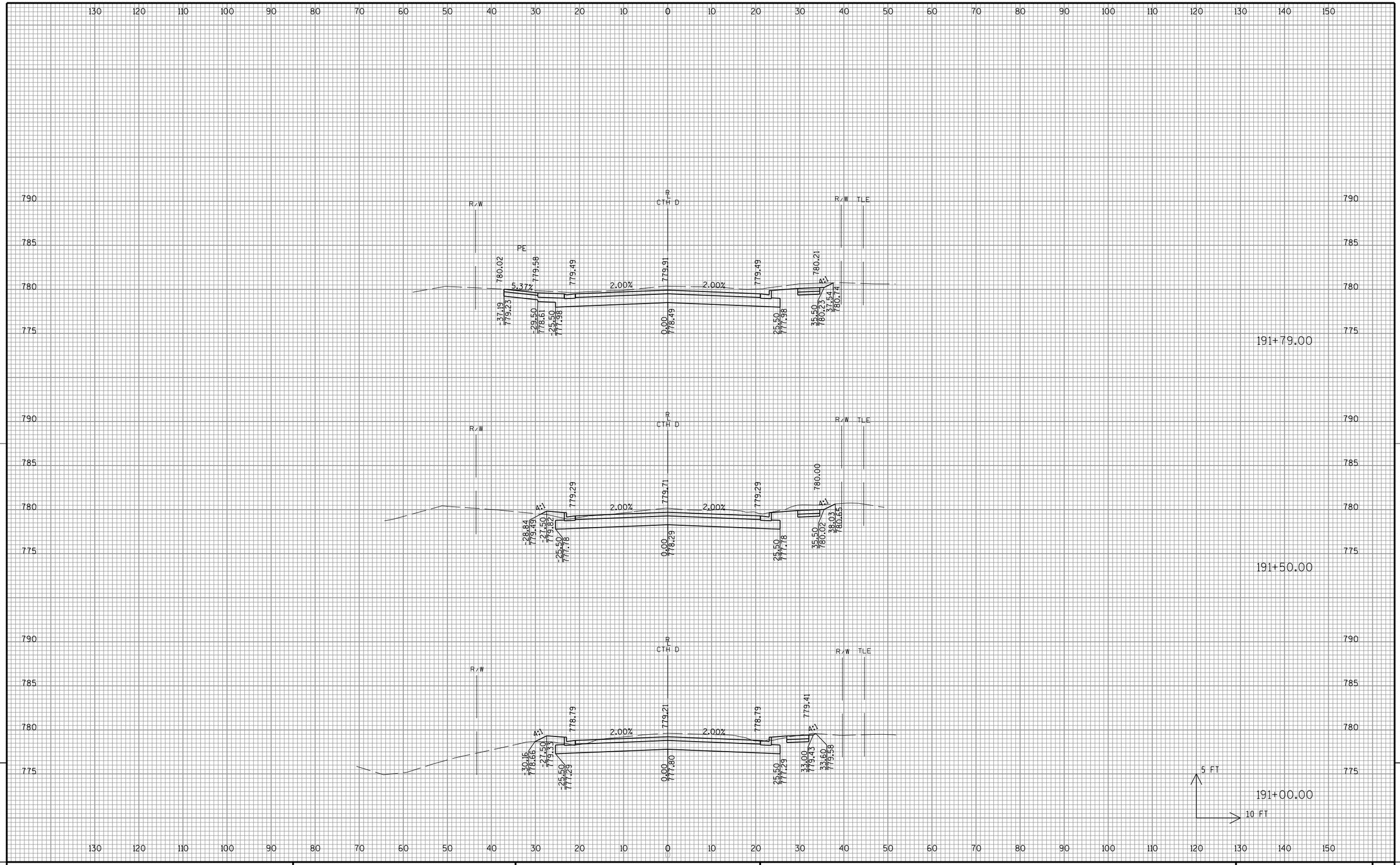

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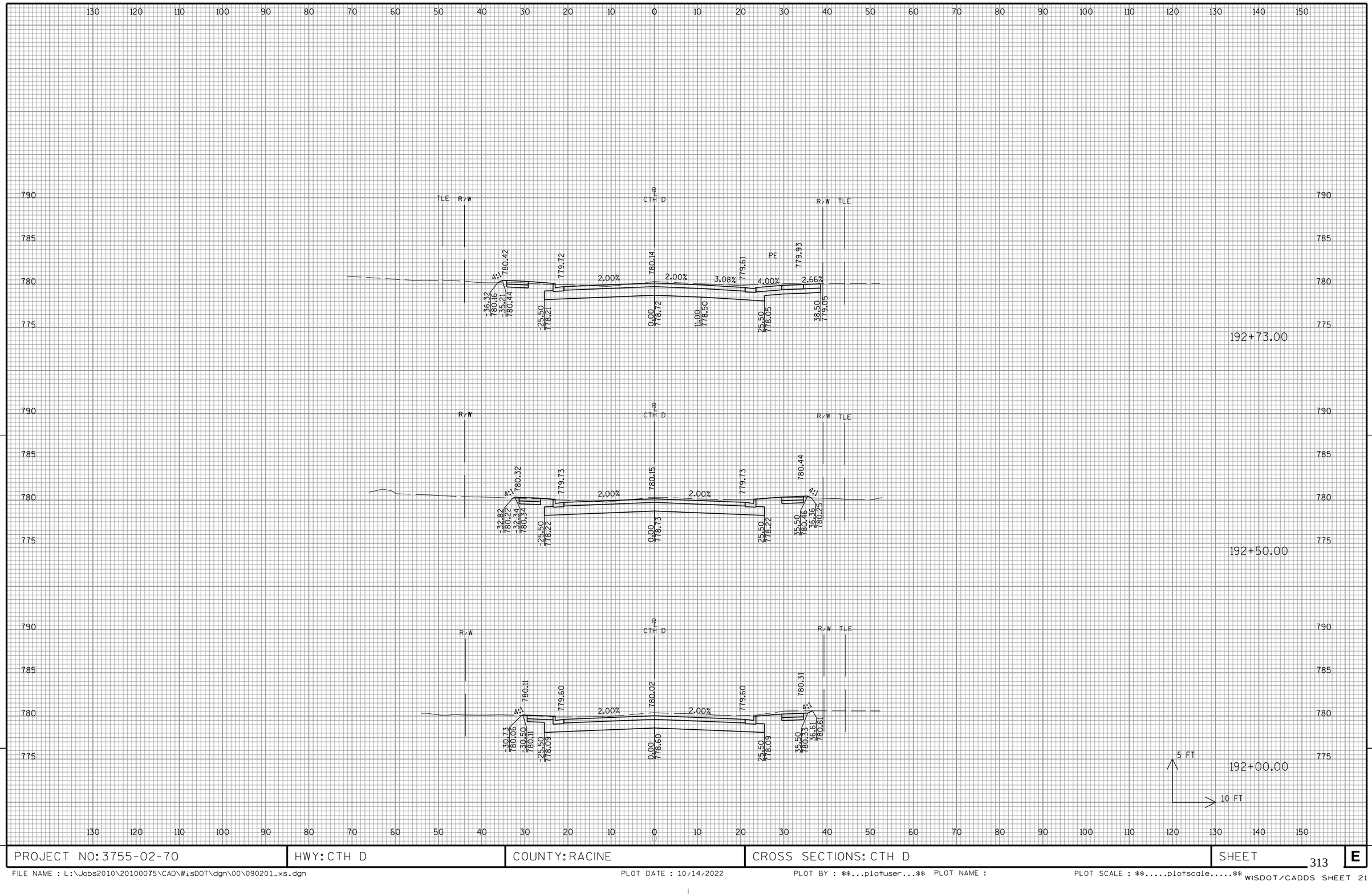
PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	CROSS SECTIONS:CTH D	SHEET 312	E



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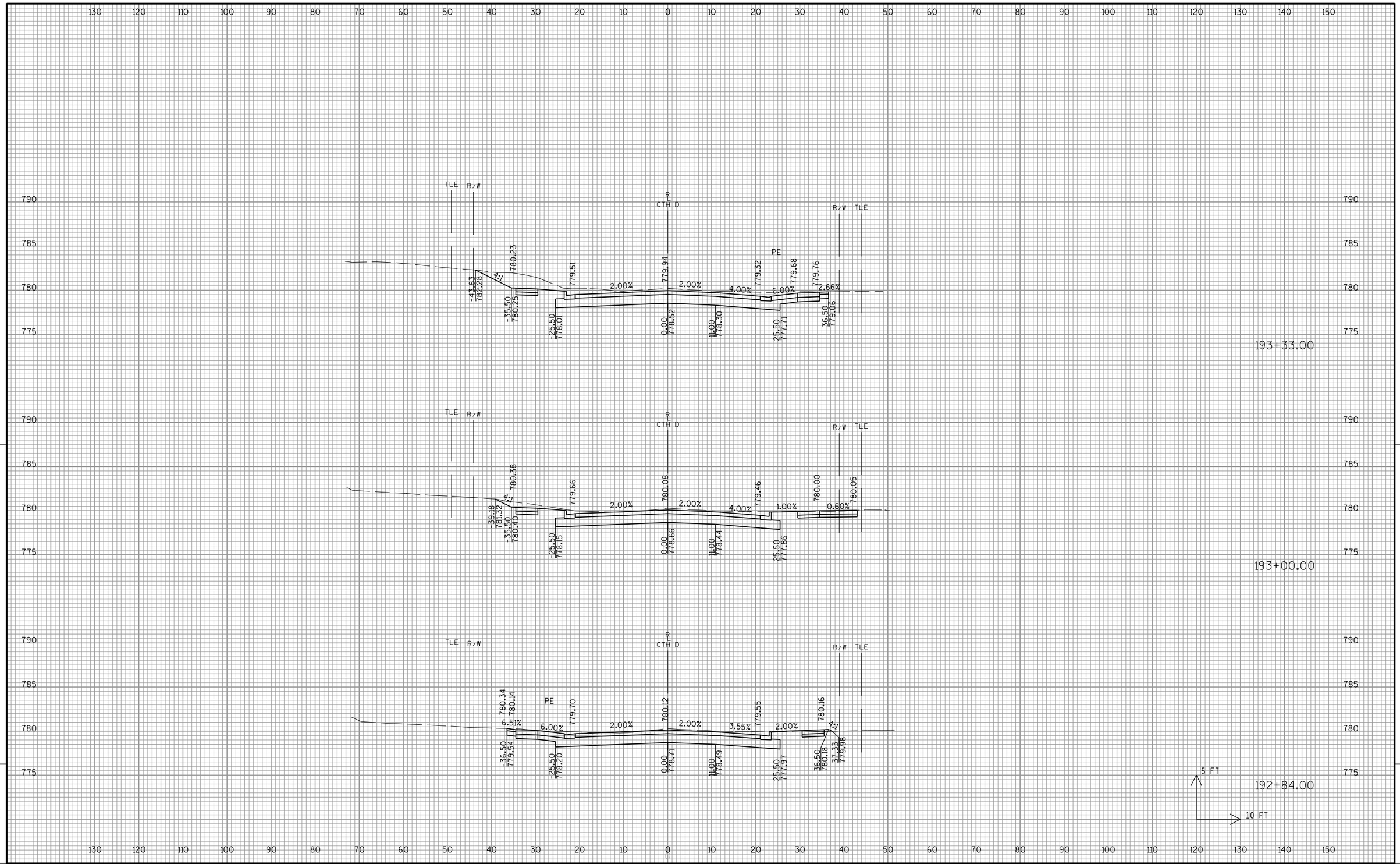
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 313	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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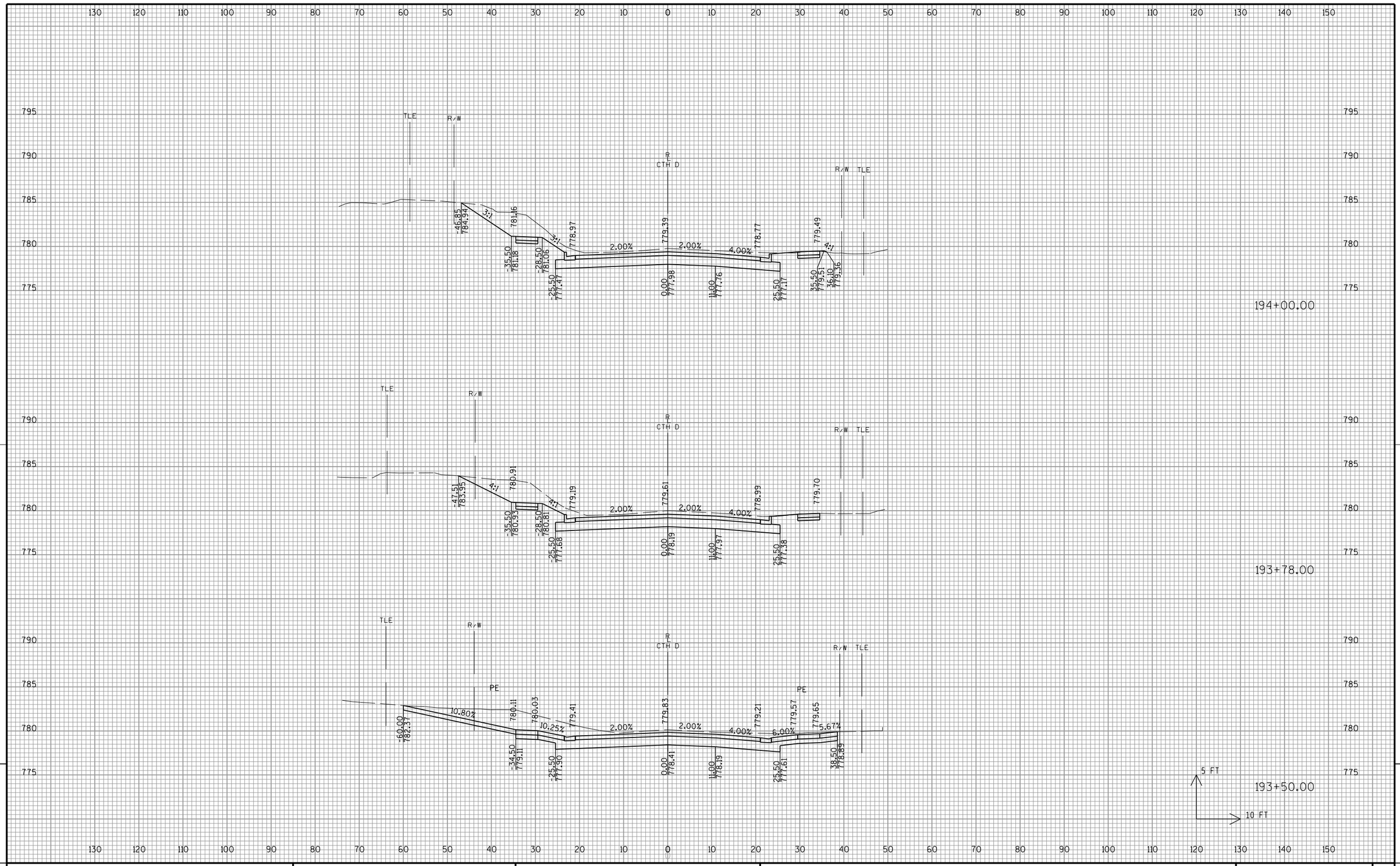
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 314	E



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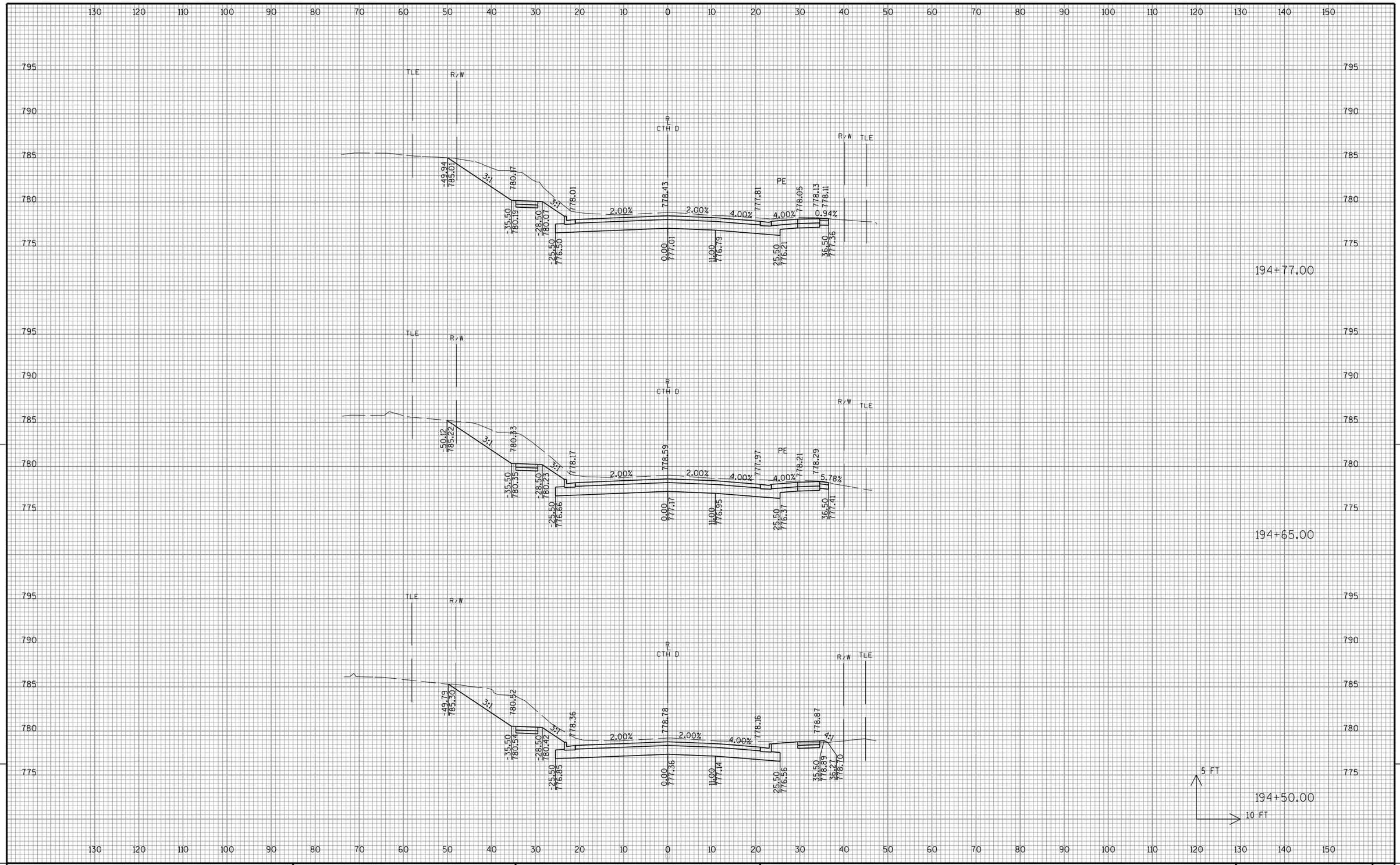
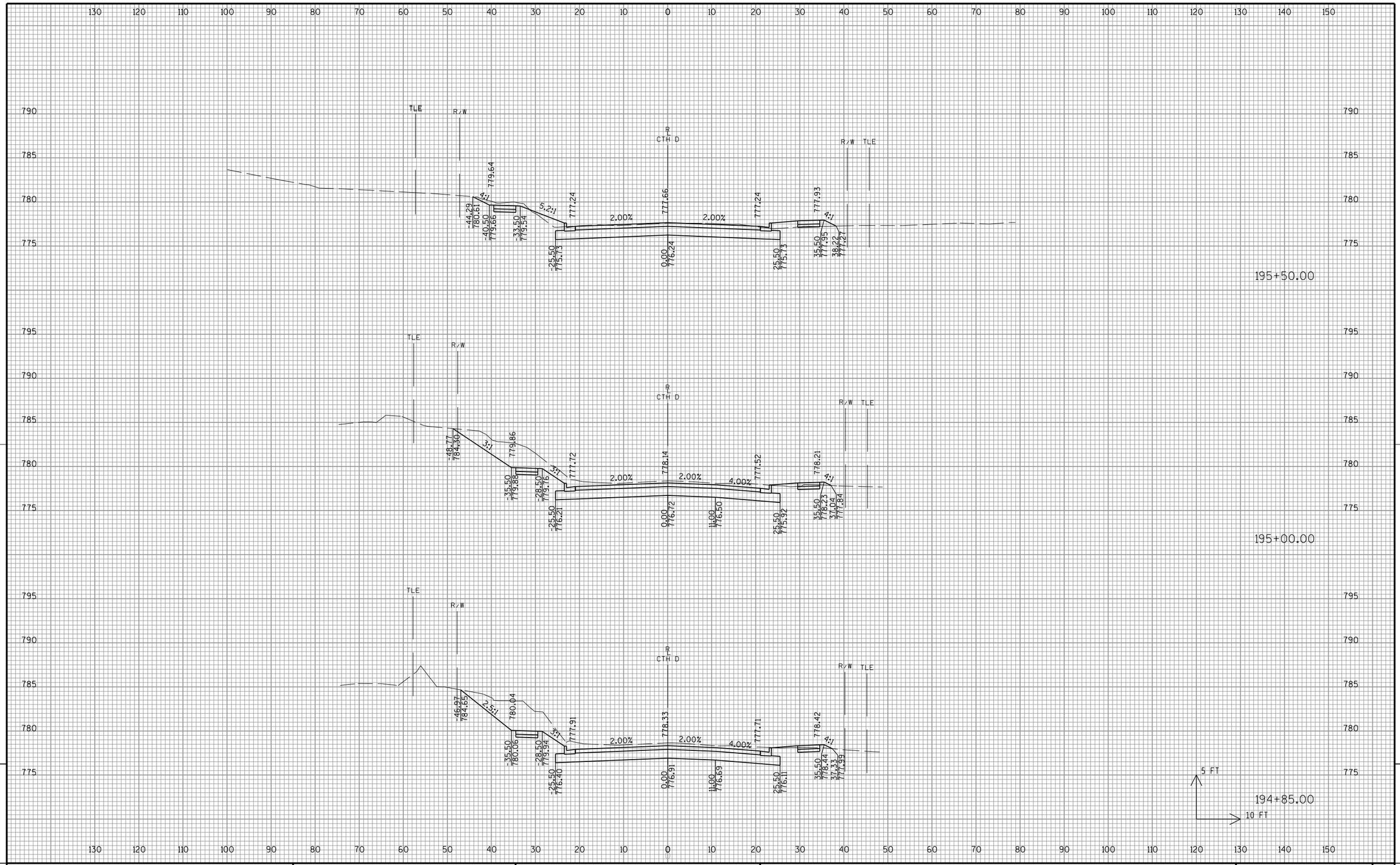
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 315	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 316	E

FILE NAME : L:\Jobs2010\20100075\CAD\WisDOT\dgn\00\090201_xs.dgn PLOT DATE : 10/14/2022 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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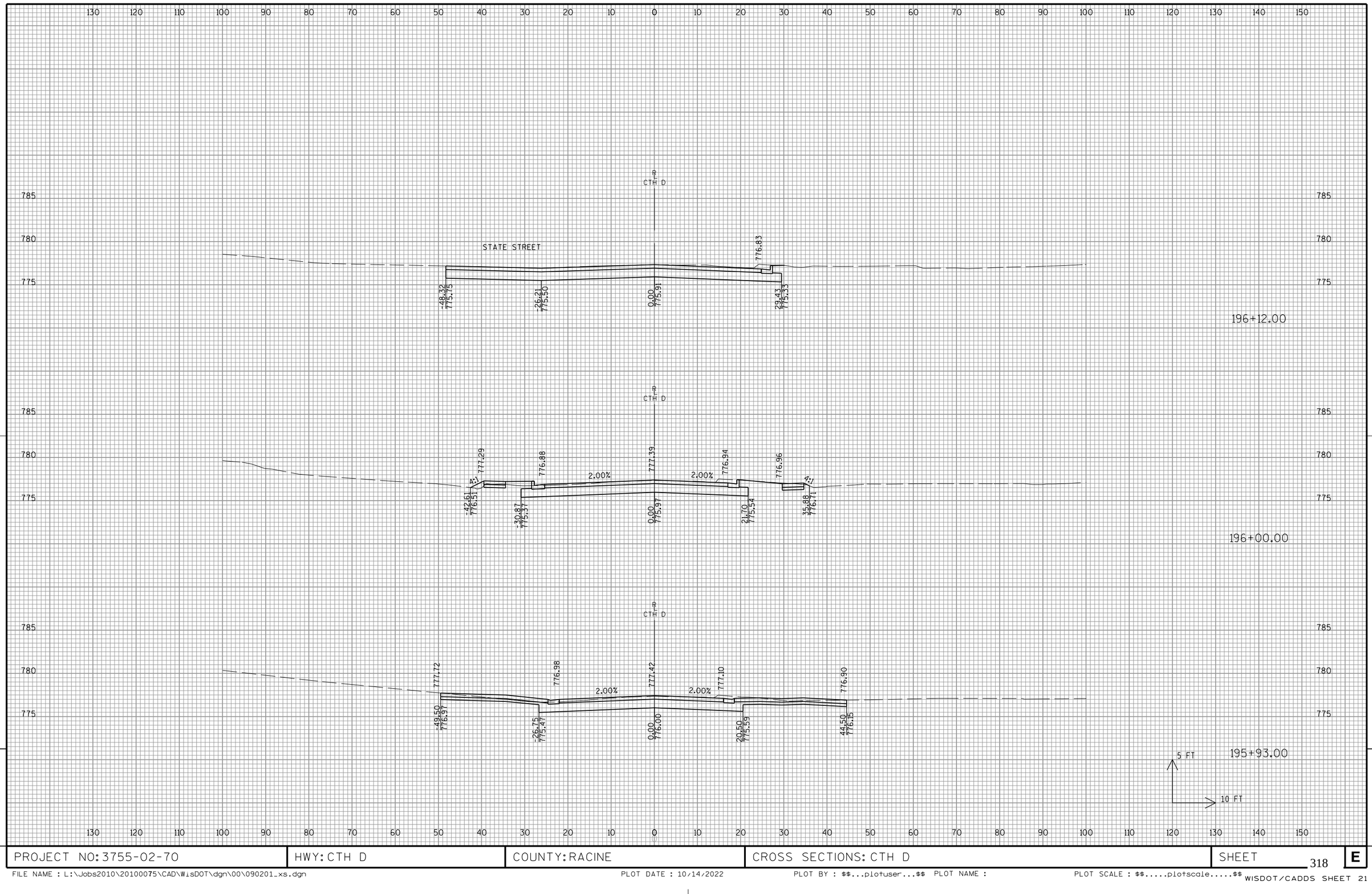
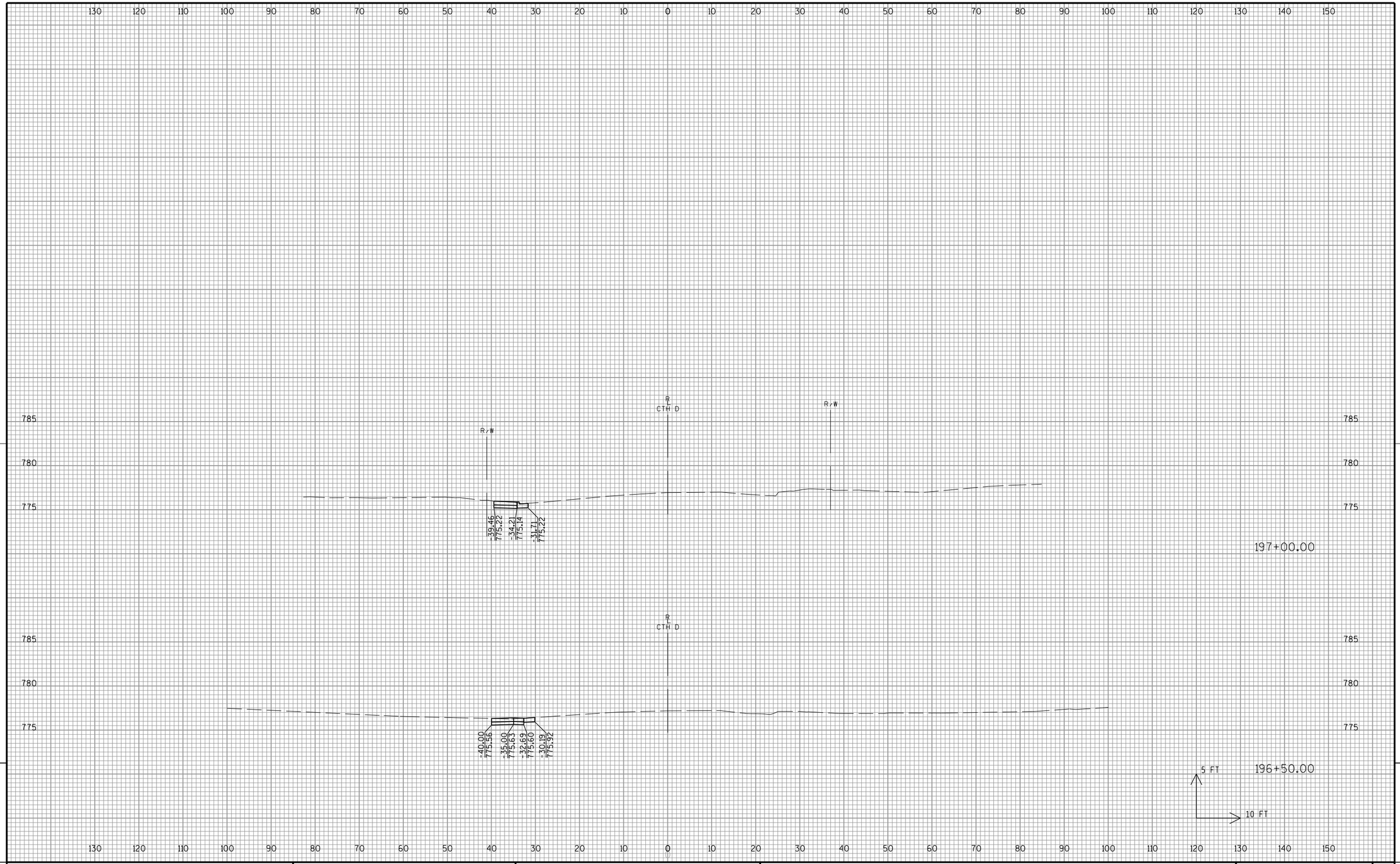
PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 317	E



PROJECT NO: 3755-02-70	HWY: CTH D	COUNTY: RACINE	CROSS SECTIONS: CTH D	SHEET 318	E



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PROJECT NO:3755-02-70	HWY:CTH D	COUNTY:RACINE	CROSS SECTIONS:CTH D	SHEET 319	E

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